8413

LLOYD'S REGISTER OF SHIPPING
No 71 Fenchurch Street E.C.3
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# 1968-69

C. V. P.

# REGISTER OF SHIPS
## A - L
POSTED EDITION

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# REGISTER BOOKS AND OTHER PUBLICATIONS ISSUED BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

**LLOYD'S REGISTER BOOK** (The Register of Ships and List of Shipowners are issued annually in July; the Appendix in January).

**The Register of Ships** (in two volumes A–L and M–Z) contains the names, classes and general information concerning the ships classed by Lloyd's Register of Shipping (including the British Corporation Register); also particulars of all known ocean-going merchant ships in the world, of 100 tons gross and upwards.

The second volume (M–Z) also contains floating docks, flexible towable containers, liquefied gas carriers, ships carrying refrigerated cargo, refrigerated cargo containers, refrigerated stores classed with Lloyd's Register and off-shore drilling rigs, as well as lists of changes of ships' names and compound names.

The Register is kept up to date by means of cumulative monthly Supplements containing the latest survey records for all classed ships, and changes of name, ownership, flag, tonnage, &c., for all ships, whether classed or not. Each Supplement is accompanied by particulars of new entries to the Register—that is, new ships and ships of which the names have been changed.

A **Weekly List of Alterations** in the Register of Ships is also published.

**List of Shipowners** contains a list of owners and managers of the ships recorded in the Register with their fleets.

**The Appendix** contains lists of shipbuilders with existing ships they have built; marine enginebuilders and boilermakers; dry and wet docks; telegraphic addresses and codes used by shipping firms; marine insurance companies.

**Statistical Tables** are issued gratis to Subscribers to the Register Book.

REGISTER OF YACHTS

Published annually in April, this volume contains in addition to detailed information relating to yachts classed by the Society, the names, dimensions, etc., of other British and overseas yachts, whose particulars are known; a list of one-design classes; also, in an Appendix, particulars of Yacht and sailing Clubs, with the names of Officers; yachts whose names have been changed; yacht builders and designers with the yachts they have built and designed, and a list of Yacht Owners with their addresses, clubs and the names of their yachts.

SAIL NUMBERS OF RACING YACHTS

A comprehensive list of racing yachts shown under the various Classes. Information includes sail numbers, particulars of each Class, together with name and address of Class Secretary, etc.

Illustrations of Club ensigns and burgees, and private flags of yachtsmen. Published separately.

YACHT RULES

**Vol. I:—WOOD AND COMPOSITE YACHTS**
**(Sailing, Auxiliary, and Full Power)**
**Vol. II:—STEEL YACHTS**
**Vol. III:—INTERNATIONAL RATING CLASSES**
**PROVISIONAL RULES FOR THE CONSTRUCTION OF REINFORCED PLASTIC YACHTS**
**A GUIDE TO MACHINERY AND ELECTRICAL EQUIPMENT IN YACHTS**

REGISTER OF AMERICAN YACHTS

This Register is published annually in May from the Society's New York Office. Copies may also be obtained on application to the Manager, Lloyd's Register Printing House, Manor Royal, Crawley, Sussex, England.

This book contains the names, dimensions, and full particulars of the yachts of the United States and Canada, so far as they are ascertainable; reproductions in colour of the burgees of yacht clubs and the private signals of yachtsmen; a list of yacht clubs with the names of their officers; an index of signal letters; late names of yachts; and a list of yacht owners of the United States and Canada, with their addresses, clubs and yachts.

Also issued separately:—

Club Burgees and Private Signals (in colour).

RULES AND REGULATIONS FOR THE CONSTRUCTION AND CLASSIFICATION OF STEEL SHIPS, which contain the following:—

| Chapter | REGULATIONS |
|---|---|
| A | General Rules and Regulations of Lloyd's Register of Shipping. |
| B | Classification Regulations. |
| C | Periodical Survey Regulations. |
| | CONSTRUCTION RULES |
| D | Steel Ships. |
| E | Pumping and Piping. |
| F | Fire Protection, Detection and Extinction. |
| G | Conditions for Survey of Machinery during Construction. |
| H | Main and Auxiliary Engines and Gearing. |
| J | Boilers and other Pressure Vessels. |
| K | Spare Gear for Steam and Internal Combustion Machinery Installations. |
| M | Electrical Equipment and Electric Propelling Machinery. |
| N | Refrigerated Cargo Installations. |
| P | Materials for Ship Construction. |
| Q | Materials for Boiler, Pressure Vessel and Machinery Construction. |
| | *Appendix giving lists of Approved Manufacturers of Materials and Proving Establishments* |
| R | Provisional Rules and Guidance Notes:<br>(A) Methane Gas as fuel for the propulsion of Methane Tankers.<br>(B) Plastic Pipes.<br>(C) Classification of Nuclear Ships.<br>(D) Metal Pipes for Water Services.<br>(E) Torsional Vibration Stresses and Critical Speeds for Main and Auxiliary Oil Engines.<br>(F) Classification of Floating Docks.<br>(G) Propeller—Hull Clearances.<br>(H) Repairs by Welding to Steel Castings for Crankshafts. |

EXTRACTS FROM THE RULES:—

| | CHAPTER(s) |
|---|---|
| No. 1 | B and C |
| No. 2 | B, C, D and P (including Appendix) |
| No. 3 | B, C, E, F, G, H, J, K, Q (including Appendix) and R (A, B, D, E, G and H) |
| No. 4 | E, G, H, K, Q (including Appendix) and R (A, B, D, E, G and H) |
| No. 5 | J, Q (including Appendix) and R (A and H) |
| No. 6 | F |
| No. 7 | M |
| No. 8 | N (and Frozen Meat Stores) |
| No. 9 | P, Q (including Appendix) and R (H) |

RULES FOR STEEL TRAWLERS

GEOMETRIC PROPERTIES OF ROLLED SECTIONS AND BUILT GIRDERS

**Volume I British and U.S.A. Sections Volume II Metric Sections**
**Volume III Japanese Sections**

A series of curves giving section modulus and moment of inertia of a wide range of sections used in shipbuilding, in association with varying thicknesses of plating. The areas of sections (without plating) are also given.

ANCHORS—APPROVED DESIGNS

Comprising lists (1) in alphabetical order of Firms, (2) in alphabetical order of name (if any) of anchors, together with descriptive sketches. Revised and brought up to date, 1945.

PROVISIONAL REQUIREMENTS FOR THE CONSTRUCTION AND CERTIFICATION OF FREIGHT CONTAINERS

PROVISIONAL REQUIREMENTS FOR THE SURVEY OF PRESSURE COMPONENTS FOR LAND-BASED NUCLEAR INSTALLATIONS

APPROVED ELECTRODES FOR WELDING IN HULL CONSTRUCTION

LIST OF APPROVED FUSES

LIST OF TYPE TESTED CIRCUIT-BREAKERS

CODE OF PRACTICE FOR THE CONSTRUCTION AND SURVEY OF SHIPS CARGO HANDLING GEAR

PROVISIONAL RULES FOR THE APPLICATION OF GLASS REINFORCED PLASTICS TO FISHING CRAFT

AUTOMATIC CONTROLS IN SHIPS

TERMS OF SUBSCRIPTION FOR THE REGISTER BOOKS AND PRICES OF OTHER PUBLICATIONS UPON APPLICATION TO THE MANAGER, LLOYD'S REGISTER PRINTING HOUSE, MANOR ROYAL, CRAWLEY, SUSSEX, ENGLAND.

# REGISTER BOOK

## 1968-69

Founded 1760

# REGISTER OF SHIPS

## A-L

LLOYD'S REGISTER OF SHIPPING LONDON

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# FOREWORD

SPECIAL attention is directed to the necessity of consulting the latest issue of the monthly Supplement for up-to-date records of surveys held on ships classed with the Society.

The information published in this Register of Ships has been obtained from sources which are believed to be reliable, but the Society is unable to guarantee the accuracy of all the details included. In particular, it will be appreciated that, owing to lack of official information from the People's Republic of China, records of merchant ships registered in this country are not complete.

All ships at present classed by Lloyd's Register of Shipping are included in this book. Every effort is made to obtain and publish accurate details of all other merchant ships of 100 gross tons and above which are sea-going.

R. B. NANCARROW,

*July, 1968* *Secretary*

**Extract from the Society's Regulations:—**

"The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, but it is to be understood that neither the Society nor any Member of any of its Committees nor any of its Officers, Servants or Surveyors is under any circumstances whatever to be held responsible or liable for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any act or omission, default or negligence of any of its Committees or any Member thereof, or of the Surveyors, or other Officers, Servants or Agents of the Society."

# KEY TO THE REGISTER OF SHIPS

## Column 1

### LR Identity No.

The six-figured number printed in bold type is used for automatic data processing, and will remain unchanged during the life of the ship.

### Call Sign

Assigned by the national authority with which the ship is registered.

### Official No.

The number on the register of the national authority.

### Navigational aids and other equipment

| | |
|---|---|
| Df | Direction finder |
| Esd | Echo sounding device |
| Gc | Gyro-compass |
| Pfd | Position fixing device |
| Rdr | Radar |
| RT | Radio-telephone |
| RTm | Radio-telephone (medium frequency) |
| RTh | Radio-telephone (high frequency) |
| RTv | Radio-telephone (very high frequency) |

## Column 2

### Former Names

The figures following the former name of a ship indicate the year in which the change of name occurred.

Former names are retained in the Register throughout the life of the ship, and an index to these names is given at the end of the second volume of the Register of Ships.

### Owners

The name recorded in **bold type** is that of the registered owner.

### Managers

The managers of the ship are recorded if desired.

### Port of Registry

A port printed in *italic type* is the home port of a ship and is shown where there is no known port of registry.

### Flag

Indicates the national authority with which the ship is officially registered.

## Column 3

### TONS

### Gross tonnage

The gross tonnage printed in **bold type** is measured according to the law of the national authority with which the ship is registered.

This measurement is, broadly, the capacity in cubic feet of the spaces within the hull, and of the enclosed spaces above the deck available for cargo, stores, passengers and crew, with certain exceptions, divided by 100.

Thus 100 cubic feet of capacity is equivalent to 1 gross ton.

### Net tonnage

Derived from the gross tonnage by deducting spaces used for the accommodation of the master, officers, crew, navigation, propelling machinery and fuel.

For some ships not sailing under the British flag, the gross and net tonnages have been measured in accordance with British rules and are accepted under British law. In such cases the gross and net tonnages are printed in *italic type*.

### Deadweight

The weight in tons of 2240℔ of cargo, stores, fuel, passengers and crew carried by the ship when loaded to her maximum summer loadline.

### Shelter deck ships

OSD/CSD in column 6 indicates that the ship is a shelter-decker having arrangements for facilitating ready conversion from the open to the closed shelter deck condition or vice-versa. In the open condition the greater part of the upper 'tween-decks space is exempt and not included in the tonnage; in the closed condition the upper 'tween-decks space is included and consequently the tonnages in the CSD condition are greater than in the OSD. When available, tonnages for both conditions are recorded in the Register, the smaller (OSD) tonnages printed above the larger (CSD) tonnages.

### T.Mk (Tonnage Mark)

T.Mk in column 3 indicates that the ship has a Tonnage Mark painted, in addition to the Load Line marks, on each side of the ship aft of the Load Line Disc. In its simplest form the Tonnage Mark is a horizontal line with an equilateral triangle standing vertex down on it.

In cases of this kind when two sets of tonnages are recorded the set of smaller tonnages applies when the ship is not loaded beyond the draught indicated by the horizontal line of the Tonnage Mark, and the set of greater tonnages applies when the ship is loaded deeper than that draught; the Load Line Disc is on a higher position on the ship's sides than the Tonnage Mark. The difference between the two sets of tonnages is in accordance with amended Tonnage Regulations now in force for some countries under which tonnages may be measured either excluding the greater part of the upper 'tween-decks space even without a tonnage hatch in the upper deck, or including the upper 'tween-decks space.

### T.Mk (Tonnage Mark)—*Continued.*

In other cases only one set of tonnages is recorded. In these the horizontal line of the Tonnage Mark on the ship's sides is level with the deepest load line; the ship may not therefore load beyond the draught indicated by the horizontal line of the Tonnage Mark. The tonnage is exclusive of the greater part of the upper 'tween-decks space and the draught is less than the maximum allowed under the Load Line Convention.

### Ore/Oil carriers

Two gross and two net tonnages are also recorded, when available, for a ship which is designed to carry either ore or oil cargoes.

# Column 4

## CLASSIFICATION

### Classification Symbols of Lloyd's Register of Shipping

#### Hull and Equipment

| | |
|---|---|
| ✠ | Denotes that the ship was built under the supervision of the surveyors in accordance with the Rules and Regulations of Lloyd's Register of Shipping. |
| **100A1** | Character of sea-going iron or steel ships classed with Lloyd's Register. |
| **A1** | Character assigned to ships intended to trade within sheltered waters such as harbours, rivers or estuaries. Prior to 1948 this character was also assigned for limited sea-going service. |
| **A1** | Character of wood or composite ships. The number prefixed to the character indicates the term of years for which the ship is at present classed. |
| Cont. or Rest. | Indicates continuation or restoration of class after the original term of years has expired. A number of years suffixed to the character, thus –8 yrs, indicates the period of extension granted. |
| **1** | The figure **1** in the character signifies that the ship has equipment of anchors, chain cables and hawsers in accordance with, or of a standard equivalent to, the Rule requirements for sea-going ships classed for unrestricted service or has equipment which is acceptable to the Committee for a special or restricted service. If, by reason of the ship's service, normal equipment is considered to be unnecessary, the figure **1** may be omitted from the character of classification. |
| **–** | This sign in the position usually occupied by the figure **1** indicates that the equipment of the ship is not in accordance with the full tabulated requirements, but is acceptable for the particular service. |
| with freeboard<br>with fbd | Signifies that the freeboard assigned is a condition of the ship's class. The scantlings of ships built since 1949 are based upon a specified draught and this notation is no longer assigned. |

### Classification Symbols of the British Corporation (united with Lloyd's Register in 1949)

#### Hull and Equipment

| | | |
|---|---|---|
| ✱ | Denotes that the ship was built under the supervision of the surveyors in accordance with the Rules of the British Corporation. | |
| **BS** | Hull and equipment of iron or steel ships classed according to British Corporation Rules. | |
| **BS** (Comp) | Composite ships classed according to British Corporation Rules. | |
| **BSt** | Wood ships classed according to British Corporation Rules and built of | teak |
| **BSo** | | oak or wood of similar durability |
| **BSp** | | hard pine or wood of similar quality |
| **BSf** | | spruce or similar soft wood |
| **(EI)** | Equipment incomplete. Indicates that the equipment of the ship is not in accordance with the full tabulated requirements. | |
| with freeboard<br>with fbd | Denotes that the hull has been built with modified scantlings and arrangements approved for service in any part of the world at the assigned freeboards. This notation was discontinued in 1947. | |

#### Ice Classification

| | |
|---|---|
| Ice Class 1*<br>1<br>2<br>3 | Degrees of strengthening for navigation in ice. |
| Str. nav. ice | Strengthened for navigation in ice. This notation is no longer assigned, having been superseded by the Classes given above. |

| | |
|---|---|
| Ice Class A<br>B<br>C<br>D<br>Ice strengthening<br>Ice stiffening | Degrees of strengthening for navigation in ice. Previously assigned to ships classed with the British Corporation. |

The ice classification is shown in parentheses when it is temporarily suspended.

#### Abbreviations used in Classification notations

The expression "short international voyage" means an international voyage in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety, and which does not exceed 600 miles in length between the last port of call in the country in which the voyage begins and the final port of destination.

| | |
|---|---|
| APT | After peak tank |
| FPT | Fore peak tank |
| DT | Deep tank |
| DTs | Deep tanks |
| DTa | Deep tank aft |
| DTf | Deep tank forward |
| DTm | Midship deep tank |
| DTma | Midship deep tank aft |
| DTmf | Midship deep tank forward |
| TwD | 'Tween deck tank |
| (cc) | An approved system of corrosion control installed in the tanks indicated. |
| (cr) | Centre |
| B | Bridge |
| BR | Boiler room |
| DB | Double bottom |
| ER | Engine room |
| FP—°C. | Flash point in degrees Centigrade |
| FP—°F. | Flash point in degrees Fahrenheit |
| SG | Specific gravity |

#### Machinery

| | |
|---|---|
| **LMC**<br>**✠LMC**<br>**✱LMC** | Denotes that the machinery is classed with Lloyd's Register. The ✠ or ✱ signifies that the machinery was built under the supervision of the surveyors to the Rules of Lloyd's Register or of the British Corporation respectively. |
| **(LMC)**<br>**(✠LMC)**<br>**(✱LMC)** | When the LMC class is shown in parentheses, this indicates that the class has been temporarily suspended. |
| **UMS** | Denotes that essential machinery of the ship can be operated by remote and/or automatic control equipment with the machinery spaces left unattended. |
| **(UMS)** | When the UMS notation is shown in parentheses, this indicates that approval of the control equipment has been temporarily suspended. |

| | |
|---|---|
| **MBS**<br>**MBS✱**<br>**MBS✠** | Machinery classed according to British Corporation Rules. The ✱ or ✠ signifies that the machinery was built under the supervision of the surveyors to the Rules of the British Corporation or of Lloyd's Register respectively. |
| $\mathbf{MBS}^{E✠}_{B✱}$ | Machinery classed according to British Corporation Rules. Engines surveyed during construction by Lloyd's Register and boilers by British Corporation surveyors. |
| $\mathbf{MBS}^{E✱}_{B✠}$ | Machinery classed according to British Corporation Rules. Engines surveyed during construction by British Corporation and boilers by Lloyd's Register surveyors. |

## Refrigerated Cargo Installations

| | |
|---|---|
| **Lloyd's RMC**<br>**✠Lloyd's RMC** | Denotes that the refrigerated cargo installation of a ship is classed with Lloyd's Register. The ✠ signifies that the installation was constructed under the supervision of the surveyors to the Rules of Lloyd's Register. |
| **Lloyd's RMC (LG)**<br>**✠Lloyd's RMC (LG)** | Assigned to a liquefied gas carrier denoting that the refrigerating equipment for dealing with the boil-off gas is classed with Lloyd's Register. |
| **(Lloyd's RMC)**<br>**(✠Lloyd's RMC)**<br>**(Lloyd's RMC (LG))**<br>**(✠Lloyd's RMC (LG))** | When the Lloyd's RMC class is shown in parentheses, this indicates that the class has been temporarily suspended. |

| | |
|---|---|
| **RMC**<br>**RMC✱** | Denotes that the refrigerated cargo installation of a ship is classed under British Corporation Rules. The ✱ signifies that the installation was constructed under the supervision of the surveyors to the Rules of the British Corporation. |
| **(RMC)**<br>**(RMC✱)** | When the RMC class is shown in parentheses, this indicates that the class has been temporarily suspended. |

## Special Surveys

| | |
|---|---|
| SS–with date | Special Survey. Records of any later Special Survey and the latest records of all other periodical surveys are published in the monthly Supplement. |
| Dr–with date | Special Survey including drilling of shell and deck plates. |
| Dr 4yrs–with date | Special Survey including drilling of shell and deck plates. Another drilling will be required after an interval of 4 years from the date given or at the next Special Survey thereafter. |
| TD | Special Survey at which the rule requirements for determining the thickness of the ship's structure by drilling or other means have been complied with. The record TD4 indicates that the thickness of the structure is to be determined at intervals not greater than 4 years. |

| | |
|---|---|
| M–with date | Modified Special Survey, indicating that the ship has been surveyed for the appropriate Special Survey but repairs effected only for a limited period. The period for which the class is maintained follows the date. |
| CS–with date | Continuous Survey of the hull. |
| P–with date | Progressive Survey. |
| (Adv)–with date | As a result of a General Examination the date of Special Survey previously assigned has been advanced to the date now shown, the ship having meantime been continuously laid up. |
| Lake SS | Periodical survey of ship classed for Great Lakes service. |

## Machinery Numeral (MN)

For ships classed under Lloyd's Register or British Corporation rules, the Machinery Numeral is used for calculating fees for periodical surveys of the engines.

## Equipment Letter (EL)

| | |
|---|---|
| A B† A*, etc. | Equipment Letters determined by the Society's Rules. These are followed by the diameter and grade of the chain cable on the ship. |
| U1 U2 U3 | Grades of chain cable other than wrought iron or mild steel fire-welded defined in the Society's Rules. |
| a b† c*, etc. | Equipment Letters previously determined by the Society's Rules, but no longer assigned. The diameter of the chain cable is recorded only when it differs from that corresponding to the Equipment Letter or when it is of special quality steel. |
| (a) (b†) (c*), etc. | The letters in parentheses are employed to determine the fees for Special Surveys on the hull and are not Equipment Letters. If there is no letter in parentheses, the Equipment Letter is to be used for determining the fee for a Special Survey of the hull. |

| | |
|---|---|
| SQ | Indicates that the ship is provided with special quality steel cable. |
| ESQ | Indicates that the ship is provided with extra special quality steel cable. |
| FSWR | Indicates that the ship is provided with flexible steel wire ropes. |
| WI | Indicates that the ship is provided with wrought iron cable. |
| C | Followed by a numeral or letter gives equipment identification according to British Corporation Rules, the numeral indicating the size of wrought iron cable in sixteenths of an inch. Where this notation is followed by the letter S and a second numeral, the latter indicates the diameter of steel cable in sixteenths of an inch. |
| CT | Followed by a number, indicates the cubic tonnage of the ship calculated from the formula in the British Corporation Rules (1947), which is used for determining fees and equipment. |

## Withdrawal of Class

"LR (or BC) class withdrawn—Owners' request" indicates that when the Owners requested withdrawal of class from the Register Book, the rule requirements had up to that time been complied with.

"LR (or BC) class withdrawn" indicates that at the time of withdrawal of class from the Register Book, survey requirements had not been complied with.

"LR (or BC) class withdrawn—Reported defects" indicates that owing to reported defects, the ship was not entitled to retain her class in the Register Book.

## Classification with other Societies

If a ship is classed with another society, the initial letters of the society, as shown below, are recorded in column 4.

| | |
|---|---|
| AB | American Bureau of Shipping |
| BV | Bureau Veritas |
| CR (Taiwan) | China Corporation Register (Taiwan) |
| DSRK | Deutsche Schiffs-Revision und-Klassifikation |
| GL | Germanischer Lloyd |
| HR | Hellenic Register of Shipping |
| JR | Yugoslav Register |
| NK | Nippon Kaiji Kyokai |
| NV | Norske Veritas |
| PR | Polski Rejestr |
| RI | Registro Italiano Navale |

# Column 5

## HULL

### Date of build

For a ship built under the supervision of Lloyd's Register surveyors, the year and month recorded indicate the date of completion of the Special Survey during construction.

When there has been an unduly long interval between the launching and the completion or commissioning of the ship two dates are recorded prefixed by Lch. and Cmpl. or Cmd. The abbreviation Recmd. means recommissioned.

### Shipbuilders and Place of build

This records the shipyard where the hull of the ship was built, and not the contractor who accepted the order, nor the yard where the ship was fitted out.

### Overall length

The extreme length in feet and inches of the ship as reported by the owners or obtained from other reliable sources. When this measurement is followed by the notation incl. BB in parentheses, this indicates that the ship has a bulbous bow and the overall length recorded includes any protrusion of that bow. If the extreme length is not available the registered length, as given on the ship's Certificate of Registry, is recorded in italics, thus *235·7'*.

### Extreme breadth

The extreme breadth is the maximum breadth to the outside of the ship's structure and in paddle ships includes the paddle wheels.

### Maximum draught

In most cases this is the maximum summer draught amidships, but in some ships of special construction the maximum draught is at the after end, and this figure is recorded. For ships employed on the Great Lakes and rivers, whose freeboards are assigned by Lloyd's Register, the summer draught in fresh water is inserted followed by the letters FW.

For OSD/CSD ships, the summer draught in the open condition is recorded, followed by the draught in the closed condition.

For ships to which tonnage marks have been assigned, as indicated in column 3, the draughts recorded are those at the tonnage mark and the summer (maximum) load line respectively.

### Length B.P. (between perpendiculars)

The distance in feet and inches on the summer load waterline from the fore side of the stem to the after side of the rudder post, or to the centre of the rudder stock if there is no rudder post.

### Moulded breadth

The moulded breadth is the greatest breadth at amidships from heel of frame to heel of frame.

### Moulded depth

The moulded depth is the vertical distance at amidships from the top of keel to the top of the upper deck beam at side.

### Superstructures (with length in feet)

| | |
|---|---|
| P | Poop |
| Q | Raised quarter deck |
| B | Bridge |
| F | Forecastle |
| H | Houses on deck (sometimes shown with a tonnage capacity) |
| R dk | Raised deck |
| RAD | Raised after deck |
| RFD | Raised fore deck |
| RSD | Raised shelter deck |

### Decks

| | |
|---|---|
| A dk | Awning deck |
| dk | Deck |
| fwd | Forward |
| irn | Iron-material of decks |
| Prom dk | Promenade deck |
| pt | Part |
| S dk | Shelter deck |
| stl | Steel-material of decks |
| teak s | Teak sheathed (decks) |
| U dk | Upper deck |
| ws | Wood sheathed (decks) |

### Riveted/Welded

| | |
|---|---|
| R | Riveted |
| RW | Riveted and welded |

When neither of these abbreviations is given it may be assumed that the ship's hull is welded throughout.

### Cargo Battens

| | |
|---|---|
| NS (No Sparring) | Cargo battens are not fitted |

### Bulkheads

| | |
|---|---|
| APBH | After peak bulkhead |
| BH | Bulkhead(s) |
| PBH | Partial bulkhead |
| WT | Watertight |
| Coll | Collision |
| A dk | Awning deck |
| S dk | Shelter deck |
| U dk | Upper deck |
| W dk | Weather deck |

### Alterations

| | |
|---|---|
| alt | Altered |
| conv | Converted (from) |
| len | Lengthened |
| ND | New deck |

### Rise of floor

| | |
|---|---|
| rf | Rise of floor (or deadrise). The height above the base line of the intersection of the line of bottom produced beyond the bilge at amidships, with the normal to the base line at half-breadth from the centre line. |

### Keel

| | |
|---|---|
| BK | Bar keel |
| Box K | Box keel |
| DK | Duct keel |

### Water ballast

| | |
|---|---|
| a | Aft |
| btm | Bottom |
| c | Centre |
| Comb. | Combined |
| Dk | Deck (tank) |
| DT | Deep tank |
| DTs | Deep tanks |
| f | Forward |
| incl. | Including |
| m | Midship |
| t | Tons |
| TwD | 'Tween-deck tanks |
| WB | Water ballast, followed by the total water ballast capacity |

# Column 6

## CARGO CAPACITIES/HANDLING

### Description of Ship

Unless otherwise stated, ships are of steel construction. Where higher tensile steel is extensively used in the main hull structure of a ship classed with Lloyd's Register, a suitable note is inserted below the description of the ship.

The description of the ship given in this column is not a Lloyd's Register classification notation. This information is given by the owner or is obtained from other sources which are believed to be reliable.

For the purposes of the Register a bulk carrier is a general purpose single deck dry cargo ship of over 10,000 tons deadweight with machinery aft and generally with hopper side tanks and topside tanks in the holds.

| | |
|---|---|
| Aux | Auxiliary (sailing ship with auxiliary machinery) |
| D-E | Diesel-electric |
| GT | Gas turbine ship |
| M | Motorship |
| P | Paddle |
| Q | Quadruple screw |
| S | Steamship |
| T | Twin screw |
| T-E | Turbo-electric |
| Tr | Triple screw |

| | |
|---|---|
| Comp | Composite construction |

| | |
|---|---|
| Bk | Barque |
| Bkn | Barquentine |
| Bg | Brig |
| Bn | Brigantine |
| Ctr | Cutter |
| Dy | Dandy |
| G | Galliot |
| Gl | Galleas |
| H | Hoy |
| K | Ketch |
| Kf | Koff |
| Lr | Lugger |
| Sk | Smack |
| Sp | Sloop |
| Spt | Spritsail |
| Sr | Schooner |
| Trb | Trabacolo |
| Yl | Yawl |

| | |
|---|---|
| Ref | Ship fitted with refrigerated cargo installation |

| | |
|---|---|
| CSD | Closed shelter deck ship |
| OSD | Open shelter deck ship |
| OSD/CSD | A shelter deck ship which has arrangements for both the open and closed condition. (*See note under Tonnages, Column 3*). |

| | |
|---|---|
| Mchy.aft | Machinery aft |
| Mchy.fwd | Machinery forward |

### No. of Passengers

The maximum number of passengers, as reported by the owners, is recorded thus: (30P).

In some cases the number of berths (bth) and deck (dk) passengers are recorded separately.

### Holds

Where possible, hold lengths are given in order, commencing at No. 1 from forward.

Holds are measured from bulkhead to bulkhead and are given to the nearest quarter of a foot.

| | |
|---|---|
| Ho | Hold(s) |
| comb. | Combined |
| DT | Deep tank |
| TwD | 'Tween-deck space |
| G. | Grain capacity in cubic feet. The capacity of cargo spaces, measured to outside of frames, to top of ceiling and to top of beams, including hatchways. (Insulated spaces are not included.) |
| B. | Bale capacity in cubic feet. The capacity of cargo spaces, measured to inside of cargo battens, to top of ceiling and to underside of beams, including hatchways. (Insulated spaces are not included.) |
| In. | Insulated capacity in cubic feet. Bale capacity of the insulated spaces in ships having refrigerated cargo installations. It is measured from the face of overhead. 'tween deck and tank top insulation lining, or the surface of 'tween decks where uninsulated; or from the face of brine pipes or air ducts; from the face of permanent cargo battens or air screens or air coolers or casings. Deductions are made for floor gratings which are part of the air circulation system, for pillars, stanchions and other fixtures which interfere with the cargo-carrying capacity, but not for loose or portable floor dunnage, or for portable bins or trays and their supports.<br>The insulated spaces are not included in the grain and bale capacities. |

### Tanks

| | |
|---|---|
| Ta | Tanks (the number of tanks is given). |
| L. | Liquid capacity in cubic feet. The maximum available cubic space is recorded no allowance being made for expansion. |
| HeCls. B | Heating coils in Bunkers |
| ptB | Part Bunkers |
| HeCls. C | Heating coils in Cargo tanks |
| ptC | Part Cargo tanks |

### Hatchways

Weather deck hatchways only are recorded. The sizes are given in order, where possible, commencing at No. 1 from forward.

Measurements to the inside of coamings are recorded. Where two hatchways can be combined to form one large hatchway, only the combined size is given, and the two hatchways counted as one. The total length is followed by the abbreviation "comb." Measurements are given to the nearest quarter of a foot. Unless otherwise stated, all hatch covers are made of wood.

| | |
|---|---|
| Ha | Hatchway(s) |
| (alu) | Aluminium |
| (irn) | Iron |
| (stl) | Steel |
| (w) | Wood |
| comb. | Combined |

### Winches, Cranes, Derricks

| | |
|---|---|
| W | Winches (prefixed by the number of winches). Cargo winches only are recorded, and not those used for other purposes. |
| Cr | Cranes (followed by the number of cranes and, in parentheses, the stated safe working load in tons of 2240℔). |
| Der | Derricks (followed by the number of derricks and, in parentheses, the stated safe working load in tons of 2240℔). |

# Column 7

## MACHINERY

### Engines, Bore and Stroke

| | |
|---|---|
| a.c. | Alternating current |
| C | Compound expansion engines |
| (CC) | Constant current system |
| Cy. | Cylinders. The figures before Cy. indicate the number of cylinders and those which follow are the cylinder diameter and length of stroke |
| D | Diagonal engines |
| DA | Double acting. The number prefixed indicates the stroke cycle |
| d.c. | Direct current |
| dr | Double reduction gearing |
| E | Engine (refitted indicates that the engine now fitted has been used previously either in the same or in another ship) |
| fp | Free piston |
| gen. | Generator(s) |
| H | Horizontal engines |
| HP | High pressure |
| IP | Intermediate pressure |
| kW | Kilowatts |
| L | Lever engines |
| LP | Low pressure |
| NE | New engine(s). (The ✠ or ✱ indicates that the engine(s) fitted at the date recorded were built under the supervision of the surveyors to the Rules of Lloyd's Register or of the British Corporation respectively) |
| Q | Quadruple expansion engines |
| Rht | Engines fitted with reheaters |
| S | Simple expansion engines |
| SA | Single acting. The number prefixed indicates the stroke cycle |
| sr | Single reduction gearing |
| S Turb | Steam Turbine |
| (Sy) | Synchronous system |
| T | Triple expansion engines |
| tr | Triple reduction gearing |
| V | Volts |
| (WL) | Ward Leonard system |

### Total Horsepower

For engines classed under Lloyd's Register or British Corporation rules, the horsepower recorded is the total maximum designed horsepower approved. In ships not classed with the Society the horsepower recorded is the total maximum service horsepower as reported by the owners or obtained from other reliable sources.

In diesel-electric or turbo-electric machinery, the total horsepower of the oil engines or turbines is recorded, together with the shaft horsepower of each electric motor.

| | |
|---|---|
| bhp | Brake horsepower (oil engines) |
| ihp | Indicated horsepower (steam reciprocating engines) |
| shp | Shaft horsepower (turbines and electric motors) |

### Type

The type name of an engine is recorded when it has been built under licence.

### Fuel Bunkers

The capacity of the bunkers is recorded in tons, followed by an indication of the fuel for which the machinery is fitted, as stated by the owners.

| | |
|---|---|
| (c) | Burning coal |
| (d.o) | Burning diesel oil |
| (hvf) | Fitted for burning high viscosity fuel |
| (o.f) | Oil fuel |

The coal capacity is the estimated capacity of all permanent bunkers. The oil fuel capacity is the estimated capacity of all spaces, including double bottom spaces, which are permanently fitted for the carriage of oil fuel and which have permanent provision for its use on board. The capacity of settling tanks is included. For tankers the tonnage of fuel used in one day is recorded thus: 4½pd (per day). This figure is as stated by the owners.

### Auxiliary electrical generating plant

The number of generators is given, followed by the kilowattage and voltage of each generator, the number of cycles (if an a.c. installation) and the type of current (a.c. or d.c.).

Emergency generators and sets used solely for harbour purposes are not recorded.

### Special propellers

Only special type propellers are recorded, that is: directional, controllable pitch and thwartship thrust propellers. The fitting of propellers both forward and aft is also indicated.

### Speed in knots

The speed recorded is that which the ship is stated to be capable of maintaining at sea in normal weather and at normal service draught.

### Boilers

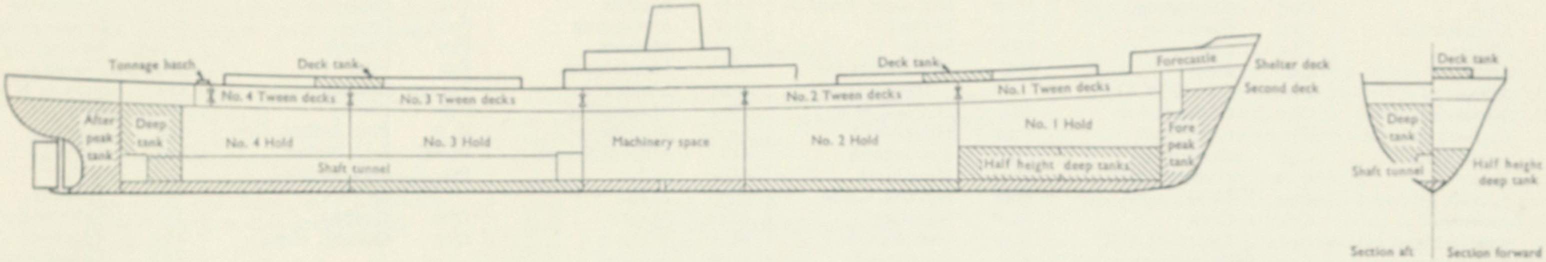
Information about boilers is recorded only for ships classed with Lloyd's Register or the British Corporation. When details of boilers are recorded in parentheses thus: (AuxB 100℔) this indicates that the boiler is temporarily out of use.

| | |
|---|---|
| a | Aft |
| AuxB | Boiler(s) supplying steam to auxiliary services essential to the operation of the ship at sea; but not supplying steam to the main propelling machinery |
| c | Centre |
| cf | Corrugated furnaces |
| db | Domestic boiler(s) supplying steam for purposes not connected in any way with the operation of the ship at sea. Only recorded when working pressure and heating surface exceed 50℔/sq. inch and 50 square feet respectively. |
| DB | Double-ended boiler(s) |
| (ex.g) | Exhaust gas (boilers) |
| f | Forward |
| hs | Heating surface. The figure recorded is the total evaporation surface of boilers in square feet plus the total surface of superheaters plus half the surface of economisers and is used for calculating the fees for periodical surveys of water tube boilers. Where the figures are recorded in parentheses they may represent only the heating surface of the boilers |
| –℔ | Working pressure of boilers |
| lwr | Lower |
| NB<br>NAuxB<br>ndb<br>NWTB<br>nwtdb | New (boilers). (The ✠ or ✱ indicates that the boilers fitted at the date recorded were built under the supervision of the surveyors to the Rules of Lloyd's Register or of the British Corporation respectively) |
| ND | Natural draught |
| (o.f) | Oil-fired boilers |
| p | Port side |
| pf | Plain furnaces |
| PrB | Press boiler(s) or other pressure vessels used in connection with the preparation of oil, meal, etc., in a floating whale oil factory |
| rf | Ribbed furnaces |
| s | Starboard side |
| SB | Single-ended boiler(s) |
| sg | Steam heated steam generator(s) with working pressure |
| Spt–°F–℔ | Superheater(s). The temperature is that of the steam at the outlet from the superheater(s) and the pressure is the working pressure at the superheater outlet. |
| upr | Upper |
| VB | Vertical boiler(s) |
| WTB | Water tube boiler(s) |
| wtdb | Water tube domestic boiler(s) |

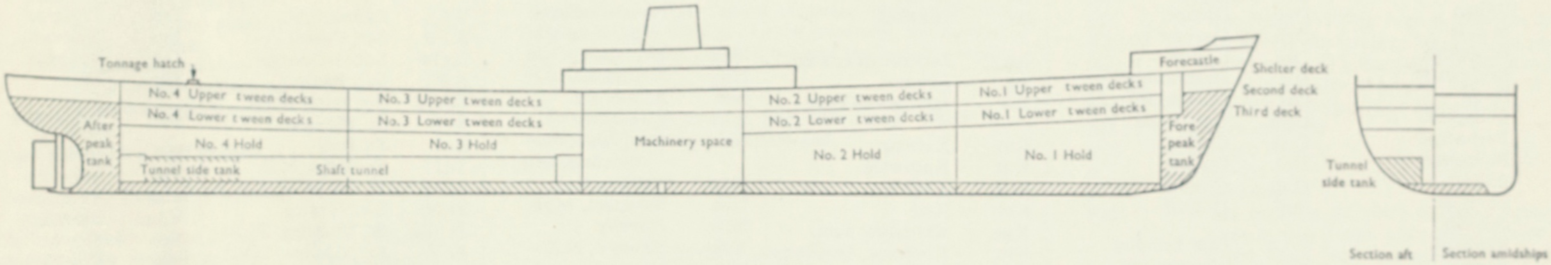
# CONTRACTIONS OF PLACE NAMES USED IN THE REGISTER BOOK

| | |
|---|---|
| Aar | Aarhus |
| Abd | Abadan |
| Abg | Aalborg |
| Abn | Aberdeen |
| Adl | Adelaide |
| Adn | Aden |
| Ahm | Arnhem |
| Aio | Aioi |
| Alb | Alblasserdam |
| Alg | Algiers |
| All | Alloa |
| Alp | Alphen |
| Alx | Alexandria |
| Aml | Amlwch |
| Ams | Amsterdam |
| Amy | Amoy |
| Anc | Ancona |
| Ant | Antwerp |
| Apg | Appingedam |
| Apl | Appledore |
| Arb | Arbroath |
| Arc | Arcachon |
| Ard | Ardrossan |
| Aru | Aruba |
| Aug | Augsburg |
| Auk | Auckland. N.Z. |
| Avn | Avonmouth |
| Azr | Azores (St. Michael's) |
| B.As | Buenos Aires |
| B.Bl | Bahia Blanca |
| Bag | Baghdad |
| Bah | Bahia |
| Bal | Baltimore |
| Bbo | Bilbao |
| Bck | Buckie |
| Bcl | Barcelona |
| Bdg | Bridgwater |
| Bdo | Bodo |
| Bdp | Budapest |
| Bds | Barbados |
| Bdx | Bordeaux |
| Bel | Belfast |
| Bev | Beverley |
| Bfo | Buffalo |
| Bgk | Bangkok |
| Bgn | Bergen |
| Bgs | Brightlingsea |
| Bhm | Birmingham |
| Bhn | Bremerhaven |
| Bhs | Bohus |
| Bid | Bideford |
| Bkn | Birkenhead |
| Bla | Bralia |
| Bln | Berlin |
| Bly | Blyth |
| Bmn | Bremen |
| Bnf | Banff |
| Bng | Bangor |
| Bnt | Burntisland |
| Boa | Balboa. C.Z. |
| Bom | Bombay |
| Bos | Boston. Mass. |
| Bou | Boulogne-sur-Mer |
| Bpl | Barnstaple |
| Brs | Bristol |
| Brt | Brest |
| Brw | Barrow |
| Bry | Barry |
| Bsb | Brisbane |
| Bsr | Basra (or Busreh) |
| Bwg | Bowling |
| Bxm | Brixham |
| Bza | Bizerta |
| C.Tn | Cape Town |
| Cal | Calcutta |
| Can | Caen |
| Cas | Caracas |
| Cbo | Colombo |
| Cbr | Calabar |
| Cch | Christchurch, N.Z. |
| Cco | Curaçao |
| Cdz | Cadiz |
| Cff | Cardiff |
| Cgo | Chicago |
| Chb | Cherbourg |
| Chg | Chittagong |
| Chp | Chepstow |
| Chs | Chester |
| Clo | Callao |
| Clv | Cleveland. O. |
| Clw | Collingwood |
| Cly | Clydebank |
| Col | Colchester |
| Cpb | Campbeltown |
| Cpn | Copenhagen |
| Crk | Cork |
| Crs | Cristobal. C.Z. |
| Csb | Casablanca |
| Ctg | Cartagena |
| Cws | Cowes |
| Cza | Constantza |
| D.Sz | Diego Suarez |
| Dar | Dar-es-Salaam |
| Ddn | Dunedin. N.Z. |
| Dem | Demerara (Georgetown) |
| Det | Detroit |
| Dja | Djakarta |
| Dkr | Dakar |
| Dmb | Dumbarton |
| Dmn | Drammen |
| Dnk | Dunkirk |
| Dov | Dover |
| Dpe | Dieppe |
| Drb | Durban |
| Drn | Dairen |
| Drt | Dartmouth |
| Dsf | Düsseldorf |
| Dtm | Dortmund |
| Dub | Dublin |
| Dul | Duluth |
| Dun | Dundee |
| Dzl | Delfzijl |
| E.Ln | East London |
| Els | Elsinore (or Helsingör) |
| Emd | Emden |
| Fal | Falmouth |
| Fkn | Frederikshav |
| Fks | Fredrikstad |
| Fln | Flensburg |
| Fls | Flushing |
| Flt | Fleetwood |
| Foy | Fowey |
| Fre | Fremantle |
| Frl | El Ferrol |
| Ftn | Freetown |
| Gal | Galveston, Texas |
| Gdk | Gdansk |
| Gdy | Gdynia |
| Gen | Genoa |
| Gfk | Gustafsvik |
| Gfl | Gefle (or Gävle) |
| Ght | Ghent |
| Gib | Gibraltar |
| Gjn | Gijon |
| Glr | Gloucester |
| Gls | Glasgow |
| Gmh | Grangemouth |
| Gms | Grimsby |
| Gns | Guernsey |
| Goo | Goole |
| Got | Gothenburg |
| Grk | Greenock |
| Gro | Groningen |
| Gts | Gateshead |
| Gtz | Galatz |
| H.Kg | Hong Kong |
| Hak | Hakodate |
| Ham | Hamburg |
| Har | Harwich |
| Hav | Havre |
| Hay | Hayle |
| Hbg | Helsingborg |
| Hbk | Hoboken, Belgium |
| Hbt | Hobart |
| Hfa | Haifa |
| Hfs | Helsingfors (or Helsinki) |
| Hfx | Halifax. N.S. |
| Hgs | Haugesund |
| Hgz | Hoogezand |
| Hma | Hiroshima |
| Hna | Havana, Cuba |
| Hno | Hanover |
| Hob | Hoboken, N.J. |
| Hpl | Hartlepool |
| Hrl | Harlingen |
| Hsg | Helsingör (or Elsinore) |
| Htn | Hamilton, Bermuda |
| Hul | Hull |
| Hva | Huelva |
| Hxd | Hardinxveld |
| Ilo | Iloilo |
| Imm | Immingham |
| Inn | Innoshima |
| Inv | Inverness |
| Ips | Ipswich |
| Iqu | Iquique |
| Irv | Irvine |
| Ist | Istanbul |
| Jck | Jacksonville, Fla. |
| Jer | Jersey |
| Jrw | Jarrow-on-Tyne |
| Kal | Kalmar |
| Kat | Katowice |
| Kdo | Kasado |
| Kel | Kiel |
| Kgn | Kingston, Jam. |
| Kin | Kingston. Ont. |
| Kkr | Karlskrona |
| Klg | Keelung |
| Kln | Köln (or Cologne) |
| Kmr | Khorramshahr |
| Kob | Kobe |
| Krh | Karachi |
| Krs | Kristiansand |
| Kur | Kure |
| L.An | Los Angeles, Cal. |
| L.Mq | Lourenço Marques |
| LaP | Las Palmas |
| La R-P | La Rochelle-Pallice |
| Lan | Lancaster |
| Lbc | Lübeck |
| Lcn | Lincoln |
| Lds | Leeds |
| Ldy | Londonderry |
| Len | Leningrad |
| Lgn | Leghorn |
| Lgs | Lagos |
| Lie | Liepaja |
| Lim | Limerick |
| Lis | Lisbon |
| Liv | Liverpool |
| Lkr | Landskrona |
| Lly | Llanelly |
| Lod | Lödose |
| Lon | London |
| Lth | Leith |
| Lwt | Lowestoft |
| Lyn | Lynn |
| Lyo | Lyons |
| Lyt | Lyttelton, N.Z. |
| Mag | Magallanes |
| Man | Manila |
| Mat | Matadi |
| Mau | Mauritius |
| Mba | Mombasa |
| Mch | Manchester |
| Mdb | Middlesbrough |
| Mdr | Madras |
| Mel | Melbourne |
| Mes | Messina |
| Mfl | Monfalcone |
| Mga | Malaga |
| Mgd | Magdeburg |
| Mhm | Mannheim |
| Mil | Milford Haven |
| Mln | Milan |
| Mlt | Malta |
| Mmo | Malmö |
| Mns | Manaos |
| Mob | Mobile |
| Mpt | Maryport |
| Mrt | Martinique |
| Msl | Marseilles |
| Msw | Massawa |
| Mtd | Marstrand |
| Mtl | Montreal |
| Mtr | Montrose |
| Mvo | Montevideo |
| N.Ns | Newport News |
| N.Os | New Orleans |
| N.S.W. | Newcastle, N.S.W. |
| N.Yk | New York |
| Nag | Nagasaki |
| Nap | Naples |
| Nby | Newbury |
| Nfl | Newfoundland (St. John's) |
| Nga | Nagoya |
| Nhv | Newhaven |
| Nic | Nikolayev |
| Nkv | Nakskov |
| Not | *See* Ntm (Nottingham) |
| Npr | Napier, N.Z. |
| Npt | Newport, Mon. |
| Nrb | Nordby |
| Nrk | Newark, N.J. |
| Nry | Newry |
| Ntm | Nottingham (previously Not) |
| Nts | Nantes |
| Nwc | Newcastle upon Tyne |
| Oda | Odessa |
| Odn | Odense |
| Ogd | Ogdensburg, N.Y. |
| Opo | Oporto |
| Orn | Oran |
| Osa | Osaka |
| Osk | Oskarshamn |
| Osl | Oslo |
| Ost | Ostend |
| P.Ar | Punta Arenas |
| P.E.I. | Prince Edward Isl. |
| P.El | Port Elizabeth |
| P.Gl | Port Glasgow |
| P.Ht | Port Harcourt |
| P.Me | Portland, Maine |
| P.Pr | Port Pirie |
| P.Sd | Port Said |
| Pad | Padstow |
| Pal | Palermo |
| Par | Paris |
| Pbg | Pittsburgh |
| Pca | Pensacola Fla. |
| Pen | Penarth |
| Pet | Peterhead |
| Phl | Philadelphia |
| Pir | Piræus |
| Pjs | Pasajes |
| Pla | Pula (formerly Pola) |
| Pld | Portland, Or. |
| Ply | Plymouth |
| Pmd | Portmadoc |
| Pna | Panama |
| Png | Penang |
| Pnz | Penzance |
| Poo | Poole |
| Poz | Poznan |
| Pra | Para |
| Prs | Preston |
| Psy | Paisley |
| Pt.A | Port Arthur, Ont. |
| Pt.W | Port Weller |
| Pts | Portsmouth |
| Qbc | Quebec |
| Qcy | Quincy, Mass. |
| R.Gd | Rio Grande |
| Ram | Ramsgate |
| Rch | Rochester |
| Rga | Riga |
| Rgn | Rangoon |
| Rio | Rio de Janeiro |
| Rjk | Reykjavik |
| Rka | Rijeka |
| Rnf | Renfrew |
| Ros | Rostock |
| Rot | Rotterdam |
| Rou | Rouen |
| Rsh | Rosyth |
| Rub | Rubbestadneset |
| Rvn | Ravenna |
| S.Cz | Salina Cruz |
| S.Fo | San Francisco |
| S.Ge | South Georgia |
| S.Po | Sao Paulo |
| Sp.Pt | Sparrows Point |
| St.E | St. Etienne |
| St.I | St. Ives |
| St.J | St. John, N.B. |
| St.M | St. Malo |
| St.N | St Nazaire |
| St. T | St. Thomas, W.I. |
| St.V | St. Vincent, C.V.I. |
| Sab | Sabang |
| San | Santos |
| Sar | Saarbrücken |
| Sav | Savannah |
| Sba | Surabaja |
| Sbg | Solvesborg |
| Sbo | Sasebo |
| Sch | Schiedam |
| Scn | Scunthorpe |
| Sea | Seattle |
| Sel | Selby |
| Sev | Seville |
| Sfj | Sandefjord |
| Sgn | Saigon |
| Shf | Sheffield |
| Shi | Shanghai |
| Shl | Shields, N.<br>Shields, S. |
| Shm | Shoreham |
| Shp | Sharpness |
| Skm | Stockholm |
| Sld | Sunderland |
| Sli | Sligo |
| Smg | Samarang |
| Smk | Shimonoseki |
| Sng | Singapore |
| Snt | Santander |
| Sor | Sorong |
| Sou | Southampton |
| Spl | Sevastopol |
| Spt | Split |
| Spz | Spezia |
| Srl | Sorel |
| Stk | Stockton |
| Stn | Szczecin (formerly known as Stettin) |
| Str | Stranraer |
| Stu | Stuttgart |
| Stv | Stavanger |
| Suz | Suez |
| Sva | Suva |
| Svb | Svendborg |
| Swi | Swietochlowice |
| Swn | Swinoujscie |
| Sws | Swansea |
| Syd | Sydney, N.S.W. |
| Syr | Syra |
| Szb | Salzburg |
| Szn | Szczecin |
| Tac | Tacoma |
| Tal | Talcahuano |
| Tbg | Tönsberg |
| Tdh | Trondheim |
| Thn | Trollhättan |
| Tho | Thorshavn |
| Tim | Timaru |
| Tki | Takoradi |
| Tln | Tallinn |
| Tmn | Tamano |
| Tmp | Tampico |
| Tno | Taranto |
| Tns | Townsville, N. Queensland |
| Tok | Tokyo |
| Tou | Toulon |
| Trd | Trinidad |
| Tri | Trieste |
| Trn | Troon |
| Tsn | Tientsin |
| Tso | Tsingtao |
| Tsu | Tsurumi |
| Tto | Toronto |
| Tur | Turin |
| Udv | Uddevalla |
| V.Cz | Vera Cruz |
| Val | Valencia |
| Vcr | Vancouver |
| Vdm | Veendam |
| Ven | Venice |
| Vgk | Vegesack |
| Vgm | Vizagapatam (or Visakhapatnam) |
| Vgo | Vigo |
| Vic | Victoria. B.C. |
| Vla | Vlaardingen |
| Vln | Valenciennes |
| Vna | Vienna |
| Vng | Vereeniging |
| Vpo | Valparaiso |
| W.By | Walvis Bay |
| Wal | Wallsend-on-Tyne |
| Wbl | Whitstable |
| Wex | Wexford |
| Wey | Weymouth |
| Whn | Whitehaven |
| Win | Winterthur |
| Wln | Wellington |
| Wmd | Willemstad |
| Wmg | Wilmington,. Del. |
| Wmg, Cal | Wilmington, Cal. |
| Wmn | Wilmington. N.C. |
| Wrk | Workington |
| Wsm | Wesermünde-G |
| Wtb | Whitby |
| Wtf | Waterford |
| Wvn | Wivenhoe |
| Wya | Whyalla |
| Yar | Yarmouth (or Great Yarmouth) |
| Yka | Yokohama |
| Ymu | Ymuiden |

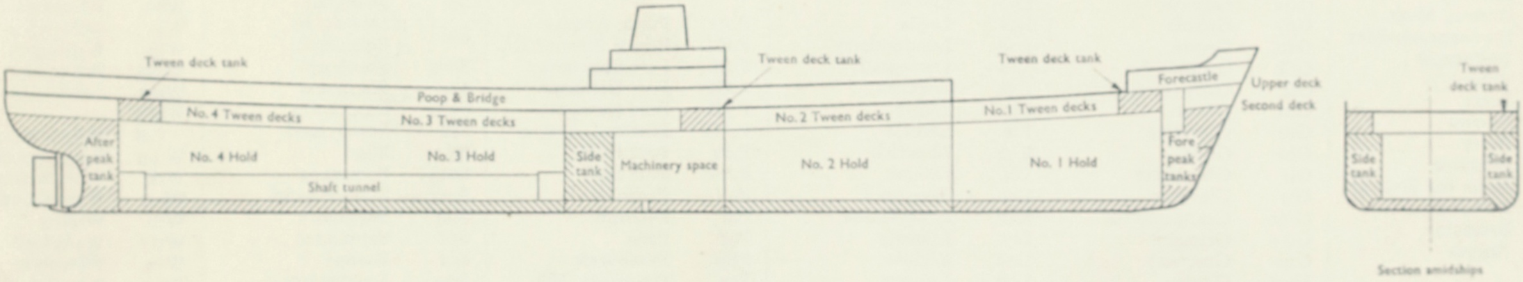
# Profiles illustrating decks, superstructures, spaces and tanks


Tonnage hatch
Deck tank
Deck tank
Forecastle
Shelter deck
Second deck
No. 4 Tween decks
No. 3 Tween decks
No. 2 Tween decks
No. 1 Tween decks
After peak tank
Deep tank
No. 4 Hold
No. 3 Hold
Machinery space
No. 2 Hold
No. 1 Hold
Fore peak tank
Shaft tunnel
Half height deep tanks
Deck tank
Deep tank
Shaft tunnel
Half height deep tank
Section aft
Section forward

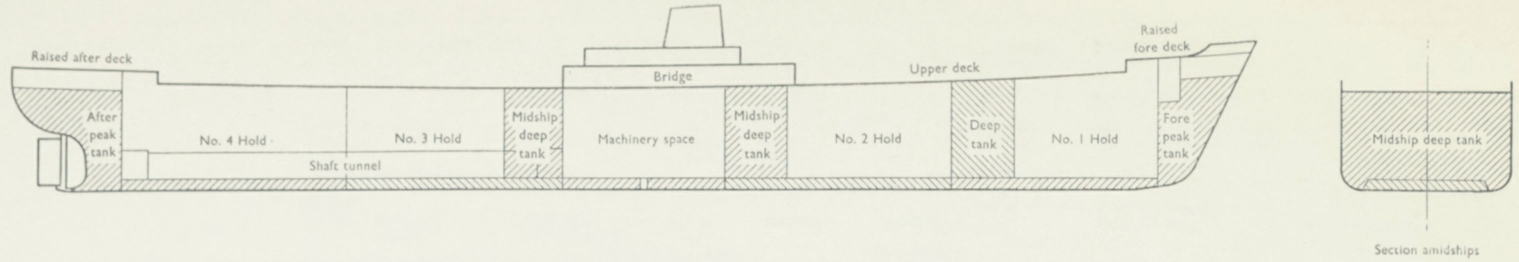
Coll BH to S dk 6 to 2nd dk WB1030t incl. DTa200t Dk tanks a40t f40t


Tonnage hatch
Forecastle
Shelter deck
Second deck
Third deck
No. 4 Upper tween decks
No. 4 Lower tween decks
No. 3 Upper tween decks
No. 3 Lower tween decks
No. 2 Upper tween decks
No. 2 Lower tween decks
No. 1 Upper tween decks
No. 1 Lower tween decks
After peak tank
No. 4 Hold
No. 3 Hold
Machinery space
No. 2 Hold
No. 1 Hold
Fore peak tank
Tunnel side tank
Shaft tunnel
Tunnel side tank
Section aft
Section amidships

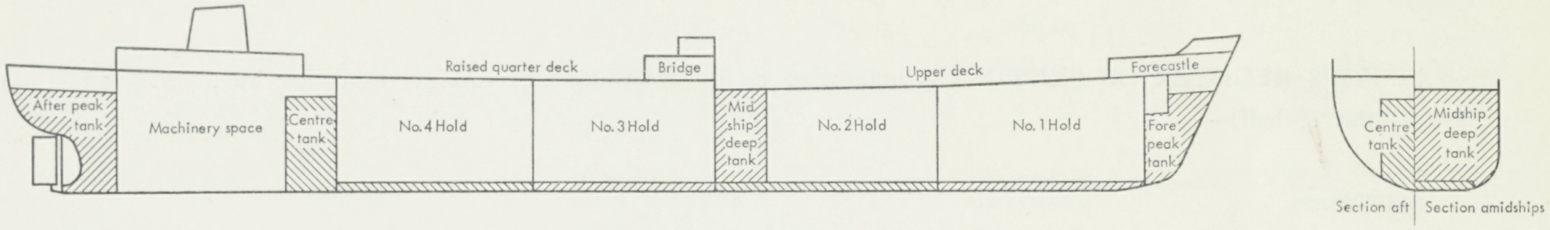
6BH WB1550t incl. Tunnel tanks 300t


Tween deck tank
Tween deck tank
Tween deck tank
Forecastle
Upper deck
Second deck
Poop & Bridge
No. 4 Tween decks
No. 3 Tween decks
No. 2 Tween decks
No. 1 Tween decks
After peak tank
No. 4 Hold
No. 3 Hold
Side tank
Machinery space
No. 2 Hold
No. 1 Hold
Fore peak tanks
Shaft tunnel
Tween deck tank
Side tank
Side tank
Section amidships

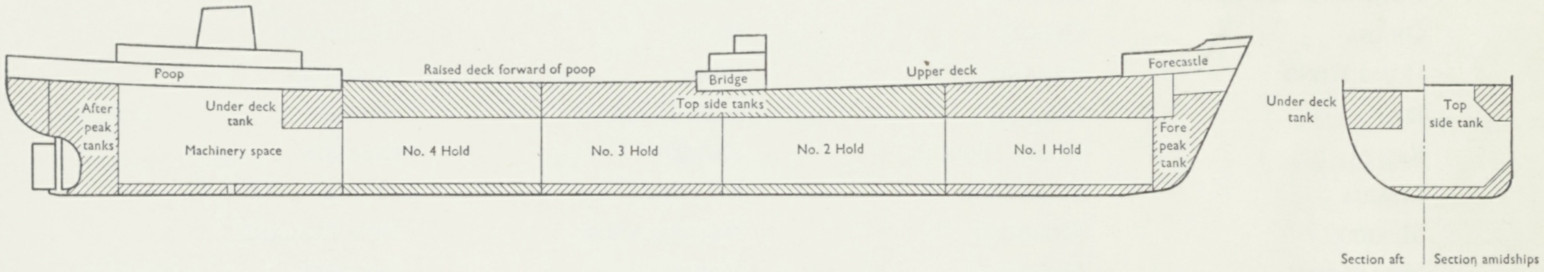
6BH WB1310t incl. TwD a20t m20t f20t


Raised after deck
Bridge
Upper deck
Raised fore deck
After peak tank
No. 4 Hold
No. 3 Hold
Shaft tunnel
Midship deep tank
Machinery space
Midship deep tank
No. 2 Hold
Deep tank
No. 1 Hold
Fore peak tank
Midship deep tank
Section amidships

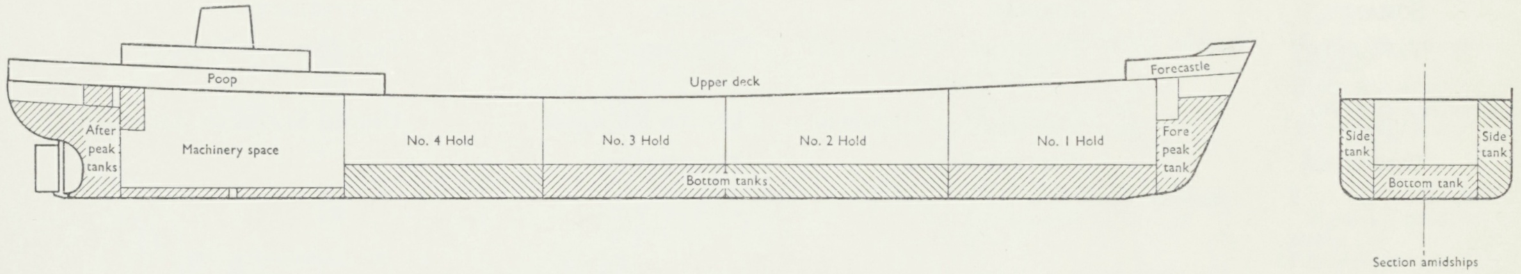
9BH WB2600t incl. DTma 500t DTmf 500t DTf 400t


Raised quarter deck
Bridge
Upper deck
Forecastle
After peak tank
Machinery space
Centre tank
No. 4 Hold
No. 3 Hold
Mid ship deep tank
No. 2 Hold
No. 1 Hold
Fore peak tank
Centre tank
Midship deep tank
Section aft
Section amidships

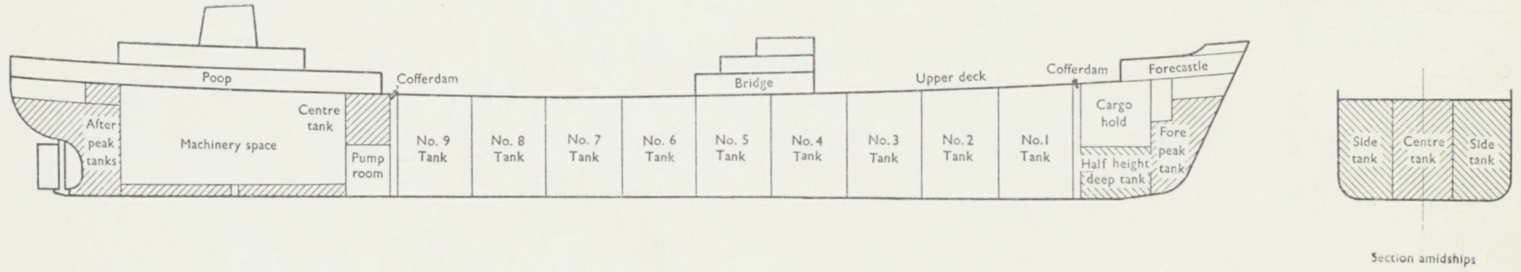
7BH WB800t incl. DTm 200t


Poop
Raised deck forward of poop
Bridge
Upper deck
Forecastle
After peak tanks
Under deck tank
Machinery space
Top side tanks
No. 4 Hold
No. 3 Hold
No. 2 Hold
No. 1 Hold
Fore peak tank
Under deck tank
Top side tank
Section aft
Section amidships

6BH WB4800t incl. Topside tanks in holds 2000t


Poop
Upper deck
Forecastle
After peak tanks
Machinery space
No. 4 Hold
No. 3 Hold
No. 2 Hold
No. 1 Hold
Bottom tanks
Fore peak tank
Side tank
Side tank
Bottom tank
Section amidships

6BH WB10250t


Poop
Cofferdam
Bridge
Upper deck
Cofferdam
Forecastle
After peak tanks
Machinery space
Centre tank
Pump room
No. 9 Tank
No. 8 Tank
No. 7 Tank
No. 6 Tank
No. 5 Tank
No. 4 Tank
No. 3 Tank
No. 2 Tank
No. 1 Tank
Cargo hold
Half height deep tank
Fore peak tank
Side tank
Centre tank
Side tank
Section amidships

15BH WB2500t incl. 2000t in clean ballast tanks

# LOAD LINE CERTIFICATES

LLOYD'S REGISTER OF SHIPPING is authorised by the following Governments to assign Load Lines on their behalf:—

Algeria
Australia
Bahamas
Belgium
Brazil
British Crown Colonies
Burma
Burundi
Canada
Ceylon
China (Taiwan)
Costa Rica
Cuba
Curaçao
Cyprus
Denmark
Dominican Republic
Ethiopia
Finland
France
Ghana
Greece
Haiti
Honduras
Hong Kong
Iceland
India
Indonesia
Iran
Iraq
Irish Republic
Israel
Kenya
Korea (South)
Kuwait
Lebanon
Liberia
Malagasy
Malaysia
Malta
Mexico
Morocco
Netherlands
New Zealand
Nicaragua
Nigeria
Norway
Pakistan
Panama
Philippine Islands
Poland
Portugal
Republic of South Africa
Sabah
Sarawak
Singapore
Somalia
Surinam
Sweden
Switzerland
Tanzania
Territory of Papua & New Guinea
Thailand
Trinidad and Tobago
Turkey
United Arab Republic
United Kingdom
United States of America
Venezuela
Western Samoa
Yugoslavia

In addition, the assignment of Load Lines may be made on behalf of any other Government on receipt of a specific request and authorisation from that Government or their representative.

| 1<br>LR Identity No.<br>Call Sign<br>Official No.<br>Navigational aids | 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer Deadwt<br>Gross<br>Net<br>Summer Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
|---|---|---|---|---|---|---|
| 641758<br>GRZR<br>308020<br>Df Esd<br>Gc Rdr | **A. A. RAYMOND**<br>exDan C. Kingman–62<br>exSandon 3<br>exDan C. Kingman<br>**Hall (Marine) Ltd.**<br>London British | 2437<br>1350<br>— | AB | 1924 Sun S.B. & D.D. Co.—Chester, Pa<br>46′ 4″ 20′ 1⅛″<br>254′ 0″ 46′ 0″ 26′ 0″<br>B&F230′ 1 dk<br>R<br>rf 6″ | TM Hopper Dredger Mchy.aft | 2 Oil 4SA each 12Cy. 9¾″×10½″<br>1720bhp Emade54fitted63<br>Mirrlees National Ltd. |
| 500003<br>WC7076<br>222532 | **A. B. POTTER**<br>exGeneral D. S. Stanley<br>**Florida Towing Corporation**<br>Jacksonville United States | 284<br>193<br>— | | 1910 Wm. Cramp & Sons—Phl<br>*110·8′* 23′ 4″<br>115′ 0″ 23′ 2″ 13′ 3″<br>R | S Tug | T 3Cy. 12″ 20″ & 34″×24″<br>500ihp (o.f)<br>Wm. Cramp & Sons Phl |
| 500004<br>WA2010<br>211345<br>Rdr | **A. BROOKE TAYLOR**<br>**A. Brooke Taylor Inc.**<br>Boston United States | 296<br>130<br>— | | 1913 American Steel Foundry—Wmg<br>*146·0′* 23′ 4″<br>146′ 0″ 23′ 3″ 11′ 0″ | Wood M Fishing Mchy.aft | Oil<br>600bhp NE— |
| 651532<br>317248 | **A. D. YARRA**<br>**Australian Dredging and General Works Pty Ltd.**<br>Melbourne British | 83<br>—<br>— | ✠100A1<br>tug<br>LMC<br>MN102 EL (a) | 1965–8 Carrington Slipways Pty Ltd.—N.S.W<br>70′ 9″ 20′ 0″ 7′ 7″<br>63′ 8″ 19′ 0″ 8′ 7″<br>RFD35′<br>4BH<br>WB19t | M Tug | Oil 4SA 8Cy. 6½″×8″ sr reverse geared<br>510bhp (d.o)<br>Caterpillar Tractor Co. Peoria<br>1×10kW 240V 50c/s a.c. |
| 519411<br>351035<br>Df Gc<br>Pfd Rdr<br>RT | **A. E. LARSEN**<br>exKos 31–65<br>**Union Whaling Co. Ltd.**<br>Durban S. African | 511<br>172<br>— | NV | 1947 Framnæs M/V—Sfj<br>158′ 0″ 29′ 8″<br>29′ 6″ 17′ 0″<br>1 dk | S Whaler | C 4Cy. (2) 13¾″ & (2) 32 5/16″×30½″<br>(o.f)<br>Framnæs M/V Sfj |
| 500008<br>WA2072<br>205126<br>Df Gc<br>Rdr RT | **A. E. NETTLETON**<br>**Ingalls S.B. Corp.**<br>Wilmington, Del United States | 6579<br>5165<br>— | AB | 1908 Detroit S.B. Co.—Wyandotte<br>*525·0′* 55′ 4″ 21′ 5½″<br>532′ 10″ 55′ 0″ 31′ 0″<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>16 Ha (stl) (each 11′×35′) | T 3Cy. 23½″ 38″ & 63″×42″<br>1800ihp<br>Detroit S.B. Co. Det |
| 500009<br>OWFW<br>Df Esd<br>Gc Rdr<br>RTm | **A.E.S.**<br>**Rederiet A. E. Sörensen A/S**<br>~~**A. E. Sörensen**~~<br>Svendborg Danish | 994<br>449<br>1498<br>**1579**<br>948<br>2177 | BV | 1957 A/S Svendborg Skibsv.—Svb<br>257′ 7″ 37′ 2″ 14′ 4″/17′ 7″<br>229′ 8″ 37′ 1″<br>1 dk & S dk<br>RW<br>rf 4″ | M (12P) OSD/CSD Mchy.aft<br>1 Ho 134½′<br>3 Ha (each 34′×23′)<br>Cr 6(3) Der 1(15) 6(5) | Oil 4SA 8Cy. 385×580 mm<br>1530bhp (d.o)<br>Masch. Kiel A.G. Kel<br>4×80, 80, 60, 60kW 220V d.c.<br>Directional propeller |
| 516638<br>WE2118<br>226062<br>Df Pfd<br>Rdr RT | **A. G. BRECKLING**<br>exJ. B. John–65<br>exDaniel McCool–51<br>~~**Kellstone Inc.**~~ **Breckling Concrete Corp.**<br>Cleveland United States | 649<br>378<br>— | | 1926 Manitowoc S.B. Corp.—Manitowoc<br>*147·0′* 33′ 1″ 13′ 6¾″<br>147′ 3″ 33′ 0″ 15′ 0″<br>1 dk<br>R | TM Cement Carrier Mchy.aft<br>Self-unloader<br>2 Ho<br>12 Ha | 2 Oil 2SA each 3Cy. 215×290 mm sr geared NE51<br>660bhp<br>Fairbanks, Morse & Co. Beloit |
| 540002<br>DDOB | **A.G.W. VII**<br>exElmol–62<br>**A.G. "Weser"**<br>Bremen W. German | 1000<br>537<br>1390 | ✠100A1 SS 4/67<br>oil sludge carrier<br>German coasting service<br>✠LMC<br>EL n | 1917–8 Swan, Hunter & Wghm Rchdsn—Nwc<br>219′ 10″ 34′ 10″ 14′ 11½″<br>210′ 0″ 34′ 0″ 16′ 6″<br>P44′ F40′ 1 dk<br>R 12BH<br>rf 6″ WB360t incl. DTf240t | S Oil Sludge Carrier Mchy.aft<br>L.28322 HeCls. BC | T 3Cy. 13½″ 22″ & 36″×30″<br>700ihp 100t (o.f)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2 SB 156lb hs(2316) 8cf 8k |
| 500013<br>WNBM<br>239224<br>Df Gc<br>Rdr | **A. H. DUMONT**<br>**Diesel Tanker J. A. Martin Inc.**<br>Spentonbush Fuel Transport Service Inc.<br>New York United States | 981<br>789<br>1300 | | 1940 John H. Mathis & Co.—Camden<br>*213·5′* 37′ 1″ 12′ 11½″<br>213 6″ 37′ 0″ 14′ 6″<br>P48′ F19′ 1 dk | M Tanker Mchy.aft<br>L.71655 | Oil<br>805bhp 406t–3½pd<br>Fairbanks, Morse & Co. Beloit<br>10k |
| 500014<br>WA2197<br>242024<br>Df Gc<br>Rdr RT | **A. H. FERBERT**<br>**Pittsburgh Fleet United States Steel Corporation**<br>New York United States | 10294<br>6439<br>17600 | AB | 1942 Gt. Lakes Eng. Wks.—River Rouge<br>639′ 6″ 67′ 2″ 24′ 0″<br>623′ 3″ 67′ 0″ 35′ 0″<br>F55′ 1 dk<br>RW<br>rf 3″ | S Mchy.aft<br>3 Ho<br>G.643000<br>18 Ha (stl) (each 11′×43¼′) | 2 S Turb dr geared to sc. shaft<br>4400shp 525t (c)<br>De Laval S. Turb. Co. Trenton<br>12½k |

| | | T.Mk | | | | | |
|---|---|---|---|---|---|---|---|
| 672514<br>DCUB<br><br>Df Esd<br>Pfd Rdr | **A. HELD**<br><br>**Kaspar Held K.G.**<br>Schulte & Bruns<br>Haren/Ems W. German | 211<br>130<br>562 | <br><br>GL | **1966** Deutsche Industrie-Werke A.G.—<br>Bln<br>163′ 7″ 29′ 8″ 9′ 4″<br>148′ 6″ 29′ 5″ 16′ 7″<br>1 dk & S dk | M OSD Mchy.aft<br><br><br><br>Der 2(2) | Oil 4SA 6Cy. 270×280 mm<br>430bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln |
| 500016<br>WA2089<br>238601<br>Df Gc<br>Rdr RT | **A. J. McALLISTER**<br>exRowen Card–47 exTamaha<br>exRowen Card<br>**McAllister Bros. Inc.**<br>New York United States | 268<br>182<br>— | <br><br>AB | **1939** Canulette S.B. Co.—Slidell<br>*105·5′* 25′ 2″ 12′ 8½″<br>105′ 0″ 25′ 0″ 13′ 8″<br>rf 27″ BK6″ | M Tug | Oil 2SA 16Cy. 8½″×10″<br>1600bhp NE60<br>General Motors Corp. | <br>148t<br>Clv |
| 500020<br><br><br>Rdr | **A. KAVAGI**<br><br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 781<br>293<br>— | ✠100A1 SS 11/65<br>Boshphorus and Sea of<br>Marmara service<br>**✠LMC**<br>MN288 EL (n) 1$\frac{1}{16}$″ | **1961–8** Fairfield S.B. & Eng. Co. Ltd.—<br>Gls<br>229′ 3″ 44′ 6″ 8′ 8½″<br>210′ 0″ 36′ 0″ 12′ 10″<br>F38′ 1 dk, 2nd dk except in mchy.space<br>RW 6BH<br>rf 12″ | TS Ferry | C 8Cy. (4) 280 & (4) 600×600 mm<br>1600ihp<br>Christiansen & Meyer<br>2 SB 225lb hs4926 | <br>(o.f)<br>Ham |
| 641186<br><br>316047 | **A. L. SEA AUTHOR M.**<br><br>**A. L. McKenzie**<br>St. George, Grenada British | 117<br>77<br>— | | **1963** Maze Joseph—Carriacon<br>*74·8′* 24′ 2″<br>24′ 0″<br>1 dk<br>rf 12″ | Wood Aux Sr<br>1 Ho<br><br>1 Ha (7′×8′)<br>Der 1(1½) | Oil 6Cy. 5¾″×6″<br>115bhp Emade47fitted63<br>Caterpillar Tractor Co.<br>1×24V d.c. | <br>(d.o)<br>Peoria |
| 500023<br>DGBL | **A.M. 1**<br>exMartha<br>**Andreas Martens**<br>Hamburg W. German | 125<br>69<br>— | | **1931** E. J. Smit & Zoon—Hgz<br>93′ 6″ 19′ 1″ 6′ 0″<br>… … …<br>1 dk<br>R | M | Oil 4SA 6Cy.<br>225bhp NE60<br>Daimler-Benz A.G. | <br><br>Bln |
| 500024<br>DGCP<br>7268 | **A.M. 3**<br>exAnne Elfriede–58<br>**Andreas Martens**<br>Hamburg W. German | 109<br>55<br>180 | | **1929** Gebr. Bodewes—Foxhol<br>83′ 0″ 17′ 0″ 7′ 10″<br>… … …<br>1 dk<br>R | M | Oil 4SA 4Cy. 200×260 mm<br>150bhp NE59<br>Motorenfabr. Carl Jastram | <br><br>Ham |
| 500025<br><br>159551 | **A. M. ADAMS**<br><br>**Mrs. I. E. Ebanks**<br>Georgetown, British<br>Cayman Is | 120<br>90<br>— | | **1936** H. E. Arch—Georgetown<br>100′ 0″ 22′ 0″ 9′ 6″<br>… … …<br>1 dk | Wood Aux Sr | Oil 2SA 8Cy. 6½″×7″<br>NE42<br>General Motors Corp. | <br><br>Clv |
| 500026<br>ZSCP<br>172580<br>Df Esd<br>Rdr<br>RTm/v | **A. M. CAMPBELL**<br><br>**Republic of South Africa**<br>**(Railways & Harbours**<br>**Administration)**<br>Durban S. African | 787<br>—<br>— | <br><br>✠Classed LR until 8/52 | **1951–4** Ferguson Bros. (P.Gl.) Ltd.—<br>P.Gl<br>175′ 4″ 35′ 4″ 15′ 4½″<br>35′ 2″<br>B58′<br>R<br>rf 12″ | TS Tug<br>1 Ho 13½′<br><br>1 Ha (8′×5½′)<br>1 W | T 6Cy. 17″ 29″ & 48″×30″<br>3200ihp<br>Ferguson Bros. (P.Gl.) Ltd. | <br>430t (o.f)<br>P.Gl<br>11½k |
| 500027<br>IJAA<br>244 | **A. M. GAROLLA**<br>exMaria Garolla–52 exMaria<br>**Augusto Garolla & C.**<br>Naples Italian | 219<br>131<br>— | <br><br>RI | **1922** Cant. ed Off. Meridionali—Nap<br>111′ 1″ 25′ 8″<br>105′ 0″ 25′ 6″ 9′ 9″<br>1 dk<br>R | S Tanker<br>6 Ta<br>L.12000 HeCls. B | C 2Cy. 11⅞″ & 22⅜″×13¾″<br>176ihp<br>Coop. di Produzione | <br>15t (o.f)–2pd<br>Smprdarena |
| 600027<br>IBLU<br>4793RG<br>Rdr<br>RT | **A. M. GAROLLA II**<br>exNicola 1°–62<br>exCaptain Miki–60<br>exEberhart Essberger–58<br>exKassar Wiek–49<br>**Augusto Garolla & C.**<br>Naples Italian | 494<br>256<br>693 | ✠<br><br>RI | **1929–7** Lübecker Flender-Werke—Lbc<br>174′ 6″ 27′ 2″ 10′ 11″<br>162 6″ 26′ 11″ 12′ 0″<br>P42′ F27′ Trunk 96′ 1 dk<br>R New fore part 49 | S Tanker Mchy.aft<br>6 Ta<br>L.33086 HeCls. C | T 3Cy. 10$\frac{1}{16}$″ 16¾″ & 27$\frac{3}{16}$″×15¾″<br>275ihp<br>Christiansen & Meyer | <br>(o.f)<br>Ham<br>8k |
| 500031<br>EDJF<br><br>Esd | **A. MARQUEZ COSTAS**<br><br>**Amable Marquez Alvarez**<br>Vigo Spanish | 124<br>52<br>— | | **1948** Const. Nav. P. Freire—Bouzas<br>*78·1′* 19′ 2″ 15′ 0″<br>… … … | Wood S Trawler | T 3Cy. 7⅛″ 11⅜″ & 18½″×13″<br><br>Const. Nav. P. Freire | <br>53t (o.f)<br>Bouzas<br>8½k |
| 500032<br>EGSY<br><br>Esd | **A. MARQUEZ GESTOSO**<br><br>**Amable Marquez Alvarez**<br>Vigo Spanish | 124<br>52<br>— | | **1949** Const. Nav. P. Freire—Bouzas<br>*78·1′* 19′ 2″ 15′ 0″<br>… … … | Wood S Trawler | T 3Cy. 7⅛″ 11⅜″ & 18½″×13″<br><br>Const. Nav. P. Freire | <br>55t (o.f)<br>Bouzas<br>8½k |
| 500033<br>ELCB<br>149<br>Df Esd<br>Gc Rdr<br>RTm | **A. N. KEMP**<br><br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberian | 18127<br>11171<br>28276 | <br><br>AB | **1950** Bethlehem Sparrows Pt. Shpyd—<br>Sp.Pt<br>624′ 8″ 84′ 2″ 33′ 5¾″<br>595′ 0″ 84′ 0″ 44′ 0″<br>P121′ B33′ F77′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1328377 | 2 S Turb dr geared to sc. shaft<br>13750shp<br>Bethlehem Stl Co.<br>2×400kW 450V 60c/s a.c. | <br>2600t (o.f)–65pd<br>Qcy<br>16k |

| | | | | | | |
|---|---|---|---|---|---|---|
| 500034<br>OZFC<br>Df Esd<br>Pfd Rdr<br>RTm | **A.N.P.**<br>**Weco-Shipping I/S**<br>Copenhagen Danish<br>Now **LILLEBORG** See New Entries No. 10 | **299**<br>92<br>470 | GL | **1962** Werft Nobiskrug—Rendsburg<br>159′ 1″ 27′ 6″ 9′ 0½″<br>145′ 4″ 26′ 11″ 9′ 10″<br>P48′ F25′ 1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta<br>L.18994 HeCls. C<br>Der 2(½) | Oil 4SA 8Cy. 220×280 mm<br>465bhp 25t(d.o)–2pd<br>Klöckner-Humboldt-Deutz Kln<br>2×25kW 220V d.c.<br>Directional propeller 10k |
| 652237<br>OZDN<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **A. P. MÖLLER**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | **53261**<br>35249<br>98107 | 864′ 5″(incl.BB)<br>NV | **1966** Odense Staalskibs A/S—Lindö<br>~~864′ 5″~~ 127′ 11″ 45′ 11¼″<br>830′ 7″ 127′ 9″ 59′ 6″<br>P64′ 1 dk<br>rf 7″ | S Tanker Mchy.aft<br>12 Ta<br>L.4118680 HeCls. BC | S Turb dr geared to sc. shaft<br>22500shp Stal-Laval 6199t (o.f)–116pd<br>Kockums M/V A/B Mmo<br>3×750, 750, 200kW 440V 60c/s a.c.<br>17k |
| 513918<br>WA5876<br>239778<br>RTm/h/v | **A. P. ST. PHILIP**<br>exH. S. Falk–65<br>**A. P. St. Philip Inc.**<br>Wilmington, Del United States | **201**<br>136<br>— | | **1940** Pusey & Jones Corp.—Wmg<br>95′ 0″ 24′ 3″<br>89′ 6″ 24′ 0″ 14′ 9″ | M Tug<br>1W | Oil<br>2400bhp NE— |
| 661329<br>VDJB<br>323016<br>Df Esd<br>Gc Rdr<br>RTm/v | **A. S. GLOSSBRENNER**<br>**Canada Steamship Lines Ltd.**<br>Labrador Steamship Co. Ltd.<br>Montreal Canadian | **17955**<br>13324<br>26690 | ✠100A1<br>Great Lakes & River St. Lawrence service<br>✠LMC<br>MN1920 EL (o†)2⅜″SQ | **1966**–7 Davie S.B. Ltd.—Lauzon<br>729′ 9″ 75′ 4″ 26′ 5¾″<br>709′ 3″ 75′ 0″ 39′ 8″<br>P92′ F59′ 1 dk<br>RW NS 3BH<br>rf nil WB11318t | M Bulk Carierr (6P) Mchy.aft<br>6 Ho 84′, 96′, 96′, 96′, 96′, 114′<br>G.1255135<br>17 Ha (stl) (each 19½′×47′) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp 67t (d.o) 393t (hvf)<br>Sulzer Bros. Ltd. Win<br>2AuxB 75℔<br>3×500, 500, 350kW 550V 60c/s a.c.<br>Thw. thrust propeller fwd 14¾k |
| 500039<br>310137<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **A. T. CAMERON**<br>**Fisheries Research Board of Canada**<br>Ottawa Canadian | **753**<br>330<br>321 | ✠Classed LR until 2/63 | **1958**–10 Marine Industries Ltd.—Srl<br>177′ 3″ 32′ 5″ 12′ 7″<br>164′ 6″ 32′ 0″ 16′ 0″<br>Q90′ F30′ 1 dk, 2nd dk except in mchy. space<br>rf 21″ BK7″ | M Fishery Research Ship (10P) | Oil 2SA 8Cy. 290×490 mm with hydraulic coupling<br>1000bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>5×200, 200, 60, 60, 32kW 220V d.c.<br>Controllable pitch propeller |
| 503331<br>WB2952<br>206329<br>Df Gc<br>Rdr RT | **A. T. LAWSON**<br>exB. W. Druckenmiller–64<br>exShenango–58<br>**Ingalls S.B. Corp.**<br>Wilmington, Del United States | **8047**<br>6498<br>12500 | AB | **1909** Gt. Lakes Eng. Wks.—Ecorse<br>610′ 0″ 58′ 2″ 21′ 6⅝″<br>588′ 10″ 58′ 0″ 32′ 0″<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>G.562500<br>18 Ha (stl) (each 11′×36′) | 2 S Turb dr geared to sc. shaft<br>4400shp NE52 400t (o.f)<br>Westinghouse Electric Corp.<br>14½k |
| 500041<br>WA2640<br>201054 | **A. VERNON McNEAL**<br>exChas J. Colonna<br>**Motor Vessel A. Vernon McNeal Inc.**<br>Reedville United States | **265**<br>48<br>— | | **1904** C. J. Colonna—Berkeley<br>*123·5′* 22′ 0″<br>… … … | Wood M Fishing | Oil<br>450bhp NE39<br>Fairbanks, Morse & Co. Beloit |
| 500044<br>PCAD<br>Df Esd<br>Pfd Rdr<br>RT | **AAFKE**<br>**Jac. den Dulk & Zonen**<br>Scheveningen Netherland | **331**<br>154<br>— | | **1959** Schps. "De Hoop" v/h Gebr. Boot —Leiden<br>142′ 8″ 25′ 1″<br>126′ 4″ 24′ 11″ 13′ 1″ | M Trawler | 2 Oil 4SA each 8Cy. 210×300 mm geared to sc. shaft<br>Gebr. Stork & Co. Hengelo |
| 540003<br>PCAE<br>Df Esd<br>Pfd RT | **AAGJE ADRIANA**<br>exWilly Alida–63<br>**Rederij v.d. Niet-v. Duyn**<br>Katwijk a/Zee Netherland | **146**<br>58<br>— | | **1961** Schpsb. & Mchfbk H. de Haas—Maassluis<br>95′ 0″ 21′ 9″ 9′ 6″<br>85′ 8″ 21′ 4″ 11′ 4″<br>RW | M Fishing Mchy.aft | Oil 2SA 6Cy. 190×350 mm<br>N.V. Mch. Bolnes Krimpen |
| 526087<br>LCSE<br>Df Esd<br>Gc Pfd<br>RT | **AAKERÖY SENIOR**<br>exOdd XIII–67<br>**Sverre Åkeröy Partrederi**<br>Sandnessjöen Norwegian | **693**<br>331<br>— | NV | **1951** A/S Bergens M/V—Bgn<br>169′ 4″ 29′ 8″<br>… … …<br>1 dk<br>RW conv whaler 67 | ~~S Whaler~~ Mchy.aft<br>M Fishing | Oil ~~C 4Cy. (2) 4$\frac{9}{16}$″ & (2) 34¼″×32½″~~<br>NE67 ~~(o.f)~~<br>~~Bremer Vulkan~~ ~~Vgk~~ |
| 500048<br>OYTH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AALBORGHUS**<br>**Det forenede Dampskibs-Selskab A/S**<br>Ålborg Danish | **2102**<br>1190<br>960 | BV<br>**CONVERTED FOR USE AS A LODGING SHIP** | **1936** Nakskov Skibs. A/S—Nkv<br>292′ 11″ 42′ 3″ 15′ 11⅜″<br>42′ 1″<br>2 dks & A dk<br>R<br>rf 4″ | M (1157P)<br>3 Ho 31¼′, 61¾′, 44¼′<br>G.58250 B.50500<br>3 Ha (20′, 44¼′×10′) (11′×14′)<br>5W Der 3(3) 2(2) 1(1½) | Oil 2SA 9Cy. 500×900 mm<br>3240bhp 90t<br>Burmeister & Wain Cpn<br>3×100kW 220V d.c. 16k |
| 500049<br>LLQV<br>Df Esd<br>Rdr<br>RTm/h | **AALESUND**<br>exLiscomb–47<br>**Leif Nyvoll**<br>Ålesund Norwegian<br>Now **LARS NYVOLL** (No. 500049) in the Register | **498**<br>238<br>680 | NV | **1942** Kingston S.B. Co. Ltd.—Kin<br>164′ 0″ 27′ 6″ 13′ 3½″<br>150′ 0″ 27′ 4″ 15′ 0″<br>1 dk<br>R | M Ref Mchy.aft<br>2 Ho each 38¼′<br>In.20000<br>2 Ha (each 10¾′×9¼′)<br>2W Der 2(3) | Oil 4SA 6Cy. 350×535 mm<br>550bhp Emade43refitted47 48t(d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>3×60, 60, 12kW 220V d.c. 10k |
| 500050<br>LNAL<br>Df Esd | **AALESUNDTRAAL**<br>exRegensburg–56<br>**Ingolf Solbjörg**<br>Ålesund Norwegian | **322**<br>105<br>— | NV | **1938** International S.B. & E. Co. Ltd.—Danzig<br>151′ 6″ 25′ 5″ 11′ 0″<br>25′ 3″<br>P15′ Q36′ F24′ 1 dk<br>R | M Trawler | Oil 2SA 6Cy. 290×490 mm<br>720bhp NE57 59t<br>Alpha-Diesel A/S Fkn<br>10k |

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|---|---|---|---|---|---|---|
| 500051<br>OFRY<br>1111<br>Df Esd<br>Gc Rdr<br>RT | **AALLOTAR**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | 2777<br>1202<br>975 | ✠100A1 SS 4/68 ~~SS 2/64~~<br>Str. nav. Ice<br>✠LMC<br>MN504 EL t | 1952-6 Helsingör Skibs. & Msk.—Hsg<br>303' 2" 46' 10" 16' 4½"<br>277' 3" 46' 7" 25' 5"<br>F78' 2 dks, 3rd dk in way of No. 2 hold<br>RW 5BH to U dk 1 to 2nd dk<br>BK3½" WB285t | S<br>G.23150 B.22245 In.795<br>4W | Q4Cy. 18½" 26¾" 30$\frac{11}{16}$" & 53¾"×43$\frac{5}{16}$"<br>with turbo compressor<br>2800ihp 270t (o.f)<br>Helsingör Skibs. & Msk. Hsg<br>2WTB 327℔ Spt229℔ hs(8224) 15⅜k |
| 500053<br>PCAO | **AALTJE**<br>exHelena-53<br>**L. Stroband**<br>**Kamp's Scheepv. & Handelmaats N.V.**<br>Lemmer Netherland | 182<br>109<br>215 | BV<br>Classed LR until 5/47 | 1934 J. Vos & Zoon—Gro<br>108' 2" 20' 2" 7' 6½"<br>20' 0"<br>P31' RFD11' 1 dk<br>R | M Mchy.aft<br>1 Ho 68'<br>G.11000 B.10000<br>2 Ha (13', 29'×12¾')<br>Der 2(2) | Oil 4SA 3Cy. 280×350 mm<br>120bhp (d.o)<br>Appingedammer Brons. Apg<br>6½k |
| 500055<br>DGAB<br>Df Esd | **AAR**<br>**Erich Grothmann**<br>Hamburg W. German | 330<br>176<br>465 | GL | 1932 C. Lühring—Brake<br>*144·6'* 23' 0" 10' 0"<br>11' 4"<br>P26' F20' 1 dk<br>R len & deepened 52 | M Mchy.aft<br>2 Ha (each 36'×13½') | Oil 4SA 6Cy. 270×360 mm<br>250bhp NE52<br>Klöckner-Humboldt-Deutz Kln<br>8½k |
| 500056<br>LMEX<br>Rdr RT | **AARDAL**<br>exPrompt-51<br>**Fylkesbaatane i Sogn og Fjordane**<br>Bergen Norwegian | 302<br>179<br>— | ✠Classed LR until 5/51 | 1942-3 W. J. Yarwood & Sons Ltd.—Northwich<br>133' 0" 24' 1"<br>23' 11" 9' 0"<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 220×320 mm<br>NE51<br>Bergens M/V Bgn |
| 670047<br>PCAT<br>Df Esd<br>Gc Rdr<br>RT | **AARDENBURGH**<br>**Wm. H. Müller & Co. N.V.**<br>Rotterdam Netherland | 499<br>298<br>1087 | BV | 1966 Fa. C. Amels & Zn. Schpsw. & Mchfbk. "Welgelegen"—Makkum<br>244' 5" 38' 0" 11' 11½"<br>223' 2" 37' 9" 12' 0"<br>F33' 1 dk & S dk | M OSD Mchy.aft<br>2 Ho 61' 92½'<br>G.110860 B.98810<br>2 Ha (41½'×20½') (61'×21½')<br>Der 3(6) | Oil 4SA 7Cy. 300×450 mm<br>1480bhp 228t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>4×53, 53, 53, 12kW 400V 50c/s a.c.<br>13k |
| 500058<br>GDRA<br>301625<br>Df Esd<br>Gc Rdr<br>RTm/v | **AARO**<br>**Ellerman's Wilson Line Ltd.**<br>Hull British | 2468<br>1262<br>2810 | ✠100A1 SS 5/68 ~~SS 3/64~~<br>Str. nav. Ice<br>✠LMC<br>✠Lloyd's RMC<br>MN700 EL u1$\frac{11}{16}$"SQ | 1960-1 Henry Robb Ltd.—Lth<br>330' 3" 48' 11" 19' 4½"<br>300' 0" 48' 6" 28' 3"<br>F31' 1 dk & S dk, 3rd dk in Nos. 2, 3 & 4 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 9" WB406t | M (12P) Ref OSD<br>5 Ho 31½', 46½', 34½', 35½', (13½' fwd 29' aft)<br>G.106920 B.98240 In.72610<br>4 Ha (stl) (18'×16') (54' comb., 18', 26½'×18')<br>10W Der 1(15) 10(5) | Oil 2SA 7Cy. 600×1040 mm<br>3500bhp Sulzer 288t (d.o)<br>Fairfield S.B. & E. Co. Ltd. Gls<br>3×180kW 220V d.c 13¼k |
| 500059<br>LCBW<br>Df Esd<br>RT | **AARVAK**<br>**G. C. Rieber & Co. A/S**<br>~~A/S Polarbjörn~~<br>~~Martin Karlsen~~<br>Ålesund Norwegian | 148<br>59<br>— | | 1912 K. Dekke—Bgn<br>113' 7" 22' 10"<br>22' 6"<br>len 56 | Wood M Fishing Mchy.aft | Oil 2SA 4Cy. 280×420 mm<br>600bhp NE64<br>Wichmann Mtrf. Rub |
| 517287<br>OXSM<br>Df Esd<br>RTm | **AASE HØJ**<br>exJohannes-64<br>**Erik Høj Hansen**<br>Wilh. Chr. Bech<br>Horsens Danish | 299<br>177<br>425 | GL | 1955 Werft Nobiskrug—Rendsburg<br>141' 0" 26' 5" 8' 6½"<br>134' 10" 26' 3" 9' 6"<br>P31' F20' 1 dk<br>RW | M Mchy.aft<br>1 Ho<br>1 Ha (65½'×16½')<br>Der 2(1½) | Oil 4SA 6Cy. 290×420 mm<br>300bhp (d.o)<br>Masch. Kiel A.G. Kel<br>3×165, 165, 100kW 220V d.c. |
| 500060<br>OWFJ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **AASE NIELSEN**<br>**Rederi I/S af 1956**<br>O. Amsinck<br>Copenhagen Danish | 1984<br>975<br>3620<br>3193<br>1740<br>4570 | ✠100A1 SS 2/64<br>Str. nav. Ice<br>✠LMC<br>MN620 EL u1$\frac{11}{16}$"SQ | 1958-12 A/S Svendborg Skibsv.—Svb<br>343' 9" 46' 2" 19' 6½"/22' 4½"<br>316' 5" 46' 0" 28' 2"<br>RFD36' 1 dk & S dk<br>RW 4BH to U dk 1 to 2nd dk<br>rf 4" WB600t | M (4P) OSD/CSD<br>2 Ho 116½', 110'<br>4 Ha (33', 41½', 33', 33'×20')<br>Der 1(15) 10(5) | Oil 2SA 7Cy. 500×1100 mm<br>3100bhp (d.o)<br>Burmeister & Wain Cpn |
| 502155<br>SYSO<br>2368<br>Df Esd<br>Rdr RT | **ABA PRINCE**<br>exArakaka-63<br>**K. S. Potamianos**<br>Piræus Greek | 2814<br>1563<br>4229 | ✠100A1 SS 1/64<br>with freeboard<br>✠LMC<br>EL v | 1946-6 Smith's Dock Co. Ltd.—Mdb<br>351' 4" 46' 2" 20' 0½"<br>325' 0" 46' 0" 28' 10"<br>P23' B89' F36' 1 dk & S dk, 3rd dk in No. 1 hold<br>RW Coll BH to S dk 4 to 2nd dk<br>WB872t | S OSD<br>G.255369 B.233781<br>8W Der 1(25) | T 3Cy. 20" 34" & 57"×39"<br>1250ihp 654t (o.f)<br>Smith's Dock Co. Ltd. Mdb<br>2 SB 200℔ Spt hs(6240) 6cf 9¼k |
| | | | **SURVEYS OVERDUE—REPAIRS REQUIRED —CLASS SUSPENDED 7/2/69** | | | |
| 500063<br>RT | **ABACO-ADMIRAL**<br>exM-H-C-37<br>**Tropicana Products Co.**<br>La Ceiba Honduran | 311<br>173<br>— | | 1944 Albina Eng. & Mach. Wks—Pld<br>*152·8'* 23' 4"<br>... ... ... | TM | 8 Oil 2SA each 6Cy. 110×127 mm geared to 2 sc. shafts<br>General Motors Corp. Det |
| 500064<br>316340<br>RT | **ABACO-FARMER**<br>exM-H-C-24<br>**Islands Produce Ltd.**<br>Nassau British | 347<br>149<br>360 | | 1944 New Jersey Shpyd Corp.—Barker<br>*159·0'* 22' 11" 8' 1"<br>... ... ...<br>1 dk | TM (3P)<br>2 Ho 68', 22'<br>2 Ha (12', 10½'×8') | 8 Oil 2SA each 6Cy. 4½"×5" geared to 2 sc. shafts<br>2000bhp (d.o)<br>General Motors Corp. Det<br>4×91¼kW 120V d.c.<br>Controllable pitch propellers |
| 500065<br>RT | **ABACO-MERCHANT**<br>exM-H-C-30<br>**Tropicana Products Co.**<br>Le Ceiba Honduran | 296<br>173<br>— | | 1944 Consolidated Stl Corp.—Long Bch<br>*152·8'* 23' 4"<br>... ... ... | TM | 8 Oil 2SA each 6Cy. 110×127 mm geared to 2 sc. shafts<br>General Motors Corp. Det |

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| 500066<br>HRRJ<br><br>RT | **ABACO-TRADER**<br>exM-H-C-29<br>**Tropicana Products Co.**<br>La Ceiba Honduran | 296<br>173<br>— | | **1944** Consolidated Stl Corp.—Long Bch<br>*152·8'* 23' 4"<br>… … … | TM | 8 Oil 2SA each 6Cy. 110×127 mm geared to 2 sc. shafts<br>General Motors Corp. Det |
| 529225<br>ZFRU<br>315670<br>RTm | **ABACO WANDERER**<br>exRegla Segundo–63<br>**Islands Produce Ltd.**<br>Nassau British | 382<br>223<br>374 | | **1948** ……………U.S.A.<br>*155·0'* 23' 1" 8' 1"<br>… … …<br>1 dk | TM (3P)<br>2 Ho 83', 22'<br>2 Ha (12'×12') (9'×9')<br>Cr 2(2) | 4 Oil each 6Cy. 4¼"×5" geared to 2 sc. shafts<br>2000bhp (d.o)<br>General Motors Corp. Det<br>3×20, 20, 1½kW 120V d.c.<br>Controllable pitch propellers |
| 500067<br>EHSO<br><br>Esd | **ABADEJO**<br><br>**Luis Garcia Perez and others**<br>Vigo Spanish | 168<br>88<br>— | | **1946** Hijos de J. Barreras S.A.—Vgo<br>*98·4'* 20' 11" 14' 0"<br>… … … | Wood S Trawler | T 3Cy. 8" 12" & 20"×16"<br>50t (o.f)<br>8¾k |
| 500068<br>GHVC<br>302913<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ABADESA**<br><br>**Royal Mail Lines Ltd.**<br>Furness, Withy & Co. Ltd.<br>London British | 13398 ~~13571~~<br>7707 ~~7736~~<br>20180 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1900 EL i†2$\frac{7}{16}$"SQ | **1962**–3 Swan, Hunter & Wghm Rchdsn —Nwc<br>565' 2" 72' 2" 31' 9¼"<br>535' 0" 72' 0" 42' 3"<br>P126' F67' 1 dk<br>14BH<br>rf 4" WB1629t | M Tanker Mchy.aft<br>27 Ta<br>L.946825 HeCls. BC<br>Der 3(5) | Oil 2SA 6Cy. 700×2320 mm<br>9500bhp Doxford 2058t (hvf)–28pd<br>Swan Hunter & Wghm Rchdsn Nwc<br>2WTAuxB 220℔ AuxB (ex.g) 100℔<br>3×410kW 440V 60c/s a.c. 14½k |
| | Now **STOLT ABADESA** See New Entries No. 11 | | | | | |
| 500069<br>UYSZ<br>M-17072<br>Df Esd<br>Gc Rdr | **ABAGUR**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 3359<br>1550<br>4445 | | **1961** Rauma-Repola O/Y—Rauma<br>344' 10" 48' 7" 20' 5"<br>318' 0" 48' 6" 23' 0"<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.190064<br>1 Ha (8½'×10½')<br>4W Der 1(3) 3(2) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain Cpn<br>13½k |
| 500070<br>URUL<br>M-26526<br>Df Esd<br>Gc Rdr | **ABAGURLES**<br><br>**U.S.S.R.**<br>Archangel Russian | 4653<br>2361<br>6124 | | **1962** Stocznia Gdanska—Gdk<br>406' 5" 54' 11" 23' 0½"<br>54' 9" 27' 7"<br>1 dk<br>RW | M<br>4 Ho<br>G.268922<br>4 Ha (41¼'×23') (41¼', 41¼', 41¼'×29½')<br>9W Der 1(15) 8(5) | Oil 2SA 5Cy. 720×1250 mm<br>4500bhp<br>Sulzer Bros. Ltd. Win<br>14½k |
| 662235<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABAKAN**<br><br>**U.S.S.R.**<br>Russian | 3359<br>1560<br>4400 | | **1966** Rauma-Repola O/Y—Rauma<br>344' 10" 48' 7" 20' 5"<br>318' 0" 48' 6" 23' 0"<br>1 dk | M Tanker | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W<br>Bryansk Eng. Wks Bryansk |
| 500071<br>UQHM<br>M-26504<br>Df Esd<br>Gc Rdr | **ABAKANLES**<br><br>**U.S.S.R.**<br>Leningrad Russian | 4638<br>2349<br>5770 | | **1961** Stocznia Gdanska—Gdk<br>406' 5" 54' 11" 22' 4½"<br>54' 9" 27' 9"<br>1 dk | M<br>4 Ho<br>G.250303<br>4 Ha (41¼'×29½') (41¼', 41¼', 41¼'×23')<br>9W Der 1(15) 8(5) | Oil 2SA 5Cy. 720×1250 mm<br>4500bhp<br>Sulzer Bros. Ltd. Win<br>14¼k |
| 660368<br>EEWE | **ABANTO**<br>Launched as J.C.P.-G. 5<br>**Government of Spain (Ministerio de Obras Publicas)**<br>Cadiz Spanish<br>For later particulars see New Entries No. 1 | 1005<br>516<br>— | 100A1<br>hopper barge<br>Class contemplated | Soc. Española de Const. Nav.—Cdz<br>200' 2" 39' 0" 13' 3¾"<br>190' 4" 37' 8½" 15' 9" | M Hopper Barge Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>Naval-Stork-Werkspoor Cdz |
| 500073<br>EAJH<br><br>Df Esd<br>RT | **ABARIS**<br><br>**Pesquerias del Tinto S.A.**<br>Huelva Spanish | 207<br>112<br>— | BV | **1962** Astano S.A.—Frl<br>117' 0" 22' 8" 9' 2"<br>98' 7" 22' 6" 12' 10"<br>RW | M Trawler<br>2 Ha (each 3'×3') | Oil 4SA 6Cy. 295×420 mm<br>550bhp 50t<br>La Maquinista Terrestre y Mar. Bcl<br>12k |
| 500074<br>EAXC<br><br>Esd | **ABASCAL**<br><br>**Manuel Tamargo Gonzalez**<br>Gijon Spanish | 128<br>70<br>— | | **1932** Ast. del Cantabrico—Gjn<br>88' 6" 19' 8" 12' 0"<br>19' 6"<br>R | S Trawler<br>2W | T 3Cy. 7$\frac{9}{16}$" 11$\frac{9}{16}$" & 20$\frac{1}{16}$"×14"<br>62t (o.f)<br>Hijos de A. Ojeda Gjn<br>8k |
| 640395<br>AQVO<br>191058<br>Df Esd<br>Gc Rdr | **ABASIN**<br>Launched as Peshawar<br>**National Shipping Corporation**<br>Karachi Pakistan | 6329<br>3325<br>10554<br>**9139**<br>5156<br>12582 | ✠100A1<br>✠LMC<br>MN1800 EL e†2¼"SQ | **1964**–6 Brodogradiliste Split—Spt<br>508' 4" 65' 4" 26' 8¼"/29' 7½"<br>462' 7" 64' 0" 39' 4"<br>F47' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>WB2999t incl. DTma 1234t | M OSD/CSD | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>H. Cegielski Poz<br>AuxB (o.f) 114℔<br>AuxB (ex.g) 100℔ |
| 500075<br>EABW<br><br>Df RT | **ABASOLO**<br>exAlejandro Zubizarreta–57<br>exBachi–51 exBologna–38<br>exBachi–37<br>**Ramon Garzon Gonzalez**<br>Bilbao Spanish | 3133<br>1775<br>5120 | BV<br>✠Classed LR until 4/61 | **1920**–9 Blyth S.B. Co. Ltd.—Bly<br>*331·2'* 46' 8" 21' 8"<br>331 0" 46' 6" 25' 6"<br>P33' B98' F29' 1 dk<br>R | S<br>G.262000 B.244000<br>5 Ha (26½', 26½', 26½', 26½', 10¼'×17¾')<br>Der 8(2½) 2(1) | T 3Cy. 25" 41" & 68"×45"<br>2150ihp 630t (o.f)<br>Richardsons, Westgarth Hpl<br>9k |

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| **505392**<br>MVZJ<br>182564<br>Esd Pfd<br>Rdr<br>RTm/v | **ABBAS**<br>exBroughty-63<br>**Stephenson Clarke Ltd.**<br>London British<br>Now **CAPO CERVO**<br>**See** New Entries No. 1 | **943**<br>512<br>668 | **✠100A1** SS 9/67<br>liquefied gas carrier<br>Petroleum gas or anhydrous ammonia in independent tanks 100lb plus 16° F.<br>**✠LMC**<br>MN224 EL (I) 1 1/16" | **1955-6** Schps. "Gideon" v/h J. Koster<br>Hzn—Gro<br>207' 5" 31' 3" 12' 4½"<br>189' 10" 30' 7" 18' 6"<br>Trunk 107' 2 dks<br>4BH conv dry cargo ship 64<br>rf 4" WB181t | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 6Cy. 340×570 mm<br>1220bhp (d.o)<br>British Polar Engines Ltd. Gls<br>2×20kW 220V d.c. 12½k |
| **542221**<br>THZV<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABBÉ ALLANIC**<br>exRichard Candela-66<br>**Société Armoricaine de Pêche et d'Armement (S.A.P.A.)**<br>Lorient French | **150**<br>49<br>— | <br><br>BV | **1963** Ch. & At. de la Perrière—Lorient<br>98' 5" 22' 6"<br>86' 0" 22' 2" 12' 2"<br><br>RW | M Trawler<br><br><br>2 Ha (each 3½'×3½')<br>Der 1(2) | Oil 4SA 12Cy. 185×200 mm<br>600bhp<br>Moteurs Baudouin Msl<br>12k |
| **500076**<br>PCBJ<br><br>Df Esd<br>Gc Rdr<br>RTv | **ABBEKERK**<br>exFriesland-47<br>**Vereenigde Nederlandsche Scheepvaart Maats.**<br>The Hague Netherland | **8324**<br>4865<br>12056 | **✠100A1** SS 11/65<br>with fbd DTsm & DTsa—oil FP above 150° F.<br>**✠LMC**<br>MN1700 EL (††)2¼"SQ | **1946-9** Sun S.B. & D.D. Co.—Chester<br>Pa<br>491' 7" 69' 7" 29' 1½"<br>465' 11" 69' 4" 41' 6"<br>F54' 2 dks & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB5789t incl. Tunnel tanks 376t DTsa2071t DTsm 1719t | S (12P) OSD<br>3 Ho 76', 60', 81', 2 TwD 71', 71'<br>G.775060 B.684850<br>5 Ha (stl) (36'×20') (30', 35', 35', 40'×24')<br>20W Der 2(50) 4(10) 6(5) | 2 S Turb dr geared to sc. shaft<br>8500shp 2012t (o.f)<br>Westinghouse Elec. & Mfg. Co. Pbg<br>2WTB 525lb Spt 490lb hs(11136)<br>3×300kW 240V d.c. 16½k |
| **640515**<br>DDGN<br><br>Df Esd<br>Rdr RT | **ABBENFLETH**<br>**Maris-Kustenschiffahrt-** ~~Erich Köser~~ **G.m.b.H.**<br>Brake W. German | **300**<br>180<br>698 | <br><br>GL | **1964** Jadewerft G.m.b.H.—Wilhelmshaven<br>175' 11" 30' 7" 10' 7"<br>158' 6" 30' 6" 17' 9"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho<br>G.53500 B.50500<br>1 Ha (87½'×17½') | Oil 4SA 6Cy. 250×350 mm<br>300bhp<br>Motorenw. Mannheim Mhm<br>9k |
| **652526**<br><br>HT27<br>Esd RT | **ABBIRA**<br><br>**Israel Ports Authority**<br>Haifa Israel | **188**<br>—<br>— | **✠100A1**<br>tug<br>East Mediterranean & Red Sea<br>**✠LMC**<br>MN324 EL (b) | **1965-12** Atlas-Werke A.G.—Bmn<br>100' 1" 26' 4" 10' 3½"<br>85' 4" 25' 7½" 13' 2"<br>3BH<br>rf 47" BK5" | M Tug | 2 Oil 4SA each 8Cy. 220×280 mm with flexible couplings & sr reverse gear to sc. shaft<br>1620bhp<br>Klöckner-Humboldt-Deutz Kln |
| **500078**<br><br>186548 | **ABBOTS LEIGH**<br><br>**F. A. Ashmead & Son Ltd.**<br>Bristol British | **147**<br>78<br>— | **✠100A1** SS 9/64<br>Bristol Channel service<br>**✠LMC**<br>MN32 EL (a) | **1956-6** John R. Hepworth (Hull) Ltd.—Paull<br>98' 0" 18' 0" 7' 10½"<br>94' 7" 17' 9" 8' 8"<br>Q64' 1 dk<br>RW NS 3BH<br>rf nil WB44t | M Mchy.aft<br>1 Ho 58½'<br>G.10700 B.9666 | Oil 4SA 4Cy. 8¾"×11½" sr geared<br>162bhp 2t<br>Lister Blackstone Mar. Ltd. Dursley<br>8k |
| **662252**<br><br>303544<br>Esd Rdr<br>RTv | **ABBOTSGRANGE**<br><br>**British Transport Docks Board**<br>Grangemouth British | **1864**<br>771<br>2200 | **✠100A1**<br>hopper dredger<br>Firth of Forth service, limiting line—Crail-Dunbar<br>**✠LMC**<br>MN805 EL q 1½"U2 | **1967-3** Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>250' 1" 48' 6" 16' 0½"<br>234' 0" 47' 0" 19' 2"<br>B24' 1 dk<br>4BH<br>rf nil WB193t | TD-E Suction Hopper Dredger Mchy.aft | 2 Vee Oil 4SA each 16Cy. 6¾"×10½" 4024bhp driving 2 gen. each 1200kW 730V connected to 2 elec. motors each 1100shp (CC) 60t (d.o)<br>Davey, Paxman & Co. Ltd. Col<br>3×200, 200, 36kW 220V d.c.<br>Thw. thrust propeller fwd 12k |
| **500080**<br><br>312636<br>Esd Pfd<br>Rdr RT | **ABBOTT**<br><br>**Abbott Fisheries Ltd.**<br>Shelburne Canadian | **147**<br>82<br>— | **BURNT 10/67** | **1962** W. C. McKay & Sons Ltd.—Shelburne<br>92' 0" 23' 0"<br>... ... ...<br>1 dk | Wood M Fishing Mchy.aft | 2 Oil 2SA each 6Cy. 5"×5½"<br>General Motors Corp. Det |
| **670896**<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABDELMOUMEN**<br>**Royale Marocaine de Navigation**<br>Tangier Moroccan<br>Name should be **ABD EL MOUMEN** See New Entries No. 1 | **1180**<br>—<br>1350 | | **1966** Soc. Española de Const. Nav.—Bbo<br>293' 4" 42' 1" 14' 9½"<br>262' 6" 42' 0" 23' 6"<br>1 dk & S dk<br>RW | M (6P) Ref OSD Mchy.aft<br>In.109580<br>2 Ha (33', 57½'×17½')<br>Der 8(3-5) 2(2) | 2 Oil 4SA each 8Cy. 300×450 mm geared to sc. shaft<br>1600bhp<br>Masch. Augsburg-Nürnberg Aug<br>14½k |
| **652102**<br>6VGJ<br>1188<br>Df Esd<br>Pfd RT | **ABDUL AZIZ WANE**<br><br>**Soc. Sénégalaise d'Armement à la Pêche**<br>Dakar Senegal | **236**<br>103<br>— | <br><br>BV | **1965** At. & Ch. de la Manche—Dpe<br>103' 4" 24' 3"<br>88' 7" 24' 1" 13' 2" | M Trawler | Oil 4SA 12Cy. 175×180 mm<br>600bhp<br>Soc. Alsacienne Con. Méc. Mulhouse<br>10½k |
| **650043**<br><br>321573 | **ABDUL MALIKI**<br><br>**Nigerian Ports Authority**<br>Lagos Nigerian | **154**<br>41<br>— | **✠A1**<br>tug Nigerian river & harbour service<br>**✠LMC**<br>MN276 EL (b) | **1965-2** Henry Robb Ltd.—Lth<br>93' 11" 25' 8"<br>85' 0" 24' 3" 12' 0"<br>5BH<br>rf 14" BK6" WB50t | TM Tug | 2 Oil 2SA each 6Cy. 250×420 mm sr reverse geared<br>1380bhp<br>British Polar Engines Ltd. Gls<br>11½k |
| **500081**<br>TCAA<br><br>Esd Pfd<br>Rdr | **ABDULLAH**<br>exBraywood-59<br>exEmpire Vauxhall-46<br>**A. Hilmi Ozmelek ve Ogullari Donatma Istiraki**<br>Istanbul Turkish | *2014*<br>*1028*<br>2815 | **100A1** TD 4/68 ~~SS 10/64~~<br>**LMC**<br>MN256 EL r | **1945** Grangemouth Dkyd Co. Ltd.—Gmh<br>281' 6" 40' 0" 17' 9½"<br>268' 0" 39' 10" 19' 3"<br>Q163' F28' 1 dk<br>RW NS 4BH<br>WB845t | S (2P) Mchy.aft<br>4 Ho 43½', 41½', 42½', 39½'<br>G.137000 B.133000<br>4 Ha (stl) (29½'×25') (27½'×27') (29', 26½'×28')<br>4W Der 4(3) | T 3Cy. 17" 27" & 48"×36"<br>1250ihp 200t (o.f)<br>N. E. Mar Eng. Co. (1938) Ltd. Wal<br>2 SB 220lb Spt hs(4030) 6cf<br>2×8kW 110V d.c. 9½k |

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| 500082<br>VGWC<br>175450 | **ABEGWEIT**<br>**Government of Canada**<br>**(Minister of Transport)**<br>Charlottetown Canadian | 6694<br>3605<br>2624 | ✳Classed BC until 5/50 | 1947–8 Marine Industries Ltd.—Srl<br>372′ 6″ 61′ 1″ 19′ 0″<br>348′ 0″ 61′ 0″ 24′ 9″<br>B & F345′ 1 dk<br>RW<br>rf 6″ | T D-E Ferry (950P)<br>4W | 8 Oil 2SA each 12Cy. 290×500 mm 12000bhp driving 8 gen. each 1000kW 320V d.c. connected to 4 elec. motors each 2465shp (WL) & 4 sc. shafts<br>Sulzer 430t (d.o)<br>Dominion Eng. Wks Mtl<br>3×500kW 220V d.c.<br>Propellers 2 fwd 2 aft 15k |
| 500083<br>TKHQ<br>RT | **ABEILLE No. 1**<br>Société **PROGEMAR**<br>~~"Les Abeilles", Soc. de~~<br>~~Remorq. & de Sauvetage~~<br>Havre French | 101<br>—<br>— | ✠100A1 ~~SS 2/64~~<br>tug English Channel and French coasting service<br>✠LMC SS 12/68<br>MN100 EL (a) | 1959–7 Schpsw. P. de Vries Lentsch—Alp<br>83′ 8″ 22′ 7″ 9′ 10″<br>75′ 6″ 21′ 0″ 10′ 10″<br>RW 5BH<br>rf 20″ BK4″ WB6t | M Tug | Oil 4SA 6Cy. 320×450 mm with flexible coupling dr & reverse gearing<br>500bhp<br>Klöckner-Humboldt-Deutz Kln |
| 500084<br>TO2024<br>RT | **ABEILLE No. 2**<br>Société **PROGEMAR**<br>~~"Les Abeilles", Soc. de~~<br>~~Remorq. & de Sauvetage~~<br>Havre French | 106<br>—<br>— | ✠100A1 SS 2/68~~SS 1/64~~<br>tug English Channel and French coasting service<br>✠LMC<br>MN100 EL (a) | 1960–1 Schpsw. P. de Vries Lentsch.—Alp<br>83′ 8″ 22′ 7″ 9′ 6½″<br>75′ 5″ 21′ 0″ 10′ 10″<br>RW 5BH<br>rf 21″ BK4″ WB6t | M Tug | Oil 4SA 6Cy. 320×450 mm with flexible coupling sr & reverse gearing<br>500bhp<br>Klöckner-Humboldt-Deutz Kln |
| 500085<br>TO4109 | **ABEILLE No. 3**<br>Société **PROGEMAR**<br>~~"Les Abeilles", Soc. de~~<br>~~Remorq. & de Sauvetage~~<br>Havre French | 102<br>—<br>— | ✠100A1 SS 4/64<br>tug English Channel and French coasting service<br>✠LMC<br>MN100 EL (a) | 1956–10 Schpsw. P. de Vries Lentsch.—Alp<br>83′ 8″ 22′ 7″ 8′ 6″<br>75′ 6″ 21′ 0″ 10′ 2″<br>RW 4BH<br>rf 19″ BK6″ WB1t | M Tug | Oil 4SA 6Cy. 320×450 mm with flexible coupling dr & reverse gearing<br>500bhp 35t<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| 500086<br>FNQG<br>Df Esd<br>Rdr RT | **ABEILLE No. 4**<br>exNereidia–39<br>**"Les Abeilles", Soc. de**<br>**Remorq. & de Sauvetage**<br>Havre French | 326<br>—<br>— | ✠100A1 Dr 3/65<br>tug<br>✠LMC<br>MN207 EL (d) | 1939–3 Cochrane & Sons Ltd.—Sel<br>127′ 6″ 30′ 8″ 13′ 3¾″<br>118′ 0″ 29′ 0″ 14′ 0″<br>F26′<br>R<br>BK7½″ WB51t incl. DTsf10t | S Tug | T 3Cy. 16½″ 27″ & 44″×30″<br>1100ihp 150t (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 200℔ hs(3210) 3cf 12½k |
| | Now **SPARVIERO** (No. 500086) in the Register | | | | | |
| 500089<br>THAS<br>RTv | **ABEILLE No. 9**<br>**"Les Abeilles", Soc. de**<br>**Remorq. & de Sauvetage**<br>Nantes French | 101<br>0<br>— | BV | 1961 Schpsw. P. de Vries Lentsch.—Alp<br>82′ 0″ 22′ 6″ 9′ 0½″<br>75′ 10″ 21′ 0″ 10′ 6″ | M Tug | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>2×20kW 220V d.c. |
| 500090<br>FNXX<br>Df Esd<br>Rdr<br>RTm/h | **ABEILLE No. 10**<br>exMargaret Moiler–51<br>Société **PROGEMAR**<br>Cherbourg French | 544<br>~~170~~<br>— | 100A1 SS 2/66<br>tug<br>LMC<br>EL (g)1¼″ | 1944 Levingston S.B. Co.—Orange<br>143′ 10″ 33′ 8″ 15′ 5″<br>134′ 6″ 32′ 11″ 17′ 0″<br>F43′<br>7BH<br>rf 45″ WB110t incl. DTf25t | D-E Tug | 2 Oil 2SA each 12Cy. 220×265 mm 1900bhp driving 2 gen. each 605kW 560V d.c. connected to 2 elec. motors each 765shp (WL) geared to sc. shaft 190t (d.o)<br>General Motors Corp. Clv<br>2×60, 30kW 110/120V d.c. 12½k |
| 500093<br>TOOM<br>RT | **ABEILLE No. 13**<br>exUrsus–58<br>**"Les Abeilles", Soc. de**<br>**Remorq. & de Sauvetage**<br>Havre French | 305<br>52<br>— | BV | 1951 S.A. des Anc. Ch. Dubigeon—Nts<br>120′ 10″ 26′ 10″ 10′ 6½″<br>26′ 8″ | M Tug | 2 Oil 4SA each 6Cy. 365×550 mm geared to sc. shaft<br>1300bhp<br>Soc Gén de Const Méc La Courneuve<br>13k |
| 661840<br>FUBM<br>Esd Pfd<br>Rdr<br>RTm/h/v | **ABEILLE No. 14**<br>**"Les Abeilles", Soc. de**<br>**Remorq. & de Sauvetage**<br>Havre French | 227<br>—<br>— | BV | 1966 Mützelfeldtwerft—Cuxhaven<br>109′ 0″ 27′ 6″ 11′ 0″<br>97′ 0″ 26′ 3″ 13′ 0″<br>B22′ 1 dk | M Tug<br>2 Ha (stl) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 80t<br>Klöckner-Humboldt-Deutz Kln<br>3×85kW 220V d.c. 12k |
| 500095<br>FOFP<br>Df Esd<br>Rdr<br>RTm/v | **ABEILLE No. 15**<br>Société **PROGEMAR**<br>~~"Les Abeilles", Soc. de~~<br>~~Remorq. & de Sauvetage~~<br>Havre French | 405<br>28<br>— | ✠100A1 SS 11/64<br>tug<br>✠LMC<br>MN420 EL (g) | 1953–5 Cook, Welton & Gemmell Ltd.—Bev<br>137′ 1″ 34′ 2″ 13′ 9½″<br>123′ 0″ 32′ 0″ 14′ 6″<br>RFD25′<br>R 4BH<br>BK8″ WB76t | M Tug<br>Cr 1(1½) | Oil 2SA 9Cy. 340×570 mm<br>2100bhp ✠NE11/64<br>Nydqvist & Holm A/B Thn<br>4×80, 80, 80, 9kW 220V d.c. |
| 671453 | **ABEILLE No. 16**<br>**"Les Abeilles", Soc. de**<br>**Remorq. & de Sauvetage**<br>Havre French | ~~280~~ 273<br>—<br>— | BV | 1967 At. & Forg. de l'Ouest—St.N<br>116′ 3″ 30′ 4″<br>104′ 8″ 28′ 7″ 15′ 2″<br>1 dk | M Tug | Oil 4SA 8Cy. 400×580 mm reverse reduction geared<br>Klöckner-Humboldt-Deutz Kln |
| 500097<br>TO2032<br>Rdr RT | **ABEILLE No. 17**<br>**"Les Abeilles", Soc. de**<br>**Remorq. & de Sauvetage**<br>Havre French | 152<br>0<br>— | BV | 1961 Mützelfeldtwerft—Cuxhaven<br>97′ 7″ 26′ 1″ 10′ 6″<br>86′ 7″ 24′ 3″ 11′ 10″<br>RW | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 28t<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| 500098<br>THFZ<br>Esd<br>Rdr RT | **ABEILLE No. 18**<br>**"Les Abeilles", Soc. de**<br>**Remorq. & de Sauvetage**<br>Havre French | 151<br>0<br>— | BV | 1961 At. & Forg. de l'Ouest—St.N<br>97′ 1″ 26′ 1″ 10′ 2″<br>86′ 7″ 24′ 3″ 11′ 0″<br>RW | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz Kln<br>11½k |

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| 500099<br>TO2033<br><br>RT | **ABEILLE No. 19**<br><br>**"Les Abeilles", Soc. de Remorq. & de Sauvetage**<br>Havre French | 152<br>0<br>— | | <br><br>BV | 1961 Mützelfeldtwerft—Cuxhaven<br>97' 7" 25' 11" 10' 6"<br>86' 7" 24' 3" 11' 10"<br>RW | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz | <br>28t<br>Kln<br>12k |
| 500100<br>FNAS<br><br>Df Esd<br>Rdr<br>RTm/v | **ABEILLE No. 20**<br>**Société PROGEMAR**<br>~~"Les Abeilles", Soc. de Remorq. & de Sauvetage~~<br>Havre French | 351<br>7<br>— | ✠100A1<br>tug<br>✠LMC<br>MN300 | SS 3/66<br><br><br>EL (e)1 1/16" | 1957–9 A.G. "Weser" Werk Seebeck—Bhn<br>126' 6" 29' 5" 15' 2½"<br>113' 2" 27' 10½" 15' 9"<br>F24'<br>R 4BH<br>rf 48" BK8" WB63t | M Tug | Oil 2SA 8Cy. 340×570 mm<br>1500bhp<br>British Polar Engines Ltd.<br>3×55, 55, 20kW 220V d.c. | <br>130t<br>Gls<br>13k |
| 500101<br>TO2034 | **ABEILLE No. 21**<br><br>**"Les Abeilles", Soc. de Remorq. & de Sauvetage**<br>Havre French | 101<br>0<br>— | | <br><br>BV | 1961 Schpsw. P. de Vries Lentsch—Alp<br>82' 0" 22' 6" 9' 0½"<br>75' 10" 21' 0" 10' 6" | M Tug | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz | <br>29t<br>Kln<br>10k |
| 500102<br>TWSM | **ABEILLE No. 22**<br>exMusclé–51<br>exEmpire Alfred–46<br>**Cie. Cherbourgeoise de Remorquage & de Sauvetage**<br>Cherbourg French | 268<br>—<br>— | ✠100A1<br>tug<br>✠LMC | SS 3/64<br><br><br>EL (d) | 1944–10 J. S. Watson (Gainsboro') Ltd.—Gainsboro'<br>113' 5" 28' 8" 12' 3"<br>105' 0" 26' 6" 13' 6"<br>R 4BH<br>WB67t incl. DTf6t | S Tug | T 3Cy. 16" 26" & 43"×30"<br>1000ihp<br>C. D. Holmes & Co. Ltd.<br>SB 210lb hs(2778) 3cf<br>1×11kW 110V d.c. | <br>100t (c)<br>Hul<br><br>11¼k |
| 661351<br>TO2070<br><br>RTv | **ABEILLE No. 23**<br>**Société PROGEMAR**<br>~~"Les Abeilles", Soc. de Remorq. & de Sauvetage~~<br>Havre French | 149<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN212 | <br><br><br>EL (b) | 1966–11 Richard Dunston Ltd.—Hessle<br>97' 3" 26' 3"<br>86' 7" 24' 3½" 11' 10"<br>1 dk<br>RW 4BH<br>rf 25" BK6" WB39t | M Tug | Oil 4SA 8Cy. 320×450 mm reverse reduction geared<br>1060bhp<br>Klöckner-Humboldt-Deutz<br>2×50kW 220V d.c. | <br>30t (d.o)<br>Kln<br>12k |
| 661480<br><br>RT | **ABEILLE No. 24**<br><br>**"Les Abeilles", Soc. de Remorq. & de Sauvetage**<br>Havre French<br>For later particulars see New Entries No. 2 | 152<br>—<br>— | 100A1<br>tug<br>Class contemplated | | Richard Dunston Ltd.—Hessle<br>97' 2" 11' 0"<br>86' 8" 24' 3½" 11' 10"<br>RW | M Tug Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br><br>Klöckner-Humboldt-Deutz | <br><br>Kln |
| 500104<br>FPUT<br><br>Df Esd<br>RTm | **ABEILLE No. 25**<br>exSalvonia–47<br><br>**Société PROGEMAR**<br>Cherbourg French | 578<br>42<br>— | ✠100A1<br>tug<br>✠LMC | Dr 7/63<br><br><br>EL (h) | 1939–1 Cochrane & Sons Ltd.—Sel<br>152' 0" 34' 11" 15' 1½"<br>141' 0" 33' 0" 16' 0"<br>R 4BH<br>BK7½" WB150t incl. DTa25t DTsf58t | S Tug<br>Cr 1(1½) | T 3Cy. 17" 28" & 46"×33"<br>1350ihp<br>C. D. Holmes & Co. Ltd.<br>SB 210lb hs(3327) 3cf<br>2×15, 11kW 110V d.c. | <br>268t (o.f)<br>Hul<br><br>13k |
| | | | **LAID UP— SURVEYS OVERDUE 7/67** | | | | | |
| 500105<br>FNGO<br><br>Df Esd<br>Rdr RT | **ABEILLE No. 26**<br>**Société PROGEMAR**<br>~~"Les Abeilles", Soc. de Remorq. & de Sauvetage~~<br>Havre French | 324<br>20<br>— | ✠100A1<br>tug<br>✠LMC<br>MN256 | SS 8/68 ~~SS 2/64~~<br><br><br>EL 1½"(e) | 1960–4 At. & Forg. de L'Ouest—St.N<br>126' 4" 31' 6" 14' 2¼"<br>113' 2" 29'10½" 14' 9"<br>RFD28'<br>RW 3BH<br>rf 29" BK8" WB90t | M Tug Mchy.aft | Oil 2SA 8Cy. 340×570 mm<br>1280bhp Polar<br>Nydqvist & Holm A/B | <br><br>Thn |
| 500106<br>TPTC<br><br>RT | **ABEILLE No. 27**<br>**Société PROGEMAR**<br>~~"Les Abeilles", Soc. de Remorq. & de Sauvetage~~<br>Havre French | 235<br>—<br>— | ✠100A1<br>tug English Channel and French coasting service<br>✠LMC<br>MN264 | SS 3/65<br><br><br>EL (c)1 1/16" | 1956–12 Soc. des For. de la Méditerranée—Hav<br>100' 1" 30' 5" 13' 1½"<br>91' 10" 28' 6½" 13' 9"<br>RW 3BH<br>rf 18" BK7" WB55t | TM Tug | 2 Oil 4SA each 8Cy. 320×450 mm with reverse reduction gearing<br>1320bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln |
| 500107<br>FNBM<br><br>Df Esd<br>RTm<br>Rdr | **ABEILLE No. 28**<br><br>~~"Les Abeilles", Soc. de Remorq. & de Sauvetage~~<br>~~Cherbourg French~~<br>**Cie. Cherbourgeoise de Remorquage & de Sauvetage**<br>Cherbourg French | 351<br>7<br>— | ✠100A1<br>tug<br>✠LMC<br>MN300 | SS 4/67<br><br><br>EL (e)1 1/16" | 1957–10 A.G. "Weser" Werk Seebeck—Bhn<br>126' 6" 29' 5" 15' 2½"<br>113' 2" 27' 10½" 15' 9"<br>F24'<br>R 4BH<br>rf 48" BK8" WB63t | M Tug<br>Cr 1(3½) | Oil 2SA 8Cy. 340×570 mm<br>1500bhp<br>British Polar Engines Ltd.<br>3×55, 55 20kW 220V d.c. | <br>130t<br>Gls<br>13k |
| 500096<br>TXDA<br><br>RTv | **ABEILLE No. 29**<br>exAbeille No. 16–67<br>exAbeille No. 18–60<br>**"Les Abeilles", Soc. de Remorq. & de Sauvetage**<br>Havre French | 126<br>26<br>— | ~~✠100A1~~<br>~~tug~~<br>~~✠LMC~~<br>**BROKEN UP**<br>~~SURVEYS OVERDUE 10/65~~ | ~~SS 10/64~~<br><br><br>~~EL (e)~~ | 1928–5 Cochrane & Sons Ltd.—Sel<br>85' 10" 22' 1"<br>80' 0" 22' 0" 12' 3"<br>R 3BH<br>BK6" WB24t | S Tug | T 3Cy. 13½" 23" & 37"×24"<br>550ihp<br>C. D. Holmes & Co. Ltd.<br>SB 180lb hs(1711) 2cf ND<br>1×3kW 110V d.c. | <br>28t (c)<br>Hul<br><br>10¼k |
| 500110<br><br>196762<br>Df Esd | **ABEL TASMAN**<br><br>**H. C. S. Coasters Proprietary Ltd.**<br>H. C. Sleigh Ltd.<br>Melbourne British | 2681<br>1239<br>3470 | ✠100A1<br><br>✠LMC<br>MN400 | SS 1/66<br><br><br>EL t 1½"SQ | 1957–12 Hall, Russell & Co. Ltd.—Abn<br>307' 0" 44' 7" 19' 3½"<br>290' 0" 44' 6" 22' 3"<br>P20' B83' F32' 1 dk<br>RW NS 5BH<br>rf 3" WB621t | M<br>2 Ho 107', 95'<br>G.161000 B.147000<br>2 Ha (stl) (71', 63'×20')<br>8W Der 8(7½) | Oil 2SA 5Cy. 560×1000 mm<br>200bhp<br>Sulzer Bros. Ltd.<br>4×150, 150, 150, 45kW 220V d.c. | <br>314t (d.o)<br>Win<br>12¼k |

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| 500113<br>OUWR<br><br>RT | **ABELONE**<br>exOstetal–60 exCornelis<br>**Jörgen Jensen**<br>~~Maretal~~ Danish<br>Ålborg | 143<br>73<br>180 | | GL | 1916 D. Boot—Alp<br>109′ 8″ 21′ 6″ 10′ 0″<br>10′ 2″<br>conv sailing ship 30<br>1 dk<br>R | M | Oil 2SA 2Cy. 380×440 mm<br>220bhp NE63<br>Grenaa Motorfabrik Grenå |
| 500115<br><br>166209<br>Rdr | **ABERCRAIG**<br>**S. Bezzina & Sons Ltd.**<br>~~Trustees of the Harbour of Dundee~~<br>Dundee British | 445<br>191<br>— | ✠Classed LR until 2/42 | | 1939–10 Fleming & Ferguson Ltd.—Psy<br>167′ 5″ 49′ 4″ 5′ 3½″<br>49′ 2″<br>R | TM Ferry (1207P) | 2 Oil 4SA each 8Cy. 250×420 mm<br>7t (d.o)<br>Brush Elec. Eng. Co. Loughborough<br>2×40kW 110V d.c.<br>Directional propellers 10½k |
| 500116<br>DH2280<br><br>Df Esd<br>Rdr RT | **ABERDEEN**<br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | 133<br>47<br>— | | DSRK | 1957 Schiffbau- u. Reparaturwerft—Stralsund<br>86′ 11″ 22′ 0″ 11′ 7″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>Masch. Halberstadt Halberstadt |
| 500118<br>GXSC<br>300358<br>Df Esd<br>Pfd Rdr<br>RTm | **ABERDEEN DISTRIBUTOR**<br>**Distributors' Fishing Co. (Aberdeen) Ltd.**<br>John Wood & Son (Abdn.) Ltd.<br>Aberdeen British | 281<br>106<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN152 | SS 9/66<br>EL (d) k | 1958–7 A. Hall & Co. Ltd.—Abn<br>*115·6′* 25′ 5″<br>113′ 0″ 25′ 0″ 13′ 0″<br>F19′<br>RW 4BH<br>rf 30″ BK7″ | M Trawler | Oil 4SA 6Cy. 15″×18″<br>760bhp 58t (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>2×20kW 220V d.c. 11k |
| 500119<br>GWFK<br>183861<br>Df Esd<br>Pfd Rdr<br>RTm | **ABERDEEN ENTERPRISE**<br>**Aberdeen Motor Trawlers Ltd.**<br>John Wood & Son (Abdn.) Ltd.<br>Aberdeen British | 249<br>79<br>160 | ✠100A1<br>trawler<br>✠LMC<br>MN152 | SS 7/65<br>EL (d) k | 1957–6 T. Mitchison Ltd.—Gts<br>*115·4′* 25′ 4″<br>113′ 4″ 25′ 0″ 12′ 6″<br>F16′<br>4BH<br>rf 36″ BK4″ WB27t | M Trawler | Oil 4SA 6Cy. 15″×18″<br>760bhp (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>db 50℔<br>3×20kW 220V d.c. 11k |
| 651409<br>GRLH<br>303221<br>Df Esd<br>Pfd Rdr<br>RT | **ABERDEEN EXPLORER**<br>**Boston Deep Sea Fisheries Ltd.**<br>B. A. Parkes<br>Aberdeen British | 425<br>155<br>243 | ✠100A1<br>trawler<br>✠LMC<br>MN220 | EL (g)q1$\frac{1}{16}$″SQ | 1965–8 Hall, Russell & Co. Ltd.—Abn<br>*139·7′* 29′ 4″ 12′ 1½″<br>134′ 10″ 29′ 0″ 15′ 0″<br>F24′<br>4BH<br>rf 36″ BK6″ WB30t | M Trawler | Oil 4SA 7Cy. 15″×20″<br>1100bhp<br>Mirrlees National Ltd. Stckpt<br>db 100℔ |

Now **BOSTON EXPLORER** See New Entries No. 7

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| 500120<br>GBWE<br>300368<br>Df Esd<br>Pfd Rdr<br>RTm | **ABERDEEN FISHER**<br>**Aberdeen Motor Trawlers Ltd.**<br>John Wood & Son (Abdn.) Ltd.<br>Aberdeen British | 245<br>79<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN152 | SS 12/66<br>EL (d) k | 1958–11 T. Mitchison Ltd.—Gts<br>*115·4′* 25′ 4″<br>113′ 2″ 25′ 0″ 12′ 6″<br>F16′<br>4BH<br>rf 36″ BK4″ WB28t | M Trawler | Oil 4SA 6Cy. 15″×18″<br>760bhp 51t (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>2×20kW 220V d.c. 11k |
| 500121<br>MXKM<br>183860<br>Df Esd<br>Pfd Rdr<br>RTm | **ABERDEEN MERCHANT**<br>**Aberdeen Motor Trawlers Ltd.**<br>John Wood & Son (Abdn.) Ltd.<br>Aberdeen British | 282<br>106<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN152 | SS 7/65<br>EL (d) m1″ | 1957–6 A. Hall & Co. Ltd.—Abn<br>*123·6′* 25′ 5″<br>121′ 0″ 25′ 0″ 12′ 6″<br>F19′<br>RW 4BH len 65<br>rf 30″ BK7½″ | M Trawler | Oil 4SA 15″×18″<br>760bhp 58t (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>3×20kW 220V d.c. 10½k |
| 500122<br>GXDM<br>183865<br>Df Esd<br>Pfd Rdr<br>RTm | **ABERDEEN PROGRESS**<br>**Aberdeen Motor Trawlers Ltd.**<br>John Wood & Son (Abdn.) Ltd.<br>Aberdeen British | 249<br>79<br>160 | ✠100A1<br>trawler<br>✠LMC<br>MN152 | SS 4/66<br>EL (d) k | 1957–11 T. Mitchison Ltd.—Gts<br>*115·4′* 25′ 4″<br>113′ 4″ 25′ 0″ 12′ 6″<br>F16′<br>4BH<br>rf 36″ BK4″ WB28t | M Trawler | Oil 4SA 6Cy. 15″×18″<br>760bhp 48t (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>3×20kW 220V d.c. 12k |
| 500123<br>GHFU<br>302224<br>Df Esd<br>Pfd Rdr<br>RTm | **ABERDEEN VENTURER**<br>**Aberdeen Motor Trawlers Ltd.**<br>John Wood & Son (Abdn.) Ltd.<br>Aberdeen British | 298<br>100<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN152 | ~~SS 10/64~~<br>SS 10/68<br>EL (e) l | 1960–9 Hall, Russell & Co. Ltd.—Abn<br>*115·9′* 26′ 4″<br>114′ 6″ 26′ 0″ 13′ 3″<br>F20′<br>4BH<br>rf 22″ BK6″ | M Trawler | Oil 4SA 6Cy. 15″×18″<br>760bhp 48t (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>db 50℔<br>2×20kW 220V d.c. 11¼k |
| 500124<br><br>161251 | **ABERFOYLE**<br>exSandchime–52<br>**Londonderry Port & Harbour Commissioners**<br>Londonderry British | 141<br>49<br>141 | ✠Classed LR until 12/32 | | 1929–10 J. Meyer's S.B. Co.—Zaltbommel<br>*93·9′* 22′ 7″ 7′ 0″<br>22′ 5″<br>R | S Hopper Barge<br>Der 1(2) | C 2Cy. 10″ & 20″×14″<br>22t (c)<br>McKie & Baxter Ltd. Gls<br>7½k |
| 500125<br><br>181773<br>RTv | **ABERTAWE**<br>**British Transport Docks Board**<br>London British | 653<br>213<br>— | ✠ | | 1947–11 Fleming & Ferguson Ltd.—Psy<br>193′ 0″ 41′ 4″ 10′ 0″<br>25′ 11″<br>RW | TS Bucket Dredger Mchy.aft<br>4W Cr 1(4) | T 6Cy. 15″ 24″ & 39″×24″<br>1000ihp 80t (c)<br>Fleming & Ferguson Ltd. Psy<br>1×15kW 110V d.c. 8½k |

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| 500126<br>160206<br>Pfd<br>RTm/v | **ABERTAY**<br>**Trustees of the Harbour of Dundee**<br>Dundee British | 261 258<br>210<br>— | ✠100A1<br>lightship | Dr 9/65<br>EL (c) | 1939–7 Caledon S.B. & E. Co. Ltd.—Dun<br>107' 6" 26' 1" 10' 0"<br>93' 0" 26' 0" 14' 0"<br>2 dks<br>R 5BH<br>DTm14t | Lightship<br>1W | 3×10kW 110V d.c. |
| 660771<br>GSFE<br>309185<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABERTHAW FISHER**<br>**James Fisher & Sons Ltd.**<br>Barrow British | 2355<br>835<br>2198 | ✠100A1<br>✠LMC<br>MN440 | EL s 1$\frac{1}{16}$"SQ | 1966–7 Ailsa S.B. Co. Ltd.—Trn<br>284' 0" 54' 2" 15' 1"<br>261' 0" 53' 0" 20' 6"<br>F24' Trunk76' 1 dk<br>RW NS 6BH<br>rf 6" WB998t incl. DTa177t | TD-E Mchy.aft | 2 Oil 4SA each 6Cy. 325×370 mm 2200bhp driving 2 gen. each 610kW 605V d.c. connected to 2 elec. motors each 750shp (CC)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>4×420, 420, 40, 40kW 220V d.c.<br>Thw. thrust propeller fwd |
| 501960<br><br><br>RT | **ABHA**<br>exAntares Siam–67<br>exAntares–53<br>**M. A. Bakhashab**<br>Jeddah Saudi Arabian | 479<br>248<br>— | | RI | 1952 Cant. Achille Lucchese—Ven<br>169' 2" 27' 11" 12' 4½"<br>155' 7" 27' 10" 13' 7"<br>P80' 1 dk<br>RW | M Mchy.aft<br>2 Ho | Oil 4SA 6Cy. 370×560 mm<br>600bhp<br>S.A. Ansaldo Gen |
| 500127<br>UIBF<br>M-16974<br>Df Esd | **ABHAZETS**<br>**U.S.S.R.**<br>Zhdanov Russian | 533<br>—<br>256 | | | 1957 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>154' 10" 32' 8" 12' 3½"<br>15' 5" | S Tug<br>1W Der 1(1) | T 3Cy. 420 700 & 1150×700 mm<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| 500128<br>PCBP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABIDA**<br>**Maats. tot Financiëring van Bedrijfspanden N.V.**<br>Shell Tankers N.V.<br>The Hague Netherland | 12226<br>6975<br>18090 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1750 | SS 7/66<br>EL h†2$\frac{1}{16}$"SQ | 1958–3 N.V. Mch. & Schps. P. Smit, Jr.—Rot<br>559' 1" 69' 5" 29' 9¼"<br>531' 0" 69' 3" 39' 0"<br>P120' B41' F54' 1 dk<br>16BH<br>rf 3" WB499t | M Tanker Mchy.aft<br>33 Ta<br>L.890500 HeCls. BC | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W 1640t–47pd<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>3WTAuxB (2 o.f 1 ex.g) 220lb 14½k |
| 500129<br>TCAY<br>3087<br>Esd Gc<br>Rdr | **ABIDIN DAVER**<br>**Deniz Nakliyati T.A.S.**<br>Istanbul Turkish | 4399<br>3004<br>6491 | | AB | Lch.–1955 Cmd.–1960—Denizcilik Bankasi T.A.O.—Camlalti<br>350' 8" 51' 8" 24' 5½"<br>326' 3" 51' 6" 30' 0"<br>2 dks<br>RW | M (8P) CSD<br>3 Ho 43½', 77½ , 70½'<br>4 Ha (stl) (21½', 40½', 40½'×19 ) (9½'×6½')<br>Cr 8(5) 2(1½) Der 2(30) | Oil 2SA 8Cy. 520×960 mm<br>2850bhp Emade57fitted60 (d.o)<br>S.A. Fiat S.G.M. Tur<br>2×250kW 115/230V d.c. |
| 672614<br>DGRA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABIDJAN**<br>**Barthold Richters**<br>~~Heinrich von Bargen & Sohn O.H.G.~~<br>Hamburg W. German | — 3061<br>— 1853<br>— 4580<br>~~3060~~<br>~~1800~~<br>~~4580~~ | | GL | 1967 Schiffswerft "Neptun"—Ros<br>343' 1" ~~18' 8"/21' 6"~~ 21' 6"<br>310' 0" 46' 6" 25' 3"<br>1 dk & S dk | M ~~OSD/~~CSD Mchy.aft | Oil 2SA 8Cy. 450×700 mm<br>3300bhp<br>N.V. Werkspoor Ams |
| 500130<br>KKVJ<br>243154<br>Df Esd | **ABIGAIL ADAMS**<br>**United States Department of Commerce**<br>San Francisco United States | 7222<br>4443<br>10500 | | AB | 1943 Permanente (Shpyd No. 2)—Rchnd<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| 500131<br>KSZY<br>246624<br>Df Esd<br>Gc | **ABIGAIL GIBBONS**<br>**United States Department of Commerce**<br>Brunswick United States | 7198<br>4362<br>10800 | | AB | 1944 J. A. Jones Const. Co.—Brunswick<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 2423t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| 500132<br>MBGT<br>169603 | **ABILITY**<br>**F. T. Everard & Sons Ltd.**<br>London British | 881<br>462<br>1155 | ✠100A1<br>✠LMC | SS 5/65<br>EL k | 1943–9 Goole S. B. & R. Co. Ltd.—Goo<br>202' 9" 30' 1" 13' 2½"<br>190' 1" 30' 0" 13' 6"<br>P50' Q120' F20'<br>NS 4BH<br>WB336t | M Mchy.aft<br>G.62000 B.58000 | Oil 2SA 6Cy. 320×425 mm<br>600bhp 40t<br>Newbury Diesel Co. Ltd. Nby<br>10k |
| 500133<br>KTZO<br>244412<br>Df Esd<br>Gc Rdr | **ABIQUA**<br>**United States Department of Commerce**<br>New York United States | 10536<br>6370<br>16614 | | AB | 1943 Alabama D.D. & S.B. Co.—Mob<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.776643 HeCls. BC | S Turb 7240shp connected to elec. motor 1460t (o.f)–45pd<br>General Electric Co. Lyn<br>14½k |
| 651353<br>UROZ<br>M-21850 | **ABKHAZYA**<br>exLensoviet<br>Launched as Marienburg<br>**U.S.S.R.**<br>Odessa Russian | 6807<br>2617<br>1313 | | | Lch. 1939 Stettiner Oderwerke A.G.—Stn<br>Cmpl. 1955 by Mathias Thesen Werft—Wismar<br>431' 9" 59' 11" 18' 1"<br>26' 9"<br>R | T T-E (549P)<br>2 Ho<br>B.19036<br>1 Ha (17½'×10½')<br>Cr 2(3) | 2 S Turb connected to elec. motors<br>17k |
| 672268<br><br><br>Df Esd<br>Gc Rdr | **ABKHAZYA**<br>**U.S.S.R.**<br>Russian | 658<br>280<br>450 | | | 1953 Stocznia Gdanska—Gdk<br>*185·7"* 29' 8" 13' 11"<br>... ... ... | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp |

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| 529397<br>HBDO<br>65<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ABLON**<br>exRhone–67<br>exFrançois L.D.–61<br>Launched as Charles L.D.<br>**Cie. de Navigation d'Orbigny**<br>~~La Rochelle~~ Rouen French | T.Mk<br>6451 ~~7060~~<br>3555 ~~4420~~<br>~~10157~~ | ✠100A1 CS 8/65<br>tunnel side tanks & side tanks in No. 3 hold—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1560 EL e†2¼"SQ | **1961**–8 Stocznia Gdanska—Gdk<br>504' 3" 63' 11" 27' 4⅜"<br>464' 7" 63' 8" 41' 2"<br>P94' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB1138t incl. Tunnel tanks 288t | M Ref OSD<br>6 Ho 58½', 66¼', 82¾', 81¼', 63', 16¾'<br>G.699233 In.64550<br>6 Ha (stl) (24¼', 48', 45¼', 27½', 27½'×21¼') (6'×9¼')<br>Der 1(25) 8(10) 8(5) 1(1½) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp 1600t (hvf)<br>Sulzer Bros. Ltd. Win<br>2WTAuxB (1 o.f 1 ex.g) 100lb<br>3×320kW 230V d.c. 14½k |
| 500136<br>KIZN<br>242570<br>Df Esd | **ABNER DOUBLEDAY**<br>**United States Department of Commerce**<br>Portland, Or United States | 7176<br>4374<br>10844 | AB<br>**BROKEN UP** | **1942** Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1834t (o.f)<br>Oregon War Industries Inc. Pld<br>3×20kW 120V d.c. 10k |
| 500138<br>SAAD | **ABO EGELA**<br>**Ministry of War (Port & Lighthouse Administration)**<br>Alexandria Egyptian (U.A.R.) | 120<br>31<br>— | ✠Classed LR until 5/65 | **1962**–6 "Gheorghiu Dej" Shpyd—Bdp<br>95' 4" 22' 8" 10' 1"<br>85' 8" 21' 4" 10' 7"<br>RAD6' RFD11'<br>BK4" | M Tug | Oil 4SA 8Cy. 315×450 mm with flexible coupling<br>865bhp<br>Lang. Eng. Works Bdp |
| 642418<br>9GUI<br>316529<br>Df Esd<br>Gc Rdr<br>RT | **ABOABO**<br>**The Government of the Republic of Ghana**<br>Takoradi Ghanaian | 1514<br>671<br>— | ✠100A1<br>stern trawler<br>✠LMC<br>✠Lloyd's RMC<br>MN470 EL (o)j†1⅜"SQ | **1965**–6 Tangen Verft—Kragerö<br>231' 7" 37' 6" 15' 9"<br>201' 1" 37' 5" 25' 7"<br>B20' F49' 2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 39" BoxK 12" WB333t | M Stern Trawler Ref<br>In.35000 | Oil 2SA 7Cy. 350×620 mm<br>2350bhp<br>Burmeister & Wain Cpn<br>Controllable pitch propeller |
| 517706<br>316334<br>Df Gc<br>Pfd Rdr<br>RT | **ABOCOL**<br>exJulius H. Barnes–66<br>**Bamar Marine Co. Ltd.**<br>Nassau British | ~~4848~~ 1834<br>~~1111~~ 1060<br>~~8196~~ 2600 | AB | **1940** Charleston S.B. & D.D. Co.—Charleston<br>~~290' 0"~~ 42' 2" ~~48' 5⅞"~~<br>~~281' 0"~~ 42' 0" ~~18' 0"~~<br>P48' F26' 1 dk len 67<br>rf nil | TM Mchy.aft<br>2 Ho<br>G.133000 B.120000<br>2 Ha | 2 Oil 4SA each 8Cy. 8"×25"<br>NE67 125t<br>Caterpillar Tractor Co. Peoria<br>10k |
| 500139 | **ABQAIQ 1**<br>exAramco 202–48<br>**John W. Mecom**<br>Jeddah Saudi Arabian | *233*<br>—<br>— | AB<br>*Classed BC until 7/50 | **1945**–7 Canadian S.B. & E. Ltd.—Kin<br>113' 6" 30' 2" 12' 4⅞"<br>105' 0" 30' 0" 13' 6" | S Tug | T 3Cy. 16½" 27" & 46"×30"<br>1000ihp 95t (o.f)<br>Collingwood Shpyds Ltd. Clw |
| 500141<br>Rdr RT | **ABQAIQ 4**<br>**Arabian-American Oil Co. Ltd.**<br>Ras Tanura Saudi Arabian | 293<br>—<br>— | AB | **1961** Haarlemsche Schps. Maats.—Haarlem<br>111' 0" 30' 4" 15' 3"<br>100' 6" 30' 2" 17' 1" | M Tug | Oil 4SA 6Cy. 17"×21"<br>1900bhp 98t<br>Enterprise Eng. Co. S.Fo<br>Controllable pitch propeller |
| 500142<br>Rdr RT | **ABQAIQ 5**<br>**Arabian-American Oil Co. Ltd.**<br>Ras Tanura Saudi Arabian | 293<br>—<br>— | AB | **1962** Haarlemsche Schps. Maats.—Haarlem<br>111' 0" 30' 4" 15' 4"<br>100' 6" 30' 2" 17' 1" | M Tug | Oil 4SA 6Cy. 17"×21"<br>1900bhp 98t<br>Enterprise Eng. Co. S.Fo |
| 650820<br>RT | **ABQAIQ 6**<br>**Arabian-American Oil Co. Ltd.**<br>Ras Tanura Saudi Arabian | 281<br>—<br>— | AB | **1965** Schulte & Bruns—Emd<br>110' 11" 32' 5" 15' 4¾"<br>100' 0" 30' 2" 17' 1" | M Tug | Oil 4SA 6Cy. 17"×21"<br>1900bhp 98t<br>Enterprise Eng. & Fdry Co. S.Fo |
| 500143<br>ECAF<br>Df Esd<br>Pfd RT | **ABRA DE BILBAO**<br>**Herederos de Juan Velasco S.A.**<br>San Sebastian Spanish | 308<br>143<br>— | BV | **1952** S.A. Balenciaga—Zumaya<br>*121·1'* 22' 7"<br>… … …<br>len 58 | M Trawler<br>3 Ha (each 3¼'×3¼') | Oil 4SA 8Cy. 275×500 mm<br>580bhp 125t (d.o)<br>N.V. Werkspoor Ams<br>10¾k |
| 500144<br>KEXH<br>241952<br>Df Esd | **ABRAHAM BALDWIN**<br>**United States Department of Commerce**<br>New Orleans United States | 7232<br>5136<br>10660 | AB | **1942** Delta S.B. Co. Inc.—N.Os<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1834t (o.f)<br>American S.B. Co. Clv<br>3×20kW 120V d.c. 10k |
| 500145<br>KKEO<br>242654<br>Df Esd<br>Rdr | **ABRAHAM LINCOLN**<br>**United States Department of Commerce**<br>New Orleans United States | 7191<br>4360<br>10330 | AB<br>**BROKEN UP** | **1942** Delta S.B. Co. Inc.—N.Os<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 2445t (o.f)<br>American S.B. Co. Clv<br>3×20kW 120V d.c. 10k |
| 661192<br>Df Esd<br>Gc RT | **ABRAMCEVO**<br>**U.S.S.R.**<br>Kaliningrad Russian | 2435<br>1070<br>850 | | **1965** Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" 16' 1"<br>233' 0" 43' 2" 23' 0" | M Stern Trawling Factory Ship<br>3 Ho<br>In.33550<br>3 Ha<br>6W Der 6 | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>4×270kW 220V d.c. 11¾k |
| 671943<br>UFXP<br>M-21456 | **ABRAU-DYURSO**<br>**U.S.S.R.**<br>Odessa Russian | 1002<br>392<br>178 | | **1964** G. Dimitrov Shipyard—Varna<br>209' 4" 30' 7" 9' 10"<br>12' 0" | M<br>1 Ho<br>B.6000<br>1 Ha (10'×6½')<br>1W Der 1(1) | Oil 4SA 8Cy. 320×480 mm<br>12½k |

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| 500146<br>EAQK<br>Df Esd<br>Rdr | **ABREGO**<br>**Pesquerias y Secaderos de Bacalao de Espana S/A**<br>San Sebastian Spanish | **1241**<br>639<br>— | **✠100A1**<br>**trawler**<br>**✠LMC** | Dr 12/64<br>EL (o)n1½" | **1937–3** Frederikshavn V. & F. A/S—Fkn<br>231' 8" 35' 10" 19' 0"<br>216' 4" 35' 7" 19' 6"<br>F47'<br>R 5BH<br>BK8" WB347t incl. DT195t | M Trawler | Oil 2SA 8Cy. 340×570 mm<br>1000bhp<br>Atlas-Diesel<br>db 75lb | 400t (d.o)<br>Skm<br>10k |
| 640446<br>UWGS<br>M-17142<br>Df Esd<br>Gc Rdr<br>RT | **ABRENE**<br>**U.S.S.R.**<br>Riga Russian | **3359**<br>1556<br>4440 | | | **1963** Rauma-Repola O/Y—Rauma<br>344' 10" 48' 7" 20' 5"<br>318' 0" 48' 6" 23' 0"<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.186674<br>1 Ha (8'×10½')<br>1W Der 1(3) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W<br>Valmet O/Y Rautpohjan Tehdas | Jyväskylä<br>13½k |
| 500147<br>OYVP<br>Df Esd<br>Rdr | **ABSALON**<br>**A/S D/S Öresund**<br>De Danske Statsbaner<br>Copenhagen Danish | **1960**<br>947<br>295 | | BV | **1956** Aalborg Værft A/S—Abg<br>232' 5" 42' 10" 12' 1¼"<br>215' 6" 42' 8" 19' 0"<br>F85' 2 dks<br>rf 19¼" | TM (1200P) | 2 Oil 2SA each 7Cy. 350×620 mm<br>4390bhp<br>Burmaister & Wain<br>4×160kW 220V | (d.o)<br>Cpn<br>15k |
| 500148<br>LAOY<br>Df Esd<br>Gc<br>RTm | **ABU**<br>exBraconda-59<br>**Hvalfangstselskapet Blaahval A/S, Skibs A/S Abu & Hannestad Rederi A/S**<br>Magnus Konow & Co.<br>Oslo Norwegian<br>Now **MEK TRADER** See New Entries No. 3 | **12296**<br>7221<br>19000 | | NV | **1953** Uddevallavarvet A/B—Udv<br>567' 7" 69' 11" 30' 4½"<br>530' 0" 39' 8"<br>P111' F67' 1 dk<br>rf nil | M Tanker Mchy.aft<br>21 Ta | Oil 2SA 8Cy. 760×1500 mm<br>7500bhp<br>Uddevallavarvet A/B<br>3×200, 200, 110kW 230V d.c. | (hvl)<br>Udv<br>14½k |
| 500149<br>SUJM<br>168<br>Df Esd<br>Gc Rdr<br>RT | **ABU SIMBEL**<br>exMan-61<br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | **1947**<br>1250<br>2895 | | GL | **1950** Schiffswerft Neptun—Ros<br>*279·5'* 39' 6" 18' 9"<br>279' 6" 39' 5" 22' 4"<br>P50' F27' 2 dks | M CSD Mchy.aft | Oil 4SA 8Cy. 420×660 mm<br>1650bhp<br>Klöckner-Humboldt-Deutz | Kln |
| 500152<br>CGCB<br>133535<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ACADIA**<br>**Government of Canada (Minister of Energy, Mines & Resources)**<br>Ottawa Canadian | **846**<br>439<br>300 | ✠Classed LR until 10/15 | | **1913–6** Swan, Hunter & Wghm Rchdsn —Nwc<br>182' 0" 33' 8" 12' 7"<br>… … …<br>1 dk & S dk<br>R<br>rf 4" | S Hydrographic Ship OSD | T 3Cy. 17" 28" & 46"×27"<br>1200ihp<br>Swan, Hunter & Wghm Rchdsn<br>2×23kW 110V d.c. | Nwc |
| 650182<br>322996<br>Esd Gc<br>Pfd Rdr<br>RTh | **ACADIA ALBATROSS**<br>**Acadia Fisheries Ltd.**<br>David F. Corney<br>St. John's, Nfl Canadian | **661**<br>312<br>250 | **✠100A1**<br>stern trawler<br>Str. nav. ice<br>**✠LMC**<br>MN286 | SS 10/68<br>EL (h) (t) | **1964–12** Davie S.B. Ltd.—Lauzon<br>151' 6" 33' 8"<br>130' 0" 33' 0" 22' 9"<br>2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf 36" BK2" WB33t | M Stern Trawler<br>1 Ho 46'<br>4 Ha (stl) (each 8'×6') | Oil 4SA 8Cy. 325×370 mm with flexible coupling & sr reverse gear<br>1430bhp<br>W. H. Allen Sons & Co. Ltd.<br>2×60kW 220V d.c.<br>Controllable pitch propeller | (d.o)<br>Bedford |
| 529129<br>186324<br>Esd Pfd<br>Rdr RT | **ACADIA CORMORANT**<br>exRed Hackle-63<br>**Acadia Fisheries Ltd.**<br>B. A. Parkes<br>St. John's, Nfl Canadian | **407**<br>137<br>— | **✠100A1**<br>**trawler**<br>**✠LMC**<br>MN160 | SS 6/67<br>EL (f)p | **1955–11** J. Lewis & Sons Ltd.—Abn<br>*138·5'* 26' 11"<br>135' 0" 26' 6" 13' 3"<br>Q74' F22'<br>RW 4BH<br>rf 30" BK8" | M Trawler | Oil 2SA 5Cy. 340×570 mm<br>800bhp<br>British Polar Engines Ltd.<br>db 100lb | 80t<br>Gls<br>11½k |
| 529117<br>186293<br>Esd Pfd<br>Rdr RT | **ACADIA CREST**<br>exRed Crest-63<br>**Acadia Fisheries Ltd.**<br>B. A. Parkes<br>St. John's, Nfl Canadian | **407**<br>137<br>— | **✠100A1**<br>**trawler**<br>**✠LMC**<br>MN160 | SS 8/67<br>EL (f)p | **1955–9** J. Lewis & Sons Ltd.—Abn<br>*138·5'* 26' 11"<br>135' 0" 26' 6" 13' 3"<br>Q74' F22'<br>RW 4BH<br>rf 30" BK8" | M Trawler | Oil 2SA 5Cy. 340×570 mm<br>800bhp<br>British Polar Engines Ltd.<br>db 100lb | 80t<br>Gls<br>11½k |
| 500153<br>184945<br>Df Esd<br>Pfd Rdr<br>RTh | **ACADIA FIN-FARE**<br>exBoston Valetta-61<br>**Acadia Fisheries Ltd.**<br>David F. Corney<br>St. John's, Nfl Canadian<br>Now **BOSTON VALETTA** See New Entries No. 3 | **239**<br>81<br>147 | **✠100A1**<br>**trawler**<br>**✠LMC**<br>MN132 | SS 6/65<br>EL (d)J | **1956–10** J. Lewis & Sons Ltd.—Abn<br>*111·0'* 24' 5"<br>108' 6" 24' 0" 11' 6"<br>F18'<br>RW 4BH<br>rf 27" BK7" | M Trawler<br>1 Ho 32'<br>2 Ha (each 5'×3½') | Oil 2SA 6Cy. 12½"×18½"<br>660bhp<br>H. Widdop & Co. Ltd.<br>2×20kW 220V d.c. | 35t (d.o)<br>Keighley<br>10k |
| 672903 | **ACADIA GANNET**<br>**Acadia Fisheries Ltd.**<br>David F. Corney<br>Pictou Canadian<br>For later particulars see New Entries No. 4 | **600**<br>—<br>— | **100A1**<br>stern trawler<br>Class contemplated | | Ferguson Industries Ltd.—Pictou<br>150' 1" 33' 1"<br>129' 10" 33' 0" 15' 9½" | M Stern Trawler | Oil 4SA 8Cy. 12½"×14½"<br>Ruston & Hornsby | Lcn |
| 529128<br>186262<br>Esd Pfd<br>Rdr RT | **ACADIA GULL**<br>exRed Gauntlet-63<br>**Acadia Fisheries Ltd.**<br>B. A. Parkes<br>St. John's, Nfl Canadian | **407**<br>137<br>— | **✠100A1**<br>**trawler**<br>**✠LMC**<br>MN160 | SS 6/67<br>EL (f)p | **1955–7** J. Lewis & Sons Ltd.—Abn<br>*138·5'* 26' 11"<br>135' 0" 26' 6" 13' 3"<br>Q74' F22'<br>RW 4BH<br>rf 30" BK8" | M Trawler | Oil 2SA 5Cy. 340×570 mm<br>800bhp<br>British Polar Engines Ltd.<br>db 100lb | 80t<br>Gls<br>11½k |

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|---|---|---|---|---|---|---|---|
| 500155<br><br>185296<br>Df Esd<br>Pfd Rdr<br>RTh | **ACADIA KINGFISHER**<br>exFleetwood Lady–62<br>**Acadia Fisheries Ltd.**<br>David F. Corney<br>St. John's, Nfl Canadian | 370<br>126<br>210 | ~~✠100A1~~<br>~~trawler~~<br>~~✠LMC~~<br><br>~~MN153~~<br>**FOUNDERED 10/68** | ~~SS 10/66~~<br><br><br><br>~~EL (f)o~~ | 1954–9 Cochrane & Sons Ltd.—Sel<br>*128·5′* 26′ 7″<br>125′ 0″ 26′ 6″ 13′ 9″<br>Q67′ F21′<br>RW 4BH<br>rf 30″ BK7″ WB19t | M Trawler<br>1 Ho 35′<br><br>4 Ha (each 4½′×3½′) | Oil 2SA 5Cy. 340×570 mm<br>765bhp 64t (d.o)<br>British Polar Engines Ltd. Gls<br>2×20kW 220V d.c. 11k |
| 540997<br><br>185297<br>Df Esd<br>Pfd Rdr<br>RTh | **ACADIA NEPTUNE**<br>exBoston Neptune–63<br>**Acadia Fisheries Ltd.**<br>David F. Corney<br>St. John's, Nfl Canadian | 328<br>107<br>203 | ✠100A1<br>trawler<br>✠LMC<br><br>MN197 | SS 9/68 ~~SS 2/64~~<br><br><br><br>EL (f)o | 1955–3 Goole S.B. & R. Co. Ltd.—Goo<br>*131·9′* 26′ 7″<br>128′ 0″ 26′ 5″ 13′ 0″<br>Q69′ F22′<br>RW 4BH<br>rf 15″ BK7″ | M Trawler<br>1 Ho 38′<br><br>3 Ha (each 4½′×3′) | Oil 4SA 7Cy. 380×455 mm<br>833bhp 70t (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>2×20kW 220V d.c. 11k |
| 500157<br><br>189036<br>Df Esd<br>Pfd Rdr<br>RTh | **ACADIA SNOWBIRD**<br>Launched as Boston Britannia<br>**Acadia Fisheries Ltd.**<br>David F. Corney<br>St. John's, Nfl Canadian<br>Now **BOSTON HARRIER** See New Entries No. 8 | 239<br>81<br>147 | ✠100A1<br>trawler<br>✠LMC<br><br>MN132 | SS 8/64<br><br><br><br>EL (d) j | 1956–11 J. Lewis & Sons Ltd.—Abn<br>122′ 3″ 24′ 5″<br>108′ 6″ 24′ 0″ 11′ 6″<br>F18′<br>RW 4BH<br>rf 27″ BK7″ | M Trawler<br>1 Ho 32′<br><br>2 Ha (each 5′×3½′) | Oil 2SA 6Cy. 12½″×18½″<br>660bhp (d.o)<br>H. Widdop & Co. Ltd. Keighley<br>2×20kW 220V d.c. |
| 672188 | **ACADIA THUNDERBIRD**<br><br>**Acadia Fisheries Ltd.**<br>David F. Corney<br>Pictou Canadian<br>For later particulars see New Entries No. 1 | 600<br>—<br>— | 100A1<br>stern trawler<br>Class contemplated | | Ferguson Industries Ltd.—<br>Pictou<br>150′ 1″ 33′ 1″<br>129′ 10″ 33′ 0″ 15′ 10″ | M Stern Trawler | Oil 4SA 8Cy. 12½″×14½″<br><br>Ruston & Hornsby Lcn |
| 671862 | **ACAMAR**<br><br>**Brazilian Government**<br>**(Comissão de Marinha**<br>**Mercante)**<br>Rio de Janeiro Brazilian<br>Now **ESTADO DO PARA** See New Entries No. 5 | 1260<br>618<br>2272<br>2000<br>1360<br>3273 | 100A1<br>Class contemplated | | Emaq Eng. Maq. S.A.—Rio<br>259′ 6″ 16′ 3″/20′ 3″<br>241′ 1″ 41′ 1″ 24′ 6″ | M OSD/CSD Mchy.aft | Oil 2SA 6Cy. 350×620 mm<br>B&W<br>Industrias Villares Rio |
| 660605<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACAMAR**<br><br>**Eustaquio Sagarzazu**<br>San Sebastián Spanish | 303<br>172<br>— | | <br><br>BV | 1966 Ast. Luzuriaga S.A.—Pjs<br>139′ 10″ 25′ 0″ 10′ 8″<br>122′ 10″ 23′ 7½″ 12′ 11″<br>1 dk<br>RW | M Trawler Mchy.aft<br><br><br>2 Ha (each 6½′×6½′) | Oil 4SA 8Cy. 320×450 mm<br>1070bhp<br>Masch. Kiel G.m.b.H. Kel<br>11k |
| 500160<br>CBAP<br><br>Df Esd<br>Gc Rdr<br>RTh | **ACAPULCO**<br><br>**Cia. Chilena de Navegación**<br>**Interoceanica**<br>Valparaiso Chilean | 4994<br>2239<br>7013 | ✠100A1<br><br>✠LMC<br><br>MN790 | SS 12/65<br><br><br><br>EL x1$\frac{13}{16}$″SQ | 1960–11 Orenstein-Koppel & Lbcr.<br>Masch.—Lbc<br>385′ 5″ 53′ 5″ 24′ 11½″<br>354′ 4″ 53′ 2″ 31′ 5″<br>P21′ F39′ 2 dks<br>RW 6BH<br>rf 4″ WB997t | M (10P) Ref<br>4 Ho 56′, 84′, 65′, 51′<br>G.340836 B.309324<br>4 Ha (stl) (36′, 47½′, 35½′, 30¾′×20¾′)<br>12W Der 1(30) 12(5) | Oil 2SA 6Cy. 700×1200 mm<br>3950bhp 664½t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>AuxB 100lb<br>3×200kW 440V a.c. 14¼k |
| 500159<br>5MKY<br>1683<br>Df Esd<br>Gc | **ACAPULCO**<br>ex Bow Hill–57 exCypria–55<br>exForia–54<br>**Pacificmar S.A.**<br>Monrovia Liberian | 4885<br>2785<br>7225 | | <br><br>NV | 1949 Forg. & Ch. de la Médit.—LaSeyne<br>424′ 10″ 59′ 2″ 24′ 3½″<br>400′ 4″ 59′ 0″ 26′ 9″<br>B99′ F47′ 1 dk & S dk, 3rd dk fwd<br>RW | M OSD<br><br>G.419469 B.385158<br><br>14W Der 1(40) 1(20) | Oil 2SA 4Cy. 670×2280 mm<br>NE55 Doxford 900t<br>N.V. Wilton-Fijenoord Rot<br>15k |
| 500161<br>XCAW | **ACAPULCO**<br>exChiapas–40 exCaldas–33<br>exChiman exLutona<br>**Naviera Acapulco S.A.**<br>Acapulco Mexican | 247<br>196<br>— | ✠ | | 1917–6 Forrestt S.B. & Eng. Co. Ltd.—<br>Wvn<br>*116·0′* 21′ 1″<br>… … …<br>1 dk<br>R | M Mchy.aft | Oil 4SA 6Cy. 255×330 mm<br>NE34<br>Atlas Imperial D.E. Co. Oakland |
| 651901 | **ACAPULCO**<br><br>**Soc. Pesquera Punta**<br>**Negra Ltda.**<br>Chilean | 138<br>—<br>— | 100A1<br>fishing vessel<br>Class contemplated | | Ast. Unidos del Pacifico S.A.—<br>Mazatlán<br>82′ 0″ 23′ 9″ 10′ 0″<br>70′ 7″ 22′11½″ 11′ 6″ | M Fishing | Oil 4SA 6Cy. 6¼″×8″<br><br>Caterpillar Tractor Co. Peoria |
| 500162<br>IJAT<br>488<br>Rdr RT | **ACATE**<br>**Cossira Compagnia di**<br>**Navigazione S.p.A.**<br>Palermo Italian | 906<br>502<br>1002 | | <br><br>RI | 1960 I.N.M.A.—Spz<br>207′ 9″ 30′ 3″ 12′ 10″<br>191′ 3″ 30′ 2″ 15 1″<br>1 dk | M Liquefied Gas/Chemical Carrier<br>Mchy.aft<br>8 Ta<br>L.18859 | Oil 2SA 5Cy. 280×500 mm<br>865bhp B&W 62t–3½pd<br>Cant. Nav. Riuniti Anc<br>10½k |
| 500163<br>GXQQ<br>187830<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ACAVUS**<br><br>**Tanker Finance Ltd.**<br>London British<br>Shell Tankers (U.K.) Ltd. (Mgrs.) | 12326<br>7477<br>~~18265~~<br>18347 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1500 | SS 11/66<br><br><br><br>EL h†2$\frac{7}{16}$″SQ | 1958–9 Bremer Vulkan—Vgk<br>558′ 10″ 69′ 5″ 29′ 9¾″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P110′ B48′ F50′ 1 dk<br>16BH<br>rf 3½″ WB495t | S Tanker Mchy.aft<br>33 Ta<br><br>1 Ha (stl) (8′×8′)<br>Der 3(5) 2(1) | 2 S Turb dr geared to sc. shaft<br>7500shp (o.f)<br>Brown, Boveri & Cie. Mhm<br>2WTB 575lb Spt 850° F. 565lb hs15173<br>sg 125lb<br>2×400 kW 450V 60c/s a.c. |
| 500164<br>ICCS<br>3114<br>Df Esd<br>Gc Rdr<br>RT | **ACCIAIERE**<br><br>**"ITALSIDER" Alti Forni e**<br>**Acciaierie Riunite Ilva e**<br>**Cornigliano S.p.A.**<br>"Sidermar" S.p.A.<br>Genoa Italian | 11253<br>5994<br>16416 | <br><br>✠Classed LR until 8/66 | ~~AB~~ RI | 1957–7 Ansaldo S.p.A.—Spz<br>542′ 11″ 68′ 11″ 28′ 10″<br>502′ 0″ 68′ 7″ 40′ 1″<br>P108′ F52′ 1 dk<br>RW<br>rf 6″ | M Bulk Carrier Mchy.aft<br>6 Ho 53½′, 54½′, 59′, 59′, 55¾′, 53½′<br>G.707765<br>6 Ha (stl) (each 38′×38′)<br>Der 2(6) 2(3½) 2(1) | Oil 2SA 7Cy. 750×1320 mm<br>5500bhp 882t (hvf)<br>S.A. Fiat S.G.M. Tur<br>4×125kW 220V d.c. 13k |

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| 660065<br>317567<br>Esd Rdr<br>RT | **ACCOLADE**<br>**Acco Transport Ltd.**<br>Port Adelaide British | 2241<br>963<br>3280 | ✠100A1<br>St. Vincent Gulf service<br>LMC<br>MN306 EL u 1 1/16"SQ | 1966–4 Evans, Deakin & Co. Pty Ltd.—Bsb<br>298' 9" 56' 5" 14' 5½"<br>282' 6" 54' 10" 19' 0"<br>P64' F27' 1 dk<br>RW NS 5BH<br>rf 3" WB3467t incl. DTsf & a 1845t | TM Mchy.aft<br>G.100076 | 2 Vee Oil 4SA each 12Cy. 6½"×8" with hydraulic clutches & sr gearing<br>1530bhp<br>Caterpillar Tractor Co.<br>3×80kW 220V d.c. | 30t (d.o)<br>Peoria<br>11k |
| 500167<br>Df Esd<br>Rdr RT | **ACCORD**<br>**Secretary of State for Defence**<br>British | 642<br>—<br>— | ✠Classed LR until 12/61 | 1958–10 A. & J. Inglis Ltd.—Gls<br>151' 6" 37' 0" 13' 0½"<br>140' 0" 35' 0" 16' 3"<br>B&F84'<br>RW<br>rf 19" | TM Salvage Tug | 4 Oil 4SA each 12Cy. 7"×7½" geared to 2 sc shafts<br>Davey, Paxman & Co. Ltd. | Col |
| 509789<br>PEOW<br>Df Esd<br>Rdr RT | **ACCRES**<br>exHecto–65 exAccres–64<br>exEemstroom–63<br>**Eastern Shipping & Trading Co. (Private) Ltd.**<br>Singapore Singapore | 400<br>165<br>544 | BV | 1941 E. J. Smit & Zn's Scheeps.—Westerbroek<br>206' 9" 29' 8" 10' 11¼"<br>29' 6"<br>2 dks | M Ref<br>G.44078 B.44029 In.3820<br>2 Ha (each 34½'×15½')<br>4W Der 4(5) | Oil 2SA 6Cy. 365×600 mm<br>750bhp<br>Sulzer Bros. Ltd. | 61t<br>Win<br>12k |
| 500172<br>EANM<br>Esd | **ACEBAL**<br>**Francisco Acebal y Cia.**<br>Pasajes Spanish | 143<br>63<br>— | | 1945 Cia. Euskalduna—Bbo<br>93' 6" 19' 8" 11' 6"<br>··· ··· ··· | M Fishing | Oil 4SA 8Cy. 240×450 mm<br>B&W<br>La Maquinista Terrestre y Mar. | 45t (d.o)<br>Bcl<br>9k |
| 501162<br>ELRE<br>542<br>Df Esd<br>Gc | **ACER**<br>exAlkis–65 exGatineau Park–50<br>**Acer Shipping Corp.**<br>Monrovia Liberian<br>Now **MELIA**<br>See New Entries No. 12 | 7066<br>4345<br>10384 | AB<br>✠Classed LR until 8/64 | 1942–7 Davie S.B. & Rep. Co. Ltd.—Lauzon<br>441' 6" 57' 2" 26' 11½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.542000 B.489000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Dominion Eng. Wks<br>3×20kW 120V d.c. | (o.f)<br>Mtl<br>10½k |
| 514573<br>ELBN<br>2779<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ACHAIOS**<br>exHeina–67<br>**Maraguila Cia. Nav. S.A.**<br>Monrovia Liberian | ~~9695~~ 5455<br>~~8307~~ 3137<br>8420 | NV | 1950 Akers M/V A/S—Osl<br>452' 3" 57' 4" 25' 8¾"<br>420' 8" 57' 2" 28' 10"<br>F40' 1 dk & S dk, 3rd dk in No. 1 hold<br>RW<br>rf 4" | M (12P) OSD<br>4 Ho 66', 97½' comb., 50½', 75½'<br>G.555909 B.511262<br>5 Ha (34½', 37½', 37½', 35', 35'×18')<br>14W Der 1(25) 10(5) 4(3) | Oil 2DA 6Cy. 550×1600 mm<br>5600bhp B&W<br>Akers M/V A/S<br>3×115kW 220V d.c. | 1521t (d.o)<br>Osl<br>15½k |
| 500174<br>GXQP<br>187831<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ACHATINA**<br>**Tanker Finance Ltd.**<br>London British<br>Shell Tankers (U.K.) Ltd. (Mgrs.) | 12326<br>7477<br>18285 | ✠100A1 SS 5/67<br>oil tanker<br>✠LMC<br>MN1500 EL h†2⅛"SQ | 1958–12 Bremer Vulkan—Vgk<br>558' 10" 69' 5" 29' 9¾"<br>531' 0" 69' 3" 39' 0"<br>P110' B48' F50' 1 dk<br>16BH<br>rf 3½" WB495t | S Tanker Mchy.aft<br>33 Ta<br>1 Ha (stl) (8'×8')<br>Der 3(5) 2(1) | 2 S Turb dr geared to sc. shaft<br>7500shp<br>Brown, Boveri & Cie.<br>2WTB 575lb Spt 850° F. 565lb<br>sg 125lb<br>2×400kW 440V 60c/s a.c. | (o.f)<br>Mhm<br>hs15173 |
| 501276<br>LZHE<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ACHERNAR**<br>exAlta–66<br>**Navigation Maritime Bulgare**<br>Bourgas Bulgarian | 10859<br>4762<br>15310 | ✠100A1 SS 3/66<br>ore carrier<br>Str. nav. ice<br>✠LMC<br>MN1000 EL e†2½"SQ | 1957–4 A/B Götaverken—Got<br>490' 0" 64' 2" 30' 9¼"<br>461' 3" 64' 0" 42' 6"<br>P97' F49' 1 dk<br>8BH<br>rf 1½" DK WB7097t incl. Comb. btm. & side tanks in holds 5550t DTf698t | M Ore Carrier Mchy.aft<br>5 Ho 39½', 39½', 78¾', 78¾', 78¾'<br>G.602340 B.590820<br>5 Ha (stl) (29¾', 29¾', 59½' comb., 59½' comb., 59½' comb.×27½')<br>Der 1(15) | Oil 2SA 7Cy. 680×1500 mm<br>5000bhp<br>A/B Götaverken<br>AuxB 114lb<br>3×165kW 220V d.c. | 1219t (hvf)<br>Got |
| 500176<br>DEGV<br>Df Esd<br>Gc Rdr<br>RTm/v | **ACHGELIS HUGO STINNES**<br>**Seibert-Stinnes G.m.b.H.**<br>Bremen W. German | 3118<br>1485<br>4018 | GL | 1963 Rheinstahl Nordseewerke—Emd<br>331' 5" 47' 6" 20' 6½"<br>303' 6" 47' 3" 26' 9"<br>Q118' F47' 1 dk<br>RW | M Mchy.aft<br>2 Ho 88½', 108½'<br>G.203500 B.191000<br>5 Ha (stl) (24½', 24½', 20½', 20½', 23½'×23½')<br>10W Der 8(5–8) 2(3–5) | 2 Oil 4SA each 6Cy. 385×580 mm geared to sc. shaft<br>2840bhp<br>Masch. Kiel G.m.b.H.<br>3×200, 200, 60kW 230V d.c.<br>Directional propeller | 273t (d.o)<br>Kel<br>13k |
| 500177<br>IBQB<br>211<br>Df Esd<br>Gc RT | **ACHILLE**<br>exAegean Sea–58<br>exLaurentian Valley–57<br>exFort Frontenac–50<br>**"UZEDA" Soc. di Nav. S.p.A.**<br>Matteo Scuderi<br>Catania Italian | 6950<br>4296<br>10910 | RI<br>✱Classed BC until 3/62<br>**BROKEN UP** | 1943–10 Marine Industries Ltd.—Srl<br>440' 6" 57' 2" 27' 8¼"<br>417' 6" 56' 10" 37' 4"<br>2 dks<br>RW | S<br>5 Ho<br>G.518930 B.472328<br>11W Der 1(50) 1(30) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Dominion Eng. Wks Ltd. | 1770 (o.f)<br>Mtl<br>10k |
| ~~539000~~<br>IBHE<br>566<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACHILLE LAURO**<br>exWillem Ruys–65<br>**Achille Lauro**<br>Rome Italian | 23629<br>13397<br>3936 | AB RI | 1947 "De Schelde" N.V.—Fls<br>631' 2" 82' 0" 28' 4½"<br>579' 3" 81' 8" 38' 2"<br>B367' F105' 6 dks<br>rf 7" | TM (313P)<br>1 Ho 65'<br>B.281477<br>1 Ha (21'×10¾')<br>12W | 8 Oil 2SA each 8Cy. 580×840 mm sr geared to 2 sc. shafts<br>32000bhp<br>(2) Sulzer Bros. Ltd.<br>(6) "De Schelde" N.V. | 2646t<br>Wln<br>Fls<br>22k |

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| 500179<br>WJHT<br>281702<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ACHILLES**<br><br>**Newport Tankers Corp.**<br>New York United States | **24471**<br>15350<br>41208 | AB | **1960** Newport Ns S.B. & D.D. Co.—N.Ns<br>712′ 2″ 93′ 3″ 36′ 4⅜″<br>682′ 0″ 93′ 0″ 48′ 6″<br>1 dk<br>RW<br>rf 8″ | S Tanker Mchy.aft<br>33 Ta<br>L.320532 | 2 S Turb dr geared to sc. shaft<br>22000shp 7200t (o.f)<br>De Laval S. Turb. Co. Trenton<br>2×937½kW 120/440V 60 c/s a.c. 17½k |
| 500180<br>MXGL<br>187168<br>Df Esd<br>Gc Rdr<br>RTv | **ACHILLES**<br><br>**Ocean Steam Ship Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>**5443**<br>2760<br>**5896**<br>7675<br>4213<br>9170 | **✠100A1** SS 11/65<br>DTsm & 'tween dk tanks<br>aft—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1600 EL d†2¼″SQ | **1957–10** Vickers-Armstrongs (S.B.) Ltd.<br>—Nwc<br>491′ 5″ 62′ 4″ ~~23′ 3″/28′ 6″~~23′ 3¼″/28′ 6″<br>452′ 9″ 62′ 0″ 35′ 3″<br>P40′ B201′ F47′ 2 dks, 3rd dk in fwd hold<br>RW 8BH<br>rf 9″ WB3527t incl. Tunnel tanks 141t DTsm 2190t | M Ref<br>7 Ho 59′, 66′, 63′, 54′, 60′, 53½′, 31′<br>G.607991 B.547058 In.1720<br>2 Ha (stl) (21¾′×16′) (36′×22′)<br>2 Ha (w) (32′, 23′×22′)<br>4 Ha (stl) (24′, 24′×22′) (7′, 7′×8′)<br>24W Der 1(70) 2(15) 6(10) 18(5) | Oil 2SA 6Cy. 750×1500 mm exhaust<br>500 mm B&W<br>8000bhp 1036t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 100℔ e (ex.g) 112℔<br>2×450kW 220V d.c. 16k |
| 500181<br>PCCF<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ACHILLES**<br><br>**Koninkl. Nederl. Stoomb.**<br>**Maats. N.V.**<br>Amsterdam Netherland | T.Mk<br>**4194**<br>2252<br>6100<br>**6134**<br>3375<br>7680 | BV | **1959** N.V. Schps. Gebr. Pot.—Bolnes<br>424′ 0″ 57′ 8″ 21′ 3½″/24′ 0⅞″<br>385′ 0″ 57′ 6″ 31′ 3″<br>P30′ F37′ 2 dks<br>RW<br>rf 4″ | M (12P) Ref<br>4 Ho 45½′, 70¾′, 70¾′, 76¼′<br>B.307000<br>4 Ha (stl) (26¾′×16½′) (44¼′, 44¼′, 39¼′×19¾′)<br>12W Der 1(120) 1(30) 4(9) 6(6) 2(3) | Oil 2SA 7Cy. 630×1350 mm<br>6000bhp (hvf)<br>Gebr. Stork & Co. Hengelo<br>3×170kW 220V d.c. 16¼k |
| 650403<br>DEEA<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **ACHILLES**<br><br>**Dampfschiff.-Ges. "Neptun"**<br>Bremen W. German | T.Mk **500**<br>298<br>1205 | GL | **1964** Fr. Lürssen—Bmn<br>238′ 10″ 37′ 10″ 11′ 7″<br>216′ 6″ 37′ 6″ 20′ 8″<br>B26′ F24′ 1 dk & S dk | M OSD Mchy.aft<br>2 Ho 53¼′, 65′<br>G.112176 B.99874<br>2 Ha (stl) (53¼′, 65′×22¼′)<br>Cr 1(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp 65¼t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×176kW 230/400V 12¼k |
| 500182<br>SERK<br>10304<br>Df Esd<br>Pfd Rdr<br>RTh/v | **ACHILLES**<br><br>**Bergnings & Dykeri A/B**<br>**Neptun**<br>Stockholm Swedish<br>Now **GENUA** See New Entries No. 5 | **299**<br>86<br>— | **✠100A1** SS 5/66<br>tug<br>Ice Class 1<br>**✠LMC**<br>MN370 EL (e) | **1962–6** Schpsw. Kramer & Booy—<br>Kootstertille<br>118′ 10″ 28′ 9″<br>102′ 0″ 28′ 2½″ 15′ 7<br>F17′<br>3BH<br>rf 47″ BK6″ WB4t | M Salvage Tug | Oil 4SA 9Cy. 12½″×14½″ with flexible<br>coupling & sr reverse gear<br>1850bhp (d.o)<br>Ruston & Hornsby Lcn<br>db 160℔<br>2×56kW 400/231V 50c/s a.c.<br>Controllable pitch propeller |
| 500185<br>LCFU<br><br>Df Esd<br>Rdr RT | **ACHILLES**<br><br>**Norsk Bjergnings-**<br>**kompagni A/S**<br>Bergen Norwegian | **174**<br>49<br>— | NV | **1953** A/S Stord—Lervik<br>103′ 9″ 22′ 8″ 10′ 0″<br>93′ 11″ 22′ 6″ 11′ 4″<br>1 dk<br>BK6″ | M Salvage Ship Mchy.aft | Oil 2SA 4Cy. 380×450 mm<br>48t<br>Wichmann Mtrf. Rub<br>11½k |
| 500187<br>ODJV<br>1940<br>Df Esd<br>Gc Rdr | **ACHILLET**<br>exAtlantic City-62<br>**Achillet Cia. Nav. S.A.**<br>Beirut Lebanese | *5281*<br>*2924*<br>9055 | **BS✳** SS 1/65<br><br>**MBS✳**<br><br>MN580 CT6572 C37 S32 | **1941–5** Wm. Doxford & Sons Ltd.—Sld<br>432′ 6″ 55′ 1″ 25′ 1¾″<br>414′ 4″ 54′ 9″ 37′ 3″<br>F38′ 1 dk & S dk<br>7BH<br>WB2664t incl. DTs1012t | M OSD<br><br>G.558180 B.504695<br><br>11W | Oil 2SA 4Cy. 600×2320 mm<br>2900bhp<br>Wm. Doxford & Sons Ltd. Sld<br>AuxB 120℔ 12½k |
| 651567<br>SZYK<br><br>Df Esd<br>Gc Rdr<br>RT | **ACHILLEUS**<br><br>**Peleus Shipping Company**<br>**S.A.**<br>Piræus Greek | **21505**<br>14454<br>35255 | AB | **1965** Mitsui Zosen—Chiba<br>671′ 7″ 88′ 8″ 33′ 3″<br>632′ 0″ 88′ 5″ 48′ 6″<br>1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>5 Ho 60′, 127½′, 75′, 135′, 75′<br><br>5 Ha (stl) (each 45′×43½′)<br>Der 4(10) | Oil 2SA 6Cy. 840×1800 mm<br>11700bhp B&W (hvf)<br>Mitsui Zosen Tmn<br>3×370kW 450V 60c/s a.c. |
| 500188<br>SWHT<br>1233<br>Df Esd<br>Gc Rdr<br>RT | **ACHILLEUS**<br><br>**Dorian Cruises S.A.**<br>Piræus Greek<br>Now **ORION** See New Entries No. 1 | **5556**<br>2990<br>— | AB | **1952** Ansaldo S.p.A.—Lgn<br>416′ 4″ 55′ 2″ 17′ 1½″<br>374′ 0″ 55′ 1″ 29′ 7″<br>3 dks<br>RW<br>rf 11″ | TS (300P) | 2 S Turb dr geared<br>8000shp (o.f)<br>Ansaldo Stab. Mecc. Gen<br>17k |
| 671254<br>ENGT<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACHTUBA**<br><br>**U.S.S.R.**<br>Kerch Russian | **2657**<br>1139<br>— | | **1967** Volkswerft Stralsund—Stralsund<br>269′ 7″ 16′ 5″<br>239′ 6″ 44′ 7″ 31′ 2″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht Mgd |
| 500193<br>PCCM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACILA**<br><br>**Maats. tot Financiëring van**<br>**Bedrijfspanden N.V.**<br>Shell Tankers N.V.<br>The Hague Netherland | **12221**<br>6973<br>~~18040~~<br>18872 | **✠100A1** SS 5/67<br>oil tanker<br>**✠LMC**<br><br>MN1750 EL h†$2\frac{1}{16}$″SQ | **1958–8** N.V. Mch. & Schps. P. Smit, Jr—<br>Rot<br>559′ 1″ 69′ 5″ 29′ 9″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P120′ B41′ F54′ 1 dk<br>16BH<br>rf 3″ WB511t | M Tanker Mchy.aft<br>33 Ta<br>L.891065 HeCls. BC | Oil 2SA 7Cy. 740×1600mm<br>8750bhp B&W –29½pd<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>2WTAuxB (o.f) 234℔<br>WTAuxB (ex.g) 220℔ 14½k |
| 650122<br>LNXM<br><br>Df Esd<br>Gc Rdr<br>RTh | **ACINA**<br><br>**Skibs A/S Aino, Skibs A/S**<br>**Viva & Skibs A/S Viator**<br>C. H. Sörensen & Sönner<br>Arendal Norwegian | **28877**<br>15354<br>50920 | NV | **1965** Öresundsvarvet A/B—Lkr<br>725′ 6″ 101′ 4″ 39′ 6½″<br>691′ 5″ 101′ 0½″ 51′ 0″<br>1 dk | M Tanker Mchy.aft<br>17 Ta<br>L.2035000<br><br>Der 2(10) 1(5) 2(1) | Oil 2SA 7Cy. 850×1700 mm<br>15400bhp (hvf)<br>A/B Götaverken Got<br>3×370, 370, 300kW 450V 60 c/s a.c. |

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|---|---|---|---|---|---|---|
| 500195<br>PCCS<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACMAEA**<br><br>**Maats. tot Financiëring van Bedrijfspanden N.V.**<br>Shell Tankers N.V.<br>The Hague Netherland | 12222<br>6962<br>18090 | ✠100A1 SS 7/68 ~~SS 7/63~~<br>oil tanker<br>✠LMC<br><br>MN1750 EL h†2$\frac{7}{16}$"SQ | **1959–8** N.V. Mch. & Schps. P. Smit, Jr.—Rot<br>559' 1" 69' 5" 29' 9½"<br>531' 0" 69' 3" 39' 0"<br>P120' B46' F54' 1 dk<br>16BH<br>rf 3" WB511t | M Tanker Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>3WTAuxB (2 o.f 1 ex.g) 220lb |
| 504329<br>5BAO<br>321022<br>Df Esd | **ACME**<br>exBetamar–65 exBalantia–58<br>exSamfaithful–47<br>**Acme Shipping Co. Ltd.**<br>Famagusta Cyprus | 7173<br>4279<br>10904 | ~~BS~~ ~~SS 5/66~~<br><br>~~MBS~~<br><br>~~MN450~~ ~~CT6798 C37 S33~~<br>**TO BE BROKEN UP** | **1944** Bethlehem-Fairfield Shpyd Inc.—Bal<br>441' 8" 57' 1" 29' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>RW 7BH<br>WB2948t incl. DTf648t | S<br><br>G.546217 B.501191<br><br>12W Der 1(50) 1(30) | T 3Cy. 24½" 37" & 70"×48"<br>2500 ihp 994t (o.f)<br>General Mchy. Corp. Hamilton<br>2WTB 240lb Spt hs(10232) 11k |
| 651296<br>CBAA35<br>1838<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACONCAGUA**<br>Launched as Aconcagua II<br>**Compañia Sud-Americana de Vapores**<br>Valparaiso Chilean | 10869<br>6369<br>11730 | ✠100A1<br><br>✠LMC 552' 8"(Incl.BB)<br>✠Lloyd's RMC<br>MN3000 EL i†2$\frac{7}{16}$"SQ | **1965–10** Ishikawajima-Harima Hvy Ind.—Aio<br>~~552' 8"~~ 72' 3" 30' 6¾"<br>513' 2" 72' 0" 41' 0"<br>Ba105' F145' 2 dks, 3rd dk in Nos. 3, 4 & 5 holds & mchy. space<br>8BH<br>rf 6" WB1064t | S Ref<br><br>In.128351 | 2 S Turb dr geared to sc. shaft<br>15000shp (o.f)<br>General Electric Co. Ltd. Lyn<br>2WTB 750lb Spt 995° F. 615lb hs14168 |
| 500197<br>OGCT<br>1255<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ACONCAGUA**<br><br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | 5402<br>2921<br>7800 | ✠100A1 SS 10/64<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1260 EL b† | **1961–1** Wärtsilä Kon. Crichton-Vulcan —Åbo<br>459' 0" 57' 11" 25' 8½"<br>427' 6" 57' 9" 38' 7"<br>F41' 1 dk & S dk, 3rd dk except in aft holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 6½" WB1398t incl. Tunnel tanks 226t | M (4P) Ref OSD<br>5 Ho 58½', 72½', 72½', 60½', 54½'<br>G.405000 B.372000 In.85916<br>5 Ha (stl) (31½'×24½') (31½'×23½') (32½'×24½') (31½'×23½') (32½'×24½')<br>16W Der 16(5) | Oil 2SA 9Cy. 720×1250 mm<br>6300bhp Sulzer 1083t (hvf)<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>AuxB 100lb<br>4×200kW 220V d.c. 16k |
| 500198<br>CSBA<br>H458<br>Df Esd<br>Gc Rdr | **ACORES**<br><br>**Cia. de Nav. "Carregadores Acoreanos"**<br>Lisbon Portuguese | 2963<br>1616<br>4425 | ✠100A1 SS 8/66<br>FPT and tunnel side tanks —oil FP above 150° F.<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN820 EL w1$\frac{13}{16}$"SQ | **1958–7** A/B Finnboda Varf—Skm<br>375' 8" 50' 8" 20' 6½"<br>345' 0" 50' 6" 30' 0"<br>P131' F36' 1 dk & S dk<br>Coll BH to S dk 5 to 2nd dk<br>rf nil WB996t incl. Tunnel tanks 141t | M (12P) Ref OSD<br>4 Ho 54½', 59½', 49½', 55½'<br>In.15520<br>4 Ha (stl) (29½', 44½', 44½', 25½'×21')<br>Der 1(30) 2(10) 10(6) | Oil 2SA 5Cy. 620×1150 mm<br>4100bhp B&W (d.o)<br>Eriksbergs M/V A/B Got<br>3×160kW 220V d.c. |
| 671720 | **ACORSA**<br><br>**Francisco Acebal y Cia.**<br>San Sebastian Spanish<br><br>For later particulars see New Entries No. 11 | 752 ~~576~~<br>407 —<br>650 | 100A1<br>stern trawler<br>Class contemplated | Ast. Luzuriaga—Pjs<br>173' 0" 33' 6" 15' 6"<br>148' 0" 33' 5½" 16' 1" | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 400×580 mm<br><br>Klöckner-Humboldt-Deutz Kln |
| 500200<br>ICRT<br>467<br>Df Esd<br>Gc Pfd<br>Rdr | **ACRADINA**<br><br>**Compagnia Marittima Carlo Cameli**<br>Genoa Italian | 22955<br>13751<br>~~38150~~<br>38022 | AB RI | **1960** Cant. Nav. Riuniti—Pa<br>699' 4" 90' 4" ~~35' 6¾"~~ 36' 9¼"<br>660' 0" 90' 0" 47' 0"<br>P173' B28' F87' 1 dk<br>RW | S Tanker Mchy.aft<br>23 Ta<br>L.1733611 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>16500shp De Laval 4200t (o.f)–93pd<br>Cant. Del Tirreno Gen<br>16½k |
| 500201<br>PUVH<br><br>Df Esd | **ACRE**<br>exFNP São Paulo–54<br>exSalte 58–53<br>**Petrólio Brasileiro S.A.-Petrobrás Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazilian | 1737<br>1030<br>1970 | ✠100A1 Dr 4yrs–6/65<br>oil tanker<br>✠LMC<br><br>EL q1$\frac{1}{16}$"SQ | **1951–3** Uraga Dock Co. Ltd.—Yokosuka<br>280' 0" 41' 2" 14' 0"<br>260' 0" 41' 0" 17' 5"<br>P74' F29' Trunk 128' 1 dk<br>RW 10BH<br>rf 2¾" WB295t incl. DTf75t | M Tanker Mchy.aft<br>10 Ta 1 Ho 23'<br>L.99705 HeCls. BC<br><br>Der 1(10) 3(3) 2(½) | Oil 4SA 6Cy. 450×600 mm<br>850bhp 109t–3½pd<br>Kawasaki Dkyd Co. Ltd. Kob<br>WTAuxB 227lb<br>2×30kW 115V d.c. 10k |
| 500202<br>PUEA | **ACRE**<br><br>**Para Electric Railway & Light Co. Ltd.**<br>Para Brazilian | 206<br>119<br>— | | **1911** Lytham S.B. & E. Co. Ltd.—Lytham<br>*119·7'* 25' 10"<br>... ... ...<br>2 dks<br>R | S | C 2Cy. 14½" & 32"×21"<br><br>Lytham S.B. & E. Co. Ltd. Lytham |
| 500204<br>SWLY<br>1888<br>Df Esd<br>Gc Rdr | **ACROPOLIS**<br>exSanta Paula–61<br>**Aegean Steam Nav. Typaldos Bros. Ltd.**<br>Piraeus Greek | 9237<br>3789<br>7121 | | **1932** Federal S.B. & D.D. Co.—Kearny<br>508' 0" 72' 2" 25' 11½"<br>484' 0" 72' 0" 30' 0"<br>B&F418' 2 dks & A dk<br>R | TS (450P) Ref<br><br>B.314993 In.63601<br><br>14W Der 1(75) | 2 S Turb dr geared<br>2613t (o.f)<br>General Electric Co. Schenectady<br>19k |
| 500205<br>SYAW<br>1773 | **ACROPOLIS**<br>exJawada–61<br>**Pyrsos Shipping Co.**<br>Piraeus Greek | 948<br>693<br>— | | **1946** Redpath Brown & Co. Ltd.—Gls<br>231' 3" 38' 0" 6' 4"<br>37' 10"<br>1 dk | TM | 4 Oil 4SA each 12Cy. 180×195 mm<br><br>Davey, Paxman & Co. Ltd. Col |
| 500206<br>PCCV<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACTEON**<br><br>**Maats. tot Financiëring van Bedrijfspanden N.V.**<br>Shell Tankers N.V.<br>The Hague Netherland | 12226<br>6934<br>18090 | ✠100A1 SS 5/65<br>oil tanker<br>✠LMC<br><br>MN1750 EL h†2$\frac{7}{16}$"SQ | **1961–3** N.V. Mch. & Schps. P. Smit, Jr. —Rot<br>559' 1" 69' 5" 29' 10"<br>531' 0" 69' 3" 39' 0"<br>P120' B46' F54' 1 dk<br>16BH<br>rf 3" WB511t | M Tanker Mchy.aft<br>33 Ta<br>L.887874 HeCls. B | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W 1574t<br>N.V. Mch. & Schps. P. Smit Jr. Rot<br>3WTAuxB (2 o.f 1 ex.g) 220lb 14½k |

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|---|---|---|---|---|---|---|
| 527457<br>TPLD | **ACTIF**<br>exPère Benoit–66<br>**Armement Sculler & Consorts**<br>Le Guilvinec French | **129**<br>40<br>— | <br><br>BV | **1957** Ch. A. Tertu—Le Frat<br>*73·2'* 22' 10"<br>… …<br>1 dk | Wood M Fishing<br><br><br>5 Ha | Oil ~~4SA 7Cy. 230×300 mm~~<br>~~410bhp~~ NE67<br>~~Etab. Crepelle~~ ~~Lille~~<br>~~10k~~ |
| 500208<br>OFYX<br>1218<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ACTINIA**<br><br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | **5492**<br>2883<br>8356 | **✠100A1** SS 6/67<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1260 EL b† | **1958**–10 Wärtsilä Kon. Crichton-Vulcan<br>—Åbo<br>459' 4" 57' 11" 25' 8¾"<br>427' 6" 57' 0" 38' 0"<br>P30' F43' 1 dk & S dk, 3rd dk except in aft<br>Coll BH to S dk 6 to 2nd dk holds<br>rf 6¼" WB1350t incl. Tunnel tanks 364t | M (4P) Ref OSD<br>5 Ho 58½', 72¼', 72¼', 60¼', 54½'<br>G.479000 B.450500 In.78910<br>5 Ha (stl) (33¾', 37½'×24¼')<br>(31½'×23¼') (31¼'×23')<br>(32½'×24¼')<br>16W Der 16(5) | Oil 2SA 9Cy. 720×1250 mm<br>6300bhp Sulzer 1200t (hvf)<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>AuxB 114lb<br>4×200kW 220V d.c. 16k |
| 502375<br>5LGZ<br>952<br>Df Esd<br>Gc | **ACTION**<br>exArickaree–63<br>**Rosedale Nav. Co. S.A.**<br>Monrovia Liberian | **10544**<br>6423<br>16460 | <br><br>AB<br><br>**BROKEN UP** | **1943** Alabama D.D. & S.B. Co.—Mob<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 | S Turb 7240shp driving 1 gen. 4320kW<br>2300V a.c. connected to elec. motor<br>6000shp (Sy) 1495t (o.f)–50pd<br>General Electric Co. Lyn<br>14½k |
| 500209<br><br>187204<br>RT | **ACTION**<br><br>**London & Rochester Trading Co. Ltd.**<br>Rochester British | **177**<br>97<br>240 | | **1956** T. Mitchison Ltd.—Gts<br>95' 7" 21' 10" 7' 6"<br>90' 4" 21' 9" 9' 6"<br>F13' 1 dk | TM Mchy.aft<br>1 Ho 59½'<br>B.8350<br>1 Ha (49'×14¼') | 2 Oil DA each 3Cy. 152×229 mm<br>130bhp 1½t (d.o)<br>Bergius Co. Ltd. Gls<br>6½k |
| 651091<br><br>297821<br>Df Esd<br>Gc RTm | **ACTIVE**<br>exLT-532<br>**Puget Sound Tug & Barge Co.**<br>Seattle United States | **492**<br>218<br>— | | **1944** Levingston S.B. Co.—Orange<br>*135·5'* 33' 2" 15' 3⅛"<br>134' 6" 33' 0" 17' 0"<br>2 dks | D-E Tug | 2 Oil 2SA each 12Cy. 8¾"×10½" 1800bhp<br>driving 2 gen. each 605kW 560V d.c.<br>connected to 2 elec. motors (WL) sr<br>geared to sc. shaft 198t<br>General Motors Corp.<br>2×30kW 120V d.c.<br>Controllable pitch propeller |
| 516693<br>VYSY<br>178830<br>RTm/h | **ACTIVE**<br>exHaida Warrior–67<br>exJ. S. Foley–64<br>**Noble Towing Ltd.**<br>Vancouver Canadian | **302**<br>48<br>— | | **1944** Minneford Yacht Yard Inc.—N.Yk<br>*117·5'* 28' 0"<br>27' 10" | Wood M Tug | Oil 8Cy. 370×510 mm<br>1200bhp (d.o)<br>National Supply Co. Springfield<br>2×30kW 110V d.c. |
| 540998<br>HOWZ<br>3709L<br>Df Esd<br>Rdr RT | **ACTIVITY**<br>exKaladan–63<br>**Cia. de Nav. Candria S.A.**<br>Panama Panamanian | **4884**<br>2848<br>8950 | **BS✻** SS 10/66<br><br>**MBS✻**<br><br>MN480 CT6788 C37 S32 | **1950**–10 Lithgows Ltd.—P.Gl<br>447' 5" 56' 2" 24' 9½"<br>425' 0" 56' 0" 36' 10"<br>F40' 1 dk & S dk<br>RW<br>WB2577t incl. DTm1117t | M OSD<br><br>G.554756 B.510541<br><br>10W Der 4(10) 4(5) 2(3) | Oil 2SA 3Cy. 600×2320 mm<br>2400bhp Doxford 680t<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 120lb 10½k |
| 542599<br><br><br>Df Esd<br>RT | **ACTIVO II**<br><br>**Abelardo Travieso Iglesias**<br>Corunna Spanish | **182**<br>75<br>— | <br><br>BV | **1964** Maritima del Musel S.A.—Gjn<br>108' 11" 21' 4" 11' 5"<br>95' 2" 21' 1" 12' 4"<br>RW | M Trawler | Oil 4SA 6Cy. 295×420 mm<br>550bhp<br>La Maquinista Terrestre y Mar. Bcl<br>13k |
| 661407<br>GTKH<br>309771<br>Gc Rdr<br>RT | **ACTUALITY**<br><br>**F. T. Everard & Sons Ltd.**<br>London British | **698**<br>488<br>1154 | **✠100A1**<br><br>**✠LMC**<br><br>MN168 EL m1½"SQ | **1966**–11 Clelands S.B. Co. Ltd.—Wal<br>223' 10" 34' 9" 12' 2½"<br>210' 0" 34' 6" 15' 6"<br>P47' Q55' F27' RFD33' 1 dk<br>RW NS 4BH<br>rf 6" WB570t | M Mchy.aft | Oil 2SA 6Cy. 320×426 mm<br>840bhp<br>Newbury Diesel Co. Ltd. Nby<br>3×50, 50, 30kW 220V d.c. 11k |
| 541450<br>TXKZ | **AD-HOC**<br><br>**Dhellemmes & Le Ny**<br>Concarneau French | **176**<br>85<br>— | <br><br>BV | **1963** Ch. "Espoir Sablais"—Sables<br>d'Olonne<br>*79·3'* 26' 3"<br>26' 1"<br>1 dk | Wood M Sand Carrier<br><br><br>1 Ha (22½'×17')<br>Der 1(2½) | 2 Oil 4SA each 6Cy. 140×180 mm<br>geared to sc. shaft<br>300bhp 16t<br>Moteurs Baudouin Msl<br>7½k |
| 505665<br>LDPY<br><br>Df Esd<br>Gc Rdr<br>RT | **ADA**<br>exCabinda–64<br>exEdouard Corblet–50<br>**K/S Rederi Salvesen & Co.**<br>Rederi A/S Salvesen<br>Oslo Norwegian<br>Now **SNIKOLAS** See New Entries No. 1 | **6036**<br>3377<br>7019 | **100A1** SS 1/65<br><br>**Machinery classification contemplated**<br>MN852 EL z | **1950** Ch. & At. de St. Nazaire (Penhoët)<br>—St.N<br>426' 0" 56' 10" 23' 9½"<br>400' 4" 56' 7" 32' 10"<br>P32' F37' 1 dk, 2nd dk except in mchy. space<br>7BH<br>rf 6" WB2593t incl. DTm1274t | M<br>5 Ho<br>B.403620<br>5 Ha<br>10W Der 1(40) 1(20) 4(10) 6(6) | Oil 2SA 8Cy. 650×1150 mm<br>4260bhp B&W 880t<br>Ch. & At. de St. Nazaire(Penhoët)<br>13k |
| 642033<br>9GUF<br>316526<br>Df Esd<br>Gc RT | **ADA**<br><br>**The Government of the Republic of Ghana**<br>Takoradi Ghanaian | **1514**<br>671<br>— | **✠100A1**<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN470 EL (o)\|†1⅜"SQ | **1965**–2 A/S Trondhjems M/V—Tdh<br>231' 7" 37' 6" 15' 9"<br>201' 1" 37' 5" 25' 7"<br>B20' F49' 2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 39" BoxK12" WB333t | M Stern Trawler Ref<br><br><br>In.35000 | Oil 2SA 7Cy. 350×620 mm<br>2350bhp<br>Burmeister & Wain Cpn<br>Controllable pitch propeller |
| 529677<br>ISQR<br>647 | **ADA**<br>exRippledyke–65<br>exEmpire Tesbury–51<br>**Compagnia di Navigazione S.p.A. "MOTIA"**<br>Palermo Italian | **1020** ~~1066~~<br>625 ~~584~~<br>— | RI<br><br>✠Classed LR until 8/58 | **1946**–3 Bartram & Sons Ltd.—Sld<br>201' 1" 34' 1" 13' 7"<br>190' 3" 34' 0" 18' 10"<br>1 dk<br>RW conv tanker 61 | S Dredger Mchy.aft | T 3Cy. 13½" 22¾" & 38"×27"<br>700ihp (o.f)<br>N.E. Mar. Eng. Co. (1938) Wal |

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| 500213<br>PCDA<br><br>Df Esd<br>Rdr | **ADA**<br><br>**N.V. Viss. Maats. "Holland"**<br>Vlaardingen Netherland | 257<br>114<br>— | | 1955 A. de Jong N.V.—Vla<br>133' 2" 24' 0" 11' 0"<br>23' 7" 12' 6"<br>RW | M Trawler | Oil 4SA 8Cy. 290×450 mm dr geared<br>Appingedammer Brons. Apg |
| 541451<br>VOSJ<br>155166<br>Esd<br>Rdr | **ADA A. PETITE**<br>exGeneral Burstall-63<br>exKinburnII-48<br>exIle Madame-36<br>**J. Petite & Sons Ltd.**<br>St. John's, Nfl Canadian | 149<br>97<br>200 | | 1929 Ernst. S.B. Co.—Mahone Bay<br>*102·0'* 20' 7" 12' 0"<br>20'5"<br>R | Wood M Mchy.aft<br>2W | Oil 8Cy. 6½"×7½"<br>NE63<br>Bergius Co. Ltd. Gls<br>9k |
| 500214<br>EAZK<br><br>RTm | **ADA FERRER**<br><br>**Federico Ferrer Tuset**<br>Valencia Spanish | 342<br>197<br>433 | BV | 1957 Ast. Neptuno—Val<br>129' 11" 24' 9" 11' 3½"<br>123' 3" 24' 7" 12' 7"<br>1 dk<br>RW<br>rf 6" | M<br>2 Ho 38½', 40½'<br>2 Ha (each 21½'×12')<br>Der 2(1) | Oil 4SA 6Cy. 300×410 mm<br>490bhp (d.o)<br>A/S Vølund Cpn<br>3×13½, 6, 6kW 110V d.c. 9¼k |
| 500215<br>SFBW<br>10319<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ADA GORTHON**<br><br>**Rederi A/B Gylfe**<br>Stig Gorthon<br>Helsingborg Swedish | 13349<br>7748<br>20100 | ✠100A1 SS 12/67<br>oil tanker<br>✠LMC<br>MN1750 EL I†2$\frac{1}{16}$"SQ | 1962–8 Öresundsvarvet A/B—Lkr<br>559' 9" 72' 0" 30' 8"<br>536' 7" 71' 10" 40' 8"<br>P83' F68' 1 dk<br>14BH<br>rf 2" WB1348t | M Tanker (2P) Mchy.aft<br>27 Ta<br>L.1002837 HeCls. BC<br>Der 4(5) 3(3) 2(1) | Oil 2SA 7Cy. 760×1500 mm<br>8750bhp 1665t (hvf)–31pd<br>A/B Götaverken Got<br>2AuxB 150lb<br>3×300, 300, 110kW 450V 60c/s a.c. 15¾k |
| 500216<br>MBAF<br>187037<br>Df Esd<br>Pfd<br>RTm | **ADA KERBY**<br><br>**Inshore Trawlers Ltd.**<br>W. H. Podd Ltd.<br>Lowestoft British | 126<br>50<br>— | | 1958 Thomas Summers & Co.—Fraserburgh<br>*94·5'* 22' 6"<br>91' 0" 22' 0" 10' 6" | Comp M Trawler<br>Der 1 | Oil 4SA 3Cy. 14½"×20"<br>300bhp (d.o)<br>A. K. Diesels Lwt<br>1×7kW 220V d.c.<br>Controllable pitch propeller |
| 500217<br>WLCP<br>291609<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **ADABELLE LYKES**<br><br>**Lykes Bros. Steamship Co. Inc.**<br>Pensacola United States | T.Mk<br>6420<br>3432<br>—<br>9296<br>5295<br>11334 | AB | 1963 Bethlehem Stl Co.—Sp.Pt<br>495' 0" 69' 4" —/30' 1¼"<br>470' 0" 69' 0" 41' 7"<br>F106' RQD153' 2 dks<br>RW<br>rf nil | S (4P)<br>5 Ho 70½', 72½', 72½' 50', 88½'<br>G.623213 B.565000<br>5 Ha (stl) (31½'×18') (40', 35', 35' 30'×25')<br>16W Der 1(60) 16(15) | 2 S Turb dr geared to sc. shaft<br>10000shp 2827t (o.f)<br>General Electric Co. Lyn<br>2×600kW 450V 60c/s a.c. 18k |
| 500220<br>SKCT<br>9965<br>Df Esd<br>Gc Rdr<br>RTm/v | **ADAK**<br><br>**Trafik A/B Grängesberg-Oxelösund**<br>Erland Waldenström<br>Stockholm Swedish | 10629 ~~10612~~<br>4647 ~~4710~~<br>15360 | ✠100A1 SS 2/69 ~~SS 1/64~~<br>ore carrier<br>Str. nav. ice<br>✠LMC<br>MN1000 EL e†2¼"SQ | 1959–11 A/B Götaverken—Got<br>490' 0" 64' 2" 30' 9½"<br>461' 4" 64' 0" 42' 6"<br>P97' F46' 1 dk<br>5BH<br>rf 1" DK fwd WB7003t incl. Comb. btm & side tanks in holds 5484t DTf698t | M Ore Carrier Mchy.aft<br>5 Ho 39½', 39½', 78¾', 78¾', 78¾'<br>G.608899 B.589946<br>8 Ha (stl) (each 29¾'×27¾')<br>Der 1(5) | Oil 2SA 7Cy. 680×1500 mm<br>5000bhp 1367t (hvf)<br>A/B Götaverken Got<br>AuxB 85lb e (ex.g) 85lb<br>3×165kW 450V 60c/s a.c. 14¼k |
| 500221<br>EECA<br><br>Esd | **ADALID**<br>exAlfil-48<br>**Amable Marquez Alvarez**<br>Vigo Spanish | 151<br>96<br>— | | 1945 José R. Curbera—Freija<br>*87·0'* 20' 8"<br>20 6" | Wood M Trawler | Oil 2SA 6Cy. 250×330 mm<br>42¾t (d.o)<br>Soc. Española de Const. Nav. Bbo<br>10k |
| 505365<br><br><br>RTm | **ADALLA**<br>exBrödrene Sævik-67<br>exKnut Johannessen-55<br>**G. A. Goodlad**<br>Lerwick British | 140<br>41<br>— | | 1949 Skaalurens Skibs.—Rosendal<br>98' 10" 22' 10"<br>… … … | Wood M Fishing Mchy.aft<br>1 Ho 30'<br>1 Ha (12'×7')<br>Der 1(10) | Oil 2SA 4Cy. 200×340 mm<br>260bhp Emade—fitted49 (d.o)<br>Burmeister & Wain Cpn<br>1×11kW 240V<br>1×3kW 24V |
| 500222<br>WL4572<br>278853<br>Df Gc<br>Rdr RT | **ADAM E. CORNELIUS**<br><br>**American S.S. Co.**<br>Boland & Cornelius<br>Buffalo United States | 14084<br>8915<br>— | AB | 1959 Manitowoc S.B. Corp.—Manitowoc<br>666' 4" 72' 2" 27' 1½"<br>650' 0" 72' 0" 40' 0"<br>1 dk<br>RW<br>rf 3" | S Bulk Carrier Mchy.aft<br>Self-unloader<br>6 Ho<br>17 Ha (stl) (each 12'×45¾') | 2 S Turb dr geared to sc. shaft<br>7700shp 624t<br>De Laval S. Turb. Co. Trenton |
| 500223<br>UOSC<br>M-21403 | **ADAM MITSKEVITCH**<br><br>**U.S.S.R.**<br>Murmansk Russian | 3816<br>1888<br>4935 | | 1956 Stocznia Gdanska—Gdk<br>355' 2" 48' 0" 21' 8½"<br>47' 10" 26' 4"<br>1 dk<br>RW | S<br>4 Ho<br>G.198065<br>4 Ha (37', 37', 37'×27') (30½'×31½')<br>8W Der 8(5) | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb & hydraulic coupling<br>2300ihp<br>Z.U.T. Zgoda Swi<br>11¾k |
| 539308<br>6ZCE<br>2130<br>Df Esd<br>Gc Rdr | **ADAMANTIA**<br>exWorld Glen-66<br>exSaxonglen-56<br>**Adamantia Shipping Corp.**<br>Monrovia Liberian | 13256<br>8113<br>20514 | ✠100A1 SS 12/63<br>oil tanker<br>✠LMC<br>MN1660 EL I†2$\frac{1}{16}$"SQ | 1953–5 Vickers-Armstrongs Ltd.—Nwc<br>556' 0" 75' 2" 30' 9½"<br>528' 0" 75' 0" 40' 0"<br>P109' B36' F61' 1 dk<br>RW 17BH<br>WB1442t incl. DTf795t | S Tanker Mchy.aft<br>27 Ta<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8300shp 1707t (o.f)–48pd<br>Vickers-Armstrongs Ltd. Brw<br>2WTB 485lb Spt 475lb hs12008<br>2sg 150lb 15¾k |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 505015<br>6ZKB<br>2335<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADAMANTIOS**<br>exStephanie-66 exBrahehus-65<br>**Cia. Nav. Costanera S.A.**<br>Monrovia Liberian | 15881<br>9822<br>24870 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1620 | ~~SS 10/64~~<br>TD 8/68<br>EL k†2$\frac{9}{16}$"SQ | 1956-4 Kockums M/V A/B—Mmo<br>606′ 8″ 77′ 3″ 32′ 4″<br>570′ 10″ 77′ 0″ 42′ 9″<br>P110′ B22′ F72′ 1 dk<br>11BH<br>rf 1″ WB1046t incl. DTsf851t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>8100shp De Laval (o.f)<br>Kockums M/V A/B Mmo<br>2WTB 490℔ Spt 460℔ hs12480<br>sg 150℔ |
| 500225<br>HOJB<br><br>Df Esd<br>Gc Rdr | **ADAMAS**<br>exThekla-54 exRudby-52<br>exSamtay-47<br>**Esperanza Cia. Nav. S.A.**<br>Panama Panamanian | 7265<br>4453<br>10981 | Classed LR until 1/56<br>**BROKEN UP** | AB | 1944 Bethlehem-Fairfield—Bal<br>441′ 8″ 57′ 1″ 27′ 9¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 20′×20′)<br>Der 1(50) 1(30) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. |
| 500228<br>SXKG<br>1988<br>Df Esd<br>Gc Rdr | **ADAMASTOS**<br>exBaron Renfrew-61<br>**Avlis Shipping Co. Special S.A.**<br>Piræus Greek | *3724*<br>*2109*<br>7480 | **BS✱**<br>**MBS✱**<br>MN324 | Dr 6/66<br>CT5191 C35 | 1935-3 D. & W. Henderson & Co. Ltd.—Gls<br>401′ 2″ 53′ 2″ 23′ 4″<br>385′ 0″ 53′ 0″ 33′ 0″<br>F33′ 1 dk & S dk<br>R 7BH<br>WB245t | S OSD<br>5 Ho 55′, 65¼′, 44¼′, 60¾′, 56¾′<br>G.414774 B.387380<br>5 Ha (24¾′×19½′) (31½′×23½′) (24¾′×19½′) (31½′×23½′) (31½′×19½′)<br>10W Der 8(5) 2(3) | T 3Cy. 21½″ 37″ & 62″×42″<br>1900ihp 828t (o.f)<br>D. & W. Henderson & Co. Ltd. Gls<br>2 SB 220℔ Spt hs(4195)<br>2×27kW 220V d.c. |
| 500231<br>GDQY<br>180579 | **ADAPTITY**<br><br>**F. T. Everard & Sons Ltd.**<br>London British | 945<br>499<br>1191 | ✠100A1<br><br>✠LMC | SS 4/66<br>EL I | 1945-7 Goole S.B. & R. Co. Ltd.—Goo<br>209′ 4″ 31′ 5″ 13′ 7¼″<br>200′ 0″ 31′ 3″ 13′ 11″<br>Q134′ F19′ 1 dk<br>RW NS 3BH<br>WB275t | M Mchy.aft<br>G.66000 B.63000 | Oil 2SA 6Cy. 320×425 mm<br>600bhp ✠NEmade46fitted66 63t<br>Newbury Diesel Co. Ltd. Nby<br>10k |
| 500233<br>PCDD<br>12145<br>Df Esd<br>Rdr<br>RTm/h | **ADARA**<br><br>**van Nievelt, Goudriaan & Co.'s Stoomv. Maats. N.V.**<br>Rotterdam Netherland | 799<br>343<br>1171 | ✠100A1<br><br>✠LMC<br>MN220 | SS 3/66<br>EL o 1⅜″SQ | 1961-4 Boele's Schps. & Mchf.—Bolnes<br>253′ 2″ 36′ 2″ 13′ 2¼″<br>228′ 10″ 35′ 3″ 21′ 4″<br>F28′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil WB305t | M OSD Mchy.aft<br>2 Ho 57′, 92¼′<br>G.90318 B.85725<br>2 Ha (37¼′×16½′) (65′×16¼′)<br>6W Der 1(15) 1(10) 3(5) 2(3) | Oil 4SA 8Cy. 390×680 mm<br>1100bhp 146t (d.o)<br>N.V. Werkspoor Ams<br>3×55kW 220V d.c. 12k |
| 500235<br>EDOB<br><br>Df Esd<br>RT | **ADARRA**<br><br>**Pedro Otaegui Malcorra**<br>Vigo Spanish | 233<br>99<br>— | | BV | 1962 Hijos de J. Barreras S.A.—Vgo<br>109′ 2″ 21′ 6″ 10′ 9¾″<br>95′ 2″ 21′ 4″ 12′ 4″ | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 295×420 mm<br>550bhp Krupp 86t (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>10k |
| 661677<br>DGFO<br><br>Df Esd<br>Rdr RT | **ADDA**<br><br>**Partenreederei m.s. "Adda"**<br>Osterwisch & Graebe<br>Hamburg W. German | 499<br>336<br>1156 | | GL | 1966 J. J. Sietas Schiffsw.—Ham<br>222′ 10″ 34′ 7″ 12′ 11″<br>200′ 2″ 34′ 5½″ 20′ 6″<br>F22′ 1 dk & S dk | M OSD Mchy.aft<br>G.86500 B.79200<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>900bhp<br>Klöckner-Humboldt-Deutz Kln<br>11½k |
| 640932<br>OWXX<br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **ADDA**<br><br>**Rederiet Adda I/S**<br>Rederi A/S Isafold<br>Copenhagen Danish | 299<br>191<br>555 | | BV | 1964 Ørskovs Staalskibsværft—Fkn<br>157′ 11″ 28′ 5″ 10′ 2″<br>141′ 9″ 28′ 4″ 11′ 4″<br>1 dk | M Mchy.aft<br>1 Ho 100′<br>G.25000 B.22000<br>2 Ha (each 35½′×16¼′)<br>2W Der 2(2) | Oil 2SA 5Cy. 230×400 mm<br>300 bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>3×8kW 220V d.c.<br>Controllable pitch propeller 10k |
| 500237<br>4WOE<br><br>Df Esd<br>RT | **ADDAFAR**<br>exFestina-55<br>**Addafar Yemenite Nav. Co.**<br>Hodeidah Yemen | 399<br>235<br>— | | BV | 1955 Schps. A. Apol—Wirdum<br>155′ 9″ 23′ 8″<br>143′ 4″ 23′ 7″ 11′ 4″<br>Q30′ F23′ 1 dk<br>RW | M Mchy.aft<br>2 Ha (32¼′, 34½′×14½′)<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>390bhp<br>Masch. Kiel A.G. Kel<br>11k |
| 500238<br>LELT<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **ADDERLEY SLEIGH**<br><br>**A/S Pelagos**<br>Svend Foyn Bruun<br>Tönsberg Norwegian<br>Now **ST. GEORGE III** See New Entries No. 8 | 9941<br>5698<br>15938 | | NV | 1954 Framnæs M/V—Sfj<br>515′ 0″ 64′ 1″ 28′ 7¼″<br>488′ 4″ 64′ 0″ 38′ 2″<br>P101′ B42′ F58′ 1 dk<br>RW | M Tanker Mchy.aft<br>19 Ta<br>L.727670 HeCls. B<br>Der 4(5) 1(3) 1(2) | Oil 2SA 8Cy. 680×1500 mm<br>1180t-22pd<br>A/B Götaverken Got<br>14k |
| 500239<br>KSOT<br>246571<br>Df Esd<br>Gc | **ADDIE BAGLEY DANIELS**<br>**United States Department of Commerce**<br>Savannah United States | 7252<br>4434<br>10503 | | AB | 1944 Southeastern S.B. Corp.—Sav<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1820t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| 500240<br>5MFS<br>1544<br>Df RT | **ADEL**<br>exAngelus-58<br>**Anansa Line Ltd.**<br>[illegible] Nigerian | 541<br>343<br>— | | AB | 1944 Kyle & Co. Inc.—Stk, Cal<br>186′ 6″ 27′ 1″ 11′ 4¼″<br>176′ 0″ 27′ 0″ 12′ 9″<br>P38′ 1 dk len51 | M Tanker Mchy.aft<br>10 Ta<br>L.39500 HeCls.C | Oil 4SA 6Cy.12″×15″<br>50t-1½pd<br>Enterprise Eng. & Fdry Co. S.Fo<br>9½k |
| 500241<br>EAEN | **ADELA LOPEZ**<br><br>**Damien Lopez Ferreira**<br>Gijon Spanish | 183<br>120<br>225 | | | 1929 J.Tedinpuenso—Telleira<br>101′ 6″ 22′ 0″ 12′ 0″<br>21′ 10″<br>R | Wood S | C 2Cy. 11$\frac{9}{16}$″ & 24″×17¾″<br>28t<br>7k |
| 500242<br>EBRC<br><br>Df Esd | **ADELA ROIBAL**<br><br>**Joaquin Moyano Roibal**<br>Corunna Spanish | 179<br>92<br>200 | | BV | 1957 Enrique Lorenzo y Cia.—Vgo<br>105′ 8″ 21′ 8″ 11′ 2″<br>91′ 10″ 21′ 4″ 12′ 4″<br>RW | S Trawler | T 3Cy. 216 343 & 584×430 mm<br>200ihp 100t (o.f)<br>Ponte y Cia. Vgo<br>9k |

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|---|---|---|---|---|---|---|---|
| 500243 | **ADELAIDE** | 1822 | | 1907 Craig, Taylor & Co. Ltd.—Stk | TS | T 6Cy. 14" 22" & 37"×24" | |
| PVUZ | ex3 de Outubro–56 | 1675 | | *276·5'* 44' 10" | | 1300ihp | 160t (o.f) |
| | exBorboremo | 2615 | BV | 44' 8" | | Blair & Co. Ltd. | Stk |
| | **Soc. de Nav. Lagunense** | | | F22' 1 dk | 4 Ha | | 9k |
| | **Ltda.** | | | R | 5W Der 1(2) | | |
| | Laguna Brazilian | | | | | | |
| 650509 | **ADELAIDE** | 737 | ✠ | 1910–7 A. F. Smulders—Sch | S Bucket Dredger | C 2Cy. 19¾" & 39¾"×21¾" | |
| | | 427 | | 161' 2" 36' 0" 8' 6" | | | |
| | **Department of Marine &** | 870 | | ... ... ... | | A. F. Smulders | Sch |
| | **Harbors, South Australia** | | | | | | |
| | Adelaide British | | | R | | | |
| 500245 | **ADELAIDE STAR** | 12964 | ✠100A1 SS 10/64 | 1950–12 J. Brown & Co. Ltd.—Cly | TM (12P) Ref OSD | 2 Oil 2SA each 6Cy.725×2250 mm | |
| GKPB | | 7945 | with freeboard | 573' 10" 72' 10" 31' 0½" | 7 Ho 72', 59¾', 58¾', 56', 53½, 64', 45½' | 14700bhp Doxford | 3393t (hvf) |
| 184324 | **Blue Star Line Ltd.** | 13621 | ✠LMC | 535' 0" 72' 6" 48' 9" | B.378396 In.605029 | J. Brown & Co. Ltd. | Cly |
| Df Esd | London British | | ✠Lloyd's RMC | F64' 1 dk & S dk, 3rd dk except in No. 2 | 7 Ha (stl) (29½'×18') (29½', 40', 29½', | 2AuxB 100lb | |
| Gc Pfd | | | MN2940 EL ‖†2½"SQ | hold, 4th dk in Nos. 2, 3, 4 & 5 holds | 29½', 29½'×21') (21½'×18') | 4×330kW 220V d.c. | 16½k |
| RT | | | | RW Coll BH to S dk 8 to 2nd dk | 25W Der 1(60) 2(15) 8(10) 15(7) | | |
| | | | | rf 6" DK fwd of mchy. space WB4801t | incl. Tunnel tanks 1397t DTsf652t DTsa830t | | |
| 660632 | **ADELANTADO** | 234 | ✠100A1 | 1966–3 Ast. del Cantabrico & Riera—Gjn | M Tug | Oil 4SA 8Cy. 320×480 mm | |
| EERJ | | — | tug | 102' 7" 27' 8" | | 1050bhp | |
| | **Remolques Aguadas y** | — | ✠LMC | 94' 4" 26' 7" 11' 6" | | Motorenw. Mannheim | Mhm |
| Df Esd | **Salvamentos** | | | F42' | | | |
| Rdr RT | Aviles Spanish | | MN210 EL (c) | RW 3BH | | | |
| | | | | rf 19" WB35t | | | |
| 500246 | **ADELE** | 298 | | 1954 J. J. Sietas Schiffsw.—Ham | M OSD/CSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| DGRL | | 130 | | 172' 0" 27' 8" 9' 10½"/13' 5¾" | 1 Ho 100' | 500bhp | 28t (d.o) |
| 9380 | **Hermann Winter** | 560 | GL | 153' 10" 27' 6" 15' 3" | G.39000 B.37200 | Klöckner-Humboldt-Deutz | Kln |
| Df Esd | Hamburg W. German | 497 | | P30' F21' 1 dk & S dk | 2 Ha (each 38'×16¾') | | 9½k |
| RT | | 318 | | RW | 2W Der 2(2) | | |
| | | 920 | | | | | |
| 500247 | **ADELE** | 148 | | 1901 H. v.d. Werf—Stadskanaal | Aux Sr | Oil 4SA 3Cy. 210×320 mm | |
| DGAH | exJantje | 95 | | *91·2'* 18' 4" | | 90bhp Emade34refitted— | (d.o) |
| | **Karl-Heinz Masuhr** | 220 | GL | 18' 2" 7' 10" | | Deutsche Werke A.G. | Kel |
| | Hamburg W. German | | | 1 dk len 53 | | | |
| | | | | R | | | |
| 660251 | **ADELE HAGENAH** | 288 | | 1965 Flensburger Schiffs. Ges.—Fln | M OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| DABA | | 167 | | 180' 8" 30' 7" 10' 6¾" | 1 Ho 111½' 1 TwD 115½' | 550bhp | 42t (d.o) |
| | **Adele Hagenah** | 730 | GL | 162' 5" 30' 2" 17' 7" | G.51321 B.46465 | Masch. Kiel G.m.b.H. | Kel |
| Esd Rdr | Hamburg W. German | | | 2 dks & S dk | 1 Ha (86½'×19¾') | 2×220V d.c. | |
| RTh/v | | | | rf nil | Cr2(1) Der 1(3) 1(2) | Directional propeller | 10½k |
| 670470 | **ADELE J** | 292 | | 1966 Schiffs. Oberwinter—Oberwinter | M Mchy.aft | Oil 4SA 6Cy. 240×350 mm | |
| DCTX | | 180 | | 154' 7" 27' 8" 9' 0½" | | 300bhp | |
| | **Stephan Jüngerhans &** | — | GL | 141' 0" 27' 7" 10' 2" | | Atlas-Mak Masch. | Kel |
| Df Esd | **Söhne** | | | P30' F17' 1 dk | | 2×6kW 220/380V d.c. | |
| Pfd Rdr | Haren/Ems W. German | | | | | | |
| RT | | | | | | | |
| 531269 | **ADELFOTIS** | ~~9053~~ 8411 | | 1956 Kieler Howaldtswerke A.G.—Kel | M CSD Mchy.aft | Oil 2SA 7Cy. 780×1400 mm | |
| 6ZZO | exSanta Monica–67 exJarosa–63 | ~~4912~~ 4939 | | 496' 8" 62' 2" 29' 9½" | 5 Ho | 6300bhp MAN | 1238t |
| 2742 | **Cia. Nav. Aisnicolas S.A.** | 13100 | NV | 460' 0" 62' 0" 39' 5" | G.675965 B.614550 | Kieler Howaldtswerke A.G. | Kel |
| Df Esd | ~~Monrovia~~ ~~Liberian~~ | | | P48' B35' F108' 2 dks, 3rd dk in No. 3 | 5 Ha (29½', 33½', 38½', 43', 33½'×25') | 4×200, 200, 200, 40kW 220V d.c. | |
| Gc Rdr | Greek | | | RW hold | 14W Der 1(30) 1(10) 14(5) | | |
| RT | | | | rf 4" | | | |
| 641564 | **ADELHEID SIBUM** | 499 | | 1964 M. Jansen—Leer | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| DCQR | | 349 | | 189' 11" 32' 2" 11' 7" | | 488bhp | |
| Df Rdr | **Hermann u. Stephan Sibum** | 935 | GL | 170' 7" 32' 0" 13' 1" | G.42000 B.38600 | Klöckner-Humboldt-Deutz | Kln |
| RT | Haren/Ems W. German | | | P36' F20' 1 dk | 1 Ha (91¾'×19¾') | | 12½k |
| | For later particulars see New Entries No. 1 | | | | | | |
| 500255 | **ADÉLIA MARIA** | 651 | | 1948 Joao Bolais Monica—Aveiro | Wood Aux Fishing | Oil | |
| CSOM | | 380 | | *147·3'* 35' 5" | | NE58 | |
| A824N | **José Maria Vilarinho Lda.** | — | | 35' 3" | | Masch. Augsburg-Nürnberg | |
| | Aveiro Portuguese | | | | | | |
| | | | **BURNT & SANK 8/63** | | | | |
| 500256 | **ADELINA** | 1174 | BV | 1921 Schiffb.-Ges. Unterweser—Wsm | M | Oil 4SA 8Cy. 320×450 mm | |
| 5LIC | exLouise Schupp–57 | 633 | | *231·5'* 34' 7" | | 930bhp Emade57fitted59 | |
| 981 | exTinnum–55 exHedda Dan–51 | 1720 | Classed LR until 8/52 | 34' 5" | G.96825 B.89200 | Klöckner-Humboldt-Deutz | Kln |
| Df Esd | exHedda Lau–48 exHedda–43 | | | P20' B56' F28' 1 dk | 4 Ha (30'×18') (22½', 20½', 20½'×14½') | | 12k |
| Rdr | exHarriet–42 | | | R | Der 2(10) 8(3) | | |
| | **Constellation Shipping Co.** | | | | | | |
| | Monrovia Liberian | | | | | | |
| 500258 | **ADELINE FOSS** | 288 | | 1944 Northwestern S.B. Co.— | Wood M Tug | Oil 4SA 8Cy. 405×510 mm | |
| WK7423 | exSgt. Raymond E. Baser | 120 | | Bellingham | | 1200bhp | 118t |
| 277025 | exLT 452 | — | | *117·6'* 28' 0" | | Enterprise Eng. Co. | S.Fc |
| Esd | **Foss Launch & Tug Co.** | | | 118' 0" 27' 10" 14' 7" | | | |
| Gc Pfd | Seattle United States | | | | | | |
| Rdr RT | | | | | | | |

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| 500259<br>IVJP<br>995 | **ADELMIRA**<br>exVera–54<br>**Giuseppe Mattera**<br>Naples Italian | 396<br>289<br>— | RI | 1943 Cant. Nav. M. & B. Bennetti—Viareggio<br>147′ 11″ 29′ 1″<br>127′ 6″ 29′ 0″ 13′ 0″<br>P39′ F24′ 1 dk | M Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 265×410 mm<br>300bhp<br>S.A. Ansaldo Gen |
| 500261<br>WAFJ<br>248091<br>Df Esd<br>Gc Rdr | **ADELPHI VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | 7641<br>4621<br>10681 | AB | 1945 Permanente (Shpyd No. 2)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 15k |
| 537201<br>OGJY<br>1104<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ADENY**<br>exUddeholm–64<br>**Rederi A/B Sally**<br>Algot Johansson<br>Mariehamn Finnish | 4793<br>2475<br>7750 | ✠100A1 SS 3/67<br>with fbd Tunnel side tanks—oil FP above 150° F.<br>Str. nav. Ice<br>✠LMC<br>EL b†2½″ | 1945–11 Eriksbergs M/V A/B—Got<br>462′ 10″ 58′ 8″ 23′ 11¾″<br>430′ 0″ 58′ 6″ 35′ 6″<br>1 dk & S dk, intermediate ′tween dks fwd & aft under raised S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB1936t incl. Tunnel tanks 323t | M (8P) OSD<br>5 Ho 51¾′, 78¾′, 57¼′, 74¾′, 64¾′, 74¾′<br>G.533710 B.485656<br>5 Ha (w) (24¾′, 37½′, 27½′, 37½′, 27½′×20′) 1 Ha (stl) (10′×16′)<br>16W Der 1(25) 4(7½) 12(5) | Oil 2SA 8Cy. 740×1400 mm<br>6100bhp B&W 1579t<br>Eriksbergs M/V A/B Got<br>~~db 80℔~~ e (ex.g) 80℔ 16k<br>3×165kW 220V d.c.<br>AuxB 80℔ |
| 500265<br>OWUG<br><br>Df | **ADI**<br>exDelfborg–59<br>exNezo–54<br>**Fru Tessa Møller**<br>Johannes Sørensen<br>Odense Danish | 202<br>83<br>270 | BV | 1939 Gebr. Niestern & Co.—Dzi<br>121′ 5″ 21′ 6″ 8′ 1½″<br>21′ 4″<br>1 dk<br>R | M Mchy.aft<br>2 Ha (30½′, 21½′×13½′) | Oil 2SA 4Cy. 230×400 mm<br>280bhp NE62 15t<br>Alpha-Diesel A/S Fkn<br>10k |
| 500266<br>VWQW<br>1030<br>Df Esd<br>Gc Rdr<br>RT | **ADI JAYANTI**<br>exBerge Bergesen–61<br>**Jayanti Shipping Co. Ltd.**<br>The Shipping Corporation of India Ltd.<br>Bombay Indian | 20418<br>12207<br>33015 | NV | 1956 A/S Rosenberg M/V—Stv<br>659′ 6″ 86′ 3″ 34′ 6″<br>625′ 0″ 86′ 0″ 45′ 9″<br>P129′ B48′ F75′ 1 dk | M Tanker Mchy.aft<br>33 Ta<br>L.1563413 HeCls. BC | Oil 2SA 10Cy. 740×1600 mm<br>2936t<br>Burmeister & Wain Cpn |
| 500268<br>ELMI<br><br>Gc | **ADIER**<br>exCarso–54<br>**North West Caribbean Shipping Co. Ltd.**<br>A. A. Reid & Son<br>Monrovia Liberian | 859<br>659<br>— | 100A1 SS 4/64<br>with freeboard<br>LMC<br>MN200 EL (b) | 1946 C.R.D. Adriatico—Tri<br>200′ 8″ 32′ 7″ 15′ 6¼″<br>185′ 0″ 32′ 6″ 18′ 10″<br>Ba31′ RFD 20′ 2 dks<br>RW 5BH<br>WB210t | M Mchy.aft<br>G.60000 B.56000 | Oil 4SA 6Cy. 405×508 mm<br>1000bhp Emade43refitted57 79t<br>Enterprise Engine & Mchy. Co. S.Fo<br>10k |
| 500269<br>MQMQ<br>161035 | **ADIEU**<br>**M. F. Horlock (Dredging) Co. Ltd.**<br>M. F. Horlock<br>Harwich British | 109<br>69<br>— | | 1929 Mistley S.B. Co.—Mistley<br>93′ 0″ 19′ 5″ 6′ 9″<br>19′ 3″<br>R conv sailing barge— | M Mchy.aft | Oil 6Cy. 5⅜″×8″<br>Emade45fitted63<br>Ruston & Hornsby Lcn |
| 500270<br>ICJH<br>592<br>Df Esd<br>Gc Rdr<br>RT | **ADIGE**<br>exSt.Matthieu–56 exNord–50<br>**Lloyd Triestino Soc. per Azioni di Nav.**<br>Trieste Italian | 5449<br>3131<br>7431 | 100A1 SS 7/66<br>DTsf—latex<br>LMC<br>MN1904 EL b†2¼″SQ<br>RI | 1950 At. & Ch. de la Loire—St.N<br>435′ 0″ 62′ 6″ 25′ 1¾″<br>401′ 3″ 62′ 4″ 37′ 7″<br>Q112′ B34′ F84′ 1 dk & S dk, 3rd dk in Nos. 2, 3 & 4 holds<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 8″ DK fwd WB772t | TM Ref OSD Mchy.aft<br>4 Ho<br>G.462748 B.438426<br>20W Der 1(40) | 6 Oil 4SA each 6Cy. 460×660 mm through magnetic couplings & sr gearing to 2 sc. shafts<br>8300bhp 935t<br>Soc. Gén. de Const. Méc. La Courneuve<br>nwtdb 195℔ made63fitted64 15k |
| 500271<br>UQHL<br>M-26503<br>Df Esd<br>Gc Rdr | **ADIMILES**<br>**U.S.S.R.**<br>Vladivostok Russian | 4638<br>2349<br>5815 | | 1961 Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 8″ 27′ 9″<br>1 dk<br>RW | M<br>4 Ho<br>G.269055<br>4 Ha (41¼′×23′) (41¼′, 41¼′, 41¼′×29½′)<br>9W Der 1(15) 8(5) | Oil 2SA 5Cy. 720×1250 mm<br>4500bhp<br>Sulzer Bros. Ltd. Win<br>14¼k |
| 500272<br>OFGU<br>1335<br>Df Esd<br>Rdr RT | **ADINA**<br>exStyrsö–59 exHilde–45<br>exHilda–38 exValve–34<br>exGledhill exTaywood<br>exCattersty<br>**Rederibolaget Bröderna Lindroos** Now **SONJA** See New Entries No. 7<br>Helsinki/Helsingfors Finnish | 499<br>256<br>665 | BV<br>✠Classed LR until 5/33 | 1894–4 J. L. Thompson & Sons—Sld<br>162′ 2″ 26′ 11″ 12′ 3″<br>26′ 9″ 15′ 9″<br>P6′ Q84′ F19′ 1 dk Well dk<br>R | M<br>1 Ho 101½′<br>G.32240 B.30490<br>2 Ha (22′×15′) (29½′×14¾′)<br>2W Der 2(1½) | Oil 4SA 8Cy. 280×450 mm<br>400bhp Emade43refitted46 32t<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| 500273<br>PCDJ<br><br>Df Esd<br>Rdr RT | **ADINE**<br>**N.V. Algemeen Scheepv. Maats. "Saskia"**<br>Schellen Scheepv. & Bevracht. N.V.<br>Rotterdam Netherland | 438<br>192<br>760 | BV | 1956 N.V. Scheepsbouw Unie—Gro<br>189′ 4″ 29′ 4″ 11′ 3¾″<br>170′ 7″ 29′ 0″<br>1 dk & S dk | M OSD Mchy.aft<br>G.57330 B.54500<br>2 Ha (each 39¾′×17¼′)<br>4W Der 4(1¾) | Oil 4SA 6Cy. 330×600 mm<br>650bhp 59t<br>N.V. Werkspoor Ams<br>11k |
| 540005<br>YBCT<br><br>Esd Rdr<br>RT | **ADIPODAY**<br>**Perusahaan Negara Garam**<br>Kalianget Indonesian | 2212<br>1087<br>2618 | ~~BV~~ | 1963 Miho Zosensho—Shimizu<br>281′ 6″ 43′ 6″ 16′ 4¾″<br>259′ 1″ 42′ 7½″ 23′ 4″<br>2 dks | M CSD Mchy.aft<br>2 Ha (47′, 42¼′×19½′)<br>Der 2(12) 2(6) 4(3) | Oil 4SA 8Cy. 400×500 mm<br>1400bhp MAN 190t<br>Mitsubishi Nippon Hvy. Ind. Yka<br>13½k |

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|---|---|---|---|---|---|---|---|
| 540006<br>YBCU<br><br>Esd Rdr<br>RT | **ADIRASA**<br><br>**Perusahaan Negara Garam**<br>Kalianget Indonesian | 2213<br>1087<br>2600 | BV | **1963** Miho Zosensho—Shimizu<br>281' 6" 43' 6" 16' 4½"<br>259' 1" 42' 7½" 23' 4"<br>2 dks | M CSD Mchy.aft<br><br><br>2 Ha (42½', 47'×19½')<br>Der 2(12) 2(6) 4(3) | Oil 4SA 8Cy. 400×500 mm<br>1400bhp MAN<br>Mitsubishi Nippon Hvy. Ind. | <br>190t<br>Yka<br>13½k |
| 500275<br>UERZ<br>M-2996<br>Df Esd<br>Gc Rdr<br>RT | **ADLER**<br>Launched as Delian Spirit<br>**U.S.S.R.**<br>Odessa Russian | 16349<br>9451<br>25250 | | **1960** Nederl. Dok. & Schps.—Ams<br>619' 6" 76' 8" 32' 10½"<br>580' 0" 76' 6" 42' 7"<br>1 dk<br>RW | M Tanker Mchy.aft<br>30 Ta 1 Ho<br>L.1204498<br>1 Ha (13'×10½')<br>1W Der 1(6) | Oil 2SA 8Cy. 750×1600 mm<br>Stork<br>Nederl. Dok. & Schps. | <br><br>Ams<br>14¾k |
| 500277<br>UIOZ<br>M-12063<br>Df Esd | **ADLER**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 685<br>233<br>556 | ✠ | **1958**-6 Brooke Marine Ltd.—Lwt<br>189' 9" 32' 4" 15' 3"<br>172' 3" 32' 9" 16' 6"<br>F41'<br>RW<br>rf 33" BK5" | M Trawler<br>3 Ho<br>In.24369<br>3 Ha (5'×9½') (4', 4'×6½')<br>4W Der 1(3) 2(1½) 1(1) | Oil 4SA 8Cy.15"×18"<br>1100bhp<br>Mirrlees Bickerton & Day | <br><br>Stckpt<br>12½k |
| 500278<br>DGPA<br><br>Df Esd<br>Pfd Rdr<br>RT | **ADLER**<br><br>**Cimbria-Reederei A.G.**<br>Flensburg W. German<br><br>Now **IRIS CLAUSEN** (No. 500278) in the Register | 300<br>124<br>357 | GL | **1957** Rolandwerft G.m.b.H.—Bmn<br>156' 6" 28' 1" 10' 6½"<br>140' 0" 28' 0" 18' 0"<br>P&B120' F25' 1 dk | M Cattle Carrier Mchy.aft<br>1 Ho 103½'<br>G.40560 B.38540<br>2 Ha (each 27'×12½')<br>Der 1(2) | Oil 4SA 4Cy. 290×490 mm<br>440bhp<br>Alpha-Diesel A/S<br>2×45kW 220V d.c. | <br>41t (d.o)<br>Fkn<br>10½k |
| 500281<br>DGAL | **ADLER**<br>**Werner Albers**<br>~~Hans-Friedrich Offermann~~<br>Hamburg W. German | 141<br>97<br>— | GL | **1913** H. Kroese—Hgz<br>*103·7'* 18' 5"<br>18' 3" 8' 8"<br>1 dk<br>R len 50 deepened 57 | Aux | Oil 4SA 3Cy. 210×320 mm<br>75bhp Emade37refitted—<br>Deutsche Werke A.G. | <br><br>Kel |
| 500282<br><br><br>RTm/v | **ADMA I**<br><br>**Zaid Bin Sultan**<br>Trucial States | 1169<br>585<br>427 | | **1945** Warrenpoint Shpyd Co. Ltd.—<br>Warrenpoint<br>225' 0" 38 0" 6' 0"<br>37' 10"<br>2 dks | TM Mchy.aft<br>1 Ho 120'<br>B.36100<br>1 Ha (120'×26')<br>2W Der 4(5) | 4 Oil 4SA each 12Cy. 7"×7½" geared<br>to 2 sc. shafts<br>980bhp<br>Davey, Paxman & Co. Ltd.<br>4×30kW 220V d.c. | <br><br>82t (d.o)<br>Col<br>8k |
| 500286<br>TOAY | **ADMINISTRATEUR**<br>**BERNARD**<br>**French Government**<br>**(Direction du Port de**<br>**Djibouti)**<br>Djibouti French | 136<br>39<br>— | BV | **1956** Albert Bonné—Ham<br>*91·4'* 23' 1"<br>22' 11" | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz | <br>32t (d.o)<br>Kln<br>12½k |
| 500287<br>GXPN<br>187193<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADMINISTRATOR**<br><br>**Charente S.S. Co. Ltd.**<br>T. & J. Harrison Ltd.<br>Liverpool British | 8714<br>4725<br>~~11455~~<br>11953 | **✠100A1** SS 7/68 ~~SS 7/63~~<br>DTm—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>**MN**1360 EL d†2½"SQ | **1958**-7 Wm. Doxford & Sons (S.B.) Ltd.<br>—Sld<br>488' 10" 62' 4" 29' 6"<br>451' 2" 62' 0" 39' 6"<br>F41' 2 dks, 3rd dk fwd of mchy. space<br>RW 7BH to U dk 2 to 2nd dk<br>rf 6" WB2678t incl. Tunnel tanks 175t DTsm1376t | M Ref<br><br>In.3760 | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp<br>Wm. Doxford & Sons (Eng.) Ltd.<br>2AuxB 150lb | <br><br>Sld |
| 500288<br>PCDM<br><br>Df Esd<br>RTm/h | **ADMIRAAL COURBET**<br><br>**G. de Ruiter**<br>G. de Ruiter's Kust.-en<br>Rederibedr.<br>The Hague Netherland | 489<br>248<br>690 | BV | **1953** Scheeps. Scheveningens—<br>Scheveningen<br>171' 2" 27' 8" 10' 7"<br>27' 6"<br>P44' F28' 1 dk<br>RW | M Mchy.aft<br>1 Ho 100'<br>G.31000 B.29000<br>2 Ha (each 30½'×16½')<br>2W Der 2(3) | Oil 2SA 8Cy. 190×350 mm<br>400bhp<br>N.V. Mchfb. Bolnes<br>2×110V d.c. | <br>37t (d.o)<br>Bolnes<br>9½k |
| 500290<br>PCDQ<br><br>Df Esd<br>RTm/h | **ADMIRAAL NELSON**<br><br>**G. de Ruiter**<br>G. de Ruiter's Kust.-en<br>Rederijbedr.<br>The Hague Netherland | ~~363~~ ~~356~~ 344<br>~~173~~ ~~166~~ 178<br>450 | BV | **1949** Noord Ned. Schps.—Gro<br>145' 11" 24' 6" 10' 6"<br>24' 4"<br>P41' Q88' F18' 1 dk<br>R | M Mchy.aft<br>1 Ho 80½'<br>G.22300 B.21500<br>2 Ha (each 28½'×15')<br>2W Der 2(2) | Oil 2SA 5Cy. 270×370 mm<br>360bhp<br>N.V. Mchfb. Bolnes<br>2×48V d.c. | <br>30t (d.o)<br>Bolnes<br>9k |
| 500292<br>GHPX<br>303204<br>Df Esd<br>Pfd Rdr<br>RTm | **ADMIRAL BURNETT**<br><br>**Boston Deep Sea Fisheries**<br>**Ltd.**<br>B. A. Parkes<br>Aberdeen British<br>Now **BOSTON LIGHTNING** See New Entries No. 7 | 391<br>127<br>— | **✠100A1** SS 7/65<br>trawler<br>**✠LMC**<br><br>**MN**205 EL (g) q | **1961**-7 Hall, Russell & Co. Ltd.—Abn<br>*139·2'* 28 4"<br>138' 0" 28' 0" 14' 0"<br>F23'<br>4BH<br>rf 36" BK6" WB5t | M Trawler<br>1 Ho 42'<br><br><br>4 Ha (stl) (5½', 5½', 4'×3½') (3'×3')<br>Der 2(1½) 1(1½) | Oil 4SA 7Cy. 15"×20"<br>1022bhp<br>Mirrlees, Bickerton & Day<br>db 100lb<br>2×200kW 220V d.c. | <br>99½t (d.o)<br>Stckpt<br><br>13k |
| 500293<br>GHLM<br>302236<br>Df Esd<br>Pfd Rdr<br>RTm | **ADMIRAL DRAKE**<br><br>**George Craig & Sons Ltd.**<br>G. Craig<br>Aberdeen British | 306<br>103<br>— | **✠100A1** SS 8/68 ~~SS 4/65~~<br>trawler<br>**✠LMC**<br><br>**MN**172 EL (e) l | **1960**-12 Hall, Russell & Co. Ltd.—Abn<br>*115·9'* 26' 4"<br>114' 6" 26' 0" 13' 3"<br>F20'<br>4BH<br>rf 22" BK6" | M Trawler | Oil 4SA 6Cy. 15"×18"<br>810bhp<br>Mirrlees, Bickerton & Day<br>db 50lb<br>2×30kW 220V d.c.<br>Directional propeller | <br>43t (d.o)<br>Stckpt<br><br><br>12k |
| 533877<br>MXTZ<br>183864<br>Df Esd<br>Rdr<br>RTm | **ADMIRAL FROBISHER**<br>exStar of Lathallan-63<br>**River Ness Fishing Co.**<br>**(1955) Ltd.**<br>G. Craig<br>Aberdeen British | 274<br>94<br>— | **✠100A1** SS 9/65<br>trawler<br>**✠LMC**<br><br>**MN**138 EL (d) k | **1957**-10 J. Lewis & Sons Ltd.—Abn<br>*117·9'* 25' 4"<br>114' 4" 25' 0" 12' 0"<br>Q62' F19'<br>R 4BH<br>rf 30" BK7" | M Trawler | Oil 4SA 6Cy. 15"×18"<br>690bhp<br>Mirrlees, Bickerton & Day<br>db 100lb<br>3×20, 20, 23kW 220V d.c. | <br>(d.o)<br>Stckpt |

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| 533876<br>GHJZ<br>302240<br>Df Esd<br>Pfd Rdr<br>RTm | **ADMIRAL HARDY**<br>exStar of Devon–63<br>**Walker Steam Trawl Fishing Co. Ltd.**<br>A. R. Elder<br>Aberdeen British<br>Now **DAVID WILSON** See New Entries No. 3 | 224<br>73<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN140 | SS 1/65<br>EL (d) j | **1951**–1 P. K. Harris & Sons Ltd.—Apl<br>*108·3′* 23′ 11″ 10′ 0″<br>106′ 6″ 23′ 9″ 12′ 0″<br>F16<br>4BH<br>rf 27″ BK3″ WB15t | M Trawler | Oil 2SA 4Cy. 340×570 mm with clutch<br>700bhp (d.o)<br>British Polar Engines Ltd. Gls<br>2×220V d.c.<br>Controllable pitch propeller |
| 500295<br>MEFG<br>302244<br>Df Esd<br>Pfd Rdr<br>RTm | **ADMIRAL HAWKE**<br>**Aberdeen Motor Trawlers Ltd.**<br>John Wood & Son (Abdn.) Ltd.<br>Aberdeen British | 225<br>74<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN132 | SS 6/65<br>EL (d)j | **1961**–3 Hall, Russell & Co. Ltd.—Abn<br>*107·8′* 24′ 1″<br>106′ 0″ 23′ 9″ 12′ 0″<br>F17′<br>4BH<br>rf 19″ BK6″ | M Trawler | Oil 4SA 5Cy. 12″×15″ with flexible coupling & sr reverse gear<br>670bhp 32t (d.o)<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>2×30kW 220V d.c.<br>Controllable pitch propeller 11½k |
| 500296<br>MEBF<br>302238<br>Df Esd<br>Pfd Rdr<br>RT | **ADMIRAL JELLICOE**<br>**George Craig & Sons Ltd.**<br>G. Craig<br>Aberdeen British | 306<br>103<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN162 | SS 1/65<br>EL (e)l | **1961**–1 Hall, Russell & Co. Ltd.—Abn<br>*115·9′* 26′ 4″<br>114′ 6″ 26′ 0″ 13′ 3″<br>F20′<br>4BH<br>rf 22″ BK6″ | M Trawler | Oil 4SA 6Cy. 15″×18″<br>810bhp 43t<br>Mirrlees, Bickerton & Day Stckpt<br>db 50℔ 12k |
| 500297<br>WR5620<br>284722<br>RTm | **ADMIRAL LEFFLER**<br>exS.T. 701<br>**Belcher Towing Co.**<br>Miami United States | 149<br>101<br>— | | AB | **1944** Equitable Eqpt Co.—Madisonville<br>*79·9′* 23′ 2″<br>80′ 11″ 23′ 0″ 10′ 4″<br>BK2½″ | M Tug | Oil 4SA 8Cy. 12″×15″<br>1500bhp 49t (d.o)<br>Enterprise Eng. & Fdry Co. S.Fo<br>2×75kW 110V d.c. |
| 533878<br>GXGZ<br>300353<br>Df Esd<br>Rdr<br>RTm | **ADMIRAL MOUNTBATTEN**<br>exStar of Loretto–63<br>**Craigwood Ltd.**<br>T. Davidson<br>Aberdeen British | 258<br>85<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN128 | SS 2/67<br>EL (e)l | **1958**–4 Herd & Mackenzie—Bck<br>*118·5′* 25′ 4″<br>115′ 0″ 25′ 0″ 12′ 9″<br>F19′<br>R 4BH<br>rf 24″ BK7″ WB8t | M Trawler | Oil 2SA 7Cy. 12½″×18½″<br>640bhp (d.o)<br>H. Widdop & Co. Ltd. Keighley<br>db 100℔<br>2×20kW 220V d.c. |
| 500298<br>UKDD<br>M-20731<br>Df Esd<br>Gc | **ADMIRAL NAKHIMOV**<br>exBerlin–47<br>**U.S.S.R.**<br>Odessa Russian | 17053<br>~~4896~~ 8496<br>3850 | | | **1925** Bremer Vulkan—Vgk<br>571′ 11″ 69′ 2″ 24′ 6″<br>69′ 0″ 38′ 7′<br>4 dks<br>R | TS<br>3 Ho<br>B.78689<br>3 Ha (13¾′×12¾′) (16′×19¾′) (10½′×16½′)<br>12W Der 4(10) 8(5) | T 8Cy. (2) 34¼″ (2) $56\frac{5}{16}$″ & (4) 65⅜″×$59\frac{1}{16}$″<br>(o.f)<br>Bremer Vulkan Vgk<br>16k |
| 540007<br>GHCM<br>301599<br>Df Esd<br>Pfd Rdr<br>RTm | **ADMIRAL NELSON**<br>exPrincess Royal–63<br>**Aberdeen Motor Trawlers Ltd.**<br>John Wood & Son (Abdn.) Ltd.<br>Aberdeen British | 344 ~~306~~<br>178 ~~101~~<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN152 | SS 5/68 ~~SS 5/64~~<br>EL (d)l | **1960**–6 Hall, Russell & Co. Ltd.—Abn<br>*115·9′* 26′ 4″<br>114′ 6″ 26′ 0″ 13′ 3″<br>F20′<br>4BH<br>rf 22″ BK6″ | M Trawler | Oil 4SA 6Cy. 15″×18″<br>760bhp<br>Mirrlees, Bickerton & Day Stckpt<br>db 50℔<br>2×20kW 220V d.c. |
| 533873<br>GXPP<br>300356<br>Df Esd<br>Rdr<br>RTm | **ADMIRAL RODNEY**<br>exStar of Aberdeen–63<br>**William Liston Ltd.**<br>W. Liston<br>Aberdeen British | 249<br>79<br>150 | **✠100A1**<br>trawler<br>**✠LMC**<br>MN152 | SS 9/66<br>EL (d)k | **1958**–6 T. Mitchison Ltd.—Gts<br>*115·4′* 25′ 4″ 11′ 0″<br>113′ 2″ 25′ 0″ 12′ 6″<br>F16′<br>4BH<br>rf 36″ BK4″ WB35t | M Trawler | Oil 4SA 6Cy. 15″×18″<br>760bhp (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>2×20kW 220V d.c. |
| 500300<br>UBIM<br>M-11573<br>Df Esd<br>Gc Rdr | **ADMIRAL SARICHEV**<br>**U.S.S.R.**<br>Kholmsk Russian | 3812<br>1888<br>5130 | | | **1959** Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 8⅝″<br>47′ 10″ 36′ 5″<br>1 dk<br>RW | S<br>4 Ho<br>G.211769<br>4 Ha (39′, 39′, 28¼′, 30¾′×27′)<br>8W Der 8(5) | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb & hydraulic coupling<br>2500ihp (o.f)<br>Christiansen & Meyer Swi<br>Z.U.T. Zgoda 12¼k |
| 500301<br>UKDI<br>M-19052<br>Df | **ADMIRAL SENYAVIN**<br>exPhoenicia–46<br>**U.S.S.R.**<br>Vladivostok Russian | 5356<br>2827<br>5932 | | | **1928** Howaldtswerke A.G.—Kel<br>390′ 11″ 53′ 8″ 22′ 3″<br>53′ 6″ 24′ 11″<br>1 dk<br>R | M<br>4 Ho<br>G.303526<br>4 Ha (32¼′, 32¼′, 31½′, 26½′×16½′)<br>12W Der 8(5) 4(3) | Oil 2SA 8Cy. 600×1060 mm<br>Gebr. Sulzer A.G. Ludwigshafen<br>11½k |
| 500302<br>UKTB<br>M-2008<br>Df Esd | **ADMIRAL USHAKOV**<br>exEmpire Dee–46<br>exNeidenfels–45<br>**U.S.S.R.**<br>Odessa Russian | 7838<br>4944<br>10820 | | | **1939** Deutsche S. & M.—Bmn<br>510′ 7″ 61′ 2″ 27′ 3½″<br>60′ 11″ 33′ 6″<br>2 dks<br>R | TM<br>4 Ho<br>G.641028<br>6 Ha (31½′, 31½′, 21′, 21′×19¾′) (47′×23′) (25¼′×19¾′)<br>8W Der 4(5) 4(3) | 2 Oil 2SA each 6Cy. 530×760 mm<br>Deutsche S. & M. Bmn<br>12k |
| 500303<br>GHVR<br>303207<br>Df Esd<br>Pfd Rdr<br>RTm | **ADMIRAL VIAN**<br>exMannofield–62<br>**Aberdeen Motor Trawlers Ltd.**<br>John Wood & Son (Abdn.) Ltd.<br>Aberdeen British | 226<br>74<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN134 | SS 9/65<br>EL (d) j | **1961**–9 Hall, Russell & Co. Ltd.—Abn<br>*108·0′* 24′ 1″<br>106′ 0″ 23′ 9″ 12′ 0″<br>F17′<br>4BH<br>rf 19″ BK6″ | M Trawler | Oil 4SA 5Cy. 12″×15″ with flexible coupling & sr reverse gear<br>670bhp 32t (d.o)<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>2×30kW 220V d.c.<br>Controllable pitch propeller 11½k |
| 680166<br>KGYE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADMIRAL WM. M. CALLAGHAN**<br>**Sunexport Holdings Corp.**<br>Wilmington, Del United States<br>Name should be **ADM. WM. M. CALLAGHAN** See New Entries No. 1 | 20900<br>—<br>14670 | | | **1967** Sun S.B. & D.D. Co.—Chester, Pa<br>694′ 3″ 92′ 2″ 29′ 0⅞″<br>626′ 6″ 92′ 0″ 60′ 2″<br>4 dks | T-GT Mchy.aft | 2 Gas Turb<br>50000shp<br>United Aircraft Corp. Hartford |

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|---|---|---|---|---|---|---|---|
| 641378<br>YTLZ<br><br>Df Esd<br>Gc Rdr<br>RT | **ADMIRAL ZMAJEVIĆ**<br><br>**Jugoslavenska**<br>**Oceanska Plovidba**<br>Kotor Yugoslav | 6384<br>3120<br>9481<br>8757<br>4734<br>— | ✠100A1<br>strengthened for heavy cargoes Tunnel side tanks—vegetable oil<br>✠LMC ✠Lloyd's RMC<br>MN1500 EL e†2¼"SQ<br>JR - | 1965–1 Brodogradiliste Split—Spt<br>505' 7" 64' 2" 25' 6"/29' 5"<br>462' 7" 64' 0" 39' 0"<br>F47' 1 dk & S dk, 3rd dk in No. 3 hold<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB2165t incl. Tunnel tanks 553t | M Ref OSD/CSD<br><br>G.623000 B.569000 ~~In.12700~~ In.11795<br>5 Ha (each 49½'×23')<br>16W Der 10(10) 6(5) | Oil 2SA 5Cy. 760×1550 mm<br>7500bhp Sulzer<br>Brodogradiliste III Maj<br>2AuxB (1 o.f 1 ex.g) 85lb<br>3×304kW 450V a.c. | <br>1250t<br>Rka<br><br>16k |
| 500305<br>JXTL<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ADNA**<br>exFerdinando Fassio–62<br>**A/S Adna**<br>Yngv. Hansen-Tangen<br>Kristiansand Norwegian | 11457<br>6616<br>16524 | ✠100A1 Dr 11/65<br>oil tanker<br>✠LMC<br>MN1440 EL g†<br>AB | 1953–10 Deutsche Werft—Ham<br>549' 2" 68' 2" 30' 4½"<br>510' 0" 68' 0" 39' 0"<br>P117' B35' F63' Trunk 66' 1 dk, 2nd dk clear of cargo tanks<br>RW 14BH<br>rf 2" WB144t | M Tanker Mchy.aft<br>22 Ta<br>L.808000<br>1 Ha (11¾'×16')<br>Der 4(5) 1(1½) | Oil 2SA 8Cy. 780×1400 mm<br>7200bhp<br>Masch. Augsburg-Nürnberg<br>2AuxB 171lb Spt<br>5×130, 130, 130, 80, 20kW 230V d.c. | <br>(hvf)<br>Aug |
| 500306<br>SULD<br>53<br>Df Esd<br>Gc Rdr<br>RT | **ADNAN EL MALKI**<br><br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | 1286<br>610<br>1400 | <br><br>GL | 1961 "Gheorghiu Dej" Shpyd—Bdp<br>244' 6" 37' 3" 14' 2"<br>219' 10" 37' 1" 17' 5"<br>P67' F25' 1 dk | M Mchy.aft | Oil 4SA 8Cy. 315×450 mm<br>1000bhp<br>Lang Eng. Works | <br><br>Bdp |
| 500308<br>DHSX<br><br>Df Esd<br>RT | **ADOLF HENNECKE**<br><br>**Fischkombinat Rostock**<br>Rostock E. German | 257<br>91<br>— | <br><br>DSRK | 1950 Volkswerft Stralsund—Stralsund<br>128' 7" 24' 0" 8' 11"<br>23' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br><br>Schwermasch. Karl Liebknecht | <br><br>Mgd |
| 670857<br>OVOZ<br><br>Df Esd<br>Gc Rdr<br>RTm | **ADOLF JENSEN**<br><br>**Ministry of Greenland**<br>Royal Greenland Trade Department<br>Godthåb, Greenland Danish | 167<br>41<br>— | <br><br>BV | 1967 Ørskovs Staalskibsværft—Fkn<br>100' 0" 23' 0"<br>83' 8" 22' 11½" 11' 6"<br>1 dk | M Oceanographic Ship | Oil 2SA 6Cy. 240×400 mm<br>504bhp<br>Alpha-Diesel A/S<br>2×65kW 220V a.c. | <br>34t<br>Fkn<br>10k |
| 542600<br>DNFB<br><br>Esd Rdr<br>RTm/v | **ADOLF LEONHARDT**<br><br>**Partenreederei m.s. "Adolf Leonhardt"**<br>Leonhardt & Blumberg<br>Hamburg W. German | 22056<br>14731<br>33760 | GL<br><br>✠Classed LR until 7/65 | 1964–1 Flensburger Schiffs.-Ges.—Flensburg<br>661' 7" 85' 8" 35' 3¾"<br>623' 4" 85' 3½" 51' 2"<br>P112' F49' 1 dk<br>RW<br>rf nil | M Bulk Carrier (11P) Mchy.aft<br>9 Ho 47½', 79½', 40', 39½', 42¾', 37¾', 42¾', 75⅓', 42¾'<br>G.1559857 B.1496000<br>9 Ha (stl) (24½', 52½', 24½', 24½', 24½, 24½', 24½', 48¾', 24½'×36')<br>Der 1(7) 4(3) | Oil 2SA 7Cy. 780×1550 mm<br>10500bhp<br>Masch. Augsburg-Nürnberg<br>3×340, 340, 125kW 400V 50c/s a.c. | <br>2219t (hvf)<br>Aug<br>15k |
| 500310<br>DLAM<br><br>Df Esd<br>Gc Rdr<br>RTv | **ADOLF VINNEN**<br><br>**F. A. Vinnen & Co.**<br>Bremen W. German | 2983<br>1462<br>5815<br>4898<br>2629<br>7150 | <br><br>GL | 1955 Rickmers Werft—Bhn<br>407' 8" 52' 0" 21' 7"/24' 6"<br>366' 2" 51' 9" 31' 2"<br>B57' F42' 1 dk & S dk<br>RW | M OSD/CSD<br><br>G.371495 B.336988<br>5 Ha<br>10W Der 1(30) 1(10) 10(3-5) | Oil 2SA 5Cy. 680×1250 mm<br>3000bhp<br>Waggon & Maschb. | <br>617t<br>Ham<br>13½k |
| 500311<br>SPNM<br><br>Df Esd<br>Gc Pfd<br>Rdr | **ADOLF WARSKI**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdansk Polish | 6718<br>3670<br>10029 | <br><br>PR | 1959 Stocznia Gdanska—Gdk<br>504' 11" 63' 9" 27' 4¾"<br>464' 7" 63' 8" 41' 2"<br>1 dk & S dk<br>RW | M OSD (12P)<br>5 Ho<br>G.631604 B.596819<br>5 Ha (24½', 47½', 40⅓', 43', 27¾'×21½')<br>16W Der 1(50) 1(45) 2(10) 14(5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>N.V. Werkspoor | <br>2139t<br>Ams<br>16k |
| 500313<br>DANU<br><br>Df Esd<br>RTm | **ADOLPH FLINT**<br><br>**Flint Gebr. OHG**<br>Hamburg W. German | 299<br>154<br>465 | <br><br>GL | 1959 Alfred Hagelstein—Lbc<br>143' 9" 28' 1" 8' 8½"<br>27' 11" 9' 10"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 67'<br>G.20787 B.18257<br>1 Ha (66'×18')<br>2W Cr 2(2) | Oil 4SA 6Cy. 215×360 mm<br>360bhp<br>Masch. Kiel A.G.<br>1×1¾kW 24V<br>Thw. thrust propeller aft | <br>28t (d.o)<br>Kel<br><br>9½k |
| 500314<br><br><br>Df Esd | **ADOLPH S. OCHS**<br>exSamwyo–43<br>Launched as Adolph S. Ochs<br>**United States Department of Commerce**<br>United States | 7219<br>4380<br>10568 | <br><br>AB<br>**BROKEN UP** | 1943 Bethlehem-Fairfield—Bal<br>441' 6" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | <br>1819t (o.f)<br>Hamilton<br>10k |
| 500315<br>KKON<br>243001<br>Df Esd<br>Gc | **ADONIRAM JUDSON**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7231<br>4458<br>10500 | <br><br>AB | 1943 Permanente (Shpyd No. 1)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. | <br>1834t (o.f)<br>Sunnyvale<br>10k |
| 641147<br>SZLY<br>2793<br>Df Esd<br>Gc Rdr<br>RT | **ADONIS**<br><br>**Kavounides Shipping Co. Ltd.**<br>Piræus Greek | 4504<br>2572<br>— | ✠100A1<br>Mediterranean and Black Sea service<br>✠LMC<br>MN1100 EL v1⅜"SQ | 1965–6 C.R.D. Adriatico—Mfl<br>318' 9" 52' 8" 13' 10¾"<br>284' 8" 52' 6" 26' 5"<br>B&F280' 2 dks<br>Coll BH to U dk 8 to 2nd dk<br>rf 11" WB318t | TM Ferry (414P) | 2 Oil 2SA each 7Cy. 480×700 mm<br>5500bhp Sulzer<br>C.R.D. Adriatico<br>db 100lb<br>Thw. thrust contr. pitch propeller fwd | <br><br>Tri<br><br><br>17k |

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| **500316**<br>PCDX<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ADONIS**<br>**Koninkl. Nederl. Stoomb. Maats. N.V.**<br>Amsterdam Netherland | **3008**<br>1603<br>3809 | BV | **1954** C. v.d. Giessen—Krimpen<br>322′ 5″ 46′ 11″ 20′ 6¾″<br>46′ 9″<br>2 dks<br>RW<br>rf 3″ | M (12P) Ref CSD Mchy.aft<br>3 Ho 45¾′, 66½′, 73¾′<br>B.163520 In.8064<br>3 Ha (stl) (22½′×13′) (40½′, 40½′×16′)<br>10W Der 1(30) 4(9) 4(6) 2(3) | Oil 2SA 7Cy. 540×900 mm<br>2330bhp 456t (hvf)<br>Gebr. Stork & Co. N.V. Hengelo<br>3×110kW 220V d.c. 14¼k |
| **500317**<br>PCEA<br>Df RTm | **ADOR**<br>exEban–55<br>~~M. Puister~~<br>~~Rotterdam~~ ~~Netherland~~<br>**Alberto Vera Alba**<br>Spanish | **288**<br>187<br>335 | Class **WITHDRAWN**<br>Reported defects<br>**8/68** | **1931** N.V. Scheeps. Vooruitgang—Foxhol<br>131′ 6″ 23′ 7″ 9′ 3″<br>122′ 9″ 23′ 5″ 9′ 10″<br>P35′ F19′<br>R NS 3BH<br>WB 33t | M Mchy.aft<br>1 Ho 80′<br>G.20000 B.19200<br>2 Ha (18′, 30′×12′)<br>Der 3(1) | Oil 2SA 4Cy. 240×360 mm<br>195bhp 10t (d.o)<br>Appingedammer Brons. Apg<br>2×30kW 24V 6½k |
| **500318**<br>5LKY<br>1055<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADORATION**<br>**Atlas Petroleum Transport Co. Ltd.**<br>Monrovia Liberian | **22130**<br>15699<br>41390 | AB | **1957** Bethlehem-Sparrows Pt. Shypd.—Sp.Pt<br>78′ 4″ ~~33′ 8″~~ 39′ 9⅛″<br>716′ 1″ 78′ 0″ 44′ 3″<br>1 dk<br>RW len 66 | S Tanker Mchy.aft<br>27 Ta | 2 S Turb dr geared to sc. shaft<br>(o.f)<br>Bethlehem Stl Co. Qcy |
| **500319**<br>EEAG | **ADORIS**<br>**Juan Rodal Barreiro and others**<br>Vigo Spanish | **154**<br>100<br>— | | **1942** J. Martinez—Noya<br>*80·4′* 20′ 0″ 12′ 9″<br>19′ 10″ | Wood S Trawler | T 3Cy. 7⅜″ 11$\frac{13}{16}$″ & 18⅞″<br>178ihp (o.f)<br>M. Sanjurjo Vgo<br>8k |
| **670863**<br>5TGG<br>PE66<br>Df Esd<br>Rdr RT | **ADRAR**<br>**Government of Mauritania**<br>Soc. Mauritanienne d'Armement & de Pêche (S.O.M.A.P.)<br>Port Etienne Mauritanian | **279**<br>133<br>— | BV | **1966** S.I.C.C. Na—St.M<br>109′ 1″<br>92′ 6″ 24′ 7″ 12′ 5″<br>1 dk | M Stern Trawler Mchy.aft | Oil 4SA 12Cy. 175×180/192 mm reverse reduction geared<br>Soc. Alsacienne Con. Méc. Mulhouse |
| **500320**<br>PCDK<br>Df Esd<br>Gc Rdr<br>RTv | **ADRASTUS**<br>**Ned. Stoomv. Maats "Oceaan" N.V.**<br>Amsterdam Netherland | T.Mk<br>**5299**<br>2701<br>6615<br>**7572**<br>4171<br>9300 | ✠**100A1** SS 4/66<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1520 EL d†2¼″SQ | **1953**–12 Vickers-Armstrongs—Nwc<br>487′ 2″ 62′ 4″ 28′ 4¾″<br>454′ 1″ 62′ 0″ 35′ 3″<br>P41′ B190′ F48′ 2 dks, 3rd dk in No. 1 hold<br>RW 9BH<br>rf 9″ WB4281t incl. DT945t DTm1878t | M Ref<br>7 Ho 58′, 71′, 48′, 30′, 80′, 58′, 29′<br>G.607895 B.544873 In.2509<br>2 Ha (stl) (24½′×16′) (35′×22′),<br>2 Ha (w) (each 23′×22′)<br>3 Ha (stl) (27′×22′) (27′×18′) (9′×6¾′)<br>24W Der 1(50) 8(10) 18(5) | Oil 2SA 7Cy. 750×1500 mm exhaust 500 mm<br>7600bhp B&W 972t (hvf)<br>Harland & Wolff Ltd. Gls<br>WTAuxB 115lb ɵ (ex.g) 130lb<br>3×220kW 220V d.c. 16k |
| **536951**<br>DHBS<br>Df | **ADRENA**<br>exTrude–64<br>exSteinburg–56<br>**Andreas Dölling**<br>Hamburg W. German | **249**<br>153<br>375 | GL | **1939** Heinr. Brand—Oldenburg<br>*135·1′* 21′ 4″ 8′ 7″<br>21′ 2″ 9′ 8″<br>P36′ F21′ 1 dk<br>R len 53 | M<br>2 Ha (each 34¼′×12¼′) | Oil 4SA 3Cy. 280×420 mm<br>165bhp<br>Deutsche Werke A.G. Kel<br>7k |
| **500322**<br>Df Esd<br>Rdr | **ADRI XI**<br>exDjawa Fir–61<br>exFultala–60<br>**Republik Indonesia**<br>Djawatan Angkutan-Angkatan Darat<br>Djakarta Indonesian | **6436**<br>3771<br>— | ✠Classed LR until 2/64 | **1948**–12 Wm. Denny & Bros. Ltd.—Dmb<br>401′ 8″ 54′ 3″ 24′ 10¾″<br>380′ 6″ 54′ 0″ 27′ 6″<br>F35′ 2 dks, 3rd dk in No. 1 hold<br>RW | S<br>G.426900 B.394300<br>12W Der 1(25) | T 3Cy. 24½″ 39″ & 70″×48″<br>713t (o.f)<br>Rankin & Blackmore Ltd. Grk<br>11½k |
| **500323**<br>YBJA<br>Esd RT | **ADRI XII**<br>exDjakarta Fir–62<br>exSidajoe–59<br>**Republik Indonesia**<br>Djawatan Angkutan-Angkatan Darat<br>Djakarta Indonesian | **1788**<br>1001<br>2475 | | **1928** Rijkee & Co.—Rot<br>280′ 6″ 42′ 2″ 17′ 4″<br>42′ 0″<br>1 dk<br>R | S<br>B.91645<br>4 Ha (18½′, 16½′, 16½′×16′) (15¾′×14′)<br>8W Der 1(20) | C 4Cy. 16$\frac{9}{16}$″ & 35$\frac{7}{16}$″×35$\frac{7}{16}$″<br>1200ihp 319t (o.f)<br>Maats. Fijenoord Rot<br>11k |
| **500324**<br>YEAB<br>Df Esd<br>Rdr | **ADRI XIII**<br>exNeptune Fir–62<br>exOrmara–62<br>**Republik Indonesia**<br>Djawatan Angkutan-Angkatan Darat<br>Djakarta Indonesian | **7891**<br>4818<br>— | ✠Class **WITHDRAWN**<br>3/68 | **1947**–4 Wm. Denny & Bros. Ltd.—Dmb<br>441′ 6″ 57′ 6″ 25′ 3″<br>420′ 0″ 57′ 3″ 38′ 0″<br>F36′ 2 dks<br>RW 7BH<br>WB2418t incl. DTm985t<br>~~**SURVEYS OVERDUE—CLASS SUSPENDED 4/65**~~ | S CSD<br>G.540314 B.496710<br>14W Der 1(25) | T 3Cy. 24½″ 40½″ & 67″×48″ & LP turb with dr gearing & hydraulic coupling<br>4340shp 679t (o.f)<br>J. G. Kincaid & Co. Ltd. Grk<br>3 SB 220lb hs(13530) 9cf 12k |
| **500325**<br>YEAC<br>Df Esd<br>Rdr | **ADRI XIV**<br>exDairen–62<br>exObra–62<br>**Republik Indonesia**<br>Djawatan Angkutan-Angkatan Darat<br>Djakarta Indonesian | **7891**<br>4818<br>— | ✠Classed LR until 2/64 | **1946**–3 J. Readhead & Sons Ltd.—Shl<br>446′ 0″ 57′ 6″ 25′ 6¼″<br>420′ 0″ 57′ 4″ 38′ 7″<br>F37′ 2 dks | S CSD<br>G.568255 B.512530<br>16W Der 1(25) | T 3Cy. 25¾″ 42½″ & 72″×48″ & LP turb with dr gearing & hydraulic coupling<br>643t (o.f)<br>J. Readhead & Sons Ltd. Shl<br>(turb.) Swan, Hunter & Wghm Rchdsn<br>12k |
| **500326**<br>YBJD<br>Df Esd<br>Rdr | **ADRI XV**<br>exRuthy Ann–62<br>exOkhla–61<br>**Republik Indonesia**<br>Djawatan Angkutan-Angkatan Darat<br>Djakarta Indonesian | **7943**<br>4771<br>— | ✠Class **WITHDRAWN**<br>3/68 | **1946**–5 J. Readhead & Sons Ltd.—Shl<br>446′ 0″ 57′ 6″ 25′ 6¼″<br>420′ 9″ 57′ 3″ 38′ 7″<br>F37′ 2 dks<br>Coll BH to S dk 6 to 2nd dk<br>WB1467t<br>~~**SURVEYS OVERDUE—CLASS SUSPENDED 2/66**~~ | S CSD<br>G.570601 B.512953<br>16W Der 1(25 | T 3Cy. 25¾″ 42½″ & 72″×48″ & LP turb with dr gearing & hydraulic coupling<br>4570shp 647t (o.f)<br>J. Readhead & Sons Ltd. Shl<br>(turb.) Swan, Hunter & Wghm Rchdsn<br>3 SB 220lb Spt hs(13752) 12cf 12k |

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|---|---|---|---|---|---|---|---|---|
| **500327**<br>DEFI<br><br>Df Esd<br>Gc Rdr | **ADRIA**<br><br>**Atlas Levante-Linie G.m.b.H.**<br>Bremen W. German<br>Now **VISHVA KUSUM** (No. 500327) in the Register | **1992**<br>954<br>3496<br>**3156**<br>1702<br>4862 | | GL | **1955** A.G. "Weser" Werk Seebeck—Bhn<br>314' 7" 46' 1" 19' 11"/21' 0"<br>45' 11" 28' 8"<br>P85' B26' F56' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>G.216000 B.195000<br>2 Ha<br>8W Der 1(50) 1(15) 8(3–5) | 2 Oil 4SA each 6Cy. 420×660 mm geared to sc. shaft<br>2500bhp<br>Klöckner-Humboldt-Deutz | 320t<br>Kln<br>12k |
| **540999**<br>IOLA<br>972 | **ADRIA TERZO**<br>exGrado–63<br>**Francesco Buono**<br>Naples Italian | **168**<br>65<br>— | ✠ | RI | **1914–6** Cant. S. Rocco—San Rocco<br>145' 4" 19' 8" 7' 2"<br>134' 6" 19' 6" 9' 6"<br>Q52' B43' F20' 1 dk<br>R | TM<br>1 Ho | 2 Oil 4SA each 6Cy. 220×280 mm<br>580bhp Emade63fitted66<br>Klöckner-Humboldt-Deutz | Kln |
| **671883**<br><br><br>Esd Pfd<br>Rdr RT | **ADRIAANTJE**<br><br>**A. Romkes**<br>Urk Netherland | **140**<br>—<br>— | | | **1967** Schps. Ton Bodewes N.V.—Franeker<br>86' 0" 22' 0" 7' 10"<br>74' 10" 21' 8" 10' 2"<br>1 dk | M Stern Trawler Mchy.aft | Oil 2SA 12Cy. 190×350 mm<br>750bhp<br>N.V. Mch. Bolnes | Krimpen |
| **501195**<br>DEHM<br>1976<br>Df Esd<br>Gc Rdr<br>RT | **ADRIAMARE**<br>exAdrian Maris–65<br>exAlmagro–64<br>exGrass Knot–48<br>**Discont Company Establishment**<br>Bremen W. German | **3901**<br>2212<br>6020 | **100A1**<br>**LMC**<br>MN340 | SS 1/65<br>EL v1$\frac{11}{16}$"SQ | **1948** Southeastern S.B. Corp.—Sav<br>Cmpl. by Welding Shpyds—Norfolk<br>338' 8" 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F40' 2 dks<br>5BH<br>WB304t incl. DTf198t | M Ref CSD Mchy.aft<br>G.260316 B.238075 In.8660<br>12W Der 1(20) | Oil 2SA 6Cy. 545×700 mm<br>1700bhp<br>General Mchy. Corp.<br>AuxB 100lb | 862t<br>Hamilton<br>10k |
| **500330**<br>DGQV<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ADRIAN**<br><br>**Partenreederei m.s. "Adrian"**<br>Komrowski Befrachtungskontor K.G.<br>Hamburg W. German | **6189**<br>3405<br>9437<br>**8504**<br>4830<br>11342 | | GL | **1953** Nordseewerke Emden—Emd<br>492' 4" 61' 5" 25' 8"/28' 5"<br>452' 10" 61' 0" 37' 9"<br>F45' H89' 1 dk & S dk<br>RW | M (12P) Ref OSD/CSD<br>5 Ho 50¾', 79½', 65½', 62¾', 54½'<br>G.591328 B.539173<br>5 Ha (stl) (29¾', 52½', 31½', 42' 28½'×24½')<br>16 W Der 1(30) 1(15) 16(3–5) | Oil 2SA 6Cy. 780×1400 mm<br>7200bhp NE66<br>N.V. Wilton-Fijenoord<br>4×180, 180, 180, 100kW 230V d.c. | Sch<br>15½k |
| **500331**<br>GXBM<br>137668<br>Df Esd<br>Rdr<br>RTm | **ADRIAN M**<br><br>**Metcalf Motor Coasters Ltd.**<br>T. J. Metcalf<br>London British | **967**<br>397<br>1158 | ✠**100A1**<br>oil tanker<br>Str. nav. ice<br>✠**LMC**<br>MN214 | SS 7/65<br>EL I | **1957–11** Rolandwerft G.m.b.H.—Bmn<br>216' 6" 31' 6" 14' 3"<br>194' 6" 31' 2" 15' 4"<br>P60' F34' Trunk 102' 1 dk<br>10BH<br>rf nil WB142t incl. DTf91t | M Tanker Mchy.aft<br>10 Ta<br>L.53591 HeCls. ptBC | Oil 4SA 8Cy. 320×450 mm<br>1068bhp<br>Klöckner-Humboldt-Deutz<br>db 128lb<br>2×35kW 110V d.c. | 52t (d.o)–3pd<br>Kln<br>11k |
| **672691** | **ADRIANA**<br><br>**Colombiana Internacional de Vapores**<br>Francisco Montoya Velex<br>Santa Marta Colombian<br>For later particulars see New Entries No. 4 | **2200**<br>1260<br>3500 | **100A1**<br>Class contemplated | | Soc. Española de Const. Nav.—Cdz<br>305' 2" 47' 8" 17' 7"<br>278' 10" 47' 7" 20' 8" | M Mchy.aft | Oil 2SA 9Cy. 420×750 mm<br>Soc. Española de Const. Nav. | Bbo |
| **542733**<br>DJMS<br><br>Rdr<br>RTh | **ADRIANA**<br>exHankö–64<br>exHjörungavåg–63<br>**Stadtverkehr Eckernförde (H. & H. Bügler O.H.G.)**<br>Eckernförde W. German | **395**<br>196<br>51 | | NV | **1949** Glommens M/V—Fks<br>160' 5" 24' 1" 7' 6"<br>23' 11"<br>1 dk, 2nd dk fwd | M (300P)<br>1 Ho 17½'<br>1 Ha (8'×4½')<br>1W | Oil 2SA 7Cy. 320×380 mm<br>1050bhp<br>Sulzer Bros. Ltd.<br>3×20kW 220V d.c. | 17t (d.o)<br>Win<br>15k |
| **500335**<br>PCDV<br><br>Df RTm | **ADRIANA**<br>exZijpe–58<br>**J. E. Fransen**<br>Kamp's Scheeps. & Handelmaats. N.V.<br>Ruinen Netherland | **198**<br>96<br>210 | | BV | **1936** Appelo's Scheeps.—Zwartsluis<br>*112·0'* 20' 7" 7' 4¾"<br>20' 5"<br>P31' F11'<br>R | M Mchy.aft<br>1 Ho 71'<br>G.12000 B.11200<br>2 Ha (16', 30½'×13')<br>1W Der 2(2) | Oil 4SA 6Cy. 220×360 mm<br>150bhp<br>Humboldt-Deutzmot. Köln-Deutz<br>1×24V d.c. | 11t (d.o)<br>7½k |
| **500338**<br>OWUB | **ADRIANA**<br>exVenus–48<br>exLutgerdina–38<br>**Fru Karen A. Bager Partrederi**<br>Hans A. Svane<br>Frederiksværk Danish | **137**<br>74<br>159 | | ~~BV~~ | **1927** J Koster Hzn. De Gideon—Gro<br>103' 8" 17' 8" 6' 9"<br>… … …<br>R | Aux Lr<br>2 Ha (33¾', 10'×11¾')<br>Der 1 | Oil 2SA 3Cy. 230×400 mm<br>120bhp NE50 Alpha<br>Frederikshavns Jernst | 6½t<br>Fkn<br>6½k |
| **500339**<br>ICLA<br>417<br>Df Esd<br>Gc Rdr<br>RT | **ADRIANA AUGUSTA**<br><br>**Prora S.p.A. Trasporti**<br>Nolarma s.n.c.<br>Palermo Italian | **20383**<br>12430<br>31813 | ✠Classed LR until 3/62 | AB RI | **1957–8** C.R.D. Adriatico—Tri<br>656' 3" 86' 4" 35' 8¾"<br>620' 8" 86' 0" 45' 8"<br>P128' B46' F81' 1 dk<br>rf nil | S Tanker Mchy.aft<br>30 Ta | 3 S Turb dr geared to sc. shaft<br>13000shp<br>C.R.D. Adriatico | (o.f)<br>Tri |
| **500341**<br>IBTN<br>3177<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADRIANA FASSIO**<br><br>**Villain & Fassio & Cia. Internazionale Di Genova Soc. Riunite di Nav. S.p.A.**<br>Genoa Italian | 21064 ~~20549~~<br>12454 ~~10104~~<br>33099 ~~31405~~ | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>MN3200 | ~~SS 7/63~~<br>CS 12/67<br>EL p†2$\frac{7}{16}$"SQ<br>AB RI | **1959–7** Ansaldo S.p.A.—Lgn<br>666' 2" 86' 3" 34' 4¾"<br>620' 8" 85' 11½" 45' 8"<br>P138' B45' F82' 1 dk<br>16BH<br>rf nil WB3693t incl. DTsf2880t | S Tanker Mchy.aft<br>30 Ta<br>L.889285 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>16000shp<br>Ansaldo Stab. Mecc.<br>2WTB 668lb Spt 842° F. 626lb<br>sg 135lb | 3300t (o.f)–80pd<br>Gen<br>hs26027<br>16k |

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| 500343<br>PCEG<br><br>RTm/v | **ADRIANA JOHANNA**<br>exJohannes Polderman–62<br>exWalrus<br>**N.V. Vischhandel, Reed., Ijsf. & Koelhuis v/h Frank Vrolijk**<br>Scheveningen Netherland | 320<br>138<br>— | | **1943** A. Vuijk & Zonen—Capelle<br>*135·8′* 26′ 4″<br>26′ 2″<br>R | M Trawler | Oil 2SA 6Cy. 290×500 mm<br>900bhp (d.o)<br>Sulzer Bros. Ltd. Win<br>3×22, 10, 7kW 110V d.c. |
| 500345<br>ORKC<br><br>Esd RT | **ADRIANUS LETZER**<br><br>**Remorquage Letzer S.A.**<br>Antwerp Belgian | 136<br>18<br>— | BV | **1961** S. A. Meuse & Sambre—Beez<br>99′ 5″ 24′ 11″ 11′ 4½″<br>... ... ... | M Tug | Oil 4SA 6Cy. 320×450 mm<br>1000bhp 28t<br>Klöckner-Humboldt-Deutz Kln<br>13k |
| 540910<br>HOQY<br><br>Df Esd<br>Gc | **ADRIATIC**<br>exStella Atlantica–65<br>exSun Gleam–63<br>exCanche–55<br>exPersian Knot–47<br>**Cia. de Nav. Adriatic Star Line**<br>Panama Panamanian | 3949<br>2164<br>6057 | NV<br><br>**BROKEN UP** | **1946** Southeastern S.B. Corp.—Sav<br>338′ 8″ 50′ 2″ 23′ 4″<br>50′ 0″ 29′ 1″<br>P90′ F38′ 2 dks | M Ref Mchy.aft<br><br>G.248264 B.226731 In.9813<br>12W Der 1(30) 1(10) 2(1½) | Oil 2SA 6Cy. 545×700 mm<br>867t<br>General Mchy. Corp. Hamilton<br>10½k |
| 500347<br>OTJA<br><br>Esd | **ADRIATIC**<br><br>**Albert & Achiel Christiaen**<br>Ostend Belgian | 147<br>49<br>— | | **1936** J. Boel & Fils—Tamise<br>*100·8′* 21′ 7″<br>... ... ...<br>R | M Trawler | Oil 4SA 4Cy. 280×450 mm<br><br>Humboldt-Deutzmot. Köln-Deutz |
| 500348<br>MRPP<br>182490<br>Df Esd<br>Pfd Rdr<br>RTm | **ADRIATIC COAST**<br><br>**Coast Lines Ltd.**<br>Liverpool British<br>Now **TRADER** See New Entries No. 6 | 1050<br>477<br>1553 | **✠100A1** SS 8/65<br><br>**✠LMC**<br><br>EL o | **1949**–5 Hall, Russell & Co. Ltd.—Abn<br>246′ 8″ 39′ 8″ 15′ 2½″<br>235′ 6″ 38′ 0″ 15′ 9″<br>F23′ 1 dk<br>R 5BH<br>rf 3″ WB319t incl. DTf37t | M Mchy.aft<br>2 Ho 41½′, 97½′<br>G.95280 B.86176<br>3 Ha (24′×16′) (30′, 24′×18′)<br>4W Cr 3(3) Der 1(7½) | Oil 2SA 8Cy. 340×570 mm<br>1150bhp 89t (d.o)<br>British Polar Engines Ltd. Gls<br>3×75kW 220V d.c. 12k |
| 500349<br>IJDZ<br>543 | **ADRIATICO**<br><br>**Acerno & La Cava**<br>Palermo Italian | 163<br>87<br>— | RI | **1906** J. & A. v.d. Schuyt—Papendrecht<br>124′ 7″ 18′ 11″<br>118′ 8″ 18′ 10″ 8′ 0″<br>1 dk<br>R | M | Oil 4SA 4Cy. 215×310 mm<br>110bhp Emade46fitted—<br>S.A. Ansaldo Gen |
| 500350<br>SWFB<br>1090 | **ADRIATIKI**<br>exTeti–55<br>**Aegean Steam Nav. Typaldos Bros. Ltd.**<br>Piræus Greek | 2040<br>760<br>— | Classed LR until 7/53<br>**WRECKED 1/68** | **1943** Canadian Vickers Ltd.—Mtl<br>300′ 0″ 36′ 0″<br>35′ 10″ 17′ 6″<br>2 dks | TS | T 8Cy. 18½″ 31″ & (2) 38½″×30″<br>4500ihp (o.f)<br>Canadian Vickers Ltd. Mtl |
| 650852<br>TMNS<br><br>Df Esd<br>Pfd Rdr<br>RT | **ADRIEN PLA**<br><br>**Armement A. Guelfi**<br>La Rochelle French | 564<br>230<br>500 | BV<br>**FOUNDERED 10/68** | **1965** N.V. Ijsselwerf—Rot<br>162′ 1″ 29′ 2″ 12′ 10½″<br>144′ 1″ 28′ 10½″ 13′ 11″ | M Stern Trawler<br><br>4 Ha (each 3¾′×3¾′) | Oil 2SA 6Cy. 400×580 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz Kln<br>14k |
| 500351<br>MQLQ<br>184759 | **ADROITY**<br>exT.3–53<br>**F. T. Everard & Sons Ltd.**<br>London British | 412<br>190<br>569 | **✠100A1** M 7/67–14 mos oil tanker Baltic and European coasting service between 61° N. and Brest including Great Britain and Ireland<br>**✠LMC**<br>MN86 EL f<br>**SURVEYS OVERDUE 10/68** | **1947**–10 Scheeps. v.d. Werf—Deest<br>150′ 0″ 25′ 1″ 10′ 5¾″<br>140′ 1″ 24′ 11″ 11′ 0″<br>Q37′ F19′ Trunk 85′ 1 dk<br>RW 8BH<br>WB76t | M Tanker Mchy.aft<br><br>L.24700 HeCls. C | Oil 2SA 6Cy. 240×345 mm<br>430bhp ✠NE6/62 22t–1½pd<br>Newbury Diesel Co. Ltd. Nby<br>✠ndb 4/59–120lb 8½k |
| 500352<br>OTOA | **ADRONIE-CAMIEL**<br><br>**E. Christiaen**<br>Ostend Belgian | 139<br>39<br>— | | **1936** Beliard, Crighton & Co.—Ost<br>*91·8′* 21′ 4″<br>... ... ...<br>R | M Trawler | Oil 4SA 4Cy. 300×450 mm<br><br>Humboldt-Deutzmot. Köln-Deutz |
| 640312<br><br><br>Df Esd<br>GC RT | **ADUBU**<br><br>**Aurelio Duarte Buendia**<br>Vigo Spanish | 187<br>97<br>— | BV | **1964** Ast. Santodomingo—Vgo<br>109′ 10″ 21′ 6″<br>96′ 9″ 21′ 4″ 12′ 6″<br>RW | M Trawler<br><br><br>3 Ha (each 3½′×3½′) | Oil 4SA 6Cy. 320×450 mm<br>750bhp 15t<br>Klöckner-Humboldt-Deutz Kln<br>13k |
| 516596<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ADULIS**<br>exIvoorkust–67<br>**Ethiopian Shipping Lines**<br>Ethiopian | ~~3101~~ 2959<br>~~1552~~ 1556<br>4741 | BV | **1953** Nordseewerke Emden—Emd<br>385′ 2″ 51′ 1″ 21′ 3¾″<br>351′ 1″ 50′ 10″ 22′ 5″<br>P27′ F34′ H61′ 1 dk & S dk<br>RW<br>rf 4¾″ | M (6P) OSD<br>4 Ho 52½′, 83¼′, 49¼′, 50′<br>G.292232 B.273395<br>4 Ha (32½′. 50½′, 32½′, 32½′×19¾′)<br>10W Der 1(30) 4(10) 6(5) | 2 Oil 4SA each 10Cy. 385×580 mm geared to sc. shaft<br>3600bhp 637t (o.f)<br>Masch. Kiel A.G. Kel<br>3×150kW 220V d.c. 13½k |
| 500353 | **ADULIS**<br><br>**S.A. Navigatana**<br>Addis Ababa Ethiopian | *397*<br>*228*<br>— | Classed LR until 9/55 | **1942**–3 ..................................<br>187′ 4″ 38′ 1″ 5′ 1¼″<br>37′ 11″<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 12Cy. 180×195 mm sr geared<br>Davey, Paxman & Co. Ltd. Col |

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| 500354<br>185046<br>RTv | **ADUR**<br>**The Shoreham Harbour Trustees**<br>Shoreham British | 199<br>63<br>— | ✠100A1 SS 8/66<br>dredger South coast of England service<br>✠LMC<br>MN38 EL d | 1954–7 J. & K. Smit's Scheeps.—Kinderdijk<br>147' 7" 25' 1" 5' 6"<br>125' 0" 25' 0" 9' 0"<br>RW 4BH<br>WB38t | S Bucket Dredger Mchy.aft<br>3W | C 2Cy. 10½" & 20½"×12½"<br>212ihp 20t (o.f)<br>J. & K. Smit's Mach. Kinderdijk<br>SB 165lb hs(1119) 2cf<br>1×5kW 110V 50c/s a.c. 6k |
| 670909<br>LIUK<br>Df Esd<br>Rdr<br>RTh | **ADVANCE**<br>**Lars Fredriksen**<br>Oslo Norwegian | 300<br>179<br>822 | NV | 1966 Båtservice Verft A/S—Mandal<br>180' 5" 30' 7" 11' 5½"<br>164' 1" 30' 6"<br>1 dk & S dk<br>rf nil | M OSD Mchy.aft<br>1 Ho<br>G.53800 B.48200<br>2 Ha (stl) (41½', 40½'×19½')<br>2W Der 2(2½) | Oil 4SA 6Cy. 250×300 mm<br>850bhp 42t (d.o)<br>Normo Gruppen A/S Bgn<br>3×28, 28, 8kW 220V 50c/s a.c.<br>Controllable pitch propeller 10½k |
| 500356<br>PCEB<br>Df Esd<br>RT | **ADVENT**<br>**Rederij "Advent"**<br>E. Wagenborg's Scheepv. & Exped. Bedrijf.<br>Delfzijl Netherland | 333<br>200<br>405 | BV | 1954 J. Vos & Zoon—Gro<br>144' 4" 25' 1" 9' 4"<br>24' 11"<br>1 dk | M Mchy.aft<br>1 Ho 82'<br>G.20700 B.19250<br>2 Ha (each 30½'×14½')<br>2W Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>220bhp 15t<br>Appingedammer Brons. Apg<br>9k |
| 541000<br>5LHJ<br>962<br>Df Esd<br>Gc Rdr | **ADVENTURER**<br>exFederal–63<br>exBaldwin Hills–48<br>**Sunstone Marine Panama S.A.**<br>Monrovia Liberian | 10599<br>6399<br>16460 | AB<br>**BROKEN UP** | 1944 Marinship Corp.—Sausalito<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor<br>6000shp (Sy) 1495t (o.f)–50pd<br>Elliott Co. Jeannette<br>14½k |
| 500357<br>GFCE<br>301316<br>Df Esd<br>Gc Rdr<br>RTm/v | **ADVENTURER**<br>**Charente S.S. Co. Ltd.**<br>T. & J. Harrison Ltd.<br>Liverpool British | 8971<br>4794<br>10900 | ✠100A1 SS 1/65<br>✠LMC<br>MN1360 EL d†2½"SQ | 1960–2 Wm. Doxford & Sons (S.B.) Ltd.—Sld<br>490' 3" 65' 3" 28' 11½"<br>451' 0" 65' 0" 37' 10"<br>P72' F38' 2 dks<br>RW 7BH<br>rf 6" DK fwd WB3438t incl. Tunnel tanks 310t DTsf1397t | M<br>5 Ho 57', 38', 67', 67', 63'<br>5 Ha (stl) (24½'×18') (13½'×24') (47½', 58½'×25½') (31½'×24')<br>Der 1(180) 4(15) 4(10) 8(5) 1(3) | Oil 2SA 6Cy. 670×2320 mm<br>6900bhp (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB 150lb<br>4×200kW 220V d.c. |
| 500358<br>Df Esd<br>Rdr | **ADVICE**<br>**Secretary of State for Defence**<br>British | 639<br>16<br>— | ✠Classed LR until 12/63 | 1959–6 A. & J. Inglis Ltd.—Gls<br>151' 6" 37' 0" 13' 0½"<br>140' 0" 35' 0" 16' 3"<br>B&F84'<br>RW<br>rf 19' | TM Salvage Tug | 4 Oil 4SA each 12Cy. 7"×7½" in pairs, each pair with flexible couplings, clutch, dr geared to sc. shaft<br>Davey, Paxman & Co. Ltd. Col<br>Controllable pitch propellers |
| 500359<br>VDJQ<br>149245 | **ADVISABLE**<br>**C. C. Chappell**<br>Halifax Canadian | 115<br>52<br>— | | 1930 J. Chambers Ltd.—Lwt<br>*92·0'* 20' 1"<br>… … …<br>R | S Fishing | T 3Cy. 10" 17" & 28"×18"<br>W. Burrell Yar |
| 500361<br>VTKX<br>199138 | **ADYAR**<br>**Madras Port Trust**<br>Madras Indian | 235<br>—<br>— | ✠100A1 SS 7/65<br>tug<br>✠LMC<br>MN162 EL (c) | 1957–9 Hindustan Shpyd Ltd.—Vgm<br>101' 5" 29' 7" 12' 0"<br>92' 6" 28' 2" 15' 0"<br>RW 3BH<br>rf 17" | TS Tug | T 6Cy. 12" 20" & 32"×22"<br>900ihp (o.f)<br>McKie & Baxter Ltd. Gls<br>2 SB 200lb hs2876 4cf |
| 500362<br>UJYR<br>M-21062<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADYGEETS**<br>**U.S.S.R.**<br>Nikolaev Russian | 526<br>—<br>218 | | 1958 Stocznia Im. Komuny Paryskiej—Gdy<br>155' 6" 33' 2" 11' 9½"<br>139' 9" 31' 10" 15' 5" | S Tug | C 4Cy. (2) 295 & (2) 690×640 mm<br>H. Cegielski Poz<br>10½k |
| 535612<br>SXOK<br>Df Esd<br>Gc Rdr<br>RTv | **ADYTRIC**<br>exTero–67<br>**Filia Corp. Monrovia**<br>Piræus Greek | 5590<br>2977<br>8763<br>7832<br>4880<br>— | ✠100A1 SS 8/65<br>with freeboard<br>✠LMC<br>EL b† | 1949–2 Rotterdamsche D.D. Maats.—Rot<br>451' 10" 59' 4" 24' 5½"/24' 11½"<br>424' 11" 58' 11" 35' 6"<br>F38' 1 dk & S dk<br>RW Coll BH & APBH to S dk 5 to 2nd dk<br>rf 7" WB2051t incl. Tunnel tanks 267t | M (12P) ~~OSD~~ OSD/CSD<br>5 Ho 59', 74½', 64½', 61½', 63½'<br>G.524000 B.484000<br>5 Ha (31½', 46', 30½', 30½', 30½'×23')<br>20W Der 2(40) 6(9) 16(6) | Oil 2SA 8Cy. 620×1150 mm<br>4000bhp B&W 1270t (d.o)<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>db 80lb ✠ndb made39fitted49<br>4×120kW 220V d.c. 13k |
| 641513<br>UWPU<br>M-26973 | **ADZHARIYA**<br>**U.S.S.R.**<br>Odessa Russian | 5261<br>2174<br>1355 | | 1964 Mathias-Thesen-Werft—Wismar<br>400' 9" 52' 6" 17' 3"<br>52' 4" 24' 11"<br>3 dks<br>RW | TM (333P)<br>1 Ho<br>G.19919<br>1 Ha (18½'×13')<br>Cr 1(3) 1(1) | 2 Oil 2SA each 6Cy. 570×800 mm<br>MAN<br>Dieselmotorenwerk Ros<br>18k |
| 672269<br>Df Esd<br>Gc Rdr | **ADZHARYSTAN**<br>**U.S.S.R.**<br>Russian | 658<br>280<br>450 | | 1953 Stocznia Gdanska—Gdk<br>*185·7'* 29' 8" 13' 11"<br>29' 6½" 16' 3" | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp |
| 672482<br>UQLX<br>M-20939 | **ADZHIGOL**<br>**U.S.S.R.**<br>Odessa Russian | 1002<br>392<br>178 | | 1961 G. Dimitrov Shipyard—Varna<br>209' 4" 30' 7" 9' 10"<br>19' 2" | M<br>1 Ho<br>B.6710<br>1 Ha (10'×6½')<br>Cr 1(1) | Oil 4SA 8Cy. 320×480 mm<br>12½k |

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|---|---|---|---|---|---|---|
| 506969<br>6ZQK<br>2501<br>Df Esd<br>Gc Rdr | **AEAS**<br>exAgios Constantinos–67<br>exCherryleaf–66<br>exLaurelwood–59<br>**Aeas Cia. Nav. S.A.**<br>Monrovia Liberian | 12023<br>7288<br>18560 | ✠100A1 ~~SS 4/60~~<br>oil tanker TD4 4/67<br>~~✠LMC~~<br>~~(✠LMC)~~ ✠LMC<br>MN1320 EL h†2⅜"SQ<br>~~MACHINERY CLASS TEMPORARILY SUSPENDED 17/7/68~~ | 1953–12 Sir J. Laing & Sons Ltd.—Sld<br>544' 0" 72' 9" 30' 8"<br>512' 0" 72' 6" 41' 2"<br>P116' F47' 1 dk<br>RW 16BH<br>WB296t | M Tanker Mchy.aft<br>26 Ta | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford 1538t<br>N.E. Mar. Eng. Co. (1938) Ltd. Wal<br>2AuxB 150℔ 13¼k |
| 500365<br>SVPO<br>281<br>Df Esd<br>Gc Rdr<br>RTm/h | **AEGEAN DOLPHIN**<br>**Freighters Transport Corp.**<br>~~Andros~~ ~~Greek~~<br>Monrovia Liberian | 8835 ~~9090~~<br>5190 ~~5279~~<br>12640 | ✠100A1 SS 9/66<br>Str. nav. ice<br>✠LMC<br>MN1120 EL d†2$\frac{3}{16}$"SQ | 1956–12 Howaldtswerke (Ham) A.G.—Ham<br>490' 2" 63' 1" 29' 5½"<br>450' 11" 62' 10" 38' 11"<br>P28' F39' 2 dks<br>RW 8BH<br>rf nil WB1856t | M CSD<br>5 Ho 52½', 69', 57¼', 75¼', 70¼'<br>G.623583 B.570050<br>5 Ha (29¾', 42½', 40', 42½', 42½'×26¼')<br>12W Der 4(10) 8(5) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp Sulzer 1395t (hvf)<br>G. Clark & N.E. Mar. (Sld) Ltd. Sld<br>AuxB 71℔ e (ex.g) 71℔<br>3×200kW 210V d.c. 17k |
| 500366<br>6ZKN<br>2347<br>Df Esd<br>Gc Rdr<br>RTm | **AEGEAN ISLAND**<br>**Aquila Cia. Nav. S.A.**<br>Monrovia Liberian | 8184<br>4968<br>11900 | ✠100A1 SS 1/66<br>✠LMC<br>MN1100 EL c†2⅛"SQ | 1957–6 Burntisland S.B. Co. Ltd.—Bnt<br>468' 9" 59' 11" 29' 2¾"<br>435' 0" 59' 9½" 39' 6"<br>F42' 2 dks<br>RW 7BH<br>rf 6" WB2536t incl. Tunnel tanks 331t DTsm640t | M<br>5 Ho 58½', 59¾', 67½', 70', 65'<br>G.614000 B.560000<br>5 Ha (stl) (each 35'×24')<br>10W Der 1(30) 6(10) 4(5) | Oil 2SA 7Cy. 620×1400 mm<br>exhaust 470 mm<br>5500bhp B&W 880t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>2AuxB 100℔<br>3×200kW 200V d.c. 13½k |
| 500367<br>SYLH<br>330<br>Df Esd<br>Gc Rdr<br>RTm/h | **AEGEAN MARINER**<br>**Porto National Compania Naviera S.A.**<br>Andros Greek | 11063<br>7238<br>~~15510~~<br>16175 | ✠100A1 SS 11/67<br>strengthened for heavy cargoes<br>Ice Class 3<br>at summer draught not exceeding 30' 8⅛"<br>✠LMC<br>MN1500 EL f†2¼"SQ | 1962–9 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx<br>518' 4" 67' 10" 30' 9½"<br>475' 11" 67' 7" 41' 4"<br>F46' RAD25' 2 dks<br>RW 7BH to S dk 1 to 2nd dk<br>rf nil WB3923t incl. Tunnel tanks 430t DTa890t | M CSD<br>5 Ho 60', 80', 79', 60¾', 74'<br>6 Ha (31½', 47¼', 34', 47¼', 36¾'×24½') (5¾'×16')<br>Der 4(8) 10(5) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp (hvf)<br>Soc. Forg. & At. du Creusot Le Creusot<br>AuxB 100℔<br>3×265kW 220V d.c. |
| 671404<br>6ZYE<br>2706<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **AEGEAN MONARCH**<br>**Fairseas Ocean Carriers S.A.**<br>Monrovia Liberian | 32644<br>22331<br>67394 | ✠100A1<br>strengthened for ore cargoes Nos. 2, 5 & 7 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN3680 EL x†3$\frac{5}{16}$"U2 | 1967–8 Mitsubishi Hvy Ind. Ltd.—Hma<br>772' 8" 104' 6" 44' 4½"<br>733' 5" 104' 4" 61' 0"<br>P120' F59' 1 dk<br>NS 10BH<br>rf 1" DKfwd WB32094t incl. Topside tanks in holds 10450t | M Bulk Carrier Mchy.aft<br>8 Ho 73½', 67', 69½', 69½', 69½', 69½', 70', 69½'<br>8 Ha (stl) (36¾', 41', 41', 41', 41', 41', 41', 41'×41') | Oil 2SA 8Cy. 900×1550 mm<br>18400bhp Sulzer 4500t (hvf)<br>Mitsubishi Hvy Ind. Ltd. Hma<br>AuxB 100℔<br>3×380kW 450V 60c/s a.c. 17k |
| 671828<br>ELBV<br>2784 | **AEGEAN NEPTUNE**<br>**Standard Ocean Carriers S.A.**<br>Monrovia Liberian<br>For later particulars see New Entries No. 1 | 32644<br>22331<br>— | 100A1<br>Class contemplated | Mitsubishi Hvy Ind. Ltd.—Hma<br>774' 3" 104' 5" 44' 4½"<br>734' 10" 104' 4" 61' 0" | M Mchy.aft | Oil 2SA 8Cy. 900×1550 mm<br>Sulzer<br>Mitsubishi Hvy Ind. Ltd. Hma |
| 662056<br>6ZVG<br>2628<br>Df Esd<br>Gc Rdr<br>RTm/h | **AEGEAN NYMPH**<br>**Atlantic Carriers S.A.**<br>Monrovia Liberian | 22362<br>15528<br>40074 | ✠100A1<br>strengthened for ore cargoes Nos. 2 & 5 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN2760 EL p†2$\frac{13}{16}$"SQ | 1966–12 Mitsubishi Hvy Ind. Ltd.—Yka<br>635' 0" 92' 1"<br>600' 7" 91' 11" 52' 10"<br>P106' F48' 1 dk<br>NS 8BH<br>rf nil DK fwd WB15235t incl. Comb. btm & side tanks in holds 2367t Topside tanks in holds 5849t | M Bulk Carrier Mchy.aft<br>6 Ho 82', 75½', 72½', 72½', 72½', 72½'<br>6 Ha (stl) (43½', 44½', 44½', 44½', 44½', 44½'×36¾') | Oil 2SA 6Cy. 900×1500 mm<br>13800bhp Sulzer 2162t (hvf)<br>Mitsubishi Hvy Ind. Ltd. Kob<br>AuxB 100℔ e (ex.g) 156℔<br>3×320kW 450V 60c/s a.c. |
| 500368<br>Df Esd | **AEGEAN SEA**<br>exTaygetos–60<br>exLaurentian Hill–55<br>exFort Brandon–48<br>**The People's Republic of China**<br>People's Rep. of China<br>Now **HOPING CHI SHI CHIU** See New Entries No. 8 | 7032<br>4259<br>10330 | ✠Classed LR until 12/60 | 1943–6 Burrard D.D. Co. Ltd.—Vcr<br>441' 6" 57' 2" 26' 11½"<br>417' 5" 56' 11" 37' 4"<br>2 dks<br>RW | S<br>G.522090 B.471593<br>11W Der 1(50) | T 3Cy. 24½" 37" & 70"×48"<br>1139t (o.f)<br>John Inglis Co. Ltd. Tto<br>10k |
| 661020<br>6ZSX<br>2566<br>Df Esd<br>Gc Rdr<br>RT | **AEGEAN SKY**<br>**Pacific Carriers S.A.**<br>Monrovia Liberian | 22362<br>15528<br>40140 | ✠100A1<br>strengthened for ore cargoes Nos. 2 & 5 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN2760 EL p†2$\frac{13}{16}$"SQ | 1966–7 Mitsubishi Hvy Ind. Ltd.—Yka<br>635' 0" 92' 1"<br>600' 7" 91' 11" 52' 10"<br>P106' F48' 1 dk<br>NS 8BH<br>rf nil DK fwd WB15235t incl. Comb. btm & side tanks in holds 2367t Topside tanks in holds 5849t | M Bulk Carrier Mchy.aft<br>6 Ho 82', 75½', 72½', 72½', 72½', 72½'<br>6 Ha (stl) (43½', 44½', 44½', 44½', 44½', 44½'×36¾') | Oil 2SA 6Cy. 900×1500 mm<br>13800bhp Sulzer 2162t (hvf)<br>Mitsubishi Hvy Ind. Ltd. Kob<br>AuxB 100℔<br>3×320kW 450V 60c/s a.c. |
| 651460<br>6ZJN<br>2321<br>Df Esd<br>Gc Rdr<br>RTm/h | **AEGEAN TRITON**<br>**Oceanways Carriers S.A.**<br>Monrovia Liberian | 18452<br>11888<br>28960 | ✠100A1<br>strengthened for heavy cargoes. Nos. 1, 3, & 5 holds may be empty<br>✠LMC<br>MN2300 EL m†2$\frac{11}{16}$"SQ | 1965–7 A/S Bergens M/V—Bgn<br>609' 0" 81' 3" 34' 9"<br>569' 3" 81' 0" 49' 0"<br>P100' F47' 1 dk<br>NS 8BH<br>rf nil DK fwd WB11601t incl. Topside tanks in holds 4953t | M Bulk Carrier Mchy.aft<br>6 Ho 70', 76¾'. 70¾', 70¾', 70¾', 73¼'<br>6 Ha (stl) (39'×40¼') (46', 46', 46', 46', 46'×40¼')<br>Der 12(5) | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W (hvf)<br>A/S Akers M/V Osl<br>AuxB 105℔<br>3×328kW 440V 60c/s a.c. |
| 506688<br>SWDV<br>48 | **AEGEON**<br>exCelebrity–66<br>exWatersmeet–55 exBritta–47<br>~~M. Gigilinis &~~<br>~~D. Kalkasinas~~ **John Mamas & Co.**<br>Thessaloniki Greek | 324<br>154<br>— | HR<br>✠Classed LR until 10/66 | 1947–2 S.A. Ansaldo—Gen<br>145' 5" 24' 7"<br>133' 11" 24' 6" 10' 4"<br>Q38' F21' 1 dk | M Mchy.aft<br>2 Ho<br>2 Ha<br>2W Der 2 | Oil 2SA 6Cy. 240×345 mm<br>430bhp NE61<br>Newbury Diesel Co. Ltd. Nby |

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| 500371<br>IJCL<br>425<br>Df RT | **AEGILIUM**<br>exVan der Steng-54<br>**Navigazione Toscana S.p.A.**<br>Leghorn Italian | 284<br>66<br>— | RI<br>Classed LR until 8/55 | 1948-6 N.V. Wilton-Fijenoord—Sch<br>141' 2" 23' 2" 6' 11½"<br>125' 11" 22' 4" 10' 10"<br>B22' RFD38' 1 dk<br>RW conv yacht 54 | TM | 2 Oil 4SA each 6Cy. 200×300 mm<br>420bhp<br>Gebr. Stork & Co. N.V. Hengelo |
| 662125<br>SWYS<br>2600<br>RT | **AEGINA**<br>**Simandonis, Koukoulis & Gousetis**<br>Piræus Greek | 443<br>268<br>— | HR | 1966 Th. Zervas & Sons—Perama<br>173' 10" 33' 0" 3' 7"<br>167' 4" 28' 4" 7' 10" | TM Ferry Mchy.aft | 2 Oil 4SA each 8Cy. 250×350 mm<br>1650bhp<br>Motorenw. Mannheim Mhm |
| 500373<br>SWHS<br>1234<br>Rdr | **AEGINA**<br>exMarstrandsfjorden-53<br>**G. Vatikiotis**<br>Piræus Greek | 256<br>157<br>— | | 1951 Schiffsw. A. Pahl—Ham<br>*113·7'* 21' 4"<br>106' 3" 21' 3" 10' 6"<br>P24' B65' F25' | Tr M Ferry | 3 Oil 4SA each 12Cy. 6½"×8"<br>Mercedes-Benz Stuttgart |
| 500375<br>TFEA<br>Df Esd<br>Rdr<br>RTm | **ÆGIR**<br>**Government of Iceland (Landhelgisgæzlan)**<br>Reykjavik Icelandic | 507<br>131<br>— | ~~✠100A1~~ ~~Dr 3/64~~<br>~~with freeboard~~<br>~~✠LMC~~<br>**BROKEN UP** ~~EL ↑ 1½"~~ | 1929-7 Burmeister & Wain—Cpn<br>183' 1" 29' 7" 13' 8"<br>170' 0" 29' 6" 17' 3"<br>F37' 1 dk (stl-teak s), 2nd dk (stl) in holds<br>R 4BH<br>BK8" WB139t incl. DTsa28t DTf25t | M | Oil 4SA 6Cy. 450×850 mm<br>1100bhp (d.o)<br>Burmeister & Wain Cpn |
| 500376<br>PCEJ<br>Df RTm | **AEGIR**<br>exExpress-59<br>**R. Pilon**<br>Maritima Scheepv. & Handel Maats. N.V.<br>Delfzijl Netherland | 195<br>96<br>250 | BV | 1929 J. Koster Hzn.—Gideon<br>114' 10" 20' 7" 8' 0"<br>20' 5"<br>1 dk<br>R | M<br>1 Ho 65½'<br>B.11543<br>2 Ha (32¾', 11½'×11¾')<br>1W Der 1(1½) 1(½) | Oil 4SA 3Cy. 280×450 mm<br>150bhp 8t (d.o)<br>Motfbr. Deutz Köln-Deutz |
| 500377<br>PCED<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AEGIS**<br>**Koninkl. Nederl. Stoomb. Maats. N.V.**<br>Amsterdam Netherland | 3003<br>1595<br>3830 | BV | 1955 N.V. Boele's Schpsw. en Mchfbr.—Bolnes<br>322' 6" 46' 11" 20' 6¾"<br>300' 0" 46' 9" 25' 0"<br>F27' 2 dks<br>RW<br>rf 3" | M (12P) Ref CSD Mchy.aft<br>3 Ho 45¾', 66½', 73¾'<br>B.163520 In.8064<br>3 Ha (stl) (22½'×13') (40½', 40½'×16')<br>10W Der 1(30) 4(9) 4(6) 2(3) | Oil 2SA 7Cy. 540×900 mm<br>2330bhp (hvf)<br>Gebr. Stork & Co. N.V. Hengelo<br>3×110kW 220V d.c. |
| 500378<br>5LPK<br>1119<br>Df Esd<br>Gc Rdr<br>RTh | **AELLO**<br>**Vota Steamship Co. S.A.**<br>Monrovia Liberian | 20797<br>13193<br>33946 | ✠100A1 SS 6/67<br>oil tanker<br>✠LMC<br>MN3000 EL p↑2⅜"SQ | 1957-8 Hitachi Zosen—Inn<br>679' 0" 87' 0" 34' 10½"<br>646' 2" 86' 7½" 45' 11"<br>P132' B40' F94' 1 dk<br>16BH<br>rf 4" WB2524t incl. DTsf1703t | S Tanker Mchy.aft<br>33 Ta<br>HeCls. BC<br>Der 5(5) | 2 S Turb dr geared to sc. shaft<br>15000shp 1702t (o.f)<br>Hitachi Zosen<br>2WTB 700lb Spt 850° F. 620lb<br>sg 120lb hs24618<br>2×650kW 450V 60c/s a.c. |
| 500380<br>GMRT<br>181099<br>Df Esd<br>Gc Rdr<br>RTv | **AENEAS**<br>**Ocean Steam Ship Co. Ltd.**<br>~~A. Holt & Co.~~ ~~666~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>5478<br>2337<br>6660<br>7376<br>4126<br>9403 | BS✳ SS 11/67 ~~SS 11/63~~<br>MBS<br>Lloyd's RMC<br>MN1360 C41 S36 | 1947-9 Caledon S.B. & E. Co. Ltd.—Dun<br>487' 0" 62' 4" 23' 11"/28' 3¼"<br>450' 0" 62' 0" 35' 0"<br>P64' B195' F50' 2 dks, 3rd dk fwd<br>R 8BH<br>rf 9" WB3900t incl. DTs2825t | M Ref<br>6 Ho 59', 72', 48', 30', 81', 72'<br>G.606011 B.546914 In.1177<br>6 Ha (24½'×16') (35', 23', 23', 27'×22') (27'×18')<br>24W Der 1(50) 1(25) 8(10) 16(5) | Oil 2DA 8Cy. 550×1200 mm<br>6800bhp B&W 1122t<br>Harland & Wolff Ltd.<br>AuxB 100lb<br>3×220kW 220V d.c. |
| 500381<br>PCEF<br>Df Esd<br>Rdr<br>RTm/h | **AENEAS**<br>**Nieuwe Kustvaart. Maats.**<br>Koninkl. Nederl. Stoomb. Maats. N.V.<br>Amsterdam Netherland | 497 ~~496~~<br>219 ~~226~~<br>891 | ✠100A1 SS 8/68 ~~SS 8/63~~<br>✠LMC<br>MN150 EL I | 1953-11 E. J. Smit & Zoon Scheeps.—Westerbroek<br>212' 9" 32' 6" 12' 1¾"<br>195' 10" 32' 2" 19' 0"<br>Ba37' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil WB143t | M OSD Mchy.aft<br>2 Ho 49', 74½'<br>B.61120<br>2 Ha (26½', 40'×13½')<br>6W Der 2(6) 4(3) | Oil 4SA 6Cy. 390×680 mm<br>750bhp 223t (d.o)<br>N.V. Werkspoor Ams<br>3×25kW 110V d.c. |
| 500382<br>DDFA | **AENNE JACOBS**<br>exHenny-39 exThetis<br>**Heino Steenken**<br>Brake W. German | 104<br>50<br>148 | ~~GL~~ | 1903 Van der Windt—Via<br>*77·0'* 20' 0"<br>10' 4"<br>P17' 1 dk<br>R conv sailing ship — | M | Oil 2SA 4Cy. 150×250 mm<br>100bph NE56<br>Klöckner-Humboldt-Deutz |
| 538563<br>DCAA<br>Df Esd<br>RT | **AENNE SUHR**<br>exWalter Behrens-63<br>**Heinrich Suhr**<br>Hamburg W. German | 364<br>217<br>479 | GL | 1951 E. Berninghaus—Köln-Deutz<br>*150·6'* 24' 8" 9' 4½"<br>24' 6" 10' 8"<br>F16' 1 dk<br>RW len 53 & 66 | M<br>1 Ho 91¾'<br>G.25713 B.23664<br>2 Ha<br>2W | Oil 4SA 6Cy. 270×360 mm<br>250bhp<br>Klöckner-Humboldt-Deutz |
| 534965<br>SYOC<br>2942<br>Df Esd<br>Rdr RT | **AEOLIS**<br>exTaisetsu Maru-67<br>**Constantinos S. Efthymiadis**<br>Piræus Greek | 5855<br>2583<br>— | | 1948 Mitsubishi Jukogyo—Kob<br>389' 4" 52' 1"<br>51' 11"<br>F348' 2 dks<br>RW | TS Ferry<br>G.10201 B.9072 | 4 S Turb sr geared to 2 sc. shafts<br>4500shp<br>Mitsubishi Jukogyo |
| 671837<br>Df Esd<br>Gc Pfd<br>Rdr | **AEOLOS**<br>**Northern Ships Agency Inc.**<br>Monrovia Liberian<br>Now **MARIOTTE** See New Entries No. 4 | 10000<br>—<br>11300 | | 1967 Cons. Nav. & Ind. de la Méditerranée (C.N.I.M.)—La Seyne<br>506' 11" 75' 7" 24' 11"<br>470' 7" 75' 6" 42' 8"<br>1 dk | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Forg. & Ch. de la Méditerranée |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 672532 | **AEOLOS II** | 10000 | | **1967** Cons. Nav. & Ind. de la | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm | |
| | | — | | Mediterranée (C.N.I.M.)—La Seyne | | 9600bhp Sulzer | |
| | **Northern Ships Agency Inc.** | 11300 | | 506′ 11″ 75′ 7″ 24′ 11″ | | Forg. & Ch. de la Mediterranée | Hav |
| Df Esd | Monrovia Liberian | | | 470′ 7″ 75′ 6″ 42′ 8″ | | | |
| Gc Pfd | | | | 1 dk | | | |
| Rdr | Now **CERONS** See New Entries No. 4 | | | | | | |
| 500384 | **AEOLUS** | *1140* | | **1910**–6 A. Rodger & Co.—P.Gl | S | T 3Cy. 18″ 30″ & 48″×33″ | |
| | exNgatoro–49 | *586* | | 233′ 7″ 33′ 1″ | | | 168t (c) |
| | **Madrigal Shipping Co. Inc.** | 1490 | ✠Classed LR until 3/50 | 32′ 11″ | B.65000 | A. Rodger & Co. | P.Gl |
| | Manila Philippine | | | P20′ B60′ F22′ 1 dk | | | |
| | | | | R | | | |
| 500386 | **AERDENHOUT** | 500 | **✠100A1** ~~SS 1/65~~ | **1961**–1 Schps. Gebr. v. Diepen—Water- | M OSD Mchy.aft | Oil 4SA 8Cy. 330×600 mm | |
| PCEO | | 279 | Ice Class 2 SS 11/68 | huizen | | 860bhp | 89t |
| | **Nederlandsche Houtimport** | 1053 | **✠LMC** | 225′ 2″ 33′ 10″ 13′ 0½″ | G.72416 B.66695 | N.V. Werkspoor | Ams |
| Df Esd | **Maats. "Nehim" N.V.** | | | 204′ 3″ 33′ 5½″ 20′ 3″ | | | 11½k |
| Gc Rdr | Spliethoff's Bevrachtings- | | MN172 EL m | F24′ 1 dk & S dk | 4W Der 2(5) 2(3) | | |
| RT | kantoor N.V. | | | RW Coll BH to S dk 2 to 2nd dk | | | |
| | Amsterdam Netherland | | | rf nil WB256t | | | |
| 501764 | **AEROB** | 260 | | **1924** Deutsche Werke A.G.—Kel | M Tanker Mchy.aft | Oil 2SA 8Cy. 180×260 mm | |
| SFXC | exÄngö–64 | 136 | | 110′ 11″ 22′ 10″ 8′ 10″ | | 460bhp NE59 | 14t (d.o) |
| 9296 | exMasut III–51 | 350 | BV | 22′ 8″ 10′ 0″ | | Motorenw. Mannheim | Mhm |
| RTm | **Slamskeppnings A/B** | | | 1 dk | | 2×1¾, ½kW 24V d.c. | |
| | Gunnar Johansson | | | RW | | | |
| | Gothenburg Swedish | | | | | | |
| 521350 | **AESOPOS** | 11292 | AB | **1952**–9 Smith's Dock Co. Ltd.—Mdb | M Tanker Mchy.aft | Oil 2SA 5Cy. 670×2320 mm | |
| 5BDL | exLucerna–64 | 6502 | | 529′ 0″ 69′ 10″ 29′ 9″ | 27 Ta | 5500bhp | 1379t (hvf)–21pd |
| 321051 | **Agenor Shipping Co. Ltd.** | 16677 | ✠Classed LR until 6/64 | 500′ 11″ 69′ 6″ 38′ 0″ | L.794500 HeCls.B | Hawthorn, Leslie & Co. Ltd. | Nwc |
| Df Esd | Famagusta Cyprus | | | P107′ B50′ F60′ 1 dk | | | 14k |
| Gc Rdr | | | | RW | | | |
| RTm | | | | rf 4½″ | | | |
| 500387 | **AESTUS** | 95 | **✠100A1** SS 6/66 | **1950**–1 W. J. Yarwood & Sons Ltd.— | M Survey Tender | 2 Oil 4SA each 6Cy. 240×305 mm with | |
| | | 30 | tender | Northwich | | electro-magnetic couplings & sr | |
| 183774 | **Mersey Docks & Harbour** | — | **✠LMC** | 82′ 0″ 19′ 7″ 6′ 11″ | | gearing to sc. shaft | |
| Esd Pfd | **Board** | | | 75′ 0″ 19′ 6″ 10′ 0″ | | 480bhp | 11t (d.o) |
| RTv | Liverpool British | | MN106 EL (a)¾″ | 1 dk | Der 1(1½) | Davey, Paxman & Co. Ltd. | Col |
| | | | | R 4BH | | 2×25kW 220V d.c. | 9½k |
| | | | | rf 5″ | | | |
| 507656 | **AETHALIA** | 7248 | | **1943** Permanente (Shpyd No. 1)— | S | T 3Cy. 24½″ 37″ & 70″×48″ | |
| ELJG | exCnosa–65 exAris–48 | 4418 | | Richmond | 5 Ho 60¾′, 72½′, 50′, 45′, 70′ | 2500ihp | 1844t (o.f) |
| 336 | exWilliam Sharon–47 | 10837 | AB | 441′ 6″ 57′ 0″ 27′ 8¾″ | G.562000 B.500000 | Willamette Irn & Stl Corp. | Pld |
| Df Esd | **Aethalia Shipping Corp.** | | | 417′ 9″ 56′ 11″ 37′ 4″ | 5 Ha (33¾′, 35′, 20′, 35′, 35′×20′) | 3×25kW 120V d.c. | 10½k |
| Gc Rdr | Monrovia Liberian | | | 2 dks, 3rd dk fwd | Der 10(5) | | |
| | | | | RW | | | |
| | | | | rf 6″ | | | |
| 500388 | **AETHALIA** | 1306 | | **1956** Cant. del Tirreno—Gen | TM Ferry OSD | 2 Oil 2SA each 8Cy. 280×360 mm | |
| IBAT | | 687 | | 237′ 3″ 42′ 2″ 11′ 6¾″ | | 2054bhp | |
| 458 | **Navigazione Toscana S.p.A.** | 1346 | RI | 213′ 3″ 42′ 0″ 16′ 3″ | | S.A. Fiat S.G.M. | Tur |
| RT | Leghorn Italian | | | 2 dks & S dk | | | 14k |
| | | | | RW | | | |
| 500389 | **AETOLIA** | 14431 | | **1961** Harima Zosensho—Aio | S Mchy.aft | 2 S Turb dr geared to sc. shaft | |
| SXZO | | 7724 | | 584′ 0″ 74′ 7″ 30′ 11″ | 6 Ho | 12000shp | (o.f) |
| 310 | **Saronic Transport** | 20938 | AB | 547′ 11″ 74′ 2″ 44′ 0″ | B.983000 | Ishikawajima Jukogyo | Tok |
| Df Esd | **Corporation** | | | P116′ F34′ 1 dk | 6 Ha | | |
| Gc Rdr | Andros Greek | | | RW | | | |
| RT | | | | rf 5″ | | | |
| 500390 | **AETOS** | 415 | | **1949** Flensburger Schiffs. Ges.—Fln | M Trawler | Oil 4SA 6Cy. 290×420 mm | |
| SXYJ | exPopi–62 exSchlutup–62 | 257 | | 154′ 2″ 26′ 5″ 13′ 6″ | | 300bhp Emade53fitted62 | |
| 1872 | **N. E. Psaros and others** | 396 | GL | 26′ 3″ 15′ 7″ | | Masch. Kiel A.G. | Kel |
| Df Esd | Piræus Greek | | | F24′ 1 dk | | | |
| Pfd RT | | | | RW | | | |
| 500392 | **AFAN** | 1000 | | **1961**–11 Henry Scarr Ltd.—Hessle | TD-E Suction Hopper Dredger | 2 Oil 4SA each 7Cy. 10¼″×14½″ 1840bhp | |
| | | 414 | | 199′ 7″ 38′ 2″ 13′ 11½″ | Mchy.aft | driving 2 gen. each 490kW 525V d.c. | |
| 303083 | **British Transport Docks** | 1134 | ✠Classed LR until 5/63 | 185′ 11″ 37′ 0″ 16′ 0″ | | connected to 2 elec. motors each | |
| RTv | **Board** | | | Q62′ 1 dk | | 610shp (WL) sr reverse geared | (d.o) |
| | Cardiff British | | | RW | | Ruston & Hornsby | Lcn |
| | | | | rf nil | | 2×94kW 220V d.c. | |

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|---|---|---|---|---|---|---|---|
| 672479<br>USSG<br>M-28019 | **AFANASY NIKITIN**<br><br>**U.S.S.R.**<br>Riga Russian | 3170<br>1225<br>1460 | | 1964 ........................Russia<br>277′ 10″ 46′ 0″ 18′ 9″<br>32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda | <br><br>Prague<br>13k |
| 650079<br>UTNX<br>M-26223 | **AFANASY NIKITIN**<br>exLedokol 2-66<br>**U.S.S.R.**<br>Russian | 2305<br>—<br>1092 | | 1962 Admiralteiski Shpyd—Len<br>221′ 10″ 59′ 3″ 19′ 11″<br>27′ 3″<br>2 dks | Tr D-E Icebreaker<br>1 Ho<br>G.8617<br>1 Ha<br>2W Der 2(1½) | 3 Oil with elec. drive | |
| 671227<br><br>317941<br>RT | **AFCO No. 7**<br><br>**Afco Fishing Ltd.**<br>Nassau British | 119<br>46<br>— | | 1966 Southern S.B. Corp.—<br>Brownsville<br>*70·5′* 22′ 6″ 12′ 0″<br>22′ 0″<br>1 dk | M Trawler | Oil 6Cy. 6½″×8″<br>380bhp<br>Caterpillar Tractor Co. | <br><br>Peoria<br>10¾k |
| 671173<br><br>317942<br>RT | **AFCO No. 8**<br><br>**Afco Fishing Ltd.**<br>Nassau British | 119<br>46<br>— | | 1966 Southern S.B. Corp.—<br>Brownsville<br>*70·5′* 22′ 6″ 12′ 0″<br>22′ 0″<br>1 dk | M Trawler | Oil 6Cy. 6½″×8″<br>380bhp<br>Caterpillar Tractor Co. | <br><br>Peoria<br>10¾k |
| 672259<br><br>317955<br>RT | **AFCO No. 9**<br><br>**Afco Fishing Ltd.**<br>Nassau British | 119<br>47<br>— | | 1967 Southern S.B. Corp.—Brownsville<br>*70·5′* 22′ 6″ 12′ 0″<br>22′ 0″<br>1 dk | M Trawler | Oil 6Cy. 6½″×8″<br>380bhp<br>Caterpillar Tractor Co. | <br><br>Peoria<br>10¾k |
| 672260<br><br>317960<br>RT | **AFCO No. 10**<br><br>**Afco Fishing Ltd.**<br>Nassau British | 119<br>47<br>— | | 1967 Southern S.B. Corp.—Brownsville<br>*70·5′* 22′ 6″<br>22′ 0″<br>1 dk | M Trawler | Oil 6Cy. 6½″×8″<br>380bhp<br>Caterpillar Tractor Co. | <br><br>Peoria<br>10¾k |
| 672261<br><br>317961<br>RT | **AFCO No. 11**<br><br>**Afco Fishing Ltd.**<br>Nassau British | 119<br>47<br>— | | 1967 Southern S.B. Corp.—Brownsville<br>*70·5′* 22′ 6″<br>22′ 0″<br>1 dk | M Trawler | Oil 6Cy. 6½″×8″<br>380bhp<br>Caterpillar Tractor Co. | <br><br>Peoria<br>10¾k |
| 504765<br>LZES<br><br>Df Esd<br>Gc Rdr | **AFELION**<br>exBolivia-64<br>**Navigation Maritime Bulgare**<br>Bourgas Bulgarian | 4642<br>3507<br>6525 | <br><br>BV | 1943 Frederikshavn V. & F. A/S—Fkn<br>374′ 0″ 50′ 7″ 21′ 9½″<br>50′ 5″ 31′ 9″<br>F86′ 1 dk & S dk | M Ref OSD<br><br>G.323710 B.303560 In.24860<br>5 Ha (30½′, 33½′, 33½′, 33½′, 27½′×20′)<br>10W Der 1(20) 1(15) 10(3) | Oil 2SA 8Cy. 500×900 mm<br>2650bhp NE45<br>Burmeister & Wain | <br>518t<br>Cpn<br>11¾k |
| 542601<br><br><br>Df Esd<br>Gc Rdr | **AFFAN ELBAHAR**<br>exAdri X-63 exHongkong Fir-62<br>exAntrim-57 exKaimata-54<br>exArdenvohr-37<br>**P.T. Affan Raya Line**<br>Djakarta Indonesian | *5395*<br>*3145*<br>9131 | <br><br>✠Classed LR until 10/63 | 1931-10 Wm. Denny & Bros. Ltd.—Dmb<br>430′ 4″ 56′ 2″ 26′ 7½″<br>415′ 0″ 56′ 0″ 29′ 10″<br>2 dks & S dk<br>R | M OSD<br><br>G.574084 B.497071<br><br>10W Der 4(12) 6(5) | Oil 2SA 8Cy. 680×1200 mm<br><br>Wm. Denny & Bros. Ltd. | <br>1144t<br>Dmb<br>12¾k |
| 500394<br>GVTS<br>186870<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **AFGHANISTAN**<br><br>**Common Brothers Ltd.**<br>**Common Brothers (Management) Ltd.**<br>Newcastle British | 11188<br>4556<br>15841 | ✠100A1 SS 10/65<br>ore carrier<br>✠LMC<br><br>MN900 EL f†2¼″SQ | 1957-6 Harland & Wolff Ltd.—Gls<br>525′ 10″ 69′ 1″ 28′ 8¾″<br>486′ 5″ 68′ 9″ 36′ 3″<br>P106′ F49′ 1 dk<br>RW 5BH<br>rf 6″ WB9510t | M Ore Carrier Mchy.aft<br><br>G.392000<br><br>Cr 2(1½) 2(1) | Oil 2SA 4Cy. 620×1400 mm<br>exhaust 470 mm<br>4500bhp B&W<br>Harland & Wolff Ltd.<br>2AuxB (1 o.f 1 ex.g) 100lb<br>✠NAuxB (ex.g) 1/65–100lb<br>3×220kW 220V d.c. | <br><br>800t (hvf)<br>Gls<br><br><br>11¾k |
| 642145 | **AFGHANISTAN**<br><br>**U.S.S.R.**<br>Russian | 3219<br>1322<br>594 | | 1962 A. Zhdanov—Len<br>333′ 0″ 47′ 11″ 12′ 7½″<br>47′ 9″ 18′ 9″ | M (250P)<br>2 Ho<br>B.8300 In.1978<br>2 Ha (each 11¾′×6½′)<br>Cr 2(2) | 2 Oil 2SA each 8Cy. 430×610 mm<br><br>Russki-Diesel Wks | <br><br>Len<br>16k |
| 500395<br>PCEQ<br>12561<br>Df Esd<br>RT | **AFIENA**<br><br>**Rederij "Afiena"**<br>N.V. Scheepvaartbedr. "Gruno"<br>Amsterdam Netherland | 400<br>201<br>— | ✠100A1 SS 6/66<br><br>✠LMC<br><br>MN60 EL f | 1962-7 Scheeps. "Voorwaarts"—<br>Martenshoek<br>164′ 5″ 26′ 2″ 9′ 6½″<br>150′ 6″ 25′ 11″ 10′ 5″<br>F23′ RAD37′ 1 dk<br>RW 3BH<br>rf 4″ WB186t | M Mchy.aft<br><br>G.25570 B.23600 | Oil 4SA 4Cy. 305×460 mm with oi<br>operated reverse gear<br>300bhp<br>D. & J. Boot "De Industrie" | <br><br>18<br>Alp |
| 514762<br>GWTU<br>334221<br>RT | **AFON GOCH**<br>exSchelde VIII-67<br>exHengst-64<br>**Holyhead Salvage Co. Ltd.**<br>Liverpool British | 123<br>36<br>— | 100A1 SS 4/67<br>tug North Sea south of 61° N., English Channel & Irish Sea service<br>**LMC**<br>MN144 EL (b) | 1939 Howaldtswerke A.G.—Ham<br>94′ 8″ 25′ 5″ 11′ 0″<br>80′ 9″ 23′ 3½″ 11′ 11″<br>1 dk<br>RW 4BH<br>rf 33″ WB15t incl. Tunnel tanks 6t | M Tug | Oil 2SA 9Cy. 225×330 mm sr reverse<br>geared<br>720bhp NE57<br>Motorenf. Darmstadt<br>2×11kW 115V d.c. | <br><br>18<br>Darmstadt<br>11 |
| 500396<br>KYFX<br>244018<br>Df Esd<br>Gc Rdr<br>RT | **AFOUNDRIA**<br><br>**Litton Industries Leasing Corp.**<br>Wilmington, Del United States | 6065<br>3600<br>10672 | <br><br>AB | 1943 Gulf S.B. Corp.—Mob<br>468′ 8″ 63′ 1″ 27′ 5½″<br>445′ 4″ 63′ 0″ 31′ 3″<br>2 dks & S dk<br>rf nil | S OSD<br>5 Ho<br>G.645997 B.570873<br>5 Ha<br>16W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co. | <br>2836t (o.f.)<br>Lyn<br>16 |

For later particulars see New Entries No. 11

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|---|---|---|---|---|---|---|
| 500397<br>SZRO<br>980 | **AFOVOS**<br>**Alexandros & Agissilaos Yeroutis**<br>Piræus Greek | 147<br>108<br>— | | **1945**<br>110′ 9″ 19′ 11″<br>... ... ..<br>1 dk | Aux | Oil 4DA 6Cy.<br>Emade—fitted46<br>Masch. Augsburg-Nürnberg |
| 500400<br>Gc Rdr<br>RT | **AFPET-5**<br>exMarie S. Moran–62<br>**Texaco Africa Ltd.**<br>*Freetown* ~~British~~ Sierra Leone | 124<br>13<br>— | | **1936** Pennsylvania Shpyds Inc.—Beaumont<br>89′ 0″ 22′ 2″<br>84′ 0″ 22′ 0″ 10′ 6″ | M Tug | Oil 4SA 6Cy. 370×535 mm<br>Winton Eng. Corp. Civ |
| 500401<br>9GTG<br>316509<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AFRAM RIVER**<br>**Black Star Line Ltd.**<br>Takoradi Ghanaian | T.Mk<br>4866<br>2760<br>—<br>7356<br>4670<br>— | ✠100A1 SS 12/66<br>tunnel side tanks—vegetable oil<br>✠LMC<br>MN900 EL b†$2\frac{1}{16}$″SQ | **1962**–9 N.V. Kon. Maats. "De Schelde"—Fls<br>460′ 11″ 60′ 3″ ~~28′ 8½″/27′ 6¾″~~— /27′ 6¾″<br>410′ 1″ 60′ 0½″ 35′ 9″<br>P25′ F45′ 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB1955t incl. Tunnel tanks 669t | M (12P) Ref ~~OSD/CSD~~<br>5 Ho 50½′, 73½′, 66½′, 66½′, 51¾′<br>5 Ha (stl) (19½′×20¾′) (49′, 41½′, 41½′×22¾′) (24¼′×20¾′)<br>Der 1(80) 4(15) 8(10) 4(5) | Oil 2SA 5Cy. 680×1250 mm<br>4500bhp Sulzer (d.o)<br>N.V. Kon. Maats. "De Schelde" Fls<br>AuxB 100℔ ɐ(ex.g) 123℔<br>3×440V 60c/s a.c. |
| 500402<br>GVVL<br>300093<br>Df Esd<br>Gc Rdr<br>RTv | **AFRIC**<br>**Shaw Savill & Albion Co. Ltd. & Furness Withy & Co. Ltd.**<br>Shaw Savill & Albion Co. Ltd.<br>Southampton British<br>Now **ORITA** (No. 500402) in the Register | 6553<br>3372<br>9240 | ✠100A1 SS 7/65<br>tunnel side tanks—vegetable oil<br>✠LMC<br>MN2020 EL d†$2\frac{3}{16}$″SQ | **1957**–2 Bremer Vulkan—Vgk<br>475′ 0″ 64′ 4″ 27′ 1½″<br>440′ 0″ 64′ 0″ 39 0″<br>F49′ 1 dk & S dk, 3rd dk except in aft holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB2489t incl. Tunnel tanks 865t | M OSD<br>5 Ho 60¾′, 70¾′, 71½′, 66½′, 59′<br>G.596825 B.533650<br>4 Ha (stl) (26¼′, 41¼′, 31¼′, 29′×19′)<br>16W Der 1(50) 1(25) 4(10) 8(5) 4(3) | Oil 2SA 9Cy. 780×1400 mm<br>10100bhp MAN 1777t (d.o)<br>Bremer Vulkan Vgk<br>2AuxB 100℔<br>4×160kW 220V d.c. 17½k |
| 500403<br>ICAI<br>566<br>Df Esd<br>Gc Rdr<br>RT | **AFRICA**<br>**Lloyd Triestino Soc. per Azioni di Nav.**<br>Trieste Italian | 11434<br>6418<br>4912 | ✠100A1 ~~CS 1/64~~<br>DTsm—oil FP above 150° F. or vegetable oil<br>✠LMC CS 11/67<br>✠Lloyd's RMC<br>MN3220 EL g†$2\frac{5}{16}$″SQ<br>AB RI | **1952**–2 C.R.D Adriatico—Mfl<br>522′ 10″ 68′ 2″ 24′ 10¾″<br>475′ 0″ 68′ 0″ 38′ 7″<br>B289′ UprB223′ F103′ 2 dks, 3rd dk clear of mchy. space, 4th dk in fwd holds<br>RW 9BH<br>WB1243t incl. Tunnel tanks 260t | TM (446P) Ref<br>5 Ho<br>G.230077 B.219696 In.15400<br>10W Der 2(15) | 2 Oil 2SA each 10Cy. 750×1320 mm<br>16100 bhp Sulzer 1410t<br>C.R.D. Adriatico Mfl<br>2AuxB 100℔ ɐ(ex.g) 100℔ 19½k |
| 500406<br>CSAB<br>G389<br>Df Pfd<br>RTm | **AFRICA OCIDENTAL**<br>**Soc. Geral de Comercio, Industria e Transportes**<br>Lisbon Portuguese | 1266<br>709<br>1480 | ✠100A1 SS 12/66<br>**LMC**<br>MN224 EL n | **1939**–3 Cia. União Fabril—Lis<br>233′ 11″ 34′ 5″ 15′ 7¾″<br>222′ 5″ 34′ 3″ 17′ 5″<br>P25′ B58′ F26′ 1 dk<br>R 5BH<br>rf 8″ WB298t | M<br>3 Ho 85′, 34½′, 32¾′<br>G.81000 B.73000<br>4 Ha (15¼′×11¼′) (26¾′, 21′×16′) (15¼′×11¼′)<br>Der 8(3) | Oil 4SA 8Cy. 420×660 mm<br>1200bhp ✠NE9/57 153t (d.o)<br>Humboldt-Deutzmot. Köln-Deutz<br>3×90, 44, 44kW 115V d.c. 9k |
| 500407<br>GNYT<br>185454<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AFRICA PALM**<br>**Palm Line Ltd.**<br>Liverpool British | 5410<br>2902<br>8441 | ✠100A1 SS 11/65<br>DTm—vegetable oil<br>✠LMC<br>MN600 EL b†2⅛″SQ | **1953**–1 Short Bros. Ltd.—Sld<br>451′ 9″ 57′ 10″ 23′ 9½″<br>425′ 10″ 57′ 6″ 37′ 2″<br>P29′ F41′ 1 dk & S dk, 3rd dk in No. 1 hold<br>RW Coll BH to S dk 7 to 2nd dk<br>rf nil WB2762t incl. Tunnel tanks 213t DTm1290t | M OSD<br>5 Ho 63′, 59¾′, 60′, 60′, 62½′, 30′DT<br>G.597460 B.553611<br>5 Ha (31½′, 35′, 35′, 35′, 30′×22′)<br>12W Der 1(50) 6(10) 10(5) 2(3) | Oil 2SA 4Cy. 560×2160 mm<br>3000bhp Doxford 573t (d.o)<br>N.E. Marine E. Co. (1938) Ltd. Wal<br>2db 100℔<br>3×150kW 220V d.c. 11k |
| 500409<br>KCMV<br>289281<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICAN COMET**<br>**Farrell Lines Inc.**<br>New York United States | 11309<br>6809<br>12728 | AB | **1962** Ingalls S.B. Corp.—Pascagoula<br>572′ 0″ 75′ 2″ 30′ 10″<br>541′ 0″ 75′ 0″ 42′ 10″<br>F35′ 2 dks, 3rd dk fwd<br>RW<br>rf nil | S Ref CSD<br>7 Ho<br>G.684575 B.671768 In.29068<br>7 Ha (stl)<br>22W Der 1(60) 6(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>18150shp 3353t (o.f)<br>General Electric Co. Lyn<br>20k |
| 500411<br>KAAQ<br>250561<br>Df Esd<br>Gc Rdr<br>RT | **AFRICAN CRESCENT**<br>**Farrell Lines Inc.**<br>New York United States | 7628<br>4475<br>12041 | AB | **1946** Federal S.B. & D.D. Co.—Kearny<br>492′ 0″ 69′ 8″ 29′ 1″<br>465′ 4″ 69′ 6″ 33′ 6″<br>F39′ 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho 79′, 58′, 77′, 68′, 71′<br>G.678827 B.639357 In.21478<br>5 Ha (36′×20′) (30′, 37½′, 30′, 40′×24′)<br>16W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp 3049t (o.f)<br>General Electric Co. Lyn<br>16k |
| 540008<br>WLDP<br>291781<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICAN DAWN**<br>**Farrell Lines Inc.**<br>New York United States | 11309<br>6809<br>12728 | AB | **1963** Ingalls S.B. Corp.—Pascagoula<br>572′ 0″ 75′ 2″ 30′ 10″<br>541′ 0″ 75′ 0″ 42′ 10″<br>2 dks, 3rd dk fwd<br>rf nil | S Ref CSD<br>7 Ho<br>G.684575 B.671768 In.29068<br>7 Ha (stl)<br>22W Der 1(60) 6(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>18150shp 3353t (o.f)<br>General Electric Co. Lyn<br>20k |
| 500414<br>WEWB<br>239616<br>Df Esd<br>Gc Pfd<br>Rdr | **AFRICAN ENDEAVOR**<br>exGeo. F. Elliott–49<br>exDelbrasil–48<br>exGeo. F. Elliot–46<br>exDelbrasil–42<br>**United States Department of Commerce**<br>New York United States | 7922<br>4327<br>9021 | AB | **1940** Bethlehem Stl Co.—Sp.Pt<br>491′ 0″ 65′ 8″ 25′ 8⅛″<br>465′ 0″ 65′ 6″ 30′ 9″<br>B&F441′ 2 dks<br>rf 6″ | S Ref CSD<br>6 Ho<br>G.468039 B.433939 In.6518<br>6 Ha<br>12W Der 1(18) | 2 S Turb dr geared to sc. shaft<br>8600shp 1985t (o.f)<br>General Electric Co. Lyn<br>16½k |
| 500415<br>WGJI<br>240124<br>Df Esd<br>Gc Pfd<br>Rdr | **AFRICAN ENTERPRISE**<br>exJ. W. McAndrew–49<br>exDeltargentino–48<br>**United States Department of Commerce**<br>New York United States | 7922<br>4327<br>8981 | AB | **1940** Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>491′ 0″ 65′ 8″ 25′ 8⅛″<br>465′ 0″ 65′ 6″ 30′ 9″<br>B&F441′ 2 dks<br>rf 6″ | S Ref CSD<br>6 Ho<br>G.468039 B.433939 In.6518<br>6 Ha<br>12W Der 1(18) | 2 S Turb dr geared to sc. shaft<br>8600shp 1985t (o.f)<br>Bethlehem Stl Co. Qcy<br>16½k |

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| 500416<br>KVWT<br>245035<br>Df Esd<br>Gc Rdr<br>RT | **AFRICAN GLADE**<br>exAnn McKim–47<br>**Farrell Lines Inc.**<br>New York United States | **5944**<br>3470<br>10138 | <br><br>AB | **1944** Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1″ 27′ 0″<br>435′ 0″ 63′ 0″ 31′ 6″<br>B79′ 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho<br>G.606493 B.533694 In.3200<br>5 Ha<br>16W Der 2(30) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co. | <br>1711t (o.f)<br>Lyn<br>15k |
| 500417<br>KABW<br>247294<br>Df Esd<br>Gc Rdr<br>RT | **AFRICAN GLEN**<br>exGolden Racer–47<br>**Farrell Lines Inc.**<br>New York United States | **5944**<br>3470<br>10191 | <br><br>AB | **1945** Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1″ 27′ 0″<br>435′ 0″ 63′ 0″ 31′ 6″<br>B79′ 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho<br>G.606493 B.533694 In.3200<br>5 Ha<br>16W Der 2(30) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co. | <br>1711t (o.f)<br>Lyn<br>15k |
| 500418<br>KVLK<br>244877<br>Df Esd<br>Gc Rdr<br>RT | **AFRICAN GROVE**<br>exGauntlet–47<br>**Farrell Lines Inc.**<br>New York United States | **5944**<br>3470<br>10074 | <br><br>AB | **1944** Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1″ 27′ 0″<br>435′ 0″ 63′ 0″ 31′ 6″<br>B79′ 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho<br>G.606493 B.533694 In.3200<br>5 Ha<br>16W Der 2(30) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co. | <br>1711t (o.f)<br>Lyn<br>15k |
| 517038<br>6ZOK<br>2449<br>Df Esd<br>Gc Rdr<br>RTh | **AFRICAN LADY**<br>exJarmina–65<br>**General Navigation Ltd.**<br>**of Monrovia**<br>Monrovia Liberian | **13996**<br>8298<br>21497 | <br><br>HeCls. B | **1953** Kieler Howaldtswerke A.G.—Kel<br>590′ 4″ 74′ 0″ 32′ 0″<br>73′ 9″ 41′ 0″<br>P125′ B35′ F74′ 1 dk<br>RW | M Tanker Mchy.aft<br>22 Ta<br>L.784818<br><br>Der 4(5) 1(1) | Oil 2DA 7Cy. 720×1200 mm<br>8400bhp MAN<br>Kieler Howaldtswerke A.G.<br>3×200, 200, 100kW 220V d.c. | <br>1900t (hvf)–28pd<br>Kel<br>14k |
| 500440<br>KFDH<br>242566<br>Df Esd<br>Gc Rdr<br>RT | **AFRICAN LAGOON**<br>exAfrican Sun–65<br>**United States Department of**<br>**Commerce**<br>New York United States | **8328**<br>5018<br>9600 | <br><br>AB | **1942** Federal S.B. & D.D. Co.—Kearny<br>459′ 2″ 63′ 1″ 27′ 0½″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S Ref CSD<br>5 Ho<br>G.546264 B.498449 In.27434<br>5 Ha<br>16W Der 2(30) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>De Laval S. Turb. Co. | <br>1718t (o.f)<br>Trenton<br>15k |
| 500412<br>KHQI<br>242470<br>Df Esd<br>Gc Rdr<br>RT | **AFRICAN LAKE**<br>exAfrican Dawn–65<br>**United States Department of**<br>**Commerce**<br>New York United States | **8328**<br>5018<br>9775 | <br><br>AB | **1942** Federal S.B. & D.D. Co.—Kearny<br>459′ 2″ 63′ 1″ 27′ 0½″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S Ref CSD<br>5 Ho<br>G.546264 B.498449 In.27434<br>5 Ha<br>16W Der 2(30) | 2 S Turb dr geared to sc. shaft<br>6000shp<br>De Laval S. Turb. Co. | <br>1718t (o.f)<br>Trenton<br>15k |
| 500422<br>KAEE<br>251451<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICAN LIGHTNING**<br><br>**Farrell Lines Inc.**<br>New York United States | **7628**<br>4475<br>12068 | <br><br>AB | **1947** Federal S.B. & D.D. Co.—Kearny<br>492′ 0″ 69′ 8″ 29′ 1″<br>465′ 4″ 69′ 6″ 33′ 6″<br>F39′ 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho<br>G.678827 B.639357 In.21478<br>5 Ha<br>16W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp<br>General Electric Co. | <br>3049t (o.f)<br>Lyn<br>18k |
| 500423<br>5LKJ<br>1040<br>Df Esd | **AFRICAN LORD**<br>exMaplebank–57<br>exSamwash–47<br>Launched as Harmon Judson<br>**West Africa Navigation Ltd.**<br>Monrovia Liberian | 7260<br>4452<br>10850 | AB<br><br>Classed LR until 4/60<br><br><br>**BROKEN UP** | **1943** Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>416′ 0″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho<br>G.562600 B.499573<br>5 Ha<br>12W Der 2(15) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks | <br>1834t (o.f)<br>Sunnyvale<br>10k |
| 500424<br>KCOJ<br>290143<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICAN MERCURY**<br><br>**Farrell Lines Inc.**<br>New York United States | **11309**<br>6809<br>12728 | <br><br>AB | **1962** Ingalls S.B. Corp.—Pascagoula<br>572′ 0″ 75′ 2″ 30′ 10″<br>541′ 0″ 75′ 0″ 42′ 10″<br>F35′ 2 dks, 3rd dk fwd<br><br>rf nil | S Ref CSD<br>7 Ho<br>G.684575 B.671768 In.29068<br>7 Ha (stl)<br>22W Der 1(60) 6(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>18150shp<br>General Electric Co. | <br>3353t (o.f)<br>Lyn<br>20k |
| 500425<br>KCNX<br>289792<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICAN METEOR**<br><br>**Farrell Lines Inc.**<br>New York United States | **11309**<br>6809<br>12728 | <br><br>AB | **1962** Ingalls S.B. Corp.—Pascagoula<br>572′ 0″ 75′ 2″ 30′ 10″<br>541′ 0″ 75′ 0″ 42′ 10″<br>F35′ 2 dks, 3rd dk fwd<br>RW<br>rf nil | S Ref CSD<br>7 Ho<br>G.684575 B.671768 In.29068<br>7 Ha (stl)<br>22W Der 1(60) 6(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>18150shp<br>General Electric Co. | <br>3353t (o.f)<br>Lyn<br>20k |
| 500426<br>5LDP<br>864<br>Df Esd | **AFRICAN MONARCH**<br>exBeresina–56<br>exSamspring–47<br>Launched as Charles A. Young<br>**General Navigation Ltd. of**<br>**Monrovia**<br>Monrovia Liberian | *7298*<br>*4465*<br>10620 | AB<br><br>Classed LR until 3/58 | **1943** New England S.B. Corp.—P.Me<br>441′ 8″ 57′ 0″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk in Nos. 1 & 3 holds<br>RW | S<br><br>G.564526 B.501418<br><br>12W Der 1(50) 1(15) | T 3Cy. 24½″ 37″ & 70″×48″<br><br>General Mchy. Corp. | <br>1028t (o.f)<br>Hamilton<br>11k |
| 500427<br>KAIB<br>251175<br>Df Esd<br>Gc Rdr<br>RT | **AFRICAN MOON**<br><br>**Farrell Lines Inc.**<br>New York United States | **7628**<br>4475<br>12100 | <br><br>AB | **1947** Federal S.B. & D.D. Co.—Kearny<br>492′ 0″ 69′ 8″ 29′ 1″<br>465′ 4″ 69′ 6″ 33′ 6″<br>F39′ 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho<br>G.678827 B.639357 In.21478<br>5 Ha<br>16W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp<br>General Electric Co. | <br>3049t (o.f)<br>Lyn<br>18k |

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| 500428<br>KAFV<br>290485<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICAN NEPTUNE**<br>**Farrell Lines Inc.**<br>New York United States | 11309<br>6809<br>12728 | AB | 1963 Ingalls S.B. Corp.—Pascagoula<br>572′ 0″ 75′ 2″ 30′ 10″<br>541′ 0″ 75′ 0″ 42′ 10″<br>F35′ 2 dks, 3rd dk fwd<br>rf nil | S Ref CSD<br>7 Ho<br>G.684575 B.671768 In.29068<br>7 Ha (stl)<br>22W Der 1(60) 6(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>18150shp 3353t (o.f)<br>General Electric Co. Lyn<br>20k |
| 500430<br>WQQM<br>245795<br>Df Esd<br>Gc Rdr<br>RT | **AFRICAN PATRIOT**<br>exArgonaut–47<br>**United States Department of Commerce**<br>New York United States | 6132<br>3544<br>10096 | AB | 1944 Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1″ 27′ 0″<br>435′ 0″ 63′ 0″ 31′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S Ref CSD<br>5 Ho<br>G.602201 B.530278 In.3200<br>5 Ha<br>16W Der 2(30) | 2 S Turb dr geared to sc. shaft<br>6600shp 1718t (o.f)<br>General Electric Co. Lyn<br>15k |
| 500431<br>KWUJ<br>245431<br>Df Esd<br>Gc Rdr<br>RT | **AFRICAN PILGRIM**<br>exArcher–47<br>**United States Department of Commerce**<br>New York United States | 8233<br>4917<br>10196 | AB | 1944 Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1″ 27′ 0″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S Ref CSD<br>5 Ho<br>G.602201 B.530278 In.3200<br>5 Ha<br>16W Der 2(30) | 2 S Turb dr geared to sc. shaft<br>6600shp 1718t (o.f)<br>General Electric Co. Lyn<br>15k |
| 500432<br>WPEQ<br>245725<br>Df Esd<br>Gc Rdr<br>RT | **AFRICAN PILOT**<br>exMandarin–48<br>**United States Department of Commerce**<br>New York United States | 6132<br>3544<br>10146 | AB | 1944 Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1″ 27′ 0″<br>435′ 0″ 63′ 0″ 31′ 6″<br>B79′ 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho<br>G.602201 B.530278 In.3200<br>5 Ha<br>16W Der 2(30) | 2 S Turb dr geared to sc. shaft<br>6600shp 1718t (o.f)<br>General Electric Co. Lyn<br>15k |
| 500433<br>KAER<br>249860<br>Df Esd<br>Gc Rdr<br>RT | **AFRICAN PLANET**<br>**Farrell Lines Inc.**<br>New York United States | 7620<br>4473<br>12069 | AB | 1946 Federal S.B. & D.D. Co.—Kearny<br>492′ 0″ 69′ 8″ 29′ 1″<br>465′ 4″ 69′ 6″ 33′ 6″<br>F39′ 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho<br>G.678890 B.638890 In.21478<br>5 Ha<br>16W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp 3049t (o.f)<br>General Electric Co. Lyn<br>16k |
| 527857<br>GTMZ<br>187102<br>Df Esd<br>Gc Rdr<br>RTm/v | **AFRICAN PRINCE**<br>exPinemore–65<br>**Johnston Warren Lines Ltd.**<br>~~Furness Ship Management Ltd.~~<br>London British<br>**Furness, Withy & Co. Ltd. (Mgrs.)** | 3597<br>1707<br>4900 | ✠100A1 ~~SS 8/68~~<br>DTm—vegetable oil<br>✠LMC SS 10/67<br>MN660 EL x1$\frac{13}{16}$″SQ | 1955–6 Burntisland S.B. Co. Ltd.—Bnt<br>372′ 0″ 53′ 9″ 21′ 9½″<br>345′ 0″ 52′ 7″ 32′ 4″<br>B102′ F31′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3″ WB 1288t incl. DTm436t | M (12P) OSD<br>4 Ho 49′, 79¼′, 65′, 44′<br>G.309820 B.281670<br>4 Ha (20¼′, 40′, 30′, 17½′×16′)<br>12W Der 1(25) 2(10) 10(5) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford 714t (d.o)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB 120℔<br>2×40kW 220V d.c. 13½k |
| 500434<br>ELYL<br>728<br>Df Esd<br>Rdr | **AFRICAN PRINCESS**<br>exArgolib–56 exClarepark–50<br>exSamearn–47<br>**West Africa Navigation Ltd.**<br>Monrovia Liberian | 7220<br>4444<br>10735 | AB<br>Classed LR until 11/57<br>**BROKEN UP** | 1944 New England S.B. Corp.—P.Me<br>441′ 8″ 57′ 1″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk in Nos. 1 & 3 holds | S<br>G.562608 B.499573<br>10W | T 3Cy. 24½″ 37″ & 70″×48″<br>1131t (o.f)<br>General Mchy. Corp. Hamilton<br>10k |
| 500435<br>KAIX<br>250116<br>Df Esd<br>Gc Rdr<br>RT | **AFRICAN RAINBOW**<br>**Farrell Lines Inc.**<br>New York United States | 7620<br>4473<br>12095 | AB | 1946 Federal S.B. & D.D. Co.—Kearny<br>492′ 0″ 69′ 8″ 29′ 1″<br>465′ 4″ 69′ 6″ 33′ 6″<br>F39′ 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho<br>G.678766 B.638198 In.21478<br>5 Ha<br>16W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp 3049t (o.f)<br>General Electric Co. Lyn<br>16k |
| 500438<br>KAIY<br>249351<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICAN STAR**<br>**Farrell Lines Inc.**<br>New York United States | 7620<br>4473<br>12031 | AB | 1946 Federal S.B. & D.D. Co.—Kearny<br>492′ 0″ 69′ 8″ 29′ 1″<br>465′ 4″ 69′ 6″ 33′ 6″<br>F39′ 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho<br>G.678891 B.638431 In.21478<br>5 Ha<br>16W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp 3049t (o.f)<br>General Electric Co. Lyn<br>16k |
| 500439<br>KCOA<br>291026<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICAN SUN**<br>**Farrell Lines Inc.**<br>New York United States | 11309<br>6809<br>— | AB | 1963 Ingalls S.B. Corp.—Pascagoula<br>572′ 0″ 75′ 2″ 30′ 10″<br>541′ 0″ 75′ 0″ 42′ 10″<br>F35′ 2 dks, 3rd dk fwd<br>rf nil | S Ref CSD<br>7 Ho<br>G.684575 B.671768 In.29068<br>7 Ha (stl)<br>22W Der 1(60) 6(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>18150shp 3353t (o.f)<br>General Electric Co. Lyn<br>20k |
| 500441<br>ZSVK<br>179905<br>Df Esd<br>Gc Rdr<br>RTm/h | **AFRICANA II**<br>**Republic of South Africa (Dept. of Commerce & Industries)**<br>Cape Town S. African | 882<br>249<br>381 | ✠100A1 SS 6/66<br>trawler<br>✠LMC<br>MN216 EL (I)a* | 1950–1 A. J. Inglis Ltd.—Gls<br>206′ 1″ 33′ 2″ 16′ 2¼″<br>187′ 5″ 33′ 0″ 17′ 6″<br>P8′ F32′ 1 dk, 2nd dk clear of mchy. space<br>RW 5BH<br>BK7½″ WB241t | S Research Trawler<br>3 Ha (stl) (1¾′×1¾′) (3¾′×3′) (3′×2¾′)<br>2W | T 3Cy. 16½″ 27½″ & 47″×30″<br>1200ihp 383t (o.f)<br>Aitchison, Blair Ltd. Cly<br>SB 220℔ hs(3671) 3cf<br>2×40, 21kW 220V d.c. 11k |
| 500442<br>OUIG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRIKA**<br>**A/S Det Dansk-Franske D/S**<br>E. Hahn-Petersen<br>Copenhagen Danish | 3897<br>2025<br>6030 | ✠100A1 SS 5/68 ~~SS 3/63~~<br>DTm—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1150 EL y1⅛″SQ | 1958–6 Helsingör Skibs. & Msk.—Hsg<br>411′ 2″ 55′ 8″ 22′ 7½″<br>375′ 0″ 55′ 6″ 33′ 3″<br>F90′ 1 dk & S dk, sparred dk in No. 1 hold & 'tween dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4″ WB1333t incl. Tunnel tanks 157t | M Ref OSD<br>G.333750 B.304450 In.38200<br>10W Der 2(30) 4(10) 6(5) | Oil 2SA 7Cy. 620×1150 mm<br>5750bhp B&W 873t<br>Helsingör Skibs. & Msk. Hsg<br>db 100℔ e (ex.g) 100℔<br>15½k |

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| 530759<br>5ISG<br>100002<br>RT | **AFRIKA**<br>exSalama-63<br>**Republic of Tanzania**<br>Zanzibar Tanzanian | 383<br>235<br>— | ✠100A1 SS 7/65<br>for service from Mogadishu to Ibo & to Comoro Islands, the Seychelles & the coast of Madagascar north of latitude 20° S.<br>✠LMC<br>MN124 EL f | 1957-9 Philip & Son Ltd.—Drt<br>149′ 10″ 28′ 10″ 9′ 0½″<br>135′ 0″ 28′ 0″ 13′ 0″<br>RFD20′ 1 dk<br>RW 5BH<br>rf 18″ | TM Lighthouse Supply & Buoy Ship<br>Mchy.aft | 2 Oil 2SA each 4Cy. 250×420 mm<br>620bhp<br>British Polar Engines Ltd. | Gls |
| 670089<br>LKJU<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRODITE**<br><br>**A/S Athene**<br>Jörgen Bang<br>Kristiansand Norwegian | 52652<br>34284<br>96875 | NV | 1967 Kockums M/V A/B—Mmo<br>870′ 0″ 127′ 11″ 45′ 6½″<br>831′ 6″ 127′ 9″ 59′ 6″<br>1 dk<br>rf 6½″ | M Tanker Mchy.aft<br>14 Ta<br>$L_1$4018710<br><br>Der 2(10) 1(4) 2(1) | Oil 2SA 10Cy. 860×1600 mm<br>23000bhp MAN<br>Kockums M/V A/B<br>3×640, 480, 480kW 440V 60c/s a.c. | Mmo<br>16½k |
| 641241<br>SIKF<br>10503<br>Df Esd<br>Rdr | **AFRODITE**<br><br>**Rederi A/B Concordia**<br>Gothenburg Swedish | 564<br>246<br>— | GL | 1964 D. W. Kremer Sohn—Elmshorn<br>158′ 7″ 26′ 4″<br>139′ 6″ 26′ 3″ 11′ 6″<br>3 dks<br>RW | TM Ferry | 2 Oil 4SA each 8Cy. 250×350 mm<br>1650bhp<br>Motorenw. Mannheim | Mhm |
| 661777<br>OZQI<br><br>Df Esd<br>Pfd Rdr<br>RTm | **AFRODITE**<br><br>**Karl P. H Andersen**<br>Skagen Danish | 170<br>81<br>— | BV | 1966 Rosslauer Schiffs.—Rosslau<br>110′ 2″ 21′ 8″<br>96′ 11″ 10′ 10″ | M Trawler Mchy.aft<br>2 Ho 22′, 15½′<br><br>2 Ha (stl) (each 5¼′×4′)<br>Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht<br>1×16kW 220V d.c.<br>Controllable pitch propeller | (d.o)<br>Mgd |
| 652017<br>SXID<br>11<br>RTm/h | **AFRODITI**<br><br>**Stam. Miniotis**<br>Chios Greek | 126<br>67<br>— | | 1960 .....................Samos<br>90′ 11″ 23′ 0″ 8′ 0″<br>22′ 10″ 7′ 3″<br>1 dk | Wood M<br>2 Ho 26′, 5′<br><br>2 Ha (each 5′×3½′)<br>Der 1 | Oil 4SA 4Cy.<br>220bhp Alpha<br>Burmeister & Wain | (d.o)<br>Cpn |
| 500444<br>JXNY<br><br>Esd Pfd<br>Rdr RT | **AGA**<br><br>**Sameiet Ava**<br>Andreas Biering<br>Oslo Norwegian | 474<br>244<br>600 | NV | 1961 C. Lühring—Brake<br>171′ 5″ 28′ 0″ 10′ 4½″<br>152′ 6″ 27′ 10″ 11′ 3″<br>1 dk<br>RW<br>rf 4″ | M Mchy.aft<br>1 Ho<br><br>1 Ha (65½′×16½′)<br>2W Der 2(3) | Oil 4SA 6Cy. 290×420 mm<br>560bhp<br>Masch. Kiel A.G.<br>2×36kW 220V d.c. | 27t<br>Kel<br>10½k |
| 641886<br>JJ2031<br>93833 | **AGA MARU**<br><br>**Kato Kaiun K.K.**<br>Kobe Japanese | 255<br>99<br>— | | 1964 Koyo Dock—Mihara<br>133′ 10″ 27′ 8″ 6′ 6″<br>124′ 7″ 25′ 6½″ 9′ 10″<br>1 dk | M Ferry | Oil 4SA 6Cy. 260×330 mm<br>700bhp<br>Hanshin Nainenki Kogyo | 18t<br>Kob |
| 500446<br>CNCB<br><br>Df Esd<br>Gc Rdr<br>RT | **AGADIR**<br><br>**Compagnie Générale Marocaine d'Armement**<br>Casablanca Moroccan | 1123<br>443<br>1389 | BV | 1952 Scheeps. De Biesbosch—Dordrecht<br>269′ 0″ 39′ 5″ 13′ 11″<br>39′ 3″<br>1 dk & S dk | M Ref OSD<br><br>B.102852<br>3 Ha (20½′, 37½′, 37½′×13′)<br>Der 2(5) 4(3) | Oil 2SA 5Cy. 520×700 mm<br>1450bhp<br>Masch. Augsburg-Nürnberg | Aug<br>13k |
| 541001<br>IJGC<br>442<br>Df Esd<br>Rdr RT | **AGADIR**<br><br>**Quinci & Asaro**<br>Trapani Italian | 149<br>71<br>— | RI | 1963 G. Rondolini—Pesaro<br>106′ 8″ 23′ 4″ 8′ 8½″<br>90′ 11″ 23′ 2″ 11′ 6″ | Wood M Trawler | Oil 4SA 6Cy. 270×360 mm<br>375bhp<br>Klöckner-Humboldt-Deutz | Kln |
| 500448<br>DEBX<br><br>Df Esd<br>Gc Rdr | **ÄGÄIS**<br><br>**Partenreederei m.s. "Ägäis"**<br>Flensburger Befrachtungskontor Uwe C. Hansen & Co.<br>Flensburg W. German | 2778<br>1494<br>5207 | GL | 1952 A.G. "Weser" Werk Seebeck—Bhn<br>379′ 8″ 52′ 0″ 20′ 10″<br>51′ 10″ 29′ 6″<br>F40′ 1 dk & S dk<br>RW | M OSD<br><br>G.303528 B.273323<br>4 Ha<br>10W Der 1(50) 1(15) 10(5) | 2 Oil 4SA each 6Cy. 400×460 mm geared to sc. shaft<br>2400bhp Emade—fitted52<br>Masch. Augsburg-Nürnberg | 44t<br>Aug<br>13½k |
| 500449<br>DABY<br><br>Df Esd<br>Rdr<br>RTh | **ÄGÄIS**<br><br>**Klaus-Wilhelm Meyer**<br>Henry Stahl<br>Hamburg W. German | 424<br>263<br>712 | GL | 1958 Schiffsw. W. Holst—Ham<br>170′ 6″ 29′ 8″ 11′ 3½″<br>150′ 11″ 29′ 6½″ 12′ 6″<br>1 dk<br>RW<br>rf 36″ | M Mchy.aft<br>1 Ho 91½′<br>G.31600 B.30600<br>2 Ha (48½′, 28½′×16½′)<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>2×8, 4½kW 110V | 25t (d.o)<br>Kln<br>9½k |
| 671854<br>UNWK<br>M-6501 | **AGAMALI OGLY**<br><br>**U.S.S.R.**<br>Novorossiisk Russian | 6605<br>3092<br>8430 | | 1930 Sormovsky Works—Sormovo<br>435′ 1″ 54′ 6″ 22′ 5½″<br>29′ 6″ | TM Tanker Mchy.aft<br>25 Ta<br>L.399168<br>1 Ha (4½′×4½′) | 2 Oil 2SA each 6Cy. 540×900 mm<br>2600bhp<br>Sormovsky Works | Sormov<br>11½k |
| 500451<br>SWHU<br>1232<br>Df Esd<br>Gc Rdr<br>RT | **AGAMEMNON**<br><br>**Dorian Cruises S.A.**<br>Piræus Greek | 5557<br>3026<br>1574 | AB | 1953 Cant. del Tirreno—Gen<br>416′ 4″ 55′ 2″ 17′ 1½″<br>374′ 0″ 55′ 1″ 29′ 7″<br>3 dks<br>RW<br>rf 11″ | TS (300P) Ref<br>3 Ho<br><br>3 Ha | 2 S Turb dr geared<br>8000shp<br>S.A. Ansaldo | 659t<br>Gen<br>18k |

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| 518568<br>TMFS<br><br>Esd | **AGAMI**<br>exKerillis–66<br>**Simon Bargain et Consorts**<br>Guilvinec French | **116**<br>47<br>— | <br><br>BV | **1960** S.I.C.C. Na—St.M<br>82′ 2″ 22′ 5″<br>… … … | M Trawler<br><br><br>6 Ha (3¼′, 3¼′×3¼′) (2½′, 2½′, 2½′, 2½′×2½′)<br>Der 1(2) | Oil 4SA 8Cy. 185×220 mm<br>400bhp 27t<br>Moteurs Baudouin Msl<br>10½k |
| 500453<br>GMRZ<br>181088<br>Df Esd<br>Gc Rdr<br>RTv | **AGAPENOR**<br><br>**China Mutual Steam Nav. Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | **7654**<br>4211<br>9360 | **BS✳** SS 7/64<br><br>**MBS**<br>**Lloyd's RMC**<br>MN1360 CT8314 C41 S36<br><br>**DETAINED IN BITTER LAKES** | **1947** Scotts' S.B. & Eng. Co.—Grk<br>487′ 0″ 62′ 4″ 28′ 3½″<br>452′ 9″ 62′ 0″ 35′ 0″<br>P41′ B190′ F44′ 2 dks, 3rd dk fwd<br>R 8BH<br>rf 9″ WB4256t incl. DTs2599t | M Ref<br>6 Ho 59′, 72′, 42′, 30′, 81′, 72′<br>G.596192 B.537865 In.1498<br>6 Ha (24½′×16′) (35′, 23′, 23′, 27′×22′) (27′×18′)<br>24W Der 1(50) 1(25) 8(10) 16(5) | Oil 2DA 8Cy. 550×1200 mm exhaust 400 mm<br>6800bhp B&W 1122t (hvf)<br>Harland & Wolff Ltd. Bel<br>AuxB 100℔<br>3×220kW 220V d.c. 15½k |
| 500052<br>5MSU<br>1887<br>Df Esd<br>Gc Rdr<br>RTm | **AGAPI**<br>exAalsum–66<br>exGiovanni Fassio<br>**Vanguard Tankers Ltd.**<br>Monrovia Liberian | **11417**<br>6904<br>16520 | **✠100A1** TD4 9/66<br>oil tanker<br>**✠LMC**<br><br>MN1440 EL g† | **1953–3** Deutsche Werft A.G.—Ham<br>549′ 1″ 68′ 3″ 30′ 4½″<br>511′ 0″ 68′ 0″ 39′ 0″<br>P117′ Q35′ F63′ Trunk 66′ 1 dk<br>RW 14BH<br>rf 2″ WB321t | M Tanker Mchy.aft<br>22 Ta<br><br><br>Der 6(5) 1(1½) | Oil 2SA 8Cy. 780×1400 mm<br>7200bhp 1601t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>2AuxB 171℔<br>3×130kW 110/220V d.c. 14½k |
| 672709<br>SWII<br>2867<br>Gc RT | **AGAPITOS A**<br><br>**Vas. & Ioannis Agapitos**<br>Piræus Greek | ~~780~~ 723<br>— 443<br>— | | **1967** "Nautilus" Tech. Bldng Enterprises —Perama<br>223′ 2″ 36′ 5″<br>216′ 6″ 36′ 4¾″ | TM Ferry Mchy.aft | 2 Oil 4SA each 6Cy. 250×350 mm<br>640bhp<br>Motorenw. Mannheim Mhm |
| 670323<br>USVE<br>M-27533 | **AGAT**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | **3170**<br>1225<br>1268 | | **1962** ……………………Russia<br>256′ 1″ 46′ 9″ 18′ 2″<br>46′ 7″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57392<br><br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp Emade60fitted—<br><br>12k |
| 671175<br>OVQP<br><br>Esd Pfd<br>Rdr | **AGAT**<br><br>**I. P. Thomsen**<br>Skagen Danish | **171**<br>80<br>— | <br><br>BV | **1967** Rosslauer Schiffs.—Rosslau<br>110′ 2″ 8′ 10½″<br>97′ 0″ 21′ 8″ 10′ 10″<br>1 dk | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>560bhp (hvf)<br>Schwermasch. Karl Liebknecht Mgd |
| 500455<br>ISVS<br>550 | **AGATA C.**<br>exRosanna–51<br>exColonnelio Garofalo<br>**Luigi Castellano**<br>Rome Italian<br>Now **LC SCRIGNO** See New Entries No. 7 | **143**<br>81<br>— | <br><br>RI | **1946** "La Velocissima"—Nap<br>108′ 2″ 23′ 6″<br>87′ 2″ 23′ 1″ 10′ 9″<br>1 dk | Wood Aux | Oil 2SA 3Cy. 200×340 mm<br>135bhp<br>Diesel Motorfbk. Holeby |
| 500456<br><br><br>Df Esd<br>Gc Rdr | **AGATAN**<br><br>**U.S.S.R.**<br>Leningrad Russian | **1441**<br>419<br>— | ✠ | **1959–9** A/B Gävle Varv—Gfl<br>256′ 0″ 42′ 1″ 13′ 5″<br>235′ 7″ 41′ 0″ 17′ 1″<br>B&F165′<br>rf 31″ | TM Salvage Tug | 2 Oil 4SA each 10Cy. 400×600 mm<br><br>Masch. Augsburg-Nürnberg Ham<br>Controllable pitch propellers |
| 508481<br>HPZH<br>4015HK<br>Df Esd<br>Rdr | **AGATE**<br>exDarien–65<br>exLondon Breeze-62<br>exSwanhill-57<br>exQueen Adelaide-51<br>**San Raimundo Cia. Nav. S.A.**<br>Panama Panamanian<br>Now **YU LEE** (No. 508481) in the Register | *4939*<br>*2991*<br>9450 | <br><br>✠Classed LR until 5/62 | **1936-9** Barclay, Curle & Co. Ltd.—Gls<br>431′ 6″ 55′ 2″ 25′ 8½″<br>410′ 0″ 55′ 0″ 29′ 0″<br>F40′ 1 dk & S dk<br>R | M OSD<br><br>G.558670 B.512810<br>5 Ha (34′, 34′, 31½′, 31½′, 33¾′×21¾′)<br>11W Der 1(25) 8(6) 2(3) | Oil 2SA 3Cy. 520×2080 mm<br>1780bhp Doxford 1164t<br>Barclay, Curle & Co. Ltd Gls<br>9k |
| 537572<br>5MUH<br>1926<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGATHOPOLIS**<br>exWanderlust–64<br>exWanderer–63<br>exValiant Force–63<br>exWanderer–59<br>exSan Leonardo–51<br>exVan Lear Black–47<br>**Macedonian Steamship Corp**<br>Monrovia Liberian | **7212**<br>4422<br>10920 | <br><br>AB | **1944** Bethlehem-Fairfield—Bal<br>441′ 7″ 57′ 3″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW<br>rf 6″ | S<br>5 Ho<br>G.562827 B.499816<br>5 Ha<br>10W Der 1(50) 1(15) 1(10) 1(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2415t (o.f)<br>Ellicott Machine Corp. Bal<br>11k |
| 541002<br>VGQZ<br>134511<br>Df Gc<br>Rdr RT | **AGAWA**<br>exGoderich–63<br>exMarquette exGlenshee<br>exHoward M. Hanna, Jr.<br>**Algoma Central Railway**<br>Sault Ste. Marie Canadian | **5667**<br>3789<br>— | ✳Class **WITHDRAWN** at Owners' request 8/68<br><br>**CONVERTED FOR USE AS A STORAGE BARGE** | **1908** American S.B. Co.—Clv<br>500′ 0″ 54′ 2″ 20′ 11″<br>480′ 0″ 54′ 0″ 30′ 0″<br>1 dk<br>R 4BH | S Mchy.aft | T 3Cy. 22½″ 36″ & 60″×42″<br>1600ihp NBmade40refitted48<br>American S.B. Co. Clv<br>2 SB 180℔ hs(5248) ND |
| 542602<br>TUNF<br><br>Df Esd<br>Gc Rdr<br>RT | **AGBO**<br>exIrima–63 exOwendo–53<br>**Soc. Ivoirienne de Navigation**<br>Abidjan Ivory Coast<br>Now **AGNI** See New Entries No. 10 | **4447**<br>2456<br>6850 | <br><br>BV | **1947** Marine Industries Ltd.—Srl<br>428′ 1″ 55′ 9″ 24′ 2″<br>55′ 7″<br>P20′ 1 dk & S dk | M OSD<br><br>B.402773<br>5 Ha (24¾′, 36¼′, 26½′, 31½′, 31½′×19½′)<br>16W Der 1(40) 1(20) 2(10) 4(8) 12(5) | Oil 2SA 8Cy. 720×1250 mm<br>6163bhp 958t<br>Sulzer Bros. Ltd. Win<br>14k |
| 528184<br>CNBA<br><br>Df Esd<br>Pfd Rdr<br>RT | **AGDAL**<br>exPont-Aven–65<br>**Consortium Maritime Franco Marocain**<br>Casablanca Moroccan<br>Now **EVORA** See New Entries No. 6 | **1320**<br>562<br>1677 | <br><br>BV | **1953** At. & Ch. de Bretagne S.A.—Nts<br>272′ 4″ 39′ 4″ 14′ 11″<br>39′ 2″<br>P56′ F21′ 1 dk & S dk | M OSD Mchy.aft<br><br>G.125244 B.112360<br>4 Ha (28½′×16½′) (27¼′, 58¾′, 58¾′×18′)<br>8W Der 8(5) | Oil 4SA 8Cy. 460×660 mm<br>1860bhp 170t<br>At. & Ch. de Bretagne Nts<br>13k |

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|---|---|---|---|---|---|---|---|---|
| 672490 | **AGDAM** | 3398 | | | 1960 ......................Russia | TM | 2 Oil 2SA each 8Cy. 300×500 mm | |
| UEVC | | 1735 | | | 393' 9" 49' 3" 13' 9" | 4 Ho | | |
| M-19038 | **U.S.S.R.** | 4016 | | | 21' 4" | G.194938 | | |
| | Baku Russian | | | | | 4 Ha (39', 45½' 45½', 45½'×26½') | | 11¼k |
| 500458 | **AGDENES** | 481 | | | 1953 Trondhjems M/V—Tdh | M | Oil 4SA 6Cy. 400×600 mm | |
| LHAJ | | 217 | | | 148' 0" 26' 7" | | 1150bhp | |
| | **Fosen Trafikklag A/S** | — | | | 26' 5" 18' 0" | | Masch. Augsburg-Nürnberg | Aug |
| Rdr RT | Trondheim Norwegian | | | | 2 dks | 1 Ha (7½'×6') | | |
| | | | | | RW | | | |
| | | | | | BK7½" | | | |
| 500459 | **AGDLEQ** | 180 | | | 1960 H. C. Christensens Staal af 1949— | M Mchy.aft | Oil 2SA 3Cy. 230×400 mm | |
| OYUT | | 86 | | | Marstal | 2 Ho 43½', 7½' | 210bhp | 41½t (d.o) |
| | **Ministry of Greenland** | 172 | | | 112' 11" 22' 2" 8' 7" | G.5575 B.5325 In.975 | Alpha-Diesel A/S | Fkn |
| Df Esd | Royal Greenland Trade | | | | 22' 1½" | 2 Ha (20½'×13') (6½'×6') | 1×8kW 220V d.c. | |
| Gc Rdr | Department | | | | 1 dk | 1W Der 1(5) 1(3) | Directional propeller | 9k |
| RTm | Godthåb, Greenland Danish | | | | RW len 65 | | | |
| 500460 | **AGE** | 4896 | ✠100A1 | SS 8/65 | 1936–8 Hawthorn, Leslie & Co. Ltd.— | S Mchy.aft | T 3Cy. 22" 37" & 63"×45" | |
| VLGG | | 2706 | | | Nwc | 4 Ho 52', 54', 51', 55' | 1800ihp | 440t (o.f) |
| 157637 | **Howard Smith Industries Pty** | 6310 | ✠LMC | | 392' 0" 52' 8" 21' 10½" | G.330100 B.315914 | N.E. Mar. Eng. Co. Ltd. | Nwc |
| Esd Gc | **Ltd.** | | | | 370' 0" 52' 6" 26' 3" | 4 Ha (each 41½'×34½') | 2 SB 220lb Spt hs(5884) 6cl | |
| Rdr | Melbourne British | | MN356 | EL x1$\frac{11}{16}$"SQ | P on Q83' Q228' F39' 1 dk | 8W Der 8(5) | 2×55, 14kW 220V d.c. | 10¼k |
| RTv | Now **COLLIN ROSE** See New Entries No. 9 | | | | R NS 6BH | | | |
| | | | | | rf 3" WB1635t | | | |
| 533542 | **AGE** | 459 | | | 1951–6 Smith's Dock Co. Ltd.—Mdb | S Whaler Mchy.aft | T 3Cy. 17½" 30½" & 52"×30" | |
| LMAD | exSouthern Harper–67 | 190 | ✳BC class withdrawn | | 157' 8" 27' 7" 14' 6" | | 2100ihp | (o.f) |
| | **Karl Karlsen** | — | | 10/67 | 144' 5" 27' 6" 15' 6" | | Smith's Dock Co. Ltd. | Mdb |
| Df Gc | Tromsö Norwegian | | | | 1 dk | | 2×10kW 110V d.c. | |
| Rdr RT | Name should be **AEGE** See New Entries No. 4 | | | | RW | | | |
| | | | | | BK7½" | | | |
| 525976 | **AGENOR** | 7139 | | AB | 1943–10 Marine Industries Ltd.—Srl | S CSD | T 3Cy. 24½" 37" & 70"×48" | |
| 5BDJ | exOak Hill–64 | 4311 | | | 441' 7" 57' 2" 26' 10¾" | 5 Ho | 2500ihp | 1046t (o.f) |
| 321051 | exFort Michipicoten–50 | 10230 | ✳Classed BC until 1/65 | | 417' 6" 56' 10" 37' 4" | G.527945 B.474258 | Dominion Eng. Wks Ltd. | Mtl |
| Df Esd | **Agenor Shipping Co. Ltd.** | | **BROKEN UP** | | 2 dks | 5 Ha | | 10k |
| Gc Rdr | Famagusta Cyprus | | | | RW | 10W Der 10(5) | | |
| | | | | | rf 6" | | | |
| 642391 | **AGENOR** | 500 | | | 1964 Schulte & Bruns—Emd | M OSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm | |
| DECO | | 293 | | | 239' 6" 34' 6" 11' 9¾" | 2 Ho each 33½' | 1320bhp | (d.o) |
| | **Reederei Ferdinand Müller** | 1127 | | GL | 224' 0" 34' 4" 24' 11" | G.133560 B.115870 | Klöckner-Humboldt-Deutz | Kln |
| Df Esd | Bremen W. German | | | | 2 dks & S dk | 2 Ha (stl) (each 33½'×16½') | 3×170, 85, 37½kW 380/220V | |
| Gc Pfd | | | | | | Cr 2(3) | Thw. thrust propeller fwd | 13k |
| Rdr | | | | | | | | |
| RTv | | | | | | | | |
| 500462 | **AGGI** | 4989 | ✠ | | 1937–9 Öresundsvarv. A/B—Lkr | M OSD | 4 Oil 2SA each 6Cy. 340×570 mm with | |
| LNVM | exMosnes–62 | 2861 | | | 453' 8" 57' 2" 25' 7" | | electro-magnetic slip couplings & sr | |
| | exDagmar Salén–49 | 9500 | | NV | 430' 7" 57' 0" 29' 0" | G.560061 B.516002 | gearing to sc. shaft | 1130t |
| Df Esd | **A/S Aslaug** | | | | F40' 1 dk & S dk | 6 Ha (28', 30½', 28', 30½', 28', 28'×19') | Atlas-Diesel | Skm |
| Gc Rdr | Trygve Eriksen | | | | R | 12W Der 12(3½) | | 12k |
| | Haugesund Norwegian | | | | | | | |
| 500463 | **AGGÖ** | *214* | | | 1922–10 Kaldnes M/V—Tbg | S Tug | T 3Cy. 13½" 22" & 37½"×24" | |
| SLXT | exOaxen II–61 exHavsbjörn–43 | — | | | 114' 6" 21' 1" | | 500ihp | (o.f) |
| 8615 | exGun 8–43 exWimbus | — | ✠Classed LR until 1/53 | | ... ... ... | | Kaldnæs M/V | Tbg |
| Df Rdr | exBusen 1 exBusen | | | | | | 2×10kW 115V | |
| RTm | **Bröderna Wiberg** | | | | R | | Thw. thrust propeller aft | |
| | Husum Swedish | | | | | | | |
| 503718 | **AGHIA ANASTASIA** | 7516 | ✠100A1 SS 8/68 ~~SS 4/66~~ | | 1956–7 J. Readhead & Sons Ltd.—Shl | S OSD/CSD | T 3Cy. 25" 42" & 70"×45" & LP turb with | |
| SXPL | exRomeo–67 exBaron Ogilvy–63 | 4273 | | | 456' 7" 57' 6" 25' 9"/28' 3½" | 5 Ho 63½', 62½', 40', 67½', 72½' | dr gearing & hydraulic coupling | |
| | **Santa Anastassia Cia. Nav.** | — | ✠LMC | | 425' 0" 57' 3½" 38' 0" | G.554920 B.502020 | 3350ihp | 960t (o.f) |
| Df Esd | **S.A.** | | | | F38' 1 dk & S dk | 5 Ha (31½', 32½', 24', 32½', 32½'×23') | J. Readhead & Sons Ltd. | Shl |
| Gc Rdr | Piræus Greek | | MN684 | EL b† | R NS Coll BH to S dk 7 to 2nd dk | 10W Der 10(4) | 3 SB 220lb Spt 580° F. 220lb hs9780 9cl | |
| | | | | | WB2345t incl. DTf575t | | 2×100kW 220V d.c. | |
| 500464 | **AGHIA ANNA** | 148 | | | — ...................... | Iron M | Oil 4DA 4Cy. | |
| SVLN | | 105 | | | 113' 6" 19' 8" | 1 Ho 82' | 270bhp Emade—fitted52 | (d.o) |
| 1395 | **Georgios K. Skouras** | 285 | | | ... ... ... | | Sulzer Bros. Ltd. | Wtr |
| RTm | Piræus Greek | | | | R | 3 Ha (26½', 18', 6½'×—') | 1×12kW 110V | |
| | | | | | | Der 2(1) | | |
| 540084 | **AGHIA FOTINI** | ~~965~~ 1138 | | | 1956 Kanazashi Zosensho—Shimizu | M Fishing Mchy.aft | Oil 4SA 6Cy. 420×600 mm | |
| SZJW | exAoi Maru No. 2–64 | ~~551~~ 690 | | | 245' 5" 36' 2" 15' 1" | | | |
| 2391 | exSeiju Maru No. 1–62 | — | | NK | 193' 7" 36' 1" 17' 4" | | Akasaka Tekkosho | Yaizu |
| Df Esd | **Douglas Beaghton & Co.,** | | | | RW | | | |
| Gc Pfd | **Commercial Co. of Greece** | | | | | | | |
| Rdr | Piræus Greek | | | | | | | |
| 500465 | **AGHIA KYRIAKI STO** | 125 | | | 1947 ...................... Pir | Wood Aux Mchy.aft | Oil 4DA 4Cy. | |
| SXPK | **VRAHO** | 91 | | | 92' 1" 22' 3" | | Emade—fitted58 | |
| 282 | **Skiathitis Bros.** | — | | HR | ... ... ... | | Masch. Augsburg-Nürnberg | |
| | Piræus Greek | | | | 1 dk | | | |
| 500466 | **AGHIA MARINA** | 8796 ~~6498~~ | ✠100A1 | SS 3/67 | 1954–7 Wm. Doxford & Sons Ltd.—Sld | M (4P) ~~OSD~~ CSD | Oil 2SA 4Cy. 700×2320 mm | |
| SWIM | | 5341 ~~3711~~ | | | 483' 10" 62' 4" ~~26' 9"~~ | 4 Ho 58½', 109½', 62½', 77½' | 4800bhp | 996t (bf) |
| 316 | **Cia. de Nav. Golfo Azul S.A.** | ~~11120~~ | ✠LMC | | 450' 6" 62' 0" 39' 6" | G.662342 B.603548 | Wm. Doxford & Sons Ltd. | Sld |
| Df Esd | Syra Greek | | | | 1 dk & S dk | 5 Ha (31½', 32½', 32½', 32½', 32½'×22') | 2AuxB 120lb | |
| Gc Rdr | | | MN960 | EL d†2$\frac{3}{16}$"SQ | RW Coll BH to S dk 6 to 2nd dk | 10W Der 1(25) 8(10) 2(5) | 2×40kW 220V d.c. | 13½k |
| RTm | | | | | WB2730t incl. DTm1464t | | | |
| | | | | | rf 8" | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 532060<br>SXOV<br>64 | **AGHIA MARINA**<br>exSerenity–67<br>**M. Gigilinis & D. Kalkasinas**<br>Thessaloniki Greek | **493** ~~557~~<br>287 ~~286~~<br>680 | HR<br>✠LR class withdrawn—<br>Owners' request 7/67 | **1941–5** G. Brown & Co. (Marine) Ltd.—<br>Grk<br>176′ 0″ 27′ 8″ 11′ 7″<br>... ... ...<br>Q106′ F18′ 1 dk | M Mchy.aft<br>G.38000 B.36000 | Oil 2SA 5Cy. 320×425 mm<br>500bhp<br>Newbury Diesel Co. Ltd. | 23t<br>Nby<br>11k |
| 500468<br>SZWT<br>1093<br>RT | **AGHIA MARINA**<br>**Gaviotis Bros. &**<br>**D. Vouyioukas**<br>Piræus Greek | **125**<br>97<br>140 | HR | — ...............<br>112′ 0″ 19′ 2″ 7′ 4″<br>... ... ...<br>1 dk<br>R | Iron M<br>1 Ho<br>G.63075<br>2 Ha<br>2W Der 2 | Oil 4SA 6Cy.<br>240bhp<br>Motorenw. Mannheim | 5t<br>Mhm |
| 500469<br>SXVW<br>331 | **AGHIA MARINA**<br>**A. Tsivanis, P. Varvakis**<br>**& Co.**<br>Piræus Greek | **119**<br>65<br>— | HR | **1943** ...............Turkey<br>88′ 6″ 23′ 11″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft<br>1 Ho<br>2 Ha | Oil 2Cy.<br>Emade—fitted54<br>J. & C. G. Bolinders M/V | |
| 500470<br>SXZF<br>1840<br>Df Esd<br>Gc Rdr | **AGHIA SOPHIA**<br>exSt. Nazaire–61<br>exEmma Willard–47<br>**Marfomento Compania**<br>**Naviera S.A.**<br>Piræus Greek | **7298**<br>4014<br>10844 | BV<br>**BROKEN UP** | **1943** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8″<br>56′ 9″<br>2 dks | S<br>G.442556 B.405562<br>5 Ha<br>10W Der 1(49) 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Dominion Eng. Works Ltd. | 1641t (o.f)<br>Mtl<br>10¼k |
| 526952<br>SXMI<br>2910<br>Df Esd<br>Gc RT | **AGHIA THALASSINI**<br>exPanaghia Lourion–67<br>exFangturm–61 exCanford–56<br>exEmpire Game–47<br>exBrunhilde–46<br>**Tamara Cia. Naviera S.A.**<br>Piræus Greek | **2809**<br>1572<br>3582 | ~~BS~~ ~~SS 5/64~~<br>~~Ice strengthening~~<br>~~MBS~~<br>~~MN216~~ ~~CT2640 C29~~<br>Class **WITHDRAWN**<br>7/2/69 | **1943** C. v.d. Giessen—Krimpen<br>301′ 6″ 44′ 4″ 19′ 11½″<br>281′ 0″ 44′ 3″ 26′ 11″<br>F26′ 2 dks<br>5BH<br>WB675t | S CSD<br>G.184000 B.172000<br>10W Der 1(30) 1(10) | C 4Cy. (2) $16\frac{9}{16}$″ & (2) $35\frac{7}{16}$″×$35\frac{7}{16}$″<br>1200ihp Lentz<br>N.V. Werkspoor<br>2 SB 215lb Spt hs(2658) | 415t (o.f)<br>Ams<br>10k |
| 520090<br>Df | **AGHIA TRIAS**<br>exLa Paloma–64 exFiltric II–56<br>exCid–54<br>**Alshark Navigation Co.**<br>~~Egyptian~~<br>~~(U.A.R.)~~<br>Panama Panamanian | **1858**<br>979<br>3150 | BV<br>✠Classed LR until 5/57 | **1922–4** H. & C. Grayson Ltd.—Garston<br>*264·8′* 41′ 2″ 20′ 3¾″<br>265′ 0″ 41′ 0″ 28′ 9″<br>1 dk & S dk<br>R | S OSD<br>G.184000 B.162000<br>Der 2(15) 8(5) | T 3Cy. 21″ 34″ & 56″×36″<br>486ihp<br>D. Rollo & Sons Ltd. | 272t (o.f)<br>Liv<br>10k |
| 527628<br>SVDB<br>Df Rdr<br>RTm | **AGHIA TRIAS**<br>exPetro Bourg–66<br>exChrysanthi P–61<br>exEl-Caribe–57 exYahara–47<br>**Naftiliaki Etairia Trias S.A.**<br>Piræus Greek | **1246**<br>606<br>1500 | BV | **1944** East Coast Shipyards Inc.—<br>Bayonne<br>*214·1′* 37′ 1″ 13′ 0¾″<br>213′ 6″ 37′ 0″ 14′ 6″<br>P45′ F29′ 1 dk | M Tanker Mchy.aft<br>L.76510 | Oil 4SA 8Cy. 370×510 mm<br>814bhp<br>National Supply Co.<br>3×75, 45, 45kW 110V d.c. | 60t (d.o)–4¾pd<br>Springfield<br>7½k |
| 520774<br>SYPT<br>2781<br>Df Esd<br>RT | **AGHIA TRIAS**<br>exLibra–66<br>**George A. Livanios**<br>Piræus Greek | **391**<br>195<br>505 | **BS✻** SS 6/67 ~~Dr 10/63~~<br>**MBS✻**<br>MN60 CT366 C16 | **1938–8** Gebr. van Diepen—Waterhuizen<br>153′ 2″ 26′ 1″ 10′ 1½″<br>141′ 9″ 26′ 0″<br>P39′ B49′ F19′ 1 dk<br>R NS 3BH<br>WB151t | M Mchy.aft | Oil 2SA 6Cy. 230×330 mm<br>300bhp<br>N.V. Mchfb. Bolnes | Bolnes |
| 500471<br>SYES<br>2060 | **AGHIA TRIAS**<br>exMamma Rosa–62<br>**M. Koutlakis & Partners**<br>Piræus Greek | **376**<br>297<br>— | | **1947** Cant. Nav. Fratelli Voltolini—<br>Rimini<br>138′ 5″ 29′ 0″<br>119′ 5″ 28′ 3″ 14′ 4″<br>1 dk | Wood Aux Sr | Oil 4SA 7Cy. 265×410 mm<br>S.A. Ansaldo | Gen |
| 500472<br>SXAS<br>258 | **AGHIA TRIAS**<br>**Ioannis Tribetis & Co.**<br>Piræus Greek | **150**<br>98<br>— | HR | **1949** ...............Perama<br>96′ 9″ 25′ 2″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 2SA 2Cy.<br>Emade49fitted—<br>Alpha-Diesel A/S | Fkn |
| 500473<br>SXLG<br>132 | **AGHIA TRIAS**<br>**N. Michaleas, P. Pertouneas**<br>**& P. Agryeas**<br>Samos Greek | **114**<br>50<br>— | HR | **1940** ...............Samos<br>97′ 1″ 21′ 11″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 2Cy.<br>Axelou | Greece |
| 500474<br>SXPQ<br>287 | **AGHIA VARVARA**<br>**Ioannis Argyreas & Co.**<br>Piræus Greek | **148**<br>102<br>— | HR | **1947** ....................Pir<br>100′ 0″ 25′ 7″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 4DA 4Cy.<br>Emade—fitted55<br>Ansaldo Stab. Mecc. | Gen |
| 660604<br>SYFJ<br>2591 | **AGHIA ZONI**<br>exInter Nos–65 exLonda–57<br>exSebou–53<br>**M. Koutlakis &**<br>**N. Thanopoulos**<br>Piræus Greek<br>Now **KOS** See New Entries No. 11 | **343**<br>143<br>— | | **1945** ....................England<br>*158·2′* 22′ 10″ 10′ 3″<br>... ... ...<br>1 dk<br>RW conv dry cargo ship 51 | TM Tanker Mchy.aft | 2 Oil 4SA each 12Cy. 180×190 mm<br>NE(s)52<br>Davey, Paxman & Co. | Col |
| 652018<br>SYAS<br>1733 | **AGHIOI ANARGYRI**<br>**Papageorgiou Bros.**<br>Piræus Greek | **194**<br>145<br>— | | **1960** ....................Samos<br>107′ 3″ 31′ 11″<br>31′ 9″ 11′ 5″<br>1 dk | Wood M | Oil 4SA 4Cy.<br>Ansaldo S.p.A. | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 540009 | **AGHIOS ANDREAS** | 557 | | — ...................... | M Ferry | Oil | |
| SYJC | | 328 | | | | | |
| 2077 | **Georgios I. Tsaras & Co.** | — | | | | | |
| | Piræus Greek | | | | | | |
| 540010 | **AGHIOS ANTONIOS** | 1272 | | **1936** Neptunwerft Rostock—Ros | TM Mchy.aft | 2 Oil 4SA each 6Cy. 280×450 mm | |
| SYUQ | exFlora-63 exMedea-54 | 635 | | 262′ 8″ 34′ 8″ 15′ 1⅜″ | | 1010bhp Emade40fitted52 | |
| 2150 | **John Katsipis & Partners** | 1801 | GL | 34′ 6″ 16′ 1″ | | Klöckner-Humboldt-Deutz | Kln |
| Df Esd | Piræus Greek | | | P&B166′ F35′ 1 dk | | | |
| RT | | | | R | | | |
| 500476 | **AGHIOS CONSTANTINOS** | 102 | | **1944** ......................Egypt | Wood Aux Mchy.aft | Oil 1Cy. | |
| SXTQ | | 59 | | 72′ 9″ 21′ 4″ | | Emade—fitted53 | |
| 1341 | **Kon. Andrias Bros.** | — | HR | ... ... ... | | Axelou | |
| | Piræus Greek | | | 1 dk | | | |
| 500477 | **AGHIOS DEMETRIOS** | 148 | | **1955** ...................... | M | Oil 2DA 3Cy. | |
| SVDL | | 90 | | 147′ 2″ 18′ 9″ 9′ 9″ | 3 Ho | 90bhp Emade—fitted55 | |
| 15 | **D. Kapetaniou & Sons** | — | HR | ... ... ... | | Deutz | |
| | Laurium Greek | | | 1 dk | 3 Ha | | |
| | | | | | 2W Der 2 | | |
| 500478 | **AGHIOS DEMETRIOS** | 145 | | **1956** Marathokampos—Samos | Wood Aux Mchy.aft | Oil 4DA 8Cy. | |
| SVFF | | 84 | | 87′ 2″ 27′ 7″ | | Emade—fitted58 | |
| 14 | **Konstantinos Merzanis** | 280 | HR | ... ... ... | | Superior | |
| | Laurium Greek | | | 1 dk | | | |
| 500479 | **AGHIOS DEMETRIOS** | 118 | | — ......................Italy | Wood Aux Mchy.aft | Oil 2Cy. | |
| SXOT | | 75 | | 95′ 9″ 21′ 7″ | | Emade40fitted— | |
| 280 | **K. Deliyiannis** | — | HR | ... ... ... | | Motorenw. Mannheim | Mhm |
| | Piræus Greek | | | 1 dk | | | |
| 522223 | **AGHIOS DIMITRIOS** | 2569 | | **1929** W. Doxford & Sons Ltd.—Sld | S | T 3Cy. 20½″ 33″ & 54″×39″ | |
| SZQO | exMaria-65 | 1450 | | 306′ 7″ 47′ 1″ 19′ 3½″ | 2 Ho 54′, 53′ | | 350t (o.f) |
| 2534 | exConcordia-62 | 4175 | HR | 46′ 11″ | G.186080 B.171310 | Earle's Co. Ltd. | Hul |
| Df RTm | exRingdal-58 exLago-56 | | | P36′ B72′ F30′ 1 dk | 4 Ha | 2×110V | 9k |
| | exVinnie-34 | | | R | 8W Der 8(5) | | |
| | **Vasilios Roussos** | | | | | | |
| | Piræus Greek | | | | | | |
| 500482 | **AGHIOS DIMITRIOS** | 1217 | | **1935** Lübecker Flender-Werke—Lbc | TM | 2 Oil 4SA each 6Cy. 350×500 mm | |
| SWBI | exDüsseldorf-60 | 639 | | 253′ 8″ 36′ 2″ 11′ 0½″ | | 900bhp | 68t |
| 1807 | **Raphael D. Melahrinos &** | 1400 | HR | 36′ 0″ 15′ 3″ | G.88645 B.82960 | Linke-Hofmann-Werke | Breslau |
| Df Esd | **Sons** | | | Q123′ F29′ 1 dk | | | 11k |
| | Piræus Greek | | | R | 2W Der 2 | | |
| | | | | **DAMAGED BY STRANDING 3/67—BROKEN UP** | | | |
| 500483 | **AGHIOS DIONISIOS** | 513 | | **1942** ...................... | TM Ferry | 2 Oil 4SA each 12Cy. 180×195 mm | |
| SYLA | exNorris Castle-62 | 367 | | *180·0′* 38′ 1″ 4′ 6″ | | | 13t |
| 2043 | **D. Filipopoulos** | — | | 37′ 11″ | | Davey, Paxman & Co. Ltd. | Col |
| RT | Piræus Greek | | | 1 dk | | | 9½k |
| 541453 | **AGHIOS DIONYSSIOS** | 199 | | **1946** Rodolico & Spampinato—Riposto | Wood Aux Bn Mchy.aft | Oil 4SA 4Cy. 240×360 mm | |
| SYRK | exMichelina Salonia-63 | 142 | | 114′ 9″ 25′ 7″ | | Emade40fitted46 | |
| 2205 | exAnna D'Arrigo-57 | — | RI | 96′ 10″ 25′ 0″ 11′ 10″ | | Klöckner-Humboldt-Deutz | Kln |
| | **Maria Lagoudaki** | | | | | | |
| | Greek | | | | | | |
| 500484 | **AGHIOS DIONYSSIOS** | 130 | | **1949** ......................Koroni | Wood Aux Mchy.aft | Oil 4DA 6Cy. | |
| SXMS | | 100 | | 86′ 11″ 26′ 6″ | | Emade—fitted49 | |
| 20 | **Alexis Barberakis & Co.** | — | HR | ... ... ... | | Deutz | |
| | Calamata Greek | | | | | | |
| 652019 | **AGHIOS ELEFTHERIOS** | 143 | | **1962** ......................Piræus | TM Ferry | 2 Oil SA 6Cy. | |
| SYEQ | | 94 | | 94′ 10″ 24′ 0″ | | | |
| 2028 | **P. Viliotis &** | — | | ... ... ... | | Czechoslovakia | |
| | **S. Farmakouris** | | | 1 dk | | | |
| | Piræus Greek | | | | | | |
| 500485 | **AGHIOS GEORGIOS** | 468 | | **1942** Glommens M/V—Fks | M Tanker Mchy.aft | Oil 2SA 6Cy. 250×420 mm | |
| SVMX | exCalafatis II-62 exBanco-58 | 211 | | *156·1′* 25′ 7″ 11′ 4″ | | 560bhp | |
| 1468 | exUtsire | 600 | HR | 25′ 5″ | | Atlas-Diesel | Skn |
| Df | **TRIAS Marine Co. Ltd.** | | | P44′ B17′ 1 dk | | | 10k |
| | Piræus Greek | | **BURNT 3/68** | RW | | | |
| 500486 | **AGHIOS GEORGIOS** | 298 | | **1918** J. W. Boerma—Martenshoek | M | Oil 2Cy. | |
| SZIS | exGeogios S. Krinis-56 | 217 | | *145·8′* 23′ 1″ 11′ 4″ | 1 Ho | 200bhp | 18 |
| 431 | exIsidoros Condoyannis-33 | — | HR | 22′ 11″ | G.25000 | Bolinder | |
| | exMarmaras | | | 1 dk | 3 Ha | | |
| | exHeerengracht | | | R | 3W Der 3 | | |
| | **J. Tribintis & Co.** | | | | | | |
| | Piræus Greek | | | | | | |
| 640628 | **AGHIOS GEORGIOS** | 294 | | **1942** ......................Chioggia | Wood M | Oil 2SA 4Cy. 230×400 mm | |
| SVYY | exPremuda-66 exPula exAfra | 202 | | 123′ 0″ 28′ 4″ 15′ 9″ | 1 Ho 67½′ | 240bhp | (d.a) |
| 2912 | **Constantinos M. Prekas** | 437 | JR | 28′ 2″ | | Burmeister & Wain | Cpn |
| RTm | Piræus Greek | | | 1 dk | 2 Ha (14½′, 13′×9½′) | | |
| | | | | | Der 2(1) | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 500487<br>SZUL<br>1029<br>RTv | **AGHIOS GEORGIOS**<br>**Kimonos & Andres Anemogiannis**<br>Piræus Greek | **218**<br>132<br>350 | | | — .....................<br>125′ 7″ 21′ 9″<br>... ... ...<br>1 dk | Wood Aux<br>1 Ho 70¾′<br>Der 2(7) | Oil<br>300bhp (d.o)<br>Deutsche Werft A.G. Ham<br>2×110kW d.c. |
| 525129<br>SZTK<br>1125<br>RTv | **AGHIOS GEORGIOS**<br>exNicolas L.–64 exHydra–57<br>exNiki–54 exBison–47<br>**Alexios G. Alexiadis & P. Iliadis**<br>Piræus Greek | **218**<br>119<br>350 | ✠Classed LR until 12/49<br>**FOUNDERED 11/68** | HR | **1906–11** Garston G.D. & S.B. Co. Ltd.—Garston<br>*125·0′* 24′ 1″ 11′ 8″<br>23′ 11″<br>RW conv tug 54 | M Mchy.aft<br>1 Ho 70¾′<br>2 Ha<br>2W Der 2(½) | Oil 4SA 6Cy. 215×265 mm<br>300bhp Emade—fitted54 18t (d.o)<br>Springfield<br>2×110kW d.c. 7½k |
| 500488<br>SVMT<br>1518<br>Df RT | **AGHIOS GEORGIOS**<br>exSea Dog exStalwart<br>**Nicolas E. Vernicos Shipping Co. Ltd.**<br>Piræus Greek | **153**<br>12<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>MN84 | SS 7/66<br>EL (b) | **1916–9** Ardrossan D.D. & S.B. Co.—Ard<br>100′ 0″ 22′ 2″<br>95′ 0″ 22′ 0″ 11′ 9″<br>R 4BH<br>WB3t | S Tug | T 3Cy. 13″ 21″ & 34″×24″<br>450ihp (o.f)<br>Aitchison, Blair Ltd. Gls<br>SB 180℔ hs(1600) 3pf ND |
| 500489<br>SVKR<br>40 | **AGHIOS GEORGIOS**<br>**Panagiotis I. Dioletas**<br>Volos Greek | **139**<br>72<br>— | | HR | **1958** .....................Skiathos<br>94′ 5″ 24′ 11″<br>... ... ...<br>1 dk | Wood Aux | Oil 1Cy.<br>Emade—fitted58<br>Kassiopoulos-Dimitriou Greece |
| 500490<br>SXMP<br>1524 | **AGHIOS GEORGIOS**<br>**G. K. Skoyras & Sons**<br>Piræus Greek | **124**<br>93<br>— | | HR | **1945** .....................Kalamai<br>92′ 6″ 23′ 2″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 4DA 3Cy.<br>Emade—fitted46<br>Carels & v.d. Kerchove Ght |
| 652020<br>SXCM<br>35 | **AGHIOS GEORGIOS**<br>**E. Kalikis**<br>Volos Greek | **116**<br>61<br>— | | | **1947** .....................Skiathos<br>91′ 7″ 23′ 0″<br>9′ 1″<br>1 dk | Wood M | Oil 2SA 1Cy.<br>Emade58fitted—<br>Greece |
| 522621<br>SXFY<br>337 | **AGHIOS GEORGIOS**<br>exMaroula–66<br>**N. Fritzilas & S. D. Papadatos**<br>Piræus Greek | **116**<br>88<br>— | | | **1941** .....................Syros<br>101′ 8″ 25′ 5″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 2Cy. |
| 500491<br>SXKZ<br>2 | **AGHIOS GEORGIOS**<br>**A. Hatzinikitas & M. Kabanepos**<br>Rhodes Greek | **101**<br>63<br>— | | | **1933** .....................Rhodes<br>108′ 2″ 20′ 0″<br>... ... ...<br>1 dk | Wood M | Oil<br>Vomag |
| 500329<br>SZMZ<br>2532 | **AGHIOS GEORGIOS III**<br>exAdria Primo–65<br>exAdria–61<br>**V. A. Zavitsiannos**<br>Piræus Greek | **197**<br>108<br>— | | | **1947** Guido Rondolini—Cattolica<br>115′ 4″ 24′ 2″<br>99′ 9″ 23′ 7″ 12′ 7″<br>1 dk | Wood Aux | Oil 4SA 6Cy. 265×410 mm<br>S.A. Ansaldo Gen |
| 500493<br>SZMT<br>1558<br>Df Esd | **AGHIOS GERASIMOS**<br>exKnossos exST-730<br>**Loucas Matsas & Sons**<br>Piræus Greek | **127**<br>57<br>— | | GL | **1944** Pt. Houston Irn Wks—Houston<br>85′ 0″ 22′ 11″<br>10′ 4″ | M Salvage Tug | Oil 2SA 6Cy. 318×406 mm<br>650bhp<br>Clark Bros. Co. Inc. Olean |
| 542709<br>SYTG<br>2304<br>Df RT | **AGHIOS GERASSIMOS**<br>exFouii–64 exSprayville–63<br>exHazelfield–59<br>**C., G. & A. Potamianos**<br>Piræus Greek | **692**<br>324<br>— | ✠Classed LR until 5/64 | BV | **1948–4** Lytham S.B. & E. Co. Ltd.—Lytham<br>183′ 10″ 28′ 10″ 13′ 2½″<br>176′ 6″ 28′ 8″ 13′ 6″<br>P on Q 58′ Q103′ B9′ F24′ 1 dk<br>RW | M Mchy.aft<br>G.37316<br>3 Ha (each 16′×32′)<br>3W Der 1(2) 2(1½) | Oil 4SA 6Cy. 320×450 mm<br>800bhp NE64<br>Masch. Kiel G.m.b.H. Kel |
| 517781<br>SVQD<br>2801<br>Df Esd<br>Gc Rdr<br>RTm/v | **AGHIOS HARALAMPOS**<br>exJustus Waller–66<br>**Mariner Shipping Co. S.A.**<br>Piræus Greek | **11077**<br>6355<br>17400 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN1350 | Dr 4/66<br>EL g† | **1954–1** A/B Götaverken—Got<br>549′ 9″ 66′ 1″ 30′ 1¾″<br>511′ 10″ 66′ 0″ 39′ 3″<br>P103′ B36′ F63′ 1 dk<br>RW 13BH<br>WB1793t incl. DTa384t DTf753t | M Tanker Mchy.aft<br>20 Ta<br>Der 2(5) 2(3) | Oil 2SA 9Cy. 680×1500 mm<br>6750bhp 1607t (hvf)<br>A/B Götaverken Got<br>2AuxB 150℔ e (ex.g) 150℔<br>3×165, 165, 110kW 220V d.c. 14k |
| 530610<br>SVUM<br>2789<br>Df Esd<br>RT | **AGHIOS IOSIF**<br>exSaint-Joseph–66<br>exGabian–54<br>**Fortuna Soc. Anon.**<br>Piræus Greek | **728**<br>343<br>890 | | BV | **1946** Ch. Nav. de Caen—Blainville<br>221′ 7″ 29′ 5″ 13′ 0″<br>29′ 3″<br>P31′ B18′ F25′ 1 dk | TM<br>pt bulk wine carrier<br>Der 1(2½) 1(1½) | 2 Oil 2SA each 7Cy. 290×500 mm<br>1400bhp 30t<br>Cie. de Const. Méc. St. Denis<br>12k |
| 529465<br>SZYX<br>2598<br>RT | **AGHIOS ISIDOROS**<br>exSargo–65 exRicopino–65<br>exLinea III<br>**John Psilopatis & E. Psilopatis**<br>Piræus Greek | **298**<br>151<br>440 | | HR RI | — Cant. Solimano-Savona—Savona<br>151′ 4″ 21′ 2″ 10′ 9″<br>124′ 0″ 21′ 0″ 11′ 7″<br>Q40′ F21′ 1 dk | M Mchy.aft<br>1 Ho 61¼′<br>G.16500 B.15100<br>2 Ha<br>2W | Oil 4DA 7Cy. 265×410 mm<br>350bhp NE43 12t<br>S.A. Ansaldo Gen<br>9k |
| 500496<br>SZSH<br>1298 | **AGHIOS ISIDOROS**<br>exOurania–56 exLuigia Viola<br>**Spyros D. Sigalas**<br>Piræus Greek | **228**<br>124<br>345 | | RI | **1946** Offic. Allestimento e Riparazione Navi—Gen<br>119′ 1″ 21′ 8″ 10′ 7½″<br>... ... ...<br>1 dk | M<br>1 Ho | Oil 4SA 6Cy. 265×410 mm<br>300bhp<br>S.A. Ansaldo Gen |

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| 500497<br>SVZB<br>48 | **AGHIOS ISIDOROS**<br><br>**Psilopatis**<br>Samos Greek | 218<br>168<br>— | HR | 1959 Agios Isidoros Kallithea—Samos<br>100' 0" 26' 6"<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 4DA 6Cy.<br>Emade35fitted59<br>Masch. Augsburg-Nürnberg |
| 500498<br>SXER<br>26 | **AGHIOS ISIDOROS**<br><br>**Athanasios Kapantais**<br>Samos Greek | 113<br>66<br>— | | 1936 Psilopatis Nikolaos—.........<br>87' 11"<br>... ... ...<br>1 dk | Wood M | Oil SA<br><br>Climax |
| 504098<br>SXGM<br>2963<br>Df Esd<br>Gc Rdr<br>RTm/v | **AGHIOS NECTARIOS**<br>exBengore Head-67<br>exEmpire Garrison-47<br>exKalliope-45<br>**Kyrle Cia. Nav. S.A.**<br>Piræus Greek | 1902<br>827<br>3086 | BV<br>LR class withdrawn—<br>Owners' request 7/67 | 1944 De Schelde N.V.—Fls<br>301' 6" 44' 5" 18' 5"<br>281' 0" 44' 4" 26' 11"<br>1 dk & S dk<br>R<br>rf 4½" | S OSD<br>3 Ho 43', 70', 74'<br>G.182956 B.171534<br>3 Ha (21½', 44½', 44½'×17½')<br>10W Der 10(5) | C 4Cy. (2) 16 1/16" & (2) 35 1/16"×35 1/16"<br>1200ihp Lentz 326t (o.f)<br>De Schelde N.V. Fls<br>2×12kW 220V d.c. 10k |
| 500500<br>SWHI<br>1217<br>RTm | **AGHIOS NECTARIOS**<br>exSpiros-57<br>**Costas Spyrou Latsis Coast**<br>**Lines of Greece S.A.**<br>Piræus Greek | 109<br>84<br>— | ✠100A SS 4/65<br>**Saronic (Limiting port Hydra) Corinth & Patros Gulf service**<br>**LMC**<br>**MN144** | 1952-6 Gustafsson & Andersson—<br>Lidingö<br>88' 0" 17' 0"<br>16' 10"<br>RFD22'<br>R 4BH<br>BK4" | Aluminium Alloy TM (260P) | 2 Oil each 8Cy. 5¼"×6" with sr & reverse gearing<br>760bhp ✠NE6/62 3⅞t (d.o)<br>Rolls-Royce Ltd. Shrewsbury<br>15k |
| 652021<br>SZJE<br>2352 | **AGHIOS NEKTARIOS**<br><br>**P. Maroulakis**<br>Piræus Greek | 138<br>89<br>— | | 1964 .......................Piræus<br>108' 3" 30' 6"<br>... ... ...<br>1 dk | TM Ferry | 2 Oil 4SA each 4Cy.<br><br>Mercedes Benz |
| 500501 | **AGHIOS NICHOLAOS**<br>exAbeille No. 20-57<br>**Loucas Matsas & Sons**<br>Piræus Greek | 160<br>11<br>— | ✠Classed LR until 7/65 | 1924-11 J. P. Rennoldson & Sons Ltd.—<br>Shl<br>107' 2" 23' 1" 13' 5"<br>100' 0" 23' 0"<br>R<br>BK7" | M Tug | Oil 4SA 6Cy. 425×600 mm<br>500bhp<br>Emade30reconditioned&fitted57<br>Masch. Augsburg-Nürnberg Aug<br>11¾k |
| 500502<br>SWIR<br>317<br>Df Esd<br>Gc Rdr<br>RTm | **AGHIOS NICOLAOS**<br><br>**Porto Blanco Cia. Nav.**<br>**S.A.**<br>Syra Greek | 6548<br>3728<br>11120<br>8828<br>5358<br>— | ✠100A1 SS 7/66<br><br>✠LMC<br><br>MN960 EL d†2 3/16"SQ | 1955-1 Wm. Doxford & Sons Ltd.—Sld<br>483' 10" 62' 2" 26' 8¾"<br>450' 0" 62' 0" 39' 6"<br>1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2730t incl. DTm1464t | M (4P) OSD<br>4 Ho 58½', 109½', 62½', 77½'<br>G.662342 B.603548<br>5 Ha (31½', 32½', 32½', 32½', 32½'×22')<br>10W Der 1(25) 8(10) 2(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp 996t (hvf)<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 120lb<br>2×40kW 220V d.c. 13½k |
| 500504<br>SVOC<br>1429<br>Esd | **AGHIOS NICOLAOS**<br>exTheo-59<br>exPass of Melfort-59<br>**Naftiliaki Etairia Trias S.A.**<br>Piræus Greek | *757*<br>*324*<br>800 | ~~✠100A1~~ ~~SS 11/63~~<br>~~oil tanker~~<br>~~✠LMC~~<br><br>~~MN120~~ ~~EL~~<br>**TO BE BROKEN UP**<br>~~**SURVEYS OVERDUE 11/67**~~ | 1926-8 Blythswood S.B. Co. Ltd.—Gls<br>192' 6" 29' 8" 12' 11½"<br>181' 0" 29' 6" 13' 7"<br>P74' F23' Trunk 84' 1 dk<br>R 9BH.<br>WB107t incl. DTf39t | S Tanker Mchy.aft<br>6 Ta<br>L.36066 HeCls. BC | T 3Cy. 14" 23" & 38"×27"<br>700ihp 58t (o.f)-5¼pd<br>J. G. Kincaid & Co. Ltd. Grk<br>SB 180lb Spt hs(2534) 4cf ND 9k |
| 540012<br>SVII<br>2078 | **AGHIOS NICOLAOS**<br><br>**D. A. & J. A. Papageorgiou**<br>**and others**<br>Piræus Greek | 243<br>157<br>— | | 1943 ....................... | M | Oil |
| 500507<br>SXUS<br>318 | **AGHIOS NICOLAOS**<br><br>**G. Grammatas & P. Dilaveris**<br>Piræus Greek | 181<br>106<br>— | HR | 1945 .......................Skiathos<br>106' 11" 27' 9"<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 2DA 5Cy.<br><br>Sulzer Bros. Ltd. Win |
| 500508<br>SVIZ<br>28 | **AGHIOS NICOLAOS**<br><br>**Dimitrios Papageorgiou**<br>Thessaloniki Greek | 150<br>114<br>— | HR | 1957 Marathokampos—Samos<br>83' 4" 26' 11"<br>... ... ...<br>1 dk | Wood Aux | Oil 2Cy.<br><br>Axelou Greece |
| 500509<br>SVAH<br>1472<br>RT | **AGHIOS NICOLAOS**<br><br>**Panagiotis Souris**<br>Piræus Greek | 131<br>50<br>— | | 1954 .......................Perama<br>93' 6" 23' 5"<br>... ... ...<br>1 dk | Wood Aux Fishing Mchy.aft | Oil 2DA 5Cy.<br><br>Burmeister & Wain |
| 500510<br>SXRK<br>291 | **AGHIOS NICOLAOS**<br><br>**G. Lysikatos & E. G. Fassili**<br>Piræus Greek | 100<br>74<br>— | HR | 1945 .......................Egypt<br>77' 8" 23' 2"<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 2DA 3Cy.<br>Emade—fitted51<br>Motorenf. Darmstadt Darmstadt |
| 500511<br>SYII<br><br>Esd Gc | **AGHIOS NIKOLAOS**<br>exNuovo San Pasquale-62<br>exSan Pasquale-53 exItala-52<br>exBaltic-49 exLena-47<br>**Dimitrios Papageorgiou**<br>Greek | 300<br>162<br>— | | 1947 Cant. Frat. Benetti—Viareggio<br>129' 2" 28' 10"<br>115' 10" 28' 2" 12' 9" | Wood M Tug Mchy.aft | Oil 4SA 6Cy. 265×410 mm<br>NE60<br>S.A. Ansaldo Gen |
| 500512<br>SZUC<br>1017<br>RT | **AGHIOS NIKOLAOS**<br>exKozani-61 exEyke-48<br>**Basil Kampanaros & Co.**<br>Piræus Greek | 256<br>126<br>— | | 1942 Hugo Peters—Beidenfleth<br>*125·1'* 24' 10"<br>24' 8" 10' 2"<br>1 dk | M | Oil 2SA 6Cy. 285×420 mm<br>250bhp<br>Masch. Augsburg-Nürnberg Aug |

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| 652023 | **AGHIOS NIKOLAOS**<br>**Osman Jaleh Sabbe**<br>Somali Rep. | 214<br>123<br>— | | | 1943 .....................U.S.A.<br>136′ 5″ 24′ 6″<br>24′ 4″ 12′ 5″<br>1 dk | Wood M | Oil 2SA 5Cy.<br>Sulzer | |
| 652024<br>SVBY<br>1363 | **AGHIOS NIKOLAOS**<br>**K. Kyriakidis &**<br>**A. Georgiou**<br>Piræus Greek | 188<br>110<br>— | | | 1895 .....................<br>115′ 10″ 21′ 2″<br>21′ 0″ 11′ 8″<br>1 dk<br>R | Iron M | Oil 4SA 4Cy.<br>Emade—fitted— | |
| 652022<br>SYXI<br>355 | **AGHIOS NIKOLAOS**<br>**K. Gaviotis & N. Dessipris**<br>Syros Greek | 129<br>65<br>— | | HR | — .....................<br>104′ 4″ 18′ 9″ 8′ 3″<br>10′ 9″<br>1 dk | M | Oil 4SA<br>Deutz | |
| 500513<br>SVGW<br>319<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGHIOS SPYRIDON**<br>**Cia. de Nav. Golfo Azul S.A.**<br>Syra Greek | 7469<br>4331<br>12400<br>**9924**<br>5925<br>14560 | ✠100A1<br>✠LMC<br>MN1360 | SS 2/67<br>EL f†2¼″SQ | 1957–7 Wm. Doxford & Sons (S.B.) Ltd.<br>—Sld<br>509′ 2″ 67′ 4″ 27′ 5″/30′ 4″<br>471′ 1″ 67′ 0″ 40′ 8″<br>F44′ 1 dk & S dk<br>RW 7BH to S dk 1 to 2nd dk<br>rf 6″ WB3394t incl. DTa1552t | M (10P) OSD/CSD<br>5 Ho 56¼′, 60½′, 70′, 55′, 57½′<br>G.738950 B.667490<br>6 Ha (31½′, 30′, 30′, 15′, 30′, 30′×22′)<br>12W Der 1(25) 10(10) 2(5) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp<br>Wm. Doxford & Sons (Eng.) Ltd.<br>2AuxB 120℔<br>2×150kW 220V d.c. | 1497t (hvf)<br>Sld<br>15k |
| 521047<br>SVYV<br>2816<br>Df Esd<br>Pfd<br>RTm | **AGHIOS SPYRIDON**<br>exLochee–66 exGowrie–48<br>exEmpire Cape–45<br>~~D. & S. Zoulis Bros. &~~<br>~~D. Vlachos~~ **S.C. Vazeos & Co.**<br>Piræus Greek | 872<br>451<br>1127 | ✠100A1<br>✠LMC | ~~SS 11/64~~<br>TD 7/68<br>EL I | 1941–7 Scott & Sons—Bwg<br>211′ 0″ 33′ 2″ 13′ 5¼″<br>198′ 6″ 33′ 0″ 13′ 10″<br>Q123′ F28′ 1 dk<br>R NS 5BH<br>rf 6″ WB324t incl. DTf44t | M Mchy.aft<br>2 Ho 59′, 60′<br>G.61051 B.59531<br>2 Ha (40¾′, 45¾′×22′)<br>2W Der 2(1½) | Oil 2SA 5Cy. 340×570 mm<br>800bhp<br>British Auxiliaries Ltd.<br>3×60, 50, 16kW 220V d.c. | 42t (d.o)<br>Gls<br>10k |
| 500514<br>SZWF<br>1207<br>RTm/h | **AGHIOS SPYRIDON**<br>exKilmerford<br>**Zacharis Bros. & Co.**<br>Piræus Greek | 486<br>228<br>950 | | HR | 1945 .....................U.S.A.<br>*184·6′* 33′ 0″ 12′ 10″<br>32′ 10″<br>1 dk & S dk | M OSD<br>3 Ho 36′, 26′, 38′<br>G.47750 B.40500<br>3 Ha (22′, 18′×11′) (25¾′×13¼′)<br>3W Der 4 | Oil 4SA 6Cy. 400×460 mm<br>580bhp Emade42fitted53<br>Waggon & Maschb. | 32t<br>Ham<br>10½k |
| 500515<br>SZUE<br>1277 | **AGHIOS SPYRIDON**<br>**Athena Koutsodonti &**<br>**E. Panagopoulou**<br>Piræus Greek | 145<br>60<br>— | | HR | 1945 .....................Tel Aviv<br>119′ 1″ 22′ 0″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 1Cy.<br>NE51<br>Axelou | Greece |
| 500516<br>SXAB<br>245 | **AGHIOS STYLIANOS**<br>exOstrakon–60 exPif-Paf<br>exRondine exMarie Paul<br>exCarpe Diem<br>**P. Klouvas & Co.**<br>Piræus Greek | 206<br>104<br>350 | | | 1917 Gebr. Pot—Bolnes<br>*112·2′* 23′ 0″<br>... ... ...<br>R | Aux Sr | Oil 2SA 2Cy. 320×315 mm<br>Mchfb. Bolnes | Bolnes |
| 500517<br>SVSE<br>1613<br>Df Gc | **AGHIOS SYMEON**<br>exJane Lanng–59 exMaravi–51<br>**G. E. Foutoulakis &**<br>**N. V. Notaras**<br>Piræus Greek | 2725<br>1557<br>3965 | ✻Classed BC until 7/54 | GL | 1921–7 Workman, Clark & Co. Ltd.—Bel<br>310′ 6″ 47′ 2″ 20′ 3⅝″<br>47′ 0″ 24′ 0″<br>B83′ F38′ 1 dk<br>R | S<br>G.185830 B.169590<br>8W Der 1(20) 8(5) | T 3Cy. 20½″ 34″ & 57″×45″<br>1700ihp<br>Workman, Clark & Co. Ltd. | 555t (o.f)<br>Bel<br>10½k |
| 523200<br>SVEJ<br>2712<br>Df Esd<br>Pfd Rdr<br>RTm | **AGIA ANNA**<br>exMenapia–65<br>**M. Koutlakis &**<br>**N. Thanopoulos**<br>Piræus Greek | 1000<br>717<br>1280 | ✠100A1<br>✠LMC<br>MN224 | ~~Dr 8/68~~<br>SS 12/67<br>EL I | 1939–11 A. Vuijk & Zonen—Capelle<br>213′ 10″ 32′ 7″ 14′ 4″<br>202′ 0″ 32′ 6″ 17′ 9″<br>Q49′ RFD24′ 1 dk, 2nd dk clear of mchy. space<br>R 3BH<br>rf 3″ WB304t | M Mchy.aft<br>2 Ho 45′, 80′<br>G.61000 B.60000<br>2 Ha (38′×20′) (52′×17′)<br>2W Der 2(2) | Oil 2SA 6Cy. 340×570 mm<br>1120bhp ✠NE53<br>British Polar Engines Ltd.<br>3×60kW 220V d.c. | 52t (d.o)<br>Gls<br>11k |
| 512178<br>SYEF<br>Df Esd<br>RTh | **AGIA ELENI**<br>exFrisian Coast–67 exLowick–46<br>**D. Varverakis &**<br>**Chr. Hadjigeorgiou**<br>Piræus Greek | 592<br>275<br>978 | ✠100A1 TD 5/68<br>with freeboard<br>✠LMC<br>MN164 | ~~Dr 8/64~~<br>EL k | 1937–12 Schps. Gideon v/h J. Koster—Gro<br>195′ 11″ 31′ 8″ 13′ 5½″<br>181′ 11″ 31′ 6″ 21′ 0″<br>1 dk & S dk<br>R Coll BH to S dk 2 to 2nd dk<br>rf 2″ WB386t | M OSD Mchy.aft<br>2 Ho 40¼′, 72′<br>G.68424 B.65232<br>2 Ha (28′, 42′×19½′)<br>3W Der 1(15) 2(5) | Oil 4SA 6Cy. 15″×18″<br>816bhp ✠NE11/55<br>Mirrlees, Bickerton & Day<br>3×65, 30, 22kW 220V d.c. | 30t (d.o)<br>Stckpt<br>11k |
| 540013<br>5BDV<br>321080<br>Df Esd<br>Gc Rdr | **AGIA ELPIS**<br>exRedgate–63 exInverness–53<br>exEmpire Freetown–46<br>**Southern Cross Shipping Co. Ltd.**<br>Famagusta Cyprus | 7132<br>5033<br>10075 | ✠Classed LR until 12/65<br>**TO BE BROKEN UP** | AB | 1945–3 Burntisland S.B. Co. Ltd.—Bnt<br>443′ 1″ 57′ 0″ 27′ 4¼″<br>412′ 0″ 56′ 8″ 37′ 9″<br>F41′ 2 dks | M CSD<br>G.544850 B.504170<br>10W Der 1(50) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp<br>Wm. Doxford & Sons Ltd. | 750t<br>Sld<br>11k |
| 500518<br>5LEC<br>877<br>Df Esd<br>Gc Rdr | **AGIA ERITHIANI**<br>**Armadores Agia Erithiani S.A.**<br>~~Armadores Petrolieros S.A.~~<br>Monrovia Liberian | 20153<br>12416<br>32888 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3000 | SS 9/66<br>EL p†2 11/16″SQ | 1956–12 Mitsubishi Zosen—Nag<br>659′ 11″ 88′ 3″ 34′ 2¼″<br>631′ 0″ 88′ 0″ 45′ 0″<br>P130′ B36′ F89′ 1 dk<br>15BH<br>rf 6″ WB2649 incl. DTf1781t | S Tanker<br>30 Ta<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15000shp<br>Mitsubishi Zosen<br>2WTB 707℔ Spt 850° F. 618℔<br>sg 142℔ | 2818t (o.f)–80pd<br>Nag<br>hs27760<br>16½k |

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| 510031<br>Df RT | **AGIA LAVRA**<br>exCarlotta-67 exEla-64<br>exPeter-57 exFærö Shell-56<br>exPenteola-51<br>**Nicola Thanopoulos &<br>Michael Koutlakis**<br>Piræus Greek<br>Now **RODOS** See New Entries No. 11 | 488 ~~498~~<br>255 ~~225~~<br>580 | ✠Classed LR until 8/57 | RI | 1936-3 C. v.d. Giessen—Krimpen<br>166' 0" 28' 1" 11' 3½"<br>165' 0" 28' 0" 12' 3"<br>Q46' PonQ46' F24' 1 dk<br>R | TM Tanker Mchy.aft<br>12 Ta<br>L.215372 | HeCls. C | 2 Oil 4SA each 6Cy. 300×480 mm<br>600bhp<br>N.V. Werkspoor | 75t-2½pd<br>Ams |
| 520241<br>SWLI<br>2935<br>Esd Pld<br>RT | **AGIA SOFIA**<br>exLairdsburn-66<br>exSylvian Coast-59 exBeal-46<br>**Michael Koutlakis**<br>Piræus Greek | 480<br>236<br>720 | ✠100A1<br>✠LMC<br>MN75 | ~~SS 7/68~~<br>TD 5/68<br>EL h | 1936-2 Hawthorn Leslie & Co. Ltd.—<br>Nwc<br>171' 6" 27' 2" 11' 4½"<br>163' 0" 27' 0" 12' 4"<br>P59' F23' 1 dk<br>R NS 3BH<br>WB228t | M Mchy.aft<br>1 Ho 104'<br>G.32680 B.30850<br>1 Ha (70'×15½')<br>2W | | Oil 4SA 6Cy. 320×450 mm<br>350bhp ✠NE9/59<br>Humboldt-Deutzmot. | 21t<br>Köln-Deutz<br>9½k |
| 531001<br>6ZIY<br>2306<br>Df Esd<br>Gc Rdr | **AGIA TRIAS**<br>exSan Jose II-65<br>**Trinity Steamship Inc.**<br>Monrovia Liberian | 11010<br>6727<br>16370 | ✠LR class withdrawn—<br>Owners' request 10/67 | AB | 1953-11 Bremer Vulkan—Vgk<br>541' 1" 68' 5" 29' 1½"<br>503' 7" 68' 3" 37' 5"<br>P101' B43' F68' 1 dk<br>RW | M Tanker Mchy.aft<br>19 Ta<br>L.803928 | | Oil 2DA 6Cy. 720×1200 mm<br>6500bhp MAN<br>Bremer Vulkan | 1342t<br>Vgk<br>14½k |
| 526965<br>SZUS<br>1037 | **AGIA TRIAS**<br>exPanagiotis N.-65<br>exAscianghi-48<br>exMarie Hélène-36<br>exLe Sportif<br>**M. I. Batis & P. B. Doukis**<br>Piræus Greek | 494<br>275<br>— | | HR | 1921 Cie. Gén de Matériel Nav.—LaR<br>*176·9'* 28' 4" ~~13' 0"~~ 15' 0"<br>... ... ...<br>R conv tug— len 26 | M ~~S~~ Ref<br>2 Ho<br>G.14406<br>4 Ha<br>3W Der 6 | | Oil ~~T 3Cy. 18" 30" & 40"×33"~~<br>~~650ihp~~ NE67<br>~~Anc. Etab. Delaunay-Belville~~ | ~~140t (o.f)~~<br>~~St Denis~~ |
| 503183<br>SVFZ<br>2762<br>Df | **AGIA TRIAS**<br>exAwardity-65 exIngeborg-56<br>**M. Koutlakis &<br>N. Thanopoulos**<br>Piræus Greek | 479<br>233<br>625 | ✠100A1<br>oil tanker<br>✠LMC<br>MN86 | ~~SS 4/60~~<br>TD4 4/66<br>EL g | 1937-4 Jos. L. Meyer—Papenburg<br>167' 11" 25' 10" 11' 1½"<br>157' 6" 25' 7" 12' 2"<br>Q48' F19' Trunk 91' 1 dk<br>R 8BH<br>WB80t | M Tanker Mchy.aft<br>L.23600 | HeCls. C | Oil 2SA 6Cy. 240×345 mm<br>430bhp ✠NE11/60<br>Newbury Diesel Co. Ltd.<br>db 114lb | 25t-2pd<br>Nby<br>8½k |
| 521234<br>HOGU<br>4102-L<br>Df Esd<br>Gc Rdr<br>RT | **AGIA VARVARA**<br>exLoris-67 exLéon Mazzella<br>exJoseph Blot-54<br>exEmpire Jessica-45<br>**Cia. Mtma. Santa Barbara<br>S.A.**<br>Panama Panamanian | 2847<br>1610<br>4630 | ✠100A1<br>✠LMC | SS 2/65<br>EL u 1¹¹⁄₁₆"SQ | 1943-5 Ailsa S.B. Co. Ltd.—Trn<br>327' 10" 46' 5" 20' 9½"<br>310' 0" 46' 4" 25' 2"<br>P33' B82' F34' 1 dk<br>NS 5BH<br>WB805t | S<br>G.198000 | | T 3Cy. 20" 31" & 55"×39"<br>1100ihp<br>Ailsa S.B. Co. Ltd.<br>2 SB 200lb hs(3840) 6cf | 630t (o.f)<br>Trn<br>9½k |
| 524214<br>SXER<br>Esd Gc<br>Rdr | **AGIA VARVARA**<br>exMornar-67 exOris-58<br>**A. Tountas and others**<br>Piræus Greek<br>Now **CAPTAGIANNIS** See New Entries No. 8 | ~~1400~~ 1528<br>~~759~~ 783<br>2513 | | JR | 1949 J. Crown & Sons Ltd.—Sld<br>258' 7" 42' 0" 17' 8½"<br>41' 10"<br>2 dks | S<br>G.162473 B.148721<br>8W Der 2(10) | | T 3Cy. 16½" 28½" & 48"×36"<br>N.E. Mar. Eng. Co. (1938) Ltd. | 392t (o.f)<br>Sld<br>11½k |
| 641007<br>IJHI<br>615 | **AGILE**<br>**ALPHA—Societa di<br>Navigazione**<br>Palermo Italian | 848<br>417<br>1255 | | RI | 1964 Cant. Nav. Cassaro—Mes<br>221' 5" 37' 1" 13' 4"<br>203' 5" 36' 11" 14' 9"<br>P64' F38' 1 dk<br>RW | M Tanker Mchy.aft<br>11 Ta<br>L.57210 | | Oil 4SA 7Cy. 350×400 mm<br>955bhp<br>Masch. Augsburg-Nürnberg<br>2×60kW 220V d.c. | 49½t (d.o)-3½pd<br>Aug<br>11k |
| 500523<br>GXKK<br>301022<br>Df Esd<br>Rdr RT | **AGILE**<br>**Secretary of State for<br>Defence**<br>London British | 639<br>15<br>— | ✠100A1<br>tug<br>✠LMC<br>MN440 | SS 6/64<br>EL (i) | 1959-9 Goole S.B. & R. Co. Ltd.—Goo<br>151' 4" 36' 3" 13' 0½"<br>140' 0" 35' 0" 16' 3"<br>B&F85'<br>RW 8BH<br>rf 18" WB66t | TM Salvage Tug | | 4 Oil 4SA each 12Cy. 7"×7½" in pairs, each pair with flexible couplings, clutch, dr geared to sc. shaft<br>2200bhp<br>Davey, Paxman & Co. Ltd.<br>Controllable pitch propellers | Col |
| 500524<br>GDHF<br>301012<br>Pfd | **AGILITY**<br>**F. T. Everard & Sons Ltd.**<br>London British | 1016<br>448<br>1250 | ✠100A1<br>oil tanker<br>✠LMC<br>MN192 | ~~SS 11/64~~<br>SS 10/68<br>EL m | 1959-11 Goole S B. & R. Co. Ltd.—Goo<br>214' 4" 35' 6" 14' 8½"<br>198' 0" 35' 0" 15' 6"<br>P53' F36' Trunk 108' 1 dk<br>8BH<br>rf 4" WB226t | M Tanker Mchy.aft<br>8 Ta<br>L.59660 | | Oil 2SA 6Cy. 340×570 mm<br>960bhp<br>British Polar Engines Ltd. | 80t-3½pd<br>Gls<br>11k |
| 538406<br>6ZHI<br>2264<br>Df Esd<br>Gc Rdr | **AGIOGALUSENA**<br>exVulcano-65<br>exHiram Bingham-47<br>**Agiogalusena Steamship<br>Inc.**<br>Monrovia Liberian | 7165<br>4425<br>10860 | | AB | 1943 Permanente (Shpyd No. 2)—<br>Richmond<br>441' 5" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>rf 6" | S<br>5 Ho<br>G.562000 B.499000<br>5 Ha | | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks | 1844t (o.f)<br>Sunnyvale<br>10½k |
| 505966<br>SVXB<br>2866<br>RTm | **AGIOI ANARGYROI**<br>exCamroux III-66<br>**Dimitrios A. & Ioannis A.<br>Papageorgiou**<br>Piræus Greek | 409<br>257<br>~~375~~<br>700 | ✠Classed LR until 12/66 | HR | 1935-11 Smith's Dock Co. Ltd.—Mdb<br>170' 1" 26' 1" 10' 0"<br>158' 0" 26' 0" 11' 6"<br>P37' F22' 1 dk<br>RW | M Mchy.aft<br>2 Ho 51½', 53½'<br>G.28511 B.26151<br>2 Ha<br>1W Der 2(1½) | | Oil 4SA 6Cy. 280×450 mm<br>300bhp<br>Humboldt-Deutzmot.<br>2×10kW 110V d.c. | 22t (d.o)<br>Köln-Deutz<br>9½k |

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| 500309<br>SWZS<br>2294<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGIOS ANDREAS**<br>exLotte Leonhardt-64<br>exAdolf Leonhardt-63<br>**Andrevirgin Cia. Naviera S.A.**<br>Piræus Greek | **7066**<br>3979<br>13090 | GL | **1951** Deutsche Werft A.G.—Ham<br>512′ 3″ 63′ 4″ 26′ 7″<br>63′ 1″ 39′ 3″<br>F45′ 1 dk & S dk<br>RW | M OSD<br>G.744226 B.691358<br>12W Der 1(20) | Oil 2SA 6Cy. 700×1200 mm<br>3500bhp<br>Masch. Augsburg-Nürnberg | 1050t<br>Aug<br>12k |
| 534641<br>SXKA | **AGIOS DIMITRIOS**<br>exSvanö-67 exT.2-53<br>**M. Koutlakis**<br>Piræus Greek | **472** ~~494~~<br>278 ~~243~~<br>~~680~~ | ✠<br>NV | **1947**-9 Scheeps. v.d. Werf—Deest<br>170′ 8″ 25′ 0″ 10′ 2½″<br>24′ 11″ 11′ 0″<br>Q37′ F19′ Trunk 85′ 1 dk<br>RW len 56 | M Tanker Mchy.aft<br>L.26190 HeCls. C | Oil 4SA 6Cy. 270×500 mm<br>N.V. Werkspoor | 22t-1½pd<br>Ams<br>8½k |
| 508343<br>5BEW<br>Df Esd<br>Gc Rdr | **AGIOS DIONISIOS**<br>exCyprian Prince-67<br>~~**Anastasis Shipping Co. Ltd.**~~<br>Famagusta Cyprus<br>**Anastassis Shipping Co. Ltd.** | 2358<br>1201<br>3550 | ✠**100A1** SS 4/67<br>with freeboard<br>✠**LMC**<br>EL u $1\frac{11}{16}$″SQ | **1949**-9 Burntisland S.B. Co. Ltd.—Bnt<br>334′ 6″ 46′ 6″ 19′ 4″<br>313′ 6″ 46′ 3″ 27′ 9″<br>B82′ F28′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 3″ WB732t | M (12P) OSD<br>3 Ho 63′, 60¾′, 87¾′<br>G.203000 B.184000<br>3 Ha (33¾′, 36′, 38¼′×16′)<br>6W Der 1(25) 6(5) | Oil 2SA 3Cy. 560×2160 mm<br>2240bhp Doxford<br>Hawthorn, Leslie & Co. Ltd.<br>2AuxB 120lb<br>2×35kW 110V d.c. | 611t (d.o)<br>Nwc<br>12k |
| 500527<br>SYAR<br>1724<br>RT | **AGIOS GERASSIMOS**<br>exTrias-60 exAthinai-55<br>exKilmington-51<br>**Christos S. Pagoulatos and others**<br>Piræus Greek | **665**<br>396<br>— | GL | **1943** Pullman Standard Car Mfg Co.—Cgo<br>189′ 0″ 32′ 8″ 13′ 0″<br>14′ 0″<br>2 dks | TM Ferry Mchy.aft | 2 Oil each 12Cy. 8″×8½″<br>1800bhp<br>General Motors Corp. | Det |
| 518353<br>ODGA<br>Df Esd<br>Gc Rdr | **AGIOS GIORGIS**<br>exPaloma-66<br>exKaterina Samona-66<br>exValentina Bibolini<br>exValentina B.-48<br>exFrank H. Dodd-47<br>**Prosperity Shipping S.A.**<br>Beirut Lebanese | **7144**<br>4359<br>10730 | HR<br>**BROKEN UP** | **1943** Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′<br>G.513522 B.458438<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 110V d.c. | 1819t (o.f)<br>Sunnyvale<br>10½k |
| 500528<br>SYLE<br>2083<br>Pfd RT | **AGIOS IOANNIS**<br>exCity of London-62<br>**Apostolos Katapodis**<br>Piræus Greek | **648** ~~497~~<br>377 ~~282~~<br>— | HR<br>✠Classed LR until 2/63 | **1927**-12 Burntisland S.B. Co. Ltd.—Bnt<br>180′ 0″ 28′ 7″ 13′ 3½″<br>173′ 6″ 28′ 6″ 17′ 0″<br>B14′ F22′ 1 dk, pt 2nd dk<br>R | M Mchy.aft<br>2 Ho<br>G.39926 B.37494<br>2 Ha | Oil 2SA 5Cy. 200×580 mm<br>500bhp Emade—fitted—<br>Harland & Wolff Ltd. | Bel |
| 509806<br>5MYO<br>2036<br>Df Esd<br>Rdr<br>RTm | **AGIOS MINAS**<br>exAsimi-67 exEgée-64<br>**Valentine Shipping Corp.**<br>Monrovia Liberian | **2444**<br>1461<br>3500 | BV<br>**WRECKED 9/68** | **1940** At. & Ch. de la Seine (Worms)—Le Trait<br>322′ 6″ 43′ 7″ 18′ 2″<br>43′ 5″<br>P35′ Q92′ B61′ F21′ 1 dk<br>R | S<br>G.163000 B.155000<br>4 Ha (33½′, 43½′, 36′, 30′×27′)<br>Der 2(5) 6(4) | T 3Cy. 21⅝″ $35\frac{13}{16}$″ & 59″×41¾″<br>1200ihp<br>At. & Ch. de la Seine (Worms)<br>2×110V d.c. | 260t (o.f)<br>10k |
| 530129<br>6ZCT<br>2145<br>Df Esd<br>Gc Rdr | **AGIOS NICHOLAOS**<br>exRoyal Crown-64<br>**Nicholas Steamship Inc.**<br>Monrovia Liberian | **11023**<br>6683<br>16600 | AB<br>✠Classed LR until 12/65 | **1953**-9 J. L. Thompson & Sons Ltd.—Sld<br>529′ 0″ 69′ 8″ 30′ 0¼″<br>495′ 0″ 69′ 6″ 40′ 4″<br>P25′ F47′ 1 dk<br>RW | M Tanker Mchy.aft<br>26 Ta | Oil 2SA 6Cy. 670×2320 mm<br>Wm. Doxford & Sons Ltd. | 1390t<br>Sld<br>14k |
| 512644<br>SVWF<br>2845<br>Df Esd<br>Gc Rdr<br>RTm | **AGIOS NICOLAOS**<br>exGartwood-66<br>**N. Vlachos & M. Makrynos**<br>Piræus Greek | **2414**<br>1282<br>2939 | ✠**100A1** SS 3/67<br>with freeboard<br>✠**LMC**<br>EL s | **1946**-10 Burntisland S.B. Co. Ltd.—Bnt<br>295′ 6″ 40′ 6″ 18′ 2″<br>276′ 6″ 40′ 4″ 21′ 0″<br>Q173′ F31′ 1 dk, 2nd dk in Nos. 1 & 3 holds<br>RW 5BH<br>WB816t incl. Tunnel tanks 118t | M (6P)<br>4 Ho 44′, 42½′, 54′, 49½′<br>G.163900 B.152600<br>4 Ha (24¾′×16′) (33¾′×24′) (31½′×18′) (38½′×24′)<br>8W Der 2(10) 6(3) | Oil 2SA 8Cy. 340×570 mm<br>1150bhp<br>British Polar Engines Ltd.<br>3×220V d.c | 235t (d.o)<br>Gls<br>10½k |
| 504874<br>SXXO<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AGIOS NICOLAOS**<br>exBorgholm-67<br>**Cia. de Nav. Damka S.A.**<br>Piræus Greek | **1988** ~~2020~~<br>1025 ~~1000~~<br>— ~~3000~~ | ✠**100A1** SS 5/68 ~~SS 5/64~~<br>with freeboard<br>Str. nav. ice<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL t 1¾″SQ | **1951**-12 Öresundsvarv A/B—Lkr<br>304′ 5″ 42′ 5″ 18′ 9¾″<br>295′ 6″ 42′ 4″ 28′ 8″<br>P27′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>len 60<br>rf 4″ WB916t incl. Tunnel tanks 180t | M Ref OSD<br>3 Ho 51′, 86½′ comb., 77½′ comb.<br>G.193170 B.179710 In.3006<br>5 Ha (22¼′, 26½′, 72′, 22¼′, 22¼′×18′)<br>8W Der 2(10) 8(5) | **2 Oil 2SA each 6Cy. 340×570 mm with hydraulic coupling sr geared to sc.** shaft<br>2280bhp<br>Atlas-Diesel<br>db 105lb<br>3×90kW 230V d.c. | 391t (d.o)<br>Skm<br>12¼k |
| 522382<br>HPJV<br>Df RT | **AGIOS NICOLAOS**<br>exCapo Pala-67<br>exPhloisvos-66 exMarichu-65<br>exSardis-54<br>**Capo Pala Cia. Nav. S.A.**<br>Panama Panamanian | *978*<br>*434*<br>1490 | ✠**100A1** TD 10/66<br>with freeboard<br>✠**LMC**<br>EL n | **1928**-3 Ardrossan Dkyd. Ltd.—Ard<br>228′ 7″ 34′ 4″ 14′ 10½″<br>220′ 0″ 34′ 3″ 22′ 5″<br>F25′ 1 dk & S dk<br>R 2BH to U dk 1 to 2nd dk<br>WB244t | S OSD Mchy.aft<br>G.85540 B.80858<br>6W Der 6(3) | T 3Cy. 16″ 27″ & 44″×33″<br>800ihp<br>J. G. Kincaid & Co. Ltd.<br>2 SB 180lb hs(2677) 4cf | 180t (o.f)<br>Grk<br>9k |
| 529710<br>SZXM<br>2415<br>Df Esd<br>Gc Rdr<br>RT | **AGIOS NICOLAOS IV**<br>exRiver Afton-65<br>**Cia. Nav. de la Grazia S.A.**<br>Piræus Greek | **11558**<br>5603<br>16500 | ✠**100A1** SS 9/65<br>✠**LMC**<br>MN900 EL f†$2\frac{1}{16}$″SQ | **1953**-11 Lithgows Ltd.—P.Gl<br>513′ 0″ 69′ 6″ 30′ 9″<br>485′ 8″ 69′ 3″ 39′ 0″<br>P112′ F40′ 1 dk<br>RW NS 7BH<br>WB3340t | M Mchy.aft<br>G.860768<br>2W | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford<br>D. Rowan & Co. Ltd.<br>2AuxB 150lb | 1035t<br>Gls<br>12½k |

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| 500531<br>SWYI<br>1984<br>Df Esd<br>Gc RT | **AGIOS NICOLAS**<br>exChristos-61<br>exChristos M-54<br>exSkystar-52 exFrank Adair<br>Monroe-51<br>**Micada Cia. Naviera S.A.**<br>Piræus Greek | 7151<br>4350<br>10916 | AB<br>**BROKEN UP** | **1944** Delta S.B. Co. Inc.—N.Os<br>*422-8'* 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>B.500000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>Der 10(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3 × 20kW 120V d.c. | <br>2445t (o.f)<br>Pld |
| 542603<br>SYSF<br>2269<br>Df Esd<br>Gc Rdr | **AGIOS NIKOLAS**<br>exEspen-63<br>**Mareante Cia. Nav. S.A.**<br>Piræus Greek | 5971<br>3461<br>10210<br>8254<br>4959<br>11888 | NV | **1955** Short Bros. Ltd.—Sld<br>485' 0" 61' 0" 26' 7¼"/29' 2½"<br>450' 0" 60' 9" 30' 2"<br>B103' F43' 1 dk & S dk<br>RW | M OSD/CSD<br>5 Ho 63' 102', 20', 75', 70'<br>G.612765 B.560650<br>5 Ha (stl) (33½' × 22')<br>(35', 35', 35' 35' × 24')<br>14W Der 1(15) 2(10) 8(5) 4(3) | Oil 2SA 5Cy. 750 × 2000 mm<br>5500bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>3 × 150kW 220V d.c. | <br>1567t (hvf)<br>Grk<br>14¼k |
| 529923<br>SYBX<br>1859<br>Df Esd<br>Pfd Rdr<br>RT | **AGIOS SPYRIDONAS**<br>exRomylia-63 exGlamis-61<br>~~**E. Chaviaros &**~~<br>~~**K. Diamantopoulos**~~<br>~~Piræus~~ ~~Greek~~<br>**Prodromos Varvakis & Co.**<br>Piræus Greek | 475<br>217<br>600 | BV<br>✠Classed LR until 7/65 | **1936**–10 Caledon S.B. & E. Co. Ltd.—<br>Dun<br>176' 0" 30' 2" 12' 2"<br>165' 0" 30' 0" 14' 0"<br>1 dk<br>R | M Mchy.aft<br><br>G.35400 B.33700<br>2 Ha (31', 42' × 15')<br>4W | Oil 2SA 4Cy. 340 × 570 mm<br>500bhp Polar<br>British Auxiliaries Ltd. | <br>19t<br>Gls<br>10k |
| 541858<br>SYPW<br>2191<br>Df Esd<br>Gc Rdr | **AGIOS THERAPON**<br>exCaracas-63 exTahsinia-59<br>**San Therapon Compania**<br>**Naviera S.A.**<br>Piræus Greek<br>Now **PARALOS**<br>See New Entries No. 12 | **5680**<br>3300<br>9450<br>**7205**<br>4363<br>— | AB<br>✱Classed BC until 12/64 | **1946**–5 Lithgows Ltd.—P.Gl<br>447' 6" 57' 11" 25' 9½"/27' 6½"<br>425 0" 57' 9" 29' 7"<br>F40' 1 dk & S dk<br>rf 4" | M OSD/CSD<br>4 Ho<br>G.587000 B.541000<br>6 Ha<br>10W Der 1(50) | Oil 4SA 6Cy. 740 × 1500 mm<br>3300bhp B&W<br>J. G. Kincaid & Co. Ltd. | <br>818t<br>Grk<br>12k |
| 500534<br>5LBG<br>803<br>Df Esd<br>Gc Rdr<br>RT | **AGIOS VLASIOS V**<br><br>**Aristotle Navigation Co. Ltd.**<br>Monrovia Liberian | **20140**<br>12416<br>32924 | **✠100A1** **SS 11/65**<br>oil tanker<br>**✠LMC**<br><br>MN3000 EL p†2¹¹⁄₁₂"SQ | **1956**–6 Mitsubishi Zosen—Nag<br>659' 11" 88' 3" 35' 5½"<br>631' 0" 88' 0" 45' 0"<br>P130' B36' F89' 1 dk<br>15BH<br>rf 6" WB2649t incl. DTf1781t | S Tanker Mchy.aft<br>30 Ta<br><br>HeCls.BC | 2 S Turb dr geared to sc. shaft<br>15000shp<br>Mitsubishi Zosen<br>2WTB 707lb Spt 850°F. 618lb<br>sg 142lb | <br>2818t (o.f)–80pd<br>Nag<br>hs27760<br>16¼k |
| **541004**<br><br>3316<br>Esd RT | **AGIP ABRUZZO**<br><br>**AGIP Mineraria S.p.A.**<br>Genoa Italian | 382<br>176<br>530 | RI | **1963** Cant. Nav. M. & B. Benetti—<br>Viareggio<br>142' 5" 32' 4" 8' 7"<br>137' 10" 32' 2" 10' 0"<br>1 dk<br>RW | TM Water Tanker Mchy.aft<br>12 Ta | 2 Oil 4SA each 8Cy. 220 × 280 mm<br>1170bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln<br>10k |
| 500535<br>ICVJ<br>3304<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGIP-ANCONA**<br><br>**"SNAM" Società Nazionale**<br>**Metanodotti S.p.A.**<br>Genoa Italian | **31290**<br>15664<br>52703 | AB RI | **1962** Cant. Nav. Riuniti—Anc<br>751' 10" 102' 3" ~~38' 6"~~ 40' 4½"<br>705' 0" 102' 0" 51' 4"<br>P152' F114' 1 dk<br>RW<br>rf 4" | M Tanker Mchy.aft<br>23 Ta<br>L.2180470 HeCls.BC | Oil 2SA 9Cy. 840 × 1800 mm<br>19000bhp<br>Cant. Nav. Riuniti | <br>3256t–65pd<br>Anc<br>16¼k |
| 500536<br>ICVA<br>3227<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGIP BARI**<br><br>**"SNAM" Società Nazionale**<br>**Metanodotti S.p.A.**<br>Genoa Italian | ~~30679~~ 30679<br>~~17883~~ 17883<br>— | AB RI | **1961** C.R.D. Adriatico—Mfl<br>744' 10" 102' 2" 39' 10"<br>705' 5" 101' 8½" 50' 4"<br>P147' B43' F97' 1 dk<br>RW<br>rf 5" | S Tanker Mchy.aft<br>30 Ta<br>L.2254890 | 2 S Turb dr geared to sc. shaft<br>17300shp De Laval<br>C.R.D. Adriatico | <br>2305t (o.f)<br>Tri<br>17k |
| 500537<br>IJGR<br>3269<br>Esd Gc<br>Rdr RT | **AGIP EMILIA**<br><br>**Società Azionaria Italiana**<br>**Perforazioni e Montaggi**<br>**S.p.A.**<br>Genoa Italian | 392<br>195<br>522 | RI | **1962** Cant. Nav. M. & B. Benetti—<br>Viareggio<br>142' 5" 32' 3" 8' 7"<br>137' 10" 32' 2" 10' 0"<br>F39' 1 dk<br>RW | TM Water Tanker Mchy.aft<br>12 Ta<br>L.19494 | 2 Oil 4SA each 8Cy. 220 × 280 mm<br>1170bhp<br>Klöckner-Humboldt-Deutz | <br>29½t–4pd<br>Kln<br>10k |
| 500538<br>ICIG<br>3170<br>Df Esd<br>Gc Rdr<br>RT | **AGIP GELA**<br><br>**"SNAM" Società Nazionale**<br>**Metanodotti S.p.A.**<br>Genoa Italian<br>Now **BORDIGHERA** See New Entries No. 1 | **22963**<br>13784<br>35571 | AB RI | **1959** Cant. Nav. Riuniti—Anc<br>695' 7" 90' 3" 35' 5½"<br>661' 1" 90' 0" 47' 0"<br>P142' F89' 1 dk<br>RW<br>rf 4½" | S Tanker Mchy.aft<br>23 Ta | 2 S Turb. dr geared to sc. shaft<br>16500shp De Laval<br>Cant. del Tirreno | <br>4023t (o.f)<br>Gen<br>17k |
| 541859<br>ICXG<br>3322<br>Df Esd<br>Gc Rdr<br>RT | **AGIP GENOVA**<br><br>**"SNAM" Società Nazionale**<br>**Metanodotti S.p.A.**<br>Genoa Italian | **31280**<br>15658<br>53126 | AB RI | **1963** Cant. Nav. Riuniti—Anc<br>751' 10" 102' 6" 36' 1"<br>704' 0" 102' 0" 51' 4"<br>P154' F107' 1 dk<br>RW<br>rf 4" | M Tanker Mchy.aft<br>23 Ta<br>L.2180470 HeCls. BC | Oil 2SA 9Cy. 840 × 1800 mm<br>19000bhp<br>Cant. Nav. Riuniti | <br>3256t–65pd<br>Anc<br>16¼k |
| 500539<br>ICKE<br>3238<br>Df Esd<br>Gc Rdr<br>RTv | **AGIP LIVORNO**<br><br>**"SNAM" Società Nazionale**<br>**Metanodotti S.p.A.**<br>Genoa Italian | **30031**<br>16492<br>— | AB RI | **1961** C.R.D. Adriatico—Mfl<br>744' 10" 102' 2" 38' 4½"<br>705' 5" 101' 8½" 50' 4"<br>P147' B43' F97' 1 dk<br>RW<br>rf 5" | S Tanker Mchy.aft<br>30 Ta<br>L.2224880 | 2 S Turb. dr geared to sc. shaft<br>17300shp De Laval<br>C.R.D. Adriatico | <br>2305t (o.f)<br>Tri<br>17k |

| | | | | | | |
|---|---|---|---|---|---|---|
| 672002<br><br><br>Df Esd<br>Gc Rdr | **AGIP MILANO**<br><br>**"SNAM" Società Nazionale Metanodotti S.p.A.**<br>~~Palermo~~ Genoa Italian | 48000<br>—<br>85000 | | **1967** Cant. Nav. del Tirreno e Riuniti S.p.A.—Pal<br>846′ 6″ 123′ 3″ 43′ 9¼″<br>800′ 6″ 123′ 0″ 57′ 5″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 10Cy. 900×1600 mm<br>21000bhp<br>S.A. Fiat S.G.M. Tur |
| 500540<br>ICHR<br>3144<br>Df Esd<br>Gc Rdr<br>RT | **AGIP RAVENNA**<br><br>**"SNAM" Società Nazionale Metanodotti S.p.A.**<br>Genoa Italian | 22963<br>13784<br>35571 | AB RI | **1958** Cant. Nav. Riuniti—Anc<br>695′ 7″ 90′ 3″ 35′ 5¾″<br>662′ 9″ 90′ 0″ 47′ 0″<br>P143′ F87′ 1 dk<br>RW<br>rf 4½″ | S Tanker Mchy.aft<br>23 Ta<br>L.1719110 HeCls. BC | 2 S Turb. dr geared to sc. shaft<br>16000shp De Laval 4023t (o.f)<br>Cant. del Tirreno Gen<br>17k |
| | Now **CORCO EL TIGRE (No. 500540)** in the Register | | | | | |
| 542315<br>ICHH<br>3340<br>Df Esd<br>Gc Rdr<br>RT | **AGIP TRIESTE**<br><br>**"SNAM" Società Nazionale Metanodotti S.p.A.**<br>Genoa Italian | 30379<br>~~17024~~ 15980<br>50914 | AB RI | **1964** C.R.D.Adriatico—San Marco<br>750′ 0″ 102′ 1″ 39′ 10″<br>705′ 5″ 101′ 8½″ 50′ 5″<br>P142′ F87′ 1 dk<br>RW<br>rf 5″ | M Tanker Mchy.aft<br>23 Ta | Oil 2SA 9Cy. 900×1600 mm<br>18900bhp 4768t<br>C.R.D. Adriatico Tri<br>17k |
| 500541<br>ICVZ<br>3257<br>Df Esd<br>Gc Rdr<br>RT | **AGIP VENEZIA**<br><br>**"SNAM" Società Nazionale Metanodotti S.p.A.**<br>Genoa Italian | 30052<br>16533<br>— | AB RI | **1961** C.R.D. Adriatico—Mfl<br>744′ 10″ 102′ 2″ 38′ 4⅛″<br>705′ 5″ 101′ 8½″ 50′ 4″<br>P147′ B43′ F97′ 1 dk<br>RW<br>rf 5″ | S Tanker Mchy.aft<br>22 Ta<br>L.2048260 | 2 S Turb dr geared to sc. shaft<br>17300shp 6000t (o.f)–98pd<br>C.R.D. Adriatico Tri<br>17k |
| 500542<br>IJHE<br>3274<br>Df Esd<br>Gc Rdr<br>RT | **AGIPGAS QUARTA**<br><br>**"SNAM" Società Nazionale Metanodotti S.p.A.**<br>Genoa Italian | 1541<br>865<br>1162 | AB RI | **1962** Ansaldo S.p.A.—Lgn<br>260′ 8″ 38′ 6″ 15′ 9⅞″<br>234′ 3″ 38′ 4½″ 18′ 1″<br>F54′ P20′ 1 dk<br>RW<br>rf 4″ | M Liquefied Gas Carrier Mchy.aft<br>18 Ta | Oil 2SA 8Cy. 360×650 mm<br>1920bhp 207t<br>S.A. Fiat S.G.M. Tur |
| 500543<br>IJHA<br>3092<br>Rdr RT | **AGIPGAS SECONDA**<br><br>**"SNAM" Società Nazionale Metanodotti S.p.A.**<br>Genoa Italian | 498<br>266<br>744 | RI | **1956** Cant. Nav. M. & B. Benetti—Viareggio<br>176′ 8″ 28′ 6″ 12′ 10″<br>151′ 0″ 28′ 5″ 14′ 5″<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft<br>4 Ta | Oil 4SA 7Cy. 265×410 mm<br>525bhp Emade54fitted56<br>S.A. Ansoldo Gen<br>9½k |
| 500545<br>SFQI<br>10155<br>Esd<br>RTv | **ÄGIR**<br><br>**Halmstads Hamnstyrelse**<br>Halmstad Swedish | 159<br>39<br>— | | **1961** A/B Bröderna Larssons Varv—Kristinehamn<br>85′ 4″ 25′ 4″ 12′ 2″<br>... ... ... | M Tug (96P) | Oil 2SA 6Cy. 340×570 mm<br>1260bhp (d.o)<br>Nydqvist & Holm A/B Thn<br>3×70, 42, 10kW 220/380V 50c/s a.c. |
| 500546<br>IJGV<br>506<br>Rdr RT | **AGIRA**<br><br>**"RAMA" Compagnia di Navigazione S.p.A.**<br>Palermo Italian | 741<br>568<br>1165 | RI | **1960** I.N.M.A.—Spz<br>223′ 11″ 31′ 3″ 9′ 0¼″<br>211′ 7″ 31′ 2″ 11′ 2″<br>1 dk | TM Tanker Mchy.aft<br>5 Ta | 2 Oil 4SA each 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| 541860<br>SXIQ<br>1864<br>Df Esd<br>RT | **AGLAIA**<br>exIole–63 exIngrid H.–61<br>exSun Ingrid–58 exMedhia–55<br>exCap Pinéde–53 exBrush–38<br>**A. Frangistas & others**<br>Piræus Greek | 1370<br>707<br>2490 | BV | **1938** A/S Fredriksstad M/V—Fks<br>258′ 0″ 42′ 4″ 14′ 0″<br>42′ 2″<br>F22′ 1 dk & S dk<br>R | S OSD<br><br>G.168000 B.156000<br>5 Ha (27′, 26½′, 24½′, 24½′, 4′×20′)<br>Der 8(3) | C 4Cy. (2) 13″ & (2) 30$\frac{5}{16}$″×28¾″<br>950ihp 235t (o.f)<br>A/S Fredriksstad M/V Fks<br>12k |
| 500547<br>IJFT<br>215<br>Df RT | **AGLO**<br>exJacques-Cartier–61 exSuffren<br>**Pasquale di Donna**<br>Torre Del Greco Italian | 500<br>276<br>— | RI | **1940** A.G. "Weser" Werk—Wsm<br>*172·9′* 27′ 4″ 14′ 8″<br>166′ 0″ 27′ 2″ 15′ 10″ | M Trawler<br>1 Ho | Oil 4SA 6Cy. 365×500 mm<br>550bhp Emade32fitted63<br>Masch. Augsburg-Nürnberg Nürnberg |
| 500549<br>SIOG<br>10202<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **AGNE**<br><br>**Rederi A/B Bifrost**<br>Jarl R. Trapp<br>Gothenburg Swedish | 3927<br>1870<br>5550 | **✠100A1** SS 4/66<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC**<br>MN696 EL w1$\frac{13}{16}$″SQ | **1961**–9 Norrköpings Varv & Verks.—Norrköping<br>351′ 4″ 50′ 2″ 22′ 11¼″<br>330′ 1″ 50′ 0½″ 28′ 4″<br>P84′ F40′ 1 dk<br>NS 7BH<br>rf 4″ DK fwd WB1502t incl. DTm 544t | M Mchy.aft<br>4 Ho 61′, 47¼′, 47¼′, 51½′<br>G.259012 B.246569<br>4 Ha (stl) (42½′, 33½′, 33½′, 38¼′×28½′)<br>4W Der 1(15) 3(5) | Oil 2SA 6Cy. 500×1100 mm<br>3480bhp 581t (hvf)<br>Burmeister & Wain Cpn<br>AuxB(o.f) 142℔ AuxB(ex.g.) 100℔<br>4×136, 136, 136, 30kW 440V 60c/s a.c.<br>14k |
| 500550<br>PCFJ<br><br>Df<br>RTm | **AGNES**<br>exWesta–62<br>exMaria Theresia–59<br>**L. J. Kas & W. Verwoerd**<br>Kamp's Scheepv. & Handelmaats, N.V.<br>Delfzijl Netherland | 386<br>194<br>570 | **✠100A1** SS 9/64<br><br>**✠LMC**<br><br>EL (g) | **1949**–3 Schp. Delfzijl v/h Sander—Dzl<br>164′ 0″ 25′ 10″ 10′ 5½″<br>147′ 7″ 25′ 7″ 10′ 10″<br>P on Q32′ Q90′ F21′ 1 dk<br>RW NS 3BH<br>WB221t | M Mchy.aft<br>1 Ho 93½′<br>G.30000 B.28000<br>2 Ha (each 33¼′×14′)<br>Der 2(2) | Oil 4SA 8Cy. 270×500 mm<br>395bhp 30t (d.o)<br>N.V. Werkspoor Ams<br>2×5kW 110V d.c. |
| 500552<br>WA2188<br>240513<br>Df Gc<br>Rdr<br>RTm/v | **AGNES A. MORAN**<br><br>**Tug Peter Moran Inc.**<br>New York United States | 133<br>55<br>— | AB | **1941** Pennsylvania Shpyds Inc.—Beaumont<br>94′ 6″ 22′ 1″<br>89′ 0″ 22′ 0″ 10′ 9″<br><br>BK4″ | D-E Tug | Oil 2SA 12Cy. 215×265 mm 950bhp driving 1 gen. 605kW 560V d.c. connected to elec. motor 71t<br>General Motors Corp. Cgo<br>2×30, 24kW 125V d.c. |

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|---|---|---|---|---|---|---|---|
| 500554 | **AGNES C** | 198 | | 1951 Western B.B.—Tac | Wood M | Oil 4SA 6Cy. 305×380 mm | |
| WD9101 | | 103 | | 98′ 0″ 26′ 6″ | | 400bhp | 59t |
| 262870 | **H. M. Petrich** | — | | ... ... ... | | General Metals Corp. | S.Fo |
| Df Esd | Tacoma United States | | | 1 dk | | | |
| Rdr | | | | | | | |
| 500556 | **AGNES FOSS** | 443 | | 1904 Neafie & Levy S. & E.B. Co.—Phl | TM Tug | 2 Oil 4SA each 6Cy. 405×510 mm | |
| WA2190 | exMary Foss | 301 | | *142·0′* 30′ 6″ 12′ 1⅞″ | 1 Ho 25½′ | 1500bhp NE42 | 285t |
| 241313 | exColonel George Armistead | — | | 142′ 0″ 30′ 0″ 13′ 9″ | | Enterprise Eng. Co. | S.Fo |
| Df Esd | **Foss Launch & Tug Co.** | | | R | 1 Ha (7′×8′) | | |
| Gc Pfd | Seattle United States | | | | | | |
| Rdr RT | | | | | | | |
| 500557 | **AGNES LOUISE** | 102 | | 1886 Smith Bros.—Gms | Wood Aux Fishing | Oil | |
| XPPV | | 54 | | *76·0′* 21′ 0″ | | | |
| | **O. C. Joensen** | — | | ... ... ... | | | |
| | Oyri Faroese | | | | | | |
| 500558 | **AGNESE P** | 498 | | 1917 Göteborgs Nya Verk. A/B—Got | M Mchy.aft | Oil 2SA 5Cy. 230×400 mm | |
| IJHH | exBes–59 exSpedit–55 | 260 | | 173′ 9″ 27′ 3″ 12′ 6″ | 1 Ho 108′ | 290bhp NE50 B&W | 25t |
| 851 | exSolfrid–34 exEngelsberg | 719 | RI | 167′ 0″ 27′ 1″ 13′ 7″ | G.38000 B.32000 | Fredrikshavns Jernst. & Msk. | Fkn |
| Df RT | **Michele Coppola fu Giovanni** | | | P51′ F23′ 1 dk | | | 8½k |
| | Naples Italian | | | R | 3W | | |
| 500559 | **AGNETA** | 2675 | ✠100A1 ~~SS 10/63~~ | 1958–9 N.V. Schps. Gebr. Pot—Bolnes | M | Oil 2SA 6Cy. 540×900 mm | |
| OFYY | | 1405 | Str. nav. ice SS 10/68 | 325′ 6″ 45′ 9″ 18′ 7½″ | 3 Ho | 2200bhp | 194t |
| 1025 | **Ångfartygs A/B Alfa** | 3760 | ✠LMC | 305′ 0″ 45′ 6″ 21′ 9″ | G.187000 B.178000 | Gebr. Stork & Co. N.V. | Hengelo |
| Df Esd | Lundqvist Rederierna | | | P23′ B49′ F31′ R dk fwd of P51′ 1 dk | 4 Ha (each 36¾′×23′) | | 14k |
| Gc Rdr | Mariehamn Finnish | | MN440 EL t1⅛″ptSQ | RW 6BH | 8W Der 8(5) | | |
| RT | | | | rf 4″ WB738t incl. Tunnel tanks 239t | | | |
| 500560 | **AGNETA** | 122 | | 1941 Sjötorps Varv—Sjötorp | M ~~Comp Aux Gl~~ Mchy.aft | Oil ~~2SA 2Cy. 290×340 mm~~ | |
| SETO | exMunksjo II–62 | 65 | | 80′ 11″ 22′ 10″ 10′ 0″ | | ~~100bhp~~ NE67 | |
| 8476 | **Stig Broberg** | 175 | BV | ... ... ... | | ~~Jönköpings Motfb.~~ | ~~Jönköping~~ |
| Df | Lidköping Swedish | | | | 2 Ha (30½′×11½′) (3½′×4¾′) | | ~~7k~~ |
| 500561 | **AGNETA BILLNER** | 12971 | ✠100A1 SS 6/65 | 1960–4 Kockums M/V A/B—Mmo | M Tanker Mchy.aft | Oil 2SA 9Cy. 780×1400 mm | |
| SLET | | 7518 | oil tanker | 557′ 9″ 72′ 0″ ~~30′ 11½″~~ 31′ 11″ | 27 Ta | 9000bhp MAN 1600t (hvf)–28pd | |
| 9992 | **Billners Rederi A/B** | ~~19960~~ | ✠LMC | 525′ 8″ 71′ 9½″ 40′ 1″ | L.995000 HeCls.BC | Kockums M/V A/B | Mmo |
| Df Esd | Kjell Billner | 20880 | | P100′ B36′ F94′ 1 dk | | 2AuxB 150℔ | |
| Gc Pfd | Gothenburg Swedish | | MN1800 EL i†2 1⁄16″SQ | 14BH | Der 3(5) 1(3) 2(1) | 3×290kW 450V 60c/s a.c. | 15½k |
| Rdr | | | | rf 1″ WB1260t | | | |
| RTm/v | | | | | | | |
| 500562 | **AGNETE** | 148 | | 1911 Helsingörs Jernsk. & Msk.—Hsg | S | C 2Cy. 15½″ & 31″×18″ | |
| OXZK | **Poul Christensen** | 58 | | *115·8′* 20′ 6″ 7′ 7″ | | 350ihp | 13½t |
| | **A/S ~~Sydfyenske~~** | — | ~~BV~~ | ... ... ... | | Helsingörs Jernskibs. | Hsg |
| RT | ~~Dampskibsselskab~~ | | BROKEN UP | 1 dk | 2 Ha (each 2½′×3½′) | | 12k |
| | ~~Helsingör~~ Nakskov Danish | | | R | | | |
| 524815 | **AGNETHE HOLM** | 135 | | 1959 Schpsb. K. Hakvoort— | M Fishing | Oil 2SA 5Cy. | |
| OXPT | exNavlo–64 | 66 | | Monnickendam | | | |
| | **Orla H. Jepsen** | — | | 92′ 2″ 20′ 5″ | | Alpha-Diesel A/S | Fkn |
| Df Esd | Hirshals Danish | | | 20′ 3″ | | | |
| RT | | | | len 66 | | | |
| 530108 | **AGNUS DEI** | 114 | | 1959 Ch. Herbert & Heraud—Pont | Wood M Fishing | Oil 4SA 8Cy. 185×200 mm | |
| TKGC | exRouletabosse–67 | 47 | | Lorois | | 389bhp | |
| | ~~Charles Heraud & Consorts~~ | — | BV | *75·0′* 21′ 6″ | | Moteurs Baudouin | Msl |
| RT | Etel French | | | ... ... ... | 2 Ha (each 3½′×3′) | | 9½k |
| | **J. Jehanno & Consorts** | | | 1 dk | | | |
| 661792 | **AGØ** | 163 | | 1966 Laan & Kooy—den Oever | M Fishing Mchy.aft | Oil 4SA 8Cy. 222×292 mm | |
| SIDE | | 80 | | 97′ 1″ 21′ 6″ | | 800bhp | |
| 10684 | **John Bror Karlsson** | — | NV | 87′ 1″ 11′ 8″ | | Blackstone & Co. Ltd. | Stamford |
| Df Esd | **Partrederi** | | | 1 dk | 3 Ha (each 3½′×3½′) | | |
| Gc Rdr | Donsö Swedish | | | | | | |
| RT | | | | | | | |
| 542604 | **AGONISTIS** | 5363 | ✠100A1 SS 10/63 | 1946–9 Short Bros. Ltd.—Sld | S OSD | T 3Cy. 24″ 39″ & 68″×48″ | |
| SYRX | exRio Diamante–63 | 3146 | with fbd DTm—oil FP | 441′ 5″ 57′ 0″ 25′ 1½″ | 4 Ho 58′, 93′, 67′, 67′ | 2640ihp | 973t (o.f |
| 2241 | **Argo Hellas Shipping Co.** | 9200 | above 150° F. or veg. oil | 422′ 0″ 56′ 8″ 28′ 2″ | G.545670 B.493490 | George Clark (1938) Ltd. | Sld |
| Df Esd | **Special S.A.** | | ✠LMC | F37′ 1 dk & S dk | 5 Ha (36′, 36¼′, 25¾′, 36¼′, 36¼′×23′) | 3 SB 220℔ Spt hs(7887) 9cf | |
| | Piræus Greek | | EL a†2″SQ | R Coll BH to S dk 6 to 2nd dk | Der 10(5) | 3×30, 15, 15kW 110V d.c. | 11k |
| | Now **ELENA** See New Entries No. 1 | | | WB2725t incl. DTm1039t | | | |
| 500569 | **AGOSTINO** | 888 | RI | 1941–4 A. & J. Inglis Ltd.—Gls | M Mchy.aft | Oil 2SA 5Cy. 340×570 mm | |
| IJHC | exBorthwick–60 | 504 | | 211′ 0″ 33′ 1″ 13′ 5¾″ | 2 Ho | 800bhp | 42 |
| 153 | exEmpire Gat–47 | 1140 | ✠Classed LR until 5/60 | 198′ 6″ 33′ 0″ 13′ 10″ | G.59531 B.53500 | British Auxiliaries Ltd. | Gls |
| Pfd Rdr | **Ubaldo Gennari fu Torquato** | | | Q123′ F25′ 1 dk | | | 9½ |
| RT | **& C.** | | | | 2W | | |
| | Ancona Italian | | | | | | |
| 500570 | **AGOSTINO BERTANI** | 8380 | RI | 1941 S.A. Ansaldo—Gen | M | Oil 2DA 7Cy. 640×1160 mm | |
| ICFN | exAnacapri | 5030 | | 480′ 0″ 60′ 11″ 26′ 10½″ | 6 Ho | 6000bhp | 1280 |
| 2860 | exAgostino Bertani | 10015 | Classed LR until 5/65 | 440′ 0″ 60′ 8″ 37′ 7″ | G.562680 B.506596 | S.A. Fiat S.G.M. | Tu |
| Df Esd | **"Garibaldi" Soc.** | | | F50′ 2 dks | | | 14 |
| Gc Rdr | **Cooperativa di Nav. a** | | | RW | 14W | | |
| RT | **Resp. Ltda.** | | | | | | |
| | Genoa Italian | | DAMAGED BY STRANDING 2/68—TO BE BROKEN UP | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 516427<br>IJHI<br>984<br>Pfd Rdr<br>RT | **AGOSTINO LAURO**<br>exIsefjord–66<br>**Agostino Lauro**<br>Naples Italian | ~~625~~ 498<br>~~816~~ 193<br>~~200~~ 197 | | BV | **1935** Aalborg Msk. & Skibs.–Abg<br>196′ 10″ 35′ 4″ ~~10′ 6″~~ 11′ 9″<br>187′ 0″ 35′ 2″ 13′ 8″<br>1 dk<br>R | TM Ferry | 2 Oil 2SA each 7Cy. 280×500 mm<br>1700bhp Emade54fitted63 20t<br>Burmeister & Wain Cpn<br>14k |
| 641806<br>IJHQ<br>38577<br>Esd Rdr<br>RTm | **AGOSTINO NAPOLEONE**<br>**Compagnia Sicula di Navigazione Mista S.p A.**<br>Palermo Italian | ~~827~~ 998<br>~~446~~ 530<br>1250 | | RI | **1964** Cant. Nav. Cassaro—Mes<br>206′ 9″ 36′ 2″ 13′ 5″<br>191′ 11″ 36′ 1″ 14′ 11″<br>P62′ F33′ 1 dk<br>RW | M Tanker Mchy.aft<br>11 Ta<br>L.56504<br>Der 1(1½) | Oil 4SA 7Cy. 300×450 mm<br>835bhp 80t (d.o)–3pd<br>Masch. Augsburg-Nürnberg Aug<br>2×40kW 110V d.c. 12k |
| 500572<br>EHRY<br>Esd | **AGRELO**<br>**Pesquera Arcade S.L.**<br>Vigo Spanish | 183<br>117<br>— | | | **1943** Hijos de J. Barreras S.A.—Vgo<br>*85·3′* 20′ 4″ 10′ 7″<br>… … … | Wood S Trawler | T 3Cy. 8½″ 14″ & 22″×16″<br>Emade40fitted43 55t (o.f)<br>Hijos de J. Barreras S.A. Vgo |
| 500573<br>IBAG<br>429<br>Df Esd<br>Gc Rdr<br>RT | **AGRIGENTUM**<br>**Armatrice Santa Lucia S.p.A.**<br>Palermo Italian | 41225<br>23117<br>62531 | ✠100A1<br>ore or oil carrier<br>✠LMC<br>MN4600 | SS 4/66<br>EL(y†) $3\frac{5}{16}$″SQ<br>AB RI | **1958–1** Ansaldo S.p.A.—Gen<br>824′ 0″ 106′ 1″ 44′ 9″<br>754′ 1″ 105′ 7½″ 61′ 8″<br>P161′ F99′ 1 dk<br>12BH<br>rf nil WB12263t incl. DTsf3340t<br>conv tanker 66 | S Ore/Oil Carrier Mchy.aft<br>6 Ho<br>12 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>23000shp 3700t (o.f)–110pd<br>S.p.A. Ansaldo Stab. Mecc. Gen<br>2WTB 740℔ Spt 850° F. 654℔ hs31570<br>2 sg 140℔ 17k |
| 500574<br>EDFN<br>Esd Gc<br>Rdr<br>RTh | **AGROMAYOR**<br>**Naviera Serna S.A.**<br>Seville Spanish | 686<br>323<br>1220 | | BV | **1960** Empresa Nacional "Elcano"—Sev<br>238′ 2″ 36′ 10″ 12′ 9¾″<br>215′ 10″ 36′ 9″ 20′ 4″<br>1 dk & S dk | M (2P) OSD Mchy.aft<br>2 Ho 49¾′, 78¾′<br>G.91312 B.86557<br>2 Ha (stl) (38′, 60¼′×16½′)<br>6W Der 3(2½) 1(1) | Oil 2SA 10Cy. 300×550 mm<br>1000bhp Smit-Bolnes 155t (d.o)<br>Empresa Nacional "Elcano" Val<br>3×65kW 220V d.c.<br>Thw. thrust propeller aft 12½k |
| 500575<br>EDCZ<br>Esd Gc<br>Rdr<br>RTh | **AGROTAI**<br>**Naviera Serna S.A.**<br>Seville Spanish | 686<br>323<br>1220 | | BV | **1960** Empresa Nacional "Elcano"—Sev<br>238′ 2″ 36′ 10″ 12′ 9¾″<br>215′ 10″ 36′ 9″ 20′ 4″<br>1 dk & S dk | M (2P) OSD Mchy.aft<br>2 Ho 49¾′, 78¾′<br>G.91312 B.86557<br>2 Ha (stl) (38′, 60¼′×16½′)<br>6W Der 3(2½) 1(1) | Oil 2SA 10Cy. 300×550 mm<br>1000bhp Smit-Bolnes 155t (d.o)<br>Empresa Nacional "Elcano" Val<br>3×65kW 220V d.c.<br>Thw. thrust propeller aft 12½k |
| 501274<br>Df Esd<br>Gc Rdr<br>RTh | **AGRUM**<br>exAlstertor–67<br>**Mediteranska Plovidba**<br>Dubrovnik Yugoslav | 2449 ~~2460~~<br>1218 ~~1345~~<br>3150 ~~3100~~ | ✠Lloyd's RMC | GL | **1952** Deutsche Werft A.G.—Ham<br>390′ 9″ 47′ 1″ 20′ 0¼″<br>46′ 11″ 28′ 8″<br>F220′ 1 dk & S dk, 3rd dk fwd & aft<br>RW<br>rf 17¾″ | M (8P) Ref OSD<br>4 Ho 65½′, 53½′, 53½′, 70′,<br>1 TwD 87½′<br>G.191810 B.187490 In.183231<br>4 Ha (stl) (each 23′×18½′)<br>8W Der 4(3–5) 4(3) | Oil 2SA 7Cy. 700×1200 mm<br>4670bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>4×150kW 230V d.c. 16½k |
| 661436<br>PCFL<br>13955<br>Df Esd<br>Rdr<br>RTm | **AGUA**<br>**J. R. Bonninga**<br>M. Havinga's Scheepv. & Handelmaats. N.V.<br>Groningen Netherland | 499<br>292<br>1157 | ✠100A1<br>✠LMC<br>MN190 | EL I$1\frac{9}{16}$″ U 2 | **1966–7** N.V. Nieuwe Noord Ned. Schps.—Gro<br>211′ 9″ 34′ 6″ 12′ 4¾″<br>193′ 7″ 33′ 10″ 12′ 10″<br>P&B134′ F29′ 1 dk<br>3BH<br>rf 4″ WB374t | M Mchy.aft<br>2 Ho 135¾′, 84½′<br>G.69030 B.61950<br>2 Ha (27¾′×18′) (57′×21¼′)<br>3W Der 1(3–15) 2(3) | Oil 4SA 6Cy. 320×480 mm<br>950bhp 81½t (d.o)<br>Motorenw. Mannheim Mhm<br>3×15, 15, 7½kW 220V d.c. 11½k |
| 500576<br>HPIF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGUA CLARA**<br>**Agua Clara Cia. Nav. Panamena S.A.**<br>Panama Panamanian | 23307<br>14231<br>35890 | | AB | **1958** Cant. Nav. Riuniti—Anc<br>690′ 8″ 90′ 5″ 35′ 5⅜″<br>661′ 1″ 90′ 2½″ 47′ 0″<br>P171′ Q11′ B8′ F11′ 1 dk<br>RW<br>rf 4½″ | S Tanker Mchy.aft<br>23 Ta<br>L.1729700 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15780shp 3900t (o.f)–93pd<br>Cant. del Tirreno Gen<br>17k |
| 500577<br>PUWR<br>Df Esd<br>Gc Rdr<br>RTm | **AGUA GRANDE**<br>**Petróleo Brasileiro S.A.— Petrobrás Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazilian | 6926<br>4182<br>10100 | ✠100A1<br>oil tanker<br>✠LMC<br>MN632 | SS 7/64<br>EL a†2″SQ | **1961–1** Burmeister & Wain—Cpn<br>440′ 8″ 62′ 2″ 24′ 0″<br>410′ 0″ 62′ 0″ 30′ 9″<br>P88′ F50′ 1 dk<br>12BH<br>rf nil WB117t | M Tanker Mchy.aft<br>24 Ta<br>L.487680 HeCls.BC<br>Der 4(5) | Oil 2SA 7Cy. 500×1100 mm<br>3160bhp 248t (d.o)–13pd<br>Burmeister & Wain Cpn<br>2WTAuxB primary 711℔<br>secondary 178℔ Spt (AuxB 178℔)<br>2×168kW 450V 60c/s a.c. 13k |
| 540015<br>CLCD<br>C2047B<br>Df Esd<br>Gc Pfd<br>Rdr | **AGUAJI**<br>**Republica de Cuba (Flota Cubana de Pesca)**<br>Empresa Cubana Importadora de Vehiculos y Equipos de Transporters<br>Havana Cuban | 387<br>168<br>— | ✠100A1<br>fishing vessel<br>✠LMC<br>MN140 | SS 1/68<br>EL (f) o | **1962–11** Usuki Tekkosho—Saeki<br>155′ 6″ 26′ 2″<br>134′ 6″ 25′ 11″ 12′ 10″<br>P&B58′ F19′<br>4BH<br>rf 10″ WB39t | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×420 mm<br>700bhp 180t<br>Usuki Tekkosho Usuki<br>11½k |
| 500580 | **AGUAPEY**<br>exMascota<br>**Flota Argentina de Navegacion Fluvial**<br>Buenos Aires Argentine | 138<br>99<br>— | | | **1910** C. Devoto e Hijos—S.Fernando<br>112′ 7″ 26′ 1″ 5′ 3″<br>… … …<br>R | M Mchy.aft | Petrol 4SA 3Cy 11″×16½″<br>Emade—fitted38 |
| 500581<br>LQAB | **AGUARAY**<br>**Flota Argentina de Navegacion Fluvial**<br>Buenos Aires Argentine | 302<br>179<br>— | | | **1928** Henry Robb Ltd.—Lth<br>169′ 6″ 34′ 0″ 7′ 9″<br>… … …<br>1 dk<br>R | TM Mchy.aft | 2 Oil each 2Cy.<br>J. & C. G. Bolinders Co. Ltd. Skm |

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|---|---|---|---|---|---|---|
| 500582<br>CSOT<br><br>Df Esd<br>Gc Pfd<br>Rdr | **AGUAS SANTAS**<br><br>**Vicomar-Empresa de**<br>**Armadores da Pesca do**<br>**Bacalhau Reunidos Ltda.**<br>Lisbon Portuguese | ~~1416~~ 1441<br>~~791~~ 718<br>1000 | <br><br>✠Classed LR until 7/53 | 1949-6 T. van Duijvendijk's Sch.—<br>Lekkerkerk<br>239' 6" 36' 2"<br>36' 0"<br>RW | S Trawler<br>2 Ho 38½', 38'<br><br>4 Ha (stl) (5¾', 7½', 7½', 7½'×6') | C 4Cy. (2) 14⅞" & (2) 31½"×31½"<br>1167ihp 600t (o.f)<br>Amsterdamsche D.D. Maats. Ams<br>4×25, 20, 7½, 7½kW 220V d.c. 11k |
| 507125<br><br><br>Df Esd<br>Gc Rdr | **AGUASCALIENTES**<br>exCholoma-66<br>exPhoebe Knot-47<br>**Transportacion Maritima**<br>**Mexicana S.A.**<br>Vera Cruz Mexican | 3736<br>2118<br>5900 | <br><br>AB | 1945 W. Butler (S.Bs) Inc.—Superior<br>338' 8" 50' 3" 23' 5½"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Mchy.aft<br>4 Ho<br>G.242000 B.216360<br>4 Ha<br>16W Der 2(20) 2(15) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 364t<br>Nordberg Mfg Co. Milwaukee<br>10k |
| 500583<br>IJHO<br>986<br>Df<br>RTm | **AGUEDAL**<br>exTunisia-52 exEkspresstank<br>exHenken II-48 exFrieda-47<br>**Guiseppe Looz**<br>Naples Italian | 745<br>453<br>798 | <br><br>RI | 1941 Nobiskrug Werft—Rendsburg<br>206' 0" 29' 7" 12' 3"<br>195' 4" 29' 5" 13' 9"<br>1 dk<br>R | TM Chemical Tanker Mchy.aft<br>9 Ta | 2 Oil 4SA each 8Cy. 290×420 mm<br>780bhp NE50 (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×44kW 380V 50c/s a.c.<br>1×14½kW 220V d.c.<br>Directional propellers |
| 500584<br>EEAX<br><br>Esd | **AGUETE**<br><br>**José Toba Fernandez**<br>Joaquin Santos Bugallo<br>Vigo Spanish | 158<br>79<br>— | | 1944 Hijos de J. Barreras S.A.—Vgo<br>*85-3'* 19' 10"<br>... ... ... | Wood S Trawler | T 3Cy. 8½" 14" & 22"×16"<br>55t (o.f)<br>Hijos de J. Barreras S.A. Vgo |
| 500587<br>CB2510<br>1061<br>RT | **AGUILA**<br><br>**Compañia Sud-Americana**<br>**de Vapores**<br>Valparaiso Chilean | *235*<br>*97*<br>202 | ✠A- SS 12/63<br>tug Harbour service<br>✠LMC<br><br>MN136 EL (d) | 1951-7 Philip & Son Ltd.—Drt<br>124' 6" 26' 10" 10' 0"<br>110' 0" 25' 0" 12' 3"<br>1 dk<br>RW 6BH<br>WB47t | M Salvage Tug<br><br><br><br>1W Der 1(10) | Oil 2SA 4Cy. 340×570 mm<br>680bhp Atlas 20t<br>British Polar Eng. Ltd. Gls<br>9k |
| 500588<br>LW2876<br><br>RT | **AGUILA II**<br><br>**Cia. Argentina de Lanchas**<br>**S.A.**<br>Buenos Aires Argentine | 1396<br>822<br>— | <br><br>✠Classed LR until 6/52 | 1931-1 Henry Robb Ltd.—Lth<br>*260-0'* 42' 0"<br>41' 10"<br>1 dk<br>R | TM Mchy.aft | 2 Oil 2SA each 4Cy. 340×570 mm<br><br>Atlas-Diesel Skm |
| 510390<br><br><br>Df Esd<br>Gc Rdr<br>RTm | **AGUINALDO**<br>exEmporios-67<br>exCavofrigelo-53<br>exKing Haakon VII-51<br>**Philippine President Lines**<br>**Inc.**<br>Manila Philippine<br>Now **LIBERTY THREE** See New Entries No. **12** | 7068<br>4492<br>10720 | ✠100A1 TD 4/67<br><br>✠LMC<br><br>EL a†2"SQ | 1942-4 Barclay, Curle & Co. Ltd.—Gls<br>446' 5" 56' 5" 27' 3½"<br>405' 0" 56' 0" 37' 8"<br>F40' 2 dks<br>R NS 8BH<br>rf 6" WB2808t incl. DTm1162t | M<br>5 Ho 63', 61½', 56¾', 62', 64½'<br><br>6 Ha (31½', 31', 31', 13', 31', 31'×20')<br>Der 1(30) 2(10) 10(5) | Oil 2SA 3Cy. 600×2320 mm<br>2550bhp (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 120lb<br>2×20kW 110V d.c. 10½k |
| 540016<br>CLCB<br>C2046B<br>Df Esd<br>Gc Pfd<br>Rdr | **AGUJA**<br><br>**Republic de Cuba**<br>**(Flota Cubana de Pesca)**<br>Empresa Cubana<br>Importadora de Vehiculos<br>y Equipos de Transporters<br>Havana Cuban | 387<br>167<br>— | ✠100A1 SS 1/68<br>fishing vessel<br>✠LMC<br><br>MN140 EL (f)o | 1962-11 Usuki Tekkosho—Saeki<br>155' 6" 26' 2"<br>134' 6" 25' 11" 12' 10"<br>P&B58' F19'<br>4BH<br>rf 10" WB39t | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×420 mm<br>700bhp 180t<br>Usuki Tekkosho Usuki<br>11½k |
| 500591<br>TQCY<br><br>RT | **AGUR MARIA**<br>exRosetta P.-57 exAcilia-47<br>exFrisio-43 exPosillipo<br>**Jean Hiribarren and others**<br>Bayonne French | 351<br>171<br>— | | 1912 Cant. Nav. Riuniti—Anc<br>175' 1" 24' 8"<br>165' 4" 24' 7" 12' 5"<br>1 dk conv dry cargo ship 57<br>R | M Fishing | Oil 2SA 5Cy. 281×600 mm<br>Emade44refitted57<br>Harland & Wolff Ltd. Bel |
| 500592<br><br><br>Df Esd<br>Rdr | **AGUST**<br>exEllidaey-53<br>**Ninas Stathakis &**<br>**Vassilios Manoussos**<br>Greek | 664<br>242<br>— | <br><br>✠Classed LR until 6/65 | 1947-8 A. Hall & Co. Ltd.—Abn<br>193' 6" 30' 2" 15' 1½"<br>175' 0" 30' 0" 16' 0"<br>Q93' F34'<br>RW<br>BK8" | S Trawler | T 3Cy. 16½" 28½" & 47"×30"<br>950ihp (o.f)<br>A. Hall & Co. Ltd. Abn |
| 500593<br>EASJ<br><br>Df Esd<br>RT | **AGUSTIN CIRIZA**<br><br>**Josefa Barreiro Betanzos**<br>San Sebastian Spanish | 106<br>35<br>— | | 1932 Constructora Metalica—Zumaya<br>*79-2'* 17' 10" 8' 6"<br>... ... ...<br>R | M Fishing | Oil 4SA 4Cy. 270×420 mm<br>24t (d.o)<br>Deutsche Werke A.G Kel<br>9½k |
| 662289<br>9GVL<br>316558<br>Df Esd<br>Gc Rdr | **AGYASI MANKO**<br><br>**Mankoadze Fisheries Ltd.**<br>Takoradi Ghanaian | 3448<br>1653<br>— | | 1965 Nosenko Shpyd—Nic<br>326' 1" 46' 0"<br>295' 2" 45' 11" 17' 4"<br>2 dks | D-E Fish Factory | Oil 6Cy. 318×330 mm 4000bhp<br>connected to elec. motor 750t<br><br>14k |
| 651645<br>9GUR<br>316539<br>Df Esd<br>Gc Rdr<br>RT | **AGYIMFRA**<br><br>**The Government of the**<br>**Republic of Ghana**<br>Takoradi Ghanaian | 1514<br>671<br>— | ✠100A1 Cmpl.1966-1<br>stern trawler Cmd.1968-9<br>✠LMC<br>✠**Lloyd's RMC**<br>MN470 EL (o)†1½"SQ | ~~1966-1~~ A/S Trondhjems M/V—Tdh<br>231' 7" 37' 6" 14' 9"<br>201' 1" 37' 5" 25' 7"<br>B20' F49' 2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 39" BoxK12" WB334t | M Stern Trawler Ref<br><br>In.35000 | Oil 2SA 7Cy. 350×620 mm<br>2350bhp<br>Helsingör Skibs. & Msk. Hsg<br>Controllable pitch propeller |

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|---|---|---|---|---|---|---|---|---|---|
| 506761 | **AHDI** | | **458** | | | **1949** Titovo Brodogradiliste—Kraljevica | Wood M | Oil 4SA 7Cy. | |
| ODKZ | exCetina–66 | | 326 | | | 162′ 8″ 30′ 8″ 13′ 1″ | | | |
| | **Phoebus D. Kyprianou** | | — | | JR | 30′ 6″ | | Ansaldo S.p.A. | Gen |
| | Beirut | Lebanese | | | | 1 dk | | | |
| 500595 | **AHI** | | **516** | | | **1947** Levingston S.B. Co.—Orange | D-E Tug | 2 Oil 2SA each 12Cy. 220×265 mm | |
| KAOO | exATA 224–48 | | 24 | | | 143′ 0″ 33′ 1″ | 1 Ho 25¾′ | 1850bhp connected to elec. motors | |
| 251250 | **Castle & Cooke Inc.** | | — | | AB | 134′ 6″ 33′ 0″ 17′ 0″ | | sr geared to sc. shaft | 282t |
| Df Esd | Honolulu | United States | | | | F43′ 2 dks | | General Motors Corp. | Det |
| Gc RT | | | | | | | 1W Der 1(18) | | 12k |
| 640571 | **AHIL** | | **219** | | | **1954** Brodogradiliste Uljanik—Pla | S Tug | T 3Cy. 14″ 23″ & 37″×25″ | |
| YTHA | | | 40 | | | 107′ 4″ 25′ 11″ | | | |
| | **Poduzece "Luka"** | | — | | JR | … … … | | Brodogradiliste Split | Spt |
| | Rijeka | Yugoslav | | | | | | | |
| 541005 | **AHMADU BELLO** | | **6127** | **✠100A1** | CS 4/67 | **1963–4** Swan, Hunter & Wghm Rchdsn— | M OSD | Oil 2SA 6Cy. 680×1250 mm | |
| 5NAB | | | 3384 | DTmf & No. 3 'tween dk | | Nwc | | 6100bhp Sulzer | 647t |
| 321502 | **Nigerian National Shipping** | | 9695 | tanks—vegetable oil, latex | | 465′ 1″ 63′ 3″ | G.605550 B.555800 In.2048 | Swan, Hunter & Wghm Rchdsn | Nwc |
| Df Esd | **Line Ltd.** | | | or glycerine | | 430′ 0″ 63′ 0″ 38′ 6″ | | 2AuxB 120lb | 15½k |
| Gc Pfd | Lagos | Nigerian | | **✠LMC** | | P29′ F42′ 1 dk & S dk | 16W Der 1(50) 2(20) 2(15) 2(10) 8(5) 2(3) | | |
| Rdr RT | | | | MN1220 | EL c†2⅛″SQ | Coll BH to S dk 7 to 2nd dk | | | |
| | | | | | | rf 4″ WB1812t | | | |
| 500597 | **AHOY** | | **369** | | | **1953** Delfzijl v/h Sander—Dzl | M Mchy.aft | Oil 4SA 4Cy. 290×450 mm | |
| PCFN | | | 177 | | | 153′ 10″ 24′ 8″ 9′ 7″ | | 220bhp | 13t |
| | **B. Galenkamp & A. Brouwer** | | 438 | | BV | … … … | G.21200 B.20460 | Appingedammer Brons. | Apg |
| Df | E. Wagenborg's Scheepv. & | | | | | 1 dk | 2 Ha (each 33¼′×15′) | | 8½k |
| | Exped. Bedr. | | | | | | Der 2(2) | | |
| | Kampen | Netherland | | | | | | | |
| 670503 | **AHRENSBURG** | | 5531 ~~**5532**~~ | | | **1966** Kieler Howaldtswerke A.G.—Kel | M Ref CSD | Oil 2SA 10Cy. 700×1200 mm | |
| DIDA | | | 3049 ~~3052~~ | | | 485′ 8″ 63′ 1″ 26′ $4\frac{1}{16}$″ | | 14000bhp MAN | |
| | **Fruchtreederei Harald** | | 7500 | ~~**✠Lloyd's RMC**~~ | GL | 442′ 11″ 63′ 0″ 38′ 4″ | In.345024 | Kieler Howaldtswerke A.G. | Kel |
| Df Esd | **Schuldt & Co.** | | | | | 4 dks | | | |
| Gc Pfd | Hamburg | W. German | | | | RW | | | |
| Rdr RT | | | | | | | | | |
| 500599 | **AHRENSHOOP** | | **439** | | | **1956** Elbewerft—Boizenburg | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm | |
| DHZF | | | 174 | | | 163′ 8″ 27′ 2″ 10′ 5″ | | | |
| 2267 | **Deutsche Seereederei** | | 500 | | DSRK | 27′ 0″ | | Schwermasch Karl Liebknecht | Mgd |
| Df Esd | Rostock | E. German | | | | 1 dk | | | |
| 670728 | **AHUN** | | **2657** | | | **1967** Volkswerft Stralsund—Stralsund | M Stern Trawling Factory Ship | 2 Oil 4SA each 8 Cy. 320 × 480 mm | |
| | | | 1139 | | | 269′ 7″ 16′ 5″ | 3 Ho | geared to sc. shaft | |
| | **U.S.S.R.** | | — | | | 239′ 6″ 44′ 7″ 31′ 2″ | | 2320bhp | |
| Df Esd | Kerch | Russian | | | | 2 dks | | Schwermasch. Karl Liebknecht | Mgd |
| Gc Rdr | | | | | | | | | |
| RT | | | | | | | | | |
| 504725 | **AI SOKULA** | | **400** | | | **1961** D. & J. Boot Schps. | M Mchy.aft | Oil 4SA 6Cy. 305×460 mm | |
| ZGNA | exBoezemsingel–66 | | 204 | | | "De Vooruitgang"—Alp | 1 Ho 91¾′ | 450bhp | 15½t (d.o) |
| 316002 | **Island Industries Ltd.** | | 600 | | BV | 159′ 2″ 27′ 0″ 10′ 8″ | G.27980 B.26180 | D. & J. Boot "De Industrie" | Alp |
| Df Esd | Suva | British | | | | 142′ 9″ 26′ 9″ 10′ 11″ | | 2×6½kW 110V d.c. | 10k |
| RTm/h | | | | | | 1 dk | 2W Der 2(2) | | |
| | | | | | | RW | | | |
| 672904 | **AICHI MARU** | | **2600** | | | **1967** Onomichi Zosen—Onomichi | M Mchy.aft | Oil 2SA 6Cy. 420×750 mm | |
| JDTG | | | — | | | 48′ 0″ 14′ 1″ | | 2760bhp B&W | |
| 101024 | **Izumi Kisen K.K.** | | 1200 | | | 284′ 8″ 47′ 11″ 25′ 0″ | | Hitachi Zosen | Inn |
| Esd Rdr | Tokyo | Japanese | | | | 1 dk | | | |
| RT | | | | | | | | | |
| 661104 | **AIDA** | | **T.Mk** | **✠100A1** | | **1966–8** A/B Ekensbergs Varv—Skm | M ~~OSD~~ Mchy.aft | Oil 4SA 12Cy. 400×500 mm | |
| SIYT | | | **2274** | Ice Class 1 | 325′ 6″ | ~~285′ 6″~~ 49′ 4″ ~~19′ 3½″~~ ~~20′ 0″~~ 19′ 10¼″ | Stern door | 3000bhp | 285t (hvf) |
| 10717 | **Rederi A/B Wallship** | | 1274 | **✠LMC** | 302′ 10″ | ~~262′ 6″~~ 49′ 2½″ 36′ 3″ | 1 Ho | Klöckner-Humboldt-Deutz | Kln |
| Df Esd | O. Wallenius | | **4470** | | | RAD18′ 1 dk & S dk | G.298945 B.247905 | 4×132kW 440V 60c/s a.c. | |
| Gc Pfd | Stockholm | Swedish | | MN600 | ~~EL t 1⅛″SQ~~ | NS Coll BH to S dk 3 to 2nd dk | 2 Ha (stl) (24½′×12′) (13¾′×21′/17½′) | Thw. thrust contr. pitch propeller fwd | |
| Rdr RT | For later particulars see New Entries No. 9 | | | | EL (u) 1⅜″SQ | rf 4″ ~~WB1040t~~ | len 68 | | 13½k |
| | | | | | | WB1200t | | | |
| 500603 | **AÏDA III** | | **2733** | **✠100A1** | SS 2/66 | **1962–1** Zaanland Schps. Maats.— | TM | 2 Oil 4SA each 8Cy. 400×580 mm | |
| SUAM | | | 1730 | | | Zaandam | | 4000bhp | |
| | **Ministry of War (Port &** | | — | **✠LMC** | | 286′ 7″ 45′ 0″ 14′ 8″ | | Klöckner-Humboldt-Deutz | Kln |
| Df Esd | **Lighthouse** | | | | | 251′ 8″ 44′ 7½″ 25′ 7″ | | | 16½k |
| Gc Pfd | **Administration)** | | | MN800 | EL s1⅜″SQ | 2 dks | | | |
| Rdr | Alexandria | Egyptian | | | | RW 5BH to U dk 1 to 2nd dk | | | |
| | | (U.A.R.) | | | | rf 12″ WB392t incl. DTsa86t Tunnel tanks 58t | | | |
| 500604 | **AIDA LAURO** | | **7170** | | | **1944** St. Johns River S.B. Co.—Jck | S | T 3Cy. 24½″ 37″ & 70″×48″ | |
| ICBW | exJohn Elnig–47 | | 4330 | | | 441′ 6″ 57′ 0″ 27′ 9″ | 5 Ho | 2500ihp | 1844t (o.f) |
| 606 | **Achille Lauro** | | 10874 | | RI | 417′ 9″ 56′ 11″ 37′ 4″ | G.562000 B.499000 | General Mchy Corp. | Hamilton |
| Df Esd | Naples | Italian | | **BROKEN UP** | | 2 dks, pt 3rd dk | | | 11k |
| Gc RT | | | | | | | | | |
| 541454 | **AIEI MARU** | | **107** | | | **1963** Takehara Zosen—Hma | M Tanker Mchy.aft | Oil 4SA 4Cy. 220×360 mm | |
| 8KIU | | | 53 | | | 89′ 2″ 19′ 8″ 7′ 3″ | | 120bhp | |
| 93469 | **Y. Yamamoto** | | — | | | 82′ 0″ 19′ 0″ 8′ 2″ | | Sumiyoshi Tekkosho | Yoshida |
| | Minamichita | Japanese | | | | 1 dk | | | 9k |

| | | | | | | |
|---|---|---|---|---|---|---|
| 500605<br>7KDC<br>88386 | **AIEI MARU No. 3**<br>**Yoshiumi Kisen K.K.**<br>Yoshiumi Japanese<br>Now **YAMATO MARU No. 5** See New Entries No. 3 | 286<br>186<br>— | | **1960** Kishigami Zosen—Hma<br>*129·8'* 21' 10" 9' 2"<br>111' 10" 21' 8" 10' 2"<br>1 dk<br>RW len 62 | M Mchy.aft<br>1 Ha (48½'×13½') | Oil 4SA 5Cy. 270×400 mm<br>270bhp<br>Kinofuji Tekkosho Matsuyama<br>8½k |
| 640641<br>JL2058<br>94609 | **AIEI MARU No. 5**<br>**Yoshiumi Kisen K.K.**<br>Yoshiumi Japanese | 288<br>156<br>— | | **1964** Imabari Zosen—Imabari<br>140' 10" 23' 8" 9' 10"<br>124' 7" 23' 7½" 11' 2"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (67½'×14½') | Oil 4SA 6Cy. 325×460 mm<br>500bhp<br>Nippon Hatsudoki Kob |
| 541006<br>SYNY<br>2256<br>Df Esd<br>Gc Rdr | **AIGAION**<br>exAlbaro–63<br>exJosephine Shaw Lowell–46<br>**Aegean Compania Naviera S.A.**<br>Piræus Greek | 8481<br>5199<br>— | **BROKEN UP** AB | **1944** (forepart) New Eng. S.B. Corp.—Portland, Me.<br>**1944** (afterpart) J. A. Jones Const. Co.—Panama City<br>511' 2" 57' 0" 27' 1⅜"<br>486' 6" 56' 11" 37' 4"<br>B75' 2 dks joined 60<br>rf 6" | S<br>G.562608 B.499573<br>10W Der 1(50) 1(15) | T 3Cy. 24½" 37" & 70"×48"<br>1119t (o.f)<br>Iron Fireman Mfg Co. Pld<br>11k |
| 540018<br>303867<br>Rdr<br>RTv | **AIGBURTH**<br>**Koninklijke Maats. Tot Het Uitvoeren Van Openbare Werken Adriaan Volker N.V.**<br>Sliedrecht Netherland | 1037<br>416<br>1203 | ✠100A1 SS 4/68<br>hopper dredger<br>U.K. coasting service<br>(✠LMC)<br>MN480 EL m1$\frac{1}{16}$"SQ | **1963–3** A. & J. Inglis Ltd.—Gls<br>202' 7" 40' 5" 12' 5½"<br>190' 0" 39' 0" 14' 6"<br>Q56' RFD40' 1 dk<br>R 4BH<br>rf nil WB137t | M Grab Hopper Dredger Mchy.aft<br>Cr 2(7½) | Vee Oil 2SA 12Cy. 10½"×13½" with flexible coupling & sr reverse gear<br>2400bhp (d.o)<br>Crossley Bros. Ltd. Mch<br>3×36kW 220V d.c. |
| 500608<br>CGFJ<br>143330<br>Df Gc | **AIGLE D'OCEAN**<br>exOceaneagle–60<br>exSt. Arvans<br>**Les Chargeurs Unis Inc.—United Cargo Inc.**<br>M. Desgagné<br>Quebec Canadian | 432<br>235<br>— | ✠ | **1919–7** Day, Summers & Co. Ltd.—Sou<br>141' 0" 29' 1" 14' 10½"<br>... ... ...<br>R | M Tug Mchy.aft | Oil 4SA 6Cy. 13"×17½"<br>NE59<br>Klöckner-Humboldt-Deutz Kln |
| 500609<br>TQKM<br><br>Esd | **AIGLE DES MERS**<br>**Harispe & Amado**<br>St. Jean de Luz French | 127<br>59<br>— | | **1957** Ch. C. Auroux—Arc<br>*81·0'* 23' 0"<br>... ... ... | M Fishing | 2 Oil 4SA each 6Cy. 140×180 mm geared to sc. shaft<br>Moteurs Baudouin Msl |
| 513118<br>PCFQ<br><br>Df Esd<br>Rdr RT | **AIGLON**<br>exGironde–65<br>**A. J. Verbrugge**<br>Beck's Scheepvaartkantoor N.V.<br>Rotterdam Netherland | 400<br>236<br>470 | BV | **1955** Scheeps. "Westerbroek"—Westerbroek<br>165' 5" 25' 6" 13' 5"<br>146' 0" 25' 4" 10' 2"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.28100 B.26150<br>1 Ha (83½'×15½')<br>3W Der 2(3) | Oil 4SA 6Cy. 285×420 mm<br>320bhp 22t<br>Masch. Augsburg-Nürnberg Aug<br>9k |
| 540020<br>THVZ<br><br>Df Esd | **AIGUE MARINE**<br>**Armement Charlot**<br>Quimper French | 148<br>49<br>— | BV | **1963** Ch. Nav. Franco Belges—Villeneuve<br>*98·4'* 22' 8"<br>22' 6" | M Trawler<br>2 Ha (each 3¾'×3½')<br>Der 1 | Oil 4SA 12Cy. 185×200 mm<br>600bhp 35½t<br>Moteurs Baudouin Msl<br>12k |
| 500610<br>JGOB<br>85716 | **AIJIN MARU No. 2**<br>**S. Kubo**<br>Kitakyushu Japanese | 238<br>115<br>350 | | **1960** Awanoura Dock—Yawatahama<br>*110·1'* 21' 5"<br>21' 4" 10' 10"<br>1 dk | M Mchy.aft<br>1 Ha (50½'×14½') | Oil 4SA 6Cy. 260×390 mm<br>275bhp<br>Usuki Tekkosho Usuki<br>9½k |
| 500611<br><br>196165 | **AIK BEE**<br>**Lim Leong Chye**<br>Singapore Malaysian | 147<br>147<br>— | | **1951** Lee Chin Chew—Sng<br>*86·4'* 27' 2"<br>... ... ...<br>1 dk | Wood Junk | |
| 500612<br><br>196212 | **AIK HIN**<br>**Koh Nai Lien & Teo Kim Huat**<br>Singapore Singapore | 198<br>99<br>— | | ................<br>*114·6'* 22' 1"<br>... ... ...<br>1 dk | Wood M | Oil 2SA 3Cy. 335×385 mm<br>Emade43fitted—<br>Kob |
| 541861<br>9VJV<br>316098 | **AIK LEE**<br>**Wee Aik Keng & Co. Ltd.**<br>Singapore Singapore | 313<br>124<br>301 | ✠Class **WITHDRAWN** at Owners' request 4/68 | **1963–5** Shikoku Dock Co.—Takamatsu<br>144' 8" 24' 1" 9' 8¾"<br>131' 3" 23'11½" 10' 10"<br>1 dk<br>6BH<br>WB DTf15t | M Mchy.aft<br>2 Ho 32', 37'<br>2 Ha (each 19¾'×10½')<br>Der 4(1½) | Oil 4SA 6Cy. 320×450 mm<br>800bhp (d.c)<br>Hanshin Nainenki Kogyo Kob<br>2×25kW 115V d.c. |
| 500613<br>9VJW<br>132314 | **AIK LEONG**<br>exTapah–54<br>**Wee Aik Keng & Co. Ltd.**<br>Singapore Singapore | 205<br>99<br>195 | | **1926** Straits S.S. Co. Ltd.—Png<br>*125·7'* 23' 0"<br>... ... ...<br>1 dk<br>RW | M Mchy.aft<br>2 Ho 37', 32'<br>2 Ha (each 15'×9')<br>Der 4(½) | Oil 4SA 6Cy. 300×475 mm<br>400bhp Emade43fitted52 (d.c)<br>Yamar Eng. Co. Toi<br>1×25kW 115V d.c. |
| 660106<br>8KBG<br>97439 | **AIKEI MARU**<br>**Daito Kaiun Y.K.**<br>Namikata Japanese | 161<br>85<br>270 | | **1964** Koike Zosensho—Kinoe<br>98' 5" 21' 11" 9' 2"<br>90' 6" 20' 11" 9' 10"<br>1 dk | M Mchy.aft | Oil 2SA 3Cy. 330×380 mm<br>170bhp Emade55fitted65<br>Usuki Tekkosho Usuki |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 500614 | **AIKEN VICTORY** | **7607** | | | **1944** Bethlehem-Fairfield—Bal | S | 2 S Turb dr geared to sc. shaft | |
| | | 4551 | | | *439·1′* 62′ 1″ 28′ 6¾″ | 5 Ho | 6600shp | 2838t (o.f) |
| 246989 | **United States Department of** | 10584 | | AB | 436′ 6″ 62′ 0″ 38′ 0″ | B.453000 | Westinghouse Elec. & Mfg Co. | Pbg |
| Df Esd | **Commerce** | | | | 3 dks | 5 Ha | | |
| Gc Rdr | Baltimore United States | | | | rf nil | | | |
| 640059 | **AIKO MARU No. 2** | **111** | | | **1963** Uwajima Zosen—Uwajima | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm | |
| 8KXP | | 52 | | | 18′ 11″ 7′ 6″ | | | |
| 92656 | **Mikamewan Gyogyo K.K.** | — | | | 88′ 7″ 18′ 7½″ 9′ 0″ | | Nippon Hatsudoki | Kob |
| Gc | Mikame Japanese | | | | 1 dk | | | |
| | | | | | RW | | | |
| 500615 | **AILLY** | **114** | | | **1947** St. Pieter Scheepsw.—Hemixem | M Trawler | Oil 4SA 6Cy. 270×360 mm | |
| TMLC | | 39 | | | *89·7′* 20′ 3″ | | 375bhp NE56 | |
| | **Boudet, Gueroult,** | — | | BV | … … … | | Klöckner-Humboldt-Deutz | Kin |
| Df Esd | **Le Gonidec** | | | | | 4 Ha (3′, 3¼′, 3¼′, 3¼′×3¼′) | | 10½k |
| Pfd RT | Dieppe French | | | | | Der 1(¼) | | |
| 500616 | **AILSA** | ~~4584~~ 2881 | | | **1958** Sarpsborg M/V A/S—Greåker | M CSD Mchy.aft | Oil 2SA 6Cy. 500×1100 mm | |
| JWRY | | ~~2537~~ 1379 | | | 373′ 11″ 50′ 8″ 23′ 7″ | 3 Ho | | 547t |
| | **A/S Acadia** | ~~6080~~ 4780 | | NV | 348′ 0″ 50′ 6″ 32′ 1″ | G.309000 B.285000 | Burmeister & Wain | Cpn |
| Esd Gc | Sigurd Bruusgaard | **4583** | | | 2 dks | 4 Ha (34½′, 50½′, 34½′, 34½′×22′) | | 14k |
| Pfd Rdr | Drammen Norwegian | 2536 | | | | 10W Der 1(20)10(5) | | |
| | | 6080 | | | | | | |
| | Now **POLLUX** See New Entries No. 11 | | | | | | | |
| 650625 | **AIME GAUDREAU** | **1903** | ✠100A1 | SS 8/68 | **1964**-12 St. John S.B. & D.D. Co. Ltd.— | M Tanker Mchy.aft | Oil 2SA 6Cy. 500×700 mm | |
| VGMD | | 990 | oil tanker | | St.J | | 2880bhp | (d.o) |
| 322550 | **Engineering Consultants** | 2660 | Ice Class 1 | | 249′ 4″ 41′ 8″ | | Nydqvist & Holm A/B | Thn |
| Df Esd | **Ltd., Kent Line Ltd.,** | | ✠LMC | | 233′ 11″ 41′ 0″ 21′ 0″ | | db 50℔ | |
| Gc Pfd | **Universal Sales Ltd. &** | | MN576 | EL q1$\frac{7}{16}$″SQ | P68′ F21′ 1 dk | | 2×300kW 440V 60 c/s a.c. | |
| Rdr | **J. D. Irving Ltd.** | | | | 9BH | | Controllable pitch propeller | |
| RTm | Kent Line Ltd. | | | | rf nil WB189t | | | |
| | St. John, N.B. Canadian | | | | | | | |
| 671454 | **AIMÉE** | **42357** | | | **1967** Kockums M/V A/B—Mmo | M Bulk/Oil Carrier Mchy.aft | Oil 2SA 8Cy. 860×1600 mm | |
| | | ~~26527~~ 26576 | | | 800′ 0″ 105′ 11″ 45′ 3¾″ | 11 Ho each 49½′ 11 Ta | 18400bhp MAN | 5962t (hvf)–60pd |
| | **Erling H. Samuelsens** | 73350 | | NV | 775′ 0″ 105′ 8″ 61′ 6″ | G.2979646 L.3000000 HeCls. BC | Kockums M/V A/B | Mmo |
| Df Esd | **Rederi A/S** | | | | P108′ F74′ 1 dk | 11 Ha (stl) (each 37¾′×42½′) | 4×440kW 450V 60c/s a.c. | 16½k |
| Gc Rdr | Erling H. Samuelsen A/S | | | | | Der 1(10) 1(5) | | |
| RT | Oslo Norwegian | | | | rf 5¼″ | | | |
| 500617 | **AIMEE LYKES** | T.Mk | | | **1963** Avondale Shpyds Inc.—Avondale | S (4P) | 2 S Turb dr geared to sc. shaft | |
| WLBO | | **6525** | | | 494′ 8″ 69′ 2″ —/30′ 1⅛″ | 5 Ho 70½′, 72½′, 72½′, 50′, 88½′ | 10000shp | 2827t (o.f) |
| 292614 | **Lykes Bros. S.S. Co. Inc.** | 3543 | | AB | 470′ 0″ 69′ 0″ 41′ 6″ | G.623213 B.565000 | General Electric Co. | Lyn |
| Df Esd | Galveston United States | 9620 | | | RQD153′ F106′ 2 dks | 5 Ha (stl) (31½′×18′) (40′, 35′, 35′, 30′×25′) | 2×600kW 450V 60 c/s a.c. | 18k |
| Gc Pfd | | **9397** | | | RW | | | |
| Rdr | | 5492 | | | rf nil | 16W Der 1(60) 16(15) | | |
| RTh | | 11334 | | | | | | |
| 500618 | **AIMEE LYKES** | **6119** | | | **1944** Moore D.D. Co.—Oakland | S OSD | 2 S Turb dr geared to sc. shaft | |
| WHHQ | exMarion Lykes–48 | 3615 | | | 459′ 7″ 63′ 1″ 27′ 8″ | 5 Ho | 6600shp | 1702t (o.f) |
| 245548 | exWestward Ho–47 | 10590 | | AB | 435′ 0″ 63′ 0″ 31′ 6″ | G.620412 B.546089 | General Electric Co. | Lyn |
| Df Esd | **United States Department of** | | | | B79′ 2 dks & S dk | 5 Ha | | 15½k |
| Gc | **Commerce** | | | | RW | 16W Der 1(30) | | |
| | Gulfport United States | | | | rf nil | | | |
| 661632 | **AINA** | **500** | | | **1966** Brödrene Lothe A/S—Hgs | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| LIRO | | 308 | | | 207′ 4″ 33′ 2″ 12′ 7½″ | 1 Ho | 1100bhp | |
| | **I/S Nina** | — | | NV | 188′ 4″ 33′ 1″ 13′ 1″ | | Atlas-Mak Masch. | Kel |
| Esd Rdr | Per Selvig | | | | 1 dk | 2 Ha (31½′×16½′) (68¾′×20½′) | 2×40kW 220V 50c/s a.c. | |
| RT | Oslo Norwegian | | | | rf 4″ | 3W Der 1(5) 2(3) | | |
| 540022 | **AINO** | **20625** | | | **1963** Bremer Vulkan—Vgk | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 700×1200 mm | |
| JXWG | | 12047 | | | 644′ 10″ 83′ 3″ 33′ 9½″ | 7 Ho 50′, 73′, 50′, 73′, 50′, 73′, 50′ | 9550bhp MAN | (hvf) |
| | **Skibs A/S Aino, Skibs** | 30400 | | NV | 605′ 0″ 83′ 0″ 48′ 1″ | | Bremer Vulkan | Vgk |
| Df Esd | **A/S Viva & Skibs A/S** | | | | 1 dk | 7 Ha (stl) (23½′, 53′, 23½′, 53′, 23½′, 53′, 23½′×39½′) | 3×345kW 450V 60 c/s a.c. | |
| Gc Rdr | **Viator** | | | | | | | |
| RTh | C. H. Sörensen & Sönner | | | | | Cr 3(7½) Der 2(7) 1(3) 1(1½) | | |
| | Arendal Norwegian | | | | | | | |
| | Now **ANGELIC PROTECTOR** See New Entries No. 8 | | | | | | | |
| 500624 | **AIOLOS II** | **7256** | | AB | **1943** Bethlehem-Fairfield—Bal | S | T 3Cy. 24½″ 37″ & 70″×48″ | |
| | exLassel–62 | 4452 | | | 441′ 8″ 57′ 1″ 27′ 9½″ | | 2500ihp | 1819t (o.f) |
| | exJohn J. McGraw–47 | 10721 | Classed BC until 10/65 | | 417′ 9″ 56′ 11″ 37′ 4″ | G.562827 B.499816 | Worthington Corp. | Harrison |
| Df Esd | exSamariz–44 | | | | 2 dks | | | 11k |
| | Launched as John J. McGraw | | | | RW | 10W Der 1(35) 1(19) | | |
| | **Falcon Shipping Co. Ltd.** | | | | rf 6″ | | | |
| | Famagusta Cyprus | | **TO BE BROKEN UP** | | | | | |
| 500625 | **AIR PHEASANT** | **149** | | | **1942** Luders Mar. Const. Co.—Stamford | Wood TM | 2 Oil 4SA each 6Cy. 145×205 mm | |
| | **A. C. Kemp** | 107 | | | 112′ 0″ 18′ 2″ 8′ 0″ | | NE48 | |
| 191536 | ~~**West India Steamships Ltd.**~~ | — | | | … … … | | Caterpillar Tractor Co. | Peoria |
| RT | Nassau British | | | | 1 dk | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 500627<br>VPWQ<br>191548<br>RT | **AIR SWIFT**<br>**Briland Shipping Co. Ltd.**<br>Nassau British | **149**<br>107<br>— | | **1943** ......................Halesite, N.Y.<br>*107·1'* 18' 2"<br>... ... ... | Wood TM | 2 Oil 4SA each 6Cy. 145×205 mm<br>NE49<br>**Caterpillar Tractor Co.** Peoria |
| 500628<br>179924 | **AIRCO**<br>**R. J. Auld, R. M. Paterson & L. J. Ferguson**<br>Port Moresby British | **135**<br>73<br>— | | ......................<br>*108·2'* 18' 1"<br>... ... ...<br>1 dk | TM | 2 Oil 4SA each 6Cy. 110×120 mm<br>**Hercules Diesel Co.** |
| 500629<br>Esd | **AIREDALE**<br>**Secretary of State for Deıence**<br>British | **152**<br>—<br>— | ✠Classed LR until 12/61 | 1961–7 Henry Scarr Ltd.—Hessle<br>94' 1" 25' 4" 11' 6"<br>85' 0" 24' 3" 12' 0"<br>rf 15" BK6" | TM Tug | 2 Oil 4SA each 8Cy. 8¾"×11½" with reverse reduction gears<br>**Lister Blackstone Mar. Ltd.** Dursley |
| 500630<br>OFYS<br>29<br>Df Esd<br>Gc Rdr<br>RTv | **AIRISMAA**<br>**Neste O/Y**<br>Naantali/Nådendal Finnish | **1681**<br>779<br>2181 | **✠100A1** SS 6/68 ~~SS 9/63~~<br>oil tanker<br>Ice Class 1<br>**✠LMC**<br>MN340 EL q | 1958–8 Arnhemsche Schps. Maats.—Ahm<br>274' 2" 37' 5" 17' 2¼"<br>251' 8" 37' 3" 19' 0"<br>P85' F34' 1 dk<br>RW 12BH<br>rf 3" WB80t | M Tanker Mchy.aft<br>15 Ta<br>L.99292 HeCls. C | Oil 4SA 8Cy. 390×680 mm<br>1700bhp (d.o)–8pd<br>N.V. Werkspoor Ams<br>✠NAuxB 9/63–100lb<br>4×528kW 110V 50 c/s a.c. 12k |
| 500632<br>GKGS<br>180453<br>Df Rdr<br>RTm/v | **AIRMAN**<br>exEmpire Clara–47<br>**United Towing Co. Ltd.**<br>Hull British | **333**<br>—<br>— | ✠LR class withdrawn—Owners' request 2/67<br>**BROKEN UP** | 1945–10 Cochrane & Sons Ltd.—Se i<br>123' 6" 29' 5" 12' 9"<br>115' 0" 27' 6" 13' 6"<br>R<br>rf 24" BK7" | S Tug | T 3Cy. 13" 22¾" & 37"×26"<br>650ihp NE49 172t (o.f)<br>Amos & Smith Ltd. Hul<br>2×10kW 110V d.c. |
| 540024<br>SYFW<br>931<br>Df Esd<br>Gc Rdr<br>RT | **AIS GIORGIS**<br>exMongolia–63 exDalhem–56<br>**A. Sigalas & Platis Bros.**<br>Piræus Greek | **2992**<br>1646<br>5645 | **✠100A1** SS 4/67<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>EL (v) | 1931–8 Eriksbergs M/V A/B—Got<br>345' 6" 48' 11" 21' 8¾"<br>332' 6" 48' 9" 31' 3"<br>1 dk & S dk<br>R 5BH Coll BH to 2nd dk<br>WB1100t | M OSD<br>G.328000 B.307000<br>10W | Oil 4SA 6Cy. 630×1300 mm<br>1777bhp B&W 774t<br>Eriksbergs M/V A/B Got<br>db 80lb 10k |
| 508407<br>SYWS<br>2316<br>Df Esd<br>Pfd<br>RTm/h | **AIS GIORGIS**<br>exDahlia–63<br>**Zacharis Bros.**<br>Piræus Greek | **1545**<br>774<br>2940 | **✠100A1** TD 11/66<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>EL (s) | Lch. **1941** Cmd. **1944–6** Lindholmens Varv—Got<br>296' 6" 42' 1" 19' 2¾"<br>279' 11" 42' 0" 27' 6"<br>1 dk & S dk<br>R Coll BH to S dk 3 to 2nd dk<br>WB560t | M OSD<br>2 Ho each 125'<br>G.178230 B.161210<br>5 Ha (20', 22½', 20', 20', 20'×18')<br>10W Der 1(15) | Oil 2SA 6Cy. 490×900 mm<br>2100bhp 414t<br>Sulzer Bros. Ltd. Win<br>13k |
| 512618<br>HPLD<br>3772L<br>Df Esd<br>Gc Rdr<br>RT | **AIS NICOLAS**<br>exGardenia–64 exBriarwood–46<br>**Astrosplendor Cia. Nav. S.A.**<br>Panama Panamanian | *4125*<br>*2463*<br>6485 | **✠100A1** SS 7/65<br>~~✠LMC~~<br>**(✠LMC)**<br>EL (w)<br>**CLASS SUSPENDED—REPAIRS REQUIRED 20/10/68** | 1930–7 Northumberland S.B. Co.—Nwc<br>377' 0" 51' 0" 22' 6½"<br>363' 11" 50' 9" 27 1"<br>P23' B113' F28' 1 dk<br>R NS 6BH<br>WB1140t | S<br>G.337630 B.312123<br>10W Der 8(4) 2(3)<br>**MACHINERY CLASS SUSPENDED 15/8/68** | T 3Cy. 23" 38" & 65"×42"<br>1600ihp 887t (o.f)<br>N.E. Mar. Eng. Co. Ltd. Nwc<br>2 SB 210lb Spt hs(6638) 6cf 9½k |
| 500635<br>UIGH<br>M-16991<br>Df Esd<br>Gc Rdr | **AISBERG**<br>**U.S.S.R.**<br>Murmansk Russian | **420**<br>88<br>258 | | **1958** O/Y Laivateollisuus A/B—Abo<br>134' 2" 29' 10" 14' 1"<br>115' 6" 29' 9" 15' 1"<br>1 dk | Wood M Survey Ship<br>2 Ho<br>G.5721<br>2 Ha (each 8¼'×6½')<br>2W Der 1(5) 1(3) | Oil 4SA 8Cy. 240×360 mm<br>Schwermasch. Karl Liebknecht Md<br>10k |
| 506615<br>5BED<br>321082<br>Esd Pfd<br>Rdr | **AISPIROS**<br>exCatford–67<br>**Ardosson Shipping Co. Ltd.**<br>Limassol Cyprus<br>Now **ZEPHYROS** See New Entries No. 1 | **2723**<br>1781<br>4190 | **✠100A1** SS 7/64<br>**✠LMC**<br>EL t | 1948–8 S. P. Austin & Son Ltd.—Sld<br>319' 4" 44' 2" 19' 2¾"<br>304' 4" 44' 0" 21' 4"<br>Q184' F30' 1 dk<br>RW 6BH<br>rf 3" WB1364t incl. DTa114t DTm207t | M Mchy.aft<br>4 Ho 47½', 54', 51¾', 51¾'<br>B.193000<br>4 Ha (stl) (33¾'×27') (36', 38½', 38½'×29') | Oil 4SA 6Cy. 430×455 mm with gearing<br>1425bhp 75t (d.o)<br>Ruston & Hornsby Lcn<br>3×80, 80, 18kW 220V d.c. 10½k |
| 500636<br>JPAO<br>58161 | **AITAKA MARU**<br>exFujitaka Maru<br>**Aitaka Maru Gyogyo Seisan Kumiai**<br>Yaizu Japanese | **155**<br>89<br>— | | **1948** Tokai Zosensho—Yaizu<br>*100·8'* 19' 8"<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>NE54<br>Akasaka Tekkosho Yaizu |
| 500637<br>EDCN<br>RT | **AITANA**<br>Launched as Ursus VI<br>**Union Naval de Levante S.A.**<br>Cia. Valenciana de Remoıcadores S.A.<br>Valencia Spanish | **176**<br>17<br>— | BV | **1961** Empresa Nacional "Elcano"—Sev<br>89' 2" 26' 0" 9' 6"<br>... ... ... | M Tug<br>1 Ha (4½'×4¾') | Oil 2SA 8Cy. 300×550 mm<br>1000bhp Smit-Bolnes<br>**Empresa Nacional "Elcano"** Va<br>11½k |
| 500638<br>JDGA<br>82241 | **AITOKU MARU No. 8**<br>**T. Niwase**<br>Matsuyama Japanese<br>Now **KOWA MARU No. 8** See New Entries No. 3 | **282**<br>153<br>— | | **1958** Taihei Kogyo—Hma<br>141' 9" 21' 9" 9' 10"<br>101' 9" 21' 7" 10' 10"<br>1 dk len 60 | M Tanker Mchy.aft | Oil 4SA 5Cy. 270×400 mm<br>270bhp<br>Kinoshita Tekkosho Akashi<br>9½k |

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|---|---|---|---|---|---|---|
| 500639<br>JESG<br>82253 | **AITOKU MARU No. 10**<br><br>**K. Yamakawa**<br>Matsuyama Japanese | 417<br>217<br>507 | | **1959** Taihei Kogyo—Hma<br>150′ 3″ 25′ 9″ 10′ 8″<br>135′ 6″ 25′ 7″ 11′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>420bhp<br>Kinoshita Tekkosho Akashi |
| 530706<br>PKUQ<br><br>Esd RT | **AITUMIERI**<br>exSaireri–64<br>**P.T. Perusahaan Pelajaran Wapoga**<br>Djakarta Indonesian | 560<br>271<br>850 | BV | **1961** Kyushu Zosen—Wakamatsu<br>179′ 8″ 27′ 11″ 12′ 1½″<br>165′ 7″ 27′ 10″ 13′ 9″<br>1 dk | M Mchy.aft<br>2 Ha (34′, 36′×13¼′)<br>Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>650bhp 62t<br>Hanshin Nainenki Kogyo Kob<br>11½k |
| 670729<br><br><br>Df Esd<br>Gc Rdr<br>RT | **AIU-DAG**<br><br>**U.S.S.R.**<br>Russian | 2657<br>1139<br>— | | **1967** Volkswerft Stralsund—Stralsund<br>269′ 7″ 16′ 5″<br>239′ 6″ 44′ 7″ 31′ 2″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8 Cy. 320 × 480 mm geared to sc. shaft<br>2320 bhp<br>Schwermasch. Karl Liebknecht Mgd |
| 500640 | **AIVAZOVSKY**<br>exEmpire Teme–46<br>exIlona Siemers–45<br>**U.S.S.R.**<br>Russian | *3243*<br>*1859*<br>— | | **1923** Nordseewerke—Emd<br>*332·5′* 46′ 6″<br>46′ 3″<br>1 dk<br>R | S | T 3Cy. 24⅜″ 38$\frac{1}{16}$″ & 62″×41⅜″<br>Ottensener Mch. Altona |
| 500642<br>JDBB<br>71473<br>Df Esd<br>Gc Rdr<br>RTm | **AIZU MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 7724<br>4360<br>10077 | ~~AB~~ NK | **1953** Mitsubishi Nippon Hvy Ind. Ltd.<br>—Yka<br>493′ 9″ 62′ 7″ 27′ 7″<br>459′ 4″ 62′ 4″ 34′ 5″<br>P22′ B205′ F38′ 2 dks<br>RW<br>rf 5″ | M (12P) Ref<br>6 Ho 50¼′, 73½′, 57¾′, 44½′, 65½′, 43½′<br>G.578743 B.534724 In.4871<br>6 Ha (stl) (20¼′×19¾′) (39¼′, 31½′, 28¾″, 39¼′, 24½′×23′)<br>18W Der 2(20) 2(10) 14(6) | Oil 2DA 8Cy. 720×1200 mm<br>8500bhp MAN 1569t (hvf)<br>Mitsubishi Nippon Hvy Ind Ltd. Yka<br>3×240kW 225V 60c/s a.c. 16k |
| 500643<br><br><br>Df Esd | **AJAN**<br><br>**U.S.S.R.**<br>Murmansk Russian | 639<br>240<br>— | | **1957** Valmet O/Y—Hfs<br>198′ 4″ 29′ 8″<br>177′ 0″ 29′ 6″ 15′ 11″ | S Trawler | C 4Cy. (2) 300 & (2) 700×630 mm<br>Christiansen & Meyer Ham |
| 680086<br>ATCC<br>1249 | **AJANTA**<br><br>**The Shipping Corporation of India Ltd.**<br>Bombay Indian<br>For later particulars see New Entries No. 7 | 25000<br>—<br>— | 100A1<br>Class contemplated | Brodogradiliste III Maj—Rka<br>634′ 10″ 91′ 0″ 37′ 11¼″<br>616′ 10″ 90′ 11″ 51′ 2″ | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>Sulzer<br>Brodogradiliste III Maj Rka |
| 531994<br>SYVO<br>2444<br>Df Esd<br>RT | **AJAX**<br>exSenator–64 exSambay–47<br>Launched as Anton M. Holter<br>**Belvientos Cia. Naviera S.A.**<br>Piræus Greek | 7259<br>4339<br>10812 | ~~100A1~~ ~~SS 2/66~~<br>~~DTa—oil FP above 150°F.~~<br>~~✠LMC~~<br>~~EL a\|2$\frac{1}{16}$″SQ~~<br>**TO BE BROKEN UP** | **1943** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8¾′<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>7BH<br>WB3289t incl. DTa760t DTsf648t Tunnel tanks 353t | S | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Iron Fireman Mfg Co. Pld<br>2WTB 250℔ Spt 220℔ hs(10233) 11k |
| 500646<br>GVBD<br>187176<br>Df Esd<br>Gc Rdr<br>RTv | **AJAX**<br><br>**China Mutual Steam Nav. Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>5435<br>2741<br>5806<br>7667<br>4190<br>9170 | ✠100A1 SS 2/66<br>DTsm & ’tween dk tanks aft—vegetable oil<br>✠LMC<br>✠Lloyd’s RMC<br>MN1600 EL d†2¼″SQ | **1958**–1 Vickers Armstrongs (S.Bs) Ltd.<br>—Nwc<br>491′ 5″ 62′ 4″ 23′ 3¼″/28′ 6″<br>452′ 9″ 62′ 0″ 35′ 3″<br>P40′ B201′ F47′ 2 dks, 3rd dk in fwd holds<br>RW 8BH<br>rf 9″ WB3527t incl. Tunnel tanks 141t DTsm2190t | M Ref<br>7 Ho 59′, 66′, 63′, 54′, 60′, 53½′, 31′<br>In.1720<br>2 Ha (stl) (21′×16′) (36′×22′)<br>2 Ha (w) (32′, 23′×22′)<br>4 Ha (stl) (24′, 24′×22′) (7′, 7′×8½′)<br>Der 1(70) 2(15) 6(10) 18(5) | Oil 2SA 6Cy. 750×1500 mm exhaust 500 mm B&W<br>8000bhp (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB100℔ e (ex.g) 120℔<br>2×450kW 220V d.c. |
| 642392<br>DECM<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **AJAX**<br><br>**Dampschiff.-Ges. “Neptun”**<br>Bremen W. German | T.Mk 837<br>549<br>1410 | GL | **1964** Schiffb. Unterweser—Bhn<br>237′ 10″ 37′ 9″ 13′ 1½″<br>216′ 6″ 37′ 6″ 20′ 8″<br>B49′ F29′ 1 dk & S dk | M (10P) Ref OSD Mchy.aft<br>3 Ho 32¼′, 55¾′, 12′<br>G.90670 B.81777 In.14261<br>3 Ha (stl) (31½′, 55¾′×21¼′) (12′×15¼′)<br>4W Cr 1(5) Der 4(3–8) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp 107t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>12½k |
| 500648<br>OYCE<br><br>Df Esd<br>Rdr<br>RTm | **AJAX**<br><br>~~**Rederi A/S Ajax**~~ **A/S Conduco**<br>~~Th. Lindholmer~~<br>~~Bandholm~~ Danish<br>Copenhagen | 400<br>208<br>550 | GL | Lch. **1943** Cmpl. **1948** A. Vuijk & Zonen<br>Capelle<br>163′ 7″ 24′ 11″ 12′ 2″<br>24′ 8″<br>Q39′ F33′ 1 dk<br>R len 61 | M<br>1 Ho 96¼′ comb.<br>G.22200 B.21000<br>2 Ha (25½′, 43′×14¾′)<br>2W Der 2(2½) | Oil 2SA 6Cy. 230×400 mm<br>400bhp NE51 B&W 14½t (d.o)<br>Frederikshavns Jernst. Fkn<br>10½k |
| 500649<br>SIGQ<br>10113<br>Df Esd<br>Pfd Rdr<br>RT | **AJAX**<br><br>**Bergnings- & Dykeri A/B Neptun**<br>Stockholm Swedish | 352<br>23<br>— | ✠100A1 SS 4/64<br>tug<br>✠LMC<br>MN370 EL (f) | **1960**–12 Schps. Kramer & Booy—<br>Kootstertille<br>127′ 2″ 29′ 6″ 13′ 7″<br>113′ 2″ 28′ 6½″ 15′ 5″<br>F22′<br>rf 47″ BK6″ WB51t | M Salvage Tug | Oil 4SA 9Cy. 12½″×14½″ with flexible coupling & sr reverse gear<br>1850 bhp 125t<br>Ruston & Hornsby Lcn<br>14k |
| 540026<br>SBXU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **AJAX**<br><br>**Government of Sweden (Kungliga Marinförvaltningen)**<br>Stockholm Swedish | 296<br>—<br>— | ✠Classed LR until 9/65 | **1963**–10 A/B Åsi-Verken—Åmål<br>108′ 4″ 28′ 11″<br>97′ 7″ 28′ 10½″ 15′ 11″<br>RFD17′<br>rf 29½″ | M Tug | Oil 2SA 6Cy. 340×570 mm<br>1650bhp (d.o)<br>Nydqvist & Holm A/B Thn<br>2×56kW 231/400V 50c/s a.c.<br>Controllable pitch propeller |

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| 500650<br>IJGX<br>590<br>RTm | **AJAX**<br>**D. Tripcovich & C. Soc. di**<br>**Nav. Rimorchi e**<br>**Salvataggi per Azioni**<br>Trieste Italian | 115<br>23<br>— | RI<br>✠Classed LR until 11/60 | 1956–10 Mützelfeldtwerft—Cuxhaven<br>97' 2" 23' 5" 10' 10½"<br>84' 4" 22' 2½" 11' 2"<br>RW<br>rf 33" BK6" | M Tug | Oil 4SA 8Cy. 320×450 mm with sr<br>gearing<br>1000bhp<br>Klöckner-Humboldt-Deutz | Kln<br>12k |
| 500651<br>7LZV<br>89256<br>Rdr RT | **AJISAI MARU**<br>**Tokai Kisen K.K.**<br>Tokyo Japanese | 614<br>269<br>— | | 1962 Sanoyasu Dockyd Co. Ltd.—Osa<br>*167·0'* 27' 5" 9' 2"<br>164' 0" 27' 3" 13' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 380×520 mm<br>1150bhp<br>Nippon Hatsudoki<br>2×96kW 225V a.c. | Kob<br>13¼k |
| 500652<br>RT | **AJOY**<br>**Commissioners for the**<br>**Port of Calcutta**<br>Calcutta Indian | 1066<br>347<br>— | ✠Classed LR until 2/63 | 1961–3 Fleming & Ferguson Ltd.—Psy<br>185' 0" 46' 7" 15' 1½"<br>178' 0" 46' 0" 17' 10"<br>1 dk<br>RW<br>rf nil | TS Bucket Dredger<br>Cr 1(12) | T 6Cy. 15" 24" & 40"×27"<br>1975ihp<br>Fleming & Ferguson Ltd.<br>2×120kW 220V d.c. | 80t (c)<br>Psy<br>10k |
| 672598<br>UHPU<br>M-3078 | **AKADEMIK**<br>**ARKHANGELSKY**<br>**U.S.S.R.**<br>Novorossisk Russian | 416<br>88<br>142 | | 1963 ......................Russia<br>133' 8" 25' 0" 10' 0½"<br>13' 0"<br>1 dk | M Research Ship<br>2W Der 1(1½) 1(½) | Oil 4SA 6Cy. 320×480 mm<br>Emade61fitted63 | 10k |
| 640415<br>UQAE<br>M-27585 | **AKADEMIK BERG**<br>**U.S.S.R.**<br>Vladivostok Russian | 3170<br>1225<br>1290 | | 1963 ......................Russia<br>277' 10" 46' 9" 18' 2"<br>46' 7" 32' 10"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>G.48209<br>3 Ha (each 5'×5')<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda | Prague<br>12¼k |
| 651035<br>USPO<br>M-27586 | **AKADEMIK KNIPOVICH**<br>**U.S.S.R.**<br>**(Academy of Science)**<br>Sevastopol Russian | 3165<br>1166<br>1520 | | 1964 ......................Russia<br>277' 10" 46' 9" 19' 0"<br>32' 11"<br>2 dks | M Stern Trawling Fishery Research<br>Ship<br>3 Ho<br>In.23557<br>3 Ha<br>4W Der 2(7½) 2(3) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda | Prague<br>13k |
| 500653<br>Df | **AKADEMIK KOMAROV**<br>exOberhausen–46<br>**U.S.S.R.**<br>Russian | 1261<br>651<br>— | | 1939 Gutehoffnungshütte A.G.—<br>Walsum<br>*253·1'* 37' 10"<br>37' 8"<br>1 dk<br>R | TM Mchy.aft | 2 Oil 4SA each 6Cy. 375×550 mm<br>Motorenw. Mannheim | Mhm |
| 670730 | **AKADEMIK KOROLOV**<br>**U.S.S.R.**<br>Russian | 5460<br>1387<br>1986 | | 1966 Mathias-Thesen-Werft—Wismar<br>407' 6" 55' 9" 19' 5¾"<br>360' 11" 35' 5"<br>3 dks | M Research Ship | 2 Oil 2SA each 6Cy. 570×800 mm<br>geared to sc. shaft<br>MAN<br>Masch. Halberstadt | Halberstadt<br>20k |
| 500654<br>UKAO<br>M-614<br>Df Esd | **AKADEMIK KRILOV**<br>exEmpire Teviot–46<br>exMathias Stinnes–45<br>**U.S.S.R.**<br>Leningrad Russian | 5337<br>2640<br>8140 | | 1937 Flensburger Schiffs.—Fln<br>443' 0" 60' 2" 23' 11½"<br>59' 11" 26' 11"<br>1 dk<br>R | M<br>4 Ho<br>G.434840<br>6 Ha (32½'×27½') (32½', 32½', 34¾',<br>34¾', 27½'×31¾')<br>12W Der 12(5) | 2 Oil 2SA each 8Cy. 520×700 mm sr<br>geared to sc. shaft<br>Masch. Augsburg-Nürnberg | Aug<br>12¼k |
| 661092 | **AKADEMIK KURCHATOV**<br>**U.S.S.R.**<br>Russian | 5460<br>1387<br>1986 | | 1966 Mathias-Thesen-Werft—Wismar<br>407' 6" 55' 9" 19' 5¾"<br>360' 11" 35' 5"<br>3 dks | M Research Ship | 2 Oil 2SA each 6Cy. 570×800 mm<br>geared to sc. shaft<br>MAN<br>Masch. Halberstadt | Halberstadt |
| 500655<br>URBP<br>M-11574 | **AKADEMIK PAVLOV**<br>exWinona–45 exExporter–37<br>exThe Lambs<br>**U.S.S.R.**<br>Leningrad Russian | 6587<br>3639<br>9310 | ✠Classed LR until 6/20 | 1919–2 Federal S.B. Co.—Kearney<br>411' 7" 55' 2" 27' 0"<br>395' 6" 55' 0" 34' 11"<br>P45' B106' F38' 1 dk & S dk<br>R | S OSD<br>5 Ho<br>G.409163<br>5 Ha (31½', 31½', 31½', 31½',<br>10½'×17¾')<br>10W Der 10(5) | S Turb dr geared<br>General Electric Co. | (o.f)<br>Schenectady<br>10¼k |
| 661297 | **AKADEMIK PAVLOV**<br>**U.S.S.R.**<br>Russian | 3455<br>1800<br>— | | 1966 Schiffswerft Neptun—Ros<br>341' 10" 47' 4"<br>... ... ...<br>2 dks | M | Oil | |
| 641948<br>UYBV<br>M-27595 | **AKADEMIK SHIMANSKY**<br>**U.S.S.R.**<br>Odessa Russian | 12285<br>6866<br>16236 | | 1964 ......................Kherson<br>557' 6" 71' 6" 31' 11"<br>521' 0" 42' 7"<br>2 dks | S<br>6 Ho<br>G.701600<br>6 Ha (27½'×23') (38¾', 38¾', 38¾',<br>38¾'×29½') (30½'×23')<br>Cr 12(5) | S Turb<br>13000shp | (o.f)<br>19k |
| 671255<br>UMAY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK SHIRSHOV**<br>**U.S.S.R.**<br>Vladivostok Russian | 5460<br>1387<br>1986 | | 1967 Mathias-Thesen-Werft—Wismar<br>407' 5" 19' 5¾"<br>360' 11" 55' 9½" 35' 5"<br>3 dks | TM Research Ship | 2 Oil 2SA each 6Cy. 570×800 mm<br>8000bhp MAN<br>Masch. Halberstadt | Halberstadt |

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|---|---|---|---|---|---|---|
| 672692<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK VERNADSKY**<br><br>**U.S.S.R.**<br>Sevastopol Russian | **5460**<br>1387<br>1986 | | **1967** Mathias-Thesen-Werft—Wismar<br>407′ 5″ 19′ 6″<br>360′ 1″ 55′ 9½″ 35′ 5″<br>3 dks | TM Research Ship | 2 Oil 2SA each 6Cy. 570×800 mm<br>8000bhp MAN<br>Masch. Halberstadt Halberstadt |
| 650702<br>8LKO<br>96344<br>Rdr<br>RTh | **AKAGAI MARU No. 2**<br><br>**Ueno Unyu Shokai G.M.K.**<br>Yokohama Japanese | **1424**<br>889<br>2242 | NK | **1964** Maizuru S. & E. Co. Ltd.—Maizuru<br>244′ 4″ 36′ 8″ 17′ 9″<br>223′ 1″ 36′ 7″ 19′ 4″<br>1 dk<br>rf 4″ | M Tanker Mchy.aft<br>8 Ta<br>L.102977<br><br>Der 1(1½) 2(1) | Oil 4SA 6Cy. 350×500 mm<br>1100bhp 120t (hvf)<br>Hanshin Nainenki Kogyo Kob<br>2×60kW 445V 60c/s a.c. 10½k |
| 500657<br>JCJC<br>67683<br>Df Esd<br>Gc Rdr<br>RTm | **AKAGI MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | **7683**<br>4346<br>10012 | AB NK | **1951** Higashi Nippon Jukogyo—Yka<br>493′ 9″ 62′ 7″ 27′ 7″<br>460′ 4″ 62′ 4″ 34′ 5″<br>P23′ B205′ F38′ 2 dks<br>RW<br>rf 5″ | M Ref<br>6 Ho 50¼′, 73½′, 57¾′, 44½′, 65½′, 43½′<br>G.574048 B.531794 In.12249<br>1 Ha (stl) (20¼′×19¾′) 5 Ha (w) (39¼′, 31½′, 28¾′, 39¼′, 24½′×23′)<br>18W Der 1(50) 2(20) 2(10) 6(6) 8(3) | Oil 2DA 8Cy. 720×1200 mm<br>8000bhp 1564t (hvf)<br>Higashi Nippon Jukogyo Yka<br>3×230kW 115/230V 60c/s a.c. 16k |
| 500658<br>JRYF<br>67659<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKAGISAN MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo Japanese | **6637**<br>3748<br>10077 | NK<br>✠Classed LR until 3/65 | **1951–10** Mitsui Zosen K.K.—Tmn<br>499′ 4″ 63′ 7″ 27′ 2½″<br>466′ 0″ 63′ 3″ 40′ 8″<br>F41′ 1 dk & S dk, 3rd dk clear of aft hold<br>RW | M Ref OSD<br>6 Ho<br>G.665000 B.598000 In.8550<br>6 Ha (27′×19¾′) (41′, 38¼′, 27½′, 44′, 26¾′×23′)<br>14W Der 2(15) 2(10) 14(5) | Oil 2SA 9Cy. 740×1600 mm<br>8000bhp 1340t<br>Mitsui Zosen Tmn<br>3×230kW 225V d.c. 17k |
| 500659<br>JEET<br>80632<br>Df Esd<br>Gc Rdr | **AKAISHI MARU**<br><br>**Toei Kaiun Sangyo K.K.**<br>Tokyo Japanese | **3365**<br>2091<br>5322 | NK | **1958** Kanazashi Zosensho—Shimizu<br>361′ 3″ 49′ 5″ 21′ 2″<br>334′ 7″ 49′ 3″ 25′ 7″<br>P90′ F34′ 1 dk<br>RW<br>rf 7″ | M Mchy.aft<br>3 Ho 59¼′, 82¾′, 87¼′<br>G.254654 B.232098<br>3 Ha (37′, 55′, 55′×19¾′)<br>10W Der 4(15) 6(10) | Oil 4SA 7Cy. 470×670 mm<br>2100bhp 520t (hvf)<br>Akasaka Tekkosho Yaizu<br>3×120kW 450V 60 c/s a.c. 12k |
| 500660<br>JDPX<br>84014<br>Df Esd<br>Gc Rdr<br>RT | **AKAIWA MARU**<br><br>**Asahi Kaiun Kaisha**<br>Tokyo Japanese | **3344**<br>2009<br>5294 | NK | **1959** Kanazashi Zosensho—Shimizu<br>361′ 3″ 49′ 5″ 21′ 2″<br>334′ 7″ 49′ 3″ 25′ 7″<br>1 dk<br>rf 7″ | M (2P) Mchy.aft<br>3 Ho 59¼′, 82¾′, 87¼′<br>G.254762 B.232195<br>3 Ha (37′, 55′, 55′×19¾′)<br>10W Der 4(15) 6(10) | Oil 4SA 6Cy. 470×700 mm<br>2100bhp 510t (hvf)<br>Ito Tekkosho Shimizu<br>3×120kW 450V 60c/s a.c. 12½k |
| 500662<br>JKCS<br>81048<br>Df RTv | **AKAMA MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | **106**<br>49<br>86 | | **1958** Kukinoumi Zosen—Wakamatsu<br>107′ 11″ 17′ 11″ 7′ 8″<br>96′ 6″ 17′ 9″ 8′ 10″<br>1 dk<br>rf 13¾″ | M Fishing Mchy.aft<br>5 Ho 10¼′, 6½′, 8¾′, 6½′, 6½′<br><br>2 Ha (each 3¼′×3¾′) | Oil 4SA 6Cy. 260×400 mm<br>340bhp (hvf)<br>Niigata Eng. Co. Ltd. Niigata<br>1×7½kW 115V d.c. |
| 500663<br>5BBA<br>321047<br>Df Esd<br>Gc Rdr | **AKAMAS**<br>exStanfirth–61<br>**Akamas Shipping Co. Ltd.**<br>Famagusta Cyprus<br>Now **SKEPSIS** See New Entries No. 1 | **7285**<br>5147<br>10750 | AB<br>✠Classed LR until 11/64 | **Lch. 1944** Recmd. **1948–7** J. Readhead & Sons Ltd.—Shl<br>448′ 10″ 56′ 4″ 27′ 10¼″<br>425′ 10″ 56′ 0″ 38′ 1″<br>F38′ 2 dks<br>RW<br>rf nil | S<br>6 Ho<br>G.537911 B.485202<br>6 Ha<br>12W Der 1(30) 3(8) 4(5) 3(4) 2(3) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 880t (o.f)<br>J. Readhead & Sons Ltd. Shl<br>Directional propeller 10½k |
| 500664<br>JREY<br>60546<br>Rdr RT | **AKANE MARU**<br><br>**Kansai Kisen K.K.**<br>Osaka Japanese | **1020**<br>529<br>— | | **1948** Mitsubishi Jukogyo—Kob<br>*199·8* 33′ 0″<br>196′ 9″ 32′ 10″ 15′ 9″<br>F179′ 1 dk, pt 2nd dk<br>RW | TM<br><br>G.4556 B.4167 | 2 Oil 4SA each 8Cy. 370×500 mm<br>1280bhp 4t<br>Ikegai Tekkosho Tok<br>Niigata Tekkosho Niigata<br>3×45kW 225V d.c. 13½k |
| 500665<br><br><br>RT | **AKAR MULJA**<br>exMura–61<br>**P.T. Pelajaran Akar**<br>Surabaja Indonesian | **607**<br>281<br>650 | | **1954** Brodogradiliste III Maj—Rka<br>180′ 2″ 29′ 5″ 12′ 9″<br>168′ 8″ 29′ 4″ 14′ 1″<br>P53′ F18′ 1 dk<br>RW | M Mchy.aft<br><br>G.36180 B.32946<br><br>4W Der 1(5) | Oil 4SA 8Cy. 270×420 mm<br>37t<br>Produzece A. Rankovic Rka<br>10½k |
| 650703<br>JI2097<br>96484<br>Rdr RT | **AKARI MARU**<br><br>**Yamada Denki Kogyo K.K.**<br>Osaka Japanese | **1345**<br>639<br>1968 | | **1964** Hashihama Zosen—Imabari<br>243′ 1″ 36′ 2″ 16′ 8″<br>223′ 1″ 36′ 1″ 18′ 0″<br>1 dk<br>RW | TM Tanker Mchy.aft<br>4 Ta<br>L.83837 | 2 Oil 4SA each 6Cy. 260×320 mm<br>1440bhp<br>Daihatsu Kogyo Osa<br>2×40kW 225V d.c. 11½k |
| 540027<br><br><br>Df Esd<br>Pfd RT | **AKARLANDA**<br>Launched as Astrabudua<br>**Fremar S.A.**<br>San Sebastian Spanish | **259**<br>154<br>— | BV | **1963** Ast. Luzuriaga—Pjs<br>126′ 4″ 23′ 8″ 10′ 7″<br>109′ 1″ 23′ 7½″ 12′ 11″<br><br>RW | M Trawler<br><br><br>3 Ha (each 3¾′×3¾′) | Oil 4SA 8Cy. 295×420 mm<br>700bhp 65t<br>La Maquinista Terrestre y Mar. Bcl<br>12k |
| 500666<br>JLJQ<br>59983<br>Rdr RT | **AKASHI MARU**<br><br>**Kansai Kisen K.K.**<br>Osaka Japanese | **1110**<br>548<br>— | | **1948** Mitsubishi Jukogyo—Yka<br>*200·0′* 33′ 0″<br>196′ 9″ 32′ 10″ 16′ 5″<br>B139′ F39′ 2 dks<br>RW | M<br>1 Ho<br>G.19387 B.16068 | Oil 4SA 10Cy. 450×600 mm<br>1200bhp<br>Mitsubishi Jukogyo Yka<br>2×125, 120kW 230V a.c. 13k |

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| 500667<br>JEPK<br>69658<br>Df | **AKASHI MARU No. 1**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 107<br>51<br>— | **1952** Hayashikane Zosen—Smk<br>102′ 9″ 17′ 11″<br>... ... ...<br>F14′<br>RW | M Trawler<br>1 Ho 39½′<br>B.3565<br><br>1W | Oil 2SA 4Cy. 290×440 mm<br>320bhp<br>Hayashikane Zosen | 25t<br>Smk |
| 500668<br>JCOD<br>70783<br>Df | **AKASHI MARU No. 2**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 135<br>64<br>— | **1953** Hayashikane Zosen—Smk<br>103′ 10″ 19′ 2″<br>... ... ...<br><br>RW | M Trawler<br>1 Ho 37½′<br>B.3988<br><br>1W | Oil 2SA 4Cy. 290×440 mm<br>320bhp<br>Hayashikane Zosen | 25t<br>Smk<br>9k |
| 500669<br>JCOF<br>70787<br>Df | **AKASHI MARU No. 3**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 135<br>62<br>— | **1953** Hayashikane Zosen—Smk<br>103′ 10″ 19′ 2″<br>... ... ...<br><br>RW | M Trawler<br>1 Ho 37½′<br>B.3988<br><br>1W | Oil 2SA 4Cy. 290×440 mm<br>320bhp<br>Hayashikane Zosen | 25t<br>Smk<br>9k |
| 670179<br>JBKN<br>99084<br>Df Esd<br>Gc Rdr | **AKASHI MARU No. 11**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 250<br>90<br>— | **1966** Hayashikane Zosen—Smk<br>131′ 3″ 25′ 0″ 10′ 6″<br>114′ 10″ 24′ 11″ 12′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 260×320 mm<br>1000bhp<br>Daihatsu Kogyo | Osa |
| 670180<br>JBSV<br>99085<br>Esd Gc | **AKASHI MARU No. 12**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 250<br>92<br>— | **1966** Hayashikane Zosen—Smk<br>131′ 3″ 25′ 0″ 10′ 6″<br>114′ 10″ 24′ 11″ 12′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 260×320 mm<br>1000bhp<br>Daihatsu Kogyo | Osa |
| 670181<br>JBVV<br><br>Df Esd<br>Pfd Rdr<br>RT | **AKASHI MARU No. 13**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 193<br>68<br>— | **1966** Hayashikane Zosen—Smk<br>119′ 9″ 22′ 5″ 9′ 6″<br>104′ 4″ 22′ 4″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki | Kob |
| 670182<br><br><br>Esd RT | **AKASHI MARU No. 15**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 193<br>68<br>— | **1966** Hayashikane Zosen—Smk<br>119′ 11″ 22′ 4″ 9′ 6″<br>104′ 4″ 22′ 3″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki | Kob |
| 671570<br>JBWJ<br>100207<br>Df Esd<br>Pfd Rdr<br>RT | **AKASHI MARU No. 16**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 192<br>66<br>— | **1966** Hayashikane Zosen—Smk<br>119′ 6″ 22′ 4″ 9′ 6″<br>104′ 3″ 22′ 3″ 11′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. | Nag |
| 671571<br>JM2363<br>100208<br>RT | **AKASHI MARU No. 17**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 191<br>74<br>— | **1966** Hayashikane Zosen—Smk<br>119′ 6″ 22′ 4″ 9′ 6″<br>104′ 3″ 22′ 3″ 11′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. | Nag |
| 671863<br>JAAX<br><br>Df Esd<br>Pfd Rdr<br>RT | **AKASHI MARU No. 18**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 206<br>71<br>— | **1967** Hayashikane Zosen—Smk<br>123′ 0″ 23′ 0″ 9′ 10″<br>106′ 11″ 22′ 11″ 11′ 3″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. | Nag |
| 671864<br><br><br>Esd RT | **AKASHI MARU No. 19**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 206<br>72<br>— | **1967** Hayashikane Zosen—Smk<br>123′ 0″ 23′ 0″ 9′ 10″<br>106′ 11″ 22′ 11″ 11′ 3″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. | Nag |
| 672545<br>JABL<br>100421<br>Df Esd<br>Pfd Rdr<br>RT | **AKASHI MARU No. 51**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 204<br>70<br>— | **1967** Hayashikane Zosen—Smk<br>123′ 0″ 23′ 0″ 9′ 10″<br>108′ 3″ 22′ 11″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. | Nag |
| 672546<br>JM2536<br>100422<br>Esd RT | **AKASHI MARU No. 52**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 203<br>71<br>— | **1967** Hayashikane Zosen—Smk<br>123′ 0″ 23′ 0″ 9′ 10″<br>108′ 3″ 22′ 11″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. | Nag |
| 672547<br>JABQ<br>100424<br>Df Esd<br>Pfd Rdr<br>RT | **AKASHI MARU No. 53**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 205<br>70<br>— | **1967** Hayashikane Zosen—Smk<br>123′ 0″ 23′ 0″ 9′ 10″<br>108′ 3″ 22′ 11″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. | Nag |
| 672548<br>JM2537<br><br>Esd RT | **AKASHI MARU No. 55**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 205<br>70<br>— | **1967** Hayashikane Zosen—Smk<br>123′ 0″ 23′ 0″ 9′ 10″<br>108′ 3″ 22′ 11″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. | Nag |

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| 500670<br>JFFQ<br>67883<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKASHISAN MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo Japanese | **6668**<br>3772<br>10136 | NK<br><br>✠Classed LR until 1/65 | **1951**–11 Mitsui Zosen—Tmn<br>499′ 4″ 63′ 7″ 27′ 2½″<br>466′ 0″ 63′ 3″ 31′ 2″<br>F41′ 1 dk & S dk, 3rd dk clear of aft hold<br>RW | M Ref OSD<br>6 Ho<br>G.663000 B.596000 In.8050<br>6 Ha (27′×19¾′) (41′, 38¼′, 27½′, 44′, 26¾′×23′)<br>18W Der 1(35) 2(15) 4(10) 12(5) | Oil 2SA 9Cy. 740×1600 mm<br>8000bhp 1340t<br>Mitsui Zosen Tmn<br>3×230kW 225V d.c. 17k |
| 500671<br>GXKC<br>187186<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AKASSA PALM**<br><br>**Palm Line Ltd.**<br>Liverpool British | **5797**<br>2959<br>9000 | **✠100A1** SS 10/67<br>DTm—palm oil<br>**✠LMC**<br><br>MN811 EL c†2$\frac{3}{16}$″SQ | **1958**–4 Bremer Vulkan—Vgd<br>473′ 0″ 62′ 2″ 23′ 6¾″<br>435′ 0″ 62′ 0″ 36′ 0″<br>P29′ F74′ 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf nil WB1363t incl. Tunnel tanks 267t | M (2P) Ref OSD<br>5 Ho 43′, 67½′, 67′, 31½′ DT, 70′, 60½′<br>G.583755 B.548335<br>7 Ha (41′, 40′×20′) (10′×8¼′, 12′, 8¼′ DT) (34¾′, 25′×20′)<br>18W Der 1(40) 4(15) 2(10) 2(5) 2(3) | Oil 2SA 7Cy. 700×1200 mm<br>4055bhp MAN 630t (hvf)<br>Bremer Vulkan Vgk<br>WTAuxB 112lb<br>3×250kW 220V d.c. 14k |
| 500672<br>5BBS<br>321048<br>Df Esd<br>Gc Rdr<br>RT | **AKASTOS**<br>exCulross–60<br>exEmpire Antigua–46<br>**Blue X Transocean Co. Ltd.**<br>Famagusta Cyprus<br>Now **MARINA**<br>(No. 500672) in the Register | **7331**<br>5172<br>10217 | AB<br><br>✠Classed LR until 11/64 | **1946**–2 S.B. Corp. Ltd.—Nwc<br>447′ 10″ 56′ 4″ 26′ 9″<br>425′ 10″ 56′ 0″ 38′ 1″<br>F38′ 2 dks<br>RW<br>rf nil | S<br>5 Ho<br>B.515000<br>5 Ha | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1068t (o.f)<br>J. Dickinson & Sons Ltd. Sld<br>10k |
| 542605<br>ZEVW<br>196273<br>RT | **AKATERE**<br>exStarpoint–63 exMarkab–55<br>exGerdina–50<br>**A. B. Donald Ltd.**<br>Suva British | **201**<br>103<br>207 | **100A1** SS 10/63<br>Cook Islands service<br>**LMC**<br><br>MN24 EL b⅞″ | **1948** N.V. Schps. Doornbos.—Tjamsweer<br>118′ 6″ 20′ 6″ 7′ 4½″<br>109′ 11″ 20′ 4″ 8′ 1″<br>P33′ RFD17′ 1 dk<br>RW NS 3BH<br>rf 4″ WB15t | M Mchy.aft | Oil 4SA 3Cy. 250×350 mm<br>120bhp<br>D. & J. Boot "De Industrie" Alp |
| 500673<br>JNPD<br>41390 | **AKATSUKI MARU**<br><br>**Uwajima Unyu K.K.**<br>Osaka Japanese | **519**<br>266<br>— | | **1936** Mitsubishi Jukogyo—Kob<br>170′ 2″ 25′ 4″<br>... ... ...<br>1 dk<br>R | M Ferry<br><br><br><br>len 57 | Oil 4SA 6Cy. 320×460 mm<br>630bhp NE57<br>Nippon Hatsudoki Kob<br>12k |
| 500674<br>JMRU<br>81958 | **AKATSUKI MARU**<br><br>**Amagasaki Kaiun K.K.**<br>Amagasaki Japanese | **453**<br>253<br>685 | | **1958** Usuki Tekkosho—Saeki<br>163′ 0″ 28′ 0″ 11′ 9″<br>150′ 11″ 27′ 10″ 12′ 11″<br>1 dk | M Mchy.aft<br><br><br>1 Ha (72½′×16½′) | Oil 4SA 6Cy. 300×420 mm<br>680bhp<br>Usuki Tekkosho Ise<br>11½k |
| 500675<br>JNIR<br>75066 | **AKATSUKI MARU**<br><br>**Heiki Kaiun K.K.**<br>Kobe Japanese | **405**<br>245<br>— | | **1956** Onomichi Zosen—Onomichi<br>160′ 0″ 25′ 2″ 11′ 3½″<br>144′ 5″ 25′ 1″ 12′ 4″<br>1 dk | M Mchy.aft<br><br><br>1 Ha (45′×13½ ) | Oil 4SA 6Cy. 290×410 mm<br>350bhp<br>Kobe Hatsudoki Seizosho Kob<br>10½k |
| 641403<br>JK2110<br>94397 | **AKATSUKI MARU**<br><br>**Isogawa Kisen Yugen Kaisha**<br>Ondo Japanese | **299**<br>153<br>— | | **1964** Kanda Zosensho—Kur<br>149′ 8″ 24′ 4″ 10′ 10″<br>136′ 1″ 24′ 3″ 11′ 8″<br>1 dk | M Mchy.aft<br><br><br>1 Ha (72′×13½′) | Oil 4SA 6Cy. 290×430 mm<br>560bhp<br>Nippon Hatsudoki Kob<br>9½k |
| 500677<br>JKWS<br>81367 | **AKATSUKI MARU**<br><br>**T. Murakoshi**<br>Numakuma Japanese | **199**<br>104<br>280 | | **1958** Imabari Zosen—Imabari<br>123′ 5″ 21′ 5″ 8′ 10″<br>108′ 3″ 21′ 4″ 9′ 10″<br>1 dk | M Mchy.aft<br><br><br>1 Ha (45′×13½′) | Oil 4SA 6Cy. 260×400 mm<br>320bhp<br>Hanshin Nainenki Kogyo Kob<br>11k |
| 500678<br>JEKK<br>71813 | **AKATSUKI MARU**<br><br>**Tokyo Metropolitan Government**<br>Tokyo Japanese | **128**<br>49<br>181 | | **1954** Ishikawajima Jukogyo—Tok<br>84′ 0″ 23′ 0″ 6′ 8″<br>76′ 5″ 22′ 11″ 9′ 8″<br>RW | TM Tug | 2 Oil 4SA each 6Cy. 250×320 mm<br>900bhp 17t<br>Daihatsu Kogyo Osa<br>9k |
| 500679<br>JJNC<br>82724 | **AKATSUKI MARU No. 5**<br><br>**T. Kawakami**<br>Numakuma Japanese | **200**<br>112<br>263 | | **1959** Imabari Zosen—Imabari<br>123′ 4″ 21′ 6″ 8′ 10″<br>108′ 3″ 21′ 4″ 9′ 10″<br>1 dk | M Mchy.aft<br><br><br>1 Ha (45′×13½′) | Oil 4SA 6Cy. 280×420 mm<br>320bhp Emade—refitted59<br>Hanshin Nainenki Kogyo Kob |
| 541862<br>VWSV<br>1076<br>Df Esd<br>Gc Rdr<br>RT | **AKBAR JAYANTI**<br><br>**Jayanti Shipping Co. Ltd.**<br>The Shipping Corporation of India Ltd.<br>Bombay Indian | **21635**<br>13799<br>36496 | **✠100A1** **CS** 8/68<br>strengthened for ore cargoes—Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>MN1800 EL o†2¾″SQ | **1963**–6 Mitsubishi Zosen—Nag<br>627′ 0″ 90′ 2″ 33′ 7½″<br>600′ 5″ 89′10½″ 48′ 7″<br>P111′ F51′ 1 dk<br>NS 10BH<br>rf 1″ WB13201t incl. Topside tanks in holds 4766t DTf1242t | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>Uraga Hvy Ind. Ltd. Tamashima<br>AuxB 100lb |
| 500680<br>TCEN<br>992 | **AKBEL**<br>exAyter–36 exSerefnur–36<br>exCheref-Nour exFirouze<br>exNish exThessaloniki<br>exLefkas exNeva<br>**Sevki Pirlant**<br>Istanbul Turkish | **252**<br>159<br>— | | **1896** S.A. It. G. Ansaldo & Co.—Gen<br>*134·0′* 22′ 2″<br>... ... ...<br>R | M | Oil<br>200bhp Emade—fitted—<br>A/S Atlas Mskfbk. Cpn |
| 529896<br>LGAX<br><br>Df Esd | **AKCE**<br>exRolf Behrmann–65<br>**Arne Kvåle Partrederi**<br>Bergen Norwegian | **300**<br>139<br>450 | <br><br>GL | **1952** Mützelfeldtwerft G.m.b.H.—Cuxhaven<br>140′ 0″ 24′ 8″ 10′ 6″<br>125′ 2″ 24′ 7″ 10′ 9″<br>P30′ F17′ 1 dk<br>RW | M Mchy.aft<br><br>G.21310 B.19200<br>1 Ha (60½′×16¼′)<br>Der 2(2) | Oil ~~4SA 6Cy. 290×420 mm~~<br>~~250bhp~~ Emade65fitted67<br>~~Masch. Kiel A.G.~~ ~~Kel~~ |

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|---|---|---|---|---|---|---|---|---|
| 500631<br>TCXJ<br>848<br>Df Esd<br>Gc Rdr<br>RTm | **AKDENIZ**<br><br>**Denizcilik Bankasi T.A.O.**<br>Denizyollari Isletmesi<br>Istanbul Turkish | 8809<br>4897<br>3536 | | <br><br>AB | 1955 A.G. "Weser"—Bmn<br>474′ 1″ 61′ 3″ 20′ 2¼″<br>433′ 1″ 61′ 0″ 29′ 7″<br>B184′ F72′ 3 dks & S dk<br>RW<br>rf 6″ | TM (757P) Ref OSD<br>4 Ho 50½′, 59′, 52½′, 36′<br><br>4 Ha (stl) (18′, 17½′, 23′×15½′)<br>(17½′×12′)<br>Cr 4(3) Der 1(15) 1(10) | 2 Oil 2SA each 8Cy. 600×1050 mm<br>8320bhp<br>Masch. Augsburg-Nürnberg<br>4×325, 325, 325, 140kW 120/240V d.c. | <br>713t (d.o)<br>Aug<br><br>18½k |
| 500682 | **AKDENIZ**<br><br>**Turkish Government**<br>**(Ministry of Public Works)**<br>Istanbul Turkish | 1139<br>495<br>— | ✠100A1<br>hopper dredger<br>✠LMC<br><br>MN200 | SS 2/67<br><br><br><br>EL (m)1½″ | 1954–7 L. Smit & Zoon—Kinderdijk<br>215′ 6″ 38′ 10″<br>200′ 3″ 38′ 3″ 15′ 11″<br>1 dk<br>RW 5BH<br>rf nil WB80t incl. DTf64t | S Suction Hopper Dredger Mchy.aft | C 3Cy. 440, 700 & 700 × 500 mm<br>1000ihp<br>L. Smit & Zoon<br>2 SB 200lb hs(3918) 6cf | <br>(o.f.)<br>Kinderdijk |
| 500683<br><br>2425 | **AKDENIZ-3**<br>exDulcinea-54<br>**R. & S. Karaer**<br>Istanbul Turkish | 182<br>114<br>— | | | 1946 Cant. Nav. Giuliano—Tri<br>104′ 6″ 20′ 1″<br>97′ 9″ 20′ 0″ 9′ 10″ | M Mchy.aft | Oil 4SA 3Cy. 265×410 mm<br><br>S.A. Ansaldo | <br><br>Gen |
| 500684<br>JQVA<br>60533<br>Rdr RT | **AKEBONO MARU**<br><br>**Kansai Kisen K.K.**<br>Osaka Japanese | 1024<br>530<br>— | | | 1948 Mitsubishi Jukogyo—Kob<br>*199-8′* 32′ 10″ 10′ 8″<br>196′ 10″ 32′ 8″ 15′ 9″<br>2 dks & S dk<br>RW | TM OSD<br><br>G.4520 B.4167 | 2 Oil 4SA each 8Cy. 370×500 mm<br>1700bhp<br>Ikegai Tekkosho<br>Niigata Eng. Co. Ltd.<br>3×45kW 225V d.c. | <br><br>Tok<br>Niigata<br>14k |
| 500685<br>JQBL<br>75204<br>Rdr | **AKEBONO MARU**<br><br>**Oshima Unyu K.K.**<br>Nase Japanese | 467<br>248<br>256 | | | 1958 Taiyo Zosen—Nag<br>169′ 3″ 27′ 0″ 9′ 4″<br>154′ 2″ 26′ 11″ 12′ 6″<br>1 dk | M Mchy.aft<br><br><br>1 Ha (34¼′×13½′) | Oil 4SA 6Cy. 360×520 mm<br>1000bhp<br>Kobe Hatsudoki Seizosho | <br><br>Kob<br>12½k |
| 500687<br>JNAF<br>79496 | **AKEBONO MARU**<br><br>**Heiki Kaiun K.K.**<br>Kobe Japanese | 403<br>230<br>— | | | 1957 Okuda Zosen Tekko—Smk<br>159′ 11″ 25′ 2″ 11′ 2″<br>25′ 0″<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (63′×14¾′) | Oil 4SA 6Cy. 320×460 mm<br>500bhp<br>Nippon Hatsudoki | <br><br>Kob<br>11k |
| 500689<br>JMOE<br>58208 | **AKEBONO MARU No. 1**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 340<br>113<br>— | | <br><br>NK | 1946 Mitsubishi Jukogyo—Yka<br>160′ 5″ 24′ 4″ 10′ 11″<br>141′ 0″ 24′ 2″ 13′ 5″<br>P22′ F22′<br>RW | M Fish Carrier | Oil 4SA 6Cy 350×500 mm<br>900bhp NE65<br>Ito Tekkosho | <br><br>Shimizu<br>11k |
| 500690<br>JQMI<br>58209 | **AKEBONO MARU No. 2**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 339<br>114<br>— | | <br><br>NK | 1946 Mitsubishi Jukogyo—Yka<br>160′ 5″ 24′ 4″ 10′ 11″<br>141′ 0″ 24′ 2″ 13′ 5″<br><br>RW | M Fish Carrier | Oil 4SA 6Cy. 350×500 mm<br>900bhp NE63<br>Ito Tekkosho | <br><br>Shimizu<br>11k |
| 500691<br>JPMB<br>58453 | **AKEBONO MARU No. 3**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 340<br>112<br>— | | <br><br>NK | 1946 Mitsubishi Jukogyo—Yka<br>160′ 5″ 24′ 4″ 10′ 11″<br>141′ 0″ 24′ 2″ 13′ 5″<br><br>RW | M Fish Carrier | Oil 4SA 6Cy. 350×500 mm<br>900bhp NE64<br>Ito Tekkosho | <br><br>Shimizu<br>10½k |
| 500692<br>JPYB<br>58454 | **AKEBONO MARU No. 5**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 340<br>148<br>— | | <br><br>NK | 1946 Mitsubishi Jukogyo—Yka<br>160′ 5″ 24′ 4″ 10′ 11″<br>141′ 0″ 24′ 2″ 13′ 5″<br>P22′ F22′<br>RW | M Trawler | Oil 4SA 6Cy. 350×500 mm<br>900bhp NE62<br>Ito Tekkosho | <br><br>Shimizu<br>11k |
| 514036<br>JQXU<br>65549 | **AKEBONO MARU No. 6**<br>exHakugin Maru No. 2–64<br>**S. Miyamoto**<br>Yuasa Japanese | 285<br>148<br>— | | | 1937 ......................Japan<br>*125-0′* 26′ 2″<br>124′ 6″ 26′ 0″ 8′ 9″<br>P31′ F12′ 1 dk<br>R | M (12P) Mchy.aft<br>1 Ho 82′<br><br>1 Ha (65½′×25′)<br>Der 1(10) | Oil 2SA 4Cy. 410×450 mm<br>320bhp Emade16refitted37 | |
| 500693<br>JKHE<br>58659 | **AKEBONO MARU No. 7**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 342<br>154<br>— | | | 1947 Mitsubishi Jukogyo—Yka<br>160′ 5″ 24′ 4″ 10′ 11″<br>141′ 0″ 24′ 2″ 13′ 5″<br>P22′ F22′<br>RW | M Trawler | Oil 4SA 6Cy. 350×520 mm<br>550bhp<br>Kikan Seisakusho | <br><br>Tok |
| 500694<br>JKME<br>58680<br>RT | **AKEBONO MARU No. 8**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 341<br>150<br>— | | <br><br>NK | 1947 Mitsubishi Jukogyo—Yka<br>160′ 5″ 24′ 4″ 10′ 11″<br>141′ 0″ 24′ 2″ 13′ 5″<br>P22′ F22′<br>RW | M Trawler | Oil4SA 6Cy. 350×500 mm<br>900bhp NE61<br>Ito Tekkosho | <br><br>Shimizu |
| 500695<br>JJKD<br>58681 | **AKEBONO MARU No. 9**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 341<br>114<br>— | | <br><br>NK | 1947 Mitsubishi Jukogyo—Yka<br>160′ 5″ 24′ 4″ 10′ 11″<br>141′ 0″ 24′ 2″ 13′ 5″<br>P22′ F22′<br>RW | M Trawler | Oil 4SA 6Cy. 350×520 mm<br>550bhp<br>Kanegafuchi Diesel | <br><br>Tok |

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|---|---|---|---|---|---|---|---|
| 671332<br>Df Esd<br>Gc Rdr<br>RT | **AKEBONO MARU No. 11**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 499<br>170<br>— | | **1967** Narazaki Zosen—Muroran<br>172′ 0″ 31′ 3″ 11′ 11″<br>155′ 9″ 31′ 2″ 13′ 5″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>1600bhp<br>Akasaka Tekkosho | <br><br>Yaizu |
| 672003<br>JHUF<br>100914<br>Df Esd<br>Gc Pfd<br>Rdr | **AKEBONO MARU No. 12**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 499<br>170<br>— | | **1967** Uchida Zosen—Ise<br>172′ 0″ 31′ 3″ 11′ 11″<br>155′ 9″ 31′ 2″ 13′ 5″<br>1 dk<br>RW | M Trawler Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>1600bhp<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 671792<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 15**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 499<br>170<br>— | | **1967** Nichiro Zosen—Hak<br>172′ 0″ 31′ 3″ 11′ 11″<br>155′ 9″ 31′ 2″ 13′ 5″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>1600bhp<br>Akasaka Tekkosho | <br><br>Yaizu |
| 672004<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 16**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 499<br>170<br>— | | **1967** Nichiro Zosen—Hak<br>172′ 0″ 31′ 3″ 11′ 11″<br>155′ 9″ 31′ 2″ 13′ 5″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>1600bhp<br>Akasaka Tekkosho | <br><br>Yaizu |
| 672549<br>JNME<br>100952<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 17**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 499<br>170<br>— | | **1967** Narazaki Zosen—Muroran<br>172′ 2″ 31′ 3″ 11′ 11″<br>155′ 9″ 31′ 2″ 13′ 5″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>1600bhp<br>Akasaka Tekkosho | <br><br>Tok |
| 672550<br>JNMI<br>100953<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 18**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 499<br>170<br>— | | **1967** Narazaki Zosen—Muroran<br>172′ 2″ 31′ 3″ 11′ 11″<br>155′ 9″ 31′ 2″ 13′ 5″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>1600bhp<br>Akasaka Tekkosho | <br><br>Yaizu |
| 672905<br>JDUH<br>101025<br>Df Esd<br>Gc Rdr<br>RT | **AKEBONO MARU No. 20**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 499<br>170<br>— | | **1967** Nichiro Zosen—Hak<br>172′ 2″ 31′ 3″ 11′ 11″<br>155′ 9″ 31′ 2″ 13′ 5″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>1600bhp<br>Akasaka Tekkosho | <br><br>Yaizu |
| 672906<br>JOUR<br>101026<br>Df Esd<br>Gc Rdr<br>RT | **AKEBONO MARU No. 22**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 499<br>170<br>— | | **1967** Nichiro Zosen—Hak<br>172′ 2″ 31′ 3″ 11′ 11″<br>155′ 9″ 31′ 2″ 31′ 5″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>1600bhp<br>Akasaka Tekkosho | <br><br>Yaizu |
| 500698<br>JHBJ<br>86779<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 50**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 1408<br>794<br>— | NK | **1961** Mitsubishi Zosen—Smk<br>260′ 4″ 39′ 6″ 18′ 1″<br>240′ 11″ 39′ 4″ 18′ 9″<br>2 dks | M Stern Trawler<br>3 Ho<br>G.61165 In.54208 | Oil 2SA 6Cy. 390×650 mm<br>2000bhp<br>Kobe Hatsudoki Seizosho<br>3×200kW 445V a.c. | <br>575t (d.o)<br>Kob<br>12½k |
| 500699<br>7JKI<br>87477<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 51**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 1454<br>817<br>— | NK | **1961** Hakodate Dock Co. Ltd.—Hak<br>260′ 8″ 39′ 9″ 18′ 5″<br>236′ 3″ 39′ 4″ 18′ 8″<br>2 dks<br>RW | M Stern Trawler<br>3 Ho<br>In.54950 | Oil 2SA 6Cy. 390×650 mm<br>2000bhp<br>Kobe Hatsudoki Seizosho<br>3×200kW 445V a.c. | <br>536t (d.o)<br>Kob<br>12½k |
| 500700<br>7KZO<br>89207<br>Df Esd<br>Gc Rdr<br>RT | **AKEBONO MARU No. 52**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 1471<br>829<br>— | NK | **1961** Hakodate Dock Co. Ltd.—Hak<br>260′ 2″ 39′ 9″ 18′ 1 3/16″<br>236′ 3″ 39′ 4½″ 18′ 7″<br>2 dks<br>RW | M Stern Trawler<br>3 Ho<br>In.54950 | Oil 2SA 6Cy. 390×650 mm<br>2000bhp<br>Kobe Hatsudoki Seizosho<br>3×200kW 445V a.c. | <br>558t (d.o)<br>Kob<br>12½k |
| 500701<br>7LMW<br>89262<br>Df Esd<br>Gc Pfd<br>Rdr | **AKEBONO MARU No. 53**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 1450<br>817<br>— | NK | **1962** Mitsubishi Zosen—Smk<br>260′ 4″ 39′ 6″ 18′ 4″<br>236′ 3″ 39′ 4″ 18′ 9″<br>2 dks | M Stern Trawler<br>In.54740<br>4W Der 4(3) | Oil 2SA 6Cy. 390×650 mm<br>2000bhp<br>Kobe Hatsudoki Seizosho | <br>575t (d.o)<br>Kob<br>12½k |
| 661719<br>JMOJ<br>100774<br>Df Esd<br>Gc Rdr<br>RTm | **AKEBONO MARU No. 55**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 1491<br>772<br>1738 | NK | **1966** Mitsubishi Hvy Ind. Ltd.—Smk<br>273′ 5″ 39′ 5″ 18′ 1″<br>249′ 4″ 39′ 4″ 18′ 9″<br>2 dks<br>RW<br>rf 24″ | M Stern Trawler<br>2 Ho 58¾′, 66′<br>In.54879<br>2 Ha (9¼′×11¾′) (9¼′×9¼′)<br>4W | Oil 2SA 6Cy. 450×750 mm<br>3000bhp<br>Akasaka Tekkosho | <br>491t<br>Yaizu<br>13¾k |

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|---|---|---|---|---|---|---|---|
| 641258<br>8LZQ<br>94703<br>Df Esd<br>Gc Rdr<br>RT | **AKEBONO MARU No. 71**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 3401<br>1767<br>4076 | NK | 1964 Hakodate Dock Co. Ltd.—Hak<br>328' 0" 51' 6" 21' 4"<br>301' 10" 51' 2" 24' 3"<br>2 dks<br>RW | M Stern Trawler<br>4 Ho<br>In.133737 | Oil 2SA 6Cy. 520×700 mm<br>3500bhp MAN<br>Mitsubishi Nippon Hvy Ind.<br>3×440kW 445V a.c. | 1131t (d.o)<br>Yk<br>13 |
| 641887<br>8LZR<br>94704<br>Df Esd<br>Gc Rdr<br>RT | **AKEBONO MARU No. 72**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 3398<br>1754<br>4070 | NK | 1964 Hakodate Dock Co. Ltd.—Hak<br>326' 8" 51' 6" 21' 4"<br>301' 10" 51' 2" 24' 3"<br>2 dks | M Stern Trawler<br>4 Ho<br>In.133737 | Oil 2SA 6Cy. 520×700 mm<br>3500bhp<br>Mitsubishi Hvy Ind. Ltd.<br>3×440kW 445V a.c. | 1131t (d.o)<br>Yk<br>13 |
| 500702<br>TPAQ<br>Df Esd<br>RT | **AKELA**<br>**Cie. Méridionale de Navigation**<br>Marseilles French | 1458<br>905<br>1535 | BV | 1954 T. van Duijvendijk's Sch.—Lekkerkerk<br>258' 1" 36' 6" 15' 4"<br>235' 3" 36' 5" 21' 4"<br>P85' Q85' B31' F36' 2 dks<br>RW | M Mchy.aft<br>G.100000 B.88830<br>3 Ha (33½', 33½', 34¾'×18')<br>6W Der 6(3) | Oil 4SA 8Cy. 390×680 mm<br>1100bhp<br>N.V. Werkspoor | 17<br>Am<br>12 |
| 500750<br>Df Esd<br>Rdr<br>RTm | **AKERØY**<br>exAkurey-67<br>**Erling Pettersen**<br>Tromsö Norwegian<br>Now **PETREL** See New Entries No. 1 | 655<br>242<br>530 | ✠Classed LR until 6/67 | 1947-7 Cook, Welton & Gemmell Ltd.—Bev<br>194' 5" 15' 1½"<br>175' 6" 30' 0" 16' 0"<br>Q92' F34'<br>R | S Trawler<br>2 Ho 28¾', 17'<br>2 Ha (w) (3½', 3½'×3½')<br>3 Ha (stl) (each 5'×3½')<br>Der 4(2) | T 3Cy. 16½" 28½" & 47"×30"<br>1200ihp<br>C. D. Holmes & Co. Ltd. | (s.f)<br>Hu |
| 650425<br>OYGU<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKERSHUS**<br>**Det forenede Dampskibs-Selskab A/S**<br>Frederikshavn Danish | 5012<br>2254<br>850 | BV | 1965 Helsingör Skibs. & Msk.—Hsg<br>357' 4" 56' 8" 15' 2¾"<br>324' 10" 56' 7" 22' 4"<br>3 dks<br>rf 7½" | TM Ferry (800P) | 2 Oil 2SA each 7Cy. 500×900 mm<br>8600bhp B&W<br>Helsingör Skibs. & Msk.<br>3×280kW 440V 60c/s a.c. | (bvf)<br>Hsg<br>17 |
| 641583<br>LMOF<br>Rdr<br>RTm | **AKERSHUS**<br>**Det Stavangerske Dampskibsselskab**<br>Stavanger Norwegian | 490<br>220<br>750 | NV | 1964 A/S Rosenberg M/V—Stv<br>201' 7" 31' 11" 12' 0½"<br>183' 11" 31' 8"<br>1 dk & S dk<br>rf 3" | M OSD Mchy.aft<br>1 Ho 122¾' comb.<br>B.54000<br>2 Ha (stl) (each 26¾'×10¾')<br>1W Cr 1(5) Der 1(12) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Masch. Kiel G.m.b.H.<br>2×70kW 230V 50c/s a.c.<br>Controllable pitch propeller | 42t(d.o)<br>Ki<br>13 |
| 500704<br>JQGR<br>49765<br>Df Esd<br>Rdr | **AKESHIMA MARU**<br>**Kaihatsu Kaiun K.K.**<br>Tokyo Japanese<br>Now **GREAT ISLAND** See New Entries No. 6 | 1999<br>955<br>3088 | ~~NK~~ | 1943 Fujinagata Zosensho—Osa<br>296' 6" 41' 3" 18' 6½"<br>278' 8" 41' 0" 21' 4"<br>P32' B73' F30' 1 dk<br>RW | M<br>2 Ho<br>G.131986 B.120408<br>4 Ha (19½', 28', 25¾', 19½'×16½')<br>8W Der 1(20) 8(5) | Oil 4SA 6Cy. 430×520 mm<br>1500bhp NE59<br>Hanshin Nainenki Kogyo<br>2×25kW 105V d.c. | 148t (d.o)<br>Ko |
| 672480<br>UFJQ<br>M-25226 | **AKHTUBA**<br>**U.S.S.R.**<br>Astrakhan Russian | 1211<br>449<br>1081 | | 1959 Angyalfold Shipyard—Bdp<br>216' 5" 32' 10" 12' 5½"<br>17' 5" | TM<br>3 Ho<br>G.53961<br>3 Ha (22¾', 20¾', 26¼'×13')<br>6W Der 6(2½) | 2 Oil 2SA each 8Cy. 216×310 mm<br>Lang Eng. Works | Bd |
| 541456<br>8KZT<br>92887<br>Gc Rdr | **AKI**<br>**Takehara-Namikata-Kan Jidosha Kososen Kumiai**<br>Takehara Japanese | 402<br>143<br>— | | 1963 Kurushima Dock Co. Ltd.—Imabari<br>*132·8'* 33' 0"<br>127' 11" 32' 10" 11' 10"<br>1 dk<br>RW | TM Ferry | 2 Oil 4SA each 6Cy. 290×430 mm<br>1100bhp<br>Nippon Hatsudoki | 16t (d.o)<br>Ko<br>13 |
| 500705<br>JDRF<br>71770<br>Df Esd<br>Gc Rdr<br>RTm | **AKI MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 7727<br>4321<br>9781 | NK<br>✠Classed LR until 2/66 | 1954-2 Mitsubishi Zosen—Nag<br>495' 4" 62' 6" 27' 7½"<br>459' 4" 62' 4" 34' 5"<br>P23' B200' F41' 2 dks<br>RW<br>rf 6" | TM (12P) Ref<br>6 Ho 49', 72½', 63', 49¾', 68½', 44½'<br>G.422047 B.394820 In.55797<br>6 Ha (stl) (21½'×18') (39½', 31½', 28¾', 39½', 23½'×23')<br>18W Der 2(20) 2(10) 14(6) | 2 Oil 2SA each 6Cy. 720×1250 mm<br>8600bhp<br>Mitsubishi Zosen<br>3×254kW 230V 60c/s a.c. | 1559t (b<br>Na |
| 500706<br>7JRG<br>87793 | **AKI MARU No. 10**<br>**Aki Kaiun K.K.**<br>Osaka Japanese | 365<br>189<br>— | | 1961 Takehara Zosen—Hma<br>155' 8" 23' 1" 10' 10"<br>141' 0" 22' 11" 11' 10"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>420bhp<br>Kinoshita Tekkosho | 11t (d.<br>Ako |
| 641008<br>JI2046<br>95281<br>Rdr RT | **AKI MARU No. 11**<br>**Aki Kaiun K.K.**<br>Osaka Japanese | 560<br>320<br>— | | 1963 Fukae Zosen K.K.—Ohkaki<br>166' 0" 26' 5" 11' 10"<br>147' 7" 26' 3" 13' 1"<br>1 dk | M Mchy.aft<br>1 Ha (74½'×16½') | Oil 4SA 6Cy. 300×430 mm<br>700bhp<br>Fuji Seisakusho | Tak |

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|---|---|---|---|---|---|---|---|
| 500707<br>JAEG<br>68979<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKIBASAN MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo Japanese | 6743<br>3817<br>10059 | NK<br><br>✠Classed LR until 4/65 | **1952**–8 Mitsui Zosen—Tmn<br>499′ 4″ 63′ 7″ 27′ 2½″<br>466′ 0″ 63′ 4″ 40′ 8″<br>F43′ 1 dk & S dk, 3rd dk clear of aft hold<br>RW | M Ref OSD<br>6 Ho<br>G.661000 B.594000 In.16845<br>6 Ha (27′×19¾′) (41′, 39¼′, 27½, 44′, 26¾′×23′)<br>18W Der 1(35) 2(15) 4(10) 12(5) | Oil 2SA 9Cy. 740×1600 mm<br>8000bhp<br>Mitsui Zosen<br>3×230kW 225V d.c. | <br>1360t<br>Tmn<br>17k |
| 500708<br>JNGF<br>74676 | **AKIHO MARU No. 3**<br>exKamogawa Maru No. 2–61<br>**Ujina Zosensho K.K.**<br>Kobe Japanese | 478<br>264<br>750 | | **1955** Ujina Zosen—Hma<br>171′ 2″ 27′ 7″ 12′ 8″<br>157′ 5″ 27′ 6″ 14′ 2″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br><br>Ito Tekkosho | <br><br>Shimizu |
| 500709<br>JPDR<br>77884<br>Gc | **AKIHO MARU No. 5**<br><br>**Tatsumi Kaiun Kigyo Kumiai**<br>Anan Japanese | 199<br>97<br>270 | | **1958** Geibi Zosen Kogyo—Kur<br>111′ 6″ 20′ 0″ 9′ 6″<br>… … …<br>1 dk | M Mchy.aft<br><br><br>1 Ha (52½′×14¾′) | Oil 4SA 6Cy. 250×360 mm<br>270bhp Emade36fitted58<br>Hanshin Nainenki Kogyo<br>1×1kW 24V d.c. | <br><br>Kob<br>8½k |
| 500710<br>JMSU<br>77966 | **AKIHO MARU No. 12**<br><br>**Takemi Kisen K.K.**<br>Shimokamagari Japanese | 387<br>227<br>412 | | **1959** Ujina Zosensho —Hma<br>156′ 2″ 23′ 9″ 9′ 10″<br>137′ 10″ 23′ 7″ 12′ 2″<br>1 dk | M Mchy.aft<br>1 Ho<br>G.29311<br>1 Ha (72¼′×17¾′) | Oil 4SA 6Cy. 300×420 mm<br>420bhp<br>Koshita Tekkosho | <br><br>Akashi<br>10k |
| 500711<br>JCTX<br>84299 | **AKIHO MARU No. 13**<br>exFukusho Maru No. 8<br>**Kawabata Kaiun K.K.**<br>Hiroshima Japanese | 499<br>311<br>— | | **1958** Kishigami Zosen—Hma<br>*146·8′* 24′ 6″ 12′ 4″<br>… … …<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.31607 B.29895 | Oil 4SA 6Cy. 320×460 mm<br>450bhp<br>Sumiyoshi Tekkosho | <br><br>Yoshida<br>11k |
| 500712<br>JKIH<br>70152<br>Df Esd<br>Gc Pfd | **AKIKAWA MARU**<br><br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | 8347<br>4781<br>10412 | ✠100A1 SS 8/65<br>DTsm—oil FP above 150° F.<br>✠LMC<br>MN1100 EL c†2⅛″SQ<br>NK | **1953**–5 Kawasaki Dkyd Co. Ltd.—Kob<br>466′ 1″ 59′ 11″ 26′ 5½″<br>433′ 0″ 59′ 9″ 38′ 5″<br>F38′ 2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>WB902t incl. Tunnel tanks 336t | M<br>5 Ho<br>G.618004 B.566486<br>5 Ha (27′×21′) (49′, 47½′, 50¼′, 41¾′×23½′)<br>16W Der 2(20) | Oil 2DA 5Cy. 720×1200 mm<br>5500bhp<br>Kawasaki Dkyd Co. Ltd.<br>AuxB 100℔<br>2×270kW 230V d.c. | <br>903t<br>Kob<br>14k |
| 500533<br>5MUY<br>1943<br>Df Esd<br>Gc Rdr | **AKIKO**<br>exAgios Nikolaos II–66<br>exLouros–62<br>exAndros Mentor–60<br>exMessathouri–57<br>exCarrabulle–54<br>exMorton Prince–47<br>**Far East Shipping Co. Inc.**<br>Monrovia Liberian | 8434<br>5789<br>12405 | AB<br><br>Classed LR until 6/54 | **1943** California S.B. Corp.—L.An<br>511′ 6″ 57′ 0″ 27′ 1″<br>487′ 3″ 56′ 11″ 37′ 4″<br>2 dks<br>conv tanker 54 len 56 | S<br><br>G.563890 B.501131<br><br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks | <br>1838t (o.f)<br>Sunnyvale<br>10k |
| 500714<br>JAUU<br>69444<br>Df Esd<br>Gc Rdr<br>RTm | **AKITA MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 7599<br>4371<br>9963 | <br><br>AB NK | **1952** Mitsubishi Nippon Hvy Ind.—Yka<br>493′ 9″ 62′ 7″ 27′ 7″<br>460′ 4″ 62′ 4″ 34′ 5″<br>P23′ B205′ F38′ 2 dks<br>RW<br>rf 5″ | M (9P) Ref<br>6 Ho 50¼′, 73½′, 57¾′, 44½′, 65¼′, 43½′<br>G.572600 B.528000 In.12107<br>1 Ha (stl) (20½′×19¾′) 5 Ha (w) (39¼′, 31½′, 28¾′, 39¼′, 24½′×23′)<br>18W Der 2(20) 2(10) 6(6) 8(3) | Oil 2DA 8Cy. 720×1200 mm<br>8500bhp MAN<br>Mitsubishi Nippon Hvy Ind.<br>3×230kW 115/230V 60c/s a.c. | <br>1561t (hvf)<br>Yka<br>16k |
| 651597<br>JI2138<br>96554<br>Rdr | **AKITA MARU**<br><br>**Akita Sempaku K.K.**<br>Osaka Japanese | 905<br>506<br>1420 | | **1965** Ujina Zosensho—Hma<br>207′ 0″ 31′ 7″ 14′ 7¼″<br>190′ 2″ 31′ 6″ 16′ 1″<br>1 dk | M Tanker Mchy.aft<br><br>L.60600 | Oil 4SA 6Cy. 380×540 mm<br>1300bhp<br>Nippon Hatsudoki<br>2×25, 15kW 225V a.c. | <br><br>Kob |
| 500715<br>JFMH<br>42304<br>Rdr RT | **AKITSU MARU**<br><br>**Awanokuni Kyodo Kisen K.K.**<br>Osaka Japanese | 994<br>541<br>— | | **1936** Mitsubishi Jukogyo—Kob<br>205′ 0″ 32′ 10″ 9′ 10″<br>32′ 8″ 13′ 9″<br>F12′ 2 dks<br>R | M<br>2 Ho<br>G.8736 B.7642 | Oil 4SA 8Cy. 425×620 mm<br>1800bhp<br>Mitsubishi Jukogyo<br>2×40kW 115V d.c. | <br>30t<br>Kob<br>13½k |
| 671572<br>JGYE<br>100874<br>Df Esd<br>Gc Rdr | **AKITSU MARU**<br><br>**Akitsu Gyogyo K.K.**<br>Tokyo Japanese | 550<br>184<br>1255 | <br><br>NK | **1967** Niigata Eng. Co. Ltd.—Niigata<br>188′ 3″ 31′ 11″ 12′ 4″<br>168′ 4″ 31′ 10″ 13′ 8″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. | <br>228t<br>Niigata<br>12k |
| 541457<br>8LTY<br>92033<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKITSU MARU**<br><br>**K. Kitagori**<br>Katsuura Japanese | 111<br>47<br>— | | **1963** Ichikawa Zosen—Ise<br>19′ 5″ 7′ 9″<br>91′ 2″ 19′ 4″ 8′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×390 mm<br><br>Kobe Hatsudoki Seizosho | <br><br>Kob |
| 500716<br>7LQW<br>91404<br>Rdr | **AKITSU MARU No. 1**<br><br>**Nakamura Kaiun K.K.**<br>Akitsu Japanese | 477<br>321<br>— | | **1962** Taihei Kogyo—Hma<br>163′ 8″ 25′ 9″ 11′ 2″<br>150′ 8″ 25′ 6″ 12′ 6″<br>1 dk | M Mchy.aft<br><br>G.31818 B.30794<br>1 Ha (70½′×19¾′) | Oil 4SA 6Cy. 330×340 mm<br>650bhp<br>Kanegafuchi Nainenki | <br><br>Tok<br>10½k |
| 500717<br>JHMG<br>83213<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKITSU MARU No. 3**<br><br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 495<br>279<br>580 | <br><br>NK | **1959** Niigata Eng. Co. Ltd.—Niigata<br>173′ 7″ 28′ 1″<br>155′ 6″ 27′ 11″ 13′ 11″<br>1 dk | M Fishing Mchy.aft<br><br><br><br>4W Der 4(2) | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. | <br>248t<br>Niigata<br>12k |

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| 500719<br>JBVJ<br>76777<br>Df | **AKITSU MARU No. 6**<br>exSuijin Maru No. 1–61<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | **498**<br>291<br>— | | **1956** Niigata Tekkosho—Niigata<br>27' 7"<br>157' 5" 27' 6" 13' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 430×540 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. |
| 500720<br>JPHE<br>55802<br>Df | **AKITSU MARU No. 8**<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | **196**<br>68<br>— | | **1947** Harima Zosensho—Aio<br>*109·9'* 21' 10" 10' 10"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 5Cy. 350×520 mm<br>430bhp<br>Minsei Sangyo |
| 500721<br>JEYS<br>70530<br>Df Esd | **AKITSU MARU No. 10**<br>exSatsuma Maru No. 2–60<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | **336**<br>175<br>— | | **1954** Mitsubishi Zosen—Smk<br>146' 6" 29' 1" 10' 6½"<br>127' 2" 28' 11" 11' 8"<br>P46' F23' 1 dk | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 340×500 mm<br>500bhp<br>Hanshin Nainenki Kogyo |
| 500722<br>JFSK<br>67161<br>Df | **AKITSU MARU No. 11**<br>exHakuyo Maru No. 18–61<br>exSeisho Maru No. 2–55<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | **247**<br>163<br>— | | **1952** Kanazashi Zosensho—Shimizu<br>*113·1'* 22' 0" 11' 0"<br>21' 10"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 335×470 mm<br>500bhp<br>Akasaka Tekkosho |
| 500723<br>7KYY<br>86928<br>Df Esd<br>Gc Pfd<br>Rdr | **AKITSU MARU No. 12**<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | **340**<br>197<br>— | | **1961** Nishii Dock Co. Ltd.—Nansei<br>142' 10" 25' 8" 10' 5"<br>141' 5" 25' 6" 12' 5"<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Hanshin Nainenki Kogyo |
| 540030<br>JHOO<br>83223<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKITU MARU No. 5**<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | **999**<br>562<br>1306 | NK | **1959** Niigata Eng. Co. Ltd.—Niigata<br>219' 10" 36' 6" 15' 7½"<br>196' 10" 36' 4" 17' 3"<br>1 dk<br>RW | M Fishing Mchy.aft<br>In.48169 | Oil 4SA 8Cy. 430×540 mm<br>1800bhp<br>Niigata Eng. Co. Ltd. |
| 500724<br>JIPW<br>65570<br>Df Esd<br>Rdr<br>RTm | **AKIURA MARU**<br>**Eiwa Kaiun K.K.**<br>~~**Nippon Yusen Kaisha**~~<br>~~Tokyo~~ Osaka Japanese | **3844**<br>1942<br>5251 | NK | **1950** Nishi Nippon Jukogyo—Hma<br>357' 9" 50' 7" 22' 8"<br>338' 9" 50' 6" 27' 3"<br>P21' B90' F29' 1 dk<br>RW<br>rf 4½" | M<br>4 Ho 49½', 81½', 54½', 53½'<br>G.262651 B.244528<br>4 Ha (29½', 40', 32½', 32½'×19½')<br>12W Der 1(20) 2(10) 8(5) | Oil 4SA 8Cy. 470×700 mm<br>2800bhp NE60<br>Ito Tekkosho<br>2×70kW 105V 60c/s a.c. |
| 504566<br>OGHV<br>72 | **AKKE**<br>exBjörne–64 exPampus–58<br>exIsbrytaren II–53<br>**Mattson Stevedoring Co.**<br>Kokkola/Gamlakarleby Finnish | **228**<br>11<br>— | | **1916** Bergsunds M/V A/B—Skm<br>101' 4" 31' 1" 15' 8"<br>... ... ...<br>R | M Tug | Oil<br>1500bhp NE64<br>Masch. Kiel G.m.b.H. |
| 500727<br>4XVL<br>MS/91<br>Df Esd<br>Gc Rdr<br>RT | **AKKO**<br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | **1144**<br>444<br>1355<br>**1894**<br>909<br>2600 | ✠100A1 SS 9/66<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN330 EL q1$\frac{1}{16}$"SQ | **1958**–5 Jos. L. Meyer—Papenburg<br>264' 9" 39' 5" 14' 2"/19' 6½"<br>249' 2" 39' 0½" 21' 4"<br>P59' Q146' F39' 1 dk & S dk<br>RW 4BH to U dk 1 to 2nd dk<br>rf nil WB411t | M Ref OSD/CSD Mchy.aft<br>2 Ho 76', 50'<br>G.114885 B.101999 In.7260<br>2 Ha (stl) (46', 48'×18½')<br>8W Der 2(10) 2(5) 4(3) | Oil 4SA 8Cy. 420×660 mm<br>1650bhp<br>Klöckner-Humboldt-Deutz<br>3×100kW 400V 50c/s a.c. |
| 542326<br>5BDK<br>321055<br>Df Esd<br>Gc Rdr<br>RTm | **AKMEON**<br>exAnna Lovisa–65<br>exThorsöy–63<br>**Agenor Shipping Co. Ltd.**<br>Famagusta Cyprus | **11105**<br>6421<br>16520 | AB | **1949** John Cockerill S.A.—Hbk<br>537' 2" 69' 1" 29' 9½"<br>502' 0" 68' 10" 38' 0"<br>P93' B31' F68' 1 dk<br>RW<br>rf 4" | M Tanker Mchy.aft<br>22 Ta<br>L.790912 HeCls. BC<br>Der 3(3) | Oil 2SA 7Cy. 740×1400 mm<br>7000bhp<br>John Cockerill S.A. |
| 500728 | **AKMOLINSK**<br>**U.S.S.R.**<br>Russian | **5217**<br>2527<br>4773 | | **1956** Baltic S.B. & Eng. Wks—Len<br>429' 6" 55' 3" 24' 7"<br>31' 3"<br>2 dks | T D-E Ref<br>5 Ho<br>In.240518<br>5 Ha (16½', 16½', 16½', 16½'×16½')<br>(13¾'×13¾')<br>10W Der 10(5) | 4 Oil 2SA each 10Cy. 207×254<br>connected to elec. motor & 2<br>shafts |
| 500729<br>UFPO<br>M-19518 | **AKOP AKOPIAN**<br>**U.S.S.R.**<br>Murmansk Russian | **1206**<br>545<br>720 | | **1956** "Gheorghiu Dej" Shpyd—Bdp<br>229' 7" 32' 10" 11' 9"<br>32' 8" 17' 5"<br>1 dk | TM Mchy.aft<br>2 Ho<br>G.29490<br>2 Ha (each 22¾'×13')<br>4W Der 4(2) | 2 Oil 4SA each 8Cy. 216×310 mm<br>Ganz Waggon & Eng. Wks |
| 651922<br>9GUF<br>316540<br>Df Esd<br>Gc Rdr<br>RT | **AKORA**<br>**Ocean Fisheries Ltd.**<br>~~**The Government of the Republic of Ghana**~~<br>Takoradi Ghanaian | **1980**<br>1263<br>1750 | ✠100A1<br>stern trawler<br>✠LMC<br>MN432 EL (q)1⅛"SQ | **1965**–8 Fujinagata S.B. & E. Co. Ltd.—Osa<br>260' 11" 41' 1" 16' 4"<br>236' 3" 41' 0" 26' 3"<br>2 dks<br>Coll BH to U dk 4 to 2nd dk<br>rf 4" WB723t incl. DTf245t | M Stern Trawler | Oil 2SA 7Cy. 350×620 mm<br>2160bhp B&W<br>Mitsui Zosen |
| 500731<br>TFVA<br>Df Esd<br>Rdr | **AKRABORG**<br>**H/f Skallagrimur**<br>Borgarnesi Icelandic | **358**<br>135<br>— | ✠100A1 SS 2/64<br>DTsm & DTsf—oil FP above 150° F.<br>Str. nav. ice<br>✠LMC<br>MN216 EL f | **1956**–3 H. C. Christensens Staalskibs.—Marstal<br>147' 8" 27' 6" 10' 0½"<br>135' 8" 26' 6" 13' 0"<br>F19' 1 dk, 2nd dk in fwd hold<br>RW 4BH<br>rf 12" WB88t incl. DTsm70t DTf15t | TM Mchy.aft | 2 Oil 4SA each 6Cy. 260×370<br>geared<br>1080bhp<br>Ruston & Hornsby |

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| 500732<br>XPZK<br>Df Esd<br>Pfd Rdr<br>RT | **AKRABORG**<br>**P/f Akraberg**<br>J. Joensen<br>Sunnba Faroese | 265<br>92<br>— | NV | **1961** Brattvåg Skipsinnredning &<br>J. Johansen Sveiseverksted—<br>Brattvåg<br>123′ 7″ 24′ 10″<br>108′ 0″ 24′ 7″ 13′ 0″ | M Fishing Mchy.aft<br>2 Ho<br>3 Ha (3¾′×3¼′) (5¼′, 5¼′×4½′)<br>1W Der 1(2) | Oil 4SA 5Cy. 300×410 mm<br>550bhp<br>A/S Vølund Cpn<br>2×18kW 220V 50c/s a.c. |
| 500733<br>TFAL<br>Df Esd<br>Rdr RT | **AKRABORG**<br>exTova–47 exSkäldervik–46<br>**V. Thorsteinsson**<br>Akureyri Icelandic | 178<br>107<br>— | | **1943** Pukaviks Gamla Skepp.—Pukavik<br>*96·2′* 25′ 0″<br>… … …<br>1 dk | Wood M Fishing Mchy.aft<br>2 Ha (each 11¼′×7½′) | Oil 2SA 6Cy. 230×400 mm<br>400bhp NE52<br>Frederikshavns Jernst. & Msk. Fkn |
| 500734<br>IJGK<br>460<br>RT | **AKRAGAS**<br>**"Caspel" S.p.A.**<br>Palermo Italian | 213<br>44<br>144 | RI | **1959** Cant. Nav. Riuniti—Pal<br>104′ 0″ 25′ 5″ 12′ 8″<br>92′ 3″ 25′ 3″ 13′ 11″<br>RW | M Tug<br>1 Ho | Oil 2SA 5Cy. 350×620 mm<br>1400bhp B&W<br>Cant. Nav. Riuniti Anc<br>12k |
| 680065 | **AKRAM**<br>**Z. Fahouri & A. Vectas**<br>Tripoli Lebanese | 176<br>99<br>— | HR | **1964** Abd Bantaoui—Tripoli<br>100′ 1″ 23′ 1″ 11′ 5″<br>… … …<br>1 dk | M<br>2W | Oil 6Cy<br>150bhp<br>Schwermasch. Karl Liebknecht Mgd |
| 530546<br>SZPG<br>37<br>Pfd RT | **AKRIVOULA**<br>exLeon–65 exSaint Angus–65<br>**Adelfi Andrias & Co.**<br>Thessaloniki Greek | 391<br>195<br>480 | HR<br>✠Classed LR until 10/65 | **1936–4** Scott & Sons—Bwg<br>151′ 1″ 23′ 10″ 11′ 4½″<br>144′ 9″ 23′ 7″ 11′ 5″<br>Q88′ B on Q7′ F23′ 1 dk<br>R<br>BK1½″ | M Mchy.aft<br>1 Ho 84′<br>G.24000 B.22800<br>1 Ha (32¼′×14′)<br>2W Der 2(2½) | Oil 2SA 4Cy. 340×570 mm<br>500bhp 30t<br>British Auxiliaries Ltd. Gls<br>11k |
| 508864<br>ELDZ<br>283179<br>Df Esd<br>Gc RTv | **AKROGIALI**<br>exDenis–67<br>**Vasmanto Shipping Co.**<br>**S.A.**<br>Monrovia Liberian | 2935 ~~2000~~<br>1587 ~~1507~~<br>4915 | ✠100A1 ~~SS 5/62~~<br>with freeboard SS 11/67<br>DT—vegetable oil<br>✠LMC<br>EL w 1$\frac{13}{16}$″SQ | **1949–3** W. Pickersgill & Sons Ltd.—Sld<br>357′ 9″ 50′ 10″ 20′ 11″<br>335′ 7″ 50′ 6″ 30′ 0″<br>P68′ F75′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB1629t incl. DTa719t | S (11P) OSD<br>4 Ho 56¼′, 74¼′, 31¾′, 26½′ DT, 56¾′<br>G.350235 B.317525<br>4 Ha (24′, 29¼′, 26¾′, 21¾′×17¼′)<br>11W Der 1(25) 2(10) 10(5) 2(3) | T 3Cy. 21½″ 34″ & 62″×39″<br>1950ihp 731t (o.f)<br>George Clark (1938) Ltd. Sld<br>2 SB 220℔ Spt hs(6298) 6cf<br>2×20kW 110V d.c. 10k |
| 521444<br>SZMP<br>2561<br>Df Esd<br>Gc Rdr<br>RT | **AKROTIRI**<br>exLuksefjell–65<br>**Seaways Co. Inc.**<br>Piræus Greek | 1534<br>765<br>2745 | NV | **1952** A/S Fredriksstad M/V—Fks<br>258′ 7″ 42′ 7″ 18′ 3½″<br>42′ 5″<br>1 dk & S dk<br>RW | M OSD<br>G.165550 B.156400<br>8W Der 1(15) | Oil 2SA 5Cy. 520×900 mm<br>379t<br>A/B Götaverken Got<br>12k |
| 500736<br>UQRX<br>M-17068<br>Df Esd<br>Gc Rdr | **AKSAJ**<br>**U.S.S.R.**<br>Tuapse Russian | 3359<br>1550<br>— | | **1961** Rauma-Repola O/Y—Rauma<br>344′ 10″ 48′ 7″ 20′ 5″<br>318′ 0″ 48′ 6″ 23′ 0″<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.190083<br>1 Ha (8′×10½′)<br>1W Der 1(3) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain Cpn<br>13½k |
| 500737<br>Df Esd | **AKSAJ**<br>**U.S.S.R.**<br>Murmansk Russian | 680<br>257<br>— | | **1954** Valmet O/Y—Hfs<br>29′ 8″<br>177′ 0″ 29′ 6″ 15′ 11″ | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm<br>A/B Finnboda Varf Skm |
| 500739<br>VWPL<br>1020<br>Df Esd<br>RT | **AKSHAYA**<br>**Bombay Port Trust**<br>Bombay Indian | 359<br>—<br>— | ✠Classed LR until 2/63 | **1961–9** Mazagon Dock Ltd.—Bom<br>125′ 1″ 32′ 3″ 12′ 2½″<br>115′ 0″ 30′ 0″ 15′ 0″<br>RAD5′<br>RW<br>rf 30″ | D-E Tug | 2 Oil 4SA each 8Cy. 235×330 mm with electric drive & dr gearing to sc. shaft<br>58t<br>Masch. Augsburg-Nürnberg Aug<br>11k |
| 500740<br>LLKF<br>Esd Rdr<br>RT | **AKSNES**<br>exKinn<br>**Målöy Sildolje-Fabrikk A/S**<br>Gerh. Voldnes A/S<br>Ålesund Norwegian | 495<br>216<br>600 | NV | **1945** Glommens M/V—Fks<br>169′ 11″ 25′ 7″ 11′ 4″<br>153′ 8″ 25′ 5″<br>P48′ F17′ 1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta<br>L.27180 HeCls. BC<br>1 Ha (stl) (8¼′×7½′)<br>Der 3(1½) | Oil 4SA 8Cy. 320×450 mm<br>725bhp NE56 35t (d.o)–2½pd<br>Klöckner-Humboldt-Deutz Kln<br>2×220V 50 c/s a.c. |
| 652145<br>UEVD<br>M-19039 | **AKSTAFA**<br>**U.S.S.R.**<br>Baku Russian | 3480<br>1884<br>4016 | | **1960** ……………………Russia<br>393′ 9″ 49′ 3″ 13′ 9½″<br>21′ 4″<br>2 dks | TM<br>4 Ho<br>G.193702<br>4 Ha (39′, 45¼′, 45¼′, 45¼′×26¼′) | 2 Oil 2SA each 8Cy. 300×500 mm<br>11½k |
| 671310<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKTALI**<br>**U.S.S.R.**<br>Russian | 3359<br>1550<br>4440 | | **1967** Rauma-Repola O/Y—Rauma<br>347′ 9″ 50′ 8″ 21′ 3″<br>318′ 0″ 50′ 6½″ 26′ 0″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W |
| 641807<br>UJIL<br>M-17145<br>Df Esd<br>Gc Rdr<br>RT | **AKTASH**<br>**U.S.S.R.**<br>Odessa Russian | 3359<br>1550<br>4440 | | **1964** Rauma-Repola O/Y—Rauma<br>344′ 10″ 48′ 7″ 20′ 5″<br>318′ 0″ 48′ 6″ 23′ 0″<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.190436<br>1 Ha (8′×10½′)<br>1W Der 1(3) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W<br>Valmet O/Y Rautpohjan Tehdas<br>Jyväskylä<br>13½k |

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|---|---|---|---|---|---|---|---|
| 541458<br>5MPI<br>1797<br>Df Esd<br>Gc | **AKTI**<br>exArriero–63 exCoracero–48<br>exLouis A. Sengteller–46<br>**Meltemi Cia. Nav. S.A.**<br>Monrovia Liberian | 7224<br>4424<br>10778 | AB | **1943** Permanente (Shpyd No. 2)—<br>Richmond<br>*422·8′* 57′ 0″ 27′ 8¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW<br>rf 6″ | S<br>5 Ho<br>G.530000 B.468000<br>5 Ha | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Iron Wks. | 1833t (d.o)<br>Sunnyvale<br>10k |
| 500743<br>9MSE<br>199515<br>Esd Rdr<br>RT | **AKTINA**<br>**Director of Marine, Malaysia**<br>Penang Malaysian | 573<br>202<br>350 | | **1957** Cheoy Lee Shpyd.—H.Kg<br>145′ 4″ 31′ 1″ 8′ 0″<br>130′ 0″ 31′ 0″ 15′ 9″<br>2 dks<br>RW | M Buoy Ship & Lighthouse Tender<br>Mchy.aft<br>1 Ho 56′<br>1 Ha (17′×9½′)<br>Der 1(10) | Oil 2SA 6Cy. 10½″×13½″<br>570bhp<br>Crossley Bros. Ltd.<br>3×70 70,30kW 220V d.c. | (d.o.)<br>Mch |
| 515240<br>ELDQ<br>2823<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AKTIS**<br>exSaga Surf–67<br>exHöegh Skean–65<br>**Miguel Cia. Nav. S.A.**<br>Monrovia Liberian | 11738<br>6862<br>17900 | NV | **1954** Eriksbergs M/V A/B—Got<br>559′ 5″ 70′ 0″ 30′ 4½″<br>526′ 0″ 69′ 9″ 39′ 3″<br>P109′ B37′ F69′ 1 dk | M Tanker Mchy.aft<br>27 Ta<br>L.868000 HeCls. BC<br>3W Der 4(5) 2(3) 2(1) | Oil 2SA 9Cy. 740×1400 mm<br>7290bhp B&W<br>Eriksbergs M/V A/B<br>2×230kW 230V d.c. | 1603t (hvf)–24pd<br>Got<br>14½k |
| 500744<br>ODHY<br>1198<br>Df Esd<br>RT | **AKTIS**<br>exStatesman–62<br>exNorah Moller–48<br>exSamgaudie–47<br>**Compania Naviera Aktina S.A.**<br>Beirut Lebanese | 7254<br>4316<br>10945 | ~~100A1~~ ~~SS 10/62~~<br>~~DTa—oil FP above 150°F.~~<br>~~LMC~~<br>~~MN450~~ ~~EL (a)†2½ *SQ~~<br>TO BE BROKEN UP | **1944** Bethlehem-Fairfield—Bal<br>441′ 7″ 57′ 1″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW 7BH<br>WB2955t incl. DTa751t DTsf652t | S | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>2WTB 250lb Spt 230lb hs(10233) | (o.f)<br>Hamilton<br>11k |
| 500745<br>DHSU<br>Df Esd<br>RT | **AKTIVIST**<br>**Fischkombinat Rostock**<br>Rostock E. German | 257<br>91<br>— | DSRK | **1950** Volkswerft Stralsund—Stralsund<br>128′ 7″ 24′ 0″ 8′ 11″<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>Schwermasch. Karl Liebknecht | Mgd |
| 500746<br>UUEB<br>M-1366 | **AKTJUBINSK**<br>**U.S.S.R.**<br>Kaliningrad Russian | 5217<br>2524<br>4773 | | **1956** Baltic S.B. & Eng. Wks.—Len<br>429′ 6″ 55′ 3″ 24′ 7″<br>31′ 3″<br>2 dks | TD-E Ref<br>5 Ho<br>In.240518<br>5 Ha (16½′, 16½′, 16½′, 16½′×16½′) (13½′×13½′)<br>10W Der 10(5) | 4 Oil 2SA each 10Cy. 207×254 mm connected to elec. motor & geared to sc. shaft | 17½k |
| 672630<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKTJUBINSK**<br>**U.S.S.R.**<br>Russian | 3500<br>—<br>4600 | | **1967** Rauma-Repola O/Y—Rauma<br>348′ 3″ 21′ 4″<br>318′ 3″ 50′ 6½″ 25′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain | Cph |
| 500747 | **AKTJUBINSK**<br>**U.S.S.R.**<br>Russian | 1200<br>449<br>— | | **1953** "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″<br>32′ 8″<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 8Cy. 216×310 mm<br>Ganz Waggon & Eng. Wks. | Bdp<br>9½k |
| 500748<br>Df Esd<br>Gc Rdr | **AKTJUBINSK**<br>**U.S.S.R.**<br>Murmansk Russian | 678<br>245<br>500 | | **1957** Stocznia Gdanska—Gdk<br>194′ 4″ 29′ 7″ 14′ 2¼″<br>176′ 8″ 29′ 6½″ 16′ 3″ | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm<br>H. Cegielski | Po |
| 500749<br>196758<br>Esd Rdr | **AKUNA**<br>**Port Phillip Sea Pilots**<br>Melbourne British | 730<br>218<br>— | | **1943** Walkers Ltd.—Maryborough<br>*177·8′* 31′ 1″<br>30′ 11″<br>P41′ F108′ 2 dks | TS Pilot Tender | T 6Cy. 14½″ 24″ & 37½″×21″<br>Walkers Ltd. | 290<br>Maryborou<br>14k |
| 642383<br>TFFB<br>Df Esd<br>Rdr RT | **AKUREY**<br>**Hradfrystistodin h/f**<br>Reykjavik Icelandic | 282<br>133<br>— | NV<br>len 67 | **1964** A/S Ankerløkken Verft—Florö<br>124′ 1″ 23′ 8″ 12′ 2″<br>116′ 6″ 23′ 7″ 12′ 6″<br>1 dk | M Fishing Mchy.aft<br>2 Ha (6½′, 7′×5½′)<br>1W Der 1(2½) | Oil 4SA 8Cy. 8½″×11½″<br>660bhp<br>Blackstone & Co. Ltd. | Stamfor |
| 540031<br>TFEL<br>Df Esd<br>Pfd Rdr<br>RT | **AKUREY**<br>**Haukur Runolfsson h/f**<br>Hornafirdi Icelandic | 106<br>31<br>— | | **1963** Frederikssund Skibs.—<br>Frederikssund<br>*79·5′* 18′ 5″<br>77′ 1″ 18′ 4½″ 9′ 4″ | Wood M Fishing | Oil 2SA 6Cy.<br>Alpha-Diesel A/S | Fr |
| 670731<br>Df Esd<br>Gc Rdr<br>RT | **AKUSTIK**<br>**U.S.S.R.**<br>Russian | 2657<br>1139<br>— | | **1967** Volkswerft Stralsund—Stralsund<br>269′ 7″ 16′ 5″<br>239′ 6″ 44′ 7″ 31′ 2″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht | Mgd |

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| 500751<br>WQ5901<br>288598 | **AKUTAN**<br>exFS–374<br>**D. & D. Fishing Co.**<br>Juneau United States | 749<br>509<br>— | | **1944** Sturgeon Bay S.B. & D.D. Co.—<br>Sturgeon Bay<br>*166·4′* 32′ 2″<br>165′ 0″ 32′ 0″ 14′ 4″<br>1 dk<br>rf 6″ | TM Fishing Mchy.aft<br>2 Ho<br><br>2 Ha | 2 Oil 2SA each 6Cy. 8¾″×10½″<br>1000bhp 74t<br>General Motors Corp. Clv |
| 660869<br>9GUZ<br>316547<br>Df Esd<br>Gc Rdr<br>RT | **AKWADU**<br>**Government of the Republic of Ghana**<br>Takoradi Ghanaian | 1514<br>661<br>884 | ✠100A1<br>stern trawler<br>✠LMC<br>✠Lloyd's RMC<br>MN462 EL o1$\frac{7}{16}$″SQ | **1966**–11 Newport S.B. & E. Co. Ltd.—<br>Npt<br>239′ 2″ 38′ 1″ 15′ 6″<br>208′ 6″ 38′ 0″ 25′ 9″<br>B31′ 2 dks<br>Coll BH to U dk 5 to 2nd dk<br>rf 24″ Box K WB113t | M Stern Trawler Ref Mchy.aft<br><br>In.35350 | Oil 4SA 6Cy. 19″×27″ with flexible coupling<br>2308bhp<br>Mirrlees National Ltd. Stckpt<br>3×160kW 440V 50c/s a.c.<br>Controllable pitch propeller |
| 661408 | **AL ABBAS**<br>**Muhammadi S.S. Co. Ltd.**<br>Karachi Pakistan<br>For later particulars see New Entries No. 2 | 9142<br>5139<br>12860 | 100A1<br>Class contemplated | Karachi S. & E. Works Ltd.—Krh<br>505′ 7″ 64′ 5″ 29′ 7½″<br>462′ 2″ 64′ 4″ 39′ 3″ | M | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Brodogradiliste III Maj Rka |
| 512975<br>AQMP<br>317825<br>Df Esd<br>Gc Rdr<br>RTv | **AL AHMADI**<br>exGerina–66 exMarina–61<br>**Muhammadi S.S. Co. Ltd.**<br>Karachi Pakistan | 9016<br>5227<br>13448 | ✠100A1 SS 5/64<br>✠LMC<br>MN1400 El d†2$\frac{3}{16}$″SQ | **1959**–4 Cant. Nav. di Taranto—Tno<br>495′ 5″ 62′ 11″ 29′ 3½″<br>459′ 4″ 62′ 8″ 38′ 11″<br>P37′ F41′ 2 dks<br>RW 7BH to U dk 1 to 2nd dk<br>rf 6″ WB3286t incl. DTma1332t | M<br>5 Ho 50½′, 65½′, 66½′, 54¼′, 65½′<br>G.639162 B.575608<br>5 Ha (stl) (31½′×19¾′) (44¾′, 40′, 35′, 35′×26¼′)<br>10W Der 1(30) 10(5) | Oil 2SA 7Cy. 750×1320 mm<br>7000bhp 788t (hvf)<br>S.A. Fiat S.G.M. Tur<br>AuxB 100℔<br>4×220kW 200V d.c. 16k |
| 500753<br>HZXF | **AL AMAN**<br>**Government of Saudi Arabia (Ministry of Communication-Jeddah Port Administration)**<br>Jeddah Saudi Arabia | 142<br>40<br>— | ✠100A1 SS 9/68 ~~SS 3/64~~<br>tug<br>✠LMC<br>MN214 EL (b) | **1957**–10 Hugo Peters—Wewelsfleth<br>98′ 5″ 24′ 3″ 10′ 2¼″<br>88′ 7″ 22′11½″ 11′ 2″<br>RW 4BH<br>rf 39″ | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1068bhp<br>Klöckner-Humboldt-Deutz Kln |
| 650036<br>AQGB<br>317494 | **AL AMANAT**<br>Launched as Shah Amanat<br>**Chittagong Port Trust**<br>Chittagong Pakistan<br>For later particulars see New Entries No. 1 | 1749<br>604<br>— | 100A1<br>hopper dredger<br>Class contemplated | Nippon Kokan—Asano<br>246′ 5″ 45′ 0″ 11′ 11″<br>230′ 0″ 45′ 0″ 18′ 6″ | TM Hopper Dredger Mchy.aft | 2 Oil 4SA each 5Cy. 400×500 mm<br>MAN<br>Mitsubishi Hvy Ind. Ltd. Yka |
| 500754 | **AL BASHAIR**<br>exJeanne Maurice–60<br>**A. S. Bashanfer**<br>Makalla Saudi Arabian | *101*<br>*56*<br>— | | **1940** Espoir Sablais—Sables d'Olonne<br>95′ 0″ 23′ 0″<br>… … … | Wood M | Oil 8Cy. 160×185 mm<br><br>Const. Elec. & Mec. Alsthom Belfort |
| 506828<br>ODKV<br><br>Df Esd<br>Rdr RT | **AL FARES**<br>exCharles–66<br>**Michel A. Araktingi**<br>Beirut Lebanese | 1143<br>836<br>1600 | BV | **1949** S.A.B.A.R.N.—Bruges<br>247′ 0″ 36′ 8″<br>36′ 6″<br>B49′ F33′ 1 dk<br>RW | M Mchy.aft<br>2 Ho 59¼′, 78¾′<br>G.86000 B.81000<br>2 Ha (41¼′, 65′×26¾′)<br>Der 6(5) | Oil 4SA 6Cy. 525×800 mm<br>1300bhp 110t (d.o)<br>Soc. d'Elec. & Méc. Ght<br>4×100, 100, 25, 25kW 220V d.c. 14k |
| 532267<br><br><br>RT | **AL FATEH**<br>exShibam–67<br>exMersa Matruh–56<br>exIsle of Mahe–53<br>exMersamatruh–50<br>exEmpire Seaflower–46<br>**Mohsin Esmail Aldarazy & Bros.**<br>Bahrein Bahrein | 522<br>308<br>385 | BV<br>✱Classed BC until 1/60 | **1945**–11 Goole S.B. & R. Co. Ltd.—Goo<br>148′ 2″ 27′ 1″ 9′ 6½″<br>140′ 4″ 27′ 0″ 18′ 0″<br>1 dk & S dk | M OSD Mchy.aft<br><br>G.30044 B.27603<br><br>2W Der 1(1½) | Oil 2SA 4Cy. 250×420 mm<br>41t<br>British Polar Engines Ltd. Gls<br>8k |
| 672217<br>GXLA | **AL GAFFAY**<br>**Abu Dhabi Marine Areas Ltd.**<br>London British<br>For later particulars see New Entries No. 2 | 362<br>—<br>— | 100A1<br>tug<br>Class contemplated | Charles D. Holmes & Co. Ltd.—<br>Bev<br>133′ 5″ 33′ 2″<br>120′ 0″ 31′ 6″ 14′ 3″ | M Tug | Oil 4SA 9Cy. 12½″×14½″<br><br>Ruston & Hornsby Lcn |
| 514673<br>AQVR<br>191061<br>Df Esd<br>Gc Rdr<br>RT | **AL HASAN**<br>exHelga Schröder–65<br>**Muhammadi S.S. Co. Ltd.**<br>Karachi Pakistan | 6713<br>3699<br>11525<br>**9186**<br>6417<br>13695 | GL | **1958** A.G. "Weser" Werk Seebeck—<br>Bhn<br>504′ 3″ 61′ 2″ 27′ 0″/30′ 2″<br>462′ 11″ 61′ 0″ 40′ 0″<br>F51′ 1 dk & S dk<br>RW | M OSD/CSD<br><br>G.680000 B.605000<br><br>12W Der 1(30) 1(15) 12(3-5) | Oil 2SA 9Cy. 700×1200 mm<br>6000bhp 1075t<br>Masch. Augsburg-Nürnberg Aug<br>15k |
| 528106<br><br>KT1008 | **AL JAHRA**<br>exPoldim–64<br>Launched as Alsagar<br>**A. H. Alsagar & Bros.**<br>Kuwait Kuwait | 332<br>164<br>— | AB | **1959** D. Polycarpos—Beirut<br>24′ 5″ 9′ 11¾″<br>125′ 8″ 24′ 3½″ 10′ 2″<br>1 dk<br>rf 3″ | M Mchy.aft<br>1 Ho<br><br>2 Ha | Oil 4SA 6Cy. 250×350 mm<br>245bhp 56t<br>Motorenw. Mannheim Mhm |
| 680067<br><br>KT1076 | **AL KADISIAH**<br>**Kuwait Shipping Co. (S.A.K.)**<br>Kuwait Kuwait<br>For later particulars see New Entries No. 9 | ~~10800~~ 10355<br>— 5097<br>12760 | | **1967** ………………….Kherson<br>510′ 9″ 67′ 8″ 29′ 9″<br>459′ 4″ 67′ 6″ 40′ 4″<br>2 dks | M Ref Mchy.aft<br>5 Ho<br>G.636725 B.604942 In.5297<br>8 Ha<br>Cr 11(5) Der 1(30) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W<br>Bryansk Eng. Works Bryansk<br>3×300kW 400V a.c. |

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| 500758<br>Df Esd<br>RT | **AL KANAA**<br>exWarra-60 exFleiss-58<br>exMarie Allwardt-55 exFleiss-50<br>**Hussein Mohamed Fayez & Fils**<br>Jeddah Saudi Arabian | 248<br>116<br>330 | | | 1943 Dr. Erich Lübbert & Co.—Swinemünde<br>*134-8'* 23' 2" 9' 7"<br>23' 0" 11' 2"<br>P30' F18' 1 dk | Ferro-Concrete TM | 2 Oil 4SA each 6Cy. 215×300 mm<br>250bhp NE53<br>Motorenw. Mannheim Mhm |
| 540290<br>9KCK<br>KT1015<br>Df Esd<br>Gc Rdr<br>RTh/v | **AL-KUWAIT**<br>Launched as Dagmar Clausen<br>**Kuwait Steamship Co. Ltd.**<br>Kuwait Kuwait | 2946<br>1372<br>3200 | ✠100A1<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN700 | SS 11/65<br>EL u1$\frac{1}{16}$"SQ | 1964-1 Brodogradiliste "Ivan Cetinic"—Korcula<br>360' 2" 47' 9" 19' 8½"<br>46' 11" 30' 2"<br>B16' Ba92' RFD27' 1 dk & S dk, 2nd dk fwd of mchy. space<br>NS Coll BH to S dk 4 to 2nd dk<br>len 65<br>rf 8" DK fwd WB907t incl. DTsa98t DTsf265t | M Cattle Carrier (4P) Ref OSD Mchy.aft<br>4 Ho 33¾', 66', 66½', 66¼'<br>In.12325<br>1 Ha (w) (7½'×10')<br>2 Ha (stl) (each 9¾'×7½')<br>1 Ha (stl) (6¼'×8¼')<br>Der 2(3) 6(1½) | Oil 2SA 5Cy. 500×1100 mm<br>3500bhp B&W<br>Brodogradiliste "Uljanik" Pla<br>2AuxB (1 o.f 1 ex.g) 85lb<br>3×250kW 440V 60c/s a.c. |
| 600759<br>9KCA<br>Df Esd<br>Rdr | **AL MAHROSA**<br>exChrista-62<br>**Abdul-Muhsin and Yousef Ahmad Al-Sager & Co.**<br>Kuwait | 1939<br>1190<br>2430 | | GL | 1952 G. Renck Jr. K.G.—Ham<br>240' 11" 41' 8" 21' 2"<br>41' 6" 23' 7"<br>P56' Q79' B53' F27' 2 dks<br>RW | M Cattle Carrier Mchy.aft<br>2 Ho 69', 74'<br>G.139540 B.134316<br>8W Der 2(2) | Oil 4SA 8Cy. 385×580 mm with hydraulic coupling & gearing<br>1400bhp 167t<br>Masch. Kiel A.G. Kel<br>3×70, 60, 54kW 230V d.c. |
| 516726<br>Df Esd<br>Gc Rdr<br>RT | **AL MAJID**<br>exJacob Kjöde-64<br>**Bader Yousif Al Majid**<br>Gokal Agencies Co.<br>Kuwait Kuwait | 1759<br>924<br>3010 | | | 1948 G. Brown & Co. (Marine) Ltd.—Grk<br>277' 0" 41' 2" 19' 5½"<br>257' 10" 41' 0" 19' 11"<br>P23' B133' F25' 1 dk & S dk<br>RW | S OSD<br>G.154800 B.145170<br>6W Der 1(15) | C 2Cy. 17½" & 34"×28" & LP turb<br>376t<br>Rankin & Blackmore Ltd. Grk |
| 500761<br>HZAX | **AL MEDINA**<br>exCapetan Kostis-56<br>exLeoville-54<br>**Seyed Hassan Abbas Sharbatly & Sons**<br>Jeddah Saudi Arabian | 1048<br>417<br>1235 | | HR | 1922 At. & Ch. de la Seine Mtme.—Le Trait<br>226' 0" 30' 10" 14' 11"<br>30' 8"<br>P126' F57' 1 dk<br>R | S Mchy.aft<br>G.66000 B.60000<br>3W Der 2(5) | T 3Cy. 18" 30" & 50"×33"<br>At. & Ch. de la Seine Le Trait |
| 500762<br>SUCD<br>32<br>Df Esd<br>Gc Rdr<br>RT | **AL MOKATTAM**<br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | 6212<br>3317<br>10050 | ✠100A1<br>✠LMC<br>MN960 | CS 11/66<br>EL c† | 1958-2 Brodogradiliste Uljanik—Pla<br>479' 10" 60' 3" 25' 10"<br>447' 0" 60' 0" 38' 9"<br>F42' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2000t incl. Tunnel tanks 553t | M OSD | Oil 2SA 7Cy. 620×1150 mm<br>4800bhp B&W<br>Brodogradiliste Uljanik Pla<br>2AuxB (1 o.f 1 ex.g) 100lb |
| 500763<br>11048<br>Rdr | **AL MOSUL**<br>**Government of Iraq (Directorate General of Ports and Navigation)**<br>Basra Iraq | 1145<br>392<br>— | ✠100A1<br>✠LMC<br>MN522 | ~~SS 7/62~~<br>SS 10/67<br>EL (n)1¾" | 1958-9 Verschure&Co.Scheeps.—Ams<br>221' 0" 42' 10" 12' 9¼"<br>207' 4" 41' 0" 16' 0"<br>1 dk<br>RW 4BH<br>rf nil WB90t | TD-E Hopper Dredger Mchy.aft | 3 Oil 4SA each 7Cy. 300×450 mm coupled to electric generators driving 2 sc. shafts through electric motors<br>2610shp<br>Masch. Augsburg-Nürnberg Aug |
| 652484<br>9KCF<br>1059<br>Df Esd<br>Gc Rdr<br>RT | **AL MUBARAKIAH**<br>exJolanda-66<br>**Kuwait Shipping Co. (S.A.K.)**<br>Kuwait Kuwait | 9379<br>5676<br>— | 100A1<br>LMC<br>MN1630 | SS 7/66<br>EL e†2¼"SQ | 1965 Warnowwerft—Warnemünde<br>494' 6" 65' 9" 29' 1"<br>459' 4" 65' 7" 37' 11"<br>P87' F97' 2 dks<br>RW 7BH<br>rf nil WB1866t | M | Oil 2SA 9Cy. 700×1200 mm<br>8150bhp MAN<br>Dieselmotorenwerk<br>2AuxB (1 o.f 1 ex.g) 114lb<br>3×264kW 390V 50c/s a.c. |
| 500764<br>AQLZ<br>191937<br>Df Esd<br>Gc Rdr | **AL MURTAZA**<br>exNeptun-60<br>exPresident Kruger-59<br>**Muhammadi S.S. Co. Ltd.**<br>Karachi Pakistan | 8299<br>4587<br>— | ✠100A1<br>✠LMC<br>MN880 | SS 9/65<br>EL c†2¼"SQ | 1955-9 Furness S.B. Co. Ltd.—Haverton Hill<br>467' 3" 59' 3" 27' 9¾"<br>435' 8" 59' 0" 39' 2"<br>P21' F95' 2 dks<br>RW 7BH<br>rf 4" WB3232t incl. Tunnel tanks 1340t | M CSD | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp<br>Hawthorn Leslie & Co. Ltd.<br>2AuxB 150lb |
| 519677<br>Esd RT | **AL NADA**<br>exKristiansand-66<br>**Said T. Khoury**<br>Beirut Lebanese | 183<br>62<br>— | | NV | 1960 P. Hölvolds M/V—Krs<br>104' 7" 23' 1"<br>90' 3" 23' 0" 11' 6" | M Trawler | Oil 2SA 6Cy. 230×400 mm<br>Alpha-Diesel A/S |
| 541459<br>SUJS<br>47<br>Df Esd<br>Gc Rdr<br>RT | **AL NASSERIA**<br>exSunmoira-61<br>exMoira-56<br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | 2343<br>1129<br>3465 | | AB | 1953 W. Gray & Co. Ltd.—Hpl<br>335' 2" 47' 2" 19' 0½"<br>310' 0" 46' 10"<br>P23' F26' 1 dk & S dk<br>RW<br>rf 3" | S OSD<br>4 Ho<br>G.225000 B.212000<br>4 Ha<br>10W Der 1(20) | T 3Cy. 20" 32" & 58"×42"<br>1768ihp<br>Cen. Mar. Eng. Wks |
| 500765<br>Df Esd<br>Rdr | **AL-OMARAH**<br>**Government of Iraq (Directorate General of Ports and Navigation)**<br>Basra Iraq | 448<br>104<br>— | ✠100A1<br>tug<br>✠LMC<br>MN324 | SS 4/66<br>EL (g) | 1961-3 D. W. Kremer Sohn—Elmshorn<br>140' 3" 33' 8" 12' 0"<br>125' 0" 32' 2" 14' 2"<br>F48'<br>4BH<br>rf 35" BK5½" WB78t | M Tug | Oil 4SA 8Cy. 400×600 mm with flexible coupling & reverse gear<br>1620bhp<br>Masch. Augsburg-Nürnberg |
| 641475 | **AL PETRI**<br>**U.S.S.R.**<br>Baku Russian | 3821<br>2002<br>— | | | 1962 G. Dimitrov Shipyard—Varna<br>430' 0" 52' 6"<br>52' 4" | M Tanker Mchy.aft<br>15 Ta | Oil 2SA 6Cy. |

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|---|---|---|---|---|---|---|
| 670732<br>Df Esd<br>Gc Rdr<br>RT | **AL-PETRI**<br>**U.S.S.R.**<br>Russian | **2657**<br>1139<br>— | | **1967** Volkswerft Stralsund—Stralsund<br>269′ 7″ 16′ 5″<br>239′ 6″ 44′ 7″ 31′ 2″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht Mgd |
| 500766<br>Df Esd<br>Rdr | **AL-RAMADI**<br>**Government of Iraq (Directorate General of Ports and Navigation)**<br>Basra Iraq | **448**<br>104<br>— | **✠100A1** SS 5/65<br>tug<br>**✠LMC**<br>MN324 EL (g) | **1961–2** D. W. Kremer Sohn—Elmshorn<br>140′ 3″ 33′ 8″ 12′ 0″<br>125′ 0″ 32′ 2″ 14′ 2″<br>F48′<br>4BH<br>rf 35″ BK5½″ WB78t | M Tug | Oil 4SA 8Cy. 400×600 mm with flexible coupling & reverse gear<br>1620bhp<br>Masch. Augsburg-Nürnberg Ham |
| 641404<br>YIBE<br>Esd Rdr | **AL RASHEED**<br>**Government of Iraq (Directorate General of Ports and Navigation)**<br>Basra Iraq | **956**<br>253<br>— | **✠100A1**<br>Persian Gulf service<br>**✠LMC**<br>MN320 EL l 1¼″SQ | **1964–7** Jos. L. Meyer—Papenburg<br>185′ 9″ 34′ 11″ 12′ 8¾″<br>163′ 11″ 34′ 9½″ 17′ 2″<br>F82′ 1 dk, 2nd dk fwd of mchy. space<br>7BH<br>rf 35′ WB109t incl. DTsf35t | TM Pilot Tender | 2 Oil 4SA each 7Cy. 300×450 mm<br>1600bhp<br>Masch. Augsburg-Nürnberg Aug |
| 500767 | **AL-RATBA**<br>**Government of Iraq (Directorate General of Ports and Navigation)**<br>Basra Iraq | **280**<br>104<br>— | | **1961** F. Schichau G.m.b.H.—Bhn<br>135′ 6″ 24′ 9″<br>121′ 3″ 24′ 7″ 9′ 2″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×360 mm<br>Klöckner-Humboldt-Deutz Kln |
| 650215<br>9KSB<br>KT1036<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AL-SABBIYAH**<br>**Kuwait Oil Tanker Co.**<br>~~Common Bros. Ltd.~~<br>Kuwait Kuwait<br>Common Brothers (Management) Ltd. (Mgrs.) | **35751**<br>21019<br>57160 | **✠100A1**<br>oil tanker 759′ 6″(incl.BB)<br>**✠LMC**<br>MN3600 EL w†3¼″SQ | **1965-2** Sasebo Hvy Ind.—Sbo<br>~~759′ 6″~~ 105′ 11″ 39′ 6¾″<br>721′ 9″ 105′ 7″ 53′ 6″<br>P126′ F85′ 1 dk<br>10BH<br>rf 3″ WB15542t incl. 9945t in clean ballast tanks DTf4164t | S Tanker Mchy.aft<br>Cr 1(10) 2(1) | 2 S Turb dr geared to sc. shaft<br>18000shp (o.f)<br>Ishikawajima-Harima Hvy Ind. Tok<br>2WTB 725lb Spt 850° F. 617lb<br>hs25834 2 sg 145lb<br>2×680kW 445V 60c/s a.c. |
| 510012<br>Df Esd | **AL SALAM**<br>exEl Moaiz–66 exMonsun–56<br>**Arabian Gulf Navigation Co.**<br>Kuwait Kuwait | **1253**<br>836<br>1810 | GL | **1952** W. Holst Schiffs.—Ham<br>*206·4′* 33′ 0″ 17′ 8″<br>32′ 10″<br>Q130′ B42′ F28 2 dks<br>RW | M CSD Mchy.aft<br>G.85637 B.79213<br>6W Der 1(10) | Oil 4SA 8Cy. 385×580 mm<br>1400bhp 154t<br>Masch. Kiel A.G. Kel<br>12k |
| 500768<br>302942 | **AL SALAMA**<br>**Gray, Mackenzie & Co. Ltd.**<br>London British | **145**<br>—<br>— | **✠100A1** SS 8/65<br>tug<br>**✠LMC**<br>MN200 EL (b) | **1957–1** Hugo Peters—Wewelsfleth<br>98′ 0″ 24′ 2″ 10′ 2″<br>88′ 7″ 22′11½″ 11′ 2″<br>4BH<br>RW | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1068bhp<br>Klöckner-Humboldt-Deutz Kln |
| 500769 | **AL SALIMI**<br>exPoupela–54 exGirundia II–51<br>exEileen exDoris<br>**Fadhil Fatthallah**<br>Iraq | **963**<br>199<br>— | | **1910** John Brown & Co. Ltd.—Cly<br>*238·6′* 31′ 0″<br>30′ 10″<br>2 dks conv yacht —<br>R | TS | T 8Cy. (2) 16″ (2) 26″ & (4) 30″×26″<br>(o.f)<br>John Brown & Co. Ltd. Cly |
| 500770<br>SUCD<br>7 | **AL SAYAD**<br>exLicorne exFanfaron<br>**Near East Finance S.A.E.**<br>Suez Egyptian (U.A.R.) | **112**<br>43<br>— | | **1920** ....................LaR<br>*73·8′* 20′ 2″<br>... ... ...<br>R | S Tug | C 2Cy. 16½″ & 28″×16″<br>J. & A. Niclausse Par |
| 660575<br>GSCU<br>308024<br>Esd Pfd<br>Rdr RT | **AL SHAHEEN**<br>**Dilmun Nav. Co. Ltd.**<br>London British | **497**<br>297<br>1000 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN200 EL k 1⅛″SQ | **1966–3** N.V. Nieuwe Noord Ned. Schps. —Gro<br>213′ 2″ 32′ 10″ 11′ 7″<br>193′ 7″ 32′ 2″ 12′ 11″<br>P49′ F41′ 1 dk<br>9BH<br>rf 4″ WB137t incl. DTf35t & TwDf50t | M Tanker Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz Kln<br>3×31, 16, 16kW 380V 50c/s a.c. |
| 651923<br>307909<br>Esd Pfd<br>Rdr RT | **AL SOREYA**<br>**Dilmun Nav. Co. Ltd.**<br>London British | **498**<br>298<br>1000 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN200 EL k1⅛″SQ | **1965–9** N.V. Nieuwe Noord Ned. Schps. —Gro<br>213′ 2″ 32′ 10″ 11′ 5½″<br>193′ 7″ 32′ 2″ 12′ 11″<br>P49′ F41′ 1 dk<br>9BH<br>rf 4″ WB136t incl. DTf35t TwDf50t | M Tanker Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1068bhp<br>Klöckner-Humboldt-Deutz Kln |
| 500772<br>SUDS<br>10<br>Df Esd<br>Gc Rdr | **AL SUDAN**<br>exEmpire Arquebus<br>Launched as Cape St. Vincent<br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | **7372**<br>5029<br>5950 | AB<br>Classed LR until 4/57 | **1944** Consolidated Stl Corp.—Wmg.Cal<br>417′ 0″ 60′ 2″ 26′ 9″<br>395′ 0″ 60′ 0″ 37′ 8″<br>2 dks<br>RW | S CSD<br>G.120000 B.112000<br>10W Der 8(5) | 2 S Turb dr geared to sc. shaft<br>650t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>14½k |
| 641028<br>DMBF | **AL-WALEED**<br>**Government of Iraq (Directorate General of Ports and Navigation)**<br>Basra Iraq | **708**<br>163<br>— | **✠100A1** SS 10/68<br>**✠LMC**<br>MN160 EL k1⅛″SQ | **1964–7** Rolandwerft G.m.b.H.—Bmn<br>198′ 0″ 34′ 10″ 8′ 6½″<br>170′ 0″ 34′ 5½″ 12′ 0″<br>F20′ 1 dk<br>7BH<br>rf 6″ WB152t incl. DTa15t Comb.btm & side tanks f 45t | TM Buoy & Survey Ship | 2 Oil 4SA each 6Cy. 300×450 mm through clutches<br>800bhp<br>Masch. Augsburg-Nürnberg Aug<br>Controllable pitch propellers<br>Thw. thrust propeller fwd |

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| 506621<br><br><br>Df Esd<br>Rdr RTh | **AL YASRAH**<br>exCatharinapolder-67<br>**Yousef Ahmad Al Sager**<br>Kuwait Kuwait | 488 ~~498~~<br>214 ~~218~~<br>755<br>931<br>490<br>1366 | ✠100A1 SS 6/67 ~~SS 6/63~~<br><br>✠LMC<br><br>MN220 EL I | 1959-2 N.V. Schpsw. Janssen—Druten<br>221' 8" 32' 7" 11' 11"/15' 10½"<br>198' 0" 32' 0" 19' 1"<br>Ba42' F27' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 2" WB242t | M OSD/CSD Mchy.aft<br>2 Ho 60½', 56½' 2 TwD 62½', 60½'<br>G.64500 B.59400<br>2 Ha (stl) (each 39½'×21½')<br>4W Der 4(3) | Oil 4SA 8Cy. 390×680 mm<br>1100bhp<br>N.V. Werkspoor<br>3×40, 40, 20kW 110V d.c. | <br>90t (d.o)<br>Ams<br>12½k |
| 513947 | **AL ZAB**<br>exHadhir-66 exEmpire Ruth-48<br>**Government of Iraq**<br>**(Directorate General of**<br>**Ports & Navigation)**<br>Basra Iraq | *258*<br>—<br>— | BS✱ SS 5/67 ~~SS 6/62~~<br>tug<br>MBS E✱ B✠<br>MN160 EL (e) C16 | 1945-2 Scott & Sons—Bwg<br>114' 0" 30' 1" 11' 11½"<br>105' 0" 30' 0" 13' 6"<br>3BH<br>BK7" WB29t | S Tug | T 3Cy. 16½" 27" & 46"×30"<br>1000ihp<br>Plenty & Son Ltd.<br>SB 200lb hs(2720) ND | <br>75t (o.f)<br>Nby<br>12½k |
| 640361<br>SUMT<br><br>Df Esd<br>Gc Rdr<br>RT | **AL ZAKAZIK**<br><br>**The United Arab Maritime**<br>**Co.**<br>Alexandria Egyptian (U.A.R.) | 2034<br>1221<br>— | GL | 1964 Suez Canal Authority—P.Fuad<br>258' 1" 41' 10" 21' 6"<br>23' 7"<br>2 dks<br>RW | M Mchy.aft | Oil 4SA 7Cy. 400×600 mm<br>1400bhp<br>Masch. Augsburg-Nürnberg | <br><br>Aug |
| 541008<br>UJNS<br>M-3177<br>Df Esd<br>Gc Rdr | **ALA-TAU**<br>exSpiga-63 exJames Rolph-47<br>**U.S.S.R.**<br>Odessa Russian | 5293<br>2870<br>— | | 1943 Permanente (Shpyd No. 2)—<br>Richmond<br>441' 6" 57' 0"<br>417' 0" 56' 10" 37' 4"<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50' 45', 70', 20' DT<br>G.562608 B.499573<br>5 Ha (35', 35', 35', 33½', 20'×20')<br>11W Der 1(10) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Irn & Stl Corp. | <br>1819t (o.f)<br>Pld<br>10½k |
| 500773<br>SIDK<br>10282<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **ALABAMA**<br><br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish | T.Mk<br>5979<br>3001<br>8120<br>8501<br>4616<br>9055 | ✠100A1 ~~SS 7/66~~<br>DTs in No. 1 hold—vegetable oil SS 11/67<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1500 EL d†2⅛"SQ<br>~~IN PORT DAMAGED 6/67~~ | 1962-5 A/B Lindholmens Varv.—Got<br>471' 8" 65' 2" ~~26' 1¼"/27' 6"~~<br>431' 4" 65' 0" 39' 0" 26' 0"/27' 6"<br>P26' B110' F45' 2 dks & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 6" WB4097t incl. DTa187t DT in No. 3 hold 1804t DTs in No. 1 hold 713t | M (2P) Ref ~~OSD/CSD~~<br>5 Ho 65½', 63½', 63½', 63½', 60½'<br>G.584877 B.544120 In.79390<br>7 Ha (stl) (31½', 37½', 40', 40'×21½')<br>(27½'×19½') (17½', 17½'×6½')<br>8W Cr 4(5) Der 1(40) 4(10) | Oil 2SA 6Cy. 760×1500 mm<br>7500bhp Götaverken<br>A/B Lindholmens Varv<br>AuxB 85lb e (ex.g) 85lb<br>5×300, 300, 300, 150, 150kW<br>60c/s a.c. | <br>1340t (hvf)<br>Got<br><br>450V<br>17½k |
| 500774<br>OWRU<br><br>Df Esd<br>Gc Rdr<br>RT | **ALABAMA**<br><br>**Det forenede**<br>**Dampskibs-Selskab A/S**<br>Copenhagen Danish | 5506<br>2989<br>9120 | ✠100A1 SS 2/67<br>Str. nav. ice<br>✠LMC<br>MN1150 EL b†2⅛"SQ | 1957-9 Helsingör Skibs. & Msk.—Hsg<br>450' 10" 58' 8" 25' 4½"<br>415' 0" 58' 6" 37' 0"<br>F91' 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 3" WB2443t incl. Tunnel tanks 230t DTsm1415t | M (12P) OSD<br>6 Ho 47', 63½', 36', 72½', 52½', 33½'<br>G.562000 B.500000<br>5 Ha (27', 36½', 39½', 32½', 26½'×21½')<br>16W Der 1(50) 1(30) 2(10) 12(5) | Oil 2SA 7Cy. 620×1150 mm<br>5750bhp B&W<br>Helsingör Skibs. & Msk.<br>AuxB 100lb e (ex.g) 100lb<br>3×280, 172, 172kW 440V 60c/s a.c. | <br>87t<br>Hsg<br><br>15k |
| 542317<br><br><br>Df Esd<br>Gc RT | **ALACRAN**<br><br>**Placido Echevarria**<br>Bermeo Spanish | 295<br>149<br>— | BV | 1964 Maritima del Musel S.A.—Gjn<br>120' 7" 26' 5"<br>105' 0" 26' 1" 13' 0"<br>RW | M Fishing | Oil 4SA 8Cy. 220×280 mm<br>750bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln<br>13k |
| 661526<br>GSVH<br>309733<br>Pfd Rdr<br>RT | **ALACRITY**<br><br>**F. T. Everard & Sons Ltd.**<br>London British | 943<br>426<br>1337 | ✠100A1<br>oil/chemical tanker<br>✠LMC<br>MN140 EL m 1¼"SQ | 1966-9 Goole S.B. & R. Co. Ltd.—Goo<br>216' 6" 35' 3" 14' 3½"<br>200' 3" 35' 0" 16' 2"<br>P55' F27' 1 dk<br>9BH<br>rf 4" WB203t | M Oil/Chemical Tanker Mchy.aft | Oil 2SA 5Cy. 320×426 mm<br>700bhp ✠Emade62fitted66<br>Newbury Diesel Co. Ltd.<br>db 100lb<br>4×100, 100, 30, 20kW 220V d.c. | <br><br>Nby |
| 500777<br>UQRY<br>M-17069<br>Df Esd<br>Gc Rdr | **ALAGIR**<br><br>**U.S.S.R.**<br>Tuapse Russian | 3359<br>1550<br>4440 | | 1961 Rauma-Repola O/Y—Rauma<br>344' 10" 48' 7" 20' 5"<br>318' 0" 48' 6" 23' 0"<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.190083<br>1 Ha (8'×10½')<br>1W Der 1(3) | Oil 2SA 5Cy. 500×1100 mm<br><br>Burmeister & Wain | <br><br>Cpn<br>13½k |
| 523798<br><br>315709<br>Df Esd<br>RTv | **ALAGNA**<br>exMoanui-66<br>**John Burke Ltd.**<br>Brisbane British | 975<br>400<br>895 | ✠100A1 SS 3/66<br>carrying cargo diesel oil in independent tanks in No. 2 hold<br>✠LMC<br>✠Lloyd's RMC<br>MN240 EL m | 1961-11 Pacific Islands S.B. Co. Ltd.—<br>H.Kg<br>216' 0" 37' 2" 12' 0½"<br>195' 0" 36' 0" 15' 6"<br>P51' Q81' F24' 1 dk, 2nd dk in No. 3 hold<br>RW 6BH<br>rf 3" WB179t Incl. DTf72t | M Ref Mchy.aft<br>2 Ho 42', 52'<br>G.53000 B.47000 In.3915<br>2 Ha (34', 38'×16')<br>10W Der 1(10) 1(5) 3(2) 1(1) | Oil 4SA 6Cy. 400×600 mm<br>1200bhp<br>D. & J. Boot "De Industrie"<br>3×60kW 220V d.c. | <br>100½t (d.o)<br><br>13k |
| 500778<br>PUVL<br><br>Df Esd<br>Gc Rdr | **ALAGOAS**<br>exFNP Alagoas-54<br>exAlagoas-53<br>**Petróleo Brasileiro**<br>**S.A.-Petrobrás Frota**<br>**Nacional de Petroleiros**<br>Rio de Janeiro Brazilian | 11354<br>6665<br>16700 | ~~✠100A1~~ ~~SS 1/62~~<br>~~oil tanker~~<br>~~✠LMC~~<br>~~MN1114~~ ~~EL g†2⅛"SQ~~<br>~~LAID UP—SURVEYS OVERDUE 1/66~~<br>✠Class **WITHDRAWN**<br>20/9/68 | 1951-11 Lithgows Ltd.—P.Gl<br>537' 7" 69' 8" 29' 9½"<br>510' 0" 69' 6" 37' 3"<br>P111' B48' F53' 1 dk, 2nd dk clear of cargo tanks<br>RW 14BH<br>rf 6" WB282t | M Tanker Mchy.aft<br>21 Ta<br>L.812855 HeCls. BC<br><br>Der 2(4) 2(2) | Oil 2SA 5Cy. 670×2320 mm<br>5600bhp Doxford 1222t (d.o)<br>Fairfield Co. Ltd.<br>2AuxB 180lb<br>3×35kW 110V d.c. | <br><br><br><br>14k |
| 500780<br>TKFY<br><br>Df Esd | **ALAIN MARIE**<br>exGuyenne-56<br>**Armement Lamoureux &**<br>**Consorts**<br>Fécamp French | 314<br>74<br>— | BV | 1946 J. Lewis & Sons Ltd.—Abn<br>*129-6'* 24' 6"<br>... ... ... | M Trawler<br><br><br>3 Ha (3½'×3½') (3½', 3½'×3½') | Oil 2SA 6Cy. 350×550 mm<br>1000bhp NE56<br>Henschel Maschb. | <br><br>Ham<br>11k |

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| 538461<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALALC**<br>exWahcondah-64<br>**Aceitera y Transportadora Continental de Puerto Mexico S.A.**<br>Mexican | **1575**<br>976<br>2300 | ~~BS* Dr 5/59 with fbd For service between N. American ports, W. Indies, C. America & N.E. coast of S. America but not W. or N. of Cape Spencer or S. of 6° N.~~<br>~~MBS* CT1522 C26~~<br>~~SURVEYS OVERDUE 5/63~~<br>**DISMANTLED** | **1903–4** Russell & Co.—P.Gl<br>239′ 0″ 37′ 1″ 17′ 11½″<br>229′ 6″ 36′ 9″ 24′ 0″<br>2 dks<br>R 2BH to U dk 2 to 2nd dk<br>WB451t | S Mchy.aft<br>G.97790 B.97500 | T 3Cy. 18″ 28″ & 47″×33″<br>(o.f)<br>J. G. Kincaid & Co. Grk<br>2 SB 180℔ hs(2508) ND 9½k |
| 500781<br>ICKB<br>3290<br>Df Esd<br>Rdr<br>RTm | **ALALUNGA**<br>exLiselotte Essberger-62<br>**Arturo Tuena & Altri**<br>Aldo Matteucci<br>Genoa Italian | **1929**<br>971<br>2919 | RI<br>✠Classed LR until 1/63 | **1951–7** H. C. Stülcken Sohn—Ham<br>292′ 7″ 41′ 7″ 16′ 0¼″<br>274′ 0″ 41′ 4″ 18′ 4″<br>P78′ F32′ 1 dk, 2nd dk clear of cargo tanks<br>RW | M Tanker Mchy.aft<br>18 Ta<br>L.134775 HeCls.C<br>Der 1(1) | Oil 2SA 5Cy. 520×700 mm<br>1200bhp 270t (d.o)–4½pd<br>Masch. Augsburg-Nürnberg Aug<br>2×60kW 110V d.c. 10½k |
| 500782<br>PCFY<br>11410<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALAMAK**<br>**van Nievelt, Goudriaan & Co.'s Stoomv. Maats. N.V.**<br>Rotterdam Netherland | **6722**<br>3897<br>9606 | ~~✠Lloyd's RMC~~ BV | **1959** Boele's Schps. & Mach.—Bolnes<br>496′ 2″ 64′ 0″ 26′ 2⅜″<br>455′ 0″ 63′ 0″ 38′ 3″<br>1 dk & S dk<br>RW | M (12P) Ref OSD<br>5 Ho 58½′, 71½′. 59¾′, 74¾′, 71½′<br>G.610503 B.569752 In.10772<br>5 Ha (stl) (31½′, 37½′, 29¾′, 47½′, 42¾′×21½′)<br>10W Cr 6(2) Der 1(40) 1(15) 6(10) 4(5) | Oil 2SA 6Cy. 750×1600 mm<br>7200bhp 1177t (hvf)<br>Gebr. Stork & Co. Hengelo<br>3×230kW 220V d.c. 16k |
| 512607<br>DLCC<br>Df Esd<br>Gc Rdr<br>RT | **ALAMAK**<br>exGanter-67<br>**Argo-Reederei R. Adler & Söhne**<br>Bremen W. German | **1389**<br>596<br>1896<br>**2265**<br>1191<br>2701 | GL | **1960** Adler Werft G.m.b.H.—Bmn<br>*283·4′* 43′ 5″ 16′ 5¾″/19′ 10″<br>43′ 4″ 24′ 4″<br>1 dk & S dk<br>len 67 | M OSD/CSD Mchy.aft<br>G.132620 B.122617<br>2 Ha<br>4W Cr 2 Der 1(20) 5(3–5) | Oil 2SA 5Cy. 520×960 mm<br>1975bhp 164t<br>Borsig A.G. Bln<br>14k |
| 500783<br>WPQZ<br>245810<br>Df Esd<br>Gc Rdr<br>RTh | **ALAMAR**<br>exSamuel F. B. Morse-47<br>**Bethlehem Steel Corp.**<br>Calmar S.S. Corp.<br>Wilmington, Del United States | **7132**<br>4362<br>10592 | AB | **1944** Bethlehem-Fairfield—Bal<br>441′ 8″ 57′ 1″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′<br>G.555718 B.493463<br>5 Ha (33¾′, 42½′, 20′, 35′, 50′×20′)<br>12W Der 2(10) 4(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>Worthington Corp. Harrison<br>4×20kW 120V d.c. 11k |
| 670999<br>OZTV | **ALAMEDA**<br>**A/S Det Østasiatiske Kompagni**<br>Copenhagen Danish<br>For later particulars see New Entries No. 1 | **7569**<br>4149<br>— | **100A1**<br>Class contemplated | A/S Nakskov Skibsv.—Nkv<br>545′ 4″ 73′ 8″ 31′ 7″<br>505′ 0″ 73′ 6″ 43′ 8″ | M | Oil 2SA 10Cy. 740×1600 mm<br>Burmeister & Wain Cpn |
| 660523<br>Df RTm | **ALAMINOS**<br>exFS-227<br>**Texas A. & M. University**<br>College Station United States | **573**<br>270<br>— | AB | **1945** Higgins Industries Inc.—N.Os<br>179′ 10″ 32′ 6″ 9′ 3½″<br>166′ 3″ 32′ 0″ 14′ 3″<br>1 dk<br>rf 6″ | TM Oceanographic Research Ship<br>Cr 1(2) | 2 Oil 2SA each 6Cy. 8¾″×10½″<br>1000bhp 190t (d.o)<br>General Motors Corp.<br>2×100kW d.c.<br>2×100, 60kW 60c/s a.c.<br>Directional propeller fwd 12k |
| 671256<br>EFNE<br>Df Esd<br>Rdr<br>RTh | **ALAMO**<br>**Claudino & Hermino San Roman Otero**<br>Vigo Spanish | **830**<br>422<br>500 | BV | **1967** Maritima del Musel S.A.—Gjn<br>173′ 10″ 14′ 1″<br>150′ 11″ 31′ 2″ 23′ 3″<br>B39′ 2 dks | M Stern Trawler Mchy.aft<br>2 Ho 69′, 25½′<br>2 Ha (stl) (each 6½′×9¾′)<br>Der 2(1½) | Oil 4SA 8Cy. 520×480 mm<br>1400bhp 250t (d.o)<br>Motorenw. Mannheim Mhm<br>3×140kW 220V 50c/s a.c. 13k |
| 500785<br>WD4227<br>261951<br>Rdr<br>RTm | **ALAMO**<br>**Coyle Lines Inc.**<br>Wilmington, Del United States | **352**<br>160<br>— | | **1951** A. V. Walker Shpyd—Pascagoula<br>*106·0′* 80′ 0″<br>… … … | TM Tug | 2 Oil 2SA each 6Cy. 8⅛″×10″<br>1970bhp NE55 (d.o)<br>Fairbanks, Morse & Co. Beloit<br>2×100kW 110/220V 60c/s a.c. |
| 500786<br>KSUO<br>246327<br>Df Esd<br>Gc | **ALAMO VICTORY**<br>**United States Department of Commerce**<br>Los Angeles United States | **7612**<br>4555<br>10712 | AB | **1944** California S.B. Corp.—L.An<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 61′, 75′<br>B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′) | 2 S Turb dr geared to sc. shaft<br>9350shp 2882t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>2×300kW 240V d.c. 17k |
| 500789<br>CSMU<br>LX39N<br>Df Esd<br>Gc Rdr<br>RTm | **ALAN VILLIERS**<br>**Bacalhau de Portugal Ltda.**<br>Lisbon Portuguese | **1182**<br>570<br>2226 | ✠100A1 SS 4/65<br>fishing purposes<br>Str. nav. ice<br>**LMC**<br>MN166 EL (n)m | **1953–6** Est. Nav. de Viana do Castelo—Viana do Castelo<br>220′ 0″ 36′ 5″ 15′ 10½″<br>196′ 10″ 36′ 3″ 18′ 1″<br>P68′ F64′ 1 dk<br>RW 5BH<br>WB66t | M Fishing Mchy.aft<br>1 Ho 85½′<br>2 Ha (stl) (each 7½′×5½′)<br>Der 1(2½) 2(1) | Oil 4SA 6Cy. 370×560 mm<br>830bhp (d.o)<br>S.A. Ansaldo Gen<br>2×55kW 220V d.c. |
| 500791<br>OGEI<br>1066<br>Rdr<br>RTh | **ALANDIA**<br>exAlpha-62 exBastø II-61<br>**Rederi A/B Eckerö**<br>Waldemar Höglund<br>Mariehamn Finnish | **476**<br>157<br>676 | NV | **1939** Moss Værft & Dokk A/S—Moss<br>179′ 10″ 33′ 2″ 11′ 4¾″<br>160′ 1″ 33′ 0″ 14′ 0″<br>P67′ F12′ 1 dk & S dk<br>R | M Ferry (276P) OSD<br>1 Ho 70′<br>G.21000<br>2W Der 2(2) | Oil 2SA 5Cy. 360×600 mm<br>900bhp 45t (d.o)<br>Sulzer Bros. Ltd. Win<br>2×120kW 220V d.c.<br>Propellers 1 fwd 1 aft 9k |

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| 540032<br>OGHY<br>1089<br>Df Esd<br>Pfd Rdr<br>RT | **ÅLANDSFÄRJAN**<br>exBrittany-63<br>**Ålandsfärjan A/B**<br>Mariehamn Finnish | 1482<br>555<br>— | A1 SS 5/65<br>service between Mariehamn & Graddo<br>LMC<br>MN533 EL (q)1½" | 1933 W. Denny & Bros. Ltd.—Dmb<br>260′ 0″ 41′ 6″ 11′ 6″<br>249′ 9″ 39′ 0″ 16′ 0″<br>B49′ 2 dks, 3rd dk clear of mchy. space<br>R 8BH<br>WB113t | TS<br><br>B.28030 | 4 S Turb sr geared to 2 sc. shafts<br>2500shp<br>W. Denny & Bros. Ltd.<br>SB 250lb WTB 250lb 2cf | <br>80t (o.f)<br>Dmb<br>hs(6426)<br>12k |
| 500792<br>KWJZ<br>245387<br>Df Esd<br>Gc | **ALANSON B. HOUGHTON**<br>**United States Department of Commerce**<br>Pensacola United States | 7248<br>4463<br>10750 | AB | 1944 J. A. Jones Const. Co.—Panama City<br>441′ 6″ 57′ 0″ 27′ 8¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | <br>2305t (o.f)<br>Hamilton<br>10k |
| 500794<br>URIL<br>M-17037<br>Df Esd<br>Gc Rdr<br>RT | **ALAPAJEVSK**<br>**U.S.S.R.**<br>Leningrad Russian | 5411<br>2912<br>8864 | | 1960 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>457′ 4″ 57′ 11″ 25′ 9¾″<br>436′ 5″ 57′ 9″ 38′ 0″<br>2 dks & S dk | M OSD<br>5 Ho<br>G.476974<br>5 Ha (32½′, 32½′, 32½′, 32½′, 31½′×24½′)<br>10W Der 10(5) | Oil 2SA 9Cy. 720×1250 mm<br>4500bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan | <br><br>Åbo<br>14½k |
| 500793<br>UYOE<br>M-26517<br>Df Esd<br>Gc | **ALAPAJEVSKLES**<br>**U.S.S.R.**<br>Leningrad Russian | 4653<br>2361<br>5814 | | 1961 Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 8″ 27′ 9″<br>1 dk | M<br>4 Ho<br>G.253974<br>4 Ha (41½′, 41½′, 41½′×29½′) (41½′×23′)<br>9W Der 1(15) 8(5) | Oil 2SA 5Cy. 720×1250 mm<br>4500bhp<br>Sulzer Bros. Ltd. | <br><br>Wi<br>14 |
| 500795<br>GWRQ<br>300453<br>Df Esd<br>Gc Rdr<br>RTv | **ALARIC**<br>**Shaw Savill & Albion Co. Ltd.**<br>Southampton British | 6692<br>3501<br>9265 | ✠100A1 SS 9/66<br>tunnel side tanks—vegetable oil<br>✠LMC<br>MN2000 EL d†2 1/16″SQ | 1958-2 Harland & Wolff Ltd.—Gls<br>473′ 5″ 64′ 4″ 27′ 1½″<br>441′ 0″ 64′ 0″ 39′ 0″<br>F47′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB1654t incl. Tunnel tanks 830t | M OSD<br>5 Ho 60¾′, 70¾′, 66¾′, 72′, 58¾′<br>G.578000 B.520000<br>5 Ha (stl) (26½′, 42′, 28¾′, 28¾′, 28¾′×19½′)<br>16W Der 4(10) 6(5) 6(3) | Oil 2SA 6Cy. 750×1500 mm exhaust 500 mm<br>10000bhp B&W<br>Harland & Wolff Ltd.<br>2AuxB 100lb<br>4×175kW 220V d.c. | <br><br>1600t (hrf)<br>Gls<br><br>17½k |
| 500798<br>ODBW<br><br>Df Esd<br>Gc Rdr | **ALASKA**<br>exModena-56 exHerva-52<br>exAugustine Heard-47<br>**Alpha Cia. Naviera S.A.**<br>Beirut Lebanese | 6989<br>4238<br>10925 | **BROKEN UP** | 1943 South Portland S.B. Corp.—P.Me<br>441′ 6″ 57′ 1″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br><br>G.562608 B.499573<br><br>10W Der 1(50) 1(15) | T 3Cy. 24½″ 37″ & 70″×48″<br><br>Worthington Corp. | <br>1819t (o.f)<br>Bfo<br>10½k |
| 507391<br>5MAG<br>1402<br>Df Esd<br>Gc Rdr<br>RTm/h | **ALASKA**<br>exCity of New Orleans-64<br>**Alaska Trainship Corp.**<br>Monrovia Liberian | 5593<br>3103<br>6176 | AB | 1959 Kure Zosensho—Kur<br>518′ 0″ 70′ 1″ 18′ 4½″<br>487′ 6″ 70′ 0″ 25′ 6″<br>1 dk<br>RW | TS Train Ferry (12P) Mchy.aft<br>Bow door | 2 S Turb dr geared<br>8800shp<br>General Electric Co.<br>2×485kW 440V 60 c/s a.c. | <br>1240t (o.f)<br>Lyn<br>16½k |
| 500799<br>WQGK<br>246004<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALASKA BEAR**<br>exBluefield Victory-51<br>**Pacific Far East Line Inc.**<br>San Francisco United States | ~~7604~~ T.Mk<br>~~4579~~ 4822<br>~~10702~~ 2771<br>—<br>7356<br>4413<br>10702 | AB | 1944 California S.B. Corp.—L.An<br>455′ 3″ 62′ 1″ ~~28′ 6¾″~~ — /28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.523740 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. | <br>2882t (o.f)<br>Pbg<br>17k |
| 541460<br>WN2231<br>291635<br>Esd RT | **ALASKA CONSTRUCTOR**<br>**Foss Launch & Tug Co.**<br>Seattle United States | 233<br>136<br>— | | 1944 Brown S.B. Co.—Houston<br>*113·5′* 34′ 2″ 8′ 4½″<br>120′ 9″ 34′ 0″ 10′ 11″ | TM | 2 Oil 4SA each 8Cy. 6½″×8″<br>1020bhp NE63<br>Caterpillar Tractor Co. | <br><br>Peoria |
| 670695<br><br>506153<br>Esd Pfd<br>Rdr RT | **ALASKA HUSKY**<br>**Foss Launch & Tug Co.**<br>Seattle United States | 447<br>304<br>936 | | 1966 Todd Shpyds Corp.—Houston<br>182′ 2″ 36′ 2″ 13′ 8¼″<br>172′ 11″ 36′ 0″ 16′ 0″<br>F45′ 1 dk | TM Supply Ship Mchy.aft | 2 Oil 4SA each 12Cy. 6½″×8″<br>3060bhp<br>Caterpillar Tractor Co.<br>2×98kW | <br><br>Mossville |
| 500801<br>JRFP<br>68208<br>Df Esd<br>Gc Pfd<br>Rdr | **ALASKA MARU**<br>**Sawayama Kisen K.K.**<br>Kobe Japanese | 8312<br>4693<br>10788 | NK | 1951 Naka Nippon Jukogyo—Kob<br>473′ 4″ 61′ 9″ 28′ 7″<br>439′ 8″ 61′ 8″ 38′ 9″<br>F33′ B90′ P45′ 2 dks, pt 3rd dk<br>RW | M<br>6 Ho<br>G.532359 B.484678<br>6 Ha (19′×20′) (46½′, 27½′, 21¾′, 46½′×23′) (24½′×20′)<br>16W Der 2(25) 6(10) 8(5) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp Sulzer<br>Naka Nippon Jukogyo<br>4×250, 250, 40, 40kW 230V a.c. | <br>240t<br>Ko<br>14 |
| 500802<br>WA4655<br>250139<br>Df Pfd<br>Rdr | **ALASKA MONARCH**<br>exKelly-59 exEl Sol-51<br>**George Coykendall**<br>Seattle United States | 283<br>93<br>— | | 1943 Sagstad Shipyards—Sea<br>*117·7′* 28′ 2″ 13′ 6½″<br>118′ 0″ 28′ 0″ 14′ 7″ | Wood TM Tug | 2 Oil 2SA each 6Cy. 14″×17″<br>1380bhp<br>Fairbanks, Morse & Co. | <br>10<br>Beloi |
| 500803<br>CYGV<br>141710<br>Rdr RT | **ALASKA PRINCE**<br>exBorder Prince-43<br>exChilkoot-34<br>**British Columbia S.S. (1962) Co. Ltd.**<br>Vancouver Canadian | 826<br>431<br>801 | AB<br><br>*Classed BC until 6/50 | 1920-5 Wallace Shipyds Ltd.—N.Vcr<br>179′ 6″ 30′ 2″ 12′ 8½″<br>172′ 10″ 30′ 0″ 14′ 0″<br>P69′ F18′ 1 dk<br>R | M Mchy.aft | Oil 16Cy. 8½″×10″<br>NE58<br>General Motors Corp | <br><br>De |

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| 500804<br>249588<br>Rdr RT | **ALASKA QUEEN**<br>**Kodiak Fisheries Co.**<br>Juneau United States | 490<br>422<br>— | | **1946** Gunderson Bros.—Pld<br>*106·5′* 34′ 0″<br>110′ 0″ 33′ 11″ 11′ 6″ | TM Fishing Mchy.aft | 2 Oil 2SA each 6Cy. 110×125 mm<br>350bhp<br>Gunderson Bros. Pld |
| 500805<br>WT3536<br>288328<br>Esd Rdr<br>RT | **ALASKA ROUGHNECK**<br>**Foss Launch & Tug Co.**<br>Seattle United States | 209<br>142<br>— | | **1944** Brown S.B. Co.—Houston<br>*113·5′* 34′ 2″ 8′ 4½″<br>120′ 9″ 34′ 0″ 10′ 11″<br>shortened 62 | TM Tug | 2 Oil 4SA each 12Cy 6¼″×8″<br>1000bhp NE62<br>Caterpillar Tractor Co. Peoria |
| 500806<br>WOOQ<br>261804<br>Df | **ALASKA SPRUCE**<br>exNathaniel Mathews–51<br>**W. R. Chamberlin & Co.**<br>Portland, Or United States | 2447<br>2035<br>3936 | AB | **1944** Penn-Jersey S.B. Corp.—Camden<br>*256·7′* 42′ 8″ 20′ 8⅝″<br>255′ 0″ 42′ 6″ 25′ 3″<br>P50′ F32′ 1 dk<br>rf 3″ | M Mchy.aft<br>3 Ho<br>B.160000<br>3 Ha | Oil 4SA 8Cy. 395×560 mm<br>1323bhp 484t<br>Cooper-Bessemer Corp. Mt Vernon<br>10k |
| 500807<br>WHDN<br>278320<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALASKA STANDARD**<br>**Standard Oil Co. of California**<br>Chevron Shipping Co.<br>San Francisco United States | 1948<br>1132<br>2698 | AB | **1959** Albina Eng. & Mach. Works—Pld<br>254′ 9″ 42′ 2″ 18′ 6¾″<br>240′ 6″ 42′ 0″ 21′ 0″<br>B&P95′ F33′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>13 Ta<br>L.102782 | Oil 4SA 8Cy. 13″×16½″<br>1700bhp 144t<br>Nordberg Mfg Co. St. Louis<br>11k |
| 640040<br>WM7470<br>282484<br>Esd Gc<br>Rdr<br>RTm | **ALASKA TRADER**<br>exBluejay<br>**Pan-Alaska Fisheries Inc.**<br>Seattle United States | 340<br>231<br>— | | **1944** ....................Barber, N.J<br>*152·4′* 23′ 3″ 11′ 3″<br>23′ 1″ | TM Fishing<br>3 Ho 15′, 18′, 19′<br>1 Ha (9′×8′) | 2 Oil 2SA each 6Cy. 4½″×5″<br>1342bhp (d.o)<br>General Motors Corp.<br>2×60kW 120V d.c.<br>1×60kW 200/400V a.c.<br>Controllable pitch propellers |
| 672693<br>ENHC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALATAU**<br>**U.S.S.R.**<br>Novorossisk Russian | 2657<br>—<br>— | | **1967** Volkswerft Stralsund—Stralsund<br>269′ 7″ 16′ 5″<br>239′ 6″ 44′ 7½″ 31′ 4″<br>2 dks | M Stern Trawling Factory Ship | 2 Oil 4SA each 8Cy. 320×480 mm<br>2320bhp<br>Schwermasch. Karl Liebknecht Mgd |
| 500809<br>UYST<br>M-26513 | **ALATYRLES**<br>**U.S.S.R.**<br>Leningrad Russian | 4652<br>2361<br>5814 | | **1961** Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4″<br>54′ 9″ 27′ 8″<br>1 dk<br>RW | M<br>4 Ho<br>G.253974<br>4 Ha (41¼′, 41¼′, 41¼′×29½′) (41¼′×23′)<br>9W Der 1(15) 8(5) | Oil 2SA 5Cy. 720×1250 mm<br>4500bhp<br>Sulzer Bros. Ltd. Win<br>14k |
| 500810<br>GFQU<br>301359<br>Df Esd<br>Gc Rdr<br>RTm/v | **ALAUNIA**<br>**Cunard S.S. Co. Ltd.**<br>Liverpool British<br>Cunard-Brocklebank Ltd. (Mgrs.) | 6658 ~~7004~~<br>3362 ~~3501~~<br>9180 | ✠100A1 SS 7/68 ~~SS 7/64~~<br>Tunnel side tanks—vegetable oil<br>✠LMC<br>MN2000 EL d†2¼″SQ | **1960–9** Wm. Hamilton & Co. Ltd.—P.Gl<br>490′ 5″ 63′ 3″ 26′ 7½″<br>456′ 2″ 63′ 0″ 39′ 0″<br>P25′ B106′ F42′ 1 dk & S dk, 3rd dk fwd of mchy. space<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 6″ WB1462t incl. Tunnel tanks 753t | S Ref OSD<br>5 Ho 58½′, 74½′, 55′, 71½′, 64½′<br>G.549248 B.490680 In.22024<br>5 Ha (stl) (22½′×18¼′) (44′, 27½′×21¾′) (41¼′, 30¼′×21′)<br>18W Der 1(25) 6(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>10000shp 1550t (o.f)<br>D. Rowan & Co. Ltd. Gls<br>2WTB 690lb Spt 850°F. 625lb db 100lb hs9904 sg 100lb<br>4×300kW 225V d.c. 17½k |
| 500811<br>EAFI<br>Df RT | **ALAVA**<br>**Compania Maritima Zorroza**<br>Bilbao Spanish | 2560<br>1511<br>3450 | ✠100A1 SS 12/65<br>✠LMC<br>EL s | **1944–5** Soc. Espanola de Const. Nav.—Bbo<br>295′ 11″ 41′ 10″ 19′ 0″<br>277′ 6″ 41′ 8″ 22′ 0″<br>P22′ B78′ F31′ 1 dk<br>NS 8BH<br>WB767t | S | T 3Cy. 17½″ 28″ & 46″×33″<br>800ihp ✠NEmade23fitted5/44<br>137t (o.f)<br>Talleres de Zorroza Bbo<br>2 SB 180lb hs(3336) 4cf 9k |
| 661813<br>6ZVH<br>2629<br>Df Esd<br>Gc Rdr<br>RTv | **ALBA**<br>**Everglades Shipping Co. Panama S.A.**<br>Monrovia Liberian | 15697<br>10676<br>26853 | ✠100A1<br>strengthened for ore cargoes Nos. 2 & 5 holds may be empty<br>✠LMC<br>MN2400 EL J†2½″U2 | **1967–1** Nippon Kokan—Shimizu<br>576′ 1″ 75′ 2″ 35′ 10″<br>540′ 3″ 75′ 0″ 48′ 3″<br>P108′ F46′ 1 dk<br>NS 8BH<br>rf 4″ DK fwd WB9691t incl. Comb. btm & side tanks in holds 2854t Topside tanks in holds 5086t | M Bulk Carrier Mchy.aft<br>6 Ho 60¼′, 64½′, 67′, 67′, 67′, 67′<br>G.1261431 B.1036488<br>6 Ha (stl) (33½′×25¾′) (36¼′, 39′, 39′, 39′, 39′×31′)<br>12W Der 12(5) | Oil 2SA 8Cy. 760×1550 mm<br>12000bhp Sulzer 1876t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>AuxB 100lb<br>3×350kW 450V 60c/s a.c. 15½k |
| 500942<br>SVZM<br>Df Esd<br>Gc Rdr<br>RTm/h | **ALBA**<br>exAldabi–67 exWolta exAldabi<br>**Astrodeseo Cia. Nav. S.A.**<br>Piræus Greek | ~~7239~~ 6967<br>~~4198~~ 4150<br>9480 | ~~✠Lloyd's RMC~~ BV | **1942** Nederl. Dok. Maats.—Ams<br>476′ 10″ 60′ 3″ 25′ 9½″<br>60′ 1″<br>F31′ 3 dks<br>RW<br>rf 6″ | M (12P) Ref<br>5 Ho 68¼′, 60¾′, 68′, 62′, 67′<br>G.570718 B.523098 In.52762<br>5 Ha (40½′, 42½′, 27½′, 37½′, 35′×22¼′)<br>16W Cr 2(2) Der 1(40) 1(30) 10(7) 4(3) | Oil 2SA 8Cy. 700×1200 mm<br>4400bhp 648t (hvf)<br>Gebr. Stork & Co. Hengelo<br>3×135kW 220V d.c. 13k |
| 522097<br>IJHX<br>227<br>Df Esd<br>Rdr RT | **ALBA**<br>exMarcella–65<br>Launched as Noord<br>**Compagnia Navigazione Sarda S.p.A.**<br>Antonio Lussu<br>Cagliari Italian | 627<br>295<br>837 | RI<br>✠Classed LR until 9/65 | **1948–2** Werf de Noord—Alb<br>200′ 8″ 29′ 4″ 12′ 8″<br>186′ 10″ 29′ 2″ 13′ 9″<br>P56′ F35′ 1 dk | M Tanker Mchy.aft<br>10 Ta<br>L.32000 HeCls. BC | Oil 4SA 8Cy. 270×500 mm<br>545bhp 41t–2pd<br>N.V. Werkspoor Ams<br>10k |
| 500812<br>EHWL<br>Esd | **ALBA**<br>exArrocante<br>**Saturnino Villar Pazo and others**<br>Vigo Spanish | 151<br>83<br>— | | **1943** José Curbera—Freijo<br>*87·0′* 20′ 8″<br>... ... ... | Wood M Trawler | Oil 2SA 6Cy. 250×330 mm<br>42½t (d.o)<br>Soc. Española de Const. Nav. Bbo<br>10k |

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|---|---|---|---|---|---|---|---|---|
| 500814<br>IPTF<br>431<br>RT | **ALBA SICULA I**<br><br>**Soc. Alba Sicula di Navigazione**<br>Palermo Italian | 490<br>266<br>787 | | RI | 1957 Cant. Nav. M. & B. Benetti—Viareggio<br>192' 5" 28' 4" 12' 9½"<br>168' 9" 28' 2½" 14' 1"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz | Kln<br>10½k |
| 650490<br>IJFO<br>628<br>Df Esd<br>Gc Rdr<br>RTm | **ALBACORA**<br><br>**S.I.P.A.T. Soc. Italiana Pesca Atlantica Tonno**<br>Venice Italian | 897<br>483<br>— | | RI | 1965 Cant. Nav. Off. Mec. di Venezia—Ven<br>219' 2" 34' 10" 14' 9"<br>188' 1" 34' 9½" 17' 3"<br>rf 7" | M Trawler<br>2 Ho each 47½'<br>In.25603<br>2 Ha (stl) (6½'×7½') (6'×6½')<br>4W Der 1(5) 3(2) 1(1) 1(½) | Oil 4SA 8Cy. 320×450 mm<br>1300bhp<br>Masch. Kiel G.m.b.H.<br>4×110, 110, 110, 40kW 220V d.c. | (d.e)<br>Kel |
| 540033<br>CLCH<br>C2049B<br>Df Esd<br>Gc Pfd<br>Rdr | **ALBACORA**<br><br>**Republica de Cuba (Flota Cubana de Pesca)**<br>Empresa Cubana Importadora de Vehiculos y Equipos de Transporters<br>Havana Cuban | 387<br>167<br>— | ✠100A1<br>fishing vessel<br>✠LMC<br><br>MN140 | SS 5/67<br><br><br><br>EL (f)o | 1962–12 Usuki Tekkosho—Saeki<br>155' 6" 26' 2"<br>134' 6" 25' 11" 12' 10"<br>P&B58' F19' 1 dk<br>4BH<br>rf 10" WB39t | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×420 mm<br>700bhp<br>Usuki Tekkosho | Usuki |
| 500816<br>EDDR<br><br>Esd | **ALBACORA**<br><br>**Luis Garcia Perez and others**<br>Vigo Spanish | 168<br>88<br>— | | | 1946 Hijos de J. Barreras S.A.—Vgo<br>*91·9'* 20' 10"<br>... ... ... | Wood S Trawler | T 3Cy. 8" 12" & 20"×16"<br><br>Hijos de J. Barreras S.A. | 50t (o.f)<br>Vgo<br>9¾k |
| 660385<br>IJFQ<br>629<br>Df Esd<br>Gc Rdr<br>RTm | **ALBACORA SECONDA**<br><br>**"S.I.P.A.T." Società Italiana Pesca Atlantica Tonno**<br>Venice Italian | 904<br>463<br>— | | RI | 1965 Cant. Nav. Off. Mec. di Venezia—Ven<br>219' 2" 34' 10" 14' 9"<br>188' 1" 34' 9½" 17' 3"<br>P102' Q70' B37' F33'<br>rf 7" | M Trawler<br>2 Ho each 47½'<br>In.25603<br>2 Ha (stl) (6½'×7½') (6'×6½')<br>4W Der 1(5) 3(2) 1(1) 1(½) | Oil 4SA 8Cy. 320×450 mm<br>1300bhp<br>Masch. Kiel G.m.b.H.<br>4×110, 110, 110, 40kW 220V d.c. | 368t (d.e)<br>Kel<br>15k |
| 541462<br>HOOD<br><br>RT | **ALBACORE**<br>exStanvac Buatan–63<br>exStanvac Lirik–56<br>**Petroleum Shipping Services Co. Inc.**<br>Panama Panamanian | 207<br>4<br>— | | AB | 1956 Osaka Zosensho—Osa<br>86' 10" 25' 8" 10' 5½"<br>81' 7" 25' 7" 12' 3"<br>1 dk<br>RW | TM Tug | 2 Oil 4SA each 6Cy. 175×205 mm<br>820bhp<br>Daimler-Benz A.G. | 47<br>Mhm |
| 500817<br><br>181319<br>Df Esd<br>Pfd | **ALBACORE**<br>exAlbercore–53 exKristin–52<br>**Houmoed Viskbedryf (Edms) BpK**<br>Cape Town S. African | 113<br>56<br>— | Classed LR until 11/49 | | 1943 F. Curtis—Totnes<br>*87·2'* 22' 2"<br>... ... ... | Wood M Fishing | Oil 6Cy. 10½"×14½"<br>Emade55fitted62<br>Ruston & Hornsby | Lcn |
| 510577<br>6ZLB<br>2361<br>Df Esd<br>Gc Rdr | **ALBADORO**<br>exErna Stathatos–65<br>exAmstelland–61<br>exNicolaas Witsen–47<br>exFrank Gilbreth–47<br>**Aconcagua Cia. Panamena de Nav. S.A.**<br>Monrovia Liberian | 7126 ~~7276~~<br>4412 ~~4425~~<br>10765 | 100A1<br><br>LMC | TD 9/67 ~~SS 1/64~~<br><br><br><br>EL a†2 1/16"SQ | 1944 Walsh-Kaiser Co. Inc.—Providence<br>441' 6" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>7BH<br>WB2956t incl. DTa779t DTsf648t | S<br><br>G.563264 B.500229<br><br>12W Der 1(50) 1(30) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>2WTB 250lb Spt 230lb hs(10233) | 1134t (o.f)<br>Hamilton<br>11½k |
| 541461<br>SNUO<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBAKORA**<br><br>**Polish Government**<br>P.P.D. i U.R. "Odra"<br>Swinoujscie Polish | 1374<br>560<br>580 | | PR | 1963 Stocznia im. Komuny Paryskiej—Gdy<br>227' 6" 36' 1"<br>35' 11" 24' 9"<br>3 dks | M Stern Trawler<br>3 Ho<br>In.22955 | Oil 4SA 6Cy. 381×508 mm<br>1600bhp<br>Mirrlees National Ltd.<br>4×240, 160, 120, 120kW 225/250V d.c. | Stckp<br>13k |
| 530954<br>6ZUI<br>2604<br>Df Esd<br>Gc Rdr<br>RTm | **ALBAMAR**<br>exSan Clemente Maru–66<br>**Fitzroy Maritime Panama S.A.**<br>Monrovia Liberian | 13293<br>7532<br>20923 | | AB | 1958 Mitsubishi Nippon Hvy Ind.—Yka<br>576' 9" 72' 6" 30' 11½"<br>547' 11" 72' 3" 40' 5"<br>P129' B45' F47' 1 dk<br>RW<br>rf 2½" | M Tanker (2P) Mchy.aft<br>27 Ta<br>L.981678 HeCls. BC | Oil 2SA 7Cy. 780×1400 mm<br>9500bhp MAN 2150t (hvf)–31<br>Mitsubishi Nippon Hvy Ind.<br>2×224kW 445V 60c/s a.c. | Yk<br>15k |
| 640001<br>SIJC<br>10458<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBANY**<br><br>**Rederiet for m.s. "Albany"**<br>Per Carlsson<br>Gothenburg Swedish | 8248<br>4373<br>8100 | ✠100A1<br><br>✠LMC<br>✠Lloyd's RMC<br>MN2000 | SS 11/68<br><br><br><br>EL d†2 1/16"SQ | 1964–2 Eriksbergs M/V A/B—Got<br>489' 7" 62' 3" 27' 6½"<br>450' 11" 62' 0" 39' 0"<br>P48' F53' 2 dks, 3rd dk except in mchy. space, 4th dk in Nos. 1 & 2 holds<br>Coll BH to U dk 5 to 2nd dk<br>rf 19" WB2092t incl. Tunnel tanks 920t | M Ref<br><br>In.376510<br><br>4W Cr 4(5) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp B&W<br>Eriksbergs M/V A/B<br>AuxB 71lb | 1700<br>Got<br>18k |
| 500821<br>GTTL<br>187531<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALBANY**<br><br>**Royal Mail Lines Ltd.**<br>~~Furness Ship Management Ltd.~~<br>London British<br>Furness, Withy & Co. Ltd. (Mgrs.) | 7299<br>4026<br>10219 | ✠100A1<br><br>✠LMC<br>✠Lloyd's RMC<br>MN1340 | SS 7/65<br><br><br><br>EL b†2 1/16"SQ | 1957–2 Harland & Wolff Ltd.—Gls<br>444' 7" 58' 8" 29' 0"<br>416' 6" 58' 6" 38' 4"<br>F44' 2 dks, 3rd dk clear of mchy. space<br>RW 7BH<br>rf 4" DK fwd WB1740t incl. DTm826t | M Ref CSD<br>5 Ho 63½', 80', 31', 67½', 72½'<br>G.516290 B.459610 In.3520<br>1 Ha (stl) (20½'×18')<br>4 Ha (w) (38½'×20') (13'×18') (30½', 25½'×20')<br>14W Der 1(30) 4(10) 10(5) | Oil 2SA 6Cy. 620×1400 mm<br>470 mm<br>6700bhp B&W<br>Harland & Wolff Ltd.<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×150kW 225V d.c. | exhaust<br>848t (hvf)<br>Gls<br>18k |

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| 500819<br>5MOJ<br>1772<br>Df Esd<br>Rdr | **ALBARAN**<br>exAlbamar–64 exAlba–61<br>exKrioneri–52 exDaybeam–52<br>exSamdonard–47<br>**Extramar Panama S.A.**<br>Monrovia Liberian | 7280<br>4444<br>10865 | BV<br>Classed LR until 1/53<br>**BROKEN UP** | **1944** Bethlehem-Fairfield—Bal<br>441′ 8″ 57′ 1″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW | S<br>G.562992 B.496603<br>5 Ha (20′, 33¾′, 35¾′, 35¾′, 35¾′×20 )<br>Der 1(50) 1(30) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1830t (o.f)<br>General Mchy. Corp. Hamilton<br>10k |
| 522331<br>6ZLA<br>2360<br>Df Esd<br>Rdr | **ALBATROS**<br>exMaria Stathatos–65<br>exJoseph Warren–47<br>**Cabos Hornos Mtma. Panama S.A.**<br>Monrovia Liberian | 7176<br>4380<br>10865 | AB | **1943** South Portland S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562608 B.499573<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 1(50) 1(30) 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1119t (o.f)<br>John Inglis Co. Ltd. Tto<br>3×20kW 120V d.c. 10½k |
| 540034<br>USUO<br>M-27524 | **ALBATROS**<br>**U.S.S.R.**<br>Tallinn Russian | 3308<br>1390<br>2495 | | **1961** Nosenko Shpyd—Nic<br>325′ 11″ 46′ 1″ 18′ 0½″<br>23′ 9″<br>2 dks | D-E Ref<br>In.114078<br>3 Ha (each 11¾′×13¾′)<br>6W Der 6(3) | 4 Oil 2SA each 6Cy. 318×330 mm connected to elec. motor & geared to sc. shaft |
| 671900<br>LZRC<br>26999<br>Df Esd<br>Gc Rdr<br>RT | **ALBATROS**<br>**Okeansky Ribolov**<br>Bourgas Bulgarian | 2435<br>1070<br>860 | | **1964** Volkswerft Stralsund—Stralsund<br>261′ 9″ 43′ 4″ 16′ 8″<br>233′ 0″ 43′ 2″ 22′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1650bhp 510t<br>Schwermasch. Karl Liebknecht Mgd<br>4×270kW 200V d.c. 12½k |
| 500826<br>DAYW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBATROS**<br>**Deutsche Seereederei**<br>Rostock E. German | 980<br>420<br>1572<br>1768<br>978<br>— | DSRK | **1961** Schiffswerft Neptun—Ros<br>271′ 6″ 54′ 6″ 13′ 11″/—<br>54′ 4″ 22′ 0″<br>P70′ F37′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>G.116540 B.108664<br>8W Der 8(3–5) | Oil 4SA 6Cy. 470×660 mm<br>222t<br>Maschinenf. Halberstadt Halberstadt<br>11½k |
| 652582<br>DNKU<br>Df Esd<br>Rdr RT | **ALBATROS**<br>**Bugsier-, Reederei- und Bergungs-A.G.**<br>Hamburg W. German | 871<br>146<br>600 | GL | **1965** F. Schichau G.m.b.H.—Bhn<br>204 5″ 37′ 9″ 12′ 11⅞″<br>184′ 6″ 36′ 5″ 17′ 9″<br>1 dk, 2nd dk fwd & aft | M Salvage Tug<br>Der 1(5) | Oil 4SA 12Cy. 400×500 mm<br>3000bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×100kW 231/400V 50c/s a.c<br>1×32kW 400/450V 60c/s a.c.<br>Thw. thrust propeller aft |
| 500825<br>DLDV<br>Df Esd<br>Rdr RT | **ALBATROS**<br>**Argo-Reederei R. Adler & Söhne**<br>Bremen W. German | 675<br>255<br>—<br>~~1197~~ 1210<br>~~712~~ 624<br>1827 | GL | **1957** Adler Werft G.m.b.H.—Bmn<br>226′ 6″ 33′ 2″ 17′ 9″<br>205 2″ 19 2″<br>P&B41′ Q138′ F33′ 1 dk & S dk | M OSD/CSD<br>G.78456 B.72697<br>2 Ha<br>6W Der 1(10) 6(3–5) | Oil 2SA 9Cy. 350×550 mm<br>1300bhp 95t<br>Henschel Maschb. Ham<br>12k |
| 500827<br>DEQL<br>Df Esd<br>Gc Rdr<br>RTh | **ALBATROS**<br>**Kohlenberg & Putz Seefischerei A.G.**<br>Hanseatische Hochseefischerel A.G.<br>Bremerhaven W. German | 647<br>262<br>500 | GL | **1956** A.G. "Weser" Werk Seebeck—Bhn<br>203′ 4″ 30′ 2″ 14′ 8″<br>30′ 0″ 16′ 5″<br>P11′ F36′ 1 dk<br>RW | S Trawler Mchy.aft<br>4 Ha (each 3½′×3¼′) | T 3Cy. 16½″ $25\frac{9}{16}$″ & $34\frac{7}{16}$″×26″ & exhaust turb<br>1000ihp (o.f)<br>A.G. "Weser" Werk Seebeck Bhn<br>2×40kW 220V d.c. |
| 500828<br>UTCC<br>M-26476<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBATROS**<br>**U.S.S.R.**<br>Archangel Russian | 526<br>—<br>230 | | **1959** Stocznia im. Komuny Paryskiej—Gdy<br>155′ 6″ 33′ 2″ 11′ 9¾″<br>140′ 5″ 31′ 10″ 15′ 5″ | S Tug<br>1W Der 1(1) | C 4Cy. (2) 295 & (2) 690×640 mm<br>800ihp<br>H. Cegielski Poz<br>10½k |
| 500829<br>317979<br>Df Esd<br>RTh | **ALBATROS**<br>exJuantanamere–67<br>**Caribbean Nav. Co. Ltd.**<br>~~M. T. Chastanet~~<br>Nassau British | ~~297~~ 299<br>~~187~~ 148<br>388 | BV | **1952** "De Vooruitgang" D. & J. Boot—Alp<br>143′ 0″ 24′ 5″ 9′ 0″<br>... ... ...<br>P38′ F21′ 1 dk<br>R | M Mchy.aft<br>1 Ho 80¼′<br>G.18900 B.17600<br>1 Ha (60¼′×15′)<br>2W Der 2(2) | Oil 4SA 4Cy. 280×400 mm<br>195bhp 15t (d.o)<br>Motorenf. "De Industrie" Alp<br>2×3kW 48/62V d.c. 8k |
| 500830<br>PCGG<br>Df Esd<br>Pfd | **ALBATROS**<br>**Gebr. Den Dulk's Handel Maats.**<br>Katwijk a/Zee Netherland | 291<br>138<br>— | | **1956** D. & J. Boot Schps. "De Industrie"—Alp<br>140′ 10″ 24′ 0″<br>127′ 0″ 23′ 8″ 12′ 1″<br>P–′ Q–′ B–′<br>RW | M Trawler<br>1W | Oil 4SA 8Cy. 305×460 mm<br>68t<br>D. & J. Boot "De Industrie" Alp<br>10k |
| 500831<br>RT | **ALBATROS**<br>**Cia. Argentina de Lanchas S.A.**<br>Buenos Aires Argentine | 236<br>93<br>— | ✠Classed LR until 5/52 | **1909**–2 Greenock & G'mouth Dkyd Co.—Grk<br>*100·0′* 23′ 1″<br>... ... ...<br>R | S Tug | T 3Cy. 11⅛″ 18⅜″ & 30⅜″×24″<br>(o.f)<br>D. Rowan & Co. Gls |
| 500832<br>RTm | **ALBATROS**<br>**Albion Star (South Georgia) Ltd.** | 210<br>78<br>252 | | **1921** Bokeröens Skibs—Svelvik<br>113′ 0″ 21′ 6″ 12′ 11″<br>21′ 4″ 13′ 9″<br>R | S Sealer<br>1 Ho 13¾′<br>1 Ha (6′×6½′)<br>1W Der 1(2) 2(1) | T 3Cy. 13½″ 22″ & 37″×24″<br>650ihp 31t (o.f)<br>Bergens M/V Bgn<br>1×5kW 110V d.c. 9k |

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| 500833<br>DIZZ | **ALBATROS**<br>**Förde-Reederei G.m.b.H.**<br>Flensburg W. German | 187<br>75<br>— | GL | 1912 Jos. L. Meyer—Papenburg<br>*119·8'* 20' 8"<br>10' 9"<br>R | S | C 2Cy. 13½" & 25½" × 19$\frac{7}{16}$"<br>260ihp<br>Jos. L. Meyer Papenburg |
| 671968<br>Df Esd<br>RT | **ALBATROS**<br>**Pesquera Albatros S.A.I.C.**<br>Mar del Plata Argentine | 154<br>—<br>— | BV | 1967 Ast. Costaguta—Tigre<br>*82·4'* 23' 0"<br>11' 7"<br>1 dk | M Trawler Mchy.aft<br>1 Ha (4'×4') | Oil 4SA 8Cy. 175×220 mm<br>390bhp<br>Ind. Argentina M.A.N. B.As |
| 680033<br>Esd RT | **ALBATROS**<br>**Pesquera Albatros S.A.**<br>Buenos Aires Argentina | 129<br>—<br>— | | 1967 Ast. Costaguta—Tigre<br>90' 7" 23' 6"<br>10' 11"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 175×220 mm sr reverse geared<br>390bhp<br>Ind. Argentina M.A.N. B.As |
| 500835<br>OUOE | **ALBATROS**<br>**E. I. Rasmussen**<br>Hobro Danish | 123<br>72<br>178 | | 1899 Jhs. Müller & Zonen—Capelle<br>103' 0" 20' 1"<br>... ... ...<br>R | Aux G<br>1 Ho<br>2 Ha (9', 6'×5½')<br>Der 1(1) | Oil 2SA<br>NE59<br>A/S Hundested Motfb. Hundested |
| 671455<br>RTv | **ALBATROS**<br>**Service Maritime des Ports de Nantes et Saint Nazaire**<br>Nantes French | 112<br>—<br>— | | 1966 At. & Ch. C. Auroux—Arcachon<br>88' 7" 21' 4" 9' 2½"<br>80' 5" 11' 2"<br>1 dk | M Tug | Oil 4SA 6Cy. 315×480 mm<br>690bhp<br>Etab. Duvant<br>2×40kW 380V 50c/s a.c.<br>Directional propeller |
| 651646<br>GRCU<br>307925<br>Esd Pfd<br>Rdr<br>RTm/v | **ALBATROSS**<br>**General Steam Navigation Co. Ltd.**<br>London British | 654<br>291<br>929 | ✠100A1<br>✠LMC<br>MN294 EL m | 1965–10 J. Lewis & Sons Ltd.—Abn<br>213' 8" 36' 4" 13' 3½"<br>190' 0" 36' 0" 21' 6"<br>RFD33' 1 dk & S dk<br>RW Coll BH to S dk, 3 to 2nd dk<br>rf 3" WB273t | M OSD Mchy.aft<br>2 Ho 57½', 53½'<br>2 Ha (stl) (44', 42'×19') | Oil 2SA 7Cy. 340×570 mm<br>1470bhp<br>British Polar Engines Ltd.<br>2×40kW 220V d.c. |
| 500815<br>ELBM<br>2778<br>Df Esd<br>Gc Rdr<br>RT | **ALBAZERO**<br>exAlbacara-67 exJalta-61<br>**Gosford Marine Panama S.A.**<br>Monrovia Liberian | 8247<br>4684<br>12290 | BV<br>✠Classed LR until 1/64<br>**BROKEN UP** | 1948–9 Harland & Wolff Ltd.—Bel<br>487' 5" 59' 6" 27' 6"<br>461' 0" 59' 0" 34' 10"<br>P92' B40' F49' 1 dk, 2nd dk clear of cargo tanks<br>RW | M Tanker Mchy.aft<br>24 Ta<br>L.601105 HeCls. BC<br>Der 1(7) 4(5) 1(4) | Oil 4SA 6Cy. 740×1500 mm<br>3200bhp B&W<br>Harland & Wolff Ltd. |
| 540035<br>Df Esd<br>RT | **ALBEAL PRIMERO**<br>**Francisco Correa Jaida**<br>~~Rafael Beltran Monsillo~~<br>Las Palmas Spanish | 273<br>135<br>— | BV | 1963 Maritima del Musel S.A.—Gjn<br>126' 4" 23' 10" 11' 4"<br>107' 4" 23' 8" 12' 10"<br>RW | M Trawler | Oil 4SA 6Cy. 320×480 mm<br>900bhp<br>Motorenw. Mannheim |
| 500838<br>IMRP<br>468<br>RTm | **ALBEGNA**<br>exErsilia Bertolli-57 exLucia-47<br>**Cia. di Nav. Mediterranea**<br>Rome Italian | 420<br>223<br>510 | RI | 1947 Cant. Nav. Martinuzzi—Muggia<br>*175·3'* 24' 5" 10' 3"<br>160' 9" 24' 4" 12' 3"<br>P23' F16' 1 dk<br>RW len 66 | M Mchy.aft<br>2 Ho 46', 59'<br>2 Ha (each 25½'×14½') | Oil 4SA 6Cy. 320×420 mm<br>800bhp NE66<br>Ansaldo Stab. Mecc.<br>2×20kW 110V d.c. |
| 500839<br>EBWK | **ALBERDI**<br>**Agustin Moreira Portela and another**<br>Vigo Spanish | 260<br>155<br>— | | 1958 Joaquin Castro—El Pasaje<br>104' 11" 25' 1"<br>... ... ... | M | Oil 6Cy.<br>360bhp |
| 500840<br>CSEO<br>Esd | **ALBERIA**<br>exRio Tejo exAlberia<br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 320<br>121<br>— | ✠ | 1910–3 Cook, Welton & Gemmell—Bev<br>*135·5'* 24' 0"<br>... ... ...<br>R | S Trawler | T 3Cy. 13½" 23" & 37"×26"<br>C. D. Holmes & Co. Ltd. |
| 500841<br>EABE<br>Df Esd<br>Rdr | **ALBERIQUE**<br>exAlcazar-58<br>**Cia. Frutero-Valenciana de Nav. S.A. "Cofruna"**<br>Valencia Spanish | 2603<br>1456<br>2860 | ✠100A1 SS 7/66 with freeboard<br>✠LMC<br>EL s | 1947–8 Soc. Española de Const. Nav.—Bbo<br>293' 10" 43' 5" 18' 10½"<br>272' 4" 42' 8" 25' 0"<br>RFD26' 2 dks<br>R 2BH to U dk 2 to 2nd dk<br>WB181t | S (6P)<br>4 Ho 48', 59', 49½', 38½'<br>G.171988 B.158321<br>4 Ha (25½', 29½', 29½', 25½'×20½')<br>Der 8(3) | C 4Cy. (2) 19$\frac{1}{16}$" & (2) 41$\frac{1}{16}$"×41$\frac{1}{16}$"<br>1800ihp<br>Soc. Española de Const. Nav.<br>2WTB 220lb Spt hs(4348)<br>1×15kW 110V d.c. |
| 500842<br>198075 | **ALBERNI CARRIER**<br>exPowell No. 1-61<br>**Kingcome Navigation Co. Ltd.**<br>Vancouver Canadian | 3739<br>3730<br>— | ✠100A SS 12/66 for service between Queen Charlotte Islands, W. coast Vancouver Is., Powell River & Puget Sound | 1954–10 Burrard D.D. Co. Ltd.—Vcr<br>*342·7'* 63' 1"<br>336' 8" 63' 0" 19' 6"<br>F29' 1 dk<br>6BH<br>WB3012t incl. Tipping tanks port 2045t | Log Tipping Barge | 1×2kW 110V 60c/s a.c. |
| 500843<br>EDAN<br>Df Esd<br>RT | **ALBERO**<br>**José Barreras Puente and others**<br>Vigo Spanish | 278<br>95<br>— | BV | 1960 Maritima del Musel S.A.—Gijón<br>132' 8" 23' 8"<br>114' 8" 23' 5" 13' 2"<br>RW | M Trawler<br>3 Ha (each 3½'×3½') | Oil 4SA 8Cy. 295×420 mm<br>520bhp Krupp<br>La Maquinista Terrestre y Mar. |

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| 500844<br>IJFN<br>26 | **ALBERONI**<br>exStentor<br>**Soc. Esercizio Rimorchi e Salvataggi**<br>O. Turchi<br>Ravenna Italian | **148**<br>38<br>— | | RI | **1921** A. Pannevis—Alp<br>21′ 5″ 9′ 2¾″<br>96′ 0″ 21 4″ 10′ 8″<br>R | S Tug | T 3Cy. 13″ 21″ & 34″×18″<br>450ihp (o.f)<br>Mchfb. Bolnes Bolnes |
| 640552<br>205497<br>Df RT | **ALBERT**<br>exFS–527<br>**William Lines Inc.**<br>Cebu Philippine | **648**<br>389<br>— | | AB | **1944** Calumet Shpyd & D.D. Co.—Cgo<br>*220·2′* 32′ 10″ 11′ 11⅛″<br>205′ 6″ 32′ 0″ 14′ 3½″<br>F26′ 1 dk<br>rf 6″ len 56 | TM (390P) Mchy.aft<br>3 Ho 42′, 26′, 56′<br>3 Ha (20′, 16′, 10′×16′)<br>Der 3(5) | 2 Oil 2SA each 6Cy. 8¾″×10½″<br>1000bhp (d.o)<br>General Motors Corp.<br>3×100, 100, 25kW 230V |
| 500845<br>DEBD<br>Df Esd<br>RT | **ALBERT**<br>**Wwe. W. Knepper**<br>Bremen W. German | **424**<br>279<br>680 | | GL | **1952** Rolandwerft G.m.b.H.—Bmn<br>*158·1′* 24′ 8″ 11′ 2¾″<br>13′ 0″<br>1 dk<br>RW len 56 | M | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz Kln |
| 500846<br>TFDC<br>Df Esd<br>Gc Rdr<br>RTm | **ALBERT**<br>**Government of Iceland (Landhelgisgæzlan)**<br>Reykjavik Icelandic | **201**<br>56<br>— | **✠100A1**<br>Str. nav. Ice<br>**✠LMC**<br>MN133 | SS 8/65<br>EL (c)1″ | **1957–8** Stalsmidjan h/f—Rjk<br>120′ 5″ 23′ 1″<br>110′ 7″ 22′ 11½″ 10′ 6″<br>F28′ 1 dk<br>5BH<br>rf 8″ BK7″ WB13t | M Mchy.aft | Oil 2SA 7Cy. 250×420 mm<br>665bhp (d.o)<br>Nydqvist & Holm A/B Thn<br>2×— d.c. |
| 500847<br>XPPY | **ALBERT**<br>**T. F. Thomsen A/S**<br>Trongisvág Faroese | **149**<br>49<br>— | **SUNK BY ICE 5/68** | | **1889** H. Fellows & Son—Yar<br>*101·4′* 25′ 5″<br>… … … | Wood Aux K Fishing | Oil 2SA 2Cy. 390×450 mm<br>200bhp NE54<br>A/S Hundested Motfb. Hundested |
| 500849<br>WHSX<br>240731<br>Df Esd<br>Gc Rdr<br>RT | **ALBERT E. WATTS**<br>**United States Department of Commerce**<br>New York United States | **10907**<br>6498<br>16928 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>**SURVEYS OVERDUE 9/66** | Dr 4yrs–9/62<br>EL (g†)2 11/16″SQ<br>AB | **1941–6** Federal S.B. & D.D. Co.—Kearny<br>526′ 10″ 72′ 1″ 30′ 7¾″<br>505′ 0″ 72′ 0″ 38′ 0″<br>P110′ B39′ F43′ 1 dk, 2nd dk fwd of cargo tanks<br>RW 15BH<br>rf 4″ WB925t incl. DTf303t | S Tanker Mchy.aft<br>27 Ta<br>L.741981<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>6600shp 1239t (o.f)–40pd<br>General Electric Co. Lyn<br>2WTB 525℔ Spt 473℔ hs(5820) 14½k |
| 500850<br>FPGR | **ALBERT FAROULT**<br>**Pilotes de la Seine**<br>Havre French | **227**<br>76<br>— | | BV | **1938** Ch. & At. de St. Nazaire (Penhoët)—Quevilly<br>*110·9′* 23′ 0″ 11′ 1″<br>… … …<br>R | M Pilot Tender | Oil 2SA 5Cy. 290×500 mm<br>600bhp<br>Cie. de Constr. Méc. Sulzer St. Denis<br>12½k |
| 500851<br>RTh | **ALBERT HUMPHRIES**<br>**Cie. Shell de Recherche et d'Exploitation au Gabon**<br>Port Gentil Gabon | **278**<br>193<br>— | | | **1953** Werf I. S. Figee N.V.—Vla<br>100′ 0″ 30′ 8″ 4′ 6¾″<br>30′ 6″ 8′ 2″<br>2 dks | TM Landing Craft<br>Bow door<br>Der 2(5) | 2 Oil each 6Cy. 115×125 mm<br>540bhp (d.o)<br>General Motors Corp. Det<br>2×45, 35kW 220/380V 50c/s a.c. |
| 500852<br>Df Esd<br>Gc Rdr | **ALBERT J. MYER**<br>**United States Department of Commerce**<br>Wilmington, Del United States | **4012**<br>1741<br>— | | | **1946** Pusey & Jones Corp.—Wmg<br>*334·0′* 47′ 1″ 25′ 0¾″<br>322′ 0″ 47′ 0″ 33′ 10″<br>B120′ F88′ 3 dks<br>RW<br>rf 12″ | TS Cable Ship<br>1 Ho 48′ | Unaflow 10Cy. 23″×26″<br>4340ihp 1153t (o.f)<br>Skinner Eng. Co. Erie |
| 500856<br>OWYO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBERT MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | **13081**<br>7727<br>~~20100~~<br>20910 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN1650 | SS 8/68 ~~SS 8/63~~<br>EL i†2½″SQ | **1958–1** Mitsui Zosen—Tmn<br>559′ 11″ 72′ 1″ 31′ 5¼″<br>538′ 3″ 71′ 10″ 39′ 6″<br>P115′ B32′ F71′ 1 dk<br>12BH<br>rf 2″ WB1297t incl. DTf936t | M Tanker Mchy.aft<br>21 Ta<br>L.949000 | Oil 2SA 7Cy. 740×1600 mm<br>8250bhp B&W<br>Mitsui Zosen Tmn<br>2AuxB 180℔ Spt AuxB (ex.g) 180℔ |
| 650195<br>322320 | **ALBERT RISKE**<br>**B. S. R. Trawler Co. Ltd.**<br>Shelburne Canadian | **200**<br>84<br>— | | | **1964** Wagstaff & Hatfield—Port Greville<br>*93·2′* 25′ 2″<br>… … …<br>1 dk | Wood M Fishing | Oil 12Cy. 6¼″×8″<br>Caterpillar Tractor Co. Peoria |
| 500857<br>KUIU<br>244551<br>Df Esd | **ALBERT S. BURLESON**<br>**United States Department of Commerce**<br>Houston United States | **7244**<br>4396<br>10457 | | AB | **1943** Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.575000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Filer & Stowell Co. Milwaukee<br>3×20kW 120V d.c. 10k |
| 500859<br>PCGM<br>Df Esd<br>Rdr RT | **ALBERT V.**<br>**N.V. Zeelichter "Thames IV"**<br>International Shipbrokers Ltd.<br>Rotterdam Netherland | **465**<br>223<br>535 | | BV | **1955** Schps. Gebr. Niestern & Co.—Dzl<br>160′ 9″ 25′ 8″<br>147′ 8″ 25′ 7″ 9′ 10″<br>P47′ B38′ F29′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 95′<br>G.28270 B.26010<br>2 Ha (32¾′, 40½′×15½′)<br>2W Der 2(2) | Oil 4SA 4Cy. 305×460 mm<br>395bhp 32t<br>Motorenf. "De Industrie" Alp<br>10k |
| 514646<br>DCLS<br>Df RT | **ALBERT ZOHR**<br>exHelena Husmann–66<br>exHenrica B–59 exFivel–51<br>**Adlebert Zohr**<br>Duisburg W. German | **368**<br>193<br>492 | | BV | **1936** Schps. "Gideon" v/h J. Koster Hzn—Gro<br>*147·9′* 23′ 11″ 9′ 5½″<br>23′ 9″ 9′ 9″<br>P73′ F20′ 1 dk<br>R len 61 | M Mchy.aft<br>1 Ho 75¼′<br>G.20050 B.19300<br>2W | Oil 4Cy. 320×480 mm<br>295bhp Emade61fitted66 24t<br>Motorenw. Mannheim Mhm<br>8½k |

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| 661502<br>OZEK<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBERTA**<br><br>**Det forenede**<br>**Dampskibs-Selskab A/S**<br>Copenhagen Danish | 4507<br>2354<br>6660 | ✠100A1<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN2400 EL b†2 1/16"SQ | 1966–10 A/S Bergens M/V—Bgn<br>462' 11" 61' 8" 24' 2½"<br>418' 4" 61' 5½" 36' 1"<br>F35' B86' 1 dk & S dk, 3rd dk in No. 4B hold<br>Coll BH to S dk, 9 to 2nd dk<br>rf 4" WB1034t | M Ref OSD<br><br>In.82000 | Oil 2SA 10Cy. 620×1400 mm<br>12000bhp B&W<br>Helsingör Skibs. & Msk.<br>~~WTAuxB 142lb (o.f)~~<br>~~WTAuxB 170lb (ex.g)~~<br>3×284kW 450/110V 60c/s a.c.<br>2 WTAuxB (1 o.f 1 ex.g) 142lb | <br><br>Hsg |
| 500863<br>5MLA<br>1685<br>Df Esd<br>Gc Rdr<br>RTm | **ALBERTA**<br>exTofevo–62<br>**General Shipping Inc.**<br>Buries Markes Ltd.<br>Monrovia Liberian | 4332<br>2512<br>6973 | <br><br>BV | 1952 At. & Ch. de la Loire—Nts<br>428' 1" 55' 9" 24' 2½"<br>55' 7"<br>2 dks & S dk<br>RW<br>rf 4" | M (5P) Ref OSD<br>5 Ho 54', 71½', 29½', 70¾', 58½'<br><br>5 Ha (24¾', 36½', 26¾', 31½', 31½'×19¾')<br>Der 1(40) 1(20) 4(8) 12(5) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp Sulzer<br>At. & Ch. de la Loire<br>3×160kW 220V d.c. | <br>(d.o)<br>St. Denis<br>17½k |
| 500864<br>PCGP<br><br>Df RT | **ALBERTA**<br>exCapella–55<br>**T. Jonker**<br>N.V. Wijnne & Barends<br>Groningen Netherland | 314<br>185<br>— | ✱100A1 ~~Dr 10/68~~<br>TD 10/68<br>**MBS✱**<br><br>MN39 EL (e) | 1939–2 Schps. Waterhuizen J. Pattje—Waterhuizen<br>154' 0" 23' 2" 8' 7½"<br>143' 8" 22' 11" 9' 6"<br>P35' F19' 1 dk<br>R 3BH len 61<br>WB117t | M Mchy.aft<br>1 Ho<br>G.18000 B.17000<br><br>2W | Oil 2SA 4Cy. 240×300 mm<br>195bhp<br>Appingedammer Brons. | <br>12t<br>Apg<br>8k |
| 640474<br><br>318925<br>Esd Pfd<br>Rdr RT | **ALBERTA R.**<br><br>**Ritcey Brothers (Fisheries) Ltd.**<br>W. R. Ritcey<br>Lunenburg Canadian | 191<br>77<br>— | | 1963 Smith & Rhuland—Lunenburg<br>100' 0" 23' 4"<br>23' 2"<br>1 dk | Wood M Fishing Mchy.aft | Oil 8Cy. 5½"×7½"<br><br>Fairbanks, Morse & Co. | <br><br>Beloit |
| 500866<br>FNOG<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **ALBERTE LE BORGNE**<br><br>**Cie. Charles le Borgne**<br>Rouen French | 4311<br>2157<br>5210 | BV<br><br>✠Classed LR until 2/53 | 1948–11 Canadian Vickers Ltd.—Mtl<br>420' 6" 55' 2" 22' 3"<br>… … …<br>F46' 2 dks & S dk<br>RW<br>rf 6" | M (12P) Ref OSD<br>pt bulk wine carrier<br>6 Ho 50½', 48½', 32½, 50½', 35½', 22½'<br>G.296000 B.273000 In.63000<br>6 Ha (stl) (33¾', 32½', 20', 30', 22½', 7½'×17¾')<br>12W Der 1(30) 1(20) | Oil 2SA 10Cy. 620×1150 mm<br>5500bhp B&W<br>Harland & Wolff Ltd.<br>3×225kW 220V | <br>453t (d.o)<br>Gls<br>16k |
| 500868<br>EAHY<br><br>Gc | **ALBERTO**<br>exWearsider<br>**Española Sociėdad de Carburos**<br>Barcelona Spanish | 593<br>352<br>720 | <br><br>✠Classed LR until 2/24 | 1912–8 J. P. Rennoldson & Sons—Shl<br>*179·1'* 28' 0"<br>27' 10"<br>Q89' B9' F22' 1 dk<br>R | S Mchy.aft | T 3Cy. 15½" 25" & 41"×27"<br>710ihp<br>J. P. Rennoldson & Sons | <br>90t (c)<br>Shl<br>12k |
| 500869<br>IBDJ<br>504<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ALBERTO BENNATI**<br><br>**"COSARMA" Cia. Sicula di Armamento**<br>Palermo Italian | 20747<br>12165<br>31538 | <br><br>AB RI | 1960 Ansaldo S.p.A.—Gen<br>656' 0" 86' 4" 34' 5½"<br>620' 9" 85' 11½" 45' 7"<br>1 dk<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1493221<br><br>Der 4(5) | 2 S Turb dr geared to sc. shaft<br>14500shp<br>Ansaldo Stab. Mecc.<br>3×550, 550, 150kW 230V d.c. | <br>(o.f)<br>Gen<br>16k |
| 500870<br>LPAD<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBERTO DODERO**<br><br>**Empresa Lineas Maritimas Argentinas**<br>Buenos Aires Argentine | 11521<br>6366<br>7731 | ✠100A1 ~~SS 10/66~~<br>with fbd DTm—oil FP above 150° F. or vegetable oil SS 11/67<br>✠LMC<br>✠Lloyd's RMC<br>EL g†2 1/16"SQ | 1951–10 "De Schelde" N.V.—Fls<br>522' 11" 64' 2" 25' 11"<br>481' 1" 64' 0" 38' 1"<br>B&F475' 3 dks<br>RW 8BH<br>WB1582t | TM (740P) Ref<br><br>G.309000 B.279000 In.80000 | 2 Oil 2SA each 10Cy. 600×1040 mm<br>10000bhp<br>"De Schelde" N.V.<br>~~db 72lb~~ ~~db 66lb~~ db 72lb | <br>147t<br>Fls<br>18k |
| 500872<br>CBAH<br>1284<br>Df Rdr<br>RT | **ALBERTO HAVERBECK**<br>exDana–35<br>**Cia. Naviera Haverbeck & Skalweit S.A.**<br>Valparaiso Chilean | 2794<br>1853<br>3625 | <br><br>✠Classed LR until 1/63 | 1931–2 Antwerp Eng. Co. Ltd.—Hbk<br>304' 5" 43' 8" 18' 6"<br>295' 0" 43' 6" 20' 4"<br>P27' B165' F34' 1 dk<br>R | S<br><br>G.181000 B.168000 | T 3Cy. 21½" 35" & 57"×39"<br><br>N.E. Marine Eng. Co. Ltd. | <br>(o.f)<br>Std<br>9k |
| 672005<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBERTO LOLLI GHETTI**<br><br>**Soc. "Carbonavi" S.p.A.**<br>Palermo Italian | 27712<br>16450<br>43000 | <br><br>AB RI | 1967 Cant. Nav. Breda—Ven<br>711' 9" 94' 0" 37' 1"<br>656' 3" 93' 10" 57' 5"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 10Cy. 750×1320 mm<br>15000bhp<br>S.A. Fiat S.G.M. | <br><br>Tu |
| 672409 | **ALBERTO MARSILI**<br><br>**Navegação Mercantil S.A.**<br>Rio de Janeiro Brazilian | 13000<br>—<br>18110 | 100A1<br>Class contemplated | Cia. Com. e Nav. Estaleiro Maua —Rio<br>554' 1" 70' 3" 30' 0"<br>520' 0" 70' 0" 41' 3" | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Mecanica Pesada | <br><br>S. Paul |
| 500875<br>ONAH<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALBERTVILLE**<br><br>**Cie. Maritime Belge (Lloyd Royal) Soc. Anon.**<br>Agence Maritime Internationale S.A.<br>Antwerp Belgian | T.Mk<br>9433<br>5330<br>9002<br>10576<br>5952<br>9284 | ✠100A1 SS 6/67<br>with fbd DTsm & DTsa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>EL †† | 1948–5 John Cockerill S.A.—Hbk<br>504' 2" 64' 10" 27' 1½"/27' 6½"<br>467' 6" 64' 4" 39' 10"<br>F45' 2 dks, 3rd dk fwd of mchy. space<br>RW 8BH<br>rf 4" WB439t incl. Tunnel tanks 50t DTa1120t DTm952t DTf161t | M (207P) Ref<br>6 Ho 55¾', 79', 52½', 46¾' 74½', 44'<br>G.525063 B.480749 In 17678<br>6 Ha (24¼'×16¼') (40¾', 16½', 16½', 30½'×19¾') (19½'×16½')<br>16W Der 1(40) 1(20) 4(10) 12(5) | Oil 2DA 8Cy. 590×1250 mm<br>9250bhp B&W<br>John Cockerill S.A.<br>AuxB 105lb<br>4×250kW 220V d.c.<br>Thw. thrust propeller aft | <br>1227t (hf<br>Serain<br><br><br>16k |

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|---|---|---|---|---|---|---|---|
| 500876<br>5MDH<br>1481<br>Df Esd<br>Gc Rdr | **ALBIA**<br>**Cia. Nav. del Vapor Albia S.A.**<br>Ramon de la Sota, Jr.<br>Monrovia Liberian | 10246<br>6167<br>14260 | ✠100A1<br>✠LMC<br>MN1560 | ~~SS 12/60~~<br>SS 8/68<br>EL e2⅜"SQ | **1959–3** N.V. Kon. Maats. "De Schelde"—Fls<br>516′ 9″ 65′ 10″ 30′ 7½″<br>468′ 1″ 65′ 7½″ 41′ 0″<br>F49′ 2 dks<br>7BH to U dk 1 to 2nd dk<br>rf nil WB4501t incl. Tunnel tanks 402t DTm1764t | M CSD | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>N.V. Kon. Maats. "De Schelde" Fls<br>2AuxB 100℔ |
| 660898<br>DEVK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBIN KÖBIS**<br>**Deutsche Seereederei**<br>Rostock E. German | 5520<br>2706<br>7554<br>**7990**<br>4213<br>10400 | | DSRK | **1965** Warnowwerft—Warnemünde<br>466′ 3″ 63′ 2″ 23′ 8″/28′ 2″<br>36′ 9″<br>1 dk & S dk | M Ref OSD/CSD | Oil 2SA 7Cy. 700×1200 mm<br>5850bhp<br>Dieselmotorenwerk Ros |
| 500877<br>PZAC<br>Df | **ALBINA**<br>exF2<br>**G. R. Chin Ten Fung**<br>L. Hagens<br>Paramaribo Netherland (Surinam) | 168<br>65<br>185 | | AB | **1943** Sturgeon Bay S.B. & D.D. Co.—Sturgeon Bay<br>99′ 3″ 21′ 1″ 10′ 2″<br>90′ 0″ 21′ 0″ 10′ 5″<br>P34′ F14′ | M Mchy.aft<br>1 Ho 47′<br>B.7000<br>1 Ha (20′×10½′)<br>1W Der 1(5) | Oil 4SA 8Cy. 215×265 mm<br>16t<br>National Supply Co. Springfield<br>7k |
| 511041<br>6ZIV<br>2303<br>Df Esd | **ALBINO**<br>exEvie–65 exEvanthia–60<br>exGeorge Bellows–47<br>**Orcados Mtma. Financiera Panama S.A.**<br>Monrovia Liberian | 7260<br>4362<br>10916 | | AB | **1943** Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd | S<br>5 Ha 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| 500878<br>PCGR<br>Df<br>RTm | **ALBION**<br>exWegro–54<br>**P. Hilgenga & B. v.d. Gaast**<br>N.V. Scheepvaartbedr. "Gruno"<br>Harlingen Netherland | 281<br>124<br>330 | **BS✻**<br>**MBS✻**<br>MN40 | SS 4/66<br>CT258 C14 | **1938–11** Gebr. van Diepen—Waterhuizen<br>133′ 0″ 23′ 1″ 8′ 8″<br>124′ 3″ 23′ 0″ 9′ 4″<br>P37′ F19′<br>R 3BH<br>WB97t | M Mchy.aft<br>1 Ho 75′<br>G.17000 B.16000<br>2 Ha (24′, 33′×14′)<br>Der 2(2) | Oil 2SA 3Cy. 220×380 mm<br>195bhp NE11/64 (d.o)<br>Appingedammer Brons. Apg<br>2×24kW 200V d.c. |
| 500879<br>WAKZ<br>247130<br>Df Esd<br>Gc | **ALBION VICTORY**<br>**United States Department of Commerce**<br>Baltimore United States | 7644<br>4607<br>10584 | | AB | **1945** Bethlehem-Fairfield—Bal<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2838t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 15k |
| 500881<br>DDNR<br>Df Esd<br>Gc Rdr | **ALBIREO** T.Mk<br>**Argo-Reederei R. Adler & Söhne**<br>Bremen W. German | **2616**<br>1399<br>4263<br>**3791**<br>2328<br>4856 | | GL | **1957** A.G."Weser" Werk Seebeck—Bhn<br>335′ 0″ 48′ 1″ 20′ 1½″/23′ 2″<br>321′ 6″ 47′ 11″ 28′ 6″<br>P79′ B35′ F43′ 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>G.263257 B.233283<br>3 Ha<br>10W Der 1(30) 1(10) 8(3-5) | 2 Oil 4SA each 8Cy. 400×600 mm geared to sc. shaft<br>3360bhp 398t<br>Masch. Augsburg-Nürnberg Aug<br>13½k |
| 500882<br>MABT<br>181919<br>Df Esd<br>Gc Rdr | **ALBISTAN**<br>**Strick Line Ltd.**<br>F. C. Strick & Co. Ltd.<br>London British | **5516**<br>3262<br>8950 | ✠100A1 with freeboard<br>✠LMC | SS 10/66<br>EL a†2″ | **1948–6** Short Bros. Ltd.—Sld<br>441′ 5″ 57′ 0″ 25′ 1½″<br>422′ 0″ 56′ 8″ 36′ 10″<br>P36′ F35′ 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB2800t incl. DTa1093t | S Ref OSD<br>5 Ho 58′, 83½′, 35½′, 72′, 63′<br>G.533695 B.484573 In.2380<br>5 Ha (31½′, 36¼′, 33½′, 36¼′, 31′×23′)<br>12W Der 1(30) 8(7) 4(5) | T 3Cy. 26″ 41″ & 73″×48″<br>2900ihp 1107t (o.f)<br>George Clark (1938) Ltd. Sld<br>3 SB 220℔ Spt hs(9330) 9cf<br>3×30, 25, 25kW 110V d.c. 11k |
| 542318<br>Df Esd<br>Gc RT | **ALBONIGA**<br>**Juan Zulueta Aretchavala**<br>Bermeo Spanish | 295<br>149<br>— | | BV | **1964** Maritima del Musel S.A.—Gjn<br>120′ 7″ 26′ 5″<br>105′ 0″ 26′ 1″ 13′ 0″<br>RW | M Fishing | Oil 4SA 8Cy. 220×280 mm<br>750bhp 98t<br>Klöckner-Humboldt-Deutz Kln<br>13k |
| 500885<br>5MKG<br>1665<br>Esd Gc<br>Rdr | **ALBORADA**<br>exSanta Rita–62<br>exJohn H. Thomas–47<br>**Plamar S.A.**<br>Monrovia Liberian | 7270<br>4438<br>10874 | | AB | **1944** Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562000 B.499000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. 10½k |
| 500886<br>EAYT<br>Df Esd<br>Gc Rdr<br>RTm | **ALBUERA**<br>**Compañia Española de Petroleos S.A.**<br>Ceuta Spanish | **13056**<br>7471<br>19308 | ✠100A1 oil tanker<br>✠LMC<br>MN1400 | SS 7/65<br>EL h†2⅜″SQ | **1956–10** Soc. Española de Const. Nav.—Cdz<br>565′ 11″ 71′ 3″ 30′ 2¾″<br>530′ 0″ 71′ 1½″ 39′ 1″<br>P104′ B40′ F76′ 1 dk<br>RW 16BH<br>rf 6″ WB983t incl. DTf 467t | M Tanker Mchy.aft<br>27 Ta<br>L.820654 HeCls. BC | Oil 2SA 8Cy. 740×1600 mm<br>7000bhp B&W 1600t (d.o)–25pd<br>Soc. Española de Const. Nav. Bbo<br>2AuxB 180℔ e(ex.g) 200℔<br>3×75, 75, 65kW 110V d.c. 14½k |
| 500887<br>CSHE<br>Esd | **ALBUFEIRA**<br>exLisboa I–34 exAspasia<br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 341<br>132<br>— | ✠Classed LR until 12/28 | | **1916–2** Smith's Dock Co. Ltd.—Mdb<br>*140·6′* 24′ 0″<br>... ... ...<br>R | S Trawler | T 3Cy. 13″ 22″ & 36½″×26″<br>Smith's Dock Co. Ltd. Mdb |
| 660043<br>EETX<br>RT | **ALBUFERETA**<br>**Junta de Obras del Puerto de Alicante**<br>Alicante Spanish | 176<br>26<br>— | | BV | **1965** Empresa Nacional "Elcano"—Sev<br>89′ 2″ 26′ 7″ 9′ 6″<br>82′ 0″ 25′ 3″ 12′ 2″<br>1 dk | M | Oil 2SA 7Cy. 340×570 mm<br>1295bhp Polar<br>Naval-Stork-Werkspoor S.A. Cdz<br>11½k |

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|---|---|---|---|---|---|---|---|
| 500888<br>CXCV<br><br>Df Esd<br>Gc | **ALBUR**<br>exAndrea Parodi–60<br>exBar le Duc–54 exLisleux–52<br>exWilliam Peffer–47<br>**A. M. C. McGinnity**<br>**Brixham British** | 7259<br>4430<br>— | AB<br>**BROKEN UP** | **1944** Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 0″ 56′ 9″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.559005 B.496854<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 1(50) 1(15) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. | <br>1844t (o.f)<br>Sunnyvale<br>11k |
| 671394<br>OGTM | **ALCA**<br><br>**Rederi A/B Asta**<br>Lennart Karlsson<br>Mariehamn Finnish<br><br>For later particulars see New Entries No. 1 | 1600<br>—<br>—<br>—<br>—<br>— | 100A1<br>Class contemplated | A/B Finnboda Varf—Skm<br>307′ 8″ 47′ 8″ 16′ 6¾″/21′ 6″<br>278′ 10″ 47′ 7″ 25′ 11″ | M OSD/CSD Mchy.aft | Oil 4SA 8Cy. 450×550 mm<br><br>Atlas-Mak Masch. | <br><br>Ka |
| 500892<br>DIFQ<br><br>Df Esd<br>Pfd Rdr<br>RTm | **ALCA**<br><br>**Cimbria-Reederei A.G.**<br>Flensburg W. German | 300<br>124<br>357 | <br><br>GL | **1955** H. C. Stülcken Sohn—Ham<br>156′ 6″ 28′ 1″ 10′ 6¾″<br>140′ 0″ 28′ 0″ 11′ 3½″<br>F24′ 1 dk | M Cattle Carrier Mchy.aft<br>1 Ho 103½′<br>G.40560 B.38540<br>2 Ha (each 27′×12½′)<br>Der 1(2) | Oil 2SA 4Cy. 290×490 mm<br>440bhp<br>Alpha Diesel A/S<br>2×45kW 220V d.c.<br>Directional propeller | <br>41t (d.o)<br>Fl<br><br>10k |
| 500893<br>EAHW<br><br>Esd Rdr | **ALCACER**<br>exViliamartin–57<br>**Cia. Frutero-Valenciana de Nav. S.A. "Cofruna"**<br>Valencia Spanish | 2663<br>1513<br>2964 | ✠100A1 SS 11/65<br>with freeboard<br>✠LMC<br><br>MN544 EL s | **1953**–8 Soc. Española de Const. Nav.—<br>Cdz<br>292′ 5″ 43′ 4″ 18′ 11″<br>272′ 4″ 43′ 1″ 25′ 0″<br>F27′ 2 dks<br>R 3BH to W dk 1 to 2nd dk<br>WB549t | S (7P) CSD<br>4 Ho 48′, 59′, 49½′, 38¾′<br>G.175370 B.156520<br>4 Ha (25½′, 29¾′, 29¾′, 25½′×20½′)<br>8W Der 8(3) | C 4Cy. (2) 19$\frac{1}{16}$″ & (2) 41$\frac{1}{16}$″×41$\frac{1}{16}$″<br>2450ihp<br>Union Naval de Levante<br>2WTB 227lb Spt hs3305<br>1×60kW 220V d.c. | <br>347t (o.f)<br>Va<br><br>13k |
| 500894<br>CSER<br><br>Esd | **ALCÀCER**<br>exAlalite–33<br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 337<br>133<br>— | <br><br>✠Classed LR until 2/34 | **1924**–12 Cook, Welton & Gemmell<br>—Bev<br>*140·0′* 24′ 0″<br>… … …<br>R | S Trawler | T 3Cy. 13″ 23″ & 37″×26″<br><br>C. D. Holmes & Co. Ltd. | <br><br>Hu |
| 504204<br>IBAO<br><br>Df Esd<br>Gc Rdr<br>RT | **ALCAID**<br>exBerge Sigval–66<br>**"Albis Ardua" Soc. di Navigazione per Azioni**<br>Palermo Italian | ~~22283~~ 21506<br>~~10412~~ 12933<br>35925 | <br><br>RI | **1957** Eriksbergs M/V A/B—Got<br>681′ 10″ 87′ 3″ 35′ 10½″<br>645′ 0″ 87′ 0″ 47′ 6″<br>P155′ F92′ 1 dk | M Tanker Mchy.aft<br>33 Ta<br>HeCls. BC | Oil 2SA 10Cy. 740×1600 mm<br>12500bhp B&W<br>Eriksbergs M/V A/B | <br><br>Go |
| 500895<br>CUYF<br>LX71A<br>Df Esd<br>Rdr | **ALCAIDE**<br><br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 607<br>275<br>480 | <br><br>✠Classed LR until 4/60 | **1958**–10 Est. Nav. de Vianado Castelo—<br>Vianado Castelo<br>186′ 10″ 30′ 4″ 13′ 10″<br>170′ 6″ 30′ 0″ 14′ 9″<br>F37′<br>RW<br>rf 32″ BK7″ | M Trawler | Oil 4SA 9Cy. 400×600 mm<br><br>Masch. Augsburg-Nürnberg | <br>11<br>Ha<br>13 |
| 500896<br>EAOD<br><br>Esd<br>Rdr | **ALCALA**<br><br>**Cia. Frutero-Valenciana de Nav. S.A. "Cofruna"**<br>Valencia Spanish | 2604<br>1456<br>2860 | ✠100A1 SS 11/63<br>with freeboard<br>✠LMC<br><br>EL s<br><br><br>**SURVEYS OVERDUE 11/67** | **1947**–4 Soc. Española de Const. Nav.—<br>Bbo<br>293′ 8″ 43′ 5″ 18′ 10½″<br>273′ 11″ 43′ 1″ 25′ 0″<br>RFD26′ 2 dks<br>R 2BH to U dk 2 to 2nd dk<br>WB651t | S (3P)<br>4 Ho 48′, 59′, 49½′, 38¾′<br>G.171988 B.158321<br>4 Ha (25½′, 29¾′, 29¾′, 25½′×20½′)<br>Der 8(3) | C 4Cy. (2) 19$\frac{1}{16}$″ & (2) 41$\frac{1}{16}$″×41$\frac{1}{16}$″<br>1800ihp<br>Soc. Española de Const. Nav.<br>2WTB 220lb Spt hs(4348)<br>1×15kW 110V d.c. | <br>320t (o.f)<br>Bb<br><br>14 |
| 500897<br>IJJA<br>873 | **ALCAMO**<br>exNadine–53<br>exJulia–51 exTeddy–39<br>exHanneström III–34<br>exDana–33 exSnöfrid<br>exKlippan<br>**Antonio Colandrea**<br>Naples Italian | 497<br>257<br>690 | <br><br>RI | **1907** Göteborgs M/V A/B—Got<br>170′ 6″ 27′ 6″<br>162′ 7″ 27′ 3″ 13′ 7″<br>1 dk | M Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 320×480 mm<br>600bhp NE66<br>Motorenw. Mannheim | <br><br>Mn |
| 661167<br>EETS<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALCANTARA**<br><br>**Refineria de Petróleos de Escombreras S.A.**<br>Cartagena Spanish | 38663<br>24776<br>65551 | ✠100A1<br>oil tanker 804′ 10″(incl.BB)<br>✠LMC<br><br>MN4140 EL y†3¾″SQ | **1967**–1 Ast. de Cadiz—Cdz<br>~~804′ 10″~~ 116′ 8″, 40′ 0″<br>756′ 1″ 116′ 5½″ 54′ 9″<br>1 dk<br>7BH<br>rf 6″ WB16498t incl. 13710t in clean ballast tanks | M Tanker Mchy.aft<br>10 Ta<br>L.3064379<br>HeCls. BC | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer<br>Astilleros de Cadiz<br>2WTAuxB (o.f) 200lb<br>3×550, 400, 400kW 380V 50c/s a.c. | <br>2690t (hvf)-<br><br>e (ex.g) 202 |
| 500898<br>CSET<br><br>Esd | **ALCÀNTARA**<br><br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 356<br>153<br>— | <br><br>✠Classed LR until 7/31 | **1929**–5 Cochrane & Sons Ltd.—Sel<br>*140·3′* 24′ 0″<br>… … … | S Trawler | T 3Cy. 13½″ 22½″ & 37″×26″<br><br>Amos & Smith Ltd. | <br><br>H |
| 500899<br>IJJN<br>507<br>Rdr RT | **ALCARA**<br><br>**Chimigas Marittima S.p.A.**<br>Palermo Italian | 908<br>491<br>— | <br><br>RI | **1961** I.N M.A.—Spz<br>207′ 9″ 30′ 3″ 12′ 9½″<br>191′ 5″ 30′ 2″ 15′ 1″<br>1 dk | M Liquefied Gas/Chemical Tanker<br>Mchy.aft<br>14 Ta<br>L.45641 | Oil 2SA 5Cy. 280×500 mm<br>865bhp B&W<br>Cant. Nav. Riuniti | <br>58-<br>A |

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| 500901<br>CSES<br>Esd | **ALCATRAZ**<br>exTrawlfisk<br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | **322**<br>126<br>— | ✠Classed LR until 1/24 | **1920**–10 J. Duthie Torry S.B. Co.—Abn<br>*138·3′* 23′ 0″<br>… … … | S Trawler | T 3Cy. 13″ 23″ & 37″×26″<br>W. Beardmore & Co. Ltd. Gls |
| 500902<br>EAAI<br>Df Esd | **ALCAUDON**<br>exBerthe Hélène<br>exKervignac exKoldewey<br>**Francisco & Adelino Martinez Martinez**<br>Bilbao Spanish | **336**<br>173<br>— | | **1917** Jos. L. Meyer—Papenburg<br>*128·6′* 23′ 0″<br>… … …<br>R | S Trawler | T 3Cy. 12⅗″ 21⅕″ & 33⅖″×24⅖″<br>450ihp 120t (o.f)<br>Jos. L. Meyer Papenburg<br>10k |
| 671311<br>FUGY<br>Df Esd<br>Gc Rdr<br>RT | **ALCEE**<br>**Société Navale Caennaise (Anct. G. Lamy & Cie)**<br>Caen French | **498**<br>263<br>1000<br>—<br>—<br>— | BV | **1967** Schps. "De Waal"—Zaltbommel<br>256′ 0″ 40′ 7″ 13′ 3″/16′ 4″<br>229′ 6″ 40′ 6″ 24′ 6″<br>1 dk & S dk | M Ref OSD/CSD Mchy.aft | Oil 4SA 9Cy. 450×660 mm<br>3000bhp MAN<br>Smit Kinderdijk V.O.F. Kinderdijk |
| 500907<br>PCIK<br>Df Esd<br>Rdr<br>RTm/h/v | **ALCETAS**<br>**Nieuwe Kustvaart Maats. N.V.**<br>Koninkl. Nederl. Stoomb. Maats. N.V.<br>Amsterdam Netherland | T.Mk ~~406~~<br>**497** ~~227~~<br>219 ~~900~~<br>— | **✠100A1** ~~SS 5/64~~<br>SS 10/67<br>**✠LMC**<br>MN150 EL I 1⅜″SQ | **1954**–8 E. J. Smit & Zoon's Scheeps.—Westerbroek<br>212′ 9″ 32′ 6″ 12′ 1¾″<br>195′ 10″ 32′ 2″ 19′ 0″<br>Ba37′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil WB143t | M ~~OSD~~ Mchy.aft<br>2 Ho 49′, 74¼′<br>B.61520<br>2 Ha (26½′, 40′×13′)<br>6W Der 2(6) 4(3) | Oil 4SA 6Cy. 390×680 mm<br>750bhp 223t (d.o)<br>N.V. Werkspoor Ams<br>3×25kW 110V d.c. 10¾k |
| 500908<br>5MHU<br>1601<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALCHEMIST**<br>exPinnacles–61<br>**Antilles Steamship Co. Ltd.**<br>Monrovia Liberian | **12963**<br>8688<br>19101 | AB<br>Classed BC until 10/61 | **1961** (Fwd & cargo section) Rheinstahl Nordseewerke—Emd<br>**1944** (Aft) Kaiser Co. Inc.—Pld<br>577′ 1″ 74′ 2″ 29′ 11⅛″<br>551′ 6″ 74′ 0″ 39′ 3″<br>P121′ F103′ 1 dk<br>rf 10″ | T-E Oil/Chemical Tanker Mchy.aft<br>32 Ta<br>L.792660 HeCls. BC | S Turb 7240shp driving 1 gen. 5400kW 2300V a.c. connected to elec. motor<br>7000shp (Sy) 1495t (o.f)–47pd<br>General Electric Co. Lyn<br>2×525kW 440V 60c/s a.c. 14k |
| 672599<br>UROU<br>M-16825 | **ALCHEVSK**<br>**U.S.S.R.**<br>Holmsk Russian | **2550**<br>1384<br>3145 | | **1954** ......................Finland<br>297′ 0″ 42′ 9″ 18′ 4½″<br>27′ 11″ | S<br>2 Ho<br>G.139493<br>4 Ha (each 34½′×19¾′)<br>9W Der 1(15) 8(5) | C 4Cy. (2) 380 & (2) 820×820 mm<br>10k |
| 500909<br>PCIM<br>11603<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALCHIBA**<br>**van Nievelt, Goudriaan & Co.'s Stoomv. Maats. N.V.**<br>Rotterdam Netherland | **6723**<br>3897<br>9583 | ~~✠Lloyd's RMC~~ BV | **1959** N.V. Werft "Gusto"—Sch<br>496′ 2″ 64′ 0″ 26′ 2⅝″<br>455′ 0″ 63′ 0″ 38′ 3″<br>1 dk & S dk<br>RW | M (12P) Ref OSD<br>5 Ho 58½′, 71½′, 59¾′, 74¾′, 71½′<br>G.587427 B.548745 In.10772<br>5 Ha (stl) (31½′, 37½′, 29¾′, 47½′, 42¾′×21¼′)<br>10W Cr 6(2) Der 1(40) 1(15) 6(10) 4(5) | Oil 2SA 6Cy. 750×1600 mm<br>7200bhp 1150t (hvf)<br>Gebr. Stork & Co. Hengelo<br>3×230kW 220V d.c. 16k |
| 662009<br>DGHL<br>10589<br>Df Esd<br>Rdr<br>RTm | **ALCHIMIST IV**<br>**MTS "Alchimist IV"**<br>**Hamburger Lloyd Tietjens & Co., Schiffahrts K.G.**<br>Hamburg W. German | **838**<br>575<br>745 | GL | **1966** Ernst Menzer Schiffsw.—Geesthacht<br>252′ 8″ 31′ 2″ 10′ 6″<br>245′ 1″ 31′ 1″ 13′ 1″<br>B36′ F35′ 1 dk | M Tanker Mchy.aft<br>8 Ta | Oil 2SA 6Cy. 320×450 mm<br>800bhp 200t (d.o)–3½pd<br>Atlas-Mek Masch. Kel<br>10k |
| 500910<br>MNCR<br>169433 | **ALCHYMIST**<br>exEmpire Orkney–50<br>**F. T. Everard & Sons Ltd.**<br>London British | **813**<br>334<br>845 | **✠100A1** TD4 9/66<br>oil tanker<br>**✠LMC**<br>EL k | **1945**–3 A. & J. Inglis Ltd.—Gls<br>202′ 4″ 32′ 0″ 13′ 2″<br>190′ 0″ 30′ 6″ 14′ 0″<br>P66′ F22′ Trunk 102′ 1 dk<br>9BH WB112t incl. DTf44t | S Tanker Mchy.aft<br>L.37408 HeCls. C | T 3Cy. 15″ 25½″ & 41″×30″<br>900ihp 136t (o.f)–11½pd<br>Aitchison, Blair Ltd. Cly<br>SB 190℔ hs(2237) 3cf 9½k |
| 527566<br>Df Esd | **ALCIBIADES**<br>exPetalon–65<br>exAmersham Hill–61<br>exRideau Park–50<br>**Danangel Cia. Nav. S.A.**<br>Piræus Greek | **7070**<br>4371<br>10840 | ~~BS✱~~ ~~SS 2/66~~<br>~~with freeboard~~<br>~~MBS✠~~<br>~~MN450~~ ~~CT6762 C37~~<br>**TO BE BROKEN UP** | **1943**–8 United Shpyds Ltd.—Mtl<br>440′ 2″ 57′ 2″ 27′ 8½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW NS 7BH<br>WB2130t incl. DTs765t | S CSD<br>G.527116 B.474022<br>5 Ha<br>10W Der 1(50) 1(30) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1140t (o.f)<br>Dominion Eng. Works Mtl<br>3 SB 220℔ Spt hs(7140) 10k |
| 500913<br>IJFP<br>53 | **ALCIONE STELLA**<br>exAlcione–53 exArcioni<br>exCamoscio<br>**Adelina Gentilini in Gabutti**<br>Cagliari Italian | **147**<br>88<br>— | | **1927** Bacini e Scali Napoletani—Nap<br>114′ 5″ 18′ 8″<br>107′ 2″ 18′ 6″ 9′ 9″<br>1 dk<br>R | M<br>3 Ho | Oil 2SA 3Cy. 240×330 mm<br>125bhp Emade—fitted53<br>Hanseatische Mot. Ges. Ham |
| 500914<br>CSJN<br>Esd | **ALCÔA**<br>exHammond–35<br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | **351**<br>148<br>— | ✠Classed LR until 9/35 | **1929**–5 Cook, Welton & Gemmell Ltd.—Bev<br>*140·0′* 24′ 1″<br>… … …<br>R | S Fishing | T 3Cy. 13″ 22¾″ & 37″×26″<br>Amos & Smith Ltd. Hul |
| 500915<br>KAQZ<br>250909<br>Df Esd<br>Gc Rdr<br>RT | **ALCOA CAVALIER**<br>**United States Department of Commerce**<br>New York United States | **8481**<br>4588<br>9733 | AB<br>**BROKEN UP** | **1947** Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>B&F321′ 3 dks<br>rf nil | S Ref CSD<br>6 Ho<br>G.419090 B.361470 In.14000<br>5 Ha<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp 1758t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>16½k |

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| 500916<br>KARZ<br>251176<br>Df Esd<br>Gc Rdr<br>RT | **ALCOA CLIPPER**<br>**United States Department of Commerce**<br>New York United States | 8481<br>4588<br>9723 | **BROKEN UP**<br>AB | **1947** Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 2″ 28′ 6⅛″<br>436′ 6″ 62′ 0″ 38′ 0″<br>B&F321′ 3 dks<br>rf nil | S Ref CSD<br>6 Ho<br>G.419090 B.361470 In.14000<br>5 Ha<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp 1758t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>16½k |
| 501420<br>KFRK<br>248327<br>Df Esd<br>Gc Rdr<br>RTm | **ALCOA COMMANDER**<br>exAmerican Archer–63<br>exPioneer Land–56<br>exCourser–49<br>**Alcoa S.S. Co. Inc.**<br>New York United States | 8287<br>4884<br>11161 | AB | **1945** N. Carolina S.B. Co.—Wmn<br>459′ 0″ 63′ 2″ 28′ 6⅛″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>rf 1″ | S (11P)<br>5 Ho 60¾′, 61′, 70′, 70′, 72½′<br>5 Ha (stl) (27′, 32½′, 36′, 30′, 30′×20′)<br>Der 1(50) 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 2155t (o.f)<br>General Electric Co. Lyn<br>3×300kW 240V d.c. |
| 501439<br>KQTD<br>248335<br>Df Esd<br>Gc Rdr<br>RTm | **ALCOA EXPLORER**<br>exAmerican Guide–63<br>exPioneer Dale–56<br>exResolute–49<br>**Alcoa S.S. Co. Inc.**<br>New York United States | 8281<br>4880<br>11161 | AB | **1945** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 28′ 6⅛″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>rf 1″ | S (11P)<br>5 Ho 60¾′, 61′, 70′, 70′, 72½′<br>5 Ha (stl) (27′, 32½′, 36′, 30′, 30′×20′)<br>Der 1(50) 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 2155t (o.f)<br>General Electric Co. Lyn<br>3×300kW 240V d.c |
| 540036<br>KBVY<br>247572<br>Df Esd<br>Gc Rdr<br>RTm | **ALCOA MARINER**<br>exAmerican Ranger–63<br>**Alcoa S.S. Co. Inc.**<br>New York United States | 8228<br>4830<br>10600 | AB | **1945** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 27′ 7⅛″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>rf 1″ | S (8P)<br>5 Ho 60¾′, 61′, 70′, 70′, 72½′<br>B.537000<br>5 Ha (stl) (27′, 32½′, 36′, 30′, 30′×20′)<br>Der 1(50) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 1744t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 16k |
| 542606<br>WFZM<br>245539<br>Df Esd<br>Gc Rdr<br>RTm | **ALCOA MARKETER**<br>exAmerican Marketer–63<br>exSouthland–61<br>exBlack Warrior–47<br>**Alcoa S.S. Co. Inc.**<br>New York United States | 8186<br>4851<br>10600 | AB | **1944** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 27′ 7⅛″<br>435′ 6″ 63′ 0″ 40′ 0″<br>P38′ B49′ F47′ 3 dks<br>rf 1″ | S (8P)<br>5 Ho 60¾′, 61′, 70′, 70′, 72½′<br>G.580573 B.540556<br>5 Ha (stl) (27′, 32½′, 36′, 30′, 30′×20′)<br>18W Der 1(35) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 1744t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |
| 542319<br>KYFG<br>253572<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ALCOA MASTER**<br>exAmerican Retailer–63<br>exSouthport–61 exSuffolk–47<br>**Alcoa S.S. Co. Inc.**<br>New York United States | 8133<br>4813<br>10600 | AB | **1944** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 27′ 7⅛″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>rf 1″ | S (12P)<br>5 Ho 60¾′, 61′, 70′, 70′, 72½′<br>G.580573 B.540556<br>5 Ha (27′, 32½′, 36′ 30′, 30′×20′)<br>18W Der 1(35) 2(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 1744t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |
| 500917<br>KKVW<br>242914<br>Df Esd<br>Gc Rdr | **ALCOA PARTNER**<br>exAuriga–46<br>exAlcoa Partner–43<br>**United States Department of Commerce**<br>New York United States | 6749<br>4026<br>9510 | AB | **1943** Consolidated Stl Corp.—Wmg, Cal<br>417′ 9″ 60′ 2″ 28′ 5″<br>395′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>RW<br>rf 4″ | S CSD<br>5 Ho<br>G.510264 B.451620<br>5 Ha<br>14W Der 1(30) 1(15) | 2 S Turb dr geared to sc. shaft<br>4400shp 1221t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>14½k |
| 500921<br>WGXE<br>240410<br>Df Esd<br>Gc Rdr | **ALCOA PIONEER**<br>**United States Department of Commerce**<br>New York United States | 6759<br>4015<br>9547 | AB | **1941** Bethlehem Stl Co.—S.Fo<br>417′ 10″ 60′ 2″ 28′ 5″<br>395′ 0″ 60′ 0″ 37′ 8″<br>2 dks, 3rd dk fwd & aft<br>RW<br>rf 4″ | S CSD<br>5 Ho<br>G.500020 B.448860<br>5 Ha<br>16W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>4400shp 1263t (o.f)<br>Bethlehem Stl Co. Qcy<br>14½k |
| 500927<br>KKSH<br>252567<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ALCOA ROAMER**<br>exTorrance–47<br>**Alcoa S.S. Co. Inc.**<br>New York United States<br>Now **ELDORADO**<br>See New Entries No. 1 | 8172<br>4823<br>10991 | AB | **1944** N. Caroline S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 28′ 7″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 2 dks, 3rd dk fwd<br>rf 1″ | S (10P) Ref CSD<br>5 Ho 60¾′ 61′, 70′, 70′, 72½′<br>G.585306 B.546806 In.12000<br>5 Ha (27′, 32½′, 36′, 30′, 30′×20′)<br>16W Der 1(35) 2(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 1700t (o.f)<br>General Electric Co. Lyn<br>3×300kW 240V d.c. 16k |
| 501419<br>KRHE<br>248144<br>Df Esd<br>Gc Rdr<br>RTm | **ALCOA TRADER**<br>exAmerican Angler–63<br>exPioneer Mail–56<br>exStag Hound–48<br>**Alcoa S.S. Co. Inc.**<br>New York United States | 8281<br>4872<br>10600 | AB | **1945** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 27′ 7⅛″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>rf 1″ | S (11P)<br>5 Ho 60¾′, 61′, 70′, 70′, 72½′<br>B.528000<br>5 Ha (stl) (27′, 32½′, 36′, 30′, 30′×20′)<br>Der 1(50) 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 2155t (o.f)<br>General Electric Co. Lyn<br>3×300kW 240V d.c. 16 |
| 542607<br>KYDC<br>253289<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ALCOA VOYAGER**<br>exAmerican Supplier–63<br>exSouthstar–61<br>exAlamance–47<br>**Alcoa S.S. Co. Inc.**<br>New York United States | 8173<br>4918<br>11161 | AB | **1944** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 27′ 6⅛″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>rf 1″ | S (12P)<br>5 Ho 60¾′, 61′, 70′, 70′, 72½′<br>G.580573 B.540556<br>5 Ha (27′, 32½′, 36′, 30′, 30′×20′)<br>18W Der 1(35) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 1744t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15 |
| 500929<br>CSEQ<br>H357<br>Df Esd<br>Gc Rdr | **ALCOBAÇA**<br>**Soc. Geral de Comercio, Industria e Transportes**<br>Lisbon Portuguese | 5289<br>3136<br>9437 | ✠100A1 ~~SS 11/63~~<br>with freeboard TD 7/68<br>✠LMC<br>EL b†2$\frac{1}{16}$″SQ | **1948**–5 Bartram & Sons Ltd.—Sld<br>450′ 1″ 58′ 11″ 26′ 0½″<br>425′ 9″ 58′ 8″ 37′ 8″<br>F40′ 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf nil WB2911t incl. DTm 1359t | M (12P) OSD<br>5 Ho 63′, 100½′, 31½′, 62′, 72′<br>G.537000 B.501000<br>5 Ha (29½′×20′)<br>(31′, 41½′, 31′, 31′×22′)<br>Der 1(40) 1(30) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4250bhp 1069t<br>N.E. Marine Eng. Co. Ltd.<br>2AuxB 120lb<br>2×25kW 110V d.c. 13 |

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| 672631<br><br><br>Df Esd | **ALCOCERO**<br><br>**Jose Puerta Oviedo**<br>Vigo Spanish | ~~187~~ 250<br>— 142<br>— | | | **1967** Const. Nav. Santodomingo—Vgo<br>120′ 8″<br>103′ 10″ 23′ 3½″ 12′ 10″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln |
| 540047<br>OXCN | **ALCONIA**<br>exAlnor-66 exRendbjerg-63<br>exMadie-48<br>**Alconia S.A.**<br>Panama Panamanian | 293<br>129<br>360 | ✠ | <br><br>~~NV~~ | **1908**-7 Scott & Sons—Bwg<br>131′ 3″ 22′ 7″ 10′ 9″<br>22′ 5″<br>1 dk<br>rf 6″ | M Mchy.aft<br>1 Ho<br>G.19000<br>2 Ha (36½′×12′) (12½′×13¼′)<br>2W Der 2(2) | Oil 4SA 3Cy. 290×410 mm<br>195bhp NE49<br>A/S Vølund | <br><br>Cpn<br>8k |
| 500930<br>PCIR<br>10461<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALCOR**<br><br>**van Nievelt, Goudriaan &**<br>**Co.'s Stoomv. Maats. N.V.**<br>Rotterdam Netherland | 6735<br>3799<br>9278 | <br><br>~~✠Lloyd's RMC~~ | <br><br>BV | **1957** Werf. de Noord—Alb<br>496′ 0″ 63′ 11″ 26′ 2⅜″<br>455′ 0″ 63′ 3″ 38′ 3″<br>P57′ F101′ 2 dks & S dk<br>RW | M (12P) Ref OSD<br>5 Ho 58½′, 79′, 67½′, 65′, 74½′<br>G.578136 B.516218 In.11700<br>5 Ha (stl) (29¼′, 45′, 35′, 35′, 35′×21¼′)<br>19W Cr 1(1½) Der 1(40) 1(25) 18(7) | Oil 2SA 6Cy. 750×1600 mm<br>7200bhp<br>Gebr. Stork N.V.<br>3×230kW 220V d.c. | <br>1400t (hvf)<br>Hengelo<br>16k |
| 500931<br>DLDP<br>267<br>Df Esd<br>Gc Rdr | **ALCOR**<br><br>**Argo-Reederei R. Adler &**<br>**Söhne**<br>Bremen W. German | 1794<br>898<br>3315 | | <br><br>GL | **1957** Fr. Lürssen—Bmn<br>311′ 8″ 44′ 8″ 18′ 6″<br>282′ 2″ 44′ 7″ 26′ 11″<br>P54′ B21′ F29′ 1 dk & S dk<br>RW | M OSD Mchy.aft<br><br>G.206072 B.182572<br>3 Ha<br>10W Der 1(20) 2(5–10) 1(5) 5(3–5) 2(3) | Oil 4SA 10Cy. 400×600 mm<br>2100bhp<br>Masch. Augsburg-Nürnberg | <br>256t<br>Aug<br>12½k |
| 500932<br>PCIS<br><br>Df | **ALCOR-W**<br>exSuze-61 exRomeja-53<br>**Gebr. Wolterman**<br>**"Carebeka" N.V.**<br>Sappemeer Netherland | 188<br>97<br>230 | | <br><br>BV | **1928** J. Smit & Zoon—Foxhol<br>109′ 8″ 21′ 8″ 7′ 6½″<br>21′ 6″<br>Q29′<br>R | M<br>1 Ho (66½′)<br>G.11800 B.11000<br>2 Ha (29½′, 12½′×14½′)<br>1W Der 1(1½) 1(¾) | Oil 2SA 3Cy. 280×350 mm<br>105bhp<br>Appingedammer Brons. | <br>6t<br>Apg<br>7½k |
| 500933<br>EARX<br><br>RT | **ALCORA**<br>exAna Maria exNemrod<br>**Jacinto Lorenzo Rodriguez**<br>Teneriffe Spanish | 273<br>163<br>— | | | **1898** Hall-Brown, Buttery & Co.—Gls<br>*125·0′* 21′ 4″<br>… … …<br>R | M | Oil 6Cy. 270×360 mm<br>375bhp NE— | <br>21t (d.o)<br>9k |
| 500934<br>CSGY<br>G484<br>Df Esd<br>Gc Rdr | **ALCOUTIM**<br>exFort Fidler-46<br>**Soc. Geral de Comercio,**<br>**Industria e Transportes**<br>Lisbon Portuguese | 7057<br>4258<br>10150 | <br><br>✠Classed LR until 4/60 | | **1943**-5 North Van. Ship Rprs Ltd.—<br>N.Vcr<br>441′ 6″ 57′ 0″ 26′ 11½″<br>416′ 0″ 56′ 10″ 37′ 4″<br>2 dks<br>RW<br>rf 6″ | S (12P)<br>5 Ho 59½′, 70′, 32′, 44′, 68′,<br>G.481000 B.430000<br>5 Ha (33¾′, 35′ 35′, 35′ 35′×20′)<br>Der 10(5) 2(2½) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>John Inglis Co. Ltd.<br>2×17½, 15kW 110V d.c. | <br>(o.f)<br>Tto<br>9½k |
| 530246<br>SZRG<br>2569<br>Df Esd<br>Gc Rdr | **ALCYON**<br>exRutenfjell-65<br>**Seaways Co. Inc.**<br>Piraeus Greek | 1886<br>1001<br>3240 | | <br><br>NV | **1953** J. Crown & Sons Ltd.—Sld<br>297′ 2″ 42′ 7″ 18′ 2¾″<br>42′ 6″<br>P26′ F60′ 1 dk & S dk<br>len 60 | M OSD<br><br>G.165530 B.154070<br><br>8W Der 1(15) | 2 Oil 2SA each 5Cy. 360×600 mm sr<br>geared to sc. shaft<br>Sulzer<br>Geo. Clark (1938) Ltd. | <br><br>386t<br>Sld<br>12k |
| 500936<br>PUHD<br><br>Df | **ALCYON**<br>exAlly Thordén-50<br>**Empresa de Navegação**<br>**Alianca S.A.**<br>Rio de Janeiro Brazilian | *839*<br>*398*<br>1132 | <br><br>✠Classed LR until 3/52 | BV | **1948**-3 Uddevallavarvet A/B—Udv<br>192′ 0″ 31′ 6″<br>31′ 4″<br>P44′ Q56′ F26′ 1 dk | M Mchy.aft<br><br>G.54000 B.49000<br>2 Ha (31¾′, 37½′×18′)<br>Der 4(10) 3(3) | Oil 2SA 4Cy. 340×570 mm<br>600bhp<br>Atlas-Diesel | <br>280t<br>Skm<br>9k |
| 500937<br>CSOU<br>LX51A<br>Esd | **ALCYON**<br><br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 384<br>167<br>— | <br><br>✠Classed LR until 3/53 | | **1951**-10 Est. Nav. de Viana do Castelo—<br>Viana do Castelo<br>149′ 2″ 26′ 4″ 12′ 6¾″<br>131′ 6″ 26′ 3″ 13′ 3″<br>Q65′ F33′<br>BK7½″ | M Trawler | Oil 4SA 8Cy. 350×535 mm<br>295bhp<br>Mirrlees, Bickerton & Day | <br><br>Stckpt |
| 640061<br>FTBB<br><br>Df Esd<br>Rdr<br>RTh/v | **ALCYON**<br>exHercules-65<br>**Cie. Générale d'Equipements**<br>**pour les Travaux**<br>**Maritimes**<br>Djibouti French | 258<br>159<br>— | <br><br>✠Classed LR until 5/65 | BV | **1963**-12 Schpsw. "De Dollard"—<br>Landsmeer<br>110′ 0″ 29′ 2″ 12′ 1¾″<br>95′ 2″ 27′10½″ 13′ 9″<br>RFD21′<br>rf 16″ | M Tug<br><br><br><br>Der 1(6) | Oil 4SA 8Cy. 320×450 mm with flexible<br>coupling & sr gearing<br>1060bhp<br>Klöckner-Humboldt-Deutz<br>3×45, 45, 20kW 250V d.c. | <br><br>(d.o)<br>Kln<br>12½k |
| 650442<br>TMQP<br><br>Esd Pfd<br>Rdr RT | **ALCYON**<br><br>**Armement Morvant**<br>Etel French | 179<br>59<br>— | | <br><br>BV | **1964** S.I.C.C. Na.—St.M<br>104′ 3″ 23′ 10″<br>89′ 8″ 23′ 8″ 11′ 10″ | M Trawler<br><br><br>2 Ha (3¼′×3¼′) (3¼′×3′)<br>Der 1(2) 1(1) | Oil 4SA 6Cy. 255×300 mm<br>575bhp<br>Etab. Duvant | <br><br>Vln<br>12k |
| 662068<br>6YSA<br>174258<br>Df Esd | **ALCYON**<br><br>**The Food & Agriculture**<br>**Organisation of the**<br>**United Nations**<br>Kingston, Jam. British | 135<br>~~37~~ 50<br>— 64 | | <br><br>NK | **1966** Hayashikane Zosen—Yokosuka<br>81′ 4″ 22′ 3″<br>72′ 2″ 21′ 10″ 11′ 6″<br>1 dk | Aux M Fishery Training Ship | Oil 4SA 6¼″×8″<br>380bhp<br>Caterpillar Tractor Co. | <br><br>Peoria |
| 500938<br>DLCW<br>266<br>Df Esd<br>Gc Rdr | **ALCYONE**<br><br>**Argo-Reederei R. Adler &**<br>**Söhne**<br>Bremen W German | 1802<br>903<br>3320 | | <br><br>GL | **1956** Fr. Lurssen—Bmn<br>311′ 8″ 44′ 8″ 18′ 6″<br>282′ 2″ 44′ 7″ 26′ 11″<br>B29′ F33′ 1 dk & S dk<br>RW | M OSD Mchy.aft<br><br>G.207000 B.183000<br><br>10W Der 11(4½) | Oil 4SA 10Cy. 400×600 mm<br>2100bhp<br>Masch. Augsburg-Nürnberg | <br>252t<br>Aug |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 501958 | **ALCYONE** | 364 | ✠100A1 | SS 5/67 | 1949–12 Scheeps. A. Apol—Wirdum | M Mchy.aft | | Oil 4SA 6Cy. 285×420 mm | |
| PCJD | exAntares–63 exJulia–54 | 182 | | | 149′ 5″ 23′ 9″ 10′ 5½″ | 1 Ho | | 295bhp | 50t |
| | **J. Steensma &** | — | ✠LMC | | 138′ 3″ 23′ 6″ 10′ 9″ | G.24650 B.22000 | | Masch. Augsburg-Nürnberg | Aug |
| Df RT | **D. K. Schothorst Jr.** | | | | P42′ Q48′ F19′ 1 dk | | | | 10k |
| | "Carebeka" N.V. | | MN76 | EL e | RW 3BH | 2W Der 2(2) | | | |
| | Groningen Netherland | | | | WB141t | | | | |
| 500939 | **ALCYONIS** | *7365* | ✠100A1 | TD 6/68 ~~SS 2/63~~ | 1944–6 Wm. Doxford & Sons Ltd.—Sld | M CSD | | Oil 2SA 3Cy 600×2320 mm | |
| SVRD | exTrevethoe–59 | *4580* | with fbd Side tanks in | | 444′ 11″ 56′ 6″ 27′ 4½″ | 5 Ho 63′, 98½′, 28½′, 63′, 76′ | | 2500bhp | 855t (hvf) |
| 1502 | **Herculiania Cia. Maritima** | 9970 | mchy. space—veg. oil | | 420′ 9″ 56′ 3″ 33′ 1″ | G.558024 B.505989 | | Wm. Doxford & Sons Ltd. | Sld |
| Df Esd | **S.A.** | | ✠LMC | | F39′ 2 dks | 5 Ha (31½′, 44½′, 31½′, 31½′, | | 2AuxB 120lb | |
| Gc Rdr | Piræus Greek | | MN500 | EL a† | 6 divisional WTBH in 'tween dks | 31½′×22′) | | 3×20kW 110V d.c. | 11k |
| RT | | | | | RW Coll BH to U dk 6 to 2nd dk | 10W Der 1(40) 5(10) 5(5) | | | |
| | | | | | rf 6″ WB3985t incl. Tunnel tanks 457t DTm1182t | | | | |
| 500941 | **ALDA BENVINDA** | 273 | ✠ | | 1907–2 J. Duthie Torry S.B. Co.—Abn | S Trawler | | T 3Cy. 12½″ 21″ & 34″×27″ | |
| CSEV | exCairngorm | 112 | | | *130·5′* 22′ 1″ | | | | |
| | **Cia. Portuguesa de Pesca** | — | | | … … … | | | J. Abernethy & Co. | Abn |
| Esd | Lisbon Portuguese | | | | R | | | | |
| 500943 | **ALDAN** | 2161 | | | 1912–1 Jan Smit, Czn.—Alb | S | | T 3Cy. 21″ 35″ & 57″×39″ | |
| UOYZ | exBrunswijk–34 | 1236 | | | *287·7′* 42′ 1″ | | | | |
| | **U.S.S.R.** | — | ✠Classed LR until 7/35 | | 41′ 11″ | | | De Schelde N.V. | Fls |
| | Leningrad Russian | | | | R | | | | |
| 500944 | **ALDAN** | 1441 | ✠ | | 1959–4 A/B Gävle Varv—Gfl | TM Salvage Tug | | 2 Oil 4SA each 10Cy. 400×600 mm | |
| | | 419 | | | 256′ 0″ 41′ 2″ 13′ 5″ | | | | |
| | **U.S.S.R.** | — | | | 235′ 7″ 41′ 0″ 17′ 1″ | | | Masch. Augsburg-Nürnberg | Ham |
| Df Esd | Leningrad Russian | | | | B&F165′ 1 dk | | | Controllable pitch propellers | |
| Gc Rdr | | | | | rf 31″ | | | | |
| 500945 | **ALDAN** | 226 | | | 1952 Hijos de J. Barreras S.A.—Vgo | M Fishing | | Oil 4SA 8Cy. 270×500 mm | |
| ECAW | Launched as Paulina Freire | 103 | | | 113′ 1″ 22′ 7″ 11′ 10″ | | | 590bhp Werkspoor | 8 |
| | **Tranquilino Vazquez** | — | | BV | 22′ 5″ | | | Hijos de J. Barreras S.A. | Vgo |
| RT | **Montenegro** | | | | B41′ F23′ 1 dk | 3 Ha (each 3½′×3½′) | | | 11k |
| | Vigo Spanish | | | | | | | | |
| 500946 | **ALDANLES** | 4638 | | | 1961 Stocznia Gdanska—Gdk | M | | Oil 2SA 5Cy. 720×1250 mm | |
| UQHK | | 2349 | | | 406′ 5″ 54′ 11″ 22′ 4½″ | 4 Ho | | 4500bhp | |
| M-26502 | **U.S.S.R.** | 5818 | | | 54′ 9″ 27′ 9″ | G.265417 | | Sulzer Bros. Ltd. | Wi |
| Df Esd | Vladivostok Russian | | | | 1 dk | 4 Ha (41½′×23′) (41½′, 41½′, | | | 14 |
| Gc Rdr | | | | | RW | 41½′×29½′) | | | |
| | | | | | | 9W Der 1(15) 8(5) | | | |
| 527874 | **ALDASTE** | 223 | | | 1946 Cant. Nav. Felszegi—Tri | M Tanker Mchy.aft | | Oil 4SA 4Cy. 215×410 mm | |
| IJYS | exPino B.–66 exNasche–56 | 169 | | | 122′ 3″ 20′ 3″ 8′ 3″ | 8 Ta | | 270bhp NE63 | |
| 559 | exAntonietta C.–53 | 235 | | RI | 113′ 0″ 19′ 7″ 8′ 6″ | L.501727 | HeCls. BC | Ansaldo Stab. Mecc. | Ge |
| | **T. Vecchiarelli** | | | | F20′ Trunk 72′ 1 dk | | | | 8 |
| | Rome Italian | | | | | | | | |
| 652393 | **ALDEBARAN** | 57177 | | | 1965 Ch. de l'Atlantique—St.N | M Tanker Mchy.aft | | Oil 2SA 10Cy. 840×1800 mm | |
| FNPM | | 37720 | | | 914′ 11″ 123′ 0″ 47′ 9¾″ | 16 Ta | | 23100bhp B&W | 4200t (hvf)–80 |
| | **Cie. Navale des Pétroles** | 99689 | | BV | 882′ 2″ 121′ 6″ 62′ 2″ | L.4414250 | HeCls. B | Ch. de l'Atlantique | St.N |
| Df Esd | Saint-Nazaire French | | | | 1 dk | | | 4×550, 300, 300, 125kW 380V 50c/s a.c. | |
| Gc Pfd | | | | | | Der 2(10) 2(5) 2(2) | | | 16 |
| Rdr | | | | | | | | | |
| RTm/h/v | | | | | | | | | |
| 500947 | **ALDEBARAN** | 12897 | ✠100A1 | Dr 4yrs–11/65 | 1953–5 Kawasaki Dkyd Co. Ltd.—Kob | S Tanker Mchy.aft | | 2 S Turb dr geared to sc. shaft | |
| SWFM | exAlliance–57 | 9379 | oil tanker | | 586′ 11″ 72′ 6″ 30′ 9″ | 27 Ta | | 8000shp | 1946t ( |
| 1669 | **Transatlantic Freighters** | 20381 | ✠LMC | | 549′ 1″ 72′ 2″ 40′ 1″ | | | Kawasaki Dkyd Co. Ltd. | Kob |
| Df Esd | **Corp.** | | | | P122′ B44′ F45′ 1 dk | | | 2WTB 455lb Spt 427lb hs13628 | 14 |
| Gc Rdr | Piræus Greek | | MN1600 | EL I†2$\frac{1}{16}$″SQ | RW 14BH | | | | |
| | | | | HR | WB1089t incl. DTf794t | | | | |
| 525564 | **ALDEBARAN** | 4728 | | | 1949 Hall, Russell & Co. Ltd.—Abn | M OSD Mchy.aft | | Oil 2SA 3Cy. 600×980 mm | |
| LZEN | exNordpol–64 | 2655 | | | 406′ 8″ 60′ 2″ 23′ 10½″ | 4 Ho | | 2600bhp Doxford | 6 |
| Df Esd | **Navigation Maritime Bulgare** | 7810 | | NV | 370′ 0″ 60′ 0″ | G.533050 B.494759 | | Barclay, Curle & Co. Ltd. | Gls |
| Gc Rdr | Varna Bulgarian | | | | P79′ F70′ 1 dk & S dk | 6 Ha (28′, 25′, 25′, 25′, 35′, 25′×24′) | | | 13 |
| RT | | | | | | 12W Der 2(10) | | | |
| 500948 | **ALDEBARAN** T.Mk | 2694 | | | 1952 A.G."Weser"Werk Seebeck—Bhn | M (6P) OSD | | 2 Oil 4SA each 8Cy. 400×600 mm | |
| DECG | | 1535 | | | 379′ 2″ 52′ 0″ 20′ 10″ | 4 Ho 52½′, 87½′, 55′, 55 | | geared to sc. shaft | |
| | **Erich Drescher** | 5103 | | GL | 51′ 9″ 29′ 6″ | G.324456 B.291831 | | 3200bhp | 580t ( |
| Df Esd | Bremen W. German | | | | F84′ H63′ & 29 1 dk & S dk | 4 Ha (29½′, 57½′, 29½′, 29½′×18′) | | Masch. Augsburg-Nürnberg | Au |
| Rdr | | | | | RW | 11W Der 1(30) 1(3–10) 7(3–5) 2(3) | | 3×100kW 230V d.c. | 14 |
| | Now **EDE MARMSTORF** See New Entries No. 11 | | | | | | | | |
| 642393 | **ALDEBARAN** | 1308 | | | 1964 Industrias Reunidas Caneco—Rio | M OSD/CSD Mchy.aft | | Oil 2SA 7Cy. 360×600 mm | |
| | | 607 | | | 259′ 6″ 41′ 2″ 16′ 3¾″/19′ 4½″ | 2 Ho 59′, 58½′ | | 1680bhp | |
| | **Navegacao Atlantico Ltda.** | 2165 | | BV | 241′ 1″ 41′ 0″ 24′ 6″ | | | Sulzer Bros. Ltd. | Wi |
| Df Esd | Santos Brazilian | 1996 | | | 1 dk & S dk | | | 3×125kW 450V 60c/s a.c. | |
| Rdr RT | | 1361 | | | RW | | | | |
| | | 2992 | | | | | | | |
| 500950 | **ALDEBARAN** | 649 | | | 1955 A.G."Weser"Werk Seebeck—Bhn | S Trawler | | T 3Cy. 395, 610 & 1000×660 mm | w |
| DENY | | 259 | | | *198·1′* 30′ 2″ | | | exhaust turb & hydraulic coupling | |
| | **Hochseefischerei Nordstern** | — | | GL | 30′ 0″ 16′ 5″ | | | 1300ihp | |
| Df Esd | **A.G.** | | | | P11′ F36′ | | | A.G. "Weser" Werk Seebeck | Br |
| Gc Rdr | Bremerhaven W. German | | | | RW | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 500951<br>DAVO<br>Df Esd<br>Gc Rdr<br>RT | **ALDEBARAN**<br>**Deutsche Seereederei**<br>Rostock E. German | 617<br>230<br>840 | | DSRK | **1958** Peene Werft—Wolgast<br>195′ 3″ 32′ 3″ 11′ 10″<br>32′ 1″<br>2 dks | M Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>Schwermasch. Karl Liebknecht | Mgd |
| 500952<br>PCJR<br>Df Esd<br>RT | **ALDEBARAN**<br>**Mrs. Smit-Smit & H. J. Smit**<br>"Carebeka" N.V.<br>Groningen Netherland | 398<br>233<br>530 | | BV | **1955** N.V. Schpsb. v/h Th. J. Fikkers—Foxhol<br>168′ 7″ 26′ 7″ 9′ 7″<br>152′ 10″ 26′ 3″ 10′ 6″<br>P46′ F29′ 1 dk<br>RW | M Mchy aft<br>1 Ho 97½′<br>G.26500 B.24600<br>2 Ha (each 41½′×16½′)<br>2W Der 2(2) | Oil 4SA 5Cy. 290×450 mm<br>300bhp<br>Appingedammer Brons. | 35t<br>Apg<br>9k |
| 530640<br>WB5598<br>255471<br>Df Esd<br>Gc Rdr<br>RTv | **ALDEBARAN**<br>exSt. Mathews-67<br>**St. Mathews Fishing Inc.**<br>Los Angeles United States | 357<br>179<br>— | | | **1945** Sagstad Shpyd—Sea<br>*117·2′* 29′ 0″<br>… … …<br>1 dk | Wood M | Oil 4SA 6Cy. 355×485 mm<br>560bhp<br>Union Diesel Eng. Co.<br>2×100, 60kW 115V 60c/s a.c. | 107t (d.o)<br>Oakland |
| 500953<br>CSNO<br>Esd | **ALDEBARAN**<br>exPromise<br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 327<br>114<br>— | | | **1943** Cia. União Fabri—Lis<br>148′ 7″ 25′ 1″<br>… … … | M Fishing | Oil 7Cy. 320×380 mm<br>Ruston & Hornsby | Lcn |
| 500955<br>CXAE | **ALDEBARAN**<br>exInstituto de Pesca No. 1–38<br>exDiez exPrincess Royal<br>**Uruguayan Government (Servicio Oceanografico y de Pesca)**<br>Montevideo Uruguayan | *284* ✠<br>*97*<br>— | | | **1906–11** A. Hall & Co. Ltd.—Abn<br>*140·2′* 23′ 1″<br>22′ 11″<br>Q51′ F20′<br>R BK7½″ | S Trawler | T 3Cy. 12½″ 22½″ & 37″×24″<br>A. Hall & Co. Ltd. | Abn |
| 661509 | **ALDEBARAN**<br>**Maresquel SAPA**<br>Mar del Plata Argentine<br>For later particulars see New Entries No. **1** | 110<br>—<br>— | 100A1<br>trawler<br>Class contemplated | | Ast. Anibal Vanoli—Pto Quequen<br>82′ 0″ 20′ 1″<br>73′ 2″ 20′ 0″ 10′ 2″ | M Trawler Mchy.aft | Oil 4SA 6Cy. 159×203 mm with reverse reduction gearing<br>Caterpillar Tractor Co. | Peoria |
| 670512 | **ALDEMIR**<br>**Salih Topal**<br>Istanbul Turkish | ~~400~~ 359<br>— 201<br>— 600 | | BV | **1966** Gesan Gemi Sanayii Sti—Sütlüce<br>150′ 6″ 27′ 10″ 11′ 9¾″<br>137′ 1″ 27′ 9″ 13′ 0″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 275×360 mm<br>550bhp<br>Skoda | Prague |
| 500957<br>JWUX<br>Rdr | **ALDEN**<br>**Fylkesbaatane i Sogn og Fjordane**<br>Bergen Norwegian | 483<br>234<br>— | | | **1958** Thaules M/V A/S—Nygård<br>176′ 0″ 28′ 2″ 10′ 4″<br>160′ 10″ 28′ 0″<br>1 dk & S dk<br>BK5″ | M OSD Mchy.aft<br>1 Ho<br>2 Ha (11¾′×7½′)<br>1W Cr 1(3) Der 1(10) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz | Kln |
| 500958<br>DAJV<br>Df Esd<br>Gc Rdr<br>RT | **ALDENBURG**<br>**Partenreederei m.s. "Aldenburg"**<br>H. Schuldt<br>Hamburg W. German<br>Now **FRIGOARTICO** See New Entries No. **6** | 2792<br>1485<br>3400 | | GL | **1958** Valmet O/Y—Åbo<br>414′ 0″ 49′ 9″ 20′ 1″<br>373′ 5″ 49′ 8½″ 28′ 9″<br>P72′ 2 dks & S dk | M Ref OSD<br>G.244150 B.237335 In.223464<br>8W Der 16(2¾) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp<br>Masch. Augsburg-Nürnberg | 1020t<br>Aug<br>17k |
| 642184<br>323054<br>Esd Pfd<br>Rdr RT | **ALDER POINT**<br>**Cape Breton Co-operative Fisheries Ltd.**<br>Sydney Canadian | 150<br>66<br>— | | | **1964** Causeway S.B. Co. Ltd.—Pt. Hawksbury<br>94′ 0″ 24′ 3″<br>85′ 0″ 24′ 1″ 10′ 7″ | Wood M Fishing Mchy.aft | Oil 4SA 8Cy. 220×280 mm<br>Klöckner-Humboldt-Deutz | |
| 651474<br>USVX<br>M-26985<br>Df Esd<br>Gc Rdr<br>RT | **ALDERAMIN**<br>**U.S.S.R.**<br>Kaliningrad Russian | 2435<br>1070<br>850 | | | **1964** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 17′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″ | M Stern Trawling Factory Ship<br>3 Ho<br>In.33552<br>3 Ha (11¾′×7½′) (8½′, 6½′×6½′)<br>4W Der 2(6) 2(3) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht<br>4×270kW 220V d.c. | Mgd<br>12½k |
| 500959<br>IBBJ<br>3021<br>Df Esd<br>Gc Rdr<br>RT | **ALDERAMINE**<br>**"SNAM" Società Nazionale Metanodotti S.p.A.**<br>Genoa Italian | 12505<br>7406<br>18665 | ✠Classed LR until 5/59 | RI | **1954–12** C.R.D. Adriatico—Mfl<br>565′ 1″ 73′ 0″ 30′ 8¾″<br>528′ 3″ 72′ 10″ 39′ 11″<br>P115′ F54′ 1 dk<br>RW | M Tanker Mchy.aft<br>21 Ta | Oil 2SA 10Cy. 750×1320 mm<br>8050bhp<br>C.R.D. Adriatico | 1630t<br>Tri<br>15k |
| 500960<br>PCKB<br>Df Esd<br>RT | **ALDERD-L.**<br>**Gebr. Lenting**<br>N.V. Wijnne & Barends<br>Steendam Netherland | 384<br>205<br>480 | | BV | **1955** G. J. v.d. Werff's Schpsb.—Westerbroek<br>160′ 1″ 25′ 8″ 9′ 6″<br>144′ 4″ 25′ 5″ 10′ 4″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 95½<br>G.26000 B.24200<br>2 Ha (each 34¼′×15¾′)<br>2W Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>220bhp<br>Appingedammer Brons. | 28t<br>Apg<br>9k |

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| 500961<br><br><br>Df Esd<br>RTm/v | **ALDERMAN B. O. DAVIES**<br><br>**Tees Pilot Cutters Co. Ltd.**<br>R. Sicling<br>Middlesbrough British | 42<br>18<br>— | ✠15A1<br>River Tees pilot purposes<br>✠LMC<br><br>MN30 | <br><br><br><br>EL (a)½" | **1955**–7 James N. Miller & Sons Ltd.—Fife<br>55' 3" 18' 2"<br>53' 1" 17' 6" 9' 1"<br>1 dk (teak)<br>3BH<br>BK10" | Wood M Pilot Tender Mchy.aft | Oil 4SA 8Cy. 140×197 mm with<br>gearing 152bhp (d.a)<br>L. Gardner & Sons Ltd. Mch<br>1×24V d.c. |
| 500963<br>GGYU<br>301180<br>Df Esd<br>Gc Rdr<br>RTv | **ALDERSGATE**<br><br>**Bishopsgate Shipping Co. Ltd.**<br><br>London British | 12718<br>5677<br>18750 | ✠100A1<br>ore carrier<br>✠LMC<br><br>MN880 | SS 11/64<br><br><br><br>EL g†2 1/16"SQ | **1960**–7 Sir J. Laing & Sons Ltd.—Sld<br>525' 0" 70' 3" 29' 6½"<br>505' 0" 70' 0" 41' 2"<br>P108' F53' 1 dk<br>5BH<br>rf 3" WB15239t | M Ore Carrier (4P) Mchy.aft<br><br><br>6 Ha (stl) (40', 32', 40', 40', 38', 40'×28') | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB 120lb<br>3×200kW 220V d.c. |
| 500964<br>GDYH<br>301818<br>Df Esd<br>Gc Pfd<br>Rdr | **ALDERSHOT**<br><br>**Wendover Fishing Co. (Grimsby) Ltd.**<br>Consolidated Fisheries Ltd.<br>Grimsby British | 427<br>139<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN224 | SS 6/64<br><br><br><br>EL (g)q | **1959**–11 Goole S.B. & R. Co. Ltd.—Goo<br>*139·7'* 28' 5"<br>137' 3" 28' 0" 14' 3"<br>F27'<br>RW 4BH<br>rf 15" BK7" | M Trawler | Oil 4SA 8Cy. 15"×18"<br>1120bhp<br>Mirrlees, Bickerton & Day Stckp |
| 540037<br>WFOH<br>39754<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALDINA**<br>exRobert C. Tuttle–63<br>**Wall Street Traders Ltd.**<br>New York United States | 11615<br>7240<br>19200 | **BROKEN UP** | AB | **1940** Sun S.B. & D.D. Co.—Chester, Pa<br>543' 10" 70' 2" 30' 4½"<br>521' 0" 70' 0" 40 0"<br>P103' B35' F63' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>27 Ta<br>L.910343 HeCls. B<br>1 Ha (stl) (12'×12') | S Turb 6030 shp driving 1 gen. 4500kW<br>2300V a.c. connected to elec. motor<br>5000 shp (Sy) 1387t (o.f)–36½pd<br>General Electric Co. Lyn<br>1×350kW 450V 60 c/s a.c.<br>1×5kW 110V d.c. 13½ |
| 500966<br>5LCS<br>841<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ALDINE**<br>exPetersburg–56<br>**Theatre Navigation Corp.**<br>Monrovia Liberian | 10670<br>6449<br>16573 | **BROKEN UP** | AB | **1943** Sun S.B. & D.D. Co.—Chester, Pa<br>523' 6" 68' 2" 30' 3½"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW | T-E Tanker Mchy.aft<br>26 Ta<br>L.792540 HeCls. BC<br><br>Der 2(5) 6(2) | S Turb driving 1 gen. 5400kW 2300V<br>a.c. connected to elec. motor 6000shp<br>(Sy)<br>1500t (o.f)–46pd<br>General Electric Co. Lyn<br>2×525kW 440V 60c/s a.c. 14½ |
| 500967<br>LKPP<br><br>Df Esd<br>Rdr<br>RTm | **ALDOR INGEBRIGTSEN**<br><br>**S/L Fiskernes Agnforsyning**<br>Johan Hagerup, Jr.<br>Tromsö Norwegian | 188<br>85<br>— | | NV | **1955** Lindstøls Skibs. & Båtbyg.—Risør<br>97' 4" 22' 0" 10' 10½"<br>88' 0"<br>1 dk<br>BK6" | M Ref Mchy.aft<br>1 Ho 48½'<br><br>1 Ha (stl) (18'×11½')<br>Der 1(1½) | Oil 2SA 5Cy. 230×400 mm<br>330bhp (d.a)<br>Alpha-Diesel A/S Fr<br>2×200V 50 c/s a.c. |
| 541415<br>6ZYD<br>2705<br>Df Esd<br>Rdr | **ALEC**<br>exTulipa–67<br>exDenwick Head–63<br>exIngwi–55<br>**African Shipping & Trading Co.**<br>Monrovia Liberian | 1931 ~~1894~~<br>1046 ~~1042~~<br>~~2830~~ ~~2784~~<br>2784 | Classed LR until 9/63 | BV RI | **1947** J. Crown & Sons Ltd.—Sld<br>279' 4" 41' 2" 17' 5½"<br>265' 0" 41' 0" 20' 0"<br>P71' B28' F28' 1 dk<br>RW<br>rf nil | S Mchy.aft<br>2 Ho<br>G.156666 B.143407<br><br>8W | T 3Cy. 16½" 26" & 47"×33"<br>900ihp 414t (c.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Su<br>10½ |
| 662010<br><br>Esd Rdr<br>RT | **ALECRIN**<br><br>**Republica de Cuba (Flota Cubana de Pesca)**<br>Havana Cuban | 575<br>—<br>— | | BV | **1968** Const. Nav. P. Freire—Vgo<br>181' 6" 29' 10"<br>162' 9" 29' 6" 13' 11"<br>1 dk | M Trawler | Oil 4SA 9Cy. 300×450 mm<br>1300bhp<br>Masch Augsburg-Nürnberg Au |
| 500969<br>EDAI | **ALEGRANZA**<br>exMaitechu–53<br>**Pesquerias Atlanticas de Gran Altura S.A.**<br>Las Palmas Spanish | 169<br>51<br>— | | | **1951** Ast. J. Fernandez-Montez—Gijon<br>*90·2'* 20' 0"<br>... ... ... | M Trawler | Oil 2SA 5Cy. 240×420 mm<br>290bhp 28t (d.a)<br>Atlas Diesel Sw<br>½ |
| 500970<br>PUAJ<br><br>Df | **ALEGRETE**<br><br>**Companhia de Navegação Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | 3142<br>1818<br>— | ✠100A1<br><br>✠LMC | SS 6/64<br><br><br><br>EL u | **1945**–11 Canadian Vickers Ltd.—Mtl<br>339' 0" 44' 4" 21' 5½"<br>320' 0" 44' 0" 25' 2"<br>P29' B88' F37' 2 dks<br>6BH<br>WB811t | S Ref<br><br>In.15800 | T 3Cy. 21½" 36" & 62"×42"<br>1800ihp (c.f)<br>Canadian Vickers Ltd. M<br>2 SB 220lb Spt hs(5160) 6cf |
| 500971<br>PCKG<br><br>Df Esd<br>RT | **ALEIDA**<br><br>**Rederij "Aleida"**<br>J. Ouwehand, B. v. Dijk & C. Haasnoot<br>Katwijk a/Zee Netherland | 138<br>48<br>— | | | **1961** D. & J. Boot Schps. "De Industrie"—Alp<br>93' 6" 21' 6"<br>80' 5" 21' 4" 10' 10" | M Trawler | Oil 4SA 6Cy. 250×350 mm<br><br>D. & J. Boot "De Industrie" Al |
| 500974<br>EAGL<br><br>Df Esd<br>Gc Rdr<br>RTm | **ALEJANDRO ZUBIZARRETA**<br>**Cia. Naviera Vascongada**<br>Bilbao Spanish | 8224<br>5808<br>11850 | ✠100A1<br><br>✠LMC<br><br>MN980 | ~~SS 2/64~~<br>SS 10/67<br><br><br>EL c†2¼"SQ | **1959**–9 Soc. Española de Const. Nav.—Bbo<br>474' 0" 61' 4" 26' 11½"<br>440' 2" 61' 2" 39' 4"<br>F85' 2 dks<br>RW 8BH<br>rf nil ~~WB6498t incl. TwDf187t~~<br>WB3617t incl. TwDf187t | M Mchy.aft<br>5 Ho 51½', 62½', 61½', 81', 54'<br><br>5 Ha (stl) (31½', 34', 34½', 61½', 34½'×25')<br>Der 12(5) | Oil 2SA 6Cy. 620×1150 mm<br>4900bhp B&W<br>Soc. Española de Const. Nav. B<br>AuxB 100lb<br>3×150kW 220V d.c. |

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| 500975<br>UYSY<br>M-17071<br>Df Esd<br>Gc Rdr | **ALEJSK**<br>**U.S.S.R.**<br>Valdivostok Russian | 3359<br>1550<br>4445 | | **1961** Rauma-Repola O/Y—Rauma<br>344′ 10″ 48′ 7″ 20′ 5″<br>318′ 0″ 48′ 6″ 23′ 0″<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.189660<br>1 Ha (8½′×10½′)<br>3W Der 3(3) | Oil 2SA 5Cy. 500×1100 mm<br>Burmeister & Wain Cpn<br>13½k |
| 500976 | **ALEKSA SANTIC**<br>**Jadranska Linijska Plovidba (Adriatic Line)**<br>Rijeka Yugoslav | ~~425~~ 580<br>~~187~~ 299<br>— | JR | **1953** "Brodogradiliste Uljanik"—Pla<br>177′ 7″ 11′ 7″<br>11′ 5″<br>1 dk | TM | 2 Oil 2SA each 6Cy. 260×450 mm<br>S.A. Fiat S.G.M. Tur |
| 652046<br>SPUJ<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDER ZAWADZKI**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdansk Polish | **5730**<br>3127<br>9443 ~~9800~~<br>**8681**<br>4859<br>**11668** | PR<br>✠Classed LR until 11/66 | **1966–1** Stocznia Im. Komuny Paryskiej —Gdy<br>500′ 8″ 63′ 11″ ~~25′ 4″/—~~ 25′ 3″/28′ 8½″<br>464′ 7″ 63′ 8″ 38′ 2″<br>F100′ 1 dk & S dk, 3rd dk in Nos. 2 and 3 holds for light cargoes only<br>rf 6″ | M OSD/CSD<br>5 Ho<br>G.637716 B.590880<br>5 Ha (27¾′×22¾′) (45¾′, 45½′, 39½′, 39½′×29′)<br>Der 1(50) 1(30) 6(10) 10(5) 2(1½) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer 1524t (d.o)<br>H. Cegielski Poz<br>16k |
| 672694<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSANDOR BLOK**<br>**U.S.S.R.**<br>Odessa Russian | **11290**<br>6080<br>13779 | | **1967** Brodogradiliste III Maj—Rka<br>522′ 11″ 69′ 10″ 31′ 6¾″<br>486′ 10″ 69′ 8½″ 41′ 4″<br>2 dks | M | Oil 2SA 8Cy. 760×1550 mm<br>12000bhp Sulzer<br>Brodogradiliste III Maj Rka |
| 660022 | **ALEKSANDR DOVSHENKO**<br>**U.S.S.R.**<br>Russian | **2952**<br>1302<br>— | | **1965** Santierul Naval—Galatz<br>47′ 4″ 19′ 9″<br>... ... ...<br>2 dks | M | Oil |

Name should be **ALEKSANDR DOVZHENKO** See New Entries No. 3

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| 660822<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSANDR GERCEN**<br>**U.S.S.R.**<br>Odessa Russian | ~~14280~~ 10729<br>— 5571<br>~~14200~~ 14130 | | **1966** Brodogradiliste "Uljanik"—Pla<br>524′ 8″ ~~31′ 9″~~ 31′ 10½″<br>486′ 10″ 69′ 8½″ 41′ 4″<br>2 dks | M CSD | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W<br>Brodogradiliste "Uljanik" Pla |
| 670100 | **ALEKSANDR KOSAREV**<br>**U.S.S.R.**<br>Vladivostok Russian | **12675**<br>6275<br>8200 | | **1966** Admiraltelski Shpyd—Len<br>532′ 0″ 65′ 8″ 23′ 0½″<br>65′ 5″ 41′ 0″ | TM Fish Factory Mchy.aft<br>3 Ho<br>In.111800<br>3 Ha (each 13′×13′)<br>10W Der 8(5) 2(3) | 2 Oil 2SA each 8Cy. 430×610 mm<br>12½k |
| 671855<br>UQYV<br>M-21796<br>Df | **ALEKSANDR MOZHAYSKY**<br>exSvir exPatria-35<br>**U.S.S.R.**<br>Vladivostok Russian | **9922**<br>5239<br>4352 | | **1919** N.V. Kon. Maats. "De Schelde"—Fls<br>500′ 0″ 57′ 1″ 25′ 9″<br>37′ 11″<br>3 dks | S<br>4 Ho<br>B.133680<br>4 Ha (14½′, 14½′, 14½′×14′) (16¾′×11¾′)<br>8W Der 2(5) 6(3) | S Turb sr geared<br>N.V. Kon. Maats. "De Schelde" Fls<br>14k |
| 523077<br>UJWM<br>M-25206 | **ALEKSANDR OBUKHOV**<br>exMeganom<br>**U.S.S.R.**<br>Astrakhan Russian | **1211**<br>448<br>1070 | | **1958** "Gheorghiu Dej" Shpyd—Bdp<br>229′ 10″ 32′ 10″ 12′ 6½″<br>19′ 0″ | TM<br>3 Ho<br>G.59082<br>5 Ha (23′, 23′, 23′, 26½′, 21′×13′)<br>7W Der 1(10) 6(2½) | 2 Oil 4SA each 8Cy. 216×310 mm<br>Ganz Waggon & Eng. Wks Bdp<br>10k |
| 500977<br>UVZU<br>M-17032<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDROVSK**<br>**U.S.S.R.**<br>Leningrad Russian | **5411**<br>2912<br>8664 | | **1960** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>457′ 0″ 57′ 11″ 25′ 9¾″<br>57′ 9″ 28′ 8″<br>2 dks & S dk | M OSD<br>5 Ho<br>G.476926<br>5 Ha (32½′, 32½′, 32½′, 32½′ 31½′×24½′)<br>10W Der 10(5) | Oil 2SA 9Cy. 720×1250 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>14½k |
| 672325<br>USEO<br>M-26560 | **ALEKSEI HLOBYSTOV**<br>**U.S.S.R.**<br>Russian | **14340**<br>—<br>10119 | | **1965** Stocznia Gdanska—Gdk<br>*501·2′* 70′ 0″ 26′ 5½″<br>37′ 11″ | M Fish Factory | Oil 2SA 6Cy. 620×1400 mm<br>7200bhp B&W<br>H. Cegielski Poz |
| 672601<br>UVPT<br>M-19020 | **ALEKSEI KRILOV**<br>**U.S.S.R.**<br>Baku Russian | **3737**<br>2131<br>4696 | | **1955** ......................Russia<br>405′ 1″ 52′ 6″ 14′ 1″<br>18′ 0″<br>1 dk | TM Tanker Mchy.aft<br>18 Ta<br>L.241518 | 2 Oil 2SA each 8Cy. 300×500 mm<br>11k |
| 500978<br>UKMZ<br>M-21420 | **ALEKSEJ CHIRIKOV**<br>**U.S.S.R.**<br>Vladivostok Russian | **3816**<br>1888<br>4890 | | **1956** Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 8⅝″<br>47′ 10″ 26′ 6″<br>1 dk<br>RW | S<br>4 Ho<br>G.197869<br>4 Ha (37′, 37′×27′), (30½′, 30½′×31½′)<br>8W Der 8(5) | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb & hydraulic coupling<br>2300ihp<br>Z.U.T. Zgoda Swi<br>11½k |
| 671405 | **ALEKSEJ MAKHALIN**<br>**U.S.S.R.**<br>Russian | **3170**<br>1225<br>— | | **1966** ......................Russia<br>277′ 10″ 46′ 0″ 18′ 9″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship | Oil<br>2000bhp<br>13k |

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| 671969<br>USGY<br>M-27903 | **ALEKSEY POZDNIAKOV**<br><br>**U.S.S.R.**<br>Russian | 14340<br>7344<br>10119 | | 1966 Stocznia Gdanska—Gdk<br>542' 10" 69' 11" 26' 7"<br>69' 8" 37' 11"<br>3 dks | M Fish Factory<br><br>G.355300 | Oil 2SA 6Cy. 620×1400 mm<br>7200bhp B&W<br>H. Cegielski |
| 650096<br>UJIO<br>M-27607 | **ALEKSEY VENETSIANOV**<br><br>**U.S.S.R.**<br>Murmansk Russian | 6133<br>2947<br>5285 | | 1964 Nosenko Shpyd—Nic<br>426' 6" 55' 3" 23' 8"<br>31' 4"<br>2 dks | D-E Fish Carrier Mchy.aft<br>4 Ho<br>In.254726<br>4 Ha (each 14'×13½')<br>9W Der 8(3) 1(1) | 4 Oil 2SA each 10Cy. 207×254 mm connected to elec. motors & geared to sc. shaft |
| 650853<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ALEKSEYEVKA**<br><br>**U.S.S.R.**<br>Novorossisk Russian | 3359<br>1550<br>4402 | | 1965 Rauma-Repola O/Y—Rauma<br>344' 10" 48' 7" 20' 5"<br>318' 0" 48' 6" 23' 0"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas<br>Jyväskylä |
| 651477<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ALEKSEYEVSK**<br><br>**U.S.S.R.**<br>Russian | 3359<br>1550<br>— | | 1965 Rauma-Repola O/Y—Rauma<br>344' 10" 48' 7" 20' 5"<br>318' 0" 48' 6" 23' 0"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas<br>Jyväskylä |
| 501479<br>OGPJ<br>1330<br>Df Esd<br>Rdr<br>RTm | **ALEKSI**<br>exHermia-67 exAmfred-64<br>exVernia-57 exSvaneholm-54<br>**Yksityisyrittäjäin**<br>**Notariaatti O/Y**<br>Helsinki/Helsingfors Finnish<br>Now **GOLD LAND** See New Entries No. 1 | 2828<br>1586<br>5065 | BV<br><br>✠Classed LR until 2/55 | 1930-10 Eriksbergs M/V A/B—Got<br>349' 6" 47' 0" 21' 7"<br>46' 10" 31' 11"<br>1 dk & S dk<br>R | M OSD<br>5 Ho 51½', 49½', 47½', 49½', 49½'<br>G.313040 B.291530<br>5 Ha (each 21½'×18')<br>10W Der 10(5) | Oil 4SA 8Cy. 630×1300 mm<br>2800bhp B&W<br>Eriksbergs M/V A/B<br>3×100, 100, 58kW 220V d.c. |
| 500979<br>UTLB<br>M-17074<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSIN**<br><br>**U.S.S.R.**<br>Tuapse Russian | 3359<br>1550<br>4440 | | 1961 Rauma-Repola O/Y—Rauma<br>344' 10" 48' 7" 20' 5"<br>318' 0" 48' 6" 23' 0"<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.211253<br>1 Ha (8'×10½')<br>1W Der 1(3) | Oil 2SA 5Cy. 500×1100 mm<br><br>Burmeister & Wain |
| 542608<br>EDWI<br><br>Df Esd<br>RT | **ALELUYA**<br><br>**Raimundo Fernandez**<br>**Montenegro**<br>Vigo Spanish | 115<br>55<br>— | | 1963 Ast. Santodomingo—Vgo<br>79' 9" 20' 6"<br>68' 11" 20' 4" 10' 8"<br>RW | M Trawler | Oil 4SA 6Cy. 220×280 mm<br>290bhp<br>Klöckner-Humboldt-Deutz |
| 651533<br>DNKB<br><br>Df Esd<br>Gc Rdr<br>RTv | **ALEMANNIA**<br><br>**Hamburg-Amerika-Linie**<br>Hamburg W. German | 8094<br>4723<br>9744<br>10916<br>6844<br>12346 | <br><br>GL | 1965 Blohm & Voss A.G.—Ham<br>539' 8" 72' 9" 28' 6½"/32' 0"<br>499' 7" 72' 2½" 43' 2"<br>2 dks & S dk | M (12P) Ref OSD/CSD<br>6 Ho 53½', 59½' 63½', 79½'. 55½', 32½'<br>G.751504 B.679531 In.26700<br>6 Ha (stl) (40'×16½')<br>(40'. 40', 55½', 40'×23') (16½'×11½')<br>Cr 1(3) Der 1(80) 16(5-10) 6(3-5) | Oil 2SA 9Cy. 860×1600 mm<br>18900bhp<br>Masch. Augsburg-Nürnberg<br>3×360kW 380V 50c/s a.c. |
| 500980<br>DFAW<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ALEMANNIA**<br><br>**Nordatlantische**<br>**Hochseefischerei G.m.b.H.**<br>"Nordsee" Deutsche<br>Hochseefischerei A.G.<br>Cuxhaven W. German | 649<br>263<br>788 | <br><br>GL<br><br><br>**BROKEN UP** | 1954 A.G. "Weser" Werk Seebeck—Bhn<br>196' 10" 30' 1" 14' 8"<br>29' 11" 16' 5"<br><br>R<br>rf 33½" | S Trawler<br>1 Ho 52½'<br><br>5 Ha (each 3½'×3½')<br>1W | T 3Cy. 16½" 25 1/16" & 41 1/16"×26" & LP turb<br>1000ihp<br>A.G. "Weser" Werk Seebeck<br>2×28kW 110V 50c/s a.c. |
| 500981<br>TCDT<br>1451 | **ALEMDAR**<br>exDanmark<br>**Denizcilik Bankasi T.A.O.**<br>Gemi Kurtarma Isletmesi<br>Istanbul Turkish | 362<br>92<br>— | | 1898 Helsingörs Jernsk. & Msk.—Hsg<br>193' 6" 26' 1" 13' 0"<br>25' 11"<br><br>R | S Salvage Ship<br><br><br><br>2W Der 2(5) | T 3Cy. 16½" 26" & 42"×27"<br>700ihp<br>Helsingörs Jernsk. & Msk. |
| 661021<br>TCAA2<br><br>Df Esd<br>Gc Rdr<br>RT | **ALEMDAR II**<br><br>**Denizcilik Bankasi T.A.O.**<br>Liman Isletmesi<br>Istanbul Turkish | 952<br>140<br>500 | ✠100A1<br>tug<br>✠LMC<br><br>MN1000 EL (I)1 1/16"SQ | 1966-6 A.G. "Weser" Werk<br>Seebeck—Bhn<br>199' 1" 38' 2" 16' 9½"<br>172' 3" 36' 1" 18' 5"<br>B&F97'<br>4BH<br>rf 27" WB191t | M Tug | 2 Oil 4SA each 8Cy. 360×450 mm with sr gearing<br>5000bhp<br>Motorenw. Mannheim<br>db 64lb<br>3×232kW 380V 50c/s a.c. |
| 500982<br>CSFW<br>H373<br>Df Esd<br>Gc Rdr | **ALENQUER**<br><br>**Soc. Geral de Comercio,**<br>**Industria e Transportes**<br>Lisbon Portuguese | 5289<br>3136<br>9437 | ✠100A1 SS 7/66<br>with freeboard<br>✠LMC<br><br>EL b†2 1/16"SQ | 1949-1 Bartram & Sons Ltd.—Sld<br>450' 1" 58' 11" 26' 0½"<br>425' 0" 58' 6" 37' 8"<br>F40' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf nil WB2911t incl. DTm 1359t | M (12P) OSD<br>5 Ho 63', 100½', 31½', 62', 72'<br>G.542000 B.499000<br>5 Ha (29½'×20')<br>(31', 41½', 31', 31'×22')<br>Der 1(40) 1(30) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4250bhp<br>N.E. Mar. Eng. Co. Ltd.<br>2AuxB 120lb<br>2×25kW 110V d.c. |
| 661208<br>SFCN<br>10710<br>Df Esd<br>Gc Rdr | **ALEPPO**<br><br>**Rederi A/B Fraternitas**<br>Jörgen J. Lorentzen<br>Gothenburg Swedish | 11944<br>5977<br>~~17170~~<br>18510 | <br><br>NV | 1966 Bremer Vulkan—Vgk<br>530' 2" 67' 8" ~~29' 11½"~~ 30' 8½"<br>500' 1" 67' 6" 40' 0"<br>1 dk<br><br>rf nil | M Mchy.aft<br>6 Ho<br>G.804000 B.780000<br>6 Ha (39½', 39½', 39½', 23½', 39½', 39½'×30½')<br>Cr 1(10) 5(8) | Oil 2SA 6Cy. 700×1200 mm<br>7200bhp MAN<br>Bremer Vulkan<br>3×264kW 440V 60c/s a.c. |

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|---|---|---|---|---|---|---|---|
| 500985<br>GHJW<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALERT**<br><br>**H.M. Postmaster General**<br>British | **6413**<br>2610<br>4765 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br><br>MN1488 | CS 5/65<br><br><br><br>EL z2"SQ | **1961–5** Fairfield S.B. & Eng. Co. Ltd.—Gls<br>417' 1" 54' 7" 22' 5½"<br>375' 6" 54' 6" 33' 3"<br>B251' 2 dks<br>6BH to U dk 1 to 2nd dk<br>rf 9" DK fwd WB1147t | TD-E Cable Ship Mchy.aft | 4 Oil 4SA each 8Cy. 15"×18" 7440bhp connected to 2 elec. motors each 2400shp & 2 sc. shafts<br>Mirrlees, Bickerton & Day Stckpt<br>2wtdb 110℔ ✠nwt db (s) 1/65<br>Directional propeller fwd |
| 500986<br>GKCY<br>180855<br>Df Esd<br>Pfd Rdr<br>RTm | **ALERT**<br><br>**Corporation of Trinity House**<br>London British | **1548**<br>604<br>623 | ✠Classed LR until 9/47 | | **1946–4** Swan, Hunter & Wgham Rchdsn—Nwc<br>244' 4" 36' 5" 14' 7"<br>36' 2"<br>B41' 2 dks<br>RW<br>rf 9" | TS Lighthouse Tender Mchy.aft<br>1 Ho 78¼'<br>1 Ha (16¾'×14')<br>Der 1(12½) | T 6Cy. 13" 22" & 36"×24"<br>1487ihp 204t (o.f)<br>Swan Hunter & Wgham Rchdsn Nwc<br>1×50kW 220V 10k |
| 542320<br>PCKL<br>12877<br>Df Esd<br>RT | **ALERT**<br><br>**Beck's Scheep-vaartkantoor N.V.**<br>Groningen Netherland | **395**<br>217<br>— | **✠100A1**<br><br>**✠LMC**<br><br>MN72 | SS 1/67<br><br><br><br>EL g1"SQ | **1963–7** Schpsw. Bodewes Gruno—Foxhol<br>165' 6" 27' 7" 10' 5½"<br>150' 4" 27' 3" 11' 7"<br>P36' F24' 1 dk<br>RW 3BH<br>rf nil WB223t | M Mchy.aft | Oil 2SA 6Cy. 220×380 mm with hydraulic clutch<br>360bhp<br>Appingedammer Brons. Apg |
| 672602<br>UIEY<br>M-19031 | **ALESHA DZHAPARIDZE**<br><br>**U.S.S.R.**<br>Baku Russian | **3821**<br>2002<br>4663 | | | **1958** ....................Russia<br>405' 1" 52' 6" 14' 5"<br>18' 0"<br>1 dk | TM Tanker Mchy.aft<br>15 Ta<br>L.217186 | 2 Oil 2SA each 8Cy. 300×500 mm<br>11k |
| 671406<br>6ZZW<br>2750<br>Df Esd<br>Gc Rdr<br>RT | **ALESSANDRA**<br><br>**General Freighters Corp.**<br>Mavroleon Bros. (Ship Management) Ltd.<br>Monrovia Liberian | **14845**<br>10342<br>26300 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br><br>MN1920 | <br><br><br><br>EL F†2⅛"SQ | **1967–6** Austin & Pickersgill Ltd.—Sld<br>595' 0" 74' 9" 34' 6¼"<br>560' 9" 74' 6" 46' 3"<br>Ba101' F43' 1 dk<br>NS RW 10BH<br>rf nil WB8356t Comb. btm & side tanks in holds 2525t Topside tanks in holds 2094t DTm2686t | M Bulk Carrier Mchy aft | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>G. Clark & N.E.M. Ltd. Wal<br>AuxB 100℔<br>3×255kW 440V 60c/s a.c. |
| 500989<br>IJKR<br>42<br>Esd Rdr<br>RTm | **ALESSANDRA A.R.A.**<br><br>**"A.R.A." Accomandita Ravennate Armamento**<br>Ravenna Italian | **500**<br>249<br>800 | | <br><br>RI | **1961** Cant. Nav. di Pesaro—Pesaro<br>184' 1" 30' 3" 11' 2$\frac{5}{16}$"<br>162' 4" 30' 0½" 12' 9"<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>HeCls. C | Oil 4SA 8Cy. 250×350 mm<br>600bhp 32t (d.o)–2pd<br>Motorenw. Mannheim Mhm<br>3×17, 17, 10kW 110V d.c. |
| 651657<br>IBUZ<br>658<br>Df Esd<br>Gc Rdr<br>RTv | **ALESSANDRA F**<br><br>**Fer-Mar S.p.A.**<br>Trieste Italian | **15888**<br>9368<br>23760 | ✠Class **WITHDRAWN** at Owners' request 3/68 **RI**<br>~~6 holds may be empty~~<br>~~Ice Class 3~~<br>~~✠LMC~~<br>~~MN2300~~ ~~EL H2¼"SQ~~ | <br><br><br><br><br>~~RI~~ | **1965–10** C.R.D. Adriatico—Tri<br>~~624' 11"~~ 75' 0" 32' 5¾" 624' 11"(incl.BB)<br>580' 0" 74' 10" 45' 11"<br>P108' F113' 1 dk<br>NS 10BH<br>rf nil WB10602t Incl. Topside tanks in holds 5084t TwDf228t | M Bulk Carrier Mchy.aft<br>7 Ho 50½', 79', 50½', 49½', 49¾', 79¾', 55¾'<br>7 Ha (stl) (32¾'×36') (52¼', 34', 34', 34' 52¼', 34'×37¼')<br>Cr 2(½) | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W (hvf)<br>Ansaldo Stab. Mecc. Gen<br>AuxB 105℔<br>3×250kW 450V 60c/s a.c. |
| 500991<br>ICHV<br>3085<br>Df Esd<br>Gc Rdr<br>RTm | **ALESSANDRO VOLTA**<br>exClement Ader–56<br>**"Italia" Soc. per Azioni di Nav.**<br>Genoa Italian | **8086**<br>4814<br>10246<br>**11349**<br>6389<br>— | **Lloyd's RMC** | BV RI | **1954** At. & Ch. de la Loire—St.N<br>534' 10" 64' 4" 27' 10"/—<br>503' 0" 64' 1" 32' 8"<br>B220' F49' 2 dks & S dk<br>RW | TM (12P) Ref OSD/CSD<br>6 Ho 58½', 65½', 71¼', 64', 64', 64'<br>B.414139 In.16943<br>3 Ha (w) (20¼'×16½') (31¾', 21¼'×19¾') 1 Ha (stl) (26¼'×19¾')<br>2 Ha (w) (31¾', 21¼'×19¾')<br>16W Der 1(39½) 1(19½) 4(8) 12(5) | 2 Oil 2SA each 8Cy. 720×1250 mm<br>9600bhp Sulzer 1620t (d.o)<br>Cie. de Const. Méc. St. Denis<br>3×275kW 220V d.c. 16k |
| 500993<br>PCKN<br><br>Df Esd<br>Rdr RT | **ALETTA JOHANNA**<br><br>~~**Rederij "Aletta Johanna"**~~<br>~~c.v. Terwogt & Lagers~~<br>~~Amsterdam~~ ~~Netherland~~<br>**Pelajaran Umum Indonesia**<br>Indonesian | **500**<br>297<br>930 | **✠100A1**<br><br>**✠LMC**<br><br>MN100 | SS 2/66<br><br><br><br>EL j | **1957–2** N.V. Bodewes Scheeps.—Martenshoek<br>197' 8" 30' 7" 11' 9½"<br>180' 6" 30' 2" 13' 2"<br>Q52' F35' 1 dk, 2nd dk aft<br>RW 3BH<br>rf 3" WB311t | M Mchy.aft<br>1 Ho 121¼'<br>G.39000 B.37500<br>2W Der 2(3) | Oil 4SA 8Cy. 290×450 mm with flexible coupling<br>500bhp 70t<br>Appingedammer Brons. Apg<br>10k |
| 670516<br>LJZX<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALETTE STOVE**<br><br>**Lorentzens Skibs A/S**<br>Lorentzens Rederi Co.<br>Oslo Norwegian | **1106**<br>550<br>1400 | | <br><br>NV | **1967** I.N.M.A.—Spz<br>234' 7" 32' 2" 14' 5"<br>208' 6" 32' 1" 16' 8"<br>P45' F22' 1 dk<br>rf nil | M Liquefied Gas Carrier Mchy.aft<br>6 Independent Ta<br>L.407639<br>Der 1(1½) 1(1) | Oil 4SA 8Cy. 320×480 mm<br>1300bhp 140t (d.o)–5pd<br>Motorenw. Mannheim Mhm<br>Controllable pitch propeller<br>3×105kW 440V 60c/s a.c. |
| 500995<br>WA2173<br>251713<br>Gc RT | **ALEUTIAN MAIL**<br><br>**Beaufort By-Products Co.**<br>Beaufort United States<br>Now **INGRAM BAY** See New Entries No. 3 | **256**<br>174<br>263 | | | **1944** Tacoma Boat Bldg Co.—Tac<br>136' 0" 25' 0"<br>125' 0" 24' 6" 11' 11"<br>1 dk | Wood TM<br>2 Ho<br>2 Ha<br>3W | 2 Oil each 8Cy. 165×180 mm<br>1000bhp<br>General Motors Corp. Det<br>12k |
| 641259<br>LMTS<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **ALEX**<br><br>**Skibs A/S Danmotor**<br>V. Burkoff<br>Oslo Norwegian | **4205**<br>1954<br>5900<br>**6548**<br>3355<br>8150 | | <br><br>NV | **1964** Astano S.A.—Frl<br>417' 5" 57' 9" 22' 10"/27' 4½"<br>385' 3" 57' 7" 35' 9"<br>1 dk & S dk<br>rf 6" | M (2P) OSD/CSD Mchy.aft<br>4 Ho 52½', 56½', 72½', 53¾'<br>G.429000 B.400000<br>4 Ha (stl) (32', 42', 51', 35'×28').<br>Cr 1(30) Der 1(10) 6(5) | Oil 2SA 7Cy. 630×1300 mm<br>5800bhp (hvf)<br>A/B Götaverken Got<br>3×300kW 450V 60c/s a.c. |

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| 500997<br>DCBM | **ALEX**<br><br>**Frau Katharina Danekamp**<br>Haren/Ems W. German | **148**<br>99<br>245 | BV | **1929** Gebr. van Diepen—Waterhuizen<br>*107-4'* 19' 8"<br>... ... ...<br>1 dk<br>R | M<br><br><br>2 Ha (30½', 16¾'×14½') | Oil 4SA 4Cy. 220×360 mm<br>150bhp NE34<br>Humboldt-Deutzmot. Köln-Deutz |
| 651565<br>WU5186<br>297474<br>Df Esd<br>Rdr<br>RTm/h/v | **ALEX CHOTIN**<br><br>**Chotin Transportation Inc.**<br>New Orleans United States | **148**<br>70<br>— | AB | **1965** Equitable Eqpt. Co.—<br>Madisonville<br>85' 0" 25' 6" 8' 0"<br>78' 0" 24' 0" 10' 1"<br>BK1½" | TM Tug | 2 Oil 4SA each 12Cy. 6½"×8"<br>1530bhp 62t (d.c)<br>Caterpillar Tractor Co.<br>2×30kW 115/230V 60c/s a.c. |
| 500999<br>FNBI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEX PLEVEN**<br><br>**Armement Victor Pleven**<br>St. Malo French | ~~4763~~ 1610<br>~~865~~ 700<br>1538 | BV | **1958** T. van Duijvendijk's Schps.—<br>Lekkerkerk<br>254' 3" 39' 9" 18' 4"<br>229' 8" 39' 4½" 20' 4"<br>B43' 2 dks<br>RW<br>BK4" | M Trawler<br><br><br>4 Ha (each 7½'×7½')<br>Der 2(3½) | Oil 2SA 5Cy. 520×700 mm<br>1500bhp<br>Masch. Augsburg-Nürnberg |
| 651830<br>DCRV<br><br>Df Esd<br>Rdr RT | **ALEXANDER**<br><br>**Alexander Kiepe**<br>Haren/Ems W. German | **425**<br>255<br>620 | GL | **1965** Ruhrorter-Schiffs. u. Masch.—<br>Duisburg<br>181' 5" 29' 9" 10' 3"<br>11' 6"<br>1 dk | M Mchy.aft<br>1 Ho<br>G.30000 B.28900<br>1 Ha (83¾'×19¾') | Oil 4SA 12Cy.<br>550bhp<br>Motorenw. Mannheim Mhm |
| 501001<br>LAOJ | **ALEXANDER**<br>exGreta<br>exGeorge Grimmer<br>**Hoskul Halvorsen**<br>Haugesund Norwegian | **212**<br>89<br>200 | ✠Classed LR until 5/53 | **1902–7** J. Duthie, Sons & Co.—Abn<br>*115-9'* 21' 8"<br>... ... ...<br>R<br>BK7½" | M Trawler | Oil 2SA 6Cy. 220×320 mm<br>300bhp NE53<br>Bergens M/V Bgn |
| 501003<br>MXMW<br>183854<br>Df Esd<br>Rdr | **ALEXANDER BRUCE**<br><br>**Minerva Fishing Co. Ltd.**<br>Wood & Bruce<br>Aberdeen British | **274**<br>89<br>— | ✠100A1 SS 12/65<br>trawler<br>✠LMC<br><br>MN128 EL (e) m | **1957–4** J. Lewis & Sons Ltd.—Abn<br>*121-0'* 25' 10"<br>118' 6" 25' 6" 12' 9"<br>F20'<br>RW 4BH<br>rf 30" BK7½" | M Trawler | Oil 2SA 7Cy. 12½"×18½"<br>640bhp<br>H. Widdop & Co. Ltd. Keighley<br>db 100ft |
| 501004<br>EDOO<br><br>Df Esd<br>Gc Pfd<br>RT | **ALEXANDER FLEMING**<br><br>**Jesus Laspiur y Cia.**<br>Bermeo Spanish | **103**<br>53<br>— | | **1962** Vda de Felipe Murelaga—Lequeitio<br>85' 0" 21' 8" 7' 3"<br>75' 6" 21' 0" 9' 10" | Wood M Trawler | Oil 5Cy. 220×350 mm<br>280bhp 13½t (d.c)<br>Talleres Echevarria Berme |
| 501005<br>KFYV<br>241863<br>Df Esd | **ALEXANDER H. STEPHENS**<br><br>**United States Department of Commerce**<br>Mobile United States | **7176**<br>4380<br>10750 | AB | **1942** Alabama D.D. & S.B. Co.—Mob<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½", 37" & 70"×48"<br>2500ihp 1834t (c.)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. |
| 671407 | **ALEXANDER HAMILTON**<br><br>**Margas Shipping Co. S.A.**<br>Panama Panamanian | **8294**<br>4963<br>8550 | **100A1**<br>liquefied gas carrier<br>Class contemplated | Cla. Euskalduna—Bbo<br>471' 1" 64' 5" 25' 1$\frac{3}{16}$"<br>435' 6" 64' 3½" 37' 1" | M Liquefied Gas Carrier Ref<br>Mchy.aft | Oil 2SA 6Cy. 700×1200 mm<br>MAN<br>Cla. Euskalduna Bbo |
| 501006<br>CGBF<br>310138<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALEXANDER HENRY**<br><br>**Government of Canada (Minister of Transport)**<br>Ottawa Canadian | **1674**<br>572<br>1073 | AB | **1958** Pt. Arthur S.B. Co. Ltd.—Pt.A<br>200' 0" 43' 8" 19' 1⅜"<br>192' 2" 43' 6" 21' 0"<br>1 dk<br>rf nil | TM Supply & Buoy Ship & Icebreaker (20P)<br>2 Ho 24', 31½'<br>2 Ha (14'×12') (19½'×14')<br>Der 1(20) | 2 Oil 2SA each 10Cy. 16"×20"<br>3550bhp<br>Fairbanks, Morse & Co.<br>3×250kW 230V d.c. |
| 652142 | **ALEXANDER IVANOV**<br><br>**U.S.S.R.**<br>Murmansk Russian | ~~6160~~ 6133<br>~~2970~~ 2947<br>~~8000~~ 5170 | | **1965** Nosenko Shpyd—Nic<br>426' 6" 55' 3" 23' 8"<br>31' 4"<br>2 dks | D-E Fish Carrier Mchy.aft<br>4 Ho<br>In.254726<br>4 Ha<br>9W Der 8(3) 1(1) | 4 Oil 2SA each 10Cy. 207×254 mm connected to elec. motors & geared to sc. shaft |
| 501009<br>VDSV<br>154692<br>Df Esd<br>Gc Rdr<br>RTm/v | **ALEXANDER LESLIE**<br>exH. A. Rock<br>exJ. T. Hutchison<br>**Norlake S.S. Co. Ltd.**<br>Windsor, Ont Canadian | **3508**<br>2000<br>5700 | | **1901** American S.B. Co.—Clv<br>48' 2" 21' 8"<br>353' 8 48' 0" 28' 1"<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br>G.174600<br>17 Ha (stl) (each 9'×34')<br>5W | T 3Cy. 22" 35" & 58"×42"<br>1200ihp<br>American S.B. Co.<br>2×20, 15kW 110V d.c. |
| 501010<br>CGCM<br>192757<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALEXANDER MACKENZIE**<br><br>**Government of Canada (Minister of Transport)**<br>Ottawa Canadian | **506**<br>241<br>240 | **BS✱** SS 6/67<br>lighthouse tender<br>**MBS✠**<br><br>MN200 CT588 C18 S20 | **1950–7** Burrard D.D. Co. Ltd.—Vcr<br>150' 0" 30' 2" 10' 4½"<br>139' 10" 30' 0" 13' 6"<br>P&D70' F23 1 dk<br>RW 6BH<br>rf 9" WB102t | TM Lighthouse Tender (8P)<br>Mchy.aft<br>1 Ho 26½'<br>1 Ha (stl) (10½'×8')<br>Der 1(10) 1(½) | 2 Oil 4SA each 10Cy. 230×305 mm<br>1000bhp<br>Vivian Eng. Wks<br>db 30ft<br>2×100kW 108/215V d.c. |

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| 501014<br>KKBK<br>242629<br>Df Esd | **ALEXANDER RAMSEY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7233<br>4428<br>10500 | AB | **1942** Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| 501015<br>WQAF<br>246058<br>Df Esd<br>Gc | **ALEXANDER S. CLAY**<br><br>**United States Department of Commerce**<br>Brunswick United States | 7200<br>4363<br>10800 | AB | **1944** J. A. Jones Const. Co.—Brunswick<br>*422·8′* 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho<br>B.500000<br>5 Ha | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2423t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>10k |
| 501022<br>UBIN<br>M-26475<br>Df Esd<br>Gc Rdr | **ALEXANDR BARANOV**<br><br>**U.S.S.R.**<br>Kholmsk Russian | 3812<br>1888<br>5130 | | **1959** Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 8⅝″<br>47′ 10″ 26′ 5″<br>1 dk<br>RW | S<br>4 Ho<br>G.211748<br>4 Ha (39′, 39′, 28¼′, 30¾′×27′)<br>8W Der 8(5) | C 4Cy. (2) 440 & (2) 950×950 mm 2500ihp with LP turb & hydraulic coupling (o.f)<br>Z.U.T. Zgoda Swi<br>12½k |
| 501023 | **ALEXANDR BRODOV**<br><br>**U.S.S.R.**<br>Russian | 12675<br>6275<br>8200 | | **1962** Admiralteiski Shpyd—Len<br>532′ 0″ 65′ 8″ 23′ 0½″<br>41′ 0″ | TM Fish Factory Mchy.aft<br>3 Ho<br><br>3 Ha | 2 Oil 2SA each 8Cy. 430×610 mm<br><br>Skoda Prague<br>12½k |
| 652124<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | ~~**ALEXANDR GRIM**~~<br>**ALEXANDR GRIN**<br>**U.S.S.R.**<br>Odessa Russian | ~~11280~~ 10729<br>— 6080<br>~~14200~~ 14170 | | **1965** Brodogradiliste Uljanik—Pla<br>524′ 7″ 69′ 10″ ~~31′ 9″~~ 31′ 10½″<br>486′ 10″ 69′ 8½″ 41′ 4″<br>2 dks | M | Oil 2SA 8Cy. 740×1600 mm<br>B&W<br>Brodogradiliste Uljanik Pla |
| 501024<br>UAAX<br>M-22336 | **ALEXANDR IVANOVICH VOEYKOV**<br>**U.S.S.R.**<br>Vladivostok Russian | 3200<br>144<br>1287 | | **1959** ……………………Russia<br>277′ 10″ 46′ 0″ 26′ 6″<br>32′ 11″ | M Research Ship<br>3 Ho<br>G.47322<br>5 Ha (11¼′, 5′×4½′) (5¼′×5¼′) (19¼′×19¼′) (6′×5¼′)<br>4W Der 1(3) 3(1½) | Oil 2SA 8Cy. 430×610 mm<br><br><br>13k |
| 501025<br>USWP<br>M-16504 | **ALEXANDR MATROSOV**<br><br>**U.S.S.R.**<br>Archangel Russian | 2287<br>1431<br>3130 | | **1945** ……………………Finland<br>302′ 10″ 44′ 0″ 16′ 5″<br>20′ 8″ | M<br>4 Ho<br>G.134550<br>4 Ha (each 27′×24′)<br>4W Der 4(3) | Oil 2SA 6Cy. 340×570 mm |
| 501026<br>UUMH<br>M-11933<br>Df Esd | **ALEXANDR NEVSKY**<br>exHenry W. Corbett-43<br>**U.S.S.R.**<br>Vladivostok Russian | 7247<br>4269<br>10666 | | **1943** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>5 Ho<br>G.458280<br>5 Ha (33½′, 34¾′, 34¾′, 34¾′, 19¾′×19¾′)<br>11W Der 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Iron Fireman Mfg Co. Pld<br>11k |
| 540039<br>UVZY<br>M-26154 | **ALEXANDR OBUKHOV**<br><br>**U.S.S.R.**<br>Vladivostock Russian | 12675<br>6275<br>8200 | | **1962** Admiralteiski Shpyd—Len<br>532′ 0″ 65′ 8″ 23′ 0½″<br>41′ 0″ | TM Fish Factory Mchy.aft<br>3 Ho<br>G.111771<br>3 Ha (each 13′×13′)<br>10W Der 8(5) 2(3) | 2 Oil 2SA each 8Cy. 430×610 mm<br><br>Skoda Prague<br>12½k |
| 601026<br>UTYJ<br>M-26473<br>Df Esd<br>Gc Rdr | **ALEXANDR POPOV**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 3812<br>1888<br>5133 | | **1959** Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 8⅝″<br>47′ 10″ 26′ 4″<br>1 dk<br>RW | S<br>4 Ho<br>G.211748<br>4 Ha (39¼′, 39¼′, 28½′, 32¼′×27′)<br>8W Der 8(5) | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb & hydraulic coupling<br>2500ihp (o.f)<br>Z.U.T. Zgoda Swi<br>12½k |
| 641709 | **ALEXANDR PUSHKIN**<br><br>**U.S.S.R.**<br>Leningrad Russian | ~~19861~~ 19860<br>~~10614~~ 10421<br>~~5911~~ 5999 | | **1965** Mathias-Thesen-Werft—Wismar<br>577′ 10″ 77′ 5″ 27′ 3″<br>508′ 6″ 44′ 0″<br>3 dks & promenade dk | TM (750 bth 500 dk P) | 2 Oil 2SA each 9Cy 760×1550 mm<br>Sulzer<br><br>20k |
| 651037 | **ALEXANDR PUTINTSEV**<br><br>**U.S.S.R.**<br>Russian | 12675<br>6275<br>8200 | | **1965** Admiralteiski Shpyd—Len<br>532′ 0″ 65′ 8″ 23′ 0½″<br>41′ 0″ | TM Fish Factory Mchy.aft<br>3 Ho<br><br>3 Ha | 2 Oil 2SA each 8Cy. 430×610 mm<br><br>Skoda Prague<br>12½k |
| 501027<br>UUMF<br>M-9856 | **ALEXANDR SUVOROV**<br>exElijah P. Lovejoy-43<br>**U.S.S.R.**<br>Murmansk Russian | 7176<br>4234<br>10606 | | **1943** Oregon S.B. Corp.—Pld<br>441′ 5″ 57′ 0″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho<br>G.458280<br>5 Ha (33½′, 34¾′, 34¾′, 29¾′, 19¾′×19¾′)<br>11W Der 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Iron Fireman Mfg Co. Pld<br>11k |
| 501028<br>UBIL<br>M-26474<br>Df Esd<br>Gc Rdr | **ALEXANDR TEREHIN**<br><br>**U.S.S.R.**<br>Archangel Russian | 3812<br>1888<br>5130 | | **1959** Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 8⅝″<br>47′ 10″ 26′ 5″<br>1 dk<br>RW | S<br>4 Ho<br>G.211748<br>4 Ha (39¼′, 39¼′, 28½′, 32¾′×27′)<br>8W Der 8(5) | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb & hydraulic coupling<br>2500ihp (o.f)<br>Z.U.T. Zgoda Swi<br>12½k |

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| 506466<br>SVXM<br>2848<br>Df Esd<br>Gc Rdr<br>RT | **ALEXANDRA**<br>exCarol–66 exBelita–61<br>**Theo. Papadimitriou**<br>Piræus Greek | 8783<br>5377<br>13300 | ✠100A1 SS 8/66<br>oil tanker<br>✠LMC<br>EL d†2 1/16" | 1948–12 Kockums M/V A/B—Mmo<br>496' 4" 62' 2" 27' 2½"<br>465' 9" 62' 0" 34' 6"<br>P90' B32' F63' 1 dk<br>12BH<br>rf 1" WB1078t incl. DTf593t | M Tanker Mchy.aft<br>19 Ta | Oil 2DA 7Cy. 600×1100 mm<br>4500bhp<br>Kockums M/V A/B<br>2AuxB 170lb |
| 513548<br>SVJW<br>2763<br>Df Esd<br>Gc Rdr | **ALEXANDRA**<br>exGrecian–66<br>**Astropropicio Cia. Nav. S.A.**<br>Piræus Greek | 3347<br>1517<br>3904<br>4297<br>2426<br>— | ✠100A1 SS 8/66<br>with fbd Tunnel side tanks—oil FP above 150° F.<br>✠LMC<br>EL w | 1949–6 Ailsa S.B. Co. Ltd.—Trn<br>361' 6" 50' 1" 22' 2½"/26' 1⅜"<br>339' 3" 49' 10" 32' 9"<br>F28' 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf 3" WB909t incl. Tunnel tanks 96t | S (2P) Ref OSD/CSD<br>5 Ho 35½', 61½', 36½', 53½', 52½'<br>G.255690 B.232437 In.15999<br>5 Ha (13½'×14½') (33½'×16') (21½'×14½') (21½', 14½'×16')<br>12W Der 2(10) 6(7) 4(6) | T 3Cy. 23" 38" & 65"×48" & LP turb<br>with dr gearing & hydraulic coupling<br>3500ihp 992t (o.f)<br>Ailsa S.B. Co. Ltd.<br>3 SB 225lb Spt hs(10929) 9cf<br>3×30, 18, 18kW 110V d.c. |
| 540040<br>SYJB<br>2106<br>Df Esd<br>Gc Rdr<br>RT | **ALEXANDRA**<br><br>**Sea Transport Co. S.A.**<br>Piræus Greek | 625<br>460<br>— | AB | 1945 Jeffersonville B. & M. Co.—J'ville<br>*166·3'* 32' 2" 13' 4½"<br>166' 2" 32' 0" 15' 0"<br>P49' F24' 1 dk<br>rf 3" | M Tanker Mchy.aft<br>8 Ta | Oil 2SA 8Cy. 8½"×10½"<br>640bhp<br>General Motors Corp. |
| 541863<br>MHCN<br>303889<br>RTv | **ALEXANDRA**<br><br>**Alexandra Towing Co. Ltd.**<br>Liverpool British | 161<br>—<br>— | ✠100A1 SS 10/67<br>tug United Kingdom coasting service<br>✠LMC<br>MN192 EL (b) | 1963–10 W. J. Yarwood & Sons Ltd.—Northwich<br>100' 6" 26' 6"<br>90' 0" 25' 0" 12' 0"<br>3BH<br>rf 24" BK7" WB31t | M Tug | Oil 2SA 8Cy. 310×490 mm<br>960bhp<br>Alpha-Diesel A/S<br>2×35kW 220V d.c.<br>Controllable pitch propeller |
| 501032<br>DJAB | **ALEXANDRA**<br><br>**Förde-Reederei G.m.b.H.**<br>Flensburg W. German | 140<br>55<br>— | GL | 1908 Schiffs. (v. J. & Sch.) A.G.—Ham<br>*110·3'* 23' 6"<br>9' 2"<br>B34' 1 dk<br>R | S Ferry | C 2Cy. 14 1/16" & 28 11/16"×20 1/16"<br>420ihp<br>Schiffs. (v. J. & Sch.) A.G. |
| 501033<br>ELYB<br>718<br>Df Esd<br>Gc Rdr<br>RT | **ALEXANDRA I**<br><br>**Liberian Transocean Navigation Corp.**<br>Monrovia Liberian | 20026<br>13523<br>33368 | AB<br>✠Classed LR until 7/64 | 1956–2 Hitachi Zosen—Inn<br>679' 2" 87' 0" ~~34' 10½"~~ 36' 1⅛"<br>646' 4" 86' 7½" 45' 11"<br>P129' B33' F92' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>33 Ta<br>L.1534500 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>2500t (o.f)<br>Hitachi Seisakusho |
| 501029<br>5MTT<br>1912<br>Df Esd<br>Gc Pfd<br>Rdr | **ALEXANDRA V**<br>exAlexandra–63<br>**Alfotrin Ltd.**<br>Monrovia Liberian<br>Now **POLA N** See New Entries No. 1 | 10483<br>6181<br>15882 | AB | 1956 Nippon Kokan—Shimizu<br>515' 0" 67' 3" 30' 11½"<br>480' 0" 67' 0" 41' 6"<br>P98' Q83' B23' F42' 2 dks | S CSD Mchy.aft<br>5 Ho<br>G.805669 B.727623<br>5 Ha (stl) (33½', 37½', 37½', 37½', 37½'×25')<br>10W Der 4(10) 6(5) | 2 S Turb dr geared to sc. shaft<br>7000shp 2404t (o.f)<br>Mitsubishi Hvy Ind. Reorg. |
| 504873<br>6ZSB<br>2544<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEXANDRA CONWAY**<br>exBorgholm–66<br>**Cosmopolitan Shipping Co. S.A.**<br>Monrovia Liberian | 25007<br>14786<br>39185 | AB | 1959 Nederl. Dok. & Schps.—Ams<br>~~700' 2"~~ 700' 0" 93' 9" 36' 5½"<br>674' 0" 93' 6" 48' 0"<br>1 dk | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>Parsons<br>Nederl. Dok. & Schps. |
| 540041<br>HOMX<br>3669L<br>Df Esd | **ALEXANDRA K.**<br>exUskmouth–62 exEskgarth–51<br>exEmpire Valour–48<br>**Cia. Merabello San Nicolas S.A.**<br>Panama Panamanian<br>Now **ARISTEIDIS** See New Entries No. 6 | *2908*<br>*1634*<br>4640 | ✠100A1 TD 4/67<br>✠LMC<br>EL u | 1943–5 W. Gray & Co. Ltd.—Hpl<br>327' 11" 46' 6" 20' 10½"<br>310' 0" 46' 4" 25' 2"<br>P33' B82' F34' 1 dk<br>NS 5BH<br>WB934t | S<br>G.227000 B.215000<br>8W | T 3Cy. 20" 31" & 55"×39"<br>1200ihp<br>Cen. Mar. Eng. Wks<br>2 SB 200lb hs(3854) 6cf |
| 539327<br>5LQU<br>1155<br>Df Esd<br>Gc Rdr<br>RT | **ALEXANDRA VOYAZIDES**<br>exWorld Jasmine–64<br>**Rex Shipping Corp.**<br>Monrovia Liberian | 10499<br>6175<br>15061 | AB | 1958 Mitsubishi Zosen—Hma<br>503' 9" 66' 9" 30' 1¼"<br>471' 6" 66' 7" 41' 0"<br>2 dks<br>RW | S CSD Mchy.aft | 2 S Turb dr geared to sc. shaft<br>2170t<br>Mitsubishi Zosen |
| 501036<br>CSFC<br>G450<br>Df Esd<br>Rdr | **ALEXANDRE SILVA**<br><br>**Soc. Geral de Comercio, Industria e Transportes**<br>Lisbon Portuguese | 1786<br>952<br>3164 | ✠100A1 ~~Dr 12/62~~<br>with freeboard SS 12/67<br>**LMC**<br>EL s | 1943–5 Cia. União Fabril—Lis<br>306' 1" 42' 1" 18' 5½"<br>282' 2" 42' 0" 26' 3"<br>1 dk & S dk<br>R Coll BH to S dk 3 to 2nd dk<br>rf 3" WB668t | M (7P) OSD<br>4 Ho 50', 56½', 53½', 59'<br>G.193000 B.177000<br>4 Ha (each 30½'×21½')<br>Der 4(6) 4(3) | 2 Oil 2SA each 5Cy. 360×600 mm<br>geared to sc. shaft<br>1700bhp 365t<br>Sulzer Bros. Ltd.<br>3×70, 35, 35kW 220V d.c. |
| 501039<br>SVQT<br>1471<br>Df Esd<br>Gc Rdr | **ALEXANDROS**<br><br>**Alemat Compania Naviera S.A.**<br>Piræus Greek | 9735<br>5611<br>13300 | ✠100A1 ~~SS 10/62~~<br>SS 8/67<br>✠LMC<br>MN1560 EL e†2¼"SQ | 1959–1 J. Readhead & Sons Ltd.—Shl<br>499' 3" 63' 3" 30' 1"<br>465' 0" 63' 0" 40' 4"<br>F45' 2 dks<br>RW NS 6BH to U dk 2 to 2nd dk<br>rf 3" WB3349t incl. DTm 1640t | M CSD<br>5 Ho 70', 100', 32½', 75', 75'<br>G.716525 B.640205<br>5 Ha (31½'×20') (37½', 47½', 37½', 37½'×24')<br>12W Der 1(25) 5(10) 6(5) 1(3) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp 1120t<br>Sulzer Bros. Ltd.<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×200kW 220V d.c. |
| 524229<br>5BBD<br>321034<br>Df Esd<br>Gc Rdr | **ALEXANDROS**<br>exMaratha Industry–65<br>exMortain–63<br>exStephen Johnson Field–47<br>**Priority Maritime Transport & Trading Ltd.**<br>Famagusta Cyprus | 7292<br>4491<br>10520 | BV<br>**TO BE BROKEN UP** | 1942 California S.B. Corp.—L.An<br>451' 4" 57' 0" 27' 9½"<br>56' 10"<br>2 dks | S CSD<br>5 Ho 59', 72½', 47', 55', 70'<br>G.508673 B.462430<br>5 Ha (33', 35', 20', 35', 35'×20')<br>Der 10(5) | T 3y. 24½" 37" & 70"×48"<br>2500ihp 1790t<br>Joshua Hendy Irn Wks<br>2×20kW |

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| 501041<br>SZRT<br>12 | **ALEXANDROS D.**<br>**Miniotis & Sons**<br>Chios Greek | 121<br>75<br>— | | | 1946 ...................... Piræus<br>88′ 6″ 16′ 11″<br>... ... ...<br>1 dk | M | Oil 4SA 3Cy.<br>165bhp Emade—fitted46<br>Masch. Kiel G.m.b.H. Kel |
| 601041<br>SVDZ<br>22 | **ALEXANDROS ECONOMAKIS**<br>**Theodoros Economakis**<br>Thessaloniki Greek | 176<br>90<br>— | | HR | 1961 D. Homatas—Thessalonica<br>98′ 4″ 23′ 3″ 4′ 9″<br>... ... ... | M | Oil 6Cy.<br>Motorenw. Mannheim Mhm |
| 501042<br>SWCN<br>61<br>Df Esd<br>Gc | **ALEXANDROS KORYZIS**<br>exI. N. Van Nuys—47<br>**Stratis G. Andreadis**<br>Chios Greek | 7207<br>4369<br>10865 | | AB | 1944 California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S CSD<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562600 B.499573<br>5 Ha (34¾′, 34¾′, 34¾′, 33¼′, 19¾′×19¾′)<br>9W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2200ihp 1017t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| 506206<br>SXGZ<br>2982<br>Df Esd<br>Gc Rdr<br>RTv | **ALEXANDROS S.**<br>exSt. Joanna–67<br>exCape York–65<br>**Helios Shipping Co. S.A.**<br>Piræus Greek | 8280<br>4608<br>10250 | ✠100A1<br>✠LMC<br>MN900 | SS 5/67<br>EL c† | 1955–6 Lithgows Ltd.—P.Gl<br>478′ 6″ 60′ 3″ 27′ 0″<br>450′ 0″ 60′ 0″ 38′ 0″<br>P48′ F97′ 2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>rf 6″ WB3296t incl. DTm1621t | M CSD<br>5 Ho 70½′, 80′, 36¼′, 75′, 82¾′<br>G.638139 B.589063<br>5 Ha (stl) (36′, 33½′, 31′, 36¼′, 36¼′×24′)<br>10W Der 1(25) 4(10) 1(7) 6(5) | Oil 4SA 8Cy. 740×1500 mm<br>4500bhp B&W 1008t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 100lb<br>4×150, 150, 150, 100kW 220V d.c. 13½k |
| 542267<br>SYSP<br>2200<br>Df Esd<br>Pfd Rdr<br>RT | **ALEXANDROS T. II**<br>exTexas T–63 exTexas–63<br>**The Cretan Shipping Company, Tsourinakis Brothers**<br>Piræus Greek | 2352<br>1289<br>—<br>3375<br>1985<br>— | | HR | 1939 Helsingörs Jernsk. & Msk.—Hsg<br>346′ 10″ 45′ 10″ 20′ 6½″/—<br>... ... ...<br>1 dk & S dk<br>R | M OSD/CSD<br>5 Ho<br>G.243750 B.227250<br>5 Ha<br>10W | Oil 4SA 8Cy. 550×1000 mm<br>566t<br>Burmeister & Wain Cpn |
| 541463<br>SYIG<br>2196<br>Df Esd<br>Gc Rdr<br>RTm | **ALEXANDROS X**<br>exMariken–63<br>exMagnus Stove–56<br>exMildred–55 exNormildrid–51<br>exMildred–49<br>**D. Xanthopoulos & M. Gaitanos**<br>Piræus Greek | 2103<br>1174<br>3620 | | GL | 1946 Nylands Verksted—Osl<br>292′ 0″ 44′ 5″ 20′ 1½″<br>44′ 3″ 28′ 9″<br>P24′ B165′ F25′ 1 dk & S dk<br>R | S OSD<br>2 Ho<br>G.213631 B.200067<br>Der 1(15) 10(3) | C 2Cy. $17\frac{11}{16}$″ & $35\frac{7}{16}$″×$35\frac{7}{16}$″ & LP turb with dr gearing & hydraulic coupling<br>1400ihp 359t (o.f)<br>Nylands Verksted Osl<br>3×110V d.c. 11k |
| 501045<br>SYXC<br>1 | **ALEXANDROUPOLIS**<br>exArkadi–55 exTassos–55<br>exPanagiotis F.–48<br>exArgo–37 exMichael<br>exAlbertos Amvourger<br>exAndreas Protoclitos exLupus<br>**M. Vafiadi & G. Boutourelis**<br>Alexandroupolis Greek | 125<br>65<br>— | ✠Classed LR until 11/00 | HR | 1896–10 Mackie & Thomson—Gls<br>106′ 2″ 20′ 1″ 10′ 0″<br>... ... ...<br>conv trawler 57<br>R | M Mchy.aft | Oil 2SA 4Cy.<br>Emade—fitted57<br>Burmeister & Wain Cpn |
| 661584<br>UZRC<br>M-27896 | **ALEXEI TOLSTOI**<br>**U.S.S.R.**<br>Odessa Russian | 10409<br>5619<br>12595 | | | 1966 Stocznia Gdanska—Gdk<br>508′ 8″ ~~479-5′~~ 66′ 5″ ~~29′-6″~~ 29′ 7″<br>36′ 0″<br>2 dks | M | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>H. Cegielski Poz |
| 541254<br>SVIA<br>Df Esd<br>Pfd RT | **ALEXIA II**<br>exMarlin–66 exCampania–63<br>**Mortero Shipping Co. S.A.**<br>Piræus Greek | 1597<br>763<br>2945 | ✠100A1<br>with freeboard<br>Str. nav. ice<br>✠LMC | SS 5/65<br>EL s | 1947–10 C.R.D. Adriatico—Mfl<br>284′ 4″ 42′ 2″ 18′ 0¾″<br>265′ 9″ 42′ 0″ 26′ 5″<br>F34′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB639t incl. Tunnel tanks 113t | M OSD<br>G.165000 B.153649<br>8W Der 1(15) | Oil 2SA 8Cy. 450×740 mm<br>1900bhp 275t<br>S.A. Fiat S.G.M. Tur<br>12¼k |
| 501046<br>DEFY<br>Df Esd<br>Gc Rdr<br>RT | **ALEXIS**<br>**Hermann Schepers**<br>Bremen W. German | 500<br>228<br>940 | | GL | 1955 Rolandwerft G.m.b.H.—Bmn<br>218′ 1″ 32′ 10″ 12′ 4″<br>193′ 6″ 32′ 8″ 19′ 6″<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>G.68120 B.60780<br>2 Ha (each 66¾′×20′)<br>Der 1(5) | Oil 4SA 8Cy. 320×450 mm<br>100bhp<br>Klöckner-Humboldt-Deutz Kln<br>11½k |
| 501047<br>SVPC<br>105 | **ALEXIS**<br>**A. Hatziemmanouel Bros.**<br>Kavala Greek | 107<br>48<br>— | | | 1944 ........................Germany<br>90′ 6″ 16′ 8″<br>... ... ...<br>1 dk | TM | 2 Oil 4DA each 6Cy.<br>Motorenw. Mannheim Mhm |
| 511647<br>SVJA<br>2516<br>Df Esd<br>RT | **ALEXIS K**<br>exFlora–65 exGeeste–57<br>exFriedrich Busse–51<br>exDahme–48<br>exCarsten Rehder<br>**Emmanouel A. Kondylis**<br>Piræus Greek | 488<br>285<br>650 | | HR | 1936 H. C. Stülcken Sohn—Ham<br>178′ 3″ 26′ 8″ 14′ 0″<br>... ... ...<br>R conv trawler — | M<br>2 Ho<br>G.31230 B.28600<br>2 Ha (each 29½′×14½′)<br>2W Der 2(1½) | Oil ~~4SA 4Cy. 300×400 mm~~<br>~~400bhp Emade—fitted—~~ NE67 ~~80t~~<br>~~12k~~ |
| 662138<br>Esd RT | **ALEXLUZ I**<br>**Aleksander Colka**<br>La Guaira Venezuelan | 126<br>50<br>— | | GL | 1966 Ast. Jorge Labarthe—Clo<br>*73·6′* 21′ 3″<br>9′ 9″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>330bhp<br>Caterpillar Tractor Co. Peoria |

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| 501048<br>SVNP<br><br>Df Esd<br>Gc Rdr | **ALFA**<br>exSpeed-61 exCilco Logger-61<br>exUnion Sulphur-55<br>exThomas Johnson-47<br>**Vetmar Cia. de Vapores S.A.**<br>~~Syros~~ Piræus Greek | 7285<br>4471<br>10920 | AB<br>BROKEN UP | 1942 California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70'<br>G.536394 B.500000<br>5 Ha (33½', 35', 20', 30', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 650216<br>OUTW<br><br>Df Esd<br>Rdr<br>RTm/v | **ALFA**<br><br>**O. Bjørn-Jensen & Co.**<br>E. Randrup Christensen<br>Copenhagen Danish | 299<br>191<br>555 | BV | 1964 Ørskovs Staalskibsværft—Fkn<br>157' 11" 28' 5" 10' 3"<br>141' 9" 28' 4" 11' 4"<br>P41' F25' 1 dk | M Mchy.aft<br>1 Ho 100'<br>G.25000 B.21750<br>2 Ha (each 35½'×16½')<br>2W Der 2(2) | Oil 2SA 5Cy. 230×400 mm<br>300bhp<br>Alpha-Diesel A/S<br>3×6kW 220V d.c.<br>Controllable pitch propeller |
| 501049<br>CSEE<br><br>Esd | **ALFACINHA**<br>exLoch Carron-39<br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 360<br>180<br>— | ✠Classed LR until 6/40 | 1929-6 J. Lewis & Sons Ltd.—Abn<br>150' 10" 24' 0"<br>... ... ...<br>R | S Trawler | T 3Cy. 13" 23" & 37"×26"<br><br>J. Lewis & Sons Ltd. |
| 501050 | **ALFACRUZ**<br>exA.M.P.20<br>~~Estrella Maritima S.A. de Nav. y Com.~~ **INTRAMAR S.r.l.**<br>Buenos Aires Argentine | 261<br>248<br>560 | ✠A- SS 6/59<br>oil tanker—FP above 150°<br>F. River Parana service &<br>to La Plata<br>~~LAID UP—SURVEYS OVERDUE 6/63~~<br>SURVEYS OVERDUE—CLASS SUSPENDED 1/2/68 | 1921-12 Palmers S.B. & I. Co. Ltd.—Amble<br>135' 0" 25' 5" 13' 5"<br>134' 0" 24' 6" 13' 6"<br>R 9BH<br>WB25t | Oil Barge<br>8 Ta<br>L.21050 HeCls. C | ✠db12/21-130lb |
| 501051<br>CSMR<br>LX59A<br>Esd | **ALFAMA**<br><br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 434<br>176<br>— | ✠ | 1955-3 Est. Nav. do Mondego—Figueira<br>168' 9" 27' 11" 13' 2½"<br>153' 3" 27' 7" 13' 11"<br>F31'<br>RW<br>BK7" | M Trawler | Oil 4SA 8Cy. 385×580 mm<br><br>Masch. Kiel A.G. |
| 501052<br>GHPA<br>302616<br>RT | **ALFARIS**<br><br>**Dilmun Nav. Co. Ltd.**<br>London British | 302<br>117<br>— | ✠100A1 SS 7/65<br>oil tanker<br>Persian Gulf coasting service & to Muscat<br>✠LMC<br>MN68 EL d | 1961-4 J. W. Cook & Co. (Wivenhoe) Ltd.—Wvn<br>129' 6" 27' 10" 6' 6½"<br>120' 6" 27' 6" 8' 6"<br>Ba39' F20' 1 dk<br>8BH<br>rf 1" WB97t | M Tanker Mchy.aft<br>9 Ta<br>L.25000 | Oil 4SA 6Cy. 8¾"×11½" with flexib<br>coupling & sr reverse gear<br>337bhp<br>Lister Blackstone Mar. Ltd. |
| 501053<br>CUYA<br>LX67A<br>Df Esd | **ALFEITE**<br><br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 433<br>178<br>— | ✠Classed LR until 1/60 | 1958-5 Est. Nav. do Mondego—Figueira<br>168' 10" 27' 11" 13' 3"<br>148' 4" 27' 6½" 13' 11"<br>F31'<br>RW<br>rf 36" BK7" | M Trawler | Oil 4SA 8Cy. 385×580 mm<br><br>Masch. Kiel A.G. |
| 501054<br>LCCR | **ALFEN**<br><br>**Ingvald Eriksen**<br>Bergen Norwegian | ~~123~~ 133<br>~~64~~ 79<br>— | | 1893 Kristiansands M/V—Krs<br>88' 10" ~~83' 8"~~ 17' 4" 8' 6"<br>17' 2"<br>R | M<br>1 Ho 8'<br>1 Ha (4'×4½')<br>1W Der 1(1) | Oil 2SA 5Cy. 220×320 mm<br>NE52<br>Bergens M/V |
| 672603<br>UHNA<br>M-3161 | **ALFERAS**<br><br>**U.S.S.R.**<br>Klaipeda Russian | 699<br>265<br>341 | | 1964 ......................Russia<br>178' 0" 31' 1" 12' 6½"<br>31' 0" 15' 7" | M Trawler<br>1 Ho<br>In.12500<br>1 Ha<br>2W Der 1(2) 1(1½) | Oil 4SA 8Cy. 320×480 mm |
| 501182<br>LZET<br><br>Df Esd<br>Gc Rdr<br>RT | **ALFERATZ**<br>exAllobrogia-65<br>**Navigation Maritime Bulgare**<br>Bourgas Bulgarian | 6205<br>3299<br>9567 | GL | 1952 Flensburger Schiffs. Ges.—Fln<br>474' 0" 60' 7" 25' 7½"<br>60' 5" 37' 8"<br>P67' F84' 1 dk & S dk<br>RW | M OSD<br><br>G.644300 B.598700<br><br>16W Der 1(30) | Oil 2SA 6Cy. 720×1250 mm<br>4200bhp<br>Sulzer Bros. Ltd. |
| 671865 | **ALFIL**<br><br>**Government of Libya**<br>Tripoli Libyan<br>For later particulars see New Entries No. 1 | 192<br>187<br>— | A1<br>for restricted service<br>Class contemplated | N.V. Werf Gusto—Sch<br>104' 11" 30' 4"<br>91' 11" 29' 6" 8' 3" | Pontoon | |
| 501055<br>LFAM | **ALFJORD**<br>exMasfjord-54 exSætre-44<br>exStubbenkammer<br>**Johan Ness and others**<br>Haugesund Norwegian | 166<br>79<br>— | | 1925 Stettiner Oderwerke—Stn<br>*103-0'* 21' 10"<br>... ... ...<br>1 dk<br>R | M Fishing | 2 Oil 4SA geared to sc. shaft<br>400bhp NE63<br>A/B Volvo-Penta |
| 641500<br>UTJY<br>M-28003 | **ALFONSAS CHEPONIS**<br><br>**U.S.S.R.**<br>Klaipeda Russian | 3170<br>1225<br>1460 | | 1964 ......................Russia<br>277' 10" 46' 0" 18' 9"<br>32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(7½) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda |

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| 501059<br>EDAX<br>Df<br>RTm | **ALFONSO CUARTO**<br>**Cía. Maritima Golfo de Vizcaya S.A.**<br>Bilbao Spanish | 692<br>387<br>958 | ✠100A1 SS 2/68 ~~SS 2/64~~<br>✠LMC<br>MN200 EL k | 1960–11 Ast. del Cadagua—Bbo<br>204′ 3″ 30′ 4″ 13′ 1¼″<br>187′ 1″ 30′ 2″ 13′ 6″<br>P47′ R dk fwd of P74′ F28′ 1 dk<br>R 4BH<br>rf 3″ WB233t | M Mchy.aft<br>2 Ho 47½′, 66½′<br>G.53477 B.44564<br>2 Ha (28½′, 46½′×18′)<br>2W Der 2(1½) | Oil 2SA 8Cy. 300×550 mm<br>1000bhp Smit-Bolnes 55t (d.o)<br>Empresa Nacional "Elcano" Val<br>2×45kW 220V d.c. 10½k |
| 501060<br>EAPK<br>Df Esd<br>RT | **ALFONSO DE CHURRUCA**<br>**Altos Hornos de Vizcaya S.A.**<br>Bilbao Spanish | 2469<br>1230<br>3450 | ✠100A1 SS 1/68 ~~SS 2/64~~<br>✠LMC<br>MN180 EL s | 1954–7 Soc. Española de Const. Nav.—Bbo<br>296′ 2″ 41′ 10″ 18′ 11¾″<br>277′ 3″ 41′ 5″ 22′ 0″<br>P22′ B78′ F32′ 1 dk<br>RW NS 6BH<br>WB768t | S | T 3Cy. 17″ 27″ & 43″×27″<br>900ihp (o.f)<br>Soc. Española de Const. Nav. Bbo<br>2 SB 180℔ hs(2960) 6cf 10¾k |
| 501062<br>EBVS<br>Df<br>RTm | **ALFONSO TERCERO**<br>**Cía. Maritima Golfo de Vizcaya S.A.**<br>Bilbao Spanish | 692<br>387<br>958 | ✠100A1 SS 8/68 ~~SS 9/64~~<br>✠LMC<br>MN200 EL k | 1960–6 Ast. del Cadagua—Bbo<br>204′ 3″ 30′ 3″ 13′ 1¼″<br>187′ 1″ 30′ 2″ 13′ 5″<br>P47′ R dk fwd of P74′ F28′ 1 dk<br>R 4BH<br>rf 3″ WB233t | M Mchy aft<br>2 Ho 47½′, 66½′<br>G.53478 B.44565<br>2 Ha (28½′, 42′×18′)<br>3W Der 1(2) 1(1½) | Oil 2SA 8Cy. 300×550 mm<br>1000bhp Smit-Bolnes 55t (d.o)<br>Empresa Nacional "Elcano" Val<br>2×45kW 220V d.c. 10½k |
| 501063<br>DHHF<br>Df Esd | **ALFRED**<br>**Leth & Co.**<br>Hamburg W. German<br>Now **SARDA** See New Entries No. 1 | 651<br>398<br>1045 | GL | 1942 Greifenwerft G.m.b.H.—Stn<br>197′ 0″ 26′ 3″ 11′ 7⅜″<br>26′ 1″ 12′ 10″<br>P71′ F22′ 1 dk | TM Tanker<br>10 Ta<br>L.41723 | 2 Oil 4SA each 6Cy. 240×360 mm<br>450bhp 63t<br>Klöckner-Humboldt-Deutz Kln<br>8k |
| 501064<br>MMJW<br>164336<br>RTv | **ALFRED**<br>**Alexandra Towing Co. Ltd.**<br>Liverpool British | 215<br>—<br>— | ~~✠100A1~~ ~~SS 11/66~~<br>~~tug~~<br>~~✠LMC~~<br>**TO BE BROKEN UP** ~~EL (c)~~ | 1937–8 Cochrane & Sons Ltd.—Sel<br>103′ 4″ 25′ 1″ 12′ 2¾″<br>95′ 0″ 25′ 0″ 13′ 0″<br>R 4BH<br>rf 18″ WB26t | S Tug | T 3Cy. 16″ 26″ & 42″×30″<br>1000ihp (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>✠NB 11/62–200℔ ND hs(2190) 3cf<br>2×5kW 110V d.c. 12k |
| 507719<br>322297<br>Df Esd<br>Pfd Rdr<br>RT | **ALFRED BOOTH**<br>exColombier–64<br>Launched as Curacao<br>**Booth Fisheries Canadian Co. Ltd.**<br>St. John's. Nfl Canadian | 237<br>118<br>— | BV | 1955 D. & J. Boot Schps. "De Industrie"—Alp<br>120′ 7″ 23′ 2″ 10′ 10″<br>112′ 3″ 23′ 0″ 12′ 0″<br>RW | M Trawler<br>5 Ha (each 3¼′×2¾′) | Oil 4SA 8Cy. 305×460 mm<br>600bhp<br>D. & J. Boot "De Industrie" Alp |
| 501065<br>MXFK<br>300172<br>Esd Pfd | **ALFRED EVERARD**<br>**J. Hay & Sons Ltd.**<br>F. T. Everard & Sons Ltd.<br>Glasgow British | 1543<br>678<br>— | ✠100A1 SS 5/66<br>✠LMC<br>MN220 EL o | 1957–5 Grangemouth Dkyd Co. Ltd.—Gmh<br>240′ 11″ 38′ 2″ 15′ 8½″<br>225′ 0″ 37′ 10″ 16′ 0″<br>P58′ Q108′ F21′ 1 dk<br>RW NS 5BH<br>rf 4″ WB597t incl. DTm252t | M Mchy.aft | Oil 2SA 4Cy. 407×648 mm<br>1100bhp<br>Newbury Diesel Co. Ltd. Nby |
| 501066<br>FOYU<br>Df Esd<br>Gc Rdr<br>RT | **ALFRED FRAISSINET**<br>**Fraimer Transports Pétroliers**<br>Dunkirk French<br>Now **ELEKTRA** See New Entries No. 1 | 22560<br>12909<br>34135 | BV | 1959 Ch. de l'Atlantique—St.N<br>669′ 6″ 87′ 6″ 35′ 5″<br>636′ 3″ 87′ 4″ 47′ 3″<br>P178′ Q120′ B48′ F64′ 1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta<br>L.1646392 HeCls. BC<br>Der 3(5) 2(1) | 2 S Turb dr geared to sc. shaft<br>15000shp Parsons 3750t (o.f)–80pd<br>Ch. de l'Atlantique St.N<br>16½k |
| 501067<br>WSPY<br>246297<br>Df Esd<br>Gc | **ALFRED I. DUPONT**<br>**United States Department of Commerce**<br>Jacksonville United States | 7240<br>4390<br>10500 | AB | 1944 St. Johns River S.B. Co.—Jck<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Filer & Stowell Co. Milwaukee<br>3×20kW 120V d.c. 10k |
| 501068<br>KSSI<br>246494<br>Df Esd<br>Gc | **ALFRED J. EVANS**<br>**United States Department of Commerce**<br>New Orleans United States | 7176<br>4380<br>10432 | AB | 1944 Delta S.B. Co. Inc.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. 10k |
| 521528<br>LEJX<br>Esd Rdr<br>RT | **ALFRED JENSEN**<br>exLyngen–67<br>Harstad Norwegian | 474<br>216<br>— | | 1931 Trondhjems M/V—Tdh<br>160′ 0″ 26′ 1″ 10′ 6″<br>25′ 11″<br>1 dk & S dk<br>R conv dry cargo 67 | M OSD<br>2W | Oil<br>1200bhp NE67<br>14k |
| 670814<br>GVZA<br>334212<br>Esd Rdr<br>RTm | **ALFRED LAMEY**<br>**J. H. Lamey Ltd.**<br>Liverpool British | 219 ~~225~~<br>—<br>— | ✠100A1<br>tug<br>UK coasting service<br>✠LMC<br>MN340 EL (c) | 1967–4 James Lamont & Co. Ltd.—P.Gl<br>106′ 11″ 28′ 1″ 11′ 0″<br>96′ 0″ 26′ 6″ 13′ 6″<br>RW 3BH<br>rf 24″ BK4″ | M Tug | Oil 4SA 6Cy. 360×450 mm dr geared<br>1700bhp (d.o)<br>Motorenw. Mannheim Mhm<br>2×25kW 220V d.c. 12k |
| 501070<br>MLFK<br>137097 | **ALFRED MASON**<br>exWarita–47<br>**J. Tyrrell & Sons**<br>London British | 368<br>136<br>365 | ✠Classed LR until 8/23<br>**BROKEN UP** | 1919–11 I. J. Abdela & Mitchell—Queen's Ferry<br>133′ 6″ 23′ 6″ 10′ 10″<br>23′ 4″<br>1 dk<br>R | M Mchy.aft<br>1 Ho 72′<br>G.16946 B.16000<br>1W Der 1 | Oil 2SA 5Cy. 265×345 mm<br>330bhp Emade49fitted50 10t<br>Crossley Bros. Ltd. Mch<br>8½k |
| 501071<br>DABN<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ALFRED THEODOR**<br>**Alfred C. Toepfer Schiffahrtsges. m.b.H.**<br>Hamburg W. German | ~~8281~~ 6390<br>~~5640~~ 3544<br>~~14358~~ —<br>8281<br>5640<br>11358 | GL | 1958 Nordseewerke Emden—Emd<br>473′ 6″ 58′ 8″ ~~27′ 11″~~ — /27′ 11″<br>440′ 8″ 58′ 7″ 30′ 0″<br>P21′ B71′ F48′ 2 dks<br>RW<br>rf 3¾″ | M (12P) ~~CSD~~ OSD/CSD<br>5 Ho 53¾′, 68¼′, 70½′, 75¾′, 64½′<br>G.604897 B.555360<br>5 Ha (stl) (31¾′, 44½′, 36¾′, 44½′, 36¾′×26¼′)<br>10W Der 1(30) 1(15) 4(5) 6(3–5) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp 664t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×210kW 400V 50c/s a.c. 13k |

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| 670815<br>OVJN<br><br>Df Esd<br>Rdr<br>RTm/h | **ALFRED TRIGON**<br><br>**Partrederiet Trigon II**<br>Anders Jensen<br>Copenhagen Danish | 499<br>326<br>~~1280~~<br>1283 | GL | 1967 Atlas-Mak Masch.—Bmn<br>245′ 1″ 37′ 5″ ~~14′ 4¼″~~ 12′ 0″<br>220′ 6″ 37′ 1″ 20′ 6″<br>P41′ F18′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 159½′<br>G.103500 B.94500<br><br>4W Cr 1(10–15) 1(3–5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Atlas-Mak Masch.<br>3×52kW 400V 50c/s a.c. |
| 501072<br>KAMH<br>247732<br>Df Esd<br>Gc | **ALFRED VICTORY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7607<br>4563<br>10681 | AB | 1945 Permanente (Shpyd No. 2)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6½″<br>436′ 6″ 62′ 0″ 38′ 0″<br>3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 541746<br>ISWU<br>583<br>Df Rdr<br>RT | **ALFREDO**<br>exRubino–66 exAdolf Bratt–63<br>exSigneborg–61<br>**Salvatore Giannone**<br>Naples Italian | 1455<br>790<br>2600 | RI | 1939 Nylands Verksted—Osl<br>258′ 1″ 41′ 2″ 17′ 5″<br>249′ 9″ 41′ 0″<br>1 dk & S dk<br>R | S OSD<br><br>G.170000 B.158000 | C 2Cy. 16¾″ & 33$\frac{1}{16}$″×33$\frac{1}{16}$″ & LP<br>with dr gearing & hydraulic couplin<br>1200ihp<br>Nylands Verksted |
| 662139 | **ALFREDO 3**<br><br>**Pesquera Alte S.A.**<br>Callao Peruvian | 158<br>69<br>— | ~~GL~~ | 1966 Ast. Pesquera Ind. Callao—Clo<br>*80·3′* 22′ 0″<br>10′ 9″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>330bhp<br>Caterpillar Tractor Co. |
| 501073<br>CSAK<br>H391<br>Df Esd<br>Rdr<br>RTm | **ALFREDO DA SILVA**<br><br>**Soc. Geral de Comercio. Industria e Transportes**<br>Lisbon Portuguese | 3374<br>2172<br>3282 | ✠100A1 SS 8/68 ~~SS 7/63~~<br>with freeboard<br>✠LMC<br><br>EL u | 1950–8 Cia. União Fabril—Lis<br>337′ 10″ 45′ 7″ 18′ 11½″<br>314′ 11″ 45′ 3″ 26′ 11″<br>F39′ B60′ 2 dks<br>R 6BH<br>rf 4″ WB328t | M (88P)<br>4 Ho 63′, 63′, 56′, 52½′<br>G.198000 B.190000<br>4 Ha (30½′, 30½′×22½′) (17½′×13′)<br>(17½′×9½′)<br>Der 1(15) 4(6) 4(2) | 2 Oil 2SA each 7Cy. 350×570 mm<br>hydraulic coupling sr geared to<br>shaft<br>2660bhp<br>Atlas-Diesel<br>3×90, 90, 52kW 230V d.c. |
| 501074 | **ALFREDO LABADIE**<br>exHercules–35<br>**Uruguayan Government (Administracion Nacional de Puertos)**<br>Montevideo Uruguayan | 184<br>4<br>— | ✠ | 1911–9 Nederl. Schps. Maats.—Ams<br>93′ 6″ 23′ 7″ 11′ 2″<br>23′ 5″<br>R | S Tug | C 2Cy. 16¾″ & 33½″×23¾″<br>Alblasserdam Masch. |
| 501075<br>IJGP<br>430 | **ALFREDO NERI**<br>exRapallo<br>**T. Neri**<br>Leghorn Italian | 156<br>60<br>— | RI | 1938 Ansaldo S.p.A.—Gen<br>92′ 1″ 23 8″<br>84′ 3″ 23′ 5″ 14′ 8″<br>R | S Tug | T 3Cy. 347 568 & 920×612 mm<br>700ihp Emade10refitted38<br>Ansaldo Stab. Mecc. |
| 516794<br>IBJK<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ALFREDO PRIMO**<br>exBannerloch–66<br>exJakob Mærsk–63<br>**"Aurora Sarda" Cia. di Nav. S.p.A.**<br>Olbia Italian | 11977 ~~12864~~<br>7408 ~~7822~~<br>18529 ~~18500~~ | RI<br>✠LR class withdrawn—<br>Owners' request 12/67 | 1954–5 John Cockerill S.A.—Hbk<br>580′ 0″ 70′ 2″ 30′ 4¾″<br>548′ 7″ 70′ 0″ 39′ 9″<br>P114′ B44′ F50′ 1 dk<br>RW conv tanker 67<br>rf 6″ | M ~~Tanker~~ Mchy.aft | Oil 2SA 9Cy. 740×1400 mm<br>7100bhp B&W<br>John Cockerill S.A.<br>3×60kW 110V d.c. |
| 501076<br>EAAN<br><br>Df Esd<br>RT | **ALFREDO VIEIRA**<br><br>**Miguel Piñeiro Nogueira**<br>Vigo Spanish | 153<br>67<br>— | BV | 1959 Maritima del Musel, S.A.—Gjn<br>*82·0′* 19′ 3″<br>82′ 0″ 19′ 2″ 12′ 5″ | M Fishing<br><br><br>2 Ha (each 3½′×3½′) | Oil 4SA 6Cy. 230×330 mm<br>300bhp<br>Carmelo Unanue |
| 501077<br>IBUY<br>623<br>Df Esd<br>Gc Rdr<br>RT | **ALGA**<br>exCharles E. Smith—47<br>**Grimaldi Compagnia di Navigazione S.p.A.**<br>Palermo Italian | 7163<br>4389<br>10735 | ~~AB~~ RI | 1943 Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4<br>2 dks, pt 3rd dk<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562000 B.499000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>12W Der 1(47) 1(14½) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 535604<br>OYZO | **ALGAR**<br>exTerma–65<br>exSandholm–61<br>exMalmönfjord–52<br>exAnna Cordes–51<br>exPaula<br>~~Aage Laursen~~ Fru Vera Laursen<br>Frederikshavn Danish | 130<br>53<br>— | GL | 1906 C. Lühring—Brake<br>88′ 4″ 21′ 5″<br>... ... ...<br>1 dk<br>R | M | Oil 2SA 3Cy. 200×340 mm<br>135bhp NE39<br>Frederikshavns Jernst. & Msk. |
| 672981<br>DAPO<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALGARVE**<br><br>**Franz Haniel & Cie. G.m.b.H.**<br>Oldenburg-Portugiesische-Dampfschiffs-Rhederei Kusen, Heitman & Cie K.G.<br>Hamburg W. German | ~~958~~ T.Mk<br>~~464~~ 958<br>~~1543~~ 464<br>~~1541~~ 1519<br>~~892~~ 1541<br>~~2400~~ 892<br>2382 | GL | 1967 J. J. Sietas Schiffsw.—Ham<br>264′ 4″ ~~15′ 4″/19′ 0″~~ 15′ 0″/19′ 0″<br>237′ 3″ 38′ 9″ 22′ 2″<br>P57′ F25′ 1 dk & S dk | M ~~OSD/CSD~~ Mchy.aft<br>2 Ho 59′, 92½′<br>G.105600 B.95600<br>4 Ha (stl) (35½′, 35½′, 35½′, 74¾′×16½′)<br>3W Cr 3(3) | Oil 4SA 7Cy. 400×600 mm<br>1970bhp<br>Masch. Augsburg-Nürnberg<br>3×112, 112, 56kW 400V 50c/s a.c. |
| 501080<br>SULG<br>54<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALGAZAYER**<br><br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | 4444<br>2323<br>— | ✠100A1 SS 3/67<br><br>✠LMC<br>✠Lloyd's RMC<br>MN648 EL w 1⅔″SQ | 1962–8 Deutsche Werft A.G.—Ham<br>354′ 4″ 54′ 7″ 14′ 6¾″<br>318′ 3″ 54′ 5½″ 23′ 10″<br>RAD 18′ B & F 185′ 2 dks<br>8BH to U dk 2 to 2nd dk<br>rf nil WB589t incl. Tunnel tanks 225t | M (282P) Ref<br><br>In.10242 | Oil 4SA 9Cy. 520×740 mm<br>3240bhp<br>Masch. Augsburg-Nürnberg<br>wtdb 100ft |

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| 501081<br>PCKX<br><br>Esd RT | **ALGE**<br><br>**G. Slagter**<br>"Carebeka" N.V.<br>Groningen Netherland | 350<br>174<br>420 | BV | **1957** Hanseatische Werft—Ham<br>149′ 0″ 24′ 11″ 9′ 0½″<br>134′ 11″ 24′ 9″ 10′ 0″<br>1 dk | M Mchy.aft<br><br><br>2 Ha (each 34′×16½′)<br>Der 2(2) | Oil 4SA 4Cy. 290×420 mm<br>225bhp 36t<br>Masch. Kiel A.G. Kel<br>9k |
| 640313<br>EEIZ<br><br>Df Esd<br>Rdr RT | **ALGECIRAS**<br><br>**Felipe Camara y Cia. S.L.**<br>San Sebastian Spanish | 379<br>180<br>732 | BV | **1964** Ast. Luzuriaga—Pjs<br>134′ 10″ 28′ 5″<br>119′ 9″ 28′ 3″ 14′ 5″ | M Trawler<br><br><br>9 Ha (each 4¾′×4¾′) | 2 Oil 4SA each 8Cy. geared to sc. shaft<br>800bhp 72t<br>Moteurs Baudouin Msl<br>11k |
| 661050<br>DEIL<br><br>Df Esd<br>Gc Rdr<br>RT | **ALGENIB**<br><br>**Argo Reederei, Richard**<br>**Adler & Söhne**<br>Bremen W. German | 1599<br>780<br>—<br>2777<br>1437<br>— | GL | **1966** Wärtsilä A/B Turku Shipyard—<br>Åbo<br>300′ 4″ 45′ 11″ 17′ 8¾″/21′ 4″<br>269′ 0″ 45′ 10″ 25′ 11″<br>F40′ 1 dk & S dk | M OSD/CSD Mchy.aft | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo |
| 501083<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ALGENIB**<br><br>**The Democratic Republic of**<br>**Vietnam (Ministry of**<br>**Posts & Transport)**<br>Haiphong N. Vietnam | 617<br>320<br>— | | **1958** Peene Werft—Wolgast<br>195′ 0″ 32′ 3″ 12′ 0″<br>32′ 2″ 19′ 0″<br>2 dks | M CSD Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br><br>Schwermasch. Karl Liebknecht Mgd |
| 501084<br>CSNP<br><br>Esd | **ALGENIB**<br>exProfessor<br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 334<br>118<br>— | | **1943** Cia. Uniào Fabril—Lis<br>148′ 7″ 25′ 1″<br>… … … | M Fishing | Oil 7Cy. 320×380 mm<br><br>Ruston & Hornsby Lcn |
| 501085<br>CSJI<br><br>RTm | **ALGER**<br>exOldambt-36<br>**Vieira & Silveira Ltda.**<br>Lisbon Portuguese | 431<br>288<br>542 | | **1930** J. Smit & Zoon—Foxhol<br>156′ 2″ 25′ 7″ 12′ 0″<br>25′ 5″<br>P38′ F20′ 1 dk<br>R<br>rf nil | M Mchy.aft<br>2 Ho 52½′, 51½′<br><br><br>2W Cr 2(1) | Oil 2SA 4Cy. 290×500 mm<br>400bhp NE45 30t (d.o)<br>Sulzer Bros. Ltd. Win<br>3×25, 4, 4kW 110V d.c. 9k |
| 501087<br>IJNM<br><br>RTv | **ALGERIA**<br>exAmerica<br>**Soc. Rimorchiatori Riuniti**<br>Genoa Italian | 135<br>11<br>— | RI | **1944** Decatur I. & S. Co.—Decatur<br>86′ 4″ 23′ 9″<br>80′ 11″ 22′ 11″ 10′ 4″ | M Tug | Oil 2SA 6Cy. 310×800 mm<br>600bhp (d.o)<br>Clark Bros. Co. Inc. N.Orleans<br>2×30kW 115V d.c. |
| 501089<br>IJLK<br>291 | **ALGERINA NERI**<br>exPortoferraio<br>**Fratelli Neri**<br>Leghorn Italian | 142<br>34<br>— | RI | **1936** Bacini e Scali—Nap<br>88′ 6″ 22′ 1″ 12′ 6″<br>79′ 7″ 21′ 11″ 13′ 3″<br>R | S Tug | T 3Cy. 14$\frac{3}{16}$″ 22⅞″ & 37″×25⅝″<br>606ihp 50t<br>Bacini e Scali Nap<br>11k |
| 501090<br>VOBB<br>191245<br>Df Esd<br>Gc Rdr<br>RTh | **ALGERINE**<br><br>**Bowring Brothers Ltd.**<br>St. John's, Nfl Canadian<br>Now **ARCTIC BAY**<br>See New Entries No. **1** | 709<br>338<br>622 | Rest. 4A1 from 8/66<br>Hull strengthened to<br>withstand ice<br>✠LMC<br>MN200 EL (j) | **1943** Wheeler S.B. Corp.—Whitestone<br>162′ 0″ 34′ 8″ 17′ 3″<br>156′ 1″ 34′ 6″ 19′ 1″<br>P25′ B45′ F27′ 1 dk | Wood M<br>2 Ho 34¼′, 35¾′<br><br>2 Ha (12′, 12¾′×8′)<br>Der 2(3) 1(2) | Oil 4SA 8Cy. 395×560 mm<br>1000bhp ✠NE3/50 (d.o)<br>Cooper-Bessemer Corp. Grove City<br>3×52, 52, 15kW 125V d.c. |
| 501091<br>IJKP<br>93<br>RT | **ALGHERO**<br><br>**Società Armasarda**<br>Cagliari Italian | 126<br>30<br>— | RI | **1959** Cant. Nav. Solimano—Savona<br>78′ 9″ 22′ 0″ 10′ 6″<br>68′ 11″ 21′ 11″ 12′ 6″<br>RW | M Tug | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz Kln |
| 501092<br>ICES<br>2836<br>Df Esd<br>Gc Rdr<br>RT | **ALGIDA**<br>exFruit Monarch-50<br>**Lloyd Triestino Soc. per**<br>**Azioni di Nav.**<br>Genoa Italian<br><br><br>Now **TAROUDANT** See New Entries No. **2** | 2589<br>1419<br>3434 | ~~✠100A1~~ ~~SS 12/65~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~✠Lloyd's RMC~~<br>~~EL w 1$\frac{13}{16}$″SQ~~<br>✠Class **WITHDRAWN** ~~RI~~<br>at Owners' request<br>6/68 RI | **1949-9** Helsingör Skibs. & Msk.—Hsg<br>363′ 5″ 49′ 1″ 20′ 7¾″<br>329′ 0″ 48′ 10″ 30′ 3″<br>B&F275′ 1 dk & S dk, 3rd dk in fwd holds<br>for light cargoes only<br>RW 3BH to S dk 3 to 2nd dk<br>WB1334t incl. Tunnel tanks 635t | M Ref · OSD<br>4 Ho<br>B.186000 In.186690<br><br>10W | Oil 2SA 10Cy. 500×900 mm<br>3450bhp B&W 870t<br>Helsingör Skibs & Msk. Hsg<br>15½k |
| 626950<br>LZFA<br>2050<br>Df | **ALGIT**<br>exTheomitor-66<br>exPanaghia A-65<br>exNissos Skiathos-63<br>exHugin-62<br>**"Bulet" State Economic**<br>**Enterprise**<br>Varna Bulgarian | *1325*<br>*614*<br>1900 | HR | **1924** Helsingörs Jernsk. & Msk.—Hsg<br>263′ 0″ 37′ 1″ 16′ 1½″<br>… … …<br>2 dks<br>R | S<br>2 Ho<br>G.118910 B.110520<br>4 Ha<br>8W Der 8(3) | T 3Cy. 20″ 32″ & 53″×36″<br>820ihp (o.f)<br>Helsingörs Jernsk. & Msk. Hsg<br>9k |
| 501093<br>ZTPW<br>153843 | **ALGOA**<br>exKabeljou<br>**Republic of South Africa**<br>**(Railways & Harbours**<br>**Administration)**<br>Port Elizabeth S. African | 290<br>129<br>— | Classed LR until 2/33 | **1923** J. & K. Smit Scheeps.—Krimpen<br>123′ 5″ 28′ 0″ 10′ 5″<br>27′ 10″<br>R<br>rf nil | S Suction Hopper Dredger<br>Mchy.aft | C 2Cy. 12⅝″ & 25⅜″×18⅛″<br>275ihp 20t (c)<br>J. & K. Smit Scheeps. Kinderdijk<br>6½k |
| 501094<br>VGKM<br>158164<br>Df Gc<br>Rdr | **ALGOCEN**<br>exJohn J. Barlum-35<br>**Algoma Central Railway**<br>Sault Ste. Marie Canadian | 6904<br>5031<br>9800 | ~~BS~~ ~~Lake SS 4/66~~<br>~~Great Lakes & River St.~~<br>~~Lawrence service~~<br>~~MBS~~<br>~~MN817~~<br>**TO BE BROKEN UP** | **1909** American S.B. Co.—Clv<br>*512·5′* 54′ 2″ 20′ 4½″<br>511′ 9″ 54′ 0″ 30′ 2″<br>1 dk<br>R 3BH | S Mchy.aft<br><br>G.286622 | T 3Cy. 23⅝″ 38$\frac{3}{32}$″ & 63⅛″×42″<br>1760ihp 320t (c)<br>American S.B. Co. Clv<br>2SB 165lb hs(7150)<br>NB ✻made40refitted53 ND 10k |

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| 501095<br>IJLC<br>405<br>Df | **ALGODONALES**<br>exJustus Haslinger–58<br>**A. Valesi**<br>Trapani Italian | 486<br>247<br>699 | | RI | **1952** Heinrich Brand—Oldenburg<br>167' 0" 27' 8" 11' 7"<br>152' 6" 27' 6" 11' 10"<br>P34' Q66' F22' 1 dk<br>RW | M<br>1 Ho 95'<br>G.36500 B.33700<br>4W Der 3(3) | Oil 4SA 6Cy. 290×420 mm<br>420bhp<br>Masch. Kiel A.G. |
| 501096<br>6ZPA<br>2465<br>Df Esd<br>Gc Rdr | **ALGOL**<br>**Algol Steamship Corp. S.A.**<br>Monrovia Liberian | 12618<br>7431<br>19070 | ✠100A1 Dr 7/64<br>oil tanker<br>✠LMC<br>MN1372 EL (I†) 2$\frac{1}{16}$"SQ | | **1952–5** John Brown & Co. Ltd.—Cly<br>559' 0" 72' 4" 30' 10½"<br>530' 0" 72' 0" 40' 0"<br>P114' B41' F60' 1 dk<br>RW 17BH<br>WB1152t incl. DT787t | M Tanker Mchy.aft<br>25 Ta<br>L.879563<br>1 Ha (stl) (11½'×9½')<br>Der 1(5) 5(3) | Oil 2SA 6Cy. 670×2320 mm<br>6860bhp Doxford 2108t (hvf)<br>John Brown & Co. Ltd.<br>2AuxB 180lb<br>2×90kW 110V d.c. |
| 513796<br>LZEQ<br>61<br>Df Esd<br>Gc Rdr | **ALGOL**<br>exGull–64 exEverett–54<br>exMount Tamalpais–47<br>exRoda Seam–46<br>**Navigation Maritime Bulgare**<br>Bourgas Bulgarian | 6753<br>3910<br>11034 | | AB | **1945** Delta S.B. Co. Inc.—N.Os<br>443' 7" 57' 0" 28' 7½"<br>418' 0" 56' 11" 37' 4"<br>1 dk | S Mchy.aft<br>5 Ho<br>G.472499 B.456178<br>10 Ha<br>4W | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Filer & Stowell Co. |
| 501097<br>PCLD<br>10714<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALGOL**<br>**van Nievelt, Goudriaan & Co.'s Stoomv. Maats. N.V.**<br>Rotterdam Netherland | 6735<br>3799<br>9278 | ~~✠Lloyd's RMC~~ | BV | **1957** Werf de Noord—Alb<br>496' 0" 63' 11" 26' 2½"<br>455' 0" 63' 0" 38' 3"<br>P34' F83' 2 dks & S dk<br>RW | M (12P) Ref OSD<br>5 Ho 58½', 79', 67½', 65', 74½'<br>G.578136 B.516218 In.11700<br>5 Ha (stl) (29½', 45', 35', 35', 35'×21½')<br>18W Cr 1 (1½) Der 1(40) 1(25) 18(7) | Oil 2SA 6Cy. 750×1600 mm<br>7200bhp<br>Gebr. Stork N.V.<br>3×230kW 220V d.c. |
| 501099<br>DEDX<br><br>Df Esd<br>Gc Rdr | **ALGOL** T.Mk<br>**Erich Drescher**<br>Hamburg W. German | 2227<br>1273<br>4325 | | GL | **1954** A.G. "Weser" Werk Seebeck—Bhn<br>355' 0" 47' 10" 20' 1"<br>28' 8"<br>F74' H66' 1 dk & S dk<br>RW | M ~~OSD~~<br>G.280948 B.252138<br>4 Ha (each 52½'×16½')<br>11W Der 1(30) 2(10) | 2Oil 4SA each 7Cy. 400×600mm<br>to sc. shaft<br>2940bhp<br>Masch. Augsburg-Nürnberg |
| 501100<br>CSCT<br>Esd | **ALGOL**<br>exPennine–39<br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 349<br>159<br>— | ✠Classed LR until 6/40 | | **1930–8** Cochrane & Sons Ltd.—Sel<br>149' 10" 24' 0"<br>... ... ...<br>R | S Trawler | T 3Cy. 13" 22½" & 37"×26"<br>Amos & Smith Ltd. |
| 501101<br>PCLF<br>11638<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALGORAB**<br>**van Nievelt, Goudriaan & Co.'s Stoomv. Maats. N.V.**<br>Rotterdam Netherland | 6723<br>3897<br>9606 | ✠Lloyd's RMC | BV | **1960** Werf de Noord—Alb<br>496' 2" 64' 0" 26' 2½"<br>455' 0" 63' 0" 38' 3"<br>2 dks & S dk<br>RW | M (12P) Ref OSD<br>5 Ho 58½', 71½', 59½', 74½', 71½'<br>G.587427 B.548745 In.10772<br>5 Ha (stl) (31½', 37½', 29½', 47½', 42½'×21½')<br>10W Cr 6(2) Der 1(40) 1(15) 6(10) 4(5) | Oil 2SA 6Cy. 750×1600 mm<br>7200bhp 1150t<br>Gebr. Stork & Co.<br>3×230kW 220V d.c. |
| 501106<br><br>247340<br>Df Esd<br>Gc Rdr | **ALHAMBRA VICTORY**<br>**United States Department of Commerce**<br>Los Angeles United States | 7606<br>4561<br>10709 | | AB | **1945** California S.B. Corp.—L.An<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S Ref<br>5 Ho 57½', 45', 77', 81', 75'<br>B.453000 In.11000<br>5 Ha (25', 24', 36', 36', 24'×22½') | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t<br>General Electric Co.<br>2×300kW 240V d.c. |
| 501107<br>ODHB<br><br>Df Esd<br>Rdr | **ALHELI**<br>exGiovanni Amendola–61<br>exHenry Dodge–46<br>**San Antonio Inc.**<br>Beirut Lebanese | 7171<br>4347<br>10874 | FOUNDERED 4/68 | AB | **1943** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.562000 B.499000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1819t<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 501108<br>PCLQ<br>6874<br>Df Esd<br>Gc Rdr<br>RTm/h | **ALHENA**<br>exAlgol–46<br>**van Nievelt, Goudriaan & Co.'s Stoomv. Maats. N.V.**<br>Rotterdam Netherland<br>Now ALDA<br>See New Entries No. 1 | 7289<br>4262<br>9480 | ✠Lloyd's RMC | BV | **1942** Nederl. Schps. Maats.—Ams<br>476' 10" 60' 3" 25' 9½"<br>60' 1"<br>F42' 3 dks<br>RW<br>rf 6" | M (12P) Ref<br>5 Ho 68½', 60½', 68', 62', 67'<br>G.565950 B.518506 In.53000<br>5 Ha (40½', 42½', 27½', 37½', 35'×22½')<br>14W Cr 2(2) Der 1(40) 1(30) 10(7) 4(3) | Oil 2SA 8Cy. 700×1200 mm<br>4400bhp 648t<br>Gebr. Stork & Co.<br>3×135kW 220V d.c. |
| 541010<br>DDRR<br><br>Df Esd<br>Gc Rdr | **ALHENA**<br>**Argo Reederei Richard Adler & Söhne**<br>Bremen W. German | 1383<br>593<br>2243<br>2261<br>1187<br>3152 | | GL | **1963** Adler Werft G.m.b.H.—Bmn<br>Cmpl. by A.G. "Weser" Werk Seebeck—Bhn<br>*283·4'* 43' 7" 16' 6"/19' 7"<br>43' 4" 24' 3"<br>B64' F45' 1 dk & S dk<br>RW len 67 | M OSD/CSD Mchy.aft<br>G.154231 B.142479<br>4W Der 5(2–5) | Oil 2SA 5Cy. 520×960 mm<br>1975bhp<br>Borsig A.G. |
| 501110<br>PCLM<br><br>Df Esd<br>RT | **ALI**<br>**H. Havinga**<br>**N.V. Wijnne & Barends**<br>Groningen Netherland | 388<br>211<br>470 | | BV | **1962** Schps. Hijlkema—Martenshoek<br>157' 3" 25' 3" 9' 5½"<br>142' 0" 25' 1" 10' 4"<br>P43' B38' F29' 1 dk<br>R | M Mchy.aft<br>1 Ho 91½'<br>G.25355 B.23885<br>2 Ha (each 36'×18½')<br>2W Der 2(2) | Oil 2SA 5Cy. 220×380 mm<br>300bhp<br>Appingedammer Brons. |
| 671257<br><br>SCH110<br>Df Esd<br>Pfd Rdr<br>RT | **ALI**<br>**N.V. Jaczon Rederij & Haringhandel**<br>Scheveningen Netherland | 362<br>141<br>354 | | | **1967** T. van Duijvendijks Scheeps.—Lekkerkerk<br>163' 10" 28' 7" 12' 3½"<br>141' 0" 27' 10"<br>2 dks | M Trawler CSD Mchy.aft | Oil 4SA 8Cy. 305×460 mm<br>1180bhp<br>D. & J. Boot "De Industrie" |

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|---|---|---|---|---|---|---|---|---|
| 501111<br>ZSVH<br>350469<br>Df Esd<br>Pfd Rdr<br>RTm | **ALI**<br>**Southern Sea Fishing Enterprises ~~Ltd.~~(Pty) Ltd.**<br>Cape Town S. African | 311<br>~~416~~ 122<br>— | | | 1957 "Scheveningen" Sleep. Maats.—Scheveningen<br>140′ 7″ 23′ 8″ 13′ 1½″<br>125′ 7″ 23′ 7″ 13′ 2″<br>R<br>conv trawler 68 | M ~~Trawler~~ Fishing | Oil 4SA 8Cy. 320×480 mm<br>915bhp<br>Motorenw. Mannheim<br>2×21kW 110V d.c. | (d.o)<br>Mhm |
| 501112<br>PCLT<br>Df Esd<br>RT | **ALI DAMHOF**<br>**J. Damhof, Jr.**<br>Delfzijl Netherland | 499<br>294<br>689 | | BV | 1957 Gebr. Bodewes Volharding—Foxhol<br>166′ 10″ 27′ 5″ 11′ 3″<br>153′ 4″ 27′ 3″ 11′ 5″<br>P38′ Q88′ F21′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 98¼′<br>G.36000 B.35000<br>2 Ha (35¼′, 37′×17½′)<br>2W Der 2(3) | Oil 4SA 6Cy. 290×450 mm<br>395bhp<br>Appingedammer Brons. | 39t<br>Apg<br>9k |
| 501113<br>38 | **ALI KELMENDI**<br>exAmelia-60<br>**Albimport Tirana**<br>Durazzo Albanian | 346<br>261<br>577 | | | 1947 Cant. Nav. Giuliano—Tri<br>133′ 2″ 27′ 10″<br>120′ 0″ 27′ 3″ 13′ 3″<br>1 dk | Wood M | Oil 2SA 4Cy. 230×400 mm<br>Burmeister & Wain | Cpn |
| 501114<br>PCME<br>Df RT | **ALI-S**<br>**B. J. Swiers & Mrs. Swiers-Mooibroek**<br>"Carebeka" N.V.<br>Groningen Netherland | 364<br>173<br>465 | | BV | 1950 "Hoogezand" J. Bodewes—Hgz<br>142′ 6″ 24′ 9″ 9′ 4″<br>… … …<br>P39′ Q85′ F18′ 1 dk | M Mchy.aft<br>1 Ho<br>G.23000 B.21000<br>2 Ha (30½′, 34¼′×15½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 280×400 mm<br>300bhp<br>Motorenf. "De Industrie" | 45t<br>Alp<br>9½k |
| 503705<br>SVQH<br>2765<br>Df Esd<br>Gc Rdr<br>RTv | **ALIAKMON**<br>exBaron Ardrossan-66<br>**Empros Lines Shipping Co. Special S.A.**<br>Piræus Greek | 5254<br>2649<br>9072<br>7234<br>3963<br>10650 | ✠100A1<br>✠LMC<br>MN549 | SS 9/66<br>EL a†2⅜″ | 1954-7 W. Pickersgill & Sons Ltd.—Sld<br>436′ 7″ 57′ 2″ 25′ 5¾″/28′ 3¼″<br>410′ 9″ 57′ 0″ 37′ 10″<br>F37′ 1 dk & S dk<br>RW NS Coll BH to S dk 6 to 2nd dk<br>rf nil WB1671t | S OSD/CSD<br>5 Ho 60¾′. 57½′, 42½′, 65′, 70′<br>G.504978 B.465417<br>5 Ha (32½′, 32½′×23′) (22½′×18′) (32½′, 32½′×23′)<br>10W Der 10(5) | T 3Cy. 24″ 39″ & 68″×48″ & LP turb with dr gearing & hydraulic coupling<br>3050ihp Rht<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2 SB 220℔ Spt hs(7950) 6cf<br>2×100kW 220V d.c. | 950t (o.f)<br>Sld |
| 521175<br>SWFD<br>2883<br>Df Esd<br>Gc Rdr<br>RT | **ALIARTOS**<br>exLoradore-66<br>**Argo (Hellas) Shipping Co. Special S.A.**<br>Piræus Greek | 8077<br>4686<br>11110 | ✠100A1<br>✠LMC<br>MN880 | SS 10/66<br>EL b†2 1/16″SQ | 1958-6 W. Gray & Co. Ltd.—Hpl<br>455′ 11″ 59′ 9″ 28′ 0″<br>430′ 0″ 59′ 6″ 38′ 9″<br>F39′ 2 dks<br>R 7BH<br>rf 3″ WB2405t Incl. Tunnel tanks 350t DTsm436t | M CSD<br>5 Ho 60¾′, 60′, 52½′, 70′, 72½′<br>5 Ha (33¾′, 35′, 35′, 35′, 35′×23′)<br>Der 1(25) 4(10) 6(5) 1(3) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford<br>N.E. Mar. Eng. Co. Ltd.<br>2AuxB 120℔ | (hvf)<br>Wal |
| 501115<br>EGFJ<br>RT | **ALICANTE**<br>exCiudad de Alicante-54<br>**Lloret & Llinares**<br>Vigo Spanish | 235<br>92<br>— | | BV | 1950 Hijos de J. Barreras S.A.—Vgo<br>*121·9′* 22′ 0″ 10′ 8½″<br>… … … | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 8Cy. 270×500 mm<br>580bhp<br>N.V. Werkspoor | 64t<br>Ams<br>11k |
| 541464<br>~~SYRG~~<br>~~2169~~<br>Df Esd<br>Gc Rdr | **ALICE**<br>exHellespont-63 exLilibet-54<br>exCavoplatanos-52<br>exWye Valley-51<br>exFinnamore Hill-48<br>exSamfreedom-47<br>**Alice Shipping Co. Ltd.**<br>Famagusta Cyprus | 7189<br>4436<br>10864 | Classed LR until 7/54 | AB | 1944 Bethlehem-Fairfield—Bal<br>441′ 8″ 57′ 1″ 27′ 9¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562827 B.499816<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 1(50) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Worthington Corp.<br>3×20kW 120V d.c. | 1819t (o.f)<br>Harrison<br>10k |
| 501118<br>OFPD<br>1238<br>Df | **ALICE**<br>exJarmo Juhani-61 exAlice-60<br>exJarmo Juhani-58<br>**Oiva Ensio Joutsiniemj**<br>Helsinki/Helsingfors Finnish | 345<br>176<br>550 | | BV | 1949 Meltolan Puu O/Y—Paimio<br>128′ 7″ 30′ 8″ 13′ 6″<br>30′ 6″ | Wood M Mchy.aft<br>G.22000 B.21000<br>2 Ha (16½′, 18¾′×11¾′)<br>2W Der 2 | Oil 2SA 3Cy. 355×425 mm<br>250bhp Emade43fitted49<br>A/S Vølund | 10t<br>Cpn<br>7½k |
| 501120<br>GBBA<br>300810<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ALICE BOWATER**<br>**Bowater S.S. Co. Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>London British | 4045<br>2070<br>5450 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN540 | CS 2/67<br>EL v1 13/16″SQ | 1959-1 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>325′ 3″ 50′ 2″ 24′ 1″<br>310′ 10″ 50′ 0″ 30′ 0″<br>P34′ F39′ 1 dk<br>RW 6BH<br>rf 6″ DK fwd WB1016t incl. Tunnel tanks 180t | M (4P)<br>4 Ho 58½′, 47¼′, 49½′, 69¾′<br>G.264980 B.247600<br>4 Ha (stl) (each 29¼′×23′)<br>8W Der 8(6) | Oil 2SA 6Cy. 600×1040 mm<br>2700bhp Sulzer<br>N.V. Werkspoor<br>AuxB 100℔<br>3×180kW 220V d.c. | 623t (d.o)<br>Ams<br>12k |
| 501121<br>KFQP<br>249027<br>Df Esd<br>Gc Rdr<br>RTh/v | **ALICE BROWN**<br>exCotton State-57<br>exMessenger-46<br>**Bloomfield S.S. Co.**<br>Houston United States<br>Now **MAURY** See New Entries No. 7 | 8215<br>4930<br>10450 | | AB | 1946 Consolidated Stl Corp.—Wmg, Cal<br>459′ 9″ 63′ 2″ 27′ 8″<br>435′ 0″ 63′ 0″ 31′ 6″<br>B79′ 3 dks<br>RW<br>rf ni | S<br>5 Ho 57¼′, 63¾′, 67¾′, 68¼′, 62′<br>G.610830 B.540860<br>5 Ha (27′, 32½′, 35′, 30′, 30′×19¾′)<br>12W Der 2(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 120/240V d.c. | 1711t (o.f)<br>Lyn<br>15k |
| 660752<br>6ZQS<br>2509<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALICE L. MORAN**<br>**Moran International Towing Corp.**<br>Monrovia Liberian | 1167<br>183<br>800 | | AB | 1966 Kure Zosensho—Kur<br>211′ 2″ 44′ 1″ 19′ 6½″<br>183′ 10″ 42′ 0″ 21′ 9″<br>F74′ 1 dk | TM Salvage Tug | 4 Oil 2SA each 16Cy. 8½″×10″<br>9600bhp<br>General Motors Corp.<br>5×200, 200, 100, 100, 30kW 440V 60c/s a.c. | (d.o)<br>La Grange |
| 523285<br>OYXR | **ALICE LAU**<br>exMerkurpaket-65 exOdin-53<br>exCourseulles-38 exErica-35<br>exMarie Louise<br>~~**Aage Laursen**~~ **Fru Vera Laursen**<br>Frederikshavn Danish | 132<br>64<br>165 | | BV | 1915 Gebr. Boot—Leiderdorp<br>*82·7′* 21′ 8″ 10′ 5″<br>… … …<br>1 dk<br>R | Aux Gl<br>1 Ha (19¾′×12¾′)<br>1W Der 1 | Oil 2SA 4Cy.<br>200bhp Emade60fitted66<br>Alpha-Diesel A/S | Fkn |

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| 501123<br>IJLI<br>2394 | **ALICE MARIA PINA**<br>**VIŞAG S.r.l.**<br>~~Ernesto Lena fu Paolo~~<br>Genoa Italian | 147<br>100<br>— | RI | **1945** S.A. Ansaldo—Gen<br>104' 0" 19' 8" 8' 5"<br>95' 10" 19' 7" 8' 10"<br>Q35' F18' Trunk 43' 1 dk | M Wine Tanker Mchy.aft<br>4 Ta | Oil 4SA 3Cy. 265×410 mm<br>150bhp<br>S.A. Ansaldo |
| 513587<br>244246<br>RTm/h/v | **ALICE ST. PHILIP**<br>exGremlin–65 exDPC 16–46<br>**St. Philip Coastal Towing Co. Inc.**<br>Wilmington, Del United States | 146<br>99<br>— | | **1943** George Lawley & Son Corp.—Neponset<br>85' 0" 24' 2"<br>82' 0" 24' 0" 10' 6" | M Tug<br>1W | Oil 2SA 8Cy. 215×255 mm<br>800bhp<br>General Motors Corp.<br>2×30kW 115V d.c. |
| 501124<br>OWZX<br>Df Esd<br>Gc Rdr<br>RTm | **ALICE TORM**<br>**Dampskibsselskabet Torm A/S**<br>Carl M. Andersen<br>Copenhagen Danish | 4890<br>2671<br>7900<br>7100<br>4117<br>8810 | ✠100A1 ~~SS 10/60~~<br>DTm—oil FP above 150° F. or veg. oil SS 2/68<br>Str. nav. ice<br>✠LMC<br>MN1500 EL b†2⅜"SQ | **1958**–1 A/S Nakskov Skibs.—Nkv<br>451' 6" 59' 3" 24' 7"/26' 1"<br>415' 0" 59' 0" 35' 6"<br>F90' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 4" DK fwd WB2397t incl. Tunnel tanks 278t DTm812t | M (8P) OSD/CSD<br>5 Ho 49½', 66½', 47½', 63', 63'<br>G.496000 B.447000<br>5 Ha (stl) (22½'×16½')<br>(42', 42', 39½', 31½'×20')<br>16W Der 1(40) 4(10) 6(7) 6(5) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp<br>Burmeister & Wain<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×200kW 220V d.c. |
| 501125<br>PUXT | **ALICEANA**<br>exSiderurgica Un–54<br>exSprucebay–45 exSoutier<br>**João Martins da Silva**<br>Laguna Brazilian | 1238<br>646<br>1378 | BV | **1920** At. & Ch. Marit. du Sud-Ouest—Bdx<br>*218·1'* 34' 5"<br>34' 3"<br>1 dk<br>R | TS Mchy.aft<br>3 Ha (36', 28½', 22½'×25') | T 6Cy. 12" 20" & 31½"×16½"<br>700ihp<br>Soc. Marseillaise de Const. Méc |
| 542609<br>IPND<br>576<br>Df RT | **ALICUDI**<br>exLisa C–63 exTameleit–57<br>exCarola–50 exY–40<br>**Società Imprese Marittime e Navigazione S.p.A. (S.I.M.E.N.)**<br>Palermo Italian | 648<br>362<br>985 | RI | **1943** Odenbach S.B. Corp.—Rochester, N.Y.<br>*182·4'* 30' 0"<br>176' 4" 29' 10" 13' 5"<br>P36' F20' 1 dk | TM Tanker Mchy.aft<br>8 Ta<br>L.19250 | 2 Oil 2SA each 6Cy. 255×305 mm<br>480bhp<br>Fairbanks, Morse & Co. |
| 671958<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALIDA**<br>**W. van der Zwan & Zn.**<br>Scheveningen Netherland | 362<br>163<br>— | | **1967** Schpsw. Boot-Leiden N.V.—Leiden<br>164' 1"<br>141' 10" 13' 10"<br>1 dk | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz |
| 501127<br>PCLS | **ALIDA**<br>exAlja–57 exWubbiena–55<br>exGerdina–35<br>**J. v.d. Molen**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Groningen Netherland | 142<br>93<br>180 | | **1925** C. Appelo & Zoon—Zwartsluis<br>*100·4'* 17' 8" 6' 5½"<br>… … …<br>R | M Mchy.aft | Oil 4SA 3Cy. 220×290 mm<br>NE39<br>Blackstone & Co. Ltd. |
| 501128<br>DGAX | **ALIDA**<br>exBertha<br>**Wilh. Hellwege**<br>Hamburg W. German | 139<br>83<br>— | GL | **1908** Gebr. E. & M. Coops—Hgz<br>*115·2'* 17' 0"<br>7' 7"<br>1 dk<br>R len 48 & 63 | M | Oil 4SA 3Cy. 210×320 mm<br>75bhp<br>Deutsche Werke A.G. |
| 541465<br>SGHA<br>10443<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALIDA GORTHON**<br>**Rederi A/B Gylfe**<br>Stig Gorthon<br>Helsingborg Swedish | 18826 ~~19010~~<br>10693 ~~10287~~<br>29955 ~~24905~~ | ✠100A1<br>strengthened for heavy cargoes<br>Ice Class 3 at draught not exceeding 31' 4½"<br>✠LMC<br>MN2760 EL m†2 11/16"SQ | **1963**–11 Brodogradiliste III Maj—Rka<br>644' 8" 75' 5" 31' 4½"<br>600' 0" 75' 2" 47' 6"<br>P118' F11' 1 dk<br>NS 10BH<br>rf nil WB11066t incl. Topside tanks in holds 4124t DTf1168t | M Bulk Carrier (2P) Mchy.aft<br>7 Ho 69', 53½', 64', 53½', 64', 53½', 64'<br>G.1248211<br>7 Ha (stl) (42½', 32', 42½', 32', 42½', 32', 42½ ×41')<br>2W Cr 3(8) Der 2(10) 1(5) 2(3) | Oil 2SA 6Cy. 900×1550 mm<br>13800bhp<br>Sulzer Bros. Ltd.<br>AuxB (o.f) 100lb<br>NAuxB (ex.g) made58fitted63–100lb<br>3×360kW 440V 60c/s a.c. |
| 540044<br>PCLU<br>12720<br>Df Esd<br>Pfd RT | **ALIDA JACOBA**<br>**L. van der Plas**<br>Katwijk a/Zee Netherland | 139<br>48<br>— | | **1962** D. & J. Boot Schps. "De Industrie"—Alp<br>94' 9" 21' 5"<br>81' 10" 21' 4" 10' 10 | M Fishing | Oil 4SA 6Cy. 250×350 mm<br>D. & J. Boot "De Industrie" |
| 641808<br>TMKE<br>Df Esd<br>Gc Pfd<br>Rdr | **ALIDADE**<br>**French Government (Ministère de la Marine Marchande)**<br>Havre French | 640<br>148<br>— | BV | **1964** At. & Ch. de la Manche—Dpe<br>150' 0" 29' 5"<br>138' 5" 29' 4" 9' 2"<br>2 dks | M Training Ship Mchy.aft<br>1 Ha (5½'×4½')<br>Der 1(1) | Oil 4SA 6Cy. 240×300 mm<br>800bhp<br>Etab. Duvant |
| 501129<br>GKRF<br>169450 | **ALIGNITY**<br>exEmpire Fitzroy–52<br>**Everard Shipping Co. Ltd.**<br>London British | 890<br>379<br>955 | ✠100A1 ~~SS 10/62~~<br>with fbd oil tanker<br>✠LMC TD4 10/67<br>EL I | **1945**–10 A. & J. Inglis Ltd.—Gls<br>201' 5" 32' 2" 13' 6½"<br>190' 0" 32' 0" 14' 9"<br>P58' Q58' F22' RFD38' Trunk 92' 1 dk<br>10BH<br>WB141t incl. DTf48t | M Tanker Mchy.aft<br>L.38896 | Oil 2SA 4Cy. 335×570 mm<br>640bhp<br>British Polar Engines Ltd.<br>2AuxB 180lb |
| 501130<br>EBWW<br>Df Esd<br>Pfd RT | **ALIGOTE**<br>**Pesqueras Alquiza-Ruiz**<br>Vigo Spanish | 200<br>100<br>— | BV | **1958** Enrique Lorenzo y Cia.—Vgo<br>106' 8" 20' 11" 12' 2"<br>93' 2" 20' 8" 12' 8"<br>RW | M Trawler<br>2 Ha | Oil 4SA 8Cy. 210×300 mm<br>352bhp Ricardo<br>Gebr. Stork & Co. |

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| 532221<br>SYYF<br>2432<br>Esd Pfd<br>Rdr RT | **ALIKI**<br>exShell Fitter–64 exAmin–52<br>exEmpire Coppice–48<br>**Marine Water Supply Co. Ltd.**<br>Piræus Greek | 813<br>339<br>855 | **✠100A1** SS 1/67<br>oil tanker<br>**✠LMC**<br>MN135 EL k | **1943–6** A. & J. Inglis Ltd.—Gls<br>202′ 4″ 30′ 8″ 13′ 2″<br>190′ 0″ 30′ 6″ 14′ 0″<br>P66′ F22′ Trunk 102′ 1 dk<br>10BH<br>WB112t incl. DTf44t | S Tanker Mchy.aft<br>8 Ta<br>L.37408 He Cls.BC | T 3Cy. 15″ 25½″ & 41″×30″<br>750ihp 122t (o.f)–9pd<br>D. Rowan & Co. Ltd. Gls<br>9k |
| 642423<br>6ZER<br>2195<br>Df Esd<br>Gc Rdr<br>RTm/h | **ALIKI LIVANOS**<br>**Tarwave Shipping Co.**<br>~~**Monrovia Tramp Shipping Co.**~~<br>Monrovia Liberian<br>Now **TARPON SILVER** See New Entries No. **12** | 10865<br>6742<br>16520 | **✠100A1**<br>**✠LMC**<br>MN2000 EL g†2$\frac{5}{16}$″SQ | **1965–2** Wm. Doxford & Sons (S.B.) Ltd.—Sld<br>539′ 5″ 70′ 4″ 31′ 3½″<br>500′ 0″ 70′ 0″ 42′ 0″<br>F49′ 2 dks<br>RW 8BH<br>rf 6″ DK WB3905t incl. DTma 1646t | M<br>6 Ho 60¾′, 71¼′, 70′, 30′ 72½′, 75′<br>6 Ha (31½×20′) (37½′, 37½′ 17½′, 37½′, 37½′×25′)<br>Der 12(5) | Oil 2SA 6Cy. 670×2100 mm<br>10000bhp (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>AuxB 120℔<br>3×300kW 440V 60c/s a.c. |
| 501133<br>IJLP<br>769<br>RTm | **ALIMURI**<br>**Soc. Rimorchiatori Napoletani**<br>Naples Italian | 169<br>30<br>50 | RI | **1954** Cant. Nav. Off. Mec. di Venezia—Ven<br>98′ 4″ 23′ 4″ 13′ 1½″<br>91′ 3″ 23′ 3″ 13′ 11″ | S Tug<br>Der 1(1½) | T 3Cy. 360, 580 & 940×650 mm<br>816ihp<br>Cant. Nav. Off. Mec. di Venezia Ven<br>1×5kW 110V d.c. |
| 501134<br>SYAZ<br>1779<br>RT | **ALINA**<br>exHamah<br>**Loucas G. Matsas**<br>Piræus Greek | ~~390~~ 363<br>— 233<br>— | | **1944** ....................U.S.A.<br>160′ 2″ 30′ 0″ 9′ 0″<br>... ... ...<br>2 dks | TrM Ferry Mchy.aft | 6 Oil 2SA each 6Cy. 110×135 mm geared to 3 sc. shafts<br>General Motors Corp. Det |
| 530965<br>GBZU<br>300899<br>Df Esd<br>Gc Rdr<br>RTm/v | **ALINDA**<br>exSan Ernesto–64<br>**Shell Bermuda (Overseas) Ltd.**<br>London British | 12301<br>7001<br>~~18817~~<br>19111 | **✠100A1** SS 4/68 ~~SS 8/63~~<br>oil tanker<br>**✠LMC**<br>MN1500 EL h†2$\frac{5}{16}$″SQ | **1959–5** Smith's Dock Co. Ltd.—Mdb<br>559′ 0″ 69′ 5″ 29′ 10″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P120′ B37′ F48′ 1 dk<br>16BH<br>rf 3″ WB502t | S Tanker Mchy.aft<br>33 Ta<br>1 Ha (stl) (8′×8′)<br>Der 1(5) | 2 S Turb dr geared to sc. shaft<br>7500shp (o.f)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2WTB 610℔ Spt 850° F. 525℔ hs11487<br>sg 125℔<br>2×400kW 440V 60c/s a.c. |
| 501135<br>EHTV<br>Df RT | **ALINE**<br>exCastillo Montesa–61<br>exDellwyn<br>exMadge Llewellyn–38<br>**Angel Riva Suardiaz**<br>Gijon Spanish | 1452<br>841<br>2096 | ✠Class **WITHDRAWN**<br>Reported defects<br>2/68 | **1920–9** J. Lewis & Sons Ltd.—Abn<br>*244·3′* 35′ 9″ 17′ 4″<br>234′ 0″ 35′ 4″ 18′ 6″<br>P16′ Q67′ B58′ F23′ 1 dk Well dk<br>R NS 6BH<br>WB468t | S<br>G.84190 B.82531<br>4W | T 3Cy. 18¼″ 28½″ & 48¼″×33″<br>1100ihp 352t (o.f)<br>J. Lewis & Sons Ltd. Abn<br>2 SB 180℔ hs(3210) 6cf 8½k |
| 501136<br>EALS<br>RTm | **ALINE**<br>exAline II–47<br>**Carlos de las Rivas Montero**<br>Algeciras Spanish | 363<br>209<br>53 | **✠100A1** Dr 6/64<br>channel service—Algeciras, Gibraltar, Tangier & Ceuta<br>**✠LMC**<br>EL d | **1934–10** Soc. Española de Const. Nav.—Cdz<br>133′ 9″ 24′ 0″ 7′ 7½″<br>117′ 5″ 23′ 0″ 10′ 6″<br>B&F119′ 1 dk<br>R 5BH<br>rf 11″ | TM (450P) | 2 Oil 4SA each 6Cy. 250×350 mm<br>620bhp ✠NE55 (d.o)<br>Motorenw. Mannheim Mhm<br>2×13kW 230V d.c. |
| 501137<br>Df Esd<br>Rdr | **ALINTA**<br>exItinda–59<br>**The People's Republic of China**<br>People's Rep. of China<br>Now **HOPING SAN SHI SSU** See New Entries No. 8 | *6648*<br>*3979*<br>8700 | ✠ | **1938–1** W. Gray & Co. Ltd.—Hpl<br>442′ 10″ 57′ 7″ 25′ 0″<br>420′ 0″ 57′ 4″ 34′ 6″<br>P39′ B132′ F39′ 2 dks<br>R | S<br>G.557044 B.512243<br>14W Der 1(25) | T 3Cy. 22″ 37″ & 65″×48″ & LP turb with dr gearing & hydraulic coupling<br>627t (o.f)<br>Cen. Mar. Eng. Wks Hpi<br>12k |
| 650513<br>UVLF<br>M-26977<br>Df Esd<br>Gc Rdr<br>RT | **ALIOT**<br>**U.S.S.R.**<br>Kaliningrad Russian | 2435<br>1070<br>890 | | **1964** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 23′ 0″ | M Stern Trawling Factory Ship<br>3 Ho<br>In.38387<br>3 Ha<br>4W Der 2(6) 2(3) | 2 Oil 4SA each 8Cy. geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>4×270kW 220V d.c. 11¾k |
| 672604<br>UHMO<br>M-3159 | **ALIOT**<br>**U.S.S.R.**<br>Klaipeda Russian | 699<br>265<br>337 | | **1964** ....................Russia<br>178′ 0″ 31′ 1″ 12′ 7″<br>31′ 0″ 15′ 6″ | M Trawler<br>2 Ho<br>In.12500<br>2 Ha<br>2W Der 1(2) 1(1½) | Oil 4SA 8Cy. 320×480 mm<br>12k |
| 509604<br>ELYQ<br>733<br>Df Esd<br>Gc Rdr | **ALIOTH**<br>exEastern Gulf–67<br>**Alioth Shipping Co. S.A.**<br>Monrovia Liberian | 25168 ~~24266~~<br>15534 ~~14921~~<br>37149 | **✠100A1** SS 5,67 ~~SS 6/62~~<br>oil tanker<br>**✠LMC**<br>MN3680 EL r†2$\frac{15}{16}$″SQ | **1956–5** Ch. & At. de St. Nazaire (Penhoët)—St.N<br>695′ 8″ 91′ 7″ 36′ 3½″<br>661′ 1″ 91′ 2½″ 47′ 8″<br>P141′ B36′ F84′ 1 dk<br>16BH<br>rf nil WB2843t incl. DTf2020t | S Tanker Mchy.aft<br>33 Ta<br>L.1765175 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>18400shp Parsons 3640t (o.f)–99pd<br>Ch. & At. de St. Nazaire (Penhoët)<br>2WTB 700℔ Spt 875° F. 632℔ hs38220<br>2 sg 150℔ 16½k |
| 504587<br>PCMI<br>Df Esd<br>Gc Rdr<br>RTm/h | **ALIOTH**<br>exBlack Hawk–67<br>**van Nievelt, Goudriaan & Co.'s Stoomv. Maats. N.V.**<br>Rotterdam Netherland | 5123<br>2984<br>8750 | NV | **1950** Burmeister & Wain—Cpn<br>459′ 0″ 58′ 1″ 25′ 10½″<br>57′ 11″<br>P33′ F162′ 1 dk & S dk<br>RW<br>rf 4″ | M (12P) Ref OSD<br>5 Ho 57′, 62′, 72′, 61′, 75′<br>G.543770 B.487350 In.18950<br>5 Ha (stl) (31½′, 40′, 40′, 37½′, 37½′×20′)<br>16W Cr 2(25) Der 1(25) 8(5–10) 2(5) 2(3–5) | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp 1628t (hvf)<br>Burmeister & Wain Cpn<br>4×728kW 220V d.c. 15k |
| 501139<br>DLCL<br>241<br>Df Esd<br>Gc Rdr | **ALIOTH**<br>**Argo-Reederei R. Adler & Söhne**<br>Bremen W. German | 1803<br>904<br>3320 | GL | **1956** Fr. Lürssen—Bmn<br>311′ 8″ 44′ 8″ 18′ 6″<br>282′ 2″ 44′ 6″ 26′ 11″<br>B29′ F33′ 1 dk & S dk<br>RW | M OSD Mchy.aft<br>G.207330 B.183200<br>3 Ha<br>10W Der 1(20) 2(10) 6(3–5) | Oil 4SA 10Cy. 400×600 mm<br>2100bhp 252t<br>Masch. Augsburg-Nürnberg Aug<br>12½k |

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|---|---|---|---|---|---|---|
| 506394<br>IPDG<br>77<br>RT | **ALISEO**<br>exCarletta G.-67<br>exLuisa Blessi-58<br>**Italsarda S.p.A.**<br>Cagliari Italian | 887<br>637<br>1457 | RI | 1950 Cant. Nav. A. Blessi—Trl<br>212' 3" 36' 1" 16' 9"<br>193' 11" 36' 0"<br>1 dk & S dk | M OSD<br>2 Ho | Oil 4SA 6Cy. 370×560 mm<br>600bhp Emade47fitted50<br>S.A. Ansaldo |
| 501140<br>EAQM<br><br>Df Esd<br>Rdr | **ALISIO**<br><br>**Pesquerias y Secaderos de Bacalao de España S.A.**<br>San Sebastian Spanish | 1359<br>701<br>— | ✠100A1 SS 1/66<br>trawler<br>✠LMC<br>EL (n) 1½" | Lch.1942 Cmd.1945 Soc. Española de Const. Nav.—Bbo<br>233' 5" 35' 10"<br>216' 4" 35' 7" 19' 6"<br>P8' F48'<br>6BH<br>BK8" WB340t incl. DTf97t | M Trawler | Oil 2SA 8Cy. 360×600 mm<br>1200bhp<br>Soc. Española de Const. Nav.<br>AuxB 75lb |
| 501141<br>OAPT<br><br>Df Esd<br>Gc Rdr<br>RT | **ALISIOS**<br>exTamerlane-62<br>**Naviera Maritime Fluvial S.A.**<br>Callao Peruvian | 6591<br>4031<br>— | ✠100A1 SS 5/66<br>with fbd DTs and tunnel side tanks—oil FP above 150° F.<br>✠LMC<br>EL e†2½"SQ | 1936-5 Kockums M/V A/B—Mmo<br>498' 8" 62' 4" 27' 7½"<br>470' 0" 62' 0" 39' 7"<br>P42' F39' 1 dk & S dk, 3rd dk except in Coll BH to S dk 6 to 2nd dk aft holds<br>WB3735 incl. DTm1454t Tunnel tanks 441t | M OSD<br><br>G.749000 B.684000<br><br>17W Der 1(25) | Oil 2DA 8Cy. 720×1200 mm<br>8000bhp MAN<br>Kockums M/V A/B<br>db 100lb |
| 501144<br><br><br>Df Esd<br>RT | **ALITAN**<br><br>**Flota Pesquera Industrial S.A.**<br>~~Caracas~~ Venezuelan<br>Cumana | 304<br>141<br>— | BV | 1960 Enrique Lorenzo y Cia.—Vgo<br>126' 0" 22' 7" 11' 9½"<br>109' 6" 22' 3½" 13' 2"<br>F27'<br>RW | M Trawler<br><br><br>3 Ha (3½'×3½') | Oil 4SA 8Cy. 295×420 mm<br>700bhp Krupp<br>La Maquinista Terrestre y Mar |
| 501145<br>FNIH<br><br>Df Esd<br>Rdr RT | **ALIZÉ**<br>exBenno-60 exMexphalte<br>exPaquita<br>**Citerna Maritime S.A.**<br>Bordeaux French | 2691<br>1347<br>2955 | ✠<br>BV | 1928-11 Sir J. Laing & Sons Ltd.—Sld<br>*312·8'* 50' 2" 13' 0"<br>50' 0"<br>P94' F50' 1 dk<br>R | TM Tanker Mchy.aft<br><br>L.159200 HeCls. BC<br><br>Der 1(3) | 2 Oil 4SA each 6Cy. 385×580 mm<br>2000bhp NE55<br>Masch. Kiel A G. |
| 501146<br>CNAY<br><br>Df Esd<br>RT | **ALIZÉ**<br>exLucian-56<br>**Soc. Marocaine d'Affrètement & de Pêche**<br>Agadir Moroccan | 424<br>194<br>— | | 1950 A/S Pusnaes M/V—Arendal<br>155' 0" 25' 6" 13' 7"<br>25' 4"<br>P39' F49' 1 dk<br>RW | M Ref Mchy.aft<br><br>In.1455<br><br>3W | Oil 2SA 4Cy. 380×450 mm<br>Wichmann<br>Haldorsen & Sönner |
| 662236<br>FUCR<br>LR5205<br>Df Esd<br>Rdr RT | **ALIZE**<br><br>**Armement Jean Gaury & Consorts**<br>La Rochelle French | 391<br>140<br>— | BV | 1966 At. & Ch. de la Manche—Dpe<br>125' 4"<br>102' 6" 27' 4" 12' 10"<br>2 dks | M Stern Trawler Mchy.aft | Oil 4DA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz |
| 670973<br>TUN2062<br><br>Df Esd<br>RT | **ALIZE**<br><br>**Société Indépendente Maritime de Pêche Ivoirienne**<br>Abidjan Ivory Coast | 120<br>42<br>— | BV | 1966 Ch. Carena—Abidjan<br>*73·9'*<br>11' 4"<br>1 dk | M Trawler<br><br><br>3 Ha (2½', 3½', 3½'×3½')<br>Der 1(2) 1(1½) | Oil 4SA 8Cy. 185×200 mm<br>400bhp<br>Moteurs Baudouin |
| 501148<br>PCMJ<br><br>Df Esd<br>RT | **ALJA V**<br>exJantje Eppiena-57<br>**J. J. Vos**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Delfzijl Netherland | 200<br>99<br>255 | BV | 1935 Gebr. Niestern & Co.—Dzl<br>*110·2'* 21' 1"<br>… … … | M<br><br><br>2 Ha (29½', 19½'×13')<br>Der 2(2) | Oil 4SA 3Cy. 270×340 mm<br>120bhp<br>Appingedammer Brons. |
| 501149<br>CSMM<br>LX63A<br>Esd | **ALJEZUR**<br><br>**Companhia Portuguesa de Pesca**<br>Lisbon Portuguese | 432<br>180<br>— | ✠Classed LR until 3/58 | 1957-1 Est. Nav. do Mondego—Figueira<br>168' 10" 27' 11" 13' 3"<br>148' 4" 27' 6½" 13' 11"<br>F31'<br>RW<br>BK7" | M Trawler | Oil 4SA 8Cy. 385×580 mm<br>1000bhp<br>Masch. Kiel A.G. |
| 536909<br>JWRP<br><br>Df Esd<br>Gc Rdr<br>RT | **ALK**<br>exTrolleggen-65<br>**A/S Finn Johnsens Rederi**<br>Finn Johnsen, Jr.<br>Bergen Norwegian<br><br>Now **IRIS** See New Entries No. 10 | 2885<br>1296<br>—<br>4596<br>2380<br>5970 | NV | 1958 A/S Stord—Lervik<br>375' 1" 50' 7" 20' 7½"/23' 7"<br>345' 11" 50' 6" 32' 1"<br>P&B108' F41' 1 dk & S dk<br>rf 3" | M OSD/CSD Mchy.aft<br>3 Ho<br>G.280612 B.269266<br>5 Ha (each 32½'×22')<br>10W Der 1(25) 10(5) | Oil 2SA 7Cy. 540×1150 mm<br>3600bhp<br>Gebr. Stork & Co.<br>2×256kW 440V 60c/s a.c. |
| 501152<br>DFTY<br><br>Df Esd | **ALK**<br><br>**Rudolf Behrmann**<br>Dornbusch W. German | 299<br>186<br>480 | GL | 1957 Jadewerft G.m.b.H.—Wilhelmshaven<br>152' 6" 28' 0" 8' 6"<br>137' 10" 27' 11" 9' 10"<br>1 dk | M Mchy.aft<br><br>G.22200 B.21000<br>1 Ha (73'×18') | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 661937<br>YTDA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALKA**<br><br>**Jadranska Slobodna Plovidba (Adriatic Tramp Shipping)**<br>Split Yugoslav | 8255<br>5184<br>7975 | BV JR | 1967 Brodogradiliste "Split"—Spt<br>469' 4" 63' 7" 23' 8½"<br>436' 4" 63' 4" 36' 5"<br>3 dks | M Ref<br><br>G.598233 B.549428<br>5 Ha (24½', 32½', 42½', 42½', 27½'×18')<br>12W Der 1(30) 10(5) 4(10) 2(3) | Oil 2SA 8Cy. 680×1250 mm<br>9200bhp<br>Sulzer Bros. Ltd.<br>Thw. thrust propeller fwd |

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|---|---|---|---|---|---|---|---|---|
| 501154 | **ALKAID** | 15805 | ✠100A1 | Dr 10/65 | 1953–7 Nederl. Dok. & Schps. Maats.— | M Tanker Mchy.aft | Oil 2DA 7Cy. 720×1200 mm | |
| 6ZPD | | 9776 | oil tanker | | Ams | 27 Ta | 7400bhp Stork | 1817t (hvf) |
| 2468 | **Alkaid Steamship Corp. S.A.** | 23790 | ✠LMC | | 603′ 1″ 76′ 10″ 32′ 0½″ | | Nederl. Dok. & Schps. Maats. | Ams |
| Df Esd | Monrovia Liberian | | | | 567′ 6″ 76′ 6″ 42′ 0″ | 1 Ha (stl) | 2AuxB 180℔ ø (ex.g) 200℔ | |
| Gc Rdr | | | MN1480 | EL k†2 1/16″SQ | P109′ B36′ F61′ 1 dk | Der 4(5) | 2×250, 200kW 220V d.c. | 14k |
| | | | | | 16BH | | | |
| | | | | | WB1599t incl. DTf 1129t | | | |
| 505030 | **ALKAID** | 7392 | | | 1949 J. L. Thompson & Sons Ltd.—Sld | M Ref CSD | Oil 2SA 5Cy. 670×2320 mm | |
| LZFY | exBrandanger–65 | 4309 | | | 456′ 7″ 59′ 0″ 27′ 7½″ | | | 1037t |
| | **Navigation Maritime Bulgare** | 9275 | | NV | 426′ 0″ 58′ 10″ 38′ 10″ | G.482300 B.443300 In.66068 | Wm. Doxford & Sons Ltd. | Sld |
| Df Esd | Bourgas Bulgarian | | | | F78′ 2 dks, 3rd dk in No. 3 hold | | | 15k |
| Gc Pfd | | | | | RW | 16W Der 4(10) | | |
| Rdr RT | | | | | | | | |
| 680034 | **ALKAN** | 298 | | | 1967 Gesan Shipyard—Sutluce | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm | |
| | | 220 | | | 150′ 3″ 27′ 10″ 10′ 2⅛″ | | 540bhp | |
| | **Mustafa Alkan** | 500 | | | 138′ 1″ 27′ 9″ 11′ 8″ | | Schwermasch. Karl Liebknecht | Mgd |
| | Istanbul Turkish | | | | 1 dk | | | |
| 500900 | **ALKARTEGUI** | 184 | | | 1962 Ast. Luzuriaga—Pjs | M Trawler | Oil 4SA 4Cy. 315×480 mm | |
| EDOI | | 120 | | | 110′ 11″ 20′ 4″ | | 400bhp Duvant | 60t |
| | **M. Garrido Garcia** | — | | BV | 20′ 2″ | | Carmelo Unanue | Zumaya |
| Df Esd | San Sebastian Spanish | | | | | 2 Ha (each 3½′×3¼′) | | 9½k |
| RT | | | | | RW | | | |
| 538819 | **ALKES** | 24424 | ✠100A1 | SS 6/66 | 1956–3 Nederlandsche Dok. & Schps.— | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft | |
| ELYR | exWestern Gulf–67 | 15215 | oil tanker | | Ams | 33 Ta | 15000shp Parsons | 3650t (o.f)–83pd |
| 734 | **Alkes Shipping Corp.** | 38930 | ✠LMC | | 696′ 6″ 90′ 11″ 37′ 11¼″ | L.1787520 HeCls. BC | Nederlandsche Dok & Schps. | Ams |
| Df Esd | Monrovia Liberian | | | | 661′ 5″ 90′ 6″ 48′ 0″ | | 2WTB 675℔ Spt 630℔ hs25828 | |
| Gc Rdr | | | MN3000 | EL r†2 15/16″SQ | P142′ B40′ F92′ 1 dk | | sg 180℔ | 15½k |
| | | | | | 17BH | | | |
| | | | | | rf 5″ WB3105t incl. DT†2177t | | | |
| 501156 | **ALKES** | 6735 | | | 1958 Werf de Noord—Alb | M (12P) Ref OSD | Oil 2SA 6Cy. 750×1600 mm | |
| PCMK | | 3799 | | | 496′ 0″ 63′ 11″ 26′ 2⅜″ | 5 Ho 58½′, 79′, 67½′, 65′, 74¾′ | 7200bhp | 1350t (hvf) |
| 10952 | **van Nievelt, Goudriaan &** | 9278 | ~~✠Lloyd's RMC~~ | BV | 455′ 0″ 63′ 0″ 38′ 3″ | G.577642 B.515794 In.11700 | Gebr. Stork N.V. | Hengelo |
| Df Esd | **Co.'s Stoomv. Maats. N.V.** | | | | P55′ B90′ F93′ 2 dks & S dk | 5 Ha (stl) (29¼′, 45′, 35′, 35′ | 3×230kW 220V d.c. | 16k |
| Gc Rdr | Rotterdam Netherland | | | | RW | 35′×21¼′) | | |
| RTm/h/v | | | | | | 18W Cr 1(1½) Der 1(40) 1(25) 18(7) | | |
| 501150 | **ALKES** | 1393 | | | 1960 Adler Werft G.m.b.H.—Bmn | M OSD/CSD Mchy.aft | Oil 2SA 5Cy. 520×960 mm | |
| DDUO | exAlk–67 | 597 | | | *283·4′* 43′ 6″ 16′ 5″/19′ 8″ | | 1975bhp | 147t |
| | **Argo Reederei Richard** | 2246 | | GL | 43′ 4″ 24′ 4″ | G.153632 B.141655 | Borsig A.G. | Bln |
| Df Esd | **Adler & Söhne** | **2268** | | | B20′ F36′ 1 dk & S dk | 2 Ha (each 55′×19¾′) | | 14k |
| Gc Rdr | Bremen W. German | 1191 | | | len 67 | 6W Cr 1 Der 1(20) 6(3–5) | | |
| RT | | 3155 | | | | | | |
| 501157 | **ALKES** | 204 | | | 1962 Astano S.A.—Frl | S Trawler | T 3Cy. 240 394 & 622×432 mm | |
| EDMK | | 98 | | | 117′ 0″ 22′ 8″ 11′ 2″ | | 225bhp | 91t (o.f) |
| | **Francisco Antelo Rial** | 197 | | BV | 98′ 5″ 22′ 6″ 12′ 9″ | | Talleres M. Sanjurjo Otero | Vgo |
| Df Esd | Corunna Spanish | | | | | 2 Ha (each 3¼′×3¼′) | | 9k |
| RT | | | | | RW | Der 1 | | |
| 501161 | **ALKIONI** | 227 | | | ………………… | Wood M Research Ship | Oil 4SA 6Cy. | |
| SZWO | | 113 | | | 96′ 8″ 20′ 1″ | | Emade—fitted41 | |
| 1173 | **The Greek Hydrobiological** | — | | | … … … | | Superior | |
| Esd Gc | **Institute** | | | | 2 dks | | | |
| | Piræus Greek | | | | | | | |
| 532194 | **ALKIS** | 11971 | | | 1955–5 J. L. Thompson & Sons Ltd.— | M Tanker Mchy.aft | Oil 2SA 6Cy. 750×2500 mm | |
| 6ZQA | exSheaf Holme–65 | 7302 | | | Sld | | 7750bhp | |
| 2491 | ~~Actis Co. Ltd.~~ | 18567 | ✠Classed LR until 2/66 | | 556′ 5″ 72′ 0″ 29′ 8″ | | Wm. Doxford & Sons (Eng.) Ltd. | Sld |
| Df Esd | Monrovia Liberian | | | | 530′ 0″ 71′ 11″ 40′ 0″ | | | |
| Gc Pfd | **Castle Shipping Corp.** | | | | P45′ F53′ 1 dk | | | |
| Rdr RT | | | | | RW | | | |
| | | | | | rf 4″ | | | |
| 501163 | **ALKMAAR** | 12202 | ✠100A1 | SS 2/68 ~~SS 1/68~~ | 1958–7 Nederl. Dok. & Schps.—Ams | S Tanker Mchy.aft | 2 S Turb dr geared to sc .shaft | |
| PCMM | | 6915 | oil tanker | | 555′ 9″ 69′ 6″ 29′ 9¾″ | 33 Ta | 8250shp | 1636t (o.f)–48pd |
| | **N.V. Amsterdamse Maritiem** | 18300 | ✠LMC | | 531′ 0″ 69′ 3″ 39′ 0″ | L.890651 HeCls. BC | N.V. Werkspoor | Ams |
| Df Esd | **Transport Maats.** | | | | P115′ B47′ F50′ 1 dk | | 2WTB 570℔ Spt 800° F. 555℔ | |
| Gc Pfd | Vereenigd Cargadoorskantoor | | MN1650 | EL h†2 1/16″SQ | RW 16BH | Der 3(5) | sg 135℔ hs12948 | |
| Rdr | Amsterdam Netherland | | | | rf 3″ WB294t | | 3×450, 450, 150kW 440V 60 c/s a.c. | 15½k |
| RTm/v | | | | | | | | |
| 662172 | **ALKMAN** | 27985 | | | 1966 Nippon Kokan—Tsu | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 900×1550 mm | |
| 6ZTV | | 20588 | | AB | 742′ 10″ 102′ 2″ 39′ 0″ | 7 Ho | 16500bhp Sulzer | |
| 2590 | **Alkman Inc.** | 54946 | | | 710′ 0″ 102′ 0″ 57′ 5″ | B.2422000 | Uraga Hvy Ind. Ltd. | Tamashima |
| Df Esd | Monrovia Liberian | | | | F52′ 1 dk | 12 Ha | | |
| Gc Rdr | | | | | rf 4″ | | | |
| RT | | | | | | | | |
| 501164 | **ALKMAN** | 7323 | ✠100A1 | SS 1/65 | 1960–10 Kieler Howaldtswerke A.G.— | M OSD/CSD | Oil 2SA 6Cy. 760×1550 mm | |
| SXGT | | 3987 | Ice Class 3 | | Kel | | 7800bhp | |
| 1774 | **Rainbow Shipping Corp.** | — | ✠LMC | | 517′ 10″ 64′ 3″ | | Sulzer Bros. Ltd. | Win |
| Df Esd | Piræus Greek | **9959** | | | 63′ 11½″ 39′ 6″ | | 2AuxB 100℔ | |
| Gc Rdr | | 5911 | MN1560 | EL e†2¼″SQ | P23′ F48′ 1 dk & S dk | | | |
| | | — | | | Coll BH to S dk 7 to 2nd dk | | | |
| | | | | | rf 6″ WB3328t incl. Tunnel tanks 105t DTmf1407t | | | |

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| 501165<br>6ZPC<br>2467<br>Df Esd<br>Gc Rdr | **ALKOR**<br>**Alkor Steamship Corp. S.A.**<br>Monrovia Liberian | **15805**<br>9776<br>23820 | **✠100A1** SS 7/65<br>oil tanker<br>**✠LMC**<br>MN1480 EL k 2 1/16"SQ | **1953**–11 Nederl. Dok. & Schps. Maats.—Ams<br>603' 1" 78' 10" 32' 0½"<br>567' 7" 76' 7" 42' 0"<br>P109' B38' F61' 1 dk<br>16BH<br>WB1599t incl. DTf1129t | M Tanker Mchy.aft<br>27 Ta<br>1 Ha (stl)<br>Der 4(5) | Oil 2DA 7Cy. 720×1200 mm<br>7400bhp Stork<br>Nederl. Dok. & Schps. Maats.<br>2AuxB 180lb ● (ex.g) 180lb<br>2×250, 200kW 220V d.c. |
| 652450<br>Df Esd<br>Gc Rdr<br>RTm/v | **ALKOR**<br>**Institut für Meereskunde, Kiel University**<br>Kiel W. German | **236**<br>78<br>41 | GL | **1965** J. G. Hitzler—Lauenburg<br>101' 0" 25' 2" 8' 9½"<br>89' 0" 25' 0" 11' 0"<br>F52' 1 dk<br>BK11½" | M Research Ship<br>Der 1(2) | Oil 4SA 12Cy. 135×160 mm<br>425bhp<br>Klöckner-Humboldt-Deutz<br>3×120, 42, 42kW 380V 50c/s a.c.<br>Controllable pitch propeller |
| 516321<br>SXLY<br>Df Esd<br>Gc Rdr<br>RTm/v | **ALKYON**<br>exIrish Oak–67<br>**Cia. Alcyonia de Nav. S.A.**<br>Chios Greek | **5049**<br>2538<br>7575 | **✠100A1** TD 2/69 ~~SS 5/64~~<br>with freeboard<br>**✠LMC**<br>MN880 EL a†2"SQ | **1949**–7 J. Readhead & Sons Ltd.—Shl<br>436' 0" 56' 1" 24' 4"<br>405' 7" 55' 9" 35' 5"<br>F38' 1 dk & S dk<br>R Coll BH to S dk 7 to 2nd dk<br>rf 3" WB2916t incl. DTm564t DTa924t | M OSD<br>4 Ho 54', 82', 35', 62½<br>G.465040 B.412100<br>5 Ha (29½', 30'×22') (27½'×18') (30', 30'×22')<br>10W Der 1(20) 2(7) 8(5) | Oil 2SA 4Cy. 670×2320 mm<br>✠NE10/59 Doxford<br>4400bhp<br>Hawthorn, Leslie (Eng.) Ltd.<br>✠2NAuxB10/59–100lb<br>3×175kW 220V d.c. |
| 542610<br>WB5623<br>233890<br>Df Esd<br>Rdr RT | **ALL AMERICAN**<br>**Port Everglades Towing Co. Ltd.**<br>Miami United States | **144**<br>98<br>— | | **1935** Todd Shipyds Corp.—Brooklyn<br>101' 4" 23' 8" 11' 9"<br>96' 3" 23' 6" 12' 6"<br>R<br>rf 27" | M Tug | Oil 2SA 10Cy. 8½"×10"<br>1600bhp NE63<br>Fairbanks, Morse & Co. |
| 501167<br>MCQK<br>124059<br>Esd | **ALLADALE**<br>exAquilla–54<br>**Fleetwood Sand & Gravel Co. Ltd.**<br>Liverpool British | **450**<br>174<br>— | ✠Classed LR until 12/53 | **1907**–4 Ailsa S.B. Co. Ltd.—Trn<br>155' 0" 26' 1"<br>25' 11"<br>Q51' B9' F28' 1 dk Well dk<br>R<br>BK7" | S Mchy.aft<br>1 Ho<br>G.17000 | C 2Cy. 18" & 40"×27"<br>Ross & Duncan |
| 511016<br>ZCVQ<br>317418<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ALLAMANDA**<br>exEvelyn Mærsk–66<br>**Allamanda Ltd.**<br>Hamilton, Bermuda British<br>Now **SIROCCO** See New Entries No. 7 | **18287**<br>11021<br>29400 | **✠100A1** SS 2/68 ~~SS 6/63~~<br>oil tanker<br>**✠LMC**<br>MN2240 EL m†2 11/16"SQ | **1958**–4 Odense Staalskibs A/S—Odn<br>635' 1" 81' 3" 35' 0½"<br>596' 1" 81' 0" 45' 10"<br>P133' B40' F73' 1 dk<br>RW 13BH<br>rf 2" WB883t incl. DTf112t | M Tanker Mchy.aft<br>Cr 1(5) Der 2(9) 2(5) | Oil 2SA 9Cy. 740×1600 mm<br>11200bhp<br>Burmeister & Wain<br>4AuxB (3 o.f 1 ex.g) 180lb Spt<br>4×200, 200, 200, 100kW 400V 60c/s a.c. |
| 521847<br>MQQW<br>166333<br>Esd Pfd<br>RTm | **ALLARD**<br>exMallard–64<br>exWest Coaster–50<br>**E. Cole & Sons (Cowes) Ltd.**<br>London British | **349**<br>146<br>438 | ✠Classed LR until 3/64 | **1938**–1 E. J. Smit & Zoon's Schpsw.—Westerbroek<br>147' 0" 25' 5" 9' 0½"<br>139' 2" 25' 3" 9' 8"<br>P37' F24' 1 dk<br>R | M (12P) Mchy.aft<br>1 Ho 45'<br>G.22000 B.19800<br>2W | Oil 4SA 6Cy. 280×450 mm<br>300bhp<br>Humboldt-Deutzmot. |
| 501170<br>IJLQ<br>2384 | **ALLEANZA**<br>**Alleanza Vini S.p.A.**<br>Genoa Italian | **162**<br>89<br>— | RI | **1945** S.A. Ansaldo—Gen<br>104' 0" 19' 8" 8' 5½"<br>95' 10" 19' 7" 8' 10"<br>Q35' F18' Trunk 43' 1 dk | M Wine Tanker Mchy.aft<br>5 Ta | Oil 4SA 3Cy. 265×410 mm<br>150bhp<br>S.A. Ansaldo |
| 501171<br>KAVM<br>248163<br>Df Esd<br>Gc | **ALLEGHENY VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | **7607**<br>4563<br>10681 | AB | **1945** Permanente (Shpyd No. 2)—Richmond<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. |
| 500906<br>HPII<br>3760VI<br>Df Gc<br>Rdr | **ALLEGRA**<br>exAlceo–63 exOcean Viking–46<br>**Cia. Comercial y Financiera Sudamericana S.A.**<br>Panama Panamanian | **6997**<br>4238<br>10295 | ✠<br>RI | **1941**–12 Todd-California S.B. Corp.—Richmond<br>441' 4" 57' 2" 26' 10¼"<br>417' 0" 56' 9" 37' 5"<br>2 dks | S CSD<br>G.537000 B.497335<br>10W | T 3Cy. 24½" 37" & 70"×48"<br>General Mchy. Corp. |
| 671408<br>6ZXV<br>2697<br>Df Esd<br>Gc Rdr<br>RT | **ALLEGRO**<br>**Petroleum Marine Carriers Corp.**<br>Monrovia Liberian | **46402**<br>36794<br>95445 | AB | **1967** Ishikawajima-Harima Hvy Ind.—Yka<br>872' 9" 128' 0" 44' 10½"<br>833' 7" 127' 9" 61' 4"<br>F61' 1 dk<br>rf nil | S Tanker Mchy.aft<br>9 Ta | 2 S Turb dr geared to sc. shaft<br>21000shp<br>Ishikawajima-Harima Hvy Ind.<br>2×780kW |
| 652239<br>OZNW<br>Df Esd<br>Rdr RT | **ALLEGRO**<br>**Inter-Coast I/S**<br>Copenhagen Danish | **300**<br>174<br>568 | BV | **1965** Sønderborg Skibsv.—Sønderborg<br>154' 7" 28' 11" 10' 2"<br>138' 10" 28' 10½" 11' 1"<br>1 dk | M Mchy.aft<br>1 Ho<br>1 Ha (68½'×16¼')<br>2W Der 2(2) | Oil 2SA 5Cy. 240×400 mm<br>425bhp<br>Alpha-Diesel A/S |
| 501174<br>WB7537<br>255400<br>Esd Gc | **ALLEN CODY**<br>**Hunter's Offshore Enterprises Inc.**<br>Coos Bay United States | **187**<br>76<br>— | | **1943** Lynch S.B. Co.—San Diego<br>96-6" 21' 2"<br>... ... ...<br>1 dk | Wood M<br>2 Ho<br>2 Ha | Oil 2SA 8Cy. 165×435 mm<br>400bhp<br>General Motors Corp. |

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| 501176<br>5LBM<br>809<br>Df Esd<br>Gc Rdr | **ALLEN D. CHRISTENSEN**<br>**San Juan Carriers Ltd.**<br>Monrovia Liberian<br>Now **OREAD** See New Entries No. 7 | ~~11266~~ 12194<br>~~5600~~ 6136<br>31490 | AB | 1956 Nippon Kokan—Yka<br>655′ 0″ 87′ 2″ 34′ 1⅛″<br>625′ 0″ 87′ 0″ 46′ 6″<br>P117′ F48′ 1 dk<br>RW<br>rf 3″ | S Ore Carrier Mchy.aft<br>5 Ho<br>G.540675<br>10 Ha | 2 S Turb dr geared to sc. shaft<br>12500shp 3528t (o.f)<br>Mitsubishi Hvy Ind. Reorg. Kob<br>16k |
| 680287<br>Gc Rdr<br>RT | **ALLEN W. HAYNIE**<br>**Reedville Oil & Guano Co. Inc.**<br>Pascagoula United States | 250<br>—<br>— | | 1967 Wiley Mfg Co.—Prt. Deposit<br>170′ 0″ 34′ 2″ 6′ 6″<br>162′ 6″ 34′ 0″ 11′ 0″<br>3 dks | TM Fishing Mchy.aft | 4 Oil 2SA each 16Cy. 4¼″×5″ reduction geared to 2 sc. shafts<br>1820bhp (d.o)<br>General Motors Corp. Det |
| 501178<br>PCMQ<br>Df Esd<br>RT | **ALLETTA**<br>**H. Groen**<br>"Carebeka" N.V.<br>Groningen Netherland | 500<br>303<br>890 | ✠100A1 SS 5/68 ~~SS 2/64~~<br>✠LMC<br>MN100 EL j | 1956–8 Schps. Waterhuizen J. Pattje—Waterhuizen<br>192′ 11″ 30′ 3″ 11′ 10¾″<br>177′ 2″ 29′ 8½″ 13′ 8″<br>P51′ F31′ 1 dk<br>RW 3BH<br>rf 2″ WB283t incl. Dk tanks 60t | M Mchy.aft<br>G.38200 B.33500 | Oil 4SA 8Cy. 290×450 mm<br>500bhp 18t<br>Appingedammer Brons. Apg<br>9½k |
| 501179<br>OGHD<br>1302<br>Df Esd<br>Gc Rdr<br>RT | **ALLI**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | 499<br>275<br>1013<br>1145<br>686<br>1790 | NV | 1963 O/Y Laivateollisuus /AB—Åbo<br>240′ 2″ 34′ 4″ 11′ 11¾″/16′ 4¾″<br>216′ 7″ 34′ 2″ 20′ 5″<br>P42′ 1 dk & S dk<br>rf nil | M OSD/CSD Mchy.aft<br>2 Ho<br>G.86952 B.76300<br>2 Ha (36′, 64′×17¾′)<br>2W Cr 2(5) Der 2(5) | Oil 2SA 8Cy. 10½″×13½″<br>1010bhp 93t<br>Crossley Bros. Ltd. Mch<br>3×68kW 380V 50c/s a.c. 11½k |
| 501180<br>CBNA<br>Df Esd<br>Gc Rdr | **ALLIPEN**<br>exContinent–61<br>**Cia. Chilena de Nav. Interoceanica**<br>Valparaiso Chilean | 4711<br>3282<br>7470 | GL | 1955 H. C. Stülcken Sohn—Ham<br>382′ 9″ 53′ 3″ 25′ 5½″<br>352′ 0″ 53′ 1″ 31′ 4″<br>2 dks<br>RW | M CSD Mchy.aft<br>3 Ha (stl) (64¾′, 66′, 35½′×26¼′)<br>10W Der 1(40) 2(5–15) 2(5–10) 6(3–5) | 2 Oil 4SA each 8Cy. 400×600 mm geared to sc. shaft<br>3260bhp 275t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×150kW 380V a.c. 12½k |
| 501181 | **ALLISON**<br>**Government of Burma**<br>Rangoon Burmese | *175*<br>*11*<br>— | | 1919 Wm. Denny & Bros. Ltd.—Dmb<br>*110·7′* 22′ 1″<br>… … …<br>R | TS Tug | T 6Cy. 9″ 14½″ & 24″×15″<br>Wm. Denny & Bros. Ltd. Dmb |
| 541466<br>KADK<br>293817<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **ALLISON LYKES**<br>**Lykes Bros. S.S. Co. Inc.**<br>Brownsville United States | T.Mk<br>6525<br>3543<br>—<br>9397<br>5492<br>11334 | AB | 1964 Avondale Shpyds Inc.—Avondale<br>494′ 8″ 69′ 2″ —/30′ 1⅛″<br>470′ 0″ 69′ 0″ 41′ 7″<br>Q153′ F106′ 2 dks<br>RW<br>rf nil | S (4P)<br>5 Ho 70½′, 72½′, 72½′, 50′, 88½′<br>G.623213 B.565000<br>5 Ha (stl) (31½′×18′) (40′, 35′, 35′, 30′×25′)<br>16W Der 1(60) 16(15) | 2 S Turb dr geared to sc. shaft<br>10000shp 2827t (o.f)<br>General Electric Co. Lyn<br>2×600kW 450V 60 c/s a.c. 18k |
| 526851<br>6ZVZ<br>2647<br>Df Esd<br>Gc Rdr<br>RT | **ALLISUN**<br>exPacificator–66<br>**Stenakas Shipping Corp.**<br>Diamantis Pateras Ltd.<br>Monrovia Liberian | 12630<br>7525<br>19390 | ✠100A1 SS 11/66<br>oil tanker<br>✠LMC<br>MN1800 EL i†$2\frac{7}{16}$″SQ | 1957–12 Kieler Howaldswerke A.G.—Kel<br>559′ 11″ 71′ 11″ 30′ 3″<br>534′ 9″ 71′ 8½″ 39′ 8″<br>P125′ B43′ F54′ 1 dk<br>14BH<br>rf 4″ WB1077t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9000shp (o.f)<br>Howaldtswerke Ham A.G. Ham<br>2WTB 725℔ Spt 842° F. 654℔ hs13810<br>sg 170℔ |
| 542611<br>Df Esd<br>Rdr RT | **ALLONES**<br>**Pescanova S.A.**<br>Vigo Spanish | 203<br>74<br>— | BV | 1964 Hijos de J. Barreras S.A.—Vgo<br>107′ 7″ 25′ 8″<br>94′ 5″ 25′ 6″ 12′ 9″<br>RW | M Stern Trawler<br>7 Ha (each 4¼′×4½′) | 2 Oil 4SA each 8Cy. 160×180 geared to sc.shaft<br>1100bhp 52t<br>Masch. Augsburg-Nürnberg Aug<br>12½k |
| 501185<br>5LJI<br>1013<br>Df Esd | **ALMA**<br>exSterling Victory–57<br>exIonian Moon–53<br>exEmpire Moon–49<br>**Compania Naviera Campos S.A.**<br>Monrovia Liberian<br>Now **CAMPOS** See New Entries No. 2 | 7401<br>4499<br>10775 | **BS**✳ TD 6/67 SS 2/66<br>with freeboard<br>**MBS**✳<br>MN405 CT7147 C38 | 1941–5 J.L. Thompson & Sons Ltd.—Sld<br>443′ 8″ 59′ 11″ 27′ 0¼″<br>417′ 6″ 59′ 7″ 37′ 4″<br>F33′ 2 dks<br>7BH<br>WB1458t | S<br>G.559920 B.518315 | T 3Cy. 24″ 39″ & 68″×48″<br>2500ihp 1206t (o.f)<br>George Clark (1938) Ltd. Sld<br>2 SB 220℔ hs(5800) 10k |
| 514974<br>DHBF<br>Df Esd<br>Rdr RT | **ALMA II**<br>exHertha Gerdau–63<br>**Arnold Hagenah**<br>Küstenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg W. German | 424<br>278<br>659 | GL | 1955 J. J. Sietas Schiffsw.—Ham<br>*156·2′* 29′ 7″ 11′ 2″<br>157′ 0″ 29′ 5″ 12′ 6″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 147¾′<br>G.32970 B.29926<br>2 Ha (each 38′×19¼′)<br>Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>10k |
| 641476<br>UUZP<br>M-20932 | **ALMA ATA**<br>**U.S.S.R.**<br>Baku Russian | 3321<br>2002<br>4643 | | 1960 G. Dimitrov Shipyard—Varna<br>430′ 0″ 52′ 6″ 14′ 5″<br>52′ 4″ 18′ 1″ | M Tanker Mchy.aft<br>15 Ta<br>L.217186 | Oil 2SA 8Cy. 300×500 mm<br>10½k |
| 501187<br>Df Esd<br>Gc Rdr | **ALMA-ATA**<br>**U.S.S.R.**<br>Murmansk Russian | 678<br>245<br>500 | | 1957 Stocznia Gdanska—Gdk<br>194′ 4″ 29′ 7″ 14′ 2⅛″<br>176′ 8″ 29′ 6½″ 16′ 3″ | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm<br>800ihp<br>H. Cegielski Poz |
| 501188<br>117640 | **ALMA DOEPEL**<br>**Alma Doepel Pty. Ltd.**<br>Hobart British | 151<br>97<br>— | | 1903 F. Doepel Bellinger—N.S.W.<br>*109·3′* 26′ 7″<br>… … … | Wood Aux T Sr | 2 Oil 4SA<br>(p) 5Cy. 5½″×7¾″ Emade52fitted54<br>(s) 5Cy. 5½″×7¾″ Emade55fitted56<br>Norris, Henty & Gardner Mch |

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| 660421<br>DFWC<br>Df Esd<br>Rdr RT | **ALMA KOPPELMANN**<br>**Partenreederei m.s.**<br>**"Alma Koppelmann"**<br>Heinrich Koppelmann<br>Stade W. German | 300<br>162<br>725 | GL | 1965 Stader Schiffsw.—Stade<br>182' 1" 30' 8" 10' 7"<br>161' 7" 30' 4" 17' 7"<br>F22' 1 dk & S dk | M OSD Mchy.aft<br>1 Ho<br>G.50818 B.46192<br>1 Ha (85½'×19½') | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Masch. Kiel G.m.b.H. |
| 501189<br>KAWV<br>248201<br>Df Esd<br>Gc Rdr | **ALMA VICTORY**<br>**Cargo Ships & Tankers Inc.**<br>New York United States | 7644<br>4618<br>10650 | AB | 1945 Oregon S.B. Corp.—Pld<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81'. 75'<br>G.500000 B.456000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp 2882t<br>General Electric Co.<br>2×300kW 240V d.c. |
| 501190<br>CSPW<br>Esd | **ALMADA**<br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 442<br>195<br>— | ✠ | 1953–10 Est.Nav. do Mondego—Figueira<br>168' 0" 27' 8" 13' 3"<br>... ... ...<br>RW | M Trawler | Oil 4SA 8Cy. 385×580 mm<br>Masch. Kiel A.G. |
| 501191 | **ALMADA**<br>**Portuguese Government (Ministry for Overseas Provinces)**<br>Beira Portuguese | 168<br>41<br>— | | 1958 Soc. Argibay de Const. Nav.—Lis<br>*114·8'* 23' 0"<br>... ... ...<br>1 dk | M | Oil 4SA 6Cy. 265×410 mm<br>Ansaldo Stab. Mecc. |
| 501192<br>EAFG<br>Esd Rdr | **ALMADEN**<br>**Cia. Frutero-Valenciana de Nav. S.A. "Cofruna"**<br>Valencia Spanish | 2525<br>1411<br>2860 | ✠100A1 SS 12/61<br>with freeboard<br>✠LMC<br>EL s | 1946–8 Echevarrieta y Larrinaga—Cdz<br>292' 4" 43' 2" 18' 11"<br>272' 11" 43' 1" 25' 0"<br>RFD27' 2 dks<br>R 3BH to U dk 1 to 2nd dk<br>WB569t | S (3P)<br>4 Ho 48', 59' 49½', 38¾'<br>G.171988 B.158321<br>4 Ha (25½', 29½', 29½', 25½'×20½')<br>Der 8(3) | C 4Cy. (2) 18$\frac{1}{16}$" & (2) 39¾"×39¾"<br>1200ihp 320t<br>Echevarrieta y Larrinaga<br>2WTB 206lb Spt hs(4347)<br>1×15kW 110V d.c. |

**LAID UP—OVERDUE SPECIAL SURVEY INCOMPLETE 12/65**

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| 501193<br>6VGQ<br>Df Esd<br>Rdr RT | **ALMADIES**<br>**Union des Remorquers de Dakar**<br>Dakar Senegal | 336<br>88<br>— | BV | 1961 Schulte & Bruns—Emd<br>123' 0" 31' 3"<br>113' 1" 29' 10" 14' 9" | M Tug Mchy.aft<br>2 Ha (6½'×6') (5½'×4')<br>Der 1(2½) | Oil 4SA 6Cy. 400×580 mm<br>1600bhp<br>Klöckner-Humboldt-Deutz |
| 501194<br>EAZE | **ALMADRABERO**<br>**José Gestoso Costas**<br>Cadiz Spanish | 251<br>98<br>300 | | 1945 Ast. del Noroeste—Frl<br>*95·2'* 24' 7"<br>... ... ... | Wood S | T 3Cy. 8$\frac{11}{16}$" 13½" & 22$\frac{11}{16}$"×13½"<br>Alexandre Hermanos |
| 501273<br>6ZTQ<br>2585<br>Df Esd<br>Rdr<br>RTm/h | **ALMAFLORA**<br>exAlstertal–66<br>**Luby Shipping & Trading Co.**<br>Monrovia Liberian | ~~2616~~ 2484<br>~~1052~~ 1278<br>4537 | GL | 1952 A.G. "Weser"—Bmn<br>344' 5" 49' 2" 20' 4"<br>49' 0" 29' 6"<br>F25' 1 dk & S dk<br>RW<br>rf 6" | M OSD Mchy.aft<br>4 Ho 38½', 57', 57', 49½'<br>G.267947 B.245168<br>8W Der 1(15) 8(3–5) | 2 Oil 4SA each 8Cy. 385×580 mm geared to sc. shaft<br>2560bhp 410t<br>Masch. Kiel A.G.<br>3×100, 100, 25kW 220V d.c. |
| 672219<br>UYGB<br>M-26986 | **ALMAG**<br>**U.S.S.R.**<br>Sevastopol Russian | 2435<br>1070<br>850 | | 1964 Volkswerft Stralsund—Stralsund<br>261' 9" 43' 4" 17' 1"<br>22' 11" | TM Stern Trawling Factory Ship<br>3 Ho<br>In.38387<br>3 Ha (11½'×7½') (8½', 6½'×6½')<br>4W Der 2(6) 2(1½) | 2 Oil 4SA 8Cy. 320×480 mm |
| 501196<br>6ZPB<br>2466<br>Df Esd<br>Gc Rdr | **ALMAK**<br>**Almak Steamship Corp. S.A.**<br>Monrovia Liberian | 12618<br>7431<br>19050 | ✠100A1 Dr 4/66<br>oil tanker<br>✠LMC<br>MN1372 EL i†2$\frac{1}{16}$"SQ | 1952–1 John Brown & Co. Ltd.—Cly<br>559' 0" 72' 4" 30' 10½"<br>530' 0" 72' 0" 40' 0"<br>P114' B41' F60' 1 dk, 2nd dk clear of cargo tanks<br>RW 17BH<br>rf 4" WB1152t incl. DTf787t | M Tanker Mchy.aft<br>25 Ta<br>L.879563<br>1 Ha (stl) (11¼'×9½')<br>Der 1(5) 4(3) | Oil 2SA 6Cy. 670×2320 mm<br>6860bhp Doxford 2108t (hvf)-<br>John Brown & Co. Ltd.<br>2AuxB 180lb e (ex.g) 180lb<br>2×90kW 110V d.c. |
| 680184 | **ALMAK**<br>**Navigation Maritime Bulgare**<br>Bourgas Bulgarian<br>Now **IVAN VAZOV** See New Entries No. 8 | 6500<br>—<br>12700 | 100A1<br>Class contemplated | Brodogradiliste "Uljanik"—Pla<br>472' 4" 64' 7" 29' 1"<br>434' 1" 64' 5" 39' 5" | M Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>B&W<br>Brodogradiliste "Uljanik" |
| 650514<br>Df Esd<br>Gc Rdr | **ALMAK**<br>**U.S.S.R.**<br>Russian | 2435<br>1070<br>— | | 1964 Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" 16' 1"<br>233' 0" 43' 2" 23' 0" | M Stern Trawling Factory Ship | 2 Oil 4SA each 8Cy. geared to sc.<br>1660bhp<br>Schwermasch. Karl Liebknecht |
| 501197<br>CSDT<br>Esd | **ALMANCIL**<br>exLoch Torridon–39<br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 350<br>175<br>— | ✠Classed LR until 6/40 | 1930–3 J. Lewis & Sons Ltd.—Abn<br>151' 0" 24' 0"<br>23' 10"<br>R | S Trawler | T 3Cy. 13" 23" & 37"×26"<br>J. Lewis & Sons Ltd. |
| 501199<br>SYHD<br>2056<br>Df Esd<br>Gc Rdr | **ALMAR**<br>exHarpalion–62<br>**Marveras Cia. Nav. S.A.**<br>Piræus Greek | 5441<br>3009<br>9920 | ✠100A1 SS 1/65<br>with freeboard<br>✠LMC<br>EL b† | 1947–5 Burntisland S.B. Co. Ltd.—Bnt<br>462' 4" 59' 5" 25' 6"<br>435' 0" 59' 2" 37' 7"<br>F40' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB3007t incl. DTm1267t | M OSD<br>G.633610 B.574450<br>10W Der 1(25) 1(10) | Oil 2SA 4Cy. 600×2320 mm<br>3560bhp<br>Wm. Doxford & Sons Ltd.<br>AuxB 120lb<br>✠NAuxB (vertical) 11/55–120lb |

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|---|---|---|---|---|---|---|---|---|
| 530567<br><br><br>Df Esd<br>Rdr<br>RTm | **ALMAR II**<br>exSaint-Clair–67<br>**SAUDENA Sociedad**<br>**Anonima Uruguaya de**<br>**Navegacion**<br>Montevideo Uruguayan | **3812**<br>1910<br>4584 | | <br><br>BV | **1950** Ch. Nav. de La Ciotat—La Ciotat<br>289′ 1″ 51′ 0″ 19′ 9″<br>50′ 10″<br>F35′ 1 dk & S dk<br>RW<br>rf nil | M Ref OSD<br>pt bulk wine carrier<br>5 Ho 58½′, 54½′, 39¼′, 62¼′, 38′<br>B.261827 In.23837<br>5 Ha (stl) (33¾′, 34½′, 18¼′, 34½′<br>20¾′×16½′)<br>Der 8(6) 2(3) | Oil 2SA 8Cy. 600×1040 mm<br>4000bhp<br>Forg. & Ch. de la Médit.<br>3×175kW 220V d.c. | <br>416t (d.o)<br>Hav<br>14k |
| 501200<br>SXGG<br>1790<br>Df Esd<br>Gc Rdr<br>RT | **ALMAVITA**<br>exCalais–60<br>exGeorge H. Dern–47<br>**Almavita Cia. Nav. S.A.**<br>Piræus Greek | **7272**<br>4771<br>10438 | | <br><br>BV | **1943** Permanente (Shpyd No. 1)—<br>Richmond<br>441′ 5″ 57′ 0″ 27′ 8″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br><br>B.376615<br>5 Ha<br>10W Der 1(50) 1(15) 8(5) 2(3) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp. | <br>1852t (o.f)<br>Hamilton<br>10½k |
| 501201<br>UKVF<br>M-22394 | **ALMAZ**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | **3170**<br>1225<br>1322 | | | **1960** ……………………Russia<br>277′ 10″ 46′ 0″ 18′ 3″<br>45′ 10″ 32′ 11″ | M Stern Trawling Factory Ship<br>5 Ho<br>In.57400<br>5 Ha (5′, 5′, 4′, 4′, 4¼′×4½′)<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm | <br><br><br>11k |
| 501202<br>EAFM<br><br>Gc Rdr | **ALMAZAN**<br><br>**Cia. Frutero-Valenciana de**<br>**Nav. S.A. "Cofruna"**<br>Valencia Spanish | **2529**<br>1413<br>2860 | **✠100A1**<br>with freeboard<br>**✠LMC** | SS 12/62<br><br><br><br>EL s | **1947–1** Echevarrieta y Larrinaga—Cdz<br>292′ 4″ 43′ 4″ 18′ 10½″<br>273′ 8″ 43′ 0″ 25′ 0″<br>RFD27′ 2 dks<br>R 3BH to U dk 1 to 2nd dk<br>WB499t | S (3P)<br>4 Ho 48′, 59′, 49¼′, 38¾′<br>G.171988 B.158321<br>4 Ha (25½′, 29¾′, 29¾′, 25½′×20¼′)<br>Der 8(3) | C 4Cy. (2) $18\frac{5}{16}$″ & (2) $39\frac{3}{8}$″×$39\frac{3}{8}$″<br>1200ihp<br>Echevarrieta y Larrinaga<br>2WTB 206lb hs(4348)<br>1×15kW 110V d.c. | <br>320t (o.f)<br>Cdz<br><br>14k |
| | **LAID UP—OVERDUE SPECIAL SURVEYS 12/66** | | | | | | | |
| 501204<br>PCMW<br><br>RT | **ALME**<br>exWieka–61<br>**Johannes Kuipers**<br>N.V. Scheepvaartbedr. "Gruno"<br>Meppel Netherland | **299**<br>180<br>369 | | <br><br>BV | **1952** Scheeps. Gebr. Coops—Hgz<br>141′ 0″ 19′ 7″ 9′ 3½″<br>… … …<br>1 dk | M Mchy.aft<br><br>G.18500 B.17100<br>2 Ha (27′, 32½′×13½′)<br>Der 2(2) | Oil 4SA 4Cy. 280×400 mm<br>195bhp<br>D. & J. Boot "De Industrie" | <br>10t<br>Alp<br>9k |
| 501205<br>CSGU<br>H364<br>Df Esd<br>Gc Rdr | **ALMEIRIM**<br><br>**Soc. Geral de Comercio**<br>**Industria e Transportes**<br>Lisbon Portuguese | **5289**<br>3136<br>9437 | **✠100A1**<br>with freeboard<br>**✠LMC** | SS 9/64<br><br><br><br>EL b†2$\frac{1}{16}$″SQ | **1948–7** Bartram & Sons Ltd.—Sld<br>450′ 1″ 58′ 11″ 26′ 0½″<br>426′ 2″ 58′ 6″ 37′ 8″<br>F40′ 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf nil WB2911t incl. DTm1359t | M (12P) OSD<br>5 Ho 63′, 100½′, 31′, 62′, 72′<br>G.546000 B.501000<br>5 Ha (29¼′, 31′, 41¼′, 31′, 31′×22′)<br>Der 1(40) 1(30) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4250bhp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2AuxB 120lb<br>2×25kW 110V d.c. | <br>1069t (d.o)<br>Wal<br><br>13k |
| 501208<br>ECAO<br><br>Esd Rdr<br>RTm | **ALMENARA**<br>exVillablanca–57<br>**Cia. Frutero-Valenciana de**<br>**Nav. S.A. "Cofruna"**<br>Valencia Spanish | **2663**<br>1513<br>2564 | **✠100A1**<br>with freeboard<br>**✠LMC**<br><br>MN544 | SS 7/67<br><br><br><br>EL s | **1953–3** Soc. Española de Const. Nav.—<br>Cdz<br>292′ 5″ 43′ 4″ 18′ 11″<br>273′ 7″ 43′ 3″ 25′ 0″<br>F27′ 2 dks<br>R 3BH to U dk 1 to 2nd dk<br>WB138t | S (7P) CSD<br>4 Ho 48′, 59′, 49¼′ 38¾′<br>G.175370 B.156520<br>4 Ha (25½′, 29¾′, 29¾′, 25½′×20¼′)<br>8W Der 8(3) | C 4Cy. (2) $19\frac{5}{16}$″ & (2) $41\frac{5}{16}$″×$41\frac{5}{16}$″<br>3025ihp<br>Union Naval de Levante<br>2WTB 227lb Spt hs3312<br>1×60kW 220V d.c. | <br>347t (o.f)<br>Val<br><br>12k |
| 501211<br>KAYV<br>248696<br>Df Esd<br>Gc | **ALMERIA LYKES**<br><br>**Lykes Bros. S.S. Co. Inc.**<br>Galveston United States | **7854**<br>4539<br>12557 | | <br><br>AB | **1945** Federal S.B. & D.D. Co.—Kearny<br>492′ 0″ 69′ 7″ 29′ 1″<br>465′ 4″ 69′ 6″ 33′ 6″<br>F39′ 2 dks & S dk<br>RW<br>rf nil | S (12P) OSD<br>5 Ho 79′, 58′, 77′, 68′, 71′<br>G.777736 B.685890<br>5 Ha (36′×20′) (30′, 37½′, 30′,<br>40′×24′)<br>16W Der 1(50) 16(5) | 2 S Turb dr geared to sc. shaft<br>8500shp<br>General Electric Co. | <br>1986t (o.f)<br>Lyn<br>16½k |
| 507381<br>GVDP<br>187148<br>Df Esd<br>Gc Rdr | **ALMERIAN**<br>exAsia–67 exAlmerian–67<br>exAssyria–66 exAlmerian–66<br>exCity of Leeds–64<br>exAlmerian–62<br>**Ellerman Lines Ltd.**<br>Ellerman & Papayanni Lines Ltd.<br>Liverpool British | **3649**<br>1519<br>5348 | **✠100A1**<br><br>**✠LMC**<br><br>MN647 | SS 1/65<br><br><br><br>EL x | **1956–10** Caledon S.B. & E. Co. Ltd.—<br>Dun<br>377′ 1″ 53′ 5″ 22′ 0½″<br>350′ 6″ 53′ 0″ 32′ 10″<br>F31′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3″ WB706t | S (2P) OSD<br>4 Ho 47¼′, 89¼′ comb., 55′, 59½′<br><br>5 Ha (stl) (15¾′×14½′) (42¼′, 12½′<br>30′, 25′×20′)<br>Der 1(35) 2(10) 8(7) 2(5) | T 3Cy. 23″ 38″ & 65″×48″ & LP turb<br>with hydraulic coupling & dr geared<br>3500ihp<br>Cen. Mar. Eng. Wks<br>3 SB 225lb Spt 578° F. hs12390<br>3×33, 25, 25kW 220V d.c. | <br><br>(o.f)<br>Hpl<br>9cf |
| 501212<br>UKKB<br>M-17030<br>Df Esd<br>Gc Rdr<br>RT | **ALMETJEVSK**<br><br>**U.S.S.R.**<br>Leningrad Russian | **5411**<br>2951<br>8740 | | | **1960** Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>457′ 0″ 57′ 11″ 25′ 9¾″<br>427′ 6″ 57′ 9″ 38′ 6″<br>2 dks & S dk | M OSD<br>5 Ho<br>G.476926<br>5 Ha (32½′, 32½′, 32½′, 32½′, 31½′×24¼′)<br>10W Der 10(5) | Oil 2SA 9Cy. 720×1250 mm<br>4500bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan | <br><br>Åbo<br>14½k |
| 650001<br>EETT | **ALMIKE**<br><br>**Serafín Zenón Zabala**<br>Pasajes Spanish | **204**<br>124<br>— | | | **1964** Ast. de Murueta—Murueta<br>*94·5′* 21′ 2″<br>94′ 6″ 21′ 0″ 12′ 0″<br><br>RW | M Trawler | Oil<br>800bhp | <br>64t (d.o)<br>11k |
| 501213<br>HREV<br><br>Df Esd<br>Gc Rdr | **ALMIRANTE**<br><br>**Balboa Shipping Co. Inc.**<br>Tela Honduran | **3817**<br>1987<br>— | | <br><br>AB | **1954** Bremer Vulkan—Vgk<br>377′ 3″ 52′ 4″ 21′ 6¾″<br>343′ 3″ 52′ 0″ 27′ 3″<br>P90′ F121′ 3 dks<br>RW | M Ref Mchy.aft<br>3 Ho<br>G.158670<br>3 Ha<br>6W | 2 Oil 2SA each 7Cy. 520×700 mm with<br>hydraulic coupling & gearing to sc.<br>shaft MAN<br>Bremer Vulkan | <br><br>357t<br>Vgk<br>15½k |
| 670222 | **ALMIRANTE BELCHIOR**<br>For later particulars see New Entries No. 1<br>**Navegação Paulo Pereira**<br>**Ltda.**<br>Manaus Brazilian | **400**<br>—<br>— | **A1**<br>oil barge<br>for restricted service<br>Class contemplated | | Industrias Reunidas Caneco—Rio<br>99′ 9″ 24′ 0″ 5′ 9″<br>98′ 5″ 22′ 8″ 6′ 7″ | Oil Barge | | |
| 501216<br>EAMT<br><br>Df Esd<br>Gc Rdr<br>RT | **ALMIRANTE F. MORENO**<br><br>**Empresa Nacional "Elcano"**<br>**de la Marina Mercante**<br>El Ferrol Spanish | **10403**<br>5925<br>14933 | **✠100A1**<br>oil tanker<br>**✠LMC**<br><br>MN1920 | TD 7/66<br><br><br><br>EL †† | **1954–3** Bazan Empresa Nacional—Frl<br>537′ 1″ 66′ 1″ 29′ 9″<br>505′ 3″ 65′ 11″ 37′ 7″<br>P132′ B29′ F67′ 1 dk<br>RW 11BH<br>WB1008t incl. DTf810t | TM Tanker Mchy.aft<br>16 Ta | 2 Oil 2SA each 8Cy. 620×1150 mm<br>9600bhp<br>Burmeister & Wain<br>2AuxB 178lb | <br>1800t<br>Cpn<br>16k |

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|---|---|---|---|---|---|---|---|---|
| 650537 | **ALMIRANTE GRACA** | | — | ✠100A1 | | 1966-8 Ishikawajima do Brasil—Rio | M Ref OSD/CSD Mchy.aft | Oil 2SA 7Cy. 680×1250 mm |
| PUBX | **ARANHA** | | 5248 | | | 477′ 4″ 64′ 1″ 26′ 0¾″/28′ 8″ | | 7700bhp Sulzer |
| | | | 11120 | ✠LMC | | 442′ 11″ 64′ 0″ 40′ 0″ | In.17657 | Ishikawajima do Brasil |
| Df Esd | **Companhia de Navegação** | | 9085 | ✠Lloyd's RMC | | F38′ 1 dk & S dk | | AuxB 100℔ |
| Gc Rdr | **Lloyd Brasileiro** | | 6819 | MN1540 | EL d†2 1/16″SQ | RW Coll BH to S dk 5 to 2nd dk | Der 4(5) 12(3) | 3×200kW 450V 60c/s a.c. |
| RT | Rio de Janeiro | Brazilian | 12950 | | | rf nil WB1780t | | |
| 601217 | **ALMIRANTE LUCIO MEIRA** | | 1157 | | | 1962 Emaq Eng. Maq. S.A.—Rio | TM Mchy.aft | 2 Oil 4SA each 8Cy. 300×450 mm |
| | | | 738 | | | 210′ 0″ 35′ 6″ 9′ 10″ | | 1400bhp |
| | **Companhia de Navegação** | | 846 | | BV | 200′ 6″ 35′ 5″ 16′ 9″ | | Masch. Augsburg-Nürnberg |
| Df Pfd | **Lloyd Brasileiro** | | | | | 1 dk | 2 Ha (each 27½′×16½′) | |
| RT | Salvador | Brazilian | | | | | Der 4(5) | |
| 501218 | **ALMIRANTE M. VIERNA** | | 10411 | ✠100A1 TD 8/68 ~~SS 6/64~~ | | 1955-1 Bazan Empresa Nacional—Frl | TM Tanker Mchy.aft | 2 Oil 2SA each 8Cy. 620×1150 mm |
| EATI | | | 5858 | oil tanker | | 537′ 1″ 66′ 1″ 29′ 9″ | 16 Ta | 9600bhp |
| | **Empresa Nacional "Elcano"** | | 14933 | ✠LMC | | 505′ 3″ 65′ 11″ 37′ 7″ | L.613796 HeCls. B | Burmeister & Wain |
| Df Esd | **de la Marina Mercante** | | | | | P132′ B39′ F67′ 1 dk | | 2AuxB 180℔ 2e (ex.g) 180℔ |
| Gc Rdr | El Ferrol | Spanish | | MN1920 | EL ff | RW 11BH | | |
| RT | | | | | | WB913t incl. DT†810t | | |
| 501219 | **ALMIRANTE MOREU** | | 145 | | | 1940 Hijos de J. Barreras—Vgo | Wood S Fishing | T 3Cy. 8″ 13″ & 20″×16″ |
| EEAT | | | 95 | | | *83·8′* 20′ 0″ | | 180ihp |
| | **Antonio Sanchez Pimienta** | | — | | | … … … | | Hijos de J. Barreras |
| Esd | Huelva | Spanish | | | | | | |
| 640314 | **ALMIRANTE NIETO** | | 187 | | | 1964 Ast. Santodomingo—Vgo | M Trawler | Oil 4SA 6Cy. 320×450 mm |
| | **ANTUNEZ** | | 97 | | | 109′ 10″ 21′ 6″ | | 750bhp |
| | **Angel Gonzalez Amado** | | — | | BV | 96′ 9″ 21′ 4″ 12′ 6″ | | Klöckner-Humboldt-Deutz |
| Df Esd | Vigo | Spanish | | | | | 3 Ha (each 3½′×3½′) | |
| Gc RT | | | | | | RW | | |
| 642156 | **ALMIRANTE STEWART** | | 6531 | ✠100A1 | | 1967-4 Ast. Rio Santiago (A.F.N.E.)— | M Ref OSD | Oil 2SA 6Cy. 760×1550 mm |
| LQAT | | | 3458 | tunnel tanks—veg. oil | | Rio Santiago | | 9600bhp Sulzer |
| | **Empresa Lineas Maritimas** | | — | ✠LMC | | 486′ 11″ 64′ 2″ | G.379634 B.360211 In.79387 | Cie. de Const. Méc. |
| Df Esd | **Argentinas** | | | ✠Lloyd's RMC | | 441′ 1″ 64′ 0″ 36′ 9″ | | 2AuxB (1 o.f 1 ex.g) 100℔ |
| Gc Rdr | Buenos Aires | Argentine | | MN1920 | EL c†2¼″SQ | F45′ 1 dk & S dk, 3rd dk in Nos. 1 & 3 | 16W | 4×276kW 400V 50c/s a.c. |
| RT | | | | | | Coll BH to S dk, 6 to 2nd dk holds | | |
| | | | | | | rf nil WB2216t incl. Tunnel tanks 746t | | |
| 601220 | **ALMIRANTE SYLVIO** | | 1157 | | | 1963 Emaq Eng. Maq. S.A.—Rio | TM Mchy.aft | 2 Oil 4SA each 8Cy. 300×450 mm |
| | **MOTTA** | | 738 | | | 210′ 6″ 35′ 6″ 9′ 10″ | | 1400bhp |
| | **Companhia de Navegação** | | 846 | | BV | 200′ 6″ 35′ 5″ 16′ 9″ | | Masch. Augsburg-Nürnberg |
| Df Pfd | **Lloyd Brasileiro** | | | | | 1 dk | 2 Ha (each 27½′×16½′) | |
| RT | Salvador | Brazilian | | | | | Der 4(5) | |
| 642424 | **ALMIZAR** | | 30599 | ✠100A1 | | 1964-12 Deutsche Werft A.G.—Ham | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft |
| 6ZDO | | | 18977 | oil tanker | | 760′ 0″ 105′ 2″ ~~40′ 3½″~~ 41′ 9″ | pt higher tensile steel | 20900shp |
| 2166 | **Alvion Steamship Corp.** | | 57100 | **LMC** | | 729′ 0″ 105′ 0″ 54′ 8″ | | Westinghouse Elec. Corp. |
| Df Esd | Monrovia | Liberian | | | | P150′ F63′ 1 dk | | 2WTB 1010℔ Spt 890°F. 896℔ |
| Gc Pfd | | | | MN4180 | EL w†3½″SQ | 11BH | Cr 1(1½) Der 2(10) 2(2) | hs21264 |
| Rdr | | | | | | rf nil WB10789t incl. 10448t in clean ballast tanks | | 2×700kW 450V 60c/s a.c. |
| RTv | | | | | | | | |
| 501221 | **ALMKERK** | | 8143 | | | 1943 Seattle Tacoma S.B. Co.—Tac | S (12P) OSD | 2 S Turb dr geared to sc. shaft |
| PCMY | | | 4868 | | | 492′ 0″ 69′ 7″ 29′ 5½″ | 4 Ho 73½′, 66′, 66′, 81½′, 1TwD 60′ | 8500shp |
| | **N.V. Vereenigde Nederl.** | | 12511 | | AB | 465′ 3″ 69′ 6″ 33′ 11″ | G.796320 B.726319 | Allis Chalmers Mfg Co. |
| Df Esd | **Scheepv. Maats.** | | | | | F39′ 2 dks & S dk | 5 Ha (stl) (36′×20′) (30′, 32½′, 30′, 35′×24′) | 3×250kW 240V d.c. |
| Gc Rdr | The Hague | Netherland | | | | RW | | |
| RTm/h/v | Now **PACIFIC ALLIANCE** See New Entries No. 1 | | | | | rf nil | 20W Der 1(40) 1(30) 2(10) 8(5) | |
| 662103 | **ALMOUROL** | | 1139 ~~1100~~ | 100A1 | | Est. Nav. do Mondego—Figueira | M Stern Trawler | Oil 4SA 6Cy. 385×580 mm |
| | | | 570 ~~500~~ | stern trawler | | 205′ 0″ 35′ 5″ 15′ 1″ | | |
| | **Companhia Portuguesa de** | | 850 | Class contemplated | | 179′ 5″ 34′ 5½″ 16′ 0″ | | Masch. Kiel G.m.b.H. |
| | **Pesca** | | | | | | | |
| | Lisbon | Portuguese | | | | | | |
| | For later particulars see New Entries No. **11** | | | | | | | |
| 501223 | **ALMUDENA** | | 3886 | | | 1956 Ast. de Cadiz—Cdz | M (6P) | 2 Oil 4SA each 8Cy. 390×680 m |
| EAXB | exIberico-61 | | 2342 | | | 371′ 4″ 48′ 3″ 22′ 4″ | 4 Ho 66′, 73½′, 66½′, 65½′ | geared to sc. shaft |
| | **Cia. Trasatlántica Espanola** | | 7764 | | BV | 340′ 0″ 48′ 1″ 25′ 8″ | G.262530 B.235796 | 3400bhp NE57 |
| Df Esd | **S.A.** | | | | | P35′ Q86′ B99′ F42′ 2 dks | 4 Ha(stl) (32′, 44, 33′, 30′×21′) | N.V. Werkspoor |
| Rdr | Barcelona | Spanish | | | | R | 8W Cr 1(20) 10(3) Der 2(5) 8(3) | 3×136, 136, 60kW 220V d.c. |
| 650998 | **ALMUT** | | 299 | | | 1966 N.V. Scheepswerf | M OSD Mchy.aft | Oil 4SA 6Cy. 320×480 mm |
| DDJY | | | 186 | | | "Vooruitgang"—Foxhol | 1 Ho | 300bhp |
| | **Partenreederei m.s. "Almut"** | | 760 | | GL | 175′ 10″ 30′ 9″ 10′ 8½″ | G.56160 B.51350 | Motorenw. Mannheim |
| Df Esd | **Schulte & Bruns** | | | | | 158′ 5″ 30′ 6″ 17′ 9″ | 1 Ha (87½′×17½′) | |
| Rdr RT | Brake | W. German | | | | 1 dk & S dk | | |
| 542612 | **ALNAIR** | | 31330 | ✠100A1 | SS 12/68 | 1964-3 Deutsche Werft A.G.—Ham | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft |
| 5MWJ | | | 19737 | oil tanker | | 775′ 0″ 106′ 6″ 38′ 8½″ | | 20900shp |
| 1979 | **Alvion Steamship Corp.** | | 55800 | **LMC** | | 748′ 0″ 105′ 8″ 52′ 6″ | | Westinghouse Elec. Corp. |
| Df Esd | Monrovia | Liberian | | | | P145′ F60′ 1 dk | | 2WTB 1010℔ Spt 890° F. 896℔ |
| Gc Pfd | | | | MN4180 | EL w† 3½″SQ | 11BH | Cr 1(1½) Der 2(10) 2(2) | hs21264 |
| Rdr | | | | | | rf nil WB12047t incl. 10984t in clean ballast tanks | | 2×700kW 450V 60c/s a.c. |
| RTv | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|
| **501226**<br>PCNB<br>6396<br>Df Esd<br>Gc Rdr<br>RTm/h | **ALNATI**<br>exWuri–49 exAlbireo<br>**van Nievelt, Goudriaan &**<br>**Co.'s Stoomv. Maats. N.V.**<br>Rotterdam Netherland<br>Now **ALFA**<br>See New Entries No. **1** | **7368**<br>4278<br>8856 | <br><br>**✠Lloyd's RMC** | <br><br>BV | **1941** Nederl. Dok Maats.—Ams<br>476′ 10″ 60′ 3″ 25′ 9½″<br>… … …<br>F31′ 2 dks & S dk<br>RW New forepart 49<br>rf 6″ | M (12P) Ref OSD<br>5 Ho 70′, 59¾′, 70′ 62¼′. 74¼′<br>G.558669 B.515020 In.85190<br>5 Ha (40½′, 42½′, 27½′, 37½′,<br>35′×22¼′)<br>16W Der 1(40) 1(30) 10(7) 6(3) | Oil 2SA 8Cy. 700×1200 mm<br>4400bhp<br>Gebr. Stork & Co.<br>3×135kW 220V d.c. | <br>648t (hvf)<br>Hengelo<br>13½k |
| **501227**<br>PCNC<br><br>Df Esd<br>Pfd RT | **ALNILAM**<br><br>**N.V. Orion**<br>Gebr. van Duyvenbode<br>Katwijk a/Zee Netherland | **106**<br>43<br>— | | | **1959** Fa. S. Seymonsbergen Werf<br>"Concordia"—Ams<br>86′ 7″ 20′ 8″ 7′ 2″<br>… … … | M Fishing | Oil SA 6Cy. 250×350 mm<br><br>D. & J. Boot "De Industrie" | <br><br>Alp |
| **501228**<br>PCNE<br>11931<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALNITAK**<br><br>**van Nievelt, Goudriaan &**<br>**Co's Stoomv. Maats. N.V.**<br>Rotterdam Netherland | **6723**<br>3897<br>9452 | <br><br>~~✠Lloyd's RMC~~ | <br><br>BV | **1960** Boele's Schps. & Mch.—Bolnes<br>496′ 2″ 64′ 0″ 26′ 2⅝″<br>455′ 0″ 63′ 0″ 38′ 3″<br>1 dk & S dk<br>RW | M (12P) Ref OSD<br>5 Ho 58½′, 71½′, 59¾′, 74¾′, 71½′<br>G.608627 B.579752 In.10772<br>5 Ha (stl) (31½′, 37½′, 29¾′, 47½′,<br>42¾′×21¼′)<br>10W Cr 6(2) Der 1(40) 1(15) 6(10) 4(5) | Oil 2SA 6Cy. 750×1600 mm<br>7200bhp<br>Gebr. Stork & Co.<br>3×230kW 220V d.c. | <br>1150t (hvf)<br>Hengelo<br>16k |
| **501229**<br><br>186925<br>Df Pfd<br>Rdr<br>RTm | **ALNMOUTH**<br><br>**France, Fenwick Tyne &**<br>**Wear Co. Ltd.**<br>Newcastle British | **173**<br>—<br>— | **✠100A1**<br>tug<br>**✠LMC**<br><br>MN216 | SS 6/66<br><br><br><br>EL (b) | **1962**–5 R. Dunston (Hessle) Ltd.—Hessle<br>99′ 6″ 25′ 3″ 10′ 8½″<br>89′ 0″ 23′ 6″ 12′ 0″<br><br>RW 3BH<br>rf 15″ BK6″ WB42t | M Tug | Oil 4SA 6Cy. 12½″×14½″ with reverse<br>reduction gear<br>950bhp<br>Ruston & Hornsby<br>2×28kW 220V d.c. | <br><br>(d.o)<br>Lcn |
| **501230**<br>DDAC<br><br>Df Esd<br>Gc RT | **ALNOR**<br>exLauting–61<br>**Partenreederei m.s. "Alnor"**<br>H. P. Vith<br>Flensburg W. German<br>Now **KADIANI** See New Entries No. **11** | **999**<br>720<br>1722 | | <br><br>GL | **1934** Stettiner Oderwerke—Stn<br>*202·4′* 34′ 1″ 14′ 4½″<br>33′ 11″ 17′ 0″<br>P53′ F31′ 1 dk<br>R len 57 | M<br>1 Ho 136′<br>G.72767 B.67896<br>2 Ha (each 55′×16¼′)<br>4W Der 4(2) | Oil 4SA 6Cy. 320×840 mm<br>750bhp NE57<br>Motorenw. Mannheim | <br>75t<br>Mhm<br>10k |
| **501231**<br><br>186847<br>RTm | **ALNWICK**<br><br>**France, Fenwick Tyne &**<br>**Wear Co. Ltd.**<br>Newcastle British | **119**<br>—<br>— | **✠100A1**<br>tug<br>**LMC**<br><br>MN216 | SS 4/68 ~~SS 2/64~~<br><br><br><br>EL (a)1″ | **1955**–10 P. K. Harris & Sons Ltd.—Apl<br>93′ 4″ 25′ 3″ 8′ 6″<br>84′ 0″ 23′ 3″ 10′ 6″<br><br>4BH<br>rf 17″ WB37t | M Tug | Vee Oil 2SA 12Cy. 216×254 mm sr<br>geared<br>1080bhp Emade41refitted55<br>General Motors Corp.<br>2×28kW 110V d.c. | <br><br>33t (d.o)<br>Clv<br>11½k |
| **501232**<br>KOIQ<br>243297<br>Df Esd<br>Gc Rdr<br>RTh | **ALOHA STATE**<br>exEdward Luckenbach–59<br>exSea Snipe–48<br>**States Marine Lines**<br>New York United States | **7870**<br>4580<br>12778 | | <br><br>AB | **1943** Western Pipe & Steel Co.—S.Fo<br>492′ 0″ 69′ 7″ 29′ 4⅞″<br>465′ 3″ 69′ 6″ 33′ 11″<br>F37′ 2 dks & S dk<br>RW<br>rf nil | S (12P) Ref OSD<br>5 Ho 76½′, 60′, 77½′, 67½′, 82½′<br>G.786310 B.695010<br>5 Ha (36′×19¾′) (30′, 37½′, 30′,<br>40′×23¾′)<br>20W Der 1(30) 4(10) 16(5) | 2 S Turb dr geared to sc. shaft<br>9350shp<br>General Electric Co.<br>3×300, 250, 250kW 230V d.c. | <br>1859t (o.f)<br>Lyn<br>16½k |
| **501233**<br>4XXF<br>MS102<br>Df Esd<br>Gc Rdr<br>RT | **ALON**<br><br>**Zim Israel Navigation**<br>**Co. Ltd.**<br>Haifa Israel | **5838**<br>3111<br>7234 | **✠100A1**<br>DTsf—vegetable oil<br>**✠LMC**<br><br>MN790 | ~~SS 12/64~~<br><br>SS 10/68<br><br>EL z | **1960**–10 H. C. Stülcken Sohn—Ham<br>417′ 10″ 58′ 7″ 23′ 10″<br>387′ 2″ 58′ 5″ 30′ 0″<br>P88′ F48′ 2 dks<br>RW 7BH<br>rf nil WB1330t incl. DTsf330t | M Mchy.aft<br>4 Ho 54′, 68′, 72′, 72′<br>G.395890 B.361200<br>4 Ha (stl) (29¼′×19¾′) (46¼′, 46¼′,<br>46¼′×26¼′)<br>14W Der 1(40) 2(5–15) 4(10) 8(5) | Oil 2SA 6Cy. 680×1200 mm<br>3950bhp Fiat<br>Borsig A.G.<br>2WTAuxB (1 o.f 1 ex.g) 114lb<br>3×180kW 220/380V 50c/s a.c. | <br>684t (hvf)<br>Bln |
| **501234**<br>EEIE<br><br>Df Esd<br>Pfd RT | **ALOÑA**<br><br>**Olasaboa S.L.**<br>San Sebastian Spanish | **228**<br>124<br>— | | <br><br>BV | **1948** Ast. de T. Ruiz de Velasco—Bbo<br>113′ 1″ 20′ 0″ 14′ 0″<br>… … … | M Fishing<br><br><br>2 Ha (each 3½′×2½′) | Oil 2SA 6Cy. 240×370 mm<br>385bhp<br>Burmeister & Wain | <br>80t<br>Cpn<br>10½k |
| **501235**<br>DKAQ<br>1368<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALONDRA**<br><br>**Cimbria-Reederei A.G.**<br>~~Lübeck~~ W.German<br>Flensburg | **648**<br>244<br>693 | **✠100A1**<br>Str. nav. ice<br>**✠LMC**<br><br>MN306 | SS 6/67<br><br><br><br>EL n | **1958**–10 Abeking & Rasmussen—<br>Lemwerder<br>236′ 1″ 35′ 11″ 11′ 8″<br>210′ 0″ 34′ 5½″ 19′ 7″<br>Ba64′ F53′ 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf nil DK fwd WB393t incl. DTf41t | M Cattle Carrier OSD Mchy.aft<br><br><br>2 Ha (18¼′, 15¼′×9¾′)<br>Der 1(2) 3(1½) | Oil 4SA 8Cy. 385×580 mm<br>1530bhp<br>Masch. Kiel A.G.<br>4×138, 99, 99, 20kW 220V d.c.<br>Directional propeller | <br>(d.o)<br>Kel<br><br>13½k |
| **501236**<br>EARW<br><br>Df Esd<br>Gc Rdr<br>RT | **ALONSO DE OJEDA**<br><br>**Empresa Nacional "Elcano"**<br>**de la Marina Mercante**<br>Cadiz Spanish | **4753**<br>2399<br>7400 | | <br><br>BV | **1958** Ast. de Cadiz—Cdz<br>431′ 5″ 56′ 8″ 24′ 6½″<br>400′ 4″ 56′ 5″ 27′ 8″<br>1 dk & S dk<br>RW | TM OSD<br><br>B.409480<br>5 Ha (22½′, 22½′, 31½′, 31½′, 29¼′×17¾′)<br>10W Der 1(25) 4(3) | 4 Oil 4SA each 8Cy. 450×600 mm<br>7400bhp with hydraulic coupling to<br>2 sc. shafts MAN<br>At. & Ch. de Bretagne | <br><br>700t<br>Nts<br>16½k |

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| 671884<br>Df Esd<br>Pfd Rdr<br>RT | **ALONSO VEGA**<br>**Pesquerias Alonso S.A.**<br>Gijón Spanish | ~~235~~ 248<br>— 96<br>195 | BV | **1967** Maritima del Musel S.A.—Gjn<br>125′ 8″ 11′ 5½″<br>108′ 3″ 23′ 7″ 12′ 10″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy.<br>1200bhp<br>Klöckner-Humboldt-Deutz | |
| 501237<br>EAZA<br>Esd | **ALOSNO**<br>**Gonzalo Blanco Delgado**<br>Vigo Spanish | 172<br>86<br>— | | **1956** C. Nav. Santodomingo—Vgo<br>*87·9′* 22′ 0″<br>… … … | S Fishing | T 3Cy. 290 335 & 564×406 mm<br>165ihp | 77t (s.) |
| 515207<br>SXXU<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALOUETTE**<br>exHöegh Alouette–67<br>**Cia. Corinthia de Nav. S.A.**<br>Piræus Greek | 4509<br>2362<br>5645 | NV | **1953** J. Boel & Fils—Tamise<br>361′ 5″ 50′ 4″ 25′ 0″<br>50′ 0″ 29′ 6″<br>P170′ F35′ 2 dks<br>RW<br>rf 5″ | M Mchy.aft<br>3 Ho 73¾′, 70½′, 62¼′<br>G.303000 B.274000<br>3 Ha (each 45′×20′)<br>10W Cr 2(3) Der 1(20) 6(10) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp NE61<br>Burmeister & Wain<br>3×101kW d.c. | 643t (Dv) |
| 501239<br>EHWK<br>Esd | **ALOYA**<br>exAlgeria<br>**Pesqueras Gabriel Gonzalez, S.R.C.**<br>Vigo Spanish | 151<br>83<br>— | | **1943** J. R. Curbera—Vgo<br>*87·0′* 20′ 8″<br>… … … | Wood M Trawler | Oil 2SA 6Cy. 250×330 mm<br>330bhp<br>Soc. Española de Const. Nav. | 37t (d.d) |
| 529564<br>Df Gc<br>RT | **ALPAZ**<br>exNicolás Sasso–67<br>exRio Blanco–63 exMadryn–42<br>exMarmevo–42<br>**SAUDENA Soc. Anon. Uruguaya de Nav.**<br>Montevideo Uruguayan | 2595<br>1479<br>4470 | BV | **1921** N.V. Rotterdamsche Scheep. Maats.—Rot<br>279′ 1″ 42′ 2″ 23′ 5½″<br>42′ 0″<br>B64′ F26′ 2 dks<br>R | S<br>G.172070 B.159771<br>4 Ha (23½′, 23½′, 23½′, 21½′×18′) | T 3Cy. 20″ 31″ & 57″×36″<br>1170ihp<br>V.d. Kuy & v.d. Rees | 418t (s.) |
| 501240<br>IBJL<br>2935<br>Df Esd<br>Gc Rdr<br>RTh | **ALPE**<br>exMario Roselli<br>**"Italnavi" Soc. di Navigazione per Azioni**<br>Compagnia Marittima Carlo Cameli<br>Genoa Italian | 6893<br>4060<br>9046 | RI<br>Classed LR until 2/60 | Lch.194– Cmd.**1942** C.R.D. Adriatico—Mfl<br>484′ 7″ 64′ 0″ 25′ 11½″<br>455′ 0″ 62′ 1″ 39′ 8″<br>F41′ 1 dk & S dk, pt 3rd dk<br>R | M Ref OSD<br>6 Ho 45′, 73½′, 43¾′, 43¾′, 60¾′, 60¾′<br>G.619008 B.551884 In.26087<br>6 Ha (22½′, 52½′, 26¾′, 12½′, 43¾′, 37½′×22½′)<br>20W Der 1(40) 1(20) 3(10) 13(5) | Oil 2DA 9Cy. 640×1160 mm<br>7500bhp Fiat<br>C.R.D. Adriatico<br>4×225kW 220V d.c. | 1498t (Dv) |
| 501241<br>WA2288<br>206130<br>Df Gc<br>Rdr<br>RTh/v | **ALPENA**<br>**Erie Motorship Co.**<br>Erie United States | 2886<br>1787<br>4900 | AB | **1909** Detroit S.B. Co.—Wyandotte<br>374′ 0″ 47′ 2″ 18′ 8″<br>363′ 0″ 47′ 0″ 26′ 2″<br>1 dk<br>R | S Mchy.aft<br>Self-unloader<br>3 Ho each 72′<br>B.178700<br>18 Ha (each 8′×35′)<br>5W | Q 4Cy. 17½″ 25½″ 37″ & 54″×36″<br>1450ihp<br>Detroit S.B. Co. | 250t (s.) |
| 641189<br>EELL<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALPES**<br>**Pesquera Astur Galaica S.A.**<br>Bilbao Spanish | 747<br>383<br>492 | BV | **1964** Maritima de Axpe S.A.—Bbo<br>169′ 7″ 31′ 3″ 14′ 1″<br>150′ 1″ 30′ 6″ 22′ 4″<br>2 dks<br>RW | M Stern Trawler<br>4 Ha (2½′×1¾′) (5½′×3½′) (4½′, 4½′×4½′)<br>Der 1(2) | Oil 4SA 6Cy. 390×680 mm<br>1400bhp Werkspoor<br>Hijos de J. Barreras S.A. | |
| 501242<br>PCNF<br>Df RT | **ALPHA**<br>**E., P. E., J. P. and H. A. Beck**<br>Beck's Scheepvaartkantoor N.V.<br>Groningen Netherland | 380<br>193<br>467 | BV | **1949** "Hoogezand" J. Bodewes—Hgz<br>164′ 0″ 24′ 3″ 9′ 6″<br>24′ 1″<br>P39′ Q99′ F16′ 1 dk | M Mchy.aft<br>1 Ho 98½′<br>G.25000 B.24000<br>2 Ha (30½′, 43½′×14½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 290×450 mm<br>160bhp<br>Appingedammer Brons. | |
| 660090<br>KLFK<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ALPHA HELIX**<br>**University of California**<br>San Diego United States | 294<br>—<br>— | AB | **1965** J. M. Martinac S.B. Corp.—Tacoma<br>132′ 9″ 31′ 6″ 10′ 5½″<br>113′ 0″ 31′ 0″ 14′ 6″<br>P35′ Q&F101′ B53′ 1 dk | M Oceanographic Research Ship<br>1 Ho 16′<br>1 Ha (8′×12′)<br>Cr 1(2) | Oil 2SA 8Cy. 8½″×10″<br>820bhp<br>General Motors Corp.<br>2×100kW 450V 60c/s a.c. | 120t<br>La Gra |
| 503137<br>LZGZ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ALPHARD**<br>exAvasaksa–66<br>**Navigation Maritime Bulgare**<br>Bourgas Bulgarian | 10788<br>4759<br>15270 | ✠100A1 SS 5/65<br>ore carrier<br>Str. nav. ice<br>✠LMC<br>MN1000 EL e†2½″SQ | **1957–6** J. Boel & Fils—Tamise<br>490′ 0″ 64′ 2″ 30′ 9½″<br>461′ 4″ 64′ 0″ 42′ 6″<br>P96′ F49′ 1 dk<br>7BH<br>rf 1½″ DK fwd WB7024t incl. Comb. btm & side tanks in holds 6336t DTf698t | M Ore Carrier Mchy.aft<br>4 Ho 39¾′, 39¾′, 78¾′, 78¾′<br>G.602340 B.590820<br>4 Ha (stl) (each 29¾′×27½′)<br>Der 1(5) | Oil 2SA 7Cy. 680×1500 mm<br>5000bhp<br>A/B Götaverken<br>AuxB 85lb e(ex.g) 85lb<br>3×165kW 220V d.c. | 1219t |
| 501246<br>DDNS<br>Df Esd<br>Gc Rdr | **ALPHARD**<br>**Argo-Reederei R. Adler & Söhne**<br>Bremen W. German | T.Mk 2619<br>1402<br>4289<br>3800<br>2332<br>5412 | GL | **1957** Fr. Lürssen—Bmn<br>354′ 4″ 48′ 1″ 20′ 1″/23′ 2″<br>321′ 6″ 47′ 11″ 28′ 9″<br>P&B80′ F43′ 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>G.259600 B.234500<br>3 Ha (each 50½′×16½′)<br>10W Der 1(30) 1(10) 6(5) | 2 Oil 4SA each 8Cy. 400×800<br>geared to sc. shaft<br>3360bhp<br>Masch. Augsburg-Nürnberg | |

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| 501250<br>CUYE<br>LX70A<br>Df Esd<br>Rdr | **ALPIARCA**<br><br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | **607**<br>275<br>480 | <br><br>✠Classed LR until 3/60 | **1958**–10 Est. Nav. de Viana do Castelo—<br>Viana do Castelo<br>186′ 10″ 30′ 4″ 13′ 10″<br>170′ 6″ 30′ 0″ 14′ 9″<br>F37′<br>RW<br>rf 32″ BK7″ | M Trawler | Oil 4SA 9Cy. 400×600 mm<br>110t<br>Masch. Augsburg-Nürnberg Ham<br>12k |
| 501251<br>EDLY<br><br>Df Esd<br>Pfd RT | **ALPINO**<br><br>**Enrique Nardiz-Vial**<br>Vigo Spanish | **199**<br>78<br>133 | <br><br>BV | **1961** Maritima del Musel S.A.—Gijon<br>108′ 11″ 21′ 4″<br>95′ 1″ 21′ 0½″ 12′ 3″<br>RW | M Trawler<br><br><br>2 Ha (each 3½′×3½′)<br>Der 1 | Oil 4SA 6Cy. 295×420 mm<br>550bhp Krupp 55t<br>La Maquinista Terrestre y Mar. Bcl<br>12½k |
| 501252<br>LMJA | **ALPÖY**<br>exSjövik II–56 exUddu–55<br>**Karin M. Vikanes**<br>Molde Norwegian | **299**<br>137<br>420 | <br><br>BV<br><br>**BROKEN UP** | **1943** G. Forbes & Co. (Peterhead) Ltd.—<br>Pet<br>140′ 0″ 26′ 7″ 14′ 6″<br>127′ 0″<br>1 dk | Wood M Fishing<br><br><br>2 Ha (9¾′, 16¼′×13′)<br>3W Der 3(1½) | Motor 2SA 2Cy.<br>220bhp Emade45refitted—<br>A/S Vølund Cpn |
| 525735<br>5LCX<br>846<br>Df Esd<br>Gc Rdr | **ALRAI**<br>exNorthern Gulf–67<br>**Alrai Shipping Corp.**<br>Monrovia Liberian | **24424**<br>15215<br>36820 | **✠100A1** SS 7/66<br>oil tanker<br>**✠LMC**<br><br>MN3000 EL r†2 15/16″SQ | **1956**–9 Nederlandsche Dok. & Schps.—<br>Ams<br>696′ 6″ 90′ 11″ 36′ 8½″<br>661′ 5″ 90′ 6″ 48′ 0″<br>P142′ B40′ F92′ 1 dk<br>17BH<br>rf 5″ WB3105t incl. DTf2177t | S Tanker Mchy.aft<br>33 Ta<br>L.1787520 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp 3650t (o.f)–83pd<br>Parsons Marine Turb. Co. Wal<br>2WTB 675℔ Spt 800° F. 630℔ hs25628<br>sg 180℔ 15½k |
| 501253<br>FOGH<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **ALSACE**<br><br>**French Government (Postes & Télécommunications)**<br>La Seyne French | **2092**<br>598<br>1250 | <br><br>BV | **1939** Ch. & At. de St. Nazaire (Penhoët)<br>—Quevilly<br>288′ 10″ 39′ 9″ 17′ 5¾″<br>39′ 7″<br>2 dks<br>R | TS Cable Ship<br><br><br><br>2W Der 1(5) 2(1½) | T 6Cy. 16⅛″ 27 3/16″ & 44⅞″×29⅛″<br>2659ihp 472t (o.f)<br>At. & Ch. de la Seine Le Trait<br>14½k |
| 530153<br>TPTT<br><br>Df Esd<br>Pfd | **ALSACE**<br>exRozenno–65<br>~~**Armement Frédéric**~~<br>La Rochelle French<br>**Armement Aubert Jan** | **248**<br>89<br>208 | <br><br>BV | **1956** Ch. & At. Aug. Normand—Hav<br>122′ 8″ 23′ 9″ 12′ 6½″<br>111′ 6″ 23′ 7″ 13′ 3″<br>RW | M Trawler<br><br><br>4 Ha (3¾′×2½′) (3¾′, 3¾′×3½′)<br>(3¼′×2½′) | Oil 4SA 6Cy. 315×480 mm<br>750bhp 54t<br>Etab. Duvant Vln<br>12k |
| 640804<br>TQCH<br><br>Df Esd<br>Pfd Rdr<br>RT | **ALSACE BRETAGNE**<br><br>**Émile Dudeffant, Émile Lhostellier & Roger Ruello**<br>Lorient French | **342**<br>160<br>— | <br><br>BV | **1964** Fa. C. Amels & Zn. Schpsw. &<br>Mchfbk. "Welgelegen"—Makkum<br>141′ 11″ 23′ 11″ 9′ 7¼″<br>127′ 1″ 23′ 7½″ 13′ 1″ | M Trawler<br><br><br>4 Ha (each 3¾′×3¾′)<br>Der 1(1) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz Kln<br>13k |
| 501255<br>SUJF<br>38<br>Df Esd<br>Gc Rdr<br>RT | **ALSAD ALAALY**<br><br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | **13235**<br>8211<br>19760 | **✠100A1** SS 5/65<br>oil tanker<br>**✠LMC**<br><br>MN1630 EL †2 1/16″SQ | **1960**–5 Deutsche Werft A.G.—Ham<br>560′ 0″ 72′ 0″ 30′ 10″<br>530′ 0″ 71′ 10″ 40′ 3″<br>P125′ B39′ F69′ 1 dk<br>14BH<br>rf 2″ WB641t | M Tanker Mchy.aft | Oil 2SA 9Cy. 700×1200 mm<br>8150bhp<br>Masch. Augsburg-Nürnberg Aug<br>2AuxB 171℔ |
| 505618<br>LMRF<br><br>Df Esd<br>Gc Rdr<br>RTm | **ALSATIA**<br>exBysanz–67<br>**A/S Borgå**<br>Fred. Olsen & Co.<br>Oslo Norwegian<br>Now **KERKIS**<br>(No. 505618) in the Register | **2126**<br>1111<br>3600 | <br><br>NV | **1947** Eriksbergs M/V A/B—Got<br>338′ 8″ 44′ 7″ 18′ 10″<br>318′ 8″ 44′ 5″<br>F25′ 1 dk & S dk<br>RW | M (10P) OSD<br>4 Ho 38¼′, 92¼′, 54′, 42¾′<br>G.226700 B.211000<br>5 Ha (20¼′×15′) (31½′, 24¾′, 29¼′,<br>24¾′×18½′)<br>10W Der 1(25) 10(3–5) | Oil 2SA 9Cy. 500×900 mm<br>B&W 595t (d.o)<br>Eriksbergs M/V A/B Got<br>3×90kW 220V d.c. 14k |
| 501257<br><br><br>Esd | **ALSATIAN**<br><br>**Secretary of State for Defence**<br>British | **152**<br>—<br>— | <br><br>✠Classed LR until 12/61 | **1961**–10 Henry Scarr Ltd.—Hessle<br>94′ 1″ 25′ 4″ 11′ 6″<br>85′ 0″ 24′ 3″ 12′ 0″<br>rf 15″ BK6″ | TM Tug | 2 Oil 4SA each 8Cy. 8¾″×11½″ sr<br>reverse geared<br>Lister Blackstone Mar. Ltd. Dursley |
| 501260<br>OZFV<br><br>RTm | **ALSSUND**<br>exInger–62<br>**D/S Hafnia A/S Partrederi**<br>Frederikshavn Danish | **233**<br>132<br>315 | <br><br>BV | **1959** O. Jonssons Varv—Kållandsö<br>105′ 11″ 22′ 9″ 11′ 0″<br>22′ 7″<br>1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta | Oil 4SA 6Cy. 6¼″×8″<br>299bhp 4t (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×8 & 5kW 110V d.c. 6k |
| 501261<br>LAEG<br><br>RTm | **ALSTEN**<br><br>**Helgeland Trafikkselskap A/S**<br>Sandnessjöen Norwegian | **187**<br>90<br>— | | **1950** Gravdals Skips—Sunde<br>*92·4′* 23′ 0″ 10′ 2″<br>22′ 10″ | Wood M (120P)<br>1 Ho 23′<br>B.2800<br>1 Ha (9½′×6¼′)<br>Der 1(3) | Oil 4SA 6Cy. 260×370 mm<br>360bhp (d.o)<br>Ruston & Hornsby Lcn<br>2×20kW 110V 10k |
| 501262<br>LMLE<br><br>Df Esd | **ALSTENTIND**<br>exProbstei<br>**Harald P. Saunes**<br>Haugesund Norwegian | **358**<br>173<br>580 | <br><br>NV | **1914** Kaiserliche Werft—Wilhelmshafen<br>127′ 6″ 29′ 7″ 10′ 6″<br>… … …<br>1 dk<br>R | M Lighter Mchy.aft<br>1 Ho<br><br>1 Ha (44¾′×19½′)<br>1W Der 1(6) | Oil 2SA 5Cy. 230×400 mm<br>350bhp Emade60fitted64 20t<br>Alpha-Diesel A/S Fkn<br>8½k |

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|---|---|---|---|---|---|---|---|
| 670405<br>DGAV<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ALSTER**<br><br>**Partenreederei m.s. "Alster"**<br>Washbay Linie G.m.b.H.<br>Hamburg W. German | **500**<br>269<br>1120 | <br><br>GL | **1966** Schulte & Bruns—Emd<br>219' 11" 39' 6" 12' 2½"<br>200' 9" 39' 4" 24' 8"<br>F26' 1 dk & S dk<br><br>rf 7½" | M OSD Mchy.aft<br>Stern door<br>1 Ho 126' 1 TwD 195¼'<br>G.125061 B.115304<br>2 Ha (stl) (9¾'×13') (100'×24½')<br>1W Der 1(2) | Oil 4SA 8Cy. 320×450 mm reduction<br>geared<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>2×112, 32kW 220/380V 50c/s a.c.<br>Thw. thrust propeller fwd | <br><br>80t (d.d<br>Kl<br><br>13k |
| 501263<br>DAGC<br><br>Df Esd<br>Gc Rdr<br>RTh | **ALSTER II**<br>exAlster-66<br>**Partenreederei m.s.**<br>**"Alster II"**<br>Washbay-Linie G.m.b.H.<br>Hamburg W. German | **410**<br>214<br>760 | <br><br>GL | **1958** J. J. Sietas Schiffsw.—Ham<br>171' 5" 29' 4" 12' 5"<br>151' 5" 29' 2½" 12' 9"<br>P41' F25' 1 dk, pt 2nd dk<br>RW | M Mchy.aft<br>1 Ho 104¼'<br>G.46700 B.42300<br>2 Ha (27', 52¾'×19½')<br>2W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz<br>2×7½, 6½kW 220V a.c. | <br>30t (d.d<br>Kl<br>9k |
| 501264<br>DAOV<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALSTERBLICK**<br><br>**Partenreederei m.s.**<br>**"Alsterblick"**<br>Rob. M. Sloman Jr.<br>Hamburg W. German | **2851**<br>1482<br>3297 | <br><br>✠**Lloyd's RMC** GL | **1959** Blohm & Voss—Ham<br>423' 7" 52' 0" 20' 2½"<br>387' 2" 51' 10" 28' 11"<br>B26' F37' 1 dk & S dk, pt 3rd dk<br>RW<br>rf nil | M (4P) Ref OSD<br>4 Ho 62½', 70', 53½', 86', 2 TwD<br>73¾', 60½'<br>G.254735 B.253368 In.240006<br>4 Ha (stl) (each 23'×18½')<br>8W Der 8(3) | Oil 2SA 8Cy. 700×1200 mm<br>7250bhp MAN<br>Blohm & Voss<br>4×250kW 230V d.c. | <br>1019t (hv)<br>Ham<br>18k |
| 501266<br>DGCD<br><br>Df Esd<br>RTm | **ALSTERFLEET**<br><br>**Partenreederei**<br>**m.s. "Alsterfleet"**<br>Weidtman & Ballin<br>Hamburg W. German | **968**<br>619<br>1540 | <br><br>GL | **1957** D. W. Kremer Sohn—Elmshorn<br>206' 11" 31' 7" 16' 7"<br>31' 6" 19' 0"<br>2 dks<br>RW | M (2P) Mchy.aft<br>2 Ho 50½', 89'<br>G.69656 B.62296<br>2 Ha (27', 60'×18')<br>6W Der 6(2–3) | Oil 4SA 6Cy. 385×580 mm<br>800bhp<br>Masch. Kiel A.G.<br>2×60kW 220V d.c. | <br>65t (d.d<br>Ke<br>11k |
| 501268<br>DIPL<br><br>Df Esd<br>RTm | **ALSTERKAMP**<br><br>**Partenreederei**<br>**m.s. "Alsterkamp"**<br>Weidtman & Ballin<br>Hamburg W. German<br>Now **TOMASCO TRICOLI** See New Entries No. 5 | **969**<br>619<br>1560 | <br><br>GL | **1957** D. W. Kremer Sohn—Elmshorn<br>206' 11" 31' 5" 16' 7"<br>30' 4" 19' 0"<br>2 dks<br>RW | M (2P) Mchy.aft<br>2 Ho 50½', 89'<br>G.69658 B.62296<br>2 Ha (27', 60'×18')<br>6W Der 1(5) 5(2–3) | Oil 4SA 6Cy. 385×580 mm<br>800bhp<br>Masch. Kiel A.G.<br>2×60kW 220V d.c. | <br>63t (d.d<br>Ke<br>11k |
| 501271<br>SGZQ<br>9735<br>Df Esd<br>Gc Rdr<br>RT | **ALSTERN**<br><br>**O. F. Ahlmark & Co. Eftr.**<br>**A/B**<br>Bengt Rejmer<br>Karlstad Swedish | **499**<br>276<br>1047 | <br><br>BV | **1957** Krögerwerft G.m.b.H.—Rendsburg<br>241' 5" 34' 4" 11' 10½"<br>219' 10" 34' 2" 12' 0"<br>F30' 1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho 145¼'<br>G.78000 B.70000<br>2 Ha (each 52'×19½')<br>4W Cr 1(2½) Der 1(6) 3(2½) | Oil 4SA 8Cy. 320×480 mm<br>1200bhp<br>Motorenw. Mannheim | <br>8<br>Mhm<br>12k |
| 501272<br>DIEM<br><br>Df Esd<br>RTm | **ALSTERPARK**<br><br>**Partenreederei**<br>**m.s. "Alsterpark"**<br>Weidtman & Ballin<br>Hamburg W. German<br>~~Now PELTASTIS~~<br>~~(No. 501272) in the Register~~ | **499**<br>221<br>890<br>**874**<br>581<br>1140 | <br><br>GL<br>**WRECKED 1/68** | **1953** D. W. Kremer Sohn—Elmshorn<br>197' 5" 30' 7" 12' 0"/14' 0"<br>30' 5" 18' 8"<br>F16' H36' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>1 Ho 127¾'<br>G.65658 B.59632<br>2 Ha (stl) (27', 58'×18')<br>6W Der 6(2–3) | Oil 4SA 6Cy. 385×580 mm<br>800bhp<br>Masch. Kiel A.G.<br>2×60kW 220V d.c. | <br>60t (d.d<br>Ke<br>11k |
| 501275<br>DIHV<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALSTERUFER**<br><br>**Partenreederei**<br>**m.s. "Alsterufer"**<br>Rob. M. Sloman Jr.<br>Hamburg W. German | **2683**<br>1479<br>3002 | <br><br>✠**Lloyd's RMC** GL | **1954** Deutsche Werft A.G.—Ham<br>393' 4" 49' 1" 19' 8¾"<br>357' 0" 48' 11" 27' 11"<br>1 dk & S dk, pt 3rd dk<br>RW<br>rf nil | M (12P) Ref OSD<br>4 Ho 60½', 61', 58¼', 71¼',<br>1 TwD 72¾'<br>G.217611 B.210795 In.198773<br>4 Ha (stl) (each 23'×18')<br>8W Der 8(3) | Oil 2SA 7Cy. 700×1200 mm<br>4670bhp<br>Masch. Augsburg-Nürnberg<br>4×150kW 230V d.c. | <br>800t (d.d<br>Au<br>13 |
| 671258<br>ENGU<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALSU**<br><br>**U.S.S.R.**<br>Sevastopol Russian | **2657**<br>1139<br>— | | **1967** Volkswerft Stralsund—Stralsund<br>269' 7" 16' 5"<br>239' 6" 44' 7" 31' 2"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 m<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht | <br><br><br>W |
| 501277<br><br><br>Esd Rdr<br>RTm | **ALTA**<br><br>**Maritime Co-operative**<br>**Shipping Association Ltd.**<br>British<br>Now **TUI LAU** See New Entries No. 4 | **699**<br>349<br>588 | | **1950** Trosvik Verks—Brevik<br>167' 0" 27' 11" 11' 2"<br>... ... ...<br>2 dks<br>BK6" | M (173P)<br>2 Ho 39¾', 23½'<br><br>2 Ha (9½', 5¼'×6')<br>2W Der 1(3) 1(1) | Oil 2SA 5Cy. 340×570 mm<br>750bhp<br>Atlas-Diesel<br>2×40kW 220V d.c.<br>Controllable pitch propeller | <br>45t (d.d<br>Sn |
| 501278<br>JXSW<br><br>Df Esd<br>Gc<br>RTm/h/v | **ALTAFJORD**<br><br>**Den Norske Amerikalinje**<br>**A/S**<br>Oslo Norwegian | ~~6299~~ T.Mk<br>~~3953~~ 6299<br>~~8540~~ 3952<br>~~8356~~ 8540<br>~~5958~~ 8355<br>~~11190~~ 5353<br>11190 | <br><br>NV | **1962** A/S Bergens M/V—Bgn<br>461' 5" 63' 2" 26' 5"/30' 10¾"<br>418' 0" 63' 0" 39' 0"<br>P160' F37' 2 dks & S dk<br><br>rf 4" | M Ref ~~OSD/CSD~~ Mchy.aft<br>5 Ho 33¾', 52', 71¾', 52½', 58¾'<br>G.578640 B.528412 In.13744<br>5 Ha (stl) (31', 31', 52', 31'×24')<br>(40½'×25½')<br>18W Der 1(40) 2(12) 16(5) | Oil 2SA 6Cy. 680×1250 mm<br>6600bhp<br>Sulzer Bros. Ltd.<br>3×270kW 440V 60c/s a.c. | <br>2000t (hv) |
| 670411<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTAI**<br><br>**U.S.S.R.**<br>Russian | **3359**<br>1728<br>4600 | | **1966** Rauma-Repola O/Y—Rauma<br>346' 2" 50' 8" 21' 3¾"<br>318' 2" 50' 6½" 25' 11"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W | |

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| 501279<br>FNDV<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALTAIR**<br><br>**Cie. Navale des Pétroles**<br>St. Nazaire French | **31174**<br>18398<br>48346 | | <br><br>BV | **1959** Ch. de l'Atlantique—St.N<br>737′ 9″ 101′ 11″ 38′ 0¾″<br>704′ 5″ 100′ 8½″ 50′ 3″<br>1 dk<br>RW | M Tanker Mchy.aft<br><br><br>1 Ha (21½′×9¾′)<br>Der 1(7) 2(5) 4(2) | Oil 2SA 12Cy. 740×1600 mm<br>12250bhp B&W (hvf)<br>Ch. de l'Atlantique St.N<br>4×300, 170, 170, 125kW 380V 50c/s a.c.<br>16k |
| 501280<br>SWBS<br>1544<br>Df Esd<br>Gc Rdr<br>RT | **ALTAIR**<br>exLondon Enterprise–57<br>**Soc. Transoceanica**<br>**Canopus S.A.**<br>Piræus Greek | **10426**<br>6262<br>16325 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br><br>MN1100 | ~~Dr 4yrs 3/64~~<br>TD 3/68<br><br><br>EL f†2¼″SQ | **1950–11** Furness S.B. Co. Ltd.—<br>Haverton Hill<br>523′ 0″ 67′ 10″ 29′ 1½″<br>497′ 0″ 67′ 6″ 36′ 5″<br>P103′ B38′ F62′ 1 dk<br>RW 15BH<br>WB1330t incl. DTf750t | M Tanker Mchy.aft<br>27 Ta | Oil 2SA 5Cy. 670×2320 mm<br>6050bhp Doxford 1472t<br>N.E. Mar. Eng. Co. (1938) Ltd. Wal<br>2AuxB 150lb 12¾k |
| 672632<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **ALTAIR**<br><br>**Korea Shipping Corporation**<br>Pusan S. Korean | ~~6400~~ **5988**<br>— 3623<br>~~8000~~ 8343 | | <br><br>AB | **1967** Hayashikane Zosen—Nag<br>423′ 2″ 59′ 1″ 24′ 8″<br>393′ 8″ 59′ 0″ 32′ 10″<br>2 dks | M Mchy.aft | Oil 2SA 7Cy. 600×1050 mm<br>6440bhp MAN<br>Kawasaki Dkyd Co. Ltd. Kob |
| 523524<br>LZEL<br>54<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTAIR**<br>exMillerntor–64<br>**Navigation Maritime Bulgare**<br>Bourgas Bulgarian | **5498**<br>3138<br>9848 | | <br><br>GL | **1955** Nordseewerke Emden—Emd<br>*452·8′* 57′ 10″ 25′ 0″<br>439′ 7″ 57′ 9″ 36′ 0″<br>F27′ 1 dk & S dk<br>RW | M OSD | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp<br>Masch. Augsburg-Nürnberg Aug |
| 641710<br>UMCK<br>M-27527 | **ALTAIR**<br><br>**U.S.S.R.**<br>Vladivostok Russian | **3555**<br>1577<br>2485 | | | **1963** Nosenko Shpyd—Nic<br>326′ 0″ 46′ 1″ 18′ 2″<br>23′ 9″<br>2 dks | D-E Fish Carrier<br>3 Ho<br>In.115480<br>3 Ha (each 11¾′×13¾′)<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318×350 mm<br>connected to elec. motor & sc. shaft<br>13½k |
| 660093<br><br><br>Df Esd<br>Rdr RT | **ALTAIR**<br><br>**Navegação Atlantico Ltda.**<br>Santos Brazilian | **1996**<br>1361<br>— | | | **1965** Industrias Reunidas Caneco—Rio<br>295′ 6″ 41′ 1″<br>241′ 1′ 41′ 0″ 24′ 6″<br>1 dk & S dk | M OSD Mchy.aft | Oil 2SA 7Cy. 360×600 mm<br>1680bhp Sulzer<br>Ishikawajima do Brasil Rio |
| 660999<br>DEIC<br><br>Df Esd<br>Gc Rdr<br>RTm | **ALTAIR**<br><br>**Argo Reederei, Richard**<br>**Adler & Söhne**<br>Bremen W. German | **1599**<br>780<br>2585<br>**2777**<br>1437<br>3639 | | <br><br>GL | **1966** Wärtsilä A/B Turku Shipyard—<br>Åbo<br>300′ 4″ 45′ 11″ 17′ 8¾″/21′ 4″<br>269′ 0″ 45′ 10″ 25′ 11″<br>P114′ Q63′ B25′ F41′ 1 dk & S dk | M (4P) OSD/CSD Mchy.aft<br>2 Ho 85′, 95¾′<br>G.189129 B.173482<br>2 Ha (stl) (62¼′×36′) (68′×36′/25′)<br>Cr 2(5) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp 277t (d.o)<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>3×172, 172, 96kW 400V d.c. 14k |
| 661574 | **ALTAIR**<br><br>**Companhia Portuguesa**<br>**de Pesca**<br>Lisbon Portuguese<br>For later particulars see New Entries No. 6 | **1140**<br>601 ~~500~~<br>850 | **100A1**<br>stern trawler<br>Class contemplated | | Est. Nav. de Viano do Castelo—<br>Viana do Castelo<br>205′ 0″ 35′ 5″ 15′ 11″<br>179′ 5″ 34′ 5½″ 16′ 0″ | M Stern Trawler | Oil 4SA 6Cy. 385×580 mm<br><br>Masch. Kiel G.m.b.H. Kel |
| 501283<br>IJLV<br>306<br>Rdr RT | **ALTAIR**<br><br>**"Zoria" Compagnia di**<br>**Navigazione S.p.A.**<br>Palermo **Italian** | **492**<br>249<br>750 | | | **1952** Navalferro Const.—Viareggio<br>169′ 10″ 27′ 11″ 12′ 1¼″<br>154′ 0″ 27′ 10″ 13′ 7″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.34850 B.33380 | Oil 4SA 6Cy. 370×560 mm<br>600bhp 40t<br>S.A. Ansaldo Gen<br>10k |
| 501284<br>VQXA<br>196247<br>RTh | **ALTAIR**<br><br>**A. R. Rusden**<br>Vila New Hebrides ~~British~~ | **260**<br>137<br>240 | | | **1944** Johnson's Tyne Fdry Pty Ltd.—Mel<br>*120·0′* 24′ 0″ 8′ 6″<br>23′ 10″<br>1 dk | TM (16P)<br>1 Ho 68′<br><br><br>1 Ha (42′×12′)<br>4W Cr 4(2) Der 4(2) | 2 Oil each 4Cy. 220×265 mm<br>240bhp 24t (d.o)<br>Fairbanks, Morse & Co. Beloit<br>3×30, 5, 5kW 110V d.c. 6½k |
| 501286<br>SHQM<br>7663 | **ALTAIR**<br>exMartinus Cornelis<br>**Carl Torsemark**<br>Gothenburg Swedish | **122**<br>74<br>170 | | | **1917** ………………Vla<br>*83·7′* 20′ 7″<br>… … …<br><br>R<br>BK8¼″ | Aux Gl | Motor 2SA 1Cy. 400×480 mm<br>100bhp NE38<br>A/B Lavals Ångturbin Skm |
| 501288<br><br><br>Df Esd<br>Gc Rdr | **ALTAJ**<br><br>**U.S.S.R.**<br>Murmansk Russian | **678**<br>245<br>500 | | | **1957** Stocznia Gdanska—Gdk<br>194′ 4″ 29′ 7″ 14′ 2⅛″<br>176′ 8″ 29′ 6½″ 16′ 3″ | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm<br>1000ihp<br>H. Cegielski Poz |
| 541467<br>UEAW<br>M-26545 | **ALTAJLES**<br><br>**U.S.S.R.**<br>Kholmsk Russian | **4673**<br>2370<br>5725 | | | **1963** Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 9″ 27′ 8″<br><br>1 dk<br>RW | M<br>4 Ho<br>G.265744<br>4 Ha (41¼′×26¼′) (41¼′, 46′, 46′×29½′)<br>9W Der 1(15) 8(10) | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>Brodogradiliste Uljanik Pla<br>16k |

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| 501289<br>UXHO<br>M-26064<br>Df Esd<br>Gc Rdr | **ALTAJSK**<br><br>**U.S.S.R.**<br>Riga Russian | **2630**<br>1340<br>3169 | | **1957** Stocznia Szczecinska—Szn<br>310' 8" 44' 5" 18' 5"<br>44' 3" 20' 7"<br>1 dk<br>RW | S<br>4 Ho<br>G.147227<br>4 Ha (26'×32¼') (31½'×36¾')<br>(31½'×32¾') (24¾'×30¼')<br>4W Der 4(5) | C 4Cy. (2) 455 & (2) 980×980 mm<br>2000ihp<br>Z.U.T. Zgoda |
| 650538<br>UFJW<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTAJSKIE GORY**<br><br>**U.S.S.R.**<br>Vladivostok Russian | **9660**<br>5219<br>9550 | NV | **1965** A/B Lindholmens Varv—Got<br>497' 0" 67' 5" 24' 6½"<br>459' 4" 67' 3½" 39' 4"<br>2 dks | M Fish Carrier CSD Mchy.aft<br>4 Ho<br><br>4 Ha (each 22¾'×15½')<br>8W Der 8(5) | Oil 2SA 7Cy. 760×1500 mm<br>8750bhp Götaverken<br>A/B Lindholmens Varv |
| 641405<br>EEGK<br><br>Df Esd<br>Gc Rdr<br>RT | **ALTAMAR**<br><br>**Altamar S.A.**<br>Don Rafael Arbulu<br>Bilbao Spanish | **644**<br>306<br>528 | BV | **1965** Ast. Celaya—Bbo<br>181' 11" 31' 4" 12' 5½"<br>163' 4" 31' 2" 14' 10"<br>P65' F20'<br>RW | M Trawler<br><br><br>3 Ha(7¾'×6½') (8½'×6½') (3½'×2¾')<br>3W Der 1(5) 2(2½) | Oil 4SA 6Cy. 400×580 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz |
| 641260<br>6ZAG<br>2080<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **ALTANIN**<br><br>**Alvion Steamship Corp.**<br>Monrovia Liberian | **44935**<br>31554<br>83400 | **✠100A1**<br>oil tanker<br>**LMC**<br><br>MN4180 EL d*3$\frac{11}{16}$"SQ | **1964-9** Deutsche Werft A.G.—Ham<br>870' 0" 120' 2" ~~44' 6½"~~ 46' 6½"<br>833' 4" 120' 1" 60' 0"<br>P146' F65' 1 dk<br>11BH<br>rf nil WB17465t incl. 16460t in clean ballast tanks | S Tanker Mchy.aft<br><br><br><br>Cr 1(1½) Der 2(10) 2(2) | 2 S Turb. dr geared to sc. shaft<br>20900shp Emade59fitted65<br>Westinghouse Electric Corp.<br>Lester, Pa<br>2WTB 1010lb Spt 890° F.–896lb<br>hs22020<br>2×700kW 450V 60c/s a.c. |
| 538605<br>DNAP<br><br>Df Esd<br>Gc Rdr<br>RTv | **ALTE LIEBE**<br>exWappen–66<br>exWappen von Hamburg–64<br>**Hafen Dampfschiffahrts A.G.**<br>Hamburg W. German | **3819**<br>1908<br>542 | GL | **1962** Blohm & Voss A.G.—Ham<br>341' 3" 49' 7" 13' 2"<br>305' 2" 49' 3" 26' 3"<br>1 dk, 2nd dk fwd & aft<br><br>rf 28" | TM Ferry (1800P)<br>1 Ho 23½'<br><br>1 Ha (11¾'×8½')<br>Cr 1(1) | 2 Oil 4SA each 16Cy. 400×460 mm<br>8960bhp<br>Ottensener Eisenwerk, Willy H.<br>Schlieker K.G.<br>3×330kW 380V 50c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust propeller fwd. |
| 541864<br>DDFN<br><br>Df Esd<br>Rdr RTv | **ALTE WESER**<br><br>**Partenreederei m.s.**<br>**"Alte Weser"**<br>Peter Döhle<br>Brake W. German | **499**<br>336<br>1280 | GL | **1963** Jadewerft G.m.b.H.—<br>Wilhelmshaven<br>242' 0" 36' 5" 11' 6½"<br>216' 7" 36' 1" 20' 4"<br>F25' 1 dk & S dk | M OSD Mchy.aft<br><br>G.103000 B.95000<br>2 Ha | Oil 4SA 6Cy. 320×480 mm<br>500bhp<br>Motorenw. Mannheim |
| 641023<br>EEBK<br><br>Df Esd<br>Gc RT | **ALTEA**<br><br>**Francisco Antelo Rial**<br>Corunna Spanish | **206**<br>76<br>— | BV | **1965** Const. Nav. P. Freire—Vgo<br>115' 5" 21' 11"<br>98' 5" 21' 9½" 12' 7"<br><br>RW | S Trawler<br><br><br>2 Ha (each 3½'×3½') | T 3Cy. 228, 368 & 619×445 mm<br>225ihp<br>Const. Nav. P. Freire |
| 660160<br>DDWJ<br><br>Df Esd<br>Gc Rdr<br>RTv | **ALTEFÄHR**<br><br>**Deutsche Seereederei**<br>Rostock E. German | **299**<br>171<br>600 | DSRK<br>✠LR class withdrawn—<br>Owners' request 10/67 | **1966-2** N.V. Bodewes Schps.—<br>Martenshoek<br>157' 9" 30' 2" 11' 0"<br>141' 2" 30' 1" 11' 4"<br>P&B79' F23' 1 dk<br>rf 5" | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>540bhp<br>Schwermasch. Karl Liebknecht |
| 501290<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **ALTELAND**<br><br>**E. Castracani**<br>Italian<br>Now **HARITOMENI** See<br>New Entries No. **10** | **551**<br>198<br>270 | | **1950** H. C. Stülcken Sohn—Ham<br>*175·0'* 28' 6" 14' 7"<br>28' 4"<br>F23'<br>RW | S Trawler<br><br><br><br>1W | T 3Cy. 15¼" 25¼" & $41\frac{1}{16}$"×$27\frac{1}{16}$"<br><br>H. C. Stülcken Sohn |
| 542322<br>DNDX<br><br>Df Esd<br>Rdr<br>RTm/h/v | **ALTELAND**<br><br>**Paul Koptne & Ernst August**<br>**Rüsch**<br>Hamburg W. German | **425**<br>278<br>1065 | GL | **1963** J. J. Sietas Schiffsw.—Ham<br>202' 1" 34' 7" 12' 9½"<br>180' 6" 34' 5½" 20' 0"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 130'<br>G.70000 B.65000<br>2 Ha (59½', 32½'×21½')<br>Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>900bhp<br>Klöckner-Humboldt-Deutz<br>4×15, 15, 10, 3kW 110V d.c. |
| 516098<br>DIGU<br><br>Df Esd<br>RT | **ALTELAND II**<br>exInge Ursula–65<br>**Erich Holst**<br>Hamburg W. German | **499**<br>312<br>555 | GL | **1954** J. J. Sietas Schiffsw.—Ham<br>*155·1* 27' 8" 13' 4½"<br>15' 3"<br>P32' F25' 2 dks<br>RW | M CSD Mchy.aft<br><br>G.39072 B.36146<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 671885<br>DDXH<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTENBURG**<br><br>**Deutsche Seereederei**<br>Rostock E. German | **5576**<br>2980<br>8130<br>**8810**<br>4991<br>10130 | | **1967** Warnowwerft—Warnemünde<br>492' 0" 65' 7" 23' 9"/27' 0"<br>452' 9" 65' 6" 38' 4"<br>1 dk & S dk | M Ref OSD/CSD | Oil 2SA 8Cy. 700×1200 mm<br>11200bhp MAN<br>Dieselmotorenwerk |
| 501292<br>DDTM<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALTENFELS**<br><br>**Deutsche Dampfschiff.-Ges.**<br>**"Hansa"**<br>Bremen W. German<br>Now **MYOMA YWA** See New Entries No. **12** | **5496**<br>3165<br>7075 | GL | **1961** A.G."Weser"Werk Seebeck—Bhn<br>417' 0" 54' 2" 25' 6½"<br>387' 1" 54' 1½" 32' 10"<br>2 dks<br>rf 4" | M Ref Mchy.aft<br>4 Ho 50¾', 52½', 72¾', 86'<br>G.390130 B.337222 In.2873<br>4 Ha (32½', 44½', 54½', 64'×18')<br>6W Cr 2(5) Der 1(60) 6(10) | Oil 2SA 7Cy. 750×1100 mm<br>4900bhp<br>Fried. Krupp Dieselmotoren<br>3×185kW 380V 50c/s a.c. |

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| 538262<br>HOMQ<br>4010-LS<br>Df Esd<br>Rdr | **ALTHEA**<br>exStella Nova-66 exVito-64<br>~~Pasalaric Investment Corp.~~<br>~~Panama~~ ~~Panamanian~~<br>**Minerva S.p.A.**<br>Italian<br>Now **MAJA** See New Entries No. 6 | 5181<br>3058<br>9050 | | ~~NV~~ | **1937** A/B Götaverken—Got<br>442′ 9″ 56′ 10″ 25′ 6¾″<br>418′ 11″ 56′ 8″ 28′ 8″<br>F38′ 1 dk & S dk<br>R | M OSD<br>4 Ho 62′, 94′, 24′DT, 68′, 65′<br>G.572575 B.529730<br>5 Ha (31½′, 40¾′, 33′, 40¾′, 33′ × 19′)<br>14W Der 2(10) 12(5) | Oil 2SA 6Cy. 760×1300 mm<br>6650bhp NE59 1571t (hvf)<br>A/B Götaverken Got<br>3×110kW 220V 12¾k |
| 662082<br>OXVH<br>Df Esd<br>Rdr RT | **ALTHEA**<br>**Partrederiet på Bornholm**<br>**af 1964**<br>L. Skovgaard<br>Rønne Danish | 300<br>190<br>607 | | BV | **1966** Frederikshavn V. & T. A/S—Fkn<br>157′ 6″ 30′ 1″ 9′ 10¼″<br>141′ 8″ 30′ 0″ 11′ 4″<br>1 dk | M Mchy.aft<br>G.33000 B.30000<br>2 Ha (each 35¼′×16¼′)<br>Der 2(3) | Oil 2SA 5Cy. 240×400 mm<br>425bhp 32t<br>Alpha-Diesel A/S Fkn<br>Controllable pitch propeller 10k |
| 501295<br>TCEV | **ALTINKUM**<br>exBosphorus No. 74-54<br>exAltinkum<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 415<br>216<br>— | ✠Classed LR until 8/29 | GL | **1929**-4 Fairfield Co. Ltd.—Gls<br>154′ 2″ 26′ 1″ 8′ 2″<br>… … 9′ 7″<br>1 dk<br>R | TS Ferry | T 6Cy. 10″ 15″ & 25″×18″<br>580ihp<br>Fairfield Co. Ltd. Gls |
| 516097<br>DCZW<br>Df Esd<br>Gc Rdr<br>RT | **ALTMARK**<br>exInge Toft-64<br>**Deutsche Seereederei**<br>Rostock E. German | 2824<br>1339<br>5304<br>**4734**<br>2508<br>— | | DSRK | **1959** Valmet O/Y—Hfs<br>398′ 8″ 53′ 6″ 20′ 0″/—<br>53′ 4″<br>1 dk & S dk | M OSD/CSD Mchy.aft | Oil 2SA 7Cy. 500×1500 mm<br>A/S Akers M/V Osl |
| 651991<br>LCNM<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALTNES**<br>**Kristian Jebsens Rederi A/S**<br>Bergen Norwegian | 2549<br>1459<br>3450 | | NV | **1965** Fr. Lürssen—Vgk<br>314′ 4″ 45′ 8″ 18′ 0½″<br>285′ 9″ 45′ 7″ 21′ 4″<br>1 dk | M Mchy.aft<br>2 Ho each 101′<br>G.181000 B.175000<br>2 Ha (stl) (each 74¾′×29½′)<br>Der 4(5) | 2 Oil 4SA each 8Cy. 250×300 mm geared to sc. shaft<br>2080bhp (d.o)<br>A/S Bergens M/V Bgn<br>2×120kW 380V 50c/s a.c. |
| 501298<br>EDFH<br>Esd | **ALTO BURGOA**<br>**Juan B. Alboniga and others**<br>San Sebastian Spanish | 165<br>105<br>— | | | **1960** Galarraga y Urbieta—Zumaya<br>102′ 8″ 20′ 11″<br>20′ 9″ | Wood M Fishing | Oil 4Cy.<br>400bhp 45t (d.o)<br>9½k |
| 651367<br>DNJL<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ALTONA**<br>**Partenreederei**<br>**m.s. "Altona"**<br>Ernst A. P. Koch<br>Hamburg W. German | 1394<br>567<br>643 | | GL | **1965** Rickmerswerft—Bhn<br>249′ 0″ 42′ 3″<br>220′ 6″ 42′ 0″ 26′ 3″<br>F54′ | M Stern Trawler<br>2 Ho 25′, 35′ | Oil 4SA 8Cy. 400×600 mm 2140bhp also Oil 600bhp driving gen. 316kW 400V a.c. connected to elec. motor 400shp (WL) for secondary propulsion<br>(d.o)<br>Masch. Augsburg-Nürnberg Ham<br>3×437½, 437½, 137½kW 220/380V 50c/s a.c.<br>Controllable pitch propeller |
| 501299<br>WA2307<br>203205<br>RTm | **ALTOONA**<br>**Pennsylvania Railroad Co.**<br>New York United States | 197<br>124<br>37 | | | **1906** Maryland Steel Co.—Sp.Pt<br>105′ 0″ 24′ 0″ 12′ 4″<br>… … …<br>RW<br>rf 17″ | D-E Tug | Oil 2SA 12Cy. 215×265 mm 1200bhp driving gen. 814kW 525V d.c. connected to elec. motor 1020 shp (WL)<br>NE43 (d.o)<br>General Motors Corp. Det<br>1×35kW 125V d.c. |
| 501300<br>YBAZ<br>Esd | **ALTUR**<br>**Republik Indonesia**<br>Perusahaan Negara Pelabuhan<br>Djakarta Indonesian | 305<br>78<br>133 | | | **1961** Carya S.B. Co.—Dja<br>139′ 5″ 25′ 8″ 6′ 10⅝″<br>126′ 5″ 24′ 11″ 10′ 2″<br>2 dks | TM Hydrographic Ship | 2 Oil 4SA each 8Cy. 150×203 mm<br>470bhp<br>Caterpillar Tractor Co. Peoria<br>10k |
| 501301<br>GCJU<br>300990<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALUCO**<br>**Tanker Finance Ltd.**<br>London British<br>Shell Tankers (U.K.) Ltd. (Mgrs.) | 13148<br>7511<br>~~19940~~<br>20154 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1500 | ~~SS 2/64~~<br>SS 10/68<br>EL i†$2\frac{9}{16}$″SQ | **1959**-10 J. L. Thompson & Sons Ltd.—Sld<br>559′ 11″ 72′ 0″ 29′ 11½″<br>535′ 0″ 71′ 10″ 39′ 6″<br>P109′ F71′ 1 dk<br>16BH<br>rf 3″ WB466t | S Tanker Mchy.aft<br>33 Ta<br>1 Ha (stl) (8′×8′)<br>Der 1(5) | 2 S Turb dr geared to sc. shaft<br>7500shp (o.f)<br>Parsons Marine Turb. Co. Wal<br>2WTB 610℔ Spt 850° F. 525℔ hs11488<br>sg 130℔<br>2×440V 60c/s a.c. |
| 501302<br>PCOB<br>11914<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALUDRA**<br>**van Nievelt, Goudriaan &**<br>**Co.'s Stoomv. Maats. N.V.**<br>Rotterdam Netherland | 6723<br>3897<br>9452 | ~~✠Lloyd's RMC~~ | BV | **1960** Werf de Noord—Alb<br>496′ 2″ 64′ 0″ 26′ 2⅝″<br>455′ 0″ 63′ 0″ 38′ 3″<br>1 dk & S dk<br>RW | M (12P) Ref OSD Mchy.aft<br>5 Ho 58½′, 71½′, 59¾′, 74¾′, 71½′<br>G.587427 B.548745 In.10772<br>5 Ha (stl) (31½′, 37½′, 29¾′, 47½′, 42¾′×21¼′)<br>10W Cr 6(2) Der 1(40) 1(15) 6(10) 4(5) | Oil 2SA 6Cy. 750×1600 mm<br>7200bhp 1150t (hvf)<br>Gebr. Stork & Co. Hengelo<br>3×230kW 220V d.c. 16k |
| 530539<br>PKYM<br>Esd Rdr<br>RTm | **ALUGORO I**<br>exSt. Abbs Head-67<br>~~Republik Indonesia~~<br>~~P.T. Pelajaran E.W.A.P.~~<br>~~Surabaja~~ ~~Indonesian~~<br>**J. R. Gourlay**<br>Singapore Singapore<br>Now **CHERRY MOLEK** See New Entries No. 9 | 647<br>301<br>800 | ✠100A1<br>✠LMC<br>MN130 | SS 6/64<br>EL i 1¼″ | **1956**-2 Schps. Waterhuizen J. Pattje—Waterhuizen<br>188′ 2″ 31′ 8″ 11′ 9½″<br>170′ 0″ 29′ 10″ 12′ 2″<br>P41′ Q107′ F25′ 1 dk<br>RW NS 4BH<br>rf 2″ WB282t | M Mchy.aft<br>2 Ho 55′, 47′<br>2 Ha (stl) (37½′, 35′×16½′)<br>Der 2(3) | Oil 4SA 6Cy. 330×600 mm<br>650bhp (d.o)<br>N.V. Werkspoor Ams<br>2×25, 12kW 110V d.c. |

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| 501303<br>UKNN<br>M-17083<br>Df Esd<br>Gc Rdr<br>RT | **ALUKSNE**<br><br>**U.S.S.R.**<br>Riga Russian | 3359<br>1550<br>4440 | | | **1962** Rauma-Repola O/Y—Rauma<br>344′ 10″ 48′ 7″ 20′ 5″<br>318′ 0″ 48′ 6″ 23′ 0″<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.190083<br>1 Ha (8′×10½′)<br>5W Der 3(3) 1(2) 1(1) | Oil 2SA 5Cy. 500×1100 mm<br>3500bhp<br>Burmeister & Wain |
| 641712<br>UINA<br>M-24884<br>Df Esd<br>Gc Rdr | **ALUPKA**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 2435<br>1070<br>852 | | | **1963** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″ | M Stern Trawling Factory Ship<br>3 Ho<br>In.33550<br>3 Ha (7¾′×11¾′) (4½′, 4½′×5½′)<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht |
| 672605<br>UYIB<br>M-20935 | **ALUPKA**<br><br>**U.S.S.R.**<br>Odessa Russian | 1002<br>392<br>184 | | | **1960** G. Dimitrov Shipyard—Varna<br>206′ 9″ 30′ 7″ 9′ 10″<br>19′ 2″ | M<br>1 Ho<br>B.6000<br>1 Ha (10′×6½′)<br>Cr 1(1) | Oil 4SA 8Cy. 320×480 mm<br>Emade58fitted60 |
| 501304<br><br><br>Df Esd<br>Gc Rdr | **ALUPKA**<br><br>**U.S.S.R.**<br>Russian | 644<br>183<br>497 | | | **1956** Stocznia im. Komuny Paryskiej—Gdy<br>194′ 4″ 29′ 7″ 14′ 2″<br>176′ 7″ 29′ 6″ 16′ 3″ | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm<br>800ihp<br>A/B Finnboda Varf |
| 641711<br>UILG<br>M-24874<br>Df Esd<br>Gc Rdr | **ALUSHTA**<br><br>**U.S.S.R.**<br>Sevastopol Russian | 2435<br>1070<br>880 | | | **1963** Völkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.61450<br>3 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht |
| 672606<br>UYIC<br>M-20936 | **ALUSHTA**<br><br>**U.S.S.R.**<br>Odessa Russian | 1002<br>392<br>184 | | | **1960** G. Dimitrov Shipyard—Varna<br>209′ 4″ 30′ 7″ 9′ 10″<br>19′ 2″ | M<br>1 Ho<br>B.6000<br>1 Ha (10′×6½′)<br>Cr 1(1) | Oil 4SA 8Cy. 320×480 mm<br>Emade58fitted60 |
| 501305<br>SDRG<br>8312<br>RTm | **ÄLVA**<br><br>~~O. B. Ståhl~~<br>~~Sölvesborg~~ ~~Swedish~~<br>**Rolf Pettersson Partrederi**<br>Stockholm Swedish | 277<br>176<br>400 | ✠100A1<br>Baltic service<br>**LMC**<br><br>MN72 | SS 4/68 ~~Dr 3/64~~<br><br><br><br>EL (h) 11/16″ | **1939–1** Lödöse Varf A/B—Löd<br>144′ 5″ 23′ 10″ 11′ 3½″<br>23′ 8″ 11′ 11″<br>Q4′ Ba22′<br>RW 3BH len 51<br>BK12″ WB112t incl. DTf13t | M Mchy.aft<br>1 Ho 85½′<br>G.19000 B.17500<br>2 Ha (each 33½′×13′)<br>2W Der 2(1) | Oil 4SA 6Cy. 255×400 mm<br>360bhp NE4/61<br>Jönköpings M/V<br>2×24kW<br>Controllable pitch propeller |
| 501306<br>GQMM<br>185959<br>Df Esd<br>Gc Rdr | **ALVA BAY**<br><br>**Alva S.S. Co. Ltd.**<br>Navigation & Coal Trade Co. Ltd.<br>London British | 11340<br>6582<br>16509 | ✠100A1<br>oil tanker<br>✠**LMC**<br><br>MN1360 | TD4–6/65<br><br><br><br>EL g†2 5/16″SQ | **1953–10** Wm. Hamilton & Co. Ltd.—P.Gl<br>546′ 0″ 69′ 4″ 29′ 10½″<br>510′ 0″ 69′ 0″ 38′ 6″<br>P118′ B48′ F50′ 1 dk<br>RW 14BH<br>rf 4″ WB261t | M Tanker Mchy.aft<br>21 Ta<br><br><br>Der 2(4) 2(3) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>Fairfield S.B. & E. Co. Ltd.<br>2AuxB 220lb<br>3×40kW 110V d.c. |
| 501307<br>WA2311<br>206090<br>Df Gc<br>Rdr RT | **ALVA C. DINKEY**<br><br>**United States Steel Corp.**<br>New York United States | 7702<br>6426<br>12210 | | <br><br>AB | **1909** American S.B. Co.—Lorain<br>601′ 1″ 58′ 2″ 21′ 2½″<br>587′ 10″ 58′ 0″ 32′ 0″<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br><br><br>34 Ha (stl) (each 9′×36′) | T 3Cy. 23½″ 39″ & 65½″×42″<br>1800ihp<br>American S.B. Co. |
| 501309<br>OWKX<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **ALVA MÆRSK**<br><br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish<br>Now **SILVER PALACE** See New Entries No. 6 | 13042<br>7706<br>20145 | ✠100A1<br>oil tanker<br>✠**LMC**<br><br>MN1750 | SS 8/67<br><br><br><br>EL I†2½″SQ | **1957–7** Mitsui Zosen—Tmn<br>559′ 11″ 72′ 1″ 31′ 5¼″<br>538′ 3″ 71′ 10″ 39′ 6″<br>P115′ B32′ F71′ 1 dk<br>12BH<br>rf 2″ WB1297t incl. DTf936t | M Tanker Mchy.aft<br>21 Ta<br>L.949000 | Oil 2SA 7Cy. 740×1600 mm<br>8250bhp B&W<br>Mitsui Zosen<br>2AuxB Spt (o.f) 180lb<br>AuxB (ex.g.) 180lb |
| 501311<br>CUZA<br>LX65A<br>Esd | **ALVALADE**<br><br>**Companhia Portuguesa de Pesca**<br>Lisbon Portuguese | 433<br>167<br>— | <br><br>✠Classed LR until 7/59 | | **1958–1** Est. Nav. do Mondego—Figueira<br>168′ 10″ 27′ 11″ 13′ 3″<br>148′ 4″ 27′ 6½″ 13′ 11″<br>F31′<br>RW<br>rf 36″ BK7″ | M Trawler | Oil 4SA 8Cy. 385×580 mm<br><br>Masch. Kiel A.G. |
| 660187<br>EEUT<br><br>Df Esd<br>Gc Rdr<br>RT | **ALVAMAR**<br><br>**Alvamar S.A.**<br>San Sebastian Spanish | 1272<br>857<br>1175 | ✠100A1<br>stern trawler<br>Str. nav. ice<br>✠**LMC**<br>MN400 | <br><br><br><br>EL 1†1 1/16″U2 | **1967–1** Ast. Luzuriaga S.A.—Pasajes<br>232′ 5″ 38′ 10″<br>200′ 2″ 38′ 8″ 26′ 7″<br>B12′ RFD43′ 2 dks<br>RW 2BH to U dk 4 to 2nd dk<br>rf 15″ WB69t | M Stern Trawler | Oil 4SA 8Cy. 390×680 mm<br>2000bhp Werkspoor<br>Naval-Stork-Werkspoor<br>3×200kW 440V 60c/s a.c. |
| 640377 | **ALVARADO**<br><br>**Banco Nacional de Fomento Coöperativo S.A. de C.V.**<br>Alvarado Mexican | 140<br>51<br>— | | | **1963** N.V. Scheepswerf Haak—Zaandam<br>85′ 8″ 23′ 8″<br>75′ 6″ 23′ 7″ 8′ 10″ | M Stern Trawler | 2 Oil 4SA each 6Cy. 5½″×6½″<br>490bhp<br>Caterpillar Tractor Co. |

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| 501312<br>EDDE<br>Df Esd<br>RT | **ALVARIÑO**<br>**Julian Alvarez Gonzalez**<br>~~José Barreras Puente and others~~<br>Vigo Spanish | 278<br>95<br>— | | BV | **1960** Maritima del Musel S.A.—Gijón<br>132′ 8″ 23′ 8″<br>… … …<br>RW | M Trawler<br>3 Ha (each 3¼′×3¼′) | Oil 4SA 8Cy. 295×420 mm<br>520bhp Krupp 114t<br>La Maquinista Terrestre y Mar. Bcl<br>10k |
| 506865 | **ALVARO**<br>exCharles Letzer–67<br>**Alvaro di Stefano**<br>Syracuse Italian | 156<br>19<br>— | | | **1934** Beliard, Crighton & Cie.—Ost<br>*99·7′* 21′ 4″<br>… … …<br>R | M Trawler<br>4 Ha (3¼′, 2¼′, 2¼′, 2′×3½′) | Oil 4SA 6Cy. 320×450 mm<br>500bhp NE56 32t<br>Klöckner-Humboldt-Deutz Kln<br>10k |
| 501313<br>CSGV<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **ALVARO MARTINS HOMEM**<br>**Soc. Nacional dos Armadores de Bacalhau**<br>Lisbon Portuguese | 1256<br>597<br>1449 | ✠100A1<br>trawler<br>Str. nav. ice<br>**✠LMC** | SS 1/68 ~~Dr 2/64~~<br>EL (n)f† | **1941**–7 Cia. União Fabril—Lis<br>233′ 4″ 36′ 2″ 17′ 2″<br>209′ 11″ 36′ 1″ 18′ 8″<br>P24′ F47′<br>R 7BH<br>rf 7½″ WB168t | M Trawler<br>2 Ho 43¼′, 44¼′<br>1 Ha (w) (5½′×5½′)<br>3 Ha (stl) (each 5½′×5½′)<br>Der 1(2½) | Oil 2SA 7Cy. 405×510 mm<br>950bhp (d.o)<br>Fairbanks Morse Co. Beloit<br>db 105℔<br>2×73½, 56kW 220V d.c. |
| 501314<br>EDMC<br>Df Esd<br>RT | **ALVEDRO**<br>**Enrique Vilariño Alonso**<br>Corunna Spanish | 242<br>122<br>221 | | BV | **1961** Astano S.A.—Frl<br>127′ 5″ 22′ 8″<br>108′ 9″ 22′ 6″ 12′ 10″ | M Trawler<br>3 Ha (each 3′×3′)<br>Der 1 | Oil 4SA 6Cy. 295×420 mm<br>550bhp Krupp (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>3×15, 15, 10kW 220V<br>Thw. thrust propeller aft 11½k |
| 511433<br>HOOV<br>3914BM<br>Df Esd<br>Gc Rdr<br>RTv | **ALVEE**<br>exFernstar–65<br>~~Soc. Nav. Paneuropea S.A.~~<br>Panama Panamanian<br>**Soc. Nav. Pan-Europea S.A.** | 12550<br>7380<br>18590 | ✠100A1<br>oil tanker<br>**✠LMC**<br>MN1700 | TD4–5/67<br>EL i†2$\frac{7}{16}$″SQ | **1955**–5 C. Connell & Co. Ltd.—Gls<br>556′ 2″ 73′ 3″ 29′ 7″<br>530′ 0″ 73′ 0″ 38′ 3″<br>P111′ B43′ F61′ 1 dk<br>RW 17BH<br>rf 6″ WB1023t incl. DTf688t | M Tanker Mchy.aft<br>27 Ta<br>L.885030 HeCls. C | Oil 2SA 6Cy. 750×2500 mm<br>8500bhp Doxford 1839t—30pd<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 180℔ |
| 501315<br>6ZPE<br>2469<br>Df Esd<br>Gc Rdr<br>RTv | **ALVEGA**<br>**Alvega Steamship Corp. S.A.**<br>Monrovia Liberian | 21789 ~~21258~~<br>13445 ~~18085~~<br>31816 | ✠100A1<br>oil tanker<br>**✠LMC**<br>MN2750 | SS 5/66<br>EL p†2⅞″SQ<br>AB | **1956**–2 John Brown & Co. (Clydebank) Ltd.—Cly<br>662′ 9″ 86′ 10″ ~~34′ 1½″~~ 36′ 0¾″<br>641′ 1″ 86′ 6″ 46′ 3″<br>P144′ F92′ 1 dk<br>RW 15BH<br>rf 6″ WB2986t incl. DTsf2429t | S Tanker Mchy.aft<br>30 Ta<br>Der 1(7) 3(5) 1(2) | 2 S Turb dr geared to sc. shaft<br>13750shp 818t (o.f)<br>John Brown & Co. (Clydebank) Ltd.<br>2WTB 495℔<br>3×600, 600, 214kW 440V 60c/s a.c. |
| 501316<br>CSMA<br>H390<br>Df Esd<br>Gc Rdr<br>RTm/v | **ALVELOS**<br>**SOPONATA Soc. Portuguesa de Navios Tanques Ltda.**<br>Lisbon Portuguese | 11088<br>6414<br>16584 | ✠100A1<br>oil tanker<br>**✠LMC**<br>MN1200 | SS 4/67<br>EL g† | **1950**–5 S.A. John Cockerill—Hbk<br>538′ 0″ 69′ 2″ 29′ 9¼″<br>502′ 0″ 68′ 11″ 38′ 0″<br>P93′ B31′ F68′ 1 dk<br>RW 15BH<br>rf 3¾″ WB1495t incl. DTf800t | M Tanker Mchy.aft<br>34 Ta<br>L.790878 HeCls. C<br>Der 5(5) 1(3) | Oil 2SA 7Cy. 740×1400 mm<br>6000bhp B&W 1294t (d.o)–24pd<br>S.A. John Cockerill Seraing<br>2AuxB 185℔ e (ex.g) 185℔<br>3×40kW 110V d.c. 13½k |
| 501317<br>JWNC<br>Df Esd | **ALVENES**<br>**Guttorm Andersen**<br>Tromsö Norwegian | 165<br>72<br>— | | NV | **1957** A/S Tittelsnes M/V—Tittelsnes<br>101′ 7″ 21′ 4″<br>21′ 0″ 11′ 2″ len 62<br>1 dk | M Fishing Mchy.aft | Oil 2SA 16Cy. 108×127 mm<br>490bhp NE67<br>General Motors Corp. Det |
| 501318<br>6ZPF<br>2470<br>Df Esd<br>Gc Rdr<br>RT | **ALVENUS**<br>**Alvenus Steamship Corp. S.A.**<br>Monrovia Liberian | 21999 ~~21469~~<br>13575 ~~13214~~<br>32682 | ✠100A1<br>oil tanker<br>**✠LMC**<br>MN3100 | SS 7/65<br>EL p†2⅞″SQ<br>AB | **1957**–1 Vickers-Armstrongs (S.B.) Ltd.—Nwc<br>662′ 9″ 86′ 11″ 34′ 8½″<br>641′ 1″ 86′ 6″ 46′ 3″<br>P138′ F88′ 1 dk<br>15BH<br>rf 6″ WB3403t incl. DTsf2430t | S Tanker Mchy.aft<br>30 Ta<br>L.1573690 HeCls. BC<br>Der 1(7) 4(5) 2(2) | 2 S Turb dr geared to sc. shaft<br>15500shp 3930t (o.f)–80pd<br>Vickers-Armstrongs (Eng.) Ltd. Brw<br>2WTB 720℔ Spt 850° F. 625℔ hs26630<br>2sg 150℔<br>3×600, 600, 214kW 440V 60c/s a.c. 15¼k |
| 501319<br>CSEY | **ALVERCA**<br>exCape Tarifa–33<br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 357<br>154<br>— | ✠Classed LR until 2/34 | | **1925**–10 Cochrane & Sons Ltd.—Sel<br>*140·2′* 24′ 0″<br>… … …<br>R | S Trawler | T 3Cy. 13$\frac{3}{16}$″ 23″ & 37″×26″<br>C. D. Holmes & Co. Ltd. Hul |
| 501320<br>LCDL | **ALVERSTRÖMMEN**<br>exAlversund–67<br>**Ivar Matre**<br>Bergen Norwegian | ~~223~~ 187<br>~~113~~ 86<br>— | | | **1926** Mjellem & Karlsen—Bgn<br>125′ 3″ ~~117·1′~~ 20′ 2″ 9′ 6½″<br>… … …<br>1 dk<br>R | M ~~S~~ Ferry (312P) | Oil ~~T 3Cy. 11½″ 18½″ & 30″×20″~~<br>~~240ihp~~ NE68<br>~~Mjellem & Karlsen~~ ~~Bgn~~ |
| 651992<br>Df Esd<br>Gc Pfd<br>Rdr | **ALVICAN**<br>**Lloret y Llinares**<br>Vigo Spanish | 1112<br>523<br>2100 | | BV | **1965** Ast. Construcciones S.A.—Vgo<br>210′ 1″ 37′ 7″<br>184′ 4″ 37′ 5″ 24′ 3″<br>2 dks<br>RW | M Stern Trawler<br>6 Ha (4¾′×3¼′) (4¾′×3¼′) (4¾′×7¾′) (13¼′×4½′) (26¼′×26¼′) (8½′×8½′) | Oil 4SA 8Cy. 390×680 mm<br>1850bhp Werkspoor<br>Hijos de J. Barreras S.A. Vgo<br>13k |
| 501321<br>HOHV<br>583P | **ALVIN**<br>exMaria Augusta–60<br>exMarie des Fleurs–54<br>exLima–48<br>**ALP Transportation S.A.**<br>Panama Panamanian | 494<br>274<br>550 | **BROKEN UP** | BV | **1915** Sir Raylton Dixon & Co. Ltd.—Mdb<br>*170·1′* 31′ 2″<br>31′ 0″<br>F42′ 1 dk<br>R | TM Wine Tanker<br>L.19423 | 2 Oil 4SA each 6Cy. 220×330 mm<br>500bhp NE46 30t<br>Soc Gén Const. Méc. La Courneuve<br>9k |

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| 532634<br>6ZUZ<br>2621<br>Df Esd<br>Gc Rdr<br>RT | **ALVINA**<br>exShuho Maru-66<br>**Golden Marine Transport Inc.**<br>Monrovia Liberian | **11911**<br>7054<br>17901 | BV<br>✠Classed LR until 9/61 | **1954-6** Kawasaki Dkyd Co. Ltd.—Kob<br>559′ 3″ 70′ 3″ 29′ 7½″<br>522′ 10″ 70′ 2″ 38′ 1″<br>P119′ B40′ F67′ 1 dk<br>RW | S Tanker Mchy.aft<br>24 Ta<br>L.791000 | 2 S Turb dr geared to sc. shaft<br>8500shp<br>Kawasaki Dkyd Co. Ltd. |
| 514519<br>SITE<br>7776 | **ALVÖ**<br>exHeda-64 exLemmer<br>**John Johansson**<br>Degerhamn Swedish | **188**<br>132<br>~~240~~<br>196 | BV | **1916** Gebr. de Boot—Leiderdorp<br>*110-0′* 21′ 10″ 11′ 0″<br>21′ 8″<br>P26′<br>R len 52 | M ~~Aux-Gl~~ Mchy.aft<br>1 Ho 72½′<br>G.14000 B.13000<br>3 Ha (7′×8½′) (19¾′, 19¾′×13′)<br>2W | Oil ~~2SA 2Cy. 310×360 mm~~<br>~~120bhp~~ ~~NE47~~ Emade63refitted67<br>~~A/B Jönköpings Motfb.~~ ~~Jönköping~~ |
| 501323<br>CSEZ<br><br>Esd | **ALVOR**<br>exGlauco exEquitable<br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | **326**<br>126<br>— | ✠Classed LR until 11/26 | **1920-6** Cochrane & Sons Ltd.—Sel<br>*140-2′* 24′ 0″<br>… … …<br>R | S Trawler | T 3Cy. 13″ 23″ & 37″×26″<br>C. D. Holmes & Co. Ltd. |
| 501324<br>SFUG<br>10185<br>Df Esd<br>RT | **ÄLVSBORG**<br><br>**Elon Alexandersson Partrederi**<br>Bohus-Björkö Swedish | **143**<br>64<br>— | NV | **1961** Ankerløkken Verft A/S—Florø<br>95′ 8″ 22′ 1″<br>… … …<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz |
| 501325<br>SFEK<br>8935<br>Df Esd<br>RT | **ÄLVTANK**<br>exTanker-51 exFelita-48<br>exSir William<br>**Josef Jakobsson and others**<br>Donsö Swedish | **255**<br>132<br>380 | | **1914** Abdela & Mitchell Ltd.—Queensferry<br>128′ 8″ 21′ 1″ 10′ 0½″<br>20′ 11″<br>R len 57 | M Tanker Mchy.aft<br>8 Ta<br>L.17000 | Oil 4SA 4Cy. 250×300 mm<br>450bhp NE62<br>Nydqvist & Holm A/B |
| 501326<br>SUBY<br>22<br>Df Esd<br>Gc Rdr | **ALWADI**<br>exGumhuryat Misr-60<br>exLady Nelson-53<br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | *7830*<br>*4655*<br>6456 | AB<br>✳Classed BC until 12/57 | **1928-10** Cammell Laird & Co. Ltd.—Bkn<br>437′ 2″ 59′ 1″ 24′ 1½″<br>415′ 0″ 59′ 0″ 30′ 11″<br>P&B301′ F47′ 3 dks<br>R<br>rf 4″ | TS (233P)<br>4 Ho<br>B.250000<br>4 Ha<br>8W | 4 S Turb sr geared to 2 sc. shafts<br>7200shp<br>Cammell Laird & Co. Ltd. |
| 501328<br>ZTWM<br>156263<br>Rdr<br>RTm | **ALWYN VINTCENT**<br><br>**Republic of South Africa (Railways & Harbours Administration)**<br>Port Elizabeth S. African | **111**<br>—<br>— | ✠Classed LR until 8/60 | **1959-3** Cant. Nav. Off Mecc. di Venezia—Ven<br>89′ 11″ 21′ 11″<br>82′ 0″ 20′ 0″ 10′ 6″<br>R<br>rf 9½″ BK6″ | S Tug | T 3Cy. 280 470 & 780×520 mm<br>342ihp<br>Cant. Nav. Off. Mecc. di Venezia |
| 650893<br>IJML<br>640<br>Esd RT | **ALYCUS**<br><br>**"Caspel" S.p.A.**<br>Palermo Italian | **222**<br>78<br>110 | RI | **1965** Cant. Nav. Riuniti—Pal<br>*103·3′* 25′ 5″ 12′ 2″<br>92′ 2″ 25′ 3″ 13′ 11″ | M Tug | Oil 2SA 9Cy. 280×500 mm<br>1237bhp B&W<br>Cant. Nav. Riuniti |
| 661176<br>10143<br>DUJJ<br>Esd Rdr<br>RTh | **ALYEE**<br><br>**Luzon Stevedoring Corp.**<br>Manila Philippine | **358**<br>140<br>439 | AB | **1965** Kanazashi Zosensho—Shimizu<br>128′ 8″ 30′ 8″ 14′ 0¾″<br>116′ 3″ 29′ 2″ 15′ 5″<br>1 dk | M Tug | Oil 2SA 7Cy. 350×620 mm<br>2180bhp B&W<br>Hitachi Zosen<br>3×100, 100, 16kW 445V 60c/s a.c.<br>Directional propeller |
| 651478<br>EENP<br><br>Df Esd<br>RT | **ALZAGA**<br><br>**S. Chausson y Cia. S.R.C.**<br>San Sebastian Spanish | **217**<br>85<br>— | BV | **1965** Ast. Luzuriaga—Pjs<br>117′ 5″ 23′ 2″<br>101′ 8″ 22′ 11″ 13′ 1″<br>RW | M Trawler<br>2 Ha (each 3½′×3½′) | 2 Oil 4SA each 8Cy. 185×200 mm geared to sc. shaft<br>800bhp<br>Moteurs Baudouin |
| 671904<br><br><br>RT | **AMACHI MARU No. 18**<br><br>**Tsushima Amachi Sangyo K.K.**<br>Izuhara Japanese | **170**<br>90<br>280 | | **1967** Sokooshi Zosen—Hma<br>108′ 3″ 22′ 5″ 8′ 10″<br>95′ 2″ 22′ 4″ 9′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>300bhp<br>Matsue Nainenki Kogyo |
| 501330<br>5LFQ<br>917<br>Df Rdr<br>RTm | **AMACONTE**<br>exClearton-56<br>exEmpire Haven-47<br>**Cia. Mar. Amaconte S.A.**<br>Joaquin Ponte Naya S.A.<br>Monrovia Liberian | **6603**<br>4232<br>9925<br>— | **BS✳** TD 8/66<br>with freeboard<br>**MBS✳**<br>MN360 CT6795 C37 | **1941-6** Taikoo D. & E. Co. Ltd.—H.Kg<br>450′ 0″ 56′ 8″ 25′ 11½″<br>425′ 9″ 56′ 6″ 36′ 6″<br>F44′ 2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 6″ WB2591t incl. DTf453t Tunnel tanks 399t | S CSD<br>5 Ho 60′, 71′, 33′, 69′, 65½′<br>G.502182 B.462643<br>5 Ha (32½′, 35½′, 30½′, 35′, 35′×24′)<br>10W Der 8(5) | T 3Cy. 23½″ 38″ & 66″×45″<br>1800ihp NE&NB(p)12/47<br>G. Clark (1938) Ltd.<br>3 SB 220lb Spt hs(6405)<br>3×15kW 110V d.c. |

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| 501331<br>LQVA<br><br>Df Esd<br>Gc Rdr<br>RT | **AMADEO**<br>exSailmaker's Splice–47<br>**Soc. Anon. Importadora y Exportadora de la Patagonia**<br>Buenos Aires Argentine<br>Now **MAR CARIBE** See New Entries **No. 3** 5/68 | 3996<br>2207<br>6020 | ~~100A1~~ ~~SS 12/60~~<br>LMC<br>~~(Lloyd's RMC)~~<br>~~MN840~~ ~~EL v 1$\frac{1}{8}$"SQ~~<br>Class **WITHDRAWN**<br>~~SURVEYS OVERDUE—CLASS SUSPENDED 3/65.~~ | **1945** Southeastern S.B. Corp.—Sav<br>Cmpl. 1948 by Welding Shpyds Norfolk<br>338′ 8″ 50′ 2″ 23 4$\frac{1}{8}$″<br>321′ 3″ 50′ 0″ 29′ 0″<br>P90′ F40′ 2 dks<br>5BH<br>WB304t incl. DTf198t | M Ref Mchy.aft<br><br>G.260316 B.238075 In.8660<br><br>12W Der 1(20) | Oil 2SA 6Cy. 545×700 mm<br>1700bhp 862t<br>General Mchy. Corp. Hamilton<br>db 100lb 10k |
| 640110<br>TPOT<br><br>Df Esd<br>RT | **AMADIS**<br><br>**L. Lebon & G. Toublanc**<br>La Rochelle French | 210<br>71<br>444 | BV | **1963** At.-& Ch. de La Rochelle-Pallice—LaR-P<br>124′ 8″ 23′ 8″<br>105′ 0″ 23′ 7$\frac{1}{2}$″ 13′ 0″<br>RW | M Trawler<br><br><br>2 Ha (each 3$\frac{1}{2}$′×4′)<br>Der 1(3) | Oil 4SA 6Cy. 300×450 mm<br>745bhp 50t<br>Masch. Augsburg-Nürnberg Aug<br>13k |
| 501332<br>EALZ | **AMADOR**<br><br>**Amador Varela Hevia**<br>Gijon Spanish | 256<br>125<br>— | | **1932** Ast. de Gijon—Gjn<br>*114·1′* 21′ 8″<br>21′ 6″<br>R | S | T 3Cy. 9$\frac{1}{16}$″ 14$\frac{9}{16}$″ & 24″×16$\frac{1}{8}$″<br>120ihp 36t (o.f)<br>Union Nav. de Levante Val<br>9k |
| 540048<br>EAHJ<br><br>Df Esd<br>Pfd RT | **AMADORCIN**<br><br>**Amador Suarez Paisal**<br>Huelva Spanish | 186<br>86<br>115 | BV | **1962** Ast. de Murueta—Murueta<br>110′ 3″ 21′ 1″ 10′ 8″<br>94′ 6″ 21′ 0″ 11′ 4″<br>RW | M Trawler<br><br><br>2 Ha (each 3$\frac{1}{2}$′×3$\frac{1}{2}$′) | Oil 4SA 6Cy. 295×420 mm<br>550bhp<br>La Maquinista Terrestre y Mar. Bcl<br>11k |
| 501334<br>JEBT<br>85435<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **AMAGI MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 2249<br>1184<br>2219 | NK | **1960** Kure Zosensho—Kur<br>282′ 9″ 44′ 7″ 17′ 1$\frac{1}{4}$″<br>252′ 7″ 44′ 3$\frac{1}{2}$″ 21′ 4″<br>1 dk & S dk<br><br>rf 4″ | M Stern Trawling Factory ShipOSD<br>3 Ho 36′, 60′, 51$\frac{1}{2}$′<br><br>3 Ha (each 7$\frac{3}{4}$′×7$\frac{3}{4}$′)<br>Cr 1(5) 4(1$\frac{1}{2}$) Der 2(5) 2(3) 4(1$\frac{1}{2}$) | Oil 2SA 6Cy. 420×750 mm<br>2400bhp (hvf)<br>Mitsui Zosen Tmn<br>3×300, 300, 100kW 445V 60c/s a.c.<br>12$\frac{1}{2}$k |
| 501336<br>JNZE<br>67016<br>Df Esd<br>Gc Pfd<br>Rdr | **AMAGISAN MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo Japanese | 6987<br>4369<br>10295 | NK<br><br>✠Classed LR until 4/65 | **1951**–2 Mitsui Zosen—Tmn<br>452′ 7″ 59′ 2″ 27′ 9$\frac{1}{2}$″<br>420′ 10″ 59′ 0″ 36′ 1″<br>F80′ 2 dks<br>RW | M Ref<br>5 Ho<br>G.567000 B.523000 In.3380<br>5 Ha (27′, 43$\frac{1}{2}$′, 32′, 44$\frac{1}{2}$′, 34$\frac{1}{2}$′×23′)<br>14W Der 2(15) 2(10) 10(5) | Oil 2SA 8Cy. 620×1150 mm<br>4050bhp 1110t<br>Mitsui Zosen Tmn<br>3×200kW 225V d.c. 14k |
| 501337<br>JEWR<br>86545<br>Df Esd<br>Rdr<br>RTv | **AMAKUSA MARU**<br><br>**Nippon Telegraph & Telephone Public Corporation**<br>Tokyo Japanese | 359<br>131<br>172 | | **1961** Mitsubishi Zosen—Smk<br>144′ 7″ 24′ 9″ 8′ 10″<br>124′ 5″ 24′ 7$\frac{1}{2}$″ 13′ 1″<br>1 dk<br>rf 8″ | M Cable Ship Mchy.aft<br>1 Ho 38′<br><br>Der 1(3) | Oil 4SA 6Cy. 370×520 mm<br>950bhp 38t (d.o)<br>Hanshin Nainenki Kogyo Kob<br>1×7$\frac{1}{2}$kW 225V 60c/s a.c.<br>Controllable pitch propeller 11k |
| 501339<br>4XQF<br>MS118<br>Df Esd<br>Gc Rdr<br>RT | **AMAL**<br><br>**Atid Cargo Lines Ltd.**<br>Haifa Israel | 2958<br>1498<br>4200 | ✠100A1 SS 5/64<br>Str. nav. ice<br>✠LMC<br><br>MN576 EL t | **1959**–2 Hanseatische Werft G.m.b.H.—Ham<br>311′ 8″ 44′ 8″ 22′ 7$\frac{1}{2}$″<br>283′ 4″ 44′ 6″ 26′ 9″<br>Ba75′ F41′ 2 dks<br>4BH<br>rf nil WB638t | M Mchy.aft<br><br>G.189200 B.172350<br><br>8W Der 1(15) 8(3–5) | Oil 4SA 8Cy. 520×740 mm<br>2880bhp 300t<br>Masch. Augsburg-Nürnberg Aug<br>14k |
| 501340<br>PKMJ<br><br>Df Esd<br>Rdr | **AMAL**<br><br>**Republik Indonesia**<br>P.T. Indonesia Sugar Line<br>Djakarta Indonesian | 1725<br>967<br>— | | **1958** Cant. Nav. Alberti—Spz<br>269′ 0″ 46′ 1″ 17′ 8$\frac{3}{8}$″<br>249′ 4″ 45′ 11″ 20′ 4″<br>1 dk<br>RW | M Ref Mchy.aft | Oil 2SA 6Cy. 450×740 mm<br><br>S.A. Fiat S.G.M. Tur |
| 501341<br>IBVT<br>570<br>Df Esd<br>Gc Rdr<br>RT | **AMALFI**<br><br>**"Alcione" Soc. di Navigazione per Azioni**<br>Palermo Italian | 29793<br>15195<br>47450 | RI<br><br>✠Classed LR until 10/65 | **1963**–8 Ansaldo S.p.A.—Gen<br>756′ 6″ 98′ 10″ 39′ 5$\frac{3}{4}$″<br>700′ 11″ 98′ 5″ 55′ 6″<br>P142′ F84′ 1 dk<br>rf nil | M Mchy.aft<br>6 Ho<br>G.1964385 | Oil 2SA 8Cy. 840×1800 mm<br>16800bhp B&W 2500t<br>Ansaldo Stab. Mecc. Gen<br>17k |
| 542613<br>9HAZ<br>315744<br>Df Esd<br>Gc | **AMALIA**<br>exMaria Lauretana–63<br>exCiclope–62<br>exJ. Frank Cooper–47<br>**The Drive Shipping Transports Organisations Co. Ltd.**<br>Malta British | 7304<br>4924<br>10854 | RI | **1944** California S.B. Corp.—L.An<br>441′ 4″ 57′ 0″ 27′ 8$\frac{3}{4}$″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, pt 3rd dk | S<br>5 Ho<br>G.535000 B.475000 | T 3Cy. 24$\frac{1}{2}$″ 37″ & 70″×48″<br>2500ihp 703t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>11k |
| 516759<br><br>2891<br>Df Esd<br>Rdr | **AMALIA**<br>exJadro–66 exCongo–59<br>**Ionian Romano Cia. Nav. S.A.**<br>G. D. Patrikios<br>Piræus Greek | 2178<br>1097<br>3640 | BV JR | **1949** A/S Rosenbergs M/V—Stv<br>328′ 11″ 46′ 0″ 18′ 4″<br>45′ 10″<br>P61′ F27′ 1 dk & S dk<br>RW | S OSD Mchy.aft<br><br>G.246000 B.230000<br><br>10W | C 4Cy. (2) 14$\frac{9}{16}$″ & (2) 34$\frac{1}{2}$″×32$\frac{1}{2}$″<br>514t (o.f)<br>A/S Rosenbergs M/V Stv<br>11$\frac{1}{2}$k |

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| 540049<br><br><br>Df Esd<br>Rdr RT | **AMALIA**<br>exEnid-63<br>**Cia. Mar. Gold Fish S.A.**<br>Panama Panamanian | 2062<br>1115<br>3580 | | Lch. **1941** Cmpl. **1946** Trondhjems M/V<br>—Tdh<br>302' 9" 44' 2" 19' 11½"<br>284' 0" 43' 11"<br>P28' B155' F27' 1 dk & S dk | S OSD<br><br>G.225758 B.211327<br><br>8W Der 1(20) | C 4Cy. (2) 15" & (2) 36⅝"×33⅛"<br><br>Trondhjems M/V |
| 541865<br>SYMT<br>2201<br>Df Esd<br>RT | **AMALIA**<br>exMargarethe Reckmann-63<br>**E. M. J. Colocotronis**<br>Piræus Greek | 499<br>223<br>—<br>786<br>510<br>— | AB | **1950** Werft Nobiskrug—Rendsburg<br>190' 11" 30' 5" 15' 9½"/12' 0½"<br>183' 8" 30' 3" 18' 8¾"<br>1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>1 Ho 131½'<br>G.57697 B.52436<br><br>4W | Oil 4SA 6Cy. 400×460 mm<br><br>Masch. Augsburg-Nürnberg |
| 651775<br><br>346<br>Esd Rdr<br>RT | **AMALIA MARINANGELI**<br><br>**P. Marinangeli**<br>Ancona Italian | 150<br>92<br>— | RI | **1965** Cant. Nav. Mario Morini—Anc<br>117' 9" 24' 7" 9' 9½"<br>105' 5" 23'11½" 13' 10"<br>1 dk | Wood M Trawler | Oil 4SA 6Cy. 320×450 mm<br>450bhp<br>Masch. Kiel A.G. |
| 507267<br>ILNG<br>3381<br>Rdr | **AMALIAEMME**<br>exCici T-66<br>**Ignazio Messina & C.**<br>Genoa Italian | 912<br>509<br>1551 | AB RI | **1957** Off. Mec. Nav. G. Toffolo—Ven<br>206' 9" 32' 11" 17' 8"<br>183' 0" 32' 10" 19' 8"<br>P49' F21' 2 dks<br>RW<br>rf 5" | M CSD Mchy.aft<br>2 Ho<br>B.63000<br>2 Ha | Oil 2SA 5Cy. 360×650 mm<br>875bhp<br>S.A. Fiat S.G.M. |
| 501342<br>DCBR<br><br>Df | **AMALIE**<br><br>**Leerer Heringsfischerei G.m.b.H.**<br>Leer W. German | 196<br>96<br>— | GL | **1934** Frd. Krupp Germ. A.G.—Kel<br>106' 11" 23' 1" 10' 6"<br>... ... 10' 11"<br>Q19' 1 dk<br>R | M Fishing | Oil 4SA 6Cy. 215×300 mm<br>200bhp NE57<br>Motorenw. Mannheim |
| 515495<br>DFWW | **AMALIE STÜVEN**<br>exHorn-65 exMagda-59<br>**Hans-Augustus Stüven**<br>Bützfleth W. German | 130<br>72<br>198 | GL | **1928** H. Van der Werf—Stadskanaal<br>113' 10" 18' 5" 6' 7"<br>6' 9"<br>Q23' 1 dk<br>R len 50 | M Mchy.aft | Oil 4SA 4Cy. 190×400 mm<br>100bhp NE36<br>Humboldt-Deutzmot. |
| 501345<br>GHDT<br>302086<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **AMALRIC**<br><br>**Shaw Savill & Albion Co. Ltd.**<br>Southampton British | 7791<br>4090<br>~~6550~~<br>8840 | ✠100A1 SS 9/64<br><br>✠LMC<br>✠Lloyd's RMC<br>MN2020 EL d†2$\frac{3}{16}$"SQ | **1960**–11 Bremer Vulkan—Vgk<br>457' 7" 63' 10" ~~28' 8"~~ 28' 9"<br>427' 6" 63' 6" 38' 6"<br>F117' 2 dks, 3rd dk except in Nos. 1 & 4 holds<br>RW 6BH<br>rf 3" WB1840t incl. Tunnel tanks 143t | M Ref<br>4 Ho 99½', 69', 69', 76½'<br>G.74338 B.67310 In.343404<br>4 Ha (stl) (each 37'×19½')<br>14W Der 4(10) 5(5) 6(3) | Oil 2SA 9Cy. 780×1400 mm<br>10100bhp MAN<br>Bremer Vulkan<br>2WTAuxB (1 o.f 1 ex.g) 114lb<br>4×290kW 220V d.c. |
| 501346<br>FNIK<br><br>Df Esd<br>Rdr RT | **AMALTHÉE**<br><br>**Soc. Navale Caennaise (Anct. G. Lamy & Cie.)**<br>Caen French | 3122<br>1623<br>1988 | BV | **1961** At. & Ch. de Bretagne—Nts<br>325' 6" 47' 6" 18' 10"<br>303' 2" 47' 5"<br>1 dk & S dk | M Ref OSD<br>pt bulk wine carrier<br><br>2 Ha (63½', 57½'×16½')<br>Der 4(10) 4(5) | 2 Oil 4SA each 8Cy. 400×460 mm<br>5660bhp with Vulcan coupling gearing to sc. shaft Pielstick<br>At. & Ch. de Bretagne |
| 501347<br>THLX<br><br>Esd Rdr<br>RT | **AMALTHÉE**<br>exPlantagenet-62<br>**"DORIS" Developpement Operationnel des Richesses Sous-Marines**<br>Nantes French | 517<br>130<br>— | ✳<br><br>BV | **1939** Lobnitz & Co. Ltd.—Rnf<br>*138·2'* 30' 8"<br>30' 6"<br>1 dk<br>R conv salvage ship 62 | S Hydrographic Ship Mchy.aft<br><br><br><br>Der 1(5) 1(1½) | T 3Cy. 14½" 23½" & 39"×24"<br>888ihp<br>Lobnitz & Co. Ltd. |
| 526811<br>PJJX<br><br>Df Esd<br>Gc RT | **AMANDA**<br>exGilda Julia-67 exPachitea-66<br>exThimble Eye-47<br>**Cia. Anon. Nav. Orinoco S.A.**<br>La Guaira Venezuelan | 3886<br>2258<br>6007 | AB | **1945** Pennsylvania Shpyds Inc.—Beaumont<br>388' 8" 50' 4" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks | M Mchy.aft<br><br>G.249835 B.227730<br><br>12W Der 1(30) 1(20) 10(5½) 2(1½) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp<br>Nordberg Mfg Co. |
| 671085<br>OUHB | **AMANDA**<br>**Fru Sigrid Kristensen**<br>~~H. J. A. Kristensen~~<br>Søby Danish | 150<br>89<br>— | BV | **1964** Søby Stålskibs—Søby<br>116' 2" 23' 6"<br>... ... ...<br>1 dk | M Dredger | 2 Oil 4SA each 6Cy. 127×145 mm<br>geared to sc. shaft<br>298bhp<br>A/B Scania-Vabis |
| 501348<br>VDPV<br>172442 | **AMANDA TRANSPORT**<br><br>**Laurent Tremblay**<br>Quebec Canadian | 150<br>115<br>— | | **1941** H. Harvey—Charlevoix<br>*89·0'* 27' 11"<br>27' 9" | Wood Aux Ctr | Oil 2SA 6Cy. 255×305 mm<br><br>Fairbanks Morse & Co. |
| 640516<br>DNEV<br><br>Df Esd<br>Rdr RT | **AMANDUS**<br><br>**Paul Hinrich Lanker**<br>Hamburg W. German | 500<br>349<br>— | GL | **1963** J. J. Sietas Schiffsw.—Ham<br>*219·4'* 34' 7" 12' 10"<br>34' 4" 20' 0"<br>F24' 1 dk & S dk<br>len 67 | M OSD Mchy.aft<br><br>G.72800 B.65300 | Oil 4SA 6Cy. 320×400 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 680119<br><br><br>Df Esd<br>RT | **AMANECER**<br><br>**Felix Perez**<br>Vigo Spanish | 135<br>—<br>— | | **1967** Const. Nav. Santodomingo—Vgo<br>88' 11"<br>76' 2" 20' 4" 11' 4"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 220×280 mm<br>400bhp<br>Klöckner-Humboldt-Deutz |

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| 672220<br>UIEZ<br>M-19032 | **AMANGELDY IMANOV**<br>**U.S.S.R.**<br>Baku Russian | 3821<br>2002<br>4663 | | **1958** ....................Russia<br>405′ 2″ 52′ 6″ 14′ 5″<br>18′ 0″<br>1 dk | TM Tanker Mchy.aft<br>15 Ta<br>L.217186 | 2 Oil 2SA each 8Cy. 300×500 mm<br>11k |
| 526717<br>ODKG<br>Df Esd<br>Rdr | **AMANI**<br>exOtterberg–64<br>exEssenberg–62<br>exMarietta Bolten–59<br>exCarl Gorthon–57<br>**Mena Shipping & Tourist Agency (Affaki & Leheta)**<br>Lebanese | 1885<br>979<br>3400 | ✠100A1 Dr 5/66<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>MN396 EL | **1939**–11 A/S Fredriksstad M/V—Fks<br>300′ 0″ 43′ 11″ 18′ 11″<br>289′ 0″ 43′ 9″ 27′ 3″<br>F22′ 1 dk & S dk<br>RW Coll BH & APBH to S dk 2 to 2nd dk<br>WB922t | S OSD<br>2 Ho 125½′, 92¼′, 2 TwD 112¼′, 72½′<br>G.215270 B.199090<br>5 Ha (24½′×18′) (26¼′, 26¼′, 26¼′, 24½′×21′)<br>10W Der 2(6) 8(3) | C 4Cy. (2) 15⅜″ & (2) $37\frac{13}{16}$″×$34\frac{7}{16}$″<br>2200ihp (o.f)<br>A/S Fredriksstad M/V Fks<br>2 SB 220℔ Spt hs(4117) 6cf<br>2×15kW 110V d.c. 12k |
| 501349<br>PSKY<br>Esd RT | **AMANNA GAPPA**<br>**P.T. Perusahaan Pelajaran Sulawesi Selatan**<br>Macassar Indonesian | 813<br>539<br>— | | **1960** Firma Niestern's Schpsw.—Gro<br>192′ 2″ 30′ 6″ 13′ 7¼″<br>173′ 1″ 30′ 2″ 17′ 6″<br>2 dks<br>RW | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>Klöckner-Humboldt-Deutz Kln |
| 670015 | **AMANTINO CÂMARA**<br>**Navegação Mercantil S.A.**<br>Rio de Janeiro Brazilian<br>For later particulars see New Entries No. 10 | 13000<br>—<br>18110 | 100A1<br>Class contemplated | Cia. Com. e Nav. Estaleiro Maua —Rio<br>554′ 1″ 70′ 3″ 30′ 0½″<br>520′ 0″ 70′ 0″ 41′ 3″ | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Mecanica Pesada Rio |
| 501352<br>VWBG<br>191994 | **AMAR**<br>**Bombay Port Trust**<br>Bombay Indian | 433<br>42<br>— | ✠Classed LR until 4/56 | **1953**–10 Hooghly Dkg & Eng. Co. Ltd.—Cal.<br>142′ 6″ 34′ 8″ 10′ 6″<br>34′ 6″<br>RW | TS Tug<br>1 Ha (3½′×3½′)<br>Der 1(3) | T 6Cy. 13″ 23″ & 38″×27″<br>127t (o.f)<br>Plenty & Son Ltd. Nby<br>11¾k |
| 650713<br>TMPG<br>Esd Pfd<br>RT | **AMARANTE**<br>**Goalabre, Nicot & Cie.**<br>Concarneau French | 179<br>59<br>— | BV | **1964** S.I.C.C. Na.—St.M<br>104′ 5″ 23′ 10″ 9′ 5″<br>89′ 8″ 23′ 8″ 11′ 10″ | M Trawler<br>2 Ha (each 3¼′×3¼′)<br>Der 1(2) | Oil 4SA 6Cy. 255×300 mm<br>575bhp<br>Etab. Duvant Vln<br>11½k |
| 501355<br>WCJA<br>248325<br>Df Esd<br>Gc | **AMARILLO VICTORY**<br>**United States Department of Commerce**<br>Los Angeles United States | 7641<br>4626<br>10719 | AB | **1945** California S.B. Corp.—L.An<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Allis-Chalmers Mfg Co. Milwaukee<br>2×200kW 240V d.c. 15k |
| 501356<br>HPAU<br>4693<br>Df Esd | **AMARITA**<br>exInchwells–59<br>exBurna Baai–53<br>exFort Amsterdam–48<br>exJames A. Little–44<br>**Pumoo Steamship Co. Ltd.**<br>**Pusan S. Korean** | *1896*<br>*~~961~~ 967*<br>2709 | CR (Taiwan) | **1944** Ingalls S.B. Corp.—Decatur<br>258′ 9″ 42′ 1″ 18′ 0″<br>236′ 10″ 41′ 11″ 20′ 5″<br>P22′ B63′ F22′ 1 dk | S<br>4 Ho 40¾′, 76½′, 52′, 45′<br>G.124289 B.117000<br>4 Ha (29¼′, 32′, 24¾′, 24¾′×21′)<br>6W Der 6(3) | C 6Cy. (3) 20″ & (3) 44″×27″<br>1300ihp 352t (o.f)<br>Ajax Uniflow Co. Corry<br>2×50kW 110V d.c.<br>Directional propeller 10½k |
| 670515<br>JGNL<br>100848 | **AMARYLLIS**<br>**Tokyo Kaiji K.K.**<br>Tokyo Japanese | 1811<br>640<br>— | NK | **1967** Kurushima Dock Co. Ltd.—Imabari<br>239′ 6″ 46′ 0″ 19′ 8″<br>218′ 9″ 45′ 10″ 21′ 11″ | TM Tug | 2 Oil 2SA each 6Cy. 420×900 mm<br>6600bhp<br>Mitsui Zosen Tmn<br>13k |
| 651669<br>FTLI<br>Esd Pfd<br>Rdr | **AMARYLLIS**<br>**Pierre Nicot**<br>Quimper French | ~~285~~ 231<br>~~145~~ 85<br>— | BV | **1965** S.I.C.C. Na.—St.M<br>109′ 0″ 25′ 5″<br>92′ 7″ 25′ 3″ 12′ 6″ | M Stern Trawler<br>5 Ha (3¾′, 3¾′×3¾′) (3′×3′) (3½′, 3½′×3½′) | Oil 4SA 8Cy. 255×300 mm<br>770bhp 23t<br>Etab. Duvant Vln<br>11½k |
| 537735<br>IKAN<br>1082 | **AMASIA**<br>exVecchia Albiola–66<br>exAlbiola–55<br>**L. Amasia & C. S.a.S.**<br>Naples Italian | 229<br>122<br>— | RI | **1947** Benedetto Schiavon—S.Pietro<br>106′ 11″ 25′ 4″ 8′ 4″<br>95′ 10″ 24′ 9″ 11′ 6″<br>1 dk | Wood Aux Sr Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 265×410 mm<br>300bhp<br>S.A. Ansaldo Gen |
| 501360<br>MYCK<br>187833<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AMASTRA**<br>**Tanker Finance Ltd.**<br>London British<br>Shell Tankers (U.K.) Ltd. (Mgrs.) | 12273<br>6986<br>18037 | ✠100A1 SS 8/66<br>oil tanker<br>✠LMC<br>MN1000 EL h†$2\frac{9}{16}$″SQ | **1958**–7 Smith's Dock Co. Ltd.—Mdb<br>559′ 0″ 69′ 5″ 29′ 10″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P120′ B37′ F48′ 1 dk<br>16BH<br>rf 3″ WB499t | M Tanker Mchy.aft<br>33 Ta<br>L.890493 HeCls. BC<br>1 Ha (stl) (8′×8′)<br>Der 1(5) | Oil 2SA 6Cy. 650×2320 mm<br>8000bhp Doxford 1372t (hvf)–30pd<br>Hawthorn Leslie (Eng.) Ltd. Nwc<br>2WTAuxB 220℔ AuxB 220℔<br>2×400kW 440V 60c/s a.c. 14½k |

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| 501361<br>PCOF<br><br>Df<br>RTm | **AMASUS**<br>exSaturnus-62 exEton-47<br>exWille exEton<br>**R. Pilon**<br>Maritima Scheepv. & Handelmaats. N.V.<br>Delfzijl Netherland | 267<br>154<br>330 | <br><br>BV | 1933 Gebr. van Diepen—Waterhuizen<br>139' 2" 21' 10" 9' 0"<br>21' 8"<br>1 dk<br>RW len 63 | M Mchy.aft<br><br>G.12714 B.11500<br>2 Ha (34½', 30½'×13')<br>Der 2(2) | Oil 4SA 4Cy. 310×350 mm<br>220bhp<br>Appingedammer Brons. |
| 501362<br>TCWM<br>851<br>Df Esd<br>Gc Rdr | **AMASYA**<br><br>**D. B. Deniz Nakliyati T.A.S.**<br>Istanbul Turkish | 3013<br>1542<br>3841 | <br><br>AB | 1955 Sanoyasu Dkyd Co. Ltd.—Osa<br>335' 11" 46' 8" 20' 4½"<br>314' 11" 46' 6" 25' 6"<br>2 dks<br>RW | M (6P)<br>4 Ho 56½', 62', 50½', 52½'<br>G.183295 B.164500<br>4 Ha (stl) (29½'×15½') (32', 32', 29½'×17½')<br>8W Cr 8(5) Der 1(25) | Oil 2SA 7Cy. 600×1040 mm<br>3500bhp Sulzer<br>Uraga Diesel Kogyo<br>2×170kW 115/230V d.c. |
| 501364<br>GVVV<br>301039<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMAZON**<br><br>**Welldeck Shipping Co. Ltd.**<br>Furness Ship Management Ltd.<br>London British<br>Now **AKAROA** See New Entries No. 2 | T.Mk<br>18565<br>10547<br>9256 | ✠100A1 SS 7/64<br>tunnel centre and wing tanks—vegetable oil<br>✠LMC<br>✠**Lloyd's RMC**<br>MN4000 EL m†2 1/16"SQ | 1959-12 Harland & Wolff Ltd.—Bel<br>584' 0" 78' 3" 28' 10½"<br>540' 0" 78' 0" 49' 6"<br>B&F468' 3 dks, 4th & 5th dks except in mchy. space<br>RW 7BH to U dk 1 to 2nd dk<br>rf 15" WB2784t incl. Tunnel tanks 334t DTf125t | TM (479P) Ref<br>5 Ho 56½', 71½', 80', 82½', 76½'<br>G.61180 B.56910 In.485110<br>5 Ha (22', 24½'×16') (22½', 17'×15½') (25'×17')<br>Der 2(15) 4(10) 2(7) 12(5) | 2 Oil 2SA each 6Cy. 750×1500 mm exhaust 500 mm<br>20000bhp B&W<br>Harland & Wolff Ltd.<br>4AuxB (2 o.f 2 ex.g) 100lb<br>4×750kW 440V 60c/s a.c. |
| 516322<br>SZYQ<br><br>Df Esd<br>Gc Rdr<br>RT | **AMAZON**<br>exIrish Pine-65<br>**Cia. Acarnania de Nav. S.A.**<br>Chios Greek | 5021<br>2507<br>7575 | ✠100A1 SS 4/65<br>with freeboard<br>✠LMC<br><br>MN880 EL a†2"SQ | 1948-12 J. Readhead & Sons Ltd.—Shl<br>436' 0" 56' 1" 24' 4"<br>405' 7" 55' 9" 35' 5"<br>F38' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>WB2912t incl. DTma920t DTsmf564t | M OSD<br><br>G.455180 B.412010<br><br>10W Der 1(20) 2(7) 8(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp ✠NE4/60 Doxford<br>Hawthorn, Leslie (Eng.) Ltd.<br>✠2NAuxB 4/60-100lb |
| 501366<br>SIJD<br>10132<br>Df Esd<br>RT | **AMAZON**<br><br>**Brødrene Jansson & A. Larsson**<br>Gustav Jansson<br>Hälsö Swedish | 134<br>67<br>— | <br><br>NV | 1961 Ottens Skipsbyggeri—Sagvåg<br>88' 7" 21' 7"<br>... ... ...<br>1 dk | M Fishing Mchy.aft<br>1 Ho<br><br>3 Ha (each 4½'×3½')<br>1W Der 1(½) | Oil 4SA 8Cy. 220×280 mm<br>585bhp<br>Klöckner-Humboldt-Deutz |
| 501367<br>JMTK<br>67218<br>Df Esd<br>Gc Rdr<br>RT | **AMAZON MARU**<br><br>**Toei Kaiun Sangyo K.K.**<br>Tokyo Japanese | 4400<br>2526<br>6505 | <br><br>NK | 1951 Nipponkai Dock—Toyama<br>399' 5" 52' 8" 23' 7"<br>368' 3" 52' 6" 28' 6"<br>P24' B102' F29' 1 dk<br>RW<br>rf 5" | M (4P)<br>4 Ho 48½', 91½', 76', 51½'<br>G.306298 B.279470<br>4 Ha (27½', 49½', 42', 34'×21')<br>12W Der 4(10) 6(5) 4(3) | Oil 4SA 8Cy. 460×690 mm<br>2400bhp NE59<br>Ito Tekkosho<br>2×65kW 110V d.c. |
| 501368<br>EDAD | **AMAZONA**<br><br>**José Barreras Puente and others**<br>Vigo Spanish | 134<br>86<br>70 | | 1947 Hijos de J. Barreras S.A.—Vgo<br>88' 7" 21' 2" 10' 11"<br>21' 0" | Wood M Fishing Mchy.aft<br>1 Ho 30½' | Oil 4SA 4Cy. 270×500 mm<br><br>N.V. Werkspoor |
| 501369<br>PUVM<br><br>Df Esd<br>Gc Rdr<br>RTm | **AMAZONAS**<br>exFNP Amazonas-54<br>exAmazonas-53<br>**Petróleo Brasileiro S.A.-Petrobrás Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | 10215<br>5932<br>16310 | <br>✠LR class withdrawn—Reported defects 1/67 | 1952-2 Uddevallavarvet A/B—Udv<br>525' 5" 64' 2" 29' 8½"<br>495' 0" 63' 11" 38' 3"<br>P104' B40' F65' 1 dk<br>RW | M Tanker Mchy.aft<br>19 Ta<br>L.757000 HeCls. BC<br><br>Der 4(5) 1(1½) | Oil 2SA 7Cy. 740×1600 mm<br>6500bhp 1164t (d.o)<br>Burmeister & Wain<br>2×165kW 230V d.c. |
| 501370<br>OAPI<br><br>Df Esd<br>Gc Rdr<br>RTh | **AMAZONAS**<br>exMadawaska Victory-47<br>**Corporacion Peruana de Vapores**<br>Callao Peruvian | 7607<br>4551<br>10584 | <br><br>AB | 1944 Bethlehem-Fairfield—Bal<br>455' 3" 62' 2" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 78', 81', 75'<br>G.528325 B.456525<br>3 Ha (stl) (25', 24', 36'×22½')<br>2 Ha (w) (36', 33'×22½')<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6000shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 120/240V d.c. |
| 501372<br>DIAS<br><br>Df Esd<br>Gc Rdr<br>RT | **AMAZONAS**<br><br>**Friedrich A. Detjen**<br>Hamburg W. German | 2532<br>1387<br>4510 | <br><br>GL | 1952 Orenstein-Koppel & Lbcr. Masch.—Lbc<br>349' 3" 48' 7" 20' 3"<br>48' 5" 29' 6"<br>P21' F34' 1 dk & S dk<br>RW<br>rf 4" | M (2P) OSD<br>4 Ho 55', 80', 50½', 45½'<br>G.265929 B.241914<br>4 Ha (32½', 48½', 32½', 32½'×20½')<br>11W Der 1(50) 2(10) 8(5) | Oil 2SA 9Cy. 520×900 mm<br>2700bhp<br>Masch. Augsburg-Nürnberg<br>3×125kW 230V d.c. |
| 650443<br>DNIF<br><br>Df Esd<br>Rdr RT | **AMAZONE**<br><br>**Eduard Kähler**<br>Johs. Thode<br>Hamburg W. German | 299<br>184<br>748 | <br><br>GL | 1964 H. Rancke—Ham<br>187' 8" 28' 6" 10' 8"<br>169' 2" 28' 3" 17' 8"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho<br>G.51556 B.43070<br>1 Ha (95½'×18') | Oil 4SA 6Cy. 270×360 mm<br>450bhp<br>Klöckner-Humboldt-Deutz |
| 501374<br>SIUM<br>7224 | **AMAZONE**<br>exHerman-41 exHerman Blem<br>exKaren<br>**Alf Davidsson**<br>Fisketången Swedish | 266<br>172<br>370 | <br><br>BV | 1901 Bornholms Maskinfabrik—Rönne<br>124' 7" 26' 8"<br>26' 6" 12' 1"<br>1 dk | Wood M Mchy.aft | Oil 2SA 2Cy. 380×400 mm<br>210bhp NE60<br>Skandiaverken A/B |

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| 501376<br>DGMS<br>Df Esd<br>Rdr RT | **AMAZONE II**<br>**Eduard Kähler**<br>Johs. Thode<br>Hamburg W. German | 424<br>265<br>650 | | GL | **1955** Schiffsw. H. Rancke—Ham<br>*174·8′* 26′ 7″ 10′ 6″<br>26′ 5″ 17′ 8″<br>P36′ B36′ F20′ 1 dk<br>RW len & deepened 62 | M Mchy.aft<br>1 Ho 96½′<br>G.34558 B.28692<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp 28t<br>Klöckner-Humboldt-Deutz Kln<br>10k |
| 501377<br>Df Rdr<br>RT | **AMAZONIA**<br>exLind-59<br>**Cia. de Nav. da Amazonia**<br>Manaos Brazilian | 1250<br>608<br>1677 | | | **1950** Ekensbergs Varv—Skm<br>223′ 7″ 35′ 7″ 15′ 0″<br>35′ 5″<br>P53′ F35′ 1 dk | M Tanker Mchy.aft<br>10 Ta<br>L.83216 HeCls. C | Oil 2SA 6Cy. 340×570 mm<br>154t-4pd<br>Atlas-Diesel Skm<br>10¼k |
| 501378<br>UTJF<br>M-16781<br>Df | **AMAZOR**<br>**U.S.S.R.**<br>Russian | 533<br>—<br>250 | | | **1953** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157′ 1″ 31′ 4″ 11′ 10″<br>139′ 11″ 31′ 2″ 15′ 5″<br>F56′ | S Tug | T 3Cy. 16⁹⁄₁₆″ 27⁹⁄₁₆″ & 45⁹⁄₁₆″×27⁹⁄₁₆″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| 652194<br>HT26<br>Esd RT | **AMAZYA**<br>**Israel Ports Authority**<br>Haifa Israel | 188<br>—<br>— | ✠100A1<br>tug<br>Eastern Mediterranean<br>and Red Sea service<br>✠LMC<br>MN304 | EL (d) | **1965**-10 Atlas Werke A.G.—Bmn<br>100′ 1″ 26′ 4″ 10′ 3½″<br>85′ 4″ 25′ 7½″ 13′ 2″<br>3BH<br>rf 47″ BK5″ | M Tug | 2 Oil 4SA each 8Cy. 220×280 mm with flexible couplings & sr reverse gear to sc. shaft<br>1600bhp<br>Klöckner-Humboldt-Deutz Kln |
| 501379<br>IJMP<br>525<br>RT | **AMAZZONE**<br>**Giannetto, Attilio & Alberto Montanari**<br>Trieste Italian | 398<br>205<br>598 | ✠Classed LR until 10/53 | AB RI | **1950**-6 Cant. Nav. Martinuzzi—Tri<br>164′ 1″ 27′ 5″ 10′ 9″<br>150′ 10″ 27′ 3″ 11′ 2″<br>P47′ F19′ Trunks in well 1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta | Oil 2SA 6Cy. 260×450 mm<br>450bhp<br>S.A. Fiat S.G.M. Tur<br>11k |
| 661988<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMBARTSHIK**<br>**U.S.S.R.**<br>Russian | 3359<br>1560<br>4400 | | | **1966** Rauma-Repola O/Y—Rauma<br>344′ 10″ 48′ 7″ 20′ 5″<br>318′ 0″ 48′ 6″ 23′ 0″<br>1 dk | M Tanker | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W |
| 524079<br>5LHH<br>960<br>Df Esd<br>Gc Rdr<br>RT | **AMBER**<br>exMontebello Hills-63<br>**Condor Financiera Panama S.A.**<br>Monrovia Liberian | 10535<br>6349<br>16500 | | AB | **1944** Marinship Corp.—Sausalito<br>523′ 6″ 68′ 2″ 30′ 2″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor<br>6000shp (Sy) 1495t (o.f)-50pd<br>Elliott Co. Jeannette<br>14½k |
| 501382<br>MWTK<br>185045<br>Esd Pfd<br>Rdr<br>RTm/v | **AMBER**<br>**Gem Line Ltd.**<br>William Robertson Shipowners Ltd.<br>Glasgow British | 1596<br>858<br>2410 | ✠100A1<br>✠LMC<br>MN330 | SS 7/65<br>EL q | **1956**-6 Ailsa S.B. Co. Ltd.—Trn<br>267′ 9″ 39′ 0″ 17′ 0½″<br>252′ 0″ 38′ 6″ 19′ 9″<br>P54′ F30′ 1 dk<br>RW NS 4BH<br>rf 6″ WB715t | M Mchy.aft<br>2 Ho each 80′<br>G.112677 B.107926<br>2 Ha (stl) (60′, 58½′×23½′)<br>4W Der 4(3) | Oil 4SA 8Cy. 420×660 mm<br>1650bhp 143t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×48kW 220V d.c. 12½k |
| 501383<br>LPAB<br>RTm/h | **AMBERES**<br>**Empresa de Navegacion Samuel Gutnisky**<br>Buenos Aires Argentine | 1507<br>859<br>1825 | | | **1930** A. & J. Inglis Ltd.—Gls<br>287′ 9″ 43′ 2″ 12′ 0″<br>43′ 0″<br>P37′ B46′ F29′ 1 dk<br>RW | TM<br>4 Ho each 59′<br>G.80000 B.77000<br>4 Ha (each 28′×16′)<br>Der 2(5) 5(3½) 1(1) | 2 Oil 4SA each 6Cy. 400×750 mm<br>1180bhp 74t (d.o)<br>Harland & Wolff Ltd. Gls<br>2×99, 66kW 220V d.c. 11k |
| 501384<br>GNSX<br>185953<br>Df Esd<br>Pfd Rdr<br>RTm/v | **AMBERLEY**<br>**Stephenson Clarke Shipping**<br>~~**Stephenson Clarke Ltd.**~~ **Ltd.**<br>London British | 1934<br>918<br>2405 | ✠100A1<br>✠LMC<br>MN300 | SS 7/65<br>EL q1½″SQ | **1953**-9 Grangemouth Dkyd Co. Ltd.—Gmh<br>262′ 3″ 38′ 9″ 17′ 2½″<br>249′ 5″ 38′ 6″ 18′ 6″<br>P56′ Q159′ F24′ 1 dk<br>RW NS 6BH<br>rf nil WB827t incl. DTm 170t | M Mchy.aft<br>4 Ho 35½′, 39¼′, 44′, 37½′<br>G.116210<br>4 Ha (stl) (20′×20′) (24′, 26′, 26′×26′)<br>4W Der 4(3) | Oil 2SA 8Cy. 340×570 mm<br>1500bhp 97t (d.o)<br>British Polar Engines Ltd. Gls<br>2×80kW 220V d.c. 10½k |
| 501385<br>GCRH<br>186890<br>Df Esd<br>Gc Rdr<br>RTv | **AMBERTON**<br>**Somerston Shipping Co. Ltd.**<br>Chapman & Willan Ltd.<br>Newcastle British | T.Mk<br>5907<br>3342<br>11306<br>8494<br>5226<br>12376 | ✠100A1<br>✠LMC<br>MN630 | SS 5/67<br>EL c† | **1959**-6 Short Bros. Ltd.—Sld<br>476′ 2″ 60′ 3″ 26′ 4½″/27′ 11¾″<br>447′ 6″ 60′ 0″ 38′ 6″<br>F38′ 2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 6″ WB3331t incl. DTmf1358t | M<br>5 Ho 31½, 56¾′, 92½′, 30′DT, 67½′, 65′<br>6 Ha (15¾′, 30¼′, 30′, 32½′, 30′, 30′×23′)<br>Der 12(5) | Oil 2SA 3Cy. 670×2320 mm<br>3307bhp Doxford (hvf)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>2AuxB 150℔<br>3×50. 40, 40kW 110V d.c. |
| 501387<br>OXSC<br>Df Gc<br>Pfd RT | **AMBITION**<br>**K. K. Lund Partrederi**<br>Esbjerg Danish | 116<br>52<br>— | | | **1960** A/S Nordsøværftet—Ringkøbing<br>89′ 11″ 20′ 10″<br>80′ 6″ 20′ 8″ 10′ 4″ | M Trawler | Oil 2SA 3Cy.<br>Grenaa Motorfb. Grenå |
| 501388<br>CSBY<br>H356<br>Df Esd<br>Gc Rdr | **AMBOIM**<br>**Cia. Colonial de Navegaçao**<br>Lisbon Portuguese | 5895<br>3311<br>9270 | ✠100A1<br>with freeboard<br>✠LMC | ~~SS 9/61~~<br>SS 10/67<br>EL b† | **1948**-5 Burntisland S.B. Co. Ltd.—Bnt<br>442′ 11″ 59′ 0″ 25′ 11¾″<br>415′ 7″ 58′ 8″ 38′ 0″<br>F35′ 2 dks & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2718t incl. DTa1021t | M Ref OSD<br>G.534158 B.480838 In.8800<br>14W Der 1(30) 1(10) 13(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp 808t<br>Wm. Doxford & Sons Ltd. Sld<br>db 105℔ 13k |

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| 501389<br>FNHE<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AMBOISE**<br><br>**Soc. Maritime des Pétroles BP**<br>Dunkirk French | 30971<br>17226<br>49366 | BV | 1961 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk<br>747′ 11″ 99′ 8″ 39′ 5⅜″<br>704′ 4″ 99′ 5″ 51′ 10″<br>1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta<br>L.2075275 HeCls. B<br><br>Der 4(5) | 2 S Turb dr geared to sc. shaft<br>18000shp 5760t (o.f)-10<br>At. & Ch. de Bretagne<br>2×850kW 400V 50c/s a.c. |
| 501392<br>IJOD<br>629<br>Esd Rdr<br>RTh | **AMBRIABELLA**<br><br>**Navigazione Alto Adriatico S.p.A.**<br>Trieste Italian | 292<br>117<br>115 | RI | 1962 Cant. Nav. Felszegi—Tri<br>170′ 0″ 24′ 4″ 7′ 3″<br>149′ 8″ 24′ 3″ 10′ 8″<br>1 dk<br>RW<br>rf 11½″ | TM Ferry (390P)<br>1 Ho 18′<br><br>1 Ha (stl) (7½′×5½′)<br>Der 2(1) | 2 Oil 4SA each 8Cy. 230×350 mm<br>1280bhp<br>S.A. Fiat S.G.M.<br>2×28kW 220V d.c. |
| 501393<br>CSJE<br>H375<br>Df Esd<br>Gc Rdr | **AMBRIZETE**<br><br>**Soc. Geral de Comercio Industria e Transportes**<br>Lisbon Portuguese | 5503<br>3267<br>9099 | ✠100A1 SS 6/67<br>with freeboard DTsmf—<br>vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL b†2$\frac{1}{16}$"SQ | 1949-3 Bartram & Sons Ltd.—Sld<br>450′ 1″ 59′ 0″ 26′ 0½″<br>425 ′9″ 58′ 5″ 37′ 8″<br>F40′ 1 dk & S dk, 3rd dk in way of holds<br>R Coll BH to S dk 6 to 2nd dk<br>rf nil WB2911t incl. DTm1359t | M (12P) Ref OSD<br>5 Ho 65′, 100½′, 31½′, 62′, 72′<br>G.532000 B.467000 In.5440<br>5 Ha (29½′×20′)<br>(31′, 41′, 31′, 31′×22′)<br>Der 1(50) 1(20) 18(6) | Oil 2SA 4Cy. 670×2320 mm<br>4250bhp<br>Richardsons, Westgarth<br>2AuxB 120lb<br>2×25kW 110V d.c. |
| 513745<br>IOIP<br>2946<br>RT | **AMBRO**<br>exGuido-64 exNemours<br>exAl Racou-38 exNijverdal-37<br>**"AGEMARI" Agenzia Marittima Italiana S.p.A.**<br>Genoa Italian | 646<br>360<br>852 | RI<br><br>**BROKEN UP** | 1930 Ind. Maats. "De Noord"—Alb<br>180′ 8″ 27′ 2″<br>173′ 0″ 27′ 0″ 13′ 3″<br>P109′ F25′ 1 dk<br>R | M Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 370×580 mm<br>575bhp<br>Motfbr. "Deutz" Köln-Deu |
| 651598<br>ICXV<br>658<br>Df Esd<br>Gc Rdr<br>RT | **AMBRONIA**<br><br>~~Armatrice Santa Rosalia S.P.A.~~<br>~~Palermo~~ ~~Italian~~<br>**Compagnia Marittima Carlo Cameli**<br>Genoa Italian | 29842<br>17247<br>~~45100~~<br>47373 | ✠100A1<br>ore carrier or for oil in No. 1 tank, side tanks & Nos. 2, 3, 5 & 6 centre tanks<br>**✠LMC**<br>MN3780 EL u†3¼"SQ<br>AB RI | 1965-10 Ansaldo S.p.A.—Spz<br>752′ 9″ 98′ 10″ ~~69′ 4″~~ 40′ 8⅝″<br>698′ 7″ 98′ 5″ 52′ 5″<br>P135′ F75′ 1 dk<br>12BH<br>rf nil WB5938t incl. DTsf584t | M Ore/Oil Carrier Mchy.aft<br>6 Ho | Oil 2SA 9Cy. 900×1600 mm<br>18900bhp Fiat<br>Ansaldo Stab. Mecc.<br>2WTAuxB 455lb sg 128lb<br>e (ex.g) 128lb |
| 651297<br><br>323432<br>Df Rdr | **AMBROSE FOOTE**<br><br>**Foote Shipping Co. Ltd.**<br>St. John's, Nfl Canadian | 150<br>94<br>— | | 1965 Newfoundland Shpyds Ltd.—Clarenville<br>106′ 0″ 23′ 2″ 10′ 10″<br>23′ 0″<br>1 dk | Wood M | Oil 2SA 4Cy. 300×360 mm<br><br>A/S Bergens M/V<br>Controllable pitch propeller |
| 661105 | **AMBROSE SHEA**<br><br>**Government of Canada (Minister of Transport)**<br>Canadian<br>For later particulars see New Entries No. 11 | 8200<br>4400<br>1470 | 100A1<br>for restricted service<br>Class contemplated | Marine Industries Ltd.—Sorel<br>395′ 7″ 71′ 3″ 20′ 3″<br>355′ 10″ 68′11½″ 25′ 11″ | TD-E Ferry | 5 Oil 4SA each 16Cy. 13½″×16½″ drivin<br>5 gen. connected to 2 elec. motor<br>each 6500shp & 2 sc. shafts<br>Cooper-Bessemer of Canada<br>Stratford, O |
| 672710<br>OVRT<br><br>Esd Pfd<br>Rdr<br>RTm | **AMBROSIA**<br>**P. M. Anthonisen Partrederi**<br>~~Eigil Kastrup Partrederi~~<br>~~P. M. Anthonisen~~<br>Skagen Danish | 171<br>80 ~~81~~<br>165 | BV | 1967 Rosslauer Schiffs.—Rosslau<br>110′ 2″ 8′ 10½″<br>97′ 0″ 21′ 9¾″ 10′ 10″<br>F20′ 1 dk<br><br>rf 24″ BK6″ | M Trawler<br>2 Ho 15½′, 22½′<br><br>2 Ha (stl) (each 5¾′×4′)<br>Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht<br>2×28, 12kW 220V d.c.<br>Controllable pitch propeller |
| 501395<br>GMQZ<br>148783 | **AMBROSIO**<br>**Government of Guyana**<br>~~Ortran Ltd.~~<br>London British | 2959<br>1586<br>3149 | ✠100A1 CS 4/68 ~~SS 2/64~~<br>ore carrier<br>**LMC**<br><br>MN360 EL t pt1¾"SQ | 1926-7 Harland & Wolff Ltd.—Bel<br>328′ 0″ 50′ 2″ 13′ 3¾″<br>305′ 0″ 50′ 0″ 22′ 0″<br>2 dks<br>RW 9BH conv tanker 60<br>rf 6″ WB917t | TM Ore Carrier Mchy.aft<br>3 Ho 40′, 38′, 38′<br><br>3 Ha each (30′×24′) | 2 Vee Oil 2SA each 12Cy. 8½″×10″<br>sr reversible gearing through<br>clutches<br>1800bhp E(p)made42refitted6/60<br>E(s)made42fitted6/60<br>General Motors Corp.<br>✠NAuxB 7/60-125lb<br>2×20kW 225V 60c/s a.c. |
| 660001 | **AMBUDA**<br><br>**Indian Navy**<br>Indian | 283<br>—<br>— | ~~✠100A1~~<br>~~water tanker~~<br>~~Indian coasting service~~<br>~~✠LMC~~<br>~~MN45~~ ~~EL e~~<br>✠Class **WITHDRAWN** at Owners' request 1/68 | 1966-4 Garden Reach Wkshops Ltd.—Cal<br>112′ 3″ 26′ 1″ 8′ 0″<br>100′ 0″ 25′ 0″ 11′ 6″<br>Ba37′ F16′ 1 dk<br>7BH<br>rf 3″ WB44t | TM Water Tanker Mchy.aft | 2 Oil 4SA each 6Cy. 5″×5½″<br>reverse reduction gears<br>224bhp<br>Ruston & Hornsby |
| 501397<br>PKUW<br><br>Df Esd<br>Rdr | **AMBULOMBO**<br>exAffan Oceana-66<br>exAmbulombo-65<br>exManoora-61<br>**P.T. Perusahaan Pelajaran "ARAFAT"**<br>Djakarta Indonesian | 11111<br>6171<br>5190 | GL<br><br>✠Classed LR until 5/65 | 1935-2 A. Stephen & Sons Ltd.—Gls<br>482′ 0″ 66′ 2″ 23′ 11″<br>460′ 0″ 66′ 0″ 35′ 6″<br>B280′ F86′ 3 dks<br>R | TM (360P)<br><br>G.301315 B.272240<br><br>15W Der 1(20) | 2 Oil 4SA each 8Cy. 740×1500 mm<br>16800bhp B&W<br>J. G. Kincaid & Co. Ltd. |
| 501398<br>UKUE<br>M-622 | **AMBURAN**<br>exBerta-46<br>**U.S.S.R.**<br>Astrakhan Russian | 656<br>336<br>925 | | 1939 F. Schichau—Königsberg<br>208′ 11″ 29′ 8″ 9′ 10″<br>14′ 1″<br>R | TM | 2 Oil 2SA each 6Cy. 290×500 mm |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 501399 | **AMCOTTS**<br><br>**Holt's Transport**<br>*Lagos* Nigerian | 253<br>81<br>— | <br><br>✠Classed LR until 3/58 | | **1956**–9 W. J. Yarwood & Sons Ltd.—<br>Northwich<br>122' 7" 23' 11"<br>116' 6" 23' 9" 6' 4"<br>B32'<br>RW | TM Tug | 2 Oil 2SA each 5Cy. 8½"×13½"<br>30t<br>H. Widdop & Co. Ltd. Keighley<br>10k |
| 670733<br><br><br>Df Esd<br>Gc Rdr<br>RT | **AMDERMA**<br><br>**U.S.S.R.**<br>Russian | 2657<br>1139<br>— | | | **1967** Volkswerft Stralsund—Stralsund<br>269' 7" 16' 5"<br>239' 6" 44' 7" 31' 2"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht Mgd |
| 501400<br><br><br>Df Esd | **AMDERMA**<br><br>**U.S.S.R.**<br>Murmansk Russian | 680<br>257<br>— | | | **1953** Valmet O/Y—Hfs<br>29' 8"<br>177' 0" 29' 6" 15' 11"<br>P13' F43' | S Trawler | C 4Cy. (2) 11⅝" & (2) 27$\frac{3}{16}$"×25$\frac{3}{16}$"<br><br>A/B Finnboda Varf Skm |
| 501401<br>5MFC<br>1528<br>Df Esd<br>Gc Rdr | **AMEISE**<br>exSunkirk-60 exSunavis-53<br>exEastwood Park-48<br>**Pacific Trading &**<br>**Navigation Ltd.**<br>Monrovia Liberian | 7113<br>4355<br>10713 | **BS**✱<br><br>**MBS**✠<br><br><br>MN450 | SS 5/67<br><br><br><br><br>CT6762 C37 S33 | **1944**–10 United Shpyds Ltd.—Mtl<br>440' 2" 57' 2" 27' 8½"<br>417' 6" 56' 10" 37' 4"<br>2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>WB2160t incl. DT795t | S CSD<br><br>G.549210 B.485858<br><br>10W Der 1(50) 1(30) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1709t (o.f)<br>Dominion Eng. Wks. Ltd. Mtl<br>3 SB 220℔ Spt hs(7140) 10k |
| 501402<br>PCOQ<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **AMELAND**<br>Launched as Kraussina<br>**N.V. Stoomv. Maats.**<br>**"Rotterdam"**<br>N.V. "Schieland" Maats. tot<br>Beheer van Schepen<br>Rotterdam Netherland | 12159<br>6930<br>~~18234~~<br>18980 | ✠100A1<br>oil tanker<br>✠**LMC**<br><br>MN1650 | SS 10/64<br><br><br><br>EL h†2$\frac{9}{16}$"SQ | **1956**–5 N.V. Mach. & Schpsw. van P.<br>Smit, Jr.—Rot<br>555' 9" 69' 5" ~~29' 10¼"~~ 30' 8"<br>530' 0" 69' 3" 39' 0"<br>P115' B59' F50' 1 dk<br>RW 16BH<br>rf 3½" WB311t | S Tanker Mchy.aft<br>33 Ta<br>L.541374 HeCls. B<br><br>Der 3(5) 2(1) | 2 S Turb dr geared to sc. shaft<br>8250shp (o.f)–40pd<br>Rotterdamsche D.D. Maats. Rot<br>2WTB 565℔ Spt 800° F. 512℔ hs12836<br>sg135℔<br>2×550kW 450V 60c/s a.c. 14½k |
| 501403<br>DIZF<br>1470<br>Df Esd<br>RTm | **AMELAND**<br>exPonto-55<br>**Ernts Böse**<br>Emden W. German<br>Now **UDO** See New Entries No. 5 | 490<br>313<br>740 | <br><br>✱Classed BC until 5/63 | BV | **1941**–6 Bodewes Scheeps.—<br>Martenshoek<br>173' 4" 28' 6"<br>160' 9" 28' 4" 12' 2"<br>P30' F17' 1 dk<br>R | M Mchy.aft<br>1 Ho 98½'<br>G.35000 B.32000<br>2 Ha (each 36'×16½')<br>2W Der 2(2) | Oil 4SA 8Cy. 290×495 mm<br>450bhp NE51 44t (d.o)<br>Masch. Kiel A.G. Kel<br>1×110V d.c. 9k |
| 538483<br>HPEL<br>4169HK<br>Df Esd<br>Gc Rdr | **AMELIA**<br>exWaitemata-67<br>**Cia. Nav. Pearl S.A.**<br>Panama Panamanian | *7364*<br>*4422*<br>10275 | ✠100A1<br>with freeboard<br>✠**LMC**<br><br>MN405 | SS 11/64<br><br><br><br>EL a†2$\frac{1}{16}$"SQ | **1946**–11 Burrard D.D. Co. Ltd.—Vcr<br>441' 5" 57' 1" 26' 11½"<br>417' 4" 56' 11" 37' 4"<br>2 dks<br>RW NS 6 divisional WTBH in 'tween<br>dks Coll BH to U dk 6 to 2nd dk<br>rf 6" WB3099t incl. DTm716t DTa753t | S Ref (12P) CSD<br>5 Ho 60¼', 55', 50', 44¾', 31¾'<br>G.515178 B.466945 In.3450<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 1(25) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 2214t (o.f)<br>Dominion Eng. Wks Ltd. Mtl<br>2WTB 250℔ Spt 230℔ hs(10233)<br>2×40kW 110V d.c. 11¼k |
| 531726<br><br>82<br>Df Esd<br>Gc Rdr<br>RT | **AMELIA**<br>exSeeclipper-67<br>**Italmare Soc. di Nav.**<br>Castellammare Italian<br>di Stabia | 717<br>280<br>861<br>~~1125~~ 1142<br>~~669~~ 649<br>~~1517~~ 1651 | | <br><br>~~GL~~-RI | **1954** Abeking & Rasmussen—<br>Lemwerder<br>218' 10" 33' 11" 13' 0"/17' 0⅜"<br>197' 2" 33' 10" 18' 4"<br>Q136' B41' F23' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>1 Ho<br>G.78000 B.70600<br>2 Ha<br>6W Der 1(15) 2(5) | Oil 4SA 6Cy. 400×600 mm<br>1260bhp 140t<br>Masch. Augsburg-Nürnberg Aug<br>11k |
| 501405<br>EAYO<br><br>Esd | **AMELIA DE ASPE**<br>exAstene Primero-62<br>**Transportes Fruteros del**<br>**Mediterraneo S.A.**<br>**"Trafrume"**<br>Seville Spanish<br>Now **BAYREN** See New Entries No. 6 | 689<br>337<br>1100 | | <br><br>BV | **1956** Empresa Nacional "Elcano"—Sev<br>*222·6'* 36' 11" 12' 8"<br>202' 2" 36' 9" 20' 4"<br>P45' Q77' B69' 1 dk & S dk<br>RW | M OSD Mchy.aft<br><br>G.83520 B.78190<br>2 Ha (each 40½'×16½')<br>4W Der 1(11¾) 4(2¾) | Oil 2SA 8Cy. 340×570 mm<br>1280bhp Atlas Polar 54½t<br>Soc. Española de Con. Nav. Bbo<br>13k |
| 640698<br>EEBH<br><br>Df Esd<br>RT | **AMELIA DE LLANO**<br><br>**Domingo C. Fernandez Vila**<br>Corunna Spanish | 243<br>111<br>293 | | <br><br>BV | **1964** Astano S.A.<br>127' 5" 22' 6" 11' 9¾"<br>108' 10" 22' 5½" 12' 10" | M Trawler<br><br><br><br>3 Ha (each 2¾'×2¾') | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz Kln<br>12½k |
| 539896<br>CSBG<br>1356<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMELIA DE MELLO**<br>exZion-66<br>**Soc. Geral de Commercio**<br>**Ind. e Transportes**<br>Lisbon Portuguese | 10195<br>6290<br>6713 | ✠100A1<br><br>✠**LMC**<br><br>MN2420 | SS 4/65<br><br><br><br>EL f†2¼"SQ | **1956**–2 Deutsche Werft A.G.—Ham<br>501' 2" 65' 2" 27' 7½"<br>454' 11" 65' 0" 36' 2"<br>B&F344' 2 dks, 3rd dk except in No. 4<br>RW 8BH hold<br>rf 4" WB2848t incl. Tunnel tanks 662t DTsa1130t | S (355P) Ref<br>4 Ho 56¼', 65¾' 50', 72¼'<br>B.293000 In.18925<br>4 Ha (stl) (27', 31½', 30', 27½'×16½')<br>12W Der 1(15) 8(3–5) 4(3) | 2 S Turb dr geared to sc. shaft<br>10500shp 2490t (o.f)<br>Allgemeine Elec. Ges. Bln<br>2WTB 683℔ Spt 668℔ hs17294<br>~~(wtdb 114℔)~~ sg 114℔ wtdb 114℔<br>3×500kW 230V d.c. 19k |
| 501406<br>ICRX<br>516<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMELIA GRIMALDI**<br><br>**Sicula Oceanica S.A.**<br>Palermo Italian | 30384<br>16716<br>~~48216~~<br>50102 | | <br><br>AB RI | **1961** C.R.D. Adriatico—San Marco<br>744' 10" 102' 2" ~~38' 5½"~~ 39' 9⅝"<br>705' 5" 101' 8½" 50' 4"<br>1 dk<br>RW | S Tanker Mchy.aft<br>33 Ta<br>L.2021283 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17300shp De Laval 5731t (o.f)–95pd<br>C.R.D. Adriatico Tri<br>16½k |
| 642246<br><br><br>Df Esd<br>RT | **AMELIA MEIRAMA**<br><br>**Salvador Correa Meirama**<br>Corunna Spanish | 381<br>175<br>— | | <br><br>BV | **1965** Astano S.A.—Frl<br>*129·8'* 25' 1"<br>129' 10" 24' 11" 13' 9" | M Trawler<br><br><br><br>3 Ha (each 2¾'×2¾') | Oil 4SA 8Cy. 300×450 mm<br>950bhp<br>Masch. Augsburg-Nürnberg Nürnberg<br>11k |

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|---|---|---|---|---|---|---|---|
| 501407 | **AMELIE-MATHILDE** | 114 | | | 1936 Beliard, Crighton & Cie.—Ost | M Trawler | Oil 4SA 4Cy. 300×450 mm |
| ONFB | exCyriel Verschaeve–47 | 37 | | | *85·4'* 20' 7" | | |
| | **F. Danneel & C. Verhaeghe** | — | | | ... ... ... | | Humboldt-Deutzmot. Köln-Deu |
| Esd | Ostend Belgian | | | | R | | |
| 501408 | **AMÉLIE THYSSEN** | 8016 | ~~✠100A1~~ | ~~SS 2/66~~ | 1957–6 Blohm & Voss A.G.—Ham | M (5P) OSD/CSD Mchy.aft | Oil 2SA 8Cy. 700×1200 mm |
| DIPY | | 5482 | ~~Str. nav. ice~~ | | 526' 8" 65' 11" 26' 5"/29' 10½" | 6 Ho 39½', 44½', 44½', 36¾', 44½', 36¾' | 6650bhp MAN 903t |
| | **Partenreederei m.s. "Amélie** | 12800 | ~~✠LMC~~ | | 492' 3" 65' 7½" 39' 9" | G.730000 B.694000 | Blohm & Voss A.G. |
| Df Esd | **Thyssen"** | 10348 | | | P102' F46' 1 dk & S dk | 9 Ha (stl) (32½', 36¾', 36¾', 36¾, 36¾', | WTAuxB 114lb |
| Gc Rdr | Christian F. Ahrenkiel | 7625 | ~~MN1330~~ | ~~EL †12½"SQ~~ | RW 9BH | 26½', 15¾', 15¾', 15¾'×29½') | 3×231kW 400V 50c/s a.c. |
| RTm/h | Hamburg W. German | 15480 | | | | 12W Der 1(30) 1(20) 8(5) 4(3–5) | |
| | | ✠Class **WITHDRAWN** at Owners' request 9/68 | | ~~GL~~ GL | rf nil WB5616t incl. DTm1070t DTf654t TwD1085t | | |
| 501409 | **AMENDRA** | 199 | | | 1923 Pushee Bros.—Dennysville | Wood Aux T Sr | 2 Oil 4SA each 6Cy. 180×230 mm |
| | exAnna Sophia–41 | 117 | | | *102·0'* 30' 10" | | NE40 |
| | **Captain O. A. Kirkconnell and others** | — | | | ... ... ... | | National Supply Co. Springf |
| | Roatan Honduran | | | | | | |
| 511686 | **AMENITY** | 4777 | ✠100A1 | SS 5/65 | 1952–7 Burntisland S.B. Co. Ltd.—Bnt | M OSD | Oil 2SA 4Cy. 620×1400 mm |
| HPZT | exFlowergate–64 | 2768 | | | 441' 4" 56' 10" 25' 9¾" | 4 Ho 61', 104', 29'DT, 63', 65' | 470 mm |
| | **St. Thomas Shipping Co.** | 9450 | ✠LMC | | 412' 6" 56' 8" 37' 8" | G.582760 B.533770 | 3300bhp 950t |
| Df Esd | **Inc.** | | | | 1 dk & S dk | 5 Ha (stl) (31½', 32½', 32½', 32½', | J. G. Kincaid & Co. Ltd. |
| Gc Rdr | Panama Panamanian | | MN660 | EL a†2"SQ | RW Coll BH to S dk 6 to 2nd dk | 32½'×25') | 2AuxB 120lb |
| RTm | | | | | WB2591t incl. DTm1205t | 10W Der 1(25) 4(10) 6(5) | 3×60, 40, 40kW 220V d.c. |
| 501410 | **AMENITY** | 881 | ~~✠100A1~~ | ~~SS 3/63~~ | 1944–1 Goole S.B. & R. Co. Ltd.—Goo | M Mchy.aft | Oil 2SA 6Cy. 320×425 mm |
| GCPZ | | 462 | | | 202' 8" 30' 1" 13' 2½" | | 600bhp |
| 169705 | **F. T. Everard & Sons Ltd.** | 1155 | ~~✠LMC~~ | | 190' 0" 30' 0" 13' 6" | G.62000 B.58000 | Newbury Diesel Co. Ltd. |
| | London British | | | | P50' Q120' F20' | | |
| | | **TO BE BROKEN UP** | | ~~EL k~~ | NS 4BH | | |
| | | | | | WB336t | | |
| 651742 | **AMERICA** | 219 | | | 1945 H. A. Marvel—Newburgh | S Tug | Unaflow 3Cy. 25"×20" |
| WA4772 | exEsso Maryland–58 | 147 | | | 104' 0" 27' 0" 12' 1⅜" | | 1200ihp |
| 245931 | exEsso Tug No. 8–55 | — | | AB | 97' 2" 26' 11" 13' 5" | | Skinner Engine Co. |
| Rdr | exHarry A. Marvel–46 | | | | | | |
| RTh/v | **The Baker-Whiteley Towing Co.** | | | | BK5" | | |
| | Baltimore United States | | | | | | |
| 513767 | **AMERICA BEAR** | 8189 | | | 1944 N. Carolina S.B. Co.—Wmn | S | 2 S Turb dr geared to sc. shaft |
| KHTW | exPresident Harding–66 | 4827 | | | 459' 1" 63' 2" 28' 6⅛" | 5 Ho | 6600shp 1744t |
| 252443 | exGulf Shipper–64 exVinton–47 | 10670 | | AB | 435' 6" 63' 0" 40' 0" | G.582845 B.542824 | General Electric Co. |
| Df Esd | **Pacific Far East Line Inc.** | | | | B79' 3 dks | 5 Ha | |
| Gc Rdr | San Francisco United States | | | | rf nil | 16W Der 1(35) | |
| RT | Now **COLUMBIA BEAVER** See New Entries No. **11** | | | | | | |
| 501417 | **AMERICA SON** | 11355 | ~~✠100A1~~ | ~~SS 6/64~~ | 1940–11 Sun S.B. & D.D. Co.— | M Tanker Mchy.aft | Oil 2SA 5Cy. 815×2410 mm |
| WGDA | exAmerica Sun–66 | 6891 | ~~oil tanker~~ | | Chester, Pa | 28 Ta 1 Ho 31' | 7500bhp Doxford 1195t (hvf) |
| 240147 | **Transocean Petroleum** | 17955 | ~~✠LMC~~ | | 547' 2" 70' 2" 30' 4½" | L.880593 | Sun S.B. & D.D. Co. Chester |
| Df Esd | **Carriers Inc.** | | | | 521' 0" 70' 0" 40' 0" | 1 Ha (stl) (7'×12') | 3WTAuxB 245lb |
| Gc Pfd | Wilmington, Del United States | | | ~~EL (h†)2½"SQ~~ | P103' B35' F51' 1 dk | Der 2(5) 2(4) 2(2) | 2×300kW 240V d.c. |
| Rdr | | | | | 16BH | | |
| RTm | | **TO BE BROKEN UP** | | ~~AB~~ | rf 9" WB1024t incl. DTf421t | | |
| 541866 | **AMERICA STAR** | T.Mk | ✠100A1 | SS 8/68 | 1964–1 Bartram & Sons Ltd.—Sld | M (2P) Ref | Oil 2SA 8Cy. 760×1550 mm |
| GKVH | | 5563 | | | 462' 11" 63' 5" ~~29' 0"~~ 26' 9¼"/29' 0" | 4 Ho 80¾', 70', 72½', 92½' | 12000bhp Sulzer |
| 305890 | **Blue Star Line Ltd.** | 3054 | ✠LMC | | 424' 1" 63' 0" 38' 0" | In.373590 | G. Clark (Sld) Ltd. |
| Df Esd | London British | 7900 | ✠Lloyd's RMC | | Ba172' F121' 2 dks, 3rd dk in Nos. 2 & 3 | 4 Ha (stl) (29¾', 40', 30', 30'×18') | 2AuxB 49lb |
| Gc Rdr | | 7357 | MN2400 | EL c†2½"SQ | 6BH holds | Der 1(30) 2(10) 2(7) 6(5) 6(3) | 3×350kW 220V d.c. |
| | | 4187 | | | rf 6" DK fwd WB2397t incl. Tunnel tanks 385t | | |
| | | 9238 | | | | | |
| 501418 | **AMERICAN** | 1840 | | | 1921 Manitowoc S.B. Corp.— | S Suction Dredger Mchy.aft | T 3Cy. 17" 25" & 43⅜"×30" |
| WA2350 | | 1097 | | | Manitowoc | Self-unloader | 750ihp |
| 221604 | **Construction Aggregates** | 2950 | | AB | 42' 1" 17' 0" | 2 Ho 44', 78' | C. G. Cooper Mt. Ver |
| RT | **Corp.** | | | | 245' 0" 42' 0" 20' 0" | | |
| | Wilmington, Del United States | | | | P61' F46' 1 dk | 2 Ha (stl) | |
| | | | | | R len 46 | | |
| | | | | | rf nil | | |
| 501424 | **AMERICAN BUILDER** | 8330 | | | 1945 Moore D.D. Co.—Oakland | S | 2 S Turb dr geared to sc. shaft |
| KAZH | exWhirlwind–48 | 4907 | | | 459' 6" 63' 1" 27' 8" | 5 Ho 67½', 62½', 70', 70', 71¾' | 6600shp |
| 247201 | **United States Department of** | 10458 | | AB | 435' 0" 63' 0" 40' 6" | B.548000 | General Electric Co. |
| Df Esd | **Commerce** | | | | B79' 3 dks | 5 Ha (27', 32½', 35', 30', 30'×20') | 2×300kW 240V d.c. |
| Gc Rdr | New York United States | | | | RW | 16W Der 16(5) | |
| | | | | | rf nil | | |
| 501425 | **AMERICAN CHALLENGER** | T.Mk | | | 1962 Newport Ns S.B. & D.D. Co.— | S Ref | 2 S Turb. dr geared to sc. shaft |
| WMEP | | 8151 | | | N.Ns | 6 Ho | 21600shp |
| 289699 | **United States Lines Co.** | 4769 | | AB | 560' 6" 75' 5" —/31' 7" | G.696716 B.642897 In.45130 | Westinghouse Elec. Corp. |
| Df Esd | New York United States | — | | | 530' 2" 75' 0" 42' 6" | 10 Ha (stl) | |
| Gc Pfd | | 11105 | | | B93' F102' 2 dks, 3rd dk fwd & aft | 20W Der 1(70) 8(15) 12(10) | |
| Rdr | | 6616 | | | RW | | |
| | | 13532 | | | rf nil | | |

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| 501426<br>WMEY<br>290524<br>Df Esd<br>Gc Pfd<br>Rdr | **AMERICAN CHAMPION**<br><br>**United States Lines Co.**<br>New York United States | T.Mk<br>**8151**<br>4769<br>—<br>**11105**<br>6616<br>13532 | AB | **1963** Newport Ns S.B. & D.D. Co.—N.Ns<br>560' 6" 75' 5" —/31' 7"<br>530' 2" 75' 0" 42' 6"<br>F93' 2 dks, 3rd dk fwd & aft<br>RW<br>rf nil | S Ref<br>6 Ho<br>G.720035 B.642897 In.24273<br>10 Ha (stl)<br>22W Der 1(70) 8(15) 12(10) | 2 S Turb dr geared to sc. shaft<br>21600shp 2538t (o.f)<br>Westinghouse Elec. Corp. N.Ns<br>21k |
| 501427<br>KGTR<br>290089<br>Df Esd<br>Gc Pfd<br>Rdr | **AMERICAN CHARGER**<br><br>**United States Lines Co.**<br>New York United States | T.Mk<br>**8151**<br>4769<br>—<br>**11105**<br>6616<br>13532 | AB | **1962** Newport Ns S.B. & D.D. Co.—N.Ns<br>560' 6" 75' 6" —/31' 7"<br>530' 2" 75' 0" 42' 6"<br>F93' 2 dks, 3rd dk fwd & aft<br>RW<br>rf nil | S Ref<br>6 Ho<br>G.720035 B.642897 In.24273<br>10 Ha (stl)<br>22W Der 1(70) 8(15) 12(10) | 2 S Turb dr geared to sc. shaft<br>21600shp 2538t (o.f)<br>Westinghouse Elec. Corp. N.Ns<br>21k |
| 501428<br>KYTH<br>246732<br>Df Esd<br>Gc Rdr | **AMERICAN CHIEF**<br>exGolden West-48<br>**United States Department of Commerce**<br>New York United States | **8279**<br>4886<br>10582 | AB | **1944** Moore D.D. Co.—Oakland<br>459' 6" 63' 1" 27' 8"<br>435' 0" 63' 0" 40' 6"<br>B79' 3 dks<br>RW<br>rf nil | S<br>5 Ho 67½', 62½', 70', 70', 71¾'<br>B.548000<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1711t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 16k |
| 540052<br>WJNA<br>291020<br>Df Esd<br>Gc Pfd<br>Rdr | **AMERICAN CHIEFTAIN**<br><br>**United States Lines Co.**<br>New York United States | T.Mk<br>**8151**<br>4769<br>—<br>**11105**<br>6616<br>13544 | AB | **1963** Newport Ns S.B. & D.D. Co.—N.Ns<br>560' 6" 75' 5" —/31' 7"<br>530' 2" 75' 0" 42' 6"<br>F93' 2 dks, 3rd dk fwd & aft<br>RW<br>rf nil | S Ref<br>6 Ho<br>G.720035 B.642897 In.24273<br>10 Ha (stl)<br>22W Der 1(70) 8(15) 12(10) | 2 S Turb dr geared to sc. shaft<br>21600shp 2538t (o.f)<br>Westinghouse Elec. Corp. N.Ns<br>21k |
| 501429<br>KBKP<br>249106<br>Df Esd<br>Gc Rdr | **AMERICAN CLIPPER**<br><br>**United States Lines Co.**<br>New York United States | **6043**<br>3454<br>10497 | AB | **1946** N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 27' 7⅞"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho<br>B.501000 In.36134<br>5 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 2155t (o.f)<br>General Electric Co. Lyn<br>16k |
| 524181<br>KSLE<br>252347<br>Df Esd<br>Gc Pfd<br>Rdr | **AMERICAN CONDOR**<br>exMormacguide-64<br>exP. & T. Trader-57 exSitka-47<br>**American Condor S.S. Corp.**<br>American Foreign S.S. Corp.<br>New York United States | **7958**<br>4703<br>12827 | AB | **1944** Ingalls S.B. Corp.—Pascagoula<br>492' 0" 69' 7" 29' 5"<br>465' 3" 69' 6" 33' 11"<br>F38' 2 dks & S dk<br><br>rf nil | S OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>B.728964<br>5 Ha (36'×20') (30', 37½', 30½', 40'×24')<br>16W Der 2(30) 2(10) 6(5) | 2 S Turb dr geared to sc. shaft<br>9350shp 1609t (o.f)<br>General Electric Co. Lyn<br>3×250kW 240V d.c. 17k |
| 501431<br>WIGE<br>291629<br>Df Esd<br>Gc Pfd<br>Rdr | **AMERICAN CORSAIR**<br><br>**United States Lines Co.**<br>New York United States | T.Mk<br>**8151**<br>4769<br>—<br>**11105**<br>6616<br>13532 | AB | **1963** Bethlehem Stl Co.—Qcy<br>560' 6" 75' 0" —/31' 7"<br>529' 0" 74' 10" 42' 6"<br>F93' 2 dks, 3rd dk fwd & aft<br>RW<br>rf nil | S Ref<br>6 Ho<br>G.720035 B.642897 In.26710<br>10 Ha (stl)<br>22W Der 1(70) 8(15) 12(10) | 2 S Turb dr geared to sc. shaft<br>22500shp 2538t (o.f)<br>Bethlehem Stl Co. Qcy<br>21k |
| 501432<br>WAXH<br>290255<br>Df Esd<br>Gc Pfd<br>Rdr | **AMERICAN COURIER**<br><br>**United States Lines Co.**<br>New York United States | T.Mk<br>**8151**<br>4769<br>—<br>**11105**<br>6616<br>13532 | AB | **1963** Bethlehem Stl Co.—Qcy<br>560' 6" 75' 0" —/31' 7"<br>529' 10" 74' 10" 42' 6"<br>F93' 2 dks, 3rd dk fwd & aft<br>RW<br>rf nil | S Ref<br>6 Ho<br>G.720035 B.642897 In.26710<br>10 Ha (stl)<br>22W Der 1(70) 8(15) 12(10) | 2 S Turb dr geared to sc. shaft<br>22500shp 2538t (o.f)<br>Bethlehem Stl Co. Qcy<br>21k |
| 501433<br>WMJG<br>278327<br>Df Esd<br>Gc Pfd<br>Rdr | **AMERICAN EAGLE**<br><br>**American Eagle Tanker Corp.**<br>New York United States | **20520**<br>12662<br>33164 | AB | **1959** Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>661' 0" 90' 5" ~~84' 5"~~ 35' 7⅞"<br>630' 0" 90' 0" 45' 3"<br>P175' B50' F88' 1 dk<br>RW<br>rf 8" | S Tanker Mchy.aft<br>30 Ta<br>L.1577000 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15000shp 3095t (o.f)-78pd<br>Bethlehem Stl Co. Qcy<br>16½k |
| 501434<br>KRJQ<br>255468<br>Esd Rdr | **AMERICAN ENTERPRISE**<br>exMargie Pearl-54<br>**Malcolm S. Rice**<br>San Diego United States | **366**<br>173<br>— | | **1945** Seattle S.B. & D.D. Co.—Sea<br>*117·2'* 29' 10"<br>28' 10"<br>1 dk | Wood M<br><br><br>11 Ha | Oil 4SA 6Cy. 355×485 mm<br>560bhp 107t<br>Union Diesel Eng. Co. Oakland |
| 526800<br>KIXG<br>252524<br>Df Esd<br>Gc Pfd<br>Rdr | **AMERICAN FALCON**<br>exP. & T. Explorer-63<br>exHampton-47<br>**American Foreign Steamship Corp.**<br>New York United States | **7933**<br>4601<br>12865 | AB | **1945** Ingalls S.B. Corp.—Pascagoula<br>492' 0" 69' 7" 29' 5"<br>465' 3" 69' 6" 33' 11"<br>F38' 2 dks & S dk<br><br>rf nil | S OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.815470 B.736982<br>5 Ha (36'×20') (30', 37½', 30½', 40'×24')<br>16W Der 2(30) 2(10) 6(5) | 2 S Turb dr geared to sc. shaft<br>9350shp 1609t (o.f)<br>General Electric Co. Lyn<br>3×250kW 240V d.c. 16k |
| 501437<br>KQOZ<br>248074<br>Df Esd<br>Gc Rdr | **AMERICAN FORESTER**<br>exPioneer Wave-57<br>exCarrier Pigeon-46<br>**United States Lines Co.**<br>New York United States | **5986**<br>3460<br>10466 | AB | **1945** Moore D.D. Co.—Oakland<br>459' 6" 63' 1" 27' 8"<br>435' 0" 63' 0" 40' 6"<br>B79' 3 dks<br>RW<br>rf nil | S<br>5 Ho 62', 60', 69½', 70', 59½'<br>B.548000<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1711t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 16k |

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| 501438<br>KBOH<br>248946<br>Df Esd<br>Gc Rdr | **AMERICAN FORWARDER**<br><br>United States Lines Co.<br>New York United States | 6043<br>3454<br>10497 | AB | 1945 N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 27′ 7⅛″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho 60¾′, 61′, 70′, 70′, 72½′<br>B.501000 In.36134<br>5 Ha (27′, 32½′, 36′, 30′ 30′×20′)<br>16W Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 501440<br>KRVK<br>252677<br>Df Esd<br>Gc Rdr | **AMERICAN GUNNER**<br>exPioneer Bay–56<br>exCentaurus–48<br>United States Department of Commerce<br>New York United States | 8407<br>4969<br>10316 | AB | 1943 Federal S.B. & D.D. Co.—Kearny<br>458′ 2″ 63′ 1″ 27′ 8 1/16″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S<br>5 Ho 67½′, 62½′, 70′, 70′, 71¾′<br>B.518000<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>De Laval S. Turb. Co.<br>2×300kW 240V d.c. |
| 501441<br>KQSL<br>248143<br>Df Esd<br>Gc Rdr | **AMERICAN HARVESTER**<br>exRattler–48<br>United States Lines Co.<br>New York United States<br>Now **MYSTIC MARINER** See New Entries No. 1 | 6092<br>3477<br>10689 | AB | 1945 N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 27′ 7⅛″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>RW<br>rf nil | S<br>5 Ho 60¾′, 61′, 70′, 70′, 72½′<br>B.521000<br>5 Ha (27′, 32½′, 36′, 30′, 30′×20′)<br>16W Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 526803<br>KYFI<br>243969<br>Df Esd<br>Gc Rdr | **AMERICAN HAWK**<br>exP. & T. Seafarer–63<br>exF. J. Luckenbach–60<br>exSea Barb–49<br>AmericanForeignSteamship Corp.<br>New York United States | 7909<br>4654<br>12900 | AB | 1943 Western Pipe & Steel Co.—S.Fo<br>492′ 0″ 69′ 7″ 29′ 4⅛″<br>465′ 3″ 69′ 6″ 33′ 11″<br>F37′ 2 dks & S dk<br>RW<br>rf nil | S OSD<br>5 Ho 76½′, 60′, 77½′, 67½′, 82½′<br>G.787410 B.696110<br>5 Ha (36′×20′) (30′, 37½′, 30½′, 40′×24′)<br>20W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp<br>General Electric Co.<br>3×250kW 240V d.c. |
| 501443<br>KBQO<br>248947<br>Df Esd<br>Gc Rdr | **AMERICAN IMPORTER**<br><br>United States Lines Co.<br>New York United States | 6043<br>3454<br>10497 | AB | 1946 N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 27′ 7⅛″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>RW<br>rf nil | S Ret<br>5 Ho 67½′, 61¾′, 70′, 70′, 72½′<br>B.501000 In.36134<br>5 Ha (27′, 32½′, 35′, 35′, 30′×20′)<br>16W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 230V d.c. |
| 670837<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN LANCER**<br><br>United States Lines Co.<br>New York United States<br><br>For later particulars see New Entries No. 7 | 11400<br>6850<br>12989 | | 1967 Sun S.B. & D.D. Co.—<br>Chester, Pa<br>560′ 6″ 75′ 5″ 31′ 6″<br>530′ 0″ 75′ 0″ 43′ 4″<br>3 dks | S CSD | 2 S Turb dr geared to sc. shaft<br>26000shp<br>General Electric Co. |
| 501444<br>KBUQ<br>249517<br>Df Esd<br>Gc Rdr | **AMERICAN LEADER**<br>exTwilight–46<br>United States Lines Co.<br>New York United States | 5987<br>3454<br>10475 | AB | 1946 ConsolidatedStl Corp.—Wmg,Cal<br>459′ 6″ 63′ 1″ 27′ 8″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S<br>5 Ho 67½′, 62½′, 70′, 70′, 71¾′<br>B.534000<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 501445<br>KBVN<br>247321<br>Df Esd<br>Gc Rdr<br>RT | **AMERICAN MAIL**<br>exSea Adder–47<br>American Mail Line Ltd.<br>Seattle United States | 7917<br>4653<br>12932 | AB | 1945 Ingalls S.B. Corp.—Decatur<br>492′ 0″ 69′ 6″ 29′ 4⅛″<br>465′ 3″ 69′ 4″ 33′ 11″<br>F39′ 3 dks<br><br>rf nil | S CSD<br>5 Ho 76½′, 60′, 77½′, 67½′. 82½′<br>G.800490 B.695690<br>5 Ha (36′×20′) (36′, 37½′. 30½′, 40′×24′)<br>20W | 2 S Turb dr geared to sc. shaft<br>9350shp<br>General Electric Co.<br>3×250kW 240V d.c. |
| 501446<br>KBVP<br>247643<br>Df Esd<br>Gc Rdr | **AMERICAN MANUFACTURER**<br>exLookout–48<br>United States Lines Co.<br>New York United States<br>Now **TRANS-OCEANIC ENTERPRISE** See New Entries No. 6 | 5987<br>3448<br>10523 | AB | 1945 Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1″ 27′ 8″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S<br>5 Ho 67½′, 62½′, 70′, 70′, 71¾′<br>B.548000<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 501448<br>KBVT<br>248948<br>Df Esd<br>Gc Rdr | **AMERICAN MERCHANT**<br><br>United States Lines Co.<br>New York United States<br>Now **TRANS-OCEANIC MARINER** See New Entries No. 6 | 6043<br>3454<br>10433 | AB | 1945 N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 27′ 7⅛″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho 60¾′, 61′, 70′. 70′, 72½′<br>B.501000 In.36134<br>5 Ha (27′, 32½′. 36′, 30′, 30′×20′)<br>16W Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 501449<br>KXWM<br>243873<br>Df Esd<br>Gc Rdr | **AMERICAN MILLER**<br>exMeteor–48<br>United States Lines Co.<br>New York United States | 5985<br>3453<br>10490 | AB | 1943 Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1″ 27′ 8″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S<br>5 Ho 67½′, 62½′, 70′, 70′, 71¾′<br>B.527000<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 541469<br>KFHY<br>252304<br>Df Esd<br>Gc Rdr | **AMERICAN ORIOLE**<br>exP. & T. Navigator–63<br>exGuilford–47<br>American Foreign S.S. Corp.<br>New York United States | 7929<br>4852<br>12900 | AB | 1944 Ingalls S.B. Corp.—Pascagoula<br>492′ 0″ 69′ 7″ 29′ 5″<br>465′ 3″ 69′ 6″ 33′ 11″<br>F38′ 2 dks & S dk<br><br>rf nil | S OSD<br>5 Ho 76½′, 60′, 77½′, 67½′, 82½′<br>G.812246 B.732360<br>5 Ha (36′×20′) (30′, 37½′, 36½′, 40′×24′)<br>16W Der 2(30) 2(10) 6(5) | 2 S Turb dr geared to sc. shaft<br>9350shp<br>General Electric Co.<br>3×250kW 240V d.c. |

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| 501451<br>WIQR<br>241055<br>Df Esd<br>Gc | **AMERICAN PACKER**<br><br>**United States Department<br>of Commerce**<br>New York United States | 6802<br>3956<br>9140 | AB | **1941** Western Pipe & Steel Co. of California—S.Fo<br>417′ 9″ 60′ 1″ 27′ 6¾″<br>395′ 0″ 60′ 0″ 37′ 9″<br>3 dks<br>rf 4″ | M<br>5 Ho 60¾′, 60¾′. 65¼′, 65¼′, 54′<br>G.510000 B.440000<br>5 Ha (29½′, 31½′ 31½′, 31½′, 31½′×20′)<br>14W | 2 Oil 2SA each 7Cy. 20×700 mm with electro-magnetic slip couplings & sr gearing to sc. shaft<br>4400bhp<br>Busch-Sulzer Bros.<br>2×350kW 240V d.c. | <br>1395t<br>St. Louis |
| 501450<br>KYFN<br>243982<br>Df Esd<br>Gc Rdr | **AMERICAN PACKER**<br>exTitan-48<br>**United States Lines Co.**<br>New York United States | 5968<br>3442<br>10521 | AB | **1943** Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1″ 27′ 8″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S<br>5 Ho 67½′, 62½′, 70′, 70′, 71¾′<br>B.441000<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. | <br>1711t (o.f)<br>Lyn<br>14k |
| 501452<br>KQIY<br>248491<br>Df Esd<br>Gc Rdr | **AMERICAN PILOT**<br>exPioneer Gulf–58<br>exOnward–48<br>**United States Lines Co.**<br>New York United States | 6092<br>3477<br>10686 | AB | **1945** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 1″ 27′ 7⅞″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho 60¾′, 61′, 70′, 70′, 72½′<br>B.534000 In.42894<br>5 Ha 27′, 32½′, 36′, 30′, 30′×20′)<br>16W Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. | <br>2155t (o.f)<br>Lyn<br>16k |
| 501453<br>WJYU<br>254670<br>Df Esd<br>Gc Rdr | **AMERICAN PLANTER**<br>exPierce–47<br>exNorthern Light–47<br>**United States Department of Commerce**<br>New York United States | 8250<br>4955<br>10511 | AB | **1943** Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1″ 27′ 8″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S<br>5 Ho 67½′, 62½′, 70′, 70′, 71¾′<br>B.515000<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. | <br>2022t (o.f)<br>Lyn<br>16k |
| 501454<br>KBVX<br>247590<br>Df Esd<br>Gc Rdr | **AMERICAN PRESS**<br>exBelle of the Sea–48<br>Launched as Robin Hood<br>**United States Lines Co.**<br>New York United States<br>Now **CANTERBURY FALCON** (No. 501454) in the Register | 5976<br>3453<br>10526 | AB | **1945** Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1″ 27′ 8″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S<br>5 Ho 67½′, 62½′, 70′, 70′, 71¾′<br>B.548000<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. | <br>1711t (o.f)<br>Lyn<br>16k |
| 532003<br>KAEX<br>247252<br>Df Esd<br>Gc RTm | **AMERICAN PRIDE**<br>exExpress Buffalo–66<br>exSeneca–65<br>exRock Springs Victory–63<br>**American Sealanes Inc.**<br>New York United States | 7646<br>5199<br>10658 | AB | **1945** Oregon S.B. Corp.—Pld<br>*439·1′* 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 61′, 75′<br>B.453000<br>5 Ha (25′, 24′, 36′, 36′, 33′×22¼′)<br>Der 1(50) 1(30) 5(5) | 2 S Turb dr geared to sc. shaft<br>8500shp<br>General Electric Co.<br>2×300kW 240V d.c. | <br>2882t (o.f)<br>Lyn<br>17k |
| 501455<br>WIIU<br>254616<br>Df Esd<br>Gc Rdr | **AMERICAN PRODUCER**<br>exOrmsby–47<br>**United States Lines Co.**<br>New York United States | 5929<br>3479<br>10479 | AB | **1943** Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1″ 27′ 8″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S<br>5 Ho 67½′, 62½′, 70′, 70′, 72½′<br>B.524000<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. | <br>2022t (o.f)<br>Lyn<br>16k |
| 641406<br>KNDF<br>297001<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN RACER**<br><br>**United States Lines Co.**<br>New York United States | T.Mk<br>7509<br>4269<br>—<br>11202<br>6695<br>13264 | AB | **1964** Sun S.B. & D.D. Co.—Chester, Pa<br>534′ 9″ 75′ 2″ —/31′ 11⅜″<br>507′ 0″ 75′ 0″ 42′ 6″<br>F79′ 3 dks<br>RW<br>rf nil | S Ref<br>6 Ho<br>G.607026 B.536253 In.151931<br>10 Ha (stl)<br>23W Der 1(70) 16(15) 4(10) 2(5) | 2 S Turb dr geared to sc. shaft<br>18750shp<br>General Electric Co. | <br>3380t (o.f)<br>Lyn<br>21k |
| 642394<br>KNKW<br>298270<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN RANGER**<br><br>**United States Lines Co.**<br>New York United States | T.Mk<br>7509<br>4269<br>—<br>11202<br>6695<br>13264 | AB | **1965** Sun S.B. & D.D. Co.—Chester, Pa<br>544′ 0″ 75′ 3″ —/31′ 11⅜″<br>508′ 2″ 75′ 0″ 42′ 6″<br>F79′ 3 dks<br>RW<br>rf nil | S Ref<br>6 Ho<br>G.607026 B.536253 In.151931<br>10 Ha (stl)<br>23W Der 1(70) 16(15) 4(10) 2(5) | 2 S Turb dr geared to sc. shaft<br>18750shp<br>General Electric Co. | <br>3380t (o.f)<br>Lyn<br>21k |
| 650775<br>KNKX<br>299371<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **AMERICAN RELIANCE**<br><br>**United States Lines Co.**<br>New York United States | T.Mk<br>7509<br>4269<br>—<br>11202<br>6695<br>13264 | AB | **1965** Sun S.B. & D.D. Co.—Chester, Pa<br>534′ 9″ 75′ 2″ —/31′ 11⅜″<br>507′ 0″ 75′ 0″ 42′ 6″<br>3 dks<br>RW<br>rf nil | S Ref<br>6 Ho<br>B.687000 In.151000<br>10 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>18750shp<br>General Electric Co. | <br>3424t (o.f)<br>Lyn |
| 501457<br>KQSV<br>248334<br>Df Esd<br>Gc Rdr | **AMERICAN REPORTER**<br>exRed Jacket–48<br>**United States Lines Co.**<br>New York United States<br>Now **SUSQUEHANNA** (No. 501457) in the Register | 6092<br>3477<br>10535 | AB | **1945** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 27′ 7⅛″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>RW<br>rf nil | S<br>5 Ho 60¾′, 61′, 70′, 70′, 72½′<br>B.521000<br>5 Ha (27′, 32½′, 36′, 30′, 30′×20′)<br>16W Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. | <br>2155t (o.f)<br>Lyn<br>16k |
| 651564<br>KNKY<br>500539<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN RESOLUTE**<br><br>**United States Lines Co.**<br>New York United States | T.Mk<br>7509<br>4269<br>—<br>11202<br>6695<br>13264 | AB | **1965** Sun S.B. & D.D. Co.—Chester, Pa<br>534′ 9″ 75′ 2″ —/31′ 11⅜″<br>507′ 0″ 75′ 0″ 42′ 6″<br>3 dks<br>RW<br>rf nil | S Ref<br>6 Ho<br>B.687000 In.151000<br>10 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>18750shp<br>General Electric Co. | <br>3424t (o.f)<br>Lyn |

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| 541470<br>KHWQ<br>242941<br>Df Esd<br>Gc Rdr | **AMERICAN ROBIN**<br>exP. & T. Forester-63<br>exWilliam Luckenbach-60<br>exSea Bass-49<br>**American Foreign S.S. Corp.**<br>New York United States | 7838<br>4563<br>12778 | AB | 1943 Western Pipe & Steel Co.—S.Fo<br>492' 0" 69' 8" 29' 4⅛"<br>465' 3" 69' 6" 33' 11"<br>F37' 2 dks & S dk<br>RW<br>rf nil | S OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.787410 B.696110<br>5 Ha (36'×20') (30', 37½', 30½', 40'×24')<br>20W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp<br>General Electric Co.<br>3×250kW 240V d.c. | 1859t |
| 641809<br>KNKZ<br>297353<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN ROVER**<br>**United States Lines Co.**<br>New York United States | T.Mk<br>7509<br>4269<br>—<br>11202<br>6695<br>13264 | AB | 1965 Sun S.B. & D.D. Co.—Chester, Pa<br>534' 9" 75' 2" —/31' 11⅛"<br>507' 0" 75' 0" 42' 6"<br>3 dks<br>RW<br>rf nil | S Ref<br>6 Ho<br>B.687000 In.151000<br>10 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>18750shp<br>General Electric Co. | |
| 501459<br>KAHN<br>254653<br>Df Esd<br>Gc Rdr | **AMERICAN SCIENTIST**<br>exSheridan-47 exMessenger-47<br>**United States Lines Co.**<br>New York United States | 5957<br>3501<br>10519 | AB | 1943 Moore D.D. Co.—Oakland<br>459' 6" 63' 1" 27' 8"<br>435' 0" 63' 0" 40' 6"<br>B79' 3 dks<br>RW<br>rf nil | S<br>5 Ho 67½', 62½', 70', 70', 71½'<br>B.527000<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. | 2022t |
| 501460<br>KBWQ<br>249122<br>Df Esd<br>Gc Rdr | **AMERICAN SCOUT**<br>**United States Lines Co.**<br>New York United States | 6043<br>3454<br>10497 | AB | 1946 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 27' 7⅛"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho 60¾', 61', 70', 70', 72½'<br>B.501000 In.36134<br>5 Ha (27', 32½', 36', 30', 30'×20')<br>16W Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. | 2155t |
| 501461<br>KBXA<br>248949<br>Df Esd<br>Gc Rdr | **AMERICAN SHIPPER**<br>**United States Lines Co.**<br>New York United States<br>Now **TRANSOCEANIC FREEDOM** See New Entries No. 7 | 6043<br>3454<br>10468 | AB | 1945 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 27' 7⅛"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho 60¾', 61', 70', 70', 72½'<br>B.502000 In.36134<br>5 Ha (27', 32½', 36', 30', 30'×20')<br>16W Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. | 2155t |
| 501464<br>KVTB<br>252356<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN SURVEYOR**<br>exSouthwind-61 exCaswell-47<br>**United States Department of Commerce**<br>Savannah United States | 8185<br>4820<br>10745 | AB | 1944 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 27' 7⅛"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>rf nil | S<br>5 Ho 60¾', 61', 70', 70', 72½'<br>G.580573 B.540556<br>5 Ha (27', 32½', 36', 30', 30'×20')<br>18W Der 1(35) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. | 1744t |
| 524833<br>KVKV<br>244855<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **AMERICAN TRADER**<br>exNeches-64 exFisher's Hill-53<br>**American Trading & Production Corp.**<br>Baltimore United States<br>For later particulars see New Entries No. 8 | 11405<br>7976<br>18417 | AB | 1943 Sun S.B. & D.D. Co.—Chester, Pa<br>*545-0'* 68' 2" 30' 0⅛"<br>544' 0" 68' 0" 39' 3"<br>P108' B36' F77' 1 dk<br>rf 9" len 57 | S Tanker Mchy.aft<br>29 Ta<br>L.792660 | 2 S Turb dr geared to sc. shaft<br>9350shp<br>John Hendy Irn Wks<br>2×500kW 450V 60c/s a.c. | 1500t (o.f)<br>Sunn |
| 501465<br>KRVL<br>252678<br>Df Esd<br>Gc Rdr | **AMERICAN TRAPPER**<br>exPioneer Lake-56<br>exAquarius-47<br>**United States Department of Commerce**<br>New York United States | 8399<br>4975<br>10556 | AB<br>**BROKEN UP** | 1943 Federal S.B. & D.D. Co.—Kearny<br>459' 2" 63' 1" 27' 8½"<br>435' 0" 63' 0" 40' 6"<br>B79' 3 dks<br>RW<br>rf nil | S<br>5 Ho 67½', 62¾', 70', 70', 71¾'<br>B.518000<br>5 Ha (27', 32½', 36', 30', 30'×20')<br>16W Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>De Laval S. Turb. Co.<br>3×300kW 240V d.c. | 2326t<br>Tran |
| 501466<br>KBYD<br>249123<br>Df Esd<br>Gc Rdr | **AMERICAN TRAVELER**<br>**United States Lines Co.**<br>New York United States | 6092<br>3477<br>10497 | AB | 1946 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 27' 7⅛"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho 60¾', 61', 70', 70', 72½'<br>B.501000 In.36134<br>5Ha (27', 32½', 36', 30', 30'×20')<br>16W Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. | 2155t |
| 501467<br>KBZF<br>247296<br>Df Esd<br>Gc Rdr | **AMERICAN VETERAN**<br>exWild Wave-46<br>**United States Lines Co.**<br>New York United States<br>Now **TRANSOCEANIC EXPLORER** See New Entries No. 7 | 5975<br>3428<br>10582 | AB | 1945 Moore D.D. Co.—Oakland<br>459' 6" 63' 1" 27' 8"<br>435' 0" 63' 0" 40' 6"<br>B79' 3 dks<br>RW<br>rf nil | S<br>5 Ho 67½', 62½', 70', 70', 71½'<br>B.548000<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. | 1717t |
| 501468<br>KKUI<br>248005<br>Df Esd<br>Gc | **AMERICAN VICTORY**<br>**United States Department of Commerce**<br>Los Angeles United States | 7638<br>5193<br>10725 | AB | 1945 California S.B. Corp.—L.An<br>459' 1" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 60¾', 61', 70', 70', 72½'<br>B.453000<br>5 Ha (27', 32½', 36', 30', 30'×20')<br>16W Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Allis-Chalmers Mfg Co.<br>3×300kW 240V d.c. | 2087t<br>Milw |
| 501470<br>IPTL<br>542<br>Df Esd<br>Gc Rdr<br>RTm | **AMERICANO**<br>exSira-62 exSinus-49<br>**Armatrice Italiana Barbagelata S.p.A.**<br>Palermo Italian | 8176<br>4871<br>12620 | RI<br>✠Classed LR until 7/62 | Lch.1941 Cmd.1945-6 A/B Götaverken—Got<br>483' 6" 59' 4" 27' 10½"<br>459' 9" 59' 0" 35' 6"<br>P101' B38' F60' 1 dk<br>R | M Tanker Mchy.aft<br>16 Ta<br>L.596007 HeCls. C | Oil 2SA 6Cy. 680×1500 mm<br>5200bhp<br>A/B Götaverken<br>2×115kW 220V d.c. | 935t (d.o) |

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| 501471<br>LW2688 | **AMERICANO**<br>exAnglo No. 2–42<br>exGeneral Flores–37<br>exAnglo No. 2–35 exReformer<br>**Polar S.r.l.**<br>Argentine | 1243<br>1000<br>— | ✠Classed LR until 8/29 | | **1901–6** A. Rodger & Co.—P.Gl<br>*230·2'* 42' 0" 11' 0½"<br>41' 10"<br>1 dk<br>R | TS Ref Mchy.aft | T 6Cy. 11" 17" & 28"×21"<br>Ross & Duncan Gls |
| 515704<br>KYXX<br>246798<br>Df Esd<br>Gc Rdr<br>RTm | **AMERIGO**<br>exHurricane–66<br>**Crest Overseas Shipping Co.**<br>New York United States | 6214<br>3508<br>10350 | | AB | **1944** Moore D.D. Co.—Oakland<br>459' 7" 63' 1" 27' 7⅞"<br>435' 0" 63' 0" 31' 6"<br>B79' 2 dks & S dk<br>RW<br>rf nil | S (12P) OSD<br>5 Ho 67½', 62½', 70', 70', 71¾'<br>G.622391 B.549138<br>5 Ha (stl) (27', 32½', 35', 30', 30'×20')<br>16W Der 2(30) 4(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 1710t (o.f)<br>General Electric Co. Lyn<br>2×300kW 220/240V d.c. 16k |
| 501472<br>IBZB<br>2749<br>Df Esd<br>Gc Rdr | **AMERIGO VESPUCCI**<br>Launched as Giuseppe Majorana<br>**Lloyd Triestino-Società per Azione di Navigazione**<br>Genoa Italian | 7021<br>4126<br>7578 | **100A1**<br>with fbd DT—veg. oil<br>**LMC** | SS 10/65<br>EL d†$2\frac{9}{16}$"<br>RI | Lch.**1942** Cmd.**1949–5** S.A. Ansaldo—Gen<br>484' 11" 62' 4" 25' 11"<br>453' 11" 62' 0" 39' 8"<br>F42' 1 dk & S dk, 3rd dk fwd of No. 6 hold<br>RW Coll BH to S dk 7 to 2nd dk<br>WB2434t incl. DTa885t | M Ref OSD<br>6 Ho<br>B.376819 In.5060<br>18W Der 1(30) 1(20 1(10) 10(7) 5(5) 2(1½) | Oil 2DA 9Cy. 640×1160 mm<br>8000bhp Fiat 1300t<br>C.R.D. Adriatico Mfl<br>AuxB 71℔ 16k |
| 518539<br>SXXE<br>Df Esd<br>Gc Rdr<br>RTv | **AMERIKANIS**<br>exKenya Castle–67<br>**National Hellenic American Line S.A.**<br>Piræus Greek | 20046 ~~17042~~<br>12263 ~~9408~~<br>~~10252~~ | ✠**100A1**<br>✠**LMC**<br>MN2880 | SS 8/64<br>EL k†2⅜"SQ | **1952–2** Harland & Wolff Ltd.—Bel<br>576' 6" 74' 4" 28' 2"<br>540' 10" 74' 0" 44' 0"<br>B&F391' Upr Bridge 252' 3 dks, 4th dk except in No. 5 hold<br>RW 9BH<br>rf 13" WB1237t | TS (449bth 17dkP) Ref<br>5 Ho 74½', 66', 41', 60½', 57½'<br>G.465725 B.439700 In.130800<br>5 Ha (22½', 33', 22', 24¾', 19¼'×16')<br>10W Der 1(30) 6(10) 4(5) | 6 S Turb dr geared to 2 sc. shafts<br>14400shp Parsons 2450t (o.f)<br>Harland & Wolff Ltd. Bel<br>3 WTB 495℔ Spt 485℔ hs(19551)<br>2db 100℔<br>5×750, 750, 450, 450, 450kW 220V d.c.<br>19½k ~~17½k~~ |
| 501474<br>PCOU<br>Df Esd<br>Gc Rdr<br>RTv | **AMERSKERK**<br>**N.V. Vereenigde Nederlandsche Scheepv. Maats.**<br>The Hague Netherland | ~~8583~~ 8235<br>~~4999~~ 4752<br>12410 | | BV | **1952** Howaldtswerke A.G.—Ham<br>495' 2" 69' 8" 29' 6¼"<br>69' 5" 42' 6"<br>F48' 2 dks & S dk | S (36P) Ref OSD<br>4 Ho 73', 68', 52½', 68', 1TwD70'<br>G.757871 B.709737 In.1646<br>5 Ha (stl) (33¾'×17¾') (39½', 33¾', 33¾', 39'×24')<br>20W Der 2(50) 4(10) 6(5) | 2 S Turb dr geared to sc. shaft<br>8500shp 1823t (o.f)<br>General Electric Co. Schenectady<br>3×250kW 240V d.c. 16½k |
| 501475<br>KCLJ<br>247292<br>Df Esd<br>Gc Rdr<br>RTm/h | **AMES VICTORY**<br>**Victory Carriers Inc.**<br>New York United States | 7644<br>4623<br>10767 | | AB | **1945** Oregon S.B. Corp.—Pld<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 78', 81, 75'<br>B.453000<br>3 Ha (stl) (25', 24', 36'×22¼')<br>2 Ha (w) (36', 33'×22¼')<br>Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>8500shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 17k |
| 641756<br>LILY<br>Df Esd<br>Rdr<br>RTm | **AMETA**<br>exAnu–66<br>**I/S Ameta**<br>Borges Rederi A/S<br>Tönsberg Norwegian | 1200<br>712<br>~~2180~~<br>2152 | | NV | **1964** Bodö Skibsverft & M/V A/S—Bdo<br>257' 2" 41' 0" ~~15' 3½"~~ 15' 0¾"<br>232' 0" 40' 10" 17' 7"<br>1 dk<br>rf nil | M Mchy.aft<br>2 Ho each 79¼'<br>G.103000 B.95000<br>2 Ha (stl) (each 53¾'×21')<br>8W Der 8(4) | Oil 4SA 8Cy. 390×680 mm<br>1850bhp (d.o)<br>N.V. Werkspoor Ams<br>3×72kW 220V 50c/s a.c. 13½k |
| 533210<br>LZHL<br>Df Esd<br>Rdr<br>RTm/h | ~~**AMETHIST**~~ **AMETHYST**<br>exSlitan–66<br>~~**"Bulet" State Economic Enterprise**~~<br>~~Varna Bulgarian~~<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 500<br>334<br>983<br>1118<br>707<br>1880 | | NV | **1962** Cia. Euskalduna–-Bbo<br>245' 9" 35' 7" 11' 8"/16' 5"<br>226' 5" 35' 1" 11' 9"<br>P59' B56' F33' 1 dk & S dk<br>RW<br>rf nil | M Ref OSD/CSD Mchy.aft<br>4 Ho 21¼', 55¾', 57½', 19¾'<br>4 TwD 29½', 55¾', 57½', 19¾'<br>G.81446 B.70012 In.5862<br>4 Ha (stl) (8¼'×16½') (45¼', 45¼'×18¼') (7¾'×7¾')<br>7W Der 1(10) 4(5) | Oil 4SA 9Cy. 300×450 mm<br>1230bhp 127t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×66kW 220V 50 c/s a.c. 12k |
| 501476<br>300208<br>Pfd Rdr<br>RTm/v | **AMETHYST**<br>**Gem Line Ltd.**<br>William Robertson, Shipowners Ltd.<br>Glasgow British | 1548<br>856<br>2319 | ✠**100A1**<br>✠**LMC**<br>MN280 | SS 2 67<br>EL p | **1958–7** Ailsa S.B. Co. Ltd.—Trn<br>258' 0" 39' 6" 17' 1¼"<br>243' 0" 38' 0" 19' 9"<br>P54' F33' 1 dk<br>RW NS 4BH<br>rf 6" WB822t incl. Topside tanks in Nos. 2 & 3 holds 103t | M Mchy.aft<br>3 Ho 51', 52', 53'<br>G.106184 B.102516<br>3 Ha (stl) (each 32'×23')<br>3W Der 3(3) | Oil 4SA 6Cy. 420×660 mm<br>1400bhp 156¾t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×48kW 220V d.c. 12k |
| 501477<br>UZCY<br>M-22564 | **AMETIST**<br>**U.S.S.R.**<br>Kaliningrad Russian | 3170<br>1225<br>1268 | | | **1962** .....................Russia<br>277' 10" 46' 0" 18' 2"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57400<br>3 Ha<br>6W Der 2(5) 2(3) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| 670781<br>OXSN<br>Df Esd<br>Rdr RT | **AMETYST**<br>**Robert Koch-Nielsen**<br>~~**I. P. Thomsen**~~ **Partrederi**<br>Skagen Danish | 187<br>62<br>— | | BV | **1966** Rosslauer Schiffs.—Rosslau<br>105' 10" 24' 4"<br>... ... ...<br>1 dk | M Fishing<br>2 Ha (4'×3')<br>Der 1(1½) | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht Mgd<br>11¾k |
| 652025<br>SZIC<br>1 | **AMFIPOLIS**<br>**G. Moschidis & P. Chanziemmanouil**<br>Kavalla Greek | 225<br>135<br>— | | | **1964** .......................Perama<br>132' 10" 29' 10"<br>... ... ... | TM Ferry | 2 Oil 4SA each 6Cy.<br>Mercedes Benz |

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| 540081<br>5BAP<br>321024<br>Df Esd | **AMFITHEA**<br>exAntonia–65 exHoperange–63<br>**Tramping & Freighting Concern Ltd.**<br>Famagusta Cyprus | **5171**<br>3062<br>9745 | **BS✻** SS 9/67 ~~Dr 6/66~~<br>**MBS✻**<br>MN560 CT6928 C37 S32 | **1939–3** Swan, Hunter & Wghm Rchdsn —Nwc<br>425′ 0″ 57′ 5″ 26′ 0″<br>413′ 6″ 57′ 3″ 38′ 0″<br>F29′ 1 dk & S dk<br>RW 8BH<br>WB2673t incl. DTs1183t | M OSD<br>G.554000 B.508000 | Oil 2SA 4Cy. 600×2320 mm<br>2500bhp<br>Swan, Hunter & Wghm Rchdsn<br>2AuxB 120lb |
| 670537<br>5WHQ<br>2861<br>Df Esd<br>Rdr RT | **AMFITRITI**<br>**Achilles Frangistas Shipping & Fishing Co. Ltd.**<br>A. Frangistas<br>Piræus Greek | **3242**<br>1424<br>2583 | BV | **1966** Nosenko Shipyard—Nic<br>*302·8′* 45′ 11″<br>23′ 8″<br>2 dks | D-E Ref<br>3 Ha (each 13¾′×11¾′)<br>Der 6(3) | 4 Oil 4SA each 6Cy. 318×330 m<br>driving 4 gen. each 700kW conne<br>to elec. motor 3800shp & sc. shaft<br>Penza Kharko |
| 640416<br>UWHK<br>M-27579 | **AMGU**<br>**U.S.S.R.**<br>Petropavlovsk Russian | **3170**<br>1225<br>1425 | | **1963** ......................Russia<br>256′ 1″ 46′ 0″ 19′ 5″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57387<br>3 Ha<br>4W Der 2(2½) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prag |
| 541867<br>UVDV<br>M-12123 | **AMGUEMA**<br>**U.S.S.R.**<br>Vladivostok Russian | **8181**<br>3468<br>8634 | | **1962** ......................Komsomolsk<br>436′ 5″ 61′ 9″ 29′ 1½″<br>38′ 2″ | T D-E<br>4 Ho<br>G.328640<br>4 Ha (each 28¾′×25′)<br>8W Der 2(10) 6(5) | 4 Oil 4SA each 10Cy. 207×254 m<br>connected to elec. motor & 2<br>shafts<br>7200bhp |
| 671866<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMGUN**<br>**U.S.S.R.**<br>Russian | **3359**<br>1550<br>4600 | | **1967** Rauma-Repola O/Y—Rauma<br>348′ 3″ 50′ 8″ 21′ 4″<br>318′ 3″ 50′ 6½″ 25′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W |
| 501481<br>192697 | **AMHERST ISLANDER**<br>**Government of Canada (Minister of Highways for the Province of Ontario)**<br>Kingston Canadian | **184**<br>114<br>— | ✠Classed LR until 1/64 | **1955–6** Kingston Shpyd Ltd.—Kin<br>106′ 1″ 37′ 7″<br>99′ 6″ 37′ 6″ 10′ 1″<br>1 dk<br>rf 57″ | M Ferry Mchy.aft | Oil 12Cy. 5½″×6″<br>NE65<br>Cummins Eng. Co. Colum |
| 651534<br>VC5410<br>311349<br>Esd Gc<br>Rdr RT | **AMHERSTBURG**<br>**McQueen Marine Ltd.**<br>J. E. McQueen<br>Amherstburg Canadian | **195**<br>69<br>— | **✠100A1**<br>tug<br>Great Lakes Service<br>Ice Class 2<br>**✠LMC**<br>MN454 EL (c) | **1966–3** Erieau S.B. & D.D. Co. Ltd.—Erieau<br>95′ 0″ 30′ 9″ 10′ 7″<br>87′ 3″ 30′ 0″ 13′ 0″<br>4BH<br>rf 24″ WB69t | TM Tug | 2 Vee Oil 4SA each 8Cy. 9¾″×10¾″<br>2270bhp<br>Davey Paxman & Co. Ltd.<br>2×25kW 230/115V d.c. |
| 650934<br>JWQX<br>Df Esd<br>Gc Rdr<br>RTh | **AMICA**<br>**Skibs A/S Aino, Skibs A/S Viva & Skibs A/S Viator**<br>C. H. Sörensen & Sönner<br>Arendal Norwegian | **20484**<br>11945<br>30210 | NV | **1965** Bremer Vulkan—Vgk<br>644′ 10″ 83′ 2″ 35′ 9½″<br>605′ 0″ 83′ 0″ 48′ 1″<br>1 dk | M Bulk Carrier Mchy.aft<br>7 Ho 66′, 62′, 62′, 62′, 62′, 62′, 56′<br>7 Ha (stl) (37½′, 37½′, 37½′, 37½′, 37½′, 37½′, 31½′×39½′)<br>Cr 3(8) Der 2(7) 1(3) 1(1½) | Oil 2SA 9Cy. 700×1200 mm<br>9550bhp MAN<br>Bremer Vulkan<br>3×345kW 450V 60 c/s a.c. |
| 540745<br>SWZK<br>2157<br>Df Esd<br>RT | **AMIDAS L.**<br>exNissos Skopelos–65<br>exPlato–63<br>**N. S. Livas**<br>Piræus Greek | **703**<br>440<br>— | BV | **1937** Gebr. Pot—Bolnes<br>188′ 6″ 29′ 11″<br>29′ 9″<br>P38′ 2 dks<br>R | M CSD Mchy.aft<br>B.46880<br>4W Der 1(10) | Oil 2SA 8Cy. 275×480 mm<br>570bhp<br>Gebr. Stork & Co. Heng |
| 501485<br>OWAH | **AMIGO**<br>exStart–55<br>**Niels L. Jensen Partrederi**<br>Lemvig Danish | **140**<br>90<br>220 | BV | **1918** N. Hansen & Co.—Marstal<br>*92·5′* 23′ 11″ 11′ 6″<br>23′ 9″ 10′ 8″<br>Q14′ | Wood Aux Sr Mchy.aft<br>1 Ho<br>G.9500 B.9000<br>2W Der 2(1) | Oil 2SA 3Cy. 300×360 mm<br>210bhp Emade—fitted62<br>A/B Bergens M/V |
| 541539<br>DVBZ<br>Df Esd<br>Gc Rdr<br>RT | **AMIHAN**<br>exDeneb–67<br>exStanvac Sunda–63<br>exTankhaven II–59<br>exTantallon–48<br>**Esso Standard Philippines Inc.** Now **LSCO AMIHAN** See New Entries No. 1<br>Manila Philippine | **3155**<br>1698<br>4110 | AB<br>Classed LR until 9/50 | **1945** J. A. Jones Const. Co.—Panama City<br>327′ 0″ 48′ 4″ 19′ 4″<br>309′ 0″ 48′ 2″ 21′ 10″<br>P84′ B35′ F48′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>12 Ta 1 Ho 27′<br>L.206167<br>1 Ha (8′×8′) | Oil 2SA 6Cy. 255×330 mm<br>1400bhp<br>Nordberg Mfg Co. Milw |
| 521050<br>HPYZ<br>161<br>Esd Rdr<br>RT | **AMIMONI**<br>exLochmor–64<br>**Tamis S.A.**<br>Panama Panamanian | *543*<br>*241*<br>83 | **BS✻** SS 4/61<br>with fbd West coast of Scotland & outer islands service<br>**MBS**<br>MN132 CT567 C20<br>**LAID UP—SURVEYS OVERDUE 4/65** | **1930–7** Ardrossan Dockyard Ltd.—Ard<br>162′ 6″ 29′ 1″ 9′ 5½″<br>155′ 0″ 29′ 0″ 11′ 3″<br>P&B96′ F50′ 1 dk<br>R 9BH<br>BK1″ WB102t incl. DTs49t | TM<br>1 Ho 8¾′<br>G.12200 B.11625<br>1 Ha (8¾′×8′)<br>1W Der 1(3) | 2 Oil 4SA each 12Cy. 180×1̶ mm<br>660bhp<br>NE(p)made48refitted<br>NE(s)made48refitted<br>Davey, Paxman & Co. Ltd. |
| 501486<br>AQEW<br>183960<br>Df Esd<br>Pfd RT | **AMIN**<br>exSt. Luke–61<br>**Ebco Cold Storages & Allied Industries Ltd.**<br>Chittagong Pakistan | **114**<br>52<br>— | **✠100A1** SS 3/63<br>trawler<br>**✠LMC**<br>EL (a)f<br>~~**DRY DOCKING OVERDUE—CLASS SUSPENDED 9/65**~~<br>**SURVEYS OVERDUE—CLASS SUSPENDED 9/65** | **1950–3** Henry Scarr Ltd.—Hessle<br>*84·5′* 21′ 8″<br>84′ 0″ 21′ 6″ 9′ 9″<br>3BH<br>BK8″ WB9t | M Trawler<br>1 Ho | Oil 4SA 6Cy. 215×330 mm sr<br>360bhp<br>Mirrlees, Bickerton & Day |
| 670449<br>JMYE<br>100796<br>Df Gc<br>Rdr RT | **AMINAKA MARU No. 1**<br>**Kaneishi Kaiun K.K.**<br>Tokyo Japanese | **2611**<br>1618<br>4133 | NK | **1966** Ujina Zosensho—Hma<br>293′ 11″ 47′ 4″ 19′ 10″<br>272′ 4″ 47′ 3″ 23′ 3″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.185085 B.171983<br>2 Ha (58′, 89½′×23′)<br>9W Der 3(10) | Oil 4SA 6Cy. 470×820 mm<br>2400bhp<br>Ito Tekkosho<br>2×80kW 450V a.c. |

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| 501488<br><br>S5022 | **AMINUL BAHR**<br><br>**Government of Pakistan**<br>**(Department of Supply**<br>**and Development)**<br>East Pakistan WAPDA<br>Narayanganj Pakistan | 917<br>304<br>— | <br><br>✠Classed LR until 9/58 | 1953–6 Verschure & Co.'s Scheeps.—<br>Ams<br>259′ 0″ 47′ 6″<br>210′ 0″ 46′ 5″ 10′ 0″<br>1 dk<br>RW | TS Suction & Cutter Dredger | T 6Cy. $14\frac{13}{16}$″ 23¼″ & $38\frac{3}{16}$″×$14\frac{3}{16}$″<br>(o.f)<br>Verschure & Co.'s Scheeps. Ams |
| 517733<br><br><br>Df Esd<br>Gc Rdr<br>RT | **AMIRA K**<br>exJuno–66 exIrish Willow–54<br>**Fouad A. Khayat & Co.**<br>Beirut Lebanese | 1767<br>896<br>2210 | BS✳ SS 10/66<br>Ice Class C<br>MBS✳<br><br>MN321 CT2594 C29 S25<br>**STRANDED 1/69** | 1948–10 W. Gray & Co. Ltd.—Hpl<br>303′ 8″ 44′ 4″ 17′ 5½″<br>280′ 0″ 44′ 0″ 25′ 6″<br>F30′ 1 dk & S dk<br>5BH<br>WB793t | S OSD<br><br>G.154313 B.142077<br><br>8W | T 3Cy. 20″ 32″ & 58″×42″<br>1785ihp 360t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 220lb Spt hs(5530) 11½k |
| 642228<br>TKXP<br><br>Df Esd<br>Rdr | **AMIRAL RONARCH**<br><br>**Soc. Nouvelle des**<br>**Glacières Concarnoises**<br>Quimper French | 148<br>49<br>— | <br><br>BV | 1964 Ch. Nav. Franco-Belges—<br>Villeneuve<br>*98·4′* 22′ 8″<br>22′ 6″ | M Trawler<br><br><br>2 Ha (each 3¾′×3½′) | Oil 4SA 12Cy. 185×200 mm<br>600bhp 35½t<br>Moteurs Baudouin Msl<br>11½k |
| 501493<br>HPCX<br>3596HK<br>Df Esd<br>Gc | **AMITA**<br>exCycle–61<br>**Cia. de Nav. Victoria**<br>**Neptuno S.A.**<br>Teh-Hu Steamship Co.<br>(Hongkong) Ltd.<br>Panama Panamanian | 3952<br>2229<br>5630 | ✠100A1 TD 4/67<br><br>✠LMC<br><br>EL w$1\frac{13}{16}$″ | 1939–2 Hawthorn, Leslie & Co. Ltd.—<br>Nwc<br>370′ 11″ 50′ 8″ 22′ 6½″<br>355′ 0″ 50′ 6″ 27′ 3″<br>P41′ B81′ F31′ 2 dks<br>R NS 6BH<br>WB1081t | S (10P)<br>4 Ho 56′, 51½′, 60′, 63′<br>G.146000 B.133990<br>5 Ha (31½′, 31½′,×22′) (22′×20¼′)<br>(31½′, 31½′×22′)<br>12W Der 1(20) 8(5) 8(3) | T 3Cy. 22″ 37″ & 63″×45″<br>1636ihp (o.f)<br>N. E. Mar. Eng. Co. (1938) Ltd. Nwc<br>2 SB 220lb Spt hs(5884) 6cf<br>3×15, 13½, 13½kW 110V d.c. 11k |
| 540213<br>DGAU<br>9231<br>Df Esd<br>Pfd RT | **AMMERLAND**<br>exCaldas–67 exFalkenberg–62<br>exSankt Marien–62<br>**Partenreederei m.s.**<br>**"Ammerland"**<br>Horst Werner Janssen<br>Hamburg W. German | **T.Mk**<br>**1326**<br>705<br>**2566** | <br><br>GL | 1953 Norderwerft Köser & Meyer—Ham<br>*259·4′* 41′ 5″ ~~17′ 3¾″~~ 17′ 3″<br>258′ 6″ 41′ 4″ 24′ 11″<br>B59′ F33′ 2 dks<br>RW | M ~~OSD~~ Mchy.aft<br>2 Ho each 82¾′<br>G.149700 B.138700<br>2 Ha (each 59¾′×18′)<br>Der 9(10) 1(8) 2(5½) | Oil 4SA 10Cy. 385×580 mm<br>1500bhp 193t (d.o)<br>Masch. Kiel A.G. Kel<br>2×80kW 220V d.c. 12k |
| 501495<br>IJOP<br>474<br>Rdr RT | **AMMOGAS**<br>Launched as Ammonia I<br>**"Zoria" Compagnia di Navigazione S.p.A.**<br>Palermo Italian | 905<br>457<br>565 | <br><br>RI | 1959 I.N.M.A.—Spz<br>207′ 9″ 30′ 3″ 9′ 10⅝″<br>190′ 3″ 30′ 1″ 15′ 1″<br>1dk<br>RW | TM Liquefied Gas Carrier Mchy.aft<br>6 Ta 1 Ho | 2 Oil 4SA each 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz Kln |
| 501496<br>PCPA<br>11483<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AMMON**<br><br>**Koninkl. Nederl. Stoomb.**<br>**Maats. N.V.**<br>Amsterdam Netherland | **T.Mk**<br>**2563**<br>1301<br>**3816**<br>**3840**<br>2101<br>4813 | ✠100A1 SS 7/64<br><br>✠LMC<br><br>MN720 EL v 2″SQ | 1959–9 A. Vuijk & Zonen—Capelle<br>392′ 0″ 49′ 3″ ~~21′ 0½″~~ 18′ 7¾″/21′ 0½″<br>362′ 11″ 49′ 0″ 26′ 6″<br>F40′ 2 dks, 3rd dk in No. 1 hold<br>RW 5BH to U dk 1 to 2nd dk len 66<br>rf 4″ WB498t incl. DTf95t | M (12P) Ref Mchy.aft<br>3 Ho 52′, 67′, 75¾′<br>B.180680 In.11655<br>3 Ha (stl) (26′×12′) (41′, 41′×16¼′)<br>10W Der 1(45) 4(9) 2(6) 4(3) | Oil 2SA 8Cy. 540×1150 mm<br>3600bhp 159t (hvf)<br>Gebr. Stork & Co. N.V. Hengelo<br>AuxB 100lb ● (ex.g) 120lb<br>3×130kW 220V d.c. 16k |
| 661093<br>WU3056<br>296381 | **AMMON G. DUNTON**<br><br>**Alden S. Swan Inc.**<br>Reedville United States | 450<br>306<br>— | | 1964 Wiley Mfg Co.—Port Deposit<br>*152·8′* 34′ 2″<br>160′ 0″ 34′ 0″ 11′ 0″ | TM Fishing | 2 Oil each 12Cy. 6¼″×8″<br>1530bhp<br>Caterpillar Tractor Co. Peoria |
| 501498<br>KHSA<br>242851<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO CONNECTICUT**<br>exPan-Connecticut–55<br>exF. O. Prior–51<br>exBuffalo Wallow–48<br>**American Oil Co.**<br>Baltimore United States | 12491<br>8276<br>20035 | <br><br>AB | 1957 (Cargo section) Newport Ns<br>S.B. & D.D. Co.—N.Ns<br>1943 (Fwd & aft) Alabama D.D. & S.B.<br>Co.—Mob<br>571′ 6″ 75′ 4″ 30′ 4½″<br>551′ 0″ 75′ 0″ 39′ 3″<br>P108′ B36′ F77′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>27 Ta<br>L.971824 HeCls. B | S Turb 7240shp connected to elec.<br>motor<br>1438t (o.f)–50pd<br>General Electric Co. Lyn<br>15k |
| 501499<br>KVXW<br>245058<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO DELAWARE**<br>exPan Delaware–56<br>exA. W. Peake–51<br>exWolf Mountain–48<br>**American Oil Co.**<br>Baltimore United States | 12529<br>8277<br>20114 | <br><br>AB | 1957 (Cargo section) Newport Ns<br>S.B. & D.D. Co.—N.Ns<br>1944 (Fwd & aft) Alabama D.D. & S.B.<br>Co.—Mob<br>571′ 6″ 75′ 2″ 30′ 4½″<br>551′ 0″ 75′ 0″ 39′ 3″<br>P108′ B36′ F77′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>27 Ta<br>L.971824 HeCls. B | S Turb 7240shp connected to elec.<br>motor<br>1438t (o.f)–50pd<br>General Electric Co. Lyn<br>15k |
| 501500<br>WB4534<br>216311<br>Df Gc<br>Rdr<br>RTm/h/v | **AMOCO ILLINOIS**<br>exWilliam P. Cowan–62<br>**American Oil Co.**<br>Chicago United States | 5429<br>3962<br>8500 | AB<br><br>✠Classed LR until 6/42 | 1918–6 American S.B. Co.—Lorain<br>434′ 7″ 55′ 2″ 22′ 11″<br>420′ 0″ 55′ 0″ 28′ 0″<br>F62′ 1 dk<br>R<br>rf 3″ | S Tanker Mchy.aft<br>18 Ta<br>L.354652 | T 3Cy. 25½″ 41″ & 67″×42″<br>1850ihp 501t (o.f)–29pd<br>American S.B. Co. Lorain<br>2×30kW 110V d.c. 13k |
| 501501<br>WA9928<br>236823<br>Df Gc<br>Rdr<br>RTm/h/v | **AMOCO INDIANA**<br>exRed Crown–62<br>**American Oil Co.**<br>Chicago United States | 5443<br>3363<br>8500 | <br><br>AB | 1937 Manitowoc S.B. Corp.—Manitowoc<br>465′ 5″ 55′ 3″ 21′ 4″<br>454′ 0″ 55′ 0″ 28′ 0″<br>F66′ 1 dk<br>R<br>rf 3″ | S Tanker Mchy.aft<br>16 Ta<br>L.374417 HeCls. C | T 3Cy. 25″ 41″ & 68″×42″<br>2500ihp 527t (o.f)–30pd<br>Manitowoc S.B. Corp. Manitowoc<br>2×60kW 110V d.c.<br>Thw. thrust propeller fwd 13k |

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| 501502 | **AMOCO LOUISIANA** | 12638 | | 1958 (Cargo section) Newport Ns | T-E Tanker Mchy.aft | S Turb 7240shp connected to |
| KTYA | exR. F. McConnell-58 | 8429 | | S.B. & D.D. Co.—N.Ns | 27 Ta | motor |
| 244329 | exFort Laramie-48 | 20099 | AB | 1943 (Fwd & aft) Alabama D.D. & S.B. | L.977550 HeCls. B | 1438t (o.f)- |
| Df Esd | **Marine Petroleum Carrier** | | | Co.—Mob | | General Electric Co. |
| Gc Pfd | **Corp.** | | | 571' 6" 75' 3" 30' 4½" | | |
| Rdr RT | Wilmington, Del United States | | | 551' 6" 75' 0" 39' 3" | | |
| | | | | P108' B36' F77' 1 dk | | |
| | | | | RW | | |
| | | | | rf 9" | | |
| 501504 | **AMOCO MICHIGAN** | 4195 | | 1928 American S.B. Co.—Lorain | S Tanker Mchy.aft | T 3Cy. 23½" 38$\frac{1}{32}$" & 63$\frac{11}{16}$"×42" |
| WB2113 | exRobert W. Stewart-62 | 3025 | | 390' 4" 52' 2" 20' 4½" | 14 Ta | 2100ihp 417t (o.f)- |
| 227263 | **American Oil Co.** | 6200 | AB | 380' 9" 52' 0" 25' 2" | L.283794 | American S.B. Co. |
| Df Gc | Chicago United States | | | 1 dk | | 2×60kW 110V d.c. |
| Rdr | | | | R | | |
| RTm/h/v | | | | rf 3" | | |
| 501505 | **AMOCO NEW YORK** | 10414 | | 1943 Sun S.B. & D.D. Co.—Chester, Pa | T-E Tanker Mchy.aft | S Turb 7240shp driving 1 gen. |
| KVKH | exPan-New York-55 | 6259 | | 523' 6" 68' 2" 30' 3½" | 26 Ta | 2300V a.c. connected to elec. |
| 244801 | exBrandy Station-46 | 16644 | AB | 503' 0" 68' 0" 39' 3" | L.792500 HeCls. BC | 6000shp (Sy) 1390t (o.f)- |
| Df Esd | **American Oil Co.** | | | P108' B36' F53' 1 dk | | General Electric Co. |
| Gc Pfd | Baltimore United States | | | RW | | |
| Rdr RT | | | | rf 9" | | |
| 501506 | **AMOCO VIRGINIA** | 12532 | | 1957 (Cargo section) Newport Ns | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft |
| KIXO | exHat Creek-57 | 8307 | | S.B. & D.D. Co.—N.Ns | 27 Ta | 9350shp Emade44fitted47 |
| 243518 | **American Oil Co.** | 20099 | AB | 1943 (Fwd & aft) Alabama D.D. & S.B. | L.971824 HeCls. B | 1438t (o.f)- |
| Df Esd | Baltimore United States | | | Co.—Mob | | Allis-Chalmers Mfg Co. |
| Gc Pfd | | | | 571' 6" 75' 4" 30' 4½" | | |
| Rdr RT | | | | 551' 0" 75' 0" 39' 3" | | |
| | | | | P108' B36' F77' 1 dk | | |
| | | | | RW | | |
| | | | | rf 9" | | |
| 501507 | **AMOCO WISCONSIN** | 4432 | | 1930 Manitowoc S.B. Corp.—Manitowoc | S Tanker Mchy.aft | T 3Cy. 23½" 38½" & 63½"×42" |
| WB5644 | exEdward G. Seubert-62 | 2724 | | *400-6'* 53' 5" 21' 11½" | 14 Ta | 2400ihp 334t (o.f)- |
| 230184 | **American Oil Co.** | 7100 | AB | 390' 3" 53' 3" 27' 1" | L.284809 | Manitowoc S.B. Corp. |
| Df Esd | Chicago United States | | | 1 dk | | 2×60kW 110V d.c. |
| Gc Rdr | | | | R | | Thw. thrust propeller fwd |
| RTm/h/v | | | | rf 3" | | |
| 670517 | **AMOL** | 260 | ✠ | D. W. Kremer Sohn— | TM Tug | 2 Oil 4SA 7Cy. 235×330 mm |
| | | — | | Elmshorn | | |
| | **Bombay Port Trust** | — | | 110' 5" 30' 9" 11' 2" | | Masch. Augsburg-Nürnberg |
| | Bombay Indian | | | 99' 3" 29' 3" 13' 11" | | |
| 529617 | **AMON** | 7227 | AB | 1944 Bethlehem-Fairfield—Bal | S | T 3Cy. 24½" 37" & 70"×48" |
| 5BBI | exRio Mar-65 | 4400 | | 441' 6" 57' 1" 27' 9½" | 5 Ho 60½', 72½', 50', 45', 70', 20' DT | 2500ihp 1120t |
| 321032 | exPresident Boshof-61 | 10930 | Classed LR until 6/55 | 417' 9" 56' 11" 37' 4" | G.562827 B.499816 | Ellicott Mchy. Corp. |
| Df Esd | exRio Mar-59 | | | 2 dks, 3rd dk fwd | 5 Ha (33½', 35', 20', 35', 35'×20') | 3×20kW 120V d.c. |
| | exStamford Hill-51 | | | RW | 1W Der 10(5) | |
| | exSamneagh-47 | | | rf 6" | | |
| | **Aktor Shipping Co. Ltd.** | | **TO BE BROKEN UP** | | | |
| | Famagusta Cyprus | | | | | |
| 501509 | **AMONEA** | 210 | | 1905-12 Murdoch & Murray—P.Gl | TS | C 4Cy. 12" & 24"×18" |
| PUEL | exMassypira | 162 | | *129-8'* 30' 1" | | |
| | **Nicolaus & Co.** | — | ✠Classed LR until 9/12 | … … … | | White & Hemphill |
| | Para Brazilian | | | 1 dk & Prom dk | | |
| | | | | R | | |
| 501510 | **AMOR** | 499 | | 1949 Cant. Fra Serra—Cervo S. | Wood M Mchy.aft | Oil 4SA 7Cy. 310×450mm |
| IJOI | | 284 | | Bartolomeo | 1 Ho | 535bhp Emade46fitted49 |
| 3082 | **Francesco Tollone** | — | | 166' 0" 29' 0" | | Franco Tosi S.p.A. |
| RT | Genoa Italian | | | 143' 4" 28' 3" 15' 10" | | |
| | | | | 1 dk | | |
| 501511 | **AMORGOS** | 14073 | AB | 1961-10 Ishikawajima-Harima Hvy Ind.— | S Mchy.aft | 2 S Turb dr geared to sc. shaft |
| 6ZOT | | 8663 | | Tok | 8 Ho | 8200shp |
| 2458 | **Viadoro Compania Naviera** | — | ✠Classed LR until 11/65 | 578' 9" 75' 6" 31' 9½" | G.1071310 | Ishikawajima-Harima Hvy Ind. |
| Df Esd | **S.A.** | | | 548' 4" 75' 3" 45' 7" | 8 Ha | |
| Gc Rdr | Monrovia Liberian | | | P75' F44' 1 dk | | |
| | | | | rf 4" | | |
| 521361 | **AMORGOS** | 1516 | **BS✻** SS 3/66 | 1948-2 W. Gray & Co. Ltd.—Hpl | TM OSD | 2 Oil 2SA each 6Cy. 340×570 mm |
| SYVK | exLucian-64 | 578 | | 272' 0" 42' 2" 17' 0" | | 1920bhp |
| 2418 | **Seaways Co. Inc.** | 1690 | **MBS✻** | 255' 0" 42' 0" 25' 0" | G.124837 B.115234 | British Polar Engines Ltd. |
| Df Esd | Piræus Greek | | | F30' 1 dk & S dk | | db 60lb |
| Gc Pfd | | | MN384 CT2211 C28 | 5BH | 8W Der 1(25) | |
| Rdr | | | | WB514t | | |
| 501512 | **AMORIA** | 12324 | ✠100A1 ~~SS 6/64~~ | 1960-5 Smith's Dock Co. Ltd.—Mdb | M Tanker Mchy.aft | Oil 2SA 6Cy. 650×2320 mm |
| GCXU | | 7033 | oil tanker SS 12/68 | 559' 0" 69' 5" 29' 10" | 33 Ta | 8000bhp Doxford |
| 301125 | **Tanker Finance Ltd.** | ~~18062~~ | ✠LMC | 531' 0" 69' 3" 39' 0" | | Hawthorn Leslie (Eng.) Ltd. |
| Df Esd | London British | 18823 | | P115' B37' F48' 1 dk | 1 Ha (stl) (8'×8') | 2WTAuxB 220lb AuxB 220lb |
| Gc Rdr | Shell Tankers (U.K.) Ltd. (Mgrs.) | | MN1600 EL h†2$\frac{5}{16}$"SQ | 16BH | Der 1(5) | 2×400kW 440V 60c/s a.c. |
| RTm/h/v | | | | rf 3" WB489t | | |

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|---|---|---|---|---|---|---|
| 501513<br>IJOL<br>105<br>Df<br>Rdr RT | **AMORUSO PRIMO**<br>exVenus–61<br>**Michele Amoruso**<br>Bari Italian | 378<br>189<br>396 | RI | **1949** A.G. "Weser" Werk Seebeck—Bhn<br>*143·7′* 26′ 5″<br>141′ 9″ 26′ 3″ 15′ 6″<br>RW | M Trawler<br>2 Ho | Oil 4SA 6Cy. 370×560 mm<br>1000bhp NE61<br>Ansaldo Stab. Mecc. Gen |
| 501514<br>IJON<br>106<br>Df Esd<br>Rdr RT | **AMORUSO SECONDO**<br>exStralsund–61<br>**Michele Amoruso**<br>Bari Italian | 466<br>254<br>— | RI | **1950** Deutsche Werft A.G.—Ham<br>*144·5′* 27′ 0″<br>141′ 0″ 26′ 11″ 15′ 11″<br>RW | M Trawler<br>2 Ho | Oil 4SA 6Cy. 370×560 mm<br>1000bhp NE61<br>Ansaldo Stab. Mecc. Gen |
| 661389<br>IJAC<br>135<br>Df Esd<br>Gc Rdr<br>RT | **AMORUSO TERZO**<br>**Michele Amoruso**<br>Bari Italian | 611<br>299<br>550 | RI | **1966** Soc. Esercizio Cant.—Viareggio<br>196′ 1″ 30′ 1″ 12′ 2″<br>173′ 5″ 30′ 0½″ 15′ 1″<br>1 dk<br>RW | M Trawler Mchy.aft<br>1 Ho | Oil 4SA 8Cy. 350×400 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz Kln |
| 505529<br>HOKD<br>3875YJ<br>Df Esd<br>Gc Pfd<br>Rdr | **AMOS**<br>exBunyo Maru–64<br>**Cia. Nav. Pearl S.A.**<br>Teh-Hu Steamship Co. (Hongkong) Ltd.<br>Panama Panamanian | 4092<br>2140<br>6376 | CR (Taiwan)<br>Classed LR until 1/59 | **1949** Kawaminami Kogyo—Koyagishima<br>372′ 5″ 50′ 10″ 23′ 6¾″<br>347′ 9″ 50′ 9″ 27′ 7″<br>P21′ B165′ F28′ 1 dk<br>R | M<br>4 Ho 50′, 77′, 48′, 45¾′<br>G.290872 B.260245<br>5 Ha (25¼′×18′) (28¾′, 47¼′, 31½′×19¾′) (28¾′×18′)<br>12W Der 1(25) 4(10) 2(7) 4(5) | Oil 4SA 6Cy. 460×690 mm<br>2400bhp NE59 693t (hvf)<br>Ito Tekkosho Shimizu<br>1×70kW 105V d.c.<br>2×30kW 110V d.c. 12k |
| 501515<br>KIRZ<br>242628<br>Df Esd | **AMOS G. THROOP**<br>**United States Department of Commerce**<br>Los Angeles United States | 7226<br>4436<br>10711 | AB<br>**BROKEN UP** | **1942** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1853t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| 501517<br>CSFA | **AMOUROL**<br>exRio Minho exBicalho<br>exLucida<br>**Cia. Portuguesa de Pesca**<br>Lisbon Portuguese | 270<br>128<br>— | ✠ | **1911**–3 Goole S.B. & R. Co. Ltd.—Goo<br>*126·6′* 23′ 0″<br>… … …<br>R | S Trawler | T 3Cy. 13″ 21″ & 35″×26″<br>Earle's Co. Ltd. Hul |
| 501519<br>4XVK<br>MS88<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **AMPAL**<br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | 7915<br>4370<br>12755<br>**11006**<br>6751<br>15050 | ✠100A1 SS 4/68 ~~SS 2/68~~<br>DTm—vegetable oil<br>Str. nav. ice<br>✠LMC<br>MN1800 EL f†2¼″SQ | **1958**–2 Bremer Vulkan—Vgk<br>515′ 6″ 67′ 6″ 27′ 11¼″/30′ 11⅜″<br>485′ 0″ 67′ 2″ 41′ 4″<br>1 dk & S dk<br>RW Coll BH to U dk 7 to 2nd dk<br>rf nil DK fwd WB4863t incl. Tunnel tanks 270t | M OSD/CSD<br>6 Ho 55′. 69′, 58′, 69′, 61′, 52′<br>G.843157 B.756600<br>6 Ha (stl) (29¼′, 39¼′, 34′, 29¼′, 34′, 31½′×23′)<br>12W Cr 4(3) Der 1(60) 8(5–10) 2(3–5) 4(3) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp MAN 1793t (hvf)<br>Bremer Vulkan Vgk<br>2WTAuxB 100℔ e (ex.g) 100℔<br>2×220kW 440V 60c/s a.c. 16k |
| 501521<br>PCPE<br>76032<br>Df Esd<br>Gc Rdr<br>RTm/v | **AMPENAN**<br>**Koninklijke Rotterdamsche Lloyd n.v.**<br>Rotterdam Netherland | 9947<br>5815<br>12100 | ✠100A1 SS 7/64<br>carrying vegetable oil or molasses in DTs<br>✠LMC<br>MN1870 EL f†2⅜″SQ | **1951**–1 Rotterdamsche D.D. Maats.—Rot<br>528′ 10″ 66′ 9″ 29′ 1″<br>491′ 1″ 66 6″ 38′ 7″<br>P41′ B142′ F49′ 2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>RW 8BH<br>WB7500t incl. Tunnel tanks 1223t DTs2277t DTms2256t | S (12P) Ref<br>6 Ho 54′, 72′, 67′, 53′, 58½′, 75¼′<br>B 647039 In.3392<br>6 Ha (28½′, 40′×24′) (28½′, 25′×28′) (34¼′, 34¼′×24′)<br>20W Der 2(65) 4(10) 12(5) 4(3) | 2 S Turb dr geared to sc. shaft<br>✠E&Bmade45fitted51<br>9350shp 1782t (o.f)<br>General Electric Co. Erie<br>2WTB 525℔ Spt 473℔ hs(15408)<br>3×250kW 230V d.c. 17k |
| 534545<br>PKWW<br>Df Esd<br>Rdr<br>RTm | **AMPERA II**<br>exSuperior Trader–67<br>**Pemerintah Daerah**<br>Ambon Indonesian | 329<br>148<br>352 | BV | **1961** N.V. Noord Ned. Schps.—Gro<br>154′ 2″ 24′ 3″ 9′ 2¼″<br>137′ 10″ 24′ 0″ 10′ 0″<br>1 dk | M (4P) Mchy.aft<br>1 Ho 88½′<br>2 Ha (stl) (28¾′×15′) (28¾′×16′)<br>Der 2(2) | Oil 4SA 6Cy. 270×500 mm<br>395bhp (d.o)<br>N.V. Werkspoor Ams<br>3×13½, 10, 5kW 220V 61, 46, 23c/s a.c. 11k |
| 660485<br>PKWX<br>Df Esd<br>Rdr RT | **AMPERA III**<br>exSuperior Exporter–67<br>**Pemerintah Daerah**<br>Ambon Indonesian | 400<br>209<br>500 | BV | **1966** Schpsw. Kramer & Booy—Kootstertille<br>167′ 4″ 25′ 9″ 9′ 10″<br>154′ 3″ 25′ 5″ 10′ 7″<br>1 dk | M Mchy.aft<br>2 Ha (each 36′×16½′)<br>Der 2(2) | Oil 4SA 6Cy. 350×400 mm<br>395bhp<br>Motorenw. Mannheim Mhm<br>10k |
| 660293<br>PKWY<br>Df Esd<br>Rdr RT | **AMPERA IV**<br>exSuperior Importer–67<br>**Pemerintah Daerah**<br>Ambon Indonesian | 400<br>209<br>500 | BV | **1965** Fa. C. Amels & Zn. Schpsw. & Mchfbk. "Welgelegen"—Makkum<br>167′ 4″ 25′ 9″ 9′ 9″<br>154′ 3″ 25′ 5″ 10′ 7″<br>1 dk | M Mchy.aft<br>2 Ha (each 36′×16½′)<br>Der 2(2) | Oil 4SA 6Cy. 350×400 mm<br>395bhp<br>Motorenw. Mannheim Mhm<br>10k |
| 501522<br>FNVL<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **AMPERE**<br>**French Government (Postes & Télécommunications)**<br>Toulon French | 2248<br>713<br>1568 | BV | **1951** Ch. de Normandie—Gd. Quevilly<br>*280·1′* 41′ 4″ 16′ 10″<br>41′ 2″<br>2 dks<br>RW | TS Cable Ship<br>3 Ha (8¼′×9¼′) (4¼′×6½′) (4¾′×5¾′)<br>2W Der 1(5) 2(3) | 2 S Turb<br>2500shp 553t (o.f)<br>Ch. & At. de St. Nazaire Penhoët<br>15k |
| 520866<br>SVUO<br>2829<br>Df Esd<br>Gc Rdr<br>RT | **AMPHION**<br>exLincoln–65<br>**Gaulic Shipping Corp. S.A.**<br>Piræus Greek | 12770<br>7034<br>18615 | AB<br>✠Classed LR until 7/65 | **1958**–12 John Brown & Co. (Clydebank) Ltd.—Cly<br>558′ 3″ 72′ 4″ 30′ 2¼″<br>530′ 0″ 72′ 2″ 39′ 0″<br>P122′ B56′ F60′ 1 dk<br>RW<br>rf 4″ | S Tanker Mchy.aft<br>27 Ta<br>L.843140 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8250shp 2170t (o.f)–50pd<br>John Brown & Co. (Clydebank) Ltd.<br>14½k |

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|---|---|---|---|---|---|---|---|
| 501523<br>FNLF<br><br>Df Esd<br>Gc Rdr<br>RT | **AMPHIOPÉ**<br><br>**Société Navale Caennaise and Union Navale**<br>Dunkirk French | 19377<br>12891<br>29268 | | BV | **1962** Ch. Réunis Loire-Normandie—Gd. Quévilly<br>618' 7" 79' 4" 33' 9½"<br>590' 7" 78' 9" 50' 6"<br>1 dk<br>RW | M Ore Carrier Mchy.aft<br>7 Ha (45½', 45½', 45½', 45½', 45½', 45½'×39½') (19½'×15½')<br>Der 2(8) | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Ch. de l'Atlantique |
| 538601<br>SXMZ<br><br>Df Esd<br>Gc Rdr<br>RTv | **AMPHITRITE**<br>exWangaratta–67<br>**Mini-Jupe Cia. Nav. S.A.**<br>Piræus Greek | 5838<br>3300<br>9270 | ✠100A1<br>with freeboard<br>Str. nav. ice<br>✠LMC | SS 12/66<br>EL c† | **1945–8** A/B Götaverken—Got<br>474' 5" 58' 8" 25' 8½"<br>450' 0" 58' 7" 38' 0"<br>F98' 1 dk & S dk, 3rd dk in No. 1 hold<br>R Coll BH to U dk 6 to 2nd dk<br>DK fwd of mchy. space<br>WB2393t incl. Tunnel tanks 479t | M (4P) OSD<br>5 Ho 63½', 65½', 61½', 74', 64½'<br>G.589530 B.548249<br>5 Ha (stl) (32', 32½', 32½', 32½', 32½'×18½')<br>10W Der 2(15) 4(5) | Oil 2DA 7Cy. 620×1400 mm<br>8050bhp B&W<br>A/B Götaverken<br>3×140kW 220V d.c. |
| 501525<br>SXZE<br>1901<br>Esd Pfd<br>Rdr RT | **AMPHITRITE**<br>exShell Loader–61 exShelbrit 2<br>exThriftie–36 exBritish Thrift–35<br>**Express Argosaronikos**<br>Piræus Greek | *707*<br>*247*<br>690 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN114 | SS 1/67<br><br><br><br>ELj | **1928–9** Swan, Hunter & Wghm Rchdsn—Nwc<br>194' 0" 31' 7" 10' 9"<br>185' 0" 31' 6" 11' 3"<br>Q65' F32' Trunk78' 1 dk<br>R 9BH<br>WB86t | M Tanker Mchy.aft<br>8 Ta<br>L.30906 | Oil 2SA 6Cy. 265×345 mm<br>570bhp ✠NE53<br>Crossley Bros Ltd.<br>✠NAuxB 35–125lb |
| 501526<br>THKS<br><br>Df Esd<br>RT | **AMPHITRITE**<br><br>**Jérôme Le Berre, E. Jacquin & Cie.**<br>Douarnenez French | 317<br>142<br>— | | BV | **1962** Ch. Nav. de Cornouaille—Tréboul<br>*109·9'* 27' 2"<br>27' 0" 16' 5" | Wood M Fishing<br>5 Ha | Oil 2SA 5Cy. 230×400 mm<br>350bhp Emade58fitted62<br>Alpha-Diesel A/S |
| 501527<br>EARU<br><br>RT | **AMPURDAN**<br>exFreixas 3 exAmpurdanes<br>exLa Sabinosa<br>exMaria Mercedes<br>exFomento exGlengarnock<br>**Navegacion y Pesca S.A.**<br>Aviles Spanish | 275<br>146<br>— | | | **1876** J. Fullerton & Co.—Psy<br>*129·6'* 20' 1" 12' 2"<br>… … …<br>R | Iron S Mchy.aft | C 2Cy. 18½" & 33 7/16"×24"<br>W. King & Co. |
| 541472<br>OGII<br>1088<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMRA**<br>exMaren Cord–63<br>exVilma Dan–57 exVinga–50<br>**Rederi A/B Asta**<br>Lennart Karlsson<br>Mariehamn Finnish<br>Now **MALDIVE CARRIER** (No. 541472) in the Register | 2353<br>1184<br>3470 | ✠100A1<br>with freeboard<br>Str. nav. ice<br>✠LMC | SS 7/66<br>EL u1 11/16"SQ | **1949–1** Short Bros. Ltd.—Sld<br>330' 6" 46' 11" 19' 1½"<br>310' 7" 46' 9" 27' 11"<br>P24' F26' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB917t incl. Tunnel tanks 127t | S OSD<br>G.218000 B.202800<br>5 Ha (each 24½'×20')<br>10W Der 1(15) 10(5) | T 3Cy. 21½" 34" & 62"×39"<br>2065ihp<br>George Clark (1938) Ltd.<br>2 SB 220lb Spt hs(6298 6cl |
| 501529<br><br><br>RT | **AMRADO**<br>**The Government of the Republic of Ghana (Ports Authority)**<br>*Takoradi* Ghanaian | 201<br>—<br>— | ✠Classed LR until 10/48 | | **1948–3** Ferguson Bros. (P.Gl.) Ltd.—P.Gl<br>107' 2" 24' 6" 10' 9"<br>… … … | TS Tug | T 6Cy. 11½" 17½" & 29"×22"<br>Ferguson Bros. (P.Gl.) Ltd. |
| 511864<br>JXII<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AMRON**<br>exFossheim–66<br>**K/S A/S Havorn & Co.**<br>Sverre Amundsen<br>Haugesund Norwegian | 1998<br>1158<br>3050 | | NV | **1960** P. Lindenau—Kel<br>277' 10" 44' 10" 18' 4½"<br>255' 11" 44' 7½" 21' 0"<br>P75' F31' 1 dk<br>rf 2" | M Mchy.aft<br>2 Ho each 84'<br>G.148900 B.133000<br>2 Ha (stl) (each 61' comb.×23')<br>8W Der 2(8) 2(5) | Oil 4SA 8Cy. 400×600 mm<br>1680bhp<br>Masch. Augsburg-Nürnberg<br>3×75, 75, 36kW 220V d.c. |
| 501530<br>DHPV<br><br>Df Esd<br>RT | **AMRUM**<br>exDaxhound–51 exMitra–39<br>**Carl W. Hanssen Tankschiffahrt**<br>Hamburg W. German<br>Now **LUKI** See New Entries No. 11 | 1189<br>605<br>1576 | ✠Classed LR until 4/53 | BV | **1931–10** Deutsche Werft A.G.—Ham<br>*227·3'* 36' 2" 14' 4"<br>36' 0" 15' 9"<br>P78' F30' 1 dk<br>R | M Tanker Mchy.aft<br>L.55108 HeCls. BC<br>1 Ha | Oil 4SA 6Cy. 400×460 mm<br>1200bhp Emade43fitted—<br>Masch. Augsburg-Nürnberg |
| 501531<br>DJCH<br><br>Esd RT | **AMRUM**<br><br>**Amrumer Schiffahrts A.G.**<br>Steenodde W. German<br>Now **STADT HUSUM** (No. 501531) in the Register | 149<br>82<br>— | | GL | **1960** Büsumer Schiffsw. W. & E. Sielaff—Büsum<br>110' 8" 21' 8"<br>21' 6" 15' 9"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 180×240 mm<br>200bhp<br>Masch. Kiel A.G. |
| 501532<br>DDNH<br><br>Df Esd<br>Rdr RT | **AMSEL**<br><br>**Argo Reederei R. Adler & Söhne**<br>Bremen W. German<br>Now **LESVIOS** See New Entries No. 8 | 353<br>145<br>459<br>**664**<br>408<br>916 | | GL | **1957** Adler Werft G.m.b.H.—Bmn<br>187' 8" 29' 6" 8' 11"/12' 5"<br>169' 7" 29' 4" 16' 1"<br>P&B50' F31' 1 dk & S dk | M Ref OSD/CSD Mchy.aft<br>1 Ho<br>G.48840 B.42120 In.1991<br>1 Ha (76'×17')<br>4W Der 1(10) 4(3–5) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz |
| 501533<br>PCPF<br><br>Df Esd<br>RTm | **AMSTELBORG**<br><br>**E. Wagenborg's Scheepv. & Exped. Bedr. N.V.**<br>Delfzijl Netherland | 500<br>358<br>720 | | BV | **1953** C. Amels & Zn. Sch.—Makkum<br>188' 7" 28' 1" 10' 9"<br>27' 11"<br>1 dk<br>RW<br>rf 2" | M Mchy.aft<br>1 Ho 119'<br>G.38350 B.35900<br>2 Ha (each 47'×17')<br>Der 2(3) | Oil 4SA 6Cy. 290×450 mm<br>375bhp<br>Appingedammer Brons.<br>2×5kW 110V d.c. |
| 540056<br>PCPH<br>11776<br>Df Esd<br>Gc Rdr<br>RTm | **AMSTELDIEP**<br>exNieuwe Tonge–63<br>**N.V. Stoomv. Maats. "Nederland"**<br>N.V. Reederij "Amsterdam"<br>Amsterdam Netherland | 13950<br>8968<br>20457<br>21538 | ✠100A1<br>✠LMC<br><br>MN2000 | SS 7/68 ~~SS 6/66~~<br>EL l†2½"SQ | **1960–4** Schps. "De Hoop"—Lobith<br>559' 3" 73' 2" 31' 1½"<br>525' 3" 73' 0" 44' 0"<br>P106' F60' 1 dk<br>NS 8BH<br>rf nil WB7568t incl. DTm1690t DTsf526 | M Bulk Carrier Mchy.aft<br>4 Ho 79½', 83½', 20½' DT, 83½', 83½'<br>8 Ha (stl) (each 26½'×32½') | Oil 2SA 8Cy. 750×1500 mm<br>9500bhp<br>Gebr. Stork & Co.<br>2AuxB (1 o.f 1 ex.g) 100lb<br>2×300kW 220V d.c. |

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|---|---|---|---|---|---|---|
| 501534<br>Df Esd<br>Gc Rdr<br>RTv | **AMSTELDYK**<br>exPanama Victory–46<br>**Progressive Mariners S.A.**<br>Panama Panamanian<br>Now **HELENA**<br>(No. 501534) in the Register | 7648<br>4607<br>10600 | **100A1** SS 7/65<br>tunnel tanks adjacent to ER—vegetable oil<br>**LMC**<br>EL (c†)2⅛"SQ | **1944** California S.B. Corp.—L.An<br>455' 4" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F89' 2 dks, 3rd dk in Nos. 2 & 3 holds<br>7BH<br>WB3312t incl. Tunnel tanks 1648t DTf282t | S<br>5 Ho 57¾', 45¼', 77½', 81¼', 75½'<br>G.569223 B.492628<br>3 Ha (stl) (25', 24', 36'×22¼')<br>2 Ha (w) (36', 24'×22¼')<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>8500shp 1752t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>2WTB 525℔ Spt 479℔ hs(14817)<br>2×300kW 230V d.c. 17k |
| 501535<br>PCPK<br>11724<br>Df Esd<br>Gc Rdr | **AMSTELHOEK**<br>**N.V. Reederij "Amsterdam"**<br>Amsterdam Netherland | T.Mk<br>**6947**<br>3802<br>12089<br>**9473**<br>5658<br>13819 | ✠**100A1** SS 8/65<br>✠**LMC**<br>MN1800 EL e†2¼"SQ | **1960–4** C. v.d. Giessen—Krimpen<br>508' 11" 63' 9" ~~29' 8½"~~ 27' 3"/29' 8½"<br>467' 0" 63' 6" 39' 6"<br>P25' F48' 2 dks<br>7BH to S dk 1 to 2nd dk<br>rf nil WB2072t incl. DTmf1302t | M ~~CSD~~<br>5 Ho 80½', 75¼', 45¼', 28' DT, 69¼', 75¾'<br>G.731534 B.686266<br>5 Ha (each 42¾'×26¼')<br>12W Der 12(3–5) | Oil 2SA 6Cy. 720×1250 mm<br>5400bhp Sulzer 1272t (hvf)<br>N.V. Werkspoor Ams<br>AuxB (ex.g) 114℔ AuxB 100℔<br>3×175kW 220V d.c. 13k |
| 542323<br>PCPL<br>13071<br>Df Esd<br>Gc Rdr<br>RTm | **AMSTELHOF**<br>**N.V. Stoomv. Maats. "Nederland"**<br>N.V. Reederij "Amsterdam"<br>Amsterdam Netherland | 19985<br>11766<br>31211 | ✠**100A1**<br>strengthened for ore cargoes—Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>MN2160 EL m†$2\frac{11}{16}$"SQ | **1964–1** Verolme Cork Dkyd Ltd.—Cork<br>603' 4" 84' 5" 34' 9"<br>565' 0" 84' 2" 49' 10"<br>P98' F53' 1 dk<br>NS 10BH<br>rf nil DK fwd WB10825t incl. DTf468t | M Bulk Carrier Mchy.aft<br>7 Ho 60¾', 59', 59', 59', 59', 59', 59'<br>G.1430101<br>7 Ha (stl) (each 39¼'×39¼') | Oil 2SA 9Cy. 700×1200 mm<br>10800bhp MAN 1486t (hvf)<br>Verolme Machfbk. Ijsselmonde<br>2AuxB (1 o f 1 ex.g) 100℔<br>2×295kW 450V 60 c/s a.c. 14k |
| 501536<br>PCPN<br>8846<br>Df Esd<br>Gc Rdr | **AMSTELKROON**<br>**N.V. Reederij "Amsterdam"**<br>Amsterdam Netherland<br>Now **ARCHIGETIS**<br>See New Entries No. 1 | 8010<br>5558<br>12003 | ✠**100A1** SS 2/66<br>✠**LMC**<br>MN840 EL b†$2\frac{1}{16}$"SQ | **1952–9** A. Vuijk & Zonen—Capelle<br>472' 6" 60' 3" 28' 1¾"<br>434' 9" 60' 0" 37' 2"<br>P30' F43' 2 dks<br>RW 7BH to S dk 1 to 2nd dk<br>rf 5" WB2880t incl. DTm1323t | M CSD<br>5 Ho 67½', 62½', 38', 33½'DT, 67¾', 70'<br>G.628800 B.583800<br>5 Ha (36', 36¾', 36¾', 36¾', 36¾'×24¼')<br>12W Der 1(25) 12(3–5) | Oil 2SA 6Cy. 720×1250 mm<br>4200bhp 960t (hvf)<br>Sulzer Bros. Ltd. Win<br>AuxB 71℔<br>3×130kW 220V d.c. 11½k |
| 501537<br>PCPS<br>12545<br>Df Esd<br>Gc Rdr<br>RTv | **AMSTELLAND**<br>**N.V Tot Voortzetting v.d. Koninklijke Hollandsche Lloyd**<br>Amsterdam Netherland | 6792<br>3737<br>9513 | ✠**100A1** SS 7/67<br>DTma & tunnel side tanks —vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1680 EL e†$2\frac{9}{16}$"SQ | **1962–7** Verolme Schpsw.—Alb<br>517' 7" 64' 8" 26' 2½"<br>470' 0" 64' 6" 38' 6"<br>P35' F59' 1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>Coll BH to S dk 7 to 2nd dk<br>rf 4¾" WB1262t incl. Tunnel tanks 268t DTma463t | M (10P) Ref OSD<br>5 Ho 57½', 68¾', 72¼', 51¾', 72¼'<br>G.493979 B.453846 In.72362<br>5 Ha (stl) (29'×18') (44½', 39', 41¾'. 39'×21')<br>16W Der 1(40) 6(12) 10(6) | Oil 2SA 7Cy. 760×1550 mm<br>8400bhp Sulzer 1311t (hvf)<br>N.V. Werkspoor Ams<br>2AuxB (1 o.f 1 ex.g) 100℔<br>4×240kW 220V d.c. 17½k |
| 501538<br>PCPQ<br>10278<br>Df Esd<br>Gc Rdr | **AMSTELMEER**<br>~~N.V. Reederij "Amsterdam"~~<br>~~Amsterdam Netherland~~<br>**Barbarino Shipping Co. Ltd.**<br>Cyprus | 8377<br>4992<br>12457 | ✠**100A1** SS 8/66<br>✠**LMC**<br>MN840 EL c†2⅛"SQ | **1956–7** A. Vuijk & Zonen—Capelle<br>478' 11" 61' 9" 28' 9"<br>443' 11" 61' 6" 37' 11"<br>P32' F46' 2 dks<br>RW 7BH to S dk 1 to 2nd dk<br>rf 5" WB1919t incl. DTm1437t | M CSD<br>5 Ho 75¼', 63¾', 37', 31¾'DT, 74¼', 72½'<br>G.651540 B.605854<br>5 Ha (35¾', 37', 37', 37', 37'×24¼')<br>12W Der 1(30) 12(3–5) | Oil 2SA 6Cy. 720×1250 mm<br>4200bhp 955t (hvf)<br>Sulzer Bros. Ltd. Win<br>AuxB 100℔<br>3×130kW 220V d.c. 12½k |
| 501539<br>PCPR<br>11384<br>Df Esd<br>Gc Rdr | **AMSTELMOLEN**<br>**N.V. Reederij "Amsterdam"**<br>Amsterdam Netherland | 8528<br>5167<br>12393 | ✠**100A1** SS 4/64<br>✠**LMC**<br>MN1120 EL d† | **1959–6** Scheeps. "De Biesbosch"—Dordrecht<br>492' 4" 61' 11" 29' 0¼"<br>452' 9" 61' 8" 38' 7"<br>F51' 2 dks<br>RW 7BH to S dk 1 to 2nd dk<br>rf nil WB1561t incl. DTmf1190t | M CSD<br>5 Ho 74¾', 66¼', 42¼', 25½'DT, 70', 81½'<br>G.660581 B.610492<br>5 Ha (36', 37', 37', 37', 37'×24½')<br>12W Der 1(30) 12(3–5) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp Sulzer 911t (hvf)<br>N.V. Werkspoor Ams<br>AuxB 100℔<br>3×135kW 220V d.c. 13k |
| 671312 | **AMSTELPARK**<br>**Reederij "Amsterdam" N.V.**<br>Amsterdam Netherland<br>For later particulars see New Entries No. 1 | 21000<br>12000<br>33000 | **100A1**<br>Class contemplated | Verolme Schpsw.—Alb<br>593' 0" 84' 0" 36' 0"<br>564' 3" 83' 11" 49' 0" | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>Sulzer Bros. Ltd. Win |
| 501540<br>PCPV<br>10648<br>Df Esd<br>Gc Rdr | **AMSTELSLUIS**<br>**N.V. Reederij "Amsterdam"**<br>Amsterdam Netherland | T.Mk<br>**6263**<br>3389<br>11086<br>**8539**<br>4829<br>12555 | ✠**100A1** SS 6/67<br>✠**LMC**<br>MN1120<br>EL d†2½"ptWlptSQ | **1957–7** Scheeps. "De Biesbosch"—Dordrecht<br>492' 4" 61' 11" ~~29' 0¼"~~ 26' 9⅝"/29' 0$\frac{3}{16}$"<br>452' 9" 61' 8" 38' 7"<br>F51' 2 dks<br>RW NS 7BH to S dk 1 to 2nd dk<br>rf nil WB1608t incl. DTmf1247t | M ~~CSD~~<br>5 Ho 74¾', 66¼', 42¼', 27½'DT, 70', 81½'<br>G.661423 B.606776<br>5 Ha (36', 37', 37', 37'. 37'×24½')<br>12W Der 1(30) 12(3–5) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp Sulzer 1070t (hvf)<br>Kon. Maats. "De Schelde" Fls<br>AuxB 100℔<br>3×135kW 220V d.c. 13k |
| 501541<br>PCPU<br>12431<br>Df Esd<br>Gc Rdr | **AMSTELSTAD**<br>**N.V. Reederij "Amsterdam"**<br>Amsterdam Netherland | T.Mk<br>**7015**<br>3870<br>12089<br>**9455**<br>5783<br>13819 | ✠**100A1** SS 6/67<br>✠**LMC**<br>MN1100 EL e†2¼"SQ | **1962–2** Werf De Noord—Alb<br>509' 0" 63' 9" 27' 3"/29' 8½"<br>467' 0" 63' 6" 39' 6"<br>P26' F48' 2 dks<br>7BH to U dk 1 to 2nd dk<br>rf nil WB2511t incl. DTmf1448t | M<br>5 Ho 80½', 75¼', 45¼', 28'DT, 69¼', 75¾'<br>G.735580 B.689925<br>5 Ha (each 42¾'×26¼')<br>12W Der 12(3–5) | Oil 2SA 5Cy. 680×1250 mm<br>5500bhp 911t (hvf)<br>Sulzer Bros. Ltd. Win<br>AuxB 100℔ e (ex.g) 103℔<br>3×175kW 220V d.c. 13k |
| 671683<br>PCPT<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **AMSTELSTROOM**<br>**N.V. Hollandsche Stoomboot Maatschappij**<br>Amsterdam Netherland | 499<br>209<br>800 | BV | **1967** Arnhemsche Schps. Maats.—Ahm<br>245' 7" 35' 11" 11' 0¼"<br>223' 1" 35' 5" 22' 4"<br>B90' F28' 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 131¼' | Oil 4SA 18Cy. 300×450 mm<br>2360bhp 108t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×104kW 380V 50c/s a.c.<br>Thw. thrust propeller fwd 14½k |
| 541473<br>PCPY<br>12845<br>Df Esd<br>Gc Rdr | **AMSTELVEEN**<br>**N.V. Reederij "Amsterdam"**<br>Amsterdam Netherland | 12256 ~~12394~~<br>7807 ~~7041~~<br>18085 | ✠**100A1** SS 8/68<br>✠**LMC**<br>MN1320 EL h†2⅜"SQ | **1963–5** Verolme Schpsw.—Alb<br>535' 0" 69' 11" 30' 8"<br>500' 0" 69' 9" 42' 7"<br>P29' F56' 1 dk<br>8BH<br>rf 2" WB7085t incl. Topside & side tanks in holds 4032t | M Bulk Carrier Mchy.aft<br>6 Ho 27', 71', 69½', 69½', 69½', 69½'<br>G.903850<br>6 Ha (stl) (11¼'×10¾') (48¼', 46½', 46½', 46½', 46½'×29½')<br>10W Der 10(3–5) | Oil 2SA 6Cy. 680×1250 mm<br>6600bhp 1023t (hvf)<br>Sulzer Bros. Ltd. Win<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×200kW 440V 60 c/s a.c. 13½k |

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|---|---|---|---|---|---|---|---|
| 501543<br>PCPW<br>11808<br>Df Esd<br>Gc Rdr | **AMSTELVELD**<br><br>**N.V. Reederij "Amsterdam"**<br>Amsterdam Netherland | T.Mk<br>6292<br>3404<br>10980<br>8558<br>4833<br>12449 | ✠100A1<br>✠LMC<br>MN1120 | SS 7/65<br>EL d†pt 2¼"SQ | 1960-6 Scheeps. "De Biesbosch"—<br>Dordrecht<br>492' 4" 61' 11" 29' 0½"<br>452' 9" 61' 8" 38' 7"<br>P29' F51' 2 dks<br>RW 7BH to S dk 1 to 2nd dk<br>rf nil WB1767t incl. DTmf1190t | M CSD<br>5 Ho 74½', 66½', 42½', 25¾'DT, 70', 81½'<br>G.660581 B.610492<br>5 Ha (36', 37', 37', 37', 37'×24½')<br>12W Der 1(30) 12(3–5) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp Sulzer<br>N.V. Werkspoor<br>AuxB 100lb<br>3×135kW 220V d.c. |
| 501544<br>MFBP<br>182202<br>Df Esd<br>Pfd Rdr<br>RTm/v | **AMSTERDAM**<br><br>**British Railways Board**<br>Harwich British | 5092<br>2633<br>903 | ✠100A1<br>U.K., Eire & between River<br>Elbe & Brest<br>✠LMC<br>MN2400 | CS 12/65<br>EL x1⅝"SQ | 1950-5 John Brown & Co. Ltd.—Cly<br>377' 1" 54' 5" 15' 2½"<br>360' 9" 52' 0" 27' 1"<br>Promenade dk & F324' 2 dks, 3rd dk fwd of mchy. space<br>RW 7BH to U dk 1 to 2nd dk<br>rf 9" WB473t incl. Tunnel tanks 50t | TS (750P) CSD<br>3 Ho 48', 52', 40'<br>B.45600<br>3 Ha (9½'×9½') (9½'×11½')<br>(13½'×23½') | 4 S Turb sr geared to 2 sc. shafts<br>12000shp<br>John Brown & Co. Ltd.<br>2WTB 340lb Spt 320lb hs(9692)<br>db 105lb<br>3×300, 150, 150kW 220V d.c. |
| 501546<br>KCNB<br>247968<br>Df Esd<br>Gc | **AMTANK**<br><br>**National Bulk Carriers Inc.**<br>Wilmington, Del United States | 14151<br>11506<br>23789 | | AB | 1945 Welding Shpyds Inc.—Norfolk<br>556' 0" 80' 2" 31' 7½"<br>541' 0" 80' 0" 40' 0"<br>P201' F81' 1 dk<br>rf 3" | S Tanker Mchy.aft<br>26 Ta<br>L.1184134 | 2 S Turb dr geared to sc. shaft<br>13400shp 1800t (o.f)<br>Westinghouse Elec. & Mfg Co. |
| 501547<br>LMPT<br><br>Df Esd<br>Rdr RT | **AMUNA**<br>exGol-62 exKarl-52<br>**Johan Amundsen & Sønns**<br>**Rederi A/S**<br>Sverre Amundsen<br>Haugesund Norwegian | 1860<br>982<br>2721 | | NV | 1947 Rosenberg M/V A/S—Stv<br>277' 9" 41' 2" 17' 8½"<br>257' 2" 41' 0" 19' 11"<br>P26' B59' F21' 1 dk<br>RW<br>rf 3" | S<br>4 Ho<br>G.141440 B.131721<br>4 Ha (33½', 33½', 35½', 35½'×22')<br>8W Der 8(3) | C 4Cy. (2) 13" & (2) 30$\frac{1}{16}$"×28½"<br>1150ihp<br>A/S Fredrikstad M/V |
| 501548<br><br><br>Esd | **AMUR**<br><br>**U.S.S.R.**<br>Murmansk Russian | 756<br>265<br>— | ✠ | | 1951-8 Gävle Varv & Verk. Nya A/B—Gfl<br>207' 0" 30' 7"<br>30' 5" | S Trawler | C 4Cy. (2) 11¾" & (2) 27$\frac{1}{16}$"×25$\frac{1}{16}$"<br>A/B Lindholmens Varv |
| 660252<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMURSK**<br>**U.S.S.R.**<br>Russian | 3359<br>1550<br>4400 | | | 1965 Rauma-Repola Oy—Rauma<br>344' 10" 48' 8" 20' 5"<br>318' 0" 48' 6" 23' 0"<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.190064<br>1 Ha (8½'×10½')<br>1W Der 1(3) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain |
| 501549<br>UMCB<br>M-22392 | **AMURSK**<br><br>**U.S.S.R.**<br>Nakhodka Russian | 3170<br>1225<br>1301 | | | 1960 .......................Russia<br>277' 10" 46' 0" 18' 0½"<br>45' 10" 32' 10"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57350<br>3 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda |
| 541474<br>USJO<br>M-26541<br>Df Esd<br>Gc Rdr | **AMURSKLES**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 4673<br>2370<br>5747 | | | 1963 Stocznia Gdanska—Gdk<br>406' 5" 54' 11" 22' 4½"<br>54' 9" 27' 9"<br>1 dk<br>RW | M<br>4 Ho<br>G.265744<br>4 Ha (41½'×26½') (41½', 46', 46'×29½')<br>9W Der 1(15) 8(10) | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>Brodogradiliste Uljanik |
| 518249<br>OYGG<br><br>Df | **AMY-AASE**<br>exKarla-Ras-67 exBardia-59<br>**Mrs. Amy E. Andersen**<br>Copenhagen Danish | 196<br>94<br>250 | | | 1949 Saltviks Slip & Varv—Saltvik<br>108' 11" 24' 0" 11' 2"<br>... ... ... | Wood M Mchy.aft<br>1 Ho<br>G.12000 B.11000<br>2 Ha (each 19½'×13')<br>2W Der 2(1½) | Oil 4SA 6Cy. 150×190 mm<br>225bhp NE60<br>Mercedes-Benz |
| 661707<br><br>323544<br>Esd Rdr<br>RT | **AMY USEN**<br><br>**Usen Fisheries Ltd.**<br>Charlottetown Canadian | 171<br>54<br>— | | AB | 1966 Ferguson Industries Ltd.—Pictou<br>93' 2" 21' 5"<br>80' 3" 21' 3" 12' 7"<br>1 dk<br>BK7" | M Trawler<br>1 Ho 22½'<br>2 Ha | Vee Oil 4SA 12Cy. 5½"×8"<br>765bhp<br>Caterpillar Tractor Co.<br>2×25kW 220V 60c/s a.c. |
| 501550<br>PCQL<br><br>Df Esd<br>Rdr<br>RTm/h/v | **AMYNTAS**<br><br>**Nieuwe Kustv. Maats. N.V.**<br>Koninkl. Nederl. Stoomb.<br>Maats. N.V.<br>Amsterdam Netherland | 499<br>228<br>876 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN164 | SS 9/67<br>EL I 1⅝"SQ | 1955-7 E. J. Smit & Zoon's Schps.—<br>Westerbroek<br>212' 9" 32' 6" 12' 1½"<br>196' 0" 32' 2" 19' 0"<br>Ba37' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil WB143t | M OSD Mchy.aft<br>2 Ho 49', 74½'<br>B.61600<br>2 Ha (26½', 40'×13½')<br>6W Der 2(6) 4(3) | Oil 4SA 6Cy. 390×680 mm<br>820bhp<br>N.V. Werkspoor<br>3×25kW 110V d.c. |
| 542614<br>HLBW<br><br>Df Esd<br>Gc | **AN DONG**<br>exLago Viking-63 exNorvana-59<br>exWall Knot-47<br>~~Hyop Sung Shipping Corp.~~<br>Pusan S. Korean<br>**Tai Young Shipping Co. Ltd.** | 3826<br>2167<br>6141 | | NV | 1945 Pennsylvania Shpyds Inc.—<br>Beaumont<br>338' 8" 50' 4" 23' 6"<br>321' 4" 50' 2" 29' 1"<br>P90' F38' 2 dks<br>rf nil | M (4P) Ref Mchy.aft<br>4 Ho 42½', 78½', 67½', 30½'<br>G.249835 B.227730 In.9830<br>4 Ha (stl) (20½', 40½', 40½'×20')<br>(9'×8')<br>16W Der 6(5) 4(1½) | Oil 2SA 6Cy. 545×735 mm<br>1500bhp<br>Nordberg Mfg Co.<br>2×250kW 230Vd.c. |
| 501551<br>JJWO<br>74678<br>Esd Rdr | **AN-EI MARU**<br><br>**Kokudo Sangyo K.K.**<br>Osaka Japanese | 1581<br>862<br>2581 | | NK | 1955 Mitsubishi Zosen—Smk<br>*259·1'* 38' 8" 17' 9"<br>255' 10" 38' 7" 20' 4"<br>P79' Q15' B15' F39' 1 dk | M Mchy.aft<br>2 Ho<br>G.113640 B.105200<br>2 Ha (42½', 85½'×19½')<br>Der 1(10) 1(5) | Oil 4SA 6Cy. 430×620 mm<br>1200bhp<br>Hanshin Nainenki Kogyo<br>2×30kW 110V d.c. |

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|---|---|---|---|---|---|---|---|---|
| 629387 | **AN FIGARO** | **296** | | | **1961** A/S Westermoen Båtbyggeri— | M OSD Mchy.aft | Oil 4SA 6Cy. 240×280 mm | |
| LIVN | exRhino–65 | 166 | | | Mandal | 1 Ho | 600bhp NE66 | |
| | **Kommandittselskapet Egil** | 620 | | NV | 158′ 0″ 27′ 10″ 11′ 2″ | G.42000 B.39000 | Atlas-Mak Masch | Kel |
| Df Esd | **Anfindsen & Co.** | | | | 143′ 8″ | 2 Ha (35¼′, 38½′×15¾′) | 2×21, 20kW 220V 50c/s a.c. | |
| Rdr RT | Bergen Norwegian | | | | 1 dk & S dk | 2W Der 2(2½) | | |
| | | | | | rf nil | | | |
| 501552 | **AN HWA** | **285** | | | **1935** Kiangnan Dk & Eng. Wks.—Shi | TS | T 6Cy. 8⅛″ 12⅝″ & 19¼″×12″ | |
| XUKJ | | 108 | | | *121·0′* 22′ 0″ | | | |
| | **Chinese Maritime Customs** | — | | | … … … | | Kiangnan Dk & Eng. Wks. | Shi |
| | Shanghai | | | | | | | |
| | People's Rep. of China | | | | R | | | |
| 501553 | **AN PING** | **1351** | | CR (Taiwan) | **1946–4** Prince Rupert D.D. & Shpyd.— | S Mchy.aft | T 3Cy. 13½″ 22¾″ & 38″×27″ | |
| BHEK | exHai Shui–51 | 760 | | | P. Rupert | 2 Ho each 74′ | 900ihp | 259t (o.f) |
| 162 | Launched as Ottawa Paget | 1684 | ✠Classed LR until 5/56 | | 224′ 2″ 37′ 11″ 16′ 6¼″ | G.81695 B.74584 | Canadian Allis-Chalmers | Mtl |
| | **Taiwan Nav. Co. Ltd.** | | | | 210′ 0″ 36′ 6″ 21′ 8″ | 2 Ha (52′, 28′×14′) | 2×15kW 110V d.c. | 9k |
| | Keelung China (Taiwan) | | | | F30′ 2 dks | 6W | | |
| | | | | | RW | | | |
| 660107 | **AN TAI** | **4425** | | | **1965** Tsuneishi Zosen—Numakuma | M Ref | Oil 2SA 9Cy. 450×750 mm | |
| BNFN | | 2514 | | | 367′ 1″ 54′ 3″ 23′ 3½″ | 3 Ho 91¾′, 87¼′, 82¼′ | 4500bhp | 455t (d.o) |
| 1923 | **New Taiwan Marine** | 5855 | | CR (Taiwan) | 345′ 3″ 54′ 1½″ 28′ 3″ | G.272693 B.235379 | Kobe Hatsudoki Seizosho | Kob |
| Df Esd | **Transportation Co. Ltd.** | | | | 2 dks | 3 Ha (41′, 55′, 50½′×20′) | 3×240kW 445V 60c/s a.c. | 16k |
| Gc Rdr | Keelung China (Taiwan) | | | | RW | 12W Der 1(20) 8(10) 4(6) | | |
| | Now **CHEN FONG** See New Entries No. 9 | | | | | | | |
| 527860 | **AN TUNG** | *2333* | | CR (Taiwan) | **1947–10** N.S.W. Govt. Eng. & S.B.— | S Ref | C 4Cy. (2) 18¾″ & (2) 39¼″×40″ | |
| HOWT | exPoti No. 2–66 exTayu–66 | *1161* | | | N.S.W. | 3 Ho | 2480ihp Lentz | 280t (c) |
| | exPing An–65 exDelungra–61 | 3157 | ✠Classed LR until 7/60 | | 291′ 5″ 46′ 1″ 19′ 5″ | G.119651 B.113072 In.1350 | N.S.W. State Dkyd | N.S.W. |
| Df Esd | **The Jin Tong Co. Ltd.** | | | | 270′ 0″ 46′ 0″ 21′ 6″ | 3 Ha (34′×20′) (34′×18′) (22′×16′) | 2×35kW 220V d.c. | 10k |
| Rdr | Pusan S. Korean | | | | P32′ B89′ F31′ 1 dk | 10W Der 1(20) 4(5) 6(3) | | |
| | Now **BOKLAE** See New Entries No. 6 | | | | | | | |
| 533746 | **AN YO** | **6418** | ✠100A1 | SS 7/67 | **1953–4** Bartram & Sons Ltd.—Sld | S OSD/CSD | T 3Cy. 27″ 44″ & 76″×51″ | |
| BMAC | exTitus–64 exSri Sukothai–64 | 3672 | | | 477′ 7″ 62′ 0″ 26′ 11½″/30′ 0″ | 5 Ho each 72¾′ | 4500ihp | 1421t (o.f) |
| 2082 | exTosca–62 | 10400 | ✠LMC | | 445′ 10″ 61′ 10″ 40′ 3″ | G.659650 B.592370 | N.E. Mar. Eng. Co. (1938) Ltd. | Sld |
| Df Esd | **Chin An Navigation Co. Ltd.** | **8607** | | | P36′ F95′ 1 dk & S dk | 5 Ha (39¾′, 35′, 35′, 32′, 31½′×25′) | 3 SB 220℔ Spt hs(13371) 9cf | |
| Gc Pfd | Keelung China (Taiwan) | 5086 | MN810 | EL d†2$\frac{3}{16}$″SQ | RW Coll BH to S dk 6 to 2nd dk | 10W Der 1(25) 1(10) | 2×65kW 220V d.c. | 13k |
| Rdr | | 12360 | | CR (Taiwan) | WB3478t incl. Tunnel tanks 337t DTms1700t | | | |
| 504807 | **ANA CAROLINA** | **3252** | | | **1943** Kaiser Co. Inc.—Vcr, Wash | TM Mchy.aft | 2 Oil 2SA each 12Cy. 215×255 mm sr geared | |
| PUZT | exBonito–64 | 1458 | | | 328′ 0″ 50′ 2″ 16′ 6″ | | | |
| | **Cia. Panlista de Comercio** | 4409 | | BV | 50′ 0″ | G.127680 B.112156 | 1800bhp | 306t |
| Esd Rdr | **Mar.** | | | | 2 dks | 7 Ha (2¾′×14½′) (23¾′, 23¾′, 24′, 30½′×13½′) (14′×14′) (17′×11¾′) | General Motors Corp. | Det |
| RT | Rio de Janeiro Brazilian | | | | | Der 8(1½) | | |
| 661611 | **ANA DE LA CINTA** | ~~260~~ 318 | | | **1966** Ast. del Cantábrico & Riera—Gjn | M Trawler Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| | **Juan Muriel Santana** | — | | | 130′ 10″ 24′ 5″ | | 850bhp | |
| | ~~**Juan Muriel Santarea**~~ | — | | BV | 113′ 0″ 23′ 7″ 12′ 11″ | | Masch. Kiel G.m.b.H. | Kel |
| Df Esd | Huelva Spanish | | | | 1 dk | | | |
| | | | | | RW | | | |
| 641128 | **ANA ISABEL** | ~~500~~ 499 | | | **1964** N.V. Nieuwe Noord. Ned. Schps. | M Ref OSD | Oil 4SA 8Cy. 320×450 mm | |
| PCQM | | 280 | | | —Gro | | 1100bhp | 64t |
| | **N.V. Zeereederij** | 1023 | | BV | 227′ 7″ 34′ 3″ 12′ 2¼″ | G.44370 In.24300 | Klöckner-Humboldt-Deutz | Kln |
| Df Esd | **Holland-Drente** | | | | 208′ 5″ 33′ 8½″ | 2 Ha (33½′, 53′×17′) | | 12k |
| Rdr RT | Dammers & v.d. Heide's | | | | 1 dk & S dk | 6W Der 1(15) 6(3) | | |
| | Shipping & Trading Co. Ltd. | | | | | | | |
| | Rotterdam Netherland | | | | | | | |
| 501555 | **ANA JUANA** | **160** | | | **1950** Juan Cruz Celaya e Hijos—Bbo | S Mchy.aft | T 3Cy. 7⅛″ 10$\frac{7}{16}$″ & 16$\frac{5}{16}$″×11$\frac{13}{16}$″ | |
| EGQP | | 77 | | | 95′ 1″ 22′ 4″ | | | (o.f) |
| | **Antonio Astigarraga** | — | | | … … … | | Sanjurjo | Vgo |
| RT | **Mendizabal** | | | | 1 dk | | | |
| | San Sebastian Spanish | | | | | | | |
| 501556 | **ANA MAFALDA** | **3318** | ✠100A1 | SS 12/64 | **1951–5** Cia. União Fabril—Lis | M (70P) | 2 Oil each 7Cy. 340×570 mm with hydraulic coupling sr geared to sc. shaft | |
| CSLY | | 1883 | with freeboard | | 337′ 11″ 45′ 7″ 18′ 9¾″ | 4 Ho 63½′, 63½′, 56¾′, 52¾′ | | |
| H397 | **Soc. Geral de Comercio,** | 3518 | ✠LMC | | 314′ 11″ 45′ 3″ 26′ 11″ | G.197000 B.190000 | | |
| Df Esd | **Industria** | | | | 2 dks | 4 Ha (30¼′, 30¼′, 23¾′, 25¾′×22½′) | 2660bhp | 170t (d.o) |
| Rdr | **e Transportes** | | | EL u | R 6BH | Der 1(15) 4(6) 4(2) | Atlas-Diesel | Skm |
| | Lisbon Portuguese | | | | rf 4″ WB194t | | 3×90, 52, 52kW 220V d.c. | 12k |
| 501557 | **ANA MARI E.** | **150** | | | **1941** Meira Const. S.A.—Vgo | Wood S Trawler | T 3Cy. 8⅞″ 13$\frac{9}{16}$″ & 21$\frac{1}{16}$″×12″ | |
| EHFS | | 92 | | | *83·3′* 19′ 10″ | | | (o.f) |
| | **Pedro Otaegui Malcorra** | — | | | … … … | | | |
| | Pasajes Spanish | | | | | | | |
| 501558 | **ANA MARI GONZALEZ** | **149** | | | **1944** Hijos de Antonio Ferradas—Vgo | Wood S Trawler | T 3Cy. 9$\frac{1}{16}$″ 14$\frac{3}{16}$″ & 26″×16⅛″ | |
| EHVZ | exGonzalez Costas Tercero–53 | 82 | | | *78·7′* 20′ 0″ | | | (o.f) |
| | **Pesqueras Gabriel Gonzalez** | — | | | … … … | | Hijos de J. Barreras S.A. | Vgo |
| | **S.R.C.** | | | | | | | |
| | Huelva Spanish | | | | | | | |
| 640458 | **ANA PATRICIA** | **346** | | | **1944** ......................Charleston | TM | 8 Oil each 6Cy. 4¼″×5″ geared to 2 sc. shafts | |
| | | 187 | | | *158·5′* 23′ 3″ | | | |
| 316320 | **Bay Sea Ltd.** | — | | | … … … | | General Motors Corp. | Det |
| | Nassau British | | | | 1 dk | | | |

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|---|---|---|---|---|---|---|
| 515736<br>HPRC<br>3813L<br>Rdr | **ANA PAULA**<br>exHvassafell-64<br>**Marcresta Cia. Nav. S.A.**<br>Panama Panamanian | 1671<br>905<br>2300 | Classed BC until 11/66 | **1946** S.A. Ansaldo—Gen<br>274' 2" 41' 9" 17' 6"<br>255' 0" 40' 4" 20' 2"<br>P70' F33' 1 dk | M Mchy.aft<br>G.110000 B.98000 | Oil 2SA 6Cy. 450×740 mm<br>1200bhp<br>S.A. Ansaldo |
| 501559<br>EAII<br>RTm | **ANA ROSA**<br>**Naviera Maritima de Arosa S.A.**<br>Ramon Garcia-Reboredo<br>Villagarcia Spanish | 392<br>251<br>520 | ✠100A- SS 11/64<br>✠LMC<br>EL (f) | **1948**-5 J. Fernandez Montes—Gijon<br>160' 4" 26' 4"<br>144' 4" 26' 3" 11' 2"<br>P40' F19' 1 dk<br>R NS 4BH<br>rf 7¾" WB84t | S Mchy.aft<br>2 Ho each 47'<br>2 Ha (each 32½'×16½')<br>Der 2(2) | T 3Cy. 7¼" 13 13/16" & 21¾"×15¾"<br>250ihp<br>Vda de Martin Martin<br>SB 180lb hs(807) 2cf ND<br>2×5kW 110V d.c. |
| 501561<br>WA2378<br>242999<br>Df Esd<br>Gc | **ANACAPA**<br>**United States Department of Commerce**<br>Milwaukee United States | 1117<br>251<br>— | AB | **1943** Froemming Bros.—Milwaukee<br>*185-5'* 37' 7"<br>185' 0" 37' 6" 21' 5"<br>B&F106' 2 dks | M Tug | 2 Oil 4SA each 8Cy. 370×510 mm<br>electro-magnetic slip couplings<br>gearing to sc. shaft<br>2320bhp<br>National Superior Co. Springf |
| 501562<br>IPTK<br>867<br>RTm | **ANACAPRI**<br>**Soc. Rimorchiatori Napoletani**<br>Naples Italian | 197<br>66<br>— | RI | **1960** Cant. Nav. M. & B. Benetti—Viareggio<br>107' 10" 26' 5"<br>98' 2" 26' 3" 13' 2"<br>rf nil | M Tug<br>Der 1(2) | Oil 4SA 8Cy. 300×450 mm<br>1000bhp<br>Masch. Augsburg-Nürnberg<br>2×20, 15kW 220V d.c.<br>Controllable pitch propeller |
| 501564<br>GCKA<br>300943<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ANADARA**<br>**Tanker Finance Ltd.**<br>London British<br>Shell Tankers (U.K.) Ltd. (Mgrs.) | 12280<br>6976<br>18500 | ✠100A1 ~~SS 10/68~~<br>oil tanker SS 5/68<br>✠LMC<br>MN1500 EL h†2 1/16"SQ | **1959**-7 Hawthorn Leslie (S.B.) Ltd.—Nwc<br>559' 0" 69' 5" 29' 9½"<br>531' 0" 69' 3" 39' 0"<br>P115' B41' F50' 1 dk<br>16BH<br>rf 3" WB498t | S Tanker Mchy.aft<br>33 Ta<br>1 Ha (stl) (8'×8')<br>Der 1(5) | 2 S Turb dr geared to sc. shaft<br>7500shp<br>Hawthorn Leslie (Eng.) Ltd.<br>2WTB 610lb Spt 850° F. 525lb<br>sg 135lb<br>2×400kW 440V 60c/s a.c. |
| 506896<br>KCNE<br>247157<br>Df Esd<br>Gc | **ANADARKO VICTORY**<br>exCharlotte Lykes-66<br>exAnadarko Victory-51<br>**United States Department of Commerce**<br>Tampa United States | 7607<br>4600<br>10717 | AB | **1945** California S.B. Corp.—L.An<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S CSD<br>5 Ho 57½', 45', 77', 81', 75'<br>G.568420 B.487146<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 501565<br>Esd | **ANADIRJ**<br>**U.S.S.R.**<br>Murmansk Russian | *704*<br>*243*<br>— | ✠ | **1952**-2 Oskarshamns Varv A/B—Osk<br>198' 2" 29' 7"<br>177' 3" 29' 6" 15' 11"<br>F37'<br>BK8" | S Trawler | T 3Cy. 14⅜" 21 11/16" & 39"×27" & exh<br>turb driving steam compressor<br>Oskarshamns Varv A/B |
| 501567 | **ANADOLUHISARI**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 561<br>333<br>— | GL<br>✠Classed LR until 3/52 | **1949**-7 N.V. Werf "Gusto"—Sch<br>178' 6" 35' 11" 8' 2"<br>35' 9" 10' 10"<br>F19' 1 dk<br>RW | TS Ferry | T 6Cy. 10 1/16" 15 11/16" & 27"×17 11/16"<br>680ihp<br>L. Smit & Zoon Kinderd |
| 672270<br>UITZ<br>M-21389 | **ANADYR**<br>**U.S.S.R.**<br>Nevelsk Russian | 3815<br>1888<br>5018 | | **1955** Stocznia Gdanska—Gdk<br>355' 0" 48' 0" 21' 9½"<br>47' 11" 26' 3"<br>1 dk | S<br>4 Ho<br>G.212482<br>4 Ha (37', 37', 37'×27') (30½'×31½')<br>8W Der 6(5) 2(3) | C 4Cy. (2) 450 & (2) 980×980 mm<br>LP turb & hydraulic coupling<br>2300ihp<br>Z.U.T. Zgoda |
| 501570<br>USXU<br>M-26528<br>Df Esd<br>Gc Rdr | **ANADYRLES**<br>**U.S.S.R.**<br>Vladivostok Russian | 4653<br>2361<br>5772 | | **1962** Stocznia Gdanska—Gdk<br>406' 5" 54' 11" 22' 4½"<br>54' 9" 27' 9"<br>1 dk<br>RW | M<br>4 Ho<br>G.269063<br>4 Ha (each 41½'×23')<br>9W Der 1(15) 8(5) | Oil 2SA 5Cy. 720×1250 mm<br>4500bhp<br>Sulzer Bros. Ltd. |
| 672006 | **ANAFARTA**<br>**Zeki ve Ziya Sonmez Izzet Kirtil**<br>Istanbul Turkish | 476<br>290<br>750 | | **1966** Süleyman Saim Birkok Tersanesi—Ist<br>177' 6" 27' 10" 11' 9½"<br>164' 1" 27' 9" 13' 0"<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>720bhp<br>Schwermasch, Karl Liebknecht |
| 501572<br>JFUG<br>83196<br>Df Esd<br>Gc Rdr | **ANAKAN MARU**<br>**Fuji Mokuzai Boeki K.K.**<br>Tokyo Japanese | 4999<br>2866<br>7550 | NK | **1960** Mitsubishi Zosen—Smk<br>391' 7" 54' 7" 24' 8"<br>360' 10" 54' 5" 30' 6"<br>1 dk<br>RW | M<br>4 Ho<br>G.371786 B.343852<br>5 Ha (26', 37', 34½', 34½', 32'×21½')<br>Der 2(10) 3(5) | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp Sulzer<br>Mitsubishi Zosen<br>3×150kW 225V d.c. |
| 501573<br>LRQA | **ANAMAR**<br>exRio Carcarana-56<br>exSante Fé-43 exAnatolia-41<br>**Conaco Compania de Nav. Comercial S.r.l.**<br>Buenos Aires Argentine | 2553<br>1502<br>4521 | ~~BV~~ | **1923** A.G. "Weser"—Bmn<br>315' 10" 46 1" 21' 3"<br>... ... ...<br>P59' B24' F37' 2 dks<br>R | S<br>G.227076 B.207537 | T 3Cy. 22¾" 36½" & 60½"×59¾"<br>7000ihp<br>A.G. "Weser" |
| 672695 | **ANAMILENA**<br>**Colombiana Internacional de Vapores**<br>Francisco Montoya Velez<br>Santa Marta Colombian<br>For later particulars see New Entries No. 4 | 2200<br>1260<br>3500 | 100A1<br>Class contemplated | Soc. Española de Const. Nav.—Cdz<br>305' 2" 47' 8" 17' 7"<br>278' 10" 47' 7" 20' 8" | M Mchy.aft | Oil 2SA 9Cy. 420×750 mm<br>Soc. Española de Const. Nav. |

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|---|---|---|---|---|---|---|
| 501574<br>VTKR<br>196649 | **ANAND**<br>**Bombay Port Trust**<br>Bombay Indian | 251<br>—<br>— | ✠Classed LR until 5/56 | **1955–1** Mazagon Dock Co. Ltd.—Bom<br>107′ 6″ 30′ 1″ 12′ 3″<br>100′ 0″ 28′ 0″ 15′ 0″<br>BK6″ | TS Tug | C 4Cy. (2) 10½″ & (2) 22 1/16″×22 1/16″ (o.f)<br>Christıansen & Meyer Ham |
| 501575<br>178652 | **ANANTHA VALLY AMMAL**<br>**S. M. Mohamed Aboobucker Marakair**<br>Jaffna British | 102<br>102<br>— | | **1947** Sanmugapillai Balasubramaniam —Kiniya<br>*76·0′* 25′ 4″<br>… … … | Wood Sr | |
| 501576<br>ULCX<br>M-25241 | **ANANYEV**<br>**U.S.S.R.**<br>Izmail Russian | 1296<br>583<br>1288 | | **1960** "Gheorghiu Dej" Shpyd—Bdp<br>244′ 5″ 37′ 3″ 13′ 1½″<br>37′ 1″ 17′ 8″<br>1 dk | M<br>3 Ho<br>G.66922<br>3 Ha (each 26½′×14¾′)<br>7W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 mm<br>1000bhp<br>Lang. Eng. Works Bdp<br>11¾k |
| 501577<br>UKME<br>M-17079<br>Df Esd<br>Gc Rdr<br>RT | **ANAPA**<br>**U.S.S.R.**<br>Tuapse Russian | 3359<br>1550<br>4440 | | **1962** Rauma-Repola O/Y—Rauma<br>344′ 10″ 48′ 7″ 20′ 5″<br>318′ 0″ 48′ 6″ 23′ 0″<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.190064<br>1 Ha (8′×10½′)<br>1W Der 1(3) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain Cpn<br>14k |
| 501578<br>Df Esd<br>Gc | **ANAPA**<br>**U.S.S.R.**<br>Murmansk Russian | 686<br>226<br>— | ✠ | **1956–9** Valmet O/Y—Hfs<br>207′ 0″ 30′ 8″<br>180′ 6″ 30′ 6″ 15′ 11″<br>F41′<br>RW<br>rf 39″ BK8″ | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm<br>A/B Finnboda Varf Skm |
| 542615<br>UYEP<br>M-17139<br>Df Esd<br>Gc Rdr<br>RT | **ANAPKA**<br>**U.S.S.R.**<br>Vladivostok Russian | 3359<br>1550<br>4445 | | **1963** Rauma-Repola O/Y—Rauma<br>344′ 10″ 48′ 7″ 20′ 5″<br>318′ 0″ 48′ 6″ 23′ 0″<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.190064<br>1 Ha (8½′×10½′)<br>3W Der 3(3) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W<br>Valmet O/Y Rautpohjan Tehdas Jyväskylä<br>14k |
| 501579<br>IJPN<br>505<br>Rdr RT | **ANAPO**<br>**"RAMA" Cia. di Navigazione S.p.A.**<br>Palermo Italian | 741<br>565<br>1185 | RI | **1960** I.N.M.A.—Spz<br>223′ 11″ 31′ 3″ 8′ 6⅜″<br>211′ 8″ 31′ 1″ 11′ 2″<br>1 dk | TM Tanker Mchy.aft<br>5 Ta<br>L.57952 | 2 Oil 4SA each 8Cy. 220×280 mm<br>620bhp 20t-3pd<br>Klöckner-Humboldt-Deutz Kln<br>9½k |
| 501580<br>PJIR<br>01471 | **ANARICA**<br>**Contractor's Plant & Equipment Corp. (COPLAR) N.V.**<br>Curaçao Netherland (Antilles) | 64<br>—<br>— | ✠100A1 SS 3/68 ~~SS 1/64~~<br>tug<br>✠LMC<br>MN60 EL (a) | **1955–8** Schpsw. A. Baars Azn N.V.—Sliedrecht<br>72′ 7″ 18′ 3″ 7′ 7½″<br>67′ 3″ 17′ 5″ 8′ 8″<br>RW 4BH<br>rf 30″ WB12t | M Tug | Oil 2SA 6Cy. 190×350 mm with sr gearing & fluid coupling<br>300bhp 15¼t<br>Mchfb. "Bolnes" Capelle |
| 501581<br>SIVR<br>10276<br>Df Esd<br>Gc Rdr<br>RTm/v | **ANARIS**<br>**Trafik A/B Grängesberg-Oxelösund**<br>Erland Waldenström<br>Stockholm Swedish | 10849<br>4727<br>15360 | ✠100A1 SS 4/66<br>ore carrier<br>Str. nav. ice<br>✠LMC<br>MN1000 EL e†2¼″SQ | **1962–5** A/B Götaverken—Got<br>490′ 0″ 64′ 2″ 30′ 9½″<br>461′ 10″ 64′ 0″ 42′ 6″<br>P97′ F49′ 1 dk<br>8BH<br>rf 1″ DK fwd WB8004t incl. comb. btm & side tanks in holds 6485t DTf698t | M Ore Carrier Mchy.aft<br>5 Ho 39¼′, 39¼′, 78¾′, 78¾′, 78¾′<br>G.608899 B.589946<br>5 Ha (stl) (each 29¾′×27¾′) | Oil 2SA 7Cy. 680×1500 mm<br>5000bhp 1367t (hvf)<br>A/B Götaverken Got<br>AuxB 85lb<br>3×165kW 450V 60c/s a.c. 14¼k |
| 515795<br>RTm | **ANASTASIA**<br>exUlla Degn–66<br>exIcefish–65 exPax–61<br>**N. Xanthopoulos**<br>S. African<br>Now **NATASA** See New Entries No. 6 | 183<br>80<br>250 | BV | **1944** Macduff Eng. & S.B. Co.—Macduff<br>117′ 0″ 22′ 1″ 11′ 6″<br>21′ 11″<br>P114′ 1 dk | Wood M Ref Mchy.aft<br>1 Ho 13′<br>G.12000 In.12000<br>2 Ha (each 13′×13′)<br>2 W Cr 2(3–4) Der 2(2) | Oil 4SA 4Cy. 290×410 mm<br>300bhp NE54 (d.o)<br>A/S Vølund Cpn<br>1×17kW 110V d.c. 9k |
| 504684<br>SYYY<br>Df Esd<br>Gc Rdr | **ANASTASIA J. L.**<br>exBluefin–64 exMosborg–62<br>exThalatta–54<br>**Anatolian Maritime Group S.A.**<br>Piræus Greek | 12525<br>7295<br>— | ✠100A1 Dr 4 yrs–11/64<br>oil tanker<br>✠LMC<br>MN1500 EL h†2⅜″SQ | **1952–9** Nederl. Dok. & Schps. Maats.—Ams<br>556′ 0″ 73′ 0″ 29′ 6¼″<br>550′ 1″ 72′ 6″ 38′ 0″<br>P115′ B36′ F57′ 1 dk<br>RW 16BH<br>WB1105t incl. DTf843t | M Tanker Mchy.aft<br>27 Ta | Oil 2DA 7Cy. 720×1200 mm<br>7500bhp 1639t<br>Gebr. Stork & Co. Hengelo<br>2AuxB 180lb 14k |
| 534220<br>HPLK<br>Df Esd<br>Gc | **ANASTASIO**<br>exStratford–66<br>exCotton Bay–60<br>exHarcourt Malcolm–54<br>**Guanabara S.A.**<br>Panama Panamanian | *998*<br>*529*<br>792 | BV | **1946** General Eng. & D.D. Co.—Alameda<br>199′ 9″ 33′ 2″ 13′ 4½″<br>189′ 7″ 33′ 0″ 21′ 2″<br>Q50′ B40′ 2 dks | TM Ref<br>3 Ho<br>In.37861<br>3 Ha (22′×13¾′) (24′×18′) (24′×16′)<br>6W Der 6(3) | 2 Oil 4SA each 8Cy. 265×345 mm<br>1400bhp 142t<br>Cooper-Bessemer Corp. Grove City<br>12½k |
| 501583<br>SYMK<br>1488<br>Esd | **ANASTASIOS**<br>exVolksdorf–59<br>exSturmmöwe–55 exLeda–52<br>**Rigas, Mitropoulos & Co.**<br>Piræus Greek | 496<br>289<br>— | GL<br>**BROKEN UP** | **1904** A.G. "Weser"—Bmn<br>*179·8′* 26′ 11″<br>26′ 9″ 12′ 8″<br>1 dk<br>R | M | Oil 2SA 8Cy. 220×330 mm<br>500bhp NE53<br>Klöckner-Humboldt-Deutz Kln |

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|---|---|---|---|---|---|---|---|
| 660094<br>6ZMQ<br>2402<br>Df Esd<br>Gc Rdr<br>RT | **ANASTASSIA**<br>**Isla Hermosa Cia. Nav. S.A.**<br>Monrovia Liberian | 23571<br>15326<br>35664 | | AB | **1966** Kure Zosensho—Kur<br>626' 8" 90' 9" 37' 5"<br>590' 7" 90' 7" 52' 6"<br>P24' F43' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho<br>7 Ha | Oil 2SA 8Cy. 760×1550 mm<br>12000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 518373<br>HPIS<br>Df Esd<br>Gc Rdr<br>RT | **ANASTASSIA**<br>exKatina-63 exVassilis-59<br>exDomingo de Larrinaga-55<br>exStanthorpe-49<br>exSamskern-47<br>**Tarsiano Cia. Nav. S.A.**<br>Panama Panamanian | *7242*<br>*4375*<br>10910 | Classed LR until 10/64<br>**WRECKED 1/69** | AB | **1944** Bethlehem-Fairfield—Bal<br>441' 8" 57' 1" 27' 9¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks 3rd dk fwd<br>RW<br>rf 6" | S CSD<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.562827 B.499816<br>5 Ha (33½', 35', 20', 35', 35'×20 )<br>11W Der 1(18) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Worthington Corp.<br>3×20kW 120V d.c. |
| 541475<br>Df Esd<br>RT | **ANASTASSIS**<br>exAnastassios Pateras-63<br>exBetty Zane-47<br>**Anastassis Cia. de Vapores S.A.**<br>Panama Panamanian | 7177<br>4375<br>10865 | **BROKEN UP** | AB | **1943** N. Carolina S.B. Co.—Wmn<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.562000 B.499573<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 501585<br>SXXZ<br>8 | **ANASTASSIS**<br>**Vassileos & Hrysanthy Vassileiadi**<br>Rhodes Greek | 161<br>132<br>— | | HR | **1946** ......................Cyprus<br>106' 9" 25' 1"<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 4DA 8Cy. dr geared<br>Emade—fitted58<br>Superior |
| 542616<br>LHOW<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANATINA**<br>**A/S Anatina**<br>M. Chr. Stray<br>Kristiansand Norwegian | 10589<br>5860<br>15350 | | NV | **1963** Moss Værft & Dokk A/S—Moss<br>480' 0" 67' 7" 30' 4½"<br>450' 0" 67' 6" 39' 9"<br>P130' F53 1 dk | M Bulk Carrier Mchy.aft<br>5 Ho 41½', 64½', 32½', 65½', 70½'<br>G.715647<br>5 Ha (stl) (29½', 49', 49', 49', 49'×33½')<br>2W Cr 2(8) Der 2(5) | Oil 2SA 4Cy. 750×2000 mm<br>6400bhp B&W<br>A/S Akers M/V<br>2×385kW 440V 60c/s a.c. |
| 501586<br>SPLF<br>Df Esd<br>RT | **ANATOL**<br>**Przedsiebiorstwo Robot Czerpalnych & Podwodnych**<br>Gdansk Polish | 133<br>1<br>— | | PR | **1957** Schiffswerft Edgar Andre—Mgd<br>94' 10" 21' 5"<br>9' 0" | M Tug | Oil 4SA 6Cy. 320×480 mm<br>400bhp<br>Schwermasch. Karl Liebknecht |
| 540260<br>GTVF<br>187117<br>Df Esd<br>Gc Rdr | **ANATOLIAN**<br>exAscania-66 exAnatolian-66<br>exCity of Durham-64<br>exAnatolian-63<br>**Ellerman Lines Ltd.**<br>Ellerman & Papayanni Lines Ltd.<br>Liverpool British<br>Now **ASCANIA** See New Entries No. **1** | 3799<br>1637<br>5300 | **✠100A1**<br>**✠LMC**<br>MN630 | SS 1/64<br>EL x | **1955-11** William Gray & Co.—Hpl<br>376' 11" 53' 4" 22' 0½"<br>350' 6" 53' 0" 32' 9"<br>F31' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB714t | S (2P) OSD<br>4 Ho 47½', 89½' comb., 55', 59½'<br>G.339795 B.313130<br>5 Ha (stl) (15½'×14½') (42½', 12½', 30', 25'×20')<br>12W Der 1(35) 2(10) 8(7) 2(5) | T 3Cy. 23" 38' & 65"×48" & LP turb with hydraulic coupling & dr gearing<br>3500ihp<br>Cen. Mar. Eng. Wks<br>3 SB 225lb Spt hs12390 9cf<br>3×33, 25, 25kW 220V d.c. |
| 652394<br>UTZA<br>Df Esd<br>Pfd Rdr<br>RT | **ANATOLY KHALIN**<br>**U.S.S.R.**<br>Sevastopol Russian | 8425<br>3470<br>4400 | | BV | **1965** At. & Ch. de Nantes (Bretagne-Loire)—Nts<br>422' 7" 62' 6" 23' 1½"<br>380' 7" 62' 4" 29' 6"<br>2 dks | D-E Stern Trawling Factory Ship Mchy.aft<br>6 Ha<br>Der 6(3) | 3 Oil 4SA each 6Cy. 400×450 mm 4000bhp connected to 2 elec. motors & to sc. shaft Pielstick<br>At. & Ch. de Nantes (Bretagne-Loire) |
| 501589<br>SVRH<br>1774<br>Df Esd<br>Gc Rdr | **ANAX**<br>**Anax Shipping Co. S.A.**<br>Piræus Greek | 8519<br>4851<br>12100 | **✠100A1**<br>**✠LMC**<br>MN828 | SS 1/64<br>EL c†2½"SQ | **1955-3** J. Readhead & Sons Ltd.—Shl<br>472' 6" 61' 3" 28' 0½"<br>440' 0" 61' 0" 39' 3"<br>F39' 2 dks<br>RW Coll BH to U dk<br>rf 3" WB3044t incl. DTm 1180t | S CSD<br>4 Ho 58½', 109½', 25' DT, 70', 77½'<br>G.664350 B.592200<br>5 Ha (33½', 35', 32½', 32½', 35'×22')<br>10W Der 1(25) 4(10) 6(5) | T 3Cy. 27" 45" & 76"×48" & LP turb with hydraulic coupling & dr gearing<br>4600ihp<br>J. Readhead & Sons Ltd.<br>3 SB 220lb Spt hs(14223) 12cf<br>3×40kW 220V d.c. |
| 501590<br>CXBF<br>Df Esd<br>Gc Rdr | **ANCAP CUARTO**<br>exTrevilian-47<br>**Administración Nacional de Combustibles Alcohol y Portland**<br>Montevideo Uruguayan | 10296<br>6154<br>16512 | | AB | **1945** Sun S.B. & D.D. Co.—Chester, Pa<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.776918 HeCls. BC | S Turb 7240shp driving 1 gen. 2300V a.c. connected to elec. motor<br>6000shp (Sy)<br>General Electric Co. |
| 501591<br>CXBG<br>Df | **ANCAP QUINTO**<br>exY 104-47<br>**Administración Nacional de Combustibles Alcohol y Portland**<br>Montevideo Uruguayan | 688<br>358<br>1019 | | AB | **1944** Kane S.B. Corp.—Gal<br>182' 6" 30' 2" 11' 2½"<br>179' 1" 30' 0" 13' 6"<br>P39' F21' 1 dk<br>rf nil | TM Tanker Mchy.aft<br>6 Ta<br>L.36505 HeCls. BC | 2 Oil 4SA each 6Cy. 235×355 mm<br>460bhp<br>Wolverine Mot. Wks |
| 501593<br>CXBX<br>Esd Gc<br>Rdr RT | **ANCAP SEXTO**<br>**Administración Nacional de Combustibles Alcohol y Portland**<br>Montevideo Uruguayan | 2127<br>995<br>2472 | | AB | **1956** A.G. "Weser" Werk Seebeck—Bhn<br>300' 5" 44' 0" 14' 10"<br>274' 11" 43' 11" 19' 4"<br>P70' Q29' B26' F49' 1 dk<br>RW<br>rf 6" | TS Tanker Mchy.aft<br>12 Ta<br>L.100181 HeCls. BC | T 6Cy. 13½" 21½" & 35½"×25<br>turb<br>1720ihp<br>A.G. "Weser" Werk Seebeck |

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|---|---|---|---|---|---|---|
| 501594<br>CXBE<br><br>Df Esd<br>Gc Rdr | **ANCAP TERCERO**<br>exNew Hope–47<br>**Administración Nacional de Combustibles Alcohol y Portland**<br>Montevideo Uruguayan | 10296<br>6154<br>16512 | AB | **1945** Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 30′ 2″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.776918 HeCls. BC | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor<br>6000shp (Sy) 1495t (o.f)–47pd<br>General Electric Co. Lyn<br>14½k |
| 501595<br>FNLE<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANCERVILLE**<br>**Cie. de Navigation Paquet**<br>Marseilles French | 14224<br>7739<br>2989 | AB BV | **1962** Ch. de l'Atlantique—St.N<br>551′ 0″ 72′ 2″ 21′ 8¾″<br>495′ 2″ 71′ 8″ 30′ 2″<br>B&F419′ 4 dks<br>rf 20″ | TM (733P) Ref<br>3 Ho 54¼′, 73¾′ 71¼′<br>In.17000<br>3 Ha (stl) (25¼′, 26¼′, 21¼′×10¾′)<br>Cr 2(3) Der 2(5) 2(3) | 2 Oil 2SA each 12Cy. 620×900 mm<br>24000bhp B&W 35½t (hvf)<br>Ch. de l'Atlantique St.N<br>3×1000kW 380V 50c/s a.c. 22½k |
| 501596<br>VC3849<br>312320 | **ANCESTOR**<br>exSt. Prime exLightship No. 7<br>exLower Traverse<br>**M.V. Dragger Ancestor Ltd.**<br>Quebec Canadian | 142<br>104<br>— | | ……………………<br>*92·6′* 21′ 10″<br>… … …<br>1 dk | M Fishing | Oil 12Cy. 4½″×5″<br>NE59<br>General Motors Corp. Det |
| 501035<br>DKIF<br><br>Df Esd<br>Gc Rdr<br>RT | **ANCHA**<br>exAlexandra Sartori–67<br>**Van Nievelt, Goudriaan & Co.'s Stoomv. Maats. (Hamburg) G.m.b.H.**<br>Hamburg W. German | 1687<br>1113<br>3060<br>2756<br>1691<br>3996 | GL | **1954** Hilgers A.G.—Rheinbrohl<br>Cmpl. by Stettiner Oderwerke A.G.<br>*288·7′* 45′ 6″ 17′ 5¼″/21′ 8¼″<br>45′ 4″ 27′ 1″<br>F32′ H55′ & 20′ 1 dk & S dk<br>RW len 59 | D-E OSD/CSD Mchy.aft<br>G.153466 B.143293<br>8W Der 4(5) 4(3½) | 4 Oil 4SA each 8Cy. 290×420 mm connected to elec. motors & sc. shaft<br>2400bhp 296t<br>Masch. Kiel A.G. Kel<br>12½k |
| 501598<br>GMSJ<br>181085<br>Df Esd<br>Gc Rdr<br>RTv | **ANCHISES**<br>**Ocean Steam Ship Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>5528<br>2223<br>6590<br>7697<br>4035<br>9320 | **BS✻** SS 9/67 ~~SS 9/63~~<br>**MBS**<br>**Lloyd's RMC**<br>MN1360 CT8314 C41 S36 | **1947–4** Caledon S.B. & E. Co. Ltd.—Dun<br>487′ 0″ 62′ 4″ ~~28′ 3½″~~ 23′ 10¾″/28′ 3½″<br>452′ 9″ 62′ 0″ 34′ 11″<br>P41′ B190′ F44′ 2 dks, 3rd dk fwd<br>R 8BH<br>rf 9″ WB4334t incl. DTs2587t | M Ref<br>6 Ho 59′, 72′, 42′, 30′, 81′, 72′<br>G.596271 B.537944 In.1400<br>6 Ha (24½′×16′) (35′, 23′, 23′, 27′×22′) (27×18′)<br>24W Der 1(50) 1(25) 8(10) 16(5) | Oil 2DA 8Cy. 550×1200 mm exhaust 400 mm<br>6800bhp B&W 1122t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 100℔<br>3×220kW 220V d.c. 15½k |
| 660568<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ANCHOA**<br>**Republica de Cuba (Flota Cubana de Pesca)**<br>Havana Cuban | 705<br>378<br>659 | BV | **1965** Ast. Celaya—Bbo<br>181′ 3″ 29′ 7″ 12′ 3¾″<br>162′ 9″ 29′ 6″ 13′ 11″<br>1 dk<br>RW | M Trawler Mchy.aft | Oil 4SA 9Cy. 300×450 mm<br>1300bhp MAN<br>Cia. Euskalduna Bbo |
| 501599<br>KCOD<br>247589<br>Df Gc<br>Rdr | **ANCHOR HITCH**<br>**United States Department of Commerce**<br>Los Angeles United States | 3805<br>2123<br>5025 | AB | **1945** Consolidated Stl Corp.—Wmg, Cal<br>338′ 8″ 50′ 1″ 23′ 5″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>rf nil | M Ref Mchy.aft<br>4 Ho 42¾′, 78¾′, 67½′, 30¾′<br>B.237000 In.9000<br>4 Ha (20¼′, 40¼′, 40¼′×20′) (9′×8′)<br>16W | Oil 2SA 6Cy. 545×740 mm<br>1700bhp 975t<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 220V d.c. 9k |
| 525012<br>KYVN<br>246736<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ANCHORAGE**<br>exNew Orleans–64 exAlicia–62<br>exMarine Panther–61<br>**Litton Industries Leasing Corp.**<br>Wilmington, Del United States | 11737<br>8340<br>— | AB | **1944** Sun S.B. & D.D. Co.—Chester, Pa<br>520′ 0″ 71′ 7″ 32′ 9¼″<br>496′ 8″ 71′ 6″ 43′ 6″<br>P143′ F192′ 3 dks<br>RW<br>rf nil | S Mchy.aft<br>6 Ho<br>B.103000<br>12 Ha<br>Cr 1(27½) | 2 S Turb dr geared to sc. shaft<br>9000shp 2094t (o.f)<br>General Electric Co. Lyn<br>3×300kW 230V d.c. 17k |
| 501600<br><br>247071<br>Df Esd<br>Gc | **ANCHORAGE VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | 7635<br>4616<br>10681 | AB | **1945** Permanente (Shpyd. No. 1)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57¼′, 45′, 77′, 81′, 75′<br>G.520000 B.435000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |
| 501601<br>GHYN<br>302880<br>Df Pfd<br>RTv | **ANCHORMAN**<br>**Helmsman Shipping Co. Ltd.**<br>C. Rowbotham & Sons (Management) Ltd.<br>London British | 795<br>383<br>— | ✠100A1 SS 10/66<br>oil tanker<br>✠LMC<br>MN180 EL k1$\frac{5}{16}$″ptSQ | **1962–1** Drypool Eng. & D.D. Co. Ltd.—Hul<br>203′ 0″ 30′ 9″ 12′ 9¾″<br>190′ 8″ 30′ 6″ 14′ 0″<br>P49′ F31′ Trunk111′ 1 dk<br>RW 8BH<br>rf 3″ WB207t | M Tanker Mchy.aft<br>10 Ta<br>L.52600 | Vee Oil 2SA 12Cy. 220×380 mm<br>900bhp Brons 50t–3pd<br>Drypool Eng. & D.D. Co. Ltd. Hul<br>db 80℔ 10¾k |
| 504217<br>JWST<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANCO BERGLJOT**<br>exBergljot–64<br>**A/S Bill**<br>L. Gill-Johannessen & Co.<br>Oslo Norwegian | 12554<br>6980<br>19760 | NV | **1958** A/B Lindholmens Varv.—Got<br>559′ 7″ 72′ 2″ 30′ 6″<br>530′ 0″ 72′ 0″ 40′ 4″<br>P130′ F64′ 1 dk<br>rf ½″ | M Tanker Mchy.aft<br>27 Ta<br>L.900000 HeCls. BC | Oil 2SA 9Cy. 760×1500 mm<br>8100bhp Götaverken 1700t (hvf)–33pd<br>A/B Lindholmens Varv. Got<br>4×165, 165, 165, 110kW 220V d.c. 15k |

Now **ANCO STRIPE** See New Entries No. 10

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|---|---|---|---|---|---|---|---|---|
| 502842 | **ANCO QUEEN** | 13040 | 100A1 | SS 9/65 | 1960-6 Barclay, Curle & Co. Ltd.—Gls | M Tanker Mchy.aft | | Oil 2SA 6Cy. 750×2500 mm |
| GGTE | exAthelqueen-66 | 7423 | oil tanker | | 559' 9" 71' 11" 31' 1" | 27 Ta | | 8500bhp Doxford 1754t (hvf) |
| 301343 | **Athel Line Ltd.** | 19770 | **LMC** | | 535' 1" 71' 9" 40' 6" | L.926010 | HeCls. BC | Barclay, Curle & Co. Ltd. |
| Df Esd | Liverpool British | | | | P128' B39' F61' 1 dk | | | 3AuxB (2 o.f 1 ex.g) 180lb |
| Gc Pfd | | | MN1700 | EL l†2 1/16"SQ | RW 17BH | | | 4×150kW 440V 60c/s a.c. |
| Rdr | | | | | rf 3½" WB1827t | Der 4(5) | | |
| RTm | | | | | | | | |
| 530497 | **ANCO SEA** | 11169 | | | 1951 A/B Götaverken—Got | M Tanker Mchy.aft | | Oil 2SA 9Cy. 680×1500 mm |
| LAIY | exSaga Sea-64 exBellona-62 | 6552 | | | 540' 4" 66' 1" 30' 3" | 30 Ta 1 Ho | | 6750bhp 1662t (hvf) |
| | **I/S Aksla** | 17150 | | NV | 513' 2" 39' 3" | L.810000 | HeCls. BC | A/B Götaverken |
| Df Esd | Schröder & Farstad | | | | P101' B38' F58' 1 dk | 1 Ha (stl) | | 3×165, 165, 110kW d.c. |
| Gc Rdr | Ålesund Norwegian | | | | | | | |
| RTm/h/v | | | | | | | | |
| 536179 | **ANCO SPRAY** | 10866 | ✠100A1 | SS 7/64 | 1955-1 A/B Lindholmens Varv—Got | M Tanker Mchy.aft | | Oil 2SA 8Cy. 680×1500 mm |
| PCQN | exTinny-64 | 6196 | oil tanker | | 550' 0" 64' 2" 29' 10" | | | 6000bhp |
| | **Latona N.V.** | 16450 | ✠**LMC** | | 515' 0" 64' 0" 38' 6" | | | A/B Lindholmens Varv |
| Df Esd | Vereenigd Cargadoorskantoor | | | | 1 dk | | | 2AuxB 150lb e (ex.g) 150lb |
| Gc Rdr | Amsterdam Netherland | | MN1200 | EL f2¼"SQ | 12BH | Der 3(5) | | 2×200kW 230V d.c. |
| RTv | | | | | WB143t | | | 1×165kW 110V d.c. |
| 509133 | **ANCO SPRING** | 13034 | ✠100A1 | ~~SS 8/63~~ | 1958-11 Cant. Nav. Breda—Ven | M Tanker Mchy.aft | | Oil 2SA 9Cy. 760×1500 mm |
| SJGT | exDodona-64 | 7337 | oil tanker | SS 10/67 | 557' 8" 72' 3" 30' 9¾" | 27 Ta | | 9000bhp 1550t (hvf) |
| 9880 | **Rederi A/B Atalanta** | 19540 | ✠**LMC** | | 524' 11" 72' 0" 40' 1" | L.872260 | HeCls. BC | A/B Götaverken |
| Df Esd | **Salénrederierna A/B** | | | | P125' B37' F75' 1 dk | | | 2AuxB 150lb e (ex.g) 150lb |
| Gc Rdr | **Stockholm** Swedish | | MN1800 | EL l†2 1/16"SQ | 15BH | Der 4(5) 2(1) | | 2×240, 110kW 220V d.c. |
| RTv | | | | | rf 4" WB1431t | | | |
| 530498 | **ANCO STAR** | 12676 | | | 1958 A/B Götaverken—Got | M Tanker Mchy.aft | | Oil 2SA 9Cy. 760×1500 mm |
| JWTQ | exSaga Star-65 exTernøy-62 | 7265 | | | 557' 1" 71' 2" 30' 4" | 28 Ta | | 9800bhp 1450t |
| | **A/S Vigra** | 19250 | | NV | 530' 0" 71' 0" 40' 8" | L.947000 | HeCls. BC | A/B Götaverken |
| Df Esd | Schröder & Farstad | | | | P131' F62' 1 dk | | | 2×240kW 220V d.c. |
| Gc Rdr | Ålesund Norwegian | | | | | | | |
| RT | | | | | | | | |
| 504741 | **ANCO STORM** | ~~8841~~ 8650 | | | 1956 Tangen Verft—Kragero | M Tanker Mchy.aft | | Oil 2SA 7Cy. 680×1500 mm |
| GRYP | exBoheme-64 | ~~5086~~ 4824 | | | 508' 10" 63' 7" 27' 8½" | 25 Ta | | 5250bhp 1000t (hvf) |
| 307999 | **Anco Shipping Ltd.** | 13050 | | NV | 470' 0" 63' 6" 35' 2" | L.635400 | HeCls. BC | A/B Götaverken |
| Df Esd | Athel Line Ltd. | | | | P130' B44' F70' 1 dk | | | 2×165kW 220V d.c. |
| Gc Rdr | London British | | | | RW | Der 3(5) 1(3) 1(½) | | |
| RTm/h/v | Now **ANCO SOUND** See New Entries No. 12 | | | | | | | |
| 671395 | **ANCO STREAM** | 14383 | | | 1967 Marinens Hovedverft—Horten | M Oil/Chemical Tanker Mchy.aft | | Oil 2SA 6Cy. 900×1550 mm |
| LMJK | | 8731 | | | 554' 6" 80' 1" ~~29' 6"~~ 30' 4½" | 42 Ta | | 13800bhp 1390t (hvf) |
| | **I/S Saga Stream** | 22450 | | NV | 525' 0" 80' 0" 40' 9" | L.1023481 | HeCls. BC | Marinens Hovedverft |
| Df Esd | Ole Schrøder & Co. | | | | P138' F61' 1 dk | | | 3×365kW 440V 60c/s a.c. |
| Gc Rdr | Oslo Norwegian | | | | | | | |
| RTm/h/v | | | | | rf 29½" | | | |
| 530499 | **ANCO SUN** | 10999 | | | 1955 A/B Götaverken—Got | M Tanker Mchy.aft | | Oil 2SA 9Cy. 680×1500 mm |
| LARI | exSaga Sun-64 exHavsøy-62 | 6403 | | | 549' 3" 66' 1" 30' 3" | 30 Ta 1 Ho | | 6750bhp 1499t (hvf) |
| | **A/S Vigra** | 17300 | | NV | 511' 10" 66' 0" 39' 3" | L.826814 | HeCls. B | A/B Götaverken |
| Df Esd | Schröder & Farstad | | | | P103' B39' F63' 1 dk | 1 Ha (stl) | | 3×220, 220, 110kW 220V d.c. |
| Gc Rdr | Ålesund Norwegian | | | | | | | |
| RTm/h | | | | | | | | |
| 534623 | **ANCO SWAN** | 5665 | | | 1949 A/B Götaverken—Got | M Tanker Mchy.aft | | Oil 2SA 6Cy. 680×1500 mm |
| LNZM | exSvanaas-64 | 3189 | | | 435' 1" 55' 1" 25' 11" | 24 Ta | | 4300bhp 600t (hvf) |
| | **Skibs A/S Nanset** | 8880 | | NV | 408' 4" 54' 11" | L.395050 | HeCls. BC | A/B Götaverken |
| Df Esd | Iver Bugge | | | | P92' B32' F46' 1 dk | | | 3×150, 75, 75kW 220V d.c. |
| Gc Rdr | Larvik Norwegian | | | | | Der 1(5) 4(2) | | |
| RTm/h/v | Now **LSCO DA NANG** See New Entries No. 6 | | | | | | | |
| 533140 | **ANCO SWIFT** | 12959 | | | 1961 A/S Akers M/V—Osl | M Tanker Mchy.aft | | Oil 2SA 6Cy. 750×2000 mm |
| JXIK | exSkogaas-64 | 7394 | | | 556' 11" 72' 0" 30' 10" | 30 Ta | | 9300bhp B&W 1500t (hvf) |
| | **Skibs A/S Nanset** | 19665 | | NV | 525' 0" 71' 10" 40' 1" | L.958981 | HeCls. BC | A/S Akers M/V |
| Df Esd | Iver Bugge | | | | 1 dk | | | 3×304, 304, 152kW 450V 60c/s a.c. |
| Gc Rdr | Larvik Norwegian | | | | | Der 5(5) | | |
| RTm/h/v | | | | | | | | |
| 650396 | **ANCONA** | 7981 | ✠100A1 | | 1965-5 A/S Nakskov Skibs—Nkv | M Ref OSD/CSD | | Oil 2SA 10Cy. 740×1600 mm |
| OUWO | | 4564 | DTsf oil FP above 150° F. | | 539' 6" 73' 8" 26' 9"/— | 6 Ho | | 16500bhp |
| | **A/S Det Østasiatiske** | 9385 | vegetable oil or latex | | 506' 1" 73' 6" 41' 10" | G.691415 B.607300 In.37800 | | Burmeister & Wain |
| Df Esd | **Kompagni** | 10769 | ✠**LMC** | **UMS** | P182' F62' 2 dks & S dk | | | 2AuxB (1 o.f 1 ex.g) 100lb |
| Gc Rdr | Copenhagen Danish | 6286 | ✠**Lloyd's RMC** | | Coll BH to S dk 7 to 2nd dk | 8W Der 1(60) 4(12½) 2(5) 2(3) | | Thw. thrust contr. pitch propeller |
| | | — | MN3300 | EL l†2 1/16"SQ | rf nil DK fwd WB2581t | Cr 5(5) | | |
| 501605 | **ANCORA** | 9999 | | | 1959 Ch. Reunis Loire-Normandie—Nts | M Bulk Carrier Mchy.aft | | Oil 2SA 8Cy. 720×1250 mm |
| JXGV | | 5085 | | | 490' 1" 64' 1" 30' 0" | 5 Ho 64', 65', 57', 57', 110' | | 7200bhp Sulzer |
| | **Skibs A/S Aino** | 14365 | | NV | 458' 6" 39' 4" | G.625894 B.594201 | | Ch. l'Atlantique |
| Df Esd | C. H. Sörensen & Sönner | | | | P127' B20' F49' 1 dk | 6 Ha (stl) (33½', 31½', 31½', 31½', 31½', 31½'×31') | | 3×210kW 220V d.c. |
| Gc Rdr | Arendal Norwegian | | | | | 12W Der 2(10) 10(5) 1(3) 1(1) | | |
| RTm | Now **KEUM MOON** See New Entries No. 7 | | | | | | | |
| 501606 | **ANCRE D'ESPÉRANCE** | 128 | | | 1935 Béliard, Crighton & Cie.—Ost | M Fishing | | Oil 4SA 4Cy. 300×450 mm |
| OTYC | | 60 | | | 99-6' 21' 4" | | | |
| | **Alfons Vieren** | — | | | ... ... ... | | | Humboldt-Deutzmot. |
| | Ostend Belgian | | | | R len 47 | | | |

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|---|---|---|---|---|---|---|
| **651298**<br>LNOX<br>Esd Rdr<br>RTm | **ANDA**<br>**Den Norske Stat**<br>**(Fyrdirektören)**<br>Oslo Norwegian | **300**<br>70<br>— | NV | **1965** Brödrene Lothe A/S—Hgs<br>137′ 4″ 24′ 5″ 10′ 0¼″<br>119′ 8″ 24′ 3″<br>1 dk<br>rf 29½″ BK4½″ | M Tanker Mchy.aft<br>4 Ta 1 Ho<br>1 Ha (14¼′×6½′)<br>Der 1(1½) | Oil 2SA 5Cy. 280×420 mm<br>500bhp<br>Wichmann Mtrf. Rub<br>2×15kW 110V d.c. |
| **672371**<br>DCVY<br>Df Esd<br>Pfd Rdr<br>RTm/h | **ANDA** T.Mk<br>**Anton Jüngerhans**<br>Schulte & Bruns<br>W. German | **211**<br>130<br>~~509~~<br>578 | GL | **1967** Deutsche Ind.-Werke A.G.—Bln<br>163′ 7″ 29′ 7″ ~~8′ 4″~~ 9′ 3″<br>148′ 6″ 29′ 6″ 16′ 7″<br>1 dk & S dk | M ~~OSD~~ Mchy.aft<br>1 Ho 104¾′<br>G.41142 B.36021<br>1 Ha (81′×16¼′)<br>2W Der 2(2) | Oil 4SA 6Cy. 220×280 mm<br>435bhp 33t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×21, 12, 10kW 380, 220V 50c/s a.c.<br>9¾k |
| **501607**<br>PCQO<br>Df RT | **ANDA**<br>exJo–55<br>**L. Eeftingh Kzn.**<br>E. Wagenborg's Scheepv. &<br>Exp. Bedr. N.V.<br>Gasselternijveen Netherland | **199**<br>97<br>265 | BV | **1936** Sch.Delfzijlv/hGebr.Sander—Dzl<br>*111·2′* 21′ 3″ 8′ 6″<br>… … …<br>R | M<br>G.13000 B.12000<br>2 Ha (29½′, 19½′×12¾′)<br>Der 2(2) | Oil 2SA 3Cy. 240×360 mm<br>150bhp<br>Appingedammer Brons. Apg<br>8k |
| **501608** | **ANDAGOYA**<br>**Colombian Government**<br>**(Customs Dept.)**<br>Buenaventura Colombian | **117**<br>39<br>— | ✠Classed LR until 2/30 | **1928–7** J. Pollock, Sons & Co. Ltd.—<br>Faversham<br>*92·6′* 20′ 0″<br>… … …<br>R | M Tug | Oil 2SA 4Cy. 380×410 mm<br>J. & C. G. Bolinders M/V A/B Skm |
| **501609**<br>CBAR<br>1508<br>Df Esd<br>Gc Rdr<br>RT | **ANDALIEN**<br>**Cia. Sud-Americana de**<br>**Vapores**<br>Valparaiso Chilean | **8364**<br>4457<br>10672 | **✠100A1** SS 5/64<br>tunnel side tanks—wine<br>FP above 150° F.<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1500 EL d†$2\frac{3}{16}$″SQ | **1955–10** At. & Ch. de la Loire—St.N<br>488′ 10″ 61′ 0″ 28′ 7½″<br>452′ 9″ 60′ 9″ 39′ 4″<br>F50′ 2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>RW 7BH<br>rf 6″ DK fwd WB1305t | S Ref<br>G.471776 B.426536 In.46960<br>16W Der 1(30) 4(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>7500shp 1518t (o.f)<br>At. & Ch. de la Loire St.N<br>2WTB 560℔ Spt 784° F. 547℔ db 125℔<br>hs13450 16¼k |
| **501611**<br>VWDG<br>196672<br>Df Esd<br>Gc Rdr | **ANDAMANS**<br>Launched as State of Andaman<br>**Government of India**<br>**(Ministry of Home Affairs)**<br>The Shipping Corporation of<br>India Ltd.<br>Calcutta Indian | **5934**<br>3482<br>2422 | **✠100A1** SS 8/66<br>DTa—oil FP above 150° F.<br>**✠LMC**<br>~~**✠Lloyd's RMC**~~<br>MN504 EL y 1⅞″SQ | **1957–11** Hindustan Shpyd Private Ltd.—<br>Vgm<br>390′ 0″ 51′ 9″ 21′ 1″<br>350′ 7″ 51′ 6″ 33′ 8″<br>P40′F43′ 2 dks, 3rd dk fwd of mchy. space<br>RW 6BH<br>rf 3″ WB1739t incl. DTa806t | M Ref<br>G.280507 B.253866 In.330<br>8W Der 1(25) 8(5) | Oil 2SA 4Cy. 700×1200 mm<br>2520bhp 392t<br>Masch. Augsburg-Nürnberg Aug<br>db 114℔ e (ex.g) 114℔ 12k |
| **501612**<br>GFQH<br>301337<br>Df Esd<br>Gc Rdr<br>RTm/v | **ANDANIA**<br>**Cunard S.S. Co. Ltd.**<br>Liverpool British<br>Cunard-Brocklebank Ltd. (Mgrs.) | **6658** ~~**7004**~~<br>3362 ~~3501~~<br>9158 | **✠100A1** SS 5/64<br>Tunnel side tanks—<br>vegetable oil<br>**✠LMC**<br>MN2000 EL d†2¼″SQ | **1960–4** Wm Hamilton & Co. Ltd.—P.Gl<br>490′ 5″ 63′ 3″ 26′ 7½″<br>456′ 2″ 63′ 0″ 39′ 0″<br>P25′ B106′ F42′ 1 dk & Sdk, 3rd dk fwd of mchy. space<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 6″ WB1462t incl. Tunnel tanks 753t | S Ref OSD<br>5 Ho 58½′, 74½′, 55′, 71½′, 64½′<br>G.550000 B.491000 In.22024<br>5 Ha (stl) (22½′×18¼′) (44′, 27½′×21¾′)<br>(41¼′, 30¼′×21′)<br>18W Der 1(25) 6(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>10000shp 1550t (o.f)<br>D. Rowan & Co. Ltd. Gls<br>2WTB 690℔ Spt 850° F. 625℔ hs10684<br>db 100℔ sg 100℔<br>4×300kW 225V d.c. |
| **542324**<br>HPAE<br>Df Esd<br>Gc Rdr | **ANDARIN**<br>exAmbra–63<br>exC. K. McClatchy–47<br>**San Antonio Inc.**<br>Panama Panamanian | **7173**<br>4388<br>10814 | AB<br>**BROKEN UP** | **1944** California S.B. Corp.—L.An<br>441′ 5″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562000 B.499000<br>5 Ha (33¼′, 35′, 20′, 35′, 35′×20′)<br>12W Der 1(47) 1(14½) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1116t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10½k |
| **501614**<br>DEUW<br>Df Esd<br>Pfd Rdr<br>RT | **ANDENES**<br>**Norddeutsche Hochseef.**<br>**A.G.**<br>Bremerhaven W. German | **567**<br>238<br>— | GL | **1952** A.G. "Weser" Werk Seebeck—<br>Bhn<br>*214·2′* 28′ 8″ 15′ 7″<br>28′ 6″ 16′ 3″<br>F27′ 1 dk<br>RW | S Trawler | T 3Cy. 15″ 24″ & 39⅜″×26″<br>with LP turb<br>1000ihp (o.f)<br>A.G. "Weser" Werk Seebeck Bhn |
| **650491**<br>LNEF<br>Df Esd<br>Rdr RT | **ANDENESFISK I**<br>**A/S Andenes**<br>**Havfiskeselskap**<br>Harstad Norwegian | **290**<br>98<br>— | NV | **1965** Kaarbös M/V A/S—Harstad<br>115′ 7″ 26′ 5″<br>92′ 2″ 26′ 3″ 13′ 9″<br>1 dk | M Stern Trawler<br>1 Ho<br>1 Ha (13′×9¾′)<br>1W Der 1(2) | Oil 2SA 5Cy. 280×420 mm<br>750bhp<br>Wichmann Mtrf. Rub |
| **650626**<br>LNYK<br>Df Esd<br>Rdr RT | **ANDENESFISK II**<br>**A/S Andenes**<br>**Havfiskeselskap**<br>Harstad Norwegian | **290**<br>98<br>— | NV | **1965** Kaarbös M/V A/S—Harstad<br>115′ 7″ 26′ 5″<br>95′ 2″ 26′ 3″ 13′ 9″<br>1 dk | M Stern Trawler<br>1 Ho<br>1 Ha (13′×9¾′)<br>1W Der 1(2) | Oil 2SA 5Cy. 280×420 mm<br>750bhp<br>Wichmann Mtrf. Rub |
| **540060**<br>SGTZ<br>9654<br>Df Esd<br>Pfd<br>RTm | **ANDERS**<br>exBirgitta–61 exMiranda–59<br>exBirgitta–59<br>**Thunrederier A/B**<br>Helge Källsson<br>Lidköping Swedish<br>Now **NORMANNVIK** See New Entries No. 9 | **499**<br>327<br>850 | BV | **1956** Kalmar Varv—Kal<br>184′ 2″ 31′ 3″ 11′ 9″<br>164′ 0″ 31′ 1″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 122¾′<br>G.38000 B.35000<br>2 Ha (stl) (each 42′×16½′)<br>Der 2(2½) | Oil 2SA 8Cy. 220×330 mm<br>500bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×15kW 110V d.c. |
| **501617**<br>JWRO<br>Df Esd<br>Gc Rdr<br>RT | **ANDERS**<br>**Björn Nilsen Partrederi**<br>Kopervik Norwegian | **299**<br>136<br>423 | NV | **1957** Löland Motorverkstad A/L—Lervik<br>131′ 8″ 24′ 5″ 11′ 6″<br>120′ 5″ 24′ 3½″<br>1 dk<br>rf 4″ BK12½″ | M Mchy.aft<br>1 Ho<br>G.19000 B.17000<br>1 Ha (62′×13¾′)<br>2W Der 1(3) 1 (2) | Oil 2SA 6Cy. 230×400 mm<br>420bhp<br>Alpha-Diesel A/S Fkn |

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|---|---|---|---|---|---|---|
| | | | CS TD 6/68 | | | |
| 501621 | **ANDES** | 25895 ~~26436~~ | ✠100A1 ~~CS Dr 6/64~~ | 1939-12 Harland & Wolff Ltd.—Bel | TS (518P) Ref | 6 S Turb sr geared to 2 sc. shafts |
| GQCV | | 14212 ~~14488~~ | with freeboard | 669' 4" 83' 6" 29' 3" | Topsides and bridge dks special | 30000shp |
| 167337 | **Royal Mail Lines Ltd.** | 8425 | ✠LMC | 630' 0" 83' 0" 47' 6" | quality steel | Harland & Wolff Ltd. |
| Df Esd | ~~Furness Ship Management Ltd.~~ | | | B&F572' 5 dks | 5 Ho 60¾', 60¾', 60¾', 60¾', 54' | 3WTB 485lb Spt 440lb hs(33735) |
| Gc Pfd | London British | | EL r†3"SQ | R Coll BH to U dk 10 to 2nd dk | B.136120 In.119860 | db 200lb |
| Rdr | Furness, Withy & Co. Ltd. (Mgrs.) | | | | 1 Ha (w) (38¾'×18' comb.) | 5×1000, 1000, 1000, 500, 500kW 220V |
| RTm/h/v | | | | | 5 Ha (stl) (each 8'×14½') | |
| | | | | | 12W Der 1(7) 4(3) | |
| | | | | rf 12" BK2" WB4565t incl. DTf157t Tunnel tanks 1570t | | |
| 501622 | **ANDES** | 431 | | 1960 Ast. Construcciones S.A.—Vgo | M Trawler | Oil 4SA 8Cy. 270×500 mm |
| EDFQ | | 207 | | 151' 3" 27' 2" | | 950bhp |
| | **Pesquera Industrial Gallega** | — | BV | 131' 3" 26' 11" 14' 9" | | N.V. Werkspoor |
| Df Esd | **S.A.** | | | RW | 3 Ha | |
| RT | Vigo Spanish | | | | | |
| 501623 | **ANDES MARU** | 32068 | | 1962 Ishikawajima-Harima Hvy Ind.— | S Ore Carrier Mchy.aft | 2 S Turb dr geared to sc. shaft |
| JCBO | | 11699 | | Aio | 10 Ho | 17600shp |
| 89973 | **Nippon Suisan K.K.** | 51909 | NK | 743' 0" 100' 9" 39' 0" | G.1051439 | Ishikawajima-Harima Hvy Ind. |
| Df Esd | Tokyo Japanese | | | 703' 0" 100' 6" 53' 0" | 10 Ha (stl) (37', 37', 37', 32', 37', 37', | 3×760, 760, 135kW 450V 60c/s a.c. |
| Gc Pfd | | | | 1 dk | 37',37',37',37'×39½') | |
| Rdr | | | | RW | | |
| RTm/h/v | | | | rf 3" | | |
| 501624 | **ANDES MARU** | 8232 | | 1951 Naka Nippon Jukogyo—Kob | M Ref | Oil 2SA 10Cy. 720×1250 mm |
| JDSC | | 4578 | | 473' 5" 61' 8" 28' 7½" | 6 Ho | 7000bhp |
| 67749 | **Mitsui-O.S.K. Lines K.K.** | 10444 | NK | 439' 8" 61' 5" 38' 9" | G.522131 B.474156 In.8002 | Naka Nippon Jukogyo |
| Df Esd | Osaka Japanese | | | F32' 2 dks | 6 Ha (19'×20') (46½', 30', 21½' | 3×310, 310, 80kW 230V a.c. |
| Gc Rdr | | | | RW | 46½'×23') (22½'×20') | |
| | | | | | 18W Der 2(25) 1(10) 6(5) | |
| 501625 | **ANDESCOL** | 191 | | 1961 Schps. Gebr. Coops.—Hgz | M Mchy.aft | Oil 4SA 8Cy. 5½"×6½" |
| | | 120 | | 99' 11" 22' 4" 7' 10" | 1 Ho 63½' | 120bhp |
| 303126 | **Francis & Gilders Ltd.** | 250 | | 94' 2" 22' 0" 8' 9" | G.15180 B.14300 | Klöckner-Humboldt-Deutz |
| | Colchester British | | | 1 dk | 1 Ha (54½'×14½') | |
| | | | | RW | | |
| 671396 | **ANDFISKÅGA** | 299 | | 1967 Båtservice Verft A/S—Mandal | M OSD Mchy.aft | Oil 4SA 12Cy. 6½"×8" |
| LKWA | | 197 | | 180' 5" 30' 7" 11' 6" | 1 Ho 123' | 800bhp |
| | **A/S Bleikvassli Gruber** | 828 | | 164' 1" 30' 6" | G.56645 B.51136 | Caterpillar Tractor Co. |
| Df Esd | Mo i Rana Norwegian | | NV | P26' B37' 1 dk & S dk | 2 Ha (stl) (each 43½'×19½') | 2×35kW 220V 50c/s a.c. |
| Rdr | | | | | 2W Der 2(5) | Controllable pitch propeller |
| RTm/h | | | | rf nil | | |
| 501626 | **ANDI PANGERANG** | 818 | | 1959 Gebr. Niestern & Co.—Dzl | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm |
| PKSA | | 473 | | 192' 2" 30' 6" 13' 7½" | | |
| | **P.T. Perusahaan Pelajaran** | 1020 | | 173' 0" 30' 2" 17' 6" | | Klöckner-Humboldt-Deutz |
| Esd RT | **Sulawesi Selatan** | | | 2 dks | | |
| | Macassar Indonesian | | | RW | | |
| 501628 | **ANDINO** | 199 | | 1961 Maritima del Musel S.A.—Gjn | M Trawler | Oil 4SA 6Cy. 295×420 mm |
| EDLJ | | 78 | | 108' 11" 21' 4" | | 550bhp |
| | **Pesquera Astur Galaica S.A.** | 133 | BV | 95' 1" 21' 0½" 12' 3" | | La Maquinista Terrestre y Mar. |
| Esd Pfd | Vigo Spanish | | | | 2 Ha (each 3½'×3½') | |
| RT | | | | RW | Der 1 | |
| 501629 | **ANDIÑO** | 122 | | 1948 Ast. de T. Ruiz de Velasco—Bbo | M Trawler | Oil 4SA 4Cy. 315×480 mm |
| EAUI | | 60 | | *90·2'* 17' 10" 9' 5" | | 400bhp NE58 |
| | **José Sobrido** | 131 | BV | 17' 8" | | Carmelo Unanue |
| Esd | Pasajes Spanish | | | len 62 | 3 Ha (1½', 3½', 3½'×2½') | |
| 501630 | **ANDISHAN** | 3359 | | 1958 Schiffswerft Neptun—Ros | M | 2 Oil 4SA each 8Cy. 365×550 |
| UILY | | 1738 | | 341' 2" 47' 3" 21' 6½" | 4 Ho | geared to sc. shaft |
| M-24915 | **U.S.S.R.** | 4296 | | 47' 1" 26' 0" | G.199000 | |
| | Leningrad Russian | | | | 4 Ha (25½', 25½', 29½', 29½'×22½') | |
| | | | | | 9W Der 1(15) 8(5) | |
| 501631 | **ANDOGA** | 984 | | 1927 Nüscke & Co.—Stn | TS | T 6Cy. 11 1/16" 17 1/16" & 28¾"×16 15/16" |
| | exMartha Halm-46 | 542 | | *216·0'* 33' 0" | | |
| | **U.S.S.R.** | — | | 32' 10" | | A. Borsig |
| | Russian | | | 1 dk | | |
| | | | | R | | |
| 501632 | **ANDOMALES** | 4653 | | 1962 Stocznia Gdanska—Gdk | M | Oil 2SA 5Cy. 720×1250 mm |
| URUK | | 2361 | | 406' 5" 54' 11" 22' 4½" | 4 Ho | 4500bhp |
| M-26519 | **U.S.S.R.** | 6124 | | 54' 9" 27' 7" | G.269028 | Sulzer Bros. Ltd. |
| Df Esd | Archangel Russian | | | 1 dk | 4 Ha (41½'×23') (41½', 41½', | |
| Gc Rdr | | | | RW | 41½'×29½') | |
| | | | | | 9W Der 1(15) 8(5) | |
| 501633 | **ANDONAEGUI BERNARDO** | 158 | | 1943 Ast. Luzuriaga—Pjs | M Fishing | Oil 2SA 4Cy. 290×500 mm |
| EEBN | | 62 | | *102·0'* 19' 1" 10' 2" | | 400bhp |
| | **Hijos de F. Andonaegui** | — | BV | ... ... ... | | Soc. Española de Const. Nav. |
| RT | San Sebastian Spanish | | | | 4 Ha (3½', 3½', 3½'×1½') (1½'×2½') | |
| 501634 | **ANDONAEGUI CALARI** | 158 | | 1943 Ast. Luzuriaga—Pjs | M Fishing | Oil 2SA 4Cy. 290×500 mm |
| EEBQ | | 62 | | *102·0'* 19' 1" 10' 2" | | 400bhp |
| | **Hijos de F. Andonaegui** | — | BV | ... ... ... | | Soc. Española de Const. Nav. |
| RT | San Sebastian Spanish | | | | 4 Ha (3½', 3½', 3½'×1½') (1½'×2½') | |

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| 501635<br>EANG<br><br>RT | **ANDONAEGUI CLO**<br>**Aramar S.A.**<br>~~**Hijos de F. Andonaegui**~~<br>San Sebastian Spanish | 158<br>62<br>— | BV | 1946 Ast. Luzuriaga—Pjs<br>*102·0′* 19′ 1″ 10′ 2″<br>... ... ... | M Fishing<br>3 Ha (each 3½′×3½′) | Oil 2SA 4Cy. 290×500 mm<br>400bhp 55t<br>Soc. Española de Const. Nav. Bbo<br>8k |
| 501636<br>EEAH<br><br>RT | **ANDONAEGUI JAVIER**<br><br>**Hijos de F. Andonaegui**<br>San Sebastian Spanish | 158<br>62<br>— | BV | 1946 Ast. Luzuriaga—Pjs<br>*102·0′* 19′ 1″ 10′ 2″<br>... ... ... | M Fishing<br>4 Ha (3½′, 3½′, 3½′×1½′) (1½′×2½′) | Oil 2SA 4Cy. 290×500 mm<br>400bhp 55t<br>Soc. Española de Const. Nav. Bbo<br>8k |
| 501637<br>EEAU<br><br>RT | **ANDONAEGUI PETRACHO**<br><br>**Hijos de F. Andonaegui**<br>San Sebastian Spanish | 158<br>62<br>— | BV | 1940 Ast. Luzuriaga—Pjs<br>*102·0′* 19′ 1″ 10′ 2″<br>... ... ... | M Fishing<br>4 Ha (3½′, 3½′, 3½′×1½′) (1½′×2½′) | Oil 2SA 4Cy. 290×500 mm<br>400bhp 55t<br>Soc. Española de Const. Nav. Bbo<br>8k |
| 501638<br>EHVA<br><br>RT | **ANDONAEGUI ROSARIO**<br><br>**Hijos de F. Andonaegui**<br>San Sebastian Spanish | 165<br>63<br>— | BV | 1950 Ast. Luzuriaga—Pjs<br>*102·0′* 19′ 4″ 10′ 2″<br>... ... ... | M Fishing<br>3 Ha (each 3½′×3½′) | Oil 2SA 4Cy. 290×500 mm<br>400bhp<br>Sulzer Bros. Ltd. Wln<br>9½k |
| 660227<br><br><br>Esd Pfd | **ANDONI**<br><br>**Nigeria Fisheries Ltd.**<br>Port Harcourt Nigerian | 140<br>48<br>— | GL | 1965 Ruhrorter Schiffs. & Masch.—<br>Duisberg<br>84′ 11″ 9′ 1″<br>... ... ... | M Stern Trawler | Oil 4SA 8Cy. 165×184 mm<br>320bhp<br>Bergius-Kelvin Co. Ltd. Gls |
| 501639<br>GXGG<br>187177<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANDONI PALM**<br><br>**Palm Line Ltd.**<br>Liverpool British | 5802<br>2959<br>9000 | ✠100A1 SS 12/66<br>DTm—palm oil<br>✠**LMC**<br><br>MN811 EL c†$2\frac{3}{16}$″SQ | 1958–3 Bremer Vulkan—Vgk<br>473′ 0″ 62′ 2″ 23′ 6¾″<br>435′ 0″ 62′ 0″ 36′ 0″<br>P29′ F74′ 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf nil WB1363t incl. Tunnel tanks 267t | M (2P) Ref OSD<br>5 Ho 43′, 67½′, 31½′ DT, 67′, 70′, 60½′<br>G.583755 B.548335<br>7 Ha (50′, 40′×20′) (10′×8¼′, 12′, 8¼′)<br>(34¾′, 25′×20′)<br>Der 1(40) 4(15) 2(10) 10(5) 2(3) | Oil 2SA 7Cy. 700×1200 mm<br>4000bhp MAN 630t (hvf)<br>Bremer Vulkan Vgk<br>WTAuxB 112lb<br>3×250kW 220V d.c. 14k |
| 500342<br>ZCXB<br>317799<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **ANDORIA**<br>exAdriana Gariano–66<br>**Island Shippers Ltd.**<br>Georgetown, British<br>Cayman Is. | 1211<br>610<br>1700 | Rl | 1960 Cant. Nav. Ignazio Tattoli—<br>Molfetta<br>254′ 3″ 35′ 7″ 16′ 1″<br>236′ 3″ 35′ 5½″ 18′ 2″<br>P22′ Q65′ B16′ F34′ 1 dk<br>RW | TM (5P) Mchy.aft<br>2 Ho 72′, 62′<br>G.70640 B.63576<br>2 Ha (each 44′×16½′)<br>4W Der 1(15) 4(3) | 2 Oil 4SA each 6Cy. 370×410 mm<br>2000bhp 180t (d.o)<br>Ansaldo Stab. Mecc. Gen<br>3×45kW 220V d.c. 14k |
| 640315<br>OZJY<br><br>Df Esd<br>Gc Rdr<br>RT | **ANDORRA**<br><br>**A/S det Østasiatiske**<br>**Kompagni**<br>Copenhagen Danish | 7610<br>4167<br>— | ✠100A1 SS 2/69<br>DTm&DTsf—oilFPabove<br>150° F. or veg. oil or latex<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN2400 EL f†$2\frac{7}{16}$″SQ | 1964–5 A/S Nakskov Skibs—Nkv<br>523′ 3″ 67′ 6″ 26′ 7″<br>481′ 6″ 67′ 4″ 41′ 4″<br>P17′ Ba46′ F55′ 1 dk & S dk, 3rd dk except<br>in mchy. space<br>Coll BH to S dk 7 to 2nd dk<br>rf 4″ DK fwd WB3236t incl. DTm728t DTsf630t | M Ref OSD Mchy.aft<br>5 Ho<br>G.712000 B.646500 In.24500<br>5 Ha (31¾′, 39¾′, 39¾′, 39¾′, 39¾′×21¾′)<br>14W Cr 2(5) Der 1(60) 8(12½) 6(3) | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp<br>Burmeister & Wain Cpn<br>2AuxB (1 o.f 1 ex.g) 100lb<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 501640<br>LLZW | **ANDØY**<br><br>**Johannes Thaule**<br>Kopervik Norwegian | 127<br>49<br>225 | BV | 1946 Lindstöls Skibs—Risör<br>*93·2′* 22′ 0″ 11′ 3″<br>... ... ... | Wood M Mchy.aft<br>1 Ha (16¼′×8¼′) | Oil 2SA 2Cy. 380×400 mm<br>150bhp Emade41refitted—<br>Haldorsen & Sönner Rub |
| 501641<br>EDMX<br><br>Df Esd<br>Rdr RT | **ANDRADE**<br>Launched as Rodaballo<br>**Pescanova S.A.**<br>Vigo Spanish | 523<br>219<br>— | BV | 1961 Ast. Construcciones S.A.—Vgo<br>27′ 0″<br>147′ 6″ 26′ 11″ 14′ 9″<br>RW | M Trawler<br>2 Ha (each 6½′×3¾′) | Oil 4SA 8Cy. 295×420 mm<br>950bhp Krupp 200t<br>La Maquinista Terrestre y Mar. Bcl<br>11½k |
| 672711<br>ONAN<br><br>Esd Rdr<br>RTm/h | **ANDRE**<br>**Rederij Jansegers**<br>~~**Armement Jansegers.**~~<br>Antwerp Belgian | ~~447~~ 436<br>— 317<br>536 | BV | 1967 Fulton Marine Eng. S.A.—Ant<br>172′ 11″ 27′ 1″ 8′ 8″<br>160′ 9″ 26′ 9″ 11′ 2″<br>P42′ B42′ F23′ 1 dk | M Mchy.aft<br>1 Ho 108½′<br>G.30000 B.27000<br>1 Ha (90¼′×19′) | Oil<br>525bhp 34t (d.o)<br>Anglo-Belgian Co. S.A. Ght<br>2×1½kW 24V d.c. 9½k |
| 520543<br>PCQU<br><br>Df Esd<br>RT | **ANDRÉ**<br>exLeendert Jacoba–65<br>exGorredijk–60<br>**Johannes Hoek**<br>Katwijk a/Zee Netherland | 179<br>85<br>— | | 1948 Scheveningens Sleep. Maats.—<br>Scheveningen<br>*105·8′* 22′ 5″<br>... ... ... | M Trawler | Oil 4SA 6Cy. 240×360 mm<br>NE59<br>Kromhout Motorenfab. Ams |
| 501642<br>FNGX<br><br>Df Esd<br>RT | **ANDRÉ AMPÈRE**<br><br>**E. & A. Gautier Frères & Cie.**<br>Lorient French | 274<br>113<br>— | BV | 1948 Marine Industries Ltd.—Srl<br>137′ 5″ 24′ 10″<br>... ... ... | M Trawler<br>4 Ha (3½′, 3½′×3¼′) (3½′, 2¾′×2¾′)<br>Der 1(3) 1(1) | Oil 2SA 8Cy. 330×600 mm<br>600bhp 78t<br>Burmeister & Wain Cpn<br>9½k |
| 501643<br>TQJP<br><br>Df Esd<br>Rdr<br>RTm | **ANDRÉ CHANTAL**<br><br>**Cie. Bretonne de Cargos**<br>**Frigorifiques (COBRECAF)**<br>Concarneau French | 144<br>43<br>— | BV | 1957 Ch. Chauffeteau—Sables d'Olonne<br>*78·3′* 22′ 10′<br>... ... ... | Wood M Trawler<br>Der 1(1) | Oil 4SA 8Cy. 150×180 mm<br>320bhp (d.o)<br>Soc. Surgèrienne Surgères<br>2×50kW 220/380V 50c/s a.c. 10k |

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| 501644<br>FAVY | **ANDRÉ GUILLAUME**<br>exB. 283<br>**Soc. de Pêche Industrielle**<br>Boulogne French | 298<br>136<br>— | | 1937 Schulte & Bruns—Emd<br>*124·3'* 24' 7"<br>... ... ...<br>R | M Trawler | Oil 4SA 8Cy. 280×450 mm<br>Klöckner-Humboldt-Deutz |
| 501645<br>OPII<br>Df Esd<br>Rdr RT | **ANDRÉ-MARCEL**<br>**Karel-Louis Verleene**<br>Ostend Belgian | 136<br>52<br>— | | 1936 J. Boel & Fils—Tamise<br>*98·8'* 21' 4"<br>... ... ...<br>R | M Trawler | Oil 4SA 4Cy. 300×450 mm<br>Humboldt-Deutzmot. Köln-De |
| 501646<br>FORM<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDRÉ MASSET**<br>**Union Industrielle & Maritime**<br>Rouen French<br>Now **LEON MAZZELLA** See New Entries No. 4 | 4195<br>1980<br>5630 | | 1956 Wm. Pickersgill & Sons—Sld<br>377' 3" 51' 8" 20' 9"<br>357' 7" 51' 6" 25' 5"<br>1 dk<br>RW | M Ore Carrier Mchy.aft<br>G.269960<br>4 Ha (31½, 31¾', 34', 37'×28¾')<br>8W Der 8(5) | Oil 2SA 3Cy. 600×2230 mm<br>2600bhp Doxford<br>N.E. Mar. Eng. Co. |
| 501647<br>ONDH<br>Esd | **ANDRÉ MONIQUE**<br>**Louis Vieren**<br>Ostend Belgian | 152<br>49<br>— | | 1937 I. S. Figee Scheeps. Welwaren—Vla<br>*98·2'* 21' 6"<br>... ... ...<br>R | M Trawler | Oil 4SA 3Cy. 400×660 mm<br>Humboldt-Deutzmot. Köln-De |
| 522412<br>Df Esd<br>Rdr<br>RTm | **ANDRÉ SAMZUN**<br>exMarie Luise-66<br>**Etablissement Marcesche & Cie.**<br>Lorient French | 500<br>315<br>929 | BV GL | 1961 J. J. Sietas Schiffsw.—Ham<br>196' 7" 31' 6" 11' 8"<br>177' 6" 31' 5" 17' 4"<br>1 dk<br>rf 4" | M Mchy.aft<br>1 Ho 128¾'<br>G.43026 B.37595<br>2 Ha (each 48¾'×17')<br>4W Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz<br>2×50kW 220V d.c. |
| 652478<br>DGKA<br>Df Esd | **ANDREA**<br>exAnneliese Wehlen-65<br>exFortuna<br>**Georg Umlandt**<br>Johs. Thode<br>Hamburg W. German | 234<br>118<br>354 | GL | 1938 Werft Nobiskrug G.m.b.H.—Rendsburg<br>*128·2'* 23' 1" 9' 2¾"<br>9' 9"<br>P25' F17' 1 dk<br>R | M<br>G.18900 B.17400<br>2 Ha (each 44½'×12½') | Oil 4SA 6Cy. 215×360 mm<br>180bhp<br>Masch. Kiel G.m.b.H. |
| 534433<br>IJQA<br>211<br>RTm | **ANDREA**<br>exSchelde X-65 exSun XI-64<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italian | 189<br>40<br>— | RI<br>✠Classed LR until 3/66 | 1925-6 Earle's Co. Ltd.—Hul<br>106' 0" 25' 7" 12' 0½"<br>100' 0" 25' 6" 12' 8"<br>R<br>BK7½" | S Tug | T 3Cy. 15¾" 24½" & 40$\frac{7}{16}$"×27"<br>800ihp<br>Earle's Co. Ltd.<br>2×10 & 5kW 110V d.c. |
| 501650<br>DDLZ<br>Df RT | **ANDREA I**<br>exMargitta J.-62 exH.A.S.T.5-59<br>**Wilhelm Oltmann Jr.**<br>Elsfleth W. German | 485<br>265<br>650 | ✠100A1 Dr 9/64<br>✠LMC<br>MN156 EL h | 1941-2 Werf De Noord—Alb<br>180' 5" 26' 5" 10' 10"<br>167' 4" 26' 3" 11' 11"<br>Q44' F27' 1 dk<br>NS 3BH<br>WB198t | M Mchy.aft<br>G.34500 B.30500<br>2 Ha (each 39½'×16¼') | Oil 4SA 6Cy. 290×420 mm<br>450bhp ✠NE64<br>Masch. Kiel G.m.b.H. |
| 672358<br>LMAI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANDREA BRÖVIG**<br>**A/S Selvågbygg**<br>Th. Brövig<br>Farsund Norwegian | 13765<br>8111<br>21759 | NV | 1967 Hitachi Zosen—Mukaishima<br>526' 6" 75' 0" ~~31' 8"~~ 44' 7½"<br>498' 8" 74' 10" 44' 7"<br>P115' Q80' B26' F49' 1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>6 Ho 52½', 62¼', 62¼', 62¼', 62¼', 62¼'<br>G.1063682 B.939338<br>6 Ha (stl) (26¼'×26¼') (36¾', 36¾', 36¾', 36¾', 36¾'×36¾')<br>Cr 3(8) | Oil 2SA 7Cy. 620×1400 mm<br>8400bhp B&W<br>Hitachi Zosen<br>3×300kW 450V 60c/s a.c. |
| 501652<br>IBJW<br>2505<br>Df Esd<br>Gc RT | **ANDREA C.**<br>exOcean Virtue-48<br>~~Giacomo Costa fu Andrea~~<br>Genoa Italian<br>**Costa Armatori S.p.A.** | 8604<br>5155<br>5201 | RI<br>✠Classed LR until 7/60 | 1942-6 Todd-California S.B. Corp.—Richmond<br>466' 9" 57' 0" 23' 4½"<br>434' 0" 56' 10" 37' 2"<br>F80' 2 dks, pt 3rd dk<br>len 59 | M (476P) Ref<br>5 Ho | Oil 2SA 7Cy. 750×1320 mm<br>7000bhp NE59<br>S.A. Fiat S.G.M. |
| 500940<br>IJQB<br>596<br>Df Esd<br>Gc Rdr<br>RT | **ANDREA CAMALICH**<br>exAlda-66 exFroste-61<br>**Rino Camalich**<br>Leghorn Italian | 906 ~~1048~~<br>524 ~~442~~<br>1304 | RI<br>✠LR class withdrawn—Owners' request 1/67 | 1940-4 Crichton-Vulcan A/B—Åbo<br>222' 11" 35' 8" 15' 0¾"<br>205' 0" 35' 5" 15' 7"<br>P20' Q52' B50' F32' 1 dk | M<br>2 Ho<br>G.76620 B.71200<br>6W | Oil 2SA 8Cy. 340×570 mm<br>1030bhp<br>Atlas-Diesel |
| 501653<br>IJQP<br>310<br>RT | **ANDREA CIRRINCIONE**<br>**"Caspel" S.p.A.**<br>Palermo Italian | 226<br>29<br>84 | RI | 1954 Cant. Nav. Riuniti—Pal<br>103' 6" 25' 0"<br>93' 10" 24' 11" 14' 11"<br>P8' B12' | S Salvage Tug | T 3Cy. 15¾" 25$\frac{5}{16}$" & 41¾"×28¾"<br>850ihp<br>Cant. Nav. Riuniti<br>1×5kW 115V d.c. |
| 540061<br>DHJV<br>Df Esd | **ANDREA K**<br>exAntilope-63<br>**Margareta & Uwe Kolb**<br>Hamburg W. German | 400<br>254<br>530 | GL | 1950 C. Lühring—Brake<br>160' 8" 24' 8" 10' 2"<br>24' 6" 11' 4"<br>1 dk<br>RW<br>len 54 | M Mchy.aft<br>G.30711 B.29299<br>2 Ha (each 36'×16½') | Oil 4SA 6Cy. 290×420 mm<br>250bhp<br>Masch. Kiel A.G. |

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| 672551 | **ANDREA LEOPOLDO**<br>**“MILA” Soc. di Nav. S.p.A.**<br>Palermo Italian<br>For later particulars see New Entries No. 11 | 48687<br>26305<br>81000 | 100A1<br>oil tanker<br>Class contemplated<br>RI | Italcantieri S.p.A.—Gen<br>831′ 2″ 128′ 0″<br>780′ 10″ 127′ 8″ 55′ 10″ | M Tanker Mchy.aft | Oil 2SA 10Cy. 900×1550 mm<br>Sulzer<br>C.R.D. Adriatico Tri |
| 501657<br>IBQH<br>230<br>Df Rdr<br>RTm | **ANDREA MANTEGNA**<br>**Linee Marittime Dell'Adriatico S.p.A.**<br>Ancona Italian | 2164<br>1155<br>610 | RI | **1962** Cant. Nav. Apuania—Marina di Carrara<br>312′ 0″ 41′ 1″ 12′ 5⅜″<br>280′ 6″ 41′ 0″ 18′ 8″<br>2 dks<br>RW<br>rf 10″ | TM (600P)<br>1 Ho 45′<br>1 Ha (stl) 19′ comb.×9¾′)<br>Cr 1(3) | 2 Oil 2SA each 5Cy. 480×640 mm<br>4860bhp 184t (d.o)<br>S.A. Fiat S.G.M. Tur<br>4×115kW 440V 60c/s a.c. 18k |
| 651705<br>IJQN<br>654<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDREA SPEAT**<br>**S.p.A. Pesca Atlantica (S.PE.A.T.)**<br>Palermo Italian | 768<br>328<br>— | RI | **1965** Cant. Nav. di Pesaro—Pesaro<br>207′ 8″ 31′ 6″ 14′ 1″<br>172′ 3″ 31′ 4″ 17′ 5″<br>RW | M Trawler | Oil 4SA 6Cy. 400×580 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz Kln |
| 540062<br>ICHZ<br>3293<br>Df<br>RTm | **ANDREAEMME**<br>exMorelli–62<br>**Ignazio Messina & C.**<br>Genoa Italian | 1598<br>801<br>2428<br>2496<br>1327<br>3407 | RI | **1948** Cant. Nav. di Taranto—Tno<br>294′ 6″ 41′ 6″ 20′ 11″/—<br>270′ 4″ 41′ 4″ 27′ 3″<br>P10′ B61′ 1 dk & S dk<br>RW | M (4P) OSD/CSD<br>4 Ho 41′, 56½′, 32¾′, 34¾′<br>G.169000 B.157000<br>1 Ha (stl) (24½′×19¾′)<br>3 Ha (w) (41′, 24½′, 24½′×19¾′)<br>Der 1(15) 1(10) 8(4) 2(3½) 1(2) | Oil 2SA 6Cy. 530×900 mm<br>2530bhp 193t (d.o)<br>Franco Tosi S.p.A. Legnano<br>2×113kW 220V d.c. 12k |
| 501659<br>ELXS<br>709<br>Df Esd<br>Gc Rdr<br>RT | **ANDREAS**<br>**West African Steamship Co.**<br>Monrovia Liberian<br>Now **IVORY VENTURE**<br>See New Entries No. 8 | 13263<br>8110<br>20050 | AB<br>✠Classed LR until 4/60 | **1956**–2 Öresundsvarvet A/B—Lkr<br>570′ 3″ 72′ 8″ 31′ 0½″<br>535′ 0″ 72′ 4″ 39′ 10″<br>P171′ F72′ 1 dk<br>rf 1″ | M Tanker Mchy.aft<br>20 Ta<br>HeCls. BC | Oil 2SA 9Cy. 760×1500 mm<br>8150bhp 1912t<br>A/B Götaverken Got<br>14k |
| 501661<br>ELVI<br>650<br>Df Esd<br>Gc Rdr<br>RT | **ANDREAS V**<br>**Transocean Marine Corporation**<br>Monrovia Liberian<br>Now **CARDIFF** See New Entries No. 6 | 21076<br>13047<br>33981 | **✠100A1** SS 6/64<br>oil tanker<br>**✠LMC**<br>MN3500 EL q†2⅞″SQ | **1955**–8 Nippon Kokan—Yka<br>667′ 10″ 90′ 5″ 34′ 10½″<br>640′ 0″ 90′ 0″ 46′ 0″<br>P136′ F82′ 1 dk<br>RW 15BH<br>rf 4″ WB3392t incl. DTsf2074t | S Tanker Mchy.aft<br>30 Ta<br>L.1625102<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17500shp 3489t (o.f)<br>Ishikawajima Jukogyo Tok<br>2WTB 667℔ Spt 625℔ hs28740<br>sg 138℔ 16¾k |
| 501662<br>OUHQ<br>Df Esd<br>RTm | **ANDREAS BOYE**<br>**Erik B. Kromann**<br>Marstal Danish | 300<br>157<br>420 | BV | **1962** Nordsøværftet—Ringkøbing<br>144′ 1″ 25′ 2″ 10′ 0″<br>127′ 11″ 24′ 11 10′ 6″<br>1 dk<br>rf nil | M Mchy.aft<br>1 Ho 82¾′<br>1 Ha (62¼′×15¾′)<br>Der 2(2) | Oil 2SA 5Cy. 230×400 mm<br>360bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>3×10kW 220V d.c. |
| 501663<br>SVNZ<br>1799<br>Df Esd<br>Rdr RT | **ANDREAS N. HADJIKYRIAKOS**<br>exAndreas X–64<br>exElisabeth Arlt–58 exFina–50<br>exPatria–38 exVirginia–38<br>exNaukratousa–38<br>exStanmore–37 exMorna–37<br>**General Cement Co.**<br>Piræus Greek | 1320<br>745<br>2111 | GL<br>*Classed BC until 3/50<br>**BROKEN UP** | **1919**–7 Forth S.B. & Eng. Co. Ltd.—All<br>235′ 3″ 36′ 2″ 16′ 6″<br>36′ 0″ 17′ 6″<br>Q132′ B16′ F29′ 1 dk<br>R | S Mchy.aft<br>1 Ho 144¼′<br>G.90030 B.83900<br>4W Der 4(3) | T 3Cy. 18″ 30″ & 50″×38″<br>900ihp (o.f)<br>Forth S.B. & Eng. Co. Ltd. All<br>9k |
| 661763<br>LJDS<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANDREAS U**<br>**Ugland Bulk Transport II**<br>Ugland Management Co. A/S<br>Grimstad Norwegian | 18803<br>12764<br>30010 | **✠100A1**<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>MN1700 EL m†2$\frac{11}{16}$″U2 | **1966**–11 Öresundsvarvet A/B—Lkr<br>609′ 1″ 79′ 4″ 35′ 1½″<br>578′ 3″ 78′ 9″ 51′ 6″<br>F54′ 1 dk, 2nd dk in Nos. 2, 4 & 6 holds<br>NS 10BH<br>rf 2″ WB9174t incl. Comb. btm & side tanks in holds 5198t DTf1192t Topside tanks in holds 2424t | M Mchy.aft<br>7 Ho 38′, 84′, 52½′, 76′, 52½′, 84′, 35½′<br>G.1406410 B.1350785<br>7 Ha (stl) (34′, 76½′, 44½′, 68′, 44½′, 76′ 34′×35½′)<br>Cr 2(10) Der 2(3) | Oil 2SA 7Cy. 760×1300 mm<br>8500bhp 1872t (d.o & hvf)<br>A/B Götaverken Got<br>AuxB 100℔<br>3×328, 328, 116kW 450V 60c/s a.c.<br>15k |
| 501664<br>EDFP<br>Esd | **ANDRÉS ESCOBIO**<br>exCanarias No. 4–46<br>exPrincipe de Asturias<br>**Manuel Fuentes Suarez**<br>Las Palmas Spanish | 104<br>47<br>— | | **1931** Aniceto Fernandez—Aviles<br>*82·7′* 18′ 6″ 8′ 10″<br>… … … | Wood S Fishing | T 3Cy. 8″ 12¼″ & 19⅜″×12″<br>Hijos de J. Barreras Vgo<br>10k |
| 501665<br>EFXA<br>Esd | **ANDRÉS G.**<br>exSalgueiron–42 exCastilla<br>**Benigno Lago Estevez**<br>Corunna Spanish | 145<br>64<br>— | **FOUNDERED 4/68** | **1927** Hijos de J. Barreras—Vgo<br>*99·6′* 20′ 6″<br>… … …<br>R | S Trawler | T 3Cy. 9½″ 15½″ & 26″×17⅞″<br>Hijos de J. Barreras Vgo<br>10k |
| 507706<br>301410<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANDREW C. CROSBIE**<br>exColina–67<br>**Chimo Shipping Ltd.**<br>St. John's, Nfl Canadian | 2222<br>1054<br>3436 | **✠100A1** SS 4/64<br>DTf—vegetable oil<br>**✠LMC**<br>MN400 EL (u) 1$\frac{9}{16}$″SQ | **1960**–4 Hall, Russell & Co. Ltd.—Abn<br>355′ 3″ 44′ 11″ 17′ 8¾″<br>330′ 9″ 44′ 6″ 26′ 0″<br>Ba29′ F30′ 1 dk & S dk<br>RW Coll & mchy. BH to S dk 4 to 2nd dk<br>rf 6″ WB1315t incl. DTm518t len 66 | M OSD Mchy.aft<br>3 Ho 48′, 76½′, 46½′<br>G.163000 B.152770<br>3 Ha (stl) (25′, 42¾′, 29¼′×16½′)<br>8W Der 2(7) 6(5) | Oil 2SA 5Cy. 500×700 mm<br>2000bhp 331t (d.o)<br>British Polar Engines Ltd. Gls<br>db 100℔<br>3×120, 120, 60kW 220V d.c. 12½k |
| 501667<br>WH7880<br>240840<br>Df Rdr<br>RT | **ANDREW FOSS**<br>exLt. Col. Albert H. Barkley<br>exDauntless No. 15<br>**Foss Launch & Tug Co.**<br>Seattle United States | 192<br>130<br>— | | **1941** Jakobson Shpyd Inc.—Oyster Bay<br>*107·4′* 25′ 2″ 12′ 6⅞″<br>107′ 0″ 25′ 0″ 13′ 8″ | M Tug | Oil 2SA 16Cy. 8¾″×10½″<br>1440bhp 130t<br>General Motors Corp. |

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| 501668<br>WRDC<br>245910<br>Df Esd<br>Gc | **ANDREW J. NEWBURY**<br><br>**United States Department of Commerce**<br>Portland, Me United States | 7176<br>4380<br>10735 | AB | **1944** New Eng. S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Harrisburg Mchy. Corp.<br>3×20kW 120V d.c. |
| 501669<br>KCQE<br>247303<br>Df Esd<br>Gc<br>RTm | **ANDREW JACKSON**<br><br>**Waterman Steamship Corp.**<br>New York United States | 6065<br>3600<br>10350 | AB | **1945** Gulf S.B Corp.—Chickasaw<br>468′ 8″ 63′ 2″ 27′ 5¾″<br>445′ 4″ 63′ 0″ 31′ 3″<br>2 dks & S dk<br>rf nil | S (12P) OSD<br>5 Ho 57′, 62½′, 77½′, 72½′, 77½′<br>G.645997 B.570873<br>1 Ha (stl) (27′×20′) 4 Ha (w) (37½′, 45′, 37½′, 27½′×20′)<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp<br>General Electric Co.<br>2×300kW 220/240V d.c. |
| 501671<br>KKGH<br>243324<br>Df Esd | **ANDREW ROWAN**<br><br>**United States Department of Commerce**<br>Los Angeles United States | 7176<br>4380<br>10572 | AB | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 65¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35½′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 660228<br>SGKN<br>10673<br>Df Esd<br>Gc Rdr<br>RT | **ANDREW SALMAN**<br><br>**Swedish Gulf Line A/B**<br>Gothenburg Swedish | 1599<br>858<br>2640<br>—<br>—<br>3250 | NV | **1966** Sölvesborgs Varv A/B—Sbg<br>312′ 11″ 47′ 11″ 15′ 9¾″/17′ 9″<br>281′ 2″ 47′ 9″ 28′ 0″<br>P61′ F25′ 1 dk & S dk<br>rf 3½″ | M OSD/CSD Mchy.aft<br>2 Ho 56½′, 103′<br>B.187550<br>3 Ha (stl) (50½′×30½′) (40′, 40′×33¾′)<br>4W Cr 2(2½–5) | Oil 2SA 5Cy. 520×900 mm<br>3000bhp<br>A/B Götaverken<br>3×192kW 440V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 501672<br>KXAV<br>245456<br>Df Esd<br>Gc | **ANDREW STEVENSON**<br><br>**United States Department of Commerce**<br>New Orleans United States | 7255<br>4459<br>10449 | AB | **1944** Delta S.B. Co. Inc.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′ 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 501673<br>KVQQ<br>245129<br>Df Esd<br>Gc | **ANDREW TURNBULL**<br><br>**United States Department of Commerce**<br>Jacksonville United States | 7240<br>4390<br>10500 | **BROKEN UP** AB | **1944** St. Johns River S.B. Co.—Jck<br>441′ 6″ 57′ 0″ 27′ 8¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.468000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Filer & Stowell Co.<br>3×20kW 120V d.c. |
| 501674<br><br><br>RTm | **ANDREW WILSON**<br><br>**Department of Marine & Harbors, South Australia**<br>Port Adelaide British | 400<br>—<br>— | | **1961** Walkers Ltd.—Maryborough<br>132′ 0″ 30′ 8″ 9′ 0″<br>… … …<br>1 dk | M Grab Hopper Dredger Mchy.aft | 4 Oil 2SA each 6Cy. 4½″×5″ geared to sc. shaft<br>590bhp<br>General Motors Corp.<br>3×50, 37, 7kW 240/415V 50c/s a.c. |
| 501675<br>UYRN<br>M-22531 | **ANDREY EVDANOV**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 3308<br>1390<br>2486 | | **1961** ……………………Russia<br>256′ 1″ 46′ 9″ 18′ 2½″<br>46′ 6″ 23′ 9″<br>2 dks | D-E Stern Trawling Factory Ship Mchy.aft<br>3 Ho<br>In.115479<br>3 Ha (each 12½′×10½′)<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318×330 mm connected to elec. motor & sc. shaft |
| 501676<br>USOI<br>M-26116 | **ANDREY ZAKHAROV**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 12675<br>6275<br>8200 | | **1960** Admiralteiski Shpyd—Len<br>532′ 0″ 65′ 8″ 23′ 0½″<br>65′ 5″ 41′ 0″ | TM Fish Factory Mchy.aft<br>3 Ho<br>In.111771<br>3 Ha (each 13′×13′)<br>10W Der 8(5) 2(3) | 2 Oil 2SA each 8Cy. 430×610 mm |
| 521470<br>6ZYP<br>2717<br>Df Esd<br>Gc Rdr | **ANDRIA**<br>exCaribia–67 exLüneburg–64<br>exDamaskus–58<br>**Araya Transport Corp.**<br>Monrovia Liberian | ~~4677~~ 4314<br>~~3667~~ 2584<br>6476 | GL | **1953** Lübecker Flender-Werke—Lbc<br>379′ 2″ 52′ 8″ 24′ 0″<br>349′ 0″ 52′ 6″<br>F29′ H70′ 2 dks<br>RW | M CSD<br><br>G.333674 B.303649<br><br>10W Der 10(3–5) | Oil 2SA 5Cy. 680×1250 mm<br>2750bhp<br>Waggon & Maschb. |
| 501678 | **ANDRIANA L.**<br>exOchi exColony Trader–48<br>exMan Isle–37 exManisle–33<br>exSambro–33 exPellegrini<br>exSkerne<br>**John Lykides**<br>Piræus Greek | *888*<br>*497*<br>— | ✠ | **1909–6** Short Bros. Ltd.—Sld<br>203′ 0″ 34′ 1″<br>33′ 11″<br>1 dk<br>R | S | T 3Cy. 15″ 25″ & 41″×27″<br><br>G. T. Grey |
| 501679<br>IJRE<br>69 | **ANDRIANNA**<br><br>**Angelo Corsi**<br>Spezia Italian | 591<br>335<br>— | | **1947** Cant. Arm. Ligure—Andora<br>172′ 0″ 31′ 4″<br>152′ 6″ 30′ 6″ 16′ 2″ | Wood M | Oil 2SA 4Cy. 340×540 mm<br>Emade18fitted47<br>Cant. e Officine Savoia |
| 501680<br><br><br>RT | **ANDRIES WILLEMPJE**<br>exPetronella–62<br>exSamenwerking exCornelis<br>exVredenburgh<br>exKatwijk aan Zee II<br>**H. J. van Leeuwen**<br>Katwijk a/Zee Netherland | 133<br>53<br>— | | **1916** Gebr. Pot—Elshout<br>*95·7″* 21′ 10″<br>… … …<br>R | M | Oil 2SA 4Cy. 240×260 mm<br>Emade40fitted—<br>Appingedammer Brons. |

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| 527386<br>SXVE<br>2324<br>Df Esd<br>Rdr RT | **ANDROMACHI**<br>exPenelope-64<br>exErrington Court-56<br>exEpsom-50<br>exEmpire Favour-47<br>**"Dalia" Cia. Naviera S.A.**<br>Piræus Greek | **6712**<br>4835<br>10420 | ✠Classed LR until 5/64 BV | 1945-11 CaledonS.B.&E.Co.Ltd.—Dun<br>446′ 4″ 56′ 4″ 26′ 9″<br>425′ 0″ 56′ 0″ 31′ 6″<br>F40′ 2 dks | S<br>G.486000 B.444000<br>6 Ha (31½′, 31½′, 31½′, 31½′, 30¾′, 13′×20′)<br>Der 10(10) 12(5) | T 3Cy. 24½″ 39″ & 70″×48″<br>2500ihp 1151t (o.f)<br>Duncan Stewart & Co. Ltd. Gls<br>10k |
| 501681<br>IBAR<br>2958<br>Df Esd<br>Gc Rdr<br>RT | **ANDROMEDA**<br>**Compagnia Marittima Carlo Cameli**<br>Genoa Italian | **12480**<br>7476<br>18578 | ✠Classed LR until 2/64 RI | 1953-1 C.R.D. Adriatico—Tri<br>565′ 1″ 73′ 1″ 30′ 8¾″<br>528′ 2″ 72′ 10″ 39′ 11″<br>P115′ F54′ 1 dk<br>RW | M Tanker Mchy.aft<br>21 Ta 1 Ho | Oil 2SA 10Cy. 720×1250 mm<br>7000bhp Emade38fitted53 Sulzer 1655t<br>C.R.D. Adriatico Tri<br>14k |
| 501682<br>SYHG<br>2436<br>Df Esd<br>Gc Rdr<br>RT | **ANDROMEDA**<br>**Canopus Transoceanic Corp.**<br>Piræus Greek | **11978**<br>7114<br>~~18450~~<br>19348 | ✠100A1 ~~SS 8/62~~<br>oil tanker SS 12/67<br>✠LMC<br>MN1500 EL h†2⅜″SQ<br>HR | 1957-9 Nippon Kokan—Yka<br>553′ 0″ 72′ 0″ 29′ 6¾″<br>525′ 0″ 71′ 8″ 39′ 5″<br>P114′ F66′ 1 dk<br>16BH<br>rf 4″ WB1359t incl. DTf957t | M Tanker Mchy.aft<br>29 Ta<br>L.879879 HeCls. BC | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W 1581t-24⅝pd<br>Mitsui Zosen Tmn<br>2AuxB 180lb 15k |
| 526628<br>LZER<br>Df Esd<br>Gc Pfd<br>Rdr | **ANDROMEDA**<br>exOsprey-64 exMedford-54<br>exPocahontas Seam-48<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | **6753**<br>3910<br>11017 | ~~AB~~ | 1945 Delta S.B. Co. Inc.—N.Os<br>443′ 7″ 57′ 0″ 28′ 7″<br>418′ 0″ 56′ 11″ 37′ 4″<br>P96′ B25′ 1 dk<br>rf 6″ | S Bulk Carrier Mchy.aft<br>5 Ho 60¾′, 57½′, 52½′, 55′, 57½′<br>G.472799 B.456178<br>10 Ha (stl) (20½′×24′) (20′, 20′, 17½′, 17½′, 17½′, 20′, 20′, 20′, 20′×35′)<br>4W | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 876t (o.f)<br>General Mchy. Corp. Hamilton<br>3×50kW 120V d.c. 11½k |
| 650112<br>SPTS<br>Df Esd<br>Gc Rdr<br>RT | **ANDROMEDA**<br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia Polish | **2800**<br>1164<br>1431 | PR | 1964 Stocznia Gdanska—Gdk<br>278′ 10″ 45′ 4″ 17′ 0½″<br>45′ 2″<br>2 dks | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 480×700 mm<br>2400bhp<br>Z.U.T. Zgoda Swi<br>4×250kW 230V d.c. 12½k |
| 650515<br>UYFN<br>M-26976<br>Df Esd<br>Gc Rdr<br>RT | **ANDROMEDA**<br>**U.S.S.R.**<br>Sevastopol Russian | **2435**<br>1070<br>890 | | 1964 Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″ | M Stern Trawling Factory Ship<br>3 Ho<br>In.38387<br>3 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>4×270kW 220V d.c. 11¾k |
| 661437<br>PCRJ<br>Df Esd<br>Rdr RT | **ANDROMEDA**<br>**M. Moermans**<br>Rotterdam Netherland<br>Now **GRECIAN** See New Entri~~es~~ No. 10 | **500**<br>306<br>1317<br>**1450**<br>983 | BV | 1966 Scheepsw. Kramer & Booy—Kootstertille<br>263′ 5″ 38′ 9″ 11′ 6½″<br>226′ 4″ 38′ 5″ 21′ 8″<br>1 dk & S dk | M ~~OSD~~ Mchy.aft OSD/CSD<br>G.126573 B.111978<br>2 Ha (58′, 56′×23′)<br>Der 2(3-5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Klöckner-Humboldt-Deutz Kln<br>13k |
| 501375<br>DGBR | **ANDROMEDA**<br>exAmazone-64<br>**Partenreederei m.s. "Andromeda"**<br>Jonny Häbel<br>Hamburg W. German | **239**<br>125<br>330 | GL | 1932 Gebr. van Diepen—Waterhuizen<br>130′ 4″ 21′ 4″ 9′ 2¼″<br>21′ 2″ 9′ 9″<br>P29′ F19′ 1 dk<br>R len 38 & 52 | M Mchy.aft<br>1 Ho 78¾′<br>G.17000 B.16000<br>2 Ha (each 3½′×13′)<br>2W | Oil 4SA 6Cy. 240×360 mm<br>225bhp NE57<br>Klöckner-Humboldt-Deutz Kln<br>7k |
| 520986 | **ANDROMEDA**<br>exLivorno-64 exVittoria-54<br>exConcordia<br>exConcordia Marsala<br>exPasquale Dominici<br>exVesubie<br>**Gerard Jesse**<br>Netherland | **115**<br>99<br>— | RI | 1908 Ing. Arduino—Imperia II<br>91′ 2″ 22′ 5″<br>82′ 4″ 22′ 0″ 10′ 10″<br>1 dk | Wood Aux Bn | Oil 4SA 3Cy. 220×280 mm<br>Emade40fitted—<br>Klöckner-Humboldt-Deutz Kln |
| 519039<br>TKGS<br>LR5084<br>Df Esd<br>Gc Rdr<br>RTh | **ANDROMEDE**<br>exKnut Jarl-64<br>**Cie. Générale de Géophysique**<br>La Rochelle French | **1390**<br>696<br>893 | BV | 1949 J. Lamont & Co. Ltd.—P.Gl<br>236′ 6″ 35′ 1″ 16′ 1⅛″<br>34′ 11″<br>2 dks, pt 3rd dk<br>R | M Research Ship (12P)<br>5 Ho 44¼′, 53½′, 88½′, 42¾′, 26¼′<br>G.79725 B.71080<br>1 Ha (stl) (19′×11½′)<br>2 Ha (w) (20¾′, 16½′×11½′)<br>6W Der 1(20) 2(5) 2(3) | Oil 2SA 8Cy. 345×580 mm<br>1440bhp 123t (d.o)<br>Nydqvist & Holm A/B Got<br>4×60, 60, 60, 15kW 220V d.c. 12k |
| 503936<br>SZOU<br>Df Esd<br>Gc Rdr<br>RTm | **ANDRON**<br>exBel Mare-65<br>**Marutil Cia. Naviera S.A.**<br>Piræus Greek | **10000**<br>5987<br>~~—~~ | ~~✠100A1~~ ~~TD4-11/66~~<br>~~oil tanker~~<br>~~✠LMC~~<br>–<br>~~MN1260~~ ~~EL~~<br>**SANK 5/68** | 1953-3 Uddevallavarvet A/B—Udv<br>532′ 8″ 64′ 1″ 29′ 9½″<br>500 7″ 63′ 11″ 38′ 3″<br>P107′ B42′ F65′ 1 dk<br>10BH<br>WB1587t incl. DTf362t | M Tanker Mchy.aft<br>19 Ta<br>Der 2(3) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp 1252t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>2AuxB 150lb 14½k |
| 521974<br>SXIN<br>1826<br>Df RT | **ANDRONIKI**<br>exManthos II-64 exArgo-61<br>exNivernais-60<br>**Apostolos G. Katopodis & Co.**<br>Piræus Greek | **347**<br>159<br>— | BV | 1933 At. & Ch. de France—Dnk<br>169′ 6″ 23′ 7″ 10′ 3″<br>23′ 5″<br>1 dk<br>R | M Mchy.aft<br>B.21963<br>2 Ha (25′, 17¾′×11½′)<br>2W Der 2 | Oil 4SA 6Cy. 300×480 mm<br>300bhp<br>At. & Ch. de France Dnk<br>10½k |

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| 650666<br>6ZCA<br>2126<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDROS**<br><br>**Marlista Cia. Nav. S.A.**<br>Monrovia Liberian | 15597<br>10443<br>24070 | <br><br>AB | 1965 Fujinagata S.B. & E. Co. Ltd.—<br>Osa<br>*560·3'* 76' 4" 31' 1"<br>557' 9" 76' 1" 44' 11"<br>P103' F44' 1 dk<br>RW<br>rf 4" | M Bulk Carrier Mchy.aft<br>5 Ho<br><br>5 Ha | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Uraga Hvy Ind. Ltd. |
| 651805<br>SIJM<br>10645<br>Df Esd<br>Gc Rdr<br>RTv | **ANDROS**<br><br>**Rederi A/B Helsingborg**<br>Folke Hillerström<br>Helsingborg Swedish | ~~T.MK~~<br>4570<br>2052<br>7780 | ✠100A1<br>DTm & DTf—veg. oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1968 EL b†2 1/16"SQ | 1965–12 A/B Lindholmens Varv—Got<br>440' 2" 61' 1" ~~26' 11/29 6~~ 26' 2½"<br>393' 11" 60' 8½" 37' 3"<br>P98' F97' 2 dks, 3rd dk in No. 5 hold<br>6BH<br><br>rf 4" DK fwd WB2312t incl. DTm387t & DTf323t | M Ref Mchy.aft<br>5 Ho 39½', 53½', 49½', 49½', 39½'<br>In.54350<br>9 Ha (stl) (26½'×24½')<br>(36½', 36½'×17½') (39½', 39½', 39½',<br>39½'×20½') (12', 12'×15½')<br>Cr 2(10) 4(5) | 2 Vee Oil 4SA each 12Cy. 400×460<br>with flexible couplings & sr geared<br>to sc. shaft<br>9840bhp Pielstick<br>A/B Lindholmens Varv<br>2AuxB (1 o.f 1 ex.g) 85lb |
| 501684<br>OYUM<br><br>Df Esd<br>Gc Rdr<br>RT | **ANDROS**<br><br>**Det forenede Dampskibs-Selskab A/S**<br>Copenhagen Danish | 1810<br>910<br>2610 | <br><br>BV | 1954 Frederikshavn V. & F. A/S—Fkn<br>331' 3" 44' 11" 18' 4½"<br>44' 9"<br>F73' 1 dk & S dk<br><br>rf 3½" | M (12P) Ref OSD<br>4 Ho 46', 69', 50½', 46'<br>G.160000 B.150500 In.36400<br>4 Ha (21½'×16½') (31½', 29', 22½'×17')<br>8W Der 1(20) 10(5) | Oil 2SA 8Cy. 500×900 mm<br><br>Burmeister & Wain<br>3×120kW 220V d.c. |
| 680361<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ANDROS CITY**<br><br>**Oceanic Freight Carriers Corp.**<br>Monrovia Liberian | ~~21420~~ 21426<br>~~15250~~ 15256<br>~~38500~~ 38500 | <br><br>AB | 1967 Ishikawajima-Harima Hvy Ind.—<br>Nga<br>623' 4" 90' 9" 36' 10"<br>600' 5" 90' 6½" 52' 5"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp<br>Ishikawajima-Harima Hvy Ind. |
| 672392<br>ELDL<br>2820<br>Df Esd<br>Gc Rdr<br>RT | **ANDROS ISLAND**<br><br>**Oceanic Freight Carriers Corporation**<br>Monrovia Liberian<br>For later particulars see New Entries No. 1 | 21423<br>15252<br>35053 | | 1967 Ishikawajima-Harima Hvy Ind.—<br>Nga<br>632' 4" 90' 9" 34' 11½"<br>600' 5" 90' 7" 52' 6"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 501692<br><br>315928<br>RTm | **ANDROS MADOLINE**<br>exB.T. 11<br>**Mastic Point Shipping Co. Ltd.**<br>Nassau British | 156<br>102<br>102 | | 1953 Gulfport S.B. Co.—Pt.Arthur<br>*100·0'* 27' 10"<br>... ... ...<br>1 dk<br>rf nil | TM Barge | 2 Oil each 4Cy. 4½"×5½"<br>250bhp NE55<br>General Motors Corp. |
| 501693<br>HPFG<br>1693<br>Df Esd<br>Gc Rdr<br>RT | **ANDROS SEA**<br><br>**Santander Cia. Naviera S.A.**<br>Panama Panamanian | 19125<br>11969<br>29659 | AB<br><br>✠Classed LR until 7/55 | 1953–6 Bethlehem-Sparrows Pt. Shpyd<br>—Sp.Pt<br>644' 7" 84' 5" 33' 5½"<br>615' 0" 84' 0" 44' 0"<br>P134' B39' F80' 1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. shaft<br>15000shp<br>Bethlehem Stl Co. |
| 501696<br>SPSI<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANDRZEJ BOROWY**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 1210<br>585<br>1261 | <br><br>PR | 1963 Stocznia im. Komuny Paryskiej—<br>Gdy<br>226' 5" 36' 1" 14' 7½"<br>35' 11" 20' 0"<br>2 dks | M (2P) Mchy.aft<br>2 Ho 54½', 56½'<br>G.73589 B.69074<br>2 Ha (stl) (each 39½'×18½')<br>Der 4(3) | Oil 2SA 6Cy. 340×570 mm<br>1360bhp<br>Nydqvist & Holm A/B<br>3×47kW 230V d.c. |
| 640307<br>SPSX<br><br>Df Esd<br>Gc Rdr<br>RT | **ANDRZEJ STRUG**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 6919<br>3937<br>10526 | <br><br>PR | 1963 Stocznia Szczecinska—Szn<br>502' 0" 63' 10" 27' 2"<br>63' 7" 31' 3"<br>1 dk & S dk | M (6P) OSD<br>5 Ho<br>G.564129 B.500015<br>5 Ha (24½', 44½', 37½', 45½', 27½'×21½')<br>18W Der 1(50) 1(25) 4(13½) 2(10) 10(5)<br>1(1½) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>H. Cegielski<br>3×400, 400, 250kW 400V a.c. |
| 502504<br>TFMZ<br><br>Df Esd<br>Rdr RT | **ANDVARI**<br>exArni Thorkelsson–64<br>**Arni h/f**<br>Keflavik Icelandic | 101<br>32<br>— | | 1961 Ernst Thälmann—Brandenberg<br>*75·1'* 19' 11"<br>... ... ... | M Fishing | Oil 4SA<br>400bhp<br>Motorenw. Mannheim |
| 501700<br>PCQP<br><br>Df Esd<br>Gc Rdr<br>RTv | **ANDYK**<br>Launched as Groningen<br>**N.V. Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)**<br>Rotterdam Netherland | 8380<br>4956<br>12370 | ✠100A1 SS 2/65<br>with fbd DTsm & DTsa—<br>oil FP above 150° F.<br>✠LMC<br>EL (f†) 2¼"SQ | 1946–10 Sun S.B. & D.D. Co.—Chester,<br>Pa<br>492' 0" 69' 7" 29' 1"<br>465' 11" 69' 6" 42' 6"<br>F54' 2 dks & S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB5789t incl. Tunnel tanks 376t DTsa2071t DTsm1719t | S (12P) OSD<br>5 Ho 76½', 60½', 72½', 72½', 83'<br>G.770600 B.683040<br>5 Ha (36'×20') (30', 35', 35', 40'×24')<br>20W Der 2(50) 8(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>8500shp<br>General Electric Co.<br>2WTB 525lb Spt 490lb hs(13<br>3×300kW 240V d.c. |
| 516987<br>LFCZ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANEGA**<br>exJanega–65<br>**Grundstads Rederi A/S**<br>Oddmund Grundstad<br>Stavanger Norwegian | 11058<br>6385<br>17570 | <br><br>NV | 1953 A/B Götaverken—Got<br>549' 2" 66' 2" 30' 2½"<br>512' 7" 66' 1" 39' 3"<br>P103' B36' F56' 1 dk | M Tanker Mchy.aft<br>24 Ta | Oil 2SA 9Cy. 680×1500 mm<br>6750bhp<br>A/B Götaverken<br>3×165, 165, 110kW |
| 670578<br>JJFX<br>100157<br>Df Esd<br>Pfd Rdr<br>RT | **ANEI MARU No. 2**<br><br>**K. Kawamoto**<br>Makurazaki Japanese | 193<br>68<br>— | | 1966 Uchida Zosen—Ise<br>21' 6" 9' 1"<br>114' 10" 21' 5" 10' 6"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×430 mm<br>750bhp<br>Hanshin Nainenki Kogyo |

| | | | | | | |
|---|---|---|---|---|---|---|
| 501702<br>JQJQ<br>85451<br>Df Rdr | **ANEI MARU No. 3**<br>**S. Konno**<br>Kesennuma Japanese | **260**<br>**171**<br>— | | **1960** Uchida Zosen—Ise<br>*123·6'* 24' 1" 9' 10"<br>123' 7" 23' 11" 11' 6"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. Niigata<br>10¾k |
| 501704<br>JWNV<br>Df Esd<br>Gc Rdr<br>RTm/h | **ANELLA**<br>exAmica–62<br>**Rederi A/S Mimer & A/S Norfart**<br>Arne Blystad<br>Oslo Norwegian | **10191**<br>5743<br>15350 | NV | **1957** A/S Fredriksstad M/V—Fks<br>542' 0" 64' 1" 29' 8¾"<br>500' 0" 64' 0" 38' 2"<br>P126' B43' F90' 1 dk | M Tanker Mchy.aft<br>23 Ta<br>L.699000 | Oil 2SA 9Cy. 680×1500 mm<br>7400bhp Götaverken 1350t(hvf)–24pd<br>A/S Fredriksstad M/V Fks<br>3×225, 225, 140kW 220V d.c. 14½k |
| 540064<br>6ZIE<br>2286<br>Df Esd<br>Gc Rdr<br>RT | **ANEMOS**<br>**Zephyr Shipping Corporation**<br>Monrovia Liberian | **33375**<br>23573<br>53395 | AB | **1963** Mitsubishi Nippon Hvy Ind.—Yka<br>756' 9" 102' 5" ~~38' 6⅛"~~ 39' 9½"<br>721' 9" 102' 0" 52' 9"<br>P70' F61' 1 dk<br>RW | S Ore/Oil Carrier Mchy.aft<br>5 Ho 20 Ta<br>10 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>13400shp 6605t (o.f)<br>Shin Mitsubishi Hvy Ind. Kob |
| 501707<br>IJPV<br>487<br>Esd RT | **ANERINA MARINANGELI**<br>**F. Marrone**<br>Trapani Italian | **128**<br>41<br>— | | **1961** Cant. Nav. Mario Morini—Anc<br>95' 2" 22' 10" 9' 6"<br>… … … | Wood M Trawler | Oil 4SA 4Cy. 290×420 mm<br>250bhp<br>Masch. Kiel A.G. Kel |
| 641024<br>Df Esd<br>RT | **ANETO**<br>**Cruz del Sur S.A.-Flota Congeladora**<br>Huelva Spanish | **350**<br>160<br>— | BV | **1964** Hijos de J. Barreras S.A.—Vgo<br>136' 0" 24' 3"<br>120' 3" 24' 1" 13' 8"<br>RW | M Trawler<br>3 Ha (each 3½'×3½') | Oil 4SA 8Cy. 270×500 mm<br>950bhp 104t<br>Hijos de J. Barreras S.A. Vgo<br>12½k |
| 540065<br>LMVF<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANETTE**<br>exRobert Stove–63<br>**Rederi A/S Mimer & A/S Norfart**<br>Arne Blystad<br>Oslo Norwegian | **8998**<br>4872<br>13550 | NV | **1955** A/S Fredriksstad M/V—Fks<br>513' 10" 62' 8" 27' 10"<br>475' 1" 62' 5"<br>P137' B39' F63' 1 dk | M Tanker Mchy.aft<br>19 Ta<br>L.619442 HeCls. BC | Oil 2SA 6Cy. 680×1500 mm<br>4950bhp 1078t(hvf)–17pd<br>A/S Fredriksstad M/V Fks<br>3×140kW 220V d.c. 13k |
| 529206<br>SZNT<br>2527<br>Df Esd<br>Rdr<br>RTm | **ANETTE**<br>exFofo–66 exRegina–65<br>**Anette Cia. Nav. S.A.**<br>Piræus Greek | **1503**<br>816<br>3183<br>**1961**<br>1128<br>— | GL | **1954** Orenstein-Koppel & Lbcr. Masch. —Lbc<br>287' 5" 43' 4" 17' 10"/— 43' 2"<br>F24' H61' 1 dk & S dk<br>RW | S OSD/CSD<br>4 Ho 32', 36¼', 25½', 19¼'<br>G.181640 B.160627<br>8W Der 1(25) 4(3–5) | C 4Cy. (2) 15$\frac{9}{16}$" & (2) 33$\frac{7}{16}$"×33$\frac{7}{16}$"<br>1250ihp 384t (o.f)<br>Christiansen & Meyer Ham<br>1×8kW 73V d.c. 11k |
| 501708<br>SIZK<br>8525<br>Df | **ANETTE**<br>exMunksjö III–62<br>exMargaretha–51<br>**Ragnar Gustafsson**<br>Lidköping Swedish | **140**<br>69<br>215 | BV | **1942** Sjötorps Varv—Sjötorp<br>86' 8" 22' 7" 10' 0"<br>… … … | Comp Aux Gl Mchy.aft | Oil 2SA 3Cy. 200×340 mm<br>135bhp Emade44refitted55<br>Frederikshavns Jernst. & Msk. Fkn |
| 501709<br>OYRE<br>Df Esd<br>Gc Rdr<br>RT | **ANETTE MÆRSK** T.Mk<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | **6497**<br>3698<br>9520<br>**9330**<br>5529<br>**12125** | **✠100A1** SS 8/67<br>strengthened for heavy cargoes<br>DTsm—oil FP above 150° F. vegetable oil, latex glycerine or molasses<br>DTf—oil FP above 150° F., vegetable oil or latex<br>**✠LMC**<br>MN1890 EL (f†)2⅜"SQ | **1962–8** Mitsui Zosen—Tmn<br>500' 1" 66' 9" ~~26' 1¼"~~26' 2⅛"/30' 9¾"<br>467' 11" 66' 6" 39' 6"<br>Ba151' F97' 1 dk & S dk<br>Coll & mchy. space BH to S dk 8 to 2nd dk<br>rf 6" DK fwd WB2716t incl. DTsm819t | M ~~OSD/CSD~~ Mchy.aft<br>5 Ho<br>G.693000 B.635000<br>5 Ha (31½'×17¾') (46½', 47¾', 47¾', 47¾'×21')<br>18W Der 1(50) 8(10) 10(5) | Oil 2SA 9Cy. 620×1400 mm<br>9450bhp B&W<br>Mitsui Zosen Tmn<br>2AuxB (1 o.f 1 ex.g) 100℔ |
| 501710<br>CSFD | **ANFITRITE 1°**<br>exHaukur exPhönix<br>**Bagão, Nuñes & Machado Ltda.**<br>Lisbon Portuguese | **358**<br>282<br>767 | | **1914** J. R. Andersen—Svb<br>154' 1" 29' 8" 12' 4"<br>… … …<br>1 dk<br>R | Aux Sr | Oil 4SA 4Cy. 300×420 mm<br>Holeby Masch. Holeby |
| 501711<br>OXQU<br>Df Esd<br>Gc Rdr | **ANGANTYR**<br>**Rederi A/S "Myren"**<br>Holm & Wonsild<br>Copenhagen Danish | **4845**<br>2556<br>8860<br>**6930**<br>4014<br>10300 | **✠100A1** SS 3/65<br>DTmf—vegetable oil<br>**✠LMC**<br>MN1010 EL a†2"SQ | **1960–2** A/S Nakskov Skibsv.—Nkv<br>437' 11" 57' 8" 25' 8"/28' 3¼"<br>405' 0" 57' 6" 36' 0"<br>P24' F48' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" DK fwd WB2881t incl. DTt1346t | M OSD/CSD<br>4 Ho 66', 82¾', 34' DT, 65½', 63'<br>G.530600 B.481900<br>5 Ha (30', 36¾' 36¾', 36¾', 31½'×22')<br>Der 1(20) 4(10) 6(5) | Oil 2SA 7Cy. 620×1150 mm<br>5050bhp 464t (d.o) 835t (hvf)<br>Burmeister & Wain Cpn<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×200kW 220V d.c. 14½k |
| 501712<br>UNSE<br>M-10086<br>Df Esd | **ANGARA**<br>**U.S.S.R.**<br>Vladivostok Russian | **7661**<br>4285<br>7430 | ✠ | **1957–1** N.V. Kon. Maats. "De Schelde" —Fls<br>427' 2" 61' 11" 26' 9½"<br>388' 7" 61' 9½" 36' 8"<br>F47' 3 dks<br>rf nil | D-E Mchy.aft<br>6 Ho<br>G.296786<br>6 Ha (27½', 27½', 27½', 27½', 9¼', 10½'×24½')<br>12W Der 2(10) 10(5) | 4 Oil 2SA each 8Cy. 420×500 mm connected to elec. motor & sc. shaft<br>N.V. Kon. Maats. "De Schelde" Fls<br>13k |
| 535190<br>GVYA<br>309832<br>Df Esd<br>Gc Pfd<br>Rdr | **ANGARA**<br>exTanais–66<br>**Angara Ltd.**<br>London British | **2763**<br>1385<br>3614 | **✠100A1** SS 1/67<br>Str. nav. Ice<br>**✠LMC**<br>MN525 EL u1¾"SQ | **1959–8** S.A. Ch. Navals des Flandres—Bruges<br>340' 1" 45' 2" 21' 0½"<br>308' 3" 44'11½" 24' 11"<br>P87' F31' 1 dk<br>7BH<br>rf 3" WB1283t incl. DTm442t | M Mchy.aft<br>4 Ho 51'. 44¾', 40½', 49¼', 15' DT<br>G.183120 B.161400<br>5 Ha (stl) (27¾'×21¼') (27¾', 27¾', 27¾', 10¾'×24¾')<br>8W Der 8(5) 1(2) | Oil 2SA 7Cy. 520×960 mm<br>2625bhp Fiat 339t (hvf)<br>Borsig A.G. Bln<br>AuxB 100℔<br>2×150kW 230V d.c. 14k |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|
| 541476<br>URQV<br>M-26543 | **ANGARALES**<br>**U.S.S.R.**<br>Vladivostok Russian | 4673<br>2370<br>5747 | | 1963 Stocznia Gdanska—Gdk<br>406' 5" 54' 11" 22' 4½"<br>54' 9" 27' 9"<br>1 dk<br>RW | M<br>4 Ho<br>G.265779<br>4 Ha (41½'×26½') (41½', 48¾', 48¾'×29½')<br>9W Der 1(15) 8(10) | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>Brodogradiliste Uljanik |
| 501714<br>UKKE<br>M-22239 | **ANGARGES**<br>**U.S.S.R.**<br>Murmansk Russian | 5597<br>2859<br>7215 | | 1957 Nosenko Shpyd—Nic<br>429' 6" 55' 3" 25' 1"<br>387' 2" 55' 1" 31' 3"<br>2 dks | TD-E Mchy.aft<br>5 Ho<br>G.309005<br>5 Ha (30¾', 30¾', 30¾', 30¾", 16¾'×23')<br>10W Der 10(5) | 4 Oil 4SA each 10Cy. 207×254 mm<br>connected to elec. motor & 2<br>shafts |
| 501715<br>UNGR<br>M-24515 | **ANGARSK**<br>**U.S.S.R.**<br>Leningrad Russian | 3258<br>1564<br>4309 | | 1956 Schiffswerft Neptun—Ros<br>334' 7" 47' 3" 23' 8"<br>47' 1" 26' 0"<br>1 dk<br>RW | S<br>4 Ho<br>G.174702<br>4 Ha (27½', 27½', 27½', 23½'×23')<br>9W Der 1(15) 8(5) | C 4Cy. (2) 18½" & (2) 39½"×39½" &<br>turb |
| 501716<br>UYSU<br>M-26523<br>Df Esd<br>Gc Rdr | **ANGARSKLES**<br>**U.S.S.R.**<br>Leningrad Russian | 4653<br>2361<br>5814 | | 1962 Stocznia Gdanska—Gdk<br>406' 5" 54' 11" 22' 4½"<br>54' 8" 27' 9"<br>1 dk<br>RW | M<br>4 Ho<br>G.253950<br>4 Ha (41½', 41½', 41½'×29½') (41½'×23')<br>Der 1(15) 8(5) | Oil 2SA 5Cy. 720×1250 mm<br>4500bhp<br>Sulzer Bros. Ltd. |
| 672633<br>IYPX<br>432<br>Esd RT | **ANGE**<br>**Quinci & Asaro**<br>Trapani Italian | 126<br>57<br>— | | 1967 Cant. Nav. Mario Morini—Anc | Wood M Fishing Mchy.aft | Oil<br>300bhp<br>Ansaldo Stab. Mecc. |
| 501717<br>FNWM<br>Df Esd<br>Rdr RT | **ANGE SCHIAFFINO**<br>**Soc. Algérienne de Nav. Charles Schiaffino & Cie.**<br>Rouen French | 5397<br>2945<br>6407 | BV | 1951 Ch. Nav. de Caen—Blainville<br>414' 4" 54' 7" 23' 8½"<br>54' 3"<br>F89' 2 dks | M<br>pt bulk wine carrier<br>G.287109<br>5 Ha (22½'×14½') (29½', 29½', 41¾', 31¾'×19½')<br>Der 1(30) 1(8) 7(5) 2(3) | Oil 2SA 8Cy. 620×1150 mm<br>3843bhp<br>Soc. Forg. & At. du Creusot |
| 501718<br>EDAE<br>RT | **ANGEL C**<br>**Francisco Vilasuso Rodriguez**<br>San Sebastian Spanish | 127<br>66<br>— | ✠Classed LR until 11/32 | 1929–7 King's Lynn Slipway—King's Lynn<br>*81·4'* 18' 11"<br>... ... ...<br>R | S Fishing | T 3Cy. 8½" 14" & 24"×16"<br>Elliott & Garood Ltd. |
| 501310<br>SZVL<br>Df Esd<br>Gc Rdr | **ANGEL GABRIEL**<br>exAlva Star-67<br>**Cherouvim Cia. Maritima S.A.**<br>Piræus Greek | 12223<br>7332<br>18340 | **✠100A1** TD4–5/67<br>oil tanker<br>**✠LMC**<br>MN1440 EL h†2⅜"SQ | 1953–6 Sir J. Laing & Sons Ltd.—Sld<br>543' 11" 72' 9" 30' 6½"<br>512' 0" 72' 6" 41' 2"<br>P23' F47' 1 dk<br>RW 16BH<br>rf 3½" WB155t | M Tanker Mchy.aft<br>26 Ta<br>Der 3(5) 1(4) | Oil 2SA 6Cy. 700×2320 mm<br>7200bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 150lb<br>2×150kW 110V d.c. |
| 501719 | **ANGEL GARDELLA**<br>exClyde<br>**Cia. Argentina de Nav. Angel Gardella Ltda.**<br>Buenos Aires Argentine | 221<br>74<br>— | ✠Classed LR until 8/26 | 1921–7 J. Crichton & Co. Ltd.—Chs<br>*90·1'* 23' 1"<br>... ... ...<br>R | S Tug Mchy.aft | T 3Cy. 15" 23" & 38"×24"<br>Cammell Laird & Co. Ltd. |
| 501720<br>EAJP<br>RT | **ANGEL RAMON**<br>**Angel Riva Suardiaz**<br>Gijon Spanish | 399<br>273<br>510 | BV | 1948 Ast. del Cantabrico—Gjn<br>150' 6" 25' 10" 10' 6"<br>... ... ... | M Mchy.aft<br>2 Ha<br>Der 2(1½) | Oil 4SA 4Cy. 290×500 mm<br>400bhp<br>Soc. Española de Const. Nav. |
| 507443<br>6ZCQ<br>2142<br>Df Esd<br>Gc Rdr<br>RT | **ANGELA**<br>exCiudad de Cucuta-64<br>exBrunsbüttel-53<br>**Angela Shipping Corp.**<br>Monrovia Liberian | 3714<br>2155<br>5000 | AB | 1952 H. C. Stülcken Sohn—Ham<br>349' 1" 48' 5" 22' 4½"<br>315' 9" 48' 3" 28' 1"<br>Q183' B67' F25' 2 dks<br>RW<br>rf nil | M<br>4 Ho 47', 73', 52', 45½'<br>G.256400 B.238340<br>4 Ha (stl) (26½'×39½') (39½', 31½' 22½'×19½')<br>10W Der 1(25) 8(5) 2(3) | 2 Oil 4SA each 8Cy. 350×550 mm<br>hydraulic coupling & gearing<br>shaft<br>2940bhp<br>Waggon & Masch.<br>3×150, 150, 112kW 220V d.c. |
| 533323<br>5MZE<br>2052<br>Df Esd<br>Gc | **ANGELA II**<br>exSokna-64 exLesje-49<br>exGlobal Miller-48<br>exAlbert C. Ritchie-47<br>**Cia. Nav. Angela S.A.**<br>Monrovia Liberian | 7348<br>4657<br>10062 | AB | 1943 Bethlehem-Fairfield—Bal<br>441' 7" 57' 0" 27' 7"<br>417' 9" 56' 10½" 37' 4"<br>2 dks, 3rd dk fwd<br>RW conv dry cargo ship 59<br>rf 6" | S Liquefied Gas/Chemical Carrier<br>20 Ta | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Worthington P. & M. Corp.<br>1×20kW 120V d.c. |
| 501722<br>9HAN<br>191789 | **ANGELA BELLA**<br>exAngela-55 exTrollfjell-54<br>**Mediterranean Trading Shipping Co. Ltd.**<br>Malta British | 297<br>132<br>380 | NV | 1945 ......................Mdb<br>158' 0" 22' 1" 9' 10½"<br>21' 11" 11' 0"<br>P57' F18' 1 dk | TM | 2 Oil 4SA each 12Cy. 178×197 mm<br>Davey, Paxman & Co. Ltd. |

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| 533006<br>6ZYT<br>2721<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ANGELA F.**<br>exSirius–67<br>**Cia. Kyparissia de Nav. S.A.**<br>Monrovia Liberian | 15660<br>9627<br>24550 | ✠100A1 SS 5/67<br>oil tanker<br>✠LMC<br><br>MN1800 EL I†2⅜"SQ | 1959–11 Kockums M/V A/B—Mmo<br>606′ 6″ 77′ 3″ 32′ 3½″<br>571′ 0″ 77′ 0″ 42′ 9″<br>P103′ B22′ F72′ 1 dk<br>11BH<br>rf 1″ WB1025t | M Tanker Mchy.aft<br>24 Ta<br>HeCls. BC<br><br>Der 1(7½) 2(5) 1(3) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp MAN (hvf)–33pd<br>Kockums M/V A/B Mmo<br>2AuxB 150lb<br>3×290kW 450V 60c/s a.c. |
| 502939<br>ELCA<br>2788<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ANGELA VENIZELOS**<br>exAtlantic Santos–65<br>**Cia. Mar. Hari Ltda. S.A.**<br>Venizelos A.N.E.<br>Monrovia Liberian | 12230<br>7197<br>18586 | AB | 1956 S.A. Cockerill-Ougree—Hbk<br>558′ 0″ 70′ 4″ 30′ 8⅜″<br>530′ 0″ 70′ 0″ 40′ 0″<br>P119′ B38′ F73′ 1 dk<br>RW<br>rf 9″ | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. shaft<br>9600shp 2202t (o.f)<br>S.A. Cockerill-Ougree Seraing<br>2×500kW 450V 60 c/s a.c. |
| 662085<br>DAMM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGELBURG**<br><br>**Fruchtreederei Harald**<br>**Schuldt & Co.**<br>Hamburg W. German | 3850<br>—<br>4060<br>5532<br>3052<br>7450 | GL | 1966 Kieler Howaldtswerke A.G.—Kel<br>485′ 8″ 63′ 1½″ 20′ 8″/26′ 4″<br>442′ 11″ 63′ 0″ 38′ 4″<br>3 dks & S dk<br>RW | M Ref OSD/CSD<br><br>In.345324<br>4 Ha<br>Der 1(10) 7(5) | Oil 2SA 10Cy. 700×1200 mm<br>14000bhp<br>Masch. Augsburg-Nürnberg Aug<br>23k |
| 527390<br>SZMW<br>2577<br>Df Esd<br>Gc Rdr<br>RT | **ANGELE**<br>exPenerf–65<br>**Marcovista Shipping Corp.**<br>Piræus Greek | 1384<br>688<br>1696 | BV | 1952 At. & Ch. de Bretagne—Nts<br>272′ 4″ 39′ 3″ 15′ 4½″<br>39′ 1″<br>P68′ B18′ F29′ 1 dk | M Ref Mchy.aft<br>pt bulk wine carrier<br>G.66777<br>3 Ha (27¼′×17′) (29¼′, 37¾′×19¾′)<br>6W Der 2(5) 4(3) | Oil 4SA 8Cy. 460×660 mm<br>1800bhp MAN 131t<br>At. & Ch. de Bretagne Nts<br>13k |
| 501725<br>EANK | **ANGELES**<br>exVilla de Pesquera<br>exMaria del Carmen<br>exBarcelona<br>**Manuel López Rodriguez**<br>Vivero Spanish | 130<br>60<br>— | | 1869 .....................Gls<br>*102·5′* 18′ 0″ 10′ 10″<br>... ... ...<br><br>R | Iron S | 2Cy. 11″ & 12″<br>NE95 (o f)<br>J. Robertson Gls |
| 501726<br>EBRK<br><br>Esd | **ANGELES MONTANER**<br><br>**Pesquera Arcade S.L.**<br>Ferrol Spanish | 171<br>92<br>— | | 1957 Talleres del Astillero—Snt<br>100′ 9″ 21′ 9″<br>... ... ...<br>RW | S Trawler | T 3Cy. 7⅞″ 13 21⁄32″ & 21 31⁄32″×15¾″<br>Emade50fitted57 100t (o.f)<br>Vda. de Martin Martin Snt<br>10k |
| 524341<br>6ZGR<br>2247<br>Df Esd<br>Gc Rdr<br>RT | **ANGELIA**<br>exMuiderkerk–65<br>exWaterbury Victory–47<br>**E-Hsiang Steamship Co. Ltd.**<br>China (Taiwan) | 7511<br>4516<br>10392 | **100A1** SS 8/65<br>tunnel side tanks Nos.<br>4 & 5 holds—veg. oil<br>**LMC**<br>EL c†2⅛″SQ | 1945 Bethlehem-Fairfield—Bal<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>437′ 0″ 62′ 0″ 38′ 0″<br>F89′ 2 dks, 3rd dk in Nos. 2 & 3 holds<br>7BH<br>WB3274t incl. Tunnel tanks 1610t DTf282t | S (12P) CSD<br>5 Ho 57′, 45′, 76′, 68′, 74′<br>G.565860 B.491355<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W Der 1(30) 3(10) 5(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 1635t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2WTB 525lb Spt 479lb hs11109<br>2×300kW 230V d.c. 15k |
| 671409<br>6ZZP<br>2743<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGELICA**<br><br>**International Marine**<br>**Development Corp.**<br>Monrovia Liberian | 15362<br>9602<br>25037 | AB | 1967 Fujinagata S.B. & E. Co. Ltd.—Osa<br>579′ 5″ 76′ 3″ 32′ 6¾″<br>551′ 2″ 76′ 1″ 45′ 9″<br>P108′ F40′ 1 dk<br>rf 4″ | M Bulk Carrier Mchy.aft<br>6 Ho<br><br>6 Ha (stl) | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer 1691t<br>Uraga Hvy Ind. Ltd. Tamashima<br>3×328kW |
| 501727<br>ICUD<br>2758<br>Df Rdr | **ANGELICA**<br>exBasingdale–49 exWarilda–48<br>exWar Mansion<br>**Soc. di Nav. Tomei**<br>Genoa Italian | 3148<br>1934<br>5050 | RI<br>✠Classed LR until 9/49 | 1918–7 Armstrong Whitworth—Nwc<br>*342·6′* 46′ 7″<br>329′ 0″ 46′ 5″ 25′ 6″<br>P33′ B98′ F29′ 1 dk<br>R | S<br>5 Ho<br>G.234815 B.223119<br><br>7W Der 8(3) 2(1½) | T 3Cy. 25″ 41″ & 68″×45″<br>2300ihp 430t (o.f)<br>N.E. Marine Co. Ltd. Nwc<br>9k |
| 516245<br>SYYZ<br>2478<br>Df Esd<br>Gc Rdr | **ANGELICA N**<br>exCity of Durham–64<br>exIonian–64<br>**Eurota Shipping Co. S.A.**<br>Piræus Greek<br>Now **ELIZA**<br>See New Entries No. **1** | 3596<br>1442<br>4172 | ✠100A1 SS 11/64<br><br>✠LMC<br>✠Lloyd's RMC<br>MN880 EL x | 1947–3 J. L. Thompson & Sons Ltd—Sld<br>373′ 0″ 50′ 11″ 22′ 8¼″<br>350′ 6″ 50′ 9″ 33′ 6″<br>F29′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB932t incl. Tunnel tanks 211t | S Ref OSD<br><br>G.272657 B.243432 In.10860<br><br>12W Der 1(35) | 3 S Turb HP dr geared, IP & LP sr geared to sc. shaft<br>4400shp 944t<br>Wallsend Slpwy Co. Ltd. Wal<br>2WTB 450lb Spt 437lb hs11138<br>2AuxSB 160lb 12½k |
| 501729<br>DAII<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ANGELICA SCHULTE** T.Mk<br><br>**Partenreederei "Angelica**<br>**Schulte"**<br>Bernh. Schulte<br>Hamburg W. German<br>Now **HAMBURGER TOR** See New Entries No. **10** | 1309<br>607<br>2280<br>**1996**<br>1362<br>3280 | GL | 1958 P. Lindenau—Kel<br>256′ 1″ 41′ 1″ 16′ 3⅝″/20′ 3¼″<br>241′ 2″ 41′ 0″ 24′ 6″<br>F21′ 1 dk & S dk<br>rf 2″ | M OSD/CSD Mchy.aft<br>2 Ho 79¼′, 77¼′<br>G.143600 B.134200<br>2 Ha (each 59′ comb.×21′)<br>8W Der 8(3–5) | Oil 4SA 8Cy. 400×600 mm<br>1680bhp 230t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×75, 75, 36kW 220V d.c. 13k |
| 535804<br>SVKA<br>43<br>RT | **ANGELIKA**<br>exThe Marquis–66<br>exCamroux I–60<br>**M. Gigilinis &**<br>**D. Kalkasinas**<br>Thessaloniki Greek<br>Now **AGIOS IOANNIS THEOLOGOS** See New Entries No. **11** | 324<br>151<br>420 | HR<br>✠Classed LR until 7/66 | 1934–12 J. Pollock, Sons & Co. Ltd.—Faversham<br>136′ 6″ 25′ 1″ 9′ 9½″<br>129′ 10″ 25′ 0″ 10′ 9″<br>P37′ F19′ 1 dk<br>R | M Mchy.aft<br>1 Ho 77′<br>G.18950 B.17480<br>1 Ha (63¾′×16′)<br>2W Der 2(1½) | Oil 2SA 4Cy. 250×420 mm<br>300bhp NE45 18t<br>British Polar Engines Ltd. Gls<br>8½k |
| 501731<br>DGMC<br><br>Df Esd<br>Rdr RT | **ANGELIKA I**<br>exGolm–55<br>**Jos. & Adel. Schöning**<br>Düsseldorf W. German | 424<br>278<br>450 | ~~GL~~ | 1915 Atlas-Werke A.G.—Bmn<br>*154·8′* 29′ 8″ 8′ 0″<br>29′ 6″ 9′ 4″<br>P33′ F17′ len 40 | M Mchy.aft<br><br>G.27700 B.25650<br>2 Ha | Oil 4SA 6Cy. 280×450 mm<br>300bhp NE40 12t<br>Klöckner-Humboldt-Deutz Kln<br>8k |

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| 515963<br>6ZAS<br>2092<br>Df Esd<br>Pfd Rdr<br>RTm | **ANGELIKI**<br>exImperial Transport-64<br>**Cia. Athenian de Nav. S.A.**<br>Monrovia Liberian | 11133<br>6406<br>16650 | AB<br>✠Classed LR until 10/65 | 1953-1 Greenock Dkyd Co.—Grk<br>543' 2" 69' 4" 29' 10"<br>512' 0" 69' 0" 38' 6"<br>P114' B35' F55' 1 dk<br>RW<br>rf 4" | M Tanker Mchy.aft<br>25 Ta<br>L.802000<br>Der 2(5) 2(4) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford<br>Vickers-Armstrongs Ltd.<br>3×75kW 115V d.c. | 1357t<br>Brw<br>13k |
| 504875<br>5BDO<br>321071<br>Df Esd<br>Gc Rdr<br>RTm | **ANGELIKI**<br>exBorgholt-64<br>**Avra Shipping Co. Ltd.**<br>Famagusta Cyprus | 8482<br>5208<br>12270 | AB | 1948 Kockums M/V A/B—Mmo<br>462' 2" 61' 6" 31' 3½"<br>430' 10" 61' 4" 29' 3"<br>Q32' F91' 2 dks, 3rd dk in Nos. 2, 3, 5 & 6 holds & 4th dk in No. 3 hold<br>rf 6" | M (12P) CSD<br>4 Ho<br>G.647476 B.590874<br>6 Ha (27', 34', 31½', 28½', 28½', 28½'×21')<br>16W Der 1(25) 4(5) 12(3) | Oil 2DA 6Cy. 720×1200 mm<br>6000bhp<br>Kockums M/V A/B | 1270t<br>Mmo<br>14k |
| 542371<br>SYTA<br><br>Df Esd<br>Pfd Rdr | **ANGELIKI**<br>exDionysos-67 exTaarnborg-63<br>**Salamis Cia. Nav. S.A.**<br>Piræus Greek<br>Now **LELA** See New Entries No. 1 | 2321<br>1310<br>3674 | ✠100A1 SS 2/65<br>Str. nav. ice<br>✠LMC<br>EL t ptSQ | Lch.1944 Cmd.1945-6 Aalborg Værft A/S—Abg<br>312' 0" 44' 2" 18' 10½"<br>295' 0" 44' 0" 20' 6"<br>P25' B184' F27' 1 dk<br>RW NS 4BH<br>WB763t | S<br>G.219000 B.202000<br>10W Der 1(15) | C 3Cy. (2) 15½" & 39½"×37 1/16" & LP turb with sr gearing & chain drive<br>1700ihp<br>Helsingörs Jernsk. & Msk.<br>2 SB 220lb Spt hs(3560) 6cf | 422t<br>Hsg |
| 501732<br>SXQH<br>1914<br>Df Esd<br>Gc Rdr<br>RT | **ANGELIKI**<br>exGotland-61<br>**Seaways Co. Inc.**<br>Societe de Gestion Evge<br>Piræus Greek | *1948*<br>*979*<br>3240 | ✠100A1 TD 9/66<br>with fbd No. 4 DB tank—vegetable oil<br>Str. nav. ice<br>✠LMC<br>MN416 EL t | 1929-12 Eriksbergs M/V A/B—Got<br>305' 2" 43' 2" 18' 9"<br>292' 0" 43' 0" 28' 0"<br>1 dk & S dk<br>R Coll BH to S dk 5 to 2nd dk<br>WB671t | M OSD<br>G.218550 B.203600<br>10W Der 1(20) | Oil 2SA 8Cy. 360×600 mm<br>2080bhp ✠NE3.62<br>Sulzer Bros. Ltd.<br>db 80lb | 540<br>Wis<br>13k |
| 506291<br>SVUH<br>1591<br>Df Esd<br>Gc Rdr<br>RT | **ANGELIKI L.**<br>exCaptain M. Lyras-64<br>**Evermia Cia. Nav. S.A.**<br>Piræus Greek | 8952<br>5291<br>12864 | ✠100A1 SS 12/66<br>✠LMC<br>✠Lloyd's RMC<br>MN1120 EL d†2 1/16"SQ | 1958-7 Brodogradiliste III Maj.—Rka<br>500' 4" 61' 10" 29' 7"<br>460' 8" 61' 8" 39' 5"<br>F55' 2 dks<br>Coll BH to U dk 7 to 2nd dk<br>rf 6" WB3892t incl. Tunnel tanks 312t DTm1276t | M Ref CSD<br>G.679144 B.610004 In.9080<br>12W Der 13(5-10) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp<br>Sulzer Bros. Ltd.<br>2AuxB (1 o.f 1 ex.g) 100lb | 130<br>Wis<br>14 |
| 500519<br>6ZIT<br>2301<br>Df Esd<br>Gc Rdr | **ANGELINA**<br>exAgia Irene-65 exLinda-58<br>exBenwyvis-55<br>exSilvercedar-49<br>exSamsacola-47<br>Launched as Melvil Dewey<br>**Transocean Nav. Corp.**<br>Monrovia Liberian | 7229<br>4472<br>10991 | AB<br>Classed LR until 2/55<br>**BURNT 7/67** | 1943 Bethlehem-Fairfield—Bal<br>441' 6" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.572227 B.499395<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>12W Der 1(30) 1(20) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | 1120t<br>Hamilto<br>11k |
| 515164<br>HPQF<br>340-63<br>Df | **ANGELINA**<br>exHiwind-64 exAttanagalla-61<br>exAskot-57<br>**Doreen Steamship Corp. S.A.**<br>Panama Panamanian | *1399*<br>*763*<br>2500 | NV<br>**BROKEN UP** | 1938 A/S Fredriksstad M/V—Fks<br>258' 0" 42' 4" 16' 8"<br>42' 2"<br>B53' F23' 1 dk & S dk | S OSD<br>G.168000 B.156000<br>8W Der 8(3) | C 4Cy. (2) 13" & (2) 30 1/16"×28½"<br>A/S Fredriksstad M/V | 297t<br>Fk<br>11 |
| 514292<br>DCVW<br><br>Df Esd<br>Rdr RT | **ANGELINA 2**<br>exHarie-Rifl-64<br>exFenna Rohden-62<br>exAnni Schaa-59<br>**Timotheus & Lübbert Schepers**<br>Haren/Ems W. German | 424<br>246<br>655 | GL | 1952 Gebr. Schürenstedt—Bardenfleth<br>*151·1'* 23' 5" 11' 0"<br>12' 6"<br>1 dk<br>RW len 55 | M<br>G.28000 B.26300<br>2 Ha | Oil 4SA 4Cy. 290×420 mm<br>300bhp NE59<br>Masch. Kiel A.G. | Ki<br>Ei |
| 526407<br>IBHO<br>565<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGELINA LAURO**<br>exOranje-64<br>**Achille Lauro**<br>Rome Italian | 24377<br>14013<br>6326 | RI | 1939 Nederl. Schps. Maats.—Ams<br>656' 3" 83' 6" 28' 10½"<br>606' 3" 83' 2" 47' 8"<br>B505' F78' 4 dks<br>R | TrM (1607P) Ref<br>1 Ho<br>B.286460 In.3600 | 3 Oil each 12Cy. 760×1250 mm<br>24900bhp<br>Sulzer Bros. Ltd. | 28<br>Wi<br>21 |
| 500199<br>IJBF<br>853 | **ANGELINA LAURO SECONDA**<br>exAcquavite-64 exThurgar<br>**Agostino Lauro**<br>Naples Italian | 250<br>133<br>— | RI | 1942 ................ Canada<br>133' 11" 24' 2" 8' 11"<br>123' 5" 24' 1" 11' 5"<br>1 dk | TM | 2 Oil 4SA each 6Cy. 250×350 mm<br>1280bhp NE64<br>Motorenw. Mannheim | Mhn |
| 501738<br>IJSZ<br>877 | **ANGELINA MANCINO**<br>exBritannia-60 exThropton<br>exKilliney<br>**Biagio Mancino**<br>Naples Italian | 498<br>304<br>842 | RI<br>Classed LR until 2/61 | 1918 Smith's Dock Co. Ltd.—Mdb<br>180' 8" 30' 0" 15' 1½"<br>170' 0" 29' 10" 16' 6"<br>P12' B50' 1 dk<br>R | M<br>3 Ho<br>3W Der 4(1½) | Oil 4SA 6Cy. 13½"×21"<br>500bhp Emade41refitted57<br>Mirrlees, Bickerton & Day | 5<br>Stock<br>8 |
| 501739<br>LFDI<br><br>Df Esd<br>Gc Rdr<br>RT | **ANGELINE**<br>**I/S Angelus**<br>H. Angel Olsen<br>Harstad Norwegian<br>Now **GJENDEFJELL** See New Entries No. 2 | 12921<br>6887<br>19240 | NV | 1961 A/S Fredriksstad M/V—Fks<br>546' 2" 67' 2" 33' 5½"<br>500' 0" 67' 0" 43' 6"<br>1 dk<br>rf 1" | M Mchy.aft<br>6 Ho<br>G.824387 B.784990<br>6 Ha (each 36½'×33½')<br>Der 12(5) 4(3) 1(1) | Oil 2SA 6Cy. 760×1500 mm<br>7500bhp Götaverken<br>A/S Fredriksstad M/V | 18<br>Fk<br>1 |

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| 540066<br>SWFQ<br>1551<br>Df Esd<br>Rdr RT | **ANGELIS-S**<br>exTris Ierarchal II–62<br>exProspect–60<br>**P. Stefanis & Co.**<br>Piræus Greek | 433<br>234<br>440 | GL<br>Classed LR until 4/60 | 1942 Midland S.B. Co. Ltd.—Midland<br>164' 0" 27' 10" 13' 1"<br>152' 0" 27' 5" 15' 0"<br>F27' 1 dk<br>conv trawler 48 | M Ref<br>In.4000<br>1 Ha (8'×7')<br>1W | Oil 4SA 6Cy. 350×500 mm<br>660bhp NE60 98t<br>Z.U.T. Zgoda Swi<br>9k |
| 541012<br>JXWZ<br>Df Esd<br>Gc Rdr<br>RT | **ANGELITA**<br>**A/S Uglands Rederi**<br>J. M. Ugland<br>Grimstad Norwegian | 11620<br>6554<br>29000 | ✠100A1 SS 2/68<br>ore carrier<br>✠LMC<br>MN1400 EL m†2$\frac{11}{16}$"SQ | 1963–9 Öresundsvarvet A/B—Lkr<br>607' 9" 78' 11" 34' 3¾"<br>578' 2" 78' 9" 46' 7"<br>P93' F71' 1 dk<br>6BH<br>rf 2" WB22535t | M Ore Carrier Mchy.aft<br>3 Ho 88½', 157½', 167¼'<br>5 Ha (stl) (each 61'×28¼') | Oil 2SA 6Cy. 760×1300 mm<br>7000bhp (hvf)<br>A/B Götaverken Got<br>AuxB 100lb<br>3×328, 328, 116kW 450V 60c/s a.c. |
| 501740<br>EDAM<br>Esd | **ANGELITA**<br>exLawrenny Castle<br>**Francisco Lariño Varela**<br>San Sebastian Spanish | 256<br>111<br>— | ✠Classed LR until 11/24 | 1908–2 Smith's Dock Co. Ltd.—Shl<br>*124·6'* 22' 1"<br>... ... ... | S Trawler | T 3Cy. 12½" 21" & 35"×29"<br>157t (o.f)<br>Shields Eng. Co. Ltd. Shl<br>–10k |
| 501741<br>JWUB<br>Df Esd | **ANGELL SENIOR**<br>**Richard Angell and others**<br>Tromsö Norwegian | 171<br>58<br>— | NV | 1958 Bolsönes Verft—Molde<br>110' 0" 21 7"<br>99' 1" 21' 6" 11' 0"<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>2 Ha (3¼'×4¾') (11¾'×7¼') | Oil 2SA 6Cy. 240×400 mm<br>510bhp NE67<br>Alpha-Diesel A/S Fkn |
| 501742<br>CBAK<br>Df Esd<br>Gc | **ANGELMO**<br>exProcyon–58<br>**Empresa Maritima Del Estado (Chilean Government Merchant Marine)**<br>~~Santiago~~ Chilean<br>Valparaiso | ~~2642~~ 2091<br>~~1668~~ 1115<br>3150 | NV | 1953 Orenstein-Koppel & Lbcr. Masch. —Lbc<br>287' 6" 43' 6" 17' 10¾"<br>43' 4"<br>F28' 2 dks<br>RW | S CSD<br>G.184713 B.163593<br>8W Der 1(15) 1(10) | C 4Cy. (2) $15\frac{9}{16}$" & (2) $33\frac{1}{16}$"×$33\frac{1}{16}$"<br>383t (o.f)<br>Christiansen & Meyer Ham<br>11k |
| 540067<br>DJUC | **ANGELN**<br>exMöltenort–63<br>**Flensburger Personen-Schiffahrt G.m.b.H. & Co. K.G.**<br>Flensburg W. German<br>Now **HAI** See New Entries No. 4 | 194<br>94<br>— | GL | 1936 Frd. Krupp Germ. A.G.—Kel<br>*86·0'* 23' 1" 8' 2"<br>22' 11" 9' 10"<br>1 dk<br>R | M Ferry | Oil 4SA 6Cy. 280×420 mm<br>300bhp 14t<br>Frd. Krupp Germ. A.G. Kel<br>10k |
| 501745<br>ILYM<br>75 | **ANGELO COSTANZO**<br>exDecio–50 exTeresita–33<br>exFrance exTilsco<br>~~Paolo Gabutti~~ **Agostino Peloso**<br>Cagliari Italian | 228<br>126<br>— | ✠<br>RI | 1885–4 Wood, Skinner & Co.—Nwc<br>125' 8" 20' 11" 9' 2"<br>120' 0" 20' 10" 10' 4"<br>Q36' B15' 1 dk<br>R<br>BK5" | Iron M Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 245×320 mm<br>200bhp NE38<br>Waggon & Maschb. Görlitz |
| 540485<br>IBCQ<br>243<br>Df Esd<br>Gc RT | **ANGELO DI MAIO**<br>exHarmonia–65 exArmonia–63<br>exAcrux–61<br>exBaron Douglas–57<br>**Giovanni di Maio**<br>Torre del Greco Italian | 3848<br>2385<br>6590 | RI<br>*Classed BC until 9/58 | 1932–10 Lithgows Ltd.—P.Gl<br>376' 0" 51' 8" 22' 0"<br>360' 7" 51' 6" 26' 0"<br>P41' B110' F44' 1 dk<br>R | S<br>5 Ho<br>G.345709 B.321491<br>5 Ha (21¾'×18') (30¼'×25½') (19¼'×19½') (32½'×23½') (28½'×19½')<br>10W Der 8(5) 2(3) | T 3Cy. 21½" 37" & 62"×42"<br>1500ihp (o.f)<br>D. Rowan & Co. Ltd. Gls<br>2×25kW 110V d.c. |
| 501746<br>WHJI<br>243882<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **ANGELO PETRI**<br>exSackett's Harbor–57<br>**United Vintners Inc.**<br>San Francisco United States | 8522<br>4870<br>15343 | AB | 1943 (Aft half) Kaiser Co. Inc.—Swan Island<br>1957 (Fwd half) Bethlehem Stl Co.—S.Fo<br>529' 6" 68' 3" 30' 4⅝"<br>503' 0" 68' 0" 39' 3"<br>P128' B42' F76' 1 dk<br>RW<br>rf 9" | T-E Wine/Oil Tanker Mchy.aft<br>30 Ta<br>L.525084 HeCls. B | S Turb 7240shp driving 1 gen. 5400kW 2300V a.c. connected to elec. motor 6600shp (Sy) 1390t (o.f)<br>General Elec. Co. Lyn<br>2×400kW 440V 60c/s a.c. 15k |
| 641523<br>IBBT<br>Df Esd<br>Gc Rdr<br>RT | **ANGELO SCINICARIELLO**<br>**"Messana" Soc. di Nav.**<br>Messina Italian | 17238<br>10332<br>25846 | AB RI | 1964 Cant. Nav. Breda—Ven<br>629' 4" 79' 5" 34' 9"<br>582' 4" 79' 3" 45' 9"<br>P479' F72' 1 dk<br>RW<br>rf 5" | M Bulk Carrier Mchy.aft<br>5 Ho 89½', 80', 80', 80', 80'<br>G.1302516<br>5 Ha (stl) (each 57'×36') | Oil 2SA 9Cy. 750×1300 mm<br>12600bhp 2200t (hvf)<br>S.A. Fiat S.G.M. Tur<br>15k |
| 504343<br>SYUC<br>2331<br>Df Esd<br>Gc Rdr<br>RT | **ANGELOS J. XILAS**<br>exBetta–63 exCarla Maria G.–55<br>exEsquimau–50<br>exLena Brodin–48 exLena–44<br>**Salix Cia. Naviera S.A.**<br>Piræus Greek | 2912<br>1864<br>4165 | GL<br>✠Classed LR until 5/56<br>**BROKEN UP** | 1940–7 A/S Fredriksstad M/V—Fks<br>315' 4" 44' 1" 21' 8¼"<br>300' 0" 44' 0" 27' 1¼"<br>2 dks<br>RW | S CSD<br>G.216000 B.195900<br>10W Der 1(10) 2(6) 8(3) | C 4Cy. (2) $15\frac{9}{16}$" & (2) $37\frac{13}{16}$"×$34\frac{7}{16}$"<br>730t (o.f)<br>A/S Fredriksstad M/V Fks<br>11½k |
| 542618<br>SYQS<br>2377 | **ANGELOS K**<br>**Christos A. Kyriazis**<br>Piræus Greek | 149<br>68<br>— | | 1963 ......................Perama<br>96' 2" 20' 4"<br>20' 2" | M Trawler | Oil 4SA 6Cy.<br>Burmeister & Wain Cpn |
| 501748<br>SVGU<br>1357<br>Df Esd<br>Gc Rdr | **ANGELOS LUSIS**<br>**Sociedad Carga Oceanica S.A.**<br>J. C Carras & Sons (Shipbrokers) Ltd.<br>Piræus Greek | 11630<br>6590<br>17670 | ✠100A1 TD 3/68 ~~SS 3/64~~<br>oil tanker<br>✠LMC<br>MN1460 EL h†2⅜"SQ | 1957–5 Scotts' S.B. & E. Co. Ltd.—Grk<br>555' 8" 70' 0" ~~30' 3¾"~~ 31' 3½"<br>526' 1" 69' 9" 39' 2"<br>P122' B38' F56' 1 dk<br>RW 12BH<br>rf 4" WB399t | M Tanker Mchy.aft<br>19 Ta<br>L.796000 HeCls. BC<br>Der 3(5) 1(4) | Oil 2SA 6Cy. 700×2320 mm<br>7300bhp Doxford 1850t (hvf)–28½pd<br>Scotts' S.B. & E. Co. Ltd. Grk<br>2AuxB 150lb<br>2×75kW 110V d.c. 15k |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 501749<br>EBZT<br><br>Df Esd<br>RT | **ANGELOTE**<br><br>**Casa Ciriza S.A.**<br>Pasajes Spanish | 293<br>131<br>320 | | BV | 1959 Enrique Lorenzo y Cia.—Vgo<br>126' 0" 22' 7" 11' 9¾"<br>109' 6" 22' 3½" 13' 2"<br><br>RW | M Trawler<br><br><br>3 Ha (each 3½'×3½') | Oil 4SA 8Cy. 295×420 mm<br>700bhp Krupp<br>La Maquinista Terrestre y Mar. |
| 537598<br>TOCF | **ANGELUS**<br>exValparaiso-64<br>**Malette-Le Goff**<br>Etel French | 114<br>32<br>— | | BV | 1959 Ch. Herbert & Héraud—Etel<br>*74·9'* 21' 10"<br>... ... ... | M Trawler<br><br><br>2 Ha (each 3¼'×2½') | Oil 4SA 8Cy. 220×280 mm<br>310bhp<br>Klöckner-Humboldt-Deutz |
| 671259<br><br><br>Esd RT | **ANGGADA I**<br><br>**Republik Indonesia**<br>(Departemen Perhubungan<br>Laut—Ministry of Sea<br>Communications)<br>Djakarta Indonesian | 119<br>—<br>— | | GL | 1967 Abeking & Rasmussen—<br>Lemwerder<br>87' 2" 23' 0" 8' 9"<br>78' 9" 22' 0" 11' 4"<br>1 dk | M Tug Mchy.aft | Oil 4SA 8Cy. 270×360 mm<br>800bhp<br>Klöckner-Humboldt-Deutz |
| 672446<br><br><br>Esd RT | **ANGGADA II**<br><br>**Republik Indonesia**<br>(Departemen Perhubungan<br>Laut—Ministry of Sea<br>Communications)<br>Djakarta Indonesian | 119<br>—<br>— | | GL | 1967 Abeking & Rasmussen—<br>Lemwerder<br>87' 2" 23' 0" 8' 9"<br>78' 9" 22' 0" 11' 4"<br>1 dk | M Tug Mchy.aft | Oil 4SA 8Cy. 270×360 mm<br>800bhp<br>Klöckner-Humboldt-Deutz |
| 671793<br><br><br>Esd RT | **ANGGADA III**<br><br>**Republik Indonesia**<br>(Departemen Perhubungan<br>Laut—Ministry of Sea<br>Communications)<br>Djakarta Indonesian | 119<br>—<br>— | | GL | 1967 D. W. Kremer Sohn—Elmshorn<br>87' 2" 23' 0" 8' 9"<br>78' 9" 22' 0" 11' 4"<br>1 dk | M Tug Mchy.aft | Oil 4SA 8Cy. 270×360 mm<br>800bhp<br>Klöckner-Humboldt-Deutz |
| 672982<br><br><br>Esd RT | **ANGGADA IV**<br><br>**Republik Indonesia**<br>(Departemen Perhubungan<br>Laut—Ministry of Sea<br>Communications)<br>Djakarta Indonesian | 119<br>—<br>— | | GL | 1967 Abeking & Rasmussen—<br>Lemwerder<br>85' 9" 23' 4" 10' 2"<br>78' 9" 22' 0" 11' 4" | M Tug | Oil 4SA 8Cy. 270×360 mm<br>800bhp<br>Klöckner-Humboldt-Deutz |
| 672447<br><br><br>Esd RT | **ANGGADA V**<br><br>**Republik Indonesia**<br>(Departemen Perhubungan<br>Laut—Ministry of Sea<br>Communications)<br>Djakarta Indonesian | 119<br>—<br>— | | GL | 1967 D. W. Kremer Sohn—Elmshorn<br>87' 2" 23' 0" 8' 9"<br>78' 9" 22' 0" 11' 4"<br>1 dk | M Tug Mchy.aft | Oil 4SA 8Cy. 270×360 mm<br>800bhp<br>Klöckner-Humboldt-Deutz |
| 672615<br><br>Esd RT | **ANGGADA VI**<br><br>**Republik Indonesia**<br>(Departemen Perhubungan<br>Laut—Ministry of Sea<br>Communications)<br>Djakarta Indonesian | 119<br>—<br>— | | GL | 1967 D. W. Kremer Sohn—Elmshorn<br>87' 2" 23' 0" 8' 9"<br>78' 9" 22' 0" 11' 4"<br>1 dk | M Tug Mchy.aft | Oil 4SA 8Cy. 270×360 mm<br>800bhp<br>Klöckner-Humboldt-Deutz |
| 672983<br><br><br>Esd RT | **ANGGADA VII**<br><br>**Republik Indonesia**<br>(Departemen Perhubungan<br>Laut—Ministry of Sea<br>Communications)<br>Djakarta Indonesian | 119<br>—<br>— | | GL | 1967 Abeking & Rasmussen—<br>Lemwerder<br>85' 9" 23' 4" 10' 2"<br>78' 9" 22' 0" 11' 4"<br>1 dk | M Tug | Oil 4SA 8Cy. 270×360 mm<br>800bhp<br>Klöckner-Humboldt-Deutz |
| 672907<br><br><br>Esd RT | **ANGGADA VIII**<br><br>**Republik Indonesia**<br>(Departemen Perhubungan<br>Laut—Ministry of Sea<br>Communications)<br>Djakarta Indonesian | 119<br>—<br>— | | GL | 1967 D. W. Kremer Sohn—Elmshorn<br>87' 2" 23' 0"<br>78' 9" 22' 0" 11' 4"<br>1 dk | M Tug Mchy.aft | Oil 4SA 8Cy. 270×360 mm<br>800bhp<br>Klöckner-Humboldt-Deutz |
| 651924<br>9VJQ<br>324317 | **ANGGEREK**<br><br>~~Malaysia Marine~~ Melati Ltd.<br>~~Transport Ltd.~~<br>Singapore Singapore | 154<br>—<br>— | ✠100A1<br>tug Singapore home<br>trade service<br>✠LMC<br>MN200 | EL (b) | 1965–8 Jurong Shpyd Ltd.—Sng<br>91' 0" 26' 3" 8' 2¼"<br>81' 11" 25' 0" 11' 2"<br>RAD 7'<br>3BH<br>rf 23" WB7t | TM Tug | 2 Oil 4SA each 6Cy. 260×320 mm<br>flexible coupling & dr reverse<br>1000bhp<br>Daihatsu Kogyo |
| 501752<br>SVKT<br>1398<br>Df Esd<br>Gc Rdr<br>RTm | **ANGHYRA**<br>exEgypte-58<br>**Universal Cargo Carriers Inc.**<br>Hellenic Lines Ltd.<br>Piræus Greek | *1892*<br>*933*<br>3200 | | BV | 1946 J. Boel & Fils—Tamise<br>301' 4" 44' 4" 18' 5"<br>44' 2"<br>F26' 1 dk & S dk<br>R | S OSD<br>3 Ho 43¾', 71½', 74½'<br>G.185197 B.172766<br>3 Ha (22½', 46', 46'×18')<br>10W Der 10(5) | C 4Cy. (2) 16½" & (2) 35½"×35½"<br>1200ihp<br>A. Borsig |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 501753 | **ANGKOR** | | 901 | | | **1954** S.A. des Anc. Ch. Dubigeon—Nts | TM Tanker Mchy.aft | 2 Oil 2SA each 6Cy. 290×500 mm | |
| FOLX | | | 392 | | | 199′ 5″ 36′ 0″ 11′ 4″ | | 1200bhp | 66t (d.o) |
| | **"Angkor" S.a.r.l.** | | — | | BV | 35′ 10″ | | At. & Ch. de la Loire | St. Denis |
| Df Esd | Havre | French | | | | Q59′ F23′ 1 dk | 1 Ha (7¾′×7¾′) | 2×80kW 110V d.c. | 10½k |
| RTm | | | | | | | Der 1(2) | | |
| 501754 | **ANGKOR-WAT** | | 882 | | | **1944** ..................... | M | Oil 4SA 5Cy. 350×520 mm | |
| | exIsabel-54 exLinda-52 | | 610 | | | *204·8′* 31′ 2″ | | | |
| | exTaluei-51 | | 1325 | | | ... ... ... | | | Kob |
| | exRyuei Maru No. 2-49 | | | | | | | | |
| | **Tan-Pa** | | | | | | | | |
| | Ets. Tan-Pa & Fils | | | | | | | | |
| | | Cambodian | | | | | | | |
| 501756 | **ANGLEGARTH** | | 306 | **✠100A1** | SS 10/64 | **1960-4** Henry Scarr Ltd.—Hessle | M Salvage Tug | Oil 2SA 7Cy. 340×570 mm sr reverse | |
| GGYH | | | — | tug | | 128′ 2″ 29′ 8″ 12′ 3″ | | geared | |
| 301706 | **R. & J. H. Rea Ltd.** | | — | **✠LMC** | | 115′ 0″ 28′ 6″ 14′ 0″ | | 1300bhp | 70t (d.o) |
| Esd Rdr | Milford Haven | British | | | | RW 3BH | | British Polar Engines Ltd. | Gls |
| RTm/v | | | | MN260 | EL (e) | rf 21″ BK6″ WB83t | | 3×40kW 220V d.c. | 11k |
| 501757 | **ANGLERFISH** | | 153 | **✠100A1** | SS 11/65 | **1961-4** R. Dunston Ltd.—Thorne | M Trawler | Oil 4SA 6Cy. 10¼″×14½″ sr reverse | |
| | | | 54 | trawler | | *94·3′* 21′ 6″ | | geared | |
| 302399 | **Drifter Trawlers Ltd.** | | — | **✠LMC** | | 91′ 4″ 21′ 3″ 10′ 0″ | | 360bhp | |
| Df Esd | G. D. Claridge | | | | | Q54′ F14′ | | Ruston & Hornsby | Lcn |
| RT | Lowestoft | British | | MN72 | EL (b) g | RW 3BH | | | |
| | | | | | | rf 12″ BK6″ | | | |
| 501758 | **ANGLIA** | | **1920** | **BS** | SS 6/65 | **1944** N.V. Mch. & Schps. P. Smit, Jr. | S OSD | C 4Cy. (2) 16$\frac{9}{16}$″ & (2) 35$\frac{7}{16}$″×35$\frac{7}{16}$″ | |
| SVIX | exKampar-57 | | 767 | Ice strengthening | | —Rot | 3 Ho 43¾′, 67¼′, 79′ | 1250ihp | 328t (o.f) |
| 1366 | exEmpire Gallery-47 | | 3124 | **MBS** | | 302′ 0″ 44′ 5″ 18′ 5⅛″ | B.177811 | N.V. Werkspoor | Ams |
| Df Esd | exWeserburg-45 | | | | | 281′ 0″ 44′ 3″ 26′ 11″ | 3 Ha (22¾′, 46′, 46′×18′) | 2WTB 220℔ Spt hs(3658) | |
| Gc Rdr | **Universal Cargo Carriers Inc.** | | | MN216 | CT2640 | 1 dk & S dk | Der 1(30) 1(10) 2(5) 2(3) | 2×25, 20kW 220V d.c. | |
| RTm/h | Hellenic Lines Ltd. | | | | | RW 5BH | | Directional propeller | 8k |
| | Piræus | Greek | | | | rf 4¾″ WB49t | | | |
| 537825 | **ANGLIA** | | **294** | | | **1955** Werft Nobriskrug—Rendsburg | M | Oil 4SA 6Cy. 290×420 mm | |
| DJBD | exVenus-65 | | 164 | | | *141·7′* 26′ 5″ 8′ 1″ | 1 Ho | 300bhp | |
| | **Hans-Georg Trunsch** | | 440 | | GL | 136′ 5″ 26′ 3″ 9′ 6″ | G.22265 B.21065 | Masch. Kiel A.G. | Kel |
| Df Esd | Flensburg | W. German | | | | P30′ F19′ 1 dk | 1 Ha (65½′×18′) | | 9k |
| RT | | | | | | RW | | | |
| 501761 | **ANGLO** | | **3644** | **✠100A1** | SS 4/65 | **1960-1** C. Hill & Sons Ltd.—Brs | TM Tanker Mchy.aft | 2 Oil 2SA each 4Cy. 340×570 mm | |
| GGHS | | | 1768 | oil tanker | | 348′ 0″ 53′ 3″ 15′ 11¾″ | 18 Ta | 1320bhp | 120t-4pd |
| 301032 | **Anglo Tankers Ltd.** | | 4500 | **✠LMC** | | 330′ 0″ 52′ 0″ 18′ 9″ | L.176077 | British Polar Engines Ltd. | Gls |
| Df | London | British | | | | P87′ F32′ Trunk 209′ 1 dk | | db 105℔ | 9½k |
| | | | | MN300 | EL v1¾″SQ | 15BH | | | |
| | | | | | | rf nil WB792t incl. DTf415t | | | |
| 540068 | **ANGLO MÆRSK** | | **31941** | **✠100A1** | SS 10/68 | **1963-10** Odense Staalskibs A/S—Lindö | S Tanker (2P) Mchy.aft | 2 S Turb dr geared to sc. shaft | |
| OZHK | | | 18280 | oil tanker | | 750′ 0″ 102′ 9″ 39′ 6½″ | 21 Ta | 17600shp | (o.f) |
| | **A/S D/S Svendborg & D/S** | | 52720 | **✠LMC** | | 717′ 5″ 102′ 6″ 51′ 10″ | L.2252000 | N.V. Werkspoor | Ams |
| Df Esd | **af 1912 A/S** | | | | | P101′ B42′ F88′ 1 dk | | 2WTB 720℔ Spt 870° F. 650℔ | |
| Gc Pfd | A. P. Möller, Copenhagen | | | MN3520 | EL v†3¼″SQ | 11BH | Der 2(10) 2(3) | sg 156℔ hs24552 | |
| Rdr RTv | Copenhagen | Danish | | | | rf 2″ WB9169t incl. 6466t in clean ballast tanks DTsf1731t | | 2×650kW 450V 60c/s a.c. | |
| 661106 | **ANGO** | | ~~11655~~ **10427** | | | **1966** Ch. Nav. de la Ciotat— | M Ref CSD | Oil 2SA 6Cy. 900×1550 mm | |
| FNSK | | | ~~6463~~ 5791 | | | La Ciotat | | 13800bhp | |
| | **Cie. Maritime des** | | ~~13800~~ | | BV | 517′ 3″ 71′ 8″ 31′ 5″ | | Cie. de Const. Méc. | Mantes |
| Df Esd | **Chargeurs Réunis** | | | | | 479′ 2″ 71′ 6″ 41′ 0″ | | | |
| Gc Rdr | Dunkirk | French | | | | 3 dks | | | |
| RT | | | | | | RW | | | |
| 501765 | **ÄNGÖ** | | **295** | | | **1948** Karlstads Varv—Karlstad | M Mchy.aft | Oil 2SA 4Cy. 230×400 mm | |
| SHMO | | | 182 | | | 144′ 2″ 24′ 0″ | | 250bhp Alpha | (d.o) |
| 9007 | **A. J. Johansson and others** | | 445 | | BV | ... ... ... | | Frederikshavns Jernst. | Fkn |
| | Styrsö | Swedish | | | | 1 dk | 2 Ha (each 36′×13′) | 2×25kW 110V d.c. | |
| | | | | | Jen 63 | RW | Der 1(1⅓) 2(1) | Controllable pitch propeller | |
| 501766 | **ANGOCHE** | | **1689** | **✠100A1** | SS 9/66 | **1958-7** Cia. União Fabril—Lis | M (4P) Ref Mchy.aft | Oil 4SA 6Cy. 420×660 mm | |
| CSAH | | | 884 | | | 267′ 11″ 39′ 1″ 13′ 2½″ | 2 Ho 59′, 88′ | 915bhp | 111t (d.o) |
| H456 | **Cia. Nacional de Navegação** | | 1230 | **✠LMC** | | 246′ 1″ 38′ 8½″ 19′ 8″ | B.90015 | Klöckner-Humboldt-Deutz | Kln |
| Df Esd | Lisbon | Portuguese | | | | P61′ F48′ 2 dks | 2 Ha (27½′, 50¾′×19¾′) | 3×55kW 230V d.c. | 11½k |
| Gc Rdr | | | | MN183 | EL q | RW 5BH | 6W Der 1(15) 6(5) | | |
| RTm/h | | | | | | rf 5″ WB242t | | | |
| 531295 | **ANGOL** | | **6962** | | | **1951** Howaldtswerke Ham. A.G.—Ham | M (28P) OSD | Oil 2SA 6Cy. 700×1200 mm | |
| CBAI | exSanta Ursula-64 | | 4099 | | | 479′ 3″ 61′ 4″ 24′ 8 | 5 Ho 57′, 77¾′, 48′, 66¼′, 66′ | 4200bhp | 765t (hvf) |
| | **Compania Chilena de Nav.** | | 9760 | | GL | 61′ 0″ 37′ 3″ | G.634156 B.553643 | Howaldtswerke Ham. A.G. | Ham |
| Df Esd | **Interoceanica** | | | | | P29′ F35′ 1 dk & S dk | 5 Ha (stl) (36¾′, 50½′, 32¼′, 32¼′, | 3×130kW 220V d.c. | 13k |
| Gc Rdr | Valparaiso | Chilean | | | | RW | 36¾′×19¾′) | | |
| RT | | | | | | | 16W Der 1(25) 1(10) 14(5) 2(3) | | |
| 501767 | **ANGOLA** | | **13078** | **✠100A1** | SS 3/66 | **1948-12** Hawthorn, Leslie & Co. Ltd.— | TM (547P) Ref CSD | 2 Oil 2SA each 6Cy 670×2320 mm | |
| CSCR | | | 7771 | with freeboard | | Nwc | 4 Ho 94′, 43¾′, 70′, 75¾′ | 15000bhp Doxford | 1385t (d.o) |
| H370 | **Cia. Nacional de Navegação** | | 7964 | **✠LMC** | | 549′ 8″ 67′ 3″ 27′ 0″ | G.434430 B.376530 In.14663 | Hawthorn, Leslie & Co. Ltd. | Nwc |
| Df Esd | Lisbon | Portuguese | | **✠Lloyd's RMC** | | 521′ 10″ 66′ 11″ 44′ 3″ | 4 Ha (stl) (27′, 29¼′, 29¼′, 20½′×20′) | AuxB 100℔ AuxB 105℔ | |
| Gc Rdr | | | | | EL i†2$\frac{7}{16}$″SQ | F65′ 3 dks, 4th dk clear of mchy. space | 15W Der 1(25) 9(5) 6(2½) | 4×400kW 220V | 17k |
| RTm/h | | | | | | R Coll BH to U dk 7 to 2nd dk | | | |
| | | | | | | rf 9″ WB3967t incl. DTa975t | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 501768<br>OYYC<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGOLA**<br>Launched as Kirstine Toft<br>**A/S Det Dansk-Franske D/S**<br>E. Hahn-Petersen<br>Copenhagen Danish | 3331<br>1649<br>5630 | ✠100A1 SS 9/64<br>Str. nav. Ice<br>✠LMC<br><br>MN610 EL a†2 1/16"ptSQ | 1954-7 Rickmers Werft—Bhn<br>421' 0" 51' 11" 20' 11"<br>379' 2" 51' 9" 31' 2"<br>P23' F37' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>WB1369t incl. Tunnel tanks 278t | M OSD<br>4 Ho<br>G.366000 B.330000<br>5 Ha (36½', 36½', 31½', 31½',<br>31½'×22½')<br>10W Der 1(30) | Oil 2SA 5Cy. 680×1250 mm<br>3355bhp<br>Ottensener Eisenwerk |
| | Now **BLUE DIAMOND** (No. 501768) in the Register | | | | | |
| 501769<br>PCQV<br><br>Df Esd<br>Gc Rdr<br>RTv | **ANGOLAKUST**<br><br>**N.V. Stoomv. Maats.**<br>**"Nederland"**<br>N.V. Hollandsche Stoomb.<br>Maats.<br>Amsterdam Netherland | 3356<br>1724<br>4833 | ✠100A1 SS 11/65<br>DTsa—vegetable oil<br>✠LMC<br><br>MN610 EL x 2¼"SQ | 1955-12 Howaldtswerke Ham. A.G.—<br>Ham<br>388' 7" 51' 3" 21' 0¾"<br>356' 0" 51' 1" 30' 2"<br>P27' F43' 1 dk & S dk, 3rd dk in fwd hold<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 5" WB1082t incl. DTsa724t | M (8P) OSD<br>4 Ho 65½', 73½', 68¾', 64½'<br>G.300832 B.275490 In.2574<br>4 Ha (29½ ×14¾') (41½', 41½',<br>29¾'×18')<br>12W Der 1(35) 8(10) 4(5) | Oil 2SA 6Cy. 600×1100 mm<br>3300bhp<br>N.V. Werkspoor<br>AuxB 100lb<br>3×150kW 220V d.c. |
| 501770<br>OFXM<br>1199<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANGRA**<br><br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | 5452<br>2927<br>7950 | ✠100A1 SS 7/65<br>Str. nav. Ice<br>✠LMC<br>✠**Lloyd's RMC**<br>MN1260 EL b† | 1957-4 Wärtsilä Kon. Crichton-Vulcan<br>—Åbo<br>459' 0" 58' 0" 25' 8½"<br>428' 8" 57' 9" 38' 7"<br>F41' RAD29' 1 dk & S dk, 3rd dk except<br>in Nos. 4 & 5 holds<br>R Coll BH to S dk 6 to 2nd dk<br>rf 6" WB1650t incl. Tunnel tanks 216t | M (4P) Ref OSD<br>5 Ho 58½', 72½', 72½', 60½', 54½'<br>In.79940<br>5 Ha (31½', 32½'×24½') (31½', 31½'<br>32½'×23½')<br>Der 16(5) | Oil 2SA 9Cy. 720×1250 mm<br>6300bhp<br>Wärtsilä Kon. Crichton-Vulcan<br>AuxB 114lb<br>4×200kW 220V d.c. |
| 516520<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGRA DO HEROISMO**<br>exIsrael-66<br>**Empresa Insulana de Nav.**<br>Lisbon Portuguese | 9853<br>5458<br>6658 | ✠100A1 SS 10/64<br><br>✠LMC<br><br>MN2420 EL f†2¼"SQ | 1955-9 Deutsche Werft A.G.—Ham<br>501' 2" 65' 2" 27' 7½"<br>454' 11" 65' 0" 36' 2"<br>B&F344' 2 dks, 3rd dk except in No. 4<br>RW 8BH hold<br>rf 4" WB2848t incl. Tunnel tanks 662t DTsa1120t | S (355P) Ref<br>4 Ho 56½', 65½', 50', 72½'<br>B.293000 In.18927<br>4 Ha (stl) (27', 31½', 30', 27½'×16½')<br>12W Der 1(15) 12(5) | 2 S Turb dr geared to sc. shaft<br>11600shp<br>Allgemeine Elec. Ges.<br>2WTB 683lb Spt 668lb hs17294<br>wtdb 114lb sg 114lb<br>3×500kW 230V d.c. |
| 501771<br><br><br>Df Esd<br>Gc Rdr | **ANGREN**<br><br>**U.S.S.R.**<br>Russian | 644<br>183<br>500 | | 1957 Stocznia im. Komuny Paryskiej—<br>—Gdy<br>194' 4" 29' 7" 14' 2"<br>176' 7" 29' 6" 16' 3" | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm<br><br>A/B Finnboda Varf |
| 501772<br>9MTM<br>157487<br>RT | **ANGSANA**<br>exRhu-59<br>**Malayan Nav. Co. Ltd.**<br>Penang Malaysian | 247<br>76<br>— | <br><br>✳Classed BC until 12/66 | 1940-6 Straits S.S. Co. Ltd.—Png<br>133' 6" 27' 1" 9' 2½"<br>124' 9" 27' 0" 16' 6"<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 4Cy. 280×450 mm<br>335bhp Emade39fitted49<br>Klöckner-Humboldt-Deutz |
| 501773<br>EHXL<br><br>Esd | **ANGUIACHO**<br><br>**Braulio Márquez Alvarez**<br>Vigo Spanish | 194<br>97<br>136 | | 1951 Francisco Pastoriza—Domayo<br>*94·5'* 21' 1" 11' 11"<br>20' 11"<br>F14' | S Fishing<br>1 Ho 26½' | T 3Cy. 9½" 15½" & 26"×16"<br><br>Hijos de J. Barreras S.A. |
| 501774<br><br>301511<br>Df Esd<br>Pfd | **ANGUILLA**<br><br>**Clan Steam Fishing Co.**<br>**(Grimsby) Ltd.**<br>G. D. Claridge<br>Lowestoft British | 228<br>82<br>— | <br><br>✠Classed LR until 8/60 | 1959-1 Cochrane & Sons Ltd.—Sel<br>*104·7'* 23' 11"<br>102' 6" 23' 6" 11' 6"<br>Q58' F17'<br>RW<br>rf 24" BK7" | M Trawler | Oil 4SA 6Cy. 12½"×15" with fric<br>coupling, clutch, sr & reverse ge<br>403bhp<br>Ruston & Hornsby |
| 501775 | **ANGULARITY**<br>exEmpire Shoal-46<br>**George Tzortzis & others**<br>Greek<br><br>Now **ELPIS**<br>(No. **501775**) in the Register | 878<br>460<br>1150 | ✠100A1 SS 5/62<br><br>✠LMC<br><br>MN160 EL I<br><br>**SURVEYS OVERDUE 5/66** | 1941-6 Harland & Wolff Ltd.—Gls<br>211' 0" 33' 2" 13' 5½"<br>198' 6" 33' 0" 13' 10"<br>Q121' F28' 1 dk<br>NS 5BH<br>WB317t incl. DTf44t | M Mchy.aft<br><br>G.62000 B.59000 | Oil 2SA 4Cy. 407×648 mm<br>800bhp ✠NE12/52<br>Newbury Diesel Co. Ltd. |
| 501777<br>WRSR<br>246003<br>Df Esd<br>Gc | **ANGUS McDONALD**<br><br>**United States Department**<br>**of Commerce**<br>Houston United States | 7211<br>4396<br>10480 | <br><br>AB | 1944 Todd-Houston S.B. Corp.—<br>Houston<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 501779<br>9VJX<br>180376<br>RT | **ANHO**<br>exSenggarang-60<br>exEmpire Seaward-47<br>**Kie Hock Shipping Co. Ltd.**<br>Singapore Singapore | 530<br>317<br>528 | **BS**✳ SS 4/64<br>with freeboard<br>**MBS**✳<br><br>MN60 CT528 C18 | 1945-6 Goole S.B. & R. Co. Ltd.—Goo<br>148' 2" 27' 1" 11' 0½"<br>140' 4" 27' 0" 18' 0"<br>2 dks<br>4BH<br>WB204t | M Mchy.aft | Oil 2SA 4Cy. 250×420 mm<br>300bhp<br>British Polar Engines Ltd. |
| 517158<br>DKJD<br><br>Df Esd | **ANHÖ**<br>exJens Bracke-64<br>exJohanna Katz-58<br>**Johannes Höge & Söhne**<br>Lübeck W. German | 466<br>226<br>625 | <br><br>GL | 1952 Büsumer Schiffsw. W. & E. Sielaff<br>—Büsum<br>170' 0" 27' 1" 11' 8"<br>26' 11" 12' 4"<br>P36' F21' 1 dk<br>RW | M Mchy aft<br>1 Ho 99¾'<br>G.30018 B.28111<br>1 Ha (74½'×15½')<br>2W | Oil 4SA 8Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 540069<br>OYIZ<br><br>Pfd RT | **ANHØJ**<br>exSundbjerg-63 exHarglen-56<br>exLochside II-56<br>**Ole Rasch Petersen**<br>Årøsund Danish | 384<br>187<br>470 | BV<br><br>✠Classed LR until 8/56 | 1925-6 Smith's Dock Co. Ltd.—Mdb<br>149' 5" 24' 0" 10' 6"<br>140' 0" 23' 10" 11' 0"<br>Q43' B12' F19' 1 dk Well dk<br>R | M Mchy.aft<br>1 Ho 64'<br><br>3 Ha (15½', 32'×14½') (17'×15')<br>2W Der 2(1½) | Oil 4SA 6Cy. 290×410 mm<br>420bhp NE56<br>A/S Vølund |

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|---|---|---|---|---|---|---|---|
| 513031<br>PCQS<br>Df Esd<br>RT | **ANHOLT**<br>exGeziena Henderika–66<br>**H. van Urk**<br>Kamp's Scheepv. en<br>Handelmaats. N.V.<br>Bellen Netherland | 494<br>247<br>600 | ✠100A1<br>✠LMC<br>MN72 | SS 2/66<br>EL g | **1950**–1 Gebr. Bodewes Volharding—<br>Foxhol<br>156′ 5″ 27′ 5″ 10′ 10″<br>149′ 3″ 27′ 3″ 11′ 2″<br>P43′ Q49′ F23′ 1 dk<br>RW 3BH<br>WB151t | M Mchy.aft<br>G. 33200 B.31200 | Oil 4SA 6Cy. 290×450 mm<br>360bhp<br>Appingedammer Brons. Apg<br>10k |
| 520193<br>OYHA<br>Df Esd<br>Rdr RT | **ANHOLTFÆRGEN**<br>exLæsø–67<br>**Ministry of Public Works**<br>I/S Grenå-Anholt Færgefart<br>Grenå Danish | 320<br>168<br>— | | BV | **1961** Frederikshavns V. & F. A/S—Fkn<br>132′ 10″ 28′ 11″ 7′ 6½″<br>116′ 6″ 27′ 11″ 10′ 2″<br>1 dk | M | Oil 2SA 5Cy. 290×490 mm<br>630bhp<br>Alpha-Diesel A/S Fkn |
| 541477<br>SKJD<br>10446<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ANIARA**<br>**Rederi A/B Wallstar**<br>O. Wallenius<br>Stockholm Swedish | 499<br>271<br>1025<br>**1718**<br>1277<br>2240 | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN199 | SS 1/69<br>EL p$1\frac{7}{16}$″SQ | **1963**–12 A/B Lödöse Varv—Lödöse<br>247′ 11″ 38′ 6″ 11′ 2″/16′ 9¼″<br>227′ 2″ 38′ 4″ 24′ 10″<br>F34′ 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4″ BK4″ WB 484t | M OSD/CSD Mchy.aft<br>Bow doors<br>3 Ho 15½′, 56½′, 53½′, 1 TwD 192′<br>G.140000 B.120000<br>2 Ha (stl) (64′ comb.×22¼′)<br>(45¾′×22¼′)<br>6W Der 6(5) | Oil 4SA 8Cy. 320×480 mm with direct drive<br>995bhp 50t<br>Motorenw. Mannheim Mhm<br>3×80, 80, 52kW 440V 50c/s a.c.<br>Controllable pitch propeller 12k |
| 501781<br>IJUP<br>493<br>RT | **ANIENE**<br>**Lugari & Filippi**<br>Leghorn Italian | 418<br>244<br>550 | | | **1943** .....................Canada<br>195′ 4″ 30′ 7″<br>30′ 5″ | TM Mchy.aft<br>G.31000 B.30000 | 2 Oil 4SA each 12Cy. 178×197 mm<br>25t<br>Richard Paxman Canada<br>9k |
| 501782<br>OFUU<br>481 | **ANIKA**<br>exDuurswold–55<br>**Gustaf Holmberg**<br>Porvoo/Borgå Finnish | 199<br>91<br>265 | | BV | **1936** Gebr. Niestern & Co.—Dzl<br>122′ 3″ 21′ 6″ 8′ 8″<br>21′ 4″<br>1 dk<br>R | M<br>2 Ha (21½′, 32¾′×13′)<br>2W Der 2 | Oil 4SA 3Cy. 280×450 mm<br>150bhp<br>Humboldt-Deutzmot. Köln-Deutz |
| 541478<br>LEGF<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANINA**<br>exFossland–63 exSlemdal–61<br>**Rederi A/S Mimer &**<br>**A/S Norfart**<br>Arne Blystad<br>Oslo Norwegian | 8992<br>4875<br>13600 | | NV | **1955** A/S Fredriksstad M/V—Fks<br>513′ 10″ 62′ 8″ 27′ 10″<br>475′ 1″ 62′ 7″ 35′ 8″<br>1 dk | M Tanker Mchy.aft<br>23 Ta<br>L.619000 | Oil 2SA 6Cy. 680×1500 mm<br>4950bhp 1196t (hvf)<br>A/S Fredriksstad M/V Fks<br>3×140kW 220V d.c. 13½k |
| 672533<br>OVQN<br>Df Esd<br>Pfd Rdr<br>RT | **ANINE NORDFISK**<br>**I/S Nordfisk**<br>P. E. Nielsen<br>Skagen Danish | 125<br>65<br>— | | | **1967** Schpsb. K. Hakvoort—<br>Monnickendam<br>91′ 10″ ~~91′ 11″~~ 20′ 8″<br>80′ 0″ 20′ 4″ 10′ 4″<br>1 dk | M Fishing | Oil SA 7Cy.<br>590bhp<br>Alpha-Diesel A/S Fkn |
| 522560 | **ANIS**<br>exMarivana–67<br>**Mohamed Ismail Sabh**<br>**Ayoun**<br>Beirut Lebanese | 252<br>159<br>— | | RI | **1946** U.R.N.I. Corvaja—Gen<br>121′ 0″ 26′ 7″<br>108′ 0″ 26′ 1″ 12′ 5″<br>P39′ F20′ 1 dk | Wood M Mchy.aft<br>1 Ho | Oil 4SA 4Cy. 265×410 mm<br>200bhp<br>S.A. Ansaldo Gen |
| 501784<br>AQLV<br>184748<br>Df Esd<br>Gc Rdr | **ANISBAKSH**<br>exRamsay–60<br>**United Oriental S.S. Co.**<br>Karachi Pakistan | 6273<br>3341<br>10260 | ✠100A1<br>✠LMC<br>MN62 | SS 5/66<br>EL b†$2\frac{1}{16}$″SQ | **1952**–12 Smith's Dock Co. Ltd.—Mdb<br>450′ 7″ 59′ 2″ 26′ 2½″<br>426′ 9″ 59′ 0″ 38′ 3″<br>1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>WB2557t incl. Tunnel tanks 255t DTm449t | S OSD<br>G.573200 B.527385<br>10W | T 3Cy. 24½″ 40″ & 68″×45″ & LP turb dr geared to sc. shaft<br>3450ihp 1640t (o.f)<br>Smith's Dock Co. Ltd. Mdb<br>3 SB 220lb Spt hs(10857) 9cf 12½k |
| 501785<br>LAPN<br>Df Esd<br>Gc Rdr | **ANITA**<br>**Erling H. Samuelsens**<br>**Rederi A/S**<br>Erling H. Samuelsen A/S<br>Oslo Norwegian<br>Now **DONA THEODORA** (No. 501785) in the Register | 11956<br>6989<br>18158 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1320 | Dr 4yrs–4/64<br>EL h†2⅜″SQ | **1954**–2 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>556′ 5″ 71′ 4″ 30′ 6″<br>526′ 0″ 71′ 0″ 39′ 3″<br>P115′ B38′ F64′ 1 dk<br>RW 17BH<br>WB916t incl. DTf667t | M Tanker Mchy.aft<br>27 Ta<br>L.881000 | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford (hvf)<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2AuxB 150lb<br>3×75kW 110V d.c. 14k |
| 501786<br>DHQY<br>Df Esd<br>Gc Rdr<br>RTm | **ANITA**<br>**Partenreederei m.s. "Anita"**<br>Ernst Russ<br>Hamburg W. German | 4138<br>2366<br>7081 | | GL | **1951** Deutsche Werft A.G.—Ham<br>431′ 9″ 56′ 7″ 21′ 6⅞″<br>56′ 4″ 32′ 2″<br>F38′ 1 dk & S dk<br>RW<br>rf 2″ | M (12P) OSD<br>5 Ho 55′, 70½′, 58¼′, 63¼′, 55¾′<br>G.457210 B.418640<br>5 Ha (29¾′, 43¾′, 29¼′, 36½′, 29¼′×21¼′)<br>Der 1(40) 1(15) 12(3–5) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp 984t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>2×130kW 110V d.c. 13k |
| 501787<br>HONT<br>3551<br>Df Esd<br>Rdr RT | **ANITA**<br>exBonn–61<br>**Panamanian Oriental**<br>**Steamship Corp.**<br>Wheelock Marden & Co. Ltd.<br>Panama Panamanian | 1191<br>504<br>1570 | | ~~NV~~ | **1928** Akers M/V A/S—Osl<br>252′ 8″ 37′ 1″ 16′ 5½″<br>36′ 11″<br>P29′ B104′ F53′ 1 dk<br>R | S<br>G.102000 B.92000<br>8W | T 3Cy. 22″ 35″ & 60″×42″<br>161t (o.f)<br>Akers M/V A/S Osl<br>12¾k |
| 501788<br>OGDA<br>530<br>Df | **ANITA**<br>exGlassvik–61 exBlafell–54<br>**Rederibolaget Anita**<br>Porvoo/Borgå Finnish<br>Now **VAPPU** See New Entries No. 4 | 477<br>274<br>740 | | BV | **1944** Kalmar Varv.—Kal<br>163′ 1″ 29′ 7″ 13′ 3½″<br>29′ 5″<br>1 dk<br>len 52 | M Mchy.aft<br>1 Ho<br>2 Ha (each 37¾′×16¼′)<br>2W Der 2 | Oil 2SA 6Cy. 250×420 mm<br>330bhp<br>Nydqvist & Holm A/B Thn |

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| 501789<br>IJUR<br>533<br>RT | **ANITA**<br>**"Bulmar" Compagnia Siciliana di Armamento**<br>Palermo Italian | 371<br>202<br>— | RI | 1944 Cant. Nav. Breda—Ven<br>165' 5" 27' 0" 6' 4½"<br>155' 0" 26' 11" 9' 2"<br>1 dk | TM Tanker Mchy.aft<br>8 Ta<br>L.21250<br>HeCls. C | 2 Oil 4SA each 5Cy. 265×410 mm<br>500bhp<br>S.A. Ansaldo |
| 641025<br>PCQQ<br>Df Esd<br>Pfd Rdr<br>RT | **ANITA**<br>**N.V. Viss. Maats. "Vlaardingen"**<br>Vlaardingen Netherland | 326<br>148<br>— | | 1964 "Scheveningen" Sleep. Maats.—Scheveningen<br>142' 1" 23' 11" 10' 9¾"<br>127' 0" 23' 8" 13' 1" | M Trawler | Oil 4SA 8Cy. 320×450 mm<br>Klöckner-Humboldt-Deutz |
| 541868<br>OPMV<br>Df Esd<br>Pfd Rdr<br>RT | **ANITA**<br>**Charles & Victor Seghers**<br>Ostend Belgian | 209<br>85<br>— | | 1963 Ch. & Arm. A. Seghers—Ost<br>127' 11" 22' 0"<br>114' 10" 21' 4" 10' 8" | M Trawler | 4 Vee Oil 2SA each 8Cy. 4¼"×5" geared to sc. shaft<br>General Motors Corp. |
| 501791<br>DGBU<br>Esd | **ANITA**<br>**Herbert Mahler**<br>Hamburg W. German | 171<br>85<br>222 | GL | 1929 E. J. Smit & Zoon—Hgz<br>*113·8'* 20' 4" 7' 5"<br>8' 2"<br>1 dk<br>R len 50 | M Mchy.aft | Oil 4SA 3Cy. 280×350 mm<br>135bhp<br>Appingedammer Brons |
| 660569<br>DFON<br>664<br>Esd Rdr<br>RT | **ANITA**<br>**Walter Glüsing**<br>Cuxhaven W. German | 150<br>90<br>141 | GL | 1965 Scheel & Jöhnk—Ham<br>115' 11" 20' 9" 7' 1"<br>108' 8" 19' 8" 7' 11"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 215×300 mm<br>225bhp<br>Motorenw. Mannheim |
| 501792<br>Df Esd<br>RTh | **ANITA**<br>exElse Anthonisen–61<br>**Soc. Anon. Importadora y Exportadora de la Patagonia**<br>Buenos Aires Argentine | 140<br>70<br>— | GL | 1960 Ernst Thälmann—Brandenburg<br>101' 4" 22' 0" 8' 10½"<br>10' 10" | M Trawler<br>2 Ho 14', 31½' | Oil 4SA 8Cy. 240×360 mm<br>420bhp<br>Schwermasch. Karl Liebknecht<br>2×16, 12kW 110V d.c.<br>Controllable pitch propeller |
| 501794<br>OFFP<br>1129 | **ANITA**<br>**Pehr Sundberg**<br>Mariehamn Finnish | 111<br>55<br>190 | | 1942 ...................... Borgå<br>94' 6" 22' 7" 9' 6"<br>... ... ... | Wood M | Oil |
| 501795<br>DAQV<br>10224<br>Df Esd<br>Gc Rdr | **ANITA-ADELE**<br>**Partenreederei m.s. "Anita-Adele"**<br>**Hugo Bartels**<br>Hamburg W. German | 499<br>305<br>984<br>999<br>685<br>1771 | GL | 1960 J. J. Sietas Schiffsw.—Ham<br>245' 5" 35' 6" 11' 10½"/15' 10½"<br>224' 5" 35' 5" 18' 8"<br>P28' Q14' F30' 1 dk & S dk | M OSD/CSD Mchy.aft<br>G.85187 B.74364<br>4 Ha | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz |
| 541869<br>DHDD | **ANITA BERGER**<br>exVorwärts–63 exVoorwaarts exJürgen exBeta exElisabeth<br>**Menno Claassen**<br>Hamburg W. German | 149<br>97<br>— | GL | 1914 O. Smith—Stadskanaal<br>*115·8'* 18' 10"<br>6' 11"<br>P14' 1 dk<br>R conv sailing ship— len 56 | M | Oil 4SA 3Cy. 215×360 mm<br>90bhp NE39<br>Deutsche Werke Kiel |
| 501796<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ANITA DAN**<br>**Secretary of State for Defence**<br>British<br>Now **ENDURANCE** See New Entries No. 8 | 2641<br>1346<br>3225 | ✠100A1 SS 6/68 ~~SS 9/66~~<br>Str. nav. ice<br>✠LMC<br>MN576 EL s1⅜"SQ | 1956–10 Krögerwerft G.m.b.H.—Rendsburg<br>307' 0" ~~298' 10"~~ 46' 0" 21' 6"<br>273' 5" 45 11" 25' 10"<br>~~RED30'~~ 2 dks<br>NS ~~4BH~~ 6BH conv dry cargo ship 68<br>rf 4" ~~WB652t incl. Tunnel tanks 137t~~ WB92t | M (~~12P~~) Patrol Ship (12P)<br>2 Ho 88¼' comb., 95½' comb.<br>G.157500 B.142000<br>4 Ha (stl) (25½', 27½', 25½', 25½'×20')<br>8W Der 1(25) 8(5) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain<br>~~3×170kW 220V d.c.~~<br>✠2ndb 6/68–125lb<br>7×170, 170, 170, 170, 170, 170, 40kW 220V d.c. |
| 501799<br>IJUS<br>428 | **ANITA MADRE**<br>exAnita G.–56 exAnita–50<br>**Guido Trevisan**<br>Venice Italian | 144<br>75<br>— | RI | 1947 Cant. Trevisan—Ven<br>92' 5" 23' 5"<br>86' 3" 22' 11" 9' 7"<br>1 dk | Wood M | Oil 4SA 6Cy. 215×310 mm<br>180bhp<br>S.A. Ansaldo |
| 501800<br>DIYM<br>Df Esd<br>RT | **ANITA SCHÜTT**<br>**Anita Schütt**<br>Küstenschiff, Bauer & Hauschildt K.G.<br>Itzehoe W. German | 365<br>158<br>463 | GL | 1954 Hugo Peters—Wewelsfleth<br>*161·4'* 26' 4" 9' 5½"<br>150' 7" 26' 3" 10' 6"<br>P38' F21' 1 dk<br>RW | M Mchy.aft<br>1 Ho 92'<br>G.23604 B.22803<br>2 Ha (34½', 34½'×16½')<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 501801<br>DALU<br>Df Esd<br>Gc Rdr | **ANITA THYSSEN**<br>**"Frigga" Seeschiffahrt G.m.b.H.**<br>Hamburg W. German | 12256<br>7176<br>16800 | GL | 1958 Rheinstahl Nordseewerke—Emd<br>528' 1" 66' 7" 30' 9½"<br>498' 9" 66' 3" 41' 10"<br>P171' F105' 1 dk | M Bulk Carrier Mchy.aft<br>G.790873 B.732744 | Oil 2SA 6Cy. 780×1400 mm<br>5400bhp<br>Masch. Augsburg-Nürnberg |
| 640755<br>DNEB<br>RTm | **ANITA VON BARGEN**<br>Launched as Bari III<br>**Heinrich von Bargen**<br>Hamburg W. German | 999<br>692<br>2020 | GL | 1963 Schiffsw. Neptun—Ros<br>*237·2'* 36' 3" 17' 0"<br>20' 2"<br>P43' F27' 2 dks<br>RW | M<br>2 Ho each 77½'<br>G.87300 B.80000<br>2 Ha (stl) (each 53½'×19½')<br>Der 4(5) | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>4×90, 90, 90, 11kW 380V 60c/s a.c. |

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| 501802<br>LMKV<br><br>RTm | **ANITRA**<br>exN.E.K.–50 exIrmgard–47<br>**Andreas Olsen**<br>Farsund Norwegian | 126<br>73<br>160 | <br><br>BV | 1943 Hobro Skibs.—Hobro<br>*85·0′* 24′ 0″<br>… … …<br>1 dk | Wood M Mchy.aft<br>1 Ho 35′<br><br>1 Ha (26′×12′)<br>Cr 1(1½) | Oil 2SA 2Cy. 345×370 mm<br>210bhp (d.o)<br>Tuxham A/S Cpn<br>2×1 & ¾kW 24V<br>Controllable pitch propeller |
| 522383<br>SYON<br>2647<br>Df Esd<br>Gc Rdr<br>RT | **ANITSA**<br>exMaricopa–65<br>**Marcorriente Cia.**<br>**Nav. S.A.**<br>Piræus Greek<br>Now **MARGARITIS**<br>(No. 522383) in the Register | 11376<br>6523<br>17440 | AB<br><br>✠Classed LR until 11/66 | 1953–4 Sir J. Laing & Sons Ltd.—Sld<br>521′ 10″ 69′ 10″ 30′ 10⅝″<br>490′ 0″ 69′ 6″ 40′ 7″<br>P104′ F61′ 1 dk<br>RW<br>rf 4″ | M Tanker Mchy.aft<br>24 Ta | Oil 2SA 5Cy. 670×2320 mm<br>5150bhp 1482t<br>Wm. Doxford & Sons Ltd. Sld<br>13k |
| 541479<br>UEMP<br>M-17090<br>Df Esd<br>Gc Rdr<br>RT | **ANIVA**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 3359<br>1550<br>4445 | | 1963 Rauma-Repola O/Y—Rauma<br>344′ 10″ 48′ 7″ 20′ 5″<br>318′ 0″ 48′ 6″ 23′ 0″<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.189500<br>1 Ha (8½′×10½′)<br>3W Der 3(3) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain Cpn<br>14k |
| 541480<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ANIVA**<br><br>**U.S.S.R.**<br>Russian | 644<br>183<br>500 | | 1957 Stocznia im. Komuny Paryskiej—<br>Gdy<br>194′ 4″ 29′ 7″ 14′ 2″<br>29′ 5″ | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm<br><br>H. Cegielski Poz |
| 506377<br>LMCX<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANJA**<br>exCarl Gorthon–67<br>**Rederi A/S Mimer &**<br>**A/S Norfart**<br>Arne Blystad<br>Oslo Norwegian | 12200 ~~12415~~<br>7122 ~~7123~~<br>18940 ~~18940~~ | ✠100A1 SS 11/65<br>oil tanker<br>✠LMC<br><br>MN1500 EL h†2⅜″SQ | 1958–6 Uddevallavarvet A/B—Udv<br>560′ 0″ 69′ 11″ 30′ 8½″<br>530′ 8″ 69′ 9″ 39′ 9″<br>P112′ B41′ F73′ 1 dk<br>11BH<br>WB1295t | M Tanker Mchy.aft<br>26 Ta<br>L.883924 HeCls. BC<br><br>Der 4(5) 2(1½) | Oil 2SA 8Cy. 760×1500 mm<br>7500bhp Götaverken 1337t (hvf)–27pd<br>Uddevallavarvet A/B Udv<br>2AuxB 150℔<br>3×200, 200, 145kW 220V d.c. 15k |
| 501804<br>PCQY<br><br>RTm | **ANJA**<br>exBorelli–55<br>**Reederij "Anja"**<br>Firma J. J. Onnes<br>Groningen Netherland | 262<br>126<br>325 | <br><br>BV | 1940 "De Vooruitgang", D. & J. Boot—<br>Alp<br>141′ 0″ 22′ 5″ 8′ 2″<br>22′ 3″<br><br>R | M Mchy.aft<br>1 Ho 87½′<br>G.18000 B.17000<br>2 Ha (30¾′, 36¾′×13′)<br>2W Der 2(2) | Oil 4SA 3Cy. 280×400 mm<br>150bhp 8t (d.o)<br>Motorenf. "De Industrie" Alp<br>1×1½kW 24V d.c. 7k |
| 501805<br>DEEN<br>SSR3421<br>Df Esd<br>RT | **ANJA 1**<br>exKahlenberg–62 exW.L. 16<br>**Partenreederei Josef,**<br>**Johann, Lübbert u.**<br>**Hermann Schöning**<br>Reederei J. Schöning<br>Haren/Ems W. German<br>Now **CLIVIA II** See New Entries No. 3 | 297<br>147<br>416 | <br><br>GL | 1916 A. Sonntag—Schönebeck<br>137′ 0″ 26′ 5″ 9′ 4″<br>26′ 3″ 9′ 11″<br>P27′ F19′ 1 dk<br>R | M<br><br>G.20000 B.19450<br>1 Ha (62¼′×16½′) | Oil 4SA 6Cy. 290×420 mm<br>300bhp NE51<br>Masch. Kiel A.G. Kel<br>9k |
| 501808<br>JEDI<br>66667<br>RT | **ANJO MARU**<br><br>**Government of Japan**<br>**(Ministry of Finance)**<br>Tokyo Japanese | 882<br>661<br>— | | 1944 Tokyo Zosensho—Tok<br>*198·6′* 31′ 3″<br>31′ 1″<br>1 dk | M Mchy.aft | Oil 4SA 5Cy. 350×520 mm<br>430bhp<br>Nippon Soda Tok |
| 528382<br>GMSH<br>305897<br>Df<br>RTm | **ANJOU**<br>exPrésident E. Chalas–63<br>**G. T. Symons & Co.**<br>**(Agencies) Ltd.**<br>London British | 481<br>263<br>625 | <br><br>BV | 1958 Schpsw. "De Dollard"—<br>Landsmeer<br>176′ 2″ 25′ 4″ 11′ 5⅞″<br>165′ 8″ 25′ 1″<br>P44′ B25′ F25′ 1 dk<br>R | M Mchy.aft<br>2 Ho 64′, 47¼′<br>B.25240<br>2 Ha (31¼′, 29¾′×13¼′)<br>2W Der 2(3) | Oil 4SA 8Cy. 270×500 mm<br>540bhp 20t (d.o)<br>N.V. Werkspoor Ams<br>2×45, 15kW 110V d.c. 10k |
| 501810<br>PCQW<br><br>Df Esd<br>RTm | **ANK T**<br><br>**Rederij m.s. "Ank T"**<br>Scheepv. Kantoor<br>J. Tavenier N.V.<br>Zaandam Netherland<br>Now **MARITTA JOHANNA** See New Entries No. **10** | 500<br>326<br>854 | <br><br>BV | 1959 Schpsw. C. Meyntjens & Zoon—<br>Ant<br>183′ 1″ 29′ 10″ 11′ 7¾″<br>170′ 0″ 29′ 7″ 13′ 6″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 155½′<br>G.38532 B.35463<br>2 Ha (37½′, 43¼′×18¾′)<br>2W Der 3(3) | Oil 4SA 8Cy. 320×450 mm<br>660bhp 72t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×7kW 110V d.c. 9½k |
| 501811<br>PZAD<br><br>Df Esd<br>Rdr<br>RTm | **ANK WINSEMIUS**<br><br>**Rederij Enship N.V.**<br>~~W. Nooitgedagt~~<br>Paramaribo Netherland<br>(Surinam) | 500<br>268<br>1008 | ✠100A1 SS 4/66<br><br>✠LMC<br><br>MN200 EL I | 1958–5 Schps. v/h De Groot & v. Vliet<br>Slikkerveer—<br>214′ 9″ 32′ 10″ 12′ 2½″<br>191′ 1″ 32′ 5½″<br>F25′ 1 dk & S dk<br>RW Coll BH to S dk, 3 to 2nd dk<br>rf 2″ WB315t | M OSD Mchy.aft<br>1 Ho 120½′, 1TwD 130′<br>G.68607 B.63389<br>1 Ha (59½′ comb.×17¼′)<br>Der 4(2) | Oil 4SA 8Cy. 320×480 mm<br>1000bhp (d.o)<br>Motorenw. Mannheim Mhm<br>2×10kW 110V d.c. 11k |
| 501747<br>5BFJ<br><br>Df Esd<br>Rdr | **ANKA**<br>exAlplata–67 exMimosa–66<br>exAngelos–64 exEurymedon–58<br>exGlenlogan–57<br>exEurymedon–52 exSamoa–47<br>Launched as Matthew Brush<br>**Maria de Lourdes Shipping**<br>**Co. Ltd.**<br>Famagusta Cyprus | 7314 ~~7314~~<br>4325 ~~4325~~<br>10702 | 100A1 SS 2/64<br>DTs–oil FP above 150° F.<br>LMC<br><br><br>EL (a†)2$\frac{1}{16}$″SQ | 1943 Bethlehem-Fairfield—Bal<br>441′ 8″ 57′ 2″ 27′ 9″<br>417′ 9″ 57′ 0″ 37′ 4″<br>2 dks<br>RW 7BH<br>WB2158t incl. DTma760t | S CSD<br>5 Ho<br>G.556087 B.493492<br>5 Ha<br>14W Der 1(50) 1(30) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1052t (o.f)<br>Worthington Corp. Harrison<br>2WTB 250℔ Spt 230℔ hs(10223)<br>11k |

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| 501812<br>OWZD<br><br>Df | **ANKA**<br>exJan Kreumer–62 exJola–50<br>**A. P. Falkenberg Partrederi**<br>Egernsund Danish | 263<br>114<br>312 | BV | **1935** Gebr. Niestern & Co.—Dzl<br>129' 6" 22' 7" 8' 8"<br>... ... ...<br>1 dk<br>R | M Mchy.aft | Oil 4SA 4Cy. 280×450 mm<br>Humboldt-Deutzmot. Köln-De |
| 501813<br>TCRS<br>716<br>Df Esd<br>Gc Rdr<br>RTm | **ANKARA**<br>exSolace–48 exIroquois–48<br>**Denizcilik Bankasi T.A.O.**<br>Denizyollari Isletmesi<br>Istanbul Turkish | 6178<br>3460<br>2518 | AB<br>✠Classed LR until 12/27 | **1927–4** Newport Ns S.B. & D.D. Co.—N.Ns<br>409' 4" 62' 2" 20' 7¾"<br>394' 6" 62' 0" 30' 6"<br>B&F384' 3 dks<br>R<br>rf 9" | TS (675P) Ref<br>4 Ho 46', 38¾', 34½', 32¾'<br>B.94255<br>4 Ha (11½', 5½', 12'×9') (8½'×8½')<br>10W Cr 4(3½) 2(1½) | 4 S Turb sr geared to 2 sc. shafts<br>8500shp 1239t<br>Newport Ns S.B. & D.D. Co. N.Ns<br>4×500, 500, 150, 150kW 115/230V d.c. |
| 501814<br>DIEN<br><br>Df Esd<br>Gc Rdr | **ANKARA**<br>exBabitonga–59<br>**Bock, Godeffroy & Co.**<br>Hamburg W. German | 2918<br>1617<br>4842<br>4635<br>2687<br>6476 | GL | **1953** Lübecker Flender-Werke—Lbc<br>379' 2" 52' 8" 20' 8"/24' 1"<br>52' 6" 30' 6"<br>F29' H71' 1 dk & S dk<br>RW | M (4P) OSD/CSD<br>5 Ho<br>G.344793 B.317276<br>6 Ha (stl) (27½', 35', 28'×23') (30½'×28') (30½'×23') (9¾'×9¾')<br>10W Der 1(20) 8(3–5) | Oil 2SA 5Cy. 680×1250 mm<br>2750bhp 490t<br>Waggon & Masch. |
| 660190<br>9GVE<br>316554 | **ANKASA**<br><br>**The Government of the Republic of Ghana**<br>Takoradi Ghanaian | 618<br>246<br>— | | **1965** Leninskaya Kuznitsa—Kiev<br>177' 10" 30' 6"<br>... ... ... | M Trawler | Oil 4SA 8Cy. 320×480 mm<br>Schwermasch. Karl Liebknecht |
| 501816<br>DHDA | **ANKE H**<br>exElke Frese–61<br>exGnom–54 exMaza W9<br>**Hinrich Holling**<br>Hamburg W. German | 289<br>164<br>599 | GL | **1942** Marinewerft—Wilhelmshaven<br>*129-4'* 26' 7" 8' 0"<br>26' 5" 9' 4"<br>1 dk | M<br>G.19662 B.17220<br>2 Ha | Oil 4SA 6Cy. 270×360 mm<br>250bhp NE57<br>Klöckner-Humboldt-Deutz |
| 501817<br>DDQS<br><br>Df Esd<br>RTm | **ANKE PAHL**<br>exBergland–67 exAnke Pahl–64<br>exWester Till–55 exTac–39<br>**Johannes Pahl**<br>Hamburg W. German | 341<br>221<br>490 | GL | **1929** Schiffs. Unterelbe—Wewelsfleth<br>131' 3" 24' 7" 11' 0"<br>24' 3" 12' 0"<br>P28' 1 dk<br>R<br>rf 14" | M Mchy.aft<br>1 Ho 85½' comb.<br>G.24000 B.22179<br>2 Ha (each 31½'×18½')<br>2W Der 1(3) 2(2) | Oil 4SA 6Cy. 270×360 mm<br>300bhp NE61 7½t<br>Klöckner-Humboldt-Deutz |
| 660798<br>LDFZ<br><br>Df Esd<br>Gc Rdr<br>RTm | **ANKENES**<br><br>**A/S Narvik Dampskipsselskap**<br>Narvik Norwegian | 468<br>250<br>620 | NV | **1965** C. Lühring—Brake<br>188' 6" 34' 6" 11' 10½"<br>169' 10" 34' 5" 21' 2"<br>B79' 1 dk & S dk<br>RW | M (6P) Ref OSD Mchy.aft<br>1 Ho 52½'<br>G.62000 B.58000 In.6800<br>1 Ha (stl) (25½'×9¾')<br>1W Der 1(10) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp 40t<br>Masch. Kiel G.m.b.H.<br>2×120kW 380V 50c/s a.c.<br>Controllable pitch propeller |
| 501818<br>MLLJ<br>191476<br>Df Esd<br>Gc Rdr<br>RTv | **ANKING**<br><br>**China Nav. Co. Ltd.**<br>John Swire & Sons Ltd.<br>London British | 5450 ~~6449~~<br>2859 ~~3225~~<br>5320 | **BS✻** SS 10/64<br>**MBS✻**<br>**RMC✻**<br>MN900 CT6114 C36 S36 | **1950–2** Scotts' S.B. & Eng. Co.—Grk<br>418' 4" 56' 10" 22' 6"<br>391' 0" 56' 6" 25' 0"<br>P41' F89' 3 dks<br>RW Coll BH to S dk, 6 to 2nd dk<br>rf 3" WB1873t incl. Tunnel tanks 206t DTm394t | M (567P) Ref CSD<br>5 Ho 53½', 57½', 30', 52½', 59'<br>G.298265 B.272259 In.18590<br>5 Ha (stl) (18¾'×15') (27½'×20') (20', 20', 20'×17')<br>12W Der 2(10) 6(5) 2(3) 2(2) | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford 486t<br>Vickers Armstrongs<br>AuxB 105lb<br>3×175kW 220V d.c. |
| 501819<br>DHWR<br>2249<br>Df Esd | **ANKLAM**<br><br>**Deutsche Seereederei**<br>Rostock E. German | 430<br>188<br>500 | | **1955** Peene-Werft—Wolgast<br>164' 3" 26' 10" 10' 6"<br>26' 8"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>Buckau-Wolf |
| 650994<br>ATAW<br>1208<br>RTv | **ANKUSH**<br><br>**Bombay Port Trust**<br>Bombay Indian | 286<br>—<br>— | ✠Class **WITHDRAWN** at Owners' request 4/68 | **1966–6** D. W. Kremer Sohn—Elmshorn<br>110' 5" 30' 9" 11' 2"<br>99' 3" 29' 3" 14' 0"<br>4BH<br>rf 24" BK4" WB60t | TM Tug<br>Der 1(1) | 2 Oil 4SA each 7Cy. 235×330 mm reverse geared<br>1400bhp 38t<br>Masch. Augsburg-Nürnberg<br>3×23kW 415V 50c/s a.c. |
| 501822<br>9VJY<br>180445<br>RT | **ANLI**<br>exStia–60 exEmpire Seabird–47<br>**Kie Hock Shipping Co. Ltd.**<br>Singapore Singapore | 530<br>316<br>528 | **BS✻** SS 2/64<br>with freeboard<br>**MBS✻**<br>MN60 CT528 C18ptSQ | **1945–8** Henry Scarr Ltd.—Hessle<br>148' 4" 27' 1" 11' 0½"<br>141' 0" 27' 0" 18' 0"<br>2 dks<br>4BH<br>WB203t | M Mchy.aft | Oil 2SA 4Cy. 250×420 mm<br>300bhp<br>British Polar Engines Ltd. |
| 650463<br>OWGJ | **ANN**<br>exFritz Alfred II<br>exFriedrich August<br>exWillkommen<br>**Harry Jacobsen**<br>Nørresundby Danish | 200<br>103<br>244 | GL | **1908** C. Lühring—Brake<br>122' 6" 21' 5" 10' 6"<br>21' 3" 10' 10"<br>1 dk<br>R len 49 | M<br>1 Ho<br>2 Ha (7½', 46'×13')<br>2W Der 3(1½) | Oil 2SA 3Cy. 230×400 mm<br>210bhp NE64<br>Alpha-Diesel A/S |
| 501823<br>WD2654<br>208261<br>Df Gc<br>Rdr<br>RTh | **ANN ARBOR No. 5**<br><br>**United States Department of Commerce**<br>New York United States | 2988<br>2032<br>1741 | AB | **1910** Toledo S.B. Co.—Toledo<br>377' 9" 56' 4" 15' 2"<br>359' 10" 56' 0" 21' 0"<br>2 dks<br>R<br>rf 9" | TS Train Ferry (16P) | T (p) 3Cy. 20½" 32½" & 51"×40" 22" 33½" & 51"×40"<br>3000ihp<br>Toledo S.B. Co.<br>3×60, 20, 20kW 120V d.c. |

**CONVERTED FOR USE AS A BREAKWATER**

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| 541871<br><br>318377<br>Esd Pfd<br>Rdr<br>RTh | **ANN C. SPENCER**<br><br>**Booth Fisheries**<br>**Canadian Co. Ltd.**<br>St. John's, Nfl Canadian | 310<br>107<br>121 | ~~✠100A1~~<br>~~trawler~~<br>~~Str. nav. ice~~<br>~~✠LMC~~<br>~~MN154~~ ~~EL (d)~~<br>✠Class **WITHDRAWN**<br>at Owners' request<br>2/68 | 1963–10 G. T. Davie & Sons Ltd.—<br>Lauzon<br>129′ 0″ 26′ 4″<br>115′ 0″ 26′ 0″ 14′ 3″<br>P8′ F20′<br>5BH<br>rf 42″ BK9″ WB10t | M Trawler<br>1 Ho 29¾′<br><br>2 Ha (stl) (each 4½′×3½′)<br>1W Der 1(3) | Oil 4SA 7Cy. 305×460 mm<br>770bhp<br>D. & J. Boot "De Industrie"<br>2×30kW 220V 60c/s a.c. | 51t (d.o)<br>Alp<br>12k |
| 501825<br>DLDK<br>SSR3579<br>Df Esd<br>RT | **ANN-CHARLOTT**<br>exStrib–57 exJason–54<br>~~Reederei A. M. Giese K.G.~~<br>~~Bremen W. German~~<br>**Otto Giese**<br>Bremen W. German | 400<br>249<br>594 | ~~✠100A1~~ ~~SS 6/63~~<br><br>~~✠LMC~~<br><br>~~MN101~~ ~~EL g~~<br>**SANK IN HARBOUR 11/68** | 1951–7 Schps. "Gideon" v/h J. Koster<br>Hzn—Gro<br>166′ 0″ 27′ 1″ 10′ 5½″<br>11′ 6″<br>Q46′ F27′ 1 dk<br>RW 3BH<br>WB171t | M Mchy.aft<br>1 Ho 100′<br>G.27500 B.26500<br>2 Ha<br>2W | Oil 4SA 8Cy. 285×420 mm<br>450 bhp<br>Masch. Augsburg-Nürnberg | <br>35t<br>Aug<br>10k |
| 535430 | **ANN HOCK**<br>exTeck Thong–66<br>**Chan Her Yan**<br>Tivoli Nav. Corp. (Panama)<br>S.A.<br>Panama Panamanian | *147*<br>*79*<br>— | | ......................<br>*90·8′* 23′ 8″<br>... ... ...<br>2 dks | Wood M | Oil 2SA 3Cy. 350×385 mm | <br><br>Kob |
| 501827<br>OXOB<br><br>Df Pfd<br>Rdr RT | **ANN LISE THOLSTRUP**<br><br>**A/S Trans-Kosan**<br>Copenhagen Danish | 500<br>248<br>529 | <br><br>BV | 1963 Jos. L. Meyer—Papenburg<br>171′ 2″ 29′ 10″ 11′ 5½″<br>142′ 0″ 29′ 6″ 14′ 7″<br>F31′ 1 dk | M Liquefied Gas Carrier Mchy.aft<br>3 Ta<br>L.43197 | Oil 4SA 6Cy. 270×360 mm<br>500bhp<br>Klöckner-Humboldt-Deutz | <br>64t–2pd<br>Kln<br>10k |
| 501828<br>GHTF<br>302789<br>Df Esd<br>Rdr<br>RTm | **ANN M**<br><br>**Metcalf Motor Coasters Ltd.**<br>T. J. Metcalf<br>London British | 1203<br>594<br>1650 | ✠100A1 SS 8/65<br><br>✠LMC<br><br>MN264 EL n1⅜″SQ | 1961–9 Burntisland S.B. Co. Ltd.—Bnt<br>230′ 0″ 36′ 7″ 14′ 7¾″<br>218′ 0″ 36′ 0″ 15′ 0″<br>P55′ R dk fwd of P92′ F25′ 1 dk<br>RW NS 5BH<br>rf nil WB569t incl. DTm145t | M Mchy.aft<br>2 Ho 48′, 84′<br>G.79600<br>2 Ha (stl) (32′, 68′×19½′) | 2 Oil 4SA each 8Cy. 8¾″×11½″ with<br>flexible couplings & sr reverse gear<br>to sc. shaft<br>1320bhp<br>Lister Blackstone Mar. Ltd.<br>2×30kW 225V d.c. | <br><br><br>60t (d.o)<br>Dursley<br>11½k |
| 540070<br>WA2814<br>253593 | **ANN McALLISTER**<br>exRussell 18–63 exBergen<br>exMaj. George H. Harrell<br>**McAllister Bros. Inc.**<br>New York United States | 134<br>91<br>— | | 1941 Equitable Eqpt. Co.—Madisonville<br>*75·8′* 23′ 0″<br>... ... ...<br><br>BK2½″ | M Tug | Oil 4SA 8Cy. 12½″×15″<br>560bhp<br>National Supply Co. | <br>69t<br>Springfield |
| 501830<br>5LLK<br>1067<br>Df Esd<br>Gc Rdr<br>RT | **ANNA**<br><br>**Eldorado Compania Naviera**<br>**S.A.**<br>Monrovia Liberian | 25441<br>15925<br>40919 | ✠100A1 SS 3/66<br>oil tanker<br>✠LMC<br><br>MN3500 EL s†3″SQ | 1957–5 Nippon Kokan—Yka<br>710′ 3″ 96′ 5″ 36′ 3¼″<br>680′ 0″ 96′ 0″ 48′ 6″<br>P135′ F79′ 1 dk<br>16BH<br>rf 4″ WB3198t incl. DTf1798t | S Tanker Mchy.aft<br>33 Ta<br>L.1994222 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17500shp<br>Hitachi Seisakusho<br>2WTB 700℔ Spt 850°F. 630℔<br>hs24530 | <br>4992t (o.f)–90pd<br>Hitachi<br>sg 135℔<br>16½k |
| 527624<br>SZIP<br>2729<br>Esd Pfd<br>Rdr RT | **ANNA**<br>exCostakis S.–66<br>exPetrell–65 exPetrel–61<br>**Prodromos Varvakis and**<br>**others**<br>Piræus Greek | 899<br>546<br>1111 | ✠100A1 SS 8/66<br><br>✠LMC<br><br>MN160 EL I | 1945–5 Goole S.B. & R. Co. Ltd.—Goo<br>209′ 2″ 31′ 5″ 13′ 7½″<br>200′ 0″ 31′ 3″ 13′ 11″<br>Q133′ F19′ 1 dk<br>RW NS 3BH<br>WB275t | M Mchy.aft<br><br>G.63674 B.60059<br><br>4W | Oil 2SA 5Cy. 340×570 mm<br>800bhp ✠NE54<br>British Polar Engines Ltd. | <br>69t<br>Gls<br>10k |
| 501831<br>PUZA<br><br>RT | **ANNA**<br><br>**Empreza Nacional de Nav.**<br>**"Hoepcke" S.A.**<br>Florianopolis Brazilian | 711<br>364<br>— | ✠ | 1909–6 Bremer Vulkan—Vgk<br>*175·9′* 29′ 6″<br>29′ 4″<br>1 dk<br>R | TM | 2 Oil 2SA each 6Cy. 240×400 mm<br>NE50<br>Sulzer Bros. | <br><br>Win |
| 520362<br>HPRO<br><br>Df Esd<br>Gc Rdr<br>RT | **ANNA**<br>exLargo–64 exKarskär–54<br>**Suasam S.A.**<br>Panama Panamanian | *582*<br>*222*<br>790 | ✠100A1 SS 8/63<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>MN170 EL I | Lch. 1942 Cmd. 1945–7 Öresundsvarvet<br>A/B—Lkr<br>208′ 0″ 31′ 7″ 11′ 10½″<br>194′ 7″ 31′ 6″ 19′ 4″<br>1 dk & S dk<br>RW Coll BH to S dk, 3 to 2nd dk<br>WB216t | M OSD<br><br>G.64740 B.59590<br><br>7W | Oil 2SA 5Cy. 340×570 mm<br>850bhp<br>Atlas-Diesel | <br>88t<br>Skm<br>11k |
| 650049<br>PCRG<br><br>Df Esd<br>Rdr RT | **ANNA**<br><br>**Rederij Tijt**<br>Scheepv. Kantoor J.<br>Tavenier N.V.<br>Zaandam Netherland | 499<br>312<br>955 | <br><br>BV | 1965 N.V. Bodewes Schps.—<br>Martenshoek<br>197′ 6″ 30′ 4″ 11′ 9¾″<br>180′ 5″ 30′ 2″ 13′ 3″<br>1 dk | M Mchy.aft<br>1 Ho 124¾′<br>G.39000 B.36000<br>2 Ha (each 39¾′×17¼′)<br>2W Der 2(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Masch. Kiel G.m.b.H.<br>2×9 & 7kW 110V d.c. | <br>94t (d.o)<br>Kel<br>10k |
| 529997<br>SVYT<br>52<br>Df Rdr<br>RT | **ANNA**<br>exRoselyne–66 exPoldhu–55<br>**Nicholas Mparmpas &**<br>**Dimitrios Moschovis**<br>Thessaloniki Greek | 417<br>201<br>550 | BV HR<br><br>✠Classed LR until 7/55 | 1939–2 N.V. Schpsw. "Foxhol"—Foxhol<br>151′ 11″ 26′ 0″ 10′ 9½″<br>10′ 10″<br>Q88′ F22′ 1 dk<br>R | M Mchy.aft<br><br>G.30000 B.27000<br><br>2W | Oil 4SA 6Cy. 290×450 mm<br>360bhp<br>Appingedammer Brons. | <br>26t<br>Apg<br>9¾k |
| 501834<br>TFBZ<br><br>Df Esd<br>Rdr RT | **ANNA**<br><br>**Thrainn Sigurdsson**<br>Siglufirdi Icelandic | 150<br>64<br>— | <br><br>BV | 1960 Scheepsw. "De Beer"—Zaandam<br>92′ 0″ 21′ 6″<br>84′ 0″ 21′ 4″ 10′ 7″<br>1 dk | M Trawler | Oil 4SA 8Cy. 240×260 mm<br>500bhp<br>Kromhout Motorenfab. | <br><br>Ams |

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| 501835<br>DCBZ | **ANNA**<br>exJantje<br>**Franz Gribbe**<br>Strohausen W. German | 138<br>74<br>197 | | | 1909 B. Niestern Zoon—Dzl<br>*88·5′* 19′ 11″<br>8′ 7″<br>P23′ 1 dk<br>R conv sailing ship— | M | Oil 4SA 2Cy. 270×420 mm<br>100bhp NE36<br>Deutsche Werk A.G. |
| 672772<br>Df Esd<br>Rdr RT | **ANNA**<br>**Gebr. Pasterkamp.**<br>Urk Netherland | 125<br>—<br>— | | | 1967 Peters Scheepsbouw—<br>Dedemsvaart<br>86′ 0″ 21′ 4″<br>75′ 0″ 21′ 0″ 10′ 5″<br>1 dk | M Fishing | Oil 4SA 6Cy. 240×260 mm<br>410bhp<br>Kromhout Motorenfab. |
| 516980<br>WA8654<br>226902<br>RT | **ANNA**<br>exJane Caroll–65<br>exNew Rochelle–57<br>**Edward Atmanchuk**<br>New York United States | 105<br>71<br>— | | | 1927 A.C. Brown & Sons—Tottenville<br>*75·8′* 22′ 0″<br>21′ 10″ | Wood M Tug | Oil 4SA 6Cy. 13½″×22″<br>525bhp NE35<br>Ingersoll-Rand Co. Phillipsburg |
| 501836<br>LHNK<br>Df Esd<br>Gc Rdr<br>RT | **ANNA BAKKE**<br>**Skips A/S Marie Bakke**<br>Knut Knutsen O.A.S.<br>Haugesund Norwegian | 6082<br>3531<br>8760 | ✠100A1<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN1640 | SS 3/67<br>EL c† | 1950–1 A/B Götaverken—Got<br>475′ 2″ 58′ 8″ 25′ 8½″<br>450′ 10″ 58′ 5″ 38′ 0″<br>F94′ 1 dk & S dk, 3rd dk fwd of mchy. space Fruit dk in No. 3 hold<br>Coll BH to S dk, 6 to 2nd dk<br>WB2013t incl. Tunnel tanks 290t DT168t | M Ref OSD<br>G.455314 B.410159 In.96800<br>16W Der 1(20) | Oil 2SA 9Cy. 760×1500 mm<br>8200bhp<br>A/B Götaverken |
| 650090<br>DNHI<br>Df Esd<br>Rdr RT | **ANNA BECKER**<br>**Arnold Becker**<br>Hamburg W. German | 500<br>342<br>1272 | | GL | 1964 J. J. Sietas Schiffsw.—Ham<br>245′ 1″ 35′ 5″ 12′ 10″<br>221′ 11″ 35′ 4″ 21′ 4″<br>1 dk & S dk | M OSD Mchy.aft<br>G.99200 B.90600<br>2 Ha<br>6W Der 6(3) | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz |
| 521981<br>IUWV<br>900<br>RT | **ANNA BIANCA**<br>exManuel–63 exArgo–51<br>exVanda M. exErminia<br>exTirana–38 exMariu exCarlin<br>exFridius exVivien<br>**Domenico Biagio Fevola &**<br>**Anna Salierno**<br>Naples Italian | 442<br>251<br>702 | | RI | 1921 A/S Marstal Skibs.—Marstal<br>152′ 6″ 30′ 0″ 11′ 7½″<br>140′ 5″ 29′ 11″ 12′ 6″<br>1 dk<br>R | TM Mchy.aft<br>2 Ho<br>G.38000 B.35000 | 2 Oil 4SA 4Cy. 265×410 mm<br>400bhp NE43<br>S.A. Ansaldo |
| 671794<br>Df Esd<br>Gc Rdr<br>RT | **ANNA BIBOLINI**<br>**Bibolini Soc. di Nav. S.p.A.**<br>Palermo Italian | 27000<br>16350<br>46600 | | AB RI | 1967 Italcantieri S.p.A.—Gen<br>699′ 3″ 95′ 4″ 38′ 2″<br>655′ 1″ 95′ 1″ 55′ 9″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 900×1600 mm<br>16100bhp Fiat<br>C.R.D. Adriatico |
| 510263<br>TFZF<br>Df Esd<br>Rdr RT | **ANNA BORG**<br>exElse Danielsen–65<br>**Skipaleidir h/f**<br>Reykjavik Icelandic | 811<br>471<br>1219 | | BV | 1962 Kerstholt Scheeps. N.V.—Gro<br>220′ 6″ 33′ 1″ 12′ 10″<br>200′ 1″ 32′ 10″ 14′ 4″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>2 Ha (31½′, 65′×16½′)<br>6W Der 1(10) 6(3) | Oil 2SA 8Cy. 290×490 mm<br>960bhp<br>Alpha-Diesel A/S |
| 501838<br>SFMN<br>9998<br>Df Esd<br>Gc Rdr | **ANNA BRODIN**<br>**Rederi A/B Disa**<br>~~Erik O. Brodin Olof Brodin~~<br>~~Stockholm Swedish~~<br>Lars Brodin<br>Stockholm Swedish | 11590<br>6613<br>16760 | ✠100A1<br>✠LMC<br>MN1140 | SS 10/64<br>EL f†2¼″SQ | 1960–3 Oresundsvarvet A/B—Lkr<br>515′ 11″ 65′ 9″ 29′ 11½″<br>486′ 5″ 65′ 4″ 42′ 0″<br>P100′ F51′ 1 dk<br>NS 5BH<br>rf 1″ DK fwd WB5789t incl. Topside tanks in holds 2358t | M Mchy.aft<br>3 Ho<br>5 Ha (59¾′, 55½′, 55½′, 55½′, 55½′×31½′) | Oil 2SA 6Cy. 680×1500 mm<br>5700bhp<br>A/B Götaverken<br>AuxB 85℔ e (ex.g) 85℔ |
| 501839<br>PCRK<br>Df Esd<br>Rdr<br>RTm/h | **ANNA BROERE**<br>**Gebr. Broere N.V.**<br>Dordrecht Netherland | 499<br>221<br>785 | ✠100A1<br>oil tanker<br>✠LMC<br>MN130 | SS 8/66<br>EL j 1¼″SQ | 1961–7 D. W. Kremer Sohn—Elmshorn<br>194′ 7″ 28′ 6″<br>180′ 1″ 28′ 2½″ 12′ 3″<br>P56′ F32′ 1 dk<br>RW 10BH<br>rf 5″ WB115t | M Tanker Mchy.aft<br>10 Ta<br>L.33000 | Oil 4SA 6Cy. 320×450 mm<br>650bhp 67½t (d.a)<br>Klöckner-Humboldt-Deutz<br>wtdb 150℔<br>3×10, 8, 8kW 110V d.c. |
| 661633<br>OZPM<br>Df Esd<br>Rdr RT | **ANNA BRUUN**<br>**Jesper Bruun Andersen**<br>Skagen Danish | 163<br>73<br>— | | | 1966 Karstensens Skibs.—Skagen<br>98′ 11″<br>86′ 5″ 22′11½″ 11′ 6″<br>1 dk | M Trawler Mchy.aft | Oil 2SA 8Cy.<br>750bhp<br>Alpha-Diesel A/S |
| 501840<br>ICKA<br>2603<br>Df Gc<br>RT | **ANNA C.**<br>exSouthern Prince–47<br>~~Giacomo Costa fu Andrea~~<br>Genoa Italian<br>**Costa Armatori S.p.A.** | 12030<br>6992<br>6600 | ✠Classed LR until 7/61 | RI | 1929–8 Lithgows Ltd.—P.Gl<br>524′ 4″ 64′ 11″ 28′ 3½″<br>495′ 6″ 64′ 10″ 41′ 0″<br>F84′ 3 dks, pt 4th dk<br>R | TM (1065P) Ref CSD<br>5 Ho<br>G.212400 B.205164 In.71802<br>17W | 2 Oil 2SA each 9Cy. 750×1320 mm<br>14000bhp NE52<br>S.A. Fiat S.G.M. |
| 501841<br>ELMH<br>415<br>Df Esd<br>Gc Rdr | **ANNA C.**<br>Launched as Anna<br>**West African Steamship Co.**<br>Monrovia Liberian | 6112<br>3579<br>10750 | ✠100A1<br>✠LMC<br>MN840 | SS 2/67<br>EL d†2 1/16″SQ | 1954–7 Bartram & Sons Ltd.—Sld<br>476′ 1″ 62′ 0″ 26′ 11½″<br>445′ 0″ 61′ 9″ 40′ 2″<br>F93′ 1 dk & S dk<br>RW Coll BH to S dk, 7 to 2nd dk<br>WB3076t incl. DTa1300t | M OSD<br>G.673268 B.600395<br>8W Der 1(35) 4(10) 6(5) 1(3) | Oil 2SA 4Cy. 670×2320 mm<br>4700bhp Doxford<br>Wallsend Slpwy & Eng. Co.<br>2AuxB 120℔ |

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| 501843<br>IJUF<br>206<br>Df Esd<br>RT | **ANNA CAPANO**<br>exImkenturm–61 exLahneck–56<br>exPolykarp–50 exNyco–47<br>**Raffaele Capano**<br>Torre del Greco Italian | 1463<br>733<br>2534 | RI | 1938 Nylands Verksted—Osl<br>276' 6" 41' 4" 17' 7⅛"<br>255' 9" 41' 2" 17' 9"<br>F67' 1 dk & S dk<br>R len 51 | S OSD<br>4 Ho<br>G.359997 B.323250<br><br>12W Der 1(30) 12(5) | C 2Cy. 16¾" & 33$\frac{7}{16}$"×33$\frac{7}{16}$" & LP turb<br>1200ihp<br>Nylands Verksted | <br>560t (o.f)<br>Osl<br>15k |
| 518070<br><br><br>Df Esd<br>Gc Rdr<br>RTh/v | **ANNA DI MAIO**<br>exAnna D.–67 exKamerun–67<br>**Giovanni di Maio**<br>Torre del Greco Italian | 3841<br>1994<br>6327 | **Class WITHDRAWN**<br>at Owners' request<br>1/68 GL RI | 1951 Flensburger Schiffs. Ges.—Fln<br>413' 5" 54' 4" 22' 8$\frac{1}{16}$"<br>384' 5" 54' 2" 32' 10"<br>P67' F40' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB867t | M OSD<br>4 Ho 64¼', 93¼', 62¼', 67'<br>G.438630 B.407580<br>4 Ha (stl) (39', 48', 38¼', 38¼'×19¾')<br>Der 1(30) 1(15) 4(5–10) 4(5) 2(3) | Oil 2SA 5Cy. 700×1200 mm<br>3350bhp<br>Masch. Augsburg-Nürnberg<br>(db 71℔)<br>3×80kW 230V d.c. | <br>595t (d.o)<br>Aug<br><br>12½k |
| 534676<br>PCRF<br><br>Df Esd<br>Rdr RT | **ANNA DRENT**<br>exSwallow–67<br>exDinkelstroom–62<br>exShallow–60<br>**K. Drent**<br>Kamp's Scheepvaart en Handelmaats. N.V.<br>Groningen Netherland | 495<br>306<br>730 | ✠100A1 SS 3/67<br><br>✠LMC<br><br>EL g | 1951–2 Bodewes Scheeps.—Martenshoek<br>173' 0" 28' 0" 11' 7"<br>155' 1" 27' 11" 11' 10"<br>P39' Q54' F26' 1 dk<br>RW 3BH<br>WB169t | M Mchy.aft<br>1 Ho 101'<br>G.34000 B.32500<br><br>2W Der 2(2) | Oil 4SA 8Cy. 285×420 mm<br>400bhp<br>Masch. Augsburg-Nürnberg | <br>36¾t<br>Aug<br>9½k |
| 540072<br><br>318889<br>Df Esd<br>Rdr | **ANNA E. CAMPERS**<br><br>**Laurence Sweeney Fisheries Ltd.**<br>W. L. Sweeney<br>Yarmouth Canadian | 145<br>91<br>— | | 1963 A. F. Theriault & Son—Meteghan<br>*90·0'* 23' 5"<br>23' 3"<br>1 dk | Wood M Fishing | Oil 4SA 8Cy. 6¼"×8"<br><br>Caterpillar Tractor Co. | <br><br>Peoria |
| 540073<br>IKBQ<br>980<br>RTm | **ANNA EMMA**<br>exApe–63 exCoccinelle<br>**Aristide Villari**<br>Genoa Italian | 361<br>203<br>580 | RI | 1918 Ch. & At. de Provence—Port de Bouc<br>148' 9" 24' 1" 14' 2"<br>131' 9" 24' 0" 14' 9"<br>1 dk<br>R | M<br>2 Ho 65½', 26¼'<br>3 Ha (14¾', 14¾'×13') (18¼'×9¾')<br>Der 3(1) | Oil 4SA 6Cy. 265×410 mm<br>450bhp Emade52fitted—<br>Ansaldo Stab. Mecc. | <br>(d.o)<br>Gen |
| 534355<br>SXSZ<br><br>Df Esd<br>Gc Rdr<br>RT | **ANNA F.**<br>exMano–67 exSulima–65<br>**Efnaval Compania S.A.**<br>Piræus Greek | 4804<br>2419<br>6314 | **BS✱** TD 9/68 ~~CS 12/64~~<br><br>**MBS✱**<br><br>MN620 CT5844 C36 S31 | 1948–5 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>408' 0" 57' 2" 22' 4½"<br>385' 0" 57' 0" 32' 9"<br>F36' 1 dk & S dk<br>RW 7BH<br>rf nil WB2226t incl. DTs973t | M OSD<br>4 Ho 57¾', 65', 70', 37½'<br>6 DTs each 32½'<br>G.399000 B.364000<br>7 Ha (25', 30'×18') (10'×12') (10', 10'×8') (30', 22½'×18')<br>14W Der 1(50) 1(30) 2(10) 6(7) 2(5) 4(3) | Oil 2SA 4Cy. 560×2160 mm<br>3100bhp Doxford<br>Scotts' S.B. & Eng. Co. Ltd.<br>db 120℔<br>3×125kW 220V d.c. | <br>668t (hvf)<br>Grk<br><br>12¼k |
| 501846<br>OZMD<br><br>Df Esd<br>Rdr<br>RTm | **ANNA FREM**<br><br>**Helge K. Jensen**<br>Copenhagen Danish | 299<br>145<br>499 | BV | 1962 Sønderborg Skibsv.—Sønderborg<br>152' 0" 27' 7" 10' 11¾"<br>132' 2" 27' 6"<br>1 dk<br>rf nil | M Mchy.aft<br>1 Ho 81½'<br><br>1 Ha (67¼'×16½')<br>Der 2(3) | Oil 2SA 5Cy.<br>350bhp NE65<br>Alpha-Diesel A/S<br>3×8, 6, 3kW 110V d.c.<br>Controllable pitch propeller | <br><br>Fkn |
| 501847<br>LQUF<br><br>Gc Rdr | **ANNA G.**<br><br>**Naviera Buenos Aires S.A.**<br>Buenos Aires Argentine | 3350<br>2200<br>— | | 1942 Kaiser Co. Inc.—Vcr<br>*332·2'* 50' 0" 15' 10"<br>49' 10"<br>2 dks | TM | 2 Oil 2SA each 12Cy. 215×255 mm<br><br>General Motors Corp. | <br><br>Clv |
| 501848<br>LCOD | **ANNA G.**<br>exRau XI–50 exVestfold IV–39<br>exHerkules I–34<br>**Hans O. Vindenes**<br>Bergen Norwegian | 342<br>146<br>— | NV | 1927 Kaldnæs M/V—Tbg<br>143' 3" 24' 1"<br>128' 1" 23' 11"<br>1 dk<br>R len 57 | M Fishing Mchy.aft | Oil 2SA 6Cy. 290×490 mm<br>720bhp NE56<br>Alpha-Diesel A/S | <br><br>Fkn |
| 506690<br>ILJY<br>929<br>Df Esd | **ANNA GEMMA**<br>exCeleste Aida–65<br>exInchcolm–53<br>**Antonio Schiano di Cola**<br>Naples Italian | 493<br>266<br>452 | RI<br><br>✠Classed LR until 3/57 | 1941–7 Cook, Welton & Gemmell Ltd.—Bev<br>167' 4" 27' 10" 13' 8"<br>149' 3" 27' 6" 14' 11"<br>F27' 1 dk | M<br>3 Ho<br>B.24710<br>2 Ha<br>2W Der 3 | Oil 4SA 6Cy. 320×480 mm<br>500bhp Emade56fitted57<br>Motorenw. Mannheim | <br>75t<br>Mhm<br>11k |
| 662275<br>DCTN<br><br>Df Esd<br>Rdr RT | **ANNA GERDES**<br><br>**Johann Gerdes**<br>Haren/Ems W. German | 293<br>180<br>512 | GL | 1966 Schiffs. Oberwinter—Oberwinter<br>154' 10" 27' 8" 9' 0"<br>141' 0" 27' 7" 10' 2"<br>P30' F17' 1 dk | M Mchy.aft<br><br>G 22000 B.20000<br>2 Ha | Oil 4SA 6Cy. 270×360 mm<br>300bhp<br>Klöckner-Humboldt-Deutz<br>2×8kW 220/380V a.c. | <br><br>Kln<br>9½k |
| 672634 | **ANNA GIACALONE**<br><br>**Salvatore Giacalone fu Pietro**<br>Trapani Italian | 100<br>—<br>— | | 1967 F. Giacalone—Trapani<br>77' 5" 20' 0"<br>... ... ...<br>1 dk | Wood M Fishing | Oil SA<br><br>Atlas-Mak Masch. | <br><br>Kel |
| 501849<br><br>194698<br>Rdr<br>RTm | **ANNA GORE**<br>exDaring–52<br>**Island Tug & Barge Ltd.**<br>Vancouver Canadian | 184<br>47<br>— | | 1944 Ackerman B.B. Co.—Long Beach<br>*92·1'* 24' 7"<br>... ... ... | Wood M Tug | 2 Oil each 16Cy. 4¼"×5" geared to sc. shaft<br>1400bhp NE64<br>General Motors Corp. | <br><br>(d.o)<br>Det<br>10k |

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| 513455<br>DAPD<br><br>Df Esd<br>Rdr RT | **ANNA GRAEBE**<br>exGraeko-66<br>**Partenreederei m.s.**<br>**"Anna Graebe"**<br>Günter Graebe<br>Hamburg W. German | 487<br>270<br>1033 | GL | 1961 Büsumer Schiffs. W. & E. Sielaff—<br>Büsum<br>193' 3" 30' 10" 12' 1½"<br>175' 1" 30' 6" 12' 6"<br>P&B117' F20' 1 dk<br>RW | M Mchy.aft<br><br>G.59000 B.56000<br>2 Ha | Oil 2SA 6Cy. 290×420 mm<br>500bhp<br>Masch. Kiel A.G. |
| 533778<br>DCVR<br><br>Df Esd<br>Rdr RT | **ANNA HARTMANN**<br>exStadt Leer-65<br>**Hinrich Hartmann**<br>Ostgrossefehn W. German | 424<br>270<br>640 | GL | 1951 Martin Jansen—Leer<br>*156·6'* 24' 7" 11' 3"<br>24' 5" 12' 11"<br>P29' F14' 1 dk<br>RW len 55 | M<br>1 Ho 88¼'<br>G.20000<br>1 Ha (60¼'×16¼')<br>2W | Oil 4SA 6Cy. 290×420 mm<br>250bhp<br>Masch. Kiel A.G. |
| 501851<br>DGCH | **ANNA HELENE**<br>exVertrauen<br>**Peter Weber**<br>Hamburg W. German | 148<br>105<br>— | GL | 1928 Mulder & Suurmeyer—Foxhol<br>*117·7'* 17' 0"<br>8' 2"<br>Q20' 1 dk<br>R len 50 & 58 | M | Oil 4SA 3Cy. 215×360 mm<br>90bhp NE37<br>Deutsche Werke A.G. |
| 641231<br>PCRQ<br><br>RT | **ANNA HENDRIKA**<br>**H. Messemaker**<br>Katwijk a/Zee Netherland | ~~464~~ 160<br>~~49~~ 57<br>— | | 1963 Schiffsw. Julius Diedrich—<br>Oldersum<br>101' 3" 22' 0"<br>... ... ... | M Fishing | Oil 4SA 8Cy. 240×260 mm<br>Kromhout Motorenfab. |
| 501855<br>PCQT<br><br>Df Esd<br>RT | **ANNA JACOB**<br>exBorneo-61<br>**Firma Gebr. van Rijn**<br>Katwijk a/Zee Netherland | 180<br>90<br>— | | 1910 Gebr Boot—Leiderdorp<br>*109·1'* 21' 8"<br>... ... ...<br>R len 46 | M Fishing | Oil 4SA 6Cy. 240×350 mm<br>Emade39fitted52<br>Motorenw. Mannheim |
| 511399<br>SVNC<br>2857<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANNA K**<br>exFernbay-66<br>**Kastor Cia. Mar. S.A.**<br>Piræus Greek | 4933<br>2825<br>8300 | **100A1** SS 11/66<br>DTmf—oil FP above 150°<br>F. or veg. oil—DTma—<br>latex<br>**LMC**<br>MN1130 EL a†<br>NV | 1949 Eriksbergs M/V A/B—Got<br>434' 11" 58' 1" 25' 11½"<br>405' 0" 57' 11½" 38' 9"<br>B11' F100' 1 dk & S dk, 3rd dk in Nos. 2 & 3 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4" DK fwd WB3710t incl. Tunnel tanks 324t DTmf1200t DTma606t | M (12P) Ref OSD<br>4 Ho 58', 96', 28' DT, 60', 67'<br>G.533980 B.480110 In.9000<br>5 Ha (31½', 36½', 31½', 31½', 31½'×20')<br>18W Der 1(30) 1(15) 2(5–10) 6(5) 10(3–5) | Oil 2SA 7Cy. 740×1400 mm<br>5650bhp B&W 1457t<br>Eriksbergs M/V A/B<br>3×125kW 220V d.c.<br>2AuxB (1 o.f 1 ex.g) 105lb |
| 501856<br>DDQG<br>3646<br>Df Esd<br>Gc Rdr<br>RTm/v | **ANNA KATRIN FRITZEN**<br>**Johs. Fritzen & Sohn**<br>Fritzen Schiffsagentur u.<br>Bereederungs G.m.b.H.<br>Bremen W. German | 11969<br>6891<br>16019 | ✠**100A1** CS 6/68 ~~SS 7/66~~<br>**Str. nav. Ice**<br>✠**LMC**<br>**MN1460** EL g†2⅛"SQ<br>GL | 1958–11 A.G. "Weser" Werk Seebeck—<br>Bhn<br>531' 10" 69' 6" 30' 2"<br>498' 8" 68' 11" 41' 7"<br>P113' F65' 1 dk<br>NS 9BH<br>rf nil WB6789t incl. Topside tanks 2514t | S (12P) Mchy.aft<br>5 Ho 39½', 78', 78' 78', 44½'<br>G.700000<br>5 Ha (stl) (23', 57½' 57½', 57½' 23½'×32½')<br>Der 2(2½) 4(2) 2(1) | 2 S Turb dr geared to sc. shaft<br>7300shp 1700t<br>Siemens-Schuckertwerke<br>2WTB 715lb Spt 896° F. 685lb db<br>sg 128lb hs10400<br>2×440kW 400V 50c/s a.c.<br>Thw. thrust propeller aft |
| 660162<br>LCTJ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNA KNUDSEN**<br>**D/S A/S Jeannette Skinner**<br>Knut Knutsen O.A.S.<br>Haugesund Norwegian | 41442<br>23712<br>~~70770~~<br>74300 | NV | 1966 A/B Götaverken—Got<br>784' 11" 121' 2" ~~40' 2¾"~~ 41' 9¾"<br>760' 0" 121' 0" 54' 0"<br>1 dk | M Tanker Mchy.aft<br>16 Ta<br>L.3089000 | Oil 2SA 9Cy. 850×1700 mm<br>19800bhp<br>A/B Götaverken<br>3×600kW 440V 60c/s a.c. |
| 661409<br>LGIP<br><br>Df Esd<br>Rdr RT | **ANNA LOVISE**<br>**Nils Snekvik Partrederi**<br>Trondheim Norwegian | 392<br>183<br>— | NV | 1966 Smedvik M/V A/S—Tjørvåg<br>134' 10" 27' 1"<br>118' 1" 27' 0" 13' 11"<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>2 Ha (8½', 9½'×10½')<br>1W Der 1(3) | Oil 2SA 8Cy. 280×420 mm<br>800bhp<br>Wichmann Mtrf.<br>2×34, 26kW 220V 50c/s a.c. |
| 501860<br>DKMI<br><br>Df Esd<br>RT | **ANNA-LUISE**<br>**Herm. & Heinr. Schepers**<br>Schepers Rhein-See-Linie<br>Duisburg W. German<br>Now **ZATON** See New Entries No. 9 | 300<br>191<br>445 | GL | 1957 Klahn Werft—Bln<br>*148·6'* 26' 8" 8' 6"<br>26' 6" 9' 6"<br>P38' B17' 1 dk | M<br>G.22000 B.20000<br>1 Ha (75¼'×18') | Oil 4SA 6Cy. 235×330 mm<br>350bhp<br>Masch. Augsburg-Nürnberg |
| 501861<br>PCRC<br><br>Df Esd<br>RT | **ANNA LYDIA**<br>**N. van Duin**<br>Katwijk a/Zee Netherland<br>Now **KLAASJE** See New Entries No. 5 | 129<br>43<br>— | | 1960 Schps. Hijlkema—Martenshoek<br>95' 2" 21' 8" 10' 6"<br>81' 4" 21' 3½" 11' 2" | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×260 mm<br>Kromhout Motorenfab. |
| 538393<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ANNA MADRE**<br>exVrijburgh-67<br>**Ubaldo Gennari fu**<br>**Torquato & C.**<br>Ancona Italian | 1097 ~~1117~~<br>519 ~~600~~<br>1324 | ✠LR class withdrawn—<br>Owners' request 10/67 | 1949–5 Werf de Noord—Alb<br>280' 9" 40' 2" 14' 1½"<br>259' 1" 40' 0" 21' 3"<br>F30' 1 dk & S dk<br>RW Coll BH to U dk 3 to 2nd dk<br>rf 18" WB224t len 62 | M (6P) Ref OSD Mchy.aft<br>2 Ho 58½' 108' 1 TwD 173½<br>G.86376 B.79666 In.15000<br>2 Ha (31½', 66½'×16½')<br>6W Der 1(15) 6(3) | Oil 4SA 8Cy. 390×680 mm<br>gearing<br>1500bhp<br>N.V. Werkspoor<br>3×80, 80, 20kW 220V d.c. |
| 501862<br>OUOY<br><br>Df Esd<br>Gc Rdr | **ANNA MÆRSK**<br>**A/S D/S Svendborg & D/S**<br>**af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish<br>Now **CLEMENTINE** See New Entries No. 5 | T.Mk<br>6625<br>3858<br>9856<br>8826<br>5322<br>— | ✠**100A1** SS 10/63<br>with fbd FPTs—oil FP above 150° F. DTsm, DTsa, tunnel side tanks & upper APT—oil FP above 150° F. or molasses<br>✠**LMC**<br>✠**Lloyd's RMC**<br>**MN1460** EL d†2¼"SQ | 1949–6 Eriksbergs M/V—Got<br>478' 10" 61' 2" 27' 8"/28' 9"<br>445' 0" 61' 0" 41' 6"<br>P52' F48' 1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>Coll BH to S dk 6 to 2nd dk<br>WB5835t incl. Tunnel tanks 221t DTsa1726t DTsm2077t | M Ref ~~OSD/CSD~~<br>5 Ho<br>G.662000 B.592000 In.8340<br>6 Ha (31½'×18') (44½'×20') (34'×18') (39½'×20') (31½'×20') (13'×18')<br>20W Der 1(45) 1(15) 12(5) 6(3) | Oil 2SA 9Cy. 740×1400 mm<br>7380bhp B&W<br>Eriksbergs M/V<br>AuxB (o.f) 105lb<br>WTAuxB (ex.g) 100lb |

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| 514697<br>SXHE<br>181813<br>Df Esd<br>Rdr | **ANNA MARIA**<br>exHelka-67<br>**Starko Shipping Co. S.A.**<br>Piræus Greek | 2111<br>1107<br>3640 | ✠100A1 SS 9/65<br>with freeboard<br>✠LMC<br><br>MN369 EL u | 1947-12 Burntisland S.B. Co. Ltd.—Bnt<br>323' 6" 44' 6" 19' 8½"<br>305' 0" 44' 3" 29' 1"<br>F30' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>WB778t | S Ref OSD<br>4 Ho 50', 62', 55', 52'<br>G.239370 B.220780 In.1565<br>4 Ha (29½', 30', 27½', 27½'×18')<br>9W Der 2(10) 2(5) 4(3) | T 3Cy. 19½" 32" & 56"×39"<br>1230ihp 522t (o.f)<br>Hall, Russell & Co. Ltd. Abn<br>2 SB 220℔ Spt hs(5840) 6cf<br>2×12½kW 110V d.c. 11½k |
| 526021<br>SYUY<br>2374<br>Df Esd<br>Pfd Rdr<br>RT | **ANNA MARIA**<br>exEffy-67 exOcean Coast-64<br>**Titika Cia. Nav. S.A.**<br>Piræus Greek | 1173<br>657<br>—<br>1512<br>866<br>1790 | ~~BS ✠~~ ~~SS 5/66~~<br><br>~~MBS ✠~~<br><br>~~MN290~~ ~~CT1729~~ ~~C26~~<br>**WRECKED 2/69** | 1935-9 Henry Robb Ltd.—Lth<br>262' 6" 38' 2" 15' 2"/17' 2"<br>250' 0" 38' 0" 22' 9"<br>B37' F27' 1 dk & S dk<br>R 4BH<br>WB452t | TM OSD/CSD Mchy.aft<br><br>B.113100<br><br>6W Der 1(8) | 2 Oil 2SA each 5Cy. 340×570 mm<br>1450bhp 84t<br>British Auxiliaries Ltd. Gls<br>11k |
| 501863<br>SXYZ<br>1795<br>Df Esd<br>Gc Rdr<br>RTv | **ANNA MARIA**<br>exAnnita-61 exMerceditta-51<br>**Alcyone Maritime Transport & Fishing Co. S.A.**<br>Piræus Greek | 1025<br>472<br>— | <br><br>BV | 1934 Ch. & At. de St. Nazaire (Penhoët)<br>—Quevilly<br>*218·6'* 34' 6"<br>34' 4"<br>R | M Trawler<br>4 Ho 32¾', 32¾', 14¾', 35½'<br><br>4 Ha (stl) (each 5'×5') | Oil 4SA 6Cy. 450×850 mm<br>1000bhp (d.o)<br>Ch. & At. de St. Nazaire Quevilly<br>4×230 230, 75, 75kW 220V d.c. |
| 525381<br>SWZC<br>2090<br>Df Esd<br>RTh | **ANNA MARIA II**<br>exNissos Skyros-64<br>exHaskerland-62 exStentor-45<br>exHaskerland-45<br>exZwartewater-39<br>**S. Glykas**<br>Piræus Greek<br>Now **DIMITRIS M** See New Entries No. 6 | 383<br>196<br>572<br>493<br>—<br>950 | ✠100A1 Dr 4/63<br>with freeboard<br>✠LMC<br><br>EL k | 1937-3 C. v.d. Giessen—Krimpen<br>205' 10" 29' 8" 10' 11"/13' 5"<br>197' 6" 29' 6" 17' 9"<br>1 dk & S dk<br>RW Coll BH to S dk, 3 to 2nd dk<br>WB226t | M OSD/CSD Mchy.aft<br>2 Ho 65½', 57½'<br>G.49000 B.46000 In.8334<br>2 Ha (each 34½'×15¾')<br>4W Der 2(5) 2(3) | Oil 2SA 6Cy. 350×600 mm<br>750bhp 65t(d.o)<br>Gebr. Stork & Co. Hengelo<br>3×40, 11, 4kW 110V d.c.<br>Directional propeller 11k |
| 515238<br>ICWH<br>651<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNA MARIA D'AMICO**<br>exHöegh Silverstream-65<br>**Segesta Soc. di Nav. S.p.A.**<br>d'Amico Soc. di Nav. S.p.A.<br>Palermo Italian | 6278<br>3827<br>9690 | RI<br>✠LR class withdrawn—<br>Owners' request 3/67 | 1948-10 Nederl. Dok & Schps. Maats.—Ams<br>478' 8" 63' 8" 27' 0½"<br>445' 6" 63' 6" 40' 6"<br>P43' F53' 1 dk & S dk, 3rd dk fwd of mchy. space | M Ref OSD<br>5 Ho<br>G.672000 B.602000 In.2200<br><br>21W Der 23(3-5) | Oil 2SA 8Cy. 720×1250 mm<br>7200bhp ✠NE2/60 963t<br>Sulzer Bros. Ltd. Win<br>16k |
| 541589<br>IOYA<br>969<br>Df Esd<br>RT | **ANNA MARIA LAURO**<br>exIsola del Sole-65<br>exKehrwieder-63<br>exGlückauf-60 exBubendey<br>**Agostino Lauro**<br>Naples Italian | 877<br>452<br>— | <br><br>~~GL~~ RI | 1913 Stettiner Oderwerke—Stn<br>*222·6'* 40' 0" 9' 4"<br>213' 9" 39' 10"<br>B94' F20' 1 dk<br>R | TM<br>1 Ho 28½'<br><br>1 Ha (6'×6½')<br>1W | 2 Oil 4SA each 8Cy. 360×450 mm<br>3960bhp NE67<br>Motorenw. Mannheim Mhm |
| 501865<br>ICHW<br>3251<br>Df Esd<br>Gc RT | **ANNA MARIA MARTINI**<br>exLaganfield-61<br>**Spedizioni Italiane Marittime Terrestri S.p.A. (SPIMAR)**<br>Genoa Italian | 7889<br>4580<br>12442 | RI<br><br>✠Classed LR until 9/61 | 1950-12 Harland & Wolff Ltd.—Bel<br>487' 5" 59' 4" 27' 5¾"<br>461' 0" 59' 0" 34' 10"<br>P92' B40' F50' 1 dk, pt 2nd dk<br>RW | M Tanker Mchy.aft<br>24 Ta<br>L.589189 | Oil 4SA 6Cy. 740×1500 mm<br>3500bhp B&W 868t-15pd<br>Harland & Wolff Ltd. Bel<br>12k |
| 501867<br>DGCK | **ANNA-MARIE**<br><br>**Hermann Meyer**<br>Hamburg W. German | 168<br>97<br>197 | <br><br>GL | 1937 G. Wolkau—Ham<br>*114·1'* 18' 7"<br>... ... ...<br>P24' Q39' 1 dk<br>R len 50 deepened 66 widened 67 | M | Oil 4SA 3Cy. 230×350 mm<br>110bhp<br>Motorenw. Mannheim Mhm |
| 501868<br>ITPB<br>2597<br>RT | **ANNA MARTINI**<br>exSan Carlo-61<br>Launched as Sabaudia<br>**Spedizioni Italiane Marittime Terrestri S.p.A. (SPIMAR)**<br>Genoa Italian | 1594<br>952<br>2546 | <br><br>RI | 1947 Cant. Nav. Breda—Ven<br>275' 1" 37' 8" 17' 5"<br>257' 0" 37' 5" 20' 0"<br>P32' B51' F31' 1 dk<br>RW | M<br>2 Ho<br>G.117902 B.112324<br><br>8W Der 8(9½) | Oil 2SA 5Cy. 530×900 mm<br>2100bhp Emade44fitted47 137t<br>Franco Tosi S.p.A. Legnano<br>12k |
| 641407<br>OUXE<br><br>Df Esd<br>Pfd Rdr<br>RTm | **ANNA MATTHIESEN**<br><br>**Rederiet Jes Matthiesen**<br>Esbjerg Danish | 299<br>143<br>517 | <br><br>BV | 1964 A/S Nordsøværftet—Ringkøbing<br>148' 7" 25' 0" 10' 4"<br>132' 0" 24' 11"<br>F20' 1 dk | M Mchy.aft<br>1 Ho 88¼', 1 TwD 45¼'<br>G.295000 B.268000<br>2 Ha (30¾', 28¾'×15¾')<br>2W Der 2(2) | Oil 2SA 4Cy. 300×360 mm<br>280bhp Normo 16t<br>A/S Motorfabriken Dan Esbjerg<br>2×5kW 110V d.c.<br>Controllable pitch propeller 9½k |
| 501869<br>PULS<br><br>Df Esd<br>Gc Rdr | **ANNA NERY**<br><br>**Companhia de Navegação Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | 10444<br>6158<br>— | ✠100A1 SS 6/65<br><br>✠LMC<br><br>MN1620 EL e†2¼"SQ | 1962-9 Brodogradiliste Uljanik—Fla<br>492' 2" 65' 8" 18' 5¼"<br>442' 11" 62' 4" 32' 10"<br>B&F387' 3 dks<br>10BH<br>rf 9" DK fwd WB923t | TM (532P) Mchy.aft<br><br><br>1 Ha (18¾'×13¾')<br>4W Der 4(3) | 2 Oil 2SA each 7Cy. 500×1100 mm<br>8100bhp B&W 374¼t<br>Frd. Krupp Masch. Essen<br>AuxB 100℔ 17½k |
| 501870<br>OYHI<br><br>Df Esd<br>Gc Rdr<br>RT | **ANNA NIELSEN**<br>exSiweka-61<br>**D/S A/S Progress**<br>O. Amsinck<br>Copenhagen Danish | 1198<br>567<br>2119<br>**1897**<br>1103<br>3020 | <br><br>NV | 1958 Ottensener Eisenwerk—Ham<br>275' 4" 40' 0" 16' 3"/19' 11"<br>248' 0" 39' 10" 23' 8"<br>1 dk & S dk<br><br>rf 2" | M (4P) Ref OSD/CSD Mchy.aft<br>2 Ho 80', 78'<br><br>2 Ha (stl) (60', 56'×19¾')<br>Der 1(30) 3(10) 5(5) | Oil 4SA 8Cy. 400×600 mm<br>1680bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×85, 85, 52kW 380V 50c/s a.c. |

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| 642388<br>LMLL<br><br>Df Esd<br>Rdr RT | **ANNA O**<br><br>**Ole Otterlei**<br>Kristiansund | <br><br><br>Norwegian | 371<br>167<br>— | <br><br>NV | **1964** Brattvåg Skipsinnredning & J. Johansens Sveiseverksted—Brattvåg<br>138' 0" 26' 5"<br>119' 8" 26' 4" 12' 5"<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br><br>2 Ha (4½'×4½') (11½'×9½')<br>1W Der 1(3) | Oil 2SA 8Cy. 280×420 mm<br>800bhp<br>Wichmann Mtrf.<br>2×60kW 220V 50c/s a.c. |
| 501871<br>JXNG<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANNA ODLAND**<br><br>**D/S A/S Produce**<br>Jacob Odland S.S.<br>Haugesund | <br><br><br><br>Norwegian | 12891<br>7434<br>19640 | <br><br>NV | 1961 Tangen Verft—Kragerö<br>556' 11" 72' 0" 30' 10"<br>525' 0" 71' 10" 40' 1"<br>1 dk<br>rf 2" | M Tanker Mchy.aft<br>30 Ta<br>L.959000 | Oil 2SA 6Cy. 750×2000 mm<br>9300bhp B&W<br>A/S Akers M/V<br>3×304, 304, 152kW 440V 60c/s a.c. |
| 501872<br>DJYI<br><br>Df Esd<br>Gc Rdr | **ANNA OLDENDORFF**<br><br>**Egon Oldendorff**<br>Lübeck | <br><br><br>W. German | 1995<br>1322<br>3312 | <br><br>GL | 1957 Schiffb. Unterweser—Bhn<br>295' 3" 42' 7" 18' 8½"<br>272' 4" 42' 5½" 20' 6"<br>Q166' F31' 1 dk<br>RW | M Mchy.aft<br><br>G.156308 B.151258<br>4 Ha | Oil 4SA 10Cy. 400×460 mm<br>2300bhp<br>Henschel Maschb. |
| 529930<br>DFLS<br><br>Df Esd<br>RT | **ANNA OLTMANN**<br>exRonald–65<br>**Jürgen Oltmann**<br>Hamburg | <br><br><br>W. German | 293<br>143<br>420 | <br><br>GL | 1950 Mützelfeldtwerft G.m.b.H.—Cuxhaven<br>139' 8" 24' 9" 10' 6"<br>10' 10"<br>P30' F15' 1 dk<br>RW | M Mchy.aft<br>1 Ho 77'<br>G.21000 B.19858<br>1 Ha (64'×16½')<br>2W | Oil 4SA 6Cy. 270×360 mm<br>250bhp<br>Klöckner-Humboldt-Deutz |
| 533756<br>SZXP<br>2785<br>Df Esd<br>Gc Rdr | **ANNA P. C.**<br>exStad Amsterdam–65<br>exMagellan–53<br>**Marastro Cia. Nav. S.A.**<br>Piræus | <br><br><br><br>Greek | 5932<br>3502<br>10100 | <br><br>BV | 1947 At. & Ch. de la Loire—St.N<br>464' 11" 59' 0"<br>58' 9"<br>P50' B44' F48' 2 dks | S<br><br>G.547249 B.485040<br>7 Ha (29½', 29½', 29½', 29½'×26½') (26½'×4½') (5', 5'×2½')<br>Der 8(5) 2(2) | C 4Cy. (2) 19¾" & (2) 43¾"×43 1/16" & U turb with dr gearing & hydraulic coupling<br>2300ihp<br>A. Borsig G.m.b.H. |
| 504710<br>LEHM<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **ANNA PRESTHUS**<br>exBochum–65<br>exVirginia Bolten–60<br>**Johs. Presthus**<br>Bergen | <br><br><br><br>Norwegian | 7194<br>4097<br>12770<br>10139<br>6267<br>15050 | <br><br>GL | 1958 Lübecker Flender-Werke—Lbc<br>511' 5" 66' 7" 26' 8"/29' 7"<br>475' 10" 66' 3½" 39' 3"<br>1 dk & S dk | M (8P) OSD/CSD<br>6 Ho 59½', 59½', 59½', 64½', 59', 62½'<br>G.792300 B.697800<br>6 Ha (stl) (34½', 35', 35', 35', 35', 35'×28')<br>Der 1(20) 12(5) | Oil 2SA 8Cy. 700×1200 mm<br>5310bhp<br>Masch. Augsburg-Nürnberg<br>3×200kW 380V 50c/s a.c. |
| 652451<br>DGCR<br><br>Esd Gc<br>Rdr RT | **ANNA REHDER**<br><br>**Carsten Rehder**<br>Hamburg | <br><br><br>W. German | 2411<br>1477<br>3190 | <br><br>GL | 1965 P. Lindenau—Kel<br>302' 0" 44' 10" 18' 5"<br>278' 11" 44' 8" 21' 8"<br>P70' F40' 1 dk | M Mchy.aft<br>2 Ho each 96½'<br>G.170307 B.154956<br>2 Ha (each 72½' comb.×23')<br>Der 2(12) 6(3–5) | Oil 2SA 8Cy. 360×600 mm<br>2000bhp<br>Sulzer Bros. Ltd.<br>3×83kW 220/380V 50c/s a.c. |
| 503334<br>IJWT<br>665<br>Df Esd<br>RTm | **ANNA SAIN**<br>exBab-T–66<br>**Germano Sain**<br>Trieste | <br><br><br>Italian | 497<br>271<br>830 | | 1952 N.V. Schps v/h De Groot & v. Vliet —Slikkerveer<br>183' 0" 29' 8" 11' 8½"<br>170' 0" 29' 6" 13' 5"<br>P38' F31' 1 dk | M Mchy.aft<br>1 Ho 113½'<br>G.38380 B.35320<br>2 Ha (37½', 43½'×18½')<br>2W Der 2(3) | Oil 4SA 8Cy. 320×450 mm<br>540bhp<br>Klöckner-Humboldt-Deutz<br>2×5kW 110V d.c. |
| 501875<br>DFZF<br><br>Df Esd<br>RT | **ANNA SIETAS**<br><br>**Heinrich Sietas Söhne O.H.G.**<br>Grünendeich | <br><br><br><br>W. German | 471<br>340<br>740 | <br><br>GL | 1951 Schiffsw. W. Holst—Ham<br>168' 2" 26' 5" 10' 8"<br>26' 3" 12' 6"<br>1 dk<br>RW len 55 | M Mchy.aft<br><br>G.35000<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>500bhp NE65<br>Masch. Kiel G.m.b.H. |
| 501117<br>OVPO<br><br>Df Esd<br>Rdr<br>RTm | **ANNA STEN**<br>exAlice–67<br>**Marquardt & Tornøe's Eftf.**<br>Nykøbing F | <br><br><br>Danish | ~~500~~ 455<br>~~296~~ 242<br>~~750~~ | <br><br>BV | 1953 Kalmar Varv—Kal<br>162' 10" 30' 7" 13' 2"<br>30' 5"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 93½'<br><br>2 Ha (stl) (each 34'×16½')<br>Der 2(2) | Oil 2SA 8Cy. 220×330 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>1×12½kW 110V d.c. |
| 501877<br>XPYZ<br><br>Df Esd<br>Pfd Rdr | **ANNA T**<br><br>**T. F. Thomsen A/S**<br>Tværoyri | <br><br><br>Faroese | 266<br>108<br>— | <br><br>BV | 1962 At. & Ch. de la Manche—Dpe<br>119' 3" 23' 10" 10' 10"<br>102' 4" 23' 8" 12' 4"<br>1 dk | M Trawler | Oil 4SA 6Cy. 260×410 mm<br><br>A/S Motfb. Gamma |
| 501878<br>DGCM | **ANNA THEKLA**<br>**Georg Hagenah**<br>~~Andreas Nagel~~<br>Hamburg | <br><br><br>W. German | 149<br>98<br>178 | <br><br>BV | 1910 Gebr. Mulder—Musselkanaal<br>*115·5'* 17' 10"<br>8' 8"<br>1 dk<br>R len 54 & 55 conv sailing ship — | M<br><br><br>2 Ha (37½', 19'×13½')<br>Der 2(2½) | Oil 4SA 3Cy. 215×360 mm<br>100bhp NE39<br>Deutsche Werke A.G. |
| 650540<br>DEDH<br><br>Df Esd<br>Pfd Rdr<br>RT | **ANNABELLA**<br><br>**Partenreederei m.s. "Annabella"**<br>Walter Sporleder Schiffahrtsges. m.b.H.<br>Bremen | <br><br><br><br><br>W. German | 500<br>313<br>1206<br>997<br>720<br>1952 | <br><br>GL | 1964 Elsfletherwerft—Elsfleth<br>229' 0" 36' 7" 12' 2½"/16' 3½"<br>204' 9" 36' 1" 19 0"<br>F21' 1 dk & S dk | M OSD/CSD Mchy.aft<br><br>G.87899 B.74194<br>2 Ha | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz |

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|---|---|---|---|---|---|---|---|---|
| 501879<br>IJUC<br>907<br>Df Esd<br>RT | **ANNABELLA**<br>exOdisseo-62<br>exMica Sauber-56<br>exDoklaan-55<br>**V. Trimarco, Dott. Carmine Trimarco & P. Esposito**<br>V. Trimarco<br>Naples Italian | 496<br>244<br>835 | ✠Classed LR until 9/60 | RI | 1951-11 De Haan & Oerlemans—Heusden<br>186′ 0″ 29′ 4″ 11′ 7″<br>172′ 3″ 29′ 2″ 12′ 11″<br>P39′ F29′ 1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.37100 B.33600<br>2W | Oil 4SA 6Cy. 400×460 mm<br>650bhp<br>Masch. Augsburg-Nürnberg | 59t<br>Aug<br>10k |
| 525810<br>TPTR<br>Df Esd<br>Pfd RT | **ANNAÏCK-MICHEL**<br>exNotre Dame de Bethléem-65<br>**Louis Leroux**<br>French | 101<br>21<br>— | | | 1956 Ch. "Espoir Sablais"—Sables d'Olonne<br>*71·7′* 22′ 8″<br>… … … | Wood M Trawler | Oil 4SA 8Cy. 220×280 mm<br>Klöckner-Humboldt-Deutz | Kln |
| 518361<br>DHBW<br>Df Esd<br>RT | **ANNALIESE WEHLEN**<br>exKäthe Brunckhorst-65<br>**G. & A. Wehlen**<br>Johs. Thode<br>Hamburg W. German | 391<br>209<br>574 | | GL | 1955 Husumer Schiffsw.—Husum<br>*153·8′* 27′ 2″ 10′ 5″<br>27′ 0″ 11′ 5″<br>P29′ F19′ 1 dk<br>RW len 58 | M Mchy.aft<br>G.28000 B.26460<br>2 Ha | Oil 4SA 6Cy. 290×400 mm<br>300bhp<br>Masch. Kiel A.G. | Kel<br>8½k |
| 501882<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNAM**<br>**Republic of South Africa**<br>S. African | 12499<br>7221<br>18430 | ✠Classed LR until 7/65 | | 1958-10 A/S Nakskov Skibsv.—Nkv<br>559′ 10″ 72′ 2″ 30′ 2¼″<br>535′ 5″ 72′ 0″ 39′ 3″<br>P115′ B44′ F74′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>21 Ta<br>L.895000 HeCls. BC | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp<br>Burmeister & Wain | 1298t-33½pd<br>Cpn<br>15¾k |
| 672144<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNANDALE**<br>**Oceanic Enterprises Inc.**<br>~~John E. Johnston, Jr.~~<br>Baltimore United States | 159<br>—<br>192 | | AB | 1967 Trosvik Verksted A/S—Brevik<br>90′ 5″ 9′ 2½″<br>72′ 5″ 23′ 8″ 13′ 10″ | TM Oceanographic Ship Mchy.aft | 2 Oil 2SA each 12Cy. 4¼″×5″<br>680bhp<br>General Motors Corp. | Det |
| 651240<br>DNJD<br>Df Esd<br>Rdr RT | **ANNCHEN FELTER** T.Mk<br>**Partenreederei "Annchen Felter"**<br>H. & W. Felter<br>Hamburg W. German | 500<br>339<br>— | | GL | 1965 Schiffsw. J. J. Sietas—Ham<br>245′ 1″ 35′ 7″<br>221′ 10″ 35′ 5″ 21′ 6″<br>F29′ 1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Masch. Kiel G.m.b.H. | Kel |
| 504024<br>JWZJ<br>Df Esd<br>Gc Rdr<br>RTm/h | **ANNE**<br>exBelstar-64<br>**Rederi A/S Mimer & A/S Norfart**<br>Arne Blystad<br>Oslo Norwegian | 10190<br>5696<br>15350 | | NV | 1958 A/S Fredriksstad M/V—Fks<br>541′ 9″ 64′ 1″ 29′ 9″<br>500′ 0″ 64′ 0″ 38′ 2″<br>P140′ B40′ F70′ 1 dk | M Tanker Mchy.aft<br>23 Ta<br>L.700000 HeCls. BC | Oil 2SA 8Cy. 760×1500 mm<br>8200bhp Götaverken 1350t (hvf)-20pd<br>A/S Fredriksstad M/V<br>3×280, 280, 140kW 220V d.c. | Fks<br>15k |
| 501837<br>OGGI<br>511<br>Pfd | **ANNE**<br>exBo-Hugo-62 exVettern II-51<br>**Alfred Bäcklund**<br>Porvoo/Borgå Finnish | 199<br>103<br>270 | | | 1904 Sixten Groth—Sjötorp<br>105′ 2″ 22′ 8″ 10′ 9″<br>… … …<br>1 dk | Comp M Mchy.aft<br>G.10000 B.7000<br>2 Ha (6½′×6½′) (39¼′×11½′)<br>1W Der 1 | Oil 2SA 3Cy. 343×406 mm<br>255bhp NE56<br>Seffle M/V | Säffle |
| 514441<br>LLXB<br>Df Esd<br>Rdr<br>RTm | **ANNE-BERITH**<br>exHavstraum-67<br>exEmpire Cricketer-46<br>**Anton A. Rasmussen**<br>Bergen Norwegian | 295<br>118<br>350 | ✠100A1<br>oil tanker<br>✠LMC | Dr 1/66<br>EL e | 1944-2 I. Pimblott & Sons Ltd.—Northwich<br>134′ 6″ 24′ 2″ 10′ 0″<br>127′ 3″ 24′ 0″ 10′ 9″<br>P39′ F19′ 1 dk<br>RW 7BH<br>WB73t | M Tanker Mchy.aft<br>6 Ta | Oil 2SA 5Cy. 250×420 mm<br>460bhp<br>British Auxiliaries Ltd.<br>NAuxB10/59-160lb | -1½pd<br>Gls<br>10k |
| 501888<br>OUTY<br>Df RTh | **ANNE BIRTHE**<br>**Ejnar Petersen**<br>H. Folmer & Co.<br>Marstal Danish | 150<br>69<br>245 | | BV | 1957 H. C. Christensens Staal. af 1949—Marstal<br>109′ 11″ 21′ 4″ 9′ 4″<br>100′ 0″ 21′ 3″ 9′ 8″<br>P31′ F21′ 1 dk<br>RW | Aux Mchy.aft<br>1 Ho 53¾′<br>G.11000 B.10000<br>1 Ha (42¼′×14¾′)<br>2W Der 2(2) | Oil 2SA 4Cy. 230×400 mm<br>280bhp<br>Alpha-Diesel A/S<br>2×2kW 24V d.c.<br>Thw. thrust propeller aft | 9t (d.o)<br>Fkn<br>9k |
| 501889<br>OYIB<br>Df Esd<br>Rdr RT | **ANNE BØGELUND**<br>**Rederiet Bøgelund-Jensen I/S**<br>Otto Danielsen<br>Copenhagen Danish | 1503<br>672<br>— | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN326 | SS 4/67<br>EL p 1 7/16″SQ | 1962-8 E. J. Smit & Zn's Scheeps.—Westerbroek<br>264′ 5″ 39′ 1″ 16′ 0″<br>233′ 7″ 38′ 8½″ 18′ 3″<br>P74′ F36′ 1 dk<br>RW 4BH<br>rf nil WB416t incl. DTf126t | M Mchy.aft<br>2 Ha (41¾′, 64¾′×20½′)<br>8W Der 1(15) 8(5) | Oil 4SA 7Cy. 390×680 mm<br>1630bhp<br>N.V. Werkspoor | Ams |
| 501890<br>DFRR<br>SSR92<br>Df Esd<br>Gc Rdr<br>RTh | **ANNE CATHARINA**<br>**Georg Peterson**<br>Rendsburg W. German | 499<br>325<br>810 | | GL | 1961 Schiffsw. Hugo Peters—Wewelsfleth<br>198′ 1″ 29′ 8″ 11′ 2¼″<br>176′ 0″ 29′ 6″ 12′ 1″<br>P48′ F30′ 1 dk<br>RW<br>rf 4″ | M Mchy.aft<br>1 Ho 120′<br>G.38917 B.36083<br>2 Ha (29½′, 59′×17½′)<br>3W Der 3(2-3) | Oil 4SA 6Cy. 320×450 mm<br>499bhp<br>Klöckner-Humboldt-Deutz<br>2×9½, 8kW 110V d.c. | 19t (d.o)<br>Kln<br>10k |

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| 641775<br>TQQO<br><br>Df Esd<br>Rdr | **ANNE CATHERINE**<br><br>**Pêcheries de Cornouailles**<br>Lorient French | 353<br>146<br>— | | <br><br>BV | 1964 Béliard-Murdock S.A.—Ost<br>151' 11" 27' 6"<br>27' 4" | M Trawler | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz |
| 501891<br>PCRO<br>10438<br>Df Esd<br>Rdr<br>RTm/h | **ANNE CHRISTINA**<br><br>**Rederij W. & A. Goudriaan**<br>van Nievelt, Goudriaan & Co.'s<br>Stoomv. Maats. N.V.<br>Rotterdam Netherland | 727<br>288<br>1030 | | <br><br>BV | 1956 Scheeps. "Vooruitgang"—Foxhol<br>245' 6" 34' 6" 12' 8½"<br>222' 5" 33' 6"<br>P20' F21' 1 dk & S dk<br>RW<br>rf 8" | M OSD Mchy.aft<br>2 Ho 78½', 72½'<br>G.81784 B.75124<br>2 Ha (each 51½'×16½')<br>4W Der 4(4½) | Oil 4SA 8Cy. 390×680 mm<br>1100bhp<br>N.V. Werkspoor<br>2×40, 20kW 110V d.c. |
| 670864<br>FTMG<br>L5439<br>Df Esd<br>Pfd Rdr<br>RT | **ANNE DE BRETAGNE**<br><br>**Duchesse-Anne**<br>P. Kindt<br>Lorient French | 283<br>120<br>— | WRECKED 11/68 | <br><br>BV | 1966 At. & Ch. de La Rochelle-Pallice<br>—La R-P<br>111' 6" 25' 3" 12' 5½"<br>91' 10" 19' 4"<br>1 dk | M Stern Trawler Mchy.aft<br><br><br>4 Ha (4'×2½') (3½', 3½', 3½'×3½') | Oil 4SA 8Cy. 220×320 mm<br>800bhp Sulzer<br>Cie. de Const. Méc.<br>2×150kW 220V d.c. |
| 501892<br>OZKN<br><br>Df Esd<br>RT | **ANNE-GRETHE**<br>exBarbara–61<br>exInspecteur Mellema–51<br>**Jørgen Christensen**<br>Søby Danish | 281<br>114<br>325 | | <br><br>BV | 1939 Noord Ned Schps.—Gro<br>132' 11" 22' 6" 9' 0"<br>22' 4"<br>1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.17000 B.16000<br>2 Ha (24½', 28½'×14½')<br>2W Der 2(½) | Oil 2SA 4Cy. 230×400 mm<br>280bhp NE65<br>Alpha-Diesel A/S |
| 501893<br>PCRS<br>12119<br>Df Esd<br>Rdr<br>RTm | **ANNE HERFURTH**<br><br>**Rederij Anne Herfurth N.V.**<br>Herfurth Scheepv. &<br>Transportbedr. N.V.<br>Rotterdam Netherland | 500<br>317<br>950 | ✠100A1<br><br>✠LMC<br><br>MN145 | SS 7/65<br><br><br><br>EL n | 1961–4 BodewesSchps. "Volharding"—<br>Foxhol<br>200' 5" 30' 4" 11' 11½"<br>182' 5" 30' 2" 13' 4"<br>Q49' F41' 1 dk<br>R 3BH<br>rf 6" WB313t incl. Dk tanks a25t m13t | M Mchy.aft<br>1 Ho 124½'<br>G.39730 B.37050<br>2 Ha (each 39½'×15½')<br>2W Der 2(3) | Oil 4SA 8Cy. 290×420 mm<br>725bhp<br>Masch. Kiel A.G. |
| 522124<br>DOOB<br>356<br>Df Esd<br>Rdr RT | **ANNE KUGGE**<br>exMare Liberum–67<br>**Partenreederei m.s. "Anne<br>Kugge"**<br>Gerhard Kugge<br>Hamburg W. German | 500<br>234<br>847 | ✠100A1<br><br>✠LMC<br><br>MN152 | SS 3/65<br><br><br><br>EL j | 1952–7 Arnhemsche Stooms. Maats.—<br>Ahm<br>197' 0" 30' 4" 11' 4½"<br>183' 5" 30' 3" 11' 6"<br>P&B113' F32' 1 dk<br>RW 3BH<br>WB164t | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>760bhp<br>Klöckner-Humboldt-Deutz |
| 540074<br>DAHC<br>10461<br>Df Esd<br>Rdr RT | **ANNE-LIESE WÜPPER**<br>exHugo Heimke Schütt–63<br>exMam–56<br>**Peter Wilhelm Wüpper**<br>Küstenschiff. Bauer &<br>Hauschildt K.G.<br>Hamburg W German | 484<br>301<br>610 | | <br><br>GL | 1936 Schiffb. Unterweser—Bhn<br>*169·2'* 29' 10" 14' 7"<br>29' 8" 15' 3"<br>P40 Q48 F27' 1 dk<br>R | M Mchy.aft<br><br>G.33723 B.31273<br>2 Ha (38½', 38'×17')<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>450bhp NE56<br>Masch. Kiel A.G. |
| 672326<br><br>327392 | **ANNE-LIETTE**<br><br>**G. Lanteigne**<br>Caraquet Canadian | 123<br>59<br>— | | | 1966 Ch. Nav. Ltd.—Caraquet<br>*81·7'* 21' 5"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 8Cy. 6½"×8"<br>510bhp<br>Caterpillar Tractor Co. |
| 650715<br>TKFR<br><br>Df Esd<br>Pfd Rdr<br>RTm | **ANNE LOUISE**<br><br>**Armement Kindt**<br>Chevannnes, Merceron, Ballery<br>Concarneau French | 156<br>53<br>— | | <br><br>BV | 1964 At. & Ch. de la Rochelle-Pallice—<br>LaR-P<br>98' 0" 22' 2" 9' 8"<br>82' 0" 22' 0" 11' 10"<br>R | M Trawler<br>1 Ho 26½'<br><br>2 Ha (stl) (each 3½'×3½')<br>Cr 1 | Oil 4SA 6Cy. 220×320 mm<br>600bhp<br>Cie. de Const. Méc.<br>1×20kW 110V d.c.<br>Directional propeller |
| 506894<br>DJCV<br><br>Df Esd<br>RT | **ANNE LUND**<br>exCharlotte Bohl–64<br>**Claus Lund**<br>Hamburg W. German | 298<br>148<br>400 | | <br><br>GL | 1950 Werft Nobiskrug—Rendsburg<br>142' 2" 24' 7" 9' 4½"<br>24' 5" 10' 4"<br>P30' B15' 1 dk<br>RW | M<br><br>G.20460 B.19450<br>1 Ha (65½'×16½') | Oil 4SA 6Cy. 290×420 mm<br>250bhp<br>Masch. Kiel A.G. |
| 670606<br>OZTR<br><br>Df Esd<br>Pfd Rdr<br>RTm | **ANNE MARINA**<br><br>**Marina I/S**<br>Wonsild & Søn<br>Copenhagen Danish | 300<br>190<br>607 | | <br><br>BV | 1967 Frederikshavn V. & T. A/S—Fkn<br>157' 6" 30' 3" ~~10' 11½"~~ 9 10½<br>30' 0" 11' 9"<br>1 dk & S dk | M ~~OSD~~ Mchy.aft<br>1 Ho 98'<br>G.33803 B.29023<br>2 Ha (each 35½'×16½')<br>2W Der 2(2–3) | Oil 2SA 5Cy. 240×400 mm<br>425bhp<br>Alpha-Diesel A/S<br>2×30kW 380V 50c/s a.c.<br>Controllable pitch propeller |
| 540076<br>OGJC<br>22<br>Esd | **ANNE-MARITA**<br>exKäte Hintz–62<br>exHeimatland–61<br>**Reijo Marttila**<br>Naantali/Nådendal Finnish | 221<br>99<br>330 | | | 1938 Ewald Berninghaus—Köln-Deutz<br>130' 2" 22' 4" 7' 8½"<br>22' 2"<br>1 dk<br>R | M Mchy.aft | Oil 4SA 4Cy. 280×420 mm<br><br>Deutsche Werke A.G. |
| 680226<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ANNE MILDRED BRÖVIG**<br>**A/S Selvågbygg**<br>~~A/S Havfisk~~ Th. Brövig<br>Farsund Norwegian | ~~10700~~ 13767<br>— 8103<br>~~19000~~ 21756 | | <br><br>NV | 1967 Hitachi Zosen—Mukaishima<br>526' 6" 75' 0" ~~28' 10½"~~ 31' 8"<br>494' 11" 74' 10" 44' 7"<br>1 dk | M Ore Carrier Mchy.aft | Oil 2SA 7Cy. 620×1400 mm<br>8400bhp B&W<br>Hitachi Zosen |
| 501896<br>WB6022<br>237816<br>Df Gc<br>Rdr<br>RTm/v | **ANNE MORAN**<br>exWilliam J. Moran<br>**Tug Anne Moran Inc.**<br>New York United States | 158<br>62<br>— | | <br><br>AB | 1938 Defoe B. & M. Works—Bay City<br>94' 0" 25' 2" 11' 3½"<br>90' 4" 25' 0" 12' 0"<br>1 dk<br>BK5" | D-E Tug | 2 Oil 2SA each 12Cy. 267×<br>1200bhp driving 1 gen.<br>d.c. connected to 2 elec.<br>geared to sc. shaft<br>Emade44fitted55<br>General Motors Corp.<br>2×35, 30kW 125V d.c. |

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| 501897<br>DJMQ<br><br>Df Esd<br>RT | **ANNE OHL**<br>**Christian Stark**<br>~~**Bernhard Ohl**~~<br>Ulsnis W. German | 394<br>265<br>585 | GL | **1950** Hugo Peters—Wewelsfleth<br>*155·5′* 26′ 6″ 10′ 0½″<br>26′ 4″ 10′ 6″<br>P35′ Q59′ F20′ 1 dk<br>len 57 | M<br>1 Ho 102¾′<br>G.31946 B.29652<br>2 Ha (33¾′, 48′×15¾′)<br>3W Der 3(2) | Oil 4SA 6Cy. 290×420 mm<br>300bhp 15t (d.o)<br>Masch. Kiel A.G. Kel<br>8½k |
| 501899<br>JXPO<br><br>Df Esd<br>Gc Rdr<br>RTv | **ANNE REED**<br><br>**D/S A/S Ibis**<br>Johs. Larsen<br>Bergen Norwegian<br>Now **DJATILUHUR**<br>See New Entries No. **1** | 9480<br>5546<br>13350 | NV | **1961** Marinens Hovedverft—Horten<br>502′ 8″ 62′ 2″ 29′ 9″<br>461′ 4″ 62′ 0″ 39′ 3″<br>2 dks, 3rd dk in No. 3 hold | M (4P) CSD<br>5 Ho 59′, 72¼′, 69′, 65½′, 52½′<br>G.694336 B.640647<br>5 Ha (stl) (32¼′, 39¼′, 39¼′, 36¾′, 36¾′×24′)<br>16W Der 1(30) 1(15) 2(9) 14(3–5) | Oil 2SA 5Cy. 760×1500 mm<br>6300bhp Götaverken 476¾t (hvf)<br>Marinens Hovedverft Horten<br>3×240kW 450V 60c/s a.c. 15k |
| 502729<br>DJWS<br><br>Df Esd<br>Rdr<br>RTm | **ANNE REITH**<br>exAssen–64<br>**Partenreederei m.s. "Anne Reith"**<br>"Orion" Schiff.-Ges. Reith & Co.<br>Hamburg W. German<br>Now **NORDLANDER** (No. 502729) in the Register | 999<br>663<br>1634 | GL | **1956** Alfred Hagelstein—Lbc<br>231′ 4″ 35′ 5″ 15′ 4″<br>210′ 8″ 35′ 4″ 17′ 7″<br>Q57′ F30′ 1 dk<br>RW<br>rf 3″ | M (2P) Mchy.aft<br>2 Ho each 67′<br>G.73600 B.69000<br>2 Ha (each 49½′ comb.×19¾′)<br>Der 2(5) 4(3) | Oil 4SA 8Cy. 320×480 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz Kln<br>3×60, 60, 30kW 380V 50c/s a.c. 12k |
| 642313<br>OUHG<br><br>Df Esd<br>Rdr RTh | **ANNE SØBYE**<br>exSusan–67<br>**Rederi I/S SISA**<br>Godthåb, Greenland Danish<br>Rederiet Otto Danielsen (Mgrs.) | 300<br>195<br>554 | BV | **1964** Husumer Schiffsw.—Husum<br>158′ 2″ 28′ 5″ 10′ 2″<br>141′ 9″ 28′ 3″ 11′ 4″<br>1 dk | M Sand Suction Dredger<br>Mchy.aft<br>2 Ha (each 35½′×16½′)<br>Der 2(3) | Oil 2SA 5Cy. 230×400 mm<br>375bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>3×10, 10, 6kW 220V d.c. |
| 650714<br>TKGB<br><br>Df Esd<br>Pfd Rdr<br>RT | **ANNE SOPHIE**<br><br>**Armement Lambert**<br>Etel French | 155<br>53<br>— | BV | **1964** At. & Ch. de la Rochelle-Pallice—LaR-P<br>98′ 0″ 22′ 2″ 9′ 8″<br>82′ 0″ 22′ 0″ 11′ 10″ | M Trawler<br>2 Ha (each 3½′×3½′)<br>Der 1(3) | Oil 4SA 6Cy. 220×230 mm<br>600bhp 35t<br>Cie. de Const. Méc. Lorient<br>11k |
| 672908<br>OZTC<br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **ANNE STRANNE**<br><br>**Nils S. Persson**<br>Skagen Danish | 203<br>92<br>250 | NV | **1967** Coöp. Ver. Schpsw. "Vooruit"—Zaandam<br>110′ 7″ 24′ 8″<br>98′ 5″ 24′ 7″ 12′ 6″<br>1 dk | M Trawler Mchy.aft<br>2 Ho 22¼′, 21′<br>2 Ha (stl) (each 3¾′×3¼′)<br>Der 1(3) | Oil 4SA 10Cy. 260×400 mm<br>1180bhp 48t (d.o)<br>A/B Jönköpings Motfb. Jönköping<br>2×30kW 220V d.c.<br>Controllable pitch propeller 12½k |
| 501901<br><br>316172<br>Df | **ANNE T. WILLIAM**<br>exSuriname–51 exPlico–50<br>exSalvo–48<br>**W. A. Sanchez**<br>Castries British | 517<br>265<br>650 | ✠ | **1942–12** Cook, Welton & Gemmell Ltd.—Bev<br>164′ 6″ 27′ 6″ 13′ 3¾″<br>152′ 3″ 27′ 5″ 15′ 0″<br>F25′ 1 dk<br>conv trawler 48 | M | Oil 4SA 6Cy. 370×560 mm<br>Emade46fitted57<br>Ansaldo S.p.A. Gen |
| 501902<br>DHJU<br><br>Df Esd | **ÄNNE URSULA**<br><br>**Heinrich Querfeldt**<br>Hamburg W. German | 267<br>164<br>335 | GL<br>**MISSING SINCE 12/67** | **1950** Stader Schiffswft.—Stade<br>*144·6′* 23′ 1″ 9′ 10⅛″<br>22′ 11″ 10′ 4″<br>P30′ F19′ 1 dk<br>RW<br>len 56 | M<br>1 Ha (69′×14′) | Oil 4SA 6Cy. 290×420 mm<br>250bhp<br>Masch. Kiel A.G. Kel<br>9k |
| 501903<br>5LFJ<br>910<br>Df Esd<br>Gc Rdr | **ANNEFIELD**<br>exDaghestan–57<br>**Asimarfield Shipping Corp.**<br>Monrovia Liberian | 7213<br>4388<br>10325 | ~~✠100A1~~ ~~SS 7/64~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~MN500~~ ~~EL a12″SQ~~<br>**TO BE BROKEN UP** | **1941–8** Wm. Doxford & Sons Ltd.—Sld<br>442′ 11″ 56′ 6″ 27′ 4¾″<br>421′ 11″ 56′ 3″ 38′ 1″<br>2 dks<br>6 divisional WTBH in 'tween decks<br>R Coll BH to U dk, 6 to 2nd dk<br>WB2676t incl. DTm1205t | M CSD<br>4 Ho 63′, 99′, 29′ DT, 63′, 76¼′<br>G.568250 B.516390<br>6 Ha (31½′, 31½′, 15¾′, 15¾′, 31½′, 31½′×22′)<br>10W Der 1(20) 10(5) | Oil 2SA 3Cy 600×2320 mm<br>2500bhp 926t (hvf)<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 120℔<br>3×15kW 110V d.c. 10½k |
| 501905<br>DIZT<br>1513<br>Df Esd<br>Rdr | **ANNELIES**<br><br>**Hans Knudsen**<br>Glückstadt W. German | ~~211~~ 297<br>~~112~~ 185<br>~~315~~ 430 | GL | **1962** Stader Schiffsw. G.m.b.H.—Stade<br>*152·3′* ~~135′ 8″~~ 24′ 1″ ~~7′ 5″~~<br>~~123′ 2″~~ 23′ 10″ ~~8′ 6″~~<br>P31′ F15′ 1 dk<br>len & deepened 68 | M Mchy.aft<br>G.15815 B.14485<br>1 Ha (60¼′×18′) | Oil SA 6Cy. 220×280 mm<br>230bhp<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| 501906<br>DDPT<br><br>Df Esd<br>Gc Rdr<br>RTh | **ANNELIESE**<br><br>**Kölner Reederei G.m.b.H.**<br>Fisser & Van Doornum<br>Bremen W. German | 19995<br>12767<br>28780 | GL | **1961** Rheinstahl Nordseewerke—Emd<br>620′ 1″ 83′ 7″ 33′ 7½″<br>590′ 6″ 83′ 4″ 47′ 10″<br>1 dk<br>RW | M Bulk Carrier (12P) Mchy.aft<br>7 Ho 50½′. 72¼′. 49¼′, 72¼′ 49¾′, 72¼′. 52½′<br>G.1285584<br>7 Ha (stl) (29½′, 52½′, 29½′, 52½′ 29½′, 52½′, 29½ ×36′)<br>2W Der 7(7½) 2(3) | Oil 2SA 6Cy. 780×1550 mm<br>9000bhp 1662t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×280kW 440V 14¾k |
| 516962<br>DJCY<br><br>Df Esd<br>Rdr RT | **ANNELIESE K**<br>exJan Meeder–65<br>**Harro Kruse**<br>Rendsburg W. German | 423<br>265<br>590 | GL | **1950** Flensburger Masch. Anst.—Fln<br>*153·5′* 24′ 7″ 10′ 11½″<br>24′ 5″ 12′ 6″<br>P38′ F21′ 1 dk<br>RW<br>len 56 | M<br>1 Ho 101½′<br>G.29900 B.28416<br>2 Ha<br>3W Der 3(2) | Oil 4SA 6Cy. 290×420 mm<br>300bhp 12t<br>Masch. Kiel A.G. Kel<br>8k |
| 501907<br><br><br>Df Esd<br>Rdr<br>RTh/v | **ANNELIESE OLTMANN**<br><br>**Gerhard Oltmann**<br>Hamburg W. German | 499<br>305<br>1150 | GL | **1962** J. J. Sietas Schiffsw.—Ham<br>231′ 2″ 35′ 5″ 12′ 5½″<br>206′ 9″ 35′ 4″ 19′ 10″<br>P37′ B28′ F37′ 2 dks | M OSD Mchy.aft<br>1 Ho 147¾′, 1 TwD 165¼′<br>G.88800<br>2 Ha (stl) (each 55′×21′)<br>6W Der 6(3) | Oil 4SA 6Cy. 320×450 mm<br>1000bhp 66t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×25, 25, 12kW 220V d.c. 11k |

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| 640406<br>DNEL<br>Df Esd<br>Gc Rdr<br>RTm | **ANNELIESE PORR**<br>**Franz Hagen**<br>Hamburg W. German | 2815<br>1598<br>3983 | NV | 1963 Sarpsborg M/V—Greaker<br>300' 3" 48' 3" 19' 9½"<br>276' 0" 48' 0" 23' 0"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho 93¾', 91¾'<br>G.201292 B.185617<br>2 Ha (stl) (each 70¾'×24½')<br>8W Der 2(5–8) 6(5) | Oil 4SA 6Cy. 520×740 mm<br>2260bhp<br>Masch. Augsburg-Nürnberg<br>3×164, 164, 50kW 220/380V 50c/s a.c. |
| 501908<br>Df Esd<br>Pfd<br>RTm | **ANNELIS CHRISTOPHERSEN**<br>**Stamatios Kasmas & M. Koveris**<br>Greek | 998<br>495<br>1415 | GL | 1951 Norderwft. Köser & Meyer—Ham<br>237' 3" 34' 0" 15' 1½"<br>33' 10" 17' 0"<br>P49' F23' 1 dk<br>RW | M Mchy.aft<br>1 Ho 138'<br>G.68938 B.63252<br>4 Ha (stl) (26¼', 25¾', 25¾', 26¼'×18')<br>4W Der 4(2) | Oil 4SA 8Cy. 320×480 mm<br>1000bhp NE64<br>Motorenw. Mannheim<br>2×35 20kW 110V d.c.<br>Directional propeller |
| 501910<br>DGCS<br>Df Esd<br>RT | **ANNEMARIE**<br>**Wilfried Krüse**<br>Johs. Thode<br>Hamburg W. German | 289<br>162<br>400 | GL | 1930 Werft Nobiskrug—Rendsburg<br>127' 11" 23' 1" 10' 10"<br>22' 11" 11' 3"<br>Q27' F16' 1 dk<br>R len 35 & 53 | M<br>1 Ho 82'<br>G.22000 B.20000<br>4 Ha<br>2W | Oil 4SA 6Cy. 220×280 mm<br>290bhp Emade64fitted66<br>Klöckner-Humboldt-Deutz |
| 671838<br>PCRN<br>Df Esd<br>Rdr RT | **ANNEMARIE BÖHMER**<br>**N.V. Reederij "Nautiek"**<br>Rotterdam Netherland | 1240<br>910<br>2180 | ✠100A1<br>✠LMC<br>MN310 EL p1$\frac{1}{16}$"U2 | 1967–5 Zaanlandse Schps. Maats.—Zaandam<br>252' 5" 38' 7" 17' 4½"<br>231' 6" 38' 0½" 21' 8"<br>F34' 1 dk<br>2BH to U dk 1 to 2nd dk<br>rf nil WB311t | M CSD Mchy.aft | Oil 4SA 6Cy. 390×680 mm<br>1550bhp<br>N.V. Werkspoor<br>2×88kW 380V 50c/s a.c. |
| 501911<br>DNCO<br>515<br>Df Esd<br>Gc Rdr<br>RT | **ANNEMARIE KRÜGER**<br>**Partenreederei m.s. "Annemarie Krüger"**<br>Hans Krüger G.m.b.H.<br>Hamburg W. German | 3404<br>2084<br>5187 | GL | 1962 Jos. L. Meyer—Papenburg<br>337' 11" 46' 9" 22' 8"<br>312' 0" 46' 7" 26' 11"<br>Q194' F29' 2 dks<br>RW | M CSD Mchy.aft<br>G.256500 B.241130<br>4 Ha<br>Der 1(25) 2(10) 10(5) | Oil 2SA 8Cy. 520×960 mm<br>3600bhp<br>Borsig A.G. |
| 501912<br>DFUH<br>Df | **ANNEMARIE PALM**<br>exAdda-62 exGertrud<br>**Ernst Palm**<br>Peter Döhle<br>Grünendeich W. German | 243<br>125<br>310 | ~~GL~~ | 1933 A. Apol—Wirdum<br>131' 2" 19' 10" 7' 10½"<br>19' 8" 8' 4"<br>RW len 51 | M<br>1 Ho 78¾'<br>G.1500<br>2 Ha (21½', 42¾'×13')<br>Der 2(1) 1(½) | Oil 4SA 4Cy. 250×350 mm<br>160bhp NE42<br>Motorenw. Mannheim<br>Directional propeller |
| 514526<br>DIJV<br>Df Esd<br>RT | **ANNEMARIE PALM 2**<br>exHedwig Henning-67<br>**Ernst Palm**<br>Peter Döhle<br>Grünendeich W. German | 468<br>219<br>729 | GL | 1955 Hugo Peters—Wewelsfleth<br>*174·2'* 28' 3" 10' 11"<br>28' 1" 12' 3"<br>P42' F25' 1 dk<br>RW | M Mchy.aft<br>G.33309 B.32010<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp Emade43fitted55<br>Deutsche Werke Kiel A.G. |
| 501913<br>PCRL<br>Df Esd<br>Gc Rdr<br>RTv | **ANNENKERK**<br>**N.V. Vereenigde Nederlandsche Scheepv. Maats.**<br>The Hague Netherland | 7904 ~~8059~~<br>4764 ~~4736~~<br>11594 ~~11604~~ | ✠100A1 TD 6/68 ~~SS 3/66~~<br>with freeboard<br>DTm—vegetable oil<br>✠LMC<br>EL f† | 1947–12 N.V. Wilton-Fijenoord—Sch<br>522' 7" 63' 3" 30' 0"<br>481' 10" 63' 0" 42' 11"<br>P34' F46' 1 dk & S dk, 3rd dk except in No. 4 hold<br>RW Coll BH to S dk 6 to 2nd dk 1 to 3rd dk<br>rf 7" WB3216t incl. Tunnel tanks 745t DTm957t | TM (12P) Ref OSD<br>5 Ho 66¾', 75', 48', 66¾', 85½'<br>G.706787 B.648632<br>5 Ha (stl) (33¾'×18') (40¾', 40¾' 40¾', 40¾'×20¾')<br>20W Der 1(60) 1(40) 2(9) 2(6) 6(3) | 2 Oil 2DA each 5Cy. 720×1200 mm<br>10400bhp MAN<br>N.V. Wilton-Fijenoord<br>AuxB 100lb e (ex.g) 100lb<br>3×200kW 220V d.c. |
| 542327<br>320760<br>Esd Pfd<br>Rdr RT | **ANNETTE MARIE**<br>**Vernon Fishing Co. Ltd.**<br>Lunenburg Canadian | 163<br>63<br>— | | 1963 Snyder Shipyard Ltd.—Dayspring, N.S.<br>97' 0" 23' 6"<br>23' 4" 10' 7"<br>1 dk | Wood M Fishing Mchy.aft | Oil 2SA 8Cy. 5¼"×7¼"<br>Fairbanks, Morse & Co. |
| 501915<br>OWGU<br>Df Esd<br>Rdr<br>RTm | **ANNETTE S**<br>**Fru A. E. Mohr**<br>Svendborg Danish | 499<br>237<br>665 | BV | 1949 Svendborg Skibs.—Svb<br>*160·6'* 29' 0" 11' 11½"<br>28' 10"<br>P46' Q49' F23' 1 dk<br>RW<br>rf 4" | M Mchy.aft<br>1 Ho 91½'<br>G.35000 B.32000<br>2 Ha (34', 40'×18')<br>Cr 4(2) Der 4(4) | Oil 4SA 6Cy. 290×420 mm<br>500bhp NE62<br>Masch. Kiel A.G.<br>3×35, 30, 15kW 220V d.c.<br>Directional propeller |
| 640805<br>OXYH<br>Df Esd<br>Rdr RT | **ANNETTE THOLSTRUP**<br>**A/S Trans-Kosan**<br>Copenhagen Danish | 300<br>163<br>— | BV | 1964 A/S Svendborg Skibsv.—Svb<br>153' 11" 26' 8" 8' 10"<br>137' 10" 26' 7" 9' 10"<br>F23' 1 dk | M Liquefied Gas Carrier Mchy.aft<br>2 Ta<br>L.7770 | Oil 4SA 6Cy. 178×197 mm<br>300bhp<br>Davey, Paxman & Co. Ltd. |
| 672866<br>OGTI<br>Rdr | **ANNI FINN**<br>**O/Y Finnso Ltd.**<br>Helsinki/Helsingfors Finnish<br>Now **SOMOGY** (No. 672866) in the Register | 1200<br>571<br>— | GL | 1967 Angyalfold Shipyard—Bdp<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>Motorenw. Mannheim |
| 501917<br>DCCE<br>Df Esd<br>Gc Rdr | **ANNI NÜBEL**<br>**Otto Schilling**<br>Emden W. German<br>Now **NORDHEIM**<br>See New Entries No. 6 | 1187<br>519<br>1958<br>1882<br>1240<br>2977 | GL | 1956 Schulte & Bruns—Emd<br>259' 1" 39' 4" 15' 7"/19' 10½"<br>242' 8" 39' 3" 23' 0"<br>Q121' F24' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>G.139960 B.128163<br>3 Ha<br>8W Der 1(14¾) 8(4¾) | 2 Oil 4SA each 6Cy. 320×480 mm geared to sc. shaft<br>1500bhp<br>Motorenw. Mannheim |

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| 501918<br>ORKB<br><br>Esd RT | **ANNICK GERLING**<br><br>**Soc. Anon. de Remorq. à Hélice**<br>Antwerp Belgian | **136**<br>18<br>— | | BV | **1961** J. Boel & Fils—Tamise<br>99′ 5″ 24′ 11″ 11′ 5″<br>... ... ... | M Tug<br><br><br>1 Ha (5¾′×4¾′) | Oil 4SA 6Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz | <br>28t<br>Kln<br>13k |
| 501248<br>5MRU<br>1861<br>Df Esd<br>Gc Rdr | **ANNIE**<br>exAlphelos-64<br>exAndros Comet-60<br>exSeacomet-57 exTalon-50<br>exGeorge Ogden-49<br>exJoseph Goldberger-48<br>**Austin Nav. Corp. Ltd.**<br>Monrovia Liberian | **8498**<br>5695<br>12419 | <br><br><br>**BROKEN UP** | <br><br>AB | **1943** Delta S.B. Co. Inc.—N.Os<br>511′ 6″ 57′ 0″ 26′ 2¾″<br>487′ 3″ 56′ 11″ 37′ 4″<br>2 dks<br>conv tanker 54 len 55<br>rf 6″ | S<br>6 Ho<br>G.687911 B.617001<br>6 Ha<br>12W Der 12(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp. | <br>2164t (o.f)<br>Hamilton<br>10k |
| 672773<br><br><br>Esd Rdr<br>RT | **ANNIE**<br><br>~~Gebr. de Boer~~ **P. de Boer**<br>Urk Netherland | ~~420~~ 101<br>— 33<br>— 74 | | | **1967** Schpsw. Kramer & Booy—<br>Kootstertille<br>86′ 0″ 22′ 4″ 9′ 2″<br>73′ 9″ 22′ 0″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 210×300 mm<br>660bhp<br>Gebr. Stork & Co. | <br><br>Hengelo |
| 501919<br>PCRT<br><br>Df RT | **ANNIE-G**<br>exBrandaris-54<br>**Rederij m.s. "Annie-G"**<br>N.V. Wijnne & Barends<br>Delfzijl Netherland | **249**<br>116<br>320 | | <br><br>BV | **1938** "De Vooruitgang" D. & J. Boot—<br>Alp<br>127′ 11″ 23′ 5″ 7′ 8″<br>23′ 3″<br>R | M Mchy.aft<br><br>G.15360 B.14600<br>2 Ha (32½′, 21½′×14′) | Oil 4SA 3Cy. 305×450 mm<br>180bhp<br>Motorenf. "De Industrie" | <br><br>Alp<br>8k |
| 672607<br><br><br>Esd Rdr<br>RT | **ANNIE HILLINA**<br><br>**Rederij "De Samenwerking"**<br>**Parlevliet & van der Plas**<br>Katwijk a/Zee Netherland | **375**<br>168<br>— | | | **1967** Scheeps. "De Dageraad"—<br>Woubrugge<br>161′ 5″ ~~161′ 0″~~<br>141′ 7″ 27′ 6″ | M Stern Trawler | Oil<br>1200bhp<br>D. & J. Boot "De Industrie"<br>3×8kW 220/380V 50c/s a.c. | <br>19½t (d.o)<br>Alp<br>13k |
| 501920<br>DKQU<br><br>Df Esd<br>Gc<br>RTm/v | **ANNIE HUGO STINNES**<br>exRavnedal-59<br>**Hugo Stinnes Industrie u. Handel G.m.b.H.**<br>Hugo Stinnes Transozean Schiff. G.m.b.H.<br>Kiel W. German | **1932**<br>1006<br>3585 | | <br><br>NV | **1959** A/S Trondhjems M/V—Tdh<br>315′ 3″ 45′ 0″ 18′ 9½″<br>290′ 0″ 44′ 11″ 27′ 11″<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ho 100′, 91¼′<br>G.214255 B.199889<br>4 Ha (stl) (34½′×21¼′) (32½′, 34¾′, 34¾′×23¾′)<br>8W Der 2(10) 8(3–5) | Oil 4SA 8Cy. 400×600 mm<br>1680bhp<br>Masch. Augsburg-Nürnberg<br>3×190, 190, 28kW 230V 50 c/s a.c. | <br>372t (d.o)<br>Aug<br>12k |
| 541873<br>THXF<br><br>Df Esd<br>Pfd Rdr<br>RT | **ANNIE JOELLE**<br><br>**Pierre Guillas**<br>Etel French | **141**<br>62<br>— | | <br><br>BV | **1962** Ch. Herbert & Heraud—Pont Lorois<br>*80·3′* 21′ 6″<br>21′ 4″<br>1 dk | Wood M Fishing<br><br><br>2 Ha (each 4′×3½′)<br>Der 1(½) | Oil 4SA 12Cy. 185×200 mm<br>480bhp<br>Moteurs Baudouin | <br><br>Msl<br>10k |
| 501921<br><br>148951<br>RTv | **ANNIE W. LEWIS**<br><br>**Aberdeen Harbour Board**<br>Aberdeen British | **1004**<br>410<br>2160 | ✠100A1<br>hopper dredger<br>✠LMC<br><br>MN176 | Dr 10/65<br><br><br><br>EL(m) | **1927–7** W. Simons & Co. Ltd.—Rnf<br>204′ 0″ 38′ 0″ 14′ 10¾″<br>204′ 0″ 16′ 6″<br>P11′ 1 dk<br>R 6BH<br>BK9½″ WBDTf20t | TS Hopper Dredger Mchy.aft<br><br><br><br>3W | T 6Cy. 13″ 20½″ & 34½″×22″<br>1050ihp<br>W. Simons & Co. Ltd.<br>2 SB 180℔ ✠NB9/32 hs(4188)<br>1×12kW 110V d.c. | <br>60t (o.f)<br>Rnf<br>6cf<br>8k |
| 650935<br>OGQG<br>520<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ANNIKA**<br><br>**Lovisa Rederi A/B**<br>A/B R. Nordström & Co. O/Y<br>Lovisa Finnish | **1805**<br>827<br>2845<br>**2957**<br>1538<br>4032 | | <br><br>NV | **1965** Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>317′ 11″ 46′ 0″ 17′ 8¾″/21′ 6¾″<br>286′ 6″ 45′ 11″ 25′ 11″<br>P84′ F44′ 1 dk & S dk | M (6P) OSD/CSD Mchy.aft<br>2 Ho 53¾′, 144¾′<br>G.203000 B.189000<br>4 Ha (stl) (28′×23¼′) (40¼′, 40¼′, 40¼′×36′)<br>2W Cr 3(5) Der 2(5) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan<br>2×215kW 400V<br>Directional propeller | <br>372t (d.o)<br>Åbo<br><br>13k |
| 501923<br>SVRB<br>1508<br>Df Esd<br>RT | **ANNIKA**<br>exEdinburgh Merchant-59<br>exScottish Co-operator-50<br>**Anastasios M. & Angele A. Nomikos**<br>Piræus Greek | **499**<br>253<br>670 | <br><br>✠Classed LR until 5/61 | AB | **1939–1** Ind. Maats. "De Noord"—Alb<br>216′ 0″ 31′ 4″ 12′ 9¾″<br>200′ 0″ 30′ 0″<br>F30′ 1 dk<br>R<br>rf 10″ | M Ref Mchy.aft<br>1 Ho 125½′<br>G.58950 B.47575 In.2123<br>2 Ha<br>2W | Oil 2SA 6Cy. 340×570 mm<br>960bhp<br>Atlas-Diesel A/B | <br>36t<br>Skm<br>11k |
| 525189<br>SFWA<br>9576<br>Df Esd<br>Gc Rdr<br>RTv | **ANNIKA SMITH**<br>exNike-67<br>**And. Smith Rederi A/B**<br>And. Smith<br>Stockholm Swedish<br>Now **PASSAD III** (No. 525189) in the Register | **14778**<br>8597<br>23600 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1640 | SS 1/64<br><br><br><br>EL k† | **1955–6** A/B Götaverken—Got<br>593′ 6″ 74′ 8″ 32′ 4″<br>560′ 0″ 74′ 6″ 42′ 3″<br>P109′ B40′ F81′ 1 dk<br>12BH<br>rf 1½″ WB1580t incl. DTf1347t | M Tanker Mchy.aft<br>22 Ta<br>L.1080136 HeCls. BC<br><br>Der 4(5) 1(3) 1(½) | Oil 2SA 9Cy. 760×1500 mm<br>8200bhp<br>A/B Götaverken<br>2AuxB 150℔<br>3×240, 240, 110kW 220V d.c. | <br>2034t (hvf)–34pd<br>Got<br><br>15k |
| 501924<br>LNZJ<br><br>Df Esd<br>Gc Rdr<br>RT | **ANNIKEN**<br>exMargareta-61<br>**A/S Olymp**<br>Einar Lange<br>Oslo Norwegian | **12506**<br>7120<br>18850 | | <br><br>NV | **1958** Uddevallavarvet A/B—Udv<br>560′ 0″ 69′ 11″ 30′ 8½″<br>530′ 0″ 69′ 9″ 39′ 8″<br>P116′ B44′ F67′ 1 dk | M Tanker Mchy.aft<br>30 Ta<br>L.878936 HeCls. BC | Oil 2SA 8Cy. 760×1500 mm<br>7500bhp Götaverken<br>Uddevallavarvet A/B | <br>1484t–30pd<br>Udv<br>15k |
| 501925<br>KIWK<br>247304<br>Df Esd<br>Gc | **ANNISTON VICTORY**<br><br>**United States Department of Commerce**<br>San Francisco United States | **7607**<br>4563<br>10681 | | <br><br>AB | **1945** Permanente (Shpyd No. 1)—<br>Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 0″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. | <br>2882t (o.f)<br>Pbg<br>15k |

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| 527812<br>FPZP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNITA**<br>exPierre Vidal-66<br>exColonel Pleven-61<br>**La Pêche au Large**<br>Bordeaux French<br>Now **SAUKKO IV** See New Entries No. 11 | 1429<br>761<br>— | BV | 1947 Bath Iron Wks Corp.—Bath, Me<br>*229·6'* 38' 7"<br>... ... ... | M Trawler<br>4 Ha (each 4½'×4½')<br>Der 1(3½) | Oil 4SA 6Cy. 500×900 mm<br>1090bhp<br>Burmeister & Wain |
| 650426<br>6ZEP<br>2193<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNITSA L**<br>**Cia. de Nav. Annitsa Inc.**<br>Monrovia Liberian | 19758<br>12992<br>35068 | AB | 1965 Uraga Hvy Ind. Ltd.—Yokosuka<br>633' 3" 89' 5" 36' 7¼"<br>584' 0" 89' 3" 51' 10"<br>P112' F50' 1 dk<br>RW<br>rl 4" | M Bulk Carrier Mchy.aft<br>7 Ho<br>7 Ha | Oil 2SA 9Cy. 760×1550 mm<br>14500bhp Sulzer<br>Uraga Hvy Ind. Ltd. Tamashima |
| 501930<br>OZDI | **ANNO**<br>exAnne-62<br>**A/S Bornholms Kulimport**<br>A/S Carl Norstrand<br>Copenhagen Danish | 146<br>75<br>159 | BV<br>**BROKEN UP** | 1924 Schps. Bakkerskil—Krimpen a/d Leck<br>92' 2" 20' 7" 8' 0"<br>... ... ...<br>R | M Mchy.aft | Oil 2SA 3Cy. 230×400 mm<br>180bhp Emade49fitted61 Alpha<br>Fredrikshavn Jernst |
| 501931<br>187004<br>Esd Pfd | **ANNROBIN**<br>**Small & Co. (Lowestoft) Ltd.**<br>~~East Anglian Ice & Cold Storage Co. Ltd.~~<br>Hobsons (Lowestoft) Ltd.<br>Lowestoft British<br>Now **MARY** See New Entries No. 7 | 117<br>40<br>— | | 1955 Richards Irn Wks Ltd.—Lwt<br>*91·6* 21' 2" 11' 0"<br>88' 10" 21' 0"<br>RW | M Trawler | Oil 4SA 6Cy. 260×368 mm<br>Ruston & Hornsby |
| 526086<br>LKBK<br>Df Esd | **ANNSTEIN**<br>exOdd I-64 exDominion II<br>**Gerhard Midttveit**<br>Bergen Norwegian | 218<br>82<br>— | | 1912 Porsgrunds M/V—Porsgrunn<br>132' 0" 20' 2"<br>119 0"<br>1 dk<br>R len 41 | M Fishing Mchy.aft | Oil 2SA 6Cy. 325×440 mm<br>400bhp Emade42fitted46<br>Waggon & Masch. |
| 501932<br>GHLK<br>302591<br>Esd Pfd<br>RT | **ANNUITY**<br>**F. T. Everard & Sons Ltd.**<br>London British | 1600<br>754<br>— | ✠100A1 SS 10/65<br>oil tanker<br>✠LMC<br>MN220 EL q1$\frac{1}{16}$"SQ | 1961-2 Goole S.B. & R. Co. Ltd.—Goo<br>266' 3" 40' 3" 15' 10"<br>250' 0" 40' 0" 16' 10"<br>P68' F30' Trunk149' 1 dk<br>13BH<br>rf 4" WB405t | M Tanker Mchy.aft<br>12 Ta<br>L.108580 HeCls. C | Oil 2SA 4Cy. 407×648 mm<br>1100bhp<br>Newbury Diesel Co. Ltd.<br>2db 180lb |
| 504079<br>SVXL<br>2846<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **ANNUNCIATION DAY**<br>exBencruachan-66<br>**25th March Shipping Co. S.A.**<br>Union Commercial Steamship Co.<br>Piræus Greek | 8047<br>4533<br>11362 | ✠100A1 SS 2/66<br>DTm(cr)—vegetable oil<br>✠LMC<br>MN1500 EL c‡2¼"SQ | 1946-6 J. L. Thompson & Sons Ltd.—Sld<br>482' 7" 60' 2" 30' 5½"<br>450' 8" 60' 2" 40' 0"<br>F47' 2 dks, 3rd dk fwd of mchy. space<br>R 7BH<br>rf 4" WB2169t Incl. Tunnel tanks 287t DTmc230t | S CSD<br>5 Ho 61', 63', 63¾', 66', 65'<br>G.588390 B.516993<br>5 Ha (24½', 33', 33', 33', 33½'×20')<br>16W Der 1(50) 1(30) 6(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>7500shp<br>Richardsons, Westgarth<br>2WTB 285lb Spt 273lb hs17565<br>AuxSB 250lb<br>2×50kW 110V d.c. |
| 661527<br>Esd RT | **ANNUNZIATA C**<br>**Antonino Cefalù**<br>Palermo Italian<br>Now **PELLICANO** See New Entries No. 7 | 569<br>267<br>— | RI | 1966 Cant. Nav. M. & B. Benetti—Viareggio<br>184' 6" 30' 0" 8' 6"<br>164' 0" 29' 11" 15' 10"<br>1 dk<br>RW | M Trawler Mchy.aft<br>1 Ho | Oil 4SA 8Cy. 320×420 mm<br>1200bhp<br>Ansaldo Stab. Mecc. |
| 501933<br>IJTG<br>535<br>Df Esd<br>Rdr<br>RTm | **ANNY**<br>exPetra-62 exHammonia-54<br>exAlice-52 exFlandria-51<br>exDoorman-47<br>exEmpire Boy-42<br>**Vittorio Rossetti**<br>Leghorn Italian | 963<br>485<br>1160 | RI<br>✠Classed LR until 3/54 | 1941-12 Goole S.B. & R. Co. Ltd.—Goo<br>*222·8'* 31' 5" 13' 10"<br>212' 1" 31' 3" 14' 0"<br>P61' B17' F23' Trunk in wells 1 dk<br>len 52 | M Tanker (5P) Mchy.aft<br>8 Ta<br>Cr 1(4) Der 1(4) | Oil 4SA 6Cy. 320×450 mm<br>1000bhp NE65<br>Klöckner-Humboldt-Deutz<br>2×50kW 110V d.c.<br>Directional propeller |
| 501934<br>SEBM<br>9257<br>Rdr | **ANNY**<br>**Bröderna Wiberg**<br>Husum Swedish | 137<br>49<br>— | | 1949 Brins Werft—Ahm<br>*95·8'* 18' 11"<br>... ... ...<br>RW | M Tug | Oil 4DA 6Cy. 350×430 mm<br>900bhp Emade43fitted49<br>Motorenw. Mannheim<br>3×56, 12, 12kW 400V 50c/s<br>Controllable pitch propeller |
| 540078<br>OZMT<br>Esd Rdr<br>RTh | **ANØ LINDINGER**<br>exAnø-66<br>**Lindinger Agro Co. A/S**<br>Rederiet Lindinger A/S<br>Havneby Danish | 389<br>104<br>260 | NV | 1963 Løland Motorverkstad—Leirvik<br>139' 2" 29' 7" 11' 4"<br>124' 7" 29' 6" 12' 6"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 52½', 1 TwD 85'<br>1 Ha (stl) (39½'×19½')<br>Cr 1(8) | Oil 2SA 8Cy. 240×400 mm<br>640bhp<br>Alpha-Diesel A/S<br>2×68kW 380V 50c/s a.c.<br>Controllable pitch propeller |
| 501937<br>EAYN<br>Esd | **ANOZAMA**<br>**Julian Portuondo Uribarri**<br>Vigo Spanish | 134<br>85<br>70 | | 1947 Hijos de J. Barreras S.A.—Vgo<br>88' 6" 21' 2" 10' 11"<br>21' 0" | Wood M Fishing Mchy.aft<br>1 Ho 30½' | Oil 4SA 4Cy. 270×500 mm<br>N.V. Werkspoor |
| 672867<br>Esd RT | **ANPESA-1**<br>**Anchoveta Peruana S.A.**<br>Pisca Peruvian | 200<br>89<br>— | GL | 1967 Ast. Picsa S.A.—Clo<br>*88·0'* 23' 2"<br>23' 1" 11' 5"<br>1 dk | M Trawler | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. |

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| 539145<br>AQFA<br>Df Esd<br>Gc | **ANSAR**<br>exWilliams-64 exLT-456<br>**Government of Pakistan**<br>Chittagong Pakistan | 524<br>195<br>— | AB | **1944** Levingston S.B. Co.—Orange<br>33′ 1″ 15′ 2⅛″<br>134′ 6″ 33′ 0″ 17′ 0″<br>F42′ 2 dks | D-E Tug | 2 Oil 4SA each 8Cy. 10½″×13½″ 1900bhp connected to elec. motors sr geared to sc. shaft 198t<br>Cooper-Bessemer Corp. Grove City |
| 501938<br>JNGJ<br>65951 | **ANSEI MARU**<br>exKeijin Maru No. 1<br>**Sanyo Sempaku K.K.**<br>Kobe Japanese | 548<br>391<br>768 | | **1937** Urabe Zosen Tekkosho—Osa<br>171′ 2″ 26′ 0″ 12′ 2″<br>25′ 10″<br>P60′ F19′ 1 dk<br>R len 53 | M Mchy.aft<br>G.42360 B.40171<br>2 Ha (66½′×14½′) (17¼′×10¾′)<br>3W | Oil 4SA 6Cy. 295×440 mm<br>370bhp 26t<br>Hanshin Tekkosho Kob<br>8½k |
| 501939<br>7KCD<br>86734<br>Rdr | **ANSEI MARU**<br>**Abo Shoten K.K.**<br>Onomichi Japanese | 479<br>286<br>— | | **1961** Setoda Zosen—Setoda<br>*166·0′* 26′ 1″<br>25′ 11″ 12′ 2″<br>1 dk len 65 | M Tanker Mchy.aft<br>L.24896 | Oil 4SA 6Cy. 290×410 mm<br>550bhp 23t<br>Hanshin Nainenki Kogyo Kob |
| 671002<br>JK2416<br>100541<br>Rdr | **ANSEI MARU No. 8**<br>**Anpo Shoten K.K.**<br>Onomichi Japanese | 493<br>268<br>862 | | **1966** Taihei Kogyo—Hma<br>180′ 0″ 28′ 0″ 12′ 3½″<br>164′ 1″ 27′ 11″ 13′ 4″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 275×410 mm<br>800bhp<br>Fuji Seisakusho Tateyama |
| 501940<br>KKTE<br>243086<br>Df Esd | **ANSEL BRIGGS**<br>**United States Department of Commerce**<br>Los Angeles United States | 7176<br>4380<br>10572 | AB<br>**BROKEN UP** | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1856t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| 501943<br>DDOC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANSGARITOR**<br>exHermann Krages-59<br>~~**Schlüssel-Reederei O.H.G.**~~<br>Bremen W. German<br>**Schlüssel Reederei K.G.** | ~~8469~~ T.Mk<br>~~5219~~ 5720<br>~~12185~~ 3126<br>10330<br>8248<br>5048<br>12185 | GL | **1957** Flensburger Schiffs.-Ges.—Fln<br>474 0″ 60′ 8″ 29′ 0½″<br>433′ 2″ 60′ 4⅓″ 37′ 8″<br>P112′ F105′ 2 dks<br>RW<br>rf 4″ | M (9P) CSD Mchy.aft<br>3 Ho 104′, 107½′, 89′<br>G.613600 B.570200<br>3 Ha (stl) (59½′ comb., 63¾′ comb., 65½′ comb.×26¼′)<br>12W Der 4(3-8) 8(3-5) | 3 Oil 4SA each 6Cy. 400×460 mm geared to sc. shaft<br>4080bhp 737t (d.o)<br>Henschel Maschb. Ham<br>4×125, 125, 125, 100kW d.c. 13½k |
| 501944<br>GMFM<br>191506<br>Df Esd<br>Gc Rdr<br>RTv | **ANSHUN**<br>**China Nav. Co. Ltd.**<br>John Swire & Sons Ltd.<br>London British | 5578 ~~6460~~<br>3024 ~~3303~~<br>5240 | **BS✱** SS 12/65<br>**MBS✱**<br>**RMC✱**<br>MN900 CT6114 C36 S36 | **1951-1** Taikoo D. & E. Co.—H.Kg<br>418′ 4″ 56′ 8″ 22′ 6″<br>391′ 0″ 56′ 6″ 25′ 0″<br>P41′ F89′ 3 dks<br>RW 7BH<br>rf 3″ WB1774t incl. Tunnel tanks 206t DTm394t | M (1218P) Ref CSD<br>5 Ho 53¼′, 57½′, 30′, 52½′, 59′<br>G.298265 B.272259 In.18695<br>5 Ha (stl) (18¾′×15′) (27¼′×20′) (20′, 20′, 20′×17′)<br>12W Der 2(10) 6(5) 2(3) 2(2) | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford 486t (hvf)<br>Scotts' S.B. & E. Co. Ltd. Grk<br>AuxB 105lb<br>3×175kW 220V d.c. 15k |
| 501946<br>186724 | **ANSON**<br>**British Transport Docks Board**<br>Hull British | 810<br>386<br>1130 | ✠Classed LR until 10/57 | **1957-2** Henry Scarr Ltd.—Hessle<br>197′ 0″ 38′ 9″ 11′ 11½″<br>186′ 0″ 37′ 6″ 13′ 9″<br>RAD45′ RFD44′ 1 dk<br>RW<br>rf nil | M Hopper Barge Mchy.aft | Oil 4SA 12Cy. 9¾″×10½″ sr geared<br>945bhp (d.o)<br>Davey, Paxman & Co. Ltd. Col<br>2×50kW 220V d.c. |
| 501947<br>KTKH<br>246706<br>Df Esd<br>Gc | **ANSON MILLS**<br>**United States Department of Commerce**<br>Houston United States | 7258<br>4450<br>— | AB | **1944** Todd-Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk twd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| 501949<br>SUDO<br>Df RT | **ANTAR**<br>exEdgar Bonnet-58<br>**Suez Canal Authority**<br>Egyptian (U.A.R.) | 841<br>—<br>— | | **1953** Schps. L. Smit & Zoon—Kinderdijk<br>*151·5′* 39′ 5″<br>39′ 3″ | TM Tug | 2 Oil 4SA each 8Cy. 610×840 mm<br>J. & K. Smit's Scheeps. Kinderdijk |
| 501950<br>VRCL<br>315101<br>Df RTh | **ANTAR**<br>**Caltex Shipping Co. Ltd.**<br>Hong Kong British | 259<br>—<br>— | AB | **1961** Hitachi Zosen—Inn<br>105′ 0″ 27′ 2″ 13′ 6″<br>100′ 3″ 27′ 1″ 15′ 0″<br>1 dk<br>BK 2½″ | D-E Tug | Oil 2SA 16Cy. 8½″×10″ 1760bhp driving 1 gen. 1200kW 750V d.c. connected to elec. motor 1525shp (WL)<br>108t (d.o)<br>General Motors Corp. Clv<br>3×40, 40, 24kW 125V d.c. |
| 501951 | **ANTARA**<br>**Government of Iraq (Directorate General of Ports & Navigation)**<br>Basrah Iraq | 694<br>244<br>— | **100A1** SS 9/65<br>Shatt-al-Arab River service between Fao & Basrah<br>**LMC**<br>MN106 EL (j) | **1954** Orenstein-Koppel & Lbcr. Masch.—Lbc<br>110′ 1″ 69′ 2″ 4′ 6″<br>110′ 0″ 69′ 0″ 9′ 10″<br>1 dk<br>RW 4BH<br>WBDTsa228t | TM Floating Crane | 2 Oil 4SA each 8Cy. 180×260 mm with sr reverse gearing<br>530bhp<br>Motorenw. Mannheim Mhm |
| 672513 | **ANTARCTIC**<br>**C. Tammes**<br>N.V. Scheepvaartkantoor "Groningen"<br>Groningen Netherland<br>For later particulars see New Entries No. 1 | T.Mk<br>500<br>283<br>1240<br>1384<br>810<br>1739 | **100A1**<br>Class contemplated | N.V. Nieuwe Noord Ned. Schps.—Gro<br>265′ 7″ 39′ 7″ 13′ 6″/16′ 1″<br>240′ 9″ 38′ 7″ 23′ 0″ | M Ref Mchy.aft | Vee Oil 4SA 12Cy. 400×500 mm<br>Klöckner-Humboldt-Deutz Kln |

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|---|---|---|---|---|---|---|---|
| 526217 | **ANTARCTICA** | 8785 | | | **1959** Uddevallavarvet A/B—Udv | M CSD | Oil 2SA 7Cy. 760×1500 mm |
| GNLA | exOlder–64 | 5058 | | | 467' 2" 61' 0" 29' 8½" | | Götaverken |
| 306005 | **Tat On Shipping &** | 12500 | | NV | 431' 2" 60' 9" 30' 6" | G.610350 B.557750 | Uddevallavarvet A/B |
| Df Esd | **Enterprises Co. Ltd.** | | | | P56' B80' F88' 2 dks | | |
| Gc Rdr | Yick Fung Shipping & | | | | | 16W Der 1(30) 2(10) 14(5) | |
| RT | Enterprises Co. Ltd. | | | | | | |
| | London British | | | | | | |
| 501954 | **ANTARCTICA** | 375 | | | **1958** Schps. v/h Th. J. Fikkers—Foxhol | M Mchy.aft | Oil 4SA 6Cy. 240×360 mm |
| PCRV | | 200 | | | 164' 4" 26' 7" 9' 6½" | 1 Ho 97½' | 224bhp |
| | **Rederij Salomons &** | 516 | | BV | 147' 7" 26' 3" 10' 6" | G.25000 B.23700 | Klöckner-Humboldt-Deutz |
| Df Esd | **Wildeman** | | | | P47' F30' 1 dk | 2 Ha (each 35½'×16½') | |
| RTm | E. Wagenborg's Scheepv. & | | | | RW | 2W Der 2(2) | |
| | Exped. Bedr. N.V. | | | | rf 3" | | |
| | Groningen Netherland | | | | | | |
| 501955 | **ANTARES** | 12113 | ✠100A1 | SS 3/67 | **1957–7** Nippon Kokan—Yka | M Tanker Mchy.aft | Oil 2SA 6Cy. 740×1600 mm |
| SYAN | | 7441 | oil tanker | | 553' 0" 72' 0" 29' 6½" | | 7500bhp B&W |
| 1665 | **Canopus Transoceanic** | 18451 | ✠LMC | | 525' 0" 71' 8" 39' 5" | | Mitsui Zosen |
| Df Esd | **Corp.** | | | | P114' F66' 1 dk | | 2AuxB 180lb |
| Gc Rdr | Piræus Greek | | MN1500 | EL h†2⅜"SQ | 16BH | | |
| RT | | | | HR | rf 4" WB1359t incl. DTf957t | | |
| 514859 | **ANTARES** | 5340 | **BS**✱ | SS 12/66 | **1946–11** Odense Staalskibs.—Odn | M | Oil 2SA 9Cy. 500×900 mm |
| LZEK | exHerdis Torm–63 | 3305 | Ice Class D | | 395' 0" 53' 11" 23' 10½" | | 2800bhp |
| 392 | exHerdis–51 | 7600 | **MBS**✱ | | 370' 0" 53' 9" 32' 10" | G.414000 B.380000 | Burmeister & Wain |
| Df Esd | **Navigation Maritime Bulgare** | | | | F32' 2 dks | | db 100lb |
| Rdr | Varna Bulgarian | | MN640 | CT5189 C35 | 7BH | | |
| | | | | | WB1573t incl. DT232t | | |
| 672221 | **ANTARES** | 2435 | | | **1964** Volkswerft Stralsund—Stralsund | TM Stern Trawling Factory Ship | 2 Oil 4SA each 8Cy. 320×480 mm |
| UYGG | | 1070 | | | 261' 10" 43' 4" 17' 1" | 3 Ho | |
| M-26994 | **U.S.S.R.** | 850 | | | 22' 11" | In.38387 | |
| | Sevastopol Russian | | | | | 3 Ha (11½'×7½') (8½', 6½'×6½') | |
| | | | | | | 4W Der 2(6) 2(1½) | |
| 501957 | **ANTARES** | 2119 | | | **1949** A/B Crichton-Vulcan—Åbo | S | C 4Cy. (2) 15" & (2) 31½"×31½" |
| OFOU | | 1141 | | | 296' 5" 42' 8" 18' ½" | | 1000ihp |
| 1060 | **Finska Ångfartygs A/B** | 3175 | | GL | 42' 6" 21' 4" | G.158585 B.147485 | A/B Crichton-Vulcan |
| Df Esd | **Helsinki/Helsingfors Finnish** | | | | P36' B72' F30' 1 dk | 4 Ha (34½', 34½', 34½', 29½'×19½') | |
| Gc Rdr | | | | | | 8W | |
| RT | Now **AMIGO** See New Entries No. 1 | | | | | | |
| 533690 | **ANTARES** | 1492 | | | **1937** Nylands Verksted—Osl | S OSD | C 2Cy. 16½" & $33\frac{1}{16}$"×$33\frac{1}{16}$" & LP |
| HRXG | exSplendor–64 | 830 | | | 272' 0" 41' 2" 17' 4" | | with dr gearing & hydraulic |
| | exGiuseppe Donato–62 | 2565 | | BV | 41' 1" | G.160000 B.149000 | |
| Df Pfd | exAragon–59 | | | | 1 dk & S dk | | Nylands Verksted |
| Rdr | **Ocloro Ltd.** | | | | R | 8W Der 1(10) | |
| | Puerto Cortes Honduran | | | | | | |
| 640379 | **ANTARES** | 1308 | | | **1963** Indústrias Reunidas Caneco—Rio | M OSD/CSD Mchy.aft | Oil 2SA 7Cy. 360×600 mm |
| | | 607 | | | 259' 6" 41' 2" 16' 3¾"/19' 4½" | 2 Ho 59', 58½' | 1680bhp |
| | **Brazilian Government** | 2165 | | BV | 241' 1" 41' 0" 24' 6" | G.143625 B.134267 | Sulzer Bros. Ltd. |
| Df Esd | **(Comissão de Marinha** | 1996 | | | P15' F31' 1 dk & S dk | | 3×125kW 450V 60c/s a.c. |
| Rdr RT | **Mercante)** | 1361 | | | RW | 8W Cr 4(3) Der 4(5) | |
| | Rio de Janeiro Brazilian | 2992 | | | rf 33½" | | |
| 671721 | **ANTARES** | 499 | | | **1967** Schlichting-Werft—Travemünde | M OSD Mchy.aft | Oil 4SA 16Cy. 220×300 mm |
| DEJH | | 279 | | | 250' 9" 13' 11" | | 2200bhp |
| | **Argo-Reederei Richard** | — | | GL | 223' 2" 42' 8" | | Masch. Augsburg-Nürnberg |
| Df Esd | **Adler & Söhne** | | | | 1 dk & S dk | | |
| Rdr RT | Bremen W. German | | | | | | |
| 501959 | **ANTARES** | 239 | | | **1944** Ast. de T. Ruiz de Velasco—Bbo | S | T 3Cy. 8½" 13½" & 21½"×15" |
| EANT | | 96 | | | *108·2'* 24' 11" | | |
| | **S.I.C.A.R. Ltda. Suministros** | — | | | ... ... ... | | Carmelo Unanue |
| | **e Industrias Castro-Rial** | | | | | | |
| | **S.L.** | | | | | | |
| | Corcubion Spanish | | | | | | |
| 661926 | **ANTARES** | 107 | | | **1965** Soc. de Constr. Navales— | M Trawler | Oil 2SA 4Cy. |
| | | — | | | Valdivia | | 280bhp |
| | **Soc. Pesquera El Litoral** | — | | BV | *61·2'* 20' 8" | | Normo Group |
| Esd | **Ltda.** | | | | 10' 10" | 1 Ha (6'×6½') | |
| | Valparaiso Chilean | | | | | | |
| 501953 | **ANTARKTIKA** | 3960 | | | **1948** A/S Fredriksstad M/V—Fks | S OSD/CSD | C 4Cy. (2) 16½" & (2) $39\frac{11}{16}$"×36¼" |
| UPGV | exManny–54 | 2207 | | | 385' 1" 57' 4" 20' 11"/22' 2" | 3 Ho | |
| M-10016 | **U.S.S.R.** | — | | | 57' 1" 34' 11" | G.501000 B.460000 | A/S Fredrikstad M/V |
| Df Rdr | Murmansk Russian | 6452 | | | P26' F73' 1 dk & S dk | 3 Ha (17½'×19½, 15½', 20½') | |
| | | 3761 | | | RW | 8W Der 8(1½) | |
| | | — | | | | | |
| 501961 | **ANTARTICO** | 3996 | 100A1 | SS 2/68 ~~SS 3/64~~ | **1945** Southeastern S.B. Corp.—Sav | M Ref Mchy.aft | Oil 2SA 6Cy. 545×700 mm |
| LQQA | exRing Hitch–47 | 2207 | | | Cmpl. 1947 Welding Shpyds—Norfolk | | 1700bhp |
| | **Marifran S.A.C. M.F.I.y.A.** | 6020 | **LMC** | | 338' 8" 50' 2" 23' 4½" | G.260316 B.238075 In.8660 | General Mchy. Corp. |
| Df Esd | Argentine | | | | 321' 3" 50' 0" 29' 0" | | |
| Gc Rdr | | | MN498 | EL v 1⅜"SQ | P90' F40' 2 dks | 12W Der 1(20) | |
| RT | | | | | 5BH | | |
| | | | | | WB304t incl. DTf198t | | |

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| 661298 | **ANTCHAR**<br>**U.S.S.R.**<br>Leningrad Russian | 3170<br>1225<br>1460 | | 1966 .......................Russia<br>277′ 10″ 46′ 0″ 18′ 2″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57387<br>3 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| 650140<br>6ZBK<br>2110<br>Df Esd<br>Gc Rdr<br>RT | **ANTE TOPIC**<br>**Termar Navigation Co. Inc.**<br>Marfin Management Trust (Reg.)<br>Monrovia Liberian | 14876<br>9844<br>22939 | ✠100A1<br>strengthened for heavy cargoes—Nos. 1, 3 & 5 holds may be empty<br>✠LMC<br>MN2750 EL j†2½″SQ | 1965–2 Ishikawajima-Harima Hvy Ind.—Nga<br>578′ 7″ 77′ 0″ 32′ 9¼″<br>538′ 1″ 76′ 9″ 44′ 3″<br>P100′ F49′ 1 dk<br>NS 8BH<br>rf nil WB7217t incl. Topside tanks 2595t | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W<br>Hitachi Zosen Osa<br>AuxB 100lb |
| 501963<br>FOFT<br>Df Esd<br>Rdr RT | **ANTÉE**<br>~~**Soc. Navale Caennaise (Anct. G. Lamy & Cie.)**~~<br>~~Caen.~~ ~~French~~<br>**Kastella Shipping Corp.**<br>Monrovia Liberian | ~~4163~~ 3726<br>~~1989~~ 2130<br>5807 | BV | 1954 Ch. Nav. de Caen—Blainville<br>*368·5′* 49′ 4″ 21′ 0″<br>49′ 2″<br>1 dk<br>RW | S<br>4 Ha (35¾′×27¾′) (41¼′, 43½′, 43½′×31½′)<br>Der 2(15) 2(8) 5(5) | C 4Cy. (2) 19$\frac{5}{16}$″ & (2) 41$\frac{5}{16}$″×41$\frac{5}{16}$″<br>2000ihp (o.f)<br>At. & Ch. de France Dnk<br>11½k |
| 501965<br>GVVN<br>187165<br>Df Esd<br>Gc Rdr<br>RTv | **ANTENOR**<br>**Ocean Steam Ship Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>5439<br>2766<br>5896 ~~5950~~<br>7672<br>4219<br>9170 | ✠100A1 SS 8/65<br>DTsm & 'tween dk tanks aft—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1600 EL d†2½″SQ | 1957–7 Vickers-Armstrongs (S.B.) Ltd.—Nwc<br>491′ 6″ 62′ 4″ 23′ 4½″/28′ 6″<br>452′ 9″ 62′ 0″ 35′ 3″<br>P40′ B201′ F47′ 2 dks, 3rd dk in fwd hold<br>RW 8BH<br>rf 9″ WB3527t incl. Tunnel tanks 141t DTsm2190t | M Ref<br>7 Ho 59′, 66′, 63′, 54′, 60′, 53½′, 31′<br>In.1720<br>2 Ha (stl) (21′×16′) (36′×22′)<br>2 Ha (w) (32′, 23′×22′)<br>4 Ha (stl) (24′×22′) (24′×20′) (7′, 7′×8′)<br>Der 1(70) 2(15) 6(10) 18(5) | Oil 2SA 6Cy. 750×1500 mm exhaust 500 mm<br>8000bhp B&W (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>db 100lb ℨe (ex.g) 120lb<br>3×450kW 220V d.c. |
| 501967<br>MSJG<br>186057<br>Df Esd | **ANTERIORITY**<br>**F. T. Everard & Sons Ltd.**<br>London British<br>Now **VARI** See New Entries No. 7 | 2003<br>884<br>— | ✠100A1 SS 7/63<br>oil tanker<br>✠LMC<br>MN240 EL r<br>**LAID UP—SURVEYS OVERDUE 7/67** | 1954–5 Goole S.B. & R. Co. Ltd.—Goo<br>277′ 0″ 41′ 7″ 16′ 5¼″<br>260′ 0″ 41′ 6″ 17′ 9″<br>P69′ B16′ F28′ Trunk 134′ 1 dk<br>RW 13BH<br>WB369t incl. DTf209t | M Tanker Mchy.aft | Oil 2SA 6Cy. 405×650 mm<br>1200bhp<br>Newbury Diesel Co. Ltd. Nby<br>2db 180lb<br>10½k |
| 501968<br>DCAC<br>Df Esd<br>Rdr RT | **ANTHA**<br>~~**Josef Schöning**~~ **Rudolf Tieben**<br>~~Cologne~~ W. German<br>Haren/Ems | 281<br>135<br>374 | GL | 1951 Hilgers A.G.—Rheinbrohl<br>*135·6′* 24′ 8″ 8′ 7″<br>9′ 6″<br>P30′ F20′ 1 dk<br>RW | M<br>G.18000 B.17000<br>2 Ha | Oil 4SA 4Cy. 320×480 mm<br>265bhp<br>Motorenw. Mannheim Mhm<br>8k |
| 520255<br>5LHE<br>957<br>Df Esd<br>Gc Rdr | **ANTHEM**<br>exLake George–63<br>**Condor Financiera Panama S.A.**<br>Monrovia Liberian | 10582<br>6406<br>16460 | AB | 1943 Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 30′ 2″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor<br>6000shp (Sy) 1495t (o.f)–57½pd<br>Westinghouse Elec. & Mfg Co. Pbg<br>14½k |
| 513088<br>SZYW<br>27 | **ANTHI**<br>exAnna–66 exGiorgio Ciotta–65<br>exGiuseppina Surdo–55<br>**Nikolaos Mparmpas**<br>Thessaloniki Greek | 284<br>209<br>— | | 1946 Palomba Ciro—Torre del Greco<br>130′ 7″ 25′ 2″ 11′ 11″<br>114′ 0″ 25′ 0″ 12′ 5″<br>1 dk | Wood M | Oil 4SA 6Cy. 290×420 mm<br>360bhp Emade41fitted46<br>Deutsche Werke A.G. Kel<br>7½k |
| 501971<br>6ZFU<br>2224<br>Df Esd<br>Gc Rdr<br>RTm/h | **ANTHONY II**<br>**Mardoro Cia. Nav. S.A.**<br>Monrovia Liberian | 10888<br>6534<br>15230 | ✠100A1 ~~SS 12/62~~<br>Str. nav. ice SS 10/67<br>✠LMC<br>MN1360 EL f†2¼″SQ | 1957–10 Howaldtswerke (Hamburg) A.G.—Ham<br>518′ 6″ 67′ 10″ 30′ 10½″<br>476′ 3″ 67′ 7″ 41′ 5″<br>P25′ F38′ 2 dks<br>RW 8BH<br>rf nil WB3898t incl. Tunnel tanks 157t DTa1211t | M CSD<br>7 Ho 47′, 72½′, 73½′, 57¾′, 55′, 51′, 15¾′<br>G.583266 B.579870<br>7 Ha (stl) (27′, 45¾′, 36¾′, 31½′, 28¾′, 28¾′×26¼′) (5½′×5¾′)<br>16W Der 4(10) 16(5) | Oil 2SA 6Cy. 670×2320 mm<br>6796bhp Doxford 1500t (hvf)<br>N.E. Mar. Eng. Co. Wal<br>AuxB 71lb e (ex.g) 71lb<br>3×265kW 220V d.c. 15k |
| 501972<br>KVGL<br>244785<br>Df Esd<br>Gc | **ANTHONY F. LUCAS**<br>**United States Department of Commerce**<br>San Francisco United States | 7244<br>4396<br>10485 | AB | 1943 Houston S.B. Co.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 10k |
| 501973<br>GRMQ<br>180755<br>Df Rdr<br>RTm | **ANTHONY M.**<br>exEmpire Tigity–47<br>exGöhren–45<br>**Metcalf Motor Coasters Ltd.**<br>T. J. Metcalf<br>London British | 465<br>216<br>536 | **BS** TD 5/68 ~~Dr 11/66~~<br>oil tanker<br>**MBS**<br>MN96 CT413 C18 | 1944 Hugo Peters—Beidenfleth<br>159′ 0″ 25′ 7″ 11′ 7½″<br>143′ 11″ 25′ 6″ 12′ 7″<br>P44′ F26′ 1 dk<br>R 9BH<br>rf 7″ WB66t | M Tanker Mchy.aft<br>6 Ta<br>L.18970 | Oil 4SA 8Cy. 220×290 mm<br>480bhp NE✱3/53 28½t (d.o)–1¼pd<br>Blackstone & Co. Ltd. Stamford<br>✠ndb 10/61–100lb<br>2×25, 24kW 220V d.c. 9k |
| 501975<br>188871<br>Df Esd<br>Gc Rdr<br>RT | **ANTICOSTI**<br>**Anticosti Shipping Co.**<br>Montreal Canadian | 569<br>280<br>250 | ✠100A1 Lake SS 6/65<br>River & Gulf of St. Lawrence service<br>Str. nav. ice<br>✠LMC<br>MN153 EL h | 1956–12 Atlantic Shipbuilding Co. Ltd.—Npt<br>155′ 10″ 30′ 1″ 10′ 0½″<br>144′ 6″ 30′ 0″ 17′ 6″<br>2 dks<br>NS 4BH<br>rf 12″ WB127t incl. DTf27t | M Mchy.aft<br>1W Cr 1 | Oil 4SA 12Cy. 6¼″×8″ with reverse reduction gearing<br>720bhp NE5/64 84t<br>Caterpillar Tractor Co. Peoria<br>11k |

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| 501977<br>THVG<br>Df Esd<br>Rdr RT | **ANTIFER**<br>exArn VIII-62<br>**Sint Maarten Tramping N.V.**<br>Sint Maarten Netherlands (Antilles) | 500<br>331<br>935 | BV | 1957 Hugo Peters—Wewelsfleth<br>202′ 11″ 31′ 8″ 11′ 7½″<br>180′ 6″ 31′ 6″<br>P45′ B36′ F29′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 127½′<br>G.41269 B.39284<br>2 Ha (each 47½′×17½′)<br>4W Der 4(2) | Oil 4SA 6Cy. 320×480 mm<br>495bhp<br>Motorenw. Mannheim |
| 501978<br>IJYA<br>482 | **ANTIGNANO**<br>exRognac exVeronica-50<br>exY-127-48 exL.T.C. No. 2-44<br>**Fratelli Neri**<br>Leghorn Italian | 614<br>327<br>— | ✠Classed LR until 8/54 | 1930-6 Bethlehem S.B. Corp. Ltd.—Qcy<br>201′ 8″ 32′ 1″<br>31′ 11″<br>1 dk<br>R | M Tanker Mchy.aft | Oil 4SA 6Cy. 350×430 mm<br>Emade—refitted58<br>Motorenw. Mannheim |
| 661312<br>6ZTH<br>2576<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTIGUA**<br>**Maringenio Cia. Nav. S.A.**<br>Monrovia Liberian | 15597<br>10443<br>24000 | AB | 1966 Fujinagata S.B. & E. Co. Ltd.—Osa<br>584′ 0″ 76′ 5″ 31′ 0″<br>557′ 10″ 76′ 2″ 44′ 11″<br>1 dk<br>RW | M Bulk Carrier Mchy.aft | 2 Oil 2SA each 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Uraga Hvy Ind. Ltd. Tamashima |
| 501979<br>SIGP<br>10106<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ANTIGUA**<br>**Salénrederierna A/B**<br>Stockholm Swedish | 8287<br>4413<br>8100 | ✠100A1 CS 10/64<br>✠LMC<br>✠Lloyd's RMC<br>MN2200 EL d12 1/16"SQ | 1960-12 Öresundsvarvet A/B—Lkr<br>493′ 1″ 62′ 2″ 27′ 6½″<br>450′ 0″ 62′ 0″ 39′ 0″<br>F51′ 2 dks, 3rd dk except in mchy. space, 4th dk fwd of mchy. space<br>Coll BH to U dk 5 to 2nd dk<br>rf 15″ DK fwd WB2260t incl. Tunnel tanks 1115t | S Ref<br>4 Ho 90½′, 67¼′, 77′, 83½′<br>In.365320<br>4 Ha (stl) (30½′×15′) (32½′, 32½′×19½′) (32½′×15′)<br>8W Der 8(5) | 2 S Turb dr geared to sc. shaft<br>11000shp<br>Turbin A/B De Laval<br>2WTB 680lb Spt 860° F. 650lb<br>hs13170<br>4×550, 550, 550, 250kW 450V 60c/s a.c. |
| 501980<br>187025<br>Pfd | **ANTIGUA**<br>**Colne Fishing Co. Ltd.**<br>G. D. Claridge<br>Lowestoft British | 204<br>67<br>— | ✠Classed LR until 7/59 | 1957-11 Henry Scarr Ltd.—Hessle<br>*106-0′* 23′ 4″ 10′ 11″<br>102′ 6″ 23′ 0″ 11′ 3″<br>Q58′ F16′<br>RW<br>rf 12″ BK6″ | M Trawler | Oil 4SA 6Cy. 12¼″×15″ sr reverse<br>Ruston & Hornsby |
| 660905<br>Df Esd<br>Rdr RT | **ANTIGUAKOA**<br>**Ondarrutarra S.A.**<br>Gijon Spanish | ~~483~~ 530<br>~~238~~ 284<br>476 | BV | 1965 Maritima del Musel S.A.—Gjn<br>151′ 8″ 13′ 0″<br>131′ 0″ 27′ 4½″ 14′ 5″<br>1 dk<br>RW | M Trawler Mchy.aft<br>3 Ha (each 7½′×6′) | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz |
| 501981<br>PJBU<br>RT | **ANTILIA**<br>**Government of the Netherlands Antilles**<br>Curaçao Netherland (Antilles) | 472<br>222<br>— | ✠100A1 SS 1/66<br>✠LMC<br>MN151 EL I | 1954-11 Gebr. van Diepen—Waterhuizen<br>210′ 4″ 30′ 8″ 10′ 5½″<br>194′ 0″ 30′ 6″ 17′ 7″<br>Ba39′ F35′ 1 dk & S dk<br>RW 2BH to S dk 3 to 2nd dk<br>WB217t | M Ref OSD Mchy.aft<br>G.34402 B.31645 | Oil 4SA 7Cy. 330×600 mm<br>755bhp<br>Werkspoor N.V. |
| 501982<br>PCRZ<br>Df Esd<br>Rdr RT | **ANTILLA**<br>**J. R. Bonninga**<br>M. Havinga's Scheepv. & Handelmaats. N.V.<br>Groningen Netherland | 500<br>305<br>800 | ✠100A1 SS 6/65<br>✠LMC<br>MN100 EL i | 1957-3 Schps. Gebr. Coops—Hgz<br>184′ 10″ 29′ 6″ 11′ 0″<br>170′ 1″ 29′ 2½″ 12′ 3″<br>P46′ F27′ 1 dk<br>RW 3BH<br>rf nil WB269t | M Mchy.aft<br>1 Ho 109′<br>G.37300 B.34000<br>2W Der 2(3) | Oil 4SA 8Cy. 290×450 mm<br>500bhp<br>Appingedammer Brons |
| 501983<br>FNWR<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANTILLES**<br>**Compagnie Générale Transatlantique**<br>Havre French | 19828<br>10530<br>5221 | BV | 1952 Arsenal de Brest—Brt<br>598′ 7″ 80′ 4″ 26′ 2½″<br>80′ 0″<br>B121′ F161′ 4 dks<br>rf 12½″ | TS (825P) Ref<br>4 Ho 37¼′, 42½′, 50½′, 60½′<br>G.173252 B.131174 In.23785<br>4 Ha (stl) (22½′×17½′) (21′, 15½′×17½′) (17½′×15½′)<br>8W Cr 6(5) 2(3–5) | 8 S Turb dr geared to 2 sc. shafts<br>42000shp<br>At. & Ch. de Bretagne<br>4×2000, 2000, 750, 750kW 380V 50c/s a.c. |
| 501984<br>MBLK<br>182486<br>Df Esd<br>Gc Rdr<br>RTv | **ANTILOCHUS**<br>**Ocean Steam Ship Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>5591<br>2482<br>6460<br>7378<br>4140<br>9240 | BS✱ SS 5/65<br>MBS<br>Lloyd's RMC<br>MN1360 CT8314 C41 S36 | 1949 Harland & Wolff Ltd.—Bel<br>487′ 0″ 62′ 4″ 23′ 10½″/28′ 3½″<br>452′ 9″ 62′ 0″ 35′ 0″<br>P41′ B190′ F44′ 2 dks, 3rd dk fwd<br>R 8BH<br>rf 9″ WB4570t incl. DTs2817t | M Ref<br>6 Ho 59′, 72′, 48′, 30′, 81′ 72′<br>G.592000 B.535380 In.1177<br>6 Ha (24½′×16′) (35′, 23′, 23′, 27′×22′) (27′×18′)<br>24W Der 1(50) 1(25) 8(10) 16(5) | Oil 2DA 8Cy. 550×1600 mm<br>6800bhp B&W<br>Harland & Wolff Ltd.<br>AuxB 100lb<br>3×220kW 220V d.c. |
| 542328<br>SIFX<br>10448<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **ANTILOPE**<br>**Rederiet för m.s. "Antilope"**<br>Salénrederierna A/B<br>Stockholm Swedish | 8239<br>4342<br>~~6000~~<br>8625 | ✠100A1 CS 8/68<br>✠LMC<br>✠Lloyd's RMC<br>MN2000 EL d12 1/16"SQ | 1964-1 Eriksbergs M/V A/B—Got<br>489′ 7″ 62′ 2″ 27′ 6½″<br>450′ 11″ 62′ 0″ 39′ 0″<br>P48′ F53′ 2 dks 3rd dk except in mchy. space. 4th dk in Nos. 1 & 2 holds<br>Coll BH to U dk 5 to 2nd dk<br>rf 20″ WB2087t incl. Tunnel tanks 915t | M Ref<br>4 Ho 93½′, 68½′ 78½′, 89½′<br>B.370000 In.373060<br>4 Ha (stl) (43′, 33′, 33′, 33′×18½′)<br>Cr 4(5) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp B&W<br>Eriksberg M/V A/B<br>AuxB 71lb e (ex.g) 71lb<br>4×395kW 440V 60c/s a.c. |
| 541874<br>DNDB<br>Df Esd<br>Rdr<br>RTh | **ANTILOPE**<br>**Minna, Anna, Helene, & Peter**<br>~~Hermann Garms~~ Garms<br>Hamburg W. German | 424<br>271<br>984 | GL | 1963 Schiffsw. J. J. Sietas—Ham<br>198′ 2″ 28′ 5″ 12′ 4″<br>179′ 11″ 28′ 2½″ 12′ 9″<br>1 dk | M Mchy.aft<br>1 Ho 128′<br>G.59300 B.52000<br>1 Ha (stl) (30½′×17′)<br>2 Ha (w) (each 65′×18′)<br>Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz<br>3×7½kW 110V d.c. |
| 501987<br>FOQQ<br>Df Esd<br>Gc Rdr<br>RTh/v | **ANTINÉA**<br>**Cie. Africaine d'Armement**<br>Havre French | 14458<br>8114<br>21857 | BV | 1955 At. et Ch. de France—Dnk<br>593′ 2″ 78′ 8″ 30′ 10″<br>557′ 10″ 78′ 5″ 40′ 0″<br>P164′ B49′ F101′ 1 dk<br>rf 6″ | S Tanker Mchy.aft<br>19 Ta<br>L.991541 HeCls. B<br>1 Ha (16½′×11½′)<br>Der 3(6) 2(5) 1(3) 2(1) | 2 S Turb dr geared to sc. shaft<br>11000shp<br>Cie. Fives-Lilles<br>2×570kW 380V 50c/s a.c. |

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| 505482<br>TOGP<br><br>Df Esd<br>Pld RT | **ANTINÉA**<br>exBuffle-64<br>**Eveno & Cie.**<br>Etel French | ~~130~~ 142<br>— 46<br>~~811~~ | BV | 1950 At & Ch. de la Manche—Dpe<br>*91·8'* 21' 5"<br>... ... ... | M Trawler<br><br><br>4 Ha (2¾'×2½') (2¾', 2¾', 2¾'×2¾')<br>Der 1(2½) | Oil 4SA 6Cy. 270×360 mm<br>525bhp NE62<br>Klöckner-Humboldt-Deutz Kln<br>10k |
| 541014<br>IJZS<br>436<br>Df Esd<br>Rdr RT | **ANTINEA ROCCA**<br><br>**Domenico Rocca**<br>Trapani Italian | 150<br>86<br>— | RI | 1963 Cant. Nav. Mario Morini—Ancona<br>*114·1'* 23' 9" 10' 6"<br>95' 10" 23' 3½" 12' 1"<br>1 dk | Wood M Fishing Mchy.aft | Oil 4SA 6Cy. 265×410 mm<br>450bhp<br>Ansaldo Stab. Mecc. Gen |
| 501988<br>WSAK<br>245979<br>Df Esd<br>Gc Rdr<br>RTm | **ANTINOUS**<br><br>**Waterman Steamship Corp.**<br>New York United States | 6065<br>3594<br>10350 | AB | 1944 Gulf S.B. Corp.—Chickasaw<br>468' 8" 63' 2" 27' 5¾"<br>445' 4" 63' 0" 31' 3"<br>2 dks & S dk<br>rf nil | S (12P) OSD<br>5 Ho 57', 62½', 77¼', 72½', 77½<br>G.645997 B.570873<br>1 Ha (stl) (27'×20')<br>4 Ha (w) (37½', 45', 37½', 27½'×20')<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 2836t (o.f)<br>General Electric Co. Lyn<br>2×300kW 220/240V d.c. 16k |
| 651517<br>FTLB<br><br>Df Esd<br>Pld Rdr<br>RT | **ANTIOCHE III**<br><br>**Armement O. Dahl & Cie.**<br>La Rochelle French | 423<br>130<br>— | BV | 1965 Stocznia im. Komuny Paryskiej—Gdy<br>155' 6" 27' 4"<br>... ... ... | M Trawler<br><br><br>4 Ha (each 3½'×3½')<br>Der 1(2½) 1(½) | 4 Oil 4SA each 12Cy. 150×180 mm geared to sc. shaft<br>1200bhp Poyaud 98t<br>Soc. Surgèrienne de Const. Méc. Surgères<br>13½k |
| 540079<br>6ZOU<br>2459<br>Df Esd<br>Gc Rdr | **ANTIPAROS**<br><br>**Viadoro Compania Naviera S.A.**<br>Monrovia Liberian | 14048<br>8620<br>— | AB<br>✠Classed LR until 11/65 | 1963-2 Ishikawajima-Harima Hvy Ind.—Tok<br>578' 9" 75' 6" 32' 1¼"<br>548 4" 75' 3" 45' 7"<br>P110' F45' 1 dk<br>rf 4" | S Bulk Carrier Mchy.aft<br>8 Ho<br><br>8 Ha | 2 S Turb dr geared to sc. shaft<br>8200shp 2462t (o.f)<br>Ishikawajima-Harima Hvy Ind. Tok |
| 501991<br>SVOR<br>1621<br>Df Esd<br>Gc Rdr | **ANTIPOLIS**<br><br>**Marceloso Cia. Nav. S.A.**<br>Piræus Greek | 24716<br>14921<br>39182 | AB | 1959 Harima Zosensho—Aio<br>684' 1" 92' 9" 36' 7⅜"<br>656' 2" 92' 6" 47' 7"<br>P135' B32' F49' 1 dk<br>RW<br>rf 6" | S Tanker Mchy.aft<br>33 Ta<br>L.1863998 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19250shp 5082t (o.f)-90pd<br>Ishikawajima Jukogyo Tok<br>16½k |
| 501993<br>DGCX | **ANTJE**<br><br>**Klaus-Heinrich Schröder**<br>~~Carsten Rehder~~ Heinecke & Co.<br>Hamburg W. German | 354<br>237<br>530 | GL | 1921 Frd. Krupp Germ.—A.G.—Kel<br>*148·6'* 24' 8" 11' 2"<br>24' 6" 12' 4"<br>B7' F14' 1 dk<br>R len 52 | M<br><br>G.28000 B.26000<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp NE57<br>Masch. Kiel A.G. Kel<br>9k |
| 501994<br>PCSH<br><br>Df Esd | **ANTJE**<br><br>**N.V. Visserij Maats. "Kennemerland"**<br>Katwijk a/Zee Netherland | 291<br>133<br>— | | 1959 Scheeps. "De Dageraad"—Woubrugge<br>144' 2" 24' 1"<br>126' 5" 23' 11" 12' 6"<br>RW | M Trawler | Oil 4SA 8Cy. 320×450 mm<br>Klöckner-Humboldt-Deutz Kln |
| 501996<br>PCSF<br>12646<br>Df Esd<br>RT | **ANTJE**<br><br>**N.V. Rederij Schaap**<br>Katwijk a/Zee Netherland | 139<br>48<br>— | | 1962 D. & J. Boot Schps. "De Industrie"—Alp<br>94' 9" 21' 8"<br>81' 10" 21' 4" 10' 0" | M Fishing | Oil 4SA 7Cy. 255×325 mm<br>D. & J. Boot "De Industrie" Alp |
| 501997<br>DIZU<br><br>Df Esd<br>Rdr RT | **ANTJE JANSEN**<br><br>**Kapt. Willi Jansen**<br>Uetersen W. German | 424<br>255<br>709 | GL | 1962 J. J. Sietas Schiffsw.—Ham<br>171' 11" 29' 4" 12' 8"<br>151' 6" 29' 2" 12' 9"<br>P29' F18' 1 dk | M Mchy.aft<br><br>G.32700 B.29600<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| 501998<br>DJZK<br><br>Df Esd | **ANTJE MAHLER**<br>exElmshorn-61 exNogat-53<br>**Jonni Mahler**<br>Hamburg W. German | 210<br>108<br>290 | GL | 1937 Wiemann Gebr.—Brandenburg<br>131' 2" 21' 6" 7' 0"<br>8' 1"<br>Q16' F17'<br>R | M Mchy.aft<br><br>G.14240<br>2 Ha | Oil 4SA 6Cy. 240×360 mm<br>200bhp NE44<br>Klöckner-Humboldt-Deutz Kln<br>8k |
| 501999<br>DGWG | **ANTJE OHM**<br>exAlcedo-60 exMartha-59<br>exHerta exJohannes Carstens<br>exFrieda Stein exHoherweg<br>exEmma Louise<br>**Hinrich Ohm**<br>Hamburg W. German | 209<br>110<br>285 | GL | 1904 C. Lühring—Brake<br>*125·3'* 21' 4" 9' 0"<br>9' 9"<br>Q22' F22' 1 dk<br>R len 52 | M<br><br><br>1 Ha (60¾'×13') | Oil 4SA 3Cy. 220×360 mm<br>125bhp NE34<br>Humboldt-Deutzmot. Köln-Deutz<br>7k |
| 660295<br>DADB<br><br>Df Esd<br>Gc Rdr<br>RT | **ANTJE OLTMANN**<br><br>**Gerhard Oltmann**<br>Hamburg W. German | 999<br>730<br>2249 | GL | 1965 J. J. Sietas Schiffsw.—Ham<br>238' 10" 39' 6" 16' 11"<br>213' 3" 39' 4" 18' 10"<br>P&B134' F23' 1 dk | M Mchy.aft<br><br>G.122200 B.112700<br>2 Ha (each 69' comb.×26½') | Oil 4SA 8Cy. 320×450 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz Kln<br>12½k |

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| 672211<br>SPUR<br>44567<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTLIA**<br><br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia Polish | 2800<br>1163<br>1484 | <br><br>PR | 1965 Stocznia Gdanska—Gdk<br>272' 6" 45' 5" 18' 0½"<br>31' 11"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.49450 | Oil 2SA 8Cy. 480×700 mm<br>2400bhp<br>Sulzer Bros. Ltd.<br>4×250kW 220V d.c. |
| 502001<br>CBAT<br><br>Df Esd<br>Rdr RT | **ANTOFAGASTA**<br><br>**Empresa Maritima del Estado**<br>**(Chilean Government**<br>**Merchant Marine)**<br>Valparaiso Chilean | 1600<br>714<br>— | ✠100A1 SS 10/65<br><br>✠LMC<br><br>MN330 EL q 1 1/16"SQ | 1955–9 Rickmers Werft—Bhn<br>275' 8" 40' 2" 14' 7⅞"<br>248' 0" 40' 0" 22' 8"<br>P18' F21' 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 2" WB453t | M Ref OSD<br><br>G.120000 B.107000<br><br>6W Der 1(10) 6(3) | Oil 4SA 8Cy. 420×660 mm<br>1650bhp<br>Klöckner-Humboldt-Deutz |
| 502002<br>TOCR<br><br>Df Esd<br>RT | **ANTOINE LAVOISIER**<br><br>**E. & A. Gautier Frères & Cie.**<br>Lorient French | 201<br>60<br>— | <br><br>BV | 1949 Ch. & At. Aug. Normand—Hav<br>117' 7" 22' 7"<br>... ... ... | M Trawler<br><br><br>4 Ha (3½', 3½', 3½'×3½') (3½'×3')<br>Der 1(3) 1(1) | Oil 4SA 6Cy. 365×550 mm<br>450bhp<br>Ch. & At. Aug. Normand |
| 640723<br><br><br>Df Esd<br>Pfd RT | **ANTOINETTE**<br><br>**J. Derijcker**<br>Ostend Belgian | 110<br>—<br>— | | 1963 Schpsw. "De Rietpol" J. E.<br>Verharen—Spaarndam<br>89' 3" 20' 8"<br>76' 5" 20' 4" 11' 2" | M Fishing | Oil 2SA 6Cy. 190×300 mm<br><br>N.V. Mch. Bolnes |
| 502003<br>WD3761<br>261500<br>Df Esd<br>Gc Rdr<br>RTh | **ANTOINETTE B.**<br><br>**Frank J. Souza**<br>San Diego United States | 318<br>159<br>295 | | 1951 National Steel & S.B. Co.—<br>San Diego<br>27' 1"<br>121' 0" 27' 0" 14' 1" | M Mchy.fwd | Oil 4SA 6Cy. 305×380 mm<br>600bhp<br>Enterprise Eng. & Mach. Co.<br>2×75kW 220V 60c/s a.c. |
| 541875<br>HPAP<br>3728<br>Df Esd<br>Rdr RT | **ANTOJO**<br>exOnda-63<br>exSimon Bamberger-47<br>**San Antonio Inc.**<br>Panama Panamanian | 7185<br>4403<br>10733 | <br><br>AB | 1943 Permanente (Shpyd No. 1)—<br>Richmond<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.562000 B.499000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>12W Der 1(47) 1(14½) | T 3Cy 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 533438<br>VWBZ<br>1112<br>Esd RT | **ANTON**<br>exSophie Maris-65 exBaro-61<br>**Ambassador Steamships**<br>**(Private) Ltd.**<br>Cochin Indian | 1517<br>656<br>1530 | ✠100A1 SS 12/66<br>with freeboard<br>✠LMC<br><br>EL o 1 1/16"SQ | 1950–5 Blyth D.D. & S.B. Co. Ltd.—Bly<br>250' 0" 38' 2" 14' 10½"<br>232' 0" 38' 0" 17' 9"<br>P70' F31' 1 dk<br>RW NS 5BH<br>WB449t | S Mchy.aft<br><br>G.87000 B.81000<br><br>6W | T 3Cy. 16½" 27" & 46"×30"<br>1000ihp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2 SB 200℔ hs(3800) 6cf |
| 502004<br>DCCP | **ANTON**<br><br>**Anton Schepers**<br>Haren/Ems W. German | 185<br>120<br>— | <br><br>BV | 1927 Gebr. van Diepen—Waterhuizen<br>*130·2'* 19' 11"<br>... ... ...<br>1 dk<br>R len 63 | M<br><br><br>3 Ha (27', 25½', 18½'×15½') | Oil 4SA 4Cy. 215×360 mm<br>120bhp NE47<br>Masch. Kiel A.G. |
| 540080<br>KAAO<br>230384<br>Df Esd<br>Gc Rdr | **ANTON BRUUN**<br>exWilliamsburg-62 exAras<br>**National Science Foundation**<br>**Alpine Geophysical**<br>Associates Inc.<br>United States | 1562<br>517<br>— | ✠Class **WITHDRAWN**<br>28/3/69 | 1931–1 Bath Irn Wks Corp.—Bath,Me<br>243' 9" 36' 5" 16' 6½"<br>224' 6" 36' 0" 21' 11"<br>F69' 1 dk, 2nd dk except in mchy. space<br>R NS 5BH conv yacht 62<br>rf 27" WB55t | TM Oceanographic Research Ship | 2 Oil 4SA each 8Cy. 17"×26"<br>2200bhp<br>Winton Eng. Co.<br>ndb made46fitted— 100℔ |
| | | | ~~LAID UP—SURVEYS OVERDUE 11/66~~ **NOW FLOATING RESTAURANT** | | | |
| 502006<br>DBFO<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANTON DOHRN**<br><br>**German Federal Government**<br>**(Bundesministerium für**<br>**Ernährung, Landwirtschaft**<br>**und Forsten)**<br>Bremerhaven W. German | 999<br>365<br>496 | <br><br>GL | 1955 Mützelfeldtwerft—Cuxhaven<br>204' 4" 33' 7" 18' 0½"<br>33' 4" 22' 0"<br>P5' F45' 2 dks<br>RW | S Fishery Research Ship Mchy.aft<br><br><br><br>Der 1(2½) 2(2) | T 3Cy. 13½" 21½" & 35 1/16"×25 1/16"<br>turb<br>850ihp Emade44fitted55<br>Maats. De Schelde<br>2×150kW 220V d.c. |
| 672372<br>DCVK<br>3620<br>Df Esd<br>Rdr RTv | **ANTON HELD**<br><br>**Anton Held & Sohn**<br>Harens/Ems W. German | 300<br>178<br>458 | <br><br>GL | 1967 C. Cassens, Schiffsw.—Emd.<br>158' 5" 24' 8" 8' 4"<br>144' 4" 24' 6" 9' 6"<br>P36' F18' 1 dk | M Mchy.aft<br>1 Ho 93½<br>G.20800 B.20000<br>1 Ha (stl) (70½'×14½')<br>2W Der 2(20) | Oil 4SA 6Cy. 240×350 mm<br>400bhp<br>Atlas-Mak Masch.<br>2×3kW 24V d.c. |
| 502007<br>LZFG<br>75<br>Df Esd<br>Gc Rdr<br>RT | **ANTON IVANOV**<br>exMargit Reuter-60<br>exKratos-58<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 8503<br>4965<br>12760 | <br><br>✠Classed LR until 7/65 | 1945–12 A/B Götaverken—Got<br>483' 6" 59' 4" 27' 10½"<br>459' 9" 59' 0" 35' 6"<br>P101' B35' F60' 1 dk<br>RW | M Tanker Mchy.aft<br>16 Ta<br>L.596007 HeCls. BC | Oil 2SA 6Cy. 680×1500 mm<br>4200bhp<br>A/B Götaverken |
| 671410 | **ANTON MAKARENKO**<br><br>**U.S.S.R.**<br>Russian | 10107<br>5465<br>— | | 1967 Stocznia Gdanska—Gdk<br>*479·5'* 65' 5"<br>... ... ...<br>2 dks | M | Oil 2SA 6Cy. 760×1550 mm<br>7200bhp Sulzer<br>H. Cegielski |

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| 651172<br>DEVF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTON SAEFKOW**<br>**Deutsche Seereederei**<br>Rostock E. German | **5225**<br>2508<br>7675 | DSRK | **1965** Warnowwerft—Warnemunde<br>466′ 5″ 61′ 1″ 23′ 8″<br>… … …<br>1 dk & S dk<br>RW | M OSD | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Dieselmotorenw. Rostock Ros |
| 502008<br>DHSO<br>Df Esd<br>RT | **ANTON SAEFKOW**<br>**Fischkombinat Rostock**<br>Rostock E. German | **257**<br>91<br>— | DSRK | **1950** Volkswerft Stralsund—Stralsund<br>128′ 7″ 24′ 1″ 10′ 9″<br>… … … | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>Schwermasch. Karl Liebknecht Mgd |
| 680084<br>USZA<br>M-27539 | **ANTON TAMMSAARE**<br>**U.S.S.R.**<br>Tallin Russian | **3170**<br>1225<br>1268 | | **1962** ....................Russia<br>277′ 10″ 46′ 0″ 18′ 2″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57387<br>3 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>12k |
| 502009<br>SVZH<br>1653<br>Df Esd | **ANTONAKIS**<br>exClaus Böge–60 exKellwyn–50<br>exEmpire Scout–46 exEilbek–40<br>**Viamar Cia. Nav. S.A.**<br>Piræus Greek | **2175**<br>1264<br>3320 | GL<br>✠Classed LR until 10/50<br>**BROKEN UP** | **1936**–5 Lübecker Masch. Ges.—Lbc<br>*281·8′* 44′ 2″<br>44′ 0″ 19′ 0″<br>P15′ Q81′ B126′ F35′ 1 dk<br>R | S<br>G.190000 B.178600 | C 4Cy. (2) $16\frac{3}{16}$″ & (2) $35\frac{7}{16}$″×$35\frac{7}{16}$″<br>1350ihp (o.f)<br>Borsig G.m.b.H. Bln<br>10½k |
| 602009<br>IQZJ<br>3393<br>Esd Rdr<br>RT | **ANTONELLA**<br>exNicola Jacovitti–62<br>**Silvio Bonaso**<br>Genoa Italian | **726**<br>372<br>— | ✠<br>RI | **1945** Cook, Welton & Gemmell Ltd.—Bev<br>208′ 2″ 27′ 7″ 16′ 2½″<br>191′ 9″ 27′ 6″ 17′ 6″<br>1 dk<br>RW len 61 | M Tanker Mchy.aft<br>11 Ta | Oil 2SA 5Cy. 465×500 mm<br>1300bhp Emade44refitted61<br>Franco Tosi S.p.A. Legnano |
| 542619<br>IKBB<br>591<br>RTm | **ANTONELLO DA MESSINA**<br>**"SI.RE.NA." Sicula Regionale di Navigazione**<br>Palermo Italian | **1213**<br>645<br>463 | RI | **1963** Cant. Nav. Apuania—Marina di Carrara<br>237′ 1″ 39′ 1″ 12′ 0″<br>205′ 11″ 37′ 1″ 17′ 1″<br>2 dks<br>RW | M Ref (1000P)<br>2 Ho 14¾′, 25¼′<br>2 Ha (stl) (13′×13′) (13′×16½′)<br>Cr 1(4) 1(2) | Oil 2SA 6Cy. 480×640 mm<br>3000bhp (d.o)<br>S.A. Fiat S.G.M. Tur<br>5×145, 145, 145, 145, 37kW 440V 60c/s a.c. |
| 535983<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANTONIA**<br>exThor Odland–66<br>**D/S A/S Produce**<br>Jacob Odland S.S.<br>Haugesund Norwegian | **4402**<br>2474<br>7050 | NV | **1955** Burmeister & Wain—Cpn<br>430′ 9″ 56′ 8″ 24′ 7⅞″<br>400′ 0″ 56′ 6″ 35′ 6″<br>1 dk & S dk<br>RW<br>rf 4″ | M (12P) OSD<br>4 Ho 49¼′, 93¾′ comb., 72¼′, 70¼′<br>5 Ha (stl) (29¼′, 37¼′, 37¼′, 34¾′, 34¾′×20′)<br>Der 1(25) 4(10) 10(5) | Oil 2SA 6Cy. 740×1400 mm<br>7100bhp (hvf)<br>Burmeister & Wain Cpn<br>4×160, 160, 160, 24kW 220V d.c. |
| 534264<br>5BBE<br>321041<br>Df Esd<br>Gc Rdr<br>RT | **ANTONIA II**<br>exPlate Trader–66<br>exStylianos N. Vlassopulos–64<br>exFrederick L. Dau—47<br>**Amfithea Shipping Co. Ltd.**<br>Famagusta Cyprus | **7281**<br>4388<br>10482 | AB | **1943** Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562000 B.499000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 1(50) 1(15) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2413t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. 10½k |
| 502012<br>EDAL<br>Df Esd<br>RT | **ANTONIA CARNERO**<br>**Andrés Soto Carnero**<br>Vigo Spanish | **202**<br>75<br>— | BV | **1960** Const. Navales P. Freire—Vgo<br>110′ 1″ 22′ 1″<br>… … … | S Trawler<br>2 Ha (each 3′×3′) | T 3Cy. 228 368 & 619×445 mm<br>250ihp (o.f)<br>Const. Navales P. Freire Vgo<br>9½k |
| 520842<br>IJZT<br>651<br>Df Esd<br>Gc Rdr<br>RT | **ANTONIA COSULICH**<br>exLily Nielsen–64<br>**Fratelli Cosulich S.p.A.**<br>Trieste Italian | **1600**<br>883<br>2550 | **BS**✱ ~~SS 11/64~~<br>Ice Class C **SS 11/68**<br>**MBS**✱<br>MN350 CT2159 C28<br>RI | **1951**–9 A/S Svendborg Skibsv.—Svb<br>285′ 8″ 40′ 7″ 18′ 2⅛″<br>263′ 0″ 40′ 6″ 25′ 11″<br>F26′ 2 dks<br>RW 4BH<br>WB457t | S<br>2 Ho<br>G.162000 B.144000 | C 3Cy. (2) 15¾″ & 39⅜″×37⅜″ & LP turb with sr gearing & chain drive<br>1750ihp 344t (o.f)<br>Helsingör Skibs. & Msk. Hsg<br>2 SB 220℔ Spt hs(5856) 6cf 12½k |
| 502015<br>ICQR<br>3230<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTONIETTA FASSIO**<br>**Villain & Fassio e Cia. Internazionale di Genova**<br>**Soc. Riunite di Nav. S.p.A.**<br>Genoa Italian | **35836**<br>20555<br>52870 | **✠100A1** SS 3/66<br>oil tanker<br>**✠LMC** HeCls. BC<br>MN4600 EL x†$3\frac{5}{16}$″SQ<br>AB RI | **1961**–3 Ansaldo S.p.A.—Lgn<br>807′ 1″ 106′ 0″ 41′ 6″<br>751′ 7″ 105′ 7½″ 53′ 2″<br>P161′ F100′ 1 dk<br>12BH<br>rf nil WB8464t incl. DTm3010t | S Tanker Mchy.aft<br>24 Ta<br>L.2528890 | 2 S Turb dr geared to sc. shaft<br>21000shp 4916t (o.f)–105pd<br>Ansaldo Stab. Mecc. Gen<br>2WTB 740℔ Spt 850° F. 645℔<br>2sg 142℔ hs32130 18k |
| 500797<br>IJFL<br>496 | **ANTONINA BARRACO**<br>exAlas–66 exTimor–40<br>exReja–39 exReina II–36<br>exMagnus exUno<br>**Giuseppe Barraco**<br>Trapani Italian | **259**<br>160<br>— | RI | **1918** Gebr. Pot—Bolnes<br>120′ 4″ 23′ 1″ 9′ 5″<br>104′ 0″ 23′ 0″ 10′ 3″<br>Q22′ 1 dk<br>R | M Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 220×360 mm<br>240bhp NE35<br>Humboldt-Deutzmot. Köln-Deutz<br>1×2kW 24V d.c. |
| 502018<br>ICQK<br>107<br>Df Esd<br>Gc Rdr | **ANTONIO**<br>exBellully–59<br>**"Messana" Soc. di Nav. S.p.A.**<br>Messina Italian | **8854**<br>5191<br>13400 | RI | **1957** Kockums M/V A/B—Mmo<br>486′ 5″ 61′ 1″ 30′ 2¾″<br>450′ 0″ 61′ 0″ 40′ 0″<br>2 dks | M CSD Mchy.aft<br>4 Ho 53½′, 59′, 103′, 95¼′<br>6 Ha (stl) (29¼′, 34′ 29′, 29′, 36¾′, 26¼′×25′)<br>Der 4(10) 8(5) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp (hvf)<br>Kockums M/V A/B Mmo<br>3×300kW 220V a.c. |

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| 660968<br>EEYN<br><br>Df Esd | **ANTONIO ARMAS**<br><br>**Antonio Armas Curbelo**<br>Gijon Spanish | 560<br>375<br>840 | <br><br>BV | 1966 Ast. del Cantabrico & Riera—Gjn<br>162' 0" 28' 6" 12' 10½"<br>146' 11" 28' 4" 17' 3"<br>2 dks<br>RW | M CSD Mchy.aft<br><br><br>2 Ha (27', 36½'×17')<br>Der 4(1) | Oil 4SA 6Cy. 295×420 mm<br>550bhp<br>La Maquinista Terrestre y Mar. |
| 502019<br>PUDA | **ANTONIO AZAMBUJA**<br>exHandy<br>**Government of the State of Rio Grande do Sul**<br>Rio Grande Brazilian | *232*<br>—<br>—<br>— | ✠ | 1915–7 Bow,McLachlan & Co.Ltd.—Psy<br>*110·4'* 24' 1"<br>... ... ...<br>R | TS Tug | C 4Cy. 14½" & 30"×21"<br><br>Bow, McLachlan & Co. Ltd. |
| 541481<br>IJZO<br>263<br>Df Esd<br>Pfd RT | **ANTONIO BIAGINI**<br>exAvocette–63<br>**D. Biagini**<br>Ancona Italian | 394<br>207<br>— | <br><br>RI | 1950 S.A. des Anc. Ch. Dubigeon—Nts<br>*152·6'* 27' 1" 17' 8½"<br>137' 10" 26' 11" | M Trawler<br>2 Ho | Oil 2SA 6Cy. 360×600 mm<br>750bhp Sulzer<br>At. de Menpenti |
| 672909 | **ANTONIO BRIONES**<br><br>**Republica de Cuba**<br>Havana Cuban<br>For later particulars see New Entries No. 2 | 119<br>—<br>— | 100A1<br>tug<br>Class contemplated | Angyalföld Shipyard—Bdp<br>95' 4" 22' 7" 9' 9½"<br>87' 6" 21' 4" 10' 8" | M Tug Mchy.aft | Oil 4SA 8Cy. 315×450 mm<br><br>Lang Eng. Works |
| 502020<br>EHVW | **ANTONIO CAMPELO**<br><br>**Herederos de Antonio Campelo Aguete**<br>Spanish | 142<br>79<br>— | | 1948 V. Montenegro—Vgo<br>*78·7'* 20' 1"<br>... ... ... | Wood S Trawler | T 3Cy. 7" 11½" & 18"×13" |
| 502021<br>CSJO<br>G493<br>Df Esd<br>Rdr | **ANTONIO CARLOS**<br><br>**Soc. Geral de Comercio. Industria e Transportes**<br>Lisbon Portuguese | 1814<br>985<br>2927 | ✠100A1 SS 4/64<br>with freeboard<br>✠LMC<br><br>EL s | 1947–12 Cia. União Fabril—Lis<br>306' 1" 42' 1" 18' 6"<br>282' 2" 42' 0" 26' 3"<br>1 dk & S dk<br>R Coll BH to S dk 3 to 2nd dk<br>rf 3" WB622t | M (12P) OSD<br>2 Ho 107', 111½'<br>G.190000 B.174000<br>4 Ha (28½', 30¾', 28½', 26'×22')<br>Der 4(6) 4(3) | Oil 2SA 7Cy. 500×900 mm<br>2300bhp<br>Burmeister & Wain<br>3×90, 52, 52kW 220V d.c. |
| 502022<br>PUXC | **ANTONIO CASTRO**<br>exLydia M.–52<br>exCarlo Victoria exKing John<br>**Domingos Goncalves Martins**<br>Rio de Janeiro Brazilian | 3664<br>2351<br>6159 | <br><br>✠Classed LR until 10/53 | 1906–10 J. L. Thompson & Sons Ltd.—Sld<br>*350·0'* 50' 2"<br>50' 0"<br>P46' B94' F33' 1 dk<br>R | S<br><br>G.324000 B.304000 | T 3Cy. 25" 41" & 67"×45"<br><br>Blair & Co. Ltd. |
| 500088<br>IKAD<br>612<br>Df Rdr<br>RT | **ANTONIO D'ALESIO**<br>exAbeille No. 8–66<br>exSimonia–51<br>Launched as Empire Simon<br>**Gaetano d'Alesio**<br>Leghorn Italian | 253 ~~269~~<br>63 —<br>— | RI<br>✠LR class withdrawn—<br>Owners' request 6/67 | 1946–7 Cochrane & Sons Ltd.—Sel<br>111' 8" 28' 5" 12' 5"<br>105' 0" 26' 6" 13' 0"<br>BK7" | S Tug | T 3Cy. 15" 25" & 42"×27"<br>850ihp<br>Amos & Smith Ltd. |
| 502024<br>CXAH | **ANTONIO D. LUSSICH**<br><br>**Uruguayan Govt. (Administracion Nacional de Puertos)**<br>Montevideo Uruguayan | 150<br>—<br>— | | 1931 Administracion Nacional de Puertos—Mvo<br>96' 10" 26' 2" 15' 11"<br>26' 0" | Wood S Tug | T 3Cy. 16" 26" &44"×26"<br>McKie & Baxter Ltd. |
| 502026<br>EANB | **ANTONIO DE SATRUSTEGUI**<br>exMari-Dolores–34 exTenax<br>exCanadian Raider<br>**Cia. de Nav. Vasco-Asturiana S.A.**<br>Aviles Spanish | 3289<br>1867<br>4920 | ✠100A1 ~~SS 4/62~~<br>SS 10/66<br>✠LMC<br><br>EL v | 1920–1 Wallace Shpyds Ltd.—N.Vcr<br>345' 0" 46' 9" 21' 9"<br>331' 0" 46' 6" 25' 6"<br>P33' B98' F33' 2 dks<br>R NS 7BH<br>rf nil WB242t | S | T 3Cy. 25" 41" & 68"×45"<br>2350ihp<br>Wallace Shpyds Ltd.<br>3 SB 180lb hs(7275) 9cf |
| 661410 | **ANTONIO FERRAZ**<br><br>**Navegação Mercantil S.A.**<br>Rio de Janeiro Brazilian<br>For later particulars see New Entries No. 7 | 13000<br>—<br>18110 | 100A1<br>Class contemplated | Cia. Com. e Nav. Estaleiro Maua—Rio<br>554' 1" 70' 2" 30' 0"<br>520' 0" 70' 0" 41' 3" | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Cia. Com. e Nav. Estaleiro Maua |
| 504017<br>DZZE<br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **ANTONIO KL**<br>exBelos–67<br>**Eddie Steamships (Philippines) Inc.**<br>Litonjua & Co. Inc.<br>Manila Philippine | *1294*<br>*596*<br>2100 | ✠Class **WITHDRAWN**<br>Reported defects<br>8/11/68 | 1945–11 Öresundsvarvet A/B—Lkr<br>280' 4" 38' 1" 16' 3"<br>265' 0" 38' 0" 24' 4"<br>1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>WB556t | S (8P) OSD<br>2 Ho 98', 92'<br>G.142000 B.128000<br>4 Ha (22 ×13') (28', 24'×14') (18'×13')<br>Der 1(10) 2(5) 6(3) | T 3Cy. 18½" 29$\frac{11}{16}$" & 46$\frac{7}{16}$"×33$\frac{11}{16}$"<br>975ihp<br>Öresundsvarvet A/B<br>2 SB 199lb Spt hs(4188) 4cf<br>1×15kW 115V d.c. |
| 502028<br>EBXO<br><br>Df Esd<br>RT | **ANTONIO LORENZO**<br><br>**Francisco Rey Mendez**<br>Corunna Spanish | 472<br>226<br>— | <br><br>BV | 1960 Ast. del Abra S.A.—Bbo<br>180' 0" 27' 2"<br>167' 7" 27' 1" 15' 5"<br>1 dk | M Fishing Mchy.aft<br><br><br>3 Ha | Oil 2SA 5Cy. 350×620 mm<br>1400bhp B&W<br>La Maquinista Terrestre y Mar. |
| 650627<br>EABI<br><br>Df Esd<br>Gc Rdr<br>RTm | **ANTONIO LUCIO**<br><br>**Soc. Metalúrgica Duro-Felguera S.A.**<br>Gijon Spanish | 2271<br>1193<br>3444 | ✠100A1<br>strengthened for heavy cargoes<br>✠LMC<br>MN480 EL s1$\frac{1}{16}$"SQ | 1965–4 Soc. Española de Const. Nav.—Bbo<br>304' 10" 47' 9" 17' 7"<br>278' 10" 47' 7" 20' 8"<br>P66' F36' 1 dk<br>NS 4BH<br>rf nil DK fwd WB806t | M Mchy.aft<br>2 Ho 100½', 91½'<br>G.157080 B.141400<br>2 Ha (stl) (each 70½'×25')<br>8W Der 3(3) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp<br>Soc. Española de Const. Nav.<br>2×150kW 450V 50c/s a.c. |

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| 530116<br><br><br>Df Pfd<br>RTm | **ANTONIO MIGUEL**<br>exRowan-64 exRowanfield-57<br>**Clementino Benoliel de Carvalho**<br>Panama Panamanian | 470<br>215<br>580 | ✠Classed LR until 5/57 | BV | 1938-9 Lytham S.B. & E. Co. Ltd.—Lytham<br>148' 6" 27' 3" 11' 6"<br>142' 6" 27' 0" 12' 6"<br>P50' Q35' F20' 1 dk<br>R<br>BK6½" | M Mchy.aft<br>2 Ho 35', 35¾'<br>G.25500<br>2 Ha (21', 24½'×15')<br>2W Cr 2(2) Der 2(2) | Oil 4SA 6Cy. 300×410 mm<br>395bhp NE57 (d.o)<br>A/S Vølund Cpn<br>2×22, 7½kW 220V d.c.<br>Controllable pitch propeller 9k |
| 502029<br>ICRA<br>3087<br>Df Esd<br>Gc Rdr<br>RTm | **ANTONIO PACINOTTI**<br>exEdouard Branly-57<br>**"Italia" Soc. per Azioni di Nav.**<br>Genoa Italian | 8086<br>4814<br>10252 | **Lloyd's RMC** | BV RI | 1953 At. & Ch. de la Loire—St.N<br>534' 10" 64' 4" 27' 10"<br>502' 11" 64' 2" 32' 8"<br>B221' F55' 3 dks<br>RW | TM (12P) Ref CSD<br>6 Ho 58½', 65½', 71¼', 64', 64', 64'<br>G 613161 B.544150 In.16943<br>3 Ha (w) (20¼'×16½') (31¾', 21¼'×19¾')<br>1 Ha (stl) (26½'×19¾')<br>2 Ha (w) (31¾', 21¼'×19¾')<br>16W Der 1(39) 1(19½) 4(8) 12(5) | 2 Oil 2SA each 8Cy. 720×1250 mm<br>11200bhp 1857t (d.o)<br>Cie. de Const. Méc. St. Denis<br>3×270kW 225V d.c. 16k |
| 502030<br>CSOE<br>A970N<br>Esd Rdr | **ANTONIO PASCOAL**<br><br>**Pascoal & Filhos Ltda.**<br>Aveiro Portuguese | 1200<br>634<br>1219 | ✠100A1<br>trawler<br>Str. nav. ice<br>✠LMC | SS 1/66<br><br><br><br>EL (n)f* | 1948-12 Haarlemsche Schps. Maats.—Haarlem<br>234' 1" 36' 2" 17' 5¼"<br>209' 5" 36' 1" 19' 0"<br>P15' F54'<br>RW 5BH<br>WB359t incl. DTf92t | M Trawler<br><br><br><br>3W | Oil 4SA 8Cy. 390×680 mm<br>1700bhp 375t<br>N.V. Werkspoor Ams<br>db 64℔ 10k<br>Controllable pitch propeller |
| 500949<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ANTONIOS**<br>exAldebaran-67<br>**Panachrantos Cia. Naviera S.A.**<br>Piræus Greek | 1832<br>915<br>2767 | ~~✠100A1~~<br>~~with freeboard~~<br>~~Str. nav. ice~~<br>~~✠LMC~~<br>✠Class **WITHDRAWN** at Owners' request 7/68 | ~~Dr 7/62~~<br>~~SS 12/67~~<br><br><br>~~EL e~~ | 1938-8 Sandvikens Skepps.—Hfs<br>310' 1" 41' 2" ~~19' 6"~~ 22' 7¼"<br>291' 0" 41' 0" 27' 8"<br>1 dk & S dk<br>R Coll BH to S dk 4 to 2nd dk<br>WB574t | S ~~OSD~~ CSD<br><br>G.184000 B.169245<br><br>10W | T 3Cy. $22\frac{1}{16}$" $32\frac{1}{16}$" & $53\frac{15}{16}$"×36"<br>1250ihp (o.f)<br>Sandvikens Skepps. Hfs<br>2 SB 213℔ Spt hs(4520) 6cf ND 11k |
| 502032<br>SXEP<br>25 | **ANTONIOS**<br><br>**Antonios Konstantinidis & Co.**<br>Samos Greek | 146<br>96<br>— | | | 1936 Tigani—Samos<br>98' 1" 25' 2"<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil<br><br>Bolinders |
| 502034<br>SXPD<br>45 | **ANTONIOS**<br>**I. Heras & Leondaras Bros.**<br>Samos Greek | 102<br>61<br>— | | HR | 1948 Marathokampos—Samos<br>80' 4" 24' 7"<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 2Cy.<br>Emade—fitted54<br>Axelou Greece |
| 502037<br>SXJA<br>319<br>Df Esd<br>Gc Rdr<br>RTm | **ANTONIOS COULOUTHROS**<br>**Sociedad Financiera Valenciana S.A.**<br>Andros Greek | 10952<br>7204<br>15500 | ✠100A1<br>str. for heavy cargoes at summer moulded draught not exceeding 30' 8½"<br>Ice Class 3<br>✠LMC<br>MN1500 | SS 3/66<br><br><br><br>EL f†2¼"SQ | 1961-8 At & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx<br>518' 4" 67' 10" 30' 9½"<br>475' 11" 67' 7" 41' 4"<br>F46' RAD25' 2 dks<br>RW 7BH to S dk 1 to 2nd dk<br>rf nil WB4925t incl. Tunnel tanks 430t DTa890t | M CSD<br>5 Ho 60', 80', 79¼', 60¾', 74¼'<br>G.820820 B.756710<br>6 Ha (31½', 47½', 34', 47¼', 36¾'×24½') (5¾'×16')<br>10W Der 4(8) 10(5) | Oil 2SA 6Cy. 740×1600 mm<br>7400bhp B&W 1511t (hvf)<br>Soc. Forg. & At. du Creusot Le Creusot<br>~~db 100℔~~ AuxB 100℔<br>3×265kW 220V d.c. 15½k |
| 541876<br>5MSO<br>1881<br>Df Esd<br>Gc Rdr<br>RT | **ANTONIOS DEMADES**<br>**South East Atlantic Shipping Ltd.**<br>Monrovia Liberian | 15977<br>10479<br>23990 | | AB | 1963 Brodogradiliste Uljanik—Pla<br>628' 2" 75' 3" 35' 7⅜"<br>589' 8" 74' 11½" 46' 3"<br>P143' F56' 1 dk<br>RW<br>rf 2" | M Bulk Carrier Mchy.aft<br>7 Ho 52', 62', 66', 68', 57', 55', 55'<br>G.1109014 B.1045051<br>7 Ha (stl) (27'×26¼') (37'×36') (37', 37', 37', 37', 37'×36¾')<br>14W Der 14(3-10) | Oil 2SA 8Cy. 750×1320 mm<br>11200bhp 1681t (hvf)<br>S.A. Fiat S.G.M. Tur<br>3×350kW 440V 60c/s a.c. 16k |
| 502039<br>SXYT<br>200<br>Df Esd<br>Gc Rdr | **ANTONIOS MICHALOS**<br>exBurnhope-60<br>exEmpire Seaman-46<br>**N. Michalos & Sons Maritime Co. Ltd.**<br>Chios Greek | 2937<br>1697<br>4498 | ~~✠100A1~~<br>~~✠LMC~~<br>~~MN227~~ | ~~TD 2/67~~<br><br>~~EL u1⅛"SQ~~ | 1943-10 W. Gray & Co. Ltd.—Hpl<br>327' 11" 46' 6" 20' 10¼"<br>310' 0" 46' 4" 25' 2"<br>P33' B82' F34' 1 dk<br>R NS 5BH<br>WB315t incl. DTmf40t | S<br>3 Ho 59', 62', 106'<br>G.216684 B.204717<br>4 Ha (26'×22') (34', 30'×24') (24'×22')<br>8W Der 8(5) | T 3Cy. 20" 31" & 55"×39"<br>1300ihp (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 200℔ Spt hs(4146) 6cf 10k |
| | | | **IN PORT DAMAGED 4/68—TO BE BROKEN UP** | | | | |
| 510508<br>SYDU<br>23<br>Df Esd<br>Rdr RT | **ANTONIOS P**<br>exErato Sartes-63<br>exSpaarnestroom-61<br>exStarkenborgh-47<br>exEmpire Deep-42<br>**Antonios Ioannou Petras**<br>Lavrion Greek | 894<br>500<br>1390 | ✠100A1<br>✠LMC | TD 5/67<br><br><br>EL I | 1941-10 Harland & Wolff Ltd.—Gls<br>211' 5" 33' 2" 13' 5½"<br>13' 10"<br>F33' 1 dk 2nd dk in Nos. 3 & 4 holds<br>5BH<br>WB317t incl. DTf44t | M Mchy.aft<br>G.59623 B.53721<br>4W | Oil 2SA 8Cy. 280×500 mm<br>775bhp B&W 43t<br>Harland & Wolff Ltd. Gls<br>10k |
| 532685<br><br><br>Df Esd<br>Pfd<br>RTm/v | **ANTONIOS VENTOURIS**<br>exSicilia-67<br>**Constantinos Georgios Ventouris**<br>Piræus Greek | *2167*<br>*1069*<br>3410 | ✠100A1<br>with freeboard<br>DTa—vegetable oil<br>Str. nav. ice<br>✠LMC<br>✠**Lloyd's RMC** | SS 9/64<br><br><br><br>EL u | 1951-1 Eriksbergs M/V A/B—Got<br>338' 11" 44' 6" 18' 9½"<br>318' 6" 44' 5" 27' 3"<br>F31' 1 dk & S dk, 3rd dk in No. 3 hold<br>Coll BH to S dk 5 to 2nd dk<br>rf 3" WB1106t incl. DTa400t | M (8P) Ref OSD<br>5 Ho 38', 44½', 47¼', 49¼', 42¾'<br>G.200030 B.188400 In.21090<br>5 Ha (20¼'×15') (31½', 24¾', 29¾', 24¾'×18½')<br>10W Der 1(20) 1(6) 1(4½) 8(3) | Oil 2SA 9Cy. 500×900 mm<br>2400bhp B&W 453t (d.o)<br>Eriksbergs M/V A/B Got<br>db 100℔<br>3×100kW 220V d.c. 14½k |
| 502041<br>SVMR<br>41 | **ANTONIOS ZOUZOULAS**<br>**Antonios & Nicolaos Zouzoulas**<br>Volos Greek | 163<br>94<br>— | | HR | 1957 ......................Mylina<br>93' 6" 31' 1"<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 4DA 2Cy.<br>Axelou Greece |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 502042 | **ANTONIOTTO** | | 6895 | 100A1 | SS 12/65 | Lch.1942 Cmd.1949-7 S.A.Ansaldo— | M Ref OSD | Oil 2DA 9Cy. 640×1160 mm | |
| ICLF | **USODIMARE** | | 4046 | with freeboard | | Gen | 6 Ho | 8000bhp Emade40refitted49 | Flat |
| 2765 | Launched as Vittorio | | 7522 | **LMC** | | 484' 11" 62' 4" 25' 11" | B.376819 In.5060 | | |
| Df Esd | Moccagatta | | | | | 455' 0" 62' 0" 39' 8" | | C.R.D. Adriatico | |
| Gc Rdr | **Lloyd Triestino Soc. per** | | | | EL d† | F42' 1 dk & S dk, 3rd dk fwd of No. 6 hold | 18W Der 1(30) 1(20) 1(10) 10(7) 5(5) | AuxB 71lb | |
| RT | **Azioni di Nav.** | | | | RI | RW Coll BH to S dk 7 to 2nd dk | 2(1½) | | |
| | Genoa | Italian | | | | WB1549t | | | |
| 502043 | **ANTONIS** | | 6259 | 100A1 | SS 5/66 | Lch.1944 Reconditioned & Cmd.1948-3 | M OSD | Oil 4SA 6Cy. 650×1300 mm | |
| | exHeelsum-62 | | 3770 | with freeboard | | Nederl. Dok & Schps. Maats.—Ams | | 2600bhp ✠NE3/48 | |
| | **Compania Naviera Antonis** | | 10250 | DT—vegetable oil | | 475' 10" 60' 7" 25' 6½" | G.661620 B.601550 | N.V. Werkspoor | |
| Df Esd | **S.A.** | | | ✠LMC | | 439' 7" 60' 4" 38' 1" | | ✠NAuxB3/48-105lb | |
| Gc Rdr | Beirut | Lebanese | | | EL c† | F47' 1 dk & S dk, 3rd dk in No. 1 hold | 12W Der 1(30) | | |
| | | | | | | RW Coll BH to S dk 7 to 2nd dk | | | |
| | | | | | | WB2791t incl. DTm1292t | | | |
| 520984 | **ANTONIS** | | 2957 | ✱100A1 | SS 3/65 | 1946-12 W. Gray & Co. Ltd.—Hpl | S (3P) OSD | T 3Cy. 23" 38" & 65"×48" | |
| SZUO | exLivorno-67 | | 1464 | with freeboard | | 355' 6" 50' 0" 22' 0½" | 5 Ho 51½', 57½', 30', 47½', 47½' | 2600ihp | |
| | **Margarencia Cia. Nav. S.A.** | | 4560 | ✱LMC | | 335' 0" 49' 10" 32' 8" | G.287968 B.266445 | Cen. Mar. Eng. Wks | |
| Df Esd | Piræus | Greek | | | | F30' 1 dk & S dk | 5 Ha (22½'×16') (32½'×18') | 2 SB 225lb Spt hs(10172) | 8cf |
| Rdr | | | | | EL w | R Coll BH to S dk 6 to 2nd dk | (20'×14½') (27½', 20'×16') | 3×30, 22½, 15kW 110V d.c. | |
| | | | | | | rf 6" WB681t | 10W Der 1(25) 2(10) 6(7) 2(5) | | |
| 502044 | **ANTOÑITO VERA** | | 250 | | | 1928 Akers M/V A/S—Osl | S Whaler | T 3Cy. 13½" 22" & 37½"×24" | |
| EHNN | exGos IV-50 | | 87 | | | *114·8'* 22' 8" | | | |
| | **J. López Gutiérrez** | | — | | | ... ... ... | | Akers M/V A/S | |
| Df | Algeciras | Spanish | | | | | | | |
| | | | | | | R | | | |
| 502045 | **ANTONY** | | 137 | | | 1921-2 Cox & Co. (Engineers) Ltd.—Fal | S Tug | T 3Cy. 14½" 22" & 36"×24" | |
| MKWD | exCorgarth-60 | | — | | | 92' 0" 21' 8" | | 500ihp | |
| 144751 | **W. J. Reynolds Ltd.** | | — | ✠Classed LR until 10/60 | | 84' 1" 21' 6" 11' 5" | | Cox & Co. (Engineers) Ltd. | |
| | Plymouth | British | | | | | | | |
| | | | | | | R | | | |
| | | | | | | BK6½" | | | |
| 502046 | **ANTRIM** | | 6305 ~~6401~~ | ✠100A1 | SS 3/66 | 1962-4 A. Stephen & Sons Ltd.—Gls | M OSD | Oil 2SA 5Cy. 670×2320 mm | |
| GHXT | | | 3530 ~~3537~~ | DTsf—vegetable oil | | 460' 4" 59' 1" ~~27' 2½~~ 27' 8" | 5 Ho 45', 75½', 47½', 74', 65½' | 5500bhp Doxford | |
| 302971 | **Avenue Shipping Co. Ltd.** | | ~~9980~~ | ✠LMC | | 432' 0" 58' 9" 39' 4" | G.599650 B.550480 | A. Stephen & Sons Ltd. | |
| Df Esd | Trinder, Anderson & Co. Ltd. | | 10267 | | | F42' 1 dk & S dk, 3rd dk except in mchy. | 5 Ha (stl) (24½', 37½', 18½' 32', 24'×20') | AuxB 100lb | |
| Gc Rdr | London | British | | MN1100 | EL c†2⅛"SQ | space | 14W Der 1(30) 10(10) 4(5) | 3×200kW 220V d.c. | |
| RTv | | | | | | RW Coll BH to S dk 6 to 2nd dk | | | |
| | | | | | | rf 3" WB2523t incl. DTmf1380t | | | |
| 671456 | **ANTRIM PRINCESS** | | 3630 | 100A1 | | Hawthorn Leslie (S.B.) Ltd.— | TM Ferry | 2 Oil 4SA each 16Cy. 400×460 mm | |
| GXSU | | | 1309 | for restricted service | | Nwc | | | |
| 168903 | **British Railways Board** | | 900 | Class contemplated | | 369' 6" 57' 1" 12' 0" | | At. & Ch. de Nantes (Bretagne-Loi | |
| | Stranraer | British | | | | 346' 6" 55' 0" 33' 6" | | | |
| | For later particulars see New Entries No. 1 | | | | | | | | |
| 672491 | **ANTWERPEN IV** | | 5837 | | | 1967 Smit Kinderdijk—Kinderdijk | TM Dredger Mchy.aft | 2 Oil 2SA each 20Cy. 300×550 mm | |
| | | | 2931 | | | 372' 5" 61' 10" 27' 9½" | | 8000bhp | |
| | **S.A. Entreprise Ackermans** | | ~~9800~~ | | BV | 342' 10" 61' 8" 34' 9" | | N.V. Smit & Bolnes | |
| Df Esd | **& Van Haaren** | | 4888 | | | 1 dk | | | |
| Gc Rdr | Antwerp | Belgian | | | | | | | |
| RT | | | | | | | | | |
| 502048 | **ANTZOULETTA** | | 12557 | ✠100A1 | SS 5/65 | 1957-9 Hitachi Zosen—Osa | M Tanker Mchy.aft | Oil 2SA 6Cy. 740×1600 mm | |
| SVTI | | | 7724 | oil tanker | | 560' 0" 72' 6" 29' 8½" | 27 Ta | 7500bhp B&W | 1800t (hvf)- |
| 1527 | **Korlanna Cia. Nav. S.A.** | | 19787 | ✠LMC | | 534' 10" 72' 2" 38' 4" | L.883000 HeCls. BC | Hitachi Zosen | |
| Df Esd | Piræus | Greek | | | | P110' B33' F72' 1 dk | | 2WTAuxB primary 782lb secon | |
| Gc Rdr | | | | MN1500 | EL i†2 7/16"SQ | RW 14BH | | 228lb Spt e (ex.g) 228lb | |
| RTm | | | | | | rf 5" WB1265t | | 2×160kW 440V 60c/s a.c. | |
| 540082 | **ANUSANDHANI** | | 671 | ✠100A1 | SS 8/67 | 1963-7 Fleming & Ferguson Ltd.—Psy | M Research Ship | 2 Oil 4SA main 6Cy. 12"×15" second | |
| VWTK | | | 138 | River Hooghly service | | 171' 5" 32' 11" 10' 6¾" | | 3Cy. 8½"×13½" with flexible coupl | |
| 1018 | **Commissioners for the Port** | | — | limiting point seawards | | 154' 0" 32' 6" 15' 0" | | & reverse reduction gear to | |
| Esd Gc | **of Calcutta** | | | Sandheads | | Ba50' F31' 1 dk, 2nd dk except in mchy. | | 1160bhp | |
| Pfd Rdr | Calcutta | Indian | | ✠LMC | | RW 4BH space | | Mirrlees National Ltd. | |
| RTm/h/v | | | | MN260 | EL J1 7/16"SQ | rf 21" WB31t | | 3×100kW 400V 50c/s a.c. | |
| 502050 | **ANVERS** | | T.Mk | | | 1961 J. Boel & Fils—Tamise | M (4P) | Oil 2SA 8Cy. 700×1200 mm | |
| ONAQ | | | *5209* | | | 463' 6" 63' 4" 25' 8½"/28' 8½" | 5 Ho 35½', 61½', 72½', 44½', 55½' | 6650bhp MAN | |
| | **Armement Deppe S.A.** | | *2758* | | BV | 427' 7" 63' 0" 37' 8" | G.564275 B.489828 | Soc. d'Elec. & de Méc. | |
| Df Esd | Antwerp | Belgian | 8749 | | | 2 dks | 5 Ha (stl) (22', 47', 49', 49', 44½'×24½') | 3×200kW 220V d.c. | |
| Gc Rdr | | | *7888* | | | rf 6" | 16W Der 1(80) 4(10) 12(5) | Thw. thrust propeller aft | |
| RTm/h/v | | | *4402* | | | | | | |
| | | | 10705 | | | | | | |
| 502051 | **ANWARBAKSH** | | 7235 | ✠100A1 | TD 6/68 ~~SS 1/66~~ | 1942-9 W. Coast S.B. Ltd.—Vcr | S | T 3Cy. 24½" 37" & 70"×48" | |
| AQAM | exAl Murtaza Ali-54 | | 4297 | with freeboard | | 440' 0" 57' 2" 26' 11½" | | 2500ihp | |
| 168372 | exFort Norman-48 | | 10384 | ✠LMC | | 416' 0" 56' 11" 37' 4" | G.507335 B.453220 | Dominion Eng. Wks Ltd. | |
| Df Esd | **United Oriental S.S. Co.** | | | | | 2 dks | | 3 SB 220lb Spt hs(7140) | 8cf |
| Rdr | Karachi | Pakistan | | | EL a†2 7/16"SQ | RW 6 divisional WTBH in 'tween dks | 11 W | | |
| | | | | | | Coll BH to U dk 6 to 2nd dk | | | |
| | | | | | | WB2219t incl. DTa765t | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 542305<br>OGJO<br>517 | **ANYA**<br>exWettern-63 exBaltic-63<br>exSenior<br>**Johan W. Backman**<br>Lovisa Finnish | **144**<br>72<br>180 | | **1897** Borsius v.d. Ley—Middleburg<br>*99·7′* 19′ 7″ 6′ 7″<br>19′ 5″<br>R | M | Oil 2SA 2Cy. 320×380 mm<br>NE24<br>H. Callesen & Co. | Åbenrå |
| 650776<br>JIWL<br>96501<br>Df Esd<br>Gc Rdr | **ANYO MARU**<br>**Takuyo Kaiun K.K.**<br>Osaka Japanese | **4046**<br>2297<br>5742 | NK | **1964** Osaka Zosensho—Osa<br>357′ 4″ 51′ 11″ 21′ 3½″<br>331′ 4″ 51′ 10″ 25′ 11″<br>1 dk | M Mchy.aft<br>3 Ho<br>G.272130 B.259593<br>3 Ha (38½′, 78¾′, 41¾′×23½′)<br>12W Der 8(10) | Oil 2SA 6Cy. 420×750 mm<br>2200bhp B&W<br>Mitsui Zosen<br>2×150kW 445V a.c. | 544t<br>Tmn<br>12½k |
| 502052<br>JQRS<br>89884<br>Df Esd<br>Rdr | **ANYO MARU**<br>**Kita Nippon Kisen K.K.**<br>Tokyo Japanese | **1585**<br>864<br>2533 | NK | **1962** Kurushima Dock Co. Ltd.—Imabari<br>257′ 11″ 39′ 6″ 16′ 10″<br>254′ 2″ 39′ 4″ 19′ 8″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.114841 B.107778<br>2 Ha (38′, 81′×20¾′)<br>9W Der 3(15) | Oil 4SA 6Cy. 450×640 mm<br>1650bhp<br>Nippon Hatsudoki<br>2×35kW 225V d.c. | 229t<br>Kob<br>11½k |
| 512262<br>JPGI<br>75943<br>Df Esd<br>Gc Pfd<br>Rdr | **ANYO MARU**<br>exFuji Maru No. 3–65<br>**Ataka Sangyo K.K.**<br>Tokyo Japanese | **703**<br>428<br>— | | **1957** Kanazashi Zosensho—Shimizu<br>195′ 1″ 29′ 7″ 12′ 10″<br>178′ 0″ 29′ 6″ 15′ 1″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>1200bhp<br>Akasaka Tekkosho | 285t<br>Yaizu<br>12k |
| 515601<br>JBDF<br>70194<br>Df Esd<br>Gc RT | **ANYO MARU No. 3**<br>exHoyo Maru No. 2–65<br>**Ataka Sangyo K.K.**<br>Kobe Japanese | **322**<br>172<br>— | | **1953** Nippon Kokan—Shimizu<br>138′ 8″ 23′ 9″<br>127′ 11″ 23′ 7″ 11′ 4″<br>P60′ F11′ 1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Hanshin Nainenki Kogyo | 140t<br>Kob<br>10k |
| 670237<br>JNDI<br>100816<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANYO MARU No. 7**<br>**Kokusai Gyogyo K.K.**<br>Tokyo Japanese | **314**<br>144<br>— | | **1966** Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>146′ 8″ 27′ 7″ 10′ 10″<br>128′ 11″ 27′ 6″ 12′ 4″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 350×520 mm<br>1250bhp<br>Akasaka Tekkosho | Yaizu |
| 531582<br>5BDC<br>321059<br>Df Esd<br>Gc Rdr<br>RT | **ANYTOS**<br>exScottish Hawk–65<br>**Agenor Shipping Co. Ltd.**<br>Famagusta Cyprus | **11148**<br>6185<br>16360 | ✠Classed LR until 5/66<br>AB | **1955–3** Greenock Dkyd Co. Ltd.—Grk<br>546′ 7″ 69′ 4″ 29′ 10½″<br>512′ 0″ 69′ 0″ 38′ 6″<br>P119′ B48′ F55′ 1 dk<br>RW<br>rf 3½″ | M Tanker Mchy.aft<br>27 Ta<br>L.781041 HeCls. B<br>Der 2(3) | Oil 2SA 6Cy. 670×2320 mm<br>6500bhp Doxford<br>Wallsend Slpwy Co. Ltd. | 1280t–21pd<br>Wal<br>13¾k |
| 502054<br>YXAG<br>Df Esd<br>Gc Rdr<br>RT | **ANZOATEGUI**<br>**Compañia Anónima Venezolana de Navegacion**<br>La Guaira Venezuelan | **3105**<br>1643<br>5102 | BV | **1955** A. Vuijk & Zonen's Schps.—<br>Cappelle<br>382′ 9″ 52′ 4″ 20′ 9½″<br>353′ 0″ 52′ 2″ 31′ 0″<br>P41′ B72′ F34′ 1 dk & S dk<br>RW<br>rf 5″ | TM (12P) Ref OSD<br>5 Ho 25′, 48′, 71¼′, 55½′, 64½′<br>G.305739 B.281734 In.15130<br>5 Ha (stl) (9′, 29½′, 32¾′, 32¾′, 30½′×19¾′)<br>12W Der 1(40) 1(25) 8(5) 4(3) | 2 Oil 2SA each 5Cy. 545×785 mm<br>4200bhp<br>Nordberg Mfg Co.<br>2×265kW 220V d.c. | 420t (d.o)<br>Milwaukee<br>14¾k |
| 540083<br>8JWI<br>91603 | **AO MARU**<br>**A. Sakamoto**<br>Nantan Japanese | **137**<br>76<br>— | | **1963** Teraoka Zosensho—Nantan<br>*85·0′* 20′ 6″ 7′ 6″<br>85′ 4″ 20′ 4″ 8′ 10″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (42¾′×15½′) | Oil 2SA 3Cy. 210×330 mm<br>150bhp<br>Hanshin Nainenki Kogyo | Kob |
| 502057<br>JBWE<br>75654<br>Df Esd<br>Pfd RT | **AOBA MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japanese | **108**<br>48<br>— | | **1956** Kukinoumi Zosen—Wakamatsu<br>108′ 10″ 17′ 9″<br>95′ 2″ 17′ 8″ 8′ 10″ | M Trawler | Oil 4SA 6Cy. 260×400 mm<br>270bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| 502058<br>JFOQ<br>84984<br>Df Esd<br>Gc Rdr<br>RT | **AOGAI MARU No. 1**<br>**Uyeno Unyu Shokai Gomei Kaisha**<br>Yokohama Japanese | **1973**<br>1048<br>— | NK | **1960** Nagoya Zosen—Nga<br>281′ 8″ 42′ 1″ 18′ 4″<br>262′ 5″ 41′ 11″ 20′ 11″<br>1 dk | M Tanker Mchy.aft<br>9 Ta<br>L.132039 | Oil 4SA 7Cy. 430×620 mm<br>1750bhp<br>Hanshin Nainenki Kogyo<br>2×36kW 445V a.c. | Kob<br>11¾k |
| 502059<br>7LZN<br>89831<br>Df Esd<br>Gc Rdr<br>RT | **AOI MARU**<br>**Shinyo Gyogyo K.K.**<br>Tokyo Japanese | **1474**<br>806<br>— | NK | **1961** Taiyo Zosen—Nag<br>247′ 9″ 38′ 9″ 17′ 10″<br>223′ 1″ 38′ 8½″ 18′ 8″<br>Q14′ B21′ 2 dks<br>RW | M Stern Trawler<br>2 Ho<br>G.73704 B.62283 In.62283<br>3 Ha (9½′×8¾′) (7½′×8′) (5½′×9¾′)<br>4W Der 2(13) 4(3) | Oil 2SA 7Cy. 390×650 mm<br>2350bhp<br>Kobe Hatsudoki Seizosho<br>3×200kW 445V a.c. | 441t<br>Kob<br>13k |
| 502060<br>JGHJ<br>40697 | **AOI MARU**<br>**K. Ueki**<br>Kannonji Japanese | **356**<br>238<br>— | | **1935** Urabe Zosen Tekkosho—Osa<br>*131·0′* 26′ 0″<br>... ... ...<br>1 dk<br>R | M Mchy.aft | Oil 2SA 4Cy. 420×470 mm<br>360bhp<br>Nippon Hatsudoki | Kob |
| 502061<br>JCQH<br>36924 | **AOI MARU**<br>exSeiryu Maru No. 5<br>**Sekiyu Kaiun K.K.**<br>Otaru Japanese | **132**<br>64<br>— | | **1931** Mochimaru G.K.—Yka<br>*98·7′* 18′ 0″ 11′ 5¾″<br>... ... ...<br>1 dk<br>R | M Tanker Mchy.aft<br>len 56 | Oil 4SA 4Cy. 260×380 mm<br>135bhp NE—<br>Ikegai Tekkosho | Tok |

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| 670450<br>JK2393<br>97862<br>Df Rdr<br>RT | **AOI MARU No. 2**<br><br>**Yoshiya Kaiun K.K.**<br>Shimokamagari Japanese | 499<br>280<br>950 | | 1966 Imamura Zosen—Kur<br>177' 2" 28' 3" 12' 7½"<br>160' 9" 28' 2½" 13' 11"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 325×460 mm<br>850bhp<br>Nippon Hatsudoki |
| 651831<br><br><br>Rdr | **AOI MARU No. 3**<br><br>**C. Saiga**<br>Wakayama Japanese | 436<br>216<br>601 | | 1965 Ujina Zosensho—Hma<br>155' 6" 25' 4" 11' 2"<br>139' 5" 25' 3" 12' 3"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 290×430 mm<br><br>Nippon Hatsudoki |
| 502064<br>JKZF<br>76181<br>Df | **AOMORI MARU**<br><br>**Aomori Prefecture**<br>Hachinohe Japanese | 395<br>212<br>— | | 1956 Hayashikane Zosen—Smk<br>151' 5" 25' 2"<br>134' 6" 24' 11" 13' 5"<br>1 dk | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Akasaka Tekkosho |
| 502065<br>ZCPN<br>10961<br>Df Esd<br>Rdr<br>RTm | **AONIU**<br><br>**Tonga Copra Board**<br>Tonga Shipping Agency<br>Nukualofa British | 514<br>270<br>550 | ✠100A1 SS 7/66<br><br>✠LMC<br><br>MN100 El h ptSQ | 1958–5 Gerb. Niestern & Co.—Dzl<br>177' 0" 27' 9" 10' 5½"<br>160' 9" 27' 6" 11' 4"<br>P49' F28' 1 dk<br>R 3BH<br>rf 3" WB106t | M (12P) Mchy.aft<br>1 Ho 101'<br>G.27100 B.25350<br>2 Ha (stl) (each 22¼'×13½')<br>2W Der 2(5) 2(3) | Oil 4SA 6Cy. 320×480 mm<br>500bhp<br>Motorenw. Mannheim<br>3×12kW 110V d.c. |
| 502066<br>LQAE | **APA**<br><br>**Flota Argentina de Navegacion Fluvial**<br>Buenos Aires Argentine | 247<br>152<br>— | | 1929 ..................... Carmelo, Uruguay<br>150' 0" 34' 0" 8' 1"<br>... ... ...<br>R | TrM | 3 Oil<br><br>J. & C. G. Bolinders M/V A/B |
| 502067<br>JXIN<br><br>Df Esd<br>Gc Rdr<br>RTm | **APACHE**<br>exHunsfos-60<br>exRogue River-59<br>**Hvalfangstselskapet Blaahval A/S & Skibs A/S Abu**<br>Magnus Konow & Co.<br>Oslo Norwegian<br>Now **PACMERCHANT** (No. 502067) in the Register | 15781<br>9611<br>24015 | NV<br><br>Classed LR until 6/61 | 1944 Alabama D.D. & S.B. Co.—Mob<br>574' 6" 78' 10" 32' 5½"<br>545' 0" 78' 7" 46' 9"<br>1 dk<br>len, widened, deepened & conv tanker 61 | T-E Bulk Carrier Mchy.aft<br>4 Ho 58', 98½', 98½', 98½'<br><br>7 Ha (stl) (34½', 29½', 29½', 29½', 29½', 29½', 29½'×37') | 2 S Turb 6600shp driving 1 gen. 5400kW<br>2370V a.c. connected to elec. motor<br>6000shp (Sy) & sc. shaft<br>General Electric Co. Schenectady<br>2×400kW 450V 60c/s a.c. |
| 502068<br>EAMS<br><br>Esd | **APAGADOR**<br>exLa Banche exPescador<br>exCairntoul<br>**Francisco Maneiro Ageitos**<br>San Sebastian Spanish | 210<br>90<br>— | <br><br>✠Classed LR until 5/17 | 1902–6 J. Duthie, Sons & Co.—Abn<br>113' 6" 21' 8" 13' 0"<br>21' 6"<br><br>R<br>BK7½" | S Trawler<br><br><br><br>2W | T 3Cy. 12" 19½" & 32"×22"<br><br>W. V. V. Lidgerwood |
| 502069<br>EBVP | **APAIN**<br><br>**Luis Echevarria Urrutia**<br>San Sebastian Spanish | 102<br>62<br>— | | 1949 Pedro M. Egaña—Motrico<br>*79·1'* 19' 7"<br>... ... ... | Wood M Trawler | Oil 4Cy. 200×340 mm |
| 502071<br>MACE<br>182411<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **APAPA**<br><br>**Elder Dempster Lines Ltd.**<br>Liverpool British<br><br><br>Now **TAIPOOSHAN** See New Entries No. 7 | 11651<br>6455<br>6670 | ✠100A1 CS 11/64<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN1880 EL e†2¼"SQ | 1948–3 Vickers-Armstrongs Ltd.—Brw<br>471' 0" 66' 2" 25' 6"<br>445' 0" 66' 0" 36' 6"<br>2 dks & Shade dk, 3rd dk clear of mchy. space, 4th dk in No. 3 hold<br>RW 8BH<br>rf 6" WB2437t incl. Tunnel tanks 569t | TM (414P) Ref<br>6 Ho 60¾', 73½', 40½', 38', 56½', 51½'<br>G.315000 B.276000 In.28393<br>6 Ho (17', 28½', 10'×15') (8'×9') (17', 14¾'×15')<br>14W Der 3(10) 11(5) 2(3) | 2 Oil 2SA each 4Cy. 670×2320 mm<br>9400bhp Doxford<br>Vickers-Armstrongs Ltd.<br>2AuxB 120lb<br>4×400kW 220V d.c. |
| 502072<br><br>196704 | **APAPA SHELL**<br><br>**Shell Co. of Nigeria Ltd.**<br>Lagos Nigerian | 129<br>129<br>— | ✠A1 SS 3/64<br>oil tanker—FP above 150° F. Lagos harbour service<br>EL (a) ⅛"SQ<br>**REPAIRS REQUIRED—CLASS SUSPENDED 1/1/69** | 1955–9 Clelands(Successors) Ltd.—Wal<br>88' 8" 24' 8" 6' 0"<br>88' 0" 24' 0" 7' 0"<br>1 dk<br>4BH<br>rf nil | Oil Barge | |
| 642142<br>9GUC<br>316523 | **APAPASU**<br><br>**The Government of the Republic of Ghana**<br>Takoradi Ghanaian | 618<br>246<br>— | | 1964 Leninskaya Kuznitsa—Kiev<br>177' 10" 30' 6"<br>30' 4" | M Trawler | Oil 4SA 8Cy. 320×480 mm<br><br>Schwermasch. Karl Liebknecht |
| 670707 | **APATIT**<br><br>**U.S.S.R.**<br>Russian<br>For later particulars see New Entries No. 1 | 4700<br>—<br>— | 100A1<br>Class contemplated | Burmeister & Wain—Cpn<br>336' 0" 52' 7"<br>298' 7" 52' 6" 36' 5" | M Fish Carrier Ref | Oil 2SA 6Cy. 500×900 mm<br><br>Burmeister & Wain |
| 502073<br>5LWZ<br>1317<br>Df Esd<br>Gc | **APATOURIA**<br>exAlderamin-58 exLely-47<br>exWilliam Wolfskill-47<br>**Apatouria Shipping Corp.**<br>~~Monrovia~~ ~~Liberian~~<br>Mogadishu Somali Rep. | 7154<br>4374<br>10764 | 100A1 ~~SS 7/63(Adv)~~<br>DTm—vegetable oil<br>**LMC** TD 12/67<br>EL a†2 1/16"SQ | 1943 California S.B. Corp.—L.An<br>441' 6" 57 0" 27' 8½"<br>417' 6" 56' 10" 37' 4"<br>2 dks<br>RW NS 7BH<br>WB2947t incl. DTa760t DTsf648t<br>rf 6" | S<br>5 Ho 61½', 73½' 50½', 45', 127½' comb.<br>G.560180 B.495074<br>5 Ha<br>12W Der 1(50) 1(25) 12(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>2WTB 250lb Spt 230lb |
| 502075<br>EDMA<br><br>Df Esd<br>Pfd RT | **APENINO**<br><br>**Pesquera Astur Galaica S.A.**<br>Vigo Spanish | 199<br>78<br>133 | <br><br>BV | 1961 Maritima del Musel S.A.—Gijon<br>108' 11" 21' 4"<br>95' 2" 21' 0½" 12' 4"<br>RW | M Trawler<br><br><br>2 Ha (each 3½'×3½')<br>Der 1 | Oil 4SA 6Cy. 295×420 mm<br>550bhp Krupp<br>La Maquinista Terrestre y Mar. |

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| 502076<br>ELTK<br>600<br>Df Esd<br>Gc | **APEX**<br>exAmipa-58 exPetfrano-55<br>exEmpire Carpenter-47<br>**Cia. Mar. Apex S.A.**<br>Monrovia Liberian<br>Now **AFROS**<br>See New Entries No. 5 | 6707<br>4243<br>10625 | ✠100A1<br>✠LMC | SS 4/66<br>EL a† | 1943-1 C. Connell & Co. Ltd.—Gls<br>446' 4" 56' 4" 27' 3½"<br>425' 0" 56' 0" 37' 8"<br>F39' 2 dks<br>6 divisional WTBH in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>WB2334t incl. Tunnel tanks 331t | S<br>G.528620 B.479040<br>10W Der 1(50) 1(40) | T 3Cy. 24½" 39" & 70"×48"<br>2500ihp<br>D. Rowan & Co. Ltd.<br>3 SB 220℔ Spt hs(7248) | 1074t<br>Gl<br>9cf |
| 500848<br>FUFC<br>Df Esd<br>RT | **APEX II**<br>exAlbert Aubry-66<br>**Société d'Armement des Pêcheries de l'Ocean S.a.r.l.**<br>~~Boulogne~~ French<br>Lorient | 437 ~~434~~<br>146<br>— | ✠LR class withdrawn—Owners' request 4/67 | BV | 1961-1 Stocznia Polnocna—Gdk<br>156' 5" 27' 6" 12' 5½"<br>143' 7" 27' 3" 15' 5"<br>F31'<br>rf 29" BK7" | M Trawler | Oil 4SA 8Cy. 320×450 mm with flexible coupling & sr gearing<br>1344bhp<br>Klöckner-Humboldt-Deutz<br>Controllable pitch propeller | Kln |
| 502078<br>DEEZ<br>Df Esd<br>Gc Rdr<br>RTv | **APHAIA**<br>**Ferdinand Muller**<br>Bremen W. German | 422<br>254<br>682<br>780<br>547<br>903 | | GL | 1954 H. Brand—Oldenburg<br>*167·2'* 30' 6" 11' 4¼"/13' 1½"<br>167' 4" 30' 4" 18' 0"<br>P38' F26' 1 dk & Sdk<br>RW | M OSD/CSD Mchy.aft<br>1 Ho 87½'<br>G.62061 B.53093<br>1 Ha (stl) (87'×18¾')<br>Der 4(3) | Oil 4SA 8Cy. 290×420 mm<br>760bhp<br>Masch. Kiel A.G.<br>2×8kW 110V d.c. | (d.o)<br>Kel<br>11k |
| 640987<br>TQZT<br>Esd Pfd<br>Rdr RT | **APHRODITE**<br>**Jules Talleux**<br>Dunkirk French | 186<br>59<br>— | | BV | 1964 S.I.C.C. Na.—St.M<br>104' 6" 23' 10"<br>89' 9" 23' 7½" 9' 4" | M Trawler<br>2 Ha (each 3'×3')<br>Der 1(2) | Oil 4SA 6Cy. 255×300 mm<br>570bhp<br>Etab. Duvant | Vln<br>11½k |
| 502079<br>VWPX<br>315764<br>Df Esd<br>Gc Rdr<br>RT | **APJ AKASH**<br>exHeinrich Honold-60<br>**Surrendra Overseas Ltd.**<br>Bombay Indian | 6342<br>3559<br>9565 | | GL | 1954 Flensburger Schiffs. Ges.—Fln<br>474' 0" 60' 6" 25' 7¾"<br>37' 9"<br>P85' F90' 1 dk & S dk<br>RW | M OSD Mchy.aft<br>3 Ho 127½' comb., 108½' comb., 86¾' comb.<br>G.630300 B.585900<br>6 Ha (31¾', 31¾', 32', 36¼', 36', 33½'×29¼')<br>12W Der 4(10) 8(5) | 3 Oil 4SA each 6Cy. 400×460 mm geared to sc. shaft<br>3600bhp<br>Masch. Augsburg-Nürnberg<br>3×120kW 220V d.c. | 1254t (d.o)<br>Aug<br>13½k |
| 660286<br>ATAG<br>1203<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **APJ AMBIKA**<br>**Surrendra Overseas Ltd.**<br>Calcutta Indian | 8302<br>5041<br>13638<br>10929<br>7359<br>15838 | ✠100A1<br>strengthened for heavy cargoes<br>✠LMC<br>MN1680 | EL g†2$\frac{5}{16}$"SQ | 1966-3 Rheinstahl Nordseewerke—Emd<br>519' 9" 67' 8" 27' 10¾"/30' 8½"<br>492' 2" 67' 3" 41' 6"<br>F43' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf nil DK fwd WB2736t incl. Tunnel tanks 160t | M (8P) OSD/CSD<br>6 Ho 59¾', 67', 65½'. 60¼', 63', 60¼'<br>G.813199 B.741852<br>6 Ha (stl) (32¼', 39¼', 39¼', 31½', 31½', 31½'×26¼')<br>12W Der 1(50) 1(15) 12(5-8) | Oil 2SA 7Cy. 700×1200 mm<br>8400bhp<br>Masch. Augsburg-Nürnberg<br>WTAuxB 114℔<br>3×320kW 440V 60c/s a.c. | 1025t (hvf)<br>Aug<br>16k |
| 502080<br>VWPW<br>315763<br>Df Esd<br>Gc Rdr<br>RT | **APJ ANJLI**<br>exHans Honold-60<br>**Surrendra Overseas Ltd.**<br>Bombay Indian | 6226<br>3509<br>10256 | | GL | 1954 Flensburger Schiffs. Ges.—Fln<br>474' 0" 60' 5" 25' 7"<br>433' 0" 60' 4" 29' 2"<br>P85' F90' H26' 1 dk & S dk<br>RW | M OSD Mchy.aft<br>3 Ho 127½' comb., 108½' comb., 86¾' comb.<br>G.630300 B.585900<br>6 Ha (31¾', 31¾', 32', 36¼', 36', 33½'×29½')<br>12W Der 4(10) 8(5) | 3 Oil 4SA each 6Cy. 400×460 mm geared to sc. shaft<br>3600bhp<br>Masch. Augsburg-Nürnberg<br>3×120kW 220V d.c. | 1254t (d.o)<br>Aug<br>13½k |
| 541879<br>VWTQ<br>1093<br>Df Esd | **APJ KARUNA**<br>exDijon-63<br>**Surrendra Overseas Ltd.**<br>Bombay Indian | 4557<br>2511<br>7580 | ✠100A1<br>with freeboard<br>✠LMC | SS 6/60<br>EL a† | 1947-10 J. Readhead & Sons Ltd.—Shl<br>437' 9" 55' 8" 23' 0"<br>415' 0" 55' 6" 34' 0"<br>B137' F42' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB1330t | S OSD<br>G.481690 B.436985<br>11W Der 1(15) | 3 S Turb dr geared to sc. shaft<br>3700shp<br>Parsons Marine Turb. Co.<br>2WTB 470℔ Spt 460℔ db 105℔ hs(6212) | 1252t (o.f)<br>Wal<br>12k |
| | | | **LAID UP—SURVEYS OVERDUE 6/64** | | | | | |
| 670313<br>ABTF<br>1224<br>Df Esd<br>Gc Rdr<br>RT | **APJ PRIYA**<br>**Surrendra Overseas Ltd.**<br>Calcutta Indian | 10932<br>7359<br>15620 | ✠100A1<br>strengthened for heavy cargoes<br>✠LMC<br>MN1680 | EL g†2$\frac{5}{16}$"U2 | 1967-3 Rheinstahl Nordseewerke—Emd<br>519' 9" 67' 8" ~~27' 10¼"/30' 8½"~~ 30' 8½"<br>492' 2" 67' 3" 41' 6"<br>F43' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf nil DK fwd WB2696t incl. Tunnel tanks 157t | M ~~OSD/CSD~~ | Oil 2SA 7Cy. 700×1200 mm<br>8400bhp<br>Masch. Augsburg-Nürnberg<br>WTAuxB 114℔ e (ex.g) 114℔<br>3×336kW 450V 60c/s a.c. | Aug |
| 502082<br>VWQT<br>1026<br>Df Esd<br>Rdr RT | **APJ RITA**<br>exPadana-61<br>**Surrendra Overseas Ltd.**<br>Bombay Indian | 7541<br>4944<br>10475 | ✠Classed LR until 10/66 | AB | 1945-7 Burntisland S.B. Co. Ltd.—Bnt<br>436' 7" 58' 0" 27' 3¼"<br>412' 0" 57' 7" 38' 5"<br>F37' 2 dks<br>rf 3½" | S<br>5 Ho 40', 72½', 52', 62', 69'<br>G.555658 B.509847<br>5 Ha (27', 35', 35', 35', 27½'×22')<br>10W Der 10(10) | T 3Cy. 24½" 39" & 70"×48"<br>2500ihp<br>D. Rowan & Co. Ltd.<br>2×25kW 110V d.c. | 721t (o.f)<br>Gls<br>10½k |
| 502083<br>VWPY<br>1017<br>Df Esd<br>Gc Rdr<br>Rdr RT | **APJ SUSHMA**<br>exPaul Honold-61<br>**Surrendra Overseas Ltd.**<br>Bombay Indian | 6337<br>3625<br>10230 | | GL | 1953 Flensburger Schiffs. Ges.—Fln<br>474' 0" 60' 6" 25' 7"<br>37' 9"<br>P85' F90' H26' 1 dk & S dk<br>RW | M OSD Mchy.aft<br>3 Ho 127½' comb., 108½' comb., 86¾' comb.<br>G.630300 B.585900<br>6 Ha (31¾', 31¾', 32', 36¼', 36' 33½'×29¼')<br>12W Der 4(10) 8(5) | 3 Oil 4SA each 6Cy. 400×460 mm geared to sc. shaft<br>3600bhp MAN<br>A.G. "Weser"<br>3×120kW 220V d.c. | 1254t (d.o)<br>Bmn<br>13½k |
| 662134 | **APODI**<br>**SALMAC—Salicultores de Mossoró Macau Ltda.**<br>Macau Brazilian | 150<br>—<br>200 | | | 1966 Industrias Reunidas Caneco—Rio<br>109' 4" 25' 9" 4' 11"<br>102' 4" 24' 7" 7' 7"<br>1 dk | M Barge Mchy.aft | Oil 4SA 8Cy. 5½"×7" with reverse reduction gearing<br>250bhp<br>Motorenw. Mannheim | Mhm |

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| 640316<br><br><br>Df Esd<br>Pfd Rdr<br>RT | **APOLLO**<br><br>**La Traverse Nord-Sud Ltée**<br>Quebec Canadian<br>Now **MANIC**<br>(No. 640316) in the Register | 1291<br>489<br>— | | BV | 1964 Sölvesborgs Varv A/B—Sbg<br>236' 0" 41' 9" 11' 10"<br>210' 0" 41' 6" 17' 1"<br>1 dk & S dk | TM Ferry OSD<br><br><br><br>Der 2(3) 3(2) 2(1½) | 2 Oil 4SA each 8Cy. 400×580 mm<br>4200bhp<br>Klöckner-Humboldt-Deutz |
| 502085<br>MSFM<br>186540<br>Esd Rdr<br>RT | **APOLLO**<br><br>**Bristol Steam Navigation**<br>**Co. Ltd.**<br>Bristol British<br>For later particulars see New Entries No. 11 | 1254<br>522<br>— | ✠100A1<br><br>✠LMC<br><br>MN256 | ~~SS 9/64~~<br>SS 12/68<br><br><br>EL p | 1954–11 C. Hill & Sons Ltd.—Brs<br>254' 6" 39' 1" 13' 8½"<br>235' 8" 39' 0" 21' 6"<br>F23' 1 dk & S dk<br>RW 2BH to S dk 1 to 2nd dk<br>WB514t incl. DT180t | M Ref OSD Mchy.aft<br>1 Ho 111½<br>G.93854 B.84687 In.6500<br><br>1W | Oil 2SA 8Cy. 340×570 mm<br>1280bhp<br>British Polar Engines Ltd. |
| 502084<br>DDNL<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **APOLLO**<br><br>**Partenreederei m.s. "Apollo"**<br>Dampfschiff.-Ges. "Neptun"<br>Bremen W. German | 800<br>341<br>1312<br>1337<br>817<br>2168 | | <br><br>GL | 1957 Werft Nobiskrug—Rendsburg<br>234' 0" 35' 10" 13' 6¾"/17' 11½"<br>216' 6" 35' 9" 21' 2"<br>F27' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>2 Ho 27½', 61'<br>G.91649 B.86612<br>2 Ha (stl) (27½', 61'×18')<br>Der 6(3–5) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz<br>1×15kW 230V d.c. |
| 502086<br>DIPC<br>9805<br>Df Esd<br>Rdr | **APOLLO**<br><br>**Partenreederei m.s. "Apollo"**<br>Wilfried Ehlert<br>Hamburg W. German | 499<br>329<br>787 | | <br><br>GL | 1957 J. J. Sietas Schiffsw.—Ham<br>*181·4'* 29' 4" 10' 10"<br>29' 2½" 12' 6"<br>P41' B32' F22' 1 dk<br>RW len 62 | M Mchy.aft<br>1 Ho 100½'<br>G.32970 B.31000<br>2 Ha<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 670393<br>6ZVV<br>2643<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APOLLO CROWN**<br><br>**Crown Navigation Co. Ltd.**<br>Monrovia Liberian | 3974<br>2736<br>6000 | | <br><br>BV | 1966 Usuki Tekkosho—Saiki<br>360' 3" 52' 7" 21' 8"<br>334' 4" 52' 6" 26' 7"<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 400×460 mm<br>3400bhp<br>Ishikawajima-Harima Hvy Ind. |
| 502087<br>SXVD<br>1966<br>Df Esd<br>Gc Rdr | **APOLLON**<br><br>**Athenian Shipping**<br>**Company S.A.**<br>Piræus Greek<br>Now **GARDENIA** See New Entries No. 11 | 9744<br>5628<br>13260 | ✠100A1<br><br>✠LMC<br><br>MN1560 | SS 5/66<br><br><br><br>EL (et)2¼"SQ | 1957–5 J. Readhead & Sons Ltd.—Shl<br>499' 3" 63' 3" 30' 1"<br>465' 0" 63' 0" 40' 4"<br>F45' 2 dks<br>RW NS 6BH to U dk 1 to 2nd dk<br>rf 3" WB3349t incl. DTm1640t | M CSD<br>5 Ho 70', 100', 32½', 75', 70'<br>G.716800 B.639700<br>5 Ha (36'×20') (37½', 30', 37½', 37½'×24')<br>12W Der 1(25) 5(10) 6(5) 1(3) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp<br>Sulzer Bros. Ltd.<br>2AuxB 100℔<br>3×200kW 220V d.c. |
| 520960<br>SVPJ<br>2903<br>Df Esd<br>Rdr RT | **APOLLON**<br>exLisieux–66<br>**Petros M. Nomikos Ltd.**<br>Piræus Greek | 2940<br>796<br>— | | <br><br>BV | 1952 Forg. & Ch. de la Médit.—Hav<br>313' 4" 42' 8" 10' 6"<br>42' 6"<br>B212' 3 dks | TS<br><br>B.11684<br>2 Ha (10¾'×11½') (9¾'×10¾') | 2 S Turb sr geared to sc. shafts<br>22000shp<br>Forg. & Ch. de la Médit. |
| 506583<br>SVCT<br>2805<br>Df Esd<br>Rdr | **APOLLON**<br>exCastor–66<br>**Midepol Cia. Nav. S.A.**<br>Piræus Greek<br><br>Now **ALFA** See New Entries No. 1 | 1830<br>946<br>2695 | ✠100A1<br>with freeboard<br>✠LMC | TD 10/66<br><br><br><br>EL s | 1939–11 N.V. Nederl. Dok. Maats.—Ams<br>310' 4" 41' 2" 17' 10½"<br>285' 0" 41' 0" 25' 6"<br>F31' 1 dk & S dk, 3rd dk in No. 1 hold<br>RW Coll BH to S dk 5 to 2nd dk<br>WB612t | M Ref OSD<br><br>B.16380 In.1820<br><br>10W Der 1(30) | Oil 2SA 5Cy. 500×900 mm<br>1600bhp B&W<br>N.V. Mch. & Schps P. Smit, Jr.<br>db 100℔ |
| 502088<br>SXFJ<br>316<br>Df Esd<br>Gc Rdr<br>RT | **APOLLONIA**<br><br>**Margrande Cia. Naviera S.A.**<br>Andros Greek | 11127<br>6460<br>14974 | | <br><br>AB | 1961 Ishikawajima-Harima Hvy Ind.—<br>Aio<br>505' 4" 66' 6" 30' 5"<br>475' 10" 66' 3" 41' 4"<br>P110' F35' 2 dks<br>rf 5" | M CSD Mchy.aft<br>5 Ho<br>B.738000<br>7 Ha | Oil 2SA 6Cy. 760×1500 mm<br>9000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 541482<br>SYPZ<br>2277<br>Df Esd<br>Rdr RT | **APOLLONIA**<br>exSidi Bel Abbès–63<br>**Hellenic Mediterranean**<br>**Lines Co. Ltd.**<br>Piræus Greek | 5324<br>2867<br>2090 | | <br><br>BV | 1948 Swan, Hunter & Wghm Rchdsn—<br>Nwc<br>402' 3" 53' 6" 19' 7"<br>53' 4"<br>P&B281' F71' 2 dks & S dk | TS (406 bth 200 dk P) Ref OSD<br><br>G.135199 B.119808 In.30005<br>3 Ha<br>6W Der 6(5) | 6 S Turb dr geared to 2 sc. shafts<br>11000shp<br>C. A. Parsons & Co. Ltd. |
| 541881<br>SZIJ<br>2397<br>Df Esd<br>Gc Rdr<br>RT | **APOLLONIA**<br>exFolias–63<br>**Seaways Co. Inc.**<br>Piræus Greek | 1502<br>681<br>— | ✠100A1<br>with freeboard<br>Str. nav. ice<br>✠LMC | SS 5/66<br><br><br><br>EL q | 1949–3 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>284' 0" 39' 2" 15' 4½"<br>255' 6" 39' 0" 23' 0"<br>F31' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB533t incl. Tunnel tanks 29t DTa11t | M OSD<br><br>G.139000 B.127000 | Oil 2SA 6Cy. 450×740 mm<br>1350bhp<br>S.A. Ansaldo<br>db 105℔ |
| 538160<br>5BEI<br>321073<br>Df Esd | **APOLLONIAN**<br>exVire–63 exDavid A. Curry–47<br>**Limnia Shipping Co. Ltd.**<br>Famagusta Cyprus | 7229<br>4170<br>10751 | | <br><br>BV | 1944 California S.B. Corp.—L An<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>RW | S (12P)<br>5 Ho<br>G.505000 B.466000<br>5 Ha (33½', 34¾', 19¾', 34¾', 34¾'×19¾')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks |
| 671959<br>SXSU<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **APOLLONIUS**<br><br>**Parnes Shipping Co. S.A.**<br>Piræus Greek | 16210<br>10102<br>26683 | | <br><br>AB | 1967 Osaka Zosensho—Osa<br>562' 1" 32' 10½"<br>533' 5" 81' 6" 45' 11"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W<br>Mitsui Zosen |

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| 660633<br>EEUK<br><br>Df Esd<br>RT | **APOSTOL SAN ANDRES**<br><br>**Industria Maritima S.A.**<br>Gijón Spanish | 150<br>74<br>— | <br><br>BV | 1965 Ast. del Cantabrico & Riera—Gjn<br>99′ 6″ 10′ 8″<br>86 11″ 21′ 4″ 11′ 10″<br>1 dk<br>RW | M Trawler Mchy.aft<br><br><br>2 Ha (each 3½′×3½′) | Oil 4SA 4Cy.<br>400bhp<br>Carmelo Unanue | <br><br>Zumaya<br>12k |
| 652049<br><br><br>Df Esd<br>RT | **APOSTOL SAN JUAN**<br><br>**Industrial Maritima S.L.**<br>Gijon Spanish | 150<br>117<br>— | <br><br>BV | 1965 Ast. del Cantábrico & Riera—Gjn<br>99′ 6″ 21′ 6″ 10′ 8″<br>86′ 11″ 21′ 4″ 11′ 10″<br><br>RW | M Trawler<br><br><br>2 Ha (each 3½′×3½′) | Oil 4SA 4Cy. 315×480 mm<br>400bhp Duvant<br>Carmelo Unanue | <br><br>Zumaya<br>11k |
| 502090<br>EDDJ<br><br>Df Esd<br>RT | **APOSTOL SAN PABLO**<br><br>**Pesquerias Triton**<br>Vigo Spanish | 295<br>157<br>576 | ✠Classed LR until 5/56 BV | 1951–4 Ast. del Cantabrico—Gijon<br>112′ 7″ 24′ 10″<br>108′ 3″ 23′ 0″ 12′ 7″<br>F23′<br>BK6″ | M Trawler<br><br><br>3 Ha (each 3¼′×3½′) | Oil 2SA 6Cy. 250×420 mm<br>540bhp<br>Atlas-Diesel | <br>87t<br>Skm<br>10k |
| 502091<br>EDDG<br><br>Df Esd<br>RT | **APOSTOL SAN PEDRO**<br><br>**Pesquerias Triton**<br>Vigo Spanish | 295<br>157<br>576 | ✠Classed LR until 5/56 BV | 1951–4 Ast. del Cantabrico—Gijon<br>112′ 7″ 24′ 10″<br>108′ 3″ 23′ 0″ 12′ 7″<br>F23′<br>BK6″ | M Trawler<br><br><br>3 Ha (each 3¼′×3½′) | Oil 2SA 6Cy. 250×420 mm<br>540bhp<br>Atlas-Diesel | <br>87t<br>Skm<br>10k |
| 507127<br>6ZOV<br>2460<br>Df Esd<br>Gc Rdr | **APOSTOLAKIS T.**<br>exJean T.–67<br>exApostolakis T.–66<br>exCholuteca–65<br>exBight Knot–47<br>**Nikopolis Shipping Corp.**<br>Monrovia Liberian | 3599<br>2028<br>5795 | <br><br>AB | 1945 Globe S.B. Co.—Superior<br>338′ 8″ 50′ 3″ 23′ 5½″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br><br>rf nil | M Mchy.aft<br>4 Ho 42¾′, 78¾′, 67½′, 30¾′<br>G.235090 B.216360<br>4 Ha (20¼′, 40½′, 40½′×20′) (9′×8′)<br>16W Der 2(30) 2(20) | Oil 2SA 8Cy. 520×700 mm<br>1700bhp<br>Busch-Sulzer D.E. Co.<br>2×250kW 220V d.c. | <br>364t<br>St.Louis<br>10k |
| 540273<br>SVXF<br><br>Df Esd<br>Gc Rdr<br>RTm | **APOSTOLIS**<br>exContella–66 exThetis–63<br>exGyda Torm–58 exGyda–51<br>**Aurora Maritime Corp.**<br>Piræus Greek | 1695<br>901<br>2950 | ~~BS✱~~ ~~SS 3/64~~<br>~~Ice strengthening~~<br>~~MBS✱~~<br><br>~~CT2187—C28~~<br>**BROKEN UP**<br>~~SURVEYS OVERDUE—CLASS SUSPENDED 8/67~~ | 1934–8 Helsingörs Jernsk. & Msk.—Hsg<br>306′ 6″ 41′ 8″ 18′ 3½″<br>290′ 0″ 41′ 6″ 19′ 2″<br>P&B230′ F38′ 1 dk<br>R 4BH<br>WB600t | S<br><br>G.177000 B.164000<br>4 Ha (29½′, 35½′, 29½′, 25′×18′)<br>Der 1(10) 7(3) | C 3Cy. (2) 15¾″ & 39⅝″×37⅝″ & LP turb with reduction gear and chain drive<br>1430ihp<br>Helsingörs Jernsk. & Msk<br>2 SB 222℔ Spt hs(3330) | <br><br>540t (o.f)<br>Hsg<br>13k |
| 502092<br>ODJF<br>1924<br>Df Esd<br>RT | **APOSTOLOS K**<br>exFauna–62<br>~~Antonios Catsogeorgis & Co.~~<br>~~Beirut Lebanese~~<br>**Apostolos Shipping Co. Ltd.**<br>Panama Panamanian<br>Now **APOSTOLOS** See New Entries No. 10 | 1280<br>673<br>1902 | <br><br>GL | 1940 Atlas Werke A.G.—Bmn<br>244′ 7″ 34′ 7″ 15′ 4″<br>34′ 5″ 16′ 1″<br>P&B166′ F38′ 1 dk | TM | 2 Oil 4SA each 6Cy. 285×420 mm<br>1020bhp<br>Masch. Augsburg-Nürnberg | <br><br>Aug |
| 651479<br><br><br>Df Esd<br>Gc Rdr<br>RT | **APPE**<br><br>**U.S.S.R.**<br>Russian<br>Name should be **APE** See New Entries No. 3 | 3359<br>1550<br>4400 | | 1965 Rauma-Repola O/Y—Rauma<br>344′ 10″ 48′ 7″ 20′ 5″<br>318′ 0″ 48′ 6″ 23′ 0″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain | <br><br>Cpn |
| 502093<br>GJTS<br>186930<br>Df Pfd<br>Rdr | **APPELSIDER**<br><br>**Lawson-Batey Tugs Ltd.**<br>Newcastle British | 173<br>—<br>— | ✠100A1 SS 7/66<br>tug<br>✠LMC<br><br>MN200 EL (b) | 1962–7 R. Dunston (Hessle) Ltd.—Hessle<br>99′ 6″ 25′ 3″ 10′ 8¼″<br>89′ 0″ 23′ 6″ 12′ 0″<br>RW 3BH<br>rf 15″ BK6″ WB42t | M Tug | Oil 4SA 8Cy. 320×450 mm sr reverse geared<br>1000bhp<br>Klöckner-Humboldt-Deutz | <br><br><br>Kln |
| 502094<br>IBDK<br>599<br>Df Esd<br>Gc Rdr<br>RT | **APPIA**<br><br>**"Adriatica" S.p.A. di Navigazione**<br>Venice Italian | 8017<br>4471<br>— | <br><br>AB RI | 1961 Cant. Nav. Breda—Ven<br>401′ 11″ 62′ 5″ 16′ 2⅛″<br>360′ 11″ 62′ 4″ 37′ 2″<br>2 dks, pt 3rd & 4th dk<br>RW<br>rf nil | TM (835P) CSD | 2 Oil 2SA each 6Cy. 600×800 mm<br>6000bhp<br>C.R.D. Adriatico | <br>389t<br>Tri<br>17k |
| 502098<br>MLCQ<br>183807<br>RT | **APPLEGARTH**<br><br>**Rea Towing Co. Ltd.**<br>Liverpool British | 231<br>—<br>— | ✠Class **WITHDRAWN** at Owners' request 1/69 | 1951–4 A. Hall & Co. Ltd.—Abn<br>103′ 1″ 26′ 8″ 11′ 10″<br>96′ 0″ 26′ 6″ 12′ 9″<br>B35′<br>3BH<br>BK7½″ WB DTf 17t | S Tug | T 3Cy. 16″ 25″ & 42″×30″<br>1120ihp<br>A. Hall & Co. Ltd.<br>SB 225℔ ND hs(2530) 3cf | <br>(o.f)<br>Abn<br>12k |
| 502099<br>GTTQ<br>186296<br>Df Esd<br>Gc Rdr | **APPLELEAF**<br>exGeorge Lyras–59<br>**Marine Enterprises Ltd.**<br>**(Lyras Brothers Ltd.)**<br>London British | 11588<br>6559<br>16900 | ✠100A1 TD 2/68 ~~SS 9/66~~<br>oil tanker FP above 150°F. except in Nos. 3 & 4 centre cargo tanks for carriage of oil fuel FP below 150°F.<br>✠LMC<br>MN1360 EL g†2$\frac{5}{16}$″SQ | 1955–9 Bartram & Sons Ltd.—Sld<br>557′ 7″ 68′ 0″ 29 10″<br>525′ 10″ 67′ 9″ 38′ 0″<br>P118′ B44′ F60′ 1 dk<br>RW 17BH<br>rf 6″ WB1032t incl. DTf634t | M Tanker Mchy.aft | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>N.E. Mar. Eng. Co. Ltd.<br>3AuxB (2 o.f 1 ex.g) 180℔ | <br><br>Wal |
| 662220<br>GTYA<br>334510<br>Gc Rdr<br>RT | **APRICITY**<br><br>**F. T. Everard & Sons Ltd.**<br>London British | 692<br>496<br>1164 | ✠100A1<br><br>✠LMC<br><br>MN168 EL m 1¼″SQ | 1967–6 Clelands S.B. Co. Ltd.—Wal<br>223′ 10″ 34′ 9″ 12′ 0″<br>210′ 0″ 34′ 6″ 15′ 6″<br>P47′ Q55′ F27′ RFD33′ 1 dk<br>RW NS 4BH<br>rf 6″ WB570t | M Mchy.aft | Oil SA 6Cy. 320×426 mm<br>840bhp<br>Newbury Diesel Co. Ltd.<br>3×50, 50, 30kW 220V d.c. | <br><br>Nby<br>11k |

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| 502103<br>UZMG<br>M-2622<br>Df Esd | **APSHERON**<br><br>**U.S.S.R.**<br>Odessa Russian | 9047<br>5317<br>13250 | | 1952 Burmeister & Wain—Cpn<br>489' 3" 61' 2" 27' 4½"<br>60' 11" 34' 8"<br>P92' B39' F51' 1 dk<br>RW | M Tanker Mchy.aft<br>24 Ta<br>L.631605<br><br>1W Der 1(1) | Oil 2SA 6Cy. 740×1600 mm<br>9900bhp<br>Burmeister & Wain |
| 670734<br><br><br>Df Esd<br>Gc Rdr<br>RT | **APSHERON**<br><br>**U.S.S.R.**<br>Russian | 2657<br>1139<br>— | | 1967 Volkswerft Stralsund—Stralsund<br>269' 7" 16' 5"<br>239' 6" 44' 7" 31' 2"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht |
| 502104<br>UGXO<br>M-17085<br>Df Esd<br>Gc Rdr<br>RT | **APSHERONSK**<br><br>**U.S.S.R.**<br>Riga Russian | 3359<br>1550<br>4440 | | 1962 Rauma-Repola O/Y—Rauma<br>344' 10" 48' 7" 20' 5"<br>318' 0" 48' 6" 23' 0"<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.189500<br>1 Ha (10½'×8')<br>5W Der 3(3) 1(2) 1(1) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain |
| 540086<br>GLBH<br>301544<br>Df Esd<br>Gc Rdr<br>RTv | **APSLEYHALL**<br><br>**West Hartlepool Steam Navigation Co. Ltd.**<br>W. Hartlepool British | T.Mk<br>7289<br>4025<br>12600<br>10200<br>5817<br>14800 | ✠100A1 SS 1/67<br>DTa—vegetable oil<br>✠LMC<br><br>MN2000 EL f†2¼"SQ | 1963-2 Wm. Doxford & Sons (S.B.) Ltd. —Sld<br>532' 0" 68' 4" 27' 8"/30' 7½"<br>491' 4" 68' 0" 41' 0"<br>F46' 2 dks<br>RW Coll BH to U dk 8 to 2nd dk<br>rf 6" WB3457t incl. DTma1585t | M (2P)<br>5 Ho 60¾', 68¾', 67½', 30' DT, 67½', 72¾'<br>G.773662 B.698917<br>6 Ha (33¾'×20') (37½', 37½', 17½', 37½', 37½'×25')<br>14W Der 1(50) 8(10) 6(5) | Oil 2SA 6Cy. 670×2100 mm<br>10000bhp 1434t<br>Wm. Doxford & Sons (Eng.) Ltd.<br>AuxB (o.f) 130℔<br>AuxB (ex.g) 120℔<br>3×300kW 220V d.c. |
| 502106<br>MBZS<br>167204 | **APTITY**<br><br>**F. T. Everard & Sons Ltd.**<br>London British | 434<br>196<br>450 | ✠100A1 Dr 4 yrs—12/63<br>oil tanker<br>✠LMC<br><br>EL g | 1939-3 G. Brown & Co. (Marine) Ltd.—Grk<br>166' 6" 25' 1" 10' 3½"<br>154' 9" 25' 0" 10' 8"<br>P50' F25' Trunk 83' 1 dk<br>R 10BH<br>WB57t | M Tanker Mchy.aft<br><br>HeCls. C | Oil 2SA 5Cy. 320×425 mm<br>500bhp<br>Newbury Diesel Co. Ltd.<br>db 180℔ |
| 535289<br>OHBQ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **APU**<br>exTarmo-64<br>**Finnish Board of Navigation**<br>Helsinki/Helsingfors Finnish | 1657<br>497<br>— | | 1907 Armstrong Whitworth Ltd.—Nwc<br>220' 2" 46' 11" 20' 0"<br>... ... ...<br>2 dks<br>R | S Icebreaker Mchy.fwd & aft | T 3Cy. 21" 33" & 53"×36" (f) 1450<br>T 3Cy. 24½" 38" & 61"×39" (a) 2400<br>Wallsend Slpwy Co. Ltd.<br>Propellers 1 fwd 1 aft<br>2×16, 12kW 115V d.c. |
| 502108<br>XVAJ<br><br>Df | **APURE**<br><br>**Edward Bent S.A.**<br>Maracaibo Venezuelan | *3164*<br>*1669*<br>4414 | ✠Classed LR until 5/61 | 1928-5 Palmers' Co. Ltd.—Nwc<br>337' 2" 55' 2" 14' 8½"<br>325' 0" 55' 0" 16' 6"<br>P73' B22' F40' Trunk in wells 1 dk<br>R | TS Tanker Mchy.aft<br>12 Ta<br>L.206254 HeCls. BC | T 6Cy. 14½" 24" & 39½"×27"<br>3599t(o.f)<br>Palmers' Co. Ltd. |
| 502109<br><br><br>RTm | **APURE**<br><br>**Cia. Anon. Venezolana de Nav.**<br>Ciudad Bolivar Venezuelan | *349*<br>*233*<br>105 | ✠Classed LR until 2/64 | 1950-12 Yarrow & Co. Ltd.—Gls<br>140' 6" 34' 0" 3' 4"<br>130' 7" 33' 0" 6' 6"<br>F27' 1 dk<br>R<br>rf nil | TM (70 dk P)<br>3 Ho 14', 29¾', 29¾'<br><br>3 Ha (3¾', 6', 6'×5¾') | 2 Oil 2SA each 7Cy. 180×300 mm<br>600bhp<br>British Polar Engines Ltd.<br>2×28kW 110V d.c. |
| 541015<br>OAPA<br><br>Df Esd<br>Gc RTm | **APURIMAC**<br>exMelbury Beacon-63<br>**Corporacion Peruana de Vapores**<br>Callao Peruvian | *8077*<br>*4783*<br>10526 | ✠100A1 SS 4/65<br><br>✠LMC<br><br>MN1000 EL b†2$\frac{1}{16}$"SQ | 1957-7 Maats. De Schelde S. & M.—Fls<br>465' 5" 60' 3" 26' 10"<br>430' 0" 60' 0" 36' 6"<br>F79' RAD82' 2 dks<br>NS 7BH<br>rf nil WB2266t incl. Tunnel tanks 283t DTm1527t | M<br>5 Ho 60½', 68¾', 39½', 61½', 61½'<br>G.602797 B.488194<br>5 Ha (stl) (36', 39½', 39½', 39½', 39½'×23')<br>12W Der 2(10) 12(5) | Oil 2SA 5Cy. 760×1550 mm<br>5000bhp Sulzer 1407t<br>Maats. De Schelde S. & M.<br>AuxB 100℔<br>3×163kW 220V d.c. |
| 672212<br>SPVF<br>44569<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APUS**<br><br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia Polish | 2824<br>1184<br>1486 | PR | 1966 Stocznia Gdanska—Gdk<br>272' 4" 45' 5" 18' 0½"<br>31' 11"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.49450 | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>Z.U.T. Zgoda<br>4×250kW 220V d.c. |
| 502110<br><br>147525 | **AQUA**<br><br>**C. Crawley Ltd.**<br>T. J. Metcalf<br>London British | 130<br>98<br>225 | | 1915 Cochrane & Sons Ltd.—Sel<br>105' 6" 21' 6" 7' 6"<br>21' 4"<br>1 dk<br>R | M Tanker<br>4 Ta | Oil 2SA 2Cy. 300×305 mm<br><br>Campbell Gas E. Co. Ltd. |
| 672848<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AQUABELLE**<br><br>**Actis Co. Ltd.**<br>Monrovia Liberian<br>For later particulars see New Entries No. 8 | ~~25168~~ 25163<br>15710<br>40800 | AB | 1967 Ishikawajima-Harima Hvy Ind.—Aio<br>35' 11"<br>624' 0" 95' 10" 56' 9"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 760×1550 mm<br>14400bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 672849<br>ELAZ<br>2767<br>Df Esd<br>Gc Pfd<br>Rdr | **AQUAGEM**<br><br>~~Alcon Ltd.~~ **Alcon Ltd.**<br>Monrovia Liberian<br>For later particulars see New Entries No. 8 | 25433<br>16144<br>40600 | AB | 1967 Kawasaki Dkyd Co. Ltd.—Kob<br>35' 0"<br>623' 5" 96' 6" 57' 5"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 780×1550 mm<br>14850bhp MAN<br>Kawasaki Dkyd Co. Ltd. |

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| 641318<br>400405<br>Df Esd<br>Pfd Rdr<br>RT | **AQUAMARIN**<br>**Rainbow Ltd.**<br>Dublin Irish Republic | 107<br>68<br>— | | **1960** Peter Peterssons Skeppsvarv—Hälsø<br>82′ 7″ 21′ 8″<br>79′ 10″ 21′ 4″ 8′ 8″ | Wood M Trawler | Oil 4SA 5Cy. 300×410 mm<br>A/S Vølund Cpn |
| 533194<br>LZHZ<br>Df Esd<br>Rdr<br>RTm | **AQUAMARINE**<br>exSletta–66<br>~~**"Bulet" State Economic Enterprise**~~<br>~~Varna Bulgarian~~<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 500<br>335<br>983<br>1119<br>708<br>1880 | NV | **1963** Cia. Euskalduna—Bbo<br>245′ 9″ 35′ 7″ 11′ 8″/16′ 5″<br>226′ 5″ 35′ 1″<br>P59′ B56′ F33′ 1 dk & S dk<br>rf nil | M Ref OSD/CSD Mchy.aft<br>4 Ho 21¼′, 57′, 59′, 16′<br>G.81446 B.70012 In.5862<br>4 Ha (stl) (9′×14½′) (45¼′, 45¼′×18¼′) (7¾′×7¾′)<br>7W Der 2(10) 4(5) | Oil 4SA 9Cy. 300×450 mm<br>1230bhp 127t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×83, 83, 22½kW 220V 50c/s a.c. 12k |
| 502111<br>WG9376<br>248329<br>Df Esd<br>Gc Rdr | **AQUARAMA**<br>exMarine Star–55<br>**Sand Products Corp.**<br>Wilmington, Del United States | 12773<br>10894<br>— | AB | **1945** Sun S.B. & D.D. Corp.—Chester, Pa<br>*495·0′* 71′ 8″ 17′ 3″<br>496′ 8″ 71′ 6″ 43′ 6″<br>P143′ F139′ 4 dks<br>RW conv cargo ship 56 | S (2500P) Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9900shp 2063t (o.f)<br>General Electric Co. Lyn<br>19k |
| 502112<br>ICDE<br>3204<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AQUARIUS**<br>Launched as Corallina<br>**"Sidermar" S.p.A.**<br>Genoa Italian | 12781<br>7080<br>20527 | AB RI | **1960** Ansaldo S.p.A.—Lgn<br>*572·5′* 68′ 11″ 32′ 6″<br>531′ 6″ 68′ 7″ 43′ 4″<br>P103′ B20′ F50′ 1 dk<br>RW<br>rf 6″ | M Bulk Carrier Mchy.aft<br>6 Ho 59½′, 59½′, 60′, 59½′, 59½′, 59½′<br>G.893767<br>6 Ha (stl) (each 40¾′×37¾′)<br>Der 2(6) 2(3) 2(1) | Oil 2SA 7Cy. 750×1320 mm<br>7300bhp Fiat 1204t (hvf)<br>Ansaldo Stab. Mecc. Gen<br>3×200kW 200V d.c. 14k |
| 533834<br>ATAO<br>1206 | **AQUARIUS**<br>exStanvac Lanka–66<br>exPunta Crena–56<br>exEspérance–53<br>**Western Star Line Ltd.**<br>Bombay Indian | 438<br>199<br>585 | GL<br>Classed LR until 1/62 | **1946** Sarpsborg M/V A/S—Sarpsborg<br>167′ 6″ 25′ 8″<br>150′ 0″ 25′ 6″ 11′ 10″<br>P48′ F20′ Trunk 85′ 1 dk<br>RW<br>rf 4″ | M Tanker Mchy.aft<br>L.26048 HeCls. C | Oil 2SA 6Cy. 290×500 mm<br>50t–2½pd<br>Sulzer Bros. Ltd. Win<br>10k |
| 641042<br>PCSY<br>13132<br>Df Esd<br>Rdr<br>RTm | **AQUARIUS**<br>**Rederij "Aquarius" N.V.**<br>Katwijk a/Zee Netherland | 156<br>55<br>— | | **1964** D. & J. Boot Schps. "De Industrie"—Alp<br>101′ 2″ 21′ 5″ 9′ 6⅛″<br>81′ 10″ 21′ 4″ 11′ 2″ | M Trawler | Oil 4SA 6Cy. 250×350 mm<br>510bhp (d.o)<br>D. & J. Boot "De Industrie" Alp |
| 529224<br>GPJZ<br>181789<br>Df Esd<br>Gc Rdr | **AQUATIC**<br>exRegistan–64<br>**Lynnbrook Ltd.**<br>London British<br>Now **HERACLES** See New Entries No. 7 | 7173<br>4346<br>9850 | **✠100A1** SS 2/66<br>**✠LMC**<br>MN675 EL b†2$\frac{1}{16}$″SQ | **1947–12** J. Readhead & Sons Ltd.—Shl<br>475′ 8″ 58′ 10″ 25′ 5¼″<br>450′ 9″ 58′ 3″ 32′ 3″<br>P40′ B116′ F45′ 2 dks<br>7BH<br>WB2720t incl. DTa1060t | S CSD<br>G.573680 B.521270<br>16W Der 1(40) 1(15) | T 3Cy. 26½″ 44″ & 74″×48″ & LP turb with dr gearing & hydraulic coupling<br>3700ihp 1285t (o.f)<br>J. Readhead & Sons Ltd. Shl<br>3 SB 220lb Spt hs(13149) 12cf 12½k |
| 660489<br>Df Pfd<br>Gc RT | **AQUIDABAN**<br>**Government of Paraguay (Flota Mercante del Estado)**<br>Asunción Paraguayan | 499<br>—<br>470 | | **1965** Ast. del Cadagua—Bbo<br>162′ 9″ 32′ 11″ 6′ 8½″<br>147′ 8″ 32′ 9½″ 10′ 10″<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 6Cy.<br>640bhp<br>Motorenw. Mannheim Mhm |
| 507958<br>IBBV<br>665<br>Df Esd<br>Gc Rdr<br>RT | **AQUILA**<br>exMarinucci–65 exCorallo–64<br>exAbbot L. Mills–49<br>**Grimaldi Compagnia di Navigazione**<br>Palermo Italian | 7223<br>4371<br>10629 | ~~AB~~ RI | **1943** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | M<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.513522 B.458438<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>14W Der 1(25) 1(15) 14(5) | Oil 2SA 6Cy. 680×1200 mm<br>3600bhp NE50 1017t<br>S.A. Fiat S.G.M. Tur<br>3×20kW 120V d.c. 12k |
| 528103<br>ELDE<br>2813<br>Df Esd<br>Gc Rdr<br>RTv | **AQUILA**<br>exHeering Christel–67<br>exPolarvind–64<br>**Altair Maritime S.A.**<br>Monrovia Liberian | 6574<br>3778<br>10900<br>9122<br>5269<br>13210 | NV | **1957** Kieler Howaldtswerke A.G.—Kel<br>496′ 9″ 62′ 2″ 26′ 5″/29′ 9¾″<br>461′ 6″ 62′ 0″ 39′ 5″<br>B23′ F95′ 1 dk & S dk, 3rd dk in No. 3 hold<br>R | M OSD/CSD Mchy.aft<br>5 Ho 34½′, 37½′, 38¾′, 32¾′, 65½′<br>G.683361 B.615111<br>6 Ha (stl) (29¼′×24¼′) (28¾′, 28¾′, 28¾′, 36′, 28¾′×25′)<br>12W Der 1(30) 6(10) 6(5) | Oil 2SA 6Cy. 780×1400 mm<br>5400bhp MAN 1187t (hvf)<br>Kieler Howaldtswerke A.G. Kel<br>3×200kW 230V d.c. 14½k |
| 502115<br>DDRT<br>Df Esd<br>Gc Rdr | **AQUILA**<br>**Argo Reederei R. Adler & Söhne**<br>Bremen W. German | 4310<br>2066<br>6397<br>5862<br>3223<br>7936 | GL | **1959** Adler Werft G.m.b.H.—Bmn<br>414′ 8″ 55′ 1″ 23′ 7″/26′ 8″<br>54′ 11″ 34′ 1″<br>P89′ B39′ F62′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>G.405460 B.371430<br>10W Der 1(30) 2(10) 8(3–5) | Oil 2SA 6Cy. 680×1200 mm<br>5550bhp 654t<br>Borsig A.G. Bln<br>17k |
| 502117<br>IBQL<br>572<br>Df Esd<br>Gc Rdr<br>RT | **AQUILEIA**<br>**Lloyd Triestino Soc. per Azioni di Nav.**<br>Trieste Italian | 4908<br>2681<br>6889 | **✠100A1** ~~SS 10/63~~<br>DTsm—vegetable oil<br>**✠LMC** SS 11/67<br>**✠Lloyd's RMC**<br>MN1296 EL a†2¼″SQ<br>AB RI | **1955–4** C.R.D. Adriatico—Tri<br>427′ 10″ 59′ 6″ 24′ 0¼″<br>397′ 0″ 59′ 5″ 36′ 2″<br>F44′ 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6″ WB1837t incl. DTsm740t | M Ref OSD<br>5 Ho<br>G.442674 B.402702 In.2896<br>5 Ha<br>14W Der 1(29½) 1(14¾) 12(5) | Oil 2SA 6Cy. 760×1550 mm<br>6480bhp 735t<br>C.R.D. Adriatico Tri<br>~~2 AuxB (1 o.f. 1 ex.g) 107lb~~ 15k<br>AuxB 107lb e (ex.g) 107lb |
| 502119<br>EAZT<br>Esd | **AQUILES VIAL**<br>**Pesquera Arcade S.L.**<br>Vigo Spanish | 171<br>92<br>— | | **1957** Talleres del Astillero—Snt<br>100′ 9″ 21′ 9″<br>… … …<br>RW | S Trawler | T 3Cy. 227 360 & 587×475 mm<br>Emade54fitted57 (o.f)<br>Talleres Metal. S. Domingo Vgo |

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| 502122<br>EAIN<br>Df Esd<br>Rdr | **AQUILON**<br>**Pesquerias y Secaderos de Bacalao de España S.A.**<br>San Sebastian Spanish | 1360<br>701<br>— | ✠100A1 SS 12/65<br>trawler<br>✠LMC<br>EL (n) 1½" | Lch.1942 Cmd.1945-2 Soc. Española de Const. Nav.—Bbo<br>233' 5" 35' 10"<br>216' 4" 35' 7" 19' 6"<br>P8' F48'<br>6BH<br>BK8" WB340t incl. DT97t | M Trawler | Oil 2SA 8Cy. 340×570 mm<br>1280bhp ✠NE7/60<br>Soc. Española de Const. Nav.<br>db 75lb |
| 502123<br>THFJ<br>Df Esd<br>RT | **AQUILON**<br>**Jean Gaury**<br>La Rochelle French | 181<br>64<br>— | BV | 1961 At. & Ch. de La Rochelle-Pallice—LaR-P<br>111' 5" 22' 0"<br>96' 6" 21' 11" 12' 1"<br>RW | M Trawler<br>1 Ha (3'×3')<br>Der 1(3) | Oil 4SA 6Cy. 320×450 mm<br>670bhp<br>Klöckner-Humboldt-Deutz |
| 502124<br>FPYI<br>Df Esd<br>Gc Rdr<br>RT | **AQUITAINE**<br>**Soc. Navale Delmas-Vieljeux**<br>La Rochelle French<br>Now **CABATEAL** See New Entries No. 5 | 4495<br>2613<br>6949 | BV<br>✱Classed BC until 5/50 | 1947–8 Bartram & Sons Ltd.—Sld<br>439' 2" 55' 6" 24' 6"<br>410' 0" 55' 3" 27' 2"<br>F31' 1 dk & S dk | M OSD<br>G.436000<br>5 Ha (31½', 36½', 33½', 33½', 36½'×19') | Oil 2DA 6Cy. 550×1200 mm<br>5250bhp<br>J. G. Kincaid & Co. Ltd. |
| 502126<br>TPOO | **AR-BEC**<br>**Eugène Kernaleguen & Cie.**<br>Douarnenez French | 230<br>102<br>— | | 1956 Ch. Nav. de Cornouaille—Tréboul<br>*95·4'* 26' 3"<br>… … … | Wood Aux Fishing | Oil 2SA 4Cy. 230×400 mm<br>Soc. Forg. & At. de Creusot |
| 640420<br>TQWF<br>Df Esd<br>RT | **AR BREIZAD**<br>**Auguste le Breton**<br>Concarneau French | 208<br>79<br>— | BV | 1964 At. & Ch. de la Rochelle-Pallice—LaR-P<br>98' 5" 24' 8"<br>82' 0" 24' 7½" 13' 2" | M Fishing<br>6 Ha (4½', 4½', 4½', 4½', 9', 9'×4½')<br>Der 2 | Oil 4SA 6Cy. 220×320 mm<br>600bhp<br>Cie. de Const. Méc. |
| 660906<br>FTNQ<br>Df Esd<br>Pfd Rdr<br>RT | **AR MEN**<br>**Armement Cooperatif Artisanal Finistérien (A.C.A.F.)**<br>Quimper French | 122<br>44<br>— | BV | 1965 Ch. de La Perrière—Lorient<br>85' 4" 22' 4"<br>75' 6" 22' 2" 11' 4"<br>1 dk | M Trawler Mchy.aft<br>2 Ha (each 3½'×3½')<br>Der 1(2) 1(1) | Oil 4SA 12Cy. 185×200 mm<br>600bhp<br>Moteurs Baudouin |
| 502128<br>TOVA<br>Df Esd<br>RT | **AR YACHT**<br>exCoq Hardi–61 exAr Yacht–61<br>**Nicolas Frères, Celton & Cie.**<br>Douarnenez French | 122<br>43<br>— | BV | 1959 Ch. Nav. de Cornouaille—Tréboul<br>*76·8'* 22' 4"<br>… … … | Wood M Fishing<br>1 Ha (3½'×3½')<br>Der 1(2) | Oil 4SA 8Cy. 185×200 mm<br>400bhp<br>Moteurs Baudouin |
| 502129<br>LILP<br>Df Esd<br>Gc Rdr<br>RTm | **ARA**<br>**Det Bergenske Dampskibsselskab**<br>Bergen Norwegian | 1548<br>835<br>1400 | NV | 1955 Drammen Slip & Verks.—Dmn<br>249' 11" 38' 1" 16 7¾"<br>230' 0" 37' 11" 23' 6"<br>F19' 2 dks, 3rd dk in Nos. 1, 2 and 3 holds<br>RW<br>rf 3" | M (6P) Ref<br>3 Ho 31½', 46', 64¼'<br>G.87637 B.77776 In.2555<br>3 Ha (stl) (16'×9') (20', 25¼'×10')<br>4W Cr 4(3) | Oil 2SA 5Cy. 500×1100 mm<br>2000bhp<br>Burmeister & Wain<br>3×110kW 220V d.c. |
| 509409<br>Df Esd<br>Gc | **ARA-GOYENA**<br>exDry Tortugas–65<br>**Argentine Government**<br>Buenos Aires Argentine | 1117<br>251<br>— | AB | 1943 Pendleton Shipyard Co.—N.Os<br>*185·5'* 37' 7" 18' 9"<br>185' 0" 37' 6" 21' 5"<br>B&F106' 2 dks | M Tug | 2 Oil 4SA each 6Cy. 16"×20" sr<br>to sc. shaft<br>2340bhp<br>Enterprise Eng. & Fdry Co. |
| 652146<br>Df Esd<br>Gc Rdr<br>RT | **ARA-THOMPSON**<br>exSombrero Key–65<br>**Argentine Government**<br>Buenos Aires Argentine | 1117<br>251<br>— | AB | 1943 Pendleton Shipyard Co.—N.Os<br>*185·5'* 37' 8" 18' 9"<br>185' 0" 37' 6" 21' 5"<br>B&F 106' 2 dks | M Tug | 2 Oil 4SA each 6Cy. 16"×20" sr<br>to sc. shaft<br>2340bhp<br>Enterprise Eng. & Fdry Co. |
| 502131<br>ZNAS<br>174219 | **ARAB GLORY**<br>exBritt–51 exEdle–47 exMona–35<br>exKolsaas exSpero<br>**Arab Navigation & Transport Co.**<br>British | 713<br>400<br>1060 | | 1917 Larvik Slip & Verk.—Larvik<br>*177·2'* 30' 4" 12' 11"<br>30' 2"<br>R | S Mchy.aft | T 3Cy. 14" 23" & 38"×27"<br>Fredriksstad M/V |
| 520103<br>SYVL<br>2431<br>Df Esd | **ARAB WORLD**<br>exLa Playa–64<br>**John S. Latsis**<br>Piræus Greek | 3682<br>2103<br>3303 | AB<br>✠Classed LR until 1/32<br>BROKEN UP | 1923–11 Cammell Laird & Co. Ltd.—Bkn<br>336' 3" 48' 1" 23' 8½"<br>325' 0" 48' 0" 31' 9"<br>P35' B108' F40' 4 dks<br>R<br>rf 1½" | D-E Ref<br>2 Ho<br>In.141200<br>4 Ha<br>8W | 5 Oil 2SA each 12Cy. 220×<br>connected to elec. motor & sc.<br>5150bhp NE42<br>General Motors Corp. |
| 661168<br>UJND<br>Df Esd<br>Rdr RT | **ARABATSKI**<br>**U.S.S.R.**<br>Odessa Russian | 1972<br>678<br>— | ✠100A1<br>hopper dredger<br>Ice Class 3<br>✠LMC<br>MN600 EL q 1⅟₁₆"SQ | 1966–12 A. Stephen & Sons Ltd.—Gls<br>269' 2" 46' 10" 13' 6½"<br>252' 0" 45' 0" 17' 0"<br>Ba83' 1 dk<br>5BH<br>rf nil WB170t | TD-E Trailing Suction Hopper Dredger Mchy.aft | 2 Oil 4SA each 6Cy. 15"×18"<br>driving 2 gen. each 1000kW<br>connected to 2 elec. motors<br>900shp (CC)<br>Mirrlees National Ltd. Ashton<br>AuxB 80lb<br>3×350, 150, 150kW 380V 50c/s a.c.<br>Thw. thrust contr. pitch propelle |

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| 515868<br>6ZUF<br>2600<br>Gc | **ARABDRILL I**<br>exNeptune IV–66<br>ex Il Ponte–65 exMuriel H–58<br>**Cia. Nav. Juana S.A.**<br>Monrovia Liberian | 2430<br>761<br>1704 | <br><br>BV | **1943** Chicago Bridge & Irn Co.—<br>Seneca<br>327′ 10″ 50′ 2″ 8′ 10$\frac{1}{16}$″<br>305′ 9″ 50′ 0½″ 25′ 1″<br>2 dks | TM Mchy.aft<br>Bow doors | 2 Oil 2SA each 12Cy. 216×254 mm<br><br>General Motors Corp. Cgo |
| 540652<br>FNTJ<br><br>Df Esd<br>Gc Rdr<br>RT | **ARABDRILL 2**<br>exNeptune V–67<br>exLars Viking–65<br>exTorian–62 exRio Dale–59<br>exKenosha–47<br>**Société de Forages en Mer "Neptune"**<br>Marseilles French | 3897<br>2119<br>4500 | <br><br>BV | **1945** W. Butler (S.Bs) Inc.—Superior<br>338′ 8″ 50′ 4″ 23′ 5½″<br>50′ 1″<br>P90′ F38′ 2 dks | M Ref CSD Mchy.aft<br>4 Ho<br>G.249000 B.227000 In.9800<br>4 Ha<br>16W Der 1(30) 1(20) 10(5) 2(1½) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 460t<br>Nordberg Mfg Co. Milwaukee<br>11k |
| 502133<br>JXDF<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARABELLA**<br><br>**A/S Anatina**<br>M. Chr. Stray<br>Kristiansand Norwegian | 6854<br>3040<br>10300 | <br><br>NV | **1959** Moss Værft & Dokk A/S—Moss<br>427′ 0″ 57′ 3″ 25′ 9½″<br>407′ 0″ 57′ 1″ 33′ 2″<br>P&B114′ 1 dk | M Ore Carrier Mchy.aft<br>2 Ho each 124′<br>G.244000<br>4 Ha (stl) (each 47¼′×27¾′)<br>5W Der 1(5) | Oil 2SA 5Cy. 500×1500 mm<br>3400bhp B&W 750t (d.o)<br>A/S Akers M/V Osl<br>3×215kW 440V 60c/s a.c. 11½k |
| 502134<br>5MHT<br>1600<br>Df Esd<br>Gc Rdr<br>RTm | **ARABELLA**<br>exLa Chacra–61<br>**General Shipping Inc.**<br>Buries Markes Ltd.<br>Monrovia Liberian | 5888<br>3336<br>9600 | ✠100A1 SS 6/64<br>side tanks No. 3 hold—<br>vegetable oil<br>**✠LMC**<br>MN1100 EL c†2⅛″SQ | **1953–11** Bartram & Sons Ltd.—Sld<br>472′ 4″ 60′ 6″ 26′ 1″<br>440′ 0″ 60′ 3″ 38′ 5″<br>P33′ F98′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB3051t incl. Tunnel tanks 280t | M OSD<br>5 Ho 67½′, 65′, 60′, 65′, 67½′<br>1 TwD 30′<br>G.599070 B.533260<br>5 Ha (stl) (29¼′, 35′, 32½′, 32½′, 32½′×22′)<br>16W Der 6(10) 10(5) 2(3) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford 1505t (hvf)<br>Richardsons Westgarth Hpl<br>AuxB (o.f) 105℔<br>AuxB (ex.g) 100℔<br>3×175kW 220V d.c. 14k |
| 502135<br>SMVA<br>9490<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ARABERT**<br><br>**A/B Arafart**<br>B. Svalander<br>Stockholm Swedish | 3724<br>2101<br>5255 | ✠100A1 SS 4/65<br><br>**✠LMC**<br><br>MN370 EL (v)1⅛″ptSQ | **1954–6** Öresundsvarv. A/B—Lkr<br>368′ 4″ 47′ 2″ 20′ 9¾″<br>345′ 0″ 47′ 0″ 26′ 6″<br>P73′ Q122′ F27′ 1 dk<br>5BH len 65<br>rf 3″ WB1403t incl. DTsm363t | M Mchy.aft<br>3 Ho 79¾′, 71′, 86¼′<br>G.199920 B.191935<br>6 Ha (stl) (31′, 31′×24′) (26½′, 26½′, 26½′, 26½′×24½′)<br>10W Der 12(5) | Oil 2SA 5Cy. 520×900 mm<br>1850bhp 600t (d.o)<br>A/B Götaverken Got<br>3×140, 140, 25kW 220V d.c. 12k |
| 512840<br>DICM<br><br>Df Esd<br>Gc Rdr | **ARABIA**<br>exDetlef Mittmann–67<br>exGeorg Russ–65<br>**Partenreederei m.s. "Arabia"**<br>Ernst Jacob<br>Flensburg W. German<br>Now **DETLEF MITTMANN** (No. 512840) in the Register | 2606<br>1247<br>4502 | <br><br>GL | **1952** A.G. "Weser"—Bmn<br>344′ 5″ 49′ 4″ 20′ 4″<br>49′ 2″ 29′ 6″<br>F25′ 1 dk & S dk | M OSD Mchy.aft<br>3 Ho 39½′, 57½′, 107¼′<br>G.267947 B.245168<br>4 Ha (stl) (each 36¾′×21¼′)<br>12W Der 1(15) 8(3–5) | Oil 2SA 4Cy. 680×1250 mm<br>2400bhp 340t (d.o)<br>Ottensener Eisenwerk Ham<br>4×100, 100, 50, 18kW 220V d.c. 12½k |
| 640359<br>JGRS<br>94671<br>Df Esd<br>Gc Rdr<br>RT | **ARABIA MARU**<br><br>**Nippon Yusosen K.K.**<br>Tokyo Japanese | 34537<br>24643<br>59594 | <br><br>NK | **1964** Kawasaki Dkyd Co. Ltd.—Kob<br>767′ 9″ 109′ 2″ 39′ 4″<br>731′ 7″ 108′ 11″ 53′ 10″<br>P172′ B32′ F74′ 1 dk | M Tanker Mchy.aft<br>15 Ta<br>L.2966764 HeCls. BC | Oil 2SA 9Cy. 840×1600 mm<br>17600bhp MAN 2787t–62½pd<br>Kawasaki Dkyd Co. Ltd. Kob<br>2×440kW 445V a.c. 15½k |
| 502139<br>OWIU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ARABIAN REEFER** T.Mk<br><br>**J. Lauritzen**<br>Esbjerg Danish | 4935<br>2566<br>5600 | ✠100A1 ~~SS 10/62~~<br>SS 10/67 ~~SS 4/67~~<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1620 EL b†2⅜″SQ | **1957–8** Aalborg Værft A/S—Abg<br>434′ 7″ 59′ 3″ 25′ 10¾″<br>400′ 3″ 59′ 0½″ 37′ 5″<br>F48′ 2 dks & S dk, 4th dk in Nos. 1 & 2 holds 'Tween dks for light cargoes only<br>Coll BH to S dk 5 to 2nd dk<br>rf 3″ WB1362t | TM (12P) Ref OSD<br>4 Ho 77′, 55½′, 60¼′, 72¼′<br>In.240550<br>4 Ha (stl) (21¼′, 23¾′, 21¼′, 21¼′×16½′)<br>8W Der 8(5) | 2 Oil 2SA each 7Cy. 500×1100 mm<br>8000bhp 1250t (hvf)<br>Burmeister & Wain Cpn<br>2AuxB (ex.g) 100℔<br>4×340kW 220V d.c. 18k |
| 502140<br>GVPT<br>300086<br>Df Esd<br>Gc Rdr<br>RTv | **ARABIC**<br><br>**Shaw Savill & Albion Co. Ltd. & Furness, Withy & Co. Ltd.**<br>Shaw Savill & Albion Co. Ltd.<br>Southampton British<br>Now **OROYA** (No. 502140) in the Register | 6553<br>3372<br>9240 | ✠100A1 SS 10/65<br>tunnel side tanks —<br>vegetable oil<br>**✠LMC**<br>MN2020 EL d†2$\frac{3}{16}$″SQ | **1956–12** Bremer Vulkan—Vgk<br>475′ 0″ 64′ 4″ 27′ 1¼″<br>440′ 0″ 64′ 0″ 39′ 0″<br>F50′ 1 dk & S dk, 3rd dk except in aft holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB2474t incl. Tunnel tanks 851t | M OSD<br>5 Ho 60¾′, 70¾′, 71¼′, 66½′, 59′<br>G.596825 B.533650<br>5 Ha (stl) (26¼′, 41¼′, 31¼′, 29′, 26½′×19′)<br>16W Der 1(50) 1(25) 4(10) 8(5) 4(3) | Oil 2SA 9Cy. 780×1400 mm<br>10100bhp MAN 1777t (hvf)<br>Bremer Vulkan Vgk<br>2AuxB 100℔<br>4×160kW 220V d.c. 17½k |
| 502143<br>SLDT<br>9723<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARABRITT**<br><br>**A/B Arafart**<br>B. Svalander<br>Stockholm Swedish | 3766<br>2130<br>5300 | ✠100A1 SS 4/66<br><br>**✠LMC**<br><br>MN370 EL (v) 1⅛″ptSQ | **1957–1** Öresundsvarv. A/B—Lkr<br>368′ 4″ 47′ 2″ 20′ 9¾″<br>345′ 0″ 47′ 0″ 26′ 6″<br>P73′ R dk fwd of P124′ F25′ 1 dk<br>NS 5BH len 66<br>DK fwd WB1403t incl. DTsm363t | M Mchy.aft<br>3 Ho 79¾′, 71′, 86¼′<br>G.199920 B.186000<br>6 Ha (stl) (31′, 31′×24′) (26½′, 26½′, 26½′, 26½′×24½′)<br>10W Der 12(5) | Oil 2SA 5Cy. 520×900 mm<br>18500bhp 600t (d.o)<br>A/B Götaverken Got<br>3×140, 140, 25kW 220V d.c. 12k |
| 502144<br>PUEO | **ARACAJU**<br><br>**Serviços de Navegação da Amazonia e de Administração do Porto do Pará**<br>Para Brazilian | 160<br>98<br>— | | **1913** James Rees & Sons Co.—Pbg<br>*114·8′* 26′ 2″<br>… … …<br>R | S | T 3Cy. |
| 602144<br>CLYR<br><br>Df Esd<br>Rdr | **ARACELIO IGLESIAS**<br><br>**Republica de Cuba**<br>Empresa Consolidada de Nav. Mambisa<br>Cienfuegos Cuban | 9732<br>5780<br>— | | **1963** Stocznia Gdanska—Gdk<br>*465·4′* 60′ 6″<br>60′ 4″<br>2 dks | M CSD | Oil 2SA 6Cy. 760×1550 mm<br><br>H. Cegielski Poz |

| | | | | | | |
|---|---|---|---|---|---|---|
| 542622<br>4XSO<br>MS144<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ARAD**<br>**Cargo Ships "El-Yam" Ltd.**<br>Maritime Overseas Corporation<br>Haifa Israel | 20311<br>12835<br>30124 | ✠100A1 SS 10/68<br>strengthened for ore cargoes Nos. 1, 5 & 7 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN2070 EL o†2¼"SQ | 1963-11 Deutsche Werft A.H.—Ham<br>656' 9" 82' 2" 36' 7½"<br>620' 0" 81' 10½" 49' 0"<br>P108' F51' 1 dk<br>NS 10BH<br>rf nil DK fwd WB11759t incl. Topside tanks in holds 3814t | M Bulk Carrier (5P) Mchy.aft<br>8 Ho 65½', 62½', 62½', 49½', 39½', 62½', 62½', 62½'<br>G.1430000<br>8 Ha (stl) (48¾', 49¾', 49¾', 36¾', 28¾', 49¾', 49¾', 49¾'×36¾')<br>Der 1(5) 1(3) 2(1) | Oil 2SA 8Cy. 780×1400 mm<br>10350bhp<br>Masch. Augsburg-Nürnberg<br>2AuxB 100lb<br>3×300kW 450V 60c/s a.c. |
| 502145 | **ARAD**<br>**NAVROM Roumanian Maritime and Fluvial Navigation**<br>Constantza Roumanian | 1047<br>483<br>— | | 1961 Turnu-Severin—Gtz<br>*230-2'* 32' 11" 12' 5"<br>32' 9"<br>1 dk | M | Oil 2SA 6Cy.<br>Sulzer Bros. Ltd. |
| 530801<br>GVFL<br>187427<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ARADINA**<br>exSalsette-66<br>**Eastern & Australian S.S. Co. Ltd.**<br>London British | 8199<br>4438<br>11302 | ✠100A1 SS 3/65<br>DTsa—oil FP above 150° F., vegetable oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>MN1600 EL e†2¼"SQ | 1956-6 John Brown & Co. (Clydebank) Ltd.—Cly<br>499' 8" 64' 9" 28' 9½"<br>470' 0" 64' 6" 42' 0"<br>F45' 2 dks & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 3" DK fwd WB2743t incl. DTsa1068t | M Ref OSD<br>6 Ho 24', 61', 55', 55', 33', 75½'<br>G.613688 B.556632 In.34507<br>6 Ha (stl) (16'×18') (40', 27½'×22') (30½'×20') (30½', 30½'×22')<br>22W Der 1(50) 2(20) 2(15) 4(10) 14(5) | Oil 2SA 6Cy. 750×2500 mm<br>8000bhp Doxford<br>John Brown & Co. (Clydebank) Ltd.<br>2AuxB 100lb<br>4×200kW 220V d.c. |
| 502146<br>DKJX<br>Df Esd<br>Rdr | **ARAFAT**<br>exDania-58 exFrem-53<br>**M. A. Bakhashab**<br>Jeddah Saudi Arabian | 1154<br>658<br>320 | | 1924 Burmeister & Wain—Cpn<br>245' 0" 35' 2" 14' 1"<br>... ... ...<br>P&B164' 2 dks<br>R len 38 | M<br>B.21550<br>2W Der 2(3) | Oil 2SA 5Cy. 465×500 mm<br>Burmeister & Wain |
| 502147<br>MSNM<br>186150<br>Df Esd<br>Gc Rdr<br>RTv | **ARAFURA**<br>**Eastern & Australian S.S. Co. Ltd.**<br>London British | 8744<br>4706<br>10725 | ✠100A1 CS 9/67 ~~SS 6/63~~<br>✠LMC<br>✠Lloyd's RMC<br>MN1360 EL d†2$\frac{3}{16}$"SQ | 1954-12 Barclay, Curle & Co. Ltd.—Gls<br>482' 0" 63' 2" 28' 6¾"<br>450' 0" 63' 0" 39' 0"<br>P48' F81' 2 dks, 3rd dk in & fwd of mchy. space<br>RW 7BH<br>rf 3" WB1748t | S (5P) Ref<br>5 Ho 45', 67', 60', 72', 60'<br>G.542000 B.490000 In.30460<br>5 Ha (24¾'×18') (31½', 36', 36', 30'×22')<br>16W Der 1(35) 1(20) 8(10) 8(5) | 3 S Turb HP dr geared, IP & LP geared to sc. shaft<br>6800shp<br>Barclay, Curle & Co. Ltd.<br>2WTB 485lb Spt 475lb hs(16090)<br>db 100lb sg 105lb<br>4×300kW 220V d.c. |
| 540087<br>THXP<br>Df Esd<br>Rdr<br>RTm | **ARAGO**<br>~~Gazocean S.A.~~<br>~~Martigues~~ ~~French~~<br>**Oceangas Shipping (Far East) Inc.**<br>Monrovia Liberian | ~~489~~ 477<br>~~270~~ 253<br>518 | BV | 1963 At. Duchesne & Bossière—Hav<br>189' 4" 28' 0" 11' 7¾"<br>170' 11" 27'10½" 17' 8"<br>B7' F36' 1 dk & S dk | M Liquefied Gas Carrier OSD Mchy.aft | Oil 4SA 6Cy. 300×450 mm<br>800bhp<br>Masch. Augsburg-Nürnberg<br>2×175kW 440V 60c/s a.c. |
| 502148<br>GVVT<br>301113<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARAGON**<br>~~Royal Mail Lines Ltd.~~<br>~~Furness Ship Management Ltd.~~<br>~~London~~ ~~British~~<br>Shaw Savill & Albion Co. Ltd.<br>London British<br>Now **ARANDA** See New Entries No. 11 | 18575 ~~20362~~<br>10543 ~~11407~~<br>8916 | ✠100A1 SS 8/64<br>tunnel tanks—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN4000 EL m†2$\frac{11}{16}$"SQ | 1960-4 Harland & Wolff Ltd.—Bel<br>584' 0" 78' 3" 28' 10"<br>540' 0" 78' 0" 49' 6"<br>B&F468' 3 dks, 4th & 5th dks except in mchy.space<br>RW 7BH to U dk 1 to 2nd dk<br>rf 15" WB2880t incl. Tunnel tanks 430t DTf125t | TM (479P) Ref<br>5 Ho 56½', 71¾', 80', 82½', 76½'<br>G.61180 B.56910 In.484890<br>5 Ha (22', 24½'×16') (22½', 17'×15½') (25'×17')<br>Der 2(15) 4(10) 2(7) 12(5) | 2 Oil 2SA each 6Cy. 750×1500 mm exhaust 500 mm<br>20000bhp<br>Harland & Wolff Ltd.<br>4AuxB (2 o.f 2 ex.g) 100lb<br>4×750kW 440V 60c/s a.c. |
| 502149<br>5LAR<br>788<br>Df Esd<br>Gc Rdr<br>RT | **ARAGON**<br>**Segovia Compania Naviera S.A.**<br>Monrovia Liberian | 10180<br>5993<br>15991 | AB | 1956 Kawasaki Dkyd Co. Ltd.—Kob<br>527' 11" 68' 0" 29' 0½"<br>498' 8" 67' 7" 41' 8"<br>P109' B71' F11' 1 dk<br>RW<br>rf 6" | S Bulk Carrier Mchy.aft<br>5 Ho<br>G.775000 B.750000<br>5 Ha<br>Der 2(2) 2(1½) | S Turb dr geared to sc. shaft<br>7000shp<br>Kawasaki Dkyd Co. Ltd. |
| 508113<br>Df Esd<br>Gc | **ARAGON**<br>exCostantis-67<br>exHarry Leon Wilson-47<br>**Marmerito Compania Naviera S.A.**<br>Mogadishu Somali Rep | ~~7201~~ 7248<br>~~4095~~ 4354<br>10860 | AB | 1943 Permanente (Shpyd No. 1)—Richmond<br>441' 2" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks | S<br>5 Ho 60¾', 72½', 50', 45', 70'<br>G.562800 B.499700<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>11W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3×20kW 120V d.c. |
| 502150<br>HRDW<br>Df Esd<br>Gc Rdr | **ARAGON**<br>**Balboa Shipping Co. Inc.**<br>Tela Honduran | 3817<br>1987<br>3365 | AB | 1954 Bremer Vulkan—Vgk<br>377' 3" 52' 4" 21' 6½"<br>343' 3" 52' 0" 27' 3"<br>P120' F139' 3 dks<br>RW<br>rf 10" | M Ref Mchy.aft<br>3 Ho<br>In.158670<br>3 Ha<br>6W Der 6(5) | 2 Oil 2SA each 7Cy. 520×700 mm hydraulic coupling & gearing<br>3920bhp<br>Bremer Vulkan |
| 502151<br>GNSU<br>306127<br>Df Esd<br>Gc Rdr<br>RT | **ARAGONA**<br>**Transatlantic Carriers Ltd.**<br>Canatlantic Ltd.<br>London British<br>Now **MAUTRIC** See New Entries No. 1 | 5309<br>2886<br>9350 | ✠100A1 SS 10/64<br>Str. nav. Ice<br>✠LMC<br>MN1220 EL c†2¼"SQ | 1956-4 Oskarshamns Varv A/B—Osk<br>471' 0" 61' 7" 25' 0"<br>441' 3" 61' 6" 37' 6"<br>F44' 1 dk & S dk<br>7BH to U dk 1 to 2nd dk<br>rf 4" WB2639t incl. Tunnel tanks 208t DTm1177t | M OSD<br>G.601200 B.540700<br>10W Der 1(15) 10(5) | Oil 2SA 9Cy. 700×1200 mm<br>6100bhp<br>Masch. Augsburg-Nürnberg<br>AuxB 115lb |
| 502153<br>OGCM<br>1247<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARAGUAYA**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | 5405<br>2924<br>7677 | ✠100A1 SS 6/64<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1260 EL b† | 1960-10 Wärtsilä Kon. Crichton-Vulcan —Åbo<br>459' 0" 57' 11" 25' 8½"<br>427' 6" 57' 9" 38' 7"<br>F41' 1 dk & S dk, 3rd dk except in aft holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 6" WB1398t incl. Tunnel tanks 226t | M (4P) Ref OSD<br>5 Ho 58½', 72½', 72½', 60½', 54½'<br>G.405000 B.372000 In.85916<br>5 Ha (stl) (31½'×24½') (31½'×23½') (32½'×24½') (31½'×23½') (32½'×24½')<br>16W Der 16(5) | Oil 2SA 9Cy. 720×1250 mm<br>6300bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan<br>AuxB 100lb<br>4×200kW 220V d.c. |

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|---|---|---|---|---|---|---|---|
| 502154 | **ARAGVI** | 4084 | | | 1960 Kieler Howaldtswerke A.G.—Kel | M Ref | Oil 2SA 8Cy. 700×1200 mm |
| UYSN | | 2133 | | | 395′ 6″ 53′ 2″ 23′ 3½″ | 4 Ho | 7250bhp MAN |
| M-24271 | **U.S.S.R.** | 4496 | | GL | 359′ 7″ 53′ 1″ 28′ 1″ | In.181165 | Kieler Howaldtswerke A.G. Kel |
| Df Esd | Riga Russian | | | | 2 dks | 4 Ha (each 16′×14¾′) | 18k |
| Gc Rdr | | | | | | 8W Der 1(10) 7(5) | |
| RT | | | | | | | |
| 530792 | **ARAKAWA** | 8199 | ✠100A1 | SS 12/64 | 1956–11 John Brown & Co. (Clydebank) | M Ref OSD | Oil 2SA 6Cy. 750×2500 mm |
| GVFM | exSalmara–67 | 4438 | DTsa—oil FP above | | Ltd.—Cly | 6 Ho 24′, 61′, 55′, 55′, 33′, 75½′ | 8000bhp Doxford 1142t (hvf) |
| 187485 | **Eastern & Australian S.S.** | 11292 | 150° F. veg. oil or latex | | 499′ 8″ 64′ 9″ 28′ 9¼″ | G.610788 B.556287 In.34716 | John Brown & Co. (Clydebank) Ltd. |
| Df Esd | **Co. Ltd.** | | ✠LMC | | 470′ 0″ 64′ 6″ 42′ 0″ | 6 Ha (stl) (16′×18′) (40′, 27½′×22′) | 2AuxB 100℔ |
| Gc Pfd | London British | | ✠Lloyd's RMC | | F45′ 2 dks & S dk | (30¼′×20′) (30¼′, 30¼′×22′) | 4×200kW 220V d.c. 15½k |
| Rdr | | | MN1600 | EL e†2¼″SQ | RW Coll BH to S dk 7 to 2nd dk | 22W Der 1(50) 2(20) 2(15) 4(10) 14(5) | |
| RTm/v | | | | | rf 3″ DK fwd WB2734t incl. DTsa1068t | | |
| 602155 | **ARAKS** | 3359 | | | 1962 Rauma-Repola O/Y—Rauma | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm |
| UEJT | Launched as Amur | 1550 | | | 344′ 10″ 48′ 7″ 20′ 5″ | 12 Ta 1 Ho | 2900bhp |
| M-17084 | **U.S.S.R.** | 4445 | | | 318′ 0″ 48′ 6″ 23′ 0″ | L.189500 | Burmeister & Wain Cpn |
| Df Esd | Vladivostok Russian | | | | 1 dk | 1 Ha (8½′×10½′) | 14k |
| Gc Rdr | | | | | | 3W Der 3(3) | |
| RT | | | | | | | |
| 502157 | **ARALSK** | 1199 | | | 1953 "Gheorghiu Dej" Shpyd—Bdp | TM Mchy.aft | 2 Oil 4SA each 8Cy. 216×310 mm |
| UQNV | | 448 | | | 229′ 7″ 32′ 10″ 12′ 5½″ | 3 Ho | |
| M-19492 | **U.S.S.R.** | 1088 | | | 32′ 8″ 17′ 5″ | G.55515 | Ganz Waggon & Eng. Wks Bdp |
| | Petropavlovsk Russian | | | | 1 dk | 3 Ha (each 22¾′×13′) | 9½k |
| | | | | | | 6W Der 6(2) | |
| 502158 | **ARALSK** | 644 | | | 1957 Stocznia im. Komuny Paryskiej— | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm |
| | | 183 | | | Gdy | | 800iph |
| | **U.S.S.R.** | 497 | | | 194′ 4″ 29′ 7″ 14′ 2″ | | H. Cegielski Poz |
| Df Esd | Russian | | | | 176′ 7″ 29′ 6″ 16′ 3″ | | |
| Gc Rdr | | | | | | | |
| 502159 | **ARALUEN** | T.Mk | ✠100A1 | SS 11/66 | 1958–4 Smith's Dock Co. Ltd.—Mdb | M | Oil 2SA 5Cy. 670×2320 mm |
| GWBB | | 6545 | | | 525′ 3″ 60′ 6″ 26′ 5″/28′ 1″ | 5 Ho 52¼′, 76½′ 49½′, 73½′, 71½′ | 5500bhp Doxford 1644t (hvf) |
| 187763 | **Australind Steam Shipping** | 3750 | ✠LMC | | 496′ 6″ 60′ 3″ 38′ 10″ | G.615351 B.565891 | Hawthorn, Leslie (Eng.) Ltd. Nwc |
| Df Esd | **Co. Ltd.** | 11697 | | | F41′ 2 dks | 5 Ha (stl) (27′, 37¼′, 21¼′, 32′, | AuxB 100℔ |
| Gc Rdr | Trinder, Anderson & Co. Ltd. | 9609 | MN1100 | EL (e†)2⅛″SQ | RW Coll BH to U dk 6 to 2nd dk len 66 | 26¾′×23′) | 3×180/200kW 220V d.c. 15k |
| RTv | London British | 5796 | | | rf nil WB2728t | 14W Der 1(70) 8(10) 6(5) | |
| | | 12919 | | | | | |
| 502160 | **ARAM J. POTHIER** | 7176 | | | 1944 New England S.B. Corp.—P.Me | S | T 3Cy. 24½″ 37″ & 70″×48″ |
| WQAS | | 4380 | | | 441′ 6″ 57′ 0″ 27′ 8⅞″ | 5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT | 2500ihp 2318t (o.f) |
| 245909 | **United States Department** | 10735 | | AB | 417′ 9″ 56′ 11″ 37′ 4″ | G.560000 B.500000 | Vulcan Iron Wks Wilkes-Barre |
| Df Esd | **of Commerce** | | | | 2 dks, 3rd dk fwd | 5 Ha (33¼′, 35′, 20′, 35′, 35′×20′) | 3×20kW 120V d.c. 10k |
| Gc | Portland, Me United States | | | | rf 6″ | 10W Der 10(5) | |
| 529287 | **ARAMAC** | 13619 | ✠100A1 | CS 3/68 ~~CS 2/64~~ | 1948–4 Harland & Wolff Ltd.—Bel | TS (345P) Ref | 4 S Turb dr geared to 2 sc. shafts |
| GSWQ | exRemuera–64 exParthia–62 | 7424 | with freeboard | | 534′ 0″ 70′ 4″ 30′ 2¼″ | 6 Ho 45′, 51½′. 49′. 54′, 50′, 38′ | 15000shp 2003t (o.f) |
| 182417 | ~~**Federal Steam Nav. Co.**~~ | 11429 | ✠LMC | | 500′ 0″ 70′ 0″ 46′ 0″ | G.446180 B.405790 In.103610 | Harland & Wolff Ltd. Bel |
| Df Esd | ~~**Ltd.**~~ | | ✠Lloyd's RMC | | B204′ F46′ 3 dks, 4th dk clear of mchy. | 6 Ha (15¾′×16′) (32¼′, 22′, 27½′, 22′, | 2WTB 520℔ Spt 750° F. 440℔ |
| Gc Pfd | ~~London British~~ | | MN2970 | EL i†$2\frac{7}{16}$″SQ | space & No. 4 hold, 5th dk in No. 3 hold | 19¼′×18′) | 2db 105℔ sg 100℔ hs26605 |
| Rdr | **Eastern & Australian S.S.** | | | | RW 9BH to U dk 1 to 2nd dk | 20W Der 8(10) 6(5) | 5×375, 375, 375, 375, 200kW 220V d.c. |
| RTv | **Co. Ltd.** | | | | rf 6″ DK fwd of ER WB2838t incl. DTf155t DTm514t | | 18k |
| | **London British** | | | | | | |
| 502161 | **ARAMAIC** | 6553 | ✠100A1 | SS 11/65 | 1957–4 Bremer Vulkan—Vgk | M OSD | Oil SA 9Cy. 780×1400 mm |
| GVXW | | 3372 | tunnel side tanks — | | 475′ 0″ 64′ 4″ 27′ 1¼″ | 5 Ho 60¾′, 70¾′, 71¼′, 66½′, 59′ | 10100bhp MAN 1777t (hvf) |
| 300096 | **Shaw Savill & Albion Co.** | 9240 | vegetable oil | | 440′ 0″ 64′ 0″ 39′ 0″ | G.596825 B.533650 | Bremer Vulkan Vgk |
| Df Esd | **Ltd. and Furness,** | | ✠LMC | | F49′ 1 dk & S dk, 3rd dk except in aft holds | 5 Ha (stl) (26¼′, 41¼′, 31¼′, 29′, | 2AuxB 100℔ |
| Gc Rdr | **Withy & Co. Ltd.** | | MN2020 | EL d†$2\frac{3}{16}$″SQ | | 26½′×19′) | 4×160kW 220V d.c. 17½k |
| RTv | Shaw Savill & Albion Co. Ltd. | | | | RW Coll BH to S dk 6 to 2nd dk | 16W Der 1(50) 1(25) 4(10) 8(5) 4(3) | |
| | Southampton British | | | | rf 3″ WB2352t incl. Tunnel tanks 851t | | |
| | Now **OROPESA** See New Entries No. 1 | | | | | | |
| 502164 | **ARAMCO 201** | *135* | | | 1942 Taylor, Bates & Jones—Chertsey | Wood TM | 2 Oil 4SA each 12Cy. 145×180 mm |
| | | *76* | | | *107·7′* 18′ 0″ | | |
| | **Arabian-American Oil Co.** | — | | | … … … | | Hall Scott Mot. Co. Berkeley |
| | **Ltd.** | | | | | | |
| | Saudi Arabian | | | | | | |
| 640133 | **ARAMIL** | 2498 | ✠100A1 | SS 3/68 | 1963–11 Soc. Met. Duro-Felguera—Gjn | M | Oil 2SA 8Cy. 480×700 mm |
| EDXU | | 1360 | | | 303′ 0″ 43′ 2″ 20′ 11¾″ | 4 Ho 50½′, 48½′, 48¼′, 44′ | 2400bhp Sulzer 210t |
| | **Soc. Metalúrgica** | 3533 | ✠LMC | | 276′ 0″ 43′ 0″ 25′ 1″ | G.157367 B.144865 | Soc. Española de Const. Nav. Bbo |
| Df Esd | **Duro-Felguera S.A.** | | | | P22′ F33′ 1 dk | 4 Ha (29½′, 29½′, 27¼′, 27¼′×19¾′) | 2×150kW 230V d.c. 12½k |
| Rdr | Gijon Spanish | | MN480 | EL s | R 6BH | 8W Der 4(3) | |
| RTm | | | | | rf 4″ WB403t | | |
| 502165 | **ARAMIS** | 17878 | | | 1953 Ch. & At. de St. Nazaire (Penhoët) | S Tanker Mchy.aft | 3 S Turb dr geared to sc. shaft |
| FOFU | | 10501 | | | —St.N | | 12500shp (o.f) |
| | **Mobil Oil Française** | ~~27164~~ | | BV | *610·3′* 82′ 7″ | | Cie. Elec.-Mécanique Le Bourget |
| Df Esd | **Départment Transports** | 28653 | | | 82′ 4″ | | 16½k |
| Gc Rdr | **Maritimes** | | | | P163′ B48′ F77′ 1 dk | Der 6(5) 2(1) | |
| RT | Havre French | | | | | | |
| | Now **MOBIL RADIANT** See New Entries No 7 | | | | | | |

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|---|---|---|---|---|---|---|
| 538476<br><br>163657<br>Df Esd<br>Gc Rdr<br>RTv | **ARAMIS**<br>exWaipawa-67<br>**Astro Protector Cia.**<br>**Naviera S.A.**<br>Greek | 10727<br>6353<br>11930 | ~~✠100A1~~ ~~SS 11/64~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~✠Lloyd's RMC~~<br>~~[illegible]~~<br>**TO BE BROKEN UP** | **1934**-10 Harland & Wolff Ltd.—Bel<br>535' 6" 70' 5" 29' 7"<br>515' 0" 70' 0" 43' 5"<br>B196' F65' 2 dks & S dk, 4th dk in No. 3 hold<br>R Coll BH to S dk 7 to 2nd dk<br>rf 6" WB2731t | TM Ref OSD<br>6 Ho 77' 82½', 62½', 51', 53½', 42½'<br>G.262805 B.240697 In.522015<br>6 Ha (16½', 27'×16½') (19½', 19½', 22', 16½'×17½')<br>20W Der 1(40) 10(10) 10(7) | 2 Oil 4SA each 10Cy. 740×1500 mm<br>1000bhp B&W<br>Harland & Wolff Ltd.<br>2AuxB 100lb<br>4×300kW 220V d.c. |
| 502166<br>JXTS<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARAMIS**<br><br>**Skibs A/S Aramis & Skibs**<br>**A/S Athos**<br>Bernard Hanssen & Co.<br>Flekkefjord Norwegian | **7242**<br>3790<br>11990<br>**10023**<br>5835<br>14100 | NV | **1962** Short Bros. Ltd.—Sld<br>511' 1" 66' 0" 27' 3"/30' 1"<br>475' 0" 65' 10" 31' 4"<br>1 dk & S dk, 3rd dk in No. 2 hold<br>RW | M OSD/CSD<br>5 Ho 67½', 69½', 72½', 75', 75'<br>5 Ha (stl) (40'×24') (40', 40', 40', 40'×28')<br>Der 16(5) | Oil 2SA 4Cy. 750×2000 mm<br>6500bhp<br>J. G. Kincaid & Co. Ltd.<br>3×270kW 440V 60c/s a.c. |
| 541882<br>TPIH<br>EL5437<br>Df Esd<br>Pfd Rdr<br>RT | **ARAMIS**<br><br>**Armement Morvant**<br>Etel French | **153**<br>56<br>— | BV | **1963** S.I.C.C. Na.—St.M<br>95' 2" 23' 5" 9' 2½"<br>83' 0" 23' 3½" 11' 8" | M Trawler<br>2 Ha (each 3'×3')<br>Der 1(2) | Oil 4SA 6Cy. 255×300 mm<br>575bhp<br>Etab. Duvant |
| 502167<br>ZMRD<br>315620<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARAMOANA**<br><br>**New Zealand Government**<br>**(Railways Department)**<br>Wellington New Zealand | **4160**<br>1443<br>— | ✠Classed LR until 11/62 | **1962**-6 Wm. Denny & Bros. Ltd.—Dmb<br>368' 0" 61' 0"<br>341' 2" 59' 0" 21' 0"<br>B174' 1 dk & S dk<br>rf 18" | TD-E Train Ferry (1150P) OSD | 6 Vee Oil 4SA each 16Cy. 10"×12" with elec. drive to 2 sc. shafts<br>English Electric Co. |
| 660412<br>OHLV<br>1332<br>RTh/v | **ARANDA**<br><br>**Finnish Board of Navigation**<br>Turku/Åbo Finnish | **847**<br>286<br>340 | | **1953** ......................Hfs<br>173' 4" 34' 5" 14' 5"<br>... ... ... | D-E (130P)<br>2 Ho each 34½'<br>2 Ha (12', 12½'×7½')<br>Der 2(3½) 2(2) | Oil driving 3 gen. each 315kW d.c. connected to 3 elec. motors 1320shp (WL) & sc. shaft<br>2×120kW 230V d.c. |
| 640087<br>5MVU<br>1964<br>Df Esd<br>Gc Rdr<br>RTm | **ARANETA MA-AO**<br><br>**Panamanian Ma-ao Corp.**<br>Monrovia Liberian | **9996**<br>5881<br>15426 | **✠100A1**<br>DTm—vegetable oil<br>**✠LMC**<br>MN1700 EL e†2½"SQ | **1964**-1 Mitsubishi Nippon Hvy Ind.—Yka<br>490' 10" 67' 6" 30' 8"<br>459' 4" 67' 3" 41' 4"<br>P108' F44' 2 dks<br>RW 7BH to U dk 1 to 2nd dk<br>rf nil WB4492t incl. TwD in mchy. space 55t DTm1442t DTf758t | M Mchy.aft<br>4 Ho 69½', 78½', 78½', 78½'<br>G.722605 B.676427<br>4 Ha (stl) (38½', 44½', 44½', 44½'×26½')<br>8W Der 1(30) 8(5) | Oil 2SA 6Cy. 780×1400 mm<br>8500bhp MAN<br>Mitsubishi Nippon Hvy Ind.<br>AuxB 142lb<br>2×240kW 450V 60c/s a.c. |
| 502168<br>EHLV<br><br>Esd RT | **ARANO**<br><br>**Pesquerias Atlanticas de**<br>**Gran Altura S.A.**<br>Las Palmas Spanish | **428**<br>101<br>— | BV | **1951** Ast. de T. Ruiz de Velasco—Bbo<br>*137·6'* 24' 11"<br>24' 9" | M Trawler<br>4 Ha (3½', 3½', 3½'×4½') (3'×3½')<br>Der 1(2) | Oil 4SA 8Cy. 320×480 mm<br>1050bhp NE60<br>Motorenw. Mannheim |
| 502169<br>EA9383<br><br>Df Esd | **ARAÑON**<br><br>**Remolques Aguadas y**<br>**Salvamentos S.A.**<br>Avilés Spanish | **71**<br>—<br>— | **A1** SS 2/69 ~~SS 6/64~~<br>tug Avilés harbour & river service<br>**✠LMC**<br>MN100 EL (a) | **1960**-7 Maritima del Musel S.A.—Gjn<br>76' 8" 21' 4" 6' 2"<br>70' 0" 19' 10" 8' 9"<br>3BH<br>rf 15" | M Tug | Oil 2SA 10Cy. 190×350 mm with reverse gearbox<br>500bhp Bolnes<br>Empresa Nacional "Elcano" |
| 502170<br>KIGH<br>243293<br>Df Gc | **ARANSAS PASS**<br><br>**United States Department of**<br>**Commerce**<br>New Orleans United States | **1117**<br>251<br>— | AB | **1943** Pendleton Shpyd Co.—N.Os<br>*185·5'* 37' 7" 18' 9"<br>185' 0" 37' 6" 21' 5"<br>B&F106' 2 dks | M Tug | 2 Oil 4SA each 6Cy. 405×510 mm with electro-magnetic slip couplings & gearing to sc. shaft<br>2340bhp<br>National Supply Co. |
| 651706<br>ZMUR<br>317812<br>Df Esd<br>Gc Rdr<br>RT | **ARANUI**<br><br>**New Zealand Government**<br>**(Railways Department)**<br>Wellington New Zealand | **4542**<br>1542<br>1110 | ✠ | **1966**-4 Vickers Ltd.—Nwc<br>368' 0" 61' 1" 15' 7½"<br>341' 3" 59' 0" 36' 0"<br>B174' 1 dk & S dk<br>rf 18" | T D-E Train Ferry OSD | 6 Vee Oil 4SA each 16Cy. 10"×12" 10608bhp driving 6 gen. each 1250kW 507V d.c. connected to 4 elec. motors each 2250shp (WL) & 2 sc. shafts<br>English Electric Co.<br>3×450kW 400V 50c/s a.c. |
| 502171<br>TPDB | **ARANUI**<br><br>**Wong Wing**<br>Papeete French | *243*<br>*148*<br>— | | **1945** Utd. Ship & B.B. Ltd.—Auk<br>*103·3'* 23' 7"<br>... ... ... | TM | 2 Oil 4SA each 8Cy. 5½"×7½" NE55<br>Norris, Henty & Gardner |
| 660870<br>OXMD<br><br>Df Esd<br>Gc Rdr<br>RTv | **ARANYA**<br><br>**A/S Det Østasiatiske**<br>**Kompagni**<br>Copenhagen Danish | T.Mk<br>7745<br>4377<br>11020 | **✠100A1**<br>DTsf oil FP above 150° F., vegetable oil or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN3000 EL i $2\frac{1}{16}$"SQ | **1966**-10 A/S Nakskov Skibsv.—Nkv<br>540' 2" 76' 2" 28' 4½"<br>501' 1" 76' 0" 43' 8"<br>P77' F103' 3 dks, 4th dk in No. 3 hold<br>Coll BH to U dk 6 to 2nd dk<br>rf nil DK fwd WB2669t incl. DTsf421t | M (4P) Ref<br>4 Ho 71½', 74½', 65', 57½'<br>G.770500 B.676500 In.49546<br>6 Ha (stl) (26'×22') (42½'×26') (13'×18') (49½'×36') (42½'×35½') (29½'×26')<br>Cr 5(10) Der 1(60) 6(12½) 2(5) | Oil 2SA 10Cy. 740×1600 mm<br>15000bhp<br>Burmeister & Wain<br>AuxB 100lb<br>3×672kW 440V 60c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust contr. pitch propeller |
| 502172<br>EANL<br><br>Df Esd<br>RT | **ARANZA**<br><br>**Domingo & Manuel Garcia**<br>**Reino**<br>Vigo Spanish | **259**<br>115<br>443 | BV | **1954** Hijos de J. Barreras S.A.—Vgo<br>122' 3" 22' 2"<br>105' 4" 22' 0" 12' 6"<br>B56' F20'<br>RW | M Trawler<br>In.7236<br>2 Ha (each 3½'×3½') | Oil 4SA 8Cy. 270×500 mm<br>580bhp<br>N.V. Werkspoor |

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| 502173<br>EDNS<br>Df Esd<br>RT | **ARANZAZU**<br>**Pesquera Aranzazu S.A.**<br>San Sebastian Spanish | 184<br>120<br>305 | BV | **1962** Ast. Luzuriaga—Pjs<br>110′ 11″ 20′ 4″<br>… … …<br>RW | M Trawler<br>2 Ha (each 3½′×3½′) | Oil 4SA 4Cy. 315×480 mm<br>400bhp Duvant 59t<br>Carmelo Unanue Zumava<br>9k |
| 502175<br>EALM<br>Df Esd<br>Rdr<br>RTm | **ARAPILES**<br>exGerez–53 exKalmia–46<br>**Cia. Española de Petroleos S.A.**<br>Ceuta Spanish | 8368<br>5243<br>12375 | ✠100A1 ~~SS 11/62~~<br>oil tanker TD 2/67<br>✠LMC<br>EL c† | **1931–6** Caledon S.B. & E. Co. Ltd.—Dun<br>468′ 6″ 58′ 7″ 27′ 4½″<br>449′ 10″ 35′ 6″<br>P96′ F37′ 1 dk<br>R 10BH<br>WB1111t incl. DTf470t | TM Tanker Mchy.aft<br>16 Ta<br>L.571030 | 2 Oil 4SA each 7Cy.550×1010 mm<br>3900bhp B&W 880t (d.o)–11½pd<br>A/B Götaverken Got<br>2 AuxB 150℔<br>3×80, 60, 50kW 110V d.c. 11k |
| 502176<br>TCWJ<br>2740<br>Esd Rdr<br>RT | **ARAR**<br>**Et Ve Balik Kurumu Umum Mudurlugu**<br>Istanbul Turkish | 174<br>52<br>— | GL | **1951** D. W. Kremer Sohn—Elmshorn<br>*100·7′* 21′ 6″<br>10′ 10″<br>B39′ F16′ | M Fishing Mchy.aft<br>1W Der 1(1) | Oil 4SA 6Cy. 285×420 mm<br>380bhp 15½t<br>Masch. Augsburg-Nürnberg Aug |
| 502178<br>PUUB | **ARARANGUA**<br>**Cia. Nacional de Nav. Costeira Autarquia Federal**<br>Rio de Janeiro Brazilian | 4872<br>2974<br>3850 | ✠Classed LR until 2/63 | **1927–8** Cant. Nav. Triestino—Mfl<br>389′ 2″ 53′ 6″ 18′ 2¼″<br>370′ 0″ 53′ 4″ 27′ 4″<br>P34′ F61′ 2 dks<br>rf 3″ | TM (100P) Ref<br>B.212000 | 2 Oil 2SA each 4Cy. 680×960 mm<br>2016bhp 423t<br>S.A. Fiat S.G.M. Tur<br>13k |
| 672262<br>UKEV<br>M-2019 | **ARARAT**<br>exEmpire Tegalta–46<br>exPoseidon–45<br>**U.S.S.R.**<br>Odessa Russian | 2299<br>1161<br>2625 | | **1944** Norderwft. Köser & Meyer—Ham<br>297′ 6″ 42′ 8″ 17′ 10½″<br>22′ 4″<br>1 dk | TM Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.108487<br>1 Ha (15½′×8½′)<br>2W Der 2(3) | 2 Oil 2SA each 6Cy. 390×450 mm<br>NE57<br>Russia<br>10½k |
| 502180<br>PUNF<br>Df Esd<br>Pfd Rdr | **ARARUAMA**<br>exEtly Danielsen–58<br>**Serviços de Nav. da Amazonia e de Administraçao do Porto do Para**<br>Belem Brazilian | 500<br>269<br>740 | | **1955** N.V. Zaanlandsche Scheeps.—Zaandam<br>173′ 6″ 28′ 6″ 14′ 5″<br>158′ 1″ 28′ 4″<br>P48′ Q53′ F29′ 1 dk | M Mchy.aft<br>G.36000 B.33000<br>2W Der 1(4) 1(2) | Oil 4SA 8Cy. 290×420 mm<br>62t<br>Masch. Kiel A.G. Kel<br>10½k |
| 502181<br>JWOD | **ARASJÖ**<br>**W. N. Cunningham**<br>~~Ragnar Natvig & Co.~~<br>~~Jacob Natvig & Co.~~<br>~~Oslo British Norwegian~~<br>Port Moresby British | T.Mk ~~706~~ 299<br>~~435~~ 135<br>— —<br>706<br>424<br>— | NV | **1957** Höllen Skibsverft—Höllen<br>187′ 0″ 29′ 6″ ~~10′ 3½″~~<br>166′ 8″ 29′ 5½″ 18′ 1″<br>1 dk & S dk | M Ref ~~OSD~~ Mchy.aft ~~COD~~<br>1 Ho<br>2 Ha (each 40′×17′)<br>Cr 1(3) Der 1(5) 3(3) | Oil 4SA 8Cy. 290×420 mm<br>760bhp<br>Masch. Kiel A.G. Kel<br>1×40kW 220V d.c. |
| 502182<br>8JKA<br>89375<br>RTm/h/v | **ARATAMA MARU**<br>**Showa Kaiun K.K.**<br>Imabari Japanese | 462<br>262<br>— | | **1962** Kurushima Dock Co. Ltd.—Imabari<br>156′ 9″ 26′ 5″ 11′ 5″<br>141′ 0″ 26′ 3″ 13′ 1″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 290×430 mm<br>Nippon Hatsudoki Kob |
| 502184<br>SIPT<br>8764<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **ARATON**<br>**A/B Arafart**<br>B. Svalander<br>Stockholm Swedish | *2691*<br>*1509*<br>3690 | ✠100A1 SS 3/67<br>~~Str. nav. ice~~ (Str. nav. Ice)<br>✠LMC<br>MN358 EL t | Lch.**1944** Cmd.**1946–5** Öresunds Varv A/B—Lkr<br>321′ 0″ 46′ 7″ 18′ 11¾″<br>300 0″ 46′ 6″ 21′ 6″<br>P25′ Q84′ B58′ F33′ 1 dk<br>RW NS 4BH<br>WB531t incl. Tunnel tanks 114t | S<br>2 Ho 124½′, 90¾′<br>G.181910 B.169990<br>5 Ha (26½′, 28¾′, 31′, 30′, 27¾′×24′)<br>9W Der 9(5) | T 3Cy. 21¼″ 34¼″ & 55½″×39⅜″<br>1650ihp 400t (o.f)<br>Öresunds Varv A/B Lkr<br>2 SB 213℔ Spt hs(5074) 6cf<br>3×25, 15, 10kW 110V d.c. 12k |
| 502185<br>PUWQ<br>Df Esd<br>Gc Rdr<br>RTm | **ARATÚ**<br>**Petróleo Brasileiro S.A.– Petrobrás Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazilian | 6926<br>4182<br>10100 | ✠100A1 SS 2/65<br>oil tanker<br>✠LMC<br>MN632 EL a†2″SQ | **1960–8** Burmeister & Wain—Cpn<br>440′ 8″ 62′ 2″ 24′ 0¼″<br>410′ 0″ 62′ 0″ 30′ 9″<br>P88′ F50′ 1 dk<br>12BH<br>rf nil WB117t | M Tanker Mchy.aft<br>24 Ta 1 Ho 15¾′<br>L.487680 HeCls. BC<br>Der 4(5) | Oil 2SA 7Cy. 500×1100 mm<br>3160bhp 248t (d.o)–13pd<br>Burmeister & Wain Cpn<br>2WTAuxB(o.f) primary 711℔ secondary 178℔ Spt AuxB (ex.g) 178℔<br>2×168kW 450V 60c/s a.c. 13k |
| 502186 | **ARAUCANIA**<br>exInga Anthonisen–62<br>**La Naviera Linea Argentina de Nav. Maritime y Fluvial S.A.**<br>Buenos Aires Argentine | 150<br>60<br>— | | **1961** Ernst Thälmann—Brandenburg<br>101′ 7″ 21′ 9″<br>8′ 10″<br>F12′ 1 dk | M Trawler | Oil 4SA 8Cy. 240×360 mm<br>420bhp<br>Schwermasch. Karl Liebknecht Mgd |
| 661510<br>CCAR<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ARAUCANO**<br>**Republic of Chile (Dir. Generale de los Servicios de la Armada de Chile)**<br>Valparaiso Chilean | 11647<br>6414<br>17745 | ~~✠100A1~~<br>~~oil tanker~~<br>~~✠LMC~~<br>~~MN2160~~ ~~EL h†2⅜″U2~~<br>✠Class **WITHDRAWN** at Owners' request 9/68 | **1967–1** A/S Burmeister & Wain—Cpn<br>530′ 8″ 75′ 2″ 28′ 10″<br>497′ 9″ 75′ 0″ 38′ 0″<br>P125′ B45′ F58′ 1 dk<br>9BH<br>rf 2″ WB758t incl. DTf487t | M Tanker Mchy.aft<br>16 Ta 1 Ho 62¼′<br>L.746600 G.51000 HeCls. BC<br>1 Ha (stl) (18¼′×17¾′)<br>Der 4(12) 2(5) | Oil 2SA 9Cy. 620×1400 mm<br>10800bhp 1230t (hvf)–44pd<br>Burmeister & Wain Cpn<br>2WTAuxB primary 711℔ secondary 185℔ Spt<br>AuxB (ex.g) 185℔<br>3×460, 460 340kW 450V 60c/s a.c. 17k |
| 502187<br>CBDA<br>1221<br>Df Esd | **ARAUCARIA**<br>exDon Alberto–57<br>exRoyalmoor<br>**Naviera Chilena del Pacifico S.A.**<br>Valparaiso Chilean | *1907*<br>*1089*<br>2850 | ✠Classed LR until 2/58 | **1924–11** J. Crown & Sons Ltd.—Sld<br>*268·0′* 37′ 9″ 18′ 0¾″<br>267′ 9″ 37′ 7″ 19′ 9″<br>Q105′ B56′ F30′ 1 dk Well dk | S<br>G.130986 B.121863<br>8W Der 8(5) | T 3Cy. 20½″ 33″ & 54″×39″<br>281t (c)<br>N.E. Mar. Eng. Co. Ltd. Sld<br>9k |

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| 502188<br>CBCA<br><br>Df Esd<br>Gc Rdr<br>RTh | **ARAUCO**<br><br>**Cia. Chilena de Navegacion**<br>**Interoceanica**<br>Valparaiso Chilean | 4981<br>2785<br>— | ✠100A1 SS 12/64<br>✠LMC<br>✠Lloyd's RMC<br><br>MN790 EL x1⅛"SQ | 1960-1 Orenstein-Koppel & Lbcr.<br>Masch.—Lbc<br>385' 5" 53' 5" 24' 11½"<br>354' 4" 53' 2" 31' 5"<br>P21' F39' 2 dks<br>RW 6BH<br>rf 4" WB980t | M (10P) Ref<br>4 Ho 56', 85', 61', 52'<br>In.10500<br>4 Ha (stl) (36', 47½', 35½', 30½ × 20½')<br>Der 1(50) 1(25) 10(5) | Oil 2SA 6Cy. 700×1200 mm<br>3950bhp<br>Masch. Augsburg-Nürnberg<br>3×250kW 220V d.c. |
| 502189<br>YBDJ | **ARAUNDO**<br><br>**Republik Indonesia**<br>Djakarta Indonesian | 170<br>93<br>— | | 1959 Usuki Tekkosho—Usuki<br>97' 9" 21' 2" 7' 2½"<br>86' 11" 21' 0" 9' 10"<br>1 dk | TM Vehicle Carrier Mchy.aft | 2 Oil 4SA each 6Cy. 110×150 mm<br>Mitsubishi<br>Tokyo Boat Inc. |
| 502190<br>TODZ<br><br>Df Esd<br>Pfd RT | **ARAVIS**<br><br>**Armement Dhellemmes**<br>**Frères**<br>Concarneau French | 193<br>67<br>79 | BV | 1959 At. & Ch. de la Manche—Dpe<br>113' 1" 22' 6"<br>96' 9" 22' 5" 12' 6"<br>RW | M Trawler<br>2 Ha (3'×3') (2½'×2½')<br>Der 1(3) | Oil 4SA 8Cy. 270×500 mm<br>580bhp Werkspoor<br>Etab. Crepelle |
| 502191<br>VQMI<br>82938<br>RT | **ARAWAI**<br>**H. T. Van Sluytman**<br>~~Guiana Lumber Co. Ltd.~~<br>Georgetown, Dem British | 274<br>125<br>311 | ~~✠100A1~~ ~~Dr 3/64~~<br>~~✠LMC~~<br>~~MN72~~ ~~EL d~~<br>✠Class **WITHDRAWN**<br>5/68 | 1939-7 W. J. Yarwood & Sons—<br>Northwich<br>125' 0" 24' 8" 8' 9½"<br>116' 6" 24' 6" 9' 6"<br>P33' F15'<br>3BH<br>WB65t | M Mchy.aft<br>1 Ho 66½'<br>G.14400<br>2 Ha (21½'×10') (33'×21½')<br>2W Der 2(3) | Oil 4SA 6Cy. 215×360 mm<br>360bhp ✠NE11/56<br>Masch. Kiel A.G.<br>1×5kW 110V |
| 642032<br>SDHT<br>10541<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **ARAWAK**<br><br>**Rederiet for**<br>**m.s. "Arawak"**<br>Salénrederierna A/B<br>Stockholm Swedish | 8239<br>4337<br>8100 | ✠100A1<br><br>✠LMC<br>✠Lloyd's RMC<br>MN2000 EL d†2 3/16"SQ | 1965-2 Eriksbergs M/V A/B—Got<br>489' 7" 62' 3" 27' 6"<br>450' 11" 62' 0" 39' 0"<br>P48' F53' 2 dks, 3rd dk except in mchy. space, 4th dk in Nos. 1 & 2 holds<br>Coll BH to U dk 5 to 2nd dk<br>rf 20" WB2066t incl. Tunnel tanks 906t | M Ref<br>4 Ho 93½', 68½', 78½', 89½'<br>B.370000 In.374510<br>4 Ha (stl) (34', 33', 33', 33'×18½')<br>Cr 4(5) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp B&W<br>Uddevallavarvet A/B<br>AuxB 71lb<br>4×395kW 440V 60c/s a.c. |
| 540089<br>GLWA<br>304532<br>Df Esd<br>Gc Rdr | **ARAWATTA**<br>exCharlotte-63<br>exAnne-Marie Thorden-59<br>**Eastern & Australian S.S.**<br>**Co. Ltd.**<br>London British | 5510<br>3066<br>8350 | ✠100A1 SS 4/66<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1500 EL bt | 1958-5 Wärtsilä Kon. Crichton-Vulcan<br>—Åbo<br>459' 4" 57' 11" 25' 8½"<br>427' 6" 57' 9" 38' 1"<br>P30' F43' 1 dk & S dk, 3rd dk except in aft holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 6½" WB1350t incl. Tunnel tanks 364t | M (3P) Ref OSD<br>5 Ho 56', 70', 62' comb. 59½', 54½'<br>In.67250<br>2 Ha (stl) (31½', 32½'×24½')<br>3 Ha (w) (each 32½'×24½')<br>Der 1(30) 16(5) | Oil 2SA 8Cy. 760×1500 mm<br>7500bhp Götaverken<br>Uddevallavarvet A/B<br>AuxB 100lb<br>4×250, 215, 140, 105kW 220V d.c. |
| 502194<br><br><br>Df Esd<br>Gc Rdr | **ARBAN**<br><br>**U.S.S.R.**<br>Leningrad Russian | 1441<br>419<br>— | ✠ | 1959-11 A/B Gävle Varv—Gfl<br>256' 0" 42' 1" 13' 5"<br>235' 7" 41' 10" 17' 1"<br>B&F165'<br>rf 31" | TM Salvage Tug | 2 Oil 4SA each 10Cy. 400×600 mm<br>Masch. Augsburg-Nürnberg<br>Controllable pitch propellers |
| 502195<br><br><br>Df | **ARBAT**<br><br>**U.S.S.R.**<br>Russian | 543<br>146<br>— | | 1953 Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>31' 0"<br>139' 8" 30' 10" 15' 5"<br>F56' | S Tug | T 3Cy. 16 3/16" 27 3/16" & 45 3/16"×27 9/16"<br>Wärtsilä Kon. Crichton-Vulcan |
| 660108<br>IKDD<br>3373<br>Esd<br>RTm | **ARBATAX**<br><br>**Tirrenia—Soc. per Azioni**<br>**di Navigazione**<br>Genoa Italian | ~~627~~ 494<br>~~219~~ 172<br>~~170~~ | RI | 1956 "Navalmeccanico" Cant. Nav.—<br>Castellammare<br>161' 3" 33' 11" 9' 10"<br>157' 6" 32' 9½" 16' 1"<br>F74' 1 dk<br>RW | M Ferry (350P) | 2 Oil 4SA each 6Cy. 320×420 mm<br>1600bhp<br>Ansaldo Stab. Mecc.<br>2×88kW 220V 60c/s a.c.<br>Directional propellers 1 fwd 1 aft |
| 641190<br>IKCT<br>168<br>Esd Rdr<br>RT | **ARBATAX PRIMA**<br><br>**Cartotecnica di Arbatax**<br>**S.p.A.**<br>Cagliari Italian | ~~491~~ 963<br>~~264~~ 526<br>~~928~~ — | RI | 1964 Cant. Nav Felszegi—Tri<br>219' 2" 34' 1" 10' 2½"<br>196' 10" 33' 11" 10' 10"<br>2 dks<br>RW | M (4P) Mchy.aft<br>2 Ho 64½', 66½'<br>2 Ha (stl) (each 32½'×15½')<br>Cr 2(3) | Oil 2SA 4Cy. 320×450 mm<br>800bhp<br>Masch. Kiel G.m.b.H.<br>2×144, 69½kW 380V 50c/s a.c. |
| 502196<br>HBDE<br><br>Df Esd<br>RT | **ARBEDO**<br>exPalme II-54<br>**Keller Shipping Ltd.**<br>Basle Swiss | 997<br>614<br>1214 | AB | 1951 Rickmers Werft—Bhn<br>218' 9" 32' 11" 13' 11½"<br>198' 3" 32' 9" 19' 0"<br>F30' 2 dks<br>RW len 53<br>rf 4" | M CSD Mchy.aft<br>2 Ho<br>G.67445 B.64125<br>2 Ha<br>4W | Oil 2SA 6Cy. 14½"×23½"<br>1560bhp NE59<br>Sulzer Bros. Ltd. |
| 502197<br><br><br>Df Esd<br>Rdr | **ARBEEL**<br><br>**Government of Iraq**<br>**(Directorate General of**<br>**Ports & Navigation)**<br>Basra Iraq | 448<br>104<br>— | ✠100A1 SS 3/65<br>tug<br>✠LMC<br><br>MN324 EL (g) | 1961-1 D. W. Kremer Sohn—Elmshorn<br>140' 3" 33' 8" 12' 0"<br>125' 0" 32' 2" 14' 2"<br>F48'<br>4BH<br>rf 35" BK5½" WB78t | M Tug | Oil 4SA 8Cy. 400×600 mm with fluid coupling & reverse gear<br>1620bhp<br>Masch. Augsburg-Nürnberg |
| 531411<br>IUDZ<br>551<br>RTm | **ARBIA**<br>exSardo-65<br>**Cia. di Nav. Mediterranea**<br>Rome Italian | 702<br>374<br>1100 | RI | 1953 Cant. Nav. M. & B. Benetti—<br>Viareggio<br>212' 9" 29' 2" 13' 2½"<br>173' 10" 28' 0" 14' 5"<br>1 dk<br>RW<br>rf nil | M Mchy.aft<br>2 Ho 46', 65½'<br>G.43050 B.39610<br>2 Ha (26½', 42½'×17')<br>4W Der 2(5) 4(3) | Oil 8Cy. 260×450 mm<br>700bhp Emade51fitted53<br>S.A. Fiat S.G.M.<br>3×30, 30, 10kW 110V d.c. |

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| 502198<br>MMZR<br>183823<br>Df Esd<br>Gc Rdr<br>RTm/v | **ARBITRATOR**<br>**Charente S.S. Co. Ltd.**<br>T. & J. Harrison Ltd.<br>Liverpool British | T.Mk<br>**5811**<br>3041<br>9020<br>8032<br>4372<br>9940 | ✠100A1 SS 2/66<br>DTm—vegetable oil<br>✠LMC<br>MN660 EL c† | 1951–10 Wm. Doxford & Sons Ltd.—Sld<br>460′ 5″ 59′ 5″ ~~26′ 5¼″~~ ~~—/26′ 5¼″~~<br>435′ 9″ 59′ 2″ 37′ 10″ 24′ 11¾″/26′ 5¼″<br>F90′ 2 dks, 3rd dk in fwd holds<br>R 7BH<br>rf 6″ WB3248t incl. DTm1274t Tunnel tanks 427t | M ~~CSD~~<br>5 Ho 58′, 80′, 34′, 79′, 65′<br>5 Ha (29¼′, 44½′, 21′, 44½′, 28¾′×22′)<br>Der 1(60) 1(40) 4(15) 4(10) 6(5) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp (hvf)<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 150lb<br>3×45, 45, 20kW 220V d.c. 12k |
| 502199<br>EAZZ<br>Df Esd<br>RT | **ARBO**<br>**Hijos de J. Barreras S.A.**<br>Vigo Spanish | 241<br>98<br>140 | BV | 1957 Hijos de J. Barreras S.A.—Vgo<br>115′ 3″ 22′ 7″ 11′ 7¾″<br>97′ 7″ 22′ 3½″ 13′ 0″<br>RW | M Trawler<br>2 Ha | Oil 4SA 6Cy. 270×500 mm<br>430bhp Werkspoor<br>Hijos de J. Barreras S.A. Vgo<br>10½k |
| 680003<br>Df Esd<br>Rdr RT | **ARBON**<br>**N.V. Arbon**<br>~~F. Feenstra & T. De Groot~~<br>Willemstad Netherland (Antilles)<br>Now **CELTIC PRINCE** See New Entries No. **10** | ~~499~~ **499**<br>— 349<br>~~1550~~ 1402<br>**1439**<br>958<br>**1530** | BV | 1967 Schps. v/h De Groot & v. Vliet—Slikkerveer<br>254′ 9″ 39′ 8″ ~~13′ 5¾″~~ 12′ 11″/13′ 7″<br>228′ 3″ 39′ 4½″ 22′ 0″<br>1 dk & S dk | M ~~OSD~~ Mchy.aft OSD/CSD | Oil 4SA 6Cy. 400×600 mm<br>1560bhp<br>D. & J. Boot "De Industrie" Alp |
| 502203<br>ICAK<br>813<br>Df Esd<br>Gc Rdr<br>RT | **ARBOREA**<br>**Tirrenia Soc. per Azioni di Nav.**<br>Naples Italian | 5485<br>3054<br>1120 | RI | 1957 "Navalmeccanica" Cant. Nav.—Castellammare<br>395′ 0″ 52′ 6″ 17′ 10¼″<br>354′ 4″ 52′ 5″ 24′ 3″<br>Q62′ B85′ 3 dks<br>RW | TM (647P) Ref<br>3 Ho<br>B.42784 In.4236<br>6W Der 2(10) 2(5) 2(3) | 4 Oil 2SA each 7Cy. 480×640 mm with electro-magnetic slip coupling & sr gearing to 2 sc. shafts<br>8400bhp 373t<br>Ansaldo Stab. Mecc. Gen<br>19k |
| 502204<br>PCSS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCA**<br>**Maats. tot Financiëring van Bedrijfspanden N.V.**<br>Shell Tankers N.V.<br>The Hague Netherland | 12222<br>6970<br>18348 | ✠100A1 SS 9/67<br>oil tanker<br>✠LMC<br>MN1500 EL h†$2\frac{9}{16}$″SQ | 1959–5 Rotterdamsche D.D. Maats.—Rot<br>559′ 1″ 69′ 5″ 29′ 9½″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P115′ B46′ F52′ 1 dk<br>16BH<br>rf 3″ WB511t | S Tanker Mchy.aft<br>33 Ta<br>L.891065 HeCls. B | 2 S Turb dr geared to sc. shaft<br>7500shp 1720t (o.f)–48pd<br>Rotterdamsche D.D. Maats. Rot<br>2WTB 610lb Spt 850° F. 565lb hs9570<br>sg 125lb 14½k |
| 502205<br>EHXJ | **ARCADE**<br>**Pesquera Arcade S.L.**<br>Vigo Spanish | 168<br>88<br>135 | | 1945 Hijos de J. Barreras S.A.—Vgo<br>91′ 10″ 20′ 6″ 11′ 11″<br>20′ 4″ | Wood S Trawler<br>1 Ho 26¼′ | T 3Cy. 8½″ 14″ & 22″×16″<br>55t (o.f)<br>Hijos de J. Barreras S.A. Vgo<br>9k |
| 502206<br>GRFP<br>185996<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARCADIA**<br>**P. & O. Steam Nav. Co.**<br>London British | 29871<br>16217<br>9640 | ✠100A1 CS 4/66<br>✠LMC<br>✠Lloyd's RMC<br>MN8500 EL (t†)$3\frac{9}{16}$″SQ | 1954–2 John Brown & Co. (Clydebank) Ltd.—Cly<br>721′ 4″ 90′ 8″ 31′ 0″<br>668′ 0″ 90′ 6″ 40′ 0″<br>Lwr B&F693′ Upr B340′ B&F511′ Upr F 125′<br>2 dks, 3rd & 4th dks clear of mchy space<br>RW 10BH<br>rf 6″ DK fwd WB2710t incl. Tunnel tanks 218t | TS (1448P) Ref<br>5 Ho 78¾′, 68¼′, 33′, 46¾′, 46¾′<br>B.166979 In.110731<br>6 Ha (stl) (18′×16′) (19′×20′) (18′×18′) (12′×11′) (11′, 11′×16′)<br>18W Der 2(10) 16(3) | 6 S Turb HP dr geared, IP & LP sr geared to 2 sc. shafts<br>42500shp 4323t (o.f)<br>John Brown & Co. (Clydebank) Ltd.<br>3WTB 620lb Spt 540lb<br>3×1200kW 220V d.c. 22k |
| 502207<br>GFKU<br>301349<br>Df Esd<br>Gc Rdr<br>RTv | **ARCADIAN**<br>**Ellerman Lines Ltd.**<br>Ellerman & Papayanni Lines Ltd.<br>Liverpool British | 3402<br>1419<br>4447 | ✠100A1 SS 7/64<br>side tanks in mchy. space—oil FP above 150° F. or vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN700 EL x $1\frac{13}{16}$″SQ | 1960–7 Henry Robb Ltd.—Lth<br>366′ 10″ 54′ 5″ 20′ 11¾″<br>340′ 0″ 54′ 0″ 31′ 0″<br>P29′ F30′ 1 dk & S dk, 3rd dk in No. 3 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB943t incl. Tunnel tanks 103t | M Ref OSD<br>5 Ho 46′, 67′, 30′, 50′, 52½<br>In.29500<br>5 Ha (stl) (13½′×15′) (45′, 12½′, 25′, 20′×20′)<br>Der 1(15) 12(5) | Oil 2SA 7Cy. 600×1040 mm<br>3500bhp Sulzer (hvf)<br>Fairfield S.B. & E. Co. Ltd. Gls<br>AuxB 60lb<br>3×180kW 220V d.c. |
| 537180<br>SEXI<br>10215<br>Df Esd<br>RT | **ARCANSAS**<br>exTyr–65<br>**Sune Hagberg**<br>Bohus-Björkö Swedish | 118<br>44<br>— | NV | 1961 A/B Marstrands M/V—Mtd<br>85′ 7″ 22′ 1″ 10′ 8″<br>77′ 0″ 22′ 0″ 11′ 10″<br>1 dk | M Fishing | Oil 4SA 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz Kln |
| 502208<br>PCST<br>Df Esd<br>Rdr<br>RTm/h | **ARCAS**<br>**Nieuwe Kust. Maats. N.V.**<br>Kon. Nederl. Stoomb. Maats. N.V.<br>Amsterdam Netherland | T.Mb<br>**499**<br>220<br>890 | ✠100A1 SS 7/67<br>Ice Class 3<br>✠LMC<br>MN150 EL I | 1959–11 E. J. Smit & Zoon Scheeps.—Westerbroek<br>212′ 9″ 32′ 6″ 12′ 1¾″<br>196′ 0″ 32′ 2″ 19′ 0″<br>Ba38′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil WB140t | M Ref ~~OSD~~ Mchy.aft<br>2 Ho 49′, 74¼′<br>B.58960 In.1254<br>2 Ha (26½′×13′) (45¾′×16¼′)<br>6W Der 2(6) 4(3) | Oil 4SA 6Cy. 390×680 mm<br>750bhp 223t (d.o)<br>N.V. Werkspoor Ams<br>3×25kW 110V d.c. 10¾k |
| 540091<br>5MTA<br>1893<br>Df Esd<br>Gc Rdr<br>RTm | **ARCHANGEL**<br>exArchangelos–63<br>**Archangel Shipping Co. Ltd.**<br>Monrovia Liberian<br>Now **ARCHANGELOS** See New Entries No. 6 | 15983<br>10468<br>23960 | AB | 1963 Brodogradiliste Split—Spt<br>628′ 2″ 75′ 3″ 35′ 7⅝″<br>589′ 6″ 75′ 0″ 45′ 3″<br>P143′ F56′ 1 dk<br>RW<br>rf 2″ | M Bulk Carrier Mchy.aft<br>7 Ho 52′, 62′. 66′, 68′, 57′, 55′, 55′<br>G.1111478 B.1045442<br>7 Ha (stl) (27′×26½′) (37′×36′) (37′, 37′, 37′, 37′, 37′×36¾′)<br>14W Der 14(10) | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp 1579t (hvf)<br>Sulzer Bros. Ltd. Win<br>3×350kW 440V 60c/s a.c. 16k |
| 502212<br>SXLN<br>37 | **ARCHANGELOS**<br>**Klearchos Makris**<br>Samos Greek | 185<br>143<br>— | | 1944 Agios Constantinos—Samos<br>98′ 5″ 27′ 9″<br>... ... ... | Wood Aux Mchy.aft | Oil<br>Alexou Greece |
| 502213<br>SVYG<br>1968<br>Df Esd<br>Gc Rdr | **ARCHANGELOS G**<br>**Asomatoi Compania Maritima S.A.**<br>Piræus Greek | 10142<br>5930<br>14508 | ✠100A1 SS 4/68 ~~SS 6/68~~<br>DTma—vegetable oil<br>✠LMC<br>MN1500 EL e†2⅜″SQ | 1960–1 Hitachi Zosen—Osa<br>518′ 4″ 63′ 11″ 30′ 7″<br>475′ 9″ 63′ 8″ 40′ 10″<br>F46′ 2 dks<br>8BH to U dk 1 to 2nd dk<br>rf 3″ WB3716t incl. Tunnel tanks 212t DTma 1398t | M CSD | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W<br>Hitachi Zosen Sakurajima<br>2AuxB 100lb |

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| 502215<br>UVCO<br>M-20231<br>Df Esd<br>Gc | **ARCHANGELSK**<br>Launched as Equator<br>**U.S.S.R.**<br>Leningrad Russian | 5660<br>2788<br>8290 | ✠ | 1952–12 Wärtsilä Kon. Crichton-Vulcan<br>—Åbo<br>457' 4" 58' 0" 25' 9½"<br>426' 6" 57' 8" 28' 7"<br>Q33' RFD89' 1 dk & S dk<br>RW | M OSD<br>5 Ho<br>G.485614<br>5 Ha (each 32½'×23½')<br>16W Der 16(5) | Oil 2SA 7Cy. 780×1400 mm<br>11500bhp<br>Masch. Augsburg-Nürnberg |
| 502216<br>UBPE<br>M-26472<br>Df Esd<br>Gc Rdr | **ARCHANGELSK**<br>**U.S.S.R.**<br>Murmansk Russian | 3812<br>1888<br>5129 | | 1959 Stocznia Gdanska—Gdk<br>355' 2" 48' 0" 21' 8¾"<br>26' 4"<br>1 dk<br>RW | S<br>4 Ho<br>G.226015<br>4 Ha (39½', 39½', 28½', 32½'×27')<br>8W Der 8(5) | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb & hydraulic coupling<br>2500ihp<br>Z.U.T. Zgoda |
| 502217<br>UYOD<br>M-26507 | **ARCHANGELSKLES**<br>**U.S.S.R.**<br>Leningrad Russian | 4653<br>2361<br>5814 | | 1961 Stocznia Gdanska—Gdk<br>406' 5" 53' 1" 22' 11½"<br>52' 11" 27' 9"<br>1 dk<br>RW | M<br>4 Ho<br>G.253950<br>4 Ha (41½', 41½', 41½'×29½')<br>(41½'×23')<br>9W Der 1(15) 8(5) | Oil 2SA 5Cy. 720×1250 mm<br>4500bhp<br>Sulzer Bros. Ltd. |
| 502219<br>SXSV<br>301 | **ARCHEA MYRINA**<br>**The Government of Greece**<br>Piræus Greek | 142<br>96<br>— | | ..................................<br>83' 11" 25' 2"<br>... ... ...<br>1 dk | Wood Aux | Paraffin 6Cy.<br>120bhp<br>Caterpillar Tractor Co. |
| 680224<br>Rdr RT | **ARCHEONAUTE**<br>**French Govt.**<br>**(Ministere des Affaires Culturelles)**<br>Marseilles French<br>Name should be **L'ARCHEONAUTE** See New Entries **No. 6** | 153<br>79<br>— | | 1967 At. & Chant. C. Auroux—Arcachon<br>96' 2" 19' 8"<br>85' 4" 10' 7"<br>1 dk | TM Survey Ship | 2 Oil each 8Cy.<br>600bhp<br>Moteurs Baudouin |
| 541016<br>5LHD<br>956<br>Df Esd<br>Gc Rdr | **ARCHER**<br>exFort Bridger–63<br>**Sunstone Marine Panama S.A.**<br>Monrovia Liberian | 10454<br>6361<br>16688 | AB | 1944 Alabama D.D. & S.B. Co.—Mob<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 | S Turb connected to elec. motor<br>7240shp<br>General Electric Co. |
| 662126<br>SWFK<br>2918<br>Df Esd<br>Gc Rdr<br>RT | **ARCHIMEDES**<br>**Olympus Shipping S.A.**<br>Piræus Greek | 16142<br>10159<br>26665 | AB | 1966 Osaka Zosensho—Osa<br>562' 1" 81' 8" 32' 10¼"<br>533' 0" 81' 6" 47' 8"<br>1 dk<br>rf nil | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W<br>Mitsui Zosen |
| 502223<br>PCSU<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARCHIMEDES**<br>**Koninkl. Nederl. Stoomb. Maats. N.V.**<br>Amsterdam Netherland | 6235<br>3506<br>— | BV | 1960 N.V. Schps. Gebr. Pot—Bolnes<br>456' 0" 57' 8"<br>57' 6" 31' 3"<br>2 dks<br>RW len 67<br>rf 4" | M (12P) Ref CSD<br>4 Ho 45½', 70½', 70½', 76½'<br>G.346000 B.315000 In.1396<br>4 Ha (stl) (26½'×16½') (44½', 44½', 39½'×19½')<br>12W Der 1(75) 1(30) 4(9) 6(6) 2(3) | Oil 2SA 7Cy. 630×1350 mm<br>6000bhp<br>Gebr. Stork & Co.<br>3×170kW 220V d.c. |
| 502224<br>SYGJ<br>1934<br>Esd RT | **ARCHIRODON EGEON No. 1**<br>exAnnahda–61<br>**Archimidis A.T.E.**<br>Archirodon S.A. Hellenic Engineering & Construction Co.<br>Piræus Greek | *282*<br>*84*<br>315 | ✠100A1 SS 3/65<br>hopper dredger<br>✠**LMC**<br>MN84 EL d | 1956–5 Henry Robb Ltd.—Lth<br>116' 10" 30' 7" 9' 4"<br>110' 0" 29' 0" 10' 6"<br>1 dk<br>RW 4BH<br>rf nil WB21t | M Grab Hopper Dredger Mchy.aft | Oil 2SA 5Cy. 10½"×13½"<br>420bhp<br>Crossley Bros. Ltd. |
| 506421<br>SXSG<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARCHON**<br>exCarlsholm–67 exRyholm–57 exRoland–51<br>**Astrovaletor Cia. Nav. S.A.**<br>Piræus Greek | **1991**<br>**1024**<br>— | ✠**100A1** SS 3/66<br>with freeboard<br>Str. nav. ice<br>✠**LMC**<br>**Lloyd's RMC**<br>MN456 EL t1½"SQ | 1951–6 Öresundsvarvet A/B—Lkr<br>304' 5" 42' 5" 18' 9½"<br>295' 6" 42' 4" 28' 8"<br>P27' 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk len 60<br>rf 4" WB981t incl. Tunnel tanks 183t | M Ref OSD<br>3 Ho 51', 86½', 77½'<br>G.189310 B.176450 In.3100<br>5 Ha (22½', 26½', 42', 22½', 22½'×18')<br>8W Der 2(10) 8(5) | 2 Oil 2SA each 6Cy. 340×570 mm with hydraulic couplings & sr gearing to sc. shaft<br>2280bhp<br>Atlas-Diesel<br>db 105lb<br>3×90kW 230V d.c. |
| 520822<br>SZGP<br>993<br>RTm | **ARCHON**<br>exLili–65 exNicolaos–58<br>exTinos–55 exFalk–47<br>**Leandros Nomikos and others**<br>Piræus Greek<br>Now **NIKOLAOS L** See New Entries **No. 5** | 1459<br>853<br>2150 | HR | 1911 Stettiner Oderwerke—Stn<br>*230·9'* 36' 5" 16' 10"<br>36' 3"<br>1 dk<br>R | S<br>2 Ho<br>G.116000 B.110000<br>3 Ha (22', 31', 33'×14½')<br>3W Der 3(2) | T 3Cy. 16 1/16" 27½" & 43 5/16"×31 1/16"<br>850ihp<br>Stettiner Oderwerke<br>1×16kW 110V d.c. |
| 529235<br>SYMW<br>2335<br>Df Esd<br>Gc Rdr | **ARCHON MICHAEL**<br>exReimar Edzard Fritzen–63<br>**Angel Michael Compania Maritima S.A.**<br>Piræus Greek | 6177<br>3242<br>—<br>7594<br>4205<br>— | GL | 1951 Nordseewerke Emden—Emd<br>471' 4" 57' 9" 24' 11"/—<br>57' 7" 36' 0"<br>F40' 1 dk & S dk<br>RW | M OSD/CSD<br>G.583688 B.539552<br>12W Der 1(30) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp<br>Masch. Augsburg-Nürnberg |
| 502226<br>HPOF<br>Df Esd<br>Gc | **ARCHON RAPHAEL**<br>exRio Grande–56 exSaraya–49<br>exB. Charney Vladeck–47<br>**San Gabriel Cia. Maritima S.A.**<br>Panama Panamanian<br>**STRANDED 5/67—REFLOATED BUT SANK 2/68** | 7176<br>4380<br>10913 | AB | 1944 New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.562608 B.499573<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 1(50) 1(15) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Vulcan Irn Wks<br>3×20kW 120V d.c. |

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|---|---|---|---|---|---|---|---|---|
| 540092<br>SYQR<br>2148<br>Df Esd<br>Gc Rdr | **ARCHON SERAFIM**<br>exDartmoor-63<br>**Panormitis Cia. S.A.**<br>Piræus Greek | **5324**<br>2928<br>6702<br>7657<br>4622<br>9230 | ✠Classed LR until 10/65 | AB | **1950–1** Wm. Doxford & Sons Ltd.—Sld<br>444′ 7″ 56′ 6″ 25′ 10¾″/27′ 7½″<br>420′ 1″ 56′ 2″ 38′ 1″<br>F40′ 1 dk & S dk<br>rf 4½″ | M OSD/CSD<br>4 Ho<br>G.583310 B.527480<br>6 Ha | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp<br>Wm. Doxford & Sons Ltd. | <br>882t<br>Sld<br>12¾k |
| 514446<br>SZYL<br>2613<br>Df Esd<br>Gc Rdr<br>RT | **ARCHONTISSA**<br>exHavtor-65<br>**Cia. Naviera del**<br>**Caribe S.A.**<br>Piræus Greek | **15961**<br>9573<br>24200 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN1295 | Dr 4yrs-8/65<br>EL I†2⅜″SQ | **1951–5** Kockums M/V A/B—Mmo<br>606′ 4″ 77′ 2″ 31′ 8½″<br>570′ 10″ 77′ 0″ 42′ 9″<br>P114′ F72′ 1 dk, 2nd dk clear of cargo tanks<br>20BH<br>WB444t | M Tanker Mchy.aft<br>24 Ta<br>L.1204110 HeCls. C | Oil 2SA 7Cy. 720×1200 mm<br>6475bhp MAN<br>Kockums M/V A/B<br>2AuxB 156℔ | <br>1501t–30pd<br>Mmo<br>14k |
| 502227<br>SXJO<br>73 | **ARCHONTOULA**<br>**Dim. M. Paxevanis & Co.**<br>Chania Greek | **101**<br>61<br>— | | HR | **1947** ......................Syros<br>87′ 11″ 25′ 6″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 4DA 6Cy.<br>160bhp Emade—fitted53<br>Motorenw. Mannheim | Mhm |
| 502228<br>DKFR<br>Df Esd<br>Gc Rdr<br>RTh | **ARCHSUM**<br>**Nordfriesische Reederei**<br>**G.m.b.H.**<br>Rendsburg W. German | **3007**<br>1622<br>4821<br>**4184**<br>3041<br>6401 | | GL | **1957** Werft Nobiskrug—Rendsburg<br>376′ 8″ 49′ 4″ 21′ 5″/25′ 3⅛″<br>341′ 6″ 49′ 3″ 31′ 4″<br>P75′ B30′ F43′ 1 dk & S dk<br>RW | D-E (6P) OSD/CSD Mchy.aft<br>3 Ho 51′, 92′, 70¾′<br>G.310506 B.280240 In.706<br>3 Ha (27½′, 54¼′, 54¼′×19¾′)<br>10W Der 1(50) 1(20) 10(3–5) | 2 Oil 4SA 8Cy. 360×450 mm 4400bhp<br>driving 5 gen. each 600kW 230V a.c.<br>connected to 5 elec. motors each<br>885shp & sc. shaft<br>NE66<br>Motorenw. Mannheim<br>3×160, 160, 65kW 230V d.c. | 465t<br>Mhm<br>14½k |
| 502229<br>THWV<br>Df Esd<br>RTm | **ARCOLE**<br>**Chevannes, Merceron,**<br>**Ballery**<br>Concarneau French | **159**<br>54<br>— | | BV | **1962** At. & Ch. de la Rochelle-Pallice—<br>LaR-P<br>98′ 0″ 22′ 2″<br>82′ 0″ 22′ 0″ 11′ 10″<br>RW | M Trawler<br>1 Ho 26¼′<br>3 Ha (stl) (3¼′, 3¼′×3¼′) (3¼′×3′)<br>Der 1(3) | Oil 4SA 6Cy. 220×320 mm<br>600bhp Sulzer<br>Cie. de Const. Méc.<br>1×20kW 110V d.c.<br>Directional propeller | 35t (d.o)<br>Lorient<br>11k |
| 502230<br>PCTB<br>Df Esd<br>Rdr<br>RTm/h | **ARCTIC**<br>**Rederij "Arctic"**<br>N.V. Scheepvaartkantoor<br>"Groningen"<br>Groningen Netherland | ~~**500**~~ T.Mk<br>~~286~~ 499<br>~~950~~ 269<br>1009<br>**1074**<br>728<br>**1552** | | BV | **1962** N.V. Noord Ned. Schps.—Gro<br>243′ 2″ 34′ 3″ ~~12′ 0″~~ 12′ 4″/15′ 6″<br>219′ 10″ 33′ 7½″<br>1 dk & S dk<br>rf nil | M Ref ~~OSD~~ Mchy.aft<br>2 Ho 67½′, 77¼′, 2 TwD 73¼′, 77¼′<br>B.62867<br>3 Ha (30′, 30′×16′) (30′×14¾′)<br>Der 4(3) | Oil 4SA 6Cy. 400×580 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz | <br>(d.o)<br>Kln<br>13k |
| 506111<br>GVKZ<br>186713<br>Df Esd<br>Rdr<br>RTm/h/v | **ARCTIC AVENGER**<br>exRoss Columbia-67<br>exCape Columbia-66<br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull British | **806**<br>298<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN252 | SS 7/68 ~~SS 7/64~~<br>EL a* | **1956–7** Cook, Welton & Gemmell Ltd.—<br>Bev<br>*188·6′* 32′ 10″<br>185′ 0″ 32′ 6″ 17′ 6″<br>F31′<br>R 6BH<br>rf 18″ BK8″ WB9t | S Trawler | T 3Cy. 16¾″ 28½″ & 47″×30″<br>1400ihp<br>C. D. Holmes & Co. Ltd<br>SB 225℔ Spt 230℔ hs4435 3cf | <br>(o.f)<br>Hul |
| 522081<br>GTLC<br>186678<br>Df Esd<br>Pfd Rdr<br>RT | **ARCTIC BRIGAND**<br>exMarbella-65<br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull British | **793**<br>279<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN238 | SS 5/67<br>EL (l)z | **1955–5** Cook, Welton & Gemmell Ltd.—<br>Bev<br>*190·2′* 32′ 5″<br>185′ 3″ 32′ 0″ 16′ 6″<br>Q103′ F32′<br>RW 5BH<br>rf 18″ BK8″ WB14t | S Trawler | T 3Cy. 16¾″ 28½″ & 47″×30″<br>C. D. Holmes & Co. Ltd.<br>SB 225℔ Spt hs4375 3cf | (o.f)<br>Hul |
| 502232<br>MAWR<br>181332<br>Df Esd<br>Rdr RT | **ARCTIC BUCCANEER**<br>exSt. Bartholomew-52<br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull British | **613**<br>232<br>— | **✠100A1**<br>trawler<br>**✠LMC** | SS 2/68 ~~SS 4/64~~<br>EL (j)x | **1948–5** A. Hall & Co. Ltd.—Abn<br>*180·1′* 30′ 2″<br>177′ 0″ 30′ 0″ 16′ 0″<br>Q93′ F30′<br>RW 5BH<br>BK8″ WB16t | S Trawler | T 3Cy. 15½″ 25″ & 42″×27″<br>1000ihp<br>A. Hall & Co. Ltd.<br>SB 225℔ Spt hs(3965) 3cf | <br>(o f)<br>Abn |
| 502233<br>GGHZ<br>301635<br>Df Esd<br>Gc Rdr | **ARCTIC CAVALIER**<br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull British | **764**<br>256<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN360 | SS 5/64<br>EL (b†)(l)1¼″SQ | **1960–5** Cook, Welton & Gemmell Ltd.—<br>Bev<br>*191·7′* 33′ 11″<br>187′ 2″ 33′ 6″ 16′ 9″<br>F35′<br>RW 4BH<br>rf 36″ BK8″ WB42t | M Trawler | Oil 4SA 6Cy. 19″×27″<br>1800bhp<br>Mirrlees, Bickerton & Day<br>db 180℔ | Stckpt |
| 502234<br>GHCB<br>301638<br>Df Esd<br>Gc Rdr<br>RT | **ARCTIC CORSAIR**<br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull British | **764**<br>256<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN360 | ~~SS 7/64~~<br>SS 10/68<br>EL (b†)(l)1¼″SQ | **1960–6** Cook, Welton & Gemmell Ltd.—<br>Bev<br>*191·7′* 33′ 11″<br>187′ 2″ 33′ 6″ 16′ 9″<br>F35′<br>RW 4BH<br>rf 36″ BK8″ WB42t | M Trawler | Oil 4SA 6Cy. 19″×27″<br>1800bhp<br>Mirrlees, Bickerton & Day<br>db 180℔ | Stckpt |
| 502235<br>GBZV<br>182403<br>Df Esd<br>Rdr | **ARCTIC CRUSADER**<br>exBoynton Wyke-59<br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull British | **676**<br>268<br>— | **✠100A1**<br>trawler<br>**✠LMC** | SS 11/65<br>EL (j)x | **1949–7** Cochrane & Sons Ltd.—Sel<br>*178·4′* 30′ 7″<br>175′ 0″ 30′ 6″ 16′ 0″<br>Q92′ F32′<br>4BH<br>BK8″ WB51t incl. DTsf46t | S Trawler | T 3Cy. 15″ 25″ & 42″×27″<br>1050ihp<br>Amos & Smith Ltd.<br>SB 225℔ Spt hs(3600) 3cf | (o.f)<br>Hul |

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|---|---|---|---|---|---|---|---|
| 502236<br>VCJJ<br>181806<br>Df Esd<br>RTm | **ARCTIC ENDEAVOUR**<br>exEndeavour-62 exPretext-56<br>exJohn Biscoe-56<br>~~A. M. C. Shaw~~<br>Halifax Canadian<br>**Mayhaven Shipping Ltd.** | 900<br>411<br>1275 | Classed LR until 7/56 | BV | 1944 American Car & Fdry. Corp.—Wmg<br>184' 6" 37' 0" 18' 0¾"<br>36' 10"<br>2 dks | Wood D-E Sealer & Survey Ship<br>Der 1(5) 1(2½) | 2 Oil 4SA each 6Cy. 12½"×1<br>1800bhp driving 2 gen. each 720kW<br>230V d.c. connected to elec. motor<br>1500shp (Sy) (d.c.)<br>Busch-Sulzer Bros. St. Louis<br>3×75, 75, 60kW 110V d.c. |
| 651450<br>GRLU<br>308527<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC FREEBOOTER**<br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull British | 1633<br>693<br>— | ✠100A1<br>stern trawler<br>✠LMC<br>MN476 | EL p 1$\frac{1}{16}$"SQ | 1966-2 Goole S.B. & R. Co. Ltd.—Goo<br>*222-4'* 41' 5"<br>212' 0" 41' 0" 26' 0"<br>B42' 2 dks<br>Coll BH to U dk 4 to 2nd dk<br>rf 43" BoxK16" WB77t | M Stern Trawler | Oil 4SA 6Cy. 19"×27"<br>2380bhp<br>Mirrlees National Ltd. Stockp<br>db 60lb<br>Controllable pitch propeller |
| 540093<br>GNYY<br>185114<br>Df Esd<br>Pfd Rdr<br>RT | **ARCTIC GALLIARD**<br>exKirkella-63<br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull British | 790<br>286<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN239 | ~~SS 7/66~~<br>SS 11/67<br>EL (k)z | 1952-4 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*190-2'* 32' 1"<br>185' 3" 32' 0" 16' 6"<br>Q103' F32'<br>RW 5BH<br>BK8" WB14t | S Trawler<br>1W | T 3Cy. 16½" 28½" & 47"×30"<br>1325ihp 317t (c.)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 225lb Spt hs(4375) 3cf |
| 502239<br>GTDX<br>180477<br>Df Esd | **ARCTIC HUNTER**<br>exAuburn Wyke-59<br>exCape Trafalgar-55<br>exSt. Mark-47<br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull British | 579<br>216<br>— | ~~✠100A1~~<br>~~trawler~~<br>~~✠LMC~~<br>**BROKEN UP** | ~~SS 10/60~~<br>~~EL (j)x~~ | 1946-3 Cochrane & Sons Ltd.—Sel<br>*177-6'* 30' 2"<br>175' 0" 30' 0" 16' 0"<br>Q92' F29'<br>4BH<br>BK8" WB33t | S Trawler<br>In.14600 | T 3Cy. 15" 25" & 42"×27"<br>1075ihp 250t (c.)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 225lb Spt hs(3590) 3cf |
| 502241<br>WE3102<br>263888<br>Df Pfd<br>Rdr RT | **ARCTIC MAID**<br>exMastic exGinkgo<br>**Peter Pan Caribe Inc.**<br>Seattle United States | 960<br>541<br>— | | | 1944 Everett-Pacific S.B. & D.D. Co.—<br>Everett<br>186' 0" 37' 0" 17' 0"<br>36' 10" | Wood D-E<br>2 Ho<br>2 Ha | Oil 1800bhp connected to elec. motor |
| 504672<br>GMWU<br>305939<br>Df Esd<br>Gc Rdr<br>RT | **ARCTIC OCEAN**<br>exBlue Master-64<br>**Tat On Shipping &**<br>**Enterprises Co. Ltd.**<br>Yick Fung Shipping &<br>Enterprises Co. Ltd.<br>London British | 6192<br>3383<br>—<br>8791<br>5046<br>— | | NV | 1956 Deutsche Werft A.G.—Ham<br>480' 0" 61' 9" 26' 8½"<br>441' 8" 61' 6" 39' 6"<br>1 dk & S dk<br>RW | M OSD/CSD<br>G.670000 B.580000<br>16W Der 1(30) 2(10) 14(5) | Oil 2SA 8Cy. 700×1200 mm<br>Masch. Augsburg-Nürnberg |
| 534020<br>GTDJ<br>180475<br>Df Esd<br>Rdr<br>RTm/h/v | **ARCTIC OUTLAW**<br>exRoss Arcturus-67<br>exStella Arcturus-66<br>exSt. Bartholomew-46<br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull British | 579<br>216<br>— | ~~✠100A1~~<br>~~trawler~~<br>~~✠LMC~~<br>**TO BE BROKEN UP** | ~~SS 2/66~~<br>~~EL (j)x~~ | 1946-3 Cochrane & Sons Ltd.—Sel<br>*177-6'* 30' 2"<br>175' 0" 30' 0" 16' 0"<br>Q92' F29'<br>4BH<br>BK8" WB44t | S Trawler | T 3Cy. 15" 25" & 42"×27"<br>1000ihp 265t (c.)<br>Amos & Smith Ltd. Hu<br>SB 225lb Spt hs(3590) 3cf<br>1×15kW 110V d.c. |
| 660422<br>LEWP<br>Df Esd<br>Gc Rdr<br>RT | **ARCTIC PROPANE**<br>**Kommandittselskapet**<br>**Bulkship A/S & Co.**<br>Odd Berg<br>Tromsö Norwegian | 2845<br>1386<br>3045 | | NV | 1966 Moss Værft & Dokk A/S—Moss<br>297' 1" 46' 1" 19' 9½"<br>272' 4" 45' 11" 23' 0"<br>1 dk | M Liquefied Gas Carrier Mchy.aft<br>L.105944 | Oil 2SA 6Cy. 360×600 mm<br>1560bhp 170t (hf)<br>Sulzer Bros. Ltd. Wi<br>3×175kW 440V a.c. |
| 502243<br>GWWN<br>300375<br>Df Esd<br>Gc Rdr<br>RT | **ARCTIC RANGER**<br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull British | 867<br>316<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN281 | SS 1/66<br>EL (l)a*1¼"SQ | 1957-10 Cook, Welton & Gemmell—Bev<br>*192-4'* 32' 11"<br>188' 0" 32' 6" 17' 6"<br>F36'<br>RW 5BH<br>rf 18" BK8" WB51t | S Trawler | T 3Cy. 16½" 26½" & 43"×30" & LP turb<br>with dr gearing & hydraulic coupling<br>1405ihp 310t (c.)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 225lb Spt 600° F. 230lb hs3955<br>3cf |
| 502245<br>5LYH<br>1351<br>Df Esd<br>Gc Rdr | **ARCTIC SEA**<br>**Argo Tankers Inc.**<br>Monrovia Liberian | 25464<br>16606<br>39059 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3300 | SS 6/64<br>EL s†3"SQ | 1959-2 Kawasaki Dkyd Co. Ltd.—Kob<br>710' 0" 92' 11" 36' 8½"<br>672' 7" 92' 6½" 48' 7"<br>P135' B39' F81' 1 dk<br>17BH<br>rf 6" WB702t | S Tanker Mchy.aft<br>33 Ta<br>L.1939000 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>16500shp 5400t (o.f.)<br>Kawasaki Dkyd Co. Ltd. Ko<br>2WTB 690lb Spt 850° F. 635lb hs<br>sg 125lb |
| 670696<br>502791 | **ARCTIC TIDE**<br>**Tidewater Undertakings Inc.**<br>New Orleans United States | 194<br>131<br>— | | | 1966 American Marine Corp.—N.Os<br>155' 0" 36' 2" 10' 4½"<br>146 2" 36' 0" 12' 6"<br>1 dk | TM Supply Ship Mchy.aft | 2 Oil 4SA each 12Cy. 6½"×8"<br>1530bhp<br>Caterpillar Tractor Co. Peori |
| 502248<br>GHSX<br>301677<br>Df Esd<br>Gc Rdr<br>RT | **ARCTIC VANDAL**<br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull British | 594<br>202<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN280 | SS 2/66<br>EL (j)v | 1961-11 Cook, Welton & Gemmell Ltd.<br>—Bev<br>*166-5'* 30' 5"<br>163' 7" 30' 0" 16' 3"<br>F28'<br>RW 4BH<br>rf 30" BK8" WB62t | M Trawler | Oil 4SA 8Cy. 15"×20"<br>1400bhp<br>Mirrlees, Bickerton & Day Stockp<br>db 100lb |

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| 502249<br>GMFZ<br>185086<br>Df Esd<br>Rdr RT | **ARCTIC WARRIOR**<br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull British | **712**<br>256<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN234 | SS 7/67<br>EL (k)y | **1951–6** Cochrane & Sons Ltd.—Sel<br>*181·3′* 31′ 1″<br>178′ 0″ 31′ 0″ 16′ 3″<br>Q94′ F35′<br>RW 6BH<br>BK8″ WB23t | S Trawler | T 3Cy. 16″ 27½″ & 45″×30″<br>1110ihp (o.f)<br>Amos & Smith Ltd. Hul<br>SB 225lb Spt hs(4050) 3cf |
| 642223<br>CGGB<br>322275<br>Df Esd<br>Gc Pfd<br>Rdr | **ARCTICA**<br>**Government of Canada**<br>**(Minister of Fisheries)**<br>St. John's, Nfl Canadian | **702**<br>278<br>— | | | **1964** Davie S.B. Ltd.—Lauzon<br>165′ 10″ 32′ 6″ 11′ 7¼″<br>150′ 0″ 31′ 9″ 15′ 6″<br>1 dk | M Supply Ship Mchy.aft | 2 Oil 2SA each 4Cy. 8½″×10″ geared to sc. shaft<br>1280bhp<br>Canadian Locomotive Co. Ltd. Kin<br>Controllable pitch propeller |
| 502251<br>UPOR<br>M-11647<br>Df Esd | **ARCTIKA**<br>**U.S.S.R.**<br>Archangel Russian | **2920**<br>1563<br>4035 | | | **1936** Furness S.B. Co. Ltd.—Haverton Hill<br>337′ 11″ 48′ 0″ 19′ 6½″<br>47′ 10″ 22′ 11″<br>1 dk<br>R | S<br>4 Ho<br>G.187733<br>4 Ha (each 32¾′×19¾′)<br>9W Der 1(15) 8(5) | T 3Cy. 20″ 33″ & 57″×42″<br>N.E. Mar. Eng. Co. Ltd. Nwc<br>11k |
| 502252<br>ELJJ<br>339<br>Df Esd<br>Gc Rdr<br>RT | **ARCTURUS**<br>**Bootes S.A.**<br>Monrovia Liberian<br>Now **PERMINA SAMUDRA III** See New Entries No. **5** | **18743**<br>12892<br>28238 | | AB | **1953** Howaldtswerke A.G.—Ham<br>641′ 4″ 84′ 3″ 33′ 6⅞″<br>598′ 1″ 84′ 0″ 44′ 0″<br>P120′ B37′ F77′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. shaft<br>12000shp 2144t (o.f)<br>Howaldtswerke A.G. Ham<br>15¾k |
| 502253<br>IKEB<br>689<br>Df Esd<br>Rdr | **ARCTURUS**<br>**Cia. Siciliana Trasporti Marittimi (SI.TRA.MAR.)**<br>Palermo Italian | **1592**<br>846<br>3094 | | **Rl** ~~GL~~ | **1952** A.G. "Weser" Werk Seebeck—Bhn<br>307′ 0″ 42′ 11″ 17′ 9″<br>285′ 1″ 42′ 9″ 25′ 9″<br>B37′ F72′ 1 dk & S dk<br>RW | M OSD<br>3 Ho<br>G.204149 B.189022<br>3 Ha<br>10W Der 1(30) 10(3–5) | 2 Oil 4SA each 7Cy. 400×600 mm geared to sc. shaft<br>1780bhp 264t<br>Masch. Augsburg-Nürnberg Aug<br>12k |
| 510268<br>LZEM<br>Df Esd<br>Gc Rdr<br>RT | **ARCTURUS**<br>exElse Nielsen–63<br>**Navigation Maritime Bulgare**<br>Bourgas Bulgarian | **1565**<br>794<br>2550 | **BS✱**<br>Ice Class C<br>**MBS✱**<br>MN350 | SS 1/66<br>CT2159 C28 | **1951–3** Svendborg Skibs.—Svb<br>285′ 8″ 40′ 7″ 18′ 2″<br>263′ 0″ 40′ 6″ 25′ 11″<br>2 dks<br>RW 4BH<br>WB457t | S<br>G.162000 B.144000 | C 3Cy. (2) 15¾″ & 39⅜″×37⅜″ & LP turb sr gearing & chain drive<br>1750ihp 344t (o.f)<br>Helsingörs Skibs. & Msk. Hsg<br>2 SB 220lb Spt hs(5856) 6cf 12½k |
| 502254<br>OGBM<br>1245<br>Df Esd<br>Gc Rdr<br>RT | **ARCTURUS**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish<br>For later particulars see New Entries No. **10** | T.Mk<br>**1471**<br>699<br>2404<br>**2268**<br>1189<br>3158 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>MN480 | SS 6/64<br>EL s 1 1/16″SQ | **1960–8** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>294′ 10″ 43′ 1″ 17′ 9¾″/20′ 8¼″<br>264′ 10″ 43′ 0″ 24′ 7″<br>F37′ RAD65′ 2 dks<br>4BH<br>rf 4″ WB450t | M Mchy.aft<br>G.152130 B.142175<br>4W Cr 2 Der 1(20) 4(5) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer 200t<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>13½k |
| 651694<br>Df Esd<br>Rdr<br>RTv | **ARCTURUS**<br>**Brazilian Government (Comissão de Marinha Mercante)**<br>Rio de Janeiro Brazilian<br>Now **CELINA** (No. 651694) in the Register | **1308**<br>607<br>2165<br>**1996**<br>1361<br>2992 | | | **1965** Estaleiro So—Porto Alegre<br>259′ 6″ 41′ 2″ 16′ 3⅜″/19′ 4¼″<br>241′ 1″ 41′ 0″ 24′ 6″<br>1 dk & S dk<br>RW<br>rf 33½″ | M OSD/CSD Mchy.aft<br>2 Ho 59′, 58½′<br>Cr 4(3) Der 4(3) | Oil 2SA 7Cy. 360×600 mm<br>1680bhp (d.o)<br>Sulzer Bros. Ltd. Win<br>3×125kW 450V 60c/s a.c. |
| 502255<br>DAVB<br>2337<br>Df Esd<br>Gc Rdr<br>RT | **ARCTURUS**<br>**Deutsche Seereederei**<br>Rostock E. German | **617**<br>230<br>840 | | DSRK | **1959** Peene-Werft—Wolgast<br>194′ 6″ 32′ 3″ 12′ 0″<br>32′ 1″ 19′ 0″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 94′<br>G.54738 B.51518<br>2W Der 1(3) | Oil 4SA 8Cy. 320×480 mm<br>550bhp 36t<br>Schwermasch. Karl Liebknecht Mgd<br>10k |
| 672393<br>DEJI<br>Df Esd<br>Rdr RT | **ARCTURUS**<br>**Argo-Reederei Richard Adler & Söhne**<br>Bremen W. German | **499**<br>279<br>1120 | | GL | **1967** Büsumer Werft-G.m.b.H.—Büsum<br>250′ 8″ 43′ 3″ 13′ 10″<br>223′ 1″ 42′ 7½″ 32′ 7″<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 16Cy. 220×300 mm<br>2200bhp<br>Masch. Augsburg-Nürnberg Aug |
| 502256<br>DCRY<br>Df Esd<br>RT | **ARCTURUS**<br>**G. Kleindl**<br>Schulte & Bruns<br>Leer W. German | **499**<br>249<br>780 | | BV | **1952** Scheeps. v.d. Werf—Deest<br>175′ 5″ 28′ 0″ 11′ 5¾″<br>27′ 10″<br>P39′ F24′ 1 dk | M Mchy.aft<br>G.35100 B.32000<br>2 Ha (each 39′×15½′)<br>Der 2(2) | Oil 4SA 6Cy. 305×460 mm<br>390bhp 40t<br>Motorenf. "De Industrie" Alp<br>9½k |
| 525601<br>187<br>RTh | **ARCTURUS**<br>exNorfolk Whaler–66<br>**Administration of the Territory of Papua & New Guinea**<br>Rabaul | **235**<br>104<br>— | | | **1954** E. Wright & Sons—Tuncurry<br>*119·9′* 22′ 7″<br>… … …<br>1 dk<br>conv whaler 66 | Wood TM Training Ship<br>1 Ho 82′<br>1 Ha (5¼′×4¼′)<br>Der 2(2) | 2 Oil 2SA each 6Cy. 5″×5½″<br>440bhp NE56 54t (d.o)<br>General Motors Corp. Det<br>2×8kW 415V 50c/s a.c. |
| 660762<br>WA2510<br>252001<br>Df Esd<br>Gc<br>RTm | **ARCTURUS**<br>**Twenty Grand Marine Service Inc.**<br>Morgan City United States | **192**<br>81<br>— | | | **1947** Higgins Inc.—N.Os<br>*100·5′* 25′ 1″<br>98′ 0″ 25′ 0″ 12′ 2″ | M Tug | 2 Oil 2SA each 6Cy. 4¼″×5″<br>1200bhp (d.o)<br>General Motors Corp.<br>2×30kW 110/220V 60c/s a.c. |

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| 502258<br>LZFB<br>83<br>Df Esd<br>Gc Rdr | **ARDA**<br>exKurdistan-61<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | *8322*<br>*4820*<br>12282 | <br><br>✠Classed LR until 7/64 | 1950-2 Harland & Wolff Ltd.—Bel<br>487' 5" 59' 6" 27' 5¾"<br>460' 11" 59' 0" 34' 10"<br>P92' B40' F49' 1 dk, 2nd dk clear of cargo tanks<br>RW | M Tanker Mchy.aft<br>24 Ta<br>L.601649 | Oil 4SA 6Cy. 740×1500 mm<br>3200bhp B&W<br>Harland & Wolff Ltd. |
| 502259<br>TCRG<br>586<br>Df Esd | **ARDAHAN**<br>exRoland T. Delano-47<br>Launched as Northern Archer<br>**D.B. Deniz Nakliyati T.A.S.**<br>Istanbul Turkish | 1871<br>991<br>2727 | <br><br>AB | 1945 McCloskey & Co.—Tampa<br>258' 9" 42' 1" 18' 10"<br>250' 0" 42' 0" 20' 5"<br>P22' B53' F22' 1 dk<br>RW<br>rf 2½" | S<br>4 Ho 45', 51½', 40½', 40½'<br>G.123819 B.117245<br>4 Ha (29½'×20½') (32', 24½'×20½') (24½'×20½')<br>7W Cr 8(3) | C 6Cy. (3) 20" & (3) 44"×27"<br>1300ihp<br>Ajax Uniflow Co.<br>2×50kW 115V d.c. |
| 502260<br>LDII | **ÅRDALSFJORD**<br>exDuen II-53 exFreden<br>exHindenburg<br>**A/S Jösenfjord Rutelag**<br>Stavanger Norwegian | 267<br>128<br>— | | 1914 Union Giesserei—Köningsberg<br>*130·2'* 21' 6"<br>21' 4"<br>1 dk<br>R len 53 | M | 2 Oil 4SA each 6Cy. 240×305 mm geared to sc. shaft<br>800bhp Emade43refitted53<br>Davey, Paxman & Co. Ltd. |
| 661741<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARDATOV**<br><br>**U.S.S.R.**<br>Russian | 3359<br>1560<br>4400 | | 1966 Rauma-Repola O/Y—Rauma<br>344' 10" 48' 1" 20' 5"<br>318' 0" 48' 6" 23' 0"<br>1 dk | M Tanker | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W |
| 516307<br>DLWI<br><br>Df Esd<br>Pfd Rdr<br>RTm | **ARDEA**<br>exIris Clausen-65<br>**Cimbria Reederei A.G.**<br>Flensburg W. German | 299<br>127<br>357 | <br><br>BV | 1959 Titovo Brodogradiliste—Kraljevica<br>156' 7" 28' 9" 10' 6¾"<br>139' 8" 28' 0"<br>B38' 2 dks | M Cattle Carrier Mchy.aft<br>1 Ho 84¾'<br>G.40000 B.38000<br>2 Ha (each 27'×12')<br>1W Der 1(2) | Oil 2SA 4Cy. 290×490 mm<br>400bhp<br>Alpha-Diesel A/S<br>2×45kW 220V d.c.<br>Controllable pitch propeller |
| 502264<br>PCTD<br><br>Df Esd<br>Rdr<br>RTm/h | **ARDEAS**<br><br>**Nieuwe Kustvaart Maats. N.V.**<br>Koninkl. Nederl. Stoomb. Maats. N.V.<br>Amsterdam Netherland | T.Mk 496<br>219 ~~227~~<br>915 | ✠100A1 SS 5/64<br><br>✠LMC<br><br>MN150 EL I ptSQ | 1954-4 E. J. Smit & Zoon Scheeps.—Westerbroek<br>212' 9" 32' 6" 12' 1½"<br>195' 10" 32' 2" 19' 0"<br>Ba37' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil WB243t | M OSD Mchy.aft<br>2 Ho 49', 74½'<br>B.61520<br>2 Ha (26½', 40'×13')<br>6W Der 2(6) 4(3) | Oil 4SA 6Cy. 390×680 mm<br>750bhp ✠NE7/59<br>N.V. Werkspoor<br>3×25kW 110V d.c. |
| 535244<br>SWEY<br>2902<br>Df Esd<br>Gc Rdr<br>RTv | **ARDEN**<br>exTano River-66<br>exHadar-59 exGeorge-50<br>**Arden Cia. Nav. S.A.**<br>Pateras Bros. Ltd.<br>~~Piraeus~~ ~~Greek~~<br>Panama Panamanian<br>Now **ACHAIKA HOPE** See New Entries No. 11 | 2574<br>1216<br>3440 | ✠100A1 SS 2/67 ~~SS 7/62~~<br>with freeboard<br>✠LMC<br><br>EL μ 1 11/16"SQ | 1949-7 Short Bros. Ltd.—Sld<br>330' 6" 46' 11" 19' 1"<br>310' 7" 46' 9" 27' 11"<br>P23' F26' 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>WB917t incl. Tunnel tanks 127t | S OSD<br>3 Ho 43', 90', 38'<br>G.233000 B.215000<br>5 Ha (each 25'×20')<br>Der 1(15) 2(7) 2(6½) 6(5) | T 3Cy. 21½" 34" & 62"×39"<br>2000ihp<br>George Clark (1938) Ltd.<br>2 SB 220lb Spt ~~hs(6098)~~ 6cf (hs5304) |
| 540549<br>MHGR<br>302493<br>Df Esd<br>Pfd Rdr | **ARDENLEA**<br>exJarlshof-66<br>**Craig Stores (Aberdeen) Ltd.**<br>Aberdeen British | 206<br>71<br>— | ✠100A1 SS 10/68<br>trawler<br>✠LMC<br><br>MN132 EL (c) ǀ | 1963-12 Livingston & Co.—Pet<br>*106·5'* 23' 4"<br>103' 5" 23' 0" 12' 0"<br>Q52' F19'<br>RW 4BH<br>rf 45" BK6" WB5t | M Trawler | Oil 4SA 8Cy. 8¾"×11½" sr geared<br>660bhp<br>Lister Blackstone Mar. Ltd.<br>Controllable pitch propeller |
| 502271<br>ZCWD<br>180349<br>Df Esd<br>Rdr | **ARDFINNAN**<br>exValldemosa-61<br>exSheaf Mount-57<br>exEmpire Fancy-47<br>**Court Harwell Shipping Co. Ltd.**<br>Gibraltar British<br>Now **COURT HARWELL** See New Entries No. 3 | 7133<br>4329<br>10040 | ✠100A1 SS 5/66<br>with fbd DTm—oil FP above 150° F.<br>✠LMC<br>MN500 EL a†2"SQ | 1945-1 Burntisland S.B. Co. Ltd.—Bnt<br>443' 1" 57' 0" 27' 4½"<br>412' 6" 56' 7" 37' 9"<br>F41' 2 dks<br>RW 5 divisional WTBH in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 3½" WB3464t incl. Tunnel tank 327t DTm 1235t | M CSD<br>5 Ho 61', 93', 30', 64', 66'<br>G.546865 B.497503<br>6 Ha (31', 44½', 17', 14½', 32', 32'×22')<br>11W Der 5(10) 5(5) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120lb<br>3×35, 15, 15kW 40V d.c. |
| 642229<br>GPBU<br>306955<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ARDGARVEL**<br><br>**P. MacCallum & Sons Ltd.**<br>Greenock British | 1121<br>486<br>1385 | ✠100A1 SS 12/68<br>Ice Class 3<br>✠LMC<br><br>MN220 EL m | 1965-1 James Lamont & Co. Ltd.—P.Gl<br>223' 0" 35' 5" 14' 2½"<br>207' 0" 35' 0" 14' 6"<br>P59' Q127' F24' 1 dk<br>RW NS 4BH<br>rf 3" WB370t | M Mchy.aft<br>2 Ho 51½', 67'<br>G.64110 B.62020<br>2 Ha (stl) (37', 43½'×22')<br>4W Der 6(5) | Oil 2SA 4Cy. 340×570 mm<br>1100bhp<br>British Polar Engines Ltd.<br>3×50, 50, 25kW 220V d.c. |
| 502274<br>GQMS<br>185762<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ARDGLEN**<br><br>**P. MacCallum & Sons Ltd.**<br>Greenock British | 1044<br>496<br>1338 | ✠100A1 SS 3/65<br><br>✠LMC<br><br>MN192 EL m | 1953-3 James Lamont & Co. Ltd.—P.Gl<br>221' 5" 34' 4" 13' 9½"<br>207' 0" 34' 0" 14' 3"<br>P54' Q116' B14' F28' 1 dk<br>RW NS 3BH<br>rf 3" WB377t incl. DT163t | M Mchy.aft<br>2 Ho 58½', 65½'<br>G.64035 B.62060<br>2 Ha (stl) (37', 44'×22')<br>3W Der 2(3) 1(2) | Oil 2SA 6Cy. 340×570 mm<br>960bhp<br>British Polar Engines Ltd.<br>3×60, 15, 15kW 220V d.c. |
| 502276<br>IKEF<br>37<br>Df Gc<br>Rdr RT | **ARDIMENTOSO**<br>exGloria-54 exATR 7-48<br>**Fratelli Barretta fu Domenico**<br>Brindisi Italian | 622<br>161<br>— | RI<br><br>✠Classed LR until 11/51 | 1944 Frank L. Sample, Jr. Inc.—Boothbay<br>164' 3" 35' 6"<br>154' 9" 33' 4" 18' 11"<br>F18' | Wood S Salvage Tug<br>1 Ho | T 4Cy. 16" 26" & (2) 32"×24"<br>1600ihp<br>Fulton Irn Wks |

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| 502277<br>MDJP<br>184351<br>Esd Pfd<br>Rdr<br>RTm/v | **ARDINGLY**<br>**Stephenson Clarke Shipping**<br>~~**Stephenson Clarke Ltd.**~~ **Ltd.**<br>British<br>London | **1473**<br>707<br>1930 | **✠100A1**<br>**✠LMC**<br>MN185 | SS 6/68 ~~SS 6/63~~<br>EL p | **1951–1** S. P. Austin & Son Ltd.—Sld<br>253′ 5″ 36′ 6″ 15′ 8½″<br>240′ 4″ 36′ 4″ 16′ 7″<br>PonQ61′ Q165′ F25′ 1 dk<br>R NS 5BH<br>rf nil WB731t incl. DTm 135t | M Mchy.aft<br>3 Ho 58½′, 45′, 42¾′<br>G.92650<br>3 Ha (stl) (40½′×20′) (30½′, 30½′×23′)<br>1W | Oil 2SA 7Cy. 360×600 mm<br>925bhp Sulzer<br>George Clark (1938) Ltd.<br>2×35kW 220V d.c. | 45t (d.o)<br>Sld<br>10½k |
| 502278<br>PCTL<br>Df Esd<br>Rdr<br>RTm | **ARDITO**<br>**P. L. Onnes**<br>Firma J. J. Onnes<br>Groningen Netherland | **500**<br>283<br>744 | | BV | **1958** Van der Werff's Schps.—<br>Westerbroek<br>174′ 6″ 28′ 6″ 11′ 5¾″<br>158′ 5″ 28′ 2½″<br>1 dk<br>R | M Mchy.aft<br>1 Ho 101′<br>G.36200 B.34800<br>2 Ha (each 36′×16½′)<br>Der 2(3) | Oil 4SA 8Cy. 290×450 mm<br>500bhp<br>Appingedammer Brons.<br>2×6kW 110V d.c. | 11t (d.o)<br>Apg<br>11k |
| 542623<br>ZCWH<br>316357<br>Df Esd<br>Gc Rdr<br>RT | **ARDROSSMORE**<br>exIrish Elm–63<br>**Mullion & Co. Ltd.**<br>Gibraltar British<br>Now **MEADOW COURT** See New Entries No. 4 | **5820**<br>3148<br>8920 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN549 | SS 4/62<br>EL a†2″SQ | **1953–12** W. Gray & Co. Ltd.—Hpl<br>435′ 10″ 58′ 2″ 25′ 11¼″<br>410′ 0″ 58′ 0″ 37′ 8″<br>F37′ 1 dk & S sk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2696t incl. Tunnel tanks 314t DTm975t | S (4P) Ref OSD<br>5 Ho 58′, 68′, 40′, 50′, 50′<br>G.495905 B.483340 In.22975<br>5 Ha (29¼′, 35′×23′) (30′×18′)<br>(35′, 35′×23′)<br>11W Der 1(20) 2(8) 8(5) 2(3) | T 3Cy. 22″ 37″ & 65″×48″ & LP turb with dr gearing & hydraulic coupling<br>3050ihp<br>Cen. Mar. Eng. Wks<br>3 SB 250℔ Spt hs(11058) 9cf<br>4×35kW 220V d.c. | 1220t (o.f)<br>Hpl<br>12k |
| 502282<br>ZCWG<br>169448<br>Df Esd<br>Rdr | **ARDROWAN**<br>exMoraybank–52<br>**Tetrarch Shipping Co. Ltd.**<br>Gibraltar British<br>Now **TETRARCH** See New Entries No. 5 | **7300**<br>4338<br>10269 | **✠100A1**<br>with fbd DTm—oil FP above 150° F. or veg. oil<br>**✠LMC** | SS 9/66<br>EL a† | **1945–8** Wm. Doxford & Sons Ltd.—Sld<br>442′ 11″ 56′ 6″ 27′ 4¾″<br>420′ 10″ 56′ 3″ 38′ 1″<br>2 dks<br>4 divisional WTBH in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 4½″ WB2685t incl. DTm1205t | M CSD<br>4 Ho 62¾′, 98¾′ comb., 28¾′ DT, 63′, 70¼′<br>G.550880 B.501960<br>5 Ha (each 31½′×22′)<br>10W Der 1(50) 5(10) 5(5) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp<br>Wm Doxford & Sons Ltd.<br>2AuxB 120℔<br>4×25, 25, 14¾, 14¾kW 110V d.c. | 837t (d.o)<br>Sld<br>12k |
| 502284<br>GPJJ<br>180905 | **ARDUITY**<br>exEmpire Tedson–46<br>**F. T. Everard & Sons Ltd.**<br>London British | **1159**<br>526<br>— | **BS✻**<br>oil tanker<br>**MBS✻**<br>MN128 | SS 11/66<br>C22 | **1946–7** Grangemouth Dkyd Co. Ltd.—<br>Gmh<br>*233·9′* 34′ 1″ 13′ 0″<br>34′ 0″ 14′ 9″<br>P58′ Q58′ F21′ 1 dk<br>10BH<br>WB108t incl. DT54t | M Tanker Mchy.aft<br>HeCls.C<br>len 56 | Oil 2SA 4Cy. 340×570 mm<br>640bhp<br>British Polar Engines Ltd.<br>2AuxB 180℔ | 115t<br>Gls<br>10½k |
| 502285<br>166717<br>Df Esd<br>Pfd<br>RTm | **ARDUOUS**<br>exEta–57<br>**Putford Enterprises Ltd.**<br>Lowestoft British | **116**<br>49<br>— | | | **1944** Richards Irn Wks Ltd.—Lwt<br>*92·5′* 22′ 4″ 10′ 6″<br>… … … | Wood M Fishing | Oil 6Cy. 10¼″×14½″<br>360bhp NE58<br>Ruston & Hornsby<br>2×7½k W 220V d.c. | (d.o)<br>Lcn |
| 539393<br>DALW<br>Df Esd<br>RTm | **ARE FRIESECKE**<br>exXerxes–63<br>**Adalbert Friesecke**<br>Hamburg W. German | **500**<br>296<br>1150 | | GL | **1959** Jos. L. Meyer—Papenburg<br>175′ 6″ 32′ 4″ 12′ 1¾″<br>159′ 1″ 32′ 2″ 12′ 6″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 106¼′<br>G.40455 B.35963<br>3 Ha (27½′, 34′, 34′×18¾′)<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz<br>3×220V | 51t (d.o)<br>Kln<br>10¾k |
| 502286<br>EDXH<br>Esd RT | **AREA MILLA**<br>**J. Santodomingo & Hijos S.L.**<br>Vigo Spanish | **167**<br>87<br>— | | | **1962** Ast. Santodomingo—Vgo<br>99′ 3″ 21′ 4″<br>90′ 3″ 21′ 3½″ 12′ 7″<br>RW | M Trawler | Oil 4SA 6Cy. 220×280 mm<br>310bhp Emade57fitted62<br>Klöckner-Humboldt-Deutz | 52t (d.o)<br>Kln<br>10k |
| 502288 | **AREDELTA I**<br>exRicardo y Enrique–58<br>exTalcahuano<br>**Aredelta S.r.l.**<br>Buenos Aires Argentine | **361**<br>154<br>— | | | **1920** Lobnitz & Co. Ltd.—Rnf<br>*151·0′* 32′ 10″<br>… … …<br>R conv dredger — | S | C 2Cy. 13″ & 26″×18″<br>Lobnitz & Co. Ltd. | Rnf |
| 502289<br>PUJE<br>Df Esd<br>Pfd Rdr | **AREIA BRANCA**<br>exUlla Danielsen–58<br>**Servicos de Nav. da Amazonia e de Administraçao do Porto do Para**<br>Para Brazilian | **500**<br>269<br>744 | | | **1956** Zaalandsche Schps. Maats.—<br>Zaandam<br>173′ 10″ 28′ 5″ 11′ 0″<br>158′ 5″ 28′ 4″ 14′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 290×420 mm<br>Masch. Kiel A.G. | Kel |
| 502290<br>TILN<br>158625<br>Df RT | **ARENAL**<br>exLaida–61 exPictou County–45<br>exFritzöe–35<br>**Cia. de Moto Navea de Costa Rica**<br>Puerto Limon Costa Rican | *707*<br>*445*<br>1000 | | | **1920** Nes M/V A/S—Tbg<br>*179·8′* 29′ 8″ 12′ 8″<br>179′ 0″ 29′ 6″ 14′ 0″<br>P53′ F27′ 1 dk<br>R | M Mchy.aft<br>G.44000 B.42000 | Oil 4SA 6Cy. 480×750 mm<br>Burmeister & Wain | 65t<br>Cpn |
| 502292<br>DCKX<br>Df Esd<br>Gc Rdr<br>RT | **ARENBERG**<br>**Rheinische Stahlwerke Essen**<br>Seereederei "Frigga" A.G.<br>Emden W. German<br>Now **JAGAT PADMINI** See New Entries No. 12 | **12318**<br>6276<br>16600 | | GL | **1958** Rheinstahl Nordseewerke—Emd<br>528′ 1″ 66′ 7″ 30′ 9$\tfrac{7}{16}$″<br>498′ 8″ 66′ 3″ 41′ 10″<br>P169′ F105′ 1 dk | M Mchy.aft<br>G.790873 B.732744<br>9 Ha | Oil 2SA 6Cy. 780×1400 mm<br>5400bhp<br>Masch. Augsburg-Nürnberg | 770t<br>Aug<br>13¾k |
| 662086<br>DALV<br>Esd Rdr<br>RTm | **AREND** T.Mk<br>**Vega-Reederei Friedrich Dauber**<br>Hamburg W. German | **424**<br>266<br>1038 | | GL | **1966** J. J. Sietas Schiffsw.—Ham<br>200′ 8″ 12′ 9″<br>180′ 5″ 34′ 5½″ 20′ 0″<br>P44′ B36′ F26′ 1 dk & S dk | M ~~OSD~~ Mchy.aft<br>1 Ho 126¼′<br>G.75800 B.70500<br>2 Ha (stl) (each 48¾′×24½′) | Oil 4SA 6Cy. 320×450 mm<br>400bhp<br>Atlas-Mak Masch.<br>3×8kW 110V a.c. | 30t (d.o)<br>Kel<br>11½k |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 506000 | **ARENDAL** | 1962 | | BV | 1946-8 Burntisland S.B. Co. Ltd.—Bnt | S CSD | T 3Cy. 20½" 34" & 57"×42" |
| 5MWN | exCandida-64 | 1025 | | | 308' 0" 43' 2" 19' 3" | | |
| 1983 | exJef de Smedt-51 | 3035 | ✠Classed LR until 4/64 | | 290' 6" 43' 0" | G.210350 B.191510 | D. Rowan & Co. Ltd. |
| Df Esd | exMerganser-50 | | | | F63' 2 dks | | |
| | **Eurafrican Transport Corp.** | | | | | 8W Cr 2 Der 1(20) 8 (5) | |
| | Monrovia Liberian | | | | rf 6" | | |
| | Now **GEMMA** See New Entries No. 1 | | | | | | |
| 502293 | **ARENDAL** | 678 | | | 1957 A/S Pusnæs M/V—Arendal | M (250P) OSD/CSD Mchy.aft | Oil 4SA 8Cy. 400×600 mm |
| JWNB | | 311 | | | 207' 10" 36' 2" 12' 4¼"/15' 3¾" | 2 Ho 19¾', 87' | 1680bhp |
| | **Arendals Dampskibsselskab** | 750 | | NV | 187' 0" 36' 0" 19' 8" | G.61000 B.56000 | Masch. Augsburg-Nürnberg |
| Df Esd | Arendal Norwegian | 1012 | | | 1 dk & S dk | 3 Ha (stl) (9¾'×9¾') (13¾', 55'×12½') | 2×70kW 220V d.c. |
| Rdr | Now **CAP SKIRRING** | 570 | | | | Cr 2(3-5) | |
| RTm | See New Entries No. 1 | 1200 | | | | | |
| 502295 | **ARENDJE** | 131 | | | 1961 Schpsb. K. Hakvoort— | M Trawler | Oil 6Cy. |
| PCTG | | 42 | | | Monnickendam | | |
| | **Reederij N. Messemaker** | — | | | 94' 3" 21' 6" | | Kromhout Motorenfab. |
| Df Esd | Katwijk a/Zee Netherland | | | | 81' 10" 21' 4" 10' 10" | | |
| Pfd RT | | | | | | | |
| 502296 | **ARENDSKERK** | 7916 ~~8062~~ | ✠100A1 SS 5/68 ~~SS 4/63~~ | | 1948-6 Nederl. Dok & Schps.—Ams | TM (12P) Ref OSD | 2 Oil 2DA each 7Cy. 610×1150 mm |
| PCTI | | 4777 ~~4776~~ | with fbd DTm—veg. oil | | 522' 7" 63' 2" 30' 0" | 5 Ho 66½', 75', 48', 66½', 85½' | ✠NEmade42fitted48 |
| | **N.V. Vereenigde** | 11700 ~~11170~~ | ✠LMC | | 481' 7" 63' 0" 43' 3" | G.712220 B.650700 | 11000bhp |
| Df Esd | **Nederlandsche Scheepv.** | | | | P31' F46' 1 dk & S dk, 3rd dk except in | 5 Ha (stl) (33¾'×18¾') (40½', 40½', 40½', | Gebr. Stork & Co. |
| Gc Rdr | **Maats.** | | MN2200 | EL ft | No. 4 hold | 40½'×21½') | AuxB 100lb e (ex.g) 100lb |
| RTv | The Hague Netherland | | | | RW Coll BH to S dk 6 to 2nd dk 1 to 3rd dk | 21W Der 1(60) 1(40) 2(9) 2(6) 7(3) | 3×200kW 220V d.c. |
| | | | | | rf 4" WB3230t incl. Tunnel tanks 860t DTm967t | | |
| 640538 | **ARENE** | 192 | | | 1964 Maritima del Musel S.A.—Gjn | M Fishing | Oil 4SA 6Cy. 220×280 mm |
| | | 87 | | | 103' 11" 23' 1" 9' 6" | | 565bhp |
| | **Leocadio Galdaras** | — | | BV | 90' 6" 22' 11½" 11' 8" | | Klöckner-Humboldt-Deutz |
| Df Esd | Bermeo Spanish | | | | | | |
| | | | | | RW | | |
| 502297 | **ARENELLA** | 7183 | | | 1944 New England S.B. Corp.—P.Me | S | T 3Cy. 24½" 37" & 70"×48" |
| IBKA | exSilver Fish-56 | 4377 | | | 441' 6" 57' 0" 27' 8¾" | 5 Ho | 2500ihp |
| 381 | exSilver Wake-56 | 10735 | | RI | 417' 9" 56' 11" 37' 4" | G.562608 B.499573 | Harrisburg Mchy. Corp. |
| Df Esd | exEnterprise-54 | | | | 2 dks, pt 3rd dk | | |
| Gc RT | exEdward O. McDonnell, Jr.-47 | | | | RW | 10W Der 10(5) | |
| | exCharles Dauray-47 | | | | | | |
| | **Cia. Armatoriale Panarea** | | **BROKEN UP** | | | | |
| | **S.p.A.** | | | | | | |
| | Palermo Italian | | | | | | |
| 641187 | **ARENES** | 155 | | | 1916 Werf. I. S. Figee N.V.—Vla | M Fishing Mchy.aft | Oil 4SA |
| LLWO | exVesta | 68 | | | 112' 0" 21' 11" 11' 0" | 1 Ho | 400bhp NE65 |
| | ~~**Arne Wallevik Partrederi**~~ | 185 | | BV | ... ... ... | | Caterpillar Tractor Co. |
| | Haugesund Norwegian | | | | 1 dk | 1 Ha (31½'×11½') | |
| | **Bjarne Christiansen Partrederi** | | | | R len 56 | 1W Der 1(4) | |
| 660956 | **ARENQUE** | 705 | | | 1966 Ast. del Cadagua—Bbo | M Trawler Mchy.aft | Oil 4SA 9Cy. 300×450 mm |
| | | 378 | | | 181' 3" 29' 7" 12' 3½" | | 1300bhp |
| | **Republica de Cuba (Flota** | 659 | | BV | 162' 9" 29' 6" 13' 11" | | Masch. Augsburg-Nürnberg |
| Df Esd | **Cubana de Pesca)** | | | | 1 dk | | |
| Gc Rdr | Havana Cuban | | | | | | |
| RT | | | | | | | |
| 502300 | **ARENYS DE MAR** | 109 | | | 1947 Ast. Armada—Bouzas | Wood M Trawler | Oil 4Cy. 230×400 mm |
| EHIG | | 39 | | | *80-0'* 19' 6" | | |
| | **Emilio Pena Villaverde** | — | | | ... ... ... | | |
| | Vigo Spanish | | | | | | |
| 502301 | **ARES** | 6235 | | | 1959 Amsterdamsche D.D. Maats. N.V. | M (12P) Ref CSD | Oil 2SA 7Cy. 630×1350 mm |
| PCTM | | 3518 | | | —Ams | 4 Ho 45½', 70¾', 70½', 75¾' | 6000bhp |
| | **Koninkl. Nederl. Stoomb.** | 6993 | | BV | 424' 0" 57' 8" 24' 7½" | B.317280 In.1396 | Gebr. Stork & Co. |
| Df Esd | **Maats. N.V.** | | | | 385' 0" 57' 6" 31' 3" | 4 Ha (stl) (26¾'×16½') (44½', 44½', | 3×170kW 220V d.c. |
| Gc Rdr | Amsterdam Netherland | | | | P31' F21' 2 dks | 39½'×19¾') | |
| RTm/h/v | | | | | RW | 12W Der 1(75) 1(30) 4(9) 6(6) 2(3) | |
| | | | | | rf 4" | | |
| 502303 | **ARES** | 276 | | | 1952 Hijos de J. Barreras S.A.—Vgo | M Fishing | Oil 4SA 8Cy. 270×500 mm |
| ECAZ | Launched as Marina Teresa | — | | | 113' 1" 22' 7" 11' 10" | | 580bhp Werkspoor |
| | **Fernando Perez Prol** | 140 | | BV | 22' 5" | | Hijos de J. Barreras S.A. |
| RT | Vigo Spanish | | | | B41' F23' 1 dk | 3 Ha (each 3½'×3½') | |
| 502304 | **ARES** | 201 | | | 1916 Staten Island S.B. Co.—Port | M Tug | Oil 16Cy. 222×267 mm |
| WE5827 | exZ-Eleven exE. E. Plumly | 85 | | | Richmond | | 1600bhp NE60 |
| 214050 | exSocony 22 exS.T. Co. No. 22 | — | | | 24' 1" 11' 7½" | | 2×100, 30kW 115V d.c. |
| Rdr | **Sabine Towing &** | | | | 94' 10" 24' 0" 12' 9" | | |
| RTm/v | **Transportation Co. Inc.** | | | | | | |
| | Baltimore United States | | | | R | | |
| 507628 | **ARES III** | 12323 | | AB | 1952-6 Hawthorn, Leslie & Co. Ltd.—Nwc | M Tanker Mchy.aft | Oil 2SA 6Cy. 725×2250 mm |
| SVXU | exClutha River-66 | 7061 | | | 557' 1" 70' 4" 30' 8" | 27 Ta | 7600bhp Doxford |
| | **Marguardia Cia. Nav. S.A.** | 18510 | ✠Classed LR until 10/66 | | 526' 0" 70' 0" 39' 6" | L.860202 | Hawthorn, Leslie & Co. Ltd. |
| Df Esd | Chios Greek | | | | P123' B39' F51' 1 dk | | 3×75kW 110V d.c. |
| Pfd Rdr | | | | | rf 4½" | Der 2(5) 2(4) | |
| RTv | | | | | | | |

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|---|---|---|---|---|---|---|---|---|
| 502305 | **ARETE** | 500 | | | 1957 Rolandwerft G.m.b.H.—Bmn | M OSD/CSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm | |
| DDNV | | 275 | | | 218′ 10″ 32′ 9″ 12′ 4½″/15′ 11¾″ | 2 Ho 29½′, 58′ | 1000bhp | 45t (d.o) |
| | **Ferdinand Müller Reederei** | 886 | | GL | 193′ 6″ 32′ 7″ 19′ 6″ | G.68583 B.60780 | Klöckner-Humboldt-Deutz | Kln |
| Df Esd | Bremen W. German | **955** | | | 1 dk & S dk | 1 Ha (stl) (3¼′×3¼′) | 3×25, 15, 6kW 220V d.c. | 12k |
| Gc Rdr | | 659 | | | RW | 3W Der 6(3) | | |
| RTv | | 1452 | | | | | | |
| 502306 | **ARETHUSA** | 3152 | | | 1911–5 Blohm & Voss—Ham | Bk Training Ship | | |
| | exPeking–33 | 3120 | | | *323·0′* 47′ 2″ | | | |
| 163371 | **Shaftesbury Homes &** | — | ✠Classed LR until 9/60 | | 318′ 7″ 47′ 0″ 28′ 0″ | | | |
| | **Arethusa Training Ship** | | | | P53′ B69′ F36′ 2 dks | | | |
| | London British | | | | R | | | |
| | | | | | BK10½″ | | | |
| 502307 | **ARETI** | 7176 | | | 1942 California S.B. Corp.—L.An | S | T 3Cy. 24½″ 37″ & 70″×48″ | |
| 5BBZ | exPetros Nomikos–59 | 4380 | | | 441′ 6″ 57′ 0″ 27′ 9″ | 5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT | 2500ihp | 1834t (o.f) |
| 321069 | exHorace Mann–47 | 10865 | | AB | 417′ 9″ 56′ 11″ 37′ 4″ | G.562608 B.499573 | Joshua Hendy Irn Wks | Sunnyvale |
| Df Esd | **Areti Shipping Co. Ltd.** | | | | 2 dks, 3rd dk fwd | 5 Ha (33¾′, 35′, 20′, 35′, 35′×20′) | 3×20kW 120V d.c. | 11½k |
| | Famagusta Cyprus | | | | rf 6″ | 10W Der 1(30) 1(15) | | |
| 541883 | **ARETI S** | 4578 | **✠100A1** | SS 11/62 | Lch.1940 Cmd.1945–9 A/S Nakskov | M OSD | Oil 4SA 6Cy. 740×1500 mm | |
| HPEJ | exNordkyn–63 | 2651 | with fbd DTm—oil | FP | Skibsv.—Nkv | | 2300bhp | 1200t |
| | **Valera Cia. Nav. S.A.** | 8350 | above 150° F. | | 418′ 0″ 56′ 4″ 24′ 8″ | G.501900 B.447900 | Burmeister & Wain | Cpn |
| Df Esd | Panama Panamanian | | **✠LMC** | | 390′ 0″ 56′ 3″ 35′ 6″ | | db 105℔ | 12k |
| | | | | EL z | F46′ 1 dk & S dk | 10W Der 1(20) | | |
| | | | | | RW Coll BH to S dk 6 to 2nd dk | | | |
| | | | | | WB2724t incl. DTm1150t | | | |
| 502309 | **ARETUSA** | 20729 | | | 1957 S.A. Ansaldo—Gen | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft | |
| ICUA | | 12211 | | | 666′ 2″ 86′ 4″ 34′ 5½″ | 30 Ta 1 Ho | 14500shp | (o.f)–85pd |
| 426 | **ARETUSA Soc. per** | 30996 | | RI | 619′ 6″ 85′ 11½″ 45′ 8″ | L.1482600 HeCls. BC | Ansaldo Stab. Mecc. | Gen |
| Df Esd | **Azioni di Nav.** | | | | P157′ B57′ F98′ 1 dk | | | 16½k |
| Gc Rdr | Palermo Italian | | | | RW | | | |
| RT | | | | | rf nil | | | |
| 502310 | **ARGA** | 3312 | **✠100A1** | SS 10/65 | 1961–9 Cia. Euskalduna—Bbo | M Mchy.aft | Oil 2SA 6Cy. 700×1200 mm | |
| EDEX | | 1713 | | | 346′ 10″ 47′ 10″ 19′ 4½″ | | 4000bhp MAN | 181t |
| | **Naviera Pinillos S.A.** | — | **✠LMC** | | 318′ 3″ 47′ 7″ 26′ 3″ | G.213594 B.190453 | Cia. Euskalduna | Bbo |
| Df Esd | Cadiz Spanish | | | | F76′ 2 dks, 3rd dk fwd of mchy. space | | | 15k |
| Gc Rdr | | | MN800 | EL u | RW 8BH | 12W Der 4(5) 6(3) 2(2) | | |
| | | | | | 'Tween dks except No. 1 lower sparred | | | |
| | | | | | rf 4″ WB525t incl. DTf228t | | | |
| 672271 | **ARGA** | 658 | | | 1954 Stocznia Gdanska—Gdk | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm | |
| | | 280 | | | *185·7′* 29′ 8″ 13′ 11″ | | 1000ihp | |
| | **U.S.S.R.** | 450 | | | 29′ 6½″ 16′ 3″ | | | |
| Df Esd | Russian | | | | | | | |
| Gc Rdr | | | | | | | | |
| 502312 | **ARGENFELS** | ~~8324~~ T.Mk | | | Lch.1944 Cmpl.1950 N.V. Wilton- | M ~~CSD~~ | Oil 2SA 6Cy. 700×1200 mm | |
| DDRC | | ~~5047~~ 6058 | | | Fijenoord—Sch | 4 Ho 64¼′, 133¾′ comb., 74¼′, 69′ | 4200bhp NE60 | 1875t (hvf) |
| | **Deutsche Dampfschiff.-Ges.** | ~~10115~~ 3607 | | GL | 476′ 5″ 60′ 9″ ~~26′ 7⅝″ — /26′ 7⅝″~~ | G.630000 B.570216 | Masch. Augsburg-Nürnberg | Aug |
| Df Esd | **"Hansa"** | 9720 | | | 60′ 6″ 38′ 0″ 25′ 9¼″/26′ 7⅝″ | 5 Ha (29¾′, 47¼′×19¾′) (18½′×16½′) | 3×175kW 220V d.c. | 12k |
| Gc Rdr | Bremen W. German | **8162** | | | P22′ B&F410′ UprF71′ 2 dks | (47¼′, 31½′×19¾′) | | |
| RTm/v | | 4889 | | | RW | 14W Der 2(30) 4(10) 10(5) | | |
| | | ~~10115~~ | | | rf 4″ | | | |
| | | 10277 | | | | | | |
| 502313 | **ARGENTAN** | 7303 | | | 1943 Oregon S.B. Corp.—Pld | S CSD | T 3Cy. 24½″ 37″ & 70″×48″ | |
| FPRI | exGabriel Franchere–47 | 4380 | | | 441′ 5″ 57′ 0″ 27′ 9″ | | 2500ihp | 1863t (o.f) |
| | **French Government** | 10774 | | BV | 417′ 9″ 56′ 11″ 37′ 4″ | B.459000 | Iron Fireman Mfg Co. | Pld |
| Df Esd | **(Ministère de la Marine** | | | | 2 dks | | | 11k |
| Gc RT | **Marchande)** | | | | | | | |
| | Soc. Navale Delmas-Vieljeux | | | | | | | |
| | Havre French | | | | | | | |
| 502314 | **ARGENTARIO** | 132 | | | 1921 Cant. Celotto—Castellammare | Wood Aux Bn | Oil 2SA 2Cy. 260×350 mm | |
| IKFK | exSan Francesco di Paola M. | 93 | | | *104·9′* 23′ 0″ | | NE34 | |
| 48 | **Matteo Glussich** | — | | | … … … | | S.A.T.I.M.A. | Tri |
| | Pula Yugoslav | | | | | | | |
| 502316 | **ARGENTINA** | 15257 | | | 1958 Ingalls S.B. Corp.—Pascagoula | TS (557P) Ref | 4 S Turb dr geared to 2 sc. shafts | |
| WMDU | | 6026 | | | 617′ 6″ 84′ 2″ 27′ 3″ | 3 Ho 60′, 50′, 60′ DT, 125′ DT, 55′ | 35000shp | 4490t (o.f) |
| 277850 | **Moore-McCormack Lines** | 5738 | | AB | 570′ 0″ 84′ 0″ 45′ 9″ | B.299000 In.16000 | General Electric Co. | Lyn |
| Df Esd | **Inc.** | | | | B&F550′ 2 dks | 3 Ho 60′, 50′, 60′ DT, 125′ DT, 55′ | 3×1100kW 450V 60c/s a.c. | 21k |
| Gc Pfd | New York United States | | | | RW | Der 1(10) 10(5) | | |
| Rdr | | | | | rf 18″ | | | |
| RTm | | | | | | | | |
| 502317 | **ARGENTINA** | *12460* | **✠100A1** | SS 2/68 ~~SS 10/62~~ | 1949–7 Vickers-Armstrongs Ltd.—Brw | TS Ref | 4 S Turb dr geared to 2 sc. shafts | |
| LPCR | exPresidente Peron–55 | *7123* | with fbd DTsm—oil | FP | 530′ 0″ 71′ 2″ 27′ 6″ | | 14500shp | 2227t (o.f) |
| | **Empresa Lineas Maritimas** | 19089 | above 150° F. or vege- | | 495′ 0″ 71′ 0″ 38′ 6″ | G.350000 B.309000 In.321000 | Vickers-Armstrongs Ltd. | Brw |
| Df Esd | **Argentinas** | | table oil but not both in | | B327′ F118′ 2 dks, 3rd dk clear of mchy. | | 2WTB 570℔ Spt 500℔ | |
| Gc Pfd | Buenos Aires Argentine | | adjacent tanks | | space | | AuxWTB 540℔ Spt 500℔ | hs(29600) |
| Rdr RT | | | **✠LMC** | | RW 7BH to U dk 1 to 3rd dk | | | 18k |
| | | | **✠Lloyd's RMC** | | DK fwd of mchy. space WB4722t incl. Tunnel tanks 675t DTsm1880t | | | |
| | | | | EL h†2⅜″SQ | | | | |

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|---|---|---|---|---|---|---|
| **502318**<br>SFQT<br>8552<br>Df Esd<br>Gc Rdr<br>RT | **ARGENTINA**<br><br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish | T.Mk<br>5330<br>3033<br>—<br>7044<br>4132<br>— | ✠100A1 SS 6/64<br>with fbd DTm—veg. oil<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>EL b†2¹⁄₁₆" | Lch.1942 Cmd.1944–8 A/B Götaverken—Got<br>455' 5" 56' 7" ~~26' 2"~~ — /26' 8"<br>430' 0" 56' 6" 37' 3"<br>F86' 3 dks<br>RW 7BH to U dk 1 to 2nd dk<br>WB2491t incl. DTm791t Tunnel tanks 393t | TM Ref<br><br>G.435000 B.401000 In.93485<br>5 Ha (26¾', 31½', 28¾', 27¾', 25½' × 18') | 2 Oil 2SA each 6Cy. 630×1300 mm<br>7000bhp<br>A/B Götaverken<br>db 100lb |
| **502320**<br>PUAF | **ARGENTINA**<br><br>**Navegação da Bacia do Prata (Ministerio da Viacao e Obros Publicas)**<br>Rio de Janeiro Brazilian | 930<br>513<br>1113 | | 1927 Deutsche Werft A.G.—Ham<br>247' 8" 38' 0" 8' 11"<br>37' 10"<br>B65' F24' 1 dk<br>R | TM<br><br>G.47054<br><br>2W | 2 Oil 4SA each 8Cy. 290×430 mm<br><br>Masch. Augsburg-Nürnberg |
| **650687**<br>SIFW<br>10515 | **ARGENTINA**<br><br>**Arne S. Zachrisson Partrederi**<br>Hönö Swedish | 124<br>54<br>— | | 1964 Georg Eides Sønner—Høylandsbygd<br>85' 2" 22' 7"<br>... ... ...<br>1 dk | Wood M Fishing Mchy.aft | Oil 4SA 7Cy. 250×350 mm<br>700bhp<br>Skandiaverken A/B |
| **502321**<br>JJJS<br>80893<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGENTINA MARU**<br><br>**Nihon Ijusen K.K.**<br>Osaka Japanese | 10864<br>6404<br>10314 | <br><br>NK | 1958 Mitsubishi Hvy Ind. Reorg.—Kob<br>513' 5" 67' 1" 28' 7¾"<br>475' 9" 66' 11" 39' 1"<br>2 dks<br>RW | S (1055P)<br>5 Ho<br>G.495001 B.454897<br>5 Ha (20½'×14¾') (36¾', 21', 42'×17') (21'×14¾')<br>14W Der 4(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>9000shp Westinghouse 1352t<br>Mitsubishi Hvy. Ind. Reorg.<br>4×640, 640, 149, 60kW 445V a.c. |
| **502322**<br>GTKF<br>181636<br>Df Esd<br>Gc Rdr | **ARGENTINA STAR**<br><br>**Union International Co. Ltd.**<br>Blue Star Line Ltd.<br>London British | 10716<br>6299<br>11597 | ✠100A1 ~~SS 11/66~~<br>DTsf—vegetable oil<br>✠LMC CS 12/67<br>✠Lloyd's RMC<br>EL f†2½"SQ | 1947–6 Cammell Laird & Co. Ltd.—Bkn<br>502' 10" 68' 3" 31' 1¾"<br>471' 0" 68' 0" 39' 6"<br>P49' B194' F77' 3 dks, 4th dk in Nos. 2, 3 & 4 holds<br>RW 8BH<br>rf 6" DK fwd of mchy. space WB2894t incl. Tunnel tanks 1154t DTsf353t | S (68P) Ref<br>6 Ho 47½', 55½', 55', 60', 60', 72½'<br>B.25231 In.453712<br>6 Ha (18¾'×15½') (28½', 37½'×20½') (18¾'×18½') (18¾'×20½') (24½' comb.×18½')<br>22W Der 1(30) 8(7) 14(5) | 3 S Turb dr geared to sc. shaft<br>8700shp Parsons 2308t<br>Cammell Laird & Co. Ltd.<br>2WTB 480lb Spt 470lb hs(17392)<br>db 125lb sg 140lb<br>4×300kW 220V d.c. |
| **502323**<br>OZFG<br><br>Df Esd<br>Gc Rdr<br>RTm | **ARGENTINEAN REEFER**<br><br>**J. Lauritzen**<br>Esbjerg Danish<br><br>Now **TAVEUNI** See New Entries No. **3** | 2808<br>1486<br>3355 | ✠100A1 SS 2/67<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>EL w | Lch.1940 Cmd.1945–6 Aalborg Værft A/S—Abg<br>374' 0" 51' 7" 19' 4½"<br>352 0" 51' 6" 29' 1"<br>F68' 1 dk & S dk, fruit dk fwd of mchy. space<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4" WB1172t incl. Tunnel tanks 436t | TM (4P) Ref OSD<br>5 Ho 39', 49¾', 52½', 49¾', 45½'<br>G.184000 In.191650<br>5 Ha (stl) (each 24¾'×16')<br>10W Der 1(15) 10(5) | 2 Oil 2SA each 6Cy. 500×900 mm<br>3700bhp B&W 900t<br>Helsingörs Jernsk.<br>3×240kW 220V d.c. |
| **540094**<br>SMHR<br>10372<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **ARGO**<br><br>~~Rederi A/B Tankoil.~~<br>~~Salénrederierna A/B~~<br>~~Stockholm~~ ~~Swedish~~<br>**Salénrederierna A/B**<br>Stockholm Swedish | 12275<br>6151<br>16880 | ✠100A1 SS 11/67<br>strengthened for heavy cargoes<br>✠LMC<br>MN1200 EL g†2¹⁄₁₆"SQ | 1963–2 A/B Götaverken—Got<br>518' 1" 70' 2" 30' 4½"<br>480' 7" 70' 0" 42' 0"<br>P104' F43' 1 dk<br>NS 9BH<br>rf nil WB4967t incl. Topside tanks in holds 2053t | M Bulk Carrier Mchy.aft<br>7 Ho 61½', 56¾', 37¾', 37¾', 37¾', 56¾', 56¾'<br>G.802540 B.757420<br>7 Ha (stl) (40½', 40½', 26½', 26½', 26½', 40½', 34½'×35')<br>Der 2(3) | Oil 2SA 8Cy. 680×1500 mm<br>6000bhp 1217t<br>A/B Götaverken<br>AuxB 85lb<br>3×240, 240, 120kW 450V 60c/s a.c. |
| **502325**<br>SWBD<br>963<br>RTm/h | **ARGO**<br>exSolna–39 exGranlund<br>exCorbis exWar Ranee<br>**Government of Greece (Ministry of Defence)**<br>Piræus Greek | 5532<br>3382<br>8325 | <br><br>✠Classed LR until 11/59 | 1918–6 Swan, Hunter & Wghm Rchdsn—Nwc<br>415' 0" 52' 4"<br>400' 0" 52' 0"<br>P49' B121' F40' 1 dk<br>R | S Tanker<br><br>L.299074 HeCls. BC | T 3Cy. 27" 44" & 73"×48"<br>790t (o.f.)<br>Swan, Hunter & Wghm Rchdsn |
| **541018**<br>LLKR<br><br>Df Esd<br>Rdr<br>RTm/h | **ARGO**<br>exVesteröy–63<br>exMongabarra–46<br>**D/S A/S Anglo**<br>Valdemar Skogland A/S<br>Haugesund Norwegian | 5215<br>2920<br>9350 | <br><br>NV | 1941 A/B Götaverken—Got<br>442' 9" 56' 10" 25' 10½"<br>418' 11" 56' 8"<br>F35' 1 dk & S dk<br>RW | M OSD<br>5 Ho<br>G.571938 B.529320<br>5 Ha (31½', 40¾', 33', 40¾', 33'×19')<br>14W Der 2(10) 12(5) | Oil 4SA 8Cy. 740×1500 mm<br>4200bhp B&W 1479t<br>A/B Götaverken<br>3×100kW 220V d.c. |
| **541484**<br>OGIY<br>1310<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGO**<br><br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | 2673<br>1216<br>3924<br>4340<br>2232<br>5850 | <br><br>NV | 1963 Rauma-Repola O/Y—Rauma<br>382' 0" 53' 4" 19' 8½"/—<br>344' 6" 53' 1½" 29' 2"<br>P151' F37' 1 dk & S dk | M Ref OSD/CSD<br>5 Ho (29¾'×19½') (64½' comb., 109½' comb. ×18½') (15', 17½'×19½')<br>G.237350 B.206330 In.55860<br>Cr 6(5) | Oil 2SA 5Cy. 680×1250 mm<br>5500bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan<br>3×248kW 440V 60c/s a.c. |
| **640500**<br>UIRI<br>M-26294<br>Df Esd<br>Gc Rdr<br>RT | **ARGO**<br><br>**U.S.S.R.**<br>Sevastopol Russian | 2435<br>1071<br>890 | | 1963 Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" 16' 1"<br>233' 0" 43' 2" 23' 0"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.61450<br>3 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht<br>4×270kW 220V d.c. |
| **509601**<br>HPDL<br>2909HK<br>Esd RT | **ARGO**<br>exEastern Fortune–63<br>exMarosa–53<br>**Chiat Lee Nav. Trading Co.**<br>Panama Panamanian | 1513<br>839<br>2300 | | 1925 F. Schichau—Elbing<br>271' 6" 40' 1" 15' 9¾"<br>39' 11"<br>P24' B76' F29' 1 dk<br>R | S<br>2 Ho 108½', 78¾'<br>G.112806 B.108422<br>4 Ha<br>7W Der 8(3) | T 3Cy. 19½" 31⅛" & 51¹⁄₁₆"×29¼"<br>900ihp<br>F. Schichau |

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| 502329<br>ONAV<br>Df Esd<br>Rdr<br>RTm | **ARGO**<br>**Société Belge de Navigation Maritime "Navibel"**<br>Antwerp Belgian | *500*<br>*272*<br>749 | | BV | 1960 J. J. Sietas Schiffsw.—Ham<br>182′ 1″ 30′ 2″ 11′ 9½″<br>162′ 9″ 30′ 0″ 13′ 9″<br>1 dk<br>rf nil | M Mchy.aft<br>2 Ho each 55¾′<br>G.36021 B.33055<br>2 Ha (stl) (each 39¾′×19¼′)<br>1W Cr 1(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>Controllable pitch propeller | 50t<br>Kln<br>10k |
| 502330<br>Df Esd<br>RT | **ARGO**<br>exSeagull–58<br>**Navunidos Navegação S.A.**<br>Rio de Janeiro Brazilian | 500<br>242<br>—<br>924<br>576 | | BV | 1955 Ottensener Eisenwerk A.G.—Ham<br>216′ 6″ 32′ 7″<br>191′ 11″ 32′ 6″ 19′ 2″<br>1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>G.71063 B.64175<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>Klöckner-Humboldt-Deutz | 80t<br>Kln<br>11¾k |
| 502331<br>PCTO<br>Df Esd<br>RTm | **ARGO**<br>**D. Davids**<br>Delta Transport Maats. N.V.<br>Delfzijl Netherland | 499<br>318<br>765 | | ~~BV~~ | 1950 Gebr. Niestern & Co.—Dzl<br>175′ 3″ 29′ 2″ 8′ 10½″<br>29′ 0″<br>P&B110′ F26′ 1 dk<br>RW<br>rf 2″ | M Mchy.aft<br>1 Ho 108¼′<br>G.53100 B.49100<br>2 Ha (each 42½′×17¾′)<br>5W Der 2(5) | Oil 4SA 8Cy. 285×420 mm<br>395bhp<br>Masch. Augsburg-Nürnberg<br>1×10kW 110V d.c. | 133t (d.o)<br>Aug<br>11k |
| 502332<br>SXYK<br>1875<br>Df Esd<br>Pfd RT | **ARGO**<br>exKiel–61<br>**Plessas Bros. & Co.**<br>Piræus Greek | 396<br>143<br>520 | | HR | 1949 Flensburger Schiffs. Ges.—Fln<br>154′ 2″ 26′ 5″ 13′ 6″<br>26′ 3″ 16′ 1″<br>F24′ 1 dk<br>RW conv trawler — | M<br>2 Ho<br>G.23308<br>2 Ha<br>2W Der 2(1½) | Oil 6Cy. 150×190 mm<br>160bhp Emade—fitted—<br>Mercedes-Benz | 10t<br>6½k |
| 502381<br>350431<br>Df Esd<br>Pfd<br>RTm | **ARGO**<br>exArie Ouwehand–66<br>~~Irvin & Johnson Ltd.~~<br>Cape Town S. African<br>**Kuttelfish S.W.A. (Pty) Ltd.** | 247<br>120<br>— | | | 1956 Scheeps. "De Dageraad"—Woubrugge<br>133′ 2″ 23′ 2″ 11′ 9″<br>111′ 0″ 22′ 11″ 12′ 6″<br>RW | M Trawler | Oil 4SA 8Cy. 290×450 mm<br>550bhp<br>Appingedammer Brons.<br>2×15kW 110V d.c.<br>Controllable pitch propeller | Apg |
| 502333<br>SDEM<br>5031 | **ARGO**<br>**K. G. Simonsson**<br>Skärhamn Swedish | *228*<br>*134*<br>360 | | GL | 1909 P. Larsson—Löd<br>*100·7′* 22′ 1″ 9′ 0″<br>10′ 5″<br>B26′ F11′ H12t<br>R conv dry cargo ship 52 | M Tanker Mchy.aft | Oil 2SA 2Cy. 380×410 mm<br>200bhp NE50<br>A/B Bolinder-Munktell | Eskilstuna |
| 541019<br>THYH<br>Df Esd<br>RT | **ARGO**<br>**Louis Le Ny & Cie.**<br>Concarneau French | 158<br>53<br>— | | BV | 1963 At. & Ch. de La Rochelle-Pallice—LaR-P<br>98′ 5″ 22′ 2″<br>82′ 0″ 22′ 0″ 11′ 10″ | M Trawler<br>3 Ha (3½′, 3½′×3½′) (3¼′×3′)<br>Der 1(3) | Oil 2SA 6Cy. 230×400 mm<br>420bhp<br>Burmeister & Wain | 35t<br>Cpn<br>11k |
| 650600<br>DGHQ | **ARGO**<br>exEmma–66<br>**Dietrich & Rudolf Juls G.b.R.**<br>Hamburg W. German | 148<br>98<br>266 | | BV | 1929 Gebr. van Diepen—Waterhuizen<br>*112·8′* 18′ 7″<br>18′ 5″ 7′ 7″<br>Q21′ 1 dk<br>R len 55 | M<br>2 Ha (18¾′, 41′×11¾′)<br>Der 2(2) | Oil 4SA 6Cy. 215×360 mm<br>180bhp NE38<br>Deutsche Werke Kiel A.G. | 18½t<br>Kel<br>7k |
| 502336<br>SVLY<br>1436<br>Df Esd<br>Gc Rdr<br>RTh | **ARGO CHIOS**<br>**Shipping Developments Corp.**<br>J. C. Carras & Sons (Shipbrokers) Ltd.<br>Piræus Greek | 10391<br>6149<br>14825 | ✠100A1<br>✠LMC<br>MN1560 | SS 5/68~~SS 5/63~~<br>EL e†2⅜″SQ | 1958–7 N.V. Kon. Maats. "De Schelde"—Fls<br>516′ 5″ 65′ 10″ 30′ 7¾″<br>468′ 1″ 65′ 7½″ 41′ 0″<br>F49′ 2 dks<br>7BH to U dk 1 to 2nd dk<br>rf nil WB4501t incl. Tunnel tanks 402t DTm1764t | M CSD<br>5 Ho 64¾′, 59¼′, 46½′, 85½′, 77¼′, 35¾′ DT<br>G.785000 B.702000<br>5 Ha (stl) (34¾′, 42¼′, 42¼′, 42¼′, 34¾′×24½′)<br>12W Der 1(30) 1(20) 12(5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>N.V. Kon. Maats. "De Schelde"<br>2AuxB 100℔ e (ex.g) 128℔<br>3×180kW 220V d.c. | 1600t (hvf)<br>Fls<br>16k |
| 502337<br>SVKV<br>1389<br>Df Esd<br>Gc Rdr<br>RTh | **ARGO ELLAS**<br>**Shipping Developments Corp.**<br>J. C. Carras & Sons (Shipbrokers) Ltd.<br>Piræus Greek | 10397<br>6152<br>14825 | ✠100A1<br>✠LMC<br>MN1560 | SS 11/66<br>EL e†2⅜″SQ | 1958–2 N.V. Kon. Maats. "De Schelde"—Fls<br>516′ 5″ 65′ 10″ ~~30′ 7¾″~~ 31′ 5⅛″<br>468′ 1″ 65′ 7½″ 41′ 0″<br>F49′ 2 dks<br>7BH to U dk 1 to 2nd dk<br>rf nil WB4501t incl. Tunnel tanks 402t DTm1764t | M CSD<br>5 Ho 64¾′, 59¼′, 46½′, 85½′, 77¼′, 35¾′ DT<br>G.785000 B.702000<br>5 Ha (stl) (34¾′, 42¼′, 42¼′, 42¼′, 34¾′×24½′)<br>12W Der 1(30) 1(20) 12(5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>N.V. Kon. Maats. "De Schelde"<br>2AuxB 100℔ e (ex.g) 128℔<br>3×180kW 220V d.c. | 1600t (hvf)<br>Fls<br>16k |
| 500602<br>SYYW<br>2457<br>Df Esd<br>Gc Rdr<br>RT | **ARGO NAVIS**<br>exAida–64<br>**Leonia Shipping Corp. Inc.**<br>Piræus Greek | 9488<br>5137<br>13805 | ~~✠100A1~~<br>~~oil tanker~~<br>~~Oils FP above 150° F.~~<br>~~✠LMC~~<br>~~MN890~~<br>**TO BE BROKEN UP** | ~~Dr 4yrs 10/64~~<br>~~EL d†2$\frac{3}{16}$″SQ~~ | 1951–6 Caledon S.B. & E. Co. Ltd.—Dun<br>500′ 6″ 64′ 0″ 28′ 9½″<br>470′ 9″ 35′ 6″<br>P127′ B45′ F67′ 1 dk, 2nd dk clear of cargo tanks<br>RW 13BH<br>WB952t incl. DTf525t | M Tanker Mchy.aft<br>20 Ta<br>L.636740 | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford<br>Vickers-Armstrongs Ltd.<br>2AuxB 180℔ | 1301t–17pd<br>Brw<br>13½k |
| 502338<br>SVJF<br>1388<br>Df Esd<br>Gc Rdr<br>RTh | **ARGO OLLANDIA**<br>**Shipping Developments Corp.**<br>J. C. Carras & Sons (Shipbrokers) Ltd.<br>Piræus Greek<br>Now **SANTA ALEXANDRA** See New Entries No. 11 | 10376<br>6211<br>~~14825~~<br>15452 | ✠100A1<br>✠LMC<br>MN1560 | SS 12/66<br>EL e†2⅜″SQ | 1957–10 N.V. Kon Maats. "De Schelde"—Fls<br>516′ 5″ 65′ 10″ 30′ 7¾″<br>468′ 1″ 65′ 7½″ 41′ 0″<br>F49′ 2 dks<br>7BH<br>rf nil WB4501t incl. Tunnel tanks 402t DTm1764t | M CSD<br>5 Ho 64¾′, 59¼′, 46½′, 85½′, 77¼′, 35¾′ DT<br>G.782200 B.707900<br>5 Ha (stl) (34¾′, 42¼′, 42¼′, 42¼′, 34¾′×24½′)<br>12W Der 1(30) 1(20) 12(5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>N.V. Kon. Maats. "De Schelde"<br>2db 100℔<br>3×180kW 220V d.c. | 1600t (hvf)<br>Fls<br>16k |

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| 502339<br><br>301710<br>Df Esd<br>Pfd RT | **ARGO OF PEMBROKE**<br><br>**Pembroke Fishing Co. Ltd.**<br>Milford Managements Ltd.<br>Milford Haven British | 302<br>94<br>— | ✠100A1 SS 7/66<br>trawler<br>✠LMC<br><br>MN216 EL (o)n | 1962–4 James & Stone (Brightlingsea) Ltd.—Brightlingsea<br>*121-4'* 26' 10" 14' 6"<br>118' 3" 26' 6" 14' 9"<br>F20'<br>RW 4BH<br>BK6" WB7t | D-E Trawler | 2 Oil 4SA each 5Cy. 9"×12"<br>driving 4 gen. each 155kW<br>d.c. connected to 2 elec.<br>each 375shp & sc. shaft<br>Nat. Gas & O. Eng. Co. Ashton |
| 529594<br>SYVQ<br>2292<br>Df Esd | **ARGOLIKOS**<br>exRio Gualeguay-63<br>**Empros Lines Shipping Co. Special S.A.**<br>Piræus Greek<br>Now **FRANCESCA**<br>See New Entries No. 11 | 5395<br>3132<br>9174 | ✠100A1 TD 6/68 ~~SS 7/64~~<br>with freeboard<br>✠LMC<br><br>EL a†2"SQ | 1946–11 Short Bros. Ltd.—Sld<br>441' 5" 57' 0" 25' 1½"<br>422' 0" 56' 7" 36' 10"<br>F37' 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB1686t | S OSD<br>4 Ho 58', 93', 67', 67'<br>G.545670 B.493490<br>5 Ha (36', 36½', 25½', 36½', 36½'×23')<br>Der 10(5) | T 3Cy. 24" 39" & 68"×48"<br>2640ihp<br>George Clark (1938) Ltd.<br>3 SB 220lb Spt hs(7887) 9cf<br>3×30, 15, 15kW 110V d.c. |
| 650051<br>6ZDC<br>2154<br>Df Esd<br>Gc Rdr<br>RT | **ARGOLIS**<br><br>**Marveloz Cia. Nav. S.A.**<br>Monrovia Liberian | 28313<br>19898<br>53475 | <br><br>AB | 1964 Uraga Hvy Ind. Ltd.—Yka<br>730' 0" 103' 8" 39' 3"<br>692' 3" 103' 4" 51' 2"<br>P131' F54' 1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>16 Ta | Oil 2SA 8Cy. 900×1550 mm<br>19000bhp Sulzer<br>Uraga Hvy Ind. Ltd. Tamash |
| 503224<br>SYXV<br>2440<br>Df Esd<br>Gc Rdr | **ARGOLIS**<br>exAzotea-64<br>**Etolika Cia. Naviera S.A.**<br>Piræus Greek | 8773<br>6235<br>12653 | <br><br>AB | 1956 Cant. Nav. Riuniti—Pal<br>484' 7" 62' 10" 29' 4"<br>446' 1" 62' 8" 39' 1"<br>F35' 2 dks<br>RW<br>rf 6" | M CSD<br>6 Ho<br>G.661910 B.613549<br>6 Ha (stl) (27½', 35½', 27½'×26½') (15½'×21½') (35½', 27½'×26½')<br>12W Der 12(5) | Oil 2SA 6Cy. 740×1600 mm<br>5530bhp B&W<br>Cant. Nav. Riuniti |
| 541020<br>HOUZ<br><br>Df Esd<br>Rdr RT | **ARGOLIS**<br>exSõnnavind-63<br>**Cia. Nav. Unitas S.A.**<br>Panama Panamanian | 4965<br>2994<br>8720 | <br><br>NV | 1935 Bremer Vulkan—Vgk<br>430' 8" 55' 8" 25' 6"<br>400' 11" 55' 6"<br>1 dk & S dk, 3rd dk in No. 1 hold<br>R | M OSD<br><br>G.514000 B.464000 | Oil 2DA 5Cy. 600×1100 mm<br><br>Bremer Vulkan |
| 508759<br>SVRE<br>2767<br>Df Esd<br>Gc RTv | **ARGOLIS STAR**<br>exDefoe-66 exGeelong Star-58<br>exDefoe-54<br>~~Astrofolia Cia. Nav. S.A.~~<br>Greek<br>**Argolis Shipping Co. S.A.** | 8163<br>4877<br>9909 | **BS**✳ SS 6/66<br>with freeboard<br>**MBS**✳<br>MN1200<br>CT8281 C38 S34 | 1945–5 Harland & Wolff Ltd.—Bel<br>456' 0" 62' 4" 28' 0½"<br>430' 7" 62' 0" 38' 9"<br>B181' F32' 3 dks<br>R 8BH<br>rf 6" WB1256t incl. DTs613t | M (10P) Ref<br>6 Ho 49', 48', 71½', 71½', 44½', 48½'<br>G.669000 B.606000<br>6 Ha (stl) (20½', 30½', 32', 32', 29½', 21½'×20')<br>Der 2(40) 5(10) 7(7) 6(5) | Oil 2DA 6Cy. 550×1600 mm<br>6000bhp<br>Harland & Wolff Ltd.<br>AuxB 120lb<br>3×200V d.c. |
| 540098<br>UNZB<br>M-13972<br>Df Esd<br>Gc Rdr<br>RT | **ARGON**<br><br>**U.S.S.R.**<br>Russian | 3359<br>1550<br>4440 | | 1963 Rauma-Repola O/Y—Rauma<br>344' 10" 48' 7" 20' 5"<br>318' 0" 48' 6" 23' 0"<br>1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.151653<br><br>4W Der 2(3) 1(2) 1(1) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain |
| 502341<br>SYCF<br>1937<br>Df Esd<br>Gc Rdr<br>RT | **ARGONAFTIS**<br><br>**The Oceanfaring Co. Inc.**<br>Piræus Greek | 13553<br>8079<br>21000 | <br><br>AB | 1961 Nippon Kokan—Tsu<br>583' 6" 74' 11" 31' 5¾"<br>545' 0" 74' 8" 44' 0"<br>P110' F37' 1 dk<br>RW<br>rf 2" | M Bulk Carrier Mchy.aft<br>6 Ho<br>G.1008555 B.990001<br>6 Ha<br>12W Der 4(10) 8(5) 2(2) | Oil 2SA 7Cy. 740×1600 mm<br>9230bhp B&W<br>Mitzui Zosen |
| 526506<br>SWXZ<br>2382<br>Gc | **ARGONAFTIS**<br>exOrion-64 exVixen-50<br>exOrion-47<br>**Anastasios G. Potamianos**<br>Piræus Greek | 4007<br>1432<br>— | | 1929–8 Frd. Krupp Germ. A.G.—Kel<br>*306-0'* 46' 6"<br>46' 5"<br>P25' F295' 2 dks<br>R conv yacht 47 | TM (220P)<br><br>G.262260 B.247025<br><br>10W | 2 Oil 4SA each 8Cy. 550×900 mm<br><br>Frd. Krupp Germ. A.G. |
| 502342<br>SVHM<br>1559<br>Df Esd<br>RTm/h | **ARGONAFTIS**<br><br>**Konstantinos Kritikos**<br>Piræus Greek | 132<br>54<br>140 | 100A1 SS 4/68 ~~SS 2/64~~<br>trawler<br>**LMC**<br><br>MN72 EL (b)g | 1957 D. C. Anastassiades & A. Ch. Tsortanides—Perama<br>105' 8" 21' 5" 9' 2"<br>95' 4" 21' 4" 11' 2"<br>F17'<br>RW 3BH<br>rf 43½" BK5" WB8t | M Trawler<br><br><br>1 Ha (4½'×3')<br>Der 2(1½) | Oil 2SA 6Cy. 230×400 mm<br>360bhp<br>Alpha-Diesel A/S<br>3×52, 52, 6kW 220V d.c. |
| 641261<br>SDJA<br>10537<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ARGONAUT**<br><br>**Rederi A/B Salénia**<br>Salénrederierna A/B<br>Stockholm Swedish | 8247<br>4389<br>8100 | ✠100A1<br><br>✠LMC<br>✠Lloyd's RMC<br>MN 2000 EL d†2 1/16"SQ | 1964–11 Eriksbergs M/V A/B—Got<br>489' 7" 62' 3" 27' 6½"<br>450' 11" 62' 0" 39' 0"<br>P43' F53' 2 dks, 3rd dk except in mchy. space, 4th dk in Nos. 1 & 2 holds<br>Coll BH to U dk 5 to 2nd dk<br>rf 19" WB2092t incl. Tunnel tanks 920t | M Ref<br>4 Ho 93½', 68½', 78½', 89½'<br>B.367000 In.374510<br>4 Ha (stl) (34½', 33½', 33½', 33½'×19½')<br>Cr 4(5) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp B&W<br>Uddevallavarvet A/B<br>AuxB 71lb ø(ex.g) 71lb<br>4×396kW 440V 60c/s a.c. |
| 502343<br>PCTP<br><br>Df Esd<br>Rdr<br>RTm | **ARGONAUT**<br><br>**N.V. Scheeps-exploitatie Maats. "Argo"**<br>Amsterdam Netherland<br>Now **ERASMUS** See New Entries No. 1 | 996<br>541<br>1327 | ✠100A1 SS 6/67<br><br>✠LMC<br><br>MN183 EL m1½"SQ | 1958–10 N.V. Bodewes Schps.—Martenshoek<br>217' 4" 33' 8" 14' 6½"<br>199' 10" 33' 3½" 15' 1"<br>P49' R dk fwd of P79' F28' 1 dk<br>RW NS 4BH<br>rf 4" WB360t incl. Dk tanks m 22t | M Mchy.aft<br>2 Ho 52½', 78½'<br>G.70900 B.66300<br>2 Ha (stl) (39½'×18') (62½'×19½')<br>4W Der 1(10) 3(6) | Oil 4SA 6Cy. 420×660 mm<br>915bhp<br>Klöckner-Humboldt-Deutz<br>3×34, 34, 20kW 220V |

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| 502346<br>VJLM<br>174383<br>RT | **ARGONAUT II**<br>**W. E. Tucker & others**<br>Hobart British | 178<br>105<br>193 | | 1947 Arga Shipping Co.—<br>St. Helens, Tasmania<br>104′ 8″ 26′ 0″ 8′ 4″<br>25′ 10″ | Wood Aux K<br>1 Ho<br>G.11500 B.11000<br>1 Ha (17′×10′)<br>1W Der 1(1½) | Oil 4SA 6Cy. 220×290 mm<br>R. A. Lister Ltd. Dursley<br>8k |
| 529050<br>YTQA | **ARGONAUT II**<br>exRasica–66<br>**Zavod za Raziskovanje Morja S.R.S.**<br>Koper Yugoslav | 132<br>85<br>204 | JR | 1958 R. L. Splosne Plovbe—Piran<br>93′ 5″ 25′ 7″ 10′ 2″<br>25′ 5″<br>P90′ Q&B20′ 1 dk | Aux Mchy.aft<br>1 Ho 52¼′<br>1 Ha (19½′×13′)<br>1W Der 1(1½) | Oil 4SA 6Cy. 150×190 mm<br>4t<br>Daimler-Benz A.G. Mhm<br>7½k |
| 502347<br>EHWI | **ARGONAUTA**<br>**Jose Vazquez Acevedo**<br>Huelva Spanish | 118<br>68<br>— | | 1943 José Rodrigo Pérez—Vgo<br>*72·2′* 19′ 0″<br>… … … | Wood S Trawler | T 3Cy. 7″ 11¼″ & 17¾″×12″<br>150ihp 50t<br>7k |
| 502348<br>EANH<br>Df Esd<br>RT | **ARGONTE**<br>**Hijos de Francisco Rey Mendez**<br>Corunna Spanish | 496<br>208<br>400 | BV | 1962 Astano S.A.—Frl<br>166′ 6″ 27′ 2″<br>147′ 8″ 27′ 0″ 15′ 4″<br>RW | M Trawler<br>3 Ha (each 4′×3½′)<br>Der 1 | Oil 2SA 5Cy. 320×650 mm<br>1400bhp B&W 215½t<br>La Maquinista Terrestre y Mar. Bcl<br>12½k |
| 502350<br>LW2573<br>RT | **ARGOS**<br>**Constante Fassardi**<br>Buenos Aires Argentine | 2224<br>1584<br>— | ✠Classed LR until 9/52 | 1935–11 Henry Robb Ltd.—Lth<br>*287·0′* 50′ 1″ 10′ 6″<br>49′ 11″<br>1 dk<br>R | TM Mchy.aft | 2 Oil 2SA each 5Cy. 340×570 mm<br>Atlas-Diesel Skm |
| 502349<br>PCTQ<br>Df Esd<br>Gc<br>RTm/h/v | **ARGOS**<br>**Koninkl. Nederl. Stoomb. Maats. N.V.**<br>Amsterdam Netherland | 1961<br>1181<br>2708 | BV | 1952 C. v.d. Giessen—Krimpen<br>279′ 4″ 40′ 8″ 18′ 0½″<br>40′ 6″<br>P52′ F27′ 2 dks<br>RW<br>rf 4″ | M (2P) CSD Mchy.aft<br>3 Ho 43½′, 61½′, 57½′<br>B.122640<br>3 Ha (stl) (28′, 40′, 40′×16′)<br>10W Der 1(15) 8(6) 2(3) | Oil 2SA 8Cy. 360×600 mm<br>1200bhp 255t (d.o)<br>Sulzer Bros. Ltd. Win<br>3×90kW 220V d.c. 12k |
| 502351<br>EAUY | **ARGOS**<br>**Fernando Pérez Prol**<br>Vigo Spanish | 152<br>73<br>— | | 1936 Hijos de J. Barreras—Vgo<br>*95·5′* 20′ 6″<br>… … … | Wood S Fishing | T 3Cy. 9 1/16″ 14 3/16″ & 23 3/16″×18⅛″<br>225ihp Emade24fitted— 85t<br>Talleres Sanjurjo Vgo<br>10k |
| 671513<br>Df Esd | **ARGOS VIII**<br>**Inca Fishing S.A.**<br>Chimbote Peruvian | 158<br>69<br>— | GL | 1967 Ast. Pesquera Ind. Callao—Clo<br>*80·4′* 22′ 0″<br>11′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. Peoria |
| 671490<br>Esd RT | **ARGOS IX**<br>**Inca Fishing S.A.**<br>Chimbote Peruvian | 158<br>69<br>133 | GL | 1967 Ast. Pesquera Ind. Callao—Clo<br>80′ 5″ 22′ 0″<br>10′ 9″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. Peoria |
| 502352<br>MSLV<br>168794<br>Pfd | **ARGOSITY**<br>exEsso Juniata–56<br>exEmpire Lass–46<br>**F. T. Everard & Sons Ltd.**<br>London British | 877<br>416<br>— | ✠100A1 TD4–9/66<br>oil tanker<br>✠LMC<br>EL k | 1941–12 Grangemouth Dkyd Co. Ltd.—Gmh<br>230′ 6″ 30′ 9″ 12′ 10¼″<br>218′ 2″ 30′ 6″ 14′ 0″<br>P66′ F22′ Trunk 130′ 1 dk<br>10BH len 57<br>rf 6″ WB84t incl. DTf43t | S Tanker Mchy.aft<br>8 Ta | T 3Cy. 15″ 25½″ & 41″×30″<br>710ihp 123t (o.f)–9pd<br>Aitchison, Blair Ltd. Cly<br>SB 190lb hs(2100) 3cf 9k |
| 541021<br>SXNA<br>1957<br>Df Esd<br>Pfd Rdr | **ARGOSTOLI**<br>exAndreas–63<br>exHans Kunkel–61<br>**Dionyssios Vassilatos & Evangelos Bekatoros**<br>Piræus Greek | 484<br>270<br>— | GL | 1950 Schiffb. Unterweser—Bhn<br>183′ 9″ 28′ 1″<br>27′ 11″ 14′ 2″<br>F23′ 1 dk<br>RW conv trawler 62 | M<br>1 Ho | Oil 2SA 5Cy. 320×450 mm<br>590bhp NE63<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| 523185<br>SWEN<br>2989<br>Pfd Rdr<br>RTm/v | **ARGOSTOLI II**<br>exMelrose–66<br>**Dionyssios Vassilatos and others**<br>Piræus Greek | 1076<br>469<br>1400 | ✠100A1 SS 7/66<br>Mediterranean, Red and Black Sea service<br>✠LMC<br>EL p | 1949–7 Grangemouth Dkyd Co. Ltd.—Gmh<br>258′ 5″ 38′ 1″ 14′ 7″<br>254′ 4″ 38′ 0″ 22′ 2″<br>B55′ 1 dk & S dk<br>RW NS Coll BH to S dk 4 to 2nd dk<br>rf 6″ WB388t incl. DTf21t | M (6P) OSD Mchy.aft<br>3 Ho 45′, 53½′, 44′<br>G.101290 B.90700<br>3 Ha (28′, 30′, 30′×20′)<br>6W Der 6(5) | Oil 2SA 8Cy. 340×570 mm<br>1520bhp 67½t (d.o)<br>British Polar Engines Ltd. Gls<br>3×15kW 220V d.c. 12½k |
| 651548<br>UVBW | **ARGUN**<br>**U.S.S.R.**<br>Vladivostok Russian | 4677<br>2344<br>5821 | | 1965 Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 9″ 27′ 9″<br>1 dk<br>RW | M<br>4 Ho<br>G.265744<br>4 Ha (41¼′×26 4/4′) (41¼′, 46′, 46′×29½′)<br>9W Der 1(15) 8(10) | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp<br>Stocznia Gdanska Gdk<br>16k |
| 532794<br>LZGK<br>Df Esd<br>Gc Rdr | **ARGUS**<br>exSils–65 exRomandie–56<br>**Navigation Maritime Bulgare**<br>Bourgas Bulgarian | 5807<br>3290<br>10825<br>**8177**<br>5571<br>— | ✠100A1 SS 4/65<br>DTm—vegetable oil<br>✠LMC<br>MN800 EL c†2⅛″SQ | 1952–9 Burntisland S.B. Co. Ltd.—Bnt<br>455′ 6″ 59′ 11″ 26′ 8½″/28′ 8¼″<br>430′ 0″ 59′ 9″ 39′ 3″<br>1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2389t incl. DTm1344t | M OSD/CSD<br>G.659350 B.603950<br>10W | Oil 2SA 6Cy. 720×1250 mm<br>4000bhp 850t<br>Sulzer Bros. Ltd. Win<br>AuxB 120lb 12½k |

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| 502354<br>GLRX<br>181821<br>Df Esd<br>Pfd Rdr<br>RTm | **ARGUS**<br>**Corporation of Trinity House**<br>London British | 1918<br>671<br>817 | ✠Classed LR until 9/48 | 1948–1 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>267' 2" 40' 2" 13' 6½"<br>40' 0"<br>2 dks<br>RW<br>rf 9" | TS Lighthouse Tender<br>1 Ho 67'<br>1 Ha (15½'×14')<br>Der 1(20) | T 6Cy. 14" 25" & 40"×25"<br>1928ihp<br>Ferguson Bros. (P.Gl) Ltd.<br>2×50kW 220V |
| 502356<br>CSFM<br>Esd Rdr | **ARGUS**<br>**Parceria Geral de Pescarias Ltda.**<br>Bensaude & Cia. Ltda.<br>Lisbon Portuguese | 696<br>413<br>— | ✠Classed LR until 1/40 | 1939–4 De Haan & Oerlemans—Heusden<br>209' 2" 32' 6"<br>32' 4"<br>Q85'<br>R<br>BK7½" | Aux Sr Fishing Mchy.aft<br>1 Ho 65½'<br>2 Ha (stl) (8½'×6') (8½'×8½') | Oil 2SA 4Cy. 290×500 mm<br>480bhp<br>Sulzer Bros. Ltd.<br>3×30, 26, 9kW 110V d.c. |
| 502357<br>PCTU<br>Df | **ARGUS**<br>exHelios-55 exEnga-47<br>exAleida-37<br>**J. A. Deen**<br>"Carebeka" N.V.<br>Delfzijl Netherland | 191<br>134<br>225 | BV | 1930 N.V. Noord Ned. Schps.—Gro<br>*108·7'* 21' 3" 7' 1½"<br>... ... ...<br>1 dk<br>R | M<br>G.14000 B.13000<br>2 Ha (36½', 14½'×15')<br>Der 2(1½) | Oil 4SA 4Cy. 220×280 mm<br>125bhp NE61<br>Klöckner-Humboldt-Deutz |
| 502445<br>SWEF<br>Df Esd<br>Gc Rdr | **ARGY**<br>exArkansas-66<br>**N. Cotzias (Shipping) Co. Ltd.**<br>Piræus Greek<br>Now **FRATERNITY** See New Entries No. 12 | 2497<br>1337<br>4035<br>3591<br>2528<br>4785 | BV | 1947 Helsingörs Jernsk—Hsg<br>351' 0" 47' 2" 20' 6¾"/22' 7"<br>47' 0"<br>F72' 1 dk & S dk<br>rf 6" | M (12P) Ref OSD/CSD<br>5 Ho 44½', 49½', 50½', 55½', 44½'<br>G.265100 B.246850<br>5 Ha (24½', 29', 26½', 26½', 20'×19½')<br>10W Der 1(15) 10(3) | Oil 2SA 8Cy. 500×900 mm<br>3200bhp B&W<br>Helsingörs Jernsk.<br>3×80kW 220V d.c. |
| 502358<br>GHXR<br>302902<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGYLL**<br>**Argyll Shipping Co. Ltd.**<br>Warwick Shipping Co. Ltd.<br>London British | 39665<br>23834<br>53000 | AB | 1962 Nat. Bulk Carriers Inc. (Kure Shpyd Div.)—Kur<br>736' 6" 106' 2" 39' 2½"<br>720' 0" 106' 0" 57' 6"<br>P45' F52' 1 dk<br>RW<br>rf nil | S Bulk Carrier Mchy.aft<br>Self-unloader<br>6 Ho<br>G.1968000<br>13 Ha<br>2 cargo towers (10) | 2 S Turb dr geared to sc. shaft<br>3750shp<br>General Electric Co. |
| 502360<br>GVBX<br>185047<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARGYLLSHIRE**<br>**Scottish Shire Line Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | 9359<br>5276<br>11240 | **✠100A1** SS 8/65<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2310 EL g†2$\frac{1}{16}$"SQ | 1956–10 Greenock Dkyd Co.—Grk<br>534' 11" 69' 3" 28' 4½"<br>497' 0" 69' 0" 41' 7"<br>P31' F58' 1 dk & S dk, 3rd dk in Nos. 1, 2 3 & 4 holds<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 4½" WB1212t incl. DTf139t | S (10P) Ref OSD<br>6 Ho 40½', 73½', 58', 50½', 56½' 43½'<br>G.237500 B.208360 In.389250<br>1 Ha (stl) (22'×18') 5 Ha (w) (48½', 35½'×22') (27½'×21½') (29'×20½') (22'×22')<br>20W Der 1(105) 2(40) 4(15) 4(7) 12(5) | 3 S Turb dr geared to sc. shaft<br>11550shp<br>Parsons Marine S. Turb. Co.<br>2WTB 500lb Spt 750° F. 475lb hs16644<br>4×300kW 220V d.c. |
| 510248<br>6ZQZ<br>2516<br>Df Esd<br>Gc Rdr | **ARI K.**<br>exElpis II-67 exElpis-66<br>exStrathport-54<br>exAmasa Delano-51<br>**Albatross Shipping & Trading Corp.**<br>Monrovia Liberian | 8541<br>5720<br>12549 | AB | 1944 Delta S.B. Co. Inc.—N.Os<br>*492·8'* 57' 0" 26' 2¾"<br>487' 3" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>len 56<br>rf 6" | S<br>6 Ho<br>B.625000<br>6 Ha | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co. |
| 502361<br>JXMQ<br>Df Esd<br>Gc Rdr<br>RTv | **ARIADNE**<br>**A/S Athene**<br>Jörgen Bang<br>Kristiansand Norwegian<br>Now **ANCO ARIADNE** See New Entries No. 10 | 12876<br>7486<br>19900 | NV | 1961 Kockums M/V A/B—Mmo<br>557' 9" 72' 0" 30' 11¾"<br>525' 8" 71' 9½" 40' 1"<br>1 dk | M Tanker Mchy.aft<br>27 Ta<br>L.960000 | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp MAN<br>Kockums M/V A/B<br>3×300kW a.c. |
| 502362<br>5MGK<br>1565<br>Df Esd<br>Gc Rdr<br>RT | **ARIADNE**<br>exPatricia-57<br>**Ariadne Shipping Co. Ltd.**<br>Monrovia Liberian | 6644<br>3324<br>— | GL<br>✠Classed LR until 3/62 | 1951–5 Swan, Hunter & Wghm Rchdsn —Nwc<br>454' 1" 58' 0" 19' 0½"<br>415' 4" 57' 11" 31' 9"<br>F155' 3 dks<br>RW | S (230P) Ref<br>G.112270 B.99995 In.5500<br>10W Der 2(10) | 3 S Turb sr geared to sc. shaft<br>8650shp<br>Parsons Marine Turb. Co. |
| 502363<br>OHAD<br>357<br>Df Esd<br>Rdr RT | **ARIADNE**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | 2699<br>1262<br>1280 | **✠100A1** Dr 3/64<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>EL (t)1$\frac{11}{16}$" | 1914–3 Lindholmens Verk. A/B—Got<br>292' 0" 43' 7" 17' 10¾"<br>260' 0" 43' 6" 28' 9"<br>F42' 2 dks & A dk (pt stl)<br>R 4BH len 47<br>WB446t incl. Tunnel tanks 110t | S Ref<br>G.72850 B.69800 In.1400<br>6W | T 3Cy. 24½" 40" & 66"×42"<br>2250ihp<br>Lindholmens Verk. A/B<br>2 SB 185lb (SB 185lb) hs(8760) |
| 541022<br>DDON<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARIADNE**<br>**Dampfschifffahrts-Gesellschaft "Neptun"**<br>Bremen W. German | 1165<br>563<br>1580<br>1836<br>1110<br>2330 | GL | 1963 Schiffb. Unterweser—Bhn<br>270' 0" 41' 9" 14' 4"/17' 5½"<br>242' 8" 41' 7" 22' 2"<br>1 dk & S dk | M (12P) Ref OSD/CSD Mchy.aft<br>3 Ho 16½', 27½', 59'<br>G.113815 B.106379 In.18011<br>3 Ha (stl) (16½'×13') (27½', 59'×19½')<br>2W Cr 2(5) 1(3) Der 2(5–10) | Oil 4SA 8Cy. 400×600 mm<br>2000bhp<br>Masch. Augsburg-Nürnberg<br>1×12kW d.c. |
| 502364<br>DHEI<br>Df Esd<br>Rdr<br>RTh | **ARIADNE**<br>**Partenreederei Gramsch & Vogeler**<br>Peter Döhle<br>Hamburg W. German | 211<br>129<br>372 | GL | 1961 J. J. Sietas Schiffsw.—Ham<br>135' 6" 23' 11"<br>124' 8" 23' 9½" 10' 2"<br>1 dk<br>rf nil | M Mchy.aft<br>1 Ho 80½'<br>G.17100 B.15700<br>1 Ha (62½'×15¼')<br>2W Der 2(2) | Oil 4SA 6Cy. 220×280 mm<br>198bhp<br>Klöckner-Humboldt-Deutz<br>2×1½ & 1kW 24V d.c. |

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| 502365<br>JCNO<br>68751<br>Df Esd<br>Gc Rdr | **ARIAKE MARU**<br>**Baba-Daiko Shosen K.K.**<br>Tokyo Japanese | 7209<br>4405<br>10585 | NK<br>✠Classed LR until 2/63 | 1952–5 Mitsui Zosen—Tmn<br>452′ 7″ 59′ 1″ 25′ 8″<br>420′ 0″ 59′ 0″ 36′ 1″<br>F88′ 2 dks<br>RW | M<br>5 Ho<br>G.514101 B.473208<br>5 Ha (27′, 43½′, 32′, 44¼′, 34½′×23′)<br>14W Der 1(30) 2(15) 2(10) 10(5) | Oil 2SA 8Cy. 620×1150 mm<br>4400bhp<br>Mitsui Zosen Tmn<br>3×165kW 225V d.c. 13k |
| 502366<br>JKLP<br>85288<br>Rdr RT | **ARIAKE MARU**<br>**Amagasaki Kaiun K.K.**<br>Amagasaki Japanese | 493<br>288<br>— | | 1960 Usuki Tekkosho—Usuki<br>176′ 1″ 28′ 0″ 11′ 10″<br>164′ 0″ 27′ 10″ 13′ 2″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.36091 B.33019<br>1 Ha (82¾′×16½′) | Oil 4SA 6Cy. 310×420 mm<br>740bhp<br>Usuki Tekkosho Usuki<br>2×15, 8kW 115V d.c. 11k |
| 670579<br>Rdr RT | **ARIAKE MARU No. 3**<br>**Ariakekai Jidosha Kososen Kumiai**<br>Kumamoto Japanese | 600<br>—<br>200 | | 1966 Hayashikane Zosen—Nag<br>158′ 8″ 38′ 10″ 7′ 7″<br>150′ 11″ 37′ 9″ 11′ 6″<br>1 dk | TM Ferry | 2 Oil 4SA each 6Cy. 250×320 mm<br>1300bhp<br>Niigata Eng. Co. Ltd. Niigata |
| 502368<br>OFTK<br>1196<br>Df Esd<br>Gc Rdr<br>RTm | **ARIANA**<br>**A/B Bensow O/Y**<br>Helsinki/Helsingfors Finnish | 4948<br>2711<br>8700 | ✠100A1 SS 11/65<br>Str. nav. ice<br>✠LMC<br>MN468 EL a†2″SQ | 1953–11 W. Gray & Co. Ltd.—Hpl<br>431′ 8″ 56′ 3″ 24′ 11½″<br>406′ 6″ 56′ 0″ 36′ 5″<br>F33′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2543t incl. DTm1042t | S OSD<br>6 Ho 56¼′, 102′, 27½′, 61′, 67½′, 18′<br>G.527045 B.493445<br>6 Ha (31½′, 32½′, 32½′, 32½′, 32½′×22′) (9′×16′)<br>11W Der 1(15) 5(5) | T 3Cy. 23″ 38″ & 65″×48″ & LP turb with dr gearing & hydraulic coupling<br>2600ihp 1018t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 225℔ Spt hs(9860) 8cf<br>3×25, 25, 15kW 220V d.c. 11½k |
| 502370<br>GCNU<br>301026<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARIANTA**<br>**Shell Tankers (U.K.) Ltd.**<br>London British | 13148<br>7511<br>19310 | ✠100A1 SS 9/68 ~~SS 5/64~~<br>oil tanker<br>✠LMC<br>MN1500 EL i†2$\frac{9}{16}$″SQ | 1959–12 J. L. Thompson & Sons Ltd.—Sld<br>559′ 11″ 72′ 0″ 29′ 11½″<br>535′ 0″ 71′ 10″ 39′ 6″<br>P113′ F71′ 1 dk<br>16BH<br>rf 4″ WB466t | S Tanker Mchy.aft<br>33 Ta 1 Ho<br>1 Ha (stl) (8′×8′)<br>Der 3(5) 2(1) | 2 S Turb dr geared to sc. shaft<br>7500shp (o.f)<br>Parsons Marine Turb. Co. Wal<br>2WTB 610℔ Spt 850° F. 525℔ hs(11488)<br>sg 130℔<br>2×400kW 440V 60c/s a.c. |
| 502371<br>JXVD<br>Df Esd<br>Gc Rdr<br>RTh | **ARICA**<br>**Skibs A/S Aino, Skibs A/S Viva & Skibs A/S Viator**<br>C. H. Sörensen & Sönner<br>Arendal Norwegian | 20619<br>12053<br>30400 | NV | 1963 Bremer Vulkan—Vgk<br>644′ 10″ 83′ 3″ 33′ 9½″<br>605′ 0″ 83′ 0″ 48′ 1″<br>P128′ F54′ 1 dk | M Bulk Carrier Mchy.aft<br>7 Ho 50′, 73′, 50′, 73′, 50′, 73′, 50′<br>G.1335000<br>7 Ha (stl) (23½′, 53′, 23½′, 53′, 23½′ 53′, 23½′×39¼′)<br>2W Cr 3(7½) Der 2(7) 1(3) 1(1½) | Oil 2SA 9Cy. 700×1200 mm<br>9550bhp MAN 1500t (hvf)<br>Bremer Vulkan Vgk<br>3×345kW 450V 60c/s a.c. 15k |
| 502372<br>OFUE<br>1143<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARICA**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | T.Mk<br>5239<br>2643<br>7676 | ✠100A1 SS 8/66<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1260 EL b† | 1954–9 A. Vuijk & Zonen—Capelle<br>462′ 1″ 59′ 4″ 25′ 0¾″<br>426′ 6″ 59′ 1″ 36′ 4″<br>P31′ F44′ 2 dks, 3rd dk fwd of ER<br>R Coll BH to U dk 6 to 2nd dk<br>rf 5″ WB1477t incl. Tunnel tanks 194t | M (4P) Ref<br>5 Ho 61′, 64½′, 70¼′, 64½′, 64½′<br>G.470056 B.436639 In. 80700<br>5 Ha (31′, 36¼′, ×23½′) (35′, 35′×22½′) (36¼′×23½′)<br>16W Der 16(5) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp 1085t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>AuxB 100℔<br>4×200, 200, 200, 160kW 220V d.c. 16k |
| 502374<br>184629<br>Df Esd<br>Rdr RT | **ARICHAT**<br>exMasen–52<br>**E. Melendy**<br>St. John's, Nfl Canadian | 178<br>138<br>— | | 1942 Wilson Noble & Co.—Fraserburgh<br>*113·3′* 21′ 4″<br>… … …<br>1 dk | Wood M | Oil<br>NE—<br>General Motors Corp. |
| 502376<br>301222 | **ARIDHAH**<br>**Abu Dhabi Marine Areas Ltd.**<br>London British | 98<br>97<br>169 | ~~✠100A1 SS 3/68SS 3/64~~<br>~~Arabian Gulf service~~<br>✠Class **WITHDRAWN** ~~EL (a)⅛″~~<br>at Owners' request<br>2/69 | 1960–8 Clelands S.B. Co. Ltd.—Wal<br>81′ 5″ 26′ 5″ 4′ 6″<br>80′ 0″ 25′ 0″ 6′ 0″<br>1 dk<br>2BH<br>rf nil | Drilling Pontoon | |
| 502378<br>PCUF<br>Df Esd<br>Pfd Rdr<br>RTm | **ARIE**<br>**N.V. Verre Visserij Maats. (J. J. v.d. Toorn)**<br>Scheveningen Netherland | 271<br>123<br>— | | 1959 Schps. "De Hoop" v/h Gebr. Boot —Leiden<br>135′ 11″ 23′ 4″ 9′ 10¼″<br>122′ 2″ 23′ 3½″ 12′ 0″<br>P18′ B18′ F39′ Q35′<br>RW<br>BK9″ | M Trawler | Oil 2SA 12Cy. 220×380 mm<br>900bhp (d.o)<br>Appingedammer Brons. Apg<br>11k |
| 651770<br>PCTV<br>13459<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARIE**<br>**J. Egmond & v.d. Schee N.V.**<br>H. J. Messemaker<br>Katwijk a/Zee Netherland | 143<br>60<br>— | | 1965 D. & J. Boot "De Industrie"—Alp<br>100′ 7″ 21′ 8″ | M Fishing | Oil 4SA 6Cy. 250×350 mm<br>D. & J. Boot "De Industrie" Alp |
| 502379<br>PCUH<br>Df Esd<br>RT | **ARIE JACOB**<br>**Katwijkse Red. & Haringhandel v/h A. den Dulk**<br>Katwijk a/Zee Netherland | 192<br>82<br>— | | 1961 D. & J. Boot Schps. "De Industrie" —Alp<br>110′ 3″<br>94′ 10″ 20′ 8″ 11′ 1″<br>RW | M Trawler | Oil 4SA 8Cy. 250×350 mm<br>D. & J. Boot "De Industrie" Alp |
| 651481<br>PCTZ<br>Df Esd<br>Gc Pfd<br>RT | **ARIE JACOB**<br>**H. Krijgsman**<br>Katwijk a/Zee Netherland | 135<br>46<br>— | BV | 1964 Scheepswerf Metz—Urk<br>98′ 3″ 21′ 4″<br>85′ 4″ 21′ 2″ 10′ 8″ | M Fishing<br>3 Ha (3½′, 3½′×3½′) (2¾′×2¾′) | Oil 4SA 8Cy. 210×300 mm<br>530bhp<br>Gebr. Stork & Co. Zwolle<br>12k |

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| 502382<br>PCUL<br>12217<br>Df Esd<br>Rdr<br>RTm/v | **ARIE VAN DER ZWAN**<br>**Jaczon Rederij &**<br>**Haringhandel N.V.**<br>Scheveningen Netherland | 351<br>167<br>— | | 1961 Fa. Seymonsbergen Werf<br>"Concordia"—Ams<br>159' 0" 24' 9"<br>139' 5" 24' 6" 13' 0" | M Trawler<br>1 Ho 61' | Oil 4SA 8Cy. 305×460 mm<br>915bhp<br>D. & J. Boot "De Industrie"<br>2×22kW 110V |
| 502383<br>JXOX<br>Df Esd<br>Gc Rdr<br>RTm | **ARIEL**<br>**Skibs A/S Aino, Skibs A/S**<br>**Viva & Skibs A/S Viator**<br>C. H. Sörensen & Sönner<br>Arendal Norwegian | 13058<br>6688<br>18100 | NV | 1961 Uddevallavarvet A/B—Udv<br>555' 0" 70' 2" 30' 1½"<br>520' 10" 70' 0" 41' 3"<br>1 dk | M Bulk Carrier Mchy.aft<br>7 Ho each 53¼'<br>G.852420 B.829780<br>7 Ha (stl) (23½' 34¾', 34¾', 34¾',<br>34¾', 34¾, 34¾'×32¾')<br>7W Der 7(8) 1(1½) | Oil 2SA 8Cy. 760×1500 mm<br>7500bhp Götaverken<br>Uddevallavarvet A/B<br>3×240kW 440V 60c/s a.c. |
| 640111<br>SFBZ<br>10466<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ARIEL**<br>**Rederi A/B Jamaica**<br>Stockholm Swedish | 8249<br>4380<br>8100 | ✠100A1 CS 8/63<br>✠LMC<br>✠Lloyd's RMC<br>MN2000 EL d†2 1/16"SQ | 1964-3 Eriksbergs M/V A/B—Got<br>489' 7" 62' 3" 27' 6½"<br>450' 11" 62' 0" 39' 0"<br>P48' F53' 2 dks, 3rd dk except in mchy.<br>space, 4th dk in Nos. 1 & 2 holds<br>Coll BH to U dk 5 to 2nd dk<br>rf 19" WB2092t incl. Tunnel tanks 920t | M Ref<br>4 Ho 93½', 68', 78¾', 89½'<br>B.367000 In.374510<br>4 Ha (stl) (34½'×18¾') (33', 33',<br>33'×18¾')<br>Cr 4(5) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp B&W<br>Eriksbergs M/V A/B<br>AuxB 71lb<br>4×395kW 440V 60c/s a.c. |
| 502367<br>6ZWE<br>2654<br>Df Esd<br>Gc Rdr<br>RTm | **ARIEL**<br>exAriana-66<br>~~Atlantic Shipping Inc.~~<br>~~Monrovia~~ ~~Liberian~~<br>**Atlantic Shipping Inc. Cie**<br>**Chambon & Cia. di Nave-**<br>**gacion y Fletamento S.A.**<br>Monrovia Liberian | 7029<br>3852<br>10435<br>9514<br>5411<br>12888 | ✠100A1 SS 7/68 ~~SS 6/63~~<br>DTsmf—vegetable oil<br>Ice Class 3<br>✠LMC<br>MN1350 EL e†2¼"SQ | 1959-11 Rheinstahl Nordseewerke—Emd<br>508' 3" 62' 3" 26' 2¾"/29' 9"<br>466' 4" 62' 0" 39' 3"<br>P100' F110' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4" DK fwd WB3852t incl. Tunnel tanks 418t | M (10P) OSD/CSD<br>5 Ho 59½', 72½', 71', 71', 71'<br>G.722665 B.691892<br>5 Ha (stl) (32½', 42', 42', 36¾', 36¾'×24')<br>16W Der 1(30) 2(10) 4(5-10) 4(5) 6(3) | Oil 2SA 6Cy. 780×1400 mm<br>6750bhp<br>Masch. Augsburg-Nürnberg<br>AuxB 114lb<br>3×320, 320, 200kW 440V 60c/s a.c. |
| 502385<br>OFUF<br>1144<br>Df Esd<br>Gc Rdr<br>RT | **ARIEL**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish<br>Now **MONTROSE** See New Entries No. 7 | 2146<br>770<br>3007 | ✠100A1 SS 3/67<br>Str. nav. ice<br>✠LMC<br>MN450 EL t | 1954-8 De Merwede v/h v. Vliet & Co.—<br>Hxd<br>315' 0" 43' 10" 19' 7½"<br>289' 0" 43' 8" 28' 8"<br>F25' RFD40' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB227t | S OSD<br>G.179885 B.170085<br>8W | Q 4Cy. 18½" 26¾" 30 11/16" & 54¾"×<br>2500ihp<br>Schps. Inst. Nederland Ijsselmonde<br>2WTB 256lb Spt hs(6480) |
| 502386<br>Df | **ARIEL**<br>exOresund exDanemark<br>**Navegaçao Savonia S.A.**<br>Rio de Janeiro Brazilian | *1796*<br>*939*<br>3100 | BV | 1920 A/S Baltica Værft—Cpn<br>301' 9" 40' 2" 19' 1½"<br>40' 0"<br>P38' B157' F29' 1 dk<br>R | S<br>G.164625 B.146750<br>4 Ha (27½', 27½', 25½', 25½'×17')<br>8W Der 1(20) | T 3Cy. 18" 30" & 50"×36"<br>900ihp NE28<br>Helsingörs Jernsk. |
| 502387<br>GMDY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARIEL**<br>**H.M. Postmaster General**<br>British | 1486<br>453<br>1061 | ✠100A1 TD 7/68 ~~D 7/64~~<br>with freeboard<br>✠LMC<br>MN270 EL p 1 11/16" | 1939-12 Swan, Hunter & Wghm Rchdsn<br>—Nwc<br>251' 8" 35' 3" 16' 4"<br>228' 9" 35' 0" 24' 4"<br>2 dks<br>RW Coll BH to U dk 3 to 2nd dk<br>WB361t incl. DTsf43t | TS Cable Ship Mchy.aft<br>2W Der 4(2) | T 6Cy. 13" 22" & 36"×24"<br>1100ihp<br>Swan, Hunter & Wghm Rchdsn<br>2 SB 200lb hs(3320) 4cf |
| 502388<br>IKGD<br>893 | **ARIEL**<br>~~Roberto Andato~~ **Satmar S.r.l.**<br>Naples Italian | 1061<br>598<br>1517 | ✠100A1 SS 2/66<br>✠LMC<br>MN180 EL m<br>RI | 1950-12 Cant. Nav. Giuliano—Tri<br>222' 6" 34' 7" 15' 8"<br>204' 4" 34' 6" 19' 8"<br>F24' 1 dk<br>RW 5BH<br>WB285t | M<br>3 Ho<br>G.62834 B.61492<br>6W Der 1(8) | Oil 2SA 6Cy. 360×600 mm<br>900bhp Sulzer<br>C.R.D. Adriatico |
| 502389<br>OXRK<br>Pfd | **ARIEL**<br>exMercator exMaria Catharina<br>**Hugo Höyer**<br>Frederiksværk Danish | 121<br>62<br>142 | BV | 1910 W. Mulder—Stadskanaal<br>103' 11" 17' 11" 6' 2"<br>17' 2"<br>Q29' 1 dk<br>R | Aux Mchy.aft<br>1 Ho 54'<br>G.6700 B.6350<br>1W Der 1(2) | Oil 4SA 6Cy. 127×145 mm<br>200bhp NE64<br>A/B Scania-Vabis |
| 502391<br>SVST<br>1460<br>Df Esd<br>Gc Rdr<br>RT | **ARIES**<br>**Soc. Transoceanica**<br>**Canopus S.A.**<br>Piræus Greek | 11897<br>7060<br>~~18324~~<br>19268 | ✠100A1 TD 2/69 ~~SS 9/64~~<br>oil tanker<br>✠LMC<br>MN1500 EL h†2⅜"SQ<br>HR | 1957-4 Nippon Kokan—Tsu<br>553' 0" 71' 8" 29' 6½"<br>525' 0" 39' 5"<br>P117' F66' 1 dk<br>16BH<br>rf 4" WB1359t incl. DTf957t | M Tanker Mchy.aft<br>24 Ta<br>L.879879 HeCls. BC | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W<br>Mitsui Zosen<br>2AuxB 180lb e (ex.g) 206lb |
| 670011<br>SPVD<br>44568<br>Df Esd<br>Gc Rdr<br>RT | **ARIES**<br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia Polish | 2799<br>1163<br>1486 | | 1966 Stocznia Gdanska—Gdk<br>278' 10" 45' 4" 18' 0½"<br>45' 2" 31' 11"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.49450 | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>Z.U.T. Zgoda<br>4×250kW 220V d.c. |
| 502394<br>EHSE<br>RTh | **ARIES**<br>**Naviera del Cantabrico S.A.**<br>Santander Spanish | 395<br>211<br>532 | ✠LR class withdrawn—<br>Owners' request 12/67 | 1946-11 J. Fernandez Montes—Gjn<br>157' 6" 26' 4"<br>144' 4" 26' 3" 11' 2"<br>P40' F18' 1 dk<br>R | S Mchy.aft<br>2 Ho each 48¾'<br>G.26000 B.24500<br>2 Ha (each 32¾'×17')<br>2W | T 3Cy. 7¼" 13 11/16" & 21¾"×15¾"<br>250ihp<br>Vda de Martin Martin |

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|---|---|---|---|---|---|---|
| 533610<br>6ZZC<br>2730<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARIETTA**<br>exSoya-Andrea-67<br>**Rio Amarillo Cia. Nav. S.A.**<br>Monrovia Liberian | **25211**<br>16172<br>40920 | ✠100A1 SS 3/67<br>oil tanker<br>✠LMC<br><br>MN3850 EL s†3 1/16"SQ | **1962**-1 A/B Götaverken—Got<br>699′ 9″ 96′ 3″ ~~86′ 2″~~ 37′ 6¼″<br>671′ 2″ 96′ 0″ 48′ 3″<br>P128′ B28′ F76′ 1 dk<br>16BH<br>rf 2″ WB6474t incl. 2910t in clean ballast tanks | S Tanker Mchy.aft<br>33 Ta<br>L.1432015 HeCls. BC<br><br>Der 4(3–5) 2(3) 2(1) | 2 S Turb dr geared to sc. shaft<br>19250shp 4300t (o.f)–95pd<br>Parsons Marine Turb. Co. Wal<br>2WTB 705lb Spt 850° F. 650lb hs19246<br>2sg 178lb<br>3×700, 700, 200kW 440V 60c/s a.c. 17k |
| 680035<br><br><br>Esd Rdr<br>RT | **ARIF**<br><br>**Arif Goksu Muessesesi Adil Goksu ve Ortaklari Kollektif Sirketi**<br>Istanbul Turkish | **480**<br>280<br>750 | BV | **1967** Celiktrans Deniz Insaat—Ist<br>169′ 6″ 28′ 3″ 12′ 2½″<br>150′ 11″ 28′ 2½″ 13′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 275×360 mm<br>550bhp<br>Skoda Prague |
| 652345<br>CLFL<br><br>Df Esd<br>Gc Rdr<br>RT | **ARIGUA**<br><br>**Republica de Cuba (Flota Cubana de Pesca)**<br>Havana Cuban | **705**<br>378<br>528 | BV | **1965** S.A. Juliana Const. Gijonesa—Gjn<br>181′ 3″ 29′ 7″ 12′ 3½″<br>162′ 9″ 29′ 6½″ 14′ 0″<br>RW | M Trawler<br><br>3 Ha (each 5¾′×5½′)<br>Der 4(1) | Oil 4SA 9Cy. 300×450 mm<br>1300bhp MAN<br>Cia. Euskalduna Bbo<br>15k |
| 502398<br>PJHY<br><br>Df Gc<br>Pfd<br>RTm/h/v | **ARIKOK**<br><br>**Bestuurscollege van het Eilandgebied Aruba**<br>Oranjestad Netherland (Antilles) | **137**<br>—<br>79 | | **1961** Schps. v/h Jonker & Stans—Hendrik-I-A<br>94′ 8″ 23′ 10″ 9′ 2½″<br>… … … | M Tug<br><br><br>Der 1(5) | Oil 4SA 6Cy. 330×600 mm<br>940bhp 50t (d.o)<br>N.V. Werkspoor Ams<br>11k |
| 502399<br>OUKJ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARILD MÆRSK**<br><br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish<br>Now **VICTORIOUS COLOCOTRONIS** See New Entries No. 1 | **13068**<br>7718<br>20125 | ✠100A1 SS 7/63<br>oil tanker<br>✠LMC<br><br>MN1650 EL i†2½″SQ | **1958**-7 Mitsui Zosen—Tmn<br>559′ 11″ 72′ 1″ 31′ 5¼″<br>538′ 3″ 71′ 10″ 39′ 6″<br>P115′ B32′ F71′ 1 dk<br>12BH<br>rf 2″ WB1297t incl. DTf936t | M Tanker Mchy.aft<br>21 Ta<br>L.949000 | Oil 2SA 7Cy. 740×1600 mm<br>8250bhp B&W 2006t<br>Mitsui Zosen Tmn<br>2AuxB (o.f) 180lb Spt<br>AuxB (ex.g) 180lb 15k |
| 502400<br>JGSL<br>68414<br>Df Esd<br>Gc Rdr<br>RTm | **ARIMA MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | **7584**<br>4287<br>9729 | NK<br>✠Classed LR until 8/66 | **1952**-2 Nishi Nippon Jukogyo—Nag<br>495′ 4″ 62′ 6″ 27′ 7″<br>459′ 4″ 62′ 4″ 34′ 5″<br>P23′ B197′ F43′ 2 dks<br>RW<br>rf 6″ | TM (9P) Ref<br>6 Ho 49′, 72¼′, 63′, 49¾′. 68¼′, 44½′<br>G.408063 B.378892 In.63002<br>6 Ha (stl) (21¼′×18′) (36¾′, 31½′, 28¾′, 39¼′, 23½′×23′)<br>18W Der 1(50) 2(20) 2(10) 6(6) 8(3) | 2 Oil 2SA each 6Cy. 720×1250 mm<br>8600bhp 1573t (hvf)<br>Nishi Nippon Jukogyo Nag<br>3×230kW 230V d.c. 16k |
| 650826<br><br><br>Df Esd<br>Rdr RT | **ARIMEDA**<br><br>**Werner Schüler**<br>Brake W. German | T.Mk **300**<br>~~480~~ 181<br>760 | GL | **1965** Jadewerft G.m.b.H.—Wilhelmshaven<br>175′ 11″ 30′ 7″ 10′ 11″<br>158′ 6″ 30′ 6″ 18′ 6″<br>1 dk & S dk | M OSD Mchy.aft<br><br>G.55762 B.52584 | Oil 4SA 6Cy. 250×350 mm<br>300bhp<br>Motorenw. Mannheim Mhm<br>9½k |
| 502403<br>JETQ<br>86544<br>Df Esd<br>Rdr RT | **ARIMINE MARU**<br><br>**Baba-Daiko Shosen K.K.**<br>Tokyo Japanese | **3401**<br>1771<br>5098 | NK | **1961** Setoda Zosen—Setoda<br>343′ 9″ 49′ 5″ 20′ 11″<br>319′ 10″ 49′ 3″ 25′ 3″<br>1 dk | M Mchy.aft<br>3 Ho<br>G.238083 B.220064<br>3 Ha (42½′, 44¼′ 71¼′×21¼′)<br>8W Der 2(15) 6(10) | Oil 2SA 7Cy. 420×900 mm<br>2760bhp B&W 378½t<br>Mitsui Zosen Tmn<br>2×80kW 225V d.c. 12k |
| 640631<br><br><br>Esd Gc<br>Rdr | **ARINYA**<br><br>**Republic of the Philippines (Bureau of Coast and Geodetic Survey)**<br>Manila Philippine | **178**<br>106<br>— | | **1962** Walkers Ltd.—Maryborough<br>100′ 6″ 22′ 2″ 8′ 0″<br>90′ 0″ 22′ 0″ 10′ 6″<br>2 dks | TM Survey Ship Mchy.aft | 2 Oil 2SA each 6Cy. 4¼″×5″<br><br>General Motors Corp. Det |
| 502404<br>EAMR | **ARIO**<br>exAfon Dyfi exTarrasa<br>**José Guezuraga Urizar**<br>Cadiz Spanish | **804**<br>370<br>1065 | ✠Classed LR until 3/46<br>**BROKEN UP** | **1921**-8 Ast. del Medit.—Bcl<br>190′ 0″ 28′ 10″ 13′ 10½″<br>28′ 8″<br>Q114′ B12′ F22′ 1 dk Well dk<br>R | S Mchy.aft<br><br>G.47000 B.44000 | T 3Cy. 12″ 20″ & 32″×24″<br>500ihp 157t (c)<br>Alexander Hermanos Bcl<br>7k |
| 502405<br>ELRT<br>557<br>Df Esd<br>Gc | **ARION**<br>exMarven-55 exElly-52<br>exJosé Pedro Varela-49<br>**Ariate Cia. Nav. S.A.**<br>Venizelos S.A<br>Monrovia Liberian | **7216**<br>4382<br>10815 | **BROKEN UP**<br>AB | **1944** Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 62¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.468000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. |
| 522899<br>SYXW<br>2420<br>Df Esd<br>Gc Rdr<br>RT | **ARION**<br>exMathilda Thordén-64<br>exThunderer-46 exAmazon-41<br>exMathilda Thordén-41<br>**Arion Armadora S.A.**<br>Pateras Bros. Ltd.<br>Piræus Greek | **3570**<br>1891<br>5985 | ✠100A1 SS 2/66<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>EL x | **1938**-8 A/B Crichton-Vulcan—Åbo<br>338′ 2″ 51′ 5″ 23′ 8¾″<br>364′ 3″ 51′ 2″ 33′ 8″<br>1 dk & S dk, 3rd dk in fwd hold<br>R Coll BH to S dk 5 to 2nd dk<br>WB1211t incl. DTa31t | M Ref OSD<br><br>G.354000 B.327000 In.16000<br><br>10W Der 1(25) | Oil 2SA 7Cy. 650×1250 mm<br>3600bhp 420t<br>Fr. Krupp Germ. A.G. Ket<br>14½k |
| 533677<br>SZUP<br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **ARION**<br>exRauni-67 exSpigerborg-65<br>**Conzaro Cia. Nav. S.A.**<br>Piræus Greek | 2276 ~~2399~~<br>1075 ~~1058~~<br>~~3580~~ | ✠100A1 SS 9/67 ~~SS 1/63~~<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>MN429 EL u | **1950**-1 W. Gray & Co. Ltd.—Hpl<br>333′ 7″ 47′ 1″ 19′ 0½″<br>310′ 6″ 46′ 10″ 27′ 10″<br>F30′ 1 dk & S dk<br>R Coll BH to S dk 5 to 2nd dk<br>rf nil WB896t incl. Tunnel tanks 156t | M (2P) OSD<br>4 Ho 42¾′, 85½′, 47¼′, 47¼′<br>G.221000 B.205000<br>5 Ha (24¾′×20′) (24¾′, 27′, 24¾′×22′) (24¾′×20′)<br>10W Der 1(15) 5(5) | Oil 2SA 7Cy. 500×700 mm<br>2145bhp 584t (d.o)<br>Cen. Mar. Eng. Wks Hpl<br>db 105lb<br>4×150, 150, 150, 25kW 220V d.c. |

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|---|---|---|---|---|---|---|
| 650570<br>DEHA<br>13363<br>Df Esd<br>Gc Rdr<br>RT | **ARION** T.Mk<br>**"Seestern" Reederei-Ges.m.b.H.**<br>Dampf. Ges. "Neptun"<br>Bremen W. German | 500<br>298<br>1205 | GL | 1965 Lürssenwerft—Bmn<br>238' 10" 37' 9" 11' 7"<br>216' 6" 37' 6" 11' 11"<br>B26' F24' 1 dk & S dk | M OSD Mchy.aft<br>2 Ho 53½', 65'<br>G.112176 B.99874<br>2 Ha (stl) (53½', 65'×22½')<br>Cr 1(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Klöckner-Humboldt-Deutz<br>1×30kW 230/400V d.c. |
| 608605<br>SZPV<br>2859<br>Esd Pfd<br>RTm | **ARION**<br>exDaniel-66<br>exAmalie Essberger-62<br>**Ktimatoraftiliaki S.A.**<br>Piræus Greek | 443<br>246<br>— | | 1953 D. W. Kremer Sohn—Elmshorn<br>173' 0" 29' 7" 8' 6"<br>170' 11" 29' 6" 9' 2"<br>P41' F27' 1 dk<br>RW | TM Tanker Mchy.aft | 2 Oil 4SA each 6Cy. 215×360 mm<br>400bhp<br>Masch. Kiel A.G.<br>1×34kW 110V d.c. |
| 641638<br>SZHY<br>2240<br>Df Esd<br>Gc | **ARION**<br>**I. Rouvelas, P. Karatzis, M. Protopsaltis & Co.**<br>Piræus Greek | 443<br>216<br>— | GL | 1964 D. C. Anastassiades & A. Ch. Tsortanides—Perama<br>172' 3" 27' 11" 11' 10"<br>27' 9"<br>RW | M Trawler | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Masch. Kiel A.G. |
| 502407 | **ARION**<br>**Cia. União de Transportes e Abastecimento**<br>George Hue<br>Rio de Janeiro Brazilian | 400<br>100<br>— | | 1944 Defoe S.B. Co.—Bay City<br>*153·0'* 23' 4"<br>23' 2"<br>1 dk | TM Mchy.aft | 4 Oil 2SA each 12Cy. 115×140 mm geared to 2 sc. shafts<br>General Motors Corp. |
| 535494<br>PCUI<br>Df RTm | **ARION**<br>exTempo-D-66 exTurbo-55<br>**J. Kruidhof & H. A. Kuiper**<br>Kamp's Scheepvaart & Handel Maats. N.V.<br>Delfzijl Netherland | 199<br>115<br>250 | BV | 1936 Noord Ned. Schps—Gro<br>*112·7'* 21' 1" 8' 0½"<br>130' 0" 11' 2"<br>1 dk<br>R | M Mchy.aft<br>1 Ho 69'<br>G.14000 B.13500<br>2 Ha (31½', 21½'×13¾')<br>Der 2(1½) | Oil 2SA 3Cy. 240×360 mm<br>150bhp<br>Appingedammer Brons.<br>1×7kW 24V d.c. |
| 640088<br>HMKU<br>Df Esd<br>Rdr RT | **ARIRANG**<br>**Korea Shipping Corporation**<br>Pusan S. Korean | 970<br>499<br>299 | AB | 1963 Tosa Zosen Tekkosho—Kochi<br>*186·2'* 31' 4" 10' 0"<br>180' 5" 31' 2" 13' 7"<br>B&F168' 3 dks<br>RW<br>rf 10" | TM<br>2 Ho each 34¼'<br>B.12000<br>2 Ha (each 9¾'×13') | 2 Oil 2SA each 4Cy. 300×600 mm<br>1500bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 502409<br>SXVI<br>2096<br>Df Esd<br>Gc Rdr<br>RT | **ARIS**<br>exGlynn-62 exAraby-61<br>**Aris Compania Naviera S.A.**<br>Pateras Bros. Ltd.<br>Piræus Greek<br>Now **ARIA** See New Entries No. 2 | 5059<br>2705<br>8300<br>6906<br>3890<br>— | **BS✻** SS 6/65<br>**MBS✻**<br>MN668 CT6705 C37 | 1947–1 Lithgows Ltd.—P.Gl<br>425' 1" 56' 2" 25' 4½"/—<br>400' 0" 56' 0" 38' 4"<br>F35' 1 dk & S dk<br>Coll BH to S dk 5 to 2nd dk<br>WB2000t incl. DT674t | M OSD/CSD<br>G.511970 B.466574<br>12W Der 1(30) | Oil 4SA 6Cy. 740×1500 mm<br>3340bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 150lb |
| 502410<br>IKGP<br>603<br>Esd RT | **ARIS**<br>exAtlas-55<br>**Antonio Colandrea**<br>~~Venice~~ Naples Italian | 492<br>219<br>— | ✠<br>RI | 1942–10 Goole S.B. & R. Co. Ltd.—Goo<br>151' 2" 27' 6"<br>149' 11" 27' 5" 14' 11"<br>1 dk<br>conv trawler 48 | M<br>2 Ho | Oil 4SA 8Cy. 285×420 mm<br>800bhp NE56<br>Masch. Augsburg-Nürnberg |
| 502411<br>MXJY<br>185788<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ARISAIG**<br>**Scottish Ore Carriers Ltd.**<br>J. & J. Denholm (Management) Ltd.<br>Greenock British | 6872<br>2741<br>9000 | **✠100A1** SS 4/67<br>ore carrier<br>**✠LMC**<br>MN500 EL a†2"SQ | 1957–9 Lithgows Ltd.—P.Gl<br>427' 0" 57' 3" 25' 4½"<br>407' 0" 57' 0" 32' 3"<br>P102' B25' F47' 1 dk<br>RW NS in dry cargo hold fwd 8BH<br>rf 4" WB6169t | M Ore Carrier<br>5 Ho 52', 52½', 52', 57½', 31½'<br>G.227668 B.225645<br>5 Ha (stl) (47½', 47½', 47½', 47½'×30') (9'×20')<br>2W Der 2(5) 1(3) 2(1½) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp Doxford<br>D. Rowan & Co. Ltd.<br>2AuxB 150lb<br>3×50kW 220V d.c. |
| 502413<br>EHWS | **ARISCO**<br>**Pesqueras Gabriel Gonzalez S.R.C.**<br>Vigo Spanish | 151<br>83<br>— | | 1944 J. R. Curbera—Freijo<br>*87·0'* 20' 7"<br>… … … | Wood M Trawler | Oil 6Cy. 250×330 mm<br>330bhp<br>Soc. Española de Const. |
| 542624<br>SYTC<br>2380<br>Df Esd<br>Rdr<br>RTm | **ARISTAGORAS**<br>exAcadia-63<br>**Mercante Cia. Naviera S.A.**<br>M. A. Karageorgis<br>Piræus Greek | 5030<br>2969<br>8700 | NV<br>**BROKEN UP** | 1938 Flensburger Schiffs.—Fln<br>430' 8" 55' 8" 25' 5½"<br>55' 6"<br>F28' 1 dk & S dk, 3rd dk in No. 1 hold<br>RW | M OSD<br>4 Ho 61' 95½' comb., 55', 44'<br>G.513000 B.463000<br>5 Ha (29½', 44½', 34½' 31½', 31½'×20')<br>Der 1(30) 10(5) | Oil 2DA 5Cy. 600×1100 mm<br>3400bhp<br>Masch. Augsburg-Nürnberg<br>4×150, 75, 75, 75kW 220V d.c. |
| 505369<br>SVIV<br>2761<br>Df Esd<br>Gc Rdr<br>RTm/h | **ARISTAIOS**<br>exBromalm-66<br>exHolmialand-61<br>**Castletown Cia. Nav. S.A.**<br>M. A. Karageorgis<br>Piræus Greek | 4881<br>2704<br>9200<br>7784<br>4931<br>10925 | **✠100A1** SS 6/67 ~~SS 2/66~~<br>with freeboard<br>Str. nav. Ice<br>**✠LMC**<br>EL b† | 1946–2 Kockums M/V A/B—Mmo<br>453' 2" 58' 2" 25' 2½"/28' 1"<br>420' 9" 58' 0" 37' 6"<br>P52' Q69' B18' 1 dk & S dk, Intermediate 'tween dks fwd & aft under raised S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB3130t incl. Tunnel tanks 411t DTm1028t | M OSD/CSD<br>5 Ho 60½', 64½', 59½', 75½', 68½'<br>G.621980 B.567880<br>1 Ha (stl) (29½'×24')<br>4 Ha (w) (each 36½'×24')<br>10W Der 1(20) 4(7½) 8(5) | Oil 2DA 6Cy. 600×1100 mm<br>3800bhp<br>Kockums M/V A/B<br>db 100lb<br>3×100kW 230V |
| 538438<br>SZVR<br>Df Esd<br>Gc Rdr<br>RT | **ARISTANAX**<br>exW. R. Lundgren-67<br>**Medomio Cia. Naviera S.A.**<br>Piræus Greek | 10226<br>5912<br>12440 | **✠100A1** SS 9/67<br>DTsf—vegetable oil<br>~~Str. nav. ice~~<br>**✠LMC**<br>MN1200 EL e†2½"SQ | 1958–10 A/B Götaverken—Got<br>490' 0" 66' 2" ~~26' 6"/29' 0" 32' 2½"~~<br>451' 9" 66' 0" 42' 6" — /32' 2½"<br>F51' 2 dks, 3rd dk in Nos. 1 & 2 holds<br>7BH<br>rf 6" WB3899t incl. Tunnel tanks 500t | M ~~OSD/CSD~~<br>6 Ho 71½', 60½', 60½', 71', 68½', 16'<br>G.728390 B.642400<br>6 Ha (stl) (35½', 36½', 36½', 36½', 36½'×20½') (8'×18')<br>4W Cr 3(5) 2(3) Der 1(25) 4(10) | Oil 2SA 8Cy. 680×1500 mm<br>6000bhp<br>A/B Götaverken<br>~~db 85lb~~ e (ex.g) 35lb AuxB<br>3×200kW 220V d.c. |

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| 537045<br>HOTI<br><br>Df Esd<br>Gc Rdr<br>RT | **ARISTANDROS**<br>exTulane–65<br>**Eastcote Cia. Nav. S.A.**<br>M. A. Karageorgis<br>Panama Panamanian | 5488<br>3240<br>8300 | NV | **1940** A/S Akers M/V—Osl<br>452′ 3″ 57′ 4″ 25′ 8¾″<br>420′ 8″ 57′ 2″<br>P49′ F40′ 1 dk & S dk, 3rd dk in No. 1 hold | M Ref OSD<br>G.560000 B.513000<br>17W Der 1(25) 2(10) | Oil 2DA 5Cy. 620×1400 mm<br>B&W<br>A/S Akers M/V | 1156t<br>Osl<br>15½k |
| 540099<br>SYNQ<br>2170<br>Df Esd<br>Rdr RT | **ARISTEA**<br>exJuno–63<br>**"Minos" Shipping Transports Co. Ltd.**<br>Piræus Greek | 8422<br>4948<br>12640 | AB<br>✠LR class withdrawn—Owners' request 7/67 | Lch.**1941** Cmd.**1945**–6 A/B Götaverken—Got<br>483′ 6″ 59′ 1″ 27′ 10¾″<br>459′ 9″ 59′ 0″ 35′ 6″<br>P101′ B38′ F60′ 1 dk<br>RW | M Tanker Mchy.aft<br>16 Ta<br>L.596007<br>HeCls. C | Oil 2SA 6Cy. 680×1500 mm<br>4200bhp<br>A/B Götaverken | 1022t–18pd<br>Got<br>12½k |
| 541023<br>5MPV<br>1810<br>Df Esd<br>Gc Rdr<br>RT | **ARISTEIDES**<br>**Arias Cia. Nav. S.A.**<br>Monrovia Liberian | 28029<br>19189<br>50055 | AB | **1963** Mitsui Zosen—Tmn<br>735′ 1″ 100′ 11″ 41′ 1″<br>705′ 5″ 100′ 8″ 55′ 6″<br>P128′ F62′ 1 dk<br>RW<br>rf 4″ | M Bulk Carrier Mchy.aft<br>8 Ho<br>G.2186892<br>8 Ha | Oil 2SA 7Cy. 840×1800 mm<br>14700bhp B&W<br>Mitsui Zosen | 3737t<br>Tmn<br>15½k |
| 502417<br>HOMZ<br>3346L<br>Df Esd<br>Gc | **ARISTIDES**<br>exBaron Elphinstone–59<br>**Aristides Steamship Co. S.A.**<br>Panama Panamanian | *4635*<br>*2692*<br>8963 | **BS✳** SS 9/67<br>**MBS✳**<br>MN270 CT6523 C37 | **1937**–10 Sir J. Laing & Sons Ltd.—Sld<br>430′ 0″ 58′ 2″ 24′ 11½″<br>405′ 11″ 58′ 0″ 36′ 2″<br>F38′ 1 dk & S dk<br>R 7BH<br>WB1713t | S OSD<br>G.521831 B.477243<br>10W | T 3Cy. 21½″ 37″ & 62″×42″<br>1660ihp<br>George Clark (1936) Ltd.<br>2 SB 220℔ hs(5024) | 371t (c)<br>Sld |
| 522197<br>5BBG<br>321037<br>Df Esd<br>Rdr RT | **ARISTIDES**<br>exMargit–65 exWarun–57<br>**Levante Shipping Co. Ltd.**<br>Famagusta Cyprus | 993<br>443<br>1536 | BV<br>✠Classed LR until 1/57 | **1935**–5 Nya Varvs. Öresund—Lkr<br>256′ 10″ 35′ 8″ 15′ 1¾″<br>210′ 0″ 35′ 6″ 15′ 3″<br>B42′ 1 dk & S dk<br>R | M OSD<br>G.115380 B.101321<br>len 57 | Oil 2SA 5Cy. 520×700 mm<br>MAN<br>Kockums M/V A/B | 115t<br>Mmo<br>12k |
| 502418<br>5LRN<br>1174<br>Df Esd | **ARISTIDIS**<br>exHenry Groves Connor–47<br>**Balboa Marine S.A.**<br>Monrovia Liberian | 7247<br>4437<br>10870 | AB | **1943** Delta S.B. Co.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 33′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3×20kW 120V d.c. | 1834t (o.f)<br>Pld<br>10½k |
| 505381<br>SXXS<br><br>Df Esd<br>Gc Rdr<br>RT | **ARISTIDIS**<br>exBrooktor–67<br>exWillem Mennen–59<br>**Astro Reinante Cia. Naviera S.A.**<br>Piræus Greek | ~~4996~~ 5129<br>~~2611~~ 2683<br>7072 | GL | **1954** Nordseewerke Emden—Emd<br>398′ 7″ 54′ 6″ 24′ 1″<br>366′ 6″ 54′ 2″ 30′ 8″<br>P39′ B69′ F40′ 2 dks<br>RW | M CSD<br>G.325890 B.301180<br>5 Ha<br>10W Der 1(25) 10(5) | Oil 2SA 5Cy. 700×1200 mm<br>3000bhp<br>Masch. Augsburg-Nürnberg | 437t<br>Aug<br>13k |
| 528321<br>SXSK<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARISTIPOS**<br>exPotaro–65<br>**Ioannitsa Cia. Nav. S.A.**<br>Piræus Greek | *5416*<br>*3072*<br>—<br>*7433*<br>*4462*<br>— | ✠100A1 TD 1/67<br>with fbd DTsf—oil FP above 150° F. & tunnel aft side tanks—veg. oil<br>✠LMC<br>EL b†2$\frac{1}{16}$″SQ | **1940**–11 Harland & Wolff Ltd.—Bel<br>450′ 4″ 61′ 4″ 25′ 0″/—<br>61′ 2″ 38′ 0″<br>F43′ 1 dk & S dk, 3rd dk except in No. 5 hold<br>Coll BH to U dk 6 to 2nd dk<br>WB2959t incl. DTsf760t Tunnel tanks 252t | M OSD/CSD<br>G.565300 B.516360<br>14W Der 1(50) | Oil 2DA 6Cy. 620×1400 mm<br>6000bhp B&W<br>Harland & Wolff Ltd.<br>✠NAuxB 55–100℔ | 998t<br>Bel<br>15k |
| 536620<br>SYEA<br><br>Df Esd<br>Gc Rdr<br>RT | **ARISTOGENIS**<br>exTourcoing–67<br>**Marnuestro Cia. Nav. S.A.**<br>Piræus Greek | 6780<br>4126 ~~4124~~<br>10515 | ✠100A1 SS 10/64<br>with freeboard Tunnel side and centre tanks when no other oil or feed water in adjacent tanks—vegetable oil DTsm—latex<br>✠LMC<br>EL s†2¼″SQ | **1947**–12 Kockums M/V A/B—Mmo<br>499′ 0″ 62′ 4″ 27′ 7¼″<br>470′ 11″ 62′ 1″ 42′ 11″<br>P42′ F44′ 1 dk & S dk, 3rd dk except in Nos. 4 & 5 holds<br>Coll BH to S dk 6 to 2nd dk<br>WB2628t incl. Tunnel tanks 1138t | TM OSD<br>5 Ho<br>G.715000 B.654000<br>6 Ha (31½′, 37½′, 37½′, 37½′, 37½′, 8′×18′)<br>17W Der 1(25) 2(5) 16(3) | 2 Oil 2DA each 7Cy. 600×1100 mm<br>9700bhp MAN<br>Kockums M/V A/B<br>AuxB 100℔ | 1034t<br>Mmo<br>17k |
| 520961<br>SVYH<br>2880<br>Df Esd<br>Gc Rdr<br>RT | **ARISTOKLEIDIS**<br>exLisita–66<br>**Laurence Cia. Nav. S.A.**<br>M. A. Karageorgis<br>Piræus Greek | 9189<br>5556<br>13150 | ✠100A1 SS 1/65<br>ore carrier<br>✠LMC<br>EL d†2$\frac{3}{16}$″SQ | Lch.**1940** Cmd.**1945**–8 Kockums M/V A/B—Mmo<br>496′ 4″ 62′ 2″ 27′ 2″<br>465′ 0″ 62′ 0″ 34′ 6″<br>P91′ B32′ F63′ 1 dk, 2nd dk fwd of holds<br>9BH conv tanker 55<br>rf 1″ WB11069t incl. DTf598t | M Ore Carrier Mchy.aft<br>3 Ho 100¼′, 77¼′, 131′<br>5 Ha (22¼′, 33½′, 42′, 50¾′, 45′×24¾′) | Oil 2DA 6Cy. 600×1100 mm<br>4000bhp MAN<br>Kockums M/V A/B<br>2AuxB 170℔<br>3×75kW 220V d.c. | (d.o)<br>Mmo |
| 502420<br>HPXM<br>2129<br>Df Esd<br>Gc | **ARISTON**<br>**Rex Maritime S.A.**<br>Panama Panamanian | 10280<br>6380<br>— | ✠100A1 Dr 4yrs–6/64<br>oil tanker<br>✠LMC<br>EL e† | **1938**–6 A/B Götaverken—Got<br>515′ 10″ 64′ 4″ 29′ 8″<br>487′ 6″ 64′ 0″ 38′ 2″<br>P103′ B34′ F64′ 1 dk<br>RW 11BH<br>WB1189t incl. DTf325t | TM Tanker Mchy.aft<br>L.728529<br>HeCls. BC | 2 Oil 4SA each 6Cy. 630×1300 mm<br>4500bhp<br>A/B Götaverken<br>2AuxB 150℔ | 1339t–17pd<br>Got<br>12½k |
| 502917<br>5MRB<br>1842<br>Df Esd<br>Gc Rdr<br>RT | **ARISTON**<br>exAtlantic Glory–64<br>**Omeros Shipping Co.**<br>~~Monrovia~~ ~~Liberian~~<br>Piræus Greek | 10093<br>6102<br>14810 | ✠100A1 SS 7/64<br>✠LMC<br>MN1320 EL f†2¼″SQ | **1956**–4 Nagoya Zosen—Nga<br>518′ 0″ 63′ 6″ 30′ 9″<br>485′ 6″ 63′ 3″ 41′ 7″<br>F47′ 2 dks<br>7BH to S dk 1 to 2nd dk<br>rf 4″ WB3724t incl. Tunnel tanks 373t DTm1452t | S CSD<br>G.773327 B.715423<br>15W Der 1(30) 2(10) 2(7½) 12(5) 1(3) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Mitsubishi Hvy Ind. Reorg<br>2WTB 460℔ Spt 750° F. 450℔<br>db 100℔ hs11630 | 1388t (o.f)<br>Kob<br>14¾k |

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| 502421<br>SVZS<br>1172<br>Df Esd<br>Gc | **ARISTON**<br>exMariam-60 exMiaoulis-47<br>**Asterion Shipping Co. S.A.**<br>Piræus Greek | 7243<br>4375<br>10916 | AB<br>**BROKEN UP** | 1944 New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>rf 6" | S<br>5 Ho 60', 72½', 50', 45', 70', 20' DT<br>G.562608 B.499573<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Vulcan Iron Works<br>3×20kW 120V d.c. |
| 540100<br>IKGR<br>435<br>Df Esd<br>Gc RT | **ARISTON**<br>exJohann Ahlers-63<br>exMonika-57<br>**Vincenzo Cavarretta**<br>Trapani Italian | 998<br>533<br>1430 | RI | 1951 J. J. Sietas Schiffsw.—Ham<br>211' 1" 32' 11" 14' 3"<br>191' 1" 32' 9" 19' 1"<br>P56' F24' 2 dks<br>RW | M CSD Mchy.aft<br>1 Ho<br>G.66400 B.64500<br>8W Der 8(3) | Oil 4SA 8Cy. 385×580 mm<br>1000bhp<br>**Masch. Kiel A.G.** |
| 502423<br>SYJK<br>2116<br>Df Esd<br>Gc | **ARISTOPHANES**<br><br>**Soc. Maritima Miraflores Ltda.**<br>Piræus Greek | 10224<br>6139<br>15400 | ✠Classed LR until 9/59<br>**BROKEN UP** | 1940-1 A/B Götaverken—Got<br>515' 10" 64' 5" 29' 8"<br>488' 2" 64' 0" 38' 2"<br>P97' B34' F64' 1 dk<br>RW 11BH | M Tanker Mchy.aft<br>L.728529 HeCls. BC | Oil 2DA 5Cy. 620×1400 mm<br>A/B Götaverken |
| 502425<br>PCUP<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARISTOTELES**<br><br>**Koninkl. Nederl. Stoomb. Maats. N.V.**<br>Amsterdam Netherland | 5709<br>3155<br>6911 | BV | 1962 N.V. Schps. Gebr. Pot—Bolnes<br>424' 0" 57' 8" 24' 7¾"<br>385' 0" 57' 6" 31' 3"<br>P30' F37' 2 dks<br>RW<br>rf 4" | M (12P) Ref CSD<br>4 Ho 45½', 70½', 70½', 76½'<br>G.330000 B.297000 In.10000<br>4 Ha (stl) (26½'×16½') (44½', 44½', 39½'×19½')<br>12W Der 1(75) 1(30) 4(9) 6(6) 2(3) | Oil 2SA 7Cy. 630×1350 mm<br>6000bhp<br>Gebr. Stork & Co.<br>3×170kW 220V d.c. |
| 540101<br>SYPD<br>2183<br>Df Esd<br>Gc Rdr<br>RT | **ARISTOTELES**<br>exParramatta-63<br>**F. A. Theodorides**<br>Aristides Steamship Co. S.A.<br>Piræus Greek | 4856<br>2713<br>— | ✠100A1 TD 2/69 ~~SS 9/64~~<br>with fbd DTm—oil FP above 150° F. or veg. oil<br>✠**LMC**<br>EL a† | 1944-2 Eriksbergs M/V A/B—Got<br>432' 2" 56' 7" 25' 9"<br>405' 0" 56' 6" 38' 9"<br>F39' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>DK fwd of mchy. space WB3242t incl. Tunnel tanks 324t DTm1125t | M OSD<br>G.561080 B.513260<br>12W Der 2(15) | Oil 2SA 6Cy. 710×1400 mm<br>4350bhp B&W<br>Eriksbergs M/V A/B<br>db 100lb |
| 502426<br>6ZHG<br>2262<br>Df Esd<br>Gc | **ARISTOTELIS**<br>exJohn W. Gates-47<br>**Columbia Marine S.A.**<br>Monrovia Liberian | 7254<br>4461<br>10485 | AB<br>**BROKEN UP** | 1943 Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks. 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.562000 B.500000<br>5 Ha (33½', 35', 20', 35', 33'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Filer & Stowell Co.<br>3×20kW 120V d.c. |
| 502427<br>SXNB<br>2040<br>Df Esd<br>Gc Rdr<br>RTm/h | **ARISTOTELIS**<br>exTitania-61<br>**Marvuelo Cia. Nav. S.A.**<br>M. A. Karageorgis<br>Piræus Greek | 6704<br>4081<br>10090 | ✠100A1 SS 6/67<br>with fbd DTm & tunnel side tanks—oil FP above 150° F.<br>✠**LMC**<br>EL e†2½"SQ | 1937-5 Kockums M/V A/B—Mmo<br>498' 0" 62' 4" 27' 7¾"<br>470' 0" 62' 0" 31' 7"<br>P42' F44' 1 dk & S dk, 3rd dk except in aft holds<br>R Coll BH to S dk 6 to 2nd dk<br>WB3947t incl. DTm 1442t Tunnel tanks 1122t | TM Ref OSD<br>4 Ho 79', 127' comb., 70', 81'<br>G.707000 B.649000<br>5 Ha (31½', 37½', 37½', 37½', 37½'×18')<br>17W Der 1(25) 4(5) 14(3) | 2 Oil 2DA each 7Cy. 600×1100 mm<br>9700bhp MAN<br>Kockums M/V A/B<br>db 100lb<br>4×120kW 220V d.c. |
| 523357<br>HOLA<br>4165-L<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ARISTOTLE**<br>exMethane Pioneer-67<br>exNormarti-58<br>exDon Aurelio-51<br>exMarline Hitch-46<br>**Antarctic Gas Inc.**<br>Panama Panamanian | 4693<br>2898<br>4830 | 100A1 SS 6/67 ~~SS 11/62~~<br>liquefied gas & anhydrous ammonia carrier<br>**LMC**<br>MN415 EL w1 11/16"SQ<br>**Lloyd's RMC (LG)** AB | 1945 W. Butler (S.Bs.) Inc.—Dul<br>338' 9" 50' 4" 23' 6½"<br>321' 4" 50' 0" 41' 0"<br>P90' U dk raised 12' btwn P&F194' F41' 1 dk<br>5BH conv dry cargo ship 58<br>rf nil WB2162t incl. DTm183t DTf165t a223t | M Liquefied Gas Carrier Ref Mchy.aft<br>5 separate alu. alloy tanks in holds | Oil 2SA 6Cy. 21½"×29"<br>1700bhp<br>Nordberg Mfg Co.<br>2×250kW 110/220V d.c. |
| 537085<br>LJZB<br><br>Df Esd<br>Rdr<br>RTh | **ARITA**<br>exTunis-67<br>**Olav & Arne Gunnar Gauksheim**<br>Bergen Norwegian | ~~409~~ 483<br>~~284~~ 238<br>670 | BV | 1961 Kustvarvet A/B—Höganäs<br>Completed by A/B Lödöse Varf—Lod<br>189' 10" 27' 4" 10' 6"<br>186' 0" 27' 3" 11' 10"<br>P45' B34' F26' 1 dk<br>rf 4" | M Fishing Mchy.aft<br>2 Ho 57½', 28½'<br>G.34500 B.29300<br>2 Ha (58½', 29½'×16')<br>3W Der 6(5) | Oil 2SA 7Cy. 250×430 mm<br>520bhp Emade42fitted61<br>British Polar Engines Ltd.<br>—×35kW |
| 537314<br>OGKE<br>31<br>Df | **ARITA**<br>exUnion-64 exB.T. V-60<br>exChant 5-46<br>**O/Y Finntank A/B**<br>Naantali/Nådendal Finnish | 392<br>164<br>485 | BV<br>✱Classed BC until 2/49 | 1944-4 Henry Scarr Ltd.—Hessle<br>147' 6" 27' 0" 10' 1"<br>26' 10"<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.23000 | Oil 2SA 5Cy. 250×420 mm<br>325bhp NE56<br>Nydqvist & Holm A/B |
| 502429<br>JNUB<br>70267<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ARITA MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 7724<br>4245<br>9712 | NK<br>✠LR class withdrawn—Owners' request 3/67 | 1953-2 Nishi Nippon Jukogyo—Nag<br>495' 4" 62' 6" 27' 7½"<br>459' 4" 62' 4" 34' 5"<br>P23' B197' F43' 2 dks<br>RW<br>rf 6" | TM (12P) Ref<br>6 Ho 49', 72½', 63', 49½', 68½', 44½'<br>G.571794 B.523640 In.12589<br>6 Ha (stl) (21½'×18') (39½', 31½', 28½', 39½', 23½'×23')<br>18W Der 2(20) 2(10) 14(6) | 2 Oil 2SA each 6Cy. 720×1250 mm<br>8600bhp<br>Nishi Nippon Jukogyo<br>3×245kW 230V d.c. |
| 502430<br>KFEU<br>266534<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARIZONA**<br>exM. M. Dant-62<br>exWolverine Mariner-57<br>**States Steamship Co.**<br>San Francisco United States | ~~12711~~ T.Mk<br>~~7564~~ 9128<br>~~45017~~ 5315<br>—<br>12533<br>7444<br>15017 | AB | 1953 Bethlehem Stl Co.—Qcy<br>563' 8" 76' 4" ~~31' 7½"~~ — /31' 7⅝"<br>528' 6" 76' 0" 35' 6"<br>F80' 3 dks<br>RW<br>rf nil | S (12P) Ref ~~CSD~~<br>7 Ho 49½, 52', 62½', 60', 65', 60', 50'<br>B.737000<br>7 Ha (stl) (20½'×18½') (30'×24') (40', 40', 40', 40', 25'×30')<br>Der 2(60) 12(5) | 2 S Turb dr geared to sc. shaft<br>19250shp<br>Bethlehem Stl Co.<br>2×750kW 450V 60c/s a.c. |
| 502431<br>SIPD<br>10225<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **ARIZONA**<br><br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish | T.Mk<br>6308<br>3360<br>8120<br>8779<br>4958<br>9370 | ✠100A1 SS 7/66<br>DTs in No. 1 hold—vegetable oil<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1500 EL d†2 5/16"SQ | 1961-12 A/B Götaverken—Got<br>471' 8" 65' 2" 26' 0"/28' 0"<br>431' 4" 65' 0" 39' 0"<br>P26' B110' F45' 3 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 6" WB4097t incl. DTa187t DTs in Nos. 1 & 3 holds 2517t | M (2P) Ref<br>5 Ho 65½', 63½', 63½, 63½', 60½'<br>G.505487 B.464730 In.79390<br>7 Ha (stl) (31½', 37½', 40', 40'×21½') (27½'×19½') (17½', 17½'×6½')<br>8W Cr 4(5) Der 4(10) | Oil 2SA 6Cy. 760×1500 mm<br>7500bhp<br>A/B Götaverken<br>AuxB 85lb<br>5×300, 300, 300, 150 150kW<br>a.c. |

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| 502432<br>OYAY<br>Df Esd<br>Gc Rdr | **ARIZONA**<br>**Det forenede Dampskibs-Selskab A/S**<br>Copenhagen Danish<br>Now **ENRICO DANDOLO** (No. 502432) in the Register | 5513<br>2983<br>9108 | ✠100A1<br>Str. nav. Ice<br>✠LMC<br>MN1150 | SS 8/64<br>EL b†2$\frac{1}{16}$″SQ | 1960–3 Helsingör Skibs. & Msk.—Hsg<br>450′ 10″ 58′ 7″ 25′ 4½″<br>415′ 0″ 58′ 6″ 37′ 0″<br>F91′ 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 3″ WB2443t incl. Tunnel tanks 230t DTsmf1415t | M (12P) OSD<br>6 Ho 47′, 63¼′, 36′, 33¾′, 72¼′, 52½′<br>G.562000 B.500000<br>5 Ha (26′, 36¾′, 39½′, 32½′, 26¼′×21¼′)<br>16W Der 1(50) 1(30) 2(10) 12(5) | Oil 2SA 7Cy. 620×1150 mm<br>5750bhp B&W 877t<br>Helsingör Skibs. & Msk. Hsg<br>AuxB 114℔<br>3×280, 172, 172kW 440V 60c/s a.c. 15k |
| 502433<br>PCUT<br>Df Esd<br>RT | **ARIZONA**<br>**B. Bosma & J. Kuipers**<br>N.V. Wijnne & Barends<br>Groningen Netherland | 500<br>278<br>1050 | | BV | 1957 N.V. Noord Ned. Schps.—Gro<br>203′ 5″ 30′ 10″ 12′ 7¼″<br>183′ 8″ 30′ 6″ 13′ 3″<br>P52′ B52′ F34′ 1 dk | M Mchy.aft<br>1 Ho 124½′<br>G.55000 B.51400<br>2 Ha (30¾′×18¾′) (48¾′×19′)<br>3W Der 3(3) | Oil 4SA 8Cy. 300×450 mm<br>950bhp<br>Masch. Augsburg-Nürnberg Aug<br>12½k |
| 672423<br>SKIM<br>10876<br>Esd Rdr<br>RT | **ARIZONA**<br>**Astor Bengtsson Partrederi**<br>Rönnäng Swedish | 184<br>63<br>— | | NV | 1967 Kalmar Varv—Kal<br>111′ 1″ ~~111′ 0″~~ 11′ 6″<br>98′ 5″ 24′ 0″ 12′ 0″<br>1 dk | M Trawler Mchy.aft | Oil 2SA 7Cy. 280×420 mm<br>1050bhp<br>Wichmann Mtrf. Rub<br>Controllable pitch propeller |
| 502434<br>SFDU<br>10209<br>Df Esd<br>Rdr RT | **ARIZONA**<br>**Astor Bengtsson**<br>Åstol Swedish<br>Now **MALARO** (No. 502434) in the Register | 142<br>67<br>— | | NV | 1961 Bolsønes Verft—Molde<br>95′ 1″ 22′ 1″<br>82′ 10″ 22′ 0″ 11′ 0″ | M Fishing Mchy.aft<br>1 Ho<br>4 Ha (3′×3½′) (2½′, 4¼′, 2½′×3¾′)<br>1W Der 1(½) | Oil 2SA 6Cy. 280×420 mm<br>600bhp<br>Wichmann Mtrf. Rub |
| 502435<br>JNIA<br>74704<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARIZONA MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 9185<br>5313<br>11628 | | NK | 1956 Mitsubishi Hvy Ind. Reorg.—Kob<br>512′ 6″ 63′ 10″ 29′ 11″<br>475′ 9″ 63′ 8″ 41′ 0″<br>F39′ 3 dks<br>RW | M Ref<br>6 Ho<br>G.604583 B.557987 In.16415<br>6 Ha (stl) (24¾′×20′) (41½′ 37¼′, 26½′, 47¾′×23′) (26′×20′)<br>18W Der 2(25) 4(15) 12(5) | Oil 2SA 10Cy. 760×1550 mm<br>11500bhp Sulzer 1719t<br>Mitsubishi Hvy Ind. Reorg. Kob<br>3×250kW 445V a.c. 16¼k |
| 502436<br>KIHY<br>248736<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARIZONA STANDARD**<br>exFort Mims–62<br>**Standard Oil Co. of California**<br>Chevron Shipping Co.<br>San Francisco United States | 10533<br>6361<br>16697 | | AB | 1945 Alabama D.D. & S.B. Co.—Mob<br>523′ 6″ 68′ 2″ 30′ 2″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 HeCls. BC | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor<br>6000shp (Sy) 1495t (o.f)–45pd<br>General Electric Co. Lyn<br>14½k |
| 502437<br>KCQN<br>251507<br>Df Esd<br>Gc Rdr | **ARIZPA**<br>exJean La Fitte–47<br>**Litton Industries Leasing Corp.**<br>Wilmington, Del United States | ~~6064~~ 8673<br>~~3595~~ 5533<br>~~10840~~ | | AB | 1943 Gulf S.B. Corp.—Chickasaw<br>468′ 8″ 63′ 2″ 27′ 5¾″<br>445′ 4″ 63′ 0″ 31′ 3″<br>2 dks & S dk<br>rf nil | S OSD<br>5 Ho 57′, 62½′, 77¼′, 72½′, 77½′<br>G.648507 B.573231<br>5 Ha (27′, 37½′, 45′, 37′, 22′×20′)<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 2836t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 16k |
| 502439<br>VTKS<br>196650 | **ARJUN**<br>**Bombay Port Trust**<br>Bombay Indian | 250<br>—<br>— | ✠Classed LR until 5/56 | | 1955–1 Mazagon Dock Ltd.—Bom<br>107′ 6″ 30′ 1″ 12′ 3″<br>... ... ... | TS Tug | C 4Cy. (2) 10¼″ & (2) 22$\frac{1}{16}$″×22$\frac{1}{16}$″<br>(o.f)<br>Christiansen & Meyer Ham |
| 650524 | **ARJUN**<br>**Indian Navy**<br>Indian | 115<br>—<br>58 | ✠LR class withdrawn—Owners' request 4/67 | | 1965–8 Garden Reach Wkshops Ltd.—Cal<br>85′ 6″ 24′ 6″<br>80′ 0″ 23′ 6″ 10′ 9″<br>RW<br>rf 33″ | M Tug<br>1 Ho 15′<br>1 Ha (w) (10½′×11′) 4 Ha (stl) (2½′, 2½′, 2½′×2½′) (2′×2′)<br>Der 1(1½) | Oil 4SA 5Cy. 10¼″×14½″ with flexible coupling & sr reverse gear<br>540bhp (d.o)<br>Ruston & Hornsby Lcn<br>1×35kW 415V 50c/s a.c. |
| 505920<br>5LHC<br>955<br>Df Esd<br>Gc Rdr | **ARK**<br>exCamp Namanu–63<br>**Rosedale Nav. Co. S.A.**<br>Monrovia Liberian | 10511<br>6391<br>16564 | | AB | 1944 Kaiser Co. Inc.—Pld<br>523′ 6″ 68′ 2″ 30′ 2″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor<br>6000shp (Sy) 1460t (o.f)<br>General Electric Co. Lyn |
| 540102<br>AQFC<br>191083<br>Df Esd<br>RT | **ARK AL-FARUQUE**<br>**Ark Navigation Co. of Pakistan Ltd.**<br>Chittagong Pakistan | 730<br>361<br>— | ✠100A1<br>mouths of the Ganges service & to Chittagong<br>✠LMC<br>MN198 | SS 12/67<br>EL j | 1962–11 Brooke Marine Ltd.—Lwt<br>176′ 0″ 30′ 1″ 9′ 9½″<br>160′ 0″ 30′ 0″ 12′ 9″<br>1 dk & Shade dk<br>RW NS 2BH to shade dk 3 to 2nd dk<br>rf 6″ WB227t | TM Mchy.aft | 2 Oil 4SA each 6Cy. 8¾″×11½″ with sr reverse gear<br>990bhp<br>Lister Blackstone Mar. Ltd. Dursley |
| 513002<br>Df Esd | **ARK AL-HUSSAIN**<br>exGert Seyd–65<br>exWalther Lass–60<br>**Ark Navigation Co. of Pakistan Ltd.**<br>Chittagong Pakistan | 496<br>301<br>— | | | 1959 Klahn Werft—Bln<br>*177·8′* 29′ 7″<br>12′ 2<br>F20 1 dk | M | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz Kln |
| 534326<br>OGTW<br>1374<br>Df Esd<br>Gc Rdr<br>RTm/v | **ARKADIA**<br>exSugar Refiner–67<br>**Etelä-Suomen Laiva O/Y**<br>Helsinki/Helsingfors Finnish | 4999<br>2366<br>6661 | ✠100A1<br>✠LMC<br>MN600 | CS 4/67<br>EL x 1$\frac{13}{16}$″SQ | 1958–12 Hall, Russell & Co. Ltd.—Abn<br>396′ 0″ 53′ 5″ ~~22′ 3″~~ 22′ 7″<br>370′ 0″ 53′ 0″ 28′ 0″<br>P89′ F41′ 1 dk<br>RW NS 7BH<br>rf nil WB2086t incl. Topside tanks 650t | M Mchy.aft<br>4 Ho 65′, 54′, 58′, 60′<br>G.302630 B.293990<br>4 Ha (stl) (45′×26′) (42¾′, 38½′, 38½′×32′)<br>8W Der 8(6) | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp Sulzer 432t (hvf)<br>N.V.Werkspoor Ams<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×125kW 220V d.c. |

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| 502444<br>SVKJ<br>1480<br>Rdr | **ARKADIA**<br>exAméthyste–59<br>**Constantin Diamantis**<br>Piræus Greek | ~~1085~~ 956<br>~~591~~ 561<br>— | HR | 1933 John Cockerill S.A.—Hbk<br>189' 10" 35' 7" 16' 0"<br>35' 5"<br>Q53' B46' F23' 1 dk<br>R | M Ref<br>1 Ho<br>G.44503 B.42628 In.2119<br>1 Ha<br>2W Der 1(13) 1(5) | 2 Oil each 8Cy.<br>900bhp Emade—fitted—<br>Burmeister & Wain |
| 651482<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARKADIJ GAIDAR**<br>**U.S.S.R.**<br>Odessa Russian | ~~11000~~ 11287<br>~~6000~~ 6080<br>~~14200~~ 14170 | | 1965 Brodogradiliste Uljanik—Pla<br>524' 7" 69' 10" 31' 9"<br>486' 10" 69' 8¼" 41' 4"<br>2 dks | M | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W<br>Brodogradiliste Uljanik |
| 502446<br>SYNG<br>2499<br>Df Esd<br>Gc Rdr | **ARKAS**<br>exSerenitas–61 exLuisiana–60<br>exFrancesco Barbaro–49<br>exAlfred C. True–47<br>**Hermes Corp.**<br>Piræus Greek | 7138<br>4387<br>10874 | AB | 1944 Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.562608 B.499673<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>12W Der 1(50) 1(15) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3×20kW 120V d.c. |
| 652147 | ~~**ARKHIP KUINDGI**~~<br>**ARKHIP KUINDZHI**<br>**U.S.S.R.**<br>Vladivostok Russian | 6160<br>2970<br>~~5000~~<br>5170 | | 1965 Nosenko Shpyd—Nic<br>426' 6" 55' 3" 23' 8"<br>31' 4"<br>2 dks | T D-E Fish Carrier Mchy.aft<br>4 Ho<br>In.254726<br>4 Ha<br>9W Der 8(3) 1(1) | 4 Oil 2SA each 10Cy. 207×254<br>connected to elec. motors &<br>to sc. shaft |
| 541024<br>UVXT<br>M-27570 | **ARKOVO**<br>**U.S.S.R.**<br>Nevelsk Russian | 3170<br>1225<br>1289 | | 1963 ......................Russia<br>277' 10" 46' 9" 18' 2"<br>256' 1" 46' 7" 32' 10" | M Stern Trawling Factory Ship<br>3 Ho<br>In.47322<br>3 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>Emade60fitted63 |
| 502449<br>OGBT<br>1051<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **ARLA**<br>exHöegh Belle–60<br>exHöegh Bell–50<br>**Rederi A/B Asta**<br>Lennart Karlsson<br>Mariehamn Finnish | 1857<br>942<br>3392 | NV | 1948 A/B Lindholmens Varv—Got<br>324' 0" 43' 2" 18' 10½"<br>302' 7" 43' 0"<br>F25' 1 dk & S dk<br>RW len 53<br>rf 2" | M OSD<br>4 Ho<br>G.207000 B.187033<br>4 Ha (28¾', 51', 24½', 24½'×18')<br>10W Der 1(15) 10(5) | Oil 2SA 6Cy. 520×900 mm<br>2250bhp<br>Karlstads M/V Kristineham<br>4×75, 75, 75, 12kW 220V d.c. |
| 502450<br>GHVK<br>301890<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ARLANDA**<br>**Dinas Steam Trawling Co. Ltd.**<br>J. Marr & Son Ltd.<br>Fleetwood British | 431<br>153<br>— | ✠100A1 SS 1/66<br>trawler<br>✠LMC<br>MN250 EL (g)q | 1961–9 Cook, Welton & Gemmell Ltd.—Bev<br>*139·8'* 28' 4"<br>137' 2" 28' 0" 14' 6"<br>F24'<br>RW 4BH<br>rf 30" BK8" WB29t | M Trawler<br>1 Ho 40¾'<br>2 Ha (stl) (each 9¾'×3¾') | Oil 4SA 8Cy. 15"×18"<br>1250bhp<br>Mirrlees, Bickerton & Day<br>db 120lb<br>2×40kW 110V d.c. |
| 502451<br>GVVS<br>301231<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARLANZA**<br>**Shaw Savill & Albion Co. Ltd.**<br>~~**Royal Mail Lines Ltd.**~~<br>~~**Furness Ship Management Ltd.**~~<br>London British<br>Now **ARAWA**<br>See New Entries No. 10 | T.Mk<br>18595<br>10557<br>8967 | ✠100A1 SS 8/64<br>tunnel tanks—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN4000 EL m†2½"SQ | 1960–9 Harland & Wolff Ltd.—Bel<br>584' 0" 78' 3" 28' 10"<br>540' 0" 78' 0" 49' 6"<br>B&F468' 3 dks, 4th & 5th dks except in mchy. space<br>RW 7BH to U dk 1 to 2nd dk<br>rf 15" WB2896t incl. Tunnel tanks 430t DTf125t | TM (509P) Ref<br>5 Ho 56½', 71¾', 80', 82½', 76½'<br>G.61180 B.56910 In.484790<br>5 Ha (22', 24½'×16') (22½', 17'×15½') (25'×17')<br>Der 2(15) 4(10) 2(7) 12(5) | 2 Oil 2SA each 6Cy. 750×150<br>exhaust 500 mm<br>20000 bhp<br>Harland & Wolff Ltd.<br>4 AuxB (2 o.f 2 ex.g) 100lb<br>4×750kW 440V 60c/s a.c. |
| 516500<br>GXTT<br>144870<br>Df Esd<br>RT | **ARLINGHAM**<br>exIsle of Harris–65<br>exZeearend–58 exTramp–56<br>exAtlantis–56 exFrejo–51<br>exMr. Harm Smeenge–46<br>**H. Shaw**<br>Gloucester British | 268<br>146<br>320 | BV | 1934 Gebr. van Diepen—Waterhuizen<br>*121·8'* 22' 3" 8' 4¾"<br>22' 1"<br>1 dk<br>R | M Mchy.aft<br>1 Ho 68¾'<br>G.16700 B.15600<br>2W Der 2(1) | Oil 2SA 4Cy. 240×360 mm<br>Appingedammer Brons. |
| 502453<br>WA2543<br>235728<br>Esd Pfd<br>Rdr RT | **ARLINGTON**<br>**Trawler Arlington Inc.**<br>Irving Usen Trawling Co.<br>Boston United States | 243<br>119<br>— | AB | 1936 Bath Iron Wks Corp.—Bath<br>*118·2'* 23' 8"<br>116' 3" 23' 6" 13' 2"<br>Q57' 1 dk, 2nd dk fwd & aft<br>R | M Trawler<br>1 Ho<br>3 Ha | Oil 2SA 5Cy. 355×430mm<br>525bhp<br>Fairbanks, Morse & Co. |
| 640378<br>Esd Gc<br>Rdr | **ARLUNYA**<br>**Republic of the Philippines (Bureau of Coast and Geodetic Survey)**<br>Manila Philippine | 178<br>106<br>— | | 1963 Walkers Ltd.—Maryborough<br>100' 6" 22' 2" 8' 0"<br>90' 0" 22' 0" 10' 6"<br>2 dks | TM Survey Ship Mchy.aft | 2 Oil 2SA each 6Cy. 108×127 mm<br>General Motors Corp. |
| 502455<br>IKGS<br>781 | **ARMA**<br>**Mario Biondi**<br>Naples Italian | 492<br>252<br>674 | | 1948 Cant. Nav. Arma di Taggia—Arma<br>165' 1" 30' 11"<br>143' 9" 30' 9" 15' 9"<br>P36' Q20' F29' 1 dk | Wood M Mchy.aft<br>2 Ho<br>G.30000 | Oil 2DA 6Cy. 260×450 mm<br>450bhp Emade45fitted48<br>S.A. Fiat S.G.M. |
| 672263<br>SZCB<br>RT | **ARMADORES II**<br>exMolosso exEsso Standard II<br>exST 741<br>**Nicholas E. Vernicos Shipping Co. Ltd.**<br>Piræus Greek | 167<br>—<br>— | AB | 1944 Tampa Marine Co.—Tampa<br>*86·0'* 23' 0"<br>10' 4"<br>1 dk<br>BK2¼" | M Tug | Oil 4SA 6Cy. 13"×17"<br>650bhp<br>Busch Sulzer |

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|---|---|---|---|---|---|---|
| 502457<br>FNFM<br>770<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARMAGNAC**<br>**Soc. Française de Transports Pétroliers**<br>Dunkirk French | **33621**<br>17800<br>48549 | AB BV | **1961** N.V. Wilton-Fijenoord—Sch<br>746′ 5″ 102′ 1″ 39′ 1″<br>705′ 5″ 101′ 8¼″ 54′ 1″<br>P149′ F84′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>28 Ta<br>L.2472050 HeCls. BC<br>Cr 2(1½) Der 2(5–7½) 2(2) 2(1½) | 2 S Turb dr geared to sc. shaft<br>20000shp 5000t (o.f)–90pd<br>N.V. Wilton-Fijenoord Sch<br>2×850kW 380V 50c/s a.c. 17k |
| 502458<br>THBE<br>Df Esd | **ARMAGNAC**<br>**Armement Aubert Jan**<br>~~**Robert J. Frédéric**~~<br>La Rochelle French | **214**<br>72<br>266 | BV<br>✠Classed LR until 1/63 | **1961–3** Schpsw. Kramer & Booy "De Rietpol"—Spaarndam<br>117′ 2″ 23′ 3″ 12′ 6″<br>103′ 0″ 22′ 11½″ 13′ 1″<br>F19′<br>rf 36″ BK6″ | M Trawler<br>2 Ha (each 3¼′×3¼′)<br>Der 1(1½) | Oil 4SA 8Cy. 270×500 mm<br>580bhp<br>N.V. Werkspoor Ams<br>11½k |
| 502459 | **ARMAGNAC-BIGORRE**<br>**S.A.P.A.C. Soc. Anon. de Pêche d'Armement & de Conservation**<br>Pointe Noire Congo ~~Rep.~~ (Brazzaville) | **104**<br>18<br>— | | **1950** Dupret—Gujan-Mestras<br>*72·1′* 20′ 4″<br>... ... ... | Wood M Trawler<br>2 Ha (3¼′×3¼′) | Oil 4SA 7Cy. 230×300 mm<br>350bhp<br>Ets. Jean Crepelle Lille<br>9½k |
| 502460<br>UYBO<br>M-26486<br>Df Esd<br>Gc Rdr<br>RT | **ARMAN**<br>**U.S.S.R.**<br>Nakhodka Russian | **10033**<br>4669<br>9548 | | **1961** Stocznia Gdanska—Gdk<br>509′ 11″ 65′ 9″ 26′ 10¼″<br>65′ 6″ 38′ 2″<br>3 dks<br>RW | TS Fish Factory<br>5 Ho<br>In. 289793<br>5 Ha (each 16½′×13′)<br>12W Der 10(5) 2(3) | C 8Cy. (4) 440 & (4) 950×950 mm with LP turb & hydraulic coupling<br>5000ihp (o.f)<br>Z.U.T. Zgoda Swi<br>13k |
| 502461<br>GIAV<br>301895<br>Df Esd<br>Rdr<br>RTm | **ARMANA**<br>~~**J. Marr & Son Ltd.**~~<br>~~Fleetwood~~ ~~**British**~~<br>**Irvin & Johnson Ltd.**<br>Cape Town S. African | 390 ~~**437**~~<br>138 ~~151~~<br>— | ✠Class**WITHDRAWN** at Owners' request 11/68 | **1962–3** Goole S.B. & R. Co. Ltd.—Goo<br>*139·6′* 28′ 4″<br>137′ 3″ 28′ 0″ 14′ 3″<br>F28′<br>RW 4BH<br>rf 21″ BK7″ WB12t | M Trawler<br>1 Ho 41½′<br>4 Ha (stl) (9′, 9′, 5′×3½′) (3¾′×3¼′) | Oil 4SA 8Cy. 15″×18″<br>1250bhp (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>db 120℔<br>2×40kW 110V d.c. |
| 502465<br>SUCA<br>19<br>Df Esd<br>Gc Rdr<br>RT | **ARMANT**<br>exVittoria Maria G.–53<br>exErik Banck–50<br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | **2312**<br>1192<br>3470 | AB<br>✠Classed LR until 2/57 | **1948–5** W. Gray & Co. Ltd.—Hpl<br>335′ 6″ 47′ 1″ 19′ 0½″<br>310′ 0″ 46′ 10″<br>P23′ F30′ 1 dk & S dk<br>RW<br>rf nil | S OSD<br>3 Ho<br>G.228866 B.212491<br>5 Ha<br>10W Der 2(15) | T 3Cy. 20″ 32″ & 58″×42″<br>1500ihp 300t (o.f)<br>Cen. Mar. E. Wks Hpl<br>12k |
| 502467<br>SYDQ<br>2026<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARMAR**<br>exBrittany–62<br>**Armar Shipping Co.**<br>**Pateras Bros. Ltd.**<br>Piræus Greek | **5089**<br>2723<br>8300<br>**6951**<br>3932<br>— | **BS✳** SS 8/65<br>**MBS✳**<br>MN668 CT6729 C37 | **1946–11** W. Pickersgill & Sons Ltd.—Sld<br>422′ 0″ 56′ 4″<br>400′ 0″ 56′ 0″ 38′ 4″<br>1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB2046t incl. DT661t | M OSD/CSD<br>G.512320 B.465460<br>12W Der 1(30) | Oil 4SA 6Cy. 740×1500 mm<br>3340bhp B&W 816t<br>J. G. Kincaid & Co. Ltd. Grk<br>2AuxB 150℔ 12½k |
| 502469<br>SVLV<br>19<br>Esd RT | **ARMATHIA**<br>exAtt-S–58<br>**Konstantinos Strevlos and others**<br>Marcos Kapottas<br>Lavrion Greek | **466**<br>252<br>650 | GL<br>Classed LR until 1/62 | **1937–8** Boele's Schps. & Mchf.—Bolnes<br>168′ 11″ 26′ 5″ 10′ 8¾″<br>159′ 2″ 26′ 3″ 11′ 10″<br>Q44′ F21′ 1 dk<br>R | M Mchy.aft<br>G.35000 B.32000 | Oil 4SA 8Cy. 280×450 mm<br>480bhp 32t<br>Humboldt-Deutzmot. Kln<br>9k |
| 502471<br>ULCC<br>M-16821<br>Df | **ARMAVIR**<br>**U.S.S.R.**<br>Kholmsk Russian | **2550**<br>1384<br>3135 | | **1954** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>296′ 11″ 42′ 10″ 18′ 7″<br>21′ 4″<br>P24′ B72′ F28′ 1 dk<br>RW | S<br>2 Ho<br>G.139493<br>4 Ha (each 34′×19¾′)<br>9W Der 1(15) 8(5) | C 4Cy. (2) 15″ & (2) 32½″×32½″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| 502472<br>UFWI<br>M-26086<br>Df Esd<br>Gc Rdr | **ARMAVIR**<br>**U.S.S.R.**<br>Astrakhan Russian | **642**<br>270<br>500 | | **1958** Stocznia im. Komuny Paryskiej—Gdy<br>194′ 4″ 29′ 7″ 14′ 2″<br>29′ 5″ 16′ 3″ | S Trawler<br>2 Ho<br>In.26770<br>2 Ha (each 10′×4½′)<br>3W Der 3(1½) | C 4Cy. (2) 295 & (2) 690×640 mm<br>800ihp (o.f)<br>H. Cegielski Poz<br>12k |
| 502473<br>WE6279<br>265621<br>Df Gc<br>Rdr | **ARMCO**<br>**Columbia Transportation Div. Oglebay Norton Co.**<br>Wilmington, Del United States | **11654**<br>8675<br>20138 | AB | **1953** American S.B. Co.—Lorain<br>647′ 0″ 70′ 2″ 25′ 0″<br>629′ 3″ 70′ 0″ 36′ 0″<br>P93′ F55′ 1 dk<br>rf 3″ | S Bulk Carrier Mchy.aft<br>4 Ho<br>19 Ha (stl) (each 11′×46′) | 2 S Turb dr geared to sc. shaft<br>7700shp 532t (o.f)<br>Westinghouse Electric Co. Pbg<br>16½k |
| 502474<br>SVVR<br>1576<br>Df Esd<br>Gc | **ARMENISTIS**<br>exBaron Elibank–59<br>exEmpire Ransom–46<br>**Empros Lines Shipping Co. Special S.A.**<br>Piræus Greek | *2905*<br>*1641*<br>4491 | **✠100A1** SS 3/64<br>**✠LMC**<br>EL u1$\frac{11}{16}$″SQ | **1943–11** W. Gray & Co. Ltd.—Hp<br>327′ 11″ 46′ 6″ 20′ 10½″<br>310′ 0″ 46′ 4″ 25′ 2″<br>P33′ B82′ F34′ 1 dk<br>R NS 5BH<br>WB1120t | S<br>4 Ho 58′, 48′, 58′, 46′<br>G.217050 B.205739<br>4 Ha (26′×22′)(34′, 30′×24′)(24′×22′)<br>8W Der 8(5) | T 3Cy. 20″ 31″ & 55″×39″<br>1300ihp (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 200℔ hs(4147) 6cf<br>2×15kW 110V d.c. |
| 502475<br>UDUY<br>M-26935 | **ARMENIYA**<br>**U.S.S.R.**<br>Odessa Russian | **5261**<br>2174<br>1355 | | **1963** Mathias-Thesen-Werft—Wismar<br>400′ 9″ 52′ 6″ 17′ 0″<br>52′ 4″ 24′ 11″<br>3 dks<br>RW | TM (333P)<br>1 Ho<br>B.20659<br>1 Ha (18¼′×13′)<br>Cr 1(3) 1(1) | 2 Oil 2SA each 6Cy. 570×800 mm MAN<br>Dieselmotorenwerk Ros<br>18k |

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| 502476<br>TMBR<br>Df Esd<br>Pfd RT | **ARMIDE**<br>**L. Lebon & G. Toublanc**<br>La Rochelle French | 185<br>48<br>— | BV | 1955 Ch. Nav. de la Pallice—LaR<br>111' 6" 22' 0" 12' 1½"<br>... ... ... | M Trawler<br>2 Ha (each 3½'×3½')<br>Der 1(2) | Oil 4SA 6Cy. 290×350 mm<br>420bhp<br>Cie. de Const. Méc. |
| 502477<br>DCCT<br>Df Esd | **ARMIN**<br>**Adelheid Schöning & others**<br>Haren/Ems W. German<br>Now **ARKONA** See New Entries No. 7 | 209<br>104<br>275 | GL | 1928 "De Vooruitgang" D. & J. Boot—Alp<br>*118·7'* 20' 0" 7' 11"<br>9' 2"<br>Q28' F14' 1 dk<br>R len 37 | M<br>G.14655<br>2 Ha | Oil 4SA 6Cy. 260×340 mm<br>250bhp NE47<br>Motorenw. Mannheim |
| 502479<br>SXIX<br>203<br>Df Esd<br>Gc Rdr<br>RTh/v | **ARMONIA**<br>**Compania Armonia de Navegacion S.A.**<br>Chios Greek | 9443<br>5991<br>13732 | ✠100A1 SS 8/66<br>DTsm—oil FP above<br>150° F.<br>✠LMC<br>MN1080 EL d†2¼"SQ | 1961–7 Soc. des For. de la Méditerranée —La Seyne<br>463' 2" 61' 3" 30' 7½"<br>439' 2" 61' 1½" 40' 7"<br>P84' F44' 2 dks<br>7BH<br>rf 3" DK fwd WB3203t | M Mchy.aft<br>5 Ho 61', 68', 52½', 68', 65'<br>5 Ha (stl) (35½', 37½', 30', 37½', 37½'×25')<br>Der 1(25) 10(5) | Oil 2SA 6Cy. 720×1250 mm<br>5325bhp Sulzer<br>Soc. des For. de la Méditerranée<br>AuxB (o.f) 71lb AuxB (ex.g) 71lb<br>3×225kW 220V d.c. |
| 502480<br>ODGQ<br>Df Esd | **ARMONIA**<br>exTrun-61 exMeyer Lissner-47<br>**Proodos Compania Naviera S.A.**<br>Beirut Lebanese | 7303<br>4380<br>10865 | BV<br>**BROKEN UP** | 1943 California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 9"<br>56' 9"<br>2 dks | S<br>G.498000 B.467000<br>5 Ha (33½', 33½', 33½', 34½', 20'×20')<br>10W Der 1(50) 1(15) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks |
| 660957<br>Df Esd<br>RT | **ARMONIA**<br>**Amapola S.R.L.**<br>Mar del Plata Argentine | 105<br>—<br>85 | | 1965 Astillero Atama—San Fernando<br>79' 0" 10' 2"<br>71' 2" 19' 10" 11' 6"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 159×203 mm<br>350bhp<br>Caterpillar Tractor Co. |
| 525686<br>6ZZZ<br>2753<br>Df Esd<br>Gc Rdr<br>RT | **ARMONIKOS**<br>exNorth Devon-67<br>~~**Argo Cia. Nav. S.A.**~~<br>Monrovia Liberian<br>**Argo Cia. Mar. S.A.** | *5770*<br>*3122*<br>9875<br>7772<br>4558<br>11450 | ✠100A1 SS 10/66<br>✠LMC<br>MN880 EL b‡2⅛"SQ | 1958–5 Bartram & Sons Ltd.—Sld<br>460' 1" 60' 2" 26' 1½"/28' 9½"<br>431' 8" 60' 0" 38' 0"<br>F44' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 4" WB2982t incl. Tunnel tanks 241t DTm1326t | M OSD/CSD<br>4 Ho 70', 92½', 30DT', 72½', 67'<br>G.594860 B.535374<br>5 Ha (stl) (33½', 35', 35', 35', 32½'×24')<br>11W Der 1(30) 2(10) 8(5) 2(2) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford<br>N.E. Mar. Eng. Co. Ltd.<br>2AuxB 150lb<br>1×500kW 220V d.c. |
| 503811<br>5LHB<br>954<br>Df Esd<br>Gc Rdr | **ARMOR**<br>exBattle Rock-63<br>**Rosedale Nav. Co. S.A.**<br>Monrovia Liberian | 10496<br>6362<br>16460 | AB<br>**BROKEN UP** | 1944 Kaiser Co. Inc.—Pld<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 | S Turb 7240shp driving 1 gen. 2300V a.c. connected to elec. mo<br>6000shp (Sy)<br>General Electric Co. |
| 502482<br>FNUU<br>Df Esd<br>Gc Rdr<br>RT | **ARMORIQUE**<br>**Soc. Navale Delmas-Vieljeux**<br>La Rochelle French | 4675<br>2589<br>7202 | BV | 1950 At. & Ch. de la Loire—St.N<br>428' 1" 55' 10" 24' 2"<br>55' 7"<br>P24' B78' F42' 1 dk & S dk | M OSD<br>G.438000<br>5 Ha (27½', 36½'×20½') (26½', 33½', 31½'×19½')<br>Der 1(40) 1(20) 6(8) 8(5) | Oil 2SA 8Cy. 720×1250 mm<br>5000bhp<br>Cie. de Const. Méc. |
| 541884<br>THYI<br>Df Esd<br>RT | **ARMORIQUE**<br>Armement Armorique<br>~~**Joseph Cornoc and others**~~<br>Camaret French | 254<br>154<br>— | BV | 1963 Keraudren Père & Fils—Camaret<br>*95·9'* 26' 2"<br>26' 0"<br>1 dk | Wood M Fishing<br>4 Ha (4½', 3½'×4½') (5½', 5½'×2½') | Oil 4SA 5Cy. 220×320 mm<br>450bhp<br>Cie. de Const. Méc. |
| 502484<br>480 | **ARMUTLU**<br>**Eregli Komurleri Isletmesi**<br>Istanbul Turkish | 108<br>30<br>— | | 1961 D. W. Kremer Sohn—Elmshorn<br>85' 10" 23' 4"<br>78' 9" 22' 0" 11' 4"<br>RW | M Tug | Oil 4SA 8Cy. 270×360 mm<br>Klöckner-Humboldt-Deutz |
| 650404<br>DNHR<br>10639<br>Df Esd<br>Rdr RT | **ARN X** T.Mk<br>**Martin Leistikow**<br>Johs. Thode<br>Hamburg W. German | 500<br>331<br>~~4122~~<br>1277 | GL | 1964 Schiffs. J. J. Sietas—Ham<br>216' 7" 34' 6" 13' 0"<br>194' 5" 34' 5" 21' 6"<br>1 dk & S dk | M ~~OSD~~ Mchy.aft<br>G.82047 B.76000<br>2 Ha | Oil 4SA 6Cy. 320×480 mm<br>500bhp<br>Motorenw. Mannheim |
| 502486<br>JXUY<br>Df Esd<br>Gc Rdr<br>RTv | **ARNA**<br>**D/S A/S Sverre**<br>S. M. Kuhnle & Søn<br>Oslo Norwegian | ~~10058~~ 7179 T.Mk<br>~~5688~~ 3815<br>~~14450~~ —<br>10058<br>5688<br>14450 | NV | 1963 Short Bros. Ltd.—Sld<br>511' 1" 66' 0" ~~60' 0½"~~ /30' 3½"<br>475' 0" 65' 10" 31' 4"<br>2 dks, 3rd dk in No. 2 hold<br>RW | M (4P) ~~OSD~~ ~~OSD/CSD~~<br>5 Ho 67½', 69½', 72½', 75', 75'<br>G.753000 B.689000<br>5 Ha (stl) (40'×24') (40', 40', 40', 40'×28')<br>Der 1(25) 4(10) 12(5) | Oil 2SA 6Cy. 620×1400 mm<br>6600bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>3×240kW 440V 60c/s a.c. |
| 642384<br>TFLL<br>Df Esd<br>Pfd Rdr<br>RT | **ARNAR**<br>**Budarklettur h/f**<br>Reykjavik Icelandic | 233<br>95<br>— | NV | 1964 Kaarbös M/V A/S—Harstad<br>109' 6" 22' 4" 11' 8½"<br>97' 1" 22' 3" 11' 10"<br>1 dk | M Fishing Mchy.aft<br>1 Ho<br>1 Ha (13'×4½')<br>1W Der 1(2½) | Oil 2SA 6Cy. 280×420 mm<br>600bhp<br>Wichmann Mtrf.<br>2×40kW 220V 50c/s a.c. |
| 502488<br>TFVB<br>Df Esd<br>Gc Rdr<br>RT | **ARNARFELL**<br>**Samband Islenzkra Samvinnufelaga**<br>Husavik Icelandic | 1381<br>611<br>2300 | ✠100A1 SS 7/68 ~~SS 3/63~~<br>with freeboard<br>✠LMC<br>MN376 EL r | 1949–11 Sölvesborgs Varvs—Sbg<br>291' 4" 40' 7" 16' 10½"<br>271' 7" 40' 6" 25' 0"<br>1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>WB1365t incl. DTm440t Tunnel tanks 114t | M OSD<br>2 Ho<br>G.149000 B.139000<br>4 Ha (26', 30', 26', 26'×16½')<br>8W Der 1(25) 2(5) 6(3) | Oil 2SA 5Cy. 500×700 mm<br>1600bhp<br>Atlas Diesel<br>db 105lb |

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| 540103<br>TFSY<br>Df Esd<br>Rdr RT | **ARNARNES**<br>**Ishus Hafnarfjardar h/f**<br>Hafnarfirdi Icelandic | 130<br>58<br>— | | 1963 Stálsmidjan h/f—Rjk<br>*88·1′* 21′ 1″<br>81′ 0″ 21′ 0″ 10′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>400bhp Emade60fitted62<br>Klöckner-Humboldt-Deutz Kln |
| 660455<br>XPXC<br>Df Esd<br>Pfd Rdr<br>RT | **ARNATINDUR**<br>**P/f Farmasigling**<br>Rosing Rasmussen<br>Thorshavn Faroese | 399<br>204<br>697 | NV | 1965 P/F Skála Skipasmidja &<br>Handelsvirki—Skála<br>176′ 1″ 31′ 8″ 11′ 2″<br>157′ 6″<br>1 dk & S dk<br>rf 2″ | M OSD Mchy.aft<br>1 Ho<br>2 Ha (each 37¼′×16¼′)<br>2W Der 1(10) 1(3) | Oil 2SA 6Cy. 240×400 mm<br>510bhp<br>Alpha Diesel A/S Fkn<br>3×30, 30, 16kW 220V 50c/s a.c. |
| 502489<br>FOBD<br>Df Esd<br>Rdr RT | **ARNAUD LEGASSE**<br>**Cie. Générale de Grande Pêche (La Morue Française)**<br>Bordeaux French | 1510<br>766<br>1126 | BV | 1952 Ch. & At. de St Nazaire (Penhoët)<br>—Quevilly<br>*229·6′* 38′ 10″<br>38′ 8″ | M Trawler<br>2 Ha (each 6½′×6½′)<br>Der 1(7) | Oil 4SA 6Cy. 500×900 mm<br>1450bhp 442t<br>Schneider & Cie. Creusot<br>11¾k |
| 502821<br>IKYA<br>207<br>Gc Rdr | **ARNAV**<br>exAtca–66<br>exBruno dell'Acqua–62<br>Launched as Andreina Pratolongo<br>**"AR. NAV." Armamento e Navigazione S.p.A.**<br>Cagliari Italian<br>Now **ORSO** See New Entries No. 8 | 639<br>316<br>980 | RI | 1960 S.I.S.M.E.T. Cant. Nav.—Gen<br>198′ 6″ 31′ 3″ 12′ 9½″<br>190′ 4″ 31′ 2½″ 13′ 9″<br>1 dk | M Tanker Mchy.aft<br>12 Ta | Oil 4SA 6Cy. 370×560 mm<br>900bhp<br>Ansaldo Stab. Mecc. Gen |
| 522418<br>DDLM<br>Df Esd<br>RT | **ARNE HILCK**<br>exMarie Schwinge–66<br>**Friedrich Hilck**<br>Peter Döhle<br>Hamburg W. German | 499<br>310<br>698 | GL | 1957 C. Lühring—Brake<br>*182·4′* 28′ 0″ 10′ 5″<br>27′10½″ 11′ 4″<br>P46′ B33′ F29′ 1 dk<br>RW len 65 | M<br>1 Ho 124½′<br>G.29000 B.27250<br>2 Ha (47¾′, 46¼′×16½′)<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×4½kW 110V 9k |
| 522135<br>LEEC<br>Df Esd | **ARNE HOVDEN**<br>exMaregg–65 exEnderby–57<br>**Karl Hovden Partrederi**<br>Haugesund Norwegian | 127<br>43<br>— | Classed LR until 7/57 | 1947–7 Wivenhoe S.B. & Eng. Co.—<br>Wvn<br>96′ 5″ 22′ 7″<br>22′ 5″<br>F10′ | Wood M Fishing | Oil 2SA 4Cy. 265×345 mm<br>Crossley Bros. Ltd. Mch |
| 502491<br>LIJV | **ARNE-JOHAN**<br>**Finn Knutsen Partrederi**<br>Svolvær Norwegian | 113<br>40<br>200 | | 1950 Raudeberg Båtrep—Raudeberg<br>91′ 0″ 21′ 0″<br>... ... ... | Wood M Mchy.aft<br>1 Ho<br>Der 1(4) | Oil 2SA 3Cy. 330×380 mm<br>120bhp NE57<br>Hjelset Motfbr. Ålesund |
| 526353<br>LDAC<br>Df Esd<br>Pfd Rdr<br>RT | **ARNE KALVE**<br>exOnderneming IV–65<br>**Arne Kalve Partrederi**<br>Bergen Norwegian | 298<br>126<br>— | BV | 1954 D. & J. Boot "De Industrie"—Alp<br>133′ 10″ 23′ 8″<br>... ... ...<br>RW | M Trawler | Oil 4SA 6Cy. 305×460 mm<br>D. & J. Boot "De Industrie" Alp |
| 502494<br>PCUG<br>12387<br>Df Esd<br>Rdr<br>RTm/h | **ARNEB**<br>Launched as Albertina<br>**van Nievelt, Goudriaan & Co.'s Stoomv. Maats. N.V.**<br>Rotterdam Netherland | 1190<br>484<br>1870 | BV | 1962 Sölvesborgs Varv A/B—Sbg<br>282′ 2″ 41′ 4″ 15′ 4⅝″<br>265′ 0″ 40′ 6″<br>1 dk & S dk<br>RW<br>rf 4″ | M OSD Mchy.aft<br>3 Ho 44¼′, 64¼′, 60′<br>G.153660 B.134935<br>3 Ha (stl) (30′×20′) (42′, 42′×26¼′)<br>4W Cr 2(5) Der 2(10) | Oil 4SA 8Cy. 400×580 mm<br>2100bhp 137t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×80kW 440V 60c/s a.c.<br>Controllable pitch propeller 14½k |
| 537039<br>PCUO<br>Df Esd<br>RTm | **ARNEBORG**<br>exTukker–64<br>**E. Wagenborg's Scheepv. & Exped. Bedr. N.V.**<br>Delfzijl Netherland | 332<br>171<br>418 | BV | 1954 Schps. & Rep. Gebr. Sander—Dzl<br>150′ 11″ 25′ 1″ 9′ 0½″<br>... ... ...<br>1 dk<br>rf nil | M Mchy.aft<br>1 Ho 93¾′<br>G.21000 B.19500<br>1 Ha (70¼′ comb.×14½′)<br>Der 2(2) | Oil 2SA 4Cy. 220×380 mm<br>200bhp 13t (d.o)<br>Appingedammer Brons. Apg<br>2×5kW 110V d.c. 8k |
| 540104<br>LMSM<br>Df | **ARNES**<br>exOrnes–62<br>~~**Arne Kvåle**~~<br>~~Bergen~~ ~~Norwegian~~<br>**Alf O. Sund Partrederi**<br>Kopervik Norwegian | 279<br>144<br>390 | NV | 1947 Karlstads Varv—Karlstad<br>128′ 7″ 24′ 1″ 10′ 6″<br>117′ 0″ 23′ 11″<br>1 dk | M Mchy.aft<br>1 Ho<br>G.16000 B.15000<br>1 Ha (50½′×14′)<br>2W Der 2(3) | Oil 2SA 6Cy. 230×400 mm<br>420bhp NE57<br>Alpha-Diesel A/S Fkn<br>1×26kW 220V d.c. |
| 502495<br>187181<br>Esd Rdr<br>RTm/v | **ARNET ROBINSON**<br>**Mersey Docks & Harbour Board**<br>Liverpool British | 734<br>202<br>758 | ✠100A1 SS 8/66<br>River Mersey & area bounded by Isle of Anglesey, Isle of Man & St. Bees Head service<br>✠LMC<br>MN256 EL j1¼″SQ | 1958–3 Philip & Son Ltd.—Drt<br>177′ 6″ 31′ 10″ 13′ 4½″<br>165′ 0″ 31′ 6″ 14′ 9″<br>Q26′ B&F151′ 1 dk, 2nd dk clear of mchy. space<br>RW 5BH<br>rf 36″ BK10″ WB54t | D-E Pilot Tender | 2 Oil 4SA each 6Cy. 12″×15″<br>1280bhp driving 2 gen. each 375kW 365V d.c. connected to elec. motor & sc. shaft<br>920shp (d.o)<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>2×80kW 220V d.c. |
| 541885<br>TFYZ<br>Df Esd<br>Rdr RT | **ARNFIRDINGUR**<br>**Arnarvik h/f**<br>Grindavik Icelandic | 224<br>94<br>— | NV | 1963 Bolsønes Verft—Molde<br>116′ 5″ 22′ 6″ 10′ 10½″<br>22′ 4″ 11′ 6″<br>len 66 | M Trawler | Oil 4SA 8Cy. 8¾″×11½″<br>Lister Blackstone Mar. Ltd. Dursley |

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| 502500<br>OUJN<br><br>Df Esd<br>Gc Rdr<br>RTv | **ARNGRIM**<br><br>**Rederi A/S "Myren"**<br>Holm & Wonsild<br>Copenhagen Danish | 4774<br>2561<br>9000 | ✠100A1 SS 8/66<br>DTm—oil FP above<br>150° F. or vegetable oil<br>✠LMC<br>MN880 EL a†2"SQ | 1956–9 A/S Nakskov Skibsv.—Nkv<br>437' 11" 57' 8" 25' 7½"<br>405' 0" 57' 6" 36' 9"<br>P24' F47' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 3" DK fwd WB2871t incl. DTm1346t | M OSD<br>4 Ho 66', 82½' comb., 34' DT, 65½', 63'<br>G.532000 B.483200<br>5 Ha (30', 36½', 36½', 36½', 31½'×22')<br>10 Der 1(20) 4(10) 6(5) | Oil 2SA 7Cy. 620×1150 mm<br>4400bhp 444t (d.o)<br>Burmeister & Wain<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×200kW 220V d.c. |
| 502501<br>GBFF<br>182197<br>Df Esd<br>Pfd Rdr<br>RTm/v | **ARNHEM**<br><br>**British Railways Board**<br>Harwich British | 5008<br>2538<br>811 | ~~✠100A1~~ ~~GS 3/67~~<br>~~U.K., Eire & between~~<br>~~River Elbe & Brest~~<br>~~✠LMC~~<br>~~MN2400 EL x1½"SQ~~<br>TO BE BROKEN UP | 1947–5 John Brown & Co. Ltd.—Cly<br>377' 1" 54' 5" 15' 3"<br>360' 8" 52' 0" 27' 0"<br>Promenade dk & F324' 2 dks, 3rd dk fwd of mchy. space<br>RW 7BH to U dk 2 to 2nd dk<br>rf 9" WB436t incl. Tunnel tanks 50t DT136t | TS (750P) CSD<br>4 Ho 16', 40', 58', 22'<br>B.58650<br>4 Ha (7½'×8½') (9½', 9½'×6½') (13½'×24')<br>Der 2(3) 1(1½) | 4 S Turb sr geared to 2 sc. shafts<br>12000shp<br>John Brown & Co. Ltd.<br>2WTB 340lb Spt 320lb db105lb hs(9692)<br>3×210kW 220V d.c. |
| 542435<br>JXSJ<br><br>Df Esd<br>Rdr RT | **ARNHOLT**<br>exJoika–65 exFreshfield–62<br>**Samele L. Storesund & Sønner & Farnes & Tangen**<br>Lorentz Storesund & Sønner<br>Haugesund Norwegian | 499<br>304<br>850 | ✠100A1 SS 8/67<br><br>✠LMC<br><br>MN120 EL i | 1954–5 Ijsselwerf Schps. & Mch.—Rot<br>186' 5" 28' 8" 11' 8"<br>171' 7" 28' 6" 13' 5"<br>Q41' F30' 1 dk<br>RW 3BH<br>WB166t | M Mchy.aft<br>1 Ho 105'<br>G.40000 B.38865<br><br>2W | Oil 4SA 8Cy. 320×450 mm<br>600bhp<br>Klöckner-Humboldt-Deutz |
| 671035 | **ARNI FRIDRIKSSON**<br><br>**Government of Iceland Marine Research Institute**<br>Reykjavik Icelandic<br>For later particulars see New Entries No. 1 | 400<br>—<br>— | 100A1<br>stern trawler<br>Class contemplated | Brooke Marine Ltd.—Lwt<br>132' 6" 32' 4" 12' 0"<br>117' 6" 32' 0" 15' 6" | M Fishery Research Ship Mchy.aft | 2 Oil 4SA each 6Cy. 235×33<br>geared to sc. shaft<br>Masch. Augsburg-Nürnberg |
| 540105<br>TFLR<br><br>Df Esd<br>Pfd Rdr<br>RT | **ARNI MAGNUSSON**<br><br>**Borgarklettur h/f**<br>Sandgerdi Icelandic | 227<br>88<br>— | <br><br>NV | 1963 Kaarbös M/V A/S—Harstad<br>109' 6" 22' 6" 11' 3"<br>97' 1" 22' 4" 11' 10"<br>1 dk | M Fishing Mchy.aft<br>1 Ho<br><br>2 Ha (5½', 6½'×4½')<br>1W Der 1(3) | Oil 2SA 6Cy. 280×420 mm<br>600bhp<br>Wichmann Mtrf.<br>1×28kW 220V d.c. |
| 502505<br>IPIB<br>2407<br>RT | **ARNICA**<br>exLiberta–55<br>**Giuseppe Messina**<br>Genoa Italian | 852<br>~~495~~ 488<br>~~1360~~ 1284 | <br><br>RI | 1946 Cant. del Mediterraneo—Pietra Ligure<br>200' 8" 32' 6" 15' 5"<br>186' 0" 32' 5" 18' 10"<br>P32' F21' 2 dks<br>R | M Ref CSD Mchy.aft<br>3 Ho<br>G.63187 B.60010 In.63187<br><br>5W Der 1(7) | Oil 4SA 6Cy. 320×420 mm<br>1000bhp NE66<br>Ansaldo Stab. Mecc. |
| 502506<br>TFKX<br><br>Df Esd<br>Rdr RT | **ARNKELL**<br><br>**Jøkull h/f**<br>Hellisandi Icelandic | 110<br>38<br>— | | 1960 Ottesens Skipsbyggeri—Sagvåg<br>81' 2" 20' 7"<br>... ... ...<br>1 dk | Wood M Fishing Mchy.aft | Oil 2SA 3Cy. 280×420 mm<br>300bhp<br>Wichmann Mtrf.<br>1×18kW 110V d.c. |
| 538002<br>SHFW<br>5823 | **ARNÖ**<br>exVieille Montagne III–67<br>**Arne Olausson**<br>Mellerud Swedish | 233<br>95<br>275 | | 1916 Motala Co.—Motala<br>*100·4'* 22' 4" 9' 6"<br>22' 2"<br>P39' F13' 1 dk<br>R | M Mchy.aft<br>1 Ho 40½'<br><br>1 Ha (29½'×11½')<br>1W Cr 1(2) | 2 Oil 4SA each 6Cy. 120×16<br>geared to sc. shaft<br>220bhp Emade—fitted57<br>Albin-Motor Kristine<br>1×5kW 110V d.c.<br>Controllable pitch propeller |
| 502508<br>EDBX<br><br>RT | **ARNO**<br><br>**Julio Molina Platas**<br>Corunna Spanish | 123<br>79<br>— | | 1931 Hijos de J. Barreras S.A.—Vgo<br>*80·7'* 19' 2"<br>... ... ... | Wood S Fishing | T 3Cy. 6¹¹⁄₁₆" 12" & 20¹⁄₁₆"×16"<br><br>Hijos de J. Barreras S.A. |
| 502510<br>OYOS<br><br>Df Esd<br>Gc Rdr | **ARNOLD MÆRSK**<br><br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 13093<br>7719<br>20125 | ✠100A1 SS 4/65<br>oil tanker<br>✠LMC<br><br>MN1500 EL i†2½"SQ | 1960–1 Mitsui Zosen—Tmn<br>559' 11" 72' 1" ~~84' 5½"~~ 32' 3¼"<br>538' 3" 71' 10" 39' 6"<br>P115' B32' F71' 1 dk<br>12BH<br>rf 2" WB361t | M Tanker Mchy.aft<br>21 Ta<br>L.949000 | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W<br>Mitsui Zosen<br>2AuxB 180lb Spt |
| 502511<br>PKMX<br><br>Df Esd<br>RT | **ARNOLD MONONUTU**<br><br>**P.T. Perusahaan Pelajaran Sulawesi Selatan**<br>Macassar Indonesian | 816<br>471<br>1060 | | 1959 Niestern Schps. Unie N.V.—Hellevoetsluis<br>192' 4" 30' 6" 13' 7½"<br>173' 2" 30' 2" 17' 6"<br>2 dks<br>RW | M CSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br><br>Klöckner-Humboldt-Deutz |
| 502513<br>EDBO<br><br>Esd | **ARNOYA**<br><br>**Manuel Tamargo Vallina and another**<br>Vigo Spanish | 168<br>88<br>— | | 1944 Hijos de J. Barreras S.A.—Vgo<br>*86·9'* 21' 0" 10' 7"<br>... ... ... | Wood S Trawler | T 3Cy. 8½" 14" & 22"×16"<br>195ihp<br>Hijos de J. Barreras S.A. |
| 503196<br>LFPF<br><br>Df Esd<br>Rdr<br>RTm | **ARNSTEIN**<br>exAxel Sif–66<br>**Sameiet Arnstein**<br>Arnold Myrdal<br>Sandnes Norwegian | 499<br>316<br>935 | ✠100A1 SS 7/65<br><br>LMC<br><br>MN140 EL j 1½"SQ | 1960–12 Schps. "Hoogezand" L. Bodewes—Hgz<br>200' 5" 30' 6" 11' 11½"<br>182' 5" 30' 2" 13' 3"<br>Q50' F41' 1 dk<br>RW 3BH<br>rf 3½" WB322t incl. Dk a25t m13t | M Mchy.aft<br>1 Ho 124½'<br>G.40000 B.37500<br>2 Ha (25½', 50½'×15½')<br>3W Der 3(3) | Oil 4SA 8Cy. 300×450 mm<br>700bhp<br>Masch. Augsburg-Nürnberg<br>2×10kW 110V d.c. |

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|---|---|---|---|---|---|---|---|
| 542625<br>JXYI<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **ARNT J. MÖRLAND**<br><br>**Agdesidens Rederi A/S**<br>Arnt J. Mörland<br>Arendal Norwegian | 35048<br>18500<br>58200 | NV | **1964** Sörviksvarvet A/B—Udv<br>773′ 10″ 105′ 7″ 40′ 1⅛″<br>740′ 0″ 105′ 6″ 53′ 6″<br>P177′ B49′ F80′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>24 Ta<br>L.2430000<br><br>Der 2(10) 4(5) 2(1½) | HeCls. BC | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W 4775t (hvf)–75pd<br>Eriksbergs M/V A/B Got<br>3×550, 550, 500kW 440V 60c/s a.c. 17k |
| 511312<br><br><br>Df Esd<br>Rdr RT | **ARNUS**<br>exFecondo–66 exKaren Toft–54<br>exFlotterston–34 exStarkad<br>~~**Società di Armamento**~~<br>~~**Navisud**~~ **Maritime Coal Transport**<br>Lebanese | **2207**<br>1275<br>3556 | RI<br><br>**BROKEN UP** | **1920** Swan, Hunter & Wghm Rchdsn—Wal<br>295′ 7″ 41′ 6″ 19′ 6½″<br>284′ 11″ 41′ 4″ 21′ 11″<br>P29′ B74′ F29′ 1 dk<br>R | S<br>2 Ho<br>G.172270 B.161750<br><br>8W | | T 3Cy. 21″ 35¼″ & 58″×39″<br>1265ihp 285t (o.f)<br>G. Clark Ltd. Sld<br>10k |
| 672189 | **ARO**<br><br>**Nigerian Ports Authority**<br>Lagos Nigerian<br>For later particulars see New Entries No. 1 | **360**<br>115<br>350 | **100A1**<br>hopper dredger<br>Class contemplated | Henry Robb Ltd.—Lth<br>134′ 3″ 29′ 11″ 10′ 0″<br>125′ 0″ 28′ 6″ 11′ 6″ | TM Hopper Dredger Mchy.aft | | 2 Oil 4SA each 6Cy. 10¼″×14½″<br><br>Ruston & Hornsby Lcn |
| 502514<br>LFEQ | **ARO**<br>exArold–66 exByrding–49<br>exUnion III–41<br>**Jonas Austnes**<br>Ålesund Norwegian | **158**<br>74<br>170 | | **1908** Porsgrund M/V—Porsgrunn<br>100′ 0″ 19′ 7″ 9′ 0″<br>… … …<br>1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.10000<br>1 Ha (32′×11′)<br>1W Der 1(2½) | | Oil 2SA<br>Emade—fitted41<br>Haldorsen & Sönner Rub |
| 519258<br>LFEU<br><br>Df Esd<br>RTm | **AROLD**<br>exKondor–66<br>**Kolbjörn Olsen & Sönner**<br>Kopervik Norwegian | **278**<br>137<br>425 | GL | **1952** Schulte & Bruns—Emd<br>134′ 10″ 25′ 1″ 9′ 7″<br>124′ 0″ 10′ 8″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 78¾′<br>G.18000 B.17000<br>1 Ha (62′×15′)<br>Der 2(2–3) | | Oil 4SA 6Cy. 320×450 mm<br>300bhp (hvf)<br>Klöckner-Humboldt-Deutz Kln<br>2×9 & 2kW 24V<br>Directional propeller |
| 502515<br>PUWA<br><br>Esd Rdr | **AROLDO BASTOS**<br><br>**Petróleo Brasileiro S.A.—**<br>**Petrobrás Frota Nacional**<br>**de Petroleiros**<br>Rio de Janeiro Brazilian | **1199**<br>873<br>1450 | **✠100A1** SS 8/65<br>oil tanker<br>**✠LMC**<br><br>MN180 EL n<br><br>~~**MACHINERY CLASS SUSPENDED 2/67**~~ | **1956–7** Ferguson Bros.(P.Gl)Ltd.—P.Gl<br>208′ 3″ 38′ 8″ 14′ 11½″<br>195′ 0″ 38′ 6″ 15′ 9″<br>P64′ F25′ Trunk 111′ 1 dk<br>RW 12BH<br>rf 4″ WB201t incl. DTf100t | S Tanker Mchy.aft<br>10 Ta<br>L.54432<br><br>Der 2(2) | HeCls. BC | T 3Cy. 16″ 26″ & 42″×27″<br>1000ihp 160t (o.f)–10½pd<br>Ferguson Bros. (P.Gl) Ltd. P.Gl<br>SB 180℔ hs2600 3cf<br>2×25kW 110V d.c. 9k |
| 515264<br>HBFC<br>76<br>Df Esd<br>Gc Rdr<br>RTm/h | **AROLLA**<br>exHohenfels–66<br>**Cie. de Navigation**<br>**Transoceanique Suisse**<br>**S.A.**<br>Keller Shipping Ltd.<br>Basle Swiss | **6704**<br>3878<br>8901 | AB | **1954** Kieler Howaldtswerke A.G.—Kel<br>448′ 4″ 58′ 2″ 28′ 2¾″<br>58′ 0″ 36′ 0″<br>P56′ F83′ H85′ 2 dks<br><br>rf 4″ | M (7P) Ref CSD<br>6 Ho 46½′, 55′, 68¼′, 60½′, 48′, 39¼′<br>G.496523 B.439819 In.8154<br>6 Ha (30′, 37′, 44¼′, 34½′, 34½′, 21¼′×20′)<br>16W Der 1(50) 1(15) | | Oil 2DA 6Cy. 720×1200 mm<br>7200bhp MAN 1441t (hvf)<br>Kieler Howaldtswerke A.G. Kel<br>3×210kW 220V d.c. 16k |
| 502516<br>IKHO<br>422<br>RTm | **ARON**<br><br>**Cia. di Nav. Mediterranea**<br>Rome Italian | **497**<br>263<br>750 | RI | **1953** Cant. Nav. Offic. Mecc. "Papette"—Ven<br>172′ 7″ 28′ 2″ 12′ 4″<br>155′ 6″ 28′ 1″ 13′ 7″<br>P49′ F23′ 1 dk<br>RW | M<br>2 Ho each 59′<br><br>2 Ha (each 39¼′×16½′)<br>Cr 2(3) | | Oil 4SA 6Cy. 370×560 mm<br>600bhp (d.o)<br>S.A. Ansaldo Gen<br>3×30, 20, 20kW 110V d.c. |
| 502518<br>SZNM<br>2533<br>Df Esd<br>Gc Rdr<br>RT | **AROS**<br><br>**Alexia Cia. Naviera S.A.**<br>Piræus Greek | *3783*<br>*2067*<br>6250 | **✠100A1** SS 7/63<br>with freeboard<br>**✠LMC**<br>**Lloyd's RMC**<br>EL y 1⅞″SQ | **1948–3** Blyth D.D. & S.B. Co. Ltd.—Bly<br>405′ 6″ 55′ 2″ 22′ 6″<br>375′ 0″ 55′ 0″ 34′ 3″<br>F37′ 1 dk & S dk, 3rd dk in No. 3 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>WB1165t | M Ref OSD<br><br>G.408732 B.367709 In.25000<br><br>14W Der 1(15) | | Oil 2SA 8Cy. 620×1050 mm<br>3950bhp 942t<br>Burmeister & Wain Cpn<br>15¼k |
| 650854<br>EAFJ<br><br>Df Esd<br>RT | **AROSA PRIMERO**<br><br>**Pesquera Industrial**<br>**Gallega S.A.**<br>Gijón Spanish | **303**<br>129<br>— | **✠100A1**<br>fishing vessel<br>**✠LMC**<br><br>MN150 EL (d) (l) | **1965–11** Maritima del Musel S.A.—Gjn<br>120′ 11″ 26′ 6″ 12′ 7½″<br>105′ 0″ 26′ 3″ 13′ 9″<br>RFD56′<br>4BH<br>rf 11″ BK4½″ | M Fishing | | Oil 4SA 8Cy. 220×280 mm with sr reverse gear<br>750bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln |
| 661841<br>OYYK<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **AROSIA**<br><br>**A/S Det Østasiatiske**<br>**Kompagni**<br>Copenhagen Danish | **7812**<br>4401<br>10020<br>**11006**<br>6402<br>13520 | **✠100A1**<br>DTsf oil FP above 150°F.<br>—vegetable oil or latex<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>MN3000 EL i†2$\tfrac{7}{16}$″U2 | **1967–2** A/S Nakskov Skibsv.—Nkv<br>540′ 2″ 76′ 2″ 28′ 4¼″/31′ 5⅞″<br>501′ 1″ 76′ 0″ 43′ 8″<br>P77′ F103′ 3 dks, 4th dk in No. 3 hold<br>3BH to S dk 4 to 2nd dk<br>rf nil DKfwd WB2669t incl. DTsf421t | M (4P) Ref OSD/CSD<br>Mchy.aft<br>6 Ho 62′, 71¾′, 37¾′, 75′, 65′, 57′<br>G.771600 B.677350 In.49546<br>6 Ha (stl) (26′×22′) (42¼′×26′) (13′×18′) (49¾′, 42¼′×36′) (30′×26′)<br>8W Cr 5(5) Der 9(60) 4(12½) 4(5) | | Oil 2SA 10Cy. 740×1600 mm<br>15000bhp 1947t (hvf)<br>Burmeister & Wain Cpn<br>AuxB 100℔$_e$ (ex.g) 100℔<br>3×672kW 440V 50c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust contr. pitch propeller fwd<br>20¾k |
| 518341<br>DFWQ<br><br>Df Esd<br>RT | **ARPE**<br>exKäte–65<br>**Olaf Perrey**<br>Hamburg W. German<br>Now **LETTEN** See New Entries No. 9 | 233<br>118<br>300 | GL | **1935** J. J. Sietas Schiffsw.—Ham<br>*121·7′* 21′ 6″ 8′ 6⅜″<br>8′ 10″<br>P27′ F15′ 1 dk<br>R | M<br><br><br><br>2 Ha<br>len 50 | | Oil 4SA 4Cy. 290×420 mm<br>200bhp NE52<br>Masch. Kiel A.G. Kel<br>7½k |
| 671829<br><br><br>Df Esd<br>Gc Rdr | **ARQUIMEDES**<br><br>**International Gas Shipping**<br>Panama Panamanian | ~~10600~~ 10940<br>— 5275<br>— 11002 | BV | **1967** Ch. Nav. de La Ciotat—La Ciotat<br>493′ 8″ 71′ 4″ 26′ 0″<br>462′ 6″ 71′ 2″ 43′ 8″<br>1 dk | M Liquefied Gas Carrier Ref<br>Mchy.aft | | Oil 2SA 6Cy. 680×1250 mm<br>8000bhp Sulzer<br>Cie. de Const. Mec. Mantes |

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| 502520<br>CSNY<br>LX38A<br>Esd | **ARRABIDA**<br>exProctor<br>**Soc. de Pescarias Arrabida Ltda.**<br>Lisbon Portuguese | 345<br>130<br>— | | 1943 Alfeite Arsenal—Lis<br>*132·5'* 25' 1"<br>... ... ... | M Fishing | Oil 7Cy. 320×380 mm<br>Ruston & Hornsby |
| 502521<br>EAAL<br>Df Esd<br>Rdr | **ARRABIO**<br>**Empresa Nacional "Elcano" de la Marina Mercante**<br>Cadiz Spanish | 4368<br>2252<br>6440 | ✠100A1 SS 5/65<br>✠LMC<br>MN530 EL w 1¹⁄₁₆"SQ | 1960–12 Ast. de Cadiz—Cdz<br>382' 7" 51' 4" 22' 3½"<br>354' 4" 51' 2" 28' 3"<br>P87' F44' 1 dk<br>RW NS 6BH<br>rf 3" WB1911t incl. DTm491t | M Mchy.aft<br>G.283837 B.270900<br>8W Der 1(25) 8(3) | Oil 2SA 7Cy. 520×900 mm<br>2650bhp Götaverken<br>Empresa Nacional "Elcano" |
| 672448<br>Df Esd<br>Pfd Rdr<br>RT | **ARRADONDO**<br>**Pesqueras ARTAPE**<br>Ondarroa Spanish<br>Name should be **ARRANONDO** See New Entries No. 3 | 230<br>—<br>130 | | 1967 Astilleros de Murueta—Murueta<br>120' 9" 22' 9" 11' 5½"<br>105' 0" 22' 8" 12' 10"<br>1 dk | M Trawler Mchy.aft | Oil SA 8Cy. 250×350 mm<br>800bhp<br>Motorenwk. Mannheim |
| 502522<br>CSIS<br>H368<br>Df Esd<br>Gc Rdr | **ARRAIOLOS**<br>**Soc. Geral de Comercio, Industria e Transportes**<br>Lisbon Portuguese | 5289<br>3136<br>9437 | ✠100A1 ~~SS 7/62~~<br>with freeboard SS 10/67<br>✠LMC<br>EL b†2¹⁄₁₆"SQ | 1948–8 Bartram & Sons Ltd.—Sld<br>450' 1" 58' 11" 26' 0½"<br>425' 6" 58' 6" 33' 8"<br>F40' 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf nil WB2911t incl. DTm1359t | M (12P) OSD<br>5 Ho 63', 100½', 31½', 62', 72'<br>G.546000 B.501000<br>5 Ha (29½'×20') (31', 41½', 31', 31'×22')<br>Der 1(40) 1(30) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4250bhp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2AuxB 120℔<br>2×25kW 110V d.c. |
| 502523<br>EACE<br>Df Rdr | **ARRAIZ**<br>exQueenswood<br>**Cia. Nav. Vascongada**<br>Bilbao Spanish | 4537<br>3173<br>7429 | ✠Classed LR until 3/63 | 1925–3 New Waterway S.B. Co.—Sch<br>385' 0" 56' 2" 22' 7½"<br>370' 0" 53' 2" 27' 9"<br>P22' B110' F35' 1 dk<br>R new forepart 57<br>rf 6" | S<br>4 Ho 67½', 82½', 55', 60½'<br>G.345000 B.320000<br>5 Ha (31½', 30½', 16½', 30½', 30½'×20')<br>Der 2(12) 2(8) 8(5) 2(1½) | T 3Cy. 24½" 40½" & 67"×45"<br>1525ihp<br>Cen. Mar. Eng. Wks<br>1×15kW 110V d.c. |
| 502524<br>184999<br>Rdr<br>RTm | **ARRAN**<br>**Caledonian Steam Packet Co. Ltd.**<br>Glasgow British | 568<br>201<br>149 | | 1953 Wm. Denny & Bros. Ltd.—Dmb<br>185' 10" 36' 6" 7' 5½"<br>178' 9" 35' 0" 11' 3"<br>1 dk | TM Ferry (650P) | 2 Oil 2SA each 6Cy. 340×570 mm<br>2200bhp<br>British Polar Engines Ltd.<br>3×60kW 220V d.c. |
| 502525<br>PCUR<br>Df Esd<br>RT | **ARRAN**<br>**M. Cremer**<br>"Carebeka" N.V.<br>Groningen Netherland<br>Now **VULCAN** See New Entries No. 5 | 500<br>307<br>800 | **BS** SS 5/67<br>**MBS**<br>MN92 CT556 C19 | 1944 ......................Gls<br>179' 4" 30' 2" 11' 2½"<br>163' 4" 30' 0" 12' 10"<br>Q50' F17' 1 dk<br>3BH conv 50<br>WB113t | TM Mchy.aft<br>1 Ho 108'<br>G.35000 B.31000<br>2W Der 2 | 2 Oil 4SA each 6Cy. 215×300 mm reverse reduction gear<br>460bhp NEmade43refitted4/55<br>Motorenw. Mannheim |
| 502526<br>GJVU<br>186929<br>Df Esd<br>Rdr<br>RTm | **ARRAN FIRTH**<br>exAlfa–62<br>**Firth Shipping Co. Ltd.**<br>G. T. Gillie & Blair Ltd.<br>Newcastle British | 544<br>303<br>740 | ✠100A1 SS 9/65<br>✠LMC<br>MN96 EL h | 1957–11 Grol's Scheepswerven—Zuidbroek<br>188' 7" 28' 3" 11' 0"<br>170' 6" 27'10½" 12' 2"<br>P45' F25' 1 dk<br>RW NS 3BH<br>rf 2" WB275t | M Mchy.aft<br>1 Ho 118'<br>G.37500 B.35000<br>2 Ha (each 46½'×16½')<br>2W Der 1(3) 1(2) | Oil 4SA 6Cy. 290×420 mm<br>480bhp<br>Masch. Kiel A.G.<br>2×6kW 115V d.c. |
| 517655<br>Df Esd<br>Rdr | **ARRAZUA**<br>exJuan Tomas de Gandarias–67<br>**Naviera Vizcayna S.A.**<br>Bilbao Spanish | 3664<br>1636<br>5500 | ✠100A1 ~~SS 12/66~~<br>asphalt tanker SS 8/67<br>✠LMC<br>MN600 EL w 1¹⁄₁₆"SQ | 1959–10 Soc. Española de Const. Nav.—Bbo<br>371' 1" 53' 8" 21' 5½"<br>339' 7" 53' 6" 25' 3"<br>P90' F46' 1 dk<br>RW ~~NS~~ ~~6BH~~ 8BH<br>rf 4" WB1495t conv dry cargo ship 67 | ~~M Mchy.aft~~<br>M Asphalt Tanker Mchy.aft | Oil 2SA 5Cy. 620×1150 mm<br>3000bhp B&W<br>Soc. Española de Const. Nav.<br>~~db 75℔~~ ✠2ndb 8/67–177℔ |
| 651141<br>OXGY<br>Df Esd<br>Rdr RT | **ARREBO**<br>**I/S Andreas B. Kromann**<br>Marstal Danish | 400<br>216<br>685 | BV | 1965 Nordsøværftet—Ringkøbing<br>164' 1" 27' 0" 11' 3"<br>145' 0" 26' 11" 11' 6"<br>1 dk | M Mchy.aft | Oil 2SA 5Cy. 240×400 mm<br>300bhp<br>Alpha-Diesel A/S |
| 502528<br>CUDJ<br>LX62A<br>Esd Rdr | **ARRENTELA**<br>**Sociedade de Pescarias Arrabida Ltda.**<br>Lisbon Portuguese | 437<br>189<br>— | ✠Classed LR until 7/62 | 1956–7 Est. Nav. do Mondego—Figueira<br>168' 10" 27' 11" 13' 3"<br>148' 4" 27' 6½" 13' 11"<br>F31'<br>RW<br>rf 36" BK7" | M Trawler | Oil 4SA 8Cy. 385×580 mm<br>Masch. Kiel A.G. |
| 502530<br>JXTA<br>Df Esd<br>Gc Rdr<br>RTm | **ARRIAN**<br>exAndrew Dillon–62<br>**~~A/R Titanian~~ R/A Hadrian**<br>Hilmar Reksten<br>Bergen Norwegian | 13329<br>7757<br>22015 | ✠100A1 Dr 4yrs–6/66<br>oil tanker<br>✠LMC<br>MN1800 EL j†2½"SQ | 1953–6 Uraga Dock Co.—Yokosuka<br>582' 7" 72' 2" 31' 8½"<br>551' 2" 72' 0" 40' 4"<br>P128' B40' F79' 1 dk<br>15BH<br>rf 6" WB1644t incl. DTf1145t | S Tanker Mchy.aft<br>27 Ta<br>L.977000<br>Der 3(5) 3(2) | 2 S Turb dr geared to sc. shaft<br>9000shp<br>Uraga Dock Co.<br>2WTB 498℔ Spt 486℔ hs(2770<br>3×248, 248, 80kW 250V 60c/s a.c. |
| 641810<br>Df Esd<br>RT | **ARRICHU**<br>**Soc. Echevarria y Cia. S.R.C.**<br>San Sebastian Spanish | 257<br>112<br>— | BV | 1964 Maritima del Musel S.A.—Gjn<br>126' 4" 23' 10" 11' 4"<br>107' 4" 23' 8" 12' 10"<br>RW | M Trawler | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz |

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| 502532<br>EGTR<br><br>Esd | **ARRIGUNAGA**<br><br>**Amador Suarez Paisal**<br>Huelva Spanish | **143**<br>98<br>162 | | **1949** Ast. G. Riera—Gjn<br>103′ 4″ 20′ 6″ 9′ 10″<br>… … … | M Trawler<br><br><br>3 Ha (2½′, 2¾′, 2¾′ × 1¾′) | Oil 2SA 6Cy. 180 × 300 mm<br>270bhp 45t (d.o)<br>A/S Möller & Jochumsen Horsens<br>9k |
| 640352<br><br><br>Df Pfd | **ARRILLAGA**<br><br>**Alejandro Arrillaga**<br>Bilbao Spanish | **110**<br>—<br>— | | **1963** Ardeag S.L.—Bbo<br>88′ 7″ 20′ 10″<br>75′ 6″ 20′ 8″ | M Trawler | Oil |
| 502534<br>EGOC<br><br>Df Esd<br>RT | **ARROSPE**<br><br>**Estela S.A.**<br>Pasajes Spanish | **151**<br>84<br>— | BV | **1950** Talleres del Ast.—Snt<br>96′ 10″ 20′ 0″ 10′ 2″<br>… … … | M Trawler<br><br><br>3 Ha (3½′, 3½′ × 3¼′) (2½′ × 2′) | Oil 2SA 4Cy. 250 × 420 mm<br>360bhp 57t (d.o)<br>Atlas Diesel Skm<br>10k |
| 502535<br>5LHI<br>961<br>Df Esd<br>Gc Rdr<br>RT | **ARROW**<br>exSea Robin–62<br>exOlympic Games–60<br>**Sunstone Marine Panama S.A.**<br>Monrovia Liberian | **11379**<br>6897<br>18151 | AB<br>✠Classed LR until 11/51 | **1948–11** Bethlehem Sparrows Pt. Shpyd —Sp.Pt<br>551′ 2″ 68′ 4″ 29′ 9½″<br>524′ 0″ 68′ 0″ 37′ 6″<br>P114′ B30′ F56′ 1 dk<br>RW<br>rf 9″ | S Tanker Mchy.aft<br>27 Ta<br>L.271157 | 2 S Turb dr geared to sc. shaft<br>6050shp 1775t (o.f)–35pd<br>Emade45fitted48<br>Westinghouse Elec. & Mfg Co. Lester<br>14k |
| 660634<br>PCUN<br><br>Df Esd<br>Rdr RT | **ARROW**<br><br>**Kustvaartrederij "Arrow"**<br>Beck's Scheepvaartkantoor N.V.<br>Groningen Netherland | **500**<br>311<br>1150 | BV | **1966** N.V. Bodewes Schps.—Martenshoek<br>226′ 1″ 34′ 5″ 13′ 0¼″<br>205′ 2″ 34′ 2″ 20′ 2″<br>1 dk & S dk | M OSD Mchy.aft<br><br>G.81008 B.74802 | Oil 2SA 12Cy. 220 × 380 mm<br>745bhp 61t (d.o)<br>Appingedammer Brons. Apg<br>12k |
| 502536<br><br>95789 | **ARROW**<br><br>**R. Akester**<br>Hull British | **121**<br>82<br>— | | **1889** Head & Barnard—Hul<br>*93·5′* 18′ 1″<br>… … …<br><br>R | Iron M Mchy.aft | Oil<br>NE—<br>L. Gardner & Sons Ltd. Mch |
| 502142<br>JWPK<br><br>Df<br>RTm | **ARROW STAR**<br>exArabo–66 exTanja–60<br>**I/S Arrow**<br>Gunnar Mikkelsen<br>Bergen Norwegian<br>Now **ARROW SUN** See New Entries No. 3 | **299**<br>158<br>550 | NV | **1957** Leirvik Sveis—Lervik<br>145′ 9″ 28′ 1″ 10′ 8″<br>130′ 0″ 28′ 0″ 11′ 2″<br>1 dk | M Mchy.aft<br>2 Ho 24¼′, 11¼′<br>G.30000 B.27850<br>2 Ha (31½′, 33½′ × 16½′)<br>3W Der 1(5) 2(3) | Oil 4SA 6Cy. 290 × 420 mm<br>390bhp 35t (d.o)<br>Masch. Kiel A.G. Kel<br>3 × 20kW 220V 50c/s a.c. 10k |
| 527735<br>HPTX<br>3267HK<br>Df | **ARROWHEAD**<br>exEast Sea–67<br>exPhoenix–66 exDavric–63<br>exJapara–58<br>**Peseta Shipping Corp. ~~S.A.~~**<br>Panama Panamanian<br>Now **MOJI TRADER** See New Entries No. 11 | **3323**<br>2301<br>4575 | BV | **1930** N.V. Mch. & Schps. P. Smit, Jr.—Rot<br>339′ 6″ 48′ 2″ 20′ 2″<br>… … …<br>Q208′ F34′ 1 dk<br>R | S Mchy.aft<br><br>B.205494<br><br>8W Der 1(20) | T 3Cy. 22″ 36½″ & 60″ × 42″<br>1700ihp Fijenoord 440t (o.f)<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>10½k |
| 661634<br>TFBH<br><br>Df Esd<br>Rdr RT | **ARSÆLL SIGURDSSON**<br><br>**Hafnarfjordur Sæmundur Sigurdsson**<br>Hafnarfirdi Icelandic | **238**<br>91<br>— | NV | **1966** Brattvåg Skipsinnredning & J. Johansens Sveiseverksted—Brattvåg<br>113′ 8″ 22′ 5″ 10′ 10″<br>100′ 5″ 22′ 0″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 210 × 300 mm<br>660bhp<br>Gebr. Stork & Co. Zwolle |
| 502538<br>USKD<br>M-24513 | **ARSAMAS**<br><br>**U.S.S.R.**<br>Riga Russian | **3258**<br>1564<br>4459 | | **1955** Schiffswerft Neptun—Ros<br>334′ 7″ 47′ 3″ 23′ 8″<br>47′ 1″ 26′ 0″<br>1 dk<br>RW | S<br>4 Ho<br>G.172548<br>4 Ha (27½′, 27½′, 27½′, 23½′ × 16½′)<br>11W Der 1(15) 10(5) | C 4Cy. (2) 465 & (2) 1000 × 1000 mm<br>12½k |
| 507319<br>SYXO<br>2421<br>Df Esd<br>Gc Rdr<br>RT | **ARSENAL**<br>exMarita Thorden–67<br>exArsenal–65 exCitos–64<br>**Saretap Shipping Co.**<br>Piræus Greek | **3675**<br>2054<br>6158 | ✠100A1 SS 10/65<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>EL y1⅞″SQ | **1948–10** Blyth D.D. & S.B. Co. Ltd.—Bly<br>405′ 6″ 55′ 2″ 22′ 6″<br>375′ 0″ 55′ 0″ 34′ 3″<br>P21′ F37′ 1 dk & S dk, 3rd dk in Nos. 3 & 4 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>WB1165t | M Ref OSD<br><br>G.384969 B.348648 In.49900<br><br>14W Der 1(15) | Oil 2SA 8Cy. 620 × 1150 mm<br>3950bhp 942t<br>Burmeister & Wain Cpn<br>15k |
| 502539<br>GXJC<br>181398<br>Df Esd<br>Pfd Rdr<br>RT | **ARSENAL**<br><br>**Consolidated Fisheries Ltd.**<br>Sir John D. Marsden, Bt.<br>Grimsby British | **744**<br>272<br>— | ✠100A1 SS 7/67<br>trawler<br>✠LMC<br>MN275 EL (k) z | **1958–2** Cook, Welton & Gemmell Ltd.—Bev<br>*189·4′* 32′ 5″<br>185′ 0″ 32′ 0″ 17′ 6″<br>F32′<br>RW 5BH<br>rf 18″ BK8″ WB14t | S Trawler | T 3Cy. 17¼″ 29½″ & 48½″ × 30″<br>1525ihp (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 225lb Spt hs4945 3cf |
| 502540<br>UBMZ<br>M-26115 | **ARSENJEV**<br><br>**U.S.S.R.**<br>Vladivostok Russian | **5524**<br>2448<br>4230 | | **1960** Baltic S.B. & Eng. Wks—Len<br>387′ 1″ 55′ 1″ 21′ 11″<br>54′ 10″ 31′ 2″ | T D-E Fish Factory<br>4 Ho<br>In.190700<br>4 Ha (each 14½′ × 14½′)<br>10W Der 1(10) 8(3) 1(1½) | 4 Oil 2SA each 10Cy. 207 × 254 mm connected to elec. motor & 2 sc. shafts<br>16½k |
| 502541<br>UHCW<br>M-22393 | **ARSENJEV**<br><br>**U.S.S.R.**<br>Nakhodka Russian<br>Name should be **ARALSK** See New Entries No. 5 | **3170**<br>1225<br>1301 | | **1960** ………………….Russia<br>256′ 1″ 46′ 9″ 18′ 0½″<br>46′ 7″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57351<br>7 Ha<br>4W Der 4(1½) | Oil 2SA 8Cy. 430 × 610 mm<br>2000bhp<br>Skoda Prague<br>13k |

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| 502543<br>DLCF<br>Df Esd<br>Gc<br>RTm/h/v | **ARSTERTURM**<br>exBaltic Fir–56 exBaltrader–52<br>exEmpire Gaffer–47<br>exBetsdorf–45<br>**Deutsche Dampfsch.-Ges. "Hansa"**<br>Bremen W. German | **1764**<br>918<br>3088 | Classed LR until 6/56 GL | **1945** Deutsche Werft A.G.—Ham<br>302' 4" 44' 6" 18' 5"<br>279' 7" 44' 3" 26' 11"<br>F33' 1 dk & S dk<br>RW<br>rf 4½" | S Ref OSD<br>3 Ho 46½', 67½', 91½'<br>G.187175 B.175914<br>3 Ha (22½', 46', 46'×18')<br>9W Der 1(20) 1(10) 9(5) | C 4Cy. (2) 16½" & (2) 35 7/16"×35<br>1200ihp Lentz<br>Ottensener Eisenwerk<br>2×45kW 220V d.c. |
| 502544<br>KYUK<br>246752<br>Df Esd<br>Gc | **ART YOUNG**<br>**United States Department of Commerce**<br>Pensacola **United States** | **7252**<br>4467<br>10750 | AB | **1944** J. A. Jones Const. Co.—Panama City<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Filer & Stowell Co.<br>3×20kW 120V d.c. |
| 529080<br>SXWK<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARTA**<br>exRavnefjell–67<br>**Seaways Co. Inc.**<br>Piræus Greek | **1916** ~~1875~~<br>991 ~~994~~<br>— ~~3455~~ | NV | **1955** Kieler Howaldtswerke A.G.—Kel<br>297' 4" 42' 7" 18' 1½"<br>288' 8" 42' 5" 25' 11"<br>P59' B55' F60' 1 dk & S dk<br>len 59 | M (4P) Ref OSD<br>3 Ho 40½', 93½', 75½' 2 TwD 129½', 104½'<br>G.161142 B.150477 In.4124<br>5 Ha (26½'×20') (32½', 31½', 24½'×22') (18½'×11½')<br>8W Der 1(15) 10(5) | 2 Oil 4SA each 6Cy. 365×500 mm geared to sc. shaft<br>2200bhp<br>Kieler Howaldtswerke A.G.<br>3×110kW 220V d.c. |
| 502556<br>6ZNK<br>2423<br>Df Esd<br>Gc Rdr<br>RT | **ARTAR**<br>exArtésien–65<br>**Overseas Nav. Corp.**<br>Monrovia Liberian | **3000**<br>1500<br>3583 | BV<br>**BROKEN UP** | **1948** Tampa S.B. Co.—Tampa<br>371' 11" 54' 2" 19' 1"<br>54' 0"<br>P102' B30' F87' 1 dk & S dk | TM Ref OSD Mchy.aft<br>pt bulk wine carrier<br>G.198315 B.189974 In.6707 | 2 Oil 4SA each 18Cy. 405×535 mm<br>Nordberg Mfg Co. |
| 672763<br><br><br>Esd RT | **ARTEFE 5**<br><br>**Efrain Goldenberg**<br>Callao Peruvian | **105**<br>—<br>— | AB | **1967** Promecan Ingenieros S.A.—Clo<br>22' 1"<br>70' 5" 22' 0" 11' 6"<br>1 dk | M Trawler<br>1 Ho 35'<br>1 Ha (6½'×11') | Oil 4SA 6Cy. 6½"×8" sr reverse<br>380bhp<br>Caterpillar Tractor Co. |
| 671867<br>ENGZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARTEK**<br>**U.S.S.R.**<br>Sevastopol **Russian** | **2657**<br>1139<br>— | | **1967** Volkswerft Stralsund—Stralsund<br>269' 8" 16' 5"<br>239' 6" 44' 7½" 31' 4"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht |
| 672403<br>UJDD<br>M-21459 | **ARTEK**<br>**U.S.S.R.**<br>Odessa Russian | **1002**<br>392<br>178 | | **1964** G. Dimitrov Shipyard—Varna<br>209' 8" 30' 8" 9' 10"<br>19' 2" | M<br>1 Ho<br>B.6000<br>1 Ha (10'×6½')<br>Cr 1(1) | Oil 4SA 8Cy. 320×480 mm |
| 502546<br><br>Df Esd<br>Gc Rdr | **ARTEK**<br>**U.S.S.R.**<br>Murmansk **Russian** | **658**<br>280<br>450 | | **1956** Stocznia Gdanska—Gdk<br>194' 4" 29' 7" 13' 11½"<br>175' 6" 29' 6½" 16' 3" | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>800ihp<br>A/S Atlas Mskfbk. |
| 502581<br>UJYJ<br>M-17062<br>Df Esd<br>Gc Rdr | **ARTEM**<br>**U.S.S.R.**<br>Riga **Russian** | **3300**<br>1573<br>4314 | | **1959** Rauma-Repola O/Y—Rauma<br>344' 10" 48' 6" 20' 0"<br>318' 0" 48' 4" 22' 4"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain |
| 507287<br>5BAI<br>321009<br>Df Esd<br>Gc Rdr<br>RT | **ARTEMIDA**<br>exCinan–64 exZenelze–60<br>exAstro–47<br>exFremont Older–47<br>**Meandros Shipping Co. Ltd.**<br>Famagusta Cyprus | **7247**<br>4329<br>10874 | AB<br>**WRECKED 11/67** | **1943** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.562000 B.499000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 534263<br>SVRI<br>2827<br>Df Esd<br>Gc Rdr | **ARTEMIS**<br>exStylehurst–66<br>**Cia. Nav. Hesperia S.A.**<br>Piræus Greek | **15781**<br>8718<br>— | **✠100A1** SS 6/67<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC**<br>MN2434 EL k†2⅛"SQ | **1962**–7 At. & Ch. de la Seine Mtme.—Le Trait<br>598' 0" 74' 3" 32' 0¼"<br>567' 7" 74' 0" 45' 0"<br>P190' F45' 1 dk<br>NS 10BH<br>rf 2" DK fwd WB7859t incl. Topside tanks in holds 3161t | M Mchy.aft | Oil 2SA 6Cy. 900×1550 mm<br>12170bhp Sulzer<br>Cie. de Const. Méc.<br>AuxB 100lb e (ex.g) 100lb |
| 502548<br>LATR<br><br>Df Esd<br>Gc Rdr<br>RTv | **ARTEMIS**<br>**A/S Athene**<br>Jørgen Bang<br>Kristiansand **Norwegian** | **10945**<br>6349<br>16330 | **✠100A1** TD 7/68 ~~SS 6/68~~<br>oil tanker<br>**✠LMC**<br>MN1260 EL f†2½"SQ | **1956**–1 Kockums M/V A/B—Mmo<br>533' 3" 66' 9" 29' 6"<br>500' 0" 66' 6" 38' 10"<br>P92' F66' 1 dk<br>13BH<br>rf 1" WB827t incl. DTf677t | M Tanker Mchy.aft<br>20 Ta<br>L.806000 | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp<br>Kockums M/V A/B<br>2AuxB 170lb e (ex.g) 180lb<br>2×220kW a.c. |
| 511493<br>SVIE<br>2770<br>Df Esd<br>Gc Rdr<br>RTm | **ARTEMIS**<br>exFina Nederland–66<br>exPurfina Nederland–60<br>exVestfold–55<br>**Artemis Cia. Nav. S.A.**<br>Piræus Greek | **8785**<br>4932<br>13570 | AB<br>✠Classed LR until 4/66 | **1950**–1 Swan, Hunter & Wghm Rchdsn—Wal<br>495' 7" 63' 8" 28' 1½"<br>466' 0" 63' 6" 36' 3"<br>P102' B32' F50' 1 dk, 2nd dk clear of cargo tanks<br>RW | M Tanker Mchy.aft<br>27 Ta<br>L.636199<br>Der 3(3) | Oil 2SA 4Cy. 670×2320 mm<br>4150bhp Doxford<br>Wallsend Slpwy Co. Ltd.<br>4×27½kW 110V d.c. |

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| 502550<br>PCUU<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARTEMIS**<br><br>**Konink. Nederl. Stoomb.**<br>**Maats.**<br>Amsterdam Netherland | ~~2002~~ 1972<br>~~1804~~ 973<br>~~8655~~ 2622<br>2943<br>1608<br>3834 | <br><br>BV | 1954 C.v.d. Giessen—Krimpen<br>322' 5" 46' 11" ~~20' 6¾"~~ 16' 10½"/20' 6¾"<br>... ... ...<br>2 dks<br>RW<br>rf 3" | M (12P) Ref ~~CSD~~ Mchy.aft<br>3 Ho 45¾', 66½', 73¾'<br>B.163520 In.8064<br>3 Ha (stl) (22½'×13') (40½', 40½'×16')<br>10W Der 1(30) 4(9) 4(6) 2(3) | Oil 2SA 7Cy. 540×900 mm<br>2330bhp<br>Gebr. Stork & Co. N.V.<br>3×110kW 220V d.c. | <br>411t (hvf)<br>Hengelo<br>14k |
| 502551<br>5LYW<br><br>Df Esd | **ARTEMIS**<br>exEbbe–59<br>**North West Caribbean**<br>**Shipping Co. Ltd.**<br>A. A. Reid & Son<br>Monrovia Liberian | 920<br>556<br>1445 | <br><br>NV | 1955 Ottensener Eisenwerk—Ham<br>216' 6" 32' 7" 15' 3½"<br>193' 1" 32' 5" 19' 2½"<br>P&B55' F26' 2 dks<br>RW | M CSD Mchy.aft<br><br>G.68000 B.62000<br><br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br><br>Klöckner-Humboldt-Deutz | <br>85t<br>Kln<br>11½k |
| 661765<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ARTEMIS**<br><br>**Shell Oil Co.**<br>New Orleans United States | 450<br>132<br>— | <br><br>AB | 1966 Jeffboat Inc.—J'ville<br>180' 0" 32' 10" 10' 0"<br>175' 0" 32' 0" 13' 0"<br>3 dks | TM Seismographic Survey Ship | 2 Oil 2SA each 12Cy. 8½"×10"<br>1230bhp<br>General Motors Corp. | <br><br>La Grange |
| 520969<br>OZOY<br><br>Df Rdr<br>RTm | **ARTEMIS**<br>exLister–66 exPol II–48<br>**Rederi I/S "Artemis"**<br>Hans Hermansen<br>Marstal Danish | 333<br>178<br>450 | <br><br>BV | 1926 Nylands Verksted—Osl<br>149' 0" 23' 1" 13' 6"<br>... ... ...<br>1 dk<br>R len 51 | M Mchy.aft<br>1 Ho 90¼'<br><br>2 Ha (19¾', 44¼'×13')<br>2W Der 2(1½) | Oil 2SA 4Cy. 230×400 mm<br>250bhp NE48<br>Burmeister & Wain | <br>(d.o)<br>Cpn |
| 502552<br>PCUQ<br><br>Esd | **ARTEMIS**<br>exAnna Thora–48<br>exPeder Most–46 exNoah–45<br>**J. C. Dekker**<br>N.V. Handel Maats. Artemis<br>Dordrecht Netherland | 209<br>137<br>301 | <br><br>BV | 1902 Z. T. Jacobsen—Troense<br>108' 10" 25' 11" 12' 6"<br>25' 9"<br>Q24' 1 dk | Wood Aux Sr Mchy.aft<br>1 Ho 63'<br><br><br>2W Der 2(1½) | Oil 2SA 2Cy. 230×400 mm<br>NE47<br>Fredrikshavns Jernst. | <br>8t<br>Fkn<br>6½k |
| 640002<br>6ZCS<br>2144<br>Df Esd<br>Gc Rdr<br>RT | **ARTEMISION II**<br>Launched as Artemision<br>**Overseas Bulkcarriers Corp.**<br>Monrovia Liberian | 18000<br>11757<br>27776 | <br><br>AB | 1964 Astano S.A.—Frl<br>614' 1" 78' 3" 36' 9½"<br>581' 1" 78' 0½" 49' 1"<br>1 dk<br>RW<br>rf 3" | M Bulk Carrier Mchy.aft<br>7 Ho<br><br>7 Ha | Oil 2SA 7Cy. 780×1550 mm<br>10500bhp<br>Masch. Augsburg-Nürnberg | <br>4455t (d.o)<br>Aug |
| 541886<br>SYWT<br>2398<br>Df Esd<br>Gc Rdr<br>RT | **ARTEMON**<br>exFlamingo–63<br>Launched as Flamenco<br>**Seaways Co. Inc.**<br>Piræus Greek | 1502<br>678<br>1750 | **✠100A1** SS 5/67 ~~SS 9/62~~<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>MN270 EL q | 1949–5 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>284' 0" 39' 2" 15' 4½"<br>255' 6" 39' 0" 22' 11"<br>F31' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB533t incl. Tunnel tanks 29t DTa11t | M OSD<br><br>G.139000 B.127000 | Oil 2SA 6Cy. 450×740 mm<br>1350bhp<br>S.A. Ansaldo<br>db 105℔ | <br>235t<br>Gen<br>12k |
| 502582<br>UJIT<br>M-26090<br>Df Esd<br>Gc Rdr | **ARTEMOVSK**<br><br>**U.S.S.R.**<br>Astrakhan Russian | 642<br>270<br>500 | | 1958 Stocznia im. Komuny Paryskiej—<br>Gdy<br>194' 4" 29' 7" 14' 2"<br>176' 7" 29' 6" 16' 3" | S Trawler<br>2 Ho<br>In.13400<br>2 Ha<br>3W Der 3(1½) | C 4Cy. (2) 295 & (2) 690×640 mm<br>800ihp<br>H. Cegielski | <br>(o.f)<br>Poz<br>12k |
| 502555<br>JXEB<br><br>Df Esd<br>Gc Rdr<br>RTv | **ARTENSIS**<br><br>**A/S Acadia**<br>Sigurd Bruusgaard<br>Drammen Norwegian<br>Now **ORLA** See New Entries No. 7 | 4459<br>2313<br>5975 | <br><br>NV | 1959 A/B Ekensbergs Varv—Skm<br>375' 3" 50' 7" 23' 7"<br>344' 6" 50' 6" 32' 0"<br>2 dks | M CSD Mchy.aft<br>3 Ho<br>G.305000 B.281000<br>4 Ha (32', 32', 50½', 32'×22')<br>Der 1(25) 10(5) | Oil 2SA 7Cy. 500×1100 mm<br>3800bhp<br>Burmeister & Wain<br>3×160kW 440V 60c/s a.c. | <br>640t<br>Cpn<br>14½k |
| 502557<br>EDSB<br><br>Df Esd<br>RT | **ARTETA**<br>**Pesquera Moderna S.L.**<br>~~Manuel Echeverria~~<br>San Sebastian Spanish | 268<br>151<br>— | <br><br>BV | 1963 Ast. de Murueta—Murueta<br>*117·4'* 23' 10" 11' 9⅞"<br>115' 1" 23' 7½" 13' 6"<br><br>RW | M Trawler<br><br><br>3 Ha (each 3½'×3½') | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim | <br>80t (d.o)<br>Mhm<br>11k |
| 502558<br>ORAB<br><br>Pfd Rdr<br>RTm/v | **ARTEVELDE**<br><br>**Belgian Government**<br>Ostend Belgian | 2812<br>1265<br>763 | <br><br>BV | 1958 S.A. Cockerill-Ougrée—Hbk<br>383' 4" 52' 4" 12' 9½"<br>369' 3" 49' 2½" 25' 0"<br>1 dk & S dk<br>R<br>rf 8" | TM Ferry (850P) OSD<br><br><br>1 Ha (stl) (14'×24½') | 2 Oil 2SA each 12Cy. 510×550 mm<br>9600bhp<br>Sulzer Bros. Ltd.<br>3×150kW 230V d.c. | <br>200t (d.o)<br>Win<br>21k |
| 502559<br><br><br>Df Esd | **ARTEVELDE**<br>exHenri-Irena–52<br>**R. Pauwaert & R. Snauwaert**<br>Zeebrugge Belgian | 129<br>49<br>— | | 1945 J. Denye—Ost<br>*85·0'* 21' 4"<br>... ... ... | Wood M Trawler | Oil 4SA 6Cy.<br>NE48<br>Thomson-Houston & Carels | <br><br>Ght |
| 502561<br>GHKL<br>180355<br>Df Esd<br>Pfd Rdr<br>RT | **ARTHUR ALBRIGHT**<br><br>**A. & W. (Overseas**<br>**Developments) Ltd.**<br>James Fisher & Sons Ltd.<br>Burntisland British<br>Now **AVANCE** See New Entries No. 11 | 6646<br>3592<br>10275 | **✠100A1** SS 5/65<br>strengthened for heavy<br>cargoes<br>**✠LMC**<br>MN660 EL z1$\frac{15}{16}$"SQ | 1960–12 Burntisland S.B. Co. Ltd.—Bnt<br>414' 0" 57' 3" 28' 1½"<br>390' 0" 56' 9" 36' 0"<br>Ba92' F32' 1 dk<br>RW NS 9BH<br>rf 3" WB3626t incl. DTm803t DTf828t | M Mchy.aft<br><br>G.42500 | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford<br>Hawthorn, Leslie (Eng.) Ltd.<br>2AuxB (1 o.f 1 ex.g) 100℔ | <br>680t<br>Nwc<br>13k |

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|---|---|---|---|---|---|---|
| 502562<br>WM4504<br>280946<br>Df Gc<br>Rdr RT | **ARTHUR B. HOMER**<br>**Bethlehem Steel Corporation**<br>Bethlehem Transportation Corporation<br>Wilmington, Del United States | 13390<br>8442<br>— | AB | 1960 Gt. Lakes Eng. Wks.—Ashtabula<br>730' 0" 75' 1" 26' 8½"<br>711' 0" 75' 0" 39' 0"<br>P117' F63' 1 dk<br>RW<br>rf nil | S Bulk Carrier Mchy.aft<br>3 Ho<br>21 Ha (stl) (each 11'×48') | 2 S Turb dr geared to sc. sh<br>8000shp<br>Bethlehem Stl Co. |
| 661431<br>DAZQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARTHUR BECKER**<br>**Fischkombinat Rostock**<br>Rostock E. German | 982<br>312<br>530 | DSRK | 1965 Peene Werft—Wolgast<br>200' 5" 34' 10" 15' 9"<br>22' 4"<br>1 dk | M Stern Trawler | Oil 2SA 6Cy. 480×720 mm<br>1750bhp<br>Dieselmotorenwerk |
| 502564<br>6ZEL<br>2189<br>Df Gc<br>Rdr | **ARTHUR CROSS**<br>exAlder Park–46<br>Launched as Fort Crown Point<br>**Pacific Trading & Nav. Ltd.**<br>Monrovia Liberian | 6953<br>4269<br>10130 | BS✻ SS 1/66<br>with freeboard<br>MBS✻<br>MN450 CT6762 C37 S33 | 1944–4 United Shpyds Ltd.—Mtl<br>440' 2" 57' 2" 26' 11½"<br>417' 6" 56' 10" 37' 4"<br>1 dk<br>RW 7BH<br>WB1365t | S<br>G.519330 B.472010<br>10W Der 1(30) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Dominion Eng. Works<br>3 SB 220lb Spt hs(7140) |
| 641949<br>WNDV<br>502067<br>Df Esd<br>Gc Rdr<br>RT | **ARTHUR FOSS**<br>exLT 784–64<br>**Foss Launch & Tug Co.**<br>Seattle United States | 591<br>331<br>— | | 1944 Marietta Mfg Co.—Point Pleasant<br>33' 1" 16' 3½"<br>141' 0" 33' 0" 18' 9" | M Tug | 2 Oil 4SA each 8Cy. 13½"×1<br>to sc. shaft<br>2500bhp NE66<br>Nordberg Mfg Co. |
| 502566<br>CYDL<br>158514<br>Esd Rdr<br>RT | **ARTHUR J. LYNN**<br>**Lundeberg Maryland Seamanship School Inc.**<br>United States | 168<br>148<br>83 | | 1936 Smith & Rhuland—Lunenburg<br>*117·4'* 26' 10"<br>... ... ... | Wood Aux Sr Fishing | Oil 2SA 5Cy. 265×320 mm<br>Fairbanks Morse & Co. |
| 502567<br>KSFD<br>246330<br>Df Esd<br>Gc | **ARTHUR J. TYRER**<br>**United States Department of Commerce**<br>Brunswick United States | 7208<br>4417<br>10800 | AB | 1944 J.A.JonesConst.Co.—Brunswick<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 502568<br>WD2653<br>214656<br>Df Gc<br>Rdr<br>RTh | **ARTHUR K. ATKINSON**<br>exAnn Arbor No. 6–59<br>**Ann Arbor Railroad Co.**<br>Muskegon United States | 3241<br>1826<br>1964 | AB | 1916 Gt. Lakes Eng. Works—Ecorse<br>*372·0'* 56' 2" 14' 11½"<br>372' 0" 56' 0" 20' 6"<br>2 dks<br>RW len 59<br>rf 9" | TM Train Ferry (119P) | 2 Oil 4SA each 12Cy. 13"×16<br>5100bhp NE59<br>Nordberg Mfg Co.<br>2×300kW 230V 60c/s a.c.<br>Controllable pitch propellers |
| 502569<br>WE4805<br>264207<br>Df Gc<br>Rdr RT | **ARTHUR M. ANDERSON**<br>**United States Steel Corp.**<br>**Great Lakes Fleet**<br>New York United States | 11623<br>8690<br>19600 | AB | 1952 American S.B. Co.—Lorain<br>647' 0" 70' 2" 24' 11½"<br>629' 3" 70' 0" 36' 0"<br>P91' F55' 1 dk<br>rf 3" | S Mchy.aft<br>3 Ho<br>G.569092<br>19 Ha (stl) (each 11'×46') | 2 S Turb dr geared to sc. sha<br>7700shp<br>Westinghouse Elec. & Mfg Co. |
| 502570<br>KVDD<br>244760<br>Df Esd<br>Gc | **ARTHUR M. HUDDELL**<br>**United States Department of Commerce**<br>Jacksonville United States | 7258<br>4464<br>10500 | AB | 1943 St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Filer & Stowell Co.<br>3×20kW 120V d.c. |
| 502572<br>OXWR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARTHUR MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 13143<br>7711<br>~~20310~~<br>21150 | ✠100A1 ~~SS 11/68~~<br>oil tanker TD 12/68<br>✠LMC<br>MN1500 EL I†2½"SQ | 1958–10 Hitachi Zosen—Inn<br>560' 0" 72' 1" 31' 4"<br>537' 0" 71' 10" 40' 3"<br>P116' B34' F62' 1 dk<br>12BH<br>rf 2" WB2276t | M Tanker Mchy.aft<br>21 Ta<br>L.961000 | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W<br>Hitachi Zosen<br>2AuxB (o.f) 181lb Spt<br>AuxB (ex.g) 181lb |
| 502573<br>VXFL<br>174478<br>Df Esd<br>RT | **ARTHUR MAXWELL**<br>**Laurence Sweeney Fisheries Ltd.**<br>W. L. Sweeney<br>Shelburne British | 104<br>63<br>— | | 1941 G. V. Parsons—Bonavista Bay<br>102' 0" 23' 0"<br>... ... ... | Wood Aux Sr Mchy.aft | Oil 2DA 6Cy. 160×230 mm<br>1000bhp NE—<br>Canadian Fairbanks-Morse |
| 502574<br>WT4421<br>223540 | **ARTHUR N. HERRON**<br>**American Dredging Co. Inc.**<br>Philadelphia United States | 175<br>81<br>— | | 1923 New York S.B. Corp.—Camden<br>*93·5'* 23' 2" 11' 0"<br>... ... ...<br>R | M Tug | Oil 2SA 12Cy. 8½"×10"<br>1000bhp NE—<br>General Motors Corp. |
| 515227<br>6ZJY<br>2332<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARTHUR P.**<br>exHöegh Foam–65<br>**Astrocielo Cia. Nav. S.A.**<br>Monrovia Liberian | 16258<br>9424<br>24838 | AB | 1958 S.A. Cockerill-Ougrée—Hbk<br>614' 8" 76' 8" 32' 11½"<br>580' 0" 76' 6" 42' 7"<br>P152' B39' F82' 1 dk<br>RW<br>rf 4" | M Tanker Mchy.aft<br>30 Ta<br>L.1179028 HeCls. BC<br>Der 1(6) 3(5) 2(1½) | Oil 2SA 8Cy. 748×1600 mm<br>9300bhp B&W<br>S.A. Cockerill-Ougrée<br>2×260kW 220V d.c. |

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| 502576<br>JXUC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARTHUR STOVE**<br>**Lorentzens & Sønners Rederi A/S**<br>Lorentzens Rederi Co.<br>Oslo Norwegian | 11381<br>6372<br>15761 | | NV | 1963 At. & Ch. de Nantes (Bretagne-Loire)—Nts<br>509' 10" 67' 1" 29' 6½"<br>475' 8" 66' 11" 37' 1"<br>P&Q213' F79' 1 dk | M Ore Carrier Mchy.aft<br>7 Ho 29¾', 58⅓', 40⅓', 50½', 38', 58', 35¾'<br>G.765000 B.710000<br>7 Ha (stl) (23', 44¼', 22¾', 40¼', 22¾', 40⅓' 22¾'×31½')<br>14W Der 14(5) | | Oil 2SA 6Cy. 680×1250 mm<br>6600bhp Sulzer<br>Cie. de Const. Mec.<br>3×250kW 380V 50c/s a.c. | 1340t (hvf)<br>Nantes<br>14¾k |
| 536938<br>EERS<br>Df Esd<br>Gc Rdr | **ARTICO**<br>exTropicana–65<br>**Empresa Nacional "Elcano" de la Marina Mercante**<br>Cadiz Spanish | 6604<br>3897<br>— | ✠100A1<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1800 EL a†2"SQ | SS 1/67 | 1962–12 Empresa Nacional "Elcano"—Sev<br>450' 7" 56' 9" 25' 5"<br>410' 6" 37' 1"<br>3 dks, 4th dk fwd of mchy. space<br>6BH<br>rf nil WB1258t incl. Tunnel tanks 931t DTf60t | M Ref<br>In.250185 | | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp<br>Sulzer Bros. Ltd.<br>2WTAuxB (1 o.f 1 ex.g) 100lb | (d.o)<br>Win |
| 502578<br>ODFA<br>B1098<br>Df Esd<br>Gc Rdr<br>RT | **ARTIGAS**<br>exBelray–61<br>**Cia. Naviera Soraya S.A.**<br>Pateras Bros. Ltd.<br>Beirut Lebanese | 2904<br>1604<br>4497 | ✠Classed LR until 4/61 | HR | 1926–5 Armstrong Whitworth—Nwc<br>328' 9" 46' 4" 19' 7½"<br>318' 3" 46' 0" 23' 3"<br>P86' B23' F26' 1 dk<br>R | M Mchy.aft<br>2 Ho<br>G.198147 B.187914<br>4 Ha<br>6W Der 1(40) 1(20) | | Oil 2SA 6Cy. 480×700 mm<br>1350bhp NE46<br>Sulzer Bros. Ltd. | 403t<br>Win<br>10k |
| 502579<br>CXAR | **ARTIGAS**<br>**Uruguayan Government (Administracion Nacional de Puertos)**<br>Montevideo Uruguayan | 256<br>44<br>— | ✠Classed LR until 6/32 | | 1931–2 Cant. Nav. Riuniti—Anc<br>97' 9" 26' 3" 16' 6"<br>26' 1"<br>R<br>BK6½" | S Tug | | T 3Cy. $17\frac{1}{16}$" $28\frac{3}{16}$" & $45\frac{11}{16}$"×$33\frac{1}{16}$"<br>Cant. Nav. Riuniti | 50t (o.f)<br>Anc |
| 502583<br>DAQD<br>Df Esd<br>Gc Rdr<br>RT | **ARTLENBURG**<br>**Partenreederei m.s. "Artlenburg"**<br>H. Schuldt<br>Hamburg W. German<br>Now **FRIGOANTARTICO** See New Entries No. 6 | 2788<br>1476<br>3445 | | GL | 1959 Valmet O/Y—Åbo<br>414' 0" 49' 9" 20' 1"<br>373' 5" 49' 8½" 28' 9"<br>B&F236' 2 dks & S dk | M Ref OSD<br>B.223672 In.227417<br>4 Ha<br>8W Der 8(3) | | Oil 2SA 8Cy. 700×1200 mm<br>6000bhp<br>Masch. Augsburg-Nürnberg | 840t<br>Aug<br>18k |
| 502584<br>FOXZ<br>Df Esd<br>Gc Rdr<br>RTm/v | **ARTOIS**<br>**Soc. Française de Transports Pétroliers**<br>Dunkirk French | 13284<br>7260<br>20004 | | AB BV | 1958 At. & Ch. de la Seine Maritime—Le Trait<br>560' 8" 74' 0" 30' 7"<br>539' 2" 73' 9" 40' 6"<br>P157 B66' F52' 1 dk<br>RW<br>rf 2" | M Tanker Mchy.aft<br>24 Ta<br>L.937674<br>Der 2(7) 4(5) 2(1½) | HeCls BC | Oil 2SA 6Cy. 700×2320 mm<br>7900bhp Doxford<br>N.V. Wilton-Fijenoord<br>2×225kW 220V | 1777t–24pd<br>Sch<br>13¾k |
| 651378<br>FTAD<br>Df Esd<br>Pfd Rdr<br>RTm | **ARTOIS**<br>**Armement J. B. Delpierre**<br>Boulogne French | 306<br>95<br>— | | BV | 1965 At. & Ch. de la Manche—Dpe<br>139' 0" 25' 2"<br>120' 0" 25' 0" 14' 1" | M Trawler | | Oil 4SA 6Cy. 320×450 mm<br>900bhp<br>Klöckner-Humboldt-Deutz<br>2×40kW 110V | Kln<br>13k |
| 502585<br>EDGK<br>Df Esd<br>Gc Rdr<br>RTm | **ARTOLA**<br>**Naviera Artola S.A.**<br>Bilbao Spanish | 12678<br>7149<br>19221 | ✠100A1<br>oil tanker<br>✠**LMC**<br>MN1750 EL h†2⅜"SQ | SS 7/65 | 1961–6 Soc. Española de Const. Nav.—Cdz<br>564' 10" 71' 4" 29' 11½"<br>530' 0" 71' 1½" 39' 1"<br>P112' B38' F60' 1 dk<br>RW 10BH<br>rf 6" WB1594t | M Tanker Mchy.aft<br>20 Ta 1 Ho 42¾'<br>L.1754700<br>1 Ha (stl) (8½'×16')<br>Der 3(5) 1(3) | HeCls. C | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Soc. Española de Const. Nav.<br>2AuxB 180lb<br>3×120, 120, 75kW 110V d.c. | 1537t (hvf)<br>Bbo<br>15½k |
| 502586<br>EEYX | **ARTRAMA**<br>exJosé Pumarino–61<br>exManuel Salvadores–52<br>**Artrama S.A.**<br>Villagarcia de Arosa Spanish | 400<br>241<br>523 | ✠Classed LR until 2/61 | | 1948–1 S.A. Juliana Const. Gijonesa—Gijon<br>160' 4" 26' 5"<br>144' 4" 26' 3" 11' 2"<br>P41' F19' 1 dk | S Mchy.aft | | T 3Cy. 7⅛" 13¾" & $21\frac{11}{16}$"×15¾"<br>220ihp<br>S.A. Juliana Const. Gijonesa | (o.f)<br>Gijon<br>9½k |
| 670110 | **ARTSIZ**<br>**U.S.S.R.**<br>Russian | 1248<br>552<br>1299 | | | 1966 Angyalfold Shipyard—Bdp<br>244' 4" 37' 2" 13' 1½"<br>37' 0" 17' 5"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.74267<br>3 Ha (each 28¼'×18½')<br>7W Der 1(10) 6(2½) | | Oil 4SA 8Cy. 315×450 mm<br>1000bhp<br>Lang Eng. Works | Bdp<br>11½k |
| 502588<br>OFWM<br>1012<br>Df Esd<br>Rdr RTv | **ARTURA**<br>**Rederi A/S Asta**<br>Lennart Karlsson<br>Mariehamn Finnish<br>Now **ADINA** See New Entries No. 6 | 499<br>243<br>935 | | NV | 1956 Schlichting Werft—Lbc<br>218' 4" 32' 7" 12' 1½"<br>195' 6" 32' 5½"<br>1 dk & S dk<br>RW<br>rf nil | M OSD<br>1 Ho<br>G.69000 B.61000<br>2 Ha (32', 60'×18')<br>6W Der 6(3) | | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>4×17, 10, 15kW 220V d.c. | 92t<br>Kln<br>12k |
| 502589<br>XCAV | **ARTURO**<br>**Von Borstel y Castro**<br>La Paz Mexican | 142<br>86<br>— | | | 1935 E. Luna, Jr.—Mazatlan<br>*84·8'* 18' 8"<br>... ... ... | Wood M Mchy.aft | | Oil 4SA 6Cy. 240×305 mm<br>Atlas Imperial D.E. Co. | Oakland |
| 670063<br>LJEB<br>Df Esd<br>Rdr RT | **ARTUS**<br>**Arthur Sævik & Sønner**<br>Ålesund Norwegian | 366<br>183<br>— | | NV | 1966 M. Kleven M/V—Ulsteinvik<br>139' 1" 25' 1"<br>122' 6" 25' 0" 13' 3"<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>2 Ha (7¼', 8½'×9½')<br>1W Der 1(3) | | Oil 4SA 6Cy. 320×450 mm<br>850bhp<br>Atlas-Mak Masch.<br>2×38, 21kW 220V 50c/s a.c. | Kel |

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| 640539<br>EEJK<br><br>Df Esd | **ARTZA**<br><br>**Eugenio Diaz de Corcuera y otros**<br>Bermeo Spanish | 192<br>87<br>— | <br><br>BV | | 1964 Maritima del Musel S.A.—Gjn<br>103′ 11″ 23′ 1″ 9′ 6″<br>90′ 6″ 22′ 11½″ 11′ 8″<br>RW | M Fishing | Oil 4SA 6<br>565bhp<br>Klöckner- |
| 502591<br>EAVP<br><br>Esd | **ARTZU**<br>exRosalia C.–52<br>**Julio Ciganda Lafuente**<br>San Sebastian Spanish | 104<br>55<br>— | <br><br>BV | | 1932 Metalica Constructora—Zumaya<br>79·1′ 17′ 8″<br>... ... ...<br>R | M Fishing<br><br><br>3 Ha (3½′, 2¼′×2¼′) (1½′×1½′) | Oil 4SA<br>250bhp<br>Yeregui |
| 516291<br>YBAM<br><br>Df Esd<br>RT | **ARU**<br>exIrian–63<br>**Republik Indonesia**<br>Perusahaan Negara Pelabuhan<br>Djakarta Indonesian | 1831<br>710<br>1418 | <br><br>BV | | 1961 Orenstein-Koppel & Lbcr. Masch. —Lbc<br>260′ 10″ 44′ 10″ 13′ 1½″<br>239′ 6″ 44′ 7½″ 16′ 5″<br>1 dk<br>RW | TM Suction Hopper Dredger Mchy.aft<br><br><br>Der 2(3) | 2 Oil 4S.<br>1740bhp<br>Masch. |
| 640489 | **ARU**<br>exLovatj–64<br>**Republik Indonesia**<br>Indonesian | 1248<br>552<br>— | | | 1963 Angyalfold Works—Bdp<br>244′ 4″ 37′ 2″<br>... ... ...<br>1 dk | M Mchy.aft | Oil 4SA<br><br>Lang E |
| 514587<br>6ZBI<br>2108<br>Esd Rdr | **ARU MARINER**<br>exHeinrich Jessen–64<br>**United Marine S.A. of Liberia**<br>Monrovia Liberian | 3363<br>1955<br>3320 | BV<br>✠LR class withdrawn 11/67 | | 1940-9 H.Kg & Whampoa Dk Co. Ltd.— H.Kg<br>319′ 6″ 46′ 7″ 19′ 6″<br>300′ 0″ 46′ 6″ 27′ 3″<br>P39′ B88′ F75′ 2 dks<br>R | S<br><br>G.227000 B.206000<br>4 Ha (20′×16′) (26½′, 20′, 20′×18′)<br>Der 8(5) | T 3Cy.<br>1665ihp<br>H.Kg &<br>2×15k |
| 528527<br>HOJV<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARUANA**<br>exPrins Willem George Frederik–67<br>**Aruana Cia. Nav. S.A.**<br>Panama Panamanian | 1957<br>1036<br>3320 | <br><br>BV | | 1954 Amsterdamsche D.D. Maats.— Ams<br>304′ 10″ 42′ 5″ 17′ 8½″<br>249′ 0″ 41′ 11″<br>F23′ 1 dk & S dk len 59<br>rf nil | M (4P) Ref OSD<br>3 Ho 99½′, 46½′, 85½′<br>G.174771 B.160480 In.4738<br>5 Ha (stl) (24½′, 38½′, 17½′, 26½′, 24½′×20′)<br>8W Der 24(5) | Oil 2S.<br>1800bh<br>N.V. V<br>2×96k |
| 502592<br>PCUS<br><br>Df Esd<br>RT | **ARUBA**<br><br>**J. R. Bonninga**<br>M. Havinga's Scheepv. & Handelmaats N.V.<br>Groningen Netherland | 445<br>223<br>588 | ✠100A1<br><br>✠LMC<br><br>MN75 | SS 5/67<br><br><br><br>EL g | 1951-3 Scheeps. "Voorwaarts"— Martenshoek<br>164′ 0″ 27′ 8″ 10′ 2½″<br>151′ 0″ 27′ 6″ 11′ 3″<br>F19′ 1 dk<br>RW 3BH<br>WB264t | M Mchy.aft<br>1 Ho 87′<br>G.30000 B.28000<br><br>2W Der 2(2) | Oil 4S<br>375bh<br>Appin |
| 502593<br>ZSCL<br>350000<br>Df Esd<br>RTm | **ARUM**<br><br>**Irvin & Johnson Ltd.**<br>Cape Town S. African | 360<br>120<br>186 | <br><br>✠Classed LR until 7/61 | | 1960-1 Cook, Welton & Gemmell Ltd.— Bev<br>139′ 10″ 26′ 10″<br>125′ 7″ 26′ 6″ 13′ 9″<br>F23′<br>RW<br>rf 30″ BK7″ | M Trawler<br>2 Ho 29′, 12½′<br><br>5 Ha (3′×3½′) (3½′×4′) (5½′, 5½′×3½′) (5′×5′) | Oil 2S<br>840bh<br>Burm<br>2×40<br>Cont |
| 502595<br>MXBJ<br>187486<br>Df Esd<br>Pfd Rdr<br>RTm/v | **ARUNDEL**<br>**Stephenson Clarke Shipping** ~~**Stephenson Clarke Ltd.**~~ **Ltd.**<br>London British | 3422<br>1754<br>4555 | ✠100A1<br><br>✠LMC<br><br>MN261 | SS 9/64<br><br><br><br>EL u1½″SQ | 1956-11 Austin & Pickersgill Ltd.—Sld<br>344′ 0″ 46′ 3″ 20′ 0″<br>325′ 0″ 46′ 0″ 22′ 4″<br>Q205′ F28′ 1 dk<br>RW NS 7BH<br>rf 3″ WB1602t incl. DTsm300t | S Mchy.aft<br>4 Ho 44′, 50½′, 56′, 48½′<br>G.221500 B.212600<br>4 Ha (stl) (28′×25′) (30½′, 34½′, 34½′×30′)<br>1W Der 1(3) | T 3C<br>1450<br>G. C<br>2 SB<br>3cf<br>2×6 |
| 502597<br>TFXJ<br><br>Df Esd<br>Gc Rdr<br>RTm | **ÁRVAKUR**<br><br>**Government of Iceland (Vita og Hafnarmál)**<br>Reykjavik Icelandic | 381<br>142<br>— | ✠100A1<br>Ice class 3<br>✠LMC<br><br>MN200 | SS 1/66<br><br><br><br>EL f | 1962-5 N.V. Bodewes Schps.— Martenshoek<br>142′ 10″ 27′ 6″<br>124′ 0″ 27′ 3″ 13′ 2″<br>B&F71′ 1 dk<br>4BH<br>rf 39″ BK5″ WB64t | M Lighthouse Tender<br>1 Ho 43½′<br><br>1 Ha (stl) (16½′×9½′)<br>Der 1(12) 2(3) | Oil<br>1000<br>Klöc<br>3×7<br>Cor |
| 540107<br>OZHD<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARVEPRINS KNUD**<br><br>**De Danske Statsbaner**<br>Korsør Danish | 4836<br>2355<br>1959 | <br><br>BV | | 1963 Helsingör Skibs & Msk.—Hsg<br>426′ 2″ 56′ 8″ 15′ 1″<br>422′ 5″ 56′ 5½″ 23′ 0″<br><br>rf 12″ | TM Ferry (1500P) | 2 O<br>112<br>Hel<br>5×<br>Th |
| 508117<br>OUSQ<br><br>Df RT | **ARVI**<br>exCostis–64 exSigyn–61 exAegir–39<br>**I/S Arvi**<br>H. Hermansen<br>Marstal Danish<br>Now **NAKHODA VANANCA** See New Entries No. 2 | 370<br>137<br>— | ✠100A1<br>with freeboard<br>LMC<br><br>MN80 | Dr 5/66<br><br><br><br>EL j | 1939-4 J. Koster Hzn. "De Gideon"— Gro<br>175′ 4″ 28′ 11″ 10′ 1½″<br>160′ 9″ 28′ 9″ 17′ 3″<br>1 dk & S dk<br>R Coll BH to S dk 3 to 2nd dk<br>WB276t incl. DTm40t DTa19t | M OSD<br>2 Ho<br>G.48049 B.42950<br>2 Ha (32½′, 24½′×18′)<br>3W Der 3 | Oil<br>360<br>Fre |
| 502598<br>SYBB<br>1829 | **ARVI**<br><br>**Papoulas Paraskevopoulos & Co.**<br>Piræus Greek | 199<br>85<br>— | | | 1961 Sarri Shipyard—Keratsini<br>94′ 2″ 23′ 8″<br>... ... ...<br>2 dks | Wood M | 2 C<br><br>Gl |

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| **ARVIDSJAUR**<br>**Trafik A/B Grängesberg-Oxelösund**<br>Erland Waldenström<br>Stockholm Swedish | 10824<br>4758<br>15310 | ✠100A1<br>ore carrier<br>Str. nav. ice<br>✠LMC<br>MN1000 | SS 4/66<br><br><br><br>EL e†2¼"SQ | 1958–1 A/B Götaverken—Got<br>490′ 0″ 64′ 2″ 30′ 9½″<br>461′ 3″ 64′ 0″ 42′ 6″<br>P97′ F49′ 1 dk<br>8BH<br>rf 1½″ DK WB8032t incl. Comb. btm. & side tanks in holds 6485t DTf698t | M Ore Carrier Mchy.aft<br>5 Ho 39¼′, 39¼′, 39¼′, 78¾′, 78¾<br>G.608899 B.589946<br>5 Ha (stl) (each 29¾′×27¾′)<br>1 W Der 1(5) | Oil 2SA 7Cy. 680×1500 mm<br>5000bhp 1250t (hvf)<br>A/B Götaverken Got<br>AuxB 85lb e (ex.g) 85lb<br>3×165kW 220V d.c. 14½k |
| **ARVIND**<br>**Bombay Port Trust**<br>Bombay Indian | 272<br>—<br>— | ~~✠100A1~~<br>~~tug~~<br>~~✠LMC~~<br>~~MN280~~<br>✠Class **WITHDRAWN** at Owners' request 4/68 | ~~EL ut~~ | 1967–5 D. W. Kremer Sohn—Elmshorn<br>110′ 5″ 30′ 9″ 11′ 2″<br>99′ 3″ 29′ 2½″ 13′ 11″<br>RAD5′ 1 dk<br>rf 24′ BK4″ WB62t | TM Firefighting Tug | 2 Oil 4SA each 7Cy. 235×330 mm sr reverse geared<br>1400bhp 30t (d.o)<br>Masch. Augsburg-Nürnburg Aug<br>3×23kW 415V 50c/s a.c. 11k |
| **ARVO**<br>xVinga–62 exMercator–58<br>xNelly-G.–56 exAldebaran–54<br>**. A. Westers**<br>ipmeester & Co. N.V.<br>otterdam Netherland | 199<br>128<br>255 | | BV | 1930 J. Vos & Zoon—Gro<br>*107·2′* 20′ 8″ 8′ 2″<br>… … …<br>P28′ F12′<br>R | M Mchy.aft<br>2 Ho 29½′, 12½′<br>G.13250 B.12700<br>2 Ha (11½′, 29½′×12½′)<br>1W Der 2(1) | Oil 4SA 4Cy. 270×340 mm<br>195bhp 5t<br>Appingedammer Brons. Apg<br>2×2kW 24V d.c. 7k |
| **ARZABAL**<br>**Pesqueras del Nervion**<br>asajes Spanish | 122<br>60<br>84 | | BV | 1948 Ast. de T. Ruiz de Velasco—Bbo<br>*90·2′* 17′ 10″ 9′ 5″<br>17′ 8″<br>len — | M Trawler<br>1 Ho 6′<br>3 Ha (1¾′, 3¼′, 3¼′×2½′)<br>1W | Oil 4SA 4Cy. 315×480 mm<br>400bhp NE58 52t (d.o)<br>Carmelo Unanue Zumaya<br>9k |
| **ARZANAH**<br>**Abu Dhabi Marine Areas Ltd.**<br>ondon British | 359<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN300 | CS 12/65<br><br><br>EL (f) 1¼″ | 1961–11 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>131′ 11″ 33′ 1″ 12′ 6¾″<br>120′ 5″ 31′ 6″ 14′ 3″<br>B44′<br>RW 3BH<br>rf 18″ BK7″ WB43t | M Firefighting Salvage Tug | Oil 2SA 8Cy. 14½″×19″ with reverse reduction gear<br>1500bhp 100t (d.o)<br>Crossley Bros. Ltd. Mch<br>2×67kW 220V d.c. 12k |
| **ARZIL**<br>xPropria–52<br>**mprêsa de Navegaçâo Santa Catarina Ltda.**<br>ao Francisco do Sul Brazilian | 632<br>334<br>1100 | | BV | 1944 Odenbach S.B. Corp.—Rochester, N.Y<br>*179·3′* 30′ 1″<br>… … …<br>2 dks | TM Mchy.aft<br>4 Ho<br>4 Ha<br>Der 4(5) | 2 Oil 2SA each 4Cy. 320×405 mm<br>840bhp 34t<br>Clark Bros. Co. Clv<br>7k |
| **ARZON**<br>xRobert L.-D.–64<br>**Cie. de Navigation d'Orbigny**<br>a Rochelle French | 5963<br>3230<br>9313 | | BV | 1953 At. & Ch. de la Loire—St.N<br>490′ 0″ 60′ 2″ 25′ 5½″<br>59′ 10″<br>P33′ B101′ 1 dk & S dk | M OSD<br>5 Ho 67½′, 97′, 38½′, 71¾′, 71¾′<br>G.596077 B.539786<br>5 Ha (stl) (31½′, 33¼′, 35¾′. 35¾′, 33¼′×22′)<br>14W Cr 2(3) Der 8(10) 6(5) 1(2) | Oil 2SA 8Cy. 720×1250 mm<br>5250bhp Sulzer 1167t (hvf)<br>Cie. de Const. Méc. St.Denis<br>3×275kW 220V d.c. 14½k |
| **ARZU**<br>**Arzu Gemisi Donatma Iştiraki**<br>stanbul Turkish | 495<br>—<br>— | 100A1<br>Class contemplated | | Suleyman Saim Birkok—Balat<br>189′ 3″ 29′ 7″ 12′ 5⅝″<br>176′ 3″ 29′ 6½″ 13′ 7″ | M Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>Schwermasch. Karl Liebknecht Mgd |
| **ARZUA**<br>**esus Etchevers Duran**<br>igo Spanish | 193<br>96<br>135 | | | 1948 Hijos de J. Barreras S.A.—Vgo<br>96′ 8″ 21′ 1″ 11′ 11″<br>20′ 11″ | Wood S Trawler<br>1 Ho 26¼′<br>2 Ha (each 3¼′×3¼′) | T 3Cy. 9½″ 15½″ & 26″×16″<br>230ihp 73t (o.f)<br>Hijos de J. Barreras S.A. Vgo<br>9k |
| **ASA**<br>**Köbenhavns Havnevæsen**<br>openhagen Danish | 54<br>—<br>— | ✠100A1<br>tug for service in Oresund<br>Ice Class 3<br>**LMC**<br>MN62 | SS 6/66<br><br><br><br>EL (a) | 1960–3 Aarhus Flydk. & Msk.—Aar<br>61′ 11″ 17′ 6″ 7′ 6½″<br>56′ 1″ 17′ 1″<br>4BH<br>rf nil WB18t | M Tug (25P)<br>1 Ho 7′<br>1 Ha (4′×6′) | 2 Oil 2SA each 6Cy. 4¼″×5″ with sr reverse gear & flexible coupling to sc. shaft<br>310bhp 9t (d.o)<br>General Motors Corp. Det<br>1×20kW 380V 50c/s a.c.<br>Directional propeller 6k |
| **ASA BINNS**<br>**Port of London Authority**<br>ondon British | 847<br>754<br>1535 | ✠ | | 1965–3 Harland & Wolff Ltd.—N. Woolwich<br>205′ 3″ 36′ 9″ 13′ 2½″<br>195′ 10″ 35′ 0″ 16′ 0″<br>1 dk<br>rf nil | TM Hopper Barge Mchy.aft<br>1 Ho 120′ | 2 Oil 4SA each 8Cy. 6⅝″×7¼″<br>1120bhp (d.o)<br>Rolls-Royce Ltd. Shrewsbury<br>2×140kW 220V d.c.<br>Directional propellers |
| **ASA GRAY**<br>**United States Department of Commerce**<br>Portland, Me United States | 7176<br>4380<br>10735 | **BROKEN UP** | AB | 1943 New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1734t (o.f)<br>Worthington Corp. Harrison<br>3×20kW 120V d.c. 10k |
| **ASA-THOR**<br>**De Danske Statsbaner**<br>Korsør Danish | 3544<br>1090<br>1821 | | BV | 1965 A/S Nakskov Skibsv.—Nkv<br>431′ 11″ 58′ 1″ 14′ 9″<br>426′ 9″ 56′ 6½″ 23′ 0″<br>1 dk<br>rf 14″ | TM Train Ferry Mchy.aft | 2 Oil 2SA each 7Cy. 500×900 mm<br>7800bhp (d.o)<br>Burmeister & Wain Cpn<br>4×350, 350, 210, 210kW 380V 50c/s a.c.<br>Thw. thrust propeller fwd. |

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| 502610<br>5MEG<br>1506<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ASA V. CALL**<br>**Tanker Facilities Corp.**<br>Monrovia Liberian | 38472<br>26636<br>69375 | AB<br>✠Classed LR until 8/65 | 1962-4 Sörviksvarvet A/B—Udv<br>824' 8" 116' 7" 43' 7¼"<br>782' 0" 116' 0" 56' 0"<br>P159' B42' F88' 1 dk<br>RW<br>rf 6" |
| 502611<br>JROD<br>78274 | **ASACHIYO MARU**<br>exKoryu Maru No. 5–61<br>**Hamada Kaiun K.K.**<br>Mikame Japanese | 308<br>181<br>— | | 1958 Hikari Zosen—Yka<br>118' 1" 21' 5" 10' 5½"<br>111' 6" 21' 4" 11' 3"<br>1 dk<br>RW |
| 670253<br>JRSH<br>99734<br>Df Esd<br>Gc Rdr | **ASAFUKUJIN MARU**<br>**Fukujin Kisen K.K.**<br>Namıkata Japanese | 2950<br>1809<br>5223 | NK | 1966 Kurushima Dock Co. Ltd.—<br>Imabari<br>*292·0'* 50' 5" 20' 11"<br>295' 3" 50' 3" 24' 11"<br>1 dk<br>RW |
| 502615<br>JPES<br>80285 | **ASAHARU MARU**<br>**No. 1**<br>**S. Hashimoto**<br>Mikame Japanese | 355<br>210<br>— | | 1960 Usuki Tekkosho—Usuki<br>147' 11" 23' 10" 11' 2"<br>134' 6" 23' 8" 12' 2"<br>1 dk |
| 505975<br>JLJL<br>67473<br>Df Esd<br>Rdr | **ASAHI MARU**<br>exTenyo Maru–65<br>exCanada Maru–64<br>exNorth Cambria–51<br>exFort Bell–50<br>**Asahi Kaiun K.K.**<br>Osaka Japanese | 7089<br>5091<br>10350 | ~~✠100A1~~ ~~SS 12/64~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~MN(505)~~ ~~EL (a1)2¼ '66~~<br>✠Class **WITHDRAWN**<br>at Owners' request<br>10/68 | 1943-6 Burrard D.D. Co. Ltd.—Vcr<br>441' 6" 56' 8" 26' 11½"<br>416' 0" 37' 4"<br>2 dks<br>RW 6 divisional WTBHs in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>WB2219t incl. DTa765t |
| 502616<br>JMBS<br>78491<br>Df Esd<br>Gc Rdr<br>RT | **ASAHI MARU**<br>**Kobe Kisen K.K.**<br>Kobe Japanese | 4837<br>2775<br>7181 | NK | 1957 Kure Zosensho—Kur<br>385' 6" 53' 3" 23' 0"<br>354' 4" 53' 2" 31' 6"<br>F29' 2 dks<br>RW |
| 502617<br>JLHR<br>80094<br>Df Esd<br>Rdr | **ASAHI MARU**<br>**Dowa Kaiun K.K.**<br>~~**Kinkai Yusen K.K.**~~<br>Tokyo Japanese | 3321<br>1834<br>5164 | NK | 1957 Usuki Tekkosho—Saeki<br>*322·7'* 48' 0" 21' 2"<br>318' 3" 47' 11" 25' 3"<br>1 dk<br>RW |
| 502618<br>JFDA<br>81084 | **ASAHI MARU**<br>**Heiki Kaiun K.K.**<br>Kobe Japanese | 499<br>278<br>826 | | 1959 Onomichi Zosen—Onomichi<br>177' 6" 28' 4" 12' 8"<br>160' 8" 28' 3" 13' 9"<br>1 dk |
| 502619<br>JBKP<br>82292 | **ASAHI MARU**<br>**Sankyo Kaiun K.K.**<br>Awaji Japanese | 298<br>137<br>— | | 1958 Ura Kyodo Zosensho—Awaji<br>*120·4'* 22' 4"<br>22' 2"<br>1 dk |
| 502620<br>JJDU<br>56329 | **ASAHI MARU**<br>exNishi Nippon Maru No. 24<br>**S. Murakami**<br>Hakata Japanese | 297<br>197<br>— | **BROKEN UP** | 1944 Yokohama Seisakusho—Yka<br>*125·2'* 22' 10"<br>22' 8"<br>1 dk<br>RW len & conv tug — |
| 502621<br>JRDR<br>76127 | **ASAHI MARU**<br>**Fuji Kaiun K.K.**<br>Tokushima Japanese | 255<br>143<br>— | | 1956 Tokushima Zosen Sangyo—<br>Tokushima<br>131' 9" 20' 5" 8' 6"<br>20' 4" 11' 4"<br>1 dk len 57 |
| 541485<br>8J2J<br>91741 | **ASAHI MARU**<br>**Y. Saito**<br>Iejima Japanese | 200<br>98<br>— | | 1963 Iejima Dock—Iejima<br>98' 5" 23' 0" 12' 5"<br>91' 2" 22' 10" 13' 0"<br>1 dk<br>RW |
| 502623<br>7KHR<br>88520 | **ASAHI MARU**<br>**I. Murakami**<br>Hakata Japanese | 172<br>78<br>— | | 1961 Hakata Zosen—Hakata<br>*98·1'* 19' 6"<br>... ... ... |
| 502624<br>JDOW<br>85431 | **ASAHI MARU**<br>**Tokyo Metropolitan Government**<br>Tokyo Japanese | 155<br>45<br>— | | 1960 Ishikawajima Jukogyo—Tok<br>*82·7'* 25' 1" 8' 3"<br>... ... ... |

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| | **ARSTERTURM**<br>exBaltic Fir–56 exBaltrader–52<br>exEmpire Gaffer–47<br>exBetsdorf–45<br>**Deutsche Dampfsch.-Ges. "Hansa"**<br>Bremen W. German | 1764<br>918<br>3088 | Classed LR until 6/56 |
| | **ART YOUNG**<br>**United States Department of Commerce**<br>Pensacola United States | 7252<br>4467<br>10750 | |
| | **ARTA**<br>exRavnefjell–67<br>**Seaways Co. Inc.**<br>Piræus Greek | 1916 ~~1875~~<br>991 ~~904~~<br>— ~~3455~~ | |
| | **ARTAR**<br>exArtésien–65<br>**Overseas Nav. Corp.**<br>Monrovia Liberian | 3000<br>1500<br>3583 | **BROKEN UP** |
| | **ARTEFE 5**<br>**Efrain Goldenberg**<br>Callao Peruvian | 105<br>—<br>— | |
| | **ARTEK**<br>**U.S.S.R.**<br>Sevastopol Russian | 2657<br>1139<br>— | |
| | **ARTEK**<br>**U.S.S.R.**<br>Odessa Russian | 1002<br>392<br>178 | |
| 46 | **ARTEK**<br>**U.S.S.R.**<br>Murmansk Russian | 658<br>280<br>450 | |
| 81 | **ARTEM**<br>**U.S.S.R.**<br>Riga Russian | 3300<br>1573<br>4314 | |
| 87 | **ARTEMIDA**<br>exCinan–64 exZenelze–60<br>exAstro–47<br>exFremont Older–47<br>**Meandros Shipping Co. Ltd.**<br>Famagusta Cyprus | 7247<br>4329<br>10874 | **WRECKED** |
| 263 | **ARTEMIS**<br>exStylehurst–66<br>**Cia. Nav. Hesperia S.A.**<br>Piræus Greek | 15781<br>8718<br>— | ✠100A1<br>strengthened for<br>cargoes<br>Ice Class 3<br>✠LMC<br>MN2434 EL |
| 548 | **ARTEMIS**<br>**A/S Athene**<br>Jørgen Bang<br>Kristiansand Norwegian | 10945<br>6349<br>16330 | ✠100A1 TD 7/68<br>oil tanker<br>✠LMC<br>MN1260 EL |
| 493 | **ARTEMIS**<br>exFina Nederland–66<br>exPurfina Nederland–60<br>exVestfold–55<br>**Artemis Cia. Nav. S.A.**<br>Piræus Greek | 8785<br>4932<br>13570 | ✠Classed LR un |

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| 132<br>34<br>— | | 1958 Osaka Zosensho—Osa<br>*87·5′* 22′ 4″<br>82′ 1″ 22′ 3″ 10′ 10″ | TM Tug | 2 Oil 4SA each 6Cy. 275×320 mm<br>1000bhp<br>Ikegai Tekkosho | Tok |
| 164<br>72<br>— | | 1960 Tsuneishi Zosensho—Numakuma<br>106′ 4″ 22′ 1″ 9′ 1″<br>96′ 9″ 9′ 6″<br>1 dk | M Tanker Mchy.aft<br>L.9323 | Oil 4SA 6Cy. 253×385 mm<br>250bhp Emade—refitted60 | 8t |
| 130<br>67<br>— | | 1961 Teraoka Zosensho—Nantan<br>99′ 0″ 20′ 6″ 8′ 3″<br>91′ 10″ 20′ 4″ 9′ 2″<br>1 dk<br>RW | M Mchy.aft<br>G.6922 B.6357<br>1 Ha (48¼′×13¾′) | Oil 4SA 3Cy. 250×380 mm<br>200bhp Emade—fitted61<br>Kobayashi Kogyo | 5t<br>Osa |
| 499<br>283<br>— | | 1960 Onomichi Zosen—Onomichi<br>*163·2′* 28′ 5″ 12′ 11″<br>160′ 8″ 28′ 3″ 14′ 2″<br>1 dk<br>RW | M Mchy.aft<br>G.37398 B.35597<br>1 Ha (82¼′×15¾′) | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Kinoshita Tekkosho | 33t<br>Akashi |
| 288<br>156<br>— | | 1961 Kanazashi Zosensho—Shimizu<br>151′ 5″ 24′ 10″ 10′ 4″<br>131′ 6″ 24′ 7″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>180bhp<br>Niigata Eng. Co. Ltd. | 8t<br>Niigata |
| 499<br>284<br>— | | 1962 Onomichi Zosen—Onomichi<br>*162·5′* 28′ 4″ 12′ 11½″<br>160′ 8″ 28′ 2″ 14′ 1″<br>1 dk<br>RW | M Mchy.aft<br>G.37398 B.35597<br>1 Ha (82¼′×15¾′) | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Kinoshita Tekkosho | 36t<br>Akashi |
| 297<br>154<br>— | | 1962 Tsuneishi Zosensho—Numakuma<br>103′ 6″ 23′ 1″ 10′ 4″<br>101′ 8″ 22′ 11½″ 11′ 2″<br>1 dk | M Mchy.aft<br>1 Ha (52¼′×14½′) | Oil 4SA 5Cy. 260×400 mm<br>250bhp<br>Makita Tekkosho | 18t<br>Takamatsu<br>9½k |
| 297<br>154<br>— | | 1947 Mitsubishi Jukogyo—Smk<br>*111·5′* 18′ 0″<br>… … …<br>1 dk<br>RW len & conv fishing 58 | M Tanker | Oil 4SA 5Cy. 250×380 mm<br>250bhp Emade—refitted57<br>Niigata Tekkosho | Niigata<br>8k |
| 999<br>533<br>1575 | NK | 1965 Onomichi Zosen—Onomichi<br>223′ 2″ 34′ 2″ 15′ 8″<br>203′ 5″ 34′ 1″ 17′ 9″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.69286 B.63141<br>1 Ha (106′×18¾′)<br>4W Der 4(10) | Oil 4SA 6Cy. 400×580 mm<br>1300bnp<br>Kinoshita Tekkosho<br>2×20kW 105V d.c. | 139t<br>Akashi<br>11½k |
| 479<br>273<br>738 | | 1964 Shin Yamamoto Zosen—Kochi<br>163′ 0″ 26′ 5″ 11′ 4″<br>154′ 2″ 26′ 3″ 12′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 340×470 mm<br>950bhp<br>Fuji Seisakusho | 30t<br>Tateyama<br>12k |
| 387<br>232<br>— | | 1959 Y. Asami—Imabari<br>*139·7′* 24′ 10″<br>24′ 8″<br>1 dk | M Mchy.aft<br>1 Ha (66¾′×14¾′) | Oil 4SA 6Cy. 290×420 mm<br>350bhp<br>Kinoshita Tekkosho | 20t<br>Akashi |
| 190<br>92<br>— | | 1959 Higakishige Zosen—Imabari<br>*98·1′* 21′ 4″<br>21′ 2″<br>1 dk | M Mchy.aft | Oil 2SA 3Cy. 340×380 mm<br>Makita Tekkosho | Takamatsu |
| 192<br>96<br>— | | 1963 Niigata Eng. Co. Ltd.—Niigata<br>127′ 9″ 22′ 10″ 9′ 2″<br>112′ 0″ 22′ 7½″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. | Niigata |
| 687<br>418<br>1000 | | 1965 Asakawa Zosen—Imabari<br>*180·4′* 32′ 4″ 13′ 9″<br>177 1″ 32′ 2″ 14′ 9″<br>1 dk<br>RW | M Mchy.aft<br>G.49368 B.45767<br>1 Ha (97′×17′) | Oil 4SA 6Cy. 370×520 mm<br>900bhp<br>Makita Tekkosho | Takamatsu<br>11k |
| 199<br>101<br>— | | 1962 Geibi Zosen Kogyo—Kur<br>108′ 4″ 21′ 2″ 9′ 6″<br>96′ 10″ 21′ 0″ 10′ 6″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (50½′×13¾′) | Oil 2SA 3Cy. 340×380 mm<br>150bhp<br>Makita Tekkosho | Takamatsu |

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| 540110<br>8JSM<br>89650<br>Df Esd<br>Pfd Rdr<br>RT | **ASAHI MARU No. 8**<br>**Z. Nakata**<br>Iwaki Japanese | 179<br>99<br>— | | | 1962 Yamanishi Zosen Tekkosho—Ishinomaki<br>122' 2" 22' 2"<br>108' 2" 22' 0" 10' 2"<br>1 dk | M Fis |
| 502638<br>7LFK<br>89057<br>Esd Rdr<br>RT | **ASAHI MARU No. 11**<br>**T. Shoji**<br>Owase Japanese | 675<br>339<br>— | | | 1961 Ichikawa Zosen—Ise<br>188' 8" 29' 5" 13' 4"<br>172' 2" 29' 2¼" 14' 7"<br>1 dk<br>RW | M Ta<br>L.440 |
| 541025 | **ASAHI MARU No. 11**<br>**Asahi Kaiun Y.K.**<br>Hizen Japanese | 454<br>256<br>— | | | 1963 Kishimoto Zosen—Kinoe<br>170' 7" 28' 11" 10' 10"<br>153' 3" 28' 7" 12' 6"<br>1 dk | M M |
| 502639<br>JGXJ<br>60110<br>Df | **ASAHI MARU No. 11**<br>exKairyu Maru No. 5–61<br>**Asahi Kaiun K.K.**<br>Osaka Japanese | 231<br>143<br>— | | | 1948 Kanazashi Zosensho—Shimizu<br>*101-4'* 19' 8"<br>19' 6"<br>1 dk<br>RW Ien 53 | M Fis |
| 540111<br>JFFN<br>68899<br>Df | **ASAHI MARU No. 15**<br>exShimpo Maru No. 11–62<br>**K. Tsuno**<br>Yotsukura Japanese | 258<br>158<br>— | | | 1952 Miho Zosensho—Shimizu<br>*119-3'* 22' 4"<br>22' 2"<br>1 dk | M Fis |
| 540112<br>7LQB<br>88326<br>RT | **ASAHI MARU No. 21**<br>**Asahi Kisen K.K.**<br>Oshima Japanese | 429<br>241<br>— | | | 1962 Kanda Zosensho—Kur<br>146' 8" 25' 8" 11' 5"<br>144' 4" 25' 7" 12' 8"<br>1 dk | M M<br>G.292<br>1 Ha ( |
| 661242<br>JFVM<br>Df Esd<br>Gc Pfd<br>Rdr | **ASAHI MARU No. 21**<br>**K. Michino**<br>Shikuracho Japanese | 212<br>109<br>— | | | 1966 Nishii Dock Co. Ltd.—Ise<br>23' 0" 9' 2"<br>113' 2" 22' 11" 10' 4"<br>1 dk<br>RW | M Fis |
| 672910<br>Esd Gc<br>Rdr | **ASAHI MARU No. 31**<br>**Osaka Asahi Kaiun K.K.**<br>~~Tokyo~~ Osaka Japanese | ~~1999~~ 1979<br>— 1188<br>~~8300~~ 3320 | | NK | 1967 Shikoku Dock Co. Ltd.—Takamatsu<br>290' 8" 42' 8" 18' 4"<br>269' 0" 42' 7" 21' 7"<br>1 dk | M M |
| 526345<br>JDAV<br>70951<br>Df Esd<br>Gc Rdr<br>RT | **ASAHIGAWA MARU**<br>exOmurosan Maru–67<br>**Sanwa Kisen K.K.**<br>Tokyo Japanese | 13186 ~~13103~~<br>6634 ~~7773~~<br>~~10098~~ | ✠Classed LR until 6/65 | NK | 1953–11 Mitsui Zosen—Tmn<br>584' 1" 70' 10" 30' 1"<br>547' 11" 70' 6" 40' 0"<br>P116' F74' 1 dk<br>RW conv tanker 67 | ~~M Tan~~<br>M Bul<br>~~L.9402~~ |
| 502641<br>JHQB<br>73074<br>Df Esd<br>Gc Rdr | **ASAKA MARU**<br>**Chiyoda Kisen K.K.**<br>Tokyo Japanese | 7566<br>4408<br>11213 | | NK | 1955 Mitsubishi Zosen—Hma<br>444' 2" 61' 0" 28' 2"<br>420' 0" 60' 10" 37' 5"<br>B80' F42' 2 dks<br>RW | M<br>5 Ho<br>G.5839<br>5 Ha (2<br>14W D |
| 502642<br>JDJR<br>80623 | **ASAKAMI MARU**<br>**Asakami Koun Soko K.K.**<br>Tokyo Japanese | 455<br>210<br>529 | | | 1957 Koyo Dock—Saizaki<br>162' 10" 25' 4" 11' 0"<br>141' 0" 25' 3" 11' 11"<br>1 dk<br>RW | M Tank |
| 502644<br>JRTE<br>80228<br>Gc Rdr | **ASAKAWA MARU**<br>exKakusan Maru No. 2–61<br>**Asakami Koun Soko K.K.**<br>Tokyo Japanese | 426<br>241<br>— | | | 1958 Geibi Zosen Kogyo—Kur<br>137' 5" 24' 4" 11' 4"<br>24' 2"<br>1 dk | M Tank |
| 502648<br>JFIS<br>67119<br>Df Esd<br>Gc Rdr<br>RT | **ASAKIRISAN MARU**<br>**Nakamura Kisen K.K.**<br>Kobe Japanese<br>Now **SEIZAN MARU** See New Entries No. 8 | 6924<br>4253<br>9375 | | NK | 1950 Nishi Nippon Jukogyo—Hma<br>457' 8" 59' 7" 26' 4½"<br>426' 6" 59' 6" 32' 9"<br>P23' B167' F35' 1 dk, pt 2nd dk | M<br>6 Ho<br>G.55550<br>6 Ha (29<br>(36½',<br>14W De |
| 502649<br>JEFF<br>71807<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ASAMA MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 7740<br>4402<br>10198 | | AB NK | 1954 Mitsubishi Nippon Hvy Ind.—Yka<br>492' 3" 62' 7" 27' 7"<br>459' 4" 62' 4" 34' 5"<br>P22' B205' F38' 2 dks<br>RW<br>rf 5" | M (12P<br>6 Ho 50<br>G.57559<br>6 Ha (st<br>39½', 2<br>18W De |

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| 1080<br>488<br>1081 | | NK | **1954** Mitsui Zosen—Tmn<br>*215·0′* 34′ 6″ 15′ 8″<br>206′ 8″ 34′ 5″ 17′ 5″<br>P49′ F38′<br>rf 19½″ | M Trawler<br>5 Ho 21¼′, 20′, 21¾′, 22′, 15½′<br>In.33164<br>4 Ha (6½′, 6½′, 6½′×6½′) (4′×2½′)<br>Der 2(3) | Oil 2SA 6Cy. 350×620 mm<br>1200bhp<br>Mitsui Zosen<br>3×140, 140, 40kW 220V d.c. | <br>374t (hvf)<br>Tmn<br>11½k |
| 750<br>372<br>1043 | | | **1958** Mukaishima Dock Co. Ltd.—Mukaishima<br>*183·7′* 31′ 7″ 14′ 1″<br>180′ 1″ 31′ 6″ 15′ 9″<br>1 dk<br>RW | M Chemical Carrier Mchy.aft<br>1 Ho<br>B.30829<br>1 Ha (89½′×19¾′) | Oil 4SA 6Cy. 370×520 mm<br>950bhp<br>Nippon Hatsudoki<br>1×7½kW 105V d.c. | <br>22t (d.o)<br>Kob<br>11½k |
| 3408<br>2014<br>5309 | | NK | **1958** Setoda Zosen—Setoda<br>350′ 5″ 49′ 4″ 21′ 0″<br>324′ 10″ 49′ 3″ 25′ 3″<br>P38′ B64′ F41′ 1 dk, pt 2nd dk<br>RW | M<br>4 Ho<br>G.287700 B.211555 In.4290<br>4 Ha (33¾′, 36¾′, 32¼′, 32¼′×19¾′)<br>8W Der 2(15) 2(10) 4(5) | Oil 2SA 7Cy. 490×800 mm<br>2400bhp<br>Hanshin Nainenki Kogyo<br>2×72kW 450V a.c. | <br>431t<br>Kob<br>12½k |
| 316<br>145<br>— | | NV | **1966** N.V. Scheeps. v.d. Werf—Deest<br>123′ 6″ 25′ 0″ 12′ 4½″<br>110′ 7″ 24′ 11″ 13′ 0″<br>1 dk | M Trawler Mchy.aft<br>2 Ho<br>2 Ha (each 8¼′×5¼′)<br>1W Der 1(3) | Oil 4SA 8Cy. 8¾″×11½″<br>800bhp<br>Blackstone & Co. Ltd.<br>2×40kW 220V 50c/s a.c.<br>Controllable pitch propeller | <br><br>Stamford |
| 312<br>118<br>— | | NV | **1962** Kaarbös M/V A/S—Harstad<br>128′ 8″ 26′ 2″<br>111′ 0″ 26′ 0″ 14′ 0″<br>1 dk | M Trawler | Oil 4SA 6Cy. 320×450 mm<br>1200bhp NE66<br>Atlas-Mak Masch. | <br><br>Kel |
| 192<br>74<br>— | | NV | **1963** Hjelmås Slip—Florø<br>101′ 7″ 22′ 1″<br>96′ 0″ 22′ 0″ 11′ 0″<br>1 dk | M Fishing Mchy.aft<br>1 Ho<br>2 Ha (3½′×4¼′) (7¼′×5¼′)<br>1W Der 1(3) | Oil 4SA 6Cy. 8¾″×11½″<br>495bhp<br>Lister Blackstone Mar. Ltd. | <br><br>Dursley |
| 7641<br>4629<br>10671 | | AB | **1945** Permanente (Shpyd No. 2)—Richmond, Cal<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 75′, 78′, 81′, 75′<br>B.453000<br>5 Ha (25′, 45′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. | <br>2882t (o.f)<br>Lyn<br>15k |
| 9536<br>5370<br>6736 | **BROKEN UP** | RI | **1926** At. & Ch. de la Loire—St.N<br>490′ 5″ 60′ 6″ 24′ 3″<br>469′ 2″ 60′ 5″ 34′ 3″<br>P52′ B232′ F57′ 3 dks<br>R | TS (1115P)<br>2 Ho<br>4W Der 2(3) 2(2) | 4 S Turb dr geared to 2 sc. shafts<br>7600shp Parsons<br>At. & Ch. de la Loire | <br>(o.f)<br>St.N<br>14½k |
| 3693<br>2312<br>— | | | **1912** Howaldtswerke—Kel<br>364′ 0″ 50′ 1″ 23′ 0″<br>49′ 10″<br>2 dks<br>R | TM | 2 Oil 2SA each 7Cy. 360×600 mm<br>Emade43fitted49<br>Sulzer Bros. Ltd. | <br><br>Win |
| T.Mk<br>5515<br>2342<br>6696<br>7431<br>4048<br>9380 | **BS✻** SS 7/67 ~~SS 12/62~~<br>**MBS✻**<br>**Lloyd's RMC**<br>MN1520 CT8395 C41 S36 | | **1950-11** Harland & Wolff Ltd.—Bel<br>487′ 0″ 62′ 4″ ~~28′ 2¼″~~ — /28′ 2¼″<br>454′ 1″ 62′ 0″ 35′ 0″<br>P40′ B187′ F48′ 2 dks, 3rd dk in No. 1 hold<br>RW 8BH to U dk 1 to 2nd dk<br>rf 9″ WB4417t incl. Tunnel tanks 182t DTsf1860t DTa937t | M Ref<br>6 Ho 59′, 72′, 48′, 30′, 81′, 72′<br>G.607941 B.548143 In.1400<br>6 Ha (24½′×16′) (35′, 23′, 23′, 27′×22′) (27′×18′)<br>24W Der 1(50) 1(25) 8(10) 16(5) | Oil 2SA 7Cy. 750×1500 mm<br>7600bhp B&W<br>Harland & Wolff Ltd.<br>AuxB 105lb<br>3×220kW 220V d.c. | <br>1102t (hvf)<br>Bel<br><br>16k |
| 347<br>102<br>345 | | BV | **1944** Consolidated S.B. Corp.—Orange<br>*160·6′* 23′ 2″<br>… … …<br>1 dk | TM<br>4 Ha (7½′, 7½′, 5½′, 5½′×3½′) | 4 Oil 2SA each 6Cy. 108×127 mm geared to 2 sc. shafts<br>900bhp<br>General Motors Corp. | <br><br>Det<br>9k |
| 146<br>60<br>— | ✠Classed LR until 11/57 | | **1930-3** J. Chambers Ltd.—Lwt<br>*98·0′* 20′ 7″<br>98′ 0″ 20′ 6″ 11′ 0″<br>R<br>BK7½″ | M Fishing | Oil 6Cy. 9¾″×10½″<br>Emade47fitted58<br>Mirrlees, Bickerton & Day | <br><br>Stckpt |
| 4645<br>2727<br>7125 | | NK | **1949** Kawasaki Jukogyo—Kob<br>390′ 0″ 52′ 6″ 24′ 3″<br>367′ 6″ 52′ 4″ 29′ 6″<br>P27′ B118′ F28′ 1 dk<br>RW | M<br>G.353558 B.317558<br>5 Ha (24¾′, 46½′, 28¾′, 28¾′. 23½′×20¾′) | Oil 2SA 6Cy. 450×750 mm<br>2700bhp NE60<br>Kobe Hatsudoki Seizosho | <br>657t<br>Kob<br>12k |

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| 652494<br>9GUT<br>316541<br>Df Esd<br>Rdr | **ASEBU**<br>**Ocean Fisheries Ltd.**<br>~~**The Government of the Republic of Ghana**~~<br>Takoradi Ghanaian | 1980<br>1264<br>1823 | ✠100A1<br>stern trawler<br>✠LMC<br>MN432 EL (q)1½"SQ | 1965–10 Shikoku Dock Co.—Takamatsu<br>260' 9" 41' 1" 16' 4"<br>236' 3" 41' 0" 26' 3"<br>2 dks<br>Coll BH to U dk, 4 to 2nd dk<br>rf 4" WB735t incl. DTf249t | M Stern Trawler | Oil 2SA 7Cy. 350×620 mm<br>2160bhp B&W<br>Mitsui Zosen |
| 502664<br>TCCT<br>3175 | **ASFALT 2**<br>Launched as Kemal Zeytinoglu<br>**T. C. Devlet Karayollari Umum Müdürlüğü**<br>Istanbul Turkish | 1447<br>691<br>— | ✠100A1 SS 2/65<br>asphalt tanker<br>LMC<br>MN225 EL p1$\frac{11}{16}$"SQ | 1961–7 Denizcilik Bankasi T.A.O.—Halic<br>255' 7" 41' 2" 15' 5½"<br>233' 5" 41' 0" 17' 1"<br>P77' F35' 1 dk<br>10BH<br>rf 4" WB119t | S Asphalt Tanker Mchy.aft | T 3Cy. 17" 27" & 42"×24"<br>1250ihp Emade04fitted61<br>Hawthorn, Leslie & Co. Ltd.<br>WTBmade50refitted61—156℔ |
| 670471<br>TFPI<br><br>Df Esd<br>Pfd Rdr<br>RT | **ÁSGEIR**<br><br>**Isbjörninn h/f**<br>Reykjavik Icelandic | 315<br>143<br>— | NV | 1966 N.V. Scheeps. v.d. Werf—Deest<br>123' 6" 25' 0" 12' 4½"<br>110' 7" 24' 11" 13' 0"<br>1 dk | M Trawler Mchy.aft<br>2 Ho<br>2 Ha (each 8½'×5½')<br>1W Der 1(3) | Oil 4SA 8Cy. 8¾"×11½"<br>800bhp<br>Blackstone & Co. Ltd.<br>2×40kW 220V 50c/s a.c. |
| 513725<br>TFQX<br><br>Df Esd<br>Rdr RT | **ASGEIR KRISTJAN**<br>exGúdrun Thorkelsdóttir–67<br>**Hradfrystihus Hnifsdals h/f**<br>Hnifsdal Icelandic | 186<br>89<br>— | | 1959 Skaalurens Skibs.—Rosendal<br>101' 6" 21' 1" 10' 8½"<br>21' 0" 11' 2"<br>1 dk<br>len 65 | M Fishing | Oil 2SA 4Cy. 280×420 mm<br>400bhp<br>Wichmann Mtrf. |
| 502667<br>MYCC<br>301389<br>Df Esd<br>Gc Rdr | **ASHBANK**<br><br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow British | T.Mk<br>6307<br>3619<br>10273<br>8571<br>5054<br>12336 | ✠100A1 SS 4/67<br>DTa—palm oil or oil FP above 150° F.<br>✠LMC<br>MN1340 EL d†2$\frac{3}{16}$"SQ | 1959–5 Harland & Wolff Ltd.—Bel<br>483' 4" 62' 9" 26' 2"/29' 2¾"<br>451' 10" 62' 6" 38' 6"<br>P39' F34' 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6" WB1997t incl. DTa 1494t | M<br>5 Ho 60', 71', 60', 51½', 67', 28'DT, 28'DT<br>G.668920 B.606990<br>7 Ha (29½', 35', 22½', 15', 30', 30'×22') (8'×15')<br>15W Der 1(25) 2(10) 12(5) 2(3) | Oil 2SA 6Cy. 620×1400 mm 470 mm<br>6700bhp B&W<br>Harland & Wolff Ltd.<br>2AuxB 100℔<br>4×175, 175, 175, 20kW 220V d.c. |
| 502668<br><br>186845<br>RTm | **ASHBROOKE**<br><br>**France, Fenwick Tyne & Wear Co. Ltd.**<br>Newcastle British | 119<br>—<br>— | ✠100A1 ~~SS 11/63~~<br>tug SS 12/67<br>LMC<br>MN216 EL (a)1" | 1955–7 P. K. Harris & Sons Ltd.—Apl<br>93' 4" 25' 3" 8' 4"<br>84' 0" 23' 3" 10' 6"<br>4BH<br>rf 24" WB37t | M Tug | Oil 2SA 12Cy. 216×254 mm<br>1080bhp Emade44fitted55<br>General Motors Corp.<br>2×28kW 110V d.c. |
| 641888<br>JFGD<br>95348<br>Df Esd<br>Gc Rdr | **ASHBY MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 10292<br>6324<br>16590 | NK | 1964 Sanoyasu Dockyd Co. Ltd.—Osa<br>*471·3'* 67' 5" 29' 6"<br>467' 5" 67' 3" 41' 10"<br>P77' F52' 1 dk, pt 2nd dk<br>RW | M<br>4 Ho<br>G.732323 B.695702<br>4 Ha (56½'×36½') (57½', 57½', 57½'×42')<br>8W Cr 8(5) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd.<br>3×248kW 445V a.c. |
| 502669<br>VGCM<br>152641<br>Df Esd<br>Gc Rdr<br>RTh/v | **ASHCROFT**<br>exGleniffer<br>**Canada Steamship Lines Ltd.**<br>Midland Canadian | 7726<br>4439<br>12900 | BS✳ Lake SS 5/65<br>Great Lakes & River St. Lawrence service<br>MBS✳<br>MN504 CT8181 C36 | 1925–4 Midland S.B. Co. Ltd.—Midland<br>560' 6" 60' 2" 22' 2¼"<br>546' 0" 60' 0" 32' 0"<br>F48' 1 dk<br>R 4BH<br>rf 3" WB7697t | S Bulk Carrier Mchy.aft<br>4 Ho 123', 90', 90', 96'<br>21 Ha (stl) (each 38¾'×12') | T 3Cy. 24½" 41½" & 72"×48"<br>2800ihp Emade18fitted25<br>Hoover-Owens & Rentschler<br>3 SB 190℔ hs(9042)<br>3×20, 20, 15kW 110V d.c. |
| 502670<br>MPZS<br>162584<br>RT | **ASHDENE**<br>exGoldace–48<br>**T. G. Irving Ltd.**<br>Andrew Marshall<br>Sunderland British | 162<br>74<br>— | **BROKEN UP** | 1931 J. Pollock Sons & Co. Ltd.—Faversham<br>*99·3'* 21' 7"<br>... ... ...<br>R | M | Oil 2SA 3Cy. 265×345 mm<br>NE47<br>Crossley Bros. Ltd. |
| 502671<br>4XVX<br>95<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASHDOD**<br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | 1151<br>453<br>1355<br>1902<br>920<br>2600 | ✠100A1 ~~SS 10/66~~<br>Str. nav. Ice SS 11/68<br>✠LMC<br>✠Lloyd's RMC<br>MN330 EL q 1$\frac{1}{16}$" SQ | 1958–12 Jos. L. Meyer—Papenburg<br>264' 10" 39' 5" 14' 2"/19' 7½"<br>249' 2" 39' 0¼"<br>P59' Q146' F39' 1 dk & S dk<br>RW 4BH to S dk 1 to 2nd dk<br>rf nil WB411t | M Ref OSD/CSD Mchy.aft<br>2 Ho 76', 50'<br>In.7270<br>2 Ha (stl) (46', 48'×18½')<br>Der 2(5–10) 2(3–5) 4(3) | Oil 4SA 8Cy. 420×660 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz<br>3×100kW 400V 50c/s a.c. |
| 672774<br>JDYW<br>101329<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASHITAKA MARU No. 5**<br><br>**Ashitaka-Maru Gyogyo Seisan Kumiai**<br>Yaizu Japanese | 275<br>146<br>— | | 1967 Kanazashi Zosensho—Shimizu<br>146' 6" 25' 0" 9' 10"<br>129' 5" 24' 11" 11' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 519471<br>JKSM<br>82329<br>Df | **ASHITAKA MARU No. 5**<br>exKosho Maru No. 8–64<br>**Ashitaka-Maru Gyogyo Seisan Kumiai**<br>Yaizu Japanese | 252<br>143<br>— | | 1958 Miho Zosensho—Shimizu<br>136' 2" 23' 2"<br>119' 9" 23' 0" 11' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>550bhp<br>Akasaka Tekkosho |
| 502672<br>JQBN<br>85682<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASHITAKA MARU No. 15**<br><br>**Ashitaka Gyogyo Sulsan Kyokai**<br>Yaizu Japanese | 180<br>77<br>— | | 1960 Kanazashi Zosensho—Shimizu<br>*108·2'* 21' 8"<br>106' 8" 21' 6" 10' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>450bhp<br>Akasaka Tekkosho |

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| 661942<br>JRIC<br>99869<br>Df Esd<br>Gc Rdr | **ASHIYA MARU**<br><br>**Fuso Kaiun K.K.**<br>Kobe Japanese | 2654<br>1675<br>4328 | | NK | **1966** Onomichi Zosen—Onomichi<br>299' 3" 48' 0" 20' 1"<br>275' 8" 47' 11" 24' 2"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.200842 B.191936<br>2 Ha (70¾', 81'×27')<br>12W Der 8(10) | Oil 4SA 6Cy. 480×680 mm<br>2200bhp<br>Hanshin Nainenki Kogyo<br>2×120kW 445V a.c. | <br>241t<br>Kob<br>11½k |
| 540113<br>8KWC<br>92518<br>RT | **ASHIZURI MARU No. 3**<br><br>**Ashizuri Kisen K.K.**<br>Shimizu Japanese | 234<br>115<br>— | | | **1962** Shin Yamamoto Zosen—Kochi<br>124' 0" 22' 4" 6' 9"<br>111' 6" 22' 3½" 9' 10"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 275×410 mm<br><br>Ito Tekkosho | <br><br>Shimizu |
| 502674<br>4XWV<br>MS77<br>Df Esd<br>Gc RT | **ASHKELON**<br>**Zim Israel Navigation Co. Ltd.**<br>~~**Ophir Cargo Vessels Ltd.**~~<br>Haifa Israel<br><br>Now **MARKOS** See New Entries No. 11 | 490<br>224<br>—<br>898<br>530<br>— | ✠100A1<br><br>✠LMC<br><br>MN210 | SS 3/64<br><br><br><br>EL I | **1955-10** D. W. Kremer Sohn—Elmshorn<br>204' 3" 32' 3" 19' 0"/—<br>190' 0" 31 6"<br>F21' 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf 4" WB267t | M OSD/CSD Mchy.aft<br><br>G.66105 B.57460<br><br>6W Der 2(5) 4(3) | Oil 4SA 6Cy. 400×600 mm<br>1050bhp<br>Masch. Augsburg-Nürnberg | <br>70t<br>Aug<br>12k |
| 502675<br>UVGD<br>M-21222<br>Df Esd<br>Gc Rdr<br>RT | **ASHKHABAD**<br><br>**U.S.S.R.**<br>Tuapse Russian | 8229<br>3942<br>11800 | | | **1954** Nosenko Shpyd—Nic<br>477' 4" 63' 1" 27' 10⅛"<br>62' 10" 34' 1"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430×610 mm | <br><br><br>12k |
| 502677<br>UNFU<br>M-10063<br>Df Esd<br>Gc | **ASHKHABAD**<br><br>**U.S.S.R.**<br>Murmansk Russian | 2999<br>1238<br>1545 | | <br><br>~~GL~~ | **1956** Kieler Howaldtswerke—Kel<br>277' 3" 44' 1" 18' 1"<br>246' 2" 44' 0" 24' 2"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.58800<br>8 Ha<br>2W Der 2(2) | Oil 2SA 6Cy. 520×900 mm<br>1900bhp MAN<br>Kieler Howaldtswerke | <br><br>Kel<br>12½k |
| 502678<br>WA3738<br>243412<br>Df Gc<br>Rdr | **ASHLAND**<br>exClarence B. Randall-62<br>**Columbia Transportation Division Oglebay Norton Co.**<br>Wilmington, Del United States | 9057<br>6793<br>15880 | | <br><br>AB | **1943** Gt. Lakes Eng. Wks—Ashtabula<br>615' 0" 60' 2" 23' 11⅞"<br>604' 0" 60' 0" 35' 0"<br>F52' 1 dk<br>RW<br>rf 3" | S Bulk Carrier Mchy.aft<br>4 Ho<br>G.493000<br>18 Ha (stl) (each 11'×38') | T 3Cy. 24" 41 7/16" & 68"×42"<br>2500ihp<br>Gt. Lakes Eng. Wks | <br>(c)<br>Ashtabula |
| 542582<br>GMHG<br>305277<br>Df Esd<br>RT | **ASHLEA**<br>exWelsh Princess-67<br>**Craig Stores (Aberdeen) Ltd.**<br>Aberdeen British | 308<br>97<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN175 | SS 7/68<br><br><br><br>EL (e)n | **1963-7** Atlantic S.B. Co. Ltd.—Npt<br>*120·9'* 26' 10"<br>118' 2" 26' 6" 14' 6"<br>4BH<br>rf 31" BK6" WB11t | M Trawler | Oil 4SA 6Cy. 15"×20"<br>875bhp<br>Mirrlees National Ltd. | <br><br>Stckpt |
| 602679<br>WBAE<br>292191<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **ASHLEY LYKES**<br><br>**Lykes Bros. S.S. Co. Inc.**<br>Galveston United States | T.Mk<br>6395<br>3484<br>—<br>9244<br>5344<br>11336 | | <br><br>AB | **1963** Bethlehem Stl Co.—Sp.Pt<br>495 0" 69' 2" —/30' 1⅛"<br>470' 0" 69' 0" 41' 7"<br>Q153' F106' 2 dks<br>RW<br>rf nil | S (12P) Ref<br>5 Ho 70½', 72½', 72½', 50', 88½'<br>G.594334 B.545345 In.16362<br>5 Ha (stl) (31½'×18') (40', 35' 35', 30'×25')<br>16W Der 1(60) 16(15) | 2 S Turb dr geared to sc. shaft<br>10000shp<br>General Electric Co.<br>2×600kW 450V 60c/s a.c. | <br>2827t (o.f)<br>Lyn<br>18k |
| 540114<br>VWSD<br>1049<br>Df Esd<br>Gc Rdr | **ASHOKA JAYANTI**<br>exBarrington Court-63<br>**Jayanti Shipping Co. Ltd.**<br>The Shipping Corporation of India Ltd.<br>Bombay Indian | 6033<br>3492<br>10030 | <br><br>✠Classed LR until 6/65 | AB | **1952-4** Short Bros. Ltd.—Sld<br>472' 8" 59' 8" 25' 9½"<br>445' 10" 59' 6" 37' 7"<br>P&B200' F27' 1 dk & S dk<br>RW | M OSD<br><br>G.656861 B.610786 | Oil 4SA 6Cy. 740×1500 mm<br>3300bhp<br>J. G. Kincaid & Co. Ltd. | <br>979t<br>Grk<br>12k |
| 502680<br>FOCU<br><br>Df Esd<br>Gc Rdr | **ASHTARAK**<br><br>**Les Pétroles d'Outre-Mer S.A.**<br>Dunkirk French<br>Now **SAGACITY** See New Entries No. 6 | 12828<br>7549<br>19717 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1600 | Dr 6/64<br><br><br><br>EL h†2⅜"SQ | **1952-12** Kockums M/V A/B—Mmo<br>556' 4" 72' 2" 30' 5"<br>525' 9" 71' 11" 40' 1"<br>1 dk<br>12BH<br>WB221t | M Tanker Mchy.aft<br>20 Ta<br>L.968000 | Oil 2DA 8Cy. 720×1200 mm<br>8000bhp<br>Kockums M/V A/B<br>2AuxB 150℔ | <br>1650t<br>Mmo<br>15k |
| 651410<br>8LUY<br>97382<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **ASHU MARU**<br><br>**Tokushima Prefecture**<br>Tokushima Japanese | 399<br>204<br>— | | | **1965** Kanazashi Zosensho—Shimizu<br>159 5" 26' 5" 11' 1¾"<br>139' 5" 26' 3" 12' 5"<br>1 dk<br>rf 6" | M Fishery Training Ship Mchy.aft<br>2 Ho 14¾', 31½'<br><br>3 Ha (5½', 5½'×5½') (3½'×3½')<br>Der 2(1) | Oil 4SA 6Cy. 350×500 mm<br>750bhp<br>Hanshin Nainenki Kogyo<br>2×80kW 225V 60c/s a.c. | <br>(hvf)<br>Kob |
| 680137 | **ASHU MARU**<br><br>**Shinohara Kaiun Y.K.**<br>Tokushima Japanese | 199<br>103<br>360 | | | **1967** Takehara Zosen—Hma<br>118' 1" 23' 0" 9' 6"<br>108' 2" 22' 11" 11' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 180×240 mm<br>350bhp<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 502683<br>UBAF<br>M-9905<br>Df Gc | **ASIA**<br>exDer Deutsche-46<br>exSierra Morena-34<br>**U.S.S.R.**<br>Vladivostok Russian | 12019<br>6153<br>4800 | | | **1924** Bremer Vulkan—Vgk<br>509' 9" 61' 8" 31' 4"<br>61' 5" 38' 0"<br>4 dks<br>R | TS<br>1 Ho<br>B.45900<br>1 Ha (35'×16')<br>6W Der 6(3) | T 6Cy. 28⅜" 46⅛" & 75⅝"×51¼"<br><br>Bremer Vulkan | <br><br>Vgk<br>13k |

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| 502682<br>IBBA<br>567<br>Df Esd<br>Gc Rdr<br>RT | **ASIA**<br><br>**Lloyd Triestino Soc. per**<br>**Azioni di Nav.**<br>Trieste Italian | 11693<br>6585<br>4222 | ✠100A1 SS 6/65<br><br>✠LMC<br>✠Lloyd's RMC<br>MN3220 EL g†2 1/16 "SQ<br>AB RI | 1953-4 C.R.D. Adriatico—Tri<br>521' 11" 69' 2" 23' 7"<br>475' 0" 68' 0" 38' 7"<br>B326' Up&B223' F85' 2 dks, 3rd dk clear of mchy. space, 4th dk in fwd holds<br>RW 9BH<br>WB1408t incl. Tunnel tanks 190t | TM (431P) Ref<br>5 Ho<br>G.186460 B.170400 In.3708'<br>5 Ha<br>10W Der 2(15) | 2 Oil 2SA each 10Cy. 750×<br>16100bhp<br>C.R.D. Adriatico<br>2AuxB 108lb 2e (ex.g) |
| 513872<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASIA/AFRIKA**<br>exYafei-67 exGyda-67<br>**Chinese-Tanzanian Joint**<br>**Shipping Co.**<br>People's Rep. of China | 6171<br>3218<br>10600<br>8971<br>4997<br>12675 | NV | 1960 A/B Oskarshamns Varv—Osk<br>485' 2" 61' 8" 26' 9½"/29' 11"<br>440' 0" 61' 6" 30' 6"<br>1 dk & S dk | M (2P) OSD/CSD<br>5 Ho 59', 62½', 65½', 46', 69' 1 TwD 25'<br>G.655900 B.598000<br>5 Ha (stl) (33¾', 40', 37½', 54¾', 37½'×26½')<br>16W Der 2(30) 2(10) 12(5) | Oil 2SA 9Cy. 630×1300 mm<br>6850bhp<br>A/B Götaverken<br>3×200kW 230V d.c. |
| 502686<br>VRFQ<br>183525<br>Df Esd<br>Gc Rdr | **ASIA BREEZE**<br>exAsia Fir-65<br>exCarronpark-63<br>**Cambay Prince S.S.**<br>**Co. Ltd.**<br>John Manners & Co. Ltd.<br>Hong Kong British | 5328<br>2678<br>9270 | ✠100A1 SS 6/67 ~~SS 4/68~~<br>with freeboard<br>DTm—vegetable oil<br>✠LMC<br>EL b†2 1/16 "SQ | 1949-6 C. Connell & Co. Ltd.—Gls<br>440' 10" 57' 2" 26' 0"<br>415' 0" 57' 0" 39 0"<br>F90' 1 dk & S dk, 3rd dk in No. 3 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>WB3024t incl. Tunnel tanks 211t DTm1171t | M OSD<br>5 Ho 49½', 68½', 64½', 62', 64½'<br>G.554520 B.508200<br>5 Ha (31¼'×16') (38¾', 36½', 36½', 28½'×24')<br>12W Der 2(10) 10(5) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp Doxford 1463t<br>Barclay, Curle & Co. Ltd.<br>2AuxB 120lb |
| 517859<br>HOCQ<br><br>Df Rdr | **ASIA EXPRESS**<br>exKaifuku Maru-66<br>**Asia Shipping Enterprises**<br>**Ltd.**<br>Panama Panamanian | 2234<br>1487<br>3846 | BV | 1945 Amagasaki Dock—Osa<br>300' 9" 44' 2" 19' 4"<br>278' 10" 44' 0" 23' 7"<br>P92' F33' 1 dk<br>RW | M Mchy.aft<br>G.154074 B.142307<br>6W Der 6(5) | Oil 4SA 6Cy. 435×640 mm<br>NE57<br>Ito Tekkosho |
| 540864<br>6ZMT<br>2406<br>Df Esd<br>Gc | **ASIA MARINER**<br>exSara-65 exSariza-63<br>exSearanger-53 exJupiter-51<br>exChrysanthystar-49<br>exJ. C. W. Beckham-48<br>**United Mariners Line Inc.**<br>Monrovia Liberian | 7177<br>4399<br>11045 | AB<br>BROKEN UP | 1944 Delta S.B. Co. Inc.—N.Os<br>*422-8'* 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>RW<br>rf 6" | S<br>5 Ho<br>5 Ha<br>conv tanker 49 | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>American S.B. Co. |
| 602686<br>JHMW<br>87555<br>Df Esd<br>Gc Rdr | **ASIA MARU**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | ~~28720~~ 28510<br>~~20485~~ 18490<br>~~47521~~ 50035 | NK | 1961 Ishikawajima-Harima Hvy Ind.—Aio<br>710' 1" 100' 3" 38' 4"<br>672' 8" 100' 0" 51' 10"<br>P150' B46' F77' 1 dk<br>RW | S Tanker Mchy.aft<br>24 Ta<br>L.2113760 | 2 S Turb dr geared to sc.<br>17600shp 4420<br>Ishikawajima-Harima Hvy<br>2×620kW 450V a.c. |
| 502687<br>JGNY<br>79527<br>Df Esd<br>Gc Rdr | **ASIA MARU**<br><br>**Daiichi Chuo Kisen Kaisha**<br>Kobe Japanese | 8313<br>4778<br>11135 | NK | 1957 Kawasaki Dkyd Co. Ltd.—Kob<br>468' 10" 59' 10" 27' 0¾"<br>436' 6" 59' 9" 38' 5"<br>F31' 1 dk<br>RW | M<br>5 Ho<br>G.612337 B.558514<br>5 Ha (40½'×21') (47½', 39', 47½', 47½'×23½')<br>10W Der 2(20) 8(10) | Oil 2SA 5Cy. 700×1200 mm<br>4300bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3 × 170, 170, 50kW 225V |
| 641615<br>JRLX<br>95591<br>Df Esd<br>Gc Pfd<br>Rdr | **ASIA MARU No. 2**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | ~~43410~~ 43456<br>~~28061~~ 27818<br>66601 | NK | 1964 Ishikawajima-Harima Hvy Ind.—Tok<br>797' 2" 115' 11" 39' 4"<br>754' 7" 115' 10" 59' 1"<br>P77' F59' 1 dk | M Tanker Mchy.aft<br>10 Ta<br>L.3059050 | Oil 2SA 8Cy. 900×1550<br>17600bhp Sulzer<br>Ishikawajima-Harima Hvy<br>2×480kW 450V a.c. |
| 652527<br>JPIZ<br>98358<br>Df Esd<br>Gc Rdr<br>RT | **ASIA MARU No. 3**<br><br>**Yamashita-Shinnihon**<br>**Kisen K.K.**<br>Tokyo Japanese | 38904<br>24614<br>66742 | NK | 1965 Hitachi Zosen—Inn<br>*749-4'* 119' 11" 39' 4"<br>744' 10" 119' 9" 53' 10"<br>1 dk | M Tanker Mchy.aft<br>12 Ta<br>L.2851040 | Oil 2SA 8Cy. 840×1800<br>18400bhp B&W<br>Hitachi Zosen<br>2×600, 500kW 450V a.c. |
| 515856<br>DUJA<br>211500<br>Df Esd<br>Gc Rdr<br>RT | **ASIAN MARINER**<br>exIki Maru-65<br>**Asian Shipping Corp.**<br>Manila Philippine | 3447<br>2155<br>4388 | NK | 1940 Harima Zosensho—Aio<br>340' 8" 47' 8" 24' 7½"<br>323' 6" 47' 7" 28' 10"<br>P100' B74' F36' 1 dk | M<br>G.199844 B.182619<br>3 Ha (22'×16½') (46½', 57¾'×23')<br>10W Der 2(10) 3(5) | Oil 4SA 6Cy. 460×690<br>1800bhp NE59<br>Ito Tekkosho |
| 662046<br>TCZV<br>3572 | **ASIM CAFER**<br>exProfilo Ilhan-67<br>**Edip Asim Karahasan**<br>Istanbul Turkish | 466<br>280<br>— | BV | 1965 Süleyman Saim Birköt—Ist<br>183' 10" 27' 11" 10' 1"<br>168' 6" 27' 10" 13' 1"<br>1 dk | M Mchy.aft<br>2 Ha (each 35½'×13¾') | Oil 4SA 6Cy. 320×480<br>400bhp<br>Schwermasch. Karl |
| 502689<br>JXVM<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASK**<br><br>**A/S D/S Ask**<br>A. Kjerland & Co. A/S<br>Bergen Norwegian | 2875<br>1676<br>4196 | NV | 1963 Cia. Euskalduna—Bbo<br>307' 4" 48' 8" 20' 0½"<br>282' 2" 48' 7" 23' 4"<br>1 dk<br>rf 3½" | M (2P) Mchy.aft<br>2 Ho<br>2 Ha (each 70½'×25')<br>Der 8(8) | Oil 4SA 6Cy. 520×740<br>2310bhp<br>Masch. Augsburg-<br>4×150, 150, 150, 69kW |

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|---|---|---|---|---|---|---|---|
| 502690<br>PCUV<br>Df Esd<br>Hd Rdr<br>Tm/h/v | **ASK**<br>**L. Davids**<br>Spliethoff's Bevrachting-skantoor N.V.<br>Delfzijl Netherland | 499<br>273<br>1042 | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN222 | SS 7/66<br>EL n 1$\frac{5}{16}$"SQ | **1961–5** Schps. "De Waal"—Zaltbommel<br>234′ 4″ 34′ 2″ 12′ 7″<br>213′ 5″ 34′ 0½″ 20′ 3″<br>F21′ 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4″ WB496t | M OSD Mchy.aft<br>1 Ho 147½′<br>G.78500 B.74500<br>2 Ha (stl) (39¼′×16½′) (51¼′×19¾′)<br>Cr 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1110bhp 295t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×65kW 220V d.c.<br>Controllable pitch propeller 12k |
| 516137<br>OYKD<br>f Esd<br>RT | **ASK**<br>exGreif–64 exIngrid–63<br>exWoterküken<br>**H. V. Svendsen Partrederi**<br>A. W. Poulsen<br>Køge Danish | 168<br>92<br>235 | | BV | **1923** H. C. Stülcken Sohn—Ham<br>121′ 5″ 20′ 8″ 9′ 0″<br>20′ 6″ 10′ 0″<br>1 dk<br>R len 31 & 54 | M<br>1 Ho<br>G.13000 B.12000<br>1 Ha (49¼′×10¾′)<br>2W Der 2(1) | Oil 2SA 4Cy.<br>200bhp NE65<br>Alpha-Diesel A/S Fkn<br>8½k |
| 02691<br>WRX<br>f Esd<br>RT | **ASKA**<br>**D/S A/S Asgerd**<br>Jens Marcussen<br>Askeröy Norwegian<br>Now **SKRUE** (No. 502691) in the Register | 300<br>160<br>520 | | NV | **1957** Thaules M/V A/S—Nygård<br>145′ 7″ 28′ 1″ 10′ 3″<br>130′ 0″ 27′ 11″ 11′ 2″<br>1 dk | M Mchy.aft<br>2 Ha (each 31½′×14¾′)<br>2W Der 1(5) 1(3) | Oil 4SA 6Cy. 290×420 mm<br>360bhp 32t<br>Masch. Kiel A.G. Kel<br>11k |
| 20002<br>LEIG<br>Rdr | **ASKÅS**<br>exKysten–64<br>**I/S Havö**<br>Knut Stokstad<br>Askeröy Norwegian | 333<br>200<br>— | | | **1909** Trondhjems M/V—Tdh<br>148′ 0″ 21′ 1″ 10′ 0″<br>20′ 11″<br>2 dks<br>R len 50 | S<br>2 Ho<br>2 Ha (8′, 4′×6′)<br>2W Der 1(4) 1(1) | T 3Cy. 12″ 20″ & 33″×21″<br>28t (o.f)<br>Trondhjems M/V Tdh<br>10k |
| 42640<br>CAN | **ASKHEIM**<br>exBergum–64 exAalvik–63<br>~~D/S A/S Audun~~ **Hans P. Berge**<br>~~Jens Marcussen~~<br>Askeröy Norwegian<br>Now **HAMO** See New Entries No. 6 | 189<br>86<br>— | | | **1929** Mjellem & Karlsen—Bgn<br>120′ 6″ 20′ 7″<br>… … …<br>1 dk<br>R | M Mchy.aft | Oil 2SA 3Cy. 315×380 mm<br>220bhp Emade56fitted63<br>Brødr. Brunvoll Motfbr. Molde |
| 05417<br>WXA<br>Rdr<br>RT | **ASKHOLM**<br>exBrunholm–65<br>**B. & J. Marcussen**<br>Jens Marcussen<br>Askeröy Norwegian<br>Now **MASTHOLM** See New Entries No. 4 | 296<br>154<br>550 | | NV | **1958** Westermoen Batbyggeri—Mandal<br>144′ 8″ 28′ 1″ 10′ 8½″<br>130′ 0″ 28′ 0″ 11′ 2″<br>1 dk<br>rf nil | M Mchy.aft<br>1 Ho<br>2 Ha (each 31½′×14¾′)<br>3 W Der 3(3) | Oil 4SA 6Cy. 290×420 mm<br>390bhp 30t<br>Masch. Kiel A.G. Kel<br>2×13kW 220V d.c. 10k |
| 02692<br>CWU<br>2741 | **ASKIN**<br>**Et. Ve Balik Kurumu Umum Mudurlugu**<br>Istanbul Turkish | 177<br>65<br>— | | BV | **1951** Gutehoffnungshütte Oberhausen—Walsum<br>103′ 7″ 22′ 5″ 8′ 10″<br>… … … | M Fish Carrier Mchy.aft | Oil 4SA 6Cy. 285×420 mm<br>380bhp<br>Masch. Augsburg-Nürnberg Aug<br>10½k |
| 14884<br>WOF<br>Esd<br>Rdr<br>RT | **ASKITA**<br>exHerluf Trolle–65<br>**D/S A/S Audun**<br>Jens Marcussen<br>Askeröy Norwegian | 500<br>272<br>775 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN104 | SS 3/67<br>EL h | **1956–4** Schps. Hoogezand J. Bodewes—Hgz<br>179′ 3″ 28′ 4″ 12′ 1¾″<br>161′ 0″ 27′ 11″ 13′ 8″<br>Q42′ F23′ 1 dk<br>RW NS 3BH<br>rf 2″ WB222t | M Mchy.aft<br>1 Ho 103′<br>G.36250 B.32560<br>2W Der 2(2) | Oil 4SA 8Cy. 290×420 mm<br>520bhp 40t<br>Masch. Kiel A.G. Kel<br>10¼k |
| 2693<br>FQB<br>Esd<br>r RT | **ASKJA**<br>**Eimskipafélag Reykjavikur h/f**<br>Reykjavik Icelandic | 500<br>247<br>1060 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN192 | SS 8/66<br>EL l | **1957–7** Sölvesborgs Varvs—Sbg<br>216′ 6″ 33′ 7″ 12′ 4½″<br>194′ 5″ 32′ 9½″ 19′ 6″<br>Ba34′ F24′ 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf 2″ WB378t | M OSD Mchy.aft<br>1 Ho<br>3 Ha (each 32¾′×16¼′)<br>6W Der 6(3) | Oil 2SA 8Cy. 290×490 mm<br>960bhp 96t<br>Alpha-Diesel A/S Fkn<br>11½k |
| 2696<br>JMR<br>I-650<br>Esd | **ASKOLD**<br>Launched as Henry L. Pittock<br>**U.S.S.R.**<br>Leningrad Russian | 7176<br>4380<br>10465 | | | **1943** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>5 Ho<br>G.459657<br>5 Ha (35′, 35′, 35′, 33½′, 20′×20′)<br>11W Der 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Iron Fireman Mfg Co. Pld<br>11k |
| 2412<br>VYZ<br>7576 | **ASKOLD**<br>**U.S.S.R.**<br>Nakhodka Russian | 3170<br>1225<br>1301 | | | **1963** ……………………Russia<br>277′ 10″ 45′ 11″ 18′ 0½″<br>45′ 9″ 32′ 10″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57400<br>3 Ha<br>4W Der 4(1½) | Oil 2SA 8Cy. 430×610 mm<br>Wilhelm Pieck Gyor<br>13k |
| 2697<br>WZS<br>Esd<br>Rdr<br>RT | **ASKOT**<br>**Rederi A/S Aladdin**<br>J. T. Farsjö & Co.<br>Oslo Norwegian | 2499<br>1327<br>4730<br>4264<br>2444<br>6100 | | NV | **1959** Itoyz Cant. Nav. Dante—Viareggio<br>373′ 7″ 50′ 11″ 21′ 7″/25′ 0″<br>336′ 0″ 50′ 9″ 31′ 8″<br>1 dk & S dk<br>RW<br>rf 4″ | M OSD/CSD Mchy.aft<br>5 Ho<br>G.319000 B.286000<br>5 Ha (30½′, 30¼′, 49¾′, 30¼′×22′) (10′×13¼′)<br>12W Der 1(35) 8(10) 2(5) 2(2) | Oil 2SA 6Cy. 680×1200 mm<br>4500bhp<br>S.A. Fiat S.G.M. Tur |
| 2395<br>EBN<br>Rdr | **ASKØY**<br>**Rutelaget Askøy-Bergen A/S**<br>Bergen Norwegian | 407<br>218<br>— | | | **1965** Løland Motorverkstad—Leirvik<br>135′ 8″ 31′ 2″ 9′ 5¼″<br>118′ 1″ 30′ 4″ 11′ 0″<br>1 dk & S dk | M Ferry OSD | Oil 2SA 6Cy. 280×420 mm<br>600bhp<br>Wichmann Mtrf. Rub<br>Propellers fwd & aft |

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|---|---|---|---|---|---|---|
| 502699<br>TFND<br><br>Df Esd<br>Rdr<br>RTh | **ASKUR**<br><br>**Sildar & Fiskimjölsverks-<br>midjan h/f**<br>Reykjavik Icelandic | 657<br>231<br>— | ✠100A1 SS 10/64<br>trawler<br>✠LMC<br><br>EL (J)x | 1947-10 A. Hall & Co. Ltd.—Abn<br>193' 6" 30' 2" 15' 1½"<br>175' 0" 30' 0" 16' 0"<br>Q93' F34'<br>R 4BH<br>BK8" WB58t | S Trawler<br>2 Ho<br><br>4 Ha (stl)<br>Der 4(3) | T 3Cy. 16½" 28½" & 47"×30"<br>1250ihp<br>A. Hall & Co. Ltd.<br>SB 225lb Spt hs(4035) 3cf<br>2×80, 60kW 220V d.c. |
| 502542<br>TCEX<br>2833 | **ASLAN**<br>exArslan II exEdremid<br>exCap Bojador exTavignano<br>**P. Afsaroglu**<br>Izmir Turkish | 283<br>159<br>360 | | 1904 Cie. Franc. de Nav. & de Const. Nav.—Aries<br>*147·0'* 20' 5"<br>... ... ...<br>R | M | Oil 4Cy.<br>NE30<br>Svenska Masch. Werke |
| 540115<br>HZAC<br><br>Df Esd<br>Gc Rdr | **ASMA B**<br>exHydra-62 exGlacier-47<br>**M. A. Bakhashab**<br>Jeddah Saudi Arabian<br>Name should be **ASSMA B** See New Entries No. 9 | 3918<br>2225<br>5846 | <br><br>AB | 1945 W. Butler (S.Bs) Inc.—Superior<br>338' 8" 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>2 dks<br>rf nil | M Ref CSD Mchy.aft<br>3 Ho 42½', 78½', 67½'<br>B.237000<br>3 Ha (stl) (20½', 40½', 40½'×20') | Oil 2SA 6Cy. 545×735 mm<br>1700bhp<br>Nordberg Mfg Co.<br>2×250kW 220V d.c. |
| 651125<br>9KYM2<br><br>Df Esd<br>RT | **ASMAK 1**<br><br>**Kuwait National<br>Fishing Co.**<br>Kuwait Kuwait | 151<br>50<br>— | <br><br>NV | 1965 A/S Ankerløkken Verft—Florö<br>90' 0" 23' 0" 8' 10"<br>78' 0" 22' 0" 11' 8" | M Trawler | Oil 4SA 6Cy. 220×280 mm<br>350bhp<br>Klöckner-Humboldt-Deutz |
| 651126<br>9KYM3<br><br>Df Esd<br>RT | **ASMAK 2**<br><br>**Kuwait National<br>Fishing Co.**<br>Kuwait Kuwait | 151<br>50<br>— | <br><br>NV | 1965 A/S Ankerløkken Verft—Florö<br>90' 0" 23' 0" 8' 10"<br>78' 0" 22' 0" 11' 8" | M Trawler | Oil 4SA 6Cy. 220×280 mm<br>350bhp<br>Klöckner-Humboldt-Deutz |
| 651127<br>9KYM4<br><br>Df Esd<br>RT | **ASMAK 3**<br><br>**Kuwait National<br>Fishing Co.**<br>Kuwait Kuwait | 151<br>50<br>— | <br><br>NV | 1965 Flekkefjord Slip. & Mask.—Flekkefjord<br>90' 0" 23' 0" 8' 10"<br>78' 0" 22' 0" 11' 8" | M Trawler | Oil 4SA 6Cy. 220×280 mm<br>350bhp<br>Klöckner-Humboldt-Deutz |
| 651128<br>9KYM5<br><br>Df Esd<br>RT | **ASMAK 4**<br><br>**Kuwait National<br>Fishing Co.**<br>Kuwait Kuwait | 151<br>50<br>— | <br><br>NV | 1965 Flekkefjord Slip. & Mask.—Flekkefjord<br>90' 0" 23 0" 8' 10"<br>78 0" 22' 0" 11' 8" | M Trawler | Oil 4SA 6Cy. 220×280 mm<br>350bhp<br>Klöckner-Humboldt-Deutz |
| 651299<br>9KYM6<br><br>Df Esd<br>RT | **ASMAK 5**<br><br>**Kuwait National<br>Fishing Co.**<br>Kuwait Kuwait | 151<br>50<br>— | <br><br>NV | 1965 Flekkefjord Slip. & Mask.—Flekkefjord<br>90' 0" 23 0" 8' 10"<br>78' 0" 22' 0" 11' 8" | M Trawler | Oil 4SA 6Cy. 220×280 mm<br>350bhp<br>Klöckner-Humboldt-Deutz |
| 651129<br>9KYM7<br><br>Df Esd<br>RT | **ASMAK 6**<br><br>**Kuwait National<br>Fishing Co.**<br>Kuwait Kuwait | 151<br>50<br>— | <br><br>NV | 1965 Gravdal Skips—Sunde<br>90' 0" 23' 0" 8' 10"<br>78' 0" 22' 0" 11' 8" | M Trawler | Oil 4SA 6Cy. 220×280 mm<br>350bhp<br>Klöckner-Humboldt-Deutz |
| 651130<br>9KYM8<br><br>Df Esd<br>RT | **ASMAK 7**<br><br>**Kuwait National<br>Fishing Co.**<br>Kuwait Kuwait | 151<br>50<br>— | <br><br>NV | 1965 A/S Mjellem & Karlsen—Bgn<br>90' 0" 23' 0" 8' 10"<br>78' 0" 22' 0" 11' 8" | M Trawler | Oil 4SA 6Cy. 220×280 mm<br>350bhp<br>Klöckner-Humboldt-Deutz |
| 651244<br>9KYM9<br><br>Df Esd<br>RT | **ASMAK 8**<br><br>**Kuwait National<br>Fishing Co.**<br>Kuwait Kuwait | 151<br>50<br>— | <br><br>NV | 1965 Skaalurens Skibs—Rosendal<br>90' 0" 23' 0" 8' 10"<br>78' 0" 22' 0" 11' 8" | M Trawler | Oil 4SA 6Cy. 220×280 mm<br>350bhp<br>Klöckner-Humboldt-Deutz |
| 502702<br>OZME<br><br>Df Esd<br>Gc Rdr | **ASMARA**<br><br>**A/S Det Østasiatiske<br>Kompagni**<br>Copenhagen Danish | T.Mk<br>7638<br>4441<br>11310<br>—<br>— | ✠100A1 SS 9/66<br>DTm & fwd 'tween dk tanks—oil FP above 150° F. vegetable oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>MN2400 EL f†2½"SQ | 1961-10 A/S Nakskov Skibsv.—Nkv<br>524' 0" 67' 10" 27' 3½"<br>480' 0" 67' 8" 39' 7"<br>P12' F96' 3 dks<br>RW 6BH<br>rf 4" DK fwd WB3684t incl. DTm1108t TwDf502t | M Ref Mchy.aft<br>5 Ho<br>G.738300 B.664700 In.12700<br>5 Ha (34'×16') (37½', 34½', 39½', 37½'×22')<br>20W Der 1(60) 1(25) 12(5) 8(3) | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp<br>Burmeister & Wain<br>~~2AuxB 100lb~~<br>2AuxB (1 o.f 1 ex.g) 100lb |
| 542330<br>FNYW<br><br>Df Esd<br>Gc Rdr<br>RT | **ASMARI**<br>exSabrina-63 exToroa-59<br>exBlack Toroa-56 exToroa-52<br>**Cie. Asiatique de Navigation<br>S.A.**<br>Djibouti French | 5019<br>2480<br>7106 | <br><br>BV | 1951 Werf de Noord—Alb<br>430' 0" 59' 2" 23' 6"<br>59' 0"<br>F92' 1 dk & S dk | M Ref OSD<br><br>G.482100 B.439684<br>5 Ha (29½', 25½, 34½', 29½', 24½'×22¾')<br>Der 1(53) 1(20) 2(10) 14(5) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp<br>Sulzer Bros. Ltd. |
| 502703<br>PCUW<br>11015<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASMIDISKE**<br><br>**van Nievelt, Goudriaan &<br>Co.'s Stoomv. Maats. N.V.**<br>Rotterdam Netherland | 7059<br>6983<br>16880 | ✠100A1 SS 5/68 ~~SS 0/65~~<br>Str. nav. ice<br>✠LMC<br><br>MN1330 EL g†2$\frac{1}{16}$"SQ | 1958-5 Blohm & Voss A.G.—Ham<br>541' 4" 67' 8" 29' 10½"<br>508' 7" 67' 3" 39' 9"<br>P114' F42 1 dk<br>RW NS 9BH<br>rf nil WB7923t incl. Topside tanks 1629t | M Bulk Carrier Mchy.aft<br>6 Ho 57½', 60¾', 60¾', 60¾', 60¾', 60¾' and 5 Top Ho<br>G.764816<br>6 Ha (stl) (34', 28¾', 28¾', 28¾', 28¾', 34'×29½'), 5 Top Ha (stl) (each 19¾'×29½')<br>Der 2(5) | Oil 2SA 8Cy. 700×1200 mm<br>6650bhp MAN<br>Blohm & Voss A.G.<br>WTAuxB 114lb<br>3×196kW 380V 50c/s a.c. |

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|---|---|---|---|---|---|---|
| 661749<br>EEZQ<br><br>Df Esd<br>Rdr RT | **ASMOR**<br>Launched as Aflor<br>**Larrauri Hermanos**<br>Ondarroa Spanish | 251<br>132<br>345 | BV | **1966** Ast. Ardeag—Bbo<br>119′ 9″ 23′ 0″<br>101′ 9″ 22′ 11″ 12′ 6″<br>1 dk<br>RW | M Trawler Mchy.aft<br>2 Ha (each 3½′×3½′) | Oil 4SA 8Cy. 315×480 mm<br>800bhp Duvant<br>Carmelo Unanue Zumaya<br>11¾k |
| 502705<br>JQVV<br>67880<br>Df Esd<br>Gc Rdr<br>RTm | **ASO MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 7577<br>4291<br>9794 | ~~✠100A1~~ ~~SS 8/67~~<br>~~DTa vegetable oil~~<br>~~✠LMC~~<br>~~✠Lloyd's RMC~~<br>~~EL d12⅛″SQ~~<br>✠Class **WITHDRAWN** ~~NK~~<br>at Owners' request<br>8/68 NK | **1951–11** Nishi Nippon Jukogyo—Nag<br>495′ 4″ 62′ 6″ 27′ 7½″<br>459′ 4″ 62′ 4″ 34′ 5″<br>P23′ B197′ F40′ 2 dks<br>RW 8BH<br><br>rf 6″ WB3146t incl. Tunnel tanks 343t DTsa1633t | TM (9P) Ref<br>6 Ho 49′, 72½′, 63′, 49¾′, 68¼′, 44½′<br>G.565758 B.527417 In.12762<br>6 Ha (stl) (21½′×18′) (39½′×28′) (31½′, 31½′, 39½′, 26½′×23′)<br>18W Der 1(50) 2(20) 2(10) 6(6) 8(3) | 2 Oil 2SA each 6Cy. 720×1250 mm<br>8400bhp 1563t (hvf)<br>Nishi Nippon Jukogyo Nag<br>AuxB 100lb<br>3×230kW 230V d.c. 16k |
| 650152<br>JMVD<br>96090<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ASO MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | ~~3499~~ 3602<br>1957<br>~~3063~~ 3522 | NK | **1964** Mitsui Zosen—Tmn<br>*292·5′* 52′ 7″ 19′ 8″<br>283′ 8″ 52′ 6″ 32′ 2″<br>B54′<br><br>rf 4″ | M Stern Trawler<br>3 Ho 20¾′, 60¼′, 63¾′<br><br>2 Ha (stl) (4′×2¾′) (7¾′×7¾′)<br>1 Ha (w) (7¾′×15¾′)<br>Cr 2(5) 2(3) 2(2) Der 2(5) 4(2) | Oil 2SA 9Cy. 420×750 mm<br>3900bhp B&W (hvf)<br>Mitsui Zosen Tmn<br>2×500kW 445V 60c/s a.c. 16k |
| 502707<br>JQBG<br>82188 | **ASO MARU**<br><br>**Futaba Sangyo Kaiun K.K.**<br>Fukuoka Japanese | 449<br>251<br>676 | | **1958** Tsuneishi Zosen—Numakuma<br>160′ 9″ 26′ 0″ 11′ 10″<br>144′ 4″ 25′ 11″ 13′ 2″<br>1 dk | M Mchy.aft<br><br><br>1 Ha (66¼′×16½′) | Oil 4SA 6Cy. 290×420 mm<br>520bhp<br>Nippon Hatsudoki Kob |
| 502708<br>JMFF<br>69759<br>Df Esd<br>Gc Pfd<br>Rdr | **ASOHARU MARU**<br><br>**Yamashita-Shinnihon Kisen K.K.**<br>Tokyo Japanese | 7839<br>4464<br>10462 | NK<br><br>✠Classed LR until 3/62 | **1953–1** Mitsubishi Hvy Ind. Reorg.—Kob<br>476′ 0″ 60′ 1″ 28′ 0½″<br>438′ 0″ 60′ 0″ 37′ 5″<br>F33′ 2 dks<br>RW | M Ref<br>6 Ho<br>G.530985 B.486360 In.6544<br>6 Ha (22½′×20′) (41′, 38½′, 21¾′, 40¾′×23′) (23′×20′)<br>18W Der 2(25) 2(10) | Oil 2SA 10Cy. 720×1260 mm<br>7700bhp Sulzer 1118t<br>Mitsubishi Hvy Ind. Reorg. Kob<br>3×260, 260, 100kW 230V a.c. 16k |
| 502709<br>VTJZ<br>191134 | **ASOKA**<br><br>**Brunton & Co. Eng. Ltd.**<br>Cochin Indian | 183<br>98<br>— | | **1949** Brunton & Co. Eng. Ltd.—Cochin<br>119′ 4″ 22′ 0″ 9′ 7″<br>... ... ... | Comp TM | 2 Oil 4SA each 6Cy. 6½″×7¾″<br>180bhp NE—<br>Bergius-Kelvin Co. Ltd. Gls<br>8k |
| 502711<br>JXMM<br><br>Df Esd<br>Rdr<br>RTm | **ASP**<br>**Skibs A/S Storli & Skibs A/S Oljetransport**<br>A/S Rederiet Odfjell<br>Bergen Norwegian | 787<br>402<br>1300 | NV | **1961** Schps. v/h De Groot & v. Vliet—Slikkerveer<br>204′ 11″ 31′ 7″ 14′ 4¾″<br>188′ 2″ 31′ 6″ 13′ 2″<br>1 dk len 66 | M Tanker Mchy.aft<br>8 Ta<br>L.72000 HeCls. C | Oil 4SA 6Cy. 320×480 mm<br>750bhp 30t (d.o)<br>Motorenw. Mannheim Mhm<br>3×40kW 220V d.c. 11k |
| 528312<br>SVTY<br>2773<br>Df Esd<br>Rdr | **ASPA MARIA**<br>exPoseidon-66<br>**Cia. de Nav. Alanje S.A.**<br>Piræus Greek | 2577<br>1069<br>3341 | ✠100A1 SS 7/66<br>with freeboard<br>✠LMC<br><br>EL v 1⅝″SQ | **1948–3** Wm. Hamilton & Co. Ltd.—P.Gl<br>349′ 6″ 48′ 8″ 19′ 11″<br>319′ 11″ 48′ 6″ 28′ 6″<br>P18′ F36′ 1 dk & S dk, 3rd dk in No. 1 hold<br>Coll BH to S dk 5 to 2nd dk<br>WB239t | M Ref OSD<br><br>G.206320 B.186320 In.5238<br><br>12W Der 1(25) | Oil 2SA 5Cy. 560×1600 mm<br>3200bhp Doxford 571t<br>D. Rowan & Co. Ltd. Gls<br>AuxB 105lb 15k |
| 541026<br>IKIM<br>87<br>Esd Rdr<br>RT | **ASPA PRIMO**<br><br>**"L'Oceanica" S.p.A.**<br>Olbia Italian | 644<br>335<br>— | RI | **1963** Cant. Nav. Giuliano—Tri<br>195′ 6″ 29′ 6″ 13′ 2″<br>180′ 4″ 29′ 5″ 19′ 4″<br>1 dk | M Fishing Mchy.aft<br>1 Ho | Oil 4SA 9Cy. 300×450 mm<br>1310bhp<br>Masch. Augsburg-Nürnberg Aug |
| 651688<br>IKIP<br>92<br>Df Esd<br>Gc Rdr<br>RT | **ASPA QUARTO**<br><br>**"ASPA" Armatoriale Sarda Pesca Atlantica S.p.A.**<br>Olbia Italian | 1643<br>864<br>946 | RI | **1965** Cant. Nav. Apuania—Carrara<br>244′ 1″ 40′ 0″ 16′ 0″<br>213′ 3″ 39′ 4″ 27′ 3″<br>2 dks | D-E Stern Trawling Factory Ship<br>3 Ho | 3 Oil 4SA each 6Cy. connected to 2 electric motors & sc. shaft<br>Klöckner-Humboldt-Deutz Kln<br>Controllable pitch propeller |
| 542331<br>IKIN<br>88<br>Esd Rdr<br>RT | **ASPA SECONDO**<br><br>**"L'Oceanica" S.p.A.**<br>Olbia Italian | 621<br>304<br>— | RI | **1964** Cant. Nav. Giuliano—Tri<br>195′ 6″ 29′ 6″ 13′ 1½″<br>180′ 3″ 29′ 5″ 19′ 4″<br>F31′ 1 dk | M Fishing Mchy.aft<br>1 Ho<br>In.18364<br><br>1W Der 1(1½) | Oil 4SA 9Cy. 300×450 mm<br>1310bhp 230t<br>Masch. Augsburg-Nürnberg Aug<br>13k |
| 651175<br>IKIO<br>91<br>Df Esd<br>Gc Rdr<br>RT | **ASPA TERZO**<br><br>**"ASPA" Armatoriale Sarda Pesca Atlantica S.p.A.**<br>Olbia Italian | 1643<br>864<br>931 | RI | **1965** Cant. Nav. Apuania—Carrara<br>244′ 1″ 40′ 0″ 16′ 0″<br>213′ 3″ 39′ 4″ 27′ 3″<br>2 dks | D-E Stern Trawling Factory Ship<br>3 Ho | 3 Oil 4SA each 6Cy. connected to 2 electric motors & sc. shaft<br>Klöckner-Humboldt-Deutz Kln<br>Controllable pitch propeller |
| 510216<br>SZJD<br>2413<br>Df Esd<br>Gc | **ASPASIA**<br>exElli-64 exDimitrakis P.-60<br>exDimitris-59 exVimy-55<br>exDocteur Pham Huu Chi-52<br>exHuynh Khuong An-48<br>exWoodland Park-46<br>**Rhea Compania Naviera S.A.**<br>Piræus Greek | 3151<br>1889<br>— | BV<br><br>✠Classed LR until 4/49<br><br><br>**BROKEN UP** | **1943–12** Foundation Maritime Ltd.—Pictou<br>315′ 4″ 46′ 6″ 20′ 10″<br>46′ 4″<br>P31′ B76′ F34′ 1 dk | S<br><br><br><br>6W Der 1(25) 7(5) | T 3Cy. 20″ 31″ & 55″×39″<br>(o.f)<br>Canada Irn Fndries Three Rivers<br>10k |

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|---|---|---|---|---|---|---|
| 540116<br>SYAM<br>2104<br>Df Esd<br>Gc Rdr | **ASPASIA**<br>exMarcus Bischoff-62<br>exPoul Carl-59<br>**Raphael D. Melahrinos**<br>**& Sons**<br>Piræus Greek | 2465 ~~2265~~<br>1320<br>3410 | GL<br>✠Classed LR until 5/61 | 1947-11 S. P. Austin & Son Ltd.—Sld<br>323' 2" 45' 0" 19' 1"<br>307' 4" 44' 9" 20' 3"<br>P27' Q90' B128' F30' 1 dk | S<br>G.186850 B.173100<br>8W Der 1(15) | T 3Cy. 21½" 34" & 62"×39"<br>1650ihp<br>N.E. Mar. Eng. Co. (1938) Ltd. |
| 502713<br>5LTT<br>1232<br>Df Esd<br>Gc Rdr | **ASPASIA NOMIKOS**<br>**Thera Shipping Co.**<br>Monrovia Liberian | 13415<br>8269<br>20641 | AB | 1952 Harima Zosensho—Aio<br>*553·2'* 73' 6" 31' 3½"<br>547' 11" 73' 2" 40' 4"<br>P123' B41' F75' 1 dk<br>RW<br>rf 5" | S Tanker Mchy.aft<br>27 Ta | 2 S Turb dr geared to sc. shaft<br>9000shp<br>Ishikawajima Jukogyo |
| 642226<br>SGBP<br>10532<br>Df Esd<br>Gc Rdr<br>RT | **ASPEN**<br>**O. F. Ahlmark & Co. Eftr. A/B**<br>Bengt Rejmer<br>Karlstad Swedish | 499<br>276<br>1100 | ✠100A1 SS 5/68<br>Ice Class 3<br>✠LMC<br>MN260 EL n1 1/16"SQ | 1964-10 A/B Falkenbergs Varv—Falkenberg<br>244' 1" 35' 6" 12' 0½"<br>216' 1" 35' 5" 19' 6"<br>F31' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 7" WB345t | M OSD Mchy.aft<br>G.89000 B.81000<br>Cr 3(3) | Oil 4SA 8Cy. 320×480 mm<br>1300bhp<br>Motorenw. Mannheim<br>Controllable pitch propeller |
| 502715<br>PCUX<br>Df Esd<br>Rdr<br>RTm | **ASPERA**<br>**J. Pronk**<br>N.V. Rekab<br>Groningen Netherland | 385<br>197<br>450 | BV | 1957 A. Vuijk & Zonen—Capelle<br>157' 7" 26' 2" 9' 6½"<br>142' 1" 25' 11" 10' 4"<br>1 dk<br>RW<br>rf 6" | M Mchy.aft<br>1 Ho 91½'<br>G.24950 B.23500<br>2 Ha (stl) (each 34'×15½')<br>Der 2(2) | Oil 2SA 6Cy. 190×350 mm<br>300bhp<br>N.V. Mach. "Bolnes"<br>1×5kW 110V d.c. |
| 671839<br>GWYU<br>334609 | **ASPERITY**<br>**F. T. Everard & Sons Ltd.**<br>London Br'tish<br>For later particulars see New Entries No. 1 | 698<br>402<br>1200 | 100A1<br>oil tanker<br>Class contemplated | N.V. Nieuwe Noord Ned. Schps.—Gro<br>229' 7" 32' 10" 12' 7"<br>209' 11" 32' 2" 13' 11" | M Oil/Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 400×580 mm<br>Klockner-Humboldt-Deutz |
| 502718<br>THVI<br>Df Esd<br>RT | **ASPIN**<br>**Armement Dhellemmes Frères**<br>Concarneau French | 158<br>53<br>— | BV | 1962 At. & Ch. de la Rochelle-Pallice—La R-P<br>98' 0" 22' 2" 8' 9"<br>82' 0" 22' 0" 11' 10"<br>RW | M Trawler<br>3 Ha (3½', 3½'×3½') (3½'×3') | Oil 4SA 6Cy. 270×360 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 641616<br>IBBZ<br>637<br>Df Esd<br>Gc Rdr | **ASPRA**<br>~~Armatrice Santa Rosalia S.p.A.~~<br>~~Palermo Genoa~~ ~~Italian~~<br>**Compagnia Marittima Carlo Cameli**<br>Genoa Italian | 29842<br>17247<br>45100 | ✠100A1<br>ore carrier or for oil in No. 1 tank, side tanks & Nos. 2, 3, 5 & 6 centre tanks<br>✠LMC<br>MN3780 EL u†3¼"SQ<br>AB RI | 1965-2 Ansaldo S.p.A.—Spz<br>752' 9" 98' 10" ~~40' 8½"~~ 40' 8¼"<br>698' 7" 98' 5" 52' 5"<br>P135' F75' 1 dk<br>12BH<br>rf nil WB5938t incl. DTsf584t | M Ore/Oil Carrier Mchy.aft<br>6 Ho 26 Ta<br>12 Ha | Oil 2SA 9Cy. 900×1600 mm<br>18900bhp<br>S.A. Fiat S.G.M.<br>2WTAuxB 455lb sg 128lb |
| 502723<br>GCKE<br>300920<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ASPRELLA**<br>**Tanker Finance Ltd.**<br>London British<br>Shell Tankers (U.K.) Ltd. (Mgrs.) | 12321<br>7223<br>18225 | ✠100A1 SS 2/68 ~~SS 8/63~~<br>oil tanker<br>✠LMC<br>MN1500 EL h†2 3/16"SQ | 1959-8 Kieler Howaldtswerke A.G.—Kel<br>560' 0" 69' 5" 29' 9½"<br>531' 0" 69' 3" 38' 11"<br>P112' B39' F48' 1 dk<br>16BH<br>rf 3" WB496t | S Tanker Mchy.aft<br>33 Ta<br>1 Ha (stl) (8'×8')<br>Der 1(5) | 2 S Turb dr geared to sc. shaft<br>7500shp<br>Howaldtswerke Ham. A.G.<br>2WTB 753lb Spt 850°F. 653lb sg 142lb<br>2×400kW 450V 60c/s a.c. |
| 502726<br>178960 | **ASPY III**<br>**Offshore Seismic Services Ltd.**<br>Nassau British | 335<br>241<br>— | | 1944 Pt. Carling Boat Wks Ltd.—Pt. Carling<br>*134·1'* 26' 0" 11' 0"<br>... ... ...<br>1 dk | Wood M Mchy.aft | Oil 4DA 6Cy. 355×435 mm<br>Emade45fitted47<br>Canadian Fairbanks Morse |
| 671501<br>DANP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASSEBURG**<br>**Partenreederei "Asseburg"**<br>Harald Schuldt<br>Hamburg W. German | 5532<br>3050<br>7490 | GL<br>~~✠Lloyd's RMC~~ | 1967 Kieler Howaldtswerke A.G.—Kel<br>485' 8" 63' 1" 26' 4"<br>442' 11" 63' 0" 38' 4"<br>4 dks<br>RW | M Ref CSD<br>In.345413 | Oil 2SA 10Cy. 700×1200 mm<br>14000bhp MAN<br>Kieler Howaldtswerke A.G. |
| 502727<br>Df Esd<br>Gc Rdr | **ASSEBURG**<br>Now **EL PUNTAL** See New Entries No. 2 | 2993<br>1395<br>3300 | | 1959 Kieler Howaldtswerke A.G.—Kel<br>413' 4" 51' 2" 19' 11½"<br>377' 4" 51' 1" 28' 8"<br>B&F331' 1 dk & S dk<br>RW | M Ref OSD<br>In.223060<br>4 Ha<br>8W Der 1(10) 9(5) | Oil 2SA 8Cy. 700×1200 mm<br>6000bhp<br>Kieler Howaldtswerke A.G. |
| 502728<br>DHQV<br>Df Esd<br>Rdr RT | **ASSEL**<br>**Julius Hauschildt**<br>Küstenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg W. German | 424<br>246<br>680 | GL<br>len 55 | 1951 Heinr. Brand—Oldenburg<br>167' 4" 25' 9" 10' 10"<br>25' 7" 12' 8"<br>P47' B13' F29' 1 dk<br>RW | M<br>1 Ho 106½'<br>G.30819 B.29400<br>2 Ha<br>3W Der 3(1½) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 672984<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ASSER RIG**<br>**Kommanditselskapet af 21.11.1966**<br>~~Rederiet Kalu-Line A/S~~<br>Kalundborg Danish<br>Firma Jørgen Schultz (Mgrs.)<br>Now **VELA** See New Entries No. 4 | ~~739~~ T.Mk<br>— 778<br>~~4600~~ 364<br>~~1399~~ 1430<br>~~740~~ 1400<br>~~2360~~ 917<br>2441 | | 1967 Rolandwerft G.m.b.H.—Bmn<br>259' 11" 40' 1" 13' 10"/~~11' 6½"~~ 18' 0"<br>263' 3" 40' 0" 21' 4"<br>P55' F21' 1 dk & S dk<br>rf 6" | M ~~OSD/CSD~~ Mchy.aft<br>2 Ho 87½', 79½'<br>G.118820 B.104870<br>2 Ha (stl) (53'. 55'×23')<br>4W Cr 5(20) 9(5) | Oil 4SA 6Cy. 450×550 mm<br>1999bhp<br>Atlas-Mak Masch.<br>3×162, 162, 50kW 400V 50c/s a.c. |

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| 641789<br>GLXA<br>306015<br>Df Esd<br>Pfd | **ASSIDUITY**<br>**F. T. Everard & Sons Ltd.**<br>London British | **1249**<br>497<br>1488 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN225 | SS 7/68<br>EL o1⅜″SQ | **1964**–5 Goole S.B. & R. Co. Ltd.—Goo<br>234′ 6″ 36′ 3″ 14′ 8″<br>218′ 0″ 36′ 0″ 15′ 0″<br>P67′ F38′ Trunk 109′ 1 dk<br>13BH<br>rf 4″ WB342t incl. DTf175t | M Tanker Mchy.aft<br>12 Ta<br>L.66885 | Oil 2SA 4Cy. 407×648 mm<br>1125bhp<br>Newbury Diesel Co. Ltd.<br>2db 180℔ | 88t<br>Nby<br>11k |
| 536028<br>ELOS<br>2825<br>Df Esd<br>Gc Rdr<br>RTm/h | **ASSIMI III**<br>exSem–67 exThorshov–65<br>**St. Grigorousa Maritime Co. Ltd.**<br>Monrovia Liberian | **10314**<br>5853<br>15656 | **BURNT & SANK 4/68** | NV | **1955** A/S Framnæs M/V—Sfj<br>529′ 9″ 64′ 4″ 29′ 7¼″<br>501′ 5″ 64′ 1″<br>1 dk<br>RW | M Tanker Mchy.aft<br>Der 3(5) | Oil 2SA 9Cy. 680×1500 mm<br>6750bhp<br>A/B Götaverken<br>4×165, 165, 165, 110kW 220V d.c. | (hvf)<br>Got |
| 517066<br>5MZG<br>2054<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASSIMINA**<br>exWorld Continental–67<br>exJava–64<br>**Seawind Tankers Corp.**<br>Monrovia Liberian | **12287**<br>7409<br>18340 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN2060 | ~~SS 12/64~~<br>SS 1/69<br>EL i†2$\frac{7}{16}$″SQ | **1960**–1 A/S Nakskov Skibsv.—Nkv<br>559′ 10″ 72′ 2″ 30′ 2¼″<br>535′ 5″ 72′ 0″ 39′ 3″<br>P115′ B44′ F74′ 1 dk<br>13BH<br>rf 4″ WB134t | M Tanker Mchy.aft<br>20 Ta<br>L.1522734 HeCls. BC | Oil 2SA 6Cy. 840×1800 mm<br>10300bhp<br>Burmeister & Wain<br>2WTAuxB primary 710℔<br>secondary 192℔ Spt 192℔<br>AuxB 170℔ | 2960t–80pd<br>Cpn<br>16½k |
| 526388<br>SZXZ<br>2687<br>Df Esd<br>Rdr | **ASSIMINA**<br>exOphir–65 exLandbreeze–53<br>exEsito–51<br>**Annaliza Cia. Naviera S.A.**<br>Piræus Greek | **1955**<br>1136<br>2905 | | BV | **1948** Kaldnes M/V—Tbg<br>289′ 5″ 42′ 4″ 17′ 1″<br>42′ 2″<br>P27′ B60′ F28′ 1 dk | S<br>G.158000 B.146000<br>8W | C 2Cy. 15¾″ & 31½″×30″ & LP turb with dr gearing & hydraulic coupling<br>Kaldnes M/V | 285t (o.f)<br>Tbg<br>10½k |
| 502730<br>SVEW<br>1324<br>Esd RT | **ASSIMINA**<br>exPahang–56<br>**A. Goumas**<br>Piræus Greek | **1008**<br>527<br>1141 | **BS✻**<br>with fbd Mediterranean, Black Sea, Red Sea & European coasting service but not north of 60°N.<br>**MBS✻**<br>MN165 | SS 12/65<br>CT1387 C22 | **1939**–2 Taikoo D. & E. Co.—H.Kg<br>225′ 0″ 35′ 7″ 13′ 3″<br>210′ 0″ 36′ 6″ 21′ 0″<br>F34′ 1 dk & S dk (stl-ws)<br>7BH<br>WB319t | M OSD Mchy.aft<br>G.82000 B.76000 | Oil 4SA 6Cy. 400×660 mm<br>750bhp<br>Humboldt-Deutzmot. | 85t<br>Köln-Deutz<br>10½k |
| 502731<br>SZGV<br>345<br>Df Esd<br>Gc | **ASSIMINA PIANGOS**<br>exAssimina P.–65<br>exSanta Marina–59<br>exMountainside–53<br>exLake Babine–51<br>exBeaton Park–46<br>Launched as Fort Mackinac<br>**Mina Cia. de Vapores S.A.**<br>Andros Greek | **7129**<br>4311<br>10761 | ✠Classed LR until 2/58<br>**BROKEN UP** | AB | **1943**–11 Burrard D.D. Co. Ltd.—Vcr<br>441′ 6″ 57′ 2″ 27′ 8¾″<br>416′ 0″ 56′ 11″ 37′ 4″<br>2 dks<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.549310 B.502534<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 1(30) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>John Inglis Co. Ltd.<br>3×20kW 120V d.c. | 1683t (o.f)<br>Tto<br>10k |
| 502732<br>VGKX<br>125984<br>Df Esd<br>Gc Rdr<br>RTm | **ASSINIBOIA**<br>**J. A. L. Steamship Lines Ltd.**<br>~~Canadian Pacific Railway Co.~~<br>Montreal Canadian | **3925**<br>2885<br>2400 | ✠<br>**TO BE CONVERTED FOR USE AS A FLOATING RESTAURANT** | | **1907**–8 Fairfield Co. Ltd.—Gls<br>346′ 0″ 43′ 9″ 17′ 7″<br>… … …<br>B&F295′ 1 dk & A dk<br>R | S (284P) Mchy.aft<br>3 Ho 81¼′, 49½′, 54′<br>B.156452 | Q 4Cy. 23½″ 34″ 48½″ & 70″×45″<br>3300ihp<br>Fairfield Co. Ltd. | (o.f)<br>Gls<br>14k |
| 502733<br>GBZW<br>183749<br>Df Esd<br>Gc Rdr<br>RTv | **ASSIOUT**<br>**Moss Hutchison Line Ltd.**<br>Liverpool British | **3422**<br>1539<br>4716 | **✠100A1** SS 9/68 ~~SS 9/63~~<br>with freeboard<br>**✠LMC**<br>**✠Lloyd's RMC** | EL (x)1⅞″SQ | **1949**–10 Harland & Wolff Ltd.—Bel<br>366′ 11″ 52′ 2″ 21′ 6¼″<br>345′ 7″ 52′ 0″ 32′ 6″<br>F32′ 1 dk & S dk<br>R Coll BH to S dk 5 to 2nd dk<br>rf 3″ WB1083t incl. Tunnel tanks 129t | M Ref OSD<br>4 Ho 47¾′, 76¾′, 70′, 40′<br>G.297030 B.270510 In.5750<br>5 Ha (21¾′×16′) (40′, 45′, 17½′ 6½′×18′)<br>13W Der 1(25) 2(10) 6(5) 4(3) | Oil 4SA 8Cy. 650×1400 mm<br>3500bhp B&W<br>Harland & Wolff Ltd.<br>AuxB 120℔<br>3×175kW 220V d.c. | 496t (d.o)<br>Bel<br>14k |
| 502734<br>SULH<br>19<br>Df Esd<br>Gc Rdr<br>RT | **ASSIOUT**<br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | **2407**<br>1213<br>3265 | | GL | **1962** Suez Canal Authority—P.Fuad<br>258′ 0″ 41′ 10″ 21′ 6″<br>238′ 7″ 41′ 8″ 23′ 7″<br>2 dks<br>RW | M Mchy.aft | Oil 4SA 7Cy. 400×600 mm<br>1470bhp<br>Masch. Augsburg-Nürnberg | Aug |
| 502736<br>OHCT<br>202<br>Df Esd<br>Rdr<br>RTh | **ASSISTANS**<br>**Finska Bergnings A/B Neptun**<br>Helsinki/Helsingfors Finnish | **247**<br>69<br>— | **BROKEN UP** | | **1900**–3 Motala M/V A/B—Motala<br>117′ 9″ 22′ 1″ 10′ 10″<br>… … …<br>F19′ 1 dk<br>R len 22<br>BK8″ | S Salvage Ship<br>1 Ho 22′<br>1 Ha (7½′×6½′)<br>1W Der 1(3½) | C 2Cy. 18″ & 38″×22″<br>475ihp<br>Motala M/V A/B<br>1×6½kW 125V | 40t(c)<br>Motala<br>10k |
| 671722<br>1179<br>Rdr RT | **ASSUNTA RAVENNA**<br>**Petrokan S.p.A.**<br>Ravenna Italian | **389**<br>214<br>1000 | | RI | **1966** Cant. Nav. di Pesaro—Pesaro<br>*194·7′* 29′ 1″ 10′ 4″<br>183′ 9″ 29′ 0″ 11′ 5″<br>1 dk | TM Tanker Mchy.aft<br>10 Ta | 2 Oil 4SA each 6Cy. 140×180 mm<br>560bhp<br>Motorenw. Mannheim | Mhm |
| 502737<br>MWPQ<br>187373<br>Df Esd<br>Pfd | **ASSURITY**<br>**F. T. Everard & Sons Ltd.**<br>London British | **2238**<br>1062<br>2600 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN240 | SS 1/65<br>EL r1½″SQ | **1956**–4 Goole S.B. & R. Co. Ltd.—Goo<br>281′ 11″ 41′ 9″ 17′ 1¼″<br>265′ 6″ 41′ 6″ 17′ 9″<br>P69′ F26′ Trunk151′ 1 dk<br>RW 12BH<br>rf 4″ WB340t incl. DTf163t | M Tanker Mchy.aft | Oil 2SA 6Cy. 407×648 mm<br>1200bhp<br>Newbury Diesel Co. Ltd.<br>2db 180℔ | Nby |

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|---|---|---|---|---|---|---|
| 501357<br>GCBC<br>183735<br>Df Esd<br>Gc Rdr<br>RTv | **ASSYRIA**<br>exAmarna-67<br>**Moss Hutchison Line Ltd.**<br>Liverpool British<br>Now **AMARNA**<br>See New Entries No. 1 | **3422**<br>1539<br>4739 | ✠100A1 SS 7/65<br>with freeboard<br>✠LMC<br>**✠Lloyd's RMC**<br>EL x 1½"SQ | **1949-7** Harland & Wolff Ltd.—Gls<br>366' 11" 52' 3" 21' 6½"<br>345' 6" 52' 0" 32' 7"<br>F32' 1 dk & S dk<br>R Coll BH to S dk 5 to 2nd dk<br>rf 3" WB1147t incl. Tunnel tanks 129t | M Ref OSD<br>4 Ho 47½', 76½', 70', 40'<br>G.297030 B.270510 In.6000<br>5 Ha (21½'×16') (40', 45', 17½', 6½'×18')<br>13W Der 1(25) 2(10) 6(5) 4(3) | Oil 4SA 8Cy. 650×1400 mm<br>3890bhp B&W<br>Harland & Wolff Ltd.<br>db 120lb<br>3×175kW 220V d.c. |
| 540117<br>OGHL<br>1082<br>Df Esd<br>Rdr | **ASTA**<br><br>**Rederi A/B Asta**<br>Lennart Karlsson<br>Mariehamn Finnish | **1599**<br>843<br>2500 | ✠100A1 SS 5/67<br>Ice Class 1<br>✠LMC<br>MN480 EL †1½"SQ | **1963-2** A/B Finnboda Varf—Skm<br>307' 9" 45' 3" 16' 7½"<br>277' 11" 45' 1½" 25' 8"<br>P76' F41' 1 dk & S dk<br>Coll & mchy. BH to S dk, 3 to 2nd dk<br>rf 2" WB656t incl. DTf70t | M OSD Mchy.aft<br>2 Ho<br>G.183943 B.174954<br>2 Ha (each 59½'×23½')<br>4W Cr 2(5) Der 1(20) 4(5) | Oil 2SA 6Cy. 450×700 mm<br>2400bhp<br>N.V. Werkspoor |
| 502740<br><br><br>RT | **ASTA**<br>exEmpire Nicholas–47<br>**N.V. Nederland-Indonesië**<br>**Steenkolen Handel Maats.**<br>Reported sailing as **LAUT ARAFURA** under Indonesian flag | **257**<br>—<br>— | *Classed BC until 12/63 | **1944-6** J. Crown & Sons Ltd.—Sld<br>114' 0" 30' 2" 12' 8½"<br>105' 0" 30' 0" 13' 6"<br>BK7" | S Tug Mchy.aft | T 3Cy. 16½" 27" & 46"×30"<br>N.E. Mar. Eng. Co. (1938) Ltd. |
| 502741<br>OUHV | **ASTA**<br>exJan–59 exAsta exVorwaarts<br>~~**H. J. A. Kristensen**~~<br>Søby Danish<br>**Fru Sigrid Kristensen Partrederi** | **109**<br>50<br>150 | | **1914** J. W. Boerma—Martenshoda<br>97' 10" 18' 6" 7' 0"<br>... ... ...<br>R | M | Oil 2SA 2Cy. 230×400 mm<br>120bhp NE50<br>Frederikshavns Jernst. |
| 502742<br>SVQK<br>1529<br>Df Esd<br>Gc RT | **ASTAKOS**<br>exPrésident Houduce–59<br>**Astakos Open Sea Fishing Co.**<br>Piræus Greek | **1179**<br>568<br>— | BV | **1930** Cox & Co. (Engineers) Ltd.—Fal<br>*215·4'* 34' 7"<br>34' 5"<br>P9' F47' | M Trawler | Oil ~~2SA 7Cy. 340×570 mm~~<br>~~700bhp~~ NE66<br>~~Atlas-Diesel~~ |
| 640583<br>URDR<br>M-19043 | **ASTARA**<br><br>**U.S.S.R.**<br>Izmail Russian | **3398**<br>1735<br>4016 | | **1961** ......................Russia<br>393' 9" 49' 4" 14' 6"<br>49' 2" 21' 5" | TM<br>4 Ho<br>G.185897<br>4 Ha (39', 39', 45', 45'×26½') | 2 Oil 2SA each 8Cy. 300×500 mm |
| 642230<br>DECS<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **ASTARTE**<br><br>**Dampfschiff.-Ges. "Neptun"**<br>Bremen W. German | T.Mk **500**<br>291<br>1205 | GL | **1964** Fr. Lürssen Werft—Bmn<br>238' 8" 37' 10" 11' 7⅞"<br>216' 7" 37' 6½" 20' 8"<br>B26' F24' 1 dk & S dk | M OSD Mchy.aft<br>2 Ho 53½', 65'<br>G.112176 B.99874<br>2 Ha (stl) (53½', 65'×22½')<br>Cr 1(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Klöckner-Humboldt-Deutz<br>1×30kW 230/400V d.c. |
| 502745<br>DHMW<br><br>Df Esd<br>RT | **ASTARTE**<br><br>**Hinrich Lütje**<br>Johs. Thode<br>Hamburg W. German | **499**<br>330<br>792 | GL | **1957** J. J. Sietas Schiffsw.—Ham<br>*181·4'* 29' 4" 10' 10"<br>29' 2½" 12' 6"<br>P29 F17' 1 dk<br>len 64 | M<br><br>G.42500 B.39500<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 502746<br>THBH<br><br>RT | **ASTARTE**<br><br>**Jérôme Le Berre & Cie.**<br>Douarnenez French | **281**<br>143<br>— | BV | **1961** Ch. Nav. de Cornouaille—Tréboul<br>*108·9'* 28' 5"<br>... ... ... | Wood M Fishing<br><br><br>6 Ha (2¾'×3½') (3½', 3½', 4½'×3½') (11'×9½') (2½'×2½') | Oil 2SA 5Cy. 230×400 mm<br>350bhp<br>Alpha-Diesel A/S |
| 680225 | **ASTEASU**<br><br>**José Otaño y Serafín Trecu**<br>Pasajes Spanish | **160**<br>—<br>— | | **1967** Ast. Balenciaga S.A.—Zumaya<br>94' 6"<br>85' 4" 20' 4" 11' 6" | M Trawler | Oil<br><br>Klöckner-Humboldt-Deutz |
| 640318<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ASTENE 95**<br>Launched as Bastant<br>**Empresa Nacional "Elcano" de la Marina Mercante**<br>Seville Spanish<br>Now **VILLAVERDE** (No. 640318) in the Register | **2168**<br>1124<br>2327 | NV | **1965** Empresa Nacional "Elcano"—Sev<br>274' 6" 46' 0"<br>244' 7" 45' 11" 25' 4"<br>2 dks, 3rd dk in No. 2 hold | M Mchy.aft | Oil 2SA 5Cy. 520×900 mm<br>Götaverken<br>Empresa Nacional "Elcano" |
| 651769<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ASTENE 96**<br><br>**Empresa Nacional "Elcano" de la Marina Mercante**<br>Seville Spanish<br>Now **VILLAFRIA** (No. 651769) in the Register | **2168**<br>1124<br>2327 | | **1965** Empresa Nacional "Elcano"—Sev<br>274' 6" 46' 0"<br>244' 7" 45' 11" 25' 4"<br>2 dks, 3rd dk in No. 2 hold | M Mchy.aft | Oil 2SA 5Cy. 520×900 mm<br>Götaverken<br>Empresa Nacional "Elcano" |
| 660352<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ASTENE 97**<br><br>**Empresa Nacional "Elcano" de la Marina Mercante**<br>Seville Spanish<br>Now **VILLAFRANCA** (No. 660352) in the Register | **2167**<br>1124<br>2364 | | **1966** Empresa Nacional "Elcano"—Sev<br>274' 1" 46' 0" 17' 9½"<br>244' 7" 45' 11" 25' 3½"<br>2 dks, 3rd dk in No. 2 hold | M Mchy.aft | Oil 2SA 5Cy. 520×900 mm<br>2500bhp Götaverken<br>Empresa Nacional "Elcano" |
| 640769<br>ZSFR<br>350371<br>Esd<br>RTm | **ASTER**<br><br>**East Fisheries Ltd.**<br>Irvin & Johnson Ltd.<br>Cape Town S. African | **360**<br>120<br>186 | ✠Classed LR until 12/66 | **1964-6** Charles D. Holmes & Co. Ltd.—Bev<br>139' 10" 26' 10"<br>123' 2" 26' 6" 13' 9"<br>F23'<br>RW<br>rf 30" BK7" | M Trawler<br>2 Ho 29', 12½'<br><br>5 Ha (3 ×3½') (3½'×4') (5½', 5½'×3½') (5'×5') | Oil 2SA 7Cy. 310×490 mm<br>840bhp<br>Alpha-Diesel A/S<br>2×40, 25kW 110V d.c.<br>Controllable pitch propeller |

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|---|---|---|---|---|---|---|---|
| 541888<br>TOVX<br>Df Esd<br>Pfd Rdr<br>RT | **ASTER**<br>**J. Hervé & Cie.**<br>Lorient French | 119<br>50<br>— | BV | 1963 Ch. & At. de la Perrière—Lorient<br>85' 4" 22' 3" 11' 2"<br>75' 6" 22' 1" 11' 4"<br>RW | M Trawler<br>2 Ha (each 3½'×3½')<br>Der 1(2) | Oil 4SA 8Cy. 185×200 mm<br>400bhp<br>Moteurs Baudouin | Msl<br>10½k |
| 511501<br>5MHN<br>1594<br>Df Esd<br>Gc Rdr | **ASTERI**<br>exSkopelos–65 exFinisterre–63<br>exCéliméne–61 exLa Médé–48<br>exDobytown–47<br>**Astromarine Corp.**<br>Monrovia Liberian | 14133<br>9774<br>24470 | AB | 1963 (Fwd & cargo section)<br>Deutsche Werft A.G.—Ham<br>1945 (Aft) Alabama D.D. & S.B. Co.—Mob<br>591' 6" 75' 0" 33' 1⅜"<br>565' 0" 74' 11" 47' 6"<br>P85' 1 dk<br>RW conv tanker 63<br>rf nil | T-E Bulk Carrier Mchy.aft<br>5 Ho<br>5 Ha | S Turb 9350shp connected to elec. motor<br>General Electric Co. | 3047t (o.f)<br>Lyn |
| 531597<br>SZRD<br>2568<br>Df Esd<br>Gc Rdr<br>RT | **ASTERI**<br>exVeslefjell–65<br>exSea Carrier–64<br>exVeslefjell–60<br>**Seaways Co. Inc.**<br>Piræus Greek | 1851<br>1002<br>— | NV | 1951 A/S Fredriksstad M/V—Fks<br>297' 4" 42' 7" 18' 2"<br>42' 5"<br>1 dk & S dk<br>RW len 60 | M OSD<br>G.165550 B.156400<br>8W Der 1(15) | Oil 2SA 5Cy. 520×900 mm<br>A/B Götaverken | 379t<br>Got<br>12k |
| 502749<br>PCUY<br>11081<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASTEROPE**<br>**van Nievelt, Goudriaan & Co.'s Stoomv. Maats. N.V.**<br>Rotterdam Netherland | 11396<br>7059<br>~~15768~~<br>17000 | ✠100A1 SS 11/63<br>Str. nav. ice<br>✠LMC<br>MN1330 EL g†2$\frac{5}{16}$"SQ | 1958–8 Blohm & Voss A.G.—Ham<br>541' 4" 67' 8" 29' 10½"<br>508' 7" 67' 3" 39' 9"<br>P114' F42' 1 dk<br>RW NS 9BH<br>rf nil WB8164t incl. Topside tanks 1629t | M Bulk Carrier Mchy.aft<br>6 Ho 57½', 60¾', 60¾', 60¾', 60¾', 60¾',<br>5 Top Ho<br>G.764735<br>6 Ha (stl) (34', 28¾', 28¾', 28¾', 28¾', 34'×29½')<br>5 Top Ha (stl) (each 19¾'×29½')<br>2W Der 2(5) | Oil 2SA 8Cy. 700×1200 mm<br>6650bhp MAN<br>Blohm & Voss A.G.<br>WTAuxB 114lb<br>3×196kW 380V 50c/s a.c | 1187t (hvf)<br>Ham<br>15k |
| 502854<br>ELCJ<br>2795<br>Df Esd<br>Gc RTv | **ASTERUS**<br>exAthene–67<br>**Asterus Cia. Nav. S.A.**<br>Monrovia Liberian<br>For later particulars<br>see New Entries No. 1 | 8654<br>5108<br>13330 | NV | 1949 Kockums M/V A/B—Mmo<br>496' 4" 62' 2" 27' 2¼"<br>465' 10" 62' 0" 34' 7"<br>P91' B35' F57' 1 dk | M Tanker Mchy.aft<br>19 Ta | Oil 2DA 7Cy. 600×1100 mm<br>4500bhp<br>Kockums M/V A/B<br>2×190kW 110V d.c. | (hvf)<br>Mmo<br>13½k |
| 640317<br>TFVV<br>Df Esd<br>Rdr Rt | **ÁSTHÓR**<br>**Isbjörninn h/f**<br>Reykjavik Icelandic | 193<br>79<br>— | NV | 1964 Flekkefjord Slip & Mask.—Flekkefjord<br>101' 7" 22' 1" 11' 2¾"<br>89' 7" 22' 0" 11' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 8¾"×11½"<br>495bhp<br>Lister Blackstone Mar. Ltd. | Dursley |
| 512687<br>EABD<br>RTm | **ASTILLERO**<br>exGayarre–67 exArichachu–39<br>**Ignacio Vega Leguina**<br>Santander Spanish | 3493<br>2155<br>5607 | ~~✠100A1~~ ~~SS 1/65~~<br>~~✠LMC~~<br>✠Class **WITHDRAWN** ~~EL v~~<br>at Owners' request<br>12/68 | 1920–12 Echevarrieta y Larrinaga—Cdz<br>*341·2'* 48' 0" 21' 10"<br>330' 9" 47' 9" 25' 8"<br>P31' B91' F32' 1 dk<br>R NS 5BH<br>rf 9" WB1110t | S<br>4 Ho 51¼', 64', 57', 46¼'<br>G.267000 B.239000<br>4 Ha (24', 32¾', 32¾', 24'×21')<br>Cr 8(2) Der 8(3) | T 3Cy. 25" 41" & 68"×45"<br>2000ihp<br>J. G. Kincaid & Co. Ltd<br>2 SB 160lb hs(5882) 8cf<br>2×12, 10kW 110V d.c. | (o.f)<br>Grk |
| 502751<br>EBYV | **ASTILLEROS GONDAN**<br>**Antonio Moreda Novo**<br>Ribadeo Spanish | 140<br>76<br>— | **WRECKED 1/68** | 1959 Ast. Gondan—Figueras<br>89' 9" 22' 6"<br>... ... ... | Wood M | Oil 5Cy.<br>200bhp | 88t (d.o)<br>7½k |
| 502752<br>ODIM<br>Df Esd<br>Gc Rdr | **ASTIR**<br>exExmoor–62<br>**Astir Compania Nav. S.A.**<br>Beirut Lebanese | 7633<br>4459<br>10530 | ✠Class **WITHDRAWN**<br>at Owners' request<br>3/68 BV | 1950–3 Wm. Doxford & Sons Ltd.—Sld<br>447' 7" 56' 6" 25' 10¾"<br>420' 1" 56' 2" 38' 0"<br>F40' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB3176t incl. DTm1200t Tunnel tanks 469t | M OSD<br>G.583310 B.527480<br>11W Der 4(10) 6(5) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120lb | 882t<br>Sld<br>12½k |
| 502753<br>182806 | **ASTLAND**<br>**The Mayor, Aldermen & Burgesses of the County Borough of Preston**<br>Preston British | 1287<br>710<br>2040 | ✠100A1 SS 1/65<br>hopper dredger<br>✠LMC<br>MN99 EL (n) 1⅜" | 1948–12 Lobnitz & Co. Ltd.—Rnf<br>210' 0" 40' 1" 17' 7"<br>202' 6" 40' 0" 20' 9"<br>4BH<br>WB187t | S Suction Hopper Dredger Mchy.aft | T 3Cy. 15" 25" & 40"×30"<br>700ihp<br>Lobnitz & Co. Ltd.<br>SB 180lb hs(2252) 3cf | 120t (o.f)<br>Rnf<br>8½k |
| 651369<br>LDPE<br>Df Esd<br>Pfd Rdr<br>RT | **ASTØING**<br>**Helge Hansen**<br>Harstad Norwegian | 175<br>79<br>— | | 1964 Forra Slip & Båtbyggeri—Forra<br>104' 5" 22' 10"<br>... ... ...<br>1 dk<br>len 66 | Wood M Fishing Mchy.aft | Oil 2SA 3Cy. 280×420 mm<br>300bhp<br>Wichmann Mtfr. | Rub |
| 502755<br>HPUG<br>3011RZ<br>Df Esd<br>Gc | **ASTOR**<br>exCronenburgh–55 exVelsen–47<br>exEmpire Concrete–46<br>exTheresia L.-M. Russ–45<br>**Cia. de Nav. Caribbean Cargo Carriers S.A.**<br>Panama Panamanian | 1700<br>982<br>2658 | 100A1 SS12/66<br>LMC<br>EL (r) 1$\frac{11}{16}$" | 1927 "Neptun" A.G.—Ros<br>268' 10" 41' 10" 17' 7"<br>257' 9" 41' 2" 18' 5"<br>P15' Q76' B110' F31' 1 dk<br>R NS 4BH<br>WB487t | S<br>B.123896<br>8W Der 1(10) 8(3) | T 3Cy. 19$\frac{5}{16}$" 31½" & 51$\frac{3}{16}$"×35$\frac{7}{16}$"<br>1000ihp<br>"Neptun" A.G.<br>2 SB Spt 200lb ND hs(4780) | 320t (o.f)<br>Ros<br>4cf<br>9½k |

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| 500304<br>LEJT<br><br>Df Esd<br>RT | **ASTOR**<br>exAdmiralengracht-66<br>~~Lorentz Storesund & Sønner~~<br>~~Haugesund Norwegian~~<br>**Sameie L. Storesund & Sønner & Farnes & Tangen**<br>Lorentz Storesund & Sønner<br>Haugesund Norwegian | 496<br>307<br>850 | ✠100A1<br>Str. nav. Ice<br>✠LMC<br><br>MN100 | SS 7/63<br><br><br><br>EL I | 1959-6 Schps. Gebr. v. Diepen—Waterhuizen<br>189' 9" 29' 5" 11' 7"<br>172' 3" 29' 0½" 12' 11"<br>F35' RAD38' 1 dk<br>RW 3BH<br>rf 3" WB220t | M Mchy.aft<br>1 Ho 35¾'<br>G.57000 B.35000<br><br>2W Der 2(3) | Oil 4SA 8Cy. 270 × 500 mm<br>500bhp<br>N.V. Werkspoor |
| 502756<br>EDCJ<br><br>Df Esd<br>Rdr<br>RTm | **ASTORGA**<br><br>**Compañia Española de Petroleos S.A.**<br>Cadiz Spanish | 12932<br>7369<br>19630 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1460 | SS 7/68 ~~SS 6/64~~<br><br><br><br>EL h†2¾"SQ | 1960-2 Ast. de Cadiz—Cdz<br>560' 0" 71' 3" 30' 1¼"<br>530' 0" 71' 0" 39' 0"<br>P104' B39' F74' 1 dk<br>RW 13BH<br>rf 6" WB1197t | M Tanker Mchy.aft<br>21 Ta<br>HeCls. BC | Oil 2SA 6Cy. 760 × 1300 mm<br>7300bhp 1100t<br>A/B Götaverken<br>2WTAuxB 180lb e<br>3 × 120, 120, 75kW 110V |
| 514220<br>IKIT<br>262<br>Df Esd<br>Gc Rdr<br>RT | **ASTORIA**<br>exHans Pickenpack-63<br>**Gino Mascaretti**<br>Ancona Italian | 827<br>417<br>— | | <br><br>RI | 1957 Norderwerft Köser & Meyer—Ham<br>218' 10" 31' 9" 14' 5"<br>192' 0" 31' 6" 16' 9"<br><br>RW | M Trawler<br>2 Ho | Oil 4SA 8Cy. 385 × 580 mm<br>1250bhp<br>Masch. Kiel A.G. |
| 502757<br>JATR<br>69434<br>Df Esd<br>Gc Rdr<br>RTm | **ASTORIA MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | ~~7670~~ 7503<br>~~4400~~ 4266<br>10377 | | <br><br>NK | 1952 Mitsubishi Nippon Hvy Ind.—Yka<br>493' 9" 62' 4" 27' 7"<br>460' 4" 62' 3" 34' 5"<br>P23' B205' F38' 2 dks<br>RW<br>rf 5½" | M (4P)<br>6 Ho 50½', 73½', 57¾', 34', 76', 43½'<br>G.579230 B.536486<br>6 Ha (stl) (20½' × 19¾') (39½', 31½', 28¾', 39½', 24½' × 23')<br>18W Der 1(29) 4(10) 14(5) | Oil 2DA 8Cy. 720 × 1200 mm<br>8500bhp MAN<br>Mitsubishi Nippon Hvy Ind<br>3 × 230kW 220V a.c. |
| 502760<br>HOAJ<br><br>Df Esd<br>Gc Rdr<br>RT | **ASTRA**<br><br>**Omnico Etablissement**<br>Ernesto Audoly S.a.r.l.<br>Panama Panamanian | 499<br>313<br>— | | <br><br>BV | 1960 Kanazashi Zosensho—Shimizu<br>185' 11" 29' 0" 12' 8"<br>169' 10" 28' 10" 14' 2"<br>1 dk | M Fish Carrier Mchy.aft | Oil 4SA 6Cy. 350 × 500 mm<br><br>Hanshin Nainenki Kogyo |
| 502761<br>PCVB<br><br>Df<br>RTm | **ASTRA**<br><br>**D. Haan**<br>N.V. Rekab<br>Groningen Netherland | 329<br>187<br>410 | | <br><br>~~BV~~ | 1952 Scheepsw. A. Apol—Wirdum<br>*139·3'* 23' 8" 9' 2¾"<br>... ... ...<br><br>RW | M Mchy.aft<br>1 Ho 84¾'<br>G.21570 B.19800<br>1 Ha (71½' × 14½')<br>Der 2(2) | Oil 4SA 4Cy. 290 × 420 mm<br>240bhp<br>Masch. Kiel A.G.<br>1 × 4kW 48V d.c. |
| 502765<br>LADM | **ASTRAAL**<br><br>**Hans Bakke Partrederi**<br>Bergen Norwegian | 164<br>49<br>— | | | 1950 Skaalurens Skibsbyggeri—Rosendal<br>106' 0" 21' 5"<br>... ... ...<br>1 dk len 58 | Wood M Fishing Mchy.aft | Oil 4SA 6Cy. 6½" × 8"<br>400bhp NE66<br>Caterpillar Tractor Co. |
| 502766<br>5MVP<br>1959<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ASTRAEA**<br>exAquajoy-61<br>**Alma Shipping Corp.**<br>Monrovia Liberian | 12624<br>7576<br>19869 | | <br><br>AB | 1958 Nippon Kokan—Shimizu<br>572' 0" 75' 4" 30' 1¾"<br>540' 0" 75' 0" 40' 0"<br>P127' F62' 1 dk<br>rf 4" | S Tanker Mchy.aft<br>27 Ta<br><br><br>Der 4(5) | 2 S Turb dr geared to sc.<br>11000shp<br>General Electric Co. |
| 642330<br>TQVI<br><br>Esd Rdr<br>RT | **ASTRAGALE**<br>exSkua<br>**SEGANS (Soc. d'Etude du Transport et de la Valorisation des Gaz Naturels du Sahara)**<br>Nantes French | 1149<br>480<br>— | | <br><br>BV | 1945 J. Pollock Sons & Co. Ltd.—Faversham<br>*184·9'* 30' 1"<br>29' 11"<br>2 dks | TM Hydrographic Ship | 2 Oil 2SA each 8Cy.<br>960bhp<br>Crossley Bros. Ltd. |
| 502767<br>ULCA<br>M-21306<br>Df Esd<br>Gc | **ASTRAKHAN**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 3816<br>1888<br>4890 | | | 1954 Stocznia Gdanska—Gdk<br>355' 2" 48' 0" 21' 8¾"<br>47' 10" 26' 6"<br>1 dk<br>RW | S<br>4 Ho<br>G.197868<br>4 Ha (37', 37', 37' × 27') (30½' × 31½')<br>8W Der 8(5) | C 4Cy. (2) 440 & (2)<br>LP turb & hydraulic<br>2500ihp<br>Z.U.T. Zgoda |
| 672413<br>USPR<br>M-27815 | **ASTRAKHAN**<br><br>**U.S.S.R.**<br>Astrakhan Russian | 862<br>214<br>355 | | | 1964 ......................Russia<br>181' 9" 31' 2" 9' 10½"<br>14' 9" | TM Fish Factory<br>1 Ho<br>In.5650<br>1 Ha (4' × 7½')<br>Cr 1(2½) | 2 Oil 4SA each 6Cy. |
| 502768<br><br><br>Esd | **ASTRAKHAN**<br><br>**U.S.S.R.**<br>Murmansk Russian | *704*<br>*243*<br>— | ✠ | | 1952-2 Oskarshamns Varv A/B—Osk<br>198' 2" 29' 7"<br>177' 3" 29' 6" 15' 11"<br>F37'<br>BK8" | S Trawler | C 4Cy. (2) 11¾" & (2)<br><br>Lindholmens Varv A/ |
| 502770<br>LQUV | **ASTRAMAR**<br>exBernhard Hanssen-60<br>**Astramar Cia. Argentina de Nav. S.A.C.**<br>Buenos Aires Argentine | 8739<br>4852<br>12505 | | <br><br>NV | 1951 W. Gray & Co. Ltd.—Hpl<br>500' 2" 62' 6" 27' 7"<br>62' 4"<br>P105' B43' F59' 1 dk<br>R<br>rf 3" | M Tanker Mchy.aft<br>9 Ta<br><br>1 Ha (10½' × 11½')<br>Cr 2(8) Der 2(4) | 2 Oil 2SA each 6Cy.<br>geared to sc. shaft<br>4720bhp<br>Cen. Mar. Eng. Wks<br>3 × 165, 150, 60kW 220 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 0119<br>6ZIF<br>2287<br>Esd<br>Rdr<br>RT | **ASTRAPI**<br>**Zephyr Shipping Corporation**<br>Monrovia Liberian | Ore<br>**23627**<br>14641<br>53266<br>Oil<br>**33375**<br>23573<br>— | | AB | **1963** Mitsubishi Nippon Hvy Ind.—Yka<br>756' 9" 102' 5" ~~38' 6⅛"~~ 39' 9⅛"<br>721' 9" 102' 0" 52' 9"<br>P70' F61' 1 dk<br>RW<br>rf nil | S Ore/Oil Carrier Mchy.aft<br>5 Ho 20 Ta<br>10 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>13400shp Westinghouse 6605t (o.f)<br>**Shin Mitsubishi Hvy Ind.** Kob |
| 1486<br>Tm | **ASTRARIO**<br>exEsso Rosario–63<br>exEsso Tracto–47<br>exPetracto–38<br>exMinistro Salaberry<br>**Astramar Cia. Argentina de Nav. S.A.C.**<br>Buenos Aires Argentine | **287**<br>140<br>630 | | | **1916** Montaldo & Cia.—San Fernando<br>177' 1" 29' 6" 8' 6"<br>29' 4"<br>R | M Tanker Mchy.aft<br>6 Ta<br>1 Ha (5¾'×5¼') | Oil 2SA 6Cy. 255×320 mm<br>200bhp NE26 (d.o)<br>**Fairbanks, Morse & Co.** Beloit<br>2×7kW 110V d.c. |
| 771<br>IW<br>Esd<br>Rdr<br>Th | **ASTRASUR**<br>exEli Knudsen–61<br>exKnut Knutsen O.A.S.–51<br>**Astramar Cia. Argentina de Nav. S.A.C.**<br>Buenos Aires Argentine | **11110**<br>6617<br>17440 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 6/65<br>EL g† | **1949–5** A/B Götaverken—Got<br>540' 4" 66' 1" 30' 9"<br>513' 0" 66' 0" 39' 3"<br>P102' B38' F65' 1 dk<br>RW 11BH<br>WB1293t incl. DTf507t | M Tanker Mchy.aft<br>20 Ta<br>L.818292 HeCls. C<br>1 Ha (stl) (9½'×6¾')<br>Cr 2(8) Der 2(3–5) | Oil 2SA 9Cy. 680×1500 mm<br>6500bhp 1578t–21pd<br>A/B Götaverken Got<br>2AuxB 150℔<br>4×125, 125, 125, 60kW 220V d.c. 14k |
| 773<br>VQ<br>181<br>Esd<br>Rdr<br>RT | **ASTREA**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | **1519**<br>628<br>2257 | **✠100A1**<br>Str. nav. ice<br>**✠LMC**<br>MN640 | SS 5/65<br>EL s1$\frac{9}{16}$"SQ | **1956–8** De Haan & Oerlemanns' Schps. —Heusden<br>307' 3" 43' 11" 16' 11¾"<br>276' 5" 43' 7½" 24' 9"<br>RFD33' 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 4" DK fwd WB438t incl. Tunnel tanks 144t | M OSD<br>3 Ho<br>G.113632 B.104034<br>3 Ha (27¼', 49¾', 27¼'×19½')<br>8W Der 4(5) 4(3) | Oil 2SA 8Cy. 570×800 mm<br>3200bhp MAN 143t<br>Schps. Inst. Nederland Ijsselmonde<br>(db 100℔) wtdb 100℔ 15k |
| 74<br>KU<br>03<br>Tm | **ASTREA**<br>exAstrea Siam–64 exAstrea–53<br>~~Ligure di Cabotaggio S.A.S.~~<br>Viareggio Italian<br>**Linea del Mediterraneo S.p.A.** | **491**<br>269<br>740 | | RI | **1953** Navalferro Const.—Viareggio<br>169' 10" 27' 11" 12' 1"<br>153' 10" 27' 10" 13' 7"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho 59', 69'<br>G.34850 B.33380<br>2 Ha (each 31¾'×16¾')<br>Cr 2(5) | Oil 4SA 6Cy. 370×560 mm<br>600bhp 40t (d.o)<br>S.A. Ansaldo Gen<br>2×30kW 110V d.c. 10k |
| 75<br>MO<br>Esd<br>RT | **ASTRÉE**<br>**Société Navale Caennaise (Anct. G. Lamy & Cie.)**<br>Caen French | **3074**<br>1619<br>3954 | | BV | **1954** At. & Ch. de Bretagne S.A.—Nts<br>328' 11" 46' 11" 20' 5"<br>46' 9"<br>1 dk | M Ref Mchy.aft<br>pt bulk wine carrier<br>3 Ha (35¾', 48½', 38¾'×24¾')<br>Der 1(30) 2(8) 4(5) 2(3) | Oil 2SA 14Cy. 400×460 mm<br>4480bhp NE62 SEMT-Pielstick 400t<br>Ch. de l'Atlantique St.N<br>14k |
| 776<br>VV<br>Sc<br>sc<br>Tm | **ASTRIA**<br>**Cie. Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Concarneau French | **186**<br>60<br>— | | BV | **1958** Ch. Nav. de Cornouaille—Tréboul<br>*83·7'* 24' 8"<br>... ... ... | Wood Aux Fishing<br>1 Ha (3¼'×4¾')<br>Der 1(1½) | Oil 4SA 8Cy. 175×192 mm<br>360bhp 25t (d.o)<br>Soc. Alsacienne Con. Méc. Mulhouse<br>2×40kW 220/480V 50c/s a.c. |
| 21<br>RU<br>34<br>sd<br>fd<br>Tv | **ASTRID**<br>**Niels Onstads Tankrederi A/S**<br>**Onstad Shipping Co.**<br>Oslo Norwegian | ~~**46728**~~ **46486**<br>~~30127~~ 29965<br>~~81291~~ 85680 | | NV | **1966** A/S Stord Verft—Lervik<br>815' 7" 128' 0" ~~42' 4¼"~~ 43' 11"<br>780' 11" 127' 9½" 57' 11"<br>F76' 1 dk<br>rf nil | M Tanker Mchy.aft<br>10 Ta<br>L.3500747 HeCls. BC | Oil 2SA 10Cy. 840×1800 mm<br>21000bhp B&W 5158t (hvf)–75pd<br>A/S Akers M/V Osl<br>3×660, 660, 550kW 440V 60c/s a.c.<br>16½k |
| 77<br>IX<br>sd<br>fd<br>RT | **ASTRID**<br>**Transmarin Hamburg G.m.b.H.**<br>Hamburg W. German | **3198**<br>1715<br>5050 | **✠100A1**<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN800 | CS 6/64<br>EL y | **1952–9** Deutsche Werft A.G.—Ham<br>413' 6" 53' 6" 20' 6"<br>380' 8" 53' 5" 30' 0"<br>F78' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB1006t incl. Tunnel tanks 255t | M (12P) Ref OSD<br>4 Ho 48½', 110', 51¼', 46½'<br>G.356556 B.326115 In.23015<br>6 Ha (28¼'×18') (39½'×19') (28¼'×18') (28¼', 28¼', 7'×19')<br>14W Der 1(30) 1(15) 12(5) 2(2) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp 1059t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×130kW 230V d.c. 15k |
| 79<br>K<br>34 | **ASTRID**<br>exWuta–37<br>**G. E. Jeppsson**<br>Skillinge Swedish | **193**<br>118<br>215 | | BV | **1924** G. van Leeuwen—The Hague<br>*102·3'* 21' 4"<br>... ... ...<br>1 dk<br>R | M Mchy.aft | Oil 4SA 3Cy. 255×425 mm<br>180bhp NE64<br>A/B Jönköpings Motfb. Jönköping |
| 25<br>B<br>sd<br>fd<br>RT | **ASTRID BAKK**<br>exNebb–67<br>**Ole Østervold**<br>Bergen Norwegian | **680**<br>294<br>— | | NV | **1952** Mjellem & Karlsen—Bgn<br>168' 2" 29' 8"<br>29' 6"<br>1 dk<br>conv whaler 67 | M Fishing Mchy.aft<br>3 Ha (9', 11', 11'×13') | Oil 4SA 8Cy. 320×450 mm<br>1600bhp NE67<br>Atlas-Mak Masch. Kel |
| 80<br>DZ<br>sd<br>Rdr<br>RT | **ASTRID BAKKE**<br>**D/S A/S Jeannette Skinner**<br>**Knut Knutsen O.A.S.**<br>Haugesund Norwegian | **9703**<br>5626<br>9940 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1820 | SS 7/67<br>EL e† | **1954–2** Kieler Howaldtswerke A.G.—Kel<br>498' 10" 63' 5" 29' 3¼"<br>459' 10" 62' 11" 43' 0"<br>P56' F100' 3 dks, platform dk for fruit<br>RW 8BH cargoes in No. 3 hold<br>WB3168t incl. DTf329t Tunnel tanks 1508t | M Ref CSD<br>7 Ho<br>G.672134 B.610499 In.92703<br>7 Ha (24¾', 35¼', 44¾' 30½', 18¾', 21¼', 25¼'×18½')<br>22W Der 1(25) 1(15) 4(10) | Oil 2DA 8Cy. 720×1200 mm<br>9100bhp MAN 1592t<br>Kieler Howaldtswerke A.G. Kel<br>17k |

| | | | | | | |
|---|---|---|---|---|---|---|
| 502781 | **ASTRID BRES** | 399 | | 1962 J. J. Sietas Schiffsw.—Ham | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm |
| OUTF | | 242 | | 169' 8" 29' 2" 11' 6" | 1 Ho 101¾' | 740bhp |
| | **Rederiet Astrid Bres A/S** | 686 | BV | 147' 10" 29' 0" 12' 9" | G.31950 B.28100 | Klöckner-Humboldt-Deutz |
| Df Esd | Rederiet Nielsen & Bresling | | | P43' F22' 1 dk | | |
| Pfd Rdr | Copenhagen Danish | | | | 3W Der 3(3) | |
| RT | | | | | | |
| 502782 | **ASTRID ELISABETH** | 10267 | ✠100A1 Dr 4 yrs–11/65 | 1952–10 Uddevallavarvet A/B—Udv | M Tanker Mchy.aft | Oil 2SA 7Cy. 780×1400 mm |
| LAMT | | 5966 | oil tanker | 532' 8" 64' 2" 29' 9¼" | 19 Ta 1 Ho 31¾ | 6300bhp 119 |
| | **A/S D/S Mathilda** | 16210 | ✠LMC | 500' 7" 64' 0" 38' 3" | L.730000 HeCls.B | Masch. Augsburg-Nürnber |
| Df Esd | Jacob Christensen | | | P107' B42' F65' 1 dk | 1 Ha (stl) (9¾'×20') | 2AuxB 150℔ |
| Gc Rdr | Bergen Norwegian | | MN1260 EL f† | 10BH | Der 1(5) 3(3–5) 1(1½) | 5×120, 110, 95, 95, 95kW 22 |
| RTm/h/v | | | | rf 2" WB1455t incl. DTf362t | | |
| 502783 | **ASTRID NAESS** | 16279 | | 1956 Nederl. Dok & Schps.—Ams | M Tanker Mchy.aft | Oil 2SA 7Cy. 740×1600 mm |
| LDID | | 9432 | | 614' 8" 76' 8" 32' 9½" | 30 Ta | 8750bhp NE60 B&W |
| | **Herness Shipping Co. A/S &** | 24855 | AB | 580' 0" 76' 6" 42' 7" | L.1203000 | Frd. Krupp A.G. |
| Df Esd | **Inge Svendsen** | | | 1 dk | | 3×255, 255, 125kW 240V d.c |
| Gc Rdr | Oslo Norwegian | | | rf 4" | | |
| RTv | | | | | | |
| 642131 | **ASTRID RARBERG** | 300 | | 1964 H. C. Christensens | M (2P) Mchy.aft | Oil 2SA 6Cy. 240×400 mm |
| OUVO | | 186 | | Staalskibsværft—Marstal | 2 Ho 100', 38' | 420bhp |
| | **Taarbæk Coasters I/S** | 608 | BV | 157' 6" 30' 2" 9' 10½" | G.32800 B.28200 | Alpha-Diesel A/S |
| Df Esd | Albrecht & Boserup | | | 142' 2" 30' 0" 11' 4" | 2 Ha (each 35½'×16½') | 2×12kW 220V d.c. |
| Rdr | Tårbæk Danish | | | P43' B39' F29' 1 dk, pt S dk | 2W Der 2(3) | |
| RTm | | | | | | |
| 672373 | **ASTRID SCHULTE** | ~~2242~~ T.Mk | | 1967 Paul Lindenau—Kel | M ~~OSD/CSD~~ Mchy.aft | Oil 4SA 8Cy. 520×740 mm |
| DHAS | **Partenreederei m.s.** | ~~1375~~ 2242 | | 353' 10" 49' 11" ~~20' 8½"/24' 4½"~~ — /24' 4" | 3 Ho 44½', 84½', 82½' | 3450bhp MAN |
| | **"Astrid Schulte"** | ~~4326~~ 1374 | GL | 315' 5" 49' 10" 30' 6" | G.274468 B.247376 | Masch. Augsburg-Nürnbe |
| Esd Gc | Bernhard Schulte | ~~3574~~ 4338 | | B68' F51' 1 dk & S dk | 3 Ha (stl) (26½'×19½') (58', 58'×24½') | 3×160kW 380V 50c/s a.c. |
| Rdr | Hamburg W. German | ~~2425~~ 3573 | | rf nil | 10W Der 1(60) 1(25) 10(5) | |
| RTh/v | | ~~5710~~ 2425 | | | | |
| | | 5720 | | | | |
| 502785 | **ASTRO** | *4281* | ~~✠100A1~~ ~~SS 7/64~~ | 1937–6 W. Gray & Co. Ltd.—Hpl | S | T 3Cy. 21" 33½" & 58"×42" |
| EAAG | exDanby–52 | *2614* | | 396' 5" 53' 2" 23' 10½" | | 1500ihp |
| | **Naviera Astro S.A.** | 7600 | ~~✠LMC~~ | 380' 0" 53' 0" 26' 10" | G.440680 B.408698 | Cen. Mar. Eng. Wks |
| Df Esd | Angel Yllera | | | P51' B237' F31' 1 dk | | 2 SB 200℔ Spt hs(4964) |
| Rdr RT | Santander Spanish | | ✠Class **WITHDRAWN** ~~EL~~ y | R 6BH | Der 12(5) | |
| | | | at Owners' request | WB1215t | | |
| | | | 7/68 | | | |
| 642395 | **ASTRO** | 551 | ✠100A1 SS 9/68 | 1964–11 Henry Robb Ltd.—Lth | M Tanker Mchy.aft | Oil 4SA 8Cy. 320×450 mm |
| | | 278 | oil tanker—FP above 150° | 176' 3" 34' 1" 9' 5½" | | 660bhp |
| 306209 | **W. J. Russell & Co. Ltd.** | — | F. U.K. service & between | 167' 0" 33' 0" 11' 6" | | Klöckner-Humboldt-Deutz |
| Rdr RT | London British | | River Elbe & Brest | Trunk 88' 1 dk | | db 200℔ |
| | | | ✠LMC | 6BH | | |
| | | | MN132 EL I | rf nil WB299t | | |
| 502786 | **ASTROLABE** | 11722 | | 1957 Ch. Nav. de La Ciotat—La Ciotat | M Tanker Mchy.aft | Oil 2SA 6Cy. 740×1600 mm |
| FOTE | | 6580 | | 544' 2" 68' 4" 29' 3" | 24 Ta | 7500bhp B&W |
| | **Cie. Navale des Pétroles** | 17558 | BV | 511' 4" 68' 1" 37' 7" | L.820725 HeCls. BptC | Ch. de l'Atlantique |
| Df Esd | Havre French | | | P135' Q102' B44' F71' 1 dk | | 3×300, 150, 50kW 380V 50 |
| Gc Rdr | | | | RW | Der 4(5) 2(4) 2(3) 1(1) | |
| RTm/h/v | | | | | | |
| 502787 | **ASTROLABE** | 603 | | 1960 At. & Ch. de la Manche—Dpe | M Training Ship Mchy.aft | Oil 4SA 6Cy. 315×480 mm |
| TMZQ | | 116 | | 160' 5" 29' 5" 8' 11" | | 600bhp |
| | **French Government** | — | BV | ... ... ... | | Etab. Duvant |
| Df Esd | **(Ministère de la Marine** | | | 2 dks | 1 Ha (5½'×4½') | |
| Gc Pfd | **Marchande)** | | | | Der 1(2) | |
| Rdr RT | Cie. Générale Transatlantique | | | | | |
| | Havre French | | | | | |
| 537057 | **ASTRONAFTIS** | 7120 | BS ✳ SS 3/66 | 1943–10 United Shpyds Ltd.—Mtl | S CSD | T 3Cy. 24½" 37" & 70"×48" |
| SVDA | exTulse Hill–66 | 4249 | with freeboard | 441' 6" 57' 3" 26' 11½" | 6 Ho | 2500ihp |
| 2755 | exHaligonian Prince–50 | 10244 | MBS✠ | 417' 6" 56' 11" 37' 4" | G.522469 B.464320 | Dominion Eng. Wks Ltd. |
| Df Esd | exFort Moose–48 | | | 2 dks | 6 Ha | 3 SB 220℔ Spt hs(714 |
| Gc | **Argo Hellas Shipping** | | MN450 CT6762 C37 S33 | 7BH | 10W Der 1(50) 1(30) | |
| | **Co. Special S.A.** | | | WB2109t incl. DTs765t | | |
| | Piræus Greek | | | | | |
| | Now **CARLOS MANUEL DE CESPEDES** See New Entries No. 6 | | | | | |
| 500962 | **ASTRONAFTIS** | 567 | ✠100A1 SS 12/63 | 1940–9 Burntisland S.B. Co. Ltd.—Bnt | M Mchy.aft | Oil 2SA 5Cy. 340×570 mm |
| SWEK | exAlderney Coast–66 | 275 | | 176' 6" 28' 1" 11' 9½" | 2 Ho 53½', 46½' | 1600bhp Polar |
| 2930 | exGlenfield–60 | 685 | ✠LMC | 168' 0" 27' 10" 11' 11" | G.37020 B.34660 | British Auxiliaries Ltd. |
| Esd Pfd | exChannel Coast–59 | | | P51' Q51' F17' 1 dk, portable dk in No. 2 | 2 Ha (38½', 36½'×17½') | 2×12½, 6kW 110V d.c. |
| Rdr | exChannel Queen–47 | | EL h | R 3BH hold | 2W Der 1(4) 1(1½) | |
| RTm/v | **Nicolaos Grigoriou & others** | | | rf 2" WB290t incl. DTa72t | | |
| | Piræus Greek | | **SURVEYS OVERDUE 12/67** | | | |
| 670735 | **ASTRONOM** | 2657 | | 1967 Volkswerft Stralsund—Stralsund | M Stern Trawling Factory Ship | 2 Oil 4SA each 8Cy. |
| | | 1139 | | 269' 7" 16' 5" | 3 Ho | geared to sc. shaft |
| | **U.S.S.R.** | — | | 239' 6" 44' 7" 31' 2" | | 2320bhp |
| Df Esd | Russian | | | 2 dks | | Schwermasch. Karl Lieb |
| Gc Rdr | | | | | | |
| RT | | | | | | |

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|---|---|---|---|---|---|---|
| 2788<br>LRP<br>3805<br>Esd<br>Rdr<br>m/v | **ASTRONOMER**<br>**Charente Steamship Co. Ltd.**<br>T. & J. Harrison Ltd.<br>Liverpool British | T.Mk<br>5811<br>3041<br>9020<br>8032<br>4372<br>9940 | ✠100A1 SS 12/65<br>DTm—vegetable oil<br>✠LMC<br>MN660 EL ct† | 1951–3 Wm. Doxford & Sons Ltd.—Sld<br>460′ 5″ 59′ 5″ ~~20′ 5¼″~~ ~~—/26′ 5¼″~~<br>435′ 9″ 59′ 2″ 37′ 10″ 24′ 11¾″/26′ 5¼″<br>F90 2 dks, 3rd dk in fwd holds<br>R 7BH<br>rf 6″ WB3248t incl. DTm1274t Tunnel tanks 427t | M ~~CSD~~<br>5 Ho 58′, 80′, 34′, 78′, 65′<br>5 Ha (29¼′, 44½′, 21′, 44½′. 28¾′×22′)<br>Der 1(60) 1(40) 4(15) 4(10) 6(5) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp (hvf)<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 150lb<br>3×45, 45, 20kW 220V d.c. 12k |
| 2789<br>AW | **ASTUR**<br>exFreixas 1 exSarita<br>exVittoria exHenriette<br>exLetterewe<br>**Naviera Dirman S.A.**<br>Gijon Spanish | 944<br>754<br>1250 | ✠ | 1876 W. H. Potter & Sons—Liv<br>*185·8′* 32′ 10″ 18′ 4″<br>32′ 8″<br>F25′ 1 dk<br>R | Iron S Ref<br>In.58104<br>3W | T 3Cy. 13½″ 21″ & 35″×22″<br>Emade90fitted— 187t (c)<br>A. Shanks & Sons Arb<br>8k |
| 576<br>KF<br>543<br>Esd<br>RT | **ASTURA**<br>exGaltgarben–65<br>**Cia. di Nav. Mediterranea**<br>Rome Italian | 498<br>254<br>850<br>852<br>485<br>1350 | GL RI | 1952 Abeking & Rasmussen—Lemwerder<br>196′ 2″ 30′ 5″<br>177′ 3″ 30′ 3″ 12′ 8″<br>B40′ F24′ 1 dk & S dk<br>RW | M OSD/CSD<br>1 Ho 128′<br>G.56915 B.52145<br>1 Ha (42¼′ comb.×18¼′)<br>Der 2(5) 2(3) | Oil 4SA 8Cy. 290×420 mm<br>600bhp (d.o)<br>Masch. Kiel A.G. Kel<br>4×20, 20, 10, 10kW 110V d.c. |
| 790<br>VX | **ASTUTO**<br>**Pesqueras Gabriel Gonzalez S.R.C.**<br>Vigo Spanish | 151<br>83<br>— | | 1944 J. R. Curbera—Freijo<br>*87·0′* 20′ 8″<br>… … … | Wood M Trawler | Oil 6Cy. 250×330 mm<br>580bhp 91t (d.o)<br>Soc. Española de Const. Nav. Sestao<br>10k |
| 291<br>PN<br>322<br>sd<br>Rdr | **ASTYANAX**<br>exMaria K–67 exMaria C–59<br>**Aslan Shipping Corp.**<br>Syra Greek | 6156<br>3449<br>10800 | AB<br>✠Classed LR until 1/59 | 1956–9 Bartram & Sons Ltd.—Sld<br>467′ 0″ 62′ 0″ 26′ 11¼″<br>445′ 10″ 61′ 9½″<br>F38′ 1 dk & S dk<br>RW | M OSD<br>G.667750 B.604300<br>11W Der 6(5) 1(3) | Oil 2SA 4Cy. 670×2320 mm<br>1043t<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>13½k |
| 792<br>SR<br>419<br>sd<br>cRdr<br>Tv | **ASTYANAX**<br>exGlenfruin–62 exAstyanax–57<br>**China Mutual Steam Nav. Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>5753<br>2554<br>6620<br>7436<br>4127<br>9340 | **BS✻** SS 2/65<br>**MBS**<br>**Lloyd's RMC**<br>MN1360 C42 S36 | 1948–4 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>487′ 0″ 62′ 4″ 23′ 10¾″/28′ 3¼″<br>452′ 9″ 62′ 0″ 35′ 0″<br>P64′ B159′ F50′ 2 dks<br>R 8BH<br>rf 9″ WB4348t incl. DTs2829t | M Ref<br>6 Ho 59′, 72′, 48′, 30′, 81′. 72′<br>G.605933 B.546838 In.1560<br>6 Ha (24½′×16′) (35′, 23′, 23′, 27′×22′) (27′×18′)<br>24W Der 1(50) 1(25) 8(10) 16(5) | Oil 2DA 8Cy. 550×1200 mm<br>6800bhp B&W 1122t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 100lb<br>3×220kW 220V d.c. 15½k |
| 635<br>GU<br>2959<br>Rdr<br>m/v | **ASTYANAX**<br>exEskwood–67<br>**Avlis Shipping Co. Special S.A.**<br>Piræus Greek | 1273<br>667<br>1675 | ✠100A1 SS 8/67<br>✠LMC<br>EL n 1 5/16″SQ | 1951–11 Burntisland S.B. Co. Ltd.—Bnt<br>226′ 2″ 35′ 6″ 15′ 8½″<br>214′ 6″ 35′ 4″ 16′ 1″<br>Q140′ B12′ F25′ 1 dk<br>RW NS 3BH<br>WB435t | M Mchy.aft<br>3 Ho 50′, 48′, 44′<br>G.85630 B.78770<br>3 Ha (32′×21½′) (32′, 30′×23′)<br>Der 1(1) | Oil 2SA 4Cy. 340×570 mm<br>640bhp 72t<br>British Polar Engines Ltd. Gls<br>3×60, 22, 22kW 10k |
| 539<br>UE<br>525<br>/s sd<br>dr<br>RT | **ASUBONE**<br>**The Government of the Republic of Ghana**<br>Takoradi Ghanaian | 1514<br>671<br>— | ✠100A1<br>stern trawler<br>✠LMC<br>✠Lloyd's RMC<br>MN470 EL (o)j†1⅜″SQ | 1965–6 Tangen Verft—Kragerö<br>231′ 7″ 37′ 6″<br>201′ 1″ 37′ 5″ 25′ 7″<br>B20′ F49′ 2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 39″ BoxK 12″ WB333t | M Stern Trawler Ref<br>In.34475 | Oil 2SA 7Cy. 350×620 mm<br>2350bhp<br>Burmeister & Wain Cpn<br>Controllable pitch propeller |
| 42<br>76<br>03<br>RT | **ASUKA MARU**<br>**Makita Kaiun G.M.K.**<br>Goshonoura Japanese | 460<br>277<br>— | | 1963 Asakawa Zosen—Imabari<br>164′ 0″ 26′ 5″ 12′ 2″<br>147′ 7″ 26′ 3″ 13′ 1″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (76½′×17′) | Oil 4SA 6Cy. 320×470 mm<br>700bhp<br>Makita Tekkosho Takamatsu<br>10½k |
| 94<br>EY<br>75 | **ASUKA MARU**<br>**Y. Okawa**<br>Hekinan Japanese | 351<br>205<br>— | | 1960 Asakawa Zosen—Imabari<br>*133·5′* 23′ 9″ 10′ 10″<br>131′ 3″ 23′ 7″ 11′ 10″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (66′×14¾′) | Oil 4SA 6Cy. 300×420 mm<br>420bhp<br>Kinoshita Tekkosho Akashi<br>10k |
| 87<br>TU<br>36 | **ASUKA MARU No. 2**<br>**Asuka Kaiun Y.K.**<br>Yoshiumi Japanese | 420<br>265<br>— | | 1963 Imabari Zosen—Imabari<br>157′ 3″ 25′ 0″ 11′ 5″<br>147′ 7″ 24′ 11″ 12′ 6″<br>1 dk<br>RW | M Mchy.aft<br>G.28004 B.26097<br>1 Ha (65¾′×15½′) | Oil 4SA 6Cy. 300×450 mm<br>700bhp<br>Makita Tekkosho Takamatsu<br>10¾k |
| 43<br>JB<br>22 | **ASUKESE**<br>**The Government of the Republic of Ghana**<br>Takoradi Ghanaian | 618<br>246<br>— | | 1964 Leninskaya Kuznitsa—Kiev<br>177′ 10″ 30′ 6″<br>30′ 4″ | M Trawler | Oil 4SA 8Cy. 320×480 mm<br>Schwermasch. Karl Liebknecht Mgd |
| 96<br>GN<br>Esd | **ASUN**<br>**Aldazábal y Compania**<br>San Sebastian Spanish | 106<br>51<br>— | BV | 1946 Ast. de T. Ruiz de Velasco—Bbo<br>*73·8′* 17′ 8″<br>… … … | Wood M Trawler<br>3 Ha (2½′, 3¼′, 3¼′×2½′) | Oil 2SA 6Cy. 190×300 mm<br>270bhp 39t<br>Möller & Jochumsen Horsen<br>9k |

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|---|---|---|---|---|---|---|---|
| 541027<br>ZPK2000<br>1274<br>Df Esd<br>Rdr RT | **ASUNCION**<br>exGemma-63<br>**Compania Paraguaya de Nav. de Ultramar**<br>Asuncion Paraguayan | 776<br>317<br>1135 | ✠100A1<br>✠LMC<br>MN220 | ~~SS 4/63~~<br>SS 12/67<br>EL o1⅛"SQ | 1958-6 Scheeps. "Vooruitgang"—Foxhol<br>253' 8" 33' 10" 13' 2½"<br>228' 10" 33' 8" 20' 10"<br>Ba42' F28' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil WB273t | M OSD Mchy.aft<br>G.85200 B.78300<br>4W Cr 1(2) Der 1(15) 3(4–7) | Oil 4SA 8Cy. 390×660 mm<br>1100bhp<br>N.V. Werkspoor |
| 642231<br>EEIC<br>Df Esd<br>RT | **ASUNCION RIBERA**<br>**José Antonio Yanez Cudilleiro**<br>Vigo Spanish | 225<br>85<br>— | | BV | 1964 Const. Nav. P. Freire—Vgo<br>114' 4" 22' 0"<br>98' 5" 21' 9½" 12' 10"<br>RW | M Trawler<br>2 Ha (each 3½'×3½') | Oil 4SA 8Cy. 270×500 mm<br>580bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| 671868<br>ENHA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASURIT**<br>**U.S.S.R.**<br>Kerch Russian | 2657<br>1139<br>— | | | 1967 Volkswerft Stralsund—Stralsund<br>269' 8" 16' 5"<br>239' 6" 44' 7½" 31' 4"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebk |
| 502800<br>JCZP<br>70938<br>Rdr | **ASUZAN MARU**<br>exShoshin Maru-62<br>**Kinkai Tanker K.K.**<br>Tokyo Japanese | 448<br>230<br>535 | | | 1953 Shioyama Dkyd Co. Ltd.—Osa<br>167' 4" 26' 8" 11' 1"<br>26' 6"<br>P51' F17' 1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta<br>L.23209 | Oil 2SA 6Cy. 360×420 mm<br>630bhp<br>Fairbanks, Morse & Co. |
| 540120<br>JCVO<br>70858 | **ASUZAN MARU No. 2**<br>exShoun Maru-62<br>exIwakuni Maru-55<br>**Tokue Shoji K.K.**<br>Kobe Japanese | 444<br>221<br>— | | | 1953 Kasado Dock Co. Ltd.—Kudamatsu<br>*149·7'* 26' 2"<br>147' 7" 26' 1" 12' 2"<br>P46' F22' 1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 5Cy. 350×520 mm<br>430bhp Emade44refitted<br>Suction Gas Seisakusho |
| 502695<br>LAOI | **ÅSVÅG**<br>exAskodd-66 exOsodd-61<br>exSlagen-54 exSchichau-53<br>**John Olaisen**<br>Haugesund Norwegian | 243<br>119<br>310 | | NV | 1933 F. Schichau G.m.b.H.—Danzig<br>*137·3'* 21' 10" 7' 10½"<br>21' 8"<br>1 dk<br>R len 53 | M Mchy.aft | Oil 4SA 6Cy. 215×300 mm<br>NE52<br>Motorenw. Mannheim |
| 502801<br>OFXZ<br>1206<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASYNJA**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | T.Mk<br>5255<br>2656<br>7676 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1260 | SS 8/65<br>EL b† | 1957-9 A. Vuijk & Zonen—Capelle<br>462' 2" 59' 4" ~~25' 1¼"~~ 25' 0¾"<br>426' 6" 59' 0½" 36' 3"<br>P31' F44' 2 dks, 3rd dk fwd of mchy. space<br>R Coll BH to U dk 6 to 2nd dk<br>rf 5" WB1277t incl. Tunnel tanks 200t | M (4P) Ref<br>5 Ho 61', 64½', 70½', 64½', 64½'<br>In.80500<br>5 Ha (31', 36½'×23½') (35', 35'×22½') (36½'×23½')<br>Der 16(5) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp<br>Masch. Augsburg-Nürnber<br>AuxB 160℔<br>3×220kW 220V d.c. |
| 502802<br>TCYX<br>3387<br>Df Esd<br>Gc Rdr<br>RT | **ATA**<br>Launched as Tenax<br>**H. Baran & G. Abdullah**<br>Istanbul Turkish | 30946<br>17491<br>49238 | | AB | 1962 At. & Ch. de Dunkerque & Bordeaux (France Gironde)—Dnk<br>755' 8" 99' 7" 39' 2"<br>712' 9" 99' 5" 51' 10"<br>P144' B45' F95' 1 dk<br>rf 5" | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc.<br>21696shp Parsons<br>Cie. Elec.-Mécanique |
| 671086<br>GWGH<br>309904<br>Esd Pfd<br>Rdr RT | **ATAARID**<br>**Dilmun Navigation Co. Ltd.**<br>London British | 497<br>297<br>1000 | ✠100A1<br>oil tanker<br>✠LMC<br>MN200 | EL k 1⅛"U2 | 1967-5 N.V. Nieuwe Noord Ned. Schps.—Gro<br>213' 2" 32' 11" 11' 6"<br>193' 7" 32' 2" 12' 11"<br>P49' F41' 1 dk<br>9BH<br>rf 4" WB136t incl. DTf35t TwDf50t | M Tanker Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deut<br>3×27, 27, 20kW 380V 50c |
| 502803<br>JQYV<br>75257<br>Df Esd<br>Gc Rdr<br>RTm/h | **ATAGO MARU**<br>**Hinode Kisen K.K.**<br>Tokyo Japanese | 5000<br>2663<br>7423 | | NK | 1956 Kawasaki Dkyd Co. Ltd.—Kob<br>402' 11" 53' 11" 24' 2"<br>374' 0" 53' 9½" 30' 6"<br>P104' F39' 1 dk<br>RW<br>rf 4" | M (4P) Mchy.aft<br>3 Ho 46½', 110½', 105¾'<br>G.357942 B.336233<br>3 Ha (24½'×19¾') (83¾', 83¾ ×23½')<br>16W Der 2(95) 10(15) | Oil 2SA 5Cy. 700×1200 mm<br>3400bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>2×120kW 445V 60c/s a.c. |
| 660490<br>JJ2098<br>97138 | **ATAGO MARU**<br>**Ujina Kisen K.K.**<br>Hiroshima Japanese | 995<br>564<br>1717 | | | 1965 Ujina Zosensho—Hma<br>220' 5" 33' 0" 15' 11"<br>200' 2" 32' 10" 17' 4"<br>1 dk | M Tanker Mchy.aft | 2 Oil 4DA each 6Cy.<br>geared to sc. shaft<br>725bhp<br>Fuji Seisakusho |
| 502804<br>JJVK<br>66528 | **ATAGO MARU**<br>**M. Tagashira**<br>Imabari Japanese | 499<br>272<br>677 | BROKEN UP | NK | 1950 Onomichi Zosen—Onomichi<br>166' 5" 27' 3" 12' 8"<br>154' 0" 27' 1" 13' 5"<br>P51' F21' 1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta<br>L.30547 HeCls. BC | Oil 4SA 5Cy. 350×520 mm<br>430bhp<br>Kanegafuchi Diesel Kog |
| 540121<br>JLZD<br>58790 | **ATAGO MARU No. 8**<br>exToyohata Maru-62<br>**S. Tashiro**<br>Ishinomaki Japanese | 147<br>61<br>— | | | 1947 Sanko Zosen—Osa<br>*97·7'* 19' 8"<br>95' 5" 19' 7" 9' 7"<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Hanshin Nainenki Kog |

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| 7783<br>APX<br>Esd<br>RTv | **ATAHUALPA**<br>exVeloz-67<br>**Linea Amazonica S.A.**<br>Iquitos Peruvian | 1607<br>821<br>2639 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN300 | SS 4/65<br>EL q $1\frac{7}{16}$"SQ | 1955–9 Norderwerft Köser & Meyer—Ham<br>330' 1" 41' 8" 15' 2¾"<br>300' 0" 41' 6" 24' 0"<br>Ba59' F32' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4" WB520t len 65 | M (6P) Ref OSD Mchy.aft<br>4 Ho 47', 78¾', 42¾', 24½'<br>G.124489 B.117636 In.16758<br>3 Ha (stl) (29', 51¾', 43¼' comb.×17')<br>6W Cr 2(5) Der 1(20) 6(5) | Oil 4SA 8Cy. 400×600 mm<br>1500bhp 229t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×80kW 220V d.c. 11k |
| 807<br>FV<br>345<br>Esd<br>Pfd<br>Rdr | **ATAIR**<br>**Deutsche Seereederei**<br>Rostock E. German | 617<br>230<br>840 | | DSRK | 1957 Peene-Werft—Wolgast<br>194' 6" 32' 3" 12' 0"<br>32' 1" 19' 0"<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>550bhp<br>Schwermasch. Karl Liebknecht Mgd |
| 808<br>WP<br>Df | **ATAIR**<br>exNotre Dame de Paris–38<br>exBaron Bucaille exPetronella<br>**Hans P. Berge Partrederi**<br>Bergen Norwegian | 200<br>114<br>320 | | BV | 1917 Mach. fab. Delftshaven—Rot<br>*114·4'* 22' 0" 11' 1¼"<br>... ... ...<br>1 dk<br>R | M Trawler | Oil 2SA 6Cy. 230×400 mm<br>360bhp NE53<br>Frederikshavns Jernst. & Msk. Fkn |
| 809<br>BA<br>Gc<br>Rdr<br>Th | **ATAIR**<br>**Deutsches Hydrographisches Institut**<br>Hamburg W. German | 157<br>23<br>— | | ~~GL~~ | 1962 Schlichting Werft—Travemünde<br>104' 0" 21' 4"<br>21' 2" 9' 6"<br>P21' Q10' B64' F20' 1 dk | Wood M Hydrographic Ship<br>Der 1(1) | Oil 4SA 12Cy. 135×160 mm<br>280bhp (d.o)<br>Klöckner-Humboldt-Deutz<br>1×55kW 220V a.c.<br>Controllable pitch propeller 10½k |
| 810<br>253<br>Rdr | **ATAKÖY**<br>exGenclik–61<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 781<br>293<br>— | ✠100A1<br>for ferry purposes in the Bosphorus & Sea of Marmara<br>✠LMC<br>MN288 | SS 9/65<br>EL (n)$1\frac{3}{16}$" | 1961–8 Fairfield S.B. & Eng. Co. Ltd.—Gls<br>229' 3" 44' 6" 8' 8½"<br>210' 0" 12' 10"<br>F38' 1 dk, 2nd dk except in mchy. space<br>RW 6BH<br>rf 12" | TS Ferry | C 8Cy. (4) 280 & (4) 600×600 mm Christiansen & Meyer<br>1600ihp 70t (o.f)<br>Fairfield S.B. & E. Co. Ltd. Gls<br>2 SB 225℔ hs4926 15k |
| 811<br>AU<br>Df | **ATALÃIA**<br>**Lloyd Brasileiro Patrimonio Nacional**<br>Rio de Janeiro Brazilian | 3142<br>1818<br>— | ~~✠100A1~~<br>~~✠LMC~~<br>~~Lloyd's RMC~~<br>~~SURVEYS OVERDUE 7/64~~<br>**TO BE BROKEN UP** | ~~SS 7/60~~<br>~~EL u~~ | 1945–8 Canadian Vickers Ltd.—Mtl<br>339' 0" 44' 4" 21' 4½"<br>320' 0" 44' 0" 25' 0"<br>P29' B88' F37' 2 dks<br>6BH<br>WB808t | S Ref<br>In.15800 | T 3Cy. 21½" 36" & 62"×42"<br>1850ihp (o.f)<br>Canadian Vickers Ltd. Mtl<br>2 SB 200℔ hs(5160) 6cf |
| 3775<br>SLE<br>0383<br>Esd<br>Pfd<br>RTm | **ATALANTA**<br>exStadt Enckhuysen–64<br>~~Irvin & Johnson Ltd.~~<br>Cape Town S. African<br>**Kuttelfish S.W.A. (Pty) Ltd.** | 247<br>117<br>— | | | 1956 Scheeps. "De Dageraad"—Woubrugge<br>133' 4" 23' 2"<br>118' 6" 22' 11" 12' 1"<br>RW | M Trawler | Oil 4SA 8Cy. 290×450 mm<br>550bhp (d.o)<br>Appingedammer Brons. Apg<br>2×15kW 110V d.c. |
| 812<br>NM<br>Esd<br>Rdr<br>RTv | **ATALANTE**<br>**A/S Athene**<br>Jörgen Bang<br>Kristiansand Norwegian | 25423 ~~25586~~<br>15437 ~~15521~~<br>43810 ~~41705~~ | ✠100A1<br>oil tanker<br>✠LMC<br>MN3240 | SS 7/65<br>EL s†3"SQ | 1961–8 Kockums M/V A/B—Mmo<br>699' 6" 97' 3" ~~68' 8½"~~ 38' 2¾"<br>665' 6" 97' 0" 49' 3"<br>P85' F79' 1 dk<br>16BH<br>rf 2" WB2131t | M Tanker Mchy.aft<br>33 Ta<br>L.2046000<br>4 Ha (3¼'×2¾') (3¼', 3¼', 3¼'×3¼')<br>Der 1(2½) | Oil 2SA 12Cy. 780×1550 mm<br>16200bhp MAN (hvf)<br>Kockums M/V A/B Mmo<br>2AuxB 150℔<br>3×400, 400, 352kW a.c. |
| 813<br>HQ<br>sd | **ATALANTE**<br>**Armement Charlot**<br>Concarneau French | 120<br>29<br>— | | BV | 1948 Ch. Nav. de Rupelmonde—Rupelmonde<br>*89·8'* 20' 8"<br>... ... ... | M Trawler | Oil 4SA 8Cy. 185×200 mm<br>400bhp NE65<br>Moteurs Baudouin Msl<br>9k |
| 31<br>VN<br>65<br>sd<br>dr<br>RT | **ATALANTI**<br>exSvanesund–63<br>**Seaways Co. Inc.**<br>Piræus Greek | 1501<br>681<br>— | ✠100A1<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>MN270 | SS 8/67 ~~SS 8/62~~<br>EL q | 1948–12 Furness S.B .Co. Ltd.—Haverton Hill<br>284' 0" 39' 2" 15' 4½"<br>255' 6" 39' 0" 23' 0"<br>F31' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB533t incl. Tunnel tanks 29t DTa11t | M OSD<br>G.140000 B.128000 | Oil 2SA 6Cy. 450×740 mm<br>1350bhp 236t<br>S.A. Ansaldo Gen<br>db 105℔ 12k |
| 15<br>M<br>30<br>sd<br>dr<br>n/v | **ATALAYA**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | T.Mk<br>5142<br>2581<br>8129<br>7325<br>3999<br>9114 | ✠100A1<br>Str. nav. ice at draught not exceeding 24' 8"<br>✠LMC<br>MN1260 | SS 9/65<br>EL b† | 1954–1 A. Vuijk & Zonen—Capelle<br>459' 7" 59' 4" 25' 1¾"/27' 1"<br>427' 6" 59' 0" 36' 3"<br>P31' F44' 2 dks, 3rd dk fwd of ER<br>R Coll BH to U dk 6 to 2nd dk<br>rf 5" WB1477t incl. Tunnel tanks 194t | M (4P)<br>5 Ho 61', 64¼', 70⅓', 64¼', 64¼'<br>G.507474 B.461098<br>5 Ha (31', 36¼', 36¼', 36¼', 36¼'×23½')<br>16W Der 16(5) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp 1085t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>AuxB 100℔<br>4×160kW 220V d.c. 16k |
| 91<br>EI<br>sd<br>RT | **ATALDE**<br>**Angel Valencia Alboniga**<br>Bermeo Spanish | 192<br>87<br>— | | BV | 1964 Maritima del Musel S.A.—Gjn<br>106' 1" 23' 1"<br>92' 0" 22' 11½" 11' 8"<br>RW | M Trawler | Oil 4SA 6Cy. 220×280 mm<br>565bhp 75½t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| 16<br>BK | **ATALLAH**<br>exJack Payne<br>**Ahmed Ibr. Atallah & Co.**<br>Egyptian (U.A.R.) | 333<br>185<br>— | | HR | 1943 ......................United Kingdom<br>107' 0" 29' 0" 15' 0"<br>... ... ... | TM | 2 Oil each 6Cy.<br>Caterpillar Tractor Co. Peoria |

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|---|---|---|---|---|---|---|---|
| 502817<br>JJVN<br>68739<br>Df Esd<br>Gc Rdr<br>RTm | **ATAMI MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | **7684**<br>4376<br>9983 | | ~~AB~~ NK | **1952** Higashi Nippon Jukogyo—Yka<br>492' 3" 62' 7" 27' 7"<br>460' 4" 62' 4" 34' 5"<br>P23' B205' F40' 2 dks<br>RW<br>rf 5" | M (9P) Ref<br>6 Ho 50½', 73¼', 57¾', 44½', 65½', 43¼'<br>G.573378 B.530806 In.12961<br>6 Ha (stl) (20½'×19¾') (39½', 31¼', 28¾', 39¾', 24½'×23')<br>18W Der 1(50) 2(20) 2(10) 6(6) 8(3) | Oil 2DA 8Cy. 720×1200 mm<br>8500bhp<br>Higashi Nippon Jukogyo<br>3×230kW 230V d.c. |
| 502818<br>EADN<br>RT | **ATAN**<br>**Jesus de Labra Hermanos**<br>Corunna Spanish | **137**<br>120<br>— | | | **1944** F. Cerzan—Villaverde, La Coruña<br>*87·9'* 23' 7"<br>... ... ... | Wood Aux Mchy.aft | Oil 6Cy. 215×300 mm<br>182bhp NE52<br>Motorenw. Mannheim |
| 502820<br>ETAH<br>Df Esd<br>Rdr<br>RTm/h | **ATBIA KOKEB**<br>**Imperial Ethiopian Government (Department of Marine)**<br>Massawa Ethiopian<br>Now **ASHENGE HAIQ** See New Entries No. **12** | **384**<br>157<br>564 | **✠100A1**<br>**✠LMC**<br>MN118 | SS 3/65<br>EL I | **1961–9** D. W. Kremer Sohn—Elmshorn<br>179' 11" 28' 8" 10' 4¾"<br>158' 2" 28' 6½" 17' 7"<br>F26' 1 dk & S dk<br>RW Coll & mchy. BH to S dk 1 to 2nd dk<br>rf 4" WB198t | M Ref OSD Mchy.aft<br>1 Ho 98¾'<br>G.44355 B.40154 In.2205<br>2 Ha (each 34½'×16¾')<br>4W Der 1(3–5) 2(3) | Oil 2SA 6Cy. 10¼"×13¼"<br>590bhp<br>Crossley Bros. Ltd.<br>1×23kW 230V d.c. |
| 651483<br>EENO<br>Df Esd<br>RT | **ATEGORRI**<br>**S. Chausson y Cia. S.R.C.**<br>San Sebastian Spanish | **217**<br>85<br>— | | BV | **1965** Ast. Luzuriaga—Pjs<br>117' 5" 23' 2"<br>101' 8" 22' 11½" 13' 1"<br>RW | M Trawler<br>2 Ha (each 3¼'×3¼') | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>800bhp<br>Moteurs Baudouin |
| 660425<br>Df Esd<br>Gc Rdr<br>RT | **ATEGORRIETA**<br>**Pesquerias Alza S.L.**<br>Spanish | **180**<br>—<br>— | | | **1965** Ast. Balenciaga—Zumaya<br>... ... ...<br>91' 10" 20' 3" 10' 4" | M Trawler | Oil<br>400bhp<br>Carmelo Unanue |
| 502823<br>HRDL<br>Df Esd<br>Gc Rdr | **ATENAS**<br>**Balboa Shipping Co. Inc.**<br>Tela Honduran | **3817**<br>1987<br>— | | AB | **1955** Bremer Vulkan—Vgk<br>377' 3" 52' 4" 21' 6½"<br>343' 3" 52' 0" 27' 3"<br>P90' F121' 3 dks<br>RW<br>rf 10" | M Ref Mchy.aft<br>3 Ho<br>In.158670<br>3 Ha<br>6W Der 6(5) | 2 Oil 2SA each 7Cy. 515×<br>hydraulic coupling &<br>shaft<br>3920bhp<br>Bremer Vulkan |
| 502824<br>RTm/h | **ATENAS**<br>exBerlin–41<br>**Flota Argentina de Navegacion Fluvial**<br>Buenos Aires Argentine | **561**<br>301<br>1310 | | | **1928** Cia. Uruguaya de Nav.—Uruguay<br>230' 2" 36' 1" 10' 6"<br>35' 11"<br>RW | TM<br>3 Ho 59', 59', 39½'<br>G.58000 B.56000<br>3 Ha (33', 33', 20'×20')<br>Der 2(5) 3(3) | 2 Oil each 4Cy. 250×310 mm<br>660bhp<br>S.A. Ansaldo<br>2×60kW 110V d.c. |
| 510038<br>IQXJ<br>570<br>Df<br>RTm | **ATERNO**<br>exElbano–66 exMonteconero–61<br>**Cia. di Nav. Mediterranea**<br>Rome Italian | **1439**<br>816<br>2200 | | RI | **1955** Cant. Nav. "Dante Itoyz"—Viareggio<br>278' 0" 35' 7" 16' 2½"<br>257' 3" 35' 6" 16' 6"<br>B88' F29' 1 dk<br>RW len 62 | M Mchy.aft<br>4 Ho 47½', 50¾', 50¾', 29½'<br>4 Ha (27½', 31½', 31½'×19¾')<br>(17¾'×13¾')<br>Cr 8(1½) | Oil 4SA 9Cy. 370×560 mm<br>1350bhp<br>S.A. Ansaldo<br>3×75kW 220V d.c. |
| 503774<br>SXSR<br>Df Esd<br>Gc Rdr<br>RTm/v | **ATHANASIA**<br>exBassano–67<br>**Greeksea Shipping Co. S.A.**<br>Piræus Greek | **4984**<br>2647<br>6980 | **✠100A1**<br>with freeboard<br>DT—vegetable oil<br>Str. nav. ice<br>**✠LMC**<br>MN968 | SS 9/64<br>EL z | **1946–6** Swan, Hunter & Wghm Rchdsn—Nwc<br>419' 7" 55' 10" 25' 6½"<br>396' 4" 55' 5" 36' 3"<br>B119' F35' 2 dks & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 9" WB2527t incl. DTa706t DTm810t | S (6P) Ref OSD<br>4 Ho 51¾', 66', 31' DT, 28½' DT, 44', 44'<br>G.419820 B.375815<br>6 Ha (27', 38¾'×18') (18'×15')<br>(15½', 25¾', 23½'×16')<br>12W Der 1(10) 8(7) 2(5) 2(3) | T 3Cy. 26½" 43" & 73"×4<br>with dr gearing & hydra<br>4600ihp<br>Swan, Hunter & Wghm R<br>4 SB 225lb Spt hs(1391<br>2×20kW 110V d.c. |
| 502826<br>Df Esd<br>Gc | **ATHANASIA**<br>Launched as Stevedore Knot<br>**United States Department of Commerce**<br>Beaumont United States | **3803**<br>2150<br>4273 | | AB | **1945** Pennsylvania Shpyds Inc.—Beaumont<br>338' 8" 50' 1" 21' 0¾"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref Mchy.aft<br>3 Ho 42¾, 78½', 67¼'<br>B.157000 In.103000<br>3 Ha (20½', 40½', 40½'×20') | Oil 2SA 6Cy. 545×735 mm<br>1700bhp<br>Nordberg Mfg Co.<br>2×250kW 220V d.c. |
| 522986<br>SVVF<br>46<br>Esd Pfd<br>RTm | **ATHANASIOS A.**<br>exMavis–66<br>**Basil Andrias and others**<br>Thessaloniki Greek | **381**<br>170<br>490 | **✠100A1**<br>**✠LMC** | SS 2/67<br>EL f | **1946–5** Henry Scarr Ltd.—Hessle<br>149' 9" 26' 1" 10' 0¾"<br>140' 0" 26' 0" 11' 0"<br>P42' F16' 1 dk<br>RW NS 3BH<br>rf 2" WB193t | M Mchy.aft<br>1 Ho 82'<br>B.21590<br>2 Ha (28¾', 30½'×16')<br>2W Der 2(3) | Oil 2SA 7Cy. 265×345 mm<br>465bhp<br>Crossley Bros. Ltd.<br>2×35, 25kW 220V d.c. |
| 502827<br>SVWS<br>1593<br>Df RT | **ATHANASSIOS**<br>exEyal–59 exHashlosha–56<br>exJapos–50 exAsnæs–39<br>exLidsö exJohanne Margretha<br>exFrode<br>**Rigas Mitropoulos & Co.**<br>Piræus Greek | **530**<br>367<br>850 | FOUNDERED 1/68 | BV | **1921** Marstal Skibs—Marstal<br>*165·2'* 30' 1"<br>29' 11"<br>P60' F16'<br>R len 45 | M Mchy.aft<br>G.46000 B.42000<br>3W Der 3(2) | Oil 2SA 6Cy. 265×345 mm<br>NE48<br>Crossley Bros. Ltd. |
| 518272<br>SXXM<br>Df Rdr<br>RTm | **ATHANASSIOS I**<br>exKarri–67<br>**M. Gigilinis & D. Kalkasinas**<br>~~Piræus~~ Thessalonica Greek | **354**<br>179<br>442 | ~~**✠100A1**~~<br>~~**✠LMC**~~<br>✠LR class withdrawn—Owners' request 12/67 | ~~Dr 2/66~~<br>~~EL (e)~~ | **1938–9** Scott & Sons—Bwg<br>147' 0" 23' 11" 11' 1"<br>138' 7" 23' 9"<br>Q86' F22' 1 dk<br>R NS 3BH<br>BK6" WB150t | M Mchy.aft<br>2 Ho 43', 37½'<br>G.21223<br>2 Ha (26½', 27'×14½')<br>2W Der 2(1) | Oil 2SA 6Cy. 250×420 m<br>520bhp ✠NE2/42<br>British Auxiliaries Ltd.<br>1×50kW 220V d.c. |

Name should be **ATHANASIOS I** See New Entries No. 2

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|---|---|---|---|---|---|---|
| 02829<br>ESA<br>77268<br>RTm | **ATHELBRAE**<br>**Athel Line Ltd.**<br>Georgetown, Dem British | 668<br>236<br>752 | TD 3/68<br>✠100A1 ~~Dr 4yrs 1/64~~<br>oil or molasses tanker<br>✠LMC<br>MN81 EL i | 1956–6 W. J. Yarwood & Sons Ltd.—<br>Northwich<br>160' 0" 32' 7" 12' 3"<br>115' 0" 31' 6" 12' 9"<br>P60' F23' Trunk 67' 1 dk<br>RW 8BH<br>rf 4" WB96t | S Oil/Molasses Tanker Mchy.aft<br>Der 1(1) | T 3Cy. 10½" 18" & 30"×24"<br>450ihp (o.f)<br>W. J. Yarwood & Sons Ltd. Northwich<br>SB 220℔ hs1502 2cf ND<br>2×10kW 110V d.c. |
| 2830<br>JZM<br>3785<br>RTm | **ATHELBROOK**<br>**Athel Line Ltd.**<br>Liverpool British | 808<br>286<br>743 | ✠100A1 SS 8/66<br>oil or molasses tanker<br>✠LMC<br>EL j | 1950–8 Cammell Laird & Co. Ltd.—Bkn<br>183' 4" 32' 1" 11' 11"<br>170' 5" 32' 0" 12' 6"<br>P66' F25' Trunk in well 1 dk<br>RW 9BH<br>rf 4" WB117t | S Oil/Molasses Tanker Mchy.aft<br>8 Ta<br>L.33340 HeCls. B<br>Der 1(2) | T 3Cy. 12½" 21" & 35"×24"<br>500ihp 115t (o.f)–6¾pd<br>W. J. Yarwood & Sons Ltd. Northwich<br>SB 200℔ hs(2040) 3cf ND<br>2×10kW 110V d.c. 8½k |
| 2831<br>KPF<br>7188<br>Esd<br>Pfd<br>Rdr<br>Tm | **ATHELCHIEF**<br>Launched as Astropalitis<br>**Athel Line Ltd.**<br>Liverpool British | 12041<br>7144<br>18700 | ✠100A1 SS 7/66<br>oil tanker<br>✠LMC<br>MN1650 EL h†2⅜"SQ | 1958–5 S.A. Cockerill-Ougrée—Hbk<br>560' 0" 70' 4" 30' 11"<br>530' 0" 70' 0" 40' 0"<br>P114' B36' F72' 1 dk<br>RW 14BH<br>rf 9" WB1529t | S Tanker Mchy.aft<br>27 Ta<br>L.838712 HeCls. BC<br>Der 3(5) 1(4) | 3 S Turb dr geared to sc. shaft<br>8250shp 2231t (o.f)–52pd<br>S.A. Cockerill-Ougrée Seraing<br>2WTB 500℔ Spt 800°F. 455℔ hs12946<br>3×200, 200, 150kW 220V d.c. 15½k |
| 2832<br>WX<br>7170<br>Esd<br>Rdr<br>Tm | **ATHELCREST**<br>**Athel Line Ltd.**<br>Liverpool British | 7548<br>4035<br>10290 | ✠100A1 TD 1/67<br>oil or molasses tanker<br>✠LMC<br>MN660 EL b†2 1/16"SQ | 1957–10 Lithgows Ltd. P.Gl<br>458' 11" 61' 3" 25' 6¾"<br>430' 0" 61' 0" 31' 0"<br>P108' B42' F45' 2 dks<br>RW 11BH<br>rf 7" WB1158t | M Oil/Molasses Tanker Mchy.aft<br>42 Ta<br>L.483000 HeCls. BC<br>Der 1(5) 3(3) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford 1000t (hvf)–16pd<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 180℔<br>3×100, 100, 50kW 110V 12½k |
| 2833<br>WD<br>3734<br>Esd<br>Rdr<br>m/h | **ATHELCROWN**<br>**Athel Line Ltd.**<br>Liverpool British | 11149<br>6517<br>15646 | ✠100A1 TD 7/68 ~~Dr 2/63~~<br>oil or molasses tanker<br>✠LMC<br>EL g†2 5/16"SQ | 1949–6 Cammell Laird & Co. Ltd.—Bkn<br>544' 1" 67' 3" 28' 8¾"<br>511' 0" 67' 0" 36' 0"<br>P116' B45' F50' 2 dks<br>RW 16BH<br>rf 8" WB1612t incl. DTf833t | M Oil/Molasses Tanker Mchy.aft<br>32 Ta<br>L.744826 HeCls. BC<br>Der 2(5) 3(3) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford 1387t (hvf)–14½pd<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2AuxB 180℔<br>3×50kW 110V d.c. 11½k |
| 1379<br>WH<br>6492<br>Esd<br>Pfd<br>Rdr<br>Tm/h | **ATHELKING**<br>**Athel Line Ltd.**<br>Liverpool British | 35398 ~~35684~~<br>21876 ~~20204~~<br>62060 ~~59010~~ | ✠100A1<br>oil tanker<br>✠LMC<br>MN3780 EL w†3¼"SQ | 1964–11 Uddevallavarvet A/B—Udv<br>744' 8" 105' 9" 40' 6"<br>741' 0" 105' 6" 54' 6"<br>P142' F75' 1 dk<br>12BH<br>rf 3½" WB12798t incl. 11542t in clean ballast tanks | M Tanker Mchy.aft<br>Der 2(10) 2(5) | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W (hvf)<br>Eriksbergs M/V A/B Got<br>2WTAuxB primary 711℔<br>secondary 199℔ AuxB (ex.g) 199℔<br>4×500, 280, 280, 280kW 450V 60c/s a.c. |
| 2712 | **ATHELKNIGHT**<br>**Athel Line Ltd.**<br>London British<br>For later particulars see New Entries No. 2 | 10300<br>—<br>16500 | 100A1<br>oil tanker<br>Class contemplated | Uddevallavarvet A/B—Udv<br>524' 2" 63' 6" 29' 2"<br>471' 11" 68' 4" 38' 9" | M Tanker Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>B&W<br>Uddevallavarvet A/B Udv |
| 2837<br>VZ<br>481<br>Esd<br>Rdr<br>n/h | **ATHELLAIRD**<br>**Athel Line Ltd.**<br>Liverpool British | 10924 ~~11150~~<br>6304 ~~6517~~<br>~~15626~~<br>16316 | ✠100A1 SS 3/68 ~~Dr 9/64~~<br>oil or molasses tanker<br>✠LMC<br>EL g†2 5/16"SQ | 1949–4 Cammell Laird & Co. Ltd.—Bkn<br>544' 0" 67' 2" ~~28' 8½"~~ 29' 6¼"<br>511' 0" 67' 0" 36' 0"<br>P116' B45' F50' 2 dks<br>RW 16BH<br>rf 8" WB1612t incl. DTf833t | M Oil/Molasses Tanker Mchy.aft<br>32 Ta<br>L.744826 HeCls. BC<br>Der 2(5) 3(3) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford 1387t (hvf)–15pd<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2AuxB 180℔<br>3×50kW 110V d.c. 11½k |
| 838<br>JZ<br>502<br>Esd<br>Rdr<br>Tm | **ATHELMERE**<br>**Athel Line Ltd.**<br>Liverpool British | 7524<br>4024<br>10390 | ~~✠100A1~~ ~~SS 3/64~~<br>~~oil or molasses tanker~~<br>~~✠LMC~~<br>~~MN890~~ ~~EL b†2 1/16"SQ~~<br>**BROKEN UP** | 1954–10 Hawthorn, Leslie (S.Bs) Ltd.—<br>Nwc<br>459' 0" 61' 2" 25' 6½"<br>431' 0" 61' 0" 31' 0"<br>P109' B42' F41' 2 dks<br>RW 11BH<br>rf 7" WB811t incl. DTf590t | M Oil/Molasses Tanker Mchy.aft<br>32 Ta<br>L.480095 HeCls. BC<br>Der 3(5) 1(3) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford 1065t (hvf)–15pd<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB 180℔<br>3×100, 100, 50kW 110V d.c. 12½k |
| 839<br>W<br>764<br>Esd<br>Rdr<br>Tm | **ATHELMONARCH**<br>**Athel Line Ltd.**<br>Liverpool British | 10937 ~~11182~~<br>6398 ~~6426~~<br>16285 ~~15632~~ | ✠100A1 ~~Dr 7/63~~<br>oil or molasses tanker<br>✠LMC TD 10/68<br>MN890 EL g†2 5/16"SQ | 1950–4 Hawthorn, Leslie & Co. Ltd.—<br>Nwc<br>544' 0" 67' 2" ~~28' 9"~~ 29' 6¼"<br>511' 0" 67' 0" 36' 0"<br>P118' B45' F49' 2 dks<br>RW 17BH<br>rf 8" WB1577t incl. DTf831t | M Oil/Molasses Tanker Mchy.aft<br>32 Ta<br>L.760000 HeCls. BC<br>Der 2(5) 3(3) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford 1383t (hvf)–15pd<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2AuxB 180℔<br>3×50kW 110V d.c. 11½k |
| 123<br>SE<br>503<br>Esd<br>Pfd<br>Rdr<br>m/h | **ATHELREGENT**<br>**Athel Line Ltd.**<br>Liverpool British | 35395 ~~35673~~<br>21879 ~~20196~~<br>62090 ~~59040~~ | ✠100A1<br>oil tanker<br>✠LMC<br>MN3780 EL w†3¼"SQ | 1965–4 Uddevallavarvet A/B—Udv<br>774' 8" 105' 9" 40' 6½"<br>741' 0" 105' 6" 54' 6"<br>P142' F75' 1 dk<br>11BH<br>rf 3½" WB12485t incl. 11260t in clean ballast tanks | M Tanker Mchy.aft<br>Der 2(10) 2(5) | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W (hvf)<br>Eriksbergs M/V A/B Got<br>2WTAuxB primary 711℔<br>secondary 199℔<br>AuxB (ex.g) 199℔ Spt<br>4×500, 280, 280, 280kW 450V 60c/s a.c. |

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| 502843<br>GTPT<br>187109<br>Df Esd<br>Gc Rdr<br>RTm | **ATHELSTANE**<br><br>**Athel Line Ltd.**<br>Liverpool British | 7517<br>4015<br>10350 | ✠100A1 Dr 4/64<br>oil or molasses tanker<br>✠LMC<br><br>MN890 EL b†2¹⁄₁₆"SQ | 1955-9 Hawthorn, Leslie (S.Bs) Ltd.—<br>Nwc<br>459' 0" 61' 4" 25' 6½"<br>430' 0" 61' 0" 31' 0"<br>P109' B42' F41' 2 dks<br>RW 11BH<br>rf 7" WB811t incl. DTl590t | M Oil/Molasses Tanker Mchy.aft<br>32 Ta<br>L.480095 HeCls. BC<br><br>Der 3(5) 1(3) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford 10<br>Hawthorn, Leslie (Eng.) Ltd<br>2AuxB 180lb<br>3×100, 100, 50kW 110V d.c. |
| 502845<br>GMJX<br>183827<br>Df Esd<br>Gc Rdr<br>RTm | **ATHELTEMPLAR**<br><br>**Athel Line Ltd.**<br>Liverpool British | 9108<br>5218<br>~~10163~~<br>13658 | ~~✠100A1~~ ~~Dr 7/64~~<br>~~oil or molasses tanker~~<br>~~✠LMC~~<br><br>~~EL d†2¹⁄₁₆"SQ~~<br>**BROKEN UP** | 1951-11 J. L. Thompson & Sons Ltd.—<br>Sld<br>495' 10" 63' 7" ~~28' 0¼"~~ 28' 11"<br>465' 0" 63' 3" 35' 11"<br>P118' B42' F41' 2 dks<br>RW 12BH<br>rf 6" WB298t | M Oil/Molasses Tanker Mchy.aft<br>32 Ta<br>L.599000 HeCls. BC<br><br>Der 2(5) 2(4) 1(3) | Oil 2SA 4Cy. 670×2320 mm<br>4350bhp Doxford 104<br>N.E. Mar. Eng. Co. (1938) Ltd<br>2AuxB 180lb<br>3×50kW 110V d.c. |
| 502846<br>GHKY<br>303170<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ATHELVISCOUNT**<br><br>**Athel Line Ltd.**<br>Liverpool British | 12778<br>7322<br>19326 | ✠100A1 SS 7/65<br>oil tanker<br>✠LMC<br><br>MN1500 EL l†2½"SQ | 1961-6 Smith's Dock Co. Ltd.—Mdb<br>559' 3" 71' 7" 30' 0½"<br>533' 0" 71' 3" 39' 2"<br>P115' B49 F71' 1 dk<br>RW 14BH<br>rf 3½" WB570t | S Tanker Mchy.aft<br><br><br><br>Cr 2(5) Der 1(5) | 2 S Turb dr geared to sc.<br>7500shp<br>Hawthorn, Leslie (Eng.) Ltd<br>2WTB 610lb Spt 850°F.<br>sg 125lb<br>3×400, 400, 150kW 440V |
| 502853<br>6ZRZ<br>2542<br>Df Esd<br>Gc Rdr<br>RT | **ATHEN**<br>exAthéné-66<br>**Tortosa Shipping Co. Inc.**<br>Monrovia Liberian<br>Now **LACON** See New Entries No. 3 | 13679<br>8211<br>20583 | <br><br>BV | 1961 Forg. & Ch. de la Gironde—Bdx<br>575' 3" 74' 0" 31' 0"<br>539' 10" 73' 9½" 40' 4"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>B&W<br>Soc. Forg. & At du Creus |
| 502847<br>DHPX<br><br>Df Esd<br>Rdr<br>RTh/v | **ATHEN**<br><br>~~Bock, Godeffroy & Co.~~<br>~~Hamburg~~ ~~W. German~~<br>**Astro Marinero Cia. Nav. S.A.**<br>Piræus Greek | 2699<br>1507<br>5029 | <br><br>GL | 1951 Lübecker Flender-Werke—Lbc<br>379' 2" 52' 5" 20' 8"<br>52' 3" 30' 6"<br>B72' F27' 1 dk & S dk<br>RW | M (8P) OSD<br>6 Ho<br>G.331269 B.301464<br>5 Ha (27½', 37½', 28' 30½', 30½'×18')<br>10W Der 1(30) 1(15) 10(3-5) | Oil 2SA 5Cy. 680×1250 mm<br>2750bhp<br>Waggon & Maschb. |
| 502848<br>SVOU<br>1598<br>Df Esd<br>Gc Rdr | **ATHENA**<br><br>**Celomar Cia. Nav. S.A.**<br>Piræus Greek | 8132<br>4357<br>15009<br>10606<br>5934<br>— | ✠100A1 CS 5/68 ~~CS 6/66~~<br><br>✠LMC<br><br>MN1620 EL f†2½"SQ | 1959-9 Harima Zosensho—Aio<br>505' 3" 66' 7" ~~27' 4½"/~~ 27' 4½"/31' 2"<br>475' 9" 66' 3½" 41' 4"<br>P105' F41' 1 dk & S dk<br>8BH to S dk 1 to 2nd dk<br>rf 6" WB4542t incl. DTm1628t | M OSD/CSD Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>8100bhp Sulzer<br>Harima Zosensho<br>AuxB 57lb |
| 500276<br>DYRF<br>212071<br>Df Esd<br>Rdr RT | **ATHENA**<br>exAdler-66<br>**Dacema Lines Inc.**<br>~~Cebu~~ Manila Philippine | 1461<br>765<br>1806 | <br><br>GL | 1950 A.G. "Weser" Werk Seebeck—Bhn<br>271' 6" 39' 5" 15' 8"<br>39' 3"<br>F25' 1 dk & S dk<br>RW | M OSD<br>3 Ho<br>G.105527 B.95924<br><br>8W Der 1(15) 8(3-5) | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br><br>Masch. Augsburg-Nürnberg |
| 503010<br>SZUA<br><br>Df Esd | **ATHENA**<br>exAtonality-67<br>**Marine Water Supply Co.**<br>**Ltd.**<br>Piræus Greek | 1221<br>548<br>1374 | BS✳ SS 12/67 ~~Dr 3/62~~<br>oil tanker<br>MBS✳<br><br>MN160 CT1095 C24<br><br><br>~~SURVEYS OVERDUE 3/66~~ | 1950-3 G. Brown & Co. (Marine) Ltd.—<br>Grk<br>231' 5" 36' 2" 13' 10"<br>218' 0" 36' 0" 14' 10"<br>P59' F21' Trunk in well 1 dk<br>RW 11BH<br>WB185t incl. DTf72t | M Tanker Mchy.aft<br><br>HeCls. C | Oil 2SA 4Cy. 405×650 mm<br>800bhp<br>J. I. Thornycroft & Co. Ltd<br>2AuxB 180lb |
| 502849<br>IKKM<br>357<br>Df Esd<br>RT | **ATHENA**<br>exPrinsengracht-59<br>**Paolo Caruso**<br>Trapani Italian | 494<br>263<br>835 | RI<br><br>✠Classed LR until 5/60 | 1948-3 Zaanlandsche Schps. Maats.—<br>Zaandam<br>184' 0" 28' 6" 11' 3½"<br>169' 2" 28' 4" 12' 7"<br>Q42' F25' 1 dk<br>RW | M Mchy.aft<br>1 Ho 113½'<br>G.37600 B.35200<br><br>2W Der 2(3) | Oil 4SA 8Cy. 265×500 mm<br>500bhp Emade42fitted43<br>N.V. Werkspoor |
| 502851<br>SVWX<br>6<br>RT | **ATHENA**<br>exKonstantinos Fostieris-62<br>**Dimitris Labrou**<br>Laurium Greek | 144<br>110<br>— | | 1949 .....................Piræus<br>111' 6" 17' 1"<br>... ... ...<br>1 dk | M | Oil 2Cy.<br>Emade—fitted55<br>Skandiaverken A/B |
| 502855<br>DKAR<br>SR1372<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ATHENE** T.Mk<br><br>**Cimbria-Reederei A.G.**<br>~~Lübeck~~ Flensburg W. German | 648<br>244<br>693 | ✠100A1 SS 10/67<br>Str. nav. ice<br>✠LMC<br><br>MN306 EL n | 1959-2 Abeking & Rasmussen—<br>Lemwerder<br>236' 1" 35' 11" 11' 9½"<br>210' 0" 34' 5½" 19' 7"<br>Ba64' F53' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil DK fwd WB393t incl. DTf41t | M Cattle Carrier OSD Mchy.aft<br><br><br>2 Ha (18½', 15½'×9½')<br>Der 1(2) 3(1½) | Oil 4SA 8Cy. 385×580 mm<br>1530bhp<br>Masch. Kiel A.G.<br>4×138, 99, 99, 20kW 220V<br>Directional propeller |
| 641640<br>DNGQ<br><br>Df Esd<br>Rdr RT | **ATHENE**<br><br>**John Tewes**<br>**Johs. Thodt**<br>Hamburg W. German | 399<br>218<br>885 | <br><br>GL | 1964 Schiffsw. J. J. Sietas—Ham<br>191' 8" 31' 0" 12' 3"<br>171' 0" 30' 10" 19' 7"<br>2 dks | M CSD Mchy.aft<br>1 Ho 119½'<br>G.60400 B.54800<br>2 Ha<br>Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deut |

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|---|---|---|---|---|---|---|---|
| 72713<br>DVRJ<br>Pfd<br>Rdr<br>RTm | **ATHENE**<br>**P. M Anthonisen Partrederi**<br>Skagen Danish | 171<br>80<br>165 | BV | | 1967 Rosslauer Schiffs.—Rosslau<br>110′ 2″ 8′ 10½″<br>97′ 0″ 21′ 7¾″ 10′ 10″<br>F20′ 1 dk<br>rf 24″ BK6″ | M Trawler<br>2 Ho 15½′, 22¼′<br>2 Ha (stl) (each 5¾′×4′)<br>Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>560bhp 19t (d.o)<br>Schwermasch. Karl Liebknecht Mgd<br>2×28, 12kW 220V d.c.<br>Controllable pitch propeller 12k |
| 2627<br>CXC<br>1658<br>Esd<br>RT | **ATHENIA**<br>exNina–63<br>**Island Shippers Ltd.**<br>A. A. Reid & Son<br>Georgetown, Cayman Is.<br>British | 998<br>499<br>— | BV | | 1950 Ch. & At. Aug. Normand—Hav<br>*230·5′* 30′ 7″<br>30′ 5″<br>1 dk | M<br>len 58 | Oil 2SA 5Cy. 420×600 mm<br>MAN<br>Ch. & At. Aug. Normand Hav |
| 1140<br>SRA<br>8675<br>Esd.<br>Pfd<br>RT | **ATHENIAN**<br>**Westcott & Laurance Line Ltd.**<br>~~**Ellerman Lines Ltd.**~~<br>Ellerman & Papayanni Lines Ltd.<br>Liverpool British | 2702<br>1432<br>3907 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>MN516 | EL t 1⅝″SQ | 1966–7 Henry Robb Ltd.—Lth<br>307′ 10″ 45′ 8″ 16′ 8″ 22′ 10″<br>282′ 2″ 45′ 6″ 26′ 0″<br>P69′ F36′ 1 dk & S dk<br>Coll & mchy. BH to S dk 3 to 2nd dk<br>rf 5″ WB339t incl. DTf86t | M ~~OSD~~ Mchy.aft | Oil 4SA 6Cy. 19″×27″<br>2580bhp<br>Mirrlees National Ltd. Stckpt<br>3×200kW 440V 60c/s a.c. 13k |
| 9220<br>VSF<br>1437<br>Esd<br>Rdr | **ATHENIAN SKY**<br>exSouth Star–67<br>exDona Gisella–66<br>**Okeania S.A.**<br>Firæus Greek | 9010<br>5212<br>12631 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1200 | SS 1/64<br>EL d†2 3/16″SQ | 1959–2 Cant. Nav. Felszegi—Tri<br>488′ 4″ 62′ 3″ 29′ 7″<br>451′ 3″ 62′ 0″ 39′ 6″<br>F41′ 2 dks<br>RW NS 7BH to U dk 1 to 2nd dk<br>rf 8″ WB3510t incl. Tunnel tanks 377t DTa1403t | M Ref CSD<br>G.680000 B.610000 In.111910<br>12W Der 6(10) 6(5) | Oil 2SA 6Cy. 760×1550 mm<br>6000bhp Sulzer 990t<br>C.R.D. Adriatico Tri<br>2AuxB 150lb 14k |
| 0394<br>ZJZ<br>2594<br>Esd<br>Pfd<br>RT | **ATHENIC**<br>**Planet Shipping Co. S.A.**<br>Monrovia Liberian | Ore<br>**36656**<br>22851<br>82554<br>Oil<br>**48747**<br>35346<br>82554 | AB | | 1967 Kure Zosensho—Kur<br>834′ 2″ 124′ 3″ 43′ 7⅞″<br>787′ 5″ 124′ 0″ 57′ 5″<br>F56′ 1 dk<br>rf nil | M Ore/Oil Carrier Mchy.aft<br>4 Ho 12 Ta<br>8 Ha (stl) | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 5883t<br>Ishikawajima-Harima Hvy Ind. Aio |
| 2857<br>BLS<br>7927<br>Esd<br>Rdr<br>RTv | **ATHENIC**<br>**Shaw Savill & Albion Co. Ltd.**<br>Southampton British | 14248<br>7622<br>13558 | **✠100A1**<br>with freeboard<br>**✠LMC**<br>**✠Lloyd's RMC** | SS 8/65<br>EL (j†)2⅞″ | 1947–7 Harland & Wolff Ltd.—Bel<br>560′ 5″ 71′ 3″ 32′ 0″<br>530′ 0″ 71′ 0″ 43′ 5″<br>P64′ B244′ F69′ 3 dks 4th dk in Nos. 2 & 3 holds<br>RW 6BH to U dk 2 to 2nd dk<br>rf 6″ WB2290t incl. Tunnel tanks 1670t DTf334t | TS Ref<br>6 Ho 76½′, 79½′, 65¼′, 56¾′, 59½′, 39¾′<br>G.158500 B.149110 In.517903<br>1 Ha (w) (16¾′×16¾′) 1 Ha (stl) (32¾′×16¾′) 4 Ha (w) (22′, 22′×17¼′) (24¼′×16¾′) (16¼′×17¼′)<br>21W Der 1(50) 8(12) 5(7) 6(5) | 6 S Turb sr geared to 2 sc. shafts<br>15400shp 4028t (o.f)<br>Harland & Wolff Ltd. Bel<br>2WTB 475lb Spt 425lb hs(34586)<br>db 125lb sg 140lb<br>4×350kW 220V d.c. 17k |
| 02859<br>f Esd<br>c Rdr | **ATHENS**<br>exAkko–54<br>exVancouver County–50<br>exFort Wallace–46<br>**The People's Republic of China**<br>People's Rep. of China<br>Now **HOPING CHI SHI LIU** See New Entries No. 8 | *7161*<br>*4328*<br>10755 | ✠Classed LR until 10/60 | | 1944–2 Burrard D.D. Co. Ltd.—Vcr<br>441′ 6″ 57′ 2″ 27′ 8¾″<br>416′ 0″ 56′ 10″ 37′ 4″<br>2 dks<br>RW | S<br>G.551530 B.490453 | T 3Cy. 24½″ 37″ & 70″×48″<br>1617t (o.f)<br>Canadian Allis-Chalmers Ltd. Mtl<br>12k |
| 02860<br>36491<br>RTv | **ATHERFIELD**<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Co. Ltd.**<br>Southampton British | 246<br>—<br>410 | **✠100A1**<br>tug<br>**✠LMC**<br>MN268 | SS 3/65<br>EL (d) | 1956–5 J. I. Thornycroft &Co. Ltd.—Sou<br>112′ 0″ 29′ 7″ 9′ 9″<br>100′ 0″ 27′ 0″ 13′ 3″<br>RW 4BH | TM Tug | 2 Oil 2SA each 6Cy. 10½″×13½″ sr geared<br>1340bhp 30t (d.o)<br>Crossley Bros. Ltd. Mch<br>3×40, 40, 25kW 220V d.c. |
| 0717<br>PSU<br>6345<br>Esd<br>Rdr<br>n/h/v | **ATHERSTONE**<br>**P. & O. Steam Nav. Co.**<br>Hain-Nourse Ltd.<br>London British | 25991<br>17713<br>43873 | **✠100A1**<br>strengthened for ore cargoes, Nos 3 & 5 holds may be empty<br>**✠LMC**<br>MN3220 | EL r†2 15/16″SQ | 1965–4 Hitachi Zosen—Inn<br>675′ 11″ 90′ 2″ 40′ 4¼″<br>639′ 9″ 89′ 11″ 54′ 7″<br>P113′ F58′ 1 dk<br>NS 11BH<br>rf ½″ DK WB30265t incl. Topside tanks in holds 6575t | M Bulk Carrier Mchy.aft<br>8 Ho 57¾′, 67¾′, 49′, 49′, 49′, 61¾′, 49′, 61¾′<br>G.1810453<br>8 Ha (stl) (34½′×31¼′) (43¼′, 30¾′, 30¾′, 30¾′, 37′, 30¾′, 37′×37½′)<br>Cr 2(2) Der 1(10) | Oil 2SA 7Cy. 840×1800 mm<br>16100bhp B&W 3058t (hvf)<br>Hitachi Zosen Osa<br>AuxB 114lb<br>3×420kW 440V 60c/s a.c. 15½k |
| 8807<br>YJH<br>2102<br>f Esd<br>RTm | **ATHINA II**<br>exDelfina–63 exAutumn Sun–62<br>**Greek Atlantic Fishing Co.**<br>**C. Diamantis Co. Ltd.**<br>Piræus Greek | 204<br>95<br>175 | BV | | 1957 Stocznia Polnocna—Gdk<br>113′ 0″ 22′ 3″ 8′ 7½″<br>99′ 6″ 21′11½″ 11′ 10″<br>1 dk<br>RW | M Fishing | Oil ~~4SA 8Cy. 240×360 mm~~<br>30~~0bhp~~ NE64 ~~(d.o)~~<br>~~Buckau-Wolf~~ ~~Mgd~~ |
| 71411<br>ZVJ<br>2631<br>f Esd<br>c Pfd<br>r RT | **ATHINA CARRAS**<br>**Alma Shipping Corp.**<br>Monrovia Liberian | 44708<br>29742<br>79067 | AB | | 1967 Mitsubishi Hvy Ind. Ltd.—Yka<br>820′ 7″ 122′ 2″ 42′ 0″<br>777′ 7″ 122′ 0″ 60′ 8″<br>P43′ F69′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>15 Ta | S Turb dr geared to sc. shaft<br>19250shp 5000t (o.f)<br>General Electric Corp. Lyn<br>2×750kW |
| 02862<br>ELNE<br>438<br>f Esd<br>c Rdr<br>RT | **ATHINA LIVANOS**<br>**Atlantic Oil Carriers Ltd.**<br>Monrovia Liberian | 19462<br>12223<br>29402 | AB | | 1954 Bethlehem Stl Co.—Qcy<br>644′ 8″ 84′ 2″ 34′ 7½″<br>615′ 0″ 84′ 0″ 44′ 0″<br>P124′ B35′ F77′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>33 Ta | 2 S Turb dr geared to sc. shaft<br>15000shp 2192t (o.f)<br>Bethlehem Stl Co. Qcy<br>17k |

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| 536617<br>SYBK<br>1794 | **ATHINA V**<br>exToulouzi-65<br>**Greek Atlantic Fishing Co.**<br>**C. Diamantis Co. Ltd.**<br>Piræus Greek | 109<br>78<br>— | | 1931 ......................Msl<br>97' 2" 17' 4" 7' 4½"<br>17' 2"<br>1 dk<br>R conv tanker 66 | M Mchy.aft | Oil<br>Sulzer Bros. Ltd. |
| 502863<br>SWLD<br>1882<br>Df Esd<br>Gc Rdr | **ATHINAI**<br>exSanta Paula-61<br>exSanta Rosa-58<br>**Aegean Steam Nav.**<br>**Typaldos Bros. Ltd.**<br>Piræus Greek | 9237<br>3789<br>7716 | | 1932 Federal S.B. & D.D. Co.—Kearny<br>508' 0" 72' 2" 25' 11½"<br>484' 0" 72' 0" 30' 0"<br>B&F418' 2 dks & A dk | TS (620P) Ref<br>B.314993 In.63601<br>14W Der 1(50) | 4 S Turb dr geared to 2 sc.<br>General Electric Co. |
| 502864<br>SVAA<br>1242<br>Df Esd<br>Gc Rdr<br>RT | **ATHINAI**<br>**Greek South American Line S.A.**<br>Piræus Greek | 3575<br>2070<br>5181 | AB | 1953 Cant. del Tirreno—Gen<br>422' 0" 54' 0" 21' 8"<br>391' 0" 53' 11"<br>P19' B80' F72' 1 dk & S dk<br>RW<br>rf 10" | M Ref OSD<br>5 Ho<br>G.323120 B.304650 In.30350<br>5 Ha<br>14W Der 1(30) 2(7) 12(5) | Oil 2SA 8Cy. 750×1250 mm<br>5000bhp Sulzer<br>C.R.D. Adriatico |
| 502865<br>SVDX<br>1378<br>Df Esd<br>Gc Rdr | **ATHINAI**<br>**Transpacific Carriers Corp.**<br>Hellenic Lines Ltd.<br>Piræus Greek | 2863<br>1577<br>4287<br>4380<br>2496<br>— | AB | 1956 Iino S.B. & Eng. Co. Ltd.—Maizuru<br>366' 0" 48' 8" 21' 1¾"/—<br>337' 0" 48' 6" 31' 3"<br>B56' F68' 1 dk & S dk<br>RW<br>rf 4" | M (12P) Ref OSD/CSD<br>4 Ho 50', 88', 47', 70'<br>G.298029 B.282666 In.31191<br>4 Ha (22½', 51½', 19½', 34'×20')<br>12W Der 2(5) 3(3) | Oil 2SA 8Cy. 520×900 mm<br>3500bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3×125kW 220V d.c. |
| 502447<br>SVJT<br>2753<br>Df Esd<br>Gc Rdr | **ATHLITIS**<br>exArkeldyk-66<br>exWhiteman Victory-46<br>**Athlitis Cia. Nav. S.A.**<br>Piræus Greek | 7662<br>4624<br>10600 | 100A1 SS 2/66<br>tunnel tanks adjacent to<br>ER—vegetable oil<br>**LMC**<br>EL c†2¼"SQ | 1945 Oregon S.B. Corp.—Pld<br>455' 4" 62' 2" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F89' 2 dks, 3rd dk in Nos. 2 & 3 holds<br>7BH<br>WB3312t Incl. Tunnel tanks 1648t DTf282t | S<br>5 Ho 57¾', 45½', 77½', 81½', 75¾'<br>G.569223 B.492628<br>3 Ha (stl) (25', 24', 36'×22½')<br>2 Ha (w) (36', 24'×22½')<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc.<br>8500shp<br>General Electric Co.<br>2WTB 525℔ Spt 479℔<br>2×300kW 230V d.c. |
| 502867<br>SXGL<br>1963<br>Df Esd<br>Gc Rdr<br>RT | **ATHLON**<br>exEsso Avonmouth-60<br>exEsso Valparaiso-55<br>exFort Massiac-49<br>**Athlos Cia. Nav. S.A.**<br>Piræus Greek | 13570<br>10074<br>— | 100A1 SS 9/66<br>**LMC**<br>MN1320 EL ]†2¼"SQ | 1962 (Cargo section) Cantieri Navali di Taranto—Taranto<br>1945 (Fwd & aft) Sun S.B. & D.D. Co.—Chester, Pa<br>578' 9" 75' 1" ~~31' 11"~~ 33' 7½"<br>557' 3" 74' 11½" 44' 1"<br>F57' RAD107' 1 dk<br>8BH conv tanker 62<br>rf 6" DK WB8484t Incl. Topside tanks in holds 2847t | T-E Mchy.aft | S Turb connected to elec.<br>6600shp<br>Elliott Co.<br>2WTB 500℔ Spt 464℔ |
| 502870<br>ELBS<br>141<br>Df Esd<br>Gc Rdr<br>RTm | **ATHOLL McBEAN**<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberian | 18127<br>11189<br>28276 | AB | 1950 Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>624' 8" 84' 4" 33' 5¾"<br>595' 0" 84' 0" 44' 0"<br>P121' B33' F77' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1328377 HeCls. BC | 2 S Turb dr geared to sc.<br>13750shp<br>Bethlehem Stl Co.<br>2×400kW 450V 60c/s a.c. |
| 651670<br>FNOB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATHOS**<br>**Mobil Oil Française**<br>**(Département Transports Maritimes)**<br>Havre French | 48024<br>30670<br>~~80334~~<br>84620 | AB BV | 1965 Ch. de l'Atlantique—St.N<br>842' 7" 122' 5" 42' 10½"<br>797'11" 122' 0" 57' 5"<br>P150' F91' 1 dk<br>rf 4" | S Tanker Mchy.aft<br>11 Ta<br>Der 2(10) | 2 S Turb dr geared to sc.<br>24335shp<br>General Electric Co. |
| 680426<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATHOS**<br>**Skibs A/S Aramis**<br>Bernhard Hanssen & Co.<br>Flekkefjord Norwegian | ~~22610~~ ~~22110~~ 22119<br>~~13770~~ 14528<br>~~37000~~ 38350 | NV | 1968 A/B Götaverken—Got<br>657' 2" ~~656' 11"~~ 88' 9" ~~36' 8¾"~~ 35' 6½"<br>630' 2" 88' 6" 49' 4"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 750×1600 mm<br>12050bhp<br>A/B Götaverken |
| 542304<br>SYSS<br>2674<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATHOS**<br>exWestport-65<br>exLiverpool Packet-63<br>exArgyle Park-46<br>**Athos Shipping Co. Special S.A.**<br>Piræus Greek<br>Now **ARAMIS** See New Entries No. 3 | 2933<br>1667<br>4624 | ✠100A1 SS 7/65<br>✠**LMC**<br>EL u | 1945-6 St. John D.D. & S.B. Co. Ltd.—St. J<br>328' 10" 46' 6" 20' 11"<br>310' 0" 46' 4" 25' 2"<br>P35' B86' F34' 1 dk<br>R NS 5BH<br>WB801t | S<br>3 Ho 60', 62', 87'<br>G.203807 B.191371<br>4 Ha (32'×22') (32', 32'×24') (30'×22')<br>8W Der 8(5) | T 3Cy. 20" 31" & 55"×39"<br>1176ihp<br>Canada Irn Fdries Ltd.<br>2 SB 200℔ Spt hs(3844)<br>2×15kW 110V d.c. |
| 502871<br>OULQ<br>Df Esd<br>Gc Rdr<br>RT | **ATHOS**<br>**Det forenede Dampskibs-Selskab A/S**<br>Copenhagen Danish | 2661<br>1285<br>3265 | BV | 1962 Frederikshavns V. & F. A/S—Fkn<br>362' 1" 51' 0" 20' 0"<br>328' 1" 50' 10" 30' 6"<br>1 dk & S dk<br>rf 4" | M (12P) Ref OSD<br>4 Ho<br>G.206000 B.193000 In.65000<br>4 Ha (24', 31½', 29½', 24½'×17½')<br>12W Der 1(30) 1(10) 2(5) 10(3) | Oil 2SA 6Cy. 500×1100 mm<br>3900bhp B&W<br>Helsingör Skibs. & Msk.<br>3×355, 355, 215kW 440V |
| 502872<br>THJU<br>Df Esd<br>RT | **ATHOS**<br>**Armement Morvant**<br>Etel French | 118<br>47<br>— | BV | 1961 S.I.C.C. Na.—St.M<br>*79-4'* 22' 5"<br>73' 2" 22' 3" 10' 6"<br>RW | M Trawler<br>4 Ha (3½', 3½'×3½') (2½'×2½') (2½'×1½')<br>Der 1(2) 1(1) | Oil 4SA 8Cy. 185×200 mm<br>400bhp<br>Moteurs Baudouin |
| 540123<br>4XQC<br>MS161<br>Df Esd<br>Pfd Rdr<br>RT | **ATID**<br>exFerdinandstor-63<br>**Atid Cargo Lines Ltd.**<br>Haifa Israel | 1365<br>673<br>1969 | GL | 1953 Jos. L. Meyer—Papenburg<br>235' 11" 36' 3" 17' 11"<br>210' 0" 36' 0" 21' 0"<br>P52' F23' H17' 2 dks<br>RW | M CSD Mchy.aft<br>G.90119 B.84654<br>6W Der 6(3) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp<br>Klöckner-Humboldt-De |

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|---|---|---|---|---|---|---|---|
| 502873<br>SLTI<br>10108<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ATITLAN**<br>**Salénrederierna A/B**<br>Stockholm Swedish | 8067<br>4555<br>8300 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN2000 | CS 12/64<br>EL d†$2\frac{3}{16}$"SQ | 1960–12 Eriksbergs M/V A/B—Got<br>488′ 1″ 62′ 0″ 27′ 6″<br>450′ 0″ 61′ 11″ 39′ 0″<br>F54′ 2 dks, 3rd dk except in mchy. space, 4th dk in Nos. 1 & 2 holds<br>Coll BH to U dk 5 to 2nd dk<br>rf 19″ DK fwd WB2107t incl. Tunnel tanks 915t | M (12P) Ref<br>4 Ho 93½′, 65½′, 81¼′, 87<br>In.351410<br>4 Ha (stl) (35′, 34¼′, 34¼′, 34¼′×19¾′)<br>8W Der 8(5) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp B&W 1740t (hvf)<br>Eriksbergs M/V A/B Got<br>AuxB 71℔<br>4×396kW 440V 60c/s a.c. 18½k |
| 602873<br>LZHF<br>10<br>RT | **ATIYA**<br>exRila–62<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 183<br>93<br>220 | | | 1943 Ch. Nav. de l'Etat Bulgare—Varna<br>*105·0′* 22′ 5″<br>… … … | M | Oil 4SA 2Cy. 290×420 mm<br>Motorenw. Mannheim Mhm |
| 502875<br>UVAD<br>M-17025<br>Df Esd<br>Gc Rdr | **ATKARSK**<br>**U.S.S.R.**<br>Leningrad Russian | 5411<br>2916<br>8610 | | | 1960 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>457′ 4″ 57′ 11″ 25′ 9¾″<br>427′ 6″ 57′ 9″ 38′ 7″<br>2 dks & S dk | M OSD<br>5 Ho<br>G.476926<br>5 Ha (32½′, 32½′, 32½′, 32½′, 31½′×24¼′)<br>10W Der 10(5) | Oil 2SA 9Cy. 720×1250 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>14½k |
| 651707<br>326024<br>Esd Pfd<br>Rdr<br>RTm | **ATKINSON**<br>**H. B. Nickerson & Sons Ltd.**<br>Halifax Canadian | 371<br>130<br>— | | AB | 1965 Halifax Shipyards Ltd.—Hfx<br>136′ 0″ 26′ 7″<br>118′ 6″ 26′ 6″<br>1 dk & S dk<br>rf 36″ | M Stern Trawler OSD<br>1 Ho 43′<br>2 Ha (stl) (each 5′×3½′) | Oil 2SA 16Cy. 8⅝″×$14\frac{13}{16}$″<br>1250bhp (d.o)<br>Appingedammer Brons. Apg<br>2×44kW 220V 60c/s a.c.<br>Controllable pitch propeller |
| 502876<br>SMDA<br>9677<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLAND**<br>**Ångfartygs A/B Tirfing**<br>Dan-Axel Broström<br>Gothenburg Swedish | 12737<br>5246<br>18650 | ✠100A1<br>ore carrier<br>✠LMC<br>MN1440 | SS 10/65<br>EL l†2½"SQ | 1956–6 Eriksbergs M/V A/B—Got<br>582′ 10″ 70′ 0″ 29′ 11½″<br>549′ 5″ 69′ 9″ 39′ 3″<br>P117′ F74′ 1 dk<br>6BH<br>rf 1″ WB7347t incl. DTf771t | M Ore Carrier Mchy.aft<br>4 Ho 109½′, 151′, 105½′, 39½′<br>G.403500<br>10 Ha (stl) (each 23¼′×30½′)<br>2W Der 2(5) | Oil 2SA 6Cy. 748×1600 mm<br>7200bhp B&W 1830t (hvf)<br>Eriksbergs M/V A/B Got<br>AuxB 114℔<br>3×230kW 220V d.c. 15¼k |
| 502877<br>XPOC<br>Df Esd<br>RT | **ATLANDSFARID**<br>**H. Hansen Partrederi**<br>Midvág Faroese | 168<br>92<br>— | | BV | 1936 Fredriksund Skibsv.—Fredriksund<br>*105·6′* 25′ 0″ 11′ 7¼″<br>24′ 10″<br>1 dk | Wood Aux Sr Fishing<br>1 Ho<br>1W Der 1(1) | Oil 2SA 4Cy. 230×400 mm<br>NE54 16t<br>Alpha-Diesel A/S Fkn<br>9k |
| 651038<br>UOLF<br>M-27620 | **ATLANT**<br>**U.S.S.R.**<br>~~Kaliningrad~~<br>Nikolaev Russian | 3170<br>1225<br>1460 | | | 1964 Nosenko Shpyd—Nic<br>277′ 10″ 46′ 0″ 18′ 9″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>7 Ha<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| 672414<br>UBIJ<br>M-24049 | **ATLANT**<br>**U.S.S.R.**<br>Odessa Russian | 913<br>—<br>264 | | | 1959 ……………………Russia<br>171′ 3″ 36′ 1″ 14′ 9″<br>19′ 0″ | D-E Salvage Tug | 2 Oil 4SA each 6Cy. 318×330 mm connected to elec. motor & sc. shaft<br>13½k |
| 672483 | **ATLANT**<br>**U.S.S.R.**<br>Russian | 226<br>—<br>— | | | 1967 ……………………Russia | M Tug | Oil |
| 510418<br>TPUF<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTA**<br>exEnée–67<br>**Compagnie Meridionale de Nav.**<br>Marseilles French | 1223<br>470<br>1430 | | BV | 1956 S.A. des Anc. Ch. Dubigeon—Nts<br>*279·7′* 39′ 4″ 15′ 2″<br>239′ 6″ 39′ 3″ 22′ 4″<br>2 dks<br>RW | M Ref CSD<br>pt bulk wine carrier<br>G.79072 B.68129 In.4624<br>3 Ha (36¼′, 38½′, 33′×19½′)<br>4W Der 6(10) | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp Sulzer 140t<br>Ch. de l'Atlantique St. Denis<br>15k |
| 502880<br>GFDH<br>301322<br>Df Esd<br>Pfd Rdr<br>RT | **ATLANTA**<br>**Commissioners of Irish Lights**<br>Liverpool British | 1185<br>318<br>— | ✠100A1<br>✠LMC<br>MN440 | SS 6/67<br>EL (n) 1¾″ | 1959–11 Philip & Son Ltd.—Drt<br>213′ 5″ 38′ 1″ 12′ 11″<br>185′ 0″ 38′ 0″ 17′ 0″<br>P&B122′ F28′ 1 dk, 2nd dk except in mchy. space<br>RW 4BH<br>rf 6″ WB100t | TD-E Lighthouse Tender | 4 Oil 4SA each 6Cy. 10″×12″ 2200bhp driving 4 gen. each 304kW 230V d.c. connected to 2 elec. motors each 750shp & 2 sc. shafts<br>English Electric Co.<br>db 45℔ Newton-le-Willows<br>6×75, 75 75, 75, 60 60kW 220V d.c. |
| 650584<br>TMMZ<br>Df Esd<br>Pfd Rdr<br>RT | **ATLANTA**<br>**Met & Engelhardt**<br>Lorient French | 353<br>146<br>280 | | BV | 1964 Béliard-Murdoch S.A.—Ost<br>151′ 11″ 27′ 6″ 12′ 6″<br>137′ 10″ 27′ 3″ 13′ 9″ | M Trawler<br>3 Ha<br>Der 1 | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 90t<br>Klöckner-Humboldt-Deutz Kln |
| 660871<br>RT | **ATLANTA**<br>**Atlanta Navigation Co. Ltd.**<br>Chittagong Pakistan | 285<br>135<br>380 | ~~✠100A1~~<br>~~Chittagong service~~<br>~~LMC~~<br>~~MN70~~<br>✠Class **WITHDRAWN**<br>5/68 | ~~EL (e)~~ | 1966–4 Brooke Marine Ltd.—Lwt<br>157′ 2″ 27′ 4″ 5′ $7\frac{13}{16}$″<br>149′ 6″ 27′ 0″ 8′ 0″<br>1 dk<br>NS 6BH<br>rf nil WB DTa35t DTf56t | TM Mchy.aft | 2 Oil 4SA each 6Cy. 5½″×6½″ with reverse reduction gearing<br>280bhp<br>Albion Motors Ltd. Chorley<br>1×3kW 24V d.c. |

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| 670473<br><br>TM105<br>Esd RT | **ATLANTA 1**<br><br>**Pesquera Atlanta S.A.**<br>Tambo de Mora Peruvian | 120<br>—<br>— | ✠100A–<br>fishing vessel<br>Peruvian coastal service<br>LMC<br>MN76 EL (a) | 1967–1 Fabricaciones Metalicas—Clo<br>82' 8" 23' 5" 10' 5"<br>70' 6" 23' 0" 11' 4"<br>RAD11' RFD30' 1 dk<br>3BH<br>rf 18" BoxK | M Fishing | Oil 4SA 6Cy. 6½" × 8" reverse<br>geared<br>380bhp<br>Caterpillar Tractor Co. |
| 670607<br><br>TM115<br>Esd RT | **ATLANTA 2**<br><br>**Pesquera Atlanta S.A.**<br>Tambo de Mora Peruvian | 120<br>—<br>— | ✠100A–<br>fishing vessel<br>Peruvian coastal service<br>LMC<br>MN76 EL (a) | 1967–2 Fabricaciones Metalicas—Clo<br>82' 8" 23' 5" 10' 5"<br>72' 6" 23' 0" 11' 4"<br>RAD11' RFD30' 1 dk<br>3BH<br>rf 18" BoxK | M Fishing | Oil 4SA 6Cy. 6½" × 8" reverse<br>geared<br>380bhp<br>Caterpillar Tractor Co. |
| 671027<br><br><br>Esd RT | **ATLANTA 3**<br><br>**Pesquera Atlanta S.A.**<br>Tambo de Mora Peruvian | 120<br>—<br>— | ✠100A–<br>fishing vessel<br>Peruvian coastal service<br>LMC<br>MN76 EL (a) | 1967–3 Fabricaciones Metalicas—Clo<br>82' 8" 23' 5" 10' 5"<br>70' 6" 23' 0" 11' 4"<br>RAD11' RFD30' 1 dk<br>3BH<br>rf 18" BoxK | M Fishing | Oil 4SA 6Cy. 6½" × 8" reverse<br>geared<br>380bhp<br>Caterpillar Tractor Co. |
| 671028<br><br><br>Esd RT | **ATLANTA 4**<br><br>**Pesquera Atlanta S.A.**<br>Tambo de Mora Peruvian | 120<br>—<br>— | ✠100A–<br>fishing vessel<br>Peruvian coastal service<br>LMC<br>MN76 EL (a) | 1967–3 Fabricaciones Metalicas—Clo<br>82' 8" 23' 5" 10' 5"<br>70' 6" 23' 0" 11' 4"<br>RAD11' RFD30' 1 dk<br>3BH<br>rf 18" BoxK | M Fishing | Oil 4SA 6Cy. 6½" × 8" reverse<br>geared<br>380bhp<br>Caterpillar Tractor Co. |
| 671071<br><br><br>Esd RT | **ATLANTA 5**<br><br>**Pesquera Atlanta S.A.**<br>Tambo de Mora Peruvian | 120<br>—<br>— | ✠100A–<br>fishing vessel<br>Peruvian coastal service<br>LMC<br>MN76 EL (a) | 1967–3 Fabricaciones Metalicas—Clo<br>82' 8" 23' 5" 10' 5"<br>70' 6" 23' 0" 11' 4"<br>RAD11' RFD30' 1 dk<br>3BH<br>rf 18" BoxK | M Fishing | Oil 4SA 6Cy. 6½" × 8" reverse<br>geared<br>380bhp<br>Caterpillar Tractor Co. |
| 680011<br><br><br>Esd RT | **ATLANTA 6**<br><br>**Pesquera Salinas S.A.**<br>Tambo de Mora Peruvian | 200<br>89<br>— | GL | 1967 Ast. Picsa S.A.—Clo<br>*88·0'* 23' 2"<br>23' 1" 11' 4"<br>1 dk | M Trawler | Oil 4SA 6Cy. 159 × 203 mm<br>380bhp<br>Caterpillar Tractor Co. |
| 680012<br><br><br>Esd RT | **ATLANTA 7**<br><br>**Pesquera Salinas S.A.**<br>Tambo de Mora Peruvian | 200<br>89<br>— | GL | 1967 Ast. Picsa S.A.—Clo<br>*88·0'* 23' 2"<br>23' 1" 11' 4"<br>1 dk | M Trawler | Oil 4SA 6Cy. 159 × 203 mm<br>380bhp<br>Caterpillar Tractor Co. |
| 680013<br><br><br>Esd RT | **ATLANTA 8**<br><br>**Pesquera Salinas S.A.**<br>Tambo de Mora Peruvian | 200<br>89<br>— | GL | 1967 Ast. Picsa S.A.—Clo<br>*88·0'* 23' 2"<br>23' 1" 11' 4"<br>1 dk | M Trawler | Oil 4SA 6Cy. 159 × 203 mm<br>380bhp<br>Caterpillar Tractor Co. |
| 680014<br><br><br>Esd RT | **ATLANTA 9**<br><br>**Pesquera Salinas S.A.**<br>Tambo de Mora Peruvian | 200<br>89<br>— | GL | 1967 Ast. Picsa S.A.—Clo<br>*88·0'* 23' 2"<br>23' 1" 11' 4"<br>1 dk | M Trawler | Oil 4SA 6Cy. 159 × 203 mm<br>380bhp<br>Caterpillar Tractor Co. |
| 680120<br><br><br>Esd RT | **ATLANTA 10**<br><br>**Pesquera Salinas S.A.**<br>Tambo de Mora Peruvian | 200<br>89<br>— | GL | 1967 Ast. Picsa S.A.—Clo<br>*88·0'* 23' 2"<br>23' 1" 11' 2"<br>1 dk | M Trawler | Oil 4SA 6Cy. 159 × 203 mm<br>380bhp<br>Caterpillar Tractor Co. |
| 502396<br>5LVH<br>1272<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC**<br>exArietta S. Livanos–67<br>**Royal Transport &**<br>**Trading Co. ~~Inc.~~ Ltd.**<br>Monrovia Liberian | 23626<br>14610<br>41200 | AB | 1958 Newport Ns S.B. & D.D. Co.—N.Ns<br>712' 2" 93' 2" 36' 7¾"<br>682' 0" 93' 0" 48' 6"<br>P138' B36' F87' 1 dk<br>RW<br>rf 8" | S Tanker Mchy.aft<br>33 Ta<br>L.1745010 HeCls. BC | 2 S Turb dr geared to sc. sh<br>22000shp 4715t<br>De Laval S. Turb. Co. |
| 502883<br>KFEA<br>266527<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC**<br>exBadger Mariner–57<br>**American Export Isbrandtsen**<br>**Lines Inc.**<br>New York United States | 14136<br>6307<br>5100 | AB | 1953 Sun S B. & D.D. Co.—Chester, Pa<br>563' 8" 76' 4" 28' 7¾"<br>528' 6" 76' 0" 35' 6"<br>B316' F80' 3 dks<br>RW conv cargo ship 58<br>rf nil | S (880P)<br>3 Ho<br>B.737000<br>3 Ha | 2 S Turb dr geared to sc. sh<br>19250shp<br>General Electric Co. |
| 526208<br><br><br>Rdr<br>RTm/h | **ATLANTIC**<br>exOld Point Comfort–64<br>exAlbany–57<br>~~Makalle S.A.~~<br>~~Navegacion Atlantida S.A.~~<br>~~Montevideo Uruguayan~~<br>Navegacion Atlantida S.A.<br>Montevideo Uruguayan | 1622<br>841<br>1575 | AB | 1945 Bethlehem-Hingham—Hingham<br>*307·4'* 50' 1"<br>305' 0" 50' 0" 11' 2"<br>P&B249' 1 dk & S dk | TM Ferry (632P) OSD Mchy.aft | 2 Oil 2SA each 12Cy. 8½" × 1<br>2880bhp<br>General Motors Corp.<br>3 × 100kW 115/230V d.c. |
| 502884<br>DAPQ<br><br>Df Esd<br>Rdr RT | **ATLANTIC**<br><br>**Bugsier-, Reed.-, &**<br>**Bergungs- A.G.**<br>Hamburg W. German | 773<br>79<br>— | GL | 1959 F. Schichau G.m.b.H.—Bhn<br>*192·2'* 33' 7" 14' 3½"<br>183' 8" 33' 6" 17' 4"<br>F25' 1 dk | TM Salvage Tug | 2 Oil 4SA each 8Cy. 420 ×<br>5500bhp<br>Klöckner-Humboldt-Deutz<br>4 × 90, 90, 90, 30kW 230V d.c. |

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| 502885<br>PCVH<br>Df Esd<br>RTm/h | **ATLANTIC**<br>Rederij "Atlantic"<br>N.V. Scheepvaartkantoor "Groningen"<br>Groningen Netherland<br>Now **MARIA PIA** See New Entries No. **10** | 498<br>258<br>1010 | ✠100A1 SS 8/67<br>✠LMC<br>MN150 EL J | 1955–6 N.V. Bodewes' Scheeps.—Martenshoek<br>194′ 1″ 31′ 6″ 12′ 10″<br>177′ 2″ 31′ 2″ 13′ 4″<br>P&B112′ F30′ 1 dk<br>R 3BH<br>rf 4″ WB246t | M Mchy.aft<br>2 Ho 115½′, 63½′<br>3 Ha (41′, 41′, 34½′ × 16½′)<br>Der 3(3) | Oil 4SA 6Cy. 385 × 580 mm<br>750bhp (d.o)<br>Masch. Kiel A.G. Kel |
| 502887<br>WA2595<br>233497<br>Df Esd<br>Pfd Rdr<br>RT | **ATLANTIC**<br>Trawler Atlantic Inc.<br>Boston United States | 163<br>84<br>— | | 1934 Bethlehem S.B. Corp. Ltd.—Qcy<br>*102·5′* 22′ 1″<br>102′ 0″ 22′ 0″ 11′ 6″<br>R | M Trawler<br>1 Ho 30′<br>2 Ha | Oil 2SA 6Cy. 230 × 400 mm<br>420bhp NE60 18t<br>Burmeister & Wain Cpn |
| 652444<br>Esd | **ATLANTIC**<br>Callao Mill Company S.A.<br>Callao Peruvian | 105<br>—<br>— | ✠LR class withdrawn 9/67 | 1966–4 Fabricaciones Metalicas—Clo<br>73′ 4″ 22′ 2″<br>62′ 9″ 21′ 9″ 10′ 5″<br>RAD14′ 1 dk<br>BK | M Fishing | Vee Oil 2SA 12Cy. 4¼″ × 5″ reverse reduction geared<br>335bhp<br>General Motors Corp. Det |
| 502888<br>WE2519<br>263705<br>RTv | **ATLANTIC 5**<br>Atlantic Richfield Co.<br>Philadelphia United States | 192<br>76<br>— | AB | 1952 Gulfport S.B. Corp.—Pt.Arthur<br>103′ 0″ 25′ 2″ 11′ 7⅝″<br>96′ 8″ 25′ 1″ 12′ 11″<br>1 dk<br>BK2½″ | D-E Tug | Oil 2SA 12Cy. 220 × 265 mm 1185bhp driving 1 gen. 814kW 560V d.c. connected to elec. motor 1020shp<br>88t (d.o)<br>General Motors Corp. Clv<br>2 × 30, 24kW 120/125V d.c. |
| 502890<br>272237<br>RTv | **ATLANTIC 7**<br>Atlantic Richfield Co.<br>Philadelphia United States | 192<br>76<br>— | AB | 1956 Gulfport S.B. Corp.—Pt.Arthur<br>103′ 0″ 25′ 2″ 11′ 7⅝″<br>96′ 4″ 25′ 0″ 12′ 11″<br>1 dk<br>BK2½″ | D-E Tug | Oil 2SA 12Cy. 220 × 265 mm 1185bhp driving 1 gen. 814kW 750V d.c. connected to elec. motor 1020shp<br>88t (d.o)<br>General Motors Corp. Clv<br>2 × 30, 25kW 120/125V d.c. |
| 650050<br>6ZCO<br>2140<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC ANTARES**<br>Motorship Tankers Inc.<br>Monrovia Liberian | 38909<br>28506<br>76811 | ✠100A1<br>oil tanker (cc) Nos. 1, 2, 3, 4 & 5 centre & side tanks<br>✠LMC<br>MN4600 EL z3$\frac{7}{16}$″SQ | 1964–12 Kure Zosensho—Kur<br>785′ 5″ 121′ 2″ 41′ 6″<br>751′ 4″ 120′ 9″ 54′ 2″<br>P135′ F68′ 1 dk<br>10BH<br>rf nil WB9986t incl. 8581t in clean ballast tank | M Tanker Mchy.aft<br>15 Ta<br>L.2567535 HeCls. BC<br>Der 2(10) 1(5) | Oil 2SA 10Cy. 840 × 1800 mm<br>23000bhp B&W 4373t (hvf)–75pd<br>Hitachi Zosen Osa<br>2WTAuxB 327℔<br>3 × 550kW 450V 60c/s a.c. 17k |
| 502891<br>ELGJ<br>261<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC BARON**<br>Baron Shipping Co. Ltd.<br>Monrovia Liberian | 12696<br>7669<br>20080 | ✠100A1 Dr 4 yrs–10/64<br>oil tanker<br>✠LMC<br>MN1600 EL i†2$\frac{7}{16}$″SQ | 1953–1 Fairfield S.B. & E. Co. Ltd.—Gls<br>561′ 5″ 71′ 2″ 31′ 1¾″<br>546′ 0″ 71′ 0″ 40′ 6″<br>P119′ B35′ F63′ 1 dk<br>RW 16BH<br>WB1050t incl. DTf728t | S Tanker Mchy.aft<br>27 Ta | 2 S Turb dr geared to sc. shaft<br>8000shp 2106t (o.f)<br>Fairfield S.B. & E. Co. Ltd. Gls<br>2WTB 480℔ Spt 470℔ hs(15042) 15k |
| 502892<br>ELIK<br>314<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC BARONESS**<br>Baroness Shipping Co. Ltd.<br>Monrovia Liberian | 12712<br>7661<br>20090 | ✠100A1 TD4–10/66<br>oil tanker<br>✠LMC<br>MN1600 EL i†2$\frac{7}{16}$″SQ | 1953–8 Fairfield S.B. & E. Co. Ltd.—Gls<br>561′ 5″ 71′ 2″ 31′ 2¾″<br>546′ 0″ 71′ 0″ 40′ 6″<br>P119′ B35′ F63′ 1 dk<br>RW 16BH<br>WB1050t incl. DTf728t | S Tanker Mchy.aft<br>27 Ta | 2 S Turb dr geared to sc. shaft<br>8000shp 2106t (o.f)<br>Fairfield S.B. & E. Co. Ltd. Gls<br>2WTB 480℔ Spt 470℔ hs(15042) 15k |
| 502893<br>ELYO<br>731<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC BARONET**<br>exDuchess of Athens–56<br>Baronet Shipping Co. Ltd.<br>Monrovia Liberian | 11524<br>7014<br>18175 | ✠100A1 Dr 4 yrs–4/66<br>oil tanker<br>✠LMC<br>MN1440 EL h†2⅜″SQ | 1952–8 Furness S.B. Co. Ltd.—Haverton Hill<br>553′ 6″ 71′ 4″ 30′ 5½″<br>526′ 0″ 71′ 0″ 39′ 3″<br>P115′ B34′ F62′ 1 dk<br>RW 16BH<br>WB945t incl. DTf672t | M Tanker Mchy.aft<br>27 Ta | Oil 2SA 6Cy. 670 × 2320 mm<br>6600bhp Doxford 1430t<br>Vickers-Armstrongs Ltd. Brw<br>2AuxB 150℔ 14k |
| 672374<br>323031 | **ATLANTIC BEATRICE**<br>Atlantic Sugar Refineries Co. Ltd.<br>St. John's, Nfl Canadian<br>For later particulars see New Entries **No. 2** | 624<br>316<br>289 | 100A1<br>stern trawler<br>Class contemplated | G. T. Davie & Sons Ltd.—Lauzon<br>152′ 2″ 31′ 9″ 12′ 3″<br>131′ 1″ 30′ 6″ 21′ 10″ | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 15¾″ × 23½″<br>D. & J. Boot "De Industrie" Alp<br>13k |
| 502894<br>5MVS<br>1962<br>Df Esd<br>Gc Rdr<br>RTm | **ATLANTIC BREEZE**<br>East Atlantic Shipping Ltd.<br>Monrovia Liberian | 15985<br>10488<br>23721 | AB | 1963 Brodogradiliste Uljanik—Pla<br>628′ 2″ 75′ 3″ 35′ 7⅝″<br>589′ 6″ 75′ 0″ 46′ 3″<br>P125′ F46′ 1 dk<br>RW<br>rf 2″ | M Bulk Carrier Mchy.aft<br>7 Ho 52′, 62′ 66′, 68′, 57′, 55′, 55′<br>G.1109014 B.1043051<br>7 Ha (stl) (27′ × 26¼′) (36′ × 37′) (37′, 37′, 37′, 37′, 37′ × 36¾′)<br>14W Der 14(3–10) | Oil 2SA 8Cy. 750 × 1320 mm<br>11200bhp 1681t (hvf)<br>S.A. Fiat S.G.M. Tur<br>3 × 350kW 440V 60c/s a.c. 16k |
| 502897<br>5MIR<br>1624<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ATLANTIC CHALLENGER**<br>Cavalier Trading Co.<br>Monrovia Liberian | 29699<br>19420<br>48323 | AB<br>LR class withdrawn—Owners' request 11/67 | 1962 S.A. Cockerill-Ougrée—Hbk<br>743′ 0″ 105′ 5″ 38′ 1¾″<br>701′ 1″ 105′ 0″ 50′ 0″<br>P141′ B46′ F89′ 1 dk<br>RW<br>rf 6″ | S Tanker Mchy.aft<br>33 Ta | 2 S Turb dr geared to sc. shaft<br>19000shp 4722t (o.f)<br>S.A. Cockerill-Ougrée Seraing<br>2 × 700kW 450V 60c/s a.c. |

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| 640269<br>5MUQ<br>1935<br>Df Esd<br>Gc Rdr<br>RTm | **ATLANTIC CHAMPION**<br><br>**South East Atlantic Shipping Ltd.**<br>Monrovia Liberian | 15977<br>10497<br>23980 | <br><br>AB | 1964 Brodogradiliste Uljanik—Pla<br>628' 2" 75' 3" 35' 7½"<br>589' 10" 74' 11½" 46' 3"<br>P125' F46' 1 dk<br>RW<br>rf 2" | M Bulk Carrier Mchy.aft<br>7 Ho 52', 62', 66', 68', 57', 55', 55'<br>G.1109014 B.1043051<br>7 Ha (stl) (27'×26½') (37'×36') (37', 37', 37', 37', 37'×36½')<br>14W Der 14(3–10) | Oil 2SA 8Cy. 750×1320 mm<br>11200bhp<br>S.A. Fiat S.G.M.<br>3×350kW 440V 60c/s a.c. |
| 670858<br>GTWA<br>308642<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATLANTIC CITY**<br><br>**Reardon Smith Line Ltd.**<br>Sir Wm. Reardon Smith & Sons Ltd.<br>Bideford British | 27029<br>17921<br>45780 | ✠100A1<br>strengthened for ore cargoes, Nos. 2 & 6 holds may be empty (cc)<br>✠LMC<br>MN2760 EL r†2$\frac{11}{16}$"SQ | 1967–4 Fairfields (Glasgow) Ltd.—Gls<br>~~666' 2"~~ 95' 2" 39' 5½" 668' 2"(incl.BB)<br>631' 5" 95' 0" 53' 6"<br>P60' F65' 1 dk<br>NS 10BH<br>rf nil DK in way No. 1 hold WB16373t incl. comb. btm & side tanks in holds 5708t Topside tanks in holds 7344t | M Bulk Carrier Mchy.aft<br>7 Ho 49½', 66', 72', 78', 66', 78', 66'<br>G.2112610 B.1866510<br>7 Ha (stl) (27', 43½', 36', 48', 36', 48', 36'×45')<br>14W Der 7(10) | Oil 2SA 6Cy. 900×1550 mm<br>13800bhp Sulzer<br>Clark & N.E.M. Ltd.<br>2AuxB 100lb<br>3×425kW 440V 60c/s a.c. |
| 672399<br>DDKI<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATLANTIC CLIPPER**<br><br>**Partenreederei m.s. "Atlantic Clipper"**<br>Bernhard Warrings<br>Elsfleth W. German | 499<br>325<br>1170 | <br><br>GL | 1967 Gebr. Schürenstedt—Bardenfleth<br>242' 6" 38' 3" 12' 0"<br>216' 6" 37' 9½" 20' 8"<br>B17' F18' 1 dk & S dk | M Ref OSD Mchy.aft<br>2 Ho 118' 33'<br>G.76000 B.67400 In.17500<br>3 Ha (53', 29½'×28') (16½'×16½')<br>4W Der 1(15) 3(3) | Oil 4SA 8Cy.<br>1400bhp<br>Atlas-Mak Masch.<br>3×80, 80, 76kW 380V 50c/s a.c. |
| 502898<br>MBBM<br>162687<br>Rdr<br>RTm | **ATLANTIC COCK**<br>**London Tugs Ltd.**<br>~~William Watkins Ltd.~~<br>Ship Towage (London) Ltd.<br>London British | 182<br>2<br>— | ✠100A1 SS 7/66<br>tug<br>✠LMC<br><br>EL (c) | 1932–3 A. Hall & Co. Ltd.—Abn<br>96' 0" 25' 1" 12' 2½"<br>95' 9" 25' 0" 12' 9"<br>R 3BH<br>BK7½" WB20t | S Tug | T 3Cy. 16" 25" & 42"×27"<br>900ihp<br>A. Hall & Co. Ltd.<br>SB 200lb hs(2300) 3cf ND<br>1×5kW 110V d.c. |
| 650861<br>PJJI<br><br>Df Esd<br>Rdr RT | **ATLANTIC COMET**<br><br>**N.V. Motorscheepv. Maats. "Atlantic Comet"**<br>Dammers & v.d. Heide (Antillen) N.V.<br>Curaçao Netherland (Antilles) | 499<br>285<br>1030 | <br><br>BV | 1965 N.V. Nieuwe Noord Ned. Schps.—Gro<br>227' 6" 34' 3" 12' 2½"<br>207' 10" 34' 2" 20' 0"<br>1 dk & S dk | M Ref OSD Mchy.aft<br><br>G.41040 B.37650<br>2 Ha (31½'×13½') (53½'×15')<br>Der 1(6) 1(5) 1(3) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz |
| 502899<br>KFBN<br>268196<br>Df Esd<br>Gc Rdr<br>RTm/v | **ATLANTIC COMMUNICATOR**<br>**Southern Chartering Co.**<br>Wilmington, Del United States | 18752<br>11435<br>30252 | <br><br>AB | 1954 Sun S.B. & D.D. Co.—Chester, Pa<br>641' 1" 84' 5" 34' 2"<br>615' 0" 84' 0" 45' 0"<br>P130' B39' F80' 1 dk<br>RW<br>rf 3" | S Tanker Mchy.aft<br>30 Ta<br>L.1432860 | 2 S Turb dr geared to sc. sh<br>13500shp<br>Westinghouse Electric Corp.<br>2×400kW 450V 60c/s a.c. |
| 541028<br>5MJO<br>1647<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ATLANTIC COMPETITOR**<br><br>**Cavalier Trading Co.**<br>Monrovia Liberian | 29699<br>19420<br>48316 | AB<br>LR class withdrawn—Owners' request 11/67 | 1962 S.A. Cockerill-Ougrée—Hbk<br>743' 0" 105' 5" 38' 1½"<br>701' 1" 105' 0" 50' 0"<br>P141' B46' F89' 1 dk<br>RW<br>rf 6" | S Tanker Mchy.aft<br>33 Ta | 2 S Turb dr geared to sc. sh<br>19000shp Westinghouse<br>S.A. Cockerill-Ougrée<br>2×700kW 450V 60c/s a.c. |
| 502905<br>ELET<br>219<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC DUKE**<br><br>**Duke Shipping Co. Ltd.**<br>Monrovia Liberian | 10930<br>6571<br>16652 | ✠100A1 TD 4-3/67<br>oil tanker<br>✠LMC<br><br>MN1180 EL g†2$\frac{1}{16}$"SQ | 1952–2 Smith's Dock Co. Ltd.—Mdb<br>529' 0" 69' 10" 29' 10½"<br>500' 11" 69' 6" 38' 0"<br>P107' B50' F60' 1 dk<br>RW 17BH<br>WB866t incl. DTf628t | M Tanker Mchy.aft<br>27 Ta | Oil 2SA 5Cy. 670×2320 mm<br>5900bhp Doxford<br>Hawthorn, Leslie & Co. Ltd.<br>2AuxB 180lb |
| 541029<br>5MRG<br>1847<br>Df Esd<br>Gc Rdr<br>RTm | **ATLANTIC EAGLE**<br><br>**West Atlantic Shipping Ltd.**<br>Monrovia Liberian | 15977<br>10479<br>23925 | <br><br>AB | 1963 Brodogradiliste Uljanik—Pla<br>628' 2" 75' 3" 35' 7½"<br>589' 1" 74' 10" 46' 3"<br>P125' F46' 1 dk<br>RW<br>rf 2" | M Bulk Carrier Mchy.aft<br>7 Ho 52', 62', 66', 68', 57', 55', 55'<br>G.1109014 B.1043051<br>7 Ha (stl) (27'×26½') (37'×36') (37', 37', 37', 37', 37'×36½')<br>14W Der 14(3–10) | Oil 2SA 8Cy. 750×1320 mm<br>11200bhp<br>S.A. Fiat S.G.M.<br>3×350kW 440V 60c/s a.c. |
| 670474<br>VGKV<br>323024 | **ATLANTIC ELLEN**<br><br>**Atlantic Sugar Refineries Co. Ltd.**<br>St. John's, Nfl Canadian<br>For later particulars see New Entries No. 1 | 624<br>317<br>289 | 100A1<br>stern trawler<br>Class contemplated | G. T. Davie & Sons Ltd.—Lauzon<br>152' 3" 31' 8" 12' 3"<br>131' 3" 30' 5½" 21' 9" | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 15½"×23½"<br><br>D. & J. Boot "De Industrie" |
| 502907<br>ELAI<br>104<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC EMPEROR**<br><br>**Emperor Shipping Co. Ltd.**<br>Monrovia Liberian | 17325<br>13661<br>26868 | ✠100A1 Dr 4 yrs–8/64<br>oil tanker<br>LMC<br><br>EL n†2$\frac{11}{16}$"SQ | 1949–10 Newport Ns. S.B. & D.D. Co.—N.Ns<br>628' 0" 82' 8" 31' 11½"<br>601' 2" 82' 6" 42' 6"<br>P125' F82' 1 dk, 2nd dk clear of cargo tanks<br>RW 16BH<br>WB2307t incl. DTf1352t | S Tanker Mchy.aft<br>30 Ta<br>L.1517823 | 2 S Turb dr geared to sc. sh<br>12500shp<br>General Electric Co.<br>2WTB 965lb Spt 850lb hs |
| 650369<br>6ZCL<br>2137<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC EMPRESS**<br><br>**Star Financing Ltd.**<br>Monrovia Liberian | 31716<br>21692<br>— | ✠100A1<br>oil tanker 775' 8"(incl.BB)<br>✠LMC<br><br>MN3400 EL x†3$\frac{1}{16}$"SQ | 1964–12 Kure Zosensho—Kur<br>~~775' 6"~~ 106' 0" 41' 11"<br>748' 0" 105' 7½" 54' 2"<br>P132' B50' F69' 1 dk<br>11BH<br>rf 6" WB12292t incl. 10930t in clean ballast tanks | S Tanker Mchy.aft | 2 S Turb dr geared to sc. sh<br>17000shp<br>Kawasaki Dkyd Co. Ltd.<br>2WTB 711lb Spt 850°F.<br>hs26662 sg 142lb |

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| 502909<br>KALD<br>277623<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ATLANTIC ENDEAVOR**]<br>**Philadelphia & Northern Steamship Co.**<br>Wilmington, Del United States | 18347<br>11995<br>30293 | | AB | 1958 Sun S.B. & D.D. Co.—Chester, Pa<br>641′ 0″ 84′ 3″ 34′ 3″<br>615′ 0″ 84′ 0″ 45′ 0″<br>P130′ B39′ F80′ 1 dk<br>RW<br>rf 3″ | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. shaft<br>13500shp 3369t (o.f)<br>Westinghouse Elec. Corp. Phl<br>2×400kW 450V 60c/s a.c. |
| 516998<br>6ZAU<br>2094<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC ENDEAVOUR**<br>exJanita–64<br>**Atlantic Petroleum Carriers Inc.**<br>Monrovia Liberian | 12699<br>7395<br>19108 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1500 | Dr 4 yrs–9/65<br>EL l†2$\frac{7}{16}$″SQ | 1952–7 Harland & Wolff Ltd.—Bel<br>572′ 6″ 73′ 4″ 30′ 8¾″<br>541′ 0″ 73′ 0″ 39′ 3″<br>P117′ B40′ F70′ 1 dk<br>RW 17BH<br>WB1170t incl. DTf770t | M Tanker Mchy.aft<br>27 Ta<br>L.920237 HeCls. BC | Oil 2SA 6Cy. 750×1500 mm exhaust 500 mm B&W<br>7500bhp 1638t–30pd<br>Harland & Wolff Ltd. Bel<br>2AuxB 180℔ 15k |
| 502910<br>KENG<br>261167<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ATLANTIC ENGINEER**<br>**Philadelphia Tankers Inc.**<br>Wilmington, Del United States | 19498<br>11929<br>30228 | | AB | 1951 New York S.B. Corp.—Camden<br>659′ 6″ 85′ 4″ 34′ 3⅜″<br>626′ 8″ 85′ 0″ 45′ 0″<br>P135′ B52′ F87′ 1 dk<br>RW<br>rf 11″ | S Tanker Mchy.aft<br>30 Ta 1 Ho 47′<br>L.1451658<br>1 Ha (stl) (13½′×20′) | 2 S Turb dr geared to sc. shaft<br>18000shp 3300t (o.f)–88pd<br>WestinghouseElec.&MfgCo. Lester<br>16½k |
| 502911<br>KALC<br>276911<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ATLANTIC ENTERPRISE**<br>**Philadelphia & Northern Steamship Co.**<br>Wilmington, Del. United States | 18347<br>11995<br>30334 | | AB | 1958 Sun S.B. & D.D. Co.—Chester, Pa<br>641′ 0″ 84′ 2″ 34′ 3″<br>615′ 0″ 84′ 0″ 45′ 0″<br>P130′ B39′ F80′ 1 dk<br>RW<br>rf 3″ | S Tanker Mchy.aft<br>30 Ta<br>L.1403500 HeCls. B | 2 S Turb dr geared to sc. shaft<br>13500shp 3260t (o.f)–80pd<br>Westinghouse Elec. Corp. Phl<br>2×400kW 450V 60c/s a.c. 16½k |
| 502912<br>5MWY<br>1994<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC FAITH**<br>**Atlantic Bulk Carrier Inc.**<br>Monrovia Liberian | 15564<br>10183<br>23044 | ✠100A1<br>ore carrier Carrying oil in bulk in side and btm tanks, also midship centre tank when no cargoiscarriedinadjacent centre compartments<br>✠LMC<br>MN1640 | SS 8/67<br>EL j†2$\frac{9}{16}$″SQ | 1958–4 Sasebo Sempaku Kogyo—Sbo<br>585′ 2″ 80′ 3″ 30′ 3½″<br>547′ 11″ 80′ 0½″ 40′ 0″<br>P115′ B26′ F66′ 1 dk<br>7BH<br>rf nil WB23994t incl. Comb. btm & side tanks 21864t | S Ore/Oil Carrier Mchy.aft | 2 S Turb dr geared to sc. shaft<br>8200shp (o.f)<br>Ishikawajima Jukogyo Tok<br>2WTB 519℔ Spt 752° F. 469℔ hs15218 |
| 502913<br>6ZCX<br>2149<br>Df Esd<br>Gc Rdr<br>RTm | **ATLANTIC FALCON**<br>exDuke of Sparta–60<br>**Atlantic Falcon Shipping Co. Ltd.**<br>Monrovia Liberian | 10505<br>6198<br>15800 | ✠100A1<br>✠LMC<br>MN1100 | SS 6/67<br>EL f†2¼″SQ | 1959–2 Furness S.B. Co. Ltd.—Haverton Hill<br>517′ 7″ 66′ 4″ 31′ 4″<br>482′ 2″ 66′ 0″ 42′ 6″<br>F109′ 2 dks<br>RW 7BH<br>rf 4″ WB3190t incl. Tunnel tanks 424t | M CSD<br>5 Ho 68′, 75′, 72½′, 70′, 70½′<br>G.830352 B.748918<br>5 Ha (stl) (33¾′, 45′, 37½′, 37½′, 35′×22′)<br>13W Der 1(30) 2(10) 12(5) 2(3) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford 1178t (hvf)<br>Marinens Hovedverft Horten<br>2AuxB 150℔<br>3×200kW 220V d.c. 13½k |
| 509447<br>6ZML<br>2397<br>Df Esd<br>Gc Rdr<br>RTm | **ATLANTIC FREEDOM**<br>exDuke of Athens–67<br>**Freedom Shipping Co. Ltd.**<br>Monrovia Liberian | 10522<br>6236<br>16100 | ✠100A1<br>strengthened for heavy cargoes<br>✠LMC<br>MN1100 | SS 10/66<br>EL f†2¼″SQ | 1962–11 Furness S.B. Co. Ltd.—Haverton Hill<br>517′ 6″ 66′ 4″ 31′ 4″<br>482′ 2″ 66′ 0″ 42′ 6″<br>F109′ 2 dks<br>RW 7BH<br>rf 4″ WB3185t incl. Tunnel tanks 424t | M CSD<br>5 Ho 68′, 75′, 72½′, 70′, 70½′<br>G.830254 B.752068<br>5 Ha (stl) (33¾′ 45′, 37½′, 37½′, 35′×22′)<br>13W Der 1(30) 2(10) 12(5) 2(3) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford 1183t (hvf)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB 100℔<br>3×200kW 220V d.c. 13¾k |
| 509450<br>6ZMK<br>2396<br>Df Esd<br>Gc Rdr<br>RTm | **ATLANTIC FURY**<br>exDuke of Mistra–65<br>**Fury Shipping Co. Ltd.**<br>Monrovia Liberian | 10505<br>6234<br>16010 | ✠100A1<br>✠LMC<br>MN1100 | SS 5/68 ~~SS 4/64~~<br>EL f†2¼″SQ | 1960–1 Furness S.B. Co. Ltd.—Haverton Hill<br>517′ 7″ 66′ 4″ 31′ 4″<br>482′ 2″ 66′ 0″ 42′ 6″<br>B107′ F112′ 2 dks<br>RW 7BH<br>rf 4″ WB3190t incl. Tunnel tanks 424t | M CSD<br>5 Ho 68′, 75′, 72¼′, 70′, 70½′<br>G.830254 B.748592<br>5 Ha (stl) (33¾′, 45′ 37½′, 37½′, 35′×22 )<br>13W Der 1(30) 2(10) 12(5) 2(3) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford 1050t (hvf)<br>Hawthorn Leslie (Eng.) Ltd. Nwc<br>2AuxB 100℔<br>3×200kW 220V d.c. 13¾k |
| 671780<br><br>328305 | **ATLANTIC GAIRDNER**<br>Launched as Atlantic J. H. Gairdner<br>**Atlantic Sugar Refineries Co. Ltd.**<br>Victoria Canadian<br>For later particulars see New Entries No. 1 | 1444<br>983<br>— | 100A1<br>stern trawler<br>Class contemplated | | Yarrows Ltd.—Vic<br>200′ 0″ 40′ 6″ 19′ 0″<br>176′ 6″ 39′ 4″ 21′ 8″ | M Stern Trawler Mchy.aft | Oil 2SA 6Cy. 500×700 mm<br>Nydqvist & Holm A/B Thn<br>15k |
| 502915<br>5MVT<br>1963<br>Df Esd<br>Gc Rdr<br>RTm | **ATLANTIC GENERAL**<br>**General Shipping Co. Ltd.**<br>Monrovia Liberian | 10087<br>6104<br>14823 | ✠100A1<br>✠LMC<br>MN1320 | SS 11/66<br>EL f†2¼″SQ | 1956–12 Nagoya Zosen—Nga<br>518′ 0″ 63′ 6″ 30′ 9″<br>485′ 6″ 63′ 3″ 41′ 7″<br>F47′ 2 dks<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 4″ WB3724t Incl. Tunnel tanks 373t DTm1452t | S CSD<br>6 Ho 63′, 75¾′, 45½′, 27′, 59′, 79′<br>G.773327 B.715423<br>5 Ha (stl) (33¾′, 43½′, 43½′, 41′, 41′×23′)<br>15W Der 1(30) 2(10) 2(7½) 10(5) 1(3) | 2 S Turb dr geared to sc. shaft<br>6600shp 1338t (o.f)<br>Mitsubishi Hvy Ind. Reorg. Kob<br>2WTB 460℔ Spt 750° F. 450℔ db 100℔ hs11630<br>3×250kW 220V d.c. 14¾k |
| 672359 | **ATLANTIC GENNIS**<br>**Atlantic Sugar Refineries Co. Ltd.**<br>Montreal Canadian<br>For later particulars see New Entries No. 1 | 1100<br>—<br>— | 100A1<br>stern trawler<br>Class contemplated | | Yarrows Ltd.—Vic<br>200′ 0″ 40′ 6″<br>176′ 6″ 39′ 4″ 21′ 8″ | M Stern Trawler Mchy.aft | Oil 2SA 6Cy. 500×700 mm<br>Nydqvist & Holm A/B Thn |

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| 542332<br>KAHA<br>293299<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ATLANTIC HERITAGE**<br>**Central Trading Co.**<br>Atlantic Richfield Co.<br>Wilmington, Del United States | 27243<br>17710<br>50848 | AB | 1963 Sun S.B. & D.D. Co.—Chester, Pa<br>745' 0" 102' 3" 39' 3"<br>710' 0" 102' 0" 51' 0"<br>P144' B47' F92' 1 dk<br>RW<br>rf 3" | S Tanker<br>27 Ta<br>L.1971074 HeCls. BC | 2 S Turb dr geared to sc. sh<br>18800shp 4317t<br>General Electric Co.<br>2×600kW 450V 60c/s a.c. |
| 651052<br>6ZHF<br>2261<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC HOPE**<br>**Pacific Bulk Carriers Inc.**<br>Monrovia Liberian | 18389<br>13197<br>27553 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN1920 EL m†2½"SQ | 1965–5 Soc. des For. de la Méditerranée—La Seyne<br>634' 10" 75' 4" ~~33' 0"~~ 35' 2½"<br>600' 3" 75' 0" 48' 9"<br>P103' F46' 1 dk<br>NS 9BH<br>rf nil WB10454t incl. Topside tanks in holds 5564t | M Bulk Carrier Mchy.aft<br>7 Ho 56½', 65¾', 65¾', 65¾', 65¾', 65¾', 65¾'<br>7 Ha (stl) (38½'×37½') (43¾', 43¾', 43¾', 43¾', 43¾', 43¾'×37½')<br>Der 14(5) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Soc. des For. de la Méditerr<br>2AuxB (1 o.f 1 ex.g) 85lb<br>3×350kW 450V 60c/s a.c. |
| 651484<br>PJKI<br><br>Df Esd<br>Rdr RT | **ATLANTIC INTREPID**<br>**N.V. Scheepv. Maats. "De Vliet"**<br>Dammers & v.d. Heide's (Antillen) N.V.<br>Curaçao Netherland (Antilles) | 499<br>285<br>1030 | BV | 1965 N.V. Nieuwe Noord Ned. Schps.—Gro<br>227' 6" 34' 3" 12' 2½"<br>207' 10" 33' 7" 20' 0"<br>1 dk & S dk | M Ref OSD Mchy.aft<br>G.48000 B.44820<br>2 Ha (33½'×13½') (53½'×17')<br>Der 1(15) 4(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz |
| 671234<br><br>326443 | **ATLANTIC J. A. G.**<br>**Atlantic Sugar Refineries Co. Ltd.**<br>Montreal Canadian<br>Atlantic Deep-Sea Fishing Co. Ltd. (Mgrs.) | 1441<br>975<br>1100 | 100A1<br>stern trawler<br>Class contemplated | Canadian Vickers Shipyards Ltd.—Mtl<br>199' 11" 40' 6" 19' 0"<br>177' 2" 39' 4" 21' 8" | M Stern Trawler Mchy.aft | Oil 2SA 6Cy. 500×700 mm<br>Nydqvist & Holm A/B |
| 670016<br>VOZQ<br>327971<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ATLANTIC JANE**<br>**Atlantic Sugar Refineries Co. Ltd.**<br>St. John's, Nfl Canadian<br>Atlantic Deep-Sea Fishing Co. Ltd. (Mgrs.) | 624<br>317<br>295 | ✠100A1<br>stern trawler<br>Str. nav. ice<br>✠LMC<br>MN300 EL 1 1/16"U2 | 1967–3 Canadian Vickers Shipyards Ltd. (Geo. T. Davie Division)—Lauzon<br>152' 5" 31' 9" 12' 7½"<br>131' 3" 30' 6" 21' 10"<br>B16' 2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf 21" BK9" | M Stern Trawler Mchy.aft<br>2 Ho 23½', 36½'<br>2 Ha (stl) (7½', 7½'×3½') | Oil 4SA 6Cy. 400×600 mm<br>1500bhp<br>D. & J. Boot "De Industrie"<br>2×84, 80kW 440V 60c/s a.c.<br>Controllable pitch propeller |
| 671168<br>VGFV<br>326428 | **ATLANTIC JOHN PARK**<br>**Atlantic Sugar Refineries Co. Ltd.**<br>Montreal Canadian<br>For later particulars see New Entries No. 5 | 1440<br>979<br>1100 | 100A1<br>stern trawler<br>Class contemplated | Canadian Vickers Shipyards Ltd.—Mtl<br>199' 11" 40' 6" 19' 0"<br>177' 2" 39' 4" 21' 8" | M Stern Trawler Mchy.aft | Oil 2SA 6Cy 500×700 mm<br>Nydqvist & Holm A/B |
| 502921<br>5LKC<br>1033<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC KING**<br>**King Shipping Co. Ltd.**<br>Monrovia Liberian | 25172<br>16032<br>39733 | ✠100A1 SS 12/66<br>oil tanker<br>✠LMC<br>MN3800 EL s†3"SQ | 1957–8 Mitsubishi Nippon Hvy Ind. Ltd.—Yka<br>694' 7" 94' 11" 37' 1"<br>669' 4" 94' 6" 48' 3"<br>P133' F86' 1 dk<br>17BH<br>rf 3" WB2499t incl. DTf1706t | S Tanker Mchy.aft<br>33 Ta<br>L.1900000 HeCls. BC | 2 S Turb dr geared to sc. sh<br>19000shp 3700t<br>Mitsubishi Hvy Ind. Reorg.<br>2WTB 700lb Spt 650° F. 618<br>sg 157lb |
| 528513<br>SWAA<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATLANTIC KLIF**<br>exPrins Casimir–67<br>**Vlamani Cia. Nav. S.A.**<br>Piræus Greek | 1941 ~~1962~~<br>1044 ~~1026~~<br>3340 | ✠100A1 SS 1/64<br>FPT—latex<br>✠LMC<br>✠Lloyd's RMC<br>MN360 EL t 1½"SQ | 1955–3 De Merwede v. Vliet & Co.—Hxd<br>304' 10" 42' 5" 17' 10"<br>295' 10" 42' 0" 26' 3"<br>F24' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB475t | M (4P) Ref OSD<br>3 Ho 99½', 46½', 84½'<br>G.174771 B.160480 In.5444<br>5 Ha (stl) (24½', 30½', 17½', 26½', 24½'×20')<br>8W Der 1(10) 24(5) | Oil 2SA 4Cy. 600×900 mm<br>1800bhp<br>N.V. Werkspoor<br>AuxB 100lb<br>2×96kW 220V d.c. |
| 502922<br>5LEI<br>883<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC KNIGHT**<br>**Knight Shipping Co. Ltd.**<br>Monrovia Liberian | 14839<br>9047<br>22500 | ✠100A1 TD 4/68 ~~SS 4/64~~<br>oil tanker<br>✠LMC<br>MN1600 EL k†2 1/16"SQ | 1956–10 Blythswood S.B. Co. Ltd.—Gls<br>599' 0" 76' 11" 31' 9½"<br>566' 0" 76' 7" 41' 2"<br>P125' B48' F39' 1 dk<br>RW 16BH<br>rf 6" WB1150t incl. DTf799t | S Tanker Mchy.aft<br>27 Ta<br>L.1036000 HeCls. BC | 2 S Turb dr geared to sc. sh<br>8000shp 2200<br>D. Rowan & Co. Ltd.<br>2WTB 500lb Spt 780° F. 485<br>sg 180lb |
| 502923<br>ELPS<br>504<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC LADY**<br>**Lady Shipping Co. Ltd.**<br>Monrovia Liberian | 12985<br>7617<br>19980 | AB | 1955 At. & Ch. de la Seine (Worms)—Le Trait<br>560' 6" 73' 10" 30' 9½"<br>538' 1" 73' 8" 40' 6"<br>P122' B37' F49' 1 dk<br>RW<br>rf 2" | S Tanker Mchy.aft<br>24 Ta | 2 S Turb dr geared to sc. sh<br>8900shp<br>At. & Ch. de Bretagne S.A. |
| 502924<br>ELHN<br>291<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC LORD**<br>**Lord Shipping Co. Ltd.**<br>Monrovia Liberian | 11322<br>6862<br>18080 | ✠100A1 ~~SS 9/63~~<br>oil tanker TD 11/68<br>✠LMC<br>MN1520 EL h†2½"SQ | 1953–5 Furness S.B. Co. Ltd.—Haverton Hill<br>553' 6" 71' 4" 30' 5½"<br>526' 0" 71' 0" 39' 3"<br>P115' B34' F62' 1 dk<br>RW 16BH<br>WB942t incl. DTf672t | M Tanker Mchy.aft<br>27 Ta | Oil 2SA 6Cy. 725×2250 mm<br>7600bhp Doxford<br>Wallsend Slipway Co. Ltd.<br>2AuxB 150lb |
| 670017<br>VOGQ<br>327970<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ATLANTIC MARIE**<br>**Atlantic Sugar Refineries Co. Ltd.**<br>St. John's, Nfl Canadian<br>Atlantic Deep-Sea Fishing Co. Ltd. (Mgrs.) | 624<br>317<br>295 | ✠100A1<br>stern trawler<br>Str. nav. ice<br>✠LMC<br>MN300 EL 1 1/16"U2 | 1967–1 G. T. Davie & Sons Ltd.—Lauzon<br>152' 5" 30' 7" 12' 7½"<br>131' 3" 30' 6" 21' 10"<br>B16' 2 dks<br>Coll BH to U dk, 2 to 2nd dk<br>rf 21" BK9" | M Stern Trawler Mchy.aft<br>2 Ho 23½', 36½'<br>2 Ha (stl) (7½', 7½'×3½')<br>1W | Oil 4SA 6Cy. 400×600 mm<br>1500bhp<br>D. & J. Boot "De Industrie"<br>AuxB 50lb<br>2×84, 80kW 440V 60c/s a.c.<br>Controllable pitch propeller |

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| 671333<br>JGYT<br>100882<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC MARU**<br>**Daiichi Chuo Kisen Kaisha**<br>Tokyo Japanese | **51974**<br>35826<br>86197 | NK | **1967** Mitsubishi Hvy Ind. Ltd.—Nag<br>817′ 7″ 126′ 6″ 44′ 3″<br>777′ 7″ 126′ 4″ 63′ 4″<br>B117′ F88′ 1 dk | M Ore/Oil Carrier Mchy.aft<br>4 Ho 133′, 133′, 147½′, 133′<br>10 Ta<br>B.1547093 L.3392209<br>8 Ha (stl) (each 41′×29½′)<br>Der 2(10) | Oil 2SA 9Cy. 850×1600 mm<br>21600bhp 6411t (hvf)–73pd<br>Mitsubishi Hvy Ind. Ltd. Nag<br>2×600kW 450V 60c/s a.c. 15½k |
| 671412<br>JIJH<br>99939<br>Df Esd<br>Gc Rdr<br>RTm | **ATLANTIC MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | **11463**<br>5964<br>18196 | NK | **1967** Sanoyasu Dockyd Co. Ltd.—Osa<br>*475·0′* 70′ 8″ 30′ 4″<br>469′ 2″ 70′ 6½″ 42′ 4″<br>P107′ B57′ F49′ 1 dk | M Bulk Carrier Mchy.aft<br>5 Ho 63′, 86′, 53′, 86′, 56′<br>G.805989 B.776366<br>5 Ha (stl) (35½′, 60½′, 32¾′, 60½′, 32¾′×31′)<br>14W Der 14(5) 1(1) | Oil 2SA 7Cy. 700×1200 mm<br>8750bhp MAN 1286t<br>Kawasaki Dkyd Co. Ltd. Kob<br>3×248kW 445V 60c/s a.c. 14½k |
| 505191<br>ZSKO<br>350370<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ATLANTIC MERMAID**<br>exSafdan Yvonne–67<br>exBrigit Mærsk–64<br>**Mermaid Shipping Co. Ltd.**<br>Monrovia Liberian | **16033** ~~*16027*~~<br>10775 ~~*9997*~~<br>24400 | **✠100A1** SS 7/64<br>strengthened for ore cargoes, Nos. 2, 4 & 6 upper holds may be all or individually empty<br>**✠LMC**<br>MN1476 EL I†2⅝″SQ | **1954–1** Odense Staalskibs. A/S—Odn<br>574′ 2″ 82′ 0″ 32′ 7¼″<br>555′ 3″ 81′ 9½″ 47′ 9″<br>1 dk<br>NS 7BH<br>len, widened, deepened & conv tanker 64<br>rf nil DK fwd WB11201t | M Bulk Carrier Mchy.aft<br>7 Ho 84½′, 44½′, 99¾′, 44¼′, 99¾′, 44¼′, 82¾′<br>7 Ha (each 39¼′×49¼′)<br>Der 14(5) | Oil 2SA 8Cy. 740×1600 mm<br>7380bhp (hvf)<br>Burmeister & Wain Cpn<br>2AuxB (o.f) 180℔ Spt<br>AuxB (ex.g) 180℔<br>3×175kW 230V d.c. |
| 680168 | **ATLANTIC MONARCH**<br>**Atlantic Monarch Shipping Co. Ltd.** For later particulars see New Entries No. **1**<br>Monrovia Liberian | **49800**<br>—<br>98860 | **100A1**<br>oil tanker<br>Class contemplated | Mitsubishi Hvy Ind. Ltd.—Nag<br>907′ 2″ 126′ 7″ 45′ 0″<br>862′ 10″ 126′ 4″ 61′ 8″ | S Tanker Mchy.aft | S Turb dr geared<br>(o.f)<br>Mitsubishi Hvy Ind. Ltd. Nag |
| 502927<br>KNAR<br>261423<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ATLANTIC NAVIGATOR**<br>**Philadelphia Tankers Inc.**<br>Wilmington, Del United States | **19498**<br>11929<br>30228 | AB | **1951** New York S.B. Corp.—Camden<br>659′ 6″ 85′ 4″ 34′ 3⅜″<br>626′ 8″ 85′ 0″ 45′ 0″<br>P134′ B47′ F86′ 1 dk<br>RW<br>rf 11″ | S Tanker Mchy.aft<br>30 Ta 1 Ho 47′<br>L.1451658<br>1 Ha (stl) (13½′×20′) | 2 S Turb dr geared to sc. shaft<br>16500shp 3300t (o.f)–88pd<br>Westinghouse Elec. & Mfg Co. Lester<br>2×750kW 450V 60c/s a.c. 16½k |
| 680185 | **ATLANTIC NORMA**<br>**Atlantic Sugar Refineries Co. Ltd.** For later particulars see New Entries No. **5**<br>St. John's, Nfl Canadian | **650**<br>290<br>289 | **100A1**<br>stern trawler<br>Class contemplated | G. T. Davie & Sons Ltd.—Lauzon<br>152′ 3″ 31′ 9″ 12′ 3″<br>131′ 1″ 30′ 6″ 21′ 10″ | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 15¾″×23½″<br>D. & J. Boot "De Industrie" Alp |
| 671235 | **ATLANTIC PATON**<br>**Atlantic Sugar Refineries Co. Ltd.**<br>For later particulars see New Entries No. **5**<br>Canadian | **1280**<br>650<br>1100 | **100A1**<br>stern trawler<br>Class contemplated | Canadian Vickers Shipyards Ltd.—Mtl<br>199′ 11″ 40′ 6″ 19′ 0″<br>177′ 2″ 39′ 4″ 21′ 8″ | M Stern Trawler Mchy.aft | Oil 2SA 6Cy. 500×700 mm<br>Nydqvist & Holm A/B Thn |
| 541030<br>PJIP<br>Df Esd<br>Rdr RT | **ATLANTIC PEARL**<br>**N.V. Motorscheepv. Maats. "Atlantic Pearl"**<br>Dammers & v.d. Heide (Antillen) N.V.<br>Curaçao Netherland (Antilles) | ~~**499**~~ **639**<br>~~290~~ 338<br>~~1014~~ 1360 | BV | **1963** N.V. Nieuwe Noord Ned. Schps.—Gro<br>227′ 7″ 34′ 3″ 12′ 2¼″<br>206′ 8″ 33′ 7½″ 12′ 4″<br>B43′ F36′ 1 dk & S dk | M Ref OSD Mchy.aft<br>G.47170 B.44100 In.24300<br>2 Ha (33½′, 53¼′×17′)<br>6W Der 1(15) 6(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 110t<br>Klöckner-Humboldt-Deutz Kln<br>13k |
| 670475<br>VGKP<br>323023 | **ATLANTIC PEGGY**<br>**Atlantic Sugar Refineries Co. Ltd.** For later particulars see New Entries No. **1**<br>St. John's, Nfl Canadian | **625**<br>317<br>289 | **100A1**<br>stern trawler<br>Class contemplated | G. T. Davie & Sons Ltd.—Lauzon<br>152′ 3″ 31′ 9″ 12′ 3″<br>131′ 1″ 30′ 6″ 21′ 10″ | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 15¾″×23½″<br>D. & J. Boot "De Industrie" Alp<br>13k |
| 502929<br>WLDU<br>289972<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ATLANTIC PRESTIGE**<br>**Quaker Trading Co.**<br>Atlantic Richfield Co.<br>Wilmington, Del United States | **20046**<br>13787<br>32618 | AB | **1962** Newport Ns S.B. & D.D. Co.—N.Ns<br>669′ 5″ 82′ 9″ 34′ 11¾″<br>640′ 9″ 82′ 6″ 46′ 0″<br>P129′ B39′ F73′ 1 dk<br>RW<br>rf 2½″ | S Tanker Mchy.aft<br>33 Ta | 2 S Turb dr geared to sc. shaft<br>12500shp (o.f)<br>Newport Ns S.B. & D.D. Co. N.Ns<br>2×600kW 450V 60c/s a.c. |
| 650119<br>6ZAR<br>2091<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC PRINCE**<br>**West Pacific Shipping Ltd.**<br>Monrovia Liberian | **39066**<br>27803<br>— | **✠100A1**<br>oil tanker 813′ 9″(incl.BB)<br>**✠LMC**<br>MN4000 EL b*3$\frac{9}{16}$″SQ | **1964–10** Kure Zosensho—Kur<br>~~813′ 9″~~ 122′ 5″ 43′ 0¼″<br>784′ 2″ 122′ 1″ 55′ 9″<br>P127′ F74′ 1 dk<br>10BH<br>rf 8″ WB17583t incl. 15812t in clean ballast tanks | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>20000shp ✠NEmade58fitted64 (o.f)<br>De Laval Turbine Inc. Trenton<br>2WTB 711℔ Spt 850° F. 640℔<br>sg 142℔ hs26682 |
| 662154<br>6ZWP<br>2665<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC PRINCESS**<br>**Atlantic Princess Shipping Co. Ltd.**<br>Monrovia Liberian | **40884**<br>30216<br>86842 | AB | **1966** Mitsubishi Hvy Ind. Ltd.—Nag<br>839′ 11″ 126′ 7″ 43′ 11⅝″<br>797′ 8″ 126′ 4″ 57′ 11″<br>F56′ 1 dk<br>RW<br>rf 1″ | M Tanker Mchy.aft<br>7 Ta | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 3236t<br>Mitsubishi Hvy Ind. Ltd. Nag<br>3×600, 550, 550kW |
| 502933<br>6ZUJ<br>2605<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC QUEEN**<br>**Queen Shipping Co. Ltd.**<br>Monrovia Liberian | **24813**<br>15683<br>39872 | **✠100A1** SS 4/67<br>oil tanker<br>**✠LMC**<br>MN3800 EL s†3″SQ | **1957–9** Mitsubishi Nippon Hvy Ind. Ltd.—Yka<br>694′ 7″ 94′ 11″ 37′ 1″<br>670′ 7″ 94′ 6″ 48′ 3″<br>P133′ F86′ 1 dk<br>16BH<br>rf 3″ WB2499t | S Tanker Mchy.aft<br>33 Ta<br>L.1900000 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>Westinghouse<br>19000shp 3700t (o.f)–105pd<br>Mitsubishi Hvy Ind. Reorg. Kob<br>2WTB 700℔ Spt 850° F. 618℔ sg 157℔<br>hs24769 16k |
| 502936<br>ELDM<br>186<br>Esd<br>RT | **ATLANTIC REEFER**<br>exTrojan–50 exWinterberry<br>exTupelo<br>**P. E. Klimpel**<br>~~Monrovia~~ ~~Liberian~~ | **1120**<br>696<br>— | AB | **1944** Pollock Stockton S.B. Co.—Stk<br>181′ 5″ 37′ 1″ 18′ 0″<br>173′ 0″ 37′ 0″ 20′ 6″<br>P42′ F61′ 2 dks | Wood D-E<br>2 Ho<br>B.39000<br>2 Ha | 2 Oil 4SA each 6Cy. 320×330 mm 1300bhp connected to elec. motors & sc. shaft<br>Busch-Sulzer Bros. D.E. Co. St. Louis |

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| 672375<br>323032 | **ATLANTIC RUTHANN**<br>**Atlantic Sugar Refineries Co. Ltd.**<br>St. John's, Nfl Canadian<br>For later particulars see New Entries No. 2 | 624<br>316<br>289 | 100A1<br>stern trawler<br>Class contemplated | | G. T. Davie & Sons Ltd.—Lauzon<br>152' 3" 31' 9" 12' 3"<br>131' 1" 30' 6" 21' 10" | M Stern Trawler Mchy.aft | Oil 4SA 8Cy. 15½"×23¼"<br>D. & J. Boot "De Industrie" |
| 671781<br>SLNA<br>10860<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATLANTIC SAGA**<br>**A/B Svenska Amerika Linien**<br>Erik Wijk<br>Gothenburg Swedish | 12232<br>6377<br>15725 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN3960 | EL r†3"U2 | 1967–9 Öresundsvarvet A/B—Lkr<br>~~646' 6"~~ 90' 6" 29' 6½" 646' 6"(incl.BB)<br>600' 6" 90' 0" 63' 4"<br>3 dks<br>NS Coll BH to U dk 4 to 2nd dk<br>rf 15" DK fwd WB6179t | M Mchy.aft<br>Stern door<br>B.1615865<br>4 Ha (stl) (42½', 42½'×18¾')<br>(42½', 42½'×27½') | Oil 2SA 9Cy. 850×1700 mm<br>19800bhp 3700t (c<br>A/B Götaverken<br>AuxB 100lb<br>4×720kW 450V 60c/s a.c.<br>Thw. thrust propeller fwd |
| 651708<br>PCVN<br>Df Esd<br>Rdr RT | **ATLANTIC SKY**<br>**N.V. Kustvaart Maats. Holland-Groningen**<br>Dammers & v.d. Heide's Shipping & Trading Co. Ltd.<br>Rotterdam Netherland | 499<br>281<br>1050 | BV | | 1965 Boele's Schps. & Mchf.—Bolnes<br>227' 6" 34' 4"<br>207' 0" 33' 7½"<br>1 dk & S dk | M Ref OSD Mchy.aft<br>G.42750 B.30100<br>2 Ha (31½'×15') (53½'×17½')<br>Der 1(3–15) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz |
| 671176 | **ATLANTIC SONG**<br>**Olof Wallenius**<br>Stockholm Swedish<br>For later particulars see New Entries No. 1 | 11800<br>—<br>— | 100A1<br>Class contemplated | | At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk<br>646' 4" 86' 3" 29' 6½"<br>600' 5" 85'11½" 62' 4" | M Mchy.aft | Oil 2SA 9Cy. 860×1600 mm<br>Masch. Augsburg-Nürnberg |
| 671661<br>SLPN<br>10854 | **ATLANTIC SPAN**<br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish<br>For later particulars see New Entries No. 1 | 10500<br>—<br>16300 | 100A1<br>Class contemplated | | Rheinstahl Nordseewerke—Emd<br>646' 4" 86' 10" 29' 0"<br>600' 5" 86' 7" 63' 4" | M Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>B&W<br>Frd. Krupp Masch. Abt Die |
| 502942<br>ZFOD<br>187418<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC SPLENDOUR**<br>exKnob Lake–61<br>Launched as Atomena<br>**Trinidad Maritime Industries Ltd.**<br>Nassau British | 12721<br>7751<br>19945 | ✠100A1<br>~~Str. nav. ice~~<br>✠LMC<br>MN1360 | SS 6/66<br>EL h†2½"SQ | 1956–6 Sir J. Laing & Sons Ltd.—Sld<br>527' 11" 70' 10" 31' 9½"<br>500' 0" 70' 6" 44' 3"<br>P107' F41' 1 dk<br>7BH<br>rf 3" WB9610t incl. Topside tanks 2548t DTf632t | M Mchy.aft<br>G.704800 | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>N.E. Mar. Eng. Co. Ltd.<br>AuxB 100lb |
| 540124<br>5MOW<br>1785<br>Df Esd<br>Gc Rdr<br>RTm | **ATLANTIC STAR**<br>**Star Shipping Co. Ltd.**<br>~~West Atlantic Shipping Ltd~~<br>Monrovia Liberian | 15985<br>10488<br>23925 | AB | | 1963 Brodogradiliste Uljanik—Pla<br>628' 2" 75' 3" 33' 7½"<br>589' 1" 75' 1" 46' 3"<br>P125' F46' 1 dk<br>RW<br>rf 2" | M Bulk Carrier Mchy.aft<br>7 Ho 52', 62', 66', 68', 57', 55', 55'<br>G.1109014 B.1043051<br>7 Ha (stl) (27'×26½') (37'×36') (37', 37', 37', 37', 37'×36½')<br>14W Der 14(3–10) | Oil 2SA 8Cy. 750×1320 mm<br>11200bhp<br>S.A. Fiat S.G.M.<br>3×350kW 440V 60c/s a.c. |
| 671960 | **ATLANTIC STAR**<br>**Nederlandsch-Amerikansche Stoomv. Maats. N.V.**<br>Rotterdam Netherland<br>For later particulars see New Entries No. 2 | 11839 ~~12500~~<br>5530<br>— | 100A1<br>—<br>Class contemplated<br>— | | At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk<br>646' 4" 86' 3" 29' 6½"<br>600' 5" 86' 0" 62' 4" | M Mchy.aft | Oil 2SA 9Cy. 860×1600 mm<br>20700bhp<br>Masch. Augsburg-Nürnberg |
| 642232<br>PCVG<br>Df Esd<br>Rdr RT | **ATLANTIC STAR**<br>**N.V. Motorscheepv. Maats. Rotterdam**<br>Dammers & v.d. Heide's Shipping & Trading Co. Ltd.<br>Rotterdam Netherland | 499<br>285<br>998 | BV | | 1964 N.V. Nieuwe Noord Ned. Schps—Gro<br>227' 7" 34' 3" 12' 2½"<br>207' 10" 33' 6" 12' 4"<br>1 dk & S dk | M Ref OSD Mchy.aft<br>G.41040 In.26490<br>2 Ha (31½', 53½'×15')<br>3W Der 3(3–6)<br>Der 1(3–15) (1(3–6) 1(3) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz |
| 502944<br>5MVR<br>1961<br>Df Esd<br>Gc Rdr<br>RTm | **ATLANTIC SUN**<br>**Sun Shipping Co. Ltd.**<br>Monrovia Liberian | 10149<br>6034<br>14414 | ✠100A1<br>✠LMC<br>MN1320 | SS 4/65<br>EL f†2½"SQ | 1957–8 Sanoyasu Dockyard Co.—Osa<br>518' 0" 63' 7" 30' 8¾"<br>485' 6" 63' 3" 41' 7"<br>F47' 2 dks<br>RW 7BH to S dk 1 to 2nd dk<br>rf 4" WB3664t incl. Tunnel tanks 371t DTm1396t | S CSD<br>6 Ho 63', 75¾', 45½', 27', 59', 79'<br>G.775385 B.708039<br>5 Ha (stl) (33½', 43½', 43½', 41', 41'×23')<br>14W Der 1(30) 2(10) 2(7½) 10(5) 1(3) | 2 S Turb dr geared to sc. sh<br>6600shp<br>Kawasaki Dkyd Co. Ltd.<br>2WTB 460lb Spt 750° F. 450<br>db 100lb<br>3×250kW 220V d.c. |
| 651671<br>PCVO<br>Df Esd<br>Rdr RT | **ATLANTIC SUN**<br>**N.V. Kustvaart Maats. Holland-Groningen**<br>Dammers & v.d. Heide's Shipping & Trading Co. Ltd.<br>Rotterdam Netherland | 499<br>281<br>1050 | BV | | 1965 Boele's Schps. & Mchf.—Bolnes<br>227' 6" 34' 4" 12' 2½"<br>207' 0" 33' 7½"<br>1 dk & S dk | M Ref OSD Mchy.aft<br>G.42750 B.30100<br>2 Ha (31½'×15') (53½'×17')<br>Der 1(3–15) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz |
| 502945<br>5MXC<br>1998<br>Df Esd<br>Gc Rdr<br>RTm | **ATLANTIC SUNBEAM**<br>**Sunbeam Shipping Co. Ltd.**<br>Monrovia Liberian | 10150<br>6034<br>14414 | ✠100A1<br>✠LMC<br>MN1320 | SS 9/66<br>EL f†2½"SQ | 1957–12 Sanoyasu Dockyard Co. Ltd.—Osa<br>518' 0" 63' 7" 30' 8¾"<br>485' 6" 63' 3" 41' 7"<br>F47' 2 dks<br>RW 7BH to S dk 1 to 2nd dk<br>rf 4" WB3664t incl. Tunnel tanks 371t DTm1396t | S CSD<br>6 Ho 63', 75¾', 45½', 27', 59', 79'<br>G.775385 B.708039<br>5 Ha (stl) (33½', 43½', 43½', 41', 41'×23')<br>14W Der 1(30) 2(10) 2(7½) 10(5) 1(3) | 2 S Turb dr geared to sc. sh<br>6600shp<br>Kawasaki Dkyd Co. Ltd.<br>2WTB 500lb Spt 750° F. 450<br>db 100lb<br>3×250kW 220V d.c. |

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|---|---|---|---|---|---|---|---|
| 502947<br>5MPM<br>1801<br>Df Esd<br>Gc Rdr<br>RTm | **ATLANTIC SUNRISE**<br>**Atlantic Sunrise Shipping Co. Ltd.**<br>Monrovia Liberian | 10172 ~~10077~~<br>6107 ~~6078~~<br>14408 | ✠100A1<br>✠LMC<br>MN1320 | SS 8/67<br>EL f†2¼″SQ | 1958–4 Sanoyasu Dockyard Co. Ltd.—Osa<br>518′ 0″ 63′ 7″ 30′ 8¾″<br>485′ 6″ 63′ 3″ 41′ 7″<br>F47′ 2 dks<br>RW 7BH to S dk 1 to 2nd dk<br>rf 4″ WB3664t incl. Tunnel tanks 371t DTm1396t | S CSD<br>6 Ho 63′, 75¾′, 45½′, 27′, 59′, 79′<br>G.775385 B.708039<br>5 Ha (stl) (33¾′, 43½′, 43½′, 41′, 41′×23′)<br>14W Der 1(30) 2(10) 2(7½) 10(5) 1(3) | 2 S Turb dr geared to sc. shaft<br>6600shp 1427t (o.f)<br>Kawasaki Dkyd Co. Ltd. Kob<br>2WTB 500℔ Spt 750° F. 450℔ hs11600<br>db 100℔<br>3×250kW 220V d.c. 14½k |
| 670697<br>503734 | **ATLANTIC TIDE**<br>**Tidewater Industries**<br>Morgan City United States | 254<br>172<br>— | | | 1966 American Marine Corp.—N.Os<br>155′ 0″ 36′ 2″ 10′ 4⅞″<br>146′ 2″ 36′ 0″ 12′ 6″<br>1 dk | TM Supply Ship Mchy.aft | 2 Oil 4SA each 12Cy. 6¼″×8″<br>1530bhp<br>Caterpillar Tractor Co. Peoria |
| 680186 | **ATLANTIC TONI**<br>**Atlantic Sugar Refineries Co. Ltd.**<br>St. John's, Nfl Canadian<br>For later particulars see New Entries No. 5 | 650<br>290<br>289 | 100A1<br>stern trawler<br>Class contemplated | | G. T. Davie & Sons Ltd.—Lauzon<br>152′ 3″ 31′ 9″ 12′ 3″<br>131′ 1″ 30′ 6″ 21′ 10″ | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 15¾″×23½″<br>D. & J. Boot "De Industrie" Alp |
| 502948<br>KCSX<br>248007<br>Df Esd<br>Gc Rdr<br>RTm/v | **ATLANTIC TRADER**<br>**Atlantic Richfield Co.**<br>Philadelphia United States | 12428<br>8959<br>19979 | | AB | 1958 (Cargo section)<br>Newport Ns S.B. & D.D. Co.—N.Ns<br>1945 (Fwd & aft)<br>Sun S.B. & D.D. Co.—Chester, Pa<br>572′ 0″ 75′ 4″ 30′ 2⅝″<br>551′ 0″ 75′ 0″ 39′ 3″<br>P108′ B36′ F77′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>27 Ta<br>L.976796 HeCls. BC | S Turb 6600shp driving 1 gen. 5400kW 2400V a.c. connected to elec. motor<br>(Sy) 1466t (o.f)–46½pd<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×400kW 450V 60c/s a.c. 14½k |
| 502949<br>JXLJ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATLANTIC TRADER**<br>exAtlantic Clipper–60<br>**Skips A/S Braaholt**<br>Bjørn G. Braathen<br>Oslo Norwegian | 10553<br>5977<br>— | ✠100A1<br>oil tanker<br>✠LMC<br>MN1290 | SS 11/65<br>EL f†2¼″SQ | 1955–12 Oskarshamns Varv A/B—Osk<br>532′ 9″ 65′ 2″ 30′ 2″<br>500′ 0″ 65′ 0″ 38′ 6″<br>P110′ B37′ F63′ 1 dk<br>10BH<br>rf 1″ WB474t incl. DTf390t | M Tanker Mchy.aft<br>19 Ta<br>L.765090 HeCls. CptB | Oil 2SA 7Cy. 740×1600 mm<br>6450bhp 1126t (hvf)–23½pd<br>2AuxB 150℔ (AuxB (ex.g) 150℔)<br>3×240kW 220V d.c. 14¾k |
| 537912<br>HOOP<br>3912HK<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC TRADER**<br>exBel Abeto–65 exVestan–65<br>**Cia. de Nav. Atlantic S.A.**<br>Panama Panamanian | 9986<br>5896<br>15910 | ✠Classed LR until 3/65 | BV | 1951–2 Öresundsvarvet A/B—Lkr<br>514′ 10″ 66′ 0″ 28′ 10¼″<br>484′ 11″ 65′ 7″ 36′ 10″<br>P104′ B41′ F66′ 1 dk | M Tanker Mchy.aft<br>19 Ta<br>L.742690 HeCls. BC | Oil 2SA 8Cy. 680×1500 mm<br>1175t–20pd<br>A/B Götaverken Got<br>14k |
| 511935<br>PCVI<br>Df Esd<br>Rdr RT | **ATLANTIC TRADER**<br>exFrancina–65<br>**J. Dammers**<br>Dammers & v.d. Heide's Shipping & Trading Co. Ltd.<br>Rotterdam Netherland | 499<br>290<br>1022 | | BV | 1962 N.V. Nieuwe Noord Ned. Schps.—Gro<br>227′ 7″ 34′ 5″ 12′ 2″<br>206′ 8″ 33′ 9″<br>1 dk & S dk | M Ref OSD Mchy.aft<br>G.48350 B.45150 In.20000<br>3 Ha (33½′, 53¼′, 33½′×17′)<br>6W Der 1(10) 2(5) 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 42½t<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| 502951<br>5MPD<br>1792<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC UNION**<br>**Union Shipping Co. Ltd.**<br>Monrovia Liberian | 21144<br>13126<br>— | ✠100A1<br>oil tanker<br>✠LMC<br>MN3000 | SS 8/67<br>EL p†$2\frac{13}{16}$″SQ | 1958–1 Iino S.B. & Eng. Co. Ltd.—Maizuru<br>662′ 0″ 87′ 5″ 35′ 7¾″<br>631′ 10″ 87′ 0″ 45′ 6″<br>P129′ B37′ F85′ 1 dk<br>15BH<br>rf 4″ WB3537t | S Tanker Mchy.aft<br>30 Ta<br>L.1558225 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15000shp 3636t (o.f)–85pd<br>Ishikawajima Jukogyo Tok<br>2WTB 700℔ Spt 850° F. 640℔ hs24618<br>sg 142℔ 16k |
| 502953<br>5MPS<br>1807<br>Df Esd<br>Gc Rdr | **ATLANTIC UNIVERSE**<br>**Universe Shipping Co. Ltd.**<br>Monrovia Liberian | 21138<br>13114<br>— | ✠100A1<br>oil tanker<br>✠LMC<br>MN3000 | SS 3/68 ~~SS 9/64~~<br>EL p†$2\frac{13}{16}$″SQ | 1960–10 Iino S.B. & Eng. Co. Ltd.—Maizuru<br>662′ 0″ 87′ 5″ 35′ 7¾″<br>631′ 10″ 87′ 0″ 45′ 6″<br>P129′ B36′ F85′ 1 dk<br>15BH<br>rf 4″ WB3537t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>15000shp (o.f)<br>Hitachi Seisakusho Hitachi<br>2WTB 700℔ Spt 850° F. 620℔ hs24618<br>sg 142℔ |
| 502914<br>5MUK<br>1929<br>Df Esd<br>Gc Rdr | **ATLANTIC VENTURE**<br>exAtlantic Friend–63<br>exAtlantbris–60 exMontrose–55<br>exFrançois L.-D.–51<br>exCephee–47<br>exFrançois L.-D.–41<br>**Atlantic Venture Carriers Inc.**<br>Wah Kwong & Co. (Hong Kong) Ltd.<br>Monrovia Liberian | 7805<br>4728<br>9340 | ~~100A1~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~MN972~~ **BROKEN UP** | ~~Dr 2/65~~<br>~~EL b†2⅜″pt2$\frac{3}{16}$″SQ~~ | 1938 At. & Ch. de la Seine (Worms)—Le Trait<br>479′ 1″ 57′ 7″ 26′ 1½″<br>442′ 6″ 57′ 1″ 37′ 5″<br>F44′ 2 dks, 3rd dk in No. 1 hold<br>R Coll BH to U dk 5 to 2nd dk<br>WB2928t incl. DTsm1550t | M<br>4 Ho 49′, 91½′, 37′ DT, 64¼′, 47′<br>G.575420 B.517410<br>5 Ha (stl) (29½′, 26¾′×24½′) (30′×18′) (27½′, 27½′×24½′)<br>8W Cr 1(3) Der 4(5) | Oil 4SA 8Cy. 740×1295 mm<br>5700bhp 1095t (hvf)<br>Schneider-Creusot Creusot<br>db 100℔<br>3×114kW 220V d.c. 13k |
| 507718<br>SYXH<br>2322<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTICA**<br>exAtlantic–64 exColombie–64<br>exAleda-E. Lutz–46 exColombie<br>**Aegean Steam Nav. Typaldos Bros. Ltd.**<br>Piræus Greek | 13803<br>7381<br>4742 | | BV | 1931 At. & Ch. de France—Dnk<br>508′ 6″ 66′ 7″ 26′ 4″<br>66′ 3″<br>B252′ 3 dks<br>R | TS (900P) Ref<br>B.108235 In.12002<br>8W Der 8(5) | 6 S Turb dr geared to 2 sc. shafts<br>2574t (o.f)<br>At. & Ch. de Penhoët St.N<br>16k |
| 502957<br>UPGJ<br>M-9197<br>Df Esd<br>Gc | **ATLANTICA**<br>exAragona–54<br>**U.S.S.R.**<br>Murmansk Russian | 5472<br>2993<br>7005<br>**8590**<br>4864<br>— | ✠ | | 1954–4 Oskarshamns Varv A/B—Osk<br>470′ 0″ 61′ 7″ 24′ 11″/—<br>440′ 0″ 61′ 6″ 37′ 10″<br>F44′ 1 dk & S dk | M OSD/CSD<br>4 Ho<br>G.448745<br>5 Ha (19¾′×18′) (37½′, 34¾′, 34¾′, 34¾′×23′)<br>10W Der 10(5) | Oil 2SA 6Cy. 700×1200 mm<br>Masch. Augsburg-Nürnberg Aug<br>13½k |

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| 502960<br>LPWD<br>4327<br>Df Rdr<br>RT | **ATLANTICO**<br>**Soc. Anon. Importadora y Exportadora de la Patagonia**<br>Buenos Aires Argentine<br>Now **MAR ARGENTINO** See New Entries No. 7 | 1135<br>849<br>1340 | BV | 1954 Ast. Argentino Astarsa—Tigre<br>240′ 0″ 38′ 0″ 14′ 9″<br>37′ 10″<br>P33′ Q66′ F25′ 2 dks | TM Ref Mchy.aft<br>G.89815 B.81230 In.953<br>4W Der 1(15) | 2 Oil 2SA each 6Cy. 250×43<br>Atlas Polar<br>Nydqvist & Holm A/B |
| 515202<br>IKKL<br>133<br>Df RT | **ATLANTICO**<br>exHoedic-67 exRockdoe-47<br>**"Centauro" Esercizio Rimorchiatori di Ceretti, Accinelli & C.**<br>La Spezia Italian | 263<br>75<br>— | BV<br>✱Classed BC until 12/48 | 1945 Canadian S.B. & E. Ltd.—Kin<br>112′ 6″ 30′ 2″ 13′ 1″<br>104′ 11″ 30′ 0″ 13′ 6″ | S Tug | T 3Cy. 16½″ 27″ & 46″×30″<br>1000ihp<br>Pt. Arthur S.B. Co. Ltd. |
| 502961 | **ATLANTICO**<br>exErmelino M. exMagdalene<br>exKronprinz Wilhelm<br>**Soc. de Pesca Oceanica Ltda.**<br>Rio de Janeiro Brazilian | 226<br>88<br>— | | 1917 Reiherstag Schiffsw.—Ham<br>*119·9′* 24′ 4″<br>… … …<br>R | S Trawler | T 3Cy. 12½″ 20½″ & 32½″×22½″<br>Reiherstag Masch. |
| 540125<br>RTh | **ATLANTICO**<br>**Cia. de Obras Edificias Maritimas Portuarias S.A.**<br>Panama Panamanian | 115<br>—<br>— | ✠100A1<br>tug For coasting service from Buenos Aires to Guadeloupe<br>✠LMC<br>MN160 EL (a) | 1962–7 Schps. & Mach. "De Klop"—Sliedrecht<br>87′ 8″ 22′ 6″ 9′ 3″<br>78′ 9″ 21′ 4″ 10′ 10″<br>4BH<br>rf 19″ WB18t incl. DTa8t<br>**EQUIPMENT OF CABLES INCOMPLETE— CLASS SUSPENDED 19/7/68** | M Tug | Oil 4SA 8Cy. 235×330 mm wi<br>coupling & sr reverse gear<br>800bhp<br>Masch. Augsburg-Nürnberg<br>1×18kW 220V d.c. |
| 502963<br>IKLI<br>472<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTICO PRIMO**<br>**SI.AT Sicula-Atlantica S.p.A.**<br>Palermo Italian | 298<br>122<br>148 | RI | 1959 Cant. Nav. Giuliano—Tri<br>135′ 8″ 24′ 9″ 13′ 0″<br>118′ 2″ 24′ 7½″ 13′ 4″<br>RW | M Trawler<br>1 Ho | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim |
| 502964<br>IKLJ<br>491<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTICO SECONDO**<br>**SI.AT Sicula-Atlantica S.p.A.**<br>Palermo Italian | 298<br>121<br>— | RI | 1960 Cant. Nav. Giuliano—Tri<br>135′ 8″ 24′ 9″ 13′ 0″<br>118′ 1″ 24′ 7″ 13′ 4″<br>RW | M Trawler<br>1 Ho | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim |
| 502965<br>IKKO<br>523<br>Esd Rdr<br>RT | **ATLANTICO TERZO**<br>**Guido Camardella**<br>Palermo Italian | 500<br>214<br>— | RI | 1961 Cant. Nav. Giuliano—Tri<br>183′ 9″ 29′ 8″ 13′ 7″<br>164′ 1″ 29′ 6″ 15′ 7″<br>RW | M Trawler<br>1 Ho | Oil 4SA 6Cy. 320×480 mm<br>1100bhp<br>Motorenw. Mannheim |
| 508126<br>GPDH<br>306191<br>Df Esd<br>Gc Rdr<br>RTm/v | **ATLANTICSTAR**<br>exCôtes du Nord-64<br>**Peninsular Shipping Co. Ltd.**<br>**Ocean Tramping Co. Ltd.**<br>London British | 4330<br>2150<br>5610 | ✠100A1 SS 8/65<br>with freeboard<br>LMC<br>~~Lloyd's RMC~~<br>EL z | 1948–9 Canadian Vickers Ltd.—Mtl<br>420′ 6″ 55′ 1″ 22′ 3″<br>395′ 7″ 55′ 0″ 33′ 6″<br>F46′ 2 dks & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>WB958t incl. DTf83t | M Ref OSD<br>4 Ho 60′, 57½′, 38½′, 60′<br>G.363000 In.62380<br>5 Ha (stl) (33½′, 32½′, 20′, 30′, 22½′×17½′)<br>Der 1(30) 1(20) 2(10) 6(6) 2(3) 2(2) | Oil 2SA 10Cy. 620×1150 mm<br>5500bhp<br>Harland & Wolff Ltd.<br>3×225kW 220V d.c. |
| 662069<br>Esd RT | **ATLANTIDA**<br>**Celmar y Mozzuga**<br>Mar del Plata Argentine | 105<br>—<br>— | | 1966 Ast. Atama S.A.—B.As<br>79′ 1″<br>… … … | M Trawler Mchy.aft | Oil 4SA 6Cy. 159×203 mm<br>reduction geared<br>350bhp<br>Caterpillar Tractor Co. |
| 502966<br>SIDV<br>10075<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ATLANTIDE**<br>**Rederi A/B Salenia**<br>Salénrederierna A/B<br>Stockholm Swedish | 8070<br>4557<br>8300 | ✠100A1 CS 9/64<br>✠LMC<br>✠Lloyd's RMC<br>MN2000 EL d†2$\frac{3}{16}$″SQ | 1960–9 Eriksbergs M/V A/B—Got<br>488′ 1″ 62′ 0″ 27′ 6″<br>450′ 0″ 61′ 11″ 39′ 0″<br>F53′ 2 dks, 3rd dk except in mchy. space 4th dk in Nos. 1 & 2 holds<br>Coll BH to U dk 5 to 2nd dk<br>rf 19″ DK fwd WB2107t incl. Tunnel tanks 915t | M (12P) Ref<br>4 Ho 93¼′, 68½′, 80¾′, 86′<br>In.350417<br>4 Ha (stl) (35′, 34¼′, 34¼′, 34¼′×19¾′)<br>8W Der 8(5) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp B&W<br>Eriksbergs M/V A/B<br>AuxB 71lb e (ex.g) 71lb<br>4×396kW 440V 60c/s a.c. |
| 502967<br>PCVJ<br>Df Esd<br>RTm/h | **ATLANTIDE**<br>**Rederij Atlantide**<br>N.V. Scheepvaartkantoor "Groningen"<br>Groningen Netherland | 500<br>290<br>1030 | BV | 1959 N.V. Noord Ned. Schps.—Gro<br>203′ 5″ 30′ 10″ 12′ 8″<br>183′ 8″ 30′ 6″ 13′ 3″<br>P51′ B40′ F33′ 1 dk | M Mchy.aft<br>2 Ho 128′, 70½′<br>G.55450 B.52230<br>3 Ha (47½′, 47½′×18½′) (30½′×19′)<br>4W Der 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz |
| 502968<br>DIAB<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIK**<br>**Globus Reed.-G.m.b.H.**<br>Hamburg W. German | 3938<br>2145<br>5807 | GL | 1952 Howaldtswerke A.G.—Kel<br>400′ 11″ 54′ 4″ 23′ 9″<br>367′ 5″ 54′ 2″ 34′ 1″<br>B77′ F61′ 1 dk & S dk<br>R | M (12P) OSD<br>5 Ho 20′, 71′, 72½′, 61′, 53½′<br>G.404152 B.360660<br>5 Ha (16′, 48½′, 43½′, 35½′, 26½′×23′)<br>14W Der 1(49) 1(19½) 4(5–10) 6(5) 4(3) | Oil 2SA 5Cy. 700×1200 mm<br>3000bhp<br>Howaldtswerke A.G.<br>3×100kW 220V d.c. |
| 670736<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIK**<br>**U.S.S.R.**<br>Russian | 2657<br>1139<br>— | | 1966 Volkswerft Stralsund—Stralsund<br>269′ 7″ 16′ 5″<br>239′ 6″ 44′ 7″ 31′ 2″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebn |

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|---|---|---|---|---|---|---|---|
| 671037 | **ATLANTIK**<br>**Fischkombinat Rostock**<br>Rostock E. German | 644<br>—<br>— | | | 1967 Elbewerft—Boizenburg<br>145′ 4″ 32′ 10″ 11′ 6″<br>… … …<br>1 dk | M Stern Trawling Factory Ship | Oil<br>1000bhp<br>Schwermasch. Karl Liebknecht Mgd<br>12k |
| 502970<br>SVRM<br>1430 | **ATLANTIKOS**<br>exAbraham-58 exThetis<br>**M. Karatzas & E. Liontis**<br>Piræus Greek | 523<br>236<br>— | | BV | 1944 Schps. & Mach. "De Merwede"—<br>Hxd<br>*170·2′* 30′ 2″<br>… … … | M Trawler | Oil 4SA 6Cy. 420×660 mm<br>NE64<br>Klöckner-Humboldt-Deutz Kln |
| 650002<br>ORSR<br>CO481<br>Df Esd<br>Rdr<br>RTm/v | **ATLANTIQUE**<br>**Soc. Nationale de Travaux Publics, Soc. Générale de Dragage & Overseas Decloedt et Fils**<br>Antwerp Belgian | 4491<br>2353<br>7800 | | BV | 1964 J. & K. Smit's Scheepsw.—<br>Kinderdijk<br>350′ 0″ 57′ 9″ 25′ 1″<br>324′ 10″ 56′ 5″ 28′ 4″<br>1 dk | TM Suction Hopper Dredger<br>Mchy.aft<br>1 Ho 129½′<br>G.169510<br>Der 2(10) 1(5) | 2 Oil 4SA each 8Cy. 450×600 mm<br>4600bhp MAN 400t (d.o)<br>J. & K. Smit's Scheepsw. Kinderdijk<br>2×165kW 220V d.c. 12½k |
| 505419<br>Df Esd<br>RTh | **ATLANTIQUE**<br>exBrunneck-67<br>exAcaste-55<br>**Emeraude Maritime S.A.**<br>Brest French | 780<br>506<br>1146 | | BV GL | 1952 A.G. "Weser" Werk Seebeck—<br>Bhn<br>187′ 0″ 29′ 8″ 15′ 3½″<br>18′ 0″<br>P48′ B36′ F24′ 2 dks<br>RW<br>rf 2″ | M (1P) CSD Mchy.aft<br>1 Ho 100′<br>G.50139 B.45538<br>2 Ha (each 31′×14¾′)<br>4W Der 4(3) | Oil 4SA 8Cy. 290×420 mm<br>660bhp 55t (d.o)<br>Masch. Kiel A.G. Kel<br>2×30kW 220V d.c. 10k |
| 502971<br>TPVE<br>Df Esd<br>RT | **ATLANTIQUE**<br>**Emeraude Maritime S.A.**<br>Brest French<br>Now **TROPIC STAR** See New Entries No. 3 | 521<br>308<br>620 | | BV | 1945 ....................Ham<br>*181·8′* 27′ 7″<br>27′ 5″<br>F39′ 1 dk<br>BK8¾″ | M Ref<br>3 Ha (4½′×15′) (16¾′×14¾′) (15½′×12½′)<br>2W Der 3(3) | Oil 4SA 6Cy. 400×460 mm<br>600bhp 40t<br>Frd. Krupp A.G. Kel<br>13k |
| 502972<br>SIHE<br>10581<br>Df Esd<br>RT | **ATLANTIS**<br>**Stig Gustavsson Partrederi**<br>Skärhamn Swedish | 499<br>313<br>925 | ✠100A1<br>✠LMC<br>MN125 | SS 5/67<br>EL i | 1958-7 Schpsw. De Beer—Zaandam<br>193′ 8″ 29′ 7″ 11′ 8½″<br>176′ 10″ 29′ 4″ 13′ 0″<br>P37′ F34′ 1 dk<br>3BH<br>rf 1″ WB247t incl. Dk a 8t | M Mchy.aft | Oil 2SA 5Cy. 300×550 mm<br>625bhp<br>Schps. L. Smit & Zn. Kinderdijk |
| 502973<br>DFTQ<br>Df Esd<br>Rdr | **ATLANTIS**<br>**Partenreederei m.s. "Atlantis"**<br>Gustav Krönke<br>Stade W. German | ~~422~~ 499<br>~~183~~ 282<br>~~705~~ | | GL | 1955 Stader Schiffswft.—Stade<br>*160·8′* 29′ 0″ 12′ 2½″<br>160′ 8″ 28′ 11″ 12′ 9″<br>P34′ Q67′ F19′ 1 dk<br>RW | M Ferry Mchy.aft<br>G.42800 B.39700<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz Kln<br>8½k |
| 502974<br>DCHJ<br>Df Esd<br>RTh/v | **ATLANTIS**<br>**Reederei Cassen Eils**<br>Cuxhaven W. German | 359<br>193<br>— | | GL<br>len 60 & 64 | 1956 Jadewerft G.m.b.H.—<br>Wilhelmshaven<br>*163·3′* 24′ 4″<br>24′ 3″ 9′ 2″<br>B71′ F13′ 1 dk | M Ferry Mchy.aft<br>1 Ho<br>1 Ha (8¼′×6½′)<br>Der 1(1) | Oil 4SA 16Cy. 180×220 mm<br>1200bhp NE64 (d.o)<br>Motorenw. Mannheim Mhm<br>2×65, 25kW 220/380V 50c/s a.c. |
| 541031<br>DDFG<br>Df Esd<br>Rdr RT | **ATLANTIS**<br>**Kapitän Johann Heeren**<br>Brake W. German | 300<br>182<br>728 | | GL | 1963 Jadewerft G.m.b.H.—<br>Wilhelmshaven<br>175′ 11″ 30′ 7″ 10′ 7″<br>158′ 6″ 30′ 6″ 17′ 8″<br>1 dk & S dk | M OSD Mchy.aft<br>G.53576 B.50516<br>1 Ha (87½′×17¾′) | Oil 4SA 6Cy. 250×350 mm<br>300bhp<br>Motorenw. Mannheim Mhm<br>9k |
| 502975<br>KADC<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ATLANTIS II**<br>**Woods Hole Oceanographic Institution**<br>Woods Hole United States | 1529<br>—<br>— | | AB | 1963 Maryland S.B. & D.D. Co.—Bal<br>210′ 3″ 44′ 1″ 16′ 11¾″<br>195′ 0″ 44′ 0″ 21′ 10″<br>F100′ 1 dk, 2nd dk fwd<br>rf 44″ | TS Oceanographic Research Ship<br>Cr 1(12) | Unaflow 6Cy. 16″×16″<br>1400ihp 540t (o.f)<br>Skinner Eng. Co. Erie<br>2×300kW 440V 60c/s a.c.<br>Thw. thrust propeller fwd 13k |
| 650113<br>ZFVS<br>317344<br>Df Pfd<br>Rdr<br>RTm | **ATLANTIS 1200**<br>exAtlantis-64<br>**Atlantis Services Ltd.**<br>Nassau British | 141<br>—<br>55 | | AB | 1944 American Mchy. Corp.—<br>Beresford, Fla<br>*81·8′* 23′ 6″<br>80′ 11″ 22′ 0″ 10′ 4″<br>1 dk<br>BK2½″ | M Tug | Oil 2SA 12Cy. 8½″×10″<br>1240bhp NE64 (d.o)<br>General Motors Corp. La Grange<br>2×30kW 110V d.c. |
| 502977<br>CNFS<br>Df Esd<br>Gc Rdr<br>RT | **ATLAS**<br>**Cie. Marocaine de Navigation**<br>Casablanca Moroccan | 10392<br>6077<br>14699 | ✠Classed LR until 11/64 | BV | Lch. 6-1959 Cmd. 12-1960—N.V. Kon. Maats. "De Schelde"—Fls<br>516′ 9″ 65′ 10″ 30′ 7¾″<br>468′ 1″ 65′ 7″ 41′ 0″<br>F50′ 2 dks<br>rf nil | M CSD<br>5 Ha (34¾′, 34¾′, 42½′, 42½′, 42½′×24½′)<br>Der 1(30) 1(20) 12(5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>N.V. Kon. Maats. "De Schelde" Fls<br>16½k |
| 502978<br>SVKU<br>1381<br>Df Esd<br>Gc Rdr | **ATLAS**<br>**Anax Shipping Co. S.A.**<br>Piræus Greek | 9724<br>5603<br>13300 | ✠100A1<br>✠LMC<br>MN1560 | SS 6/66<br>EL e†2¼″SQ | 1958-2 J. Readhead & Sons Ltd.—Shl<br>499′ 3″ 63′ 3″ 30′ 1″<br>465′ 0″ 63′ 0″ 40′ 4″<br>F45′ 2 dks<br>RW NS 6BH to S dk 2 to 2nd dk<br>rf 3″ WB3349t incl. DTm1640t | M CSD<br>5 Ho 70′, 100′, 32½′, 75′, 70′<br>G.715925 B.638955<br>5 Ha (36′×20′) (37½′, 47½′, 37½′ 37½′×24′)<br>12W Der 1(25) 5(10) 6(5) 2(3) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp 1120t (hvf)<br>Sulzer Bros. Ltd. Win<br>2AuxB 100lb<br>3×200kW 220V d.c. 16k |

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| 541889<br>Df Esd<br>Gc Rdr<br>RT | **ATLAS**<br>exRaunala-63<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 8769 ~~6979~~<br>3597 ~~4050~~<br>— | ✠100A1 TD 9/68 ~~SS 6/64~~<br>ore carrier Carrying oil in wing tanks when no cargo is carried in adjacent centre compartments<br>Str. nav. ice<br>✠LMC<br>EL c† | 1946-4 A/B Götaverken—Got<br>488' 10" 59' 5" 27' 9"<br>458' 5" 59' 0" 35' 6"<br>P177' F61' 1 dk<br>RW 8BH<br>WB1127t incl. DTf293t | M Ore/Oil Carrier Mchy.aft<br>16 Ta<br>G.231239 L.429100<br>4W | Oil 2SA 6Cy. 680×1500 mm<br>4200bhp<br>A/B Götaverken<br>2AuxB 150lb e (ex.g) 150lb |
| 502979<br>OFQI<br>973<br>Df Esd<br>Gc Rdr<br>RT | **ATLAS**<br>exPhotinia-50 exHopedene-38<br>~~Rederi A/B Asta~~<br>~~Lennart Karlsson~~<br>~~Mariehamn Finnish~~<br>**Cia. de Nav. Pinares S.A.**<br>Mogadishu Somali Rep. | 3916<br>2373<br>6750 | ✠100A1 SS 2/67<br>✠LMC<br>EL w ptSQ | 1929-12 Swan, Hunter & Wghm Rchdsn —Sld<br>376' 1" 50' 10" 22' 5½"<br>360' 0" 50' 6" 26' 9"<br>P34' B115' F35' 1 dk<br>R NS 6BH<br>WB1136t | S<br>G.339000 B.309000 | T 3Cy. 24" 39" & 65"×45"<br>2200ihp<br>N.E. Mar. Eng. Co. Ltd.<br>2 SB 180lb Spt hs(5616) 8cf |
| 502980<br>FPZY<br>Df Esd<br>Rdr | **ATLAS**<br>**Cie. Générale Transatlantique**<br>Marseilles French<br>Now **DON ALBERTO** See New Entries No. 6 | 2035<br>954<br>2279 | BV | 1949 Ch. & At. de Provence—Port de Bouc<br>313' 0" 46' 0" 19' 3½"<br>45' 10"<br>P91' B25' F139' 1 dk & S dk<br>RW<br>rf 8" | M Ref OSD Mchy.aft<br>pt bulk wine carrier<br>4 Ho 20', 51½', 33½', 38'<br>B.96510 In.67023<br>4 Ha (stl) (16½'×13½') (25½', 25½' 19½'×14½)<br>4W Der 2(7½) 6(5) | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp Sulzer<br>Ch. & At. de la Loire<br>3×130kW 220V d.c. |
| 502981 | **ATLAS**<br>Launched as Unit Mover<br>**Compania Shell de Venezuela Ltd.**<br>Maracaibo Venezuelan | 1180<br>895<br>— | ✠100A1 ~~SS 4/68~~<br>Lake Maracaibo service<br>SS 11/67<br>EL (m) | 1959-2 Verschure & Co.'s Scheeps.—Ams<br>131' 11" 72' 8" 10' 0"<br>131' 0" 72' 0" 13' 0"<br>1 dk<br>4BH<br>rf nil WB332t | Pontoon for Sheerlegs | |
| 502982<br>187110<br>RTv | **ATLAS**<br>**Mersey Docks & Harbour Board**<br>Liverpool British | 1137<br>514<br>— | ✠100A1 ~~SS 7/64~~<br>pontoon SS 10/68<br>✠LMC<br>MN252 EL n | 1955-8 Lobnitz & Co. Ltd.—Rnf<br>177' 0" 56' 8" 8' 8½"<br>165' 0" 55' 6" 13' 0"<br>RFD20' 1 dk<br>4BH<br>rf nil | TS Floating Crane Mchy.aft<br>Cr 1(100) | T 6Cy. 13" 22" & 34"×22"<br>1400ihp<br>Lobnitz & Co. Ltd.<br>2 SB 200lb hs2050 4cf<br>2×250kW 230V d.c.<br>Thw. thrust propeller fwd |
| 672616<br>UWRR<br>M-24270 | **ATLAS**<br>**U.S.S.R.**<br>Kholmsk Russian | 828<br>—<br>— | | 1960 ....................Russia<br>171' 6" 37' 9" 14' 3½"<br>19' 0" | D-E Salvage Tug | 2 Oil 4SA each 6Cy.<br>connected to elec. motor |
| 512741<br>SZIK<br>1723<br>Df Esd<br>Rdr RT | **ATLAS**<br>exGele Zee-64 exOceanus-53<br>exChristine Moller-51<br>exFrosty Moller-50 exDestiny<br>**Loucas Matsas & Sons**<br>Piræus Greek | 556<br>25<br>— | AB<br>Classed LR until 2/52 | 1942 Defoe S.B. Co.—Bay City<br>143' 6" 33' 1" 15' 5½"<br>134' 6" 33' 0" 17' 0"<br>F41' 2 dks | D-E Tug | 2 Oil 2SA each 12Cy.<br>connected to elec. motors<br>1900bhp<br>General Motors Corp. |
| 502986<br>CBAT<br>1244 | **ATLAS**<br>**Cia. Chilena de Nav. Interoceanica**<br>Punta Arenas Chilean | 348<br>174<br>— | | 1907 L. Smit & Zoon—Kinderdijk<br>120' 8" 23' 6"<br>23' 4"<br>R | S Tug<br>1 Ho 31'<br>1 Ha (15'×11') | T 3Cy. 14½" 23½" & 39½"×24" |
| 525951<br>JWTV<br>Df Esd<br>Rdr RT | **ATLAS**<br>exNynes-65<br>**Skips A/S Leina**<br>Bergen Norwegian | 290<br>148<br>540 | NV. | 1958 Thaules M/V A/S—Nygård<br>145' 5" 28' 1" 11' 0½"<br>130' 0" 27' 11½"<br>1 dk & S dk | M OSD Mchy.aft<br>G.38000 B.34000<br>2 Ha (29½', 31½'×14½')<br>3W Der 1(3) 2(2) | Oil 4SA 6Cy. 290×420 mm<br>360bhp<br>Masch. Kiel A.G.<br>4×10, 10, 10, 4kW 220V d.c. |
| 502989<br>DAQG<br>Esd Rdr<br>RT | **ATLAS**<br>**Bugsier-, Reed. & Bergungs- A.G.**<br>Hamburg W. German | 250<br>9<br>— | GL | 1960 F. Schichau G.m.b.H.—Bhn<br>109' 9" 27' 4" 11' 5½"<br>14' 0"<br>1 dk | M Salvage Tug | Oil 4SA 8Cy. 400×580 mm<br>2640bhp<br>Klöckner-Humboldt-Deutz<br>3×40, 40, 6kW 230V d.c. |
| 502990<br>16383 | **ATLAS**<br>exKos VIII-53<br>**Industrial Maritima S.A.**<br>Rio Martin Moroccan | 245<br>86<br>— | ✳Classed BC until 3/56 | 1930-8 Smith's Dock Co. Ltd.—Mdb<br>125' 0" 24' 1"<br>116' 0" 24' 0" 13' 6"<br>1 dk<br>R<br>BK7½" | S Whaler | T 3Cy. 14" 23" & 39"×24"<br>Smith's Dock Co. Ltd. |
| 640492<br>TOZV<br>Df Esd<br>Pfd Rdr<br>RT | **ATLAS**<br>**Laurent Quillec & Cie.**<br>Concarneau French | 199<br>84<br>194 | BV | 1964 N.V. Scheeps. Westerbroek—Westerbroek<br>111' 10" 22' 8" 10' 9½"<br>98' 5" 22' 3½" 11' 10" | M Trawler<br>3 Ha (each 2½'×2½')<br>Der 1(3) | Oil 4SA 8Cy. 220×280 mm<br>750bhp<br>Klöckner-Humboldt-Deutz |
| 535429<br>RT | **ATLAS**<br>exTebe-64<br>**Soc. Tunisienne de Remorquage, d'Assistance & de Travaux Maritimes**<br>Tunisian | *197*<br>*60*<br>— | ✠100A1 SS 8/66<br>tug<br>Str. nav. ice<br>✠LMC<br>MN144 EL (b)1½" | 1950-1 Hammarbyverken A/B—Skm<br>89' 7" 26' 0"<br>80' 7" 25' 11" 14' 4"<br>5BH<br>BK6" WB69t incl. Tunnel tanks 8t DTf31t | S Tug | C 3Cy. (2) 13½" & 36½"×<br>800ihp<br>A/B Finnboda Varf<br>SB 213lb hs(2368) 3cf |

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| 502992 | **ATLAS**<br>**Cia. de Fomento Maritimo**<br>Havana Cuban | 190<br>92<br>— | | **1941** Bristol Yacht Building Co.—<br>Bristol, Me<br>*100·0'* 22' 6"<br>... ... ... | Wood M Salvage Tug | Oil 4SA 6Cy. 330×405 mm<br>Atlas-Imperial D.E. Co. | Oakland |
| 650458<br>Z418<br>Df Esd<br>Rdr RT | **ATLAS**<br>**Cattoor & de Meester**<br>Zeebrugge Belgian | 160<br>—<br>— | | **1964** Schps. "De Rietpol", J. E.<br>Verharen—Spaarndam<br>115' 10" 24' 1"<br>103' 10" 23' 11" 12' 10" | M Trawler | Oil 2DA 10Cy. 190×350 mm<br>N.V. Mch. Bolnes | Krimpen |
| 502994<br>WD5884<br>261843<br>Rdr RT | **ATLAS**<br>**Barworth Corp.**<br>Houston United States | 149<br>64<br>— | | **1951** Alexander Shipyards Inc.—N.Os<br>88' 7" 25' 0"<br>... ... ... | M Tug | Oil 2SA 12Cy. 215×255 mm<br>900bhp<br>General Motors Corp. | Det |
| 502995<br>WA2602<br>237102 | **ATLAS**<br>exWissahickon<br>**Forster Towing & Transportation Co. Inc.**<br>New York United States | 137<br>59<br>— | | **1904** ....................Bal<br>96' 0"<br>82' 0" 20' 7" 10' 4"<br>R | M Tug | Oil 2SA 5Cy. 355×430 mm<br>575bhp NE38<br>Fairbanks, Morse & Co. | Beloit |
| 502996<br>IKLC<br>480<br>Rdr<br>RTv | **ATLAS**<br>exJarl–49 exLilla–4<br>**Soc. per Azioni Rimorchiatori Riuniti "Panfido & Co."**<br>Venice Italian | 137<br>42<br>— | RI | **1945** Smith Shipyards Inc.—Pca<br>85' 11" 23' 2" 9' 10"<br>82' 0" 23' 1" 10' 4" | M Salvage Tug | Oil 2SA 6Cy. 318×407 mm<br>700bhp<br>Clark Bros. Co. Inc.<br>2×30kW d.c. | (d.o)<br>10k |
| 661107<br>21066<br>Df Esd<br>Rdr RT | **ATLAS II**<br>**Polish Government**<br>Zarzad Portu Gdansk<br>Gdansk Polish | 187<br>53<br>— | NV | **1966** A/S Svendborg Skibsv.—Svb<br>94' 2" 27' 7" 10' 2"<br>85' 4" 26' 3" 13' 1"<br>1 dk | M Tug | 2 Oil 2SA each 5Cy. 260×400 mm geared to sc. shaft<br>1650bhp<br>Burmeister & Wain<br>4×50, 50, 50, 12kW 380V a.c. | Cpn |
| 502997<br>DLBG<br>Df Esd<br>Gc Rdr<br>RTm/v | **ATLAS HUGO STINNES**<br>**Hugo Stinnes Industrie u. Handel G.m.b.H.**<br>Hugo Stinnes Transozean Schiff. G.m.b.H.<br>Bremen W. German | 2984<br>1552<br>4149 | GL | **1955** Atlas Werke A.G.—Bmn<br>351' 4" 47' 6" 20' 1"<br>303' 6" 47' 3" 22' 0"<br>P83' Q12' F38' 1 dk<br>RW<br>rf nil | M Mchy.aft<br>2 Ho 88½', 108½'<br>G.203000<br>5 Ha (stl) (29½', 29½', 23½', 23½' 23½'×23½')<br>10W Der 1(15) 1(10) 10(3–5) | 2 Oil 4SA each 6Cy. 358×580 mm geared to sc. shaft<br>2300bhp<br>Masch. Kiel A.G.<br>3×150, 100, 100kW 230V d.c. | 230t (d.o)<br>Kel<br>13k |
| 502998<br>JPCJ<br>65964<br>Df Esd<br>Gc Pfd<br>Rdr | **ATLAS MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 8235<br>4604<br>10447 | NK | **1951** Naka Nippon Jukogyo—Kob<br>473' 5" 61' 10" 28' 7¼"<br>439' 8" 61' 8" 38' 6"<br>F32' 2 dks<br>RW | M Ref<br>6 Ho<br>G.522131 B.474347 In.8002<br>6 Ha (19'×20') (46¼', 30', 21¾', 46¼'×23') (22¼'×20')<br>18W Der 2(25) | Oil 2SA 10Cy. 720×1250 mm<br>7000bhp<br>Naka Nippon Jukogyo<br>3×310, 310, 80kW 230V a.c. | 1600t<br>Kob<br>15½k |
| 502999<br>WA6978<br>251442<br>Df Rdr<br>RTm | **ATLAS TRAVELER**<br>exLake Charles–62<br>exSpindletop–46<br>**United States Steel Corporation**<br>New York United States | 938<br>496<br>1467 | AB | **1943** Lancaster Irn Wks—Perryville<br>221' 0" 37' 1" 13' 1⅜"<br>213' 6" 37' 0" 14' 6"<br>P45' F20' 1 dk<br>conv tanker 62<br>f 4" | M Cement Carrier Mchy.aft<br>Self-unloader<br>3 Ho 56', 35', 21'<br>6 Ha (stl) (each 3'×2') | Oil 2SA 12Cy. 8½"×10"<br>1200bhp Emade60fitted62<br>General Motors Corp. | 67t (d.o)<br>Clv |
| 671536<br>Df Esd<br>Gc Pfd<br>Rdr | **ATLAS UNO**<br>**Atlas-Pesca S.p.A.**<br>Molfetta Italian | 746<br>~~829~~ 325<br>640 | | **1967** Cant. Nav. Ignazio Tattoli—<br>Molfetta<br>194' 3" 29' 6" 14' 3"<br>164' 1" 29' 4" 16' 4"<br>Q172' B46' 1 dk | M Stern Trawler Mchy.aft | Oil 4SA 12Cy. 320×420 mm<br>1950bhp<br>Ansaldo Stab. Mecc. | 212t<br>Gen<br>15k |
| 503000<br>SBLN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLE**<br>exStatsisbrytaren<br>**Government of Sweden (Kungliga Marinförvaltningen)**<br>Stockholm Swedish | 1777<br>257<br>— | **BROKEN UP** | **1926** A/B Lindholmen-Motala—Got<br>204' 0" 55' 11" 19' 9"<br>55' 9"<br>2 dks<br>R | S Icebreaker | T (f) 3Cy. 20½" 33" & 54½"×36" (a) 3Cy. 27" 44⅛" & 72"×48⅛"<br>6000ihp<br>A/B Lindholmen-Motala<br>Propellers 1 fwd 1 aft | 630t<br>Got<br>13k |
| 503001<br>LMXD<br>Df Esd<br>Rdr<br>RTh/v | **ATLE JARL**<br>exArcturus–58<br>**Det Nordenfjeldske D/S**<br>Trondheim Norwegian | 1333<br>701<br>1970 | NV | **1947** Bergens M/V—Bgn<br>264' 0" 40' 2" 16' 9"<br>245' 6" 40' 0"<br>1 dk & S dk, 3rd dk in No. 1 hold<br>RW<br>rf 4" | M (4P) Ref OSD<br>4 Ho 26½', 34½', 25½', 39'<br>G.117000 B.108400 In.16440<br>4 Ha (22', 26', 18¼', 30'×16')<br>8W Der 1(20) 2(5) 6(3) | Oil 2SA 6Cy. 480×700 mm<br>1140bhp<br>Sulzer Bros. Ltd.<br>3×66kW 220V d.c. | 174t (d.o)<br>Win<br>12k |
| 640308<br>LHBW | **ATLET**<br>exStyrbjörn–63<br>**Hövding Skipsopphugging**<br>Sandnessjöen Norwegian | 166<br>—<br>— | | **1910** Göteborgs Varv A/B—Got<br>*93·7'* 22' 10"<br>22' 8"<br>1 dk<br>R | S Tug | C 2Cy. 18" & 33½"×24"<br>269ihp<br>Göteborgs Varv A/B | Got |
| 503002<br>IJWL<br>771 | **ATLETA**<br>exAnna Maria–54<br>~~**Nicola Cacciopoli and others**~~ **Società Ievomare**<br>Naples Italian | 194<br>123<br>321 | RI | **1946** Allegro & Lovisolo—Gen<br>110' 10" 19' 10" 10' 5"<br>99' 5" 19' 9" 11' 6"<br>1 dk<br>conv dry cargo ship 55 | M Water Tanker Mchy.aft<br>4 Ta | Oil 4SA 4Cy. 265×410 mm<br>200bhp<br>S.A. Ansaldo | Gen<br>7k |

Now **MIMI IEVOLI** See New Entries No. 10

# REGISTER OF SHIPS

| | | | | | | |
|---|---|---|---|---|---|---|
| 503003<br>4XWF<br>MS79<br>Df Esd<br>Gc<br>RTm/h | **ATLIT**<br>**Zim Israel Nav. Co. Ltd.**<br>Haifa Israel<br>Now **NONI** See New Entries No. 4 | 494<br>224<br>924<br>897<br>530<br>1524 | ✠100A1 SS 1/66<br>✠LMC<br>MN210 EL I | 1955-11 D. W. Kremer Sohn—Elmshorn<br>204' 3" 32' 3" 12' 2½"/16' 4½"<br>190' 0" 31' 6"<br>F21' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 4" WB267t | M OSD/CSD Mchy.aft<br>2 Ho 37', 75'<br>G.66105 B.57460<br>2 Ha (stl) (28', 47' × 18')<br>6W Der 2(3–5) 4(3) | Oil 4SA 6Cy. 400 × 600 mm<br>1050bhp<br>Masch. Augsburg-Nürnberg<br>2 × 60kW 230V d.c. |
| 503004<br>LFND | **ATLÖY**<br>**Fylkesbåtane Sogn og Fjordane**<br>Bergen Norwegian | 103<br>54<br>— | | 1931 Bergens M/V—Bgn<br>*81·7'* 17' 11"<br>... ... ...<br>1 dk | Wood M | Oil 2SA 4Cy. 200 × 300 mm<br>240bhp NE63<br>Wichmann Mtrf. |
| 503005<br>LAWA<br>9820<br>Df Esd<br>Gc Rdr<br>RTv | **ATNA**<br>**D/S A/S Sverre**<br>S. M. Kuhnle & Søn<br>Oslo Norwegian<br>Now **RALLIA** See New Entries No. 3 | 6055<br>3504<br>9820 | NV | 1956 Short Bros Ltd.—Sld<br>472' 8" 59' 9" 25' 9½"<br>445' 0" 59' 6" 29' 1"<br>1 dk & S dk<br>RW | M (6P) OSD<br>4 Ho 60½', 100', 30'DT, 75', 72½'<br>G.815410 B.557740<br>5 Ha (stl) (31½', 35', 35', 35', 35' × 23')<br>14W Der 1(25) 4(10) 10(5) | Oil 4SA 8Cy. 740 × 1500 mm<br>4400bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>3 × 150kW 220V d.c. |
| 661750 | **ATOCHA**<br>**Pesqueras Pasajes S.A.**<br>San Sebastian Spanish<br>For later particulars see New Entries No. 1 | 1350<br>—<br>925 | 100A1<br>trawler<br>Class contemplated | Ast. Luzuriaga S.A.—Psj<br>229' 5" 38' 9" 16' 4½"<br>198' 0" 38' 8½" 19' 4" | M Trawler | Oil 4SA 8Cy. 390 × 680 mm<br>Naval-Stork-Werkspoor |
| 671260<br>ENGV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATOLL**<br>**U.S.S.R.**<br>Novorossiisk Russian | 2657<br>1139<br>— | | 1967 Volkswerft Stralsund—Stralsund<br>269' 7" 16' 5"<br>239' 6" 44' 7" 31' 2"<br>2 dks | M Stern Trawling Factory Ship | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebkn |
| 503007<br>SICO<br>10211<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **ATOMENA**<br>**Partrederiet Atomena**<br>**(Torbjörn Öström)**<br>Nordström & Thulin A/B<br>Stockholm Swedish | 14611<br>8981<br>22310 | ✠100A1 SS 10/65<br>strengthened for heavy cargoes<br>✠LMC<br>MN1500 EL j†2½"SQ | 1961-10 Sir J. Laing & Sons Ltd.—Sld<br>566' 1" 73' 4" 32' 1½"<br>538' 3" 73' 0" 45' 2"<br>P109' F46' 1 dk<br>RW NS 9BH<br>rf 4" WB8669t incl. Topside tanks in holds 4228t | M Bulk Carrier Mchy.aft<br>7 Ho 53½', 53½', 59½', 59½', 59½', 59½', 62'<br>G.996000<br>7 Ha (stl) (29' × 28') (34', 38', 38', 38', 38', 36' × 36')<br>Der 1(1) | Oil 2SA 6Cy. 760 × 1500 mm<br>7500bhp Götaverken<br>N.E. Mar. Eng. Co. Ltd.<br>AuxB 49lb<br>3 × 225kW 220V d.c. |
| 672145<br>6ZXC<br>2678<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATOMIC**<br>**Albatross Shipping Co. S.A.**<br>Monrovia Liberian | 45321<br>31615<br>70000 | AB | 1967 Ishikawajima-Harima Hvy Ind.—Aio<br>834' 11" 124' 3" 43' 1½"<br>787' 5" 124' 0" 57' 5"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 9Cy. 900 × 1550 mm<br>20700bhp Sulzer<br>Ishikawajima-Harima Hvy In |
| 503008<br>VYJQ<br>138147 | **ATOMIC**<br>**McQueen Marine Ltd.**<br>J. E. McQueen<br>Amherstburg Canadian | 102<br>50<br>— | | 1945 Russel Bros. Ltd.—Owen Sound<br>*75·9'* 20' 1"<br>... ... ... | M Tug | Oil 6Cy. 305 × 380 mm<br>Enterprise Eng. & Fdry Co. |
| 652396 | **ÁTOMO**<br>**Sociedade Cooperativa dos Catraeiros do Porto de Lisboa**<br>Lisbon Portuguese | 225<br>—<br>— | ✠ | 1966 Est. Nav. de Viana do Castelo—Viana do Castelo<br>113' 3" 27' 8"<br>104' 0" 26' 3" 12' 8"<br>RW | M Tug | Oil 4SA 8Cy. 400 × 600 mm<br>Masch. Augsburg-Nürnberg |
| 506897<br>5BBO<br>321049<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ATRAX**<br>exCharlotte Mærsk-65<br>**Akamas Shipping Co. Ltd.**<br>Famagusta Cyprus | 8867<br>5253<br>13960 | ✠Classed LR until 9/66 | 1951-1 Odense Staalskibs, A/S—Odn<br>480' 0" 66' 1" 27' 11½"<br>450' 10" 66' 0" 34' 6"<br>P90' B36' F56' 1 dk | M Tanker Mchy.aft<br>L.669860<br>Der 3(3) | Oil 2SA 5Cy. 740 × 1600 mm<br>4600bhp<br>Burmeister & Wain |
| 503012<br>IBDT<br>3111<br>Df Esd<br>Gc Rdr<br>RTv | **ATREO**<br>**Società Ligure di Armamento S.p.A.**<br>Genoa Italian | 8687<br>5274<br>12485 | RI | 1957 Cantieri Navali Riuniti—Pal<br>484' 3" 62' 8" 29' 0"<br>444' 2" 62' 6" 33' 8"<br>2 dks<br>RW | M CSD<br>6 Ho 62½', 61', 57¾', 34½', 68', 64½'<br>G.662769 B.613867<br>6 Ha (stl) (27½', 35½', 27¾' × 26½') (15½' × 21½') (35½' 27¾' × 26½')<br>12W Der 1(30) 12(5) | Oil 2SA 5Cy. 740 × 1600 mm<br>6250bhp B&W<br>Cantieri Navali Riuniti<br>4 × 200, 200, 200, 100kW |
| 503013<br>GMPL<br>183828<br>Df Esd<br>Gc Rdr<br>RTv | **ATREUS**<br>**China Mutual Steam Nav. Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>5770<br>2664<br>6589<br>7548<br>4188<br>9280 | ✠100A1 SS 3/68 ~~SS 9/61~~<br>✠LMC<br>✠Lloyd's RMC<br>MN1520 EL d†2¼"SQ | 1951-11 Vickers-Armstrongs Ltd.—Nwc<br>487' 2" 62' 4" 24' 1½"/28' 4½"<br>454' 2" 62' 0" 35' 3"<br>P41' B190' F48' 2 dks, 3rd dk in No. 1 hold<br>RW 9BH<br>rf 9" WB4380t incl. DTa945t DTsm 1878t | M Ref<br>6 Ho 59', 72', 48', 30', 81', 72'<br>G.609099 B.546964 In.2190<br>6 Ha (24½' × 16') (35', 23', 23', 27' × 22') (27' × 18')<br>24W Der 1(50) 1(25) 8(10) 16(5) | Oil 2SA 7Cy. 750 × 1500 mm<br>exhaust 500 mm<br>7600bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>WTAuxB 100lb<br>3 × 220kW 220V d.c. |
| 503014<br>Df Pfd | **ATREUS**<br>exFrederikshavn-58<br>exAalborghus-36<br>**Cia. de Nav. Anepirot S.A.**<br>Panama Panamanian | 1565<br>780<br>585 | **BROKEN UP** | 1914 Burmeister & Wain—Cpn<br>268' 4" 38' 8" 14' 7½"<br>38' 6"<br>2 dks<br>R 5BH | S<br>G.28800 B.25820<br>5W | T 3Cy. 22" 36" & 60" × 42"<br>Burmeister & Wain |

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|---|---|---|---|---|---|---|
| 680036 | **ATREVIDA**<br>**A/S Det Østasiatiske Kompagni**<br>Copenhagen Danish<br>For later particulars see New Entries No. 6 | 13500<br>—<br>— | 100A1<br>Class contemplated<br>✠Lloyd's RMC | A/S Nakskov Skibsv.—Nkv<br>548' 0" 81' 6"<br>508' 7" 81' 3" 43' 8" | M Ref Mchy.aft<br>In.84000 | Oil 2SA 12Cy. 740×1600 mm<br>Burmeister & Wain Cpn |
| 503015<br>EBUH<br>Df Esd<br>RT | **ATREVIDO**<br>**Juan Rodal Barreiro**<br>Vigo Spanish | 172<br>95<br>— | BV | 1957 Enrique Lorenzo y Cia.—Vgo<br>99' 11" 21' 0" 10' 9¾"<br>... ... ...<br>RW | M Trawler<br>2 Ha (each 2¾'×2¾') | Oil 2SA 6Cy. 190×350 mm<br>300bhp 68t<br>Kromhout Motorenfab. Ams<br>10½k |
| 503016<br>CUVF<br>A1489C<br>Df Esd<br>RT | **ATREVIDO**<br>**Pescarias Beira Litoral S.a.r.l.**<br>Aveiro Portuguese | 172<br>64<br>— | | 1960 Est. São Jacinto S.a.r.l.—Aveiro<br>115' 1" 23' 2" 9' 0¼"<br>96' 9" 22' 10" 11' 6"<br>RW | M Stern Trawler | Oil 2SA 8Cy. 245×330 mm<br>Motorenf. Darmstadt Darmstadt |
| 503629<br>ICBK<br>634<br>Df Esd<br>Gc Rdr<br>RT | **ATRIA**<br>exBarbara–64<br>**"Garibaldi" Soc. Cooperativa di Nav. a Resp. Ltda**<br>Trieste Italian | 12845<br>7679<br>19420 | RI<br>✠Classed LR until 6/58 | 1957–2 C.R.D. Adriatico—Mfl<br>*565·1'* 73' 2" 31' 0½"<br>528' 3" 72' 10" 39' 11"<br>P121' B39' F68' 1 dk<br>RW<br>rf 6" | S Tanker Mchy.aft<br>20 Ta 1 Ho<br>1 Ha (9'×18¼') | 2 S Turb dr geared to sc. shaft<br>10000shp 1998t (o.f)<br>C.R.D. Adriatico Trl<br>16½k |
| 527882<br>SZKG<br>2537<br>Df Esd<br>Gc Rdr | **ATROMITOS**<br>exPioneer–64<br>exSeaboard Prince–50<br>exKootenay Park–46<br>Launched as Mohawk Park<br>**Avlis Shipping Co. Special S.A.**<br>Piræus Greek | 7204<br>4324<br>10775 | ✠100A1 ~~SS 12/64~~<br>TD 11/68<br>✠LMC<br>EL a†2$\frac{1}{16}$"SQ | 1944–10 Burrard D.D. Co. Ltd.—Vcr<br>441' 6" 57' 2" 27' 8¾"<br>416' 0" 56' 10" 37' 4"<br>2 dks<br>R 7BH<br>WB2180t incl. DTa753t | S<br>5 Ho 80', 72', 49', 44', 68'<br>G.551473 B.492623<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70½"×48"<br>2500ihp 960t (o.f)<br>Canadian Allis-Chalmers Ltd. Mtl<br>2WTB 250lb Spt 230lb hs(9704)<br>3×15kW 110V d.c. 10½k |
| 503017<br>SXQO<br>2075<br>Df Esd<br>Gc Rdr<br>RT | **ATROTOS**<br>exAdrias–61<br>**Compania Naviera "Atrotos" S.A.**<br>Venizelos A.N.E.<br>Piræus Greek | 13675<br>8434<br>21540 | ✠100A1 Dr 4 yrs–5/66<br>oil tanker<br>✠LMC<br>MN1900 EL j†2½"SQ | 1953–2 Nippon Kokan—Yka<br>579' 0" 74' 2" 31' 3¾"<br>550' 0" 74' 0" 40' 6"<br>P129' B37' F62' 1 dk<br>RW 14BH<br>WB2471t incl. DTf778t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9500shp (o.f)<br>Ishikawajima Jukogyo Tok<br>2WTB 441lb Spt 427lb hs(11625)<br>sg 135lb |
| 507563<br>Df Esd<br>Pfd Rdr<br>RT | **ATSI**<br>exClassis–66 exSaxonia–60<br>exIngeborg Ahrens–57<br>exBernhard Blumenfeld–55<br>exSuzon–50 exCopernicus–49<br>exKordecki–46 exRobur V–40<br>**Cia. de Nav. Celestemar S.A.**<br>Panama Panamanian | 1935<br>1066<br>3050 | RI<br>✠Classed LR until 2/57<br>**BROKEN UP** | 1930–8 A/B Lindholmens-Motala—Got<br>250' 4" 41' 2" 17' 9"<br>250' 0" 41' 0" 20' 11"<br>P72' F22' Trunk 154' 1 dk<br>R | S Mchy.aft<br>2 Ho<br>G.131683 B.125000<br>4W | C 4Cy. (2) 14$\frac{9}{16}$" & (2) 31½"×31½"<br>800ihp (o.f)<br>A/B Lindholmens-Motala Got<br>9k |
| 503019<br>JEKU<br>71815<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ATSUTA MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 7745<br>4326<br>9899 | ~~✠100A1~~ ~~SS 1/66~~<br>~~DTsa—vegetable oil~~<br>~~✠LMC~~<br>~~✠Lloyd's RMC~~<br>~~MN1720~~ ~~EL d†2$\frac{1}{16}$"SQ~~<br>✠Class WITHDRAWN ~~NK~~<br>at Owners' request<br>3/68 NK | 1954–6 Mitsubishi Zosen—Nag<br>495' 0" 62' 6" 27' 7¼"<br>459' 4" 62' 4" 34' 5"<br>P23' B200' F41' 2 dks<br>RW 8BH<br>rf 6" WB2685t incl. DTsa1577t | TM (12P) Ref<br>6 Ho 49', 72¼', 63', 49¾', 68¼', 44½'<br>G.567447 B.517841 In.4472<br>6 Ha (stl) (21½'×18') (39¼', 31½', 28¾', 39½', 23½'×23')<br>18W Der 2(20) 2(10) 14(6) | 2 Oil 2SA each 6Cy. 720×1250 mm<br>8600bhp 1554t (hvf)<br>Mitsubishi Zosen Nag<br>WTAuxB 100lb<br>3×190kW 230V d.c. 16k |
| 503022<br>SVUL<br>309<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATTICA**<br>**Liberian Transatlantic Corp.**<br>Andros Greek | 29741<br>17904<br>— | AB | 1960 Harima Zosensho—Aio<br>734' 2" 100' 6" 37' 8½"<br>698' 10" 100' 1" 49' 10"<br>P132' B43' F96' 1 dk<br>RW<br>rf 6" | S Tanker Mchy.aft<br>36 Ta<br>L.2087412 HeCls.BC | 2 S Turb dr geared to sc. shaft<br>17600shp 5980t (o.f)–90pd<br>Ishikawajima Jukogyo Tok<br>16½k |
| 503023<br>ODHR<br>1192<br>Df Esd<br>Gc Rdr | **ATTICOS**<br>exLeopoldskerk–62<br>exHemony–47<br>exGeorge P. McKay–47<br>**Concordia Shipping Corp.**<br>Beirut Lebanese | 7257<br>4426<br>10432 | AB | 1943 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8⅛"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.538348 B.487773<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>12W Der 1(40) 1(10) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1059t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 11k |
| 651203<br>SZJQ<br>2379 | **ATTIKI**<br>exLisa Essberger–64<br>exElsa Essberger–38<br>**Greek Tankershipping Co. Ltd.**<br>Piræus Greek | 1172<br>794<br>1740 | ✠<br>HR<br>**BURNT 9/67** | 1930–12 Deutsche Werft A.G.—Ham<br>254' 0" 36' 7" 12' 8"<br>... ... ...<br>2 dks<br>R len 34<br>rf nil | TM Tanker Mchy.aft | 2 Oil each 6Cy. 330×400 mm<br>800bhp Emade—fitted— 30t (d.o)<br>Atlas-Mak Masch. |
| 503025<br>PCVY<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATTIS**<br>**Koninkl. Nederl. Stoomb. Maats.**<br>Amsterdam Netherland | 3002<br>1595<br>3830 | BV | 1955 A. Vuyk & Zonen's Schps.—Capelle a/d IJssel<br>322' 6" 46' 11" 20' 6¾"<br>300' 0" 46' 9" 25' 0"<br>F27' 2 dks<br>RW<br>rf 3" | M (12P) Ref Mchy.aft<br>3 Ho 45¾', 66½', 73¾'<br>B.163520 In.8064<br>3 Ha (stl) (22½'×13') (40½', 40½'×16')<br>10W Der 1(30) 4(9) 4(6) 2(3) | Oil 2SA 7Cy. 540×900 mm<br>2330bhp (hvf)<br>Gebr. Stork & Co. N.V. Hengelo<br>3×110kW 220V d.c. 14k |

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|---|---|---|---|---|---|---|
| 503026<br>KCTW<br>247475<br>Df Esd<br>Gc Rdr | **ATTLEBORO VICTORY**<br>exTransyork–59<br>exAmerican Attorney–56<br>exAttleboro Victory–48<br>**United States Department of Commerce**<br>**New York** United States | T.Mk<br>4728<br>2773<br>—<br>7332<br>4458<br>10893 | AB | 1945 Bethlehem-Fairfield—Bal<br>455′ 3″ 62′ 1″ —/28′ 6½″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S Ref<br>5 Ho 57½′ 45′, 77′ 81′, 25′<br>B.453000 In.4000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. sh<br>6600shp<br>Westinghouse Elec. & Mfg<br>2×300kW 240V d.c. |
| 503027<br>312815<br>Df Esd<br>Pfd Rdr<br>RT | **ATTU**<br>**Arnet Boat Co. Ltd.**<br>E. Arnet<br>Vancouver Canadian | 115<br>78<br>— | | 1959 Allied Builders Ltd.—Vcr<br>76′ 0″ 21′ 9″<br>... ... ...<br>1 dk | M Fishing Mchy.fwd | Oil 4SA 6Cy. 210×300 mm<br>Gebr. Stork & Co.<br>Controllable pitch propeller |
| 661528<br>ATAX<br>1209<br>RTv | **ATUL**<br>**Bombay Port Trust**<br>Bombay Indian | 284<br>—<br>—<br>— | ✠Class **WITHDRAWN** at Owners' request 4/68 | 1966–10 D. W. Kremer Sohn—Elmshorn<br>110′ 5″ 30′ 9″ 11′ 1½″<br>99′ 3″ 29′ 2½″ 13′ 11″<br>4BH<br>rf 24″ BK4″ WB60t | TM Tug<br>Der 1(1) | 2 Oil 4SA each 7Cy. 235×1<br>reverse geared<br>1400bhp<br>Masch. Augsburg-Nürnberg<br>3×23kW 415V 50c/s a.c. |
| 513110<br>CLCZ<br>Df Esd<br>Rdr | **ATUN**<br>exGipsa Primero–64<br>**Republica de Cuba (Flota Cubana de Pesca)**<br>Havana Cuban | 509<br>259<br>— | BV | 1961 Indunaval S.A.—Bbo<br>26′ 7″<br>165′ 7″ 26′ 5″ 13′ 7″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 295×420 mm<br>La Maquinista Terrestre y M |
| 503029<br>EHWT | **ATUN**<br>**Carlos Garcia Perez and another**<br>Vigo Spanish | 157<br>77<br>128 | | 1944 Hijos de J. Barreras S.A.—Vgo<br>95′ 1″ 21′ 1″ 11′ 10″<br>20′ 11″ | Wood S Trawler<br>1 Ho 24¾′ | T 3Cy. 8½″ 14″ & 22″×16″<br>Hijos de J. Barreras S.A. |
| 541890<br>EDWV<br>Df Esd<br>Gc Pfd<br>RT | **ATUNERO PRIMERO**<br>**Amadeo Ormaza Unamuno**<br>San Sebastian Spanish | 240<br>151<br>440 | BV | 1963 Ast. Luzuriaga—Pjs<br>106′ 8″ 25′ 9″ 9′ 10″<br>94′ 9″ 25′ 7″ 12′ 9″<br>1 dk | M Fishing<br>5 Ha (6½′, 6½′×4½′) (5¼′, 5¼′×4¾′) (3¼′×3½′) | Oil 4SA 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz |
| 532195<br>SVEM<br>2718<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ATYS**<br>exSheaf Royal–65<br>**Marguardia Cia. Nav. S.A.**<br>Piræus Greek | 12305<br>7348<br>18600 | AB<br>✠Classed LR until 9/66 | 1953–11 J. L. Thompson & Sons Ltd.—Sld<br>547′ 11″ 73′ 4″ 30′ 5½″<br>516′ 0″ 73′ 0″ 41′ 1″<br>P139′ F45′ 1 dk, 2nd dk in mchy. space<br>RW<br>rf 4″ | M Tanker Mchy.aft<br>26 Ta<br>Der 3(5) | Oil 2SA 6Cy. 750×2500 mm<br>7750bhp<br>Wm. Doxford & Sons (Eng.) L<br>3×150, 150, 75kW 110V d.c. |
| 503030<br>PCWA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATYS**<br>**Maats. tot Financiëring van Bedrijfspanden N.V.**<br>Shell Tankers N.V.<br>Amsterdam Netherland | 12239<br>6983<br>18350 | ✠100A1 SS 5/65<br>oil tanker<br>✠LMC<br>MN1500 EL h†2 7/16″SQ | 1960–2 Nederl. Dok & Schps.—Ams<br>559′ 1″ 69′ 5″ 29′ 9¾″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P120′ B46′ F54′ 1 dk<br>16BH<br>rf 3″ WB511t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. sh<br>7500shp<br>Nederl. Dok Maats.<br>2WTB 610lb Spt 850° F. 570lb<br>sg 125lb |
| 503031<br>XCAP<br>Df Esd | **ATZCAPOTZALCO**<br>exJacob Thompson–50<br>**Petróleos Mexicanos**<br>Tampico Mexican | 7218<br>4409<br>10675 | AB<br>**BROKEN UP** | 1943 Delta S.B. Co. Inc.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>rf 6″ | S Tanker<br>18 Ta<br>L.364021 | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1053t<br>Willamette Irn & Stl Corp. |
| 503032<br>4XVC<br>MS83<br>Df Esd<br>Gc Rdr | **ATZMAUT**<br>exPalmah–60<br>**Anat Navigation Co. Ltd.**<br>Atid Cargo Lines Ltd.<br>Haifa Israel | T.Mk 1784<br>985<br>2727 | ✠100A1 SS 1/64<br>Str. nav. ice<br>✠LMC<br>MN306 EL p1¾″ptWI ptSQ<br>**SURVEYS OVERDUE 1/69** | 1956–12 Elsflether Werft—Elsfleth<br>258′ 7″ 39′ 2″ 18′ 10¾″<br>235′ 9″ 39′ 0½″ 22′ 0″<br>Ba54′ F27′ 2 dks<br>RW 4BH<br>rf 3″ WB294t | M CSD Mchy.aft<br>G.123860 B.114630<br>6W Der 2(25) 4(3) | Oil 4SA 8Cy. 385×580 mm with<br>coupling<br>1530bhp<br>Masch. Kiel A.G. |
| 503033<br>HPBO<br>3591L<br>Df Esd<br>Gc Rdr<br>RTm | **AUBADE**<br>**Maritime & Commercial Corp. Inc.**<br>Panama Panamanian | 14861<br>9240<br>24667 | ✠100A1 SS 6/66<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠LMC<br>MN1630 EL k†2¾″SQ | 1961–12 Verolme Schpsw.—Alb<br>591′ 8″ 73′ 9″ 33′ 5¾″<br>552′ 10″ 73′ 6″ 47′ 11″<br>P107 F58′ 1 dk<br>NS 10BH<br>rf nil WB9722t incl. Topside tanks in holds 3481t DTsf513t | M Bulk Carrier Mchy.aft<br>7 Ho 58¼′, 56′, 56¼′, 56¼′, 56¼′, 56¼′, 56¼′<br>7 Ha (stl) (34¾′, 32¼′, 32¼′, 32¼′, 32¼′, 32¼′, 32¼′×36′)<br>Cr 1(5) | Oil 2SA 9Cy. 700×1200 mm<br>8150bhp MAN<br>Verolme Machfbk.<br>2AuxB 100lb<br>3×300kW 220V d.c. |
| 503035<br>9WXL<br>196214<br>Df Esd<br>Rdr | **AUBY**<br>**Sarawak Steamship Co. Ltd.**<br>Kuching Malaysian | 1733<br>854<br>1115 | ✠100A1 SS 4/66<br>✠LMC<br>MN252 EL p1 1/16″SQ | 1954–2 Henry Robb Ltd.—Lth<br>228′ 9″ 44′ 2″ 11′ 9½″<br>212′ 0″ 44′ 0″ 21′ 0″<br>2 dks<br>RW 4BH<br>WB522t incl. DTsf116t | TM CSD Mchy.aft<br>G.94500 B.91000<br>6W Der 2(10) | 2 Oil 4SA each 7Cy.<br>geared<br>1260bhp<br>Ruston & Hornsby |

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|---|---|---|---|---|---|---|---|---|---|
| 503036 | **AUCKLAND STAR** | | 11799 | ✠100A1 | SS 12/63 | 1958–10 Cammell Laird & Co. (S.B. & | S (12P) Ref OSD | 2 S Turb dr geared to sc. shaft | |
| GJNU | | | 7013 | DTa—vegetable oil | | Eng.) Ltd.—Bkn | 7 Ho 67½', 61½', 58¾', 56', 56', 64', 48' | 16000shp | (o.f) |
| 196488 | **Salient Shipping Co.** | | 14784 | ✠LMC | | 572' 4" 72' 9" 31' 1½" | In.500111 | Cammell Laird (S.B. & Eng.) Ltd. | Bkn |
| Df Esd | **(Bermuda) Ltd.** | | | ✠Lloyd's RMC | | 530' 0" 72' 6" 48' 9" | 7 Ha (stl) (29¼'×18¼') (29¼', 45¼', | 2WTB570℔ Spt 800° F. 540℔ | hs17038 |
| Gc Pfd | London | British | | MN3200 | EL J†2½"SQ | F58' 1 dk & S dk, 3rd dk except in No. 2 | 29¼'×21¼') (29¼'×21') (29¼'×21¼') | sg 140℔ db 125℔ | |
| RT | | | | | | hold, 4th dk in Nos. 2, 3 & 4 holds | (21¼'×18¼') | | |
| | | | | | | R Coll BH to S dk 8 to 2nd dk | Der 1(60) 2(15) 6(10) 2(8) 15(7) | | |
| | | | | | | rf 6" DK fwd WB4220t incl. Tunnel tanks 2619t | | | |
| 503037 | **AUCKLANDER** | | 454 | | | 1958–3 Fleming & Ferguson Ltd.—Psy | TS Tug | T 6Cy. 15" 24" & 40"×27" | |
| | | | — | | | 129' 9" 35' 7" 13' 3¼" | | 1762ihp | 108t (o.f) |
| 199091 | **Auckland Harbour Board** | | — | ✠Classed LR until 11/61 | | 118' 0" 34' 0" 15' 0" | | Fleming & Ferguson Ltd. | Psy |
| RTv | Auckland | New Zealand | | | | | | 1×15kW 230V d.c. | 10k |
| | | | | | | RW | | | |
| | | | | | | rf 15" BK6" | | | |
| 503038 | **AUCTORITAS** | | 11218 | | RI | 1959–7 Cant. Nav. di Taranto—Tno | M Mchy.aft | Oil 2SA 7Cy. 750×1320 mm | |
| ICRU | | | 5913 | | | 544' 11" 70' 1" 28' 10¼" | 6 Ho | 7000bhp | 935t |
| 3176 | **Adriatico Tirreno Jonio** | | 15547 | ✠Classed LR until 11/59 | | 507' 5" 69' 8½" 40' 1" | G.737693 | S.A. Fiat S.G.M. | Tur |
| Df Esd | **Ligure "ATJL" di Alberto** | | | | | 1 dk | | | 15k |
| Gc Rdr | **Ravano & Figli** | | | | | RW | 4W Der 6(3½) 2(1½) 2(1) | | |
| RTv | Genoa | Italian | | | | | | | |
| 514427 | **AUD PRESTHUS** | | 4998 | | | 1953 Eriksbergs M/V A/B—Got | M (12P) Ref OSD | Oil 2SA 7Cy. 740×1400 mm | |
| LAOX | exHavmøy–67 | | 2866 | | | 434' 9" 58' 1" 25' 11½" | 5 Ho 58½', 96½', 28½', 65½', 57' | 5150bhp B&W | 1294t (hvf) |
| | **Johs. Presthus Rederi** | | 8300 | | NV | 405' 8" 57' 11" | G.526200 B.477280 In.12570 | Eriksbergs M/V A/B | Got |
| Df Esd | Johs. Presthus | | | | | F93' 1 dk & S dk, 3rd dk in No. 2 hold | 5 Ha (31½', 36¾', 31½', 31½', 31½'×20') | 3×195kW 220V d.c. | 15½k |
| Gc Rdr | Bergen | Norwegian | | | | | 18W Der 1(15) 2(5) 16(3) | | |
| RTm/h/v | | | | | | rf 4" | | | |
| 542333 | **AUDACIA** | | 295 | | | 1950 Scheeps. Gebr. Coops—Hgz | M Mchy.aft | Oil 4SA 6Cy. 240×360 mm | |
| PCVZ | exSkagerrak–63 | | 166 | | | *130·3'* 22' 8" 8' 9½" | 2 Ho 27', 29' | 224bhp | |
| | **C. Minnaar N.V.** | | 370 | | BV | ... ... ... | G.16500 B 15506 | Klöckner-Humboldt-Deutz | Kln |
| RTm | Ripmeester & Co. N.V. | | | | | 1 dk | 2 Ha (27', 32½'×13¾') | 2×10kW 110V d.c. | 9½k |
| | Rotterdam | Netherland | | | | R | Der 2(2) | | |
| 651925 | **AUDACIEUX** | | 207 | | | 1965 Ziegler Frères—Dnk | M Tug | Oil 4SA 8Cy. 330×600 mm | |
| | | | — | | | 105' 11" 28' 5" 9' 10" | | 1250bhp Werkspoor | (d.o) |
| | **Soc. de Remorquage &** | | — | | BV | 95' 2" 26' 3" 13' 1" | | Ziegler Frères | Dnk |
| RTv | **de Sauvetage du Nord** | | | | | | 1 Ha (64½'×36¾') | 2×48kW 110V d.c. | 13½k |
| | Dunkirk | French | | | | RW | | | |
| 519583 | **AUDACITY** | | 5491 | ✠100A1 | SS 10/65 | 1952–9 Lithgows Ltd.—P.Gl | M OSD/CSD | Oil 4SA 6Cy. 740×1500 mm | |
| HOOY | exKoyan–66 | | 3196 | | | 454' 10" 58' 2" 25' 1½"/— | 4 Ho 68¼', 87¾', 33¾' DT, 33¾' DT, 64½', | 3300bhp B&W | 986t (hvf) |
| | **Puntamar S.A.** | | 9300 | ✠LMC | | 430' 0" 58' 0" 37' 4" | 75' | J. G. Kincaid & Co. Ltd. | Grk |
| Df Esd | Panama | Panamanian | 7271 | | | F41' 1 dk & S dk | G.578286 B.531386 | 2AuxB 120℔ | |
| Rdr | | | 4379 | MN660 | EL b†2$\frac{1}{16}$"SQ | RW Coll BH to S dk 6 to 2nd dk | 5 Ha (31⅓', 31', 31', 31', 31'×22') | 2×40, 30kW 220V d.c. | 12k |
| RTm/h/v | | | — | | | rf 6" WB3084t incl. DTm1507t | 10W Der 2(12) 2(10) 6(5) | | |
| 503042 | **AUDAX** | | 1459 | 100A1 | ~~SS 1/66~~ | 1937 A/S Fredriksstad M/V—Fks | S OSD | C 4Cy. (2) 350 & (2) 820×775 mm | |
| HOPD | exSylvia Cord–61 | | 775 | | TD 11/68 | 282' 0" 42' 1" 16' 8" | | 1100ihp | 456t (o.f) |
| | exSelma Dan–56 | | 2400 | LMC | | 265' 0" 42' 0" 24' 9" | G.165700 B.150300 | A/S Fredriksstad M/V | Fks |
| Df Esd | exElqui–46 exSelma | | | | | F24' 1 dk & S dk | | 2 SB 220℔ Spt 590° F. 220℔ hs4591 | |
| Gc Pfd | **Red Sea Lines S.A.** | | | MN198 | EL r | RW Coll BH to S dk 4 to 2nd dk | 8W | 6cf | 11½k |
| Rdr RT | Panama | Panamanian | | | | rf 4" WB530t | | | |
| 503043 | **AUDENTIA FOTINI** | | 978 | | | 1954 Schiffb. Unterweser—Bhn | M Mchy.aft | Oil 4SA 6Cy. 385×580 mm | |
| 5XBA | exAudentia–66 | | 472 | | | 236' 4" 34' 8" 15' 1½" | 1 Ho 137' | 1000bhp | 90t (d.o) |
| 2964 | **G. D. Mataragas &** | | 1500 | | GL | 212' 3" 34' 6" 17' 0" | G.73868 B.69241 | Masch. Kiel A.G. | Kel |
| Df Esd | **A. K. Ioannidis** | | | | | B52' F22' 1 dk | 2 Ha (stl) (each comb. 51½'×18') | 2×35kW 230V d.c. | |
| Rdr | Piræus | Greek | | | | | 2W Der 6(2) | Controllable pitch propeller | 11k |
| RTm | | | | | | rf 3" | | | |
| 503044 | **AUDREY** | | 7258 | | | 1945 New England S.B. Corp.—P.Me | S | T 3Cy. 24½" 37" & 70"×48" | |
| SVWE | exDodekanisos–47 | | 4386 | | | 441' 6" 57' 0" 27' 8⅞" | 5 Ho 60¾', 72½', 50', 45', 70', 20' DT | 2500ihp | 2318t (o.f) |
| 79 | Launched as Frederick Austin | | 10937 | | AB | 417' 9" 46' 11" 37' 4" | G.562608 B.499573 | Worthington Corp. | Essington |
| Df Esd | **Amfialos Maritime Co. S.A.** | | | | | 2 dks, 3rd dk fwd | 5 Ha (33¾', 35', 20', 35', 35'×20') | 3×20kW 120V d.c. | 10½k |
| Gc | Ithaka | Greek | | | | RW | 10W Der 10(5) | | |
| | | | | | | rf 6" | | | |
| 670995 | **AUDREY** | | 176 | | | 1956 Aldous Successors Ltd.— | M Tanker | Oil 8Cy. 5½"×7¾" | |
| | | | 101 | | | Brightlingsea | | 152bhp | |
| 321542 | **Nigerian Ports Authority** | | — | | | *102·3'* 22' 8" | | Gardner Engines Ltd. | Lon |
| | Lagos | Nigerian | | | | ... ... ... | | | 8k |
| | | | | | | 1 dk | | | |
| 538259 | **AUDREY B.** | | 701 | | | 1940–7 Taikoo D. & E. Co.—H.Kg | TM Ref | 2 Oil 2SA each 5Cy. 290×500 mm | |
| HO2464 | exViti–67 | | 261 | | | 167' 6" 31' 7" 12' 7" | 2 Ho 36', 33' | 1100bhp | 100t (d.o) |
| 502-PEXT | **M. J. Batty & Co. (Panama)** | | 440 | ✠Classed LR until 5/61 | | 155' 6" 31' 6" 15' 0" | G.16631 B.15971 | Taikoo D. & E. Co. | H.Kg |
| Df Esd | **Ltd. S.A.** | | | | | F33' 1 dk & Prom dk | 2 Ha (stl) (20½'×11¼') (14'×10½') | 4×60, 24½, 24½, 24½kW 220V d.c. | 10k |
| RTh | Panama | Panamanian | | | | | 4W Der 2(3) | | |
| 503046 | **AUDREY J. LUCKENBACH** | | 10662 | | | 1946 Kaiser Co. Inc.—Richmond | S (4P) Ref Mchy.aft | 2 S Turb dr geared to sc. shaft | |
| KPIQ | exMarine Snapper–61 | | 7637 | | | 522' 10" 71' 8" 32' 10" | 7 Ho 40', 60', 46', 46', 46', 44', 34' | 9000shp | 2044t (o.f) |
| 248884 | **Luckenbach Overseas** | | 14827 | | AB | 496' 7" 71' 6" 43' 6" | G.798691 B.704149 In.31000 | Westinghouse Elec. & Mfg Co. | Pbg |
| Df Esd | **Corp.** | | | | | P143' F144' 4 dks | 7 Ha (18', 30', 30', 30', 30', 30', | 3×400kW 240V d.c. | 16½k |
| Gc Pfd | New York | United States | | | | | 17'×18') | | |
| Rdr | Now **OVERSEAS JASON** See New Entries No. 1 | | | | | rf nil | 24W Der 1(50) 22(5) | | |
| RTm | | | | | | | | | |

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|---|---|---|---|---|---|---|---|
| 641641<br>PCVX<br><br>Df Esd<br>RT | **AUDREY JOHANNA**<br><br>**H. Buitenkamp**<br>N.V. Wijnne & Barends<br>Groningen Netherland | 442<br>286<br>— | | <br><br>BV | 1964 Schps. Gebr. Coops—Hgz<br>172' 1" 27' 5" 8' 6½"<br>156' 0" 27' 0½" 9' 8"<br>1 dk<br>RW | M Mchy.aft<br><br>G.31800 B.30470 | Oil 2SA 6Cy. 220×360 mm<br><br>Appingedammer Brons. |
| 503047<br>TFNX<br><br>Df Esd<br>Gc Rdr<br>RT | **AUDUNN**<br><br>**Asar h/f**<br>Hafnarfirdi Icelandic | 200<br>74<br>— | | <br><br>NV | 1960 Brattvåg Skipsinnredning & J. Johansen Sveiseverksted—Brattvåg<br>114' 11" 22' 1" 10' 5½"<br>106' 0" 22' 0" 11' 4"<br>1 dk len 66 | M Fishing<br>1 Ho<br><br>1 Ha (9½'×3½')<br>Der 1(3) | Oil 2SA 4Cy. 280×420 mm<br>400bhp<br>Wichmann Mtrf.<br>2×17½, 9½kW 220V 50c/s a.c. |
| 503048<br>DHTH<br><br>Df Esd<br>RT | **AUFBAU**<br><br>**Fischkombinat Rostock**<br>Rostock E. German | 257<br>91<br>— | | <br><br>DSRK | 1951 Volkswerft Stralsund—Stralsund<br>128' 7" 24' 0" 8' 10"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br><br>Schwermasch. Karl Liebknecht |
| 503049<br>DIBW<br><br>Df Esd<br>Gc Rdr<br>RTv | **AUGSBURG**<br><br>**Hamburg-Amerika Linie**<br>Hamburg W. German | 2741<br>1507<br>4749 | | <br><br>GL | 1952 Orenstein-Koppel & Lbcr. Masch. —Lbc<br>362' 2" 48' 10" 21' 2½"<br>48' 8" 30' 10"<br>F37' 1 dk & S dk<br>RW<br>rf 4" | M (6P) Ref OSD<br>4 Ho 64', 75½', 51', 52½'<br>G.302292 B.272933<br>4 Ha (34½', 48½', 29½', 27½'×20½')<br>Der 1(50) 10(3–5) | Oil 2DA 5Cy. 600×1100 mm<br>3600bhp<br>Masch. Augsburg-Nürnberg<br>3×144, 144, 118kW 230V |
| 503050<br>DFNO<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AUGSBURG**<br><br>**"Nordsee" Deutsche Hochseefischerei A.G.**<br>Cuxhaven W. German | 976<br>391<br>— | | <br><br>GL | 1959 A.G. "Weser" Werk Seebeck—Bhn<br>232' 7" 33' 11" 14' 9"<br>203' 5" 33' 9" 18' 0"<br>P14' F46'<br><br>rf 15½" | M Trawler<br>4 Ho 11½', 42½', 29½', 18'<br><br>3 Ha (7½'×5½') (16', 16'×5½') | Oil 4SA 8Cy. 385×580 mm<br>also Oil 600bhp driving 2 gen.<br>465kW 230/400V a.c. connected<br>elec. motor 570shp (Sy) for<br>propulsion<br>Masch. Kiel A.G.<br>1×68kW 230/400V 50c/s a.c. |
| 535824<br>HPUJ<br>3827L<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **AUGUST**<br>exFairport-65 exThelma-64<br>**Cia. Maritima Dover S.A.**<br>Panama Panamanian | *1652*<br>*900*<br>2760 | **BS✳**<br><br>**MBS✳**<br><br>MN144 | SS 4/64<br><br><br><br>CT1763 C27 | 1935–6 Burntisland S.B. Co. Ltd.—Bnt<br>274' 0" 40' 6" 17' 6"<br>262' 9" 40' 3" 18' 8"<br>P14' Q42' B110' F29' 1 dk<br>R 4BH<br>WB622t Incl. DTa133t | S<br>3 Ho 87', 53', 50'<br>G.142000 B.133000<br>4 Ha (24½'×16') (27', 31½'×18') (31½'×16½')<br>5W Der 4(3) | T 3Cy. 15" 25½" & 44"×33"<br>800ihp<br>D. Rowan & Co. Ltd.<br>SB 220lb db 100lb ND hs(2300)<br>2×10 & 5kW 110V d.c. |
| 661299<br>UDVK<br>M-27367 | **AUGUST ALLE**<br><br>**U.S.S.R.**<br>Tallin Russian | 3162<br>1307<br>1288 | | | 1964 ......................Russia<br>277' 10" 46' 0" 18' 2"<br>32' 11"<br>2 dks | M Stern Trawling Factory Ship Ref<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda |
| 503051<br>DHSF<br><br>Df Esd<br>RT | **AUGUST BEBEL**<br><br>**Fischkombinat Rostock**<br>Rostock E. German | 256<br>90<br>— | | <br><br>DSRK | 1950 Volkswerft Stralsund—Stralsund<br>128' 7" 24' 1" 8' 10"<br>... ... ...<br>1 dk | M Fishing | Oil 4SA 8Cy. 240×360 mm<br><br>Buckau-Wolf |
| 503052<br>KWWQ<br>245507<br>Df Esd<br>Gc | **AUGUST BELMONT**<br><br>**United States Department of Commerce**<br>Jacksonville United States | 7206<br>4406<br>10500 | | <br><br>AB | 1944 St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Filer & Stowell Co.<br>3×20kW 120V d.c. |
| 680167<br>YTQM<br><br>Df Esd<br>Gc Rdr | **AUGUST CESAREC**<br><br>**Jugoslavenska Linijska Plovidba**<br>Rijeka Yugoslav | T.Mk ~~6735~~ 6174<br>~~4907~~ 3285<br>~~7500~~ —<br>8735<br>4907<br>7500 | | <br><br>BV JR | 1967 Brodogradiliste III Maj—Rka<br>496' 5" 65' 8" 33' 9"<br>453' 9" 65' 7" 37' 9"<br>2 dks | M<br><br>G 492186 B.443176<br>5 Ha (each 39'×23')<br>16W Der 1(25) 6(10) 10(5) 2(3) | Oil 2SA 6Cy. 750×1600 mm<br>10000bhp<br>Gebr. Stork & Co. |
| 503054<br>DAHX<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AUGUST LEONHARDT**<br><br>**Partenreederei m.s. "August Leonhardt"**<br>Leonhardt & Blumberg<br>Hamburg W. German | 10738<br>6455<br>15400 | | <br><br>GL | 1958 Flensburger Schiffb.-Ges.—Fin<br>522' 9" 63' 6" 30' 2"<br>482' 7" 63' 4" 41' 0"<br>P133' F62' 1 dk<br>RW | M Ore Carrier (9P) Mchy.aft<br>5 Ho 69', 69', 70½', 70½', 70½'<br>G.732000<br>5 Ha (stl) (each 42'×26½')<br>3W Der 2(3–5) 3(2) | Oil 2SA 7Cy. 700×1200 mm<br>4400bhp<br>Masch. Augsburg-Nürnberg<br>3×200, 200, 35kW 220V d.c. |
| 510591<br>DAFD<br><br>Df Esd<br>RT | **AUGUST VON ALLWÖRDEN**<br>exErnst de Buhr-65<br>**August & Ernst August von Allwörden in G.b.R.**<br>Hamburg W. German | 425<br>286<br>675 | | <br><br>GL | 1958 J. J. Sietas Schiffsw.—Ham<br>171' 6" 29' 4" 11' 6"<br>151' 6" 29' 2½" 12' 10"<br>P29' F17' 1 dk<br>RW | M Mchy.aft<br><br>G.33500 B.30000<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 503058<br>WA2623<br>215870<br>Df Gc<br>Rdr RT | **AUGUST ZIESING**<br><br>**United States Steel Corp. Great Lakes Fleet**<br>New York United States | 7969<br>6143<br>12900 | **✠100A-**<br>**Great Lakes service**<br>**✠LMC** | SS 4/64<br><br><br><br>EL (ft) | 1918–4 Gt. Lakes Eng. Wks—Ecorse<br>600' 0" 60' 2" 21' 6½"<br>580' 0" 60' 0" 32' 0"<br>F54' 1 dk<br>R 4BH<br>WB6850t | S Mchy.aft<br>3 Ho<br><br>35 Ha (stl) (each 9'×38') | T 3Cy. 24½" 40" & 65"×42"<br>2100ihp<br>Gt. Lakes Eng. Wks<br>2WTB 250lb Spt 207lb<br>✠NWTB 3/55 |

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| 503058<br><br>3 | **AUGUSTA**<br>exBahr Nagash–59<br>Arturo D'Arvia<br>Massawa Ethiopian | 404<br>250<br>— | Classed LR until 9/55 | 1943 Alex. Findlay & Co. Ltd.—Gls<br>187′ 4″ 38′ 1″ 5′ 1½″<br>170′ 0″ 38′ 0″ 7′ 6″<br>P48′ F13′ 1 dk | TM Mchy.aft | 2 Oil 4SA each 12Cy. 180×195 mm sr geared<br>Davey, Paxman & Co. Ltd. Col |
| 503059<br>DILS<br><br>Df Esd<br>RTm | **AUGUSTA**<br><br>Flint Gebr. OHG<br>Hamburg W. German | 328<br>158<br>450 | GL | ……………………<br>135′ 8″ 23′ 2″ 11′ 2¼″<br>12′ 4″<br>P31′ F21′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 59′<br>G.22600 B.21100<br>1 Ha (63½′×13′)<br>Cr 2(2½) | Oil 4SA 6Cy. 215×360 mm<br>165bhp NE56 (d.o)<br>Masch. Kiel A G. Kel<br>1×1½kW 24V<br>Thw. thrust propeller aft 9k |
| 503060<br>OFVN<br>1396<br>Df Esd<br>Gc RT | **AUGUSTA PAULIN**<br>exRissa–61<br>exDunkery Beacon–55<br>exEmpire Flame–45<br>A/B Paulin Chartering O/Y & Co. Kommandiitiyhtiö/ Kommanditbolag<br>Turku/Åbo Finnish | 7096<br>4513<br>9905 | ✠100A1 TD 6/68 ~~SS 2/63~~<br>with freeboard<br>✠LMC<br><br>EL a† | 1941–6 Cammell Laird & Co. Ltd.—Bkn<br>447′ 10″ 56′ 2″ 26′ 3″<br>425′ 0″ 56′ 0″ 36′ 10″<br>F39′ 2 dks<br>NS 4 divisional WTBH in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>WB2059t incl. DTf463t | S CSD<br><br>G.546782 B.500192<br><br>11W Der 10(5) | T 3Cy. 23½″ 37½″ & 68″×48″<br>2100ihp 711t (o.f)<br>Cammell Laird & Co. Ltd. Bkn<br>2 SB 220℔ hs(5830) 8cf 10k |
| 515122<br>IBDL<br>124<br>Df Esd<br>Rdr<br>RTm/h | **AUGUSTANA**<br>exHinrich–67<br>**"CIANE-ANAPO"**<br>Compagñia di Navigazione e Bunkeraggi S.p.A.<br>Syracuse Italian | ~~1809~~ 1845<br>~~887~~ 801<br>2461 | RI ~~GL~~ | 1953 A.G. "Weser" Werk Seebeck—Bhn<br>257′ 6″ 42′ 1″ 17′ 11″<br>244′ 5″ 42′ 0″ 19′ 8″<br>P75′ F44′ 1 dk<br>RW<br>rf 11¾″ | M Tanker Mchy.aft<br>8 Ta<br><br>Der 2(5) 1(1) | 2 Oil 4SA each 6Cy. 400×460 mm geared to sc. shaft<br>1600bhp Emade43fitted53 Wumag<br>Frd. Krupp Germ. A.G. Kel<br>2×70kW 230/400V d.c. 11½k |
| 503062<br>DCVV<br><br>Df Esd<br>Rdr RT | **AUGUSTE SCHULTE**<br>exVeria–61<br>exAuguste Schulte–60<br>Partenreederei m.s. "Auguste Schulte"<br>Schulte & Bruns<br>Hamburg W. German | 770<br>349<br>1265 | GL | 1952 Schulte & Bruns—Emd<br>225′ 0″ 34′ 10″ 12′ 11″<br>20′ 6″<br>Q67′ F16′ 1 dk & S dk<br>RW<br>rf 2″ | M OSD<br>1 Ho 128′<br>G.94507 B.88112<br>3 Ha (stl) (each 35½′×23′)<br>6W Der 2(5) 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 86t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×50kW 220V d.c. 10½k |
| 652316<br>DANR<br><br>Esd Rdr<br>RTm | **AUGUSTENBURG**<br><br>Partenreederei m.s. "Augustenburg"<br>H. Schuldt<br>Hamburg W. German | 3397<br>1693<br>3500<br>4697<br>2508<br>4100 | GL | 1965 Howaldtswerke Ham A.G.—Ham<br>446′ 1″ 55′ 3″ 20′ 4″/21′ 6⅛″<br>406′ 10″ 55′ 2″ 37′ 3″<br>B68′ 2 dks & S dk | M Ref OSD/CSD<br>4 Ho 91¾′, 64½′, 69′, 77¾′<br>B.280000 In.285273<br>4 Ha (stl) (each 23′×18¾′)<br>Der 1(10) 1(5) 6(3) | Oil 2SA 8Cy. 700×1200 mm<br>10500bhp MAN 556½t (hvf)<br>Howaldtswerke Ham. A.G. Ham<br>4×450kW 450V 21k |
| 503065<br>TPTI<br><br>Df Esd<br>RTm | **AUGUSTIN LE BORGNE**<br><br>Cie. Charles le Borgne<br>Marseilles French | 1318<br>612<br>1481 | BV | 1957 S.A. des Anc. Ch. Dubigeon—Nts<br>284′ 5″ 38′ 3″ 15′ 0½″<br>257′ 6″ 38′ 1″ 23′ 5″<br>F39′ 1 dk & S dk<br>rf 4″ | M (12P) Ref OSD Mchy.aft<br>pt bulk wine carrier<br>3 Ho 41¾′, 46½′, 46′<br>G.101911 B.83863 In.5859<br>3 Ha (stl) (24′, 36′, 34′×16½′)<br>6W Der 2(9·8) 4(4·9) | 2 Oil 4SA each 6Cy. 400×460 mm with hydraulic coupling geared to sc. shaft<br>2000bhp 490t (d.o)<br>Soc. Gén. de Con Méc. La Courneuve<br>3×120kW 380V 50c/s a c.<br>Thw. thrust propeller aft 14¾k |
| 503066<br>WPYY<br>245809<br>Df Esd<br>Gc | **AUGUSTINE B. McMANUS**<br><br>United States Department of Commerce<br>Brunswick United States | 7249<br>4434<br>10800 | AB | 1944 J. A. Jones Const. Co.—Brunswick<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′ 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33½′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2423t (o.f)<br>Nat. Transit Pump & Mchy. Co.<br>3×20kW 120V d.c. 10k |
| 503067<br>PUJH<br><br>Df Esd | **AUGUSTO MONTENEGRO**<br><br>Servicos de Navegaçao da Amazonia e de Administraçao do Portos do Para<br>Belem Brazilian | 1354<br>733<br>— | ✠Classed LR until 2/58 | 1955–6 Amsterdamsche D.D. Maats.—Ams<br>234′ 3″ 42′ 1″ 7′ 11″<br>215′ 0″ 41′ 0″ 10′ 6″<br>1 dk & Shade dk<br>RW<br>rf 6″ | TM Mchy.aft | 2 Oil 2SA each 6Cy. 290×500 mm<br>Sulzer Bros. Ltd. Win |
| 503068<br>ICBB<br>2896<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **AUGUSTUS**<br><br>"Italia" Soc. per Azioni di Navigazione<br>Genoa Italian | 27090<br>14608<br>8712 | ✠100A1 SS 9/64<br>LMC<br>✠Lloyd's RMC<br>MN5000 EL r†2⅛″SQ<br>AB RI | 1952–2 C.R.D Adriatico—Tri<br>680′ 5″ 87′ 6″ 28′ 0″<br>618′ 3″ 87′ 3″ 49′ 3″<br>B&F580′ 3 dks, 4th dk clear of ER, 5th dk fwd of ER & in No. 4 hold<br>RW 11BH<br>WB4031t incl. DTsf632t | TM (1186P) Ref<br>Topsides special quality steel<br>5 Ho 63½′, 56½′, 53¼′, 67¼′, 70¼′<br>G.251018 B 210410 In.37600<br>5 Ha (14⅓′×14½′) (24′×21¾′) (15⅓′, 15⅓′×13¾′) (12⅔′×14½′)<br>20W Der 1(29⅓) 20(5) | 2 Oil 2DA each 12Cy. 650×960 mm<br>25000bhp Emade41fitted52 3160t (d.o)<br>S.A. Fiat S.G.M. Tur<br>2AuxB 100℔<br>5×750kW 220V d.c. 21k |
| 503069<br>VCPQ<br>326401<br>Df Gc<br>Rdr RT | **AUGUSTUS B. WOLVIN**<br><br>Labrador Steamship Co. Ltd.<br>Montreal Canadian | 8316<br>5395<br>11700 | AB<br>BROKEN UP | 1904 American S.B. Co.—Lorain<br>547′ 10″ 56′ 2″ 22′ 2⅛″<br>540′ 0″ 56′ 0″ 32′ 0″<br>F48′ 1 dk<br>R | S Bulk Carrier Mchy.aft<br>4 Ho<br><br>16 Ha (each 11′×33′) | Q 4Cy. 18¾″ 28¾″ 43¾″ & 66⅛″×42″<br>2000ihp (o.f)<br>American S.B. Co. Clv |
| 503070<br>WRDD<br>245911<br>Df Esd<br>Gc | **AUGUSTUS P. LORING**<br><br>United States Department of Commerce<br>Portland, Me United States | 7252<br>4458<br>10735 | AB | 1944 New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 69″×48″<br>2500ihp 2318t (o.f)<br>Harrisburg Mchy. Corp. Harrisburg<br>3×20kW 120V d.c. 10k |

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| 503071<br>JWZW<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AUGVALD**<br><br>**Skibs A/S Corona**<br>H. M. Wrangell & Co. A/S<br>Haugesund Norwegian<br><br>Now **HÖEGH AUGVALD** See New Entries No. 9 | T.Mk<br>6167<br>3447<br>10470<br>8609<br>~~6167~~ 5000<br>12600 | | NV | 1958 Uddevallavarvet A/B—Udv<br>467' 3" 60' 11" 26' 4¾"/29' 8½"<br>431' 2" 60' 9"<br>P34' F78' 1 dk & S dk<br>rf 2" | M (8P) ~~OSD/CSD~~<br>5 Ho 54', 63¾', 57¼', 74¾', 64¾'<br>G.610000 B.558000<br>5 Ha (29', 39¾', 34¾' 49¾' 37½'×26')<br>16W Der 1(30) 1(10) 10(5) | Oil 2SA 7Cy. 760×1500 mm<br>6550bhp Götaverken<br>Uddevallavarvet A/B<br>3×215kW 230V d.c. |
| 503073<br><br>310132<br>RTm/h | **AUK**<br>exD.O.T. 74–61<br>**Government of Canada**<br>**(Minister of Transport)**<br>Ottawa Canadian | 1089<br>720<br>509 | | | 1944 Sir Wm. Arrol & Co. Ltd.—Gls<br>*217·3'* 38' 0"<br>37' 10"<br>1 dk<br>conv —<br>rf nil | TM<br>1 Ho 118¾'<br>1 Ha (76¾' comb.×26')<br>Der 1(30) 1(5) 1(3) | 4 Oil 4SA each 12Cy. 7"×7¾" geared<br>2 sc. shafts<br>1320bhp<br>Davey, Paxman & Co. Ltd.<br>4×30kW 225V d.c. |
| 670865<br>PCWB<br>14201<br>Df Esd<br>Rdr RT | **AUKES**<br><br>**N.V. Houthandel v/h**<br>**Bontekoning & Aukes**<br>Spliethoff's Bevrachtingskantoor N.V.<br>Amsterdam Netherland | 500<br>328<br>1175 | ✠100A1<br>Ice Class 2<br>✠LMC<br><br>MN188 | <br><br><br><br>EL n 1 1/16"SQ | 1967–4 Schps. "Waterhuizen" J. Pattje —Waterhuizen<br>239' 4" 35' 9" 12' 6½"<br>214' 1" 35' 5" 21' 2"<br>Ba34' F34' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf nil WB361t | M OSD Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>940bhp<br>N.V. Werkspoor<br>3×10kW 110V d.c. |
| 503074<br>GFHC<br>301027<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AULICA**<br><br>**Tanker Finance Ltd.**<br>London British<br>Shell Tankers (U.K.) Ltd. (Mgrs.) | 12321<br>7223<br>18255 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1500 | ~~SS 2/64~~<br>SS 10/68<br><br><br>EL h†2 1/16"SQ | 1960–2 Kieler Howaldtswerke A.G.—Kel<br>560' 0" 69' 6" 29' 10"<br>531' 0" 69' 3" 39' 0"<br>P112' B39' F48' 1 dk<br>16BH<br>rf 3" WB496t | S Tanker Mchy.aft<br>33 Ta<br><br>1 Ha (stl) (8'×8')<br>Der 1(5) | 2 S Turb dr geared to sc. shaft<br>7500shp<br>Howaldtswerke Ham. A.G.<br>2WTB 753℔ Spt 850° F. 653℔<br>sg 142℔<br>2×400kW 440V 60c/s a.c. |
| 511384<br>LDNK<br><br>Df Esd<br>Gc Rdr<br>RT | **AUN**<br>exGerstad–64 exFerm–64<br>**A/S Finn Johnsens Rederi**<br>Finn Johnsen Jr.<br>Bergen Norwegian<br>Now **GELTING** See New Entries No. 1 | 2614<br>1371<br>3860 | | <br><br>NV | 1954 Kristiansands M/V A/S—Krs<br>310' 6" 46' 0" 19' 8½"<br>290' 0" 45' 10"<br>P64' F77' 1 dk<br>RW<br>rf 7" | M Mchy.aft<br>2 Ho<br>G.207541 B.185562<br>1 Ha (27½'×18') 4 Ha (each 29¾'×24')<br>10W Der 1(25) 10(5) | Oil 2SA 7Cy. 520×700 mm<br>2030bhp<br>Masch. Augsburg-Nürnberg<br>4×115, 30kW 220V d.c. |
| 503077<br>XYMJ<br>1146<br>Df Esd<br>Rdr | **AUNG ZEYA**<br><br>**Union of Burma Five Star**<br>**Line Corp.**<br>Rangoon Burmese | 754<br>342<br>— | ✠100A1<br><br>✠LMC<br><br>MN168 | SS 10/64<br><br><br><br>EL k1⅛"SQ | 1960–12 Ujina Zosensho—Hma<br>200' 0" 32' 0" 11' 0½"<br>178' 10" 31' 10" 12' 6"<br>B&F87' 1 dk<br>6BH<br>rf 5" WB64t | M | Oil 2SA 7Cy. 290×490 mm<br>840bhp Alpha<br>Hitachi Zosen |
| 503080<br>TKEO<br><br>Df<br>RTm/h | **AUNIS III**<br>exPierre Gustave–53<br>**Association Rochelaise de**<br>**Pêche à Vap.**<br>La Rochelle French | 218<br>51<br>— | | <br><br>BV | 1932 At.&Ch.Mar.duBoulonnais—Bou<br>*118·2* 21' 1"<br>20' 11"<br>Q52' F21'<br>R | M Trawler<br><br><br>4 Ha (3½', 3½', 2½', 2½'×3½') | Oil 2SA 6Cy. 290×500 mm<br>600bhp NE49<br>Cie. de Const. Méc.<br>3×40, 25, 10kW 220V d.c. |
| 513391<br>ZSII<br>350256<br>Df Gc<br>Rdr<br>RTm | **AUNTY LIL**<br>exGos V–63<br>**Marine Diamond Corp. Ltd.**<br>Cape Town S. African | 590<br>192<br>278 | | <br><br>NV | 1952 Pusnæs M/V—Arendal<br>172' 10" 29' 7" 15' 7½"<br>29' 5" 17' 3"<br>1 dk<br>RW conv whaler 66 | S Tender | C 4Cy. (2) 14 1/16" & (2) 34½"×3<br>1689ihp<br>Kaldnes M/V<br>2×18kW 110V d.c. |
| 540126<br><br>247<br>Df Esd<br>RTh | **AURA**<br>exSilver Prince–63<br>exSunrise–59 exAtsmaut–56<br>exSuncrest–52<br>~~Fratelli d'Amato~~<br>Torre del Greco Italian<br>**Michele d'Amato** | 4976<br>3008<br>9960 | ~~✠100A1~~<br>~~with freeboard~~<br>~~✠LMC~~<br><br>✠Class **WITHDRAWN** ~~RI~~<br>at Owners' request<br>8/68 RI | Dr 8/65<br><br><br><br>~~EL a12"SQ~~ | 1940–12 Burntisland S.B. Co. Ltd.—Bnt<br>436' 0" 58' 0" 25' 9"<br>412' 0" 57' 7" 37' 9"<br>1 dk & S dk<br>R NS Coll BH to S dk 7 to 2nd dk<br>WB2606t incl. DTma835t | S (6P) OSD<br>5 Ho<br>G.600930 B.550170<br>5 Ha<br>12W Cr 10(5) Der 2(5) | T 3Cy. 22½" 36" & 65"×48"<br>2100ihp<br>D. Rowan & Co. Ltd.<br>2 SB 220℔ Spt hs(6912) 8cf<br>2×18kW 120V d.c. |
| 652397<br>LEQN<br><br>Rdr RT | **AURE**<br><br>**Möre og Romsdal**<br>**Fylkesbåtar**<br>Ålesund Norwegian | 331<br>177<br>— | | | 1965 A. M. Liaaen Skips. & M/V—Ålesund<br>161' 0" 34' 10" 9' 5½"<br>157' 5" 33' 10" 11' 0"<br>1 dk | M Ferry Mchy.aft | Oil 4SA 12Cy. 6½"×8"<br>700bhp<br>Caterpillar Tractor Co.<br>2×34kW 220V 50c/s a.c. |
| 503084<br>GMPJ<br>168795 | **AUREITY**<br>exMascara–51<br>exEmpire Cadet–46<br>**F. T. Everard & Sons Ltd.**<br>London British | 813<br>333<br>825 | ~~✠100A1~~<br>~~oil tanker~~<br>~~✠LMC~~<br><br>TO BE BROKEN UP | ~~SS 7/64~~<br><br><br><br>~~EL x~~ | 1942–2 Grangemouth Dkyd Co. Ltd.—Gmh<br>202' 4" 31' 10" 13' 1½"<br>196' 0" 30' 6" 14' 0"<br>P66' F22' Trunk102' 1 dk<br>9BH<br>WB111t incl. DTf43t | S Tanker Mchy.aft<br><br>L.37408 HeCls. B | T 3Cy. 15" 25½" & 44"×30"<br>850ihp<br>Aitchison, Blair Ltd.<br>SB 180℔ hs(2100) 3cf |

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| 503085<br>ICAR<br>3027<br>Df Esd<br>Gc Rdr | **AURELIA**<br>exBeaverbrae-54<br>exHuascaran-47<br>**Cia. Genovese**<br>**d'Armamento S.p.A.**<br>Genoa Italian | 10480<br>6082<br>4734 | **BS** SS 12/67 ~~Dr 5/63~~<br>**MBS**<br>MN1620 EL e†2¼″SQ<br>RI | **1939** Blohm & Voss—Ham<br>487′ 6″ 60′ 4″ 21′ 10″<br>459′ 4″ 60′ 1″ 38′ 1″<br>P33′ F81′ 3 dks, 4th dk clear of mchy. space<br>RW 8BH<br>WB485t | D-E (1125P)<br>2 Ho 49¼′, 52½′<br>G.371000 B.338000<br>2 Ha (12½′×13′) (9¾′×18′)<br>Der 2(2) | 3 Oil 2SA each 7Cy. 520×700 mm<br>8100bhp driving 3 gen. 1760kW<br>3700V a.c. connected to elec. motor<br>6800shp (Sy) 1031t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>✠NE (oil engines only) 1/59<br>db (o.f) 100℔<br>✠2ndb (ex.g) 1/59–100℔<br>3×500kW 380V 50c/s a.c. 16k |
| 503086<br>LADN<br>Df Esd<br>Gc Rdr<br>RTm | **AURELIAN**<br>~~A/R Titanian~~ **R/A Hadrian**<br>Hilmar Reksten<br>Bergen Norwegian | ~~9000~~ **8912**<br>~~5556~~ 5185<br>~~13070~~ 14120 | NV | **1950** Kockums M/V A/B—Mmo<br>507′ 1″ 62′ 2″ 27′ 4″<br>465′ 10″ 62′ 0″ 34′ 6″<br>P91′ B35′ F57′ 1 dk<br>len 65<br>rf 3″ | M Tanker Mchy.aft<br>19 Ta<br>L.630350 HeCls. C<br>Der 2(5) 2(4) | Oil 2DA 7Cy. 600×1100 mm<br>4500bhp MAN 1055t (hvf)–17½pd<br>Kockums M/V A/B Mmo<br>3×140, 110, 110kW 230V d.c. 14k |
| 508869<br>DUDO<br>Esd<br>RTv | **AURELIO K. L.**<br>exDenman-67<br>**Eddie Steamships**<br>**(Philippines) Inc.**<br>Litonjua Shipping Co. Inc.<br>Manila Philippine | 2280<br>1138<br>2945 | ✠Classed LR until 4/67 | **1949**-6 N.S.W. Govt. E. & S.B.—N.S.W<br>291′ 5″ 46′ 1″ 18′ 10¼″<br>270′ 6″ 46′ 0″ 21′ 6″<br>P33′ B83′ F31′ 1 dk<br>R<br>rf 3″ | S Ref<br>3 Ho 58′, 80′, 46′<br>G.133680 B.124786 In.20392<br>3 Ha (34′×18′) (34′×20′) (22′×16′)<br>10W Der 1(20) 4(5) 6(3) | T 3Cy. 18″ 28½″ & 52″×36″<br>1400ihp 241t (o.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Nwc<br>3×35, 35, 15kW 220V d.c. 10½k |
| 503087<br>GMGJ<br>183819<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AUREOL**<br>**Elder Dempster Lines Ltd.**<br>Liverpool British | 14083<br>7689<br>6827 | ~~100A1~~ CS 4/68 ~~CS 4/64~~<br>**✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL h†2⅜″SQ | **1951**-10 A. Stephen & Sons Ltd.—Gls<br>537′ 1″ 70′ 2″ 25′ 1″<br>480′ 0″ 70′ 0″ 36′ 7″<br>P10′ B&F452′ 3 dks<br>RW 7BH<br>rf 6″ | TM (451P) Ref<br>4 Ho 63′, 69¾′, 42¾′, 67½′<br>G.323000 B.293000 In.25433<br>4 Ha (stl) (18′, 29¼′, 20¼′, 15′×16′)<br>12W Der 2(10) 10(5) | 2 Oil 2SA each 4Cy. 670×2320 mm<br>9400bhp 1309t (hvf)<br>A. Stephen & Sons Ltd. Gls<br>2AuxB 120℔ 16k<br>4×400kW 220V d.c. |
| 503088<br>DCFO<br>3291 | **AURICH**<br>**Rolf H. Schlink**<br>Leer W. German | **296**<br>158<br>500 | | **1956** Lübbe Voss—Westerende<br>169′ 2″ 20′ 8″ 6′ 6″<br>167′ 4″ 20′ 6″ 8′ 3″<br>1 dk<br>RW | M Mchy.aft<br>G.14832<br>3 Ha | Oil 2SA 4Cy. 225×330 mm<br>280bhp<br>Motorenf. Darmstadt Darmstadt<br>9k |
| 503089<br>ICOB<br>3242<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AURIGA**<br>**"ITALSIDER" Alti Forni e**<br>**Acciaierie Riunite Ilva e**<br>**Cornigliano S.p.A.**<br>"Sidermar" S.p.A.<br>Genoa Italian | **12740**<br>7053<br>19107 | AB RI | **1961** Ansaldo S.p.A.—Lgn<br>573′ 8″ 68′ 11″ 30′ 8¾″<br>531′ 7″ 68′ 7″ 43′ 4″<br>P103′ F50′ 1 dk<br>RW<br>rf nil | M Bulk Carrier Mchy.aft<br>6 Ho 59½′, 59½′, 60′, 59½′, 59½′, 59½′<br>B.868000<br>6 Ha (stl) (each 40¾′×37¾′)<br>Der 2(6) 2(3) 2(1) | Oil 2SA 7Cy. 750×1320 mm<br>7350bhp 1247t (hvf)<br>S.A. Fiat S.G.M. Tur<br>3×200kW 220V d.c. |
| 651549<br>SPTU<br>44566<br>Df Esd<br>Gc Rdr<br>RT | **AURIGA**<br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia Polish | **2799**<br>1164<br>1484 | | **1965** Stocznia Gdanska—Gdk<br>278′ 10″ 45′ 4″ 18′ 0½″<br>31′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.49450 | Oil 2SA 8Cy. 480×700 mm<br>2400bhp<br>Sulzer Bros. Ltd. Win<br>4×250kW 220V d.c. 12½k |
| 670476<br>DEIZ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **AURIGA**<br>**Argo Reederei Richard**<br>**Adler & Söhne**<br>Bremen W. German | **1599**<br>780<br>2627<br>**2777**<br>1437<br>3687 | GL | **1966** O/Y Wärtsilä A/B—Åbo<br>300′ 4″ 46′ 1″ 17′ 9¼″/21′ 4½″<br>269′ 0″ 45′ 11″ 25′ 11″<br>P70′ B53′ F48′ 1 dk & S dk<br>rf 3″ | M OSD/CSD Mchy.aft<br>2 Ho 95¾′, 84¾′<br>G.189129 B.173482<br>2 Ha (stl) (68′, 62¼′×36′)<br>Cr 2(5) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer 350t (d.o)<br>O/Y Wärtsilä A/B Åbo<br>2×190kW 380V 50c/s a.c. 13½k |
| 503091<br>Df Esd<br>Rdr | **AURIGA**<br>**The People's Republic of**<br>**China**<br>People's Rep. of China | **433**<br>196<br>550 | | **1958** Schps. "De Waal"—Zaltbommel<br>191′ 5″ 29′ 3″ 10′ 8¾″<br>171′ 6″ 28′ 11½″<br>P49′ F24′ 1 dk & S dk<br>RW | M Ref OSD<br>In.35000<br>2W Der 2(3) | Oil 4SA 6Cy. 320×450 mm<br>Klöckner-Humboldt-Deutz Kln<br>11½k |
| 503092<br>PCWD<br>Df Esd<br>RT | **AURIGA-G**<br>exAuriga-54<br>**E. Mooy & J. Kuyper**<br>"Carebeka" N.V.<br>Groningen Netherland | **398**<br>252<br>515 | BV | **1954** G. J. v.d. Werff's Scheeps.—<br>Westerbroek<br>149′ 2″ 26′ 11″ 16′ 4″<br>... ... ...<br>P38′ Q52′ F23′ 1 dk | M Mchy.aft<br>1 Ho 90¼′<br>G.30000 B.28000<br>2 Ha (30¼′, 31¼′×16′)<br>2W Der 2(2) | Oil 4SA 6Cy. 290×450 mm<br>375bhp 45t<br>Appingedammer Brons. Apg<br>9½k |
| 503093<br>ICJJ<br>575<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AURIGA PRIMO**<br>**Sicula Oceanica S.A.**<br>Palermo Italian | **30371**<br>16544<br>51109 | AB RI | **1963** C.R.D. Adriatico—San Marco<br>750′ 0″ 102′ 1″ 39′ 10⅜″<br>705′ 7″ 101′ 9″ 50′ 5″<br>P149′ B43′ F97′ 1 dk<br>RW<br>rf 5″ | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. shaft<br>17300shp De Laval 6237t (o.f)<br>C.R.D. Adriatico Tri |
| 503094<br>SMFU<br>10118<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AURIVAARA**<br>**Trafik A/B Grängesberg-**<br>**Oxelösund**<br>Erland Waldenström<br>Stockholm Swedish | **10861**<br>4729<br>~~15350~~<br>15870 | **✠100A1** SS 4/65<br>ore carrier<br>Str. nav. ice<br>**✠LMC**<br>MN1000 EL e†2¼″SQ | **1961**-2 A/B Götaverken—Got<br>490′ 0″ 64′ 2″ 30′ 9¼″<br>461′ 3″ 64′ 0″ 42′ 6″<br>P97′ F46′ 1 dk<br>8BH<br>rf 1″ DK fwd WB8004t incl. Comb. btm. & side tanks in holds 6485t DTf698t | M Ore Carrier Mchy.aft<br>5 Ho 39¼′, 39¼′, 78¾′, 78¾′, 78¾′<br>G.608899 B.589946<br>5 Ha (stl) (each 29¾′×27¾′)<br>Der 1(5) | Oil 2SA 7Cy. 680×1500 mm<br>4000bhp 1367t (hvf)<br>A/B Götaverken Got<br>AuxB 85℔ e (ex.g) 85℔<br>3×165kW 450V 60c/s a.c. 14k |

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| 503097<br>ICCU<br>355<br>Df Esd<br>Gc Rdr<br>RTm | **AURORA**<br><br>**"Cosarma" Compagnia**<br>**Sicula di Armamento**<br>Palermo Italian | 12446<br>7477<br>18903 | <br><br>AB RI | 1956 C.R.D. Adriatico—Mfl<br>564' 7" 73' 2" 30' 9"<br>528' 3" 72' 10" 39' 11"<br>P&Q144' B54' F69' 1 dk<br><br>rf 6" | M Tanker Mchy.aft<br>21 Ta<br>L.582142 HeCls. BC<br><br>Der 6(5) 1(3) | Oil 2SA 10Cy. 720×1250 mm<br>7000bhp Sulzer<br>C.R.D. Adriatico<br>4×230, 230, 230, 50kW 220V d.c. |
| 640540<br>EEAO<br><br>Df Esd | **AURORA**<br><br>**Cia. Nav. Vapor "Aurora"**<br>**S.A.**<br>Bilbao Spanish | 941<br>573<br>1427 | <br><br>BV | 1964 S.A. Juliana Constructora Gijonesa<br>—Gjn<br>225' 1" 36' 3" 13' 7⅞"<br>208' 4" 36' 1" 18' 8"<br>1 dk<br>RW | M Mchy.aft<br><br><br>3 Ha | Oil 4SA 6Cy. 300×450 mm<br>830bhp MAN<br>Cia. Euskalduna |
| 503101<br>PCWI<br><br>Df Esd<br>Rdr<br>RTm | **AURORA**<br><br>**H. Frank**<br>N.V. Rekab<br>Groningen Netherland | 381<br>196<br>430 | <br><br>BV | 1955 Schps. Hijlkema—Martenshoek<br>157' 5" 25' 7" 9' 4"<br>142' 0" 25' 1" 10' 4"<br>1 dk<br>RW<br>rf 6" | M Mchy.aft<br>1 Ho 91¾'<br>G.25335 B.23885<br>2 Ha (stl) (each 34'×15¾')<br>Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>240bhp<br>Appingedammer Brons.<br>1×5kW 110V d.c. |
| 503102<br>LKRA | **AURORA I**<br>exLeo–46<br>**Arne Nilsen-Nygaard**<br>Bodö Norwegian | 157<br>92<br>250 | <br><br>BV | 1922 M. Kabu—Orajoe<br>97' 6" 25' 10" 11' 0"<br>... ... ...<br>1 dk | Wood M | Motor 2SA 3Cy. 330×360 mm<br>240bhp NE58 Union<br>Bergens M/V |
| 660635<br>EEVV<br>VI–5–8647<br>Df Esd<br>Rdr RT | **AURORA ALVAREZ**<br><br>**Jose Morales Alonso**<br>Vigo Spanish | 276<br>103<br>— | ✠100A1<br>stern trawler<br>✠LMC<br>✠Lloyd's RMC<br>MN124 EL (j) | 1966–10 Enrique Lorenzo y Cia.—Vgo<br>107' 0" 25' 0" 11' 5½"<br>93' 6" 24' 11" 12' 6"<br>RFD13' 1 dk<br>RW 3BH<br>rf 36" BK4" WB8t | M Stern Trawler Ref<br><br>In.6400 | Oil 4SA 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz<br>4×60, 60, 30, 16kW 220V d.c. |
| 641969<br>LLLZ<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AURORE**<br><br>**A/S Athene**<br>Jörgen Bang<br>Kristiansand Norwegian | 34529<br>21995<br>58260 | <br><br>NV | 1964 Kockums M/V A/B—Mmo<br>775' 1" 105' 10" 39' 10"<br>745' 0" 105' 6" 53' 5"<br>1 dk | M Tanker Mchy.aft<br>18 Ta<br>L.2824000 | Oil 2SA 10Cy. 840×1600 mm<br>19000bhp MAN<br>Kockums M/V A/B<br>4×450, 300, 300, 300kW a.c. |
| 518954<br><br>316342<br>Df Esd<br>Rdr<br>RTm | **AURRERA**<br>exKitty Porr–64<br>exErika L. Meentzen–55<br>**Vasco-Antillean Nav. Co.**<br>**Ltd.**<br>Nassau British | 836<br>536<br>1151 | <br><br>GL | 1952 A.G. "Weser" Werk Seebeck—<br>Bhn<br>187' 0" 34' 0" 15' 3⅞"<br>33' 10" 18' 2"<br>B34' F27' 2 dks<br>RW | M CSD Mchy.aft<br>1 Ho 104¼'<br>G.50468 B.46220<br>2 Ha (34¾', 33'×16½')<br>4W Der 4(3) | Oil 4SA 8Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim<br>3×18, 7½, 5kW 230V d.c.<br>Directional propeller |
| 501490<br>TQLX<br><br>RT | **AURRESKU**<br>exAdmiral Decoux–65<br>**Bellocq, Basurco & Cie.**<br>Saint Jean de Luz French | 105<br>34<br>— | | 1957 Ch. Herbert & Heraud—Etel<br>*73·6'* 21' 4"<br>... ... ... | M Fishing<br><br><br>3 Ha (2¾'×3½') (2½'×2⅛') (2¼'×1¾') | Oil 4SA 8Cy. 180×220 mm<br>300bhp<br>Aciéries du Nors |
| 503104<br>ICUX<br>835<br>RT | **AURUM**<br>exAmfitrite–58 exFlora–56<br>**Andrea Allocco**<br>Naples Italian | 1783<br>1059<br>3460 | RI<br><br>✠Classed LR until 2/57<br>**BROKEN UP** | 1930–7 A/S Fredriksstad M/V—Fks<br>275' 5" 42' 2" 19' 4½"<br>265' 0" 42' 0"<br>1 dk & S dk<br>R | S OSD<br>2 Ho<br>G.192110 B.176700<br><br>6W | T 3Cy. 18½" 29½" & 50"×36"<br>1023ihp<br>A/S Fredriksstad M/V |
| 651082<br>OWOB<br><br>Df Esd<br>Rdr<br>RTm/h/v | **AUSA JUNCKER**<br><br>**A/S Junckers Savværk**<br>**Partrederi**<br>Køge Danish | 396<br>215<br>846 | <br><br>BV | 1965 Frederikshavns V. & T. A/S—Fkn<br>182' 0" 32' 2" 11' 8¾"<br>165' 4" 32' 0" 11' 10"<br>1 dk | M Mchy.aft<br>1 Ho 114' comb.<br>G.47000 B.42000<br>2 Ha (stl) (26'×16½') (51½'×17¾')<br>Der 3(3) | Oil 2SA 7Cy. 230×400 mm<br>500bhp<br>Alpha-Diesel A/S<br>2×24kW 380V 50c/s a.c.<br>Controllable pitch propeller |
| 503105 | **AUSEKLIS**<br>exOrtelsburg–51<br>exAuseklis exHochland<br>**U.S.S.R.**<br>Russian | 1411<br>685<br>— | **BROKEN UP** | 1914 Nevsky-Werft—Len<br>*225·9'* 36' 0"<br>35' 10"<br>1 dk<br>R | S | T 3Cy. 16½" 26½" & 42 1/16"×<br><br>Nevsky-Werft |
| 503106<br>IQJT<br>586 | **AUSILIATRICE**<br>exMaria S.S. Ausiliatrice–54<br>exMathilde–35<br>~~Battista G. Surdo~~<br>~~Trapani.~~ ~~Italian~~<br>**Pomea Scotto d'Antuono**<br>Naples Italian | 163<br>124<br>— | <br><br>RI | 1913 G. & H. Bodewes—Martenshoek<br>104' 10" 22' 4"<br>98' 1" 22' 3" 8' 10"<br>Q14' H7'<br>R | Aux Sr<br>1 Ho | Oil 4SA 2Cy. 280×450 mm<br>98bhp NE28<br>Motfbr. "Deutz" |
| 503107<br>IBAX<br>568<br>Df Esd<br>Gc Rdr<br>RT | **AUSONIA**<br><br>**"Adriatica" S.p.A. di**<br>**Navigazione**<br>Venice Italian | 11879<br>6633<br>3362 | ✠100A1 CS 8/65<br><br>✠LMC<br>✠Lloyd's RMC<br>MN3480 EL g†2 1/16"SQ<br>AB RI | 1957–9 C.R.D. Adriatico—Mfl<br>522' 6" 69' 10" 21' 5½"<br>459' 4" 69' 6½" 38' 1"<br>B202' F97' 2 dks, 3rd dk except in mchy. space<br>Coll BH to U dk 7 to 2nd dk<br>rl 8" WB400t | TS (529P) Ref<br>4 Ho<br>G.132375 In.9300<br>4 Ha<br>8W | 4 S Turb dr geared to 2 sc.<br>17400shp<br>C.R.D. Adriatico<br>3WTB 675lb Spt 850° F.<br>db 100lb sg 127lb |

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| 503108<br>GTBS<br>180112 | **AUSPICITY**<br>exFrans-55 exComagre-47<br>exChant 27-47<br>**F. T. Everard & Sons Ltd.**<br>London British | 402<br>215<br>— | **BS✱** TD4 8/66<br>oil tanker—FP above 150° F. For service in the Baltic and Mediterranean European coasting including Gt. Britain & Ireland but not north of 65° N.<br>**MBS✱**<br>MN40 CT396 C16 | 1944-5 Goole S.B. & R. Co. Ltd.—Goo<br>*142·2′* 27′ 2″<br>141′ 0″ 27′ 0″ 11′ 0″<br>P36′ F14′ Trunk 82′ 1 dk<br>8BH<br>WB49t | M Tanker Mchy.aft | Oil 2SA 6Cy. 240×345 mm<br>300bhp ✠Emade49refitted2/69<br>Newbury Diesel Nby<br>ndb5/55 100℔<br>2×10 & 5kW 110V d.c. |
| 641107<br>JXYY<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AUSTANGER**<br>**Westfal-Larsen & Co. A/S**<br>Bergen Norwegian | 12872<br>7339<br>19980 | NV | 1964 Eriksbergs M/V A/B—Got<br>559′ 11″ 71′ 11″ 31′ 0¼″<br>530′ 0″ 71′ 9″ 40′ 3″<br>P135′ B46′ F75′ 1 dk<br>rf 2″ | M Tanker Mchy.aft<br>35 Ta<br>L.908329 HeCls. BC<br>Der 2(7½) 3(5) 5(3) 4(1½) | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W 1480t (hvf)-29pd<br>Eriksbergs M/V A/B Got<br>3×300, 280, 280kW 440V 60c/s a.c. 15k |
| 503110<br>XPQE | **AUSTERLITZ**<br>**J. Johansen and others**<br>Strænder Faroese | 161<br>69<br>— | | 1909 A. Vennin Fils—Bou<br>*95·6′* 27′ 0″<br>... ... ...<br>1 dk | Wood Aux Dy Fishing | Oil<br>240bhp NE47 Alpha<br>Frederikshavns Jernst. Fkn |
| 503111<br>IKNQ<br>597<br>Df Esd<br>Rdr<br>RTm/h/v | **AUSTERUS**<br>exMarius Chambon-61<br>**Soc. per Azioni Rimorchiatori Riuniti "Panfido & Co."**<br>Venice Italian | 269<br>55<br>— | RI | 1954 Ch. & At. de Provence—Port de Bouc<br>109′ 2″ 26′ 4″ 14′ 5″<br>100′ 10″ 26′ 2″ 14′ 9″<br>RW | M Salvage Tug<br>Der 1(2) | 2 Oil 4SA each 8Cy. 310×460 mm geared to sc. shaft<br>1600bhp 73t (d.o)<br>Swiss Loco. & Mch. Wks Win<br>2×50kW 220V d.c. 11k |
| 528066<br>LEOL<br>Df Esd | **AUSTHOLM**<br>exPolar Trål-64<br>exPan Trades Andros-56<br>**Vestenfjeldske Oljeselskap Nor A/S**<br>Kopervik Norwegian | 268<br>92<br>— | NV | 1946 John H. Mathis Co.—Camden<br>133′ 2″ 23′ 1″<br>... ... ...<br>1 dk<br>len 57 | M Trawler<br>3 Ha (3¼′×3¼′) (6½′×6½′) (12′×7½′) | Oil 2SA 6Cy. 280×420 mm<br>600bhp Emade61fitted65<br>Wichmann Mtrf. Rub<br>3×25, 24, 20kW 110V d.c. |
| 503112<br>GMFP<br>181134 | **AUSTILITY**<br>exForreria-51<br>exEmpire Tedlora-47<br>**Everard Shipping Co. Ltd.**<br>London British<br>Now **PIRÆUS IV**<br>See New Entries No. **10** | 933<br>382<br>1043 | **BS✱** SS 8/64<br>oil tanker<br>**MBS✱**<br>MN128 CT907 C22 S22 | 1946-5 Short Bros. Ltd.—Sld<br>201′ 6″ 34′ 1″ 13′ 5½″<br>190′ 0″ 34′ 0″ 14′ 9″<br>P58′ F21′ 1 dk<br>10BH<br>WB109t incl. DT54t | M Tanker Mchy.aft<br>L.44579 | Oil 2SA 4Cy. 340×570 mm<br>640bhp 153t-4pd<br>British Polar Engines Ltd. Gls<br>2db 180℔ 9½k |
| 503113<br>KNFS<br>247455<br>Df Gc<br>Pfd Rdr<br>RTm | **AUSTIN**<br>exLa Brea Hills-62<br>**Trinidad Corporation**<br>Wilmington, Del United States | 15354<br>11524<br>25553 | AB | 1962 (Cargo section) Iino S.B. & E. Co. Ltd.—Maizuru<br>1945 (Fwd & aft) Marinship Corp.—Sausalito<br>633′ 6″ 75′ 3″ 32′ 8⅞″<br>613′ 0″ 75′ 0″ 43′ 9″<br>P108′ B40′ F77′ 1 dk<br>RW<br>rf 3″ | T-E Tanker Mchy.aft<br>30 Ta<br>L.1284067 HeCls. BC | S Turb 7240shp driving 1 gen. 5400kW 4000V a.c. connected to elec. motor<br>7000shp (Sy) 1445t (o.f)-46pd<br>Elliott Co. Jeannette<br>2×500kW 450V 60c/s a.c. 14½k |
| 520949<br>WC6809<br>259370<br>Pfd Rdr<br>RTm | **AUSTIN PHARR**<br>exLisa R-67 exWilliam H<br>**Mobile Towing Co.**<br>Mobile United States | 140<br>70<br>— | AB | 1950 Tampa Marine Corp.—Tampa<br>86′ 6″ 20′ 2″<br>81′ 4″ 20′ 0″ 10′ 9″<br>BK5″ | M Tug | Oil 2SA 12Cy. 215×255 mm<br>900bhp Emade44fitted50 52t (d.o)<br>General Motors Corp. Det<br>2×30kW 115V d.c. |
| 640843<br>JGUB<br>94700<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSTRAL**<br>**Nanayo Sempaku K.K.**<br>Tokyo Japanese | 2883<br>1646<br>4648 | NK | 1964 Nipponkai Jukogyo—Toyama<br>307′ 0″ 48′ 0″ 20′ 8″<br>284′ 8″ 47′ 11″ 24′ 7″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.204261 B.192678<br>2 Ha (72½′, 73½′×23′)<br>3W Der 3(10) | Oil 2SA 6Cy. 480×700 mm<br>2640bhp Sulzer 366t<br>Uraga Hvy Ind. Ltd. Tamashima<br>2×130kW 445V a.c. 12k |
| 503114<br>CBAU<br>875<br>RT | **AUSTRAL**<br>**Empresa Maritima del Estado (Chilean Government Merchant Marine)**<br>Punta Arenas Chilean | 528<br>286<br>535 | ✠ | 1912-1 Mackay Bros.—All<br>*160·1′* 27′ 0″<br>... ... ...<br>B50′ F25′ 1 dk<br>R | S<br>G.24000 | T 3Cy. 13½″ 22″ & 35″×24″<br>80t (c)<br>W. V. V. Lidgerwood Gls<br>9k |
| 640632<br>TPVO<br>Df Esd<br>RT | **AUSTRAL**<br>**Soc. Pêche & Froid**<br>Concarneau French | 245<br>105<br>234 | BV | 1964 S.A. des Anc. Ch. Dubigeon—Nts<br>104′ 10″ 24′ 11″<br>84′ 2″ 24′ 7½″ 13′ 4″ | M Fishing<br>Der 1(3) 1(½) | Oil 4SA 8Cy. 220×280 mm<br>620bhp 56t<br>Klöckner-Humboldt-Deutz Kln<br>10½k |
| 540532<br>GHRB<br>303167<br>Df Esd<br>Gc Rdr<br>RT | **AUSTRALASIA**<br>exIberia Star-65<br>exAnselm-63 exThysville-61<br>exBaudouinville-57<br>**Blue Star Line Ltd.**<br>London British | 10854<br>6190<br>8068 | **✠100A1** SS 9/64<br>with fbd DTm & DTa—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1850 EL ft | 1950-9 John Cockerill S.A.—Hbk<br>505′ 0″ 64′ 10″ 27′ 6¼″<br>468′ 6″ 64′ 4″ 39′ 10″<br>F45′ 2 dks, 3rd dk clear of mchy. space, 4th dk in way of Nos. 2, 3 & 5 hatchways<br>RW 8BH<br>rf 4″ WB3919t incl. Tunnel tanks 50t DTa1087t DTm513t DTf161t | M (98P) Ref<br>6 Ho 53½′, 79′, 52¼′ 35¾′, 74½′, 44′<br>G.475113 B.438911 In.172231<br>6 Ha (stl) (24½′×16½′) (35¾′, 16½′, 16½′×19¾′) (27½′×14¾′) (18′×15′)<br>16W Der 4(10) 12(5) | Oil 2DA 8Cy. 590×1250 mm<br>9250bhp B&W 1272t(hvf)<br>John Cockerill S.A. Seraing<br>AuxB 105℔<br>4×248kW 220V d.c. 16k |

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|---|---|---|---|---|---|---|
| 681243<br>JGZB<br>100090<br>Df Esd<br>Gc Rdr<br>RT | **AUSTRALIA MARU**<br>**Daiichi Chuo Kisen Kaisha**<br>Tokyo Japanese | 43191<br>12900<br>67929 | NK | **1966** Ishikawajima-Harima Hvy Ind.—<br>Tok<br>777' 8" 116' 0" 40' 0"<br>738' 3" 115' 10" 60' 9"<br>rf nil | M Ore Carrier Mchy.aft<br>1 Ho 569½'<br>G.1443967<br>6 Ha (stl) (75½', 75½', 90½', 90½', 75½',<br>75½'×25') | Oil 2SA 7Cy. 900×1550 mm<br>16100bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>2×500kW 450V 60c/s a.c. |
| 651379<br>GQYU<br>307985<br>Df Esd<br>Gc Rdr | **AUSTRALIA STAR**<br>**Blue Star Line Ltd.**<br>London British | **10025** ~~10016~~<br>**5842** ~~6104~~<br>12170 | ✠100A1<br>526' 1"(incl.BB)<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN3520 EL g†2$\frac{1}{16}$"SQ | **1965**–12 Austin & Pickersgill Ltd.—Sld<br>~~520' 1"~~ 70' 2" 30' 0"<br>485' 0" 70' 0" 41' 9"<br>P190' F42' 2 dks, 3rd dk in Nos. 1, 2, 3, & 4 holds<br>9BH<br>rf nil DK fwd WB2673t incl. Tunnel tanks 376t | M Ref<br>5 Ho 63', 71½', 67½', 67½', 80'<br>G.626020 B.567550 In.109200<br>5 Ha (stl) (29½'×20') (40'×30')<br>(45' comb., 30' comb.×23')<br>(30'×20')<br>6W Cr 3(5) 4(3) Der 1(300) 2(10) | Oil 2SA 8Cy. 900×1550 mm<br>17600bhp Sulzer<br>Vickers-Armstrongs (Eng.) Ltd.<br>2AuxB (1 o.f 1 ex.g) 80lb |
| 641811<br>GNZE<br>304207<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AUSTRALIAN CITY**<br>**Reardon Smith Line Ltd.**<br>Sir Wm. Reardon Smith &<br>Sons Ltd.<br>Bideford British | 18621<br>12250<br>30483 | ✠100A1<br>strengthened for ore<br>cargoes<br>**✠LMC**<br>MN1900 EL m†2$\frac{11}{16}$"SQ | **1964**–11 Fairfield S.B. & Eng. Co. Ltd.—<br>Gls<br>638' 9" 80' 3" 34' 1½"<br>601' 0" 80' 0" 45' 3"<br>P104' F49' 1 dk<br>8BH<br>rf nil WB9409t incl. Topside tanks in holds 5246t | M Bulk Carrier Mchy.aft<br>6 Ho 67½', 77½', 78', 78', 78', 72'<br>G.1422825 B.1167410<br>6 Ha (stl) (36'×32') (54', 42', 54', 42',<br>45'×40')<br>12W Der 12(2–5) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Fairfield-Rowan Ltd.<br>2AuxB 100lb<br>3×300kW 440V 60c/s a.c. |
| 527887<br>KQOM<br>248813<br>Df Esd<br>Gc Rdr | **AUSTRALIAN GALAXY**<br>exPioneer Glen–65 exRapid–47<br>**Farrell Lines Inc.**<br>New York United States | 8228<br>4833<br>10443 | AB | **1945** N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 1" 27' 7¼"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho 60¾', 61', 70', 70', 72½'<br>B.505000 In.42000<br>5 Ha (stl) (27', 32½', 36', 30', 30'×20')<br>Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 527886<br>KQOK<br>248815<br>Df Esd<br>Gc Rdr | **AUSTRALIAN GEM**<br>exPioneer Gem–65<br>exWhistler–47<br>**Farrell Lines Inc.**<br>New York United States | 8228<br>4839<br>10443 | AB | **1945** N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 1" 27' 7¼"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>rf nil | S Ref<br>5 Ho 60¾', 61', 70', 70', 72½'<br>B.505000 In.42894<br>5 Ha (stl) (27', 32½', 36', 30', 30'×20')<br>Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 527899<br>KQOO<br>248812<br>Df Esd<br>Gc Rdr | **AUSTRALIAN GULF**<br>exPioneer Star–65<br>exDefender–47<br>**Farrell Lines Inc.**<br>New York United States | 8228<br>4839<br>10443 | AB | **1945** N. Carolina S.B. Co.—Wmn<br>459' 6" 63' 1" 27' 7¼"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>rf nil | S Ref<br>5 Ho 60¾', 61', 70', 70', 72½'<br>B.505000 In.42894<br>5 Ha (stl) (27', 32½', 36', 30', 30'×20')<br>Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 527888<br>KAUK<br>256787<br>Df Esd<br>Gc Rdr | **AUSTRALIAN ISLE**<br>exPioneer Isle–65 exSheliak–43<br>**Farrell Lines Inc.**<br>New York United States | 8380<br>4967<br>10183 | AB | **1944** Federal S.B. & D.D. Co.—Kearny<br>*439·8'* 63' 1" 27' 8½"<br>435' 0" 63' 0" 40' 6"<br>B79' 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho 60¾', 61', 70', 70', 72½'<br>B.490000 In.47000<br>5 Ha (stl) (27', 32½', 36', 30', 30'×20')<br>Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 523831<br>VJNK<br>301119<br>Df Esd<br>Gc Rdr<br>RTv | **AUSTRALIAN PROGRESS**<br>exMobil Progress–64<br>exStanvac Progress–62<br>**Mobil Shipping Co. Ltd.**<br>Melbourne British | 10186<br>5535<br>13857 | AB<br>LR class withdrawn—<br>Owners' request 6/67 | **1960** Schlieker-Werft Willy H.<br>Schlieker K.G.—Ham<br>490' 0" 75' 5" 24' 2"<br>470' 0" 75' 0" 34' 0"<br>P106' F63' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>24 Ta<br>L.724649 HeCls. B | 2 S Turb dr geared to sc. shaft<br>6000shp NE&gearingmade<br>Joshua Hendy Iron Works<br>2×450kW 450V 60c/s a.c. |
| 527898<br>KYFY<br>244020<br>Df Esd<br>Gc Rdr | **AUSTRALIAN REEF**<br>exPioneer Reef–65 exComet–48<br>**Farrell Lines Inc.**<br>New York United States | 8257<br>4869<br>10176 | AB | **1943** Moore D.D. Co.—Oakland<br>459' 6" 63' 1" 27' 8"<br>435' 0" 63' 0" 40' 6"<br>B79' 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho 60¾', 61', 70', 70', 72½'<br>B.485000 In.46779<br>5 Ha (stl) (27½',32½', 36', 30',<br>30'×20')<br>Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 527900<br>WHOZ<br>254842<br>Df Esd<br>Gc Rdr | **AUSTRALIAN SURF**<br>exPioneer Surf–65<br>exAmerican Inventor–58<br>exTheenim–48<br>**Farrell Lines Inc.**<br>New York United States<br>Now **SURFER** See New Entries No. 10 | 8372<br>4966<br>10120 | AB | **1945** Federal S.B. & D.D. Co.—Kearny<br>459' 6" 63' 1" 27 8½"<br>435' 0" 63' 0" 40' 6"<br>B79' 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho 60¾', 61', 70', 70', 72½'<br>B.507000 In.47045<br>5 Ha (stl) (27½', 32½', 36', 30',<br>30'×20')<br>Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 650353<br>SDUA<br>10575<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AUSTRALIC**<br>**Rederi A/B Transal**<br>Per Carlsson<br>Gothenburg Swedish | T.Mk<br>6482<br>2725<br>7813<br>8002<br>4302<br>8393 | ✠100A1<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2000 EL d†2$\frac{1}{16}$"SQ | **1965**–3 Eriksbergs M/V A/B—Got<br>489' 7" 62' 3" ~~27' 6½"~~ 27' 0½"/28' 0"<br>450' 0" 62' 0" 39' 0"<br>P45' F53' 2 dks, 3rd dk except in mchy.<br>space, 4th dk in Nos. 1 & 2 holds<br>Coll BH to U dk 5 to 2nd dk<br>rf 19" DK fwd WB2066t incl. Tunnel tanks 906t | M Ref<br>4 Ho 94½', 69', 79½', 90½', 3TwD<br>98½', 90½', 102½'<br>B.376510 In.376510<br>4 Ha (stl) (each 33'×18½')<br>4W Cr 4(5) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp B&W<br>Uddevallavarvet A/B<br>AuxB 71lb<br>4×600kW 440V 60c/s a.c. |
| 503118<br>GHMJ<br>302840<br>Df Esd<br>Gc Rdr<br>RTv | **AUSTRALIND**<br>**Australind Steam Shipping**<br>**Co. Ltd.**<br>Trinder Anderson & Co. Ltd.<br>London British | T.Mk<br>6134<br>3426<br>10699<br>8451<br>4875<br>12054 | ✠100A1 SS 11/65<br>**✠LMC**<br>MN1260 EL d†2$\frac{1}{16}$"SQ | **1961**–11 Bartram & Sons Ltd.—Sld<br>477' 0" 62' 0" 27' 1¾"/29' 11¾"<br>447' 1" 61' 9½" 40' 2"<br>F44' 2 dks, 3rd dk in No. 3 hold<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 4" WB2560t incl. DTmf1392t | M<br>5 Ho 58½', 77½', 48', 74½', 60½'<br>G.645670 B.604240<br>5 Ha (stl) (29½', 37½', 20', 35', 30'×23')<br>14W Der 1(70) 8(10) 6(5) | Oil 2SA 5Cy. 760×1500 mm<br>6300bhp Götaverken<br>N.E. Mar. Eng. Co. Ltd.<br>AuxB 100lb<br>3×200kW 220V d.c. |

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| 501412<br>HOOJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSTRALIS**<br>exAmerica–64<br>exWest Point–46<br>exAmerica–42<br>**Okeania S.A.**<br>Panama Panamanian | **26315**<br>13536<br>14331 | AB | **1940** Newport Ns S.B. & D.D. Co.—N.Ns<br>723′ 0″ 93′ 6″ 32′ 8⅞″<br>662′ 8″ 93′ 3″ 55′ 7″<br>B&F548′ 5 dks<br>rf nil | TS (2410P) Ref<br>6 Ho<br>B.258000 In.33000<br>4 Ha | 6 S Turb dr & sr geared to 2sc. shafts<br>37400shp (o.f)<br>Newport Ns S.B. & D.D. Co. N.Ns<br>22½k |
| 503119<br>LAMM<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AUSTVARD**<br>**Klosters Rederi A/S**<br>Lauritz Kloster<br>Oslo Norwegian | **10549**<br>6192<br>16175<br>– | **BROKEN UP**<br>NV | **1952** Kockums M/V A/B—Mmo<br>533′ 3″ 63′ 2″ 29′ 10¾″<br>500′ 10″ 61′ 10″ 38′ 6″<br>P95′ B39′ F60′ 1 dk<br>rf 1″ | M Tanker Mchy.aft<br>20 Ta<br>L.778330 HeCls. BC | Oil 2DA 6Cy. 720×1200 mm<br>6000bhp MAN 1135t (d.o)–18pd<br>Kockums M/V A/B Mmo<br>2×188kW 230V d.c. 13½k |
| 522240<br>LLDG<br>Df Esd<br>Gc Rdr<br>RTm | **AUSTVIK**<br>exMaria Althoff–67<br>**Sameie L. Storesund & Sønner & Farnes & Tangen**<br>Lorentz Storesund & Sønner<br>Haugesund Norwegian | **975**<br>584<br>— | GL | **1957** Alfred Hagelstein—Lbc<br>234′ 2″ 35′ 8″ 15′ 4½″<br>214′ 4″ 35′ 6″ 17′ 7″<br>B66′ F34′ 1 dk<br>RW<br>rf 3″ | M Mchy.aft<br>1 Ho 139½′<br>G.74431 B.70710<br>1 Ha (99′ comb.×19¾′)<br>6W Der 2(4¾) 4(2¾) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 124t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×28kW 220V d.c.<br>Controllable pitch propeller 12k |
| 503120<br>IKNS<br>600<br>Esd Rdr<br>RTm/v | **AUSUS**<br>**Soc. per Azioni Rimorchiatori Riuniti "Panfido & Co."**<br>Venice Italian | **179**<br>44<br>— | RI | **1961** Cant. Nav. Breda—Ven<br>95′ 2″ 24′ 1″ 10′ 0″<br>87′ 0″ 24′ 0″ 12′ 3″<br>RW | M Salvage Tug<br>Der 1(2) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×40kW 110V d.c.<br>Controllable pitch propeller |
| 503122<br>GXSY<br>301282<br>Df Esd<br>Gc Pfd<br>RT | **AUTHOR**<br>**Charente Steam Ship Co. Ltd.**<br>T. & J. Harrison Ltd.<br>Liverpool British | **8715**<br>4729<br>11455 | ✠**100A1** ~~SS 10/63~~<br>DTmf—vegetable oil<br>✠**LMC** SS 8/68<br>✠**Lloyd's RMC**<br>MN1360 EL d†2½″SQ | **1958**–9 Wm. Doxford & Sons (S.B.) Ltd. —Sld<br>488′ 10″ 62′ 4″ 29′ 9″<br>451′ 2″ 62′ 0″ 39′ 6″<br>F41′ 2 dks, 3rd dk fwd of mchy. space<br>RW 7BH to U dk 2 to 2nd dk<br>rf 6″ WB2678t incl. Tunnel tanks 175t DTsmf1376t | M Ref<br>In.3760 | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB 150℔ |
| 662222<br>GVTE<br>309796<br>Pfd Rdr<br>RT | **AUTHORITY**<br>**F. T. Everard & Sons Ltd.**<br>London British | **500**<br>298<br>1100 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>MN300 EL k1⅜″U2 | **1967**–1 N.V. Nieuwe Noord Ned. Schps —Gro<br>214′ 7″ 32′ 6″ 11′ 7½″<br>193′ 8″ 32′ 2″ 13′ 0″<br>P52′ F42′ RFD40′ 1 dk<br>9BH<br>rf 4″ WB184t incl. TwDf43t | M Oil/Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 400×580 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz Kln<br>db (o.f) 205℔<br>2×32kW 380V 50c/s a.c. 12k |
| 530140<br>GFMQ<br>181955<br>Esd Pfd<br>Rdr<br>RTm/v | **AUTOCARRIER**<br>exRoyal Sovereign–67<br>**Stanhope S.S. Co. Ltd.**<br>London British | **1851**<br>826<br>— | ✠Classed LR until 4/67 | **1948**–7 Wm. Denny & Bros. Ltd.—Dmb<br>288′ 4″ 53′ 0″ 8′ 6″<br>273′ 0″ 48′ 0″ 12′ 5″<br>1 dk & Prom dk Platform dk clear of mchy. space<br>RW<br>rf 9″ BK5″ | TM | 2 Oil 2SA each 12Cy. 360×600 mm<br>4500bhp Sulzer 60t (d.o)<br>Wm. Denny & Bros. Ltd. Dmb<br>4×100, 100, 100, 8kW 220V d.c. 19k |
| 518192<br>177247 | **AUTOLY**<br>exKaralta–66 exTusna–54<br>**Hermes Asia Shipping & Trading Agency**<br>Panama Panamanian | *389*<br>*154*<br>436 | ✠Classed LR until 10/66 | **1947**–4 C.R.D. Adriatico—Mfl<br>158′ 7″ 27′ 0″ 9′ 5¾″<br>144′ 4″ 26′ 11″ 10′ 8″<br>1 dk<br>RW<br>rf nil | M Mchy.aft<br>G.20130 B.19035<br>2W | Oil 2SA 4Cy. 290×500 mm<br>400bhp 34t<br>C.R.D. Adriatico Tri<br>9k |
| 503126<br>GNRV<br>182483<br>Df Esd<br>Gc Rdr<br>RTv | **AUTOLYCUS**<br>**China Mutual Steam Nav. Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>**5691**<br>2575<br>6650<br>**7420**<br>4169<br>9440 | **BS**✳ SS 12/65<br>**MBS**<br>**Lloyd's RMC**<br>MN1360 CT8314 C41 S36 | **1949** Vickers-Armstrongs Ltd.—Nwc<br>487′ 0″ 62′ 4″ 23′ 10¾″/28′ 3¾″<br>452′ 9″ 62′ 0″ 35′ 0″<br>P41′ B190′ F44′ 2 dks, 3rd dk fwd<br>RW 8BH<br>rf 9″ WB4588t incl. DTs2829t | M Ref<br>6 Ho 59′, 72′, 48′, 30′, 81′, 72′<br>G.591927 B.535247 In.1177<br>6 Ha (24′×16′) (35′, 23′, 23′, 27′×22′) (27′×18′)<br>24W Der 1(50) 1(25) 8(10) 16(5) | Oil 2DA 8Cy. 550×1200 mm exhaust 400 mm<br>6800bhp B&W 1122t (hvf)<br>Harland & Wolff Ltd. Gls<br>AuxB 100℔<br>3×220kW 220V d.c. 15½k |
| 503127<br>GNSM<br>183742<br>Df Esd<br>Gc Rdr<br>RTv | **AUTOMEDON**<br>**Ocean Steam Ship Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>**5488**<br>2388<br>**6670**<br>**7392**<br>4165<br>**9440** | **BS**✳ SS 7/66<br>**MBS**<br>**Lloyd's RMC**<br>MN1360 CT8314 C41 S36 | **1949** Vickers-Armstrongs Ltd.—Nwc<br>487′ 0″ 62′ 4″ 23′ 10¾″/28′ 3¾″<br>452′ 9″ 62′ 0″ 35′ 0″<br>P41′ B190′ F44′ 2 dks, 3rd dk fwd<br>RW 8BH<br>rf 9″ WB4588t incl. DTs2829t | M Ref<br>6 Ho 59′, 72′, 48′, 30′, 81′, 72′<br>G.591927 B.535237 In.1177<br>6 Ha (24½×16′) (35′, 23′, 23′, 27′×22′) (27′×18′)<br>24W Der 1(50) 1(25) 8(10) 16(5) | Oil 2DA 8Cy. 550×1200 mm<br>6800bhp B&W 1122t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 100℔<br>3×220kW 220V d.c. 15½k |
| 503128<br>FNEU<br>Df Esd<br>Pfd Rdr<br>RT | **AUTOMNE**<br>**Soc. Anon. d'Armement Mallet**<br>Dieppe French | **497**<br>152<br>450 | BV | **1959** S.A. des Anc. Ch. Dubigeon—Nts<br>178′ 3″ 29′ 6″<br>157′ 11″ 29′ 4″ 17′ 11″<br>RW | M Trawler<br>4 Ha (each 3½′×3½′)<br>Der 1(4) 1(1½) | 2 Oil 4SA (i) 8Cy. 320×450 mm (ii) 6Cy. 240×360 mm with Vulcan hydraulic coupling to sc. shaft<br>1360bhp<br>Klockner-Humbolt-Deutz Kln<br>13½k |
| 541032<br>XYMK<br>1185<br>Df Esd<br>Gc Pfd<br>Rdr | **AVA**<br>**Union of Burma Five Star Line Corp.**<br>Rangoon Burmese | **4875**<br>2634<br>—<br>**7435**<br>4357<br>— | ✠**100A1** SS 5/68<br>✠**LMC**<br>MN1090 EL b†$2\frac{1}{16}$″SQ | **1963**–4 A.G. "Weser" Werk Seebeck— Bhn<br>445′ 5″ 62′ 1″ 23′ 8¼″/—<br>408′ 11″ 60′ 0½″ 35′ 11″<br>P27′ F87′ 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB1473t incl. Tunnel tanks 321t | M OSD/CSD<br>G.556330 B.494620<br>16W Der 1(100) 2(15) 6(10) 8(5) | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W 889t<br>Frd. Krupp Dieselmotoren Essen<br>WTAuxB 114℔ AuxB (ex.g) 114℔<br>15½k |

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|---|---|---|---|---|---|---|
| 503131<br>JWZI<br><br>Pfd Rdr<br>RT | **AVA**<br><br>**Samelet Ava**<br>Andreas Biering<br>Oslo Norwegian | 300<br>160<br>500 | <br><br>NV | 1958 Westermoen Båtbyggeri—Mandal<br>144' 8" 28' 1" 10' 1½"<br>130' 0" 28' 0" 11' 2"<br>1 dk<br>rf nil | M Mchy.aft<br>1 Ho<br><br>1 Ha (53½'×16½')<br>2W Der 1(5) 1(3) | Oil 4SA 6Cy. 290×420 mm<br>390bhp<br>Masch. Kiel A.G.<br>2×200, 26kW 220V 50c/s a.c. |
| 541033<br>UJNZ<br>M-3183<br>Df Esd<br>Gc Rdr | **AVACHA**<br>exMonginevro-63<br>exRobert G. Cousins-47<br>**U.S.S.R.**<br>Odessa Russian | 7162<br>4361<br>10790 | | 1943 Permanente (Shpyd No. 2)—<br>Richmond<br>441' 6" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk | S<br>5 Ho<br>G.562608 B.499673<br>5 Ha (34½', 34½', 34½', 33½',<br>19½'×19½')<br>11W Der 1(15) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Irn & Stl Corp. |
| 503132<br>SKDT<br>9973<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AVAFORS**<br><br>**Trafik A/B Grängesberg-<br>Oxelösund**<br>Erland Waldenström<br>Stockholm Swedish | 10811<br>4717<br>15360 | ✠100A1 SS 5/64<br>ore carrier<br>Str. nav. ice<br>✠LMC<br>MN1000 EL e†2¼"SQ | 1959-12 A/B Götaverken—Got<br>490' 0" 64' 2" 30' 9¾"<br>461' 4" 64' 0" 42' 6"<br>P97' F46' 1 dk<br>8BH<br>rf 1" DK fwd WB8004t incl. Comb. btm & side tanks in holds 6485t DTf698t | M Ore Carrier Mchy.aft<br>5 Ho 39¾', 39¾', 78¾', 78¾', 78¾'<br>G.608899 B.589946<br>5 Ha (stl) (each 29¾'×27¾') | Oil 2SA 7Cy. 680×1500 mm<br>5000bhp<br>A/B Götaverken<br>AuxB 85lb e(ex.g) 85lb<br>3×165kW 450V 60c/s a.c. |
| 503133<br>YTAA<br><br>Df Esd<br>Rdr | **AVALA**<br><br>**Jugoslavenska Linijska<br>Plovidba (Yugoslav Line)**<br>Rijeka Yugoslav | 3073 ~~3478~~<br>1543 ~~1724~~<br>4080 | ✠100A1 SS 6/65<br>Str. nav. ice<br>✠LMC<br><br>MN980 EL xpt2$\frac{1}{16}$"SQ<br>JR | 1952-12 Brodogradiliste III Maj.—Rka<br>384' 3" 50' 0" 20' 10½"<br>354' 0" 49' 10" 29' 11"<br>F37' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB568t | M OSD | Oil 2SA 7Cy 720×1200 mm<br>4900bhp<br>Sulzer Bros. Ltd.<br>AuxB 71lb |
| 542629<br>LITJ | **AVALDSNES**<br>exJarnes-63 exJadarholm-50<br>exTvedestrand-34 exMoss 2<br>exTvedestrand<br>**Peder J. Nilsen Partrederi**<br>Kopervik Norwegian | 114<br>58<br>165 | | 1881 Kristinehamn M/V—Kristinehamn<br>106' 10" 16' 10"<br>... ... ...<br>1 dk<br>R len 04 | Iron M | Motor 2SA 2Cy. 340×380 mm<br>90bhp Emade40refitted 47<br>Haldorsen & Sönner |
| 541891<br>GLME<br>305491<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AVALON**<br><br>**British Railways Board**<br>Harwich British | 6707 ~~6584~~<br>3297 ~~3542~~<br>842 | ✠100A1 CS 2/67<br>Channel service from ports in U.K. south of Oban & Harwich-Hook of Holland also coasting to Antwerp, Copenhagen & Oslo, April to October<br>✠LMC<br>MN3000 EL (z) 1⅛"SQ | 1963-7 A. Stephen & Sons Ltd.—Gls<br>404' 0" 59' 8" 15' 9½"<br>372' 0" 57' 6" 29' 0"<br>B&F367' UpperB234' 2 dks, 3rd dk except in mchy. space<br>Coll BH to U dk 7 to 2nd dk<br>rf 12" WB375t incl. DTa73t DTf99t | TS Ferry (618bth 132dkP)<br>3 Ho 36', 40' 40'<br><br>3 Ha (stl) (18', 18'×12') (26'×20') | 2 S Turb dr geared<br>15000shp<br>A. Stephen & Sons Ltd.<br>2WTB 410lb Spt 650° F, 365lb<br>2db 60lb<br>4×400kW 225V d.c.<br>Thw. thrust propeller fwd |
| 505556<br>VOMR<br>174560<br>RTm | **AVALON COASTER**<br>exBurin-65<br>**Avalon Coaster Ltd.**<br>Puddister & Bennett Shipping Ltd.<br>St. John's, Nfl Canadian | 336<br>172<br>400 | <br><br>✠Classed LR until 9/58<br>**WRECKED 12/68** | 1945-1 Govt. of Newfoundland<br>(Clarenville Shpyd)—<br>135' 1" 28' 10" 12' 2½"<br>126' 6" 28' 8" 12' 7" | Wood M<br>2 Ho 47½', 30'<br><br><br>Der 2(1) | Oil 4SA 8Cy. 230×305 mm<br>320bhp<br>Vivian Diesels & Munitions Ltd. |
| 507689<br>VONB<br>177028 | **AVALON TRADER**<br>exCodroy-65<br>**Avalon Trader Ltd.**<br>Puddister & Bennett Shipping Ltd.<br>St. John's, Nfl Canadian<br>Now **NORTHERN TRADER** See New Entries No. 6 | 337<br>173<br>400 | <br><br>✠Classed LR until 9/58 | 1945-7 Govt. of Newfoundland<br>(Clarenville Shpyd)—<br>137' 0" 28' 2" 12' 7"<br>128' 3" 28' 1" | Wood M<br><br>G.16911 B.15374<br><br>2W Der 2(1) | Oil 4SA 8Cy. 230×305 mm<br><br>Vivian Diesels & Munitions Ltd. |
| 535960<br>VONV<br>177073 | **AVALON VOYAGER**<br>exThomas V. Hollett-66<br>exTwillingate-51<br>**Hollett's Transportation Co. Ltd.**<br>St. John's, Nfl Canadian | 346<br>182<br>360 | <br><br>✠Classed LR until 8/63 | 1946-9 Govt. of Newfoundland<br>(Clarenville Shpyd)—<br>136' 5" 28' 2" 12' 4½"<br>128' 4" 28' 1" 12' 10"<br>1 dk | Wood M<br><br>B.15000<br><br>2W | Oil 4SA 8Cy. 230×305 mm<br><br>Vivian Diesels & Munitions Ltd. |
| 503134<br>LMEU<br><br>Df Esd<br>Gc Rdr | **AVANCE**<br>exPalma-54 exMuscatine-47<br>**O. N. Henriksen**<br>Risör Norwegian<br>Now **DUKE KL** See New Entries No. 4 | 3905<br>2603<br>6312 | <br><br>NV | 1945 Globe S.B. Co.—Superior<br>338' 8" 50' 1" 24' 5½"<br>321' 4" 29' 1"<br>P164' F38' 2 dks<br><br>rf 4" | M (2P) Mchy.aft<br>4 Ho 42', 78', 67', 30'<br>G.297695 B.271820<br>3 Ha (stl) (20½', 40½', 40½'×20')<br>1 Ha (w) (8½'×7½')<br>12W Der 1(30) 10(5) 2(3) | Oil 2SA 6Cy. 545×735 mm<br>2100bhp<br>Nordberg Mfg Co.<br>2×250kW 220V d.c. |
| 672484<br>UDOB<br>M-27555 | **AVANGARD**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 844<br>299<br>334 | | 1963 ......................Russia<br>208' 6" 31' 2" 14' 5½"<br>17' 11" | D-E Whaler<br>1 Ho<br><br>1 Ha | 4 Oil 4SA each 6Cy. 318×<br>connected to elec. motor & |
| 503135<br>SKCA<br>9791<br>Df Esd<br>Gc Rdr<br>RTm | **AVANTI**<br><br>**Rederi A/B Fraternitas**<br>Jörgen J. Lorentzen<br>Gothenburg Swedish | 13269<br>7784<br>~~20225~~<br>21100 | ✠100A1 ~~SS 12/62~~<br>oil tanker SS 7/67<br>✠LMC<br><br>MN1500 EL I†2$\frac{1}{16}$"SQ | 1957-11 Burmeister & Wain—Cpn<br>559' 10" 72' 0" 31' 2"<br>535' 0" 71' 10" 40' 1"<br>P113' B27' F71' 1 dk<br>RW 14BH<br>rf 4" WB368t | M Tanker Mchy.aft<br>27 Ta<br>L.905000 HeCls. B | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp<br>Burmeister & Wain<br>2WTAuxB (Spt) primary 710lb<br>secondary 180lb AuxB(ex.g)<br>3×170kW 220V d.c. |
| 503136<br>PCWJ<br><br>Df Esd<br>RTm | **AVANTI**<br><br>**Rederij "Avanti"**<br>Scheepvaartkantoor Holwerda<br>Heerenveen Netherland | 448<br>243<br>630 | <br><br>BV | 1958 Scheepswerf "Harlingen"—Hrl<br>166' 7" 27' 2"<br>150' 11" 26' 11" 11' 6"<br>P46' B43' F30' 1 dk<br>RW | M Mchy.aft<br>1 Ho 98½'<br>G.30500 B.29500<br>2 Ha (38' 40½'×16½')<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>390bhp<br>Masch. Kiel A.G.<br>1×6kW 110V d.c. |

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|---|---|---|---|---|---|---|---|
| 503138<br>5LUZ<br><br>Df Esd<br>Gc Rdr<br>RT | **AVE**<br>exNuculana–58<br>**North Bulk Carriers Ltd.**<br>Angel Yllera<br>Monrovia Liberian | 5449<br>2857<br>12019 | ✠Classed LR until 9/58<br><br>**BROKEN UP** | BV | **1942**–9 Hawthorn, Leslie & Co. Ltd.—Nwc<br>483′ 4″ 59′ 4″ 27′ 6½″<br>460′ 0″ 59′ 0″ 34′ 0″<br>P93′ B45′ F50′ 1 dk<br>conv tanker 59 | M Ore Carrier Mchy.aft | Oil 4SA 8Cy. 650×1400 mm<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>11½k |
| 641617<br>4XMC<br>ms149<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AVEDAT**<br>~~**Zim Israel Navigation Co. Ltd.**~~<br>~~Haifa~~ ~~Israel~~<br>**Zim and Transport Commercial Company**<br>Haifa Israel | **23537**<br>14760<br>33444 | ✠**100A1**<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>MN2240 EL p†2$\frac{13}{16}$″SQ | | **1964**–12 "Navalmeccanica" Cant. Nav.—Castellammare<br>~~640′ 0″~~ 88′ 10″ 35′ 0″ 643′ 0″(incl.BB)<br>608′ 3″ 88′ 7″ 50′ 6″<br>P106′ F57′ 1 dk<br>RW NS 11BH<br>rf nil WB14810t incl. Comb. btm & side tanks in holds 6185t Topside tanks in holds 5004t DTf363t | M Bulk Carrier Mchy.aft<br>7 Ho 43¼′, 86¼′, 51¼′, 66¼′, 53¾′, 86½′, 42′<br>G.1559717<br>9 Ha (stl) (29½′ 29½′, 29½′, 40′, 49½′, 40′, 29½′, 29½′, 29½′×41¼′)<br>Der 2(5) 2(2) | Oil 2SA 8Cy. 750×1320 mm<br>11200bhp (hvf)<br>S.A. Fiat S.G.M. Tur<br>AuxB 100lb (o.f)<br>~~AuxB 128lb (ex.g)~~<br>3×400kW 450V 60c/s a.c. 16k<br>AuxB (ex.g) htr & rcv 128lb |
| 542334<br>PCWM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AVEDRECHT**<br>**N.V. Maats. Zeeschip "Avedrecht"**<br>Phs. van Ommeren N.V.<br>Rotterdam Netherland | 31214 ~~31700~~<br>18611 ~~17033~~<br>51304 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>MN3520 EL v†3$\frac{3}{16}$″SQ | SS 5/63 | **1963**–6 N.V. Wilton-Fijenoord—Sch<br>747′ 3″ 103′ 1″ 40′ 8¼″<br>707′ 0″ 102′ 8½″ 52′ 6″<br>P138′ F79′ 1 dk<br>17BH<br>rf 4″ WB11121t incl. 8874t in clean ballast tanks | S Tanker Mchy.aft<br>27 Ta<br>L.2166103 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17600shp 4025t (o.f)–93pd<br>N.V. Wilton-Fijenoord Sch<br>2WTB 730lb Spt 875° F. 665lb<br>hs21962 15¼k |
| 503139<br>CSTM<br>H363<br>Df<br>RTm/v | **AVEIRO**<br>exAlberton–48<br>**Cia. Nacional de Navegaçao**<br>Lisbon Portuguese | **242**<br>47<br>— | **BS**✳<br>tug<br>**MBS**✳<br>MN200 EL (d) C18 | SS 6/66 | **1944**–10 Montreal Dry Docks Ltd.—Mtl<br>111′ 0″ 26′ 8″ 10′ 9″<br>104′ 0″ 26′ 6″ 12′ 6″<br>Q5′ F28′<br>RW 5BH<br>rf 21″ WB52t | M Tug | Oil 2SA 9Cy. 290×500 mm<br>1000bhp Sulzer 95t (d.o)<br>Dominion Eng. Wks Ltd. Lachine<br>2×40kW 220V d.c. 11k |
| 503140<br>TQVC<br><br>Esd RT | **AVEL A BENN**<br>**Moallic, Javel & Cie.**<br>Douarnenez French | **134**<br>43<br>— | | BV | **1958** At. & Ch. de la Perrière—Lorient<br>*88·7′* 22′ 9″<br>… … … | M Trawler<br>2 Ha (each 3¼′×3¼′)<br>Der 1(2½) | Oil 4SA 8Cy. 220×320 mm<br>500bhp 42t<br>Cie. de Const. Méc. Lorient<br>12k |
| 660636<br>FTJH<br>DZ4106<br>Esd Pfd<br>Rdr | **AVEL-MAD**<br>**Javel-Halley & Consorts**<br>Douarnenez French | **210**<br>82<br>300 | | BV | **1965** Ets. Varnier—Rouen<br>104′ 11″ 25′ 3″ 13′ 7″<br>94′ 2″ 24′ 11″ 19′ 2″<br>1 dk | M Trawler<br>2 Ha (3¼′×3¼′) (6½′×4′) | Oil 4SA 8Cy. 210×300 mm<br>660bhp<br>Gebr. Stork & Co. Hengelo<br>11½k |
| 642233<br>TMUY<br><br>Df Esd<br>Pfd RT | **AVEL-MOR**<br>**Javel-Halley & Consorts**<br>Douarnenez French | **179**<br>60<br>— | | BV | **1964** S.I.C.C. Na.—St.M<br>104′ 3″ 23′ 8″<br>89′ 8″ 23′ 6″ | M Trawler<br>2 Ha (each 3¼′×3¼′)<br>Der 1(2) | Oil 4SA 6Cy. 220×320 mm<br>750bhp<br>Cie. de Const. Méc. Mantes<br>11½k |
| 642234<br>TMPI<br><br>Df Esd<br>Pfd RT | **AVEL-VRAZ**<br>**Javel-Halley & Consorts**<br>Douarnenez French | **179**<br>59<br>— | | BV | **1964** S.I.C.C. Na.—St.M<br>104′ 3″ 23′ 8″<br>89′ 8″ 23′ 6″ | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 220×320 mm<br>600bhp<br>Cie. de Const. Méc. Mantes<br>11¾k |
| 541892<br>THZO<br><br>Df Esd<br>Rdr<br>RTm/h | **AVEN**<br>**COBRECAF (Compagnie Bretonne de Cargos Frigorifiques)**<br>Concarneau French | ~~**1130**~~ **1120**<br>~~650~~ 647<br>1668 | | BV | **1963** S.A. des Anc. Ch. Dubigeon—Nts<br>238′ 3″ 31′ 4″ 16′ 11½″<br>210′ 4″ 31′ 2″<br>2 dks | M Fish Carrier CSD Mchy.aft<br>2 Ho 56½′, 84′, 2TwD 58½′, 90¾′<br>3 Ha (stl) (each 20¼′×9¾′)<br>Der 6(3) | Oil 4SA 8Cy. 320×450 mm<br>1320bhp 230t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×230kW 380V 50c/s a.c. 13k |
| 540129<br>GKSU<br>304381<br>Rdr<br>RTm | **AVENGER**<br>**London Tugs Ltd.**<br>~~**William Watkins, Ltd.**~~<br>Ship Towage (London) Ltd.<br>London British | **293**<br>—<br>— | ✠**100A1**<br>tug<br>✠**LMC**<br>MN360 EL (e) | SS 2/67 | **1962**–11 Cochrane & Sons Ltd.—Sel<br>118′ 5″ 30′ 5″ 12′ 11½″<br>110′ 0″ 30′ 0″ 14′ 6″<br>RW 4BH<br>rf 26″ BK7″ WB88t | M Tug | Oil 2SA 9Cy. 340×570 mm<br>1800bhp 75t (d.o)<br>British Polar Engines Ltd. Gls<br>4×80, 80, 40, 40kW 220V d.c. 12k |
| 503143<br>SDUG<br>10318<br>Df Esd<br>Gc Rdr<br>RTm/v | **AVENIR**<br>**Rederi A/B Fraternitas**<br>Jörgen J. Lorentzen<br>Gothenburg Swedish | **11098**<br>5648<br>~~15249~~<br>17495 | | NV | **1962** Bremer Vulkan—Vgk<br>509′ 11″ 66′ 8″ 28′ 6″<br>470′ 0″ 66′ 6″ 40′ 9″<br>1 dk | M Bulk Carrier Mchy.aft<br>6 Ho 54′, 58½′, 57¾′, 57¾′, 57¾′, 55′<br>G.727000<br>6 Ha (stl) (31½′, 36′, 36′, 36′, 36′, 36′×30½′)<br>Cr 6(5) | Oil 2SA 6Cy. 700×1200 mm<br>6120bhp MAN (hvf)<br>Bremer Vulkan Vgk<br>3×220kW 440V 60c/s a.c |
| 661481<br>FNSB<br><br>Df Esd<br>Gc Rdr<br>RTm | **AVENIR**<br>**Compagnie de Navigation Mixte**<br>Marseilles French | **8475**<br>4531<br>1225 | | BV | **1967** Soc. des Forges de la Méditerranée—La Seyne<br>426′ 5″ 60′ 0″ 17′ 4½″<br>393′ 7″ 59′ 10″ 24′ 7″<br>4 dks | TM Ferry (940P) Ref<br>1 Ho 52¼′ | 2 Oil 2SA each 10Cy. 600×800 mm<br>14794bhp 500t (hvf)<br>S.A. Fiat S.G.M. Tur<br>4×750kW 220/380V 50c/s a.c. 21½k |
| 503144<br>PCWL<br><br>Df Esd<br>Rdr RT | **AVENIR**<br>**F. Alberts**<br>"Carebeka" N.V.<br>Rotterdam Netherland | **399**<br>229<br>517 | | BV | **1962** Schps. Gebr. Coops—Hgz<br>159′ 0″ 26′ 3″ 9′ 9¾″<br>144′ 4″ 25′ 11″ 10′ 7″<br>1 dk<br>RW | M Mchy.aft<br>G.27700 B.25600<br>2 Ha (each 38′×15¼′)<br>Der 2(2) | Oil 2SA 6Cy. 190×350 mm<br>224bhp<br>N.V. Mch. Bolnes Krimpen<br>8½k |

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|---|---|---|---|---|---|
| 503145<br>EBXK<br><br>RTh | **AVENTINA FURNE**<br><br>**Miguel Masiques Tabe**<br>Barcelona Spanish | 253<br>141<br>336 | | 1958 Ast. Tarragona—Tarragona<br>119' 1" 28' 7"<br>... ... ... | Wood M<br>2 Ho 19', 19½'<br><br><br>Cr 1(1) Der 1(1) |
| 503146<br>DGDL | **AVENTURA**<br><br>**Herbert & Christa Reimers**<br>Johs. Thode<br>Hamburg W. German | 197<br>97<br>258 | <br><br>GL | 1938 H. Brand—Oldenburg<br>123' 10" 21' 4" 7' 8"<br>21' 2" 8' 4"<br>P33' F20' 1 dk<br>R | M Mchy.aft<br>1 Ho 67½'<br>G.13000<br><br>1W |
| 503149<br>MTTD<br>169128 | **AVERITY**<br>exTheodora-54 exChant 53-46<br>**F. T. Everard & Sons Ltd.**<br>London British | 401<br>211<br>450 | **BS✳** TD 9/68<br>oil tanker—**FP above 150°**<br>F. For service in the Baltic and Mediterranean European coasting including Gt. Britain and Ireland, but not north of 65°N.<br>**MBS✳**<br>MN60 CT396 C16 | 1944-2 Furness S.B. Co. Ltd.—Haverton Hill<br>148 2" 27' 1" 10' 1"<br>141' 0" 27' 0" 11' 0"<br>P38' F14' Trunk 82' 1 dk<br>RW 8BH<br>WB49t | M Tanker Mchy.aft |
| 503151<br>5MTG<br>1899<br>Df Esd<br>Gc Rdr | **AVGI**<br><br>**Beaver Shipping Co. S.A.**<br>Monrovia Liberian | 10312<br>6106<br>15444 | <br><br>AB | 1956 Mitsubishi Hvy Ind. Reorg.—Kob<br>508' 0" 66' 7" 30' 8¼"<br>470' 0" 66' 6" 41' 0"<br>P100' F39' 2 dks<br>RW<br>rf 4" | S CSD Mchy.aft<br>5 Ho<br>B.714000<br>5 Ha |
| 671869<br>UWAY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AVIATOR**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 2657<br>1139<br>— | | 1967 Volkswerft Stralsund—Stralsund<br>269' 8" 16' 5"<br>239' 6" 44' 7½" 31' 4"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho |
| 503152<br>KAKL<br>267181<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **AVILA**<br><br>**Pico Tanker Corp.**<br>Pacific Coast Transport Co.<br>Wilmington, Del United States | 11486<br>6913<br>18250 | <br><br>AB | 1954 Bethlehem Sparrows Pt. Shpyd.—Sp.Pt<br>551' 2" 68' 4" 29' 9½"<br>524' 0" 68' 0" 37' 6"<br>P106' B30' F50' 1 dk<br>RW<br>rf 9" | S Tanker Mchy.aft<br>30 Ta<br>L.833175 |
| 540130 | **AVIN**<br>exSanta Monica-58<br>exHubert Schafer-40<br>exRobert Johnson<br>exLake Sebago<br>**José Poblete Vidal Agencia Nacional de Vapores**<br>Peruvian | 2010<br>1227<br>4700 | <br><br>✠Classed LR until 9/20 | 1918-5 Toledo S.B. Co.—Toledo<br>*252·0'* 43' 6"<br>43' 4"<br>P21' B64' F30' 1 dk<br>R | S<br><br>G.209000 B.195000 |
| 505371<br>LZGY<br>78<br>Df Esd<br>Gc Rdr<br>RT | **AVIOR**<br>exBrönnöy-66<br>**Navigation Maritime Bulgare**<br>~~Texim~~<br>Bourgas Bulgarian | ~~9173~~ 9172<br>~~5124~~ 5101<br>13000 | <br><br>NV | 1956 Kieler Howaldtswerke A.G.—Kel<br>496' 8" 62' 2" 29' 9¾"<br>461' 6" 62' 0" 39' 4"<br>P105' B23' F82' 2 dks, 3rd dk in No. 3 hold<br>RW | M CSD Mchy.aft<br><br>G.682670 B.614400<br><br>6W Der 1(30) 4(10) 8(5) |
| 660424<br>EEVX<br><br>Df Esd<br>Rdr RT | **AVIOR**<br><br>**Pesquerias Suratlànticas**<br>Cadiz Spanish | 765<br>394<br>600 | ✠100A1<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN280 EL (k)x1⅛" U2 | 1966-10 Maritima de Axpe S.A.—Bbo<br>184' 4" 31 3" 14' 7½"<br>164' 10" 30' 6" 15' 6"<br>B&F140'<br>4BH<br>rf 23" BK6" | M Stern Trawler Ref<br><br>In.31770 |
| 503153<br>GHRY<br>302890<br>Df Esd<br>Gc Rdr | **AVISFAITH**<br><br>**The Aviation & Shipping Co. Ltd.**<br>Purvis Shipping Co. Ltd.<br>London British | 7868<br>4704<br>11550 | ✠100A1 CS 2/66<br><br>**✠LMC**<br><br>MN1260 EL b†2$\frac{1}{16}$"SQ | 1962-2 Bartram & Sons Ltd.—Sld<br>460' 6" 60' 2" 28' 7½"<br>430' 10" 60' 0" 38' 0"<br>F38' 2 dks<br>6BH to U dk 1 to 2nd dk<br>rf 4" DK fwd WB3075t incl. DTm1530t | M CSD<br>5 Ho 65½', 70', 35', 97½', 70'<br>G.627130 B.587190<br>5 Ha (31½', 37½', 37½', 35', 32½'<br>10W Der 1(50) 1(30) 2(10) 8(5 |
| 503154<br>EAOG | **AVISPA**<br><br>**Antonio Toba Fernandez**<br>Vigo Spanish | 151<br>73<br>— | | 1945 J. R. Curbera—Freijo<br>*87·0'* 20' 8"<br>... ... ... | Wood S Trawler |
| 504735<br>SZKL<br>2429<br>Df Esd<br>Gc Rdr<br>RT | **AVLIS**<br>exBogesund-64<br>**Seaways Co. Inc.**<br>Piræus Greek | 1501<br>688<br>— | ✠100A1 SS 7/66<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>EL q1½" | 1948-9 Furness S.B. Co. Ltd.—Haverton Hill<br>284' 0" 39' 1" 15' 4½"<br>255' 6" 39' 0" 23' 0"<br>F31' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB533t incl. Tunnel tanks 29t DTa11t | M OSD<br><br>G.139000 B.127000 |

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|---|---|
| 661243<br>JGZB<br>100090<br>Df Esd<br>Gc Rdr<br>RT | **AUSTRALIA**<br><br>**Daiichi Chuo**<br>Tokyo |
| 651379<br>GQYU<br>307985<br>Df Esd<br>Gc Rdr | **AUSTRALIA**<br><br>**Blue Star Line**<br>London |
| 641811<br>GNZE<br>304207<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AUSTRALIAN**<br><br>**Reardon Smith**<br>Sir Wm. Reardo<br>Sons Ltd.<br>Bideford |
| 527887<br>KQOM<br>248813<br>Df Esd<br>Gc Rdr | **AUSTRALIAN**<br>exPioneer Glen-<br>**Farrell Lines In**<br>New York |
| 527886<br>KQOK<br>248815<br>Df Esd<br>Gc Rdr | **AUSTRALIAN**<br>exPioneer Gem-<br>exWhistler-47<br>**Farrell Lines In**<br>New York |
| 527899<br>KQOO<br>248812<br>Df Esd<br>Gc Rdr | **AUSTRALIAN**<br>exPioneer Star-<br>exDefender-47<br>**Farrell Lines In**<br>New York |
| 527888<br>KAUK<br>256787<br>Df Esd<br>Gc Rdr | **AUSTRALIAN**<br>exPioneer Isle-6<br>**Farrell Lines In**<br>New York |
| 523831<br>VJNK<br>301119<br>Df Esd<br>Gc Rdr<br>RTv | **AUSTRALIAN**<br>exMobil Progres<br>exStanvac Progr<br>**Mobil Shipping**<br>Melbourne |
| 527898<br>KYFY<br>244020<br>Df Esd<br>Gc Rdr | **AUSTRALIAN**<br>exPioneer Reef-<br>**Farrell Lines In**<br>New York |
| 527900<br>WHOZ<br>254842<br>Df Esd<br>Gc Rdr | **AUSTRALIAN**<br>exPioneer Surf-<br>exAmerican Inve<br>exTheenim-48<br>**Farrell Lines In**<br>New York<br>Now **SURF** |
| 650353<br>SDUA<br>10575<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AUSTRALIC**<br><br>**Rederi A/B Tra**<br>Per Carlsson<br>Gothenburg |
| 503118<br>GHMJ<br>302840<br>Df Esd<br>Gc Rdr<br>RTv | **AUSTRALIND**<br><br>**Australind Ste**<br>**Co. Ltd.**<br>Trinder Anders<br>London |

Oil 4Cy. 300×410 mm
330bhp
A/S Vølund
1×1½kW 125V

Oil 4SA 3Cy. 280×45
150bhp
Humboldt-Deutzmot.

Oil 2SA 6Cy. 240×34
220bhp ✠NEmade50
Newbury Diesel Co.
wtdb 150lb ndb ✻11/

2 S Turb dr geared
7000shp
Mitsubishi Hvy Ind.

2 Oil 4SA each 8
geared to sc. sha
2320bhp
Schwermasch. Karl

2 S Turb dr geared
7000shp
Bethlehem Stl Co.
2×500kW 450V 60c/

T 3Cy. 20½″ 33″ & 54
Toledo S.B. Co.

Oil 2SA 6Cy. 780×1
MAN
Kieler Howaldtswer

Oil 4SA 6Cy. 390×6
1400bhp Werkspo
Hijos de J. Barreras
3×160, 160, 120kW

4′)
Oil 2SA 5Cy. 760×
6300bhp Götaverk
N.E. Mar. Eng. Co.
AuxB 100lb
3×225kW 220V d.c

T 3Cy. 8 11/16″ 14 9/16″
210ihp Emade23
Talleres Sanjurjo

Oil 2SA 6Cy. 450×
1350bhp
S.A. Ansaldo
db 105lb

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|---|---|---|---|---|---|---|---|---|
| **LIS** | | 485 | | | **1949** G. J. v.d. Werff's Scheeps.— | M Mchy.aft | Oil 2SA 6Cy. 300×400 mm | |
| alstream-64 | | 242 | | | Westerbroek | 1 Ho 105′ | 450bhp | 40t (d.o) |
| rgen Basse-56 | | 615 | | BV | 167′ 6″ 27′ 1″ 10′ 10″ | G.31000 B.30000 | N.V. Mchfb. Bolnes | Bolnes |
| arina-54 exZenita-50 | | | | | 26′ 11″ | 2 Ha (each 33½′×16¼′) | 1×5kW 110V d.c. | 10k |
| **s Shipping Co.** | | | | | P42′ F25′ 1 dk | Der 2(3) | | |
| **ecial S.A.** | | | | | R | | | |
| us | Greek | | | | | | | |
| **CADOCORE** | | 5955 | ✠100A1 | | **1965**–7 A/S Akers M/V—Osl | M Ref OSD/CSD | Oil 2SA 7Cy. 740×1600 mm | |
| | | 3345 | | | 485′ 0″ 65′ 9″ 27′ 11¼″/30′ 0¾″ | | 11500bhp B&W | 1703t |
| **time Fruit Carriers** | | 8400 | ✠LMC | | 443′ 11″ 65′ 7½″ 41′ 0″ | In.411229 | A/S Akers M/V | Osl |
| **. Ltd.** | | **8243** | ✠Lloyd's RMC | | F45′ 1 dk & S dk, 3rd dk except in mchy. | | AuxB 100lb | |
| | Israel | 4835 | MN2300 | EL e†2¼″SQ | space, 4th dk in Nos. 1, 2 & 3 holds | 12W Der 12(5–10) | | |
| | | — | | | Coll BH to S dk 5 to 2nd dk | | | |
| | | | | | rf 4″ WB1271t | | | |
| **CET** | | 654 | ✠100A1 | | **1965**–7 J. Lewis & Sons Ltd.—Abn | M OSD Mchy.aft | Oil 2SA 7Cy. 340×570 mm | |
| | | 291 | | | 213′ 8″ 36′ 4″ 13′ 3¾″ | 2 Ho 57¾′, 53¾′ | 1470bhp | |
| **ral Steam** | | 973 | ✠LMC | | 190′ 0″ 36′ 0″ 21′ 6″ | | British Polar Engines Ltd. | Gls |
| **vigation Co. Ltd.** | | | | | RFD33′ 1 dk & S dk | 2 Ha (stl) (44′, 42′×19′) | 2×40kW 220V d.c. | |
| on | British | | MN294 | EL m | RW Coll BH to S dk 3 to 2nd dk | | | |
| | | | | | rf 3″ WB173t | | | |
| **CETTE** | | 191 | ~~✠100A1~~ | ~~SS 6/63~~ | **1959**–6 Richards Irn Wks Ltd.—Lwt | M Trawler | Oil 2SA 5Cy. 12½″×18½″ | |
| ton Arrow-63 | | 61 | ~~trawler~~ | | *107·6′* 23′ 4″ 9′ 10¼″ | | 550bhp | 32t |
| **EPEC** | | — | ~~✠LMC~~ | | 104′ 0″ 23′ 0″ 11′ 0″ | | H. Widdop & Co. Ltd. | Keighley |
| ment Aubert-Jan | | | | | F18′ | | | 10k |
| rneau | French | | ~~MN110~~ | ~~EL (c)†~~ | RW 4BH | | | |
| | | | ✠Class **WITHDRAWN** | | rf 12″ BK7″ | | | |
| | | | 7/68 | | | | | |
| **GADRO** | | 855 | | | **1962** Ch. Nav. de La Ciotat—La Ciotat | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 12Cy. 175×210 mm | |
| hed as Arago | | 526 | | | 204′ 1″ 30′ 7″ 14′ 7½″ | | 1000bhp SEMT-Pielstick | (d.o) |
| **Gas Transport Ltd.** | | 785 | | BV | 183′ 8″ 30′ 6″ 15′ 7″ | | Soc. Gén. de Const. Méc. | |
| n | British | | | | 1 dk | | | La Courneuve |
| | | | | | RW | | | |
| | | | | | rf 19½″ | | 2×127½kW 380V 50c/s a.c. | |
| | | 542 | ✠100A1 SS 6/68 | ~~SS 4/64~~ | **1956**–8 Charles Hill & Sons Ltd.—Brs | TM Hopper Barge Mchy.aft | 2 Oil 2SA each 6Cy. 180×300 mm sr | |
| | | 236 | | | 175′ 0″ 30′ 4″ 11′ 0″ | | geared | |
| **f Bristol Authority** | | 680 | ✠LMC | | 165′ 5″ 28′ 3″ 13′ 3″ | | 620bhp | 20t (d.o) |
| | British | | | | 1 dk | | British Polar Engines Ltd. | Gls |
| | | | MN136 | EL h | RW 5BH | | 2×40kW 110V d.c. | 9½k |
| | | | | | rf nil WB75t | | | |
| **BANK** | | T.Mk | ✠100A1 | SS 12/65 | **1961**–1 Harland & Wolff Ltd.—Bel | M | Oil 2SA 6Cy. 620×1400 mm | |
| | | **6303** | DTma—palm oil or oil FP | | 483′ 4″ 62′ 9″ 26′ 2″/29′ 2¾″ | 5 Ho 60′ 71′, 60′, 51¾′, 67′, | exhaust 470 mm | |
| **ine Ltd.** | | 3627 | above 150° F. | | 451′ 10″ 62′ 6″ 38′ 6″ | 28′DT, 28′DT | 6700bhp | 1183t (hvf) |
| Weir & Co. Ltd. | | 10218 | ✠LMC | | P39′ F43′ 2 dks | G.670210 B.608130 | Harland & Wolff Ltd. | Bel |
| w | British | **8567** | MN1340 | EL a†2 3/16″SQ | RW Coll BH to U dk 7 to 2nd dk | 7 Ha (29¼′, 35′, 22½′, 15′, 30′, | 2AuxB 100lb | |
| | | 5066 | | | rf 6″ WB2995t incl. DTma1494t | 30′×22′) (8′×15′) | 4×175, 175, 175, 20kW 220V d.c. | 15k |
| | | 12281 | | | | 15W Der 1(25) 2(10) 12(5) 2(3) | | |
| **DALE** | | 5663 | | | **1908** Gt. Lakes Eng. Wks—St.Clair | S Mchy.aft | T 3Cy. 21″ 34½″ & 57″×42″ | |
| ge F. Rand-62 | | 3796 | | | *475·0′* 52′ 2″ 19′ 3¾″ | Self-unloader | 1400ihp | 400t (c) |
| it Edison-54 | | — | | AB | 475′ 11″ 52′ 0″ 28′ 0″ | 5 Ho | Gt. Lakes Eng. Wks | St. Clair |
| E. Cornelius-48 | | | | | F50′ 1 dk | | | 12k |
| **e Shipping Ltd.** | | | | | R len 42 | 13 Ha | | |
| n, Bermuda | British | | | | rf 3″ | | | |
| **DALE** | | 303 | ✠100A1 | SS 5/66 | **1950**–9 Scheepsw. A. Apol—Wirdum | M Mchy.aft | Oil 4SA 4Cy. 280×400 mm | |
| -58 exNavis-56 | | 143 | | | 144′ 5″ 23′ 8″ 9′ 1″ | 1 Ho 78¼′ | 195bhp | 26t |
| yrrell | | 374 | ✠LMC | | 131′ 11″ 23′ 6″ 10′ 0″ | G.18500 B.16700 | Motorenf. "De Industrie" | Alp |
| | Irish Republic | | | | P28′ Q8′ F18′ 1 dk | | | 8k |
| | | | MN39 | EL d | RW 3BH | 2W Der 2(2) | | |
| | | | | | WB122t | | | |
| **DSTER** | | 110 | | | **1963** Schpsw. "De Rietpol" | M Fishing | Oil 2SA 5Cy. 190×350 mm | |
| | | — | | | J. E. Verharen—Spaarndam | | | |
| **Maes** | | — | | | 89′ 3″ 20′ 8″ | | N.V. Mch. Bolnes | Krimpen |
| | Belgian | | | | 76′ 5″ 20′ 4″ 11′ 2″ | | | |
| **GARTH** | | 156 | ✠100A1 | SS 6/65 | **1960**–6 W. J. Yarwood & Sons Ltd.— | M Tug | Oil 4SA 8Cy. 12½″×15″ with flexible | |
| | | — | tug U.K. coasting service | | Northwich | | coupling & sr reverse gear | |
| **H. Rea Ltd.** | | — | ✠LMC | | 96′ 4″ 24′ 11″ 10′ 8½″ | | 960bhp | 36t (d.o) |
| | British | | | | 86′ 0″ 23′ 6″ 12′ 0″ | | Ruston & Hornsby | Lcn |
| | | | MN192 | EL (b) I | RW 3BH | | 2×40kW 220V d.c. | 10k |
| | | | | | rf 21″ BK6″ WB35t | | | |
| **A** | | 499 | | | **1944** Kalmar Varv—Kal | M Mchy.aft | Oil 2SA 4Cy. 250×420 mm | |
| eri-65 exUlla-61 | | 295 | | | 168′ 11″ 29′ 6″ 13′ 0″ | 1 Ho 118′ | 350bhp NE49 | (d.o) |
| rsund V-56 exElsy-47 | | 770 | | BV | 29′ 4″ | G.36000 B.32000 | Atlas-Diesel | Skm |
| **onia Shipping Ltd.** | | | | | 1 dk | 2 Ha (each 41¾′×16½′) | 2×10, 2¼kW 110V d.c. | |
| punki/Nystad | Finnish | | | | R len 57 | Der 2(2) | | |

**AGHIA BARBARA** See New Entries No. 5

| | | | | | | |
|---|---|---|---|---|---|---|
| 661243 | **AUSTRALIA MARU** | | 43191 | | | 1966 |
| JGZB | | | 12900 | | | Tok |
| 100090 | **Daiichi Chuo Kisen Kaisha** | | 67929 | | NK | 777' 8 |
| Df Esd | Tokyo | Japanese | | | | 738' 3 |
| Gc Rdr | | | | | | rf nil |
| RT | | | | | | |
| 651379 | **AUSTRALIA STAR** | | 10025 ~~10016~~ | ✠100A1 | | 1965-1 |
| GQYU | | | 5842 ~~6104~~ | | 526' 1"(incl.BB) | ~~520' 1~~ |
| 307985 | **Blue Star Line Ltd.** | | 12170 | ✠LMC | | 485' 0 |
| Df Esd | London | British | | ✠Lloyd's RMC | | P190' |
| Gc Rdr | | | | MN3520 | EL g†2 1/16"SQ | |
| | | | | | | 9BH |
| | | | | | | rf nil |
| 641811 | **AUSTRALIAN CITY** | | 18621 | ✠100A1 | | 1964-1 |
| GNZE | | | 12250 | strengthened for ore | | Gls |
| 304207 | **Reardon Smith Line Ltd.** | | 30483 | cargoes | | 638' 9 |
| Df Esd | Sir Wm. Reardon Smith & | | | ✠LMC | | 601' 0 |
| Gc Rdr | Sons Ltd. | | | MN1900 | EL m†2 11/16"SQ | P104' |
| RTm/h/v | Bideford | British | | | | 8BH |
| | | | | | | rf nil |
| 527887 | **AUSTRALIAN GALAXY** | | 8228 | | | 1945 |
| KQOM | exPioneer Glen–65 exRapid–47 | | 4833 | | | 459' 1 |
| 248813 | **Farrell Lines Inc.** | | 10443 | | AB | 435' 6 |
| Df Esd | New York | United States | | | | B79' |
| Gc Rdr | | | | | | RW |
| | | | | | | rf nil |
| 527886 | **AUSTRALIAN GEM** | | 8228 | | | 1945 |
| KQOK | exPioneer Gem–65 | | 4839 | | | 459' 1 |
| 248815 | exWhistler–47 | | 10443 | | AB | 435' 6 |
| Df Esd | **Farrell Lines Inc.** | | | | | B79' |
| Gc Rdr | New York | United States | | | | rf nil |
| 527899 | **AUSTRALIAN GULF** | | 8228 | | | 1945 |
| KQOO | exPioneer Star–65 | | 4839 | | | 459' 6 |
| 248812 | exDefender–47 | | 10443 | | AB | 435' 6 |
| Df Esd | **Farrell Lines Inc.** | | | | | B79' |
| Gc Rdr | New York | United States | | | | rf nil |
| 527888 | **AUSTRALIAN ISLE** | | 8380 | | | 1944 |
| KAUK | exPioneer Isle–65 exSheliak–43 | | 4967 | | | *439·8'* |
| 256787 | **Farrell Lines Inc.** | | 10183 | | AB | 435' 0" |
| Df Esd | New York | United States | | | | B79' |
| Gc Rdr | | | | | | RW |
| | | | | | | rf nil |
| 523831 | **AUSTRALIAN PROGRESS** | | 10186 | | AB | 1960 |
| VJNK | exMobil Progress–64 | | 5535 | LR class withdrawn— | | Sch |
| 301119 | exStanvac Progress–62 | | 13857 | Owners' request 6/67 | | 490' 0" |
| Df Esd | **Mobil Shipping Co. Ltd.** | | | | | 470' 0" |
| Gc Rdr | Melbourne | British | | | | P106' |
| RTv | | | | | | RW |
| | | | | | | rf 4" |
| 527898 | **AUSTRALIAN REEF** | | 8257 | | | 1943 |
| KYFY | exPioneer Reef–65 exComet–48 | | 4869 | | | 459' 6" |
| 244020 | **Farrell Lines Inc.** | | 10176 | | AB | 435' 0" |
| Df Esd | New York | United States | | | | B79' |
| Gc Rdr | | | | | | RW |
| | | | | | | rf nil |
| 527900 | **AUSTRALIAN SURF** | | 8372 | | | 1945 |
| WHOZ | exPioneer Surf–65 | | 4966 | | | 459' 6" |
| 254842 | exAmerican Inventor–58 | | 10120 | | AB | 435' 0" |
| Df Esd | exTheenim–48 | | | | | B79' |
| Gc Rdr | **Farrell Lines Inc.** | | | | | RW |
| | New York | United States | | | | rf nil |
| | Now **SURFER** See New Entries No. 10 | | | | | |
| 650353 | **AUSTRALIC** | | T.Mk | ✠100A1 | | 1965–3 |
| SDUA | | | **6482** | | | 489' 7" |
| 10575 | **Rederi A/B Transal** | | 2725 | ✠LMC | | 450' 0" |
| Df Esd | **Per Carlsson** | | 7813 | ✠Lloyd's RMC | | P45' F |
| Gc Rdr | Gothenburg | Swedish | 8002 | MN2000 | EL d†2 1/16"SQ | |
| RTm/h/v | | | 4302 | | | Coll E |
| | | | 8393 | | | rf 19" |
| 503118 | **AUSTRALIND** | | T.Mk | ✠100A1 | SS 11/65 | 1961–1 |
| GHMJ | | | **6134** | | | 477' 0" |
| 302840 | **Australind Steam Shipping** | | 3426 | ✠LMC | | 447' 1" |
| Df Esd | **Co. Ltd.** | | 10699 | | | F44' |
| Gc Rdr | Trinder Anderson & Co. Ltd. | | 8451 | MN1260 | EL d†2 1/16"SQ | RW |
| RTv | London | British | 4875 | | | rf 4" |
| | | | 12054 | | | |

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|---|---|---|---|---|---|---|
| 503169 | **AVONTUUR** | | 108 | | | 1903 Gebr. Boot |
| PCWN | exBurgemeester | | 46 | | | Leiderdorp |
| | Woldringh v/d Hoop | | — | | | *83·2'* 20' 11" |
| | ~~J. & H. Hassnoot~~ **D. Kuyt** | | | | | ... ... |
| | Katwijk a/Zee | Netherland | | | | R |
| 503171 | **AVOQ** | | 250 | | | 1960 Aarhus Flyd |
| OURG | | | 112 | | | 118' 10" 24' 9" 9' |
| | **Ministry of Greenland** | | 225 | | BV | 108' 3" 24' 7½" 9' |
| Df Esd | Royal Greenland Trade | | | | | 1 dk |
| Gc Rdr | Department | | | | | RW |
| RTm | Godthåb, Greenland | Danish | | | | |
| 500891 | **AVRA** | | 1756 | | | 1954 J. Boel & Fi |
| SZQR | exAlca–65 | | 781 | | | 308' 6" 44' 4" 18 |
| 2567 | **Seaways Co. Inc.** | | 3036 | | BV | ... ... |
| Df Esd | Piræus | Greek | | | | F36' 1 dk & S dk |
| Rdr RT | | | | | | |
| 535606 | **AVRA** | | 1036 | ✠100A1 | ~~SS 9/63~~ | 1953–11 Cook, W |
| SVTQ | exTern–64 | | 473 | | SS 10/67 | —Bev |
| 2870 | **Mediterranean Fruit** | | 760 | ✠LMC | | 213' 7" 34' 2" 13 |
| Esd Pfd | **Carriers S.A.** | | | ✠Lloyd's RMC | | 196' 6" 34' 0" 19 |
| Rdr RT | Piræus | Greek | | MN160 | EL m 1¼"SQ | Ba69' 2 dks |
| | | | | | | RW 4BH |
| | | | | | | WB1895t |
| 503174 | **AVRA** | | 988 | | | 1943 .......... |
| SWHK | | | 558 | | | 206' 7" 36' 5" 14 |
| 1210 | **Zacharis Bros. & Co.** | | 1500 | | HR | ... ... |
| RTm/h | Piræus | Greek | | FOUNDERED 12/67 | | 1 dk & S dk |
| | | | | | | R |
| 518051 | **AVRA** | | 259 | | | 1944 Tees Side |
| SZSN | exKalydon III–66 | | 137 | | | —Mdb |
| 1181 | exLarssen–50 | | — | Classed LR until 7/53 | | 161' 2" 22' 0" |
| | **North Western Greece** | | | | | ... ... |
| | **Railway Co. Ltd.** | | | | | 1 dk |
| | Piræus | Greek | | | | |
| 503175 | **AVRANCHOISE** | | 7199 | | | 1943 Permanente |
| HOWT | exAvranches–66 | | 4406 | | | Richmond |
| | exTecumseh–47 | | 10600 | | BV | 441' 6" 57' 0" 27 |
| Df Esd | **Transatlantica de** | | | | | 417' 9" 56' 11" 37 |
| | **Navegacion S.A.** | | | | | 2 dks, 3rd dk fwd |
| | Panama | Panamanian | | | | rf 6" |
| 503177 | **AWA MARU** | | 4757 | | | 1951 Nishi Nippo |
| JPMY | | | 2721 | | | 398' 11" 53' 3" 24 |
| 66911 | **Osaka Sempaku K.K.** | | 7117 | | NK | 374' 0" 53' 2" 29 |
| Df Esd | Osaka | Japanese | | | | P28' B123' F27' 2 |
| Gc Rdr | | | | | | |
| 672552 | **AWA MARU** | | 3100 | | | 1967 Mitsubishi |
| JG2436 | | | 1170 | | | 291' 7" 51' 10" 12 |
| 100943 | **Government of Japan** | | 1100 | | | 275' 7" 51' 9" 17 |
| Esd Gc | **(Dept. of Railways)** | | | | | 1 dk |
| Rdr RT | Tokyo | Japanese | | | | |
| 651834 | **AWA MARU** | | 1051 | | | 1965 Hashihama |
| | | | 449 | | | 225' 5" 41' 6" 10 |
| | **Awanokuni Kyodo Kisen** | | 390 | | | 206' 8" 41' 4" 14 |
| Rdr RT | **K.K.** | | | | | 1 dk |
| | Tokushima | Japanese | | | | RW |
| 641009 | **AWA MARU** | | 107 | | | 1963 Shin Yama |
| JJ2002 | | | 25 | | | 20' 6" 7 |
| 93751 | **Oshimoto Kaiji Kogyo K.K.** | | — | | | 77' 1" 20' 4" |
| | Kobe | Japanese | | | | RW |
| 503178 | **AWA MARU No. 1** | | 329 | | | 1958 Showa Sen |
| JIWG | | | 173 | | | 130' 8" 23' 2" 8' |
| 80134 | **K. Shinmoto** | | — | | | 103' 8" 23' 0" 12 |
| | Komatsujima | Japanese | | | | 1 dk |
| | | | | | | RW |
| 503179 | **AWAJI MARU** | | 1152 | | | 1947 Mitsubishi |
| JLKQ | | | 545 | | | *219·7'* 32' 10" 11 |
| 59984 | **Tokai Kisen K.K.** | | 414 | | | 196' 9" 32' 9" 16 |
| | Tokyo | Japanese | | | | F39' 2 dks |
| | | | | | | RW |
| 541491 | **AWAJI MARU** | | 500 | | | 1963 Sanoyasu |
| 8LQG | | | 251 | | | *165·3'* 28' 4" 7 |
| 93224 | **Kansai Kisen** | | — | | | 164' 0" 28' 2½" 11 |
| Rdr RT | Osaka | Japanese | | | | P8' F28' 1 dk |
| | | | | | | RW |

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|---|---|---|---|---|
| 367<br>190<br>— | | 1957 Yoshiura Zosen—Kur<br>149' 11" 24' 4"<br>134' 6" 24' 3" 12' 2"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (55¾'×16½') | Oil 4SA 6Cy. 300×420 mm<br>400bhp<br>Sumiyoshi Tekkosho Shimizu<br>10¾k |
| 746<br>821<br>060 | NK<br>✠Classed LR until 4/65 | 1952–2 Mitsui Zosen—Tmn<br>499' 4" 63' 7" 27' 2½"<br>466' 0" 63' 4" 40' 8"<br>F41' 1 dk & S dk, 3rd dk clear of aft hold<br>RW | M Ref OSD<br>6 Ho<br>G.661000 B.594000 In.16845<br>6 Ha (27'×19¾') (41', 38¾', 27½', 44', 23½'×23')<br>18W Der 1(35) 2(15) 2(10) 12(5) | Oil 2SA 9Cy. 740×1600 mm<br>800bhp 2484t<br>Mitsui Zosen Tmn<br>3×230kW 225V d.c. 17k |
| 185<br>534<br>~~150~~<br>234 | ✠100A1 SS 5/67<br>✠LMC<br>MN240 EL n 1½"SQ | 1962–12 Pacific Islands S.B. Co. Ltd.—H.Kg<br>236' 4" 37' 2" 12' 0½"<br>215' 0" 36' 0" 15' 6"<br>P53' Q133' F34' 1 dk<br>RW 5BH<br>rf 3" WB248t incl. DTf73t | M Mchy.aft<br>2 Ho 68', 69'<br>2 Ha (each 48'×16')<br>Der 1(10) 1(5) 3(3) | Oil 4SA 6Cy. 400×600 mm<br>1200bhp (d.o)<br>D. & J. Boot "De Industrie" Alp<br>3×60kW 220V d.c. |
| 11<br>—<br>130 | ✠100A1 SS 11/64<br>tug<br>✠LMC<br>EL (g) | 1932–8 Lobnitz & Co. Ltd.—Rnf<br>139' 0" 32' 1" 14' 0½"<br>130' 0" 32' 0" 15' 1"<br>1 dk (stl-teak s)<br>R 6BH<br>BK7" WB81t incl. DTsf47t DTa23t | TS Tug<br>1 Ho 36¾'<br>1 Ha (5½'×8') | T 6Cy. 14" 23" & 38"×27"<br>1200ihp (o.f)<br>Lobnitz & Co. Ltd. Rnf<br>2WTB 180lb hs(4668)<br>1×5kW 110V d.c. |
| 30<br>01<br>— | | 1963 Mitsubishi Zosen—Smk<br>178' 2" 29' 8" 7' 9"<br>146' 0" 29' 6" 10' 6"<br>1 dk | TM Ferry | 2 Oil 4SA each 6Cy. 290×420 mm<br>1100bhp 13t<br>Kobe Hatsudoki Kob<br>12½k |
| 01<br>99<br>56 | ~~✠100A1~~ ~~SS 11/64~~<br>~~DT—vegetable oil~~<br>~~✠LMC~~<br>~~✠Lloyd's RMC~~<br>~~MN1720 EL d12 1/16"SQ~~<br>✠Class WITHDRAWN ~~NK~~<br>at Owners' request<br>8/68 NK | 1952–8 Mitsubishi Zosen—Nag<br>495' 3" 62' 6" 27' 7"<br>459' 4" 62' 4" 34' 5"<br>P23' B197' F43' 2 dks<br>RW 8BH<br>rf 6" WB3086t incl. Tunnel tanks 343t DTsa1633t | TM (9P) Ref<br>6 Ho 49', 72¼', 63', 49¾', 68¼', 44½'<br>G.567340 B.519715 In.12683<br>6 Ha (stl) (21¼'×18') (38¾', 31½', 28¾', 39¼', 23½'×23')<br>18W Der 2(20) 2(10) 6(6) 8(3) | 2 Oil 2SA each 6Cy. 720×1250 mm<br>8600bhp 1573t (hvf)<br>Mitsubishi Zosen Nag<br>AuxB 100lb<br>3×230kW 230V d.c. 16k |
| 31<br>30<br>97 | NK | 1961 Nippon Kokan—Shimizu<br>482' 6" 63' 6" 26' 1"<br>452' 10" 63' 4" 39' 8"<br>2 dks & S dk<br>rf 4" | M Fish Factory OSD Mchy.aft<br>4 Ho 33¾', 86½', 65¼'. 87¼'<br>G.328607<br>4 Ha (stl) (8¼'×9¾') (11¼', 11¼', 11¼'×11¼')<br>8W Der 1(15) 1(8) 6(5) | Oil 2SA 6Cy. 620×1400 mm<br>5600bhp B&W 2273t (hvf)<br>Mitsui Zosen Tmn<br>3×550kW 440V 60c/s a.c. 14½k |
| 38<br>20<br>79 | NK<br>✠Classed LR until 9/64 | 1952–4 Mitsui Zosen—Tmn<br>499' 4" 63' 7" 27' 2½"<br>466' 0" 63' 4" 31' 2"<br>F41' 1 dk & S dk, 3rd dk clear of aft hold<br>RW | M Ref OSD<br>6 Ho<br>G.661000 B.549000 In.16845<br>6 Ha (27'×19¾') (41', 38¾', 27½', 44', 23½'×23')<br>18W Der 1(35) 2(15) 2(10) 12(5) | Oil 2SA 9Cy. 740×1600 mm<br>8000bhp 1360t<br>Mitsui Zosen Tmn<br>3×230kW 225V d.c. 17k |
| 59<br>64<br>86 | NK | 1953 Mitsubishi Nippon Hvy Ind. Ltd.—Yka<br>457' 0" 60' 2" 26' 1"<br>426' 6" 60' 0" 32' 6"<br>P23' B176' F30' 2 dks<br>RW | S<br>6 Ho<br>G.527356 B.476855<br>6 Ha (26¾'×19¾') (39¼', 28¾', 23½', 36¾', 27¾'×21')<br>16W Der 1(30) 4(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>5000shp 1574t (o.f)<br>Ishikawajima Jukogyo Tok<br>3×120, 120, 40kW 230V d.c. 14¼k |
| ~~00~~ T.Mk<br>~~50~~ 299<br>~~28~~ 154<br>— | BV | 1960 Schps. & Rep. Gebr. Sander—Dzl<br>178' 10" 28' 8" 10' 10¾"<br>159' 5" 28' 6½" 11' 11"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 104½'<br>G.34950 B.31200<br>2 Ha (each 39¾'×17¼')<br>Der 2(3) | Oil 4SA 6Cy. 305×460 mm<br>450bhp (d.o)<br>D. & J. Boot "De Industrie" Alp<br>2×6kW 110V d.c. 10k |
| 23<br>00<br>00 | GL | 1965 Bayerische Schiffbauges. m.b.H.—Erlenbach<br>182' 5" 27' 7" 10' 1⅝"<br>173' 11" 27' 3" 10' 10"<br>P47' F34' 1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 290×420 mm<br>500bhp<br>Masch. Kiel A.G. Kel<br>10½k |
| 25<br>—<br>— | 100A1<br>tug<br>Class contemplated | Cochrane & Sons Ltd.—Sel<br>96' 11" 29' 6"<br>86' 0" 27' 9" 15' 0" | M Tug | Oil 4Cy. 12½"×14½"<br>Ruston & Hornsby Lcn |

tries No. 1

| | | | | |
|---|---|---|---|---|
| 71<br>32<br>~~00~~<br>20 | NV | 1963 A/S Frederiksstad M/V—Fks<br>540' 9" 65' 8" 28' 6½"<br>500' 0" 65' 7½" 39' 6"<br>P128' Q95' B82' F62' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>6 Ho 57¾', 62¼', 62¼', 60¼', 60¼', 62¼'<br>G.740020 B.709087<br>6 Ha (stl) (38½', 40', 40', 40', 40', 39¼'×32¾')<br>6W Der 6(8) | Oil 2SA 6Cy. 760×1500 mm<br>5600bhp Götaverken 1196t (hvf)<br>A/S Frederiksstad M/V Fks<br>3×236/295kW 440V 60c/s a.c. 14k |

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|---|---|---|---|---|---|---|
| 503169<br>PCWN | **AVONTUUR**<br>exBurgemeester<br>Woldringh v/d Hoop<br>**~~J. & H. Haasnoot~~ D. Kuyt**<br>Katwijk a/Zee Netherland | 108<br>46<br>— | | 1903 Gebr. Boot Scheeps. "DeHoop"—Leiderdorp<br>*83·2'* 20' 11"<br>... ... ...<br>R | M | Oil 2SA 5Cy. 190×350 mm<br>Mchfbr. Bolnes |
| 503171<br>OURG<br>Df Esd<br>Gc Rdr<br>RTm | **AVOQ**<br>**Ministry of Greenland**<br>Royal Greenland Trade Department<br>Godthåb, Greenland Danish | 250<br>112<br>225 | BV | 1960 Aarhus Flydk. & Msk.—Aar<br>118' 10" 24' 9" 9' 6"<br>108' 3" 24' 7½" 9' 10"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 39½'<br>G.98317 B.93620<br>1 Ha (32¾'×14¾')<br>2W Der 1(5) 1(2) | Oil 2SA 5Cy. 230×400 mm<br>350bhp B&W<br>Alpha-Diesel A/S<br>2×35kW 220V d.c.<br>Directional propeller |
| 500891<br>SZQR<br>2567<br>Df Esd<br>Rdr RT | **AVRA**<br>exAlca-65<br>**Seaways Co. Inc.**<br>Piræus Greek | 1756<br>781<br>3036 | BV | 1954 J. Boel & Fils—Tamise<br>308' 6" 44' 4" 18' 6"<br>... ... ...<br>F36' 1 dk & S dk | M Ref OSD<br>G.174818 B.160444<br>8W Der 1(15) 2(5) 6(3) | Oil 2SA 6Cy. 500×900 mm<br>John Cockerill S.A. |
| 535606<br>SVTQ<br>2870<br>Esd Pfd<br>Rdr RT | **AVRA**<br>exTern-64<br>**Mediterranean Fruit Carriers S.A.**<br>Piræus Greek | 1036<br>473<br>760 | ✠100A1 ~~SS 9/63~~ SS 10/67<br>✠LMC<br>✠Lloyd's RMC<br>MN160 EL m 1¼"SQ | 1953–11 Cook, Welton & Gemmell Ltd.—Bev<br>213' 7" 34' 2" 13' 0½"<br>196' 6" 34' 0" 19' 3"<br>Ba69' 2 dks<br>RW 4BH<br>WB1895t | M Ref Mchy.aft<br>B.44610 In.44610<br>2W Der 2(3) | Oil 2SA 5Cy. 340×570 mm<br>800bhp<br>British Polar Engines Ltd. |
| 503174<br>SWHK<br>1210<br>RTm/h | **AVRA**<br>**Zacharis Bros. & Co.**<br>Piræus Greek | 988<br>558<br>1500 | HR<br>FOUNDERED 12/67 | 1943 ......................<br>206' 7" 36' 5" 14' 6"<br>... ... ...<br>1 dk & S dk<br>R | TM OSD Mchy.aft<br>5 Ho 29½', 36', 46', 33½', 23'<br>G.74300 B.67768<br>5 Ha (10'×11½') (23'×18') (33', 18'×24') (13¾'×10½')<br>5W Der 5(1½) | 2 Oil 2SA each 4Cy. 290×500 mm<br>600bhp Emade42fitted58<br>Gebr. Sulzer A.G. |
| 518051<br>SZSN<br>1181 | **AVRA**<br>exKalydon III-66<br>exLarssen-50<br>**North Western Greece Railway Co. Ltd.**<br>Piræus Greek | 259<br>137<br>— | Classed LR until 7/53 | 1944 Tees Side Bdge & Eng. Wks Ltd.—Mdb<br>161' 2" 22' 0"<br>... ... ...<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 12Cy. 180×196 mm<br>Davey, Paxman & Co. |
| 503175<br>HOWT<br>Df Esd | **AVRANCHOISE**<br>exAvranches-66<br>exTecumseh-47<br>**Transatlantica de Navegacion S.A.**<br>Panama Panamanian | 7199<br>4406<br>10600 | BV | 1943 Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.513544 B.458405<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 1(50) 1(15) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500Ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 503177<br>JPMY<br>66911<br>Df Esd<br>Gc Rdr | **AWA MARU**<br>**Osaka Sempaku K.K.**<br>Osaka Japanese | 4757<br>2721<br>7117 | NK | 1951 Nishi Nippon Jukogyo—Hma<br>398' 11" 53' 3" 24' 2"<br>374' 0" 53' 2" 29' 7"<br>P28' B123' F27' 2 dks | M CSD<br>5 Ho<br>G.367837 B.343730<br>5 Ha (26½'×18') (39', 25', 33½', 33½'×20')<br>10W Der 1(30) 4(10) 6(5) | Oil 2SA 6Cy. 520×1050 mm<br>3800bhp NE61<br>Kobe Hatsudoki Seizosho<br>2×120kW 105V d.c. |
| 672552<br>JG2436<br>100943<br>Esd Gc<br>Rdr RT | **AWA MARU**<br>**Government of Japan (Dept. of Railways)**<br>Tokyo Japanese | 3100<br>1170<br>1100 | | 1967 Mitsubishi Hvy Ind. Ltd.—Smk<br>291' 7" 51' 10" 12' 1"<br>275' 7" 51' 9" 17' 10"<br>1 dk | TM Ferry | 2 Oil 4SA each 14Cy. 260×400 mm<br>4620bhp B&W<br>Mitsui Zosen<br>Controllable pitch propellers |
| 651834<br>Rdr RT | **AWA MARU**<br>**Awanokuni Kyodo Kisen K.K.**<br>Tokushima Japanese | 1051<br>449<br>390 | | 1965 Hashihama Zosen—Imabari<br>225' 5" 41' 6" 10' 4"<br>206' 8" 41' 4" 14' 5"<br>1 dk<br>RW | TM Ferry | 2 Oil 4SA each 8Cy. 310×380 mm<br>3000bhp<br>Niigata Eng. Co. Ltd.<br>2×180kW 225V a.c. |
| 641009<br>JJ2002<br>93751 | **AWA MARU**<br>**Oshimoto Kaiji Kogyo K.K.**<br>Kobe Japanese | 107<br>25<br>— | | 1963 Shin Yamamoto Zosen—Kochi<br>20' 6" 7' 6"<br>77' 1" 20' 4" 9' 10"<br>RW | TM Tug | 2 Oil 4SA each 6Cy. 230×380 mm<br>700bhp<br>Fuji Seisakusho |
| 503178<br>JIWG<br>80134 | **AWA MARU No. 1**<br>**K. Shinmoto**<br>Komatsujima Japanese | 329<br>173<br>— | | 1958 Showa Sempaku Kogyo—Osa<br>130' 8" 23' 2" 8' 9"<br>103' 8" 23' 0" 12' 10"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (58¾'×15½')<br>Der 1(3) | Oil 4SA 6Cy. 270×400 mm<br>320bhp<br>Makita Tekkosho |
| 503179<br>JLKQ<br>59984 | **AWAJI MARU**<br>**Tokai Kisen K.K.**<br>Tokyo Japanese | 1152<br>545<br>414 | | 1947 Mitsubishi Jukogyo—Yka<br>*219·7'* 32' 10" 11' 3"<br>196' 9" 32' 9" 16' 5"<br>F39' 2 dks<br>RW | M<br>3 Ho | Oil 4SA 8Cy. 450×600 mm<br>1200bhp<br>Mitsubishi Jukogyo<br>2×96kW 225V a.c. |
| 541491<br>8LQG<br>93224<br>Rdr RT | **AWAJI MARU**<br>**Kansai Kisen**<br>Osaka Japanese | 500<br>251<br>— | | 1963 Sanoyasu Dockyd Co. Ltd.—Osa<br>*165·3'* 28' 4" 7' 6"<br>164' 0" 28' 2½" 11' 6"<br>P8' F28' 1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 330×550 mm<br>1500bhp<br>Akasaka Tekkosho |

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|---|---|---|---|---|---|---|
| 503180<br>JGRY<br>80294 | **AWAJI MARU**<br>**Totan Kisen K.K.**<br>Awaji Japanese | 367<br>190<br>— | | 1957 Yoshiura Zosen—Kur<br>149′ 11″ 24′ 4″<br>134′ 6″ 24′ 3″ 12′ 2″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (55¾′×16½′) | Oil 4SA 6Cy. 300×420 mm<br>400bhp<br>Sumiyoshi Tekkosho Shimizu<br>10¾k |
| 503181<br>JGNK<br>68413<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AWAJISAN MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo Japanese | 6746<br>3821<br>10060 | NK<br>✠Classed LR until 4/65 | 1952–2 Mitsui Zosen—Tmn<br>499′ 4″ 63′ 7″ 27′ 2½″<br>466′ 0″ 63′ 4″ 40′ 8″<br>F41′ 1 dk & S dk, 3rd dk clear of aft hold<br>RW | M Ref OSD<br>6 Ho<br>G.661000 B.594000 In.16845<br>6 Ha (27′×19¾′) (41′, 38¾′, 27½′, 44′, 23½′×23′)<br>18W Der 1(35) 2(15) 2(10) 12(5) | Oil 2SA 9Cy. 740×1600 mm<br>800bhp 2484t<br>Mitsui Zosen Tmn<br>3×230kW 225V d.c. 17k |
| 540131<br>VRFV<br>315720<br>Df Esd<br>RTh | **AWANUI**<br>**Northern Steam Ship Company Ltd.**<br>Auckland New Zealand | 1185<br>534<br>~~1150~~<br>1234 | ✠100A1 SS 5/67<br>✠LMC<br>MN240 EL n 1½″SQ | 1962–12 Pacific Islands S.B. Co. Ltd.—H.Kg<br>236′ 4″ 37′ 2″ 12′ 0½″<br>215′ 0″ 36′ 0″ 15′ 6″<br>P53′ Q133′ F34′ 1 dk<br>RW 5BH<br>rf 3″ WB248t incl. DTf73t | M Mchy.aft<br>2 Ho 68′, 69′<br>2 Ha (each 48′×16′)<br>Der 1(10) 1(5) 3(3) | Oil 4SA 6Cy. 400×600 mm<br>1200bhp (d.o)<br>D. & J. Boot "De Industrie" Alp<br>3×60kW 220V d.c. |
| 503184<br>ZMJV<br>128594<br>RTm | **AWARUA**<br>**Southland Harbour Board**<br>Invercargill New Zealand | 411<br>—<br>130 | ✠100A1 SS 11/64<br>tug<br>✠LMC<br>EL (g) | 1932–8 Lobnitz & Co. Ltd.—Rnf<br>139′ 0″ 32′ 1″ 14′ 0½″<br>130′ 0″ 32′ 0″ 15′ 1″<br>1 dk (stl-teak s)<br>R 6BH<br>BK7″ WB81t incl. DTsf47t DTa23t | TS Tug<br>1 Ho 36¾′<br>1 Ha (5½′×8′) | T 6Cy. 14″ 23″ & 38″×27″<br>1200ihp (o.f)<br>Lobnitz & Co. Ltd. Rnf<br>2WTB 180℔ hs(4668)<br>1×5kW 110V d.c. |
| 541893<br>8KAH<br>93720<br>Rdr RT | **AWASHIO MARU**<br>**Awaji Ferryboat Co. Ltd.**<br>Higashiura Japanese | 330<br>101<br>— | | 1963 Mitsubishi Zosen—Smk<br>178′ 2″ 29′ 8″ 7′ 9″<br>146′ 0″ 29′ 6″ 10′ 6″<br>1 dk | TM Ferry | 2 Oil 4SA each 6Cy. 290×420 mm<br>1100bhp 13t<br>Kobe Hatsudoki Kob<br>12½k |
| 503185<br>JAFE<br>68998<br>Df Esd<br>Gc Rdr<br>RTm | **AWATA MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 7601<br>4299<br>9756 | ~~✠100A1~~ ~~SS 11/64~~<br>~~DT—vegetable oil~~<br>~~✠LMC~~<br>~~✠Lloyd's RMC~~<br>~~MN1720~~ ~~EL d12$\frac{1}{16}$″SQ~~<br>✠Class WITHDRAWN ~~NK~~<br>at Owners' request<br>8/68 NK | 1952–8 Mitsubishi Zosen—Nag<br>495′ 3″ 62′ 6″ 27′ 7″<br>459′ 4″ 62′ 4″ 34′ 5″<br>P23′ B197′ F43′ 2 dks<br>RW 8BH<br>rf 6″ WB3086t incl. Tunnel tanks 343t DTsa1633t | TM (9P) Ref<br>6 Ho 49′, 72½′, 63′, 49¾′, 68½′, 44½′<br>G.567340 B.519715 In.12683<br>6 Ha (stl) (21¼′×18′) (38¾′, 31½′, 28¾′, 39¼′, 23½′×23′)<br>18W Der 2(20) 2(10) 6(6) 8(3) | 2 Oil 2SA each 6Cy. 720×1250 mm<br>8600bhp 1573t (hvf)<br>Mitsubishi Zosen Nag<br>AuxB 100℔<br>3×230kW 230V d.c. 16k |
| 503187<br>JISJ<br>87577<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **AWAZU MARU**<br>**Hoko Suisan K.K.**<br>Tokyo Japanese | 8131<br>4730<br>9797 | NK | 1961 Nippon Kokan—Shimizu<br>482′ 6″ 63′ 6″ 26′ 1″<br>452′ 10″ 63′ 4″ 39′ 8″<br>2 dks & S dk<br>rf 4″ | M Fish Factory OSD Mchy.aft<br>4 Ho 33¾′, 86½′, 65¼′, 87¼′<br>G.328607<br>4 Ha (stl) (8¼′×9¾′) (11¼′, 11¼′, 11¼′×11½′)<br>8W Der 1(15) 1(8) 6(5) | Oil 2SA 6Cy. 620×1400 mm<br>5600bhp B&W 2273t (hvf)<br>Mitsui Zosen Tmn<br>3×550kW 440V 60c/s a.c. 14½k |
| 503188<br>JQHN<br>68741<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AWOBASAN MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo Japanese | 6738<br>3820<br>10079 | NK<br>✠Classed LR until 9/64 | 1952–4 Mitsui Zosen—Tmn<br>499′ 4″ 63′ 7″ 27′ 2½″<br>466′ 0″ 63′ 4″ 31′ 2″<br>F41′ 1 dk & S dk, 3rd dk clear of aft hold<br>RW | M Ref OSD<br>6 Ho<br>G.661000 B.549000 In.16845<br>6 Ha (27′×19¾′) (41′, 38¾′, 27½′, 44′, 23½′×23′)<br>18W Der 1(35) 2(15) 2(10) 12(5) | Oil 2SA 9Cy. 740×1600 mm<br>8000bhp 1360t<br>Mitsui Zosen Tmn<br>3×230kW 225V d.c. 17k |
| 503189<br>JACJ<br>70721<br>Df Esd<br>Gc Rdr<br>RT | **AWOSHIMA MARU**<br>**Kawasaki Kisen K.K.**<br>Tokyo Japanese | 6659<br>3864<br>9986 | NK | 1953 Mitsubishi Nippon Hvy Ind. Ltd.—Yka<br>457′ 0″ 60′ 2″ 26′ 1″<br>426′ 6″ 60′ 0″ 32′ 6″<br>P23′ B176′ F30′ 2 dks<br>RW | S<br>6 Ho<br>G.527356 B.476855<br>6 Ha (26¾′×19¾′) (39¼′, 28¾′, 23½′, 36¾′, 27¾′×21′)<br>16W Der 1(30) 4(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>5000shp 1574t (o.f)<br>Ishikawajima Jukogyo Tok<br>3×120, 120, 40kW 230V d.c. 14¼k |
| 503190<br>PCWQ<br>Df Esd<br>RTm | **AXEL**<br>**Fritz Vollmers**<br>Rendsburg W. German | ~~500~~<br>~~250~~ 299<br>~~728~~ 154<br>— | T.Mk<br>BV | 1960 Schps. & Rep. Gebr. Sander—Dzl<br>178′ 10″ 28′ 8″ 10′ 10¾″<br>159′ 5″ 28′ 6½″ 11′ 11″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 104½′<br>G.34950 B.31200<br>2 Ha (each 39¾′×17¼′)<br>Der 2(3) | Oil 4SA 6Cy. 305×460 mm<br>450bhp (d.o)<br>D. & J. Boot "De Industrie" Alp<br>2×6kW 110V d.c. 10k |
| 652051<br>DEHF<br>Df Esd<br>Rdr RTv | **AXEL**<br>**Partenreederei m/s "Axel"**<br>~~Diersch & Schröder~~<br>Bremen W. German | 423<br>200<br>700 | GL | 1965 Bayerische Schiffbauges. m.b.H.—Erlenbach<br>182′ 5″ 27′ 7″ 10′ 1⅝″<br>173′ 11″ 27′ 3″ 10′ 10″<br>P47′ F34′ 1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 290×420 mm<br>500bhp<br>Masch. Kiel A.G. Kel<br>10½k |
| 672074 | **AXEL**<br>**Göteborgs Bogserings & Bargnings A/B**<br>Gothenburg Swedish<br>For later particulars see New Entries No. 1 | 225<br>—<br>— | 100A1<br>tug<br>Class contemplated | Cochrane & Sons Ltd.—Sel<br>96′ 11″ 29′ 6″<br>86′ 0″ 27′ 9″ 15′ 0″ | M Tug | Oil 4Cy. 12½″×14½″<br>Ruston & Hornsby Lcn |
| 503191<br>LLGF<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AXEL B. LORENTZEN**<br>**I/S Jojati**<br>Stove Shipping<br>Oslo Norwegian | 11071<br>5732<br>~~15500~~<br>16820 | NV | 1963 A/S Frederiksstad M/V—Fks<br>540′ 9″ 65′ 8″ 28′ 6½″<br>500′ 0″ 65′ 7½″ 39′ 6″<br>P128′ Q95′ B82′ F62′ 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>6 Ho 57¾′, 62¼′, 62¼′, 60¼′, 60¼′, 62¼′<br>G.740020 B.709087<br>6 Ha (stl) (38½′, 40′, 40′, 40′, 40′, 39½′×32¾′)<br>6W Der 6(8) | Oil 2SA 6Cy. 760×1500 mm<br>5600bhp Götaverken 1196t (hvf)<br>A/S Frederiksstad M/V Fks<br>3×236/295kW 440V 60c/s a.c. 14k |

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| 661243 | **AUSTRALIA MARU** | |
| JGZB | | |
| 100090 | **Daiichi Chuo Kisen Kaisha** | |
| Df Esd | Tokyo Japane | |
| Gc Rdr | | |
| RT | | |
| 651379 | **AUSTRALIA STAR** | 16 |
| GQYU | | 5 |
| 307985 | **Blue Star Line Ltd.** | |
| Df Esd | London Briti | |
| Gc Rdr | | |
| 641811 | **AUSTRALIAN CITY** | |
| GNZE | | |
| 304207 | **Reardon Smith Line Ltd.** | |
| Df Esd | Sir Wm. Reardon Smith & | |
| Gc Rdr | Sons Ltd. | |
| RTm/h/v | Bideford Brit | |
| 527887 | **AUSTRALIAN GALAXY** | |
| KQOM | exPioneer Glen–65 exRapid– | |
| 248813 | **Farrell Lines Inc.** | |
| Df Esd | New York United Sta | |
| Gc Rdr | | |
| 527886 | **AUSTRALIAN GEM** | |
| KQOK | exPioneer Gem–65 | |
| 248815 | exWhistler–47 | |
| Df Esd | **Farrell Lines Inc.** | |
| Gc Rdr | New York United Sta | |
| 527899 | **AUSTRALIAN GULF** | |
| KQOO | exPioneer Star–65 | |
| 248812 | exDefender–47 | |
| Df Esd | **Farrell Lines Inc.** | |
| Gc Rdr | New York United Sta | |
| 527888 | **AUSTRALIAN ISLE** | |
| KAUK | exPioneer Isle–65 exSheliak | |
| 256787 | **Farrell Lines Inc.** | |
| Df Esd | New York United Sta | |
| Gc Rdr | | |
| 523831 | **AUSTRALIAN PROGRE** | |
| VJNK | exMobil Progress–64 | |
| 301119 | exStanvac Progress–62 | |
| Df Esd | **Mobil Shipping Co. Ltd.** | |
| Gc Rdr | Melbourne Bri | |
| RTv | | |
| 527898 | **AUSTRALIAN REEF** | |
| KYFY | exPioneer Reef–65 exComet | |
| 244020 | **Farrell Lines Inc.** | |
| Df Esd | New York United St | |
| Gc Rdr | | |
| 527900 | **AUSTRALIAN SURF** | |
| WHOZ | exPioneer Surf–65 | |
| 254842 | exAmerican Inventor–58 | |
| Df Esd | exTheenim–48 | |
| Gc Rdr | **Farrell Lines Inc.** | |
| | New York United St | |
| | Now **SURFER** See Ne | |
| 650353 | **AUSTRALIC** | |
| SDUA | | |
| 10575 | **Rederi A/B Transal** | |
| Df Esd | Per Carlsson | |
| Gc Rdr | Gothenburg Sw | |
| RTm/h/v | | |
| 503118 | **AUSTRALIND** | |
| GHMJ | | |
| 302840 | **Australind Steam Shipp** | |
| Df Esd | **Co. Ltd.** | |
| Gc Rdr | Trinder Anderson & Co. L | |
| RTv | London B | |

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|---|---|---|---|---|---|---|
| 660307 | **AXEL BROSTRÖM** | 41843 | | | 1965 A/B Götaverken—Got | M Tanker |
| SKUT | | 23431 | | | 785' 1" 121' 2" 40' 2¼" | 16Ta |
| 10660 | **Ångfartygs A/B Tirfing** | 70600 | | NV | 760' 0" 121' 0" 54' 0" | L.3089052 |
| Df Esd | Dan-Axel Broström | | | | P174' F78' 1 dk | |
| Gc Pfd | Gothenburg Swedish | | | | | Der 2(5–10) 2 |
| Rdr | | | | | | |
| RTm/h/v | | | | | | |
| 503192 | **AXEL ENSTRÖM** | 284 | ✠100A1 | SS 5/67 | 1958–12 A/B Åsi-Verken—Åmål | M Tug |
| SHNQ | | 77 | tug Baltic service | | 108' 4" 29' 7" 13' 2" | |
| 9892 | **Svenska Cellulosa A/B** | — | Str. nav. ice | | 96' 0" 28'10½" 15' 11" | |
| Df Esd | Eije Mossberg | | ✠LMC | | RAD4' RFD18' | |
| Pfd Rdr | Sundsvall Swedish | | MN320 | EL (c) | 3BH | |
| RTm | | | | | rf 69" WB54t | |
| 503193 | **AXEL GORTHON** | T.Mk | ✠100A1 | ~~SS 10/60~~ | 1955–12 Öresundsvarvet A/B—Lkr | M |
| SHNT | | 2055 | Ice Class 2 | SS 6/68 | 334' 5" 43' 11" 19' 3¼"/22' 4¼" | 3 Ho 84¾', 15¾' |
| 9620 | **Rederi A/B Gylfe** | 998 | ✠LMC | | 318' 10" 43' 10" 27' 6" | G.228980 B.212 |
| Df Esd | Stig Gorthon | 3680 | | | Q75' F31' 2 dks | 5 Ha (23¾'×18') |
| Gc Pfd | Helsingborg Swedish | 3329 | MN512 | EL (u)1¼"ptWI | RW Coll BH to U dk 5 to 2nd dk | 26'×21') |
| Rdr | | 1912 | | ptSQ | len 63 (amids) | 10W Der 1(20) 1 |
| RTm/h/v | | 4750 | | | rf 4" WB896t incl. Tunnel tank 115t | |
| 670908 | **AXEL U** | 18669 | ✠100A1 | | 1967–6 Öresundsvarvet A/B—Lkr | M Bulk Carrier |
| LLNW | | 12688 | strengthened for ore | | 609' 1" 79' 4" 35' 2½" | 7 Ho 38', 84', 52½ |
| | **Ugland Bulk Transport III** | 30130 | cargoes Nos. 2, 4, & 6 | | 578' 3" 78' 9" 51' 6" | G.1406410 B.1350 |
| Df Esd | Ugland Management Co. A/S | | holds may be empty | | F54' 1 dk, 2nd dk in Nos. 2, 4 & 6 holds | 7 Ha (stl) (34', 76 |
| Gc Rdr | Grimstad Norwegian | | ✠LMC | | NS 10BH | 76', 34'×35½') |
| RTm/h/v | | | MN1700 | EL m†2¼" U2 | | Cr 2 |
| | | | | | rf 2" WB9175t incl. Comb. btm & side tanks in holds 2998t | |
| 503198 | **AXELHUS** | 471 | | | 1950 Helsingör Skibs. & Msk.—Hsg | M (12P) OSD |
| OXEV | | 195 | | | 210' 2" 34' 5" 12' 3½" | 1 Ho 111½' |
| | **Det forenede Dampskibs-** | 600 | | BV | 34' 3" | G.59305 B.54648 |
| Df Esd | **Selskab A/S** | | | | 1 dk & S dk | 2 Ha (8¾'×11½') (9 |
| Gc Pfd | Odense Danish | | | | rf 19½" | 2W Cr 2(3) |
| Rdr RT | Now **HOE ONN** See New Entries No. 3 | | | | | |
| 503199 | **AXELINE BRODIN** | TMk. | ✠100A1 | SS 4/67 | 1957–6 Öresundsvarvet A/B—Lkr | M |
| SFLA | | 5650 | | | 462' 10" 62' 8" 26' 10"/30' 4¼" | |
| 9768 | **Rederi A/B Disa** | 3150 | ✠LMC | | 431' 11" 62' 6" 41' 0" | G.706080 B.644000 |
| Df Esd | ~~Erik O. Brodin~~ ~~Olof Brodin~~ | 10820 | | | F47' 2 dks | |
| Gc Rdr | ~~Stockholm~~ ~~Swedish~~ | 8995 | MN1200 | EL c†2¼"SQ | 7BH | 18W Der 1(30) 4(10) |
| RT | Lars Brodin | 5888 | | | rf 6" DK fwd WB3587t incl. Tunnel tanks 400t DTsm1196t | |
| | Stockholm Swedish | 12700 | | | | |
| 503201 | **AXINA** | 12283 | ✠100A1 | ~~SS 11/62~~ | 1958–11 Lithgows Ltd.—P.Gl | S Tanker Mchy.aft |
| MYGC | | 6974 | oil tanker | SS 9/67 | 558' 11" 69' 5" 29' 10" | 33 Ta |
| 300790 | **Tanker Finance Ltd.** | ~~18230~~ | ✠LMC | | 531' 0" 69' 3" 39' 0" | |
| Df Esd | London British | 19063 | | | P112' B36' F50' 1 dk | 1 Ha (stl) (8'×8') |
| Gc Pfd | Shell Tankers (U.K.) Ltd. (Mgrs.) | | MN1500 | EL h†2⅛"SQ | 16BH | Der 1(5) |
| Rdr | | | | | rf 3" WB499t | |
| RTm/v | | | | | | |
| 506965 | **AXUM** | 495 | ✠ | | 1944–2 Cook, Welton & Gemmell—Bev | M Ref |
| | exChernomoretz–64 | 235 | | | 164' 6" 27' 7" 13' 5" | 3 Ho |
| | exThermo–61 exCrowlin–55 | 552 | | ~~NV~~ | 27' 5" | |
| Df Esd | **Red Sea Development Corp.** | | | | | 3 Ha (20'×10½') (12¾'× |
| | Massawa Ethiopian | | | | conv trawler 48 | Der 2(2½) 1(1½) |
| 672527 | **AY-PETRI** | 1002 | | | 1962 G. Dimitrov Shipyard—Varna | M |
| USKM | | 392 | | | 206' 9" 30' 6" 9' 10" | 1 Ho |
| M-20943 | **U.S.S.R.** | 178 | | | 19' 4" | B.6000 |
| | Odessa Russian | | | | | 1 Ha (6½'×10') |
| | | | | | | 1W Der 1(1) |
| 503203 | **AYALA** | 2560 | ✠100A1 | SS 10/65 | 1944–9 Soc. Española de Const. Nav.— | S |
| EAYH | | 1511 | | | Bbo | |
| | **Compañia Maritima Zorroza** | 3450 | LMC | | 295' 11" 41' 10" 19' 0" | |
| Df RT | Bilbao Spanish | | | | 277' 3" 41' 6" 22' 0" | |
| | | | | EL s1¾" | P22' B78' F31' 1 dk | |
| | | | | | NS 6BH | |
| | | | | | WB812t | |
| 650217 | **AYAUTA MARU** | 199 | | | 1964 Nakamura Zosen Tekkosho— | M Ferry |
| JL2280 | | 41 | | | Matsue | |
| 97350 | **Kosaka Kaiun K.K.** | — | | | 177' 2" 29' 6" 5' 11" | |
| | Sakaide Japanese | | | | 111' 6" 26' 3" 9' 2" | |
| | | | | | 1 dk | |
| 661596 | **AYDIN REIS** | 498 | ✠100A1 | | 1966–10 Denizcilik Ltd. Sti.—Beykoz | M Tanker Mchy.aft |
| | **Denizcilik Anonim Sirketi** | 294 | oil tanker | | 200' 6" 30' 7" 12' 1" | |
| | ~~**Denizcilik Limited Sirketi**~~ | 1100 | ✠LMC | | 180' 5" 30' 6" 13' 6" | |
| Rdr RT | Istanbul Turkish | | | | P44' F28' 1 dk | |
| | | | MN150 | EL j 1½"U1 | 7BH | |
| | | | | | rf nil WB81t | |

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|---|---|---|---|---|---|---|
| Oil 2SA 9Cy.<br>19800bhp<br>HeCls. BC A/B Götaverk<br>3×600, 600, 50<br>) | A.S.<br>Turkish | ~~525~~ 696<br>— 441<br>— | AB | 1966 Denizcilik Bankasi T.A.O.—Halic<br>200' 4" 29' 7" 10' 2"<br>182' 1" 29' 6" 13' 11"<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim Mhm |
| Oil 2SA 6Cy.<br>1600bhp<br>Nydqvist & H<br>Controllable p | RINA<br>a–65<br>nporter–53<br>–47<br>s John Tipton<br>teamship Corp.<br>Liberian | 7245<br>4462<br>10874 | AB<br>Classed LR until 3/60 | 1943 California S.B. Corp.—L.An<br>441' 8" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.563000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. |
| Oil 2SA 6Cy.<br>97¾' 2770bhp<br>A/B Götaverk<br>', 26', 3×110kW 220 | RKELLA<br>ritime Co. Ltd.<br>London) Ltd.<br>Greek | 8451<br>4958<br>— | ✠Classed LR until 4/66 | 1955-6 Bartram & Sons Ltd.—Sld<br>459' 0" 62' 0" 28' 5½"<br>445' 7" 61' 10" 40' 2"<br>F45' 2 dks<br>RW<br>rf 4" | M CSD | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm B&W<br>4400bhp<br>J. G. Kincaid & Co. Ltd. Grk |
| | VENDER See New Entries No. 5 | | | | | |
| ft Oil 2SA 7Cy<br>2½', 84', 35½' 8500bhp<br>A/B Götaverk<br>68', 44½', AuxB 100℔<br>3×328, 328, 1<br>e tanks in holds 2424t DTs | gfartygs A/B<br>lsingfors Finnish | T.Mk<br>5252<br>2657<br>7800 | ✠100A1 SS 5/65<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1260 EL b† | 1957-2 A. Vuijk & Zonen—Capelle<br>462' 2" 59' 4" ~~24' 8¼"~~ 25' 1¼"<br>426' 6" 59' 0½" 36' 3"<br>P31' F44 2 dks, 3rd dk fwd of mchy. space<br>R Coll BH to U dk 6 to 2nd dk<br>rf 5" WB1287t incl. Tunnel tanks 210t | M (4P) Ref ~~OSD~~<br>5 Ho 61', 64¼', 70¼', 64¼', 64¼'<br>G.470056 B.436693 In.80500<br>5 Ha (31', 36¼'×23½')<br>(35', 35'×22½') (36¼'×23½')<br>16W Der 16(5) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp 1090t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>AuxB 160℔<br>3×220kW 220V d.c. 16k |
| .aft Oil 2SA 6Cy.<br>1560bhp<br>Burmeister &<br>1¼') 2×48kW 220V | 52<br>mship Co. Pty<br>.W British | 1140<br>682<br>1660 | BS✱ SS 6/66<br>MBS<br>CT1141 C24 | 1911-10 Greenock & G'mouth Dkyd—Gmh<br>239' 0" 34' 8" 15' 5"<br>230' 0" 34' 6" 20' 2"<br>Q124' B13' F26' 1 dk<br>R NS 4BH<br>WB339t | S Mchy.aft<br>G.75000 B.68000 | T 3Cy. 18¼" 30" & 48"×33"<br>1140ihp 211t (c)<br>Muir & Houston Ltd. Gls<br>2 SB 180℔ hs(2700) 10½k |
| Oil 2SA 8Cy.<br>6000bhp<br>A/B Götaverk<br>✠NWTAuxB<br>5) 2(1½) | H<br>g Co. Ltd.<br>British | 231<br>—<br>— | ✠100A1 SS 3/67<br>tug<br>✠LMC<br>MN180 EL (c) | 1950-10 A. Hall & Co. Ltd.—Abn<br>103' 1" 26' 8" 11' 10"<br>95' 7" 26' 6" 12' 9"<br>B35'<br>3BH<br>BK7½" WBDTf17t | S Tug Mchy.aft | T 3Cy. 16" 25" & 42"×30"<br>635ihp (o.f)<br>A. Hall & Co. Ltd. Abn<br>SB 225℔ hs(2530) 3cf ND 12k |
| 2 S Turb dr g<br>7500shp<br>D. Rowan & C<br>2WTB 610℔ S<br>sg 130℔<br>2×400kW 440 | Russian | 1002<br>392<br>176 | | 1962 G. Dimitrov Shipyard—Varna<br>206' 9" 30' 8" 9' 10"<br>19' 3" | M<br>1 Ho<br>B.6000<br>1 Ha (6½'×10')<br>Cr 1(1) | Oil 4SA 8Cy. 320×480 mm<br>12½k |
| Oil 2SA 6Cy.<br>1400bhp NE<br>Atlas-Mak Ma<br>10') (8½'×8¾') | ROSS<br>ng Co. Ltd.<br>waite & Son<br>gh British | 214<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN360 EL 1"U1 | 1967-6 R. Dunston (Hessle) Ltd.—Hessle<br>106' 6" 27' 0" 12' 1½"<br>95' 6" 26' 6" 15' 2"<br>1 dk<br>4BH<br>rf 24" BK6" WB61t | M Tug (12P) | Oil 2SA 9Cy. 10½"×13½" sr reverse geared<br>1800bhp 45t (d.o)<br>Crossley Bros. Ltd. Mch<br>2×30, 10kW 110V d.c. 11k |
| Oil 4SA 8Cy. | Russian | 1002<br>392<br>210 | | 1961 G. Dimitrov Shipyard—Varna<br>206' 9" 30' 7" 9' 10"<br>19' 2" | M<br>1 Ho<br>B.6000<br>1 Ha (10'×6½')<br>Cr 1(1) | Oil 4SA 8Cy. 320×480 mm<br>Emade57fitted61<br>12½k |
| T 3Cy. 17" 28'<br>1000ihp ✠N<br>Talleres de Z<br>2 SB 180℔ h | stasiatiske<br>i<br>Danish | T.Mk<br>7822<br>4566<br>11180 | ✠100A1 SS 5/65<br>DTm & 'tween dk tanks f—oil FP above 150° F. vegetable oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>MN2000 EL f†2¼"SQ | 1960-5 A/S Nakskov Skibsv.—Nkv<br>524' 0" 67' 10" 27' 0"<br>480' 0" 67' 8" 39' 7"<br>P12' F96' 3 dks<br>RW 6BH<br>rf 4" DK fwd WB3713t incl. DTm1136t<br>TwDf482t | M Ref Mchy.aft<br>4 Ho<br>G.740100 B.660950 In.9400<br>5 Ha (34'×18') (39¾', 34¾', 39¾', 37¼'×22')<br>20W Der 1(60) 1(20) 10(5) 10(3) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp 1866t<br>Burmeister & Wain Cpn<br>2AuxB (1 o.f 1 ex.g) 100℔ 17k |
| Oil 4SA 6Cy.<br>550bhp<br>Niigata Eng. | Bankasi T.A.O.<br>Isletmesi<br>Turkish | 1926<br>983<br>632 | ✠100A1 SS 7/65<br>for service between all European, Mediterranean & Black Sea ports<br>✠LMC<br>MN760 EL q | 1952-11 N.V. Mch. & Schps. P. Smit Jr.—Rot<br>281' 10" 40' 4" 12' 6"<br>254' 3" 40' 2" 15' 11"<br>B&F184 1 dk, 2nd dk clear of ER<br>RW 7BH<br>WB211t | TM (591P)<br>1 Ho 60¾'<br>G.20977 B.18000<br>1 Ha (20'×10¾')<br>2W Cr 1(3) | 2 Oil 2SA each 8Cy. 420×750 mm<br>3800bhp B&W 98t (d.o)<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>db 71℔<br>4×135, 135, 135, 38kW 115/230V d.c.<br>16k |
| Oil 4SA 6Cy.<br>750bhp<br>Klöckner-Hu<br>3×15, 15, 5½k | exKorsfjord<br>ort Trust<br>Indian | 538<br>114<br>— | | 1942 Wärtsilä-Kon. Sandvikens Skepps—Hfs<br>160' 8" 30' 11" 10' 4¾"<br>30' 9" | TS Tug<br>1 Ho 30'<br>1W Der 1(1) | T 6Cy. 11$\frac{7}{16}$" 18⅛" & 30$\frac{5}{16}$"×17¾"<br>110t (c)<br>Wärtsilä-Kon. Sand. Skepps Hfs<br>9k |

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| 661243<br>JGZB<br>100090<br>Df Esd<br>Gc Rdr<br>RT | **AUSTRALIA MARU**<br><br>**Daiichi Chuo Kisen Kaisha**<br>Tokyo Japanese | 43191<br>12900<br>67929 | |
| 651379<br>GQYU<br>307985<br>Df Esd<br>Gc Rdr | **AUSTRALIA STAR**<br><br>**Blue Star Line Ltd.**<br>London British | 10025 ~~10916~~<br>5842 ~~6404~~<br>12170 | ✠100A1<br>526<br>✠LMC<br>✠Lloyd's RM<br>MN3520 EL |
| 641811<br>GNZE<br>304207<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AUSTRALIAN CITY**<br><br>**Reardon Smith Line Ltd.**<br>Sir Wm. Reardon Smith &<br>Sons Ltd.<br>Bideford British | 18621<br>12250<br>30483 | ✠100A1<br>strengthened<br>cargoes<br>✠LMC<br>MN1900 EL |
| 527887<br>KQOM<br>248813<br>Df Esd<br>Gc Rdr | **AUSTRALIAN GALAXY**<br>exPioneer Glen–65 exRapid–47<br>**Farrell Lines Inc.**<br>New York United States | 8228<br>4833<br>10443 | |
| 527886<br>KQOK<br>248815<br>Df Esd<br>Gc Rdr | **AUSTRALIAN GEM**<br>exPioneer Gem–65<br>exWhistler–47<br>**Farrell Lines Inc.**<br>New York United States | 8228<br>4839<br>10443 | |
| 527899<br>KQOO<br>248812<br>Df Esd<br>Gc Rdr | **AUSTRALIAN GULF**<br>exPioneer Star–65<br>exDefender–47<br>**Farrell Lines Inc.**<br>New York United States | 8228<br>4839<br>10443 | |
| 527888<br>KAUK<br>256787<br>Df Esd<br>Gc Rdr | **AUSTRALIAN ISLE**<br>exPioneer Isle–65 exSheliak–43<br>**Farrell Lines Inc.**<br>New York United States | 8380<br>4967<br>10183 | |
| 523831<br>VJNK<br>301119<br>Df Esd<br>Gc Rdr<br>RTv | **AUSTRALIAN PROGRESS**<br>exMobil Progress–64<br>exStanvac Progress–62<br>**Mobil Shipping Co. Ltd.**<br>Melbourne British | 10186<br>5535<br>13857 | <br>LR class withdr<br>Owners' request |
| 527898<br>KYFY<br>244020<br>Df Esd<br>Gc Rdr | **AUSTRALIAN REEF**<br>exPioneer Reef–65 exComet–48<br>**Farrell Lines Inc.**<br>New York United States | 8257<br>4869<br>10176 | |
| 527900<br>WHOZ<br>254842<br>Df Esd<br>Gc Rdr | **AUSTRALIAN SURF**<br>exPioneer Surf–65<br>exAmerican Inventor–58<br>exTheenim–48<br>**Farrell Lines Inc.**<br>New York United States<br>Now **SURFER** See New Entries No. 10 | 8372<br>4966<br>10120 | |
| 650353<br>SDUA<br>10575<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AUSTRALIC**<br><br>**Rederi A/B Transal**<br>Per Carlsson<br>Gothenburg Swedish | T.Mk<br>6482<br>2725<br>7813<br>8002<br>4302<br>8393 | ✠100A1<br><br>✠LMC<br>✠Lloyd's RMC<br>MN2000 EL |
| 503118<br>GHMJ<br>302840<br>Df Esd<br>Gc Rdr<br>RTv | **AUSTRALIND**<br><br>**Australind Steam Shipping**<br>**Co. Ltd.**<br>Trinder Anderson & Co. Ltd.<br>London British | T.Mk<br>6134<br>3426<br>10699<br>8451<br>4875<br>12054 | ✠100A1<br><br>✠LMC<br><br>MN1260 EL |

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| 501483<br>6ZMG<br>2392<br>Df Esd<br>Gc Rdr<br>RT | **AZADEH**<br>exAmiénois–65<br>**Overseas Nav. Corp.**<br>Monrovia Liberian | 3000<br>1300<br>3662 | **BROKEN UP** | BV | 1947 Tampa S.B. Co.—Tampa<br>371' 9" 54' 2" 19' 1"<br>54' 0"<br>P102' B30' F87' 1 dk & S dk |
| 503214<br>ODGX<br><br>Df Esd<br>Gc | **AZAHAR**<br>exItalico–59 exHoward Gray–47<br>**San Antonio Inc.**<br>Beirut Lebanese | 7272<br>4451<br>10874 | | AB | 1944 J. A. Jones Const. Co.—<br>Panama City<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" |
| 503215<br>IOWF<br>825 | **AZALEA**<br>exOcarina–57 exGina–54<br>exIsolina exCarolina M.–33<br>exPrincipe di Carovigno<br>**Pietro e Mario Casu**<br>Viareggio Italian | 148<br>127<br>— | | ~~RI~~ | 1901 G. Benetti—Viareggio<br>93' 2" 23' 10"<br>89' 11" 23' 4" 10' 9" |
| 503216<br>KOOJ<br>243436<br>Df Esd<br>Gc Rdr<br>RTm | **AZALEA CITY**<br><br>**Coastal Ship Corporation**<br>Wilmington, Del United States | 9014<br>5980<br>7897 | <br><br>Classed LR until 7/53 | AB | 1943 Gulf S.B. Corp.—Chickasaw<br>468' 8" 72 2" 25' 0½"<br>445' 4" 72' 0" 31' 3"<br>2 dks<br>RW<br>rf nil |
| 524517<br>6ZJA<br>2308<br>Df Esd<br>Gc Rdr | **AZAR**<br>exNadine–65 exCeleste–61<br>exSundial–58<br>exWentworth Park–48<br>**Pasmo Shipping Corp.**<br>Monrovia Liberian | 2855<br>1629<br>4627 | ~~✠100A1~~<br><br>~~✠LMC~~<br>**BURNT AFTER STRANDING 2/68** | ~~SS 7/65~~<br><br><br><br>~~EL u~~ | 1944-10 Foundation Maritime Ltd.-<br>Pictou<br>328' 0" 46' 6" 20' 10½"<br>310' 5" 46' 4" 25' 2"<br>P31' B76' F34' 1 dk<br>R 5BH<br>WB799t |
| 641759<br>FNMY<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AZAY LE RIDEAU**<br><br>**Soc. Maritime des Petroles**<br>**B.P.**<br>Dunkirk French | 31959<br>17696<br>51110 | | BV | 1964 At. & Ch. de Dunkerque &<br>Bordeaux (France-Gironde)—Dn<br>746' 5" 100' 4" 38' 6"<br>702' 1" 100' 0" 52' 8"<br>P163' B75' F76' 1 dk |
| 503217<br>FNSR<br><br>Df Esd<br>Gc Rdr<br>RTm | **AZEMMOUR**<br><br>**Cie. de Nav. Paquet**<br>Marseilles French | 3921<br>2125<br>3043 | | BV | 1951 At. & Ch. de Bretagne—Nts<br>372' 8" 49' 2" 22' 8"<br>49' 0"<br>P&B236' F98' 2 dks<br>RW<br>rf 20" |
| 641950<br>UPEG<br>M-6510 | **AZERBAIDJAN**<br>exBeria<br>**U.S.S.R.**<br>Novorossisk Russian | 6605<br>3055<br>8425 | | | 1935 ....................Russia<br>435' 2" 54' 6" 22' 4½"<br>29' 6"<br>1 dk<br>R |
| 672272<br><br><br>Df Esd<br>Gc Rdr | **AZERBAIJAN**<br><br>**U.S.S.R.**<br>Russian | 658<br>280<br>450 | | | 1954 Stocznia Gdanska—Gdk<br>*185·7'* 29' 8" 13' 11"<br>29' 6½" 16' 3" |
| 542630<br>4XNF<br>MS141 | **AZGAD II**<br>exHavkvern II–63<br>exKelt–60<br>**Atlantic Fisheries Co. Ltd.**<br>Haifa Israel | 690<br>283<br>— | | NV | 1944 N.V. Mch. & Schps. P. Smit<br>Rot<br>220' 6" 30' 4" 14' 7½"<br>... ... ... |
| 641408<br>4XNK<br>MS167<br>Df Esd<br>Gc Rdr<br>RT | **AZGAD 3**<br><br>**Atlantic Fisheries Co. Ltd.**<br>Haifa Israel | 1443<br>622<br>648 | ✠100A1<br>stern trawler<br>✠LMC<br>✠Lloyd's RMC<br>MN470 EL (o)‡†1⅛"SQ | | 1965-1 Nylands Verksted—Osl<br>231' 7" 37' 6" 16' 9"<br>201' 1" 37' 5" 25' 7"<br>B20' F49' 2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 39" Box K11½" WB334t |
| 650542 | **AZIE**<br><br>**Foremost Land & Marine**<br>**Westminster Ltd.**<br>British<br>Now **ASIA** See<br>New Entries No. 11 | 701<br>527<br>— | ✠100A1<br>dredger<br>Dutch estuary service | EL (k) | 1965-5 Schps. L. Smit & Zoon—<br>Kinderdijk<br>164' 0" 37' 11"<br>162' 9" 37' 9" 12' 11"<br>1 dk<br>4BH<br>rf nil WB76t |
| 503220<br>PCWX<br><br>Rdr RT | **AZIE**<br><br>**Ned. Stoomsleep-**<br>**dienst v/h van P. Smit Jr.**<br>Rotterdam Netherland | 161<br>—<br>— | | | 1961 N.V. Schps. v/h H. H. Bod<br>Millingen<br>94' 8" 27' 6" 8' 5"<br>85' 1" 27' 4" 11' 5" |

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| **192**<br>96<br>— | | **1964** Hayashikane Zosen—Smk<br>139′ 4″ 21′ 9″<br>111′ 6″ 21′ 8″ 10′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **420**<br>88<br>258 | | **1958** O/Y Laivateollisuus A/B—Åbo<br>134′ 2″ 30′ 7″ 13′ 11½″<br>115′ 6″ 29′ 5″ 15′ 0″<br>1 dk | Wood M Survey Ship<br>2 Ho<br>2 Ha<br>2W Der 1(5) 1(3) | Oil 4SA 8Cy. 240×360 mm<br>Schwermasch. Karl Liebknecht Mgd<br>10k |
| **300**<br>182<br>752 | GL | **1965** Scheeps. "Vooruitgang"—<br>Foxhol<br>184′ 8″ 30′ 10″ 10′ 8″<br>158′ 5″ 30′ 6″ 17′ 9″<br>1 dk & S dk | M OSD Mchy.aft<br>G.56150 B.51350<br>1 Ha (87½′×19½′) | Oil 4SA 6Cy. 250×350 mm<br>550bhp<br>Motorenw. Mannheim Mhm<br>10k |
| ~~116~~ 132<br>~~37~~ 47<br>— | | **1964** Coöp Ver. Schpsw "Vooruit"—<br>Zaandam<br>92′ 6″ 20′ 8″<br>78′ 9″ 20′ 6″ 10′ 4″ | M Fishing Mchy.aft | Oil 4SA 6Cy. 210×300 mm<br>Gebr. Stork & Co. Zwolle |
| **7236**<br>3922<br>—<br>**9573**<br>5414<br>— | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1980 EL f†2¼″SQ | **1966–5** A.G. "Weser" Werk Seebeck—<br>Bhn<br>499′ 3″ 67′ 1″ 27′ 0¾″/30′ 4¾″<br>474′ 3″ 66′ 11″ 40′ 0″<br>F68′ 2 dks & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB1555t | M Ref OSD/CSD Mchy.aft<br>In.6395 | Oil 2SA 6Cy. 780×1550 mm<br>9900bhp<br>Masch. Augsburg-Nürnberg Aug<br>AuxB 114lb<br>3×300kW 450V 60c/s a.c. |
| **662**<br>384<br>605 | | **1951** Schiffs. Korneuburg A.G.—<br>Korneuburg<br>195′ 11″ 29′ 6″ 9′ 10″<br>11′ 7″<br>1 dk | M<br>2 Ho<br>G.36480<br>2 Ha (36¾′, 30¼′×16½′) | Oil 4SA 6Cy. 349×533 mm<br>England<br>9¼k |
| **1117**<br>524<br>1059 | | **1954** Valmet O/Y—Turku<br>219′ 7″ 33′ 2″ 14′ 7″<br>33′ 0″ 15′ 3″<br>1 dk | M Tanker Mchy.aft<br>4 Ta<br>L.57070<br>4W Der 2(1) 2(½) | Oil SA 6Cy. 340×570 mm<br>Nydqvist & Holm A/B Thn<br>10½k |
| **407**<br>200<br>— | | **1937** Campbell MachineCo.—San Diego<br>*130·4′* 29′ 2″<br>139′ 10″ 29′ 0″ 15′ 6″<br>1 dk | Wood M Fishing<br>1 Ha (5′×6½′) | Oil 4SA 6Cy. 405×520 mm<br>600bhp<br>Union Diesel Eng. Co. Oakland |
| **1923**<br>935<br>—<br>**2850**<br>1619<br>— | | **1944** Deutsche Werft A.G.—Ham<br>301′ 4″ 44′ 5″ 18′ 5″/—<br>44′ 3″ 26′ 11″<br>1 dk & S dk | S OSD/CSD<br>3 Ho<br>G.155103<br>3 Ha (22¾′, 26¼′, 26¼′×18′)<br>11W Der 1(10) 2(5) 8(3) | C 4Cy. (2) $16\frac{9}{16}$″ & (2) $35\frac{7}{16}$″×$35\frac{7}{16}$″<br>Waggon & Masch. Gorlitz<br>11k |
| **678**<br>245<br>500 | | **1957** Stocznia Gdanska—Gdk<br>194′ 4″ 29′ 7″ 14′ 2⅛″<br>176′ 8″ 29′ 6½″ 16′ 3″ | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm<br>800ihp<br>H. Cegielski Poz |
| **336**<br>79<br>— | | **1951** Ruona O/Y—Brahestad<br>*123·1′* 26′ 6″<br>… … … | TS Tug | C 4Cy. 10¼″ & 21¾″×15¾″<br>Ruona O/Y Brahestad |
| **1989**<br>984<br>2610 | | **1954** Stocznia Gdanska—Gdk<br>285′ 5″ 40′ 4″ 17′ 9″<br>40′ 2″ 19′ 0″<br>1 dk<br>RW | S Ore Carrier Mchy.aft<br>4 Ho<br>G.116433<br>4 Ha (21¼′×18′) (25½′, 25½′, 27½′×26′)<br>8W Der 8(3) | C 4Cy. (2) 370 & (2) 800×800 mm<br>1300bhp<br>Z.U.T. Zgoda Swi<br>9½k |
| **3920**<br>2084<br>3381 | BV | **1949** At. & Ch. de Bretagne—Nts<br>372′ 8″ 49′ 0″ 22′ 8″<br>48′ 10″<br>P62′ B108′ F92′ 2 dks<br>RW<br>rf 20″ | S (140P) Ref<br>4 Ho 63¾′, 50¼′, 49¾′, 49¼′<br>G.92688 In.116520<br>4 Ha (18′, 14¼′×13′) (24′, 21½′×16½′)<br>8W Der 8(5) | 2 S Turb dr geared to sc. shaft<br>4750shp 375t (o.f)<br>At. & Ch. de Bretagne Nts<br>3×300, 175, 175kW 220V d.c. 15k |
| **623**<br>279<br>791 | GL | **1962** D. W. Kremer Sohn—Elmshorn<br>192′ 10″ 28′ 10″ 11′ 9″<br>178′ 4″ 28′ 8″ 12′ 3″<br>P54′ F28′ 1 dk | M Tanker Mchy.aft<br>L.32990 | Oil 4SA 6Cy. 290×375 mm<br>675bhp (d.o)<br>Masch. Kiel A.G. Kel<br>2×24kW 115V d.c. 10½k |

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| 661243<br>JGZB<br>100090<br>Df Esd<br>Gc Rdr<br>RT | **AUSTRALIA MARU**<br><br>**Daiichi Chuo Kisen K**<br>Tokyo J |
| 651379<br>GQYU<br>307965<br>Df Esd<br>Gc Rdr | **AUSTRALIA STAR**<br><br>**Blue Star Line Ltd.**<br>London |
| 641811<br>GNZE<br>304207<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AUSTRALIAN CITY**<br><br>**Reardon Smith Line L**<br>Sir Wm. Reardon Smith<br>Sons Ltd.<br>Bideford |
| 527887<br>KQOM<br>248813<br>Df Esd<br>Gc Rdr | **AUSTRALIAN GALA**<br>exPioneer Glen–65 exRa<br>**Farrell Lines Inc.**<br>New York Unitec |
| 527886<br>KQOK<br>248815<br>Df Esd<br>Gc Rdr | **AUSTRALIAN GEM**<br>exPioneer Gem–65<br>exWhistler–47<br>**Farrell Lines Inc.**<br>New York Unitec |
| 527899<br>KQOO<br>248812<br>Df Esd<br>Gc Rdr | **AUSTRALIAN GULF**<br>exPioneer Star–65<br>exDefender–47<br>**Farrell Lines Inc.**<br>New York Unitec |
| 527888<br>KAUK<br>256787<br>Df Esd<br>Gc Rdr | **AUSTRALIAN ISLE**<br>exPioneer Isle–65 exShe<br>**Farrell Lines Inc.**<br>New York Unitec |
| 523831<br>VJNK<br>301119<br>Df Esd<br>Gc Rdr<br>RTv | **AUSTRALIAN PROC**<br>exMobil Progress–64<br>exStanvac Progress–62<br>**Mobil Shipping Co. L**<br>Melbourne |
| 527898<br>KYFY<br>244020<br>Df Esd<br>Gc Rdr | **AUSTRALIAN REEF**<br>exPioneer Reef–65 exCo<br>**Farrell Lines Inc.**<br>New York Unitec |
| 527900<br>WHOZ<br>254842<br>Df Esd<br>Gc Rdr | **AUSTRALIAN SURF**<br>exPioneer Surf–65<br>exAmerican Inventor–58<br>exTheenim–48<br>**Farrell Lines Inc.**<br>New York Unitec<br>Now **SURFER** See |
| 650353<br>SDUA<br>10575<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AUSTRALIC**<br><br>**Rederi A/B Transal**<br>Per Carlsson<br>Gothenburg |
| 503118<br>GHMJ<br>302840<br>Df Esd<br>Gc Rdr<br>RTv | **AUSTRALIND**<br><br>**Australind Steam Sh**<br>**Co. Ltd.**<br>Trinder Anderson & Co<br>London |

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| 503233<br>JLOH<br>70153<br>Df Esd<br>Gc Rdr | **AZUCHISAN MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo Japanese | 6758<br>3775<br>9780 | <br><br>AB NK | **1953** Nipponkai Jukogyo—Toyama<br>451' 7" 58' 4" 26' 8"<br>419' 11" 58' 3" 33' 6"<br>P24' B148' F37' 2 dks<br>RW<br>rf 4" | M<br>5 Ho<br>G.521487 B.470096<br>5 Ha (27¾', 41', 37', 42', 34½'×23<br>16W Der 2(20) 2(15) |
| 503234<br>HPVJ<br><br>Df Esd<br>Gc | **AZUERO**<br>exJames H. Kimball–47<br>**Cia. Naviera Azuero S.A.**<br>Panama Panamanian | 7176<br>4380<br>10750 | <br><br>AB<br>**WRECKED 12/68** | **1944** J. A. Jones Const. Co.—<br>Panama City<br>441' 7" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20'<br>B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20<br>Der 10(5) |
| 650219<br>JI2087<br>96455<br>Rdr | **AZUKI MARU**<br><br>**Kansai Kisen K.K.**<br>Osaka Japanese | 480<br>192<br>— | | **1964** Hashihama Zosen—Imabari<br>*126·4'* 40' 2"<br>123' 0" 40' 0" 11' 10"<br>1 dk<br>RW | TM Ferry |
| 503235<br>8JJG<br>89343<br>Gc Rdr | **AZUKI MARU No. 1**<br><br>**Hamano Shoten K.K.**<br>Tonosho Japanese | 404<br>237<br>— | | **1962** Takehara Zosen—Hma<br>166' 1" 23' 9" 10' 10"<br>149' 10" 23' 7" 12' 2"<br>1 dk | M Mchy.aft<br><br>G.28711 B.26027<br>1 Ha (73'×14½') |
| 660423<br>OZPP<br><br>Df Esd<br>Gc Pfd<br>RTm/v | **AZUMA**<br><br>**A/S Det Østasiatiske**<br>**Kompagni**<br>Copenhagen Danish | T.Mk<br>8440<br>4582<br>10727 | **✠100A1**<br>DTsf—vegetable oil or<br>latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN3000 EL I†2$\frac{1}{16}$"SQ | **1966**-3 Mitsui Zosen—Tmn<br>~~538' 9"~~ 77' 2" 28' 5½" 538' 9" (incl.BB)<br>500' 8" 77' 0" 43' 8"<br>F105' P73' 2 dks, 3rd dk except in No. 1 hold, 4th dk in No. 3 hold<br>Coll BH to U dk 7 to 2nd dk<br>rf 8" DK fwd WB2705t incl. DTsf783t<br>Tunnel tanks 187t | M (4P) Ref<br>5 Ho 62½', 71½', 73½' 68', 57½'<br>G.797240 B.709940 In.48780<br>5 Ha (stl) (27½'×21½') (39½'×<br>(49½'×36') (41½'×35½') (28½<br>Cr 5(5) Der 1(60) 4(12½) 4(5) |
| 503236<br>7KZA<br>86930<br>Df Esd<br>Rdr RT | **AZUMA MARU**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 456<br>254<br>— | | **1961** Azuma Zosen—Yokosuka<br>169' 7" 28' 9" 11' 10"<br>152' 10" 28' 7½" 13' 6"<br>1 dk | M Fishing Mchy.aft |
| 680187<br>JDVU<br>101027<br>Df Esd<br>Gc Pfd<br>Rdr | **AZUMA MARU No. 2**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 253<br>—<br>— | | **1967** Uchida Zosen—Ise<br>24' 8" 10' 1"<br>121' 8" 24' 7" 11' 5"<br>1 dk<br>RW | M Fishing Mchy.aft |
| 541894<br>7KVJ<br>88605 | **AZUMA MARU No. 3**<br><br>**Azuma Kaiun K.K.**<br>Matsuyama Japanese | 352<br>215<br>— | | **1961** Matsuura Zosen—Hma<br>*139·1'* 23' 4"<br>23' 2"<br>1 dk | M<br><br>B.18256 |
| 671334<br>JGRX<br>100856<br>Df Pfd<br>Rdr<br>RTm/h | **AZUMA MARU No. 3**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 252<br>86<br>— | | **1966** Hayashikane Zosen—Smk<br>146' 0" 24' 7" 10' 0"<br>120' 0" 24' 6" 11' 0"<br>1 dk<br>rf 12" | M Fishing Mchy.aft<br>5 Ho 8½', 8½', 10½', 10½', 10½<br>In.50065<br>5 Ha (each 5½'×5½') |
| 503239<br>JHSE<br>76793<br>Df | **AZUMA MARU No. 5**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 210<br>88<br>— | | **1957** Azuma Zosen—Yokosuka<br>131' 7" 21' 0"<br>108' 3" 20' 11" 10' 10"<br>1 dk<br>RW | M Fishing Mchy.aft |
| 503240<br>JQMD<br>83512<br>Df | **AZUMA MARU No. 6**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 238<br>129<br>230 | | **1959** Azuma Zosen K.K.—Yokosuka<br>131' 6" 22' 8"<br>117' 6" 22' 4" 11' 2"<br>1 dk<br>RW | M Fishing Mchy.aft |
| 503241<br>JCDB<br>70723<br>Df | **AZUMA MARU No. 7**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 322<br>178<br>— | | **1953** Hayashikane Zosen—Smk<br>145' 8" 23' 7"<br>23' 5"<br>P45' F20'<br>RW | M Trawler<br><br>B.10554 |
| 503242<br>JFPB<br>85444<br>Df Esd<br>Rdr RT | **AZUMA MARU No. 8**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 476<br>262<br>— | | **1960** Azuma Zosen—Yokosuka<br>171' 3" 29' 4" 12' 0"<br>155' 2" 28' 10" 13' 9"<br>1 dk | M Fishing Mchy.aft |
| 503244<br>JFWD<br>71640<br>Df | **AZUMA MARU No. 8**<br><br>**Sugino Sekiyu K.K.**<br>Choshi Japanese | 204<br>118<br>— | | **1954** Daiichi Zosen Tekkosho—Yka<br>*104·9'* 23' 0"<br>22' 10"<br>1 dk<br>RW | M Tanker |
| 503245<br>JJZC<br>58650<br>Df | **AZUMA MARU No. 9**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 144<br>68<br>— | | **1947** Mitsubishi Jukogyo—Yka<br>106' 1" 19' 8"<br>19' 6"<br>1 dk<br>RW | M Fishing<br><br>B.3247 |

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| **A MARU No. 11**<br>**Kisen K.K.**<br>Japanese | 1188<br>662<br>2007 | | **1965** Kurushima Dock Co. Ltd.—Imabari<br>231′ 3″ 35′ 7″ 16′ 8¾″<br>213′ 2″ 35′ 5″ 18′ 0″<br>1 dk | M Tanker Mchy.aft<br>L.81506 | Oil 4SA 6Cy. 400×570 mm<br>1300bhp<br>Akasaka Tekkosho | 62t<br>Yaizu |
| **A MARU No. 11**<br>**Gyogyo K.K.**<br>Japanese | 474<br>263<br>— | | **1960** Azuma Zosen—Yokosuka<br>171′ 3″ 29′ 4″ 12′ 0″<br>29′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Akasaka Tekkosho | 210t<br>Yaizu<br>11¼k |
| **A MARU No. 15**<br>**Gyogyo K.K.**<br>Japanese | 253<br>123<br>— | | **1963** Azuma Zosen—Yokosuka<br>136′ 5″ 24′ 5″<br>121′ 4″ 24′ 3″ 11′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | 154t<br>Niigata<br>10k |
| **MARU No. 16**<br>**Gyogyo K.K.**<br>Japanese | 439<br>234<br>— | | **1954** Hayashikane Zosen—Smk<br>165′ 7″ 26′ 9″<br>147′ 6″ 26′ 7″ 13′ 7″<br>P61′ F18′ 1 dk | M Fishing Mchy.aft<br>B.15690<br>1W | Oil 2SA 5Cy. 380×600 mm<br>750bhp<br>Hayashikane Zosen | 186t<br>Smk<br>10k |
| **MARU No. 17**<br>**yogyo K.K.**<br>Japanese | 437<br>222<br>— | | **1954** Hayashikane Zosen—Smk<br>165′ 7″ 26′ 9″<br>147′ 6″ 26′ 7″ 13′ 7″<br>P61′ F18′ 1 dk | M Fishing Mchy.aft<br>B.15690<br>1W | Oil 2SA 5Cy. 380×600 mm<br>750bhp<br>Hayashikane Zosen | 187t<br>Smk<br>10k |
| **MARU No. 18**<br>**yogyo K.K.**<br>Japanese | 756<br>409<br>— | | **1956** Hayashikane Zosen—Smk<br>200′ 11″ 30′ 3″<br>182′ 2″ 30′ 2″ 15′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>1200bhp<br>Akasaka Tekkosho | Yaizu<br>12k |
| **MARU No. 21**<br>**yogyo K.K.**<br>Japanese | 1263<br>721<br>— | NK | **1960** Taiyo Zosen—Nag<br>244′ 7″ 38′ 11″ 15′ 7″<br>219′ 8″ 38′ 9″ 17′ 10″<br>1 dk | M Fishing Mchy.aft<br>3 Ha (each 6½′×6½′) | Oil 2SA 6Cy. 390×650 mm<br>2000bhp<br>Kobe Hatsudoki Seizosho | 444t<br>Kob<br>12k |
| **MARU No. 23**<br>**yogyo K.K.**<br>Japanese | 240<br>129<br>— | | **1962** Azuma Zosen—Yokosuka<br>134′ 2″ 23′ 10″ 9′ 6″<br>119′ 5″ 23′ 7½″ 11′ 4″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **MARU No. 25**<br>**yogyo K.K.**<br>Japanese | 234<br>97<br>— | | **1962** Azuma Zosen—Yokosuka<br>139′ 9″ 23′ 1″<br>114′ 10″ 23′ 0″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **MARU No. 26**<br>**yogyo K.K.**<br>Japanese | 310<br>172<br>— | | **1962** Azuma Zosen—Yokosuka<br>149′ 11″ 25′ 8″ 10′ 8″<br>132′ 6″ 25′ 7″ 18′ 8″<br>P74′ B20′ F22′ 1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Akasaka Tekkosho | 185t<br>Yaizu<br>9¼k |
| **MARU No. 31**<br>**yogyo K.K.**<br>Japanese | 341<br>177<br>336 | | **1967** Hayashikane Zosen—Yokosuka<br>157′ 10″ 26′ 3″ 10′ 5″<br>139′ 5″ 26′ 2″ 12′ 1″<br>1 dk | M Fishing Mchy.aft<br>2 Ho 23½′, 52½′<br>G.13445 B.11875<br>3 Ha (4½′, 4½′×3½′) (6½′×6½′)<br>4W | Oil 4SA 6Cy. 330×520 mm<br>1050bhp<br>Niigata Eng. Co. Ltd.<br>2×180kW 445V 60c/s a.c. | 240t (d.o)<br>Niigata<br>12k |
| **MARU No. 32**<br>**yogyo K.K.**<br>Japanese | 315<br>154<br>346 | | **1967** Hayashikane Zosen—Yokosuka<br>157′ 10″ 26′ 3″ 10′ 5″<br>139′ 5″ 26′ 2″ 12′ 1″<br>1 dk | M Fishing Mchy.aft<br>2 Ho 23½′, 52½′<br>G.13445 B.11875<br>3 Ha (4½′, 4½′×3½′) (6½′×6½′)<br>4W | Oil 4SA 6Cy. 330×520 mm<br>1050bhp<br>Niigata Eng. Co. Ltd.<br>2×180kW 445V 60c/s a.c. | 245t (d.o)<br>Niigata<br>12k |
| **SAN MARU**<br>**.S.K. Lines K.K.**<br>Japanese | 6993<br>4377<br>10267 | NK<br>✠Classed LR until 12/64 | **1950**–12 Mitsui Zosen—Tmn<br>452′ 7″ 59′ 2″ 27′ 8¾″<br>420′ 10″ 59′ 0″ 36′ 1″<br>F80′ 2 dks<br>RW | M Ref<br>5 Ho<br>G.570000 B.526000 In.3380<br>5 Ha (27′, 43½′, 32′, 44¼′, 34½′×23′)<br>14W Der 2(15) 2(10) 10(5) | Oil 2SA 8Cy. 620×1150 mm<br>4000bhp<br>Mitsui Zosen<br>3×200kW 225V d.c. | 1100t<br>Tmn<br>12½k |
| **YA MARU**<br>**aiun Kaisha**<br>Japanese | 7257<br>4267<br>11505 | NK | **1963** Shin Mitsubishi Hvy Ind.—Kob<br>*426·5′* 65′ 10″ 24′ 11″<br>419′ 11″ 65′ 7½″ 32′ 10″<br>1 dk<br>rf 4″ | M (2P) Mchy.aft<br>4 Ho 53½′, 76′, 76′. 76′<br>G.525625 B.498998<br>4 Ha (45¼′×26¼′) (49¾′, 49¾′, 49¾′×32¾′)<br>Der 2(15) 6(10) | Oil 2SA 7Cy. 520×1050 mm<br>4400bhp<br>Kobe Hatsudoki Seizosho<br>2×140kW 450V 60c/s a.c. | (hvf)<br>Kob |

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| 503233<br>JLOH<br>70153<br>Df Esd<br>Gc Rdr | **AZUCHISAN MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo Japanese | **6758**<br>3775<br>9780 | AB NK | **1953** Nipponkai Jukogyo—Toyama<br>451' 7" 58' 4" 26' 8"<br>419' 11" 58' 3" 33' 6"<br>P24' B148' F37' 2 dks<br>RW<br>rf 4" | M<br>5 Ho<br>G.521487 B.470096<br>5 Ha (27½', 41', 37', 42', 34½'×23')<br>16W Der 2(20) 2(15) | Oil 2SA 8Cy. 620×1150 mm<br>4800bhp B&W<br>Mitsui Zosen<br>3×120, 120, 40kW 220V d.c. |
| 503234<br>HPVJ<br><br>Df Esd<br>Gc | **AZUERO**<br>exJames H. Kimball–47<br>**Cia. Naviera Azuero S.A.**<br>Panama Panamanian | **7176**<br>4380<br>10750 | AB<br>**WRECKED 12/68** | **1944** J. A. Jones Const. Co.—<br>Panama City<br>441' 7" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 650219<br>JI2087<br>96455<br>Rdr | **AZUKI MARU**<br><br>**Kansai Kisen K.K.**<br>Osaka Japanese | **480**<br>192<br>— | | **1964** Hashihama Zosen—Imabari<br>*126-4'* 40' 2"<br>123' 0" 40' 0" 11' 10"<br>1 dk<br>RW | TM Ferry | 2 Oil 4SA each 6Cy. 260×<br>1100bhp<br>Daihatsu Kogyo |
| 503235<br>8JJG<br>89343<br>Gc Rdr | **AZUKI MARU No. 1**<br><br>**Hamano Shoten K.K.**<br>Tonosho Japanese | **404**<br>237<br>— | | **1962** Takehara Zosen—Hma<br>166' 1" 23' 9" 10' 10"<br>149' 10" 23' 7" 12' 2"<br>1 dk | M Mchy.aft<br><br>G.28711 B.26027<br>1 Ha (73'×14½') | Oil 4SA 6Cy. 300×420 mm<br><br>Kinoshita Tekkosho |
| 660423<br>OZPP<br><br>Df Esd<br>Gc Pfd<br>RTm/v | **AZUMA**<br><br>**A/S Det Østasiatiske**<br>**Kompagni**<br>Copenhagen Danish | T.Mk<br>**8440**<br>4582<br>10727 | **✠100A1**<br>DTsf—vegetable oil or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN3000 EL I†2 1/16"SQ | **196~~6~~3** Mitsui Zosen—Tmn<br>~~538' 9"~~ 77' 2" 28' 5½" 538' 9" (incl.BB)<br>500' 8" 77' 0" 43' 8"<br>F105' P73' 2 dks, 3rd dk except in No. 1 hold, 4th dk in No. 3 hold<br>Coll BH to U dk 7 to 2nd dk<br>rf 8" DK fwd WB2705t incl. DTsf783t<br>Tunnel tanks 187t | M (4P) Ref<br>5 Ho 62½', 71½', 73½' 68', 57½'<br>G.797240 B.709940 In.48780<br>5 Ha (stl) (27½'×21½') (39½'×26½') (49½'×36') (41½'×35½') (28½'×26½')<br>Cr 5(5) Der 1(60) 4(12½) 4(5) | Oil 2SA 10Cy. 740×1600 mm<br>15000bhp B&W<br>Mitsui Zosen<br>AuxB 114lb<br>3×592kW 440V 60c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust contr. pitch prop |
| 503236<br>7KZA<br>86930<br>Df Esd<br>Rdr RT | **AZUMA MARU**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **456**<br>254<br>— | | **1961** Azuma Zosen—Yokosuka<br>169' 7" 28' 9" 11' 10"<br>152' 10" 28' 7½" 13' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. |
| 680187<br>JDVU<br>101027<br>Df Esd<br>Gc Pfd<br>Rdr | **AZUMA MARU No. 2**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **253**<br>—<br>— | | **1967** Uchida Zosen—Ise<br>24' 8" 10' 1"<br>121' 8" 24' 7" 11' 5"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×460 mm<br>950bhp<br>Niigata Eng. Co. Ltd. |
| 541894<br>7KVJ<br>88605 | **AZUMA MARU No. 3**<br><br>**Azuma Kaiun K.K.**<br>Matsuyama Japanese | **352**<br>215<br>— | | **1961** Matsuura Zosen—Hma<br>*139-1'* 23' 4"<br>23' 2"<br>1 dk | M<br><br>B.18256 | Oil 4SA 5Cy. 260×400 mm<br>370bhp<br>Hanshin Nainenki Kogyo |
| 671334<br>JGRX<br>100856<br>Df Pfd<br>Rdr<br>RTm/h | **AZUMA MARU No. 3**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **252**<br>86<br>— | | **1966** Hayashikane Zosen—Smk<br>146' 0" 24' 7" 10' 0"<br>120' 0" 24' 6" 11' 0"<br>1 dk<br>rf 12" | M Fishing Mchy.aft<br>5 Ho 8½', 8½', 10½', 10½', 10½'<br>In.50065<br>5 Ha (each 5½'×5½') | Oil 4SA 6Cy. 310×460 mm<br>950bhp<br>Niigata Eng. Co. Ltd. |
| 503239<br>JHSE<br>76793<br>Df | **AZUMA MARU No. 5**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **210**<br>88<br>— | | **1957** Azuma Zosen—Yokosuka<br>131' 7" 21' 0"<br>108' 3" 20' 11" 10' 10"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil SA 6Cy. 320×420 mm<br>500bhp<br>Kobe Hatsudoki Seizosho |
| 503240<br>JQMD<br>83512<br>Df | **AZUMA MARU No. 6**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **238**<br>129<br>230 | | **1959** Azuma Zosen K.K.—Yokosuka<br>131' 6" 22' 8"<br>117' 6" 22' 4" 11' 2"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>650bhp<br>Kobe Hatsudoki Seizosho |
| 503241<br>JCDB<br>70723<br>Df | **AZUMA MARU No. 7**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **322**<br>178<br>— | | **1953** Hayashikane Zosen—Smk<br>145' 8" 23' 7"<br>23' 5"<br>P45' F20'<br>RW | M Trawler<br><br>B.10554 | Oil 2SA 6Cy. 330×500 mm<br><br>Hayashikane Zosen |
| 503242<br>JFPB<br>85444<br>Df Esd<br>Rdr RT | **AZUMA MARU No. 8**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **476**<br>262<br>— | | **1960** Azuma Zosen—Yokosuka<br>171' 3" 29' 4" 12' 0"<br>155' 2" 28' 10" 13' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Akasaka Tekkosho |
| 503244<br>JFWD<br>71640<br>Df | **AZUMA MARU No. 8**<br><br>**Sugino Sekiyu K.K.**<br>Choshi Japanese | **204**<br>118<br>— | | **1954** Daiichi Zosen Tekkosho—Yka<br>*104-9'* 23' 0"<br>22' 10"<br>1 dk<br>RW | M Tanker | Oil 4SA 6Cy.<br>280bhp<br>Tateyama Seisakusho |
| 503245<br>JJZC<br>58650<br>Df | **AZUMA MARU No. 9**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **144**<br>68<br>— | | **1947** Mitsubishi Jukogyo—Yka<br>106' 1" 19' 8"<br>19' 6"<br>1 dk<br>RW | M Fishing<br><br>B.3247 | Oil 2SA 3Cy. 387×413 mm<br>200bhp<br>Taisho Tekkosho |

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| 651599<br>8KBB<br>95541<br>Rdr RT | **AZUMA MARU No. 11**<br>**Azuma Kisen K.K.**<br>Namikata Japanese | **1188**<br>662<br>2007 | | **1965** Kurushima Dock Co. Ltd.—<br>Imabari<br>231′ 3″ 35′ 7″ 16′ 8¾″<br>213′ 2″ 35′ 5″ 18′ 0″<br>1 dk | M Tanker Mchy.aft<br>L.81506 | Oil 4SA 6Cy. 400×570 mm<br>1300bhp<br>Akasaka Tekkosho | 62t<br>Yaizu |
| 503246<br>JFPL<br>86238<br>Df Esd<br>Rdr RT | **AZUMA MARU No. 11**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **474**<br>263<br>— | | **1960** Azuma Zosen—Yokosuka<br>171′ 3″ 29′ 4″ 12′ 0″<br>29′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Akasaka Tekkosho | 210t<br>Yaizu<br>11½k |
| 640933<br>8LZP<br>94682<br>Df Esd<br>Gc Rdr<br>RT | **AZUMA MARU No. 15**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **253**<br>123<br>— | | **1963** Azuma Zosen—Yokosuka<br>136′ 5″ 24′ 5″<br>121′ 4″ 24′ 3″ 11′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | 154t<br>Niigata<br>10k |
| 503249<br>JEKW<br>71817<br>Df | **AZUMA MARU No. 16**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **439**<br>234<br>— | | **1954** Hayashikane Zosen—Smk<br>165′ 7″ 26′ 9″<br>147′ 6″ 26′ 7″ 13′ 7″<br>P61′ F18′ 1 dk | M Fishing Mchy.aft<br>B.15690<br>1W | Oil 2SA 5Cy. 380×600 mm<br>750bhp<br>Hayashikane Zosen | 186t<br>Smk<br>10k |
| 503250<br>JELA<br>71818<br>Df | **AZUMA MARU No. 17**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **437**<br>222<br>— | | **1954** Hayashikane Zosen—Smk<br>165′ 7″ 26′ 9″<br>147′ 6″ 26′ 7″ 13′ 7″<br>P61′ F18′ 1 dk | M Fishing Mchy.aft<br>B.15690<br>1W | Oil 2SA 5Cy. 380×600 mm<br>750bhp<br>Hayashikane Zosen | 187t<br>Smk<br>10k |
| 503251<br>JQEO<br>74611<br>Df | **AZUMA MARU No. 18**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **756**<br>409<br>— | | **1956** Hayashikane Zosen—Smk<br>200′ 11″ 30′ 3″<br>182′ 2″ 30′ 2″ 15′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>1200bhp<br>Akasaka Tekkosho | Yaizu<br>12k |
| 503252<br>JEBI<br>86228<br>Df Esd<br>Gc Rdr<br>RT | **AZUMA MARU No. 21**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **1263**<br>721<br>— | NK | **1960** Taiyo Zosen—Nag<br>244′ 7″ 38′ 11″ 15′ 7″<br>219′ 8″ 38′ 9″ 17′ 10″<br>1 dk | M Fishing Mchy.aft<br>3 Ha (each 6½′×6½′) | Oil 2SA 6Cy. 390×650 mm<br>2000bhp<br>Kobe Hatsudoki Seizosho | 444t<br>Kob<br>12k |
| 503253<br>7LZO<br>89833<br>Df Esd<br>Gc Rdr<br>RT | **AZUMA MARU No. 23**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **240**<br>129<br>— | | **1962** Azuma Zosen—Yokosuka<br>134′ 2″ 23′ 10″ 9′ 6″<br>119′ 5″ 23′ 7½″ 11′ 4″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| 541035<br>8JAS<br>89896<br>Df Rdr | **AZUMA MARU No. 25**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **234**<br>97<br>— | | **1962** Azuma Zosen—Yokosuka<br>139′ 9″ 23′ 1″<br>114′ 10″ 23′ 0″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| 503254<br>8JCA<br>90562<br>Df Esd<br>Rdr RT | **AZUMA MARU No. 26**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **310**<br>172<br>— | | **1962** Azuma Zosen—Yokosuka<br>149′ 11″ 25′ 8″ 10′ 8″<br>132′ 6″ 25′ 7″ 18′ 8″<br>P74′ B20′ F22′ 1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Akasaka Tekkosho | 185t<br>Yaizu<br>9½k |
| 680275<br>JDNI<br>101004<br>Df Esd<br>Gc Rdr<br>RT | **AZUMA MARU No. 31**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **341**<br>177<br>336 | | **1967** Hayashikane Zosen—Yokosuka<br>157′ 10″ 26′ 3″ 10′ 5″<br>139′ 5″ 26′ 2″ 12′ 1″<br>1 dk | M Fishing Mchy.aft<br>2 Ho 23½′, 52½′<br>G.13445 B.11875<br>3 Ha (4½′, 4½′×3½′) (6½′×6½′)<br>4W | Oil 4SA 6Cy. 330×520 mm<br>1050bhp<br>Niigata Eng. Co. Ltd.<br>2×180kW 445V 60c/s a.c. | 240t (d.o)<br>Niigata<br>12k |
| 680276<br>JDZP<br>101059<br>Df Esd<br>Gc Rdr<br>RT | **AZUMA MARU No. 32**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **315**<br>154<br>346 | | **1967** Hayashikane Zosen—Yokosuka<br>157′ 10″ 26′ 3″ 10′ 5″<br>139′ 5″ 26′ 2″ 12′ 1″<br>1 dk | M Fishing Mchy.aft<br>2 Ho 23½′, 52½′<br>G.13445 B.11875<br>3 Ha (4½′, 4½′×3½′) (6½′×6½′)<br>4W | Oil 4SA 6Cy. 330×520 mm<br>1050bhp<br>Niigata Eng. Co. Ltd.<br>2×180kW 445V 60c/s a.c. | 245t (d.o)<br>Niigata<br>12k |
| 503255<br>JPBW<br>66693<br>Df Esd<br>Gc Pfd<br>Rdr | **AZUMASAN MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo Japanese | **6993**<br>4377<br>10267 | NK<br>✠Classed LR until 12/64 | **1950**–12 Mitsui Zosen—Tmn<br>452′ 7″ 59′ 2″ 27′ 8¾″<br>420′ 10″ 59′ 0″ 36′ 1″<br>F80′ 2 dks<br>RW | M Ref<br>5 Ho<br>G.570000 B.526000 In.3380<br>5 Ha (27′, 43½′, 32′, 44¼′, 34½′×23′)<br>14W Der 2(15) 2(10) 10(5) | Oil 2SA 8Cy. 620×1150 mm<br>4000bhp<br>Mitsui Zosen<br>3×200kW 225V d.c. | 1100t<br>Tmn<br>12½k |
| 540132<br>JGAR<br>90685<br>Df Esd<br>Gc Rdr | **AZUMAYA MARU**<br>**Asahi Kaiun Kaisha**<br>Tokyo Japanese | **7257**<br>4267<br>11505 | NK | **1963** Shin Mitsubishi Hvy Ind.—Kob<br>*426·5′* 65′ 10″ 24′ 11″<br>419′ 11″ 65′ 7½″ 32′ 10″<br>1 dk<br>rf 4″ | M (2P) Mchy.aft<br>4 Ho 53½′, 76′, 76′. 76′<br>G.525625 B.498998<br>4 Ha (45¼′×26¼′) (49¾′, 49¾′,<br>49¾′×32¾′)<br>Der 2(15) 6(10) | Oil 2SA 7Cy. 520×1050 mm<br>4400bhp<br>Kobe Hatsudoki Seizosho<br>2×140kW 450V 60c/s a.c. | (hvf)<br>Kob |

## REGISTER OF SHIPS

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|---|---|---|---|---|---|---|
| 503256<br>ODEX<br><br>Df Esd<br>Gc Rdr | **AZUR MED**<br>exFort Avalon–60<br>**Compania Mar. Med Ltda.**<br>Beirut Lebanese | 4113 ~~3484~~<br>2215 ~~1807~~<br>4014<br>—<br>—<br>— | ✠100A1 SS 12/66<br>with freeboard<br>✠LMC<br>~~(✠Lloyd's RMC)~~<br>EL w1 11/16"SQ | **1949**–7 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>363' 0" 48' 9" 20' 6"/21' 6"<br>340' 10" 48' 6" 30' 0"<br>B90' F36' 1 dk & S dk<br>RW 2BH to S dk 4 to 2nd dk<br>WB837t incl. Tunnel tanks 96t | S Ref OSD/CSD<br><br>G.247000 B.228000 In.20200<br><br>12W Der 1(30) | 2 S Turb sr geared to sc<br>3000shp<br>Scotts' S.B. & E. Co. Ltd<br>2WTB 250lb Spt hs( |
| 521905<br>HPCT<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **AZURE COAST II**<br>exManchester Regiment–67<br>**Astro Tropica Cia. Nav.**<br>**S.A.**<br>Panama Panamanian | *7638*<br>*4632*<br>9810 | ✠100A1 SS 3/64<br>with freeboard<br>tunnel side tanks in No. 6<br>hold—vegetable oil<br>✠LMC<br>EL c†2¼"SQ | **1947**–2 Blythswood S.B. Co. Ltd.—Gls<br>461' 4" 58' 4" 28' 2"<br>436' 0" 57' 9" 38' 6"<br>B131' F43' 2 dks, 3rd dk except in aft hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 7½" DK fwd of mchy. space WB3140t<br>incl. DTa859t DTm1027t | S (12P) Ref<br>6 Ho 58½', 71½', 34½', 34¾', 56', 53½'<br>G.546000 B.495000 In.19710<br>6 Ha (27', 34½', 13½', 16', 32',<br>26½'×18½')<br>12W Der 5(10) 4(5) 6(3) | 3 S Turb sr geared to sc<br>4850shp<br>D. Rowan & Co. Ltd.<br>3 SB 225lb Spt hs(135<br>3×35kW 110V d.c. |
| 503258<br>VRRD<br><br>RT | **AZURLITE**<br>exVagabondia–42<br>**Cayman Islands Co. Ltd.**<br>J. S. Webster & Sons Ltd.<br>Georgetown, British<br>Cayman Is.<br>Now **PACIFIC REEFER** See New Entries No. 8 | 855<br>370<br>— | ✠Class **WITHDRAWN**<br>6/12/68<br>~~EL (!) 1 1/16"~~<br>~~SURVEYS OVERDUE—CLASS SUSPENDED 3/65~~ | **1928**–11 Frd. Krupp Germ. A.G.—Kel<br>210' 11" 34' 1" 15' 2¼"<br>184' 5" 34' 0" 17' 6"<br>F59' 1 dk, 2nd dk clear of mchy. space<br>R 4BH conv yacht 47<br>WB316t incl. DTa46t DTf100t | TM Ref<br><br>In.27120 | 2 Oil 4SA each 6Cy. 40<br>1600bhp<br>Frd. Krupp Germ. A.G. |
| 533226<br>SPID<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AZYMUT**<br>exSlowik–65<br>**Polish Government**<br>Panstwowa Szkola<br>Morska<br>Szczecin Polish | 213<br>35<br>100 | <br><br>PR | **1953** Stocznia Polnocna—Gdk<br>106' 10" 22' 1" 10' 0"<br>11' 0"<br><br>R | M Fishery Training Ship | Oil 4SA 8Cy. 240×360 m<br>300bhp Emade49fitted<br>Buckau-Wolf<br>2×40, 18kW 220V d.c. |
| 503259<br>GJWF<br>302911<br>Rdr RT | **AZZAHRA**<br><br>**Dilmun Nav. Co. Ltd.**<br>London British<br>For later particulars<br>see New Entries No. 1 | 488<br>252<br>— | | **1962** N.V. Nieuwe Noord Ned. Schps.<br>—Gro<br>195' 11" 29' 6" 11' 4"<br>177' 1" 28' 10" 12' 2"<br>1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.2124 | Oil 4SA 8Cy. 320×450 m<br><br>Klöckner-Humboldt-De |

| 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
|---|---|---|---|---|---|
| **B. A. CANADA**<br>**Venport Tankers Ltd.**<br>Monrovia Liberian<br>Now **DIMITRIOS D. M.** See New Entries No. 10 | **13173**<br>7859<br>20949 | **✠100A1** ~~SS 8~~/63<br>oil tanker TD4–2/67<br>**✠LMC** **SS 4/68**<br>MN1800 EL j†2½″SQ | **1953**–11 Uraga Dock Co. Ltd.—<br>Yokosuka<br>582′ 7″ 72′ 4″ ~~31′ 8¼″~~ 32′ 8″<br>551′ 3″ 72′ 2″ 40′ 4″<br>P128′ B42′ F79′ 1 dk<br>RW 13BH<br>rf 6″ WB1175t incl. DTf474t | S Tanker Mchy.aft<br>Der 3(5) 3(2) | 2 S Turb dr geared to sc. shaft<br>9000shp (o.f)<br>Uraga Dock Co. Ltd. Yokosuka<br>2WTB 498℔ Spt 484℔ hs(22770)<br>2×290kW 220V 60c/s a.c. |
| **B A PEERLESS**<br>**British American Transportation Ltd.**<br>Toronto Canadian | **10900**<br>7029<br>15425 | **✠100A1** Dr 12/63<br>oil tanker<br>**✠LMC**<br>MN1035 EL (i†)2$\frac{7}{16}$″SQ | **1952**–10 Collingwood Shpyds Ltd.—Clw<br>548′ 0″ 68′ 4″ 26′ 9¾″<br>521′ 0″ 68′ 0″ 35′ 1″<br>P125′ F63′ 1 dk<br>RW 14BH shortened 59<br>WB971t | S Tanker (4P) Mchy.aft<br>8 Ta<br>Der 2(2) 2(1) | 3 S Turb dr geared to sc. shaft<br>5175shp Parsons 510t (o.f)<br>John Inglis Co. Ltd. Tto<br>2WTB 525℔ Spt 490℔<br>✠nwtdb 4/59–250℔ hs8864<br>2×300kW 230V 60c/s a.c. 13k |
| **B. A. SENTINEL**<br>exGood Hope–62<br>exRivershell–61<br>exPeter G. Campbell–50<br>**Johnstone Shipping Ltd.**<br>Toronto Canadian | **884**<br>649<br>1450 | **BS✱** Lake SS 3/66<br>oil tanker Great Lakes &<br>River St. Lawrence service<br>**MBS✱**<br>MN120 CT684 C20 | **1933**–4 Swan, Hunter & Wghm Rchdsn<br>—Wal<br>*178·9′* 34′ 1″ 12′ 3″FW<br>179′ 0″ 34′ 0″ 15′ 0″<br>1 dk<br>6BH conv barge 35 | TM Tanker<br>8 Ta<br>L.62500 HeCls. C | 2 Oil 2SA each 4Cy. 300×400 mm<br>NE✱35 50t–2½pd<br>Sulzer Bros. Win<br>ndb✱35 100℔ 7k |
| **B. ALONSO**<br>exAlonso<br>**Benigno Alonso Moran S.A.**<br>Gijon Spanish | **148**<br>76<br>— | | **1945** Cia. Euskalduna—Bbo<br>*86·0′* 19′ 8″<br>… … … | M Fishing | Oil 6Cy.<br>625bhp 42t (d.o)<br>La Maquinista Terrestre y Mar. Bcl |
| **B. C. LAMEY**<br>**J. H. Lamey Ltd.**<br>Liverpool British | **225**<br>—<br>— | **✠100A1**<br>tug<br>U.K. coasting<br>**✠LMC**<br>MN276 EL (c) | **1966**–10 James Lamont & Co. Ltd.—<br>P.Gl<br>106′ 11″ 28′ 1″ 11′ 0″<br>96′ 0″ 26′ 6″ 13′ 6″<br>1 dk<br>RW 3BH<br>rf 24″ BK4″ | M Tug | Oil 4SA 8Cy. 320×480 mm sr geared<br>1380bhp<br>Motorenw. Mannheim Mhm<br>2×25kW 220V d.c. |
| **B.C. STANDARD**<br>**Standard Oil Co. of British Columbia Ltd.**<br>Westward Shipping Ltd.<br>Vancouver Canadian | **818**<br>308<br>981 | **✠100A1** SS 10/67<br>oil tanker<br>**✠LMC**<br>MN185 EL j1⅛″SQ | **1959**–9 N.V. Scheeps. v.d. Werf—Deest<br>170′ 1″ 35′ 1″ 13′ 8″<br>160′ 1″ 34′ 0″ 14′ 6″<br>P48′ F35′ 1 dk<br>9BH<br>rf 3″ WB30t | M Tanker Mchy.aft<br>10 Ta<br>L.33797<br>Der 4(2) | Oil 4SA 8Cy. 270×500 mm<br>825bhp 68t (d.o)<br>N.V. Werkspoor Ams<br>2×150kW 450V 60c/s a.c. 10k |
| **B. D. CLIFTON**<br>**Port of Bristol Authority**<br>Bristol British | **648**<br>309<br>850 | ✠LR class withdrawn—<br>11/67<br>**BROKEN UP** | **1925**–11 Fleming & Ferguson Ltd.—Psy<br>182′ 0″ 32′ 1″<br>175′ 0″ 32′ 0″ 14′ 0″<br>1 dk<br>R | S Hopper Dredger Mchy.aft | T 3Cy. 13″ 23″ & 34″×22½″<br>650ihp 50t (c)<br>Fleming & Ferguson Ltd. Psy<br>1×10kW 110V d.c. 8½k |
| **B. F. AFFLECK**<br>**United States Steel Corp. Great Lakes Fleet**<br>New York United States | **7992**<br>6311<br>13470 | **✠100A1** SS 11/66<br>Great Lakes service<br>**✠LMC**<br>EL (f†) | **1927**–8 Toledo S.B. Co.—Toledo<br>604′ 0″ 60′ 4″ 21′ 11½″<br>580′ 0″ 60′ 0″ 32′ 0″<br>1 dk<br>R NS 3BH<br>WB7504t | S Mchy.aft<br>3 Ho<br>18 Ha (stl) | T 3Cy. 24½″ 41″ & 65″×42″<br>2200ihp 410t (c)<br>Toledo S.B. Co. Toledo<br>2NWTB 4/60–250℔ hs(8001) 6cf 10k |
| **B. F. JONES**<br>exCharles A. Paul–56<br>exPowhatan–37<br>exE. J. Kulas–36<br>exGeneral Garretson–35<br>**Ingalls S.B. Corp.**<br>Wilmington, Del United States | **6251**<br>4865<br>10700 | AB | **1907** W. Bay City S.B. Co.—W. Bay City<br>540′ 0″ 54′ 2″ 21′ 5⅝″<br>527′ 9″ 54′ 0″ 31′ 2″<br>1 dk<br>R | S Bulk Carrier Mchy.aft<br>4 Ho<br>G.468750 B.449010<br>16 Ha (stl) (each 35′ x 12′) | Unaflow 5Cy. 23½″×26″<br>2500ihp NE52 375t (c)<br>Skinner Engine Co. Erie |
| **B. F. SHAW**<br>**United States Department of Commerce**<br>Portland, Or United States | **7230**<br>4435<br>10439 | AB | **1943** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′DT<br>B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 10k |
| **B. KADIC**<br>**Ivornica Karbida I. Cijanamida**<br>Dugi Rat Yugoslav | **~~139~~ 142**<br>~~83~~ ~~83~~ 61<br>— 220 | JR | **1948** Brodogradiliste Zadar—Zadar<br>82′ 8″ 26′ 3″ 8′ 3″<br>… … …<br>1 dk | Wood M | Oil 4SA 4Cy. 229×314 mm<br>Atlas Imperial D.E. Co. Oakland |

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| 503270<br>VCJX<br>134364 | **B.L.L. 24**<br>exOakbranch-60<br>exD.M. Hopper Barge No. 1<br>exM. & F. Hopper Barge No. 1<br>**Branch Lines Ltd.**<br>Sorel Canadian | 706<br>466<br>1081 | | 1913 G. T. Davie & Sons—Levis<br>*180-0'* 32' 1"<br>31' 11"<br>R conv dry cargo ship 40 | S Tanker<br>4 Ta<br>L.32000 | HeCls. C | T 3Cy. 14½" 24" & 38"×2<br>Canadian Gen. Shoe Mc |
| 526204<br>LCLW<br>Df Esd<br>Rdr RT | **B. M. EVENSEN**<br>exOlavur Hvitl-65<br>**Jarle Evensen**<br>Svolvær Norwegian | 325<br>148<br>— | NV | 1960 Hatlø Verksted—Ulsteinvik<br>122' 5" 24' 9" 11' 4½"<br>108' 0" 24' 6" 12' 6"<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>3 Ha (3½'×3½') (5½', 5½'×4½')<br>1W Der 1 | | Oil 4SA 6Cy. 300×410 m<br>450bhp<br>A/S Vølund |
| 503279 | **B.P. 21**<br>exA.I.O.C. No. 26-57<br>**B.P. (Aden) Ltd.**<br>*Aden* British | 75<br>—<br>100 | ✠A- SS 12/67 ~~SS 3/64~~<br>oil tanker—FP above<br>150° F. Aden harbour<br>service<br>EL (a) | 1949-12 Mechans Ltd.—Scotstoun<br>80' 2" 19' 7" 4' 1"<br>80' 0" 19' 0" 6' 6"<br>2BH | Oil Barge<br>2 Ta<br>L.4940 | | |
| 503280<br>LEUM<br>Df Esd<br>Rdr<br>RTm | **BP 25**<br>exMil 25-55<br>**Norsk Brændselolje A/S,**<br>~~Svolvær~~ Tromsö<br>~~Svolvær~~ Tromsö Norwegian | 387<br>134<br>444 | NV | 1953 D. W. Kremer Sohn—Elmshorn<br>154' 3" 26' 5" 10' 1"<br>137' 10" 26' 3" 10' 10"<br>P58' F29' 1 dk<br>RW<br>rf 6" | M Tanker Mchy.aft<br>8 Ta | | Oil 4SA 8Cy. 290×420 m<br>520bhp<br>Masch. Kiel A.G.<br>2×30kW 110V d.c. |
| 503281<br>LELQ<br>Df Esd<br>Rdr<br>RTm | **BP 26**<br>exMil 26-55<br>**Norsk Brændselolje A/S,**<br>~~Svolvær~~ Tromsö<br>~~Svolvær~~ Tromsö Norwegian<br>Now **TANKBRIS** See New Entries No. 10 | 386<br>128<br>424 | NV | 1954 Ottensener Eisenwerk A.G.—Ham<br>153' 10" 26' 5" 10' 5½"<br>137' 10" 26' 3" 10' 10"<br>P60' F24' 1 dk<br>rf 6" | M Tanker Mchy.aft<br>8 Ta | | Oil 4SA 8Cy. 290×420 m<br>520bhp<br>Masch. Kiel A.G.<br>2×30kW 110V d.c. |
| 503282<br>JWWP<br>Df Esd<br>Rdr<br>RTm | **BP 27**<br>**Norsk Brændselolje A/S,**<br>~~Svolvær~~ Tromsö<br>~~Svolvær~~ Tromsö Norwegian | 499<br>177<br>740 | NV | 1958 Glommens M/V A/S—Fks<br>186' 3" 28' 5" 12' 2½"<br>169' 8" 28' 4" 13' 1"<br>P60 F30' 1 dk<br>rf 6" | M Tanker Mchy.aft<br>8 Ta<br>L.25760 | HeCls. BC | Oil 4SA 6Cy. 385×580 m<br>750bhp<br>Masch. Kiel A.G.<br>2×50kW 110V d.c. |
| 503283 | **B.P. 27**<br>exA.I.O.C. No. 30-57<br>**B.P. (Aden) Ltd.**<br>*Aden* British | —<br>—<br>45 | ✠A- SS 12/67 ~~SS 1/64~~<br>oil tanker—FP above<br>150° F. Aden harbour<br>service<br>EL (a) | 1950-10 Millen Bros. Ltd.—Psy<br>56' 5" 18' 2" 3' 6"<br>56' 0" 18' 0" 5' 0"<br>RW 2BH | Oil Barge<br>1 Ta | | |
| 503284<br>JXBX<br>Df Esd<br>Rdr<br>RTm | **BP 28**<br>**Norsk Tankanlæg A/S**<br>Svolvær Norwegian | 499<br>177<br>740 | NV | 1958 Glommens M/V A/S—Fks<br>186' 3" 28' 5" 12' 2½"<br>169' 8" 28' 4" 13' 1"<br>P60' F30' 1 dk<br>rf 6" | M Tanker Mchy.aft<br>8 Ta<br>L.25760 | HeCls. BC | Oil 4SA 6Cy. 385×580 m<br>750bhp<br>Masch. Kiel A.G.<br>2×50kW 220V 50c/s a.c. |
| 503286 | **B.P. 29**<br>exA.I.O.C. No. 32-57<br>**B.P. (Aden) Ltd.**<br>*Aden* British | —<br>—<br>45 | ✠A- TD 3/68 ~~SS 9/64~~<br>oil tanker—FP above<br>150° F. Aden harbour<br>service<br>EL (a) | 1951-3 Millen Bros. Ltd.—Psy<br>56' 5" 18' 2" 3' 6"<br>56' 0" 18' 0" 5' 0"<br>RW 2BH | Oil Barge<br>1 Ta | | |
| 503287 | **B.P. 30**<br>exA.I.O.C. No. 33-57<br>**B.P. (Aden) Ltd.**<br>*Aden* British | —<br>—<br>45 | ✠A- Dr 4yrs-3/65<br>oil tanker—FP above<br>150° F. Aden harbour<br>service<br>EL (a) | 1951-3 Millen Bros. Ltd.—Psy<br>56' 5" 18' 2" 3' 6"<br>56' 0" 18' 0" 5' 0"<br>RW 2BH | Oil Barge<br>1 Ta | | |
| 503288 | **B.P. 31**<br>exB.P. No. 36-57<br>**B.P. (Aden) Ltd.**<br>*Aden* British | —<br>—<br>45 | A TD 9/68 ~~SS 11/64~~<br>oil tanker—FP above<br>150° F. Aden harbour<br>service<br>EL (a) | 1955-7 Cory Brothers & Co. Ltd.—Adn<br>57' 2" 18' 4" 3' 6"<br>56' 0" 18' 0" 5' 0"<br>2BH<br>rf nil | Oil Barge | | |
| 640517<br>DNEI<br>10530<br>Rdr<br>RTv | **BP 32**<br>exBP Olex 32-64<br>**BP Benzin-und Petroleum-A.G.**<br>Hamburg W. German | 174<br>97<br>292 | GL | 1963 Schiffsw. Scheel & Jöhnk—Ham<br>133' 11" 20' 8"<br>126' 5" 19' 5" 7' 11"<br>1 dk<br>rf nil | M Tanker Mchy.aft<br>3 Ta 1 Ho 7½'<br>1 Ha (stl) (4½'×6½')<br>Der 1(1½) | | Oil 4SA 6Cy. 250×3<br>280bhp<br>Motorenw. Mannhein<br>1×1½kW 24V d.c.<br>Directional propeller |
| 503289 | **B.P. 32**<br>exB.P. No. 37-57<br>**B.P. (Aden) Ltd.**<br>*Aden* British | —<br>—<br>45 | A SS 4/65<br>oil tanker—FP above<br>150° F. Aden harbour<br>service<br>EL (a) | 1955-10 Cory Brothers & Co. Ltd.—Adn<br>57' 2" 18' 4" 3' 6"<br>56' 0" 18' 0" 5' 0"<br>2BH<br>rf nil | Oil Barge<br>1 Ta<br>L.1800 | | |

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| **BP 35**<br>exBP Olex 35–64<br>**BP Benzin-und Petroleum-A.G.**<br>Hamburg W. German | 102<br>54<br>159 | GL | 1958 Scheel & Jöhnk—Ham<br>*101·3′* 17′ 2″<br>17′ 0″ 6′ 11″<br>1 dk<br>rf nil | M Tanker<br>2 Ta 1 Ho 7½′<br>1 Ha (stl) (4′×6½′)<br>Der 1(½) | | Oil 4SA 8Cy. 140×180 mm<br>170bhp (d.o)<br>Motorenw. Mannheim Mhm<br>1×1½kW 24V d c.<br>Directional propeller |
| **BP 36**<br>exBP Olex 36–64<br>**BP Benzin-und Petroleum-A.G.**<br>Hamburg W. German | 102<br>54<br>159 | GL | 1958 Scheel & Jöhnk—Ham<br>*101·3′* 17′ 2″<br>17′ 0″ 6′ 11″<br>1 dk<br>rf nil | M Tanker<br>2 Ta 1 Ho 7½′<br>1 Ha (stl) (4′×6½′)<br>Der 1(½) | | Oil 4SA 8Cy. 140×180 mm<br>210bhp (d.o)<br>Süddtsch. Bremsen A.G. Munich<br>1×1½kW 24V d.c.<br>Directional propeller |
| **B.P. 37**<br>**B.P. (Aden) Ltd.**<br>*Aden* British | 70<br>—<br>— | ✠A SS 11/67 ~~SS 11/68~~<br>oil tanker—FP above 150° F. Aden harbour service<br>EL (a) | 1959–3 Clelands(Successors)Ltd.—Wal<br>61′ 1″ 23′ 11″ 4′ 0″<br>60′ 0″ 20′ 0″ 6′ 0″<br>3 BH<br>rf nil | Oil Barge<br>1 Ta<br>L.1800 | | |
| **B.P. 38**<br>**B.P. (Aden) Ltd.**<br>*Aden* British | 70<br>—<br>— | ✠A SS 9/67<br>oil tanker—FP above 150° F. Aden harbour service<br>EL (a) | 1959–3 Clelands(Successors) Ltd.—Wal<br>61′ 1″ 23′ 11″ 4′ 0″<br>60′ 0″ 20′ 0″ 6′ 0″<br>3BH<br>rf nil | Oil Barge<br>1 Ta<br>L.1800 | | |
| **BP 39**<br>exBP Olex 39–64<br>**BP Benzin-und Petroleum-A.G.**<br>Hamburg W. German | 150<br>83<br>257 | GL | 1961 Scheel & Jöhnk—Ham<br>*115·4′* 19′ 2″<br>19′ 0″ 7′ 11″<br>1 dk<br>rf nil | M Tanker<br>3 Ta 1 Ho 6′<br>1 Ha (stl) (4½′×6½′)<br>Der 1(½) | | Oil 4SA 6Cy. 215×300 mm<br>235bhp (d.o)<br>Motorenw. Mannheim Mhm<br>1×1½kW 24V d.c.<br>Directional propeller |
| **BP 46**<br>exBP Olex 46–64<br>**BP Benzin-und Petroleum-A.G.**<br>Hamburg W. German | 101<br>53<br>147 | GL | 1963 Ernst Menzer Werft—Geesthacht<br>99′ 11″ 18′ 5″<br>18′ 3″ 7′ 6″<br>1 dk<br>rf 2½″ | M Tanker Mchy.aft<br>3 Ta 1 Ho 13′<br>1 Ha (stl) (4¼′×6′)<br>Der 1(½) | | Oil 4SA 8Cy. 140×180 mm<br>200bhp (d.o)<br>Motorenw. Mannheim Mhm<br>1×1½kW 24V d.c.<br>Directional propeller |
| **B.P. ADEN**<br>**B.P. (Aden) Ltd.**<br>London British | 311<br>279<br>650 | ✠A1 SS 10/67 ~~SS 1/64~~<br>oil tanker—FP above 150° F. Aden harbour service<br>EL (d) | 1954–6 Clelands (Successors)Ltd.—Wal<br>125′ 4″ 28′ 8″ 10′ 6″<br>116′ 6″ 28′ 6″ 11′ 6″<br>1 dk<br>RW 6BH<br>WB94t | Oil Barge<br>4 Ta<br>L.23572 | HeCls. C | ✠db class withdrawn 3/61 |
| **B.P. AL-RODHA**<br>**B.P. (Aden) Ltd.**<br>London British | 47<br>24<br>60 | ✠A1 SS 7/64<br>oil tanker—FP above 150° F. Aden harbour service<br>✠LMC<br>MN21 EL (a) 1 1/16″ | 1960–3 J. Bolson & Son Ltd.—Poo<br>73′ 6″ 15′ 0″ 5′ 0″<br>69′ 3″ 14′ 3″ 6′ 3″<br>1 dk<br>3BH<br>rf nil WB9t | M Oil Barge Mchy.aft<br>2 Ta | | Oil 4SA 6Cy. 5½″×7¾″ reverse geared<br>106bhp ¼t–½pd<br>L. Gardner & Sons Ltd. Mch<br>5¾k |
| **B.P. ANTWERP**<br>exAngliran 17–53<br>exAller–48<br>**B.P. Trading Ltd.**<br>London British | 442<br>285<br>833 | | 1944 Haarlemsche Schps. Maats.—Haarlem<br>220′ 0″ 27′ 0″ 7′ 9″<br>26′ 10″<br>1 dk | TM Tanker<br>10 Ta<br>L.30000 | HeCls. C | 2 Oil each 6Cy. 280×400 mm<br>400bhp 10t (d.o)–1pd<br>D. & J. Boot Alp<br>1×48kW 230/400V 50c/s a.c. 7½k |
| **BP COCKBURN**<br>**BP Oil Supplies Pty. Ltd.**<br>Fremantle British | 419<br>—<br>116 | ✠100A1 ~~SS 3/64~~<br>tug SS 12/68<br>✠LMC<br>MN300 EL (g) | 1959–11 Evans Deakin & Co. Ltd.—Bsb<br>139′ 1″ 32′ 8″ 12′ 11¼″<br>125′ 2″ 31′ 0½″ 14′ 6″<br>B42′<br>RW 4BH<br>BK6″ WB101t | M Firefighting Tug | | Oil 2SA 8Cy. 14½″×19″ with flexible coupling & sr reverse gear<br>1500bhp 116t (d.o)<br>Crossley Bros. Ltd. Mch<br>3×45, 45, 7kW 220V d.c. |
| **B.P. ENDEAVOUR**<br>**BP Tanker Co. Ltd.**<br>Newcastle, N.S.W British | 13187<br>8217<br>19890 | 100A1<br>oil tanker<br>Class contemplated | N.S.W. Govt. E. & S.B.—N.S.W<br>560′ 8″ 73′ 8″<br>531′ 0″ 73′ 6″ 39′ 4″<br>RW | M Tanker Mchy.aft | | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Commnwth Gov. E. Wks Mel<br>14k |
| **B.P. ENTERPRISE**<br>exBritish Merlin–65<br>**BP Tanker Co. Ltd.**<br>London British<br>Now **BRITISH MERLIN**<br>See New Entries No. 1 | 11134<br>5875<br>15496 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1720 EL g†2 3/16″SQ | 1962–5 Harland & Wolff Ltd.—Gls<br>525′ 9″ 69′ 5″ 29′ 5¼″<br>496′ 6″ 69′ 0″ 37′ 0″<br>P122′ B65′ F59′ 1 dk<br>RW 17BH<br>rf 4″ WB627t | M Tanker Mchy.aft<br>27 Ta<br>L.719124 | HeCls. BC | Oil 2SA 6Cy. 750×1500 mm exhaust 500 mm<br>8600bhp B&W 1093t (hvf)–30pd<br>Harland & Wolff Ltd. Gls<br>2AuxB 150lb<br>3×200kW 110V d.c. 14½k |
| **BP ESTRED**<br>exEstred–60<br>**BP Tankskibsrederiet A/S**<br>Copenhagen Danish | 115<br>48<br>150 | **BS** Dr 11/63<br>oil tanker for service in the Kattegat between Skaw & Bornholm<br>**MBS**<br>Ice strengthening<br>MN40 CT112 | 1939 Svendborg Skibsv.—Svb<br>104′ 3″ 19′ 6″ 8′ 6″<br>97′ 3″ 19′ 4″<br>P27′ F16′<br>R 9BH len 63<br>rf 8″ | M Tanker Mchy.aft<br>6 Ta<br>L.5297 | | Oil 2SA 3Cy. 230×400 mm<br>200bhp Alpha 3t–½pd<br>Frederikshavns Jernst. & Msk. Fkn<br>8k |

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| 505254<br>VJNJ<br>303009<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BP EXPLORER**<br>exB.P. Endeavour-67<br>exBritish Cygnet-64<br>**BP Tanker Co. Ltd.**<br>~~Fremantle~~ London British<br>Now **BRITISH CYGNET** See New Entries No. 11 | 11137<br>5907<br>15441 | ✠100A1 SS 3/67<br>oil tanker<br>✠LMC<br>MN1720 EL g†2⅛"SQ | 1962-6 Harland & Wolff Ltd.—Bel<br>525' 2" 69' 4" 29' 5"<br>496' 6" 69' 0" 37' 1"<br>P122' B63' F59' 1 dk<br>RW 17BH<br>rf 4" WB627t | M Tanker Mchy.aft<br>27 Ta<br>L.719124 HeCls. BC | Oil 2SA 6Cy. 750×1500<br>500 mm<br>8600bhp<br>Harland & Wolff Ltd.<br>2AuxB 150lb<br>3×200kW 110V d.c. |
| 503301<br><br>168599<br>RTv | **B.P. FIREMASTER**<br><br>**B.P. Refinery (Llandarcy) Ltd.**<br>Swansea British | 88<br>88<br>— | ✠A1 SS 11/68 ~~SS 11/64~~<br>Swansea docks service<br>EL (a)¾" | 1960-1 J. S. Watson (Gainsboro') Ltd.—Gainsboro' & R. S. Hayes (Pembroke Dock) Ltd.—Pembroke Dock<br>60' 0" 38' 0"<br>50' 0" 36' 0". 7' 6"<br>1 dk<br>4BH<br>rf nil | M Firefloat Mchy.fwd & aft<br>Twin hull | 2 Oil 4SA each 6Cy. 140×<br>Removable propelling &<br>(not classed) fwd & aft<br>290bhp<br>W. H. Dorman & Co. Ltd<br>2×11¼kW 110V d.c. |
| 503302<br>GHBV<br>301209 | **B.P. GHENT**<br>exBP VI<br>**B.P. Trading Ltd.**<br>London British | 144<br>94<br>285 | | 1950 Ch. Nav. de Rupelmonde—Ant<br>*122-6'* 16' 6"<br>16' 4"<br>1 dk | M Oil Barge | Oil 2Cy. 242×320 mm<br>90bhp<br>Anglo-Belgian Co.<br>2×¾kW 24V d.c. |
| 503303<br>MFCP<br>184262<br>RTv | **B.P. GUARD**<br>exFarahmand-55<br>**BP Tanker Co. Ltd.**<br>London British | 450<br>20<br>— | ✠100A1 CS 9/68 ~~CS 5/63~~<br>tug<br>✠LMC<br>EL (g)1½" | 1950-8 Ferguson Bros. (P.Gl.)—P.Gl<br>135' 10" 32' 7" 13' 6"<br>125' 0" 32' 6" 14' 6"<br>B46<br>R 3BH<br>BK6" WB81t incl. DTf14t | S Tug | T 3Cy. 17¼" 28½" & 48½"×<br>1180ihp<br>Ferguson Bros. (P.Gl.)<br>SB 200lb hs(3262) 3cf<br>2×15kW 110V d.c. |
| 503304<br><br>186960 | **B.P. HAULIER**<br><br>**Shell Mex & B.P. Ltd.**<br>Faversham British | 315<br>173<br>305 | ✠A1 TD 11/67 ~~SS 1/64~~<br>oil tanker River and estuary service<br>✠LMC<br>MN54 EL (e)1" | 1955-8 J. Pollock, Sons & Co. Ltd.—Faversham<br>148' 0" 29' 1"<br>140' 0" 27' 6" 8' 6"<br>Trunk72'<br>RW 5BH<br>rf nil WB53t incl. DTf20t | M Oil Barge Mchy.aft<br>5 Ta | Oil 4SA 6Cy. 222×292 mm<br>270bhp<br>Blackstone & Co. Ltd.<br>2×10kW 110V d.c.<br>Directional propeller |
| 503306<br>DIEX<br><br>Esd Rdr<br>RTv | **B.P. KIEL**<br><br>**B.P. Benzin u. Petroleum A.G.**<br>Hamburg W. German | 791<br>416<br>1053 | GL | 1961 J. G. Hitzler—Lauenburg<br>*199-8'* 30' 3" 12' 0½"<br>30' 1" 12' 10"<br>1 dk<br>rf 2" len 63 | M Tanker Mchy.aft<br>4 Ta<br>L.50800 | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim<br>2×20, 15kW 115V d.c.<br>Directional propeller |
| 503308<br><br>187438<br>RTm | **B.P. MANUFACTURER**<br>**J. P. Knight (London) Ltd.**<br>~~**Shell-Mex & B.P. Ltd.**~~<br>London British | 303<br>188<br>445 | ✠100A1 SS 2/65<br>oil tanker Bristol Channel service limiting port seawards Swansea<br>✠LMC<br>MN72 EL d | 1956-7 W. J. Yarwood & Sons Ltd.—Northwich<br>139' 6" 21' 10" 10' 5½"<br>131' 10" 21' 6" 12' 0"<br>Ba21' Trunk72' 1 dk<br>RW 8BH<br>rf 4" WB42t | M Tanker Mchy.aft<br>4 Ta<br>Der 1(1) | Oil 4SA 6Cy 8¾"×11½"<br>324bhp<br>Blackstone & Co. Ltd.<br>2×10kW 110V d.c.<br>Directional propeller |
| 503311<br><br>187368<br>RTm | **B.P. MILLER**<br><br>**Shell-Mex & B.P. Ltd.**<br>London British | 301<br>173<br>448 | ✠100A1 SS 8/64<br>oil tanker Bristol Channel service limiting port seawards Swansea<br>✠LMC<br>MN65 EL d | 1956-3 Clelands (Successors) Ltd.—Wal<br>139' 3" 21' 10" 10' 6"<br>131' 10" 21' 6" 12' 0"<br>Ba21' Trunk72' 1 dk<br>RW 8BH<br>rf 4" WB42t | M Tanker Mchy.aft<br>4 Ta<br>Der 1(1½) | Oil 4SA 6Cy. 8¾"×11½"<br>324bhp<br>Blackstone & Co. Ltd.<br>2×10kW 110V d.c.<br>Directional propeller |
| 503312<br>OXKL | **BP NETTE**<br><br>**BP Tankskibsrederiet A/S**<br>Copenhagen Danish | 289<br>138<br>375 | ✠100A1 SS 9/67 ~~SS 5/63~~<br>oil tanker Baltic and coasting service between Antwerp and Bergen<br>Ice Class 3<br>✠LMC<br>EL e | 1959-8 Schiffsw. W. Holst—Ham<br>148' 10" 26' 0" 8' 4½"<br>137' 10" 24' 11" 9' 11"<br>RFD30' Trunk67' 1 dk<br>9BH<br>rf nil WB102t | D-E Tanker Mchy.aft<br>8 Ta<br>L.18000 | 2 Oil 4SA (p) 6Cy.<br>NE(p)65 A/B Volvo-<br>6Cy. 130×170 mm with<br>through flexible coupl<br>Klöckner-Humboldt-Deu |
| 503316<br>TXAK | **B.P. ORAN**<br>exTomyris-54<br>**Soc. des Pétroles B.P. d'Algérie**<br>Oran French | 451<br>192<br>610 | BV | 1922 Ch. Nav. Français—Blainville<br>150' 8" 25' 8" 11' 0"<br>25' 6"<br>P18' 1dk<br>R | S Tanker Mchy.aft<br>8 Ta<br>L.26425 HeCls. BC | T 3Cy. 9½" 15½" & 26"×<br>245ihp<br>Cooper & Greig |
| 503317<br><br>196905<br>RTh | **BP PARMELIA**<br><br>**BP Oil Supplies Pty. Ltd.**<br>Fremantle British | 419<br>—<br>— | ✠100A1 ~~SS 3/64~~ SS 12/68<br>tug<br>✠LMC<br>MN300 EL (g) | 1959-12 Evans Deakin & Co.—Bsb<br>139' 0" 32' 8" 12' 11¼"<br>125' 1" 31' 0" 14' 7"<br>B42'<br>RW 4BH<br>BK6" WB101t | M Firefighting Tug | Oil 2SA 8Cy. 14¼"×<br>coupling & sr revers<br>1500bhp<br>Crossley Bros. Ltd.<br>3×45, 45, 7kW 220V d.c. |
| 503319<br>MPWM<br>167206 | **B.P. SPIRIT**<br><br>**W. J. Russell & Co. Ltd.**<br>London British | 440<br>234<br>550 | ✠Classed LR until 7/43 | 1939-3 L. Smit & Zoon—Kinderdijk<br>162' 0" 32' 1"<br>31' 11"<br>Trunk 90' 1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 8Cy. 280×450<br>Humboldt-Deutzmotor |

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| 3322<br>6116 | **B.P. TAWAHI**<br>**B.P. (Aden) Ltd.**<br>London British | 114<br>76<br>150 | ✠A TD4–7/66<br>oil tanker—FP above<br>150° F. Aden harbour<br>service<br>EL a ⅜″ | 1954–9 Clelands(Successors)Ltd.—Wal<br>80′ 7″ 23′ 2″ 5′ 0″<br>80′ 0″ 23′ 0″ 8′ 0″<br>1 dk<br>2BH | Oil Barge<br>2 Ta<br>L.7212 | |
| 2235<br>ZLG<br>RT | **BP VERA**<br>**A/S Tankskibsrederiet**<br>Copenhagen Danish | 69<br>27<br>— | ✠100A1<br>oil tanker Baltic & Kattegat service<br>Ice Class 2<br>✠LMC<br>EL (a)$\frac{9}{16}$″ | 1964–8 Bolsønes Verft—Molde<br>66′ 0″ 19′ 9″<br>56′ 7″ 18′ 10″ 9′ 0″<br>1 dk<br>6BH<br>rf 15″ BK4″ WB21t | M Tanker Mchy.aft | Oil 4SA 6Cy. 5⅛″×6″ with sr reverse gear<br>170bhp<br>Rolls Royce Ltd. Shrewsbury |
| 324<br>CT<br>362<br>RTv | **B.P. WARDEN**<br>exFiruzmand–55<br>**BP Tanker Co. Ltd.**<br>London British | 462<br>14<br>— | ✠100A1 CS 3/64<br>tug<br>✠LMC<br>MN250 EL (g)1¼″ | 1951–2 Scott & Sons—Bwg<br>134′ 10″ 33′ 1″ 13′ 8″<br>125′ 0″ 33′ 0″ 14′ 6″<br>B44′<br>R 3BH<br>BK7″ WB116t incl. DTf17t | S Tug | T 3Cy. 17″ 28″ & 46″×33″<br>1250ihp 176t (o.f)<br>Plenty & Sons Ltd. Nby<br>SB 200lb hs(3340) 4cf<br>2×20, 15kW 110V d.c. 12½k |
| 327<br>SS<br>400<br>Isd<br>Rdr<br>Tm | **B. RESIT PASA**<br>**Denizcilik Bankasi T.A.O. and D. B. Deniz Nakliyati T.A.S.**<br>Istanbul Turkish | 2750<br>—<br>—<br>3655<br>1994<br>5232 | AB | 1962 Nipponkai Jukogyo—Toyama<br>349′ 9″ 49′ 5″ 18′ 1″/21′ 11″<br>328′ 1″ 49′ 2½″<br>P33′ B75′ F31′ 1 dk & S dk<br>RW<br>rf 3″ | M OSD/CSD<br>4 Ho 58¾′, 66½′, 55¼′, 54½′<br>G.236502 B.219516<br>4 Ha (stl) (32¼′×17¾′) (32¼′, 32¼′, 32¼′×19¾′)<br>8W Cr 8(5) Der 1(25) | Oil 2SA 5Cy. 600×1040 mm<br>3200bhp Sulzer 381t (hvf)<br>Uraga Diesel Kogyo Tamashima<br>3×150kW 115/230V d.c. 13k |
| 744 | **BSL L13**<br>**Black Star Line Ltd.**<br>Takoradi Ghanaian | —<br>—<br>— | ~~✠A~~<br>~~Ghanaian harbour service~~<br>~~EL (a)~~<br>✠Class **WITHDRAWN** at Owners' request 3/69 | 1966–11 Schps. De Toekomst N.V.—Boom<br>77′ 2″ 20′ 10″<br>77′ 2″ 20′ 4″ 6′ 7″<br>1 dk<br>2BH<br>rf nil | Lighter | |
| 45 | **BSL L14**<br>**Black Star Line Ltd.**<br>Takoradi Ghanaian | —<br>—<br>— | ~~✠A~~<br>~~Ghanaian harbour service~~<br>~~EL (a)~~<br>✠Class **WITHDRAWN** at Owners' request 3/69 | 1966–11 Schps. De Toekomst N.V.—Boom<br>77′ 2″ 20′ 10″<br>77′ 2″ 20′ 4″ 6′ 7″<br>1 dk<br>2BH<br>rf nil | Lighter | |
| 46 | **BSL L15**<br>**Black Star Line Ltd.**<br>Takoradi Ghanaian | —<br>—<br>— | ~~✠A~~<br>~~Ghanaian harbour service~~<br>~~EL (a)~~<br>✠Class **WITHDRAWN** at Owners' request 3/69 | 1966–11 Schps. De Toekomst N.V.—Boom<br>77′ 2″ 20′ 10″<br>77′ 2″ 20′ 4″ 6′ 7″<br>1 dk<br>2BH<br>rf nil | Lighter | |
| 47 | **BSL L16**<br>**Black Star Line Ltd.**<br>Takoradi Ghanaian | —<br>—<br>— | ~~✠A~~<br>~~Ghanaian harbour service~~<br>~~EL (a)~~<br>✠Class **WITHDRAWN** at Owners' request 3/69 | 1966–11 Schps. De Toekomst N.V.—Boom<br>77′ 2″ 20′ 10″<br>77′ 2″ 20′ 4″ 6′ 7″<br>1 dk<br>2BH<br>rf nil | Lighter | |
| 0 | **BSL L17**<br>**Black Star Line Ltd.**<br>Takoradi Ghanaian | 125<br>—<br>— | ~~✠A~~<br>~~Ghanaian harbour service~~<br>~~EL (a)~~<br>✠Class **WITHDRAWN** at Owners' request 3/69 | 1967–2 Schps. De Toekomst N.V.—Boom<br>77′ 2″ 20′ 10″<br>77′ 2″ 20′ 4″ 6′ 7″<br>1 dk<br>2BH<br>rf nil | Lighter | |
| 1 | **BSL L18**<br>**Black Star Line Ltd.**<br>Takoradi Ghanaian | 125<br>—<br>— | ~~✠A~~<br>~~Ghanaian harbour service~~<br>~~EL (a)~~<br>✠Class **WITHDRAWN** at Owners' request 3/69 | 1967–2 Schps. De Toekomst N.V.—Boom<br>77′ 2″ 20′ 10″<br>77′ 2″ 20′ 4″ 6′ 7″<br>1 dk<br>2BH<br>rf nil | Lighter | |
| 2 | **BSL L19**<br>**Black Star Line Ltd.**<br>Takoradi Ghanaian | 125<br>—<br>— | ~~✠A~~<br>~~Ghanaian harbour service~~<br>~~EL (a)~~<br>✠Class **WITHDRAWN** at Owners' request 3/69 | 1967–2 Schps. De Toekomst N.V.—Boom<br>77′ 2″ 20′ 10″<br>77′ 2″ 20′ 4″ 6′ 7″<br>1 dk<br>2BH<br>rf nil | Lighter | |
| 3 | **BSL L20**<br>**Black Star Line Ltd.**<br>Takoradi Ghanaian | 125<br>—<br>— | ~~✠A~~<br>~~Ghanaian harbour service~~<br>~~EL (a)~~<br>✠Class **WITHDRAWN** at Owners' request 3/69 | 1967–2 Schps. De Toekomst N.V.—Boom<br>77′ 2″ 20′ 10″<br>77′ 2″ 20′ 4″ 6′ 7″<br>1 dk<br>2BH<br>rf nil | Lighter | |

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| 503328<br>SLDW<br>8223<br>RT | **B.T. IV**<br><br>**A/B Bensintransport**<br>Gösta Reuter<br>Stockholm Swedish | 216<br>100<br>290 | | 1937 Ekenbergs Varv—Liljeholmen<br>118' 8" 22' 6" 9' 2"<br>... ... ...<br>P33' 1 dk<br>RW len 55 | M Tanker Mchy.aft<br>4 Ta<br>L.8400 | Oil 2SA 4Cy. 250×420 mm<br>200bhp<br>Nydqvist & Holm A/B<br>1×6kW 110V d.c. |
| 652583<br>DDWI<br><br>Df Esd<br>Gc Rdr<br>RTv | **BAABE**<br><br>**Deutsche Seereederei**<br>Rostock E. German | 299<br>171<br>600 | ✠LR class withdrawn—<br>Owners' request 10/67 | 1966–1 Bodewes Schpsw. Gruno—<br>Foxhol<br>157' 4" 30' 2" 11' 0"<br>141' 2" 30' 0" 11' 4"<br>P&B79' F23' 1 dk<br>rf 5" | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>540bhp<br>S.K.L. |
| 523953<br><br><br>Df RT | **BAB AL BAHRAIN**<br>exMonica–65<br>**Bahrain Navigation Co.**<br>Bahrein Bahrein | 325<br>126<br>405 | ✠LR class withdrawn<br>11/67 | 1932–9 Schps. "De Gideon" v/h<br>J. Koster Hzn.—Gro<br>144' 8" 25' 10" 9' 11"<br>137' 4" 25' 3" 10' 2"<br>P49' F20' 1 dk<br>R conv tanker 65 | M Mchy.aft | Oil 4SA 6Cy. 280×500 mm<br>330bhp<br>Humboldt-Deutzmot |
| 680455<br><br><br>Df Esd<br>Rdr RT | **BAB-T**<br>**Rederij Bab-T**<br>Tavenier Scheepvaartkantoor<br>**N.V.**<br>Zaandam Netherland | T.Mk<br>500<br>—<br>1250<br>1199<br>884<br>1900 | BV | 1967 Schps. "Hoogezand" J. Bodewes<br>—Hgz<br>240' 2" 37' 4" ~~12' 4"/15' 8"~~ 13' 2"/15' 8"<br>218' 2" 37' 1" 20' 4"<br>2 dks | M Mchy.aft ~~OSD/OSD~~ | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Masch. Augsburg-Nürnberg |
| 672609<br>UPDM<br>M-7616 | **BABA-ZADE**<br><br>**U.S.S.R.**<br>Baku Russian | 2335<br>835<br>232 | | 1963 ......................Russia<br>251' 11" 43' 8" 11' 6"<br>18' 5" | D-E Ferry | 4 Oil 4SA each 6Cy.<br>connected to elec. mo<br>Emade60fitted |
| 672163<br><br><br>Esd | **BABIECA**<br><br>**Cooperativa del Mar**<br>**"Saudade"**<br>Vigo Spanish | ~~182~~ 181<br>~~98~~ 74<br>132 | BV | 1967 Const. Nav. Yarza—Vgo<br>102' 9" 22' 6" 10' 1"<br>85' 4" 22' 4" 12' 2"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 270×360 m<br>500bhp<br>Klöckner-Humboldt-Deu |
| 503337<br>YBLR<br><br>Esd RT | **BABINDA**<br><br>**Republik Indonesia**<br>Perusahaan Negara<br>Pertambangan Minjak<br>Nasional<br>Djakarta Indonesian | *655*<br>*321*<br>720 | ✠Classed LR until 11/62 | 1936–4 Scott & Sons—Bwg<br>181' 1" 31' 7" 12' 4½"<br>174' 6" 30' 0" 12' 6"<br>Q103' B11' F35' 1 dk<br>R | M Mchy.aft<br>1 Ho 99½'<br>G.39730 B.36800<br><br>6W Der 1(10) | Oil 2SA 5Cy. 340×570 m<br>Polar Atlas<br>British Auxiliaries Ltd. |
| 515093 | **BABINDE**<br>exHin Leong–64<br>exNew Susana–59<br>exSusana–52 exPandina–51<br>exSwallow–50 exHai Horng–49<br>exDaisy<br>**Republik Indonesia**<br>Perusahaan Negara<br>Pertambangan Minjak<br>Nasional<br>Djakarta Indonesian | *586*<br>*261*<br>745 | | 1944 Kewaunee S.B. & E. Corp.—<br>Kewaunee<br>176' 10" 31' 10" 12' 7"<br>165' 0" 14' 3"<br>F26' 1 dk | TM Mchy.aft<br><br>B.25000<br><br>4W Der 4(5) | 2 Oil 2SA each 6Cy.<br>geared<br>General Motors Corp. |
| 510677<br>GPBZ<br>184646 | **BABINGDON**<br>exEsso Abingdon–66<br>**Bowker & King Ltd.**<br>London British | 446<br>240<br>518 | **✠A1** SS 5/65<br>oil tanker River and<br>estuary service<br>**✠LMC**<br>MN80 EL (h) | 1952–5 Henry Scarr Ltd.—Hessle<br>168' 1" 33' 9" 8' 2½"<br>160' 0" 32' 6" 11' 0"<br>1 dk<br>6BH<br>WB74t incl. DTf34t | M Tanker Mchy.aft<br>9 Ta<br>L.25000 | Oil 2SA 4Cy. 265×345 m<br>400bhp<br>Crossley Bros. Ltd.<br>1×20kW 110V d.c. |
| 501018<br>DAOQ<br>10169<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BABITONGA**<br>exAlexander von Humboldt–65<br>**Rudolf A. Oetker**<br>Hamburg W. German<br><br>Now **CACIQUE CATRIEL** See New Entries No. 7 | 2124<br>1092<br>2446 | GL | 1959 J. J. Sietas Schiffsw.—Ham<br>306' 4" 44' 1" 18' 6"<br>276' 5" 43' 11½" 28' 8"<br>B80' F38' 1 dk & S dk<br>RW | M (4P) Ref OSD<br><br>G.129627 B.127600 In.129627<br>3 Ha (stl) (34½', 25½', 25½' × 14½')<br>6W Der 6(3–5) | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>2740bhp<br>Klöckner-Humboldt-Deu |
| 522535<br>SYOQ<br>2651<br>RT | **BABOUNIS COSTAS**<br>exMariotte–65<br>exOualidia–58 exPra–54<br>**A. C. Babounis**<br>Piræus Greek | 610<br>351<br>347 | RI | 1946 Cant. Nav. Ansaldo—Gen<br>176' 7" 28' 7" 13' 1½"<br>164' 4" 28' 6" 14' 5"<br>P50' B13' F26' 1 dk | M Liquefied Gas Carrier Mchy.aft<br>8 Ta | Oil 4SA 6Cy. 370×58<br>600bhp<br>S.A. Ansaldo |
| 673008<br><br>350274<br>Df Esd<br>Pfd RT | **BABSIE**<br><br>**West Point Fishing Corp.**<br>**Pty. Ltd.**<br>Cape Town S. African | 100<br>69<br>— | | 1963 Loum & Halvarsen—C.Tn<br>72' 0" 23' 2" 9' 10"<br>69' 0" 23' 0"<br>1 dk | Wood M Fishing Mchy.aft<br>1 Ho 28' | Oil 12Cy. 4½"×5"<br>335bhp<br>General Motors Corp.<br>2×1 & ½kW 24V d.c. |
| 652148 | **BABUSHKIN**<br><br>**U.S.S.R.**<br>Odessa Russian | ~~10985~~ 11205<br>~~5731~~ 5276<br>~~12760~~ 12840 | | 1965 Nosenko Shpyd—Nic<br>510' 10" 67' 7" 29' 9"<br>67' 4" 40' 4"<br>2 dks | M Mchy.aft<br>5 Ho<br>G.629663 B.597880<br>9 Ha<br>Cr 2(3–8) 9(2½–5) Der 1(60) | Oil 2SA 6Cy. 740×1<br>9000bhp B&W<br>Bryansk Eng. Wks<br>3×300kW 400V a.c. |
| 503338<br>PKAN | **BABUT**<br><br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | 194<br>76<br>70 | ✠Classed LR until 9/58 | 1952–9 L. Smit & Zoon—Kinderdijk<br>125' 4" 21' 5" 6' 7½"<br>114' 10" 21' 4" 9' 8"<br>B&F48' 1 dk<br>RW | M<br><br><br><br>2W | Oil 4SA 6Cy. 270×<br><br>N.V. Werkspoor |

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| 33339<br>56383<br>70313<br>r RT | **BABY LERE**<br><br>**Midland Enterprises Inc.**<br>Wilmington, Del United States | **613**<br>349<br>— | | **1955** Nashville Bridge Co.—Nashville<br>140′ 0″ 35′ 2″<br>… … … | TM Tug | 2 Oil 2SA each 16Cy. 220×265 mm<br>3200bhp 256t<br>General Motors Corp. Clv |
| 3342<br><br>9895<br>I RT | **BACALAR**<br><br>**Belize Trading Co. Ltd.**<br>Belize British | **262**<br>159<br>300 | | **1944** Stacie L. Tewes—Belize<br>137′ 0″ 28′ 6″ 9′ 0″<br>28′ 4″ | Wood TrM<br><br>G.10000<br><br>1W Der 1(5) | 3 Oil (1) 2SA 4Cy. 255×320mm (2) each 6Cy. 145×205 mm 10t<br>Fairbanks, Morse & Co. Beloit<br>Caterpillar Tractor Co. Peoria<br>10k |
| 0200<br>PNA<br>178<br>Esd<br>Rdr | **BACAU**<br><br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian | ~~3000~~ **2099**<br>~~2000~~ 973<br>— 3199<br>**3090**<br>2036<br>**4429** | | **1964** Santierul Naval—Gtz<br>330′ 1″ 45′ 8″ 21′ 7½″<br>307′ 6″ 45′ 6½″<br>2 dks | M CSD Mchy.aft | Oil 2SA 5Cy. 560×1000 mm<br><br>Sulzer Bros. Ltd. Win |
| 3343<br>DDQ<br>2660<br>Esd<br>Rdr<br>RTm | **BACCALIEU**<br><br>**Government of Canada (Minister of Transport)**<br>St. John's, Nfl Canadian | **1421**<br>839<br>1330 | ✠Classed LR until 9/58 | **1940–4** Fleming & Ferguson Ltd.—Psy<br>242′ 2″ 37′ 1″ 18′ 9½″<br>230′ 0″ 37′ 0″ 22′ 0″<br>F35′ 2 dks<br>R<br>rf 21″ | S (105P)<br>3 Ho 38′, 46′, 50′<br>G.52360 B.47600<br>3 Ha (8′, 10′×18′) (10′×12′)<br>4W Der 4(4) | T 3Cy. 20″ 32½″ & 54″×30″<br>1500ihp 208t (o.f)<br>Fleming & Ferguson Ltd. Psy<br>2×30, 20kW 110V d.c. 12k |
| 2052<br>GN<br><br>Esd<br>Rdr<br>Tm | **BACCARAT**<br><br>**Hans Knudsen**<br>Svendborg Danish | **500**<br>313<br>820 | BV | **1965** A/S Svendborg Skibsv.—Svb<br>196′ 10″ 29′ 1″ 11′ 2″<br>173′ 3″ 29′ 0″ 12′ 6″<br>1 dk | M Mchy.aft<br>1 Ho 114¼′<br>G.38000 B.35000<br>2 Ha (each 41¼′×16½′)<br>Der 2(3) | Oil 4SA 5Cy. 250×300 mm<br>560bhp (d.o)<br>Nydqvist & Holm A/B Thn<br>4×12, 10, 10, 6kW 220V d.c.<br>Controllable pitch propeller |
| 344<br><br>969 | **BACCARAT**<br><br>**Bowker & King Ltd.**<br>London British | **293**<br>154<br>320 | **✠100A1** SS 9/68 ~~SS 6/68~~<br>oil tanker coasting service between Ipswich & Dover<br>**✠LMC**<br>EL f | **1959–9** N.V. Schps. H. H. Bodewes—Millingen<br>149′ 10″ 28′ 7″ 7′ 0¾″<br>141′ 10″ 27′ 6″ 8′ 6″<br>Trunk77′ RFD22′<br>9BH<br>rf nil WB25t | M Tanker Mchy.aft<br>4 Ta<br>L.40000<br><br>Der 1(1) | Oil 4SA 6Cy. 8¾″×11½″ with flexible coupling, clutch, sr & reverse gear<br>337bhp (d.o)–6½pd<br>Blackstone & Co. Ltd. Stamford<br>2×25, 13kW 110V d.c. 8½k |
| 345<br>IVE<br>368<br>Esd<br>Rdr<br>RT | **BACCHUS**<br><br>**British India Steam Navigation Co. Limited**<br>London British | **4823**<br>2441<br>~~5200~~<br>5425 | **✠100A1** SS 1/67<br>centre tanks aft—lub. oil<br>**✠LMC**<br>~~✠Lloyd's RMC~~<br>MN1100 EL x1$\frac{13}{16}$″SQ | **1962–11** Henry Robb Ltd.—Lth<br>379′ 3″ 55′ 2″ 22′ 7″<br>350′ 0″ 55′ 0″ 31′ 0″<br>P100′ F40′ 2 dks<br>3BH to U dk 4 to 2nd dk<br>rf 3″ WB835t | M Ref Mchy.aft<br><br>G.264000 B.246850 In.4000<br><br>10W Der 1(25) 1(20) 10(5) | Oil 2SA 5Cy. 680×1250 mm with flexible coupling to sc. shaft<br>5500bhp Sulzer 719t<br>Swan Hunter & Wghm Rchdsn Nwc<br>2AuxB (1 o.f 1 ex.g) 100lb 15k |
| 3346<br>IVP<br><br>Esd<br>Rdr<br>RT | **BACCHUS**<br>Phs. Van Ommeren (France)<br>~~"Soflumar" Transports de Vins~~<br>Rouen French | **3256**<br>981<br>3918 | BV | **1949** Rotterdamsche D.D. Maats.—Rot<br>333′ 0″ 47′ 5″ 19′ 4″<br>47′ 3″<br>P86′ F33′ 1 dk | M Wine Tanker Mchy.aft<br>42 Ta<br>L.7169<br><br>Der 2(1½) | Oil 2SA 3Cy. 535×2160 mm<br>2100ihp Doxford 294t–6pd<br>N.V. Wilton-Fijenoord Sch<br>12½k |
| 347<br>DG<br>482<br>RT | **BACCO**<br><br>**Giuseppe Messina**<br>Genoa Italian | **299**<br>151<br>440 | RI | **1946** Cant. del Mediterraneo—Gen<br>145′ 8″ 23′ 0″ 10′ 9″<br>133′ 10″ 22′ 11″ 13′ 6″<br>P41′ F16′ 1 dk<br>len 62 | M Wine Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.13385 | Oil 4SA 6Cy. 265×410 mm<br>300bhp NE60 12¾t–1pd<br>Ansaldo Stab. Mecc. Gen |
| 92<br>DN<br><br>sd<br>dr<br>RT | **BACHO KIRO**<br>exLa Sierra–63<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | **7008**<br>3696<br>11334<br>**9498**<br>5926<br>— | **✠100A1** SS 11/64<br>**✠LMC**<br>MN1160 EL d†2¼″SQ | **1960–7** Soc. des For. de la Méditerranée—LaSeyne<br>463′ 2″ 61′ 3″ 27′ 0½″/—<br>439′ 1″ 61′ 0″ 40′ 6″<br>P87′ F43′ 1 dk & S dk<br>7BH<br>rf 3″ DK fwd WB4339t incl. DTm2500t | M OSD/CSD Mchy.aft<br><br>G.730000 B.625785<br><br>10W Der 10(5) | Oil 2SA 7Cy. 630×1300 mm<br>5800bhp Götaverken 1000t<br>Soc. des For. de la Méditerranée Hav<br>2AuxB 85lb 13½k |
| 16<br>YN<br>A<br>dr | **BACHTERA BAKTI**<br>exWakatake Maru–66<br>**N.V. Indonesian Compass Lines**<br>Djakarta Indonesian | **1591**<br>921<br>2602 | NK | **1956** Sanoyasu Dockyd Co. Ltd.—Osa<br>272′ 2″ 39′ 5″ 16′ 10″<br>254′ 3″ 39′ 4″ 19′ 8″<br>1 dk | M Mchy.aft<br><br>2 Ha (44¼′, 85¼′×20¼′) | Oil 2SA 6Cy. 360×600 mm<br>1200bhp 127t<br>Uraga Diesel Kogyo Tamashima<br>11k |
| 33<br>JY<br><br>sd<br>dr<br>RT | **BACHTERA KITA**<br>exTokachisan Maru No. 2–62<br>exTokatisan Maru–60<br>**N.V. Indonesian Compass Lines**<br>Djakarta Indonesian | **1993**<br>1045<br>2655 | BV | **1948** Mitsui Zosen—Tmn<br>293′ 11″ 40′ 0″ 18′ 3″<br>272′ 4″ 38′ 10″ 21′ 0″<br>P22′ B73′ F30′ 1 dk, pt 2nd dk<br>RW | M (250 dk P)<br>3 Ho 107¼′ comb., 56′, 41¾′<br>G.124000 B.111000<br>4 Ha (21¼′, 25¼′, 23′, 21¼′×14¾′)<br>Der 1(10) 3(5) | Oil 2SA 8Cy. 350×620 mm<br>1600bhp NE55 106t (d.o)<br>Mitsui Zosen Tmn<br>3×75kW 220V d.c. 11½k |
| 49<br>SE<br>76<br>sd<br>RT | **BACICIN**<br>exFort Acton–48<br>**Comm. Giuseppe Bozzo**<br>Genoa Italian | **6979**<br>4241<br>10550 | RI<br>✠Classed LR until 7/53 | **1943–3** Prince Rupert D.D. & Shpyd—P.Rupert<br>441′ 2″ 57′ 2″ 26′ 11″<br>414′ 6″ 56′ 10″ 37′ 1″<br>2 dks<br>RW | S<br>5 Ho<br>G.507000 B.455000 | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 780t (o.f)<br>John Inglis Co. Ltd. Tto<br>9½k |

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|---|---|---|---|---|---|---|
| 503350<br>SDHI<br>5674<br>Df Rdr<br>RT | **BACKE**<br>exTrygg-67 exBacke-64 exNeb<br>**Sven Lindberg**<br>Stockholm Swedish | 148<br>38<br>— | | 1910 Akers M/V A/S—Osl<br>*102·2'* 18' 4" 10' 6"<br>18' 2"<br>1 dk<br>R<br>BK5½" | S Tug | T 3Cy. 11" 18" & 29"×24"<br>Akers M/V A/S |
| 542335<br>5MNP<br>1752<br>Df Esd<br>Gc Rdr<br>RTm | **BACOLOD**<br>**Bacolod Panamanian Corp.**<br>Monrovia Liberian | 9991<br>5881<br>15418 | ✠100A1 CS 7/68<br>DTm—vegetable oil<br>✠LMC<br>MN1700 EL e†2¼"SQ | 1963-6 Mitsubishi Nippon Hvy Ind.—Yka<br>490' 10" 67' 6" ~~30' 0"~~ 31' 4"<br>459' 4" 67' 3" 41' 4"<br>P108' F44' 2 dks<br>7BH to U dk 1 to 2nd dk<br>rf nil WB4547t incl. DTm1442t DTf758t | M Mchy.aft<br>4 Ho 69½', 78½', 78½', 78½'<br>G.722605 B.676427<br>4 Ha (stl) (38½', 44½', 44½', 44½'×26½')<br>8W Der 1(30) 8(5) | Oil 2SA 6Cy. 780×1400 mm<br>8500bhp MAN<br>Mitsubishi Nippon Hvy Ind.<br>AuxB 142lb e(ex.g) 183lb<br>2×240kW 450V 60c/s a.c. |
| 640353<br>EEGS<br>Df Esd<br>RT | **BACORETA**<br>**Coop. de Fabricantes de Conservas del S. de Espana**<br>Cadiz Spanish | 117<br>37<br>— | BV | 1964 Ast. Construcciones S.A.—Vgo<br>86' 9" 20' 2"<br>72' 2" 20' 0" 10' 6"<br>RW | M Fishing<br>2 Ha (each 2½'×2½') | Oil 4SA 8Cy. 140×180 mm<br>320bhp MWM<br>Suddeutsche Bremsen A.G. |
| 503351<br>HAAE<br>Df Esd<br>Rdr | **BADACSONY**<br>**Hungarian Shipping Co. Ltd.**<br>Budapest Hungarian | 1194<br>559<br>1228 | | 1960 "Gheorghiu Dej" Shpyd—Bdp<br>268' 9" 34' 10" 10' 2"<br>247' 4" 34' 8"<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 8Cy. 315×4<br>Lang Eng. Wks |
| 503352<br>MXBQ<br>187145<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BADAGRY PALM**<br>**Palm Line Ltd.**<br>Liverpool British | 5051<br>2539<br>7275 | ✠100A1 SS 6/66<br>DTm—vegetable oil<br>✠LMC<br>MN900 EL a†2¼"SQ | 1956-10 Swan, Hunter & Wghm Rchdsn —Nwc<br>446' 9" 58' 3" 23' 4¾"<br>415' 0" 58' 0" 35' 0"<br>P27' F80' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf nil WB1785t incl. Tunnel tanks 188t DTm692t | M (2P) Ref OSD<br>5 Ho 52', 68', 42', 32' DT, 59', 54'<br>G.479720 B.443175 In.4385<br>4 Ha (40½', 41½', 33½', 23½'×20')<br>16W Der 1(75) 2(15) 6(10) 8(5) | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford<br>Swan, Hunter & Wghm Rchdsn<br>2AuxB 100lb<br>3×250kW 220V d.c. |
| 503353 | **BADAK**<br>**Government of Sarawak**<br>*Kuching* Malaysian | 240<br>105<br>266 | | 1956 Cheoy Lee Shpyd—H.Kg<br>136' 0" 28' 0" 5' 6"<br>130' 0" 27' 6" 7' 6"<br>1 dk | M Water Tanker Mchy.aft<br>4 Ta | Oil 4SA 6Cy. 222×292 mm<br>R. A. Lister & Co. Ltd. |
| 503354<br>HBDI<br>35<br>Df Esd<br>Gc Rdr<br>RT | **BADEN**<br>exVictoria-51<br>**Keller Shipping Ltd.**<br>Basle Swiss | *5752*<br>*3368*<br>9950 | ✠100A1 SS 10/65<br>DTsm—vegetable oil<br>✠LMC<br>EL b†2$\frac{1}{16}$"SQ | 1950-12 Short Bros. Ltd.—Sld<br>465' 0" 59' 10" 25' 9¾"<br>438' 0" 59' 6" 37' 7"<br>F38' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB3120t incl. DTm1308t | M OSD<br>G.626189 B.580619<br>10W Der 1(25) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford<br>N.E. Mar. Eng. Co. (1938) Lt<br>AuxB 120lb (AuxB (vert.) |
| 503356<br>DFNC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BADEN**<br>**Cuxhavener Hochseefisch. G.m.b.H.**<br>Cuxhaven W. German | 648<br>266<br>500 | GL | 1956 A.G. "Weser" Werk Seebeck—Bhn<br>203' 5" 30' 1" 14' 9"<br>183' 8" 30' 0" 16' 5"<br>P11' F36' 1 dk<br>RW | S Trawler | T 3Cy. 16$\frac{1}{16}$" 25$\frac{1}{16}$" & 41<br>turb<br>1000ihp<br>A.G. "Weser" Werk Seeb |
| 503357<br>DDUI<br>Df Esd<br>Pfd RT | **BADEN**<br>**Bremen-Vegesacker Fischerei-Ges.**<br>Vegesack W. German | 306<br>150<br>— | GL | Lch.1945 Cmpl.1951 Schulte & Bruns—Emd<br>127' 11" 25' 5" 10' 11"<br>25' 3" 11' 0"<br>Q46' F16' 1 dk | M Trawler | Oil 4SA 6Cy. 320×450 mm<br>600bhp NE58<br>Klöckner-Humboldt-Deutz |
| 660543<br>LEFZ<br>Df Esd<br>Gc Rdr<br>RTm/v | **BADEN**<br>**Fred. Olsen & Co.**<br>Oslo Norwegian | 298<br>202<br>809 | NV | 1966 A/S Trondhjems M/V—Tdh<br>191' 6" 32' 11" 11' 3½"<br>173' 11" 32' 9½" 18' 7"<br>P23' 1 dk & S dk<br>rf 4" | M OSD Mchy.aft<br>1 Ho 126'<br>G.66260 B.57460<br>2 Ha (stl) (29½'×20½') (59'×24½')<br>2W Der 1(5) 1(3) | Oil 4SA 12Cy. 159×203 mm<br>800bhp<br>Caterpillar Tractor Co.<br>2×50kW 230V 50c/s a.c.<br>Controllable pitch propel |
| 672985<br>Df Esd<br>Gc Rdr<br>RT | **BADENSTEIN** T.Mk<br>**Norddeutscher Lloyd**<br>Bremen W. German | ~~10480~~ 7484<br>—4427<br>—9741<br>—10481<br>— 6345<br>—12770 | GL | 1967 Lübecker Flender-Werke A.G.—Lbc<br>531' 6" 74' 1" ~~32' 10"/~~ 29' 5"/32' 10"<br>503' 8" 73' 10" 43' 8"<br>2 dks & S dk | M Ref ~~OSD/CSD~~ | Oil 2SA 8Cy. 860×1600 mm<br>18400bhp<br>Masch. Augsburg-Nürnb |
| 503358<br>WE7878<br>265156<br>Df Gc<br>Rdr<br>RTm | **BADGER**<br>**Chesapeake & Ohio Railway Co.**<br>Muskegon United States | 4244<br>2033<br>3010 | AB | 1953 Christy Corp.—Sturgeon Bay, Wis<br>410' 6" 59' 6" 18' 6"<br>392' 8" 59' 4" 24' 0"<br>1 dk<br>RW<br>rf 12" | TS Ferry (235P) | Unaflow 8Cy. (4) 22½" &<br>8000ihp<br>Skinner Engine Co.<br>2×500kW 240V 60c/s a.c. |
| 503360<br>KWGE<br>245136<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BADGER STATE**<br>exFlorence Luckenbach-59<br>exStarlight-48<br>**States Marine Lines**<br>New York United States | 8166<br>4837<br>11044 | AB | 1944 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 28' 6½"<br>435' 6" 63' 0" 40' 0"<br>P38' B49' F47' 3 dks<br>RW<br>rf nil | S (12P)<br>5 Ho 67½', 61½', 70', 70', 72½'<br>G.604670 B.536769<br>5 Ha (27', 32½', 35', 30', 30'×19½')<br>16W Der 1(35) 2(10) 14(5) | 2 S Turb dr geared to<br>6600shp<br>General Electric Co.<br>3×300kW 230V d.c. |

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|---|---|---|---|---|---|---|---|
| 503362<br>GVQP<br>185550<br>Esd<br>RTm | **BADMINTON**<br>**British Dredging (Shipping) Ltd.**<br>Bristol British | 610<br>215<br>640 | ✠100A1<br>sand carrier<br>✠LMC<br>MN131 | ~~SS 11/64~~<br>SS 10/68<br>EL h | 1956–11 C. Hill & Sons Ltd.—Brs<br>154′ 6″ 33′ 4″ 10′ 10¼″<br>145′ 0″ 33′ 0″<br>P53′ Q59′ F20′ 1 dk<br>RW 5BH<br>rf 3″ DK WB290t | M Sand Suction Dredger Mchy.aft<br>1 Ho 47′<br>1 Ha (47′×20½′)<br>Der 1(3) | Oil 2SA 4Cy. 340×570 mm<br>640bhp (d.o)<br>British Polar Engines Ltd. Gls<br>2×50kW 220V d.c. |
| 521457<br>63 | **BADR**<br>exAlbatros P-66 exLun-66<br>**The Arabian Navigation Co.**<br>Jeddah Saudi Arabian | 391<br>242<br>550 | | JR | 1957 Brodogradiliste Punat—Punat<br>136′ 3″ 31′ 2″ 13′ 10″<br>31′ 0″<br>Q26′ F29′ 1 dk | M | Oil 4SA 7Cy.<br>25t<br>Ansaldo S.p.A. Gen<br>8k |
| 660325<br>6KNR<br>Df Esd<br>Gc Rdr<br>RT | **BAEK NYONG 101**<br>**Korea Marine Industry Development Corp.**<br>Inchon S. Korean | 136<br>50<br>— | | BV | 1966 At. & Ch. de Dunkerque & Bordeaux (France-Gironde) —Bdx<br>89′ 3″ 20′ 11″<br>75′ 5″ 20′ 10″ 12′ 0″ | M Fishing Mchy.aft | Oil 4SA 8Cy. 230×350 mm<br>460bhp<br>S.A. Fiat S.G.M. Tur<br>11k |
| 660943<br>6KNS<br>Df Esd<br>Gc Rdr<br>RT | **BAEK NYONG 102**<br>**Korea Marine Industry Development Corp.**<br>Inchon S. Korean | 136<br>50<br>— | | BV | 1966 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx<br>89′ 5″ 21′ 0″<br>75′ 5″ 20′ 10″ 12′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 230×350 mm<br>460bhp<br>S.A. Fiat S.G.M. Tur<br>11k |
| 660944<br>6KNT<br>Df Esd<br>ic Rdr<br>RT | **BAEK NYONG 103**<br>**Korea Marine Industry Development Corp.**<br>Inchon S. Korean | 136<br>50<br>— | | BV | 1966 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx<br>89′ 5″ 21′ 0″<br>75′ 5″ 20′ 10″ 12′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 230×350 mm<br>460bhp<br>S.A. Fiat S.G.M. Tur<br>11k |
| 661070<br>6KNU<br>Df Esd<br>c Rdr<br>RT | **BAEK NYONG 105**<br>**Korea Marine Industry Development Corp.**<br>Inchon S. Korean | 136<br>50<br>— | | BV | 1966 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx<br>89′ 3″ 20′ 11″<br>75′ 5″ 20′ 10″ 12′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 230×350 mm<br>460bhp<br>S.A. Fiat S.G.M. Tur<br>11k |
| 661529<br>6KNV<br>Df Esd<br>Gc Rdr<br>RT | **BAEK NYONG 106**<br>**Korea Marine Industry Development Corp.**<br>Inchon S. Korean | 136<br>50<br>— | | BV | 1966 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx<br>89′ 3″ 20′ 11″<br>75′ 5″ 20′ 10″ 12′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 230×350 mm<br>460bhp<br>S.A. Fiat S.G.M. Tur<br>11k |
| 661530<br>6KNW<br>Df Esd<br>c Rdr<br>RT | **BAEK NYONG 107**<br>**Korea Marine Industry Development Corp.**<br>Inchon S. Korean | 136<br>50<br>— | | BV | 1966 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx<br>89′ 3″ 20′ 11″<br>75′ 5″ 20′ 10″ 12′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 230×350 mm<br>460bhp<br>S.A. Fiat S.G.M. Tur<br>11k |
| 70451<br>KNX<br>Esd<br>Rdr<br>RT | **BAEK NYONG 108**<br>**Korea Marine Industry Development Corp.**<br>Inchon S. Korean | 136<br>50<br>— | | BV | 1966 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx<br>89′ 3″ 20′ 11″<br>75′ 5″ 20′ 10″ 12′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 230×350 mm<br>460bhp<br>S.A. Fiat S.G.M. Tur<br>11k |
| 0452<br>KNY<br>Esd<br>Rdr<br>RT | **BAEK NYONG 109**<br>**Korea Marine Industry Development Corp.**<br>Inchon S. Korean | 136<br>50<br>— | | BV | 1966 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx<br>89′ 3″ 20′ 11″<br>75′ 5″ 20′ 10″ 12′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 230×350 mm<br>460bhp<br>S.A. Fiat S.G.M. Tur<br>11k |
| 0453<br>KNZ<br>Esd<br>Rdr<br>RT | **BAEK NYONG 110**<br>**Korea Marine Industry Development Corp.**<br>Inchon S. Korean | ~~136~~ 135<br>~~50~~ 58<br>— | | BV | 1967 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx<br>89′ 3″ 20′ 11″<br>75′ 5″ 20′ 10″ 12′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 230×350 mm<br>460bhp<br>S.A. Fiat S.G.M. Tur<br>11k |
| 1101<br>KFT<br>Esd<br>Rdr<br>RT | **BAEK NYONG 111**<br>**Korea Marine Industry Development Corp.**<br>Inchon S. Korean | ~~136~~ 135<br>~~50~~ 58<br>— | | BV | 1967 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx<br>89′ 3″ 20′ 11″<br>75′ 5″ 20′ 10″ 12′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 230×350 mm<br>460bhp<br>S.A. Fiat S.G.M. Tur<br>11k |
| 3363<br>GCL<br>8703<br>Esd<br>Pfd<br>Rdr<br>n/h/v | **BAFFIN**<br>**Government of Canada (Minister of Energy, Mines & Resources)**<br>Ottawa Canadian | 3460<br>1319<br>950 | ✠100A1<br>✠LMC<br>MN1632 | SS 4/65<br>EL u1¾″SQ | 1957-1 Canadian Vickers Ltd.—Mtl<br>285′ 6″ 49′ 6″ 18′ 9¾″<br>262′ 6″ 49′ 4″ 30′ 0″<br>2 dks, 3rd dk except in mchy. space<br>5BH<br>rf 6″ WB597t incl. Tunnel tanks 121t DTf148t | TM Hydrographic Ship & Icebreaker<br>1 Ha (stl) (10½′×8′)<br>Der 1(5) 2(2) | 4 Oil 2SA each 12Cy. 8⅛″×20″ with hydraulic couplings & sr gearing to 2 sc. shafts<br>8160bhp Fairbanks Morse 900t (d.o)<br>Canadian Locomotive Co. Ltd. Kln<br>2wtdb 75lb<br>3×400kW 440V 60c/s a.c. 15½k |

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| 503364<br>DURF<br><br>RT | **BAFISCO I**<br>**Republic of the Philippines**<br>Bataan Fishing Corporation<br>Manila Philippine | **164**<br>67<br>— | | NK | **1961** Ichikawa Zosensho—Ise<br>101' 9" 23' 2" 9' 2"<br>92' 6" 22' 0" 10' 2"<br>RW | TM Fishing | 2 Oil 4SA each 6Cy. 230×<br>420bhp<br>Matsui Tekkosho |
| 670254<br><br>Df Esd<br>Gc Rdr<br>RT | **BAGÉ**<br>**Lloyd Brasileiro Patrimonio Nacional**<br>Rio de Janeiro Brazilian<br>Now **DIANA** See New Entries No. 1 | **6900**<br>—<br>10900<br>**9000**<br>—<br>12750 | | | **1966** Ishikawajima do Brasil—Rio<br>477' 5" 64' 1" 25' 11"/28' 6"<br>442' 11" 63' 11" 40' 0"<br>2 dks & S dk | M OSD/CSD Mchy.aft | Oil 2SA 8Cy. 680×1250 mm<br>10000bhp Sulzer<br>Ishikawajima do Brasil |
| 652238<br>AQVX<br>191065<br>Df Esd<br>Gc Rdr<br>RT | **BAGH-E-DACCA**<br>**Pakistan Shipping Line Ltd.**<br>Karachi Pakistan | **6264**<br>3319<br>10661<br>**9147**<br>5139<br>12672 | ✠100A1<br>✠LMC<br>MN1800 | EL e†2¼"SQ | **1966**-3 Brodogradiliste "Split"—Spt<br>508' 2" 64' 4" 26' 8½"/29' 7½"<br>462' 7" 64' 0" 39' 4"<br>F47' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>WB2970t incl. DTma1205t | M OSD/CSD | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>H. Cegielski<br>2AuxB (1 o.f 1 ex.g) 100℔ |
| 641103<br>AQVM<br>191057<br>Df Esd<br>Gc Rdr<br>RTm/v | **BAGH-E-KARACHI**<br>**Pakistan Shipping Line Ltd.**<br>Karachi Pakistan | T.Mk<br>**6148**<br>3360<br>10700<br>**3999**<br>5107<br>12640 | ✠100A1<br>✠LMC<br>MN1800 | EL e†2¼"SQ | **1964**-8 Brodogradiliste "Split"—Spt<br>508' 6" 64' 3" 26' 8½"/29' 7½"<br>462' 7" 64' 0" 39' 5"<br>F47' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>WB2999t incl. DTma1234t | M OSD/CSD<br>6 Ho 59', 68½', 66½' 46½', 72½', 20½' 27½' DT<br>G.680822 B.616380<br>6 Ha (stl) (32', 41½', 36½', 41½', 34½'×22½') (8½'×12')<br>16W Der 1(50) 4(10) 12(5) 1(1) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>H. Cegielski<br>AuxB (o.f) 114℔<br>AuxB (ex.g) 100℔<br>4×460/79kW 110/440V 60c/s |
| 503366<br>LAUD<br><br>Df Esd<br>Gc Rdr<br>RT | **BAGHDAD**<br>**A/S Ganger Rolf**<br>Fred Olsen & Co.<br>Oslo Norwegian | ~~4229~~ — T.Mk<br>~~2212~~ 2581<br>~~4425~~ 1211<br>3430 | | NV | **1956** Akers M/V A/S—Osl<br>374' 5" 50' 1" 22' 4½"<br>340' 0" 50' 0"<br>P47' B21' F12' 2 dks<br>RW | M (2P) Ref<br>3 Ho 76', 93', 56½'<br>G.209160 B.180750 In.41050<br>3 Ha (stl) (73½', 67½'×20½') (41½'×18')<br>6W Cr 2(3–5) 1(1½) Der 2(5—12) 2(5–10) 2(5) | Oil 2SA 6Cy. 500×1100 mm exhaust 400 mm B&W<br>Akers M/V A/S<br>3×185kW 220V d.c. |
| 503367 | **BAGHDAD**<br>**Government of Iraq (Directorate General of Ports & Navigation)**<br>Basra Iraq | *2790*<br>*1485*<br>— | ✠100A1 hopper dredger<br>✠LMC | Dr 1/65<br>EL t1½"SQ | **1940**–2 W. Simons & Co. Ltd.—Rnf<br>305' 4" 54' 2" 16' 7"<br>293' 0" 54' 0" 28' 10"<br>F42'<br>5BH<br>WB433t incl. DTf93t | TS Suction Hopper Dredger Mchy.aft | T 6Cy. 18" 28" & 48"×27"<br>2115ihp<br>W. Simons & Co. Ltd.<br>3 SB 180℔ hs(7074) Scf |
| 503358<br>TKBU<br><br>Df Esd<br>RT | **BAGHEERA**<br>**Armement Giannoni-Rastit**<br>Marseilles French | **1029**<br>535<br>1228 | | BV | **1952** T. van Duijvendijk's Sch.—Lekkerkerk<br>*220-3'* 32' 10" 13' 10"<br>32' 8"<br>P70' F25' 2 dks | M Mchy.aft<br>G.66000 B.61230<br>2 Ha (each 41½'×16½')<br>Der 4(5) | Oil 4SA 8Cy. 390×680 mm<br>1000bhp<br>N.V. Werkspoor |
| 661330<br>GUBD<br>309329<br>Esd Rdr<br>RTv | **BAGLAN**<br>**British Transport Docks Board**<br>Cardiff British | 1889<br>798<br>2200<br>— | ~~✠100A1~~<br>~~hopper dredger~~<br>~~Newport-Swansea service~~<br>~~✠LMC~~<br>~~MN805~~<br>✠Class **WITHDRAWN** at Owners' request 9/68 | ~~EL q†1½"SQ~~ | **1966**–10 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>250' 1" 48' 6" 16' 0"<br>234' 0" 47' 0" 19' 2"<br>1 dk<br>4BH<br>rf nil WB193t | T D-E Suction Hopper Dredger Mchy.aft<br>1 Ho 98' | 2 Vee Oil 4SA each 16<br>4024bhp driving 2 gen.<br>730V connected to 2<br>each 1100shp (CC)<br>Davey, Paxman & Co. Ltd.<br>3×200, 200, 36kW 220V d.c. |
| 670300<br>LJYT<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BAGRU**<br>**I/S Bagru**<br>Torvald Klaveness<br>Oslo Norwegian | ~~13621~~ 13278<br>~~6627~~ 6370<br>20044 | | NV | **1967** Ishikawajima-Harima Hvy Ind.—Nga<br>505' 0" 73' 4" 33' 7½"<br>477' 0" 73' 2" 44' 6"<br>P125' F49' 1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho 40½', 59', 38', 56', 38', 60½', 38'<br>G.840723 B.829879<br>7 Ha (stl) (24½', 44½', 25½', 43', 25½', 45½', 25½'×36½')<br>Cr 2(16) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer 12871<br>Ishikawajima-Harima Hvy<br>3×365kW 445V 60c/s a.c. |
| 503369<br>MAVH<br>182850<br>Df Esd<br>Rdr | **BAHADUR**<br>**Asiatic Steam Nav. Co. Ltd.**<br>London British | **5497**<br>3244<br>8285 | ✠100A1<br>✠LMC | SS 1/66<br>EL z | **1948**–9 Lithgows Ltd.—P.Gl<br>425' 1" 53' 11" 25' 5½"<br>404' 9" 53' 9" 31' 3"<br>P40' B124' F39' 2 dks<br>6BH<br>WB1861t incl. DTm451t | S<br>G.418902 B.379610<br>10W Der 1(27) | T 3Cy. 22" 36" & 64"×<br>with dr gearing & hyd<br>3000ihp<br>Rankin & Blackmore Ltd.<br>3 SB 230℔ hs(7701) Scf |
| 680188 | **BAHADUR**<br>**Bombay Port Trust**<br>Bombay Indian<br>For later particulars see New Entries No. 2 | **82**<br>29<br>25 | **100A1**<br>tug<br>Class contemplated | | Sodeno Zosensho—Nagoya<br>69' 6" 19' 5" 9' 2"<br>62' 4" 18' 4" 11' 2" | M Tug | Oil 4SA 8Cy. 175×220 mm<br>Masch. Augsburg-Nürnb |
| 503370<br><br>187023<br>Df Esd<br>Pfd | **BAHAMA**<br>**Colne Fishing Co. Ltd.**<br>G. D. Claridge<br>Lowestoft British | **204**<br>67<br>— | ✠Classed LR until 5/59 | | **1957**-9 Henry Scarr Ltd.—Hessle<br>*106-0'* 23' 4"<br>102' 6" 23' 0" 11' 3"<br>Q56' F16'<br>RW<br>rf 12" BK6" | M Trawler | Oil 4SA 6Cy. 12½"×1 reverse gear<br>3000bhp<br>Ruston & Hornsby |
| 503372<br><br>315914 | **BAHAMA SEAS**<br>exNuestra Senora de las Mercedes<br>**Bahama Seas Ltd.**<br>Nassau British | **120**<br>75<br>— | | | **1943** Elisabeth City Bt Wks—Elisabeth City, N.C.<br>*111-3'* 18' 0"<br>... ... ...<br>1 dk | Wood TM | 2 Oil each 6Cy. 4½"×5<br>General Motors Corp. |

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| 503373<br>HPGZ<br>Df Gc<br>Pfd Rdr | **BAHAMA STAR**<br>exArosa Star–59<br>exPuerto Rico–54<br>exBorinquen–49<br>**Evangeline Steamship Co.**<br>Panama Panamanian | 7114<br>3789<br>3290 | AB | **1931** Bethlehem S.B. Corp. Ltd.—Qcy<br>465′ 11″ 59′ 10″ 24′ 2″<br>422′ 10″ 59′ 6″ 35′ 0″<br>B&F368′ 3 dks<br>R<br>rf 12″ | S (735P) CSD<br>4 Ho<br>B.225000<br>2 Ha<br>4W | 2 S Turb dr geared to sc. shaft<br>6000shp 1019t (o.f)<br>Bethlehem S.B. Corp. Qcy<br>15k |
| 671852<br>317956 | **BAHAMAS BIG DIPPER**<br>exBig Dipper–67<br>**Independent Petroleum Shipping Co. Ltd.**<br>Nassau British | 147<br>100<br>— | | **1942** American Electric Welding Co.—Bal<br>*99·9′* 18′ 0″<br>… … …<br>1 dk | M | Oil 5Cy. 10″×12½″<br>Fairbanks, Morse & Co. Beloit<br>8k |
| 503375<br>ZFJR<br>199461<br>RT | **BAHAMAS DEVELOPER**<br>~~Symco Shipping Ltd.~~<br>~~John E. Lowe~~ **Simco Ltd.**<br>Nassau British | 280<br>184<br>310 | **✠100A1** SS 8/66<br>for service in the Gulf of Mexico, the Caribbean Sea to Trinidad & on the coast of Florida DTsm—oil FP above 150° F. or FW<br>**✠LMC**<br>MN162 EL (e) | **1958–4** Dorset Lake Shpyd—Poo<br>128′ 10″ 32′ 5″ 5′ 8¾″<br>113′ 3″ 32′ 0″ 7′ 6″<br>P19′ F16′ 1 dk<br>10BH<br>rf nil WB155t incl. DTsm100t DTf55t | TM Landing Craft Mchy.aft<br>Bow doors | 2 Oil 4SA each 6Cy. 8¾″×11½″ with flexible couplings & reverse gear<br>810bhp 22t<br>Lister Blackstone Mar. Ltd. Dursley<br>8k |
| 652495<br>199414<br>RT | **BAHAMAS DRAKE**<br>**GFJ Ltd.**<br>Nassau British | 161<br>123<br>— | | **1942** ………………….U.S.A<br>18′ 4″<br>107′ 1″ 18′ 2½″ 10′ 3″<br>1 dk | Wood TM | 2 Oil<br>Caterpillar Tractor Co. Peoria |
| 503378<br>315679 | **BAHAMAS IMPROVER**<br>**Symco Cargo Ltd.**<br>Nassau British | 125<br>59<br>— | | **1960** Gibbs Corp.—Jck<br>129′ 4″ 30′ 2″ 5′ 9¾″<br>… … …<br>1 dk | TrM Barge Mchy.aft | 3 Oil 2SA each 6Cy. 4¼″×5″<br>Emade—fitted60<br>General Motors Corp. Det |
| 672485<br>GXSH<br>334630<br>f RTm | **BAHAMASHELL**<br>~~Shell Co. of the Bahamas Ltd.~~ **Shell Bahamas Marine Ltd.**<br>London British | 262<br>132<br>315 | AB | **1967** Dade Dry Dock Corp.—Miami<br>127′ 0″ 26′ 2″ 7′ 6″<br>124′ 7″ 26′ 0″ 10′ 0″<br>P44′ B34′ F20′ 1 dk<br>rf 9″ | TM Tanker Mchy.aft<br>4 Ta<br>Der 1(3) | 2 Oil 4SA each 6Cy. 5½″×6½″<br>650bhp 30t (d.o)–2¾pd<br>Caterpillar Tractor Co. Peoria<br>2×12kW 120V 60c/s a.c. 10½k |
| 503379<br>GBQU<br>300950<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BAHARISTAN**<br>**Strick Line Ltd.**<br>F. C. Strick & Co Ltd.<br>London British | T.Mk<br>5972<br>2640<br>6678<br>8121<br>4632<br>11432 | **✠100A1** ~~SS 10/68~~ SS 11/68<br>**✠LMC**<br>MN1300 EL e†2¼″SQ | **1959–7** Caledon S.B. & E. Co. Ltd.—Dun<br>511′ 3″ 63′ 6″ 27′ 5½″<br>480′ 0″ 63′ 3″ 33′ 9″<br>P41′ B200′ F90′ 2 dks<br>RW 7BH<br>rf 6″ WB1399t | M Ref<br>5 Ho 61′, 96′, 53′, 82′. 69½′<br>G.649419 B.595289 In.7760<br>5 Ha (stl) (31½′, 56½′, 17′, 42¾′, 31½′×22′)<br>14W Der 1(65) 1(15) 4(10) 4(7) 6(5) | Oil 2SA 6Cy. 670×2320 mm<br>6500bhp Doxford 931t (hvf)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB 180℔<br>3×100kW 220V d.c. 15k |
| 503380<br>Df Esd<br>Rdr RT | **BAHER**<br>**Suez Canal Authority**<br>Port Said Egyptian (U.A.R.) | 239<br>150<br>— | | **1962** Gebr. Niestern Schpsw.—Dzl<br>104′ 11″ 29′ 0″ 10′ 6″<br>95′ 2″ 27′ 6″ 13′ 3″<br>Q5′ F16′ 1 dk | M Tug | Oil 2SA 16Cy. 8½″×10″<br>1640bhp<br>General Motors Corp. Clv |
| 503382<br>PUYG<br>Df Esd<br>Gc | **BAHIA**<br>exCharlotte<br>**State of Bahia**<br>San Salvadore Brazilian | 1536<br>—<br>807 | | **1944** Globe S.B. Co.—Superior<br>*287·4′* 37′ 0″ 12′ 6½″<br>286′ 0″ 36′ 10″ 17′ 6″<br>B&F233′ 2 dks<br>RW | TS | T 8Cy. 18½″ 31″ 38½″ & 38½″×30″<br>(o.f)<br>Joshua Hendy Irn Wks Sunnyvale |
| 03383<br>LOPP<br>f Esd<br>c Rdr | **BAHIA AGUIRRE**<br>**Argentine Govt. (Secretaria de Marina)**<br>Grupo Naval Antartico<br>Buenos Aires Argentine | 3828<br>2118<br>2820 | ✠Classed LR until 5/52 | **1950–4** Halifax Shipyards Ltd.—Hfx<br>336′ 0″ 47′ 2″ 18′ 5½″<br>47′ 0″<br>2 dks | TM (100P) | 2 Oil 2SA each 5Cy. 545×735 mm<br>Nordberg Mfg Co. Milwaukee<br>15k |
| 03384<br>EBVU<br>f RT | **BAHIA AZUL**<br>**Herederos de Juan Velasco S.A.**<br>San Sebastian Spanish | 327<br>199<br>— | BV | **1958** S.A. Balenciaga—Zumaya<br>22′ 8″<br>121′ 2″ 22′ 6″ 12′ 10″<br>RW | M Trawler<br>4 Ha (each 3¼′×3¼′) | Oil 4SA 8Cy. 270×500 mm<br>580bhp 100t<br>N.V. Werkspoor Ams<br>11k |
| 42631<br>SIJX<br>10473<br>f Esd<br>c Pfd<br>Rdr | **BAHIA BLANCA**<br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish | 8475<br>4524<br>8950 | **✠100A1**<br>DTsa—vegetable oil<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2400 EL d†2$\frac{3}{16}$″SQ | **1964–4** A/B Lindholmens Varv—Got<br>489′ 10″ 63′ 3″ 28′ 0¾″<br>450′ 9″ 63′ 0″ 39′ 6″<br>F93′ RAD60′ 2 dks, 3rd dk except in No. 6 hold<br>8BH<br>rf 7″ WB1295t | TM Ref<br>G.380792 B.352160 In.134448<br>Cr 2(5–7½) 10(5) Der 1(70) | 4 Vee Oil 4SA each 12Cy. 400×460 mm n pairs with electro-magnetic slip couplings and sr gearing to sc. shafts<br>12000bhp Pielstick 1116t<br>A/B Lindholmens Varv Got<br>2AuxB 100℔ 19k |

For later particulars see New Entries No. **10**

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| 03385<br>LOPQ<br>f Esd<br>c Rdr | **BAHIA BUEN SUCESO**<br>**Argentine Govt. (Secretaria de Marina)**<br>Comando de Transportes Navales<br>Buenos Aires Argentine | 3828<br>2118<br>2820 | **✠100A1** SS 1/65<br>with freeboard<br>**✠LMC**<br>EL (u) 2″ | **1950–5** Halifax Shipyards Ltd.—Hfx<br>336′ 0″ 47′ 2″ 18′ 5½″<br>312′ 0″ 47′ 0″ 26′ 0″<br>B168′ 2 dks<br>5BH<br>rf 9″ WB664t | TM (100P) | 2 Oil 2SA each 5Cy. 545×735 mm<br>3750bhp<br>Nordberg Mfg Co. Milwaukee<br>15k |

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| 652447<br><br><br>Df Esd<br>Rdr<br>RTm/h | **BAHIA CAMARONES**<br><br>**Copemar S.A.**<br>Mar del Plata Argentine | 238<br>75<br>496 | ✠100A1<br>stern trawler<br>✠LMC<br><br>MN135 EL (j) (d) | 1966–7 Ast. del Cantabrico & Riera—Gjn<br>116' 5" 24' 9" 13' 1"<br>100' 0" 24' 7" 13' 5"<br>B&F54' 1 dk<br>RW 3BH<br>rf 19" BK7" WB20t | M Stern Trawler<br>2 Ho 41½', 8½' | Oil 4SA 6Cy. 270×360 mm<br>675bhp<br>Klöckner-Humboldt-Deutz<br>2×120kW 380V 50c/s a.c.<br>Controllable pitch propeller |
| 503386<br>EEGA | **BAHIA-DE-ALGECIRAS**<br>exRada de Melilla–55<br>exCarmen–49 exPeveril<br>**Bautista Romero Moreira**<br>Gijon Spanish | 322<br>127<br>246 | <br><br>✠Classed LR until 1/16 | 1895–8 Scott & Sons—Bwg<br>*135·6'* 23' 1"<br>… … …<br>1 dk Well dk<br>R | S Mchy.aft<br><br><br>2 Ha (29½'×15') (13½'×11')<br>Der 1(2½) 1(1½) | C 2Cy. 17½" & 40"×27"<br>300ihp<br>Muir & Houston |
| 640351<br>EEIU<br><br>Df Esd | **BAHIA DE BERMEO**<br>Launched as Amaya Reyes<br>**Pedro Campos**<br>Bilbao Spanish | 138<br>61<br>— |  | 1964 Balenciaga S.A.—Zumaya<br>108' 0" 21' 2"<br>85' 4" 21' 0" 11' 6"<br>RW | M Trawler | Oil 2SA 4Cy.<br>430bhp<br>Cons. Echevarria |
| 503387<br>EADF | **BAHIA DE CADIZ**<br>exRada de Barcelona–56<br>exSanta Elena Martir–49<br>exTarcoronte–34<br>exQuaysider<br>**Naviera Astur S.A.**<br>Carbones y Transportes Felgueroso S.A.<br>Gijon Spanish | 372<br>147<br>344 | BV<br><br>✠Classed LR until 8/38 | 1909–8 Smith's Dock Co. Ltd.—Shl<br>*143·3'* 24' 0"<br>… … …<br>1 dk<br>R | S Mchy.aft<br><br><br>2 Ha (each 22½'×17')<br>Der 2(2) | C 2Cy. 17" & 36"×30"<br>500ihp<br>Shields Eng. Co. Ltd. |
| 661783<br>EFBS<br><br>Df Gc<br>RT | **BAHIA DE CORUNA**<br><br><br><br><br>**Depoil S.A.**<br>Santander Spanish | 390<br>235<br>550 | ✠100A1<br><br>✠LMC<br><br>MN124 EL g ✠"U2 | 1966–12 Talleres del Astillero S.A.—Snt<br>160' 7" 28' 0" 10' 8"<br>143' 0" 27' 11" 11' 10"<br>P28' F22' 1 dk<br>NS 3BH<br>rf 3" WB166t | M Mchy.aft | Oil 4SA 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz<br>3×40kW 220V d.c. |
| 662104<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BAHIA DE LOS VASCOS**<br><br>**Herederos de J. Velasco S.A.**<br>~~Pasajes~~ Spanish<br>San Sebastian | ~~500~~ 497<br>— 201<br>— 518 | <br><br>BV | 1966 Ast. Celaya—Bbo<br>152' 3" 31' 11" 13' 11½"<br>128' 0" 31' 9½" 22' 0"<br>2 dks | M Trawler Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz |
| 503389<br>CLYM<br><br>Df Esd<br>Gc | **BAHIA DE MARIEL**<br>exHalf Hitch–48<br>**República de Cuba**<br>Empresa Consolidada de Nav. Mambisa<br>Havana Cuban | 3805<br>2123<br>5695 |  | 1945 Consolidated Stl Corp.—Wmg Cal<br>*323·9'* 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks | M Mchy.aft<br><br>G.249000 B.227000 | Oil 2SA 6Cy. 545×735 mm<br><br>Nordberg Mfg Co. |
| 503390<br>CLYN<br><br>Df Esd<br>Gc | **BAHIA DE MATANZAS**<br>exCoastal Stevedore<br>exPinellas–45<br>**República de Cuba**<br>Empresa Consolidada de Nav. Mambisa<br>Havana Cuban | 3805<br>2123<br>5965 |  | 1945 Globe S.B. Co.—Superior<br>*323·9'* 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks | M Ref Mchy.aft<br><br>G.249500 B.227000 | Oil 2SA 6Cy. 545×735 mm<br><br>Nordberg Mfg Co. |
| 503391<br>CLYO<br><br>Df Gc | **BAHIA DE NIPE**<br>exCoastal Charger–48<br>**República de Cuba**<br>Empresa Consolidada de Nav. Mambisa<br>Havana Cuban | 3805<br>2123<br>— |  | 1945 Consolidated Stl Corp.—Wmg Cal<br>*323·9'* 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks | M Mchy.aft<br><br>G.249000 B.227000 | Oil 2SA 6Cy. 545×735 mm<br><br>Nordberg Mfg Co. |
| 670204<br>EFJE<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAHIA DE NUESTRA SEÑORA**<br>**Herederos de J. Velasco S.A.**<br>Pasajes Spanish | 497<br>201<br>500 | <br><br>BV | 1966 Ast. Celaya—Bbo<br>152' 3" 31' 11" 13' 11½"<br>121' 11" 31' 10" 22' 0"<br>2 dks | M Trawler Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz |
| 503393<br>CLYP<br><br>Df Esd<br>Gc | **BAHIA DE NUEVITAS**<br>exHalf Knot–48<br>**República de Cuba**<br>Empresa Consolidada de Nav. Mambisa<br>Havana Cuban | 3799<br>2160<br>5903 |  | 1945 Southeastern S.B. Corp.—Sav<br>*323·9'* 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks | M Mchy.aft<br><br>G.249000 B.227000 | Oil 2SA 6Cy. 545×700 mm<br><br>General Mchy. Corp. |
| 503394<br>EAAZ<br><br>Df Esd<br>Rdr | **BAHIA DE PALMA**<br>exMonte Monjuich–58<br>exArdantza-Mendi–39<br>exMaraglo<br>**Cia. Maritima de Cadagua**<br>Gijon Spanish<br>Now **ONDATEGUI** See New Entries No. **10** | 4914<br>2917<br>6845 | ✠100A1 SS 3/67<br>shelter dk with fbd<br>✠LMC<br><br>EL w | 1922–2 Scheeps. de Klop—Sliedrecht<br>367' 6" 50' 4" 24' 0½"<br>359' 3" 50' 0" 32' 6"<br>2 dks<br>R Coll BH to S dk 5 to U dk<br>WB1140t | S CSD<br><br>G.377602 B.354947<br><br>9W | T 3Cy. 23¾" 38⅞" & 62½"<br>1560ihp<br>Burgerhouts Masch.<br>3 SB 180lb hs(5958) |

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| 503395<br>ECAG<br>Df Esd<br>RT | **BAHIA DE PASAJES**<br>**Herederos de Juan Velasco S.A.**<br>San Sebastian Spanish | 308<br>149<br>— | BV | 1952 S.A. Balenciaga—Zumaya<br>*121·1'* 22' 7"<br>... ... ...<br>len 57 | M Trawler<br>3 Ha (each 3¼'×3¼') | Oil 4SA 8Cy. 270×500 mm<br>580bhp 106t<br>N.V. Werkspoor Ams<br>10k |
| 503396<br>EAIZ<br>RT | **BAHIA DE SANTANDER**<br>exSniace–56<br>**Naviera Astur S.A.**<br>Lopez de Haro S.A.<br>Gijon Spanish | 376<br>249<br>— | BV | 1948 Ast. de T. Ruiz de Velasco—Bbo<br>*145·0'* 26' 3"<br>... ... ...<br>1 dk | M Mchy.aft<br>2 Ha (25¼'×16½')<br>Der 1(2) | Oil 4SA 4Cy. 250×300 mm<br>375bhp (d.o)<br>Swiss Loco. & Mch. Wks Win<br>9k |
| 670205<br>Esd Rdr<br>RT | **BAHIA DE SANTOÑA**<br>**Cooperativa Bahia de Santoña**<br>Spanish | 214<br>—<br>118 | | 1966 Ast. Zamacona S.A.—Bbo<br>87' 5" 21' 1" 8' 8¾"<br>77' 1" 21' 0" 10' 6"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 175×205 mm<br>420bhp<br>Maybach Friedrichshafen |
| 503397<br>CLDJ<br>Df Esd | **BAHIA DE SIGUANEA**<br>exQuionga–56<br>exB. A. Follansbee–47<br>Launched as Northern Stalker<br>**República de Cuba**<br>Empresa Consolidada de Nav. Mambisa<br>Havana Cuban | 1906<br>1063<br>2740 | | 1945 McCloskey & Co.—Tampa<br>258' 10" 42' 5" 17' 11¾"<br>250' 0" 42' 1" 20' 5"<br>P22' B63' F22' 1 dk | S<br>G.124288 B.117684<br>6W Der 6(3) | C 6Cy. (3) 20" & (3) 44"×27"<br>351t (o.f)<br>Ajax Uniflow Co. Corry<br>10½k |
| 503398<br>CLDT<br>Df Esd | **BAHIA DE TANAMO**<br>exLunda–56 exLuther Hurd–47<br>**República de Cuba**<br>Empresa Consolidada de Nav. Mambisa<br>Havana Cuban | 1892<br>1025<br>2740 | | 1944 Pennsylvania Shpyds Inc.—Beaumont<br>258' 9" 42' 2" 17' 11¾"<br>250' 0" 42' 1" 20' 5"<br>P22' B63' F22' 1 dk | S<br>G.123803 B.117221<br>6W Der 6(3) | C 6Cy. (3) 20" & (3) 44"×27"<br>351t (o.f)<br>Ajax Uniflow Co. Corry<br>10½k |
| 503399<br>EDKM<br>Df Esd<br>Gc Rdr<br>RT | **BAHIA GADITANA**<br>**Empresa Nacional "Elcano" de la Marina Mercante**<br>Cadiz Spanish | 20867<br>13718<br>32000 | ✠100A1 SS 2/66<br>oil tanker<br>✠LMC<br>MN3000 EL p†2 13/16"SQ | 1961–10 Ast. de Cadiz—Cdz<br>665' 1" 87' 4" 35' 2½"<br>629' 11" 87' 1½" 46' 7"<br>P143' B43' F84' 1 dk<br>11BH<br>rf 6" WB7542t incl. 5590t in clean ballast tanks | M Tanker Mchy.aft | Oil 2SA 12Cy. 740×1600 mm<br>15000bhp B&W<br>La Maquinista Terrestre y Mar. Bcl<br>2WTAuxB 199lb |
| 503400<br>CLSC<br>Df Esd | **BAHIA SANTIAGO DE CUBA**<br>exPebane–56<br>exPhinas Winsor–48<br>**República de Cuba**<br>Empresa Consolidada de Nav. Mambisa<br>Havana Cuban | 1953<br>1064<br>2748 | | 1944 Pennsylvania Shpyds Inc.—Beaumont<br>258' 9" 42' 2" 17' 11⅛"<br>250' 0" 42' 1" 20' 5"<br>P22' B63' F22' 1 dk | S<br>G.124288 B.117684<br>6W Der 6(3) | C 6Cy. (3) 20" & (3) 44"×27"<br>351t (o.f)<br>Ajax Uniflow Co. Corry<br>10½k |
| 503401<br>LOPR<br>Df Esd<br>Gc Rdr | **BAHIA THETIS**<br>**Argentine Government (Secretaria de Marina)**<br>Comando de Transportes Navales<br>Buenos Aires Argentine | 3828<br>2118<br>2820 | ✠Classed LR until 5/52 | 1950–8 Halifax Shipyards Ltd.—Hfx<br>336' 0" 47' 2" 18' 5½"<br>47' 0"<br>2 dks | TM (100P) | 2 Oil 2SA each 5Cy. 545×735 mm<br>Nordberg Mfg Co. Milwaukee<br>15k |
| 662127<br>LIJP<br>Df Esd<br>Gc Rdr<br>RT | **BAHMA**<br>**I/S Nagoya**<br>L. Gill-Johannessen & Co.<br>Oslo Norwegian | ~~13486~~ 13278<br>~~6494~~ 6370<br>20000 | NV | 1966 Ishikawajima-Harima Hvy Ind.—Nga<br>505' 0" 73' 4" 33' 7"<br>476' 2" 73' 2" 44' 5"<br>1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.840000 B.829000<br>7 Ha (24¾', 44¼', 25¼', 43', 25¼', 45½', 25¼'×36¼') | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio<br>3×368kW 220/440V 60c/s a.c. |
| 503402<br>MNGP<br>169410<br>RT | **BAHRAMAND**<br>exEmpire Doris–48<br>**B.P. Tanker Co. Ltd.**<br>London British<br>Now **TAHAMTAN** See New Entries No. 5 | 307<br>—<br>165 | 100A1 SS 7/64<br>tug<br>**LMC**<br>EL (e)1" | 1944 Scott & Son—Bwg<br>113' 10" 30' 1" 12' 7"<br>105' 0" 30' 0" 13' 6"<br>R 2BH<br>BK6" WB61t incl. DTf10t | S Tug | T 3Cy. 16½" 27" & 46"×30"<br>1000ihp 95t (o.f)<br>Plenty & Son Ltd. Nby<br>SB 200lb hs(2823) 3cf<br>2×15 & 5kW 110V d.c. 12k |
| 503405<br>ILPG<br>845<br>RTh/v | **BAIA**<br>exCittà di Napoli–62<br>**Rimorchiatori Napoletani**<br>Naples Italian | 217<br>20<br>— | RI | 1959 Cant. Nav. M. & B. Benetti—Viareggio<br>103' 3" 26' 3"<br>95' 2" 26' 2" 13' 2"<br>RW | S Tug<br>Der 1(1½) | T 3Cy. 13½" 23" & 38"×27"<br>1006ihp Emade42fitted59 (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>1×15kW 110V d.c. |
| 651961<br>Df Esd<br>Gc Rdr | **BAIA MARE**<br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian | ~~3090~~ 2099<br>~~2086~~ 973<br>— 3199<br>~~3090~~<br>2086<br>4429 | | 1965 Santierul Naval—Gtz<br>330' 1" 45' 8" 21' 7½"<br>307' 6" 45' 6½"<br>2 dks | M CSD Mchy.aft | Oil 2SA 5Cy. 560×1000 mm<br>Sulzer Bros. Ltd. Win |

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|---|---|---|---|---|---|---|
| 503406<br>JXJO<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BAIE COMEAU**<br>**A/S Inger**<br>Jacob Kjöde A/S<br>Bergen Norwegian | 8412<br>4568<br>12085 | NV | 1960 Bremer Vulkan—Vgk<br>453' 0" 67' 3" 29' 0½"<br>417' 0" 67' 1" 37' 11"<br>2 dks<br>RW<br>rf nil | M (8P) Mchy.aft<br>4 Ho 74½', 64½' 64½', 71½'<br>G.591385 B.551903<br>4 Ha (stl) (36½', 40½', 40½', 40½'×33')<br>8W Der 8(5) | Oil 2SA 7Cy. 700×1200 mm<br>4500bhp MAN<br>Bremer Vulkan<br>3×290kW 220V |
| 503407<br>CYJW<br>313967<br>Df Esd<br>Gc Rdr<br>RTh/v | **BAIE ST. PAUL**<br>**Canada Steamship Lines Ltd.**<br>Montreal Canadian | 17810<br>12423<br>26250 | ✠100A1 Lake SS 6/68<br>Great Lakes & River St. Lawrence service<br>✠LMC<br>MN2000 EL (o†)2½"SQ | 1963-6 Davie S.B. Ltd.—Lauzon<br>730' 2" 75' 4" 26' 3" FW<br>708' 10" 74' 11½" 39' 2"<br>Ba109' F57' 1 dk<br>NS 3BH<br>rf 3" WB11227t | S Bulk Carrier (4P) Mchy.aft<br>6 Ho 89', 96', 96', 96', 96', 96'<br>17 Ha (stl) (each 20'×53½')<br>Cr 1 | 2 S Turb dr geared to sc. sh<br>10000shp<br>John Inglis Co. Ltd.<br>2WTB 575lb Spt 765° F. 520<br>hs11660<br>2×600, 500kW 550V 60c/s a.c |
| 503408<br>Df Esd | **BAIKAL**<br>**U.S.S.R.**<br>Murmansk Russian | 7661<br>4285<br>7500 | ✠ | 1957-7 N.V. Kon. Maats. "De Schelde" —Fls<br>427' 2" 61' 11" 26' 9½"<br>388' 7" 61' 9½" 36' 9"<br>P47' 3 dks | D-E Mchy.aft | 4 Oil 2SA each 8Cy. 6<br>connected to elec. motor<br>Sulzer<br>N.V. Kon. Maats. "De Sche |
| 540135<br>USKC<br>M-26914 | **BAIKAL**<br>**U.S.S.R.**<br>Vladivostok Russian | 5245<br>2164<br>1358 | | 1962 Mathias-Thesen-Werft—Wismar<br>400' 9" 52' 6" 17' 0½"<br>52' 3" 24' 11"<br>3 dks<br>RW | TM (333P)<br>1 Ho<br>B.20660<br>1 Ha (18½'×13')<br>1W Cr 1(3) 1(1) Der 1(1) | 2 Oil 2SA each 6Cy. 570×8<br>MAN<br>Dieselmotorenwerk |
| 641713 | **BAIKAL**<br>**U.S.S.R. (Academy of Science)**<br>Russian | 3897<br>1195<br>— | | 1964 Schiffswerft Neptun—Ros<br>366' 0" 47' 3"<br>47' 1" | D-E Research Ship | Oil connected to elec. motor |
| 503409<br>UTFO<br>M-22524 | **BAIKAL**<br>**U.S.S.R.**<br>Nakhodka Russian | 3170<br>1225<br>1301 | | 1961 ......................Russia<br>277' 10" 45' 11" 18' 0½"<br>45' 9" 32' 10"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57350<br>3 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda |
| 503410<br>UKNZ<br>M-117081<br>Df Esd<br>Gc Rdr<br>RT | **BAIKALLES**<br>**U.S.S.R.**<br>Petropavlovsk Russian | 2924<br>1361<br>3400 | | 1962 Nystads Varv—Nystad<br>335' 0" 46' 1" 18' 9"<br>305' 2" 45' 11" 22' 6"<br>1 dk | M<br>4 Ho<br>G.182542<br>4 Ha (each 32½'×28½')<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy. 550×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan T |
| 503411<br>EACA<br>Df Esd<br>Gc Rdr<br>RTm | **BAILEN**<br>**Cia. Española de Petroleos S.A.**<br>Teneriffe Spanish | 8472<br>4451<br>10705 | ✠100A1 SS 10/66<br>oil tanker<br>✠LMC<br>EL c† | 1947-7 Soc. Española de Const. Nav.—Cdz<br>465' 7" 62' 4" 27' 3½"<br>461' 0" 62' 0" 34' 3"<br>P108' B32' F47' 1 dk, 2nd dk clear of cargo tanks<br>RW 18BH<br>WB904t incl. DTf399t | TM Tanker Mchy.aft<br>33 Ta<br>L.424000 HeCls. C | 2 Oil 4SA each 6Cy. 630×<br>3850bhp B&W<br>Soc. Española de Const. N<br>2AuxB 150lb<br>3×150, 150, 75kW 220V d.c |
| 503413<br>WA2671<br>236505 | **BAINBRIDGE**<br>**Sam Mirkovich and others**<br>Seattle United States | 130<br>68<br>— | | 1937 Al Larson—L.An<br>*78·6'* 22' 8"<br>... ... ...<br>1 dk | Wood M | Oil 4SA 4Cy. 330×405 mm<br>240bhp<br>Atlas-Imperial D.E. Co. |
| 652053<br>CLGH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAIRE**<br>**Republica de Cuba**<br>Havana Cuban | 7000<br>3693<br>—<br>9390<br>5238<br>— | ✠100A1<br>strengthened for heavy cargoes—DTsf veg. oil<br>Ice Class 2<br>✠LMC<br>✠Lloyd's RMC<br>MN1920 EL e†2½"SQ | 1966-2 Astano S.A.—Frl<br>514' 7" 64' 9" 26'3"/29'9½"<br>470' 0" 64' 6" 38' 6"<br>Ba148' F48' 1 dk & S dk<br>4BH to S dk 4 to 2nd dk<br>rf 3" WB2493t | M Ref OSD/CSD Mchy.aft<br>In.40012 | Oil 2SA 6Cy. 760×1550 m<br>9600bhp Sulzer<br>Empresa Nacional "Elcan<br>AuxB 100lb |
| 503414<br>DZME<br>203634<br>Gc | **BAIS**<br>exElcano<br>**Philippine Steam Nav. Co.**<br>Cebu Philippine | 736<br>438<br>880 | len — | 1944 Banner Island Shipyd—Stockton<br>216' 5" 32' 9" 11' 11½"<br>32' 7"<br>rf 6" | M (292P)<br>4 Ho 34', 40', 23', 26'<br>4 Ha (20', 20', 12'×16') (6'×6')<br>Der 1(15) 2(5) 1(3) | 2 Oil 2SA each 6Cy.<br>geared to sc. shaft<br>1000bhp<br>General Motors Corp.<br>2×100kW 240V d.c. |
| 650334<br>315956<br>RTv | **BAIUNE**<br>**Bulolo Gold Dredging Ltd.**<br>Port Moresby British | 118<br>58<br>133 | | 1964 Carrington Slipway Pty Ltd.—N.S.W.<br>*80·4'* 24' 8"<br>24' 6"<br>1 dk | TM Barge (8P)<br>Bow door<br>1 Ho 60'<br>Cr 1(10) | 2 Oil 4SA each 6Cy. 4<br>280bhp<br>Cummins Eng. Co. Ltd.<br>1×2kW 415V 50c/s a.c. |
| 503415<br>XCBA<br>Df Esd<br>Gc Rdr | **BAJA CALIFORNIA**<br>exBiscoe-58<br>**Petroleos Mexicanos**<br>Guaymas Mexican | *9313*<br>*5364*<br>13250 | ~~✠100A1~~ ~~Dr 12/61~~<br>~~oil tanker~~<br>~~✠LMC~~<br>~~EL d†2½"SQ~~<br>TO BE BROKEN UP<br>~~SURVEYS OVERDUE—CLASS SUSPENDED 2/67~~ | 1949-10 Lithgows Ltd.—P.Gl<br>505' 6" 62' 2" 28' 3½"<br>470' 0" 62' 0" 35' 0"<br>P98' B40' F50' 1 dk<br>RW 13BH<br>WB1215t incl. DTf810t | M Tanker Mchy.aft<br>20 Ta<br>L.649570 HeCls. BC | Oil 4SA 8Cy. 740×15<br>4500bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 150lb |

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|---|---|---|---|---|---|---|---|
| 503416<br>XCBJ | **BAJA CALIFORNIA**<br>exKorrigan III–38<br>**Mexican Govt.**<br>Naviera de Acapulco<br>Mazatlan Mexican | 962<br>579<br>— | | | 1912 At. & Ch. de la Loire—Nts<br>*194·6'* 31' 0"<br>30' 10"<br>R | S | T 3Cy. 18⅛" 29$\frac{11}{16}$" & 49$\frac{7}{32}$"×37$\frac{11}{16}$" (o.f)<br>At. & Ch. de la Loire Nts |
| 520547<br>LIVK<br>Df Esd<br>Gc Rdr<br>RTm/v | **BAJAMAR**<br>exLeeward Islands–64<br>**A/S Ganger Rolf, A/S**<br>**Bonheur, A/S Borgå, A/S**<br>**Jelölinjen & Den Norske**<br>**Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian<br>Now **BONZO** See New Entries No. 1 | 2272<br>1031<br>2700 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN720 EL u 2" | SS 12/66 | 1953–5 Eriksbergs M/V A/B—Got<br>341' 10" 47' 1" 20' 0½"<br>315' 4" 46' 11" 29' 3"<br>F44' 1 dk & S dk, Platform dk in Nos. 1 & 2 holds<br>Coll BH to U dk 5 to 2nd dk<br>WB927t incl. Tunnel tanks 531t | M (4P) Ref OSD<br>4 Ho 50½', 55', 43½', 64½'<br>B.114925 In.114925<br>4 Ha (23', 27½', 25¼', 23'×13')<br>8W Der 2(3-5) 6(3) | Oil 2SA 7Cy. 620×1150 mm<br>3600bhp 716t (hvf)<br>Eriksbergs M/V A/B Got<br>4×165kW 220V d.c. 16k |
| 503418<br>EBUO<br>Df Esd<br>RT | **BAJAMAR**<br>**Fernando Barreras Sarret**<br>Vigo Spanish | 207<br>101<br>— | | BV | 1958 Hijos de J. Barreras S.A.—Vgo<br>109' 11" 19' 10" 10' 11"<br>95' 0" 19' 8½" 12' 0"<br>RW | M Trawler<br>2 Ha (each 2¼'×2¼') | Oil 4SA 6Cy. 260×350 mm<br>330bhp Werkspoor 49t<br>Hijos de J. Barreras S.A. Vgo<br>10½k |
| 503419<br>PKAZ | **BAJAN**<br>Launched as Belatik<br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | 193<br>75<br>70 | ✠Classed LR until 9/58 | | 1953–8 N.V. Scheeps. Janssen—Druten<br>125' 4" 21' 5" 6' 7¼"<br>114' 10" 21' 4" 9' 9"<br>B&F48' 1 dk<br>RW | M<br>2W | Oil 4SA 6Cy. 270×500 mm<br>22t<br>N.V. Werkspoor Ams<br>10k |
| 503420<br>Esd | **BAJKAL**<br>**U.S.S.R.**<br>Murmansk Russian | 744<br>261<br>— | ✠ | | 1952–2 Uddevallavarvet A/B—Udv<br>206' 10" 30' 7" 14' 11"<br>180' 5" 30' 6" 15' 11"<br>F39'<br>RW<br>BK8" | S Trawler | C 4Cy. (2) 11⅜" & (2) 27$\frac{3}{16}$"×25$\frac{3}{16}$"<br>Uddevallavarvet A/B Udv |
| 672610<br>Df Esd<br>Gc Rdr<br>RT | **BAJMAK**<br>**U.S.S.R.**<br>Odessa Russian | ~~14705~~ 11205<br>~~5276~~ 5276<br>~~12760~~ 12840 | | | 1965 ....................Kherson<br>510' 0" 67' 9" 29' 10"<br>459' 4" 67' 7" 40' 6"<br>2 dks | M Ref Mchy.aft<br>5 Ho<br>G.650831 B.623130<br>9 Ha<br>Cr 13(5) Der 1(60) | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Bryansk Eng. Wks Bryansk<br>3×300kW 400V a.c. 17½k |
| 672611<br>UMEL<br>M-25162 | **BAJMAK**<br>**U.S.S.R.**<br>Kaliningrad Russian | 795<br>265<br>834 | | | 1958 ....................Russia<br>207' 2" 33' 6" 12' 3½"<br>33' 4" 13' 2½"<br>1 dk | TM Tanker Mchy.aft<br>9 Ta<br>L.30406<br>1W Der 1(1½) | 2 Oil 2SA each 8Cy. 300×500 mm<br>12½k |
| 540522<br>LCIB | **BAJO**<br>exHornås–65 exG.O.–63<br>exSele–60 exHadeln<br>exCaroline Sprenger<br>exLudendorff<br>**Ole H. Øksnes**<br>Bergen Norwegian | ~~256~~228<br>~~112~~115<br>240 | | NV | 1917 J. L. Meyer—Papenburg<br>137' 6" 23' 4" 12' 6"<br>128' 0" 23' 2"<br>R<br>rf 32½" BK6" | M Trawler<br>1 Ho<br>2 Ha (33¾', 14¼'×9¾')<br>1W Der 1 | Oil 2SA 6Cy. 280×320 mm<br>380bhp NE46 10t<br>Haldorsen & Sönner Rub<br>2×24, 18kW 110V d.c. 8½k |
| 652452<br>Df Esd<br>Gc Rdr<br>RT | **BAJONAO**<br>**Republica de Cuba**<br>Havana Cuban | ~~575~~ 705<br>— 378<br>— | | BV | 1965 S.A. Juliana Const. Gijonesa—Gjn<br>181' 3" 29' 7" 12' 3½"<br>162' 9" 29' 6½" 14' 0"<br>RW | M Trawler | Oil 4SA 9Cy. 300×450 mm<br>1300bhp MAN<br>Cia. Euskalduna Bbo |
| 670229 | **BAJRA**<br>**Pakistan River Steamers Ltd.**<br>Narayanganj Pakistan | 200<br>24<br>— | ✠ | | 1967–1 R. Dunston (Hessle) Ltd.—Hessle<br>96' 6" 26' 10" 5' 11"<br>25' 9" 8' 0" | TM Tug Mchy.aft | 2 Oil 2SA each 6Cy. 10½"×13½"<br>Crossley Bros Ltd. Mch |
| 503422<br>SPDH<br>Df Esd<br>RT | **BAK**<br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin Polish | 159<br>58<br>100 | | PR | 1952 Stocznia Polnocna—Gdk<br>106' 10" 22' 2" 10' 0½"<br>12' 0"<br>1 dk<br>RW | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Buckau Wolf Mgd<br>3×66, 18, 6kW, 330, 110, 115V d.c. 9k |
| 503423<br>TUNP<br>Df Esd<br>Gc Rdr<br>RT | **BAKALA**<br>**Soc. Ivoirienne de Navigation**<br>Abidjan Ivory Coast | 6749<br>4009<br>8858 | | BV | 1947 John Cockerill S.A.—Hbk<br>459' 7" 55' 10" 26' 2"<br>55' 8"<br>B77' F35' 2 dks<br>len 60 | M CSD<br>B.406501<br>6 Ha (24¾', 36½', 51', 31½', 31½', 4'×19½')<br>16W Der 1(40) 1(20) 2(12) 10(5) | Oil 2SA 8Cy. 720×1250 mm<br>5000bhp 946t<br>Sulzer Bros. Ltd. Win<br>16½k |
| 541036<br>TFBA<br>Df Esd<br>Gc Rdr<br>RT | **BAKKAFOSS**<br>exMille Heering–63<br>**H/f Eimskipafélag Islands**<br>Reykjavik Icelandic | T.Mk<br>953<br>403<br>1496<br>1441<br>787<br>2358 | ✠100A1<br>Str. nav. Ice<br>✠LMC<br>MN280 EL p1$\frac{7}{16}$"SQ | SS 9/66 | 1958–10 Aarhus Flydk. & Msk.—Aar<br>257' 7" 37' 10" 18' 6¾"<br>230' 0" 37' 8½" 22' 2"<br>F32' 2 dks<br>RW 4BH<br>rf 2" WB381t | M CSD Mchy.aft<br>G.110035 B.99390<br>3 Ha (37½' 33¾', 33¾'×18')<br>6W Der 2(10) 4(5) | Oil 2SA 5Cy. 350×620 mm<br>1400bhp B&W 136t<br>Helsingör Skibs. & Msk. Hsg |

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|---|---|---|---|---|---|---|---|
| 540136<br>JXWR<br><br>Df Esd<br>Gc Rdr<br>RTv | **BAKKE COOLER**<br><br>**Hvalfangst A/S Suderöy**<br>Knut Knutsen O.A.S.<br>Haugesund Norwegian | 6243<br>3250<br>4920 | | <br><br>NV | 1963 A/B Götaverken—Got<br>430′ 0″ 57′ 1″ 24′ 2″<br>390′ 0″ 57′ 0″ 29′ 4″<br>3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 4″ | M Ref<br>4 Ho<br>G.248000 In.248500<br>4 Ha (each 28′ × 15′)<br>8W Der 4(12) 4(5) | Oil 2SA 8Cy. 760 × 1500 mm<br>7500bhp<br>A/B Götaverken<br>4 × 400kW 220V d.c. |
| 540137<br>JXVS<br><br>Df Esd<br>Gc Rdr<br>RT | **BAKKE REEFER**<br><br>**Skibs A/S Marie Bakke**<br>Knut Knutsen O.A.S.<br>Haugesund Norwegian | 5710<br>3011<br>4680 | | <br><br>NV | 1963 Öresundsvarvet A/B—Lkr<br>414′ 9″ 56′ 7″ 24′ 0½″<br>380′ 0″ 56′ 5″ 36′ 0″<br>3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 11½″ | M Ref<br>4 Ho<br>G.232000 B.210000 In.248500<br>4 Ha (27½′, 27′, 27′, 27′ × 16′)<br>8W Der 8(5) | Oil 2SA 8Cy. 630 × 1300 mm<br>6650bhp<br>A/B Götaverken<br>4 × 330kW 220V d.c. |
| 503426<br>OXTG<br><br>[Df RT | **BAKKEN**<br>exPalmona–55 exClaudius<br>**I/S Bakken**<br>K. Aaen Jensen<br>Nörresundby Danish | 149<br>81<br>230 | | <br><br>GL | 1938 ......................<br>103′ 6″ 21′ 11″ 11′ 0″<br>10′ 0″<br>P21′ 1 dk<br>R len 52 | Aux Mchy.aft | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>268bhp<br>A/S Scania-Vabis |
| 503427<br>LCJX | **BAKKENÆSS**<br>exSardinen–61 exHillevaag<br>exBlackbird<br>**T. K. Næss**<br>Stavanger Norwegian | 195<br>83<br>— | <br><br>✠Classed LR until 10/08 | | 1894–8 Earle's Co. Ltd.—Hul<br>122′ 0″ 20′ 8″ 13′ 0″<br>... ... ...<br>1 dk<br>R len 30 | M Trawler | Oil 2SA 6Cy. 280 × 320 mm<br>370bhp NE46<br>Haldorsen & Sönner |
| 651204<br>SULF<br><br>Df Esd<br>Gc Pfd<br>Rdr | **BAKR**<br><br>**United Arab Republic**<br>**General Petroleum Co.**<br>Suez Egyptian (U.A.R.) | 416<br>—<br>107 | 100A1<br>Mediterranean & Red Sea<br>service<br>**LMC**<br>MN80 | SS 5/64<br><br><br><br>EL f | 1964 Leninskaya Kuznitsa—Kiev<br>147′ 3″ 25′ 2″<br>130′ 3″ 24′ 11″ 12′ 5″<br>Ba38′ 1 dk<br>5BH<br>rf 30″ BK4″ WB Tunnel tanks 17t | M Survey Ship | Oil 4SA 6Cy. 320 × 480 mm<br>400bhp<br>Schwermasch. Karl Liebkn<br>Controllable pitch propeller |
| 651090 | **BAKTI**<br><br>**Mgr. J. Grent, Bishop of Amboina Diocese**<br>Tual Indonesian | 131<br>43<br>65 | | <br><br>BV | 1965 Paans N.V. Scheepsbouwwerf—Roodevaart-Moerdijk<br>89′ 5″ 20′ 6″ 6′ 10¾″<br>78′ 9″ 20′ 0″ 8′ 2″<br>1 dk | M<br>Der 1(2) | Oil 4SA 6Cy. 220 × 280 mm<br>290bhp<br>Klöckner-Humboldt-Deutz |
| 503428<br>UUNV<br>M-2117<br>Df Esd | **BAKU**<br>Launched as David Douglas<br>**U.S.S.R.**<br>Vladivostok Russian | 7246<br>4098<br>10690 | | | 1943 Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>5 Ho<br>G.458280<br>5 Ha (33½′, 34¾′, 34¾′, 34½′, 19¾′ × 19¾′)<br>11W Der 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″ × 48″<br>2500ihp<br>Iron Fireman Mfg Co. |
| 672625<br>UBHC<br>M-19037 | **BAKU**<br><br>**U.S.S.R.**<br>Baku Russian | 3398<br>1795<br>4016 | | | 1959 ......................Russia<br>393′ 9″ 49′ 3″ 13′ 9″<br>49′ 1″ 21′ 4″ | TM<br>4 Ho<br>G.193702<br>4 Ha (39′, 45½′, 45½′, 45½′ × 26½′)<br>11W Der 1(15) 10(5) | 2 Oil 2SA each 8Cy. 300× |
| 503429<br><br><br>Esd | **BAKU**<br><br>**U.S.S.R.**<br>Murmansk Russian | 746<br>258<br>— | ✠ | | 1952–1 Ekensbergs Varv—Skm<br>207′ 0″ 30′ 7″<br>180′ 1″ 30′ 6″ 16′ 0″<br>F39′<br>RW<br>BK8″ | S Trawler | C 4Cy. (2) 11¾″ & (2) 27<br><br>Lindholmens Verk A/B |
| 672911 | **BAKUL**<br><br>**Commissioners for the Port of Calcutta**<br>Calcutta Indian | 180<br>—<br>— | 100A1<br>tug<br>Class contemplated | | Garden Reach Workshops Ltd.—Cal<br>90′ 0″ 26′ 4″ 9′ 3″<br>80′ 6″ 26′ 0″ 12′ 0″ | TM Tug | 2 Oil 4SA each 5Cy.<br><br>Masch. Augsburg-Nürn |
| 503430<br>XPZQ<br><br>Df Esd<br>Rdr RT | **BÅKUR**<br><br>**P/f Skipafelagid Føroyar**<br>Thorshavn Faroese | 354<br>141<br>— | | <br><br>NV | 1961 Søviknes Skips A/S—Syvikgrend<br>155′ 5″ 25′ 2″ 12′ 5½″<br>139′ 5″ 24′ 6″ 12′ 7″<br>1 dk<br>len 63 | M Fishing Mchy.aft | Oil 2SA 5Cy. 290 × 490<br>600bhp<br>Alpha-Diesel A/S |
| 652149<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BAKURIANI**<br><br>**U.S.S.R.**<br>Odessa Russian | ~~10085~~ 11205<br>~~5731~~ 5276<br>~~10760~~ 12714 | | | 1965 Nosenko Shpyd—Nic<br>510′ 10″ 67′ 8″ 29′ 9″<br>459′ 4″ 67′ 5″ 40′ 4″<br>2 dks | M Mchy.aft<br>5 Ho<br>G.650831 B.623130<br>9 Ha<br>Cr 2(3–8) 9(2½–5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9000bhp B&W<br>Bryansk Eng. Wks<br>3 × 300kW 400V a.c. |
| 520468<br>TMQC<br><br>Df Esd<br>Pfd Rdr | **BALAGNA**<br>exLe Goelo–64 exDörte II–60<br>exGünter Hartmann–54<br>**Soc. Méditerranéenne de Cabotage**<br>Nice French | 331<br>150<br>437 | | <br><br>BV | 1950 Ottensener Eisenwerk—Ham<br>*143·7′* 24′ 8″ 9′ 3″<br>24′ 6″<br>1 dk<br>RW | M<br>2 Ha (each 32½′ × 16½′)<br>Der 2(2) | Oil 4SA 6Cy. 270 × 36<br>560bhp NE56<br>Klöckner-Humboldt-De |
| 680138 | **BALAKA**<br><br>**Orient Water Transport Ltd.**<br>Chittagong Pakistan<br>Now **LABONNA** See New Entries No. 2 | 120<br>31<br>— | 100A1<br>tug<br>Class contemplated | | Geibi Zosen Kogyo—Kur<br>84′ 11″ 21′ 1″<br>78′ 1″ 21′ 0″ 8′ 6″ | TM Tug | 2 Oil 4SA each 8Cy.<br><br>Bergius-Kelvin Co. L |

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| 640418<br>UECI<br>M-26546<br>Df Esd<br>Gc Rdr | **BALAKHNLES**<br>**U.S.S.R.**<br>Kholmsk Russian | 4673<br>2370<br>5747 | | 1963 Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 8″ 27′ 8″<br>1 dk<br>RW | M<br>4 Ho<br>G.265744<br>4 Ha (41¼′×26¼′) (41¼′, 46′, 46′×29½′)<br>9W Der 1(15) 8(10) | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>Stocznia Gdanska Gdk<br>16k |
| 503431<br>UQHN<br>M-27851<br>Df Esd<br>Gc Rdr | **BALAKLAVA**<br>**U.S.S.R.**<br>Riga Russian | 13365<br>7605<br>18131 | ✠Classed LR until 2/63 | 1962–2 Stocznia Gdanska—Gdk<br>580′ 4″ 71′ 10″ 30′ 4″<br>541′ 5″ 71′ 6½″ 38′ 8″<br>P127′ B41′ F79′ 1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>22 Ta 1 Ho<br>L.809027 G.70630<br>1 Ha (14¾′×11½′)<br>7W Der 4(5) 3(3) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>H.Cegielski Poz<br>15¼k |
| 641573<br>UIQK<br>M-26957<br>Df Esd<br>Gc Rdr | **BALAKLAVA**<br>**U.S.S.R.**<br>Kaliningrad Russian | 2435<br>1070<br>860 | | 1964 Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.61448<br>3 Ha<br>4W Der 2(6) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>12¾k |
| 503432<br>PKAY | **BALAM**<br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | 193<br>75<br>70 | ✠Classed LR until 9/58 | 1953–8 Jonker & Stans Scheeps.—Hendrik-I-A<br>125′ 4″ 21′ 5″ 6′ 7¼″<br>114′ 10″ 21′ 4″ 9′ 9″<br>B&F48′ 1 dk<br>RW | M<br>2W | Oil 4SA 6Cy. 270×500 mm<br>22t<br>N.V. Werkspoor Ams<br>10k |
| 503434<br>VTKK<br>133118<br>RTv | **BALARI**<br>**Commissioners for the Port of Calcutta**<br>Calcutta Indian | 3083<br>1725<br>— | ~~✠100A1~~ ~~Dr 8/63~~<br>~~hopper dredger~~<br>~~✠LMC~~<br>BROKEN UP ~~EL (v)~~<br>✠Class WITHDRAWN 4/68 | 1913–6 W. Simons & Co. Ltd.—Rnf<br>333′ 6″ 54′ 7″ 17′ 10″<br>326′ 0″ 54′ 6″ 22′ 3″<br>1 dk<br>R 8BH | TS Suction Hopper Dredger | T 6Cy. 19″ 30″ & 50″×27″<br>2300ihp 385t (c)<br>W. Simons & Co. Ltd. Rnf<br>4 SB 180℔ hs(7837) 12cf<br>11k |
| 503435<br>VLBW<br>156030<br>Df Esd<br>Gc Rdr<br>RTv | **BALARR**<br>**Howard Smith Industries Pty Ltd.**<br>Port Adelaide British | 4077<br>2006<br>6200 | ✠100A1 SS 8/66<br>with freeboard<br>✠LMC<br>EL y 1⅞″SQ | 1948–11 Broken Hill Pty Co. Ltd.—Wya<br>403′ 4″ 53′ 2″ 22′ 6¾″<br>380′ 0″ 53′ 0″ 33′ 0″<br>F38′ 1 dk & S dk<br>R Coll BH to S dk 5 to 2nd dk<br>rf 4″ WB1479t incl. Tunnel tanks 288t | S OSD<br>4 Ho 59′, 66¼′, 61½′, 70¼′<br>G.338098 B.311134<br>4 Ha (31½′, 32′, 29½′, 29½′×22′)<br>16W Der 1(20) 16(5) | T 3Cy. 23½″ 38¾″ & 64″×45″ & LP turb with dr gearing & hydraulic coupling<br>3000ihp (o.f)<br>Commonw'th Gov. E. Wks Mel<br>2WTB 240℔ Spt 220℔ hs(8116)<br>3×35, 35, 14kW 220V d.c. 12½k |
| 660034<br>Df Esd<br>Gc Rdr<br>RT | **BALASHIKHA**<br>**U.S.S.R.**<br>Odessa Russian | ~~10985~~ 11205<br>~~5731~~ 5276<br>~~12760~~ 12778 | | 1965 ......................Kherson<br>510′ 10″ 67′ 8″ 29′ 9″<br>459′ 4″ 67′ 5″ 40′ 4″<br>2 dks | M<br>5 Ho<br>G.650831 B.623130<br>9 Ha<br>Cr 2(3–8) 9(2½–5) Der 1(60) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W 1406t (d.o)<br>Bryansk Eng. Wks Bryansk<br>3×300kW 400V a.c. 17½k |
| 503436<br>USKE<br>M-24514 | **BALASHOV**<br>**U S.S.R.**<br>Riga Russian | 3258<br>1522<br>4410 | | 1955 Schiffswerft Neptun—Ros<br>334′ 7″ 47′ 3″ 23′ 8″<br>47′ 1″ 26′ 0″<br>1 dk<br>RW | S<br>4 Ho<br>G.187875<br>4 Ha (27½′, 27½′, 27½′, 23¼′×16½′)<br>11W Der 1(15) 10(5) | C 4Cy. (2) 465 & (2) 1000×1000 mm & LP turb<br>12½k |
| 503437<br>VRRM<br>174249 | **BALATA**<br>**I. Mindel**<br>Kingston, Jam. British | 313<br>145<br>— | | 1922 Botje, Ensing & Co.—Gro<br>*121·0′* 23′ 2″<br>... ... ...<br>1 dk<br>R | M | Oil 2SA 6Cy. 355×430 mm<br>Emade48fitted—<br>Fairbanks, Morse & Co. Beloit |
| 503438<br>HAAG<br>Df Esd | **BALATON**<br>**Hungarian Shipping Co. Ltd.**<br>Budapest Hungarian | 1194<br>631<br>1070 | | 1956 Shipyard "Gheorghiu Dej"—Bdp<br>223′ 9″ 32′ 10″ 12′ 6″<br>32′ 8″ 17′ 5″<br>P81′ F32′ 1 dk | TM Mchy.aft<br>G.60917 B.55174<br>6W Der 1(10) 6(2½) | 2 Oil 4SA each 8Cy. 216×310 mm<br>1600bhp 154t<br>Ganz Waggon & Eng. Works Bdp<br>9k |
| 503439<br>TQPZ<br>Df Esd<br>Pld RT | **BALBAYA**<br>**Daney & Guicheney**<br>La Rochelle French<br>Now **VENDOME** (No. 503439) in the Register | 293<br>119<br>585 | BV | 1958 Ch. Nav. de La Pallice—L.Pl<br>119′ 0″ 27′ 6″ 12′ 1″<br>100′ 4″ 26′ 10″ 14′ 6″ | M Trawler<br>3 Ha (3¼′×3¼′) (3¾′×3¾′) (4½′×4½′) | Oil 4SA 12Cy. 175×180 mm with hydraulic coupling & gearing<br>750bhp 63t<br>Soc. Alsacienne Con. Méc. Mulhouse<br>11k |
| 671160<br>6ZXP<br>2691<br>Df Esd<br>Gc Rdr<br>RT | **BALBINA**<br>**Soc. Anon. di Nav. Marittima Dorado**<br>Monrovia Liberian | 43450<br>~~11160~~ 32365<br>76000 | AB | 1967 Kure Zosensho—Kur<br>835′ 0″ 120′ 2″ 42′ 6″<br>797′ 3″ 119′ 9″ 65′ 8″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 900×1550 mm<br>18400bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| 503440<br>LNQC<br>Df Esd<br>Gc Rdr<br>RTm/h | **BALBLOM**<br>**Den Norske Middelhavslinje A/S**<br>Fred. Olsen & Co. & Ole R. Thoresen<br>Oslo Norwegian | 1420<br>680<br>2300 | NV | 1948 Akers M/V A/S—Osl<br>277′ 1″ 42′ 2″ 18′ 6½″<br>250′ 0″ 42′ 0″ 25′ 7″<br>1 dk & S dk, 3rd dk in holds<br>RW | M (2P) OSD Mchy.aft<br>2 Ho 79½′, 78¾′<br>G.142320 B.127450<br>2 Ha (47½′, 39¾′×16′)<br>4W Der 2(5) 2(3) | Oil 2SA 4Cy. 500×900 mm<br>1200bhp B&W 290t (d.o)<br>Akers M/V A/S Osl<br>3×100, 100, 66kW 220V d.c. 10¾k |

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| 503443<br>NTBF<br>243368<br>Df Esd<br>Gc Pfd<br>Rdr | **BALD EAGLE**<br><br>**United States Department of Commerce**<br>San Francisco United States | 6178<br>3474<br>7641 | AB | 1943 Moore D.D. Co.—Oakland<br>459' 3" 63' 1" 25' 9½"<br>435' 0" 63' 0" 40' 6"<br>B79' 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho 62', 62', 71½', 70', 60'<br>G.520000 B.450000 In.348000<br>5 Ha (stl) (27', 32½', 35', 30', 30'×20') | 2 S Turb dr geared to sc.<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 503444<br>KOON<br>243437<br>Df Esd<br>Gc | **BALD HEAD**<br><br>**United States Department of Commerce**<br>Milwaukee United States | 1117<br>251<br>— | AB | 1943 Froemming Bros.—Milwaukee<br>*185·5'* 37' 7" 18' 9"<br>185' 0" 37' 6" 21' 5"<br>B&F106' 2 dks | M Tug | 2 Oil 4SA each 8Cy. 370×<br>electro-magnetic slip cou<br>gearing to sc. shaft<br>2320bhp<br>National Supply Co. |
| 670301<br>OVIE<br><br>Df Esd<br>Pfd Rdr<br>RTh | **BALDER**<br><br>**Kommanditselskabet Sjølund**<br>Poul L. Sivertsen<br>Naestved Danish | 500<br>300<br>1047 | BV | 1966 Scheeps. "Vooruitgang"—Foxhol<br>202' 1" 33' 10" ~~10' 6½"~~ 12' 3"<br>183' 8" 33' 6" 20' 0"<br>1 dk | M Mchy.aft<br><br>G.60673 B.55064<br>1 Ha (stl) (32½'×16½')<br>1 Ha (48¾'×17½')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Atlas-Mak Masch.<br>2×18, 15kW 220V |
| 503445<br>SLDO<br>8213<br>Df Rdr<br>RTm | **BALDER**<br>exPort Stanley-48<br>**Bröderna Wiberg**<br>Husum Swedish | 233<br>21<br>— | | 1925 Jarlsö Væft A/S—Tbg<br>*119·4'* 22' 10" 12' 11"<br>... ... ...<br>RW | S Tug | T 3Cy. 13½" 22" & 37½"×<br>500ihp<br>A/S Fredrikstad M/V<br>2×20, 9½kW 400V 50c/s a.c. |
| 503446<br>DABP<br><br>Esd<br>RTm/h | **BALDER**<br><br>**Glückstädter Heringsfischerei A.G.**<br>Glückstadt W. German | 194<br>91<br>— | GL | 1934 Norderwerft G.m.b.H.—Ham<br>*102·2'* 23' 0" 10' 8"<br>10' 10"<br>Q20' 1 dk<br>R | M Fishing<br>1 Ho 49½' | Oil 4SA 6Cy. 230×350 mm<br>150bhp<br>Frd. Krupp Germ. A.G.<br>2×15 & 7kW 125V d.c. |
| 680106 | **BALDER**<br><br>**Göteborgs Bogserings & Bärgnings A/B**<br>Gothenburg Swedish<br>For later particulars see New Entries No. 2 | 90<br>—<br>— | 100A1<br>tug<br>for restricted service<br>Class contemplated | Kalmar Varv—Kal<br>11' 0"<br>68' 0" 22' 0" 12' 4" | M Tug Mchy aft | 4 Oil 4SA each 6Cy. 127×<br>driven to sc. shaft<br>A/B Scania-Vabis |
| 672075<br>OVQY<br><br>Df Esd<br>Rdr RT | **BALDER BUUR**<br><br>**Partrederiet Buur II**<br>Christen Verner<br>Randers Danish | ~~300~~299<br>187<br>765 | GL | 1967 Schps. "Waterhuizen" J. Pattje—Waterhuizen<br>177' 6" 30' 10" 10' 8½"<br>158' 5" 30' 6" 17' 9"<br>1 dk & S dk | M OSD Mchy.aft | Oil 2SA 6Cy.<br>500bhp<br>Burmeister & Wain<br>Controllable pitch propelle |
| 541493<br>UGZD<br>M-26509 | **BALDONE**<br><br>**U.S.S.R.**<br>Riga Russian | 13383<br>7626<br>18252 | | 1963 Stocznia Gdanska—Gdk<br>580' 6" 71' 10" 30' 4"<br>541' 5" 71' 7" 38' 8"<br>1 dk<br>RW | M Tanker Mchy.aft<br>22 Ta 1 Ho<br>L.878703 G.70630<br>1 Ha (14¾'×11½')<br>7W Der 5(5) 2(3) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>N.V. Werkspoor |
| 503447<br>LMPJ<br><br>Df Esd<br>Rdr<br>RTm | **BALDRIAN**<br><br>**A/S Ganger Rolf**<br>Fred. Olsen & Co.<br>Olso Norwegian | 1419<br>680<br>1975 | NV | 1947 Akers M/V A/S—Osl<br>277' 1" 42' 2" 16' 3"<br>251' 0" 42' 0"<br>2 dks & S dk<br>RW | M (6P) Ref OSD Mchy.aft<br>2 Ho 79½', 78¾'<br>G.142320 In.127450<br>4 Ha (18'×14') (24', 24', 24'×16')<br>8W Der 2(5) 2(3) | Oil 2SA 4Cy. 500×900 mm<br>1200bhp B&W<br>Akers M/V A/S<br>2×100kW 220V d.c. |
| 503448<br>LCOH<br><br>Df Esd<br>Gc Rdr<br>RTm | **BALDUIN**<br><br>**A/S Ganger Rolf**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 2224<br>1106<br>2639 | NV | 1955 Langesunds M/V—Langesund<br>290' 0" 42' 7" 19' 0¾"<br>265' 0" 42' 5"<br>P72' B18' F32' 2 dks<br>RW | M Mchy.aft<br>2 Ho 51½', —'<br>G.155469 B.143861<br>2 Ha (stl) (51½', 91½'×18¾')<br>4W Cr 2(5) 4(10) | Oil 2SA 4Cy. 500×1100 mm<br>2000bhp<br>Akers M/V A/S<br>2×120kW 220V d.c. |
| 652584<br><br><br>Df Esd<br>Gc Rdr<br>RTv | **BALDUR**<br><br>**Seereederei "Frigga" A.G.**<br>Emden W. German | ~~25815~~ 25327<br>~~15750~~ 15620<br>38268 | GL | 1965 Rheinstahl Nordseewerke—Emd<br>720' 10" 88' 2" 35' 3½"<br>679' 8" 87' 11" 51' 10"<br>P127' F62' 1 dk | M Bulk Carrier Mchy.aft<br>9 Ho 52¾', 63', 47½', 57¾', 47½', 63', 47½', 63', 44½'<br>G.1707458<br>9 Ha (stl) (28¾', 44½', 28¾', 44½', 28¾', 44½', 28¾', 44½', 28¾'×39½')<br>2W Cr 1(3) Der 2(3) | Oil 2SA 9Cy. 780×1400 m<br>10800bhp<br>Masch. Augsburg-Nürnb<br>3×403, 403, 285kW 220/ |
| 660984<br>TFGK<br><br>Df Esd<br>Rdr RT | **BALDUR**<br><br>**Flóbáturinn Baldur h/f**<br>Stykkishólmi Icelandic | 180<br>92<br>— | | 1966 Stálskipasmidjan—Kópavogi<br>96' 0" 22' 2"<br>84' 0" 21' 8" 10' 10"<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 8Cy.<br>640bhp<br>Berglus-Kelvin Co. Ltd |
| 503455<br>LIFJ<br><br>Rdr | **BALHOLM**<br><br>**Fylkesbaatane i Sogn og Fjordane**<br>Bergen Norwegian | 241<br>112<br>— | | 1949 A/S Stord—Lervik<br>*117·7'* 19' 8"<br>... ... ...<br>1 dk | M | Oil 4SA 8Cy. 250×<br>520bhp NE63<br>A/S Bergens M/V |

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|---|---|---|---|---|---|---|---|---|---|
| 503456 | **BALI** | | 9646 | ✠100A1 | TD 8/67 | Lch.1943 Cmd.1947–12 Rotterdamsche | M | Oil 2SA 12Cy. 720×1250 mm | |
| PCXT | | | 5817 | DTs—vegetable oil | | D.D. Maats.—Rot | | 8000bhp | 1446t |
| | **N.V. Stoomv. Maats.** | | 11980 | FPT—latex | | 520′ 4″ 63′ 4″ 30′ 10¾″ | G.733500 B.670000 | N.V. Werkspoor | Ams |
| | **"Nederland"** | | | ✠LMC | | 491′ 9″ 63′ 0″ 39′ 3″ | | 2AuxB (1 o.f 1 ex.g) 71℔ | 15k |
| Df Esd | Amsterdam | Netherland | | | EL f†2⅜″SQ | P42′ B193′ F57′ 3 dks, 4th dk in Nos. 1 & | 18W Der 1(65) 1(50) | | |
| Gc Rdr | | | | | | RW 8BH 4 holds | | | |
| RT | | | | | | WB7109t incl. Tunnel tanks 344t DTa1822t | DTsm3305t | | |
| 503457 | **BALI** | | 6585 | ✠100A1 | SS 8/63 | 1941–12 Öresunds Varv A/B—Lkr | TM (5P) OSD | 2 Oil 2SA each 6Cy. 680×1500 mm | |
| SEKT | | | 3449 | with freeboard | | 477′ 10″ 64′ 3″ 27′ 3½″ | 5 Ho 65′, 66½′, 32¼′, 72½′, 80¾′ | 7900bhp | 1617t (hvf) |
| 8501 | **A/B Svenska Ostasiatiska** | | 10100 | DT—vegetable oil | | 451′ 2″ 64′ 0″ 40′ 6″ | G.691892 B.634872 | A/B Götaverken | Got |
| Df Esd | **Kompaniet** | | | ✠LMC | | P41′ F101′ 1 dk & S dk 3rd dk except in | 5 Ha (31½′, 37¾′, 37¾′, 37¾′, 32½′×20′) | db 100℔ | |
| Gc Pfd | Kristian von Sydow | | | | EL d†2⅜″ | after hold & dk in upper 'tween dks at | 18W Der 1(30) 1(20) 7(7½) 14(5) | 3×210kW 220V d.c. | 16k |
| Rdr | Gothenburg | Swedish | | | | RW Coll BH to S dk 6 to 2nd dk ends | | | |
| Tm/h/v | Now **ALMA** | | | | | rf 6″ WB2930t incl. DTm951t Tunnel tanks 466t | | | |
| | See New Entries No. 5 | | | | | | | | |
| 503458 | **BALI** | | 1435 | | | 1957 Orenstein-Koppel & Lbcr. Masch. | TS Dredger Mchy.aft | C (2) 240 & (2) 520×520 mm | |
| YBAK | | | 486 | | | —Lbc | | 1380ihp | 120t (o.f) |
| | **Republik Indonesia** | | 1452 | | BV | 239′ 7″ 43′ 7″ 13′ 8⅝″ | | Christiansen & Meyer | Ham |
| Esd | Perusahaan Negara Pelabuhan | | | | | 227′ 1″ 43′ 4″ 16′ 5″ | | | 10k |
| | Djakarta | Indonesian | | | | 1 dk | Der 2(3) | | |
| | | | | | | RW | | | |
| 503460 | **BALIDAR** | | 156 | | | 1957 Ch. Nav. Franco-Belges— | M Tug | 2 Oil 4SA each 6Cy. 270×360 mm | |
| TQFB | | | — | | | Villeneuve | | geared to sc. shaft | |
| | **Chambre de Commerce et** | | — | | BV | *83·0′* 23′ 10″ | | 750bhp | 20t |
| Df Esd | **d'Industrie de Dieppe** | | | | | … … … | 3 Ha (2′×1′) (4¾′×2¾′) (3′×2½′) | Klöckner-Humboldt-Deutz | Kln |
| | Dieppe | French | | | | | | | 11k |
| 503461 | **BALJE** | | 471 | | | 1934 Frerichswerft A.G.—Einswarden | M | Oil 2SA 6Cy. 225×330 mm | |
| DAIO | exOstmark–58 | | 252 | | | *167·0′* 26′ 5″ 14′ 1″ | | 300bhp NE58 | |
| | **Georg Harttermann** | | 581 | | GL | 26′ 3″ 15′ 7″ | G.31500 B.29500 | Motorenf. Darmstadt | Darmstadt |
| Df Esd | Günther Trulsen | | | | | P54′ Q99′ F25′ 1 dk | 2 Ha | | 10½k |
| Rdr RT | Cuxhaven | W. German | | | | R | 1W | | |
| 503462 | **BALKA** | | 127 | | | 1916 J. J. Pattje & Zonen—Waterhuizen | M | Oil 4SA 8Cy. 140×197 mm | |
| OZBL | exFair–50 exHelga–46 | | 76 | | | 94′ 0″ 21′ 7″ 9′ 0″ | 1 Ho 48′ | NE62 | (d.o) |
| | exJacoba–39 | | 178 | | BV | … … … | | L. Gardner & Sons Ltd. | Mch |
| RTm | ~~I/S Balka~~ **Arthur C. Jørgensen** | | | | | 1 dk | 2 Ha (7′ 28¾′×11¾′) | | |
| | ~~P. B. & M. C. Bidstrup~~ | | | | | R | Der 1(1) | | |
| | Rönne | Danish | | **SUNK BY COLLISION 12/67** | | | | | |
| 503463 | **BALKAN** | | *7372* | | | 1944–5 Lithgows Ltd.—P.Gl | M | Oil 4SA 6Cy. 740×1500 mm | |
| LZDP | exEastgate–56 exTrevider–55 | | *4470* | ✠LR class withdrawn— | | 447′ 2″ 57′ 11″ 27′ 3½″ | | 3300bhp | 1187t |
| 1 | **Navigation Maritime Bulgare** | | 10272 | Owners' request 12/67 | | 425′ 4″ 57′ 9″ 28′ 2″ | G.574543 B.529924 | Harland & Wolff Ltd. | Gls |
| Df Esd | Varna | Bulgarian | | **WRECKED 1/68** | | F40′ 2 dks | | | 12k |
| Gc Rdr | | | | | | | 11W Der 1(49½) 4(10) 6(5) | | |
| 503464 | **BALKAN** | | 4119 | | | 1954 Deutsche Werft A.G.—Ham | M (12P) Ref OSD/CSD | Oil 2SA 6Cy. 700×1200 mm | |
| GEW | | | 2366 | | | 431′ 7″ 56′ 8″ 21′ 7″/24′ 7″ | 5 Ho 55′, 70¼′, 58¼′, 62¾′, 55′ | 4000bhp | 902t (hvf) |
| | **Ernst Komrowski Reederei** | | 6950 | | GL | 32′ 2″ | G.454750 B.416180 In.1659 | Masch. Augsburg-Nürnberg | Aug |
| Df Esd | Hamburg | W. German | ~~6241~~ 6244 | | | P20 F38′ H75′ 1 dk & S dk | 5 Ha (stl) (29¾′, 44¼′, 29¼′, 36½′, | 3×130kW 230V d.c. | 13½k |
| c Rdr | | | 3768 | | | RW | 29¼′×21¼ ) | | |
| Tm/h/v | | | 8640 | | | | 13W Der 1(40) 1(15) 12(3–5) | | |
| 680277 | **BALKAN** | | 3170 | | | 1967 Nosenko Shipyard—Nic | M Stern Trawling Factory Ship | Oil 8Cy. 430×610 mm | |
| | | | 1225 | | | 255′ 10″ 45′ 11″ 18′ 8½″ | | 2000bhp Skoda | |
| | **Navigation Maritime Bulgare** | | — | | | 32′ 10″ | | Nosenko Shipyard | Nic |
| Df Esd | | Bulgarian | | | | 2 dks | | | 14k |
| c Rdr | | | | | | | | | |
| RT | | | | | | | | | |
| 503454 | **BALKHASH** | | 7209 | | | 1913–12 Newport Ns S.B. & D.D. Co.— | S Mchy.aft | Q 4Cy. 27″ 39″ 58″ & 87″×54″ | |
| OYT | exManoa–43 | | 4102 | | | N.Ns | 4 Ho | | (o.f) |
| -11744 | **U.S.S.R.** | | 6268 | ✠Classed LR until 7/44 | | 442′ 7″ 54′ 0″ 23′ 7½″ | G.225202 | Newport Ns S.B. & D.D. Co. | N.Ns |
| Df | Vladivostok | Russian | | | | 53′ 10″ 33′ 8″ | 4 Ha (each 20′×15¾′) | | 12½k |
| | | | | | | 2 dks | 8W Der 8(5) | | |
| | | | | | | R | | | |
| 650074 | **BALKHASH** | | 3897 | | | 1964 Schiffswerft Neptun—Ros | D-E Research Ship | Oil connected to elec. motor | |
| | | | 1195 | | | 366′ 0″ 47′ 3″ | | | |
| | **U.S.S.R. (Academy of** | | — | | | 47′ 1″ | | | |
| | **Science)** | | | | | | | | |
| | | Russian | | | | | | | |
| 503465 | **BALKIS** | | 4212 | | | 1955 Öresundsvarvet A/B—Lkr | M (2P) Ref | Oil 2SA 10Cy. 520×900 mm | |
| LASB | | | 2202 | | | 374′ 4″ 50′ 1″ 22′ 4¾″ | 3 Ho 91′, 93′, 59′ | 3650bhp | 532t (hvf) |
| | **Den Norske Middelhavslinje** | | 4525 | | NV | 340′ 0″ 50′ 0″ 28′ 10″ | G.209160 B.180750 In.44710 | A/B Götaverken | Got |
| Df Esd | **A/S** | | | | | Q155′ B70′ F41′ 2 dks | 3 Ha (73½′, 67¼′×20¾′) (41¼′×18′) | 3×165kW 220V d.c. | 15¼k |
| Gc Rdr | Fred Olsen & Co. & Ole R. | | | | | RW | 6W Cr 3 Der 6(12–10–5) | | |
| RTm/h | Thoresen | | | | | | | | |
| | Oslo | Norwegian | | | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 504099<br>LAST<br><br>Df Esd<br>Gc Rdr<br>RT | **BALLA BRÖVIG**<br>exBenguela-66<br>**Partrederiet Brövigtank**<br>Th. Brövig<br>Farsund Norwegian | 13969<br>7826<br>20100 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1500 | SS 8/65<br><br><br><br>EL j†2$\frac{1}{16}$"SQ | 1955–10 Lithgows Ltd.—P.Gl<br>580' 2" 75' 2" 30' 7"<br>550' 0" 74' 9" 39' 0"<br>P125' B50' F60' 1 dk<br>RW 17BH<br>rf 4" WB1023t incl. DTf638t | M Tanker Mchy.aft<br>20 Ta<br>L.985110 HeCls. C ptB | Oil 2SA 6Cy. 700×2320 mm<br>7500bhp Doxford<br>D. Rowan & Co. Ltd.<br>2AuxB 180lb AuxB (ex.g) |
| 503467<br>SIKD<br>10237<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALLADE**<br><br>**Salénrederierna A/B**<br>Stockholm Swedish | 6929<br>2919<br>6908 | ✠100A1<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1900 | CS 9/66<br><br><br><br>EL b†2$\frac{1}{16}$"SQ | 1962–4 Ch. Nav. de La Ciotat—La Ciotat<br>449' 10" 59' 8" 26' 1"<br>420' 0" 59' 6" 36' 1"<br>RFD51' 3 dks, 4th dk except in mchy.<br>4BH to U dk 2 to 2nd dk space<br>rf 12" DK fwd WB1569t incl. Tunnel tanks 837t | S Ref<br><br>In.270050 | 2 S Turb dr geared to sc. s<br>9500shp<br>Turbin A/B de Laval Ljung<br>2WTB 730lb Spt 870° F.<br>sg 135lb |
| 503469<br>MSFN<br>186099<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BALLARAT**<br><br>**P. & O. Steam Nav. Co.**<br>London British<br><br>Now **PANDO CAPE** See New Entries No. 4 | 8800<br>4868<br>12920 | ✠100A1<br><br>✠LMC<br><br>MN2600 | SS 7/66<br><br><br><br>EL g†2¾"SQ | 1954–7 A. Stephen & Sons Ltd.—Gls<br>527' 1" 69' 2" 29' 8¾"<br>490' 9" 69' 0" 40' 3"<br>F43' 2 dks & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 3" WB1435t | S OSD<br>6 Ho 54', 64', 54½', 60½', 60½', 63½'<br>G.747170 B.683510<br>6 Ha (22'×18') (40½', 30', 31½', 30', 30'×22')<br>22W Der 1(80) 2(15) 2(10) 16(5) | 3 S Turb HP dr geared, geared to sc. shaft<br>13000shp<br>A. Stephen & Sons Ltd.<br>2WTB 585lb Spt 535lb<br>hs(27765)<br>3×350kW 220V d.c. |
| 503470<br>OUNG<br><br>Df Esd<br>RT | **BALLEN**<br><br>~~I/S Ballen~~ **Fru Anni K. Nyborg**<br>~~Fru Anni K. Nyborg~~<br>Aalborg Danish | 215<br>109<br>— | | <br><br>BV | 1955 Svendborg Skibs A/S—Svb<br>136' 10" 21' 4"<br>21' 3" 9' 7"<br>1 dk<br>RW len 66 | M Mchy.aft<br><br><br>1 Ha (42½'×13½') | Oil 2SA 4Cy. 230×400 mm<br>240bhp<br>Alpha-Diesel A/S |
| 503471<br>ZFMC<br>199495<br>RTm | **BALLENA**<br>exWilliam Sayle II-61<br>**Tropical Shipping & Construction Co. Ltd.**<br>Nassau British | 596<br>196<br>— | 100A1<br>non-perishable cargoes<br>Gulf of Mexico, coast of Florida & Caribbean Sea to British Guiana service<br>**LMC**<br>MN198 | SS 4/65<br><br><br><br><br>EL (I) 1$\frac{3}{16}$"SQpt1½" | 1944 Dravo Corporation—Wmg<br>203' 6" 34' 6"<br>191' 3" 34' 0" 11' 3"<br>1 dk<br>9BH<br>rf nil WB255t incl. DTsf138t | TM<br>Bow doors | 2 Oil 4SA each 6Cy.<br>reverse & reduction<br>990bhp NE61<br>Lister Blackstone Mar. Ltd.<br>2×100kW 450V 60c/s a.c. |
| 503472 | **BALLENA**<br>exMarthe W. Vinke-52<br>exVestfold II-46<br>exChr. Castberg-34<br>**Factoria Lima**<br>Callao Peruvian | 320<br>34<br>— | <br><br>✳Classed BC until 9/61 | | 1929–9 Smith's Dock Co. Ltd.—Mdb<br>142' 0" 25' 7"<br>138' 6" 25' 6" 14' 6"<br><br>R<br>BK7½" | S Whaler | T 3Cy. 16" 26½" & 44½"×<br><br>Smith's Dock Co. Ltd. |
| 661814<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BALLENA**<br><br>**Seatankers Inc.**<br>Mexican | 294<br>125<br>200 | | <br><br>AB | 1966 Mitsubishi Hvy Ind. Ltd.—Smk<br>109' 2" 28' 7" 13' 3"<br>100' 3" 28' 6" 17' 0"<br>1 dk | TM Tug | 2 Oil 2SA each 16Cy.<br>3000bhp<br>General Motors Corp. |
| 503473<br>EENW | **BALLENA**<br><br>**Waldino Leiros Mera and others**<br>Vigo Spanish | 117<br>56<br>— | | | 1949 Francisco Gonzalez—S.Adrian<br>*73·0'* 19' 4"<br>… … … | Wood S Trawler | T 3Cy. 7½" 11½" & 18"×<br>125ihp<br>Hijos de J. Barreras S.A. |
| 503474<br>HOSE<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **BALLENITA**<br><br>~~Cabomar S.A.~~ **Frimail S.A.**<br>~~Panama~~ ~~Panamanian~~<br>Buenos Aires Argentine | 2232<br>1189<br>2106<br>2693<br>1484<br>3120 | | <br><br>NV | 1957 AB Norrköpings Varv & Verk.—Norrköping<br>311' 6" 44' 9" 17' 9"/21' 1"<br>285' 1" 44' 7½"<br>1 dk & S dk | M (4P) Ref OSD/CSD<br>3 Ho 53', 45', 72'<br>In.1150000<br>4 Ha (stl) (each 16½'×12')<br>8W Cr 8 Der 8(3) | Oil 2SA 6Cy. 600×1040<br>3250bhp<br>Sulzer Bros. Ltd.<br>3×200kW 230V d.c |
| 503475<br>GDZF<br>183177<br>Pfd RT | **BALLYEDWARD**<br>exLeafoam-53<br>exSpringwood-53<br>exGoldlynx-51<br>**John Kelly Ltd.**<br>~~E. W. P. King~~ John Kelly Wilson<br>Belfast British | 552<br>255<br>652 | ✠100A1<br><br>✠LMC<br><br>MN96 | SS 9/67<br><br><br><br>EL (I) 1$\frac{1}{16}$" | 1950–2 J. Pollock Sons & Co. Ltd.—Faversham<br>180' 0" 30' 1" 10' 9"<br>165' 0" 30' 0" 11' 0"<br>P50' Q54' F19' 1 dk<br>NS 3BH<br>WB187t | M Mchy.aft<br>1 Ho 101½'<br>G.32258 B.31010<br><br>2W | Oil 2SA 8Cy. 265×340<br>480bhp ✠NEmade<br>Crossley Bros. Ltd. |
| 503476<br>GRMT<br>185546<br>Df Esd<br>Gc Rdr<br>RTm/v | **BALLYGALLY HEAD**<br><br>**Ulster S.S. Co. Ltd.**<br>G. Heyn & Sons Ltd.<br>Belfast British<br>Now **ILIAS** See New Entries No. 9 | 959<br>351<br>1250 | ✠100A1<br>Str. nav. ice<br>✠LMC<br><br>MN280 | SS 6/66<br><br><br><br>EL o | 1954–3 Arnhemsche Scheeps. Maats.—Ahm<br>241' 10" 37' 10" 13' 4½"<br>219' 10" 37' 9" 21' 0"<br>Ba54' F24' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB294t | M OSD Mchy.aft<br>2 Ho 52½', 87½'<br>G.89400 B.84315<br>2 Ha (stl) (28', 60'×16½')<br>6W Der 2(5) 4(3) | Oil 4SA 8Cy. 390×<br>1400bhp<br>N.V. Werkspoor<br>3×60kW 220V d.c. |
| 503478<br>GPXG<br>185535<br>Esd Pfd<br>RT | **BALLYHAFT**<br><br>**John Kelly Ltd.**<br>~~E. W. P. King~~ John Kelly Wilson<br>Belfast British | 991<br>495<br>1150 | ✠100A1<br><br>✠LMC<br><br>MN153 | SS 11/66<br><br><br><br>EL (I)1¾" | 1952–11 G. Brown & Co. (Marine) Ltd.—Grk<br>230' 0" 31' 8" 13' 2½"<br>219' 0" 31' 6" 13' 6"<br>P58' Q138' B11' F23' 1 dk<br>RW NS 3BH len 63<br>WB436t | S Mchy.aft<br>1 Ho 100'<br>G.45223 B.42758<br><br>2W | T 3Cy. 15" 25½" & 41"<br>850ihp<br>Aitchison, Blair Ltd.<br>SB 200lb hs(2305) |

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|---|---|---|---|---|---|---|---|---|
| 542336<br>MQTT<br>185547<br>Esd Pfd<br>RT | **BALLYHILL**<br>**John Kelly Ltd.**<br>~~E. W. P. King~~ John Kelly Wilson<br>Belfast British | 986<br>494<br>1150 | ✠100A1<br>✠LMC<br>MN153 | SS 9/68 ~~SS 8/68~~<br>EL (I) | **1954**–4 G. Brown & Co. (Marine) Ltd.—Grk<br>230′ 0″ 31′ 8″ 13′ 2½″<br>219′ 0″ 31′ 6″ 13′ 6″<br>Q138′ B11′ F23′ 1 dk<br>RW NS 3BH len 63<br>WB436t | S Mchy.aft<br>1 Ho 100′<br>G.45223 B.42758<br>2W | T 3Cy. 15″ 25½″ & 41″×30″<br>850ihp<br>Aitchison, Blair Ltd.<br>SB 200lb hs2305 3cf | (o.f)<br>Cly<br>9½k |
| 503484<br>GSSX<br>185551<br>sd Pfd<br>RT | **BALLYLAGAN**<br>**John Kelly Ltd.**<br>~~E. W. P. King~~ John Kelly Wilson<br>Belfast British | 1307<br>612<br>1580 | ✠100A1<br>✠LMC<br>MN153 | SS 7/64<br>EL o1⅜″SQ | **1955**–1 Austin & Pickersgill Ltd.—Sld<br>254′ 6″ 34′ 1″ 14′ 4½″<br>240′ 0″ 34′ 0″ 15′ 0″<br>P62′ Q162′ B14′ F25′ 1 dk<br>RW 4BH len 56<br>WB707t incl. DTm150t | S Mchy.aft | T 3Cy. 16″ 25″ & 45″×33″<br>850ihp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>SB 220lb hs(2853) 3cf | 100t (o.f)<br>Sld<br>10k |
| 503485<br>GBHE<br>300041<br>Df Esd<br>Pfd | **BALLYLESSON**<br>**John Kelly Ltd.**<br>~~E. W. P. King~~ John Kelly Wilson<br>Belfast British | 1280<br>630<br>~~1600~~<br>1632 | ✠100A1<br>✠LMC<br>MN201 | SS 7/64<br>EL (n)1¼″SQ | **1959**–2 A. Hall & Co. Ltd.—Abn<br>250′ 0″ 34′ 3″ 13′ 11¼″<br>235′ 0″ 33′ 9″ 14′ 6″<br>P47′ Q162′ B16′ F25′ 1 dk<br>RW NS 7BH len (amids)64<br>rf ½″ WB466t incl. DTm123t DTf72t | M Mchy.aft<br>G.7000 | Oil 2SA 6Cy. 340×570 mm<br>1005bhp<br>British Polar Engines Ltd. | 37t<br>Gls<br>10½k |
| 503486<br>GBHF<br>300040<br>Df Esd<br>Pfd | **BALLYLORAN**<br>**John Kelly Ltd.**<br>~~E. W. P. King~~ John Kelly Wilson<br>Belfast British | 1092<br>475<br>1390 | ✠100A1<br>✠LMC<br>MN201 | ~~SS 9/68~~<br>SS 10/68<br>EL m1¼″SQ | **1958**–12 A. Hall & Co. Ltd.—Abn<br>220′ 0″ 34′ 3″ 14′ 2½″<br>205′ 0″ 33′ 9″ 14′ 6″<br>P47′ Q132′ B16′ F25′ 1 dk<br>RW NS 7BH<br>rf ½″ WB466t incl. DTm123t DTf72t | M Mchy.aft | Oil 2SA 6Cy. 340×570 mm<br>1005bhp<br>British Polar Engines Ltd. | 30t<br>Gls<br>10k |
| 503487<br>GRSM<br>185548<br>sd Pfd<br>RT | **BALLYLUMFORD**<br>**John Kelly Ltd.**<br>~~E. W. P. King~~ John Kelly Wilson<br>Belfast British | 1242<br>601<br>1610 | ✠100A1<br>✠LMC<br>MN171 | SS 4/64<br>EL o1$\frac{9}{16}$″ | **1954**–5 A. & J. Inglis Ltd.—Gls<br>255′ 5″ 34′ 2″ 14′ 5¼″<br>242′ 0″ 34′ 0″ 15′ 0″<br>Q168′ B14′ F22′ Ba52′ 1 dk<br>RW 5BH len 57<br>WB669t incl. DTf150t | S Mchy.aft<br>G.64450 | T 3Cy. 16½″ 27″ & 45″×30″<br>950ihp<br>Aitchison, Blair Ltd.<br>SB 200lb hs(2710) 3cf | (o.f)<br>Cly<br>10k |
| 503488<br>GQJT<br>185550<br>sd Pfd<br>RT | **BALLYMENA**<br>**John Kelly Ltd.**<br>~~E. W. P. King~~ John Kelly Wilson<br>Belfast British | 1356<br>639<br>1700 | ✠100A1<br>✠LMC<br>MN171 | SS 5/64<br>EL o1$\frac{7}{16}$″SQ | **1954**–6 James Lamont & Co. Ltd.—P.Gl<br>239′ 7″ 38′ 1″ 15′ 1″<br>226′ 0″ 38′ 0″ 15′ 6″<br>Q145′ B13′ F22′ 1 dk<br>RW NS 4BH<br>WB682t incl. DTm135t | S Mchy.aft | T 3Cy. 16½″ 27″ & 45″×30″<br>950ihp<br>Aitchison, Blair Ltd.<br>SB 200lb hs(2710) 3cf | 100t (o.f)<br>Cly<br>10k |
| 503489<br>GQJV<br>185539<br>Esd Pfd<br>RT | **BALLYMONEY**<br>**John Kelly Ltd.**<br>~~E. W. P. King~~ John Kelly Wilson<br>Belfast British | 1342<br>646<br>1700 | ✠100A1<br>✠LMC<br>MN171 | ~~TD 9/68~~ ~~SS 8/63~~<br>SS 9/68<br>EL o1$\frac{7}{16}$″SQ | **1953**–9 James Lamont & Co. Ltd.—P.Gl<br>239′ 7″ 38′ 1″ 15′ 1″<br>226′ 0″ 38′ 0″ 15′ 6″<br>Q145′ B13′ F22′ 1 dk<br>RW NS 4BH<br>WB682t incl. DTm135t | S Mchy.aft<br>G.74574 | T 3Cy. 16½″ 27″ & 45″×30″<br>950ihp<br>Aitchison, Blair Ltd.<br>SB 200lb hs(2710) 3cf | 96t (o.f)<br>Cly<br>10k |
| 540139<br>GLBU<br>300064<br>sd Pfd<br>Rdr RT | **BALLYRORY**<br>**John Kelly Ltd.**<br>~~E. W. P. King~~ John Kelly Wilson<br>Belfast British | 1575<br>751<br>1930 | ✠100A1<br>✠LMC<br>MN304 | SS 4/68<br>EL p1$\frac{7}{16}$″SQ | **1963**–1 Hall, Russell & Co. Ltd.—Abn<br>256′ 0″ 39′ 5″ ~~15′ 0½″~~ 15′ 2″<br>240′ 0″ 39′ 0″ 15′ 9″<br>P58′ Q158′ B16′ F29′ 1 dk<br>RW NS 7BH<br>rf nil WB680t incl. DTm180t DTf78t | M Mchy.aft<br>G.98300<br>6W Der 3(3) | Oil 2SA 8Cy. 340×570 mm<br>1520bhp Polar<br>Nydqvist & Holm A/B | 46t<br>Thn<br>11k |
| 503491<br>GKVA<br>300062<br>sd Pfd<br>Rdr | **BALLYRUSH**<br>**John Kelly Ltd.**<br>~~E. W. P. King~~ John Kelly Wilson<br>Belfast British | 1575<br>751<br>1930 | ✠100A1<br>✠LMC<br>MN304 | SS 10/67<br>EL p1$\frac{7}{16}$″SQ | **1962**–11 Hall, Russell & Co. Ltd.—Abn<br>256′ 0″ 39′ 5″ ~~15′ 0½″~~ 15′ 2″<br>240′ 0″ 39′ 0″ 15′ 9″<br>P58′ Q158′ B16′ F29′ 1 dk<br>RW NS 7BH<br>rf nil WB657t incl. DTm180t DTf78t | M Mchy.aft<br>G.98300<br>6W Der 3(3) | Oil 4SA 8Cy. 340×570 mm<br>1520bhp<br>Nydqvist & Holm A/B | 46t<br>Thn<br>11k |
| 503492<br>MDMZ<br>183576<br>RTv | **BALMORAL**<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Co. Ltd.**<br>Southampton British | 688<br>298<br>688 | ✠Classed LR until 8/57 | | **1949**–11 J. I. Thornycroft & Co. Ltd.—Sou<br>203′ 6″ 32′ 0″ 6′ 7½″<br>191′ 2″ 30′ 0″ 11′ 1″<br>Q7′ B&F146′ 1 dk<br>R | TM (892P) | 2 Oil 2SA each 6Cy. 320×425 mm<br>1200bhp Newbury<br>J. I. Thornycroft & Co.<br>2×35kW 220V d.c. | 23t (d.o)<br>Sou<br>5k |
| 504030<br>GRQC<br>168594<br>Rdr RT | **BALMORAL QUEEN**<br>exPutney–65 exBelvedere–65<br>exRambler Rose–61<br>**Eskgarth Shipping Co. Ltd.**<br>Comben Longstaff & Co. Ltd.<br>London British | 1423<br>699<br>— | ✠100A1<br>✠LMC<br>MN220 | SS 4/66<br>EL o | **1954**–7 J. Lewis & Sons Ltd.—Abn<br>248′ 2″ 36′ 8″ 15′ 2¼″<br>225′ 6″ 36′ 6″ 15′ 9′<br>P59′ Q149′ B13′ F16′ 1 dk<br>RW NS 5BH<br>WB566t incl. DTf111t | M Mchy.aft | Oil 2SA 3Cy. 440×1440 mm<br>1100bhp<br>J. Lewis & Sons Ltd.<br>AuxB 100lb | Abn |
| 503494<br>DGIK<br>Df Esd<br>RTm | **BALMUNG**<br>**Kapitän Dietrich Maass**<br>Hamburg W. German | 248<br>155<br>380 | | GL | **1961** Jadewerft G.m.b.H.—Wilhelmshaven<br>*131·8′* 24′ 10″ 8′ 0″<br>24′ 7″ 9′ 0″<br>1 dk<br>rf nil len 64 | M Mchy.aft<br>1 Ho 69′<br>G.19195 B.18123<br>1 Ha (69′×17¾′)<br>Der 3(1) | Oil 4SA 6Cy. 220×280 mm<br>290bhp<br>Klöckner-Humboldt-Deutz<br>2×1kW 24V d.c.<br>Directional propeller | (d.o)<br>Kln<br>9k |

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| 503495<br>PCXQ<br><br>Df Esd<br>Gc Rdr<br>RT | **BALONG**<br>exBatang-56<br>**N.V. Stoomv. Maats.**<br>**"Nederland"**<br>Amsterdam Netherland | **8789**<br>5049<br>10375 | ✠100A1 SS 4/66<br>lower DTsf&a—molasses<br>✠LMC<br>✠Lloyd's RMC<br>MN1640 EL d†2¼"SQ | **1956**-7 N.V. Mch. & Schps. P. Smit, Jr.<br>—Rot<br>476' 10" 65' 8" 28' 10"<br>440' 9" 65' 6" 39' 6"<br>P31' F51' 2 dks, 3rd dk except in aft hold<br>7BH<br>rf 4" WB2069t incl. DTsa1385t | M Ref<br><br>B.535800 In.6922 | Oil 2SA 7Cy. 740×1600 mm<br>8200bhp B&W<br>N.V. Mch. & Schps. P. Smit, Jr.<br>AuxB 100lb ● (ex.g) 100lb |
| 503496<br>LEKK | **BALØY**<br>exSætre-55<br>exNils Jakobsen-53<br>exLöven II-51 exVaagekallen<br>exBergen II exMöre<br>**P/L Baløy**<br>Olaf Rongevær<br>Bergen Norwegian<br>Now **STJOMFJELL** (No. 503496) in the Register | **256**<br>143<br>285 | <br><br>NV | **1907** Orens M/V—Tdh<br>120' 10" 19' 2" 14' 5"<br>112' 2" 15' 9"<br>1 dk<br>R | M Mchy.aft<br><br><br>1 Ha (39½'×11')<br>2W Der 1(4) 1(2½) | Oil 2SA 6Cy. 220×320 mm<br>300bhp NE52<br>Bergens M/V<br>1×6kW 110/24V d.c. |
| 525938<br>GPTK<br>187472<br>Df Esd<br>Gc Rdr<br>RT | **BALRANALD**<br>exNyanza-64<br>**P. & O. Steam Nav. Co.**<br>London British<br>Now **NYANZA** See New Entries No. **3** | **8513**<br>3906<br>10220 | ✠100A1 SS 3/65<br>DTsa(cr)—edible oil<br>✠LMC<br>✠Lloyd's RMC<br>MN2255 EL f†2¼"SQ | **1956**-11 Scotts' S.B. & E. Co.—Grk<br>514' 0" 67' 10" 27' 7¾"<br>480' 0" 67' 6" 41' 8"<br>F42' 1 dk & S dk, 3rd dk except in No. 6 hold<br>RW Coll BH to S dk 9 to 2nd dk<br>rf 3" WB1616t incl. DTsa447t | S Ref OSD<br>6 Ho 51½', 56½', 54', 30', 57', 54'<br>G.585000 B.524000 In.27680<br>6 Ha (stl) (22½'×12') (26½', 39', 27', 27', 21'×24')<br>20W Der 8(15) 12(6) | 3 S Turb HP dr geared, IP & LP<br>geared to sc. shaft<br>11275shp Parsons<br>Scott's S.B. & E. Co.<br>2WTB 525lb Spt 750° F. 505lb<br>sg 115lb hs17334<br>4×300kW 220V d.c. |
| 503498<br>VOQG<br>177108<br>Df Rdr<br>RTm | **BALSAM LAKE**<br><br>**Bowater's Newfoundland Ltd.**<br>St. Johns, Nfl Canadian | **178**<br>94<br>— | | **1941** Gibbs Gas Eng. Co.—Jck<br>92' 2" 21' 7" 10' 0"<br>21' 5" | Wood M Tug | Oil 6Cy. 355×405 mm<br>400bhp Superior<br>Diesel Eng. Co. |
| 661225 | **BALSHIL**<br><br>**Government of India (Naval Headquarters)**<br>Indian | **95**<br>—<br>— | ✠Class **WITHDRAWN**<br>at Owners' request<br>3/68 | **1966**-9 Garden Reach Wkshops Ltd.—Cal<br>80' 0" 23' 7" 6' 9"<br>71' 9" 22' 6" 10' 2"<br>B12'<br>RW 4BH<br>rf 31" | M Tug<br><br><br><br>Der 1(½) | Oil 4SA 5Cy. 10¼"×14½"<br>655bhp<br>Ruston & Hornsby<br>1×15½kW 400V 50c/s a.c. |
| 503500<br>UBCL<br>M-17063<br>Df Esd<br>Gc Rdr | **BALTA**<br><br>**U.S.S.R.**<br>Riga Russian | **3300**<br>1575<br>4314 | | **1959** Rauma-Repola O/Y—Rauma<br>344' 10" 48' 6" 20' 0"<br>318' 0" 48' 2" 22' 4"<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.189641 G.6145<br>1 Ha (10½'×7½')<br>3W Der 1(3) 2(1) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain |
| 503502<br>OGCE<br>1251<br>Df Esd<br>Gc Rdr | **BALTIC**<br><br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish<br>For later particulars see New Entries No. 12 | T.Mk<br>**1466**<br>680<br>2404<br>**2260**<br>1169<br>3158 | ✠100A1 SS 6/65<br>Ice Class 1<br>✠LMC<br><br>MN480 EL s 1$\frac{1}{16}$"SQ | **1960**-11 Wärtsilä Kon. Crichton-Vulcan<br>—Åbo<br>294' 10" 43' 1" 17' 9¾"/20' 8¾"<br>264' 10" 43' 0" 24' 7"<br>F37' RAD65' 2 dks<br>Coll BH to U dk 3 to 2nd dk<br>rf 4" WB450t | M Mchy.aft<br>2 Ho<br>G.152130 B.142130<br>2 Ha (60¾', 62½'×19¾')<br>4W Cr 2 Der 4(5) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan |
| 537438<br>DNAN<br>SSR10406<br>Df Esd<br>Pfd Rdr<br>RTm | **BALTIC**<br>exUrsula-C-66<br>**Partenreederei m.s. "Baltic"**<br>Hans Beilken<br>Hamburg W. German | **496**<br>329<br>1020<br>**1107**<br>707<br>1875 | ✠100A1 SS 5/66<br>Ice Class 3<br>✠LMC<br><br>MN240 EL v 1⅜"SQ | **1962**-7 Cia. Euskalduna—Bbo<br>245' 11" 35' 3" 11' 10¾"/16' 4"<br>227' 11" 35' 1" 19' 0"<br>P41' F25' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil WB466t | M OSD/CSD Mchy.aft<br>2 Ho each 80¾'<br>G.91570 B.80060<br>2 Ha (stl) (each 54½'×18½')<br>Der 6(3) | Oil 4SA 8Cy. 320×450 mm with<br>coupling & sr gearing<br>1200bhp<br>Klöckner-Humboldt-Deutz<br>2×80kW 220V d.c. |
| 503503<br>PCXX<br><br>Df Rdr<br>RTm | **BALTIC**<br>exKunlabori-55<br>**G. Blaauw**<br>Maritima Scheepv. & Handel Maats. N.V.<br>Delfzijl Netherland | **397**<br>211<br>565 | **BS**✳ SS 12/67 ~~SS 1/64~~<br>**MBS**✳<br><br>MN60 C16 | **1948**-1 Bodewes Scheeps.—Martenshoek<br>153' 2" 26' 1"<br>141' 8" 26' 0" 11' 0"<br>P41' Q46' F20' 1 dk<br>R 3BH<br>WB146t | M Mchy.aft<br><br>G.28000 B.27000<br><br>2W Der 2(2) | Oil 4SA 6Cy. 280×400 mm<br>300bhp<br>Motorenf. "De Industrie" |
| 538905<br>OUYL<br><br>Df<br>RTm/h/v | **BALTIC**<br>exWhitsun-65 exJoma-54<br>exSuriname-49<br>exCatharina II-47<br>**E. Aa. Hyrup**<br>Fisker & Bom<br>Holbæk Danish | **300**<br>165<br>350 | **BS**✳ Dr 6/66<br><br>✠LMC<br><br>MN50 CT255 C14 | **1940**-4 Van der Werff's Scheeps.—Westerbroek<br>*141·7'* 22' 10" 8' 4"<br>22' 7" 9' 0"<br>P35' F18' 1 dk<br>NS 3BH len 53<br>WB102t | M Mchy.aft<br>1 Ho 83½'<br>G.21000 B18000<br>2 Ha (36½', 35½'×14½')<br>Der 2(1½) | Oil 2SA 5Cy. 190×350 mm<br>250bhp ✠NE58<br>N.V. Mchfb. Bolnes<br>1×1kW 24V |
| 503507<br>GVPR<br>187493<br>Df Esd<br>Gc Rdr<br>RTm/v | **BALTIC ARROW**<br><br>**United Baltic Corporation Ltd.**<br>London British | **1385**<br>519<br>1652 | ✠100A1 SS 5/65<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN400 EL r | **1956**-12 Ottensener Eisenwerk—Ham<br>291' 0" 40' 7" 15' 2½"<br>264' 1" 40' 4½" 23' 5"<br>Ba66' F35' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 4" WB305t | M (5P) Ref OSD Mchy.aft<br>2 Ho 62', 100'<br>G.110060 B.106320 In.32000<br>2 Ha (stl) (30', 62'×19')<br>6W Der 1(15) 2(5) 4(3) 1(2) | 2 Oil 4SA each 8Cy.<br>fluid coupling & sr gearing<br>2000bhp<br>Motorenw. Mannheim<br>3×100kW 220V d.c. |
| 503510<br>MQJM<br>185866<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BALTIC EXPORTER**<br><br>**United Baltic Corporation Ltd.**<br>London British<br>Now **EASTERN DRAGON** See New Entries No. **11** | **1554** ~~1665~~<br>626 ~~667~~<br>— ~~2411~~ | ✠100A1 SS 5/65<br>Str. nav. ice<br>✠LMC<br><br>MN720 EL s | **1953**-3 Nobiskrug Werft—Rendsburg<br>316' 7" 42' 6" 18' 3½"<br>286' 0" 42' 4" 26' 3"<br>F36' RAD92' 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 4" WB609t | M (2P) OSD<br>3 Ho 49½', 67', 80'<br>G.166408 B.156211<br>3 Ha (stl) (30½', 39', 54'×16½')<br>10W Der 1(5-10) 9(5) | 2 Oil 4SA each 10Cy.<br>hydraulic couplings &<br>sc. shaft<br>3600bhp<br>Masch. Kiel A.G.<br>3×150kW 230V d.c. |

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| 503511<br>GWSM<br>187683<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BALTIC EXPRESS**<br>**United Baltic Corporation Ltd.**<br>London British | T.Mk<br>1936<br>626<br>2702<br>2926<br>1511<br>4284 | ✠100A1 SS 12/65<br>Str. nav. ice<br>✠LMC<br>MN836 EL u | **1957**–11 Ottensener Eisenwerk—Ham<br>334′ 3″ 45′ 7″ ~~18′ 1″/19′ 2¼″~~<br>302′ 10″ 45′ 3½″ 27′ 4″ 18′ 0½″/23′ 2″<br>B82′ F39′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 6″ WB466t | M (4P) ~~OSD/CSD~~<br>3 Ho 45½′, 75¾′, 69¼′<br>G.190980 B.172631<br>3 Ha (stl) (26′, 41′, 52′×18′)<br>10W Der 1(20) 10(6) 1(3) | 2 Oil 4SA each 10Cy. 400×600 mm with hydraulic couplings & sr gearing to sc. shaft<br>4180bhp<br>Masch. Augsburg-Nürnberg<br>db 85℔<br>3×150kW 230V d.c. | <br><br>240t (d.o)<br>Aug<br><br>15¾k |
| 660413<br>GRTH<br>307994<br>Gc Pfd<br>Rdr RTv | **BALTIC FERRY**<br>exPima County–65<br>exL.S.T. 1081<br>**Atlantic Steam Nav. Co. Ltd.**<br>London British | **1909**<br>520<br>2185 | 100A1 SS 1/66<br>non-perishable cargoes<br>U.K., Eire & River Elbe—Brest<br>**LMC**<br>MN360 EL (t)1¼″ESQ | **1945**–1 American Bridge Co.—Ambridge<br>327′ 9″ 50′ 2″<br>305′ 3″ 50′ 0″ 25′ 2″<br>1 dk & S dk<br>11BH<br>rf nil WB1682t incl. DTm716t DTf207t | TM Ferry OSD Mchy.aft | 2 Oil 2SA each 12Cy. 8½″×10″ sr reverse geared<br>1800bhp<br>General Motors Corp.<br>db 50℔ | <br><br>Clv |
| 503512<br>MQYJ<br>185943<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BALTIC IMPORTER**<br>**United Baltic Corporation Ltd.**<br>London British | 1581 ~~1689~~<br>674 ~~715~~<br>2560 | ✠100A1 SS 8/65<br>Str. nav. ice<br>✠LMC<br>MN720 EL t1$\frac{13}{16}$″ | **1953**–9 Nobiskrug Werft—Rendsburg<br>325′ 1″ 42′ 6″ 18′ 2½″<br>294′ 10″ 42′ 4″ 26′ 7″<br>F27′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 4″ WB681t incl. Tunnel tanks 69t | M (2P) OSD<br>3 Ho 54′. 71½′, 80′<br>G.166616 B.155390<br>3 Ha (stl) (34½′. 47½′, 58½′×16½′)<br>10W Der 1(5–10) 9(5) | 2 Oil 4SA each 10Cy. 385×580 mm with hydraulic couplings & sr gearing to sc. shaft<br>3600bhp<br>Masch. Kiel A.G.<br>3×150kW 230V d.c. | <br><br>275t (d.o)<br>Kel<br>15½k |
| 503513<br>GCHN<br>300844<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BALTIC JET**<br>**United Baltic Corporation Ltd.**<br>London British | 1481 ~~1670~~<br>590 ~~640~~<br>1964 | ✠100A1 SS 10/66<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN504 EL s1$\frac{9}{16}$″SQ | **1959**–4 Krögerwerft G.m.b.H.—Rendsburg<br>298′ 7″ 42′ 3″ 15′ 10¾″<br>270′ 0″ 42′ 0″ 24′ 7″<br>Ba68′ F38′ 1 dk & S dk<br>RW Coll & mchy. BH to S dk 4 to 2nd dk<br>rf 4″ WB438t incl. DTf109t | M (4P) Ref OSD Mchy.aft<br>3 Ho 40½′, 42¾′, 72½′<br>G.65621 B.59887 In.61972<br>3 Ha (stl) (23½′, 23½′, 57½′×19′)<br>8W Der 1(15) 8(5) | Oil 4SA 7Cy. 520×740 mm<br>2520bhp<br>Masch. Augsburg-Nürnberg<br>4×100kW 230V d.c. | <br>184t (d.o)<br>Aug<br>14k |
| 503514<br>GRPD<br>186028<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BALTIC MERCHANT**<br>**United Baltic Corporation Ltd.**<br>London British | **1689**<br>696<br>2560 | ✠100A1 SS 8/66<br>Str. nav. ice<br>✠LMC<br>MN720 EL t | **1954**–3 Nobiskrug Werft—Rendsburg<br>325′ 1″ 42′ 5″ 18′ 2½″<br>294′ 10″ 42′ 4″ 26′ 7″<br>F23′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 4″ WB466t incl. Tunnel tanks 21t | M (2P) OSD<br>3 Ho 54′, 71½′, 80′<br>G.167886 B.156448<br>3 Ha (34¾′. 47½′, 58½′×16½′)<br>10W Der 1(10) 10(5) | 2 Oil 4SA each 10Cy. 385×580 mm with hydraulic couplings & sr gearing to sc. shaft<br>3600bhp<br>Masch. Kiel A.G.<br>3×150kW 230V d.c. | <br><br>280t (d.o)<br>Kel<br>15½k |
| 661412<br>OZQM<br>Df Esd<br>Rdr RTv | **BALTIC PROCTOR**<br>**Partrederiet Proctor II**<br>Steen E. Høffner<br>Copenhagen Danish | **300**<br>174<br>580 | BV | **1966** Sønderborg Skibsv.—Sønderborg<br>154′ 7″ 28′ 11″ 10′ 1¼″<br>138′ 10″ 28′10½″ 11′ 1″<br>P53′ F30′ 1 dk | M Mchy.aft<br>1 Ho 68½′<br>G.23600 B.20900<br>1 Ha (stl) (68½′×16½′)<br>Der 2(3) | Oil 2SA 5Cy. 240×400 mm<br>450bhp<br>Alpha-Diesel A/S<br>2×50kW 220V a.c.<br>Controllable pitch propeller | <br>31t (d.o)<br>Fkn<br><br>9½k |
| 503515<br>SJXA<br>10038<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BALTIC SEA**<br>**A/B Oceankompaniet**<br>William Thorén<br>Gothenburg Swedish | T.Mk **6164**<br>3140<br>5975 | ✠100A1 SS 1/69 ~~SS 4/64~~<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1360 EL a†2⅛″SQ | **1960**–6 Eriksbergs M/V A/B—Got<br>440′ 0″ 56′ 2″ 25′ 1″<br>410′ 8″ 56′ 0″ 36′ 0″<br>F47′ 2 dks, 3rd dk except in mchy. space<br>6BH 4th dk fwd of mchy. space<br>rf 20″ WB1933t incl. Tunnel tanks 1213t | M (4P) Ref<br>4 Ho 73′, 59′, 69′, 83¾′<br>In.269100<br>4 Ha (stl) (27¾′, 27′, 27′, 32′×16′)<br>8W Der 8(5) | Oil 2SA 6Cy. 740×1400 mm<br>6800bhp B&W<br>Eriksbergs M/V A/B<br>AuxB 71℔<br>4×280kW 750V 60c/s a.c. | <br>1555t (hvf)<br>Got<br><br>17¾k |
| 503517<br>GHDW<br>301241<br>Df Esd<br>Gc Rdr<br>RT | **BALTIC SPRITE**<br>**United Baltic Corporation Ltd.**<br>London British | **960**<br>422<br>1530<br>**1594**<br>1035<br>1977 | ✠100A1 SS 8/68 ~~SS 7/64~~<br>Ice Class 1<br>✠LMC<br>MN330 EL q1$\frac{7}{16}$″SQ | **1960**–11 Krögerwerft G.m.b.H.—Rendsburg<br>263′ 0″ 41′ 4″ 13′ 8¼″/15′ 8⅛″<br>245′ 10″ 41′ 0″ 23′ 0″<br>F26′ 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf nil WB392t | M OSD/CSD Mchy.aft<br>2 Ho 81½′, 75¾′<br>G.121330 B.111653<br>2 Ha (stl) (each 52′×18½′)<br>Cr 3(5) | Oil 4SA 8Cy. 400×600 mm<br>1650bhp<br>Masch. Augsburg-Nürnberg<br>3×80kW 230V d.c. | <br>228t (d.o)<br>Ham<br>13k |
| 503518<br>GHNW<br>302624<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIC STAR**<br>**United Baltic Corporation Ltd.**<br>London British | T.Mk<br>1769<br>786<br>2710<br>2853<br>1738<br>3285 | ✠100A1 SS 7/65<br>Ice Class 1<br>✠LMC<br>MN504 EL s1$\frac{9}{16}$″SQ | **1961**–5 Krögerwerft G.m.b.H.—Rendsburg<br>305′ 0″ 42′ 3″ 15′ 11½″<br>276′ 5″ 42′ 0″ 24′ 7″<br>Ba67′ F38′ 1 dk & S dk<br>Coll BH to S dk 4 to 2nd dk<br>rf 4″ WB385t incl. DTf45t | M (6P) OSD Mchy.aft<br>2 Ho 90¾′, 89′<br>G.164525 B.150866<br>2 Ha (each 57½′×19′)<br>Der 1(15) 8(5) | Oil 4SA 7Cy. 520×740 mm<br>2520bhp<br>Masch. Augsburg-Nürnberg<br>3×80kW 230V d.c | <br>(d.o)<br>Aug |
| 503519<br>GHZL<br>302995<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BALTIC SUN**<br>**United Baltic Corporation Ltd.**<br>London British | **3505**<br>1759<br>4620 | ✠100A1 SS 8/66<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN956 EL y1⅞″SQ | **1962**–7 Krögerwerft G.m.b.H.—Rendsburg<br>390′ 0″ 55′ 10″ 21′ 9¼″<br>360′ 0″ 55′ 6″ 32′ 0″<br>F87′ 1 dk & S dk, 3rd dk in Nos. 3 & 4 holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 3¾″ WB622t | M (10P) Ref OSD<br>5 Ho 57¾′, 54′, 40½′, 44½′, 50′<br>G.147280 B.137530 In.138906<br>5 Ha (stl) (28′×19½′) (28′×22′) (22½′, 22½′, 22½′×20¼′)<br>10W Der 1(30) 10(5) | 2 Oil 4SA each 10Cy. 400×600 mm with flexible coupling & sr gearing to sc. shaft<br>4780bhp<br>Masch. Augsburg-Nürnberg<br>db 64℔ hs420<br>4×186kW 450V 60c/s a.c. | <br><br>(d.o)<br>Ham<br><br>15½k |
| 503520<br>MXFY<br>187535<br>Df Esd<br>Gc Rdr<br>RT | **BALTIC SWIFT**<br>**United Baltic Corporation Ltd.**<br>London British | T.Mk<br>**1224**<br>458<br>1409 | ✠100A1 SS 3/65<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN400 EL r | **1957**–3 Ottenser Eisenwerk—Ham<br>291′ 0″ 40′ 7″ 15′ 2¼″<br>264′ 1″ 40′ 4½″ 23′ 0″<br>Ba66′ F35′ 2 dks<br>RW Coll BH to U dk 3 to 2nd dk<br>rf 4″ WB305t | M (5P) Ref Mchy.aft<br>3 Ho 64′, 52′, 48′<br>G.103635 B.101465 In.86435<br>3 Ha (stl) (30′. 34′, 26′×19′)<br>6W Der 1(15) 2(5) 4(3) 1(2) | 2 Oil 4SA each 8Cy. 320×480 mm with hydroflex couplings & sr gearing to sc. shaft<br>2000bhp<br>Motorenw. Mannheim<br>4×100, 100, 100, 80kW 230V d.c. | <br><br>153t (d.o)<br>Mhm<br>13k |

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| 503521<br>GRWM<br>186103<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BALTIC TRADER**<br><br>**United Baltic Corporation**<br>**Ltd.**<br>London British | 1596 ~~1690~~<br>702 ~~606~~<br>2560 | ✠100A1 SS 7/66<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN720 EL t | 1954-7 Nobiskrug Werft—Rendsburg<br>325' 1" 42' 5" 18' 2½"<br>294' 10" 42' 4" 26' 7"<br>F27' 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 4" WB562t incl. Tunnel tanks 21t | M (2P) Ref OSD<br>4 Ho 54', 43½', 25½', 80'<br>G.150423 B.139483 In.10300<br>3 Ha (34½', 47½', 58½'×16½')<br>10W Der 1(10) 10(5) | 2 Oil 4SA each 10Cy. 385×580 mm<br>hydraulic couplings & sr gearing<br>sc. shaft<br>3600bhp<br>Masch. Kiel A.G.<br>3×150kW 230V d.c. |
| 660510<br>GRWA<br>308135<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BALTIC VANGUARD**<br><br>**United Baltic Corporation**<br>**Ltd.**<br>London British | 1903<br>869<br>2675<br>3005<br>1828<br>3958 | ✠100A1<br>Ice Class 1<br>✠LMC<br><br>MN724 ~~EL u 1 1/16"SQ~~<br>~~EL U 1"SQ~~<br>EL U 1 11/16"SQ | 1966-5 Doxford & Sunderland S.B. & E. Co.—Doxford Shipyard, Sld<br>308' 1" 49 4" 18' 6¼"/22' 9"<br>285' 0" 49' 0" 27' 0"<br>Ba60' F36' 1 dk & S dk, 3rd dk in hold<br>Coll BH to S dk 4 to 2nd dk<br>rf nil WB470t incl. DT161t | M (2P) OSD/CSD Mchy.aft<br>2 Ho 34½', 138½'<br>G.212320 B.187970<br>4 Ha (stl) (21½'×21½') (26', 34½', 26'×36')<br>Cr 2(10) 2(5) | Oil 4SA 9Cy. 520×740 mm<br>3620bhp<br>Masch. Augsburg-Nürnberg<br>3×250, 250, 100kW 450V 60c/s a.c.<br>Controllable pitch propeller |
| 650183<br>GNHW<br>306224<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **BALTIC VENTURE**<br><br>**United Baltic Corporation**<br>**Ltd.**<br>London British | 1581<br>687<br>2375 | ✠100A1<br>Ice Class 1<br>✠LMC<br><br>MN542 EL s1 1/16"SQ | 1965-1 Wm. Doxford & Sons (S.B.) Ltd.—Sld<br>280' 0" 46' 5" 18' 1"<br>257' 8" 46' 0" 26' 3"<br>Ba52' F38' 1 dk & S dk, 3rd dk in holds<br>Coll BH to S dk 4 to 2nd dk<br>rf nil WB408t incl. DT163t | M (1P) OSD Mchy.aft<br>2 Ho 41½', 114½'<br>G.177572 B.156984<br>5 Ha (26'×18') (34½', 34½', 34½', 34½'×14')<br>3W Cr 3(5) | Oil 4SA 7Cy. 520×740 mm<br>2710bhp<br>Masch. Augsburg-Nürnberg<br>3×200kW 450V 60c/s a.c. |
| 671748<br>GWQH<br>334541<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BALTIC VIKING**<br><br>**United Baltic Corporation**<br>**Ltd.**<br>London British | T.Mk<br>698<br>432<br>1245<br>1596<br>1154<br>2040 | ✠100A1<br>Ice Class 1<br>✠LMC<br><br>MN440 EL o 1⅜"U2 | 1967-6 Krögerwerft G.m.b.H.—Rendsburg<br>244' 6" 41' 3" ~~40' 6"~~ 13' 5"/16' 11½"<br>231' 8" 40' 10" 22' 10"<br>F27' 2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf nil WB454t | M Mchy.aft<br>1 Ho 150'<br>G.130290 B.123690<br>2 Ha (stl) (56'×23') (56'×27')<br>Cr 2(5) Der 2(20–5) | Oil 4SA 8Cy. 360×450 mm<br>2200bhp<br>Motorenw. Mannheim<br>3×112kW 450V 60c/s a.c. |
| 538774<br>DDQD<br><br>Df Esd<br>Rdr RT | **BALTICA**<br>exWeser-64<br>**Partenreederei m/s "Baltica"**<br>Walter Heinrich Behrens<br>Hamburg W. German | 497<br>284<br>1000 | <br><br>BV GL ~~BV~~ | 1958 C. Lühring—Brake<br>200' 7" 32' 9" 12' 2"<br>12' 8"<br>P&B118' F28' 1 dk<br>RW | M Mchy.aft<br><br>G.59800 B.54600<br>3 Ha | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 503524<br>SGXL<br>9710<br>Df Esd<br>Pfd Rdr<br>RTm | **BALTICA**<br><br>**Stockholms Rederi A/B**<br>**Svea**<br>Curt Högberg<br>Stockholm Swedish | 487<br>181<br>720 | <br><br>BV | 1956 Karlstads Varv—Karlstad<br>189' 6" 28' 4" 10' 11"<br>174' 8" 28' 3" 12' 3"<br>1 dk | M Tanker Mchy.aft<br>10 Ta<br>L.27000 | Oil 2SA 5Cy. 290×490 mm<br>600bhp<br>Alpha-Diesel A/S<br>2×32 & 8kW 110V d.c. |
| 503525<br>PCXO<br><br>Df Esd<br>Rdr<br>RTm/h | **BALTICBORG**<br><br>**E. Wagenborg's Scheepv.**<br>**en Expeditiebedr. N.V.**<br>Delfzijl Netherland | 1570<br>854<br>2374 | <br><br>BV | 1957 Schps. C. Amels & Zoon—Makkum<br>260' 7" 41' 0" 16' 5"<br>236' 3" 40' 5" 18' 9"<br>1 dk<br>RW<br>rf 2" | M Mchy.aft<br>1 Ho 169½'<br>G.113845 B.105450<br>2 Ha (each 61½' comb. ×21½')<br>Der 8(3) | Oil 4SA 8Cy. 390×680 mm<br>1100bhp<br>N.V. Werkspoor<br>3×80, 80 30kW 220V d.c. |
| 503527<br>UVHY<br>M-16894<br>Df Esd<br>Gc | **BALTIJSK**<br><br>**U.S.S.R.**<br>Leningrad Russian | 5585<br>2851<br>8250 | ✠ | 1955-10 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>457' 4" 57' 11" 25' 9½"<br>426' 6" 57' 9" 28' 7"<br>Q33' RFD89' 1 dk & S dk<br>RW | M OSD<br>5 Ho<br>G.485614<br>5 Ha (32½', 32½', 32½', 32½', 31½'×23½')<br>16W Der 16(5) | Oil 2SA 7Cy. 780×1400 mm<br><br>Masch. Augsburg-Nürnberg |
| 503528<br>UUFF<br>M-12023<br>Df Esd<br>Gc Pfd | **BALTIJSK**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 3553<br>1727<br>3830 | | 1955 Verschure & Co.'s Scheeps.—Ams<br>376' 4" 46' 1" 18' 4"<br>337' 8" 46' 0" 26' 11"<br>2 dks<br>RW | M Fish Carrier<br>4 Ho<br>In.165026<br>4 Ha (each 14'×11½')<br>8W Der 8(3) | Oil 2SA 8Cy. 480×700 mm<br>Sulzer<br>N.V. Werkspoor |
| 661597<br>USYQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIJSKAJA SLAVA**<br><br>**U.S.S.R.**<br>Kaliningrad Russian<br>For later particulars see New Entries No. 3 | 16000<br>—<br>10000 | | 1966 Kieler Howaldtswerke A.G.—Kel<br>546' 0" 80' 0"<br>504' 0" 78' 9" 48' 7" | M Fish Factory Mchy.aft | Oil 4SA 6Cy. 700×1200 mm<br>5640bhp MAN<br>Kieler Howaldtswerke A.G |
| 670352 | **BALTIJSKIJ 1**<br><br>**U.S.S.R.**<br>Russian | 1865<br>936<br>— | | 1965 ......................Russia<br><br><br>1 dk | M | Oil |
| 670353 | **BALTIJSKIJ 2**<br><br>**U.S.S.R.**<br>Russian | 1865<br>936<br>— | | 1965 ......................Russia<br><br><br>1 dk | M | Oil |
| 670354 | **BALTIJSKIJ 3**<br><br>**U.S.S.R.**<br>Russian | 1865<br>936<br>— | | 1965 ......................Russia<br><br><br>1 dk | M | Oil |

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| 670355 | **BALTIJSKIJ 4**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670356 | **BALTIJSKIJ 7**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670357 | **BALTIJSKIJ 8**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670358 | **BALTIJSKIJ 10**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670359 | **BALTIJSKIJ 11**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 680427 | **BALTIJSKIJ 13**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670360 | **BALTIJSKIJ 14**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670361 | **BALTIJSKIJ 15**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670362 | **BALTIJSKIJ 16**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670363 | **BALTIJSKIJ 19**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670364 | **BALTIJSKIJ 22**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670365 | **BALTIJSKIJ 24**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670366 | **BALTIJSKIJ 25**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670367 | **BALTIJSKIJ 26**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670368 | **BALTIJSKIJ 27**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670369 | **BALTIJSKIJ 28**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670370 | **BALTIJSKIJ 29**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |
| 670371 | **BALTIJSKIJ 30**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 ....................Russia<br>1 dk | M | Oil |

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| 672157 | **BALTIJSKIJ 31**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965 | ......................Russia | M | Oil |
| 670372 | **BALTIJSKIJ 32**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965<br>1 dk | ......................Russia | M | Oil |
| 670373 | **BALTIJSKIJ 34**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1965<br>1 dk | ......................Russia | M | Oil |
| 672830 | **BALTIJSKIJ 36**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1966<br>1 dk | ......................Russia | M | Oil |
| 670374 | **BALTIJSKIJ 37**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1966<br>1 dk | ......................Russia | M | Oil |
| 670375 | **BALTIJSKIJ 38**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1966<br>1 dk | ......................Russia | M | Oil |
| 670376 | **BALTIJSKIJ 39**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1966<br>1 dk | ......................Russia | M | Oil |
| 670377 | **BALTIJSKIJ 40**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1966<br>1 dk | ......................Russia | M | Oil |
| 670378 | **BALTIJSKIJ 41**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1966<br>1 dk | ......................Russia | M | Oil |
| 670379 | **BALTIJSKIJ 42**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1966<br>1 dk | ......................Russia | M | Oil |
| 670380 | **BALTIJSKIJ 45**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1966<br>1 dk | ......................Russia | M | Oil |
| 671974 | **BALTIJSKIJ 46**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1966<br>1 dk | ......................Russia | M | Oil |
| 671975 | **BALTIJSKIJ 47**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1966<br>1 dk | ......................Russia | M | Oil |
| 671976 | **BALTIJSKIJ 48**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1966<br>1 dk | ......................Russia | M | Oil |
| 671977 | **BALTIJSKIJ 49**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1966<br>1 dk | ......................Russia | M | Oil |
| 672463 | **BALTIJSKIJ 50**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1966<br>1 dk | ......................Russia | M | Oil |
| 670381 | **BALTIJSKIJ 51**<br>U.S.S.R. | Russian | 1865<br>936<br>— | 1966<br>1 dk | ......................Russia | M | Oil |

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| 680121 | **BALTIJSKIJ 52**<br>**U.S.S.R.**<br>Russian | **1865**<br>936<br>— | | **1966** ....................Russia<br>1 dk | M | Oil |
| 670382 | **BALTIJSKIJ 56**<br>**U.S.S.R.**<br>Russian | **1865**<br>936<br>— | | **1966** ....................Russia<br>1 dk | M | Oil |
| 671978 | **BALTIJSKIJ 57**<br>**U.S.S.R.**<br>Russian | **1865**<br>936<br>— | | **1967** ....................Russia<br>1 dk | M | Oil |
| 671979 | **BALTIJSKIJ 58**<br>**U.S.S.R.**<br>Russian | **1865**<br>936<br>— | | **1967** ....................Russia<br>1 dk | M | Oil |
| 671457 | **BALTIJSKIJ 59**<br>**U.S.S.R.**<br>Russian | **1865**<br>936<br>— | | **1967** ....................Russia<br>1 dk | M | Oil |
| 671413 | **BALTIJSKIJ 60**<br>**U.S.S.R.**<br>Russian | **1865**<br>936<br>— | | **1967** ....................Russia<br>1 dk | M | Oil |
| 671980 | **BALTIJSKIJ 61**<br>**U.S.S.R.**<br>Russian | **1865**<br>936<br>— | | **1967** ....................Russia<br>1 dk | M | Oil |
| 671414 | **BALTIJSKIJ 62**<br>**U.S.S.R.**<br>Russian | **1865**<br>936<br>— | | **1967** ....................Russia<br>1 dk | M | Oil |
| 680122 | **BALTIJSKIJ 67**<br>**U.S.S.R.**<br>Russian | **1865**<br>936<br>— | | **1967** ....................Russia<br>1 dk | M | Oil |
| 641262<br>URVN<br>Df Esd<br>Pfd Rdr<br>RT | **BALTIJSKOE MORE**<br>**U.S.S.R.**<br>Riga Russian | **5468**<br>2356<br>— | BV | **1964** At. & Ch. de Nantes (Bretagne Loire)—Nts<br>395′ 4″ 59′ 3″ 20′ 8⅝″<br>361′ 1″ 59′ 1″ 26′ 3″<br>1 dk | TD-E Dredger Mchy.aft<br>1 Ha (7¾′ × 15′)<br>Cr 1(8) 1(3) | 4 Oil 4SA each 6Cy. 400 × 460 mm connected to elec. motors & 2 sc. shafts<br>11160shp<br>At. & Ch. de Nantes (Bretagne-Loire) Nts<br>14¾k |
| 503529<br>UVMO<br>M-644<br>Df Esd<br>Gc | **BALTIKA**<br>exVyacheslav Molotov–57<br>**U.S.S.R.**<br>Leningrad Russian | **7494**<br>3452<br>2643 | | **1940** Nederl. Schps. Maats.—Ams<br>445′ 1″ 60′ 2″ 20′ 10″<br>60′ 0″ 31′ 8″<br>3 dks | TT-E (437P) Ref<br>3 Ho<br>B.48381 In.10594<br>3 Ha (19¾′, 19¾′ × 13′) (13¾′ × 10′)<br>6W Der 4(5) 2(2) | 2 S Turb connected to elec. motors (o.f)<br>Gebr. Stork & Co. N.V. Hengelo<br>15k |
| 503522<br>UPGC<br>M-20321<br>Df Esd | **BALTIKA**<br>exSagaland–54<br>**U.S.S.R.**<br>Kaliningrad Russian | **3989**<br>2228<br>6948<br>**6526**<br>3521<br>— | | **1949** A/S Fredriksstad M/V—Fks<br>388′ 9″ 57′ 4″ 18′ 4½″/22′ 1½″<br>57′ 2″ 34′ 1″<br>P26′ F73′ 1 dk & S dk<br>RW | S OSD/CSD<br>3 Ho<br>G.500000 B.458000<br>3 Ha (each 33½′ × 26′)<br>12W Der 2(10) 10(5) | C 4Cy. (2) 17$\frac{11}{16}$″ & (2) 42½″ × 38¾″<br>885t (o.f)<br>A/S Fredriksstad M/V Fks<br>12k |
| 503530 | **BALTIMORE**<br>exP.R.R. No. 35<br>**Bludworth Construction Co. Inc.**<br>United States | **398**<br>270<br>— | | **1911** Pusey & Jones Corp.—Wmg<br>118′ 0″ 32′ 0″<br>... ... ... | TS Tug | T 6Cy. 14″ 21″ & 35″ × 24″<br>1000ihp<br>Pusey & Jones Corp. Wmg |
| 500808<br>WRXA<br>245965<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **BALTIMORE TRADER**<br>exAlaskan–65<br>exMercury Sun–60<br>exPoint Pleasant–46<br>**American Trading & Production Corp.**<br>Baltimore United States | **10652**<br>6409<br>16726 | AB | **1944** Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 30′ 3½″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.792556 | S Turb 7240shp driving 1 gen. 5400kW 2400V a.c. connected to elec. motor<br>6600shp (Sy) 1432t (o.f)–49pd<br>Westinghouse Elec. & Mfg Co. Pbg<br>2 × 400kW 450V 60c/s a.c.<br>15k |
| 661331<br>LHBL<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BALTIQUE**<br>**Fred Olsen & Co.**<br>Oslo Norwegian | **1340**<br>674<br>2308 | NV | **1966** Kaldnes M/V A/S—Tbg<br>273′ 10″ 46′ 1″ 17′ 4¾″<br>247′ 4″ 46′ 0″ 32′ 9″<br>P30′ B39′ 1 dk & S dk<br>rf 3″ | M OSD Mchy.aft<br>1 Ho 215′ 2 TwD 57½′, 93½′<br>B.190131<br>2 Ha (30′, 61¾′ × 16½′)<br>3W Cr 2(5) Der 1(8–15) | 2 Oil 4SA each 12Cy. 215 × 260 mm geared to sc. shaft<br>3500bhp 215t (d.o)<br>N.V. Werkspoor Ams<br>3 × 168kW 440V 60c/s a.c.<br>Controllable pitch propeller 14½k |

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| 515682<br><br><br>Df Esd<br>RTh | **BALTIQUE**<br>exHundseck-67 exDione-55<br>**Emeraude Maritime S.A.**<br>~~Nantes~~ French<br>La Rochelle | ~~777~~ 480<br>~~517~~ 209<br>~~1019~~ | | <br><br>BV ~~Cl~~ | **1951** A.G. "Weser" Werk Seebeck—Bhn<br>187' 0" 29' 7" 15' 9½"<br>29' 5" 18' 2"<br>B34' F27' 2 dks<br>RW<br>rf 2" | M (1P) CSD<br>1 Ho 100' comb.<br>G.50139 B.45538<br>2 Ha (each 31'×14½')<br>4W Der 4(3) | Oil 4SA 8Cy. 290×420 mm<br>660bhp<br>Masch. Kiel A.G.<br>2×30kW 220V d.c. |
| 503531<br>GQSV<br>185936<br>Df Esd<br>Gc Rdr<br>RTm/v | **BALTISTAN**<br>**Shahristan S.S. Co. Ltd.**<br>~~Strick Line Ltd.~~<br>F. C. Strick & Co. Ltd.<br>London British | **7489**<br>4388<br>~~9620~~<br>9911 | ✠100A1<br><br>✠LMC<br><br>MN880 | SS 2/66<br><br><br><br>EL c†2¼"SQ | **1953–7** J. Readhead & Sons Ltd.—Shl<br>477' 11" 58' 6" ~~65' 7½"~~ 26' 1"<br>450' 0" 58' 3" 32' 3"<br>P38' B153' F99' 2 dks<br>R 7BH<br>rf 4" WB1593t incl. DTa1111t | M (5P) Ref<br>5 Ho 65', 125½', 38½', 48', 68'<br>G.586680 B.530320 In.3545<br>6 Ha (31½', 41'×22') (19½'×20')<br>(12', 31½', 31½'×22')<br>16W Der 1(30) 4(10) 4(7) 6(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2AuxB 120lb<br>4×40kW 220V d.c. |
| 503532<br>JXPS<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **BALTO**<br><br>**E. B. Aabys Rederi A/S**<br>Oslo Norwegian | **9941**<br>5235<br>14300 | | <br><br>NV | **1961** Rickmers Werft—Bhn<br>504' 7" 60' 7" 30' 10½"<br>459' 8" 60' 4½" 41' 0"<br>1 dk<br>RW<br>rf 4" | M Bulk Carrier Mchy.aft<br>5 Ho 71½', 62½', 62½', 62½', 62½'<br>G.654208<br>5 Ha (stl) (45½', 40', 40', 40', 40'×30½')<br>4W Cr 3(5) Der 4(5) | Oil 2SA 7Cy. 700×1200 mm<br>5850bhp<br>Masch. Augsburg-Nürnberg<br>3×200kW 440V 60c/s a.c. |
| 503533<br>GKSQ<br>184272<br>Df Esd<br>Pfd Rdr<br>RTm | **BALTROVER**<br>exMarstenen-50<br>**United Baltic Corporation**<br>**Ltd.**<br>London British<br>Now **ANGELOS P.** See New Entries No. 6 | **2179**<br>1059<br>3260 | **100A1**<br>with freeboard<br>**LMC**<br>~~✠Lloyd's RMC~~ | SS 10/66<br><br><br><br>EL v 1½"SQ | **1949** A/S Fredriksstad M/V—Fks<br>349' 11" 50' 11" 18' 9"<br>319' 11" 50' 6" 29' 10"<br>1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>WB1111t incl. Tunnel tanks 83t DTf64t | S (2P) ~~Ref~~ OSD<br>5 Ho 78', 39 , 58½', 36½'<br>G.137379 B.128124 ~~In.94060~~<br>5 Ha (27', 29½', 27', 27', 27'×21')<br>12W 2(10) 10(3) | C 4Cy. (2) 17 11/16" & (2) 42½"×36"<br>3000ihp<br>A/S Fredriksstad M/V<br>2 SB 220lb Spt<br>hs(9491) 8cf<br>3×30, 20, 20kW |
| 503534<br>SPFH<br><br>Df Esd<br>RTm | **BALTYK**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | **6984**<br>5105<br>10009 | <br><br>✠Classed LR until 10/55 | PR | **1942–3** Swan, Hunter & Wghm Rchdsn<br>—Nwc<br>447' 6" 56' 2" 26' 2"<br>424' 1" 56' 0" 36' 10"<br>F39' 2 dks<br>RW | S<br>5 Ho 63', 61½', 56', 62', 64½'<br>G.498650 B.457720<br>5 Ha (30½', 30½', 30½', 30½', 30½'×19½')<br>Der 1(30) 2(10) 8(5) | T 3Cy. 23" 39" & 66"×45"<br>2400ihp<br>Swan Hunter & Wghm Rchdsn<br>2×25, 20kW 110V d.c. |
| 503535<br>GVJD<br>187401<br>Df Esd<br>Gc Rdr<br>RTm/v | **BALUCHISTAN**<br><br>**Strick Line Ltd.**<br>F. C. Strick & Co. Ltd.<br>London British | **8370**<br>4827<br>10100 | ✠100A1<br><br>✠LMC<br><br>MN1360 | SS 7/64<br><br><br><br>EL e†2¼"SQ | **1956–5** John Readhead & Sons Ltd.—<br>Shl<br>510' 4" 62' 6" 26' 7"<br>480' 0" 62' 3½" 33' 4"<br>P41' B177' F98' 2 dks<br>R 7BH<br>rf 6" WB1672t incl. DTm1371t | M (4P) Ref CSD<br>5 Ho 67', 99', 38½', 85', 86½'<br>G.616210 B.539155 In.7180<br>5 Ha (stl) (31½', 48½', 14½', 36½',<br>31½'×22')<br>14W Der 1(85) 1(15) 4(10) 4(7) 6(5) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>Wallsend Slpwy Co. Ltd.<br>2AuxB 180lb<br>3×80kW 220V d.c. |
| 503536 | **BALVAN**<br><br>**Government of Bombay**<br>Indian | **114**<br>109<br>— | | | **1936** W. J. Yarwood & Sons Ltd.—<br>Northwich<br>86' 0" 19' 9" 12' 3"<br>... ... ...<br><br>R | S Tug | T 3Cy. 10½" 18" & 30"×24"<br><br>Scott & Co. Ltd. |
| 541494<br>USNY<br>M-27853<br>Df Esd<br>Gc Rdr | **BALVI**<br><br>**U.S.S.R.**<br>Ventspils Russian | **13380**<br>7626<br>18346 | | | **1963** Stocznia Gdanska—Gdk<br>580' 6" 71' 10" 30' 4"<br>541' 5" 71' 7" 38' 8"<br>1 dk<br>RW | M Tanker Mchy.aft<br>22 Ta 1 Ho<br>L.857726 G.70630<br>1 Ha (14¾'×11½')<br>5W Der 4(5) 1(1½) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>H. Cegielski |
| 503537<br>LASJ<br><br>Df Esd<br>Gc Rdr<br>RTm | **BALZAC**<br><br>**A/S Ganger Rolf**<br>Fred. Olsen & Co.<br>Oslo Norwegian | **3614**<br>1904<br>4160 | | <br><br>NV | **1955** Oskarshamns Varv A/B—Osk<br>345' 10" 47' 7" 22' 4¾"<br>315' 0" 47' 6" 27' 9"<br>Q145' B69' F46' 2 dks<br>RW | M Ref Mchy.aft<br>3 Ho 79', 80½', 49'<br>G.178900 B.163550 In.36630<br>3 Ha (62½', 62½'×19¾') (33¾'×13')<br>6W Cr 2(3–5) 1(1½) Der 2(10) 4(5) | Oil 2SA 5Cy. 500×1500 mm<br>3100bhp<br>Burmeister & Wain<br>3×165kW 220V d.c. |
| 503538<br>TUNJ<br><br>Df Esd<br>Gc Rdr<br>RT | **BAMBARA**<br><br>**Soc. Ivoirienne de**<br>**Consignation &**<br>**d'Armement (SICOMAR)**<br>Abidjan Ivory Coast | **4410**<br>2336<br>3194 | | <br><br>BV | **1957** Ch. Réunis Loire-Normandie—<br>G.Quevilly<br>376' 3" 51' 3"<br>350' 5" 51' 0" 36' 1"<br>3 dks<br>RW | M Ref<br><br>In.194150<br>4 Ha (20½', 22½', 18', 18½'×16½')<br>8W Der 2(5-8) 6(3-5) | Oil 4SA 12Cy. 140×180 mm<br>NE67<br>Moteurs Baudouin |
| 526936<br>6ZQI<br>2499<br>Df Esd<br>Gc | **BAMBERO**<br>exPamit-66 exSargent-62<br>exJutahy-54 exRoband Hitch-46<br>Launched as Frank J. Petrarca<br>**Bambero Cia. Nav. S.A.**<br>Monrovia Liberian | **3834**<br>2264<br>6109 | **100A1**<br>DTs No. 3 hold—veg. oil<br>**LMC**<br><br>MN340 | SS 3/66<br><br><br><br>EL v 1 13/16"SQ | **1945** W. Butler S.Bs. Inc.—Dul<br>338' 9" 50' 4" 23' 5"<br>322' 0" 50' 0" 29' 0"<br>P90' F41' 2 dks<br>5BH<br>rf nil WB2310t incl. Tunnel tanks 44t DTf198t | M Ref Mchy.aft<br><br>G.259550 B.235420<br><br>16W Der 1(30) 1(20) | Oil 2SA 8Cy. 520×700 mm<br>1700bhp<br>Busch Sulzer Bros. |
| 503539<br>ICWQ<br>3363<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAMBI**<br><br>**Sant 'Ambrogio S.p.A. di**<br>**Nav.**<br>Genoa Italian | **1817**<br>826<br>3200<br>**2649**<br>1412<br>— | | | **1957** Hanseatische Werft—Ham<br>293' 1" 44' 8" 18' 3½"/—<br>268' 0" 44' 3" 26' 9"<br>1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>2 Ho<br>G.184166 B.170853<br><br>8W Der 1(15) 8(5) | Oil 4SA 6Cy. 520×740 mm<br>2160bhp<br>Masch. Augsburg-Nürnberg |
| 503540<br>TQPW | **BAMBINO**<br><br>**Gaston Mallet**<br>Etel French | **116**<br>25<br>— | | | **1958** Ch. Nav. Herbert & Heraud—Etel<br>77·1' 21' 5"<br>... ... ... | Wood M Fishing<br><br><br>2 Ha (each 2½'×3½')<br>Der 1(1) | Oil 4SA 8Cy. 220×320 mm<br>330bhp<br>Cie. de Const. Méc. |

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| 503541<br>186854<br>RTm | **BAMBURGH**<br>**France, Fenwick Tyne & Wear Co. Ltd.**<br>Newcastle British | 122<br>—<br>— | **✠100A1** ~~SS 9/64~~<br>tug SS 10/68<br>**LMC**<br>MN216 EL (a)1″ | **1956–3** P. K. Harris & Sons Ltd.—Apl<br>93′ 4″ 23′ 5″ 8′ 4″<br>84′ 0″ 23′ 3″ 10′ 6″<br>4BH<br>rf 17″ WB33t | M Tug<br>24W | Oil 2SA 12Cy. 8½″×10″ with hydraulic coupling & sr gearing<br>1080bhp Emade44refitted56 34t (d.o)<br>General Motors Ltd. Clv<br>2×28kW 110V d.c. 11¼k |
| 503542<br>GCRE<br>186891<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BAMBURGH CASTLE**<br>**Bamburgh Shipping Co. Ltd.**<br>W. A. Souter & Co. Ltd.<br>Newcastle British | **11894**<br>5099<br>17075 | **✠100A1** ~~SS 11/69~~<br>ore carrier SS 11/67<br>**✠LMC**<br>MN840 EL g†2 5/16″SQ | **1959–6** Swan, Hunter & Wghm Rchdsn —Nwc<br>512′ 2″ 70′ 3″ 29′ 6¾″<br>485′ 0″ 70′ 0″ 40′ 9″<br>P106′ F46′ 1 dk<br>RW 5BH<br>rf 3″ WB12763t | M Ore Carrier Mchy.aft<br>2 Ho 158′, 160′<br>G.415950<br>6 Ha (stl) (each 36′×28′)<br>2W Der 4(5) | Oil 2SA 6Cy. 670×2320 mm<br>4200bhp Doxford 1089t (hvf)<br>Swan Hunter & Wghm Rchdsn Nwc<br>2AuxB 120lb<br>3×320kW 220V d.c. 12k |
| 541897<br>HPLQ<br>3775HA<br>Df Esd<br>Gc Rdr<br>RTh/v | **BAMBURI**<br>**Cement Carriers S.A.**<br>Panama Panamanian | **3454**<br>1808<br>5093 | **✠100A1** SS 11/68<br>**✠LMC**<br>MN800 EL w1 3/16″SQ | **1963–11** Howaldtswerke Ham. A.G.—Ham<br>350′ 0″ 54′ 3″ 21′ 1¾″<br>328′ 1″ 54′ 1½″ 25′ 5″<br>P103′ F45′ 1 dk<br>RW NS 7BH<br>rf nil WB1324t incl. TwDf237t | M Cement Carrier Mchy.aft | 2 Oil 4SA each 8Cy. 400×580 mm geared to sc. shaft<br>4000bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×1000kW 400V 50c/s a.c. |
| 503544<br>GVCW<br>187126<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BAMENDA PALM**<br>**Palm Line Ltd.**<br>Liverpool British | **5154**<br>2617<br>7200 | **✠100A1** SS 11/66<br>DTm—vegetable oil<br>**✠LMC**<br>MN900 EL a†2⅛″SQ | **1956–3** Swan, Hunter & Wghm Rchdsn —Nwc<br>446′ 9″ 58′ 3″ 23′ 4¾″<br>415′ 0″ 58′ 0″ 35′ 0″<br>P27′ F80′ 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf nil WB3497t incl. Tunnel tanks 1888t DTm704t | M (2P) Ref OSD<br>5 Ho 52′, 68′, 42′, 59′, 54′, 32′ DT<br>In.11080<br>4 Ha (40¾′, 41¼′, 33½′, 23¼′×20′)<br>16W Der 1(75) 6(10) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford 720t (hvf)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2AuxB 100lb<br>3×250kW 220V d.c. 14k |
| 672498<br>GWMH<br>334671<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAMFORD**<br>**Blandford Shipping Co. Ltd.**<br>London British | **54090**<br>41004<br>103700 | NV | **1967** Sasebo Hvy Ind. Ltd.—Sbo<br>889′ 1″ 128′ 2″ ~~47′ 1″~~ 47′ 2½″<br>853′ 0″ 127′ 11″ 61′ 0″<br>1 dk<br>RW | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>20500shp (o.f)<br>Ishikawajima-Harima Hvy Ind. Tok<br>16¾k |
| 503545<br>GWLF<br>302568<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BAMORA**<br>**British India Steam Nav. Co. Ltd.**<br>London British | **6744**<br>3670<br>7598 | **✠100A1** SS 3/65<br>Tunnel side tanks—oil FP above 150° F. or veg. oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1340 EL a†2″SQ | **1961–1** Harland & Wolff Ltd.—Gls<br>426′ 1″ 59′ 3″ 25′ 6¾″<br>396′ 9″ 59′ 0″ 32′ 6″<br>P&B175′ F47′ 2 dks, 3rd dk in No. 3 hold<br>RW 6BH<br>rf 6″ WB1192t incl. Dk tanks f24t | M Ref<br>4 Ho 54¼′, 74¾′, 77′, 77′<br>G.358830 B.330610 In.42600<br>5 Ha (stl) (31½′, 46¾′ 44¼′,×24′) 30¼′×22′) (8′×10′)<br>4W Cr 5(3) Der 1(25) 4(10) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>6700bhp B&W 1337t (hvf)<br>Harland & Wolff Ltd. Gls<br>WTAuxB100lb AuxB 100lb<br>4×350kW 440V 60c/s a.c. 16k |
| 540140<br>HLAB<br>BM10770<br>Esd Gc<br>Rdr RT | **BAN DO**<br>exGum Czon–62<br>exKumchon Whan–53<br>exKinsen Maru–46<br>**Korean Merchant Marine Academy**<br>Pusan S. Korean | **3304**<br>1653<br>4722 | | **1937** Harima S.B. & Eng. Co. Ltd.—Harima<br>332′ 9″ 45′ 11″ 20′ 11″<br>318′ 3″ 45′ 9″ 24′ 8″<br>2 dks<br>RW | S CSD<br>4 Ho<br>4 Ha (18′×29¼′) (18′×31¼′) (18′×29¼′) (18′×25′) | T 3Cy. 20 1/16″ 33 1/16″ & 55⅛″×39″<br>1500ihp (o.f)<br>Harima Zosensho Aio<br>9k |
| 503548<br>HPPQ<br>3252HK<br>Df Esd | **BAN HO HIN**<br>exJanssens–58<br>**Ban Ho Shipping Ltd.**<br>Panama Panamanian | **2071**<br>1492<br>1884 | BV | **1935** N.V. Mch. & Schps. P. Smit, Jr.—Rot<br>276′ 5″ 43′ 2″ 14′ 9″<br>… … …<br>P33′ B81′ F41′ 1 dk<br>R | M<br>B.99157<br>9W Der 1(15) | Oil 2SA 6Cy. 400×750 mm<br>Sulzer 110t<br>De Schelde N.V. Fls<br>11k |
| 503549<br>HPPP<br>3251HK | **BAN HO LIONG**<br>exToba–58<br>**Ban Ho Shipping Ltd.**<br>Panama Panamanian | **983**<br>684<br>564 | | **1930** C. v.d. Giessen—Krimpen<br>212′ 2″ 34′ 2″ 10′ 1″<br>34′ 0″<br>B49′ F36′ 2 dks<br>R | M Mchy.aft<br>B.42650<br>4W Der 1(8) | Oil 2SA 7Cy. 360×480 mm<br>32t<br>Sulzer Bros. Ltd. Win<br>8k |
| 650434<br>RT | **BAN JAM**<br>**Khulna Newsprint Mills Ltd.**<br>*Khulna* Pakistan | **158**<br>77<br>— | | **1964** Khulna Shpyd—Khulna<br>75′ 4″ 21′ 6″ 5′ 0″<br>67′ 6″ 20′ 10″ 6′ 10″<br>1 dk | TM Supply Ship Mchy.aft | 2 Oil 2SA each 4¼″×5″<br>General Motors Corp. Det |
| 503550<br>PKVH<br>RT | **BANABUNGI**<br>exKupa–61<br>**P. T. Pelajaran Maluku**<br>Djakarta Indonesian | **607**<br>281<br>650 | ~~BV~~ | **1953** Brodogradiliste III Maj—Rka<br>180′ 4″ 29′ 5″ 12′ 8″<br>29′ 3″<br>B59′ F23′ 1 dk | M Mchy.aft<br>G.36180 B.32946<br>2 Ha (31¾′, 35′×16½′)<br>4W Der 1(5) | Oil 2SA 6Cy. 290×500 mm<br>630bhp Sulzer 37t<br>C.R.D. Adriatico Tri<br>11½k |
| 539195<br>LIVA<br>Df Esd<br>Gc Rdr<br>RTm/v | **BAÑADEROS**<br>exWindward Islands–64<br>**A/S Borgå**<br>Fred. Olsen & Co.<br>Oslo Norwegian<br>Now **BAMBI** See New Entries No. 1 | **2269**<br>1026<br>2700 | **✠100A1** SS 12/66<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN720 EL u2″ | **1953–4** Eriksbergs M/V A/B—Got<br>341′ 10″ 47′ 1″ 20′ 0½″<br>315′ 10″ 46′ 11″ 29′ 3″<br>F44′ 1 dk & S dk, Platform dk in Nos. 1 & 2 holds<br>Coll BH to U dk 5 to 2nd dk<br>WB927t incl. Tunnel tanks 531t | M (4P) Ref OSD<br>4 Ho 50½′, 55′, 43½′, 64½′<br>B.114925 In.114925<br>4 Ha (23′, 27½′, 25¼′, 23′×13′)<br>8W Der 2(3–5) 6(3) | Oil 2SA 7Cy. 620×1150 mm<br>3600bhp B&W 706t (hvf)<br>Eriksbergs M/V A/B Got<br>4×165kW 220V d.c. 16¼k |

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| 640157<br>5MVV<br>1965<br>Df Gc<br>Pfd Rdr | **BANADOR**<br><br>**Bana Nav. Co. Ltd.**<br>Monrovia Liberian | 6674<br>3857<br>5814 | ✠100A1 SS 1/68<br>446' 3"(incl.BB)<br>✠LMC<br>✠Lloyd's RMC<br>MN2160 EL b†2¼"SQ | 1964-2 Kawasaki Dkyd Co. Ltd.—Kob<br>~~446' 5"~~ 60' 11" 24' 0½"<br>433' 1" 60' 8½" 37' 5"<br>3 dks, 4th dk in Nos. 1 & 2 holds, 2nd, 3rd & 4th dks for light cargoes only<br>NS 6BH<br>rf 19" WB989t incl. Tunnel tanks 347tDT1227t | M (2P) Ref<br>4 Ho<br>In.272529<br>4 Ha (22½', 23¼', 23¼', 23¼' × 19½')<br>8W Der 8(5) | Oil 2SA 9Cy. 700 × 1200 mm<br>10800bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>AuxWTB 114lb |
| 661901<br>DULB<br><br>Df RT | **BANAHAW**<br><br>**Republic of the Philippines**<br>Manila Philippine | 163<br>59<br>135 | <br><br>NK | 1965 Usuki Tekkosho—Fukuoka<br>*96·5'* 21' 1"<br>21' 0" 9' 10"<br>1 dk<br>BK | M Fishing | Oil 4SA 6Cy. 270 × 400 mm<br>450bhp<br>Usuki Tekkosho |
| 503551<br>JXTG<br><br>Df Esd<br>Gc Rdr<br>RT | **BANAK**<br><br>**I/S Bulktramp**<br>Torvald Klaveness<br>Oslo Norwegian | 11503<br>5720<br>16004 | <br><br>NV | 1962 Deutsche Werft A.G.—Ham<br>492' 0" 70' 1" 30' 5"<br>465' 11" 70' 0" 42' 0"<br>P118' F52' 1 dk<br>rf nil | M Mchy.aft<br>7 Ho<br>G.743487 B.692598<br>7 Ha (25½', 46½', 24½', 44½', 24½', 46½', 24½' × 35') | Oil 2SA 7Cy. 680 × 1250 mm<br>7700bhp<br>Sulzer Bros. Ltd.<br>3 × 300kW 220V |
| 672850 | **BANANA**<br><br>**A/S Det Dansk-Franske D/S**<br>Copenhagen Danish<br>For later particulars see New Entries No. 2 | 7300<br>—<br>10200 | 100A1<br>Class contemplated | Fujinagata S.B & E. Co. Ltd.—Osa<br>456' 0" 28' 6½"<br>416' 8" 64' 0" 36' 11" | M Ref | Oil 2SA 8Cy. 620 × 1400 mm<br>B&W<br>Mitsui Zosen |
| 642336<br>4XNN<br>MS168<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANANACORE**<br><br>**Maritime Fruit Carriers Co. Ltd.**<br>Haifa Israel | 5955<br>3344<br>8400<br>8246<br>4833<br>— | ✠100A1 SS 7/68<br><br>✠LMC<br>✠Lloyd's RMC<br>MN2300 EL e†2¼"SQ | 1965-3 A/S Bergens M/V—Bgn<br>485' 0" 65' 9"<br>443' 11" 65' 7½" 41' 0"<br>F45' 1 dk & S dk, 3rd dk except in mchy. space, 4th dk in Nos. 1, 2 & 3 holds<br>Coll BH to S dk 5 to 2nd dk<br>rf 4" WB1271t | M Ref OSD/CSD<br><br>In.411229<br><br>12W Der 12(5-10) | Oil 2SA 7Cy. 740 × 1600 mm<br>11500bhp B&W<br>A/S Akers M/V<br>AuxB 100lb |
| 503552<br><br>CB2452 | **BANANO**<br>exHumble C1-1-54<br>exHumble LCI-1 exPattco<br>**Eleodoro Barria Torres**<br>Valparaiso Chilean | 346<br>182<br>— | | 1944 Consolidated Stl Corp.—Orange<br>*152·0'* 22' 11"<br>... ... ... | TrM | 3 Oil 2SA each 6Cy. 110 × 125 mm<br><br>General Motors Corp. |
| 661815<br>6ZTE<br>2573<br>Df Esd<br>Gc Rdr | **BANARIO**<br><br>**Bana Navigation Co. Ltd.**<br>Monrovia Liberian | 9317<br>6343<br>16399 | <br><br>BV | 1966 Sanoyasu Dockyd Co. Ltd.—Osa<br>483' 11" 68' 3" 29' 6"<br>459' 4" 67' 3" 41' 2"<br>1 dk | M Bulk Carrier Mchy.aft<br>5 Ho<br><br>5 Ha (31½', 60¼', 31½', 60¼', 31½' × 29½') | Oil 2SA 6Cy. 700 × 1200 mm<br>7200bhp MAN<br>Kawasaki Dkyd Co. Ltd. |
| 662155<br>6ZTU<br>2589<br>Df Esd<br>Gc Pfd<br>Rdr | **BANASOL**<br><br>**Bana Navigation Co. Ltd.**<br>Monrovia Liberian | 9317<br>6287<br>16401 | <br><br>BV | 1966 Sanoyasu Dockyd Co. Ltd.—Osa<br>483' 11" 67' 5" 29' 8"<br>459' 4" 67' 3" 41' 2"<br>1 dk | M Bulk Carrier Mchy.aft<br>5 Ho<br><br>5 Ha (31½', 60¼', 31½', 60¼', 31½' × 29½') | Oil 2SA 6Cy. 700 × 1200 mm<br>7200bhp MAN<br>Kawasaki Dkyd Co. Ltd. |
| 503553<br>YTHY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANÅT**<br><br>**Jugoslavenska Oceanska Plovidba**<br>Kotor Yugoslav | 9208<br>5402<br>12830 | <br><br>BV JR | 1962 Brodogradiliste Uljanik—Pla<br>498' 0" 61' 11" 29' 5 3/16"<br>459' 4" 61' 8" 30' 4"<br>F110' 2 dks<br>RW | M CSD<br><br>G.697603 B.630664<br>6 Ha (31½', 42½', 39¾', 41½', 41½' × 23') (10' × 7½')<br>16W Der 4(10) 8(5) 4(3) 2(1½) | Oil 2SA 8Cy. 720 × 1250 mm<br>7200bhp Sulzer<br>C.R.D. Adriatico |
| 503554<br><br>187314<br>RTv | **BANBURY CROSS**<br><br>**Tees, Towing Co. Ltd.**<br>Wm. Crosthwaite & Son<br>Middlesbrough British | 106<br>—<br>17 | ✠A1 SS 6/66<br>tug River Tees service<br>✠LMC<br><br>MN150 EL (a) | 1958-5 Philip & Son Ltd.—Drt<br>82' 4" 23' 11" 10' 9"<br>79' 6" 23' 6"<br><br>RW 5BH<br>WB12t | M Tug | Oil 2SA 4Cy. 14½" × 19"<br>750bhp<br>Crossley Bros. Ltd.<br>Directional propeller |
| 670983<br>GWYH<br>334476 | **BANCO**<br><br>**Beagle Shipping Ltd.**<br>London British<br>For later particulars see New Entries No. 1 | 544<br>273<br>775 | 100A1<br>oil tanker<br>for restricted service<br>Class contemplated | J. Bolson & Son Ltd.—Poo<br>176' 5" 34' 4" 9' 5½"<br>167' 6" 33' 0" 11' 6" | M Tanker Mchy.aft | Oil 4SA 8Cy. 12⅝" × 17¾"<br><br>Klöckner-Humboldt-Deutz |
| 503557<br>PCYB<br><br>Df Esd<br>Gc Rdr<br>RT | **BANDA**<br><br>**N.V. Stoomv. Maats. "Nederland"**<br>Amsterdam Netherland | 8785<br>5038<br>10280 | ✠100A1 SS 4/66<br>lower D.Tsf&a—molasses<br>✠LMC<br>✠Lloyd's RMC<br>MN1640 EL d†2¼"SQ | 1956-5 C. v.d. Giessen—Krimpen<br>476' 10" 65' 8" 28' 10"<br>440' 9" 65' 6" 39' 6"<br>P31' F51' 2 dks, 3rd dk except in aft hold<br>7BH<br>rf 4" WB3394t incl. DTsa1385tDTsf1325t | M Ref<br><br>G.600000 B.535800 In.6922<br><br>18WDer2(50-65)1(30)3(5-10)12(3-5) | Oil 2SA 7Cy. 740 × 1600 mm<br>8200bhp B&W<br>N.V. Mch. & Schps. P. Smit, Jr.<br>2db (1 o.f 1 ex.g) 100lb |
| 540141<br>7JGM<br>90869<br>Rdr<br>RTh | **BANDAI MARU**<br><br>**Niigata Rinko Kairiku Unso K.K.**<br>Niigata Japanese | 1925<br>1002<br>3094 | <br><br>NK | 1963 Mitsubishi Zosen—Smk<br>280' 10" 42' 6" 18' 10¾"<br>255' 11" 41' 8" 22' 0"<br>1 dk<br>rf 4½" | M Mchy.aft<br>2 Ho 59', 111¾<br>G.136315 B.128617<br>2 Ha (38¾' × 21½') (85' × 23')<br>Cr 2(8) 7(5) Der 2(20) 4(15) | Oil 4SA 8Cy. 430 × 620 mm<br>1800bhp<br>Niigata Eng. Co. Ltd.<br>2 × 40kW 445V a.c. |

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|---|---|---|---|---|---|---|---|
| 503559<br>JRLL<br>85532<br>RT | **BANDAI MARU**<br>**Fukushima Prefectural Office**<br>Iwaki Japanese | **127**<br>32<br>— | | | **1960** Osaka Zosensho—Osa<br>86′ 9″ 23′ 9″ 7′ 6½″<br>... ... ...<br>RW | TM Tug Mchy.aft | 2 Oil 4SA each 6Cy. 270×400 mm<br>800bhp<br>Fuji Seisakusho Tateyama<br>11k |
| 540142<br>JXWM<br>Df Esd<br>Gc Rdr | **BANDAK**<br>**A/S Borgestad**<br>Porsgrunn Norwegian | **29367**<br>17679<br>43560 | | NV | **1963** Kieler Howaldtswerke A.G.—Kel<br>708′ 4″ 98′ 8″ 37′ 2″<br>680′ 10″ 98′ 5″ 53′ 2″<br>1 dk<br>rf 4″ | M Bulk Carrier Mchy.aft<br>9 Ho<br>1 Ha (43½′×42½′)<br>8 Ha (each 33½′×49′) | Oil 2SA 6Cy. 850×1700 mm<br>12600bhp Götaverken<br>Kieler Howaldtswerke A.G. Kel |
| 503560<br>FPVJ<br>Df Esd<br>Gc Rdr<br>RT | **BANDAMA**<br>**Cie. Maritime des Chargeurs Réunis**<br>Havre French | **6749**<br>4007<br>8858 | | BV | **1948** John Cockerill S.A.—Hbk<br>459′ 7″ 55′ 8″ 26′ 2″<br>... ... ...<br>B77′ F35′ 2 dks<br>len 61 | M CSD<br>B.405485<br>6 Ha (24½′, 38′, 51′, 31½′, 31½′, 4′×19½′)<br>16W Der 1(40) 1(20) 2(12) 4(8) 10(5) | Oil 2SA 8Cy. 720×1250 mm<br>5000bhp 946t<br>Sulzer Bros. Ltd. Win<br>14k |
| 503561<br>EGVL | **BANDAMA**<br>**Juan Melian Schamann**<br>Las Palmas Spanish | **211**<br>92<br>— | | | **1948** Troncoso & Santodomingo—Vgo<br>*89·6′* 22′ 0″<br>... ... ... | Wood S Fishing | T 3Cy. 8½″ 14″ & 23″×18″<br>220ihp 93t (o.f)<br>M. Sanjurjo Otero Vgo<br>9k |
| 504388<br>VWDB<br>196661<br>Df Esd<br>Gc | **BANDE NAWAZ**<br>exBharatkesari–67 exRoxen–54<br>exNefertiti–50<br>**Sukhsagar Shipping Pvt. Ltd.**<br>Bombay Indian | **2348**<br>1175<br>3780 | ✠100A1<br>with freeboard<br>✠**LMC**<br>MN306 | SS 5/66<br>EL u | **1948**–5 W. Pickersgill & Sons Ltd.—Sld<br>330′ 4″ 45′ 2″ 19′ 4″<br>310′ 0″ 45′ 0″ 29′ 0″<br>F32′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>WB801t | S OSD<br>4 Ho 56¼′, 63′, 54′, 49½′<br>G.245000 B 226000<br>4 Ha (each 29′×19′)<br>Der 1(5) 3(3) | T 3Cy. 20½″ 33″ & 57″×39″<br>1700ihp 566t (o.f)<br>N.E. Marine Eng. Co. (1938) Ltd. Sld<br>2 SB 220℔ Spt hs(5702) 6cf<br>3×12½kW 110V d.c. 10½k |
| 503563<br>JXLE<br>Df Esd<br>Gc Rdr<br>RTm | **BANDEIRANTE**<br>**A/S Ganger Rolf, A/S Bonheur, A/S Borgå, A/S Jelölinjen & Den Norske Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | ~~8489~~<br>~~4520~~<br>~~9470~~ | T.Mk<br>5368<br>2826<br>7815 | NV | **1960** Nederl. Dok & Schps.—Ams<br>472′ 4″ 61′ 0″ 28′ 7″<br>432′ 6″ 60′ 9″ 38′ 0″<br>2 dks | M (2P) Ref Mchy.aft<br>5 Ho 32¼′, 73′, 82¼′, 82¼′, 47¼′<br>G.510446 B.479752 In.99080<br>5 Ha (stl) (30′, 61½′×22′) (65½′, 65½′×18′) (34¾′×19½′)<br>Cr 6(5) 2(3) | Oil 2SA 6Cy. 760×1500 mm<br>7500bhp Götaverken 876t (hvf)<br>Nederl. Dok & Schps. Ams<br>4×200kW 110/440V 60c/s a.c. 16½k |
| 503564<br>PUCS | **BANDEIRANTE**<br>**Lloyd Brasileiro Patrimonio Nacional**<br>Rio de Janeiro Brazilian | **2930**<br>1697<br>4685 | ✠Classed LR until 1/42 | ~~BV~~ | **1937**–12 "De Merwede" v/h Vliet & Co. —Hxd<br>336′ 4″ 47′ 5″ 20′ 5″<br>47′ 3″<br>2 dks<br>R | TM Ref | 2 Oil 2SA each 7Cy. 350×600 mm<br>Gebr. Stork & Co. N.V. Hengelo |
| 503565 | **BANDEIRANTE**<br>exElbnixe<br>**Companhia Amarante**<br>Rio de Janeiro Brazilian | **342**<br>233<br>— | | | **1922** Gebr. Klahn—Neustadt<br>*153·0′* 25′ 10″<br>... ... ...<br>1 dk | Wood Aux Sr Mchy.aft | Oil 2SA 2Cy. 315×315 mm<br>H. Callesen & Co. Abenrå |
| 503567<br>DH2306<br>Df Esd<br>Rdr RT | **BANDROBBE**<br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | **134**<br>47<br>— | | DSRK | **1958** Elbewerft—Boizenburg<br>86′ 11″ 22′ 0″ 11′ 2″<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>Masch. Halberstadt Halberstadt |
| 503569<br>JKGA<br>80078<br>Df Esd<br>Gc Rdr<br>RTm/h | **BANDUNG MARU**<br>**Tokyo Senpaku K.K.**<br>Tokyo Japanese | **7758**<br>4652<br>10193 | | NK | **1957** Harima Zosensho—Aio<br>456′ 1″ 59′ 10″ 27′ 2¾″<br>426′ 6″ 59′ 8″ 37′ 1″<br>B94 F43′ 2 dks<br>RW | M (11P)<br>5 Ho 50¾′, 70½′, 59′, 70′, 51¼′<br>G.542663 B.492071<br>5 Ha (stl) (27′×19¾′) (44½′, 39¼′, 44½′×23′) (28¾′×19¾′)<br>16W Der 6(15) 10(6) | Oil 2SA 6Cy. 760×1550 mm<br>6000bhp Sulzer 1005t (hvf)<br>Harima Zosensho Aio<br>3×180kW 445V a.c. 14¼k |
| 518018<br>UPHH<br>M-24416<br>Df | **BANGA**<br>exKaliningrad exMonbaldo<br>exSori<br>**U.S.S.R.**<br>Riga Russian | **6067**<br>4198<br>8709 | | | **1918** Soc. Esercizio Bacini—Riva Trigoso<br>379′ 9″ 51′ 6″ 23′ 7½″<br>51′ 4″ 37′ 0″<br>2 dks & S dk<br>R conv dry cargo ship — | S Fish Carrier OSD<br>4 Ho<br>G.277398<br>6 Ha (23½′, 29½′, 31¾′, 31¾′, 10½′, 26′×19¾′)<br>12W Der 4(5) 6(4) 2(3) | T 3Cy. 26″ 42½″ & $69\frac{11}{16}$″×48″<br>Soc. Esercizio Bacini R. Trigoso<br>8k |
| 503570<br>GNDX<br>185421<br>RT | **BANGARTH**<br>**Rea Towing Co. Ltd.**<br>Liverpool British | **231**<br>—<br>— | ✠100A1<br>tug<br>✠**LMC**<br>MN180 | SS 10/65<br>EL (c) | **1951**–12 A. Hall & Co. Ltd.—Abn<br>103′ 1″ 27′ 10″ 11′ 10″<br>96′ 0″ 26′ 6″ 12′ 9″<br>B35′<br>3BH<br>BK7½″ WB34t | S Tug | T 3Cy. 16″ 25″ & 42″×30″<br>1000ihp (o.f)<br>A. Hall & Co. Ltd. Abn<br>SB 225℔ hs(2530) 3cf ND 12k |
| 503571 | **BANGAU**<br>**Brunei Shell Petroleum Co. Ltd.**<br>Miri Malaysian | **707**<br>402<br>320 | | | **1956** Cheoy Lee Shpyd—H.Kg<br>185′ 6″ 39′ 2″<br>169′ 0″ 38′ 0″ 12′ 2″<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 12Cy. 178×197 mm<br>Davey, Paxman & Co. Col |

| | | T.Mk | | | | |
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| 503572<br>PCYE<br>Df Esd<br>Gc Rdr<br>RT | **BANGGAI**<br>**N.V. Stoomv. Maats.**<br>**"Nederland"**<br>Amsterdam Netherland | ~~801~~ 8183<br>~~497~~ 3442<br>9619<br>8613<br>4970<br>10315 | ✠100A1 CS 5/68 ~~CS 4/66~~<br>lower DTsf&a—molasses<br>✠LMC<br>✠Lloyd's RMC<br>MN1640 EL d†2½"SQ | 1957-5 N.V. Mch. & Schps. P. Smit, Jr.<br>—Rot<br>476' 10" 65' 8" 28' 10"<br>440' 9" 65' 6" 39' 6"<br>P31' F51' 2 dks, 3rd dk except in aft hold<br>7BH<br>rf 4" WB3394t incl. DTsa1385t DTsf1325t | M Ref<br>G.573200 B.538700 In.6922<br>18W Der 2(70) 1(30) 6(3,5 & 10) 12(3&5) | Oil 2SA 7Cy. 740×1600 mm<br>8200bhp B&W<br>N.V. Mch. & Schps. P. Smit, Jr.<br>AuxB 100lb |
| 501976<br>HSAD<br>273<br>Df Esd | **BANGNARA**<br>exAntifer-63<br>**Thai Navigation Co. Ltd.**<br>Bangkok Thai | 785<br>319<br>1125 | BV | 1952 Ch. & At. de St. Nazaire (Penhöet)<br>—Quevilly<br>213' 11" 34' 7" 13' 2"<br>205' 4" 34' 5" 21' 4"<br>F27' 2 dks<br>RW | M CSD Mchy.aft<br>G.85120 B.79914<br>2 Ha (43½', 49½'×16½')<br>4W | Oil 4SA 6Cy. 460×660 mm<br>1000bhp<br>Soc. Gén. de Con. Méc. La Courneuve |
| 503575<br>PKAO | **BANGO**<br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | 194<br>76<br>70 | ✠Classed LR until 9/58 | 1952-9 N.V. Scheeps. "De Klop"—<br>Sliedrecht<br>125' 4" 21' 5" 6' 7½"<br>114' 10" 21' 4" 9' 8"<br>B&F48' 1 dk<br>RW | M<br>2W | Oil 4SA 6Cy. 270×500 mm<br>N.V. Werkspoor |
| 672851<br>LMJE<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BANGOR**<br>**I/S Bangor**<br>Torvald Klaveness<br>Oslo Norwegian | 13278<br>6415<br>20000 | NV | 1967 Ishikawajima-Harima Hvy Ind.—<br>Nga<br>505' 0" ~~504' 11"~~ 73' 4" ~~30' 4½"~~ 33' 7¼"<br>476' 2" 73' 2" 44' 6"<br>P125' F49' 1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho 40½', 59', 38', 58', 38', 60½', 38'<br>G.840723 B.829879<br>7 Ha (24½', 44½', 25½', 43', 25½', 45½', 25½'×36')<br>Cr 2(16) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer 1287t (hvf)<br>Ishikawajima-Harima Hvy Ind.<br>3×365kW 445V 60c/s a.c. |
| 503873<br>KCVT<br>252036<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANGOR**<br>exBeatrice-64 exWheatland-47<br>**Bermuda Shipping Corp.**<br>New York United States<br>Now **GRAND LOYALTY** (No. 503873) in the Register | 8269<br>4961<br>10831 | ✠Classed LR until 5/51<br>AB | 1944 N. Carolina S.B. Co.—Wmn<br>459' 2" 63' 2" 28' 6¾"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>rf nil | S Ref<br>5 Ho 60½', 61', 70', 70', 72½'<br>G.560000 B.526000 In.10000<br>5 Ha (stl) (27', 32½', 35', 30', 30'×20')<br>Der 8(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 503576<br>OYMO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANGSBO**<br>**Det forenede Dampskibs-Selskab A/S**<br>Aalborg Danish<br>Now **ELVIRA M**<br>See New Entries No. 1 | 1866<br>947<br>2895 | ✠100A1 SS 6/67<br>Str. nav. ice<br>✠LMC<br>MN400 EL s | 1952-12 Helsingör Skibs & Msk.—Hsg<br>303' 4" 43' 10" 19' 5"<br>275' 7" 43' 7" 27' 11"<br>RFD 29' 1 dk & S dk, sparred 3rd dk in No. 1 hold<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB540t | M (8P) Ref OSD<br>4 Ho 44½', 58½', 46', 44½'<br>G.150670 B.142840 In.116180<br>4 Ha (29½', 29½', 27', 22½'×16½')<br>8W Der 10(3) | Oil 2SA 6Cy. 500×900 mm<br>2000bhp B&W<br>Helsingör Skibs & Msk.<br>db 100lb<br>3×80kW 220V d.c. |
| 503577<br>LAPD<br>Esd Rdr<br>RT | **BANGSUND**<br>**Albert Collett**<br>Namsos Norwegian | 143<br>1<br>— | NV | 1960 Ulstein M/V A/S—Ulsteinvik<br>85' 7" 23' 1"<br>... ... ...<br>1 dk | M Tug & Icebreaker | Oil 4SA 6Cy. 300×450 mm<br>820bhp<br>Masch. Augsburg-Nürnberg |
| 680799<br>LECM<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BANI**<br>**I/S Bulktrading**<br>Torvald Klaveness<br>Oslo Norwegian | ~~13646~~ 13312<br>~~6674~~ 6417<br>19897 | NV | 1966 Ishikawajima-Harima Hvy<br>Ind.—Nga<br>505' 0" 73' 4" 33' 7"<br>476' 2" 73' 2" 44' 6"<br>P125' F50' 1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho 40½', 59', 37¾', 58', 37¾', 60½', 37¾'<br>G.840723 B.829879<br>7 Ha (stl) (24½', 44½', 25½', 42½', 25½', 45½', 25½'×36')<br>Cr 2(16) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>3×365kW 445V 60c/s a.c. |
| 661598<br>YTEK<br>Df Esd<br>Gc Rdr<br>Pfd RT | **BANIJA**<br>**Atlantska Plovidba**<br>Dubrovnik Yugoslav | 16955<br>10403<br>26140 | BV JR | 1966 Brodogradiliste "Split"—Spt<br>613' 7" 75' 4" 35' 4½"<br>572' 6" 75' 2" 46' 3"<br>1 dk | M Bulk Carrier Mchy.aft<br>6 Ha (47', 49½', 42', 42', 49½', 42'×37') | Oil 2SA 7Cy. 750×1320 mm<br>10500bhp<br>S.A. Fiat S.G.M. |
| 503580<br>PCXV<br>Df Esd<br>Rdr RT | **BANKA**<br>**A. Boerma**<br>"Carebeka" N.V.<br>Groningen Netherland | 499<br>326<br>738 | BV | 1956 Grol's Scheepswerven—Zuidbroek<br>189' 2" 28' 3" 10' 6"<br>170' 7" 27' 11" 12' 0"<br>1 dk<br>RW | M Mchy.aft<br>G.38000 B.35000<br>2 Ha (each 48½'×17')<br>Der 2(3) | Oil 4SA 6Cy. 305×460 mm<br>450bhp<br>D. & J. Boot "De Industrie" |
| 652496<br>9GUU<br>316542<br>Df Esd<br>Gc Rdr<br>RT | **BANKO**<br>**Ocean Fisheries Ltd.**<br>~~The Government of the Republic of Ghana~~<br>Takoradi Ghanaian | 1980 ~~1979~~<br>1263<br>1750 | ✠100A1<br>stern trawler<br>✠LMC<br>MN432 EL (q)1½"SQ | 1966-1 Fujinagata S.B. & E. Co. Ltd.—<br>Osa<br>260' 10" 41' 1" 16' 5"<br>236' 3" 41' 0" 26' 3"<br>2 dks<br>Coll BH to U dk 4 to 2nd dk<br>rf 4" WB736t | M Stern Trawler | Oil 2SA 7Cy. 350×620 mm<br>2160bhp B&W<br>Mitsui Zosen |
| 503581<br>VGTF<br>188246<br>Df Esd<br>Gc Rdr<br>RTh | **BANKSLAND**<br>exAuriga-56<br>**Northern Transportation Co. Ltd.**<br>Winnipeg Canadian | 510<br>440<br>655 | Classed LR until 5/64 | 1953 "De Waal" N.V.—Zaltbommel<br>176' 2" 27' 3" 10' 9¼"<br>158' 7" 27' 1" 11' 11"<br>P42' F20' 1 dk<br>RW<br>rf 3" | M Mchy.aft<br>1 Ho 110'<br>G.34017 B.31233<br>2 Ha (each 38'×15½')<br>2W | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>2×20kW 110V d.c. |

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|---|---|---|---|---|---|---|
| 515754<br>MDJQ<br>183109<br>Esd Pfd<br>Rdr<br>RTm/v | **BANKSTONE**<br>exHydracrete–63<br>exPoole Island–59<br>**Westminster Gravels Ltd.**<br>London British | 1357<br>698<br>2034 | ✠Classed LR until 7/63 | 1949–10 W. Pickersgill & Sons Ltd.—Sld<br>235′ 1″ 36′ 0″ 15′ 4¾″<br>224′ 4″ 35′ 9″ 16′ 3″<br>P on Q57′ Q144′ F25′ 1 dk<br>RW | M Sand Carrier Mchy.aft<br>1 Ho 78¾′<br>G.71180 B.69180 | Oil 2SA 7Cy. 300×500 mm<br>1200bhp NE63 (d.o)<br>Schps. L. Smit & Zn. Kinderdijk<br>2×24kW 440V a.c. 9½k |
| 503582<br>GWLC<br>300978<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BANKURA**<br>**British India Steam Nav. Co. Ltd.**<br>London British | 6793<br>3693<br>7549 | ✠100A1 ~~SS 9/68~~<br>tunnel side tanks—oil FP above 150° F. or vegetable oil DTm—vegetable oil or latex SS 12/67<br>✠LMC<br>✠Lloyd's RMC<br>MN1340 EL a†2″SQ | 1959–8 Harland & Wolff Ltd.—Gls<br>426′ 1″ 59′ 3″ 25′ 6¾″<br>396′ 9″ 59′ 0″ 32′ 6″<br>P&B175′ F47′ 2 dks, 3rd dk in No. 3 hold<br>RW 6BH<br>rf 6″ WB1115t | M Ref Mchy.aft<br>4 Ho 54¼′, 74¾′, 63′, 77′<br>G.320000 In.40570<br>4 Ha (stl) (31½′, 46¾′, 44¼′×24′) (30½′×22′)<br>4W Cr 5(3) Der 4(10) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>6700bhp B&W 1469t (hvf)<br>Harland & Wolff Ltd. Gls<br>✠NWTAuxB 1/60–100℔<br>AuxB 100℔<br>4×350kW 440V 60c/s a.c. 16k |
| 542337<br>GFYT<br>182924<br>Df Esd<br>Gc Rdr | **BANNERCLIFF**<br>exNorth Cambria–63<br>exScottish Trader–60<br>**Bond Shipping Co. Ltd.**<br>London British | T.Mk<br>5462<br>3143<br>9607<br>7328′<br>4312<br>10300 | ✠100A1 SS 4/66<br>with freeboard<br>✠LMC<br>MN640 EL b†2$\frac{1}{16}$″SQ | 1948–12 Lithgows Ltd.—P.Gl<br>454′ 10″ 58′ 3″ ~~26′ 7¾″~~ — /26′ 7¾″<br>430′ 0″ 58′ 0″ 37′ 4″<br>F41′ 2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 6″ WB3312t incl. DTm1507t | M ~~CSD~~<br>5 Ho 78¾′, 74¾′, 37¼′, 64¾′, 74¾′<br>G.579000 B.532250<br>5 Ha (31½′, 31′, 25′, 31′, 31′×22′)<br>10W Der 10(5) | Oil 2SA 4Cy. 600×2320 mm<br>3200bhp Doxford 944t (hvf)<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 120℔<br>3×30, 30, 25kW 110V d.c. 12k |
| 503583<br>GHLG<br>302815<br>Df Esd<br>Gc Rdr<br>RT | **BANNERVALE**<br>exOcean Clipper–60<br>**Banner Shipping Co. Ltd.**<br>London British | 10577<br>6203<br>14675 | ✠100A1 SS 3/65<br>strengthened for heavy cargoes<br>✠LMC<br>MN1260 EL f†2¼″SQ | 1953–8 Kockums M/V A/B—Mmo<br>533′ 4″ 63′ 2″ ~~28′ 5″~~ 29′ 2½″<br>500′ 0″ 63′ 0″ 38′ 6″<br>P97′ B36′ F67′ 1 dk, 2nd dk except in No. 1 hold & mchy. space<br>conv tanker 61<br>10BH<br>rf 6″ WB5689t incl. DTm2721t | M Mchy.aft<br>6 Ho 25′, 43½′ 35′, 43½′, 51¾′, 43½′<br>G.761601 B.718496<br>6 Ha (10½′×29½′) (39¼′, 29½′, 29½′, 46′ 39¼′×31¾′)<br>14W Der 1(50) 2(10) 12(5) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp MAN 1414t (hvf)<br>Kockums M/V A/B Mmo<br>2AuxB 150℔<br>3×230, 230, 150kW 230V d.c. 14½k |
| 640143<br>IKOD<br>3317<br>RTm/h | **BANNOCK**<br>**Fratelli Cosulich S.p.A.**<br>Genoa Italian | 1278<br>448<br>852 | RI | 1942 Charleston S.B. & D.D. Co.—Charleston<br>230′ 0″ 38′ 6″ 17′ 11″<br>195′ 6″ 38′ 4″ 22′ 3″<br>1 dk<br>RW<br>rf 15″ | D-E (22P)<br>2 Ho 23½′, 17¼′<br>2 Ha (stl) (7′, 7¾′×6′)<br>Der 1(2) | 4 Oil 2SA each 12Cy. 215×266 mm 3060bhp driving 4 gen. each 900kW 500V d.c. connected to 4 elec. motors each 760shp (WL) & sc. shaft (d.o)<br>General Motors Corp.<br>3×100kW 120V d.c. |
| 503587<br>VCMT<br>158616<br>Df RT | **BANSCOT**<br>exBonscot–36<br>**Foundation Co. of Canada Ltd.**<br>~~Foundation Maritime Ltd.~~<br>Halifax Canadian<br>M.I.L. Tug & Salvage Ltd. (Mgrs.) | 215<br>27<br>— | ✠Classed LR until 12/37 | 1934–9 A. Hall & Co. Ltd.—Abn<br>97′ 8″ 29′ 11″ 13′ 0″<br>… … …<br>R | S Tug | T 3Cy. 16″ 25″ & 40″×27″<br>A. Hall & Co. Ltd. Abn |
| 503589<br>JECN<br>46365<br>Df Rdr | **BANSHU MARU**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 1150<br>638<br>1181 | **BROKEN UP** | 1939 Fujinagata Zosen—Osa<br>229′ 4″ 32′ 10″ 15′ 10″<br>32′ 8″<br>B135′ F21′ 1 dk<br>RW len 54 | TM Fish Carrier Ref Mchy.aft<br>1 Ho 130¼′<br>B.37771 In.43772<br>3W Der 2(7) 3(1½) | 2 Oil 2SA each 4Cy. 470×530 mm<br>800bhp 197t<br>Hayashikane Tekkosho Smk<br>9½k |
| 503590<br>JEOI<br>71801<br>Df Rdr | **BANSHU MARU No. 2**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 1246<br>643<br>1535 | NK | 1954 Kawasaki Dkyd Co. Ltd.—Kob<br>241′ 6″ 35′ 5″ 15′ 8″<br>229′ 7″ 35′ 3″ 18′ 0″<br>P102′ F24′ 1 dk | M Ref Mchy.aft<br>3 Ho<br>G.55783 In.55783<br>3 Ha (each 8¼′×8¼′)<br>4W | Oil 2SA 6Cy. 390×650 mm<br>2000bhp NE64 243t<br>Kobe Hatsudoki Seizosho Kob<br>2×100kW 230V d.c. 12k |
| 503591<br>JQSW<br>89885<br>Df Esd<br>Gc Rdr<br>RT | **BANSHU MARU No. 5**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 3677<br>1987<br>3990 | NK | 1962 Taiyo Zosen—Nag<br>362′ 0″ 49′ 11″ 20′ 11″<br>331′ 5″ 49′ 10½″ 24′ 7″<br>1 dk pt 2nd dk<br>RW | M Ref Mchy.aft<br>3 Ho<br>In.147718<br>3 Ha (8½′, 9¼′, 9¼′×9¼′)<br>Der 1(7) 1(3) | Oil 2SA 6Cy. 520×1050 mm<br>3800bhp 1115t<br>Kobe Hatsudoki Seizosho Kob<br>3×400kW 450V a.c. 13½k |
| 642236<br>JHYT<br>94936<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANSHU MARU No. 11**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 1802<br>929<br>2588 | NK | 1964 Taiyo Zosen—Nag<br>289′ 9″ 41′ 5″ 17′ 11″<br>269′ 0″ 41′ 4″ 20′ 8″<br>P85′ F43′ 1 dk | M Ref Mchy.aft<br>3 Ho<br>In.84287<br>3 Ha (each 10¼′×10½′)<br>6W Der 3(3) | Oil 2SA 7Cy. 450×750 mm<br>3150bhp 577t<br>Hayashikane Zosen Smk<br>2×200kW 445V a.c. 13k |
| 641889<br>JNLQ<br>94937<br>Df Gc<br>Pfd Rdr<br>RT | **BANSHU MARU No. 12**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 1795<br>924<br>2569 | NK | 1964 Hayashikane Zosen—Smk<br>289′ 8″ 41′ 5″ 17′ 11″<br>269′ 0″ 41′ 4″ 20′ 8″<br>P85′ F43′ 1 dk | M Ref Mchy.aft<br>3 Ho<br>In.86517<br>3 Ha (each 10½′×10½′)<br>6W Der 6(3) | Oil 2SA 6Cy. 450×750 mm<br>2700bhp 651t<br>Hayashikane Zosen Smk<br>2×200kW 445V a.c. 15k |
| 650895<br>JAUM<br>95852<br>Df Gc<br>Pfd Rdr<br>RT | **BANSHU MARU No. 13**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 1805<br>955<br>2522 | NK | 1964 Hayashikane Zosen—Smk<br>289′ 9″ 41′ 5″ 18′ 1″<br>269′ 0″ 41′ 4″ 20′ 8″<br>1 dk | M Mchy.aft<br>3 Ho<br>In.86517<br>3 Ha (each 10½′×10½′)<br>6W Der 6(3) | Oil 2SA 7Cy. 450×750 mm<br>3150bhp 613t<br>Hayashikane Zosen Smk<br>3×200kW 445V a.c. 13½k |

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|---|---|---|---|---|---|---|---|
| 650220<br>JAVO<br>95853<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANSHU MARU No. 15**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 1804<br>955<br>2564 | | NK | 1964 Hayashikane Zosen—Smk<br>289' 9" 41' 5" 17' 11"<br>269' 0" 41' 4" 20' 8"<br>P85' F43' 1 dk | M Ref Mchy.aft<br>3 Ho<br>In.86517<br>3 Ha (each 10½'×10½')<br>6W Der 6(3) | Oil 2SA 7Cy. 450×750 mm<br>3150bhp<br>Hayashikane Zosen<br>3×200kW 445V a.c. |
| 650777<br>JAWI<br>95871<br>Df Esd<br>Gc Pfd<br>Rdr | **BANSHU MARU No. 16**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 1782<br>937<br>2555 | | NK | 1964 Taiyo Zosen—Nag<br>289' 9" 41' 5" 17' 11"<br>269' 0" 41' 4" 20' 8"<br>1 dk | M Fish Carrier Ref Mchy.aft<br>3 Ho<br>In.91243<br>3 Ha (each 10½'×10')<br>6W Der 6(3) | Oil 2SA 7Cy. 450×750 mm<br>3150bhp<br>Hayashikane Zosen<br>2×200kW 445V a.c. |
| 503592<br>JQXW<br>29271<br>Df | **BANSHU MARU No. 22**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 142<br>79<br>150 | | | 1923 Kobe Seikosho—Harima<br>98' 11" 17' 0"<br>16' 10"<br>F16' 1 dk<br>R | M Fish Carrier<br>1 Ho 46'<br>B.50479<br>1W Der 2(1) | Oil 2SA 3Cy. 425×470 mm<br>320bhp NE32<br>Hayashikane Zosen |
| 503593<br>JQOO<br>58408<br>Df | **BANSHU MARU No. 23**<br>exSeiju Maru No. 7–59<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 165<br>86<br>— | | | 1947 Kanazashi Zosensho—Shimizu<br>108' 9" 19' 5"<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft<br>B.5542<br>1W | Oil 4SA 6Cy. 250×380 mm<br>210bhp<br>Ito Sangyo |
| 503594<br>JRXE<br>28951<br>Df | **BANSHU MARU No. 25**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 142<br>79<br>152 | | | 1923 Kobe Seikosho—Toba<br>98' 11" 17' 0" 11' 7"<br>16' 10"<br>F16' 1 dk<br>R | M Fish Carrier<br>B.50479<br>1W Der 2(1) | Oil 2SA 7Cy. 290×440 mm<br>NE51<br>Hayashikane Zosen |
| 503595<br>JHYY<br>79108<br>Df Esd<br>Gc Rdr | **BANSHU MARU No. 31**<br>**Hayashikane K.K.**<br>Tokyo Japanese | 1770<br>934<br>2101 | | NK | 1957 Taiyo Zosen—Nag<br>272' 1" 39' 6" 17' 1"<br>254' 3" 39' 4" 19' 8"<br>1 dk<br>RW | M Ref Mchy.aft<br>3 Ho<br>In.74196<br>3 Ha (7½'×7½') (8½', 8½'×8½')<br>6W Der 6(3) | Oil 2SA 6Cy. 450×750 mm<br>2700bhp NE65<br>Kobe Hatsudoki<br>2×120kW 445V a.c. |
| 503597<br>JDAY<br>76213<br>Df Gc<br>Rdr | **BANSHU MARU No. 33**<br>**Daito Gyorui K.K.**<br>Tokyo Japanese | 957<br>502<br>1235 | | | 1956 Hayashikane Zosen—Smk<br>213' 11" 34' 9" 15' 1"<br>194' 3" 34' 5½" 16' 5"<br>P94' B31' F34' 1 dk | M Ref Mchy.aft<br>B.35547 In.4942<br>4 Ha (each 8½'×6')<br>4W Der 4(5) | Oil 4SA 7Cy. 470×670 mm<br>800bhp<br>Akasaka Tekkosho |
| 503598<br>JJKU<br>51207<br>Df Rdr | **BANSHU MARU No. 35**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 990<br>506<br>1423 | | BV | 1944 Hayashikane Zosen—Hikoshima<br>222' 1" 34' 5" 16' 4"<br>34' 3"<br>P69' F30' 1 dk<br>RW | M Fish Carrier Ref Mchy.aft<br>1 Ho 134½'<br>B.42007 In.49985<br>3 Ha (each 8'×8')<br>4W Der 2(4) 4(1½) | Oil 2SA 4Cy. 470×670 mm<br>800bhp Emade56fitted61<br>Akasaka Tekkosho |
| 503599<br>JBIC<br>57038<br>Df Rdr | **BANSHU MARU No. 36**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese<br>Now **FU YANG**<br>(No. 503599) in the Register | 998<br>705<br>1811 | | | 1945 Hayashikane Zosen—Hikoshima<br>225' 7" 34' 5" 16' 11"<br>34' 3"<br>P69' F30' 1 dk<br>RW | M Fish Carrier Ref Mchy.aft<br>1 Ho 126'<br>B.47690 In.54115<br>4W Der 6(3) | Oil 2SA 4Cy. 430×660 mm<br>800bhp<br>Hayashikane Zosen |
| 503600<br>JFTB<br>87512<br>Df Esd | **BANSHU MARU No. 37**<br>exEgyptian Reefer–61<br>exBauruloide–45<br>exEgyptian Reefer–42<br>exFrancine–37<br>**Daito En-yo Gyogyo K.K.**<br>Tokyo Japanese | 3130<br>1656<br>3625 | Classed LR until 1/62 | NK | 1936 Odense Staalskibs.—Odn<br>361' 6" 48' 8" 22' 8"<br>342' 0" 48' 5" 27' 9"<br>F94' 2 dks<br>R 6BH | M Ref CSD Mchy.aft<br>4 Ho<br>G.151000 In.151000<br>4 Ha (18', 18½', 18½', 18½'×12½')<br>8W | Oil 2SA 10Cy. 500×900 mm<br>3500bhp<br>Burmeister & Wain |
| 503601<br>JQDZ<br>58961<br>Df Rdr | **BANSHU MARU No. 38**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 998<br>521<br>2660 | | | 1947 Hayashikane Zosen—Hikoshima<br>225' 7" 34' 5" 16' 11"<br>34' 3"<br>P69' F30' 1 dk<br>RW | M Fish Carrier Ref Mchy.aft<br>1 Ho 126'<br>B.46913 In.53267<br>4W Der 6(3) | Oil 4SA 8Cy. 370×500 mm<br>950bhp<br>Niigata Tekkosho |
| 680252 | **BANTEMA**<br>**The Government of the Republic of Ghana**<br>Takoradi Ghanaian<br>For later particulars see New Entries No. 5 | 1083<br>444<br>550 | **100A1**<br>stern trawler<br>Class contemplated<br>✠**Lloyd's RMC** | | Newport S.B. & Eng. Co. Ltd — Npt<br>239' 2" 38' 1" 15' 6"<br>208' 6" 38' 0" 25' 9" | M Stern Trawler Mchy aft<br>In.35350 | Oil 4SA 6Cy. 19"×27"<br>Mirrlees National Ltd. |
| 641551<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANTEN**<br>exTerry P.–66<br>exCal-Agro–65<br>**Republik Indonesia**<br>Indonesian | 3199<br>1100<br>3400 | | | 1944 Chicago Bridge & Irn Co.—Seneca<br>328' 0" 50' 2" 15' 0"<br>316' 0" 50' 0"<br>3 dks<br>RW conv LST — | TM<br>1 Ho 264'<br>2 Ha (42'×13') (42'×13½')<br>Cr 1(25) Der 1(80) | 2 Oil<br>1800bhp NE56<br>General Motors Corp.<br>3×100kW |
| 680334 | **BANTRY BAY**<br>**Bantry Bay Towing Co. Ltd.** For later particulars see New Entries No. 9<br>Cork Irish Republic | 320<br>—<br>— | **100A1**<br>tug<br>Class contemplated | | Charles D. Holmes & Co. Ltd.— Bev<br>127' 0" 29' 11"<br>116' 6" 28' 6" 14' 0" | M Tug | Oil 4SA 6Cy. 15"×18"<br>Mirrlees National Ltd. |
| 860386 | **BANYANWEI**<br>**Inland Water Transport Board**<br>Rangoon Burmese | 300<br>—<br>60 | | BV | 1965 Ando Tekkosho—Tok<br>132' 9" 29' 3" 5' 11"<br>123' 4" 28' 3" 7' 6"<br>1 dk | TM<br>2 Ha (each 6½'×5') | 2 Oil 4SA each 7Cy. 9"×12"<br>874bhp<br>Mirrlees National Ltd. |

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| 503604<br>JBUC<br>76212<br>Df Gc<br>Rdr | **BANYO MARU**<br>**Tokyo Shosen K.K.**<br>Tokyo Japanese | **1598**<br>876<br>2166 | NK | **1957** Taiyo Zosen—Nag<br>272′ 2″ 39′ 6″ 16′ 10¾″<br>257′ 8″ 39′ 4″ 19′ 8″<br>1 dk | M Ref Mchy.aft<br>3 Ho<br>B.86910<br>3 Ha (7¾′×7¾′) (8½′, 8½′×8½′)<br>6W Der 6(3) | Oil 4SA 6Cy. 435×650 mm<br>2700bhp 293t<br>Kobe Hatsudoki Seizosho Kob<br>2×21kW 110V d.c. 11½k |
| 503605<br>EAZS<br>Df Esd | **BAO**<br>**Salvador Barreras Masso and others**<br>Vigo Spanish | **207**<br>101<br>— | BV | **1957** Hijos de J. Barreras S.A.—Vgo<br>109′ 11″ 19′ 10″ 10′ 11″<br>95′ 0″ 19′ 8½″ 12′ 0″<br>RW | M Trawler<br>2 Ha | Oil 4SA 6Cy. 260×350 mm<br>330bhp Werkspoor 48t (d.o)<br>Hijos de J. Barreras S.A. Vgo<br>9k |
| 503608<br>VOTZ<br>178566<br>Df Esd<br>Rdr<br>RTm | **BAR HAVEN**<br>**Government of Canada (Minister of Transport)**<br>St. John's, Nfl Canadian | **1138**<br>469<br>1055 | ✠Classed LR until 9/58 | **1948–4** Fleming & Ferguson Ltd.—Psy<br>213′ 6″ 34′ 2″ 16′ 10¾″<br>199′ 4″ 34′ 0″<br>F39′ 1 dk & S dk<br>R<br>rf 12″ | S (90P) Ref OSD<br>3 Ho 36′, 24′, 38′<br>G.27709 B.25190 In.1430<br>3 Ha (7′, 10′×11′) (8′×10′)<br>4W Der 3(4) | T 3Cy. 17″ 27½″ & 45″×30″<br>1250ihp 223t (o.f)<br>Fleming & Ferguson Ltd. Psy<br>2×20kW 110V d.c. 11½k |
| 514529<br>PCYH<br>Df Esd<br>RTm | **BARA**<br>exHeemraadssingel–64<br>**R. Pilon**<br>Maritima Scheepv. & Handel Maats N.V.<br>Delfzijl Netherland | **465**<br>225<br>690 | BV | **1954** "De Vooruitgang" D. & J. Boot—Alp<br>159′ 2″ 26′ 10″ 10′ 9½″<br>142′ 8″ 26′ 9″ 13′ 6″<br>1 dk<br>R | M Mchy.aft<br>1 Ho 91¾′<br>G.29400 B.27600<br>2 Ha (31½′, 32¼′×15′)<br>Der 2(3) | Oil 4SA 6Cy. 305×460 mm<br>450bhp 38t (d.o)<br>D. & J. Boot "De Industrie" Alp<br>10k |
| 642237<br>TFGF<br>Df Esd<br>Rdr RT | **BARA**<br>**Arni Stefánsson**<br>Fáskrúdsfirdi Icelandic | **216**<br>109<br>— | NV | **1964** Örens M/V—Tdh<br>109′ 0″ 22′ 8″ 11′ 0″<br>95′ 8″ 22′ 6″ 11′ 7″<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>2 Ha (5¼′, 7¾′×4¾′)<br>1W Der 1(3) | Oil 4SA 6Cy. 210×300 mm<br>450bhp<br>Gebr. Stork & Co. Hengelo |
| 503609<br>USUS<br>M-27531 | **BARABASH**<br>**U.S.S.R.**<br>Nevelsk Russian | **3170**<br>1225<br>1290 | | **1962** ....................Russia<br>277′ 10″ 45′ 11″ 18′ 2″<br>45′ 9″ 32′ 10″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.47322<br>3 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>12k |
| 503610<br>UBHW<br>M-24726 | **BARABINSK**<br>**U.S.S.R.**<br>Archangel Russian | **3359**<br>1738<br>4388 | | **1959** Schiffswerft Neptun—Ros<br>341′ 2″ 47′ 3″ 21′ 7″<br>47′ 1″ 26′ 0″ | M<br>4 Ho<br>G.199000<br>4 Ha (29¾′, 29¾′×19¾′) (25½′, 25½′×23′)<br>9W Der 1(15) 8(5) | 2 Oil 4SA each 8Cy. 365×550 mm geared to sc. shaft<br>12½k |
| 503611<br>USNF<br>M-22525 | **BARABINSK**<br>**U.S.S.R.**<br>Nakhodka Russian | **3170**<br>1225<br>1301 | | **1961** ....................Russia<br>277′ 10″ 45′ 11″ 18′ 2″<br>45′ 9″ 32′ 10″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57351<br>3 Ha<br>4W Der 4(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>12k |
| 503612<br>EBWA<br>Esd | **BARACALDO**<br>exAlejandro Once–50<br>**Pesquera Moderna S.L.**<br>Bilbao Spanish | **112**<br>42<br>— | | **1949** Alejandro Bengoechea &Co.—Bbo<br>*75·8′* 17′ 6″<br>… … … | S Trawler | T 3Cy. 7″ 12½″ & $20\frac{3}{16}$″×$12\frac{5}{8}$″<br>130ihp (o.f)<br>Alejandro Bengoechea & Co. Bbo<br>7½k |
| 503613<br>RTm | **BARADA**<br>**Latakia Port Company**<br>Latakia Syrian | **174**<br>102<br>— | **✠100A1** SS 8/65<br>tug<br>Mediterranean service<br>**✠LMC**<br>MN132 EL (a) | **1956–9** Obudai Hajogyar—Bdp<br>93′ 5″ 22′ 7″ 8′ 2½″<br>85′ 4″ 21′ 4″ 10′ 8″<br>RFD11′<br>3BH<br>rf 23″ BK4″ WB10t | M Tug | Oil 4SA 8Cy. 315×450 mm<br>660bhp 9t (d.o)<br>Lang Gepgyar Bdp<br>3×120, 120, 15kW 220V d.c.<br>Controllable pitch propeller 11k |
| 542633<br>MNDW<br>187483<br>Df Esd<br>Gc Rdr<br>RTv | **BARADINE**<br>exNardana–63<br>**P. & O. Steam Nav. Co.**<br>London British<br>Now **NARDANA** See New Entries No. 5 | **8511**<br>3876<br>10140 | **✠100A1** SS 4/65<br>DTa—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2255 EL f†2¼″SQ | **1956–11** Barclay, Curle & Co. Ltd.—Gls<br>514′ 9″ 67′ 8″ 27′ 8¾″<br>480′ 0″ 67′ 6″ 41′ 8″<br>F42′ 1 dk & S dk, 3rd dk except in aft hold<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 3″ WB2641t incl. DTsa449t DTsm772t | S Ref OSD<br>6 Ho 51¾′, 56¼′, 54′, 30′, 57′, 54′<br>G.585000 B.524000 In.28020<br>6 Ha (stl) (22½′×12′) (26¼′, 39′, 27′, 27′, 21′×24′)<br>20W Der 8(15) 12(6) | 3 S Turb dr geared to sc. shaft<br>11275shp 2291t (o.f)<br>Wallsend Slpwy & E. Co. Wal<br>2WTB 525℔ Spt 505℔ hs17334<br>db 100℔ sg 115℔<br>4×300kW 220V d.c. 17k |
| 503614<br>150182<br>RT | **BARAGOOLA**<br>**Port Jackson & Manly S.S. Co. Ltd.**<br>Sydney, N.S.W. British | **498**<br>224<br>— | | **1922** Mort's Dk & Eng. Co. Ltd.—Syd<br>*199·5′* 34′ 1″ 12′ 2″<br>33′ 11″<br>2 dks<br>R | D-E Ferry (1207P) | 4 Oil 4SA each 7Cy. 10″×12″ connected to elec. motors & sc. shafts<br>Emade49refitted60 39t<br>English Elec. Co. Prs<br>Propellers 1 fwd 1 aft 12½k |
| 503615<br>TKZI<br>Df RT | **BARAKAT**<br>exCerons–61 exManche–48<br>**Cie. de Navigation Européenne**<br>Marseilles French | **1029**<br>442<br>1138 | | **1947** At. & Ch. de la Seine (Worms)—Le Trait<br>234′ 6″ 34′ 2″ 14′ 6″<br>34′ 0″<br>1 dk & S dk | TM Ref OSD<br>G.86000 B.77000 | 2 Oil 2SA each 5Cy. 360×600 mm<br>95t<br>Forg. & Ch. de la Méditerranée Hav<br>12k |
| 640261<br>SNUQ<br>44132<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARAKUDA**<br>**Polish Government**<br>P.P.D. i U.R. "Odra"<br>Swinoujscie Polish | **1374**<br>560<br>582 | PR | **1964** Stocznia im. Komuny Paryskiej—Gdy<br>227′ 6″ 36′ 1″<br>35′ 11″ 24′ 9″<br>3 dks | M Stern Trawler<br>3 Ho<br>In.22955 | Oil 4SA 6Cy. 15″×20″<br>1600bhp<br>Mirrlees National Ltd. Stckpt<br>3×160, 120, 120kW 225V d.c.<br>1×240kW 250V d.c. 13½k |

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| 503616<br>VMTF<br>196741<br>Esd<br>RTv | **BARALGA**<br>**Australian Coastal Shipping Commission**<br>Melbourne British | 3895<br>1986<br>6425 | ✠100A1 ~~SS 9/64~~<br>SS 10/68<br>✠LMC<br>MN490 EL y1⅞"SQ | 1956-3 Mort's Dk & Eng. Co. Ltd.—Syd<br>405' 5" 53' 3" 22' 6½"<br>380' 0" 53' 0" 33' 1"<br>F31' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 3" WB1473t incl. Tunnel tanks 118t | M OSD<br>5 Ho 38½', 57½', 64', 71½', 45½'<br>5 Ha (31½', 32', 32', 19½'×22')<br>(20½'×20')<br>Der 1(25) 16(5) | Oil 2SA 4Cy. 560×2160 mm<br>2450bhp Doxford<br>Commonw'th Gov. E. Wks<br>4×150kW 220V d.c. |
| 503617 | **BARANA**<br>**Government of Ceylon**<br>Colombo British | 361<br>—<br>— | ✠Classed LR until 6/59 | 1955-5 J. I. Thornycroft & Co. Ltd.—Sou<br>122' 6" 33' 1" 11' 3½"<br>115' 0" 31' 6" 14' 6"<br>RW<br>rf 24" | TS Tug | T 6Cy. 13½" 21½" & 35"×27"<br>J. I. Thornycroft & Co. Ltd. |
| 661169<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARANDICA**<br>**S. José Pérez Barandica and others**<br>San Sebastián Spanish | 240<br>151<br>200 | BV | 1966 Ast. Luzuriaga—Pjs<br>111' 5" 11' 6½"<br>94' 8" 25' 7" 12' 10"<br>1 dk | M Fishing<br>9 Ha (5½', 5½', 5½', 5½', 5½', 5½', 5½', 5½'×4½') (3½'×3½')<br>Der 2(1) | Oil 4SA 8Cy. 240×260 mm<br>705bhp<br>Kromhout Motorenfab. |
| 671847 | **BARANJA**<br>**Atlantska Plovidba**<br>Dubrovnik Yugoslav<br>For later particulars see New Entries No. 1 | 16019<br>11791<br>25000 | 100A1<br>Class contemplated<br>RI | Italcantieri S.p.A.—San Marco<br>624' 11" 75' 0" 34' 6"<br>581' 5" 74' 9½" 45' 11" | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 750×1320 mm<br>Fiat<br>C.R.D. Adriatico |
| 671245<br>ZFGY<br>317951<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BARANOF**<br>**Geomarine Service International Ltd.**<br>Nassau British | 328<br>189<br>210 | | 1944 Commercial Ironworks—Pld<br>159' 0" 23' 10" 8' 9"<br>152' 5" 23' 3" 11' 4"<br>B59' F33' 1 dk<br>rf 12" conv– | TM Seismographic Ship Mchy.aft<br>1 Ho 22½'<br>1 Ha (stl) (4'×4') | 8 Oil each 6Cy. 4½"×5" geared<br>shafts<br>1800bhp<br>General Motors Corp.<br>4×30kW 120/220V d.c.<br>Controllable pitch propellers |
| 503618<br>PUER | **BARÃO DE CAMÉTA**<br>**Nicolaus & Co.**<br>Para Brazilian | 360<br>275<br>— | ✠ | 1911-3 Smith's Dock Co. Ltd.—Mdb<br>*160·0'* 33' 1"<br>... ... ...<br>1 dk & Prom dk<br>R | TS | C 4Cy. 12" & 27"×16"<br>Shields Eng. Co. Ltd. |
| 540143<br>PUAW<br>Df Esd<br>Gc Rdr | **BARÃO DE JACEGUAY**<br>**Lloyd Brasileiro Patrimonio Nacional**<br>Rio de Janeiro Brazilian | 5010<br>3779<br>— | ✠100A1<br>✠LMC<br>MN520 EL x2⅛"SQ | 1963-12 Cia. Com. e Nav. Estaleiro Maua—Rio<br>382' 11" 53' 9" 23' 2½"<br>350' 6" 53' 8" 30' 10"<br>F31' 2 dks<br>RW 6BH<br>rf nil WB1217t incl. Tunnel tanks 243t | M<br>G.330780 B.296885<br>10W Der 1(30) 1(15) 10(5) | Oil 2SA 5Cy. 600×1050 mm<br>2600bhp<br>Masch. Augsburg-Nürnberg |
| | | | **DRYDOCKING OVERDUE—CLASS SUSPENDED 5/68** | | | |
| 541495<br>PVAD<br>Df Esd<br>Gc Rdr | **BARÃO DE MAUÃ**<br>**Companhia de Navegação Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | 5010<br>3779<br>— | ✠100A1<br>✠LMC<br>MN520 EL x2⅛"SQ | 1963-4 Cia. Com. e Nav. Estaleiro Maua—Rio<br>382' 11" 53' 9" 23' 3"<br>350' 6" 53' 8" 30' 10"<br>F31' 2 dks<br>6BH to S dk 1 to 2nd dk<br>rf nil WB1217t incl. Tunnel tanks 243t | M CSD<br>G.330780 B.296645<br>10W Der 1(30) 1(15) 10(5) | Oil 2SA 5Cy. 600×1050 mm<br>2600bhp<br>Masch. Augsburg-Nürnberg |
| 541898<br>PUKQ<br>Df Esd<br>Gc Rdr | **BARÃO DO AMAZONAS**<br>**Companhia de Navegação Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | 5010<br>3779<br>6300 | ✠100A1<br>✠LMC<br>MN520 EL x 2⅛"SQ | 1964-3 Cia. Com. e Nav. Estaleiro Maua—Rio<br>382' 11" 53' 9" 23' 2½"<br>350' 6" 53' 8" 30' 10"<br>F31' 2 dks<br>6BH<br>rf nil WB1235t incl. Tunnel tanks 246t | M<br>5 Ho 48', 50½', 48', 54½', 48'<br>Cr 8(3) Der 2(5) | Oil 2SA 5Cy. 600×1050 mm<br>2600bhp<br>Masch. Augsburg-Nürnberg<br>3×150kW 450V 60c/s a.c. |
| 503621<br>PUBD<br>Df Esd<br>Gc Rdr | **BARÃO DO RIO BRANCO**<br>**Companhia de Navegação Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | 5010<br>3779<br>6175 | ✠100A1<br>✠LMC<br>MN520 EL x 2⅛"SQ | 1963-12 Cia. Com. e Nav. Estaleiro Maua—Rio<br>382' 11" 53' 9" 23' 2½"<br>350' 6" 53' 8" 30' 10"<br>F31' 2 dks<br>RW 6 BH to S dk 1 to 2nd dk<br>rf nil WB1217t incl. Tunnel tanks 243t | M CSD<br>Cr 8(3) 2(5) | Oil 2SA 5Cy. 600×1050 mm<br>2600bhp<br>Masch. Augsburg-Nürnberg<br>3×150kW 450V 60c/s a.c. |
| 503622<br>PKAU | **BARAU**<br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | 195<br>76<br>70 | ✠Classed LR until 9/58 | 1953-9 Bodewes Scheeps.—Martenshoek<br>125' 4" 21' 5" 6' 7½"<br>114' 10" 21' 4" 9' 9"<br>B&F48' 1 dk<br>RW | M<br>2W | Oil 4SA 6Cy. 270×500 mm<br>N.V. Werkspoor |
| 503623<br>EAZB<br>Esd RT | **BARAZAR**<br>**Letasa S.A.**<br>Bilbao Spanish<br>Now **MARSOPA**<br>See New Entries No. 1 | 677<br>362<br>1000 | AB | 1956 Ast. T. Ruiz de Velasco—Bbo<br>177' 10" 28' 11" 14' 0½"<br>154' 3" 28' 9" 15' 9"<br>1 dk<br>rf 4" | M Ref Mchy.aft<br>2 Ho<br>2 Ha | Oil 4SA 8Cy. 293×420 mm<br>700bhp Krupp<br>La Maquinista Terrestre y Mar. |

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| 503624<br>PUAI<br>Df RT | **BARBACENA**<br>Lloyd Brasileiro Patrimonio<br>Nacional<br>Rio de Janeiro Brazilian | 3142<br>1818<br>— | ~~✠100A1~~ ~~SS 5/61~~<br>~~✠LMC~~<br>~~Lloyd's RMC~~<br>TO BE BROKEN UP ~~Eb-a~~<br>~~LAID UP—SURVEYS OVERDUE 5/65~~ | 1945–10 Canadian Vickers Ltd.—Mtl<br>339′ 0″ 44′ 4″ 21′ 5″<br>320′ 0″ 44′ 0″ 25′ 2″<br>P29′ B88′ F37′ 2 dks<br>6BH<br>WB808t | S Ref CSD<br>In.15800 | T 3Cy. 21½″ 36″ & 62″×42″<br>1850ihp (o.f)<br>Canadian Vickers Ltd. Mtl<br>2 SB 220lb hs(5160) 6cf |
| 503625<br>187034<br>Df Esd<br>Pfd | **BARBADOS**<br>Clan Steam Fishing Co.<br>(Grimsby) Ltd.<br>G. D. Claridge<br>Lowestoft British | 213<br>71<br>— | ✠Classed LR until 3/60 | 1958–8 J. S. Doig (Grimsby) Ltd.—Gms<br>*105·8′* 23′ 4″<br>104′ 4″ 23′ 0″ 11′ 3″<br>Q58′ F18′<br>RW<br>rf 30″ BK6″ | M Trawler | Oil 4SA 6Cy. 12½″×15″ with sr reverse<br>gearing<br>Ruston & Hornsby Lcn |
| 503626<br>153838 | **BARBADOS PIONEER**<br>C. L. Tannis<br>Kingstown,<br>St. Vincent British | 261<br>162<br>— | | 1944 Wheeler's Shipyard—N.Yk<br>*136·0′* 24′ 6″<br>... ... ...<br>2 dks | Wood TM | 2 Oil each 8Cy. 6½″×7″<br>NE54<br>General Motors Corp. |
| 503630<br>KPMX<br>248079<br>Df Esd<br>Gc Rdr | **BARBARA**<br>exMerrimac–57<br>exPhantom Hill–47<br>**Commerce Tankers Corp.**<br>Wilmington, Del United States | 15148<br>10632<br>25014 | AB | **1963** (Cargo section)<br>Soc. Española de Const. Nav.—Cdz<br>**1945** (Fwd & aft)<br>Alabama D.D. & S.B. Co.—Mob<br>620′ 0″ 75′ 3″ 33′ 9″<br>599′ 6″ 75′ 0″ 43′ 9″<br>P126′ B40′ F82′ 1 dk<br>RW len 63<br>rf 6″ | T-E Tanker Mchy.aft<br>30 Ta | S Turb 7240shp driving 1 gen. 4320kW<br>2300V a.c. connected to elec. motor<br>6000shp (Sy) 1511t (o.f)–57½pd<br>General Electric Co. Lyn<br>14½k |
| 503628<br>SJAO<br>10331<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BARBARA**<br>**Tore Ulff A/B**<br>Stockholm Swedish<br>Now **BARKAND**<br>See New Entries No. 1 | 14782<br>9062<br>22300 | ✠100A1 SS 2/67<br>strengthened for heavy<br>cargoes<br>✠LMC<br>MN1500 EL j†2½″SQ | 1962–10 Sir J. Laing & Sons Ltd.—Sld<br>566′ 2″ 73′ 4″ 32′ 1¾″<br>538′ 3″ 73′ 0″ 45′ 2″<br>P109 F46′ 1 dk<br>NS 9BH<br>rf 4″ WB8669t incl. Topside tanks in holds 4228t | M Bulk Carrier (2P) Mchy.aft<br>7 Ho 52′, 55′, 60′, 60′, 60′, 60′, 62′<br>G.1137300 B.987150<br>7 Ha (stl) (29′×20′) (36′×34′)<br>(38 , 38′, 38′, 38′, 36′×36′)<br>Der 2(1½) | Oil 2SA 6Cy. 760×1500 mm<br>7500bhp Götaverken (hvf)<br>N.E. Mar. Eng. Co. Ltd. Nwc<br>AuxB 100lb<br>3×200kW 440V 60c/s a.c. 14½k |
| 539294<br>6ZUL<br>2607<br>Df Esd<br>Gc | **BARBARA**<br>exWorld Charity–66<br>exWorld Treaty–61<br>exOwyhee–56<br>**Continental Oceanic Nav.**<br>**Corp. Ltd.**<br>Monrovia Liberian | 12897<br>8483<br>21939 | AB | **1961** (Cargo section)<br>Hellenic Shipyards Co.—Skaramanga<br>**1943** (Fwd & aft) Kaiser Co. Inc.—Pld<br>*555·9′* 75′ 3″ 31′ 11½″<br>551′ 6″ 75′ 0″ 46′ 9″<br>1 dk<br>RW<br>rf nil | T-E Bulk Carrier Mchy.aft<br>4 Ho<br>7 Ha | S Turb 7240shp driving 1 gen. 4320kW<br>2300V a.c. connected to elec. motor<br>6000shp (Sy) (o.f)<br>General Electric Co. Lyn<br>14½k |
| 503631<br>DIFC<br>Df Esd<br>Gc Rdr<br>RTh/v | **BARBARA**<br>**Essen-Finanz Wolfgang Essen**<br>Hamburg W. German | 4410<br>2414<br>5679 | GL | 1953 Nordseewerke Emden—Emd<br>382′ 11″ 50′ 11″ 22′ 8″<br>50′ 9″ 30′ 8″<br>F32′ H67′ 2 dks<br>RW | M (6P) CSD<br>4 Ho 50¾′, 75¾′, 56½′, 49½′<br>G.297220 B.288337<br>4 Ha (32¼′, 50½′ comb., 32¼′,<br>32¼′×19¾′)<br>10W Der 1(30) 2(5) 8(3–5) | 2 Oil 4SA each 10Cy. 385×580 mm<br>geared to sc. shaft<br>3600bhp 457t (d.o)<br>Masch. Kiel A.G. Kel<br>3×150kW 220V d.c. 14k |
| 640080<br>PJIZ<br>Df Esd<br>Rdr RT | **BARBARA**<br>**N.V. Motorscheepv. Maats.**<br>**"Barbara"**<br>Dammers & v.d. Heide<br>(Antillen) N.V.<br>Curaçao Netherland<br>(Antilles)<br>Now **ATLANTIC MERCHANT** See New Entries No. 6 | 499<br>296<br>1015 | BV | 1964 N.V. Nieuwe Noord Ned. Schps.—<br>Gro<br>226′ 4″ 34′ 3″ 12′ 2¼″<br>206′ 8″<br>1 dk & S dk | M Ref OSD Mchy.aft<br>G.44370 B.41460 In.24300<br>2 Ha (33½′, 53′×17′)<br>6W Der 1(15) 4(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 150t<br>Klöckner-Humboldt-Deutz Kln<br>12½k |
| 503632<br>DGFG<br>Df Esd | **BARBARA**<br>~~Hans Shirren~~<br>~~Hamburg W. German~~<br>**Partenreederei m.s. "Barbara"**<br>**Hans Shirren**<br>Hamburg W. German | 424<br>275<br>688 | GL | 1957 J. J. Sietas Schiffsw.—Ham<br>167′ 9″ 29′ 4″ 11′ 2⅜″<br>147′ 8″ 29′ 2½″ 12′ 6″<br>P29′ F17′ 1 dk<br>RW | M Mchy.aft<br>G.33000 B.31000<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| 503633<br>DDLP<br>Esd RT | **BARBARA**<br>**Krüger, Meiners, Horstinger**<br>**Partenreederei**<br>Elsfleth W. German | 415<br>223<br>564 | GL<br>CAPSIZED & SANK 1/68 | 1957 Gebr. Schürenstedt—Bardenfleth<br>*156·5′* 27′ 7″<br>27′ 6″ 11′ 1″<br>P30′ F18′ 1 dk<br>RW len 65 | M Mchy.aft<br>G.27629 B.25952<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. Kel<br>9k |
| 503634<br>TQXF<br>Df Esd<br>Pfd RT | **BARBARA**<br>**Dervoust & Cie.**<br>Concarneau French | 127<br>53<br>— | BV | 1959 Ch.LeGoanvic&Cie.—Concarneau<br>*74·1′* 22′ 4″<br>... ... ...<br>1 dk | Wood M Fishing<br>1 Ha (3′×3′)<br>Der 1(2½) | Oil 4SA 8Cy. 185×200 mm<br>400bhp<br>Moteurs Baudouin Msl<br>9½k |

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| 503637<br>VCJY<br>311852<br>Df Esd<br>Rdr RT | **BARBARA B. FLETCHER**<br>**Booth Fisheries Canadian Co. Ltd.**<br>St. John's, Nfl Canadian | 287<br>124<br>— | ✠100A-<br>trawler<br>Str. nav. ice<br>✠LMC<br>MN136 | SS 7/68 ~~SS 7/64~~<br>EL (f) (e) | 1960-9 D. & J. Bootschpsw. "De Vooruitgang"—Alp<br>134' 10" 24' 11" 12' 5"<br>120' 3" 24' 7½" 12' 6"<br>F21'<br>RW 4BH<br>rf 45" BK9" | M Trawler | Oil 4SA 8Cy. 305×460 mm sr geared<br>680bhp<br>D. & J. Boot "De Industrie" |
| 503638<br>CSOL<br>LX45A<br>Esd RT | **BARBARA BARATA**<br>**Bazilio Santos Ltda.**<br>Lisbon Portuguese | 354<br>157<br>322 | ✠100A1<br>trawler<br>✠LMC | SS 8/65<br>EL (f) o 1½" | 1948-8 Cia. União Fabril—Lis<br>148' 7" 26' 5" 12' 9"<br>131' 6" 26' 3" 13' 5"<br>F32'<br>5BH<br>BK 7½" WB31t incl. DTf12t | M Trawler<br>In.10307<br>2W | Oil 2SA 6Cy. 290×500 mm<br>600bhp<br>Sulzer Bros. Ltd. |
| 540145<br>DNDC<br>Df Esd<br>Rdr<br>RTm | **BARBARA BREUER**<br>**Jürgen H. Breuer K.G.**<br>Hamburg W. German | 499<br>327<br>864 | | GL | 1963 J. J. Sietas Schiffsw—Ham<br>196' 9" 29' 3" 11' 1"<br>179' 9" 29' 2" 12' 9"<br>P29' F18' 1 dk | M Mchy.aft<br>1 Ho 124¾'<br>G.40700 B.37000<br>2 Ha (each 52½'×19¾')<br>8W Cr 4(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>3×110V |
| 503639<br>LNWX<br>Df Esd<br>Gc Rdr<br>RTm/h | **BARBARA BRÖVIG**<br>**Partrederiet Brövigtank**<br>Th. Brövig<br>Farsund Norwegian | 3129<br>1747<br>2676 | ✠100A1<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN790 | SS 8/64<br>EL v2$\frac{1}{16}$"ptSQ | 1950-3 John Cockerill S.A.—Hbk<br>341' 0" 47' 4" 20' 7½"<br>317' 0" 47' 0" 29' 4"<br>P28' B&F178' 2 dks, sparred 3rd dk in fwd holds for light cargoes<br>RW Coll BH to U dk 4 to 2nd dk<br>WB1206t incl. Tunnel tanks 500t | M (9P) Ref<br>4 Ho 55¾', 62¾', 58', 46'<br>B.159695 In.159695<br>4 Ha (18', 20½', 20½', 20½'×16')<br>Cr 8(3) | Oil 2SA 10Cy. 500×900 mm<br>3950bhp B&W<br>John Cockerill S.A.<br>3×160kW 230V d.c. |
| 503640<br>WA2714<br>249578<br>Df Esd<br>Pfd Rdr<br>RT | **BARBARA FOSS**<br>**Foss Launch & Tug Co.**<br>Seattle United States | 286<br>123<br>— | | | 1944 Barbee Marine Yds Inc.—Sea<br>*117·6'* 28' 0" 13' 6½"<br>118' 0" 27' 11" 14' 6"<br>1 dk<br>BK14" | Wood M Tug | Oil 4SA 8Cy. 405×510 mm<br>1200bhp<br>Enterprise Eng. & Fdry Co. |
| 503642<br>WH9682<br>273945<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **BARBARA GEORGE**<br>**Bay-Houston Towing Co.**<br>Galveston United States | 198<br>134<br>— | | | 1957 Gulfport S.B. Corp.—Pt.Arthur<br>106' 6" 27' 11" 12' 8¾"<br>105' 0" 27' 1" 14' 0"<br>1 dk<br>BK3" | M Tug | Oil 2SA 16Cy. 8¾"×10¼"<br>1700bhp Emade42fitted57<br>General Motors Corp.<br>3×60, 60, 20kW 110/220V d.c. |
| 503643<br>WKIY<br>278103<br>Df Esd<br>Gc Pfd<br>Rdr | **BARBARA JANE**<br>**World Wide Tankers Inc.**<br>New York United States | 19291<br>11716<br>31792 | | AB | 1959 Ingalls S.B. Corp.—Pascagoula<br>665' 8" 84' 2" 35' 3½"<br>630' 0" 84' 0" 46' 9"<br>P155' B50' F85' 1 dk<br>RW<br>rf 3" | S Tanker Mchy.aft<br>24 Ta<br>L.1396500 HeCls. B | 2 S Turb dr geared to sc. shaft<br>20460shp 4243t<br>Westinghouse Elec. Corp. |
| 503644<br>HPZO<br>Df Esd<br>Gc Rdr | **BARBARA JANE CONWAY**<br>exChemawa-60<br>**Panama Transoceanic Co. S.A.**<br>Panama Panamanian | 14424<br>10100<br>23526 | | AB | 1960 (Fwd & cargo section) Blohm & Voss A.G.—Ham<br>1945 (Aft) Kaiser Co. Inc.—Pld<br>575' 0" 78' 8" 31' 11½"<br>545' 0" 78' 6" 42' 5"<br>P108' B36' F53' 1 dk<br>RW<br>rf 3½" | T-E Tanker Mchy.aft<br>27 Ta<br>Der 2(5) | S Turb 7240shp driving 1 gen. 2370V a.c. connected to elec. motor 6000shp (Sy) 1495t<br>General Electric Co.<br>2×400kW 440V 60c/s a.c. |
| 503647<br>WC2882<br>257969<br>Rdr<br>RTm/v | **BARBARA MORAN**<br>**Tug Harriet Moran Inc.**<br>New York United States | 238<br>15<br>— | | AB | 1949 Levingston S.B. Co.—Orange<br>106' 0" 27' 0" 13' 2½"<br>100' 0" 26' 11" 14' 8"<br>1 dk<br>BK2½" | D-E Tug | Oil 2SA 16Cy. 220×265 mm driving 1 gen. 1210kW connected to elec. motor Emade—refitted49<br>General Motors Corp.<br>2×35, 30kW 125V d.c. |
| 503648<br>300187<br>Df Esd<br>Pfd Rdr<br>RT | **BARBARA PATON**<br>**Ardrossan Trawling Co. Ltd.**<br>Thomas L. Devlin & Sons Ltd.<br>Glasgow British | 273<br>88<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN128 | SS 11/65<br>EL (d)k | 1957-12 J. Lewis & Sons Ltd.—Abn<br>*118·0'* 25' 4"<br>115' 0" 25' 0" 12' 0"<br>Q62' F20'<br>RW 4BH<br>rf 30" BK7" WB8t | M Trawler | Oil 2SA 4Cy. 340×570 mm<br>640bhp<br>British Polar Engines Ltd. |
| 541496<br>SXTA<br>284<br>Df Esd<br>Gc RT | **BARBARINO**<br>exLamyris-63 exMonte Rico-60<br>exMount Royal-56<br>exFort Carillon-50<br>**Stamle Compania Naviera S.A.**<br>Andros Greek | 7084<br>4294<br>10384 | ✠Classed LR until 10/56 | | 1943-5 Davie S.B. & Rep. Co. Ltd.—Lauzon<br>441' 6" 57' 2" 26' 11½"<br>416' 0" 56' 10" 37' 4"<br>2 dks<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.534031 B.482162<br>5 Ha (33½', 35' 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Dominion Eng. Wks Ltd.<br>3×20kW 120V d.c. |
| 640262<br>SNUP<br>44131<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBATA**<br>**Polish Government**<br>P.P.D. i U.R. "Odra"<br>Swinoujscie Polish | 1374<br>560<br>571 | | PR | 1963 Stocznia im Komuny Paryskiej—Gdy<br>227' 6" 36' 1"<br>35' 11" 24' 9"<br>3 dks | M Stern Trawler<br>3 Ho<br>In.22955 | Oil 4SA 6Cy. 15"×20"<br>1600bhp<br>Mirrlees National Ltd.<br>3×160, 120, 120kW 225V d.c.<br>1×240kW 250V d.c. |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 503652 | **BARBERINA** | | 477 | 100A1 | SS 1/64 | 1956 Fratelli Pippa—Trl | M Mchy.aft | | Oil 4SA 6Cy. 320×480 mm | |
| AQFN | | | 253 | | | 182′ 0″ 31′ 8″ 11′ 5″ | | | 500bhp | |
| 191093 | **Eastern Marines Ltd.** | | 808 | LMC | | 167′ 4″ 31′ 6″ 12′ 8″ | | | Motorenw. Mannheim | Mhm |
| RT | Chittagong | Pakistan | | | | P48′ F24′ 1 dk | | | | |
| | East Pakistan Coastal | | | MN100 | EL I | 3BH | | | | |
| | Conference (Mgrs.) | | | | | rf 4″ WB184t | | | | |
| 503653 | **BARBIERI** | | 323 | | | 1959 Ardearg S.L.—Bbo | S Mchy.aft | | T 3Cy. 225 350 & 550×400 mm | |
| EBWG | | | 172 | | | 141′ 6″ 24′ 9″ 10′ 4″ | 2 Ho 31¼′, 40½′ | | 245ihp | 40t (o.f) |
| | **Luis de Otero Atucha** | | 405 | | BV | 131′ 8″ 24′ 7″ 10′ 8″ | G.21180 | | S.A. Balenciaga | Zumaya |
| RTm | Corunna | Spanish | | | | P46′ Q39′ B36′ F20′ 1 dk | 2 Ha (29½′, 30′×15¼′) | | 2×3kW 110V d.c. | 9k |
| | | | | | | R | 2W Der 2(1) | | | |
| 532735 | **BARBO** | | 12859 | | | 1958 Deutsche Werft A.G.—Ham | S Ore Carrier Mchy.aft | | 2 S Turb dr geared to sc. shaft | |
| JXDJ | exSigborg-65 exRio Grande-59 | | 6721 | | | 657′ 4″ 87′ 4″ 35′ 2¾″ | 4 Ho | | 9900shp | 2668t (o.f) |
| | **Skibs A/S Vorma** | | 35363 | | AB | 625′ 0″ 87′ 0″ 46′ 0″ | G.642768 | | Allgemeine Elec. Ges. | Bln |
| Df Esd | Torvald Klaveness | | | | | P147′ B19′ F78′ 1 dk | 10 Ha (each 26′×30′) | | | 14¼k |
| Gc Rdr | Oslo | Norwegian | | | | RW | | | | |
| RT | Now **RIO GRANDE** See New Entries No. 5 | | | | | rf nil | | | | |
| 503654 | **BARBO OCHO** | | 202 | | | 1960 Hijos de J. Barreras S.A.—Vgo | M Trawler | | Oil 4SA 6Cy. 260×350 mm | |
| EDGU | | | 99 | | | 109′ 11″ 22′ 7″ 10′ 11½″ | | | 330bhp Werkspoor | 55t |
| | **José Luis Barreras Bolibar y** | | — | | BV | 97′ 8″ 22′ 3½″ 13′ 0″ | | | Hijos de J. Barreras S.A. | Vgo |
| Df Esd | **Hermanos** | | | | | | 2 Ha | | | 10½k |
| RT | Vigo | Spanish | | | | RW | | | | |
| 503655 | **BARBOSA** | | 193 | | | 1939-7 G. Brown & Co. (Marine) Ltd.— | S Survey Ship | | C 2Cy. 11″ & 22″×16″ | |
| | | | 63 | | | Grk | | | | 18t (o.f) |
| | **Sub-Mar Venezolana S.A.** | | 74 | ✠Classed LR until 3/58 | | 109′ 0″ 23′ 7″ 6′ 10¼″ | G.5720 | | Plenty & Son Ltd. | Nby |
| | Maracaibo | Venezuelan | | | | 100′ 4″ 23′ 6″ 9′ 0″ | 1Ha (10½′×8′) | | | 8½k |
| | | | | | | | 1W Der 1(10) | | | |
| | | | | | | R | | | | |
| 650936 | **BARBRO** | | 47544 | | | 1965 Kieler Howaldtswerke A.G.—Kel | S Tanker Mchy.aft | | 2 S Turb dr geared to sc. shaft | |
| LEPL | | | 31740 | | | 817′ 3″ 124′ 2″ ~~43′ 8¼″~~ 45′ 2″ | 13 Ta | | 24000shp | 5600t-115pd (o.f) |
| | **Rederi A/S Mascot** | | ~~62120~~ | | NV | 777′ 7″ 124′ 0″ 58′ 9″ | L.3470000 | HeCls. BC | Kieler Howaldtswerke A.G. | Kel |
| Df Esd | Arth. H. Mathiesen | | 85700 | | | 1 dk | | | 3×900, 900, 250kW 450V 60c/s a.c. | |
| Gc Rdr | Oslo | Norwegian | | | | | Cr 1(1) Der 2(10) 2(1) | | | 17k |
| RTv | | | | | | | | | | |
| 503656 | **BARBRO** | | 11631 | | | 1952 Eriksbergs M/V A/B—Got | M Tanker Mchy.aft | | Oil 2SA 8Cy. 740×1400 mm | |
| | | | 6854 | | | 559′ 6″ 70′ 0″ 30′ 5″ | | | 6230bhp | 980t-24pd |
| | **The People's Republic of** | | 18400 | | | 526′ 6″ 69′ 11″ 39′ 3″ | L.864406 | HeCls. BC | Eriksbergs M/V A/B | Got |
| Df Esd | **China** | | | | | P114′ B35′ F62′ 1 dk | | | | 14k |
| Gc Rdr | Peking | People's Rep. of China | | | | RW | | | | |
| RT | | | | | | | | | | |
| 503657 | **BARBRO** | | 107 | | | 1930 Gust. Groth—Sjötorp | Wood Aux Sr | | Oil 4SA 6Cy. 120×145 mm | |
| OGIN | | | 64 | | | 77′ 0″ 22′ 8″ | 1 Ho | | 160BHP NE57 | |
| 521 | **Einar Nykvist** | | — | | | … … … | | | Albin-Motor | Kristinehamn |
| | Lovisa | Finnish | | | | | Der 1(1) | | | |
| 503659 | **BARBUS** | | 830 | | | 1924-3 W. Simons & Co. Ltd.—Rnf | TS Bucket Dredger | | T 6Cy. 14½″ 23″ & 37″×24″ | |
| AQAP | | | 332 | | | 214′ 0″ 39′ 3″ 11′ 6″ | | | | (o.f) |
| 151404 | **Karachi Port Trust** | | — | ✠Classed LR until 5/27 | | 39′ 1″ | | | W. Simons & Co. Ltd. | Rnf |
| | Karachi | Pakistan | | | | F23′ | | | | 8k |
| | | | | | | R | | | | |
| 503661 | **BARCAROLLE** | | 6933 | ✠100A1 | CS 12/66 | 1962-10 Ch. Nav. de la Ciotat—La Ciotat | S Ref | | 2 S Turb dr geared to sc. shaft | |
| SFAK | | | 2914 | Ice Class 3 | | 449′ 10″ 59′ 8″ 26′ 1″ | 4 Ho 75¾′, 59¼′, 69½′, 76½′ | | 9500shp | (o.f) |
| 10338 | **Salénrederierna A/B** | | ~~6908~~ | ✠LMC | | 420′ 0″ 59′ 6″ 36′ 1″ | In.270050 | | Turbin A/B De Laval's Ljungström | |
| Df Esd | Stockholm | Swedish | 7168 | ✠Lloyd's RMC | | RFD51′ 3 dks, 4th dk except in mchy. space | 4 Ha (stl) (26¼′×15½′) (26½′, 26½′, 26½×15½′) | | | Skm |
| Gc Pfd | | | | MN1900 | EL b†2$\frac{1}{16}$″SQ | 4BH to U dk 2 to 2nd dk | | | 2WTB 730lb Spt 870° F. 654lb sg 135lb | hs7153 |
| Rdr | | | | | | | Der 8(5) | | | |
| RTh/v | | | | | | rf 12″ DK fwd WB1569t incl. Tunnel tanks 837t | | | 4×500, 500, 500, 300kW 440V 60c/s a.c. | |
| 503664 | **BARCELONA** | | 1507 | | | 1930 Harland & Wolff Ltd.—Gls | TM | | 2 Oil 4SA each 6Cy. 400×750 mm | |
| LQBC | | | 859 | | | 287′ 9″ 43′ 1″ 12′ 0″ | | | | 74t |
| 631 | **Flota Argentina de** | | 1825 | | | 42′ 11″ | G.80000 B.77000 | | Harland & Wolff Ltd. | Gls |
| | **Navegacion Fluvial** | | | | | Q24′ B46′ F28′ 1 dk | | | | 11k |
| | Buenos Aires | Argentine | | | | R | | | | |
| 670580 | **BARCELONA MARU** | | ~~44619~~ 10463 | | | 1966 Mitsubishi Hvy Ind. Ltd.—Kob | M Mchy.aft | | Oil 2SA 8Cy. 900×1550 mm | |
| JLBB | | | ~~6744~~ 5981 | | | *519·5′* 76′ 4″ 29′ 6″ | | | 18400bhp Sulzer | 1553t |
| 99517 | **Mitsui-O.S.K. Lines K.K.** | | 12554 | | NK | 511′ 10″ 76′ 2″ 42′ 4″ | G.789780 B.731228 | | Mitsubishi Hvy Ind. Ltd. | Kob |
| Df Esd | Osaka | Japanese | | | | 1 dk | 6 Ha (27′×17′) (36′×23′) (47¼′, 39½′, 39½′×29½′) (42′×17¾′) | | | 20¾k |
| Gc Pfd | | | | | | | | | | |
| Rdr RT | | | | | | | | | | |
| 503665 | **BARCIA** | | 241 | | | 1935 M. Romero O.—Freijo | Wood M Mchy.aft | | Oil 6Cy. 270×420 mm | |
| EACB | | | 167 | | | *111·5′* 23′ 1″ | | | 140bhp | 18t (d.o) |
| | **M. Perez Garcia** | | — | | | … … … | | | Deutsche Werke A.G. | Kel |
| | Corunna | Spanish | | | | | | | | 9½k |
| 503669 | **BARDEN** | | 189 | | | 1914 Kristiansands M/V—Krs | M Fishing | | Oil 2SA 6Cy. 230×400 mm | |
| LCMN | | | 77 | | | *120·8′* 20′ 2″ 10′ 10½″ | | | 360bhp NE52 | |
| | **A/S Skjervöy** | | — | | NV | … … … | | | Fredrikshavns Jernst. & Msk. | Fkn |
| | Ole Wiik | | | | | 1 dk | | | | |
| | Ålesund | Norwegian | | | | R | len 48 | | | |

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|---|---|---|---|---|---|---|
| 661793<br>TFFH<br><br>Df Esd<br>Rdr RT | **BARDI**<br><br>**Sildarvinnslan h/f**<br>Neskaupstad Icelandic | 264<br>114<br>— | | 1965 Elbewerft—Boizenburg<br>*103·8'* 23' 8"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 222×292 mm<br><br>Lister Blackstone Mar. Ltd. |
| 503671<br>GWVP<br>187633<br>Gc Rdr<br>RTm/h | **BARDIC FERRY**<br><br>**Atlantic Steam Nav Co. Ltd.**<br>London British | 2550<br>1150<br>1210 | ✠100A1 SS 1/66<br>European service south of 61° N. also Mediterranean<br>✠LMC<br>MN600 EL w1¼"SQ | 1957–8 Wm. Denny & Bros. Ltd.—Dmb<br>339' 4" 54' 11" 12' 11½"<br>317' 0" 52' 6" 32' 0"<br>B150' 1 dk & S dk<br>RW 11BH<br>rf 6" WB571t incl. DTsf196t | TM Ferry (55P) OSD<br>1 Ho 294'<br><br>1 Ha (28'×14')<br>Cr 1(20) | 2 Oil 2SA each 10Cy. 360×600 mm<br>3000bhp Sulzer<br>Wm. Denny & Bros. Ltd.<br>db 60lb<br>3×150kW 220V d.c. |
| 503673<br>JXSQ<br><br>Df Esd<br>Gc Rdr<br>RT | **BARDU**<br><br>**I/S Bulktrading**<br>**Torvald Klaveness**<br>Oslo Norwegian | 11503<br>5734<br>16117 | NV | 1962 Deutsche Werft A.G.—Ham<br>492' 0" 70' 1" 30' 5"<br>465' 11" 70' 0" 42' 0"<br>P118' F52' 1 dk<br>rf nil | M Mchy.aft<br>7 Ho<br>G.743487 B.692598<br>7 Ha (25½', 46½', 24½', 44½', 24½' 46½', 24½'×35') | Oil 2SA 7Cy. 680×1250 mm<br>7700bhp Sulzer<br>Masch. Buckau-Wolf<br>3×300kW 440V 60c/s a.c. |
| 503674<br>EBXW<br><br>Df Esd<br>RT | **BAREDO**<br><br>**José Luis Barreras Bolibar y Hermanos**<br>Vigo Spanish | 207<br>101<br>— | BV | 1959 Hijos de J. Barreras S.A.—Vgo<br>109' 11" 19' 10" 10' 11"<br>95' 2" 19' 9" 12' 0"<br>RW | M Trawler<br><br>2 Ha (each 3½'×3½') | Oil 4SA 6Cy. 260×350 mm<br>330bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| 503675<br>PCYP<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARENDRECHT**<br><br>**N.V. Maats. m.s. "Barendrecht"**<br>Phs. van Ommeren N.V.<br>Rotterdam Netherland | 21130<br>12272<br>32179 | AB | 1960 N.V. Kon. Maats. "De Schelde"—Fls<br>664' 9" 88' 1" 34' 0¾"<br>629' 11" 87' 11" 45' 5"<br>P143' F78' 1 dk<br>rf 2" | M Tanker Mchy.aft<br>30 Ta | Oil 2SA 12Cy. 760×1550 mm<br>15600bhp Sulzer<br>N.V. Kon. Maats. "De Schelde" |
| 503676<br>PCYL<br><br>Df Esd<br>RT | **BARENDSZ**<br><br>**Hollandsche Zeereed.**<br>J. Vermaas' Scheepv. Bedr. N.V.<br>Rotterdam Netherland | 500<br>339<br>837 | ✠100A1 SS 3/63<br>✠LMC UMS<br>MN103 EL I | 1954–11 N.V. Schps. v/h De Groot & v. Vliet—Slikkerveer<br>183' 0" 29' 8" 11' 8½"<br>170' 0" 29' 6" 13' 5"<br>P38' F32' 1 dk<br>RW 3BH<br>WB208t | M Mchy.aft<br>1 Ho 114½'<br>G.37870 B.35000<br><br>2W Der 2(3) | Oil 4SA 8Cy. 305×460 mm<br>515bhp<br>N.V. Mot. "De Industrie" |
| 503677<br>DEAS<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **BÄRENFELS**<br><br>**Deutsche Dampfschiff.-Ges. "Hansa"**<br>Bremen W. German | 6974<br>3988<br>10522 | GL | 1951 A.G. "Weser" Werk Seebeck—Bhn<br>517' 5" 61' 4" 26' 5½"<br>61' 1" 39' 4"<br>F30' 1 dk & S dk<br>RW<br>rf 5⅛" | M (6P) OSD Mchy.aft<br>4 Ho 44½', 64½ , 139½' comb., 57'<br>G.664910 B.598611<br>5 Ha (30', 36½'×19½') (79½', 36½', 36½'×21½')<br>20W Der 1(205) 1(30) 18(5) | 2 Oil 2SA each 6Cy. 520×7<br>geared to sc. shaft<br>3800bhp<br>Masch. Augsburg-Nürnberg<br>4×150kW 220V d.c. |
| 503678<br>DECZ<br><br>Df Esd<br>Gc Rdr<br>RTv | **BÄRENSTEIN**<br><br>**Norddeutscher Lloyd**<br>Bremen W. German | 5547<br>3158<br>8193 | GL | 1953 Bremer Vulkan—Vgk<br>498' 1" 59' 5" 24' 11"<br>463' 6" 59' 3" 37' 3"<br>F52' H81' 2 dks & S dk<br>RW | M (7P) OSD<br>5 Ho 59½', 83½', 77', 80½', 69'<br>G.592382 B.526130<br>5 Ha (stl) (20½', 39½', 49½', 49½', 39½'×18½')<br>18W Der 1(50) 4(5–10) 14(3–5) 2(½) | Oil 2SA 7Cy. 720×1200 mm<br>7000bhp<br>Bremer Vulkan<br>4×145, 145, 145, 30kW 220V d.c. |
| 671038 | **BARENTSEE**<br><br>**Fischkombinat Rostock**<br>Rostock E. German | 644<br>—<br>— | | 1967 Elbewerft—Boizenburg<br>145' 4" 32' 10" 11' 6"<br>... ... ...<br>1 dk | M Stern Trawling Factory Ship | Oil<br>1000bhp<br>Schwermasch. Karl Liebknecht |
| 503679<br>PCYI<br><br>Df Esd<br>Rdr RT | **BARENTSZ-ZEE**<br><br>**L. Smit & Co.'s Internationale Sleepdienst**<br>Rotterdam Netherland | 526<br>70<br>— | ✠100A1 SS 3/65<br>tug<br>✠LMC<br>~~MN340~~ EL (h)1½"<br>MN408 | 1957–6 Schps. L. Smit & Zoon—Kinderdijk<br>151' 6" 31' 6" 14' 1½"<br>134' 6" 30' 2" 15' 9"<br>B&F77'<br>4BH<br>rf 25" WB6t | M Tug | 2 Oil 4SA each 8Cy. 240×250 mm<br>fluid coupling sr reverse gear<br>sc. shaft<br>1700bhp ✠NE65<br>Kromhout Motorenfab.<br>4×80, 80, 70, 20kW 220V d.c. |
| 503681<br>VRRL<br>159536<br>Gc | **BARETTA**<br><br>**N. G. Kirkconnell & Mrs. A. Kirkconnell**<br>Georgetown, Cayman Is. British | 825<br>328<br>— | Classed LR until 9/54 | 1944 Everett Pacific S.B. & D.D. Co.—Everett<br>*169·2'* 38' 0" 17' 11"<br>173' 0" 37' 0" 20' 6"<br>2 dks | Wood D-E | 2 Oil 4SA each 8Cy. 320×<br>connected to elec. motor & sc.<br>Busch-Sulzer D.E. Co. |
| 503683<br>GFSV<br>183300<br>Esd Pfd<br>Rdr<br>RTm/v | **BARFORD**<br><br>**Central Electricity Generating Board**<br>Stephenson Clarke ~~Ltd.~~ Shipping Ltd.<br>London British | 3274<br>1707<br>4602 | ✠100A1 SS (Adv) 9/67<br>✠LMC<br>MN290 EL (u)2" | 1950–7 W. Pickersgill & Sons Ltd.—Sld<br>338' 11" 46' 3" 20' 0"<br>320' 7" 46' 0" 22' 4"<br>P58' Q195' F30' 1 dk<br>R NS 6BH<br>rf 3" WB1473t incl. DTm231t | S Mchy.aft<br>4 Ho 49½', 54', 53½', 49'<br>G.221930<br>4 Ha (stl) (36'×25') (36', 36', 36'×30')<br>1W | T 3Cy. 19" 31" & 54"×39"<br>1450ihp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2 SB 220lb Spt hs(4706)<br>3×60, 60, 25kW 220V d.c. |
| 661108<br>GTCU<br>309324<br>RTv | **BARGARTH**<br><br>**R. & J. H. Rea Ltd.**<br>Cardiff British | 161<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN170 EL (b) 1" | 1966–7 Richards (Shipbuilders) Ltd.—Lwt<br>95' 0" 24' 11" 10' 9"<br>86' 0" 23' 6" 12' 0"<br>RW 3BH<br>rf 21" BK6" WB38t | M Tug Mchy.aft | Oil 4SA 8Cy. 8½"×11½"<br>geared<br>850bhp<br>Blackstone & Co. Ltd.<br>2×30kW 220V d.c. |

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|---|---|---|---|---|---|---|
| 671954 | **BARGE**<br>(Yard No. BH/B/85/64)<br>**Director of Ports—Gujarat State (Port Officer—Veraval)**<br>*Vereval* Indian | 150<br>105<br>150 | ~~✠100A1~~<br>~~side & btm tanks—veg. oil~~<br>~~Gujarat service~~<br>~~EL (a)~~<br>✠Class **WITHDRAWN** at Owners' request 1/69 | 1967–1 Alcock Ashdown & Co. Ltd.—Bom<br>88' 0" 27' 1" 6' 4¼"<br>87' 0" 26' 0" 8' 0"<br>1 dk<br>NS 4BH<br>rf nil | Barge | |
| 661193 | **BARGUZIN**<br>**U.S.S.R.**<br>Vladivostok Russian | 3743<br>1808<br>4302 | | 1965 Schiffswerft Neptun—Ros<br>347' 2" 47' 10" 21' 6"<br>... ... ...<br>2 dks | M | Oil |
| 672673<br>UFVD<br>M-25058 | **BARGUZIN**<br>**U.S.S.R.**<br>Petropavlovsk Russian | 795<br>266<br>867 | | 1957 .....................Russia<br>207' 2" 32' 10" 12' 3"<br>13' 2"<br>1 dk | TM Tanker<br>9 Ta<br>L.58834<br>1W Der 1(2) | 2 Oil 2SA each 6Cy. 300×500 mm<br>NE62<br>12½k |
| 672674<br>UDVT<br>M-26469 | **BARGUZIN**<br>**U.S.S.R.**<br>Korsakov Russian | 502<br>—<br>212 | | 1960 .....................Shanghai<br>150' 2" 30' 11" 13' 1½"<br>16' 5" | TM Tug<br>1W Der 1(3) | 2 Oil 2SA each 12Cy. 300×500 mm<br>11k |
| 503685<br>DHZI<br>2270<br>Df Esd | **BARHÖFT**<br>**Deutsche Seereederei**<br>Rostock E. German | 439<br>174<br>500 | DSRK | 1956 Elbewerft—Boizenburg<br>163' 8" 27' 2" 10' 5"<br>27' 0"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>Schwermasch. Karl Liebknecht Mgd |
| 671856<br>DAIL<br>Rdr | **BARI**<br>**Barthold Richters Reederei**<br>Hamburg W. German<br>Now **HEIN JENEVELT** See New Entries No. 3 | 3177<br>1974<br>— | GL | 1966 Schiffswerft Neptun—Ros<br>*335·4'* 46' 9"<br>25' 3"<br>P65' Q132' F32' 2 dks | M CSD Mchy.aft | Oil 4SA 8Cy. 520×740 mm<br>3080bhp<br>Masch. Augsburg-Nürnberg Ham |
| 503687<br>SUDP<br>RT | **BARIE**<br>exAtlas-58<br>**Suez Canal Authority**<br>Egyptian (U.A.R.) | 650<br>21<br>— | | 1926 J. P. Rennoldson & Sons Ltd.—Shl<br>165' 7" 32' 2" 14' 8"<br>... ... ...<br>R | TS Salvage Tug | T 6Cy. 20" 33" & 54"×33"<br>J. P. Rennoldson & Sons Ltd. Shl |
| 503689<br>VQMH<br>82937<br>RTm | **BARIMA**<br>**Government of Guyana**<br>~~Georgetown, Dem~~ British<br>Georgetown, Guyana | 285<br>111<br>195 | ✠Classed LR until 11/41 | 1939–5 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>132' 1" 29' 1" 8' 8"<br>28' 11"<br>F31'<br>R | TM (397P)<br>2 Ho 50', 20'<br>2 Ha (15'×10') (7¼'×7½')<br>1W Der 1(4) | 2 Oil 4SA each 6Cy. 175×255 mm sr geared<br>720bhp 4t (d.o)<br>Davey, Paxman & Co. Ltd. Col<br>2×30, 15kW 220V d.c. 10k |
| 660958<br>DLEQ<br>Esd Gc<br>Rdr RT | **BARKEN**<br>**Ahlmark Schiffahrts-G.m.b.H.**<br>Knud Knudsen Reederei<br>Rendsburg W. German | T.Mk 645<br>422<br>1279 | GL | 1966 Krögerwerft G.m.b.H.—Rendsburg<br>245' 0" 37' 2" 12' 5"<br>224' 5" 37' 1" 21' 8"<br>F21' 1 dk & S dk | M ~~OSD~~ Mchy.aft<br>G.118410 B.107691<br>3 Ha<br>Der 3(5) | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz Kln<br>12½k |
| 540147<br>Df Esd<br>Gc Rdr<br>RT | **BARKENTINE**<br>exSofie Mærsk-63<br>Launched as Sally Mærsk<br>**Brigantine Transport Corp.**<br>Monrovia Liberian<br>Now **CAYBER** See New Entries No. 8 | 10406<br>6329<br>16900 | ✠100A1 oil tanker ~~SS 4/63~~<br>ΓD4 5/67<br>✠LMC<br>MN1106 EL f†$2\frac{5}{16}$"SQ | 1953–6 Odense Staalskibs.—Odn<br>526' 9" 68' 4" ~~29' 5¼"~~ 30' 2"<br>496' 0" 68' 3" 37' 5"<br>P99' B37' F59' 1 dk<br>12BH<br>WB841t incl. DTf440t | M Tanker Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>5530bhp<br>Burmeister & Wain Cpn<br>3AuxB (2 o.f 1 ex.g) 180lb 14k |
| 503690<br>GHYP<br>301541<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARLBY**<br>**Ropner Shipping Co. Ltd.**<br>Sir R. Ropner & Co. Ltd.<br>W. Hartlepool British<br>Now **AGIOS GIORGIS** See New Entries No. 5 | 16565<br>10728<br>24870 | ✠100A1 SS 8/66<br>strengthened for heavy cargoes<br>✠LMC<br>MN1500 EL k†$2\frac{5}{16}$"SQ | 1962–5 Sir J. Laing & Sons Ltd.—Sld<br>598' 5" 75' 0" 32' 7¼"<br>570' 0" 74' 6" 46' 4"<br>P103' F45' 1 dk<br>NS 9BH<br>rf 4" WB9529t incl. Topside tanks 4977t | M Bulk Carrier Mchy.aft<br>G.1294030 B.1121400<br>4W Der 4 | Oil 2SA 5Cy. 670×2100 mm<br>7500bhp 1126t<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2 AuxB (1 o.f 1 ex.g) 100lb 14k |
| 503692<br>PKGB<br>Esd | **BARLIAN**<br>**Republik Indonesia**<br>Indonesian | 664<br>435<br>500 | ✠Classed LR until 9/58 | 1953–5 Gebr. van Diepen—Waterhuizen<br>192' 0" 31' 11" 9' 7½"<br>172' 0" 31' 10" 9' 9"<br>P42' Q42' B80' F22' 1 dk<br>RW | M Mchy.aft<br>G.19945<br>4W | Oil 4SA 8Cy. 270×500 mm<br>50t<br>N.V. Werkspoor Ams<br>9k |
| 503693<br>LLTZ<br>Df Esd<br>Gc Rdr<br>RTm | **BARLIND**<br>exSvartnes-47<br>exEmpire Content-46<br>exSüderau-45<br>**A/S Ganger Rolf**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 1514<br>718<br>2120 | NV | 1939 Deutsche S. & M.—Wsm<br>274' 7" 41' 6" 15' 6½"<br>255' 2"<br>P&B203' F27' 1 dk<br>R | S Mchy.aft<br>1 Ho 200'<br>G.139800 B.126880<br>3 Ha (28'×16½') (39¼', 39¼'×18¼')<br>6W Der 1(20) 2(7) 2(5) 2(3) | C 2Cy. $17\frac{11}{16}$" & $35\frac{7}{16}$"×$35\frac{7}{16}$" & LP turb with dr gearing & hydraulic coupling<br>1200ihp 174t (o.f)<br>Deutsche S. & M. Wsm<br>1×15kW 110V d.c. 11k |
| 503694<br>EDNE<br>Df Esd<br>RT | **BARLOVENTO**<br>exEmfa-54<br>**Pesqueros de Altura S.A.**<br>Pesquera Vasco Gallega S.L.<br>Vigo Spanish | 153<br>90<br>— | | 1944 Ast. del Cantabrico—Gijon<br>*90·2'* 20' 0" 11' 4"<br>... ... ... | M Fishing Mchy.aft | Oil 4SA 6Cy. 295×420 mm<br>500bhp (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>11k |

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|---|---|---|---|---|---|---|---|
| 503698<br>KCVC<br>247659<br>Df Esd<br>Gc | **BARNARD VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | 7607<br>4563<br>10681 | | AB | 1945 Permanente (Shpyd No. 2)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6½″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 75′, 78′, 81′, 75′<br>B.453000<br>5 Ha (25′, 45′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 670737<br><br>Df Esd<br>Gc Rdr | **BARNAUT**<br>**U.S.S.R.**<br>Russian | 4846<br>2458<br>6249 | | | 1967 Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 9″<br>1 dk | M | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>Stoczn'a Gdanska |
| 680015<br><br>328226 | **BARNEGAT**<br>**Sealife Fisheries Ltd.**<br>Yarmouth Canadian | 202<br>97<br>— | | | 1948 R.T.C. S.B. Corp.—Camden<br>*120·0′* 21′ 6″<br>... ... ...<br>1 dk | M Fishing | Oil 6Cy. 12″×15″<br>600bhp<br>Enterprise Eng. & Fdry Co. |
| 503699<br>KIHM<br>247501<br>Df Esd<br>Gc | **BARNEY KIRSCHBAUM**<br>**United States Department of Commerce**<br>Pensacola United States | 7266<br>5133<br>9664 | | AB | 1945 J. A. Jones Const. Co.—Panama City<br>441′ 6″ 57′ 0″ 27′ 8½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>3 dks<br>rf 6″ | S<br>4 Ho<br>B.492000<br>4 Ha | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks |
| 503700<br>WG7275<br>270843<br>Rdr | **BARNEY TURECAMO**<br>**Vincent C. Turecamo Inc.**<br>Wilmington, Del United States | 167<br>114<br>— | | | 1956 Jakobson Shpyd Inc.—Oyster Bay<br>*89·8′* 11′ 3½″<br>89′ 8″ 25′ 0″ 12′ 5″ | M Tug | Oil 2SA 16Cy. 8½″×10½″<br>1600bhp<br>General Motors Corp |
| 503702<br>GHGD<br>301827<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARNSLEY**<br>**Rhondda Fishing Co. Ltd.**<br>Sir John D. Marsden, Bt.<br>Grimsby British | 441<br>147<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN224 | SS 1/65<br>EL (g)q | 1960–10 Goole S.B. & R. Co. Ltd.—Goo<br>*139·9′* 28′ 5″<br>137′ 3″ 28′ 0″ 14′ 3″<br>F28′<br>RW 4BH<br>rf 15″ BK7″ WB22t | M Trawler | Oil 4SA 8Cy. 15″×18″<br>1120bhp<br>Mirrlees, Bickerton & Day |
| 503703<br>SGTV<br>9660 | **BARÖ**<br>exWelf-56 exJacoba<br>**T. & L. Martinsson**<br>Fisketången Swedish | 180<br>90<br>220 | | GL | 1911 Gebr. Boot—Leiderdorp<br>107′ 7″ 21′ 10″ 9′ 7″<br>... ... ...<br>Q21′ 1 dk<br>R | M | Oil 4SA 3Cy. 280×420 mm<br>165bhp NE40<br>Deutsche Werke A.G. |
| 670698<br><br>506014 | **BAROID BULLET**<br>**National Lead Co. (Baroid Div.)**<br>New Orleans United States | 194<br>132<br>— | | | 1966 American Marine Corp.—N.Os<br>133′ 0″ 26′ 2″ 10′ 2½″<br>123′ 10″ 26′ 0″ 12′ 0″<br>1 dk | TM Supply Ship Mchy.aft | 2 Oil 2SA each 16Cy. 4½″×5″<br>926bhp<br>General Motors Corp. |
| 670699<br><br>502314 | **BAROID RANGER**<br>**National Lead Co. (Baroid Div.)**<br>New Orleans United States | 195<br>132<br>— | | | 1966 American Marine Corp.—N.Os<br>133′ 0″ 26′ 2″ 10′ 2½″<br>123′ 10″ 26′ 0″ 12′ 0″<br>1 dk | TM Supply Ship Mchy.aft | 2 Oil 2SA each 16Cy. 4½″×5″<br>926bhp<br>General Motors Corp. |
| 503704<br>LJON<br><br>Df Esd<br>Rdr<br>RTm | **BAROK**<br>**A/S Jelölinjen**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 1140<br>543<br>1609 | | NV | 1950 Hall, Russell & Co. Ltd.—Abn<br>257′ 5″ 38′ 2″ 17′ 4½″<br>235′ 0″ 38′ 0″<br>2 dks & S dk<br>RW | M (7P) OSD Mchy.aft<br>2 Ho each 66′<br>G.116000 B.105000<br>2 Ha (each 42′×16′)<br>8W Der 4(5) 2(3) | Oil 2SA 8Cy. 340×570 mm<br>1310bhp<br>British Polar Engines Ltd.<br>2×125kW 220V d.c. |
| 522159<br>WD2261<br>260803<br>Df Esd<br>Rdr RT | **BARON**<br>exMargaret Foss-66<br>**Olaf Angell & Kenneth R. Pelfery**<br>Seattle United States | 183<br>124<br>— | | | 1944 Clyde W. Woods—Stockton, Cal<br>*89·9′* 24 7″ 12′ 2″<br>90′ 6″ 24′ 4″ 12′ 5″<br>1 dk | Wood M Tug | Oil 2SA 6Cy. 355×405 mm<br>450bhp Emade42fitted44<br>Fairbanks, Morse & Co. |
| 672714<br>GXQE | **BARON CAWDOR**<br>**H. Hogarth & Sons Ltd.**<br>Ardrossan British<br>Scottish Ship Management Ltd. (Mgrs.)<br>For later particulars see New Entries No. 4 | 13800<br>8000<br>21500 | 100A1<br>Class contemplated | | Marinens Hovedverft—Horten<br>527′ 8″ 75′ 2″ 32′ 0″<br>495′ 0″ 75′ 1″ 42′ 11″ | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Marinens Hovedverft |
| 503708<br>ORKJ | **BARON DE MAERE**<br>exMico-47<br>**Union de Remorquage et de Sauvetage S.A.**<br>Zeebrugge Belgian | 107<br>23<br>— | | | 1939 L. Smit & Zoon—Kinderdijk<br>90′ 1″ 21′ 3″ 9′ 2″<br>19′ 6″<br>F9′<br>R | M Tug | Oil 4SA 8Cy. 220×280 mm<br>NE64<br>Klöckner-Humboldt-Deutz |
| 671930<br>GXQH<br>181369 | **BARON FORBES**<br>**H. Hogarth & Sons Ltd.**<br>Ardrossan British<br>For later particulars see New Entries No. 1 | 12649<br>6925<br>19950 | 100A1<br>Class contemplated | | Haugesund M/V A/S—Hgs<br>530′ 0″ 71′ 3″ 31′ 9½″<br>501′ 1″ 71′ 0½″ 42′ 4″ | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Marinens Hovedverft |
| 503709<br>GXTN<br>180214<br>Df Esd<br>Gc Rdr<br>RTv | **BARON GARIOCH**<br>**H. Hogarth & Sons Ltd.**<br>Ardrossan British<br>Now **BORDAGAIN** (No. 503709) in the Register | 5927<br>3077<br>10130<br>8337<br>4687<br>11675 | ✠100A1<br>✠LMC<br>MN880 | SS 12/66<br>FL b† | 1958–10 J. Readhead & Sons Ltd.—Shl<br>461′ 8″ 59′ 9″ 26′ 5½″/28′ 11″<br>430′ 10″ 59′ 6″ 39′ 1″<br>F36′ 1 dk & S dk<br>RW 6BH to S dk 2 to 2nd dk<br>rf 3″ WB2542t | M OSD/CSD<br>5 Ho 63′, 62½′, 42½′, 70′, 70′<br>G.602100 B.542655<br>5 Ha (31½′, 31½′, 25′, 32½′, 32½′×23′)<br>10W Der 1(25) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford<br>Hawthorn Leslie (Eng.) Ltd.<br>AuxB 100lb<br>3×175kW 220V d.c. |

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| 652240<br>GRXD<br>181367<br>Df Esd<br>Gc Rdr<br>RTv | **BARON INVERFORTH**<br>**H. Hogarth & Sons Ltd.**<br>Ardrossan British<br>Scottish Ship Management Ltd. (Mgrs.) | 18319<br>12000<br>~~27050~~<br>30912 | **✠100A1**<br>strengthened for ore cargoes, Nos. 3 & 6 holds may be empty<br>**✠LMC**<br>MN1920 EL m†2¹¹⁄₁₆"SQ | **1965**-12 Austin & Pickersgill Ltd.—Sld<br>617' 0" 82' 3" ~~33' 0"~~ 35' 7½"<br>580' 0" 82' 0" 48' 0"<br>F47' 1 dk<br>NS 10BH<br>rf nil WB12400t Incl. Comb. btm & side tanks in holds 3478t Topside tanks in holds 2702t | M Bulk Carrier Mchy.aft<br>8 Ho 63', 66', 29', 65½', 66', 29', 65½', 65½'<br>G.1416473<br>8 Ha (stl) (36', 36½', 17½', 37½', 37½', 17½' 37½', 37½'×40')<br>16W Der 16(7½) 2(3) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer 1897t (hvf)<br>G. Clark & N.E.M. Ltd. Sld<br>2AuxB 100℔<br>3×300kW 440V 60c/s a.c. 14k |
| 503715<br>GXRS<br>180215<br>Df Esd<br>Gc Rdr<br>RTv | **BARON KINNAIRD**<br>**H. Hogarth & Sons Ltd.**<br>Ardrossan British<br>Scottish Ship Management Ltd. (Mgrs.)<br>Now **ARTIBA** See New Entries No. 8 | T.Mk<br>5484<br>2963<br>—<br>7893<br>4443<br>— | **✠100A1** SS 11/66<br>**✠LMC**<br>MN880 EL c† | **1958**-11 Austin & Pickersgill Ltd.—Sld<br>465' 1" 59' 9" ~~25' 10"/28' 6½"~~ — /28' 6½"<br>435' 11" 59' 6" 38' 6"<br>F43' 1 dk & S dk<br>RW NS in DT 7BH<br>rf nil WB2498t | M ~~OSD/CSD~~<br>5 Ho 64¼', 65', 47½', 67½', 67½'<br>G.581320 B.531385<br>5 Ha (32¼', 32½', 30', 32½', 32½'×24')<br>10W Der 1(25) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp 911t (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>Aux B 100℔<br>3×175kW 220V d.c. 13½k |
| 503716<br>GCHL<br>181363<br>Df Esd<br>Gc Rdr<br>RTv | **BARON MACLAY**<br>**H. Hogarth & Sons Ltd.**<br>Ardrossan British<br>Now **ARTAGAN** See New Entries No. 1 | 5669<br>2946<br>10208<br>8067<br>4490<br>11950 | **✠100A1** SS 3/64<br>**✠LMC**<br>MN880 EL c† | **1959**-12 Austin & Pickersgill Ltd.—Sld<br>465' 1" 59' 9" 25' 10"/28 6½"<br>435' 11" 59' 6" 38' 6"<br>F43' 1 dk & S dk<br>RW 7BH<br>rf nil WB2498t | M OSD/CSD<br>5 Ho 64¼', 65', 47½', 67½', 67½'<br>G.581320 B.537550<br>5 Ha (32¼', 32½', 30', 32½', 32½'×24')<br>10W Der 1(25) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 911t (hvf)<br>N.E. Mar. Eng. Co. Ltd. Nwc<br>AuxB 100℔<br>3×175kW 220V d.c. 13½k |
| 503719<br>GXTQ<br>181362<br>Df Esd<br>Gc Rdr<br>RTv | **BARON PENTLAND**<br>**H. Hogarth & Sons Ltd.**<br>Ardrossan British<br>Now **AGHIOS NICOLAOS** See New Entries No. 2 | 5669<br>2946<br>10208<br>8067<br>4490<br>11950 | **✠100A1** SS 5/63<br>**✠LMC**<br>MN880 EL c† | **1959**-3 Austin & Pickersgill Ltd.—Sld<br>465' 1" 59' 9" 25' 10"/28' 6½"<br>435' 11" 59' 6" 38' 6"<br>F43' 1 dk & S dk<br>RW 7BH<br>rf nil WB2498t | M OSD/CSD<br>5 Ho 64¼', 65', 47½', 67½', 67½'<br>G.581320 B.531385<br>5 Ha (32¼', 32½', 30', 32½', 32½'×24')<br>10W Der 1(25) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 1039t (hvf)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>AuxB 100℔<br>3×175kW 220V d.c. 13k |
| 503720<br>GCQE<br>181365<br>Df Esd<br>Gc Rdr<br>RTv | **BARON WEMYSS**<br>**H. Hogarth & Sons Ltd.**<br>Ardrossan British<br>Scottish Ship Management Ltd. (Mgrs.)<br>Now **BORDABARRI** See New Entries No. 8 | 5669<br>2946<br>10208<br>8067<br>4490<br>11950 | **✠100A1** SS 4/68 ~~SS 3/64~~<br>**✠LMC**<br>MN880 EL c† | **1960**-2 Austin & Pickersgill Ltd.—Sld<br>465' 1" 59' 9" 25' 10"/28' 6½"<br>435' 11" 59' 6" 38' 6"<br>F43' 1 dk & S dk<br>RW 7BH<br>rf nil WB2498t | M OSD/CSD<br>5 Ho 64¼', 65', 47½', 67½', 67½'<br>5 Ha (32¼', 32½', 30', 32½', 32½'×24')<br>Der 1(25) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford (hvf)<br>N.E. Mar. Eng. Co. Ltd. Nwc<br>AuxB 100℔<br>3×175kW 220V d.c. |
| 503721<br>113148<br>RT | **BAROONA**<br>**North Shore Ferries Ltd.**<br>Auckland New Zealand | 142<br>73<br>— | | **1904** G. A. Radcliffe—N.S.W<br>115' 0" 21' 6" 7' 9"<br>... ... ...<br>2 dks | Wood M | Oil 8Cy. 220×290 mm<br>NE47<br>Blackstone & Co. Ltd. Stamford |
| 503724<br>GWLD<br>301233<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BARPETA**<br>**British India Steam Nav. Co. Ltd.**<br>London British | 6736<br>3668<br>7648 | **✠100A1** ~~SS 10/64~~<br>tunnel side tanks—oil FP above 150° F. SS 1/69 or vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1340 EL a†2"SQ | **1960**-9 Harland & Wolff Ltd.—Gls<br>426' 1" 59' 3" 25' 6¾"<br>396' 9" 59' 0" 32' 6"<br>P&B175' F47' 2 dks, 3rd dk in No. 3 hold<br>RW 6BH<br>rf 6" WB1236t incl. Dk tanks f24t | M Ref Mchy.aft<br>4 Ho 54¼', 74¾', 77', 77'<br>B.320000 In.42850<br>4 Ha (stl) (31½', 46¾', 44¼'×24') (30½'×22') 1 Ha (w) (8'×10')<br>4W Cr 5(3) Der 4(10) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>6700bhp B&W 1289t (hvf)<br>Harland & Wolff Ltd. Gls<br>~~WTAuxB 100℔ AuxB 100℔~~<br>4×350kW 440V 60c/s a.c. 16k<br>WTAuxB (o.f) 100℔ AuxB (ex.g) 100℔ |
| 503725<br>EECI | **BARQUERO**<br>**J. F. Martinez**<br>Ferrol Spanish | 125<br>123<br>— | | **1918** M. Diaz Villamil—Barquero<br>*83·7'* 23' 4"<br>... ... ... | Wood Sr | |
| 503726<br>EFNM | **BARRA**<br>**Salvador Barreras Masso and others**<br>Vigo Spanish | 207<br>101<br>— | BV | **1951** Hijos de J. Barreras S.A.—Vgo<br>*95·1'* 19' 8"<br>... ... ... | M Trawler<br>2 Ha (3¼'×3¼') | Oil 4SA 6Cy. 260×350 mm<br>330bhp 51¼t<br>Hijos de J. Barreras S.A. Vgo<br>10k |
| 503727<br>FNGF<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BARRACUDA**<br>**Cie. Fabre, Soc. Générale de Transports Maritimes**<br>Marseilles French | 4797<br>2794<br>3120 | BV | **1960** N.V. Scheeps. v.d. Werf—Deest<br>378' 5" 51' 4" 19' 8¾"<br>350' 7" 51' 3" 36' 1"<br>2 dks<br>rf 14" | M (4P) Ref<br>4 Ho 72½', 52½', 46', 74¾'<br>In.21189<br>4 Ha (stl) (20¼', 20¼', 18', 20¼'×17')<br>8W Der 2(8) 6(6) | 2 Oil 4SA each 12Cy. 400×460 mm with hydraulic coupling to sc. shaft<br>7560bhp Pielstick 580t (d.o)<br>Soc. Gén. de Const. Méc. La Courneuve<br>4×280kW 230V d.c. 18k |
| 539957<br>RT | **BARRACUDA**<br>exZwaluw-67 exAnna-61<br>exKieldiep-53 exArma-38<br>**N.V. Fishermenclub**<br>Vlissingen Netherland | 190<br>93<br>223 | BV | **1929** Noord Ned. Schps.—Gro<br>*102·2'* 20' 3" 7' 9¼"<br>... ... ...<br>1 dk<br>R | M Fishing<br>2 Ha (16', 28¼'×12¼')<br>Der 2(1½) | Oil 4SA 3Cy. 280×350 mm<br>135bhp<br>Appingedammer Brons. Apg<br>7k |
| 518258<br>IKPQ<br>285<br>Df Esd<br>Rdr RT | **BARRACUDA PRIMO**<br>exKarmøybuen-64<br>exNungesser et Coli-54<br>**Claudio Gasparroni & C.**<br>Ancona Italian | 482<br>228<br>— | RI | **1947** Ch. Nav. de Caen—Blainville<br>173' 0" 27' 1" 18' 0"<br>158' 2" 26' 11" 26' 3"<br>B87' F29'<br>BK7" | M Trawler<br>1 Ho 36'<br>G.10414 | Oil 2SA 9Cy. 280×420 mm<br>900bhp NE60 239t<br>Wichmann Mtrf.. Rub<br>12k |
| 503728 | **BARRADA**<br>**Abu Dhabi Marine Areas Ltd.**<br>London British | 81<br>75<br>60 | **✠100A1** SS 10/65<br>Persian Gulf service<br>EL (a) ⅜" | **1957**-8 J. W. Cook & Co. (Wivenhoe) Ltd.—Wvn<br>75' 0" 18' 8"<br>70' 2" 18' 0" 9' 0"<br>3BH<br>rf nil | Barge Ref<br>In.4450 | |

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| 652284 | **BARRANCABERMEJA**<br>Colombian Government<br>Cartagena Colombian<br>For later particulars see New Entries No. 3 | 14840<br>9048<br>24625 | 100A1<br>oil tanker<br>Class contemplated | | Soc. Española de Const. Nav.—Bbo<br>591' 3" 76' 11" 33' 3"<br>557' 9" 76' 9¼" 42' 0" | M Tanker Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>Sulzer<br>Soc. Española de Const. Nav. |
| 503730<br>KISL<br>248430<br>Df Esd<br>Gc | **BARRE VICTORY**<br>United States Department of Commerce<br>Baltimore United States | 7604<br>4549<br>10584 | | AB | 1945 Bethlehem-Fairfield—Bal<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. |
| 503731<br>EAKS<br>RTm | **BARREDOS**<br>Soc. Metalurgica Duro-Felguera S.A.<br>Gijon Spanish | 310<br>162<br>282 | | | 1953 Soc. Met. Duro-Felguera—Gjn<br>128' 1" 24' 4" 9' 6"<br>24' 2"<br>Q46' B38' F13' 1 dk<br>R<br>rf 2" | M<br>2 Ho 28¼', 46'<br>G.49264 B.48910<br>2 Ha (21¼'×13') (35½'×17')<br>2W Der 2(1) | Oil 4SA 6Cy. 260×350 mm<br>300bhp Werkspoor<br>Hijos de J. Barreras S.A.<br>2×30 & 7kW 110V d.c. |
| 503635<br>PUAL<br>Df Esd<br>Rdr<br>RTh | **BARREIRINHAS**<br>exBarbara Ann-67<br>exMary North-58<br>Companhia de Nav. Mar. Netumar<br>Rio de Janeiro Brazilian | 500<br>269<br>725 | | BV | 1956 Zaanlandsche Schps. Maats.—Zaandam<br>173' 6" 28' 6" 11' 0"<br>158' 5" 28' 4" 14' 5"<br>1 dk<br>RW<br>rf nil | M Mchy.aft<br>1 Ho 95½'<br>G.36000 B.33000<br>1 Ha (72' comb.×16½')<br>2W Der 2(3) | Oil 4SA 8Cy. 290×420 mm<br>415bhp<br>Masch. Kiel A.G.<br>2×9kW 115V d.c. |
| 503732<br>EAEF<br>Esd | **BARREIRO**<br>exArgemora-60<br>Benito Gonzalez Fernandez<br>Cadiz Spanish | 133<br>70<br>— | | | 1953 Bartolomé Soler—Villajoyosa<br>*85·3'* 20' 6"<br>... ... ... | Wood M Trawler | Oil 2Cy. 390×430 mm<br>412bhp |
| 503733<br>EDAK<br>Df Esd<br>RT | **BARRERAS MASSO**<br>Salvador Barreras Masso y ~~José Cardero Botella~~ otros<br>Huelva Spanish | 321<br>161<br>— | | BV | 1959 Hijos de J. Barreras S.A.—Vgo<br>132' 10" 24' 5"<br>114' 10" 24' 1½" 13' 7"<br>RW | M Trawler<br>3 Ha (each 3½'×3½') | Oil 4SA 8Cy. 270×500 mm<br>950bhp<br>N.V. Werkspoor |
| 670608<br>Df Esd<br>Rdr RT | **BARRERAS MASSO DOS**<br>Salvador Barreras Masso & otros<br>Vigo Spanish | 1285<br>599<br>1330 | | BV | 1967 Hijos de J. Barreras S.A.—Vgo<br>242' 9" 42' 9"<br>219' 10" 42' 8" 23' 0½"<br>2 dks | M Stern Trawler CSD Mchy.aft<br>3 Ha | Oil 4SA 8Cy. 390×680 mm<br>2000bhp<br>Hijos de Barreras S.A. |
| 503734<br>EBZM<br>Df Esd<br>RT | **BARRERAS PUENTE**<br>Launched as Francisco Barreras<br>S.A. Pesquera Industrial Gallega<br>Vigo Spanish | 373<br>198<br>— | | BV | 1959 Maritima del Musel S.A.—Gjn<br>161' 7" 28' 4"<br>28' 2"<br>1 dk & S dk | M OSD Mchy.aft<br>2 Ha (each 28½'×13') | Oil 4SA 8Cy. 295×420 mm<br>520bhp<br>La Maquinista Terrestre y Mar. |
| 530800<br>ZSLN<br>351044<br>Df Esd<br>Gc RTm | **BARRIER**<br>exSaloum-65<br>African Coasters (Pty) Ltd.<br>Grindrod, Gersigny & Co. (Pty) Ltd.<br>Durban S. African | 2299<br>1346<br>3346 | ✠100A1<br>✠LMC<br>MN360 | SS 8/65<br>EL r | 1957-8 Ch. Nav. de la Pallice—L.Pl<br>296' 0" 41' 4" 19' 9½"<br>262' 6" 41' 0" 23' 3"<br>P64' F35' 2 dks<br>RW 5BH<br>rf 4" WB268t incl. DTf105t | M CSD Mchy.aft<br>3 Ho 48½', 62½', 60½'<br>G.153350 B.138160<br>3 Ha (30½', 49½', 36½'×20½')<br>6W Der 1(15) 6(5) | Oil 4SA 8Cy. 420×660 mm<br>1800bhp<br>Klöckner-Humboldt-Deutz<br>3×40, 40, 20kW 220V d.c. |
| 503737<br>MSFP<br>185501<br>Df Esd<br>Gc Rdr<br>RTm/v | **BARRISTER**<br>Charente S.S. Co. Ltd.<br>T. & J. Harrison Ltd.<br>Liverpool British | 8366<br>4434<br>~~9670~~<br>9988 | ✠100A1<br>DTm—vegetable oil<br>✠LMC<br>MN960 | SS 8/64<br>EL c† | 1954-9 Wm. Doxford & Sons Ltd.—Sld<br>463' 10" 59' 5" ~~26' 6"~~ 27' 0"<br>435' 3" 59' 2" 37' 9"<br>F88' 2 dks, 3rd dk in Nos. 1 & 2 holds<br>R 7BH<br>rf 6" WB3138t incl. Tunnel tanks 357t DTsm1268t | M<br>5 Ho 54', 72', 34', 80', 55'<br>5 Ha (27', 44½', 15½', 44½', 28½'×22')<br>Der 1(70) 1(60) 4(15) 4(10) 6(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 150lb<br>3×50, 50, 20kW 220V d.c. |
| 503739<br>148718 | **BARROW DEEP**<br>Westminster Dredging Co. Ltd.<br>London British | 911<br>789<br>— | ✠100A1<br>hopper barge<br>River & estuary service<br>LMC<br>MN206 | ~~Dr 8/62~~<br>SS 12/67<br>EL (l) | 1926-1 A. Hall & Co. Ltd.—Abn<br>39' 1"<br>190' 0" 39' 0" 15' 6"<br>Q47' 1 dk<br>R 4BH<br>WB DTa15t | M Hopper Barge | 2 Oil each 8Cy. 6½"×6½"<br>1028bhp NE(p)made<br>✠NE(s)made<br>~~(✠db 1/26-100lb)~~<br>Dorman & Co. Ltd.<br>2×4kW 115V 50c/s a.c.<br>Directional propellers |
| 503741<br>DLBS<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BARSEMEISTER BREHME**<br>Wasser- u. Schiffahrtsdirektion Bremen<br>Bremen W. German | 258<br>—<br>323 | | | 1959 Jadewerft G.m.b.H.—Wilhelmshaven<br>136' 0" 26' 4" 6' 0"<br>123' 2" 26' 3" 9' 10"<br>1 dk | TM Buoy Ship Mchy.aft<br>Cr 1(9) | 2 Oil 4SA each 8Cy. 175×2<br>700bhp<br>Masch. Augsburg-Nürnberg<br>1×15kW 220V d.c.<br>Directional propellers |
| 672464<br>Rdr RTv | **BARTEL WILTON**<br>Dok & Werf my "Wilton Fijenoord" N.V.<br>Schiedam Netherland | 104<br>—<br>— | | BV | 1967 N.V. Wilton-Fijenoord—Sch<br>82' 10" 22' 6" 10' 6"<br>76' 10" 21' 5" 11' 6"<br>1 dk | M Tug | Oil 4SA 6Cy. 300×450 mm<br>reduction geared<br>750bhp MAN<br>N.V. Wilton-Fijenoord<br>1×19kW 220V d.c. |
| 503743<br>DLCS<br>Df Esd<br>Gc Rdr<br>RTv | **BARTENSTEIN**<br>Norddeutscher Lloyd<br>Bremen W. German | 5911<br>3238<br>7834<br>8034<br>4827<br>8080 | | GL | 1956 Bremer Vulcan—Vgk<br>498' 1" 60' 4" 24' 11½"/25' 3½"<br>456' 0" 37' 2"<br>B92' F110' 2 dks & S dk<br>RW | M (5P) Ref OSD/CSD<br>5 Ho 46', 74½', 71', 71', 81½'<br>G.582568 B.524940 In.10943<br>1 Ha (w) (20½×7½') 4 Ha (stl) (39½', 49½', 49½', 39½'×18½')<br>18W Der 1(50) 2(7) 8(5-10) 10(3-5) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp<br>Bremer Vulcan<br>4×200, 200, 200, 30kW |

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| 652285<br>DDWA<br>Df Esd<br>Gc Rdr<br>RTv | **BARTH**<br>**Deutsche Seereederei**<br>Rostock E. German | **499**<br>249<br>1033 | DSRK<br>✠Classed LR until 1/67 | **1965**–12 Schpsw. "Friesland" N.V.—<br>Lemmer<br>206′ 11″ 34′ 9″ 12′ 8″<br>183′ 7″ 34′ 5″ 19′ 11″<br>RFD28′ 1 dk & S dk<br>rf nil | M OSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm with sr gearing<br>1320bhp<br>Klöckner-Humboldt-Deutz Kln |
| 661363<br>TCAB<br>Df Esd<br>Rdr RT | **BARTIN**<br>**Sukru Goksu ve Mustafa Alis s/s Sirin Bartin ve m/v Bartin Donatma Istiraki**<br>Istanbul Turkish | **499**<br>298<br>1000 | BV | **1967** Celiktrans Deniz Insaat—Ist<br>196′ 2″ 29′ 9″ 12′ 9½″<br>177′ 6″ 29′ 8″ 14′ 0″<br>1 dk | M Mchy.aft<br>2 Ha (each 35¾′×16½′)<br>Der 4(3) | Oil 4SA 6Cy. 350×500 mm<br>660bhp<br>Skoda Prague<br>11k |
| 503744<br>PVIH<br>Df Esd<br>Pfd Rdr<br>RT | **BARTOLOMEU BUENO**<br>exFlynderborg–60<br>**Cinaba Comercio Industria e Navegacao Bandeirante S.A.**<br>Santos Brazilian | **2234**<br>1038<br>3420 | BV<br>✠Classed LR until 10/65 | **1949**–8 W. Gray & Co. Ltd.—Hpl<br>335′ 6″ 47′ 1″ 19′ 0½″<br>310′ 6″ 46′ 10″ 27′ 11″<br>P23′ F30′ 1 dk & S dk<br>RW | S OSD<br>G.174028 B.158207<br>5 Ha (21¾′×23¼′) (21¾′×29¼′)<br>(19¾′, 19¾′, 19¾′×23¼′)<br>10W Der 1(15) 1(5-10) | T 3Cy. 21½″ 34″ & 62″×39″<br>2000ihp 716t (o.f)<br>George Clark (1938) Ltd. Sld<br>12k |
| 503745<br>187020<br>Df Esd<br>Pfd RT | **BARTON QUEEN**<br>**Talisman Trawlers Ltd.**<br>Lowestoft British | **178**<br>59<br>— | ~~✠100A1~~ ~~SS 8/65~~<br>~~trawler~~<br>~~✠LMC~~<br>~~MN88~~ ~~EL (c)h~~<br>**FOUNDERED 3/68** | **1957**–9 Richards Irn Wks Ltd.—Lwt<br>*103·1′* 22′ 4″ 9′ 6″<br>100′ 0″ 22′ 0″ 10′ 9″<br>F18′<br>RW 4BH<br>rf 12″ BK7″ WB2t | M Trawler | Oil 2SA 6Cy. 10½″×13½″<br>440bhp<br>Crossley Bros. Ltd. Mch |
| 503746<br>VWRP<br>1053<br>Df Esd<br>Rdr RT | **BARUN**<br>exProméthée–62<br>**Calcutta Steam Nav. Co. Ltd.**<br>Calcutta Indian | **4148**<br>1979<br>5516 | BV | **1952** Ch. Nav. de Caen—Blainville<br>*368·6′* 49′ 2″ 21′ 0″<br>49′ 0″<br>1 dk<br>RW | S | T 4Cy 18″ 31″ & (2) 38½″×30″<br>(o.f)<br>Ferguson Bros. (P.Gl) Ltd. P.Gl |
| 532769<br>JXDK<br>Df Esd<br>Gc Rdr<br>RT | **BARVIK**<br>exSigvik–65 exRio San Juan–59<br>**Skibs A/S Vorma**<br>Torvald Klaveness<br>Oslo Norwegian<br>Now **RIO SAN JUAN** See New Entries No. 3 | **12859**<br>6721<br>35393 | AB | **1957** Deutsche Werft A.G.—Ham<br>657′ 4″ 87′ 4″ 35′ 1″<br>625′ 0″ 87′ 0″ 46′ 0″<br>P147′ B19′ F78′ 1 dk<br>RW<br>rf nil | S Ore Carrier Mchy.aft<br>4 Ho<br>G.642768<br>10 Ha (stl) (each 26′×30′) | 2 S Turb dr geared to sc. shaft<br>9900shp 2668t (o.f)<br>Allgemeine Elec. Ges. Bln<br>14¼k |
| 640775<br>SNUR<br>44133<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARWENA**<br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin Polish | **1374**<br>560<br>571 | PR | **1964** Stocznia im. Komuny Paryskiej—<br>Gdy<br>227′ 6″ 36′ 1″<br>35′ 11″ 24′ 9″<br>3 dks | M Stern Trawler<br>3 Ho<br>In.22955 | Oil 4SA 6Cy. 15″×20″<br>1600bhp<br>Mirrlees National Ltd. Stckpt<br>3×160, 120, 120kW 225V d.c.<br>1×240kW 250V d.c. 13½k |
| 503747<br>VLLZ<br>159579<br>Esd Gc | **BARWON**<br>**Associated Steamships Pty Ltd.**<br>Melbourne British | **4268**<br>2188<br>5522 | **✠100A1** CS Dr 5/66<br>**✠LMC**<br>MN338 EL w$1\frac{13}{16}$″SQ | **1939**–9 Caledon S.B. & E. Co. Ltd.—Dun<br>378′ 4″ 50′ 4″ 22′ 7″<br>360′ 0″ 50′ 0″ 27′ 3″<br>P&B147′ F43′ 1 dk<br>R 6BH<br>WB1328t incl. Tunnel tanks 183t | S<br>G.286000 B.264000<br>Hatch covers & webs dispensed with in bridge 'tween dks | T 3Cy. 20½″ 33″ & 54″×42″ & LP turb with dr gearing & hydraulic coupling<br>1850ihp (o.f)<br>J. G. Kincaid & Co. Ltd. Grk<br>2WTB 220lb Spt hs(5224)<br>Bmade39refitted66<br>10k |
| 503748<br>SPJN<br>44514<br>Df Esd<br>RT | **BARYCZ**<br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia Polish | **650**<br>219<br>484 | PR | **1955** Stocznia Gdanska—Gdk<br>194′ 4″ 29′ 9″<br>16′ 1″<br>RW | S Trawler<br>1 Ho<br>In.13100 | C 4Cy. (2) 330 & (2) 770×730 mm<br>1220ihp<br>A/S Atlas Mskfbk. Cpn<br>2×20kW 220V d.c. 12½k |
| 506536<br>LGNK<br>Rdr<br>RTm | **BAS**<br>exCasino–66<br>**A/S Bas**<br>Sigurd Tollevik<br>Haugesund Norwegian | **198**<br>104<br>335 | NV | **1962** Sandnessjöen Slip & Mek. Verk.—<br>Sandnessjöen<br>116′ 2″ 24′ 4″ 10′ 5¼″<br>104′ 6″ 24′ 3½″ 11′ 2″<br>P33′ F16′ 1 dk | M Mchy.aft<br>1 Ho 51½′<br>G.14751 B.13465<br>1 Ha (51½′×17¾′)<br>2W Cr 2(3) | Oil 2SA 4Cy. 300×360 mm<br>345bhp 14t (d.o)<br>A/S Bergens M/V Bgn<br>2×4½ & 2kW 24V<br>Controllable pitch propeller 9¼k |
| 503750<br>UTFW<br>M-22562 | **BASARGIN**<br>**U.S.S.R.**<br>Nakhodka Russian | **3170**<br>1225<br>1301 | | **1961** ......................Russia<br>277′ 10″ 45′ 11″ 18′ 0½″<br>45′ 9″ 32′ 10″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57351<br>3 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| 503751<br>TCBN<br>3494 | **BASARI**<br>exOilshipper–42<br>exGilda Ambatielou–37<br>exBelbec exChaudronnier<br>**Denizcilik Bankasi T.A.O.**<br>Denizyollari Isletmesi<br>Istanbul Turkish | *1138*<br>*564*<br>1300 | Classed BC until 10/42 | **1920** Forg. & Ch. de la Médit.—La Seyne<br>230′ 6″ 34′ 2″ 14′ 9″<br>... ... ...<br>P75′ F29′ 1 dk<br>R | TS Tanker Mchy.aft<br>10 Ta<br>L.63000 | T 6Cy. 12¼″ $19\frac{7}{10}$″ & $31\frac{9}{10}$″×16½″<br>178t (o.f)–5½pd<br>Forg. & Ch. de la Médit. Msl<br>7k |

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| 503756<br>JXTQ<br><br>Df Esd<br>Gc Rdr<br>RTv | **BASEL**<br><br>**A/S Ganger Rolf,**<br>**A/S Bonheur, A/S Borgå,**<br>**A/S Jelölinjen &**<br>**Den Norske**<br>**Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 298<br>156<br>563 | NV | **1962** Astano S.A.—Frl<br>174' 7" 29' 6" 10' 4¾"<br>157' 6" 29' 5"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 96'<br>G.42000 B.41000<br>1 Ha (57'×13')<br>Der 2(3) | Oil 4SA 6Cy. 300×450 mm<br>715bhp<br>Masch. Augsburg-Nürnberg<br>2×20kW 220V d.c. |
| 541900<br><br><br>Df Esd<br>RT | **BASEL**<br>exSønderstrand-63<br>**Heinrich Claussen**<br>Valparaiso Chilean | 149<br>59<br>— | BV | **1959** A/S Svendborg Skibsv.—Svb<br>100' 3" 20' 11"<br>90' 3" 20 10" 10' 4"<br><br>RW | M Trawler | Oil 2SA 5Cy. 230×400 mm<br><br>Alpha-Diesel A/S |
| 503753<br>UIBD<br>M-16972<br>Df Esd | **BASHKIR**<br><br>**U.S.S.R.**<br>Archangel Russian | 533<br>—<br>358 | | **1957** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>154' 10" 32' 8" 11' 9¾"<br>15' 5" | S Tug | T 3Cy. 420 700 & 1150×700 mm<br>Wärtsilä Kon. Crichton-Vulcan |
| 541497<br>UFGV<br>M-26960 | **BASHKIRIYA**<br><br>**U.S.S.R.**<br>Odessa Russian | 5261<br>2174<br>1355 | | **1964** Mathias-Thesen-Werft—Wismar<br>400' 9" 52' 6" 16' 11½"<br>52' 3" 24' 11"<br>3 dks<br>RW | TM (334P)<br>1 Ho<br>B.19918<br>1 Ha (18½'×13')<br>Cr 1(3) 1(1) | 2 Oil 2SA each 6Cy. 570×800 mm<br>MAN<br>Dieselmotorenwerk |
| 503758<br>UVIV<br>M-16884<br>Df Esd | **BASHKIRNEFT**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 1117<br>524<br>1282 | | **1955** Valmet O/Y Pansion Shpyd—Åbo<br>209' 4" 32' 10" 14' 7"<br>32' 8" 15' 8"<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.57281<br><br>2W Der 2(1) | Oil 2SA 6Cy. 340×570 mm<br><br>Nydqvist & Holm A/B |
| 503759<br><br>187627 | **BASHUBAR**<br><br>**Abu Dhabi Marine Areas Ltd.**<br>London British | 84<br>80<br>121 | ✠Class WITHDRAWN at Owners' request 2/69 | **1957–8** Clelands (Successors) Ltd.—Wal<br>81' 9" 18' 2" 6' 4¾"<br>75' 9" 17' 6" 7' 6"<br>NS 2BH<br>rf nil | Barge | |
| 527399<br>6ZEV<br>2199<br>Df Esd<br>Gc RT | **BASIL**<br>exPenlan-65<br>**Cia. Saint Basil S.A.**<br>Monrovia Liberian | 3574<br>1844<br>4777 | BV | **1948** Arsenal de Brest—Brt<br>372' 8" 48' 7" 20' 2"<br>48' 5"<br>P34' B61' F33' 1 dk | S<br><br>G.214475<br><br>9W | T 3Cy. 19$\frac{5}{16}$" 28¾" & 53¼"×36¾"<br>turb driving steam compress<br><br>Ch. & At. de Provence |
| 509499<br>GDZD<br>182457<br>Df Esd<br>Gc RTv | **BASIL**<br>exDunstan-66 exSallust-58<br>exDunstan-51<br>**Booth S.S. Co. Ltd.**<br>Liverpool British<br>Now **CHRISTINA**<br>See New Entries No. 1 | 2993<br>1589<br>4915 | ✠100A1 SS 10/63<br>with freeboard<br>DT—vegetable oil<br>✠LMC<br>EL w 1$\frac{11}{16}$"SQ | **1948–12** W. Pickersgill & Sons Ltd.—Sld<br>357' 10" 50' 10" 20' 11"<br>355' 7" 50' 6" 30' 0"<br>P68' F75' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB1629t incl. DTa719t | S (11P) OSD<br><br>G.350235 B.317525<br><br>10W Der 1(25) 2(10) 10(5) 2(3) | T 3Cy. 21¼" 34" & 62"×39"<br>1950ihp<br>George Clark (1948) Ltd.<br>2 SB 220lb Spt hs(6298)<br>2×20kW 110V d.c. |
| 650529<br>6ZHH<br>2263<br>Df Esd<br>Gc Rdr<br>RTm/h | **BASIL III**<br><br>**Cia. de Nav.**<br>**Cerro Guaca S.A.**<br>Monrovia Liberian | 18459<br>11893<br>28970 | ✠100A1<br>strengthened for heavy cargoes Nos. 1, 3 & 5 holds may be empty<br>~~Ice Class 3~~<br>✠LMC<br>MN2300 EL m†2$\frac{11}{16}$"SQ | **1965–4** A/S Bergens M/V—Bgn<br>609' 0" 81' 3" ~~54' 9"~~ 36' 8¼"<br>569' 3" 81' 0" 49' 0"<br>P100' F47' 1 dk<br>NS 8BH<br>rf 2" DK WB11601t incl. Topside tanks in holds 4953t | M Bulk Carrier Mchy.aft<br>6 Ho 70', 76½', 70½', 70½', 70½', 73½'<br>G.1290000<br>6 Ha (stl) (39'×40½') (46', 46', 46', 46', 46'×40½')<br>12W Der 12(5) | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W<br>A/S Akers M/V<br>AuxB 105lb<br>3×328kW 440V 60c/s a.c. |
| 661498 | **BASILAN**<br>exSusana-52 exFroilan<br>**Compania Maritima**<br>Manila Philippine | 512<br>244<br>— | | **1944** Higgins Industries—N.Os<br>*168·0'* 32' 5" 9' 0½"<br>166' 3" 32' 0" 14' 3"<br>1 dk | TM Mchy.aft | 2 Oil 2SA each 6Cy. 8¾"×<br>1000bhp |
| 503763<br>HBFK<br>48<br>Df Esd<br>Gc Rdr<br>RTm/v | **BASILEA**<br><br>**Alpina-Reederei A.G.**<br>Alpina Transports &<br>Affrêtements S.A.<br>Basle Swiss | 6211<br>3301<br>9565 | GL | **1952** Flensburger Schiffs. Ges.—Fln<br>474' 0" 60' 7" 25' 7½"<br>60' 4" 37' 8"<br>P67' F84' 1 dk & S dk<br>RW | M (12P) OSD<br>4 Ho 52¾', 145¾' 70½', 52½'<br>G.644300 B.598700<br>5 Ha (stl) (34½', 39½', 39½', 34', 28'×26½')<br>16W Der 1(30) 8(8) 2(5) 6(3) | Oil 2SA 6Cy. 720×1250 mm<br>4200bhp<br>Sulzer Bros. Ltd.<br>3×180kW 220V d.c. |
| 503764<br><br>119 | **BASILUZZO**<br><br>**"Navisarma" Compagnia Siciliana Marittima**<br>Messina Italian | 801<br>332<br>— | RI | **1962** Cant. Nav. Cassaro—Mes<br>203' 5" 32' 3" 9' 2"<br>183' 10" 32' 1" 14' 2"<br>1 dk<br>RW | TM<br>1 Ho | 2 Oil 2SA each 5Cy. 280×<br>1730bhp B&W<br>Cant. Nav. Riuniti |
| 503766<br>YTGY<br><br>Df Esd<br>Gc Rdr<br>RT | **BASKA**<br><br>**Jugoslavenska Linijska Plovidba (Yugoslav Line)**<br>Rijeka Yugoslav | 4705<br>2567<br>6393 | BV JR | **1960** Brodogradiliste Split—Spt<br>447' 5" 59' 9" 23' 5¾"<br>406' 10" 59' 8" 35' 6"<br>1 dk & S dk | M Ref OSD<br><br><br>5 Ha (20¾'×18') (40¾', 38¾', 39', 26¾'×21½') | Oil 2SA 7Cy. 750×1320 mm<br>8400bhp<br>S.A. Fiat S.G.M. |

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| 503768<br>USYJ<br>M-26898 | **BASKUNCHAK**<br>**U.S.S.R.**<br>Vladivostok Russian | 2288<br>965<br>1005 | | | 1962 Volkswerft Stralsund—Stralsund<br>270′ 4″ 42′ 9″ 14′ 5″<br>42′ 7″ 22′ 0″ | M Fish Carrier<br>3 Ho<br>In.61448<br>3 Ha (each 13′×9¾′)<br>4W Der 4(2) | Oil 2SA 8Cy. 365×550 mm<br>Görlitzer Masch. | Görlitz<br>11k |
| 650364<br>UEOQ<br>M-18928 | **BASKUNCHAK**<br>**U.S.S.R.**<br>Vladivostok Russian | 1769<br>559<br>1660 | | | 1964 ....................Kersch<br>274′ 1″ 39′ 6″ 15′ 3″<br>39′ 4″ 17′ 5″<br>1 dk | M Tanker Mchy.aft<br>12 Ta<br>L.81260<br>4W Der 4(½) | Oil 2SA 8Cy. 430×610 mm<br>Skoda | Prague<br>13½k |
| 503769<br>OXJS<br>Df Esd<br>Gc Rdr | **BASRA**<br>**A/S Det Østasiatiske Kompagni**<br>Copenhagen Danish | 8802<br>5388<br>10200 | **✠100A1**<br>DTm & 'tween dk tanks fwd—oil FP above 150° F., vegetable oil or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2000 | SS 4/64<br>EL d†$2\frac{3}{16}$″SQ | 1959–4 Burmeister & Wain—Cpn<br>498′ 1″ 63′ 9″ 27′ 6″<br>456′ 0″ 63′ 6″ 38′ 3″<br>F91′ 2 dks, 3rd dk in holds<br>6BH to U dk 1 to 3rd dk<br>rf 4″ DK fwd WB3095t incl. DTm963t TwDf462t | M Ref Mchy.aft<br>G.653850 B.584250 In.8100<br>20W Der 1(60) 1(20) 10(5) 10(3) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp<br>Burmeister & Wain<br>2AuxB (1 o.f 1 ex.g) 100℔ | 1499t<br>Cpn<br>17¾k |
| 503770 | **BASRA**<br>**Government of Iraq (Directorate General of Ports & Navigation)**<br>Basra Iraq | 2547<br>1075<br>— | **✠100A1**<br>**✠LMC** | SS 5/67<br>EL s | 1937–9 W. Simons & Co. Ltd.—Rnf<br>295′ 6″ 50′ 2″<br>285′ 0″ 50′ 0″ 21′ 0″<br>F36′<br>R 5BH<br>WB303t | TS Trailing Suction Hopper Dredger Mchy.aft | T 6Cy. 18″ 28″ & 48″×27″<br>2100ihp<br>W. Simons & Co. Ltd.<br>3 SB 180℔ hs(7074) 9cf | 252t (o.f)<br>Rnf |
| 503773<br>VJWY<br>315400<br>Df Esd<br>Gc Rdr<br>RTv | **BASS TRADER**<br>**Australian Coastal Shipping Commission**<br>Melbourne British | 4129<br>1994<br>1515 | **✠100A1**<br>Australian coasting service<br>**✠LMC**<br>MN893 | SS 4/65<br>EL w$1\frac{13}{16}$″SQ | 1961–4 N.S.W. Govt. E. & S.B.—N.S.W.<br>322′ 7″ 57′ 3″ 15′ 0¾″<br>291′ 9″ 57′ 0″ 31′ 3″<br>B83′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 12″ WB1008t | TM Ferry (12P) OSD<br>1 Ho 105¾′<br>B.35691<br>1W (15t hoist) | 2 Oil 2SA each 18Cy. 5⅝″×7¼″ with hydraulic couplings & dr gearing<br>4464bhp Deltic<br>D. Napier & Son<br>3×200kW 440V 60c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust propeller fwd | 86t (d.o)<br>Liv<br>14½k |
| 503775<br>THLS<br>Df Esd<br>Rdr<br>RTm | **BASSE INDRE**<br>exStella Danielsen–62<br>**Cie. Nantaise des Chargeurs de l'Ouest, Cie. de Nav. de la Loire Maritime & Cie. Morbihannaise de Navigation**<br>Cie. Morbihannaise de Navigation<br>Nantes French | 499<br>325<br>890 | | BV | 1958 F. Smit v/h Smit & Zoon—Foxhol<br>216′ 6″ 29′ 10″ 11′ 6½″<br>196′ 10″ 29′ 6″ 13′ 2″<br>P61′ F34′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 137½′<br>G.42000 B.40000<br>3 Ha (each 31½′×14¾′)<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz<br>3×12 kW 110V d.c. | 66t (d.o)<br>Kln<br>11k |
| 520427<br>TQAU<br>Df Esd<br>Pfd RT | **BASSE NEVEZ**<br>exLautaret–66<br>**Alexis Le Bouter**<br>Concarneau French | 116<br>18<br>49 | | BV | 1956 At. & Ch. de la Manche—Dpe<br>88′ 3″ 20′ 2″<br>73′ 10″ 20′ 1″ 11′ 8″ | M Trawler<br>1 Ha (3½′×3½′)<br>Der 1(1) | Oil 4SA 6Cy. 230×300 mm<br>380bhp<br>Etab. Crepelle | 48t<br>Lille<br>10½k |
| 503034<br>TPYT<br>Df Esd<br>Pfd | **BASSE SPINEC**<br>exAubisque–66<br>**Armement Bigouden**<br>Le Guilvinec French | 116<br>18<br>49 | | BV | 1956 At. & Ch. de la Manche—Dpe<br>88′ 3″ 20′ 2″<br>73′ 10″ 20′ 1″ 11′ 8″<br>1 dk | M Trawler<br>1 Ha (4½′×4½′)<br>Der 1(1) | Oil 4SA 12Cy. 135×200 mm<br>NE67<br>Moteurs Baudouin | 27t<br>Msl<br>10¼k |
| 541037<br>XYMN<br>1193<br>Df Esd<br>Gc Pfd<br>Rdr | **BASSEIN**<br>**Union of Burma Five Star Line Corp.**<br>Rangoon Burmese | 4875<br>2635<br>—<br>7435<br>4357<br>— | **✠100A1**<br>**✠LMC**<br>MN1090 | SS 5/68<br>EL b†$2\frac{1}{16}$″SQ | 1963–11 A.G. "Weser" Werk Seebeck—Bhn<br>445′ 5″ 62′ 1″ 23′ 8¼″/—<br>408′ 11″ 60′ 0½″ 35′ 9″<br>P27′ F87′ 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB1473t incl. Tunnel tanks 321t | M OSD/CSD | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp<br>Frd. Krupp Masch.<br>2WTAuxB (1 o.f 1 ex.g) 114℔ | Essen |
| 503776<br>SUND<br>983<br>RT | **BASSEL**<br>exL.T. 23–49<br>exMajor C. A. McGarrigle<br>**Suez Canal Authority**<br>Egyptian (U.A.R.) | 248<br>105<br>— | | AB | 1943 Tampa Marine Corp.—Tampa<br>114′ 1″ 25′ 1″ 12′ 2″<br>107′ 0″ 25′ 0″ 13′ 8″<br>BK4″ | M Tug | Oil 4SA 8Cy. 405×510 mm<br>1200bhp<br>Enterprise Eng. & Fdry Co.<br>Controllable pitch propeller | 72t<br>S.Fo |
| 660229<br>LDOX<br>Df Esd<br>Gc Rdr<br>RT | **BASTANT**<br>**A/S Ganger Rolf, A/S Bonheur, A/S Borgå, A/S Jelölinjen & Den Norske Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 500<br>303<br>1147<br>1457<br>1039<br>1895 | | NV | 1965 Kristiansands M/V A/S—Krs<br>238′ 7″ 39′ 6″ 11′ 7¾″/15′ 1½″<br>217′ 8″ 39′ 4½″<br>B13′ F20′ 1 dk & S dk<br>rf 3¾″ | M OSD/CSD Mchy.aft<br>1 Ho 142¾′<br>G.123100 B.106500<br>2 Ha (stl) (42¾′, 81¼′×29½′)<br>3W Cr 1(5) 1(3) Der 1(5) | 2 Oil 4SA each 12Cy. 6½″×8″ geared to sc. shaft<br>1600bhp<br>Caterpillar Tractor Co.<br>2×140kW 220V 50c/s a.c.<br>Controllable pitch propeller | (d.o)<br>Peoria<br>13¼k |
| 540149<br>PCYS<br>Df Esd<br>Pfd Rdr<br>RTm | **BASTIAAN**<br>**N.V. Verre Visserij Maats. (J. J. van der Toorn)**<br>Scheveningen Netherland | 260<br>107<br>— | | | 1962 N.V. Schpsw. Haak—Zaandam<br>121′ 9″ 23′ 11″<br>106′ 8″ 23′ 7″ 12′ 6″<br>RW | M Trawler | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim | 52t (d.o)<br>Mhm<br>12k |

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| 542634<br>Df Esd<br>RT | **BASTIAAN**<br>H. van Kalsbeek,<br>B. Varkevisser, J. Tijsen,<br>C. Halfweeg and J. ten Bokkel<br>J. ten Bokkel<br>Wieringen Netherland | 128<br>44<br>— | | 1963 Bijker's Aannemings—Gorinchem<br>90' 11" ~~98' 4~~ 21' 8"<br>85' 10" 21' 4" 10' 9" | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×260 mm<br>Kromhout Motorenfab. |
| 503782<br>EATT<br>Df Esd<br>RTm | **BASTIAGUEIRO**<br>Coruñesa de Pesca & Nav. S.A.<br>Corunna Spanish | 258<br>120<br>509 | BV | 1955 Ast. & Talleres del Noroeste—Frl<br>*125-8'* 22' 6"<br>21' 7" 12' 6" len 59 | M Trawler<br>2 Ho<br>B.8472<br>2 Ha (stl) (3½'×3½') | Oil 4SA 8Cy. 295×420 mm<br>520bhp<br>La Maquinista Terrestre y Mar.<br>2×8kW 220V d.c. |
| 520923<br>ZSYU<br>351084<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BASTION**<br>exSkagatind-67 exLionel-64<br>African Coasters (Pty) Ltd.<br>Grindrod, Gersigny & Co. (Pty) Ltd.<br>Durban S. African | 1791<br>807<br>—<br>2805<br>1724<br>4450 | NV | 1957 Ottensener Eisenwerk—Ham<br>320' 9" 44' 4" —/22' 2"<br>288' 9" 44' 3½" 26' 3"<br>P63' F35' 2 dks<br>RW<br>rf 3" | M Mchy.aft<br>3 Ho 56½', 88½', 47½'<br>G.204760 B.185590<br>3 Ha (stl) (30½', 60½', 30½'×21½')<br>8W Der 1(15) 8(5) | Oil 4SA 8Cy. 420×660 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz<br>3×100kW 440V 60c/s a.c. |
| 503783<br>187217<br>RT | **BASTION**<br>London & Rochester Trading Co. Ltd.<br>Rochester British | 172<br>101<br>245 | | 1958—J. W. Cook & Co. (Wivenhoe) Ltd. —Wvn<br>96' 0" 22' 5" 7' 0"<br>90' 0" 22' 0" 9' 0"<br>1 dk | M Mchy.aft<br>1 Ho 61½'<br>B.13000<br>1 Ha (50½'×15') | Oil 4SA 6Cy. 165×184 mm<br>180bhp NE—<br>Bergius Co. Ltd. |
| 503784<br>LLKQ<br>Esd | **BASTO**<br>exStokkvik-57<br>exTrane-55 exRytter-52<br>exMaine-47<br>**Harald H. Kvåle**<br>Bergen Norwegian | 431<br>173<br>490 | BV | 1931 Bath Iron Works Corp.—Bath, Me<br>159' 4" 24' 2" 13' 6"<br>149' 0" 24' 0"<br>P67' F12' 1 dk<br>R len 48 | M Mchy.aft<br>1 Ho 70'<br>G.21000<br>2W Der 2(2) | Oil 2SA 6Cy. 355×430 mm<br>550bhp<br>Fairbanks, Morse & Co. |
| 503785<br>LJQC<br>Rdr RT | **BASTØ I**<br>A/S Alpha<br>Moss Norwegian | 1259<br>534<br>610 | NV | 1956 A/S Pusnes M/V—Arendal<br>210' 8" 43' 8" 11' 2"<br>189' 9" 42' 8" 16' 6"<br>1 dk & S dk | ~~M Ferry~~ (620P) OSD<br>M Train Ferry | Oil 4SA 4Cy. 175×220 mm<br>1260bhp<br>Sulzer Bros. Ltd.<br>2×81kW 220V 50c/s a.c.<br>Controllable pitch propellers |
| 503786<br>JXOF<br>Esd Rdr RT | **BASTØ II**<br>A/S Alpha<br>Moss Norwegian | 1250<br>394<br>480 | NV | 1961 Moss Værft & Dokk A/S—Moss<br>210' 9" 43' 8" 10' 2"<br>189' 9" 42' 8" 17' 0"<br>1 dk & S dk | M Ferry (800P) OSD | Oil 2SA 7Cy. 360×600 mm<br>1260bhp<br>Sulzer Bros. Ltd.<br>2×115kW 220V 50c/s a.c.<br>Controllable pitch propellers |
| 503787<br>LNZB<br>Esd Gc<br>Rdr RT | **BASTØ III**<br>exBastø-56<br>A/S Alpha<br>Moss Norwegian<br>Now BETA<br>See New Entries No. 1 | 594<br>257<br>255 | | 1949 Moss Værft & Dokk A/S—Moss<br>160' 6" 33' 2" 11' 4"<br>33' 0"<br>1 dk & S dk | M Ferry (600P) OSD | Oil 2SA 5Cy. 360×600 mm<br>900bhp<br>Sulzer Bros. Ltd.<br>2×50kW 220V 50c/s a.c.<br>Controllable pitch propellers |
| 641242<br>LKOB<br>Rdr RT | **BASTØ IV**<br>A/S Alpha<br>Moss Norwegian | 1264<br>467<br>415 | NV | 1964 Moss Værft & Dokk A/S—Moss<br>210' 11" 43' 8" 12' 1½"<br>169' 9" 42' 8" 17' 0"<br>1 dk & S dk | M Ferry (620P) OSD | Oil 2SA 7Cy. 360×600 mm<br>1230bhp<br>Sulzer Bros. Ltd.<br>2×115kW 220V 50c/s a.c.<br>Controllable pitch propellers |
| 510353<br>4XUD<br>MS190<br>Df Esd<br>Rdr<br>RTh | **BAT GALIM**<br>exEmmapolder-67<br>Mediterranean Lines Ltd.<br>Haifa Israel | 500<br>238<br>850<br>—<br>—<br>— | ✠LR class withdrawn—Owners' request 12/67 | 1958-1 Travewerft G.m.b.H.—Lbc<br>236' 3" 33' 3" 11' 8¼"/—<br>213' 3" 32' 6" 19' 2"<br>Ba39' F27' 1 dk & S dk<br>RW<br>rf 2" | M OSD/CSD Mchy.aft<br>2 Ho 69', 67'<br>G.71300 B.64880<br>2 Ha (stl) (each 39½'×16½')<br>4W Der 1(10) 4(3) | Oil 4SA 8Cy. 420×660 mm<br>1210bhp<br>Klöckner-Humboldt-Deutz<br>3×40, 40, 20kW 110V d.c. |
| 503788<br>Df Esd | **BAT GALIM**<br>exPrima-54<br>Dolphin Shipping Ltd.<br>Israel | 400<br>207<br>480 | ✠Classed LR until 8/57 | 1932-1 N.V. Werf Vooruit—Spaarndam<br>159' 2" 25' 2" 9' 11½"<br>152' 0" 25' 1" 11' 0"<br>P34' F20' 1 dk<br>R 3BH | M Mchy.aft<br>1 Ho<br>G.26000 B.24400<br>2W Der 2(3) | Oil 4SA 6Cy. 310×450 mm<br>320bhp<br>Motorenw. Mannheim |
| 517463<br>4XUE<br>MS191<br>Df Esd<br>Rdr<br>RTm/h | **BAT YAM**<br>exJohnny-67<br>Mediterranean Lines Ltd.<br>Eilat Israel | 500<br>300<br>990 | ✠LR class withdrawn—Owners' request 12/67 | 1959-5 Van der Werff's Schps.—Westerbroek<br>229' 5" 34' 0" 12' 1½"<br>199' 4" 33' 5½" 19' 2"<br>F29' 1 dk & S dk<br>RW<br>rf 2" | M OSD Mchy.aft<br>1 Ho 130' 2 TwD 36', 84½'<br>G.70000 B.65000<br>2 Ha( stl) (32½', 60½'×19½')<br>6W Der 2(3-10) 4(3-5) | Oil 4SA 6Cy. 390×680 mm<br>820bhp<br>N.V. Werkspoor<br>5×25, 25, 12, 10, 4kW 110V d.c. |
| 503789<br>CSOR<br>C141 | **BATA NOVO**<br>Soc. Ultramarina de Transportes Ltda.<br>Joao Marques Pinto & Cia. Ltda.<br>Oporto Portuguese | 221<br>114<br>365 | | 1949 J. Martins Novaes—Villa do Conde<br>*115-6'* 26' 10"<br>... ... ... | Wood M Mchy.aft | Oil 2SA 6Cy. 290×380 mm<br>Atlas-Imperial D.E. Co. |

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| 503791<br>SKHT<br>8805<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BATAAN**<br>**A/B Svenska Ostasiatiska Kompaniet**<br>Kristian von Sydow<br>Gothenburg Swedish<br>Now **BROWIND** See New Entries No. 4 | **4716**<br>2198<br>7570 | **✠100A1** ~~SS 12/63~~ SS 4/68<br>with freeboard<br>DTm—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL b†2½″ | **1946**–10 A/B Götaverken—Got<br>461′ 6″ 58′ 7″ 24′ 0¾″<br>429′ 11″ 58′ 5″ 35′ 11″<br>1 dk & S dk, intermediate 'tween dks fwd & aft under raised S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 9″ WB2734t incl. Tunnel tanks 342t DTm833t | M (8P) Ref OSD<br>5 Ho 60¾′, 68′, 20¾′, 72¼′, 74¾′<br>G.511512 B.470835 In.24527<br>6 Ha (stl) (27¾′, 37¼′, 27½′, 37¼′, 27½′×20′) (9½′×16′)<br>16W Der 1(25) 1(15) 4(7½) 10(5) 2(3) | Oil 2SA 9Cy. 680×1500 mm<br>6750bhp 1560t (hvf)<br>A/B Götaverken Got<br>AuxB 85℔<br>3×190kW 220V d.c. 16k |
| 672273<br>UKNN<br>M-21383 | **BATAISK**<br>**U.S.S.R.**<br>Murmansk Russian | **4933**<br>771<br>2850 | | **1955** Stocznia Gdanska—Gdk<br>355′ 4″ 48′ 3″ 20′ 0″<br>48′ 0″ 33′ 9″<br>1 dk<br>conv dry cargo ship — | S Fishery Training Ship<br>1 Ho<br>In.18000<br>1 Ha (8¼′×8¼′)<br>4W Der 2(3) 2(2) | C 4Cy. (2) 455 & (2) 980×980 mm with LP turb & hydraulic coupling<br>2300ihp<br>Z.U.T. Zgoda Swi<br>11½k |
| 503792<br>SUDQ<br>RT | **BATAL**<br>exTitan–58<br>**Suez Canal Authority**<br>Egyptian (U.A.R.) | **617**<br>19<br>— | ✠Classed LR until 7/04 | **1899**–5 J. P. Rennoldson & Sons—Shl<br>165′ 7″ 32′ 1″ 14′ 8¾″<br>... ... ...<br>2 dks<br>R | TS Tug | T 6Cy. 20″ 33″ & 54″×33″<br>J. P. Rennoldson & Sons Shl |
| 503794<br>SLAM | **BATAL EL SALAM**<br>**Ministry of War (Port & Lighthouse Administration)**<br>Alexandria Egyptian (U.A.R.) | **120**<br>31<br>— | ✠Classed LR until 5/65 | **1962**–3 "Gheorghiu Dej" Shpyd—Bdp<br>95′ 4″ 22′ 8″ 9′ 0¾″<br>85′ 8″ 21′ 4″ 10′ 8″<br>RAD6′ RFD11′ | M Tug | Oil 4SA 8Cy. 315×450 mm with flexible coupling<br>865bhp<br>Lang Eng. Works Bdp |
| 661902<br>DZBI<br>RT | **BATANES**<br>**Republic of the Philippines**<br>Manila Philippine | **541**<br>270<br>375 | NK | **1965** Usuki Tekkosho—Saeki<br>... ... ...<br>30′ 0″ 13′ 0″<br>1 dk | TM Mchy.aft<br>2 Ha each (14′×11¾′)<br>Der 3(5) | 2 Oil 4SA each 6Cy. 260×400 mm<br>640bhp 58t<br>Hanshin Nainenki Kogyo Kob<br>10k |
| 503795<br>Df Esd<br>Rdr | **BATANGHARI**<br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | **2575**<br>1179<br>1700 | ✠Class **WITHDRAWN** 3/68<br>~~**SURVEYS OVERDUE—CLASS SUSPENDED 1/66**~~ | **1957**–1 N.V. Scheeps. v.d. Werf—Deest<br>285′ 5″ 46′ 0″ 12′ 11¼″<br>268′ 7″ 45′ 11″ 18′ 0″<br>P&B163′ F37′ UprF31′ 1 dk<br>7BH<br>rf 3″ WB583t incl. Tunnel tanks 123t | M | Oil 2SA 6Cy. 520×700 mm<br>2300bhp<br>Masch. Augsburg-Nürnberg Aug<br>(db 100℔) |
| 503797<br>PCYT<br>Df Esd<br>RTm | **BATAVIER**<br>**J. Muthert**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Groningen Netherland | **448**<br>217<br>559 | ~~✠100A1~~ ~~SS 8/64~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~EL†~~<br>✠Class **WITHDRAWN** 28/2/69 | **1941**–6 Gebr. Niestern & Co.—Dzl<br>190′ 0″ 28′ 1″ 10′ 4½″<br>182′ 8″ 27′ 11″ 16′ 2″<br>1 dk & S dk<br>R 2BH to S dk 1 to 2nd dk<br>rf nil WB229t incl. DTf23t | M OSD Mchy.aft<br>1 Ho 108¼′, 1 TwD 100¾′<br>G.43700 B.42100<br>2 Ha (42¾′, 36¾ ×19′)<br>Der 4(3) | Oil 4SA 8Cy. 285×420 mm<br>500bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×5kW 48V d.c. |
| 503800<br>PCYX<br>Esd Pfd<br>Rdr<br>RTm/v/h | **BATAVIER V**<br>**Wm. H. Muller & Co. (Batavier) N.V.**<br>Rotterdam Netherland | **500**<br>223<br>834 | BV | **1959** Schpsw. "Friesland" N.V.—Lemmer<br>242′ 8″ 34′ 6″ 12′ 3½″<br>216′ 6″ 33′ 9″ 19′ 4″<br>1 dk & S dk<br>rf 2″ | M Ref OSD Mchy.aft<br>2 Ho 46½′, 86¾′, 3TwD 23¼′, 22′, 81½′<br>G.63405 B.55335 In.15800<br>3 Ha (10¾′, 10¾′×14½′) (57¾′×18½′)<br>6W Der 1(10) 5(3) | Oil 4SA 8Cy. 400×600 mm<br>1680bhp 90¾t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×80, 80, 15kW 220V d.c. 13½k |
| 542483<br>306640 | **BATEAU MORGAT**<br>exMorgat–64<br>**C. W. Bristow**<br>Dartmouth British | **152**<br>79<br>— | | **1953** Klipffel & Zito—St.M<br>Cmpl. by Dubigeon—Brt<br>99′ 8″ 23′ 5″ 7′ 10″<br>23′ 3″<br>1 dk | Wood TM (249P) | 2 Oil 4SA each 6Cy. 220×280 mm<br>Klöckner-Humboldt-Deutz Kln |
| 503801<br>187607 | **BATEEN**<br>**Abu Dhabi Marine Areas Ltd.**<br>London British | **79**<br>76<br>100 | **✠100A1** SS 9/65<br>oil tanker—portable tanks<br>FP above 150° F. Persian Gulf service<br>EL (a) ⅜″ | **1957**–7 J. W. Cook & Co. (Wivenhoe) Ltd.—Wvn<br>80′ 0″ 18′ 8″<br>75′ 4″ 18′ 0″ 7′ 0″<br>2BH<br>rf nil | Oil Barge<br>1 Ho 45′<br>1Ha (38′×12′) | |
| 540151<br>THJS<br>Esd RT | **BATISS**<br>exRodrigue–63<br>**Soc. Battez & Cie.**<br>Boulogne French | **244**<br>80<br>— | BV | **1962** S.I.C.C. Na.—St.M<br>121′ 0″ 25′ 7″ 11′ 1″<br>105′ 6″ 25′ 5″ 13′ 1″ | M Trawler<br>4 Ha (3½′, 3½′, 3½′×3½′) (3½′×2¾′)<br>Der 1(2) 1(1) | Oil 4SA 6Cy. 305×460 mm<br>750bhp 59t<br>D. & J. Boot "De Industrie" Alp<br>12½k |
| 503803<br>LQYM<br>4560<br>Df Esd | **BATISSA**<br>exEmpire Russell–46<br>**Estrella Maritima S.A. de Navegación y Comercio**<br>Buenos Aires Argentine | **3738**<br>2003<br>5183 | **✠A1** TD4–4/67<br>**oil tanker River Plate service limiting port seawards** Montevideo<br>**✠LMC**<br>MN500 EL v | **1944**–2 Sir J. Laing & Sons Ltd.—Sld<br>343′ 5″ 48′ 4″ 21′ 11¼″<br>335′ 0″ 48′ 0″ 26′ 9″<br>P87′ F33′ 1 dk<br>RW 12BH<br>WB1329t incl. 912t in clean ballast tanks DTf275t | M Tanker Mchy.aft<br>15 Ta<br>L.243401 HeCls. B | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp 478t–9pd<br>Wm. Doxford & Sons Ltd. Sld<br>AuxB 150℔ 12k |
| 503804<br>PCYY<br>Df Esd<br>Gc Rdr<br>RT | **BATJAN**<br>**N.V. Stoomv. Maats. "Nederland"**<br>Amsterdam Netherland | **8789**<br>5045<br>10375 | **✠100A1** SS 9/66<br>lower DTsf&a—molasses<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1640 EL d†2¼″SQ | **1956**–9 N.V. Mch. & Schps. P. Smit, Jr.—Rot<br>476′ 10″ 65′ 8″ 28′ 10″<br>440′ 9″ 65′ 6″ 39′ 6″<br>P31′ F51′ 2 dks, 3rd dk except in aft hold<br>7BH<br>rf 4″ WB3394t incl. DTsa1385t DTsf1325t | M Ref<br>B.535800 In.6922 | Oil 2SA 7Cy. 740×1600 mm<br>8200bhp B&W 1150t<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>AuxB 100℔ e (ex.g) 100℔ 17k |

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| 503805<br>TCWH<br>854<br>Df Esd<br>Gc Rdr | **BATMAN**<br><br>**Deniz Nakliyati T.A.S.**<br>Istanbul Turkish | 13750<br>8714<br>21364 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1860 EL j†2¼"SQ | SS 10/65 | 1956-5 Uraga Dock Co.—Yokosuka<br>582′ 8″ 72′ 5″ 31′ 8¾″<br>551′ 2″ 72′ 2″ 40′ 4″<br>P128′ B42′ F79′ 1 dk<br>RW 14BH<br>rf 6″ WB1666t incl. DTf1408t | S Tanker (8P) Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9300shp<br>Uraga Dock Co. Yokosu<br>2WTB 498lb Spt 483lb hs2277<br>2×310kW 110/440V 60c/s a.c. |
| 503806<br>VMYG<br>196731<br>Esd<br>RTv | **BATMAN**<br><br>**McIlwraith McEacharn Ltd. and Howard Smith Industries Pty Ltd.**<br>Howard Smith Industries Pty Ltd.<br>Melbourne British | 432<br>59<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN216 | SS 11/66 | 1954-10 Mort's Dock & Eng. Co. Ltd.—Syd<br>138′ 8″ 33′ 6″ 15′ 3½″<br>125′ 5″ 32′ 0″ 17′ 4″<br>1 dk<br>R 3BH<br>BK7″ WB152t incl. DTsf100t | S Firefighting Salvage Tug<br><br><br>1 Ha (4½′×7′) | T 3Cy. 17½″ 28½″ & 49″×33″<br>1180ihp<br>Mort's Dock & Eng Co. Ltd.<br>2 SB 200lb hs(4954) 6cf<br>1×15kW 110V d.c. |
| 503808<br>SPEE<br>11067<br>Df Esd<br>Gc Rdr<br>RT | **BATORY**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 14287<br>7923<br>5442 | ✠100A1<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>EL i†2 1/16"SQ | SS 4/65 | 1936-4 C.R.D. Adriatico—Mfl<br>525′ 8″ 70′ 10″ 24′ 9″<br>492′ 10″ 70′ 6″ 37′ 7″<br>B&F485′ Bu280′ 2 dks, 3rd dk fwd & in No. 3 hold aft<br>R 9EH<br>WB1846t incl. DTa207t Tunnel tanks 180t | TM (850P) Ref<br>4 Ho<br>G.160364 B.140279 In.35843<br>4 Ha (13½′×13′) (25¾′×15½′) (16½′, 16½′×15¾′)<br>10W Der 1(25) 10(5) | 2 Oil 2SA each 9Cy. 720×1250 mm<br>12500bhp<br>C.R.D. Adriatico<br>2db 100lb<br>5×980, 980, 980, 980, 400kW 230V |
| 540828<br>LAGB<br><br>Df Esd<br>Rdr RT | **BÅTSFJORD I**<br>exRønstad-66<br>**Båtsfjord Havfiskeselskap A/S**<br>Ålesund Norwegian | 270<br>103<br>— | NV | | 1963 A. M. Liaaen Skips & M/V—Ålesund<br>123′ 1″ 26′ 4″<br>104′ 8″ 26′ 3″ 13′ 0″<br>1 dk & S dk | M Stern Trawler OSD | Oil 4SA 12Cy. 159×203 mm<br>765bhp NE67<br>Caterpillar Tractor Co. |
| 542338<br><br>304719 | **BATSMAN**<br><br>**Bowker & King Ltd.**<br>London British | 217<br>103<br>310 | ✠100A1 ‡<br>oil tanker—FP above 150° F. coasting service between Ipswich & Dover<br>✠LMC<br>MN48 EL (c) | SS 9/68 | 1963-10 R. Dunston (Hessle) Ltd.—Hessle<br>115′ 3″ 24′ 7″ 7′ 8½″<br>110′ 0″ 23′ 6″ 9′ 0″<br>F20′ Trunk51′ 1 dk<br>6BH<br>rf nil WB72t | M Tanker Mchy.aft<br>4 Ta<br>L.3561 HeCls. C<br><br>Der 1(1) | Oil 4SA 8Cy. 6½″×7½″ with<br>coupling & sr reverse gearing<br>240bhp<br>Bergius-Kelvin Co. Ltd.<br>db 100lb<br>1×30kW 220V d.c. |
| 541901<br>TQHB<br><br>Df Esd<br>Pfd Rdr<br>RT | **BATTERIE**<br><br>**Butti & Martin**<br>Concarneau French | 179<br>59<br>— | BV | | 1963 S.I.C.C. Na.—St.M<br>105′ 0″ 23′ 9″ 9′ 4″<br>90′ 0″ 23′ 7″ 11′ 10″ | M Trawler<br><br><br>2 Ha (each 3½′×3½′)<br>Der 1(2) | Oil 4SA 6Cy. 255×300 mm<br>575bhp<br>Etab Duvant |
| 503809<br>MFSX<br>184403<br>Esd Pfd<br>Rdr<br>RTm/v | **BATTERSEA**<br><br>**Central Electricity Generating Board**<br>Stephenson Clarke ~~Ltd.~~ Shipping Ltd.<br>London British | 1777<br>1189<br>2710 | ✠100A1<br><br>✠LMC<br><br>MN230 EL q1½"SQ | ~~SS 10/63~~<br>SS 11/67 | 1951-4 S. P. Austin & Son Ltd.—Sld<br>270′ 6″ 39′ 6″ 17′ 1″<br>257′ 0″ 39′ 4″ 18′ 6″<br>Q158′ B20 F25′ 1 dk<br>R NS 4BH<br>WB935t incl. DTm164t | M Mchy.aft<br>3 Ho 65′, 54′, 49½′<br>B.129000<br>3 Ha (stl) (43′×23′) (38′, 30′×27′)<br>1W | Oil 2SA 8Cy. 360×600 mm<br>1280bhp Sulzer<br>George Clark (1938) Ltd.<br>3×35, 35, 18kW 220V d.c. |
| 526232<br>KAAP<br>247316<br>Df Esd<br>Gc Rdr<br>RT | **BATTLE CREEK**<br>exOlga-66 exJoseph V.-62<br>exHawaiian Traveler-61<br>exPanaman-56<br>exAdrian Victory-51<br>**North East Shipping Corp.**<br>New York United States<br>Now **ST. JOAN** See New Entries No. 7 | 7643<br>4614<br>10775 | AB | | 1945 Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 2″ 28′ 6½″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br><br>rf nil | S<br>5 Ho 57½′, 75′, 78′, 81′, 75′<br>G.523740 B.453210<br>5 Ha (25′, 45′, 36′, 36′, 24′×22½′)<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 503810<br>WARJ<br>248432<br>Df Esd<br>Gc | **BATTLE CREEK VICTORY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7633<br>4615<br>10681 | AB | | 1945 Permanente (Shpyd No. 2)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6½″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 75′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 45′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co<br>2×300kW 240V d.c. |
| 503813<br>PCZG<br><br>Df Esd<br>Gc Rdr<br>RT | **BATU**<br><br>**N.V. Stoomv. Maats. "Nederland"**<br>Amsterdam Netherland | 8838<br>5075<br>10290 | ✠100A1<br>lower DTsf&a—molasses<br>✠LMC<br>✠Lloyd's RMC<br>MN1640 EL d†2¼"SQ | SS 10/67 | 1957-6 Nederl. Dok. & Schps.—Ams<br>476′ 10″ 65′ 8″ 28′ 10″<br>440′ 9″ 65′ 6″ 39′ 6″<br>P31′ F51′ 2 dks, 3rd dk except in aft hold<br>7BH<br>rf 4″ WB3394t incl. DTsa1388t DTsf1326t | M Ref<br><br>G.573217 B.538725 In.6922<br><br>18W Der 2(70) 1(30) 6(3-5-10) 12(3-5) | Oil 2SA 7Cy. 740×1600 mm<br>8200bhp B&W<br>N.V. Mch. & Schps. P. Smit, J<br>AuxB 100lb |
| 503815<br>YBCA | **BATU PUTIH**<br><br>**Perusahaan Negara Garam**<br>Kalianget Indonesian | 285<br>136<br>260 | | | 1953 "Soerabaja" D.D. Maats.—Sba<br>141′ 0″ 24′ 11″ 6′ 7″<br>24′ 9″<br>P39′ F24′ 1 dk | M Mchy.aft<br><br>G.14473 B.13414<br><br>4W Der 4(3) | Oil 4SA 6Cy. 290×380 mm<br><br>Atlas-Imperial D.E. Co. |
| 503816<br>UOWP<br>M-11708 | **BATUMI**<br>exBatum-39<br>exBatumsky Soviet-34<br>**U.S.S.R.**<br>Vladivostok Russian | 6578<br>3431<br>9800 | ✠ | | 1932-1 Odense Staalskibs A/S—Odn<br>424′ 1″ 54′ 8″ 27′ 1½″<br>54′ 6″ 32′ 5″<br>P95′ B37′ F37′ Trunk in wells 1 dk<br>R | M Tanker Mchy.aft<br>16 Ta 1 Ho<br>L.447191<br>1 Ha (15¾′×11½′)<br>4W Der 2(3) 2(2) | Oil 4SA 6Cy. 740×1500 mm<br><br>Burmeister & Wain |

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|---|---|---|---|---|---|---|---|
| 503817<br>JWTZ<br>Df Esd<br>Gc Rdr<br>RT | **BAUMARE**<br>**Skips A/S Baumare**<br>Torvald Klaveness<br>Oslo Norwegian | 22311<br>14099<br>35075 | | AB | 1958 Deutsche Werft A.G.—Ham<br>657' 4" 87' 4" 35' 1¾"<br>625' 0" 87' 0" 46' 0"<br>P147' F71' 1 dk<br>RW<br>rf nil | S Ore Carrier Mchy.aft<br>9 Ho<br>G.1176839<br>9 Ha<br>2W Der 2(20) | 2 S Turb dr geared to sc. shaft<br>9900shp 3713t (o.f)<br>Allgemeine Elec. Ges. Bln<br>14½k |
| 503819<br>JWUJ<br>Df Esd<br>Gc Rdr<br>RT | **BAUNE**<br>**Skips A/S Baumare**<br>Torvald Klaveness<br>Oslo Norwegian | 22311<br>14105<br>34947 | | AB | 1958 Deutsche Werft A.G.—Ham<br>657' 4" 87' 4" ~~35' 1¾"~~ 35' 4½"<br>625' 0" 87' 0" 46' 0"<br>P60' B11' F31' 1 dk<br>RW<br>rf nil | S Ore Carrier Mchy aft<br>9 Ho<br>G.1176839<br>9 Ha<br>2W Der 2(20) | 2 S Turb dr geared to sc. shaft<br>9900shp 3698t (o.f)<br>Allgemeine Elec. Ges. Bln<br>14½k |
| 503820<br>UYPF<br>M-27489<br>Df Esd<br>Gc Rdr | **BAUSKA**<br>Launched as Profesor Huber<br>**U.S.S.R.**<br>Riga Russian | 13269<br>7514<br>18189 | ✠Classed LR until 6/63 | | 1962–1 Stocznia Gdanska—Gdk<br>580' 6" 71' 10" 30' 4"<br>541' 5" 71' 6½" 38' 8"<br>P127' B41' F79' 1 dk<br>RW 11BH<br>rf nil | M Tanker Mchy.aft<br>22 Ta 1 Ho<br>L.886437 G.70630<br>1 Ha (14¾'×11½')<br>7W Der 4(5) 3(3) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>H. Cegielski Poz<br>15¼k |
| 503821<br>JWUI<br>Df Esd<br>Gc Rdr<br>RT | **BAUTA**<br>**Skips A/S Baumare**<br>Torvald Klaveness<br>Oslo Norwegian | 22311<br>14099<br>34970 | | AB | 1958 Deutsche Werft A.G.—Ham<br>657' 4" 87' 4" ~~35' 1¾"~~ 35' 4½"<br>625' 0" 87' 0" 46' 0"<br>P147' F71' 1 dk<br>RW<br>rf nil | S Ore Carrier Mchy.aft<br>9 Ho<br>G.1176839<br>9 Ha<br>2W Der 2(20) | 2 S Turb dr geared to sc. shaft<br>9900shp 3713t (o.f)<br>Allgemeine Elec. Ges. Bln<br>14½k |
| 541902<br>JXWL<br>Df Esd<br>Gc Rdr<br>RT | **BAVANG**<br>**I/S Bulktransport**<br>Torvald Klaveness<br>Oslo Norwegian | 11502<br>5718<br>16231 | | NV | 1963 Deutsche Werft A.G.—Ham<br>491' 11" 70' 2" 30' 5"<br>465' 11" 70' 0" 42' 0"<br>1 dk | M Mchy.aft<br>7 Ho<br>G.743487 B.692598<br>7 Ha (25¼', 46¾', 24½', 44¼', 24½', 46¾', 24½'×35') | Oil 2SA 7Cy. 680×1250 mm<br>7700bhp Sulzer 1125t<br>Masch. Buckau-Wolf Kel<br>3×300kW 440V 60c/s a.c. 15k |
| 660969<br>DIBF<br>Df Esd<br>Gc Rdr<br>RTv | **BAVARIA**<br>**Hamburg-Amerika Linie**<br>Hamburg W. German | 8092<br>4724<br>9744<br>10915<br>6843<br>12346 | | GL | 1966 Blohm & Voss A.G.—Ham<br>539' 8" 72' 9" 28' 6⅛"/31' 11⅞"<br>499' 6" 72' 2" 42' 2"<br>Q85' F89' 2 dks & S dk | M (12P) Ref OSD/CSD<br>5 Ho 53¼', 60¼', 63', 79', 55¾'<br>G.750563 B.679194 In.2641<br>7 Ha (stl) (40'×16½') (40', 40', 55¾', 40'×23') (16½', 16½'×11½')<br>23W Cr 1(3) Der 1(80) 16(5–10) 6(3–5) | Oil 2SA 9Cy. 860×1600 mm<br>18900bhp MAN 2214t (hvf)<br>Blohm & Voss A.G. Ham<br>4×360, 360, 360, 320kW 380V 50c/s a.c.<br>Controllable pitch propeller 21k |
| 503822<br>PKEI | **BAWAKARA ENG**<br>**P.T. Perusahaan Pelajaran Sulawesi Selatan**<br>Djakarta Indonesian | 176<br>86<br>— | | | 1944 .....................Australia<br>*120·0'* 24' 0"<br>... ... ... | TM | 2 Oil each 2Cy. 220×— mm<br>Fairbanks, Morse & Co. Beloit |
| 503823<br>PCZK<br>Df Esd<br>Gc Rdr<br>RT | **BAWEAN**<br>**N.V. Stoomv. Maats. "Nederland"**<br>Amsterdam Netherland | 9525<br>5584<br>11047 | | BV | 1953 Nederl. Dok. & Schps.—Ams<br>494' 2" 64' 8" 28' 2¾"<br>460' 0" 64' 6" 40' 4"<br>P38' B80' F38' 1 dk & S dk | M OSD<br>G.633800 B.598827<br>5 Ha (28'×2½') (36¾', 36¾', 39½', 39½'×24½')<br>16W Der 1(65) 1(40) 4(10) 12(5) | Oil 2SA 10Cy. 780×1400 mm<br>8450bhp 1621t<br>Masch. Augsburg-Nürnberg Aug<br>16k |
| 503824<br>PKGK | **BAWEAN**<br>exRijn–51<br>**Republik Indonesia**<br>P.T. Pelajaran Djawa Kalimantan<br>Djakarta Indonesian | 396<br>191<br>429 | | BV | 1950 Scheeps. "Voorwaarts"—Martenshoek<br>164' 0" 26' 1" 8' 11½"<br>25' 11"<br>1 dk | M Mchy.aft<br>2 Ha (each 41½'×16½')<br>Der 2(2) | Oil 4SA 5Cy. 290×450 mm<br>300bhp<br>Appingedammer Brons. Apg<br>9½k |
| 503825<br>SPFS<br>Df Esd<br>RT | **BAWOL**<br>exFlinkenfleit—<br>**Polish Government**<br>Zarzad Portu Gdansk<br>Gdansk Polish | 151<br>—<br>— | | PR | 1929 A.G. Seebeck—Bmn<br>*91·1'* 23' 0"<br>... ... ...<br>1 dk<br>R | S Tug | T 3Cy. 14⅜" 22½" & 37⅜"×23⅝"<br>700ihp<br>A.G. Seebeck Bmn<br>1×8kW 220V d.c. 10k |
| 503827<br>GHZY<br>302919<br>Df Esd<br>Gc Rdr<br>RT | **BAXTERGATE**<br>**Turnbull Scott Shipping Co. Ltd.**<br>Turnbull, Scott & Co.<br>London British | 6132<br>3207<br>10650<br>8813<br>5124<br>12519 | ✠100A1<br>✠LMC<br>MN1328 | SS 5/66<br>EL c†2⅛"SQ | 1962–3 Burntisland S.B. Co. Ltd.—Bnt<br>470' 0" 62' 0" 26' 8½"/29' 6¾"<br>441' 0" 61' 9" 39' 3"<br>F42' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6" DK fwd WB3360t incl. DTm1404t | M OSD/CSD<br>5 Ho 55', 68½', 41', 29' DT, 54', 63'<br>5 Ha (stl) (31½', 40', 40', 30', 35'×25')<br>Der 1(25) 4(10) 10(5) | Oil 2SA 4Cy. 670×2100 mm<br>6640bhp Doxford<br>Hawthorn Leslie (Eng.) Ltd. Nwc<br>2AuxB 100lb<br>3×240kW 220V d.c. |
| 503828<br>VWRL<br>1052<br>Df Esd<br>Gc RT | **BAY BENGAL**<br>exOlcat-62 exBrigus-55<br>exRockcliffe Park-47<br>Launched as Camp Aldershot<br>**R. Sen & Co.**<br>Calcutta Indian | 2824<br>1663<br>4624 | ✠100A1<br>✠LMC<br>MN207 | SS 2/60<br>EL u | 1943–7 Foundation Maritime Ltd.—Pictou<br>328' 0" 46' 6" 20' 10¼"<br>310' 5" 46' 4" 25' 2"<br>P31' B76' F34' 1 dk, 2nd dk in way of Nos. 1 & 2 holds<br>NS 5BH<br>WB858t | S<br>G.214000 B.195000 | T 3Cy. 20½" 31" & 55"×39"<br>1176ihp (o.f)<br>Dominion Bridge Co. Ltd. Mtl<br>2 SB 200lb hs(3854) 6cf 10k |
| | | | **LAID UP—OVERDUE SPECIAL SURVEY INCOMPLETE 2/64** | | | | |
| 503830<br>MXTK<br>187979<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAY FISHER**<br>**James Fisher & Sons Ltd.**<br>Barrow British | 1289<br>595<br>1550 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN208 | SS 2/67<br>EL n | 1958–6 Ardrossan Dkyd Ltd.—Ard<br>220' 10" 38' 1" 16' 5½"<br>200' 0" 36' 6" 18' 6"<br>Q52' F24' 1 dk<br>RW NS 3BH<br>rf 3" WB361t | M Mchy.aft | Oil 2SA 6Cy. 340×570 mm<br>1040bhp<br>British Polar Engines Ltd. Gls |

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| 503832<br>KWRY<br>254130<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **BAY STATE**<br>exJulia Luckenbach-59<br>exTate-47<br>**States Marine Lines**<br>New York United States | 8162<br>4804<br>11044 | AB | 1944 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 28' 6¼"<br>435' 6" 63' 0" 40' 0"<br>B78' 3 dks<br>RW<br>rf nil | S (12P)<br>5 Ho 67½, 61¾', 70', 70', 72½'<br>G.604670 B.536769<br>5 Ha (stl) (27', 32½', 35', 30', 30' × 19¾')<br>8W Der 1(30) 1(10) 11(5) | 2 S Turb dr geared to sc. shaft<br>6600bhp<br>General Electric Co.<br>3 × 300kW 230V d.c. |
| 651380<br>WV2600<br>298268<br>Esd Pfd<br>Rdr RT | **BAY STATE**<br>**Bay State Trawler Corp.**<br>Boston United States | 212<br>90<br>— | AB | 1965 Sturgeon Bay S.B. & D.D. Co.—<br>Sturgeon Bay<br>124' 1" 23' 6" 11' 0"<br>112' 6" 23' 3" 12' 9"<br>BK6" | M Trawler<br>1 Ho<br>2 Ha | Oil 2SA 8Cy. 8½" × 10"<br>820bhp<br>General Motors Corp. |
| 503834 | **BAYAD**<br>**Misr Petroleum Co.**<br>Egyptian (U.A.R.) | 452<br>234<br>818 | ✠A1 SS 9/64<br>oil tanker—FP above<br>150° F. River and estuary service<br>✠LMC<br>MN63 EL (h)11/12" | 1954-8 G. Brown & Co. (Marine) Ltd.—<br>Grk<br>173' 11" 30' 11"<br>164' 0" 29' 6" 12' 9"<br>1 dk<br>RW 10BH<br>rf nil WB106t incl. DTf53t | S Oil Barge Mchy.aft<br>4 Ta<br>Der 2(2) | C 2Cy. 12" & 24" × 18"<br>380ihp<br>Plenty & Son Ltd.<br>SB 140lb hs(925) 2cf<br>1 × 6kW 110V d.c. |
| 672831<br>UOLN<br>M-22442 | **BAYAN**<br>**U.S.S.R.**<br>Ismail Russian | 464<br>—<br>155 | | 1954 Santierul Naval—Gtz<br>145' 8" 29' 7" 11' 5"<br>14' 6" | TM Tug | 2 Oil 2SA each 6Cy. 300 × 500 mm |
| 503836<br>LAGZ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BAYARD**<br>**Den Norske Middelhavslinje A/S**<br>Fred. Olsen & Co. &<br>Ole R. Thoresen<br>Oslo Norwegian | 2374<br>1177<br>2820 | NV | 1951 Helsingborgs Varfs A/B—Hbg<br>346' 0" 46' 2" 18' 11"<br>314' 0" 46' 0"<br>P75' F31' 1 dk & S dk<br>RW | M (10P) Ref OSD<br>3 Ho 82', 82', 55½'<br>G.181385 B.170105 In.22350<br>5 Ha (26½', 26½', 26½', 26½' × 20')<br>(24½' × 12')<br>10W Cr 1(3) Der 1(12) 8(3-5) | Oil 2SA 8Cy. 520 × 900 mm<br>3000bhp<br>A/B Götaverken<br>3 × 140kW 220V d.c. |
| 642396<br>TMAX<br>Df Esd<br>Rdr RT | **BAYARD**<br>**Union des Remorqueurs de l'Océan**<br>La Rochelle French | 222<br>8<br>— | | 1964 At. & Ch. de La Rochelle-Pallice<br>—LaR-P<br>100' 1" 27' 6" 13' 1"<br>90' 3" 26' 3" 14' 1" | M Tug | Oil 2SA 6Cy. 340 × 570 mm<br>1900bhp Polar<br>Les At. de Provence<br>2 × 70kW 125/140V d.c. |
| 503839<br>DFLF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAYERN**<br>**Cuxhavener Hochseefischerei G.m.b.H.**<br>Cuxhaven W. German | 542<br>215<br>— | GL | 1950 Nordseewerke Emden—Emd<br>172' 0" 28' 4"<br>28' 2" 16' 1"<br>F32' 1 dk<br>RW | S Trawler<br>G.27000<br>1W | T 3Cy. 15½" 25¼" & 41 1/16" × 28¾"<br>850ihp<br>Ottensener Eisenwerk |
| 503840<br>DDRN<br>Df Esd<br>RT | **BAYERN**<br>**Bremen-Vegesacker Fischerei-Ges.**<br>Bremen W. German | 220<br>96<br>— | GL | 1950 Bremer Vulkan—Vgk<br>108' 7" 23' 4" 9' 9"<br>23' 2" 9' 11"<br>Q28' 1 dk<br>RW | M Trawler | Oil 4SA 7Cy. 220 × 330 mm<br>180bhp<br>Masch. Augsburg-Nürnberg |
| 503843<br>VGLW<br>160508<br>Df Esd<br>Gc Rdr<br>RT | **BAYFAIR**<br>exCoalhaven-62<br>**Bayswater Shipping Ltd.**<br>Brockville Canadian | 2362<br>1370<br>— | **BS ✳** Lake SS 4/62<br>Great Lakes & River St. Lawrence service<br>**MBS ✳**<br>CT2206 C27 | 1928-6 Furness S.B. Co. Ltd.—Haverton<br>Hill<br>258' 0" 43' 5" 16' 11½"<br>253' 0" 43' 2" 25' 0"<br>F35' Trunk 145' 1 dk<br>R 3BH<br>WB1250t | S Mchy.aft<br>Self-unloader | T 3Cy. 18" 30" & 50" × 36"<br>1100ihp<br>Earle's S.B. Co. Ltd.<br>2 SB 185lb hs(3450) ND |
| | | | **LAID UP—SURVEYS OVERDUE 4/66** | | | |
| 503844<br>VYMG<br>132745<br>Df Gc<br>Rdr RT | **BAYGEORGE**<br>exGeorge S. Cleet-61<br>exImperial Whitby-51<br>exIocoma-47<br>**Bayswater Shipping Ltd.**<br>Brockville Canadian | 3172<br>2351<br>4564 | ✠100A- Lake SS 7/65<br>Great Lakes & River St. Lawrence service<br>✠LMC<br>MN171 EL (r) | 1912-7 Caledon S.B. & E. Co. Ltd.—Dun<br>*343·8'* 42' 8" 18' 7"<br>42' 6" 25' 6"<br>1 dk, 2nd dk clear of cargo spaces<br>R NS 3BH len & conv tanker 61 len 65<br>rf 6" WB211t | S Mchy.aft<br>Self-unloader | T 3Cy. 16" 24" & 41" × 36"<br>950ihp<br>Caledon S.B. & E. Co. Ltd.<br>SB 180lb hs(2458) 3cf<br>✠NB4/41refitted4/53 ND |
| 503845<br>HOGH<br>Df Esd<br>Gc Rdr | **BAYHORSE**<br>exPhoebus-62<br>exPacific Liberty-54<br>exSamcalia-47<br>Launched as Lorrin A. Thurston<br>**Seatide Shipping Co.**<br>Panama Panamanian | 7188<br>4501<br>10874 | BV<br>✠Classed LR until 10/63 | 1943 California S.B. Corp.—L.An<br>441' 8" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk | S<br>5 Ho 60', 72½', 49¾', 46½', 70'<br>G.563000 B.500000<br>5 Ha (33½', 34¾', 19¾', 34¾', 34¾' × 19¾')<br>Der 10(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3 × 25kW 120V d.c. |
| 503846<br>GTKT<br>186211<br>Df Esd<br>Gc Rdr<br>RT | **BAYLEAF**<br>exLondon Integrity-59<br>**London & Overseas Freighters Ltd.**<br>Secretary of State for Defence<br>London British | 12123<br>6940<br>17930 | ✠100A1 ~~SS 10/68~~<br>oil tanker TD 11/67<br>✠LMC<br>MN1360 EL h†2¾"SQ | 1955-4 Furness S.B. Co. Ltd.—Haverton<br>Hill<br>556' 6" 71' 5" 30' 6"<br>525' 0" 71' 0" 39' 3"<br>P115' B38' F64' 1 dk<br>RW 16BH<br>rf 3¾" WB945t incl. DTf672t | M Tanker Mchy.aft<br>27 Ta<br>L.881917 HeCls. BC | Oil 2SA 6Cy. 670 × 2320 mm<br>6800bhp Doxford<br>N.E. Mar. Eng. Co. Ltd.<br>2AuxB 150lb |

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| 503847<br>KCVS<br>247507<br>Df Esd<br>Gc Rdr | **BAYLOR VICTORY**<br>**United States Department of Commerce**<br>Los Angeles United States | 7607<br>4561<br>10709 | AB | **1945** California S.B. Corp.—L.An<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Allis-Chalmers Mfg Co.<br>2×300kW 240V d.c. | 2882t (o.f)<br>Milwaukee<br>15k |
| 506906<br>MFMD<br>169730<br>Df<br>RTm/h | **BAYMEAD**<br>exChartsman-66<br>exEmpire Boxer-46<br>**Coastal Prospecting Ltd.**<br>Ashmead (Padstow) Ltd.<br>London British | 330<br>146<br>270 | ✠**100A1** SS 6/67<br>sand carrier<br>St. Ives Bay service<br>✠**LMC**<br>EL e | **1944–2** Rowhedge Irn Wks Co. Ltd.—Rowhedge<br>152′ 0″ 30′ 0″ 8′ 10½″<br>141′ 3″ 23′ 6″ 9′ 7″<br>P42′ F22′ 1 dk<br>RW conv tanker 67<br>rf 2″ WB95t | M Sand Suction Dredger Mchy.aft<br>1 Ho 40′ | Oil 2SA 4Cy. 250×420 mm<br>395bhp<br>British Auxiliaries Ltd.<br>2×10 & 5kW 110V d.c. | 15t (d.o)<br>Gls<br>9k |
| 503849<br>XUDA | **BAYON**<br>exBrenda-56 exBaralaba-52<br>exSolskin exNürnberg<br>**Cie. de Commerce et de Navigation du Cambodge**<br>Nation Trading Ltd.<br>Phnom-Penh Cambodian | *998*<br>*557*<br>1458 | Classed LR until 8/64 | **1921** Stettiner Oderwerke—Stn<br>223′ 8″ 33′ 11″ 15′ 3″<br>211′ 3″ 33′ 9″ 16′ 2″<br>P16′ Q53′ B55′ F22′ 1 dk Well dk<br>R | S<br>G.71518 B.68661<br>6W Der 1(10) | T 3Cy. 15¾″ 25$\frac{3}{16}$″ & 41$\frac{3}{16}$″×29½″<br>Stettin Oderwerke | 228t (o.f)<br>Stn<br>9k |
| 503850<br>EDGH<br>Esd | **BAYONA**<br>**Rogelio Calviño Varela and another**<br>Gijon Spanish | 138<br>74<br>— | | **1935** Ast. del Cantabrico—Gjn<br>88′ 7″ 19′ 8″ 12′ 0″<br>19′ 6″<br>R | S Trawler<br>2W | T 3Cy. 7$\frac{3}{16}$″ 11$\frac{9}{16}$″ & 20$\frac{1}{16}$″×14″<br>170ihp<br>Hijos de A. Ojeda | 62t (c)<br>Gjn<br>8k |
| 503851<br>KYIO<br>244128<br>Df Esd<br>Gc | **BAYOU ST. JOHN**<br>**United States Department of Commerce**<br>New Orleans United States | 1117<br>251<br>— | AB | **1943** Pendleton Shipyard Co.—N.Os<br>37′ 7″ 18′ 9″<br>185′ 0″ 37′ 6″ 21′ 5″<br>B&F106′ 2 dks | M Tug | 2 Oil 4SA each 6Cy. 405×510 mm with electro-magnetic slip couplings & sr gearing to sc. shaft<br>2340 bhp<br>Enterprise Eng. Fdry Co. | 566t<br>S.Fo |
| 503852<br>WEXK<br>254012<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **BAYOU STATE**<br>exMary Luckenbach-59<br>exWaukesha-47<br>**States Marine Lines**<br>New York United States | 8162<br>4804<br>11044 | AB | **1944** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 28′ 6⅞″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>RW<br>rf nil | S (12P)<br>5 Ho 67½′, 61¾′, 70′, 70′, 72½′<br>G.604670 B.536769<br>5 Ha (27′, 32½′, 35′, 30′, 30′×19¾′)<br>18W Der 1(35) 2(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 230V d.c. | 1726t (o.f)<br>Lyn<br>15k |
| 516555<br>6ZOF<br>2444<br>Df Esd<br>Gc Rdr<br>RT | **BAYPORT**<br>exItalterra-65<br>exNelson Dingley-47<br>**Lloyd's Africa Ltd.**<br>Monrovia Liberian | 7229<br>4349<br>10874 | AB | **1943** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 1″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | M<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.563764 B.510008<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>12W Der 1(20) 1(15) | Oil 2SA 6Cy. 680×1200 mm<br>3600bhp Emade48fitted53<br>S.A. Fiat S.G.M. | 856t<br>Tur<br>13k |
| 503853<br>VDLG<br>112359<br>Df Gc<br>Rdr RT | **BAYQUINTE**<br>exBayfax-56<br>exFrank C. Osborn-42<br>**Bayswater Shipping Ltd.**<br>Brockville Canadian | 1126<br>572<br>1650 | **BROKEN UP** | **1912** American S.B. Co.—Clv<br>208′ 0″ 37′ 0″ 13′ 0″<br>36′ 10″<br>1 dk<br>R len 42 | S Mchy.aft<br>Self-unloader<br>B.59112<br>4W | C 2Cy. 17½″ & 38½″×30″<br>American S.B. Co. | 70t (c)<br>Clv<br>6½k |
| 503854<br>TCMB<br>5 | **BAYRAKLI**<br>exNew Dagenham-38<br>**Denizcilik Bankasi T.A.O.**<br>Izmir Isletmesi<br>Izmir Turkish | *255*<br>*167*<br>— | ✠Classed LR until 6/38 | **1934–3** Ind. Maats. "De Noord"—Alb<br>130′ 0″ 22′ 1″ 5′ 0″<br>... ... ...<br>R | TM | 4 Oil 4SA each 4Cy. 170×220 mm sr geared to 2 sc. shafts<br>Gebr. Stork & Co. N.V. | Hengelo |
| 671749<br>325745 | **BAYSHELL**<br>**Shell Canada Ltd.**<br>Montreal Canadian<br>For later particulars see New Entries No. 7 | 1072<br>987<br>1740 | **100A1**<br>oil tanker<br>for restricted service<br>Class contemplated | Collingwood Shpyds—Clw<br>200′ 0″ 40′ 2″ 11′ 8″<br>198′ 11″ 40′ 0″ 14′ 4″ | TM Oil Barge Mchy.aft | 2 Oil 4SA each 12Cy. 7″×7¾″<br>Davey, Paxman & Co. Ltd. | Col |
| 652098<br>317377 | **BAYSIDE**<br>**Bamar Marine Co. Ltd.**<br>Nassau British | 352<br>165<br>— | | **1955** Bayside Cons. Co.—Morgan City<br>*136·2′* 30′ 0″<br>... ... ...<br>1 dk | TM | 2 Oil 2SA each 6Cy. 5″×5½″<br>General Motors Corp. | Det |
| 503857<br>187628 | **BAZAM**<br>**Abu Dhabi Marine Areas Ltd.**<br>London British | 84<br>80<br>100 | ✠Class **WITHDRAWN** at Owners' request 2/69 | **1957–8** Clelands (Successors) Ltd.—Wal<br>81′ 9″ 18′ 2″ 6′ 4¾″<br>75′ 9″ 17′ 6″ 7′ 6″<br>NS 2BH<br>rf nil | Barge<br>1 Ho 43′<br>G.4724 B.4215<br>1 Ha (33¼′×12′) | | |
| 503858<br>Df | **BAZTAN**<br>**Cebu-Bohol Ferry Co. Inc.**<br>Philippine | 558<br>248<br>— | | **1944** Wheeler S.B. Corp.—Whitestone<br>*166·3′* 32′ 0″<br>31′ 10″<br>1 dk | TM Mchy.aft | 2 Oil 2SA each 6Cy. 220×265 mm<br>General Motors Corp. | Det |
| 503859<br>UJKB<br>M-16978<br>Df Esd<br>Gc Rdr | **BDITELNIJ**<br>**U.S.S.R.**<br>Petropavlovsk Russian | 1069<br>—<br>510 | | **1958** Valmet O/Y—Åbo<br>201′ 8″ 37′ 9″ 14′ 9″<br>180′ 6″ 37′ 8½″ 18′ 0″ | M Salvage Tug<br>2 Ho<br>G.7840<br>2 Ha<br>2W Der 1(10) 1(2) | Oil 2SA 5Cy. 520×700 mm<br>Masch. Augsburg-Nürnberg | Aug<br>13½k |

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| 672836<br>UHWH<br>M-22235 | **BDITELNIJ**<br>**U.S.S.R.**<br>Odessa Russian | 844<br>240<br>339 | | 1957 .......... Russia<br>208' 7" 31' 2" 15' 1"<br>31' 1" 17' 11" | D-E Whaler | 4 Oil 4SA each 6Cy.<br>connected to elec. motor |
| 541498<br><br><br>Esd RT | **BEAGLE**<br><br>**Secretary of State for**<br>**Defence**<br>British | 152<br>—<br>— | ✠Classed LR until 10/63 | 1963-5 R. Dunston (Hessle) Ltd.—Hessle<br>94' 1" 25' 4"<br>85' 0" 24' 3" 12' 0"<br><br>rf 15" BK6" | TM Tug | 2 Oil 4SA each 8Cy. 8¾"×11½"<br>sr reverse geared<br>Lister Blackstone Mar. Ltd. |
| 503864<br>MPCC<br>180286<br>Df Esd<br>Rdr RT | **BEAMISH**<br>exQueensgarth–49<br>exEmpire Paul–46<br>**France, Fenwick Tyne &**<br>**Wear Co. Ltd.**<br>Newcastle British | 264<br>59<br>— | ✠Classed LR until 2/62 | 1944-9 J. S. Watson (Gainsboro') Ltd.<br>—Gainsboro'<br>113' 5" 26' 8" 12' 3½"<br>105' 0" 26' 6" 13' 6"<br>R | M Tug | Oil 2SA 6Cy. 216×254 mm<br>1400bhp Emade47fitted64<br>General Motors Corp.<br>3×60, 20, 20kW 110V d.c. |
| 503865<br>FNFN<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BÉARN**<br><br>**Société Française de**<br>**Transports Pétroliers**<br>Dunkirk French | 32726<br>16567<br>17450 | AB BV | 1960 Ch. Nav. de La Ciotat—LaCiotat<br>758' 8" 99' 8" 40' 11½"<br>711' 11" 99' 5" 54' 10"<br>P164' F82' 1 dk<br>RW<br>rf 5" | S Tanker Mchy.aft<br>33 Ta<br>L.3409330 HeCls. BC<br>Cr 2(1½) Der 2(7½) 2(2½) | 2 S Turb dr geared to sc. shaft<br>21000shp Parsons 6000t<br>Cie. Electro-Mécanique<br>2×850kW 380V 50c/s a.c. |
| 641749<br>TMSM<br><br>Df Esd<br>Pld RT | **BEARN**<br>**Armement Aubert-Jan**<br>~~Robert J. Frédéric~~<br>La Rochelle French | 220<br>74<br>— | BV<br><br>✠Classed LR until 8/66 | 1964-12 Schps. v/h Jonker & Stans—<br>Hendrik-I-A<br>117' 2" 23' 3" 12' 6"<br>98' 5" 22' 11½" 13' 1"<br>F18'<br>rf 37" BK6" | M Trawler<br><br><br>2 Ha (each 4'×3½')<br>Der 1(5) | Oil 4SA 8Cy. 270×500 mm with<br>coupling & sr reverse gear—<br>speeds<br>580bhp<br>N.V Werkspoor |
| 503867<br>GTRF<br>186269<br>Df Esd<br>Pld Rdr | **BEARWOOD**<br><br>**Wm. France, Fenwick & Co.**<br>**Ltd.**<br>London British | 3395<br>1702<br>4565 | ✠Class **WITHDRAWN**<br>at Owners' request<br>9/68 | 1955-7 Austin & Pickersgill Ltd.—Sld<br>344' 0" 46' 6" 20' 0½"<br>325' 0" 46' 0" 22' 5"<br>Q205' Ba66' F28' 1 dk<br>RW NS 7BH<br>rf 3" WB1612t incl. DTsm334t | S Mchy.aft<br><br>G.222070 B.214110 | T 3Cy. 19" 31" & 54"×39"<br>1450ihp<br>N.E. Mar. Eng. Co. Ltd.<br>2 SB 220lb Spt hs4888 6cf |
| | Now **GIOVANNI TRENTO** See New Entries No. 7 | | | | | |
| 503868<br>PKEK | **BEASO**<br><br>**Republik Indonesia**<br>**P.T. Pelajaran Rakjat Indonesia**<br>Indonesian | 172<br>80<br>160 | | 1947 E. J. Smit & Zoon—Westerbroek<br>121' 8" 23 1"<br>22' 11"<br>F14 | M<br>1 Ho 69¾'<br>G.9778 B.9496<br><br>3W | Oil 4SA 3Cy. 280×400 mm<br><br>Motorenf. "De Industrie" |
| 502414<br>ELOR<br>477<br>Df Esd<br>Gc Rdr<br>RT | **BEATA**<br>exAristea–66 exArie H–62<br>exNational Leader–60<br>exAdmiral Dewey–54<br>exSeagallant–53<br>exRoy K. Johnson–51<br>**Transworld Navigation Co.**<br>**Inc.**<br>Monrovia Liberian | 7210<br>4415<br>10434 | AB<br><br>**BROKEN UP** | 1945 Delta S.B. Co. Inc.—N.Os<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.562608 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 1(50) 1(15) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 641642<br>EEBF<br><br>Df Gc<br>RT | **BEATA TERESA JORNET**<br><br>**Josefa Trujillo Gallana**<br>Vigo Spanish | 168<br>66<br>— | | 1964 Ast. Santodomingo—Vgo<br>103' 4" 22' 3"<br>88' 7" 22' 0½" 11' 6" | M Trawler | Oil 2SA 6Cy.<br>420bhp<br>Alpha-Diesel A/S |
| 651835<br>DNJX<br><br>Esd Rdr<br>RTm | **BEATE**<br><br>**Willi Holm K.G.**<br>Hamburg W. German | 423<br>276<br>1083 | GL | 1965 Büsumer Werft G.m.b.H.—<br>Büsum<br>201' 11" 35' 3" 12' 6½"<br>182' 9" 34' 10" 19' 8"<br>1 dk & S dk | M OSD Mchy.aft<br>2 Ho 63½', 34'<br>G.79400 B.69600<br>2 Ha (stl) (63½', 34'×19¾')<br>Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Masch. Kiel G.m.b.H.<br>3×25kW 220V a.c.<br>Thw. thrust propeller aft |
| 534035<br>DCKD<br><br>Df Esd<br>RT | **BEATE R**<br>exStella Maris–67<br>**Johann Rohden**<br>~~Haren/Ems~~ W. German<br>Emmerich | 299<br>147<br>480 | GL | 1958 Evers-Werft—Niendorf<br>149' 0" 27' 4" 10' 2"<br>131' 3" 27' 3" 10' 10"<br>P33' F16' 1 dk | M<br>1 Ho<br>G.21200 B.19680<br>1 Ha (65½'×16½') | Oil 4SA 6Cy. 295×420 mm<br>300bhp<br>Bohn & Kähler |
| 503871<br><br>155083 | **BEATON**<br><br>**Arrow Lakes Shipping Ltd.**<br>Vancouver Canadian | 104<br>71<br>— | | 1928 A. Bennett—Vcr<br>*74·6"* 17' 0"<br>... ... .... | Wood M Mchy.aft | Oil 4SA 6Cy. 230×305 mm<br>Emade48fitted50<br>Vivian Eng. Works Ltd. |
| 503872<br>JXPJ<br><br>Df Esd<br>Gc Rdr<br>RTv | **BEATRICE**<br><br>**Rederi A/S Mascot & Rederi**<br>**A/S Damp**<br>Arth. H. Mathiesen<br>Oslo Norwegian | 14985<br>8102<br>22140 | NV | 1961 Kieler Howaldtswerke A.G.—Kel<br>563' 7" 73' 10" 33' 8½"<br>534' 9" 73' 6" 46' 7"<br>1 dk | M Bulk Carrier Mchy.aft<br>6 Ho 63', 63', 63', 63', 64', 66'<br>G.1024840<br>6 Ha (stl) (34½'×31½') (41¾', 41¾',<br>41¾', 41¾', 44½'×36')<br>Der 1(5) 1(3) 2(1) | Oil 2SA 7Cy. 780×1400 mm<br>7200bhp MAN<br>Kieler Howaldtswerke A.G.<br>4×220, 220, 220, 95kW |

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|---|---|---|---|---|---|---|
| 513949<br>IQAP<br><br>Df Esd<br>Pfd Rdr<br>RT | **BEATRICE**<br>exMaria Cristina–66<br>exHadiotis–66 exUtgard–62<br>exPoseidon–51<br>exAllenstein–49 exLena<br>exCoblenz exWasserboot II<br>**Emilio Canale**<br>Genoa Italian | 1205<br>690<br>1960 | <br><br>RI | 1913 Schiffb. Unterweser—Bhn<br>257′ 10″ 34′ 5″ 14′ 5½″<br>233′ 9″ 34′ 2½″ 17′ 3″<br>P50′ F29′ 1 dk | M Mchy.aft<br>3 Ho<br><br>len 52 | Oil 4SA 6Cy. 320×450 mm<br>700bhp NE52<br>Klöckner-Humboldt-Deutz Kln<br>10k |
| 508043<br>WA3910<br>252077<br>RT | **BEATRICE LEWIS**<br>exValoil–66 exCorporal–63<br>exNed Moran–53 exCorporal–51<br>**Philadelphia Tugs Inc.**<br>Philadelphia United States<br>Now **THOMAS F. DREW** See New Entries No. 7 | 142<br>65<br>— | | 1941 Equitable Eqpt Co.—Madisonville<br>*75·9′* 23′ 2″<br>77′ 2″ 23′ 0″ 10′ 4″<br>1 dk<br>BK2½″ | M Tug | Oil 4SA 8Cy. 320×380 mm<br>600bhp 69t<br>National Supply Co. Springfield |
| 503877<br>MFJL<br>129112<br>Rdr | **BEATRICE MAUD**<br><br>**R. A. Sully & L. G. Strevens**<br>London British | 102<br>76<br>170 | | 1910 A. White—Sittingbourne<br>*88·1′* 21′ 2″ 7′ 0″<br>21′ 0″ | Wood Aux Spt<br>1 Ho 74′<br>2 Ha (12′, 36′×13′)<br>Der 1 | Oil 4SA 4Cy. 150×230 mm<br>88bhp NE41 2t (d.o)<br>Bergius Co. Ltd. Gls<br>6k |
| 503878<br>WAEG<br>247131<br>Df Esd<br>Gc Rdr | **BEATRICE VICTORY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7638<br>4616<br>10681 | <br><br>AB | 1945 Permanente (Shpyd No. 1)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |
| 503879<br>WA2766<br>239037<br>Df | **BEATRICE & IDA**<br><br>**B. & I. Fishing Corporation**<br>New York United States | 109<br>74<br>— | | 1939 Fred. W. Schultz—N.Yk<br>*88·3′* 20′ 7″<br>… … … | Wood M Fishing Mchy.aft | Oil 4SA 6Cy. 240×375 mm<br>400bhp<br>Klöckner-Humboldt-Deutz Kln |
| 503880<br><br>Df Esd<br>Rc Rdr<br>RTm/h | **BEATRIZ**<br>exMarylin<br>**Inter America de Nav. y Negocios S.A.**<br>Callao Peruvian | 863<br>595<br>659 | | 1944 ......................<br>182′ 0″ 37′ 0″<br>… … …<br>1 dk<br>RW | D-E Ref<br>2 Ho 47′, 49′<br>2 Ha (17′, 18′×14′)<br>Der 2(2) | 2 Oil 4SA each 6Cy. 320×330 mm connected to elec. motors & sc. shaft<br>900bhp (d.o)<br>2×75kW 230V d.c. |
| 503881<br>YXLP<br><br>Gc RT | **BEATRIZ**<br><br>**Terminales Maracaibo C.A.**<br>Maracaibo Venezuelan | 319<br>80<br>— | <br><br>AB | 1961 Burton Construction & S.B. Corp.—Pt.Arthur<br>26′ 6″ 13′ 5⅞″<br>95′ 10″ 26′ 4″ 14′ 5″<br>BK2½″ | M Tug | Oil 2SA 16Cy. 8¾″×10½″<br>1440bhp Emade44fitted61 14t<br>General Motors Corp. Clv |
| 652585<br><br>Esd RT | **BEATRIZ**<br><br>**Francisco Alberdi y Pedro Arbizu**<br>Spanish | 180<br>—<br>— | | 1965 Balenciaga S.A.—Zumaya<br>… … …<br>90′ 3″ 22′ 8″ 12′ 2″<br>1 dk | M | Oil<br>450bhp<br>Cons. Echevarria Bermeo |
| 532801<br>CSAV<br>H451<br>Df Esd<br>RTm | **BEATRIZ REGINE**<br>exSilva Gouveia–67<br>**Sociedade Angolana de Navegacion**<br>Cabinda Portuguese | 550<br>232<br>590 | ✠100A1 SS 5/67<br><br>✠LMC<br><br>MN120 EL i | 1958–2 Cia. União Fabril—Lis<br>183′ 2″ 28′ 9″ 11′ 6″<br>167′ 10″ 28′ 6½″ 12′ 10″<br>Ba60′ F20′ 1 dk<br>R 4BH<br>rf 4″ WB72t | M Mchy.aft<br>2 Ho 48½′, 56′<br>G.29060 B.27436<br>2 Ha (stl) (28¾′×12½′) (28¾′×17′)<br>4W Der 4(2) | Oil 2SA 6Cy. 280×500 mm<br>600bhp (d.o)<br>Burmeister & Wain Cpn<br>2×32kW 110V d.c. 11k |
| 642172<br>LLKK<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BEAU**<br><br>**D/S A/S Avenir, Skibs A/S Beaulieu, Beaufort, Beaumont & Seattle**<br>Biörn Biörnstad & Co.<br>Moss Norwegian | 34465<br>22403<br>59750 | <br><br>NV | 1964 A/S Stord Verft—Lervik<br>775′ 0″ 105′ 11″ 40′ 6″<br>742′ 2″ 105′ 9″ 54′ 6″<br>P144′ F73′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>21 Ta<br>L.2874437 HeCls. BC<br>Der 2(10) 2(5) | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W 4779t (hvf)–62pd<br>A/S Akers M/V Osl<br>3×460, 460, 448kW 450V 60c/s a.c. 16k |
| 503883<br>JXWQ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BEAU GESTE**<br><br>**D/S A/S Avenir, Skibs A/S Beaulieu, Beaufort, Beaumont & Seattle**<br>Biörn Biörnstad & Co.<br>Moss Norwegian | 31331<br>17643<br>49660 | <br><br>NV | 1963 Uddevallavarvet A/B—Udv<br>750′ 1″ 102′ 2″ 38′ 0″<br>717′ 4″ 102′ 0″ 52′ 3″<br>P137′ F86′ 1 dk<br>rf 4″ | S Tanker Mchy.aft<br>21 Ta<br>L.2160060 HeCls. BC<br>Der 2(10) 1(5) | 2 S Turb dr geared to sc. shaft<br>22400shp 4725t (o.f)–115pd<br>Stal-Laval Turb. Co. Skm<br>2×630kW 440V 60c/s a.c. 16k |
| 503884<br><br>163875 | **BEAU LEIGH**<br><br>**F. A. Ashmead & Son Ltd.**<br>Bristol British | 122<br>65<br>170 | | 1937 C. Hill & Sons Ltd.—Brs<br>96′ 1″ 17′ 10″ 7′ 0″<br>17′ 8″<br>Q23′ 1 dk<br>R | M Mchy.aft<br>1 Ho 57′<br>G.9000 B.8200<br>1 Ha (57′×—′) | Oil 4SA 4Cy. 8¾″×11½″<br>Emade48fitted59<br>Lister Blackstone Ltd. Stamford<br>8k |
| 662224<br>LIWT<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BEAUFORT**<br><br>**D/S A/S Avenir, Skibs A/S Beaulieu, Beaufort, Beaumont & Seattle**<br>Biörn Biörnstad & Co.<br>Moss Norwegian | ~~41243~~ 40852<br>~~23604~~ 26309<br>~~70850~~ 71480 | <br><br>NV | 1966 A/B Götaverken—Got<br>785′ 0″ 121′ 2″ ~~40′ 2½″~~ 41′ 9¾″<br>760′ 1″ 121′ 0″ 54′ 0″<br>P164′ F79′ 1 dk<br>rf 2″ | M Tanker Mchy.aft<br>16 Ta<br>L.3027270 HeCls. BC<br>Der 2(10) 2(6) 2(1½) 2(1) | Oil 2SA 9Cy. 850×1700 mm<br>19800bhp 4078t (hvf)–64pd<br>A/B Götaverken Got<br>3×500kW 440V 60c/s a.c. 16k |

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| 670413<br>LJES<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEAUMONT**<br><br>**D/S A/S Avenir, Skibs A/S**<br>**Beaulieu, Beaumont &**<br>**Seattle**<br>Biörn Biörnstad & Co.<br>Moss Norwegian | ~~44243~~ 40850<br>~~23697~~ 25301<br>~~70850~~ 74480 | <br><br>NV | 1966 A/B Götaverken—Got<br>785' 0" 121' 2" ~~40' 0½"~~ 41' 9½"<br>760' 1" 121' 0" 54' 0"<br>1 dk<br>rf 2½" | M Tanker Mchy.aft<br>16 Ta<br>L.3089000 | Oil 2SA 9Cy. 850×1700 mm<br>19800bhp<br>A/B Götaverken |
| 503891<br>CG2105<br>313110<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BEAUPORT**<br><br>**Government of Canada**<br>**(Minister of Transport)**<br>Ottawa Canadian | 813<br>291<br>105 | ✠100A1 ~~Lake SS 10/64~~<br>Great Lakes & Gulf of<br>St. Lawrence service<br>Str. nav. ice Lake SS 4/68<br>✠LMC<br>MN256 EL ǀ | ~~1960-6~~ G. T. Davie & Sons Ltd.—Lauzon<br>167' 6" 35' 7" 9' 0½"<br>154' 10" 34' 0" 16' 7"<br>B53' 1 dk, 2nd dk except in mchy. space<br>4BH<br>rf 12" WB19t | TM Survey Ship (5P)<br>1 Ho 34½'<br><br>1 Ha (7'×6')<br>Cr 1(8) | 2 Oil 2SA each 4Cy. 8½"×10"<br>clutch & dr gearing<br>1280bhp Fairbanks-Morse<br>Canadian Locomotive Co. Ltd.<br>Screwshafts also driven<br>by 2 Electric motors |
| 652241<br>LALX<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BEAUREGARD**<br><br>**D/S A/S Avenir, Skibs A/S**<br>**Beaulieu, Beaufort,**<br>**Beaumont & Seattle**<br>Biörn Biörnstad & Co.<br>Moss Norwegian | 41277<br>23456<br>~~70850~~<br>74480 | <br><br>NV | 1965 A/B Götaverken—Got<br>785' 0" 121' 2" ~~40' 2½"~~ 41' 9½"<br>760' 0" 121' 0" 54' 0"<br>P163' F79' 1 dk<br>rf 2" | M Tanker Mchy.aft<br>16 Ta<br>L.3089052 HeCls. BC<br><br>Der 2(10) 2(6) 2(1½) 2(1) | Oil 2SA 9Cy. 850×1700 mm<br>19800bhp 4078t (hf)<br>A/B Götaverken<br>3×500kW 450V 60c/s a.c. |
| 503892<br>KCVU<br>251508<br>Df Esd<br>Gc Rdr<br>RTm | **BEAUREGARD**<br>exAfoundria–47<br>**Litton Industries**<br>**Leasing Corp.**<br>Wilmington, Del United States | 9016<br>5925<br>7865 | <br><br>AB | 1943 Gulf S.B. Corp.—Chickasaw<br>*450-1'* 72' 1" 25' 0½"<br>444' 2" 72' 0" 40' 2"<br>2 dks<br>rf nil | S<br>5 Ho 50', 78½', 44', 78½', 44½'<br>G.648507 B.573231<br>14 Ha (stl) (36', 36'×18') (36', 36', 36', 36', 36', 36', 36', 36', 36', 36'×25') (36', 36'×18')<br>16W Cr 2(22½) | 2 S Turb dr geared to sc. shaft<br>6500shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 672912<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BEAUVAL**<br><br>**D/S A/S Avenir, Skibs A/S**<br>**Beaulieu, Beaufort,**<br>**Beaumont & Seattle**<br>Biörn Biörnstad & Co.<br>~~Oslo~~ Moss Norwegian | 48429<br>31725<br>85750 | <br>845' 11"<br>NV | 1967 A/B Götaverken—Got<br>~~845' 1"~~ 128' 0" 42' 5"<br>800' 0" 127' 9" 58' 4"<br>P182' Q115' B62' F79' 1 dk | M Tanker Mchy.aft<br>14 Ta<br>L.3695000 HeCls. C | Oil 2SA 9Cy. 850×1700 mm<br>19800bhp 3470t (d.o & hf)<br>A/B Götaverken<br>2×600kW 440V 60c/s a.c. |
| 532736<br>6ZZU<br>2748<br>Df Esd<br>Gc Rdr<br>RT | **BEAVER**<br>exBarkald–67 exSigdal–64<br>exRio Sacramento–59<br>**Beaver Oil Transport Ltd.**<br>Monrovia Liberian | 20741<br>12305<br>33310 | <br><br>AB | 1957 Mitsubishi Hvy Ind. Reorg.—Kob<br>669' 0" 87' 4" 35' 9½"<br>631' 8" 87' 0" 45' 6"<br>P128' B37' F81' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. shaft<br>15000shp<br>Mitsubishi Hvy Ind. Reorg. |
| 503894<br><br>187646<br>RTv | **BEAVER CHIEF**<br>exAustraliё–57<br>**Westminster Dredging**<br>**Co. Ltd.**<br>Toronto Canadian | 629<br>478<br>— | ✠100A1 SS 3/68 ~~SS 6/65~~<br>dredger<br><br><br>EL (j)<br><br><br>~~IN PORT DAMAGED 2/67~~ | 1957–5 Schps. & Mach. "De Klop"—<br>Sliedrecht<br>166' 6" 36' 10" 8' 0½"<br>164' 1" 35' 5½" 13' 0"<br>1 dk<br>4BH<br>rf nil WB84t | Bucket Dredger | <br><br><br>1×50kW 440V 50c/s a.c.<br>1×100kW 220V d.c. |
| 503895<br>HOGI<br><br>Df Esd<br>Gc Rdr<br>RTm | **BEAVER DAM**<br><br>**Beaverdam Tankers Co. Ltd.**<br>Panama Panamanian<br><br>Now **EASTERN EAGLE**<br>See New Entries No. 1 | 15419<br>11094<br>25074 | <br><br>AB | 1963 (Fwd & cargo section) Ch. Reunis<br>Loire-Normandie—Gd.Quevilly<br>1944 (Alt) Alabama D.D. & S.B. Co.—<br>Mob<br>568' 0" 78' 8" 33' 3½"<br>545' 0" 78' 6" 46' 9"<br>P98' 1 dk conv tanker 63<br>rf nil | T-E Bulk Carrier Mchy.aft<br>4 Ho 66½', 98½', 98½', 98½'<br>G 1066921<br>7 Ha (stl) (35', 29½', 29½', 29½', 29½', 29½', 28½'×37') | S Turb 6000shp driving 1 gen.<br>2370V a.c. connected to elec.<br>6600shp (Sy)<br>General Electric Co.<br>2×400kW 450V 60c/s a.c. |
| 503896<br>KWXF<br>245583<br>Df Esd<br>Gc Rdr<br>RTh | **BEAVER STATE**<br>exSouth African Victory–49<br>**States Marine Lines Inc.**<br>New York United States<br><br><br>Now **SILVER EAGLE** See New Entries No. 7 | 7650<br>4628<br>10765 | <br><br>AB | 1944 Oregon S.B. Corp.—Pld<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 2 dks, pt 3rd dk<br>RW<br>rf nil | S (3P)<br>5 Ho 57½', 45', 78', 81', 75'<br>G.567827 B.502220<br>5 Ha (24½', 22½', 34½', 34½', 23½'×22½')<br>12W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>9350shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 230V d.c. |
| 503897<br>KCXG<br>247555<br>Df Esd<br>Gc | **BEAVER VICTORY**<br><br>**United States Department of**<br>**Commerce**<br>Los Angeles United States | 7607<br>4561<br>10714 | <br><br>AB | 1945 California S.B. Corp.—L.An<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Allis Chalmers Mfg Co.<br>2×300kW 240V d.c. |
| 540155<br>GLSH<br>304451<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BEAVERASH**<br>exMimer–63<br>**Canadian Pacific Railway**<br>**Co.**<br>Canadian Pacific Steamships<br>Ltd.<br>London British | 4529<br>2342<br>6020 | NV<br><br>✠Lloyd's RMC | 1958 A/B Ekensbergs Varv—Skm<br>374' 11" 50' 7" 23' 7"<br>344' 6" 50' 6"<br>2 dks<br>RW<br>rf 3" | M Ref CSD Mchy.aft<br>4 Ho 41', 41', 75', 46'<br>In.10489<br>2 Ha (w) (each 32'×22')<br>1 Ha (stl) (50½'×22')<br>1 Ha (w) (32'×22')<br>Der 1(25) 10(5) | Oil 2SA 7Cy. 500×1100 mm<br>3600bhp<br>Burmeister & Wain<br>3×166kW 440V 60c/s a.c. |

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|---|---|---|---|---|---|---|
| 503898<br>MQGG<br>185536<br>Df Esd<br>Rdr<br>RTm/h/v | **BEAVERBANK**<br>**Bank Line Ltd.**<br>**Andrew Weir & Co. Ltd.**<br>Belfast British | **5690**<br>3321<br>8967 | **✠100A1** SS 10/64<br>DTs—oil FP above 150° F.<br>vegetable oil or latex<br>**✠LMC**<br>MN1020 EL b† | **1953–2** Harland & Wolff Ltd.—Bel<br>449′ 6″ 59′ 4″ 26′ 0¾″<br>425′ 7″ 59′ 0″ 38′ 3″<br>P37′ F37′ 1 dk & S dk, 3rd dk fwd of mchy space<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6″ WB4154t incl. DTsf1524t DTm1350t | M Ref OSD<br>4 Ho 56½′, 83′, 32′DT, 32′DT, 32′DT, 32′DT, 26¾′DT, 26¾′DT, 47½′, 68′<br>G.561310 B.505490 In.12360<br>7 Ha (29¼′, 31½′, 28¾′, 13′, 28¾′, 28¾′×22′) (8′×15′)<br>13W Der 1(25) 14(5) 2(3) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>5100bhp B&W 1041t (d.o)<br>Harland & Wolff Ltd. Bel<br>2AuxB (1 o.f 1 ex.g) 100lb<br>4×125, 125, 125, 20kW 220V d.c. 14½k |
| 652242<br>VGKB<br>323008<br>Df Esd<br>Gc Rdr<br>RT | **BEAVERCLIFFE HALL**<br>**Industrial Acceptance Corporation Ltd.**<br>Hall Corporation of Canada<br>Montreal Canadian | **17895**<br>13061<br>26615 | **✠100A1**<br>Great Lakes & River St. Lawrence service<br>**✠LMC**<br>MN1880 EL (o†)2¾″SQ | **1965–10** Davie S.B. Ltd.—Lauzon<br>730′ 3″ 75′ 3″ 26′ 3″<br>709′ 3″ 75′ 0″ 39′ 2″<br>Ba107′ F57′ 1 dk<br>RW NS 8BH<br>rf 3″ WB11336t | M Bulk Carrier Mchy.aft | 4 Oil 2SA each 12Cy. 8⅛″×10″<br>9400bhp Fairbanks, Morse<br>Canadian Locomotive Co. Ltd. Kln<br>& 2 Vee Oil 4SA each 12Cy. 6¼″×8″<br>Caterpillar Tractor Co. Peoria<br>all sr geared to sc. shaft<br>Controllable pitch propeller |
| 503901<br>GKPA<br>304325<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BEAVERELM**<br>exRøga–62<br>**Canadian Pacific Railway Co.**<br>Canadian Pacific Steamships Ltd.<br>London British | **3959**<br>2243<br>5790 | NV<br>**✠Lloyd's RMC** | **1960** Moss Værft & Dokk A/S—Moss<br>355′ 0″ 48′ 8″ 24′ 5¾″<br>331′ 4″ 48′ 6″<br>2 dks<br>RW<br>rf 7½″ | M Ref CSD<br>5 Ho 42′, 48′, 48′, 53′, 55′<br>G.292500 B. 272420 In.10553<br>5 Ha (stl) (21½′, 32½′, 28¼′, 32½′, 23¾′×20′)<br>10W Der 1(16½) 10(5) | Oil 2SA 7Cy. 500×1100 mm<br>3600bhp 500t (d.o)<br>Burmeister & Wain Cpn<br>3×215, 215, 160kW 220V d.c. 14k |
| 503902<br>GHQG<br>302712<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BEAVERFIR**<br>**Canadian Pacific Steamships Ltd.**<br>London British | **4539**<br>2532<br>5924 | **100A1** SS 7/66<br>Ice Class 3<br>**LMC**<br>**✠Lloyd's RMC**<br>MN620 EL w1$\frac{13}{16}$″SQ | **1961** Sarpsborg M/V A/S—Greaker<br>373′ 8″ 50′ 7″ 23′ 4¾″<br>344′ 6″ 50′ 6″ 32′ 1″<br>F40′ 2 dks<br>RW 5BH to U dk 2 to 2nd dk<br>rf 3″ WB875t | M Ref CSD Mchy.aft<br>4 Ho 48′, 68′, 48′, 45′<br>G.306828 B.279678 In.10731<br>4 Ha (stl) (34¼′, 48¼′, 34¼′, 34¼′×22′)<br>10W Der 1(20) 10(5) | Oil 2SA 6Cy. 500×1100 mm<br>3100bhp 494t (d.o)<br>Burmeister & Wain Cpn<br>3×160kW 440V 60c/s a.c. 14½k |
| 651179<br>GRNE<br>307911<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BEAVEROAK**<br>**Canadian Pacific Steamships Ltd.**<br>London British | **6165**<br>3078<br>6855 | **✠100A1**<br>centre tanks amids—oil FP above 150° F.<br>Ice Class 1<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1440 EL z1$\frac{13}{16}$″SQ | **1965–8** Vickers Ltd.—Nwc<br>408′ 2″ 57′ 8″ 26′ 1″<br>376′ 2″ 57′ 0″ 33′ 6″<br>P112′ F93′ 2 dks<br>4BH<br>rf 6″ DK WB1455t | M Ref Mchy.aft<br>3 Ho 50′, 83′, 80′<br>In.20145<br>5 Ha (stl) (31½′×17½′) (62½′, 62½′, 55′, 55′×20′)<br>Cr 1(25) 1(15) Der 6(5) | Oil 2SA 6Cy. 680×1250 mm<br>6500bhp Sulzer (d.o)<br>G. Clark & N.E.M. Ltd. Sld<br>2AuxB (1 o.f 1 ex.g) 100lb<br>4×250kW 440V 60c/s a.c. |
| 503904<br>GJTA<br>304365<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BEAVERPINE**<br>**Canadian Pacific Steamships Ltd.**<br>London British | T.Mk<br>**2877**<br>1250<br>4857<br>**4390**<br>2408<br>**6000** | **✠100A1** SS 1/67<br>Ice Class 2<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN800 EL w1$\frac{13}{16}$″SQ | **1962–10** Burntisland S.B. Co. Ltd.—Bnt<br>371′ 0″ 52′ 9″ 23′ 8¾″<br>345′ 0″ 52′ 7″ 30′ 6″<br>F32′ 2 dks<br>RW 6BH<br>rf 3″ DK fwd WB1295t incl. DTm700t | M Ref<br>4 Ho 51′, 74′, 41′, 65′<br>G.315520 B.289000 In.11333<br>4 Ha (stl) (31½′×20′) (50′, 37½′, 30′×22′)<br>10W Der 1(20) 10(5) | Oil 2SA 6Cy. 600×1040 mm<br>4000bhp Sulzer 396t (d.o)<br>Fairfield S.B. & E. Co. Ltd. Gls<br>2db (1 o.f 1 ex.g) 100lb<br>3×200kW 450V 60c/s a.c. 14k |
| 642389<br>LLJH<br>Rdr RT | **BEBE**<br>**Bukser & Bjergningsselskapet A/S**<br>Oslo Norwegian | **151**<br>—<br>— | NV | **1964** P. Høivolds M/V A/S—Krs<br>88′ 0″ 24′ 9″<br>82′ 4″ 24′ 7″ 11′ 8″ | M Salvage Tug | Oil 4SA 6Cy. 320×450 mm<br>1100bhp (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>2×21, 20kW 220V d.c. |
| 503905<br>133954<br>RT | **BECANCOUR**<br>**Marine Industries Ltd.**<br>Sorel Canadian | **214**<br>84<br>— | **BROKEN UP** | **1914** Dept. Marine & Fisheries—Srl<br>103′ 0″ 22′ 6″<br>… … …<br>1 dk<br>R | S | C 2Cy. 12″ & 24″×18″<br>Pontbriand Co. Ltd. Srl<br>Propellers 1 fwd 1 aft |
| 503906<br>HOOT<br>3913ES<br>Df Esd<br>Pfd Rdr<br>RTm | **BECKY**<br>**Cia. Mar. Virona S.A.**<br>Colon Panamanian | **1792**<br>822<br>3300 | **✠100A1** CS 3/66<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>EL u ptSQ | **1945–11** Lindholmens Varv A/B—Got<br>325′ 10″ 44′ 5″ 18′ 5½″<br>305′ 0″ 44′ 3″ 27′ 2″<br>F79′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB623t | M OSD<br>G.226205 B.202684<br>4 Ha (29½′, 35½′, 29½′, 29½′×19¾′)<br>8W Der 8(5) | Oil 2SA 6Cy. 520×900 mm<br>2230bhp 437t (hvf)<br>A/B Götaverken Got<br>3×75kW 220V d.c. 13k |
| 503907<br>Df Esd | **BECO**<br>exPeco–56<br>**Nicovrama Cia. Nav. S.A.**<br>Panama Panamanian<br>Now **NORTH STAR** (No. 503907) in the Register | **259**<br>117<br>370 | | **1946** Ancas Træskibs.—Arendal<br>119′ 7″ 23′ 6″ 13′ 0″<br>… … …<br>1 dk | Wood M Ref Mchy.aft<br>G.12000<br>2 Ha (each 14¼′×9½′)<br>2W Der 2 | Oil 2SA 6Cy. 280×370 mm<br>400bhp<br>Haldorsen & Sönner Rub<br>2×28, 15kW 220V 50c/s a.c. 9k |
| 680335 | **BEDEQUE**<br>**Fishermen's Loan Board of Prince Edward Island**<br>Charlottetown Canadian<br>For later particulars see New Entries No. 8 | **504**<br>244<br>— | **100A–**<br>stern trawler<br>Class contemplated | Fishermen's Loan Board of P.E.I.—Georgetown, P.E.I.<br>128′ 6″ 28′ 1″<br>110′ 6″ 28′ 0″ 21′ 5″ | M Stern Trawler Mchy.aft | Oil 4SA 8Cy. 250×300 mm<br>A/S Bergens M/V Bgn |
| 670597<br>GVNE<br>309966<br>Df Esd<br>Gc Pfd<br>Rdr | **BEDFORD**<br>**Blandford Shipping Co. Ltd.**<br>London British | **54066**<br>40848<br>~~100000~~<br>103785 | NV | **1967** Sasebo Hvy Ind. Ltd.—Sbo<br>889′ 1″ 128′ 0″ 47′ 0″<br>853′ 3″ 127′11½″ 61′ 0″<br>1 dk | S Tanker Mchy.aft | S Turb dr geared<br>20500shp (o.f)<br>Ishakawajima-Harima Hvy Ind. Yka<br>16¼k |
| 503909<br>VOQM<br>178510<br>Df Esd<br>Pfd Rdr<br>RTh | **BEDFORD II**<br>exGalloway Kent–51<br>**Newfoundland Canada Steamships Ltd.**<br>Halifax Canadian | **1104**<br>811<br>785 | BV | **1943** Collingwood Shpyds Ltd.—Clw<br>208′ 0″ 33′ 0″ 15′ 6″<br>32′ 10″<br>3 dks<br>RW<br>rf 18″ | M<br>3 Ho 33′, 45′, 25′ 4TwD 52′, 60′, 36′, 119′<br>B.71300<br>3 Ha (20′×12′) (22′×14′) (13′×12′)<br>6W Der 6(3) | Oil 4SA 6Cy. 405×510 mm<br>1000bhp 134t (d.o)<br>Enterprise Eng. & Fdry Co. S.Fo<br>1×30kW 220V d.c. 11½k |

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| 503910<br>KTKQ<br>246729<br>Df Esd<br>Gc | **BEDFORD VICTORY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7607<br>4563<br>10681 | AB | 1944 Permanente (Shpyd No. 1)—Richmond<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg. Co.<br>2×300kW 240V d.c. |
| 672837<br>UBFV<br>M-22252 | **BEDOVIJ**<br><br>**U.S.S.R.**<br>Odessa Russian | 844<br>240<br>339 | | 1958 ........................Russia<br>208' 7" 31' 2" 15' 1"<br>31' 1" 17' 11" | D-E Whaler | 4 Oil 4SA each 6Cy. 318×330<br>connected to elec. motor & sc. |
| 650585<br>GNKU<br>304196<br>Df Esd<br>Gc Rdr | **BEECHBANK**<br><br>**Bank Line Ltd.**<br>**Andrew Weir & Co. Ltd.**<br>Glasgow British | T.Mk<br>7355<br>4135<br>12912<br>10116<br>5900<br>~~15000~~<br>15625 | ✠100A1<br><br>✠LMC<br><br>MN1328 EL f †2¼"SQ | 1965–4 Wm. Doxford & Sons (S.B.) Ltd.—Sld<br>508' 4" 67' 3" 27' 6¾"/~~30' 4½"~~ /31' 2¼"<br>473' 2" 67' 0" 40' 8"<br>F44' 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6" WB4486t incl. Tunnel tanks 469t DTmf1734t | M<br>5 Ho 65', 77', 47', 70', 67', 32'DT<br>G.769778 B.703260<br>5 Ha (stl) (33¾' 45', 45', 35', 35'×25')<br>16W Der 1(50) 6(10) 10(6) | Oil 2SA 4Cy. 670×2100 mm<br>6640bhp<br>Wm. Doxford & Sons (Eng.) Ltd.<br>2AuxB 120lb<br>4×250, 250, 40, 5kW 220V d.c. |
| 661993<br>GVVA<br>309789<br>RTv | **BEECHCROFT**<br><br>**Bowker & King Ltd.**<br>London British | 556<br>278<br>820 | ✠100A1<br>oil tanker<br>FP above 150°F. River Tyne–Southampton<br>✠LMC<br>MN108 EL h1"SQ | 1966–11 Appledore S.B. Ltd.—Apl<br>159' 5" 33' 11" 10' 7½"<br>152' 0" 32' 6" 12' 6"<br>Trunk 82' 1 dk<br>9BH<br>rf nil WB192t | M Tanker Mchy.aft<br>5 Ta<br>HeCls. ptC | Oil 4SA 8Cy. 8¾"×11½" sr<br>geared<br>540bhp<br>Blackstone & Co. Ltd.<br>db 150lb<br>2×25, 24kW 110V d.c. |
| 641129<br>MHKS<br>306484<br>Rdr RT | **BEECHGARTH**<br><br>**Rea Towing Co. Ltd.**<br>Liverpool British | 207<br>—<br>— | ✠100A1 SS 10/68<br>tug<br>✠LMC<br><br>MN286 EL (c) | 1964–5 W. J. Yarwood & Sons Ltd.—Northwich<br>102' 1" 28' 3"<br>92' 0" 26' 6" 13' 6"<br>B36'<br>6BH<br>rf 31" BK3" WB46t | M Tug | 2 Oil 4SA each 6Cy. 10½"<br>hydraulic couplings & sr reverse<br>to sc. shaft<br>1430bhp<br>Ruston & Hornsby |
| 503914<br>GVVB<br>187540<br>Df Esd<br>Gc Rdr<br>RT | **BEECHWOOD**<br><br>**John I. Jacobs & Co. Ltd.**<br>London British<br>Now **ULYSSES** (No. 503914) in the Register | 18176<br>10843<br>28735 | ✠100A1 SS 10/65<br>oil tanker<br>✠LMC<br><br>MN1550 EL m†2 11/16"SQ | 1957–3 J. L. Thompson & Sons Ltd.—Sld<br>631' 4" 79' 4" 35' 2½"<br>597' 6" 79' 0" 46' 4"<br>P59' F53' 1 dk<br>RW 17BH<br>rf 4" WB1839t incl. DTf1344t | M Tanker Mchy.aft | Oil 2SA 6Cy. 750×2500 mm<br>7750bhp<br>Wm. Doxford & Sons (Eng.) Ltd.<br>2AuxB 175lb |
| 503915<br>MDJG<br>184300<br>Esd Pfd<br>Rdr<br>RTm/v | **BEEDING**<br>Stephenson Clarke Shipping<br>~~Stephenson Clarke Ltd.~~ Ltd.<br>London British | 1277<br>692<br>1758 | ✠100A1 SS 1/65<br><br>✠LMC<br><br>MN196 EL (n)1 1/16" | 1950–11 Goole S.B. & R. Co. Ltd.—Goo<br>244' 0" 34' 7" 14' 6½"<br>230' 9" 34' 6" 15' 4"<br>P55' Q79' B15' F23' 1 dk<br>RW NS 4BH len 65<br>rf 3" WB556t | M Mchy.aft<br>3 Ho 67½', 54½', 30'<br>G.73987 B.69992<br>2 Ha (stl) (46¾'×21') (63¾' comb.×22½')<br>1W | Oil 6Cy. 340×570 mm<br>980bhp<br>British Polar Engines Ltd.<br>2×38kW 220V d.c. |
| 541499<br><br>304691 | **BEEFEATER**<br><br>**Bowker & King Ltd.**<br>London British<br>Now **BEAUFORT** See New Entries No. 10 | 347<br>185<br>400 | ✠100A1 SS 6/68<br>oil tanker<br>Coasting service between Ipswich and Dover<br>✠LMC<br>MN68 EL f | 1963–9 R. Dunston (Hessle) Ltd.—Hessle<br>150' 4" 28' 7" 8' 5½"<br>142' 0" 27' 6" 9' 6"<br>RFD22' Trunk 77' 1 dk<br>8BH<br>rf nil WB59t | M Tanker Mchy.aft<br>5 Ta<br>Der 1(1) | Oil 4SA 6Cy. 8¾"×11½" with<br>coupling & sr reverse gear<br>337bhp<br>Blackstone & Co. Ltd.<br>2×28kW 110V d.c. |
| 503917<br>4XXL<br>MS121<br>Df Esd<br>Gc Rdr<br>RTm/h | **BEER SHEVA**<br><br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | 5603<br>2926<br>8780<br>8220<br>4820<br>10330 | ✠100A1 SS 7/65<br>DTmf—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1080 EL c† | 1951–3 Bremer Vulkan—Vgk<br>473' 0" 62' 2" 23' 6"/25' 10¾"<br>435' 11" 62' 0" 36' 0"<br>P29' F39' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf nil WB1941t incl. Tunnel tanks 266t DTmf604t | M Ref OSD/CSD<br>5 Ho 43', 67', 70', 75', 60'<br>G.606000 B.556000 In.865<br>5 Ha (stl) (24¾' 42', 47½', 39¾', 25'×20') 1 Ha (w) (9½'×13')<br>18W Der 1(40) 4(5–15) 2(5–10) 8(5) 2(1–5) | Oil 2SA 6Cy. 700×1200 mm<br>5400bhp MAN<br>Bremer Vulkan<br>2WTAuxB (1 o.f 1 ex.g) 100lb<br>3×200kW 440V 60c/s a.c. |
| 503919<br>EBRN | **BEGEDONI**<br><br>**Benito Senande Novo and others**<br>Corunna Spanish | 135<br>80<br>150 | | 1958 Daniel Senande—Corme<br>*82·0'* 22' 0" | Wood M | Oil<br>200bhp |
| 503920<br>EDAA<br><br>Df Esd<br>Gc Rdr | **BEGOÑA**<br>exCastel Bianco–57<br>exCastelbianco–52<br>ex Vassar Victory–47<br>**Cia. Trasatlántica Española S.A.**<br>Barcelona Spanish | 10139<br>5747<br>5275 | **BS** SS 2/67<br><br>**MBS**<br><br>MN1320 CT9385 C40 S35 | 1945 Bethlehem-Fairfield—Bal<br>455' 2" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>7BH<br>WB3892t incl. DTf1648t DTm580t | S (940P)<br>2 Ho 58½', 42¾'<br>G.90656 B.75606 In.8691<br>2 Ha (each 14½'×10½')<br>8W Cr 4(3) Der (4)5 | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2WTB 525lb Spt hs(12<br>4×300kW 220V d.c. |
| 533634<br>HPSM<br>4133-LS<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BEGONIA**<br>exSparreholm–67<br>**Pasalaric Investment Corp.**<br>Panama Panamanian<br>Now **BEGONIA REX** See New Entries No. 6 | *3696*<br>*2001*<br>6350 | ✠100A1 SS 4/65<br>with freeboard<br>Str nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>EL z 2¼" | 1944–7 Kockums M/V A/B—Mmo<br>423' 0" 56' 1" 23' 5"<br>395' 0" 56' 0" 34' 4"<br>1 dk & S dk, intermediate 'tween dks fwd & aft under raised S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 6" WB1508t incl. Tunnel tanks 245t | M (6P) Ref OSD<br>5 Ho 53½', 69¾', 45', 65½', 69¾'<br>G.435575 B.399350 In.21075<br>5 Ha (stl) (25½', 32½', 25½', 32½', 25½'×18')<br>16W Der 1(25) 4(7½) 12(5) | Oil 2DA 6Cy. 720×1200 mm<br>6000bhp<br>Kockums M/V A/B<br>db 80lb<br>3×150kW 230V d.c. |

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| 503922<br>SHCZ<br>9816<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **BEGONIA**<br>**Rederi A/B Svenska Lloyd**<br>Torgeir Christoffersen<br>Gothenburg Swedish | 2574<br>1301<br>—<br>4219<br>2451<br>6175 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN510 | SS 8/67<br>EL w1$\frac{13}{16}$"SQ | 1958–1 A/B Lindholmens Varv—Got<br>364′ 7″ 49′ 2″ 20′ 4¼″/23′ 0¾″<br>335′ 7″ 49′ 0″ 30′ 3″<br>P25′ F34′ 2 dks<br>5BH<br>rf 4″ WB1116t | M (2P) OSD/CSD<br>3 Ho 53¼′, 89¼′, 98½′<br>G.313370 B.290775<br>5 Ha (stl) (each 32′×17¾′)<br>10W Der 1(15) 10(5) | Oil 2SA 7Cy. 520×900 mm<br>2550bhp Götaverken 264t (d.o)<br>A/B Lindholmens Varv Got<br>3×110kW 230V d.c. 12½k |
| 641565<br>ZSMH<br>350394<br>Df Esd<br>Pfd<br>RTm | **BEGONIA**<br>**B. Gelcer & Co. (Pty) Ltd.**<br>Irvin & Johnson Ltd.<br>Cape Town S. African | 340<br>100<br>186 | ✠Classed LR until 5/66 | | 1964–10 Hall, Russell & Co. Ltd.—Abn<br>139′ 9″ 26′ 9″<br>123′ 6″ 26′ 6″ 13′ 9″<br>F23′<br>RW<br>rf 30″ BK 6″ | M Trawler<br>2 Ho 29′, 12½′<br>5 Ha (3′×3½′) (3½′×4½′)<br>(5¼′, 5¼′×3½′) (5′×5′) | Oil 2SA 7Cy. 310×490 mm with hydraulic coupling<br>840bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>2×40, 25kW 110V d.c.<br>Controllable pitch propeller |
| 503923<br>EDHK<br>Esd | **BEGOÑITA**<br>**Juan Rodal Barreiro and others**<br>Vigo Spanish | 156<br>69<br>— | | | 1948 Ast. de T. Ruiz de Velasco—Bbo<br>*87·3′* 20′ 0″<br>… … … | M Trawler | Oil 2DA 6Cy. 240×345 mm<br>375bhp (d.o)<br>Burmeister & Wain Cpn<br>11k |
| 503924 | **BEHULA**<br>**U.S.S.R.**<br>Archangel Russian | 289<br>114<br>— | | | 1953 Sören Larsen—Nykőbing<br>*116·1′* 26′ 6″<br>… … … | Wood M | Oil 2SA 5Cy. 230×400 mm<br>Frederikshavns Jernst. & Msk. Fkn |
| 503925<br>LESH<br>Rdr RT | **BEIARN**<br>**Saltens D/S**<br>Bodő Norwegian | 109<br>42<br>— | | | 1951 A/S Pusnes M/V—Arendal<br>88′ 8″ 19′ 1″ 8′ 11½″<br>… … … len 56 | M Mchy.aft | Oil 2SA 4Cy. 280×320 mm<br>240bhp NE67<br>Wichmann Mtrf Rub |
| 503926<br>RT | **BEIHAN**<br>exHalfaya–55<br>exSeaforth–51<br>exEmpire Seaforth–47<br>**Abdul Razak Mohamed Saleh Al Haddad**<br>Dubai Iraq | 519<br>291<br>412 | ✱Classed BC until 4/63 | | 1945–3 S.B. Corp. Ltd.—Nwc<br>148′ 2″ 27′ 1″ 10′ 0¼″<br>140′ 4″ 27′ 0″ 18′ 0″<br>2 dks | M Mchy.aft<br>G.30192 B.28154<br>2W | Oil 4SA 6Cy. 255×330 mm with sr reverse gear 27t<br>Nat. Gas & O. Eng.Co Ashton/Lyne<br>8k |
| 503927<br>PDCM<br>Df Esd<br>Rdr<br>RTm/v | **BEIJERLAND**<br>**Scheepv. & Steenkolen Maats. N.V.**<br>Rotterdam Netherland | 479<br>192<br>607 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN150 | SS 10/67<br>EL I | 1957–9 T. van Duijvendijk's Schps.—Lekkerkerk<br>211′ 6″ 31′ 10″ 10′ 10¾″<br>198′ 2″ 31′ 6″ 18′ 1″<br>1 dk & S dk<br>Coll & mchy. BHs to Sdk 2 to 2nd dk<br>RW<br>rf 4″ WB187t | M Ref OSD Mchy.aft<br>2 Ho 31′. 84′ 2 TwD 29′, 82′<br>G.43260 B.38493 In.8987<br>2 Ha (16¼′×10¾′) (71′×21½′)<br>4W Der 4(3) | Oil 4SA 6Cy. 390×680 mm<br>750bhp 70t (d.o)<br>N.V. Werkspoor Ams<br>3×40, 40, 20kW 110V d.c. 12k |
| 541500<br>XPRZ<br>Df Esd<br>Rdr<br>RTh | **BEINIR**<br>**P/f Kimbil**<br>Poul Hansen<br>Thorshavn Faroese | 315<br>126<br>— | | NV | 1963 Hatlø Verksted A/S—Ulsteinvik<br>125′ 8″ 24′ 7″ 11′ 11¾″<br>110′ 0″ 24′ 6″ 12′ 6″<br>1 dk | M Fishing Mchy.aft<br>2 Ho 15′, 33′<br>3 Ha (stl) (3¾′×3¾′) (5¼′, 5¼′×4½′)<br>Der 1(4) | Oil 2SA 6Cy. 240×400 mm<br>480bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>1×30kW 220V 50c/s a.c. |
| 503928<br>311875<br>Df Esd<br>Rdr<br>RTh | **BEINIR**<br>**Government of Canada (Minister of Economic Development for the Province of Newfoundland and Labrador)**<br>St. John's, Nfl Canadian | 201<br>129<br>— | | NV | 1957 Hatlös M/V—Ulsteinvik<br>118′ 4″ 22′ 11″<br>107′ 0″ 22′ 8″ 11′ 7″ | M Trawler<br>2 Ho 7½′, 37¼′<br>3 Ha (stl) (3′×3¾′) (6¾′, 6¾′×5½′) | Oil 2SA 5Cy. 230×400 mm<br>350bhp B&W (d.o)<br>Alpha-Diesel A/S Fkn<br>2×16 & 5kW 220V a.c.<br>Controllable pitch propeller |
| 541903<br>CSAC<br>h489<br>Df Esd<br>Gc Rdr<br>RT | **BEIRA**<br>**Cia. Nacional de Navegação**<br>Lisbon Portuguese | 8701<br>4962<br>12232 | ✠100A1<br>DTma & DTf—veg. oil<br>✠LMC<br>✠Lloyd's RMC<br>MN2050 | SS 6/67<br>EL g†2$\frac{3}{16}$"SQ | 1963–5 Hull built by Arsenal do Alfeite—Alfeite<br>Cmpl. by Nederl. Dok & Schps.—Ams<br>530′ 9″ 69′ 11″ 28′ 0¾″<br>480′ 6″ 69′ 9″ 41′ 6″<br>P27′ F43′ 1 dk & S dk, 3rd dk except in<br>Coll BH to S dk 6 to 2nd dk No. 5 hold<br>rf 6″ WB3238t incl. Tunnel tanks 359t DTma973t DTf894t | M (12P) Ref OSD<br>6 Ho 65¼′, 34′, 28¾′, 79′, 31½′, 39½′<br>In.17668<br>6 Ha (stl) (31¼′, 42′, 42′, 42′, 42′, 4½′×23¾′)<br>Der 1(60) 1(30) 2(10) 16(5) | Oil 2SA 8Cy. 750×1600 mm<br>10250bhp (hvf)<br>Gebr. Stork & Co. Hengelo<br>AuxB 100lb<br>3×250kW 230V |
| 503929<br>OWBB<br>Df Esd<br>Gc Rdr<br>RT | **BEIRA**<br>**A/S Det Østasiatiske Kompagni**<br>Copenhagen Danish | T.Mk<br>6611<br>3782<br>9330 | ✠100A1<br>DTsm—oil FP above 150° F. veg. oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>MN2000 | SS 7/68 ~~SS 6/68~~<br>EL d†2$\frac{5}{16}$"SQ | 1958–8 Burmeister & Wain—Cpn<br>498′ 1″ 63′ 9″ 26′ 1¾″<br>456′ 0″ 63′ 6″ 38′ 3″<br>F90′ 2 dks, 3rd dk in holds<br>6BH to U dk 1 to 2nd dk 1 to 3rd dk<br>rf 4″ DK fwd WB3165t incl. DTsm1478t | M Ref Mchy.aft<br>G.640750 B.571600 In.8100<br>20W Der 1(60) 1(20) 10(5) 10(3) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp 1467t<br>Burmeister & Wain Cpn<br>2AuxB (1 o.f 1 ex.g) 100lb 17½k |
| 503932<br>ECAT<br>Df Esd<br>RT | **BEIZAMA**<br>**Pedro Otaegui Malcorra**<br>San Sebastian Spanish | ~~326~~ 388<br>~~136~~ 241<br>— | | BV | 1952 Ast. de T. Ruiz de Velasco—Bbo<br>*115·4′* 24′ 4″<br>… … …<br>1 dk | M Fishing Mchy.aft<br>2 Ha (each 3½′×3½′) | Oil 4SA 8Cy. 295×420 mm<br>700bhp 120t<br>La Maquinista Terrestre y Mar. Bcl<br>11k |
| 672868 | **BEK-TASH**<br>**U.S.S.R.**<br>Russian | 685<br>280<br>610 | | | 1952 Stocznia im. Komuny Paryskiej—Gdy<br>189′ 1″ 29′ 7″ 13′ 10″<br>170′ 10″ 29′ 6″ 15′ 8″<br>1 dk | M<br>2 Ho<br>G.37400<br>2 Ha (each 33¾′×13′)<br>4W Der 4(3) | Oil 4SA 8Cy. 315×450 mm<br>640bhp<br>Lang Eng. Works Bdp<br>10k |

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| 503934<br>PKBD | **BEKAKA**<br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | **193**<br>75<br>70 | ✠Classed LR until 9/58 | **1953-8** De Hoop Gebr. Boot—Leiden<br>125′ 4″ 21′ 5″ 6′ 7½″<br>115′ 1″ 21′ 4″ 9′ 8″<br>B & F48′ 1 dk<br>RW | M<br>2W | Oil 4SA 6Cy. 270×500 mm<br>N.V. Werkspoor |
| 503935<br>SPGD<br>Esd RT | **BEKAS**<br>**Polish Government**<br>P.P.D. I U.R. "Gryf"<br>Szczecin Polish | **159**<br>58<br>98 | PR | **1952** Stocznia Polnocna—Gdk<br>106′ 10″ 22′ 1″<br>12′ 0″<br>RW | M Trawler | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Buckau-Wolf<br>3×66, 18 & 6kW 115/330V d.c. |
| 503937<br>YTEA<br>Df Esd<br>Gc Rdr<br>RTh | **BELA KRAJINA**<br>**Splosna Plovba**<br>Koper Yugoslav | **13152**<br>8972<br>18400 | BV JR | **1961** Brodogradiliste Uljanik—Pla<br>569′ 5″ 72′ 9″ 29′ 9½″<br>530′ 0″ 72′ 6″ 41′ 6″<br>1 dk<br>RW<br>rf 3″ | M Bulk Carrier (7P) Mchy.aft<br>4 Ho each 95½′<br>7 Ha (stl) (52¾′, 31½′, 42½′, 31½′, 42½′, 31½′, 52¾′×28½′)<br>Cr 5(3) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W<br>Brodogradiliste Uljanik<br>3×250kW 440V 60c/s a.c. |
| 509123<br>SVQO<br>Df Esd<br>Rdr | **BELAIR**<br>exDobrota-66<br>exMarianne J. Nimtz-60<br>exMarianne-52<br>**Mareste Cia. Nav. S.A.**<br>Greek<br>Now **SEA BRIGHT** See New Entries No. 1 | **2828**<br>1595<br>4249 | JR | **1950** Howaldtswerke A.G.—Kel<br>328′ 5″ 43′ 6″ 20′ 5½″<br>43′ 4″ 25′ 11″<br>F15′ 2 dks<br>RW | S CSD<br>G.213077 B.186451<br>10W Der 1(15) | C 4Cy. (2) 14 1/16″ & (2) 31½″×3<br>turb<br>1200ihp<br>Howaldtswerke A.G. |
| 525281<br>Esd Rdr<br>RTm/h | **BELAMA**<br>exNinikoria-66<br>**British Solomon Islands Protectorate**<br>*Honiara* British Solomon Islands | **285**<br>137<br>153 | ✠Classed LR until 4/67 | **1958-12** H.Kg & Whampoa Dk Co. Ltd.—H.Kg<br>126′ 10″ 26′ 9″ 8′ 0½″<br>113′ 9″ 26′ 0″ 9′ 6″<br>F18′ 1 dk<br>RW<br>rf 5″ | TM Mchy.aft<br>1 Ho 49½′<br>1 Ha (19½′×10′)<br>Der 2(5) | 2 Oil 4SA each 8Cy. 5½″×7¾″<br>reverse coupling & sr gearing<br>288bhp<br>L. Gardner & Sons Ltd.<br>2×24kW 220V d.c. |
| 616821<br>JXCB<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELANTHONY**<br>exJalanthony-64<br>Launched as Anthony<br>**Skibs A/S Igadi**<br>Georg Vefling<br>Tönsberg Norwegian | **6841**<br>4530<br>7775 | NV | **1959** Sarpsborg M/V A/S—Greåker<br>429′ 7″ 55′ 5″ 25′ 7½″<br>399′ 0″ 55′ 3″ 39′ 4″<br>P149′ F85′ 2 dks<br>len 65 | M CSD<br>5 Ho 39½′, 60¾′, 70½′, 59′, 46′<br>G.473220 B.421960<br>5 Ha (stl) (38½′, 45′, 45′, 42¾′, 29½′×20′)<br>10W Cr 3(5) Der 3(5) | Oil 2SA 6Cy. 620×1400 mm<br>5400bhp<br>Burmeister & Wain<br>3×200kW 220V d.c. |
| 503938<br>CSJB<br>h377<br>Df Esd<br>Gc Rdr | **BELAS**<br>**Sociedade Geral de Comercio Industria e Transportes**<br>Lisbon Portuguese | **4448**<br>2615<br>7069 | ✠**100A1** SS 7/65<br>with freeboard DTsm—<br>vegetable oil<br>✠**LMC**<br>EL z1 1/16″SQ | **1949-3** Wm. Doxford & Sons Ltd.—Sld<br>425′ 2″ 53′ 10″ 23′ 5½″<br>400′ 5″ 53′ 5″ 34′ 0″<br>F38′ 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2326t incl. DTm1127t | M (12P) OSD<br>5 Ho 61′, 79′, 34′, 65′, 68′<br>G.445000 B.400000<br>5 Ha (29½′×20′) (30′, 30′, 30′, 30′×20′)<br>Der 1(25) 10(5) | Oil 2SA 4Cy. 600×2000 mm<br>3300bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120lb<br>2×25kW 110V d.c. |
| 671335<br>LZGT | **BELASITZA**<br>**Bulgarian United Co. of Shipbuilding & Shipping**<br>Varna Bulgarian<br>For later particulars see New Entries No. 1 | **6071**<br>3174<br>9570 | 100A1<br>Class contemplated | Hakodate Dock Co. Ltd.—Hak<br>413′ 5″ 57′ 10″ 24′ 7½″<br>387′ 2″ 57′ 9″ 33′ 6″ | M Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Mitsui Zosen |
| 640463 | **BELBECK**<br>**U.S.S.R.**<br>Russian | **1211**<br>448<br>— | | **1961** "Gheorghiu Dej" Shipyd—Bdp<br>229′ 7″ 32′ 10″<br>32′ 8″<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 8Cy. 216×310 mm<br>Ganz Waggon & Eng. Wks |
| 503939<br>LNRI<br>Df Esd<br>Gc Rdr<br>RTm/h | **BELBETTY**<br>**Belships Company Ltd. Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian | **3984**<br>2990<br>~~5100~~<br>6160 | ✠**100A1** SS 4/66<br>with freeboard<br>Str. nav. ice<br>✠**LMC**<br>EL v | **1949-1** Burmeister & Wain—Cpn<br>343′ 4″ 51′ 2″ ~~23′ 0½″~~ 25′ 9½″<br>314′ 11″ 51′ 0″ 32′ 1″<br>F37′ 2 dks<br>RW 3BH to S dk 1 to 2nd dk<br>rf 6″ WB1755t incl. DTsf476t DTsa240t | M CSD Mchy.aft<br>2 Ho 40½′, 161½′<br>G.303010 B.270473<br>3 Ha (37½′, 37½′×23′) (78′×23′)<br>6W Cr 1(125) 1(40) Der 2(10) 4(5) | Oil 2SA 5Cy. 500×1100 mm<br>1800bhp<br>Burmeister & Wain<br>AuxB 71lb<br>3×80kW 220V d.c. |
| 661635<br>LHVV<br>Df Esd<br>Gc Rdr<br>RT | **BELCARGO**<br>**Belships Company Ltd. Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian | **11469**<br>6747<br>17500 | NV | **1966** A/S Fredrikstad M/V—Fks<br>543′ 6″ 67′ 7″ 30′ 5½″<br>500′ 0″ 67′ 6″ 40′ 0″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 760×1500 mm<br>7500bhp Götaverken<br>A/S Fredriksstad M/V |
| 503941<br>FNEP<br>Df Esd<br>Rdr RT | **BELEM**<br>exRadbod-57<br>**Union Industrielle & Maritime**<br>Rouen French<br>Now **REGINA** See New Entries No. 5 | **1196**<br>504<br>1705<br>**1972**<br>1059<br>2825 | BV | **1954** Gutehoffnungshütte A.G.—Walsum<br>286′ 6″ 39′ 5″<br>... ... ...<br>P52′ F28′ H20′ 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>G.133084 B.119864<br>2 Ha (each 63′×19½′)<br>8W Der 1(15) 4(3-5) 4(3) | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>2520bhp<br>Masch. Augsburg-Nürnberg |
| 503943<br>EDCM<br>Df Esd<br>RT | **BELESAR**<br>**José Luis Barreras Bolibar y Hermanos**<br>Vigo Spanish | **208**<br>101<br>— | BV | **1960** Hijos de J. Barreras S.A.—Vgo<br>109′ 11″ 20′ 0″ 10′ 11½″<br>97′ 8″ 19′ 10″ 13′ 0″<br>RW | M Trawler<br>2 Ha | Oil 4SA 6Cy. 260×350 mm<br>330bhp Werkspoor<br>Hijos de J. Barreras S.A. |

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| 503944<br>JWLD<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELEVELYN**<br>**Belships Company Ltd.**<br>**Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian | 6520<br>3439<br>6868 | **✠100A1** SS 9/67<br>~~Str. nav. Ice.~~<br>**✠LMC**<br>MN680 EL z1⅛"SQ | 1957-6 N.V. Schps "De Hoop"—Lobith<br>407′ 5″ 59′ 0″ 23′ 4¾″<br>372′ 1″ 58′ 8½″ 33′ 4″<br>P85′ B38′ F59′ 2 dks<br>RW 5BH<br>rf 6″ WB1209t | M Mchy.aft<br>2 Ho 101½′ 119½′<br>G.422640 B.376930<br>2 Ha (89½′, 100½ × 24′)<br>10W Cr 1(140) Der 2(15) 6(5) | Oil 2SA 6Cy. 700×1200 mm<br>3400bhp MAN 829t (hvf)<br>Bremer Vulkan Vgk<br>3×150kW 220V d.c 13k |
| 503945<br>LARR<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELFAST**<br>**Belships Company Ltd.**<br>**Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian | 12744<br>7269<br>19400 | NV | 1955 Harland & Wolff Ltd.—Gls<br>573′ 8″ 73′ 0″ 30′ 9¼″<br>541′ 0″ 39′ 3″<br>P143′ 1 dk<br>RW<br>rf 4″ | M Tanker Mchy.aft<br>27 Ta<br>L.920000 | Oil 2SA 6Cy. 750×2000 mm<br>6500bhp 1350t (hvf)<br>Harland & Wolff Ltd. Gls<br>2×265kW 110V d.c. 14k |
| 503946<br>LPAF<br>665<br>RTm/h | **BELFAST**<br>exHamburgo-41<br>**Flota Argentina de**<br>**Navegacion Fluvial**<br>Buenos Aires Argentine | 1507<br>859<br>1825 | | 1930 A. & J. Inglis Ltd.—Gls<br>287′ 9″ 43′ 2″ 12′ 0″<br>43′ 0″<br>P37′ B46′ F21′ 1 dk<br>RW | TM<br>4 Ho 39¼′, 59′, 59′, 59′<br>G.78000 B.77000<br>4 Ha (each 28′×16′)<br>Der 2(5) 6(3½) 1(1) | 2 Oil 4SA each 6Cy. 400×750 mm<br>1180bhp 74t (d.o)<br>Harland & Wolff Ltd. Gls<br>2×99, 66kW 220V d.c. 11k |
| 503948<br>LAIW<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **BELFRI**<br>exFrance Stove-62<br>**Belships Company Ltd.**<br>**Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian<br>Now **PHILEMON** See New Entries No. 9 | 16468<br>9776<br>24715 | NV | 1951 Harland & Wolff Ltd.—Bel<br>623′ 4″ 78′ 6″ 32′ 7¼″<br>78′ 2″ 42′ 6″<br>P116′ B42′ F66′ 1 dk<br>RW<br>rf 4″ | M Tanker Mchy.aft<br>27 Ta<br>L.1190223 HeCls. BC | Oil 2SA 7Cy. 750×2000 mm<br>7500bhp B&W 2066t (hvf)-26pd<br>Harland & Wolff Ltd. Bel<br>3×75kW 110V d.c. 14k |
| 503949<br>MWVP<br>184939<br>Df Esd<br>Pfd Rdr<br>RTv | **BELGAUM**<br>exPrince Philip-61<br>**Abunda Fishing Co. Ltd.**<br>Grimsby British | 577<br>210<br>— | **✠100A1** SS 8/68 ~~SS 9/64~~<br>trawler<br>**✠LMC**<br>MN216 EL v1¼″ | 1956-4 Cook, Welton & Gemmell Ltd.—Bev<br>*165·4′* 30′ 3″<br>160′ 11″ 30′ 0″ 15′ 3″<br>Q86′ F28′<br>RW 4BH<br>rf 30″ BK 8″ WB7t | M Trawler<br>1 Ho 48′<br>2 Ha (w) (each 3¾′×2½′)<br>2 Ha (stl) (each 13¼′×3¾′)<br>Der 3(2) | Oil 4SA 8Cy. 15″×18″<br>1080bhp (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>db 100lb<br>3×40kW 220V d.c. |
| 503951<br>Df Esd<br>Pfd Rdr<br>RT | **BELGIAN LADY**<br>**"Noordvisserij" S.A.**<br>"Zeehandel" S.A.<br>Ostend Belgian | 414<br>140<br>— | | 1960 Béliard, Crighton & Cie.—Ost<br>164′ 1″ 28′ 6″<br>147′ 8″ 28′ 2½″ 15′ 3″<br>P64′ B21′ F30′<br>RW<br>rf 6½″ | M Trawler | Oil 4SA 8Cy. 320×450 mm<br>122t<br>Klöckner-Humboldt-Deutz Kln<br>14k |
| 503952<br>OXDG<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BELGIAN REEFER**<br>**J. Lauritzen**<br>Esbjerg Danish | 4684 ~~4871~~<br>2566<br>5700 | **✠100A1** SS 1/68 ~~SS 7/68~~<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1620 EL b†2⅜″SQ | 1958-7 Aalborg Værft A/S—Abg<br>434′ 7″ 59′ 3″ 25′ 10¾″<br>400′ 3″ 59′ 0½″ 37′ 5″<br>F48′ 2 dks & S dk, 4th dk in Nos. 1 & 2 holds 'tween dks for light cargoes only<br>Coll BH to S dk 5 to 2nd dk<br>rf 3″ WB1504t incl. DTf98t | TM (12P) Ref OSD<br>4 Ho 77′ 55½′, 65′, 70′<br>In.241940<br>4 Ha (stl) (21¼′, 23¾′, 21¼′, 21¼′×16½′)<br>8W Der 8(5) | 2 Oil 2SA each 7Cy. 500×1000 mm<br>8100bhp 1250t (hvf)<br>Burmeister & Wain Cpn<br>2 db (ex.g) 100lb<br>4×340kW 220V d.c. 18k |
| 503953<br>OPMF<br>Df Esd<br>Rdr | **BELGIAN SAILOR**<br>**Zeevissch. & Handelsmaats.**<br>**Zeehandel**<br>Ostend Belgian | 165<br>66<br>— | | 1947 Béliard, Crighton & Cie.—Ost<br>131′ 3″ 24′ 3″ 13′ 6″<br>24′ 1″<br>F15′ | M Trawler<br>1 Ho | Oil 4SA 6Cy. 270×360 mm<br>NE58 42t<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| 503954<br>Df Esd<br>Rdr | **BELGIAN SKIPPER**<br>**Zeevissch. & Handelsmaats.**<br>**Zeehandel**<br>Ostend Belgian | 343<br>125<br>— | | 1952 Beliard, Crighton & Cie.—Ost<br>158′ 3″ 26′ 11″ 14′ 5″<br>144′ 3″ 26′ 6″ 14′ 9″<br>F21′<br>RW | M Trawler<br>1 Ho | 2 Oil 2SA each 8Cy. 195×330 mm geared to sc. shaft 125t<br>Klöckner-Humboldt-Deutz Kln<br>14k |
| 503955<br>OYTG<br>Df Esd<br>Gc Pfd<br>Rdr | **BELGIEN**<br>exCap Ray-62<br>exBelgien-62<br>**A/S Det Dansk-Franske D/S**<br>E. Hahn-Petersen<br>Copenhagen Danish | 3654<br>1837<br>6236 | **✠100A1** SS 3/67 ~~SS 3/63~~<br>DTm—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN860 EL y1⅞″SQ | 1954-1 Helsingör Skibs & Msk.—Hsg<br>411′ 10″ 53′ 8″ 22′ 6½″<br>375′ 7″ 53′ 6″ 33′ 6″<br>F90′ 1 dk & S dk Spar dk in No. 1 hold & 'tween dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB1090t incl. Tunnel tanks 155t | M Ref OSD<br>G.396313 B.361000 In.35530<br>10W Der 1(30) | Oil 2SA 8Cy. 620×1150 mm<br>4300bhp B&W 857t<br>Helsingör Skibs & Msk. Hgk<br>AuxB 100lb 14½k |
| 503956<br>SVDE<br>1302<br>Df Esd<br>Gc Rdr | **BELGION**<br>exLestris-55<br>**Hellenic Lines Ltd.**<br>P. G. Callimanopulos (Gen. Manager)<br>Piræus Greek | 2025<br>847<br>3020 | ~~✠100A1~~ ~~SS 9/65~~<br>~~with freeboard~~<br>~~✠LMC~~<br>✠Class **WITHDRAWN** ~~EL†~~<br>Reported defects<br>3/9/68 | 1946-7 Hall, Russell & Co. Ltd.—Abn<br>308′ 0″ 43′ 8″ 19′ 3″<br>43′ 6″ 28′ 3″<br>F63′ 1 dk & S dk<br>R Coll BH to S dk 4 to 2nd dk<br>WB507t | S OSD<br>5 Ho 34′ 44′, 26′, 46′, 42′<br>G.210000 B.191000<br>4 Ha (w) (14½′, 30½′, 16½′ 22½′×18¼′)<br>1 Ha (stl) (20½′×18¼′)<br>Der 2(20) 4(5) 1(3) | T 3Cy. 20½″ 34½″ & 56″×42″<br>1700ihp (o.f)<br>Rankin & Blackmore Ltd. Grk<br>3 SB 220lb Spt hs(6912) 6c<br>2×20, 18kW 110V d.c. 12k |
| | **DAMAGED BY STRANDING 4/68—TO BE BROKEN UP** | | | | | |
| 670183<br>JRHS<br>99866<br>Df Esd<br>Gc Pfd<br>RT | **BELGIUM MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | 8858<br>4961<br>10500 | NK | 1966 Kawasaki Dkyd Co. Ltd.—Kob<br>*467·5′* 69′ 1″ 29′ 1″<br>459′ 4″ 68′ 11″ 41′ 0″<br>1 dk | M Ref<br>6 Ho<br>G.581282 B.537138<br>6 Ha (27′×17¼′) (39½′, 39½′, 39½′, 36¾′, 6½′×24½′)<br>20W Der 2(25) 10(10) 6(5) | Oil 2SA 8Cy. 700×1200 mm<br>10000bhp MAN 1371t<br>Kawasaki Dkyd Co. Ltd. Kob<br>3×300kW 445V a.c. 18¾k |
| 503957<br>KWCY<br>245445<br>Df Esd<br>Gc | **BELGIUM VICTORY**<br>**United States Department of Commerce**<br>Portland, Or United States | 7608<br>4551<br>10678 | AB | 1944 Oregon S.B Corp.—Pld<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp 2882t (o.f)<br>Westinghouse Elec. & Mfg. Co. Pbc<br>2×300kW 240V d.c. 16k |

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| **503958**<br>UKKJ<br>M-22240 | **BELGOROD**<br><br>**U.S.S.R.**<br>Odessa Russian | **8229**<br>3942<br>11770 | | **1957** ……………………Russia<br>447' 4" 63' 1" 27' 10½"<br>62' 10" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430×8<br><br>Skoda |
| **661194**<br><br><br>1 | **BELGOROD**<br>**DNESTROVSKY**<br>**U.S.S.R.**<br>Odessa Russian | **11011**<br>5761<br>12819 | | **1965** ……………………Russia<br>510' 6" 67' 9" 29' 10"<br>67' 7" 40' 6"<br>2 dks | M Ref | Oil 2SA 7Cy. 740×1600 mm<br>7200bhp B&W<br>Bryansk Eng. Wks |
| **640442**<br>UGPO<br>M-26386 | **BELGRAD**<br><br>**U.S.S.R.**<br>Odessa Russian | **32841**<br>16387<br>49370 | | **1964** Admiralteiski Shpyd—Len<br>756' 3" 101' 9" 37' 9"<br>101' 6" 50' 6"<br>1 dk | S Tanker Mchy.aft<br>20 Ta<br>L.1898206<br><br>Der 2(2–5) | S Turb<br>1900shp |
| **680097**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BELGRANO**<br><br>**Partenreederei m.s.**<br>**"Belgrano"**<br>Rudolf A. Oetker<br>Hamburg W. German | ~~45300~~ 15119<br>~~0800~~ 9221<br>23000 | <br><br>GL | **1967** Kieler Howaldtswerke A.G.—Kel<br>613' 2" 75' 0" 32' 5½"<br>575' 2" 74' 5½" 46' 7"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 860×1600 mm<br>12250bhp<br>Kieler Howaldtswerke A.G. |
| **540156**<br>ONBN<br>A538<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELGULF ENTERPRISE**<br><br>**Belgulf Tankers S.A.**<br>Antwerp Belgian | *12541*<br>*7237*<br>— | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1700 EL h†2¾"SQ | **1962–12** Kawasaki Dkyd Co. Ltd.—Kob<br>561' 0" 71' 2" 30' 1"<br>524' 11" 70' 10½" 39' 9"<br>P125' F67' 1 dk<br>14BH<br>rf 6" WB433t | S Tanker Mchy.aft<br>28 Ta<br>L.842352 HeCls. B | 2 S Turb dr geared to sc. sh<br>8500shp 1932<br>Kawasaki Dkyd Co. Ltd.<br>2WTB 690lb Spt 850° F. 633<br>sg 121lb |
| **503961**<br>ONBO<br>A470<br>Df Esd<br>Gc Rdr<br>RT | **BELGULF GLORY**<br><br>**Belgulf Tankers S.A.**<br>Antwerp Belgian | *12018*<br>*6934*<br>18000 | ✠100A1 SS 10/67<br>oil tanker<br>✠LMC<br><br>MN1640 EL h†2¾"SQ | **1959–9** Furness S.B. Co. Ltd.—<br>Haverton Hill<br>556' 5" 71' 5" 30' 6"<br>525' 0" 71' 0" 39' 3"<br>P115' B38' F64' 1 dk<br>RW 14BH<br>rf 4" WB1458t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. sh<br>8200shp<br>Richardsons Westgarth (Hd<br>2WTB 495lb Spt 750° F. 465<br>sg 150lb |
| **503962**<br>ONBP<br><br>Df Esd<br>Gc Rdr<br>RT | **BELGULF PROGRESS**<br><br>**Belgulf Tankers S.A.**<br>Antwerp Belgian | *12018*<br>*6934*<br>18000 | ✠100A1 SS 9/67<br>oil tanker<br>✠LMC<br><br>MN1640 EL h†2¾"SQ | **1959–4** Furness S.B. Co. Ltd.—<br>Haverton Hill<br>556' 5" 71' 5" 30' 6"<br>526' 0" 71' 0" 39' 3"<br>P115' B38' F64' 1 dk<br>RW 14BH<br>rf 3" WB477t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. sh<br>8200shp<br>Richardsons Westgarth (Hd<br>2WTB 495lb Spt 750° F. 465<br>sg 150lb |
| **503963**<br>ONBQ<br>A532<br>Df Esd<br>Gc Rdr<br>RT | **BELGULF STRENGTH**<br><br>**Belgulf Tankers S.A.**<br>Antwerp Belgian | *12544*<br>*7229*<br>— | ✠100A1 SS 12/67<br>oil tanker<br>✠LMC<br><br>MN1700 EL h†2¾"SQ | **1962–8** Kawasaki Dkyd Co. Ltd.—Kob<br>561' 1" 71' 2" 30' 1"<br>524' 11" 70'10½" 39' 8"<br>P125' F67' 1 dk<br>14BH<br>rf 6" WB433t | S Tanker Mchy.aft<br>28 Ta<br>L.842352 HeCls. B | 2 S Turb dr geared to sc. sh<br>8500shp 1932<br>Kawasaki Dkyd Co. Ltd.<br>2WTB 690lb Spt 850° F. 633<br>sg 121lb |
| **503964**<br>ONBR<br>A531<br>Df Esd<br>Gc Rdr<br>RT | **BELGULF UNION**<br><br>**Belgulf Tankers S.A.**<br>Antwerp Belgian | *12539*<br>*7244*<br>17757 | ✠100A1 SS 4/67<br>oil tanker<br>✠LMC<br><br>MN1700 EL h†2¾"SQ | **1962–4** Kawasaki Dkyd Co. Ltd.—Kob<br>561' 1" 71' 2" 30' 1"<br>524' 11" 70'10½" 39' 9"<br>P125' F67' 1 dk<br>14BH<br>rf 6" WB433t | S Tanker Mchy.aft<br>28 Ta<br>L.842352 HeCls. B | 2 S Turb dr geared to sc. sh<br>8500shp 1932<br>Kawasaki Dkyd Co. Ltd.<br>2WTB 690lb Spt 850° F. 633<br>sg 121lb |
| **527956**<br>YTUM<br><br>Df Esd<br>Rdr RT | **BELI**<br>exPlatak-67 exWiril-61<br>**Losinjska Plovidba**<br>~~Mali Losinj~~ Yugoslav<br>Rijeka | **935**<br>359<br>— | ✠100A1 SS 8/66<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>MN280 EL o<br>JR | **1938–11** Öresundsvarvet A/B—Lkr<br>236' 0" 35' 7" 15' 2½"<br>222' 10" 35' 6" 22' 6"<br>B42' F24' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB357t | M Ref OSD<br><br>G.96000 B.86000 In.5000 | 2 Oil 2SA each 4Cy. 340×5<br>electro-magnetic slip cou<br>gearing to sc. shaft<br>1400bhp<br>Atlas-Diesel<br>db 80lb |
| **540157**<br>YTLW | **BELI**<br>exBar-62 exMorava-47 exSava<br>**Jadranska Linijska Plovidba**<br>**(Adriatic Lines)**<br>Kotor Yugoslav | **160**<br>81<br>— | Classed LR until 1/51 | **1898** Lloyd Austriaco—Tri<br>139' 2" 17' 7"<br>… … …<br><br>R | S | T 3Cy. 10½" 16½" & 27½"×3<br><br>Plenty & Sons Ltd. |
| **503965**<br>IKQS<br>517<br>Rdr RT | **BELICE**<br><br>**"RAMA" Cia. di**<br>**Navigazione S.p.A.**<br>Palermo Italian | **741**<br>568<br>— | <br><br>RI | **1961** I.N.M.A.—Spz<br>223' 11" 31' 3" 9' 0½"<br>211' 7" 31' 2" 11' 2"<br>1 dk | TM Tanker Mchy.aft<br>5 Ta<br>L.57952 | 2 Oil 4SA each 8Cy. 220×3<br>620bhp<br>Klöckner-Humboldt-Deu |
| **670866**<br>FNUN<br><br>Df Esd<br>Rdr RT | **BELIER**<br><br>**Entreprise des Travaux**<br>**Petroliers Maritimes de**<br>**Marseille**<br>Djibouti French | **350**<br>9<br>35 | <br><br>BV | **1967** At. & Ch. de La Rochelle-Pallice<br>—La R-P<br>130' 2" 32' 2" 15' 1"<br>117' 1" 29' 10" 15' 3"<br>1 dk | M Tug Mchy.aft | Oil 4SA 8Cy. 400×580 m<br>2450bhp<br>Klöckner-Humboldt-Deu |

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| 503967<br>194231 | **BELINA**<br>**Luigi Benedet**<br>Vancouver Canadian | 138<br>94<br>— | | **1951** A. C. Benson Shpyd Ltd.—Vcr<br>*77·5'* 23' 1"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 6Cy. 265×305 mm<br>Enterprise Eng. & Fdry Co. S.Fo |
| 503968<br>JWZC<br>Df Esd<br>Gc Rdr<br>RTv | **BELINDA**<br>**Rederi A/S Mascot**<br>Arth. H. Mathiesen<br>Oslo Norwegian | 7207<br>3932<br>11490<br>9818<br>5646<br>13505 | NV | **1958** Kieler Howaldtswerke A.G.—Kel<br>515' 8" 64' 2" 26' 11½"/29' 8⅜"<br>472' 6" 64' 0" 39' 5"<br>P45' B96' F52' 1 dk & S dk | M OSD/CSD<br>5 Ho 65 , 71', 38½', 79', 74¼'<br>G.728978 B.671200<br>5 Ha (stl) (32¼'×25') (43', 43', 43', 43'×25')<br>14W Der 1(30) 1(15) 14(5) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp MAN 1370t (hvf)<br>Kieler Howaldtswerke A.G. Kel<br>3×200kW 450V 60c/s a.c. 15¾k |
| 535116<br>GXGE<br>334624<br>Df Esd<br>Gc Rdr<br>RT | **BELINDA**<br>exTalabot-67<br>**Shun Cheong Steam Nav. Co. Ltd.**<br>London British | 6158<br>4040<br>9875 | **✠100A1** SS 7/64<br>with freeboard<br>DTm & tunnel side tanks —oil FP above 150° F. or vegetable oil<br>**✠LMC**<br>EL d†2$\frac{3}{16}$"SQ | **1946-11** Eriksbergs M/V A/B—Got<br>478' 8" 61' 1" 27' 0¼"<br>444' 11" 61' 0" 41' 6"<br>P43' F48' 1 dk & S dk, 3rd dk fwd of mchy. space<br>Coll BH to S dk 5 to 2nd dk<br>WB2801t incl. Tunnel tanks 316t DTm866t | M OSD<br>5 Ho<br>G.682000 B.611000<br>5 Ha (28¾', 34', 34', 34', 34'×18')<br>17W Der 1(25) 2(5) 16(3) | Oil 2SA 9Cy. 740×1400 mm<br>6642bhp B&W 1284t<br>Eriksbergs M/V A/B Got<br>✠ndb9/61-114lb e (ex.g) 100lb 16k |
| 503970<br>SLPO<br>10369<br>Df Esd<br>Gc Rdr<br>RTm/h | **BELINDA**<br>**Tore Ulff A/B**<br>Stockholm Swedish | 496<br>297<br>910 | NV | **1963** Søviknes Skips A/S—Syvikgrend<br>203' 7" 31' 1" 12' 1½"<br>181' 6" 31' 0" 13' 3"<br>P51' F36' 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.42207 HeCls. C | Oil 4SA 6Cy. 320×450 mm<br>800bhp 73t (d.o)-2¾pd<br>Klöckner-Humboldt-Deutz Kln<br>3×50, 50, 12kW 220V 50 d.c. 11¾k |
| 503971<br>UIWN<br>M-22288 | **BELINSKY**<br>**U.S.S.R.**<br>Kaliningrad Russian | 3170<br>1225<br>1301 | | **1958** ....................Russia<br>277' 10" 46' 0" 18' 3"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57387<br>4 Ha<br>6W Der 2(5) 2(3) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>13k |
| 503972 | **BELINSKY**<br>**U.S.S.R.**<br>Russian | 1092<br>546<br>— | | **1955** ....................E. Germany | M | Oil |
| 503449<br>SZNI<br>2695<br>Df Esd<br>Gc Rdr<br>RT | **BELIO F**<br>exBaldur-65<br>**Franachil Cia. Naviera S.A.**<br>Greek | 6067<br>3047<br>10374<br>8111<br>4937<br>— | AB | **1952** Nordseewerke Emden—Emd<br>473' 1" 58' 7" 26' 0½"/28' 2"<br>445' 3" 58' 6½" 37' 6"<br>F41' 1 dk & S dk<br>RW<br>rf 4" | M OSD/CSD<br>5 Ho<br>G.592125 B.535076<br>5 Ha<br>10W Der 10(5) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp 748t<br>Masch. Augsburg-Nürnberg Aug<br>13k |
| 503974<br>JXUH<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BELISLAND**<br>**Belships Company Ltd. Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian | 10862<br>5295<br>~~15624~~<br>16860 | NV | **1963** Harland & Wolff Ltd.—Gls<br>535' 7" 65' 10" 28' 7½"<br>500' 0" 65' 6" 39' 0"<br>P130' F46' 1 dk | M Bulk Carrier Mchy.aft<br>6 Ho 57', 58 , 59', 59', 59', 58'<br>6 Ha (stl) (33¾'×29') (35', 35', 35', 35', 35'×32')<br>12W Der 6(8) | Oil 2SA 6Cy. 620×1400 mm<br>6000bhp 1000t (hvf)<br>Harland & Wolff Ltd. Bel<br>3×220kW 440V 60c/s a.c. 14k |
| 642137<br>LDQH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELITA**<br>**Reidar Röds Rederi A/S**<br>Reidar Röd<br>Tönsberg Norwegian | 10296<br>5795<br>15800 | NV | **1965** Burmeister & Wain—Cpn<br>500' 1" 65' 8" 29' 3"<br>470' 0" 65' 6" 40' 9"<br>1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>6 Ho<br>G.740000 B.706000<br>6 Ha (38', 37¼', 37¼', 37¼', 37¼' 37¼'×31½')<br>Cr 6(8) | Oil 2SA 6Cy. 620×1400 mm<br>6550bhp 1165t<br>Burmeister & Wain Cpn<br>3×200kW 220V 60c/s a.c. 14¾k |
| 542636<br>UDVN<br>M-27502<br>Df Esd<br>Gc Rdr<br>RT | **BELITSK**<br>**U.S.S.R.**<br>Odessa Russian | 10658<br>6236<br>14512 | ✠Classed LR until 12/65 | **1963-7** Burmeister & Wain—Cpn<br>526' 1" 69' 9" 31' 9"<br>486 3" 69' 6" 41' 9"<br>F105' 2 dks<br>rf 4" | M<br>5 Ho<br>G.720740<br>5 Ha (52¾', 52¾'. 52¾'×32¾') (35¾'×26¼') (36'×32¾')<br>Cr 6(5) | Oil 2SA 6Cy. 840×1800 mm<br>12600bhp<br>Burmeister & Wain Cpn<br>17½k |
| 540158<br>159917 | **BELIZEAN STAR**<br>exReina-63<br>**Honduran Trading Co.**<br>Belize British | 243<br>173<br>— | | **1953** Philadelphia Naval Shpyd—Phl<br>*137·0'* 24' 0"<br>23' 10"<br>1 dk | Wood TM | 2 Oil each 8Cy. 6½"×7"<br>General Motors Corp. Clv |
| 503978<br>LAPX<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELKARIN**<br>**Belships Company Ltd. Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian | 6550<br>3474<br>6868 | ✠100A1 ~~SS 7/64~~<br>~~Str. nav. ice~~ SS 12/68<br>**✠LMC**<br>MN640 EL z ptSQ | **1954-4** N.V. Schps. "De Hoop"—Lobith<br>407' 5" 59 0" 23' 4¾"<br>370' 9" 58' 9" 33' 4"<br>P85 F59' 2 dks<br>RW NS in holds 5BH<br>rf 6" WB1209t | M ~~CSD~~ Mchy.aft<br>2 Ho 101½', 119½'<br>G.422643 B.376930<br>2 Ha (89¼'. 100½'×24')<br>8W Cr 1(140) Der 2(15) 6(5) | Oil 2SA 7Cy. 615×1155 mm<br>3200bhp 816t<br>Gebr. Stork & Co. N.V. Hengelo<br>3×150kW 220V d.c. 13k |
| 503979<br>LCMS | **BELL**<br>**Torbjørn Torgersen**<br>Ålesund Norwegian | 138<br>53<br>— | NV | **1917** Kristiansands M/V—Krs<br>*110·4'* 19' 4"<br>... ... ...<br>1 dk<br>R len 30 | M Fishing | Oil 2SA 4Cy. 230×400 mm<br>NE51<br>Frederikshavns Jernst. & Msk. Fkn |

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| 501763<br>EIWR<br>400557<br>Df<br>RTm | **BELL CONCORD**<br>exAnglobel-67 exWansbeck-61<br>**Concord Shipping Co.**<br>Dublin Irish Republic | 806<br>421<br>1197 | ✠100A1 SS 1/65<br>✠LMC<br>MN151 EL k | 1953-5 Bodewes Scheeps.—Martenshoek<br>210' 0" 32' 1" 13' 3"<br>166' 5" 32' 0" 17' 8"<br>P47' Q70' F29' 1 dk<br>RW NS 3BH<br>WB319t | M Mchy.aft<br>2 Ho 60', 67½'<br>G.57000 B.52500<br>2 Ha (43½', 48½'×18')<br>2W Der 2(3) | Oil 4SA 7Cy. 330×600 mm<br>755bhp<br>N.V. Werkspoor<br>2×12kW 110V d.c. |
| 671177<br>DAGV<br>Df Esd<br>Gc Rdr<br>RT | **BELL VALIANT**<br>Launched as Bernd Becker<br>**Partenreederei m.s. "Bell Valiant"**<br>Arnold Becker<br>Hamburg W. German | 499 T.Mk<br>~~333~~ 500<br>— 333<br>~~1100~~<br>1133 | GL | 1967 J. J. Sietas Schiffsw.—Ham<br>244' 2" 42' 9" 11' 8"<br>219' 5" 42' 8" 19' 4"<br>F23' 1 dk & S dk | M OSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz |
| 661177<br>DGKH<br>10830<br>Df Esd<br>Gc Rdr<br>RTm/v | **BELL VANGUARD** T.Mk<br>**Jürgen Heinrich Breuer K.G.**<br>Hamburg W. German | 499<br>329<br>1204 | GL | 1966 J. J. Sietas Schiffsw.—Ham<br>244' 11" 12' 4"<br>219' 10" 41' 0" 21' 0"<br>F26' 1 dk & S dk | M ~~OSD~~ Mchy aft<br>1 Ho 157½' 1 TwD 160'<br>G.94700 B.88600<br>2 Ha (stl) (each 63'×27') | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>3×48, 48, 24kW 400/231V 50c/s a.c. |
| 670867<br>DGJW<br>Df Esd<br>Gc Rdr<br>RTm | **BELL VENTURE**<br>Launched as Anke<br>**Jonny Winter**<br>Hamburg W. German | 499<br>333<br>1153 | GL | 1967 J. J. Sietas Schiffsw.—Ham<br>244' 11" 42' 9" 12' 5"<br>219' 2" 42' 8" 19' 4"<br>F23' 1 dk & S dk | M OSD Mchy.aft<br>2 Ho 59', 98½'<br>G.94000 B.87600<br>3 Ha (stl) (41½'×25½')<br>(41½', 41½'×34') | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Atlas-Mak Masch.<br>3×60, 60, 30kW 320V d.c. |
| 535563<br>HPRN<br>Df Esd<br>Gc Rdr<br>RT | **BELLA**<br>exTento-64<br>exRönnskär-56<br>**Suasam S.A.**<br>Panama Panamanian | *597*<br>*237*<br>790 | ✠100A1 TD 11/66<br>with freeboard<br>Str. nav. Ice<br>✠LMC<br>MN170 EL I | Lch. 1943 Cmd. 1945-7 Öresundsvarvet A/B—Lkr<br>208' 0" 31' 7" 11' 10½"<br>194' 8" 31' 2" 19' 4"<br>1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB216t | M OSD<br>G.71000 B.64000 | Oil 2SA 6Cy. 340×570 mm<br>850bhp<br>Atlas-Diesel |
| 510431<br>LFWQ<br>Rdr | **BELLA**<br>exEngene-65<br>**Gerhard G. Notland**<br>Haugesund Norwegian | 154<br>71<br>— | NV | 1930 Holmens Verft—Risör<br>102' 3" 19' 2" 9' 3½"<br>94' 2"<br>1 dk<br>R len 65 | M Mchy.aft | Oil 2SA 6Cy. 180×300 mm<br>232bhp NE34<br>Atlas Diesel A/B |
| 503981<br>IUDX<br>867 | **BELLA MARIA**<br>exLuigino M.-54<br>exSardina-52<br>~~Salvatore Todaro~~<br>Trapani Italian<br>**Francesco Maccorerta** | 121<br>88<br>— | RI | 1944 Cant. Nav. Istria—Capodistria<br>84' 8" 23' 0"<br>74' 6" 22' 7" 11' 2"<br>1 dk | Wood M<br>1 Ho | Oil 4SA 4Cy 215×310 mm<br>110bhp Emade46fitted—<br>S.A. Ansaldo |
| 503982<br>EDZV | **BELLA OTERO**<br>**Julian Garcia Gonzalez**<br>Vigo Spanish | 262<br>153<br>— | | 1961 Manuel Places Piñeiro—Boiro<br>*108·2'* 24' 11"<br>... ... ...<br>1 dk | Wood M | Oil<br>400bhp |
| 503983<br>JXRP<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELLAMI**<br>**Skibs A/S Oiltank**<br>Georg Vefling<br>Tönsberg Norwegian | 10900<br>5885<br>15950 | NV | 1962 Kockums M/V A/B—Mmo<br>492' 1" 66' 2" 30' 0"<br>468' 0" 65' 0" 41' 8"<br>1 dk | M Bulk Carrier Mchy.aft<br>6 Ho 57½', 57½', 65½', 39½', 59', 46'<br>6 Ha (stl) (34½', 40½', 48½', 28½', 45', 27'×32½')<br>Der 6(5) | Oil 2SA 8Cy. 700×1200 mm<br>6960bhp MAN<br>Kockums M/V A/B<br>3×250kW 440V 60c/s a.c. |
| 661094<br>Df Esd<br>Rdr | **BELLAMY**<br>**Michel Auffret & Cie.**<br>Lorient French | 150<br>57<br>— | BV | 1966 Chantiers Herbert & Heraud—Pont-Lorois<br>*85·0'*<br>... ... ... | Wood M Fishing<br>2 Ha (each 3½'×3½') | Oil 4SA 12Cy. 185×200 mm<br>600bhp<br>Moteurs Baudouin |
| 514892<br>OZBV<br>RTm | **BELLAN**<br>exHerman Rask-66 exCastor-61<br>exChant 64-46<br>**Hans E. Bergmann**<br>Odense Danish | 414<br>181<br>465 | ✱Classed BC until 8/64 | 1944-5 Furness S.B. Co. Ltd.—Haverton Hill<br>148' 2" 27' 1" 10' 1"<br>141' 0" 27' 0" 11' 0"<br>P38' F14' Trunk 82' 1 dk<br>RW | M Tanker Mchy.aft<br>L.17976 | Oil 2SA 5Cy. 230×400 mm<br>330bhp Emade44fitted54<br>Alpha-Diesel A/S<br>2×120V d.c. |
| 503984<br>ICBT<br>509<br>Df Esd<br>Gc Rdr<br>RT | **BELLATRIX**<br>exNora-58<br>exChrysostomos-48<br>exJack London-47<br>**Fratelli d'Amico**<br>Rome Italian | 7160<br>4379<br>10939 | RI<br>**BROKEN UP** | 1943 Marinship Corp.—Sausalito<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk | S<br>5 Ho 60½', 72½', 50', 45', 70'<br>G.562782 B.499703<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 5(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Henoy Irn Wrks<br>3×20kW 120V d.c. |
| 503985<br>DAVQ<br>Df Esd<br>Gc Rdr<br>RT | **BELLATRIX**<br>**Deutsche Seereederei**<br>Rostock E. German | 617<br>230<br>840 | DSRK | 1958 Peene Werft—Wolgast<br>195' 3" 32' 3" 11' 10"<br>32' 1"<br>2 dks | M Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>Schwermash. Karl Liebknecht |

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| 503986<br>PCZS<br>12236<br>Df Esd<br>Rdr<br>RTm/h | **BELLATRIX**<br>Launched as Marijke Irene<br>**Rederij Bellatrix**<br>van Nievelt, Goudriaan & Co.'s<br>Stoomv. Maats. N.V.<br>Rotterdam Netherland | 499<br>306<br>1008 | ✠100A1<br>✠LMC<br>MN250 | SS 6/66<br>EL m1¼"SQ | 1961-7 Scheeps. "Vooruitgang"—<br>Foxhol<br>241' 1" 33' 10" 12' 2½"<br>218 10" 33' 8" 19' 4"<br>Ba33' F38' 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rt nil WB284t | M OSD Mchy.aft<br>1 Ho 127½'<br>G.85082 B.75004<br>1 Ha (122'×23½')<br>Der 1(10) 2(5) 1(2) | Oil 4SA 8Cy. 330×600 mm<br>1250bhp (d.o)<br>N.V. Werkspoor Ams<br>3×20kW 110V d.c. |
| 642002<br>OXYZ<br>Df Esd<br>Pfd Rdr<br>RTm/h | **BELLATRIX**<br>**Wonsild & Søn Partrederi**<br>Frederikshavn Danish | 300<br>191<br>617 | | BV | 1964 Frederikshavns V. & T. A/S—Fkn<br>157' 6" 30' 1" 9' 10¼"<br>141' 9" 30' 1" 11' 4"<br>P89' F28' 1 dk<br>rf 2" | M Mchy.aft<br>2 Ho 100¼', 40¼'<br>G.33500 B.29355<br>2 Ha (35½', 71' comb. ×16½')<br>2W Der 2(2) | Oil 2SA 5Cy. 240×400 mm<br>300bhp 32½t (d.o)<br>Alpha-Diesel A/S Fkn<br>2×12kW 220V d.c. 9½k |
| 503988<br>ZSYF<br>350464<br>Df Esd<br>RTm/h | **BELLATRIX**<br>**Christie-Dodds (Vis) Bpk**<br>Cape Town S. African | 193<br>62<br>— | | | 1961 D. & J. Boot Schps.<br>"De Industrie"—Alp<br>110' 3"<br>94' 10" 20' 8" 11' 1" | M Trawler | Oil 4SA 8Cy. 250×350 mm<br>600bhp (d o)<br>D. & J. Boot "De Industrie" Alp<br>2×35, 15kW 110V d.c. |
| 503989<br>DDRO<br>Df Esd<br>Gc Rdr | **BELLAVIA**<br>**Herm. Dauelsberg**<br>Bremen W. German | 3558<br>1869<br>5605<br>5514<br>3127<br>7300 | | GL | 1959 Rickmers Werft—Bhn<br>432 0" 54' 7" 21' 8"/25' 1⅜"<br>385' 10" 54' 5¾" 32' 0"<br>F86' 1 dk & S dk<br>RW | M Ref OSD/CSD<br>5 Ho 49¾', 50¾', 75¾', 73', 52½'<br>3 TwD 84½', 75½', 40¼'<br>G.409862 B.374332<br>5 Ha (stl) (20¼'×12') (32', 46', 46',<br>27½'×19¾')<br>Der 1(30) 4(5–10) 10(3–5) | Oil 2SA 6Cy. 680×1200 mm<br>3550bhp (hvf)<br>Fiat-Borsig Bln<br>14¾k |
| 520190<br>HOFV<br>4058-HK<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BELLE ABETO**<br>exLaënnec-66<br>**Cia. de Nav. Abeto S.A.**<br>Panama Panamanian | 12177<br>6875<br>9216 | ~~✠Lloyd's RMC~~ | BV | 1951 At. & Ch. de la Loire—St.N<br>536' 9" 64' 6" 27' 10"<br>64' 4"<br>B225' F64' 3 dks | TM (412P) Ref<br>5 Ho 58½', 60¼', 68', 57¾', 51¾'<br>B.283847 In.114837<br>5 Ha (stl) (20¼'×13') (29', 21'×16½')<br>(17'×15¾') (18½'×16½')<br>12W Der 2(8) 10(5) | 2 Oil 2SA each 8Cy. 720×1250 mm<br>10000bhp Sulzer 1700t (hvf)<br>Cie de Const. Méc. St. Denis<br>4×240kW 220V d.c. 16k |
| 503990<br>TPPN | **BELLE BRETONNE**<br>**Kergroach**<br>Camaret French | 214<br>100<br>— | | | 1956 Peron—Camaret<br>*86·6'* 26' 6"<br>... ... ... | Wood M Fishing | Oil 4SA 6Cy. 230×300 mm<br>Etab. Crepelle Lille |
| 520311<br>ZHMH<br>180934<br>Df Esd<br>Rdr<br>RTm/h | **BELLE ETOILE**<br>exLandaura-65<br>**Mauritius Steam**<br>**Nav. Co. Ltd.**<br>Rogers & Co. Ltd.<br>Port Louis British | 7289<br>4171<br>9750 | ✠100A1<br>with freeboard<br>✠LMC | SS 11/66<br>EL b†2$\frac{1}{16}$"SQ | 1946-9 Barclay, Curle & Co. Ltd.—Gls<br>447' 0" 58' 4" 25' 11½"<br>425' 7" 58' 0" 34' 6"<br>P48' B148' F36' 2 dks, 3rd dk in No. 1 hold<br>R 7BH<br>rf 3" WB1626t | M<br>5 Ho 54', 74½', 51', 69', 66'<br>G.563180 B.511150<br>5 Ha (27', 33'×22') (24'×18')<br>(30', 27'×22')<br>14W Der 1(30) 2(10) 6(8) 6(5) | Oil 2SA 4Cy. 560×2160 mm<br>3060bhp Doxford 904t (d.o)<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 120℔<br>3×30kW 110V d.c. 12k |
| 503992<br>TQOA<br>Esd RT | **BELLE GUEUSE**<br>**Michel Auffret & Cie.**<br>Etel French | 146<br>54<br>— | | BV | 1958 At. & Ch. de La Rochelle—LaR<br>91' 1" 22' 5"<br>... ... ...<br>RW | M Fishing<br>Der 1(½) | 2 Oil 4SA each 6Cy. 140×180 mm<br>geared to sc. shaft<br>300bhp<br>Moteurs Baudouin Msl<br>10k |
| 503994<br>FNVF<br>Df Esd<br>Pfd Rdr<br>RT | **BELLE NORMANDIE**<br>**"Les Pêcheries de Fécamp"**<br>Fécamp French | 1298<br>563<br>1457 | | BV | 1950 S.A. des Anc. Ch. Dubigeon—Nts<br>232' 2" 35' 5" 19' 8"<br>35' 3" | M Trawler<br>5 Ha (each 4½'×4½') | Oil 4SA 8Cy. 400×580 mm<br>1500bhp NE58<br>Klöckner-Humboldt-Deutz Kln<br>13k |
| 515089<br>GTPV<br>309679<br>Df Esd<br>Gc Pfd<br>Rdr | **BELLE RIVE**<br>exHimmerland-66<br>**Mauritius Steam Navigation**<br>**Co. Ltd.**<br>Rogers & Co. Ltd.<br>London British | T.Mk<br>6074<br>3420<br>10517<br>8773<br>5250<br>12396 | ✠100A1<br>Str. nav. Ice<br>✠LMC<br>MN1080 | SS 4/65<br>RL c†2⅛"SQ | 1956-9 Deutsche Werft A.G.—Ham<br>480' 3" 61' 9" 27' 1"/29' 11¼"<br>442' 3" 61' 6" 39' 6"<br>P28' F39' 2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 2" WB2888t incl. TwDf437t | M<br>G.646161 B.588421<br>16W Der 1(30) 1(10) 16(5) | Oil 2SA 6Cy. 620×1400 mm<br>5400bhp 1541t<br>Burmeister & Wain Cpn<br>~~2WTAuxB 114℔~~ 15k<br>2WTAuxB (1 o.f 1 ex.g) 114℔ |
| 670018 | **BELLE TERESA**<br>**Midde Westelike**<br>**Visprodukte BpK**<br>Cape Town S. African | 130<br>—<br>— | 100A1<br>trawler<br>Class contemplated | | Maritime Industries Ltd.—C.Tn<br>83' 1" 25' 9" 10' 5⅞"<br>71' 3" 24' 11" 12' 6" | Reinforced Plastic M Trawler | Vee Oil 2SA 16Cy 4¼"×5"<br>General Motors Corp. |
| 503997<br>DKRJ | **BELLEVUE**<br>**Kieler Verkehrs A.G.**<br>Kiel W. German | 150<br>95<br>— | | GL | 1961 Krögerwerft G.m.b.H.—Rendsburg<br>110' 1" 21' 4" 4' 1½"<br>96' 0" 20' 4" 7' 3"<br>1 dk<br>rf 2½" | M Ferry (320P) | Oil 4SA 8Cy. 140×180 mm<br>200bhp (d.o)<br>Süddeutsche Bremsen A.G. Munich |
| 660353<br>LFEI<br>Df Esd<br>Gc Rdr<br>RT | **BELLINE**<br>**Kommandittselskapet**<br>**Belline**<br>Georg Vefling<br>Tönsberg Norwegian | 12946<br>7530<br>18541 | | NV | 1966 Tangen Verft—Kragerö<br>514' 0" 69' 4" 31' 7¾"<br>516' 4" 69' 2" 44' 6½"<br>1 dk<br>rf 6" | M Bulk Carrier Mchy.aft<br>6 Ho<br>G.857000<br>6 Ha (37½'×32¼') (44½', 45', 45', 45',<br>37½'×34½')<br>12W Der 12(5) | Oil 2SA 7Cy. 740×1600 mm<br>10500bhp B&W<br>A/S Akers M/V Osl<br>3×364kW 440V 60c/s a.c. |

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| 503998<br>IBHB<br>213<br>Df RT | **BELLINI**<br>exNordborg-58<br>**A. Alfino & Figli**<br>Catania Italian | 1985<br>1218<br>3171 | RI<br>✠Classed LR until 10/60<br>**BROKEN UP** | 1930-4 W. Gray & Co. Ltd.—Hpl<br>290' 4" 40' 1" 18' 7½"<br>280' 4" 40' 0" 21' 4"<br>P22' B85' F27' 1 dk<br>R | S<br>2 Ho<br>G.165000 B.155000<br>10W Der 1(10) | T 3Cy. 20" 31½" & 53"×36"<br>990ihp<br>Cen. Mar. Eng. Wks Ltd. |
| 540159<br>LCPK<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELLO**<br>**I/S Bello**<br>Georg Vefling<br>Tönsberg Norwegian | 26805<br>16514<br>~~43400~~<br>45750 | NV | 1963 A/S Tangen Verft/Stord Verft—Lervik<br>700' 11" 96' 4" ~~31' 9½"~~ 38' 7"<br>669' 4" 96' 1½" 49' 7"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 8Cy. 840×1800 mm<br>16800bhp B&W<br>A/S Akers Verft M/V<br>2×460kW 440V 60c/s a.c. |
| 504002<br>OYIH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELLONA**<br>**Det forenede Dampskibs-Selskab A/S**<br>Ålborg Danish | 1481<br>716<br>1990 | BV | 1956 Frederikshavn V. & F. A/S—Fkn<br>293' 2" 42' 8" 18' 3"<br>269' 11" 42' 6" 27' 0"<br>1 dk & S dk<br>RW<br>rf 3½" | M (8P) Ref OSD<br>4 Ho 42¾', 59', 49½', 47¼'<br>B.97850 In.97850<br>4 Ha (20¾', 30½', 24½', 24½'×16½')<br>10W Der 10(3) | Oil 2SA 5Cy. 500×900 mm<br>B&W<br>Helsingör Skibs. & Msk.<br>3×100kW 220V d.c. |
| 504003<br>DDUC<br>Df Esd<br>Rdr<br>RTm/h/v | **BELLONA**<br>**Dampfschiff. Ges. "Neptun"**<br>Bremen W. German | 1389<br>694<br>1828 | GL | 1950 Bremer Vulkan—Vgk<br>273' 6" 39 5" 15' 7½"<br>39' 3" 23 9"<br>F33' 1 dk & S dk<br>RW<br>rf 4" | M (12P) OSD<br>2 Ho 54½', 43½'<br>G.126000 B.118000<br>2 Ha (stl) (54½', 43½'×13¾')<br>Der 4(3) 4(2) | 2 Oil 4SA each 6Cy. 320×4<br>geared to sc. shaft<br>1500bhp NE56<br>Klöckner-Humboldt-Deutz |
| 636069<br>SGOK<br>10397<br>Df Esd<br>RTm/v | **BELLONA**<br>exThuntank 10-67<br>**Rederi A/B Alpen**<br>A. E. Pettersson<br>Uddevalla Swedish | 498<br>284<br>929 | NV | 1963 Grøtvaagen Verft—Kyrksæterøra<br>203' 6" 31' 1" 12' 3½"<br>181' 4" 31' 0" 13' 3"<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.43000 | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz<br>3×85, 55, 25kW 380V 50c/s a.c. |
| 513240<br>ELCX<br>2807<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELLORIA**<br>exGloria-67<br>**Karfas Shipping Corp.**<br>Monrovia Liberian | 4390<br>3320<br>6062 | GL | 1952 Lübecker Flender-Werke—Lbc<br>379' 1" 52' 7" 23' 0"<br>52' 5" 30' 6"<br>B72' F27' 2 dks<br>RW<br>rf 5" | M (4P) CSD<br>5 Ho 45', 53', 48', 51', 52'<br>G.333494 B.316421<br>5 Ha (stl) (27½', 37½', 28', 30½', 30½'×18')<br>10W Der 1(30) 1(15) 8(3-5) | Oil 2SA 5Cy. 680×1200 mm<br>3000bhp Krupp<br>Waggon & Maschb.<br>3×65kW 220V d.c. |
| 516556<br>6ZPQ<br>2481<br>Df Esd<br>Gc Rdr | **BELLPORT**<br>exItalvega-66 exVega-50<br>exFort Hudson's Hope-48<br>**Lloyd's Africa Ltd.**<br>Monrovia Liberian | 6980<br>4306<br>10396 | ✠Classed LR until 5/59 | 1942-10 Victoria Mchy. Depot Co. Ltd.—Vic<br>441' 6" 57' 2" 27' 8½"<br>416' 0" 56' 10" 37' 4"<br>2 dks<br>RW | M<br>5 Ho<br>G.539968 B.479792<br>12W Der 1(25) 1(12) | Oil 2SA 6Cy. 680×1200 mm<br>3600bhp NE51<br>S.A. Fiat S.G.M. |
| 504004<br>125244<br>RT | **BELLUBERA**<br>**Port Jackson & Manly S.S. Co. Ltd.**<br>Sydney, N.S.W British | 505<br>332<br>— | | 1910 Mort's Dk & Eng. Co. Ltd.—Syd<br>210' 0" 32' 2" 12' 2"<br>32' 0"<br>2 dks<br>R | D-E Ferry (1317P) | 3 Oil 4SA each 7Cy. 225×3<br>connected to elec motor & 1<br>shafts Emade49fitted54<br>English Electric Co. Ltd.<br>B.T.H. Co. Ltd.<br>Propellers 1 fwd 1 aft |
| 503999<br>LNZT<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELLULLY**<br>exBellis-67<br>**Belships Company Ltd. Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian | 6528<br>3454<br>6868 | ✠100A1 SS 4/65<br>Str. nav ice<br>✠LMC<br>MN640 EL z1 11/16"SQ | 1955-3 N.V. Schps. De Hoop—Lobith<br>407' 5" 59' 0" 23' 4½"<br>370' 9" 58' 9" 33' 4"<br>P85' F59' 2 dks<br>RW 5BH<br>rf nil WB1209t | M CSD Mchy.aft<br>2 Ho 101½', 119½'<br>G.422643 B.376930<br>2 Ha (89½', 100½'×24')<br>8W Cr 1(140) Der 2(15) 6(5) | Oil 2SA 7Cy. 615×1150 mm<br>3200bhp<br>Gebr. Stork & Co. N.V.<br>3×150kW 220V d.c. |
| 504005<br>IBDA<br>464<br>Df RT | **BELLUNO**<br>exEnhraim Harding-48<br>**"Tirrenia" Soc. per Azioni di Nav.**<br>Venice Italian | 2062<br>1090<br>2715 | AB RI | 1945 Avondale Marine Ways—N.Os<br>258 9" 42' 3" 18' 4½"<br>250' 0" 42' 1" 20' 5"<br>P&B150' F21' 1 dk, 2nd dk in Nos. 1 & 2 holds<br>rf 2½" | S<br>4 Ho<br>G.130776 B.126939<br>4 Ha<br>8W Der 1(10) 8(3) | C 6Cy. (3) 20" & (3) 44"×27"<br>1300ihp<br>Ajax Iron Works |
| 640645<br>JXYX<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BELMAJ**<br>**Belships Company Ltd. Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian | 28986<br>16420<br>50210 | NV | 1954 Öresundsvarvet A/B—Lkr<br>724' 4" 101' 2" 39' 1½"<br>689' 0" 101' 0½" 50' 6"<br>1 dk<br>rf 2" | M Tanker Mchy.aft | Oil 2SA 7Cy. 850×1700 mm<br>16400bhp<br>A/B Götaverken<br>3×383, 383, 300kW 450V 60c/s a.c. |
| 651485<br>LCAO<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELMAR**<br>**I/S Belmar**<br>Georg Vefling<br>Tönsberg Norwegian | 12948<br>7546<br>18700 | NV | 1965 Tangen Verft—Kragerö<br>541' 0" 69' 4" 31' 7½"<br>514' 5" 69' 2" 44' 7"<br>1 dk | M Bulk Carrier Mchy.aft<br>6 Ho 62½', 64', 62½', 61', 62½', 62½'<br>6 Ha (stl) (37½'×32½') (44½', 45', 45 45', 37½'×35½')<br>Der 6(5) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W<br>A/S Akers M/V<br>3×365kW 440V 60c/s a.c. |
| 504006<br>JXQZ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BELMONA**<br>**I/S Belmona**<br>Georg Vefling<br>Tönsberg Norwegian | 12230<br>6169<br>16841 | NV | 1962 Rheinstahl Nordseewerke—Emd<br>522' 11" 70' 7" 30' 8½"<br>485' 7" 69 6½" 42' 6"<br>1 dk | M Bulk Carrier Mchy.aft<br>7 Ho 48½', 44½', 44½', 44½', 44½', 44½', 44½'<br>7 Ha (stl) (each 26½'×34½')<br>Der 6(5) | Oil 2SA 5Cy. 740×1600 mm<br>7500bhp B&W<br>Frd. Krupp Dieselmotoren<br>3×260kW 440V 60c/s a.c. |

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|---|---|---|---|---|---|---|---|---|
| 526980<br>TOXN<br>Df Esd<br>Pfd Rdr<br>RT | **BELNABE**<br>exPanda-64<br>**Soc. Navale d'Importation and d'Exportation**<br>Bordeaux French | **466**<br>282<br>— | **✠100A1**<br>**✠LMC**<br>MN80 | SS 1/66<br>EL g | **1961-12** Scheeps. "Voorwaarts"—Martenshoek<br>164′ 6″ 27′ 11″ 10′ 7½″<br>150′ 6″ 27′ 7″ 11′ 7″<br>P36′ F23′ R dk fwd of P7′ 1 dk<br>RW 3BH<br>rf nil WB171t incl. Dk a6t | M Mchy.aft | Oil 2SA 6Cy. 220×380mm with reverse gear<br>400bhp<br>Appingedammer Brons. | Apg |
| 641192<br>JXZG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELNIPPON**<br>**Belships Company Ltd. Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian | **6313**<br>3360<br>6150 | | NV | **1964** Öresundsvarvet A/B—Lkr<br>455′ 5″ 60′ 5″ 25′ 9¼″<br>414′ 9″ 60′ 4½″ 36′ 5″<br>3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 7″ | M Ref CSD<br>4 Ha (stl) (31½′×14′) (33¼′, 33¼′ 33½′×18½′)<br>Der 8(3) | Oil 2SA 8Cy. 760×1300 mm<br>9700bhp (hvf)<br>A/B Götaverken<br>4×370kW 450V 60c/s a.c. | Got |
| 504007<br>JXED<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELNOR**<br>**Belships Company Ltd. Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian<br>Now **DORA**<br>See New Entries No. 7 | **10527**<br>5507<br>15260 | **✠100A1**<br>Str. nav. ice<br>**✠LMC**<br>MN1170 | SS 10/64<br>EL e†2¼″SQ | **1959-5** Bremer Vulcan—Vgk<br>518′ 0″ 64′ 4″ 30′ 3¾″<br>477′ 7″ 64′ 3½″ 41′ 0″<br>P99′ F57′ 1 dk<br>NS 7BH<br>rf nil WB5522t incl. Topside tanks in holds 2628t | M Bulk Carrier Mchy.aft<br>5 Ho each 78¾′<br>G.833000 B.759000<br>5 Ha (stl) (each 44½′×29½′)<br>Der 10(5) 2(3) | Oil 2SA 7Cy. 700×1200 mm<br>5850bhp MAN 1080t (hvf)<br>Bremer Vulkan<br>WTAuxB 114lb<br>3×220, 220, 120kW 440V 60c/s a.c. | Vgk<br>14½k |
| 505185<br>5LBK<br>807<br>Df Esd<br>Gc<br>RTm | **BELO HORIZONTE**<br>exRosemary-64 exToledo-64<br>exBrigantine-63<br>exFloréal-56<br>**Liberian Inter-Continental Steamship Co. Ltd.**<br>Monrovia Liberian | **9602**<br>5944<br>14162 | | BV | **1949** Odense Staalskibs A/S—Odn<br>522′ 6″ 65′ 9″ 26′ 10⅜″<br>65′ 4″<br>P107′ B40′ F38′ 1 dk<br>conv tanker 64 | M Bulk Carrier Mchy.aft<br>4 Ho 61′, 88′, 90′, 89′<br>4 Ha (41′, 63′, 63′, 57′×34′)<br>Der 1(15) 6(10) | Oil 4SA 8Cy. 740×1500 mm<br>4600bhp (hvf)<br>Burmeister & Wain<br>3×22, 16, 16kW 110V d.c. | Cpn<br>13k |
| 504008<br>CUUU<br>Esd | **BELO HORIZONTE**<br>**Empresa de Pesca de Aveiro Ltda.**<br>Lisbon Portuguese | **120**<br>35<br>— | ✠Classed LR until 1/62 | | **1959-1** Est. Sao Jacinto S.a.r.l.—Aveiro<br>96′ 2″ 21′ 3″<br>88′ 3″ 21′ 0″ 10′ 6″<br>RFD 15′<br>RW<br>rf 29″ BK6½″ | M Trawler | Oil 2SA 6Cy. 225×330 mm<br>Motorenf. Darmstadt | Darmstadt |
| 660583 | **BELOGORSK**<br>**U.S.S.R.**<br>Kaliningrad Russian | **2435**<br>1070<br>813 | | | **1965** Volkswerft—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship | 2 Oil geared to sc. shaft<br>1660bhp | 11¾k |
| 672838<br>UKPG<br>M-19529 | **BELOGORSK**<br>**U.S.S.R.**<br>Baku Russian | **1211**<br>448<br>1060 | | | **1956** "Gheorghiu Dej" Shpyd—Bdp<br>230′ 4″ 32′ 10″ 12′ 5½″<br>32′ 8″ 17′ 5″<br>1 dk | TM<br>3 Ho<br>G.53961<br>3 Ha (22¾′, 26¼′, 20¼′×13′)<br>6W Der 1(10) 5(2½) | 2 Oil 4SA each 8Cy. 216×310 mm<br>Ganz Waggon & Eng. Wks | Bdp<br>9¼k |
| 672869 | **BELOGORSK**<br>**U.S.S.R.**<br>Russian | **685**<br>280<br>621 | | | **1951** Stocznia im. Komuny Paryskiej—Gdy<br>189′ 1″ 29′ 7″ 13′ 10″<br>170′ 10″ 29′ 6″ 15′ 8″<br>1 dk | M<br>2 Ho<br>G.37400<br>2 Ha (each 33¾′×13′)<br>4W Der 4(3) | Oil 4SA 8Cy. 315×450 mm<br>640bhp<br>Lang Eng. Works | Bdp<br>10k |
| 504010<br>WQNC<br>245883<br>Df Esd<br>Gc | **BELOIT VICTORY**<br>**Metro Petroleum Shipping Co. Inc.**<br>New York United States | **7608**<br>4551<br>10669 | | AB | **1944** Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 75′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 45′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc.shaft<br>9350shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. | Pbg<br>16k |
| 671857<br>USXH<br>M-8246<br>Df Esd | **BELOMORKANAL**<br>**U.S.S.R.**<br>Vladivostok Russian | **2920**<br>1569<br>4050 | | | **1936** Furness S.B. Co. Ltd.—Haverton Hill<br>337′ 11″ 48′ 2″ 19′ 7″<br>22′ 11″<br>1 dk<br>R | S<br>4 Ho<br>G.189024<br>4 Ha (each 32¾′×19¾′)<br>9W Der 1(15) 8(5) | T 3Cy. 20″ 33″ & 57″×42″<br>N.E. Marine Eng. Co. Ltd. | Nwc<br>11k |
| 504011<br>Esd | **BELOMORSK**<br>**U.S.S.R.**<br>Murmansk Russian | ***748***<br>*260*<br>— | | | **1951-12** Lindholmens Varv A/B—Got<br>206′ 11″ 30′ 7″<br>30′ 5″ | S Trawler | C 4Cy. (2) 11⅜″ & (2) $27\frac{3}{16}$″×$25\frac{3}{16}$″<br>Lindholmens Varv A/B | Got |
| 504012<br>USJH<br>M-26416<br>Df Esd<br>Gc Rdr | **BELOMORSKLES**<br>**U.S.S.R.**<br>Archangel Russian | **4673**<br>2370<br>6035 | | | **1962** Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 9″ 27′ 8″<br>1 dk<br>RW | M<br>4 Ho<br>G.266909<br>4 Ha (41¼′×26¼′) (41¼′, 46′, 46′×29½′) | Oil 2SA 5Cy. 620×1400 mm<br>B&W<br>Stocznia Gdanska | Gdk<br>16k |
| 640776<br>SNUS<br>44134<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELONA**<br>**Polish Government**<br>**P.P.D. i U.R. "Odra"**<br>Swinoujscie Polish | **1374**<br>560<br>571 | | PR | **1964** Stocznia im. Komuny Paryskiej—Gdy<br>227′ 6″ 36′ 1″ 16′ 7⅜″<br>35′ 11″ 24′ 9″<br>3 dks | M Stern Trawler<br>3 Ho<br>In.22955 | Oil 4SA 6Cy. 15″×20″<br>1600bhp<br>Mirrlees National Ltd.<br>4×240, 160, 120, 120kW 220V d.c. | 13¼k |

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|---|---|---|---|---|---|---|---|
| 504013 | **BELOOSTROV** | | 2916 | ✠ | 1937-5 Helsingörs Skibs. & Msk.—Hsg | S Ref | C 4Cy. (2) 20½" & (2) 43⁵⁄₁₆"×45½" |
| UPNC | exAallotar-46 | | 1607 | | *295·4'* 45' 4" 19' 0½" | 3 Ho | |
| M-160 | **U.S.S.R.** | | 1050 | | 45' 2" 28' 3" | B.53855 | **Helsingörs Skibs. & Msk.** |
| Df Esd | Kholmsk | Russian | | | 2 dks | 3 Ha (12½'×10') (22¾', 12½'×10¾') | |
| | | | | | R | 6W Der 2(3) 4(2½) | |
| 504014 | **BELORETSK** | | 10651 | | 1962-5 A/S Nakskov Skibsv.—Nkv | M | Oil 2SA 6Cy. 840×1800 mm |
| USMZ | | | 6234 | | 526' 0" 69' 9" 31' 8½" | 5 Ho | |
| M-3170 | **U.S.S.R.** | | 14480 | ✠Classed LR until 8/64 | 486' 3" 69' 6" 41' 9" | G.720740 | Burmeister & Wain |
| Df Esd | Odessa | Russian | | | F105' 2 dks | 5 Ha (52¾', 52¾', 52¾'×32½') | |
| Gc Rdr | | | | | | (35¾'×26¼') (36'×32½') | |
| RT | | | | | rf 4" | Cr 6(5) | |
| 504015 | **BELORUSSIA** | | 6024 | | 1918 Skinner & Eddy Corp.—Sea | S | S Turb dr geared |
| | exLiloa-45 | | 4524 | | *409·6'* 54' 2" | | |
| | exConstance Chandler-38 | | — | | 410' 5" 54' 0" 29' 9" | | General Electric Co. Schenec |
| Df | exWest Hosokie | | | | P44' B115' F47' 2 dks | | |
| | **U.S.S.R.** | | | | R | | |
| | | Russian | | | | | |
| 504016 | **BELORUSSIA** | | 3841 | | 1957 Stocznia Gdanska—Gdk | S | C 4Cy. (2) 455 & (2) 980×980 mm |
| UWFM | | | 1951 | | 335' 2" 48' 0" 21' 8½" | 4 Ho | LP turb & hydraulic coupling |
| M-26082 | **U.S.S.R.** | | 4907 | | 331' 7" 47' 11" 26' 3" | G.217257 | 2300ihp |
| Df Esd | Riga | Russian | | | 1 dk | 4 Ha (37', 37'×30½') (30½', 37'×27') | Z.U.T. Zgoda |
| Gc Rdr | | | | | RW | 8W Der 8(5) | |
| 504018 | **BELOSERSK** | | 533 | | 1953 Wärtsilä Kon. Crichton-Vulcan—Åbo | S Tug | T 3Cy. 16³⁄₁₆" 27³⁄₁₆" & 45³⁄₁₆"×27⁹⁄₁₆" |
| UQIN | | | — | | | | |
| M-16809 | **U.S.S.R.** | | 237 | | 157' 1" 31' 2" 11' 7" | | Wärtsilä Kon. Crichton-Vulkan |
| Df | Archangel | Russian | | | 139' 9" 31' 0" 15' 5" | | |
| | | | | | F56' | 1W Der 1(1) | |
| 504019 | **BELOTTI** | | 466 | | 1947 Porsgrund M V—Porsgrunn | M Wine Tanker Mchy.aft | Oil 4SA 6Cy. 375×550 mm |
| HBDQ | exCalafatis-62 | | 208 | | 161' 3" 25' 6" 11' 4¾" | 20 Ta | 550bhp 421 (4 cl- |
| 70 | exGrano-53 | | 608 | NV | 25' 4" | L.25300 HeCls. C | Motorenw. Mannheim |
| RTh | **Fertmar S.A.** | | | | P48' F18' 1 dk | | 2×12kW 110V |
| | Fert & Cie. | | | | | Der 1(1) | |
| | Basle | Swiss | | | | | |
| 504020 | **BELOVODSK** | | 10657 | | 1962-10 A/S Nakskov Skibsv.—Nkv | M | Oil 2SA 6Cy. 840×1800 mm |
| USXP | | | 6227 | | 526' 0" 69' 9" 31' 8½" | 5 Ho | 12600bhp |
| M-3189 | **U.S.S.R.** | | 14485 | ✠Classed LR until 12/64 | 486' 3" 69' 6" 41' 10" | G.720740 | Burmeister & Wain |
| Df Esd | Odessa | Russian | | | F105' 2 dks | 5 Ha (52¾', 52¾', 52¾'×32½') | |
| Gc Rdr | | | | | | (35¾'×26¼') (36'×32½') | |
| RT | | | | | rf 4" | Cr 6(5) | |
| 504021 | **BELOZERSKLES** | | 4673 | | 1962 Stocznia Gdanska—Gdk | M | Oil 2SA 5Cy. 620×1400 mm |
| USJN | | | 2370 | | 406' 5" 54' 11" 22' 4½" | 4 Ho | B&W |
| M-26534 | **U.S.S.R.** | | 6035 | | 54' 9" 27' 8" | G.266909 | Brodogradiliste Uljanik |
| Df Esd | Archangel | Russian | | | 1 dk | 4 Ha (41½'×26½') (41½', 46', 46'×29½') | |
| Gc Rdr | | | | | RW | 9W Der 1(15) 8(10) | |
| 504025 | **BELTANA** | | 10165 | | 1962 Kaldnes M/V A/S—Tbg | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 700×1200 mm |
| LCIF | | | 5236 | | 500' 4" 66' 1" 28' 7½" | 5 Ho each 55¾' | 5220bhp MAN |
| | **Skibs A/S Oiltank** | | 15250 | NV | 468' 0" 65' 0" 40' 0" | G.770000 | Kockums M/V A/B |
| Df Esd | Georg Vefling | | | | 1 dk | 6 Ha (stl) (39½', 41¾', 41¾', 41¾', 41¾' | 3×250kW 440V 60c/s a.c. |
| Gc Rdr | Tönsberg | Norwegian | | | | 39½'×32½') | |
| RTm/h/v | Now **JEANINE** See New Entries No. 3 | | | | | Der 6(5) | |
| 504028 | **BELTSI** | | 1308 | | 1961 "Gheorghiu Dej" Shpyd—Bdp | M Mchy.aft | Oil 4SA 8Cy. 315×450 mm |
| UVTC | | | 602 | | 244' 5" 37' 3" 13' 1½" | 3 Ho | 1000bhp |
| M-25258 | **U.S.S.R.** | | 1324 | | 37' 1" 17' 6" | G.73525 | Lang Eng. Works |
| | Ismail | Russian | | | 1 dk | 3 Ha (each 28½'×18½') | |
| | | | | | | 7W Der 1(10) 6(2½) | |
| 504029 | **BELUSO** | | 207 | | 1951 Hijos de J. Barreras S.A.—Vgo | M Trawler | Oil 4SA 6Cy. 260×350 mm |
| EDVU | exBalea-53 | | 101 | | *95·2'* 19' 8" | | 360bhp |
| | **Salvador Barreras Masso and others** | | — | BV | ... ... ... | | Hijos de J. Barreras S.A. |
| | Vigo | Spanish | | | | 2 Ha (each 3½'×3½') | |
| 533492 | **BELVAL** | | 1204 | | 1952 Scheeps. "De Biesbosch"—Dordrecht | M Ref OSD Mchy.aft | Oil 4SA 8Cy. 460×660 mm |
| TKAO | exSouss-63 | | 460 | | | pt bulk wine carrier | 1600bhp |
| | **Armement Berengier & Cie.** | | 1535 | BV | 269' 1" 39' 6" 14' 6" | G.102087 B.94992 In.2682 | Soc. Gén. de Const. Méc. La |
| Df Esd | Marseilles | French | | | 39' 4" | 3 Ha (33½', 39½', 31½'×16½') | Courn |
| Rdr | Now **HAIDA** See New Entries No. 6 | | | | F26' 1 dk & S dk | 6W Der 2(5) 4(3) | |
| 504032 | **BELVOIR** | | 3551 | ✠100A1 Lake SS 5/64 | 1955-5 E. B. Magee Ltd.—Ontario | M Mchy.aft | Oil 2SA 10Cy. 206×508 mm |
| VDMD | **Bamar Marine Co. Ltd.** | | 2625 | Great Lakes & limited | 349' 2" 43' 8" 18' 0¾" | 5 Ho 56', 58', 78', 46', 46' | hydraulic coupling & sr gearing |
| 195820 | ~~**Mohawk Nav. Co. Ltd.**~~ | | 5740 | coasting service between | 342' 11" 43' 6" 25' 3" | | 1880bhp Emade43refitted58 |
| Df Gc | ~~R. A. Campbell~~ | | | Belle Isle and New York | P44' F28' 1 dk | 6 Ha (stl) (30', 40', 24', 30', 30', | Fairbanks, Morse & Co. |
| Rdr | Montreal | Canadian | | LMC | NS 5BH len & deepened 59 | 22'×26') | db 15ft dbmade43refitted58 |
| RTm/h | | | | MN376 EL u1⁵⁄₁₆"SQ | rf nil WB1393t | | 2×100kW 220V d.c. |
| 504033 | **BEMBRIDGE** | | 413 | | 1938 Smith's Dock Co. Ltd.—Mdb | TM Pilot Tender | 2 Oil 2SA each 5Cy. 250×420 mm |
| MMXM | | | 139 | | 150' 1" 27' 1" 11' 0" | | |
| 166583 | **Corporation of Trinity House** | | 541 | | ... ... ... | | British Polar Engines Ltd. |
| Rdr | London | British | | | 2 dks | | 2×50kW 220V d.c. |
| RTm/v | | | | | R | | |
| | | | | | rf 12" | | |

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|---|---|---|---|---|---|---|---|
| 520437<br>GGOA<br>301885<br>Df Esd<br>Rdr | **BEN ARTHUR**<br>exLavinda-64<br>**R. Irvin & Sons Ltd.**<br>Aberdeen British | 309<br>103<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN150 | SS 2/68 ~~SS 3/64~~<br>EL (e)l | 1960-6 Cochrane & Sons Ltd.—Sel<br>*129·2'* 25' 5"<br>25' 0" 12' 6"<br>F18'<br>RW 4BH len 66<br>rf 24" BK 7" WB2t | M Trawler | Oil 4SA 6Cy. 15"×18"<br>750 bhp<br>Mirlees, Bickerton & Day Stckpt |
| 504037<br>GVXK<br>187507<br>Esd Pfd<br>Rdr<br>RTm/v | **BEN BATES**<br>**Shell-Mex & BP Ltd.**<br>London British | 565<br>264<br>685 | ✠100A1<br>oil tanker<br>✠LMC<br>MN112 | SS 3/65<br>EL (l)1⅛" | 1956-12 Rowhedge Irn Wks Co. Ltd.— Rowhedge<br>180' 9" 27' 10" 11' 6¾"<br>171' 0" 27' 6" 12' 9"<br>P48' F25' Trunk 63' 1 dk<br>RW 10BH len 61<br>rf 4" WB74t | M Tanker Mchy.aft<br>6 Ta<br>Der 2(½) | Oil 2SA 6Cy. 250×420 mm<br>560bhp (d.o)<br>British Polar Engines Ltd. Gls<br>2×23kW 110V d.c. |
| 661822<br>GTNU<br>303226<br>Df Esd<br>Gc Rdr<br>RT | **BEN BHRACKIE**<br>**R. Irvin & Sons Ltd.**<br>Aberdeen British | 443<br>149<br>880 | ✠100A1<br>trawler<br>✠LMC<br>MN267 | EL (g)r | 1966-11 Charles D. Holmes & Co. Ltd.— Bev<br>*147·0'* 28' 9" 12' 6½"<br>142' 6" 28' 6" 14' 6"<br>F25' 1 dk<br>RW 4BH<br>rf 30" BK6" WB12t | M Trawler Mchy.aft | Oil 4SA 8Cy. 15"×20"<br>1336bhp<br>Mirrlees National Ltd. Stckpt<br>db 100℔<br>2×45kW 415V 50c/s a.c. |
| 662057<br>WX5160<br>502588<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEN CANDIES**<br>**Otto Candies Inc.**<br>Houma, La. United States | 192<br>131<br>— | | AB | 1966 Avondale Shpyds Inc.—Avondale<br>125' 0" 33' 8" 14' 10½"<br>122' 0" 31' 10" 16' 10"<br>1 dk | TM Tug | 2 Oil 2SA each 16Cy. 8½"×—<br>3280bhp 323t<br>General Motors Corp. La Grange |
| 504038<br>GHBJ<br>187931<br>Df Esd<br>Pfd Rdr | **BEN CHOURN**<br>**R. Irvin & Sons Ltd.**<br>N. Shields British | 278<br>95<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN143 | ~~SS 10/64~~<br>SS 12/68<br>EL (e)m | 1960-8 J. Lewis & Sons Ltd.—Abn<br>*125·0'* 25' 5"<br>120' 5" 25' 0" 12' 6"<br>Q70' F18'<br>RW 4BH<br>rf 30" BK7" | M Trawler | Oil 4SA 6Cy. 15"×18"<br>712 bhp<br>Mirrlees, Bickerton & Day Stckpt<br>db 100℔ |
| 504039<br>WA2803<br>150959<br>Df Gc<br>Rdr | **BEN E. TATE**<br>exWilliam Nelson-36<br>exPanay<br>**Columbia Transportation Div. Oglebay Norton Co.**<br>Wilmington, Del United States | 3954<br>3404<br>5700 | | AB | 1902 Chicago S.B. Co.—Cgo<br>376' 0" 50' 2" 20' 8⅜"<br>363' 8" 50' 0" 28' 0"<br>1 dk<br>R | S Mchy.aft<br>Self-unloader<br>4 Ho<br>21 Ha | T 3Cy. 20" 33½" & 55"×40"<br>1170ihp<br>Chicago S.B. Co. Cgo<br>11k |
| 504040<br>EIPB<br>162757<br>RTv | **BEN EADAR**<br>exForemost 84-33<br>**Dublin Port & Docks Board**<br>Dublin Irish Republic | 228<br>2<br>— | ✠100A1<br>tug<br>✠LMC | SS 12/65<br>EL (d) | 1932-8 Scott & Sons—Bwg<br>112' 0" 27' 2" 11' 8"<br>104' 10" 27' 0" 12' 6"<br>R 4BH<br>BK7½" WB24t incl. DTf13t | S Tug | T 3Cy. 15½" 25" & 41"×27"<br>586ihp<br>N.E. Mar. Eng. Co. Ltd. Sld<br>SB 180℔ hs(2120) 3cf ND<br>1×4kW 110V d.c. 11k |
| 504041<br>GHRC<br>303201<br>Df Esd<br>Pfd Rdr<br>RT | **BEN GAIRN**<br>**R. Irvin & Sons Ltd.**<br>Aberdeen British | 373<br>128<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN171 | SS 6/65<br>EL (f)p | 1961-6 J. Lewis & Sons Ltd.—Abn<br>*139·4'* 26' 8"<br>135' 5" 26' 6" 13' 3"<br>Q74' F21'<br>RW 4BH<br>rf 30" BK 8" | M Trawler | Oil 4SA 7Cy. 15"×18"<br>854 bhp<br>Mirrlees, Bickerton & Day Stckpt<br>db 100℔ |
| 504042<br>GHRD<br>187936<br>Df Esd<br>Pfd Rdr | **BEN GLAS**<br>**R. Irvin & Sons Ltd.**<br>N. Shields British | 219<br>76<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN127 | SS 12/65<br>EL (c) | 1961-11 J. Lewis & Sons Ltd.—Abn<br>*106·0'* 23' 4"<br>104' 4" 23' 0" 12' 0"<br>F17'<br>RW 4BH<br>rf 39" BK7" | M Trawler | Oil 4SA 6Cy. 15"×18"<br>635 bhp<br>Mirrlees, Bickerton & Day Stckpt |
| 651926<br>GRXN<br>303222<br>Df Esd<br>Gc Rdr<br>RT | **BEN GULVAIN**<br>**R. Irvin & Sons Ltd.**<br>Aberdeen British | 443<br>150<br>880 | ✠100A1<br>trawler<br>✠LMC<br>MN267 | EL (g) r | 1965-12 Charles D. Holmes & Co. Ltd. —Bev<br>*147·6'* 28' 9" 12' 6½"<br>142' 6" 28' 6" 14' 6"<br>F25' 1 dk<br>RW 4BH<br>rf 30" BK6" WB12t | M Trawler Mchy.aft | Oil 4SA 8Cy. 15"×20"<br>1336bhp<br>Mirrlees National Ltd. Stckpt<br>db 100℔ |
| 660253<br>299881<br>Esd Rdr<br>RT | **BEN H. POWELL**<br>**Brown & Root Inc.**<br>Houston United States | 136<br>93<br>— | | AB | 1965 Breaux's Bay Craft Inc.— Loreauville<br>*92·3'* 22' 1"<br>90' 3" 22' 0" 10' 7"<br>1 dk | Aluminium Alloy TM Launch | 4 Oil 2SA each 6Cy. 4½"×5" geared to 2 sc. shafts<br>1740bhp 11t<br>General Motors Corp. |
| 504043<br>GPSJ<br>184701 | **BEN HAROLD SMITH**<br>**Shell-Mex & BP Ltd.**<br>London British | 325<br>162<br>310 | ✠100A1<br>oiltanker Coastingservice between Hull and Southampton<br>✠LMC<br>MN62 | SS 3/65<br>EL e | 1952-9 Rowhedge Irn Wks Co. Ltd.— Rowhedge<br>136' 0" 26' 1" 7' 6¾"<br>132' 0" 26' 0" 9' 6"<br>Q44' Trunkway 68' 1 dk<br>RW 6BH<br>WB12t | M Tanker Mchy.aft<br>4 Ta<br>L.14000 | Oil 2SA 4Cy. 250×420 mm<br>310bhp 10t (d.o)-1½pd<br>British Polar Engines Ltd. Gls<br>1×15kW 110V d.c. 8½k |

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|---|---|---|---|---|---|---|---|---|
| 504045<br>GHWK<br>303210<br>Df Esd<br>Pfd Rdr<br>RT | **BEN HEILEM**<br><br>**R. Irvin & Sons Ltd.**<br>Aberdeen | British | 372<br>129<br>— | ✠100A1<br>trawler<br>LMC<br><br>MN171 | SS 9/65<br><br><br><br>EL (f)p | 1961-12 J. Lewis & Sons Ltd.—Abn<br>*139-4'* 26' 10"<br>135' 5" 26' 6" 13' 3"<br>Q74' F21'<br>RW 4BH<br>rf 30" BK8" | M Trawler | Oil 4SA 7Cy. 15"×18"<br>854 bhp<br>Mirrlees, Bickerton & Day<br>db 100℔ |
| 504046<br>GMTL<br>184473<br>Esd Pfd<br>RTm/v | **BEN HITTINGER**<br><br>**Shell-Mex & BP Ltd.**<br><br>London | British | 522<br>246<br>690 | ✠100A1<br>oil tanker<br>✠LMC | SS 3/67<br><br><br><br>EL (h)1$\frac{1}{16}$" | 1951-7 C. Hill & Sons Ltd.—Brs<br>181' 0" 27' 7" 11' 7"<br>171' 0" 27' 6" 12' 9"<br>F25' Trunks in well 1dk<br>RW 11BH len 61<br>rf 4" WB78t | M Tanker Mchy.aft<br>6 Ta<br>L.22000<br><br>Der 1(1½) | Oil 2SA 6Cy. 250×420 mm<br>560bhp<br>British Polar Engines Ltd.<br>1×8kW 110V. d.c |
| 504048<br>GHTP<br>187937<br>Df Esd<br>Pfd Rdr<br>RT | **BEN LORA**<br><br>**R. Irvin & Sons Ltd.**<br><br>N. Shields | British | 219<br>76<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN127 | SS 2/66<br><br><br><br>EL (c)j | 1961-11 J. Lewis & Sons Ltd.—Abn<br>*106-0'* 23' 4"<br>104' 4" 23' 0" 12' 0"<br>F17'<br>RW 4BH<br>rf 39" BK7" | M Trawler | Oil 4SA 6Cy. 15"×18"<br>635bhp<br>Mirrlees, Bickerton & Day |
| 504049<br>GBPE<br>300369<br>Df Esd<br>Pfd Rdr<br>RT | **BEN LOYAL**<br><br>**R. Irvin & Sons Ltd.**<br><br>Aberdeen | British | 296<br>101<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN142 | SS 12/65<br><br><br><br>EL (e)l | 1958-12 J Lewis & Sons Ltd.—Abn<br>*125-0'* 25' 5"<br>120' 0" 25' 0" 12' 6"<br>Q70' F18'<br>RW 4BH<br>rf 30" BK7" | M Trawler | Oil 4SA 6Cy. 15"×18"<br>712bhp<br>Mirrlees, Bickerton & Day<br>db 100℔ |
| 504052<br>GDHT<br>167960<br>Df Esd<br>Pfd Rdr<br>RT | **BEN MEIDIE**<br><br>**R. Irvin & Sons Ltd.**<br><br>Aberdeen | British | 371<br>121<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN171 | SS 6/67<br><br><br><br>EL p | 1959-7 J. Lewis & Sons Ltd.—Abn<br>*139-0'* 26' 10"<br>135' 0" 20' 6" 13' 3"<br>Q74' F22'<br>RW 4BH<br>rf 30" BK8" | M Trawler | Oil 4SA 7Cy. 15"×18"<br>854bhp<br>Mirrlees, Bickerton & Day<br>db 100℔ |
| 504053<br>WA6200<br>222555<br>Df Gc<br>Rdr RT | **BEN MOREELL**<br>exJames MacNaughton-55<br>**Ingalls S.B. Corp.**<br><br>Wilmington, Del | United States | 8299<br>6608<br>13300 | | <br><br>AB | 1922 Gt. Lakes Eng. Works—<br>River Rouge<br>606' 0" 60' 2" 21' 6½"<br>588' 6" 60' 0" 32' 1"<br>1 dk<br>R | S Bulk Carrier Mchy.aft<br>4 Ho<br>G.594720 B.451050<br>35 Ha (stl) | T 3Cy. 24½" 40½" & 65½"×42"<br>1900ihp<br>Gt. Lakes Eng. Works |
| 660270<br>GRXY<br>186355<br>Df Rdr<br>RT | **BEN-MY-CHREE**<br><br>**Isle of Man Steam Packet Co. Ltd.**<br><br>Douglas | British | 2762<br>997<br>650 | ✠100A1<br>Irish Channel service<br>✠LMC<br><br>MN1900 | <br><br><br><br>EL (w)1$\frac{11}{16}$"SQ | 1966-5 Cammell Laird & Co. (S.B.&Eng.) Ltd.—Bkn<br>343' 11" 52' 11" 12' 6½"<br>325' 0" 50' 0" 27' 3"<br>B160' 1 dk & S dk 3rd dk clear of mchy.<br>Coll BH to S dk, 9 to 2nd dk space<br>rf 6" WB337t | TS Ferry (1400P) OSD | 2 S Turb dr geared<br>9500shp<br>Cammell Laird (S.B & Eng.) Ltd.<br>2WTB 413℔ Spt 650° F.<br>db 60℔<br>3×200kW 220V d.c. |
| 504056<br>GVQY<br>144865<br>Df<br>RTm/v | **BEN REIN**<br>exTamara-56<br>exLita-54<br>**Ramsey S.S. Co. Ltd.**<br>Bernard T. Swales<br>Ramsey | British | 407<br>198<br>510 | ✠100A1<br><br>✠LMC | TD 9/68 ~~SS 6/68~~<br><br><br><br>EL e | 1947-11 Sch. Delfzijl v/h Sander—Dzl<br>148' 11" 25' 10" 10' 2½"<br>136' 0" 25' 0"<br>P40 Q46' F16' 1 dk<br>RW NS 3BH<br>WB107t | M Mchy.aft<br>2 Ho 43', 39'<br>G.26000 B.25000<br>2 Ha (each 33¼'×15½')<br>2W Der 2(2½) | Oil 4SA 7Cy. 290×450 mm<br>400bhp<br>Appingedammer Brons.<br>2×110V d.c. |
| 504057<br>GVQZ<br>183852<br>Df Esd<br>Pfd Rdr<br>RT | **BEN SCREEL**<br><br>**R. Irvin & Sons Ltd.**<br>Aberdeen | British | 293<br>99<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN142 | SS 2/65<br><br><br><br>EL (e)l | 1957-1 J. Lewis & Sons Ltd.—Abn<br>*124-7'* 25' 5"<br>120' 0" 25' 0" 12' 6"<br>Q70' F18'<br>RW 4BH<br>rf 30" BK7" | M Trawler | Oil 4SA 6Cy. 15"×18"<br>712bhp<br>Mirrlees, Bickerton & Day<br>db 100℔ |
| 504058<br>VMVB<br><br>RTv | **BEN SHORTRIDGE**<br><br>**Government of New South Wales (Department of Public Works)**<br>Newcastle, N.S.W. | British | 146<br>—<br>— | <br><br>✠Classed LR until 6/56 | | 1954-6 N.S.W. Govt. E. & S.B.—N.S.W.<br>105' 0" 21' 4" 9' 7¾"<br>99' 0" 21' 3" 10' 6"<br>RW<br>rf 12" | S Tug | T 3Cy. 12" 19" & 32"×24"<br>500ihp<br>N.S.W. Govt. E. & S.B.<br>2×5, 1½kW 220V a.c. |
| 504059<br>GHZJ<br>187939<br>Df Esd<br>Pfd Rdr<br>RT | **BEN STROME**<br><br>**R. Irvin & Sons Ltd.**<br>N. Shields | British | 282<br>94<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN143 | SS 6/66<br><br><br><br>EL (e)m | 1962-5 J. Lewis & Sons Ltd.—Abn<br>*124-5'* 25' 5"<br>120' 5" 25' 0" 12' 6"<br>Q70' F18'<br>RW 4BH<br>rf 30" BK7" | M Trawler | Oil 4SA 6Cy. 15"×18"<br>712bhp<br>Mirrlees, Bickerton & Day<br>db 100℔ |
| 504061<br>GHBK<br>302226<br>Df Esd<br>Pfd Rdr<br>RT | **BEN TARBERT**<br><br>**R. Irvin & Sons Ltd.**<br>Aberdeen | British | 280<br>96<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN143 | ~~SS 10/64~~<br>SS 10/68<br><br><br>EL (e)m | 1960-9 J. Lewis & Sons Ltd.—Abn<br>*125-0'* 25' 5"<br>120' 5" 25' 0" 12' 6"<br>Q70' F18'<br>RW 4BH<br>rf 30" BK7" | M Trawler | Oil 4SA 6Cy. 15"×18"<br>712bhp<br>Mirrlees, Bickerton & Day<br>db 100℔ |

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|---|---|---|---|---|---|---|---|
| 504062<br>GCGH<br>187930<br>Df Esd<br>Pfd Rdr | **BEN TORC**<br>**R. Irvin & Sons Ltd.** British<br>N. Shields | 296<br>101<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN143 | SS 6/67<br>EL (e)l | 1959–4 J. Lewis & Sons Ltd.—Abn<br>*125·0* 25' 5"<br>120' 0" 25' 0" 12' 6"<br>Q70' F18'<br>RW 4BH<br>rf 30" BK7" | M Trawler | Oil 4SA 6Cy. 15"×18"<br>712bhp<br>Mirrlees, Bickerton & Day Stckpt<br>db 100℔ |
| 540160<br>GKGA<br>184822<br>Df Esd<br>Rdr<br>RTm/v | **BEN VARREY**<br>**Ramsey S.S. Co. Ltd.**<br>Bernard T. Swales British<br>Ramsey | 451<br>234<br>587 | ✠100A1<br>✠LMC<br>MN100 | SS 6/67<br>EL g pt1⅛"SQ | 1963–3 E. J. Smit & Zn's Scheeps.—<br>Westerbroek<br>170' 5" 27' 9" 10' 6"<br>150' 11" 27' 7" 11' 6"<br>P40' F27' 1 dk<br>3BH<br>rf nil WB169t | M Mchy.aft<br>2 Ho 50½', 52¼'<br>G.30000 B.28590<br>2 Ha (each 36'×16½')<br>2W Der 2(3) | Vee Oil 2SA 8Cy. 200×380 mm<br>712bhp 42t<br>Appingedammer Brons. Apg<br>2×7kW 110V d.c. 10¾k |
| 650427<br>GPYE<br>184823<br>Df Gc<br>Rdr<br>RTm/v | **BEN VEG**<br>**Ramsey S.S. Co. Ltd.**<br>Bernard T. Swales British<br>Ramsey | 346<br>151<br>454 | ✠100A1<br>✠LMC<br>MN81 | EL e | 1965–3 Clelands S.B. Co. Ltd.—Wal<br>143' 9" 26' 4"<br>135' 3" 26' 0" 10' 3"<br>P38' F17' 1 dk<br>NS 3BH<br>rf 3" WB172t | M Mchy.aft<br>2 Ho 40', 43'<br>G.21500 B.20870<br>2 Ha (stl) (each 28¼'×16')<br>2W Der 2(2) | Oil 4SA 6Cy. 8¾"×11½" with flexible coupling & sr reverse gearing<br>405bhp 24t (d.o)<br>Blackstone & Co. Ltd. Stamford<br>2×5 & 3kW 110V d.c. 8½k |
| 504064<br>GDZE<br>184821<br>Df Esd<br>RTm/v | **BEN VOOAR**<br>exMudo–59<br>**Ramsey S.S. Co. Ltd.**<br>Bernard T. Swales<br>Ramsey British | 427<br>218<br>560 | ✠100A1<br>✠LMC<br>MN75 | SS 6/67 ~~SS 9/63~~<br>EL g | 1950–12 E. J. Smit & Zn's Scheeps.—<br>Westerbroek<br>160' 5" 26' 11" 10' 5"<br>147' 7" 26' 9"<br>P46' Q47' F25' 1 dk<br>RW NS 3BH<br>WB142t | M Mchy.aft<br>2 Ho 41', 51'<br>G.30000 B.28000<br>2 Ha (28¾', 41¼'×16½')<br>2W Der 2(3) | Oil 4SA 6Cy. 290×450 mm<br>375bhp 45t (d.o)<br>Appingedammer Brons. Apg<br>2×5 & 3kW 110V d.c. 8½k |
| 504065<br>GHRE<br>187934<br>Df Esd<br>Pfd Rdr | **BEN VURIE**<br>**R. Irvin & Sons Ltd.**<br>N. Shields British | 282<br>94<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN143 | SS 6/65<br>EL (e)m | 1961–5 J. Lewis & Sons Ltd.—Abn<br>*124·5* 25' 5"<br>120' 5" 25' 0" 12' 6"<br>Q70' F18'<br>RW 4BH<br>rf 30" BK7" | M Trawler | Oil 4SA 6Cy. 15"×18"<br>712bhp<br>Mirrlees, Bickerton & Day Stckpt<br>db 100℔ |
| 504066<br>WB5605<br>208396<br>Df Gc<br>Rdr RT | **BEN W. CALVIN**<br>exGeorge F. Rand–54<br>exWilliam C. Agnew<br>**American S.S. Co. Inc.**<br>Boland & Cornelius<br>Buffalo United States | 7510<br>6350<br>— | | AB | 1911 American S.B. Co.—Lorain<br>*538·3'* 58' 2" 21' 3"<br>539' 10" 58' 0" 31' 1"<br>1 dk<br>R | S Bulk Carrier Mchy.aft<br>Self-unloader<br>5 Ho<br>27 Ha (each 9'×36') | T 3Cy. 23" 38½" & 63½"×42"<br>1765ihp 500t (c)<br>American S.B. Co. Clv<br>12k |
| 504067<br>IBJV<br>563<br>Df Esd<br>Gc Rdr<br>RTm | **BENADIR**<br>exGolden Ocean–62<br>**Società Siciliana Servizi Marittimi S.p.A.**<br>Palermo Italian<br>Now **TA CHUAN** See New Entries No. 3 | 3348<br>1361<br>4110 | ✠100A1<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC | SS 10/67<br>EL y<br>Rl | 1948–1 Eriksbergs M/V A/B—Got<br>394' 6" 53' 1" 23' 5½"<br>365' 0" 52' 11" 36' 6"<br>B&F237' 1 dk & S dk, platform dk fwd of mchy. space<br>Coll BH to S dk 5 to 2nd dk<br>WB1626t incl. Tunnel tanks 702t | M (8P) Ref OSD<br>4 Ho<br>B.213000 In.213675<br>4 Ha (stl) (23½', 41¾', 27', 19¾'×13')<br>11W Cr 2(2) Der 2(5) 8(2) | Oil 2SA 7Cy. 740×1400 mm<br>5700bhp B&W 1253t (d.o)<br>Eriksbergs M/V A/B Got<br>4×165kW 230V d.c. 16½k |
| 671313<br>GWXE<br>309545<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BENALBANACH**<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>9481<br>4245<br>—<br>11466<br>6333<br>12735 | ✠100A1<br>DTsf & a and TwDsf & a —vegetable oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>MN4140 | EL j†2½"SQ | 1967–7 C. Connell & Co. (Shipbuilders) Ltd.—Gls<br>~~563' 0"~~ 75' 3" 563' 0" (incl.BB)<br>522' 5" 75' 0" 43' 6"<br>P192' F182' 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>RW 8BH to U dk, 2 to 2nd dk<br>rf 12" WB2519t | M (12P) Ref<br>6 Ho 81¾', 66', 69', 69', 85½', 34'<br>G.849442 B.750291 In.14210<br>10 Ha (stl) (38¼', 30½'×21') (41¼'×13½') (46¾'×21') (41¼', 41¼'×13½') (52¼'×21') (41¼'×13½') (30¼'×20½') (10'×21')<br>10W Cr 1(20) 5(5) Der 1(70) 6(10) 4(5) | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 2000t (hvf)<br>Barclay Curle & Co. Ltd. Gls<br>2AuxB 120℔<br>4×425kW 440V 60c/s a.c. 21k |
| 504069<br>GBLK<br>182704<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **BENALDER**<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British<br>Now **THALATTA** See New Entries No. 2 | T.Mk<br>5959<br>3343<br>9620<br>7773<br>4470<br>11420 | ✠100A1<br>tunnel side tanks No. 4 hold & DTm(cr)—vegetable oil<br>✠LMC<br>MN1500 | SS 8/65<br>EL (c†)2¼"SQ | 1949–12 C. Connell & Co. Ltd.—Gls<br>474' 6" 60' 4" 27' 4"/30' 4"<br>450' 9" 60' 0" 40' 0"<br>F46' 2 dks, 3rd dk fwd of mchy. space<br>RW 7BH<br>rf 4" WB3076t incl. Tunnel tanks 1059t DTsm431t | S<br>5 Ho 62', 66', 62¾', 63¾', 70¾'<br>G.573720 B.496470<br>5 Ha (24¼', 30½', 30½', 30½', 30½'×20')<br>19W Der 1(50) 1(20) 6(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>7500shp 1667t (o.f)<br>D. Rowan & Co. Ltd. Gls<br>2WTB 500℔ Spt 470℔ hs(12574)<br>db 105℔ sg 100℔<br>4×200, 200, 105, 105kW 220V d.c. 16k |
| 504071<br>LAJN<br>Df Esd<br>Gc Rdr<br>RTv | **BENAMI**<br>exBello–61<br>**Skibs A/S Excelsior**<br>Bendt Rasmussen<br>Kristiansand Norwegian<br>Now **EVAGGELOS T.H.** See New Entries No. 2 | 15800<br>9577<br>24325 | ✠Classed LR until 10/56 | NV | 1951–10 Kockums M/V A/B—Mmo<br>606' 4" 77' 0" 31' 9½"<br>570' 10" 42' 9"<br>P114' F72' 1 dk<br>rf 1" | M Tanker Mchy.aft<br>24 Ta | Oil 2SA 7Cy. 720×1200 mm<br>6475bhp MAN 1501t (hvf)<br>Kockums M/V A/B Mmo<br>2×220kW 230V d.c. 13k |
| 501750<br>JWRB<br>Df Esd<br>Gc Rdr<br>RTv | **BENARES**<br>exAngelus–66 exLysefjell–59<br>**Skibs A/S Excelsior**<br>Bendt Rasmussen<br>Harstad Norwegian | 12812<br>7326<br>19650 | | NV | 1957 Eriksbergs M/V A/B—Got<br>559' 11" 71' 11" 30' 8¾"<br>530' 0" 71' 9" 40' 3"<br>1 dk | M Tanker Mchy.aft<br>21 Ta<br>L.942000 | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W (hvf)<br>Eriksbergs M/V A/B Got<br>3×280, 280, 145kW 220V d.c. |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | SS 12/67 | | | |
| 504072 | **BENARITA** | 4246 ~~4077~~ | ✠100A1 ~~SS 12/62~~ | 1946–1 Eriksbergs M/V A/B—Got | M (6P) OSD | Oil 2SA 8Cy. 740×1400 mm |
| | exBenares–66 | 2279 ~~2426~~ | with freeboard DTsm— | 462' 9" 58' 8" 23' 11½" | 5 Ho 51½', 78½', 27½', 64½', 74½' | 6100bhp |
| | **A/S Uglands Rederi** | 7600 ~~7000~~ | veg. oil or molasses | 430' 0" 58' 6" 35' 6" | G.531133 B.482515 | Eriksbergs M/V A/B |
| Df Esd | J. M. Ugland | | ✠LMC | 1 dk & S dk, intermediate 'tween dks fwd | 5 Ha (stl) (24½', 37½', 27½', 37½', | db 80lb |
| Gc Pfd | Grimstad Norwegian | | ~~EL b†2½"~~ | & aft under raised S dk | 27½'×20') | 3×165kW 220V d.c. |
| Rdr | | | EL b†2½"ptSQ | RW Coll BH to S dk 7 to 2nd dk | 16W Der 1(25) 1(15) 4(7½) 12(5) | |
| RTm/h/v | | | | rf 6" WB2952t incl. Tunnel tanks 323t DTsm1016t | | |
| | | | ~~IN PORT DAMAGED 5/66~~ | | | |
| 542339 | **BENARMIN** | T.Mk | ✠100A1 SS 9/67 | 1963–7 C. Connell & Co. Ltd.—Gls | M (12P) Ref | Oil 2SA 10Cy. 760×1550 mm |
| GMFH | | 8063 | DTsm f & a—veg. oil | 549' 7" 71' 3" 29' 8"/33' 6½" | 5 Ho 52½', 68', 57½', 41½', 52½' | 15000bhp Sulzer |
| 305295 | **The Ben Line Steamers Ltd.** | 4474 | 'tween dk tank a—latex | 508' 1" 71' 0" 44' 6" | G.731660 B.616290 In.13080 | Barclay, Curle & Co. Ltd. |
| Df Esd | Wm. Thomson & Co. | 10140 | upper DTsf—latex and | P35' F46' 2 dks, 3rd dk in Nos. 1, 2, 3, 4 & | 7 Ha (stl) (22½', 26½', 36½', 32½', | 2AuxB 120lb |
| Gc Pfd | Leith British | 10870 | lub. oil | 5 holds | 32½', 30'×20') (10'×17½') | 4×250, 250, 200, 200kW 220V d.c. |
| Rdr | | 6251 | ✠LMC | 8BH to U dk 2 to 2nd dk | 20W Cr 2(5) Der 1(50) 1(20) 8(10) | |
| RTv | | 13015 | ✠Lloyd's RMC | | 10(5) | |
| | | | MN3000 EL l†2½"SQ | rf 4" DK fwd WB2333t incl. DTsma 704t | DTsmf570t | |
| 540162 | **BENARTY** | T.Mk | ✠100A1 SS 11/66 | 1963–2 Caledon S.B. & E. Co. Ltd.—Dun | M | Oil 2SA 6Cy. 760×1550 mm |
| GKGH | | 7285 | DTm—veg. oil or latex | 508' 6" 66' 9" ~~00 0½"~~ 27' 10½"/30' 0½" | 5 Ho 51½', 75', 86½', 63', 53½' | 9000bhp Sulzer |
| 303468 | **E. G. Thomson (Shipping)** | 3822 | ✠LMC | 465' 11" 66' 6" 42' 6" | G.712910 B.661540 | D. Rowan & Co. Ltd. |
| Df Esd | **Ltd.** | 10950 | | P34' F37' 2 dks, 3rd dk in Nos. 2, 3 & 4 | 5 Ha (stl) (24½', 40½', 52½', 33', | 2AuxB (1 o.f 1 ex.g) 120lb |
| Gc Pfd | Wm. Thomson & Co. | 10162 | MN1800 EL e†2½"SQ | holds | 30½'×24½') | 4×220kW 220V d.c. |
| Rdr | Leith British | 6051 | | RW 7BH to U dk 1 to 2nd dk | 18W Der 1(180) 8(10) 10(5) | |
| RTv | | 12420 | | rf 3" DK fwd WB2655t incl. Tunnel tanks 230t DTm742t | | |
| 508323 | **BENATTOW** | 8038 | ✠100A1 SS 2/65 | 1951–6 Blyth D.D. & S.B. Co. Ltd.—Bly | S OSD | 3 S Turb dr geared to sc. shaft |
| GKPF | exCuzco–65 | 4586 | with fbd DTsa—oil FP | 501' 0" 64' 2" 28' 2" | 5 Ho 60', 82', 55', 87', 66' | 8800shp |
| 183809 | **Sir J. D.W. Thomson, Bt.** | 11465 | above 150° F. or vegetable | 470' 8" 64' 0" 40' 6" | G.754249 B.690794 | Parsons Marine Turb. Co. |
| Esd Gc | **and others** | | oil | P38' F43' 2 dks & S dk | 6 Ha (stl) (28½', 37½', 26½', 26½', 32', | 2 WTB 570lb Spt 520lb hs(147 |
| Pfd Rdr | Wm. Thomson & Co. | | ✠LMC | R Coll BH to S dk 7 to 2nd dk | 26½'×20') | ~~db 100lb~~ sg 125lb AuxB 105 |
| RTm/v | Leith British | | MN1760 EL f†2½"SQ | rf 1" WB1800t | 18W Der 1(50) 1(25) 8(8) 10(5) | 3×250kW 220V d.c. |
| | | | | | | ~~Thw. thrust propeller aft~~ |
| 504076 | **BENAVON** | T.Mk | ✠100A1 SS 1/66 | 1949–3 J. L. Thompson & Sons Ltd.— | S | 3 S Turb dr geared to sc. shaft |
| MTGP | | 6045 | tunnel side tanks No. 4 | Sld | 5 Ho 59½', 62', 62', 65', 69' | 6800shp |
| 182691 | **The Ben Line Steamers Ltd.** | 3351 | hold & DTm(cr)—veg. oil | 482' 7" 60' 2" 27' 4"/30' 5" | G.558084 B.503375 | Parsons Marine Stm Turb. |
| Df Esd | Wm. Thomson & Co. | 9400 | ✠LMC | 450' 8" 60' 0" 40' 1" | 5 Ha (24½', 33', 32½', 33', 32½'×20') | 2WTB 500lb Spt 470lb hs(125 |
| Pfd Rdr | Leith British | 7957 | EL c†2½"SQ | F47' 2 dks, 3rd dk fwd of mchy. space | 16W Der 1(50) 6(10) 12(5) | db 105lb sg 115lb |
| RTv | | 4543 | | RW 7BH | | 4×200, 105, 105, 105kW 220V d.c. |
| | | 11270 | | rf 4" WB3098t incl. Tunnel tanks 1152t DTmc230t | | |
| 504077 | **BENCLEUCH** | T.Mk | ✠100A1 SS 11/65 | 1949–1 C. Connell & Co. Ltd.—Gls | S | 2 S Turb dr geared to sc. shaft |
| GBKR | | 5958 | tunnel side tanks No. 4 | 474' 6" 60' 4" 27' 4½"/30' 4" | 5 Ho 62½', 66½', 64', 63½', 71½' | 7500shp |
| 182687 | **The Ben Line Steamers Ltd.** | 3345 | hold & DTm(cr)—veg. oil | 450' 9" 60' 0" 40' 0" | G.565330 B.496470 | D. Rowan & Co. Ltd. |
| Df Esd | Wm Thomson & Co. | 9576 | or latex | F46' 2 dks, 3rd dk fwd of mchy. space | 5 Ha (24½', 30½', 30½', 30½', | 2WTB 500lb Spt 470lb hs(125 |
| Gc Pfd | Leith British | 7769 | ✠LMC | & in No. 4 hold | 30½'×20') | db 100lb sg 100lb |
| Rdr | | 4498 | EL (c†)2½"SQ | RW 7BH | 18W Der 1(50) 1(20) 6(10) 12(5) | 4×200, 105, 105, 105kW 220V d.c. |
| RTv | | 11356 | | rf 4" WB2076t incl. Tunnel tanks 1059t DTsm431t | | |
| 641263 | **BENCOL** | 204 | | 1964 J. Samuel White & Co.—Cws | M Mchy.aft | Oil 4SA 6Cy. 6½"×7½" |
| MHMZ | | 131 | | 105' 9" 22' 8" 8' 7" | 1 Ho 66½' | 180bhp |
| 305268 | **Francis & Gilders Ltd.** | 250 | | 98' 0" 22' 6" 9' 6" | | Bergius-Kelvin Co. Ltd. |
| Df Esd | Colchester British | | | 1 dk | 1 Ha (56'×15') | |
| RT | | | | | | |
| 504078 | **BENCOMO** | ~~3609~~ T.Mk | | 1950 Öresundsvarv A/B—Lkr | M (10P) Ref ~~OSD~~ | Oil 2SA 10Cy. 630×1300 mm |
| LJAB | | ~~1040~~ 2797 | | 385' 6" 53' 1" 20' 8½" | 5 Ho 42½', 45', 54', 47', 51½' | 6000bhp |
| Df Esd | **A/S Ganger Rolf** | ~~3630~~ 1450 | NV | 350' 10" 52' 11" | G.314475 B.283477 | A/B Götaverken |
| Gc Rdr | Fred. Olsen & Co. | 3630 | | F71' 1 dk & S dk | 5 Ha (24½'×18') (29', 29'×17½') | 4×250, 140, 140, 140kW 220V d.c. |
| RTm/v | Oslo Norwegian | | | RW | (29½', 29½'×18') | |
| | | | | | 10W Der 2(5–10) 8(3–5) 1(2) | |
| 504080 | **BENDALU** | 193 | | 1953–8 N.V. Mch. H. J. Koopman— | M | Oil 4SA 6Cy. 270×500 mm |
| PKAX | | 75 | | Dordrecht | | |
| | **Republik Indonesia** | 70 | ✠Classed LR until 9/58 | 125' 4" 21' 5" 6' 7½" | | N.V. Werkspoor |
| | Departemen Perhubungan Laut | | | 114' 10" 21' 4" 9' 9" | | |
| | Djakarta Indonesian | | | B & F48' 1dk | | |
| | | | | RW | 2W | |
| 641104 | **BENDEARG** | 8199 ~~8339~~ | ✠100A1 SS 11/68 | 1964–6 C. Connell & Co. Ltd.—Gls | M OSD/CSD | Oil 2SA 6Cy. 900×1550 mm |
| GMVU | | 4247 ~~4337~~ | DTs & tunnel side tanks | 533' 0" 69' 8" 28' 4½"/32' 10½" | 5 Ho 60', 75½', 52', 90', 70' | 13800bhp Sulzer |
| 305303 | **Sir D. Thomson & Partners** | 12660 | —vegetable oil or latex | 500' 9" 69' 6" 43' 6" | G.889190 B.805310 | Barclay, Curle & Co. Ltd. |
| Df Esd | **Ltd.** | ~~12146~~ | ✠LMC | P117' F44' 1 dk & S dk, 3rd dk in Nos. 2, | 5 Ha (stl) (27'×26') (45', 45', 57½', | ✠2NAuxB (1 o.f 1 ex.g) |
| Gc Pfd | Wm. Thomson & Co. | ~~6692~~ | MN2760 EL h†2½"SQ | 3 & 4 holds | 45'×30') | 4×265, 265, 200, 200kW 440V |
| Rdr | Leith British | ~~16130~~ | | Coll BH to S dk 8 to 2nd dk | 18W Der 1(75) 6(10) 12(5) | |
| RTm | | | | rf 4" WB2400t incl. DTf1466t | | |
| 504081 | **BENDIGO** | 8777 | ✠100A1 SS 9/67 | 1954–11 A. Stephen & Sons Ltd.—Gls | S OSD | 3 S Turb HP dr geared |
| MSGF | | 4854 | | 527' 1" 69' 2" 29' 8½" | 6 Ho 54', 64', 54½', 60½', 60½', 63½' | geared to sc. shaft |
| 186152 | **P. & O. Steam Nav. Co.** | 12870 | ✠LMC | 490' 9" 69' 0" 43' 0" | G.739370 B.646420 | 13000shp |
| Df Esd | London British | | | F43' 2 dks & S dk | 6 Ha (22'×18') (40½', 30½', 31½', 30½', | A. Stephen & Sons Ltd. |
| Gc Pfd | | | MN2600 EL g†2½"SQ | RW Coll BH to S dk 7 to 2nd dk | 30½'×22') | 2WTB 585lb Spt 535lb |
| Rdr | Now **PANDO SOUND** See New Entries No. 6 | | | | 22W Der 1(80) 2(15) 2(10) 16(5) | db 100lb |
| RTm/v | | | | rf 3" WB1435t | | 3×350kW 220V d.c. |

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|---|---|---|---|---|---|---|
| 504083<br>GVJC<br>186647<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BENDORAN**<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>7304<br>4117<br>11015<br>9932<br>5830<br>11962 | ✠100A1 SS 7/68 ~~SS 7/64~~<br>tunnel side tanks—vegetable oil, Tanks in poop & fcle 'tween dks—latex<br>✠LMC<br>MN1870 EL f†2⅜"SQ | 1956-6 C. Connell & Co. Ltd.—Gls<br>507' 9" 64' 3" 28' 6¼"/30' 0"<br>470' 0" 64' 0" 42' 11"<br>P35' F96' 2 dks, 3rd dk in Nos. 2, 3, 4 & 5 holds<br>R 8BH<br>rf 4" DK WB2235t incl. Tunnel tanks 848t DTf100t | S (8P)<br>6 Ho 46', 62½', 62', 43', 65¼', 73¾'<br>G.733970 B.663960<br>7 Ha (stl) (22', 30', 36', 21½', 29¾', 32½'×20½') (9'×15')<br>18W Cr 2(5) Der 1(70) 1(50) 6(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>9350shp 1660t (o.f)<br>David Rowan & Co. Ltd. Gls<br>2WTB 500℔ Spt 750° F. 480℔ hs13358 db 100℔ sg 100℔<br>4×250, 150, 150, 150kW 220V d.c. 17k |
| 651600<br>6ZJS<br>2326<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BENEDICT**<br>**Benedict Shipping Corp.**<br>Monrovia Liberian | 38700<br>28383<br>71068 | ✠100A1<br>oil tanker<br>✠LMC 797' 3"(incl.BB)<br>MN4150 EL z†3 1/16"SQ | 1965-8 Ishikawajima-Harima Hvy Ind.—Yka<br>~~797' 3"~~ 118' 4" 42' 0¼"<br>754' 7" 118' 1" 57' 5"<br>P47' F67' 1 dk<br>10BH<br>rf nil WB14862t incl. 11458t in clean ballast tanks | M Tanker Mchy.aft<br>13 Ta<br>L.3204882 HeCls. BC | Oil 9SA 900×1550 mm<br>20700bhp Sulzer 3712t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>2WTAuxB 243℔<br>3×600, 600, 300kW 450V a.c. 15¾k |
| 504084<br>JXQU<br>Df Esd<br>Gc Rdr<br>RTv | **BENEDICTE**<br>**Rederi A/S Mascot**<br>Arth. H. Mathiesen<br>Oslo Norwegian | 16765<br>9251<br>~~24610~~<br>26331 | NV | 1962 Kieler Howaldtswerke A.G.—Kel<br>588' 6" 75' 8" ~~34' 1¼"~~ 35' 10"<br>557' 5" 75' 5½" 47' 11"<br>1 dk | M Bulk Carrier Mchy.aft<br>6 Ho 61', 66', 67½', 19½', 69½', 66'<br>G.1146813 B.1134346<br>6 Ha (39', 41¾', 47¼', 47¼', 47¼', 47¼'×37')<br>Der 1(5) 1(3) 2(1) | Oil 2SA 6Cy. 780×1400 mm<br>7200bhp MAN 1500t (hvf)<br>Kieler Howaldtswerke A.G. Kel<br>4×220, 220, 220, 95kW 450V 60c/s a.c. 14k |
| 504085<br>OWYW<br>RTm | **BENEDIKTE**<br>**O. Bjørn-Jensen & Co.**<br>E. Randrup Christensen<br>Hirshals Danish | 113<br>52<br>— | | 1960 Peters' Scheepsbouw—Dedemsvaart<br>90' 7" 19' 4"<br>... ... ... | M Trawler | Oil 2SA 5Cy.<br>350bhp (d.o)<br>Alpha-Diesel A/S Fkn |
| 504087<br>MBEH<br>300420<br>Df Esd<br>Gc Rdr | **BENELLA**<br>**J. Marr & Sons Ltd.**<br>Hull British | 789<br>288<br>— | ✠100A1 SS 4/67<br>trawler<br>✠LMC<br>MN340 EL (l)a*1¼"SQ | 1959-2 Cook, Welton & Gemmell Ltd.—Bev<br>*189·8'* 33' 11"<br>185' 0" 33' 6" 16' 9"<br>F35'<br>RW 4BH<br>rf 36" BK8" WB24t | M Trawler | Oil 4SA 10Cy. 390×680 mm<br>1700bhp Werkspoor<br>C. D. Holmes & Co. Ltd. Hul<br>db 100℔ |
| 526453<br>KQJT<br>248844<br>Df Esd<br>Gc Rdr<br>RT | **BENGAL MAIL**<br>exOregon Mail-64<br>exSea Satyr-47<br>**American Mail Line Ltd.**<br>Portland, Or United States | 7886<br>4600<br>12600 | AB | 1945 Ingalls S.B. Corp.—Pascagoula<br>493' 0" 69' 11" 29' 5"<br>465' 3" 69' 6" 42' 6"<br>F39' 2 dks & S dk<br>rf nil | S Ref OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.696150 B.611010 In.41540<br>5 Ha (stl) (36'×20') (30', 37½' 30½' 40'×24')<br>20W | 2 S Turb dr geared to sc. shaft<br>9350shp 1915t (o.f)<br>General Electric Co. Lyn<br>3×300kW 240V d.c. 16½k |
| 672553<br>JMAU<br>100929<br>Df Esd<br>Pfd Rdr | **BENGAL MARU**<br>**Baba Daiko Shosen K.K.**<br>Tokyo Japanese | 5429<br>3121<br>7302 | NK | 1967 Usuki Tekkosho—Saiki<br>408' 4" 55' 2" 24' 1"<br>390' 0" 55' 1" 32' 5"<br>1 dk | M | Oil 2SA 6Cy. 600×1500 mm<br>5000bhp MAN<br>Mitsubishi Hvy Ind. Ltd. Yka |
| 504091<br>PDAD<br>10274<br>Df Esd<br>Gc Rdr<br>RTm/v | **BENGALEN**<br>**Koninklijke Rotterdamsche Lloyd n.v.**<br>Rotterdam Netherland | 9817<br>5674<br>11570 | ✠100A1 SS 12/65<br>DTsf&a—vegetable oil<br>✠LMC<br>MN1820 EL e†2½"SQ | 1956-7 C. v.d. Giessen—Krimpen<br>508' 2" 66' 1" 28' 0¾"<br>470' 4" 66' 0" 40' 1"<br>P41' F49' 2 dks, 3rd dk clear of mchy. space & aft hold<br>RW 8BH<br>rf 3" WB2628t incl. DTsa1154t DTsf1146t | S (10P) Ref<br>6 Ho 49½', 57½', 67', 53', 64¼', 61½'<br>B.584172 In.18078<br>6 Ha (stl) (22¼', 39', 33½'. 33½', 39', 32½ ×24')<br>20W Der 1(65) 1(30) 8(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>9100shp 1870t (o.f)<br>Gebr. Stork & Co. Hengelo<br>2WTB 706℔ Spt 670℔ hs11618<br>4×275, 275, 170, 170kW 220V d.c. 16k |
| 504092<br>400554<br>Esd RT | **BENGALI**<br>**Mulloy & Co. (Dublin) Ltd.**<br>Dublin Irish Republic | 118<br>73<br>— | BV | 1959 Béliard, Crighton & Cie.—Ost<br>*83·0'* 22' 10"<br>... ... ... | Wood M Trawler<br>1 Ha (3½'×3½') | Oil 4SA 8Cy. 185×200 mm<br>400bhp 21t<br>Moteurs Baudouin Msl<br>9k |
| 504093<br>Df Esd<br>Rdr | **BENGAWAN**<br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 2575<br>1179<br>1700 | ✠LR class withdrawn 10/67 | 1957-1 N.V. Werf Gusto—Sch<br>285' 5" 46' 0" 12' 11½"<br>268' 7" 45' 11" 18' 0"<br>P&B163' F37' UprF31' 1 dk<br>rf 3" | M | Oil 2SA 6Cy. 520×700 mm<br>2300bhp<br>Masch. Augsburg-Nürnberg Aug |
| 504094<br>LMCH<br>Df Esd<br>Gc Rdr<br>RTm/v | **BENGAZI**<br>**Den Norske Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian<br>Now **AMBELOS** See New Entries No. 4 | 2193<br>1125<br>3800 | NV | 1947 Öresundsvarv A/B—Lkr<br>350' 0" 47' 1" 19' 3"<br>330' 10" 46' 11"<br>F74' 1 dk & S dk<br>rf 6" | M (4P) OSD<br>5 Ho 33', 87½', 87½', 103½', 103½'<br>G.252290 B.228460<br>1 Ha (27'×19') 4 Ha (each 27'×21')<br>10W Der 1(25) 10(3-5) | Oil 2SA 8Cy. 520×900 mm<br>3000bhp 467t (d.o)<br>A/B Götaverken Got<br>3×110kW 220V d.c. 14¼k |
| 504095<br>SZTV<br>1055<br>Df RT | **BENGHAZI**<br>exAristodimos-61<br>exTassos-52 exKos-50<br>exWartburg-47<br>**Greek Libyan Lines**<br>F. Petropoulako Bros.<br>Piræus Greek<br>Now **TRITON** See New Entries No. 1 | 849<br>484<br>1140 | GL | 1920 Stettiner Oderwerke—Stn<br>224' 6" 30' 10" 13' 10"<br>201' 9" 30' 8" 14' 9"<br>P19' Q40' B53' F25' 1 dk<br>R | M Ref<br>G.57408 B.51700 In.8000<br>3W | Oil 2SA 6Cy. 300×500 mm<br>600bhp NE62 116t<br>Russki-Diesel Wks Len<br>9½k |

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| **504096**<br>PDAF<br><br>Df Esd<br>Gc Rdr<br>RT | **BENGKALIS**<br>exBanka–57<br>**N.V. Stoomvaart**<br>**Maats. "Nederland"**<br>Amsterdam Netherland | **9474**<br>5576<br>11481 | <br><br>BV | 1953 A. Vuijk & Zonen—Capelle<br>513' 10" 64' 11" 29' 0¾"<br>64' 8"<br>P41' F35' 3 dks | M Ref<br><br>G.633136 B.594580 In.20782<br>3 Ha (27'×19½') (40', 34½'×24')<br>16W Der 2(40) 4(3–5–10) 12(3–5) | Oil 2SA 10Cy. 780×1400 mm<br>8450bhp<br>Masch. Augsburg-Nürnberg |
| **504097**<br>GHNC<br>303101<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **BENGLOE**<br><br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>**8619**<br>4232<br>10525<br>10955<br>6401<br>13270 | ✠100A1 SS 5/65<br>'tween dk tanks a & upper DTf—latex tunnel side tanks — vegetable oil, upper DTf—lub. oil<br>✠LMC<br>✠Lloyd's RMC<br>MN3100 EL h†2½"SQ | 1961–6 C. Connell & Co. Ltd.—Gls<br>549' 7" 73' 3" ~~33' 6¼"~~29' 8¼"/33' 5¾"<br>508' 1" 71' 0" 44' 6"<br>P33' F46' 2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>8BH<br>rf 4" DK fwd WB1746t incl. Tunnel tanks 667t | S (10P) Ref<br>5Ho 18' DT, 20' DT, 52½', 67½', 66', 73½', 62½'<br>In.29600<br>6 Ha (stl) (20½', 26½', 36½' 27½', 36½', 30½×21')<br>Cr 2(5) Der 1(70) 1(50) 10(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>15500shp<br>D. Rowan & Co. Ltd.<br>2WTB 665lb Spt 850° F. 644lb<br>hs20630 db 120lb sg 120lb<br>4×200kW 220V d.c. |
| **504100**<br>CSJR<br>G480<br>Df Esd<br>Gc Rdr | **BENGUELA**<br><br>**Cia Colonial de Navegaçao**<br>Lisbon Portuguese | **5094**<br>2965<br>9200 | ✠100A1 SS 4/67<br>with fbd DTm—oil FP above 150° F. or veg. oil<br>✠LMC<br>EL e† | 1946–8 Eriksbergs M/V A/B—Got<br>431' 10" 56' 7" 25' 9"<br>405' 0" 56' 6" 38' 9"<br>F39' 1dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>DK fwd of mchy. space WB3002t incl. DTm1125t | M OSD<br><br>G.573287 B.524798<br><br>12W Der 2(15) 10(5) | Oil 2SA 6Cy. 740×1400 mm<br>4350bhp<br>Eriksbergs M/V A/B<br>db 100lb |
| **504101**<br>SGBQ<br>9357<br>Df | **BENGUELA**<br>exBonny–58<br>**Karl Pettersson Partrederi**<br>Skärhamn Swedish | ~~390~~ 381<br>~~233~~ 206<br>— | <br><br>GL | 1952 Roland Werft—3mn<br>162' 5" 24' 8" 9' 4"<br>24' 6" 10' 8"<br>P32' F16' 1dk<br>RW len 55 | M Mchy.aft<br>1 Ho<br>G.25200<br><br>2W Der 2 | Oil 4SA 6Cy. 290×420 mm<br>360bhp<br>Masch. Kiel A.G. |
| **504102**<br>SUHV<br>36<br>Df Esd<br>Gc Rdr<br>RT | **BENHA**<br><br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | **2558**<br>1378<br>3120 | ✠100A1 SS 3/65<br>Str. nav. Ice<br>✠LMC<br>MN374 EL s | 1958–10 Stocznia Szczecinska—Szn<br>310' 7" 44' 6" 17' 11½"<br>293' 9" 44' 3½" 20' 6"<br>P15' B66' F29' 1 dk, 2nd dk in Nos. 1 & 2 holds<br>7BH<br>rf nil WB850t | M Mchy.aft | Oil 4SA 7Cy. 400×600 mm sr gea<br>1870bhp ✠NE3/65<br>Masch. Augsburg-Nürnberg<br>✠NAuxB 4/65 100lb |
| **504103**<br>MAGJ<br>164865<br>Df Esd<br>Gc Rdr<br>RTv | **BENHIANT**<br>exBeaverlodge–60<br>exZealandic–52<br>exBlack Prince–49<br>exEmpire Regent–46<br>**E. G. Thomson (Shipping) Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>**6914**<br>3856<br>10930<br>**9777**<br>5929<br>12070 | ✠100A1 SS 4/65<br>with fbd DTsm—oil FP above 150°F., vegetable oil or latex when no oil fuel in adjacent tanks<br>✠LMC<br>EL e† | 1943–11 Furness S.B. Co. Ltd.— Haverton Hill<br>497' 7" 64' 5" 28' 2"/29' 9¾"<br>465' 0" 64' 0" 42' 8"<br>P33' F40' 2 dks, 3rd dk except in No. 1 hold<br>R 7 divisional WTBH in upper 'tween dks Coll BH to U dk 7 to 2nd dk<br>rf 3" WB2476t incl. Tunnel tanks 220t DTm633t DTf189t | S<br>5 Ho 47½', 52½', 82½', 28½' DT, 57½', 60½'<br>G.720290 B.650850<br>6 Ha (19½'×16') (33½', 51½', 10', 35', 27'×21')<br>18W Der 1(80) 1(50) 1(30) 6(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>6800shp<br>Richardsons, Westgarth<br>2WTB 490lb Spt 475lb hs(584<br>db 105lb sg 100lb<br>3×175kW 220V d.c. |
| **504104**<br>GJZD<br>169441<br>Df Esd<br>Gc Rdr<br>RTv | **BENHOPE**<br>exEgidia–62<br>**E. G. Thomson (Shipping) Ltd.**<br>W. M. Thomson & Co.<br>Leith British | T.Mk<br>**6663**<br>3899<br>10500<br>**9846**<br>5996<br>11660 | BS✳ ~~SS 11/66~~<br>with freeboard SS 12/67<br>MBS✳<br>MN1360 CT10027 C41 S36 | 1945–5 Lithgows Ltd.—P.Gl<br>497' 2" 64' 4" 28' 1½"/29' 9¾"<br>465' 0" 64' 0" 42' 8"<br>P33' F34' 2 dks, pt 3rd dk<br>R 8BH<br>rf 3" WB2691t incl. DTs726t | M (12P)<br>5 Ho 52', 55½', 86', 39' DT, 67', 55'<br>G.704000 B.636000<br>6 Ha (19½'×16') (33½', 51½', 9½', 35½', 27'×21')<br>18W Der 1(30) 6(10) 12(5) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>~~db 105lb~~ AuxB 105lb<br>3×220kW 220V d.c. |
| **672715**<br><br><br>Df Esd<br>Rdr RT | **BENI**<br><br>**Bukser & Bjernings-selskapet A/S**<br>Oslo Norwegian | **250**<br>—<br>— | <br>98' 9"<br>NV | 1967 P. Høivolds M/V A/S—Krs<br>~~98' 6"~~ 27' 7"<br>89' 3" 27' 6½" 16' 7"<br>1 dk | M Tug & Icebreaker | Oil 4SA 6Cy. 450×550 mm<br>2300bhp<br>Atlas-Mak Masch.<br>Controllable pitch propeller |
| **541904**<br>LZEE<br>108<br>Df Esd<br>Gc Rdr | **BENI SAF**<br>exAnunciada–63<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | **5370**<br>3086<br>9320 | ✠100A1 SS 12/65<br>with freeboard<br>✠LMC<br>EL a†2"SQ | 1948–7 Wm. Doxford & Sons Ltd.—Sld<br>442' 10" 56' 6" 25' 10½"<br>420' 1" 56' 2" 37' 0"<br>1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB2687t incl. DTm1208t | M OSD<br><br>G.572690 B.514590<br><br>10W Der 1(20) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120lb |
| **504105**<br>EAHP<br><br>Df | **BENICARLO**<br><br>**Naviera de Exportación Agricola S.A.**<br>Valencia Spanish | **2746**<br>1747<br>2742 | ✠100A1 SS 11/66<br>with freeboard<br>✠LMC<br>EL s | 1946–3 Soc. Española de Const. Nav.— Bbo<br>310' 11" 43' 1" 17' 7½"<br>290' 0" 43' 0" 25' 1"<br>F37' 2 dks<br>2BH to U dk 4 to 2nd dk<br>WB616t | S<br><br>G.161000 B.147000 | C 4Cy. (2) 19$\frac{1}{16}$" & (2) 41$\frac{1}{16}$"×<br>1800ihp<br>Soc. Española de Const. Nav.<br>2WTB 220lb Spt hs(434<br>db 155lb ✠ndb9/47 |
| **504106**<br>EAHQ<br><br>Df | **BENICASIM**<br><br>**Naviera de Exportación Agricola S.A.**<br>Valencia Spanish | **2746**<br>1747<br>2742 | ✠100A1 SS 8/66<br>with freeboard<br>✠LMC<br>EL s | 1945–10 Soc. Española de Const Nav.— Bbo<br>310' 11" 43' 1" 17' 7½"<br>290' 0" 43' 0" 25' 1"<br>F37' 2 dks<br>2BH to U dk 4 to 2nd dk<br>WB619t | S<br><br>G.161000 B.147000 | C 4Cy. (2) 19$\frac{1}{16}$" & (2) 41$\frac{1}{16}$"×<br>1800ihp<br>Soc. Española de Const. Nav.<br>2WTB 220lb Spt hs(434<br>db 155lb ndb1/47 |
| **504107**<br>SDME<br>2626 | **BENIDA**<br>exGneis–53 exBrevik I–47<br>exElfvig exLidingö II<br>**Rederi A/B Benida**<br>J. A. Johansson<br>Gothenburg Swedish | ~~134~~ 381<br>~~74~~ 206<br>165 | | 1891 Bergsunds M V A/B—Skm<br>104' 6" 18' 7" 7' 5"<br>18' 5"<br>P&B45' 1 dk<br>R len & conv dry cargo ship 53 | Iron M Tanker<br>6 Ta | Oil 2SA 2Cy. 230×280 mm<br>NE53<br>Skandiaverken A/B |

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| 504108<br>EAHR<br>Df | **BENIDORM**<br>**Naviera de Exportación Agricola S.A.**<br>Valencia Spanish | 2746<br>1747<br>2742 | ✠100A1 SS 8/64<br>with freeboard<br>✠LMC<br>EL (s)1⅛″ | Lch. 1943 Cmd. 1946–10 Soc. Española de Const. Nav.—Bbo<br>310′ 11″ 43′ 1″ 17′ 7¼″<br>290′ 0″ 43′ 0″ 25′ 1″<br>F37′ 2 dks<br>2BH to U dk 4 to 2nd dk<br>WB620t | S<br>G.161000 B.147000 | C 4Cy. (2) 19$\frac{5}{16}$″ & (2) 41$\frac{5}{16}$″×41$\frac{5}{16}$″<br>1800ihp 350t (o.f) 408t (c)<br>Soc. Española de Const. Nav. Bbo<br>2WTB 220℔ Spt hs(4348)<br>db 155℔ ND 12k |
| 504110<br>EAAC | **BENIGNO CORREA**<br>**Benigno Correa Garcia**<br>Vigo Spanish | 214<br>111<br>— | | **1959** Candido Correa—Bayona<br>95′ 0″ 23′ 3″<br>… … … | Wood M | Oil 3Cy. 350×410 mm |
| 504111<br>EECW<br>Esd | **BENIGNO MARQUEZ FALQUE**<br>**F. Marquez Falque & Cia. Ltda.**<br>Vigo Spanish | 112<br>69<br>— | | **1943** Const. Nav. P. Freire—Vgo<br>*78·1′* 18′ 7″ 10′ 11″<br>… … … | Wood S Trawler | T 3Cy. 7″ 10⅝″ & 16⅜″×13¾″<br>120ihp 41t (o.f)<br>8k |
| 642203<br>EEMH<br>Df Esd<br>Gc Rdr | **BENIGNO MONTENEGRO**<br>**Santiago Montenegro Costas**<br>Vigo Spanish | 929<br>422<br>— | ✠100A1 SS 2/69<br>stern trawler<br>✠LMC<br>✠Lloyd's RMC<br>MN400 EL (l) | **1964–12** Ast. Construcciones S.A.—Vgo<br>200′ 5″ 31′ 3″<br>174′ 8″ 31′ 2″ 24′ 4″<br>2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 26″ BK5″ WB183t incl. Tunnel tanks 73t | M Stern Trawler Ref<br>In.33900 | Oil 4SA 8Cy. 360×450 mm with flexible coupling & sr gearing<br>2000bhp 350t (d.o)<br>Motorenw. Mannheim Mhm<br>12½k |
| 504112<br>TKOR<br>Df Esd<br>RT | **BENIGUET**<br>**Le Bouter & Cie.**<br>Concarneau French | 111<br>50<br>— | BV | **1960** Etab. Varnier—Rou<br>81′ 2″ 21′ 6″<br>71′ 11″ 21′ 0″ 11′ 4″<br>1 dk | M Fishing<br>3 Ha (3′×3′) (3′×2¼′) (3¼′×2½′)<br>Der 1 | 2 Oil 4SA each 6Cy. 140×180 mm sr geared to sc. shaft<br>2000bhp<br>Moteurs Baudouin Msl |
| 538435<br>OXSL | **BENIKA**<br>exGudrun Nordfisk–67<br>exW-King I–65<br>**Ejnar J. B. Lauridsen**<br>Skagen Danish | 111<br>51<br>— | | **1960** Sønderborg Skibsværft—Sønderborg<br>84′ 1″ 19′ 10″<br>… … … | M Trawler | Oil 2SA<br>NE—<br>A/S Motfb. Gamma Fkn |
| 651300<br>EEQT<br>Df Esd<br>Gc Pld<br>Rdr RT | **BENIMUSLEM**<br>**Naviera de Exportación Agricola S.A.**<br>Bilbao Spanish | 2000<br>1042<br>4433 | ✠100A1<br>✠LMC<br>MN566 EL u1$\frac{1}{16}$″SQ | **1965–8** Cia. Euskalduna—Bbo<br>322′ 5″ 48′ 9″ 18′ 9″<br>296′ 9″ 48′ 6½″ 27′ 7″<br>F36′ 1 dk & S dk<br>Coll BH to S dk 4 to 2nd dk<br>rf nil WB501t | M OSD Mchy.aft | Oil 4SA 7Cy. 520×740 mm<br>2830bhp MAN (d.o)<br>Cia. Euskalduna Bbo<br>14k |
| 504113<br>PDAG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BENINKUST**<br>**N.V. Vereenigde Nederlandsche Scheep. Maats.**<br>The Hague Netherland | 3354<br>1709<br>4679 | ✠100A1 SS 12/64<br>DTs—vegetable oil<br>✠LMC<br>MN660 EL x 2⅛″SQ | **1954–11** Werf Jan Smit Czn—Alb<br>388′ 4″ 51′ 3″ 21′ 0½″<br>356′ 0″ 47′ 9″ 30′ 2″<br>P30′ F44′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4″ WB1060t incl. Tunnel tanks 700t | M (8P) Ref OSD<br>4 Ho 66½′, 71¼′, 68¾′, 64¼′<br>G.299015 B.274447<br>4 Ha (29¼′×14¾′) (41½′, 41½′ 29¾′×18′)<br>12W Der 1(35) 2(10) 4(5) | Oil 2SA 6Cy 630×1300 mm<br>3300bhp 488t (hvf)<br>Gebr. Stork & Co. Hengelo<br>AuxB 100℔<br>3×150kW 220V 13½k |
| | Now **PICHIT SAMUT** See New Entries No. 9 | | | | | |
| 504114<br>SPPZ<br>Df Esd<br>Gc Rdr<br>RT | **BENIOWSKI**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 7299<br>3983<br>12395<br>10443<br>6052<br>14686 | PR<br>✠Classed LR until 4/63 | **1960-1** N.V. Kon. Maats. "De Schelde"—Fls<br>516′ 9″ 65′ 10″ 27′ 6″/—<br>468′ 1″ 65′ 7½″ 41′ 0″<br>F50′ 1 dk & S dk<br>rf nil | M OSD/CSD<br>5 Ho<br>G.785040 B.702517<br>5 Ha<br>18W Der 1(30) 1(20) 12(5) | Oil 2SA 6Cy. 760×1500 mm<br>7800bhp Sulzer 1607t (hvf)<br>N.V. Kon. Maats. "De Schelde" Fls<br>4×180kW 230V d.c. 16k |
| 504115<br>EANY<br>Df | **BENISANET**<br>**Naviera de Exportación Agricola S.A.**<br>Bilbao Spanish | 2838<br>1556<br>2100 | ✠100A1 SS 9/67<br>✠LMC<br>MN324 EL s | **1954–6** Soc. Española de Const. Nav.—Bbo<br>310′ 11″ 43′ 1″ 17′ 7¼″<br>290′ 0″ 42′ 7″ 25′ 1″<br>F29′ 2 dks<br>RW 4BH to U dk 2 to 2nd dk<br>WB414t | S Ref<br>G.170359 B.157116 In.120000<br>10W Der 1(25) 4(5) 6(3) | C 4Cy. (2) 19$\frac{5}{16}$″ & (2) 41$\frac{5}{16}$″×41$\frac{5}{16}$″<br>1800ihp 450t<br>Soc. Española de Const. Nav. Bbo<br>2WTB 228℔ Spt AuxB 142℔ hs(3077)<br>12k |
| 504116<br>OGAK<br>1039<br>Df Esd<br>RTm/h | **BENITA**<br>exCondor–59<br>**Rederibolaget Benita**<br>Waldemar Höglund<br>Mariehamn Finnish | 349<br>164<br>435 | ✠100A1 SS 9/66<br>✠LMC<br>EL e | **1951–6** Terneuzensche Schps. Maats.—Terneuzen<br>143′ 4″ 25′ 0″ 9′ 4¼″<br>140′ 0″ 24′ 10″ 10′ 2″<br>P35′ F17′ 1 dk<br>R 3BH<br>WB106t | M Mchy.aft<br>2 Ho each 45½′<br>G.24000 B.22000<br>2 Ha (33⅓′, 33′×15′)<br>2W Der 2(2) | Oil 4SA 5Cy. 290×450 mm<br>300bhp 30t (d.o)<br>Appingedammer Brons Apg<br>1×4kW 110V d.c. 9k |
| 504118<br>EAAT | **BENITO**<br>exMonte Contés–57<br>exAndraka-Mendi–39<br>exPlencia<br>**Cia. Naviera Astur-Andaluza S.A.**<br>Gijon Spanish | 2516<br>1644<br>3599 | ✠100A1 SS 4/66<br>pt awning dk with fbd<br>✠LMC<br>EL (s) | **1898–5** Sir R. Dixon & Co. Ltd.—Mdb<br>299′ 0″ 42′ 0″ 19′ 0¼″<br>290′ 0″ 41′ 9″ 20′ 3″<br>P24′ Q88′ pt A dk 176′ 1 dk, lower dk in holds & pt A dk<br>R 5BH<br>rf 7½″ WB599t | S<br>G.169501 B.158310<br>4W | T 3Cy. 22¾″ 36½″ & 60″×39″<br>1120ihp 628t (o.f)<br>Blair & Co. Ltd. Stk<br>2SB 160℔ hs(3350) 6cf 11k |

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| 504119<br>EBUU<br><br>Df Esd<br>Gc Pfd<br>Rdr | **BENIZAR**<br><br>**Naviera de Exportación Agricola S.A.**<br>Bilbao Spanish<br>Now **COMILLAS**<br>See New Entries No. 1 | 3234<br>1919<br>— | ✠100A1<br><br>✠LMC<br><br>MN820 | SS 2/64<br><br><br><br>EL w 1$\frac{11}{16}$"SQ | **1959-2** Soc. Española de Const. Nav.—Bbo<br>371' 0" 52' 1" 21' 6"<br>337' 11" 51' 10" 30' 10"<br>F49' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB677t | M OSD<br><br>G.314604 B.295700<br><br>10W Der 1(25) 10(5) | Oil 2SA 5Cy. 620×1150 mm<br>4100bhp B&W<br>Soc. Española de Const. Nav.<br>db 100ft |
| 504122<br>KEYX<br>241926<br>Df Esd | **BENJAMIN BOURN**<br><br>**United States Department of Commerce**<br>Houston United States | 7176<br>4375<br>10500 | | AB | **1942** Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 504124<br>KGJP<br>242079<br>Df Esd<br>Rdr | **BENJAMIN CHEW**<br><br>**United States Department of Commerce**<br>Baltimore United States | 7247<br>4480<br>9854 | | AB | **1942** Bethlehem-Fairfield—Bal<br>441' 6" 57' 1" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | 2 S Turb dr geared to sc. shaft<br>6000shp Emade45fitted56<br>Allis-Chalmers Mfg Co.<br>3×20kW 120V d.c. |
| 504125<br>5MDW<br>1496<br>Df Esd<br>Gc Rdr<br>RT | **BENJAMIN COATES**<br><br>**Norbergen Shipping Co.**<br>Naess Shipping Co. Inc.<br>Monrovia Liberian | 28897<br>19860<br>47486 | | AB | **1960** Mitsubishi Zosen—Nag<br>736' 8" 100' 5" ~~37' 8½"~~ 39' 3½"<br>698' 10" 100' 1" 49' 10"<br>1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>36 Ta<br>L.2255081 **HeCls. BC** | 2 S Turb dr geared to sc. shaft<br>17600shp<br>Mitsubishi Zosen |
| 504127<br>WA2806<br>242260<br>Df Gc<br>Rdr RT | **BENJAMIN F. FAIRLESS**<br><br>**United States Steel Corp.**<br>**Great Lakes Fleet**<br>New York United States | 10294<br>6439<br>17600 | | AB | **1942** American S.B. Co.—Lorain<br>639' 6" 67' 2" 24' 0"<br>623' 3" 67' 0" 35' 0"<br>1 dk<br>RW<br>rf 3" | S Mchy.aft<br>3 Ho<br>G.498952<br>18 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Westinghouse Elec. & Mfg Co. |
| 504129<br>KKHB<br>242773<br>Df Esd | **BENJAMIN H. BRISTOW**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7228<br>5600<br>10500 | | AB | **1943** Permanente (Shpyd No. 1)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 504130<br>KKSB<br>243106<br>Df Esd | **BENJAMIN H. GRIERSON**<br><br>**United States Department of Commerce**<br>Portland, Or United States | 7176<br>4364<br>10439 | | AB | **1943** Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 504131<br>KVOT<br>245083<br>Df Esd | **BENJAMIN H. HILL**<br><br>**United States Department of Commerce**<br>Brunswick United States | 7254<br>4467<br>10800 | | AB | **1944** J. A. Jones Const. Co.—Brunswick<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Filer & Stowell Co.<br>3×20kW 120V d.c. |
| 504132<br>KHCR<br>242288<br>Df Esd | **BENJAMIN HAWKINS**<br><br>**United States Department of Commerce**<br>Baltimore United States | 7242<br>4437<br>10920 | | AB | **1942** Bethlehem-Fairfield—Bal<br>441' 6" 57' 1" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 504133<br>KEZD<br>242255<br>Df Esd | **BENJAMIN HUNTINGTON**<br><br>**United States Department of Commerce**<br>Houston United States | 7238<br>4428<br>10348 | | AB | **1942** Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 504134<br>WC6806<br>235390 | **BENJAMIN L. BISHOP**<br><br>**Atlantic Navigation Co.**<br>New York United States | 151<br>36<br>— | | | **1936** Julius H. Whitehurst—Fernandina<br>*97·0'* 21' 8"<br>... ... ...<br>1 dk | Wood M Mchy.aft<br>1 Ho 32'<br><br>1 Ha (10'×12') | Oil 2SA 6Cy. 290×355 mm<br>240bhp<br>Fairbanks, Morse & Co. |
| 504135<br>KTEA<br>246670<br>Df Esd<br>Gc Rdr | **BENJAMIN SILLIMAN**<br><br>**United States Department of Commerce**<br>New Orleans United States | 7240<br>4441<br>10428 | | AB | **1944** Delta S.B. Co. Inc.—N.Os<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 504138<br>WRBW<br>246117<br>Df Esd<br>Gc | **BENJAMIN WARNER**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7255<br>4437<br>10500 | | AB | **1944** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |

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| 504137<br>KWQT<br>245446<br>Df Esd | **BENJAMIN WATERHOUSE**<br>**United States Department of Commerce**<br>San Francisco United States | **7255**<br>4452<br>10500 | AB | **1944** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¼', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| 504139<br>GDRV<br>169986<br>Df Esd<br>Gc Rdr<br>RTv | **BENLARIG**<br>exJavanese Prince-61<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>**6525**<br>3629<br>10180<br>**8719**<br>5418<br>11122 | ✠100A1 SS 10/64<br>with fbd DTsm—oil FP above 150°F.<br>✠LMC<br>EL d† | **1944**-11 Blythswood S.B. Co. Ltd.—Gls<br>482' 4" 62' 3" 27' 7"/29' 1"<br>455' 0" 62' 0" 41' 5"<br>F44' 2 dks, 3rd dk except in aft hold<br>R 6 divisional WTBH in upr 'tween dks<br>Coll BH to U dk 7 to 2nd dk<br>rf 6" DK fwd of mchy. space WB3594t incl. DTsm1868t | M<br>5 Ho 65', 83', 46', 66', 78'<br>G.607000 B.556000<br>5 Ha (29¼ , 38', 24', 32½', 32½'×20')<br>14W Der 2(50) 6(10) 8(5) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford 3560t (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 120℔<br>3×60kW 220V d.c. 15k |
| 504140<br>MAGE<br>167040<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BENLAWERS**<br>**Sir Douglas Thomson and Partners**<br>Wm. Thomson & Co.<br>Leith British | **7804**<br>4646<br>11130 | ~~✠100A1 SS 4/64~~<br>~~side tanks in BR—oil FP above 150°F. or vegetable oil~~<br>~~✠LMC~~<br>~~EL c†2 3⁄16"SQ~~<br>**TO BE BROKEN UP** | **1944**-6 C. Connell & Co. Ltd.—Gls<br>474' 10" 60' 4" 30' 5"<br>450' 0" 60' 0" 40' 0"<br>F46' 2 dks, 3rd dk fwd of mchy. space<br>R 7BH<br>rf 4" WB2571t incl. Tunnel tanks 301t | S (5P) CSD<br>5 Ho 61', 67', 64'. 65', 62'<br>G 564470 B.501050<br>5 Ha (24¼', 30½', 30½', 30½' 30½'×20')<br>16W Der 1(50) 1(30) 6(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>7500shp 1034t (o.f)<br>D. Rowan & Co. Ltd. Gls<br>4 SB 250℔ Spt hs(13968) 16cf<br>2×45kW 110V d.c. 15k |
| 650840<br>GPYU<br>307329<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BENLEDI**<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>**8765**<br>4661<br>10100<br>**11758**<br>6518<br>13785 | ✠100A1<br>DTsf and a, 'tween dk tanks a—vegetable oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>MN4140 EL j†2½"SQ | **1965**-6 C. Connell & Co. Ltd.—Gls<br>**563' 0" (incl.BB) 75' 3" 28' 11"/33' 7½"**<br>**522' 5" 75' 0" 43' 6"**<br>Ba165' F111' 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>8BH<br>rf 12" WB2125t incl. TwDm63t | M (12P) Ref<br>4 Ho 72' DT, 75', 67½', 68¼', 66¼<br>G.846063 B.735520 In.13950<br>10 Ha (stl) (38¼', 38½'×21') (41¼', 41¼'×13½') (46¾'×21') (41¼', 41¼'×13½') (52¼'×21') (30¼'×20½') (10'×20')<br>10W Cr 6(5) Der 1(70) 8(10) 2(5) | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 2145t (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>AuxB 120℔<br>4×430kW 440V 60c/s a.c. 21½k |
| 504142<br>MXKR<br>186655<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BENLOMOND**<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>**7325**<br>4135<br>11015<br>**9927**<br>5831<br>11962 | ✠100A1 SS 7/65<br>tunnel side tanks—vegetable oil Tanks in poop & fcle 'tween dks—latex<br>✠LMC<br>MN1870 EL f†2⅜"SQ | **1957**-7 C. Connell & Co. Ltd.—Gls<br>507' 9" 64' 3" 28' 6"/30' 0"<br>470' 0" 64' 0' 42' 11"<br>P35' F96' 2 dks, 3rd dk in Nos. 2, 3, 4 & 5 holds<br>8BH<br>rf 4" DK WB2235t incl. Tunnel tanks 848t DTf100t | S (8P)<br>6 Ho 46', 61', 61', 39' 57', 71'<br>G.731500 B.680440<br>7 Ha (stl) (22½', 30½', 36½', 22', 30¼', 33'×21') (9½'×15½')<br>18W Cr 2(5) Der 1(70) 1(50) 8(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>9350shp 1611t (o.f)<br>D. Rowan & Co. Ltd. Gls<br>2WTB 500℔ Spt 815° F. 480℔<br>hs13358 db 100℔ sg 100℔<br>4×250, 150, 150, 150kW 220V d.c. 17k |
| 504143<br>MXVS<br>300608<br>Df Esd<br>Gc Rdr<br>RTv | **BENLOYAL**<br>**Chine Shipping Co. Ltd.**<br>~~**The Ben Line Steamers Ltd.**~~<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>**8179**<br>4490<br>10690<br>**10929**<br>6268<br>10926 | ✠100A1 SS 10/66<br>'tween dk tanks aft and upper DTf—latex Tunnel side tanks—edible oil<br>✠LMC<br>✠Lloyd's RMC<br>MN3100 EL h†2½"SQ | **1959**-1 C. Connell & Co. Ltd.—Gls<br>549' 7" 71' 3" 29' 8"/30' 0"<br>506' 1" 71' 0" 44' 6"<br>P41' F71' 2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>8BH<br>rf 4" DK fwd WB1962t incl. Tunnel tanks 667t DT98t | S (10P) Ref<br>5 Ho 69½', 64¾', 52¼', 70½', 65'<br>G.742000 B.675000 In.14800<br>7 Ha (stl) (20', 32⅓', 36¼', 24¾', 36¼', 32¾'×20¾') (9¾'×16¾')<br>20W Cr 2(5) Der 1(70) 1(50) 10(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>15500shp 1270t (o.f)<br>D. Rowan & Co. Ltd. Gls<br>2WTB 665℔ Spt 850° F. 644℔<br>hs20630 db 100℔ sg 100℔<br>4×200kW 220V d.c. 18k |
| 504144<br>MADX<br>181195<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BENMACDHUI**<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>**5930**<br>3284<br>9790<br>**7755**<br>4433<br>11500 | ✠100A1 TD 4/68 ~~SS 6/64~~<br>DTm(cc)—vegetable oil<br>✠LMC<br>EL (c†)2¼"SQ | **1948**-2 C. Connell & Co. Ltd.—Gls<br>474' 6" 60' 4" 27' 4"/30' 4"<br>450' 9" 60' 0" 40' 0"<br>F46' 2 dks, 3rd dk fwd of mchy. space<br>RW 7BH<br>rf 4" WB2762t incl. Tunnel tanks 299t DTsm734t | S<br>5 Ho 61', 66', 62¾', 64', 62'<br>G.561560 B.499380<br>5 Ha (24¼', 30½', 30¼', 30¼', 30½'×20')<br>18W Der 1(50) 1(20) 6(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>7500shp 1796t (o.f)<br>D. Rowan & Co. Ltd. Gls<br>2WTB 500℔ Spt 470℔ hs(12574)<br>db 105℔ sg 100℔<br>4×200, 105, 105, 105kW 220V d.c. 16½k |
| 504145<br>GMVY<br>191460<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BENMHOR**<br>exPenrith Castle-52<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | **7755**<br>4363<br>10853 | ✠100A1 SS 9/65<br>with fbd DTs—oil FP above 150°F. or veg. oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>EL f†2⅜"SQ | **1949**-10 Blyth D.D. & S.B. Co. Ltd.—Bly<br>501' 0" 64' 2" 28' 2"<br>470' 8" 64' 0" 40' 6"<br>P38' F43' 2 dks & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 1" WB4640t incl. DTsa1436t DTm933t | S (12P) Ref OSD<br>5 Ho 60½', 82¾', 36½', 71', 68'<br>G.722495 B.663320 In.30744<br>6 Ha (stl) (28¼', 37¼', 26½', 26½', 32', 26½'×20')<br>18W Der 1(50) 1(25) 8(8) 10(5) | 3 S Turb dr geared to sc. shaft<br>8800shp 1435t (o.f)<br>Parsons Marine Turb. Co. Wal<br>2WTB 570℔ Spt 520℔ hs(14778)<br>db 105℔ sg 125℔<br>3×250kW 220V d.c. 16½k |
| 509603<br>GTNA<br>191466<br>Df Esd<br>Gc Rdr | **BENNACHIE**<br>exEastern Glory-66<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>**6192**<br>3269<br>9887<br>**8494**<br>4705<br>10755 | ✠100A1 SS 7/67<br>with fbd DTsm—oil FP above 150° F. or veg. oil Upper APT—veg. oil or latex<br>✠LMC<br>EL d†2 3⁄16"SQ | **1949**-11 J. L. Thompson & Sons Ltd.—Sld<br>473' 10" 61' 7" 27' 9"/29' 2"<br>440' 10" 61' 4" 40' 10"<br>P42' F102' 2 dks, 3rd dk in Nos. 2 & 4 holds<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 1½" WB4064t incl. DTsm2304t | S (12P)<br>4 Ho 63', 77', 48' DT, 69¼', 61¼'<br>G.624700 B.572780<br>5 Ha (stl) (31½', 34¾', 29¼', 34¾', 34¾'×20') 1 Ha (w) (8'×15')<br>12W Der 1(50) 4(10) 12(5) 2(3) | 3 S Turb dr geared to sc. shaft<br>6800shp 1079t (o.f)<br>Parsons Marine Stm Turb. Wal<br>2WTB 490℔ Spt 460℔ hs(11071)<br>db 125℔ sg 125℔<br>4×150kW 220V d.c. 15k |
| 504148<br>GFMZ<br>181975<br>Df Esd<br>Gc Rdr<br>RTv | **BENNEVIS**<br>exBardic-59<br>exMuncaster Castle-54<br>**Avon Steamship Co. Ltd.**<br>**Wm. Thomson & Co.**<br>Leith British | **7841**<br>4731<br>12546 | **BS** SS 5/65<br>DTs in No. 2 hold—vegetable oil or latex<br>**MBS**<br>MN1700 CT10662 C41 S36 | **1944** Seattle Tacoma S.B. Corp.—Tac<br>492' 0" 69' 7" 29' 5"<br>465' 3" 69' 6" 42' 6"<br>2 dks & S dk<br>7BH<br>rf 1" WB2222t incl. DTs392t | S (8P) OSD<br>4 Ho 78', 27' DTs, 74', 66', 79½'<br>G.799180 B.725730<br>5 Ha (35¼'×19½') (29¼', 36¾', 29¼' 39¼'×23½')<br>20W Der 1(30) 2(10) 18(5) | 2 S Turb dr geared to sc. shaft<br>8500shp 1900t (o.f)<br>Allis Chalmers Mfg Co. Milwaukee<br>2WTB 525℔ Spt 475℔ hs13978<br>✠nwtdb 6/59 120℔<br>3×250kW 240V d.c. 16k |
| 504149<br>KEZG<br>242406<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BENNINGTON**<br>~~**Keystone Tankship Corporation**~~ **Chas. Kurz & Co. Ltd.**<br>Keystone Shipping Co.<br>Wilmington, Del United States | **10624**<br>6452<br>16616 | AB | **1942** Sun S.B. & D.D. Co.—Chester, Pa<br>523' 6" 68' 2" 30' 3½"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.792540 HcCls. BC<br>Der 1(5) 1(2) | S Turb 7240shp driving 1 gen. 5400kW 2300V a.c. connected to elec. motor<br>6000shp (Sy) 1500t (o.f)-46pd<br>General Electric Co. Lyn<br>2×525kW 440V 60c/s a.c. 14½k |

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| 661804<br>OZTZ<br>Df Esd<br>Gc Pfd<br>Rdr | **BENNY SKOU**<br>**Ove Skou Rederi A/S**<br>Ove Skou<br>Copenhagen Danish | **4832**<br>2504<br>6950<br>**7486**<br>4227<br>9750 | ✠100A1<br>Tunnel tanks—oil FP above 150° F. or veg. oil or latex but not in adjacent tanks<br>✠LMC<br>MN1680 EL b†2 1/16"SQ | 1967-2 Helsingör Skibs. & Msk.—Hsg<br>451' 4" 60' 4" 23' 5½"/28' 5½"<br>412' 7" 60' 2" 36' 9"<br>RAD32' F91' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4" WB2223t incl. Tunnel tanks 894t | M OSD/CSD<br>5 Ho 43½', 67½', 71½' 71½', 49½'<br>G.526700 B.469550<br>5 Ha (stl) (27', 40', 37½', 40½', 26'×20½')<br>16W Der 1(30) 1(25) 6(10) 10(5) | Oil 2SA 7Cy. 620×1400 mm<br>8400bhp B&W<br>Helsingör Skibs. & Msk.<br>AuxB 100lb AuxB (ex.g) 142lb<br>3×320kW 440V 60c/s a.c. |
| 504152<br>JWNG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BENOIL**<br>exMaridal-61<br>**Skibs A/S Excelsior**<br>Bendt Rasmussen<br>Kristiansand Norwegian | **12329**<br>7018<br>18850 | NV | 1957 Uddevallavarvet A/B—Udv<br>560' 0" 69' 11" 30' 8½"<br>530' 0" 69' 9" 39' 8"<br>1 dk<br>rf 1½" | M Tanker Mchy.aft<br>26 Ta | Oil 2SA 8Cy. 760×1500 mm<br>7500bhp Götaverken<br>Uddevallavarvet A/B<br>2×240kW 220V d.c. |
| 524862<br>HPWL<br>3278HK<br>Df | **BENORA**<br>exNego Swan-64<br>exNegoswan-60<br>exDaviken-59<br>**Doreen Steamship Corp. S.A.**<br>Panama Panamanian | **2922**<br>1778<br>3500 | ✠Classed LR until 2/60<br>**BROKEN UP** | 1926-1 W. Hamilton & Co. Ltd.—P.Gl<br>305' 0" 45' 8" 18' 8½"<br>294' 0" 45' 6" 28' 3"<br>B72' F31' 2 dks<br>R | S<br>G.198600 B.180700<br>8W Der 1(20) | T 3Cy. 20½" 34" & 56¾"×36"<br>Rankin & Blackmore Ltd. |
| 504153<br>GPVB<br>184037<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BENREOCH**<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>**6877**<br>3900<br>—<br>**9707**<br>5655<br>— | ✠100A1 SS 6/68 ~~SS 5/64~~<br>tunnel side tanks—vegetable oil Tanks in poop & fcle 'tween dks—latex<br>✠LMC<br>MN1870 EL f†2¾"SQ | 1952-10 C. Connell & Co. Ltd.—Gls<br>503' 6" 64' 1" —/30' 0"<br>470' 8" 64' 0" 42' 11"<br>P35' F108' 2 dks, 3rd dk in Nos. 2 & 3 holds Intermediate dk in No. 4 hold<br>7BH<br>rf 4" WB2624t incl. DTf862t Tunnel tanks 1140t | S (6P)<br>5 Ho 60', 68½', 74', 76', 66'<br>G.693840 B.653080<br>6 Ha (28½', 32½', 32½', 32½'×20½') (32½'×21') (16'×10')<br>20W Der 1(50) 1(20) 6(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>9350shp<br>D. Rowan & Co. Ltd.<br>2WTB 490lb Spt 480lb hs1320<br>db 105lb sg 100lb<br>4×250, 125, 125, 125kW 220V d.c. |
| 504154<br>GFNC<br>182843<br>Df Esd<br>Gc Rdr<br>RTv | **BENRINNES**<br>exGallic-59<br>exGreystoke Castle-54<br>**Avon Steamship Co. Ltd.**<br>**Wm. Thomson & Co.**<br>Leith British | **8008**<br>4752<br>12546 | **BS** SS 9/65<br>DTsf—vegetable oil or latex<br>**MBS**<br>MN1700 CT10662 C41 S36 | 1944 Seattle Tacoma S.B. Corp.—Tac<br>492' 2" 69' 7" 29' 5"<br>465' 3" 69' 6" 42' 6"<br>2 dks & S dk<br>7BH<br>rf 1" WB3882t incl. DTsf1630t | S (8P) OSD<br>4 Ho 78', 27' DTs, 74', 65', 79½'<br>G.799180 B.725370<br>5 Ha (35½'×19½') (29½', 36½', 29½', 39½'×23½')<br>20W Der 1(30) 2(10) 18(5) | 2 S Turb dr geared to sc. shaft<br>8500shp<br>Allis Chalmers Mfg Co.<br>2WTB 525lb Spt 475lb hs136<br>✠nwtdb 5/59-121lb<br>3×250kW 220V d.c. |
| 640699<br>EEFN<br>Df Esd<br>RT | **BENS**<br>**Domingo C. Fernandez Vila**<br>Corunna Spanish | **243**<br>111<br>293 | BV | 1964 Astano S.A.—Frl<br>127' 5" 22' 6" 11' 9¾"<br>108' 10" 12' 10" | M Trawler<br>3 Ha (each 3'×3')<br>Der 1 | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz |
| 504155<br>WB9995<br>223909<br>Df Esd<br>Gc Rdr<br>RT | **BENSON FORD**<br>**Ford Motor Co.**<br>Detroit United States | **8193**<br>5193<br>12888 | AB | 1924 Gt. Lakes Eng. Wks—River Rouge<br>612' 0" 62' 2" 21' 6¾"<br>594' 11" 62' 0" 32' 0"<br>F58' 1 dk<br>R<br>rf 3" | M Bulk Carrier Mchy.aft<br>3 Ho<br>G.625000 B.604068<br>18 Ha (stl) | Oil 2SA 4Cy. 575×2310 mm<br>300bhp Doxford<br>Sun S.B. Co. |
| 680253 | **BENSTAC**<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British<br>For later particulars see New Entries No. 1 | **12000**<br>6800<br>15700 | **100A1**<br>Class contemplated | C. Connell & Co. (Shipbuilders) Ltd.—Gls<br>531' 6" 69' 8" 32' 10½"<br>500' 0" 69' 6" 43' 6" | M Ref | Oil 2SA 6Cy. 900×1550 mm Sulzer<br>Barclay, Curle & Co. Ltd. |
| 504156<br>EGVG<br>Esd | **BENTAYGA**<br>**Juan Melian Schamann**<br>Las Palmas Spanish | **211**<br>93<br>— | | 1948 Troncoso & Santodomingo—Vgo<br>*89·6'* 22' 0"<br>... ... ... | Wood S Fishing | T 3Cy. 8½" 14" & 23½"×17¾"<br>220ihp<br>M. Sanjurio Otero |
| 533156<br>LFEG | **BENTE**<br>exSkudebu-67 exBudal-62<br>exElsi-55 exBjörnungen-51<br>exTyssedal-41<br>**Sverre Koch**<br>Skien Norwegian | ~~277~~ 263<br>~~165~~ 149<br>350 | BV | 1911 Mjellem & Karlsen—Bgn<br>138' 7" 22' 2" 10' 0"<br>130' 0" 22' 0"<br>P36' F19' 1 dk<br>R len 54<br>BK6½" | M Fishing Mchy.aft<br>1 Ho 80'<br>G.17600 B.16500<br>2W Der 1(2) | Oil 2SA 4Cy. 230×400 mm<br>280bhp Emade57fitted59<br>Alpha-Diesel A/S |
| 504157<br>JXUI<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **BENTE BRÖVIG**<br>**Th. Brövig**<br>Farsund Norwegian | **8796**<br>4659<br>14000<br>**12089**<br>6783<br>**16868** | NV | 1963 Wm. Hamilton & Co. Ltd.—P.Gl<br>539' 11" 69' 10" 27' 9¾"/31' 2¼"<br>505' 0" 69' 6" 32' 6"<br>P150' F42' 1 dk & S dk, 3rd dk in No. 3 hold<br>R | M OSD/CSD Mchy.aft<br>5 Ho 52', 70', 72', 70', 80'<br>G.851524 B.769853<br>5 Ha (stl) (36', 40', 40', 40', 40'×25½')<br>10W Der 1(30) 1(20) 6(10) 4(5) | Oil 2SA 6Cy. 750×2000 mm B&W<br>J. G. Kincaid & Co. Ltd.<br>3×250kW 220V d.c. |
| 661636<br>OWQO<br>Df Esd<br>Rdr RTv | **BENTE SCANCOAST**<br>Launched as Bente Dancoast<br>**Partrederiet Scancoast**<br>Riis Shipping<br>Copenhagen Danish<br>Now **SCAW PROCTOR** See New Entries No. 5 | **300**<br>174<br>570 | BV | 1966 Sønderborg Skibsv.—Sønderborg<br>154' 7" 28' 11" 10' 6"<br>138' 10" 28'10½" 11' 1"<br>P42' Q32' B22' F33' 1 dk<br>rf 7" | M Mchy.aft<br>1 Ho 83'<br>G.23600 B.21000<br>1 Ha (68½'×16½')<br>Cr 2(3) 2(1½) | Oil 2SA 5Cy. 230×400 mm<br>425bhp<br>Alpha-Diesel A/S<br>2×40kW 380/220V 50c/s a.c.<br>Controllable pitch propeller |
| 504160<br>JGJJ<br>59407 | **BENTEN MARU No. 8**<br>exShoho Maru-54<br>**S. Yamamoto**<br>Nishiizu Japanese | **141**<br>73<br>— | | 1948 Koyanagi Zosensho—Shizuoka<br>*90·2'* 19' 0"<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×350 mm<br>320bhp<br>Niigata Tekkosho |

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|---|---|---|---|---|---|---|
| 541039<br>8KHL<br>93390<br>Df Esd<br>Pfd Rdr<br>RT | **BENTEN MARU No. 11**<br>**T. Shiozaki**<br>Heda Japanese | 160<br>60<br>— | | **1963** Miho Zosensho—Shimizu<br>120′ 9″ 24′ 11″<br>96′ 10″ 24′ 9″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×470 mm<br>Akasaka Tekkosho Yaizu |
| 661554<br>JMYC<br>98147<br>Df Esd<br>Rdr | **BENTEN MARU No. 12**<br>**T. Shiozaki**<br>Heda Japanese | 192<br>69<br>— | | **1966** Miho Zosensho—Shimizu<br>136′ 7″ 21′ 9″<br>112′ 11″ 21′ 8″ 10′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×440 mm<br>820bhp<br>Akasaka Tekkosho Yaizu |
| 504161<br>PKEP | **BENTENAN**<br>**Republik Indonesia**<br>P.T. Pelajaran Rakjat Indonesia<br>Djakarta Indonesian | 176<br>83<br>160 | | **1946** Gebr. van Diepen—Waterhuizen<br>121′ 8″ 23′ 1″<br>22′ 11″<br>F22′ | M Mchy.aft<br>1 Ho 69½′<br>G.9778 B.9496<br>3W | Oil 4SA 3Cy. 280×400 mm<br>6t<br>Motorenf. "De Industrie" Alp<br>7k |
| 504166<br>GIAM<br>303465<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BENVALLA**<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>**8077**<br>4537<br>10275<br>**10926**<br>6282<br>13040 | **✠100A1** SS 8/66<br>DTsma (c & f)—vegetable oil<br>DTsma (p & s)—veg. oil or oil FP above 150° F.<br>'Tween dk tank aft & upper DTsf—latex Upper DTsf—lub. oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN3000 EL i†2½″SQ | **1962**–9 C. Connell & Co. Ltd.—Gls<br>549′ 7″ 71′ 3″ 29′ 8¼″/33′ 6¼″<br>508′ 1″ 71′ 0″ 44′ 5″<br>P35′ F46′ 2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>8BH to U dk 2 to 2nd dk<br>rf 4″ DK fwd WB2333t incl. DTsma704t DTsmf570t | M (12P) Ref<br>5 Ho 20′ DT, 18′ DT, 53′, 68′, 62½′, 49′, 63′<br>G.729760 B.615660 In.14800<br>6 Ha (stl) (22½′, 26½′, 37′, 33′, 33′, 30¼′×21′)<br>20W Cr 2(5) Der 1(50) 1(20) 10(10) 10(5) | Oil 2SA 10Cy. 760×1550 mm<br>15000bhp Sulzer 1364t (hvf)<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 130℔ e (ex.g) 120℔<br>4×250, 250, 200, 200kW 220V d.c. 20k |
| 504167<br>GCQR<br>169879<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BENVANNOCH**<br>exPort Stephens-56<br>exSilveroak-55<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>**6524**<br>3902<br>10376<br>**9376**<br>5737<br>11351 | ~~✠100A1~~ ~~SS 12/63~~<br>~~with fbd DTs in No. 3 hold—vegetable oil or latex~~<br>~~✠LMC~~<br>~~EL e†2¼″SQ~~<br>**TO BE BROKEN UP** | **1944**–6 J. L. Thompson & Sons Ltd.—Sld<br>490′ 4″ 63′ 6″ 26′ 10¼″/28′ 4″<br>460′ 10″ 63′ 2″ 41′ 9″<br>P34′ F39′ 2 dks, 3rd dk in Nos. 1, 2 & 3 holds<br>R Coll BH to U dk 7 to 2nd dk<br>rf 6″ WB4100t incl. DTsm2416t | TM (12P)<br>4 Ho 57¾′, 93¾′, 24¾′ DT, 24¾′ DT, 77′ 74¼′<br>G.693320 B.633420<br>5 Ha (30¼′×19′) (41¼′, 24¾′, 35¾′, 30¼′×21′)<br>15W Der 1(50) 1(40) 4(10) 12(5) 2(3) | 2 Oil 2SA each 4Cy. 600×2320 mm<br>6800bhp 1214t (d.o)<br>Wm. Doxford & Sons Ltd. Sld<br>~~2db 120℔~~ 2AuxB 120℔<br>3×175kW 220V d.c. 15k |
| 504168<br>GFNL<br>181199<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BENVENUE**<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>**5934**<br>3336<br>9630<br>**7759**<br>4496<br>11370 | **✠100A1** SS 12/64<br>tunnel side tanks No. 4 hold & DTm (c)—veg. oil<br>**✠LMC**<br>EL (c†)2¼″SQ | **1948**–5 C. Connell & Co. Ltd.—Gls<br>474′ 6″ 60′ 4″ 27′ 4″/30′ 4″<br>450′ 0″ 60′ 0″ 40′ 0″<br>F46′ 2 dks, 3rd dk fwd of mchy. space<br>RW 7BH<br>rf 4″ WB3021t incl. Tunnel tanks 1014t DTsm431t | S<br>5 Ho 63′, 66½′, 64½′, 64′, 72′<br>G.561320 B.496430<br>5 Ha (24¾′, 31′, 31′, 31′, 31′×20′)<br>18W Der 1(50) 1(20) 6(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>7500shp 1735t (o.f)<br>D. Rowan & Co. Ltd. Gls<br>2 WTB 500℔ Spt 470℔ hs(12574)<br>db 105℔ sg 100℔<br>4×200, 105, 105, 105kW 220V d.c. 16½k |
| 504170<br>MDPD<br>183411<br>Df Esd<br>Pfd Rdr<br>RTm/v | **BENVOLIO**<br>Launched as Esmonde<br>**Hellyer Bros. Ltd.**<br>Hull British | 722<br>262<br>— | **✠100A1** SS 4/65<br>trawler<br>**✠LMC**<br>EL (k)z | **1949**–8 Smith's Dock Co. Ltd.—Mbd<br>*184·6′* 31′ 2″<br>180′ 0″ 31′ 0″ 17′ 11″<br>F34′<br>RW 6BH<br>rf 24″ BK7½″ WB107t incl. DTa10t DTsf88t | S Trawler | T 3Cy. 16″ 26½″ & 45½″×27″<br>1450ihp (o.f)<br>Smith's Dock Co. Ltd. Mdb<br>SB 225℔ Spt hs(5055) 4cf<br>2×12½, 10kW 110V d.c. |
| 504171<br>MAGH<br>181173<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BENVORLICH**<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>**6618**<br>3770<br>10900<br>**9695**<br>5931<br>12120 | **✠100A1** SS 11/66<br>with fbd DTsm—oil FP above 150° F., veg. oil or latex when no oil fuel in adjacent tanks<br>**✠LMC**<br>EL e† | **1946**–3 C. Connell & Co. Ltd.—Gls<br>497′ 5″ 64′ 4″ 29′ 9¾″<br>465′ 0″ 64′ 0″ 42′ 8″<br>P33′ F40′ 2 dks, 3rd dk except in No. 1 hold<br>R 6 divisional WTBH in upper 'tween dks Coll BH to U dk 7 to 2nd dk<br>rf 3″ WB1878t incl. Tunnel tank 220t Dtsm943t DTf191t | S CSD<br>6 Ho 52′, 56′, 85′, 30′, 68′, 64′<br>G.739550 B.658040<br>6 Ha (20¼′×16¾′) (33¾′, 52¼′, 10½′, 35¾′, 27½′×21′)<br>18W Der 1(80) 1(30) 6(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>7500shp 1371t (o.f)<br>D. Rowan & Co. Ltd. Gls<br>2WTB 460℔ Spt 450℔ hs12014<br>db 105℔ sg 100℔<br>3×200kW 220V d.c. 15k |
| 504172<br>MTZX<br>186637<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BENVRACKIE**<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>**7144**<br>4061<br>11010<br>**9757**<br>5732<br>12010 | **✠100A1** SS 7/67 ~~SS 5/68~~<br>tunnel side tanks—veg. oil Tanks in poop and fcle 'tween dks—latex<br>**✠LMC**<br>MN1870 EL f†2⅜″SQ | **1953**–3 C. Connell & Co. Ltd.—Gls<br>507′ 10″ 64′ 3″ 28′ 6″/30′ 0″<br>470′ 0″ 64′ 0″ 42′ 11″<br>P35′ F96′ 2 dks, 3rd dk in Nos. 2, 3 & 4 holds intermediate dk in No. 5 hold<br>8BH<br>rf 4″ DK fwd WB2579t incl. Tunnel tanks 1192t | S (8P)<br>6 Ho 47′, 65′, 63′, 41′, 68′, 74′<br>G.735460 B.684400<br>7 Ha (stl) (22½′, 30⅓′, 36½′, 22′, 30¼′, 33′×21′) (16′×10′)<br>18W Cr 2(5) Der 1(70) 1(50) 8(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>9350shp 1581t (o.f)<br>D. Rowan & Co. Ltd. Gls<br>2WTB 490℔ Spt 480℔<br>hs13358 db 105℔ sg 100℔<br>5×300, 125, 125, 125, 125kW 220V d.c.<br>16k |
| 504173<br>JXHR<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BENWELL**<br>exBelmar-62<br>**Skibs A/S Excelsior**<br>Bendt Rasmussen<br>Kristiansand Norwegian<br>Now **PEDRO** See New Entries No. 5 | **12597**<br>7158<br>19832 | NV | **1959** Verolme Schpsw.—Alb<br>559′ 9″ 72′ 0″ 29′ 9½″<br>538′ 0″ 71′ 10″ 39′ 4″<br>1 dk<br>RW<br>rf nil | M Tanker Mchy.aft | Oil 2SA 9Cy. 700×1200 mm<br>7500bhp MAN (hvf)<br>Verolme Machfbk. Ijsselmonde<br>2×300kW 440V 60c/s a.c. |
| 662013<br>GSTH<br>309536<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BENWYVIS**<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>**9487**<br>4264<br>9930<br>**11467**<br>6504<br>13385 | **✠100A1**<br>DTf&a and TWDf&a—vegetable oil or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN4140 EL j† | **1966**–12 C. Connell & Co. (Shipbuilders) Ltd.—Gls<br>**563′ 0″ (incl.BB) 75′ 3″ 28′ 11″/33′ 4″**<br>**522′ 5″ 75′ 0″ 43′ 5″**<br>P192′ F182′ 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>RW 8BH to U dk 2 to 2nd dk<br>rf 12″ WB2519t | M (12P) Ref<br>6 Ho 43′, 67′, 68′, 68′, 85′, 34′<br>G.849442 B.750291 In.14210<br>10 Ha (stl) (38¾′, 38½′×21′) (41¼′, 41¼′×13½′) (46¾′×21′) (41¼′, 41¼′×13½′) (52¼′×21′) (30¼′×20½′) (10′×20′)<br>10W Cr 1(20) 5(5) Der 1(70) 6(10) 4(5) | ~~2~~ Oil 2SA ~~each~~ 9Cy. 900×1550 mm<br>~~geared to sc. shaft~~<br>20700bhp Sulzer 115t (d.o) 1896t (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 120℔<br>4×425kW 440V 60c/s a.c. 21k |

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|---|---|---|---|---|---|---|
| 641000 | **BENYA** | 618 | | 1963 Leninskaya Kuznitsa—Kiev | M Trawler | Oil 4SA 8Cy. 320×480 mm |
| 9GTW | | 246 | | 177' 10" 30' 6" | | |
| 316518 | **The Government of the** | — | | 164' 0" 30' 5" 15' 5" | | Schwermasch. Karl Liebknecht |
| Df Esd | **Republic of Ghana** | | | | | |
| Gc Rdr | Takoradi Ghanaian | | | | | |
| 652346 | **BENYA RIVER** | T.Mk | ✠100A1 | 1965–11 Swan, Hunter & Wghm Rchdsn | M (8P) ~~OSD/CSD~~ | Oil 2SA 6Cy. 680×1250 mm |
| 9GVG | | 4838 | | Ltd.—Nwc | 5 Ho 54', 72½', 64', 66½', 61½' | 7200bhp Sulzer |
| 316553 | **The Government of the** | 2658 | ✠LMC | 454' 6" 62' 8" ~~32' 11"/37' 7½"~~ — /27' 7½" | G.506967 B.457134 | Wallsend Slpwy & E. Co |
| Df Esd | **Republic of Ghana** | — | | 423' 11" 62' 6" 35' 8" | 5 Ha (stl) (29'×14') (47½', 37½', | AuxB 103lb (o.f) |
| Gc Pfd | Black Star Line Ltd. | 7337 | MN1440 EL b†2 1/16"SQ | P37' F40' 1 dk & S dk | 39½'×23') (23½'×20') | AuxB 114lb (ex.g) |
| Rdr | Takoradi Ghanaian | 4238 | | Coll BH to S dk, 7 to 2nd dk | 16W Der 1(60) 1(25) 12(10) 4(5) | 3×260kW 440V 60c/s a.c. |
| RTm/h/v | | — | | rf nil WB1200t incl. Tunnel tanks 222t | | |
| 504175 | **BEO** | 194 | | 1952–9 N.V. Scheeps. "De Klop"— | M | Oil 4SA 6Cy. 270×500 mm |
| PKAP | | 76 | | Sliedrecht | | |
| | **Republik Indonesia** | 70 | ✠Classed LR until 9/58 | 125' 4" 21' 5" 6' 7½" | | N.V. Werkspoor |
| | Departemen Perhubungan | | | 114' 10" 21' 4" 9' 8" | | |
| | Laut | | | B & F48' 1 dk | 2W | |
| | Djakarta Indonesian | | | RW | | |
| 504176 | **BEOGRAD** | 5427 | ✠100A1 Dr 4/66 | 1925–2 Workman Clark & Co. Ltd.—Bel | S OSD | T 3Cy. 25 1/16" 42½" & 70"×51" |
| YTBF | exRadport–46 | 3295 | with freeboard | 432' 7" 54' 8" 25' 1½" | 5 Ho 62', 58', 38', 62', 73' | 2500ihp |
| | exFredriko Glavic–41 | 9600 | ✠LMC | 419' 6" 54' 5" 36' 6" | | Workman Clark & Co. Ltd. |
| Df | **Atlanska Plovidba** | | | F38' 1 dk & S dk, 3rd dk in No. 1 hold | 5 Ha (27', 30', 18', 30', 30'×22') | 3 SB 180lb hs(7104) 9cf |
| RTm/h | Dubrovnik Yugoslav | | EL a† | R Coll BH to S dk 7 to 2nd dk | Der 8(5) 2(3) | 2×16, 10kW 110V d.c. |
| | | | JR | WB131t | | |
| 504178 | **BEPPIE** | 492 | | 1957 Scheeps. Kerstholt—Gro | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm |
| SIZE | | 271 | | 172' 8" 27' 10" 10' 6½" | 1 Ho 101' | 395bhp |
| 10728 | **Oskar Brevik Partrederi** | 645 | BV | 157' 0" 27' 7" 11' 8" | | Motorenw. Mannheim |
| Df Esd | Skarhamn Swedish | | | 1 dk | 2 Ha (each 39½'×16½') | 2×6kW 110/115V d.c. |
| RTm | | | | RW | Der 2(3) | |
| | | | | rf nil | | |
| 504179 | **BEPPU MARU** | 864 | | 1962 Hashihama Zosen—Imabari | M Mchy.aft | Oil 4SA 6Cy. 450×640 mm |
| 7KXN | | 482 | | *176·6'* 31' 2" 8' 11" | 1 Ho | 1650bhp |
| 89310 | **Uwajima Unyu K.K.** | — | | 173' 10" 31' 1" 13' 1" | G.6321 B.6277 | Nippon Hatsudoki |
| Gc Rdr | Uwajima Japanese | | | 1 dk | 1 Ha (7'×10½') | 3×80, 80, 16kW 225V a.c. |
| | | | | RW | 2W Der 2(1) | |
| 504181 | **BERAU** | 2575 | ✠Class **WITHDRAWN** | 1957–4 N.V. Werf "Gusto"—Sch | M | Oil 2SA 6Cy. 520×700 mm |
| PKSD | | 1183 | **3/68** | 285' 6" 46' 1" 12' 11½" | | 2300 bhp |
| 330 | **Republik Indonesia** | 1700 | | 269' 0" 45' 11" 18' 1" | | Masch. Augsburg-Nürnberg |
| Df Esd | P.T. Pelajaran Nasional | | | P&B163' F37' uprF31' 1 dk | | (db 100lb) |
| Rdr | Indonesia | | | 6BH | | |
| | Djakarta Indonesian | | | rf 3" WB583t incl. Tunnel tanks 123t | | |
| | | | ~~SURVEYS OVERDUE—CLASS SUSPENDED 1/66~~ | | | |
| 540164 | **BERBERA** | 500 | | 1958 Ch. & At. du Rhin—Strasbourg | M CSD Mchy.aft | Oil 4SA 14Cy. 175×210 mm |
| TQOD | exPiccadilly–63 | 291 | | 175' 8" 25' 11" 12' 1½" | 1 Ho 98½' | 700bhp |
| | **Ahmed Haji Abdullahi** | 602 | BV | 159' 5" 25' 10" 16' 5" | G.36006 B.32405 | Soc. Gén. de Con. Méc. La Cou |
| Rdr | Renck & Hessenmüller | | | P20' F52' 2 dks | 1 Ha (78½'×14½') | |
| | Mogadishu Somali Rep | | | | 1W Der 2(3) | |
| 541905 | **BERBERA** | 300 | ✠100A1 SS 10/68 | 1963–6 N.V. Schps. "Foxhol"—Foxhol | M Mchy.aft | Oil 2SA 5Cy. 10½"×13½" |
| | | 169 | | 155' 5" 28' 8" 10' 8" | 1 Ho 94' | 435bhp |
| 304587 | ~~**Halal Shipping Co. Ltd.**~~ | 461 | ✠LMC | 141' 4" 27' 3" 12' 2" | | Crossley Bros. Ltd. |
| | ~~London S. Yemen British~~ | | | F44' 1 dk | 2 Ha (6½'×7½') (30½'×16') | 2×5kW 100V d.c. |
| | **The Halal Shipping Co.** | | MN87 EL g1"SQ | 3BH | Der 3(5) | |
| | **(Aden) Ltd.** | | | rf 4" WB150t | | |
| | Aden S. Yemen | | | | | |
| 509500 | **BERDER** | 378 | | 1947 Beliard, Crighton & Cie.—Ost | M Trawler | Oil 4SA 6Cy. 460×660 mm |
| FONN | exDuperré II–63 | 150 | | *143·3'* 27' 0" 18' 5" | 1 Ho | 750bhp MAN |
| | **Armement "Berder"** | 331 | BV | 26' 10" | | Soc. Gén. de Con. Méc. La Cou |
| Df Esd | Maurice Gautier | | | F25' | 5 Ha (3½'×2½') (3', 3', 3', 3½'×3½') | |
| Pfd Rdr | Lorient French | | | | 1W Der 1(3) 2(1½) | |
| RT | | | | | | |
| 504184 | **BERDIA** | 171 | | 1956 Hijos de J. Barreras S.A.—Vgo | Wood M Trawler | Oil 4SA 6Cy. 260×350 mm |
| EAZC | | 64 | | 104' 10" 22' 10" 12' 1½" | | 412bhp Werkspoor |
| | **Pesquerias Viguesas S.A.** | 118 | | 90' 7" 22' 3½" 12' 10" | | Hijos de J. Barreras S.A. |
| Df Esd | Vigo Spanish | | | | | |
| RT | | | | | | |
| 660044 | **BERDIKARI** | 143 | | 1965 Tohoku Zosen—Shiogama | TM Tug | 2 Oil 4SA each 6Cy. 240×330 m |
| | | 43 | | 89' 7" 7' 9" | | 1060bhp |
| | **Republik Indonesia** | 68 | NK | 82' 0" 24' 3" 10' 6" | | Nippon Hatsudoki |
| RT | Djakarta Indonesian | | | | | |
| 512560 | **BERDIKARI I** | 2070 | ✠100A1 SS 12/64 | 1955–7 Orenstein-Koppel & Lbcr. Masch. | M OSD/CSD | 2 Oil 4SA each 7Cy. 400× |
| ELGF | exGalila–67 | 934 | Str. nav. ice | —Lbc | 4 Ho 45', 80', 40', 57' | magnetic coupling & sr |
| 2873 | **Etab. Neptune Shipping** | 3070 | ✠LMC | 324' 1" 46' 9" 18' 9"/22' 9½" | G.215000 B.198000 | shaft |
| Df Esd | Monrovia Liberian | 3159 | | 297' 3" 46' 7" 27' 7" | 4 Ha (stl) (26½', 40½', 37', 26½'×17½') | 2940bhp |
| Gc Rdr | | 1768 | MN588 EL u 1 11/16"SQ | P21' F30' 1 dk & S dk | 10W Der 1(25) 2(10) 8(3–5) | Masch. Augsburg-Nürnberg |
| RTm/h/v | | 7350 | | RW 5BH | | 3×125kW 230V d.c. |
| | | | | rf 4" WB626t | | |
| 518448 | **BERDIKARI II** | 2070 | ✠100A1 SS 12/64 | 1955–12 Orenstein Koppel & Lbcr Masch. | M OSD/CSD | 2 Oil 4SA each 7Cy. 400× |
| ELHA | exKedma–67 | 934 | Str. nav. ice | —Lbc | 4 Ho 45', 80', 40', 57' | magnetic coupling & sr |
| 2885 | **Etab. Neptune Shipping** | 3070 | ✠LMC | 324' 1" 46' 9" 18' 9½"/22' 9½" | G.215000 B.198000 | sc. shaft |
| Df Esd | Monrovia Liberian | 3159 | | 297' 3" 46' 7" 27' 7" | 4 Ha (stl) (26½', 40½', 37', 26½'×17½') | 2940bhp |
| Gc Rdr | | 1768 | MN588 EL u 1 11/16"SQ | P21' F30' 1 dk & S dk | 10W Der 1(25) 2(5–10) 8(3–5) | Masch. Augsburg-Nürnberg |
| RTm/h/v | | 4350 | | RW 5BH | | 3×125kW 230V d.c. |
| | | | | rf 4" WB626t | | |

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|---|---|---|---|---|---|---|
| 504187<br>UIWP<br>M-17020<br>Df Esd<br>Gc Rdr | **BERDJANSK**<br>**U.S.S.R.**<br>Leningrad Russian | 5436<br>2957<br>8580 | ✠ | 1959–6 Wärtsilä Kon. Crichton-Vulcan<br>Åbo<br>457′ 4″ 57′ 11″ 25′ 10″<br>427′ 6″ 57′ 9″ 28′ 7″<br>RAD31′ RFD84′ 1 dk & S dk<br>rf 6″ | M OSD<br>5 Ho<br>G.425226<br>5 Ha (32¼′, 32¼′, 32¼′, 32¼′, 31¼′×24¼′)<br>10W Der 10(5) | Oil 2SA 9Cy. 720×1250 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan .<br>14½k |
| 504188<br>WADG<br>247508<br>Df Esd<br>Gc | **BEREA VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | 7640<br>4594<br>10681 | AB | 1945 Permanente (Shpyd No. 2)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 75′, 78′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 45′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |
| 542637<br>DHUJ<br>Df Esd<br>RT | **BEREITSCHAFT**<br>**Deutsche Seereederi**<br>Stralsund E. German | 267<br>85<br>119 | DSRK | 1953 Schiffsreparaturwerft Genthin—Genthin<br>126′ 0″ 23′ 11″ 13′ 8⅝″<br>118′ 6″ 23′ 9″<br>1 dk<br>rf 5¾″ | M Salvage Ship Mchy.aft<br>1 Ho 26¼′<br>1 Ha (stl) (8¼′×8¼′)<br>Der 1(1½–3) | Oil 4SA 8Cy. 240×360 mm<br>300bhp (d.o)<br>Schwermasch. "Karl Liebknecht" Mgd<br>2×65, 55kW 220/380V d.c. |
| 504190<br>FNVW<br>Df Esd<br>Gc Rdr<br>RTh/v | **BÉRÉNICE**<br>**Cie. Africaine d'Armement**<br>Dunkirk French | 21121<br>11859<br>31208 | BV | 1952 Ch. & At. de St. Nazaire (Penhoët)—St.N<br>664′ 6″ 85′ 1″ 35′ 6″<br>84′ 10″<br>P135′ B43′ F49′ 1 dk<br>rf 4″ | TM Tanker Mchy.aft<br>27 Ta<br>Der 2(15) 2(8) 2(5) 2(3) | 2 Oil 2SA each 8Cy. 740×1400 mm<br>13560bhp B&W 3051t (hvf)–5½pd<br>Ch. & At. de St. Nazaire Penhoët<br>4×500, 500, 250, 125kW 380V 50c/s a.c.<br>15k |
| 670546 | **BERENICE**<br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.)<br>For later particulars see New Entries No. 1 | 1590<br>790<br>1395 | **100A1**<br>stern trawler<br>Class contemplated<br>**✠Lloyd's RMC** | Ast. Construcciones S.A.—Vgo<br>249′ 4″ 39′ 5″ 15′ 7″<br>219′ 10″ 39′ 4½″ 23′ 11″ | M Stern Trawler Mchy.aft<br>In.50253 | Oil 4SA 8Cy. 390×680 mm<br>Naval-Stork-Werkspoor Cdz |
| 504191<br>301014 | **BERESFORD**<br>**Bowker & King Ltd.**<br>London British | 304<br>166<br>310 | **✠100A1** ~~SS 10/63~~<br>oil tanker Coasting service between Ipswich & Dover SS 12/67<br>**✠LMC**<br>MN56 EL (d)1″ | 1959–11 N.V. Schps. H. H. Bodewes—Millingen<br>138′ 6″ 27′ 3″ 6′ 11″<br>130′ 0″ 26′ 3″ 9′ 5″<br>RFD20′ Trunk72′ 1 dk<br>7BH<br>rf 3″ WB28t | M Tanker Mchy.aft<br>6 Ta<br>L.40000<br>Der 1(1) | Oil 4SA 5Cy. 8¾″×11½″ with flexible coupling & sr reverse gear<br>280bhp 6½t (d.o)<br>Lister Blackstone Mar. Ltd. Dursley<br>2×15, 13kW 110V d.c. 7½k |
| 504192<br>EAWT<br>Esd | **BERETE**<br>**Hijos de J. Barreras S.A.**<br>Vigo Spanish | 188<br>80<br>— | | 1948 Hijos de J. Barreras S.A.—Vgo<br>*95·5′* 21′ 2″<br>… … … | Wood S Trawler | T 3Cy. 9 7/16″ 15 5/16″ & 25 15/16″×16⅛″<br>230ihp 61t (c)<br>Talleres Barreras Vgo<br>10k |
| 504193<br>UPHL<br>M-16835<br>Df | **BEREZANJ**<br>**U.S.S.R.**<br>Odessa Russian | 533<br>—<br>237 | | 1954 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157′ 0″ 31′ 2″ 12′ 6″<br>31′ 0″ 15′ 5″ | S Tug<br>1W Der 1(1) | T 3Cy. 16 7/32″ 27 9/16″ & 45 9/16″×27 9/16″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| 640347<br>UEDV<br>M-26521 | **BEREZINALES**<br>**U.S.S.R.**<br>Vladivostok Russian | 4673<br>2370<br>5447 | | 1963 Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 9″ 27′ 9″<br>1 dk<br>RW | M<br>4 Ho<br>G.265744<br>4 Ha (41¼′×26¼′) (41¼′, 46′, 46′×29½′)<br>9W Der 1(15) 8(10) | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>Brodogradiliste "Uljanik" Pla<br>16k |
| 642140<br>UYES<br>Df Esd<br>Gc Rdr<br>RT | **BEREZNIKI**<br>**U.S.S.R.**<br>Odessa Russian | 10684<br>5950<br>— | ✠LR class withdrawn—Owners' request 3/67 | 1964–12 A/S Nakskov Skibs.—Nkv<br>523′ 7″ 69′ 9″ 31′ 8½″<br>486′ 4″ 69′ 6″ 43′ 0″<br>F111′ 2 dks<br>rf 4″ DK fwd | M | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp<br>Burmeister & Wain Cpn |
| 672142<br>UUVT<br>Df Esd<br>Gc Rdr<br>RT | **BEREZOVKA**<br>**U.S.S.R.**<br>Odessa Russian | 10996<br>5747<br>12800 | | 1967 ………………….Kherson<br>510′ 0″ 67′ 11″ 29′ 9″<br>459′ 4″ 67′ 9″ 40′ 4″<br>2 dks | M Mchy.aft<br>5 Ho<br>G.650831 B.623180<br>9 Ha<br>Cr 13(5) | Oil 2SA 7Cy. 740×1600 mm<br>9000bhp B&W<br>Bryansk Eng. Wks Bryansk<br>3×300kW 400V a.c. 17½k |
| 504195<br>LLJT<br>Df Esd<br>Rdr RT | **BERG BJÖRN**<br>exSuderöy VIII–54<br>exKrill–49 ex Waage–46<br>**Brödrene Sæbjörnsen A/S**<br>Bergtor Sæbjörnsen<br>Molde Norwegian | 327<br>115<br>— | NV | 1942 Framnæs M/V A/S—Sfj<br>*129·9′* 25′ 7″<br>25′ 5″ 14′ 9″<br>1 dk | S Whaler | T 3Cy. 16″ 26″ & 44″×27″<br>1300ihp (o.f)<br>Framnæs M/V A/S Sfj |
| 504197<br>7 | **BERGAMA**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Izmir Turkish | 519<br>322<br>— | GL | 1951 Atlas-Werke A.G.—Bmn<br>145′ 6″ 26′ 6″ 7′ 1″<br>26′ 4″ 10′ 4″<br>F16′ 2 dks | TM Ferry<br>G.185000 B.165000<br>8W Der 1(15) | 2 Oil 2SA each 4Cy. 290×500 mm<br>760bhp Sulzer<br>Halberg Masch. Ludwigshafen<br>12k |

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|---|---|---|---|---|---|---|---|---|
| 504198<br>LNDS<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **BERGAMO**<br>exHöegh Flore-54<br>exThree Rivers-50<br>**Den Norske Middelhavslinje A/S**<br>Fred Olsen & Co. & Ole R. Thoresen<br>Oslo Norwegian<br>Now **PERGAMOS** See New Entries No. 1 | 1652<br>793<br>3000 | | <br><br>NV | **1948** Lindholmens Varv A/B—Got<br>302' 2" 43' 2" 18' 11½"<br>280' 4" 43' 0" 19' 2"<br>1 dk & S dk<br>RW<br>rf 2" | M OSD<br><br>G.185000 B.165000<br>4 Ha (28½', 28½', 24½', 24½'×18')<br>8W Der 2(5–15) 6(5) | | Oil 2SA 6Cy. 520×900 mm<br>2750bhp<br>Karlstads M/V A/B<br>3×75kW 220V d.c. |
| 504199<br>LKLW<br><br>Df Esd<br>Gc Pfd<br>RTm/h/v | **BERGANGER**<br><br>**Westfal-Larsen & Co. A/S**<br>Bergen Norwegian<br>Now **SHANSI** See New Entries No. 9 | 8051<br>4741<br>9795 | | <br><br>NV | **1950** Kockums M/V A/B—Mmo<br>484' 7" 61' 0" 28' 7"<br>451' 6" 60' 11" 39' 2"<br>F94' 2 dks, 3rd dk in Nos. 2, 3 & 5 holds<br>rf 6" | M (12P) Ref<br>5 Ho 66½', 67½', 63', 65½', 65½'<br>G.524900 B.484300 In.99265<br>5 Ha (stl) (34½'×19¾') (43', 42', 42', 42'×23')<br>16W Der 4(10) 8(5) 4(3) | | Oil 2DA 8Cy. 720×1200 mm<br>8000bhp<br>Kockums M/V A/B<br>3×250kW 220V d.c. |
| 650003<br>SILP<br>10559<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BERGBRITT**<br><br>**S. Bergstrand & Co. A/B**<br>Stockholm Swedish | 499<br>328<br>1087 | ✠100A1<br>oil tanker<br>Ice Class 3<br>✠LMC<br>MN160 | SS 12/68<br><br><br><br>EL k1¼"SQ | **1965–1** Scheeps. "De Biesbosch"—Dordrecht<br>208' 2" 31' 2" 12' 10½"<br>187' 10" 30' 10" 13' 9"<br>P65' F44' 1 dk<br>8BH<br>rf 4" WB153t incl. Under dk tanks a53t f80t | M Tanker Mchy.aft<br>8 Ta<br>L.50000 | | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz<br>db 157lb<br>2×50kW 220V d.c. |
| 640158<br>JXXQ<br><br>Df Esd<br>Gc Rdr<br>RT | **BERGE BERGESEN**<br><br>**Skibs A/S Snefonn, Skips A/S Bergehus & Sig. Bergesen d.y. & Co.**<br>Sig. Bergesen d.y. & Co.<br>Stavanger Norwegian | ~~52874~~ 52734<br>~~31333~~ 35497<br>96140 | | <br><br>NV | **1963** A/S Rosenberg M/V—Stv<br>868' 8" 122' 0" 48' 3½"<br>840' 0" 121' 10" 62' 0"<br>P190' F93' 1 dk<br>rf 2" | M Tanker Mchy.aft<br>23 Ta<br>L.3878180 | <br><br>HeCls. BC | Oil 2SA 10Cy. 840×1800 mm<br>21000bhp<br>Burmeister & Wain |
| 504200<br>JXVA<br><br>Df Esd<br>Gc Rdr<br>RT | **BERGE CHARLES**<br><br>**Sig. Bergesen d.y. & Co.**<br>Stavanger Norwegian<br>Now **CITTA DI SAVONA** See New Entries No. 5 | 37923<br>22664<br>63782 | | <br><br>NV | **1963** Ch. de l'Atlantique—St.N<br>796' 11" 109' 9" 42' 1½"<br>753' 2" 109' 7" 53' 8"<br>1 dk | M Tanker Mchy.aft<br>22 Ta<br>L.2665000 | | Oil 2SA 10Cy. 840×1800 mm<br>21000bhp B&W<br>Ch. de l'Atlantique<br>3×672kW 440V 60c/s a.c. |
| 504202<br>LGXC<br><br>Df Esd<br>Gc Rdr<br>RT | **BERGE JARL**<br><br>**Skibs A/S Snefonn & Skips A/S Bergehus**<br>Sig. Bergesen d.y. & Co.<br>Stavanger Norwegian<br>Now **FEARLESS COLOCOTRONIS** See New Entries No. 11 | 31830<br>19520<br>54925 | | <br><br>NV | **1962** A/S Rosenberg M/V—Stv<br>734' 0" 104' 4" 41' 1½"<br>710' 0" 104' 0" 51' 6"<br>P170' B40' F92' 1 dk | M Tanker Mchy.aft<br>24 Ta<br>L.2621250 | <br><br>HeCls. BC | Oil 2SA 10Cy. 840×1800 mm<br>21000bhp<br>Burmeister & Wain<br>3×672kW 440V 60c/s a.c. |
| 504203<br>JXUX<br><br>Df Esd<br>Gc Rdr<br>RT | **BERGE ODEL**<br><br>**Sig. Bergesen d.y. & Co.**<br>Stavanger Norwegian | 31831<br>19525<br>55025 | | <br><br>NV | **1963** A/S Rosenberg M/V—Stv<br>734' 0" 104' 3" 41' 2"<br>710' 0" 104' 0" 51' 6"<br>P167' B39' F89' 1 dk | M Tanker Mchy.aft<br>24 Ta<br>L.2285750 | <br><br>HeCls. BC | Oil 2SA 10Cy. 840×1800 mm<br>21000bhp<br>Burmeister & Wain<br>3×672kW 440V 60c/s a.c. |
| 672076<br>LLOU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BERGE SIGVAL**<br><br>**Sig. Bergesen d.y. & Co.**<br>Stavanger Norwegian | 54334<br>35699<br>100885 | | <br><br>NV | **1967** Hitachi Zosen—Sakai<br>864' 6" 127'11" 48' 0"<br>818' 1" 127'1" 61' 0"<br>P190' F30' 1 dk<br>rf 2" | M Tanker Mchy.aft<br>15 Ta<br>L.4336382 | <br><br>HeCls. BC | Oil 2SA 9Cy 840×1800 mm<br>18900bhp B&W<br>Hitachi Zosen<br>3×670kW 440V 60c/s a.c. |
| 660621<br>LEBO<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BERGEBIG**<br><br>**Skibs A/S Snefonn, Skips A/S Bergehus & Sig. Bergesen d.y. & Co.**<br>Sig. Bergesen d.y. & Co.<br>Stavanger Norwegian | 78785<br>50364<br>149513 | | <br><br>NV | **1966** Hitachi Zosen—Inn<br>915' 5" 145' 2" 58' 7"<br>869' 5" 145' 0" 71' 6"<br>P95' F95' 1 dk<br>rf 2" | M Tanker Mchy.aft<br>17 Ta<br>L.173326 | <br><br>HeCls. BC | Oil 2SA 12Cy. 840×1800 mm<br>25200bhp B&W<br>Hitachi Zosen<br>3×780kW 450V 60c/s a.c. |
| 504205<br>JXOC<br><br>Df Esd<br>Gc Rdr<br>RT | **BERGEBONDE**<br><br>**Skibs A/S Snefonn, Skips A/S Bergehus & Sig. Bergesen d.y. & Co.**<br>Sig. Bergesen d.y. & Co.<br>Stavanger Norwegian<br>Now **GLOBTIK SUN** See New Entries No. 1 | 33832<br>18686<br>54760 | | <br><br>NV | **1961** A/S Rosenberg M/V—Stv<br>734' 0" 104' 2" 41' 1¼"<br>709' 6" 103' 11" 51' 6"<br>1 dk | M Tanker Mchy.aft<br>32 Ta<br>L.2285752 | <br><br>HeCls. BC | Oil 2SA 10Cy. 840×1800 mm<br>21000bhp<br>Burmeister & Wain<br>3×580kW 440V 60c/s a.c. |
| 670064<br>LGLI<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BERGEBORG**<br><br>**Skibs A/S Snefonn & Skips A/S Bergehus**<br>Sig. Bergesen d.y. & Co.<br>Stavanger Norwegian | 78778<br>52242<br>149634 | | <br><br>NV | **1966** Hitachi Zosen—Osa<br>915' 5" 145' 2" 58' 7"<br>871' 8" 145' 0" 75' 6"<br>1 dk<br>rf 2" | M Tanker Mchy.aft<br>17 Ta<br>L.626731 | <br><br>HeCls. BC | Oil 2SA 12Cy. 840×1800 mm<br>25200bhp B&W<br>Hitachi Zosen<br>3×780kW 450V 60c/s a.c. |

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| 504206<br>LAQO<br>Df Esd<br>Gc Rdr | **BERGEBOSS**<br>**Skibs A/S Snefonn,**<br>**Skips A/S Bergehus &**<br>**Sig. Bergesen d.y. & Co.**<br>Sig. Bergesen d.y. & Co.<br>Stavanger Norwegian<br>Now **SPRINGTIME** See New Entries No. 7 | 21006<br>12510<br>34612 | NV | **1954** Eriksbergs M/V A/B—Got<br>659′ 3″ 86′ 3″ 35′ 9⅛″<br>625′ 0″ 86′ 0″ 45′ 9″<br>P54′ B42′ F52′ 1 dk<br>RW | TM Tanker Mchy.aft<br>33 Ta<br>L.1563413 | HeCls. BC | 2 Oil 2SA each 6Cy. 740×1600 mm<br>11150bhp B&W 3264t<br>Eriksbergs M/V A/B Got<br>2×330kW 220V d.c. |
| 504207<br>JWZE<br>Df Esd<br>Gc Rdr<br>RT | **BERGECAPTAIN**<br>**Skibs A/S Snefonn,**<br>**Skips A/S Bergehus &**<br>**Sig. Bergesen d.y. & Co.**<br>Sig. Bergesen d.y. & Co.<br>Stavanger Norwegian<br>Now **ABISOLA** See New Entries No. 1 | 23477<br>14016<br>38775 | NV | **1958** Eriksbergs M/V A/B—Got<br>682′ 6″ 87′ 4″ 37′ 11¾″<br>645′ 0″ 87′ 0″ 47′ 6″<br>P155′ B48′ F95′ 1 dk | M Tanker Mchy.aft<br>33 Ta | HeCls. BC | Oil 2SA 10Cy. 740×1600 mm<br>12500bhp B&W 3500t<br>Eriksbergs M/V A/B Got<br>2×400kW 440V 60c/s a.c. |
| 641618<br>LMOR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGECHIEF**<br>**Sig. Bergesen d.y. & Co.**<br>Stavanger Norwegian | ~~53852~~ 52619<br>~~33853~~ 35489<br>96345 | NV | **1964** A/S Rosenberg M/V—Stv<br>868′ 8″ 122′ 0″ 48′ 7½″<br>840′ 0″ 121′ 10″ 62′ 0″<br>P190′ F93′ 1 dk | M Tanker Mchy.aft<br>25 Ta<br>L.4043420 | HeCls. BC | Oil 2SA 10Cy. 840×1800 mm<br>21000bhp 7200t<br>Burmeister & Wain Cpn<br>2×560kW 440V 60c/s a.c. |
| 661503<br>LGBR<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BERGEHAVEN**<br>**Skibs A/S Snefonn,**<br>**Skips A/S Bergehus &**<br>**Sig. Bergesen d.y. & Co.**<br>Sig. Bergesen d.y. & Co.<br>Stavanger Norwegian | 78785<br>52247<br>149556 | NV | **1966** Hitachi Zosen—Saeki<br>915′ 5″ 145′ 2″ 58′ 7″<br>871′ 8″ 145′ 0″ 75′ 6″<br>1 dk<br>rf 2″ | M Tanker Mchy.aft<br>17 Ta<br>L.6329092 | HeCls. BC | Oil 2SA 12Cy. 840×1800 mm<br>25200bhp B&W 7499t (d.o & hvf)<br>Hitachi Zosen Osa<br>3×780kW 450V 60c/s a.c. |
| 672627<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BERGEHUS**<br>~~**Sig. Bergesen d.y. & Co.**~~<br>~~Stavanger Norwegian~~<br>**Skibs A/S Snefonn & Skips A/S Bergehus**<br>Sig. Bergesen d.y. & Co.<br>Stavanger Norwegian | ~~103794~~ 103194<br>~~72700~~ 68286<br>202557 | NV | **1967** Mitsubishi Hvy Ind. Ltd.—Nag<br>1065′ 4″ 158′ 11″ 61′ 1¾″<br>1017′ 0″ 158′ 10″ 77′ 5″<br>P203′ F106′ 1 dk | M Tanker Mchy.aft<br>13 Ta<br>L.8256457 | | Oil 2SA 12Cy. 840×1800 mm<br>25200bhp B&W 6900t (hvf)–96pd<br>Hitachi Zosen Hitachi<br>3×850, 780, 480kW 440V 60c/s a.c.<br>15¾k |
| 650562<br>LDVF<br>Df Esd<br>Gc Rdr<br>RT | **BERGELAND**<br>**Skibs A/S Snefonn,**<br>**Skips A/S Bergehus &**<br>**Sig. Bergesen d.y. & Co.**<br>Sig. Bergesen d.y. & Co.<br>Stavanger Norwegian | ~~52323~~ 52121<br>~~31637~~ 35689<br>96170 | NV | **1965** A/S Rosenberg M/V—Stv<br>868′ 8″ 122′ 0″ 48′ 3⅞″<br>840′ 0″ 121′ 10″ 62′ 0″<br>P190′ F93′ 1 dk | M Tanker Mchy.aft<br>23 Ta | HeCls. BC | Oil 2SA 10Cy. 840×1800 mm<br>21000bhp 7200t<br>Burmeister & Wain Cpn<br>3×600, 560, 560kW 440V 60c/s a.c. |
| 504211<br>JXLM<br>Df Esd<br>Gc Rdr<br>RT | **BERGEMASTER**<br>**Skibs A/S Snefonn,**<br>**Skips A/S Bergehus &**<br>**Sig. Bergesen d.y. & Co.**<br>Sig. Bergesen d.y. & Co.<br>Oslo Norwegian<br>Now **FINALE** See New Entries No. 1 | 23454<br>14034<br>38650 | NV | **1960** Eriksbergs M/V A/B—Got<br>682′ 6″ 87′ 4″ 37′ 11¾″<br>645′ 0″ 87′ 0″ 47′ 6″<br>1 dk | M Tanker Mchy.aft<br>33 Ta<br>L.1703951 | HeCls. BC | Oil 2SA 10Cy. 740×1600 mm<br>12500bhp B&W 3600t<br>Eriksbergs M/V A/B Got<br>3×400kW 440V 60c/s a.c. |
| 661843<br>JKYB<br>99487<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGEN MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | **11616**<br>6719<br>12587 | NK | **1966** Mitsubishi Hvy Ind. Ltd.—Kob<br>*519·5′* 76′ 3″ 29′ 6″<br>511′ 10″ 76′ 1″ 42′ 4″<br>3 dks | M<br>6 Ho<br>G.789780 B.731228<br>6 Ha (27′×17′) (36′×23′)<br>(47¼′, 39¼′, 39¼′×29½′) (42′×17¾′)<br>16W Cr 1(30) Der 16(6) | | Oil 2SA 8Cy 900×1550 mm<br>18400bhp Sulzer 1553t<br>Mitsubishi Hvy Ind. Ltd. Kob<br>3×360kW 445V a.c. |
| 542639<br>OZIS<br>Df Esd<br>Gc Pfd<br>Rdr | **BERGENHUS**<br>**Det forenede**<br>**Dampskibs-Selskab A/S**<br>Copenhagen Danish<br>Now **PHA SHWE GYAW YWA** See New Entries No. 7 | 780<br>290<br>978 | BV | **1964** Aarhus Flyd. & Msk.—Aar<br>253′ 9″ 36′ 2″ 13′ 2″<br>229′ 8″ 36′ 1″<br>F51′ 1 dk & S dk<br>RW<br>rf 3″ | M OSD Mchy.aft<br>1 Ho 147½′<br>G.80020 B.74360<br>1 Ha (132′×18½′)<br>Cr 3(3) | | Oil S2A 6Cy. 350×620 mm<br>1680bhp B&W 159t<br>Helsingör Skibs. & Msk Hsg<br>2×100kW 220V d.c. 13½k |
| 504212<br>LAUR<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BERGENSFJORD**<br>**Den norske**<br>**Amerikalinje A/S**<br>Bergen Norwegian | 18739<br>10047<br>4450 | NV | **1956** Swan, Hunter & Wghm Rchdsn—Wal<br>578′ 3″ 72′ 2″ 27′ 6″<br>518′ 0″ 72′ 0″ 47′ 0″<br>4 dks, pt 5th dk<br>RW<br>rf 6″ | TM (878P)<br>3 Ho 44½′, 68¼′, 66¼′<br>B.90000<br>3 Ha (stl) (17¾′×14½′) (21¾′×16½′)<br>(25′×15¾′)<br>6W Der 2(12) 4(5) | | 2 Oil 2DA each 8Cy. 720×1100 mm<br>18800bhp 1600t (hvf)<br>Gebr. Stork & Co. N.V. Hengelo<br>4×1040kW 440V 60c/s a.c. 20k |
| 651535<br>LAWB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGEPILOT**<br>**Skibs A/S Snefonn,**<br>**Skips A/S Bergehus &**<br>**Sig. Bergesen d.y. & Co.**<br>Sig. Bergesen d.y. & Co.<br>Stavanger Norwegian | ~~56083~~ 54863<br>~~35902~~ 34371<br>102690 | NV | **1965** A/S Rosenberg M/V—Stv<br>869′10″ 122′ 0″ 50′ 10¼″<br>840′ 0″ 121′ 10″ 65′ 1″<br>1 dk | M Tanker Mchy.aft<br>15 Ta<br>L.4240000 | | Oil 2SA 10Cy. 840×1800 mm<br>21000bhp<br>Burmeister & Wain Cpn<br>3×670, 670, 600kW 440V 60c/s a.c. |

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| 504213<br>LDIK<br><br>Df Esd<br>Gc Rdr<br>RTm | **BERGERAC**<br><br>**A/S Ganger Rolf and others**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 3667<br>1893<br>4165 | NV | **1955** Moss Værft & Dokk A/S—Moss<br>345' 10" 47' 7" 22' 4½"<br>315' 0" 47' 6" 27' 9"<br>Q145' B63' F45' 2 dks, 3rd dk in No. 3 hold<br>RW | M (2P) Ref<br>3 Ho 83¼, 85½', 38¼'<br>G.178900 B.163550 In.34820<br>3 Ha (stl) (63', 63'×19½') (33½'×13')<br>6W Cr 3(3-5) Der 2(10) 4(5) | Oil 2SA 5Cy. 500×1500 mm<br>3100bhp<br>**Akers M/V A/S**<br>3×165kW 220V d.c. |
| 504214<br>JXEG<br><br>Df Esd<br>Gc Rdr<br>RT | **BERGESUND**<br><br>**Skibs A/S Snefonn,**<br>**Skips A/S Bergehus &**<br>**Sig. Bergesen d.y. & Co.**<br>Sig. Bergesen d.y. & Co.<br>Stavanger Norwegian<br>Now **AL-MORGAN** See New Entries No. 1 | 29449<br>12203<br>34840 | NV | **1959** A/S Rosenberg M/V—Stv<br>659' 3" 86' 3" 35' 9"<br>625' 0" 86' 0" 45' 9"<br>P155' B45' F86' 1 dk | M Tanker Mchy.aft<br>33 Ta<br>HcCls. BC | Oil 2SA 10Cy. 740×1600 mm<br>12500bhp<br>Burmeister & Wain<br>2×397kW 220V d.c. |
| 672913<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BERGETUN**<br><br>**Skibs A/S Snefonn & Skips**<br>**A/S Bergehus**<br>Sig. Bergesen d.y. & Co.<br>Stavanger Norwegian | 57729<br>38914<br>109545 | NV | **1967** A/S Rosenberg M/V—Stv<br>680' 10" ~~[illegible]~~ 122' 0" ~~60' 0"~~ 53' 2½"<br>840' 9" 121' 9½" 68' 2"<br>P187' B46' F94' 1 dk<br>rf 2" | M Tanker Mchy.aft<br>15 Ta<br>L.12870315<br>HcCls. BC | Oil 2SA 10Cy. 840×1800 mm<br>21000bhp<br>Burmeister & Wain<br>3×640, 640, 600kW 450V 60c/s a.c. |
| 504215<br>LDKW<br><br>Df Esd<br>Rdr RT | **BERGFJORD**<br>exKos 4-58<br>**Trygve Gjerde**<br>Haugesund Norwegian | 300<br>161<br>400 | NV<br><br>✱Classed BC until 11/57 | **1929**-7 Smith's Dock Co. Ltd.—Mdb<br>139' 6" 24' 1" 12' 9½"<br>130' 5" 24' 0" 13' 6"<br>1 dk conv whaler 60 len 62<br>R<br>BK 7½" | M<br>1 Ho 27'<br><br>1 Ha (51¾'×12½')<br>2W Der 2(2½) | Oil 2SA 4Cy. 280×420 mm<br>400bhp NE60<br>Wichmann Mtrf. |
| 526184<br>LKRP<br><br>Df Esd<br>Rdr RT | **BERGHOLM**<br>exOla Horn-67 exOli Horn-61<br>**Jensen & Borgundvåg**<br>Målöy Norwegian | 198<br>72<br>— | NV | **1960** Hatlø Verksted A/S—Ulsteinvik<br>110' 11" 22' 11" 11' 0½"<br>96' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 5Cy. 255×400 mm<br>300bhp<br>A/S Motfb. Gamma |
| 513389<br>LEKS<br><br>Df Gc | **BERGHORN**<br>exGos III-65 exKrill-55<br>**A/S Lepsöy**<br>Aage Aarseth<br>Ålesund Norwegian | 565<br>247<br>— | NV | **1949** Uraga Dock—Yokosuka<br>168' 6" 29' 8"<br>29' 6" 16' 9"<br>1 dk<br>RW conv whaler 65 | M Fishing | Oil 4SA 6Cy. 320×450 mm<br>1100bhp NE65<br>Masch. Kiel G.m.b.H. |
| 670090<br>SEQW<br>10787<br>Df Esd<br>Pfd Rdr<br>RT | **BERGLILL**<br><br>**S. Bergstrand & Co. A/B**<br>Stockholm Swedish | 499<br>327<br>1196 | ✠100A1<br>oil tanker or sulphuric<br>acid in centre tanks<br>Ice Class 2<br>✠LMC<br>MN220 EL L1$\frac{1}{16}$"U2 | **1967**-1 A/B Lödöse Varf—Lod<br>233' 5" 36' 2" 12' 4½"<br>213' 3" 36' 1" 18' 5"<br>F36' RAD75' 1 dk & S dk<br>5BH to S dk 2 to 2nd dk<br>rf 4" WB235t incl. TwDf126t & TwDa91t | M Oil/Chemical Tanker OSD<br>Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>1100bhp<br>Motorenw. Mannheim<br>AuxB 142lb<br>3×54, 54, 20kW 440V 60c/s a.c.<br>Controllable pitch propeller |
| 504218<br>JWQZ<br><br>Df Esd<br>RT | **BERGMANN**<br><br>**Rederi A/S Steinmann**<br>Ottar Holter<br>Sarpsborg Norwegian | 447<br>221<br>610 | NV | **1957** C. Lühring—Brake<br>171' 5" 28' 0" 10' 5"<br>152' 6" 27' 11" 11' 4"<br>1 dk<br>RW<br>rf 4" | M Mchy.aft<br>1 Ho<br>G.29400 B.27700<br><br>2W Der 2(3) | Oil 4SA 6Cy. 290×420 mm<br>360bhp<br>Masch. Kiel A.G. |
| 519260<br>OGQI<br>1347<br>Df<br>RTm | **BERGØ**<br>exKong Björn-65 exFerm-51<br>**Partrederibolaget Bergö**<br>O/Y Finnshipping Ltd.<br>Helsinki/Helsingfors Finnish | 879<br>391<br>1100 | NV | **1948** Lidingöverken J. A. Aberg—<br>Lidingö<br>201' 8" 31' 6" 14' 2"<br>184' 2" 31' 4"<br>P50' Q66' F21' 1 dk<br>RW | M Mchy.aft<br>1 Ho 119¾'<br>G.54696 B.51680<br>2 Ha (33', 44'×18')<br>6W Der 4(3) | Oil 2SA 5Cy. 340×570 mm<br>950bhp<br>Atlas-Diesel<br>2×40kW 220V d.c. |
| 504219<br>JXNL<br><br>Df Esd<br>Rdr RT | **BERGO**<br><br>**Alfred Eide and others**<br>Bergen Norwegian | 300<br>178<br>575 | NV | **1961** Büsumer Schiffs. W. & E. Sielaff<br>—Büsum<br>158' 11" 27' 6" 10' 3½"<br>141' 0" 27' 5" 10' 10"<br>1 dk | M Mchy.aft<br>1 Ho<br>G.32310 B.30390<br>2 Ha (each 34½'×17½')<br>2W Der 2(3-5) | Oil 4SA 12Cy. 175×180 mm<br>540bhp NE64<br>Soc. Alsacienne Con. Méc. |
| 514651<br>LEHR<br><br>Df Esd<br>RTm | **BERGODD**<br>exHelene-66 exNordvik-61<br>exNissan-59<br>**Ingolv A. Gåre**<br>Hammerfest Norwegian | 478<br>265<br>752 | BV | **1947** Kalmar Varv—Kal<br>162' 5" 29' 7" 13' 2"<br>29' 5"<br>P32' F17' 1 dk<br>RW len 52<br>rf 12" | M Mchy.aft<br>1 Ho 100'<br>G.33920 B.30930<br>2 Ha (each 38'×16½')<br>2W Der 2(2) | Oil 2SA 7Cy. 250×420 mm<br>455bhp<br>Nydqvist & Holm A/B<br>1×15kW 110V d.c. |
| 519417<br>LEHK<br><br>Df Gc<br>Pfd Rdr<br>RT | **BERGSTRAUM**<br>exKos 44-65<br>**Trygve Gjerde**<br>Haugesund Norwegian | 499<br>233<br>700 | NV | **1949** Hitachi Zosen—Osa<br>169' 10" 29' 10" 15' 6"<br>151' 0" 29' 8"<br>1 dk<br>RW conv whaler 65 | M<br>1 Ho<br><br>1 Ha (58¾'×16½')<br>Der 2(5) | Oil 2SA 6Cy. 280×420 mm<br>600bhp NE66<br>Wichmann Mtrf. |
| 504220<br>LCZJ<br><br>Df | **BERGSUND**<br>exIngeborg 1-53<br>**Trygve Gjerde**<br>Haugesund Norwegian | 175<br>72<br>250 | NV | **1911** Akers M/V A/S—Osl<br>*104·8'* 20' 4" 14' 0"<br>... ... ...<br>1 dk<br>R len 55 | M Mchy.aft | Oil 2SA 3Cy. 280×420 mm<br>NE53<br>Wichmann Mtrf. |

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| 504222<br>GCPE<br>196495 | **BERGUNA**<br>~~Shell (Eastern) Ltd.~~<br>~~London~~ ~~British~~<br>Shell Eastern Petroleum Ltd.<br>Singapore Singapore | 287<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN272 | SS 10/66<br>EL (d) | 1955–2 Clelands (Successors) Ltd.—<br>Wal<br>108′ 11″ 29′ 11″<br>100′ 0″ 28′ 0″ 14′ 0″<br>RW 4BH<br>BK6″ WB99t incl. DTf9t | TM Tug | 2 Oil 2SA each 8Cy. 265×345 mm sr<br>geared<br>1360bhp<br>Crossley Bros. Ltd. Mch |
| 640358<br>TFUU<br>Df Esd<br>Rdr RT | **BERGUR**<br>Bergur h/f<br>Vestmannaeyjum Icelandic | 216<br>109<br>— | | NV | 1963 Örens M/V—Tdh<br>109′ 0″ 22′ 8″ 11′ 0″<br>93′ 0″ 22′ 7″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 210×300 mm<br>450bhp<br>Gebr. Stork & Co. Hengelo |
| 641477<br>UTJZ<br>M-28004 | **BERILL**<br>U.S.S.R.<br>Leningrad Russian | 3170<br>1225<br>1460 | | | 1964 ……………………Russia<br>277′ 10″ 46′ 0″ 18′ 9″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57351<br>5 Ha<br>4W Der 2(7½) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| 672839<br>UQBO<br>M-11959 | **BERING**<br>U.S.S.R.<br>Petropavlovsk Russian | 402<br>148<br>412 | | | 1952 ……………………Russia<br>152′ 3″ 26′ 3″ 10′ 7½″<br>26′ 2″ 11′ 6″<br>1 dk | M<br>2 Ho<br>G.17163<br>2 Ha (each 11½′×18′)<br>4W Der 4(1½) | Oil 2SA 4Cy. 300×500 mm<br>9½k |
| 504224<br>5LYT<br>1363<br>Df Esd<br>Gc Rdr | **BERING SEA**<br>Argo Tankers Inc.<br>Monrovia Liberian | 25462 ~~24903~~<br>16609 ~~16050~~<br>39328 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3300 | SS 6/64<br>EL s†3″SQ | 1959–5 Kawasaki Dkyd Co. Ltd.—Kob<br>710′ 0″ 92′ 11″ ~~36′ 8½″~~ 38′ 0¾″<br>672′ 7″ 92′ 6½″ 48′ 7″<br>P135′ B39′ F81′ 1 dk<br>17BH<br>rf 6″ WB702t | S Tanker Mchy.aft<br>33 Ta<br>L.1929212 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>16500shp 5488t (o.f)–88pd<br>Kawasaki Dkyd Co. Ltd. Kob<br>2WTB 690℔ Spt 850°F. 635℔<br>hs22240 sg 140℔<br>16¾k |
| 504225<br>Df Esd<br>Rdr | **BERING SEA**<br>exPenobscot–46<br>exLexington–38<br>exEckmuhl<br>Nueva Pesquera de Topolobampo S.A.<br>Mexican | 422<br>287<br>— | ✠Classed LR until 9/29 | | 1919–8 Foundation Co.—Sav<br>140′ 0″ 25′ 2″<br>25′ 0″ 14′ 7″<br>Q79′ 1 dk<br>R<br>BK6″ | M Mchy.aft | Oil 4SA 6Cy. 370×560 mm<br>NE26<br>New London S.&E.Co. N. London |
| 504226<br>CY5368<br>312047<br>Esd Pfd<br>Rdr RT | **BERING SEA**<br>Bering Sea Boat Ltd.<br>Vancouver Canadian | 110<br>75<br>— | | | 1959 J. Manly Ltd.—N. Westminster<br>76′ 0″ 21′ 0″<br>… … …<br>1 dk | M Fishing | Oil 4SA 6Cy. 6¼″×6½″<br>Waukesha Motor Co. Waukesha |
| 670111 | **BERISLAV**<br>U.S.S.R.<br>Odessa Russian | 10996<br>5748<br>~~12800~~<br>12858 | | | 1966 Nosenko Shpyd—Nic<br>510′ 0″ 67′ 11″ 29′ 9″<br>67′ 8″ 40′ 4″<br>2 dks | M ~~T GT~~ Mchy.aft<br>5 Ho<br>G.650831 B.623130<br>9 Ha<br>Cr 13(5) | ~~Gas Turb geared to 2 sc. shafts~~<br>Oil<br>~~47½k~~ |
| 504227 | **BERISLAV**<br>U.S.S.R.<br>Russian | 1211<br>507<br>1081 | | | 1956 "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 5½″<br>32′ 8″ 17′ 5″<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.53961<br>3 Ha<br>6W Der 6(2½) | 2 Oil 2SA each 8Cy. 216×310 mm<br>1000bhp<br>Ganz Waggon & Eng. Wks Bdp<br>9½k |
| 504228<br>LKLH<br>Df Esd<br>Gc Rdr<br>RTv | **BERIT**<br>Rederi A/S Mascot<br>Arth. H. Mathiesen<br>Oslo Norwegian | 12648<br>7353<br>19260 | | NV | 1957 A/B Götaverken—Got<br>557′ 1″ 71′ 2″ 30′ 4½″<br>530′ 0″ 71′ 0″ 40′ 8″<br>1 dk | M Tanker Mchy.aft<br>28 Ta<br>Der 3(5) 1(3) 2(1) | Oil 2SA 9Cy. 760×1500 mm<br>8200bhp (hvf)<br>A/B Götaverken Got<br>3×200, 200, 110kW 220V d.c. |
| 540165<br>OGIF<br>1093<br>Df Esd<br>Gc Rdr<br>RT | **BERIT**<br>Ångfartygs A/B Alfa<br>Lundqvist Rederierna<br>Mariehamn Finnish | 1599<br>878<br>2500 | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN480 | SS 9/68<br>EL t1⅝″SQ | 1963–8 A/B Finnboda Varf—Skm<br>307′ 9″ 45′ 3″ 16′ 8″<br>277′ 11″ 45′ 1½″ 25′ 7″<br>P76′ F41′ 1 dk & S dk<br>Coll & Mchy. BH to S dk 3 to 2nd dk<br>rf 2″ WB656t incl. DTf70t | M OSD Mchy.aft<br>2 Ho<br>G.184000 B.175000<br>2 Ha (each 59½′×23¾′)<br>1W Cr 2(5) Der 1(20) 4(5) | Oil 2SA 6Cy. 450×700 mm<br>2400bhp 266t<br>N.V. Werkspoor Ams<br>14k |
| 504229<br>FNUO<br>Df Rdr<br>RT | **BERKANE**<br>Armement Bérengier & Cie.<br>Marseilles French | 2404<br>1141<br>3408 | | BV | 1951 At. & Ch. de Bretagne S.A.—Nts<br>330′ 6″ 47′ 5″ 18′ 9″<br>47′ 3″<br>P27′ F26′ 1 dk & S dk | S OSD<br>pt bulk wine carrier<br>G.203018<br>5 Ha (23½′, 54½′, 24½′, 26¾′, 4½′×19¾′)<br>10W Der 1(25) 2(8) 8(5) | T 3Cy. 19 11/16″ 32 1/16″ & 51 9/16″×41⅜″ & LP<br>turb<br>1900ihp 340t (o.f)<br>At. & Ch. de Bretagne Nts<br>11½k |
| 504230<br>PDAV<br>Df Esd<br>RTm | **BERKELBORG**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Delfzijl Netherland | 397<br>229<br>512 | | BV | 1960 Schpsw. "Friesland" N.V.—<br>Lemmer<br>159′ 1″ 26′ 1″ 9′ 9¼″<br>144′ 4″ 25′ 11″ 10′ 9″<br>1 dk<br>RW<br>rf 2″ | M Mchy.aft<br>1 Ho 98¼′<br>G.27170 B.25510<br>2 Ha (each 38′×15¼′)<br>Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>240bhp (d.o)<br>Appingedammer Brons. Apg<br>2×5kW 110V d.c.<br>9½k |

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| 504231<br>KCXK<br>247143<br>Df Esd<br>Gc | **BERKELEY VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | 7601<br>4612<br>10681 | | AB | 1945 Permanente (Shpyd No. 1)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6½″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. |
| 504232<br>PDAW<br>Df Esd<br>Rdr<br>RTm/v | **BERKELSTROOM**<br>**N.V. Hollandsche Stoomboot Maats.**<br>Amsterdam Netherland | 489<br>364<br>885 | | BV | 1962 Schps. "Hoogezand" J. Bodewes—Bergum<br>195′ 1″ 30′ 9″ 11′ 4½″<br>177′ 1″ 30′ 2½″<br>1 dk & S dk<br>RW<br>rf nil | M OSD Mchy.aft<br>1 Ho 119′<br>G.61807 B.59230<br>2 Ha (each 43½′×16½′)<br>4W Der 4(3–5) | Oil 4SA 8Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz<br>2×10kW 220V d.c. |
| 504233<br>DDMV<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BERKERSHEIM**<br>**Unterweser Reederei G.m.b.H.**<br>Bremen W. German | 11901<br>7069<br>17232 | | GL | 1957 A.G. "Weser"—Bmn<br>546′ 3″ 69′ 7″ 29′ 8½″<br>508′ 7″ 69′ 6½″ 40′ 0″<br>P95′ B30′ F47′ 2 dks<br>RW | M Mchy.aft<br>6 Ho 45½′, 57½′, 55′, 65½′, 62½′, 65½′<br>G.843582 B.702527<br>6 Ha (stl) (34½′, 40½′, 36½′, 42′, 42′, 42′×26½′)<br>2W Der 2(5) | Oil 2SA 8Cy. 750×1320 mm<br>6000bhp<br>Borsig A.G.<br>4×210, 210, 160, 105kW 380V |
| 504234<br>PDAX<br>Df Esd<br>Gc Rdr<br>RT | **BERKHOUT**<br>**Nederlandsche Houtimport Maats. "Nehim" N.V.**<br>Spliethoff's Bevrachtings-kantoor N.V.<br>Amsterdam Netherland | 500<br>285<br>1053 | ✠100A1<br>Ice Class 2<br>✠LMC<br>MN172 | SS 7/65<br>EL m | 1961–4 Schps. Gebr. v. Diepen—Waterhuizen<br>225′ 2″ 33′ 10″ 13′ 0½″<br>204′ 3″ 33′ 5½″ 20′ 3″<br>F24′ 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf nil WB256t | M OSD Mchy.aft<br>G.72416 B.66695<br>4W Der 2(3–5) 2(3) | Oil 4SA 8Cy. 330×600 mm<br>860bhp<br>N.V. Werkspoor |
| 504237<br>DAVL<br>2332<br>Df Esd<br>Gc Rdr | **BERLIN**<br>**Deutsche Seereederei**<br>Rostock E. German | 6705<br>3864<br>9911<br>9642<br>5769<br>12795 | | DSRK | 1958 Warnowwerft—Warnemünde<br>516′ 5″ 65′ 9″ 27′ 7″/31′ 8″<br>65′ 5″ 42′ 0″<br>2 dks & S dk | TM Ref OSD/CSD Mchy.aft | 4 Oil 4SA each 8Cy. 470×660 mm<br>electro-magnetic coupling &<br>to 2 sc. shafts<br>7200bhp<br>Maschb. Halberstadt |
| 504239<br>DEQR<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BERLIN**<br>**"Nordsee" Deutsche Hochseefischerei A.G.**<br>Bremerhaven W. German | 936<br>361<br>862 | | GL | 1960 Rickmers Werft—Bhn<br>242′ 9″ 36′ 5″ 14′ 3½″<br>214′ 7″ 36′ 1″ 23′ 4″<br>F56′ 1 dk | M Stern Trawler<br>2 Ho 51½′, 20½′<br>2 Ha (18½′, 13½′×4′) | Oil 4SA 8Cy. 385×580 mm<br>also Oil 600bhp driving 2<br>465kW 230/400V a.c.<br>elec. motor 570shp (Sy) for<br>propulsion<br>Masch. Kiel A.G.<br>1×68kW 230/400V 50c/s a.c.<br>Controllable pitch propeller |
| 504240<br>DHXE<br>Df Esd<br>Gc Rdr<br>RT | **BERLIN**<br>**Fischkombinat Rostock**<br>Rostock E. German | 588<br>221<br>— | | DSRK | 1953 Volkswerft Stralsund—Stralsund<br>188′ 7″ 29′ 7″ 13′ 2″<br>29′ 5″ | M Trawler | Oil 4SA 8Cy. 365×550 mm<br>Görlitzer Masch. |
| 514188<br>GDNI | **BERLIN I**<br>exHannover–64 exAll<br>**Georg Blunk & Co. K.G.**<br>Hamburg W. German | 133<br>76<br>197 | BROKEN UP | GL | 1904 J. S. & G. Figee—Vla<br>*97·8′* 21′ 10″<br>10′ 6″<br>1 dk<br>R | M Mchy.aft | Oil 4SA 4Cy. 215×360 mm<br>120bhp NE38<br>Deutsche Werke A.G. |
| 651595<br>DNIZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERLINERTOR**<br>exNVG 2–67<br>**NVG Nordsee-Versorgungs-schiffahrt G.m.b.H.**<br>Hamburg W. German | 493<br>116<br>738 | | GL | 1965 Roland Werft G.m.b.H.—Bmn<br>172′ 6″ 37′ 3″ 10′ 9″<br>164′ 0″ 36′ 1″ 13′ 1″<br>F46′ 1 dk | TM Supply Ship Mchy.aft | 2 Oil 4SA each 16Cy. 160×180<br>1932bhp<br>Masch. Augsburg-Nürnberg<br>Thw. thrust propeller |
| 504491<br>OXSE<br>Df RT | **BERLINGA**<br>exBirgit–65<br>**Ove Gunnar Kristensen**<br>Hirshals Danish | 100<br>48<br>— | | | 1960 Schpsw. Kramer & Booy "De Rietpol"—Spaarndam<br>86′ 4″ 20′ 2″ 9′ 8″<br>… … … | M Trawler | Oil 2SA 4Cy.<br>Alpha-Diesel A/S |
| 504241<br>EBTF<br>Df Esd<br>RT | **BERLINGAS**<br>**Marquez Alvarez, Braulio & Amable**<br>Vigo Spanish | 207<br>101<br>— | | BV | 1957 Hijos de J. Barreras S.A.—Vgo<br>109′ 11″ 19′ 10″ 10′ 11″<br>95′ 0″ 19′ 8½″ 12′ 0″<br>RW | M Trawler<br>2 Ha (each 3½′×3½′) | Oil 4SA 6Cy. 260×350 mm<br>330bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| 660488<br>Df Gc<br>Pfd RT | **BERMEJO**<br>**Government of Paraguay (Flota Mercante del Estado)**<br>Asunción Paraguayan | 499<br>—<br>470 | | | 1965 Ast. del Cadagua—Bbo<br>162′ 9″ 32′ 11″ 6′ 8½″<br>147′ 8″ 32′ 10″ 10′ 10″<br>1 dk | TM Mchy.aft<br>G.29882 B.26840 | 2 Oil 4SA each 6Cy.<br>640bhp<br>Motorenw. Mannheim |

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| 640319<br>EEAB<br>Df Esd<br>Gc Rdr<br>RTm/v | **BERMEO**<br>**Naviera Vizcaina S.A.**<br>Bilbao Spanish | 9107<br>6392<br>13533 | ✠100A1 SS 9/68<br>DTsf—vegetable oil<br>✠LMC<br>MN1320 EL d†2¼"SQ | 1964–4 Soc. Española de Const. Nav.—Bbo<br>475' 7" 62' 7" 30' 0"<br>441' 2" 62' 4" 39' 4"<br>Ba202' F47' 2 dks<br>RW 7BH<br>rf nil WB3443t incl. Tunnel tanks 415t DTf1348t | M CSD<br>5 Ho 58½', 34½', 29½' DT, 64', 86', 73½'<br>G.731307 B.674685<br>5 Ha (stl) (31½', 34½', 34½', 56½', 32'×25')<br>12W Der 1(30) 12(5) | Oil 2SA 6Cy 680×1250 mm<br>6600bhp Sulzer<br>Soc. Española de Const. Nav.<br>AuxB 100lb<br>3×220V d.c. | 793t (hvf)<br>Bbo<br>14½k |
| 504243<br>186998<br>Df Esd<br>Pfd | **BERMUDA**<br>**Claridge Trawlers Ltd.**<br>G. D. Claridge<br>Lowestoft British | 205<br>70<br>— | ✠Classed LR until 9/57 | 1955–5 Cochrane & Sons Ltd.—Sel<br>*104·7'* 23' 4"<br>102' 6" 23' 0" 11' 3"<br>Q58' F17'<br>RW<br>BK7" | M Trawler | Oil 4SA 6Cy. 320×380 mm sr geared<br>Ruston & Hornsby | Lcn |
| 504244<br>315189<br>RT | **BERMUDA EXPLORER**<br>exEsso San Cristobal–60<br>exSan Cristobal–50<br>**Challenger Ltd.**<br>Kingstown, St. Vincent British<br>Now **WITWATER** (No. 504244) in the Register | 3696<br>2143<br>5475 | AB | 1943 Barnes-Duluth S.B. Co.—Dul<br>365' 11" 60' 2" 15' 0¾"<br>355' 0" 60' 0" 17' 6"<br>P77' F38' 1 dk<br>rf 3" | TS Tanker Mchy.aft<br>15 Ta<br>L.248109 HeCls. B | T 6Cy. 16" 26" & 43"×27"<br>2000ihp<br>Vulcan Irn Wks | 600t (o.f)–20pd<br>Wilkes-Barre<br>8½k |
| 504246<br>Df RTv | **BERMUDIAN**<br>exPatao–59<br>**Bermuda Marine & Port Authority**<br>Hamilton. Bermuda British | 574<br>390<br>410 | | 1943 Marietta Mfg Co.—Point Pleasant<br>149' 0" 33' 0" 16' 3½"<br>141' 0" 32' 11" 18' 10" | S Tug | Unaflow 3Cy. 24½"×24"<br>1250ihp<br>Skinner Engine Co.<br>2×25kW 110V d.c. | 425t (o.f)<br>Erie<br>11½k |
| 504247<br>PDBA<br>Df Esd<br>Rdr<br>RTm | **BERN**<br>**N.V. "Fegro"**<br>W. F. Kampman's Bevrachtingsbedrijf<br>Dordrecht Netherland | 500<br>296<br>850 | ~~✠100A1~~ ~~SS 5/66~~<br>~~✠LMC~~<br>~~MN120~~ ~~EL t~~ | 1957–3 N.V. Schps. v/h De Groot & v. Vliet—Slikkerveer<br>185' 10" 29' 10" 11' 8½"<br>169' 11" 29' 6½" 13' 5"<br>P37' F30' 1 dk<br>RW 3BH<br>rf 3" WB227t<br>**FOUNDERED 3/68 REFLOATED 4/68—TO BE BROKEN UP** | M Mchy.aft<br>2 Ho 113¾', 62½'<br>G.36660 B.34400<br>2 Ha (37¾', 43¼'×18¾')<br>2W Der 2(3) | Oil 4SA 8Cy. 305×460 mm<br>600bhp<br>D. & J. Boot "De Industrie" | 64½t<br>Alp<br>10k |
| 504248<br>HPBS<br>Df Esd<br>Gc Rdr | **BERNA**<br>**Lunmar S.A.**<br>Panama Panamanian | 12650<br>7733<br>19021 | AB<br>✠Classed LR until 11/53 | 1952–12 C.R.D. Adriatico—Mfl<br>564' 7" 73' 2" 30' 8¾"<br>528' 3" 72' 10" 39' 10"<br>P120' F59' 1 dk<br>RW<br>rf 6" | M Tanker Mchy.aft<br>21 Ta | Oil 2SA 10Cy. 720×1250 mm<br>7000bhp Emade38refitted52<br>C.R.D. Adriatico | 1505t<br>Tri<br>14½k |
| 504249<br>LPAM<br>842 | **BERNA**<br>**Flota Argentina de Navegacion Fluvial**<br>Buenos Aires Argentine | 1819<br>1222<br>— | ✠Classed LR until 1/14 | 1911–10 A. & J. Inglis Ltd.—Gls<br>273' 9" 37' 1" 8' 6"<br>36' 11"<br>1 dk & Prom dk<br>R | SP | T 3Cy. 21½" 35" & 54"×66"<br>A. & J. Inglis Ltd. | (o.f)<br>Gls |
| 504250 | **BERNA**<br>exMagda–58<br>exMarcel-Jean–51<br>exErno–32 exGünther<br>exDuen exNoris<br>**Eurosa Ltd.**<br>Panama Panamanian | *210*<br>*127*<br>300 | BV | 1920 Marstal Staalskibs. A/B—Marstal<br>113' 1" 22' 7" 9' 2"<br>22' 5"<br>Q23' 1 dk<br>R len 28 | M Mchy.aft<br>G.9000<br>1W | Oil 2SA 3Cy. 230×400 mm<br>NE53<br>Frederikshavns Jernst. & Msk. | Fkn<br>7k |
| 504252<br>THAA<br>Df Esd<br>Pfd RT | **BERNACHÉ**<br>**Chalutiers de la Rochelle**<br>La Rochelle French | 270<br>90<br>132 | BV | 1961 S.A. des Anc. Ch. Dubigeon—Nts<br>121' 0" 24' 9" 11' 1"<br>105' 7" 24' 7" 13' 6" | M Trawler | Oil 4SA 8Cy. 220×320 mm<br>750bhp<br>Cie. de Const. Méc. | 80t<br>Lorient<br>12k |
| 504440<br>HPSD<br>Df Esd<br>Rdr<br>RTm | **BERNADETTE**<br>exBifrost–66 exBore VII–62<br>**Mansamar S.A.**<br>Panama Panamanian | 2471<br>1340<br>3630 | ✠100A1 SS 4/64<br>Str. nav. ice<br>✠LMC<br>MN225 EL t | 1955–5 Oskarshamns Varv A/B—Osk<br>313' 6" 45' 8" 17' 11"<br>295' 0" 45' 6" 21' 1"<br>P29' B61' F29' 1 dk<br>RW NS 5BH<br>rf 4" WB842t | S<br>4 Ho 49¼', 55¾', 96', 96'<br>G.183600 B.164300<br>4 Ha (33¾', 32½', 32½', 31½'×23½')<br>8W Der 2(5) 2(3) | Q 4Cy. 13$\frac{3}{16}$" 20½" 25⅜" & 44⅛"×31½" & exhaust steam turbo-compressor<br>1250ihp<br>Oskarshamns Varv A/B<br>2 SB 263lb Spt hs3952 4cf<br>2×35, 12kW 115V d.c. | 340t (o.f)<br>Osk<br>11k |
| 504253<br>KCXL<br>249164<br>Df Esd | **BERNADETTE**<br>**Frank Medina**<br>San Diego United States | 436<br>190<br>— | | 1946 Campbell Machine Co.—San Diego<br>144' 6" 30' 1" 12' 0"<br>134' 0" 30' 0" 15' 0"<br>1 dk | Wood M<br>10 Ha<br>2W | Oil 4SA 6Cy. 405×520 mm<br>840bhp<br>Union Diesel Eng. Co. | 172t<br>Oakland<br>10¾k |
| 540166<br>EDRN<br>Df Esd<br>Gc Pfd<br>RT | **BERNARAS**<br>**Firmin Aguirre Arocena**<br>Pasajes Spanish | 192<br>127<br>— | BV | 1962 Ast. del Abra S.A.—Bbo<br>*93·8'* 20' 5"<br>93' 10" 20' 3" 11' 10"<br>RW | M Trawler<br>2 Ha (each 3½'×3¼') | Oil 4SA 4Cy. 315×480 mm<br>400bhp Duvant<br>Carmelo Unanue | 60t (d.o)<br>Zumaya<br>10k |

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| 504254 | **BERNARD**<br>exKarel Doorman–51<br>exJanny<br>**B. van Leeuwen Szn.**<br>Scheveningen Netherland | 210<br>103<br>— | BROKEN UP | 1921 V.d. Kuy & v.d. Rees Scheeps.<br>—Rot<br>*122·0'* 21' 11"<br>... ... ...<br>R | M Fishing | Oil 4SA 4Cy. 270×500 mm<br>N.V. Werkspoor |
| 670868<br>FUFB<br>L347<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERNARD DE PERCIN**<br><br>**Armement Anquetil**<br>Lorient French | 143<br>47<br>— | BV | 1966 Ch. de La Perrière—Lorient<br>98' 5" 22' 4"<br>86' 0" 12' 2"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy.<br>565bhp<br>Klöckner-Humboldt-Deutz |
| 504255<br>PDAZ<br><br>Df Esd<br>Rdr<br>RTm/h | **BERNARD JOHN**<br><br>**Rederij Bernard John**<br>van der Laan's Scheepv. &<br>Handel Mij. N.V.<br>Rotterdam Netherland | 799<br>345<br>1215 | ✠100A1 SS 5/68 ~~CS 7/66~~<br>✠LMC<br>MN172 EL o | 1955–3 N.V. Scheeps. "Vooruitgang"<br>—Foxhol<br>264' 1" 38' 5" 12' 6½"<br>240' 2" 20' 6"<br>F23' 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf 6" WB552t | M OSD Mchy.aft<br>2 Ho 90½', 82½'<br>G.100000 B.89000<br>2 Ha (each 78½'×23½')<br>8W Der 1(60) 8(10, 5, 3) | Oil 4SA 8Cy. 330×600 mm<br>860bhp<br>N.V. Werkspoor<br>2×40kW 110V d.c. |
| 504257<br><br>314595<br>Esd<br>Rdr RT | **BERNARD N. SEELEY**<br><br>**Laurence Sweeney Fisheries**<br>**Ltd.**<br>W. L. Sweeney<br>Yarmouth Canadian | 132<br>82<br>— | | 1962 A. F. Therlault & Son Ltd.—<br>Meteghan<br>*90·3'* 23' 8"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 2SA 12Cy. 5"×5½"<br>General Motors Corp. |
| 504258<br>EECV<br><br>Esd | **BERNARDO ALFAGEME**<br><br>**Antonio Alfageme del Busto**<br>Vigo Spanish | 167<br>91<br>— | BV | 1944 Hijos de J. Barreras S.A.—Vgo<br>*101·7'* 19' 7"<br>... ... ... | Wood M Trawler<br>3 Ha (2½'×2½') (3'×3') (3½'×3½') | Oil 4SA 6Cy. 260×350 mm<br>330bhp<br>Talleres Barreras |
| 526721<br>DCNZ | **BERNARDUS**<br>exOttina–64<br>**Hermann Meentken**<br>Haren/Ems W. German | 233<br>126<br>344 | GL | 1940 Rheinwerft Walsum—Walsum<br>*141·9'* 22' 3"<br>8' 6"<br>P31' F15' 1 dk<br>len 66 | M<br>1 Ho 95'<br>B.15000<br>1 Ha (72½'×13½')<br>Der 2(1½) | Oil 4SA 6Cy. 220×280 mm<br>290bhp NE62<br>Klöckner-Humboldt-Deutz |
| 672775<br>DDXL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERNBURG**<br><br>**Deutsche Seereederei**<br>Rostock E. German | 5576<br>2980<br>8130<br>8810<br>4991<br>10130 | | 1967 Warnowwerft—Warnemünde<br>492' 3" 23' 9"/27' 0"<br>452' 9" 66' 3" 38' 4"<br>1 dk & S dk | M Ref OSD/CSD | Oil 2SA 8Cy. 700×1200 mm<br>11200bhp MAN<br>Dieselmotorenwerk |
| 672415<br>DEJC<br><br>Df Esd<br>RT | **BERND**<br><br>**Diersch & Schroder**<br>Bremen W. German | 424<br>174<br>819 | GL | 1967 Bayerische Schiffb. G.m.b.H.—<br>Erlenbach<br>184' 0" 27' 3" 12' 5"<br>174' 3" 27' 4" 10' 6" | M Tanker | Oil 4SA 6Cy. 320×450 mm<br>550bhp<br>Atlas-Mak Masch. |
| 504260<br>DGMY<br><br>Df | **BERND**<br>exGünther–55<br>**Waldermar Voltmer**<br>Hamburg W. German | 164<br>87<br>210 | GL | 1928 E. J. Smit & Zoon—Hgz<br>108' 3" 20' 8" 7' 6"<br>20' 6" 7' 9"<br>Q31' F11' 1 dk<br>R | M<br>G.11000<br>1W | Oil 4SA 3Cy. 280×350 mm<br>105bhp<br>Appingedammer Brons. |
| 504262<br>DIOQ<br><br>Df Esd | **BERND-GUNDA**<br><br>**Willi Bartels**<br>Küstenschiffahrt Bauer &<br>Hauschildt K.G.<br>Hamburg W. German | 425<br>246<br>610 | GL | 1956 Schiffsw. H. Rancke—Ham<br>*172·5'* 26' 11" 9' 10"<br>26' 8" 10' 10"<br>P32' F19' 1 dk<br>RW len 66 | M Mchy.aft<br>G.29704 B.28337<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 504263<br>DGAG<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BERND LEONHARDT**<br><br>**Partenreederei m.s. "Bernd**<br>**Leonhardt"**<br>Leonhardt & Blumberg<br>Hamburg W. German | 6135<br>3414<br>10580 | GL | 1955 Flensburger Schiffsb. Ges.—Fln<br>485' 1" 60' 7" 25' 8¼"<br>446' 3" 60' 5" 29' 8"<br>F53' 1 dk & S dk<br>RW | M (9P) OSD<br>5 Ho 59', 73¾', 57½', 59', 70½'<br>G.585100 B.543700<br>5 Ha (stl) (34½', 52½', 34', 36¾',<br>34'×26½')<br>12W Der 1(20) 12(3–5) | Oil 2SA 6Cy. 700×1200 mm<br>3500bhp<br>Masch. Augsburg-Nürnberg<br>4×150, 150, 150, 10kW 220V d.c. |
| 652043<br>DNJB<br><br>Rdr<br>RTm/h/v | **BERND WESCH II**<br>exBari–66<br>**Jonny Wesch**<br>Hamburg W. German | 1910<br>1070<br>3438<br>3040<br>1849<br>4574 | GL | 1965 Schiffsw. "Neptun"—Ros<br>295' 11" 39' 4" 18' 3½"/21' 6"<br>25' 3"<br>P65' Q121' F32' 1 dk & S dk<br>rf 4" | M (3P) Ref OSD/CSD<br>2 Ho 108½', 123½'<br>G.237480 B.217843 In.3085<br>2 Ha (stl) (74½', 81'×24½')<br>8W Der 1(50) 1(20) 8(8) | Oil 4SA 8Cy. 520×740 mm<br>3080bhp<br>Masch. Augsburg-Nürnberg<br>4×175, 175, 135, 135kW 380V |
| 504265<br>DDQZ<br><br>Df Esd<br>Rdr RTv | **BERNE**<br><br>**Unterweser-Reederei**<br>**G.m.b.H.**<br>Bremen W. German | 128<br>37<br>— | GL | 1959 Mützelfeldtwerft G.m.b.H.—<br>Cuxhaven<br>95' 10" 24' 0" 10' 10½"<br>84' 4" 22' 2½" 11' 2"<br>1 dk<br>RW | M Tug<br>Der 1(1½) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>2×38kW 230V d.c. |

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|---|---|---|---|---|---|---|---|---|
| 504266<br>JXRM<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BERNES**<br>~~A/S Kristian Jebsens Rederi~~<br>~~Kr. Jebsen~~ ~~Norwegian~~<br>~~Bergen~~<br>Canaan Marine Inc.<br>Monrovia Liberian | 10485<br>5624<br>15030 | | <br><br>NV | **1962** Lithgows Ltd.—P.Gl<br>500' 6" 67' 0" 28' 4¾"<br>470' 0" 66' 9" 39' 0"<br>1 dk<br>RW | M Bulk Carrier Mchy.aft<br>5 Ho 58', 69¼', 70', 70½', 72'<br>G.770065 B.695765<br>5 Ha (stl) (39'×29') (51¾', 52¼', 52¼', 52¼'×32½')<br>10W Der 10(5) | Oil 2SA 6Cy. 620×1870 mm<br>6000bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>3×256kW 440V 60c/s a.c. | <br>1073t (hvf)<br>Grk<br>14¾k |
| 504267<br>JXVE<br><br>Df Esd<br>Gc Rdr<br>RT | **BERNHARD**<br>Reidar Röds Rederi A/S<br>Reidar Röd<br>Tönsberg Norwegian | 10863<br>5811<br>15770 | | <br><br>NV | **1963** Flensburger Schiffs. Ges.—Fln<br>505' 2" 67' 9" 29' 2½"<br>467' 6" 67' 7" 40' 4"<br>1 dk<br>RW<br>rf nil | M Mchy.aft<br>5 Ho<br>G.702000 B.677000<br>5 Ha (each 39¼'×30¼')<br>10W Der 10(5) | Oil 2SA 7Cy. 700×1200 mm<br>5850bhp MAN<br>Bremer Vulkan<br>3×200kW 440V 60c/s a.c. | <br><br>Vgk |
| 504268<br>DCDC | **BERNHARD**<br>Alex Stegen<br>Haren/Ems W. German | 242<br>124<br>304 | | <br><br>GL | **1929** Gebr. Coops—Hgz<br>*106·0'* 20' 0" 8' 1¼"<br>9' 3"<br>P27' F14' 1 dk<br>R len 54 | M Mchy.aft<br>1 Ho 78¼'<br><br>2 Ha (17', 37¾'×13')<br>Der 2(1) 1(¾) | Oil 4SA 3Cy. 270×420 mm<br>150bhp NE35<br>Deutsche Werke A.G.<br>1×1kW 24V d.c. | <br>(d.o)<br>Kel<br>6k |
| 660023<br>DEVH<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERNHARD BÄSTLEIN**<br>Deutsche Seereederei<br>Rostock E. German | 5241<br>2518<br>7675 | | <br><br>DSRK | **1965** Warnowwerft—Warnemünde<br>466' 9" 61' 4" 23' 8¼"<br>... ... ...<br>1 dk & S dk<br>RW | M OSD/CSD | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Dieselmotorenwerk | <br><br>Ros |
| 504270<br>DJDM<br><br>Df Esd<br>Gc Rdr | **BERNHARD HOWALDT**<br>Bernhard Howaldt Reederei<br>~~Reederei Bernhard Howaldt~~<br>Flensburg W. German | 5824<br>3074<br>10147 | | <br><br>GL | **1951** Lübecker Flender-Werke—Lbc<br>481' 11" 60' 0" 25' 2"<br>59' 9" 36' 5"<br>B70' F34' 1 dk & S dk<br>RW | M OSD<br><br>G.578017 B.523080<br>5 Ha<br>10W Der 2(15) 10(5) | Oil 2SA 5Cy. 700×1200 mm<br>3000bhp<br>Masch. Augsburg-Nürnberg | <br>699t<br>Aug<br>13k |
| 650984<br>DAZL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERNHARD KELLERMANN**<br>Fischkombinat Rostock<br>Rostock E. German | 2961<br>1312<br>1320 | | <br><br>DSRK | **1964** Mathias-Thesen-Werft—Wismar<br>279' 10" 44' 4" 17' 5"<br>... ... ...<br>3 dks | M Stern Trawling Factory Ship | Oil 2SA 6Cy. 480×720 mm<br><br>Dieselmotorenwk. Rostock | <br><br>Ros |
| 671072<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BERNHARD OLDENDORFF**<br>Egon Oldendorff<br>Lübeck W. German | 30510<br>21882<br>51830 | | <br><br>GL | **1967** Bremer Vulkan—Vgk<br>701' 9" 101'10" 39' 10⅜"<br>669' 11" 101'2½" 55' 1"<br>1 dk<br><br>rf nil | M Bulk Carrier (12P) Mchy.aft<br>9 Ho 51¾', 66', 47¼', 62', 47¼', 62', 47¼', 65', 49¼'<br>G.2296976<br>9 Ha (stl) (26½', 36½', 26½', 36½', 26½', 36½', 26½', 36½', 26½'×45¼')<br>Cr 1(4) | Oil 2SA 6Cy. 860×1600 mm<br>13800bhp<br>Bremer Vulkan<br>3×400, 400, 240kW 220/380V 50c/s a.c. | <br>2729t (hvf)<br>Vgk<br><br>15½k |
| 504272<br>DCMX<br><br>Df Esd | **BERNHARD SCHEPERS**<br>Bernhard Schepers<br>Haren/Ems W. German | 212<br>128<br>330 | | <br><br>BV | **1960** Jadewerft G.m.b.H.—Wilhelmshaven<br>125' 8" 24' 10" 8' 0"<br>9' 0"<br>P30' F18' 1 dk | M Mchy.aft<br><br>G.16000 B.15400<br>1 Ha (56¾'×17½') | Oil 4SA 6Cy. 220×280 mm<br>290bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln<br>8k |
| 504274<br>DCWD<br><br>Df Esd<br>Rdr | **BERNI NÜBEL**<br>~~Emder Dampfer-compagnie-~~<br>~~A.G.~~Panagiotis Kikis & others<br>~~Emden~~ ~~W. German~~<br>Greek<br>Now **KYPROS** See New Entries No. 5 | 764<br>345<br>1211 | | <br><br>GL | **1952** Schulte & Bruns—Emd<br>225' 0" 34' 7" 13' 0"<br>34' 5" 20' 6"<br>Q62' F16' 1 dk & S dk<br>RW<br>rf 2" | M OSD Mchy.aft<br>1 Ho 129¼'<br>G.95353 B.88823<br>3 Ha (stl) (30½', 34½', 34½'×17¾')<br>6W Der 2(3–5) 4(3) | Oil 4SA 8Cy. 320×450 mm<br>925bhp<br>Klöckner-Humboldt-Deutz<br>2×50kW 220V d.c. | <br>86t(d.o)<br>Kln<br>11k |
| 504275<br>VDFT<br>141743<br>Df Esd<br>Gc Rdr<br>RT | **BERNIER**<br>exMardep–35<br>exLabrador<br>V. Bouchard<br>Quebec Canadian | 317<br>174<br>— | <br><br>✱Classed BC until 9/30 | | **1919** Davie S.B. & Rpg Co. Ltd.—Qbc<br>125' 0" 23' 5" 11' 10"<br>... ... ...<br>2 dks<br>R | S Mchy.aft | T 3Cy. 12¾" 21½" & 35"×24"<br><br>Dominion Bridge Co. Ltd. | |
| 504277<br>ICBE<br>578<br>Df Esd<br>Gc Rdr<br>RT | **BERNINA**<br>"Adriatica" Soc. per Azioni di Nav.<br>Venice Italian | 4410<br>2308<br>2354 | | <br><br>AB RI | **1959** Ansaldo S.p.A.—Lgn<br>358' 4" 53' 8" 19' 3½"<br>328' 10" 53' 7" 32' 0"<br>B116' F43' 2 dks<br>RW<br>rf 8" | TM (79P) Ref<br>4 Ho<br>B.132657 In.3657<br>4 Ha<br>8W Der 1(15) 4(7) 4(3) | 2 Oil 2SA each 5Cy. 600×800 mm<br>5000bhp<br>C.R.D. Adriatico | <br>311t<br>Tri<br>16¾k |
| 504278<br>PDBD<br><br>Df Esd<br>Rdr RT | **BERNINA**<br>Schellen Scheepv. & Bevrachting N.V.<br>Rotterdam Netherland | 428<br>115<br>650 | ✠100A1<br><br>✠LMC<br><br>MN130 | SS 4/64<br><br><br><br>EL I | **1956–5** De Groot & v. Vliet—Slikkerveer<br>186' 9" 29' 2" 10' 7"<br>170' 7" 29' 0" 17' 0"<br>1 dk & S dk<br>RW Coll & 1 BH to S dk 1 to 2nd dk<br>rf 4" WB203t | M OSD Mchy.aft<br><br>G.45500 B.42500<br><br>4W Der (4(2) | Oil 2SA 6Cy. 290×500 mm<br>650bhp<br>Sulzer Bros. Ltd. | <br>60t<br>Wln<br>11k |
| 504279<br>PDBH<br>12301<br>Df Esd<br>Rdr<br>RTm/h | **BERNISSE**<br>P. A. van Es & Co. N.V.<br>Rotterdam Netherland | 500<br>345<br>1000 | ✠100A1<br><br>✠LMC<br><br>MN150 | SS 4/65<br><br><br><br>EL j1⅛"SQ | **1961–9** Schps. Gebr. Coops.—Hgz<br>200' 2" 30' 7" 11' 11"<br>182' 6" 30' 2" 13' 3"<br>Q49' F41' 1 dk<br>3BH<br>rf 6" WB304t incl. Dk tanks a25t f10t | M Mchy.aft<br>1 Ho 130'<br>G.40200 B.37500<br><br>2W Der 2(3) | Oil 4SA 6Cy. 270×500 mm<br>750bhp<br>N.V. Werkspoor<br>2×10kW 110V d.c. | <br>71t (d.o)<br>Ams<br>10k |

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| 530270<br>OGJZ<br>1103<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BERNY**<br>exRydboholm-64<br>**Rederi A/B Sally**<br>Algot Johansson<br>Mariehamn Finnish | 4711<br>2436<br>7620 | ✠100A1 SS 5/67<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL a†2$\frac{1}{16}$* | 1946–5 A/B Götaverken—Got<br>455' 2" 57' 1" 23' 11½"<br>425' 0" 57' 0" 35' 6"<br>2 dks, intermediate 'tween dks fwd & aft under raised S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 5½" WB1925t incl. Tunnel tanks 347t | M (11P) OSD<br>5 Ho 54', 77½', 49½', 62½', 74½'<br>G.514754 B.470288<br>6 Ha (24½', 37½', 27½', 37½', 27½'×20')<br>(9½'×16')<br>16W Der 1(25) 4(7½) 10(5) 2(3) | Oil 2SA 9Cy. 680×<br>6750bhp<br>A/B Götaverken<br>~~de 66lb~~ AuxB 85lb<br>3×165kW 220V d.c |
| 504281<br>SVKS<br>1408<br>Df Esd<br>Gc Rdr<br>RT | **BEROLINON**<br>exEspagne-58<br>exBreendonk-50<br>**Universal Cargo Carriers Inc.**<br>Hellenic Lines Ltd.<br>Piræus Greek | 1892<br>933<br>3243 | BV | 1945 J. Boel & Fils—Tamise<br>301' 5" 44' 3" 18' 5"<br>44' 1"<br>F26' 1 dk & S dk<br>R<br>rf nil | S OSD<br>3 Ho 42', 70½', 67½'<br>G.185197 B.172766<br>3 Ha (22', 46', 46'×18')<br>10W Der 1(30) 1(10) 10(5) | C 4Cy. (2) 16½" &<br>1200ihp<br>Borsig A.G.<br>3×20, 20, 15kW 22 |
| 504282<br>PKEL | **BEROMBANG**<br>**Republik Indonesia**<br>P.T. Pelajaran Rakjat Indonesia<br>Indonesian | 172<br>80<br>160 | | 1947 Schps. Gideon v/h J. Koster Hzn.—Gro<br>121' 8" 23' 1"<br>22' 11"<br>B39' F14' | M Mchy.aft<br>1 Ho 69½'<br>G. 9778 B. 9496<br>3W | Oil 4SA 3Cy. 280×<br>Motorenf. "De Ind |
| 670238<br>Df Esd<br>Gc Rdr<br>RT | **BERRI 1**<br>**Arabian-American Oil Co. Ltd.**<br>Ras Tanura Saudi Arabian | 225<br>20<br>— | AB | 1966 Hellenic Shipyards—Skaramanga<br>106' 6" 32' 0" 9' 8"<br>98' 6" 30' 0" 13' 10" | TM Tug | 2 Vee Oil 4SA ea<br>765bhp<br>Caterpillar Tract<br>Controllable pitc<br>Thw. thrust prop |
| 504283<br>CUUX<br>Ix75c<br>Esd | **BERRIO**<br>**Soc. de Arrasto Continental Ltda.**<br>Lisbon Portuguese | 134<br>38<br>— | | 1959 Est. Nav. do Mondego—Figueira<br>96' 2" 21' 0"<br>... ... ...<br>RW | M Trawler | Oil 6Cy.<br>Motorenf. Darms |
| 504286<br>VDNB<br>156488<br>RTm | **BERSIMIS**<br>**Government of Canada (Minister of Public Works)**<br>Quebec Canadian | 299<br>77<br>— | ✠Classed LR until 4/35 | 1930–5 Collingwood Shpyds Ltd.—Clw<br>*100·0'* 23' 7" 10' 3"<br>... ... ...<br>R | S Tug | C.2 Cy. 18" & 36"<br>500ihp<br>Earle's Co. Ltd.<br>1×7½kW 12½V d.c |
| 504288<br>DIXM | **BERTA**<br>**Elmshorner Schiffahrt G.m.b.H.**<br>Elmshorn W. German | 163<br>97<br>200 | | 1927 D. W. Kremer Sohn—Elmshorn<br>116' 0" 21' 6"<br>... ... ...<br>1 dk<br>R | M | Oil 4SA 3Cy. 240<br>115bhp NE40<br>Klöckner-Humbo |
| 504289<br>EECL | **BERTA**<br>**R. Miyares Gonzalez**<br>Gijon Spanish | 126<br>66<br>— | | 1942 Maria Barreiro Suarez—Noya<br>*83·7'* 19' 8"<br>... ... ... | Wood S | T 3Cy. 5$\frac{1}{16}$" 8½" &<br>40ihp Emade44<br>C. Unanue, Zum |
| 504291<br>DHBT<br>Df Esd<br>RT | **BERTA BECK**<br>**Andreas Kuhl**<br>Hamburg W. German<br>Now **ELSE KÜHL** See New Entries No. 3 | 291<br>165<br>360 | BV | 1957 Paul Peters—Beidenfleth<br>139' 2" 24' 4" 9' 2¼"<br>127' 2" 24' 3½" 9' 10"<br>P27' Q7' F16' 1 dk | M<br>G.18826 B.18396<br>2 Ha | Oil 4SA 6Cy. 270<br>280bhp<br>Klöckner-Humbo |
| 504292<br>EABY | **BERTA COSTA**<br>**José Costa Torres**<br>Ibiza Spanish | 164<br>139<br>— | | 1946 Antonio Torres—Ibiza<br>98' 1" 26' 3"<br>... ... ... | Wood Aux | Oil 1Cy. 360×37<br>70bhp |
| 671988<br>Df Esd<br>Pfd Rdr<br>RT | **BERTA MORGENROTH**<br>**Hans Morgenroth**<br>Bremen W. German | ~~800~~ 298<br>— 182<br>— | BV | 1967 Ruhrorter Schiffs. & Masch.—Duisburg<br>180' 4" 31' 7" 11' 0"<br>... ... ...<br>2 dks | M CSD Mchy.aft<br>Der 1(3) | Oil 4SA 6Cy.<br>550bhp<br>Atlas-Mak Masc |
| 504295<br>5NAM<br>321503<br>Esd | **BERTHA**<br>**Nigerian Ports Authority**<br>Lagos Nigerian | 372<br>20<br>— | ✠100A1 SS 7/65<br>tug<br>✠LMC<br>MN144 EL (e) | 1955–12 Ferguson Bros. (P.Gl.) Ltd.—P.Gl<br>119' 10" 32' 6" 11' 0½"<br>110' 0" 31' 0" 12' 0"<br>RW 3BH<br>rf 9" BK6" & side keel (p & s) WB46t | TS Tug | T 6Cy. 11¼" 17½"<br>800ihp<br>Ferguson Bros.<br>SB 180lb hs30 |
| 504296<br>DGDW | **BERTHA**<br>**Klaus Merkens**<br>Hamburg W. German | 174<br>122<br>263 | GL | 1931 Gebr. van Diepen—Waterhuizen<br>*119·7'* 19' 0"<br>8' 6"<br>Q22' 1 dk<br>R len 36 & 56 | M Mchy.aft<br>1 Ho 82'<br>2 Ha (31½', 37½'×13')<br>Der 2(½) | Oil 4SA 6Cy. 15<br>225bhp NE65<br>Daimler-Benz<br>2×½, ½kW 24V |
| 504298<br>WR3272<br>284906<br>Df | **BERTHA ANN**<br>exCpl. John J. Pinder, Jr.<br>**Ballard Fishing & Trading Co.**<br>Seattle United States | 547<br>372<br>— | | 1945 Ingalls S.B. Corp.—Decatur<br>*165·5'* 32' 0" 10' 0½"<br>165' 0" 31' 10" 14' 4"<br>F26' 1 dk<br>rf 6" | TM Mchy.aft<br>2 Ho<br>2 Ha | 2 Oil 2SA each<br>1000bhp<br>General Motor |

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| HA ENTZ<br>as Entz Tanker<br>.b.H.<br>burg W. German | Ore<br>15004<br>2528<br>21954<br>Oil<br>15510<br>9137<br>— | AB GL | 1955 Kieler Howaldtswerke A.G.—Kel<br>607' 5" 74' 1" 32' 2¼"<br>569' 2" 73' 10" 44' 11"<br>P163' B34' F83' 1 dk<br>RW<br>rf 4" | M Ore/Oil Carrier Mchy.aft<br>18 Ta 2 Ho each 152½'<br>G.353288 L.795280 HeCls. CptB<br>8 Ha (each 26'×24½')<br>2W Der 4(5) | Oil 2DA 8Cy. 700×1200 mm<br>8000bhp Emade52fitted55 1689t-30pd<br>Masch. Augsburg-Nürnberg Aug<br>4×150, 150, 100, 100kW 230V d.c. 14½k |
| HA LINA<br>Maurice Blonde and<br>rs<br>Belgian | 102<br>33<br>— | | 1931 I. S. Figee—Vla<br>*79·1'* 20' 8"<br>... ... ...<br>R | M Trawler | Oil 4SA 4Cy. 280×450 mm<br>Humboldt-Deutzmot. Köln-Deutz |
| L KARLBOM<br>A/S Jojolo<br>hipping<br>Norwegian | 11429<br>7197<br>17550 | NV | 1967 Öresundsvarvet A/B—Lkr<br>514' 7" 70' 5" 29' 10¼"<br>486' 8" 70' 2½" 40' 8"<br>P125' F42' 1 dk<br>rf 1½" | M Bulk Carrier Mchy.aft<br>6 Ho 55¾', 55¾', 55¾', 55¾', 55¾', 63'<br>G.788600 B.753800<br>6 Ha (stl) (each 36¾'×32¾')<br>Cr 1(10) 5(8) | Oil 2SA 6Cy. 630×1400 mm<br>7200bhp 113t (d.o) 1028t (hvf)<br>A/B Götaverken Got<br>3×300kW 450V 60c/s a.c. |
| OLT BRECHT<br>ombinat Rostock<br>k E. German | 2956<br>1259<br>1420 | DSRK | 1960 Mathias-Thesen-Werft—Wismar<br>280' 7" 44' 4" 17' 4½"<br>44' 3"<br>2 dks<br>RW | M Stern Trawling Factory Ship | Oil 4SA 8Cy. 470×660 mm<br>Masch. Halberstadt Halberstadt |
| YUL<br>R.<br>vsk Russian | 402<br>149<br>412 | | 1954 ....................Russia<br>152' 3" 26' 3" 10' 7½"<br>26' 2" 11' 6"<br>1 dk | M<br>2 Ho<br>G.17163<br>2 Ha (each 11½'×18')<br>4W Der 4 (1½) | Oil 2SA 4Cy. 300×500 mm<br>9½k |
| -60 exHans<br>Schepers<br>ms W. German | 497<br>268<br>787 | BV | 1941 Zaalandsche Schps. Maats.—<br>Zaandam<br>179' 1" 28' 7" 11' 0"<br>28' 5" 12' 2"<br>Q44' F23' 1 dk | M Mchy.aft<br>1 Ho 105'<br>G.37600 B.36775<br>2 Ha<br>2W | Oil 4SA 6Cy. 320×480 mm<br>400bhp 64t<br>Motorenw. Mannheim Mhm<br>8½k |
| NG<br>ment of Sarawak<br>Malaysian | 230<br>—<br>— | | 1963 Cheoy Lee Shpyd—H.Kg<br>116' 0" 26' 3" 4' 6"<br>102' 9" 25' 4" 6' 0"<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 4Cy. 8¾"×11½"<br>Lister Blackstone Mar. Ltd. Dursley |
| VALA<br>ment of Ceylon<br>. of Fisheries)<br>British | 239<br>73<br>— | ✠100A1<br>stern trawler<br>✠LMC<br>MN92 EL (c)1⅛"SQ | 1965–11 Ladjedelnica Piran—Piran<br>109' 5" 24' 1" 11' 8½"<br>93' 0" 23'11½" 12' 4"<br>F47'<br>4BH<br>rf 23" WB15t | M Stern Trawler | Oil 2SA 6Cy. 230×400 mm with hydraulic clutch<br>460bhp B&W–Alpha<br>"Litostroj" Ljubljana |
| aja Steer–65<br>–64<br>der Hill–61<br>oulonge–50<br>e Maritime Corp.<br>a Liberian | 7044<br>4441<br>10384 | BS✱ SS 11/66<br>with freeboard<br>MBS✠<br>MN450 CT6762 C37 | 1943–7 United Shpyds Ltd.—Mtl<br>440' 6" 57' 2" 26' 11½"<br>417' 6" 56' 10" 37' 4"<br>2 dks<br>RW 7BH<br>WB2130t incl. DTs765t | S CSD<br>G.524368 B.460028<br>10W Der 1(50) 1(30) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1136t (o.f)<br>Dominion Eng. Works Mtl<br>3 SB 220℔ Spt hs(7140) 10k |
| omsen<br>Danish | 171<br>80<br>— | | 1967 Rosslauer Schiffs.—Rosslau<br>110' 2" 8' 10¼"<br>97' 0" 21' 8" 10' 10"<br>1 dk | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht Mgd |
| STHERING See New Entries No. 6 | | | | | |
| O LADY<br>Palmerston–66<br>larine Towing &<br>ge Ltd.<br>ver Canadian | 110<br>68<br>— | | 1940 Star Shpyd (Mercers) Ltd.—<br>N. Westminster<br>*80·2'* 20' 7"<br>... ... ... | Wood M Fishing | Oil 8Cy. 170×255 mm<br>Vivian Engine Works Ltd. Vcr |
| AU<br>Corrado–63<br>sgood–47<br>t.<br>Russian | 7162<br>4309<br>11003 | | 1943 Permanente (Shpyd No. 2)—<br>Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks | S<br>5 Ho<br>G.513522 B.458438<br>5 Ha (35', 35', 35', 33¾', 20'×20')<br>11W Der 1(10) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1380t (o.f)<br>Iron Fireman Mfg Co. Pld<br>10½k |
| TAŞ<br>lik Bankasi T.A.O.<br>tlari Isletmesi<br>Turkish | 283<br>153<br>— | GL | 1951 L. Smit & Zoon—Kinderdijk<br>106' 11" 25' 1" 7' 11"<br>25' 0" 8' 10"<br>1 dk | TM Ferry | 2 Oil 2SA each 6Cy. 220×360 mm<br>520bhp<br>Waggon & Masch. Ham |
| DY<br>Government<br>Ocean Lines<br>Polish | 13716<br>7949<br>20502 | PR<br>✠Classed LR until 5/65 | 1961–3 Brodogradiliste Uljanik—Pla<br>559' 11" 72' 0" 31' 2¾"<br>535' 0" 71' 10" 40' 2"<br>P114' B36' F71' 1 dk<br>rf 4" | M Tanker Mchy.aft<br>27 Ta 2 Ho<br>L.954277 G.52798 | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Brodogradiliste Uljanik Pla<br>2×350kW 400V d.c. 15½k |

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| **504312**<br><br><br>Df Esd<br>Gc Rdr | **BESKIDY**<br><br>**U.S.S.R.**<br>Russian | **3359**<br>1550<br>4398 | | **1957** Rauma-Repola O/Y—Rauma<br>344' 10" 48' 6" 20' 1½"<br>48' 4"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 6Cy. 520×900 mm<br>2900bhp MAN<br>Kieler Howaldtswerke A.G. |
| **504313** | **BESLAN**<br><br>**U.S.S.R.**<br>Russian | **1169**<br>780<br>— | | **1956** "Gheorghiu Dej" Shpyd—Bdp<br><br><br>1 dk | M Mchy.aft | Oil |
| **671336**<br>4XMQ<br>MS183<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BESOR**<br><br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | **35121**<br>21186<br>60878 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 5 & 7 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN3680 EL v†3$\frac{1}{16}$"U2 | **1967–6** Maizuru Jukogyo—Maizuru<br>741' 6" 103' 7" 43' 3½"<br>708' 8" 103' 4" 58' 5"<br>P123' F47' 1 dk<br>NS 11BH<br>rf nil DK fwd WB21610t incl. Comb. btm & side tanks in holds 13000t Topside tanks in holds 7380t | M Bulk Carrier (12P) Mchy.aft<br>8 Ho 76½', 66½', 67', 55½', 67, 67', 67', 67'<br>8 Ha (stl) (45'×36') (46½', 44¾', 35½', 44¾', 44¾', 44¾', 44¾'×48')<br>Cr 2(½) Der 2(30) | Oil 2SA 8Cy. 900×1550 mm<br>18400bhp Sulzer<br>Maizuru Jukogyo<br>AuxB 100lb<br>3×400kW 450V 60c/s a.c. |
| **504314**<br>PKEN | **BESORI**<br><br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Makassar Indonesian | **172**<br>80<br>— | | **1947** Schps. Gideon v/h J. Koster Hzn—Gro<br>*111·5'* 23' 0"<br>... ... ... | M Mchy.aft | Oil 4SA 3Cy 280×400 mm<br>Motorenf. "De Industrie" |
| **672870**<br>UBFB<br>M-22253 | **BESPOKOJNIJ**<br><br>**U.S.S.R.**<br>Odessa Russian | **844**<br>240<br>339 | | **1958** ......................Russia<br>208' 7" 31' 2" 15' 1"<br>31' 0" 17' 11"<br>1 dk | D-E Whaler | 4 Oil 4SA each 6Cy. 318×3<br>connected to elec. motor & sc. |
| **672871**<br>UBFU<br>M-22274 | **BESPOSHADNIJ**<br><br>**U.S.S.R.**<br>Odessa Russian | **844**<br>240<br>339 | | **1958** ......................Russia<br>208' 7" 31' 2" 15' 1"<br>31' 0" 17' 11"<br>1 dk | D-E Whaler | 4 Oil 4SA each 6Cy. 318×3<br>connected to elec. motor & sc. |
| **642338**<br>SMAO<br>10563<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BESS**<br><br>**Scandinavian Motorships A/B**<br>Stockholm Swedish | **500**<br>272<br>1025 | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN280 EL p1$\frac{1}{16}$"SQ | **1965–1** A/B Lödöse Varf—Lod<br>247' 11" 38' 6" 11' 2"<br>227' 2" 38' 5" 24' 10"<br>F34' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4" WB420t | M OSD Mchy.aft<br>Bow door<br>3 Ho 15½', 56½', 53½', 1 Tw D 192'<br>G.142759 B.132772 In.1025<br>2 Ha (stl) (64' comb.×22½') (45½'×22½')<br>3W Der 3(3) | Oil 4SA 8Cy. 320×480 mm<br>1400bhp<br>Motorenw. Mannheim<br>Controllable pitch propeller |
| **504315**<br>LJKY<br><br>Df Esd<br>Gc Rdr<br>RT | **BESSEGGEN**<br><br>**Rederiet Storeggen A/S**<br>Chr. Østberg<br>Oslo Norwegian | **7408**<br>4287<br>9200 | NV | **1963** Kaldnes M/V A/S—Tbg<br>459' 2" 64' 2" 25' 5"<br>423' 6" 64' 0" 34' 0"<br>P105' F66' 1 dk | M Mchy.aft<br>Self-unloader<br>G.330000<br>Cr 3(15) | Oil 2SA 6Cy. 630×1350 mm<br>5880bhp<br>Gebr. Stork & Co. |
| **504316**<br>KCXS<br>248503<br>Df Esd<br>Gc | **BESSEMER VICTORY**<br><br>**United States Department of Commerce**<br>Los Angeles United States | **7607**<br>4561<br>10721 | AB | **1945** California S.B. Corp.—L.An<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½') | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Allis-Chalmers Mfg Co.<br>2×300kW 240V d.c. |
| **672872**<br>UFYY<br>M-22251 | **BESSHUMNIJ**<br><br>**U.S.S.R.**<br>Odessa Russian | **844**<br>240<br>339 | | **1957** ......................Russia<br>208' 7" 31' 2" 15' 1"<br>31' 0" 17' 11"<br>1 dk | D-E Whaler | 4 Oil 4SA each 6Cy. 318×3<br>connected to elec. motor & sc. |
| **671088**<br>6ZXR<br>2693<br>Df Esd<br>Gc Rdr<br>RTv | **BESSIE A. PAPPAS**<br><br>**Bessie Cia. Nav. S.A.**<br>Monrovia Liberian | **43231**<br>32306<br>90634 | AB | **1967** A/B Götaverken—Got<br>846' 6" 128' 3" 44' 3½"<br>800' 2" 128' 0" 58' 4"<br>F66' 1 dk<br>RW<br>rf 3" | M Tanker Mchy.aft<br>12 Ta<br>L.3616225 He.Cls BC<br>Der 2(10) 2(6) | Oil 2SA 9Cy. 850×1700 mm<br>19800bhp<br>A/B Götaverken<br>2×700kW 440V 60c/s a.c. |
| **504317**<br>VOKL<br>157389<br>Df Rdr<br>RT | **BESSIE MARIE**<br><br>**Ashbournes Ltd.**<br>St. John's, Nfl Canadian | **201**<br>124<br>— | | **1929** E. K. Mills—Burlington, Nfl<br>118' 0" 26' 5" 15' 0"<br>... ... ... | Wood Aux Sr Mchy.aft | Oil 2SA 12Cy. 5½"×6"<br>NE56<br>Cummins Eng. Co. Inc. |
| **504318**<br>GSNB<br>186219<br>Esd Rdr<br>RTm | **BESSIE SURTEES**<br><br>**Central Electricity Generating Board**<br>Stephenson Clarke ~~Ltd.~~ Shipping Ltd.<br>London British | **561**<br>177<br>775 | ✠100A1 SS 4/67<br>hopper barge<br>✠LMC<br>MN169 EL h1$\frac{1}{16}$"SQ | **1955–4** C. Hill & Sons Ltd.—Brs<br>157' 11" 33' 3" 11' 8½"<br>150' 0" 33' 0" 13' 7"<br>P50' 1 dk<br>R 4BH<br>rf nil WB291t | M Hopper Barge Mchy.aft<br>1 Ho 50½'<br>G.13440<br>1 Ha (52'×20') | Oil 2SA 6Cy. 340×570 mm<br>845bhp<br>British Polar Engines Ltd.<br>3×100, 100, 25kW 220V d.c. |
| **504319**<br>USSI<br>M-17104<br>Df Esd<br>Gc Rdr<br>RT | **BESSTRASHNIJ**<br><br>**U.S.S.R.**<br>Vladivostok Russian | **1152**<br>—<br>585 | | **1962** Valmet O/Y Pansion Telakka—Åbo<br>200' 9" 38' 9" 15' 1"<br>181' 6" 37' 9" 18' 10" | M Salvage Tug<br>2 Ho<br>B.4350<br>2 Ha (6½', 16½'×10')<br>2W Der 1(10½) 1(1½) | Oil 4SA 7Cy. 520×740 mm<br><br>Masch. Augsburg-Nürnberg |

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|---|---|---|---|---|---|---|---|
| 541503<br>UIZE<br>M-17108<br>Df Esd<br>Gc Rdr<br>RT | **BESSTRASHNIJ**<br>**U.S.S.R.**<br>Murmansk Russian | 1151<br>—<br>605 | | **1963** Valmet O/Y Pansion Telakka—Åbo<br>200′ 9″ 38′ 9″ 15′ 1″<br>181′ 6″ 37′ 9″ 18′ 10″ | M Salvage Tug<br>1 Ho<br>B.3320<br>1 Ha (9¼′×6½′)<br>2W Der 1(1½) 1(1) | Oil 4SA 7Cy. 520×740 mm<br>Masch. Augsburg-Nürnberg | Aug<br>15k |
| 672873<br>UFYT<br>M-22250 | **BESSTRASHNIJ**<br>**U.S.S.R.**<br>Odessa Russian | 844<br>240<br>339 | | **1957** ......................Russia<br>208′ 7″ 31′ 2″ 15′ 1″<br>31′ 0″ 17′ 11″<br>1 dk | D-E Whaler | 4 Oil 4SA each 6Cy. 318×330 mm connected to elec. motor & sc. shaft | 17½k |
| 504320<br>LITB<br>Df Esd<br>Rdr | **BESTIK**<br>**Otto Chr. Bøhme**<br>Oslo Norwegian | 500<br>241<br>975<br>914<br>569<br>— | NV | **1957** Schlichting Werft—Lbc<br>218′ 4″ 32′ 7″ 12′ 2″/—<br>195′ 6″ 32′ 6″ 18′ 11″<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>1 Ho<br>G.71256 B.62122<br>2 Ha (32′, 60′×18′)<br>6W Der 6(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz | 80¾t<br>Kln<br>12k |
| 504321<br>JXIC<br>Df Rdr<br>RT | **BESTUM**<br>exSjofna–62<br>**Skibs A/S Manitowoc**<br>Otto Chr. Bøhme<br>Oslo Norwegian | 1775<br>920<br>2685 | NV | **1959** Drammen Slip & Verksted—Dmn<br>256′ 1″ 40′ 1″ 18′ 6½″<br>230′ 0″ 39′ 11″ 22′ 2″<br>2 dks | M CSD Mchy.aft<br>2 Ho<br>G.115800 B.108000<br>2 Ha (50′, 54′×18′)<br>8W Der 2(10) 6(5) | Oil 2SA 10Cy. 360×600 mm<br>1800bhp<br>Sulzer Bros. Ltd. | 185t<br>Win<br>13k |
| 504322<br>Df Esd<br>Rdr | **BESTWIND**<br>exTozai Maru–61<br>**Neptune Marine Corp.** | 1995<br>1140<br>3086 | **BROKEN UP**<br>BV | **1948** Mitsubishi Jukogyo—Yka<br>296′ 4″ 41′ 0″ 18′ 10½″<br>280′ 6″ 40′ 10″ 21′ 4″<br>P21′ B77′ F28′ 1 dk<br>RW | S<br>2 Ho<br>G.133850 B.127362<br>4 Ha (19¼′, 28′, 25¾′, 19¼′×16½′)<br>8W Der 8(5) | C 4Cy (2) $14\frac{9}{16}$″ & (2) 31½″×31½″<br>1100ihp Lenz<br>Mitsubishi Jukogyo | 316t (o.f)<br>Yka<br>9½k |
| 504323<br>EDER<br>Df Esd<br>RT | **BESUGO**<br>Launched as Pevisa XI<br>**Salvador Barreras y Hermanos**<br>Vigo Spanish | 202<br>99<br>— | BV | **1960** Hijos de J. Barreras S.A.—Vgo<br>115′ 3″ 22′ 7″<br>97′ 8″ 22′ 3½″ 13′ 0″<br>RW | M Trawler<br>2 Ha (3¼′×3¼′) | Oil 4SA 6Cy. 260×350 mm<br>330bhp Werkspoor<br>Hijos de J. Barreras S.A. | 80t<br>Vgo<br>9¾k |
| 504324<br>OZLH<br>Df Esd<br>Pfd Rdr<br>RT | **BETA**<br>**A/S De Danske Sukkerfabrikker**<br>Assens Danish | 426<br>229<br>545 | BV | **1961** Westermoen Båtbyggeri—Mandal<br>161′ 5″ 28′ 0″ 10′ 6″<br>145′ 10″ 27′ 10″ 11′ 4″<br>P38′ F21′ 1 dk | M Mchy.aft<br>1 Ho 94½′<br>G.26900 B.23565<br>1 Ha (72¾′×16¾′)<br>2W Der 2(2) | Oil 2SA 6Cy. 230×400 mm<br>460bhp<br>Alpha-Diesel A/S | 33t<br>Fkn<br>10½k |
| 504325<br>PDBK<br>Df Esd<br>RT | **BETA**<br>**H. Wildeman**<br>N.V. Wijnne & Barends<br>Delfzijl Netherland | 399<br>241<br>560 | BV | **1951** Noord Ned. Schp.—Gro<br>173′ 10″ 26′ 5″ 10′ 1″<br>26′ 3″<br>P40′ F23′ 1 dk | M Ref Mchy.aft<br>1 Ho 98½′<br>G.30000 In.27500<br>2 Ha (37¾′, 39¾′×15′)<br>2W Der 2(3) | Oil 4SA 6Cy. 320×450 mm<br>395bhp<br>Klöckner-Humboldt-Deutz | 50t<br>Kln<br>10k |
| 504327<br>SWIY<br>1801<br>Df Esd | **BETALUNA**<br>exFidelity–60<br>exAlcyone Angel–58<br>exSterling Venture–56<br>exGundine–54<br>exCypress Hills Park–47<br>**Cia. Beta de Vapores S.A.**<br>Piræus Greek<br>Now **VARUNA DUTI** See New Entries No. 6 | *7140*<br>*4270*<br>10830 | ✠100A1<br>✠LMC<br>SS 4/66<br>EL a†$2\frac{1}{16}$″SQ | **1944**-2 Victoria Mchy. Depot Co. Ltd.—Vic<br>441′ 6″ 57′ 2″ 27′ 9″<br>417′ 4″ 56′ 11″ 37′ 4″<br>2 dks<br>RW NS 7BH conv tanker 55<br>rf 6″ WB1605t incl. DTa736t | S<br>5 Ho 58¼′, 72½′, 52½′, 42½′, 70′<br>G.563697 B.510935<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Canadian Allis-Chalmers<br>2WTB 250lb Spt 230lb hs(9704)<br>3×25kW 110V d.c. | 961t (o.f)<br>Mtl<br>10½k |
| 504330 | **BETANA**<br>**Republik Indonesia**<br>P.T. Pelajaran Rakjat Indonesia<br>Djakarta Indonesian | 176<br>83<br>160 | | **1947** E. J. Smit & Zoon Scheep.—Westerbroek<br>121′ 8″ 23′ 1″<br>22′ 11″<br>F22′ | M Mchy.aft<br>1 Ho 69½′<br>G.9778 B.9496<br>3W | Oil 4SA 3Cy. 280×400 mm<br>Motorenf. "De Industrie" | 6t<br>Alp<br>7k |
| 504332<br>SYGS<br>2006<br>Df Esd<br>Rdr | **BETAVISTA**<br>exClan Macfadyen–58<br>exSamderwent–47<br>**Cia. Nav. Betacruz S.A.**<br>Piræus Greek<br>Now **VARUNA DEVI** See New Entries No. 6 | 7240<br>4418<br>10877 | BS<br>MBS<br>MN450 CT6798 C37 S33<br>SS 3/66 | **1944** New England S.B. Corp.—P.Me<br>441′ 8″ 57′ 0″ 27′ 9½″<br>416′ 0″ 56′ 10″ 37′ 4″<br>2 dks<br>NS 7BH<br>rf 6″ WB2962t incl. DTf652t a762t | S CSD<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′<br>G.566708 B.503673<br>5 Ha 32¾′, 33¾′, 18¾′, 33¾′, 33¾′×19½′)<br>11W Der 1(50) 1(15) 12(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Harrisburg Mach. Corp.<br>2WTB 240lb Spt hs(10232)<br>3×25kW 110V d.c. | 1036t (o.f)<br>Harrisburg<br>11½k |
| 504333<br>JXUD<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BETH**<br>**I/S Gibisary**<br>L. Gill-Johannessen & Co.<br>Oslo Norwegian | 11503<br>5710<br>16050 | NV | **1962** Deutsche Werft A.G.—Ham<br>492′ 0″ 70′ 0″ 30′ 5″<br>465′ 11″ 69′ 10″ 42′ 0″<br>P109′ F48′ 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 36¾′, 58¼′, 37′, 56½′, 51′, 59′, 37′<br>G.743487 B.692598<br>7 Ha (stl) (25¼′, 44¼′, 24½′, 44¼′, 24¼′, 46¾′, 24¼′×35′)<br>Cr 1(15) Der 2(2) | Oil 2SA 7Cy. 680×1250 mm<br>7700bhp Sulzer<br>Masch. Buckau-Wolf<br>4×240, 240, 240, 60kW 440V 60c/s a.c. | 1256t (hvf)<br>Kel<br>15k |
| 504334<br>OYDW | **BETH**<br>exSilesia–60 exHanna–55<br>exElse II<br>**T. A. Rendtorff**<br>Svendborg Danish | 225<br>112<br>260 | GL | **1908** J. J. Pattje & Zonen—Waterhuizen<br>128′ 10″ 22′ 2″ 9′ 0″<br>... ... ...<br>1 dk<br>R len 55 | M | Oil 2SA 4Cy. 200×340 mm<br>200bhp NE61<br>Alpha-Diesel A/S | Fkn<br>9k |

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| 504336<br>KVUZ<br>256034<br>Df Esd<br>Gc Rdr<br>RTh | **BETHFLOR**<br>exBaltore–60<br>**Bethlehem Steel Corporation**<br>Wilmington, Del United States | **10932**<br>6226<br>23549 | AB | **1948** Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>582′ 10″ 78′ 5″ 34′ 3½″<br>560′ 0″ 78′ 0″ 43′ 9″<br>P108′ B18′ F58′ 1 dk<br>RW<br>rf 10½″ | S Ore Carrier Mchy.aft<br>3 Ho each 120′<br>B.611017<br>3 Ha (stl) (each 115′×40′)<br>Cr 3(33½) | 2 S Turb dr geared to sc<br>13000shp<br>Bethlehem Stl Co.<br>2×400kW 240V d.c. |
| 504337<br>WA2844<br>215153<br>Df Gc<br>Rdr RT | **BETHLEHEM**<br>exMidvale<br>**Bethlehem Steel Corporation**<br>Bethlehem Transportation Corp.<br>Wilmington, Del United States | **8271**<br>6564<br>— | AB | **1917** Gt. Lakes Eng. Works—Ashtabula<br>*580-0′* 60′ 2″ 21′ 6½″<br>588′ 6″ 60′ 0″ 32′ 0″<br>1 dk<br>R | S Bulk Carrier Mchy.aft<br>3 Ho<br>34 Ha (stl) | Unaflow 4Cy. 28″×36″<br>3500ihp NE51<br>Skinner Engine Co. |
| 541504<br>5MYH<br>2029<br>Df Esd | **BETHLEHEM**<br>exHoperidge–63<br>**Cia. Nav. Pearl S.A.**<br>Teh-Hu Steamship Co. (Hongkong) Ltd.<br>Monrovia Liberian | **5194**<br>3158<br>9770 | **BS✻** Dr 6/65<br>with freeboard<br>**MBS✻**<br>MN600 CT6928 C37 S32 | **1939–9** Swan, Hunter & Wghm Rchdsn—Nwc<br>425′ 0″ 57′ 3″ 26′ 0″<br>412′ 10″ 57′ 1″ 38′ 0″<br>F29′ 1 dk & S dk<br>R NS 8BH<br>WB1667t incl. DTs1183t | M OSD<br>4 Ho 60½′, 95′, 55′, 69′<br>G.556000 B.510000<br>6 Ha (29½′, 30′, 25′, 15′, 30′, 30′×22′)<br>12W Der 12(5) | Oil 2SA 4Cy. 600×2320<br>3000bhp<br>Swan Hunter & Wghm<br>2AuxB 120lb<br>2×20, 30kW 110V d.c. |
| 504338<br>FOBQ<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **BETHSABÉE**<br><br>**Cie. Auxiliare de Navigation**<br>Havre French | **21121**<br>11859<br>31174 | BV | **1952** Ch. & At. de St. Nazaire (Penhoët)—St. N<br>664′ 11″ 85′ 1″ 35′ 6″<br>84′ 10″<br>P135′ B43′ F49′ 1 dk<br>rf 4″ | TM Tanker Mchy.aft<br>27 Ta<br>Der 2(15) 2(8) 2(5) 2(3) | 2 Oil 2SA each 8 Cy.<br>13560bhp B&W<br>Ch. & At. de St. Nazaire<br>3×500, 500, 125kW 380V |
| 504339<br>WEQX<br>255539<br>Df Esd<br>Gc Rdr<br>RTh | **BETHTEX**<br>exCubore–59<br>**Bethlehem Steel Corporation**<br>Wilmington, Del United States | **10933**<br>6226<br>23549 | AB | **1948** Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>582′ 10″ 78′ 4″ 34′ 3½″<br>560′ 0″ 78′ 0″ 43′ 9″<br>P108′ B18′ F58′ 1 dk<br>RW<br>rf 10½″ | S Ore Carrier Mchy.aft<br>3 Ho each 120′<br>B.411774<br>3 Ha (stl) (each 115′×40′)<br>Der 3(33½) | 3 S Turb dr geared to sc<br>13000shp<br>Bethlehem Stl Co.<br>2×400kW 240V d.c. |
| 503505<br>OXVR<br><br>Esd | **BETONA**<br>exBaltic–65 exAstarte–56<br>exJupiter exNooit Volmaakt<br>**Poul A. S. Jørgensen Partrederi**<br>Nörresundby Danish | **200**<br>119<br>270 | BV | **1918** Scheveningen Scheeps.—Scheveningen<br>119′ 11″ 22′ 4″ 11′ 6″<br>22′ 2″<br>Q21′ F15′ 1 dk<br>R len 50 | Aux<br>1 Ho 65½′<br>G.15000<br>1 Ha (53½′×14′)<br>2W | Oil 4SA 3Cy. 290×410<br>220bhp Emade52fitted<br>A/S Vølund |
| 504341<br>PDBO<br><br>Df Esd<br>Pfd Rdr | **BETS EN GERDA**<br><br>**G. Kornaat's Handel Maats. N.V.**<br>Viss. Maats. "Vlaardingen" N.V.<br>Vlaardingen Netherland | **327**<br>137<br>— | | **1962** D. & J. Boot Schps. "De Industrie"—Alp<br>145′ 1″ 24′ 2″<br>126′ 10″ 23′ 11½″ 13′ 1″ | M Trawler | Oil 4SA 8Cy. 305×460<br>D. & J. Boot "De Indus |
| 500140<br><br><br>RT | **BETSY I**<br>exAbqaiq 2–64<br>exTapline 1–49<br>exRockport–48<br>**John W. Mecom**<br>Sharjah Saudi Arabian | *233*<br>—<br>— | AB<br>✻Classed BC until 7/50 | **1945–7** Midland Shipyards Ltd.—Midland<br>113′ 6″ 30′ 0″ 12′ 4½″<br>105′ 0″ 29′ 10″ 13′ 6″ | S Tug | T 3Cy. 16½″ 27″ & 46″×<br>1000ihp<br>Collingwood Shpyds Lt |
| 504342<br>KKVE<br>243156<br>Df Esd | **BETSY ROSS**<br><br>**United States Department of Commerce**<br>San Francisco United States | **7176**<br>4380<br>10500 | AB | **1943** Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′, 20′ DT<br>B.468000<br>5 Ha (33½′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T3Cy. 24½″ 37″ & 70″×<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 504345<br>PKAQ | **BETTET**<br><br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | **194**<br>76<br>70 | ✠Classed LR until 9/58 | **1952–9** N.V. Scheeps. "De Klop"—Sliedrecht<br>125′ 4″ 21′ 5″ 6′ 7½″<br>114′ 10″ 21′ 4″ 9′ 8″<br>B&F48′ 1 dk<br>RW | M<br>2W | Oil 4SA 6Cy. 270×500<br>N.V. Werkspoor |
| 672077<br>LLGO<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BETTINA**<br><br>**Rederi A/S Mascot**<br>Arth. H. Mathiesen<br>Oslo Norwegian | **30006**<br>18833<br>51750 | NV | **1967** Kieler Howaldtswerke A.G.—Kel<br>716′ 11″ 102′ 2″ 39′ 5½″<br>681′ 0″ 102′ 0″ 53′ 4″<br>P134′ F48′ 1 dk<br>rf 4″ | M Bulk Carrier Mchy.aft<br>10 Ho 46′, 38½′, 42½′, 51½′, 51½′, 54½′, 48½′, 57½′, 88½′, 45½′<br>G.2350000 HeCls. BC<br>11 Ha (stl) (25½′×38′) (25½′, 25½′, 28½′, 28½′, 28½′, 28½′, 28½′, 25½′, 25½′, 28½′×49′) | Oil 2SA 6Cy. 840×<br>12600bhp B&W<br>Frd. Krupp Masch.<br>3×400kW 450V 60c/s |
| 518256<br>HPPM<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **BETTY**<br>exKarmas–67<br>**Cia. Nav. Imperial S.A.**<br>Panama Panamanian | *3461*<br>*1851*<br>6060 | ✠100A1 TD 5/68 ~~SS 4/64~~<br>with freeboard<br>✠LMC<br>EL x2 1/16″ | Lch.**1943** Cmd.**1945–4** A/B Götaverken—Got<br>382′ 10″ 50′ 3″ 22′ 6½″<br>360′ 0″ 50′ 0″ 32′ 5″<br>P39′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2722t incl. Tunnel tanks 323t DTm1075t | M OSD<br>5 Ho 67½′, 63′, 32½′, 51½′, 53½′<br>G.359704 B.336912<br>5 Ha (stl) (24½′, 28′, 16½′, 25½′, 23½′×23½′)<br>10W Der 10(3) | Oil 2SA 5Cy. 630×<br>2600bhp<br>A/B Götaverken<br>AuxB 85lb<br>3×110kW 220V d.c. |

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| 60002<br>DYVE<br>LGO<br>Esd<br>Rdr<br>RT | **BETTY BAAGØ**<br>**Rederiet Baagø I/S**<br>Søren T. Kjægaard<br>Odense Danish | **300**<br>182<br>770 | BV | **1965** Frederikshavns V. & T. A/S—Fkn<br>175′ 6″ 31′ 6″ 10′ 10″<br>158′ 10″ 31′ 2″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho<br>G.55000 B.50000<br>1 Ha (78¾′×19½′)<br>2W Der 2(5) | Oil 4SA 6Cy. 320×450 mm<br>499bhp<br>Masch. Kiel G.m.b.H. Kel |
| 4352<br>8623<br>7007 | **BETTY C**<br>exNew Bol exGrouse<br>exNew Bol<br>**Fishermen's Packing Corp.**<br>Seattle United States | **131**<br>81<br>— | | **1938** Martinolich S.B. Co.—Tac<br>*73·2′* 24′ 2″<br>24′ 0″<br>1 dk | Wood M | Oil<br>350bhp<br>National Supply Co. Springfield |
| 4353<br>SW<br>2565<br>Esd<br>Rdr | **BETTY CONWAY**<br>exWinchester-60<br>**Panama Transoceanic Co. S.A.**<br>Monrovia Liberian | **14424**<br>10148<br>23524 | AB | **1960** (Fwd & cargo section)<br>Blohm & Voss A.G.—Ham<br>**1943** (aft) Sun S.B. & D.D. Co.—Chs<br>575′ 0″ 78′ 8″ 31′ 11¾″<br>545′ 0″ 78′ 6″ 42′ 5″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 3½″ | T-E Tanker Mchy.aft<br>27 Ta<br>L.1093000<br>Der 2(5) | S Turb driving 1 gen. 5400kW 2370V a.c. connected to elec. motor 6000shp (Sy) 1495t (o.f)—57½pd<br>General Electric Co. Lyn<br>2×400kW 440V 60c/s a.c. 14½k |
| 354<br>KM<br>862 | **BETTY FRANCES II**<br>exMayan-60<br>**Brown Enterprises Ltd.**<br>Nassau British | **136**<br>86<br>— | | **1944** ...............Atlantic City<br>*101·0′* 19′ 0″<br>... ... ...<br>1 dk | Wood TM | 2 Oil each 6Cy. 4½″×5½″<br>General Motors Corp. Det |
| 356<br>877<br>420<br>Esd<br>Tm | **BETTY I. CONWAY**<br>exGeorge S. Allison<br>**Del. Mar. Va. Inc.**<br>W. E. Valliant & Co.<br>Wilmington, Del United States<br>Now **EUGENIA** See New Entries No. 10 | **123**<br>84<br>179 | | **1866** ...............Stonypoint, N.J.<br>102′ 0″ 27′ 6″ 9′ 4″<br>... ... ...<br>1 dk conv sailing ship— | Wood M Mchy.aft | Oil 2SA 6Cy. 5″×5½″<br>225bhp NE59<br>General Motors Corp. |
| 358<br>370 | **BETTY K**<br>exAKL 14<br>**Greenfields Ltd.**<br>Nassau British | **579**<br>347<br>— | | .................<br>*168·4′* 32′ 0″<br>... ... ...<br>1 dk | TM | 2 Oil each 6Cy. 8¾″×10½″ Emade44fitted—<br>General Motors Corp. Det |
| 359<br>408 | **BETTY K III**<br>**Greenacres Ltd.**<br>Nassau British | **381**<br>266<br>— | | **1944** New Jersey S.B. Co.—New Jersey<br>*160·0′* 23′ 0″<br>... ... ...<br>1 dk | TM | 2 Oil each 24Cy. 4¼″×5″<br>General Motors Corp. Det |
| 360<br>5871 | **BETTY K IV**<br>exAKL-6<br>**Betty K II Ltd.**<br>Nassau British | **579**<br>347<br>— | | .................<br>*168·4′* 32′ 0″<br>... ... ...<br>1 dk | TM | 2 Oil each 6Cy. 8¾″×10½″ Emade44fitted—<br>General Motors Corp. Det |
| 362<br>W<br>Th | **BETTY NORDGAS**<br>**Nordisk Flaskegas A/S**<br>Odense Danish | **204**<br>88<br>— | BV | **1958** A/S Svendborg Skibsv.—Svb<br>110′ 7″ 21′ 1″ 7′ 11″<br>100′ 0″ 21′ 0″ 10′ 6″<br>P&B26′ 1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft<br>1 Ta<br>L.6178 | Oil 2SA 4Cy. 230×400 mm<br>320bhp B&W 26t (d.o)–1pd<br>Alpha-Diesel A/S Fkn<br>2×5kW 110V d.c.<br>Controllable pitch propeller 9k |
| 98<br>29<br>30<br>dr<br>RT | **BETTY SMITH**<br>**Harbor & Tidelands Towing Corp.**<br>New Orleans United States | **148**<br>70<br>— | AB | **1963** Equitable Eqpt Co.—Madisonville<br>85′ 0″ 24′ 2″ 8′ 0″<br>78′ 0″ 24′ 0″ 10′ 4″<br>1 dk<br>BK1½″ | TM Tug | 2 Oil 4SA each 12Cy. 6¼″×8″<br>1530bhp 62t<br>Caterpillar Tractor Co. Peoria |
| 03<br>IJ<br>88 | **BETULA**<br>exPerch Rock<br>**Linjebuss International A/B**<br>Helsingborg Swedish<br>Now **BETULA I** See New Entries No. 5 | **1047**<br>338<br>— | | **1929** Caledon S.B. & E. Co. Ltd.—Dun<br>150′ 1″ 50′ 4″<br>50′ 2″<br>R | TS Ferry (800P) | T 6Cy. 14½″ 23½″ & 38″×24″<br>1500ihp (o.f)<br>Caledon S.B. & E. Co. Ltd. Dun<br>2×70, 35kW 110V d.c. |
| 31<br>3V<br>dr<br>Tv | **BEVER**<br>exPavo-65<br>**N.V. W. A. van den Tak's Bergingsbedrijf**<br>Rotterdam Netherland | **347**<br>107<br>406 | **✠100A1** SS 7/65<br>Baltic, North Sea, English Channel and Irish Sea service<br>**✠LMC**<br>MN98 EL (f)1½″ | **1956**–11 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>135′ 10″ 33′ 11″ 9′ 10¾″<br>126′ 0″ 33′ 0″ 11′ 6″<br>F11′ 1 dk<br>3BH<br>WB358t | M Salvage Ship Mchy.aft<br>1 Ho 29½′<br>1 Ha (stl) (5¼′×9′)<br>Der 1(20) | Oil 4SA 6Cy. 220×280 mm sr reverse geared<br>490bhp ✠NE1/67 (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>5×75, 75, 20, 20, 5kW 110/220V d.c. |
| 64<br>RZ<br>582<br>Esd<br>Tm | **BEVERLEY BROOK**<br>**Civil and Marine Ltd.**<br>London British | **245**<br>133<br>305 | | **1937** R. Dunston Ltd.—Thorne<br>130′ 0″ 25′ 3″ 7′ 6″<br>126′ 6″ 25′ 2″ 9′ 0″<br>1 dk<br>RW<br>rf 12″ | M Mchy.aft<br>1 Ho 72½′<br>G.17500 B.16250<br>1 Ha (66′×18½′) | Oil 4SA 8Cy. 6½″×7¼″<br>240bhp NE63 13t (d.o)<br>Bergius-Kelvin Co. Ltd. Gls<br>1×1kW 24V d.c. 8k |
| 180<br>324 | **BEVERLEY FAYE**<br>**Beverley Faye M.V. Ltd.**<br>Shelburne Canadian | **143**<br>66<br>— | | **1964** Harley S. Cox & Sons—Shelburne<br>*86·0′* 22′ 5″<br>22′ 3″<br>1 dk | Wood M Fishing | Oil 12Cy. 5½″×6″<br>Cummins Eng. Co. Columbus |

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| 504368<br>WASP<br>258374<br>Df Esd<br>Pfd Rdr<br>RT | **BEVERLY LYNN**<br>exSea Magic–58<br>**Enterprise Fishing Co. Inc.**<br>San Juan, P.R. United States | 337<br>105<br>— | | **1949** Avondale Marine Ways—<br>Westwego<br>*114·0'* 28' 5"<br>113' 6" 28' 0" 13' 3"<br>F53' 1 dk<br>BoxK12" | M Fishing Mchy.fwd | Oil 2SA 12Cy. 205×265 mm<br>900bhp Emade44fitted49<br>General Motors Corp. |
| 504370<br>PDCJ<br>Df Esd<br>Rdr<br>RTm/h | **BEVESIER**<br>**J. Teekman & A. Teekman-Galenkamp**<br>E. Wagenborg's Scheepv. & Exped Bedr. N.V.<br>Rotterdam Netherland | 400<br>224<br>690 | BV | **1957** Schps. De Waal—Zaltbommel<br>189' 4" 29' 2" 10' 10"<br>170' 7" 28' 10" 17' 6"<br>F26' 1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho 118½', 1 TwD 109½'<br>G.50500 B.47000<br>2 Ha (each 37½'×17')<br>2W Der 2(3) | Oil 2SA 4Cy. 300×550 mm<br>500bhp<br>Schps. L. Smit & Zoon<br>3×23, 23, 10kW 110V d.c. |
| 504371<br>DHES<br>Df Esd<br>RT | **BEWA**<br>**Partenreederei "Bewa"**<br>~~Küstenschiffahrt Bauer & Hauschildt K.G.~~ Walther Behrens<br>Hamburg W. German | 500<br>330<br>686 | GL | **1957** J. J. Sietas Schiffsw.—Ham<br>*181·5'* 29' 4" 11' 2"<br>29' 3" 12' 6"<br>P43' B33' F23' 1 dk<br>RW len 64 | M Mchy.aft<br>1 Ho 101'<br>G.33000 B.31000<br>2 Ha (50½', 25½'×19½')<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 504372<br>SHMZ<br>9866<br>Df Rdr | **BEWE**<br>**Partrederiet "Bewe"**<br>Bror Anton Persson<br>Hällevik Swedish | 487<br>284<br>— | BV | **1958** Aktiebolaget Kustvarvet—<br>Höganäs<br>175' 2" 28' 4" 10' 10"<br>28' 2½" 11' 10"<br>1 dk<br>RW len 59 | M Mchy.aft | Oil 4SA 8Cy. 225×400 mm<br>480bhp<br>Jönköpings Motfb. |
| 661438<br><br>309718<br>Esd Gc<br>Rdr RTv | **BEXLEY**<br>**Greater London Council**<br>London British | 2175<br>983<br>2432 | ✠100A1<br>sludge carrier<br>✠LMC<br>MN496 EL s1$\frac{1}{16}$"U2 | **1966–8** Caledon S.B. & E. Co. Ltd.—<br>Dun<br>294' 10" 49' 8" 13' 4"<br>280' 0" 48' 0" 18' 6"<br>1 dk<br>6BH<br>rf 6" WB345t incl. DTf244t | TM Sludge Carrier Mchy.aft<br>3 Ta<br>L.80000<br>1 Ha (alu) (26'×2½') | 2 Oil 4SA each 8Cy. 10½"×1<br>reduction geared<br>2480bhp<br>Ruston & Hornsby<br>3×82kW 415V 50c/s a.c. |
| 504373<br>TCUR<br>1827 | **BEYHAN**<br>exLe Zeramna–51<br>exAin-Sefra–34<br>exHonorine Achaque<br>exHolland<br>**H. & O. Deval**<br>Istanbul Turkish | 492<br>274<br>775 | Classed LR until 11/23 | **1919** N.V. Werf Zeeland—Hansweert<br>*153·8'* 26' 1" 12' 6"<br>25' 11"<br>P86' B9' F27' 1 dk<br>R | S<br>1 Ho 106½'<br>G.34000 B.30000<br>2 Ha<br>2W Der 2(2–10) | T 3Cy. 11½" 17$\frac{1}{16}$" & 31½"×1<br>540ihp<br>N.V. Mach. Fulton<br>1×12kW 110V |
| 504374<br><br>2820 | **BEYKOZ**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 512<br>285<br>— | ✠100A1 SS 9/68 ~~SS 9/64~~<br>Bosphorus and Sea of Marmara service<br>**LMC**<br>MN177 EL f | Cmpl. **1959–9** Lch. **1955–4** Denizcilik<br>Bankasi T.A.O.—Haskoy<br>154' 6" 33' 9" ~~7' 11"~~ 7' 7"<br>140' 9" 27' 3" 11' 1"<br>F27' 1 dk<br>RW 4BH<br>rf 16" WB13t | TM Ferry | 2 Oil 4SA each 6Cy. 300×4<br>with clutch, sr and reverse<br>1884bhp<br>S.A. Fiat S.G.M. |
| 504375<br>TCNB<br>568 | **BEYKOZ**<br>exCyrus–43<br>**Denizcilik Bankasi T.A.O.**<br>Liman Isletmesi<br>Istanbul Turkish | 435<br>198<br>610 | | **1922** Ch. Nav. Français—Blainville<br>155' 10" 25' 8" 12' 4"<br>25' 6"<br>P18' 1 dk<br>RW<br>rf nil | S Water Tanker Mchy.aft<br>8 Ta | T 3Cy. 9½" 15½" & 26"×18"<br>270ihp<br>Cooper & Grieg<br>2×5kW 110V d.c. |
| 504376<br>~~FDVA~~<br><br>Df Esd<br>Gc Rdr<br>RT | **BEYLA**<br>**Maritime Shipping Co. of the Bahamas Ltd.**<br>~~Havre~~ ~~French~~<br>Nassau British | ~~6735~~ 6717<br>~~3999~~ 4046<br>8759 | BV | **1947** Davie S.B. & R. Co. Ltd.—Levis<br>459' 7" 55' 9" 26' 2"<br>55' 7"<br>P20' 2 dks<br>len 62 | M CSD<br>B.404785<br>6 Ha (24½', 36½', 50½', 31½', 31½', 4'×19½')<br>16W Der 1(40) 1(20) 2(12) 4(8) 10(5) | Oil 2SA 8Cy. 720×1250 mm<br>6000bhp<br>Sulzer Bros. Ltd. |
| 504377<br>TCUD<br>53<br>Pfd Rdr | **BEYLERBEYI**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 483<br>264<br>— | GL | **1951** Verschure & Co.'s Scheeps.—Ams<br>152' 5" 32' 2" 7' 11"<br>10' 4"<br>1dk | TM Ferry | 2 Oil 2SA each 5Cy. 290×<br>900bhp Sulzer<br>N.V. "De Schelde" |
| 503933<br>UPHE<br>M-19500 | **BEZHETSK**<br>**U.S.S.R.**<br>Archangel Russian | 1199<br>448<br>1088 | | **1954** "Gheorghiu Dej" Shpyd—Bdp<br>229' 7" 32' 10" 12' 6"<br>32' 8" 17' 5"<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.59929<br>3 Ha (each 22½'×13')<br>6W Der 6(2) | 2 Oil 4SA each 6Cy. 320×<br>NE59 |
| 641574<br>USMX<br>M-27589 | **BEZHITSA**<br>**U.S.S.R.**<br>Odessa Russian | 11089<br>5894<br>12727 | | **1963** ......................Kherson<br>510' 6" 67' 9" 29' 10"<br>67' 7" 40' 6"<br>2 dks | M Ref Mchy.aft<br>6 Ho<br>G.580575 In.12360<br>10 Ha (44½', 44½', 44½', 44½', 44½', 44½', 78½', 78½'×20½') (27½'×19½') (9½'×13')<br>Cr 13(5) | Oil 2SA 7Cy. 740×1600 mm<br>9000bhp B&W<br>Bryansk Eng. Wks |
| 672841<br>UBFT<br>M-22273 | **BEZUPRECHNIJ**<br>**U.S.S.R.**<br>Odessa Russian | 844<br>240<br>339 | | **1958** ......................Russia<br>208' 7" 31' 2" 15' 1"<br>31' 1" 17' 11" | D-E Whaler | 4 Oil 4SA each 6Cy.<br>connected to elec. motor |

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| 504378 | **BHADANA**<br>**Sawad Sukhum Banij Ltd.**<br>Bangkok Thai | 320<br>219<br>— | | 1908 H.Kg & Whampoa Dock Co. Ltd.—H.Kg<br>*134·6'* 26' 0"<br>... ... ...<br>R conv lighter— | S Mchy.aft | C 2Cy. 12" & 24"×16" |
| 504379<br>VWDY<br>138904<br>Df | **BHADRA**<br>exAndrew–51<br>exFraser<br>**Government of India**<br>Calcutta Indian | 1241<br>492<br>1200 | | 1905 Armstrong Whitworth—Nwc<br>281' 0" 35' 2" 14' 10"<br>35' 0"<br>P37' B36' F50' 2 dks<br>R | TS<br>1 Ho 47½'<br>1 Ha (6½'×4½')<br>2W | T 6Cy. 18" 30" & 48"×33"<br>398t (c)<br>Wallsend Slpwy Co. Ltd. Wal<br>15k |
| 536776<br>VWDL<br>1119<br>Df Esd<br>Rdr | **BHADRAVATI**<br>exTravemünde–64<br>**Scindia Steam Nav. Co. Ltd.**<br>Bombay Indian | 2573<br>1344<br>3800 | GL | 1953 Lübecker Flender-Werke—Lbc<br>330' 10" 44' 4" 19' 11¾"<br>301' 2" 44' 3" 22' 0"<br>F20' 1 dk<br>RW<br>rf 4" | S<br>5 Ho 33¾', 40', 38', 37½', 40'<br>5 Ha (stl) (25½'×25') (25½', 25½'×28¼') (32'×28¼') (29¾'×28¼')<br>Der 1(25) 6(3–5) 4(3) | C 4Cy. (2) 16$\frac{9}{16}$" & (2) 35$\frac{7}{16}$"×35$\frac{7}{16}$" & LP turb<br>1795ihp Emade50fitted53 (o.f)<br>Lübecker Flender-Werke Lbc<br>2×20, 18kW 220V d.c. |
| 504380<br>VWKG<br>199143<br>RTv | **BHAGIRATHI**<br>**Commissioners for the Port of Calcutta**<br>Calcutta Indian | 4697<br>1896<br>3000 | ✠100A1 SS 11/66<br>hopper dredger<br>✠LMC<br>MN756 EL (x) 2$\frac{3}{16}$" SQ | 1957–11 W. Simons & Co. Ltd.—Rnf<br>372' 0" 62' 4" 18' 0½"<br>350' 0" 62' 0" 24' 0"<br>1 dk<br>RW 6BH<br>rf nil WB170t | TS Suction Hopper Dredger Mchy.aft | T 6Cy. 25" 41" & 67"×30"<br>4200ihp 700t (o.f)<br>W. Simons & Co. Ltd. Rnf<br>4 SB 200℔ hs14160 12cf<br>2×120kW 220V d.c. |
| 504381<br>GVJF<br>300188<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BHAMO**<br>**Guinea Gulf Line Ltd.**<br>~~Elder Dempster Lines, Ltd.~~<br>Glasgow British<br>~~Roxburgh, Henderson & Co. Ltd.(Mgrs.)~~ | 5932<br>3098<br>9646 | ✠100A1 SS 6/66<br>✠LMC<br>MN1170 EL c†2⅛"SQ | 1957–12 Lithgows Ltd.—P.Gl<br>470' 0" 60' 0" 26' 5¼"<br>438' 0" 59' 9" 39' 0"<br>P34' F43' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2181t incl. DTm1669t | M OSD<br>4 Ho 63', 95¼', 36¼' DT, 71', 69¾'<br>G.630000 B.570000<br>5 Ha (29¼', 33½', 38¾', 38¾', 33½'×22')<br>14W Der 1(75) 2(15) 4(10) 8(5) | Oil 2SA 4Cy. 750×1500 mm exhaust 500 mm<br>5850bhp B&W 880t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 100℔<br>4×200kW 220V d.c. 14¼k |
| 504382<br>HSAN<br>312 | **BHANURANGSI**<br>**Thai Navigation Co. Ltd.**<br>Bangkok Thai | 686<br>410<br>530 | ✠ | 1927–5 Nakskov Skibs A/S—Nkv<br>210' 0" 32' 6" 9' 9½"<br>32' 4"<br>1 dk & Shade dk<br>R | TM<br>G.39000 B.36000<br>4W | 2 Oil 4SA each 6Cy. 330×600 mm<br>71t<br>Burmeister & Wain Cpn<br>10k |
| 504383 | **BHARASINDHU**<br>**Government of Thailand (Harbour Bureau)**<br>Bangkok Thai | 104<br>33<br>— | Classed LR until 3/40 | 1937 Tsurumi Seitetsu Zosen—Yka<br>86' 8" 19' 7"<br>... ... ...<br>R | TM Tug | 2 Oil 4SA each 6Cy. 295×490 mm<br>Hanshin Iron Works Ltd. Kob |
| 672190 | **BHARAT**<br>**Bombay Port Trust**<br>Bombay Indian<br>For later particulars see New Entries No. 1 | 90<br>—<br>— | 100A1<br>tug<br>Class contemplated | Sodeno Zosensho—Nagoya<br>9' 2"<br>62' 3" 18' 4" 11' 2"<br>RW | M Tug | Oil 4SA 6Cy. 175×220 mm<br>Masch. Augsburg-Nürnberg Aug |
| 540169<br>VWRT<br>1057<br>Df Esd<br>Gc Rdr<br>RT | **BHARATA JAYANTI**<br>**Jayanti Shipping Co. Ltd.**<br>The Shipping Corporation of India Ltd.<br>Bombay Indian | 21282<br>14380<br>~~32250~~<br>36416 | ✠100A1 SS 4/68<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN1800 EL o†2¾"SQ | 1963–1 Mitsubishi Zosen—Nag<br>627' 0" 90' 2" 33' 7½"<br>600' 5" 89'10½" 48' 7"<br>P111' F51' 1 dk<br>NS 10BH<br>rf 1" WB13201t incl. Topside tanks in holds 4766t DTf1242t | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>Uraga Diesel Kogyo Tamashima<br>AuxB 100℔ |
| 504386<br>VWCV<br>196660<br>Df Esd | **BHARATDEEPAK**<br>exC. G. Thulin–54<br>**Bharat Line Ltd.**<br>Bombay Indian | 2426<br>1351<br>4330 | ✠100A1 SS 6/59<br>with freeboard<br>Str. nav. Ice<br>✠LMC<br>EL v | 1947–12 A/B Finnboda Varf—Skm<br>322' 10" 50' 8" 19' 6"<br>310' 6" 50' 6" 28' 0"<br>F20' 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>WB1053t | S OSD<br>G.294000 B.273000 | C 4Cy. (2) 15¾" & (2) 37$\frac{15}{16}$"×34$\frac{7}{16}$"<br>1750ihp 730t (o.f) 428t (c)<br>A/B Finnboda Varf Skm<br>2 SB 220℔ hs(6868) 3cf 12k |
| | | | **LAID UP—SURVEYS OVERDUE 6/63** | | | |
| 504387<br>VWQC<br>1021<br>Df Esd | **BHARATJAL**<br>exSt.-Cergue–60<br>Launched as Paysandu<br>**Bharat Line Ltd.**<br>Bombay Indian | 4933<br>2809<br>8890 | ✠100A1 SS 4/64<br>DTm—vegetable oil<br>✠LMC<br>MN365 EL a†2"SQ | 1952–3 W. Gray & Co. Ltd.—Hpl<br>429' 7" 56' 4" 24' 11¾"<br>36' 11"<br>1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2699t incl. DTm1094t | S OSD<br>G.551000 B.513000<br>10W | T 3Cy. 20" 32" & 58"×42" with LP turb dr gearing & hydraulic coupling<br>2025ihp 843t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 225℔ Spt hs(7102) 6cf 10½k |
| 504389<br>VWQR<br>1022<br>Df Esd<br>Gc Rdr<br>RT | **BHARATKUMAR**<br>exMilora–61<br>**Bharat Line Ltd.**<br>Bombay Indian | 8678<br>5209<br>12750 | NV | 1958 A/B Oskarshamns Varv—Osk<br>485' 2" 61' 8" 29' 11"<br>440' 0" 61' 6" 39' 6"<br>2 dks | M CSD | Oil 2SA 9Cy. 630×1300 mm<br>A/B Götaverken Got |
| 504391<br>VWYX<br>191149<br>Df | **BHARATMITRA**<br>exJalaputra–52<br>**Bharat Line Ltd.**<br>Bombay Indian | 5104<br>3029<br>8006 | ✠100A1 SS 10/65<br>✠LMC<br>EL y1$\frac{13}{16}$"SQ | 1951–6 Scindia S.N. Co. Ltd.—Vgm<br>415' 8" 52' 0" 24' 10½"<br>400' 0" 51' 9" 30' 6"<br>P41' B145' F33' 2 dks<br>RW 6BH<br>WB1171t | S<br>G.354867 B.327617 | T 3Cy. 24½" 41" & 70"×48"<br>2500ihp 2150t (c)<br>J. G. Kincaid & Co. Ltd. Grk<br>3 SB 220℔ hs(7563) 9cf 10k |

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| **504393**<br>VWZX<br>191991<br>Df | **BHARATRATNA**<br><br>**Bharat Line Ltd.**<br>Bombay Indian | 5172<br>3047<br>— | ~~✠100A1~~ ~~SS 6/67~~<br>~~✠LMC~~<br>~~MN349~~ ~~EL y1⅛"SQ~~<br>WRECKED 5/68 | 1954–6 Hindustan Shpyd Ltd.—Vgm<br>421' 10" 52' 0" 24' 10½"<br>400' 0" 51' 9" 30' 6"<br>P41' B145' F37' 2 dks<br>RW NS 6BH<br>WB1270t | S<br>G.444452 B.409833<br>10W Der 4(10) 4(5) 2(3) | T 3Cy. 24½" 41" & 70"×48"<br>2300ihp<br>J. G. Kincaid & Co. Ltd.<br>3 SB 220lb hs(7563) 9cf |
| **660511** | **BHARNI**<br><br>**Gujarat State (Director of Ports)**<br>*Veraval* Indian | 70<br>11<br>— | 100A1<br>tug<br>for restricted service<br>Class contemplated | Alcock, Ashdown & Co. Ltd.— Bom<br>74' 8" 20' 4" 5' 8½"<br>67' 0" 19' 0" 8' 4"<br>RW | M Tug | Oil 4SA 4Cy. 300×450 mm MAN<br>N.V. Wilton-Fijenoord |
| **651568**<br>VWWG<br>1154<br>Df Esd<br>Gc Rdr<br>RT | **BHASKARA JAYANTI**<br><br>**Jayanti Shipping Co. Ltd.**<br>The Shipping Corporation of India Ltd.<br>Bombay Indian | 15528<br>10227<br>~~20670~~<br>21594 | ✠100A1<br>ore carrier—or for oil in all tanks except No. 2 centre<br>✠LMC<br>MN1920 EL l†2¹⁄₁₆"SQ | 1965–8 Mitsubishi Hvy Ind. Ltd.—Hma<br>554' 6" 75' 2" 30' 6½"<br>523' 11" 75' 0" 43' 6"<br>P113' F40' 1 dk<br>NS 9BH<br>rf nil WB28314t incl. DTf1341t | M Ore/Oil Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd.<br>WTAuxB primary 711lb<br>secondary 242lb e (ex.g) 312lb |
| **504396** | **BHAVSINHJI**<br><br>**Government of Bombay**<br>Indian | 443<br>200<br>— | ✠Classed LR until 11/38 | 1923–4 Henry Robb Ltd.—Lth<br>139' 6" 29' 7" 11' 3"<br>29' 5"<br>1 dk<br>R | TS Grab Hopper Dredger Mchy.aft<br>1 Ho<br>1W | C 4Cy. 13" & 26"×18"<br>Campbell & Calderwood |
| **535478**<br>PKLF | **BHIMA KARYA**<br>exTeluk Weda–63<br>exBarnaul–58<br>**P.T. Bhima Karya Lines**<br>Djakarta Indonesian | 1194<br>446<br>1033 | | 1952 "Gheorghiu Dej" Shpyd—Bdp<br>*225·7'* 33' 0"<br>32' 10"<br>1 dk | TM<br>3 Ha (each 23'×13')<br>Der 6(2) | 2 Oil 4SA each 8Cy. 215×310 mm<br>800bhp<br>Ganz Waggon & Eng. Wks |
| **504398** | **BHIMSEN**<br><br>**Government of Bombay**<br>Indian | 141<br>139<br>— | ✠Classed LR until 3/39 | 1935–11 Henry Robb Ltd.—Lth<br>92' 0" 22' 2" 8' 5½"<br>22' 0"<br>R<br>BK 6½" | S Tug | T 3Cy. 12" 20¹⁄₁₆" & 34"×24"<br>Plenty & Son Ltd. |
| **660753**<br>CLGE<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIA JAIBA**<br><br>**Republica de Cuba (Flota Cubana de Pesca)**<br>Havana Cuban | 1139<br>524<br>2100 | BV | 1966 Ast. Construcciones S.A.—Vgo<br>210' 1" 37' 10" 24' 1⅛"<br>184' 9" 37' 5"<br>1 dk<br>RW | M Stern Trawler<br>8 Ha (5', 5', 5'×5') (3½', 3½'×5') (7½'×5') (12½'×4½') (2½'×2½') | Oil 4SA 8Cy. 390×680 mm<br>1850bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| **650694**<br>9GUM<br>316534<br>Df Esd<br>Gc Rdr<br>RTv | **BIA RIVER**<br><br>**Black Star Line Ltd.**<br>Takoradi Ghanaian | T.Mk<br>4927<br>2704<br>—<br>7479<br>4319<br>— | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN1440 EL c†2⅛"SQ | 1965–3 Uraga Hvy Ind. Ltd.— Yokosuka<br>455' 0" 62' 8" 23' 11½"/27' 7½"<br>422' 6" 62' 6" 35' 8"<br>P37' F39' 1 dk & S dk<br>Coil BH to S dk 7 to 2nd dk<br>rf 5" WB1242t incl. Tunnel tanks 224t | M (12P) OSD/CSD<br>5 Ho 50½', 77', 71½', 65½', 58½'<br>4 Ha (stl) (22½'×17½') (47½', 37½', 39½'×23') 1 Ha (w) (24'×20') | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Uraga Hvy Ind. Ltd.<br>AuxB 114lb |
| **651131**<br>FNOE<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **BIAFRA**<br><br>**L. Martin & Cie.**<br>Havre French | 5672<br>3293<br>4872 | BV | 1965 Blohm & Voss A.G.—Ham<br>431' 2" 54' 4"<br>393' 9" 54' 2" 36' 9"<br>3 dks | M (2P) Ref CSD<br>4 Ho 88', 59', 59', 59'<br>4 Ha (stl) (each 21½'×16½')<br>Der 8(3–6) | Oil 2SA 7Cy. 700×1200 mm<br>8400bhp MAN<br>Blohm & Voss A.G.<br>3×470kW 450V 60c/s a.c. |
| **542643**<br>IKVA<br>925<br>Df Esd<br>RT | **BIAGINO MATTERA**<br>exKaila–63<br>exSvenske–52<br>**Luigi Mattera di Biagio**<br>Naples Italian | 482<br>272<br>738 | RI | 1903 A/B Lindholmens Varv—Got<br>169' 2" 26' 1" 13' 6"<br>159' 9" 25' 11" 14' 0"<br>1 dk<br>R | M Mchy.aft<br>1 Ho | Oil 2SA 7Cy. 220×370 mm<br>350bhp Emade40fitted52<br>Burmeister & Wain |
| **504401**<br>PDCN<br><br>Df Esd<br>Rdr RT | **BIAK**<br><br>**W. H. Roelfs**<br>"Carebeka" N.V.<br>Groningen Netherland | ~~499~~ ~~479~~ 480<br>~~315~~ 304<br>700 | BV | 1958 N.V. Schpsw. Appingedam—Apg<br>178' 1" 27' 11" 10' 9"<br>162' 5" 27' 7" 11' 8"<br>1 dk<br>RW | M Mchy.aft<br>G.34200 B.32700<br>2 Ha (each 40½'×16½')<br>Der 2(3) | Oil 4SA 6Cy. 290×450 mm<br>395bhp<br>Appingedammer Brons.<br>2×20kW 220V d.c. |
| **670818**<br>LKJB<br><br>Df Esd<br>Gc Rdr<br>RT | **BIAKH**<br><br>**I/S Nagoya**<br>L. Gill-Johannessen & Co.<br>Oslo Norwegian | ~~13624~~ 13278<br>~~6825~~ 6370<br>20000 | NV | 1967 Ishikawajima-Harima Hvy Ind.— Nga<br>505' 0" 73' 4" 33' 7"<br>476' 2" 73' 2" 44' 6"<br>1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.84000 B.829000<br>7 Ha (24½', 44½', 25½', 43', 25½', 45½', 25½'×36½')<br>Cr 2(16) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>3×368kW 440V 60c/s a.c. |
| **504402**<br>SPJG<br><br>Df Esd<br>RT | **BIALA**<br><br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia Polish | 650<br>219<br>463 | PR | 1955 Stocznia Gdanska—Gdk<br>194' 4" 29' 9"<br>29' 7" 16' 1"<br>RW | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp<br>A/S Atlas Mskfbk.<br>2×20kW 220V d.c. |

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| 525158<br>LDUW<br><br><br>Df Esd<br>RTh | **BIALA**<br>exNidarö–65 exSande II–62<br>exSande–62 exFagerstrand I–50<br>~~**Birger Skarevåg**~~ **Alfred Strömsvik**<br>Trondheim Norwegian | **277**<br>136<br>335 | | NV | **1923** Kristiansands M/V—Krs<br>130′ 0″ 22′ 4″ 13′ 0″<br>... ... ...<br>1 dk<br>R len 50 | M Mchy.aft<br>1 Ho 98½′<br>G.16000 B.15000<br><br>Der 2(2½) | Oil 2SA 5Cy. 250×420 mm<br>NE50<br>Nydqvist & Holm A/B<br>2×7½kW 110V | <br><br>Thn |
| 504403<br>LZPE<br><br>RT | **BIALA**<br><br>**Navigation Maritime Bulgare**<br>Bourgas Bulgarian | **161**<br>73<br>205 | | | **1957** G. Dimitrov Shipyard—Varna<br>21′ 10″ 9′ 2″<br>117′ 0″ 21′ 4″ 9′ 6″<br>1 dk | M Mchy.aft<br>1 Ho 57′<br>G.10025 B.9319<br>Cr 1(1) | Oil 4SA 6Cy. 240×360 mm<br>325bhp<br>Schwermasch. Karl Liebknecht | <br>6t<br>Mgd<br>9k |
| 504404<br>SPFI<br><br>Df Esd<br>Rdr<br>RTm/h | **BIALYSTOK**<br>exOcean Hope–43<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | **7173**<br>4278<br>10190 | ✠Classed LR until 3/56 | PR | **1942–5** Todd-Bath Iron S.B. Corp.—<br>P.Me<br>441′ 6″ 57′ 0″ 26′ 10¾″<br>416′ 0″ 56′ 11″ 37′ 4″<br>2 dks | S<br>5 Ho 60¾′, 72½′, 32½′, 45′, 70′<br>G.506368 B.441987<br>5 Ha (33½′, 35′, 15′, 35′, 35′×20′)<br>Der 1(30) 1(15) 8(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy.Corp.<br>2×30kW 220V d.c. | <br>(o.f)<br>Hamilton<br>10½k |
| 504405<br>PKRA<br><br>Esd RT | **BIAN**<br>exCarino–62<br>exKallanda–60<br>**Republik Indonesia**<br>P.T. Pelajaran<br>Nasional Indonesia<br>Djakarta Indonesian | **2199**<br>1509<br>1808 | | ~~BV~~ | **1947** C. v.d. Giessen—Krimpen<br>276′ 5″ 43′ 2″ 14′ 7″<br>43′ 0″<br>P33′ B81′ F41′ 1 dk | M<br><br>G.100000 B.97633<br>3 Ha (19½′, 19½′, 26′×14¾′)<br>9W Der 1(15) 8(3) | Oil 2SA 5Cy. 480×750 mm<br>1300bhp Sulzer<br>N.V. Werkspoor | <br>105t<br>Ams<br>11k |
| 504406<br>PKHG | **BIAN-HAP**<br><br>**Handel Maats. N.V.**<br>**Bian-Hap**<br>Djakarta Indonesian | **117**<br>54<br>— | | | **1950** Vereenigde Prauwen Veren—Dja<br>*95·9′* 18′ 2″<br>... ... ... | M | Oil 2SA 6Cy. 180×230 mm<br><br>Crossley Bros. Ltd. | <br><br>Mch |
| 504407<br><br><br>Df Esd<br>Gc Rdr<br>RTv | **BIANCA**<br><br>**Soc. Nav. Pan-Europea**<br>**S.A.**<br>Panama Panamanian | **16372**<br>9526<br>25710 | | NV | **1959** Kieler Howaldtswerke A.G.—Kel<br>620′ 6″ 74′ 1″ 34′ 7¾″<br>586′ 0″ 73′ 10″ 45′ 3″<br>P156′ B42′ F116′ 1 dk | M Tanker Mchy.aft<br>20 Ta<br>HeCls. BC<br><br>Der 4(5) 1(1) | Oil SA 10Cy. 780×1400 mm<br>11250bhp MAN<br>Kieler Howaldtswerke A.G.<br>3×240, 240, 50kW 450V | <br>2191t (hvf)–40pd<br>Kel<br>16½k |
| 504408<br>PDCP<br><br>Df Esd<br>Rdr RT | **BIANCA**<br><br>**Rederij**<br>**Hijlkema-Schothorst**<br>"Carebeka" N.V.<br>Groningen Netherland | **713** ~~500~~<br>355 ~~313~~<br>984 — | ✠**100A1**<br>✠**LMC**<br>MN130 | SS 6/66<br><br>EL | **1954–12** Schps. Waterhuizen J. Pattje—<br>Waterhuizen<br>193′ 4″ 30′ 4″ ~~42′ 0″~~ 13′ 11¾″<br>174′ 0″ 30′ 2″ 12′ 1″<br>P44′ RFD78′ 1 dk<br>RW 3BH<br>WB248t | M Mchy.aft<br><br>G.52000 B.47000<br><br>4W Der 4(3) | Oil 4SA 6Cy. 330×600 mm<br>650bhp<br>N.V. Werkspoor | <br>83t<br>Ams<br>10½k |
| 504410 | **BIARO**<br><br>**Lim Tjay Guan**<br>Djakarta Indonesian | **135**<br>81<br>— | | | **1936** "Soerabaia" D.D. Maats.—Sba<br>*100·0′* 20′ 0″<br>... ... ...<br>R | M | Oil 2SA 3Cy. 240×360 mm<br><br>Appingedammer Brons. | <br><br>Apg |
| 504411<br>OYRX | **BIBE**<br>exLindean–53<br>exYellowhammer–48<br>exRobin<br>~~**C. P. Jensen**~~ **Rudolf Sørensen**<br>Odense Danish | **206**<br>99<br>265 | ✠Classed LR until 9/53 | BV | **1928–1** Crabtree Co. Ltd.—Yar<br>125′ 11″ 20′ 11″ 9′ 3″<br>... ... ...<br>1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.14000<br>2 Ha (34′×15′) (14¾′×13¾′)<br>2W Der 2(1½) | Oil 2SA 4Cy. 200×340 mm<br>200bhp NE60<br>Alpha-Diesel A/S | <br><br>Fkn |
| 520704<br>GHLU<br>301443<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BIBI**<br>exLetitia–67<br>**Wm. Brandts (Leasing) Ltd.**<br>J. & J. Denholm (Management)<br>Ltd.<br>Glasgow British | T.Mk<br>**4381**<br>2347<br>6150 | ✠**100A1**<br>DTf—vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1080 | SS 5/66<br><br><br><br>EL z $1\frac{15}{16}$″SQ | **1961–4** Hall, Russell & Co. Ltd.—Abn<br>416′ 3″ 58′ 2″ 23′ 7″<br>385′ 0″ 58′ 0″ 35′ 4″<br>Ba120′ F36 2 dks ,3rd dk in Nos. 1, 2 & 3 holds<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 6″ WB1597t incl. DTs915t | M (12P) Ref<br>5 Ho 48′, 62½′, 65¼′, 49½′, 54½′<br>G.433190 B.399560 In.2940<br>5 Ha (stl) (26′×16′) (30′, 30′, 25′, 27½′×18′)<br>14W Der 4(7) 10(5) | Oil 2SA 6Cy. 720×1250 mm<br>5400bhp<br>Sulzer Bros. Ltd.<br>AuxB 100lb<br>3×175kW 220V d.c. | <br>809t (hvf)<br>Win<br><br>15k |
| 661347<br><br>323749 | **BIBIANE MARIE**<br><br>**Bibiane Marie Ltd.**<br>Caraquet Canadian | **123**<br>59<br>— | | | **1965** Ch. Nav. Ltd.—Caraquet<br>*81·8′* 21′ 5″<br>... ... ...<br>1 dk | Wood M Fishing | Oil 8Cy. 6¼″×8″<br>510bhp<br>Caterpillar Tractor Co. | <br><br>Peoria<br>10k |
| 504412<br>FOKE<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BIBLOS**<br><br>**Cie. Navale des Pétroles**<br>Havre French | **19674**<br>10838<br>29752 | | BV | **1955** Ch. Nav. de la Ciotat—La Ciotat<br>650′ 0″ 84′ 0″ 33′ 4″<br>... ... ...<br>P170′ B46′ F65′ 1 dk<br>RW | M Tanker Mchy.aft<br>20 Ta<br>L.1376488 HeCls. BC<br>1 Ha<br>Der 2(5) 1(4) 1(3½) 1(3) 1(1) | Oil 2SA 9Cy. 740×1600 mm<br>11250bhp<br>Burmeister & Wain<br>3×200, 200, 50kW 380V 50c/s a.c. | <br>1977t (hvf)–40pd<br>Cpn<br>16k |
| 504414<br>IKWA<br>2774<br>Df RT | **BICE**<br>exAntonio Padre<br>**Landi & C.**<br>Genoa Italian | **1440** ~~1469~~<br>883 ~~903~~<br>2364 | ✠ | RI | **1902–9** N. Odero fu Aless. & C.—Gen<br>234′ 6″ 37′ 8″ 20′ 9″<br>214′ 6″ 37′ 4″ 22′ 1″<br>P65′ F21′ 1 dk<br>R<br>BK 9″ | TM<br>3 Ho<br>G.100000 B.96000 | 2 Oil 4SA each 7Cy. 265×410 mm<br>700bhp NE47<br>S.A. Ansaldo | <br>50t<br>Gen<br>9k |

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| 504415<br>IBJB<br>3283<br>Df Esd<br>Gc Rdr<br>RT | **BICE COSTA**<br>exBeaverlake–62<br>~~Giacomo Costa fu Andrea~~<br>Genoa Italian<br>**Costa Armatori S.p.A.** | **9628**<br>5810<br>11000 | RI<br><br>✠Classed LR until 1/64 | **1946**–10 Lithgows Ltd.—P.Gl<br>497' 6" 64' 4" 29' 9½"<br>465' 0" 64' 0" 42' 8"<br>P33' F41' 2 dks, 3rd dk except in No. 1 hold | T-E Ref<br>6 Ho<br>G.643306 B.597662 In.163318<br>20W Der 4(10) 26(5) | 2 S Turb connected to elec.<br>& sc. shaft<br>9000shp<br>C. A. Parsons & Co. Ltd. |
| **660402**<br><br>323529<br>Esd Pfd<br>Rdr RT | **BICKERTON PRIDE**<br><br>**Bickerton Co-op. Ltd.**<br>Pictou Canadian | **283**<br>122<br>— | <br><br>AB | **1965** Ferguson Industries Ltd.—Pictou<br>120' 0" 24' 8" 10' 6"<br>106' 0" 24' 7" 12' 10"<br>F23' 1 dk<br>BK9" | M Trawler | Oil 4SA 6Cy. 270×360 mm<br>720bhp<br>Klöckner-Humboldt-Deutz |
| 504416<br><br>302410<br>Df Esd<br>Pfd<br>RTm | **BICKLEIGH**<br><br>**Putford Enterprises Ltd.**<br>Lowestoft British | **164**<br>61<br>— | ✠100A1 SS 4/66<br>trawler<br>✠LMC<br><br>MN90 EL (b)g | **1962**–2 Richards Irn Wks Ltd.—Lwt<br>*93·5'* 22' 4"<br>91' 0" 22' 0" 10' 9"<br>F16'<br>RW 4BH<br>rf 12" BK6" | M Trawler | Oil 2SA 6Cy. 10½"×13½" with clut<br>450bhp<br>Crossley Bros. Ltd.<br>2×15kW 220V d.c. |
| 504417<br><br>183170 | **BICKLEY HALL**<br><br>**A. Rutland**<br>London British | **146**<br>73<br>190 | | **1916** ………………<br>103' 7" 21' 2" 8' 6"<br>21' 0"<br>1 dk<br>R | TM Tanker Mchy.aft<br>4 Ta | 2 Oil 2SA each 3Cy. 180×230 mm<br>NE48<br>Crossley Bros. Ltd. |
| 520337<br>PKNF<br><br>Df Esd<br>RT | **BIDARA**<br>exLangsat–66<br>Launched as Lengkeng<br>**P.T. Perusahaan Pelajaran Nusa Tenggara**<br>Djakarta Indonesian | **680**<br>303<br>950 | <br><br>✠Classed LR until 4/65 | **1960**–10 Stocznia im. Komuny Paryskiej —Gdy<br>215' 11" 34' 7" 12' 2½"<br>193' 7" 34' 5½" 19' 7"<br>F26' 1 dk & S dk<br>rf 4" | M OSD Mchy.aft | Oil 2SA 8Cy. 290×490 mm<br>960bhp<br>Alpha-Diesel A/S |
| 504855<br>ELEP<br>2780<br>Df Esd<br>Rdr<br>RTm | **BIDAS**<br>exBore VI–67<br>**Jonas Shipping Corp.**<br>Monrovia Liberian | **2349**<br>1309<br>3600 | ✠100A1 SS 5/66<br>Str. nav. ice<br>✠LMC<br><br>MN225 EL t | **1957**–9 A/B Oskarshamns Varv—Osk<br>313' 3" 45' 8" 17' 10½"<br>295' 0" 45' 6" 21' 1"<br>P29' B61' F29' 1 dk<br>RW 5BH<br>rf 4" WB842t | S<br>3 Ho 49½', 55¾', 102½'<br>G.183600 B.164300<br>4 Ha (33½', 32½', 32½', 31½'×23½')<br>8W Der 3(5) 9(3) | Q 4Cy. 345, 520, 645 & 1120×<br>& exhaust steam turbo-compr<br>1250ihp<br>A/B Oskarshamns Varv<br>2 SB 263lb Spt 626° F. hs3952<br>2×36, 28kW 220V 50c/s a.c. |
| 504418<br>KBKT<br>248433<br>Df Esd<br>Gc Rdr | **BIDDEFORD VICTORY**<br>exTransglobe–59<br>exAmerican<br>Counselor–56<br>exBiddeford Victory–48<br>**United States Department of Commerce**<br>**New York United States** | T.Mk<br>**4728**<br>~~2778~~ 2278<br>—<br>**7332**<br>4463<br>10584 | <br><br>AB | **1945** Bethlehem-Fairfield—Bal<br>455' 3" 62' 1" —/28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S Ref<br>5 Ho 57½', 45', 77', 81', 45'<br>G.520000 B.450000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. |
| 504421<br>EAEO<br><br>Df Esd | **BIDEBIETA**<br><br>**José Antonio Lasa**<br>San Sebastian Spanish | **251**<br>152<br>— | <br><br>BV | **1953** Ast. Murueta—Murueta<br>*111·5'* 21' 5"<br>21' 3"<br>1 dk | M Fishing Mchy.aft<br>3 Ha (4½', 4½', 3½'×3½') | Oil 4SA 6Cy. 330×600 mm<br>650bhp<br>N V. Werkspoor |
| 514243<br>ZEKD<br>172774<br>Df Esd<br>Rdr | **BIDFORD**<br>exHanyang–63<br>**Hemisphere Shipping Co. Ltd.**<br>Ocean Tramping Co. Ltd.<br>Hong Kong British | **2865**<br>1708<br>2768 | **BS** Dr 5/66<br><br>**MBS**<br><br>MN340 CT2771 C30 S20 | **1940** Taikoo D. & E. Co.—H.Kg<br>308' 0" 44' 2" 17' 6½"<br>298' 0" 44' 0" 25' 0"<br>P37' B83' F39' 2 dks<br>R 6BH<br>WB582t Incl. DTa268t | S (10P) CSD<br>4 Ho 47', 69', 33½', 44'<br>G.169600 B.149702<br>4 Ha (16'×14') (31½', 27'×16') (13½'×12')<br>8W Der 2(10) 4(5) 2(2) | T 3Cy. 20" 32" & 53"×39"<br>1700ihp<br>Taikoo D. & E. Co.<br>2 SB 220lb Spt hs(4867)<br>2×30, 22kW 110V d.c. |
| 504423<br>GHBB<br>301242<br>Df Esd<br>Gc Rdr<br>RTv | **BIDFORD PRIORY**<br><br>**Warwick Tanker Co. Ltd.**<br>Houlder Bros. & Co. Ltd.<br>London British | **22748**<br>12596<br>37148 | ✠100A1 ~~CS 11/64~~<br>oil tanker CS 12/68<br>✠LMC<br><br>MN3100 EL q†2⅞"SQ | **1960**–10 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>683' 2" 86' 5" 38' 11½"<br>641' 4" 86' 0" 49' 3"<br>P142' B64' F86' 1 dk<br>15BH<br>rf 6" WB5981t incl. 5196t in clean ballast tanks | S Tanker Mchy.aft<br>26 Ta<br>L.1516102 HeCls. B<br>Der 2(5) | 2 S Turb dr geared to sc. shaft<br>15500shp<br>Cammell Laird (S.B. & Eng.) Ltd.<br>2WTB 685lb Spt 850°F. 640lb<br>2sg 150lb hs23668<br>2×600kW 440V 60c/s a.c. |
| 504424<br>PKAR | **BIDO**<br><br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | **194**<br>76<br>70 | <br><br>✠Classed LR until 9/58 | **1953**–2 Ams. Schp. G. de Vries Lentsch, Jr.—Alp<br>125' 4" 21' 5" 6' 6"<br>114' 10" 21' 4" 9' 8"<br>B & F48' 1 dk<br>RW | M<br>2W | Oil 4SA 6Cy. 270×500 mm<br>N.V. Werkspoor |
| 504425<br>9WJE<br>161164<br>RTh | **BIDOR**<br><br>**Sharikat Perkapalan Kris Sdn. Berhad**<br>Mansfield & Co. Ltd.<br>Labuan Malaysian | **1383**<br>921<br>1680 | **BS**✳ SS 4/64<br><br>**MBS**✳<br><br>MN144 CT1380 C24 | **1946**–2 Grangemouth Dkyd Co. Ltd.—Gmh<br>224' 6" 36' 8" 16' 0½"<br>210' 0" 36' 6" 21' 8"<br>F26' 2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 6" WB277t | M (7P) CSD Mchy.aft<br>2 Ho 45½', 80'<br>B.81400<br>2 Ha (22', 48'×14')<br>Der 2(10) 4(5) | Oil 2SA 5Cy. 350×620 mm<br>800bhp<br>J. G. Kincaid & Co. Ltd.<br>3×50kW 220V d.c. |
| 504426<br><br><br>Esd | **BIDURI**<br><br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | **662**<br>433<br>500 | <br><br>✠Classed LR until 9/58 | **1953**–6 Schps. Waterhuizen J. Pattje—Waterhuizen<br>192' 0" 31' 11" 9' 7½"<br>172' 0" 31' 10"<br>P42' Q42' B80' 1 dk<br>RW | M Mchy.aft<br>G.19945<br>4W | Oil 4SA 8Cy. 270×500 mm<br>N.V. Werkspoor |

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| 504428<br>DECN<br>Df Esd<br>Gc Rdr<br>RTv | **BIEBERSTEIN**<br>**Norddeutscher Lloyd**<br>Bremen W. German | 5547<br>3158<br>8193 | GL | **1953** Bremer Vulkan—Vgk<br>498′ 1″ 59′ 1″ 24′ 11″<br>58′ 11″ 37′ 3″<br>F40′ H81′ 2 dks & S dk<br>RW | M (7P) OSD<br>5 Ho 59¾′, 83¾′, 77′, 80½′, 69′<br>G.592382 B.526130<br>5 Ha (stl) (20½′, 39¼′, 49¾′, 49¾′, 39¼′×18¼′)<br>18W Der 1(50) 4(5–10) 14(3–5) 2(½) | Oil 2SA 7Cy. 720×1200 mm<br>7000bhp 1350t (hvf)<br>Bremer Vulkan Vgk<br>4×145, 145, 145, 30kW 220V d.c. 16½k |
| 504429<br>SPJJ<br>Df Esd<br>RT | **BIEBRZA**<br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia Polish | 648<br>220<br>484 | PR | **1955** Stocznia Gdanska—Gdk<br>194′ 4″ 29′ 9″<br>29′ 7″ 16′ 1″<br>RW | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp (o.f)<br>A/S Atlas Mskfbk. Cpn<br>2×20kW 220V d.c. 12½k |
| 504430<br>DFNJ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BIELEFELD**<br>**"Nordsee" Deutsche Hochseefischerei A.G.**<br>Cuxhaven W. German | 716<br>246<br>735 | GL | **1958** Rickmers Werft—Bhn<br>203′ 9″ 31′ 7″<br>181′ 1″ 31′ 6″ 17′ 1″<br>P12′ F34′ 1 dk<br>rf 26¾″ | M Fishing<br>1 Ho 48½′<br>4 Ha (4′, 7¾′, 7¾′, 7¾′×4′) | Oil 2SA 8Cy. 350×550 mm 1130bhp also Oil driving 2 gen. each 385kW 230/280V a.c. connected to elec. motor for secondary propulsion<br>(d.o)<br>Henschel Maschb. Kassel<br>1×92kW 230/380V 50c/s a.c.<br>Controllable pitch propeller |
| 504431<br>DLDQ<br>Df Esd<br>Pfd RT | **BIELEFELD**<br>**Bremen-Vegesacker Fischerei-Ges.**<br>Vegesack W. German | 323<br>148<br>— | GL | **1957** Abeking & Rasmussen Lemwerder<br>145′ 0″ 26′ 1″ 11′ 2″<br>131′ 3″ 25′ 11″ 12′ 6″<br>P20′ F18′ 1 dk | M Fishing | Oil 4SA 6Cy. 320×450 mm<br>600bhp<br>Klöckner-Humboldt-Deutz Kln |
| 504433<br>SPMB<br>Df Esd<br>Gc Rdr<br>RTm/h | **BIELSKO**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 2555<br>1409<br>3124 | PR | **1957** Stocznia Szczecinska—Szn<br>310′ 8″ 44′ 5″ 18′ 1″<br>293′ 9″ 44′ 3½″ 20′ 6″<br>1 dk<br>RW | S (2P)<br>4 Ho 46′, 47½′, 49¼′, 39¼′<br>G.146515 B.139065<br>4 Ha (stl) (27½′×24¼′) (32¼′, 32¼′×30¼′) (24½′×23′)<br>8W Der 8(5) | C 4Cy. (2) 455 & (2) 980×980 mm<br>1700ihp 250t (o.f)<br>Z.U.T. Zgoda Swi<br>2×28kW 230V d.c. 12k |
| 504434<br>OYAQ<br>Df Esd<br>Pfd Rdr<br>RTm/v | **BIEN**<br>**A/S Em. Z. Svitzer's Bjergnings Enterprise**<br>Elsinore Danish | 120<br>17<br>75 | | **1917** Motala Verk. Nya—Motala<br>89′ 7″ 20′ 0″ 10′ 6″<br>… … …<br>RW | M Salvage Tug<br>1 Ho 13½′<br>1 Ha (6½′×6′)<br>Der 1(3) | Oil 4SA 6Cy. 260×370 mm<br>715bhp NE51 (d.o)<br>Ruston & Hornsby Lcn<br>2×15, 10kW 110V d.c. |
| 504435<br>313943<br>Esd Pfd<br>Rdr | **BIENVENUE**<br>**A. Dupuis**<br>Quebec Canadian | 127<br>59<br>— | | **1961** Marine Industries Ltd.—Srl<br>*73·4′* 21′ 8″<br>73′ 0″ 21′ 6″ 11′ 0″<br>1 dk | M Fishing | Oil 2SA 4Cy. 230×400 mm<br>Burmeister & Wain Cpn |
| 504436<br>KOOC<br>243438<br>Df Esd<br>Gc Rdr<br>RTm | **BIENVILLE**<br>**Coastal Ship Corporation**<br>Wilmington, Del United States | 9014<br>5980<br>7759 | AB<br>Classed LR until 7/53 | **1943** Gulf S.B. Corp.—Chickasaw<br>72′ 1″ 25′ 0½″<br>445′ 4″ 72′ 0″ 31′ 3″<br>2 dks<br>rf nil | S<br>5 Ho 50′, 78½′, 44′, 78½′, 44½′<br>G.645997 B.570873<br>14 Ha (stl) (36′, 36′×18′) (36′, 36′, 36′, 36′, 36′, 36′, 36′, 36′, 36′, 36′×25′) (36′, 36′×18′)<br>16W Cr 2(22½) | 2 S Turb dr geared to sc. shaft<br>6500shp 2836t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 16k |
| 504437<br>VDFY<br>148859<br>RT | **BIENVILLE**<br>exMcKie<br>**La Traverse de Levis Ltée**<br>Quebec Canadian | 822<br>378<br>— | | **1925** Napier & Miller Ltd.—Gls<br>*144·0′* 52′ 7″<br>… … …<br>1 dk<br>R | S Ferry | C 2Cy. 19″ & 40″×27″<br>(o.f)<br>McKie & Baxter Gls |
| 504438<br>PDCT<br>Df RT | **BIERUM**<br>exVechstroom-52<br>exBierum-51<br>**J. & H. Damhof**<br>Delfzijl Netherland | 400<br>242<br>575 | **✠100A1** SS 8/67<br>**✠LMC**<br>EL g$1\frac{3}{16}$″ | **1948–12** Gebr. Bodewes Volharding—Foxhol<br>164′ 4″ 27′ 6″ 10′ 6¾″<br>149′ 8″ 27′ 3″ 10′ 8″<br>P & B93′ F22′ 1 dk<br>RW 3BH<br>WB158t | M Mchy.aft<br>G.36200 B.33700 | Oil 4SA 6Cy. 290×450 mm<br>360bhp<br>Appingedammer Brons. Apg |
| 504439<br>PDCU | **BIESBOSCH**<br>exRottum-56<br>exBernina-54<br>**A. Koopman & M. Buitenkamp**<br>N.V. Scheepvaartbedr. "Gruno"<br>Groningen Netherland | 329<br>150<br>413 | **100A1** SS 8/66<br>Mediterranean, Black Sea & Red Sea service, also European & North West African coasting service including Azores<br>**LMC**<br>EL e | **1936** Gutehoffnungshütte A.G.—Walsum<br>146′ 0″ 24′ 1″ 8′ 11½″<br>135′ 10″ 24′ 0″ 9′ 6″<br>P37′ F21′ 1 dk<br>R 3BH<br>WB54t | M Mchy.aft<br>G.19071 B.17800 | Oil 2SA 6Cy. 250×330 mm<br>325bhp NE38<br>Sulzer Bros. Ltd. Win |
| 530846<br>WC5643<br>258910 | **BIG RED**<br>exSalvor-64 exPhlox<br>**Land & Marine Applicators Inc.**<br>New Orleans United States | 172<br>117 | | **1925** ………………Bath City<br>*93·8′* 22′ 7″<br>22′ 5″<br>1 dk<br>R | M | Oil<br>750bhp |

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| 672914<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIGARENA**<br><br><br>**Pesquera Bilbaina**<br>San Sebastian Spanish | ~~464~~ 434<br>~~225~~ 199<br>440 | <br><br>BV | 1967 Maritima del Musel S.A.—Gjn<br>152' 6" 27' 5" 13' 3½"<br>131' 3" 27' 4½" 14' 5"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>1060bhp<br>Klockner-Humboldt-Deutz |
| 630135<br><br><br>Df Esd<br>Gc Rdr | **BIGARO**<br><br>**Jose Lorenzo**<br>Vigo Spanish | 320<br>—<br>— | | 1967 Const. Nav. P. Freire—Vgo<br>131' 0"<br>121' 11" 25' 3" 13' 5"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy.<br>1050bhp<br>Motorenw. Mannheim |
| 542340<br>THYP<br><br>Df Esd<br>Pfd RT | **BIGORRE**<br>**Armement Aubert-Jan**<br>~~**Robert J. Frédéric**~~<br>La Rochelle French | 220<br>73<br>174 | BV<br><br>✠Classed LR until 2/65 | 1963-6 Haarlemsche Schps. Maats.—Haarlem<br>117' 2" 23' 3" 12' 5½"<br>98' 5" 22' 11½" 13' 1"<br>F18'<br>rf 37" BK6" | M Trawler<br>4 Ha (4', 4'×3½') (1½', 1½'×1½')<br>Der 1(1½) | Oil 4SA 8Cy. 270×500 mm<br>coupling & sr reverse<br>580bhp<br>N.V. Werkspoor |
| 504443 | **BIGUA**<br>exMosqueiro<br>**Cia. Nacional de Nav. Costeira Autarquia Federal**<br>Rio de Janeiro Brazilian | 486<br>231<br>— | ✠ | 1912-6 Murdoch & Murray Ltd.—P.Gl<br>*180·1'* 31' 1"<br>... ... ...<br>1 dk & Prom dk<br>R | TS | T 6Cy. 14" 23" & 38"×24"<br>J. G. Kincaid & Co. Ltd. |
| 504445<br>8KTS<br>92548<br>Rdr RT | **BIHO MARU**<br><br>**Maki Kisen K.K.**<br>Namikata Japanese | 965<br>538<br>— | | 1962 Imabari Zosen—Imabari<br>223' 5" 34' 3" 16' 1"<br>203' 5" 34' 1" 17' 7"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.75256 B.69888<br>1 Ha (102½'×18½')<br>4W Der 4(10) | Oil 4SA 6Cy. 380×540 mm<br>1200bhp<br>Makita Tekkosho<br>3×10, 10, 7½kW 105V d.c. |
| 504446<br>JLQQ<br>86542<br>Df Esd<br>Rdr | **BIHORO MARU**<br><br>**Hikawa Shoji K.K.**<br>Tokyo Japanese | 3273<br>1702<br>— | <br><br>NK | 1961 Namura Zosensho—Osa<br>354' 5" 47' 9" 20' 8"<br>328' 1" 47' 7" 24' 11"<br>1 dk | M Ref Mchy.aft<br>3 Ho<br>G.221953 B.206699 In.1554<br>3 Ha (27½', 59¾', 66½'×20½')<br>14W Der 2(15) 4(10) 4(5) | Oil 4SA 10Cy. 470×700 mm<br>3500bhp<br>Ito Tekkosho<br>2×104kW 445V a.c. |
| 641524<br>UYEQ<br><br>Df Esd<br>Gc Rdr<br>RT | **BIISK**<br><br>**U.S.S.R.**<br>Odessa Russian | 10684<br>5950<br>— | <br>✠LR class withdrawn—Owners' request 11/67 | 1964-10 A/S Nakskov Skibs.—Nkv<br>524' 2" 69' 9" 31' 8½"<br>486' 4" 69' 6" 43' 0"<br>F111' 2 dks<br>rf 4" | M | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp<br>Burmeister & Wain |
| 504447<br>UVZS<br>M-24789 | **BIKIN**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 3359<br>1738<br>4388 | | 1960 Schiffswerft Neptun—Ros<br>341' 2" 47' 3" 21' 7"<br>47' 1" 26' 0" | M<br>4 Ho<br>G.199000<br>4 Ha (29¾', 29¾'×19¾') (25½', 25½'×23')<br>9W Der 1(15) 8(5) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft |
| 504448<br>UTFV<br>M-22561 | **BIKIN**<br><br>**U.S.S.R.**<br>Nakhodka Russian | 3170<br>1225<br>1301 | | 1961 ..................Russia<br>278' 10" 45' 11" 18' 0½"<br>45' 9" 32' 10"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57387<br>3 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp |
| 651250<br>JJTJ<br>97453<br>Df Esd<br>Rdr | **BIKO MARU**<br><br>**Biko Kisen K.K.**<br>Namikata Japanese | 2503<br>1631<br>3936 | <br><br>NK | 1965 Imabari Zosen—Imabari<br>*295·6'* 44' 5" 20' 4"<br>292' 0" 44' 3½" 23' 3"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.197758 B.187694<br>2 Ha (79½', 85'×24½')<br>5W Der 4(10) | Oil 2SA 8Cy. 480×760 mm<br>2100bhp<br>Hanshin Nainenki Kog<br>2×60kW 225V a.c. |
| 504449<br>EDKU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BILBAO**<br><br>**Naviera Vizcaina S.A.**<br>Bilbao Spanish | 21592<br>9830<br>33104 | ✠100A1 SS 12/65<br>oil tanker<br>✠LMC<br><br>MN3100 EL p†2⅞"SQ | 1962-2 Empresa Nac. "Bazan"—Fri<br>664' 11" 87' 6" 35' 3"<br>629' 11" 87' 1½" 46' 8"<br>P138' F82' 1 dk<br>RW 16BH<br>rf 6" WB8674t incl. 5806t in clean ballast tanks | S Tanker Mchy.aft<br><br><br>1 Ha (stl)<br>Der 2(5) 2(3) 2(2½) | 2 S Turb dr geared to sc.<br>15500shp<br>Parsons Marine Turb Co<br>2WTB 690lb Spt 850°F.<br>hs20830 2sg 150lb<br>2×750kW 440V 60c/s a.c. |
| 504450<br>DGCE<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BILBAO**<br><br>**Oldenb.-Portug. Dampfsch. Rhed. Kusen, Heitmann & Cie. K.G.**<br>Hamburg W. German | 1447<br>689<br>2283<br>2261<br>1207<br>3425 | <br><br>GL | 1953 Orenstein-Koppel & Lbcr. Masch.—Lbc<br>*256·2'* 42' 1" 18' 5"/23' 1"<br>246' 0" 41' 10" 27' 1"<br>P23' F26' 1 dk & S dk<br>RW | M OSD/CSD<br><br>G.139314 B.126271<br>3 Ha<br>6W Der 1(30) 5(5) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2520bhp<br>Masch. Augsburg-Nürn |
| 504451<br>VJLN<br>191390<br>Esd Gc<br>RTv | **BILKURRA**<br><br>**Australian Coastal Shipping Commission**<br>Brisbane British | 3952<br>2089<br>6408 | ✠100A1 SS 9/67<br>with freeboard<br>✠LMC<br><br>EL y 1½"SQ | 1949-9 Evans Deakin & Co. Ltd.—Bsb<br>405' 5" 53' 2" 22' 6½"<br>380' 8" 53' 0" 32' 4"<br>F38' 1 dk & S dk<br>R Coll BH to S dk 5 to 2nd dk<br>rf 3" WB1529t | S OSD<br>4 Ho 59', 61½', 71½', 85'<br>G.368313 B.337996<br>4 Ha (31½'×18') (32', 32'×22') (32'×18')<br>16W Der 2(25) 16(5) | T 3Cy. 23½" 38½" & 64"<br>with dr gearing &<br>3000ihp<br>Commonwth Gov. E.<br>2WTB 245lb Spt<br>3×25, 20, 20kW 220V |
| 504452<br>SMBK<br>10123<br>Rdr RTv | **BILL**<br><br>**Stockholms Transport & Bogserings A/B**<br>Stockholm Swedish | 182<br>57<br>— | ✠100A1 SS 4/65<br>tug Baltic service<br>Ice Class 1<br>✠LMC<br>MN204 EL (b) | 1960-12 A/B Åsi-Verken—Åmål<br>83' 2" 25' 9" 11' 11"<br>77' 6" 24' 11" 14' 7"<br>5BH<br>BK5" WB16t | M Tug (12P)<br><br><br><br>Cr 1(2½) | Oil 2SA 4Cy. 340×<br>1020bhp<br>Nydqvist & Holm A/B<br>2×70kW 380/220V<br>Controllable pitch |

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|---|---|---|---|---|---|---|---|
| 504453<br>DKFG<br>Df | **BILLE**<br>exMarlies–59<br>exMargita–55 exAlma–51<br>exN. P. Petersen<br>**Werner K. Heinz**<br>Hamburg W. German | **293**<br>214<br>475 | | **1917** A. G. & R. P. Petersen—Thurö<br>*130·5′* 28′ 9″ 13′ 6″<br>13′ 11″<br>Q26′ 1 dk | Wood Aux Sr<br>2 Ha | Oil 2SA 4Cy. 220×330 mm<br>150bhp NE51<br>Klöckner-Humboldt-Deutz | Kln<br>8k |
| 504454<br>DIER<br>Df Esd<br>Rdr<br>RTm/h | **BILLETAL**<br>**Merex A. G. Zweigniederlassung Beuel**<br>Hamburg W. German<br>Now **CASTOR** See New Entries No. 5 | **2536**<br>1261<br>4537 | GL | **1953** A.G. "Weser"—Bmn<br>344′ 6″ 49′ 2″ 20′ 4″<br>29′ 6″<br>F25′ H66′&23′ 1 dk & S dk<br>RW<br>rf 6″ | M OSD Mchy.aft<br>4 Ho 38¾′, 57′, 57′, 49¼′<br>G.267947 B.245168<br>4 Ha<br>8W Der 1(15) 8(3–5) | 2 Oil 4SA each 8Cy. 385×580 mm<br>geared to sc. shaft<br>2560bhp NE57<br>Masch. Kiel A.G.<br>3×100, 100, 25kW 220V d.c. | 410t (d.o)<br>Kel<br>13k |
| 540172<br>SYNV<br>2186<br>Df Esd<br>Gc Rdr<br>RT | **BILLIE**<br>exFernglen–63<br>**Pan Ocean Nav. Co. S.A.**<br>Pandelis John Angouras<br>Piræus Greek | **5275**<br>3098<br>9140 | NV | **1936** A/B Götaverken—Got<br>441′ 0″ 56′ 9″ 25′ 6¾″<br>418′ 11″ 56′ 6″ 28′ 8″<br>F35′ 1 dk & S dk<br>R | M OSD<br>G.572575 B.530065<br>15W Der 2(10) | Oil 2SA 5Cy. 680×1200 mm<br>NE58<br>S.A. Fiat S.G.M. | 1443t<br>Tur<br>12½k |
| 504455<br>HCBT | **BILLIE**<br>exBeacon–57<br>exEmpire Guernsey–47<br>**Transpetroleo Compania Anonima**<br>Guayaquil Ecuadorian | *288*<br>*104*<br>191 | ✠Classed LR until 10/63 | **1945–3** Harker Ltd.—Knottingley<br>143′ 1″ 21′ 8″ 8′ 4½″<br>135′ 0″ 21′ 6″ 9′ 0″<br>P41′ F14′ 1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta<br>L.10449 | Oil 2SA 6Cy. 265×345 mm<br>Crossley Bros. Ltd. | 13t–1pd<br>Mch<br>8k |
| 504456<br>PDCV<br>Df Esd<br>Gc Rdr<br>RT | **BILLITON**<br>**N.V. Stoomvaart Maats. "Nederland"**<br>Amsterdam Netherland | **7445**<br>4348<br>10900 | **✠100A1** SS 10/65<br>DTs—oil FP above 150° F.<br>or vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1700 EL f†2¼″SQ | **1951–4** Caledon S.B. & E. Co. Ltd.—Dun<br>492′ 9″ 66′ 4″ 28′ 7½″<br>465′ 11″ 66′ 0″ 42′ 0″<br>F48′ 1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>WB5066t incl. DTsa1790t DTsm2041t | S Ref OSD<br>G.645380 B.601630 In.33880<br>16W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>8500shp ✠NEmade45fitted4/51<br>General Electric Co. Schenectady<br>2WTB 525℔ Spt 475℔ hs(14522)<br>sg 60℔ | 1220t (o.f)<br>16½k |
| 504457<br>PKTX | **BILLITON II**<br>**Republik Indonesia**<br>Perusahaan Pertambangan Timah Belitung<br>Djakarta Indonesian | **417**<br>291<br>531 | BV<br>Classed LR until 4/62 | **1943** ..................Gt. Britain<br>189′ 6″ 30′ 1″ 6′ 5″<br>175′ 0″ 30′ 0″ 8′ 10″<br>1 dk | TM Mchy.aft<br>1 Ho 92′<br>3 Ha (16′, 24¼′, 24¼′×21½′)<br>2W Der 1(2) 1(1½) | 2 Oil 4SA each 12Cy. 180×195 mm<br>720bhp<br>Davey, Paxman & Co. | 24t<br>Col<br>11k |
| 529941<br>5MYM<br>2034<br>Df | **BILLY**<br>exRonga–64<br>exBahama Count–62<br>exMano–59 exJean Marie–56<br>exMilford–54<br>exAthelduchess–48<br>**Cia. Nav. Pearl S.A.**<br>Te-Hu Steamship Co. (Hongkong) Ltd.<br>Monrovia Liberian | **8705**<br>5334<br>13410 | NV<br>✠Classed LR until 12/56 | **1929–4** W. Hamilton & Co. (1928) Ltd.—P.Gl<br>492′ 0″ 63′ 4″ 26′ 9¾″<br>473′ 10″ 63′ 0″ 35′ 0″<br>2 dks<br>R New fwd & greater part of new midship portion 48 conv tanker 57 | TM Mchy.aft<br>4 Ho 53¼′, 72′, 62′, 96¼′<br>5 Ha (stl) (40′, 48′, 34′, 40′, 30′×22′)<br>Der 6(5) 4(2) | 2 Oil 4SA each 12Cy. 15″×18″<br>4200bhp NE59<br>Mirrlees, Bickerton & Day<br>2×200kW 110V d.c. | (d.o)<br>Stckpt |
| 504459<br>FPVB<br>Df Esd<br>Gc Rdr<br>RT | **BILMA**<br>**Cie. Maritime des Chargeurs Réunis**<br>Havre French<br>Now **SEAGULL** See New Entries No. 3 | **6742**<br>3983<br>8730 | BV<br>len 62 | **1947** Davie S.B. & Rep. Co. Ltd.—Levis<br>459′ 7″ 55′ 9″ 26′ 2″<br>55′ 7″<br>P20′ 2 dks | M CSD<br>B.376474<br>6 Ha (24¾′, 36½′, 50¾′, 31½′, 31½′, 4′×19¾′)<br>16W Der 1(40) 1(20) 2(12) 4(8) 10(5) | Oil 2SA 8Cy. 720×1250 mm<br>6000bhp<br>Sulzer Bros. Ltd. | 707t<br>Win<br>14k |
| 661022<br>YBQA<br>Esd<br>Rdr RT | **BINAMARGA I**<br>**Republik Indonesia**<br>Djakarta Indonesian | **788**<br>477<br>726 | BV | **1965** Fukuoka Zosen—Fukuoka<br>192′ 6″ 32′ 3″ 11′ 6″<br>184′ 4″ 13′ 5″<br>1 dk | M Mchy.aft<br>2 Ha (27′, 41½′×14¾′)<br>Der 2(5) 2(2½) | Oil 4SA 8Cy. 235×330 mm<br>765bhp MAN<br>Mitsubishi Hvy Ind. Ltd. | 88t<br>Yka<br>12k |
| 504461<br>VKBW<br>191393<br>Esd Gc<br>RTv | **BINBURRA**<br>**Australian Coastal Shipping Commission**<br>Brisbane British | **3952**<br>2089<br>6387 | **✠100A1** ~~SS 12/62~~<br>with freeboard SS 10/67<br>**✠LMC**<br>EL y1⅞″SQ | **1950–9** Evans Deakin & Co. Ltd.—Bsb<br>405′ 5″ 53′ 2″ 22′ 6¼″<br>380′ 8″ 53′ 0″ 32′ 4″<br>F38′ 1 dk & S dk<br>R Coll BH to S dk 5 to 2nd dk<br>rf 3″ WB1529t | S OSD<br>4 Ho 59′, 61½′, 71¼′, 85′<br>G.368717 B.285410<br>1 Ha (w) (31½′×18′) 1 Ha (stl) (32′×22′) 2 Ha (w) (32′×22′) (32′×18′)<br>16W Der 2(25) 16(5) | T 3Cy. 23½″ 38¾″ & 64″×45″ & LP turb with dr gearing & hydraulic coupling<br>3000ihp<br>Commonwth Gvt. E. Wks<br>2WTB 245℔ Spt hs(5812)<br>3×35, 20, 20kW 220V d.c. | 600t (o.f)<br>Bsb<br>11k |
| 504463<br>KXQM<br>243767<br>Df Esd | **BINGER HERMANN**<br>**United States Department of Commerce**<br>Portland, Or United States | **7228**<br>5113<br>10439 | AB | **1943** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. | 1834t (o.f)<br>Pld<br>10k |
| 504465<br>LLHA<br>Df Esd<br>Gc Rdr<br>RTm/h | **BINGO**<br>exVilja–61<br>**A/S Krohn Brekkes Rederi**<br>H. Krohn Brekke<br>Haugesund Norwegian<br>Now **SILVER HOPE** See New Entries No. 11 | **5313**<br>2983<br>9470 | NV | **1945** A/B Götaverken—Got<br>442′ 9″ 56′ 10″ 25′ 10¾″<br>418′ 11″ 56′ 8″<br>F35′ 1 dk & S dk<br>R | M OSD<br>5 Ho<br>G.580090 B.536920<br>5 Ha (31½′, 40¾′, 33′, 40¾′, 33′×19′)<br>14W Der 2(10) 12(5) | Oil 2SA 6Cy. 680×1500 mm<br>4200bhp<br>A/B Götaverken<br>3×100kW 220V d.c. | 1559t (hvf)<br>Got<br>12¾k |

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| 672007<br>JASK<br>100545<br>Df Esd<br>Gc Pfd<br>Rdr | **BINGO MARU**<br><br>**Bingo Kyodo Kisen K.K.**<br>Numakuma Japanese | 2994<br>1844<br>5102 | <br><br>NK | **1967** Koyo Dock—Mihara<br>334′ 6″ 49′ 3″ 20′ 11″<br>308′ 9″ 49′ 2½″ 25′ 3″<br>1 dk | M Mchy.aft<br><br>G.235797 B.224673<br>2 Ha (91′, 90½′×26½′) | Oil 2SA 6Cy. 450×720 mm<br>3500bhp<br>Mitsubishi Hvy Ind. Ltd. |
| 504466<br>LANH<br><br>Df Esd<br>Rdr<br>RTm | **BINNA**<br><br>**A/S Bonheur**<br>Fred Olsen & Co.<br>Oslo Norwegian<br>Now **GIALLIA** See New Entries No. 1 | 1858<br>977<br>2588 | <br><br>NV | **1953** Hall, Russell & Co. Ltd.—Abn<br>284′ 0″ 44′ 4″ 16′ 10½″<br>265′ 0″ 44′ 2″<br>P29′ B57′ F30′ 1 dk<br>RW | S<br>2 Ho 100′, 106′<br>G.135160 B.122430<br>4 Ha (36′, 36′, 36′, 34′×18′)<br>7W Der 2(10) 2(5) 4(3) | C 4Cy. (2) 14½″ & (2) 34½″×32½″<br>1650ihp<br>Hall, Russell & Co. Ltd.<br>1×12½kW 110V d.c. |
| 504468<br>JXDN<br><br>Df Esd<br>Gc Rdr | **BINNY**<br>exHöegh Binny-67<br>exBinny-67<br>**A/S Bisca**<br>Bergen Norwegian<br>Now **HÖEGH BINNY**<br>See New Entries No. 8 | 3423<br>1803<br>4625 | <br><br>NV | **1959** F. Lürssen—Bmn<br>328′ 7″ 47′ 8″ 22′ 6½″<br>295′ 3″ 47′ 7″ 26′ 11″<br>2 dks<br>rf 4″ | M Mchy.aft<br>5 Ho<br>G.224000 B.205000<br>3 Ha (33½′, 59½′, 32½′×24½′)<br>8W Der 1(20) 4(10) 4(5) | Oil 2SA 6Cy. 570×800 mm<br>3180bhp<br>Masch. Augsburg-Nürnberg |
| 660066<br>GRYY<br>307642<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **BINSNES**<br><br>**H. Clarkson & Co. Ltd.**<br>A/S Kristian Jebsens Rederi<br>Glasgow British | 10961<br>5724<br>15833 | **✠100A1**<br>strengthened for ore cargoes Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>MN1420 EL e†2½″SQ | **1966**–2 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>501′ 1″ 67′ 0″ 29′ 1½″<br>470′ 3″ 66′ 9″ 40′ 0″<br>P90′ F41′ 1 dk<br>7BH<br>rf nil WB4856t incl. Comb. btm & side tanks in holds 369t Topside tanks in holds 2305t | M Bulk Carrier Mchy.aft<br>5 Ho 59½′, 70½′, 71½′, 71½′, 71½′<br>G.721621 B.704052<br>5 Ha (stl) (39′×28′) (51½′, 52½′, 52½′, 52½′×32½′)<br>10W Der 10(7½) | Oil 2SA 6Cy. 680×1250 mm<br>7100bhp Sulzer<br>Scotts' S.B. & Eng. Co.<br>AuxB 100lb<br>3×256kW 440V 60c/s a.c. |
| 504469<br>JLJF<br>87979<br>Df Esd<br>Gc Pfd<br>Rdr | **BINTAN MARU**<br><br>**Daiichi Chuo Kisen Kaisha**<br>Tokyo Japanese | 10204<br>4900<br>15353 | <br><br>NK | **1961** Uraga Dock Co.—Yokosuka<br>498′ 9″ 68′ 6″ 27′ 5¾″<br>427′ 5″ 68′ 3″ 37′ 11″<br>P104′ B29′ F39′ 1 dk<br>RW | M Ore Carrier<br>5 Ho<br>G.545292<br>5 Ha (36½′, 42′, 42′, 42′, 42′×26½′)<br>10W Der 4(7) 6(5) | Oil 2SA 6Cy. 680×1250 mm<br>6600bhp<br>Uraga Dock Co.<br>2×200kW 440V a.c. |
| 504470<br>PDDG<br><br>Df Esd<br>Gc Rdr<br>RT | **BINTANG**<br><br>**N.V. Stoomv. Maats. "Nederland"**<br>Amsterdam Netherland | 8273<br>4966<br>9112 | <br><br>BV | **1950** Nederl. Dok & Schps.—Ams<br>462′ 0″ 59′ 2″ 27′ 7½″<br>59′ 0″<br>P61′ F47′ 2 dks | M Ref<br><br>G.571680 B.532410 In.20900<br>6 Ha (34½′, 35′, 35′, 30½′, 30½′×20′) (13½′×15′)<br>18W Der 1(30) 4(5–10) 4(5) 10(3–5) | Oil 2DA 6Cy. 720×1200 mm<br>6400bhp<br>Nederl. Dok Maats. |
| 504471<br>OZMQ<br><br>Df Esd<br>Rdr | **BINTANG**<br>exNavitas-46<br>**A/S Det Østasiatiske Kompagni**<br>Copenhagen Danish | 2315<br>1176<br>3100 | ~~✠100A4~~ ~~SS 3/65~~<br>~~✠LMC~~<br>TO BE BROKEN UP ~~EL†~~ | **1943**–3 Burmeister & Wain—Cpn<br>283′ 4″ 42′ 6″ 19′ 5″<br>265′ 0″ 42′ 5″ 21′ 10″<br>Q84′ B32′ F31′ 1 dk<br>RW 4BH<br>WB812t incl. Dkm160t | M Mchy.aft<br>2 Ho<br>G.156380 B.144250<br>2 Ha (each 56½′×19′)<br>8W Der 1(30) | Oil 4SA 6Cy. 550×995 mm<br>950bhp<br>Burmeister & Wain<br>db 71lb |
| 525003<br>9MTU<br>196491 | **BINTANG MAS**<br>exNew Coronation-67<br>**Tay Seok Gong**<br>Penang Malaysian | 201<br>95<br>188 | | **1954** Cheng Tua Chye—Sng<br>*105·4′* 25′ 6″ 2′ 5″<br>… … …<br>1 dk<br>rf nil | Wood M<br>2 Ho 30′, 16′<br><br>2 Ha (30′×12′) (16′×10′)<br>Der 1(½) 2(½) | Oil 4SA 6Cy. 280×305 mm<br>375bhp<br>Ruston & Hornsby<br>1×220/230V d.c. |
| 526838<br>HOXL<br><br>Gc | **BINTANG PERMINA**<br>exPacific Star-65<br>**Cia. de Nav. Sofia S.A.**<br>Panama Panamanian | 582<br>41<br>— | <br><br>AB | **1944** Marietta Mfg Co.—Point Pleasant<br>*142·2′* 33′ 3″ 16′ 3½″<br>141′ 0″ 33′ 0″ 18′ 10″<br>1 dk | S Tug | Unaflow 3Cy. 24½″×24″<br>1200ihp<br>Skinner Engine Co. |
| 504474<br>SIRT<br>8733<br>Df Esd<br>Gc Rdr<br>RT | **BIO-BIO**<br><br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish | 7269<br>4227<br>7895 | **✠100A1** SS 6/65<br>with fbd DTm—veg. oil<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL b† | **1945**–11 Kockums M/V A/B—Mmo<br>445′ 0″ 57′ 1″ 26′ 2½″<br>418′ 0″ 57′ 0″ 37′ 8″<br>F87′ 3 dks<br>7BH<br>WB2650t incl. Tunnel tanks 315t DTm760t | TM Ref<br><br>G.425000 B.405000 In.95570<br>4 Ha (25½′, 30½′, 28′, 25½′×18′) | 2 Oil 2SA each 6Cy. 680×1250 mm<br>6540bhp<br>Kockums M/V A/B<br>db 100lb |
| 504475 | **BIO-BIO**<br>exEmpire Goblin-48<br>**Cia. Argentina de Nav. Angel Gardella Ltda.**<br>Buenos Aires Argentine | *277*<br>—<br>— | ✠Classed LR until 3/50 | **1942**–6 Cochrane & Sons Ltd.—Sel<br>111′ 8″ 26′ 7″<br>… … … | S Tug | T 3Cy. 15″ 25″ & 42″×27″<br><br>Amos & Smith Ltd. |
| 672143 | **BIO-BIO**<br><br>**Cia. Mar. de Punta Arenas**<br>Punta Arenas Chilean | 20<br>12<br>— | 100A–<br>for restricted service<br>Class contemplated | Ast. Martec—Coquimbo<br>39′ 5″ 13′ 2″ 4′ 9″<br>37′ 0″ 13′ 0″ 7′ 3″ | M Launch | Oil 2SA 6Cy. 4½″×5″<br>Emade—refitted<br>General Motors Corp. |
| 504476<br>YTDQ<br><br>Df Esd<br>RTm | **BIOGRAD**<br>exElectra-60 exEstetal-57<br>**Slobodna Plovidba**<br>Sibenik Yugoslav | 480<br>210<br>588<br>785<br>516<br>1191 | <br><br>JR<br><br>BROKEN UP | **1952** A.G. "Weser" Werk Seebeck—Bhn<br>187′ 0″ 29′ 6″ 11′ 2¾″/15′ 10½″<br>29′ 4″<br>1 dk & S dk<br>RW | M OSD/CSD<br>1 Ho 98¾′<br><br>2 Ha (34¾′, 33′×16½′)<br>Der 4(3) | Oil 4SA 6Cy. 320×480 mm<br>800bhp NE60<br>Motorenw. Mannheim<br>3×18, 18, 5kW 220V d.c. |

| | | | | | | |
|---|---|---|---|---|---|---|
| 504481<br>GWQN<br>300197<br>Df Esd<br>Gc Rdr | **BIRCHBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow British | T.Mk<br>6162<br>3479<br>10324<br>8348<br>4866<br>12120 | ✠100A1 SS 5/66<br>DTa—vegetable oil<br>✠LMC<br>MN960 EL d†2$\frac{3}{16}$″SQ | 1958–5 Wm. Doxford & Sons (S.B.) Ltd. —Sld<br>487′ 7″ 62′ 3″ 26′ 2″/28′ 10¾″<br>451′ 1″ 62′ 0″ 38′ 6″<br>F41′ 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6″ WB3144t incl. DTa 1435t | M<br>5 Ho 54¾′, 62¼′, 59′, 50′, 81′, 31′ DT, 31′ DT<br>G.645280 B.585600<br>3 Ha (stl) (29¼′, 32½′, 25′×22′)<br>1 Ha (w) (12½′×22′)<br>2 Ha (stl) (30′, 30′×22′)<br>14W Der 1(25) 4(10) 10(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp 1100t (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB (1 o.f 1 ex.g) 120℔<br>4×175, 175, 175, 20kW 220V d.c. 14k |
| 504482<br>132590 | **BIRCHBRANCH**<br>exD. M. Hopper Barge No. 4–49<br>exHopper Barge No. 4–34<br>exForemost 19<br>exP.L.A. Hopper No. 11<br>**Branch Lines Ltd.**<br>Sorel Canadian | 619<br>405<br>600 | ✠Classed LR until 2/29 | 1911–8 Ferguson Bros.—P.Gl<br>*174·0′* 32′ 1″<br>… … …<br>F18′ 1 dk<br>R conv hopper barge — | S Tanker<br>4 Ta<br>L.25447 | T 3Cy. 15½″ 25½″ & 42″×27″<br>136t (c)<br>Ferguson Bros. P.Gl |
| 504483<br>GPSK<br>180873<br>Pfd Rdr<br>RT | **BIRCHOL**<br>**Secretary of State for Defence**<br>London British | 1440<br>483<br>1638 | ✠100A1 SS 3/63<br>oil tanker<br>✠LMC<br>EL (o) 1½″SQ<br>**SURVEYS OVERDUE—CLASS SUSPENDED 5/68** | 1946–6 Lobnitz & Co. Ltd.—Rnf<br>231′ 4″ 38′ 2″ 15′ 8½″<br>218′ 0″ 38′ 0″ 17′ 0″<br>P82′ F43′ 1 dk<br>RW 12BH<br>WB291t incl. DTf100t | S Tanker Mchy.aft<br>L.45800 HeCls.BC | T 3Cy. 13½″ 23″ & 36″×18″<br>1140ihp 239t (o.f)–18pd<br>Lobnitz & Co. Ltd. Rnf<br>2 SB 250℔ hs(3754) 4cf 10½k |
| 504485<br>191315<br>RTm | **BIRD OF PARADISE**<br>**Government of Trinidad**<br>Port of Spain British | 1268<br>639<br>697 | ✠100A1 SS 4/68 ~~SS 7/64~~<br>for ferry purposes between Trinidad & Windward Islands<br>✠LMC<br>MN310 EL m1¼″SQ | 1960–1 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>198′ 9″ 36′ 7″ 10′ 0½″<br>183′ 1″ 36′ 6″ 21′ 3″<br>1 dk & S dk<br>RW NS Coll BH to S dk 7 to 2nd dk<br>rf 6″ WB271t incl. DTa157t | TM Ferry (340P) Ref OSD<br>1 Ho 22′<br>In.857<br>1 Ha (stl) (12′×12′)<br>Der 1(2½) | 2 Oil 2SA each 8Cy. 10½″×13½″<br>1550bhp (d.o)<br>Crossley Bros. Ltd. Mch<br>3×60kW 220V d.c. |
| 504486<br>GJPY<br>180746<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIRDWOOD**<br>**Wm. France, Fenwick & Co. Ltd.**<br>London British<br>Now **SAN JAVIER** (No. 504486) in the Register | 2876<br>1566<br>4250 | ✠100A1 SS 4/64<br>✠LMC<br>MN482 EL t | 1945–10 S. P. Austin & Son Ltd.—Sld<br>328′ 6″ 44′ 6″ 19′ 10½″<br>312′ 0″ 44′ 3″ 22′ 1″<br>Q188′ F30′ 1 dk<br>RW NS 5BH<br>WB385t incl. DTm159t | M Mchy.aft<br>G.205500 B.192000<br>1W | Oil 4SA 9Cy. 17″×18″ with flexible coupling & reverse reduction gear<br>2410bhp ✠NE5/59<br>Ruston & Hornsby Lcn<br>✠ndb 5/59–100℔ hs(3664) 6cf 9½k |
| 504488<br>SEPA<br>6189<br>Rdr<br>RTm/v | **BIRGER**<br>exEsbjörn<br>**Göteborgs Bogserings- & Bärgnings A/B**<br>Gothenburg Swedish | 123<br>—<br>— | ✠100A1 SS 6/66<br>tug<br>Str. nav. ice<br>✠LMC<br>MN112 EL (a) | 1919–10 P. Larsson—Thorskog<br>83′ 11″ 21′ 8″ 10′ 0″<br>80′ 0″ 21′ 6″ 12′ 0″<br>R 4BH<br>BK6″ WB31t incl. DTa8t | M Tug | Oil 4SA 7Cy. 320×380 mm sr geared<br>560bhp ✠NEmade42refitted52 (d.o)<br>Ruston & Hornsby Lcn<br>2×175, 15kW 110V d.c.<br>Controllable pitch propeller |
| 504489<br>SKRA<br>9425<br>Df Esd<br>Gc Rdr<br>RTm/v | **BIRGER JARL**<br>**Stockholms Rederi A/B Svea**<br>Curt Högberg<br>Stockholm Swedish | *3236*<br>*1547*<br>850 | ✠100A1 SS 4/65<br>Str. nav. ice<br>✠LMC<br>MN504 EL t | 1953–6 A/B Finnboda Varf—Skm<br>304′ 0″ 46′ 10″ 16′ 1″<br>277′ 6″ 46′ 7″ 25′ 6″<br>F83′ 2 dks, 3rd dk in way of No. 2 hold<br>RW 5BH to U dk 1 to 2nd dk<br>WB280t | S (918P)<br>1 Ho 54¾′<br>G.16800 B.15000<br>1 Ha (stl) (19¾″×9½′)<br>Der 2(5) | Q 4Cy. 18¾″ 26¾″ 30$\frac{11}{16}$″ & 53⅛″×43$\frac{15}{16}$″ with turbo compressor<br>2800ihp 189t (o.f)<br>Helsingör Skibs. & Msk. Hsg<br>2WTB 327℔ Spt 300℔ hs8224<br>2×220kW 230V d.c. 15k |
| 662052<br>OUID<br>Esd | **BIRGER WERNERFELT**<br>**Børge W. Wernerfelt**<br>Hirshals Danish | 175<br>73<br>— | BV | 1966 Rosslauer Schiffs.—Rosslau<br>110′ 2″<br>96′ 11″ 21′ 8″ 10′ 10″ | M Trawler Mchy.aft<br>3 Ha (4′, 4′×3′) (4½′×4½′)<br>Der 1(½) | Oil 4SA 6Cy. 250×300 mm<br>800bhp<br>Nydqvist & Holm A/B Thn<br>11k |
| 507161<br>DAEH<br>10292<br>Df Esd<br>RT | **BIRGIT**<br>exChrista Jürgens–66<br>**Klaus Merkens**<br>Hamburg W. German | 212<br>138<br>350 | GL | 1961 Schiffsw. H. Rancke—Ham<br>121′ 5″ 24′ 0″ 8′ 4¼″<br>113′ 2″ 23′ 8½″ 9′ 0″<br>P30′ F16′ 1 dk | M<br>G.16550 B.14599<br>1 Ha (52½′×16½′) | Oil 4SA 6Cy. 220×280 mm<br>230bhp<br>Klöckner-Humboldt-Deutz Kln<br>8½k |
| 680037<br>OVRX<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BIRGIT DANIA**<br>**Partrederiet af 2.12.1965**<br>Riis Shipping<br>Copenhagen Danish | ~~299~~ 300<br>~~175~~ 175<br>825 | NV | 1967 Båtservice Verft A/S—Mandal<br>180′ 5″ 30′ 7″ ~~11′ 5½″~~ 11′ 6″<br>164′ 1″ 30′ 6″ 11′ 8″<br>P36′ B31′ F20′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 118′<br>G.54180 B.48566<br>2 Ha (stl) (41½′, 43½′×19¾′)<br>2W Der 2(5) | Oil 2SA 7Cy. 240×400 mm<br>565bhp 40t (d.o)<br>Alpha-Diesel A/S Fkn<br>2×25kW 220V 50c/s a.c.<br>Controllable pitch propeller 10k |
| 521959<br>OZDT<br>Df Esd | **BIRGIT LAU**<br>exManø–66 exTernen–56<br>exGröben–49<br>~~Aage Laursen~~ **Fru Vera Laursen**<br>Frederikshavn Danish | 123<br>65<br>160 | BV | 1906 C. Cassens—Emd<br>*87·3′* 21′ 5″ 10′ 5″<br>… … …<br>R len 35 | Aux Lr | Oil 2SA 4Cy. 200×340 mm<br>NE61<br>Alpha-Diesel A/S Fkn |
| 504492<br>DIPK<br>9814<br>Df Esd<br>Rdr<br>RTm | **BIRGIT MÜLLER**<br>exHornsriff–60<br>~~Otto A. Müller~~<br>~~Hamburg~~ ~~W. German~~ | 499<br>325<br>803 | ~~GL~~ | 1957 J. J. Sietas Schiffsw.—Ham<br>*181·4′* 29′ 4″ 10′ 6½″<br>29′ 2½″ 12′ 6″<br>P42′ B32′ F17′ 1 dk<br>RW len 58 & 61<br>rf nil | M Mchy.aft<br>1 Ho 126¼′<br>G.33000 B.31000<br>2 Ha (each 50½′×19¼′)<br>3W Der 4(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp 20¾t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>1×10kW 110V d.c. 9½k |
| 504493<br>SLOR<br>10137<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BIRGIT RAGNE**<br>**Rederi A/B Ragne**<br>~~Lennart Nilsson~~F. Lennart Nilsson<br>Västervik Swedish | 2868<br>1318<br>4477<br>4474<br>2356<br>5807 | ✠100A1 SS 3/65<br>DTm—oil FP above 150° F. or vegetable oil<br>Ice Class 2<br>✠LMC<br>✠Lloyd's RMC<br>MN810 EL x1$\frac{13}{16}$″SQ | 1961–3 A/B Ekensbergs Varv.—Skm<br>374′ 0″ 50′ 11″ 20′ 4½″/23′ 7″<br>345′ 11″ 50′ 6″ 32′ 1″<br>F33′ 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 3″ DKfwd WB1353t incl. DTm364t DTf84t | M (4P) Ref OSD/CSD Mchy.aft<br>4 Ho 41′, 41½′ comb., 64¼′, 41¼′<br>G.297750 B.276400 In.26300<br>4 Ha (stl) (32¼′ 32¼′, 50½′, 32¼′×22′)<br>8W Cr 3(5) Der 1(30) 2(7½) 6(5) | Oil 2SA 7Cy. 500×1100 mm<br>4050bhp 654t (hvf)<br>Burmeister & Wain Cpn<br>AuxB 100℔<br>3×250, 250, 208kW 440V 60c/s a.c.<br>Controllable pitch propeller 15k |

|  |  | T.Mk |  |  |  |  |
|---|---|---|---|---|---|---|
| 534501<br>SGOE<br>10293<br>Df Esd<br>Rdr<br>RTm | **BIRGITTA**<br>exSunnanhav–66<br>**Partrederiet för m.s.**<br>**"Birgitta"**<br>Fru Clary Thorden<br>Uddevalla Swedish | 499<br>281<br>1065 | ✠100A1 SS 3/66<br>Ice Class 3<br>✠LMC<br>MN200 EL I 1 1/16"SQ | 1962–6 A/B Falkenbergs Varv—Falkenberg<br>204' 5" 32' 11" 12' 4½"<br>184' 8" 32' 10" 19' 5"<br>1 dk & S dk<br>Coll & mchy. BH to S dk 1 to 2nd dk<br>rf 4" WB213t | M ~~OSD~~ Mchy.aft<br>1 Ho 132½'<br>G.67000 B.60000<br>2 Ha (stl) (each 41¾'×19¾')<br>4W Der 4(3) | Oil 2SA 4Cy. 340×570 mm<br>1000bhp Polar<br>Nydqvist & Holm A/B<br>2×15kW 230V d.c. |
| 528517<br>SHXK<br>7673<br>Df | **BIRGITTA**<br>exPrins Georg–67<br>exBirgitta–38 exBaldur<br>**Ragnar Jacobsen**<br>~~Bø~~en Oslo Swedish | 131<br>88<br>160 | BV | 1920 Frd. Krupp A.G.—Kel<br>102' 1" 20' 2" 9' 6"<br>... ... ...<br>1 dk<br>R | M<br>1 Ho 46'<br>1 Ha (34¾'×11½')<br>Der 1(1) | Oil 2SA 3Cy. 200×340 mm<br>150bhp NE57<br>Alpha-Diesel A/S |
| 652133<br>SEKN<br>10625<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BIRGITTA FERNSTRÖM**<br>**A/B A. K. Fernströms**<br>**Granitindustrier**<br>Eric K. Fernström<br>Karlshamn Swedish | 29308<br>16209<br>50625 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3360 EL u†3¼"SQ | 1965–8 Öresundsvarvet A/B—Lkr<br>725' 6" 101' 3" 39' 4½"<br>689' 2" 101' 0" 51' 0"<br>P103' F88' 1dk<br>11BH<br>rf 2" ~~WB10700t incl. 8082t in clean ballast tanks DTs10140t~~<br>WB8034t incl. 5336t in clean ballast tanks | M Tanker Mchy.aft<br>16 Ta<br>L.2034000 | Oil 2SA 8Cy. 850×1700 mm<br>16800bhp<br>A/B Götaverken<br>2AuxB 178lb<br>5×500, 500, 500, 500, 375kW 450V 60c/s a.c. |
| 513496<br>OZJG<br><br>RTm/v | **BIRGITTE CORD**<br>exGrane–64<br>**Concord Line A/S**<br>J. D. Lauritzen<br>Copenhagen Danish<br>For later particulars see New Entries No. 12 | 10690<br>6111<br>15350 | NV | 1958 A.G. "Weser"—Bmn<br>521' 8" 65' 5" 30' 4½"<br>485' 0" 63' 3" 41' 6"<br>2 dks<br>RW<br>rf 3" | M (2P)<br>5 Ho 67½', 75½', 77', 71¼', 73¾'<br>G.805000 B.747000<br>5 Ha (stl) (33¾', 43¼', 43¼', 38¼', 38½'×23')<br>Der 10(5) | Oil 2SA 5Cy. 740×1600 mm<br>6950bhp B&W<br>Frd. Krupp A.G.<br>3×230kW 450V 60c/s a.c. |
| 504496<br>OYED<br><br>Df Esd<br>Gc Rdr<br>RTm | **BIRGITTE SKOU**<br>**Ove Skou Rederi A/S**<br>Ove Skou<br>Copenhagen Danish | 5133<br>2830<br>6600<br>7178<br>4164<br>9250 | ✠100A1 SS 7/65<br>tunnel side tanks—<br>vegetable oil<br>Ice Class 3<br>✠LMC<br>MN1260 EL b†2 1/16"SQ | 1960–7 Kieler Howaldtswerke A.G.—Kel<br>453' 0" 59' 4" 23' 7"/28' 0½"<br>414' 5" 59' 0½" 35' 7"<br>P76' F95' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4" WB1354t incl. Tunnel tanks 255t | M (12P) OSD/CSD<br>5 Ho 47½', 65½', 57½', 73½', 52'<br>5 Ha (stl) (29½', 40½', 35½', 43', 28½'×20½')<br>Der 1(30) 1(25) 2(10) 14(5) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp MAN<br>Kieler Howaldtswerke A.G.<br>2AuxB (1 o.f. 1 ex.g) 100lb<br>3×250kW 440V 60c/s a.c. |
| 672716<br>LMXT<br><br>Df Esd<br>Rdr RTh | **BIRGO**<br>**Sameiet Birgo**<br>Lykkes Rederi A/S<br>Trondheim Norwegian | 296<br>175<br>865 | NV | 1967 Örens M/V—Tdh<br>186' 1" ~~44' 6"~~ 11' 6¾"<br>169' 9" 30' 6"<br>1 dk & S dk<br>rf nil | M OSD Mchy.aft<br>1 Ho 123½'<br>G.58000 B.52500<br>2 Ha (stl) (each 43¾'×19¾')<br>2W Der 2(2½) | Oil 4SA 6Cy. 250×300 mm<br>850bhp<br>A/S Bergens M/V<br>2×20kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| 504498<br>LAZZ<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **BIRI**<br>**A/S Ganger Rolf**<br>Fred Olsen & Co.<br>Oslo Norwegian | 500<br>232<br>859 | NV | 1957 Ottensener Eisenwerk—Ham<br>216' 2" 32' 7" 12' 0½"<br>191' 11" 31' 2" 19' 1"<br>P56' B56' F38' 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 119½'<br>G.67170 B.60410<br>2 Ha (60', 30½'×18½')<br>6W Der 4(5) 2(3) | Oil 4SA 6Cy. 385×580 mm<br>1280bhp<br>Masch. Kiel A.G.<br>2×50, 26kW 220V d.c. |
| 504499<br>9GTE<br>316507<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BIRIM RIVER**<br>**Black Star Line Ltd.**<br>Takoradi Ghanaian | T.Mk<br>4903<br>2782<br>—<br>7354<br>4661<br>— | ✠100A1 SS 2/66<br>✠LMC<br>✠Lloyd's RMC<br>MN900 EL b†2 1/16"SQ | 1962–3 N.V. Kon. Maats. "De Schelde"—Fls<br>460' 11" 60' 3" ~~28' 3½"/27' 6½"~~ — /27' 6¼"<br>410' 1" 60' 0½" 35' 9"<br>P25' F45' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf nil WB1978t incl. Tunnel tanks 692t | M (12P) Ref ~~OSD/CSD~~<br>5 Ho 50½', 73½', 44½', 66½', 51½'<br>In.28095<br>5 Ha (stl) (19½'×20½') (49', 30½' 41½'×22½') (24½'×26½')<br>Der 1(40) 4(15) 8(10) 4(5) | Oil 2SA 5Cy. 680×1250 mm<br>4500bhp Sulzer<br>N.V. Kon. Maats. "De Schelde"<br>AuxB 100lb |
| 660354<br>LFEW<br><br>Df Esd<br>h- Rdr<br><br>Gc h- | **BIRK**<br>**Skibs A/S Hassel, Skibs A/S**<br>**Storli, Skibs A/S**<br>**Oljetransport, Stener L.**<br>**Müllers Rederi A/S &**<br>**Rasmus F. Olsens Rederi**<br>**S**<br>riet Odfjell<br>Norwegian | 9428<br>5339<br>14200 | NV | 1966 A/S Akers M/V–Osl<br>490' 3" 64' 1" 29' 7½"<br>465' 4" 64' 0" 38' 10"<br>1 dk | M Tanker Mchy.aft<br>26 Ta | Oil 2SA 5Cy. 740×1600 mm<br>8200bhp B&W<br>A/S Akers M/V |
| 504474<br>SIRT<br>8733<br>Df Esd<br>Gc Rdr<br>RT | **BIO-BIO**<br>**Rederi A/B Nordstj**<br>A. A. Johnson<br>Stockholm Swed | 224<br>127<br>318 | BV | 1955 H. C. Christensens Staal. af 1949—Marstal<br>138' 8" 21' 4" 9' 0"<br>100' 0" 21' 3" 9' 8"<br>P32' F21' 1 dk<br>RW len 58 & 64<br>rf 2" BK4" | M Mchy.aft<br>1 Ho 82½'<br>G.10700<br>2 Ha (30½', 36½'×13½')<br>2W Der 2(2) | Oil 4SA 3Cy. 290×410 mm<br>210bhp<br>A/S Vølund<br>2×18kW 24V d.c. |
| 504475 | **BIO-BIO**<br>exEmpire Goblin–48<br>**Cia. Argentina de Nav. Angel**<br>**Gardella Ltda.**<br>Buenos Aires Argentine | *277*<br>—<br>— | ✠Classe<br>SS 6/66 | 1950–5 Smith's Dock Co. Ltd.—Mdb<br>158' 10" 27' 7" 14' 0½"<br>144' 5" 27' 6" 15' 5" | M Fishing Mchy.aft | Oil 2SA 8Cy. 280×420 mm<br>1200bhp ✠NE66<br>Wichmann Mtrf.<br>2×30, 19kW 220V a.c. |
| 672143 | **BIO-BIO**<br>**Cia. Mar. de Punta Arenas**<br>Punta Arenas Chilean | 20<br>12<br>— | 100A–<br>for restricted service<br>Class contemplated | 1 dk<br>3W 6BH conv whaler 66<br>37' 0" WB90t |  |  |
| 504476<br>YTDQ<br><br>Df Esd<br>RTm | **BIOGRAD**<br>exElectra–60 exEstetal–57<br>**Slobodna Plovidba**<br>Sibenik Yugoslav | 480<br>210<br>588<br>785<br>516<br>1191 | JR<br>BROKEN UP | "Weser"—Bmn<br>1952 A.G. "Weser" 6"<br>187' 0" 29' 6" 11' 2¾"/1<br>29' 4"<br>1 dk & S dk<br>RW | M Ref CSD Mchy.aft<br>5 Ho 29½', 45½', 80', 80', 65½'<br>G.721650 B.662350 In.8193<br>5 Ha (stl) (23', 34½', 59', 59', 43½'×21½')<br>24W Cr 2(5) Der 1(150) 8(10) 2(5) | Oil 2SA 7Cy. 780×1550 mm<br>11200bhp<br>Masch. Augsburg-Nürnberg<br>3×280kW 380V 50c/s a.c. |

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|---|---|---|---|---|---|---|---|
| 504503<br>DLBQ<br>Df Esd<br>Gc Rdr<br>RTv | **BIRKENSTEIN**<br>**Norddeutscher Lloyd**<br>Bremen W. German | 5854<br>3199<br>~~7824~~ | | GL | **1955** Bremer Vulkan—Vgk<br>498′ 1″ 60′ 6″ 24′ 11″<br>456′ 1″ 60′ 4″ 37′ 3″<br>B80′ F59′ 2 dks & S dk<br>RW | M (5P) Ref OSD<br>5 Ho 46′, 74¼′, 71′, 71′, 81¼′<br>G.557474 B.503433 In.10643<br>5 Ha (stl) (16½′×14¾′) (39¼′, 49¼′, 49¼′, 39¼′×18½′)<br>18W Der 1(50) 8(5–10) 10(3–5) 2(1) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp 1270t (hvf)<br>Bremer Vulkan Vgk<br>4×200, 200, 200, 30kW 220V d.c. 17½k |
| 504504<br>MQGP<br>168727<br>RTv | **BIRKET**<br>exM.O.W.T. 7–46<br>**Mersey Docks & Harbour Board**<br>Liverpool British | 777<br>310<br>210 | **✠A1**<br>crane ship<br>**✠LMC** | TD 12/66<br>EL (n) | **1942–8** Fleming & Ferguson Ltd.—Psy<br>179′ 10″ 59′ 0″ 8′ 6″<br>173′ 0″ 57′ 0″ 12′ 6″<br>R 4BH<br>rf 12″ BK8″ | TS Crane Ship Mchy.aft<br>1W Cr 1(60) | C 4Cy. (2) 17″ & (2) 34″×24″<br>800ihp 45t (of)<br>Fleming & Ferguson Ltd. Psy<br>✠2NSBmade59refitted5/63–125lb hs(2566) 4cf ND<br>1×15kW 220V d.c. 9½k |
| 504505<br>OXIO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIRKHOLM**<br>**Det forenede Dampskibs-Selskab A/S**<br>Copenhagen Danish<br>Now **SULU SEA** See New Entries No. 2 | **1774**<br>890<br>2905 | **✠100A1**<br>**with freeboard**<br>**Str. nav. ice**<br>**✠LMC**<br>**MN400** | SS 6/65<br>EL s | **1950–11** Helsingör Skibs & Msk.—Hsg<br>303′ 2″ 43′ 11″ 19′ 5″<br>275′ 7″ 43′ 7″ 27′ 10″<br>1 dk & S dk<br>Coll BH to S dk 5 to 2nd dk<br>rf 3″ WB569t | M (4P) Ref OSD<br>4 Ho 44¼′, 58¼′, 46′, 44¼′<br>G.168450 B.154930<br>4 Ha (29¼′, 29¼′, 27′, 22½′×16½′)<br>8W Der 10(3) | Oil 2SA 6Cy. 500×900 mm<br>2000bhp 260t (d.o)<br>Helsingör Skibs & Msk. Hsg<br>db 100lb<br>3×80kW 220V d.c. 13k |
| 671314<br>LLRK<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BIRKNES**<br>**A/S Kristian Jebsens Rederi**<br>Bergen Norwegian | **12456**<br>6279<br>23396 | | NV | **1967** Lithgows Ltd.—P.Gl<br>521′ 10″ 71′ 4″ ~~29′ 6″~~ 29′ 6¼″<br>490′ 0″ 71′ 3″ 41′ 0″<br>P95′ F34′ 1 dk | M Bulk Carrier (2P) Mchy.aft<br>5 Ho 67½′, 74¼′, 74¼′, 74¼′, 74¼′<br>G.843038 B.828116<br>5 Ha (stl) (47¼′×30′) (55′, 55′, 55′, 55′×35′)<br>5W Der 5(7) | Oil 2SA 6Cy. 620×1400 mm<br>6550bhp B&W 1409t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>3×256kW 440V 60c/s a.c. 14¾k |
| 504507<br>SPDI<br>Df Esd<br>RT | **BIRKUT**<br>**Polish Government**<br>Morski Instytut Rybacki<br>Gdynia Polish | **159**<br>47<br>— | | PR | **1952** Stocznia Polnocna—Gdk<br>106′ 10″ 22′ 2″<br>11′ 1″ | M Fishery Research Ship | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Buckau Wolf Mgd<br>4×66, 18, 10, 3¼kW 115/330V d.c. 9k |
| 672274<br>Df Esd<br>Gc Rdr | **BIRMA**<br>**U.S.S.R.**<br>Russian | **658**<br>280<br>450 | | | **1954** Stocznia Gdanska—Gdk<br>*185·7′* 29′ 8″ 13′ 11″<br>29′ 6½″ 16′ 3″ | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp |
| 504508<br>WG4197<br>269455<br>Rdr<br>RTm | **BIRMINGHAM**<br>**Coyle Lines Inc.**<br>Wilmington, Del United States | 257<br>118<br>— | | | **1955** Arnold V. Walker Shpyd—Pascagoula<br>*77·9′* 33′ 0″<br>… … … | TM Tug | 2 Oil 2SA each 4Cy. 8½″×10″<br>1170bhp (d.o)<br>Fairbanks, Morse & Co. Beloit<br>2×60kW 110/220V 60c/s a.c. |
| 542645<br>DNDY<br>Esd<br>RTm | **BIRTE FLINT**<br>**Adolf Flint Reederei**<br>Hamburg W. German | **299**<br>178<br>490 | | GL | **1963** Norderwerft Köser & Meyer—Ham<br>154′ 7″ 28′ 0″ 8′ 10½″<br>142′ 10″ 27′ 10″ 9′ 2″<br>P44′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 88½′<br>G.22647 B.20617<br>1 Ha (69½′×18′)<br>2W Cr 2(2) | Oil 4SA 6Cy. 220×280 mm<br>300bhp 12¼t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>1×24kW 220V<br>Thw. thrust propeller aft 10k |
| 504512<br>DGBN<br>253<br>Df Esd<br>Gc Rdr<br>RTm/v | **BIRTE HUGO STINNES**<br>**Hugo Stinnes Industrie u. Handel G.m.b.H.**<br>Hugo Stinnes Transozean Schiff. G.m.b.H.<br>Kiel W. German | **8576**<br>4859<br>11269 | | GL | **1953** Nordseewerke Emden—Emd<br>*465·7′* 61′ 4″ 28′ 4¼″<br>492′ 10″ 61′ 0″ 37′ 9″<br>F45′ H89′ 2 dks<br>RW<br>rf nil | M (8P) CSD<br>5 Ho 50¼′, 80′, 54½′, 75¾′, 63′<br>G.594269 B.535957<br>5 Ha (stl) (29¾′, 52½′, 31½′, 42′, 28¾′×28′)<br>16W Der 2(30) 2(5) 12(3–5) | 2 Oil 2SA each 8Cy. 520×700 mm geared to sc. shaft<br>6400bhp 985t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>4×180, 180, 180, 100kW 230V d.c. 15k |
| 520664<br>DHGT<br>Df Esd | **BIRTE O**<br>exLeopard–65<br>**Arnold Okelmann**<br>Hamburg W. German | **340**<br>181<br>517 | | GL | **1950** Rickmers Werft—Bhn<br>*137·8′* 25′ 0″ 10′ 7½″<br>12′ 0″<br>P29′ F20′ 1 dk<br>RW len 51 | M Mchy.aft<br>G.25239 B.23827<br>2 Ha | Oil 4SA 6Cy. 270×360 mm<br>250bhp<br>Klöckner-Humboldt-Deutz Kln |
| 504513<br>DGVX<br>9868<br>Df Esd<br>Gc Rdr | **BIRTE OLDENDORFF** T.Mk<br>exMontania–62<br>**Egon Oldendorff**<br>Hamburg W. German | **8254**<br>4877<br>12800<br>**10664**<br>6858<br>15480 | **✠Classed LR until 2/62** | GL | **1957–8** Blohm & Voss A.G.—Ham<br>526′ 8″ 65′ 11″ 26′ 5″/29′ 10″<br>492′ 3″ 65′ 7½″ 39′ 8″<br>P102′ B98′ F46′ 1 dk & S dk<br>RW<br>rf nil | M Ore Carrier ~~OSD/CSD~~ Mchy.aft<br>G.722757 B.670631<br>6 Ha<br>12W Der 1(30) 1(20) 12(5) | Oil 2SA 8Cy. 700×1200 mm<br>6650bhp MAN 1078t<br>Blohm & Voss A.G. Ham<br>14½k |
| 652398<br>OWWM<br>Df Esd<br>Rdr<br>RTm/h/v | **BIRTHE ANDREASEN**<br>~~**Holger Andreasen**~~<br>~~Copenhagen~~ ~~**Danish**~~<br>**Transport Commission-Tasmania**<br>British | **499**<br>263<br>1050 | | GL | **1965** J. J. Sietas Schiffsw.—Ham<br>203′ 0″<br>181′ 0″ 33′ 0″ 20′ 0″<br>P44′ B44′ F26′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 126¼′<br>G.69100 B.63300<br>2 Ha (63¼′ comb., 34¼′×21′)<br>3W Der 3(3) | Oil 2SA 8Cy. 240×400 mm<br>680bhp 60t (d.o)<br>Alpha-Diesel A/S Fkn<br>3×60, 60, 20kW 380V 50c/s a.c.<br>Controllable pitch propeller 11k |
| 652054<br>DNKE<br>Esd Rdr<br>RTv | **BIRTHE ESSBERGER**<br>**John T. Essberger**<br>Hamburg W. German | **999**<br>509<br>1496 | | GL | **1965** J. G. Hitzler—Lauenburg<br>221′ 6″ 35′ 3″ 15′ 3″<br>203′ 5″ 35′ 1″ 15′ 5″<br>P60′ Q45′ B71′ F32′ 1 dk | M Tanker Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1320bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×60kW 400V 50c/s a.c. 12k |

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| 671179<br>OVOA<br><br>Df Esd<br>Rdr RT | **BIRTHE RIISE**<br><br>**Rederiet Birthe Riise I/S**<br>Mortensen & Lange<br>Copenhagen Danish | 299<br>188<br>~~480~~<br>490 | | <br><br>BV | 1967 Martin Jansen—Leer<br>147' 6" 24' 11" ~~9' 0"~~ 10' 1"<br>134' 6" 24' 7" 10' 2"<br>1 dk | M Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br>340bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| 519036<br>OXJJ<br><br>Df Esd<br>Rdr<br>RTm/v | **BIRTHE SCAN**<br>exKnudsholm-66<br>**Coast Tramp**<br>Blæsbjerg & Co.<br>Århus Danish | 699<br>273<br>1110<br>1158<br>699<br>1560 | | <br><br>BV | 1959 N.V. Scheeps. "Westerbroek"—<br>Westerbroek<br>241' 1" 33' 10" 12' 6¾"/15' 0"<br>220' 2" 33' 6"<br>P55' F28' 1 dk & S dk<br>RW<br>rf nil | M OSD/CSD Mchy.aft<br>1 Ho 131½'<br>G.82700 B.75970<br>3 Ha (stl) (each 31½'×18½')<br>6W Der 1(15) 6(3–5) | Oil 4SA 6Cy. 385×580 mm<br>1150bhp<br>Masch. Kiel A.G.<br>3×55kW 220V d.c. |
| 504515<br>OZFS<br><br>Df Gc<br>Pfd Rdr<br>RTv | **BIRTHE THOLSTRUP**<br><br>**I/S Dansk Flaskegas**<br>**(Brdr. Tholstrup & Co.)**<br>A/S Trans-Kosan<br>Esbjerg Danish | 1044<br>545<br>631 | | <br><br>BV | 1962 Aarhus Flydk. & Msk.—Aar<br>218' 5" 31' 2" 11' 11½"<br>196' 10" 31' 0" 18' 1"<br>F33' 1 dk | M Liquefied Gas Carrier Mchy.aft<br>2 Ta<br>L.53921 | Oil 4SA 8Cy. 320×480 mm<br>950bhp<br>Motorenw. Mannheim |
| 672978<br>UODD<br>M-21998 | **BIRYUL**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 402<br>148<br>442 | | | 1954 ......................Russia<br>151' 11" 26' 3" 10' 8"<br>26' 2" 11' 6"<br>1 dk | M<br>2 Ho<br>G.18576<br>2 Ha (each 18'×10')<br>2W Der 2(3) | Oil 2SA 4Cy. 300×500 mm |
| 660035 | **BIRYUSA**<br><br>**U.S.S.R.**<br>Murmansk Russian | 3743<br>1808<br>— | | | 1965 Schiffswerft Neptun—Ros<br>347' 2" 47' 10" 21' 6"<br>... ... ...<br>2 dks | M | Oil |
| 640447<br>UWMK<br>M-27583 | **BIRYUZA**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 3170<br>1225<br>1425 | | | 1963 ......................Russia<br>278' 6" 46' 0" 18' 9"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57387<br>3 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda |
| 504516<br>JMJQ<br>60057<br>Rdr | **BISAN MARU**<br><br>**Government of Japan**<br>**(Dept. of Railways)**<br>Tokyo Japanese | 1504<br>484<br>— | | | 1947 Harima Zosensho—Aio<br>250' 9" 43' 5" 11' 6"<br>236' 3" 43' 3" 16' 5"<br>2 dks<br>RW | TS Train Ferry<br>2 Ho<br>G.11578 B.10272 | 2 S Turb dr geared<br>1800shp<br>Ishikawajima Jukogyo<br>2×40kW 230V a.c. |
| 529433<br>DHBO<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BISCAYA**<br>exRichard Kaselowsky-67<br>**Partenreederei m.s.**<br>**"Biscaya"**<br>Rud. A. Oetker<br>Hamburg W. German | 12859<br>7301<br>18120 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1440 | TD 8/66<br><br><br><br>EL i† | 1954–1 Deutsche Werft A.G.—Ham<br>581' 5" 72' 4" 30' 3"<br>540' 0" 72' 0" 37' 10"<br>P124' B33' F68' 1 dk<br>RW 14BH<br>WB369t | M Tanker (6P) Mchy.aft<br>22 Ta<br><br>1 Ha (13½'×17')<br>Der 3(3–5) 1(1) | Oil 2SA 8Cy. 780×1400 mm<br>7200bhp<br>Masch. Augsburg-Nürnberg<br>2AuxB 171lb Spt |
| 504518<br>JWZY<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BISCAYA**<br><br>**D/S I/S Garonne**<br>Fearnley & Eger<br>Oslo Norwegian | 1142<br>459<br>1724 | | <br><br>NV | 1958 T. van Duijvendijk's Schps.—<br>Lekkerkerk<br>258' 0" 39' 6" 14' 8"<br>240' 0" 39' 4½"<br>P73' F43' 1 dk & S dk | M OSD Mchy.aft<br>2 Ho 70', 75'<br>G.117000 B.106250<br>2 Ha (stl) (each 50½'×18')<br>8W Der 4(3–5) 4(3) | Oil 4SA 8Cy. 390×680 mm<br>1600bhp<br>N.V. Werkspoor<br>4×80, 80, 80, 50kW 220V 50c/s a.c. |
| 504519<br>PDDH<br><br>Df Esd<br>Rdr RT | **BISCAYA**<br><br>**N.V. Zeerederij Holland-**<br>**Friesland**<br>Dammers & v.d. Heide's<br>Shipping & Trading Co. Ltd.<br>Rotterdam Netherland | 499<br>307<br>945 | ✠100A1<br><br>✠LMC<br><br>MN130 | SS 8/65<br><br><br><br>EL | 1957–7 N.V. Scheeps. Unie.—Gro<br>202' 9" 30' 7" 11' 6¾"<br>184' 1" 30' 6" 13' 3"<br>P51' F35' 1 dk<br>3BH<br>rf 4" WB440t incl. Dk f35t | M Mchy.aft<br>1 Ho 119'<br>G.40980 B.38010<br><br>3W Der 3(3) | Oil 4SA 6Cy. 330×600 mm<br>650bhp<br>N.V. Werkspoor |
| 504520<br>SIKG<br>10272<br>Df Esd<br>Pfd RT | **BISCAYA**<br><br>**T. G. Kyldahl Partrederi**<br>Bohus Björkö Swedish | 148<br>65<br>— | | <br><br>BV | 1962 Ernst Thälmann—Brandenburg<br>101' 5" 21' 9"<br>21' 7"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht |
| 504521<br>DLBV<br><br>Df Esd<br>Gc Rdr<br>RTv | **BISCHOFSTEIN**<br><br>**Norddeutscher Lloyd**<br>Bremen W. German | 5856<br>3205<br>7824 | | <br><br>GL | 1956 Bremer Vulkan—Vgk<br>498' 1" 60' 6" 24' 11¹⁄₁₆"<br>440' 0" 60' 4" 37' 8"<br>B69' F59' 2 dks & S dk<br>RW | M (5P) Ref OSD<br>5 Ho 46', 74½', 71', 71', 81½'<br>G.557202 B.503207 In.10643<br>5 Ha (stl) (16½'×14½') (39½', 49½',<br>49½', 39½'×18½')<br>18W Der 1(50) 8(5–10) 10(3–5) 2(1) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp<br>Bremer Vulkan<br>4×200, 200, 200, 30kW 220V d.c. |
| 504523<br>JJXY<br>79724 | **BISEI MARU No. 8**<br><br>**Bisei Kaiso K.K.**<br>Tokyo Japanese | 126<br>71<br>— | | | 1957 Uchida Zosen—Ise<br>94·2' 20' 4"<br>20' 2"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 220×360 mm<br>120bhp Emade—fitted 57<br>Nippei Sangyo |

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| 504524<br>7JKA<br>86792 | **BISEI MARU No. 10**<br>**Bisei Kaiso K.K.**<br>Tokyo Japanese | 251<br>138<br>— | | **1960** Azuma Zosen—Yokosuka<br>128′ 3″ 24′ 3″<br>118′ 5″ 23′ 7″ 10′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>250bhp<br>Fuji Seisakusho | 8t<br>Tateyama<br>9½k |
| 671573<br>JCSG<br>98210<br>Df Esd<br>Rdr | **BISHAMON MARU**<br>**H. Nagashima**<br>Heda Japanese | 193<br>63<br>— | | **1966** Miho Zosensho—Shimizu<br>136′ 3″ 21′ 7″<br>112′ 9″ 21′ 6″ 10′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×460 mm<br>900bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| 504525<br>JCYG<br>82651<br>Rdr RT | **BISHO MARU**<br>**Maki Kisen K.K.**<br>Hakata Japanese | 498<br>287<br>866 | | **1959** Imabari Zosen—Imabari<br>174′ 11″ 28′ 0″ 12′ 9″<br>157′ 5″ 27′ 10″ 14′ 2″<br>1 dk | M Mchy.aft<br>1 Ha (72¼′×17′) | Oil 4SA 6Cy. 320×450 mm<br>650bhp<br>Hanshin Nainenki Kogyo | 29t<br>Kob |
| 504526<br>GXZV<br>165468<br>Df Esd<br>Gc Rdr<br>RT | **BISHOPDALE**<br>**Secretary of State for Defence**<br>London British | 8415<br>4811<br>12160 | ✠Classed LR until 11/62 | **1937–6** Lithgows Ltd.—P.Gl<br>481′ 6″ 61′ 8″ 27′ 6½″<br>465′ 1″ 61′ 6″ 34′ 0″<br>P105′ B43′ F46′ 1 dk, 2nd dk clear of cargo tanks<br>R | M Tanker Mchy.aft<br>L.594475 HeCls. BC | Oil 4SA 6Cy. 740×1500 mm<br>2850bhp<br>J. G. Kincaid & Co. Ltd. | 894t–12½pd<br>Grk<br>12k |
| 504527<br>GGMH<br>301133<br>Df Esd<br>Gc Rdr | **BISHOPSGATE**<br>**Bishopsgate Shipping Co. Ltd.**<br>London British | 12718<br>5677<br>18750 | **✠100A1** SS 6/64<br>ore carrier<br>**✠LMC**<br>MN880 EL g†2$\frac{5}{16}$″SQ | **1960–4** Sir J. Laing & Sons Ltd.—Sld<br>525′ 0″ 70′ 3″ 29′ 6½″<br>505′ 0″ 70′ 0″ 41′ 2″<br>P108′ F58′ 1 dk<br>RW 5BH<br>rf 3″ WB15239t | M Ore Carrier (4P) Mchy.aft<br>2 Ho each 168′<br>6 Ha (stl) (40′, 32′, 40′, 40′, 38′, 40′×28′) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp<br>Wm. Doxford & Sons (Eng.) Ltd.<br>2AuxB (1 o.f 1 ex.g) 120℔<br>3×200kW 220V d.c. | (hvf)<br>Sld |
| 504528<br>DIYE<br>Df Esd<br>RT | **BISHORST**<br>**Johannes Mohr**<br>Haseldorf W. German | 373<br>184<br>533 | GL | **1953** Schiffsw. Hugo Peters—Wewelsfleth<br>*160·7′* 26′ 5″ 9′ 6″<br>26′ 3″ 10′ 9″<br>P42′ B41′ F25′ 1 dk<br>RW len 56 | M Ref Mchy.aft<br>1 Ho 100′<br>G.25946 B.24675<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. | 184t<br>Kel<br>9k |
| 504529<br>SMGA<br>9696<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BISKOPSÖ**<br>**Rederi A/B Rex**<br>Salénrederierna A/B<br>Stockholm Swedish | 13685<br>6082<br>~~10300~~<br>20060 | **✠100A1** SS 5/66<br>ore carrier—Sulphuric acid in independent tanks in Nos. 1 & 3 holds<br>Str. nav. ice<br>**✠LMC**<br>MN1440 EL h†2½″SQ | **1956–9** Kockums M/V A/B—Mmo<br>535′ 9″ 70′ 9″ 31′ 9¼″<br>501′ 0″ 70′ 6″ 44′ 3″<br>P91′ F55′ 1 dk<br>6 BH<br>rf 1″ WB9625t incl. Topside tanks 2100t | M Ore/Chemical Carrier Mchy.aft<br>3 Ho each 120′<br>6 Ha (stl) (36′, 48′, 36½′, 48′, 48′ 48′×10½′) | Oil 2SA 8Cy. 780×1400 mm<br>7200bhp<br>Kockums M/V A/B<br>2AuxB 100℔<br>3×245kW 450V d.c. | 2100t (hvf)<br>Mmo<br>15k |
| 504530<br>DIIL<br>Df Esd<br>RTh | **BISMARCKSTEIN**<br>**Helfried Fahje**<br>Otto Fahje & Sohn<br>Hamburg W. German<br>Now **MAREN C** See New Entries No. 7 | 400<br>293<br>620 | GL | **1955** Werft Nobiskrug—Rendsburg<br>166′ 6″ 26′ 5″ 9′ 9¾″<br>26′ 3″ 9′ 6″<br>P34′ F21′ 1 dk<br>R len 57 | M Mchy.aft<br>1 Ho 105′<br>G.31000 B.30000<br>2W Der 3(1½) | Oil 4SA 6Cy. 290×420 mm<br>360bhp<br>Masch. Kiel A.G.<br>1×1kW 24V d.c. | 12t (d.o)<br>Kel<br>9k |
| 504531<br>LAEQ<br>Df Esd<br>Rdr<br>RTm/h/v | **BISMILLAH**<br>**Den Norske Middelhavslinje A/S**<br>Fred. Olsen & Co. & Ole R. Thoresen<br>Oslo Norwegian<br>Now **NANO** See New Entries No. 1 | 1391<br>617<br>1830 | NV | **1950** Akers M/V A/S—Osl<br>277′ 1″ 42′ 1″ 16′ 3″<br>250′ 0″ 41′ 11″<br>1 dk & S dk<br>RW | M (5P) Ref OSD Mchy.aft<br>4 Ho 28¼′, 52½′, 40½′, 38′<br>2 TwD 86′, 82′<br>G.121600 B.113200 In.27900<br>4 Ha (18′×14′) (24′, 24′, 24′×16′)<br>8W Der 2(10) 2(5) 4(3) | Oil 2SA 4Cy. 500×1100 mm<br>1430bhp<br>Akers M/V A/S<br>3×100kW 220V d.c. | 290t (d.o)<br>Osl<br>11½k |
| 504532<br>GHRS<br>303189<br>Df Esd<br>Rdr<br>RTm/v | **BISON**<br>**Coast Lines Ltd.**<br>Liverpool British | 2144<br>1070<br>1993 | **✠100A1** SS 5/66<br>**✠LMC**<br>MN560 EL q1$\frac{7}{16}$″SQ | **1962–1** C. Hill & Sons Ltd.—Brs<br>258′ 0″ 42′ 3″ ~~16′ 0½″~~ 16′ 6½″<br>240′ 0″ 41′ 0″ 25′ 0″<br>F31′ 1 dk, 2nd dk except in way of No. 1 hatchway<br>RW NS 4BH<br>rf 4″ WB507t incl. DTsf111t | M Mchy.aft<br>2 Ho 46′, 104′<br>G.121000<br>2 Ha (stl) (34′×23′) (66′×31½′) | Oil 2SA 7Cy. 500×700 mm<br>2800bhp<br>British Polar Engines Ltd<br>4×87, 87, 87, 22kW 220V d.c. | 109t (d.o)<br>Gls<br>14k |
| 641636<br>PDDK<br>Esd<br>RTm/h/v | **BISON**<br>**W. A. van den Tak's Bergingsbedrijf N.V.**<br>Rotterdam Netherland | 618<br>201<br>1092 | ~~✠100A1 SS 5/68 Dr 4/64~~<br>~~Mediterranean, Black Sea & Red Sea service, also European & North West African coasting service between 61° N. & 14° N. including Azores, Canary & Cape Verde Islands~~<br>~~✠LMC~~<br>~~MN140 EL (i)~~<br>**TO BE BROKEN UP** | **1940–6** Blyth D.D. & S.B. Co. Ltd.—Bly<br>165′ 9″ 32′ 2″ 12′ 3¾″<br>150′ 0″ 32′ 0″ 16′ 11″<br>1dk, 2nd dk fwd of mchy. space<br>7BH<br>WB146t incl. DTf24t | S Salvage Ship<br>1 Ho 25′<br>1 Ha (stl) (9¾′×7½′)<br>Der 1(10) 2(3) | T 3Cy. 14¾″ 23½″ & 39″×24″<br>790 ihp<br>N.E.Marine Eng. Co. Ltd.<br>2 SB 180℔ hs3840 6cf<br>2×20kW 110V d.c. | (o.f)<br>Sld<br>9k |
| 520815<br>PDDL<br>RT | **BISON**<br>exLightwell–66 exOhm–48<br>**Cesco N.V. Mij vior Civiel-Technische Diensten**<br>The Hague Netherland | 319<br>83<br>— | GL | **1941** D. W. Kremer Sohn—Elmshorn<br>123′ 4″ 25′ 5″ 7′ 3½″<br>25′ 3″<br>1 dk | D-E | 2 Oil 4SA each 6Cy. 210×300 mm connected to 2 elec. motors & sc. shaft NE66<br>Gebr. Stork & Co. | Zwolle |
| 504533<br>CSPN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BISSAYA BARRETO**<br>**"Lusitania" Cia. Portuguesa de Pesca**<br>Figueira da Foz Portuguese | 1232<br>640<br>1393 | **✠100A1** SS 1/64<br>trawler<br>Str. nav. ice<br>**✠LMC**<br>EL (n)f* | **1951–7** Est. Nav. do Mondego—Figueira da Foz<br>234′ 5″ 36′ 2″ 17′ 1½″<br>210′ 0″ 36′ 1″ 18′ 8″<br>P21′ F48′<br>R 7BH<br>BK7½″ WB224t | M Trawler<br>2 Ho each 44½′<br>In. 44125<br>8 Ha (stl) (7¾′, 7¾′×6′) (7¾′×5¾′) (7′×3¼′) (2½′, 2½′, 2½′, 2½′×2½′)<br>Cr 1 Der 1(6) | Oil 2SA 350×620 mm<br>1200bhp<br>Burmeister & Wain<br>ndb 2/67–100℔<br>4×128, 50, 40, 22kW 220V d.c. | 430t<br>Cpn<br>10k |

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| 504534<br>WG5944<br>202285 | **BISSO**<br>exSipsey–46<br>exFrank Perry<br>**W. A. Bisso**<br>New Orleans United States | 496<br>337<br>— | | **1905** Johnston Bros.—Ferrysburg<br>*128-0'* 25' 2"<br>134' 6" 25' 1" 13' 0"<br>2 dks<br>R | S Tug | C 2Cy. 22" & 44"×36"<br>1200ihp<br>Frontier Iron Wks |
| 504535<br>TQCU<br><br>Df Esd | **BISSON**<br><br>**Queré, Jego & Cie.**<br>Lorient French | 251<br>69<br>— | BV<br><br>✠Classed LR until 4/60 | **1957–4** Ch. Nav. de La Pallice—L.Pl<br>127' 7" 23' 11" 12' 10½"<br>111' 7" 23' 7½" 13' 3"<br>F25'<br>RW<br>rf nil BK7" | M Trawler<br><br><br>4 Ha (2½', 2½', 3½', 3½'×3½')<br>Der 1(3) | Oil 4SA 6Cy. 320×450 mm<br>gearing<br>800bhp<br>Klöckner-Humboldt-Deutz<br>Controllable pitch propeller |
| 504536<br>ZCXE<br>191651<br>Df Esd<br>RT | **BISTER TRADER**<br>exBernisse–60<br>**Bister Trading Co. Ltd.**<br>Georgetown,<br>Cayman Is. British | 756<br>384<br>— | AB<br><br>✱Classed BC until 9/49 | **1948–3** New Waterway S.B. Co.—Sch<br>214' 2" 30' 6" 14' 3⁹⁄₁₆"<br>196' 10" 30' 4" 15' 3"<br>P91' F28' 1dk<br>rf nil | M Mchy.aft<br>3 Ho<br>G.58582 B.51712<br>4 Ha<br>3W Der 1(5) | Oil 4SA 8Cy. 320×450 mm<br>750bhp NE56<br>Klöckner-Humboldt-Deutz |
| 542646<br>YTOB<br><br>Df Esd<br>Pfd<br>RTm | **BITOLA**<br>exAdria–63<br>**Atlantska Plovidba**<br>Dubrovnik Yugoslav<br><br>Now **TARAS** See New Entries No. 9 | 1651<br>772<br>2945 | ✠100A1 SS 10/65<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>MN380 EL s<br>JR | **1947–9** C.R.D. Adriatico—Mfl<br>284' 4" 42' 3" 18' 0½"<br>265' 9" 42' 2" 25' 10"<br>F34' 1 dk & S dk<br>R Coll BH to S dk 3 to 2nd dk<br>WB639t incl. Tunnel tanks 113t | M OSD<br>2 Ho 105' comb., 87' comb.<br>G.165000 B.163649<br>4 Ha (20', 34', 20', 20'×16')<br>8W Der 8(5) | Oil 2SA 8Cy. 450×740 mm<br>1800bhp<br>S.A. Fiat S.G.M.<br>2×140kW 220V d.c. |
| 504539<br>PUVK<br>5833<br>Df Esd<br>Gc Rdr | **BITTENCOURT SAMPAIO**<br>exFNP Bittencourt Sampaio–54<br>exBittencourt Sampaio–53<br>**Petróleo Brasileiro**<br>**S.A.-Petrobrás Frota**<br>**Nacional de Petroleiros**<br>Rio de Janeiro Brazilian | 10203<br>5913<br>16310 | ✠100A1 TD 4/65<br>oil tanker<br>✠LMC<br><br>MN1300 EL f†2¼"ptSQ | **1951–10** Uddevallavarvet A/B—Udv<br>525' 5" 64' 2" 29' 8½"<br>495' 2" 63' 11" 38' 3"<br>P104' B40' F65' 1 dk<br>RW 10BH<br>WB953t incl. DTf341t | M Tanker Mchy.aft<br>19 Ta<br>L.747202 HeCls. BC<br><br>Der 4(5) 1(1½) | Oil 2SA 7Cy. 740×1600 mm<br>6500bhp<br>Burmeister & Wain<br>2AuxB 150lb<br>2×165kW 230V d.c. |
| 540173<br>DCZS<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BITTERFELD**<br>exSouthern Clipper–63<br>**Deutsche Seereederei**<br>Rostock E. German | 13069<br>7487<br>20015 | DSRK<br><br>✠Classed LR until 2/63 | **1958–1** Kockums M/V A/B—Mmö<br>557' 9" 72' 0" 30' 11½"<br>526' 8" 71' 9½" 40' 1"<br>P99' B26' F93' 1 dk<br>rf 1" | M Tanker Mchy.aft<br>27 Ta<br>L.960110 HeCls. BC | Oil 2SA 9Cy. 780×1400 mm<br><br>Kockums M/V A/B |
| 504540<br>DHXW<br><br>Df Esd<br>Gc Rdr<br>RT | **BITTERFELD**<br><br>**Fischkombinat Rostock**<br>Rostock E. German | 939<br>290<br>— | <br><br>DSRK | **1959** Peene Werft—Wolgast<br>215' 3" 34' 2" 15' 3"<br>34' 0" | M Trawler | Oil 4SA 8Cy. 365×550 mm<br><br>Görlitzer Maschinenbau |
| 672078<br>OVIO<br><br>Df Esd<br>Rdr<br>RTm | **BITUMA**<br><br>**Partrederiet Bituma I/S**<br>Weco-Shipping I/S<br>Copenhagen Danish | T.Mk 500<br>344<br>935 | <br><br>B.V. | **1967** Frederikshavns V. & T. A/S—Fkn<br>224' 4" 34' 10" 10' 5"<br>209' 10" 34' 9" 10' 7"<br>P62' B13' F7' 1 dk & S dk | M Oil/Asphalt Tanker (2P) ~~OSD~~<br>Mchy.aft<br>14 Ta<br>L.38846 HeCls. B<br><br>Cr 2(1) | Oil 2SA 8Cy. 260×400 mm<br>800bhp<br>Alpha-Diesel A/S<br>4×90, 90, 90, 40kW 220/380V<br>Controllable pitch propeller |
| 523374<br>ICBA<br>606<br>Df Esd<br>Gc Rdr<br>RTm | **BITUMAR**<br>exPetro Bassens–66<br>exMexphalte–66<br>~~**Castaldi & Sons**~~<br>Leghorn Italian<br>**P, G. & M. Castaldi** | 1997<br>902<br>2441 | <br><br>RI | **1950** Ch. de Normandie—Gd. Quevilly<br>262' 2" 46' 2" 15' 10"<br>250' 3" 46' 0" 16' 11"<br>P95' F28' 1 dk<br>R | M Asphalt Tanker Mchy.aft<br>5 Ta<br>L.87127 HeCls. BC<br><br>Der 1(3) 1(2) | Oil 2SA 5Cy. 520×700 mm<br>1100bhp MAN<br>Ch. & At. de St. Nazaire<br><br>2×70kW 110V d.c. |
| 504542<br>IKTH<br>79<br>Rdr RT | **BITUMIERA**<br><br>**"CIANE-ANAPO"**<br>**Compagnia di Navigazione**<br>**e Bunkeraggi S.p.A.**<br>Syracuse Italian | 969<br>505<br>1412 | <br><br>RI | **1960** Cant. Gardano & Giampieri—<br>Porto Recanati<br>225' 9" 34' 7" 14' 8⅞"<br>204' 2" 34' 5½" 15' 5"<br>1 dk | M Tanker Mchy.aft<br>8 Ta | Oil 2SA 7Cy. 280×500 mm<br>1210bhp B&W<br>Cant. Nav. Riuniti |
| 504543<br>TPGY<br><br>Df Esd<br>RT | **BIXINTXO**<br><br>**Armement SO.LU.CO.-**<br>**Lecuona**<br>Bayonne French | 114<br>42<br>— | <br><br>BV | **1955** At. & Ch. de La Rochelle—La.R<br>*80-0'* 21' 4"<br>75' 5" 21' 2" 11' 10" | M Fishing | Oil 4SA 12Cy. 150×180 mm<br>350bhp<br>Soc. Surgérienne de Const. |
| 640844<br>JQSD<br>94718<br>Df Esd<br>Gc Rdr<br>RT | **BIYO MARU**<br><br>**Taiyo Shosen K.K. & Nippon**<br>**Yusen Kaisha**<br>Tokyo Japanese | 49197<br>32623<br>~~76360~~<br>79484 | <br><br>NK | **1964** Sasebo Hvy Ind.—Sbo<br>802' 2" 114' 5" 45' 4"<br>761' 2" 114' 1" 68' 3"<br>1 dk<br>RW<br>rf 2¼" | M Tanker Mchy.aft<br>13 Ta<br>L.3563546<br><br>Der 2(10) 1(3) | Oil 2SA 9Cy. 860×1600 mm<br>20700bhp MAN<br>Mitsubishi Nippon Hvy Ind. |
| 650221<br>JM2043<br>92467<br>RT | **BIZAN MARU**<br><br>**Kyushu Shosen K.K.**<br>Nagasaki Japanese | 689<br>300<br>— | | **1963** Taiyo Zosen—Nag<br>163' 5" 43' 4" 12' 5"<br>146' 2" 43' 2" 8' 2"<br>1 dk<br>RW | TM Ferry Mchy.aft | 2 Oil 4SA each 6Cy.<br>1400bhp<br>Kobe Hatsudoki Seizosho |

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| 650222<br>JJ2068<br>97062<br>Rdr | **BIZAN MARU**<br>**Nihon Kaiyo Kaihatsu K.K.**<br>Kobe Japanese | 425<br>157<br>— | | | **1964** Kanagawa Zosen—Kob<br>*166·3′* 33′ 0″ 8′ 3″<br>160′ 0″ 32′ 10″ 11′ 10″<br>1 dk<br>RW | TM Ferry | 2 Oil 4SA each 6Cy. 290<br>1240bhp<br>Nippon Hatsudoki |
| 504544<br>3027 | **BIZIM REIS**<br>**Petrol Nakliyat Ltd. Sirketi**<br>Istanbul Turkish | 307<br>140<br>380 | | | **1960** Celiktrans Deniz Insaat—Ist<br>143′ 6″ 23′ 11″ 9′ 6¼″<br>23′ 9″<br>1 dk | M Tanker Mchy.aft<br>6 Ta | Oil 2SA 5Cy. 230×400 mm<br>300bhp (d.o)<br>Burmeister & Wain Cpn<br>2×5kW 110V d.c. |
| 672834<br>UZTB<br>M-27934 | **BIZON**<br>**U.S.S.R.**<br>Russian | 2976<br>—<br>— | | | **1967** Stocznia im. Komuny Paryskiej—Gdy<br>*256·0′* 45′ 5″ 18′ 1″<br>45′ 4″ 29′ 10″ | M Trawler<br>In.65300 | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>H. Cegielski Poz<br>12¾k |
| 641585<br>OZDO<br>Df Esd<br>Rdr<br>RTm/v | **BJARKE**<br>**A/S Em. Z. Svitzer's Bjergnings-Entreprise**<br>Nyborg Danish | 157<br>—<br>100 | | BV | **1964** Schulte & Bruns—Emd<br>89′ 8″ 24′ 8″ 9′ 0¼″<br>82′ 0″ 24′ 7″ 11′ 6″ | M Tug<br>1 Ho 13′<br>1 Ha (4′×7′) | Oil 4SA 8Cy. 320×450 mm<br>1740bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×94, 25kW 220/380, 24V 50c/s a.c. |
| 504546<br>LNJV | **BJARKÖY**<br>**A/S Troms Fylkes Dampskibsselskap**<br>Tromsö Norwegian | 347<br>201<br>— | | | **1941** Trondhjems M/V—Tdh<br>*124·0′* 22′ 6″ 10′ 4″<br>22′ 4″<br>1 dk & S dk<br>BK6½ | M OSD<br>1 Ho 24′<br>1 Ha (8¾′×4¾′)<br>1W | Oil 2SA 6Cy. 250×395 mm<br>450bhp NE48 16t<br>Atlas-Diesel Skm<br>12k |
| 661764<br>LGJB<br>Df Esd<br>Rdr RT | **BJARKØYBUEN**<br>**Kristen P. Bjarke & Co.**<br>Harstad Norwegian | 168<br>73<br>— | | | **1966** Forra Slip & Båtbyggeri—Forra<br>96′ 10″ 23′ 7″ 8′ 6″<br>23′ 0″ 9′ 1″<br>1 dk | Wood M Fishing Mchy.aft | Oil 2SA 3Cy. 280×420 mm<br>300bhp<br>Wichmann Mtrf. Rub |
| 640469<br>TFVF<br>Df Esd<br>Rdr RT | **BJARMI II**<br>**Rødull h/f**<br>Dalvik Icelandic | 262<br>120<br>— | | NV | **1964** A/S Framnæs M/V—Sfj<br>123′ 4″ 23′ 1″ 11′ 5″<br>22′11½″ 12′ 0″<br>1 dk<br>len 66 | M Fishing Mchy.aft<br>1 Ho<br>3 Ha<br>1W Der 1(3) | Oil 4SA 8Cy. 8¾″×11½″<br>660bhp<br>Blackstone & Co. Ltd. Stamford |
| 504547<br>OFKQ<br>1014<br>Df Esd<br>Gc Rdr<br>RT | **BJARMIA**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish<br>Now **DARLING** (No. 504547) in the Register | 2093<br>1146<br>3175 | | GL | **1947** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>296′ 6″ 42′ 11″ 18′ 5½″<br>42′ 9″ 21′ 4″<br>P29′ B72′ F28′ 1 dk | S<br>G.156945 B.145815<br>8W | C 4Cy. (2) 15″ & (2) 32$\frac{5}{16}$″×32$\frac{5}{16}$″<br>1000ihp 333t (c)<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10½k |
| 535445<br>LMUA | **BJARTLAND**<br>exBjarte–65 exTeigland–65<br>exMöwe–47<br>**Paul Gjerde**<br>Ålesund Norwegian | 179<br>78<br>250 | | NV | **1927** Bremer Vulkan—Vgk<br>118′ 11″ 22′ 5″<br>109′ 10″<br>1 dk<br>R len 55 conv fishing — | M Mchy.aft<br>2 Ha (19¼′×10′) (9½′×8¼′)<br>2W Der 1(10) | Oil 2SA 3Cy. 280×420 mm<br>240bhp NE57<br>Wichmann Mtrf. Rub |
| 661794<br>TFGT<br>Df Esd<br>Rdr RT | **BJARTUR**<br>**Sildarvinnslan h/f**<br>Neskaupstad Icelandic | 264<br>114<br>— | | | **1965** Elbewerft—Boizenburg<br>*103·8′* 23′ 8″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 222×292 mm<br>660bhp<br>Lister Blackstone Mar. Ltd. Dursley |
| 504551<br>LCJH<br>Df | **BJERK**<br>**Ths. Sörensen and others**<br>Haugesund Norwegian | 191<br>69<br>— | | | **1912** Akers M/V A/S—Osl<br>112′ 10″ 21′ 6″<br>21′ 4″ 13′ 0″<br>1 dk<br>R conv whaler 55 | M Fishing<br>1 Ha (21′×9¾′)<br>1W Der 1(3) | Oil 4SA 4Cy.<br>300bhp Emade—refitted55<br>A/S Vølund Cpn |
| 504552<br>LGSH | **BJOA**<br>exLönningdal II–52<br>**Jörgen Jörgensen**<br>Bergen Norwegian | 189<br>101<br>— | | | **1932** Skaalurens Skibsbyggeri—Rosendal<br>*97·2′* 23′ 10″<br>23′ 8″<br>1 dk | Wood M (200P) Mchy.aft<br>1 Ho 38′<br>1 Ha (7¾′×5½′)<br>Der 1 | Oil 2SA 4Cy. 380×400 mm<br>300bhp NE38<br>Haldorsen & Son Rub |
| 530553<br>LGBO<br>Df Esd<br>Pfd Rdr<br>RTm/v | **BJOGNA**<br>exSt. Bartholomew–66<br>**Partrederiet Utheim**<br>Kristiansund Norwegian | 412<br>129<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN192 | SS 5/66<br>EL (g) q | **1955–6** Cook, Welton & Gemmell Ltd.—Bev<br>152′ 3″ 28′ 4″<br>137′ 6″ 28′ 0″ 13′ 9″<br>Q70′ F24′ 1 dk<br>RW 4BH<br>rf 33″ BK8″ WB52t | M Trawler<br>1 Ho 37′ | Oil 2SA 6Cy. 340×570 mm<br>925bhp 78t (d.o)<br>British Polar Engines Ltd. Gls<br>3×33, 30, 30kW 220V d.c. 11½k |
| 504554<br>LDKJ<br>RT | **BJÖNN**<br>exBamse–47 exBamse I–34<br>exBransfield<br>**A/S Vafos Brug**<br>Kragerö Norwegian | 209<br>66<br>— | *Classed BC until 11/34 | NV | **1924** Smith's Dock Co. Ltd.—Mdb<br>117′ 7″ 23′ 1″<br>22′ 11″ 13′ 6″<br>R<br>rf 30″ BK7½″ | S Salvage Tug | T 3Cy. 14″ 23″ & 39″×24″<br>(o.f)<br>Smith's Dock Co. Ltd. Mdb |

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|---|---|---|---|---|---|---|
| 537722<br>TFRX<br><br>Df Esd<br>Rdr RT | **BJÖRG**<br>exVattarnes-65<br>Björg h/f<br>Neskaupstad Icelandic | 197<br>111<br>— | NV | 1960 Skaalurens Skibs.—Rosendal<br>96-2" 21' 1" 10' 8½"<br>... ... ...<br>1 dk<br>len.66 | M Fishing | Oil 2SA 4Cy. 280×420 mm<br>400bhp<br>Wichmann Mtrf. |
| 680429<br>LNFR<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BJORGHAV**<br><br>A/S Tank & A/S Nittedal<br>Hjalmar Björge<br>Oslo Norwegian | 42510<br>25016<br>72650 | NV | 1967 Uddevallavarvet A/B—Udv<br>800' 0" 105' 11" ~~45' 8½"~~ 45' 8¼"<br>775' 3" 105' 9" 61' 9"<br>1 dk | M Ore/Oil Carrier Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W<br>Eriksbergs M/V A/B |
| 504556<br>JXKV<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BJØRGHEIM**<br><br>A/S Hakedal<br>Hjalmar Björge<br>Oslo Norwegian<br>Now **ST. FOTINI**<br>See New Entries No. 12 | 12160<br>5958<br>17300 | NV | 1960 A/S Fredriksstad M/V—Fks<br>546' 2" 64' 2" 32' 1"<br>500' 0" 64' 0" 43' 6"<br>1 dk<br>rf 1" | M Mchy.aft<br>5 Ho<br>G.789305 B.747320<br>5 Ha (48½', 47½', 47½', 47½', 47½'×32')<br>10W Der 10(5) | Oil 2SA 6Cy. 760×1500 mm<br>4900bhp Götaverken<br>A/S Fredriksstad M/V |
| 651412<br>LCTC<br><br>Df Esd<br>Gc Rdr<br>Pfd RT | **BJØRGHOLM**<br><br>A/S Hakedal<br>Hjalmar Björge<br>Oslo Norwegian<br>Now **DYNAMIC COLOCOTRONIS** See New Entries No. 9 | 34564<br>21220<br>59300 | NV | 1965 Uddevallavarvet A/B—Udv<br>775'11" 106' 2" 39' 3½"<br>741' 0" 106' 0" 53' 0"<br>1 dk<br>rf 4" | M Tanker Mchy.aft<br>14 Ta<br>L.2530000 | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W<br>Eriksbergs M/V A/B<br>2×500kW 440V 60c/s a.c. |
| 504558<br>LAWV<br><br>Df Esd<br>Gc Rdr<br>RT | **BJÖRGSTEIN**<br><br>A/S Hakedal<br>Hjalmar Björge<br>Oslo Norwegian<br>Now **HERBEVERETT**<br>See New Entries No. 12 | 5255<br>2758<br>4575 | NV | 1956 Eriksbergs M/V A/B—Got<br>396' 7" 54' 1" 23' 6½"<br>365' 0" 54' 0" 36' 0"<br>3 dks | M Ref CSD<br>4 Ho<br>In.205000<br>4 Ha (27½', 27', 27', 27'×16')<br>8W Der 8(5) | Oil 2SA 8Cy. 620×1150 mm<br>6100bhp B&W<br>Eriksbergs M/V A/B<br>4×280kW 220V d.c. |
| 504559<br>LAQA<br><br>Df Esd<br>Gc Rdr<br>RT | **BJÖRGSUND**<br><br>A/S Hakedal<br>Hjalmar Björge<br>Oslo Norwegian<br>Now **AMERFIN** See New Entries No. 9 | 11706<br>6786<br>18150 | NV | 1953 Eriksbergs M/V A/B—Got<br>559' 4" 70' 0" 30' 4½"<br>526' 8" 69' 9"<br>P114' B42' F62' 1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>21 Ta<br>L.860000 | Oil 2SA 9Cy. 740×1400 mm<br>7290bhp<br>Eriksbergs M/V A/B<br>3×230, 230, 145kW 220V d.c. |
| 504560<br>TFPY<br><br>Df Esd<br>Rdr RT | **BJÖRGULFUR**<br><br>Utgerdarfelag<br>Dalvikinga h/f<br>Dalvik Icelandic | 249<br>80<br>— | | 1960 Volkswerft Stralsund—Stralsund<br>126' 11" 24' 0"<br>23' 10" | M Fishing | Oil 4SA<br>800bhp<br>Motorenw. Mannheim |
| 504561<br>TFRW<br><br>Df Esd<br>Rdr RT | **BJÖRGVIN**<br><br>Utgerdarfelag<br>Dalvikinga h/f<br>Dalvik Icelandic | 249<br>80<br>— | | 1958 Volkswerft Stralsund—Stralsund<br>126' 11" 24' 0"<br>23' 10" | M Trawler | Oil 4SA<br>800bhp<br>Motorenw. Mannheim |
| 504562<br>JXDX<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BJÖRKAAS**<br><br>Agdesidens Rederi A/S &<br>Mörlands Tankrederi A/S<br>Arnt J. Mörland<br>Arendal Norwegian | 11166<br>6422<br>17245 | NV | 1960 A/S Akers M/V—Osl<br>549' 3" 66' 1" 30' 3"<br>511' 10" 65' 10" 39' 3"<br>1 dk<br>rf 1½" | M Tanker Mchy.aft<br>20 Ta<br>L.826890 HeCls. B<br>Der 6(5) 1(1½) | Oil 2SA 5Cy. 750×2000 mm<br>7300bhp B&W 1500t<br>A/S Akers M/V<br>3×240, 240, 150kW 220V d.c. |
| 504564<br>LJPZ<br><br>Df | **BJORKHAUG**<br>exPol X-61<br>Rederi A/S Bjørkhaug<br>Elling Aarseth & Co. A/S<br>Ålesund Norwegian | 350 ~~399~~<br>128<br>— | ✱Classed BC until 11/57 | 1937-10 Smith's Dock Co. Ltd.—Mdb<br>144' 5" 26' 5"<br>134' 9" 26' 3" 14' 9"<br>1 dk<br>R<br>BK7½" | M Fishing Mchy.aft | Oil 4SA 8Cy. 400×580 mm<br>NE61<br>Klöckner-Humboldt-Deutz |
| 504565<br>SLGU<br>8811 | **BJÖRKÖ**<br>exFortuna III-61<br>exTeresia-43 exRegin<br>Josef A. Sjödin<br>Stockholm Swedish | 115<br>68<br>140 | | 1904 .....................Holland<br>92' 0" 18' 11" 7' 0"<br>18' 9"<br>R | M Mchy.aft<br>G.7000<br>1W | Oil<br>NE57<br>A/B Penta |
| 680107 | **BJÖRN**<br><br>Helsingborgs Ångslups A/B<br>Helsingborg Swedish<br>For later particulars see New Entries No. 8 | 220<br>—<br>—<br>— | 100A1<br>tug<br>for restricted service<br>Class contemplated | A/B Falkenbergs Varv—<br>Falkenberg<br>94' 6" 27' 4" 12' 7"<br>83' 9" 27' 3" 15' 3" | M Tug | Oil 4SA 6Cy. 400×600 mm<br>Masch. Augsburg-Nürnberg |
| 504567<br>OYAR<br><br>RT | **BJÖRN**<br><br>Randers Havnevæsen<br>Randers Danish | 135<br>45<br>— | | 1908 G. Seebeck A.G.—Bhn<br>90' 8" 26' 4" 10' 0"<br>... ... ...<br>R | S Tug | T 3Cy. 11½" 17½" & 30"×2<br>G. Seebeck A.G. |
| 504568<br>SDJU<br>7134 | **BJÖRN**<br><br>A/B Baskarpsand<br>Baskarp Swedish | 107<br>53<br>175 | | 1916 .....................Martenshoek<br>98' 11" 17' 7"<br>... ... ...<br>R | M Sand Pump Hopper Dredger | Oil<br>NE65 |

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|---|---|---|---|---|---|---|
| 504570<br>DGUJ<br>Df Esd<br>RT | **BJÖRN LÖHSE**<br>exUrsula Bock–62<br>exWinnie Lattmann–59<br>exEgaa–57 exArdennes–51<br>exBastogne–47<br>**Partenreederei d. "Björn Löhse"**<br>H. P. Vith<br>Flensburg W. German | **1732**<br>880<br>3195 | BV<br>**BROKEN UP** | **1945** J. Boel & Fils—Tamise<br>301′ 4″ 44′ 3″ 18′ 5″<br>44′ 1″ 18′ 8″<br>F26′ 1 dk & S dk | S OSD<br>G.188000 B.175000<br>3 Ha<br>9W Der 1(10) | C 4Cy. (2) 16½″ & (2) 35½″×35½″<br>1200ihp 450t (o.f)<br>Borsig A.G. Bln<br>11½k |
| 670609<br>SDVA<br>10817<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BJÖRN RAGNE**<br>**Rederiet "Björn Ragne"**<br>~~Lennart Nilsson~~ F, Lennart Nilsson<br>Västervik Swedish | **42273**<br>26040<br>73200 | NV | **1967** Kockums M/V A/B—Mmo<br>800′ 0″ 105′ 11″ ~~45′ 2¾″~~ 45′ 3⅝″<br>776′ 0″ 105′ 8″ 61′ 6″<br>P&B174′ F75′ 1 dk<br>rf 5½″ | M Ore/Oil Carrier Mchy.aft<br>11 Ho each 49½′ 13 Ta<br>L.3040456 HeCls. BC<br>11 Ha (stl) (37½′, 37½′, 37½′, 37½′, 37½′, 31¼′, 31¼′, 37½′, 37½′, 37½′, 37½′×43′)<br>Der 10 | Oil 2SA 8Cy. 860×1600 mm<br>18400bhp MAN 6081t (hvf)–68½pd<br>Kockums M/V A/B Mmo<br>3×410/400kW 450V 60c/s a.c. 16½k |
| 672079<br>Df Esd<br>Gc Rdr<br>RT | **BJÖRN STANGE**<br>**Harald Stange and Co. A/S**<br>Oslo Norwegian<br>Now **AVONFIELD**<br>See New Entries No. 1 | **13500**<br>—<br>19000 | | **1967** Brodogradiliste "Uljanik"—Pla<br>564′ 4″ 73′ 11″ 28′ 8¾″<br>538′ 1″ 73′ 10″ 41′ 4″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W<br>Brodogradiliste "Uljanik" Pla |
| 504571<br>LLSB | **BJÖRN WEST**<br>exTyr–51<br>**Brödrene Wilhelmsen A/S**<br>Bergen Norwegian | **163**<br>64<br>— | | **1887** Marinens Hovedværft—Horten<br>*101·5′* 28′ 1″<br>... ... ...<br>1 dk<br>R | M Ferry Mchy.aft | Oil 4SA 6Cy. 270×360 mm<br>375bhp NE51<br>Klöckner-Humboldt-Deutz Kln |
| 504572<br>SGDH<br>9421<br>Df Pfd<br>Rdr RT | **BJÖRNEN**<br>~~Malmö Bogser A/B~~<br>~~Sven Lundkvist~~<br>~~Malmö~~ ~~Swedish~~<br>**Holmens Bruks & Fabriks A/B**<br>Hallstavik Swedish | **185**<br>—<br>— | **✠100A1** SS 3/67<br>tug Harbour service<br>Str. nav. ice<br>**✠LMC**<br>MN162 EL (a) | **1953–6** Kockums M/V A/B—Mmo<br>90′ 0″ 26′ 8″<br>83′ 4″ 26′ 7″ 14′ 11″<br>3BH<br>BK6″ WB35t | S Tug | T 3Cy. 13½″ 23″ & 38″×27″<br>900ihp ✠NE&Bmade41refitted53<br>54t (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 200℔ hs(2650) 3cf ND<br>1×15kW 110V d.c. 11k |
| 504574<br>SDQN<br>9534<br>Df Esd<br>Gc Ptd<br>Rdr<br>RTm/v | **BJÖRNÖ**<br>**Rederi A/B Rex**<br>Salénrederierna A/B<br>Stockholm Swedish | **4473**<br>2274<br>~~5450~~<br>6050 | **✠100A1** SS 3/65<br>carrying oil in bulk ~~in side & bottom tanks when no cargo is carried in adjacent centre compartments~~<br>Str. nav. ice<br>**✠LMC**<br>MN545 EL w 1⅞″SQ | **1955–1** Kieler Howaldtswerke A.G.—Kel<br>360′ 3″ 52′ 2″ 20′ 3¼″<br>348′ 5″ 52′ 0″ 27′ 11″<br>P87′ F44′ 1 dk<br>RW ~~6BH~~ 8BH conv ore/oil carrier 68<br>WB366t incl. DTf174t | M Tanker Mchy.aft<br>HeCls. BC | Oil 2SA 8Cy. 520×900 mm<br>2725bhp 580t (d.o)–7pd<br>Kieler Howaldtswerke A.G. Kel<br>2AuxB 180℔ (AuxB 100℔)<br>3×150, 100, 100kW 230V d.c. 12¾k |
| 504575<br>LCBZ | **BJÖRNÖY**<br>exNobel–52<br>exBusen 2–39<br>**Partrederiet Björnöy**<br>Jens Grytten A/S<br>Ålesund Norwegian<br>Now **TYFON** See New Entries No. 1 | **294**<br>104<br>— | NV | **1923** Kaldnes M/V—Tbg<br>*126·0′* 21′ 6″<br>124′ 0″ 21′ 4″ 14′ 0″<br>1 dk<br>R len 39 | M Fishing Mchy.aft | Oil 2SA 4Cy. 290×490 mm<br>480bhp NE54<br>Alpha-Diesel A/S Fkn |
| 504576<br>LEZV<br>Df Esd | **BJÖRNSUND**<br>**Rolf Madsen and others**<br>Molde Norwegian<br>Now **VARHAUG**<br>(No. 504576) in the Register | **180**<br>64<br>250 | NV | **1956** Bolsønes Verft—Molde<br>110′ 0″ 21′ 7″ 10′ 0″<br>99′ 0″ 21′ 6″ 11′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 5Cy. 230×400 mm<br>300bhp B&W<br>Alpha-Diesel A/S Fkn |
| 504577<br>LJCA<br>RT | **BLAAHAV**<br>exSpera–57<br>exHammelmark<br>**Johan J.Blaalid Partrederi**<br>Måløy Norwegian | **124**<br>63<br>160 | BV | **1940** Ernst Menzer Schiffs.—Ham<br>120′ 9″ 18′ 5″ 8′ 0″<br>110′ 10″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy.<br>300bhp Emade41fitted62<br>Wichmann Mtrf. Rub |
| 504578<br>LEAG<br>RT | **BLAAÖY**<br>exHamre–51<br>exTinfos<br>~~Leif Myklebust~~<br>Ålesund Norwegian<br>**Arvid Rånes Partrederi** | **161**<br>74<br>225 | | **1910** Kristiansands M/V—Krs<br>108′ 0″ 18′ 10″ 9′ 0″<br>... ... ...<br>1 dk & A dk<br>R | M Mchy.aft | Oil 4SA 3Cy.<br>345bhp NE60<br>A/S Vølund Cpn |
| 504579<br>LFPJ<br>Rdr RT | **BLAASKJÆL**<br>**A/S Shellbåtene**<br>Ålesund Norwegian | **109**<br>43<br>309 | NV | **1914** Kaldnæs Patentslip & M/V—Tbg<br>*83·0′* 18′ 1″ 9′ 5″<br>82′ 10″ 17′ 11″<br>Q27′ RFD18′ 1 dk<br>R<br>rf 24″ | M Tanker Mchy.aft<br>6 Ta<br>L.4520 | Oil 2SA 6Cy. 5″×5½″<br>220bhp NE59 10t (d.o)–½pd<br>General Motors Corp. Det<br>1×3kW 24V d.c. 7k |
| 504581<br>CYKP<br>318682<br>Esd Gc<br>Rdr<br>RTh/v | **BLACK BAY**<br>**Canada Steamship Lines Ltd.**<br>Collingwood Canadian | **17848**<br>12589<br>26280 | **✠100A1** Lake SS 9/65<br>Great Lakes & River St. Lawrence service<br>**✠LMC**<br>MN1980 EL (o†)2⅜″SQ | **1963–4** Collingwood Shpyds—Clw<br>730′ 0″ 75′ 6″ 26′ 2¾″<br>708′ 10″ 75′ 1″ 39′ 1″<br>Ba110′ F57′ 1 dk<br>NS 3BH<br>rf 3″ WB11208t | S Bulk Carrier (4P) Mchy.aft<br>G.549961 B.494633<br>17 Ha (stl) (each 20′×53½′) | 2 S Turb dr geared to sc. shaft<br>9000shp 889t (o.f)<br>Canadian Gen. Elec. Co.<br>Peterborough. Ont<br>2WTB 575℔ Spt 875° F. 515℔ hs11660<br>2×500kW 550V 60c/s a.c. 15¼k |

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| 504582<br>177826 | **BLACK CARRIER**<br>**McNamara Corp. Ltd.**<br>Toronto Canadian | 182<br>125<br>180 | | 1943 Manitowoc S.B. Corp.—Manitowoc<br>*109-5"* 32' 0" 4' 0"<br>31' 10"<br>1 dk | TrM Dredger<br>3W | 3 Oil each 6Cy. 110×130 mm<br>General Motors Corp. |
| 504583<br>GTGD<br>166274<br>RT | **BLACK COCK**<br>**Liverpool Screw Towing Co. Ltd.**<br>Brian S. Clarke<br>Liverpool British | 170<br>—<br>— | ✠Classed LR until 12/59 | 1939–7 Cammell Laird & Co. Ltd.—Bkn<br>100' 10" 25' 1"<br>94' 2" 25' 0" 12' 6"<br>R<br>BK7½" | S Tug | T 3Cy. 16" 26" & 42"×27"<br>Cammell Laird & Co. Ltd. |
| 504584<br>148709 | **BLACK DEEP**<br>**Westminster Dredging Co. Ltd.**<br>London British | 914<br>792<br>— | ✠100A1 SS 12/65<br>hopper barge<br>EL (I) | 1925–12 A. Hall & Co. Ltd.—Abn<br>190' 4" 39' 1"<br>190' 0" 39' 0" 15' 6"<br>Q47' 1 dk<br>R 4BH<br>WB DTa15t | Hopper Barge | ✠ndb 12/50-100lb |
| 504585<br>LASR<br>Df Esd<br>Gc Rdr<br>RTm/h | **BLACK EAGLE**<br>**Skibs A/S Herstein & A/S Santa Martha**<br>Sigurd Herlofson & Co. A/S<br>Oslo Norwegian | 5700<br>3235<br>8720 | NV | 1955 Kockums M/V A/B—Mmo<br>484' 1" 61' 4" 26' 6½"<br>463' 5" 61' 2" 36' 6"<br>B97' F106' 1 dk & S dk, 3rd dk in Nos. 2 & 3 holds<br>rf 6" | M (10P) Ref OSD<br>5 Ho 62', 63', 73', 73', 68'<br>G.561620 B.515540 In.26450<br>5 Ha (stl) (35½', 43', 42', 42', 42'×21')<br>18W Der 1(40) 4(10) 8(5) | Oil 2SA 8Cy. 780×1400 mm<br>7200bhp<br>Kockums M/V A/B<br>3×275kW 440V 60c/s a.c. |
| 504586<br>LNXD<br>Df Esd<br>Gc Rdr<br>RTm/h | **BLACK FALCON**<br>Launched as Herstein<br>**Skips A/S Herstein**<br>Sigurd Herlofson & Co. A/S<br>Oslo Norwegian<br>Now **STAR OF ORRI** See New Entries No. 6 | 4930<br>2844<br>8850 | NV | 1949 Öresundsvarv A/B—Lkr<br>458' 5" 57' 1" 25' 9"<br>431' 0" 56' 11"<br>P28' F37' 1 dk & S dk<br>RW<br>rf 6" | M (10P) Ref OSD<br>5 Ho 64', 60½', 55½', 62½', 79½'<br>G.547030 B.499370 In.16600<br>5 Ha (32½', 32½', 32½', 37½', 37½'×20')<br>16W Der 1(30) 4(10) 12(5) | Oil 2SA 9Cy. 680×1500 mm<br>6500bhp<br>A/B Götaverken<br>3×195kW 220V d.c. |
| 504588<br>LAEU<br>Df Esd<br>Gc Rdr<br>RTm/h | **BLACK HERON**<br>**A/S Santa Martha & A/S Wenoka**<br>Sigurd Herlofson & Co. A/S<br>Oslo Norwegian | 5406<br>3078<br>8750 | NV | 1950 Burmeister & Wain—Cpn<br>459' 0" 58' 1" 25' 10½"<br>430' 5" 57' 11"<br>P33' F162' 1 dk & S dk<br>RW<br>rf 4" | M (12P) Ref OSD<br>5 Ho 57', 62', 72', 61', 75'<br>G.543770 B.487350 In.18950<br>5 Ha (stl) (31½', 40', 40' 37½', 37½'×20')<br>16W Der 1(25) 8(5–10) 2(5) 2(3–5) | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp<br>Burmeister & Wain<br>4×728kW 220V d.c. |
| 504597<br>HOQG<br>Df Esd<br>Rdr<br>RTm/h | **BLACK KNIGHT**<br>exBlack Tern–67<br>exHerdis–50<br>**Delos Maritime S.A.**<br>Panama Panamanian | 5101<br>3069<br>9350 | AB NV | Lch.1940 Cmd.1945 Öresundsvarv A/B —Lkr<br>453' 8" 57' 1" 25' 6½"<br>56' 11"<br>F32' 1 dk & S dk<br>rf 6" | M (10P) Ref OSD<br>5 Ho 46½', 73½', 60½', 62½', 87'<br>G.551163 B.499524<br>5 Ha (32½', 32½', 32½', 37½', 37½'×20')<br>14W Der 2(10) 10(5) | Oil 2SA 8Cy. 680×1500 mm<br>5500bhp<br>A/B Götaverken<br>3×140kW 220V d.c. |
| 504589<br>301040<br>RTv | **BLACK KNIGHT**<br>**Bowker & King Ltd.**<br>London British | 481<br>255<br>700 | ✠100A1 SS 9/64<br>oil tanker—FP above 150° F. Coasting service between Ipswich and Dover<br>✠LMC<br>MN100 EL (i) 1 1/16" | 1960–3 Bayerische Schiffb. G.m.b.H.—Erlenbach<br>169' 5" 34' 2" 9' 0"<br>162' 10" 33' 0" 11' 1"<br>Trunk 88' 1 dk<br>7BH<br>rf nil WB136t | M Tanker Mchy.aft<br>4 Ta<br>L.67968 HeCls. C | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>db 142lb<br>2×15 & 6kW 110V d.c. |
| 504590<br>JXLW<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BLACK OSPREY**<br>**Skibs A/S Tankexpress & Skibs A/S Herbjörn**<br>Sigurd Herlofson & Co. A/S<br>Oslo Norwegian | 6027<br>3410<br>8650 | NV | 1960 Kockums M/V A/B—Mmo<br>484' 2" 61' 2" 26' 8½"<br>450' 0" 61' 0"<br>1 dk & S dk, 3rd dk in Nos. 2 & 3 holds<br>rf 6" | M (10P) Ref OSD<br>5 Ho 59', 63', 72½', 65½', 63'<br>G.617220 B.571620 In.27780<br>4 Ha (stl) (33½', 40½', 39½', 39½'×21')<br>21W Der 1(40) 2(15) 10(10) 6(5) 2(3) | Oil 2SA 8Cy. 780×1400 mm<br>7200bhp MAN<br>Kockums M/V A/B<br>3×288kW 440V 60c/s a.c. |
| 661332<br>LHXI<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BLACK PRINCE**<br>**Fred. Olsen & Co.**<br>Kristiansand Norwegian | 9500<br>5504<br>2995 | NV | 1966 Lübecker Flender-Werke A.G.—Lbc<br>464' 8" 66' 6" 21' 4½"<br>424' 2" 65' 8" 53' 4"<br>B351' 2 dks & S dk<br>RW<br>rf 5½" | TM Ferry (591P) Ref OSD<br>4 Ho 50½', 41½', 43½', 140'<br>B.227400 In.114700<br>2 Ha (stl) (19'×13') (14½'×9½')<br>Cr 1(6) 1(2) | 2 Vee Oil 4SA each 18Cy.<br>16740bhp Pielstick<br>Ottensener Eisenwerk G.m.b.H.<br>4×648kW 450V a.c.<br>Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 504592<br>GSWL<br>186205<br>Df Esd<br>Gc Rdr<br>RTv | **BLACK PRINCE**<br>**Prince Line Ltd.**<br>~~Furness Ship Management Ltd.~~<br>London British<br>Furness, Withy & Co. Ltd. (Mgrs.) | 3597<br>1707<br>4900 | ✠100A1 SS 8/68 ~~SS 9/63~~<br>✠LMC<br>MN660 EL x1 1/16"SQ | 1955–3 Burntisland S.B. Co. Ltd.—Bnt<br>372' 0" 52' 10" 21' 9½"<br>345' 0" 52' 7" 32' 4"<br>B102' F31' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB1288t incl. DTm436t | M (12P) OSD<br>4 Ho 49', 79½', 65', 44'<br>G.309820 B.281670<br>4 Ha (20½', 40', 30', 17½'×16')<br>12W Der 1(25) 2(10) 10(5) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp<br>Hawthorn Leslie (Eng.) Ltd.<br>2AuxB 120lb<br>2×40kW 220V d.c. |
| 504593<br>GWKT<br>168059<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLACK RANGER**<br>**Secretary of State for Defence**<br>London British | 3440<br>1552<br>3489 | ✠100A1 TD4–2/67<br>oil tanker—FP above 150° F. also separate tank fwd—oil<br>✠LMC<br>EL v2 1/16" | 1941–1 Harland & Wolff Ltd.—Gls<br>365' 10" 47' 0" 20' 2"<br>345' 2" 46' 9" 22' 6"<br>P127' F92' 1 dk, 2nd dk clear of cargo tanks<br>12BH<br>WB657t incl. DTsf477t | M Tanker Mchy.aft<br>L.130970 HeCls. BC | Oil 4SA 6Cy. 740×1500 mm<br>3500bhp<br>Harland & Wolff Ltd.<br>2db 150lb |

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|---|---|---|---|---|---|---|---|---|
| 504594<br>CYDP<br>158269<br>Df Esd<br>Gc Rdr<br>RT | **BLACK RIVER**<br>exBlanche H.–49<br>exSir Isaac Lothian Bell–37<br>**Quebec & Ontario Transportation Co.Ltd.**<br>Montreal Canadian | 3587<br>2484<br>5200 | <br><br>Classed LR until 1/52 | AB | 1896 F. W. Wheeler & Co.—W.Bay City<br>*373·0′* 44′ 7″ 19′ 11⅛″<br>373′ 0″ 44′ 6″ 26′ 2″<br>F50′ 1 dk<br>R conv barge 52<br>rf 4″ | M<br>3 Ho<br>G.265000 B.240000<br>6 Ha | Oil 6Cy. 550×900 mm<br>1650bhp Emade31refitted52<br>Burmeister & Wain | <br>120t<br>Cpn<br>10k |
| 504595<br>KYEF<br>243925<br>Df Esd<br>Gc | **BLACK ROCK**<br>**United States Department of Commerce**<br>Duluth United States | 1117<br>251<br>— | | <br><br>AB | 1943 Globe S.B. Co.—Superior<br>37′ 7″ 18′ 9″<br>185′ 0″ 37′ 6″ 21′ 5″<br>B&F106′ 2 dks | M Tug | 2 Oil 4SA each 6Cy. 405×510 mm with electro-magnetic slip couplings & sr gearing to sc. shaft<br>2340bhp<br>Enterprise Eng. Co. | 566t<br>S.Fo |
| 504596<br>JXOD<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BLACK SWAN**<br>**Skibs A/S Jølund & Skibs A/S Panama**<br>Sigurd Herlofson & Co. A/S<br>Oslo Norwegian | 5827<br>3285<br>8650 | | <br><br>NV | 1961 Kockums M/V A/B—Mmo<br>484′ 1″ 61′ 2″ 26′ 8½″<br>450′ 0″ 61′ 0″ 30′ 2″<br>1 dk & S dk<br>rf 6″ | M (10P) Ref OSD<br>5 Ho 59′, 63′, 72½′, 65½′, 63<br>G.617220 B.571620 In.27780<br>21W Der 1(40) 2(15) 10(10) 6(5) 2(3) | Oil 2SA 8Cy. 780×1400 mm<br>7200bhp MAN<br>Kockums M/V A/B<br>3×288kW 440V 60c/s a.c. | 818t (hvf)<br>Mmo<br>17½k |
| 660983<br>LFOM<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BLACK WATCH**<br>**Fred Olsen & Co. & Det Bergenske Dampskibsselskab**<br>Oslo/Bergen Norwegian<br>See also No. 660983 **JUPITER** in the Register | 9500<br>5504<br>2995 | | <br><br>NV | 1966 Lübecker Flender-Werke A.G.—Lbc<br>464′ 8″ 66′ 6″ 21′ 4¾″<br>424′ 2″ 65′ 8″ 53′ 0″<br>B351′ 2 dks & S dk<br>RW<br>rf 6″ | TM Ferry (591P) Ref OSD<br>4 Ho 50½′, 41¼′, 43½′, 140′<br>G.226792 B.215146 In.116009<br>2 Ha (stl) (19′×13′) (14¾′×9¼′)<br>Cr 1(6) 1(2) | 2 Oil 4SA each 18Cy. 400×460 mm<br>16740bhp Pielstick<br>Ottensener Eisenwerk G.m.b.H.<br>4×648kW 450V 60c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd | 789t (hvf)<br>Ham<br>22k |
| 504598<br>MWTR<br>184941<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BLACK WATCH**<br>**Northern Trawlers Ltd.**<br>~~John A. Butt~~<br>Grimsby British | 697<br>238<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN252 | SS 10/64<br>EL (l)z1³⁄₁₆"SQ | 1956–7 Rickmers Werft—Bhn<br>*189·5′* 31′ 7″ 14′ 5¼″<br>185′ 3″ 31′ 6″ 17′ 0″<br>F38′<br>4BH<br>rf 21″ BoxK 12″ | S Trawler<br>G.16000 | T 3Cy. 430, 700 & 1130×700 mm with LP turb & dr gearing with hydraulic coupling<br>1400ihp<br>Ottensener Eisenwerk G.m.b.H.<br>✠NB2/63–227℔ Spt hs3908f 3cf<br>2×30, 28kW 220V d.c. | (o.f)<br>Ham |
| 540174<br>GLCA<br>304781<br>Df Esd<br>Gc Rdr<br>RT | **BLACKBURN ROVERS**<br>**Wendover Fishing Co. (Grimsby) Ltd.**<br>Consolidated Fisheries Ltd.<br>Grimsby British | 439<br>146<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN224 | SS 4/68<br>EL (g)q | 1962–12 Goole S.B. & R. Co. Ltd.—Goo<br>*139·9′* 28′ 5″<br>137′ 3″ 28′ 0″ 14′ 3″<br>F28′<br>RW 4BH<br>rf 15″ BK7″ WB22t | M Trawler | Oil 4SA 8Cy. 15″×18″<br>1120bhp<br>Mirrlees National Ltd. | Stckpt |
| 504601<br>GGLH<br>301329<br>Rdr<br>RTm | **BLACKTHORN**<br>**S. William Coe & Co. Ltd.**<br>Liverpool British | 749<br>368<br>1035 | ✠100A1<br>✠LMC<br>MN182 | SS 8/64<br>EL k1⅛"SQ | 1960–3 N.V. Scheeps "Westerbroek"—Westerbroek<br>189′ 6″ 33′ 10″ 12′ 9½″<br>177′ 2″ 32′ 10″ 14′ 1″<br>P48′ F29′ 1 dk<br>RW 3BH<br>rf nil WB228t | M Mchy.aft<br>1 Ho 114′ comb.<br>G.49000 B.46600<br>2 Ha (stl) (each 40¾′×18′)<br>2W Der 1(5) 1(3) | Oil 2SA 8Cy. 10½″×13½″<br>907bhp<br>Crossley Bros. Ltd.<br>3×25, 25, 12kW 110V d.c. | 63t (d.o)<br>Mch<br>11k |
| 504602<br>GMDJ<br>184423<br>Esd Pfd<br>Rdr<br>RTm/v | **BLACKWALL POINT**<br>**Central Electricity Generating Board**<br>Stephenson Clarke ~~Ltd.~~ Shipping Ltd.<br>London British | 1776<br>1188<br>2710 | ✠100A1<br>✠LMC<br>MN256 | SS 8/67<br>EL q1½"SQ | 1951–5 S. P. Austin & Son Ltd.—Sld<br>270′ 6″ 39′ 6″ 17′ 1″<br>257′ 0″ 39′ 4″ 18′ 6″<br>Q158′ B20′ F25′ 1 dk<br>RW NS 4BH<br>rf nil WB935t incl. DTm164t | M Mchy.aft<br>3 Ho 65′, 54′, 49½′<br>G.129000<br>3 Ha (stl) (43′×23′) (38′, 30′×27′)<br>1W | Oil 2SA 8Cy. 360×600 mm<br>1280bhp<br>George Clark (1938) Ltd.<br>3×35, 35, 18kW 220V d.c. | 46½t (d.o)<br>Sld<br>11k |
| 507916<br>LKCP<br>Df Esd<br>Pfd RT | **BLÅEGG**<br>exCool Boy–66 exSibaldi–62<br>exNeb II exPequena<br>**Skips A/S Andvake**<br>Måløy Norwegian | 200<br>80<br>250 | | <br><br>NV | 1912 Framnæs M/V—Stj<br>134′ 8″ 20′ 1″ 12′ 0″<br>124′ 0″ 19′ 11″<br>R len 51 conv whaler— | M Fishing Mchy.aft<br>1 Ho<br>B.11500<br>2W | Oil 2SA 4Cy. 380×400 mm<br>NE39<br>Haldorsen & Sönner | <br>20t<br>Rub<br>10k |
| 504603<br>TFPJ<br>Df Esd<br>Rdr<br>RTm | **BLÁFELL**<br>Launched as Ano Syros<br>**Oliufelagid h/f**<br>Reykjavik Icelandic | 148<br>76<br>198 | | | 1962 Neorion & Michanourgia—Syros<br>*104·1′* 20′ 5″ 7′ 7¼″<br>98′ 5″ 20′ 4″ 8′ 6″<br>1 dk | M Tanker Mchy.aft<br>Der 1(1) | Oil 2SA 4Cy. 230×400 mm<br>280bhp<br>Alpha-Diesel A/S<br>1×5kW 32V | <br><br>Fkn |
| 504604<br>LZDF<br>7<br>Df Esd | **BLAGOI KASSABOV**<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 680<br>329<br>750 | | | 1951 G. Dimitrov Shipyard—Varna<br>12′ 1½″<br>188′ 4″ 29′ 6″ 16′ 1″<br>1 dk & S dk | M OSD Mchy.aft<br>G.43207 B.39571<br>6W Der 6(1) | Oil 4SA 8Cy.<br>520bhp<br>Nydqvist & Holm A/B | 47t<br>Thn<br>9k |
| 504605<br>UQNU<br>M-21659 | **BLAGOVESHENSK**<br>**U.S.S.R.**<br>Vladivostok Russian | 1200<br>449<br>1082 | | | 1953 "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 5½″<br>32′ 8″ 17′ 5″<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.59823<br>3 Ha (22½′×13′)<br>6W Der 2(10) 4(2) | 2 Oil 4SA each 8Cy. 216×310 mm<br>Ganz Waggon & Eng. Wks | Bdp<br>9½k |
| 504506<br>Df Esd<br>Gc | **BLAGOVESHENSK**<br>**U.S.S.R.**<br>Murmansk Russian | 692<br>227<br>— | ✠ | | 1955–6 A/B Lödöse Varf—Löd<br>207′ 0″ 30′ 10″<br>180′ 5″ 30′ 6″ 15′ 11″<br>F39′<br>RW<br>BK8″ | S Trawler | C 4Cy. (2) 11⅝″ & (2) 27³⁄₁₆″×25³⁄₁₆″<br>A/B Lindholmens Varv | Got |

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| 671700<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BLANCA**<br><br>~~Anton von Der Lippe~~<br>~~Tönsberg~~ ~~Norwegian~~<br>Rederiet Blanca<br>Anton von der Lippe<br>Tönsberg Norwegian | ~~12960~~ 13091<br>~~7540~~ 7107<br>~~18660~~ 18570 | <br><br>NV | 1967 A/S Akers M/V—Kragerö<br>546' 1" 69' 4" ~~34' 7½"~~ 31' 8"<br>514' 5" 69' 2" 44' 7"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W<br>A/S Akers M/V |
| 504612<br>VGTN<br>301227<br>Df Gc<br>Rdr RT | **BLANCHE HINDMAN**<br>exHarry Yates-60<br>exTheodore H. Wickwire-39<br>**Hindman Transportation Co. Ltd.**<br>Owen Sound Canadian | 5482<br>3385<br>8800 | <br><br>AB<br>BROKEN UP | 1908 Gt. Lakes Eng. Wks—Ecorse<br>*444-0'* 56' 2" 19' 7½"<br>452' 0" 56' 0" 28' 0"<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>G.291000<br>13 Ha | T 3Cy. 21½" 36" & 60"×42"<br>1520ihp<br>Marine Blr Wks |
| 504614<br>GHQT<br>302819<br>Df Esd<br>Gc Rdr<br>RTm/v | **BLANCHLAND**<br><br>**Stephenson Clarke Ltd.**<br>London British<br><br>Now **EUGENIA M** (No. 504614) in the Register | 8999<br>4987<br>12830 | ✠100A1 SS 11/65<br>strengthened for heavy cargoes<br>DTm—edible oil<br>✠LMC<br>MN1328 EL d†2 3/16"SQ | 1961–11 W. Gray & Co. Ltd.—Hpl<br>478' 7" 62' 3" 29' 7"<br>450' 3" 62' 0" 40' 0"<br>P106' F37' 2 dks<br>7BH to S dk 2 to 2nd dk<br>rf 2" DK fwd WB3184t incl. DTm1194t | M CSD Mchy.aft<br>5 Ho 63', 65', 34½', 25' DT, 66½', 60½'<br>G.654910 B.610120<br>5 Ha (stl) (31½'×24') (35', 37½' 35', 35'×27')<br>10W Der 4(10) 6(5) | Oil 2SA 4Cy. 670×2100 mm<br>6640bhp<br>Wm. Doxford & Sons (Eng.) Ltd.<br>AuxB (o.f) 100lb<br>AuxB (ex.g) 100lb<br>3×264kW 440V 60c/s a.c. |
| 541507<br>TKXA<br><br>Df Esd<br>Rdr RT | **BLANCPIGNON**<br>exMynelis-60 exOmlandia-55<br>**Transports Maritimes du Sud-Ouest**<br>Guy Garrouste<br>Bordeaux French | 498<br>272<br>1035 | ✠100A1 SS 3/68 ~~SS 6/65~~<br><br>✠LMC<br><br>MN150 EL j | 1951–10 Bodewes Scheeps.—Martenshoek<br>194' 0" 31' 4" 12' 8"<br>178' 0" 31' 2" 13' 2"<br>P&B107' F36' 1 dk<br>RW 3BH<br>WB261t | M Mchy.aft<br>1 Ho 116½'<br>G.55000 B.52000<br><br>3W | Oil 4SA 6Cy. 385×580 mm<br>750bhp<br>Masch. Kiel A.G. |
| 504615<br>GJNH<br>302939<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BLANDFORD**<br><br>**Blandford Shipping Co. Ltd., Fred Dessen & Co. Ltd. & Fruit Lines Ltd.**<br>London British | 26100<br>16558<br>42080 | ✠100A1 SS 5/67<br>oil tanker<br>✠LMC<br><br>MN3300 EL s†3"SQ | 1962–4 Kockums M/V A/B—Mmo<br>699' 6" 97' 3" 36' 9½"<br>665' 6" 97' 0" 49' 3"<br>P78' F76' 1 dk<br>16BH<br>rf 2" WB2909t | S Tanker Mchy.aft<br>1 Ho 35'<br><br>1 Ha (stl) (9'×23') | 2 S Turb dr geared to sc. shaft<br>16500shp De Laval<br>Kockums M/V A/B<br>2WTB 700lb Spt 865° F. 630lb<br>sg 150lb<br>2×575kW 440V 60c/s a.c. |
| 504616<br>SLIW<br>10335<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BLANKAHOLM**<br><br>**A/B Svenska Atlant Linien**<br>Gothenburg Swedish | T.Mk<br>4184<br>2047<br>6310<br>6402<br>3470<br>— | ✠100A1 SS 6/66<br>DTsa & amids—oil FP above 150° F., or vegetable oil<br>Ice Class 2<br>✠LMC<br>✠Lloyd's RMC<br>MN1160 EL a†2¼"SQ | 1962–10 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>441' 9" 57' 11" ~~26' 2½"~~ 23' 9½"/26' 8½"<br>405' 2" 57' 6" 35' 2"<br>P137' F57' 2 dks<br>8BH<br>rf 6" WB2168t incl. TwDf250t | M (4P) Ref<br>4 Ho 52½', 61½', 56½', 87½', TwD 71½'<br>G.417035 B.377760 In.26655<br>6 Ha (stl) (26½'×19½') (44½', 34½', 48½'×21½') (21½'×13½') (8'×7½')<br>16W Cr 1(3) Der 1(30) 2(7½–12) 12(5–7½) 2(5) | Oil 2SA 7Cy. 630×1300 mm<br>5800bhp<br>A/B Götaverken<br>AuxB 100lb e (ex.g) 100lb<br>3×280kW 750V 60c/s a.c. |
| 670700<br>6ZWY<br>2674<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLANKENBERG**<br><br>**Bredford Co. Inc.**<br>Monrovia Liberian | 43110<br>31991<br>87786 | <br><br>NV | 1967 Mitsui Zosen—Chiba<br>810' 0" 128' 2" 44' 5½"<br>783' 8" 128' 0" 58' 0"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W<br>Mitsui Zosen |
| 672776<br>DDXJ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLANKENBURG**<br><br>**Deutsche Seereederei**<br>Rostock E. German | 5576<br>2980<br>8130<br>8810<br>4991<br>10130 | | 1967 Warnowwerft—Warnemünde<br>492' 3" 23' 9"/27' 0"<br>452' 9" 66' 3" 38' 4"<br>1 dk & S dk | M Ref OSD/CSD | Oil 2SA 8Cy. 700×1200 mm<br>11200bhp MAN<br>Dieselmotorenwerk |
| 504617<br>IKWB<br>515<br>[Rdr RT | **BLANKENBURG**<br><br>**"Micoperi" Societa per Azioni**<br>Rome Italian | 124<br>24<br>— | RI<br><br>✠Classed LR until 11/64 | 1938–1 L. Smit & Zoon—Kinderdijk<br>95' 0" 20' 11" 10' 4½"<br>88' 3" 20' 10" 11' 0"<br>BK6" | M Tug | 2 Oil 2SA each 6Cy. 230×<br>hydraulic coupling sr geared<br>shaft<br>600bhp<br>N.V. Machfb. Bolnes |
| 541508<br>DNDV<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BLANKENESE**<br><br>**Partenreederei f.m.s. "Blankenese"**<br>Ernst. A. P. Koch<br>Hamburg W. German | 1287<br>534<br>— | <br><br>GL | 1963 Rickmers Werft—Bhn<br>242' 5" 36' 2" 16' 3"<br>214' 4" 36' 0" 24' 0"<br>F55' 2 dks | M Stern Trawler Mchy.aft<br>3 Ho 27½', 21', 17' | Oil 4SA 6Cy. 400×600 mm<br>also Oil 600bhp driving 1 ge<br>310V a.c. connected to ele<br>400shp (WL) for seconda<br>sion<br>Masch. Augsburg-Nürnberg |
| 504618<br>DLCQ<br><br>Df Esd<br>Gc Rdr | **BLANKENSTEIN**<br><br>**Norddeutscher Lloyd**<br>Bremen W. German | 5911<br>3238<br>7834<br>8034<br>4827<br>8080 | <br><br>GL | 1956 Bremer Vulkan—Vgk<br>498' 1" 60' 6" 24' 11"/25' 3½"<br>456' 1" 60' 4½" 37' 3"<br>B92' F112' 2 dks & S dk<br>RW | M (5P) Ref OSD/CSD<br>5 Ho 46', 74½', 71', 71', 81½'<br>G.549268 B.524840 In.10943<br>1 Ha (w) (20½'×7½')<br>4 Ha (stl) (39½', 49½', 49½', 39½'×18½')<br>18W Der 1(50) 8(5–10) 10(3–5) 2(½) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp<br>Bremer Vulkan<br>4×200, 200, 200 30kW 220V |
| 510019<br>LQYD<br><br>Df | **BLAS DAVENIA**<br>exEl Oriental-65<br>exSant'Anna-55<br>**Lineas Davenia S.A. de Nav.**<br>Buenos Aires Argentine | 5170<br>2352<br>— | <br><br>BV | 1942 Newport News S.B. & D.D. Co.—N.Ns<br>327' 8" 49' 10" 15' 1½"<br>309' 0" 25' 0"<br>1 dk | TM Mchy.aft | 2 Oil 2SA each 12Cy.<br><br>General Motors |

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| 504620<br>HKMS<br>023<br>Df Gc | **BLAS DE LEZO**<br>exKalamazoo–48<br>**Colombian Government**<br>Cartagena Colombian | **1134**<br>581<br>1450 | AB | **1944** E. Coast Shpyds Inc.—Bayonne<br>*243·8'* 37' 1" 12' 6½"<br>243' 6" 37' 0" 14' 6"<br>P45' F29' 1 dk len 49<br>rf 6" | M Tanker Mchy.aft<br>14 Ta<br>L.71407 | Oil 2SA 5Cy. 405×510 mm<br>860bhp 57t–5pd<br>Fairbanks, Morse & Co. Beloit<br>10k |
| 652156<br>LMPD | **BLÅSTHOLM**<br>exGollenes–66<br>**Nils A. Nilsen Partrederi**<br>Kristiansand Norwegian | **129**<br>58<br>— | | **1961** M. Kleven M/V—Ulsteinvik<br>96' 3" 20' 8"<br>... ... ...<br>1 dk<br>len 64 | M Fishing Mchy.aft | Oil 2SA 3Cy. 315×380 mm<br>220bhp Emade57fitted61<br>Brødr. Brunvoll Motfbr. Molde |
| 504621<br>YTBH<br>Df Esd<br>Rdr<br>RTm/h | **BLATO**<br>exBarbara Meentzen–59<br>~~Maritonia Shipping Co. Ltd.~~<br>~~Mediteranska Plovidba~~<br>~~Dubrovnik~~ ~~Yugoslav~~<br>**Mediteranska Plovidba**<br>Korcula Yugoslav | ~~786~~ 784<br>471<br>1150 | GL JR | **1952** A.G."Weser" Werk Seebeck—Bhn<br>187' 0" 29' 8" 15' 11"<br>29' 6" 18' 0"<br>P48' B36' F24' 2 dks<br>RW | M CSD Mchy.aft<br>1 Ho 104½'<br>G.50468 B.46220<br>2 Ha (34¼', 33'×19¾')<br>4W Der 2(3) | Oil 4SA 8Cy. 320×480 mm<br>800bhp 49t (d.o)<br>Motorenw. Mannheim Mhm<br>3×18, 18, 6kW 230V d.c. |
| 504622<br>DH2314<br>Df Esd<br>Rdr RT | **BLAUHAI**<br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | **134**<br>48<br>— | DSRK | **1958** Elbewerft—Boizenburg<br>86' 11" 22' 0" 11' 2"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>Masch. Halberstadt Halberstadt |
| 504623<br>DH2308<br>Df Esd<br>Rdr RT | **BLAUROBBE**<br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | **134**<br>48<br>— | DSRK | **1958** Elbewerft—Boizenburg<br>86' 11" 22' 0" 11' 2"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>Masch. Halberstadt Halberstadt |
| 504624<br>DH2295<br>Df Esd<br>Rdr RT | **BLAUWAL**<br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | **134**<br>48<br>— | DSRK | **1958** Elbewerft—Boizenburg<br>86' 11" 22' 0" 11' 2"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>Masch. Halberstadt Halberstadt |
| 650472<br>Esd Pfd<br>RT | **BLAUWVOET**<br>**Gebroeders Utterwulghe**<br>**E.A.L.**<br>Zeebrugge Belgian | **100**<br>—<br>— | | **1964** S.A.B.A.R.N.—Bruges<br>82' 0" 20' 6" 10' 9¾" (aft)<br>67' 7" 20' 4" | M Trawler | Oil 4SA 6Cy.<br>Anglo-Belgian Co. S.A. Ght |
| 542341<br>LHJL | **BLÅVEIS I**<br>exBlia–64 9xBratdal–63<br>exSollund 1–61 exCsardas<br>~~Ingvald Økland~~<br>Bergen Norwegian<br>**Arne Larsen Partrederi** | **251**<br>126<br>310 | NV | **1915** Y. de Jong—Gro<br>125' 4" 22' 7" 10' 5"<br>120' 0" 22' 5"<br>1 dk<br>R | M Mchy.aft<br>2 Ha (each 19½'×8')<br>2W Der 2 | Oil 2SA 3Cy. 280×420 mm<br>300bhp NE64<br>Wichmann Mtrf. Rub |
| 504626<br>GHYB<br>303782<br>Esd<br>RTh/v | **BLEASDALE**<br>**British Transport Docks**<br>**Board**<br>Fleetwood British | **1029**<br>444<br>1225 | **✠100A1** SS 7/67<br>**U.K. coasting service**<br>**✠LMC**<br>MN362 EL m | **1962–8** Simons-Lobnitz Ltd.—Rnf<br>193' 0" 40' 5"<br>180' 0" 38' 6" 17' 3"<br>1 dk<br>RW 4BH<br>rf nil BK5½" at centre & sides WB71t | TD-E Suction Hopper Dredger<br>Mchy.aft<br>1 Ho 63½'<br>Der 2(2) | 2 Oil 4SA each 8Cy. 9¾"×12½" 1808bhp<br>driving 2 gen. each 504kW 527V d.c.<br>connected to 2 elec. motors 1200shp<br>(WL) (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>2×130kW 220V d.c.<br>Directional propeller fwd |
| 504627<br>YTFG<br>Df Esd<br>Gc Rdr<br>RTh | **BLED**<br>exAlex van Opstal–59<br>exKanonier<br>**Splosna Plovba**<br>Koper Yugoslav | **7714**<br>4509<br>8191 | **100A1** SS 5/64<br>**with fbd DTsm—veg. oil**<br>**LMC**<br>**Lloyd's RMC**<br>EL b†<br>JR | Lch.**1942** Recmd.**1945–12** John Cockerill S.A.—Hbk<br>448' 2" 57' 0" 26' 10¾"<br>420' 0" 56' 9" 38' 3"<br>P73' F40' 2 dks, 3rd dk fwd of mchy. space<br>R 7BH<br>rf 4" WB3663t incl. Tunnel tanks 188t DTsm1883t | M (41P) Ref CSD<br>5 Ho 49¼', 83¼', 42', 53¾', 58¼'<br>G.524240 B.475299 In.6427<br>6 Ha (24', 21¼', 24¼', 20', 32', 27'×18')<br>14W Der 1(30) 1(15) 12(5) 2(3) | Oil 2DA 5Cy. 620×1400 mm<br>5500bhp B&W 1046t (d.o)<br>John Cockerill S.A. Seraing<br>db 85t̶b̶<br>3×250, 250, 110kW 220V d.c. 14k |
| 504628<br>DAHR<br>Df Esd<br>Gc Rdr<br>RTm | **BLEICHEN**<br>**H. M. Gehrckens**<br>Hamburg W German | **1405**<br>634<br>2184 | GL | **1958** Werft Nobiskrug—Rendsburg<br>306' 1" 40' 6" 15' 4¼"<br>276' 7" 40' 5" 23' 7"<br>P80' B23' F59' 1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ho 93¾', 96'<br>G.152670 B.142334<br>2 Ha (70¼', 74½'×17¾')<br>8W Der 1(20) 1(3–5–10) 7(3–5) | Oil 4SA 8Cy. 420×660 mm<br>1800bhp 183t<br>Klöckner-Humboldt-Deutz Kln<br>3×88kW 230V d.c. 12k |
| 651836<br>LAVH<br>Df Esd<br>Rdr RT | **BLEIKVASSLI**<br>**A/S Bleikvassli Gruber**<br>Mo i Rana Norwegian | **299**<br>200<br>800 | NV | **1965** Orens M/V—Tdh<br>180' 6" 30' 7" 11' 6"<br>164' 0" 30' 6"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho<br>G.56000 B.51000<br>2 Ha (each 43¾'×19½')<br>2W Der 2(2½) | Oil 4SA 12Cy. 6½"×8"<br>800bhp<br>Caterpillar Tractor Co. Peoria<br>2×20kW 220V 50c/s a.c. |
| 504629<br>SHOQ<br>9894<br>Df Rdr<br>RTh | **BLEKING**<br>**Carl J. Hedberg Partrederi**<br>Djupekås Swedish | **499**<br>301<br>650 | BV | **1959** A/B Kustvarvet—Höganäs<br>175' 2" 28' 4" 11' 0"<br>28' 2½" 11' 10"<br>1 dk<br>RW len 59 | M Mchy.aft<br>1 Ho 103¼'<br>2 Ha (32¼', 61¾'×15¾') | Oil 4SA 8Cy. 225×400 mm<br>480bhp (d.o)<br>A/B Jököpings Motfb. Jönköping<br>4×220V d.c. |
| 504630 | **BLEKOK**<br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | **192**<br>75<br>70 | ✠Classed LR until 9/58 | **1952–8** Gebr. Niestern & Co.—Dzl<br>125' 4" 21' 5" 6' 6"<br>114' 10" 21' 4" 9' 8"<br>B&F48' 1 dk<br>RW | M<br>2W | Oil 4SA 6Cy. 270×500 mm<br>22t<br>N.V. Werkspoor Ams<br>10k |

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| 504631<br>OUIH<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLENDA**<br><br>**Det forenede Dampskibs-**<br>**Selskab A/S**<br>Odense Danish | 1481<br>717<br>2000 | <br><br>BV | 1956 Frederikshavn V. & F. A/S—Fkn<br>293' 2" 42' 6" 18' 8"<br>269' 8" 42' 4" 33' 6"<br>F18' 1 dk & S dk<br>RW<br>rf 3½" | M (8P) Ref OSD<br>4 Ho 42½', 59', 49½', 47½'<br>B.97850 In.97850<br>4 Ha (20½', 30½', 24½', 24½'×16½')<br>10W Der 10(3) | Oil 2SA 5Cy. 500×900 mm<br>B&W<br>Helsingör Skibs. & Msk.<br>3×100kW 220V d.c. |
| 504633<br>LFNG<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BLENHEIM**<br><br>**A/S Ganger Rolf**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 4766<br>2643<br>1665 | <br><br>NV | 1951 J. I. Thornycroft & Co. Ltd.—Sou<br>374' 0" 53' 1" 17' 7½"<br>335' 0" 52' 11"<br>F149' 2 dks, pt 3rd dk<br>RW | M (284P) Ref<br>3 Ho 64½', 50' 41'<br>G.113000 B.103555<br>3 Ha (22½'×14½') (34'×18') (18'×13')<br>2W Der 1(15) 2(3) | Oil 2SA 8Cy. 500×1500 mm<br>3750bhp B&W<br>Akers M/V A/S<br>4×125kW 220V d.c. |
| 504634<br>ZSJF<br>157939<br>Esd<br>RTv | **BLESBOK**<br><br>**Republic of South Africa**<br>**(Railways & Harbours**<br>**Administration)**<br>Durban S. African | 3121<br>1628<br>3913 | <br><br>✠Classed LR until 9/38 | 1937–11 Lobnitz & Co. Ltd.—Rnf<br>315' 10" 54' 2" 18' 11½"<br>54' 0"<br>F39'<br>R<br>rf nil | TS Suction Hopper Dredger<br>Mchy.aft<br>2 Ho 24' comb., 36' comb.<br><br>4 Ha (each 6'×6') | T 6Cy. 18" 31" & 51"×30"<br>3800ihp<br>Lobnitz & Co. Ltd. |
| 504635<br>TQPV | **BLEUN BRUG**<br><br>**Eugène Jacquin**<br>Douarnenez French | 108<br>51<br>— | | 1958 Ch. Joseph Keraudren—Camaret<br>*74·8'* 22' 6"<br>... ... ... | Wood M Fishing | Oil 4SA 8Cy. 175×180 mm<br><br>Soc. Alsacienne Con. Méc. |
| 504636<br>PKVT<br><br>Df Esd<br>Rdr RT | **BLEWAH**<br><br>**Republik Indonesia**<br>P.T. Pelajaran Nasional<br>Indonesia<br>Djakarta Indonesian | 840<br>355<br>935 | <br><br>BV | 1962 Brodogradiliste "Tito"—Belgrade<br>227' 7" 34' 6" 12' 7½"<br>198' 10" 34' 5"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br><br><br>2 Ha (each 31½'×16½')<br>Der 2(5) 2(3) | Oil 2SA 8Cy. 290×490 mm<br>960bhp B&W<br>"Litostroj" |
| 504637<br>DDMW<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **BLEXEN**<br>exChiriqui–57 exTarazed–45<br>exChiriqui–41<br>**Union-Partenreederei**<br>**t.e.s. "Blexen"**<br>Scipio & Co.<br>Bremen W. German | 6692<br>3021<br>4620 | <br><br>AB | 1932 Newport Ns S.B. & D.D. Co.—N.Ns<br>446' 9" 60' 0" 24' 4"<br>415' 0" 59' 11" 34' 9"<br>P37' B&F348' 3 dks<br>R<br>BK2"<br>rf 6" | TT-E Ref<br>4 Ho 38', 90½', 62½', 47½'<br>B.281350 In.221380<br>3 Ha (w) (11½'×14') (25', 16½'×15½')<br>1 Ha (stl) (11½'×14')<br>8W Der 8(5) | 2 S Turb 11000shp driving<br>3360kW 3150V a.c. connected<br>motors 11000shp (Sy)<br>General Electric Co.<br>3×500kW 110/220V d.c. |
| 640760<br>DDUD<br><br>Esd<br>RTv | **BLEXEN**<br><br>**Unterweser Reederei**<br>**G.m.b.H.**<br>Bremen W. German | 152<br>—<br>— | <br><br>GL | 1963 F. Schichau G.m.b.H.—Bhn<br>86' 11" 25' 9"<br>78' 9" 24' 7" 9' 8"<br>1 dk | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>3×184, 184, 56kW 230/400V |
| 640518<br>DDFW<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLEXERSAND**<br><br>**Partenreederei**<br>**"Blexersand"**<br>Helmut Meyer<br>Brake W. German | 499<br>270<br>1060<br>1000<br>596<br>1889 | <br><br>GL | 1963 H. Brand—Oldenburg<br>225' 0" 35' 3" 12' 1½"/16' 9"<br>200' 7" 35' 2" 19' 1"<br>Q47' F26' 1 dk & S dk | M OSD/CSD Mchy.aft<br><br>G.80900 B.72850<br>2 Ha (each 48½'×21½')<br>4W Der 1(10) 3(3–4) | Oil 4SA 8Cy. 320×450 mm<br>999bhp<br>Klöckner-Humboldt-Deutz |
| 505503<br>JXKE<br><br>Df Esd<br>Rdr RT | **BLIA**<br>exBulko–64<br>**Hjellestad Rederi A/S**<br>Lars Hjellestad<br>Bergen Norwegian | 296<br>185<br>485 | <br><br>NV | 1960 A/S Westermoen Båtbyggeri—<br>Mandal<br>146' 9" 28' 0" 10' 0½"<br>134' 0" 27' 11" 11' 2"<br>1 dk | M Mchy.aft<br>1 Ho<br>G.22000<br>2 Ha (25½', 39½'×13')<br>Der 2(2½) | Oil 2SA 4Cy. 280×420 mm<br>600bhp NE66<br>Wichmann Mtrf.<br>2×20kW 220V 50c/s a.c. |
| 504638<br>PKAT | **BLIBIS**<br><br>**Republik Indonesia**<br>Departemen Perhubungan<br>Laut<br>Djakarta Indonesian | 194<br>76<br>— | <br><br>✠Classed LR until 9/58 | 1953–7 Jonker & Stans—Hendrik-I-A<br>125' 4" 21' 5" 6' 7½"<br>114' 10" 21' 4" 9' 9"<br>B&F48' 1 dk<br>RW | M | Oil 4SA 6Cy. 270×500 mm<br><br>N.V. Werkspoor |
| 504639<br>THJL<br><br>Df Esd<br>Rdr<br>RTm | **BLIDA**<br><br>**Cie. de Navigation Mixte**<br>Marseilles French | 1587<br>552<br>1867<br>2399<br>1364<br>3522 | <br><br>BV | 1961 Soc. des For. de la Méditerranée<br>—Hav<br>304' 7" 44' 8" 17' 3½"/23' 0"<br>277' 10" 44' 7"<br>1 dk & S dk | M Ref OSD/CSD<br>pt bulk wine carrier<br>3 Ho 36½', 56½', 63½'<br>G.161636 B.134832 In.10310<br>3 Ha (stl) (22½', 36', 36'×18')<br>6W Der 4(10) 2(5) | Oil 2SA 6Cy. 600×1250 mm<br>4043bhp Sulzer<br>Soc. des For. de la Méditerranée<br>3×175kW 230V d.c. |
| 504642<br>VDJN<br>170946 | **BLIGH ISLAND**<br><br>**Canadian Fishing Co. Ltd.**<br>Vancouver Canadian | 109<br>74<br>— | | 1938 Boeing Aircraft of Canada Ltd.—<br>Vcr<br>*71·3'* 20' 5"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 4SA 6Cy. 255×330 mm<br><br>Atlas-Imperial D.E. Co. |
| 504643<br>PKVP<br><br>Df Esd<br>Rdr RT | **BLIGO**<br><br>**Republik Indonesia**<br>P.T. Pelajaran Nasional<br>Indonesia<br>Djakarta Indonesian | 840<br>335<br>935 | <br><br>BV | 1962 Ladjedelnica Piran—Piran<br>227' 8" 34' 5" 12' 7½"<br>198' 10" 34' 4" 20' 0"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br><br><br>2 Ha (each 31½'×16½')<br>Der 2(5) 2(3) | Oil 2SA 8Cy. 290×490 mm<br>853bhp B&W<br>"Litostroj" |

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| 652399<br>XPXB<br>Df Esd<br>Gc Rdr<br>RT | **BLIKUR**<br>**P/f Skipafelagid Føroyar**<br>Faroese<br>Thorshavn | **500**<br>249<br>—<br>**894**<br>538<br>1050 | NV | **1965** Søviknes Verft A/S—Syvikgrend<br>207′ 5″ 34′ 6″ —/13′ 6″<br>182′ 5″ 34′ 4½″ 20′ 0″<br>1 dk & S dk | M Ref OSD/CSD Mchy.aft<br>1 Ho<br>G 52000 B 48000<br>2 Ha (each 37¼′×16¼′)<br>3W Cr 1(3) Der 1(20) 1(6) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Klöckner-Humboldt-Deutz Kln |
| 504645<br>PFVV<br>Df Esd<br>Rdr RT | **BLIMBING**<br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | **840**<br>335<br>9935 | ~~BV~~ | **1962** Brodogradiliste Titovo—Kraljevica<br>227′ 7″ 34′ 5″ 12′ 7½″<br>198′ 10″ 34′ 4″ 20′ 0″<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ha (each 31½′×16½′)<br>Der 2(5) 2(3) | Oil 2SA 8Cy. 290×490 mm<br>960bhp B&W 97t<br>"Litostroj" Ljubljana<br>12¼k |
| 504646<br>LAYN<br>Df Esd | **BLINK**<br>**I/S Bøhme & Ursin-Smith**<br>Otto Chr. Bøhme<br>Oslo Norwegian | **499**<br>240<br>975<br>**914**<br>569<br>1390 | NV | **1957** Schlichting Werft—Lbc<br>218′ 4″ 32′ 7″ 12′ 2″/14′ 9¼″<br>195′ 6″ 32′ 6″ 15′ 9″<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>1 Ho<br>G.71256 B.62122<br>2 Ha (32′, 60′×18′)<br>4W Der 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 80¾t<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| 504647<br>VRBS<br>164036<br>Df Esd<br>Rdr | **BLISSFUL**<br>exE. Sang–55 exHai Heng–38<br>**On Thai Nav. Co. Ltd.**<br>British<br>Hong Kong | **3370**<br>2001<br>3116 | ~~✠100A1~~ ~~SS 11/64~~<br>~~with freeboard~~<br>~~✠LMC~~<br>**BROKEN UP** ~~EL u1$\frac{1}{16}$″SQ~~ | **1934–9** Barclay, Curle & Co. Ltd.—Gls<br>343′ 0″ 47′ 2″ 17′ 6¾″<br>325′ 0″ 47′ 0″ 25′ 0″<br>P35′ B125′ F45′ 2 dks<br>R 6BH<br>WB1203t incl. DTa435t | S CSD<br>G.191145 B.181305<br>8W Der 1(10) | T 3Cy. $22\frac{7}{32}$″ 36″ & 60″×42″<br>2300ihp 568t (o.f)<br>Barclay, Curle & Co. Ltd. Gls<br>2 SB 200℔ hs(6042) 6cf 12k |
| 504648<br>MXXS<br>187686<br>Esd Pfd<br>RTm/v | **BLISWORTH**<br>**General Steam Nav. Co. Ltd.**<br>British<br>London | **1031**<br>572<br>1360 | ✠100A1 SS 7/66<br>✠LMC<br>MN150 EL $1\frac{3}{16}$″SQ | **1957–11** A. Hall & Co. Ltd.—Abn<br>213′ 0″ 33′ 10″ 14′ 1¼″<br>199′ 10″ 33′ 6″ 14′ 4″<br>P43′ Q130′ B14′ F24′ 1 dk<br>RW NS 4BH<br>rf ½″ WB369t | M Mchy.aft<br>3 Ho 44¼′, 47¾′, 41¾′<br>G.74140 B.66918<br>3 Ha (30′, 32′, 32′×20′)<br>3W Der 2(5) 1(2) | Oil 2SA 5Cy. 340×570 mm<br>750bhp 41¾t (d.o)<br>British Polar Engines Ltd. Gls<br>3×40kW 220V d.c. 10½k |
| 504649<br>PDDR<br>7400Z<br>Df Esd<br>Gc Rdr<br>RTv | **BLITAR**<br>**Koninklijke Rotterdamsche Lloyd N.V.**<br>Rotterdam Netherland | **9384**<br>5585<br>12420 | ✠100A1 ~~SS 11/62~~<br>DTsa—vegetable oil<br>DTsf—vegetable oil or molasses SS 1/68<br>✠LMC<br>EL f† | ~~1949~~**–7** Wilton-Fijenoord—Sch<br>514′ 8″ 62′ 9″ 31′ 2¾″<br>477′ 4″ 62′ 6″ 39′ 6″<br>B172′ F109′ 2 dks, 3rd dk clear of mchy. spaces & No. 5 hold<br>RW 7BH to U dk 1 to 2nd dk<br>WB7246t incl. Tunnel tanks 1984t DTsm3519t | TM (26P) Ref<br>5 Ho 73′, 72′, 80½′, 72′, 66½′<br>B.608370 In. 3000<br>6 Ha (22′, 38¾′×19¾′) (16¾′, 16¾′×23′) (33¼′, 27¼′×19¾′)<br>18W Der 2(50) 4(10) 5(5) 8(3) | 2 Oil 2SA each 6Cy. 720×1250 mm<br>✠NEmade46fitted49<br>9200bhp 1723t (hvf)<br>Sulzer Bros. Ltd. Win<br>AuxB 213℔<br>3×225kW 220V d.c. 16k |
| 504650<br>TKDJ<br>Df Esd<br>Pfd RT | **BLIZZARD**<br>**Soc. d'Exploitation des Pêches Maritimes**<br>La Rochelle French | **143**<br>46<br>311 | ~~BV~~ | **1952** At. & Ch. de la Manche—Dpe<br>*96·8′* 21′ 5″<br>… … …<br>RW | M Trawler<br>4 Ha<br>Der 1(2) | Oil 4SA 6Cy. 270×360 mm<br>525bhp NE61 30t<br>Klöckner-Humboldt-Deutz Kln<br>11½k |
| 504651<br>WR3315<br>226004<br>Rdr<br>RTm | **BLOCK ISLAND**<br>exFishers Island<br>exCol. John E. Baxter<br>exFishers Island<br>**Nelseco Navigation Co.**<br>New London United States | **862**<br>563<br>— | | **1926** Bethlehem S.B. Corp.—Wmg<br>*150·1′* 40′ 2″<br>40′ 0″<br>RW<br>rf 30″ | M Ferry (685P) Mchy.aft | Oil 2SA 8Cy 14″×23½″<br>1440bhp Emade42fitted60 (d.o)<br>American Loco. Co. Schenectady<br>2×75kW 440V 60c/s a.c.<br>1×5kW 125V d.c.<br>Directional propeller |
| 504653<br>YBCI<br>Esd RT | **BLOKORAN**<br>**Perusahaan Negara Garam**<br>Kallanget Indonesian | **398**<br>236<br>627 | ~~BV~~ | **1953** N.V. Vereenigde Prauwen Veren—Dja<br>181′ 8″ 30′ 6″ 9′ 4″<br>169′ 8″ 30′ 4″ 16′ 1″<br>B33′ 1 dk & S dk | M OSD Mchy.aft<br>2 Ha (each 29′×16½′)<br>4W Der 2(6) 2(3) | Oil 4SA 6Cy. 270×500 mm<br>430bhp 45t<br>N.V. Werkspoor Ams<br>9k |
| 519415<br>LMSZ<br>Df Gc<br>Rdr RT | **BLOM**<br>exKos 38–64 exPolarmeer–47<br>**Brødrene Ivar & Andreas Blom**<br>Bergen Norwegian | **379**<br>171<br>350 | | **1941** Moss Værft & Dokk A S—Moss<br>138′ 0″ 25′ 2″ 13′ 2½″<br>25′ 0″ 14′ 3″<br>1 dk<br>conv whaler 66 | M Fishing<br>1 Ho<br>2 Ha (10¼′×14′) (7¾′×9¼′)<br>Der 1(4) | Oil 4SA 6Cy. 250×300 mm<br>780bhp NE65 40t<br>A/S Bergens M/V Bgn<br>11½k |
| 504654<br>LKLY<br>RT | **BLOMVAAG**<br>**Øygarden & Sotra Rutelag L/L**<br>Bergen Norwegian | **164**<br>77<br>— | | **1940** Skaalurens Skibs.—Rosendal<br>*94·1′* 21′ 7″<br>… … …<br>1 dk | Wood M | Oil 2SA 4Cy. 330×360 mm<br>250bhp<br>De Forenede Motfbr. Bgn |
| 504656<br>WANW<br>248407<br>Df Esd<br>Gc | **BLOOMINGTON VICTORY**<br>**United States Department of Commerce**<br>Los Angeles United States | **7638**<br>4644<br>10723 | AB | **1945** California S.B. Corp.—L.An<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Allis-Chalmers Mfg Co. Milwaukee<br>2×300kW 240V d.c. 15k |
| 651285<br>307015 | **BLOORS**<br>**R. P. Slack**<br>Portsmouth British | **245**<br>185<br>— | | **1945** Tees Side Bridge & Eng. Works—Mdb<br>*146·9′* 22′ 1″<br>… … …<br>1 dk | TM | 2 Oil 4SA each 5Cy. 4½″×6½″<br>NE—<br>Crossley Bros. Ltd. Mch |

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|---|---|---|---|---|---|---|
| 504657<br>SPDK<br><br>Df Esd<br>RT | **BLOTNIAK**<br><br>**Polish Government**<br>P.P.D. I U.R. "Gryf"<br>Szczecin Polish | 159<br>57<br>98 | <br><br>PR | 1952 Stocznia Polnocna—Gdk<br>106' 10" 22' 2" 10' 9"<br>22' 0" 11' 0" | M Trawler | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Buckau Wolf<br>1×66kW 330V d.c.<br>1×18kW 110V d.c.<br>1×6kW 115V d.c. |
| 504658<br>SVHV<br>1573 | **BLOU ORIZON**<br><br>**T. Tsaldaris & M. Horsh**<br>Piræus Greek | 155<br>57<br>— | | 1957 ......................<br>112' 2" 17' 8" 6' 0"<br>.... .... ....<br>1 dk | Wood M | 2 Oil geared to sc. shaft |
| 504659<br>SUJL<br>41<br>Df Esd<br>Gc Rdr<br>RT | **BLOUDAN**<br>Launched as Ilri<br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | 1946<br>1250<br>2895 | <br><br>GL | 1960 Schiffswerft Neptun—Ros<br>*279-3'* 39' 7" 18' 9"<br>39' 5" 22' 4"<br>P51' F27' 2 dks | M CSD | Oil 4SA 8Cy. 420×660 mm<br>1650bhp<br>Klöckner-Humboldt-Deutz |
| 504660<br>WD8229<br>251109<br>Df | **BLOXOM**<br><br>**Pennsylvania Railroad Co.**<br>Cape Charles United States | 573<br>389<br>— | | 1944 Marietta Mfg Co.—Pt.Pleasant<br>149' 0" 33' 1"<br>141' 0" 33' 0" 18' 10"<br>1 dk<br>rf 30" | S Tug | Unaflow 3Cy. 24½"×24"<br>1200ihp<br>Skinner Engine Co.<br>2×25kW 120V d.c. |
| 504662<br>VYQD<br>177883<br>Df Rdr<br>RT | **BLUE CAPE**<br>exBlue Cloud–64<br>Launched as Ottawa Maycloud<br>~~Blue Peter Steamships Ltd.~~<br>~~St. John's, Nfl Canadian~~<br>Avalon Traders Ltd.<br>Puddister & Bennett Shipping Ltd.<br>St. John's, Nfl Canadian<br>Now **AVALON TRADER** See New Entries No. 6 | 499<br>238<br>425 | ✠Class **WITHDRAWN** at Owners' request 3/68<br>~~dor & the W. Indies Islands including Newfoundland Also Gt. Lakes & River St. Lawrence service~~<br>~~LMC~~<br>~~EL (e) 1½"SQ~~ | 1947–5 St. John D.D. & S.B. Co. Ltd.—St.J<br>151' 0" 27' 2" 11' 6"<br>140' 0" 27' 0" 17' 6"<br>2 dks<br>RW 2BH to U dk 2 to 2nd dk<br>WB168t incl. DTf22t | M Ref Mchy.aft<br>B.22368 In.22368<br>2W | Oil 4SA 6Cy. 330×405 mm<br>400bhp Emade44fitted47<br>Atlas-Imperial D.E. Co. |
| 641264<br>VDQC<br>313975<br>Df Esd<br>Gc Rdr | **BLUE CLOUD**<br><br>**Blue Peter Steamships Ltd.**<br>St. John's, Nfl Canadian | 1126<br>604<br>— | ✠100A1 SS 8/68<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN264 EL m1½"SQ | 1964–6 Davie S.B. Ltd.—Lauzon<br>220' 0" 35' 3" 14' 0½"<br>200' 2" 35' 0" 19' 0"<br>2 dks<br>7BH<br>rf 3" WB182t | M Ref Mchy.aft<br>In.43400 | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>db 50lb |
| 641643<br><br>322298<br>Esd Pfd<br>Rdr RT | **BLUE CREST**<br><br>**Atlantic Sugar Refineries. Co. Ltd.**<br>St. John's, Nfl Canadian<br>Now **ATLANTIC MILDRED** See New Entries No. 5 | 331<br>109<br>— | ✠100A1<br>trawler<br>Str. nav. ice<br>✠LMC<br>MN144 EL (e) | 1964–10 Ferguson Industries Ltd.—Pictou<br>130' 0" 26' 10"<br>114' 6" 26' 6" 14' 0"<br>Ba10' F32'<br>4BH<br>rf 21" BK 4" WB19t | M Trawler | Oil 2SA 6Cy. 310×490 mm<br>hydraulic coupling<br>720bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| 540175<br><br>318908<br>Esd Rdr<br>RT | **BLUE DAWN**<br><br>**Blue Sea Fishing Co. Ltd.**<br>Lunenburg Canadian | 154<br>63<br>— | | 1962 R. W. Snyder—Dayspring, N.S.<br>97' 0" 23' 6"<br>23' 4"<br>1 dk | Wood M Fishing | Oil 4SA 12Cy. 8½"×8½"<br>Waukesha Motor Co. |
| 501768<br>HPWI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE DIAMOND**<br>exAngola<br>Launched as Kirstine Toft<br>**Western Shipping Enterprises S.A.**<br>Panama Panamanian | 3153 ~~3381~~<br>1649<br>5630 | ✠100A1 SS 9/64<br>Str. nav. ice<br>✠LMC<br>MN610 ~~EL a\|2½"pISQ~~<br>EL y1½"SQ | 1954–7 Rickmers Werft—Bhn<br>421' 0" 51' 11" 20' 11"<br>379' 2" 51' 9" 31' 2"<br>P23' F37' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>WB1369t incl. Tunnel tanks 278t | M OSD<br>G.366000 B.330000<br>10W Der 1(30) | Oil 2SA 5Cy. 630×1250 mm<br>3355bhp<br>Ottensener Eisenwerk |
| 504665<br>5MGL<br>1566<br>Df Esd<br>Gc Rdr | **BLUE DOLPHIN**<br>exMacuto–61<br>exPan-Maryland–54<br>**Dolphin Shipping Co.**<br>Monrovia Liberian | 7708<br>4677<br>12875<br>9474<br>6008<br>14630 | <br><br>BV | 1938 Federal S.B. & D.D. Co.—Kearny<br>450' 0" 66' 8" 28' 2¾"/30' 8¾"<br>440' 0" 66' 6" 34' 6"<br>1 dk & S dk<br>RW conv tanker 55 | S OSD/CSD Mchy.aft | 2 S Turb dr geared to sc. sha<br>De Laval S. Turb. Co. |
| 504666<br>VOTK<br>178549<br>Df Esd<br>Pfd Rdr<br>RT | **BLUE FOAM**<br>exFearless–48<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl Canadian<br>Now **FOAM V** See New Entries No. 6 | 399<br>242<br>— | 100A– SS 1/66<br>trawler<br>**LMC**<br>EL (f) | 1946 John H. Mathis Co.—Camden<br>140' 10" 25' 10" 13' 0"<br>128' 0" 25' 9" 15' 3"<br>Q58' F28'<br>4BH<br>BK4" WB21t incl. DTf14t | M Trawler<br>1 Ho 38'<br>In.7660<br>1W | Oil 2SA 7Cy. 355×430 mm<br>805bhp<br>Fairbanks, Morse & Co. |
| 504667<br>WXBP<br>253866<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE GRASS STATE**<br>exEdgar F. Luckenbach–59<br>exTolland–47<br>**States Marine Lines Inc.**<br>New York United States | 8170<br>4815<br>11044 | <br><br>AB | 1944 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 28' 6½"<br>435' 6" 63' 0" 40' 0"<br>B78' 3 dks<br>rf nil | S CSD<br>5 Ho 67½', 61½', 70', 70', 72½'<br>G.604670 B.536769<br>5 Ha (27', 32½', 35', 30', 30'×19½')<br>18W Der 1(35) 2(10) 14( 5) | 2 S Turb dr geared to sc. sha<br>6600shp<br>General Electric Co.<br>3×300kW 230V d.c. |
| 504668<br>VOJB<br>194580<br>Df Esd<br>Pfd Rdr<br>RT | **BLUE HAZE II**<br><br>**Job Bros. & Co. Ltd.**<br>St. John's. Nfl Canadian | 323<br>115<br>— | ✠100A1 SS 1/66<br>trawler<br>✠LMC<br>MN144 EL (e)I | 1953–2 J. Lewis & Sons Ltd.—Abn<br>137' 0" 25' 2" 13' 6"<br>120' 0" 25' 0"<br>P70' F18'<br>RW 5BH<br>BK7" | M Trawler<br>1 Ho 33'<br>1 W | Oil 4SA 6Cy. 380×455 mm<br>723bhp<br>Mirrlees, Bickerton & Day |
| 504669<br>WCDZ<br>247030<br>Df Esd<br>Gc | **BLUE ISLAND VICTORY**<br><br>**United States Department of Commerce**<br>Baltimore United States | 7607<br>4551<br>10584 | <br><br>AB | 1945 Bethlehem-Fairfield—Bal<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. sha<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. |

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|---|---|---|---|---|---|---|
| 504670<br>NSPK<br>243067<br>Df Esd<br>Gc Rdr | **BLUE JACKET**<br>**United States Department of Commerce**<br>San Francisco United States | 8093<br>5650<br>7566 | AB | **1943** Moore D.D. Co.—Oakland<br>459′ 1″ 63′ 1″ 25′ 9¾″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho<br>B.348000 In.348000<br>5 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 1711t (o.f)<br>General Electric Co. Lyn |
| 670897<br>505930<br>Rdr | **BLUE MARLIN**<br>**Aquamarine Service Inc.**<br>Morgan City United States | 196<br>133<br>— | | **1966** Halter Marine Service Inc.—N.Os<br>34′ 2″ 9′ 6⅞″<br>140′ 2″ 34′ 0″ 11′ 6″<br>1 dk | TM Supply Ship Mchy.aft | 2 Oil 4SA each 12Cy. 6¼″×8″<br>1500bhp<br>Caterpillar Tractor Co. Peoria |
| 641970<br>JXZJ<br>Df Esd<br>Gc Rdr<br>RT | **BLUE MASTER**<br>**I/S Master**<br>Skibs A/S Golden West<br>Oslo Norwegian<br>Now **STEEL ENGINEER** See New Entries No. 12 | 8645<br>4533<br>13500<br>11119<br>6479<br>15570 | NV | **1964** A/B Oskarshamns Varv—Osk<br>509′ 4″ 68′ 2″ 28′ 2¾″/31′ 0¼″<br>470′ 0″ 68′ 0″ 42′ 0″<br>P&B470′ 1 dk & S dk, 3rd dk in Nos. 3 & 4 holds | M OSD/CSD Mchy.aft<br>6 Ho<br>G.817060 B.755950<br>6 Ha (stl) (34′, 34′, 34′, 34′, 28¾′, 27½′×27′)<br>20W Der 1(30) 4(10) 16(5) | Oil 2SA 6Cy. 760×1500 mm<br>7500bhp 1448t<br>A/B Götaverken Got<br>15k |
| 671830<br>Df Esd<br>Rdr RT | **BLUE PACIFIC**<br>**R. Soares, F. Perry, Ed. Gann & R. Virrissimo**<br>Powce United States | 950<br>500<br>— | | **1967** Tacoma B.B. Co. Inc.—Sea<br>176′ 7″<br>36′ 0″ 21′ 3″<br>2 dks | M Trawler | Oil 16Cy.<br>2000bhp<br>General Motors Corp. Clv |
| 536206<br>ELQR<br>529<br>Df Esd<br>Gc Rdr | **BLUE PENNANT**<br>exDemetra–67<br>exRossana–65 exTiryns–64<br>exConfianza–56 exMariner–55<br>exCharles Tufts–51<br>**Aegean Shipping Co. Inc.**<br>Monrovia Liberian | 7258<br>4458<br>10943 | **BROKEN UP**<br>BV | **1944** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW<br>rf 6″ | S<br>5 Ho 60½′, 72′, 50′, 44½′, 69½′<br>G.562827 B.499816<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1017t (o.f)<br>General Mchy. Corp. Hamilton<br>3×15kW 120V d.c. 11k |
| 641265<br>VCTW<br>313974<br>Df Esd<br>Gc Rdr | **BLUE PETER II**<br>Launched as Blue Peter<br>**Blue Peter Steamships Ltd.**<br>St. John's, Nfl Canadian | 1126<br>604<br>— | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN264 EL m1¾″SQ | **1964–5** Davie S.B. Ltd.—Lauzon<br>220′ 0″ 35′ 3″<br>200′ 2″ 35′ 0″ 19′ 0″<br>2 dks<br>7BH<br>rf 3″ WB182t | M Ref Mchy.aft<br>In.43400 | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz Kln |
| 504678<br>GWKV<br>168176<br>Df Esd<br>Gc Rdr<br>RT | **BLUE RANGER**<br>**Secretary of State for Defence**<br>London British | 3475<br>1559<br>3435 | ✠Classed LR until 10/65 | **1941–6** Harland & Wolff Ltd.—Gls<br>365′ 10″ 47′ 0″ 20′ 2½″<br>345′ 2″ 46′ 9″ 22′ 6″<br>P127′ F92′ 1 dk, 2nd dk clear of cargo tanks | M Tanker Mchy.aft<br>L.130970 HeCls. BC | Oil 4SA 6Cy. 740×1500 mm<br>3500bhp 314t-12½pd<br>Harland & Wolff Ltd. Gls<br>2×10 & 5kW 110V d.c. 14½k |
| 504679<br>VDWY<br>155295<br>RTm/v | ***BLUE* RIVER**<br>exRedchief–34<br>**Strathearne Terminals (Hamilton) Ltd.**<br>Toronto Canadian | 1818<br>1413<br>3200 | ✠Classed LR until 4/61<br>**BROKEN UP** | **1930–7** Canadian Vickers Ltd.—Mtl<br>256′ 0″ 43′ 8″ 14′ 7½″<br>43′ 6″ 19′ 11″<br>1 dk<br>R | TM Barge Mchy.aft<br>G.135000 B.126000 | 2 Oil 2SA each 5Cy. 305×380 mm<br>1000bhp NE34 30t (d.o)<br>Fairbanks, Morse & Co. Beloit<br>8k |
| 661110<br>323535<br>Esd Pfd<br>Rdr RT | **BLUE SEA II**<br>**Northlantic Trawling Co. Ltd.**<br>Job Bros. & Co. Ltd.<br>St. John's, Nfl Canadian<br>Now **ATLANTIC GRACE** See New Entries No. 1 | 324<br>103<br>— | **✠100A1**<br>trawler<br>Str. nav. ice<br>**✠LMC**<br>MN144 EL (n) (e) | **1966–4** Ferguson Industries Ltd.—Pictou<br>129′ 11″ 26′ 10″<br>114′ 6″ 26′ 6″ 14′ 0″<br>Ba10′ F25′<br>4BH<br>rf 21″ BK4″ WB20t | M Trawler Mchy.aft | Oil 2SA 6Cy. 310×490 mm<br>720bhp<br>Alpha-Diesel A/S Fkn<br>2×50kW 240V 60c/s a.c.<br>Controllable pitch propeller |
| 504680<br>VOTJ<br>178548<br>Df Esd<br>Pfd Rdr | **BLUE SPRAY**<br>exChallenge–48<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl Canadian<br>Now **SPRAY V** See New Entries No. 6 | 399<br>242<br>— | **100A–**<br>trawler<br>**LMC**<br>SS 1/66<br>EL (f) | **1946** John H. Mathis Co.—Camden<br>140′ 10″ 25′ 10″ 13′ 0″<br>128′ 0″ 25′ 9″ 15′ 3″<br>Q58′ F28′<br>4BH<br>BK4″ WB21t incl. DTf14t | M Trawler<br>1 Ho 38′<br>In.7660<br>1W | Oil 2SA 7Cy. 355×430 mm<br>805bhp 58t<br>Fairbanks, Morse & Co. Beloit<br>11½k |
| 671393<br>VCMV<br>Df Esd<br>Gc Rdr<br>RT | **BLUE SPRUCE**<br>Launched as Consul Horn<br>**Blue Peter Steamships Ltd.**<br>~~St. John's, Nfl~~ ~~Canadian~~<br>Hamilton British | ~~875~~ 838<br>~~475~~ 510<br>703 | GL | **1966** J. J. Sietas Schiffsw.—Ham<br>212′ 2″ 33′ 0″ 13′ 6″<br>188′ 2″ 32′ 10″ 19′ 6″<br>2 dks | M Ref Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Klöckner-Humboldt-Deutz Kln |
| 504682<br>Df Esd<br>Pfd Rdr<br>RTm | **BLUE SURF**<br>exEdith and Lilian–50<br>**Blue Surf Trawlers Inc.**<br>Gloucester United States | 178<br>121<br>— | | **1945** Waldoboro S.B. Co.—Maine<br>*95·9′* 23′ 1″<br>22′ 11″ | Wood M Fishing Mchy.aft<br>2 Ha (each 5′×4′) | Oil 4SA 6Cy. 13″×16″<br>400bhp (d.o)<br>Atlas-Imperial D.E. Co. Oakland<br>1×10kW 110V d.c. |
| 504683<br>VOPF<br>187473<br>Df Esd<br>Rdr RT | **BLUE TRADER**<br>exEskwater–58<br>**Blue Peter Steamships Ltd.**<br>St. John's, Nfl Canadian | 616<br>328<br>800 | **✠100A1**<br>**✠LMC**<br>MN120<br>SS 8/65<br>EL j | **1956–10** T. Mitchison Ltd.—Gts<br>190′ 4″ 30′ 1″ 11′ 9½″<br>175′ 0″ 30′ 0″ 13′ 5″<br>P54′ F23′ 1 dk<br>3BH<br>rf nil WB210t | M Ref Mchy.aft<br>G.40380 B.38300<br>3W Der 1(3) | Oil 2SA 8Cy. 10½″×13½″<br>600bhp 52½t<br>Crossley Bros. Ltd. Mch<br>10k |

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|---|---|---|---|---|---|---|
| 640964<br>316319 | **BLUE WATER**<br>**Blue Water Co. Ltd.**<br>Nassau British | 110<br>43<br>— | | 1963 Benny Sawyer—Cherokee Sound<br>*71·4'* 20' 5"<br>20' 3"<br>1 dk | Wood TM Fishing | 2 Oil each 6Cy. 4½"×5"<br>Emade44fitted63<br>General Motors Corp. |
| 541041<br><br>319936<br>Df Esd<br>Pfd Rdr<br>RT | **BLUE WATERS**<br><br>**Mattuna Fisheries Ltd.**<br>~~Bathurst~~ Canadian<br>St. Andrews | 181<br>84<br>— | | 1963 Bathurst Marine Ltd.—<br>Bathurst, N.B.<br>91' 10" 22' 6"<br>80' 0" 22' 0" 12' 0"<br>1 dk | M Stern Trawler | Oil 2SA 12Cy. 4½"×5"<br>General Motors Diesel Ltd. |
| 534530<br>5LZG<br>1376 | **BLUE WAVE**<br>exMaria-Eleni-67<br>exSunset-65<br>exCity of Colchester-59<br>exSamlea-47<br>**Island Marine Associates S.A.**<br>Monrovia Liberian | 7252<br>4448<br>10920 | AB<br>Classed BC until 5/59<br>**BROKEN UP** | 1944 Bethlehem-Fairfield—Bal<br>441' 8" 57' 1" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70'<br>G.562827 B.499816<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 1(50) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Ellicott Mchy. Corp.<br>3×20kW 120V d.c. |
| 504685<br>VDND<br>198334<br>Df Esd<br>Gc Rdr<br>RTm | **BLUENOSE**<br>**Government of Canada (Minister of Transport)**<br>Yarmouth Canadian | 6419<br>3341<br>1077 | ✠Classed LR until 2/59 | 1955–12 Davie S.B. Ltd.—Lauzon<br>345' 10" 66' 0" 16' 7"<br>319' 9" 65' 0" 37' 6"<br>F139' 2 dks<br>rf 12" | TM Ferry (600P) | 6 Oil 2SA each 12Cy. 8½"×10" with gearing & hydraulic couplings<br>sc shafts<br>12000bhp<br>Fairbanks, Morse & Co.<br>3×200kW 220V d.c. |
| 541908<br>CYJZ<br>320756<br>Df Esd<br>Rdr RT | **BLUENOSE II**<br>**Oland & Sons Ltd.**<br>Lunenburg Canadian | 191<br>96<br>— | | 1963 Smith & Rhuland—Lunenburg<br>143' 0" 27' 0"<br>26' 10"<br>1 dk | Wood Aux T (12P)<br>1 Ho 15½' | 2 Oil 4SA each 6Cy. 4½"×5½"<br>350bhp<br>Caterpillar Tractor Co.<br>2×40, 24kW 230V 60c/s a.c. |
| 504686<br>5MKT<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **BLUEPORT**<br>exBill-62<br>**Blue Navigation Corp.**<br>Monrovia Liberian<br>Now **DORALI** See New Entries No. 11 | 12218<br>7415<br>18530 | ✠100A1 TD 5/68 ~~Dr 4/64~~<br>oil tanker<br>✠LMC<br>MN1500 EL h†2¾"SQ | 1952–3 Nederl. Dok & Schps.—Ams<br>556' 0" 73' 0" 29' 6½"<br>533' 10" 72' 6" 38' 3"<br>P115' B36' F57' 1 dk<br>RW 17BH<br>WB1105t incl. DTf843t | M Tanker Mchy.aft<br>9 Ta<br>L.875000 HeCls. BC<br>Der 6(5) | Oil 2DA 7Cy. 720×1200 mm<br>7500bhp<br>Gebr. Stork & Co.<br>2AuxB 180lb<br>2×225kW 220V d.c. |
| 532687<br>6ZCK<br>2136<br>Df Esd<br>Gc Rdr | **BLUESEA**<br>exSicilian-64<br>**Bluesea Corp.**<br>Monrovia Liberian | 3335<br>1517<br>3925<br>4355<br>2482<br>— | ✠100A1 SS 3/66<br>with fbd Tunnel side tanks—oil FP above 150° F.<br>✠LMC<br>EL w | 1948–10 Ailsa S.B. Co. Ltd.—Trn<br>361' 5" 50' 1" 22' 2"/26' 0½"<br>339' 3" 49' 10" 32' 9"<br>F28' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB909t incl. Tunnel tanks 96t | S Ref OSD/CSD<br>G.255690 B.232427 In.15999<br>12W Der 1(35) | T 3Cy. 23" 38" & 65"×48" & LP<br>with dr gearing & hydraulic<br>3500ihp<br>Ailsa S.B. Co. Ltd.<br>3 SB 225lb Spt hs(10929) |
| 519995<br>5MYJ<br>2031<br>Df Esd<br>Gc Rdr | **BLUESKY**<br>exKyrakali-64<br>exPandorian-63<br>**Bluesky Corp.**<br>Monrovia Liberian | 3146<br>1306<br>4190<br>4189<br>2339<br>— | BS✱ TD 5/67<br>MBS✱<br>MN630 CT4353 C33 | 1941–3 Swan, Hunter & Wghm Rchdsn—Wal<br>359' 6" 50' 1" 22' 3"/26' 0½"<br>338' 9" 49' 10" 32' 9"<br>F24' 1 dk & S dk<br>7BH<br>WB813t | S OSD/CSD<br>G.284691 B.257807<br>10W Der 1(35) | T 3Cy. 23" 38" & 65"×48" & LP<br>3500ihp<br>Swan, Hunter & Wghm Rchdsn<br>3 SB 225lb Spt hs(7770) |
| 504690<br>DGDD<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **BLUMENTHAL**<br>**Hamburg-Amerika Linie**<br>Hamburg W. German | 6841<br>3801<br>8425<br>9443<br>5487<br>11340 | GL | 1961 Howaldtswerke Ham. A.G.—Ham<br>519' 11" 63' 2" 26' 1"/30' 4½"<br>475' 3" 63' 0" 39' 8"<br>P30' F104' 2 dks & S dk<br>RW | M (12P) Ref OSD/CSD<br>5 Ho 60½', 65', 79½', 77½', 54½'<br>G.613060 In.48380<br>5 Ha (stl) (16½'×14½') (40½', 47½', 40½', 40½'×18½')<br>20W Der 2(20) 6(5–10) 12(3–5) 2(2) | Oil 2SA 8Cy. 780×1550 mm<br>10800bhp MAN<br>Howaldtswerke Ham. A.G.<br>3×350kW 400V 50c/s a.c. |
| 504691<br>DDNQ<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **BLUMENTHAL**<br>exJamaica-57 exPeten-37<br>**Union-Partenreederei t.e.s. "Blumenthal"**<br>Scipio & Co.<br>Bremen W. German | 6698<br>3028<br>4620 | AB | 1933 Newport Ns S.B. & D.D. Co.—N.Ns<br>446' 9" 60' 2" 24' 4"<br>415' 0" 60' 0" 34' 9"<br>P37' B&F348' 3 dks<br>R<br>rf 6" BK2" | TT-E Ref<br>4 Ho 38' 90½' 62½', 47½'<br>B.281350 In.221380<br>3 Ha (w) (11½'×14') (25', 16½'×15½')<br>1 Ha (stl) (11½'×14')<br>8W Der 8(5) | 2 S Turb 11000shp driving<br>3360kW 3150V a.c. connected<br>motors 11000shp (Sy)<br>General Electric Co.<br>3×500kW 110/220V d.c. |
| 504692<br>DDFQ<br><br>Df Esd | **BLUMENTHAL**<br>exDietrich Ahrens-61<br>**Dietrich Regensdorff**<br>Brake W. German | 267<br>130<br>414 | GL<br>**FOUNDERED 10/67** | 1938 Büsching & Rosemeyer—Minden<br>*137·8'* 22' 8" 9' 4½"<br>22' 6" 10' 2"<br>P30' F17' 1 dk<br>R len 51 | M<br>G.20000 B.18500<br>1 Ha (71'×12½') | Oil 4SA 6Cy. 270×360 mm<br>250bhp NE52<br>Klöckner-Humboldt-Deutz |
| 640761<br>DDUH<br><br>Esd<br>RTv | **BLUMENTHAL**<br>**Unterweser Reederei G.m.b.H.**<br>Bremen W. German | 152<br>—<br>— | GL | 1963 F. Schichau G.m.b.H.—Bhn<br>86' 11" 25' 9"<br>78' 9" 24' 7" 9' 8" | M Tug<br>Der 1 | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>3×56, 18½, 18½kW 230/400V |
| 504693<br>GXBS<br>187798<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLYTH ADVENTURER**<br>**Blyth Dry Docks & Shipbuilding Co. Ltd.**<br>Moller Line (U.K.) Ltd.<br>London British | 12523<br>7389<br>~~18085~~<br>19695 | ✠100A1 SS 6/67<br>oil tanker<br>✠LMC<br>MN1820 EL l†2$\frac{1}{16}$"SQ | 1958–6 Blyth D.D. & S.B. Co. Ltd.—Nwc<br>560' 0" 72' 0" 30' 0½"<br>534' 0" 71' 0" 39' 1"<br>P118' B36' F70' 1 dk<br>18BH<br>rf 3" WB1324t | M Tanker Mchy.aft<br>30 Ta<br>HeCls. BC | Oil 2SA 7Cy. 760×1550 mm<br>9100bhp Sulzer<br>G. Clark & N.E. Mar. (Sid) Ltd.<br>2 AuxB 150lb |

~~REPAIRS REQUIRED—CLASS SUSPENDED 7/68~~

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| 504694<br>VJNZ<br>315392<br>Df Esd<br>Rdr<br>RTh | **BLYTHE STAR**<br>exTandik-60<br>**Bass Strait Shipping Co. Pty Ltd.**<br>Melbourne British | 321<br>144<br>430 | 100A1<br>**LMC**<br>MN98 | ~~SS 12/63~~<br>SS 1/68<br>EL e | **1955** At. Duchesne & Bossière—Hav<br>144′ 0″ 25′ 4″ 10′ 2½″<br>128′ 0″ 25′ 3″ 11′ 1″<br>P34′ F14′ 1 dk<br>RW 3BH<br>rf 3″ WB156t | M Mchy.aft<br>1 Ho 80′<br>1 Ha (63′ comb.×17′)<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>490bhp (d.o)<br>Masch. Kiel A.G. Kel<br>2×3kW 24V d.c. |
| 540176<br>304167<br>RTv | **BLYTHSWOOD**<br>**Clyde Port Authority**<br>Glasgow British | 786<br>239<br>— | ✠100A1<br>dredger<br>Firth of Clyde service<br>✠LMC<br>MN260 EL (l)1½″pt1½″SQ | SS 7/68 | **1963–9** Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>210′ 2″ 43′ 6″<br>175′ 3″ 42′ 0″ 13′ 0″<br>1 dk<br>RW 3BH<br>rf nil | TM Bucket Dredger Mchy.aft<br>Cr 1(7) | 2 Oil 4SA each 6Cy. 9½″×12″ sr reverse geared<br>1300bhp (d.o)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>4×180, 180, 30, 30kW 220V d.c. |
| 670996<br>SDEK<br>10773<br>Rdr | **BO VIKING**<br>**Sören Pettersson**<br>Gothenburg Swedish | 1259<br>567<br>1730 | | GL | **1966** Angyalfold Shipyard—Bdp<br>244′ 4″ 37′ 2″ 15′ 5″<br>220′ 0″ 17′ 5″<br>1 dk | M Mchy.aft<br>G.77000 B. 74000 | Oil 4SA 6Cy. 320×450 mm<br>Motorenw. Mannheim Mhm |
| 504696<br>IKGE<br>2489<br>RT | **BOATE**<br>exMarianna C.-53 exArianna<br>**Giuseppe Messina**<br>Genoa Italian | 308<br>156<br>440 | | RI | **1946** Cant. del Mediterraneo—Gen<br>145′ 8″ 23′ 4″ 10′ 9″<br>133′ 6″ 23′ 0″ 13′ 6″<br>P41′ F16′ 1 dk<br>len 62 | M Wine Tanker Mchy.aft<br>4 Ta<br>1 Ha | Oil 4SA 6Cy. 240×410 mm<br>250bhp 10t<br>Franco Tosi S.p.A. Legnano<br>8k |
| 509799<br>HOVW<br>3929HK<br>Df | **BOAZ**<br>exEftychia-65 exRiverton-60<br>**Cia. Nav. Pearl S.A.**<br>Teh-Hu Steamship Co. (Hong Kong) Ltd.<br>Panama Panamanian | *5183*<br>*2903*<br>—<br>*7223*<br>4483 ~~2908~~<br>10830 | ✠100A1<br>with freeboard<br>✠LMC<br>MN378 | SS 7/66<br>EL a† | **1943–9** Burntisland S.B. Co. Ltd.—Bnt<br>436′ 0″ 58′ 0″ 25′ 7½″/27′ 2½″<br>412′ 0″ 57′ 7″ 37′ 10″<br>1 dk & S dk<br>R NS Coll BH to S dk 6 to 2nd dk<br>WB2496t Incl. Tunnel tank 428t f 272t | S OSD/CSD<br>5 Ho 57′, 63¾′, 41′, 63′, 63½′<br>6 Ha (31½′, 32½′, 20¼′, 32½′, 32½′ 32½′×22′)<br>Der 10(5) | T 3Cy. 23½″ 40¾″ & 70½″×48″<br>2100ihp (o.f)<br>D. Rowan & Co. Ltd. Gls<br>3 SB 220℔ hs(7248) 9cf<br>2×15kW 110V d.c. |
| 504697<br>LLFG<br>Rdr RT | **BOB**<br>**Bukser & Bjergningsselskapet A/S**<br>Oslo Norwegian | 148<br>—<br>— | | NV | **1963** Bolsønes Verft—Molde<br>88′ 0″ 24′ 7″<br>82′ 4″ 24′ 5″ 11′ 6″ | M Salvage Tug | Oil 4SA 8Cy. 290×420 mm<br>1000bhp (d.o)<br>Masch. Kiel A.G. Kel<br>2×21, 20kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| 504698<br>GSNF<br>186243<br>Esd Rdr<br>RTm/v | **BOBBY SHAFTOE**<br>**Port of Tyne Authority**<br>~~**Tyne Improvement Commissioners**~~<br>~~London~~ Newcastle British | 561<br>177<br>775 | ✠100A1<br>hopper barge<br>✠LMC<br>MN169 | SS 3/68 ~~SS 9/63~~<br>EL h $1\frac{1}{16}$″SQ | **1955–6** C. Hill & Sons Ltd.—Brs<br>157′ 11″ 33′ 3″ 11′ 8½″<br>150′ 0″ 33′ 0″ 13′ 7″<br>P50′ 1 dk<br>RW 4BH<br>rf nil WB291t | M Hopper Barge Mchy.aft<br>1 Ho 50½′<br>G.13440<br>1 Ha (50′×20′) | Oil 2SA 6Cy. 340×570 mm<br>845bhp 25t (d.o)<br>British Polar Engines Ltd. Gls<br>3×100, 100, 25kW 220V d.c. 10¾k |
| 504700<br>MXFW<br>186735<br>Esd Rdr<br>RT | **BOBRIX**<br>**J. R. Rix & Sons Ltd.**<br>Hull British | 647<br>347<br>950 | ✠100A1<br>✠LMC<br>MN102 | SS 2/68 ~~SS 9/65~~<br>202′ 3″<br>185′ 2″<br>EL h | **1957–2** Schps. "Gideon" v/h J. Koster. Hzn—Gro<br>~~179′ 9″~~ 28′ 9″ 12′ 0¼″<br>~~162′ 8″~~ 28′ 6″ 12′ 3″<br>P46′ R dk fwd of P58′ F26′ 1 dk<br>RW 3BH len 68<br>rf 4″ WB216t | M Mchy.aft<br>1 Ho 99′<br>2W Der 2(3) | Oil 2SA 6Cy. 10½″×13½″<br>510bhp 25t<br>Crossley Bros. Ltd. Mch<br>10k |
| 504701<br>UZUR<br>M-16753<br>Df | **BOBRUJSK**<br>**U.S.S.R.**<br>Holmsk Russian | 2569<br>1390<br>3160 | | | **1952** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>297′ 0″ 42′ 8″ 18′ 4½″<br>42′ 6″ 21′ 4″<br>1 dk | S<br>2 Ho<br>4 Ha (each 34½′×19¾′)<br>9W Der 1(15) 8(5) | C 4Cy. (2) $14\frac{15}{16}$″ & (2) 32¼″×32¼″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| 504702<br>USJM<br>M-26533<br>Df Esd<br>Gc Rdr | **BOBRUJSKLES**<br>**U.S.S.R.**<br>Leningrad Russian | 4673<br>2370<br>5726 | | | **1962** Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 9″ 27′ 7″<br>1 dk<br>RW | M<br>4 Ho<br>G.265779<br>4 Ha (41¼′, 41¼′, 41¼′×29½′) (41¼′×23′)<br>9W Der 1(15) 8(5) | Oil 2SA 5Cy. 620×1400 mm<br>B&W<br>Brodogradiliste Uljanik Pla<br>16k |
| 504703<br>CBBL<br>Df Esd<br>Gc Rdr | **BOCA MAULE**<br>**Naviera Coronel S.A.**<br>Valparaiso Chilean | 6492<br>4148<br>9340 | ✠100A1<br>✠LMC | SS 2/66<br>EL a† | **1948–8** W. Gray & Co. Ltd.—Hpl<br>440′ 0″ 56′ 6″ 25′ 4″<br>415′ 0″ 32′ 6″<br>P107′ F42′ 1 dk<br>RW NS 6BH<br>WB3056t incl. DTm 704t | S Mchy.aft<br>G.414425 B.396902<br>17W Der 16(7½) | T 3Cy. 23″ 36″ & 65″×48″<br>2600ihp 628t (c)<br>Cen. Mar. Eng. Wks Hpl<br>3 SB 225℔ Spt hs(10989) 9cf 10k |
| 671795<br>Df Esd<br>RT | **BOCANEGRA**<br>**Pesqueras Onubenses**<br>Huelva Spanish | ~~160~~ 156<br>—<br>— | | BV | **1967** Const. Nav. P. Freire—Vgo<br>87′ 4″ 20′ 9″<br>75′ 6″ 20′ 8″ 11′ 2″<br>1 dk | M Trawler Mchy.aft | Oil 4SA<br>320bhp<br>Moteurs Baudouin Msl |
| 504706<br>EAYH<br>Df Esd<br>RTm | **BOCELO**<br>**Salvador Vazquez Crespo**<br>Teneriffe Spanish | 153<br>57<br>112 | | | **1956** Ast. del Noroeste—Frl<br>89′ 8″ 19′ 4″ 9′ 10″<br>80′ 6″ 19′ 0″ 12′ 1″<br>RW | M Trawler<br>Der 1(1) | Oil 4SA 6Cy. 195×250 mm<br>525bhp (d.o)<br>Tuxham A/S Cpn<br>2×15, 10kW 220V d.c. |

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| 641409<br>Df Esd<br>Pfd Rdr<br>RT | **BOCENO**<br>**Robert Le Goff & Cie.**<br>Etel French | 156<br>65<br>— | | 1964 D. & J. Boot Schps. "De Industrie"<br>—Alp<br>100' 9" 21' 8" 9' 2"<br>84' 10" 21' 4" 11' 2" | M Trawler | Oil 4SA 6Cy. 250×350 mm<br>D. & J. Boot "De Industrie" |
| 504707<br>JGHA<br>72512<br>Df Esd<br>Gc Rdr | **BOCHO MARU No. 1**<br>**Yamaguchi-Ken Gyogyo**<br>**Kosha K.K.**<br>Shimonoseki Japanese | 358<br>256<br>— | | 1955 Kanazashi Zosensho—Shimizu<br>*140-4'* 24' 7"<br>137' 10" 24' 5" 12' 6"<br>F17' 1 dk | M Fishing Mchy.aft<br>1W Der 1(1) | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Hanshin Nainenki Kogyo |
| 540177<br>8KKQ<br>90238<br>Df Esd<br>Gc Rdr | **BOCHO MARU No. 3**<br>**Yamaguchi Ken Gyogyo**<br>**Kosha K.K.**<br>Shimonoseki Japanese | 370<br>190<br>— | | 1963 Miho Zosensho—Miho<br>164' 5" 26' 4"<br>146' 0" 26' 3" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>1050bhp<br>Akasaka Tekkosho |
| 642238<br>8KQP<br>92498<br>Df Esd<br>Gc Rdr | **BOCHO MARU No. 5**<br>**Yamaguchi-Ken Gyogyo**<br>**Kosha K.K.**<br>Shimonoseki Japanese | 192<br>97<br>— | | 1964 Kanazashi Zosensho—Shimizu<br>128' 0" 22' 10" 9' 2"<br>110' 1" 22' 8" 10' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>Daihatsu Kogyo |
| 660754<br>JBCG<br>98820<br>Df Esd<br>Gc Rdr | **BOCHO MARU No. 6**<br>**Yamaguchi-Ken Gyogyo**<br>**Kosha K.K.**<br>Shimonoseki Japanese | 193<br>94<br>— | | 1965 Miho Zosensho—Shimizu<br>126' 9" 22' 9"<br>109' 6" 22' 8" 10' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>550bhp<br>Daihatsu Kogyo |
| 504709<br>EAOM<br>Df Esd<br>Rdr | **BOCHORNO**<br>**Pesquerias y Secaderos de**<br>**Bacalao de España S.A.**<br>San Sebastian Spanish | 1359<br>701<br>— | ✠100A1 SS 2/67<br>trawler<br>✠LMC<br>MN262 EL (o)f* | 1954–5 Soc. Española de Const. Nav.—<br>Bbo<br>233' 5" 35' 10"<br>216' 3" 35' 6" 19' 6"<br>P8' F49'<br>6BH<br>BK8" WB10t | M Trawler | Oil 2SA 8Cy. 340×570 mm<br>1310bhp<br>Nydqvist & Holm A/B<br>db 75lb<br>Controllable pitch propeller |
| 504711<br>SPDJ<br>Df Esd<br>RT | **BOCIAN**<br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin Polish | 159<br>58<br>98 | PR | 1952 Stocznia Polnocna—Gdk<br>106' 10" 22' 2"<br>22' 0" 11' 0"<br>RW | M Trawler | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Buckau-Wolf<br>3×66, 12, 6kW 115/130V d.c. |
| 504712<br>DABQ<br>Df Esd<br>Rdr<br>RTm/v | **BOCKENHEIM**<br>**Unterweser Reederei**<br>**G.m.b.H.**<br>Bremen W. German | 2258<br>1499<br>4360 | GL | Lch.1942 Cmpl.1949 A.G. "Weser" Werk<br>Seebeck—Bhn<br>314' 0" 43' 11" 19' 11½"<br>43' 9" 28' 3"<br>B26' F27' 1 dk & S dk<br>RW | M OSD Mchy.aft<br>4 Ho 44½', 65', 59', 26½'<br>G.257000 B.243000<br>4 Ha (29½', 37½', 39½' 29½'×23')<br>8W Der 8(3) | Oil 4SA 6Cy. 400×460 mm<br>1200bhp Emade44fitted49<br>Masch. Augsburg-Nürnberg<br>3×80. 80, 60kW 110V d.c. |
| 529989<br>YTQB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOCNA**<br>exRose of Lancaster–65<br>**Splosna Plovba**<br>Koper Yugoslav | 5215<br>2672<br>6970 | ✠100A1 SS 6/66<br>DTa—vegetable oil<br>✠LMC<br>MN960 EL a†2¼"SQ | 1957–12 W. Gray & Co. Ltd.—Hpl<br>440' 10" 58' 5" 23' 0"<br>405' 0" 58' 0" 35' 6"<br>P23' F39' 1 dk & S dk, 3rd dk in No. 1 hold<br>RW Coll BH to S dk 7 to 2nd dk<br>rf nil WB1978t incl. DTa878t | S (12P) Ref OSD<br>5 Ho 78½', 72½', 22½', 67½', 69'<br>G.451090 B.420220 In.2380<br>5 Ha (38½', 42½'×20') (12½'×9')<br>(37½', 24½'×20')<br>16W Der 1(30) 2(15) 4(10) 2(7) 6(5)<br>2(3) | 2 S Turb dr geared to sc. shaft<br>4800shp<br>Cen. Mar. Eng. Wks<br>2WTB 590lb Spt 810° F.<br>db 175lb sg 60lb<br>3×275kW 220V d.c. |
| 541509<br>XPVW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BODANES**<br>**P/f Bodanes**<br>Thorshavn Faroese | 349<br>170<br>— | NV | 1963 P/f Skála Skipasmidja &<br>Handelsvirki—Skála<br>126' 9" 24' 10"<br>117' 0" 24' 9" 11' 11"<br>1 dk | M Fishing | Oil 4SA 6Cy. 300×410 mm<br>450bhp<br>A/S Vølund |
| 502238<br>DDVG<br>Df Esd<br>Gc Rdr<br>RT | **BODE**<br>exArctic Gull–65<br>**Deutsche Seereederei**<br>Rostock E. German | 2500<br>1262<br>4446<br>3901<br>2117<br>— | DSRK | 1959 Moss Værft & Dokk A/S—Moss<br>355' 0" 48' 7" 20' 9½"/—<br>331' 4" 48' 6"<br>1 dk & S dk<br>RW | M OSD/CSD<br>G.286197 B.266571<br>10W Der 10(5) | Oil 2SA 6Cy. 600×1100 mm<br>N.V. Werkspoor |
| 504714<br>DH2271<br>Df Esd<br>Rdr RT | **BODE**<br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | 133<br>47<br>— | DSRK | 1956 Schiffbau- u. Reparaturwerft—<br>Stralsund<br>86' 11" 22' 0" 11' 7"<br>21' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>Schwermasch. Karl Liebknecht |
| 504715<br>5NAN<br>321506<br>Df Esd<br>Gc Rdr<br>RT | **BODE THOMAS**<br>**Nigerian Ports Authority**<br>Lagos Nigerian | 1159<br>408<br>— | ✠100A1 CS 3/68 ~~SS 9/66~~<br>Nigerian coasting service<br>✠LMC<br>MN216 EL m 1½"SQ | 1960–2 Brooke Marine Ltd.—Lwt<br>205' 11" 39' 1" 11' 6¾"<br>185' 0" 39' 0" 18' 6"<br>1 dk, 2nd dk except in mchy. space<br>RW 3BH<br>rf 5" WB135t | TM Buoy Ship Mchy.aft<br>1 Ho 56'<br>1 Ha (31'×15')<br>4W Der 1(30) | 2 Oil 2SA each 7Cy. 250×4<br>1080bhp<br>British Polar Engines Ltd. |

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| 504716 | **BÖDEKER**<br>exEmpire Mead–48<br>**N.V. Nederland-Indonesië Steenkolen Handel Maats.**<br>Reported sailing as **LAUT BELAWAN** under Indonesian flag | 252<br>—<br>— | ✠Classed LR until 9/63 | | 1942–6 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>115′ 11″ 27′ 1″ 12′ 11½″<br>107′ 0″ 27′ 0″ 13′ 9″<br>BK7″ | S Tug<br>2W Der 1(3) | T 3Cy. 15½″ 25½″ & 42″×27″<br>150t (o.f)<br>Ferguson Bros. (P.Gl) Ltd. P.Gl<br>10k |
| 504717<br>DLDB<br>Df Esd<br>Gc Rdr | **BODENSTEIN**<br>**Norddeutscher Lloyd**<br>Bremen W. German | 5911<br>3238<br>7476<br>8034<br>4827<br>7599 | | GL | 1957 Bremer Vulkan—Vgk<br>498′ 1″ 60′ 6″ 24′ 11″/25′ 4″<br>456′ 1″ 60′ 4″ 37′ 3″<br>B92′ F110′ 2 dks & S dk<br>RW | M (4P) Ref OSD/CSD<br>5 Ho 46′, 74½′, 71′, 71′, 81¼′<br>G.584568 B.524840 In.10943<br>1 Ha (w) (20½′×7½′)<br>4 Ha (stl) (39¼′, 49¼′, 49¼′, 39¼′×18¼′)<br>18W Der 1(50) 8(5–10) 10(3–5) 2(½) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp 1100t (hvf)<br>Bremer Vulkan Vgk<br>4×200, 200, 200, 30kW 220V 17½k |
| 504718<br>DEAD<br>3681<br>Df Esd<br>Gc Rdr<br>RTm/h | **BODETAL**<br>**Partenreederei m.s. "Bodetal"**<br>J. A. Reinecke G.m.b.H.<br>Bremen W. German<br>Now **ALGOR** See New Entries No. 5 | 2121<br>1079<br>2400 | ✠100A1<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1200 | SS 8/64<br>EL v 1¾″SQ | 1960–3 Hanseatische Werft—Ham<br>354′ 6″ 47′ 4″ 19′ 11½″<br>311′ 8″ 47′ 3″ 28′ 1″<br>B&F282′ 2 dks & S dk<br>Coll & AP BH to S dk 4 to 2nd dk<br>rf nil WB614t incl. Tunnel tanks 166t | M Ref OSD<br>4 Ho 71¾′, 46′, 44′, 62′<br>G.190664 In.187636<br>4 Ha (stl) (each 18¼′×13′)<br>8W Der 2(10) 6(3) 1(1½) | 2 Oil 4SA each 12Cy. 400×460 mm with sr gear & hydraulic couplings to sc. shaft<br>6000bhp 593t (d.o)<br>Ottensener Eisenwerk Ham<br>3×450, 450, 190kW 450V d.c. 18k |
| 504719<br>KVVO<br>245021<br>Df Esd<br>Gc | **BODIE ISLAND**<br>**United States Department of Commerce**<br>Boston United States | 1117<br>251<br>— | | | 1943 General Ship & E. Wks—Bos<br>*185·5′* 37′ 7″ 18′ 9″<br>185′ 0″ 37′ 6″ 21′ 5″<br>B&F 106′ 2 dks | M Tug | 2 Oil 4SA each 8Cy. 370×510 mm with electro-magnetic slip couplings & sr gearing to sc. shaft<br>566t<br>National Supply Co. Springfield |
| 504720<br>DJCG<br>Df Esd<br>Rdr RTv | **BODIL SCHMIDT**<br>**Heinrich Schmidt Reederei**<br>Flensburg W. German | 1350<br>801<br>1802 | | GL | 1957 Schiffb. Unterweser—Bhn<br>*251·6′* 35′ 5″ 16′ 0″<br>35′ 3″ 17′ 3″<br>Q157′ 1 dk<br>len 66 | M Mchy.aft<br>G.81109 B.76742<br>4W Der 4(3) | Oil 4SA 6Cy. 385×580 mm<br>1050bhp 58t<br>Masch. Kiel A.G. Kel<br>11½k |
| 504721<br>ZCXI<br>185444<br>RT | **BODMER**<br>exTapacuma–60<br>**D. Brown**<br>Georgetown, Cayman Is. British | 278<br>132<br>308 | ✠100A1<br>✠LMC<br>MN80 | SS 1/65<br>EL d | 1952–10 W. J. Yarwood & Sons Ltd.—Northwich<br>124′ 8″ 24′ 7″ 9′ 1″<br>116′ 10″ 24′ 6″ 9′ 9″<br>P37′ F14′ 1 dk<br>RW 3BH<br>WB124t | M Mchy.aft<br>1 Ho 70′<br>B.14200<br>1 Ha (42′×15½′)<br>2W | Oil 2SA 8Cy. 215×345 mm<br>400bhp 10t<br>H. Widdop & Co. Ltd. Keighley<br>9½k |
| 641029<br>LKBD<br>Df Esd<br>Gc Rdr<br>RT | **BODÖ**<br>**I/S Bodö**<br>Jacob Sannes & Co.<br>Bodö Norwegian<br>Now **WILYAMA** See New Entries No. 6 | 18834<br>11172<br>31330 | | NV | 1964 A/S Bergens M/V—Bgn<br>609′ 1″ 81′ 2″ 36′ 7¼″<br>570′ 0″ 81′ 0″ 49′ 0″<br>P145′ F55′ 1 dk | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.1388211 B.1217415<br>7 Ha (each 37¾′×40¼′) | Oil 2SA 7Cy. 760×1500 mm<br>1614t<br>A/B Götaverken Got<br>14½k |
| 661432<br>DAZO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BODO UHSE**<br>**Fischkombinat Rostock**<br>Rostock E. German | 3165<br>1432<br>1924 | | DSRK | 1965 Mathias-Thesen-Werft—Wismar<br>287′ 9″ 46′ 7″ 18′ 8½″<br>32′ 2″<br>2 dks | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 460×720 mm<br>3050bhp<br>Dieselmotorenwerk Ros |
| 673009<br>UHWI<br>M-22236 | **BODRIJ**<br>**U.S.S.R.**<br>Odessa Russian | 814<br>240<br>339 | | | 1957 ......................Russia<br>208′ 7″ 31′ 2″ 15′ 1″<br>31′ 0″ 17′ 11″ | D-E Whaler | 4 Oil 4SA each 6Cy. 318×330 mm connected to elec. motor & sc. shaft<br>17¼k |
| 504723<br>TCBQ<br>3180<br>Df Esd<br>Gc Rdr<br>RTm/h | **BODRUM**<br>**Sitki Kocman & Selahattin Göktug**<br>Istanbul Turkish | 3141<br>1697<br>—<br>4379<br>2797<br>6270 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN756 | SS 8/65<br>EL x 1 13/16″SQ | 1961–3 A.G. "Weser" Werk Seebeck—Bhn<br>379′ 8″ 52′ 1″ —/23′ 5¾″<br>345′ 9″ 51′ 10″ 29′ 7″<br>F38′ 1 dk & S dk<br>RW Coll & mchy. BH to S dk 4 to 2nd dk<br>rf 4″ WB1347t incl. DTf290t | M OSD/CSD Mchy.aft<br>3 Ho 48′, 82′, 80′<br>3 Ha (stl) (50′, 55′, 55′×19¾′)<br>Der 1(50) 1(15) 4(3–5–10) 6(3–5) | 2 Oil 4SA each 9Cy. 400×600 mm with hydraulic coupling & sr gearing to sc. shaft<br>3780bhp (d.o)<br>Masch. Augsburg-Nürnberg Ham<br>3×150, 150, 100kW 230V d.c. |
| 537826<br>PDEJ<br>Df | **BOEKANIER**<br>exVenus–64 exAmstel XVI–49<br>**F. G. Vos**<br>N.V. Scheepvaartbedr. "Gruno"<br>Bleiswijk Netherland | 291<br>184<br>310 | | BV | 1935 A. Vuijk & Zonen—Capelle<br>*133·6′* 21′ 6″ 8′ 2″<br>21′ 4″<br>1 dk<br>R | M Mchy.aft<br>G.18500 B.17800<br>2 Ha<br>Der 2 | Oil 4SA 4Cy. 250×400 mm<br>185bhp 16t<br>Motorenw. Mannheim Mhm<br>9k |
| 504724 | **BOENAKEN**<br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 135<br>82<br>— | | | 1936 Droogdok Maats.—Tandjong Priok<br>*101·6′* 20′ 0″<br>19′ 10″<br>R | M Mchy.aft | Oil 2SA 3Cy.<br>Appingedammer Brons. Apg |
| 670048<br>ESIC<br>Df Esd<br>RT | **BOER**<br>Launched as Dominga Jose<br>**Jesús Lago**<br>Vigo Spanish | 169<br>76<br>— | | BV | 1966 Const. Nav. Santodomingo—Vgo<br>... ... ...<br>82′ 8″ 21′ 0″ 11′ 8″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>460bhp<br>Klöckner-Humboldt-Deutz Kln |

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| 673010<br>UQXL<br>M-19324 | **BOETS**<br><br>**U.S.S.R.**<br>Nakhodka Russian | 453<br>—<br>155 | | **1953** ........................Russia<br>145' 10" 31' 1" 11' 3"<br>14' 5" | TM Tug<br><br><br><br>2W Der 2(3) | 2 Oil 2SA each 6Cy. 300×500 mm |
| 651672<br>UGNK<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOEVAJA SLAVA**<br><br>**U.S.S.R.**<br>Klaipeda Russian | 16387<br>11033<br>~~10009~~<br>11086 | <br><br>GL | **1965** Kieler Howaldtswerke A.G.—Kel<br>546' 4" 80' 0" 24' 0"<br>503' 8" 78' 9" 48' 7"<br>P109' F96' 4 dks | M Fish Factory CSD Mchy.aft | Oil 2SA 6Cy. 700×1200 mm<br>5640bhp MAN<br>Kieler Howaldtswerke A.G. |
| 673011<br>UUUW<br>RDM-<br>23806 | **BOEVOJ**<br><br>**U.S.S.R.**<br>Baku Russian | 464<br>—<br>153 | | **1956** Santierul Naval—Gtz<br>145' 9" 31' 1" 10' 7½"<br>14' 5" | TM Tug<br><br><br><br>1W Der 1(3) | 2 Oil 2SA each 6Cy. 300×500 mm |
| 504726<br>FPVK<br><br>Df Esd<br>Gc Rdr<br>RT | **BOFFA**<br><br>**Cie. Maritime des Chargeurs Réunis**<br>Havre French<br>Now **MONAR** See New Entries No. 5 | 6735<br>3999<br>9030 | <br><br>BV<br><br><br>len 62 | **1947** Davie S.B. & R. Co. Ltd.—Levis<br>459' 7" 55' 9" 26' 1½"<br>55' 7"<br>P20' 2 dks | M CSD<br><br>B.404714<br>6 Ha (24½', 63½', 51', 31½', 31½', 4'×19½')<br>16W Der 1(40) 1(20) 2(12) 4(8) 10(5) | Oil 2SA 8Cy. 720×1250 mm<br>6000bhp<br>Sulzer Bros. Ltd. |
| 504727<br>OGAE<br>494 | **BOFORS**<br>exSkoghall VI–58<br>**V. V. Nyblom**<br>Porvoo/Borgå Finnish | 212<br>123<br>350 | | **1916** S. Groths Eftr.—Sjötorp<br>105' 1" 22' 7" 10' 2"<br>22' 5" | Comp M Mchy.aft | Oil 2SA 2Cy. 330×340 mm<br>120bhp<br>J. & C. G. Bolinders M/V A/B |
| 504728<br>PKBF | **BOGA**<br><br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | 193<br>75<br>— | <br><br>✠Classed LR until 9/58 | **1953–8** Spaarndammer Schps. Stapel—Spaarndam<br>125' 4" 21' 5" 6' 7½"<br>114' 8" 21' 4" 9' 8"<br>B&F48' 1 dk<br>RW | M | Oil 4SA 6Cy. 270×500 mm<br><br>N.V. Werkspoor |
| 520572<br>OYSM<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **BOGATYR**<br>exLeiv Eiriksson–65<br>**Rederi A/S "Myren"**<br>Holm & Wonsild<br>Copenhagen Danish | 8931<br>4927<br>12480 | <br><br>NV | **1958** Lübecker Flender-Werke—Lbc<br>478' 8" 61' 10" 30' 1"<br>443' 3" 61' 6"<br>2 dks<br>RW<br>rf nil | M CSD<br>5 Ho 54½', 64½', 71½', 59½', 71½'<br>G.637877 B.574809<br>5 Ha (stl) (30', 39½', 44½', 39½" 39½'×24')<br>16W Der 1(30) 1(20) 2(5–10) 14(5) | Oil 2SA 9Cy. 700×1200 mm<br>6000bhp 1081t (hrf)<br>Masch. Augsburg-Nürnberg<br>3×200kW 220V d.c. |
| 672979<br>UWGT<br>M-16699<br>Df | **BOGATYR**<br><br>**U.S.S.R.**<br>Murmansk Russian | 533<br>—<br>272 | | **1950** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157' 1" 31' 3" 12' 8½"<br>139' 0" 15' 5" | S Tug<br>1 Ho<br><br>1 Ha<br>1W Der 1(1) | T 3Cy. 420 700 & 1150×700 mm<br><br>Wärtsilä Kon. Crichton-Vulcan |
| 504729 | **BOGATYRLES**<br><br>**U.S.S.R.**<br>Leningrad Russian | 4653<br>2361<br>5772 | | **1962** Stocznia Gdanska—Gdk<br>406' 5" 54' 11" 22' 4½"<br>54' 9" 27' 8"<br>1 dk<br>RW | M<br>4 Ho<br>G.253949<br>4 Ha (42½', 42½', 42½',×29½') (42½'×23')<br>8W Der 8(5) | Oil 2SA 5Cy. 720×1250 mm<br>4500bhp<br>Sulzer Bros. Ltd. |
| 504730<br>EHWJ<br><br>Esd | **BOGAVANTE**<br><br>**Rafael Quintero Acevedo**<br>Huelva Spanish | 118<br>68<br>— | | **1943** J. Rodriguez Perez—Vgo<br>*72·2'* 19' 0"<br>18' 10" | Wood S Trawler | T 3Cy. 7" 11½" & 11½"×12"<br>450ihp |
| 504731<br>TCFO<br>22 | **BOGAZICI**<br>exBosphorus No. 66–54<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 433<br>234<br>— | ✠<br><br>GL | **1910–8** Fairfield Co. Ltd.—Gls<br>153' 5" 26' 1" 8' 2"<br>25' 11" 10' 9"<br>1 dk<br>R | TS Ferry | T 6Cy. 10" 15" & 25"×18"<br>455ihp<br>Fairfield Co. Ltd. |
| 504732<br>UPKP<br>M-1230<br>Df Esd | **BOGDAN KHMELNITSKY**<br>Launched asStanpool<br>**U.S.S.R.**<br>Odessa Russian | 7348<br>4245<br>10060 | ✠ | **1954–7** W. Gray & Co. Ltd.—Hpl<br>446' 1" 57' 6" 27' 0"<br>420' 0" 57' 3" 37' 1"<br>F39' 2 dks<br>RW | S<br>5 Ho<br>G.491264<br>5 Ha (35', 35', 35', 35', 31½'×23')<br>11W Der 1(3) 10(2½) | T 3Cy. 22" 37" & 65"×48" & LP tu<br>dr gearing & hydraulic coupl<br><br>Cen. Mar. Eng. Wks |
| 504734<br>LLXP | **BOGEN**<br>exTid 178<br>**Sand & Singel A/S**<br>Oslo Norwegian | 54<br>—<br>— | **BS✳** SS 4/66<br>tug<br>Harbour & river service<br>**MBS✳**<br>MN40 EL (a)C10 | **1946–8** W. Pickersgill & Sons Ltd.—Sld<br>71' 0" 17' 0"<br>65' 0" 8' 0"<br><br>5BH<br>WB8t | M Tug | Oil 2SA 2Cy. 380×410 mm<br>220bhp ✳NE53<br>A/B Bolinder-Munktell |
| 640281<br>SPTE<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BOGINKA**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 498<br>189<br>648 | <br><br>PR | **1964** Stocznia im. Komuny Paryskiej—Gdy<br>199' 0" 32' 10" 11' 3½"<br>32' 8"<br>2 dks<br>rf 3" | M Mchy.aft<br>2 Ho each 49½'<br><br>2 Ha (each 33½'×16½')<br>Der 4(3) | Oil 2SA 6Cy. 310×490 mm<br>720bhp<br>Alpha-Diesel A/S<br>3×50kW 230V d.c. |

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| 504737 | **BOGNAFJORD**<br>U.S.S.R.<br>Russian | 172<br>46<br>— | | **1942** Glommens M/V—Fks<br>*100·4′* 22′ 4″<br>… … … | M Tug | Oil 2SA 6Cy. 275×420 mm<br>Atlas-Diesel Skm |
| 661823<br>VJBA<br>317264<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BOGONG**<br>**Bulkships ~~Pty.~~ Ltd.**<br>Associated Steamships Pty. Ltd.<br>Melbourne British | 33834<br>19747<br>55090 | **✠100A1**<br>strengthened for ore cargoes, Nos. 1, 3, 5, 7 & 9 holds may be empty<br>**✠LMC**<br>MN3300 EL v†3 3/16″SQ | **1967–1** Whyalla S.B. & Eng. Works—Wya<br>~~741′ 6″~~ 104′ 0″ 40′ 9″ 741′ 6″ (incl.BB)<br>690′ 0″ 104′ 0″ 55′ 9″<br>P81′ F58′ 1 dk<br>NS 11BH<br>rf nil WB17065t incl. Comb. btm & side tanks in holds 1517t2 | S Bulk Carrier Mchy.aft<br>9 Ho 58½′, 69′, 55′, 55′, 55′, 55′, 55′, 66′, 44′<br>G.1680100 B.161600<br>9 Ha (stl) (40′, 50′, 40′, 40′, 40′, 40′, 40′, 50′, 29′×45′)<br>Cr 2(3) | 2 S Turb dr geared to sc. shaft<br>16500shp (o.f)<br>General Electric Co. Lyn<br>2WTB 1100lb Spt 1000lb 955° F. hs16110<br>2×600kW 415V 50c/s a.c. 16k |
| 504738<br>OUHY<br>Df Esd<br>Gc Rdr | **BOGOTA**<br>**A/S Det Østasiatiske Kompagni**<br>Copenhagen Danish | T.Mk<br>6586<br>3788<br>9330 | **✠100A1** SS 7/66<br>DTsm—oil FP above 150° F. veg. oil or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2000 EL d†2 3/16″SQ | **1956–9** Burmeister & Wain—Cpn<br>498′ 1″ 63′ 9″ ~~27′ 7″~~ 26′ 1¾″<br>456′ 9″ 63′ 6″ 38′ 3″<br>F90′ 2 dks, 3rd dk in holds<br>6BH to U dk 1 to 2nd dk 1 to 3rd dk<br>rf 4″ DK WB3163t incl. DTsm1478t | M Ref Mchy.aft<br>5 Ho<br>G.641100 B.571900 In.8200<br>5 Ha (31½′×18′) (39¾′, 39¾′, 39¾′, 34¾′×22′)<br>20W Der 1(60) 1(20) 10(5) 10(3) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp 1480t<br>Burmeister & Wain Cpn<br>2AuxB 100lb 17½k |
| 536183<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BOGOTA**<br>exHopi–67 exBogota–67<br>exKate MG–66 exTinto–66<br>**V. Stephen**<br>La Ceiba Honduran<br>Now **VICTORIA** See New Entries No. **10** | 1950<br>1075<br>2137 | **✠100A1** SS 6/66<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>EL s | **1947–1** Henry Robb Ltd.—Lth<br>297′ 0″ 42′ 2″ 17′ 2½″<br>280′ 5″ 42′ 0″ 25′ 3″<br>1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 8″ WB429t | S (12P) OSD<br>3 Ho 47′, 63′, 44½′ comb.<br>G.146500 B.134000<br>4 Ha (22½′×14′) (29¼′×16′) (20¼′, 13½′×14′)<br>8W Der 2(10) 6(5) | T 3Cy. 19½″ 32″ & 54″×36″ & LP turb with dr gearing & hydraulic coupling<br>1900ihp 306t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 210lb Spt hs(6137) 6cf<br>2×15, 10kW 110V d.c. 13½k |
| 504740<br>PKSG<br>Df Esd<br>Rdr | **BOGOWONTO**<br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 2575<br>1179<br>1600 | ✠Class **WITHDRAWN** ~~at Owners' request~~ 3/68 | **1957–2** Schps. "De Waal"—Zaltbommel<br>285′ 10″ 46′ 1″ 12′ 11¼″<br>269′ 0″ 45′ 11″ 18′ 0″<br>P&B163′ F37′ UprF31′ 1 dk<br>6BH<br>rf 3″ WB570t incl. Tunnel tanks 112t | M (66bth 600dkP) | Oil 2SA 6Cy. 520×700 mm<br>2300bhp<br>Masch. Augsburg-Nürnberg Aug<br>db 100lb |
| | ~~SURVEYS OVERDUE—CLASS SUSPENDED 1/66~~ | | | | | |
| 504743<br>LAGL<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BOHEMUND**<br>**Den Norske Middelhavslinje A/S**<br>Fred Olsen & Co. & Ole R. Thoresen<br>Oslo Norwegian | 2421<br>1169<br>2850 | NV | **1950** Bergens M/V—Bgn<br>346′ 0″ 46′ 1″ 18′ 11″<br>314′ 0″ 45′ 11″<br>P75′ F31′ 1 dk & S dk<br>RW | M (10P) Ref OSD Mchy.aft<br>3 Ho 82′, 82′, 55¾′<br>G.180770 B.163870 In.20250<br>5 Ha (26½′, 26½′, 26½′, 26½′×20′) (24¼′×12′)<br>10W Der 1(3–12) 8(3) | Oil 2SA 6Cy. 600×1040 mm<br>3700bhp 490t (hvf)<br>Sulzer Bros. Ltd. Win<br>4×150, 150, 100, 17kW 220V d.c. 15½k |
| 504744<br>YTFH<br>Df Esd<br>Gc Rdr<br>RTh | **BOHINJ**<br>exGouverneur Galopin–59<br>**Splosna Plovba**<br>Koper Yugoslav | 7724<br>4557<br>8189 | **100A1** TD 1/69 ~~SS 12/64~~<br>with fbd DTsm—veg. oil<br>**LMC**<br>**✠Lloyd's RMC**<br>EL bt†<br>JR | Lch.**1941** Cmd.**1946–5** John Cockerill S.A.—Hbk<br>448′ 0″ 57′ 1″ 26′ 10¾″<br>420′ 5″ 57′ 0″ 38′ 3″<br>P73′ F47′ 2 dks, 3rd dk fwd of mchy. space<br>R 5BH to U dk 2 to 2nd dk<br>rf 4″ WB2874t incl. DTsm1271t | M (86P) Ref CSD<br>5 Ho 50¼′, 106¼′, 41¾′, 62¼′, 59½′<br>G.513818 B.465334 In.6427<br>6 Ha (24′, 21¼′, 24′, 20′, 32′, 27′×18′)<br>14W Der 1(30) 1(15) 12(5) 2(3) | Oil 2DA 5Cy. 620×1400 mm<br>6800bhp B&W 957t (d.o)<br>John Cockerill S.A. Seraing<br>db 85lb<br>3×250, 250, 110kW 220V d.c. 14½k |
| 504745<br>DCZB<br>Df Esd<br>Gc Rdr<br>RTv | **BÖHLEN**<br>**Deutsche Seereederei**<br>Rostock E. German | 7875<br>4701<br>11670 | DSRK | **1961** Admiralteiski Shipyd—Len<br>457′ 5″ 63′ 4″ 27′ 10″<br>63′ 1″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 2SA 8Cy. 430×610 mm<br>Fabrik "Wilhelm Pleck" Prague |
| 504746 | **BOHOL**<br>**Compañia Maritima**<br>Manila Philippine | 560<br>262<br>690 | | **1944** Utd. Concrete Pipe Corp.—Long Beach<br>176′ 6″ 32′ 0″ 11′ 9¾″<br>31′ 10″<br>F26′ 1 dk<br>rf 6″ | TM Mchy.aft<br>2 Ho each 42′<br>G.24154 B.22106<br>2 Ha (20′, 28′×16′)<br>4W Der 1(15) 4(5) | 2 Oil 2SA each 6Cy. 220×265 mm<br>1000bhp 65t (d.o)<br>General Motors Corp. Det<br>2×100kW 110/220V d.c. 11k |
| 651381<br>SEVK<br>10628<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **BOHUS**<br>**Rederi A/B Bifrost**<br>Jarl R. Trapp<br>Gothenburg Swedish | 3453<br>1527<br>4830 | **✠100A1**<br>strengthened for ore cargoes, alternate holds may be empty<br>Ice Class 3<br>**✠LMC**<br>MN696 EL v1½″SQ | **1965–9** Verolme Sarpsborg M/V A/S—Greaker<br>345′ 10″ 50′ 3″ 21′ 0¾″<br>324′ 10″ 50′ 1″ 26′ 2″<br>P73′ F39′ 1 dk<br>NS 7BH<br>rf nil DK fwd WB2251t incl. Topside tanks in holds 404t | M Mchy.aft<br>5 Ho 40,′ 67′, 25′, 51½′, 27¼′<br>5 Ha (stl) (32½′×26¼′) (48¾′, 19¼′, 33¼′, 24½′×34½′)<br>Cr 3(8) | Oil 2SA 6Cy. 500×1100 mm<br>3480bhp (hvf)<br>Burmeister & Wain Cpn<br>AuxB 100lb e (ex.g) 100lb<br>4×176, 176, 176, 36kW 440V 60c/s a.c. |
| 504747<br>SMGW<br>10360<br>Df RT | **BOHUSFJORD**<br>exBirmingham–62<br>**R. & I. Mårland**<br>Edshultshall Swedish | ~~394~~ 404<br>197 ~~196~~<br>495 | **✠100A1** SS 3/67<br>**✠LMC**<br>EL f | **1934–11** Rotterdamsche D.D. Maats.—Rot<br>161′ 5″ 25′ 3″ 10′ 0″<br>152′ 0″ 25′ 1″ 11′ 0″<br>P34′ F16′ 1 dk<br>R NS 3BH<br>WB196t | M Mchy.aft<br>1 Ho<br>G.25757 B.24825<br>2 Ha (each 39¼′×16½′)<br>2W | Oil 4SA 8Cy. 275×500 mm<br>500bhp ✠NE1/49 19t (d.o)<br>N.V. Werkspoor Ams<br>2×2½kW 32V 9½k |
| 504748<br>SDKM<br>5592 | **BOHUSLÄN**<br>**Ångbåten Ekonomisk Förening**<br>K. E. Boström<br>Gothenburg Swedish | 327<br>123<br>— | | **1913** Eriksbergs M/V A/B—Got<br>*139·2′* 23′ 10″ 9′ 0″<br>… … …<br>1 dk<br>R | S | T 3Cy. 13¾″ 22 7/16″ & 36⅜″×24″<br>(o.f)<br>Eriksbergs M/V A/B Got |

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| 650650<br>SEYB<br>10535<br>Esd Pfd<br>Rdr RT | **BOHUSLÄN**<br>**A. J. L. Ludvigsson**<br>**Partrederi**<br>Åstol Swedish | 151<br>62<br>— | BV | 1964 Rosslauer Schiffs.—Rosslau<br>100′ 8″ 21′ 8″<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×300 mm<br>700bhp<br>Nydqvist & Holm A/B |
| 504750<br>SHYL<br>10006<br>Df RT | **BOHUSÖ**<br>exMissouri-60<br>**Anders V. Andersson**<br>**Partrederi**<br>Skärhamn Swedish | 361<br>178<br>424 | BV | 1951 Worst & Dutmer—Meppel<br>142′ 7″ 24′ 7″ 10′ 2″<br>24′ 5″<br>P37′ Q43′ F18′ 1 dk | M Mchy.aft<br>1 Ho 80½′<br>G.22500<br>2W Der 2 | Oil 4SA 6Cy. 270×360 mm<br>295bhp<br>Klöckner-Humboldt-Deutz |
| 640646<br>TKAB<br>Df Esd<br>Pfd Rdr | **BOIS ROBERT**<br>**Cie. Générale de Marée &**<br>**de Consignation**<br>Dieppe French | 224<br>74<br>— | BV | 1964 At. & Ch. de la Manche—Dpe<br>123′ 7″ 23′ 9″<br>105′ 5″ 23′ 7½″ 12′ 10″ | M Trawler | Oil 4SA 6Cy. 300×450 mm<br>875bhp<br>Masch. Augsburg-Nürnberg |
| 504751<br>FNVG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOIS ROSÉ**<br>**Les Pêcheries de Fécamp**<br>Fécamp French | 1492<br>720<br>— | BV | 1950 Haarlemsche Schps. Maats.—<br>Haarlem<br>244′ 2″ 38′ 8″ 19′ 8″<br>... ... ... | M Trawler<br>4 Ha (each 4½′×4½′) | Oil 4SA 6Cy. 500×900 mm<br>1300bhp B&W<br>Soc. Forg. & At. du Creusot<br>Le Cr |
| 507726<br>KEXP<br>248786<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOISE VICTORY**<br>exColorado-65<br>exBoise Victory-48<br>**Chas. Kurz & Co. Inc.**<br>Keystone Shipping Co.<br>Wilmington, Del United States | 7641<br>4622<br>10754 | AB | 1945 Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 0″ 28′ 6½″<br>436′ 6″ 62′ 1″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.566130 B.493580<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp<br>Joshua Hendy Irn Wks<br>2×300kW 240V d.c. |
| 504752<br>PDEP<br>Df Esd<br>Gc Rdr | **BOISSEVAIN**<br>**Koninklijke Java-China**<br>**Paketv. Lijnen N.V.**<br>Amsterdam Netherland | 14285<br>8516<br>11834 | ✠Lloyd's RMC ~~BV~~<br>**BROKEN UP** | 1937 Blohm & Voss—Ham<br>559′ 5″ 72′ 3″ 30′ 1½″<br>72′ 0″<br>B352′ UprB245′ F88′ 3 dks<br>RW<br>rf 3½″ | TrM (663P) Ref<br>6 Ho 84½′, 55′, 35½′, 57½′, 66½′, 63½′<br>G.488404 B.468467 In.30610<br>6 Ha (27′×18½′) (27½′×19½′)<br>(9½′×19½′) (27½′, 27½′, 22½′×19½′)<br>8W Cr 12(2) Der 1(30) 8(6) | 3 Oil 2SA each 8Cy. 650×1200 mm<br>10800bhp<br>Sulzer Bros. Ltd.<br>4×350kW 220V d.c. |
| 671886<br>DDXG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOIZENBURG**<br>**Deutsche Seereederei**<br>Rostock E. German | 5576<br>2980<br>8130<br>8810<br>4991<br>10130 | | 1967 Warnowwerft—Warnemünde<br>492′ 0″ 65′ 7″ 23′ 9″/27′ 0″<br>452′ 9″ 65′ 6″ 38′ 4″<br>1 dk & S dk | M Ref OSD/CSD | Oil 2SA 8Cy. 700×1200 mm<br>11200bhp MAN<br>Dieselmotorenwerk |
| 673012<br>UJSM<br>M-22333 | **BOJKIJ**<br>**U.S.S.R.**<br>Odessa Russian | 844<br>240<br>339 | | 1958 ......................Russia<br>208′ 7″ 31′ 2″ 15′ 1″<br>31′ 0″ 17′ 11″ | D-E Whaler | 4 Oil 4SA each 6Cy.<br>connected to elec. motor & sc. |
| 640669<br>YTZS | **BOK**<br>exSisak-67 exHerta<br>**Mediteranska Plovidba**<br>Dubrovnik Yugoslav | 154<br>113<br>— | JR | 1934 ......................<br>127′ 0″ 16′ 6″ 6′ 10″<br>16′ 4″<br>1 dk<br>R | M Water Tanker Mchy.aft | Oil 2SA 4Cy. 200×340 mm<br>220bhp NE67<br>"Litostroj" |
| 504753<br>YTBB<br>Df Esd<br>Gc Rdr<br>RT | **BOKA**<br>**Jugoslavenska Oceanska**<br>**Plovidba**<br>Kotor Yugoslav | 6315<br>3314<br>10277<br>8974<br>5894<br>11623 | ✠100A1 SS 10/66<br>✠LMC<br>MN980 EL c†<br>JR | 1958-7 Brodogradiliste III Maj—Rka<br>479′ 4″ 60′ 3″ 25′ 9½″/27′ 9½″<br>447′ 0″ 60′ 0″ 39′ 2″<br>F45′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB1912t incl. Tunnel tanks 554t | M OSD/CSD<br>G.635400<br>10W Der 1(20) 10(3–5) | Oil 2SA 7Cy. 720×1250 mm<br>4900bhp Sulzer<br>C.R.D. Adriatico<br>~~2db 71B~~ 2AuxB 71B |
| 504755<br>LAMF | **BOKN**<br>exBremen-52<br>**Det Stavangerske**<br>**Dampskibsselskab**<br>Stavanger Norwegian | 210<br>149<br>— | | 1947 Abeking & Rasmussen—<br>Lemwerder<br>*106·3′* 22′ 0″<br>21′ 10″<br>P55′ 1 dk len 52 | M Ferry (293P) Mchy.aft<br>1 Ho 31½′<br>B.4900<br>1 Ha (8½′×5½′)<br>1W Der 1(3) | Oil 2SA 4Cy. 280×420 mm<br>400bhp NE59<br>Wichmann Mtrf.<br>2×27 & 9kW 110V d.c. |
| 650705<br>YTVB<br>Df Esd<br>Gc Rdr<br>RT | **BOL**<br>**Jadranska Slobodna**<br>**Plovidba (Adriatic Tramp**<br>**Shipping)**<br>Split Yugoslav | 2335<br>1034<br>2913 | BV JR | 1965 Brodogradiliste J. L. Mosor—<br>Trogir<br>348′ 1″ 46′ 8″<br>312′ 3″ 46′ 7″ 27′ 7″<br>1 dk & S dk | M Ref OSD<br>4 Ha<br>Der 4(10) 4(5) | Oil 2SA 5Cy. 500×1100 mm<br>3500bhp B&W<br>Brodogradiliste Uljanik |
| 504757<br>301215 | **BOLD KNIGHT**<br>**Bowker & King Ltd.**<br>London British | 464<br>242<br>510 | ✠100A1 SS 10/64<br>oil tanker—FP above<br>150° F. Coasting service<br>between Ipswich and<br>Dover<br>✠LMC<br>MN100 EL (h) 1$\frac{1}{16}$″ | 1960-10 Bayerische Schiffb. G.m.b.H.—<br>Erlenbach<br>169′ 8″ 34′ 1″ 8′ 0″<br>162′ 9″ 33′ 0″ 11′ 0″<br>Trunk94′ 1 dk<br>7BH<br>rf nil WB83t | M Tanker Mchy.aft<br>7 Ta<br>L.50000 | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>2×49kW 400V a.c. |

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| 504758<br>SGYO<br>10239<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BOLERO**<br>Salénrederierna A/B<br>Stockholm Swedish | 6932<br>2924<br>6908 | ✠100A1 CS 12/65<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1900 EL b†2$\frac{1}{16}$″SQ | 1961–12 Ch. Nav. de La Ciotat—<br>La Ciotat<br>449′ 10″ 59′ 6″ 26′ 1″<br>420′ 0″ 36′ 1″<br>RFD51′ 3 dks, 4th dk except in mchy. space<br>4BH to U dk 2 to 2nd dk<br>rf 12″ DK fwd WB1569t incl. Tunnel tanks 837t | S Ref<br>4 Ho 76′, 60½′, 70¼′, 77′<br>In.270050<br>4 Ha (stl) (26½′, 26½′, 26½′, 26½′×15½′)<br>Der 8(5) | 2 S Turb dr geared to sc. shaft<br>9500shp (o.f)<br>Turbin A/B De Laval Ljungström Skm<br>2WTB 730℔ Spt 850° F. 654℔<br>hs7153 sg 135℔<br>4×500, 500, 500, 300kW 440V 60c/s a.c. |
| 504759<br>SPKY<br>Df Esd<br>Gc Rdr | **BOLESLAW BIERUT**<br>Polish Government<br>Polish Ocean Lines<br>Gdynia Polish | 6674<br>3670<br>10420 | PR | 1957 Stocznia Gdanska—Gdk<br>504′ 11″ 63′ 9″ 27′ 4⅜″<br>464′ 7″ 63′ 8″ 41′ 2″<br>1 dk & S dk<br>RW | M (12P) OSD<br>5 Ho<br>G.636568 B.601006<br>5 Ha (24¾′, 47′, 40½′, 48′, 27¾′×21½′)<br>Der 1(50) 1(25) 2(10) 14(5) 1(1½) | Oil 2DA 8Cy. 680×1200 mm<br>8000bhp 2190t (d.o)<br>S.A. Fiat S.G.M. Tur<br>3×240, 25, 15kW 220/230V d.c. 16k |
| 671132 | **BOLESLAW CHROBRY**<br>The Polish Government<br>Polish Ocean Lines<br>Gdynia Polish<br>For later particulars see New Entries No. 2 | 5450<br>2960<br>7700<br>7710<br>4500<br>9700 | 100A1<br>Class contemplated<br>✠Lloyd's RMC | Stocznia Szczecinska—Szn<br>476′ 2″ 61′ 8″ 24′ 1″/27′ 3″<br>444′ 1″ 61′ 7″ 38′ 4″ | M Ref OSD/CSD<br>In.52089 | Oil 2SA 7Cy. 680×1250 mm<br>Sulzer<br>H. Cegielski Poz |
| 651569<br>JXJH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOLETTE**<br>A/S Ganger Rolf, A/S<br>Bonheur, A/S Borgå,<br>A/S Jelölinjen & Den<br>Norske Middelhavslinje<br>A/S<br>Fred Olsen & Co.<br>Oslo Norwegian | 40314<br>25299<br>76909 | NV | 1965 Mitsui Zosen—Tmn<br>800′ 0″ 121′ 2″ 42′ 9½″<br>770′ 0″ 120′11″ 55′ 6″<br>1 dk | M Tanker Mchy.aft<br>13 Ta<br>L.3169008 | Oil 2SA 8Cy. 840×1800 mm<br>18400bhp B&W<br>Mitsui Zosen Tmn<br>3×560kW 450V 60c/s a.c. |
| 673013<br>UDVU<br>M-26674 | **BOLID**<br>U.S.S.R.<br>Korsakov Russian | 502<br>—<br>212 | | 1960 ......................Shanghai<br>150′ 2″ 30′ 11″ 13′ 1½″<br>16′ 5″ | TM Tug<br>1W Der 1(3) | 2 Oil 2SA each 12Cy. 300×500 mm<br>11k |
| 524680<br>Df Esd<br>Gc Rdr<br>RTv | **BOLINA**<br>exNankin–66<br>exMount Holyoke Victory–47<br>Universal Mariners S.A.<br>Panama Panamanian | *7746*<br>*4645*<br>10740 | ~~100A1~~ ~~SS 1/64~~<br>~~LMC~~<br>~~EL e†2⅛″SQ~~<br>✠Class **WITHDRAWN**<br>at Owners' request<br>3/68 BV | 1945 Permanente (Shpyd No. 2)—<br>Richmond<br>455′ 4″ 62′ 2″ 28′ 6¾″<br>437′ 7″ 62′ 0″ 38′ 0″<br>F89′ 2 dks, 3rd dk in Nos. 2 & 3 holds<br>7BH<br>rf 1″ WB2159t incl. Tunnel tanks 1613t DTf282t | S<br>5 Ho 56′, 44′, 76′, 78′, 72′<br>G.522820 B.452290<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W Der 1(35) 1(20) 14(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 2493t (o.f)<br>General Electric Co. Lyn<br>2WTB 525℔ Spt 479℔ hs(14817)<br>2×300kW 120/240V d.c. 14k |
| 504761<br>LAWD<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BOLINAS**<br>A/S Ganger Rolf<br>Fred. Olsen & Co.<br>Oslo Norwegian | ~~9371~~ T.Mk<br>~~5586~~ 6735<br>~~11300~~ 3950<br>~~10020~~ 9260<br>9238<br>5549<br>11300 | NV | 1956 A/S Bergens M/V—Bgn<br>507′ 11″ 66′ 0″ ~~30′ 0¾″~~ 28′ 2½″/30′ 0¾″<br>465′ 0″ 65′ 0″ 40′ 0″<br>P151′ B97′ F43′ 2 dks, 3rd dk except in No. 6 hold, 4th dk in No. 4 hold<br>RW | M (12P) Ref ~~CSD~~<br>5 Ho 55¾′, 59′, 52½′, 65′, 60′<br>G.474549 B.431590<br>6 Ha (stl) (31′, 51¼′, 45′×22¾′)<br>(38¼′×22¼′) (35′, 66¾′×22¾′)<br>12W Cr 3(5) Der 6(10) 1(7) 6(5) | Oil 2SA 6Cy. 750×2000 mm<br>8600bhp B&W 1716t (hvf)<br>A/S Akers M/V Osl<br>4×235kW 220V d.c. 17k |
| 504762<br>HPUB<br>Df Esd<br>Rdr<br>RTh | **BOLIVAR**<br>Cali Inc.<br>Panama Panamanian<br>Now **EL INCA** See New Entries No. 7 | 2007<br>1035<br>2520 | ✠100A1 SS 6/65<br>Str. nav. ice<br>✠LMC<br>MN260 EL s 1$\frac{3}{16}$″SQ | 1953–7 Helsingborgs Varf A/B—Hbg<br>285′ 5″ 41′ 1″ 16′ 2″<br>272′ 11″ 40′ 11″ 24′ 3″<br>P27′ RFD68′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB650t | M (4P) OSD<br>2 Ho 93′, 88½′<br>G.86910 B.79865<br>4 Ha (26′, 28′, 28′, 26′×21′)<br>8W Der 4(7½) 4(5) | Oil 2SA 5Cy. 500×900 mm<br>1300bhp 377t (d.o)<br>Burmeister & Wain Cpn<br>3×65kW 220V d.c. 12k |
| 504763<br>HODF<br>4077-56 | **BOLIVAR**<br>Launched as Acoriana<br>Atlantica Naviera S.A.<br>Panama Panamanian | 184<br>—<br>— | ✠A1 SS 3/69 ~~SS 11/64~~<br>tug for service between<br>Morretes & Santa Isabel<br>✠LMC<br>MN150 EL (c) | 1956–7 J. Boel & Fils—Tamise<br>106′ 0″ 25′ 4″<br>99′ 7″ 24′ 7″ 10′ 6″<br>RW 5BH<br>rf 13″ | M Tug | Oil 5Cy. 360×600 mm<br>750bhp<br>Sulzer Bros. Ltd. Win |
| 652195<br>JIGV<br>98326<br>Df Esd<br>Gc Pfd<br>Rdr | **BOLIVAR MARU**<br>Japan Line Ltd.<br>Tokyo Japanese | 33814<br>22779<br>54342 | NK<br>**FOUNDERED 1/69** | 1965 Ishikawajima-Harima Hvy Ind.—<br>Tok<br>731′ 8″ 104′ 2″ 37′ 9″<br>698′ 10″ 104′ 0″ 56′ 9″<br>1 dk | M Mchy.aft<br>5 Ho<br>G.2373472<br>5 Ha (42¼′, 88½′, 88½′, 88½′, 88½′×44½′) | Oil 2SA 6Cy. 900×1550 mm<br>15000bhp Sulzer 3570t<br>Ishikawajima-Harima Hvy Ind. Aio<br>2×394kW 450V a.c. 14¾k |
| 504764<br>SKGA<br>8794<br>Df Esd<br>Gc Rdr<br>RT | **BOLIVIA**<br>Rederi A/B Nordstjernan<br>A. A. Johnson<br>Stockholm Swedish | 7133<br>4216<br>7850 | ✠100A1 SS 9/64<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>EL b† | 1946–9 A/B Götaverken—Got<br>455′ 5″ 56′ 7″ 26′ 2″<br>429′ 11″ 56′ 5″ 37′ 3″<br>3 dks<br>7BH to U dk 1 to 2nd dk<br>WB1702t incl. Tunnel tanks 394t | TM Ref<br>G.451000 B.413000 In.84784 | 2 Oil 2SA each 6Cy .630×1300 mm<br>7000bhp 1357t<br>A/B Götaverken Got<br>17k |
| 504766<br>JEYX<br>84322<br>Df Esd<br>Gc Rdr<br>RT | **BOLIVIA MARU**<br>Kawasaki Kisen K.K.<br>Kobe Japanese | 8174<br>4887<br>10618 | NK | 1960 Osaka Zosensho—Osa<br>469′ 3″ 60′ 6″ 26′ 10″<br>434′ 8″ 60′ 4″ 38′ 2″<br>2 dks | M Ref CSD<br>6 Ho<br>G.654224 B.584260 In.9005<br>6 Ha (24¾′×21′) (48½′, 28′, 28′, 44½′, 28′×23½′)<br>16W Der 2(25) 2(10) 12(5) | Oil 2SA 6Cy. 700×1200 mm<br>5600bhp MAN 1954t<br>Kawasaki Dkyd Co. Ltd. Kob<br>3×160kW 445V a.c. 14k |

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|---|---|---|---|---|---|---|
| 504767<br>SGVH<br>9671<br>Df Esd<br>RT | **BÖLJAREN**<br>exHans Johann-56<br>exDina Joanna<br>**Einar M. W. Blomqvist**<br>Hovenäset Swedish<br>Now **MARGITA** (No. 504767) in the Register | 252<br>143<br>310 | GL | 1905 J. Th. Wilmink—Gro<br>131' 4" 22' 2" 9' 10"<br>22' 0" 10' 0"<br>P13' Q8' B17' H16' 1 dk<br>R len 50 | M<br>1 Ho 80½'<br>G.16500<br><br>2W | Oil 4SA 6Cy. 240×380 mm<br>NE53<br>Klöckner-Humboldt-Deutz |
| 504768<br>SIRM<br>10129<br>Df Esd<br>RT | **BØLJAREN**<br><br>**Brødr. Jonsson**<br>Fotö Swedish | ~~134~~ 149<br>66<br>— | NV | 1961 Skaalurens Skibs.—Rosenda<br>103' 4" ~~66' 6"~~ 21' 5"<br>... ... ...<br>1 dk len 67 | M Fishing Mchy.aft<br>1 Ho<br><br>3 Ha (each 4½'×3½')<br>Der 1(1) | Oil 4SA 6Cy. 320×450 mm<br>1000bhp NE67<br>Klöckner-Humboldt-Deutz |
| 650656<br>LNJY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOLLSTA**<br><br>**A/S Ganger Rolf, A/S**<br>**Bonheur, A/S Borgå, A/S**<br>**Jelölinjen & Den Norske**<br>**Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 28668<br>16845<br>51357 | NV | 1965 Mitsui Zosen—Chiba<br>710' 0" 102' 2" 39' 2¾"<br>680' 0" 102' 0" 51' 0"<br>1 dk | M Tanker Mchy.aft<br>15 Ta<br>L.2122420 HeCls. BC | Oil 2SA 7Cy. 840×1800 mm<br>16100bhp B&W<br>Mitsui Zosen |
| 504770<br>SGYA<br>9615<br>Df Esd<br>Gc Rdr<br>RTv | **BOLMAREN**<br><br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish<br>Now **GOLDEN PHOENIX** See New Entries No. 5 | 2869<br>1395<br>4525 | **✠100A1** SS 1/65<br>Str. nav. Ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN720 EL w 1 11/16"SQ | 1955–10 Orenstein-Koppel & Lbcr.<br>Masch.—Lbc<br>362' 3" 48' 9" 21' 1½"<br>333' 1" 48' 7" 30' 10"<br>P19' F39' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4" DK fwd WB830t incl. Tunnel tanks 230t | M Ref OSD<br>4 Ho 63', 74½', 49¾', 51¾'<br>G.285150 B.258626 In.6900<br>4 Ha (stl) (34½', 48½', 29¾', 27½'×20½')<br>10W Der 1(75) 2(40) 3(10–25) 4(7½) | Oil 2SA 6Cy. 700×1200 mm<br>3600bhp<br>Masch. Augsburg-Nürnberg<br>3×160kW 230V d.c. |
| 661824<br>GTYU<br>306975<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BOLNES**<br><br>**Scotts' Shipbuilding &**<br>**Engineering Co. Ltd.**<br>Greenock British | 12458<br>6800<br>18100 | NV | 1966 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>520' 0" 71' 5" 29' 6"<br>490' 0" 71' 3" 41' 0"<br>P114' F42' 1 dk<br><br>rf nil | M Bulk Carrier Mchy.aft<br>5 Ho 67½', 74½', 74½', 74½', 74½'<br>G.840000 B.803500<br>5 Ha (stl) (47½'×30) (55', 55', 55', 55'×35')<br>5W Der 5(7) | Oil 2SA 6Cy. 680×1250 mm<br>7100bhp Sulzer<br>Scotts' S.B. & Eng. Co.<br>3×280kW 440V 60c/s a.c. |
| 673014<br>UOBO<br>M-26866 | **BOLON**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 2288<br>966<br>1005 | | 1961 ......................E. Germany<br>270' 4" 46' 0" 15' 11½"<br>45' 10" 22' 0" | M Stern Trawling Factory Ship<br>3 Ho<br>In.61448<br><br>4W Der 4(2) | Oil 4SA 8Cy. 365×550 mm |
| 673015<br>UIAI<br>M-19020 | **BOLSHEVIK**<br>**B. SARDAROV**<br>**U.S.S.R.**<br>Baku Russian | 3821<br>2002<br>4643 | | 1957 ......................Russia<br>405' 2" 62' 6" 14' 5"<br>62' 4" 18' 0"<br>1 dk | TM Tanker Mchy.aft<br>15 Ta<br>L.210859 | 2 Oil 2SA each 8Cy. 300×500 mm |
| 641478<br>UJYX<br>M-20930 | **BOLSHEVIK KARAEV**<br><br>**U.S.S.R.**<br>Baku Russian | 3821<br>2002<br>4363 | | 1959 G. Dimitrov Shipyard—Varna<br>405' 2" 62' 6" 14' 5"<br>62' 4" 18' 0"<br>1 dk | TM Tanker Mchy.aft<br>15 Ta<br>L.210859 | 2 Oil 2SA each 8Cy. 300×500 mm |
| 673016<br>UIAH<br>M-19028 | **BOLSHEVIK**<br>**N. NARIMANOV**<br>**U.S.S.R.**<br>Baku Russian | 3821<br>2002<br>4643 | | 1957 ......................Russia<br>405' 2" 62' 6" 14' 5"<br>62' 4" 18' 0"<br>1 dk | TM Tanker Mchy.aft<br>15 Ta<br>L.210859 | 2 Oil 2SA each 8Cy. 300×500 mm |
| 504771<br>UJYP<br>M-26401<br>Df Esd<br>Gc Rdr | **BOLSHEVIK SUCHANOV**<br><br>**U.S.S.R.**<br>Odessa Russian | 6660<br>3666<br>10300<br>9935<br>5420<br>11250 | | 1959 Stocznia Gdanska—Gdk<br>504' 11" 63' 9" 25' 11"/28' 9½"<br>63' 7" 41' 2"<br>1 dk & S dk<br>RW | M OSD/CSD<br>5 Ho<br>G.594948<br>5 Ha (24½', 37¾', 37½', 37½', 27½'×21½')<br>16W Der 2(10) 14(5) | Oil 2SA 8Cy. 750×1320 mm<br>7800bhp<br>FIAT S.G.M. |
| 661195<br><br><br>Rdr RT | **BOLSHEVO**<br><br>**U.S.S.R.**<br>Sevastopol Russian | 2435<br>1070<br>850 | | 1965 Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" 16' 1"<br>233' 0" 43' 2" 23' 0"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.33550<br>3 Ha<br>6W Der 6 | 2 Oil 4SA each 8Cy. 320×480 mm<br>geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht |
| 504772<br>LIYE | **BOLSØY**<br><br>**Möre og Romsdal**<br>**Fylkesbåtar**<br>Molde Norwegian | 120<br>50<br>— | | 1952 A/S Stord—Lervik<br>87' 11" 19' 1" 7' 2"<br>18' 11" 10' 2"<br>B38' 1 dk<br><br>rf 5" | M<br>1 Ho 13¾'<br><br>1 Ha (6'×5½')<br>1W | Oil 2SA 6Cy. 220×320 mm<br>300bhp<br>Bergens M/V |
| 504773<br>LNZG<br><br>Df Esd<br>Rdr<br>RTm/v | **BOLT**<br><br>**Skibs A/S Karlander**<br>Egil Paulsen<br>Oslo Norwegian<br>Now **DARPO DUA** See New Entries No. 7 | 1140<br>543<br>1544 | NV | 1950 Hall, Russell & Co. Ltd.—Abn<br>257' 5" 38' 2" 17' 4½"<br>235' 0" 38' 0" 18' 3"<br>2 dks & S dk<br>RW<br>rf 4" | M (7P) OSD Mchy.aft<br>4 Ho 66', 66', 83', 64', 1 TwD 147'<br>G.116000 B.105000<br>2 Ha (each 42'×16')<br>8W Der 4(5) 2(3) | Oil 2SA 8Cy. 340×570 mm<br>1310bhp<br>British Polar Engines Ltd.<br>2×125kW 220V d.c. |
| 504774<br>GXDL<br>300398<br>Df Esd<br>Pfd Rdr<br>RTm/v | **BOLTON ABBEY**<br><br>**Associated Humber Lines**<br>**Ltd.**<br>Hull British | 3169 ~~2740~~<br>1706 ~~1360~~<br>1809 ~~1114~~ | **✠100A1** SS 2/66<br>354' 4"<br>**✠LMC** 337' 0"<br><br>MN860 ~~EL 1 1⅛"SQ~~<br>EL u 1⅛"SQ | 1958–5 Brooke Marine Ltd.—Lwt<br>~~300' 6"~~ 45' 5" 14' 0½"<br>~~285' 6"~~ 45' 0" 24' 3"<br>Ba96' F31' 2 dks<br>NS 5BH len 68<br>rf 18" WB517t | TM (88bth 8dkP) Mchy.aft<br>2 Ho 54', 90'<br><br>2 Ha (stl) (36'×20') (60'×25')<br>Der 1(15) 2(10) 2(7) 2(3) | 2 Oil 4SA each 8Cy. 17"×19" with<br>operated clutches, sr & rev<br>4300bhp<br>Ruston & Hornsby<br>db 60ft<br>3×135kW 220V d.c. |

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|---|---|---|---|---|---|---|
| 504775<br>TCWO<br>851<br>Df Esd<br>Gc Rdr | **BOLU**<br>**D.B. Deniz Nakliyati T.A.S.**<br>Istanbul Turkish | ~~4235~~ 6584<br>~~2285~~ 3591<br>~~5774~~ 5686 | AB | **1956** Uraga Dock Co. Ltd.—Yokosuka<br>373' 2" 53' 11" 21' 8¾"<br>367' 5" 53' 2" 27' 3"<br>P35' F39' 2 dks<br>RW<br>rf 3" | S (12P) CSD<br>4 Ho 62¼', 74¾', 69¾', 61½'<br>G.279128 B.255539<br>4 Ha (stl) (34¾'×19¾')<br>(42¼', 42¼' 34¾'×21')<br>8W Der 2(30) 8(5) | 2 S Turb dr geared to sc. shaft<br>4500shp 678t (o.f)<br>Kawasaki Dkyd Co. Ltd. Kob<br>2×120kW 110/220V d.c. 15½k |
| 504777<br>OWUE<br>Df Esd<br>Gc Rdr | **BOMA**<br>**A/S Det Østasiatiske Kompagni**<br>Copenhagen Danish | T.Mk<br>**6584**<br>3591<br>9300 | **✠100A1** SS 10/67<br>DTm—oil FP above 150°<br>F. or vegetable oil or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2000 EL d†$2\frac{3}{16}$"SQ | **1957**–10 A/S Nakskov Skibsv.—Nkv<br>496' 10" 64' 0" 26' 0½"<br>456' 0" 63' 9" 38' 0"<br>F86' 3 dks<br>RW 7BH<br>rf 4" DK fwd WB2953t incl. DTsm1442t | M Ref Mchy.aft<br>4 Ho<br>G.615400 B.553500 In.8400<br>5 Ha (31½'×16') (39¾', 39¾', 39¾', 34¾'×22')<br>20W Der 1(60) 1(20) 10(5) 10(3) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp 1580t<br>Burmeister & Wain Cpn<br>2AuxB (1 o.f 1 ex.g) 100℔ 17½k |
| 504778<br>GWLJ<br>302770<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BOMBALA**<br>**British India Steam Nav. Co. Ltd.**<br>London British | **6744**<br>3670<br>7601 | **✠100A1** SS 8/65<br>tunnel side tanks—oil FP above 150° F. or vegetable oil or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1340 EL a†2"SQ | **1961**–8 Harland & Wolff Ltd.—Gls<br>426' 1" 59' 3" 25' 6¾"<br>396' 9" 59' 0" 32' 6"<br>P&B175' F48' 2 dks, 3rd dk in No. 3 hold<br>RW 6BH<br>rf 6" WB1322t incl. TwDf 154t | M Ref<br>4 Ho 54¼', 74¾', 77', 77'<br>G.358800 B.330600 In.41950<br>5 Ha (stl) (31½', 46¾', 44¼'×24') (30½'×22') (8'×10)<br>4W Cr 5(3) Der 1(25) 4(10) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>6700bhp B&W 1339t (hvf)<br>Harland & Wolff Ltd. Gls<br>AuxB 100℔ WTAuxB 100℔<br>4×350kW 440V 60c/s a.c. 16k |
| 504779<br>MBWZ<br>182633<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **BOMBARDIER**<br>**Northern Trawlers Ltd.**<br>~~John A. Butt~~<br>Grimsby British | **661**<br>255<br>— | ~~**✠100A1**~~ ~~SS 11/65~~<br>~~trawler~~<br>~~**✠LMC**~~<br>~~EL (k) y~~<br>**TO BE BROKEN UP** | **1949**–5 Cook, Welton & Gemmell Ltd.—Bev<br>*181·7'* 30' 7"<br>173' 0" 30' 6" 16' 0"<br>Q93' F32'<br>RW 5BH<br>BK8" WB85t incl. DTsf 38t | S Trawler<br>G.15850 | T 3Cy. 15" 25" & 42"×27"<br>1075ihp (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 225℔ Spt hs(3971) 3cf<br>2×15kW 110V d.c. |
| 504780<br>JETY<br>79285<br>Df Esd<br>Gc Rdr | **BOMBAY MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | **7009**<br>4100<br>9861 | NK | **1958** Namura Zosensho—Osa<br>451' 3" 57' 11" 26' 11¾"<br>420' 0" 57' 9" 33' 6"<br>P20' F34' 2 dks<br>RW | M<br>5 Ho<br>G.526817 B.478396<br>5 Ha (27', 39¾', 40', 40', 31'×21¼')<br>16W Der 1(30) 6(10) 10(5) | Oil 2SA 7Cy. 720×1250 mm<br>5250bhp Sulzer 1030t<br>Mitsubishi Hvy Ind. Reorg. Kob<br>2×170kW 445V a.c. 14k |
| 504781<br>LEWG<br>Df Esd<br>Gc Rdr<br>RT | **BOMI HILLS**<br>**Skibs A/S Orenor**<br>Torvald Klaveness<br>Oslo Norwegian | **17853**<br>10820<br>23870 | **✠100A1** Dr CS 10/65<br>ore or oil carrier—DTsf latex<br>**✠LMC**<br>MN1700 EL m†$2\frac{11}{16}$"SQ | **1952**–4 Fairfield S.B. & E. Co. Ltd.—Gls<br>638' 0" 80' 5" 32' 2¾"<br>602' 11" 80' 0" 43' 0"<br>P127' B36' F61' 1 dk<br>RW 11BH<br>WB1364t incl. DTf874t | M Ore/Oil Carrier Ref Mchy.aft<br>pt special quality steel<br>17 Ta<br>G.411600 In.8080 L.804742 HeCls.BC<br>4W Der 4(5) | Oil 2SA 6Cy. 750×2500 mm<br>8500bhp Doxford 1823t–29½pd<br>Fairfield S.B. & E. Co. Ltd. Gls<br>3AuxB 120℔ 14k |
| 536516<br>DNKW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOMIN**<br>exTornes–65<br>**Trans-Oel Ges. für Öltransport u. Handel m.b.H.**<br>Hamburg **W. German** | **13194**<br>7709<br>19698 | NV | **1957** Nagoya Zosen—Nga<br>560' 1" 71' 11" 31' 1½"<br>529' 11" 71' 8" 40' 0"<br>P127' B46' F65' 1 dk<br>RW | M Tanker Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>9100bhp Sulzer<br>Uraga Diesel Kogyo Tamashima<br>15k |
| 504782<br>LLME | **BØMLABUEN**<br>exAlk–55<br>**Kr. Lønning and others**<br>Haugesund Norwegian | **146**<br>50<br>— | | **1920** C. Lühring—Brake<br>100' 7" 21' 6" 9' 4"<br>… … …<br>1 dk<br>R len 35 | Aux Lr Fishing Mchy.aft | Oil 2SA 3Cy. 280×420 mm<br>NE55<br>Wichmann Mtrf. Rub |
| 504784<br>LCBF<br>Df | **BØMMELFJORD**<br>exGos III–52<br>**Elias J. Aakre Partrederi**<br>Ålesund Norwegian | **338**<br>156<br>— | ✳Classed BC until 2/53 | **1928**–9 Smith's Dock Co. Ltd.—Mdb<br>135' 8" 24' 1"<br>… … …<br>1 dk<br>R conv whaler 53 len 62 | M Fishing | Oil 2SA 6Cy. 280×420 mm<br>NE 66<br>Wichmann Mtrf. Rub |
| 535987<br>LAEI<br>Df Gc<br>Pfd Rdr<br>RT | **BOMMELÖY**<br>exThorbris–65<br>**Lauritz Eidesvik Partrederi**<br>Haugesund Norwegian | **480**<br>182<br>— | **✳100A1** SS 1/66<br>fishing vessel<br>Ice strengthening fwd<br>**✠LMC**<br>MN160 C16 | **1950**–10 Smith's Dock Co. Ltd.—Mdb<br>157' 1" 27' 7"<br>144' 4" 27' 6" 15' 6"<br>1 dk<br>RW 6BH conv whaler 66<br>BK7½" WB40t incl. DTsf31t | M Fishing Mchy.aft<br>1 Ho<br>1 Ha<br>1W | Oil 2SA 8Cy. 280×420 mm<br>800bhp ✠NE66<br>Wichmann Mtrf. Rub<br>Controllable pitch propeller |
| 525683<br>Df Esd<br>Rdr<br>RTm | **BON BINI**<br>exKarina II–65<br>exNorth Coaster–63<br>Launched as Ottawa Patrol<br>**Cementos de Caribe S.A.**<br>Neimaru Shipping Co. N.V.<br>Panama Panamanian | *1387*<br>*776*<br>1650 | ~~**✠100A1**~~ ~~SS 4/62~~<br>~~with freeboard~~<br>~~**✠LMC**~~<br>~~EL n~~<br>✠Class **WITHDRAWN** 5/68 | **1946**–4 Pacific D.D. Co. Ltd.—N.Vcr<br>224' 2" 36' 8" 16' 6"<br>210' 4" 36' 6" 21' 8"<br>F30' 2 dks<br>RW 4BH<br>WB398t incl. DTf77t | S Mchy.aft<br>2 Ho 48', 74'<br>G.81695 B.74584<br>2 Ha (28', 52'×14')<br>6W Der 4(5–10) 2(3) | T 3Cy. 13¼" 22¾" & 38"×27"<br>800ihp 211t (o.f)<br>Canadian Allis-Chalmers Ltd. Mtl<br>2 SB 200℔ hs(2790) 6cf<br>2×15kW 110V d.c. 10k |
| 641108<br>TO-3004<br>Rdr | **BON SECOURS I**<br>**Soc. de Remorquage L. Thomas & Cie.**<br>Rouen French | **103**<br>—<br>— | BV | **1964** N.V. Bodewes Schps.—Martenshoek<br>82' 0" 22' 2" 8" 8¼"<br>75' 5" 21' 0" 10' 6" | M Tug | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz Kln<br>10k |
| 660355<br>LFJR<br>D Esd<br>RT | **BONA**<br>**I/S "Nina"**<br>Per Selvig<br>Oslo Norwegian | **500**<br>308<br>— | NV | **1966** Brodrene Lothe A/S—Hgs<br>207' 4" 33' 2" 12' 7½"<br>188' 4" 33' 1¼" 13' 1¼"<br>1 dk<br>rf 4" | M Mchy.aft<br>1 Ho<br>2 Ha (31½'×16¾') (68¾'×20½')<br>3W Der 1(5) 2(3) | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Masch. Kiel G.m.b.H. Kel |

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| 504789<br>INDF<br>467<br>RTm | **BONACCIA**<br>exFlumicino-54<br>**Cia di Nav. Mediterranea**<br>Rome Italian | 457<br>303<br>560 | | 1943 ..................<br>186' 4" 30' 2"<br>30' 0"<br><br>RW | TM<br>1 Ho 105'<br>G.31000 B.30000<br>1 Ha (88½'×13½') | 2 Oil 4SA each 12Cy. 180×190 mm<br>1000bhp<br>Richard Paxman<br>2×20, 10kW 110V d.c. |
| 504790<br>PDEO<br>11950<br>Df Esd<br>RT | **BONAFIDE**<br><br>**J. J. Oyevaar**<br>Dammers & v.d. Heide's<br>Shipping & Trading Co. Ltd.<br>Leidschendam Netherland | 499<br>303<br>— | ~~✠100A1~~ ~~SS 6/64~~<br><br>~~✠LMC~~<br><br>~~MN140~~ ~~EL~~<br>**FOUNDERED 1/68** | 1960–10 N.V. Noord Ned. Schps.—Gro<br>202' 8" 31' 1" 11' 7"<br>183' 10" 30' 6" 13' 3"<br>P55' F35' 1 dk<br>3BH<br>rf 4" DK fwd WB423t incl. Dk f34t | M Mchy.aft<br><br>G.41750 B.38900 | Oil 4SA 6Cy. 320×450 mm<br>700bhp<br>Klöckner-Humboldt-Deutz |
| 504791<br>PDES<br><br>Df RT | **BONAIRE**<br><br>**Rederij m.s. "Bonaire"**<br>N.V. Wijnne & Barends<br>Groningen Netherland | 400<br>247<br>600 | ✠100A1 SS 6/65<br><br>✠LMC<br><br>MN72 EL g | 1951–1 N.V. Scheeps. "Vooruitgang"—<br>Foxhol<br>167' 11" 26' 11" 10' 10½"<br>152' 0" 26' 9" 11' 10"<br>1 dk<br>RW 3BH<br>WB175t | M Mchy.aft<br>1 Ho 101½'<br>G.27500 B.26000<br><br>2W Der 2 | Oil 4SA 6Cy. 305×450 mm<br>360bhp<br>Motorenf. "De Industrie" |
| 504792<br>LAOG<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **BONANZA**<br><br>**A/S Ganger Rolf**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 7148<br>4071<br>9530 | NV | 1953 A/B Götaverken—Got<br>511' 1" 63' 7" 26' 11½"<br>465' 8" 63' 4" 31' 0"<br>P74' F81' 1 dk & S dk, pt 3rd dk<br>RW | M (12P) Ref OSD<br>6 Ho 53½, 58½' 75½', 56½', 62½', 48½'<br>G.587590 B.540845 In.135600<br>7 Ha (31½', 33½', 37½', 29½', 36½',<br>27'×20') (11½'×14½')<br>20W Der 4(5–10) 8(5–7½) 9(5) | Oil 2SA 9Cy. 760×1500 mm<br>8200bhp<br>A/B Götaverken<br>4×200, 200, 165, 165kW 220V d.c. |
| 504793<br>PDEQ<br><br>Df Rdr<br>RT | **BONANZA**<br><br>**A. L. Oosterhuis & A. v.d.**<br>**Gevel**<br>N.V. Scheepvaartbedr.<br>"Gruno"<br>Rotterdam Netherland | 400<br>199<br>472 | AB | 1960 Schps. v/h De Groot & v. Vliet—<br>Slikkerveer<br>158' 0" 25' 7" 9' 4½"<br>142' 9" 25' 5½" 10' 3"<br>1 dk<br>rf 1" | M Mchy.aft<br>1 Ho 94'<br>G.24917 B.23512<br>1 Ha (71'×15')<br>2W Der 2(3) | Oil 2SA 6Cy. 190×350 mm<br>390bhp<br>N.V. Mch. Bolnes |
| 504794<br>FNLT<br><br>Esd | **BONAPARTE**<br>exWagram–49<br>**Soc. d'Armement des**<br>**Saleurs Fécampois**<br>Fécamp French | 394<br>152<br>— | BV | 1948 S.A. des Anc. Ch. Dubigeon—Nts<br>*142·7'* 27' 1"<br>26' 11" | M Trawler<br><br><br>6 Ha (15½'×13½') (3½', 3½', 3½',<br>3½'×3½') (3½'×2½') | Oil 2SA 6Cy. 360×600 mm<br>900bhp<br>At. & Ch. de la Loire |
| 512822<br>INQV<br>127<br>RTm | **BONARIA**<br>exGennargentu–65<br>exIrishman–61<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italian | 222<br>8<br>— | RI<br><br>✠Classed LR until 4/63 | 1929–4 Cochrane & Sons Ltd.—Sel<br>*105·9'* 25' 1" 12' 8½"<br>100' 0" 25' 0" 13' 0"<br><br>R<br>BK7½" | S Tug | T 3Cy. 14½" 24" & 40"×27"<br>825ihp<br>Earle's S.B. & E. Co. Ltd.<br>1×6kW 110V d.c. |
| 504795<br>IBHN<br>3258<br>Df Esd<br>Gc Rdr<br>RTv | **BONASSOLA**<br><br>~~**Albaro Soc. Italiana di**~~<br>~~**Navigazione**~~<br>~~Genoa~~ ~~Italian~~<br>**Tito Campanella**<br>**Navigazione S.p.A.**<br>Genoa Italian | 13271<br>7273<br>19928 | ✠100A1 SS 1/66<br><br>✠LMC<br><br>MN1460 EL I†2 7/16"SQ<br>AB RI | 1961–11 Ansaldo S.p.A.—Gen<br>574' 11" 68' 10" 38' 8"<br>531' 7" 68' 7" 44' 11"<br>P108' F60' 1 dk<br>NS 10BH<br><br>rf 6" WB6564t incl. Topside tanks in holds 1695t DTsf1093t | M Bulk Carrier Mchy.aft<br>6 Ho each 61'<br>B.940000<br>6 Ha (stl) (40½', 35½', 40½',40½', 35½',<br>40½'×38')<br>Der 2(5) 10(3) | Oil 2SA 7Cy. 750×1320 mm<br>7300bhp Fiat<br>Ansaldo Stab. Mecc.<br>2 AuxB 100lb<br>3×200kW 230V d.c. |
| 504796<br>VOSY<br>198409<br>Df Esd<br>Gc Rdr<br>RTm | **BONAVISTA**<br><br>**Canadian National Railway**<br>**Co.**<br>St. John's, Nfl Canadian | 1174<br>575<br>1367 | <br><br>✠Classed LR until 9/58 | 1956–4 Hall, Russell & Co. Ltd.—Abn<br>214' 9" 35' 1" 17' 2½"<br>199' 0" 35' 0" 19' 6"<br>F40' 2 dks<br><br>rf 6" | M (100P) Ref<br>3 Ho 36', 24', 36'<br>G.32903 B.29191 In.2515<br>3 Ha (11½', 10', 12'×11')<br>3W Der 3(4) | Oil 2SA 8Cy. 8½"×20" with hydr<br>coupling & sr gearing<br>1280bhp Fairbanks-Morse<br>Canadian Locomotive Co. Ltd<br>3×100, 100, 50kW 220V d.c. |
| 640984<br><br>322936<br>Esd Gc<br>Pfd Rdr<br>RTh | **BONDA III**<br>exSimon Petrus–65<br>**Bonda Draggers III Ltd.**<br>Yarmouth Canadian | 227<br>105<br>— | <br>LR class withdrawn—<br>Owners' request 6/67 | 1965–5 Verolme Schpsw.—Heusden<br>125' 3" 24' 2" 9' 10"<br>105' 5" 23' 8" 13' 1"<br>F21'<br>rf 39" BK6" | M Trawler<br><br><br><br>Der 1(2) | Oil 4SA 6Cy. 320×450 mm<br>900bhp<br>Klöckner-Humboldt-Deutz<br>2×30, 20kW 110V d.c. |
| 672842<br><br>326126<br>RTh | **BONDA IV**<br><br>**Bonda Draggers Ltd.**<br>Yarmouth Canadian | 207<br>90<br>— | | 1967 McLean's Shipbuilding—<br>Mahone Bay<br>104' 0" 24' 2"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz<br>2×30, 15kW 110V 60c/s a.c.<br>Controllable pitch propeller |
| 650193<br>PDEW<br><br>Df Esd<br>Rdr<br>RTm/h | **BONEFAAS SMITS**<br>exPelican–65<br>**Marinus Smits**<br>Kamp's Scheepv. &<br>Handelmaats. N.V.<br>Rotterdam Netherland | 499<br>259<br>920 | ✠100A1<br><br>✠LMC<br><br>MN238 EL I 1 5/16"SQ | 1964–11 Schps. v/h De Groot<br>& v. Vliet—Slikkerveer<br>221' 1" 32' 11" 11' 6½"<br>198' 6" 32' 7½" 19' 2"<br>1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf 3" WB288t | M OSD Mchy.aft<br>1 Ho 128' 1 TwD 137½'<br>G.69718 B.65495<br>2 Ha (stl) (each 44½'×18')<br>Der 2(3) | Oil 2SA 7Cy. 300×550 mm<br>1190bhp<br>N.V. Smit & Bolnes<br>2×40kW 220V d.c. |

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| 504797<br>JXSC<br>Df Esd<br>Gc Rdr<br>RTm | **BONGO**<br>**Paal Wilson & Co. A/S**<br>Bergen Norwegian | ~~2750~~ 3200<br>~~1694~~ 2137<br>~~4000~~ 4660 | NV | **1962** P. Lindenau—Kel<br>300′ 2″ 48′ 1″ 19′ 9½″<br>276′ 0″ 48′ 0″ 23′ 0″<br>1 dk | M Mchy.aft<br>2 Ho 93′, 95′<br>2 Ha (stl)( each 70′×24′)<br>Der 2(8½) 2(5) | Oil 4SA 6Cy. 520×740 mm<br>2250bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×160kW 440V 60c/s a.c. |
| 504798<br>FNLL<br>Df Esd<br>Gc Rdr<br>RTm/h | **BONGO**<br>**Cie. de Nav. Paquet**<br>Marseilles French | 2276<br>1189<br>3021 | BV | **1962** At. & Ch. de La Rochelle-Pallice—LaR-P<br>315′ 0″ 42′ 6″ 17′ 1″<br>288′ 0″ 42′ 4″ 19′ 0″<br>P87′ F35′ 1 dk<br>RW<br>rf 4″ | M Wine/Veg. Oil Tanker Mchy.aft<br>Der 1(1½) 1(1) | Oil 4SA 8Cy. 400×460 mm<br>2940bhp Pielstick 73t (d.o)<br>Soc. Gén. de Const. Méc. La Courneuve<br>2×148kW 380V 50c/s a.c. 14k |
| 660387<br>IKWI<br>3369<br>Esd Rdr<br>RT | **BONIFACIO**<br>**TIRRENIA—Società per Azioni di Navigazione**<br>Genoa Italian | 632<br>286<br>200 | RI | **1966** "Navalmeccanica" Cant. Nav.—Castellammare<br>188′ 8″ 32′ 3″ 10′ 4″<br>173′ 2″ 32′ 2″<br>1 dk | TM Ferry ~~OSD~~<br>1 Ho | 2 Oil 4SA each 8Cy. 320×420 mm<br>2400bhp<br>Ansaldo Stab. Mecc. Gen<br>Controllable pitch propellers |
| 504803<br>WCTY<br>238891<br>Df Esd<br>Gc | **BONITA**<br>exSanta Monica–46<br>exRed Jacket–41<br>**United States Department of Commerce**<br>New York United States | **7194**<br>4344<br>9748 | AB | **1939** Federal S.B. & D.D. Co.—Kearny<br>459′ 1″ 63′ 2″ 25′ 10½″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B75′ 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho 67¼′, 61¾′, 70′, 70′, 72½′<br>B.499000<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>16W | 2 S Turb dr geared to sc. shaft<br>6600shp 1410t (o.f)<br>General Electric Co. Lyn<br>3×300kW 230V d.c. 15k |
| 504805<br>LKDK<br>Df Esd<br>Gc Rdr<br>RTv | **BONITA**<br>**A/S Uglands Rederi**<br>J. M. Ugland<br>Grimstad Norwegian<br>Now **PARIS** See New Entries No. 1 | **2421**<br>1246<br>4150 | NV | **1954** Moss Værft & Dokk A/S—Moss<br>337′ 3″ 48′ 8″ 20′ 9¼″<br>314′ 0″ 48′ 6″<br>1 dk & S dk<br>RW<br>rf 7″ | M OSD<br>3 Ho 40′, 90′, 93′<br>G.270954 B.243068<br>5 Ha (21¾′×15′) (26′, 26′, 26′, 23¾′×20′)<br>10W Der 1(25) 10(5) | Oil 2SA 5Cy. 600×1100 mm<br>3000bhp 459t (d.o)<br>N.V. Werkspoor Ams<br>3×100kW 220V d.c. 14k |
| 504806<br>DIMR<br>Df Esd<br>Gc Rdr<br>RTm | **BONITA**<br>**Rudolf A. Oetker**<br>Hamburg W. German<br>**Now ATLANTA See New Entries No. 1** | **888**<br>423<br>1073<br>**1425**<br>991<br>1959 | GL | **1956** J. J. Sietas Schiffsw.—Ham<br>244′ 4″ 36′ 3″ 12′ 6¼″/—<br>232′ 8″ 36′ 1″ 19′ 4″<br>B50′ F34′ 1 dk & S dk<br>RW | M (4P) OSD/CSD Mchy.aft<br>G.91352 B.85612<br>2 Ha (stl) (47¼′, 59′×21¼′)<br>Der 1(20) 8(3–5) | Oil 4SA 6Cy. 420×660 mm<br>1350bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>13k |
| 651570<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONITO**<br>**Republica de Cuba (Flota Cubana de Pesca)**<br>Havana Cuban | **705**<br>378<br>— | BV | **1965** Ast. Celaya—Bbo<br>181′ 4″ 29′ 8″<br>162′ 9″ 29′ 6″ 13′ 11″<br>RW | M Trawler<br>3 Ha (each 5½′×5½′) | Oil 4SA 9Cy. 300×450 mm<br>1300bhp<br>Masch. Augsburg-Nürnberg Aug<br>13k |
| 642239<br>DFBK<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BONN**<br>**Deutsche Heringsfischerei G.m.b.H.**<br>"Nordsee" Deutsche Hochseefischerei G.m.b.H.<br>Bremerhaven W. German<br>Now **GARDEGG** See New Entries No. 5 | **2557**<br>1160<br>1590 | GL | **1964** A.G. "Weser" Werk Seebeck—Bhn<br>287′ 9″ 46′ 0″<br>254′ 7″ 45′ 11½″ 29′ 6″<br>2 dks<br>rf 13¾″ | M Stern Trawler<br>3 Ho 59′, 14¾′, 23′<br>4 Ha (5′, 5′, 5′×3¾′) (11½′×5½′) | 2 Oil 4SA each 8Cy. 385×580 mm dr geared to sc. shaft<br>3200bhp (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>2×175kW 230/400V 50c/s a.c.<br>Thw. thrust propeller fwd |
| 504808<br>JXTP<br>Df Esd<br>Gc Rdr<br>RTv | **BONN**<br>**A/S Ganger Rolf, A/S Bonheur, A/S Borgå, A/S Jelölinjen & Den Norske Middelhavslinje A/S**<br>Fred Olsen & Co.<br>Oslo Norwegian | **298**<br>156<br>563 | NV | **1962** Astano S.A.—Frl<br>174′ 7″ 29′ 6″ 10′ 4¾″<br>157′ 6″ 29′ 4″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 96′<br>G.42000 B.41000<br>1 Ha (stl) (37′×13′)<br>Der 2(3) | Oil 4SA 6Cy. 300×450 mm<br>715bhp (d.o)<br>Masch. Augsburg-Nürnberg Ham<br>2×20kW 220V d.c. |
| 504809<br>HPYJ<br>3428HK<br>Df Esd<br>Gc Rdr | **BONNA**<br>exWairuna–60<br>exSalt Lake Park–46<br>**Marine Development & Supply S.A.**<br>Panama Panamanian | **6910**<br>4157<br>10270 | CR (Taiwan)<br>✠Classed LR until 8/66<br>**BROKEN UP** | **1944–6** Victoria Mchy. Depot Co. Ltd.—Vic<br>441′ 6″ 57′ 8″ 26′ 11¼″<br>416′ 0″ 56′ 10″ 37′ 4″<br>2 dks<br>RW | S CSD<br>5 Ho<br>B.462360<br>5 Ha<br>10W Der 1(20) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500bhp 2303t (o.f)<br>Canadian Allis-Chalmers Ltd. Mtl<br>3×15kW 110V d.c. 11k |
| 504810<br>JWZD<br>Df Esd<br>Gc Rdr<br>RTm/v | **BONNARD**<br>**A/S Ganger Rolf, A/S Bonheur, A/S Borgå, A/S Jelölinjen & Den Norske Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | **3640**<br>1890<br>4025 | NV | **1958** Öresundsvarv. A/B—Lkr<br>348′ 8″ 49′ 8″ 22′ 3¾″<br>315′ 0″ 49′ 6″ 27′ 9″<br>2 dks<br>RW<br>rf 6″ | M (2P) Ref<br>3 Ho 83′, 85½′, 38½′<br>G.219000 B.199000<br>3 Ha (stl) (62¾′, 65′×19½′) (31½′×18′)<br>Cr 4(5) 1(3) Der 2(5–12) | Oil 2SA 8Cy. 520×900 mm<br>3300bhp Götaverken 480t (hvf)<br>A/B Finnboda Varf Skm<br>3×165kW 220V d.c. 15¼k |
| 504811 | **BONNE AVENTURE**<br>**Texaco Trinidad Inc.**<br>*Port of Spain* British | **218**<br>—<br>—<br>MN292 | **✠100A1** SS 11/66<br>tug<br>**✠LMC**<br>EL (c) | **1962–7** W. J. Yarwood & Sons Ltd.—Northwich<br>104′ 0″ 27′ 3″ 11′ 7½″<br>96′ 0″ 26′ 0″ 13′ 0″<br>4 BH<br>rf 22″ BK6″ WB38t | TM Tug | 2 Oil 4SA each 6Cy. 10½″×14½″ with flexible coupling & sr reverse gears<br>1460bhp<br>Ruston & Hornsby Lcn |

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| 651057<br>FTAI<br><br>Df Esd<br>Pfd Rdr<br>RT | **BONNE MADELEINE**<br><br>**Louis Le Ny & Cie.**<br>Concarneau French | 151<br>48<br>— | <br><br>BV | 1965 Ch. de La Pierrière—Lorient<br>98' 0" 22' 6"<br>86' 0" 22' 4" 12' 2" | M Trawler<br><br><br>2 Ha (each 3½'×3½')<br>Der 1(2) | Oil 4SA 6Cy. 235×330 mm<br>600bhp<br>Masch. Augsburg-Nürnberg |
| 504812<br>LKFQ<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **BONNEVILLE**<br><br>**Skibs A/S Siljestad**<br>A. F. Klaveness & Co. A/S<br>Oslo Norwegian | 5839<br>3430<br>9090 | <br><br>NV | 1950 Nederl. Dok & Schps.—Ams<br>462' 5" 59' 2" 26' 0½"<br>436' 0" 59' 0"<br>P43' F37' 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>RW<br>rf 4" | M (12P) Ref OSD<br>4 Ho 48¾', 135½', 109¾', 80¼'<br>G.581235 B.521691 In.10200<br>6 Ha (34¾', 35', 30½', 34½', 32½'×20')<br>(13½'×19¾')<br>18W Der 1(30) 4(10) 16(5) | Oil 2DA 6Cy. 720×1200 mm<br>6425bhp<br>Gebr. Stork & Co. N.V.<br>4×160, 160, 160, 12kW 220V d.c. |
| 504813<br>WA3068<br>250800<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONNIE**<br><br>**Hub Trawling Corp.**<br>Boston United States | 264<br>179<br>— | | 1946 J. H. Mathis Co.—Camden<br>110' 0" 23' 1"<br>99' 2" 23' 0" 13' 2"<br><br>BK4½" | M Trawler<br>1 Ho 35'<br><br>2 Ha | Oil 2SA 5Cy. 355×430 mm<br>575bhp<br>Fairbanks, Morse & Co. |
| 641001<br>9GTV<br>316516<br>Df Esd<br>Gc Rdr | **BONSU**<br><br>**The Government of the Republic of Ghana**<br>Takoradi Ghanaian | 618<br>246<br>— | | 1963 Leninskaya Kuznitsa—Kiev<br>177' 10" 30' 6"<br>164' 0" 30' 4" 15' 5" | M Trawler | Oil 4SA 8Cy. 320×480 mm<br><br>Schwermasch. Karl Liebknecht |
| 504816<br>ZTJQ<br>196005<br>Esd<br>RTm/v | **BONTEBOK**<br><br>**Republic of South Africa (Railways & Harbours Administration)**<br>Durban S. African | 3318<br>1915<br>4176 | <br><br>✠Classed LR until 12/56 | 1953–10 W. Simons & Co. Ltd.—Rnf<br>328' 10" 54' 10" 18' 7¾"<br>315' 0" 54' 6" 23' 0"<br>F26' 1 dk<br>R<br>rf nil | TS Suction Hopper Dredger Mchy.aft<br>2 Ho 22' comb., 36' comb.<br>4 Ha (each 3'×4') | T 6Cy. 19½" 32" & 53½"×27"<br>3000ihp<br>W. Simons & Co. Ltd. |
| 511633<br>PDER<br><br>Df Esd<br>RTm/v | **BONTEKOE**<br>exFlevo–65<br>**Rederij "Willem Beukelsz II"**<br>Vroon's Handel & Scheepv. Onderneming N.V.<br>Breskens Netherland | 389<br>159<br>560 | <br><br>BV | 1939 Gebr. Pot—Bolnes<br>188' 6" 29' 11" 10' 5½"<br>... ... ...<br>P13' B&F155' 1 dk & S dk<br>R | M Cattle Carrier OSD Mchy.aft<br><br>G.47497 B.47160<br>2 Ha (each 28'×12')<br>4W Der 1(10) | Oil 2SA 8Cy. 275×480 mm<br>570bhp<br>Gebr. Stork & Co.<br>2×45kW 110V d.c. |
| 652286<br>PDEV<br><br>Df Esd<br>Rdr RT | **BONTEKONING**<br><br>**N.V. Houthandel v/h Bontekoning & Aukes**<br>Spliethoff's Bevrachtings-kantoor N.V.<br>Amsterdam Netherland | 499<br>328<br>1175 | ✠100A1<br>Ice Class 2<br>✠LMC<br><br>MN188 EL n1⅛"SQ | 1965–10 Schps. Gebr. v. Diepen—Waterhuizen<br>239' 4" 35' 9" 12' 6½"<br>214' 0" 35' 5" 21' 2"<br>F34' Ba34' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf nil WB361t | M OSD Mchy.aft<br><br>G.95971 B.87570 | Oil 4SA 8Cy. 270×500 mm<br>940bhp<br>N.V. Werkspoor |
| 504817<br>SJBT<br>8743<br>Df Esd<br>Gc Rdr<br>RTv | **BOOGABILLA**<br><br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish<br>Now **MILEA** (No. 504817) in the Register | 5837<br>3300<br>9270 | ✠100A1 SS 8/66<br>with freeboard.<br>Str. nav. ice<br>✠LMC<br>EL c† | 1946–1 A/B Götaverken—Got<br>474' 5" 58' 8" 25' 8½"<br>450' 0" 58' 6" 38' 0"<br>F98' 1 dk & S dk, 3rd dk in No. 1 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" DK fwd of mchy. space WB2403t Incl. Tunnel tanks 479t | M (12P) OSD<br>5 Ho 61½', 66¾', 62½', 68¾', 78¾'<br>G.588310 B.547154<br>5 Ha (stl) (32', 32½', 32½', 32½' 32½'×18½')<br>11W Der 1(15) 4(5) | Oil 2DA 7Cy. 620×1400 mm<br>8050bhp B&W<br>A/B Götaverken<br>3×140kW 220V d.c. |
| 504818<br>KHLF<br>242392<br>Df Esd | **BOOKER T. WASHINGTON**<br><br>**United States Department of Commerce**<br>Los Angeles United States | 7258<br>4450<br>10807 | <br><br>AB | 1942 California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 542342<br>JXSG<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **BOOKER VALIANCE**<br>exJohan Wessel–63<br>**J. H. Wessels Kulforretning A/S & Skibs A/S Drafn**<br>Wessel & Norløff<br>Drammen Norwegian | 2811<br>1258<br>4680<br>4468<br>2303<br>5950 | <br><br>NV | 1962 A/B Ekensbergs Varv—Skm<br>375' 1" 50' 8" 20' 5"/23' 7"<br>344' 6" 50' 6" 32' 0"<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>3 Ho 82¾', 78', 41½'<br>G.304950 B.280850<br>4 Ha (stl) (32½', 32½', 50½', 32½'×22')<br>9W Cr 1(5) Der 1(25) 2(10) 6(5) | Oil 2SA 6Cy. 500×1100 mm<br>3950bhp<br>Burmeister & Wain<br>4×160, 160, 160, 46¼kW 440V |
| 541909<br>MHEM<br>303896<br>Df Esd<br>Gc Rdr<br>RTv | **BOOKER VANGUARD**<br><br>**Booker Line Ltd.**<br>Liverpool British | 5417<br>2522<br>6833 | ✠100A1<br><br>✠LMC<br><br>MN986 EL y1½"SQ | 1963–12 Burntisland S.B. Co. Ltd.—Bnt<br>403' 0" 57' 3" 23' 11½"<br>371' 0" 57' 0" 30' 6"<br>Ba74' F45' 2 dks<br>6BH<br>rf 3" DK fwd WB1814t incl. DTma264t DTmf424t | M Ref Mchy.aft<br>4 Ho 44½', 57½', 62½', 42½'<br>G.316350 B.294570 In.2000<br>7 Ha (stl) (24¾'×27') (47½', 47½'×20½') (50', 50', 30', 30'×21½')<br>12W Cr 2(5) Der 1(20) 1(10) 2(5) | Oil 2SA 6Cy. 560×1000 mm<br>4930bhp Sulzer<br>Scotts' S.B. & Eng. Co.<br>AuxB 100lb<br>3×275kW 220V d.c. |
| 504819<br>GHPB<br>301377<br>Df Esd<br>Gc Rdr<br>RTv | **BOOKER VENTURE**<br><br>**Booker Ship Finance Ltd.**<br>Booker Merchantmen Ltd.<br>Liverpool British | 9516<br>5625<br>12875 | ✠100A1 SS 9/66<br><br>✠LMC<br><br>MN900 EL (e†)2½"SQ | 1961–4 Austin & Pickersgill Ltd.—Sld<br>529' 9" 62' 11" 25' 0"<br>490' 9" 62' 6" 35' 0"<br>P92' F39' 1 dk<br>7BH len 66<br>rf nil WB6832t | M Bulk Carrier Mchy.aft<br>5 Ho 54', 67½', 65½', 76½', 76½'<br>G.580415 B.483750<br>5 Ha (stl) (40½'×29') (—', 42½', 51½' 55½'×35')<br>8W Der 8(10) | Oil 2SA 5Cy. 720×1250 mm<br>4500bhp Sulzer<br>G. Clark (Sld) Ltd.<br>AuxB 105lb<br>3×300kW 220V d.c. |

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|---|---|---|---|---|---|---|---|---|
| 671392<br>GWKH<br>334216<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOOKER VIKING**<br>**Booker Line Ltd.**<br>Liverpool British | T.Mk<br>**3692**<br>1753<br>5580<br>**5383**<br>2564<br>6800 | ✠100A1<br>✠LMC<br>MN1000 | EL y 1⅞"U2 | **1967-6** A/S Fredriksstad M/V—Fks<br>403' 0" 57' 4" 21' 6⅝"/23' 11¾"<br>371' 0" 57' 0" 30' 6"<br>Ba74' F45' 2 dks<br>6BH to U dk 4 to 2nd dk<br>rf 3" DK fwd WB1805t incl. DTsm 691t | M Ref Mchy.aft | Oil 2SA 6Cy. 560×1000 mm<br>5000bhp Sulzer<br>Marinens Hovedverft<br>AuxB 100lb<br>3×300kW 450V 60c/s | Horten<br>15k |
| 540767<br>Df Esd<br>Rdr RT | **BOOM**<br>exOverbeck-67<br>exMönkedamm-63 exEstonia-54<br>exKong Gudröd-36<br>**Fernand Carron**<br>Boom Belgian<br>Now **EFTYCHIA** See New Entries No. 2 | **795**<br>348<br>1030<br>**1165**<br>643<br>1687 | | GL | **1910** Trondhjems M/V—Tdh<br>237' 2" 31' 1" 16' 1"/20' 1½"<br>30' 11" 23' 2"<br>H37' 1 dk & S dk<br>R | M OSD/CSD Mchy.aft<br>1 Ho<br>G.79905 B.73261<br>2 Ha<br>Der 4(5) 4(3) | Oil 2SA 8Cy. 320×380 mm<br>1200bhp NE56<br>Sulzer Bros. Ltd. | Win<br>11k |
| 504821<br>VMBB<br>177239<br>Esd<br>RTv | **BOONAROO**<br>**Australian Coastal Shipping Commission**<br>Melbourne British | **3904**<br>1989<br>6453 | ✠100A1<br>with freeboard<br>✠LMC<br>MN490 | SS 2/66<br>EL y1⅞"SQ | **1953-10** Mort's Dk & Eng. Co. Ltd.—Syd<br>405' 5" 53' 2" 22' 6½"<br>380' 8" 53' 0" 33' 0"<br>F31' 1 dk & S dk<br>RW<br>Coll BH to S dk 6 to 2nd dk<br>rf 3" WB1473t incl. Tunnel tanks 118t | M OSD<br>5 Ho 38¼', 57½', 64', 71¼', 45¾'<br>G.382874 B.344842<br>5 Ha (20¼'×20') (31¾', 32', 32', 19¾'×22')<br>16W Der 1(25) 16(5) | Oil 2SA 4Cy. 560×2160 mm<br>2450bhp Doxford<br>Commonwth Gvt. E. Wks<br>4×150kW 220V d.c. | 254t<br>Mel<br>12k |
| 504822<br>EAUM<br>Esd | **BOQUERON**<br>exToralla<br>**Salvador Barreras Masso and others**<br>Vigo Spanish | **207**<br>100<br>— | | BV | **1954** Hijos de J. Barreras S.A.—Vgo<br>*95·2'* 19' 8"<br>95' 0" 19' 6" 12' 0"<br>RW | M Trawler<br>2 Ha (each 3¼'×3¼') | Oil 4SA 6Cy. 260×350 mm<br>330bhp<br>N.V. Werkspoor | 56t<br>Ams<br>10k |
| 504823<br>YTEI<br>Df Esd<br>Pfd Rdr | **BOR**<br>exPietro Orseolo-60<br>exFort Livingstone-48<br>**Maritenia Shipping Co. Ltd.**<br>Slobodna Plovidba<br>Sibenik Yugoslav | **6967**<br>4195<br>10370 | ✠Classed LR until 2/52 | JR RI | **1942-11** Burrard D.D. Co. Ltd.—Vcr<br>441' 6" 57' 2" 26' 11½"<br>416' 0" 56' 11" 37' 4"<br>2 dks<br>R | S CSD<br>5 Ho 68¼', 72¼', 49¾', 45', 69¾'<br>G.511454 B.458438<br>5 Ha (33¾', 35', 15', 29¼', 35'×20')<br>10W Der 8(5) 2(2½) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Dominion Eng. Works Ltd.<br>2×15kW 110V d.c. | 760t (o.f)<br>Mtl<br>10½k |
| 505427<br>UTCT<br>M-26265<br>Df Esd<br>Gc Rdr<br>RT | **BORA**<br>exBrunsholm-64<br>**U.S.S.R.**<br>Tallinn Russian | **3138**<br>1632<br>3555 | | GL | **1960** Kieler Howaldtswerke A.G.—Kel<br>422' 7" 51' 10" 20' 0⅜"<br>397' 0" 51' 8" 21' 4"<br>B&F365' 1 dk & S dk, pt 3rd dk<br>RW | M Fish Carrier Ref OSD<br>4 Ho<br>B.230000 In.231065<br>4 Ha (22¾', 22¾', 22¾', 34'×14¾')<br>9W Der 1(10) 7(5) 1(2) | Oil 2SA 8Cy. 700×1200 mm<br>6650bhp<br>Kieler Howaldtswerke A.G. | 900t<br>Kel<br>18k |
| 533931<br>DNBW<br>Df Esd<br>RTh/v | **BORA**<br>exStavfjord-66<br>~~Partenreederei m.s. "Bora"~~<br>~~Peter Döhle~~ **Peter Döhle**<br>Hamburg W. German | **990**<br>550<br>1380<br>**1226**<br>751<br>1905 | | GL | **1958** Schlichting-Werft—Travemünde<br>243' 2" 38' 10" 12' 5½"/15' 1½"<br>38' 8" 16' 4"<br>P131' B49' F33' 1 dk & S dk<br>RW<br>rf nil | M Mchy.aft OSD/CSD<br>2 Ho each 72¼<br>G.91099 B.84486<br>4 Ha (stl) (22¾', 28½', 25½', 25½'×24½')<br>2W Der 2(3) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz<br>3×70, 70, 25kW 220V d.c.<br>Directional propeller | (d.o)<br>Kln<br>12½k |
| 504824<br>YTVR<br>RT | **BORAC**<br>**Brodospas**<br>Split Yugoslav | **253**<br>50<br>— | | BV JR | **1949** Brodogradiliste III Maj—Rka<br>107' 11" 26' 7" 15' 1"<br>... ... ... | S Tug | T 3Cy. $14\frac{3}{16}$" $22\frac{13}{16}$" & 37"×$25\frac{9}{16}$"<br>Brodogradiliste III Maj | (o.f)<br>Rka |
| 504825<br>CSIY<br>H378<br>Df Esd<br>Gc Rdr<br>RTv | **BORBA**<br>**Soc. Geral de Comercio, Industria e Transportes**<br>Lisbon Portuguese | **4457**<br>2621<br>7145 | ✠100A1<br>with freeboard<br>✠LMC<br>MN716 | SS 10/66<br>EL z1$\frac{15}{16}$"SQ | **1948-12** Wm. Doxford & Sons Ltd.—Sld<br>425' 2" 53' 8" 23' 5¾"<br>400' 6" 53' 5" 33' 6"<br>F38' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2326t incl. DTm1127t | M (12P) OSD<br>5 Ho 61', 79', 34', 65', 68'<br>G.445000 B.400000<br>5 Ha (29¼', 30', 30', 30', 30'×20')<br>Der 1(25) 10(5) | Oil 2SA 4Cy. 600×2000 mm<br>3300bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120lb<br>2×25kW 110V d.c. | 24t (d.o)<br>Sld<br>13k |
| 670049<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORDA AUNDI**<br>**Ciriza Huarte S.A.**<br>San Sebastián Spanish | **579**<br>338<br>— | | BV | **1966** Ast. Luzuriaga—Pjs<br>... ... ...<br>147' 7" 28' 0½" 15' 5"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 390×680 mm<br>1260bhp<br>Naval-Stork-Werkspoor | Cdz |
| 670050<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORDA BERRI**<br>**Ciriza Huarte S.A.**<br>San Sebastián Spanish | **579**<br>338<br>— | | BV | **1966** Ast. Luzuriaga—Pjs<br>... ... ...<br>147' 7" 28' 0½" 15' 5"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 390×680 mm<br>1260bhp<br>Naval-Stork-Werkspoor | Cdz |
| 504828<br>5MIG<br>1613<br>Df Esd<br>Gc Rdr | **BORDABERE**<br>exFlensburg-61<br>exAtomena-55<br>**Bordagain Shipping Co. Ltd.**<br>Ramon de la Sota, Jr.<br>Monrovia Liberian<br>Now **SANTA ANTHOUSA** See New Entries No. 5 | **2681**<br>**1465**<br>**5025** | | NV | **1945** Eriksbergs M/V A/B—Got<br>340' 7" 50' 1" 24' 0"<br>318' 1" 49' 11"<br>1 dk & S dk | M OSD<br>G.285000 B.261000<br>8W Der 1(15) 8(5) | Oil 2SA 9Cy. 500×900 mm<br>B&W<br>Eriksbergs M/V A/B | 582t<br>Got<br>13½k |
| 503709<br>Df Esd<br>Gc Rdr<br>RTv | **BORDAGAIN**<br>exBaron Garioch-68<br>**Bordagain Shipping Co. Ltd.**<br>Monrovia Liberian | *5927*<br>*3077*<br>10130<br>**8139**<br>4771<br>11675 | ✠100A1<br>✠LMC<br>MN880 | SS 12/66<br>EL b† | **1958-10** J. Readhead & Sons Ltd.—Shl<br>461' 8" 59' 9" 26' 5½"/28' 11"<br>430' 10" 59' 6" 39' 1"<br>F36' 1 dk & S dk<br>RW 6BH to S dk 2 to 2nd dk<br>rf 3" WB2542t | M OSD/CSD<br>5 Ho 63', 62½', 42½', 70', 70'<br>G.602100 B.542655<br>5 Ha (31½', 31½', 25', 32½', 32½'×23')<br>10W Der 1(25) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford<br>Hawthorn Leslie (Eng.) Ltd.<br>AuxB 100lb<br>3×175kW 220V d.c. | 1125t (hvf)<br>Nwc<br>13k |

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|---|---|---|---|---|---|---|---|---|
| 504830<br>JWTE<br><br>Df Esd<br>Pfd Rdr<br>RT | **BORDANES**<br><br>**Bordanes Havfiske**<br>S. Blindheim<br>Ålesund Norwegian | 130<br>34<br>— | | NV | 1958 Sörstranden Skipsbyggeri A/S—Vestnes<br>87' 6" 22' 10"<br>77' 9" 22' 9" 11' 11"<br>1 dk | M Fishing Mchy.aft | | Oil 2SA 4Cy. 230×400 mm<br>280bhp B&W<br>Alpha-Diesel A/S |
| 519862<br>5MSW<br>1889<br>Df Esd<br>Gc Rdr | **BORDAPIAN**<br>exKvernaas-63<br>**Bordagain Shipping Co. Ltd.**<br>Ramon de la Sota, Jr.<br>Monrovia Liberian<br>Now **GIANT DRAGON** See New Entries No. 8 | 5670<br>3372<br>9370<br>7424<br>4503<br>10256 | ✠100A1<br><br>✠LMC<br><br>MN675 | SS 8/64<br><br><br><br>EL b†2$\frac{1}{16}$"SQ | 1948–1 Lithgows Ltd.—P.Gl<br>447' 6" 58' 0" 25' 9½"/27' 2½"<br>425' 0" 57' 9" 38' 2"<br>F38' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4" WB2771t incl. DTm1110t | M OSD/CSD | | Oil 4SA 6Cy. 740×1500 mm<br>3300bhp<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 150lb |
| 509596<br>6ZFB<br>2205<br>Df Esd<br>Rdr | **BORDAZURI**<br>exEastbank-65<br>**Bordazuri Trading & Shipping Co. Inc.**<br>Monrovia Liberian | 5928<br>3490<br>9325 | ✠100A1<br>with freeboard<br>DTs—vegetable oil FPT<br>—latex<br>✠LMC | SS 3/65<br><br><br><br><br>EL c† | 1947–12 Wm. Doxford & Sons Ltd.—Sld<br>464' 4" 60' 0" 26' 0¾"<br>435' 6" 59' 8" 37' 3"<br>P34' F38' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>WB4415t incl. DTa1253t DTsm1548t | M Ref OSD<br><br>G.599490 B.535695 In.15480<br><br>10W Der 1(25) | | Oil 2SA 5Cy. 670×2320 mm<br>5150bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB (1 o.f 1 ex.g) 100lb |
| 504831<br>GPTC<br>185921<br>Df Esd<br>Pfd Rdr<br>RTm/v | **BORDE**<br><br>**Stephenson Clarke Ltd.**<br>London British<br>Now **BALMORAL**<br>See New Entries No. 1 | 3401<br>1768<br>4550 | ✠100A1<br><br>✠LMC<br><br>MN261 | SS 9/65<br><br><br><br>EL u1¾"SQ | 1953–7 S. P. Austin & Son Ltd.—Sld<br>344' 0" 46' 3" 20' 0½"<br>325' 6" 46' 0" 22' 4"<br>Q205' Ba64' F28' 1 dk<br>RW NS 6BH<br>rf 3" WB1604t incl. DTa45t DTsm335t | S Mchy.aft<br>4 Ho 44', 60', 56', 49'<br>G.221500<br>4 Ho (stl) (28'×25') (30½', 34½', 34½'×30')<br>8W Der 8(3) | | T 3Cy. 19" 31" & 54"×39"<br>1450ihp<br>N.E. Marine Eng. Co. (1938) Ltd.<br>2 SB 220lb Spt hs(4862)<br>2×60kW 220V d.c. |
| 506528<br>ZSLO<br>351043<br>Df Esd<br>Gc RTm | **BORDER**<br>exCasamance-65<br>**African Coasters (Pty) Ltd.**<br>Grindrod, Gersigny & Co. (Pty) Ltd.<br>Durban S. African | 2299<br>1346<br>3346 | ✠100A1<br><br>✠LMC<br><br>MN360 | SS 8/65<br><br><br><br>EL r | 1957–3 Ch. Nav. de la Pallice—L.Pl<br>296' 0" 41' 3" 19' 9¾"<br>262' 6" 41' 0" 23' 3"<br>P64' F35' 2 dks<br>RW 5BH<br>rf 4" WB204t | M CSD Mchy.aft<br>3 Ho 48', 62', 60'<br>G.153350 B.138160<br>3 Ha (30½', 49', 36½'×20¾')<br>6W Der 1(15) 6(5) | | Oil 4SA 8Cy. 420×660 mm<br>1800bhp<br>Klöckner-Humboldt-Deutz<br>3×40, 40, 20kW 220V d.c. |
| 504833<br>GGRH<br>186915<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BORDER CASTLE**<br><br>**The Lowland Tanker Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 13048 ~~13233~~<br>7468 ~~7519~~<br>~~19610~~<br>20455 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1440 | SS 3/65<br><br><br><br>EL l†2$\frac{1}{16}$"SQ | 1961–3 Swan, Hunter & Wghm Rchdsn—Nwc<br>569' 2" 72' 8" ~~31' 7"~~ 32' 5½"<br>536' 0" 72' 6" 41' 0"<br>P131' F75' 1 dk<br>14BH<br>rf 4" WB482t | M Tanker Mchy.aft<br>27 Ta<br>L.927901<br><br>Cr 1(5) 2(1½) 2(1) | HeCls. BC | Oil 2SA 6Cy. 700×2320 mm<br>7200bhp Doxford<br>Swan Hunter & Wghm Rchdsn<br>3AuxB (2 o.f 1 ex.g) 150lb<br>3×260kW 440V 60c/s a.c. |
| 504834<br>GGSA<br>186924<br>Df Esd<br>Gc Rdr<br>RTm/v | **BORDER CHIEFTAIN**<br><br>**The Lowland Tanker Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 13017 ~~13238~~<br>7468 ~~7528~~<br>~~19624~~<br>20502 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1600 | SS 4/66<br><br><br><br>EL l†2$\frac{1}{16}$"SQ | 1962–1 Smith's Dock Co. Ltd.—Mdb<br>569' 1" 72' 8" ~~31' 7"~~ 32' 6"<br>536' 0" 72' 6" 41' 0"<br>P131' F75' 1 dk<br>14BH<br>rf 4" WB453t | M Tanker Mchy.aft<br>27 Ta<br>L.931456<br><br>Cr 1(5) 2(1½) 2(1) | HeCls. BC | Oil 2SA 6Cy. 650×2320 mm<br>8000bhp Doxford<br>Hawthorn Leslie (Eng.) Ltd.<br>3AuxB (2 o.f 1 ex.g) 150lb<br>3×260kW 440V 60c/s a.c. |
| 504835<br>GGRU<br>186921<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BORDER FALCON**<br><br>**The Lowland Tanker Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 13238<br>7528<br>~~19634~~<br>20504 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1600 | SS 2/66<br><br><br><br>EL l†2$\frac{1}{16}$"SQ | 1961–10 Smith's Dock Co. Ltd.—Mdb<br>569' 1" 72' 8" 31' 7"<br>536' 0" 72' 6" 41' 0"<br>P131' F75' 1 dk<br>14BH<br>rf 4" WB453t | M Tanker Mchy.aft<br>27 Ta<br>L.931456<br><br>Cr 1(5) 2(1½) 2(1) | HeCls. BC | Oil 2SA 6Cy. 650×2320 mm<br>8000bhp Doxford<br>Hawthorn Leslie (Eng.) Ltd.<br>3AuxB 150lb<br>3×260kW 440V 60c/s a.c. |
| 504836<br>GRLL<br>169258<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BORDER FUSILIER**<br><br>**The Lowland Tanker Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 11330<br>6335<br>~~16190~~<br>16629 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1280 | SS 4/66<br><br><br><br>EL h†2⅜"SQ | 1954–6 Hawthorn, Leslie & Co. Ltd.—Nwc<br>547' 0" 69' 10" ~~30' 0½"~~ 30' 9¾"<br>515' 0" 69' 6" 37' 6"<br>P123' B58' F55' 1 dk<br>RW 17BH<br>rf 4" WB865t incl. DTf618t | M Tanker Mchy.aft<br>27 Ta<br><br><br>Der 1(5) 2(4) 1(3) | | Oil 2SA 6Cy. 670×2320 mm<br>7040bhp Doxford<br>Hawthorn, Leslie & Co. Ltd.<br>2AuxB 150lb<br>2×150kW 110V d.c. |
| 504837<br>GRLM<br>169256<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BORDER HUNTER**<br><br>**The Lowland Tanker Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 11301<br>6247<br>~~15950~~<br>16629 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1280 | SS 1/66<br><br><br><br>EL h†2⅜"SQ | 1954–4 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>547' 0" 69' 10" ~~30' 0½"~~ 30' 9½"<br>515' 0" 69' 6" 37' 6"<br>P119' B58' F55' 1 dk<br>RW 17BH<br>rf 4" WB903t incl. DTf631t | M Tanker Mchy.aft<br>27 Ta<br><br><br>Der 1(5) 1(4) 2(3) | | Oil 2SA 6Cy. 670×2320 mm<br>7040bhp Doxford<br>Scotts' S.B. & Eng. Co. Ltd.<br>2AuxB 150lb<br>2×150kW 110V d.c. |
| 504838<br>MQRM<br>169253<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BORDER KEEP**<br><br>**The Lowland Tanker Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 11321<br>6408<br>~~16155~~<br>16852 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1408 | Dr 4 yrs–4/65<br><br><br><br>EL h†2⅜"SQ | 1953–11 Blythswood S.B. Co. Ltd.—Gls<br>547' 0" 69' 10" ~~30' 0½"~~ 30' 10¼"<br>515' 0" 69' 6" 37' 6"<br>P124' B58' F55' 1 dk<br>RW 17BH<br>rf 4" WB896t incl. DTf624t | M Tanker Mchy.aft<br>27 Ta<br><br><br>Der 1(5) 2(4) 1(3) | HeCls. BC | Oil 2SA 6Cy. 670×2320 mm<br>7040bhp Doxford<br>D. Rowan & Co. Ltd.<br>2AuxB 150lb<br>2×150kW 110V d.c. |
| 504839<br>GRLN<br>186848<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BORDER LAIRD**<br><br>**The Lowland Tanker Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 11366<br>6289<br>16200 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1408 | TD 8/68 ~~SS 8/64~~<br><br><br><br>EL h†2⅜"SQ | 1955–11 Lithgows Ltd.—P.Gl<br>547' 1" 69' 9" 30' 0½"<br>515' 0" 69' 6" 37' 6"<br>P123' B58' F55' 1 dk<br>RW 17BH<br>rf 4" WB883t incl. DTf618t | M Tanker Mchy.aft<br>27 Ta<br>L.762485<br><br>Der 1(5) 2(4) 1(3) | HeCls. BC | Oil 2SA 6Cy. 670×2320 mm<br>7040bhp Doxford<br>Fairfield S. B. & E. Co. Ltd.<br>2AuxB 150lb<br>2×150kW 110V d.c. |

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| 504840<br>GRBC<br>169255<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BORDER LASS**<br>**The Lowland Tanker Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 11344<br>6328<br>16030 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1280 | Dr 4 yrs–5/66<br>EL h†2⅜″SQ | **1954–4** Wm. Doxford & Sons Ltd.—Sld<br>547′ 0″ 69′ 10″ 30′ 0¼″<br>515′ 0″ 69′ 6″ 37′ 6″<br>P123′ B58′ F55′ 1 dk<br>RW 17BH<br>rf 4″ WB866t incl. DTf618t | M Tanker Mchy.aft<br>27 Ta<br>Der 1(5) 2(4) 1(3) | | Oil 2SA 6Cy. 670×2320 mm<br>7040bhp 1203t (hvf)<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 150℔<br>2×150kW 110V d.c. 13¾k |
| 504841<br>MSDG<br>186837<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BORDER MINSTREL**<br>**The Lowland Tanker Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 11339<br>6289<br>16186 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1408 | TD 4/68 ~~SS 7/63~~<br>EL h†2⅜″SQ | **1954–12** Blythswood S.B. Co. Ltd.—Gls<br>547′ 0″ 69′ 10″ 30′ 0½″<br>515′ 0″ 69′ 6″ 37′ 6″<br>P124′ B58′ F55′ 1 dk<br>RW 17BH<br>rf 4″ WB896t incl. DTf624t | M Tanker Mchy.aft<br>27 Ta<br>L.763076<br>Der 1(5) 2(4) 1(3) | HeCls. BC | Oil 2SA 6Cy. 670×2320 mm<br>7040bhp 1175t (hvf)–22¾pd<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 150℔<br>2×150kW 110V d.c. 13¾k |
| 504842<br>GGRE<br>186913<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BORDER PELE**<br>**The Lowland Tanker Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 12989<br>7420<br>— | ✠100A1<br>oil tanker<br>✠LMC<br>MN1440 | SS 11/64<br>EL i†2$\frac{7}{16}$″SQ | **1961–1** Swan, Hunter & Wghm Rchdsn—Wal<br>569′ 2″ 72′ 8″ 31′ 7″<br>536′ 0″ 72′ 6″ 41′ 0″<br>P131′ F75′ 1 dk<br>14BH<br>rf 4″ WB482t | M Tanker Mchy.aft<br>27 Ta<br>L.927901<br>Cr 1(5) 2(1½) 2(1) | HeCls. BC | Oil 2SA 6Cy. 700×2320 mm<br>7200bhp Doxford 2264t (hvf)–26pd<br>Wallsend Slpwy & E. Co. Ltd. Wal<br>3AuxB (2 o.f 1 ex.g) 150℔<br>3×260kW 440V 60c/s a.c. 13¼k |
| 504843<br>GQBB<br>169243<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BORDER REGIMENT**<br>**The Lowland Tanker Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.)<br>Now **FORTUITY** See New Entries No. 11 | 11311<br>6400<br>15950 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1280 | SS 2/65<br>EL h†2⅜″SQ | **1953–3** Scotts' S.B. & Eng. Co. Ltd.—Grk<br>547′ 0″ 69′ 10″ 30′ 0¼″<br>515′ 0″ 69′ 6″ 37′ 6″<br>P119′ B58′ F55′ 1 dk<br>RW 17BH<br>rf 4″ WB903t incl. DTf631t | M Tanker Mchy.aft<br>27 Ta<br>Der 1(5) 2(4) 1(3) | | Oil 2SA 6Cy. 670×2320 mm<br>7040bhp Doxford 1218t (hvf)<br>Scotts' S.B. & E. Co. Ltd. Grk<br>2AuxB 150℔<br>2×150kW 110V d.c. 13¾k |
| 504844<br>MSDJ<br>186846<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BORDER REIVER**<br>**The Lowland Tanker Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 11356<br>6331<br>16182 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1280 | ~~SS 11/63~~<br>TD4 11/67<br>EL h†2⅜″SQ | **1955–10** Sir J. Laing & Sons Ltd.—Sld<br>547′ 1″ 69′ 10″ 30′ 0¼″<br>515′ 0″ 69′ 6″ 37′ 6″<br>P122′ B58′ F56′ 1 dk<br>RW 17BH<br>rf 4″ WB930t incl. DTf618t | M Tanker Mchy.aft<br>27 Ta<br>L.762071<br>Der 1(5) 2(4) 1(3) | HeCls. BC | Oil 2SA 6Cy. 670×2320 mm<br>7040bhp 1165t (hvf)–22¾pd<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 150℔<br>2×150kW 110V d.c. 13¾k |
| 504845<br>MSDK<br>186849<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BORDER SENTINEL**<br>**The Lowland Tanker Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 11335<br>6335<br>~~15968~~<br>16646 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1280 | SS 11/65<br>EL h†2⅜″SQ | **1955–11** Swan, Hunter & Wghm Rchdsn—Nwc<br>547′ 1″ 69′ 10″ 30′ 0½″<br>515′ 0″ 69′ 6″ 37′ 6″<br>P124′ B58′ F55′ 1 dk<br>RW 17BH<br>rf 4″ WB884t incl. DTf618t | M Tanker Mchy.aft<br>27 Ta<br>L.762071<br>Der 1(5) 2(4) 1(3) | HeCls. BC | Oil 2SA 6Cy. 670×2320 mm<br>7040bhp Doxford 1174t (hvf)–22¾pd<br>Swan Hunter & Wghm Rchdsn Nwc<br>AuxB 150℔<br>2×150kW 110V d.c. 13¾k |
| 504846<br>GGRA<br>186906<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BORDER SHEPHERD**<br>**The Lowland Tanker Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 13339 ~~13600~~<br>7572 ~~7679~~<br>~~19750~~<br>20582 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1760 | SS 6/68 ~~SS 2/64~~<br>EL l†2$\frac{7}{16}$″SQ | **1960–7** Lithgows Ltd.—P.Gl<br>572′ 0″ 73′ 0″ ~~31′ 7½″~~ 32′ 6″<br>541′ 0″ 72′ 9″ 40′ 0″<br>P129′ F70′ 1 dk<br>RW 14BH<br>rf 4″ WB1638t | M Tanker Mchy.aft<br>Cr 1(5) 2(1½) 2(1) | | Oil 2SA 6Cy. 750×1500 mm exhaust 500 mm<br>8800bhp B&W (hvf)<br>J. G. Kincaid & Co Ltd. Grk<br>3AuxB (2 o.f 1 ex.g) 150℔<br>3×260kW 440V 60c/s a.c. |
| 504847<br>MSDL<br>186856<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BORDER TERRIER**<br>**The Lowland Tanker Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 11347<br>6323<br>16028 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1280 | ~~SS 4/64~~<br>TD 10/68<br>EL h†2⅜″SQ | **1956–4** J. L. Thompson & Sons Ltd.—Sld<br>547′ 0″ 69′ 10″ 30′ 0¼″<br>515′ 0″ 69′ 6″ 37′ 6″<br>P122′ B58′ F56′ 1 dk<br>RW 17BH<br>rf 4″ WB930t incl. DTf618t | M Tanker Mchy.aft<br>Der 1(5) 2(4) 1(3) | | Oil 2SA 6Cy. 670×2320 mm<br>7040bhp Doxford (hvf)<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2AuxB 150℔<br>2×150kW 110V d.c. |
| 504848<br>OGBF<br>1385<br>Df Esd<br>Gc Rdr<br>RTm/v | **BORE**<br>**Ångf. A/B Bore**<br>Turku/Åbo Finnish | 3478<br>1349<br>870 | ✠100A1<br>for ferry purposes in the Baltic<br>Str. nav. ice<br>✠LMC<br>MN720 | CS 5/64<br>EL w1$\frac{13}{16}$″SQ | **1960–4** A/B Oskarshamns Varv—Osk<br>327′ 7″ 50′ 2″ 16′ 5½″<br>296′ 5″ 50′ 0½″ 31′ 7″<br>F60′ 1 dk & S dk, 3rd dk except in mchy. space<br>Coll BH to S dk 6 to 2nd dk<br>rf 12″ WB598t incl. Tunnel tanks 81t | S Ferry (1122P) OSD<br>1 Ha (stl) (21¼′×13′)<br>Cr 1(3) | | Q 4Cy. 480 720 900 & 1560×1000 mm with exhaust turb driving compressor<br>4000ihp Götaverken 200t (o.f)<br>A/B Oskarshamns Varv Osk<br>2WTB 336℔ Spt hs6940<br>AuxB142℔<br>3×280kW 380V 50c/s a.c. 15k |
| 504849<br>SELA<br>2437 | **BORE**<br>**Malmö Stad (Hamndirektoren)**<br>Malmö Swedish | 374<br>139<br>— | | | **1894** Kockums M/V A/B—Mmo<br>*130·6′* 29′ 2″ 17′ 7″<br>29′ 0″<br>2 dks<br>R | S Icebreaker<br>1 Ho<br>G.93000 B.87000<br>1 Ha (8′×8′)<br>1W | | C 2Cy. 21¼″ & 38″×27$\frac{9}{16}$″<br>605ihp 60t (c)<br>Kockums M/V A/B Mmo<br>12k |
| 504850<br>SHMX<br>10302<br>Rdr | **BORE**<br>**Landskrona Stads Hamnstyrelse**<br>Landskrona Swedish | 167<br>58<br>— | | | **1962** Öresundsvarvet A/B—Lkr<br>87′ 11″ 26′ 2″ 11′ 10″<br>78′ 9″ 26′ 0″ 14′ 3″<br>1 dk<br>RW | M Tug & Icebreaker | | Oil 2SA 6Cy. 340×570 mm<br>1260bhp 50t<br>Nydqvist & Holm A/B Thn<br>2×17½kW 220V d.c.<br>Controllable pitch propeller |
| 504851<br>OGGS<br>1415<br>Df Esd<br>Pfd Rdr<br>RTm | **BORE I**<br>exSankt Ibb–62<br>**Ångf. A/B Bore**<br>Turku/Åbo Finnish<br>Now **NORDÖ**<br>See New Entries No. 6 | 527<br>145<br>86 | | BV | **1935** Frederikshavn Værft & Flydk.—Fkn<br>172′ 1″ 33′ 0″ 9′ 0″<br>32′ 10″ 12′ 0″<br>1 dk<br>R | TM (425P) | | 2 Oil 2SA each 7Cy. 250×450 mm<br>1160bhp (d.o)<br>Atlas-Diesel Skm<br>2×90, 60kW 220V d.c. 15k |

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| 504853<br>OFSH<br>1328<br>Df Esd<br>Gc Rdr<br>RTm/v | **BORE III**<br>**Ångf. A/B Bore**<br>Turku/Åbo Finnish | 2798<br>1212<br>850 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN504 | CS 4/65<br>EL t | 1952–12 A/B Oskarshamns Varv—Osk<br>298' 1" 46' 10" 16' 4½"<br>277' 6" 46' 7" 25' 5"<br>F78' 2 dks<br>RW 5BH to U dk 1 to 2nd dk<br>BK3½" WB282t | S (1113P)<br>1 Ho 54½'<br>G.16000 B.15250<br>1 Ha (stl) (20'×9½')<br>2W Der 2(3) | Q 4Cy. 18½" 26½" 30½" & 53<br>with turbo compressor<br>2800ihp<br>Helsingör Skibs. & Msk.<br>2WTB 327lb Spt 299lb hs8224<br>2×200kW 220V d.c. |
| 650657<br>OGPQ<br>1430<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BORE IV**<br>**Ångf. A/B Bore**<br>Turku/Åbo Finnish | T.Mk<br>499<br>245<br>942<br>1299<br>935<br>2190 | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN280 | EL o1⅝"SQ | 1965–3 A/B Oskarshamns Varv—Osk<br>236' 8" 36' 2" —/17' 10½"<br>219' 6" 36' 1" 21' 7½"<br>F22' 2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf 4" WB479t | M Mchy.aft<br>1 Ho 142½'<br>G.114700 B.100700<br>2 Ha (stl) (61', 43½'×21½')<br>Cr 1(5) 1(3) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Klöckner-Humboldt-Deutz<br>2×139kW 440V 60c/s a.c. |
| 504854<br>OGDO<br>1395<br>Df Esd<br>Gc Rdr<br>RTm | **BORE V**<br>exElisabeth Nielsen–61<br>**Ångf. A/B Bore**<br>Turku/Åbo Finnish<br>Now **EVANDROS**<br>(No. 504854) in the Register | 2412<br>1227<br>3425 | ✠100A1<br>Str. nav. ice<br>✠LMC | SS 3/66<br>EL t | 1949–7 S. P. Austin & Son Ltd.—Sld<br>323' 2" 45' 0" 19' 1"<br>307' 6" 44' 10" 20' 3"<br>P27' Q90' B128' F30' 1 dk<br>R 4BH<br>WB538t | S<br>2 Ho 124½', 111½'<br>G.195000 B. 181000<br>4 Ha (31½', 33½', 31½', 31½'×20')<br>Der 4(3) | T 3Cy. 21½" 34" & 62"×39"<br>1900ihp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2 SB 220lb Spt hs(6298)<br>2×30, 10kW 110V d.c. |
| 680108<br>1441 | **BORE V**<br>**Ångf. A/B Bore**<br>Turku/Åbo Finnish<br>For later particulars see New Entries No. 6 | 1550<br>660<br>—<br>2750<br>1470<br>— | 100A1<br>Class contemplated | | Rauma-Repola O/Y—Rauma<br>289' 8" 48' 8" —/20' 4"<br>264' 5" 47' 7" 26' 3" | M OSD/CSD Mchy.aft | 2 Oil 4SA each 6Cy. 360×450 mm<br>Motorenw. Mannheim |
| 671782 | **BORE VI**<br>**Ångf. A/B Bore**<br>Turku/Åbo Finnish<br>For later particulars see New Entries No. 5 | 1800<br>—<br>2600 | 100A1<br>Class contemplated | | Rauma-Repola O/Y—Rauma<br>289' 8" 48' 8" 20' 4"<br>264' 5" 47' 6" 26' 3" | M Mchy.aft | 2 Oil 4SA each 6Cy. 360×4<br>geared to sc. shaft<br>Motorenw. Mannheim |
| 541510<br>OGJB<br>1419<br>Df Esd<br>Gc Rdr<br>RT | **BORE VII**<br>**Ångf. A/B Bore**<br>Turku/Åbo Finnish | T.Mk<br>499<br>275<br>1065<br>1270<br>816<br>1850 | ✠100A1<br>Ice Class 1 at draught<br>not exceeding 11' 7½"<br>✠LMC<br>MN264 | CS 7/68<br>EL o1⅝"SQ | 1963–8 A/B Oskarshamns Varv—Osk<br>235' 4" 36' 2" —/17' 10"<br>220' 6" 36' 1" 21' 8"<br>Ba26' F24' 2 dks<br>Coll BH to U dk 3 to 2nd dk<br>rf 4" WB479t | M Mchy.aft<br>1 Ho 155½'<br>G.103700 B.90700<br>2 Ha (stl) (61', 43½'×21½')<br>Cr 1(5) 1(3) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Klöckner-Humboldt-Deutz<br>2×96kW 440V 60c/s a.c. |
| 670518<br>OGTH<br>1438<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BORE VIII**<br>**Ångf. A/B Bore**<br>Turku/Åbo Finnish | 492<br>236<br>950<br>1297<br>928<br>2150 | ✠100A1<br>Ice Class 1*<br>✠LMC<br>MN280 | EL o 1⅝"U2 | 1967–4 O/Y Laivateollisuus A/B—Åbo<br>235' 11" 36' 2" 11' 6½"/17' 11"<br>219' 5" 36' 1" 21' 8"<br>F25' 2 dks<br>3BH<br>rf 4" WB470t | M OSD/CSD Mchy.aft<br>1 Ho 155½'<br>G.114700 B.100700<br>2 Ha (stl) (61', 43½'×21½')<br>Cr 1(5) 1(3) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Klöckner-Humboldt-Deutz<br>3×140, 140, 62½kW 450V 60c/s a.c.<br>Controllable pitch propeller |
| 671261<br>OGTQ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BORE IX**<br>**Ångf. A/B Bore**<br>Turku/Åbo Finnish | 493<br>237<br>1050 ~~950~~<br>1297<br>928<br>2199 ~~2150~~ | ~~✠100A1~~<br>~~Ice Class 1~~<br>~~✠LMC~~<br>~~MN280~~<br>FOUNDERED 1/69 | ~~LMS~~<br>~~EL o 1⅝"U2~~ | 1967–7 O/Y Laivateollisuus A/B—Åbo<br>235' 11" 36' 3" ~~11' 6½"/17' 11"~~ 12' 0½"/17' 11"<br>219' 5" 36' 1" 21' 8"<br>F25' 1 dk & S dk<br>3BH<br>rf 4" WB476t | M OSD/CSD Mchy.aft<br>1 Ho 155½'<br>2 Ha (stl) (61', 43½'×21½')<br>Cr 1(5) 1(3) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Klöckner-Humboldt-Deutz<br>3×140, 140, 62½kW 450V 60c/s a.c.<br>Controllable pitch propeller |
| 640287<br>OGJR<br>1420<br>Df Esd<br>Gc Rdr<br>RTm/v | **BORE X**<br>**Ångf. A/B Bore**<br>Turku/Åbo Finnish | 499<br>228<br>1065<br>1270<br>845<br>1850 | ✠100A1<br>Ice Class 1 at Draught<br>not exceeding 11' 7½"<br>✠LMC<br>MN264 | CS 8/68<br>EL o1½"SQ | 1963–12 A/B Oskarshamns Varv—Osk<br>235' 4" 36' 2" 11' 7½"/15' 10½"<br>220' 6" 36' 1" 21' 8"<br>Ba26' F24' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4" WB479t | M OSD/CSD Mchy.aft<br>1 Ho 155½'<br>G.103700 B.90700<br>2 Ha (stl) (61', 43½'×21½')<br>Cr 1(5) 1(3) | Oil 4SA 8Cy. 320×450 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz<br>2×96kW 440V 60c/s a.c. |
| 651083<br>OGQA<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BORE XI**<br>**Ångf. A/B Bore**<br>Turku/Åbo Finnish | 499<br>241<br>942<br>1299<br>935<br>2190 | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN280 | EL o1⅝"SQ | 1965–5 A/B Oskarshamns Varv—Osk<br>236' 8" 36' 2" 11' 7½"/17' 10½"<br>219' 6" 36' 1" 21' 7"<br>F22' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4" WB479t | M OSD/CSD Mchy.aft<br>1 Ho 142½'<br>2 Ha (stl) (61', 43½ ×21½')<br>Cr 1(5) 1(3) | Oil 2SA 8Cy. 320×450 mm<br>1400bhp<br>Klöckner-Humboldt-Deutz<br>2×139kW 440V 60c/s a.c. |
| 504858<br>ICKU<br>468<br>Df RT | **BOREA**<br>exSalvore–61<br>**Navigazione E. Sperco S.p.A.**<br>Trieste Italian | 1591<br>954<br>2546 | | RI | 1942 Soc. Itall. E. Breda—Mestre<br>275' 2" 37' 8" 17' 5"<br>257' 0" 37' 7" 20' 0"<br>P33' B55' F34' 1 dk | M<br>4 Ho<br>G.116000 B.104500<br>9W Der 2(10) | Oil 2SA 4Cy. 600×1100 mm<br>1420bhp<br>S.A. Ansaldo |
| 536715<br>5MJX<br>1656<br>Df Esd<br>Gc Rdr | **BOREAL**<br>exTramprover–66 exAtalanti–62<br>exThomas J. Walsh–47<br>**Quinto Navigation Corp.**<br>Monrovia Liberian | 7238<br>4444<br>10892 | BROKEN UP | AB | 1943 Oregon S.B. Corp.—Pld<br>*422·8'* 57' 0" 27' 8"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW | S<br>5 Ho 60½', 72½', 50', 45', 70'<br>B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×25kW 120V d.c. |
| 640422<br>TPVP<br>Df Esd<br>RT | **BOREAL**<br>**Soc. Pêche & Froid**<br>Concarneau French | 244<br>108<br>234 | | BV | 1964 S.A. des Anc. Ch. Dubigeon—Nts<br>104' 10" 24' 11"<br>84' 2" 24' 7½" 13' 4" | M Fishing<br>Der 1(3) 1(½) | Oil 4SA 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz |

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|---|---|---|---|---|---|---|---|---|
| 504359 | **BOREAL**<br>**Excavaciones Submarinas**<br>Seville Spanish | 111<br>2<br>— | | BV | **1959** Empresa Nacional "Elcano"—Sev<br>85′ 8″ 19′ 11″ 9′ 10″<br>78′ 9″ 19′ 10″ | M Tug<br>Der 1 | Oil 4SA 6Cy. 295×420 mm<br>380bhp<br>La Maquinista Terrestre y Mar. | 21t<br>Bcl<br>11k |
| 504860<br>LMXX<br>Df Esd<br>Gc Rdr<br>RTm/v | **BOREALIS**<br>**Den Norske Middelhavslinje A/S**<br>Fred Olsen & Co. & Ole R. Thoresen<br>Oslo Norwegian | 2919<br>1529<br>4100 | | NV | **1948** Smith's Dock Co. Ltd.—Mdb<br>376′ 3″ 53′ 4″ 20′ 4½″<br>350′ 7″ 53′ 1″<br>F78′ 1 dk & S dk<br>R<br>rf 6″ | M (12P) Ref OSD<br>5 Ho 52′, 52′, 48′ comb., 48′, 50′<br>G.311400 B.289832 In.20000<br>5 Ha (each 29¼′×18′)<br>10W Der 2(5–15) 8(5) | Oil 2SA 4Cy. 600×2000 mm<br>3700bhp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>3×150kW 220V d.c. | 615t (d.o)<br>Wal<br>14k |
| 504861<br>ODHX<br>Df Esd<br>Rdr RT | **BOREAS**<br>exCanadian Squatter–34<br>**Adel Abdul-Wahab**<br>Tripoli Lebanese | 2823<br>1674<br>4400 | ✱Classed BC until 7/34 | NV | **1920** British American S.B. Co.—Welland<br>333′ 7″ 43′ 11″ 21′ 6½″<br>320′ 0″ 43′ 8″ 25′ 1″<br>P28′ B96′ F34′ 2 dks<br>R<br>rf 3″ | S<br>G.230387 B.206833<br>5 Ha (22′ 26′×22′) (12′×18′) (26′, 26′×22′)<br>11W Der 10(5) | T 3Cy. 21½″ 38″ & 63″×42″<br>John Inglis Co. Ltd. | 492t (o.f)<br>Tto<br>10k |
| 504862<br>DIGG<br>Df Esd<br>Gc Rdr<br>RT | **BOREAS**<br>**Partenreederei m.s. "Boreas"**<br>Cranzer Fischd. A.G.<br>Hamburg W. German | 649<br>254<br>553 | | GL | **1954** H. C. Stülcken Sohn—Ham<br>208′ 7″ 30′ 0″<br>182′ 5″ 29′ 10″ 16′ 7″<br>P121′ B36′ F56′<br>RW | M Trawler<br>In.18461<br>1W Der 2(2) 1(1) | 2 Oil 4SA 8Cy. & 6Cy. 320×450 mm geared to sc. shaft<br>1000bhp<br>Klöckner-Humboldt-Deutz | 219t<br>Kln<br>14k |
| 640955<br>PDEU<br>Df Esd<br>Rdr<br>RTm/h | **BOREAS**<br>**Nieuwe Kustv. Maats. N.V.**<br>Koninkl. Nederl. Stoomb. Maats. N.V.<br>Amsterdam Netherland | T.Mk<br>**499**<br>216<br>976 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>MN226 | EL m | **1964–6** E. J. Smit & Zn's Scheeps.—Westerbroek<br>232′ 7″ 34′ 4″ 12′ 4¾″<br>209′ 0″ 34′ 0″ 19′ 9″<br>Ba39′ 1 dk & S dk<br>RW<br>Coll BH to S dk 5 to 2nd dk<br>rf 4″ WB219t | M ~~OSD~~ Mchy.aft<br>2 Ho 41½′ 75½′<br>G.64000 B.59380 In.1591<br>2 Ha (25¼′×14¾′) (50¼′×18′)<br>6W Der 2(6) 4(3) | Oil 4SA 8Cy. 390×680 mm<br>1130bhp<br>N.V. Werkspoor<br>3×40kW 230V d.c.<br>Controllable pitch propeller | 74t (d.o)<br>Ams<br>12¼k |
| 640003<br>DFSJ<br>Df Esd | **BOREAS**<br>**Kapt. Carl Wolters**<br>Stade W. German | 249<br>133<br>384 | | GL | **1963** Stader Schiffsw.—Stade<br>134′ 7″ 24′ 0″ 8′ 6″<br>126′ 10″ 23′ 9½″ 9′ 2″<br>P31′ F15′ 1 dk | M Mchy.aft<br>G.19000 B.17500<br>1 Ha (62¼′×16½′) | Oil 4SA 6Cy. 220×280 mm<br>290bhp<br>Klöckner-Humboldt-Deutz | Kln |
| 504863<br>FNIL<br>Df Esd<br>Rdr | **BORÉE**<br>**Soc. Navale Caennaise (Anct. G. Lamy & Cie.)**<br>Caen French | 3097<br>1602<br>— | | BV | **1961** At. & Ch. de Bretagne—Nts<br>325′ 6″ 47′ 6″ 18′ 10″<br>303′ 2″ 47′ 5″<br>1 dk & S dk | M Ref OSD<br>pt bulk wine carrier<br>3 Ha (68½′, 60¼′×18′) (60¼′×4′)<br>Der 4(10) 4(5) | 2 Oil 4SA each 8Cy. 400×460 mm geared to sc. shaft Pielstick<br>5660bhp<br>At. & Ch. de Bretagne | Nts<br>19k |
| 504864<br>ZTBX<br>180481<br>Df Esd<br>RTm | **BORELLA**<br>**National Trawling & Fishing Co. Ltd.**<br>Irvin & Johnson Ltd.<br>Cape Town S. African | 524<br>186<br>405 | ✠Classed LR until 10/54 | | **1946–3** Cook, Welton & Gemmell Ltd.—Bev<br>179′ 6″ 27′ 8″<br>162′ 0″ 27′ 6″ 15′ 3<br>Q91′ F29′<br>R<br>rf 24″ | S Trawler<br>1 Ho 38′<br>4 Ha (3½′, 5¼′, 3½′, 5′×3¾′) | T 3Cy. 14″ 24″ & 40″×27″<br>800ihp<br>Amos & Smith Ltd.<br>1×10kW 110V d.c. | Hul |
| 504865<br>PDET<br>Df Esd<br>RT | **BORELLY**<br>**E. M. Hut**<br>N.V. Wijnne & Barends<br>Delfzijl Netherland | 430<br>203<br>500 | | BV | **1956** Schpsw. Janssen. N.V.—Druten<br>167′ 3″ 26′ 6″ 9′ 4″<br>152′ 6″ 26′ 3″ 10′ 4″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.26952 B.24730<br>2 Ha (each 38′×15¾′)<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>360bhp<br>Masch. Kiel A.G. | 35½t<br>Kel<br>10k |
| 504867<br>IKVZ<br>2316RG<br>Rdr | **BORETTO**<br>**Navigazione Costiera S.p.A.**<br>~~S.N.A.I. Soc. Nav. Alta Italia~~<br>Venice Italian | 374<br>227<br>850 | | | **1959** Cant. Nav. Soc. Nettuno—Reggio Emilia<br>190′ 8″ 31′ 4″<br>187′ 0″ 30′ 10″ 7′ 3″<br>1 dk | TM Tanker Mchy.aft<br>8 Ta<br>L.31858 | 2 Oil 2SA each 4Cy. 200×340 mm<br>400bhp<br>Burmeister & Wain | 8t<br>Cpn<br>8k |
| 504868<br>LASD<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BORGA**<br>**A/S J. Ludwig Mowinckels Rederi**<br>Bergen Norwegian | 13737<br>8079<br>20400 | | NV | **1955** Bremer Vulkan—Vgk<br>591′ 0″ 74′ 8″ 31′ 2½″<br>551′ 0″ 74′ 6″ 40′ 4″<br>P143′ B51′ F75′ 1 dk<br>RW<br>rf 4″ | M Tanker Mchy.aft<br>22 Ta<br>L.988194 HeCls. BC<br>Der 5(5) 1(2) | Oil 2DA 7Cy. 720×1200 mm<br>8000bhp<br>Bremer Vulkan<br>3×200kW 220V d.c. | 1834t (hvf)<br>Vgk |
| 510668<br>LHXY<br>Esd Rdr<br>RTm | **BÖRGEFJELL**<br>exEsso 1-66 exÖsco-47<br>**Skips A/S Börjefjell**<br>Karl Greiff<br>Namsos Norwegian | 248<br>93<br>245 | | NV | **1928** Kaldnes M/V A/S—Tbg<br>120′ 0″ 22′ 4″ 9′ 2¾″<br>111′ 10″ 22′ 2″ 10′ 0″<br>P32′ F14′ 1 dk<br>R conv tanker 66<br>rf 24″ | M Mchy.aft<br>1 Ho<br>G.11000<br>1 Ha (43½′×13½′)<br>1W Der 1(5) | Oil 2SA 2Cy. 380×410 mm<br>220bhp NE51<br>A/B Bolinder-Munktell<br>2×15kW 110V d.c.<br>Controllable pitch propeller | 11t (d.o)–1pd<br>Eskilstuna<br>9k |

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| 661901<br>LIZL<br><br>Df Esd<br>Gc Rdr<br>RT | **BORGEN**<br><br>**A/S Ganger Rolf, A/S**<br>**Bonheur, A/S Borgå, A/S**<br>**Jelölinjen & Den Norske**<br>**Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 46696<br>30165<br>87711 | <br><br>NV | 1966 Sasebo Hvy Ind.—Sbo<br>810' 5" 127' 10" 45' 0"<br>778' 8" 127' 7" 59' 1"<br>1 dk<br>rf 6½" | M Tanker Mchy.aft<br>13 Ta<br>L.3699000 | Oil 2SA 9Cy. 850×1700 mm<br>21600bhp Götaverken<br>Sasebo Hvy Ind. Co.<br>3×640kW 200/440V 60c/s a.c. |
| 504870<br>LLQN<br><br>Df Esd | **BORGENES**<br>exCalliff-47<br>**Kåre Nordhus**<br>Hammerfest Norwegian | 481<br>162<br>— | <br><br>NV | 1942 Collingwood Shpyds Ltd.—Clw<br>164' 0" 27' 7"<br>... ... ...<br>1 dk | S Trawler | T 3Cy. 13½" 23" & 38"×27"<br>124ihp<br>Collingwood Shpyds Ltd. |
| 504871<br>DAGN<br><br>Df Esd<br>Gc Rdr<br>RTm | **BORGESCH**<br><br>**H. M. Gehrckens**<br>Hamburg W. German | 1406<br>634<br>2200 | <br><br>GL | 1958 Werft Nobiskrug—Rendsburg<br>306' 5" 40' 6" 15' 4½"<br>276' 7" 40' 4" 23' 7"<br>P80' B23' F33' 1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ho 93½' 96'<br>G.152670 B.142334<br>2 Ha (70½', 74½'×17½')<br>8W Der 1(20) 1(5–10) 7(3–5) | Oil 4SA 8Cy. 420×660 mm<br>1800bhp<br>Klöckner-Humboldt-Deutz<br>3×88kW 230V d.c. |
| 651806<br>LAEJ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORGILA**<br><br>**A/S Ganger Rolf,**<br>**A/S Bonheur, A/S Borgå,**<br>**A/S Jelölinjen & Den**<br>**Norske Middelhavslinje**<br>**A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 51576<br>33836<br>99416 | <br><br>NV | 1965 Mitsui Zosen—Tmn<br>847 0" 128' 2" 48' 5"<br>815' 0" 128' 0" 62' 9"<br>1 dk<br>rf 2" | M Tanker Mchy.aft<br>13 Ta<br>L.4125000 | Oil 2SA 10Cy. 840×1800 mm<br>23000bhp B&W<br>Mitsui Zosen<br>3×660, 660, 620kW 440V 60c/s a.c. |
| 504876<br>XPYC<br><br>Df Esd | **BORGIN**<br>exNiels Otto-57 exAnö-54<br>**I/S Borgin**<br>A/S J. Dahl<br>Vaag Faroese | 126<br>54<br>159 | | 1943 L. Johansen—Marstal<br>*91·7'* 23' 1" 9' 2"<br>22' 11"<br>Q22' 1 dk | Wood AuxSr<br>1 Ho 45'<br>G.6800 B.6320<br>1 Ha (24½'×10½')<br>1W Der 1(1½) | Oil 2SA 4Cy 230×400 mm<br>280bhp NE57<br>Alpha-Diesel A/S |
| 504877<br>LAPS<br><br>Df Esd<br>Gc Rdr<br>RTm | **BORGLAND**<br>exConcordia Borgland-65<br>exBorgland-65<br>**A/S Borgå**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 5658<br>3145<br>7400 | <br><br>NV | 1953 Akers M/V A/S—Osl<br>469' 0" 58' 2" 25' 11½"<br>430' 0" 58' 0"<br>P61' B71' F56' 1 dk & S dk<br>RW | M (12P) Ref OSD<br>6 Ho 39½', 64½', 62½', 64½', 49½', 45'<br>G.483240 B.435690 In.91980<br>7 Ha (27'×18') (32½', 38', 30', 30'×22')<br>(27½'×20') (12½'×12½')<br>20W Der 1(30) 1(20) 21(3–5) | Oil 2SA 6Cy. 750×2000 mm<br>7250bhp B&W<br>Akers M/V A/S<br>4×155kW 220V d.c. |
| 521063<br>LMRZ | **BORGÖY**<br>exLöfting-66 exAtlas-58<br>exHerta-47<br>**Peter Borgen**<br>Ålesund Norwegian | 245<br>124<br>280 | <br><br>NV | 1937 J. J. Sietas Schiffs —<br>Cranz-Neuenfelde<br>127' 0" 22' 0" 7' 8"<br>121' 1" 21' 10"<br>P27' F16' 1 dk<br>R | M Mchy.aft<br>1 Ho 70'<br>G.15000<br><br>2W | Oil 4SA 3Cy. 280×450 mm<br>150bhp<br>Humboldt-Deutzmot. Köln-D |
| 671315<br>LKWE<br><br>Df Esd<br>Rdr RT | **BORGØYGUTT**<br><br>**Egil Østebøvik Partrederi**<br>Haugesund Norwegian | 393<br>190<br>— | <br><br>NV | 1967 Skaalurens Skibs.—Rosendal<br>135' 0" 27' 1"<br>118' 1" 27' 0" 14' 0"<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br><br>2 Ha (8½', 9½'×9½')<br>1W Der 1(3) | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Atlas-Mak Masch.<br>2×46, 30kW 220V 50c/s a.c. |
| 640043<br>JXXI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORGSTEN**<br><br>**A/S Ganger Rolf,**<br>**A/S Bonheur, A/S Borgå,**<br>**A/S Jelölinjen & Den**<br>**Norske Middelhavslinje**<br>**A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 49311<br>33510<br>91356 | <br><br>NV | 1964 J. L. Thompson & Sons Ltd.—Sld<br>869' 6" 121' 11" 47' 3½"<br>839' 2" 121' 9" 60' 6"<br>P134' B25' F94' 1 dk | M Tanker Mchy.aft<br>36 Ta<br>L.3725420 HeCls. BC | Oil 2SA 10Cy. 840×1800 mm<br>21300bhp B&W<br>Harland & Wolff Ltd. |
| 534118<br>JXMG<br><br>Df Esd<br>Rdr<br>RTm | **BORGSUND**<br>exStokksund-66<br>**Borgsund A/S & Co.**<br>Ølstein Torgesen & Co.<br>Haugesund Norwegian | 499<br>255<br>1000<br>951<br>637<br>1650 | <br><br>BV | 1961 At. Duchesne & Bossière—Hav<br>202' 9" 35' 6" 12' 2"/16' 4"<br>183' 6" 35' 5" 19' 8"<br>1 dk & S dk | TM OSD/CSD<br>1 Ho 137½'<br>G.76550 B.69000<br>1 Ha (stl) (55½'×18')<br>1 Ha (w) (42'×18')<br>3W Der 3(5) | 2 Oil 4SA each 8Cy. (i) 175×18<br>(ii) 175×192 mm<br>1300bhp<br>Soc. Alsacienne Con. Méc.<br>4×45, 45, 30, 15kW d.c. |
| 504879<br>LNVX<br><br>RTm | **BORGUND**<br>exBaby Brövig-54<br>exBarfrost-51<br>**Havfrost A/S**<br>Haakon Osnes<br>Ålesund Norwegian | 791<br>469<br>700 | <br><br>NV | 1949 Drammen Slip & Verks.—Dmn<br>191' 3" 29' 7" 13' 8½"<br>175' 6" 29' 5" 19' 8"<br>F22' 2 dks<br>rf 10" | M Ref Mchy.aft<br>2 Ho 47', 44½'<br>In.30545<br>2 Ha (each 17½'×9½')<br>4W Der 4(3) | Oil 2SA 5Cy. 345×580 mm<br>840bhp<br>Nydqvist & Holm A/B<br>2×65kW 220V d.c. |
| 504880<br>LAYP<br><br>Df Esd | **BORGUNDFJORD**<br><br>**Johan Svinø**<br>Ålesund Norwegian | 283<br>117<br>— | <br><br>NV | 1957 Brattvåg Skipsinnredning—<br>Brattvåg<br>127' 6" 23' 4"<br>115' 0" 23' 0" 12' 0"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 6Cy. 280×420 mm<br>480bhp<br>Wichmann Mtrf. |

| | | | | | | |
|---|---|---|---|---|---|---|
| 504881<br>LMAQ<br><br>Df RT | **BORGUNDÖY**<br>exAnnie–56<br>exWiebe–52<br>**Söilands Partrederi**<br>Hans W. Söiland<br>Skudeneshavn Norwegian | **298**<br>139<br>460 | BV<br>Classed BC until 6/58 | **1943** ...........................<br>168′ 8″ 23′ 3″ 9′ 5½″<br>156′ 10″ 23′ 1″ 11′ 6″<br>P22′ F14′ 1 dk | TM Mchy.aft | 2 Oil 4SA each 4Cy. 230×350 mm with sr gearing<br>360bhp Emade33refitted51<br>Motorenw. Mannheim Mhm |
| 504882<br>OZCZ<br><br>Df Esd<br>Gc Rdr<br>RT | **BORIBANA**<br>**A/S Det Østasiatiske Kompagni**<br>Copenhagen Danish | T.Mk<br>**6701**<br>3823<br>**9280**<br>**8807**<br>5394<br>10200 | **✠100A1** SS 7/66<br>DTm & 'tween dk fwd—oil FP above 150° F. veg. oil or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2000 EL d†2$\frac{3}{16}$″SQ | **1961**–8 Burmeister & Wain—Cpn<br>498′ 1″ 63′ 9″ 27′ 7″<br>456′ 0″ 63′ 6″ 38′ 3″<br>F91′ 2 dks, 3rd dk in holds<br>6BH to U dk 1 to 3rd dk<br>rf nil DK fwd WB3110t incl. DTm963t TwDf459t | M Ref Mchy.aft<br>G.653900 B.584300 In.8200<br>20W Der 1(60) 1(20) 10(5) 10(3) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp 1516t<br>Burmeister & Wain Cpn<br>2AuxB 100℔ 17½k |
| 670701<br><br>506497<br>Pld Rdr<br>RT | **BORINQUEN**<br>**The Porto Rico Lighterage Co.**<br>San Juan United States | **191**<br>101<br>150 | AB | **1966** Equitable Eqpt Co.—Madisonville<br>95′ 6″ 29′ 0″ 11′ 9⅝″<br>87′ 0″ 28′ 2½″ 13′ 2″<br>1 dk<br>BK2″ | TM Tug | 2 Oil 4SA each 12Cy. 6¼″×8″ reverse reduction geared<br>1530bhp 136t<br>Caterpillar Tractor Co. Peoria<br>2×40kW |
| 671955<br>UIXV<br>M-27926 | **BORIS GORBATOV**<br>**U.S.S.R.**<br>Russian | **10107**<br>5465<br>12500 | | **1967** Stocznia Gdanska—Gdk<br>*479·5′* 66′ 5″ 29′ 6″<br>469′ 9″ 66′ 3″ 38′ 9″<br>2 dks | M<br>G.674500 | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>H. Cegielski Poz<br>17¼k |
| 670112 | **BORIS GORINSKY**<br>**U.S.S.R.**<br>Russian | **3170**<br>1225<br>— | | **1966** ......................Russia<br>256′ 1″ 46′ 9″<br>46′ 7″<br>2 dks | M Stern Trawling Factory Ship | Oil<br>2000bhp<br>13k |
| 680425 | **BORIS LAVRENEV**<br>**U.S.S.R.**<br>Leningrad Russian | **10183**<br>5465<br>12500 | | **1967** Stocznia Gdanska—Gdk<br>*479·5′* 66′ 5″ 29′ 6″<br>469′ 9″ 66′ 3″ 36′ 0″<br>2 dks | M<br>G.674500 | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>H. Cegielski Poz<br>17¼k |
| 660847<br>6KPL<br>IM2040<br>RTh | ~~**BORISU HO**~~ **BORISU**<br>**Poong Kuk Shipping Co.**<br>Inchon S. Korean | **2597**<br>1544<br>~~4035~~<br>4080 | AB | **1965** Korea S.B. & E. Corp.—Pusan<br>307′ 5″ 45′ 5″ 20′ 6″<br>284′ 7″ 45′ 3″ 24′ 3″<br>P78′ F30′ 1 dk<br>rf 4¾″ | M Mchy.aft<br>2 Ho 95′, 101′<br>G.179995 B.177594<br>2 Ha (stl) (64¼′, 69¾′×21¾′)<br>8W Der 4(10) 4(5) | Oil 2SA 6Cy. 400×700 mm<br>2500bhp 498t (d.o)<br>Niigata Eng. Co. Ltd. Niigata<br>3×120, 120, 8kW 445V 60c/s a.c. 12½k |
| 504883<br>EAIJ<br><br>RTm | **BORJA**<br>**Naviera Maritima de Arosa S.A.**<br>Ramon Garcia-Reboredo<br>Villagarcia Spanish | **392**<br>251<br>520 | **✠100A1** SS 1/67<br>**✠LMC**<br>MN40 EL f | **1949**–11 J. Fernandes Montes—Gjn<br>160′ 4″ 26′ 5″<br>144′ 4″ 26′ 3″ 11′ 2″<br>P40′ F19′ 1 dk<br>R NS 4BH<br>rf 7¾″ WB84t | S Mchy.aft<br>2 Ho each 47<br>2 Ha (each 32¼′×16½′)<br>Der 2(2) | T 3Cy. 7⅞″ 13$\frac{13}{16}$″ & 21⅜″×15¾″<br>220ihp (o.f)<br>Vda de Martin Martin Snt<br>SB 180℔ hs(807) 2cf<br>2×5kW 110V d.c. |
| 504884<br>DILA<br><br>Df Esd | **BORKUM**<br>**Leth & Co.**<br>Hamburg W. German | **1262**<br>667<br>1725 | GL | **1956** J. G. Hitzler—Lauenburg<br>*242·1′* 35′ 0″ 14′ 10½″<br>34′ 10½″ 15′ 7″<br>P69′ F43′ 1 dk<br>RW len 64 | M Tanker Mchy.aft<br>10 Ta<br>HeCls. BC | Oil 4SA 6Cy. 420×660 mm<br>1250bhp 78t–3¾pd<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| 504885<br>DACI<br><br>Df Esd<br>RT | **BORKUMRIFF**<br>**John-Paul Stüven**<br>Hamburg W. German | **498**<br>314<br>865 | GL | **1958** Schiffsw. H. Rancke—Ham<br>193′ 6″ 30′ 6″ 11′ 7⅞″<br>170′ 4″ 30′ 4½″ 13′ 0″<br>P33′ B43′ F25′ 1 dk<br>RW | M<br>1 Ho 117¼′<br>G.39750 B.37808<br>2 Ha<br>3W Der 3(2) | Oil 4SA 8Cy. 320×450 mm<br>600bhp 33t<br>Klöckner-Humboldt-Deutz Kln<br>10k |
| 670065<br>TFNR<br><br>Df Esd<br>Rdr RT | **BØRKUR**<br>**Sildarvinnslan h/f**<br>Neskaupstad Icelandic | **302**<br>148<br>— | NV | **1966** A/S Ankerløkken Verft—Florö<br>123′ 0″ 25′ 1″ 12′ 4″<br>111′ 7″ 24′ 11″ 12′ 11″<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>2 Ha (each 8¼′×5¼′)<br>1W Der 1 | Oil 4SA 8Cy. 8¾″×11½″<br>800bhp<br>Blackstone & Co. Ltd. Stamford<br>2×42kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| 522462<br>SHYV<br>10014<br>Df<br>RTm | **BORNELAND**<br>exMarina–65 exBorneo–60<br>**Jean Oscarsson**<br>Edshultshall Swedish | **349**<br>174<br>400 | **BS✳** SS 4/68 ~~Dr 4/64~~<br>**MBS✳**<br>MN64 CT302 C15 | **1937–11** N.V. Scheeps. "Vooruitgang" —Foxhol<br>142′ 6″ 24′ 1″ 9′ 5″<br>136′ 6″ 24′ 0″ 9′ 6″<br>P35′ Q47′ F21′ 1 dk<br>R 3BH<br>WB106t | M Mchy.aft<br>2 Ho each 32¼′<br>4 Ha (each 32′×3½′)<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>390bhp ✳NE1/52 (d.o)<br>Masch. Kiel A.G. Kel<br>2×110V d.c.<br>Directional propeller |
| 504886<br>PDFE<br><br>Df Esd<br>Gc Rdr<br>RT | **BORNEO**<br>**N.V. Stoomv. Maats. "Nederland"**<br>Amsterdam Netherland | **9506**<br>5803<br>11999 | **✠100A1** TD 6/67<br>DTs—vegetable oil Tunnel side tanks and FPT—latex<br>**✠LMC**<br>EL f†2⅜″SQ | Lch. **1943** Cmd. **1948**–1 N.V. "De Schelde"—Fls<br>520′ 4″ 63′ 3″ 30′ 11½″<br>490′ 11″ 63′ 0″ 39′ 3″<br>P42′ B193′ F57′ 3 dks, 4th dk in Nos. 1 & 4 holds<br>RW 8BH<br>WB7109t incl. Tunnel tanks 344t DTa1822t DTsm3305t | M<br>G.772510 B.660330<br>18W Der 1(65) 1(50) | Oil 2SA 12Cy. 720×1250 mm<br>8000bhp 1310t<br>N.V. Werkspoor Ams<br>AuxB 71℔ 15k |
| 660872<br>DEHZ<br><br>Df Esd<br>Gc Rdr<br>RT | **BORNHEIM**<br>**Unterweser Reederei G.m.b.H.**<br>Bremen W. German | 23756<br>16288<br>37694 | GL | **1966** Rheinstahl Nordseewerke—Emd<br>672′ 7″ 89′ 6″ 35′ 2⅜″<br>640′ 5″ 89′ 3″ 51′ 7″<br>P109′ F54′ 1 dk | M Bulk Carrier Mchy.aft<br>G.1716047<br>7 Ha | Oil 2SA 7Cy. 780×1550 mm<br>11200bhp<br>Masch. Augsburg-Nürnberg Aug<br>15k |

For later particulars see New Entries No. **10**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 504890 | **BORNHOLM** | 4993 | | | 1961 Burmeister & Wain—Cpn | M (1500P) Ref Mchy.aft | Oil 2SA 8Cy. 500×1100 mm |
| OYBM | | 3422 | | | 321′ 6″ 51′ 7″ 14′ 11″ | 6 Ho 42¾′, 62¾′, 27¾′, 88¼′, 13′, 13′ | 4675bhp |
| | **A/S Dampskslsk. Paa** | 875 | | BV | 298′ 7″ 51′ 6″ 26′ 7″ | | Burmeister & Wain |
| Df Esd | **Bornholm af 1866** | | | | 3 dks | 1 Ha (stl) (15½′×13′) | 3×580kW 380V 50c/s a.c. |
| Gc Pfd | Rønne Danish | | | | | 2 Ha (w) (each 13′×9½′) | Thw. thrust propeller fwd |
| Rdr | | | | | | 4 Ha (stl) (each 9¾′×7½′) | |
| RTm | | | | | | | |
| 541511 | **BORNHOLMERPILEN** | 2000 | | | 1963 Jos. L. Meyer—Papenburg | TM Ferry (900P) OSD | 2 Oil 4SA each 8Cy. 400×580 mm |
| OZGD | | 797 | | | 263′ 11″ 47′ 4″ 14′ 6″ | | 3960bhp |
| | **A/S Dampskslsk. Paa** | 456 | | BV | 240′ 10″ 47′ 3″ 17′ 5″ | | Klöckner-Humboldt-Deutz |
| Df Gc | **Bornholm af 1866** | | | | P51′ B17′ F44′ 1 dk & S dk | | 3×216kW 380V 50c/s a.c. |
| Pfd Rdr | Rønne Danish | | | | | | Thw. thrust propeller fwd |
| RTh | | | | | | | |
| 504891 | **BORNÖ** | 255 | | | 1915 Gebr. Bos—Gro | M Mchy.aft | Oil 4SA 3Cy. 300×410 mm |
| SGUC | exMars-56 | 159 | | | 130′ 9″ 21′ 6″ 9′ 2″ | 1 Ho 69′ | 330bhp NE60 |
| 9643 | **Stig. H. Björnhage** | 300 | | BV | 21′ 4″ 9′ 4″ | G.17000 B.15500 | A/S Vølund |
| Df Esd | Styrsö Swedish | | | | P33′ 1 dk | | |
| | | | | | R len 45 | 2W Der 2(1½) | |
| 650651 | **BORNÖ** | 151 | | | 1964 Rosslauer Schiffs.—Rosslau | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×300 mm |
| SDGI | | 62 | | | 126′ 6″ 21′ 8″ | | 700bhp |
| 10527 | **A. I. Isacsson Partrederi** | — | | BV | ... ... ... | | Nydqvist & Holm A/B |
| Esd Pfd | Käringön Swedish | | | | 1 dk | | |
| Rdr RT | | | | | | | |
| 504892 | **BORNRIF** | 497 | ✠100A1 | SS 4/65 | 1956–6 N.V. Noord Ned. Schps.—Gro | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm |
| PDFG | | 305 | | | 202′ 9″ 30′ 7″ 11′ 6½″ | 1 Ho 127½′ | 610bhp |
| | **R. de Winter-Brouwer** | 940 | ✠LMC | | 183′ 9″ 30′ 6″ 13′ 3″ | G.40979 B.38010 | Klöckner-Humboldt-Deutz |
| Df Esd | J. de Winter's Scheepv. Bedr. | | | | P52′ F33′ 1 dk | 2 Ha (46½′, 30½′×16½′) | 2×10 & 7kW 110V d.c. |
| RTm/h | Groningen Netherland | | MN123 | EL J | 3BH | Der 3(3) | |
| | | | | | rf 4″ WB441t | | |
| 504893 | **BORODIN** | 1194 | | | 1951 "Gheorghiu Dej" Shpyd—Bdp | TM | 2 Oil 4SA each 8Cy. 216×310 mm |
| UWJL | | 446 | | | 229′ 7″ 32′ 10″ 12′ 6″ | 3 Ho | NE61 |
| M-19460 | **U.S.S.R.** | 1088 | | | 32′ 8″ 17′ 5″ | G.55374 | Ganz Waggon & Eng. Wks |
| | Petropavlovsk Russian | | | | 1 dk | 3 Ha (each 22½′×15′) | |
| | | | | | | 6W Der 6(2) | |
| 672222 | **BOROVICHI** | 5277 | | | 1967 ...................... | M Research Ship | Oil |
| UVAU | | 967 | | | | | |
| | **U.S.S.R.** | — | | | | | |
| | Leningrad Russian | | | | | | |
| 640574 | **BOROVNIK** | 192 | | | 1950 Brodogradiliste Piran—Piran | Wood M | Oil 4SA 3Cy. 240×340 mm |
| YTWE | | 133 | | | 107′ 8″ 25′ 9″ 12′ 9″ | 1 Ho 56½′ | 200bhp |
| | **Obalna Plovidba "Split"** | — | | JR | 25′ 7″ | | Klöckner-Humboldt-Deutz |
| | Split Yugoslav | | | | 1 dk | 2 Ha (13½′, 13′×8½′) | |
| | | | | | | Der 2(1) | |
| 504896 | **BORRA** | 149 | | | 1947 Cantieri Celli—Venice | Wood Aux Mchy.aft | Oil 4SA 6Cy. 215×310 mm |
| SVWH | exLia Celli | 101 | | | 101′ 8″ 22′ 4″ | | |
| 1519 | **Marinos Manollesos &** | — | | RI | ... ... ... | | Ansaldo Stab. Mecc. |
| RT | **Georgios Pappas** | | | | 1 dk | | |
| | Piræus Greek | | | | | | |
| 504897 | **BORRASCA** | 133 | | | 1949 Ast. de T. Ruiz de Velasco—Bbo | M Trawler | Oil 4SA 4Cy. 270×500 mm |
| EBSQ | | 52 | | | 87′ 2″ 19′ 8″ 12′ 5″ | 1 Ho 32½′ | 290bhp |
| | **Friopesca S.A.** | 100 | | BV | 19′ 6″ | In.3530 | N.V. Werkspoor |
| Df Esd | Pasajes Spanish | | | | | 2 Ha (each 3½′×2½′) | |
| RT | | | | | | 1W | |
| 504898 | **BORRE** | 1713 | | | 1949 Hall, Russell & Co. Ltd.—Abn | M (7P) CSD Mchy.aft | Oil 2SA 8Cy. 340×570 mm |
| LNYV | | 951 | | | 257′ 5″ 38′ 2″ 17′ 4½″ | 4 Ho 66′, 66′, 83′, 64′ 1 TwD 147′ | 1310bhp |
| | **Skibs A/S Karlander** | 1554 | | NV | 235′ 0″ 38′ 0″ 25′ 3″ | G.116040 B.104960 | British Polar Engines Ltd. |
| Df Esd | Egil Paulsen | | | | 3 dks | 2 Ha (each 42′×16′) | 2×125kW 220V d.c. |
| Rdr | Oslo Norwegian | | | | RW | 8W Der 3(5) 3(3) | |
| RTm/v | | | | | rf 4″ | | |
| | Now **DARPO SATU** See New Entries No. 7 | | | | | | |
| 504899 | **BÖRRE** | 127 | | | 1913 E. J. Smit & Zoon—Hgz | M Mchy.aft | Oil ~~2SA 2Cy. 230×400 mm~~ |
| LFEY | exUtstein-52 | 71 | | | *100-0′* 17′ 7″ 6′ 0″ | 1 Ho 65½′ | ~~NE48~~ NE67 |
| | exTelegraaf XVII | 150 | | | ... ... ... | | |
| | **Leif Andersen** | | | | 1 dk | 1 Ha (24½′×9½′) | |
| | Kragerö Norwegian | | | | R | | |
| 509075 | **BORSFLETH** | 378 | | | 1956 Husumer Schiffsw.—Husum | M Mchy.aft | Oil 4SA 6Cy. 290×420 mm |
| DIMA | exDithmarschen-64 | 237 | | | 163′ 1″ 27′ 3″ 10′ 6″ | 1 Ho 105½′ | 360bhp |
| | **Peter Pahl** | 595 | | GL | 144′ 0″ 27′ 0″ 11′ 5″ | G.28500 B.28000 | Masch. Kiel A.G. |
| Df Esd | Gluckstadt W. German | | | | P28′ F19′ 1 dk | 2 Ha (each 40½′×16½′) | 1×1½kW 24V d.c. |
| RTm/v | | | | | RW | Cr 2(2) | |
| 540180 | **BORSOD** | 1207 | | | 1962 Angyalfold Works—Bdp | TM | 2 Oil |
| | | 567 | | | 268′ 7″ 34′ 10″ 10′ 2″ | | |
| | **Hungarian Shipping Co. Ltd.** | — | | | 34′ 8″ | | Lang Eng. Works |
| | Hungarian | | | | 1 dk | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 540181<br>DCRU<br><br>Df | **BORSSUM**<br>exLilo-63 exAry Peter<br>exLico-57<br>exCinderella-57<br>exGeziena-54<br>exElla exVelox<br>**Alfred Rohden**<br>Duisburg W. German | 195<br>112<br>215 | BV | **1914** W. Mulder—Stadskanal<br>*126·9'* 19' 3"<br>19' 1" 8' 2"<br>Q31' 1 dk<br>R conv sailing ship—len 60 | M Mchy.aft<br>1 Ho 64'<br>G.10000 B.9200<br><br>1W | Oil 4SA 6Cy. 150×190 mm<br>200bhp NE59<br>Daimler-Benz A.G. | 8½t<br>Bln<br>7k |
| 652055<br>DNKZ<br><br>Df Esd<br>Gc Rdr<br>RTv | **BORUSSIA**<br>**Hamburg-Amerika Linie**<br>Hamburg W. German | 8092<br>4724<br>9744<br>10915<br>6843<br>12346 | GL | **1965** Jos. Boel & Sons—Tamise<br>539' 2" 72' 9" 28' 6¼"/32' 0"<br>499' 7" 72' 2½" 43' 2"<br>Q85' F89' 2 dks & S dk | M Ref OSD/CSD<br>6 Ho 53¾', 59¾', 63¾' 97¾', 55¾', 32¼'<br>G.750571 B.679213<br>6 Ha (stl) (40'×16½') (40', 40', 55¾', 40'×23') (16½'×11½')<br>Cr 1(3) Der 1(80) 16(5–10) 6(3–5) | Oil 2SA 9Cy. 860×160 mm<br>18900bhp<br>Masch. Augsburg-Nürnberg<br>3×360kW 380V 50c/s a.c. | (hvf)<br>Aug |
| 504903<br>SPQZ<br><br>Df Esd<br>Gc Rdr<br>RTm | **BORUTA**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 492<br>172<br>519 | PR | **1962** Stocznia Polnocna—Gdk<br>196' 4" 31' 6" 11' 2⅞"<br>31' 4" 19' 0"<br>1 dk & S dk | M Cattle Carrier OSD Mchy.aft<br>2 Ho 97½', 91¾'<br>2 Ha (29½', 39½'×18')<br>Der 2(3) | Oil 2SA 8Cy. 265×345 mm<br>680bhp<br>Crossley Bros. Ltd.<br>3×45, 45, 32kW 230V d.c. | (d.o)<br>Mch<br>11k |
| 652056<br>LCQN<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BORWI**<br>**Kommanditselskapet "Harwi"**<br>Rolf Wigands Rederi<br>Bergen Norwegian | 44472<br>27610<br>~~77950~~<br>81740 | NV | **1965** Uddevallavarvet A/B—Udv<br>801' 8" 122' 2" ~~43' 4"~~ 44' 11"<br>766' 3" 122' 0" 58' 3"<br>1 dk<br>rf 4" | M Tanker Mchy.aft<br>24 Ta<br>L.3353000 | Oil 2SA 10Cy. 850×1700 mm<br>22000bhp<br>A/B Götaverken<br>4×600, 365, 365, 365kW 440V 60c/s ac. | (hvf)<br>Got |
| 671262<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORZHOMI**<br>**U.S.S.R.**<br>Novorossiisk Russian | 15254<br>8840<br>20800 | | **1967** Brodogradiliste "Split"—Spt<br>611' 0" 77' 0" 30' 2¼"<br>570' 11" 76' 9½" 41' 0"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W<br>Brodogradiliste "Uljanik" | Pla |
| 662096<br>YTKL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOSANKA**<br>**Atlantska Plovidba**<br>Dubrovnik Yugoslav | 16955<br>10403<br>28000 | BV JR | **1967** Brodogradiliste "Split"—Spt<br>613' 7" 75' 4" 35' 4"<br>572' 6" 75' 2" 46' 3"<br>1 dk | M Bulk Carrier Mchy.aft<br>6 Ha (47¼', 50', 42', 42', 50', 42'×37')<br>14W Der 12(10) 1(1½) 1(1) | Oil 2SA 7Cy. 750×1320 mm<br>10500bhp<br>S.A. Fiat S.G.M. | Tur<br>16k |
| 652150 | **BOSFOR**<br>**U.S.S.R.**<br>Russian | 3170<br>1225<br>— | | **1964** ....................Russia<br>277' 10" 46' 0" 18' 2"<br>45' 10" 32' 10"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57387<br>3 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda | Prague<br>13k |
| 504906<br>JCZR<br>70110<br>Df Esd<br>Pfd Rdr<br>RT | **BOSO MARU**<br>**Chiba Prefecture**<br>Chiba Japanese | 408<br>214<br>— | | **1953** Niigata Tekkosho—Niigata<br>156' 6" 25' 0"<br>137' 10" 24' 11" 12' 0"<br>P54' F22' 1 dk | M Fishery Research Ship Mchy.aft<br>1W | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Niigata Tekkosho | 148t<br>Niigata<br>10k |
| 660627<br><br>Df Esd<br>RT | **BOSOKO**<br>**Vda. e Hijos de Manuel Barreiro Estevez**<br>Vigo Spanish | 181<br>43<br>391 | BV | **1964** Const. Nav. P. Freire—Vgo<br>103' 11" 23' 2" 9' 6½"<br>90' 7" 23' 0" 11' 8"<br>1 dk<br>RW | M Trawler Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>460bhp<br>Klöckner-Humboldt-Deutz | Kln<br>11k |
| 504907<br>LEBA<br><br>Df Esd<br>Gc Rdr<br>RT | **BOSPHORUS**<br>**A/S Borgå, A/S Jelolinjen & den Norske Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | ~~4471~~ T.Mk<br>~~2848~~ 2574<br>~~4625~~ 1190<br>3600 | NV | **1956** A/S Stord Verft—Lervik<br>378' 5" 52' 1" 22' 4"<br>345' 0" 52' 0" 28' 10"<br>P79' B34' F20' 2 dks<br>RW | M (2P) Ref CSD<br>3 Ho 76', 97½', 39'<br>G.216190 B.191290 In.42685<br>3 Ha (stl) (73½', 71½'×20¾') (39¼'×16')<br>6W Cr 3(5) Der 2(5–12) 2(10) 2(5) | Oil 2SA 6Cy. 500×1500 mm<br>B&W<br>A/S Akers M/V<br>3×185kW 220V d.c. | 890t (hvf)<br>Osl<br>15¼k |
| 504908<br>SZIH<br><br>Df | **BOSPHORUS**<br>exEl Hak-61<br>**D., C., & A. N. Vernicos**<br>N. E. Vernicos Shipping Co. Ltd.<br>Piræus Greek | 1022<br>511<br>1070 | ✳Classed BC until 2/60 | **1929–11** Hawthorn, Leslie & Co. Ltd.—Nwc<br>241' 8" 35' 2" 12' 8¼"<br>230' 0" 35' 0"<br>2 dks<br>R | M CSD Mchy.aft<br>G.88090 B.79560<br>1W Der 1(16) | Oil 2SA 6Cy. 420×720 mm<br>1150bhp<br>Atlas-Diesel | 138t<br>Skm<br>9½k |
| 504909<br>LANV<br><br>Rdr<br>RTm/v | **BOSS**<br>**Bukser & Bjergningsselskapet A/S**<br>Oslo Norwegian | 181<br>—<br>— | NV | **1960** A/S Stord Verft—Lervik<br>100' 7" 26' 8" ~~12' 3½'~~ 13' 7"<br>... ... ...<br>1 dk | M Salvage Tug & Icebreaker | Oil 4SA 6Cy. 385×580 mm<br>1250bhp<br>Masch. Kiel A.G.<br>2×40, 20kW 220V d.c.<br>Controllable pitch propeller | (d.o)<br>Kel |
| 532324<br>AQDL<br>191118 | **BOSTAMY**<br>exShinho Maru No. 18-65<br>**Karnafully Nav. Co.**<br>Chittagong Pakistan | 496<br>254<br>— | NK | **1959** Kanda Zosensho—Kur<br>178' 5" 27' 8" 12' 2"<br>160' 8" 27' 7" 13' 6"<br>1 dk | M Mchy.aft<br>G.35032 B.33408<br>1 Ha (76¼'×15¼') | Oil 4SA 6Cy. 320×460 mm<br>650bhp<br>Nippon Hatsudoki | 36t<br>Kob<br>11k |

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|---|---|---|---|---|---|---|---|
| 504910<br>65 | **BOSTANCI**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 191<br>118<br>— | | | 1955 Denizcilik Bankasi T.A.O.—Istinye<br>106' 4" 21' 8" 5' 11"<br>... ... ...<br>1 dk | TM Ferry | 2 Oil 2SA each 8Cy. 140×180 mm<br>440bhp<br>Motorenw. Mannheim |
| 504911<br>KCZA<br>247161<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOSTON**<br>exJagger Seam–47<br>**Mystic S.S. Corp.**<br>Wilmington, Del United States | 6753<br>3901<br>11039 | **BROKEN UP** | AB | 1945 Delta S.B. Co. Inc.—N.Os<br>443' 7" 57' 0" 28' 7½"<br>418' 0" 56' 11" 37' 4"<br>P96' B25' 1 dk<br>rf 6" | S Bulk Carrier Mchy.aft<br>5 Ho 60½', 57½', 52½', 55', 57½'<br>G.472799 B.456178<br>10 Ha (stl) (20½'×29') (20', 20', 17½', 17½', 17½', 20', 20', 20', 20'×30')<br>4W Der 2(1) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×50KW 120V d.c. |
| 504912<br>LMOB<br>RT | **BOSTON**<br>exPåsan exBrincum<br>exB.T. II<br>**Tørres Hansen and others**<br>Haugesund Norwegian | 169<br>95<br>240 | | | 1936 A/B Finnboda Varf—Skm<br>109' 0" 19' 9"<br>... ... ...<br>1 dk<br>R conv tanker 55 len 57 | M | Motor 2SA 3Cy. 330×360 mm<br>210bhp NE55<br>A/S de Forenede Mtrfb. |
| 504913<br>GFZA<br>301530<br>Df Esd<br>RTm | **BOSTON ARGOSY**<br>**Aberdeen Near Water Trawlers Ltd.**<br>B. A. Parkes<br>Lowestoft British | 195<br>68<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN103 | SS 6/68 ~~SS 6/64~~<br>EL (c)l | 1960–5 Richards Irn Wks Ltd.—Lwt<br>*106·8'* 23' 4"<br>104' 0" 23' 0" 11' 0"<br>F18'<br>RW 4BH<br>rf 12" BK7" | M Trawler | Oil 4SA 6Cy. 12"×15"<br>515bhp<br>Nat .Gas & O. Eng. Co. Ashton<br>2×15kW 220V d.c. |
| 504915<br>GHVP<br>302409<br>Df Esd<br>Pfd<br>RTm | **BOSTON BEAVER**<br>**Looker Fishing Co. Ltd.**<br>B. A. Parkes<br>Lowestoft British | 165<br>61<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN95 | SS 6/66<br>EL (b)g | 1962–1 Richards Irn Wks Ltd.—Lwt<br>*93·5'* 22' 4"<br>91' 0" 22' 0" 10' 9"<br>F16'<br>RW 4BH<br>rf 12" BK6" | M Trawler | Oil 4SA 5Cy. 12"×15" with<br>coupling & sr reverse gear<br>475bhp<br>Nat. Gas & O. Eng. Co. Ashton<br>2×15kW 220V d.c. |
| 504916<br>GXBP<br>187861<br>Df Esd<br>Pfd Rdr<br>RTm/v | **BOSTON BRITANNIA**<br>**North Cape Fishing Co. Ltd.**<br>B. A. Parkes<br>Fleetwood British<br>Now **KENNEDY** (No. 504916) in the Register | 426<br>139<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN200 | SS 12/65<br>EL (g)q | 1957–8 Goole S.B. & R. Co. Ltd.—Goo<br>*138·8'* 28' 5"<br>137' 0" 28' 0" 14' 3"<br>F26'<br>RW 4BH<br>rf 15" BK7" | M Trawler<br>1 Ho 38'<br>2 Ha (18¾' comb., 3½'×3½')<br>Der 2(2) 2(1½) | Oil 4SA 8Cy. 15"×18"<br>1000bhp<br>Mirrlees, Bickerton & Day<br>3×30kW 220V d.c. |
| 504917<br>GHTS<br>302407<br>Df Esd<br>Pfd<br>RTm | **BOSTON BUCCANEER**<br>**Brixham Trawlers Ltd.**<br>B. A. Parkes<br>Lowestoft British | 165<br>61<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN95 | SS 4/66<br>EL (b)g | 1961–9 Richards Irn Wks Ltd.—Lwt<br>*93·5'* 22' 4" 9' 9"<br>91' 0" 22' 0" 10' 9"<br>F16'<br>RW 4BH<br>rf 12" BK6" | M Trawler | Oil 4SA 5Cy. 12"×15" with<br>coupling & sr reverse gear<br>475bhp<br>Nat. Gas & O. Eng. Co. Ashton<br>2×15kW 220V d.c. |
| 508948<br>MTSM<br>184005<br>Df Esd<br>Pfd<br>RTm | **BOSTON CARAVELLE**<br>exDiadem–63<br>**Fleetwood Near Water Trawlers Ltd.**<br>B. A. Parkes<br>Lowestoft British | 166<br>56<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN88 | SS 4/67<br>EL (b)h | 1954–12 Richards Irn Wks Ltd.—Lwt<br>*103·0'* 22' 1"<br>100' 0" 22' 0" 10' 9"<br>F18'<br>R 3BH<br>rf 24" BK6" | M Trawler | Oil 2SA 6Cy. 265×345 mm<br>440bhp<br>Crossley Bros Ltd.<br>2×10kW 220V d.c. |
| 504918<br>302385<br>Df Esd<br>Pfd<br>RTm | **BOSTON COMET**<br>**St. Christopher Steam Fishing Co. Ltd.**<br>B. A. Parkes<br>Lowestoft British | 137<br>47<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN72 | SS 6/65<br>EL (b)g | 1960–11 James & Stone (Brightlingsea) Ltd.—Brightlingsea<br>*93·6'* 22' 4"<br>90' 0" 22' 0" 10' 6"<br>F15'<br>4BH<br>rf 18" BK5" WB4t | M Trawler | Oil 4SA 6Cy. 10½"×14½" with<br>gear<br>360bhp<br>Ruston & Hornsby<br>2×15kW 220V d.c. |
| 642370<br>GPKA<br>304797<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BOSTON CONCORD**<br>**Boston Deep Sea Fisheries Ltd.**<br>B. A. Parkes<br>Grimsby British | 758<br>277<br>— | ✠100A1<br>trawler<br>Str. nav. ice<br>✠LMC<br>MN360 | EL (l)b† | 1965–4 Stocznia im Komuny Paryskiej —Gdy<br>*196·1'* 33' 2"<br>185' 5" 32' 9½" 17' 0"<br>4BH<br>rf 34" BoxK11" WB48t | M Trawler<br>1 Ho 55½'<br>2 Ha (w) (2½'×3½') (4½'×4½')<br>3 Ha (stl) (5½', 9½', 9½'×4½')<br>Der 2(2) | Oil 4SA 8Cy. 420×660 mm<br>1800bhp<br>Klöckner-Humboldt-Deut<br>AuxB 100lb<br>2×90kW 220V d.c. |
| 504919<br>GDHS<br>168618<br>Esd Pfd<br>Rdr<br>RTm | **BOSTON CORONET**<br>**Aberdeen Near Waters Trawlers Ltd.**<br>B. A. Parkes<br>Lowestoft British | 199<br>79<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN110 | SS 8/67<br>EL (c)l | 1959–8 Richards Irn Wks Ltd.—Lwt<br>*108·6'* 23' 4"<br>105' 9" 23' 0" 11' 0"<br>F18'<br>RW 4BH<br>rf 12" BK7" | M Trawler | Oil 2SA 5Cy. 12½"×18½"<br>550bhp<br>H. Widdop & Co. Ltd.<br>2×15kW 220V d.c. |
| 504920<br>301515<br>Df Esd<br>Pfd<br>RTm | **BOSTON CORSAIR**<br>**Carry On Fishing Co. Ltd.**<br>B. A. Parkes<br>Lowestoft British | 134<br>45<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN72 | SS 5/67<br>EL (b)f | 1959–5 Richards Irn Wks Ltd.—Lwt<br>*92·2'* 22' 4"<br>89' 4" 22' 0" 10' 6"<br>F16'<br>RW 4BH<br>rf 18" BK6" | M Trawler | Oil 4SA 6Cy. 10½"×14½"<br>reverse gear<br>360bhp<br>Ruston & Hornsby<br>2×15kW 220V d.c. |
| 504923<br>MWTV<br>187010<br>Df Esd<br>Pfd Rdr<br>RTm | **BOSTON HERALD**<br>**Aberdeen Near Water Trawlers Ltd.**<br>B. A. Parkes<br>Lowestoft British | 166<br>55<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN110 | SS 8/68 ~~SS 5/64~~<br>EL (b)h | 1956–5 Richards Irn Wrks Ltd.—Lwt<br>*103·0'* 22' 4"<br>100' 0" 22' 0" 10' 9"<br>F18'<br>RW 3BH<br>rf 24" BK6" | M Trawler | Oil 2SA 5Cy. 12½"×18½"<br>550bhp<br>H. Widdop & Co. Ltd.<br>2×10kW 220V d.c. |

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|---|---|---|---|---|---|---|---|
| 539202<br>GGWU<br>301884<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BOSTON HERCULES**<br>exWinmarleigh–67<br>**G. Craig & Sons Ltd.**<br>G. Craig<br>Fleetwood British | 310<br>110<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN150 | SS 1/68 ~~SS 6/64~~<br>EL (d) l | **1960–3** Vosper Ltd.—Pts<br>*115·5′* 25′ 4″ 9′ 7″<br>112′ 6″ 25′ 0″ 13′ 0″<br>F17′<br>4BH<br>rf 30″ BK6″ | M Trawler<br>1 Ho 36½′<br>Der 4 | Oil 4SA 6Cy. 15″×18″<br>750bhp (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>2×30kW 220V d.c. |
| 504924<br>301527<br>Df Esd<br>Pfd<br>RTm | **BOSTON HORNET**<br>**St. Christopher Steam Fishing Co. Ltd.**<br>B. A. Parkes<br>Lowestoft British | 131<br>48<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN72 | SS 8/64<br>EL (b) | **1960–5** James & Stone (Brightlingsea) Ltd.—Brightlingsea<br>*91·6′* 22′ 4″<br>90′ 0″ 22′ 0″ 10′ 6″<br>3BH<br>rf 18″ BK5″ | M Trawler | Oil 4SA 6Cy. 10¼″×14½″ with sr reverse gear<br>360bhp (d.o)<br>Ruston & Hornsby Lcn<br>2×15kW 220V d.c. |
| 540182<br>MCIU<br>301579<br>Df Esd<br>Pfd Rdr<br>RTm | **BOSTON HUNTER**<br>exHazlehead–63<br>**Aberdeen Near Water Trawlers Ltd.**<br>B. A. Parkes<br>Lowestoft British | 211<br>73<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN100 | SS 4/68 ~~SS 6/64~~<br>EL (a)f | **1959–11** Cook, Welton & Gemmell Ltd.—Bev<br>*102·0′* 23′ 4″<br>86′ 0″ 21′ 0″ 10′ 9″<br>RW 3BH<br>rf 12″ BK7½″ | M Trawler | Oil 4SA 6Cy. 12″×15″ with clutch<br>500bhp (d.o)<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>2×20kW 220V d.c.<br>Controllable pitch propeller |
| 504925<br>CB2370<br>Df Esd | **BOSTON HUNTER**<br>exW.F.P.–52<br>**Soc. Anon. Comercial e Industrial "San José de Coquimbo"**<br>Chilean | *112*<br>*40*<br>— | Classed LR until 3/64 | | **1950** Richards Irn Wks Ltd.—Lwt<br>*87·1′* 21′ 0″<br>10′ 9<br>F19′<br>rf 12″ | M Trawler | Oil 4SA 3Cy. 370×510 mm with reverse gear<br>300bhp 27t<br>W. H. Podd Ltd. Lwt<br>10½k |
| 515031<br>MCIF<br>301578<br>Df Esd<br>Pfd<br>RTm | **BOSTON JAVELIN**<br>exHighland Lady–64<br>**Grimsby Near Water Trawlers Ltd.**<br>B. A. Parkes<br>Lowestoft British | 211<br>73<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN100 | SS 6/68 ~~SS 6/64~~<br>EL (c)(i)⅞″ | **1959–11** Cook, Welton & Gemmell Ltd.—Bev<br>*102·0′* 23′ 4″<br>100′ 3″ 23′ 0″ 10′ 9″<br>F19′<br>RW 4BH<br>rf 18″ BK7″ | M Trawler | Oil 4SA 6Cy. 12″×15″ with clutch<br>500bhp (d.o)<br>Nat. Gas & O. Eng Co. Ashton/Lyne<br>2×30kW 220V d.c. |
| 660095<br>GRPH<br>308710<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOSTON KESTREL**<br>**B. A. Parkes**<br>~~Boston Deep Sea Fisheries Ltd. B. N. Parkes~~<br>Fleetwood British | 431<br>170<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN229 | EL (g)q | **1966–2** Charles D. Holmes & Co. Ltd.—Bev<br>*142·0′* 29′ 4″ 11′ 6″<br>134′ 0″ 29′ 0″ 15′ 6″<br>4BH<br>rf 31″ BK6″ WB35t | M Trawler | Oil 4SA 6Cy 390×680 mm<br>1145bhp Werkspoor<br>C. D. Holmes & Co. Ltd. Hul |
| 500154<br>185287<br>Df Esd<br>Pfd Rdr<br>RTh | **BOSTON LANCASTER**<br>exAcadia Heron–67<br>exPrincess Royal–59<br>**Boston Deep Sea Fisheries Ltd.**<br>B. A. Parkes<br>Lowestoft British | 318<br>111<br>172 | ✠100A–<br>trawler<br>✠LMC<br>MN130 | SS 6/65<br>EL (e) (l)<br>3⅛″FSWR | **1952–11** J. Lewis & Sons Ltd.—Abn<br>*124·7′* 25′ 2″<br>120′ 0″ 25′ 0″ 12′ 5″<br>Q70′ F18′<br>RW 5BH<br>rf 30″ BK7″ | M Trawler<br>1 Ho 32′<br>3 Ha (each 4½′×3½′) | Oil 4SA 6Cy. 380×355 mm<br>650bhp (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>db 105℔<br>2×20kW 220V d.c. |
| 672717<br>GY1399 | **BOSTON LINCOLN**<br>**Boston Deep Sea Fisheries Ltd.**<br>B. A. Parkes<br>Grimsby British<br>For later particulars see New Entries No. 4 | 1230<br>400<br>500 | 100A1<br>trawler<br>Class contemplated | | Stocznia im. Komuny Paryskiej—Gdy<br>39′ 7″ 16′ 5″<br>182′ 1″ 39′ 4″ 25′ 1″ | M Trawler | Oil 4SA 8Cy. 381×508 mm<br>Mirrlees National Ltd. Stckpt |
| 504926<br>JQQS<br>89878<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BOSTON MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 9214<br>5382<br>12551 | | NK | **1962** Mitsubishi Zosen—Hma<br>513′ 4″ 64′ 2″ 30′ $8\frac{5}{16}$″<br>475′ 9″ 64′ 0″ 41′ 0″<br>B91′ F50′ 2 dks, pt 3rd dk<br>RW<br>rf 6¾″ | M (4P) Ref<br>6 Ho 51¾′, 67¾′, 73½′, 47¼′, 73½′, 49¾′<br>G.664525 B.605586 In.16592<br>6 Ha (stl) (24¾′×14¾′) (41½′, 39¼′, 31½′, 42′×23′) (26¼′×16½′)<br>19W Der 1(30) 6(10) 12(5) | Oil 2SA 9Cy. 750×1500 mm<br>13000bhp 1708t (hvf)<br>Mitsubishi Zosen Nag<br>3×240kW 445V 60c/s a.c. 18½k |
| 504928<br>MLDZ<br>185731<br>Df Esd<br>Pfd | **BOSTON MOSQUITO**<br>exBetty Leslie–61<br>**Looker Fishing Co. Ltd. & Putford Enterprises Ltd.**<br>B. A. Parkes<br>Lowestoft British | 115<br>48<br>— | | | **1943** Richards Irn Wks Ltd.—Lwt<br>96′ 0″ 22′ 3″ 10′ 9″<br>22′ 1″<br>1 dk | Wood M Fishing<br>1 Ho 23′<br>1 Ha (17′×8′)<br>1W | Oil 5Cy. 10½″×13½″<br>NE51 14t<br>Crossley Bros. Ltd. Mch<br>9k |
| 504930<br>GSMM<br>183999<br>Df Esd<br>Pfd<br>RTm | **BOSTON PEGASUS**<br>**Pegasus Trawling Co. Ltd.**<br>A. W. Suddaby<br>Lowestoft British | 166<br>57<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN88 | SS 7/67<br>EL (c)h | **1954–10** Richards Irn Wks Ltd.—Lwt<br>*103·0′* 22′ 1″<br>100′ 0″ 22′ 0″ 10′ 9″<br>F18′<br>R 3BH<br>rf 24″ BK6″ | M Trawler | Oil 2SA 6Cy. 265×345 mm<br>440bhp (d.o)<br>Crossley Bros. Ltd. Mch<br>2×10kW 220V d.c. |
| 651709<br>GRPU<br>303800<br>Df Esd<br>Gc Rdr<br>RT | **BOSTON PHANTOM**<br>**Eton Fishing Co. Ltd.**<br>B. A. Parkes<br>Fleetwood British | 431<br>170<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN229 | EL (g)q | **1965–10** Charles D. Holmes & Co. Ltd. —Bev<br>*142·0′* 29′ 4″ 11′ 6″<br>134′ 0″ 29′ 0″ 15′ 6″<br>4BH<br>rf 31″ BK6″ WB35t | M Trawler | Oil 4SA 6Cy. 390×680 mm<br>1145bhp Werkspoor<br>C. D. Holmes & Co. Ltd. Hul<br>2×65kW 220V d.c. |

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| 504932<br>MCOM<br>301528<br>Df Esd<br>RT | **BOSTON PROVOST**<br><br>**Robin Trawlers Ltd.**<br>B. A. Parkes<br>Lowestoft | British | 200<br>70<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN103 | ~~SS 10/64~~<br>SS 8/68<br><br><br>EL (c)i | 1960–3 Richards Irn Wks Ltd.—Lwt<br>*106·8′* 23′ 4″<br>104′ 0″ 23′ 0″ 11′ 0″<br>F18′<br>RW 4BH<br>rf 12″ BK7″ | M Trawler | Oil 4SA 6Cy. 12″×15″<br>515bhp<br>Nat. Gas & O. Eng. Co. Ashton |
| 504933<br><br>301514<br>Df Esd<br>Pfd<br>RTm | **BOSTON SCIMITAR**<br><br>**Carry On Fishing Co. Ltd.**<br>B. A. Parkes<br>Lowestoft | British | 134<br>45<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN72 | SS 8/67<br><br><br><br>EL (b)f | 1959–4 Richards Irn Wks Ltd.—Lwt<br>*92·2′* 22′ 4″<br>89′ 4″ 22′ 0″ 10′ 6″<br>F16′<br>RW 4BH<br>rf 18″ BK6″ | M Trawler | Oil 4SA 6Cy. 10¼″×14¼″ with<br>reverse gear<br>360bhp<br>Ruston & Hornsby<br>2×15kW 220V d.c. |
| 504934<br><br>183991<br>Df Esd<br>Pfd RT | **BOSTON SEA HAWK**<br><br>**Wilronwood Fishing Co. Ltd.**<br>George R. Wood<br>Aberdeen | British | 180<br>62<br>— | <br><br>✠Classed LR until 5/63 | | 1953–6 Henry Scarr Ltd.—Hessle<br>*102·2′* 22′ 1″<br>100′ 0″ 22′ 0″ 10′ 9″ | M Trawler | Oil 6Cy. 8½″×11½″<br>NE64<br>Lister Blackstone Mar. Ltd. |
| 504935<br><br>187847<br>Df Esd<br>Pfd Rdr<br>RTm/v | **BOSTON SEAFIRE**<br>exBuzzard–61<br>**Brixham Trawlers Ltd.**<br>B. A. Parkes<br>Fleetwood | British | 314<br>104<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN148 | ~~SS 10/64~~<br>SS 10/68<br><br><br>EL (f)n | 1956–7 Henry Scarr Ltd.—Hessle<br>*127·5′* 27′ 1″<br>124′ 6″ 26′ 9″ 13′ 0″<br>Q66′ F21′<br>4BH<br>rf 36″ BK7″ WB14t | M Trawler<br>1 Ho 37′<br><br>1 Ha (w) (18¾′ comb. ×3¾′)<br>1 Ha (stl) (3¾′×3′)<br>Der 4(1½′) | Oil 2SA 5Cy. 340×570 mm<br>740bhp<br>British Polar Engines Ltd.<br>db 100lb<br>3×29, 28, 20kW 220V d.c. |
| 504936<br>MWMS<br>187843<br>Df Esd<br>Pfd Rdr<br>RTm/v | **BOSTON SEAFOAM**<br><br>**Parbel-Smith Ltd.**<br>B. A. Parkes<br>Fleetwood | British | 398<br>134<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN192 | SS 6/68 ~~SS 4/64~~<br><br><br><br>EL (g)q | 1956–4 Henry Scarr Ltd.—Hessle<br>*138·8′* 28′ 5″<br>137′ 0″ 28′ 0″ 14′ 0″<br>F23′<br>4BH<br>rf 33″ BK8″ WB36t | M Trawler<br>1 Ho 37′<br><br>2 Ha (12¾′ comb., 4½′×3½′)<br>Der 4 | Oil 2SA 6Cy. 340×570 mm<br>960bhp<br>British Polar Engines Ltd.<br>3×30, 30, 26kW 220V d.c. |
| 514360<br>GHHC<br>301835<br>Df Esd<br>Pfd Rdr<br>RTv | **BOSTON SHACKLETON**<br>exHaselbech–67<br>**Grimsby Near Water Trawlers Ltd.**<br>B. A. Parkes<br>~~Grimsby~~<br>Lowestoft | British | 310<br>110<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN150 | SS 5/68 ~~SS 6/64~~<br><br><br><br>EL (d) | 1960–7 Vosper Ltd.—Pts<br>*115·5′* 25′ 4″ 9′ 7″<br>112′ 6″ 25′ 0″ 13′ 0″<br>F17′<br>4BH<br>rf 30″ BK6″ | M Trawler<br>1 Ho 36′<br><br>4 Ha (3½′, 3½′, 8′, 8′×4′)<br>Der 2(2) 1(1) | Oil 4SA 6Cy. 15″×18″<br>750bhp<br>Mirrlees, Bickerton & Day<br>2×30kW 220V d.c. |
| 504937<br>4QQP<br>187006<br>Df Esd<br>Pfd<br>RTm | **BOSTON SPITFIRE**<br><br>**Ceylon Trawlers Ltd.**<br>Colombo | British | 165<br>55<br>— | ~~✠100A1~~<br>~~trawler~~<br>~~✠LMC~~<br><br>~~MN80~~<br>✠Class WITHDRAWN 7/68 | ~~SS 7/64~~<br><br><br><br>~~EL (c)h~~ | 1956–1 Richards Irn Wks Ltd.—Lwt<br>*103·0′* 22′ 4″<br>100′ 0″ 22′ 0″ 10′ 9″<br>F18′<br>RW 3BH<br>rf 24″ BK6″ | M Trawler | Oil 2SA 6Cy. 10¼″×13¾″<br>440bhp<br>Crossley Bros.<br>1×15kW d.c. |
| 542648<br><br>187224<br>Df Esd<br>Pfd<br>RTm | **BOSTON TRIDENT**<br>exJohn O'Heugh–63<br>**Pegasus Trawling Co. Ltd.**<br>B. A. Parkes<br>Lowestoft | British | 182<br>61<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN80 | SS 9/65<br><br><br><br>EL (c)h | 1957–6 Henry Scarr Ltd.—Hessle<br>*102·2′* 22′ 2″<br>100′ 0″ 22′ 0″ 10′ 9″<br>F17′<br>4BH<br>rf 12″ BK7″ WB4t | M Trawler | Oil 2SA 6Cy. 10¼″×13¾″<br>400bhp<br>Crossley Bros. Ltd.<br>2×10kW 220V d.c. |
| 504939<br>GDHX<br>301877<br>Df Esd<br>Pfd Rdr<br>RTm/v | **BOSTON TYPHOON**<br><br>~~**Iago Steam Trawler Co. Ltd.**~~<br>~~B. A. Parkes~~<br>~~Fleetwood~~<br>Irvin & Johnson Ltd.<br>Cape Town | ~~British~~<br>S. African | 393 ~~425~~<br>124 ~~151~~<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN213 | SS 10/67<br><br><br><br>EL (g)q | 1959–7 Cook, Welton & Gemmell Ltd.—Bev<br>*139·8′* 28′ 5″<br>137′ 2″ 28′ 0″ 14′ 6″<br>F24′<br>RW 4BH<br>rf 30″ BK8″ WB57t | M Trawler<br>1 Ho 41′<br><br>2 Ha (24¾′ comb. ×3½′) (3′×2½′)<br>Der 4 | Oil 4SA 6Cy. 390×680 mm<br>1065bhp Werkspoor<br>C. D. Holmes & Co. Ltd.<br>2×35kW 220V d.c. |
| 541042<br>MCIT<br>301581<br>Df Esd<br>Pfd Rdr<br>RTm | **BOSTON VICTOR**<br>exWoodside–63<br>**Aberdeen Near Water Trawlers Ltd.**<br>B. A. Parkes<br>Lowestoft | British | 190<br>63<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN100 | SS 4/64<br><br><br><br>EL (c)l | 1959–11 A. Hall & Co. Ltd.—Abn<br>*101·1′* 23′ 4″<br>98′ 6″ 23′ 0″ 11′ 0″<br>F16′<br>RW 4BH<br>rf 12″ BK6″ | M Trawler | Oil 4SA 6Cy. 12″×15″ with<br>500bhp<br>Nat. Gas & O Eng. Co.<br>2×20kW 220V d.c.<br>Controllable pitch propeller |
| 504941<br>CB2372<br><br>Df Esd | **BOSTON VICTOR**<br><br>**Soc. Anon. Comercial e Industrial "San José de Coquimbo"** | Chilean | *188*<br>*63*<br>— | <br><br>✠Classed LR until 3/64 | | 1953–9 Henry Scarr Ltd.—Hessle<br>*102·2′* 22′ 1″<br>100′ 0″ 22′ 0″ 10′ 9″<br>F18′<br>BK 7″ | M Trawler | Oil 4SA 8Cy. 250×265 mm<br>gearing<br>Mirrlees, Bickerton & Day |

1968-69

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| 651413<br>GQVA<br>306585<br>Df Esd<br>Pfd RT | **BOSTON VIKING**<br>**F. B. Parkes**<br>~~**Boston Deep Sea Fisheries Ltd.**~~<br>Lowestoft | British | **174**<br>60<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN106 | EL (b)g | **1965–10** R. Dunston (Hessle) Ltd.—Hessle<br>*94·1′* 23′ 4″ 9′ 0″<br>88′ 10″ 23′ 0″ 11′ 0″<br>F17′<br>4BH<br>rf 18″ BK6″ WB13t | M Trawler | Oil 4SA 8Cy. 8¾″×11½″ sr reverse geared<br>528bhp<br>Blackstone & Co. Ltd. | Stamford |
| 651181<br>GQUE<br>306584<br>Df Esd<br>Pfd<br>RTm | **BOSTON VISCOUNT**<br>**Pegasus Trawling Co. Ltd.**<br>B. A. Parkes<br>Lowestoft | British | **174**<br>62<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN106 | EL (b)g | **1965–6** R. Dunston (Hessle) Ltd.—Hessle<br>*94·1′* 23′ 4″ 9′ 0″<br>88′ 10″ 23′ 0″ 11′ 0″<br>F17′<br>4BH<br>rf 20″ BK6″ WB13t | M Trawler | Oil 4SA 8Cy. 8¾″×11½″ with flexible coupling & sr reverse gears<br>528bhp<br>Blackstone & Co. Ltd.<br>2×20kW 220V | (d.o)<br>Stamford |
| 542232<br>MTRQ<br>167221<br>Df Esd<br>Pfd<br>RTm | **BOSTON VULCAN**<br>exSt. Hilda–63<br>**Grimsby Near Water Trawlers Ltd.**<br>B. A. Parkes<br>Lowestoft | British | **182**<br>61<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN80 | SS 4/67<br>EL h | **1955–6** Henry Scarr Ltd.—Hessle<br>*102·2′* 22′ 2″ 12′ 0″<br>100′ 0″ 22′ 0″<br>F17′<br>4BH<br>rf 12″ BK7″ WB4t | M Trawler | Oil 2SA 6Cy. 267×343 mm<br>440bhp<br>Crossley Bros. Ltd.<br>2×10kW 220V d.c. | 45t (d.o)<br>Mch<br>10½k |
| 504942<br>GHBZ<br>301829<br>Df Esd<br>Pfd Rdr | **BOSTON WASP**<br>**Boston Deep Sea Fisheries Ltd.**<br>B. A. Parkes<br>~~Grimsby~~<br>Lowestoft | British | **300**<br>101<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN152 | SS 5/68 ~~SS 6/64~~<br>EL (e)1 | **1960–5** Hall, Russell & Co. Ltd.—Abn<br>*115·9′* 26′ 4″<br>114′ 6″ 26′ 0″ 13′ 3″<br>F20′<br>4BH<br>rf 22″ BK6″ | M Trawler | Oil 4SA 6Cy. 15″×18″<br>760bhp<br>Mirrlees, Bickerton & Day | Stckpt |
| 650811<br>MIEN<br>306581<br>Df Esd<br>Pfd<br>RTm | **BOSTON WAYFARER**<br>**Boston Deep Sea Fisheries Ltd.**<br>B. A. Parkes<br>Lowestoft | British | **174**<br>62<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN106 | EL (b) g | **1965–4** R. Dunston Ltd.—Hessle<br>*94·1′* 23′ 4″ 9′ 0″<br>88′ 10″ 23′ 0″ 11′ 0″<br>F17′<br>4BH<br>rf 20″ BK6″ WB13t | M Trawler | Oil 4SA 8Cy. 8¾″×11½″ with flexible coupling & sr reverse gears<br>528bhp<br>Blackstone & Co. Ltd.<br>2×20kW 220V | (d.o)<br>Stamford |
| 504943<br>MEHP<br>303278<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BOSTON WEELSBY**<br>**St. Christopher Steam Fishing Co. Ltd.**<br>B. A. Parkes<br>Grimsby | British | **412**<br>140<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN210 | SS 9/65<br>EL (g)q | **1961–9** Cook, Welton & Gemmell Ltd.—Bev<br>*139·9′* 28′ 4″<br>137′ 2″ 28′ 0″ 14′ 6″<br>F24′<br>4BH<br>rf 30″ BK8″ WB57t | M Trawler<br>1 Ho 41′<br>5 Ha (w) (3½′×2¾′) (3¾′×3′) (3¾′×2¾′) (6¾′, 6¾′×3¾′) 1 Ha (stl) (6¾′×3¾′)<br>Der 1(2) 2(1) | Oil 4SA 6Cy. 390×680 mm<br>1050bhp Werkspoor<br>C. D. Holmes & Co. Ltd.<br>2×35kW 220V d.c. | 85t (d.o)<br>Hul<br>10k |
| 504945<br>GHVQ<br>303678<br>Df Esd<br>Pfd<br>RTm | **BOSTON WHIRLWIND**<br>**F. & T. Ross Ltd.**<br>B. A. Parkes<br>Lowestoft | British | **165**<br>61<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN95 | SS 5/66<br>EL (b)g | **1962–4** Richards Irn Wks Ltd.—Lwt<br>*93·5′* 22′ 4″<br>91′ 0″ 22′ 0″ 10′ 9″<br>F16′<br>RW 4BH<br>rf 12″ BK6″ | M Trawler | Oil 4SA 5Cy. 12″×15″ with flexible coupling & sr reverse gear<br>475bhp<br>Nat. Gas & O. Eng. Co.<br>2×15kW 220V d.c. | (d.o)<br>Ashton/Lyne |
| 504946<br>GHTL<br>302408<br>Df Esd<br>Pfd<br>RTm | **BOSTON WIDGEON**<br>**Near Water Trawlers Ltd.**<br>B. A. Parkes<br>Lowestoft | British | **165**<br>61<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN95 | SS 10/66<br>EL (b)g | **1961–11** Richards Irn Wks Ltd.—Lwt<br>*93·5′* 22′ 4″ 9′ 9″<br>91′ 0″ 22′ 0″ 10′ 9″<br>F16′<br>RW 4BH<br>rf 12″ BK6″ | M Trawler | Oil 4SA 5Cy. 12″×15″ with flexible coupling & sr reverse gear<br>475bhp<br>Nat. Gas & O. Eng. Co.<br>2×15kW 220V d.c. | (d.o)<br>Ashton/Lyne |
| 670984<br>MVJE<br>306446<br>Esd RT | **BOSTONIAN**<br>**Port of Boston Authority**<br>Boston | British | **50**<br>—<br>— | **✠100A1**<br>tug<br>North Sea service<br>**✠LMC**<br>MN106 | EL 11/16″U1 | **1967–5** R. Dunston Ltd.—Thorne<br>67′ 6″ 20′ 1″ 6′ 6″<br>60′ 0″ 19′ 0″ 8′ 6″<br>4BH<br>rf 12″ BK5″ WB12t | M Tug | Oil 4SA 6Cy. 8″×10¾″ sr geared<br>528bhp<br>Ruston & Hornsby<br>2×15, 7½kW 220V d.c. | Lcn |
| 504949<br>UERE<br>M-26481<br>Df Esd<br>Gc Rdr | **BOSZNIAKOVO**<br>**U.S.S.R.**<br>Kholmsk | Russian | **3812**<br>1888<br>5140 | | | **1960** Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 8⅝″<br>47′ 10″ 26′ 5″<br>1 dk<br>RW | S<br>4 Ho<br>G.211748<br>4 Ha (39′, 39′, 28¼′, 31′×27′)<br>8W Der 8(5) | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb & hydraulic coupling<br>2500ihp<br>Z.U.T. Zgoda | (o.f)<br>Swi<br>12½k |
| 661805<br>OZSD<br>Df Esd<br>Gc Rdr<br>RTm/v | **BOTANY BAY**<br>**Partrederiet af 5.3.1965**<br>H. Bang & Co.<br>Copenhagen | Danish | **2130**<br>1222<br>3170 | | GL | **1966** Werft Nobiskrug—Rendsburg<br>295′ 5″ 44′ 5″ 18′ 7″<br>269′ 0″ 44′ 3½″ 22′ 2″<br>F39′ 1 dk<br>rf 4″ | M Mchy.aft<br>2 Ho 87¼′, 84′<br>G.150163 B.139929<br>2 Ha (stl) (each 59½′×23′)<br>8W Der 1(40) 4(5) 4(3) | Oil 4SA 9Cy. 400×600 mm<br>2400bhp<br>Masch. Augsburg-Nürnberg<br>3×120kW 380V 50c/s a.c. | (hvf)<br>Ham<br>13¾k |
| 504950<br>EBTW<br>Df Esd<br>RT | **BOTEIRA**<br>**Márquez Alvarez, Braulio & Amable**<br>Vigo | Spanish | **207**<br>101<br>— | | ~~BV~~ | **1958** Hijos de J. Barreras S.A.—Vgo<br>109′ 11″ 19′ 10″ 10′ 11″<br>95′ 0″ 19′ 8½″ 12′ 0″<br>RW | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 260×350 mm<br>330bhp Werkspoor<br>Hijos de J. Barreras S.A. | Vgo<br>10½k |

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| 641783<br>PDFU<br>Df Esd<br>Rdr<br>RTm | **BOTHNIA**<br>**Rederij "Bothnia"**<br>Harlingen Netherland | 500<br>318<br>815 | | BV | 1964 Schps. "Harlingen"—Hrl<br>182' 11" 29' 10" 11' 0½"<br>167' 4" 29' 6" 12' 2"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 120'<br>G.37200 B.34900<br>2 Ha (each 41½'×16½')<br>Der 2(2) | Oil 4SA 7Cy. 305×460 mm<br>600bhp<br>D. & J. Boot "De Industrie"<br>2×6 & 5kW 110V d.c. |
| 504953<br>PDFV<br>Df Esd<br>Rdr<br>RTm/h | **BOTHNIABORG**<br>**E. Wagenborg's Scheepv. & Exped. Bedr. N.V.**<br>Delfzijl Netherland | 1577<br>883<br>2449 | | BV | 1960 Schps. Fa. C. Amels & Zn.—Makkum<br>258' 6" 40' 8" 16' 4½"<br>239' 6" 40' 6" 18' 8"<br>1 dk<br>RW<br>rf 2" | M Mchy.aft<br>1 Ho 173½'<br>2 Ha (each 61½' comb.×21½')<br>Der 4(3–5) 4(3) | Oil 4SA 6Cy. 390×680 mm<br>1260bhp<br>N.V. Werkspoor<br>3×88, 60, 30kW 220V d.c. |
| 504954<br>DIIO<br>Df Esd<br>Rdr RT | **BOTILLA RUSS**<br>**Partenreederei m.s. "Botilla Russ"**<br>Ernst Russ<br>Hamburg W. German | 962<br>416<br>1523 | | GL | 1955 Werft Nobiskrug—Rendsburg<br>251' 0" 37' 8" 14' 6"<br>226' 4" 37' 0" 22' 10"<br>B22' F29' 1 dk & S dk<br>RW<br>rf 2" | M OSD Mchy.aft<br>2 Ho 75½' comb., 73½' comb.<br>G.109935 B.103171<br>2 Ha (stl) (each 47'×16½')<br>8W Der 1(20) 8(3½) | Oil 4SA 8Cy. 385×580 mm<br>1530bhp<br>Masch. Kiel A.G.<br>2×78kW 400V 50c/s a.c. |
| 671263<br>OGTF | **BOTNIA**<br>**A/B Siljarederiet**<br>Turku/Åbo Finnish<br>For later particulars see New Entries No. 5 | 3800<br>—<br>1120 | 100A1<br>Class contemplated | | O/Y Wärtsilä A/B—Hfs<br>333' 4" 60' 9" 16' 1"<br>305' 3" 60' 8½" 38' 3" | TM Ferry | 8 Oil 4SA each 8Cy. 240×<br>geared to 2 sc. shafts<br>O/Y Wärtsilä A/B |
| 680109<br>Df Esd<br>Pfd Rdr<br>RT | **BOTNIA**<br>**Partrederiet Botnia**<br>Johannes Sørensen<br>Odense Danish | 400<br>246<br>702 | | BV | 1967 Husumer Schiffsw.—Husum<br>173' 11" 10' 10½"<br>158' 2" 28' 5" 12' 2"<br>1 dk | M Mchy.aft<br>1 Ho 111½'<br>G.32070 B.28875<br>2 Ha (stl) (47½', 29½'×18')<br>3W Der 3(3) | Oil 4SA 320×450 mm<br>495bhp<br>Atlas-Mak Masch. |
| 528541<br>OGTB<br>220<br>Df Esd<br>Gc Pfd<br>Rdr | **BOTNIA EXPRESS**<br>exPrinsessan Christina–67<br>**O/Y Vaasa-Umeå A/B**<br>F. E. Nyman<br>Vaasa/Vasa Finnish | 2240<br>1096<br>425 | ✠100A1<br>Skagerrak, Kattegat, Baltic & English Channel service, also Tilbury-Calais<br>Str. nav. ice<br>✠LMC<br>MN800 | SS 3/64<br>EL t 1½"SQ | 1960–3 Aalborg Værft A/S—Abg<br>283' 8" 48' 6" 13' 9½"<br>255' 11" 48' 3" 19' 8"<br>B & F228' 1 dk, 2nd dk except in mchy. space<br>11BH<br>rf 4" WB389t incl. DTa58t DTf38t | TM Ferry Mchy.aft | 2 Oil 2SA each 5Cy. 500×700 mm<br>4000bhp Polar<br>Nydqvist & Holm A/B<br>2 Controllable pitch propellers<br>Thw. thrust contr. pitch propeller |
| 504957<br>LCNI<br>Df Esd<br>Rdr RT | **BOTNO**<br>**Grislefoss Verk A/S**<br>Mandal Norwegian | 297<br>176<br>590 | | NV | 1962 A/S Westermoen Båtbyggeri—Mandal<br>158' 5" 27' 10" 11' 0½"<br>143' 8" 27' 9"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 100'<br>2 Ha (stl) (each 35'×12')<br>Der 2(2½) | Oil 4SA 6Cy. 230×300 mm<br>650bhp<br>Masch. Kiel A.G.<br>2×20kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| 504958<br>PKMY<br>Esd RT | **BOTO LEMPANGANG**<br>**P.T. Perusahaan Pelajaran Sulawesi Selatan**<br>Macassar Indonesian | 816<br>472<br>1020 | | | 1959 Firma Niestern's Schpsw.—Gro<br>192' 2" 30' 6" 13' 7½"<br>173' 1" 30' 2" 17' 6"<br>2 dks<br>RW | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>Klöckner-Humboldt-Deutz |
| 661637<br>RTm | **BOTTENOPP**<br>**Göteborgs Stad (Hamndirektören)**<br>Gothenburg Swedish | 450<br>—<br>— | ✠A1<br>dredger<br>Service within 15 miles of Gothenburg | EL (f) | 1966–10 Orenstein-Koppel & Lbcr. Masch.—Lbc<br>163' 9" 32' 9" 6' 0"<br>155' 10" 31' 6" 9' 10"<br>1 dk<br>5BH<br>rf nil WB17t | Bucket Dredger | |
| 504959<br>JXEW<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BOTTICELLI**<br>**A/S Ganger Rolf, A/S Bonheur, A/S Borgå, A/S Jelölinjen & Den Norske Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | ~~3040~~ T.Mk<br>~~1097~~ 2166<br>~~4025~~ 1002<br>3050 | | NV | 1959 A/S Akers M/V—Osl<br>348' 8" 49' 7" 22' 3½"<br>315' 0" 49' 6" 27' 9"<br>2 dks | M (2P) Ref<br>3 Ho 83', 85½', 38'<br>G.220000 B.204000<br>3 Ha (62½', 65'×19½') (31½'×18')<br>Cr 5(5) Der 2(5–12) | Oil 2SA 5Cy. 500×1500 mm<br>3300bhp B&W<br>A/S Akers M/V<br>3×185kW 220V d.c. |
| 504960<br>6VGR5<br>RT | **BOU EL MOGDAD**<br>**Messageries du Sénégal**<br>St. Louis Senegal | 654<br>463<br>315 | | BV | 1950 Scheeps. "De Biesbosch"—Dordrecht<br>167' 4" 32' 10" 5' 11"<br>32' 8"<br>3 dks | TM Ref Mchy.aft<br>2 Ha (each 16½'×19½')<br>Der 2(2) 2(1) | 2 Oil 4SA each 6Cy. 220×<br>500bhp<br>Cie. de Const. Méc. |
| 504961<br>SUNC<br>238 | **BOU REGREG**<br>**Caltex (Egypt) S.A.E.**<br>Alexandria Egyptian (U.A.R.) | 382<br>182<br>200 | Classed LR until 7/50 | | 1924 Philip & Sons Ltd.—Drt<br>140' 8" 30' 1" 5' 0"<br>... ... ...<br>Trunk 65' 1 dk<br>R | S Tanker Mchy.aft<br>6 Ta<br>L.19200 HeCls. BC | C 2Cy. 13½" & 28"×20"<br>Philip & Son Ltd. |

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| 504962<br>FPVL<br>Df Esd<br>Gc Rdr<br>RT | **BOUCA**<br>**Cie. Maritime des Chargeurs Réunis**<br>Havre French<br>Now **GOLDEN HARBOUR** See New Entries No. 1 | **6744**<br>4006<br>8858 | BV<br><br><br>Ien 61 | **1947** Davie S.B. & Rep. Co. Ltd.—Levis<br>459′ 7″ 55′ 8″ 26′ 2″<br>... ... ...<br>P20′ 2 dks | M CSD<br>B.404714<br>6 Ha (36′, 51′, 31½′, 31½′, 24½′, 4′ × 19½′)<br>16W Der 1(40) 1(20) 2(12) 4(8) 10(5) | Oil 2SA 8Cy. 720 × 1250 mm<br>6000bhp<br>Sulzer Bros. Ltd. | 961t<br>Win<br>16¼k |
| 527509<br>FNNI<br>Rdr RT | **BOUDJMEL**<br>exPerregaux–66<br>**Union Industrielle et Maritime**<br>Marseilles French | **1836**<br>1053<br>— | BV | **1958** At. & Ch. de Bretagne—Nts<br>299′ 3″ 43′ 9″<br>277′ 4″ 43′ 8″<br>2 dks<br>RW | M Ref CSD Mchy.aft<br>pt bulk wine carrier<br>B.111901<br>4 Ha (59′, 59′, 59¾′, 59¾′ × 19′)<br>Der 1(25) 2(10) 6(5) 1(¾) | 2 Oil 4SA each 6Cy. 400 × 460 mm geared to sc. shaft<br>3840bhp S.E.M.T.-Pielstick<br>At. & Ch. de Bretagne | 220t<br>Nts<br>15¼k |
| 672915<br>FNVU<br>245<br>Df Esd<br>Gc Rdr<br>RT | **BOUGAINVILLE**<br>**Compagnie Maritime des Chargeurs Reunis**<br>Dunkirk French<br>For later particulars see New Entries No. 1 | **11650**<br>6460<br>13800 | | **1967** Ch. Nav. de la Ciotat—La Ciotat<br>515′ 10″ 71′ 8″ 31′ 10″<br>478′ 5″ 71′ 6″ 41′ 0″<br>3 dks | M Ref CSD Mchy.aft | Oil 2SA 6Cy. 900 × 1550 mm<br>13800bhp Sulzer<br>Cie. de Const. Mec. | Mantes |
| 504963<br>LMSQ<br>Df Esd<br>Gc Rdr<br>RTm/h | **BOUGAINVILLE**<br>**Skibs A/S Solstad**<br>A. F. Klaveness & Co. A/S<br>Oslo Norwegian | ~~5839~~ **5792**<br>3430<br>9090 | NV | **1947** Nederl. Dok & Schps.—Ams<br>462′ 5″ 59′ 2″ 26′ 0½″<br>436′ 1″ 59′ 0″ 29′ 2″<br>P43′ F37′ 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>RW<br>rf 4″ | M (12P) Ref OSD<br>4 Ho 48¾′, 135¼′, 109¾′, 80¼′<br>G.581710 B.522580 In.10600<br>6 Ha (34¾′, 35′, 30¼′, 34¼′, 32¾′ × 20′) (13¼′ × 19¾′)<br>20W Der 1(30) 4(10) 16(5) | Oil 2DA 6Cy. 720 × 1200 mm<br>6425bhp<br>Gebr. Stork & Co.<br>4 × 160, 160, 160, 12kW 220V d.c. | 1685t (hvf)<br>Hengelo<br>15½k |
| 504964<br>TPNU<br>Df Esd<br>RTm | **BOUGAINVILLE**<br>**Chevannes, Merceron Ballery and others**<br>Chevannes, Merceron, Ballery<br>Concarneau French | **121**<br>26<br>— | BV | **1956** At. & Ch. de la Rochelle—LaR<br>88′ 7″ 21′ 4″ 9′ 2½″<br>73′ 10″ 21′ 2″ 12′ 2″<br>RW | M Trawler<br>1 Ho 23′<br>1 Ha (stl) (3½′ × 3½′)<br>Der 1(3) | Oil 4SA 5Cy. 290 × 360 mm<br>350bhp Sulzer<br>Cie. de Const. Méc.<br>1 × 10kW 24V d.c. | 24t (d.o)<br>St. Denis<br>11¼k |
| 504965<br>KSUR<br>246572<br>Df Esd<br>Gc | **BOULDER VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | **7606**<br>4613<br>10681 | AB | **1944** Permanente (Shpyd No. 1)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′ × 22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2 × 300kW 240V d.c. | 2882t (o.f)<br>Pbg<br>15k |
| 504966<br>HPGH<br>Df Esd<br>Gc Rdr<br>RT | **BOULOGNE**<br>exBoulogne-sur-Mer–66<br>exWilliam B. Giles–47<br>**Transatlantica de Nav. S.A.**<br>Panama Panamanian | **7287**<br>4407<br>10777 | AB<br><br>**BROKEN UP** | **1942** Delta S.B. Co.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>rf 6″ | S<br>5 Ho<br>B.383393<br>5 Ha<br>10W Der 1(50) 8(5) 2(3) | T 3Cy. 24½″ 37″ & 70″ × 48″<br>2500ihp<br>American S.B. Co. | 1871t (o.f)<br>Clv<br>10¼k |
| 504967<br>Df Esd<br>Rdr RT | **BOUNTY**<br>**Jose Montesinos**<br>Spanish<br>Now **SANTA CLARA** See New Entries No. 6 | **500**<br>268<br>640 | BV | **1955** Gebr. Coops—Sappemeer<br>163′ 4″ 27′ 10″ 10′ 6″<br>156′ 5″ 27′ 6″ 11′ 7″<br>1 dk<br>RW | M Mchy.aft<br>2 Ha (each 39¾′ × 16½′)<br>Der 2(2) | Oil 4SA 6Cy. 320 × 480 mm<br>500bhp<br>Motorenw. Mannheim | Mhm<br>11½k |
| 661051<br>LGFY<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BOURGOGNE**<br>**Fred Olsen & Co.**<br>Oslo Norwegian | **1341**<br>700<br>2314 | NV | **1966** Kaldnes M/V A/S—Tbg<br>273′ 10″ 46′ 1″ 17′ 4¾″<br>247′ 4″ 46′ 0″ 32′ 9″<br>B38′ 1 dk & S dk, 3rd dk in No. 2 hold<br>rf 3″ | M OSD Mchy.aft<br>2 Ho 57′, 93¼′<br>B.191900<br>2 Ha (stl) (30′, 61¾′ × 16½′)<br>1W Cr 2(5) Der 1(8-15) | 2 Oil 4SA each 12Cy. 215 × 260 mm geared to sc. shaft<br>3500bhp<br>N.V. Werkspoor<br>3 × 134kW 220/440V a.c.<br>Controllable pitch propeller | 218t (d.o)<br>Ams<br>14½k |
| 504968<br>THWR<br>Df Esd<br>Pfd RT | **BOURRASQUE**<br>**Simon Gaury**<br>La Rochelle French | **226**<br>75<br>— | BV | **1962** At. & Ch. de la Manche—Dpe<br>123′ 6″ 23′ 8″ 10′ 0″<br>105′ 2″ 23′ 6″ 12′ 8″ | M Trawler | Oil 4SA 6Cy. 315 × 480 mm<br>800bhp<br>Etab. Duvant | Vln<br>12½k |
| 541043<br>RT | **BOURY**<br>**Suez Canal Authority**<br>Port Said Egyptian (U.A.R.) | **143**<br>—<br>— | | **1962** Timsah Shipbuilding Co.—Ismailia<br>89′ 4″ 25′ 10″ 8′ 10″<br>82′ 0″ 23′ 9″ 12′ 6″<br>1 dk | M Tug | Oil 4SA 16Cy. 222 × 227 mm with sr gearing<br>1640bhp<br>General Motors Corp.<br>Controllable pitch propeller | Det |
| 504969 | **BOUSSOLE**<br>**Société Dumez**<br>Dunkirk French | **420**<br>396<br>— | ✠100A1 hopper barge<br>SS 8/64<br>EL (g) | **1948–2** N.V. Scheeps. "De Klop"—Sliedrecht<br>163′ 8″ 28′ 3″ 10′ 8″<br>162′ 5″ 28′ 2½″<br>RW 6BH | Hopper Barge | | |
| 504970 | **BOUTONNE**<br>**Mme. Ambach**<br>Bordeaux French | **176**<br>95<br>— | BV | **1955** At. de Bordeaux-Bassens—Bassens<br>*92·8′* 24′ 1″<br>... ... ...<br>1 dk | TM<br>1 Ha (34½′ × 16¼′) | 2 Oil 4SA each 3Cy. 140 × 180 mm<br>276bhp<br>Moteurs Baudouin | Msl<br>10k |

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| 504972<br>YTFF<br><br>Df Esd<br>Gc Rdr<br>RTh | **BOVEC**<br>exArmand Grisar-59<br>**Splosna Plovba**<br>Koper Yugoslav | 7724<br>4562<br>8189 | 100A1 SS 8/65<br>with freeboard<br>DTsm—vegetable oil<br>**LMC**<br>**Lloyd's RMC**<br>EL b†<br>JR | Lch. 1941 Cmd. 19K5-11 John Cockerill S.A.—Hbk<br>448' 0" 57' 1" 28' 10½"<br>420' 0" 57' 0" 38' 3"<br>P73' F47' 2 dks, 3rd dk fwd of mchy. space<br>R 5BH to U dk 2 to 2nd dk<br>rf 3½" WB2863t incl. DTsm1271t | M (86P) Ref CSD<br>5 Ho 50½', 106½', 41½', 62½', 59'<br>G.511216 B.462549 In.6000<br>6 Ha (24', 21½', 24', 20', 32', 27'×18')<br>14W Der 1(30) 1(15) 12(5) 2(3) | Oil 2DA 5Cy. 620×1400 mm<br>5500bhp B&W<br>John Cockerill S.A.<br>db 85lb<br>3×250, 250, 110kW 220V d.c. |
| 504973<br>PDFY<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BOVENKERK**<br><br>**N.V. Vereenigde Nederlandsche Scheepv. Maats.**<br>The Hague Netherland | ~~8609~~ T.Mk<br>~~5199~~ 6429<br>~~11255~~ 3893<br>9385<br>8570<br>5132<br>11255 | AB | 1960 C. v.d. Giessen—Krimpen<br>491' 3" 66' 4" ~~28' 11"~~ 26' 1½"/28' 11"<br>450' 0" 66' 0" 38' 0"<br>3 dks<br>RW<br>rf 5" | M (6P) Ref CSD<br>4 Ho 63', 78½', 65½', 57½' 1 TwD 81½'<br>G.600525 B.555534 In.12368<br>5 Ha (stl) (26½'×18') (52½', 34', 39½', 31½'×22')<br>16W Der 1(120) 1(50) 5(10) 11(5) | Oil 2SA 7Cy. 740×1600 mm<br>8500bhp B&W<br>N.V. Mch. & Schps. R. Smit, Jr.<br>3×260kW 220V |
| 536493<br>SMHO<br>10359<br>Esd Rdr<br>RT | **BOVIK**<br>exTor-Ön-66<br>**Per Uno Larsson Partrederi**<br>Grundsund Swedish | 153<br>62<br>— | BV | 1962 Ernst Thälmann—Brandenburg<br>101' 6" 21' 11" 8' 10½"<br>… … …<br>1 dk | M Fishing Mchy.aft<br><br><br>3 Ha (2'×3½') (5', 5'×4½') | Oil 4SA 6Cy. 250×300 mm<br>675bhp<br>Nydqvist & Holm A/B |
| 504974<br>LXSJ | **BÖVIK**<br><br>**Arvid Kr. Tennebö Partrederi**<br>Målöy Norwegian | 120<br>52<br>— | | 1942 Asheim & Valvatne—Sagvåg<br>*95·2'* 20' 7"<br>… … …<br>len 48 | Wood M Fishing Mchy.aft | Oil 2SA 4Cy.<br>NE48<br>Frederikshavns Jernst. & Msk. |
| 504975 | **BOVRIL**<br><br>**Argentine Estates of Bovril Ltd.**<br>Buenos Aires Argentine | 342<br>227<br>— | | 1928 J. I. Thornycroft & Co. Ltd.—Sou<br>160' 0" 36' 0" 5' 0"<br>35' 10"<br><br>R | TM Barge Mchy.aft<br><br><br>Der 2(1) | 2 Oil 2SA each 4Cy. 335×380 mm<br><br>Norris, Henty & Gardner |
| 504976<br><br>147558 | **BOW CREEK**<br>exForemost 20–39<br>**Westminster Dredging Co. Ltd.**<br>London British | 884<br>820<br>— | ✠100A1 SS 10/64<br>hopper barge<br>EL (l) | 1923–9 "Baanhoek" v/h Nederlaf—Sliedrecht<br>39' 2" 12' 8"<br>190' 0" 39' 0" 17' 6"<br>Q48' 1 dk<br>R 4BH | Hopper Barge | ndb5/45–100lb |
| 641323<br>GNLE<br>306078<br>Esd<br>Rdr<br>RTv | **BOWBELLE**<br><br>**British Dredging (Shipping) Ltd.**<br>London British | 1486<br>803<br>1850 | ✠100A1<br>sand carrier<br>U.K. coasting service<br>✠**LMC**<br>MN373 EL q 1½"SQ | 1964–7 Ailsa S.B. Co. Ltd.—Trn<br>262' 2" 44' 7" 13' 10½"<br>250' 0" 44' 3" 17' 0"<br>Q76' RFD24' 1 dk<br>RW 4BH<br>rf 7" DK fwd WB523t | M Sand Suction Dredger Mchy.aft<br>1 Ho 76'<br><br>1 Ha (stl) (76'×30')<br>Cr 1(3) | Oil 4SA 8Cy. 15"×20"<br>1864bhp<br>Mirrlees National Ltd<br>2×75kW 220V d.c. |
| 504979<br>MVZP<br>185365<br>Esd<br>Rdr<br>RTm | **BOWCREST**<br><br>**British Dredging (Shipping) Ltd.**<br>Cardiff British | 587<br>267<br>642 | ✠100A1 SS 3/68 ~~SS 1/64~~<br>sand carrier<br>✠**LMC**<br>MN145 EL l 1¼"SQ | 1955–10 N.V. Bodewes Schps.—Martenshoek<br>179' 0" 29' 11" 12' 10"<br>161' 1" 29' 6" 14' 0"<br>P53' F24' 1 dk<br>RW 3BH<br>rf 3" DK WB232t | M Sand Suction Dredger Mchy.aft<br>1 Ho 44'<br><br>1 Ha (44'×20')<br>Der 1(5) | Oil 4SA 8Cy. 290×420 mm<br>725bhp<br>Masch. Kiel A.G.<br>2×40kW 220V d.c. |
| 504980<br>KCZB<br>247451<br>Df Esd<br>Gc | **BOWDOIN VICTORY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7607<br>4563<br>10681 | AB | 1945 Permanente (Shpyd No. 1)—Richmond<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. |
| 660096<br>VGXR<br>323854<br>Rdr RT | **BOWEN QUEEN**<br>**Province of British Columbia Dept. of Highways, Ferries Div-B.C.Ferries**<br>Victoria Canadian | 1124<br>721<br>250 | ✠A1<br>Gulf Islands, Howe Sound or Jervis Inlet<br>✠**LMC**<br>MN320 EL (p) 1"SQ | 1965–12 Victoria Mchy Depot Co.—Vic<br>207' 0" 61' 2" 8' 0"<br>188' 8" 61' 0" 14' 0"<br>1 dk<br>6BH<br>rf 30" | QM Ferry | 2 Oil 4SA each 8Cy. 9½"×1<br>reverse gears to 4 sc. shafts<br>1600bhp<br>White Motor Co.<br>Propellers 2 fwd 2 aft |
| 504981<br>WL6521<br>279514<br>RT | **BOWERY BAY**<br><br>**City of New York (Dept. of Public Works)**<br>New York United States | 1578<br>912<br>2645 | | 1959 John H. Mathis Co.—Camden<br>283' 0" 45' 1"<br>265' 0" 45' 0" 17' 0"<br>2 dks<br>rf 3" | TM Sludge Ship Mchy.aft<br>Self-unloader<br>6 Ta | 2 Oil 4SA each 6Cy. 15½"×2<br>1860bhp<br>Cooper-Bessemer Corp. |
| 651554<br>GRQH<br>308794<br>Esd Pfd<br>Rdr<br>RTv | **BOWFLEET**<br><br>**British Dredging (Shipping) Ltd.**<br>Cardiff British | 1600 ~~1620~~<br>922 ~~918~~<br>2050 | ✠100A1<br>sand carrier U.K. coasting & English Channel service also between River Elbe & Bordeaux<br>✠**LMC**<br>MN373 EL q 1½"SQ | 1965–9 Ailsa S.B. Co. Ltd.—Trn<br>264' 9" 44' 10" 14' 8½"<br>250' 0" 44' 3" 17' 0"<br>P62' F28' 1 dk<br>4BH<br>RW<br>rf 7" WB482t | M Sand Suction Dredger Mchy.aft<br>1 Ho 80'<br><br>1 Ha (stl) (80'×30')<br>Cr 1(3) | Oil 4SA 8Cy. 15"×20"<br>1864bhp<br>Mirrlees National Ltd.<br>2×100kW 220V d.c. |
| 541910<br><br>304705 | **BOWLER**<br><br>**Bowker & King Ltd.**<br>London British | 217<br>103<br>310 | ✠100A1 SS 7/68<br>oil tanker<br>—FP above 150° F. Coasting service between Ipswich and Dover<br>✠**LMC**<br>MN48 EL (c) | 1963–9 R. Dunston (Hessle) Ltd.—Hessle<br>115' 3" 24' 7" 7' 8½"<br>110' 0" 23' 6" 9' 0"<br>F20' Trunk 51' 1 dk<br>6BH<br>rf nil WB72t | M Tanker Mchy.aft<br>4 Ta<br>L.10683 HeCls. C<br><br>Der 1(1) | Oil 4SA 8Cy. 6½"×7½" wi<br>coupling & sr reverse g<br>240bhp<br>Bergius-Kelvin Co. Ltd.<br>db 100lb<br>1×30kW 220V d.c. |

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| 504982<br>MTSJ<br>185362<br>Esd<br>Rdr<br>RTm | **BOWLINE**<br>**British Dredging (Shipping) Ltd.**<br>Cardiff British | 596<br>274<br>642 | ✠100A1 SS 3/66<br>sand carrier<br>✠LMC<br>MN172 EL I 1⅛"SQ | 1953–9 N.V. Bodewes Schps.—Martenshoek<br>179' 0" 29' 2" 12' 9½"<br>161' 11" 29' 0" 14' 0"<br>P53' F24' 1 dk<br>RW 3BH<br>rf 3" WB214t | M Sand Suction Dredger Mchy.aft<br>1 Ho 43'<br>1 Ha (43'×19')<br>Der 1(5) | Oil 4SA 8Cy. 290×420 mm<br>860bhp (d.o)<br>Masch. Kiel A.G. Kel<br>2×40kW 220V d.c. |
| 504983<br>247820<br>Df Esd<br>Gc | **BOWLINE KNOT**<br>**United States Department of Commerce**<br>United States | 3805<br>2123<br>5025 | AB | 1945 Consolidated Steel Corp.—Wmg, Cal<br>338' 9" 50' 1" 21' 0⅝"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref Mchy.aft<br>4 Ho<br>B.237000 In.9000<br>4 Ha | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 975t<br>Nordberg Mfg Co. Milwaukee |
| 504984<br>KTLI<br>248501<br>Df Esd<br>Gc | **BOWLINE REEFER**<br>Launched as Rodger W. Young<br>**United States Department of Commerce**<br>Duluth United States | 3805<br>2123<br>— | AB | 1945 W. Butler S.Bs Inc.—Dul<br>338' 9" 50' 1"<br>321' 4" 50' 0" 29' 0"<br>P90' F28' 2 dks<br>rf nil | M Ref Mchy.aft<br>4 Ho<br>B.191000 In.108000<br>4 Ha | Oil 2SA 6Cy. 520×700 mm<br>1700bhp<br>Busch. Sulzer Bros. St.Louis<br>11k |
| 513769<br>KVCN<br>244750<br>Df Esd<br>Gc RTh | **BOWLING GREEN**<br>exGulf Trader–65<br>exCitrus Packer–58<br>exHerald of the Morning–48<br>**Pan American Tankers Corp.**<br>New York United States | 6134<br>3551<br>10513 | AB | 1943 Moore D.D. Co.—Oakland<br>459' 6" 63' 2" 27' 8"<br>435' 0" 63' 0" 31' 6"<br>B79' 2 dks & S dk | S (12P) OSD<br>5 Ho 68 , 62', 70', 70', 64'<br>G.622391 B.549138<br>5 Ha (stl)<br>16W Der 2(30) 2(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1710t (o.f)<br>General Electric Co. Lyn<br>16k |
| 504985<br>GGWA<br>185373<br>Esd Rdr<br>RTm | **BOWPRIDE**<br>**British Dredging (Shipping) Ltd.**<br>Cardiff British | 780<br>387<br>886 | ✠100A1 SS 5/68 ~~SS 4/64~~<br>sand carrier<br>✠LMC<br>MN250 EL I | 1960–4 N.V. Bodewes Schps.—Martenshoek<br>214' 11" 33' 6" 13' 9½"<br>196' 10" 33' 2" 15' 4"<br>P59' F29' 1 dk<br>RW 4BH<br>rf 5" DK fwd WB356t | M Sand Suction Dredger Mchy.aft<br>1 Ho 65'<br>1 Ha (65'×19½')<br>Der 1(5) | Oil 4SA 6Cy. 385×580 mm<br>1250bhp (d.o)<br>Masch. Kiel A.G. Kel<br>2×60kW 220V d.c. |
| 642037<br>GNVE<br>306188<br>Esd Pfd<br>Rdr RTv | **BOWPRINCE**<br>**British Dredging (Shipping) Ltd.**<br>London British<br>For later particulars see New Entries No. 1 | 1599<br>900<br>2050 | ✠ | 1964–11 Ailsa S.B. Co. Ltd.—Trn<br>264' 9" 45' 4" 14' 9"<br>250' 0" 44' 3" 17' 0"<br>P62' F30' 1 dk<br>RW 4BH<br>rf 7" DK WB585t | M Sand Suction Dredger Mchy.aft<br>1 Ho 80'<br>1 Ha (stl) (80'×30')<br>Cr 1(3) | Oil 4SA 8Cy. 15"×20"<br>1864bhp (d.o)<br>Mirrlees National Ltd. Stckpt<br>2×75kW 220V d.c. |
| | | | **SUNK BY COLLISION 10/67—NOW IN PORT DAMAGED 10/67** | | | |
| 540183<br>GLJE<br>303642<br>Esd Rdr<br>RTv | **BOWQUEEN**<br>**British Dredging (Shipping) Ltd.**<br>Newport British | 1317<br>725<br>1552 | ✠100A1 SS 4/66<br>sand carrier<br>U.K. coasting service<br>✠LMC<br>MN373 EL p 1⅝"SQ | 1963–2 Ailsa S.B. Co. Ltd.—Trn<br>257' 7" 39' 10" 15' 0¾"<br>240' 0" 39' 0" 17' 3"<br>P62' F28' 1 dk<br>RW 4BH<br>rf 6" DK fwd WB447t | M Sand Suction Dredger Mchy.aft<br>1 Ho 76'<br>1 Ha (stl) (76'×28')<br>2W Der 1(5) | Oil 4SA 8Cy. 15"×20"<br>1864bhp 55½t (d.o)<br>Mirrlees National Ltd. Stckpt<br>2×110kW 220V d.c. 12½k |
| 670162<br>GVLE<br>309332<br>Esd Pfd<br>Rdr RTv | **BOWSPRITE**<br>**British Dredging (Shipping) Ltd.**<br>Cardiff British | 1503<br>814<br>2060 | ✠100A1<br>sand carrier<br>U.K. coasting service<br>✠LMC<br>MN373 EL q1⅝"SQ | 1967–3 Ailsa S.B. Co. Ltd.—Trn<br>264' 0" 45' 9" 14' 1½"<br>250' 0" 44' 3" 17' 1"<br>Q76' RFD28' 1 dk<br>RW 4BH<br>rf 7" DKf WB490t | M Sand Suction Dredger Mchy.aft<br>1 Ho 67'<br>G.38000<br>1 Ha (stl) (67'×28')<br>Cr 1(3) | Oil 4SA 8Cy. 15"×20"<br>1864bhp 39½t (d.o)<br>Mirrlees National Ltd. Stkpt<br>3×165, 165, 35kW 220V 60c/s a.c.<br>12¼k |
| 504987<br>MTSK<br>169549<br>Esd Rdr<br>RTm | **BOWSTAR**<br>**British Dredging (Shipping) Ltd.**<br>Cardiff British | 561<br>268<br>530 | ✠100A1 SS 2/66<br>sand carrier<br>✠LMC<br>MN168 EL h 1⅛"ptSQ | 1950–4 Clelands (Successors) Ltd.—Wal<br>169' 4" 28' 2" 12' 9¼"<br>156' 8" 28' 0" 14' 0"<br>P53' F21' 1 dk<br>RW 4BH<br>rf 3" WB191t | M Sand Suction Dredger Mchy.aft<br>1 Ho 44'<br>1 Ha (44'×20')<br>Der 1(3) | Oil 4SA 7Cy. 320×380 mm<br>731bhp Ruston & Hornsby (d.o)<br>Vickers-Armstrongs Ltd. Brw<br>2×50kW 220V d.c. |
| 540184<br>Esd RT | **BOXER**<br>**Secretary of State for Defence**<br>British | 152<br>—<br>— | ✠Classed LR until 10/63 | 1963–2 R. Dunston (Hessle) Ltd.—Hessle<br>94' 1" 25' 4"<br>85' 0" 24' 3" 12' 0"<br>rf 15" BK6" | TM Tug | 2 Oil 4SA each 8Cy. 8¾"×11½" sr reverse geared<br>Lister Blackstone Mar. Ltd. Dursley |
| 660457<br>DIDO<br>Df Esd<br>Gc Rdr<br>RTm | **BOY MATTHIESEN**<br>**H. P. Matthiesen & Co.**<br>Warnholz, Schmidt & Co.<br>Hamburg W. German | 999<br>685<br>1830 | GL | 1966 Schiffsw. Hugo Peters—Wewelsfleth<br>234' 11" 36' 9" 16' 0"<br>211' 4" 36' 8" 18' 8"<br>P57' B31' F36' 1 dk<br>RW | M Mchy.aft<br>1 Ho 153½'<br>G.85350 B.78800<br>2 Ha (59' comb., 61' comb.×19¾')<br>4W Der 4(3) | Oil 2SA 6Cy. 320×450 mm<br>1200bhp 95t (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>2×25kW a.c. 11¼k |
| 650405<br>DNHT<br>10642<br>Df Esd<br>Rdr RT | **BOYAN**<br>**Partenreederei m.s. "Boyan"**<br>Osterwisch & Graebe<br>Hamburg W. German | 499<br>332<br>1166 | GL | 1964 Schiffs. J. J. Sietas—Ham<br>216' 9" 34' 7" 13' 0"<br>194' 3" 34' 5" 21' 6"<br>F22' 1 dk & S dk | M OSD Mchy.aft<br>G.84800 B.77900<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz Kln<br>11k |

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| 651776<br>JK2243<br>96777<br>Rdr | **BOYO**<br><br>**Boyo Kisen K.K.**<br>Yanai Japanese | 418<br>206<br>200 | | 1965 Kanda Zosensho—Kur<br>142' 9" 37' 9" 8' 9"<br>127' 11" 32' 10" 11' 10"<br>1 dk | TM Ferry | 2 Oil 4SA each 8Cy. 260×330 mm<br><br>Daihatsu Kogyo |
| 504990<br>YTFJ<br><br>Df Esd<br>RTh | **BOZAVA**<br>exKapt. Jan Reinecke-60<br>**Jugoslavenska Tankerska**<br>**Plovidba**<br>Zadar Yugoslav | 1497<br>706<br>2780 | JR | 1950 Norderwerft Köser & Meyer—Ham<br>262' 8" 40' 5" 17' 8"<br>40' 3" 25' 11"<br>B51' 1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ho 88½', 95½'<br>G.156649 B.142940<br>2 Ha (each 65'×23')<br>4W Der 2(3-5) 2(2½) | Oil 4SA 8Cy. 385×580 mm<br>1260bhp NE53<br>Masch. Kiel A.G.<br>2×75kW 200V d.c. |
| 504991<br><br>3359 | **BOZBURUN**<br>Launched as Karadon<br>**Denizcilik Bankasi T.A.O.**<br>Liman Isletmesi<br>Istanbul Turkish | 175<br>42<br>— | ✠100A1 SS 3/67<br>tug<br>✠LMC<br><br>MN200 EL (b) | Lch.1955-8 Cmpl.1962-7 Denizcilik<br>Bankasi T.A.O.—Halic<br>94' 6" 25' 8" 8' 2½"<br>88' 7" 23'11½" 12' 0"<br>RW 5BH<br>rf 27" | M Tug | Oil 2SA 6Cy. 360×600 mm<br>1000bhp<br>Sulzer Bros. Ltd.<br>3×60, 60, 5kW 220V d.c. |
| 504992<br><br>3410 | **BOZKIR**<br>Launched as Dilaver<br>**Denizcilik Bankasi T.A.O.**<br>Liman Isletmesi<br>Istanbul Turkish | 175<br>42<br>— | ✠100A1 SS 7/67<br>tug<br>✠LMC<br><br>MN200 EL (b) | Lch.1955 Cmpl.1962-11 Denizcilik<br>Bankasi T.A.O.—Halic<br>94' 6" 25' 8" 8' 2½"<br>88' 7" 23'11½" 12' 0"<br>RW 5BH<br>rf 27" | M Tug | Oil 2SA 6Cy. 360×600 mm<br>1000bhp<br>Sulzer Bros. Ltd.<br>3×60, 60, 5kW 220V d.c. |
| 672008 | **BOZKURT**<br><br>**Osman Azmi Karavelioglu**<br>**ve Ortaklari**<br>Istanbul Turkish | 476<br>290<br>750 | | 1967 Deniz Insaat Kizaklari—Buyukdere<br>177' 6" 27' 10" 11' 9½"<br>164' 1" 27' 9" 13' 0"<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 295×420 mm<br>600bhp<br>Masch. Buckau-Wolf |
| 651142<br>LFDH<br><br>Df Esd<br>Rdr RT | **BR. SMÅVIK**<br><br>**Sverre Småvik**<br>Hammerfest Norwegian | 381<br>166<br>— | NV | 1965 A/S Trondhjems M/V—Tdh<br>125' 0" 26' 4"<br>108' 3" 26' 3" 15' 7"<br>1 dk | M Stern Trawler | Oil 2SA 6Cy. 280×420 mm<br>900bhp<br>Wichmann Mtrf. |
| 504993<br>LGJQ | **BRÅ**<br>exHvitskjæl-56<br>**Reidar Eide**<br>Bergen Norwegian | 138<br>64<br>140 | ✠Classed LR until 6/56 | 1921-11 De Waal N.V.—Nijmegen<br>105' 0" 18' 4" 8' 6"<br>99' 0" 18' 0" 9' 0"<br><br>R conv tanker 57 | M Mchy.aft | Oil 2SA 6Cy. 220×320 mm<br>300bhp NE49<br>A/S Bergens M/V |
| 504994<br>LAXQ<br><br>Df Esd<br>Gc Rdr<br>RTm | **BRABANT**<br><br>**A/S Ganger Rolf, A/S**<br>**Bonheur, A/S Borgå, A/S**<br>**Jelölinjen & Den Norske**<br>**Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 2194<br>1093<br>2600 | NV | 1956 A/S Akers M/V—Osl<br>289' 11" 42' 7" 19' 0½"<br>264' 3" 42' 6" 25' 0"<br>2 dks<br>RW | M CSD Mchy.aft<br>2 Ho 64½', 98'<br><br>2 Ha (stl) (51½', 91½'×18¾')<br>Cr 3(5) Der 2(10) | Oil 2SA 4Cy. 500×1500 mm<br>2700bhp B&W<br>A/S Akers M/V<br>2×150kW 220V d.c.<br>Thw. thrust propeller aft |
| 651205<br>SDWU<br>10591<br>Df Esd<br>Gc Rdr<br>RT | **BRABANTIA**<br><br>**Rederi A/B Götha**<br>Salénrederierna A/B<br>Gothenburg Swedish | 500<br>312<br>1200 | NV | 1965 Hatlø Verksted A/S—Ulsteinvik<br>248' 5" 34' 10" 12' 4½"<br>222' 0" 34' 6"<br>1 dk & S dk<br><br>rf nil | M OSD Mchy.aft<br>1 Ho<br>G.131000 B.102000<br>1 Ha (43½'×21')<br>1W Der 1(5) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Masch. Kiel G.m.b.H. |
| 504996<br>OPSG | **BRABO**<br><br>**N.V. Reederi Westkust**<br>Zeebrugge Belgian | 119<br>45<br>— | | 1948 Boomsche Scheeps. Maats.—<br>Boom<br>*88·2'* 20' 11"<br>... ... ... | M Trawler | Oil 6Cy.<br>NE50<br>Masch. Kiel A.G. |
| 504998<br>LLEB<br><br>Df Esd<br>Rdr | **BRACON**<br>exBraconbank-54<br>**Bjarne A. Algröy Partrederi**<br>Kristiansund Norwegian | 295<br>126<br>— | ✠Classed LR until 2/55 | 1943-3 Hall, Russell & Co. Ltd.—Abn<br>138' 2" 23' 8"<br>... ... ... | M Trawler | Oil 2SA 5Cy. 290×490 mm<br>NE54<br>Alpha-Diesel A/S |
| 504999<br>JXIU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRACONDA**<br><br>**A/S Bralanta**<br>Ludv. G. Braathen<br>Oslo Norwegian | 12805<br>7366<br>19300 | NV | 1960 A/B Götaverken—Got<br>557' 1" 71' 2" 30' 4½"<br>530' 0" 71' 0" 40' 8"<br>1 dk<br><br>rf 1½" | M Tanker Mchy.aft<br>28 Ta<br>L.959000 | Oil 2SA 9Cy. 760×1500 mm<br>10000bhp<br>A/B Götaverken<br>3×240, 240, 120kW 220V d.c. |
| 505000<br>MEFB<br>302246<br>Df Esd<br>Pfd Rdr | **BRACONDENE**<br><br>**Bracondene Fishing Co. Ltd.**<br>John A. Lewis<br>Aberdeen British | 215<br>75<br>— | ✠100A1 SS 5/65<br>trawler<br>✠LMC<br><br>MN110 EL (c) ] | 1961-3 J. Lewis & Sons Ltd.—Abn<br>*106·0'* 23' 4"<br>104' 4" 23' 0" 12' 0"<br>F17'<br>RW 4BH<br>rf 39" BK7" | M Trawler<br>1 Ho<br><br>4 Ha (3½', 3½', 3½', 3'×3½')<br>Der 1(1½) | Oil 2SA 5Cy. 12½"×18½"<br>550bhp Widdop<br>British Polar Engines Ltd<br>2×15kW 220V d.c. |

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| 505001<br>4ORG<br>106337<br>Df Esd<br>RT | **BRACONGLEN**<br>**Government of Ceylon** British<br>Colombo | 338<br>123<br>— | ✠Classed LR until 6/62 | 1949–3 Richards Irn Wks Ltd.—Lwt<br>149′ 1″ 25′ 6″ 17′ 9″<br>133′ 4″ 25′ 5″<br>F21′ Q77′<br>BK8″ | S Trawler<br>1 Ho 27′<br>In.6318<br>2W | T 3Cy. 13½″ 23″ & 38″×27″<br>Emade45fitted49<br>Amos & Smith Ltd. | 153t (o.f)<br>Hul<br>10k |
| 505002<br>5MJK<br>1643<br>Df Esd<br>Gc Pfd<br>Rdr | **BRADEVERETT**<br>exMarna Dan–62<br>exCape Matapan–47<br>**Everett-Orient Line Inc.** Liberian<br>Monrovia | 5163<br>2853<br>7900 | AB<br>Classed LR until 1/63 | 1944 Pennsylvania Shpyds Inc.—<br>Beaumont<br>413′ 0″ 60′ 2″ 25′ 8¾″<br>390′ 0″ 60′ 0″ 37′ 9″<br>2 dks & S dk<br>RW<br>rf 4″ | M OSD<br>5 Ho 58½′, 58½′, 60¾′, 49½′, 67½′<br>G.500000 B.441000<br>5 Ha (stl) (24½′, 33½′, 31½′, 17¾′, 35¾′×23¾′)<br>12W Cr 5(5) Der 1(30) 12(5) | 2 Oil 2SA each 6Cy. 545×735 mm<br>electro-magnetic slip couplings & s<br>gearing to sc. shaft<br>4150bhp Werkspoor<br>Nordberg Mfg Co.<br>2×250kW 240V d.c. | 1400t (hvf)<br>Milwaukee<br>14k |
| 505004<br>KCZC<br>247640<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **BRADFORD ISLAND**<br>**Cities Service Tankers Corp.** United States<br>New York | 10171<br>6760<br>16599 | AB | 1945 Kaiser Co. Inc.—Pld<br>523′ 6″ 68′ 2″ 30′ 2″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 HeCls. BC | S Turb 7240shp driving 1 gen 4925/5400kW 2300/2370V a.c. connected to elec. motor 6000shp<br>General Electric Co.<br>1×400kW 450V 60c/s a.c.<br>1×75/55kW 110/120V | 1460t (o.f)–45pd<br>Lyn<br>14½k |
| 505005<br>MPZR<br>182723<br>Rdr RTv | **BRADING**<br>**British Railways Board** British<br>Portsmouth | 988<br>531<br>~~215~~<br>179 | | 1948 Wm. Denny & Bros. Ltd.—Dmb<br>200′ 3″ 47′ 8″ 7′ 0″<br>181′ 7″ 46′ 0″ 10′ 6″<br>1 dk<br>rf nil | TM (1331P)<br>B.7350<br>1 Ha (stl) (20′×10′) | 2 Oil 2SA each 8Cy. 320×380 mm<br>1900bhp<br>Sulzer Bros. Ltd.<br>3×60kW 225V d.c. | 26t (d.o)<br>Win<br>12k |
| 505007<br>LAON<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BRAEMAR**<br>**A/S Ganger Rolf**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 4776<br>2617<br>1520 | NV | 1953 J. I. Thornycroft & Co. Ltd.—Sou<br>374′ 0″ 53′ 1″ 17′ 7½″<br>335′ 0″ 53′ 0″ 29′ 0″<br>F149′ 2 dks, pt 3rd dk<br>RW | M (294P)<br>2 Ho 64¼′, 49¾′<br>G.95010 B.87625<br>2 Ha (stl) (22¾′×14½′) (34′×18′)<br>2W Der 1(20) 2(3–5) | Oil 2SA 8Cy. 500×1500 mm<br>3750bhp B&W<br>Akers M/V A/S<br>4×125kW 220V d.c. | 330t (hvf)<br>Osl<br>16k |
| 512065<br>6ZWJ<br>2659<br>Esd Pfd<br>Rdr<br>RTm/v | **BRAEMAR**<br>exFrederick John Evans–66<br>**Braemar Shipping Corp.** Liberian<br>Monrovia | 3152<br>1765<br>4575 | ✠100A1 SS 9/67<br>✠LMC<br>MN261 EL u 1¾″SQ | 1954–2 S. P. Austin & Son Ltd.—Sld<br>344′ 0″ 46′ 3″ 20′ 0½″<br>325′ 0″ 46′ 0″ 22′ 4″<br>Q205′ Ba64′ F28′ 1 dk<br>RW NS 6BH<br>rf 3″ WB1657t incl. DTa45t DTsm335t | S Mchy.aft<br>4 Ho 44′, 51¼′, 56′, 49¼′<br>G.221500<br>4 Ha (stl) (32′×25′) (36′, 39′, 39′×30′)<br>1W Der 1(3) | T 3Cy. 19″ 31″ & 54″×39″<br>1275ihp<br>N.E. Mar Eng. Co. (1938) Ltd.<br>2 SB 220lb Spt hs(4862) 6cf<br>3×60, 60, 25kW 220V d.c. | 205t (o.f)<br>Sld<br>10½k |
| 505009<br>GCPM<br>182129<br>Df Esd<br>Rdr RT | **BRAESIDE**<br>**Burns, Philp & Co. Ltd.**<br>Glasgow British | 5867<br>3253<br>7980 | ✠100A1 SS 8/65<br>with fbd Tunnel side tanks—latex<br>✠LMC<br>✠Lloyd's RMC<br>MN900 EL b†2$\frac{1}{16}$″SQ | 1949–9 Barclay, Curle & Co. Ltd.—Gls<br>455′ 4″ 58′ 0″ 24′ 10½″<br>425′ 6″ 57′ 9″ 37′ 6″<br>1 dk & S dk<br>RW NS Coll BH to S dk 6 to 2nd dk<br>WB1518t | M Ref OSD<br>G.461000 B.437000 In.46140 | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>4500bhp<br>J. G. Kincaid & Co. Ltd.<br>db 100lb | 1132t<br>Grk<br>13k |
| 505010<br>CSIN<br>H366<br>Df Esd<br>Gc Rdr<br>RTv | **BRAGA**<br>**Soc. Geral de Comercio, Industria e Transportes**<br>Lisbon Portuguese | 4455<br>2619<br>7110 | ✠100A1 SS 5/66<br>with freeboard<br>✠LMC<br>EL z 1$\frac{1}{16}$″ | 1948–8 Wm. Doxford & Sons Ltd.—Sld<br>425′ 2″ 53′ 8″ 23′ 5¾″<br>400′ 5″ 53′ 2″ 33′ 6″<br>F38′ 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2326t incl. DTm 1127t | M (12P) OSD<br>5 Ho 61′, 79′, 34′, 65′, 68′<br>G.444000 B.400000<br>5 Ha (29½′, 30′, 30′, 30,′ 30′×20′)<br>Der 1(25) 10(5) | Oil 2SA 4Cy. 600×2000 mm<br>3300bhp<br>Wm. Doxford & Sons Ltd.<br>2 AuxB 120lb<br>2×25kW 110V d.c. | 400t (d.o)<br>Sld |
| 505011<br>CSVI<br>H359<br>Df Esd<br>Gc Rdr<br>RTv | **BRAGANÇA**<br>**Soc. Geral de Comercio, Industria e Transportes**<br>Lisbon Portuguese | 4455<br>2619<br>7034 | ✠100A1 SS 6/65<br>with fbd DTsm—veg. oil<br>✠LMC<br>EL z 1$\frac{1}{16}$″SQ | 1948–6 Wm. Doxford & Sons Ltd.—Sld<br>425′ 2″ 53′ 8″ 23′ 5¾″<br>400′ 6″ 53′ 5″ 33′ 6″<br>F38′ 1 dk & S dk, 3rd dk in No. 1 hold<br>R Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2326t incl. DTm1127t | M (12P) OSD<br>5 Ho 61′, 79′, 34′, 65′, 68′<br>G.444000 B.400000<br>5 Ha (29½′, 30′, 30′, 30′, 30′×20′)<br>Der 1(25) 10(5) | Oil 2SA 4Cy. 600×2000 mm<br>3300bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120lb<br>2×25kW 110V d.c. | 400t (d.o)<br>Sld<br>13k |
| 672916 | **BRAHMA**<br>**Bombay Port Trust**<br>Bombay Indian<br>For later particulars see New Entries No. 1 | 83<br>30<br>35 | 100A1<br>tug<br>Class contemplated | Sodeno Zosensho—Nagoya<br>69′ 7″ 19′ 5″ 9′ 2¼″<br>62′ 4″ 18′ 4½″ 11′ 2″ | M Tug | Oil 4SA 8Cy. 175×220 mm<br>Masch. Augsburg-Nürnberg | Aug |
| 505016 | **BRAILA**<br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian | ~~3000~~ 2099<br>~~2086~~ 973<br>— 3199<br>3090<br>2086<br>4429 | | 1961 Santierul Naval—Gtz<br>330′ 1″ 45′ 8″ 21′ 7½″<br>298′ 7″ 45′ 6″<br>2 dks | M CSD Mchy.aft | Oil 2SA 5Cy. 560×1000 mm<br>2500bhp<br>Sulzer Bros. Ltd. | Win<br>12½k |
| 505019<br>DEEJ<br>3407<br>Esd Rdr<br>RTv | **BRAKE**<br>**Unterweser Reederei G.m.b.H.**<br>Bremen W. German | 114<br>30<br>— | GL | 1954 Mützelfeldtwerft G.m.b.H.—<br>Cuxhaven<br>97′ 1″ 22′ 5″<br>88′ 2″ 22′ 4″ 9′ 0″<br>1 dk<br>RW | M Tug<br>Der 1(1½) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>3×28, 18 & 5kW 230V d.c.<br>Controllable pitch propeller | 35t (d.o)<br>Kln<br>12k |
| 534296<br>DGWZ<br>Df Esd<br>RT | **BRAKER WAPPEN**<br>exSüderelv–64<br>exMelpomene–59<br>**Detlef Schlichting**<br>Hamburg W. German | 212<br>115<br>355 | GL | 1938 Hugo Peters—Beldenfleth<br>*129·1* 21′ 5″ 8′ 0″<br>21′ 3″ 8′ 10″<br>P24′ F16′ 1 dk<br>R | M Mchy.aft<br>G.17874 B.17052<br>2 Ha<br>Ien 52 | Oil 4SA 4Cy. 215×360 mm<br>120bhp<br>Deutsche Werke A.G. | Kel<br>11½k |

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| 505029 **BRAKERSAND**<br>DDIO exFossum-61<br>**Partenreederei**<br>Df Esd **"Brak[illegible]and"**<br>Gc Rdr Hel[illegible] Meyer<br>RT[illegible] [illegible]rake W. German | 1552<br>782<br>2220 | | NV | 1953 P. Lindenau Schiffs.—Kel<br>258' 0" 41' 2" 15' 3½"<br>41' 0" 17' 4"<br>P69' F25' 1 dk | M Mchy.aft<br>G.101800 B.96200<br>2 Ha (each 59' comb.×21')<br>8W Der 4(5) 4(3) | Oil 4SA 6Cy. 400×600 mm<br>1200bhp<br>Masch. Augsburg-Nürnberg |
| 671264 **BRAKNA**<br>**Government of Mauritania**<br>Df Esd Soc. Mauritanienne<br>Rdr RT d'Armement & de Pêche<br>(S.O.M.A.P.)<br>Port Etienne Mauritanian | 279<br>133<br>— | | BV | 1967 S.I.C.C. Na.—St.M<br>109' 0"<br>92' 6" 25' 3" 12' 4"<br>1 dk | M Stern Trawler Mchy.aft | Oil 4SA 12Cy. 175×180/192 mm<br>reduction geared<br>Soc. Alsacienne Con. Méc. |
| 640288 **BRALANTA**<br>JXXU<br>**Rederi A/S Freikoll,**<br>Df Esd **A/S Bralanta &**<br>Gc Pfd **A/S Bramora**<br>Rdr Ludv. G. Braathen<br>RTm/h/v Oslo Norwegian<br>Now **GLOBTIK MERCURY** See New Entries No. 11 | 34978<br>18148<br>55800 | | NV | 1963 A/B Götaverken—Got<br>774' 10" 108' 2" 38' 6"<br>742' 0" 108' 0" 52' 0"<br>1 dk<br>rf 2" | M Tanker Mchy.aft<br>30 Ta<br>L.1970565 HeCls. BC | Oil 2SA 10Cy. 850×1700 mm<br>21000bhp<br>A/B Götaverken<br>3×620, 620, 500kW 440V 60c/s a.c. |
| 505021 **BRÅLI**<br>JXHP<br>**A/S Bill**<br>Df Esd L. Gill-Johannessen & Co.<br>Gc Pfd Oslo Norwegian<br>Rdr<br>RTm/h/v | 12623<br>7088<br>19800 | | NV | 1960 A/B Lindholmens Varv—Got<br>559' 7" 72' 2" 30' 6"<br>530' 0" 72' 0" 40' 4"<br>1 dk<br>rf 3½" | M Tanker Mchy.aft<br>27 Ta<br>L.902000 | Oil 2SA 9Cy. 760×1500 mm<br>8100bhp Götaverken<br>A/B Lindholmens Varv<br>4×165, 165, 165, 110kW 220V d.c. |
| 650528 **BRALINDA**<br>TWVD<br>**Rederi A/S Freikoll,**<br>Df Esd **A/S Bralanta & A/S**<br>Gc Rdr **Bramora**<br>RTm/h/v Ludv. G. Braathen<br>Oslo Norwegian | 29857<br>16771<br>~~60000~~<br>52500 | | NV | 1965 A/B Götaverken—Got<br>733' 1" 96' 1" ~~69' 11½"~~ 41' 5½"<br>700' 0" 96' 0" 55' 0"<br>1 dk<br>rf 2" | M Tanker Mchy.aft<br>12 Ta<br>L.2190100 HeCls. BC | Oil 2SA 8Cy. 850×1700 mm<br>17600bhp<br>A/B Götaverken<br>4×450, 330, 330, 330kW 440V 60c/s |
| 505022 **BRAM**<br>PDGA<br>**Rederij m.s. "Bram"**<br>Df RTm N.V. Carebeka<br>Groningen Netherland | 398<br>224<br>561 | ✠100A1<br>✠LMC<br>MN79 | ~~SS 10/63~~<br>SS 9/68<br>EL g | 1956–1 Van de Werff's Scheeps.—<br>Westerbroek<br>162' 6" 27' 1" 10' 5"<br>147' 8" 26' 9" 10' 6"<br>P39' Q53' F26' 1 dk<br>R 3BH<br>rf nil WB201t | M Mchy.aft<br>1 Ho 90½'<br>G.30000 B.29000<br>2 Ha (31¾', 39½'×16')<br>2W Der 2(2) | Oil 4SA 6Cy. 290×450 mm<br>395bhp<br>Appingedammer Brons.<br>2×110V d.c. |
| 505023 **BRAMBER**<br>MSGG exGreenbatt-60<br>169259 ~~**Stephenson Clarke Ltd.**~~<br>Df Rdr ~~Newcastle British~~<br>RTm/v Stephenson Clarke Shipping<br>Ltd. Now **MALDIVE SAILOR** See New Entries No. 7<br>Newcastle British | 1968<br>938<br>2500 | ✠100A1<br>✠LMC<br>MN198 | SS 5/66<br>EL q | 1954–6 S. P. Austin & Son Ltd.—Sld<br>264' 11" 40' 3" 17' 0½"<br>252' 6" 40' 0" 18' 5"<br>P66' Q157' F25' 1 dk<br>RW NS 4BH<br>rf nil WB836t incl. DTm 144t | S Mchy.aft<br>2 Ho 79', 69'<br>G.118800 B.114000<br>4 Ha (stl) (24½'×24')<br>(24½', 25', 26½'×26')<br>4W Der 4(3) | T 3Cy. 16½" 28½" & 48"×36"<br>1100ihp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2 SB 220lb Spt hs(3882) 6cf<br>2×15 & 8kW 220V d.c. |
| 505024 **BRAMBLELEAF**<br>MQPK exLondon Loyalty-59<br>185961 **London & Overseas**<br>Df Esd **Freighters Ltd.**<br>Gc Rdr Secretary of State for Defence<br>London British | 12123<br>7042<br>~~17960~~<br>18706 | ✠100A1<br>oil tanker—FP above 150° F. except Nos. 3, 4, 5 & 6 centre tanks—FP below 150° F.<br>✠LMC<br>MN1360 | Dr 4yrs–5/66<br>EL h†2⅝"SQ | 1954–1 Furness S.B. Co. Ltd.—Haverton<br>Hill<br>556' 8" 71' 4" 30' 6"<br>526' 0" 71' 0" 39' 3"<br>P115' B38' F63' 1 dk<br>RW 16BH<br>WB945t incl. DTf 672t | M Tanker Mchy.aft<br>27 Ta | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2AuxB 150lb |
| 505025 **BRAMBLES**<br>MAJL exEmpire Teak-50<br>167119 **Alexandra Towing Co. Ltd.**<br>RTv Southampton British | 242<br>—<br>— | ✠100A1<br>tug<br>✠LMC | SS 2/64<br>EL (d) | 1942–4 Henry Scarr Ltd.—Hessle<br>113' 5" 28' 1" 12' 3½"<br>105' 0" 26' 6" 13' 6"<br>4BH<br>rf 18" WB41t | S Tug | T 3Cy. 16" 26" & 43"×30"<br>1000ihp<br>C. D. Holmes & Co. Ltd.<br>SB 210lb hs(2778) 3cf<br>2×5kW 110V d.c. |
| 510575 **BRAMMER**<br>DGIN exErna Meyer-67<br>exSleipner II-39 exHanna<br>Df exWilfried exMiranda<br>**Hans & Günther Janke**<br>Johs. Thode<br>Hamburg W. German | 208<br>111<br>350 | | GL | 1909 Schiffs. & Masch. Ges.—<br>Rendsburg<br>119' 9" 21' 9" 10' 2½"<br>21' 7" 10' 8"<br>Q20' H9' 1 dk<br>R len 34 & 52 | M<br>1 Ho 78½'<br>G.16000<br>2 Ha<br>2W | Oil 4SA 6Cy. 210×360 mm<br>180bhp NE35<br>Humboldt-Deutzmot. |
| 650224 **BRAMORA**<br>LLMD<br>**Rederi A/S Freikoll, A/S**<br>Df Esd **Bralanta & A/S Bramora**<br>Gc Rdr Ludv. G. Braathen<br>RTm/h/v Oslo Norwegian | 34694<br>17914<br>55650 | | NV | 1964 A/B Götaverken—Got<br>774'11" 106' 0" 39' 1"<br>742' 0" 105' 9" 52' 8"<br>1 dk<br>rf 2" | M Tanker Mchy.aft<br>15 Ta<br>L.2391000 | Oil 2SA 10Cy. 850×1700 mm<br>21000bhp<br>A/B Götaverken<br>3×620, 620, 500kW 440V |
| 505027 **BRAMORA**<br>exErling Brövig-46<br>**The People's Republic of**<br>Df Esd **China**<br>People's Rep. of China | 9929<br>5938<br>14820 | ✠Classed LR until 8/53 | | 1937–12 Bremer Vulkan—Vgk<br>510' 8" 66' 1" 28' 4"<br>65' 11"<br>Q113' F75' 1 dk<br>RW | M Tanker Mchy.aft<br>L.671810 | Oil 2DA 6Cy. 600×1100 mm<br>Bremer Vulkan |

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| 536721<br>LCOA | **BRAND VII**<br>exTranöy–66 exKvinnherad–57<br>~~A/S Ofotens D/S~~<br>~~Narvik~~ ~~Norwegian~~<br>Brand-Båtane A/S<br>Ålesund Norwegian | 544<br>274<br>150 | | 1950 Mjellem & Karlsen—Bgn<br>148′ 0″ 26′ 5″ 14′ 6″<br>26′ 3″<br>1 dk<br>RW | M<br>1 Ha (6½′×8¼′)<br>Der 1(3) | Oil 2SA 9Cy. 280×420 mm<br>1125bhp NE61<br>Wichmann Mtrf. | 30t<br>Rub<br>14k |
| 651076<br>323113<br>Esd Pfd<br>Rdr RT | **BRANDAL**<br>M/V Tem Ltd.<br>Halifax Canadian | 371<br>133<br>— | AB | 1965 Halifax Shipyards Ltd.—Hfx<br>136′ 0″ 26′ 7″<br>118′ 6″ 26′ 6″ 13′ 0″ | M Stern Trawler | Vee Oil 2SA 16Cy. 8⅝″×14 11/16″<br>Appingedammer Brons. | Apg |
| 505029<br>LCRU<br>Df Esd<br>Pfd Rdr<br>RT | **BRANDAL**<br>A/S Polarbjörn<br>Martin Karlsen<br>Ålesund Norwegian | 157<br>133<br>— | | 1911 Knut Skaaluren—Rosendal<br>112′ 0″ 22′ 10″<br>… … …<br>len 47 | Wood M Fishing Mchy.aft | Oil 2SA 6Cy.<br>375bhp Emade41fitted47<br>Crossley Bros. Ltd. | Mch |
| 661678<br>DDKF<br>Df Esd<br>Gc Rdr<br>RTm | **BRANDARIS**<br>Heyo Janssen<br>Elsfleth W. German | 500<br>318<br>1242<br>1426<br>1036<br>2725 | GL | 1966 Fa. C. Amels & Zn. Schpsw. & Mchfbk. "Welgelegen"—Makkum<br>263′ 5″ 38′ 9″ 11′ 7″/18′ 0″<br>226′ 4″ 38′ 4½″ 21′ 8″<br>F30′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>1 Ho 158′ 1 TwD 159½′<br>G.123547 B.111265<br>2 Ha (stl) (57¾′, 55¾′×23′)<br>4W Der 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1600bhp<br>Atlas-Mak Masch.<br>3×88, 88, 30kW 220V 50c/s a.c. | (d.o)<br>Kel<br>13k |
| 505031<br>PDGE<br>Df Esd<br>RTm | **BRANDARIS**<br>J. J. Tuil<br>Delfzijl Netherland | 473<br>264<br>625 | **FOUNDERED 4/68**<br>BV | 1955 Scheeps. "Voorwaarts"—Martenshoek<br>164′ 4″ 27′ 8″ 10′ 7″<br>150′ 2″ 27′ 6″ 11′ 6″<br>P36′ F22′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 98½′<br>G.32260 B.30000<br>2 Ha (each 39¾′×16½′)<br>Der 2(2) | Oil 4SA 6Cy. 320×480 mm<br>395bhp<br>Motorenw. Mannheim | Mhm<br>9½k |
| 505032<br>DCDG<br>Df | **BRANDARIS**<br>Werner Grothmann<br>Hamburg W. German | 211<br>127<br>300 | GL | 1931 Noord Ned. Schps.—Gro<br>*119·2′* 20′ 6″ 8′ 5½″<br>9′ 6″<br>P29′ F11′ 1 dk<br>R len 51 | M Mchy.aft<br>2 Ha | Oil 4SA 6Cy. 270×360 mm<br>240bhp NE56<br>Klöckner-Humboldt-Deutz | Kln<br>8k |
| 522200<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRANDENBURG**<br>exMargit Gorthon–66<br>Deutsche Seereederei<br>Rostock E. German | ~~14317~~ 10915<br>~~4893~~ 6988<br>15900 | ✠Classed LR until 8/66 | 1951–11 Öresundsvarvet A/B—Lkr<br>544′ 11″ 65′ 11″ 29′ 1¼″<br>515′ 8″ 65′ 9″ 36′ 10″<br>1 dk<br>len & conv tanker 61<br>rf 1″ | M Ore Carrier (2P) Mchy.aft<br>3 Ho 100′, 72¼′, 131¼′<br>7 Ha (stl) (25¼′, 33½′, 25¼′, 25¼′, 33½′, 33½′, 33½′×30½′)<br>Der 1(10) 2(3) | Oil 2SA 8Cy. 760×1300 mm<br>6500bhp<br>A/B Götaverken<br>3×195, 195, 50kW 220V d.c. | (hvf)<br>Got<br>14¼k |
| 505035<br>DHMF<br>Df Esd<br>Gc Rdr<br>RTv | **BRANDENBURG**<br>Hamburg-Amerika Linie<br>Hamburg W. German | 2695<br>1464<br>4749 | GL | 1951 Orenstein-Koppel & Lbcr. Masch.—Lbc<br>362′ 2″ 48′ 10″ 21′ 2¼″<br>48′ 8″ 30′ 10″<br>F27′ 1 dk & S dk<br>RW<br>rf 4″ | M (6P) OSD<br>4 Ho 64′, 75½′, 55′, 52½′<br>G.303000 B.274000<br>4 Ha (34½′, 48¼′, 29¾′, 27½′×20¼′)<br>Der 1(50) 10(3–5) | Oil 2DA 5Cy. 600×1100 mm<br>3600bhp<br>Masch. Augsburg-Nürnberg<br>3×144, 144, 118kW 230V 50c/s a.c. | 689t (hvf)<br>Aug<br>14k |
| 505036<br>DHXU<br>Df Esd<br>Gc Rdr<br>RT | **BRANDENBURG**<br>Fischkombinat Rostock<br>Rostock E. German | 939<br>290<br>— | DSRK | 1959 Peene Werft—Wolgast<br>215′ 3″ 33′ 10″ 15′ 3″<br>33′ 8″ | M Trawler | Oil 4SA 8Cy. 365×550 mm<br>Görlitzer Masch. | Görlitz |
| 505037<br>DEFJ<br>Df Esd<br>Pfd RT | **BRANDENBURG**<br>Bremen-Vegesacker Fischerei-Ges.<br>Vegesack W. German | 303<br>144<br>— | GL | 1955 Schiffb. Unterweser—Bhn<br>129′ 7″ 26′ 1″ 11′ 6″<br>25′ 11″ 12′ 6″<br>P20′ F13′ 1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>600bhp<br>Klöckner-Humboldt-Deutz | Kln |
| 505038<br>DJWI | **BRANDENBURG**<br>Herbert Umland<br>Hamburg W. German | 178<br>94<br>240 | GL | 1936 Gebr. Wiemann—Brandenburg<br>126′ 3″ 19′ 8″ 6′ 6″<br>19′ 6″ 7′ 5″<br>P25′ Q12′ 1 dk<br>R len 38 | M Mchy.aft<br>1 Ho 79¼′<br>G.13500 B.12330<br>1W Der 1(2½) 1(1½) | Oil 4SA 6Cy. 215×360 mm<br>180bhp Emade51fitted63<br>Masch. Kiel | 4t<br>Kel<br>8k |
| 505039<br>SGNM<br>10244<br>Df Esd<br>Pfd RT | **BRANDENBURG**<br>Gösta Olsson Partrederi<br>Kalvsund Swedish | 147<br>65<br>— | BV | 1961 Ernst Thälmann—Brandenburg<br>101′ 5″ 21′ 9″<br>21′ 7″<br>1 dk | M Trawler | Oil 4SA 8Cy. 240×360 mm<br>NE67<br>Schwermasch. Karl Liebknecht | Mgd |
| 505040<br>DECC<br>Df Esd<br>Gc Rdr<br>RTv | **BRANDENSTEIN**<br>Norddeutscher Lloyd<br>Bremen W. German | 5628<br>3233<br>8325 | GL | 1952 Bremer Vulkan—Vgk<br>498′ 1″ 59′ 1″ 24′ 11″<br>37′ 8″<br>F52′ H81′ 2 dks & S dk<br>RW | M (7P) OSD<br>5 Ho 59¾′, 83¾′, 77′, 80½′, 69′<br>G.592382 B.526130<br>5 Ha (stl) (20½′, 39¼′, 49¾′, 49¾′, 39¼′×18¼′)<br>18W Der 1(50) 4(5–10) 14(3–5) 2(¾) | Oil 2SA 7Cy. 720×1200 mm<br>7000bhp<br>Bremer Vulcan<br>4×145, 145, 145, 30kW 220V d.c. | 1350t (hvf)<br>Vgk<br>16½k |

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| 505041<br>GWVJ<br>186554<br>Pfd<br>RTm | **BRANDON**<br>**Osborn & Wallis Ltd.**<br>Bristol British | 586<br>297<br>778 | ✠100A1<br>✠LMC<br>MN106 | SS 7/65<br>EL h | 1957-6 C. Hill & Sons Ltd.—Brs<br>169' 9" 29' 5" 12' 0½"<br>161' 6" 28' 9" 12' 4"<br>P48' F17' R dk f of P50' 1 dk<br>R NS 3BH<br>rf 4½" WB235t | M Mchy.aft<br>2 Ho 45', 54'<br>2 Ha (35½', 39½'×17')<br>Der 1(½) | Oil 4SA 6Cy. 10½"×14¼" with<br>reverse gear<br>540bhp<br>Ruston & Hornsby<br>2×22, 19kW 220V d.c. |
| 505042<br>GFPE<br>301101<br>Df Esd<br>Gc Rdr<br>RTv | **BRANDON PRIORY**<br>**Warwick Tanker Co. Ltd.**<br>Houlder Bros. & Co. Ltd.<br>London British | 22735<br>12582<br>35703 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3100 | CS 8/64<br>EL q†2½"SQ | 1960–5 Hawthorn Leslie (S.B.) Ltd.—Nwc<br>683' 0" 86' 5" 37' 8½"<br>641' 2" 86' 0" 49' 3"<br>P137' B63' F86' 1 dk<br>15BH<br>rf 6" WB4161t incl. 2074t in clean ballast tank | S Tanker Mchy.aft<br>26 Ta<br>L.1702345 HeCls. B<br>Der 2(5) | 2 S Turb dr geared to sc. shaft<br>15500shp<br>Hawthorn Leslie (Eng.) Ltd.<br>2WTB 690℔ Spt 850° F.<br>hs18630 2 sg 150℔<br>2×600kW 440V 60c/s a.c. |
| 505043<br>247614<br>Df Esd<br>Gc | **BRANDON VICTORY**<br>**United States Department of Commerce**<br>Baltimore United States | 7604<br>4549<br>10584 | | AB | 1945 Bethlehem-Fairfield—Bal<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. |
| 511564<br>GQTE<br>182661<br>Df Esd<br>Rdr<br>RTm/h/v | **BRANDUR**<br>exBoston Fury–66<br>exFiskanes–65<br>exBoston Fury–55<br>**Weelsby Trawlers Ltd.**<br>Boston Deep Sea Fisheries Ltd.<br>Grimsby British | 760<br>492<br>— | ~~✠100A1~~<br>~~trawler~~<br>~~✠LMC~~<br>BROKEN UP<br>~~LAID UP—SURVEYS OVERDUE 2/67~~ | ~~SS 2/63~~<br>~~EL (h) t~~ | 1950–9 J. Lewis & Sons Ltd.—Abn<br>206' 4" 32' 2"<br>185' 0" 32' 0" 16' 9"<br>Q101' F30'<br>R 4BH<br>rf 32" BK8" WB66t incl. DTsf28t | S Trawler<br>1 Ho 52'<br>6 Ha (6', 5', 5', 4', 3', 3½'×4')<br>Der 2(2) | T 3Cy. 15½" 27" & 44"×27"<br>935ihp<br>J. Lewis & Sons Ltd.<br>SB 225℔ Spt hs(4292) 3cf<br>3×30, 20, 18kW 110V d.c. |
| 505045<br>XPYO<br>Df Esd<br>Gc Rdr<br>RTh | **BRANDUR SIGMUNDARSON**<br>**P/f Kimbil**<br>Poul Hansen<br>Thorshavn Faroese | 1036<br>369<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN275 | SS 1/65<br>EL (m)f†1½"SQ | 1960–3 Frederikshavns V. & F. A/S—Fkn<br>230' 4" 34' 10" 15' 5"<br>207' 4" 34' 5½" 18' 5"<br>F47'<br>RW 4BH<br>rf 20" BK8" WB13t | S Trawler<br>2 Ho 25½', 26½'<br>5 Ha (stl) (4'×3½') (6', 6', 6', 6'×4')<br>Der 1(2) | T 3Cy. 430 700 & 1130×700 mm<br>exhaust turb & fluid coupling<br>1373ihp<br>Helsingör Skibs. & Msk.<br>SB 228℔ Spt hs4736 PrB<br>3×135, 90, 60kW 400V 50c/s a.c. |
| 505046 | **BRANIEWO**<br>**The People's Republic of China**<br>People's Rep. of China | 640<br>280<br>921 | | | 1955 Stocznia im. Komuny Paryskiej—Gdy<br>189' 1" 29' 7" 13' 11½"<br>29' 6"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 8Cy. 290×420 mm<br>Masch. Kiel A.G. |
| 505047<br>LATP<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRANITA**<br>**Rederi A/S Freikoll**<br>Ludv. G. Braathen<br>Oslo Norwegian | 19312<br>11251<br>30250 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1972 | ~~SS 11/64~~<br>TD 10/68<br>EL n†2½"SQ | 1956–1 A/B Götaverken—Got<br>650' 0" 82' 3" 35' 7½"<br>605' 0" 82' 0" 46' 3"<br>P115' F79' 1 dk<br>13BH<br>rf 1½" WB2744t incl. DTa 218t DTf 1384t | M Tanker Mchy.aft<br>23 Ta<br>L.1434000 | Oil 2SA 10Cy. 760×1500 mm<br>9860bhp<br>A/B Götaverken<br>2AuxB 180℔ e(ex.g) 180℔<br>4×240, 240, 165, 165kW 220V d.c. |
| 505048<br>THLL<br>Df Esd<br>RT | **BRANLY**<br>**E. & A. Gautier Frères & Cie.**<br>Lorient French | 274<br>113<br>— | | BV | 1948 Marine Industries Ltd.—Srl<br>137' 5" 24' 10"<br>… … … | M Trawler<br>4 Ha (3½', 3½', 3½', 3½'×3½')<br>Der 1(3) 1(1) | Oil 4SA 8Cy. 330×600 mm<br>600bhp<br>Burmeister & Wain |
| 505049<br>OGPC<br>1107<br>Df Esd<br>Gc Rdr<br>RTm | **BRÄNNAREN**<br>**Rederibolaget Brännaren**<br>Anton Häggbloms Eftr. & Co.<br>Mariehamn Finnish | 515<br>222<br>679 | ✠100A1<br>oil tanker<br>Str. nav. Ice<br>✠LMC | Dr 9/64<br>EL h | 1933–9 Kockums M/V A/B—Mmo<br>170' 7" 28' 11" 12' 0½"<br>162' 3" 28' 10" 13' 1"<br>P54' F18' 1 dk<br>RW 9BH<br>WB124t incl. DTf67t | M Tanker Mchy.aft<br>8 Ta 1 Ho 11½'<br>L.21400 HeCls. C<br>1 Ha (8½'×5')<br>Der 1(1) | Oil 2SA 4Cy. 340×570 mm<br>500bhp<br>Atlas-Diesel<br>db 100℔<br>2×15kW 110V |
| 505051<br>WB4958<br>255247<br>Rdr<br>RTm | **BRANT**<br>**Richmond Curtis Bay Co.**<br>Wilmington, Del United States | 193<br>89<br>— | | | 1948 Gulfport S.B. & D.D. Co.—Pt.Arthur<br>102' 2" 24' 1"<br>96' 0" 24' 0" 12' 6" | M Tug | Oil 2SA 16Cy. 220×265 mm<br>1600bhp<br>General Motors Corp.<br>2×30, 20kW 120/230V d.c. |
| 505052<br>PKSE<br>Df Esd<br>Rdr | **BRANTAS**<br>**Republik Indonesia**<br>P. T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 2575<br>1179<br>1700 | ~~✠100A1~~<br>~~✠LMC~~<br>~~MN400~~<br>✠Class WITHDRAWN 3/68<br>~~SURVEYS OVERDUE—CLASS SUSPENDED 3/66~~ | ~~SS 2/62~~<br>~~EL t 2"~~ | 1957–2 De Haan & Oerlemans' Schps.—Heusden<br>285' 10" 46' 1" 12' 11½"<br>269' 0" 45' 11" 18' 0"<br>P&B163' F37' UprF31' 1 dk<br>6BH<br>rf 3" WB570t incl. Tunnel tanks 112t | M | Oil 2SA 6Cy. 520×700 mm<br>2300bhp<br>Masch. Augsburg-Nürnberg<br>db 100℔ |
| 505053<br>ZMGC<br>151516<br>Rdr RT | **BRANXTON**<br>exKaimiro–54<br>**R. W. Miller & Co. (Pty) Ltd.**<br>Sydney, N.S.W. British | 2675<br>1347<br>3349 | ✠100A1<br>✠LMC | Dr 5/65<br>EL s | 1929–10 Cammell Laird & Co. Ltd.—Bkn<br>46' 4" 10' 4½"<br>284' 0" 46' 0" 20' 9"<br>P129' B18' F26' 1 dk<br>R 5BH<br>BK½" WB1469t incl. Topside tanks 486t | S Mchy.aft<br>B.150000 | T 3Cy. 20" 33½" & 55"×39"<br>1700ihp<br>Cammell Laird & Co. Ltd.<br>2 SB 200℔ hs(5480) 6cf |

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|---|---|---|---|---|---|---|
| 505054<br>JWZH<br>Df Esd<br>Gc Rdr<br>RTm/v | **BRAQUE**<br>**A/S Ganger Rolf, A/S Bonheur, A/S Borgå & Den Norske Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | **3647**<br>1901<br>4025 | NV | **1958** A/S Akers M/V—Osl<br>348′ 8″ 49′ 7″ 22′ 3¾″<br>315′ 0″ 49′ 6″ 27′ 9″<br>2 dks<br>rf 6″ | M (4P) Ref<br>3 Ho 83½′, 85½′, 38½′<br>G.219000 B.199000<br>3 Ha (stl) (62¾′, 65′×19½′) (31½′×18′)<br>Cr 4(5) 1(3) Der 2(5–12) | Oil 2SA 5Cy. 500×1500 mm<br>3300bhp B&W 520t (hvf)<br>A/S Akers M/V Osl<br>3×185kW 220V d.c. 15¼k |
| 505056<br>WMDT<br>277363<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRASIL**<br>**Moore-McCormack Lines Inc.**<br>New York United States | **15257**<br>6026<br>5738 | AB | **1958** Ingalls S.B. Corp.—Pascagoula<br>617′ 6″ 84′ 2″ 27′ 3″<br>570′ 0″ 84′ 0″ 45′ 9″<br>B&F 550′ 2 dks<br>RW<br>rf 18″ | TS (557P) Ref<br>4 Ho 60′, 50′, 42½′, 55′<br>G.344000 B.313000 In.16700<br>3 Ha (stl) (27′×17′) (22½′, 17½′×20½′)<br>12W Der 1(10) 10(5) | 4 S Turb dr geared to 2 sc. shafts<br>35000shp 4400t (o.f)<br>General Electric Co. Lyn<br>3×1100kW 450V 60c/s a.c. 23k |
| 505057<br>SJQT<br>8599<br>Df Esd<br>Gc Rdr<br>RT | **BRASIL**<br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish | **7045**<br>4138<br>7550 | **✠100A1** ~~SS 10/63~~<br>with fbd DTm—veg. oil<br>Str. nav. ice **TD** 8/68<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL a†$2\frac{5}{16}$″SQ | Lch.**1943** Cmd.**1944**–8 A/B Götaverken—Got<br>440′ 1″ 55′ 11″ 26′ 7¾″<br>418′ 0″ 55′ 9″ 37′ 6″<br>F85′ 3 dks<br>RW 7BH to U dk 1 to 2nd dk<br>WB2505t incl. Tunnel tanks 273t DTm756t | TM Ref<br>G.421000 B.398000 In.93117<br>5 Ha (25½′, 30¼′, 27¾′, 27¾′, 25½′×18′)<br>17W Der 17 | 2 Oil 2SA each 6Cy. 630×1300 mm<br>7000bhp 1444t<br>A/B Götaverken Got<br>db 100℔ 16k |
| 541911<br>Df Esd<br>RT | **BRASIL PRIMEIRO**<br>exBrasil-Primeiro-65<br>exCabaña-63<br>**Ismael July Osorio**<br>Rio de Janeiro Brazilian | **242**<br>100<br>170 | | **1961** Const. Nav. P. Freire—Vgo<br>110′ 1″ 22′ 1″<br>95′ 2″ 21′ 10″ 12′ 10″<br>RW | M Trawler | Oil 4SA 6Cy. 295×420 mm<br>Krupp 80t<br>La Maquinista Terrestre y Mar. Bcl<br>10¼k |
| 505058<br>GTLF<br>181751<br>Df Esd<br>Gc Rdr | **BRASIL STAR**<br>**Union International Co. Ltd.**<br>Blue Star Line Ltd.<br>London British | **10716**<br>6307<br>11610 | **✠100A1** CS 11/64<br>DTsf—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL f‡2¼″SQ | **1947**–10 Cammell Laird & Co. Ltd.—Bkn<br>502′ 7″ 68′ 3″ 31′ 2″<br>470′ 0″ 68′ 0″ 39′ 6″<br>P49′ B194′ F77′ 3 dks, 4th dk in Nos. 2, 3 & 4 holds<br>RW 8BH<br>rf 6″ DK fwd of mchy space WB2749t incl. Tunnel tanks 1154t DTsf353t | S (73P) Ref<br>6 Ho 47¼′, 55¼′, 55′, 60′, 60′, 72½′<br>B.25130 In.456447<br>6 Ha (18¾′×15¼′) (28¼′, 37½′×20¼′) (18¾′×18¼′) (18¾′×20½′) (24¼′ comb.×18¼′)<br>22W Der 1(30) 8(7) 14(5) | 3 S Turb dr geared to sc. shaft<br>8700shp Parsons 2309t (o.f)<br>Cammell Laird & Co. Ltd. Bkn<br>2WTB 480℔ Spt 470℔ db 125℔<br>hs(17392) sg 140℔<br>4×300kW 220V d.c. 16k |
| 505059<br>IKWZ<br>3229<br>RTm/h/v | **BRASILE**<br>**Società Rimorchiatori Riuniti**<br>Genoa Italian | **168**<br>18<br>— | RI | **1961** Cant. del Tirreno—Gen<br>95′ 0″ 24′ 0″ 12′ 0″<br>85′ 10″ 23′ 10″ 13′ 9″<br>RW | M Tug | Oil 2SA 8Cy. 280×500 mm<br>1000bhp (d.o)<br>Cant. Nav. Riuniti Anc<br>2×30, 10kW 110V d.c. 12k |
| 505060<br>SLZD<br>10102<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRASILIA**<br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish<br>**For later particulars see New Entries No. 8** | **8444**<br>4526<br>8980 | **✠100A1** SS 9/65<br>DTsa—vegetable oil<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2400 EL d†$2\frac{3}{16}$″SQ | **1960**–12 A/B Lindholmens Varv—Got<br>489′ 10″ 63′ 3″ 28′ 1″<br>450′ 9″ 63′ 0″ 39′ 6″<br>F95′ RAD60′ 2 dks, 3rd dk except in after hold<br>8BH<br>rf 8″ WB 1494t | TM Ref<br>6 Ho<br>In.98000<br>6 Ha (18′, 31½′×18′) (31½′, 31½′, 21′×16′) (23½′×18′)<br>Cr 2(7½) 10(5) | 4 Vee Oil 4SA each 12Cy. 400×460 mm in pairs with electromagnetic slip couplings and sr gearing to 2 sc. shafts<br>12000bhp<br>A/B Lindholmens Varv Got<br>2AuxB 100℔ ✠NB(a) 9/65 |
| 505061<br>PUZQ<br>Df Gc<br>RT | **BRASILIA**<br>exGuaranesia-58<br>**Navunidos Navegaçao S.A.**<br>Rio de Janeiro Brazilian | **2902**<br>1606<br>— | BV | **1945** Missouri Valley B. & I. Wks.—Evansville<br>*317·0′* 50′ 2″ 15′ 0⅜″<br>309′ 0″ 50′ 0″ 25′ 0″<br>1 dk | TM Mchy.aft | 2 Oil 2SA each 12Cy. 215×255 mm sr geared<br>General Motors Corp. Det |
| 641372<br>IKWW<br>453 | **BRASILIA QUINCI**<br>Launched as Brasilia<br>**Quinci & Asaro**<br>Trapani Italian | **149**<br>82<br>— | RI | **1964** Fratelli Campana—Mazara<br>*119·7′* 24′ 8″<br>97′ 0″ 24′ 6″<br>1 dk | Wood M Fishing | Oil 4SA 6Cy. 270×360 mm<br>600bhp NE66<br>Klöckner-Humboldt-Deutz Kln |
| 505062<br>OYWO<br>Df Esd<br>Gc Rdr<br>RT | **BRASILIEN**<br>**Det forenede Dampskibs-selskab A/S**<br>Copenhagen Danish<br>Now **TANA HAIQ** See New Entries No. 8 | **5431**<br>3018<br>8900 | **✠100A1** SS 6/65<br>Str. nav. ice<br>**✠LMC**<br>MN960 EL b† | **1954**–8 Helsingör Skibs. & Msk.—Hsg<br>455′ 5″ 58′ 7″ 25′ 2″<br>415′ 0″ 58′ 6″ 36′ 9″<br>F91′ 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 3″ WB2136t incl. Tunnel tanks 230t DTsm402t | M (12P) OSD<br>5 Ho 47¼′, 64′, 34½′, 73¼′, 52½′, 1 TwD 33¾′<br>G.554320 B.493600<br>5 Ha (27′, 36¾′, 35¾′, 32½′, 26¼′×21¼′)<br>16W Der 1(50) 1(30) 16(5) | Oil 8Cy. 620×1150 mm<br>4800bhp B&W 833t<br>Helsingör Skibs. & Msk Hsg<br>AuxB 100℔<br>3×200kW 220V d.c. 15k |
| 505064<br>Df Esd | **BRASILUSO**<br>Launched as Komeet<br>**Peixoto Gonçalves Navegacao S.A.**<br>Neopolis Brazilian | **551**<br>329<br>800 | **✠100A1** SS 2/65<br>**✠LMC**<br>MN150 EL j | **1959**–11 Schps. Gebr. Coops—Hgz<br>185′ 2″ 29′ 7″ 11′ 0½″<br>170′ 0″ 29′ 2½″ 12′ 3″<br>P45′ F27′ 1 dk<br>RW 3BH<br>rf nil WB272t incl. Dk tanks m17t | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>750bhp<br>Motorenw. Mannheim Mhm |
| 505066<br>UTFU<br>M-22560 | **BRASLAV**<br>**U.S.S.R.**<br>Petropavlovsk Russian | **3170**<br>1225<br>1425 | | **1961** ……………………Russia<br>277′ 10″ 46′ 0″ 19′ 5″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.48169<br>3 Ha<br>4W Der 2(2½) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>13k |

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| 541512<br>USJX<br>M-26542<br>RTv | **BRASLAVLES**<br><br>**U.S.S.R.**<br>Archangel Russian | 4673<br>2370<br>6035 | | **1963** Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 8″ 27′ 8″<br>1 dk<br>RW | M<br>4 Ho<br>G.266909<br>4 Ha (41½′×26½′) (41½′, 46′, 46′×29½′)<br>9W Der 1(15) 8(10) | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>Stocznia Gdanska |
| 641041<br>YQBG | **BRASOV**<br><br>**NAVROM Roumanian**<br>**Maritime & Fluvial**<br>**Navigation**<br>Constantza Roumanian | 2099<br>973<br>3200<br>3090<br>2086<br>4429 | | **1964** Santierul Naval—Gtz<br>330′ 1″ 45′ 8″ 18′ 0½″/21′ 7½″<br>298′ 7″ 45′ 6″ 24′ 4″<br>1 dk & S dk | M OSD/CSD Mchy.aft | Oil 2SA 5Cy. 560×1000 mm<br>2500bhp<br>Sulzer Bros. Ltd. |
| 641514 | **BRATISLAVA**<br><br>**U.S.S.R.**<br>Odessa Russian | 32840<br>16390<br>49370 | | **1964** Baltic S.B. & Eng. Wks—Len<br>756′ 3″ 101′ 9″ 37′ 9″<br>101′ 6″ 50′ 6″<br>1 dk | S Tanker Mchy.aft<br>26 Ta<br>L.1994200<br>Der 2(2–5) | S Turb<br>19000shp |
| 505069<br>UIAC<br>M-25126<br>Df Esd<br>Gc Rdr | **BRATSK**<br><br>**U.S.S.R.**<br>Leningrad Russian | 5518<br>2952<br>8600 | ✠ | **1957–9** Wärtsilä Kon. Crichton-Vulcan Åbo<br>457′ 5″ 57′ 11″ 25′ 10″<br>427′ 6″ 57′ 9″ 38′ 0″<br>Q32′ RFD83′ 1 dk & S dk<br>rf 6″ | M OSD<br>5 Ho<br>G.515350<br>5 Ha (32½′, 32½′, 32½′, 32½′, 31½′×23½′)<br>16W Der 16(5) | Oil 2SA 9Cy. 720×1250 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan |
| 505071<br>UIIP<br>M-24675 | **BRATSK**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 2295<br>987<br>1313 | | **1960** Volkswerft Stralsund—Stralsund<br>270′ 4″ 42′ 9″ 14′ 5″<br>42′ 7″ 22′ 0″ | M Fish Carrier Ref<br>3 Ho<br>In.61448<br>3 Ha<br>6W Der 6(2) | Oil 2SA 8Cy. 365×550 mm<br><br>Görlitzer Masch. |
| 642011<br>UEBV<br>M-26563<br>Df Esd<br>Gc Rdr | **BRATSKLES**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 4677<br>2344<br>6069 | | **1964** Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 9″ 27′ 8″<br>1 dk<br>RW | M<br>4 Ho<br>G.271606<br>4 Ha (41½′×26½′) (29½′, 29½′, 29½′)<br>9W Der | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>H.Cegielski |
| 670288 | **BRATSLAV**<br><br>**U.S.S.R.**<br>Russian<br>Name should be **BRASLAV** See New Entries No. 3 | 11081<br>5761<br>12600 | | **1966** ......................Kherson<br>510′ 9″ 67′ 11″ 29′ 9″<br>459′ 4″ 67′ 8″ 40′ 4″<br>2 dks | M Mchy.aft<br>5 Ho<br>G.650831 B.621130<br>9 Ha<br>Cr 13(5) | Oil 2SA 7Cy. 740×1600 mm<br>9000bhp B&W<br>Bryansk Eng. Wks.<br>3×300kW 400V a.c. |
| 640504 | **BRATSTVO**<br><br>**U.S.S.R.**<br>Russian | 12285<br>6866<br>16215 | | **1963** ......................Kherson<br>557′ 6″ 71′ 6″ 31′ 11″<br>521′ 0″ 71′ 3″ 42′ 4″<br>2 dks | S<br>6 Ho 1 DT<br>G.714065<br>6 Ha (38½′, 38½′, 38½′, 37½′×30½′) (27½′×20½′) (30½′×23½′)<br>Cr 12(5) | S Turb<br>13000shp<br>Sulzer Bros. Ltd. |
| 505072<br>YTDB<br><br>Df Esd<br>Rdr RT | **BRATSTVO**<br><br>**Jugoslavenska Linijska**<br>**Plovidba (Yugoslav Line)**<br>Rijeka Yugoslav | 1818<br>794<br>2337 | BV JR | **1958** Brodogradiliste III Maj—Rka<br>309′ 11″ 43′ 8″ 18′ 1½″<br>43′ 6″<br>1 dk & S dk<br>RW | M Ref OSD<br><br>G.153941 B.138899 In.2824<br>4 Ha (28½′×16½′) (30½′×19½′) (23¾′, 23¾′×5½′)<br>8W Der 8(3–5) | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp<br>Sulzer Bros. Ltd. |
| 634124<br>LANE<br><br>Df Esd<br>Gc Rdr<br>RT | **BRATTLAND**<br>exStolt Brattland–67<br>exBrattland–63<br>**A/S Borgestad**<br>Porsgrunn Norwegian<br>Now **COSMOPOLITAN** See New Entries No. 6 | 8816<br>5042<br>13300 | NV | **1952** Burmeister & Wain—Cpn<br>489′ 5″ 63′ 0″ 27′ 4½″<br>465′ 7″ 62′ 9″ 34′ 8″<br>P88′ B38′ F51′ 1 dk<br>RW<br>rf 3″ | M Tanker Mchy.aft<br>24 Ta | Oil 2SA 6Cy. 740×1400 mm<br>4600bhp<br>Burmeister & Wain<br>2×70, 15kW 110V d.c. |
| 505076<br>SHUL<br>9951 | **BRATTÖ I**<br>exIrevik–62<br>exHoop op Zegen–59<br>**Karl G. Johansson**<br>Hamburgsund Swedish | 199<br>101<br>270 | **100A1** TD 3/68 ~~SS 1/64~~<br>Mediterranean, Black Sea & Red Sea service, also European & North-West African coasting service including Azores<br>**LMC**<br>MN24 EL b | **1930** J. Vos & Zoon—Gro<br>116′ 5″ 20′ 8″ 8′ 3½″<br>107′ 7″ 20′ 6″ 8′ 9″<br>P32′ RFD11′ 1 dk<br>R NS 3BH<br>WB28t | M Mchy.aft<br>1 Ho<br>G.12000<br>2 Ha (12½′, 28½′×12½′)<br>1W Der 1(1½) 1(1) | Oil 4SA 4Cy. 270×340 mm<br>120bhp<br>Appingedammer Brons. |
| 505077<br>DEAZ<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **BRAUNFELS**<br><br>**Deutsche Dampfschiff.-Ges.**<br>**"Hansa"**<br>Bremen W. German | 6977<br>3994<br>10698 | GL | **1952** A.G. "Weser" Werk Seebeck—Bhn<br>517′ 5″ 61′ 4″ 26′ 5½″<br>61′ 2″ 39′ 4″<br>P88′ B26′ F34′ 1 dk & S dk<br>RW<br>rf 5¾″ | M (6P) Ref OSD Mchy.aft<br>4 Ho 44½′, 64½′, 139½′ comb., 57½′<br>G.666559 B.559858 In.14684<br>5 Ha (23′, 36¾′×19¾′) (79½′, 36¾′, 36¾′×21½′)<br>20W Der 1(205) 1(30) 18(5) | 2 Oil 2SA each 6Cy.<br>geared to sc. shaft<br>3800bhp<br>Masch. Augsburg-Nürnberg<br>4×150kW 220V d.c. |
| 505078<br>DIFO<br><br>Df Esd<br>Gc Rdr<br>RTv | **BRAUNSCHWEIG**<br><br>**Partenreed.**<br>**"Braunschweig"**<br>Hamburg-Amerika Linie<br>Hamburg W. German | 6811<br>3980<br>9940 | GL | **1953** Deutsche Werft A.G.—Ham<br>521′ 11″ 63′ 0″ 26′ 1½″<br>481′ 7″ 62′ 8″ 39′ 6″<br>F40′ H74′ RFD30′ 2 dks & S dk<br>RW<br>rf 6″ | S (12P) OSD<br>6 Ho 50½′, 79½′, 80½′, 65½′, 47½′, 41½′<br>G.667556 B.634993<br>6 Ha (stl) (29½′, 44½′, 56′, 44½′, 29½′, 29½′×18½′)<br>Der 1(50) 6(5–10) 12(3–5) 2(2) | 2 S Turb dr geared to sc. shaft<br>9000shp<br>Allgemeine Elec. Ges.<br>3×350, 200, 200kW 230V |

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| 505079<br>DEON<br>Df Esd<br>Gc Rdr<br>RTh/v | **BRAUNSCHWEIG**<br>**Deutsche Herings-fisch. G.m.b.H.**<br>"Nordsee" Deutsche Hochseefisch. G.m.b.H.<br>Bremerhaven W. German | **653**<br>253<br>648 | GL<br>**BROKEN UP** | **1955** A.G."Weser"Werk Seebeck—Bhn<br>203′ 8″ 30′ 2″ 14′ 5″<br>189′ 8″ 30′ 0″ 16′ 5″<br>P11′ F36′ 1 dk<br>R<br>rf 33½″ | S Trawler<br>1 Ho 53½′<br>4 Ha (4′×4′) (9½′, 9½′, 9½′×4¼′)<br>1W | S Turb dr geared<br>1000shp 260t (o.f)<br>Hamburger Turbinenfabr. Nürnberg<br>2×130, 64½kW 220/380V 50c/s a.c.<br>Thw. thrust propeller fwd 13k |
| 673017<br>UHWJ<br>M-22248 | **BRAVIJ**<br>**U.S.S.R.**<br>Odessa Russian | **844**<br>240<br>339 | | **1957** ....................Russia<br>208′ 7″ 31′ 2″ 15′ 1″<br>31′ 0″ 17′ 11″ | D-E Whaler | 4 Oil 4SA each 6Cy. 318×330 mm connected to elec. motor & sc. shaft<br>17¼k |
| 660517<br>SIWK<br>10664<br>Df Esd<br>Rdr RT | **BRAVIK**<br>**Axel Bertil Tullock Partrederi**<br>Styrsö Swedish | **128**<br>62<br>— | | **1966** A/B Bröderna Olsson & Co.—Skredsvik<br>88′ 2″ 21′ 10″ 9′ 9″<br>20′ 0″<br>1 dk | Wood M Fishing Mchy.aft | Oil 4SA 6Cy. 250×350 mm<br>660bhp<br>Skandiaverken A/B Lysekil |
| 662032<br>121<br>Df Esd<br>RT | **BRAVO**<br>**Imprese Marittime Augustea S.p.A.**<br>Syracuse Italian | **219**<br>56<br>— | RI | **1966** Cant. Nav. M. & B. Benetti—Viareggio<br>99′ 11″ 28′ 0″ 11′ 8″<br>91′ 10″ 27′ 11″ 13′ 11″<br>RW | M Salvage Tug | Oil 4SA 8Cy. 300×400 mm<br>1760bhp<br>S.A. Fiat S.G.M. Tur |
| 517134<br>WA5658<br>230866<br>Df | **BRAYTON POINT**<br>exJeffrey K. McAllister–67<br>exCharles E. Dunlap–61<br>exHarry B. Williams<br>**Coastline Towing Corp.**<br>Providence United States | **268**<br>182<br>— | AB | **1931** Manitowoc S.B. Corp.—Manitowoc<br>*108·3′* 26′ 3″ 13′ 10″<br>109′ 0″ 26′ 0″ 15′ 1″<br>R | M Tug | Oil 2SA 10Cy. 8⅛″×10″<br>1600bhp Emade44fitted55 135t<br>Fairbanks, Morse & Co. |
| 505086<br>JDHB<br>72247<br>Df Esd<br>Gc Pfd<br>Rdr | **BRAZIL MARU**<br>**Nihon Ijusen K.K.**<br>Osaka Japanese | **10216**<br>5946<br>9647 | NK | **1954** Mitsubishi Hvy Ind. Reorg.—Kob<br>511′ 10″ 64′ 4″ 28′ 7″<br>475′ 8″ 64′ 3″ 39′ 0″<br>F86′ 2 dks<br>RW | M (982P)<br>5 Ho<br>G.440932 B.401288<br>5 Ha (20¼′×14¾′) (44½′, 21½′, 43′×17′) (21½′×14¾′)<br>14W Der 4(10) 10(5) | Oil 2SA 10Cy. 760×1550 mm<br>9000bhp 2108t<br>Mitsubishi Hvy Ind. Reorg. Kob<br>3×330kW 230V d.c. 16¼k |
| 505087<br>WMIF<br>245618<br>Df Esd<br>Gc | **BRAZIL VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | **7612**<br>4555<br>10697 | AB | **1944** California S.B. Corp.—L.An<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 17k |
| 505089<br>KQYK<br>247583<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BRAZOS**<br>exSanta Paula–55<br>**Sabine Towing & Transportation Co. Inc.**<br>Baltimore United States<br>For later particulars see New Entries No. 7 | **11867**<br>7450<br>18424 | AB | **1945** Sun S.B. & D.D. Co.—Chester, Pa<br>*545·0′* 68′ 2″ 30′ 0¾″<br>544′ 0″ 68′ 0″ 39′ 3″<br>P111′ B48′ F78′ 1 dk<br>rf 9″ len 58 | T-E Tanker Mchy.aft<br>28 Ta<br>L.865830 HeCls. B | S Turb driving 1 gen. 6600kW 2300V a.c. connected to elec. motor<br>7240shp (Sy) 1470t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×525kW 440V 60c/s a.c. 15k |
| 505091<br>SPJO<br>Df Esd<br>RT | **BRDA**<br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia Polish | **648**<br>219<br>484 | PR | **1955** Stocznia Gdanska—Gdk<br>194′ 4″ 29′ 9″<br>29′ 7″ 16′ 0″<br>RW | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp (o.f)<br>A/S Atlas Mskfbk. Cpn<br>2×20kW 200V d.c. 12½k |
| 505092<br>290279<br>Esd | **BREAKER**<br>**Power Authority of the State of New York**<br>Buffalo United States | **29**<br>20<br>— | ✠**A1**<br>Upper Niagara river service<br>Ice Class 3<br>**LMC**<br>MN130 EL (a) | **1963–5** Toronto D.D. Co. Ltd.—Tto<br>46′ 3″ 14′ 11″<br>43′ 3″ 14′ 5½″ 5′ 8″<br>4BH<br>rf 4″ | TM Tug & Icebreaker | 2 Oil 4SA each 6Cy. 5⅜″×6½″ with sr reverse gearing<br>650bhp (d.o)<br>Caterpillar Tractor Co. Peoria<br>1×15kW 115/230V 60c/s a.c. |
| 505093<br>EFAV | **BRECA**<br>**A. Barreras Barret**<br>Vigo Spanish | **188**<br>80<br>— | | **1948** Hijos de J. Barreras S.A.—Vgo<br>*80·5′* 21′ 2″<br>... ... ... | Wood S Trawler | T 3Cy. 9$\frac{7}{16}$″ 15$\frac{5}{16}$″ & 15$\frac{15}{16}$″×16⅛″<br>230ihp 61t (c)<br>Talleres Barreras Vgo<br>12k |
| 505094<br>167954<br>Esd<br>RTv | **BRECKLAND**<br>**British Transport Docks Board**<br>King's Lynn British | **418**<br>116<br>874 | ✠Classed LR until 10/62 | **1960–10** Henry Scarr Ltd.—Hessle<br>138′ 6″ 33′ 2″ 9′ 6¾″<br>130′ 0″ 32′ 0″ 10′ 9″<br>Q50 1 dk<br>RW<br>rf nil | M Grab Hopper Dredger Mchy.aft<br>1 Ho 41′<br>Cr 1(5½) | Oil 4SA 8Cy. 9¾″×10½″ with flexible coupling & sr reverse gear<br>830bhp (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>2×50kW 220V d.c. |
| 505095<br>GJNA<br>304293<br>Df Esd<br>Gc Rdr<br>RTv | **BRECON BEACON**<br>**Medomsley Steam Shipping Co. Ltd.**<br>Phs. van Ommeren ~~(London)~~ ~~Ltd~~N.V.<br>London British<br>Now **POOLDRECHT** See New Entries No. 2 | **6550**<br>3431<br>10724<br>**9323**<br>5247<br>12902 | ✠**100A1** SS 12/66<br>✠**LMC**<br>MN1552 EL e†2½″SQ | **1962–9** Werft De Noord—Alb<br>499′ 7″ 64′ 6″ 26′ 5¾″/29′ 7″<br>461′ 4″ 64′ 0″ 39′ 3″<br>F92′ 1 dk & S dk<br>RW 6BH to U dk 1 to 2nd dk<br>rf nil WB2708t incl. Tunnel tanks 257t DTmf1239t | M OSD/CSD<br>5 Ho 48½′, 69¾′, 47¼′, 78¾′, 67½′, 22′ DT, 22′ DT<br>5 Ha (stl) (29¼′, 44½′, 44½′, 44½′, 44½′×22′)<br>Der 4(10) 16(5) | Oil 2SA 6Cy. 780×1400 mm<br>7760bhp MAN (hvf)<br>N.V. Wilton Fijenoord Sch<br>AuxB 100lb<br>3×240kW 220V d.c. |

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| 505098<br>JWPC<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **BREDA**<br><br>**Fred. Olsen & Co.**<br>Oslo Norwegian | **1462**<br>629<br>2165 | | NV | **1957** A/S Tangen Verft.—Kragerö<br>290′ 10″ 42′ 7″ 17′ 10″<br>264′ 3″ 42′ 6″<br>2 dks & S dk<br>RW | M OSD Mchy.aft<br>2 Ho 69½′, 93½′<br><br>2 Ha (stl) (51½′×20′) (73½′×18½′)<br>Cr 3(5) Der 2(12) | Oil 2SA 4Cy. 500×1500 mm<br>2400bhp B&W<br>A/S Akers M/V<br>2×150kW 220V d.c.<br>Thw. thrust propeller aft |
| 505101<br>SGLX<br>9543 | **BREDSKÄR**<br>exLaila-57 exSeehund<br>exZeehond<br>**Nils Nilsson**<br>Hamburgsund Swedish | **235**<br>155<br>320 | | GL | **1914** J. Pattje & Zonen—Waterhuizen<br>*123·8′* 24′ 1″<br>9′ 10″<br>Q30′ 1 dk<br>R len 51 conv sailing ship— | M Mchy.aft | Oil 4SA 6Cy. 127×142 mm<br>220bhp NE57<br>General Motors Corp. |
| 505102<br>PDGM<br><br>Df Esd<br>Rdr<br>RTm/h | **BREE-HELLE**<br><br>**P. A. van Es & Co. N.V.**<br>Rotterdam Netherland | **499**<br>322<br>1000 | ✠100A1<br><br>✠LMC<br><br>MN150 | ~~SS 4/66~~<br>SS 10/68<br><br><br>EL j 1¼″SQ | **1962–4** Schps. Gebr. v. Diepen—<br>Waterhuizen<br>200′ 5″ 30′ 6″ 11′ 11½″<br>182′ 5″ 30′ 5″ 13′ 3″<br>Q50′ F41′ 1 dk<br>RW 3BH<br>rf 6″ WB318t incl. Dk a32t m9t | M Mchy.aft<br>1 Ho 130′<br>G.39816 B.35545<br><br>2W Der 2(3) | Oil 4SA 6Cy. 270×500 mm<br>750bhp<br>N.V. Werkspoor<br>2×10kW 110V d.c. |
| 651673<br>PDGJ<br><br>Df Esd<br>Rdr<br>RTm/h | **BREEHEES**<br><br>**P. A. van Es & Co. N.V.**<br>Rotterdam Netherland | **494**<br>271<br>1100 | | BV | **1965** D. & J. Boot Schpsw.<br>"De Vooruitgang"—Alp<br>216′ 2″ 33′ 4″ 12′ 7½″<br>191′ 11″ 32′ 10″ 19′ 8″<br>1 dk, pt 2nd dk | M Mchy.aft<br><br>G.57308 B.52279<br>2 Ha (65′×19½′) (27½′×16½′)<br>Der 3(3) | Oil 4SA 8Cy. 305×460 mm<br>1000bhp<br>D. & J. Boot "De Industrie"<br>2×20kW 220V d.c. |
| 541044<br>PDGL<br>12795<br>Df Esd<br>Rdr<br>RTm/h | **BREEHORN**<br><br>**P. A. van Es & Co. N.V.**<br>Rotterdam Netherland | **499**<br>309<br>1000 | ✠100A1<br><br>✠LMC<br><br>MN150 | SS 4/67<br><br><br><br>EL j 1¼″SQ | **1963–4** Kerstholt Scheeps. N.V.—Gro<br>200′ 2″ 30′ 6″ 11′ 11½″<br>182′ 6″ 30′ 2″ 13′ 3″<br>F42′ RAD50′ 1 dk<br>RW 3BH<br>rf 6″ WB321t incl. Dk a25t m10t | M Mchy.aft<br><br>G.40200 B.37500<br><br>2W Der 2(3) | Oil 4SA 6Cy. 305×460 mm<br>750bhp<br>D. & J. Boot "De Industrie"<br>2×10kW 110V d.c. |
| 652317<br>PDGQ<br><br>Df Esd<br>Pfd Rdr<br>RT | **BREEVELD**<br><br>**P. A. van Es & Co. N.V.**<br>Rotterdam Netherland | **494**<br>271<br>984 | | BV | **1965** D. & J. Boot Schpsw.<br>"De Vooruitgang"—Alp<br>216′ 2″ 33′ 5″ 12′ 7½″<br>191′ 11″ 32′ 10″ 19′ 8″<br>1 dk & S dk | M OSD Mchy.aft<br><br>G.57308 B.52369<br>2 Ha (65′×19½′) (27½′×16½′)<br>Der 3(3) | Oil 4SA 8Cy. 305×460 mm<br>1000bhp<br>D. & J. Boot "De Industrie" |
| 650500<br>PDGP<br><br>Df Esd<br>Pfd Rdr<br>RTm/h | **BREEWIJD**<br><br>**P. A. van Es & Co. N.V.**<br>Rotterdam Netherland | **494**<br>271<br>1100 | | BV | **1965** D. & J. Boot Schpsw.<br>"De Vooruitgang"—Alp<br>216′ 2″ 33′ 4″ 12′ 6¾″<br>191′ 11″ 32′ 10″ 13′ 0″<br>1 dk, pt 2nd dk | M Mchy.aft<br><br>G.57277 B.51532<br>2 Ha (65′×24′) (27½′×6½′)<br>Der 3(3) | Oil 4SA 8Cy. 305×460 mm<br>1000bhp<br>D. & J. Boot "De Industrie"<br>2×20kW 220V d.c. |
| 505104<br>PDGO<br>12677<br>Df Esd<br>Rdr<br>RTm/h | **BREEZAND**<br><br>**P. A. van Es & Co. N.V.**<br>Rotterdam Netherland | **499**<br>309<br>1000 | ✠100A1<br><br>✠LMC<br><br>MN150 | SS 6/67<br><br><br><br>EL j 1¼″SQ | **1962–11** Kerstholt Scheeps. N.V.—Gro<br>200′ 2″ 30′ 6″ 11′ 11½″<br>182′ 6″ 30′ 2″ 13′ 3″<br>F42′ RAD50′ 1 dk<br>RW 3BH<br>rf 6″ WB321t incl. Dk a25t m10t | M Mchy.aft<br>1 Ho 131′<br>G.40000 B.37000<br><br>2W Der 2(3) | Oil 4SA 6Cy. 305×460 mm<br>750bhp<br>D. & J. Boot "De Industrie"<br>2×10kW 110V d.c. |
| 505105<br>SHYX<br>10011<br>Df Esd<br>Rdr RT | **BREEZAND**<br>exMarie-Flore-51<br>**Gösta Dampegård**<br>Skärhamn Swedish | **499**<br>283<br>700 | | BV | **1937** Beliard, Crighton & Cie.—Ost<br>167′ 4″ 28′ 8″ 11′ 9″<br>… … …<br>1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.34000 B.32000<br>2 Ha (34½′, 35½′×18½′)<br>2W Der 2(3) | Oil 4SA 8Cy. 285×420 mm<br>395bhp NE51<br>Masch. Augsburg-Nürnberg |
| 504162<br>DZAZ<br>211770<br>RTh | **BREEZE**<br>exBentong-66<br>**Madrigal Shipping Co. Inc.**<br>Manila Philippine | *1383*<br>*921*<br>1680 | *Classed BC until 8/66 | | **1946–4** Grangemouth Dkyd Co. Ltd.—<br>Gmh<br>222′ 6″ 36′ 6″ 16′ 0½″<br>210′ 0″ 36′ 5″ 21′ 8″<br>F26′ 2 dks<br>RW<br>rf 6″ | M (7P) Mchy.aft<br>2 Ho 45½′, 79½′<br>B.81400<br>2 Ha (21½′, 48′×14′)<br>Der 2(10) 4(5) | Oil 2SA 5Cy. 350×620 mm<br>800bhp<br>J. G. Kincaid & Co. Ltd.<br>3×50kW 220V d.c. |
| 505107<br>DZAU<br>208136<br>RT | **BREEZE**<br><br>**Madrigal Shipping Co. Inc.**<br>Manila Philippine | **625**<br>314<br>770 | ✠Classed LR until 12/65 | | **1933–11** Scott & Sons—Bwg<br>179′ 6″ 30′ 1″ 12′ 4½″<br>174′ 6″ 30′ 0″ 12′ 6″<br>Q99′ B11′ F30′ 1 dk Well dk<br>R | M Mchy.aft<br><br>B.37000 | Oil 2SA 5Cy. 340×570 mm<br>725bhp<br>British Auxiliaries Ltd. |
| 505108<br>HBDV<br>67<br>Df Esd<br>Gc Rdr<br>RTm/v | **BREGAGLIA**<br><br>**Oceana Shipping S.A.**<br>Suisse-Atlantique Soc. d'Arm.<br>Marit. S.A.<br>Basle Swiss | **14090**<br>9459<br>18350 | | BV | **1962** Brodogradiliste III Maj—Rka<br>559′ 2″ 73′ 4″ 30′ 0½″<br>525′ 3″ 73′ 0″ 45′ 0″<br>1 dk | M Bulk Carrier Mchy.aft<br>4 Ho 90′, 94½′, 94½′, 89½′,<br>3 TwD each 42′<br>G.1045900<br>4 Ha (stl) (52½′, 46′, 46′, 52½′×26½′)<br>Der 2(3–5) 1(3) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp<br>Sulzer Bros. Ltd.<br>3×325, 325, 86kW 440V 60c/s a.c. |
| 505109<br>DGWE | **BREIHOLZ**<br>exMarie Steffens-56<br>exDorothea-37<br>**Richard Thode**<br>Rendsburg W. German | **126**<br>77<br>182 | | GL | **1927** Gebr. van Diepen—Waterhuizen<br>*107·8′* 18′ 4″<br>6′ 7″<br>Q25′ 1 dk<br>R len 33 & 53 | M | Oil 4SA 3Cy. 240×360 mm<br>112bhp NE37<br>Humboldt-Deutzmot. |

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| 512216<br>JXPD<br>Df Esd<br>Gc Rdr | **BREIM**<br>exFruen-65<br>**A/S Borgestad**<br>Porsgrunn Norwegian | **10434**<br>5533<br>15507 | NV | **1961** Kieler Howaldtswerke A.G.—Kel<br>496′ 0″ 65′ 10″ 29′ 5½″<br>470′ 0″ 65′ 7½″ 40′ 10″<br>1 dk | M Mchy.aft<br>5 Ho<br>G.701881 B.677300<br>5 Ha (34½′, 43′, 43′, 43′, 43′ × 32¾′)<br>10W Der 13(5) | Oil 2SA 8Cy. 700×1200 mm<br>6500bhp MAN 1084t<br>Kieler Howaldtswerke A.G. Kel<br>14¾k |
| 542651<br>LMRW<br>Df Gc<br>Rdr RT | **BREISUND**<br>exPol XII-63<br>**Elling Aarseth & Co. A/S**<br>Ålesund Norwegian | ~~480~~ **437**<br>~~224~~ 192<br>— | *Classed BC until 11/62 | **1947**–11 Smith's Dock Co. Ltd.—Mdb<br>159′ 7″ 27′ 7″ 14′ 0¼″<br>148′ 6″ 27′ 6″ 15′ 6″<br>1 dk<br>BK7½″ conv whaler 63 | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>Emade61fitted63<br>Klöckner-Humboldt-Deutz Kln |
| 505113<br>DLBT<br>Df Esd<br>Gc Rdr<br>RTv | **BREITENSTEIN**<br>**Norddeutscher Lloyd**<br>Bremen W. German | **5856**<br>3205<br>7854 | GL | **1956** Bremer Vulkan—Vgk<br>498′ 1″ 60′ 6″ 24′ 11$\frac{1}{16}$″<br>456′ 1″ 60′ 4″ 37′ 3″<br>B80′ F59′ 2 dks & S dk<br>RW | M (5P) Ref OSD<br>5 Ho 46′, 74¼′, 71′, 71′, 81¼′<br>G.557424 B.503433 In.10643<br>5 Ha (stl) (16½′ × 14¾′) (39¼′, 49¾′, 49¾′, 39¼′ × 18¼′)<br>18W Der 1(50) 8(5–10) 10(3–5) 2(¾) | Oil SA 8Cy. 780×1400 mm<br>9000bhp 1270t (hvf)<br>Bremer Vulkan Vgk<br>4×200, 200, 200, 30kW 220V d.c. 17½k |
| 536924<br>LENK<br>Df Rdr<br>RT | **BREIVIK JUNIOR**<br>exTromsøy I-65<br>**Mikal Breivik**<br>Ålesund Norwegian | **785**<br>289<br>— | NV | **1963** Gravdal Skips—Sunde<br>190′ 0″ 32′ 2″<br>161′ 0″ 32′ 1½″ 20′ 10″<br>2 dks | M Stern Trawler | Oil 4SA 6Cy. 400×580 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz Kln |
| 505114<br>DDQP<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BREMEN**<br>exPasteur-59<br>**Norddeutscher Lloyd**<br>Bremen W. German | **32360**<br>17023<br>8574 | GL | **1938** Ch. & At. de St. Nazaire (Penhoët) —St.N<br>696′ 10″ 90′ 4″ 30′ 7$\frac{5}{16}$″<br>90′ 0″ 47′ 10″<br>5 dks<br>R<br>rf 16″ | QS (1207P)<br>4 Ho 51¼′, 45′, 40¾′, 57¾′<br>G.127080<br>2 Ha (stl) (11¼′ × 8′) (10½′ × 9¾′)<br>6W Der 2(3–5) 4(3) | 4 S Turb sr geared<br>60000shp Parsons 5320t (o.f)<br>Emade38&58<br>Ch. & At. de St. Nazaire (Penhoët)<br>3×1100kW 220V d.c.<br>3×1100kW 220/380V 50c/s a.c. 23½k |
| 671701<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BREMEN**<br>**Unterweser Reederei G.m.b.H.**<br>Bremen W. German | ~~1100~~ **1139**<br>— 338<br>— | GL | **1967** A.G. "Weser" Werk Seebeck—Bhn<br>179′ 2″<br>157′ 1″ 39′ 4½″ 20′ 0″ | M Salvage Tug<br>Der 1(10) | 2 Oil 4SA each 8Cy. 400×580 mm geared to sc. shaft<br>5340bhp 708t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>4×228, 144, 144, 144kW 390V 50c/s a.c.<br>Directional propeller 15k |
| 505115<br>DFAN<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BREMEN**<br>**"Nordsee" Deutsche Hochseef. G.m.b.H.**<br>Bremerhaven W. German | **565**<br>237<br>675 | GL | **1953** A.G. "Weser" Werk Seebeck—Bhn<br>173′ 10″ 28′ 8″ 14′ 4″<br>16′ 3″<br>F28′ H77′<br>R<br>rf 33½″ | S Trawler<br>1 Ho 52¼′<br>4 Ha (each 3¾′ × 3½′)<br>1W | T 3Cy. 10″, 25$\frac{9}{16}$″ & 41$\frac{5}{16}$″ × 26″ 735ihp with LP turb 255shp (o.f)<br>A.G. "Weser" Werk Seebeck Bhn<br>2×40, 35kW 110V 50c/s a.c. 12k |
| 661244<br>JKKU<br>99443<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BREMEN MARU**<br>**Mitsui O.S.K. Lines K.K.**<br>Osaka Japanese | **11605**<br>6720<br>12352 | 544′ 8″(incl.BB)<br>NK | **1966** Mitsui Zosen—Tmn<br>~~544′ 8″~~ 76′ 3″ 29′ 6¼″<br>511′ 10″ 76′ 1″ 42′ 4″<br>3 dks | M Ref<br>6 Ho<br>G.789780 B.731228 In.22896<br>6 Ha (stl) (27′ × 18′) (36′ × 23′) (47¼′, 39¼′, 39¼′ × 29½′) (42′ × 17¾′)<br>16W Cr 3(10) Der 1(30) 16(6) | Oil 2SA 8Cy. 840×1800 mm<br>18400bhp B&W 1515t<br>Mitsui Zosen Tmn<br>3×360kW 445V a.c. 22¾k |
| 505117<br>9HBM<br>317543<br>Df Esd<br>Rdr RTv | **BREMEN TERRIER**<br>exBremen-65<br>**Mediterranean Salvage & Towage Co. Ltd.**<br>Malta British | **138**<br>41<br>— | GL | Lch. **1945** Cmpl. **1952** Gebr. Niestern —Dzl<br>*95·2′* 21′ 9″<br>21′ 7″ 10′ 4″<br>1 dk<br>R | M Tug | Oil 4SA 6Cy. 400×460 mm<br>1200bhp Emade44fitted— 60t(d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×60, 40kW 220V d.c.<br>Thw. thrust propeller aft 10k |
| 505118<br>DDTI<br>Df Esd<br>Gc Rdr<br>RTh | **BREMER ANWALT**<br>**Bremer Reed. Bruno Bischoff & Co. G.m.b.H.**<br>Bremen W. German | **499**<br>234<br>974 | GL | **1959** Schiffb. Unterweser—Bhn<br>219′ 2″ 33′ 3″ 11′ 10¼″<br>196′ 10″ 33′ 1″ 18′ 10″<br>F28′ 1 dk & S dk<br>RW<br>rf 4″ | M OSD<br>1 Ho 127¼′<br>G.79549 B.70777<br>2 Ha (alu) (31½′, 69¾′ × 17¾′)<br>3W Der 3(2¾) | Oil 4SA 8Cy. 320×450 mm<br>1060bhp 63t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×32kW 220V 11½k |
| 505119<br>DDSJ<br>Df Esd<br>Gc Rdr<br>RTh | **BREMER BANKEN**<br>**Bremer Reed. Bruno Bischoff & Co. G.m.b.H.**<br>Bremen W. German | **500**<br>234<br>974 | GL | **1959** Schiffb. Unterweser—Bhn<br>219′ 2″ 33′ 2″ 11′ 10¼″<br>196′ 10″ 33′ 1″ 18′ 10″<br>F28′ 1 dk & S dk<br>RW<br>rf 4″ | M OSD Mchy.aft<br>1 Ho 127′<br>G.79549 B.70777<br>2 Ha (alu) (31½′, 69¾′ × 17¾′)<br>3W Der 3(2¾) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 63t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×32kW 220V 11½k |
| 505121<br>DEEI<br>Df Esd<br>Gc Rdr<br>RTh | **BREMER EXPORT** T.Mk<br>**Bremer Reederei Eilemann & Bischoff G.m.b.H.**<br>Bremer Reed. Bruno Bischoff & Co. G.m.b.H.<br>Bremen W. German | ~~499~~ **500**<br>~~252~~ 238<br>955 | GL | **1960** Fr. Lürssen—Bmn<br>232′ 0″ 34′ 2″ 12′ 2⅛″<br>209′ 11″ 34′ 1½″ 19′ 2″<br>F28′ 1 dk & S dk<br>rf 2″ | M Ref ~~OSD~~ Mchy.aft<br>1 Ho 137¾′<br>G.89210 B.82680<br>2 Ha (alu) (38½′, 77′ × 22′)<br>3W Der 3(3) | Oil 4SA 6Cy. 400×580 mm<br>1250bhp 67¾t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×25kW 220/380V 50c/s a.c. 13k |
| 505122<br>DEFU<br>Df Esd<br>Rdr<br>RTh | **BREMER FLAGGE**<br>**Partenreederei m.s. "Bremer Flagge"**<br>Bernhard Warrings<br>Bremen W. German | **342**<br>171<br>566 | GL | **1955** Schiffb. Unterweser—Bhn<br>173′ 9″ 27′ 11″ 10′ 4½″<br>164′ 5″ 27′10½″ 16′ 9″<br>F24′ 1 dk & S dk<br>RW<br>rf 4″ | M OSD Mchy.aft<br>1 Ho 100¾′<br>G.44343 B.41442<br>1 Ha (80½′ × 15½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp 28t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×1½kW 24V 10k |

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| 505126<br>DEDI<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **BREMER IMPORT** T.Mk<br><br>**Bremer Reederei Bruno**<br>**Bischoff & Co. G.m.b.H.**<br>Bremen W. German | 499<br>245<br>974 | GL | 1960 Fr. Lürssen—Bmn<br>232' 0" 34' 2" 12' 2½"<br>209' 11" 34' 1½" 19' 2"<br>F28' 1 dk & S dk<br>rf 2" | M ~~OSD~~ Mchy.aft<br>1 Ho 137½'<br>G.89210 B.82680<br>2 Ha (alu) (38½', 77'×22')<br>Der 3(3) | Oil 4SA 6Cy. 400×580 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz<br>3×25kW 220/350V 50c/s a.c. |
| 505127<br>DDOJ<br><br>Df Esd<br>Gc Rdr<br>RT | **BREMER KUEPER**<br><br>**Heinrich Hauschildt**<br>Kustenschiffahrt Bauer &<br>Hauschildt K.G.<br>~~Bremen~~ W. German<br>Hamburg<br>Now **ESTESTROM** See New Entries No. 10 | ~~437~~ T.Mk<br>~~944~~ 416<br>~~860~~ 218<br>860 | GL | 1958 Schiffb. Unterweser—Bhn<br>194' 4" 28' 1" ~~11' 8"~~ 11' 10"<br>177' 11" 27' 11" 17' 7"<br>1 dk & S dk<br>RW | M ~~OSD~~<br>1 Ho 126'<br>G.59950 B.52085<br>4 Ha (37½', 58', 41½', 65½'×15½')<br>3W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 505128<br>DLDY<br><br>Df Esd<br>Gc Rdr<br>RT | **BREMER MAKLER**<br><br>**Klaus Wehlen**<br>Bremen W. German | 433<br>247<br>860 | GL | 1957 Schiffb. Unterweser—Bhn<br>194' 4" 28' 1" 11' 8½"<br>177' 11" 27' 11" 16' 9"<br>F24' 1 dk & S dk | M OSD<br><br>G.53373 B.48137<br>2 Ha<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 661679<br>DEIH<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **BREMER MERCUR**<br><br>**Bremer Reederei Bruno**<br>**Bischoff & Co. G.m.b.H.**<br>Bremen W. German | 498<br>326<br>1115 | GL | 1966 Schiffb. Unterweser—Bhn<br>223' 6" 35' 4" 12' 3½"<br>201' 5" 35' 1½" 20' 3"<br>F26' 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 144½'<br>G.91333 B.84500<br>2 Ha (stl) (65', 39'×23')<br>Cr 3(3) | Oil 4SA 6Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>3×70, 70, 30kW 220/380V 50c/s a.c. |
| 505129<br>DDSN<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BREMER NORDEN**<br><br>**Bremer Reed. Bruno**<br>**Bischoff & Co. G.m.b.H.**<br>Bremen W. German | 999<br>518<br>1869 | GL | 1961 Fr. Lürssen—Bmn<br>272' 11" 42' 4" 15' 7½"<br>246' 0" 42' 0" 24' 0"<br>1 dk & S dk<br>rf 4" | M OSD Ref<br>2 Ho 86', 81'<br>G.154037 B.144541 In.19776<br>2 Ha (alu) (each 64'×25')<br>Cr 4(3) | Oil 4SA 8Cy. 400×580 mm<br>1900bhp<br>Klöckner-Humboldt-Deutz<br>4×56, 56, 56, 23kW 220/380V 50c/s |
| 505130<br>DEBZ<br><br>Df Esd<br>Gc Rdr<br>RTh | **BREMER REEDER**<br><br>**Bremer Reed. Bruno**<br>**Bischoff & Co. G.m.b.H.**<br>Bremen W. German | ~~499~~ T.Mk<br>~~245~~ 499<br>~~974~~ 245<br>974 | GL | 1960 Fr. Lürssen—Bmn<br>232' 0" 34' 2" 12' 2½"<br>209' 11" 34' 1½" 19' 2"<br>F28' 1 dk & S dk<br>rf 2" | M OSD Mchy.aft<br>1 Ho 137½'<br>G.89210 B.82680<br>2 Ha (alu) (38½', 77'×22')<br>2W Der 3(3) | Oil 4SA 6Cy. 400×580 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz<br>3×25kW 220/380V 50c/s a.c. |
| 670529<br><br><br>Df Esd<br>Gc Rdr<br>RTh/v | **BREMER SATURN**<br><br>**Bremer Reed. Bruno**<br>**Bischoff & Co. G.m.b.H.**<br>Bremen W. German | 499<br>~~820~~ 326<br>1115 | GL | 1967 Schiffbau. Unterweser—Bhn<br>223' 0" 35' 9" 12' 4"<br>201' 5" 35' 5" 20' 3"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 144½'<br>G.91333 B.84500<br>2 Ha (stl) (65', 39½'×23')<br>Cr 1(5) 1(3) | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Klöckner-Humboldt-Deutz<br>2×70kW 230/440V 50c/s a.c. |
| 505132<br>DLDI<br><br>Df Esd<br>Gc Rdr<br>RT | **BREMER STAUER**<br><br>**Bernhard Warrings**<br>Bremen W. German | 374<br>155<br>700 | GL | 1957 Schiffb. Unterweser—Bhn<br>173' 9" 27' 11" 11' 6⅛"<br>157' 6" 27' 10½" 16' 9"<br>F25' 1 dk & S dk<br>RW | M OSD Mchy.aft<br><br>G.44039 B.41095<br>1 Ha (80½'×15½')<br>2W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 505133<br>DEEP<br><br>Df Esd<br>RTh | **BREMER WAPPEN**<br><br>**Hans Nikolaus Voss**<br>Bremen W. German<br>Now **ESTETOR** See New Entries No. 9 | 415<br>205<br>674<br>598<br>381<br>935 | GL | 1954 Schiffb. Unterweser—Bhn<br>173' 9" 17' 11" 11' 6½"/14' 4⅝"<br>164' 5" 16' 9"<br>F24' 1 dk & S dk<br>RW<br>rf 4" | M OSD/CSD Mchy.aft<br>1 Ho 100½'<br>G.44345 B.41463<br>1 Ha (80½'×15½')<br>2W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz<br>3×1½kW 24V |
| 505134<br>DEFL<br>13327<br>Df Esd<br>Gc Rdr<br>RTh/v | **BREMER WESTEN**<br><br>**Fr. Lürssen Werft**<br>Bremer Reed. Bruno<br>Bischoff & Co. G.m.b.H.<br>Bremen W. German | 997<br>563<br>1919 | GL | 1962 Fr. Lürssen—Bmn<br>272' 11" 42' 4" 15' 7½"<br>246' 0" 42' 0" 23' 11"<br>1 dk & S dk<br>rf 4" | M OSD Mchy.aft<br>2 Ho 87½', 79½'<br>G.154037 B.144541<br>2 Ha (alu) (each 64'×25')<br>Cr 4(3) | Oil 4SA 8Cy. 400×580 mm<br>1900bhp<br>Klöckner-Humboldt-Deutz<br>4×56, 56, 56, 23kW 220/380V |
| 505135<br>DLAZ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BREMERHAVEN** T.Mx<br><br>**Union-Partenreederei**<br>**m.s. "Bremerhaven"**<br>Scipio & Co.<br>Bremen W. German | 3111<br>1611<br>3530 | GL | 1955 Bremer Vulkan—Vgk<br>441' 5" 54' 0" 19' 11½"<br>403' 7" 53' 10" 28' 8"<br>B298' F36' 2 dks & S dk | M Ref OSD<br>4 Ho 76½', 56', 51½', 89½'<br>B.269163 In.248000<br>4 Ha (stl) (each 25½'×15')<br>Der 8(5) | Oil 2SA 6Cy. 700×1200 mm<br>7830bhp NE65<br>Bremer Vulkan |
| 505137<br>DERY<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BREMERHAVEN**<br><br>**"Nordsee" Deutsche**<br>**Hochseefischerei G.m.b.H.**<br>Bremerhaven W. German | 941<br>343<br>885 | GL | 1961 A.G. "Weser" Werk Seebeck—<br>Bhn<br>242' 3" 36' 0"<br>209' 11" 23' 11"<br>F52' 2 dks<br>rf 9½" | M Stern Trawler<br>2 Ho 42½', 19½'<br>In.2154<br>3 Ha (16', 8½', 11½'×4½') | Oil 4SA 8Cy. 385×580 mm<br>also Oil 600bhp driving 2<br>465kW 230/400V a.c.<br>elec. motor 570shp (S) for<br>propulsion<br>Masch. Kiel A.G.<br>1×68kW 230/400V 50c/s a.c.<br>Thw. thrust propeller fwd |

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| 671073 | **BREMERSAND**<br>Partenreederei m.s. "Bremersand"<br>Df Esd Gc Pfd Rdr RT Helmut Meyer<br>Brake W. German | ~~1599~~ 1596<br>1009<br>2750 | | GL | **1967** Elsfletherwerft AG—Elsfleth<br>282′ 2″ 43′ 0″ 16′ 10½″<br>254′ 3″ 42′ 8″ 19′ 10″<br>1 dk | M Mchy.aft<br>4 Ha (each 30½′×23′)<br>8W Der 1(15) 8(3–5) | Oil 4SA 8Cy. 400×580 mm<br>2140bhp<br>Klöckner-Humboldt-Deutz Kln<br>12¾k |
| 520620<br>DDJW | **BREMERVÖRDE**<br>exLenne–66<br>**Heinrich Querfeldt** W. German<br>Df Esd Gc RT Hamburg | 248<br>156<br>335 | | GL | **1962** Schiffsw. Heine Brand K.G.—Oldenburg<br>*129·3′* 24′ 0″ 7′ 10″<br>123′ 0″ 23′ 9½″ 8′ 8″<br>1 dk | M Mchy.aft<br>G.18000 B.17200<br>1 Ha (61′×16½′) | Oil 4SA 4Cy. 290×420 mm<br>265bhp<br>Masch. Kiel A.G. Kel<br>8½k |
| 505139<br>LGIX | **BREMNES**<br>Rdr **Hardanger Sunnhordlandske Dampskipsselskap**<br>Bergen Norwegian | 238<br>118<br>— | | | **1949** Mjellem & Karslen—Bgn<br>*107·7′* 22′ 5″<br>… … …<br>1 dk<br>RW | M (26P) Mchy.aft<br>1 Ho 29½′<br>1 Ha (7¾′×6′)<br>Der 1 | Oil 2SA 6Cy. 265×345 mm<br>400bhp (d.o)<br>Crossley Bros. Ltd. Mch |
| 505140<br>SFOI<br>2970 | **BREMÖ**<br>exOstkusten–49 exOsterlen–48<br>exMunkedal–44<br>Df **Harold Johansson**<br>RTm Gothenburg Swedish | 199<br>113<br>175 | | | **1896** Eriksbergs M/V A/B—Got<br>120′ 0″ 20′ 8″ 9′ 2″<br>20′ 6″<br>1 dk<br>R len 59 | M Mchy.aft<br>2 Ho 40½′, 21′<br>G.11000<br>2 Ha (40½′, 21′×11¾′)<br>2W Der 2(2) | Oil 2SA 4Cy. 230×400 mm<br>280bhp NE55 (d.o)<br>Alpha-Diesel A/S Fkn<br>2×24kW 220V |
| 505143<br>HOSI<br>109-62 | **BRENDA**<br>exLorinna–61<br>**Israel Nav. Co. S.A.**<br>John Manners & Co. Ltd.<br>Panama Panamanian<br>Now **UNION BRENDA** (No. 505143) in the Register | *1199*<br>*588*<br>1620 | ✠100A1<br>✠LMC<br>MN252 | Dr 11/63<br>EL n | **1938–1** Grangemouth Dkyd Co. Ltd.—Gmh<br>241′ 0″ 35′ 2″ 15′ 4¼″<br>228′ 6″ 35′ 0″ 17′ 2″<br>P60′ B18′ F27′ 1 dk<br>R 3BH<br>WB434t | M Mchy.aft<br>G.77500 B.71000<br>8W Der 8(3) | Oil 2SA 7Cy. 350×620 mm<br>1260bhp 233t<br>J. G. Kincaid & Co. Ltd. Grk<br>10½k |
| 505144 | **BRENDA FISHER**<br>Esd RT **Grimsby Salvage & Towing Co. Ltd.**<br>Grimsby British | 52<br>—<br>— | ✠A1<br>tug River Humber service<br>✠LMC<br>MN72 | SS 8/67<br>EL (a)⅝″ | **1955–6** J. Harker Ltd.—Knottingley<br>70′ 7″ 18′ 3″<br>65′ 0″ 17′ 0″ 7′ 6″<br>RW 3BH<br>rf 12″ BK6″ WB4t | M Tug | Oil 4SA 6Cy. 261×368 mm sr geared<br>360bhp 10t<br>Ruston & Hornsby Lcn<br>10k |
| 513481<br>MTQN<br>184001 | **BRENDA WILSON**<br>exGranby Queen–67<br>**Hazael Fishing Co. Ltd.**<br>Df Esd Pfd RT Lowestoft British | 181<br>65<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN70 | SS 5/67<br>EL (c) h | **1954–10** J. Lewis & Sons Ltd.—Abn<br>*104·0′* 22′ 1″<br>100′ 0″ 22′ 0″ 10′ 9″<br>F18′<br>RW 4BH<br>BK7″ WB14t incl. DTf10t | M Trawler | Oil 2SA 6Cy. 265×345 mm<br>350bhp<br>Crossley Bros. Ltd. Mch |
| 661226<br>GRYZ<br>306452 | **BRENDONIA**<br>**J. Wharton (Shipping) Ltd.**<br>Rdr RT Goole British | 604<br>302<br>824 | ✠100A1<br>✠LMC<br>MN132 | EL i 1$\frac{1}{16}$″SQ | **1966–6** Goole S.B. & R. Co. Ltd.—Goo<br>177′ 3″ 29′ 10″ 11′ 10″<br>161′ 6″ 29′ 6″ 12′ 0″<br>P45′ Q55′ F22′ 1 dk<br>NS 3BH<br>rf 2″ WB265t | M Mchy.aft | Oil 4SA 8Cy. 8¾″×11½″ sr reverse geared<br>660bhp<br>Blackstone & Co. Ltd. Stamford<br>2×11¼kW 45V 50c/s a.c. |
| 505147<br>IBRJ<br>583 | **BRENNERO**<br>**"Adriatica" Soc. per Azioni di Nav.**<br>Df Esd Gc Rdr RT Venice Italian | 4406<br>2311<br>2350 | | AB RI | **1959** Ansaldo S.p.A.—Lgn<br>358′ 4″ 53′ 8″ 19′ 3½″<br>328′ 10″ 53′ 7″ 32′ 0″<br>B116′ F43′ 2 dks, pt 3rd dk<br>RW<br>rf 8″ | TM (79P) Ref<br>4 Ho<br>B.132657 In.3607<br>4 Ha<br>8W Der 1(15) 4(7) 4(3) | 2 Oil 2SA each 5Cy. 600×800 mm<br>5000bhp 311t<br>C.R.D. Adriatico Tri<br>15¾k |
| 505148<br>EBRG | **BRENS**<br>**S.I.C.A.R. Ltda. Suministros e Industrias Castro-Rial S.L.**<br>Df Esd RT Corunna Spanish | 398<br>219<br>522 | | BV | **1957** E. Lorenzo y Cia.—Vgo<br>164′ 6″ 26′ 2″ 10′ 4″<br>149′ 7″ 25′ 11″ 10′ 8″<br>1 dk<br>RW | M Mchy.aft<br>2 Ha (28′, 26¼′×14½′)<br>Der 2(5) | Oil 2SA 4Cy. 290×500 mm<br>400bhp Sulzer<br>Soc. Española de Const. Nav. Bbo<br>9½k |
| 505150<br>112243 | **BRENTWOOD**<br>exCascade–56<br>**Coast Ferries Ltd.**<br>Rdr RTm Victoria Canadian | 150<br>110<br>— | | | **1902** G. E. Cates—Vcr<br>103′ 0″ 22′ 7″ 10′ 0″<br>… … …<br>conv ferry 24 | Wood M Ref<br>1 Ho 20′<br>Der 2(5) | Oil 2SA 6Cy. 230×280 mm<br>200bhp Emade—fitted33 (d.o)<br>Norris, Henty & Gardner Mch<br>2×35 & 3kW 115/208V 60c/s a.c. |
| 542652<br>EDYJ | **BREOGAN**<br>**Ramon Casal Miño**<br>Df RT Corunna Spanish | 158<br>68<br>— | | | **1963** Ast. del Cantabrico y de Riera S.A.—Gjn<br>100′ 0″ 21′ 5″ 12′ 0″<br>86′ 11″ 21′ 4″ 12′ 6″<br>RW | S Trawler | T 3Cy. 7⅞″ 13$\frac{13}{16}$″ & 21⅝″×15¾″<br>200ihp Emade—fitted63 75t (o.f)<br>Vda de Martin Martin Snt<br>10k |
| 542653<br>PDGT | **BRESAM**<br>exLaura Danielsen–63<br>**Rederij "Bresam"**<br>Df Esd Rdr RTm W. F. Kampman's Bevrachtingsbedrijf<br>Amsterdam Netherland | 499<br>297<br>881 | | AB | **1957** F. Smit v/h Smit & Zoon—Foxhol<br>216′ 6″ 29′ 10″ 11′ 6¼″<br>196′ 10″ 29′ 6″ 13′ 2″<br>P47′ F31′ 1 dk<br>RW<br>rf nil | M Mchy.aft<br>1 Ho 132½′<br>G.41000 B.38000<br>3 Ha (29½′×14¾′) (31½′, 31½′×14¾′)<br>3W Der 3(3) | Oil 2SA 6Cy. 290×490 mm<br>720bhp 78t<br>Alpha-Diesel A/S Fkn<br>11¼k |

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| 505152<br>TMHX<br><br>RT | **BRESCOU**<br>exEmpire Gillian–45<br>**Cie. Méridionale de Nav.**<br>Marseilles French | 296<br>135<br>320 | ✠Classed LR until 9/56 | BV | 1944-8 Richards Irn Wks Ltd.—Lwt<br>137′ 0″ 24′ 7″ 8′ 10½″<br>130′ 0″ 24′ 6″ 9′ 8″<br>P36′ F16′ 1 dk | M Mchy.aft<br>2 Ha (20′, 35½′×14½′)<br>Der 2(1½) | Oil 2SA 6Cy. 265×345 mm<br>330bhp<br>Crossley Bros. Ltd. |
| 505154<br>OXMZ<br><br>Df Esd<br>RT | **BRESSAY**<br><br>**Frode Andersen**<br>Hirshals Danish | 130<br>64<br>— | | BV | 1960 Ørskovs Staalskibsværft—Fkn<br>94′ 0″ 19′ 10″<br>... ... ...<br>1 dk<br>**len 66** | M Trawler Mchy.aft | Oil 4SA 270×400 mm<br>450bhp NE64<br>Aabenraa Motorfabrik |
| 505156<br>UQIE<br>M-16791<br>Df | **BREST**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 2550<br>1384<br>3084 | | | 1953 Wärtsilä Kon. Crichton-Vulcan<br>—Åbo<br>297′ 0″ 42′ 0″ 18′ 7″<br>278′ 6″ 41′ 7″ 21′ 4″<br>P24′ B72′ F28′ 1 dk<br>RW | S<br>4 Ho<br>G.139493<br>4 Ha (each 34′×19¾′)<br>9W Der 1(15) 8(5) | C 4Cy. (2) 15″ & (2) 32½″×32<br>Wärtsilä Kon. Crichton-Vulcan |
| 505158<br>XPYD<br><br>Df Esd<br>Rdr<br>RTh | **BRESTIR**<br><br>**P/f Kimbil**<br>Poul Hansen<br>Thorshavn Faroese | 201<br>69<br>— | | NV | 1957 Hatlös M/V—Ulsteinsvik<br>117′ 8″ 22′ 11″<br>107′ 0″ 22′ 8″ 11′ 7″<br>1 dk | M Trawler Mchy.aft<br>2 Ho 11′, 34′<br>3 Ha (2½′×2½′) (6½′, 6½′×5½′)<br>Cr 1 Der 2 | Oil 4SA 3Cy. 300×410 mm<br>350bhp<br>A/S Vølund<br>2×38 & 8kW 220V<br>Controllable pitch propeller |
| 505160<br>FNST<br><br>Df Esd<br>Rdr | **BRETAGNE**<br><br>**Société Franco Danoise**<br>**De Nav.**<br>La Rochelle French | 2784<br>1494<br>5225 | | BV | 1947 Burmeister & Wain—Cpn<br>360′ 0″ 51′ 0″ 20′ 9″<br>50′ 10″<br>F23′ 1 dk & S dk | M OSD<br>G.316770 B.288010<br>4 Ha (30′, 44½′, 37′, 27′×19½′)<br>10W Der 1(30) 10(3–5) 1(2) | Oil 2SA 5Cy. 620×1150 mm<br>2250bhp<br>Burmeister & Wain |
| 660356<br>LEVE<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **BRETAGNE**<br><br>**A/S Ganger Rolf, A/S**<br>**Bonheur, A/S Borgå, A/S**<br>**Jelölinjen & Den Norske**<br>**Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 1340<br>667<br>2340 | | NV | 1966 Kaldnes M/V A/S—Tbg<br>273′ 7″ 46′ 1″ 17′ 4½″<br>247′ 3″ 46′ 0″ 32′ 9″<br>B38′ 1 dk & S dk, 3rd dk in No. 2 hold<br>rf 3″ | M OSD Mchy.aft<br>2 Ho 57′, 93½′<br>G.223000 B.196000<br>1 W Cr 2(5) Der 1(8–15) | 2 Oil 4SA each 12Cy. 215×28<br>geared to sc. shaft<br>3500bhp<br>N.V. Werkspoor<br>3×134kW 440V 60c/s a.c.<br>Controllable pitch propeller |
| 680456 | **BRETON**<br><br>**Luisa de Otero**<br>Bilbao Spanish | 941<br>—<br>1650 | 100A1<br>Class contemplated | | S.A. Juliana Const. Gijonesa<br>—Gjn<br>14′ 3″<br>208′ 3″ 36′ 1″ 14′ 9″ | M Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>Naval-Stork-Werkspoor |
| | For later particulars see New Entries No. 4 | | | | | | |
| 505162<br>OFVB<br>1005<br>Df Esd<br>Gc Rdr<br>RT | **BRETTENHAM**<br>exAngusburn–54<br>exEmpire Bard–46<br>**Rederi A/B Hildegaard**<br>Lundqvist Rederierna<br>Mariehamn Finnish | 2869<br>1635<br>4670 | ✠100A1<br><br>✠LMC | TD 2/67<br>EL u 1$\frac{11}{16}$″SQ | 1942–3 Caledon S.B. & E. Co. Ltd.—Dun<br>328′ 0″ 46′ 8″ 20′ 9½″<br>310′ 0″ 46′ 4″ 25′ 9″<br>P33′ B82′ F34′ 1 dk<br>NS 5BH<br>WB1228t | S<br>G.212000 B.202000<br>4 Ha (32′×23′) (34′, 34′×24′)<br>(32′×22′) | T 3Cy. 20″ 31″ & 55″×39″<br>1200ihp<br>N.E. Mar. Eng. Co. (1938)<br>2 SB 200lb hs(3854) 6cf |
| 671081<br>TFTK<br><br>Df Esd<br>Rdr<br>RTm/h | **BRETTINGUR**<br><br>**Tangi h/f**<br>Vopnafirdi Icelandic | 317<br>139<br>— | | NV | 1966 Flekkefjord Slip. & Mask.—<br>Flekkefjord<br>123′ 6″ 25′ 0″ 11′ 11½″<br>111′ 10″ 24′ 11″ 12′ 11″<br>1 dk | M Fishing Mchy.aft<br>2 Ha (each 8½′×5½′)<br>1 W Der 1(3) | Oil 4SA 8Cy. 8¾″×11½″<br>800bhp<br>Blackstone & Co. Ltd.<br>2×40kW 220V 50c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 505164<br>GXPX<br>186884<br>Df Esd<br>Gc Rdr<br>RTm/v | **BRETWALDA**<br><br>**Hall Bros. S.S. Co. Ltd.**<br>Hall Bros.<br>Newcastle British | 7893<br>4469<br>~~11700~~<br>11826 | ✠100A1<br><br>✠LMC<br><br>MN880 | ~~SS 11/62~~<br>SS 1/68<br>EL b†2$\frac{1}{16}$″SQ | 1958–12 J. Crown & Sons Ltd.—Sld<br>450′ 0″ 59′ 8″ 28′ 6″<br>421′ 0″ 59′ 6″ 38′ 2″<br>F35′ 2 dks<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6″ WB3151t incl. DTm1413t | M CSD<br>6 Ho 59½′, 63′, 27½′, 30′, 70′, 67′<br>5 Ha (29½′, 37½′, 32½′ comb., 32½′,<br>32½′×20′)<br>Der 4(10) 6(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp<br>Wm. Doxford & Sons (Eng.) Ltd<br>2AuxB 120lb<br>2×45kW 220V d.c. |
| 541045<br>ONBB<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BREUGHEL**<br><br>**Cie. Maritime Belge**<br>**(Lloyd Royal) S.A.**<br>Agence Maritime International<br>S.A.<br>Antwerp Belgian | T.Mk<br>*7347*<br>*4093*<br>10566<br>*10375*<br>*5966*<br>12523 | ✠100A1<br>DTma—vegetable oil<br>✠LMC<br>~~✠Lloyd's RMC~~<br>MN1800 | SS 10/68<br>EL f†2$\frac{1}{16}$″SQ | 1963–9 S.A. Cockerill-Ougrée—Hbk<br>516′ 11″ 66′ 5″ 27′ 4½″/30′ 1″<br>479′ 6″ 65′ 11″ 40′ 6″<br>F94′ RAD28′ 2 dks, 3rd dk in Nos. 2 & 3 holds<br>8BH<br>rf 7″ Dk fwd WB2187t incl. DTma835t | M (12P) Ref<br>5 Ho 41½′, 76½′, 68′, 4×38½′DT, 68′,<br>62½′<br>G.677663 B.581872 In.14190<br>6 Ha (stl) (20½′×19½′) (50½′, 40½′×23′)<br>(12½′, 46½′×26½′) (40½′×19½′)<br>18W Der 1(116) 1(60) 8(5–10) 10(5) | Oil 2SA 6Cy 760×1550 mm<br>9000bhp Sulzer<br>S.A. Cockerill-Ougrée<br>AuxB 100lb<br>3×348kW 390V 50c/s a.c.<br>Thw. thrust propeller aft |
| 505165<br>TQSX<br><br>Df Esd<br>RT | **BREVEDENT**<br>**Sint Maarten Tramping N.V.**<br>~~Cie. Française des Extraits~~<br>~~Havre~~ ~~French~~<br>Willemstad Netherlands (Antilles) | 500<br>250<br>680 | | BV | 1958 Martin Jansen—Leer<br>191′ 5″ 28′ 4″ 10′ 6″<br>173′ 10″ 27′ 11″ 12′ 0″<br>B39′ F27′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 116½′<br>G.35900 B.34600<br>2 Ha (46½′, 47′×16½′)<br>3W Der 1(5) 2(3) | Oil 4SA 8Cy. 290×420 mm<br>920bhp<br>Masch. Kiel A.G. |
| 505166<br>JXQO<br><br>Df Esd<br>Gc Rdr<br>RT | **BREVIK**<br><br>**A/S Borgestad**<br>Porsgrunn Norwegian | 12103<br>6174<br>16800 | | NV | 1962 A/B Götaverken—Got<br>518′ 1″ 70′ 2″ 30′ 4½″<br>480′ 7″ 70′ 0″ 42′ 0″<br>1 dk<br>rf nil | M Mchy.aft<br>6 Ho<br>G.802000 B.761000<br>6 Ha (40½′, 40½′, 40½′, 40½′, 40½′,<br>34½′×35′)<br>Cr 6(8) | Oil 2SA 8Cy. 680×1500 mm<br>6000bhp<br>A/B Götaverken |
| 670442<br>SFAM<br>10836<br>Df Esd<br>Pfd Rdr<br>RT | **BREVIK**<br>Launched as Venern<br>**Rederi A/B Brevik**<br>Rolf Eliasson<br>Öckerö Swedish | 499<br>298<br>1150 | ✠100A1<br>oil tanker<br>Ice Class 2<br>✠LMC<br>MN212 | EL L 1$\frac{1}{16}$″U2 | 1967–6 Karlstads Varv—Karlstad<br>199′ 7″ 33′ 7″ 13′ 2½″<br>181′ 9″ 33′ 6″ 14′ 1″<br>P62′ F46′ RAD37′ 1 dk<br>9BH<br>rf 7″ | M Tanker Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz<br>AuxB 150lb<br>3×44, 44, 28kW 400V 50c/s a.c.<br>Controllable pitch propeller |

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|---|---|---|---|---|---|---|---|
| 505169<br>IBRE<br>358<br>Df Esd<br>Gc Rdr<br>RTm | **BREZZA**<br>**"Cosarma" Compagnia Sicula di Armamento**<br>Palermo Italian | **12445**<br>7452<br>18923 | AB RI | **1956** C.R.D. Adriatico—Mfl<br>565′ 1″ 73′ 2″ 30′ 9″<br>526′ 6″ 72′ 10″ 39′ 11″<br>P&Q144′ B54′ F69′ 1 dk<br>rf 6″ | M Tanker Mchy.aft<br>21 Ta<br>L.852142 HeCls. BC<br>Der 6(5) 1(3) | Oil 2SA 10Cy. 720×<br>7000bhp Sulzer<br>C.R.D. Adriatico<br>4×230, 230, 230, 50kW | |
| 540188<br>285265<br>RT | **BRIAN A. McALLISTER**<br>exMargaret Moran–63<br>**McAllister Bros. Inc.**<br>New York United States | **223**<br>151<br>— | AB | **1961** Dravo Corp.—Wmg<br>13′ 3½″<br>96′ 8″ 27′ 0″ 14′ 10″<br>1 dk<br>rf nil | M Tug | Oil 2SA 16Cy. 8½″×10″<br>1640bhp<br>General Motors Corp. | 120t<br>10k |
| 505170 | **BRIAN McALLISTER**<br>exAriosa–58<br>**South Florida Ship Corp.**<br>Mexican | **262**<br>178<br>— | | **1907** J. H. Dialogue & Son—Camden<br>*108·0′* 25′ 0″<br>… … …<br>R | S Tug | T 3Cy. 14″ 22″ & 36″×26″<br>J. H. Dialogue & Son | Camden |
| 505171<br>UVMW<br>M-11919<br>Df Esd<br>Gc | **BRIANSK**<br>exBriansk II<br>exWilliam E. Ritter–44<br>**U.S.S.R.**<br>Vladivostok Russian | **7216**<br>4382<br>10578 | | **1944** Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>5 Ho<br>G.510369 B.464637<br>5 Ha (33½′, 34¾′, 19¾′, 34¾′, 34¾′×19¾′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks | (o.f)<br>Sunnyvale<br>10k |
| 650148<br>USMY<br>M-27598 | **BRIANSKI RABOTCHI**<br>**U.S.S.R.**<br>Odessa Russian | **11089**<br>5894<br>12734 | | **1964** ………………….Kherson<br>500′ 6″ 67′ 9″ 29′ 10″<br>67′ 6″ 40′ 6″<br>2 dks | M Ref<br>6 Ho<br>G.580575 In.12360<br>10 Ha (27½′×19¾′) (44½′, 44½′, 44½′, 44½′, 44½′, 44½′, 44½′, 44½′×20¼′) (10′×13′)<br>Cr 13(5) | Oil 2SA 7Cy. 740×1600 mm<br>10500bhp B&W<br>Bryansk Eng. Wks | Bryansk |
| 505172<br>USYV<br>M-26535<br>Df Esd<br>Gc Rdr | **BRIANSKLES**<br>**U.S.S.R.**<br>Leningrad Russian | **4653**<br>2361<br>5772 | | **1962** Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 9″ 27′ 8″<br>1 dk<br>RW | M<br>4 Ho<br>G.253949<br>4 Ha (42¼′, 29½′, 29½′, 29½′×23′)<br>8W Der 8(5) | Oil 2SA 5Cy. 720×1250 mm<br>4500bhp<br>Sulzer Bros. Ltd. | Win<br>14½k |
| 505173<br>IBHD<br>3212<br>Df Esd<br>Rdr<br>RTm | **BRICK QUARTO**<br>exRattray Head–60<br>exEmpire Islander–49<br>**Gino Gardella**<br>Genoa Italian | **1946**<br>1039<br>2901 | RI<br>✱Classed BC until 12/60 | **1943**–8 Grangemouth Dkyd Co. Ltd.—Gmh<br>282′ 0″ 40′ 0″ 17′ 11″<br>268′ 0″ 39′ 10″ 23′ 9″<br>Q163′ F26′ 1 dk<br>R | S Mchy.aft<br>4 Ho 44′, 37¾′, 39′, 33½′<br>G.138700 B.127850<br>4 Ha (31¾′, 29¾′×27½′) (32′, 27′×28¼′)<br>4W Der 4(3) | T 3Cy. 17″ 27″ & 48″×36″<br>984ihp<br>N.E. Mar. Eng. Co. (1938) Ltd. | 251t (o.f)<br>Nwc<br>9½k |
| 505174<br>ICQW<br>3250<br>Df<br>RTm | **BRICK QUINTO**<br>exKinnaird Head–61<br>exNoeldale–49<br>exGlanrhyd–48<br>exEmpire Daughter–46<br>**Gino Gardella**<br>Genoa Italian | **1922**<br>1021<br>2901 | RI<br>✱Classed BC until 9/61 | **1944**–4 Grangemouth Dkyd Co. Ltd.—Gmh<br>282′ 0″ 40′ 0″ 17′ 11″<br>268′ 0″ 39′ 10″ 23′ 9″<br>Q163′ F26′ 1 dk<br>R | S Mchy.aft<br>4 Ho 44′, 37¾′, 39′, 33½′<br>G.133740 B.124240<br>4 Ha (31¾′, 29¾′×27½′) (32′, 27′×28¼′)<br>4W Der 4(3) | T 3Cy. 17″ 27″ & 48″×36″<br>984ihp<br>N.E. Mar. Eng. Co. (1938) Ltd. | (o.f)<br>Nwc<br>9½k |
| 505175<br>ICVK<br>3286<br>Df Esd<br>Rdr<br>RTm | **BRICK SESTO**<br>exAnthippi Michalos–62<br>exFrancis Fladgate–58<br>**Gino Gardella**<br>Genoa Italian | **2129**<br>1244<br>3420 | RI<br>✠Classed LR until 11/58 | **1933**–10 Burntisland S.B. Co. Ltd.—Bnt<br>283′ 3″ 41′ 0″ 19′ 2″<br>273′ 0″ 40′ 9″ 21′ 0″<br>Q168′ F27′ 1 dk Well dk<br>R | S Mchy.aft<br>2 Ho<br>G.170555<br>4 Ha (29¾′, 29½′, 30′, 29½′×27′)<br>Der 8(3) | T 3Cy. 20″ 33″ & 54″×36″<br>1050ihp<br>D. Rowan & Co. Ltd. | (o.f)<br>Gls<br>10k |
| 540189<br>IBAK<br>3297<br>Df<br>RTm | **BRICK SETTIMO**<br>exAlhena–63<br>exZeeland–56<br>**Gino Gardella**<br>Genoa Italian | **2700**<br>1684<br>4070 | RI<br>✠Classed LR until 12/56 | **1930**–6 Schps. J. Smit, Czn—Alb<br>300′ 5″ 45′ 2″ 19′ 8¼″<br>288′ 0″ 45′ 0″ 21′ 0″<br>P73′ Q100′ F30′ 1 dk<br>R | S Mchy.aft<br>4 Ho<br>G.195958 B.184687<br>4 Ha (30′, 30′, 32′, 32′×21½′)<br>4W Der 4(3) | T 3Cy. 20⅛″ 32$\frac{7}{16}$″ & 55⅛″×39⅜″<br>1240ihp<br>N.V. Mch. & Schps. P. Smit, Jr. | (o.f)<br>Rot<br>9½k |
| 505176<br>IKXC<br>3129<br>Df Esd<br>Rdr<br>RTm | **BRICK TERZO**<br>exFritz Hugo Stinnes–58<br>exEastern Trader–50<br>exTamworth–47<br>**Gino Gardella**<br>Genoa Italian | **1247**<br>743<br>2000 | RI<br>✠Classed LR until 7/50 | **1924**–7 S. P. Austin & Son Ltd.—Sld<br>247′ 3″ 35′ 8″ 15′ 9⅝″<br>236′ 3″ 35′ 6″ 16′ 9″<br>Q142′ F25′ 1 dk Well dk<br>R | S Mchy.aft<br>3 Ho 24½′, 27½′, 59′<br>G.99036 B.92104<br>6W Der 3(3) | T 3Cy. 18″ 30″ & 49″×33″<br>800ihp<br>J. Dickinson & Sons Ltd. | 150t (o.f)<br>Sld<br>9½k |
| 670702<br>504263 | **BRICK TIDE**<br>**Tidewater Keels Inc.**<br>Morgan City United States | **194**<br>131<br>— | | **1966** American Marine Corp.—N.Os<br>155′ 0″ 36′ 2″ 10′ 4⅞″<br>146′ 2″ 36′ 0″ 12′ 6″<br>1 dk | TM Supply Ship Mchy.aft | 2 Oil 4SA each 12Cy. 6¼″×8″<br>1530bhp<br>Caterpillar Tractor Co. | Peoria |
| 505177<br>VCJF<br>153111<br>Df Gc<br>Rdr | **BRICOLDOC**<br>exJames H. Hoyt<br>**N. M. Paterson & Sons Ltd.**<br>Fort William Canadian | **4364**<br>3278<br>6400 | ~~BS~~ ~~Lake SS 4/66~~<br>~~Great Lakes & River St.~~<br>~~Lawrence service~~<br>~~MBS~~<br>~~MN86~~<br>**BROKEN UP** | **1902** Superior S.B. Co.—Superior<br>424′ 0″ 50′ 2″ 20′ 1½″<br>411′ 6″ 50′ 0″ 27′ 0″<br>F40′ 1 dk<br>R 3BH len 10<br>rf 3″ | S Mchy.aft<br>6 Ho<br>G.318750 B.310000<br>21 Ha (stl) (each 9′×34′) | T 3Cy. 17″ 31″ & 55″×40″<br>1400ihp<br>Superior S.B. Co.<br>2WTB 200lb hs(5600)<br>3×136kW 110V d.c. | 153t (c)<br>Superior<br>ND<br>9k |

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| 50‑179<br>FNK<br>183242<br>Df RTv | **BRIDGEMAN**<br>exTripp–50<br>**Quarterman Shipping Co. Ltd.**<br>C. Rowbotham & Sons (Management) Ltd.<br>London British | 369<br>144<br>504 | NV | 1939 Ind. Maats. "De Noord"—Alb<br>153′ 6" 25′ 7" 10′ 4"<br>142′ 6" 25′ 6" 11′ 0"<br>Q43′ F19′ 1 dk<br>R | M Tanker Mchy.aft<br>10 Ta<br>L.22092<br>HeCls. C | Oil 2SA 5Cy. 10½"×13½"<br>Emade52fitted60<br>Crossley Bros. |
| 505180<br>GHYQ<br>301542<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRIDGEPOOL**<br>**Pool Shipping Co. Ltd.**<br>Sir R. Ropner & Co. Ltd.<br>W. Hartlepool British | 11428<br>5939<br>~~46000~~<br>17312 | ✠100A1 SS 7/66<br>strengthened for heavy cargoes<br>✠LMC<br>MN1260 EL g†2⅛"SQ | 1962–6 Austin & Pickersgill Ltd.—Sld<br>522′ 0" 67′ 6" 30′ 1"<br>490′ 0" 67′ 0" 42′ 0"<br>P98′ F42′ 1 dk<br>NS 7BH<br>rf nil WB5498t incl. Topside tanks in holds 2348t | M Mchy.aft | Oil 2SA 5Cy. 760×1500 mm<br>6300bhp Götaverken<br>N.E. Mar. Eng. Co. Ltd.<br>2AuxB 100lb |
| 505181<br>WA3116<br>231793<br>Df Gc<br>Rdr RT | **BRIDGEPORT**<br>**Chaplain Towing Corp.**<br>New York United States | 147<br>100<br>— | | 1932 J. H. Mathis Co.—Camden<br>*88·2′* 23′ 1"<br>88′ 11" 23′ 0" 11′ 1"<br>R | M Tug | Oil 2SA 12Cy. 8½"×10"<br>950bhp NE61<br>General Motors Corp. |
| 505182<br>JLYX<br>87600<br>Df Esd<br>Gc Rdr<br>RT | **BRIDGESTONE MARU**<br>**Bridgestone Ekika Gas K.K. & Nippon Yusen Kaisha**<br>Tokyo Japanese | 20516<br>11324<br>25222 | AB | 1961 Mitsubishi Nippon Hvy Ind.—Yka<br>602′ 9" 82′ 2" 30′ 6"<br>574′ 3" 82′ 0" 54′ 9"<br>1 dk<br>RW<br>rf nil | M Liquefied Gas Carrier Mchy.aft<br>4 Ta<br>L.1599990<br>HeCls. B | Oil 2SA 9Cy. 780×1400 mm<br>13000bhp MAN<br>Mitsubishi Nippon Hvy Ind.<br>3×520kW 445V a.c. |
| 642038<br>JMRP<br>96077<br>Df Esd<br>Gc Rdr<br>RT | **BRIDGESTONE MARU No. 2**<br>**Japan Line Ltd.**<br>Tokyo Japanese | ~~23785~~ 23689<br>~~14485~~ 14640<br>29006 | NK | 1964 Mitsubishi Hvy Ind. Ltd.—Yka<br>615′ 2" 90′ 4" 34′ 5"<br>584′ 0" 90′ 2½" 60′ 0"<br>B83′ 1 dk | M Liquefied Gas Carrier Mchy.aft<br>4 Ta<br>L.1271600<br>HeCls. B | Oil 2SA 8Cy. 780×1400 mm<br>11600bhp MAN<br>Mitsubishi Hvy Ind. Ltd.<br>2×700kW 445V a.c. |
| 660426<br>JILR<br>96342<br>Df Esd<br>Gc Rdr<br>RT | **BRIDGESTONE MARU No. 3**<br>**Japan Line Ltd.**<br>Tokyo Japanese | 26099<br>18025<br>32192 | NK | 1966 Ishikawajima-Harima Hvy Ind.—Nag<br>635′ 8" 95′ 4" 34′ 5"<br>590′ 8" 95′ 2" 59′ 1"<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft<br>L.972781 | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 661720<br>JJ2111<br>97190<br>Rdr<br>RTm | **BRIDGESTONE MARU No. 101**<br>**Prince Kaiun K.K.**<br>Kobe Japanese | 566<br>228<br>584 | | 1966 Tohoku Zosen—Shiogama<br>172′ 6" 30′ 7" 10′ 2"<br>157′ 5" 30′ 6" 13′ 2"<br>P56′ B19′ F23′ 1 dk<br>BK 3½" | M Liquefied Gas Carrier Mchy.aft<br>2 Ta<br>L.32320 | Oil 4SA 8Cy. 260×320 mm<br>850bhp<br>Daihatsu Kogyo<br>2×75kW 445V a.c. |
| 605183<br>JXTR<br>Df Esd<br>Gc Rdr<br>RTv | **BRIELLE**<br>**A/S Ganger Rolf, A/S Bonheur, A/S Borgå, A/S Jelölinjen & Den Norske Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian<br>Now **SIMI** See New Entries No. 7 | 298<br>156<br>563 | NV | 1962 Astano S.A.—Frl<br>174′ 7" 29′ 6" 10′ 4¾"<br>157′ 6" 29′ 4½"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 96′<br>1 Ha (stl) (57′×13′)<br>Der 2(3) | Oil 4SA 6Cy. 300×450 mm<br>715bhp<br>Masch. Augsburg-Nürnberg<br>2×20kW 220V d.c. |
| 505184<br>MEFN<br>301432<br>Rdr<br>RTv | **BRIGADIER**<br>**Steel & Bennie Ltd.**<br>Glasgow British | 223<br>—<br>— | ✠100A1 ~~SS 3/66~~<br>tug U.K. coasting service<br>✠LMC SS 12/68<br>MN204 EL (d) | 1961–2 G. Brown & Co. (Marine) Ltd.—Grk<br>110′ 2" 28′ 3"<br>100′ 0" 26′ 9" 13′ 0"<br>RW 3BH<br>rf 18" BK6" WB52t | M Tug | Oil 2SA 8Cy. 10½"×13½"<br>1020bhp<br>Crossley Bros. Ltd.<br>2×50, 15kW 220V d.c. |
| 680353<br>328227 | **BRIGANTINE**<br>**Sealife Fisheries Ltd.**<br>Yarmouth Canadian | 202<br>97<br>— | | 1948 R.T.C. S.B. Corp.—Camden<br>*120·0′* 21′ 6"<br>… … …<br>1 dk | M Fishing | Oil 6Cy. 12"×15"<br>600bhp<br>Enterprise Eng. & Fdry Co. |
| 517191<br>6ZYS<br>2720<br>Df Esd<br>Gc Rdr | **BRIGANTINE**<br>exJessie Mærsk–67<br>exJessie Gulwa–61<br>exJessie Mærsk–58<br>**Brigantine Transport Corp. Ltd.**<br>Monrovia Liberian<br>Now **UNITY** (No. 517191) in the Register | 2751<br>1532<br>5260<br>4249<br>2510<br>— | **BS**✱ SS 10/62<br>Ice strengthening<br>**MBS**✱<br>MN500 CT4031 C32 S28 | 1948–1 Aalborg Værft A/S—Abg<br>359′ 4" 51′ 0" 20′ 9"/—<br>334′ 5" 50′ 0" 30′ 4"<br>F35′ 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>WB712t | M OSD/CSD<br>G.313000 B.283000 | Oil 2SA 5Cy. 620×1150 mm<br>2500bhp<br>Burmeister & Wain<br>AuxB 100lb |
| 505186<br>WRHW<br>247188<br>Df Esd<br>Gc | **BRIGHAM VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | 7639<br>4630<br>10681 | AB | 1945 Permanente (Shpyd No. 2)—Richmond<br>455′ 3" 62′ 1" 28′ 6½"<br>436′ 6" 62′ 0" 38′ 0"<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |

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| 513784<br>SXKT<br>Esd Rdr | **BRIGHT**<br>exAgia Marina–67 exStefani–66<br>exGulfport–64<br>exEmpire Gatehouse–47<br>exTiefland–45<br>**Bright Shipping Co.**<br>Piræus Greek<br>Now **KHALDA** See New Entries No. 11 | *2836*<br>*1635*<br>3430 | **100A1**<br>with freeboard<br>**LMC**<br>~~✠Lloyd's RMC~~<br>MN216<br>**REPAIRS REQUIRED—CLASS SUSPENDED 12/67** | SS 5/65<br><br><br><br>EL (s) $1\frac{13}{16}$SQ | **1943** Lübecker Flender-Werke—Lbc<br>301′ 0″ 44′ 5″ 19′ 10¾″<br>279′ 10″ 44′ 4″ 26′ 11″<br>F31′ 2 dks<br>RW 5BH<br>WB658t | S Ref<br><br>G.165782 B.154755 In.11916<br><br>10W Der 1(30) 1(10) 10(5) | C 4Cy. (2) 16½″ & (2) $35\frac{7}{16}$″ × $35\frac{7}{16}$″<br>1100ihp Lenz 387t (o.f)<br>Ottensener Eisenwerk Ham<br>2WTB 216℔ Spt hs3975 10k |
| 671750<br>BIDH<br>Df Esd<br>Gc Rdr | **BRIGHT STAR**<br>**Ming Tai Navigation Co. Ltd.**<br>Keelung China (Taiwan) | **2998**<br>1944<br>4870 | | CR (Taiwan) | **1967** Tsuneishi Zosen—Numakuma<br>333′ 5″ 48′ 8″ 20′ 7¼″<br>307′ 3″ 48′ 6½″ 24′ 7″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.221918 B.211606<br>2 Ha (81′, 79¾′ × 23′)<br>12W Der 1(20) 3(10) | Oil 4SA 8Cy. 470 × 670 mm<br>2800bhp 276t (d.o)<br>Akasaka Tekkosho Tok<br>2 × 200kW 445V a.c. 14¾k |
| 505187<br>HOAP<br>4445-59<br>Df Esd<br>Gc Rdr<br>RTm | **BRIGHTON**<br>**Chartered Tankers S.A.**<br>Texaco Panama Inc.<br>Panama Panamanian | **26543**<br>**17857**<br>**48542** | | AB | **1959** Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>736′ 4″ 102′ 5″ 39′ 7½″<br>705′ 0″ 102′ 0″ 50′ 0″<br>P140′ B32′ F97′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>29 Ta<br><br><br>Der 2(7½) | 2 S Turb sr geared to sc. shaft<br>1500shp 3580t (o.f)<br>Bethlehem Stl Co. Qcy<br>2 × 500kW 450V 60c/s a.c. |
| 505188<br>GHCN<br>186905<br>Df Esd<br>Gc Rdr | **BRIGHTON**<br>**Carlton S.S. Co. Ltd. &**<br>**Cambay S.S. Co. Ltd.**<br>Chapman & Willan Ltd.<br>Newcastle British | T.Mk<br>**5935**<br>3361<br>11306<br>**8497**<br>5229<br>12376 | **✠100A1**<br>**✠LMC**<br>MN630 | ~~SS 12/64~~<br>**SS 11/68**<br>EL c† | **1960–9** Short Bros. Ltd.—Sld<br>476′ 2″ 60′ 3″ ~~25′ 11¾″/27′ 6¾″~~<br>447′ 6″ 60′ 0″ 38′ 6″ 26′ 4½″/27′ 11¾″<br>F38′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB3331t incl. DTmf1358t | M ~~OSD/CSD~~<br>5 Ho 31½′, 56¾′, 92½′, 30′DT, 67½′, 65′<br><br>6 Ha (15¾′, 30¼′, 30′, 32½′, 30′, 30′ × 23′)<br>Der 4(10) 8(5) | Oil 2SA 3Cy. 670 × 2320 mm<br>3150bhp Doxford (d.o)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>2AuxB 150℔<br>2 × 40kW 110V d.c. |
| 505190<br>WA3568<br>246778<br>Esd Pfd<br>Rdr RT | **BRIGHTON**<br>exCharles M. Fauci, Jr.–49<br>**Trawler John J. Nagle Inc.**<br>Portland, Me United States | **152**<br>**77**<br>— | | AB | **1944** Somerset Shpyds Inc.—Somerset, Mass<br>22′ 8″<br>86′ 7″ 22′ 6″ 12′ 9″<br>Q33′ F14′<br>BK5″ | M Trawler<br>1 Ho 28¼′<br><br>2 Ha | Oil 4SA 12Cy. 145 × 205 mm<br>400bhp NE51 23t<br>Caterpillar Tractor Co. Peoria |
| 529006<br>5MYK<br>2032<br>Df Esd<br>Gc Rdr<br>RTm/h | **BRIGITTE**<br>exRanella–64 exKollstein–61<br>**Sol Co. Ltd.**<br>Monrovia Liberian | **9627**<br>5881<br>15550 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN1021 | ~~Dr 4yrs 7/64~~<br>TD 8/68<br><br>EL e†2¼″SQ | **1950–5** Eriksbergs M/V A/B—Got<br>518′ 4″ 65′ 4″ 28′ 7¾″<br>490′ 5″ 64′ 11″ 37′ 0″<br>P101′ B38′ F48′ 1 dk<br>11BH<br>WB1210t incl. DTf545t | M Tanker Mchy.aft<br>19 Ta<br>L.742304 HeCls. BC | Oil 2SA 7Cy. 760 × 1400 mm<br>6500bhp B&W 1139t (d.o)–20pd<br>Eriksbergs M/V A/B Got<br>2AuxB 143℔ 12½k |
| 505193<br>DAPG<br>Df Esd<br>Rdr RT | **BRIGITTE GRAEBE**<br>**Günter u. Irma Graebe**<br>Hamburg W. German | **492**<br>280<br>837 | | GL<br><br><br>len 60 | **1959** Büsumer Schiffsw. W. & E. Sielaff—Büsum<br>*186·3′* 28′ 11″ 10′ 1¼″<br>155′ 11″ 25′ 10½″ 11′ 10″<br>P42′ B40′ F20′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 104′<br>G.31000 B.28800<br>2 Ha<br>2W Der 2(2) | Oil 4SA 4Cy. 290 × 420 mm<br>300bhp 42t<br>Masch. Kiel A.G. Kel<br>9k |
| 505194<br>EAYI<br>Df Esd<br>RTm | **BRIGO**<br>**Salvador Vazquez Crespo**<br>Teneriffe Spanish | **153**<br>57<br>112 | | | **1956** Ast. del Noroeste—Frl<br>89′ 8″ 19′ 4″ 9′ 10″<br>80′ 6″ 19′ 0″ 12′ 1″<br>RW | M Trawler<br>Der 1(1) | Oil 4SA 6Cy. 195 × 250 mm<br>525bhp 39t (d.o)<br>Tuxham A/S Cpn<br>2 × 15, 10kW 220V d.c. 9k |
| 671180<br>Df Esd<br>Pfd Rdr | **BRILLANT**<br>**Robert Koch-Neilsen**<br>~~**I. P. Thomsen**~~<br>Skagen Danish | ~~**179**~~ **187**<br>— 62<br>— | | | **1967** Rosslauer Schiffs.—Rosslau<br>105′ 10″ 9′ 2¼″<br>91′ 10″ 24′ 3″ 11′ 2″<br>1 dk | M Stern Trawler Mchy.aft | Oil 4SA 8Cy. 240 × 360 mm<br>560bhp (hvf)<br>Schwermasch. Karl Liebknecht Mgd |
| 642012<br>UTBJ<br>M-28011 | **BRILLIANT**<br>**U.S.S.R.**<br>Leningrad Russian | **3170**<br>1225<br>1460 | | | **1964** ......................Russia<br>277′ 10″ 46′ 0″ 18′ 9″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(7½) 2(1½) | Oil 2SA 8Cy. 430 × 610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| 518091<br>HOVE<br>4033-HK<br>Df Esd<br>Rdr | **BRILLIANT**<br>exKana Maru–67<br>exKanatsu Maru–60<br>**Perola Navigation &**<br>**Trading Co. S.A.**<br>Panama Panamanian | **2749**<br>1511<br>4274 | | | **1943** Nagoya Zosen—Nga<br>322′ 4″ 44′ 11″ 21′ 1″<br>305′ 0″ 44′ 9″ 25′ 0″<br>P21′ B76′ F28′ 1 dk<br>RW | M<br>G.179289 B.147900<br>4 Ha (24¾′ × 15¾′) (39¾′ × 19¾′) (27½′, 25′ × 17′)<br>10W Der 1(20) | Oil 4SA 6Cy. 470 × 700 mm<br>2100bhp NE59<br>Ito Tekkosho Shimizu<br>10k |
| 660800<br>LFPL<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRILLIANT**<br>**Fred Olsen & Co.**<br>Oslo Norwegian | **1341**<br>700<br>2314 | | NV | **1966** Kaldnes M/V A/S—Tbg<br>273′ 10″ 46′ 1″ 17′ 4¾″<br>247′ 4″ 46′ 0″ 32′ 9″<br>B38′ 1 dk & S dk, 3rd dk in No. 2 hold<br>rf 3″ | M OSD Mchy.aft<br>2 Ho 57′, 93½′<br>G.221000 B.189884<br>2 Ha (stl) (30′, 61¾′ × 16½′)<br>1W Cr 2(5) Der 1(8–15) | 2 Oil 4SA each 12Cy. 215 × 260 mm geared to sc. shaft<br>3500bhp 219t (d.o)<br>N.V. Werkspoor Ams<br>3 × 134kW 220/440V a.c.<br>Controllable pitch propeller 14½k |
| 505195<br>GXQT<br>300211<br>Pfd Rdr<br>RTm/v | **BRILLIANT**<br>**Scotspark Shipping Co. Ltd.**<br>~~**Gem Line Ltd.**~~<br>William Robertson Shipowners Ltd.<br>Glasgow British | **1143**<br>563<br>1442 | **✠100A1**<br>**✠LMC**<br>MN212 | SS 3/67<br><br>EL m | **1958–10** Schps. "Gideon" v/h J. Koster Hzn.—Gro<br>224′ 3″ 33′ 9″ 14′ 6¼″<br>210′ 0″ 33′ 3½″ 15′ 1″<br>Q139′ F26′ 1 dk<br>RW NS 4BH<br>rf 4″ WB434t | M Mchy.aft<br>2 Ho 54′, 77′<br>G.76092 B.73430<br>2 Ha (stl) (39½′ × 18′) (52¼′ × 19½′)<br>3W Der 3(2) | Oil 4SA 8Cy. 320 × 450 mm<br>1060bhp 64t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2 × 48kW 220V d.c. 11k |

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| 505163 | **BRIM** | 299 | | | **1958** Bodö Skibsverft M/V A/S—Bdo | M Mchy.aft | Oil 4SA 6Cy. 290×420 mm |
| JWUC | exBrettingen-67 | 168 | | | 145' 7" 28' 1" 10' 8" | 1 Ho 82' | 400bhp NE67 |
| | **Partrederiet Brim** | 520 | | NV | 130' 0" 28' 0" 11' 1" | | Atlas-Mak Masch. |
| Df | Martinius Lystad | | | | 1 dk | 1 Ha (stl) (27½'×15½') | 3×17kW 110V d.c. |
| | Kristiansund Norwegian | | | | | Der 2(3) | |
| 505197 | **BRIMANGER** | 5604 | | | **1960** A/S Bergens M/V—Bgn | M (4P) CSD | Oil 2SA 5Cy. 740×1600 mm |
| JXLN | | 2980 | | | 413' 4" 56' 5" 25' 5¾" | 4 Ho 66½', 69', 73½', 62½' | 6250bhp B&W |
| | **Westfal-Larsen & Co. A/S** | 6990 | | NV | 383' 0" 56' 3" 28' 6" | G.372000 B.343100 | A/S Akers M/V |
| Df Esd | Bergen Norwegian | | | | 2 dks | 4 Ha (stl) (39', 45', 39', 39'×30') | 3×260kW 440V 60c/s a.c. |
| Gc Rdr | | | | | RW | 14W Der 1(30) 2(10) 12(5) | |
| RTm/h | | | | | rf 4" | | |
| 515359 | **BRIMIR** | 171 | | | **1959** Skaalurens Skibsbyggeri— | M Fishing Mchy.aft | Oil 4SA 8Cy. 178×197 mm |
| TFOW | exHolmanes-65 | 79 | | | Rosendal | | 454bhp NE66 |
| | **Jón Sæmundsson** | — | | | 101' 11" 21' 1" | | Davey, Paxman & Co. Ltd. |
| Df Esd | Keflavik Icelandic | | | | 21' 0" 11' 2" | | |
| RT | | | | | 1 dk len 66 | | |
| 505198 | **BRIMNES** | ~~10594~~ *10594* | | | **1963** Lithgows Ltd.—P.Gl | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 620×1870 mm |
| GKNU | | ~~5870~~ *5870* | | | 500' 6" 67' 0" 28' 4½" | 5 Ho 59½', 71', 71½', 71½', 71½' | 6200bhp B&W |
| 304435 | **Reinante Transoceanica** | 15030 | | NV | 470' 0" 66' 9" 39' 0" | G.770065 B.695765 | J. G. Kincaid & Co. Ltd. |
| Df Esd | **Navegacion S.A.** | | | | P90' F35' 1 dk | 5 Ha (stl) (39'×28') (51½', 52½', 52½', | 3×256kW 440V 60c/s a.c. |
| Gc Rdr | Monrovia Liberian | | | | RW | 52½'×32½') | |
| RTm/h/v | | | | | rf nil | 10W Der 5(5) | |
| 505199 | **BRIMNES** | 655 | | | **1947**-12 Cochrane & Sons Ltd.—Sel | S Trawler | T 3Cy. 16½" 28½" & 47"×30" |
| TFLD | exIsolfur-57 | 237 | | | 193' 5" 30' 1" 15' 1½" | 2 Ho 28½', 17' | 1000ihp |
| | **Government of Iceland** | 530 | ✠Classed LR until 10/60 | | 175' 0" 30' 0" 18' 0" | | Amos & Smith Ltd. |
| Df Esd | **(Skipautgerd Rikisins)** | | **BROKEN UP** | | Q92' F34' | 2 Ha (w) (3½', 3½'×3½') | |
| Rdr | Reykjavik Icelandic | | | | R | 3 Ha (stl) (5', 5', 6½'×3½') | |
| RTm | | | | | BK8" | Der 4(2) | |
| 505200 | **BRIMSDOWN** | 1837 | **✠100A1** | SS 6/67 | **1951**-5 Burntisland S.B. Co. Ltd.—Bnt | S Mchy.aft | T 3Cy. 16½" 27" & 47"×33" |
| MFTB | | 958 | | | 270' 6" 39' 6" 17' 1½" | 3 Ho 62', 51½', 46½' | 800ihp |
| 184437 | **Central Electricity** | 2680 | **✠LMC** | | 258' 0" 39' 4" 18' 6" | G.128110 | George Clark (1938) Ltd. |
| Esd Pfd | **Generating Board** | | | | Q158' B23' F25' 1 dk | 3 Ha (stl) (41½'×25½') (32', 30'×27') | SB 220lb Spt db 105lb |
| Rdr | Stephenson Clarke Shipping | | MN144 | EL q 1½"SQ | R NS 4BH | 1W | 3×15, 15, 6kW 220V d.c. |
| RTm/v | Ltd. | | | | rf nil WB818t incl. DTm189t | | |
| | London British | | | | | | |
| 505201 | **BRINDA** | 500 | **✠100A1** | ~~SS 10/64~~ | **1956**-9 N.V. Schps. v/h De Groot & v. | M Mchy.aft | Oil 4SA 8Cy. 305×460 mm |
| PDGU | | 286 | | SS 1/69 | Vliet—Slikkerveer | 2 Ho 31', 37' | 600bhp |
| | **Rederij R. Brinkman** | 895 | **✠LMC** | | 185' 10" 29' 11" 12' 5" | G.46689 B.43086 | Motorenf. "De Industrie" |
| Df Esd | N.V. Scheepvaartkantoor | | | | 169' 11" 29' 6½" 13' 5" | | 1×7½kW 110V 50c/s a.c. |
| Rdr RT | "Groningen" | | MN120 | EL I | P39' F73' 1 dk | Der 2(3) | |
| | Groningen Netherland | | | | R 3BH | | |
| | | | | | rf 3" WB227t | | |
| 505203 | **BRINGEN** | 188 | | | **1941** ......................Drt | Wood M Mchy.aft | Oil 4SA 6Cy. 200×270 mm |
| LMWH | exFjellheim-59 | 75 | | | *113·9'* 22' 6" 10' 6" | | 204bhp Emade46fitted48 |
| | **Rasmus I. Morsund** | 230 | | BV | 109' 0" | | Ruston & Hornsby |
| RT | **Partrederi** | | | | 1 dk | | |
| | Molde Norwegian | | | | | | |
| 505204 | **BRINIO** | 346 | | | **1952** N.V. Sch. Delfzijl v/h Sander—Dzl | M Mchy.aft | Oil 4SA 4Cy. 290×450 mm |
| PDGX | | 168 | | | 147' 9" 24' 9" 9' 1½" | | 220bhp |
| | **Rederij "Brinio"** | 450 | | BV | 24' 7" | G.21750 B.21100 | Appingedammer Brons. |
| Df | E. Wagenborg's Scheepv. & | | | | 1 dk | 2 Ha (29½', 31½'×15½') | |
| | Exped. Bedr. N.V. | | | | | Der 2(2) | |
| | Delfzijl Netherland | | | | | | |
| 505205 | **BRINTON LYKES** | T.Mk | | | **1962** Bethlehem Stl Co.—Sp.Pt | S (12P) Ref | 2 S Turb dr geared to sc. shaft |
| WLAO | | 6395 | | | 495' 0" 69' 4" —/30' 1 1/12" | 5 Ho 70½', 72½', 72½', 50', 88½' | 10000shp |
| 288699 | **Lykes Bros. S.S. Co. Inc.** | 3484 | | AB | 470' 0" 69' 0" 41' 7" | G.594334 B. 545345 In.16362 | General Electric Co. |
| Df Esd | Mobile United States | — | | | Q153' F106' 2 dks | 5 Ha (stl) (31½'×18') (40', 35', 35', | 2×600kW 450V 60c/s a.c. |
| Gc Pfd | | 9244 | | | RW | 30'×25') | |
| Rdr | | 5244 | | | rf 16" | 16W Der 1(60) 16(15) | |
| RTh/v | | 11336 | | | | | |
| 660918 | **BRIO** | 298 | | | **1966** A/S Trondhjems M/V—Tdh | M OSD Mchy.aft | Oil 4SA 12Cy. 159×203 mm |
| LGON | | 202 | | | 191' 6" 32' 11" 11' 3½" | 1 Ho 126' | 800bhp |
| | **Fred. Olsen & Co.** | 809 | | NV | 173' 7" 32' 9½" 18' 7" | G.66260 B.57460 | Caterpillar Tractor Co. |
| Df Esd | Oslo Norwegian | | | | P30' 1 dk & S dk | 2 Ha (stl) (29½'×20½') | 2×50kW 230V 50c/s a.c. |
| Gc | | | | | | (56'×24½') | Controllable pitch propeller |
| RTm/v | | | | | rf 4" | 2W Der 1(5) 1(3) | |
| 505207 | **BRIO** | 165 | | | **1906** C. Lühring—Brake | M Mchy.aft | Oil 2SA 4Cy. 230×400 mm |
| SGKB | exMagdalene-54 | 86 | | | 115' 2" 21' 6" 10' 0" | | 240bhp NE54 |
| 9511 | exAdele-50 exNanny | — | | GL | 10' 3" | | Alpha-Diesel A/S |
| | **S. H. Andersson** | | | | 1 dk | | |
| | Bovallstrand Swedish | | | | conv sailing ship 26 len 51 | | |
| 505208 | **BRIO** | 103 | **✠100A1** | SS 6/67 | **1947**-5 Öresundsvarvet A/B—Lkr | M Tug | Oil 2SA 7Cy. 250×420 mm |
| SMNT | | — | tug | | 77' 7" 20' 6" 9' 9" | | 665bhp |
| 8858 | **C. L. Hansons Stuveri A/B** | — | **✠LMC** | | 72' 2" 20' 4" 10' 10" | | Atlas-Diesel |
| RT | Gothenburg Swedish | | | | | | 1×15kW 110V d.c. |
| | | | | EL (d) | 3BH | | Controllable pitch propeller |
| | | | | | BK5½" WB26t incl. DTf12t | | |

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|---|---|---|---|---|---|---|
| 505209<br>VYCF<br>176580<br>Df Esd<br>Gc Rdr<br>RT | **BRION**<br>exTriad-58 exWesterhorn-57<br>exMay-55 exPia-Geerto-54<br>exMaystar-54<br>Launched as Ottawa Maystar<br>**Cooperative de Transport Maritime et Aerien**<br>Grindstone Canadian | 521<br>260<br>535 | ✠100A1 SS 8/67 ~~SS 4/68~~<br>with fbd For service to N. American ports, W. Indies, Central America & NE coast of S. America, but not W. or N. of Cape Spencer or S. of 6° N.<br>**LMC**<br>EL (g) 1⅛″ | 1946-10 St. Lawrence Metal & Mar. Wks Inc.—Qbc<br>151′ 1″ 27′ 1″ 11′ 6¾″<br>140′ 7″ 27′ 0″ 17′ 6″<br>2 dks<br>RW 2BH to U dk 2 to 2nd dk<br>WB202t incl. DTf22t | M Mchy.aft<br>G.31000 B.29000 | Oil 4SA 8Cy. 305×380 mm<br>400bhp Emade44fitted46 60t<br>Enterprise Eng. & Fdry Co. S.Fo<br>11k |
| 641645<br>LMTW<br>Df Esd<br>Gc Rdr<br>RT | **BRIS**<br>**M. Thorviks Rederi A/S**<br>M. Thorvik<br>Oslo Norwegian | 12751<br>6665<br>18720 | NV | 1964 Haugesund M/V A/S—Hgs<br>532′ 0″ 71′ 2″ 30′ 3¾″<br>500′ 0″ 71′ 0″ 42′ 4″<br>1 dk | M Bulk Carrier Mchy.aft<br>6 Ho each 59′<br>G.859000 B.844000<br>6 Ha (stl) (43¾′, 44½′, 44½′, 44½′, 44½′, 44½′×38¾′)<br>Der 12(10) | Oil 2SA 5Cy. 740×1600 mm<br>7500bhp (hvf)<br>A/S Akers M/V Osl<br>3×250kW 440V 60c/s a.c. |
| 641586<br>UEZT<br>M-28413<br>Df Esd<br>Gc Rdr<br>RT | **BRIS**<br>**U.S.S.R.**<br>Tallin Russian | 3406<br>1840<br>5206<br>4728<br>2667<br>— | ~~✠Lloyd's RMC~~ ~~CL~~ | 1964 Rheinstahl Nordseewerke—Emd<br>446′ 2″ 55′ 3″ 20′ 3½″/23′ 6½″<br>407′ 3″ 55′ 1½″ 29′ 2″<br>1 dk & S dk, pt 3rd dk fwd | M Ref OSD/CSD<br>4 Ho<br>In.288639<br>4 Ha (23′×18¼′)<br>8W Der 1(10) 7(5) | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp<br>Masch. Augsburg-Nürnberg Aug<br>22k |
| 505212<br>EAMW<br>Df Esd<br>Rdr | **BRISA**<br>**Pesquerias y Secaderos de Bacalao de España S.A.**<br>San Sebastian Spanish | 1278<br>660<br>— | ✠100A1 SS 1/66<br>trawler<br>✠LMC<br>MN262 EL (o) f* | 1954-2 Soc. Española de Const. Naval—Bbo<br>233′ 5″ 35′ 10″<br>216′ 3″ 35′ 7″ 19′ 6″<br>P8′ F49′<br>6BH<br>BK8″ WB10t | M Trawler | Oil 2SA 8Cy. 340×570 mm<br>1310bhp 335t (d.o)<br>Nydqvist & Holm A/B Thn<br>db 75lb 12k |
| 505216<br>EAIH<br>Df Esd<br>RT | **BRISCA**<br>**J. Santodomingo & Hijos S.L.**<br>Vigo Spanish | 253<br>109<br>— | BV | 1961 Ast. Santodomingo—Vgo<br>118′ 1″ 22′ 4″ 11′ 1¾″<br>... ... ... | M Trawler<br>2 Ha | Oil 4SA 6Cy. 250×350 mm<br>430bhp 76t (d.o)<br>Motorenw. Mannheim Mhm<br>10k |
| 516095<br>DIQA<br>Df Esd<br>Pfd Rdr<br>RTm | **BRISE I**<br>exInge Leonhardt-67<br>**Partenreederei m.s. "Brise I"**<br>Günther Schulz<br>~~Schulau~~ W. German<br>Hamburg | ~~994~~ T.Mk<br>~~625~~ ~~903~~ 994<br>~~1585~~ ~~569~~ 519<br>— | GL | 1957 Alfred Hagelstein—Lbc<br>255′ 5″ ~~231′ 5″~~ 35′ 7″ ~~15′ 4½″~~16′ 6″<br>210′ 0″ 35′ 5½″ 17′ 7″<br>P65′ F35′ 1 dk<br>RW len 68 | M Mchy.aft<br>2 Ho 66¼′, 68′<br>G.71745 B.66597<br>2 Ha (each 49½′×19¾′)<br>6W Der 2(5) 4(3) | Oil 4SA 8Cy. 320×480 mm<br>1000bhp 120t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>4×48, 48, 30. 9kW 400V 50c/s a.c. 11½k |
| 505218<br>JWOX<br>Df Esd<br>Gc Rdr<br>RTm | **BRISEIS**<br>**A/S Ganger Rolf, A/S Bonheur, A/S Borgå, A/S Jelölinjen & Den Norske Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | ~~4436~~ T.Mk<br>~~2351~~ 2566<br>~~4580~~ 1206<br>3570 | NV | 1957 A/S Akers M/V—Osl<br>378′ 6″ 52′ 2″ 22′ 4″<br>345′ 0″ 52′ 0″ 28′ 10″<br>P157′ B70′ F44′ 2 dks<br>rf 6″ | M (2P) Ref CSD<br>3 Ho 93′, 97½′, 39′<br>G.217053 B.191823 In.46282<br>3 Ha (stl) (73½′, 71½′×20¾′) (39¼′×16′)<br>4W Cr 3(5) 1(3) Der 2(5-12) 2(5-10) | Oil 2SA 6Cy. 500×1500 mm<br>3700bhp B&W 526t (hvf)<br>A/S Akers M/V Osl<br>3×165kW 220V d.c. 15¼k |
| 505219<br>AQEQ<br>185846<br>RT | **BRISHA**<br>**Pakistan River Steamers Ltd.**<br>Chittagong Pakistan | 352<br>81<br>— | ✠100A1 SS 7/65<br>tug for service between Dacca and Chittagong<br>**LMC**<br>MN144 EL (e) | 1952-3 Wm. Denny & Bros. Ltd.—Dmb<br>Re-erected at Garden Reach Wkshps<br>135′ 0″ 27′ 1″ 7′ 3″<br>130′ 5″ 27′ 0″ 9′ 0″<br>F47′<br>9BH<br>WB102t incl. DTa20t DTsf82t | TS Tug | T 6Cy. 9½″ 16″ & 25″×14″<br>800ihp Emade39refitted52 (o.f)<br>Wm. Denny & Bros. Ltd. Dmb<br>SB 180lb hs(2390) 3cf |
| 651807<br>LANI<br>Df Esd<br>Gc Rdr<br>RTv | **BRISK**<br>**A/S Ganger Rolf, A/S Bonheur, A/S Borgå, A/S Jelölinjen & Den Norske Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 499<br>302<br>1147<br>1457<br>1039<br>1895 | NV | 1965 Kristiansands M/V A/S—Krs<br>238′ 7″ 39′ 5″ 11′ 7¾″/15′ 1½″<br>216′ 7″ 39′ 4½″<br>1 dk & S dk<br>rf 4″ | M OSD/CSD Mchy.aft<br>1 Ho 142¾′<br>G.122000 B.106000<br>2 Ha (stl) (42½′, 81½′×29½′)<br>Cr 1(5) 1(3) Der 1(5) | 2 Oil 4SA each 12Cy. 6¼″×8″ geared to sc. shaft<br>1600bhp (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×140kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| 505220<br>JXSM<br>Df Esd<br>Gc Rdr<br>RTv | **BRISSAC**<br>**Fred. Olsen & Co.**<br>Oslo Norwegian<br>Now JOHS. STOVE See New Entries No. 10 | 11419<br>6312<br>15628 | NV | 1962 Ch. Réunis Loire-Normandie—Nts<br>509′ 10″ 67′ 1″ 29′ 6½″<br>475′ 8″ 66′ 11″ 37′ 1″<br>P233′ B82′ F94′ 1 dk<br>RW | M Mchy.aft<br>7 Ho<br>G.763570<br>7 Ha (23′, 44¼′, 22½′, 40¼′, 22½′, 40¼′, 22½′×31½′)<br>14W Der 14(5) | Oil 2SA 7Cy. 720×1250 mm<br>6300bhp Sulzer 1355t<br>Ch. de l'Atlantique St.N<br>14¾k |
| 505221<br>SEXR<br>10230<br>Df Esd<br>Pfd RT | **BRISTOL**<br>**Per Olle Jansson**<br>Donsö Swedish | 166<br>60<br>— | GL | 1961 Nya Halmstavarvet A/B—Halmstad<br>113′ 0″ 22′ 0″<br>21′ 11″ 8′ 6″<br>1 dk<br>len 67 | M Trawler | Oil 4SA 8Cy. 222×292 mm<br>660bhp<br>Lister Blackstone Mar. Ltd. Dursley |

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| 505222<br>GDHN<br>301558<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BRISTOL CITY**<br>**The Bristol City Line of Steamships Ltd.**<br>Charles Hill & Sons<br>Bristol British | 5728 ~~5882~~<br>3226 ~~3230~~<br>8907 ~~8630~~ | ✠100A1 SS 4/64<br>tunnel side tanks—vegetable oil<br>✠LMC<br>MN900 EL c†2¼"SQ | 1959–8 J. Readhead & Sons Ltd.—Shl<br>459' 6" 59' 3" ~~06' 1"~~ 25' 6½"<br>435' 0" 59' 0" 38' 2"<br>F91' 1 dk & S dk, 3rd dk in Nos. 1, 2, 4 & 5 holds<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 3" WB2408t incl. Tunnel tanks 265t<br>DTmf1152t Dk f & a 167t | S (5P) ~~OSD~~<br>5 Ho 51½', 84', 27½' DT, 40', 45', 60'<br>G.559270 B.494485<br>6 Ha (stl) (24½', 45', 15', 15', 27½', 22½'×22')<br>14W Der 4(12) 8(10) 2(6) | 2 S Turb dr geared to sc. shaft<br>4500shp<br>Parsons Marine Turb Co.<br>2WTB 480lb Spt 750° F. 470lb<br>AuxB 220lb<br>2×45kW 220V d.c. |
| 651077 | **BRISTOL GIANT**<br>**Port of Bristol Authority**<br>Bristol British | 1280<br>1041<br>— | ✠A1<br>Bristol Channel service, limiting line Barry Dock pier, Steepholm & Brean Down<br>EL o | 1965–6 C. Hill & Sons Ltd.—Brs<br>151' 1" 75' 1" 6' 0"<br>150' 0" 74' 0" 12' 6"<br>1 dk<br>4BH<br>rf nil WB DTa600t | Floating Crane | 1×60kW 220V d.c. |
| 661555<br>JKJO<br>99442<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRISTOL MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 11598<br>6714<br>12050 | NK | 1966 Mitsui Zosen—Tmn<br>544' 8" 75' 7" 29' 6"<br>511' 10" 75' 5" 39' 4"<br>3 dks | M Ref<br>6 Ho<br>G.789780 B.731228 In.22896<br>6 Ha (stl) (27'×18') (36'×23') (47½', 39½', 39½'×29½') (42'×17½')<br>16W Cr 3(10) Der 1(30) 16(6) | Oil 2SA 8Cy. 840×1800 mm<br>18400bhp B&W<br>Mitsui Zosen<br>3×360kW 445V a.c. |
| 505223<br>GRGL<br>169391<br>RTm | **BRISTOL QUEEN**<br>**P. & A. Campbell Ltd.**<br>Cardiff British | 848<br>311<br>— | **BROKEN UP** | 1946 C. Hill & Sons Ltd.—Brs<br>258' 5" 59' 9" 7' 3"<br>59' 7"<br>1 dk<br>R | SP (1197P) | T 3Cy. 27" 42" & 66"×66"<br>2700ihp<br>Rankin & Blackmore Ltd.<br>1×30kW 220V d.c. |
| 540190<br>LCFC | **BRIT MARIT**<br>exInger Marie Öra–63<br>ex Susan–54<br>exMary Clausen–46<br>**Aksel Johannessen**<br>Haugesund Norwegian<br>Now **PRESSNES** See New Entries No. **10** | 147<br>82<br>— | BV | 1944 H. C Christensens Stålskibs—Marstal<br>104' 10" 19' 8" 8' 6"<br>98' 4" 19' 6"<br>P28' 1 dk | Aux Mchy.aft<br>1 Ho 54'<br>G.9800 B.8000<br>1 Ha (40'×10')<br>2W Der 2(5) | Oil 4SA 3Cy. 245×400 mm<br>150bhp<br>Motfbr. Bukh A/S Kalund |
| 505228<br>OGPA<br>1331<br>Df Rdr<br>RT | **BRITA**<br>exBrita Thorell–64<br>exStina–59<br>**Partrederibolaget "Brita"**<br>Helsinki/Helsingfors Finnish | 496<br>250<br>765 | BV | 1954 Kalmar Varv—Kal<br>160' 0" 30' 7" 13' 2"<br>30' 5" 14' 5"<br>1 dk | M Mchy.aft<br>G.34000 B.31000<br>2W | Oil 2SA 8Cy. 220×330 mm<br>Klöckner-Humboldt-Deutz |
| 505226<br>SIWN<br>9353<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITA ONSTAD**<br>**Rederi A/B Monacus**<br>Tord Selden<br>Kungsbacka Swedish | 18306 ~~18306~~<br>10941 ~~10941~~<br>30835 ~~28850~~ | ✠100A1 ~~Dr 9/64~~<br>oil tanker TD 11/68<br>✠LMC<br>MN1640 EL m†2¹¹⁄₁₆"SQ | 1952–6 A/B Götaverken—Got<br>649' 6" 80' 8" 32' 10½"<br>605' 5" 80' 6" 44' 9"<br>P115' F79' 1 dk<br>14BH<br>rf 3" WB884t | M Tanker Mchy.aft<br>23 Ta<br>L.1337000 | Oil 2SA 9Cy. 760×1500 mm<br>8200bhp<br>A/B Götaverken<br>2AuxB 150lb<br>3×200, 200, 125kW 220V d.c. |
| 505229<br>KWCN<br>245259<br>Df Esd<br>Gc | **BRITAIN VICTORY**<br>**United States Department of Commerce**<br>Portland, Or United States | 7639<br>4602<br>10678 | AB | 1944 Oregon S.B. Corp.—Pld<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. |
| 505232<br>OYIL<br>Df Esd<br>Rdr<br>RTm | **BRITANNIA**<br>**Rederi A/S Britannia**<br>A. E. Sörensen<br>Svendborg Danish | 500<br>232<br>820<br>938<br>552<br>1300 | BV | 1956 Ottensener Eisenwerk—Ham<br>216' 7" 32' 6" 12' 0⅜"/15' 0½"<br>191' 11" 32' 5" 19' 0"<br>1 dk & S dk<br>R<br>rf 4" | M OSD/CSD Mchy.aft<br>1 Ho 118'<br>G.68000 B.64000<br>3 Ha (stl) (each 30'×18')<br>Cr 6(3) Der 6(5) | Oil 4SA 6Cy. 385×580 mm<br>1150bhp<br>Masch. Kiel A.G.<br>3×60kW 220V d.c. |
| 651743<br>WB3718<br>241922<br>RTh/v | **BRITANNIA**<br>exElizabeth Moran–56<br>exThomas A. Meseck–54<br>**The Baker-Whiteley Towing Co.**<br>Baltimore United States | 224<br>151<br>— | AB | 1942 H. A. Marvel—Newburgh<br>104' 0" 27' 0" 12' 1⅜"<br>98' 4" 26' 11" 13' 5"<br>1 dk<br>BK5" | M Tug | Oil 2SA 16Cy. 8½"×10"<br>1800bhp NE65<br>General Motors Corp. |
| 671931<br>GXKA<br>334702 | **BRITANNIC**<br>**Shaw Savill & Albion Co. Ltd.**<br>London British<br>For later particulars see New Entries No. **1** | T.Mk<br>9067<br>4878<br>—<br>12228<br>6941<br>— | 100A1<br>Class contemplated | A. Stephen & Sons Ltd.—Gls<br>—/31' 10"<br>500' 0" 74' 0" 45' 6" | M Ref | Oil 2SA 8Cy. 900×1550 mm Sulzer<br>A. Stephen & Sons Ltd. |
| 651054<br>GQDU<br>306310<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH ADMIRAL**<br>**BP Tyne Tanker Co. Ltd.**<br>London British | 61768<br>39658<br>111274 | ✠100A1<br>oil tanker (cc) Nos. 2, 3, 4 & 6 (p & s) & No. 7 centre tanks—crude oil<br>✠LMC<br>MN5000 EL h*3¼"SQ | 1965–8 Vickers Ltd.—Brw<br>917' 6" 128' 6" 51' 8¾"<br>876' 11" 128' 0" 66' 0"<br>F80' 1 dk<br>RW 12BH<br>rf 7" WB23950t incl. 21562t in clean ballast tanks | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>25000shp<br>Vickers Ltd.<br>2WTB 685lb Spt 950° F. 625lb<br>sg 150lb<br>3×2250, 2250, 350kW 3300, 3300, 440V 60c/s a.c. |
| 505235<br>MGLL<br>184497<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH ADVENTURE**<br>**BP Tanker Co. Ltd.**<br>London British | 18259 ~~18540~~<br>10805 ~~11084~~<br>~~28720~~<br>30218 | ✠100A1 Dr 4yrs–8/65<br>oil tanker<br>✠LMC<br>MN2750 EL n†2¼"SQ | 1951–9 Vickers-Armstrongs Ltd.—Brw<br>643' 0" 82' 4" ~~36' 11½"~~ 35' 2½"<br>611' 0" 81' 0" 44' 6"<br>P131' B57' F89' 1 dk, 2nd dk clear of cargo tanks<br>RW 16BH<br>rf nil WB490t | S Tanker Mchy.aft<br>30 Ta<br>L.1344552 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp<br>Vickers-Armstrongs Ltd.<br>2WTB 495lb Spt 465lb<br>2×600kW 440V 60c/s a.c. |

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| 505236<br>GXLK<br>300812<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH AMBASSADOR**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 27114<br>14947<br>~~43550~~<br>44929 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3520 | ~~SS 8/63~~<br>SS 10/68<br>EL s†3″SQ | 1958–12 Vickers-Armstrongs (S.B.) Ltd.<br>—Brw<br>710′ 1″ 95′ 5″ ~~89′ 6½″~~ 40′ 5″<br>666′ 2″ 95′ 0″ 51′ 0″<br>P144′ B58′ F94′ 1 dk<br>RW 16BH<br>rf 6″ ~~WB10071t incl. 6060t in clean ballast tanks~~<br>WB8051t incl. 4040t in clean ballast tanks | S Tanker Mchy.aft<br>27 Ta<br>L.1822600 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>17600shp 3500t (o.f)–10<br>Vickers-Armstrongs (Eng.) Ltd. Brw<br>2WTB 685℔ Spt 850° F. 650℔ hs29580<br>2 sg 150℔<br>2×750kW 440V 60c/s a.c. 16k |
| 505237<br>GXFB<br>187785<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH ARCHITECT**<br>**Tanker Charter Co. Ltd.**<br>London<br>British | 22729<br>12539<br>37342 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3100 | TD 9/68 ~~SS 7/63~~<br>EL q†2⅞″SQ | 1958–6 Swan, Hunter & Wghm Rchdsn<br>—Wal<br>683′ 3″ 86′ 5″ 38′ 11″<br>641′ 2″ 86′ 0″ 49′ 3″<br>P142′ B59′ F85′ 1 dk<br>RW 15BH<br>rf 6″ WB3605t incl. 2607t in clean ballast tanks | S Tanker Mchy.aft<br>30 Ta<br>L.1513100 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>15500shp 3000t (o.f)–90pd<br>Wallsend Slpway & E. Co. Wal<br>2WTB 685℔ Spt 850° F. 640℔ hs28174<br>2 sg 150℔<br>2×600kW 440V 60c/s a.c. 15½k |
| 660755<br>GRZT<br>308175<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRITISH ARGOSY**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 62427<br>40158<br>112786 | ✠100A1<br>oil tanker (cc) crude oil<br>✠LMC 920′ 9″(incl.BB)<br>MN5000 | EL g*3⅞″SQ | 1966–7 Swan, Hunter & Wghm Rchdsn<br>—Wal<br>~~920′ 9″~~ 128′ 5″ 51′ 9″<br>876′ 9″ 128′ 0″ 66′ 0″<br>F80′ 1 dk<br>RW 11BH<br>rf 7″ WB24442t incl. 21736t in clean ballast tanks | S Tanker Mchy.aft<br>21 Ta | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>25000shp 6528t (o.f)–140pd<br>Wallsend Slpwy & E. Co. Wal<br>2WTB 685℔ Spt 950° F. 625℔ hs27770<br>sg 150℔<br>3×2248, 2248, 342kW 3300, 3300, 440V 60c/s a.c. 15k |
| 505238<br>GXFG<br>300770<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH AVIATOR**<br>**Tanker Charter Co. Ltd.**<br>London<br>British | 22818 ~~23765~~<br>12622 ~~12466~~<br>35562 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3100 | SS 11/63<br>EL q†2⅞″SQ | 1958–10 Swan, Hunter & Wghm Rchdsn<br>—Wal<br>683′ 3″ 86′ 5″ 37′ 8½″<br>641′ 2″ 86′ 0″ 49′ 3″<br>P142′ B59′ F85′ 1 dk<br>RW 15BH<br>rf 6″ ~~WB6209t incl. 5214t in clean ballast tanks~~<br>WB3602t incl. 2607t in clean ballast tanks | S Tanker Mchy.aft<br>30 Ta<br>L.1513100 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>15500shp 3000t (o.f)–90pd<br>Wallsend Slpwy & E. Co. Wal<br>2WTB 685℔ Spt 850° F. 640℔ hs28174<br>2 sg 150℔<br>2×600kW 440V 60c/s a.c. 15½k |
| 505239<br>GCHB<br>300998<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH BEACON**<br>**Clyde Charter Co. Ltd.**<br>London<br>British | 22779<br>12536<br>36834 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3100 | SS 9/64<br>EL q†2⅞″SQ | 1959–10 Ansaldo S.p.A.—Gen<br>683′ 0″ 86′ 4″ 38′ 11¾″<br>640′ 0″ 86′ 0″ 49′ 4″<br>P138′ B51′ F84′ 1 dk<br>RW 15BH<br>rf 6″ WB6129t incl. 4947t in clean ballast tanks | S Tanker Mchy.aft<br>27 Ta<br>L.1510028 | HeCls.B | 2 S Turb dr geared to sc. shaft<br>15500shp De Laval 3000t (o.f)–90pd<br>Ansaldo Stab. Mecc. Gen<br>2WTB 690℔ Spt 850° F. 632℔ hs18536<br>2 sg 156℔<br>2×600kW 440V 60c/s a.c. 15½k |
| 641410<br>GNLH<br>806205<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH BEECH**<br>**BP Thames Tanker Co. Ltd.**<br>London<br>British | 12973 ~~13438~~<br>7549 ~~7555~~<br>20750 ~~19890~~ | ✠100A1<br>oil tanker (cc)<br>✠LMC<br>MN1500 | EL l†$2\frac{7}{16}$″SQ | 1964–12 Sir J. Laing & Sons Ltd.—Sld<br>561′ 2″ 73′ 8″ ~~30′ 0¼″~~ 30′ 11″<br>531′ 0″ 73′ 6″ 39′ 3″<br>P118′ F63′ 1 dk<br>RW 16BH<br>rf 4″ WB1380t incl. DTf775t | M Tanker Mchy.aft<br>33 Ta<br>L.984834 | HeCls. BC | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W (hvf)–30pd<br>Harland & Wolff Ltd. Bel<br>WTAuxB 350℔ Spt 285℔<br>AuxB (ex.g) (HP) 440℔ Spt 285℔<br>(LP) 30℔ AuxB 150℔<br>2×550kW 440V 60c/s a.c. 14½k |
| 505241<br>GIAH<br>304314<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH BOMBARDIER**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 32128<br>18727<br>54116 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3200 | SS 10/67<br>EL v†$3\frac{3}{16}$″SQ | 1962–9 A. Stephen & Sons Ltd.—Gls<br>759′ 8″ 97′ 5″ 42′ 10″<br>726′ 3″ 97′ 0″ 54′ 0″<br>P138′ B51′ F84′ 1 dk<br>RW 17BH<br>rf 6″ WB10605t incl. 8738t in clean ballast tanks | S Tanker Mchy.aft<br>30 Ta<br>L.2201291 | HeCls.B | 2 S Turb dr geared to sc. shaft<br>16000shp 4392t (o.f)–95pd<br>A. Stephen & Sons Ltd. Gls<br>2WTB 670℔ Spt 900° F. 630℔ hs23480<br>2 sg 160℔<br>2×700kW 440V 60c/s a.c. 15½k |
| 505243<br>MGLM<br>184521<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH BULLDOG**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 18380 ~~18589~~<br>11125 ~~11247~~<br>30048 | ✠100A1<br>oil tanker<br>✠LMC | Dr 4yrs–12/63<br>EL n†2¾″SQ | 1951–11 Swan, Hunter & Wghm Rchdsn<br>—Wal<br>642′ 11″ 81′ 4″ 35′ 2¼″<br>610′ 0″ 81′ 0″ 44′ 6″<br>P134′ B62′ F89′ 1 dk, 2nd dk clear of cargo tanks<br>RW 17BH<br>WB1916t incl. DTf1621t | S Tanker Mchy.aft<br>30 Ta<br>L.1343722 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp 2971t (o.f)–83pd<br>Wallsend Slpwy Co. Ltd. Wal<br>2WTB 485℔ Spt 450℔ hs(18082)<br>2×600kW 440V 60c/s a.c. 15k |
| 651710<br>GQME<br>307961<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH CAPTAIN**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 38053<br>24070<br>67944 | ✠100A1<br>oil tanker (cc)<br>✠LMC<br>MN4000 | EL y†3⅜″SQ | 1966–1 Cammell Laird & Co.<br>(S.B. & Eng.) Ltd.—Bkn<br>815′ 8″ 108′ 3″ 42′ 4¼″<br>781′ 4″ 108′ 0″ 55′ 9″<br>F64′ 1 dk<br>11BH<br>rf 3″ ~~WB16225t incl. 13718t in clean ballast tanks DTf1463t~~<br>WB12307t incl. 9795t in clean ballast tanks | S Tanker Mchy.aft | | 2 S Turb dr geared to sc. shaft<br>20000shp (o.f)<br>Cammell Laird (S.B. & Eng.) Ltd. Bkn<br>2WTB 735℔ Spt 950° F.620℔ hs22854<br>sg 150℔<br>2×600, 342kW 440V 60c/s a.c. |
| 505244<br>GJCE<br>304338<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITISH CAVALIER**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 32184 ~~32417~~<br>18772 ~~18842~~<br>~~52090~~<br>54557 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3200 | SS 12/67<br>EL v†$3\frac{3}{16}$″SQ | 1962–11 J. L. Thompson & Sons Ltd.—<br>Sld<br>759′ 8″ 97′ 4″ ~~41′ 5″~~ 42′ 9⅜″<br>726′ 3″ 97′ 0″ 54′ 0″<br>P138′ B51′ F84′ 1 dk<br>RW 17BH<br>rf 6″ ~~WB13170t incl. 8758t in clean ballast tanks~~<br>WB10250t incl. 5838t in clean ballast tanks | S Tanker Mchy.aft<br>30 Ta<br>L.2227080 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>16000shp 4534t (o.f)–95pd<br>Parsons Marine Turb. Co. Wal<br>2WTB 670℔ Spt 900° F. 630℔ hs23164<br>2 sg 150℔<br>2×700kW 440V 60c/s a.c. 15½k |
| 651571<br>GQMH<br>307991<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITISH CENTAUR**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 37832 ~~37989~~<br>24549 ~~23631~~<br>67697 | ✠100A1<br>oil tanker (cc) crude oil<br>✠LMC<br>MN3600 | EL y†3⅜″SQ | 1966–1 Harland & Wolff Ltd.—Bel<br>815′ 9″ 108′ 4″ 42′ 3¾″<br>781′ 4″ 108′ 0″ 55′ 9″<br>F61′ 1 dk<br>RW 11BH<br>rf 3″ WB18105t incl. 13726t in clean ballast tanks DTf3004t | M Tanker Mchy.aft | | Oil 2SA 9Cy. 840×1800 mm<br>18000bhp B&W (hvf)<br>Harland & Wolff Ltd. Bel<br>WTAuxB 312℔ Spt 495° F. 295℔<br>AuxB 145℔<br>2×750kW 440V 60c/s a.c. |

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| **507632**<br>GPMK<br>186111<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRITISH CHANCELLOR**<br>exClyde Chancellor-64<br>exBritish Chancellor-61<br>**BP Tanker Co. Ltd.**<br>London British | **11197**<br>6283<br>16808 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1280 | SS 5/64<br><br><br><br>EL h†2¾"SQ | **1954**-6 Blythswood S.B. Co. Ltd.—Gls<br>546' 9" 69' 10" ~~30' 0¼"~~ 30' 10½"<br>515' 0" 69' 6" 37' 6"<br>P124' B58' F55' 1 dk<br>RW 17BH<br>WB896t incl. DTf624t | M Tanker Mchy.aft<br>27 Ta<br>L.736075 | | Oil 2SA 6Cy. 670×2320 mm<br>6400bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>2AuxB 150lb<br>2×150kW 110V d.c. |
| **541046**<br>GFBT<br>182927<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRITISH CHIVALRY**<br>exClyde Chivalry-63<br>exBritish Chivalry-58<br>**BP Tanker Co. Ltd.**<br>London British | **11217**<br>6410<br>~~16150~~<br>16847 | ✠100A1<br>oil tanker<br>✠LMC | SS 8/67<br><br><br><br>EL h†2¾"SQ | **1949**-1 Blythswood S.B. Co. Ltd.—Gls<br>546' 9" 69' 10" ~~30' 0"~~ 30' 9½"<br>518' 0" 69' 6" 37' 6"<br>P119' B55' F56' 1 dk, 2nd dk clear of cargo tanks<br>RW 17BH<br>WB1110t incl. DTf624t | M Tanker Mchy.aft<br>27 Ta<br>L.736137 | HeCls. C | Oil 2SA 6Cy. 670×2320 mm<br>6400bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>2AuxB 150lb<br>3×150, 150, 75kW 110V d.c. |
| **505246**<br>GDMH<br>301191<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH COMET**<br><br>**BP Tanker Co. Ltd.**<br>London British | **22741** ~~23505~~<br>12569 ~~12906~~<br>35268 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3100 | SS 1/66<br><br><br><br>EL q†2¼"SQ | **1960**-9 C.R.D. Adriatico—San Marco<br>683' 0" 86' 4" 38' 11½"<br>640' 0" 86' 0" 49' 4"<br>P138' B51' F84' 1 dk<br>RW 15BH<br>rf 6" ~~WB5914t incl. 4947t in clean ballast tanks~~<br>WB3576t incl. 2609t in clean ballast tanks | S Tanker Mchy.aft<br>27 Ta<br>L.1510028 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>15500shp De Laval<br>C.R.D. Adriatico<br>2WTB 690lb Spt 850° F. 625lb<br>2 sg 156lb<br>2×600kW 440V 60c/s a.c. |
| **641812**<br>GNHE<br>306271<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH COMMERCE**<br><br>**BP Tyne Tanker Co. Ltd.**<br>London British | **37814**<br>24707<br>67579 | ✠100A1<br>oil tanker (cc)<br>✠LMC<br><br>MN4140 | <br><br><br><br>EL y†3¾"SQ | **1965**-5 J. L. Thompson & Sons Ltd.—Sld<br>815' 9" 108' 3" 42' 3½"<br>781' 4" 108' 0" 55' 9"<br>F61' 1 dk<br>RW 11BH<br>rf 3" WB14163t incl. 9785t in clean ballast tanks DTsf3004t | M Tanker Mchy.aft<br>20 Ta<br>L.2796070 | HeCls. BC | Oil 2SA 9Cy. 900×1550 mm<br>18000bhp Sulzer<br>G. Clark & N.E.M. Ltd.<br>WTAuxB 312lb Spt 495° F.<br>AuxB 155lb<br>3×600, 330, 330kW 440V 60c/s a.c. |
| **661910**<br>GQMU<br>309840<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH COMMODORE**<br><br>**BP Tanker Co. Ltd.**<br>London British | **38288**<br>24994<br>67862 | ✠100A1<br>oil tanker (cc)<br>✠LMC<br><br>MN3600 | <br><br><br><br>~~EL y 3¾"SQ~~<br>EL y†3¾"SQ | **1967**-2 Fairfields (Glasgow) Ltd.—Gls<br>~~819' 0"~~ 108' 3" 42' 3½" 819' 6" (incl.BB)<br>781' 4" 108' 0" 55' 9"<br>F72' 1 dk<br>11BH<br>rf 3" WB43689t incl. 9796t in clean ballast tanks No. 2 DTf3004t | M Tanker Mchy.aft<br>16 Ta<br>L.2675570 | HeCls. B | Oil 2SA 9Cy. 840×1800 mm<br>18000bhp<br>Harland & Wolff Ltd.<br>WTAuxB 312lb Spt 295lb 495° F.<br>AuxB 150lb<br>3×600, 342, 342kW 440V 60c/s a.c. |
| **650842**<br>GPXA<br>307875<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH CONFIDENCE**<br><br>**BP Tanker Co. Ltd.**<br>London British | **37978**<br>25015<br>67944 | ✠100A1<br>oil tanker (cc)<br>✠LMC<br><br>MN4000 | <br><br><br><br>EL y†3¾"SQ | **1965**-8 John Brown & Co. (Clydebank) Ltd.—Cly<br>815' 8" 108' 3" 42' 4"<br>781' 4" 108' 0" 55' 9"<br>F65' 1 dk<br>11BH<br>rf 3" WB14163t incl. 9785t in clean ballast tanks DTsf3004t | S Tanker Mchy.aft<br>16 Ta | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>18000shp<br>John Brown & Co. (Clydebank)<br>2WTB 735lb Spt 950° F. 620lb<br>2×750kW 440V 60c/s a.c.<br>sg 160lb |
| **505248**<br>GHLH<br>302680<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITISH CORMORANT**<br><br>**BP Tanker Co. Ltd.**<br>London British | **11132**<br>5880<br>~~15410~~<br>16039 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1720 | SS 10/66<br><br><br><br>EL g†2 3/16"SQ | **1961**-7 Harland & Wolff Ltd.—Bel<br>525' 2" 69' 4" ~~30' 5"~~ 30' 1¼"<br>496' 6" 69' 0" 37' 0"<br>P122' B63' F59' 1 dk<br>RW 17BH<br>rf 4" WB627t | M Tanker Mchy.aft<br>27 Ta | HeCls. BC | Oil 2SA 6Cy. 750×1500 mm exhaust 500 mm<br>8600bhp<br>Harland & Wolff Ltd.<br>2AuxB 150lb<br>4×200, 200, 200, 75kW 110V d.c. |
| **507634**<br>GPJY<br>186092<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRITISH CORPORAL**<br>exClyde Corporal-64<br>exBritish Corporal-60<br>**BP Tanker Co. Ltd.**<br>London British | **10071**<br>5767<br>~~14607~~<br>14577 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN990 | SS 5/64<br><br><br><br>EL f†2¼"SQ | **1954**-7 Harland & Wolff Ltd.—Bel<br>516' 6" 65' 4" ~~28' 6"~~ ~~26' 2¼"~~-29' 2¼"<br>491' 0" 65' 0" 36' 0"<br>P111' B57' F38' 1 dk<br>RW 17BH<br>WB712t incl. DTf452t | M Tanker Mchy.aft<br>27 Ta<br>L.683312 | | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>4950bhp B&W<br>Harland & Wolff Ltd.<br>2AuxB 150lb<br>2×125kW 110V d.c. |
| **505250**<br>MTWJ<br>187666<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH COURAGE**<br><br>**Tanker Charter Co. Ltd.**<br>London British | **21682**<br>12827<br>35529 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN5000 | SS 10/67<br><br><br><br>EL q†2¾"SQ | **1957**-11 Hawthorn Leslie (S.B.) Ltd.—Nwc<br>680' 0" 86' 4" 37' 6"<br>641' 2" 86' 0" 48' 0"<br>P150' F88' 1 dk<br>RW 15BH<br>rf 6" WB1135t | S Tanker Mchy.aft<br>30 Ta<br>L.1585000 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>25000shp<br>Hawthorn, Leslie (Eng.) Ltd.<br>2WTB 685lb Spt 850° F. 640lb<br>2 sg 150lb<br>2×600kW 440V 60c/s a.c. |
| **507635**<br>GPKC<br>186000<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **BRITISH CRUSADER**<br>exClyde Crusader-64<br>exBritish Crusader-57<br>**BP Tanker Co. Ltd.**<br>London British | **11346**<br>6538<br>15848 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1410 | SS 3/64<br><br><br><br>EL h†2¾"SQ | **1954**-2 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>547' 0" 69' 10" 30' 0½"<br>516' 0" 69' 6" 37' 6"<br>P123' B58' F55' 1 dk<br>RW 17BH<br>WB883t incl. DTf618t | M Tanker Mchy.aft<br>27 Ta<br>L.762485 | | Oil 6Cy. 750×1500 mm exhaust<br>7050bhp B&W<br>Harland & Wolff Ltd.<br>2AuxB 150lb<br>3×150, 150, 75kW 100V d.c. |
| **505253**<br>GFHW<br>301161<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **BRITISH CURLEW**<br><br>**Clyde Charter Co. Ltd.**<br>London British | **10922** ~~11157~~<br>5854 ~~5922~~<br>16002 ~~15869~~ | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1750 | SS 9/65<br><br><br><br>EL g†2 1/16"SQ | **1960**—6 A. Stephen & Son Ltd.—Gls<br>524' 8" 69' 3" 29' 4½"<br>496' 0" 69' 0" 37 0"<br>P122' B65' F59' 1 dk<br>RW 17BH<br>rf 4" WB1266t | M. Tanker Mchy.aft<br>27 Ta<br>L.711900 | HeCls. BC | Oil 2SA 7Cy. 760 1550 mm<br>8750bhp Sulzer<br>A. Stephen & Sons Ltd.<br>2AuxB 150lb db 150lb<br>3×250, 250, 75kW 110V d.c. |
| **505256**<br>GCHC<br>301028<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH DESTINY**<br><br>**Clyde Charter Co. Ltd.**<br>London British | **27122** ~~27585~~<br>14938 ~~14690~~<br>44869 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3520 | SS 3/65<br><br><br><br>EL s†3"SQ | **1959**-12 Swan, Hunter & Wghm Rchdsn —Wal<br>710' 3" 95' 4" 40' 4½"<br>666' 2" 95' 0" 51' 0"<br>P138' B58' F49' 1 dk<br>RW 16BH<br>rf 6" ~~WB7444t incl. 6067t in clean ballast tanks~~<br>WB5422t incl. 4045t in clean ballast tanks | S Tanker Mchy.aft<br>27 Ta<br>L.1828157 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>17600shp<br>Wallsend Slpwy & E. Co.<br>2WTB 685lb Spt 850° F.<br>2 sg 150lb<br>2×750kW 440V 60c/s a.c. |

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| 542343<br>GLJA<br>304591<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH DIPLOMAT**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 30815 ~~31259~~<br>16512 ~~16081~~<br>— ~~49320~~ | ✠100A1<br>oil tanker<br>**LMC**<br>MN3560 | SS 7/68<br>747' 11"(incl.BB)<br>EL u†3⅛"SQ | 1963–6 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk<br>~~747' 11"~~ 99' 10" 39' 4¾"<br>704' 3" 99' 5" 51' 10"<br>P145' F104' 1 dk<br>RW 16BH<br>rf 5" WB1188t incl. 537t in clean ballast tanks | S Tanker Mchy.aft | | 2 S Turb dr geared to sc. shaft<br>17800shp (o.f)<br>At. & Ch. de Bretagne Nts<br>2WTB 699℔ Spt 850° F. 596℔ hs20719<br>sg 114℔<br>2×850kW 400V 50c/s a.c. |
| 540192<br>GLPH<br>304714<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH DRAGOON**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 31144 ~~31544~~<br>18248 ~~17851~~<br>53074 ~~52928~~ | ✠100A1<br>oil tanker<br>**✠LMC**<br>MN3200 | SS 12/68<br>EL u†3$\frac{3}{16}$"SQ | 1963–11 Hawthorn Leslie (S.B.) Ltd.—Nwc<br>726' 4" 102' 4" 41' 2¼"<br>691' 3" 102' 0" 53' 0"<br>P136' F71' 1 dk<br>RW 16BH<br>rf 6" WB11071t incl. 10140t in clean ballast tanks | S Tanker Mchy.aft<br>33 Ta<br>L.2520255 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>16000shp 4177t (o.f)–92½pd<br>Hawthorn Leslie (Eng.) Ltd. Nwc<br>2WTB 690℔ Spt 850° F. 610℔ hs19785<br>2 sg 150℔<br>2×600kW 440V 60c/s a.c. 15½k |
| 505257<br>GXNT<br>300772<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH DUCHESS**<br>**Tanker Charter Co. Ltd.**<br>London<br>British | 27279 ~~27585~~<br>15060 ~~14680~~<br>44824 ~~42444~~ | ✠100A1<br>oil tanker<br>**✠LMC**<br>MN3520 | ~~SS 11/63~~<br>TD 10/68<br>EL s†3"SQ | 1958–10 John Brown & Co. (Clydebank) Ltd.—Cly<br>710' 1" 95' 5" ~~38' 10½"~~ ~~40' 4¾"~~ 40' 5"<br>666' 2" 95' 0" 51' 0"<br>P141' B59' F94' 1 dk<br>RW 16BH<br>rf 6" WB9892t incl. 6062t in clean ballast tanks | S Tanker Mchy.aft<br>25 Ta<br>L.1822600 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>17600shp 3500t (o.f)–103pd<br>John Brown & Co. (Clydebank) Ltd.<br>2WTB 690℔ Spt 850° F. 610℔ hs20720<br>2 sg 150℔<br>2×750kW 440V 60c/s a.c. 16k |
| 505258<br>GXFK<br>300760<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH ENERGY**<br>**Tanker Charter Co. Ltd.**<br>London<br>British | 22831<br>12665<br>~~37186~~<br>37244 | ✠100A1<br>oil tanker<br>**✠LMC**<br>MN3100 | ~~SS 10/63~~<br>TD 10/68<br>EL q†2⅞"SQ | 1958–10 Fairfield S.B. & Eng. Co. Ltd.—Gls<br>683' 3" 86' 5" 38' 11¼"<br>641' 4" 86' 0" 49' 3"<br>P142' B59' F85' 1 dk<br>RW 15BH<br>rf 6" WB6205t incl. 5206t in clean ballast tanks | S Tanker Mchy.aft<br>30 Ta<br>L.1513100 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>15500shp 3000t (o.f)–90pd<br>Fairfield S.B. & E. Co. Ltd. Gls<br>2WTB 690℔ Spt 850° F. 600℔ hs19780<br>2 sg 150℔<br>2×600kW 440V 60c/s a.c. 15½k |
| 505259<br>GPKE<br>186053<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH ENGINEER**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 20746 ~~21597~~<br>12365 ~~13080~~<br>33539 | ✠100A1<br>oil tanker<br>**✠LMC**<br>MN2750 | ~~SS 10/62~~<br>TD 12/67<br>EL p†2$\frac{13}{16}$"SQ | 1954–5 Harland & Wolff Ltd.—Bel<br>664' 8" 85' 10" 36' 5"<br>631' 1" 85' 6" 46' 9"<br>P138' F90' 1 dk<br>RW 15BH<br>WB2362t incl. DTf1873t | S Tanker Mchy.aft<br>30 Ta<br>L.1530887 | | 2 S Turb dr geared to sc. shaft<br>13750shp 3132t (o.f)<br>Harland & Wolff Ltd. Bel<br>2WTB 485℔ Spt 475℔<br>2×600kW 440V 60c/s a.c. 14¾k |
| 542654<br>GMIB<br>305930<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH ENSIGN**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 43335<br>27128<br>71950 | ✠100A1<br>oil tanker (cc) crude oil<br>**✠LMC**<br>MN4000 | EL z†3$\frac{7}{16}$"SQ | 1964–4 Cammell Laird & Co.(S.B.&Eng.) Ltd.—Bkn<br>815' 2" 112' 11" 44' 1¼"<br>776' 4" 112' 6" 58' 0"<br>P141' F84' 1 dk<br>RW 12BH<br>rf 6" WB38186t incl. 8508t in clean ballast tanks | S Tanker Mchy.aft | | 2 S Turb dr geared to sc. shaft<br>20000shp (o.f)<br>Cammell Laird (S.B. & Eng.) Ltd. Bkn<br>2WTB 735℔ Spt 950° F. 620℔ hs23542<br>sg 160℔<br>2×750kW 440V 60c/s a.c. |
| 541913<br>GPKG<br>185985<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRITISH ENVOY**<br>exClyde Envoy–63<br>exBritish Envoy–58<br>**BP Tanker Co. Ltd.**<br>London<br>British | 11349<br>6561<br>~~16070~~<br>16768 | ✠100A1<br>oil tanker<br>**✠LMC**<br>MN1280 | TD 9/68 ~~SS 6/68~~<br>EL h†2⅜"SQ | 1953–12 Wm. Doxford & Sons Ltd.—Sld<br>547' 0" 69' 10" 30' 0¼"<br>515' 0" 69' 6" 37' 6"<br>P123' B58' F55' 1 dk<br>RW 17BH<br>WB866t incl. DTf618t | M Tanker Mchy.aft<br>27 Ta<br>L.762485 | | Oil 2SA 6Cy. 670×2320 mm<br>6400bhp 1137t (hvf)–24pd<br>Wm. Doxford & Sons Ltd. Sld<br>2 AuxB 150℔<br>2×150kW 110V d.c. 13¾k |
| 505260<br>GWSD<br>187742<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH FAITH**<br>**Tanker Charter Co. Ltd.**<br>London<br>British | 20709 ~~21754~~<br>12291 ~~12984~~<br>33766 | ✠100A1<br>oil tanker<br>**✠LMC**<br>MN3100 | TD 8/68 ~~SS 6/63~~<br>EL p†2$\frac{13}{16}$"SQ | 1953–3 Vickers-Armstrongs (S.Bs) Ltd. —Brw<br>664' 9" 85' 10" 36' 5"<br>631' 1" 85' 6" 46' 8"<br>P140' F91' 1 dk<br>15BH<br>rf 6" WB2419t incl. DTf1935t | S Tanker Mchy.aft<br>30 Ta<br>L.1542620 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>15500shp 3209t (o.f)–90pd<br>Vickers-Armstrongs (Eng.) Ltd. Brw<br>2WTB 720℔ Spt 850° F. 625℔ hs26810<br>2 sg 150℔<br>2×600kW 440V 60c/s a.c. 15½k |
| 505261<br>GFBV<br>182948<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH FAME**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 10942 ~~11203~~<br>6135 ~~6347~~<br>~~16170~~<br>16849 | ✠100A1<br>oil tanker<br>**✠LMC** | SS 9/67<br>EL h†2⅜"SQ | 1949–2 Swan, Hunter & Wghm Rchdsn —Wal<br>547' 0" 69' 10" 30' 0"<br>515' 0" 69' 6" 37' 6"<br>P120' B56' F55' 1 dk, 2nd dk clear of cargo tanks<br>RW 16BH<br>WB1216t incl. DTf618t | M Tanker Mchy.aft<br>27 Ta<br>L.763440 | HeCls. C | Oil 2SA 6Cy. 670×2320 mm<br>6400bhp Doxford 1098t (hvf)–24pd<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2AuxB 150℔<br>3×150, 150, 75kW 110V d.c. 13¾k |
| 641324<br>GMUN<br>306201<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH FERN**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 13252<br>7621<br>19800 | ✠100A1<br>oil tanker (cc)<br>**✠LMC**<br>MN1500 | EL l†2$\frac{7}{16}$"SQ | 1964–12 Lithgows Ltd.—P.Gl<br>561' 0" 73' 9" 30' 2¼"<br>531' 0" 73' 6" 39' 3"<br>P118' F63' 1 dk<br>RW 16BH<br>rt 4" WB1431t | M Tanker Mchy.aft<br>33 Ta<br>L.984834 | HeCls. BC | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W (hvf)–30pd<br>J. G. Kincaid & Co. Ltd. Grk<br>WTAuxB 350℔ Spt 500° F. 285℔<br>AuxB 150℔ sg 145℔<br>3×550, 550, 244kW 440V 60c/s a.c. 14½k |
| 505262<br>GPKJ<br>185934<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH FLAG**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 11376<br>6537<br>~~16070~~<br>16750 | ✠100A1<br>oil tanker<br>**✠LMC**<br>MN1280 | TD4–5/67<br>EL h†2⅜"SQ | 1953–7 Hawthorn, Leslie & Co. Ltd.— Nwc<br>547' 0" 69' 10" ~~30' 0¼"~~ 30' 9⅜"<br>516' 0" 69' 6" 37' 6"<br>P123' B58' F55' 1 dk<br>RW 17BH<br>WB866t incl. DTf618t | M Tanker Mchy.aft<br>27 Ta<br>L.762485 | | Oil 2SA 6Cy. 670×2320 mm<br>6400bhp Doxford 1137t (hvf)–24pd<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2AuxB 150℔<br>3×110, 110, 75kW 110V d.c. 13¾k |

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| 505263<br>GFCB<br>183097<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH FREEDOM**<br><br>**BP Tanker Co. Ltd.**<br>London British | 11011 ~~11097~~<br>6191 ~~6104~~<br>16049 ~~16470~~ | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1280 | ~~Dr 4yrs 2/63~~<br>TD 3/67<br>SS 4/68<br><br>EL h†2⅜"SQ | 1950-2 Swan, Hunter & Wghm Rchdsn<br>—Wal<br>547' 0" 69' 10" ~~30' 6"~~ 30' 9¼"<br>516' 0" 69' 6" 37' 6"<br>P120' B56' F55' 1 dk, 2nd dk clear of<br>RW 17BH cargo tanks<br>WB1216t incl. DTf618t | M Tanker Mchy.aft<br>27 Ta<br>L.763440 HeCls. C | Oil 2SA 6Cy. 670×2320 mm<br>6400bhp Doxford 1098t<br>Wallsend Slpwy Co. Ltd.<br>2AuxB 150℔<br>3×150, 150, 75kW 110V d.c. |
| 505264<br>GXQL<br>300829<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH FULMAR**<br><br>**Clyde Charter Co. Ltd.**<br>London British | 11169<br>5952<br>~~15370~~<br>15933 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1750 | SS 3/64<br><br><br><br>EL g†2$\frac{1}{16}$"SQ | 1959-2 A. Stephen & Sons Ltd.—Gls<br>524' 8" 69' 2" ~~29' 4½"~~ 30' 1⅛"<br>496' 0" 69' 0" 37' 0"<br>P122' B65' F60' 1 dk<br>RW 17BH<br>rf 4" WB1212t | M Tanker Mchy.aft<br>27 Ta<br>L.701900 HeCls. BC | Oil 2SA 7Cy. 760×1550 mm<br>8750bhp Sulzer 1523t<br>A. Stephen & Sons Ltd.<br>2AuxB (o.f) 150℔<br>AuxB (ex.g) 150℔<br>3×250, 250, 75kW 110V d.c. |
| 505265<br>GDMU<br>301021<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH GANNET**<br><br>**Clyde Charter Co. Ltd.**<br>London British | 11238<br>5960<br>15262 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1720 | SS 11/64<br><br><br><br>EL g†2$\frac{1}{16}$"SQ | 1959-11 Blythswood S.B. Co. Ltd.—Gls<br>525' 4" 69' 3" 29' 4½"<br>496' 6" 69' 0" 37' 0"<br>P122' B63' F59' 1 dk<br>RW 17BH<br>rf 4" WB1218t | M Tanker Mchy.aft<br>26 Ta | Oil 2SA 6Cy. 750×1500 mm<br>500 mm<br>8600bhp B&W<br>J. G. Kinkaid & Co. Ltd.<br>2AuxB (o.f) 150℔<br>AuxB (ex.g) 150℔<br>3×250, 250, 75kW 110V d.c. |
| 505267<br>GTCR<br>187582<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH GLORY**<br><br>**Tanker Charter Co. Ltd.**<br>London British | 20687 ~~21519~~<br>12298 ~~12825~~<br>— ~~33702~~ | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3100 | SS 10/67<br><br><br><br>~~EL p2$\frac{11}{16}$"SQ~~<br>EL p†2$\frac{11}{16}$"SQ | 1957-6 Vickers-Armstrongs (S.Bs) Ltd.<br>—Brw<br>664' 9" 85' 10" 36' 5¾"<br>631' 1" 85' 6" 46' 8"<br>P140' F91' 1 dk<br>RW 15BH<br>rf 6" WB2419t incl. DTf1935t | S Tanker Mchy.aft<br>30 Ta<br>L.1542000 HeCls. B | 2 S Turb dr geared to sc. shaft<br>15500shp 3150t<br>Vickers-Armstrongs (Eng.) Ltd.<br>2WTB 720℔ Spt 850° F. 625℔<br>2sg 150℔<br>2×600kW 440V 60c/s a.c. |
| 540193<br>GJCH<br>304387<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH GRENADIER**<br><br>**BP Tanker Co. Ltd.**<br>London British | 32303<br>18427<br>54788 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3200 | SS 5/68<br><br><br><br>EL v†3$\frac{1}{16}$"SQ | 1963-1 Vickers-Armstrongs (S.Bs) Ltd.<br>—Brw<br>759' 8" 97' 5" 42' 9½"<br>726' 4" 97' 0" 54' 6"<br>P145' F97' 1 dk<br>RW 17BH<br>rf 6" WB13240t incl. 8814t in clean ballast tanks | S Tanker Mchy.aft<br>27 Ta<br>L.2232992 | 2 S Turb dr geared to sc. shaft<br>16000shp 4641t<br>Vickers-Armstrongs (Eng.) Ltd.<br>2WTB 670℔ Spt 900° F. 630℔<br>2sg 150℔<br>2×700kW 440V 60c/s a.c. |
| 541914<br>GPKK<br>185976<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRITISH GUARDIAN**<br>exClyde Guardian-63<br>exBritish Guardian-58<br>**BP Tanker Co. Ltd.**<br>London British | 11359<br>6537<br>~~46800~~<br>16481 | ✠100A1 TD 8/68<br>oil tanker<br>✠LMC<br><br>MN1280 | ~~SS 8/63~~<br><br><br><br>EL h†2⅜"SQ | 1953-11 Lithgows Ltd.—P.Gl<br>547' 0" 69' 10" 30' 0½"<br>516' 0" 69' 6" 37' 6"<br>P123' B58' F55' 1 dk<br>RW 17BH<br>WB921t incl. DTf618t | M Tanker Mchy.aft<br>27 Ta<br>L.762485 | Oil 2SA 6Cy. 750×1500 mm<br>500 mm<br>6400bhp B&W 1142t<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 150℔<br>3×150, 150, 75kW 110V d.c. |
| 541915<br>GJYH<br>304601<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITISH GUARDSMAN**<br><br>**BP Tanker Co. Ltd.**<br>London British | 32038<br>17565<br>54611 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3200 | SS 7/68<br><br><br><br>~~EL v 3$\frac{1}{16}$"SQ~~<br>EL v†3$\frac{1}{16}$"SQ | 1963-6 Fairfield S.B. & Eng. Co. Ltd.—Gls<br>760' 0" 97' 4" 42' 8¾"<br>726' 5" 97' 0" 54' 6"<br>P143' F83' 1 dk<br>17BH<br>rf 6" WB10655t incl. 8825t in clean ballast tanks | S Tanker Mchy.aft<br>30 Ta<br>L.2543126 HeCls. B | 2 S Turb dr geared to sc. shaft<br>16000shp 4547t<br>Fairfield-Rowan Ltd.<br>2WTB 670℔ Spt 900° F. 630℔<br>2sg 160℔<br>~~2×750kW 400V 60c/s a.c.~~<br>3×700, 700, 250kW 400V 60c/s |
| 505270<br><br>164419<br>Df Esd<br>Pfd | **BRITISH GUIANA**<br>exMilford Knight-49<br>exSunlit Waters-47<br>exBritish Guiana-45<br>**Claridge Trawlers Ltd.**<br>G. D. Claridge<br>Lowestoft British | 146<br>53<br>— | Classed LR until 7/50 | | 1936 Cochrane & Sons Ltd.—Sel<br>*101·2'* 21' 1"<br>20' 11"<br><br>R | M Trawler | Oil 4SA 6Cy. 320×380 mm<br>Ruston & Hornsby |
| 505272<br>GFHX<br>301136<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH GULL**<br><br>**Clyde Charter Co. Ltd.**<br>London British | 11156<br>5922<br>~~15820~~<br>15939 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1720 | SS 6/65<br><br><br><br>EL g†2$\frac{1}{16}$"SQ | 1960-4 Harland & Wolff Ltd.—Gls<br>525' 2" 69' 2" ~~29' 4½"~~ 30' 1⅛"<br>496' 6" 69' 0" 37' 0"<br>P122' B65' F59' 1 dk<br>RW 17BH<br>rf 4" WB667t | M Tanker Mchy.aft<br>27 Ta<br>L.712753 HeCls. BC | Oil 2SA 6Cy. 750×1500 mm<br>500 mm<br>8600bhp B&W 1562t<br>Harland & Wolff Ltd.<br>3AuxB (2 o.f. 1 ex.g.) 150℔<br>3×250, 250, 75kW 110V d.c. |
| 507639<br>MPJW<br>186055<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRITISH GUNNER**<br>exClyde Gunner-63<br>exBritish Gunner-61<br>**BP Tanker Co. Ltd.**<br>London British | 10076<br>5783<br>~~18790~~<br>14001 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN990 | ~~SS 12/62~~<br>TD 2/68<br><br><br>EL f†2¼"SQ | 1954-5 Harland & Wolff Ltd.—Gls<br>516' 6" 65' 4" ~~28' 0¼"~~ 28' 6½"<br>490' 0" 65' 0" 36' 0"<br>P111' B57' F38' 1 dk<br>RW 17BH<br>WB712t incl. DTf452t | M Tanker Mchy.aft<br>27 Ta<br>L.683312 | Oil 2SA 6Cy. 620×1400 mm<br>470 mm<br>4950bhp B&W<br>Harland & Wolff Ltd.<br>2 AuxB 150℔<br>3×125, 125, 50kW 110V d.c. |
| 640965<br>GMUP<br>306128<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH HAWTHORN**<br><br>**BP Tanker Co. Ltd.**<br>London British | 13119<br>7627<br>~~19710~~<br>20551 | ✠100A1<br>oil tanker (cc)<br>✠LMC<br><br>MN1500 | <br><br><br><br>EL l†2$\frac{1}{16}$"SQ | 1964-10 Hawthorn, Leslie (S.B.) Ltd.—<br>Nwc<br>561' 1" 73' 9" 30' 2½"<br>531' 0" 73' 6" 39' 3"<br>P114' F63' 1 dk<br>RW 16BH<br>rf 4" WB554t | M Tanker Mchy.aft<br>33 Ta<br>L.965137 HeCls. BC | Oil 2SA 6Cy. 760×1550 mm<br>7500bhp Sulzer<br>Hawthorn, Leslie (Eng.) Ltd.<br>WTAuxB 350℔ Spt 530° F.<br>WTAuxB 150℔ sg 110℔<br>3×550, 550, 244kW 440V |
| 640270<br>GMIC<br>305982<br>Df Esd<br>Gc Pfd<br>Rdr<br>RT/m/h/v | **BRITISH HAZEL**<br><br>**BP Tanker Co. Ltd.**<br>London British | 13100<br>7611<br>~~19440~~<br>20462 | ✠100A1<br>oil tanker (cc)<br>✠LMC<br><br>MN1500 | <br><br><br><br>EL l†2$\frac{1}{16}$"SQ | 1964-5 Swan, Hunter & Wghm Rchdsn<br>—Wal<br>561' 1" 73' 9" ~~30' 2½"~~ 31' 0¼"<br>531' 0" 73' 6" 39' 3"<br>P114' F63' 1 dk<br>RW 16BH<br>rf 4" WB554t | M Tanker Mchy.aft<br>33 Ta<br>L.984834 HeCls. BC | Oil 2SA 6Cy. 760×1550 mm<br>7500bhp Sulzer 1212t<br>Wallsend Slpwy & E. Co.<br>2WTAuxB 305℔ Spt 520° F.<br>sg 145℔<br>3×550, 550, 244kW 400V |

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| 505273<br>MPJY<br>186086<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH HERO**<br>**BP Tanker Co. Ltd.**<br>London British | **11358**<br>6545<br>~~15800~~<br>16481 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN1280 | ~~SS 7/63~~<br>TD 10/68<br>EL h†2⅜″SQ | **1954–6** Lithgows Ltd.—P.Gl<br>547′ 0″ 69′ 10″ 30′ 0¼″<br>515′ 0″ 69′ 6″ 37′ 6″<br>P123′ B58′ F55′ 1 dk<br>RW 17BH<br>WB921t incl. DTf618t | M Tanker Mchy.aft<br>27 Ta<br>L.762485 | Oil 2SA 6Cy. 750×1500 mm exhaust 500 mm<br>6400bhp B&W 1142t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>2AuxB 150℔<br>3×150, 150, 75kW 110V d.c. 13¾k |
| 642039<br>GNHZ<br>306308<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH HOLLY**<br>**BP Thames Tanker Co. Ltd.**<br>London British | **13271**<br>7634<br>19800 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC**<br>MN1500 | EL i†2$\frac{1}{16}$″SQ | **1965–3** Lithgows Ltd.—P.Gl<br>561′ 0″ 73′ 9″ 30′ 2¼″<br>531′ 0″ 73′ 6″ 39′ 3″<br>P118′ F63′ 1 dk<br>RW 16BH<br>rf 4″ WB1427t | M Tanker Mchy.aft<br>33 Ta<br>L.967593<br>HeCls. BC | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W 1390t (hvf)–30pd<br>G. Kincaid & Co. Ltd. Grk<br>WTAuxB 350℔ Spt 500° F. 285℔<br>AuxB 150℔ sg 145℔<br>3×550, 550, 244kW 230/440V 60c/s a.c.<br>14½k |
| 505275<br>164434<br>Df Esd<br>Pfd | **BRITISH HONDURAS**<br>exMilford Baron–50<br>exPeaceful Star–47<br>exBritish Honduras–45<br>**Claridge Trawlers Ltd.**<br>G. D. Claridge<br>Lowestoft British | **147**<br>55<br>— | Classed LR until 7/50<br>**BROKEN UP** | | **1937** Cochrane & Sons Ltd.—Sel<br>*101·2′* 21′ 1″<br>20′ 11″<br>R | M Trawler | Oil 4SA 6Cy. 320×380 mm<br>Ruston & Hornsby Lcn |
| 505276<br>MTWP<br>187721<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH HONOUR**<br>**Tanker Charter Co. Ltd.**<br>London British | **20678** ~~21020~~<br>**12272** ~~12438~~<br>33454 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN3100 | SS 5/67<br>EL p†2$\frac{13}{16}$″SQ | **1958–1** Harland & Wolff Ltd.—Bel<br>664′ 8″ 85′ 10″ 36′ 5¼″<br>631′ 1″ 85′ 6″ 46′ 9″<br>P138′ F91′ 1 dk<br>RW 15BH<br>rf 6″ WB2387t | S Tanker Mchy.aft<br>30 Ta<br>L.1531000<br>HeCls.B | 2 S Turb dr geared to sc. shaft<br>15500shp 3080t (o.f)–90pd<br>Harland & Wolff Ltd. Bel<br>2WTB 685℔ Spt 850° F. 650℔ hs28264<br>2 sg 150℔<br>2×600kW 440V 60c/s a.c. 15½k |
| 505277<br>GHVX<br>302958<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH HUSSAR**<br>**BP Tanker Co. Ltd.**<br>London British | **32341**<br>18391<br>53860 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN3200 | SS 6/67<br>EL v†3$\frac{3}{16}$″SQ | **1962–5** John Brown & Co. (Clydebank) Ltd.—Cly<br>759′ 8″ 97′ 3″ 42′ 9¾″<br>726′ 3″ 97′ 0″ 54′ 0″<br>P139′ B51′ F84′ 1 dk<br>RW 17BH<br>rf 6″ WB10594t incl. 8766t in clean ballast tanks | S Tanker Mchy.aft<br>36 Ta<br>L.2226848<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>16000shp 4631t (o.f)–93pd<br>John Brown & Co. (Clydebank) Ltd.<br>2WTB 670℔ Spt 900° F. 630℔ hs23840<br>2 sg 160℔<br>3×700, 700, 224kW 440V 60c/s a.c.<br>15½k |
| 505278<br>GTCT<br>187530<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH INDUSTRY**<br>**Tanker Charter Co. Ltd.**<br>London British | **20751** ~~21020~~<br>**12342** ~~13036~~<br>33472 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN3100 | SS 10/66<br>EL p†2$\frac{13}{16}$″SQ | **1957–2** John Brown & Co. (Clydebank) Ltd.—Cly<br>664′ 9″ 85′ 10″ 36′ 5¾″<br>631′ 1″ 85′ 6″ 46′ 8″<br>P138′ F91′ 1 dk<br>RW 15BH<br>rf 6″ WB2375t incl. DTf1917t | S Tanker Mchy.aft<br>30 Ta<br>L.1531000<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15500shp 3080t (o.f)–90pd<br>John Brown & Co. (Clydebank) Ltd.<br>2WTB 720℔ Spt 850° F. 625℔ hs26810<br>2 sg 150℔<br>2×600kW 440V 60c/s a.c. 15½k |
| 651711<br>GPXE<br>307976<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH IVY**<br>**BP Tanker Co. Ltd.**<br>London British | **13271**<br>7634<br>19800 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC**<br>MN1500 | EL i†2$\frac{7}{16}$″SQ | **1965–11** Lithgows Ltd.—P.Gl<br>561′ 0″ 73′ 9″ 30′ 0″<br>531′ 0″ 73′ 6″ 39′ 3″<br>P118′ F63′ 1 dk<br>RW 16BH | M Tanker Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>WTAuxB 350℔ Spt 500° F. 285℔<br>AuxB 150℔ sg 145℔<br>2×550kW 440V 60c/s a.c. |
| 505279<br>GBCE<br>300879<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH JUDGE**<br>**Tanker Charter Co. Ltd.**<br>London British | **27124** ~~27585~~<br>**14965** ~~14601~~<br>44804 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN3520 | ~~SS 11/63~~<br>SS 12/68<br>EL s†3″SQ | **1959–4** John Brown & Co. (Clydebank) Ltd.—Cly<br>710′ 1″ 95′ 4″ 40′ 4¾″<br>666′ 2″ 95′ 0″ 51′ 0″<br>P141′ B59′ F94′ 1 dk<br>RW 16BH<br>rf 6″ WB10072t incl. 6062t in clean ballast tanks | S Tanker Mchy.aft<br>27 Ta<br>L.1822600<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>17600shp 3500t (o.f)–103pd<br>John Brown & Co. (Clydebank) Ltd.<br>2WTB 690℔ Spt 850° F. 610℔ hs20720<br>2sg 150℔<br>2×750kW 440V 60c/s a.c. 16k |
| 505280<br>GTCQ<br>187696<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH JUSTICE**<br>**Tanker Charter Co. Ltd.**<br>London British | **20750** ~~21068~~<br>12372 ~~12587~~<br>33769 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN3100 | SS 5/67<br>EL p†2$\frac{13}{16}$″SQ | **1958–1** Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>664′ 9″ 85′ 10″ 36′ 5¼″<br>631′ 1″ 85′ 6″ 46′ 8″<br>P138′ F91′ 1 dk<br>RW 15BH<br>rf 6″ WB2817t | S Tanker Mchy.aft<br>30 Ta<br>L.1533500<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15500shp 3160t (o.f)–90pd<br>Cammell Laird (S.B. & Eng.) Ltd. Bkn<br>2WTB 685℔ Spt 850° F. 655℔ hs28264<br>2 sg 150℔<br>2×600kW 440V 60c/s a.c. 15½k |
| 505281<br>GHPJ<br>302906<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH KESTREL**<br>**BP Tanker Co. Ltd.**<br>London British | **11171**<br>5913<br>~~15303~~<br>15922 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN1720 | SS 7/66<br>EL g†2$\frac{5}{16}$″SQ | **1962–3** Wm. Hamilton & Co. Ltd.—P.Gl<br>525′ 3″ 69′ 4″ ~~29′ 4¼″~~ 30′ 1″<br>496′ 4″ 69′ 0″ 37′ 0″<br>P122′ B66′ F59′ 1 dk<br>RW 17BH<br>rf 4″ WB613t | M Tanker Mchy.aft<br>27 Ta<br>L.714735<br>HeCls. BC | Oil 2SA 6Cy. 750×2000 mm<br>8600bhp B&W 1078t (hvf)–30pd<br>J. G. Kincaid & Co. Ltd. Grk<br>2AuxB 150℔ sg 160℔ e (ex.g) 160℔<br>3×400, 400, 75kW 440V 60c/s a.c. 14½k |
| 505282<br>GDNE<br>301042<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH KIWI**<br>**Clyde Charter Co. Ltd.**<br>London British | **10957** ~~11178~~<br>5871 ~~5941~~<br>~~15565~~<br>16183 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN1600 | SS 1/65<br>EL g†2$\frac{5}{16}$″SQ | **1960–1** Smith's Dock Co. Ltd.—Mdb<br>525′ 2″ 69′ 3″ 29′ 4½″<br>496′ 4″ 69′ 0″ 37′ 0″<br>P122′ B66′ F59′ 1 dk<br>RW 17BH<br>rf 4″ WB620t | M Tanker Mchy.aft<br>27 Ta<br>L.712085<br>HeCls. BC | Oil 2SA 6Cy. 650×2320 mm<br>8000bhp Doxford 1474t (hvf)–27pd<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB (o.f) 150℔<br>AuxB (ex.g) 150℔<br>3×250, 250, 75kW 110V d.c. 14½k |

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| 542344<br>GJCA<br>304614<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH LANCER**<br><br>**BP Tanker Co. Ltd.**<br>London British | 32331<br>18761<br>54544 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3200 | SS 7/68<br><br><br><br>EL v†3 3/16"SQ | 1963–6 Harland & Wolff Ltd.—Bel<br>759' 6" 97' 4" 42' 9"<br>726' 3" 97' 0" 54' 6"<br>P143' F84' 1 dk<br>RW 17BH<br>rf 6" WB13245t incl. 8828t in clean ballast tanks DTf2586t | S Tanker Mchy.aft<br>30 Ta<br>L.2235042 | <br><br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>16000shp<br>Harland & Wolff Ltd.<br>2WTB 670lb Spt 900° F. 830lb<br>2 sg 150lb<br>3×700, 700, 250kW 440V 60c/s a.c. |
| 505285<br>GCLU<br>301111<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH LANTERN**<br><br>**BP Tanker Co. Ltd.**<br>London British | 22780<br>12541<br>36914 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3100 | SS 7/65<br><br><br><br>EL q†2⅛"SQ | 1960–4 C.R.D. Adriatico—Tri<br>683' 0" 86' 4" 38' 11⅛"<br>640' 0" 86' 0½" 49' 4"<br>P138' B51' F84' 1 dk<br>RW 15BH<br>rf 6" WB3791t incl. 2069t in clean ballast tanks | S Tanker Mchy.aft<br>27 Ta<br>L.1510028 | <br><br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>15500shp De Laval<br>C.R.D. Adriatico<br>2WTB 690lb Spt 850° F. 825lb<br>2sg 156lb<br>3×600, 600, 150kW 440V 60c/s a.c. |
| 650862<br>GPXH<br>307781<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH LAUREL**<br><br>**BP Tanker Co. Ltd.**<br>London British | 13512<br>7760<br>~~19875~~<br>20826 | ✠100A1<br>oil tanker (cc)<br>✠LMC<br><br>MN1520 | <br><br><br><br>EL l†2 1/16"SQ | 1965–6 Eriksbergs M/V A/B—Got<br>561' 0" 73' 8" 30' 0½"<br>530' 0" 73' 6" 40' 2"<br>P117' F62' 1 dk<br>RW 16BH<br>rf 2" WB816t | M Tanker Mchy.aft<br>33 Ta<br>L.984917 | <br><br>HeCls. BC | Oil 2SA 6Cy. 740×1600 mm<br>7600bhp B&W<br>Eriksbergs M/V A/B<br>WTAuxB primary 710lb<br>secondary Spt 482° F. 227lb<br>AuxB 145lb sg 29lb<br>3×550, 550, 244kW 400V 60c/s a.c.<br>e (ex.g) 220lb (Spt 145lb) |
| 505287<br>GXRT<br>300867<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH LIGHT**<br><br>**BP Tanker Co. Ltd.**<br>London British | 22783 ~~23019~~<br>12723 ~~12423~~<br>36754 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3100 | SS 7/68 ~~SS 7/68~~<br><br><br><br>EL q†2⅛"SQ | 1959–4 Ansaldo S.p.A.—Gen<br>683' 0" 86' 4" 38' 11"<br>640' 0" 86' 0" 49' 3"<br>P138' B51' F84' 1 dk<br>RW 15BH<br>rf 6" WB6129t incl. 4947t in clean ballast tanks | S Tanker Mchy.aft<br>30 Ta<br>L.1499213 | <br><br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>15500shp<br>Ansaldo Stab. Mecc.<br>2WTB 690lb Spt 850° F. 625lb<br>2sg 156lb<br>3×600, 600, 150kW 440V 60c/s a.c. |
| 505289<br><br>147661<br>RTv | **BRITISH MAIDEN**<br><br>**Shell-Mex & B.P. Ltd.**<br>London British | 102<br>55<br>156 | ✠A1<br>oil tanker–FP above 73° F.<br>Harbour & river service<br>LMC | Dr 12/65<br><br><br><br>EL (a) | 1924–6 J. Pollock, Sons & Co. Ltd.—<br>Faversham<br>94' 0" 19' 5"<br>90' 0" 19' 3" 7' 6"<br>1 dk<br>R 7BH Middle line BH not oil-tight | M Tanker Mchy.aft<br>3 Ta<br>L.6000 | <br><br>HeCls. C | Oil 2SA 5Cy. 205×275 mm<br>170bhp NE49<br>Ruston & Hornsby<br>1×5kW 110V d.c. |
| 505290<br>GFHZ<br>301137<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH MALLARD**<br><br>**Clyde Charter Co. Ltd.**<br>London British | 11174<br>5924<br>~~16226~~<br>15866 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1720 | SS 8/65<br><br><br><br>EL g†2 1/16"SQ | 1960–5 Harland & Wolff Ltd.—Bel<br>525' 2" 69' 2" 29' 4½"<br>496' 6" 69' 0" 37' 0"<br>P122' B63' F59' 1 dk<br>RW 17BH<br>rf 4" WB730t | M Tanker Mchy.aft<br>27 Ta<br>L.712752 | <br><br>HeCls. BC | Oil 2SA 6Cy. 750×1500 mm<br>500 mm<br>8600bhp<br>Harland & Wolff Ltd.<br>2AuxB (o.f) 150lb<br>3×250, 250, 75kW 110V d.c. |
| 652347<br>GRBA<br>307979<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRITISH MAPLE**<br><br>**BP Tanker Co. Ltd.**<br>London British | 13278 ~~13530~~<br>7691 ~~7773~~<br>~~19825~~<br>20774 | ✠100A1<br>oil tanker (cc)<br>✠LMC<br><br>MN1520 | <br><br><br><br>EL l†2 1/16"SQ | 1965–12 Eriksbergs M/V A/B—Got<br>561' 0" 73' 8" 30' 1"<br>530' 0" 73' 6" 40' 2"<br>P117' F62' 1 dk<br>16BH<br>rf 2" WB585t | M Tanker Mchy.aft | | Oil 2SA 6Cy. 740×1600 mm<br>7600bhp B&W<br>Eriksbergs M/V A/B<br>WTAuxB primary 710lb<br>secondary Spt 482° F. 227lb<br>AuxB 145lb sg 29lb |
| 540194<br>GLTA<br>304700<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITISH MARINER**<br><br>**BP Tanker Co. Ltd.**<br>London British | 43378 ~~43605~~<br>26222 ~~25876~~<br>74382 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN4000 | SS 10/68<br><br><br><br>EL z†3 3/16"SQ | 1963–10 John Brown & Co. (Clydebank)<br>Ltd.—Cly<br>815' 0" 112' 11" ~~45' 7½"~~ 45' 7½"<br>776' 4" 112' 6" 58' 0"<br>P140' F85' 1 dk<br>RW 17BH<br>rf 6" WB19571t incl. 12762t in clean ballast tanks DTf4843t | S Tanker Mchy.aft | | 2 S Turb dr geared to sc. shaft<br>20000shp<br>John Brown & Co. (Clydebank)<br>2WTB 735lb Spt 950° F. 620lb<br>sg 160lb<br>3×750, 750, 244kW 440V 60c/s a.c. |
| 505292<br>MPKK<br>186002<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH MERCHANT**<br><br>**BP Tanker Co. Ltd.**<br>London British | 20745<br>12321<br>33643 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN2750 | ~~SS 9/62~~<br>TD4 12/67<br><br><br>EL p†2 11/16"SQ | 1954–1 Swan, Hunter & Wghm Rchdsn—<br>Wal<br>664' 9" 85' 10" 36' 5"<br>631' 0" 85' 6" 46' 8"<br>P138' F90' 1 dk<br>RW 15BH<br>WB2362t incl. DTf1873t | S Tanker Mchy.aft<br>30 Ta<br>L.1535020 | | 2 S Turb dr geared to sc. shaft<br>13750shp<br>Wallsend Slpwy Co. Ltd.<br>2WTB 485lb Spt 450lb<br>2×600kW 440V 60c/s a.c. |
| 642204<br>GPLE<br>306956<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITISH MONARCH**<br><br>**Scotts' Shipbuilding &**<br>**Eng. Co. Ltd.**<br>Harrison (Clyde) Ltd.<br>Greenock British | 18616<br>11726<br>~~20485~~<br>30545 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN2760 | <br><br><br><br><br>EL m†2 11/16"SQ | 1965–1 Scotts' S.B. & Eng. Co. Ltd.—<br>Grk<br>610' 6" 82' 10" ~~33' 4½"~~ 35' 4¼"<br>571' 1" 82' 6" 47' 3"<br>P103' F53' 1 dk<br>NS 9BH<br>rf 4" DK fwd WB11310t incl. Topside tanks in holds 3239t | M Bulk Carrier Mchy.aft<br>7 Ho 57½', 58½', 61½', 58½', 61½', 58½', 64½'<br>G.1339394 B.1264123<br>7 Ha (stl) (36', 39', 39', 39', 39', 39', 39'×42') | | Oil 2SA 6Cy. 900×1550 mm<br>13800bhp Sulzer<br>Scotts' S.B. & Eng. Co.<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×400kW 440V 60c/s a.c. |
| 505296<br>MPKQ<br>185963<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH OAK**<br><br>**BP Tanker Co. Ltd.**<br>London British | 11307<br>6492<br>~~15882~~<br>16562 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1410 | TD 8/68 ~~SS 6/68~~<br><br><br><br>EL h†2⅛"SQ | 1953–10 Smith's Dock Co. Ltd.—Mdb<br>547' 0" 69' 10" 30' 0½"<br>516' 0" 69' 6" 37' 6"<br>P124' B58' F55' 1 dk<br>RW 17BH<br>WB866t incl. DTf618t | M Tanker Mchy.aft<br>27 Ta<br>L.762485 | | Oil 2SA 6Cy. 750×1500 mm<br>7050bhp B&W<br>Harland & Wolff Ltd.<br>2AuxB 150lb<br>3×150, 150, 75kW 110V d.c. |

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| 505297<br>MPKR<br>186176<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH OFFICER**<br>**BP Tanker Co. Ltd.**<br>London | British | 11362<br>6546<br>15839 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1280 | SS 11/63<br>EL h†2⅜"SQ | 1955–1 Wm. Hamilton & Co. Ltd.—P.Gl<br>547' 0" 69' 10" 30' 0¼"<br>515' 0" 69' 6" 37' 6"<br>P123' B58' F55' 1 dk<br>RW 17BH<br>WB859t incl. DTf598t | M Tanker<br>25 Ta<br>L.762485 | Mchy.aft<br>HeCls. BC | Oil 2SA 6Cy. 750×1500 mm exhaust 500 mm<br>6400bhp 1187t (hvf)–24pd<br>J. G. Kincaid & Co. Ltd. Grk<br>2AuxB 150℔<br>3×150, 150, 75kW 110V d.c. 13¾k |
| 505298<br>GHPL<br>302847<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITISH OSPREY**<br>**BP Tanker Co. Ltd.**<br>London | British | 11132<br>5880<br>~~15418~~<br>16055 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1720 | SS 5/67<br>EL g†$2\frac{5}{16}$"SQ | 1962–1 Harland & Wolff Ltd.—Gls<br>525' 9" 69' 5" ~~29' 5"~~ 30' 2"<br>496' 6" 69' 0" 37' 0"<br>P122' B65' F59' 1 dk<br>RW 17BH<br>rf 4" WB627t | M Tanker<br>25 Ta<br>L.719124 | Mchy.aft<br>HeCls. BC | Oil 2SA 6Cy. 750×1500 mm exhaust 500 mm<br>8600bhp 1202t (hvf)–30pd<br>Harland & Wolff Ltd. Gls<br>2AuxB 150℔<br>4×200, 200, 200, 75kW 110V d.c. 14½k |
| 505300<br>MPKW<br>186162<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH PATROL**<br>**BP Tanker Co. Ltd.**<br>London | British | 11193<br>6345<br>~~15888~~<br>16518 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1280 | SS 3/64<br>EL h†2⅜"SQ | 1954–11 Swan, Hunter & Wghm Rchdsn —Nwc<br>547' 0" 69' 10" ~~30' 0¼"~~ 30' 9¾"<br>516' 0" 69' 6" 37' 6"<br>P123' B58' F55' 1 dk<br>RW 17BH<br>WB866t incl. DTf618t | M Tanker<br>25 Ta<br>L.762485 | Mchy.aft<br>HeCls. BC | Oil 2SA 6Cy. 670×2320 mm<br>6900bhp 1202t (hvf)–24pd<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2AuxB 150℔<br>3×150, 150, 75kW 110V d.c. 13¾k |
| 651927<br>GQNA<br>307928<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH POPLAR**<br>**BP Tanker Co. Ltd.**<br>London | British | 13530<br>7773<br>~~19825~~<br>20774 | ✠100A1<br>oil tanker (cc) in cargo tanks<br>✠LMC<br>MN1520 | EL i$2\frac{7}{16}$"SQ | 1965–10 Eriksbergs M/V A/B—Got<br>561' 0" 73' 8" 30' 0¾"<br>530' 0" 73' 6" 40' 2"<br>P117' F62' 1 dk<br>16BH<br>rf 2" WB584t | M Tanker | Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W (hvf)<br>Eriksbergs M/V A/B Got<br>WTAuxB primary 710℔<br>secondary 227℔ Spt 482° F.<br>AuxB 145℔ sg 29℔<br>3×550, 550, 244kW 440V 60c/s a.c. |
| 505302<br>GCHE<br>301015<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH POWER**<br>**Clyde Charter Co. Ltd.**<br>London | British | 27586<br>14686<br>44799 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3520 | SS 12/63<br>EL s†3"SQ | 1959–11 Harland & Wolff Ltd.—Bel<br>710' 0" 95' 4" 40' 5¾"<br>666' 2" 95' 0" 51' 1"<br>P138' B62' F93' 1 dk<br>RW 16BH<br>rf 6" WB10077t incl. 6066t in clean ballast tanks | S Tanker<br>27 Ta<br>L.1822600 | Mchy.aft<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>17600shp 3500t (o.f)–103pd<br>Harland & Wolff Ltd. Bel<br>2WTB 675℔ Spt 850° F. 650℔ hs28561<br>2 sg 150℔<br>2×750kW 440V 60c/s a.c. 16k |
| 505304<br>GCHF<br>302872<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITISH PRESTIGE**<br>**BP Tanker Co. Ltd.**<br>London | British | 27045 ~~27480~~<br>14886 ~~14638~~<br>44878 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3520 | SS 4/67<br>EL s†3"SQ | 1962–2 Vickers-Armstrongs (S.Bs) Ltd. —Brw<br>710' 1" 95' 5" 40' 5"<br>666' 2" 95' 0" 51' 0"<br>P144' B58' F94' 1 dk<br>RW 16BH<br>rf 6" WB10071t incl. 6060t in clean ballast tanks | S Tanker<br>27 Ta<br>L.1822604 | Mchy.aft | 2 S Turb dr geared to sc. shaft<br>17600shp 3500t (o.f)–100pd<br>Vickers-Armstrongs (Eng.) Ltd. Brw<br>2WTB 685℔ Spt 850° F. 650℔ hs29580<br>2 sg 150℔<br>2×750kW 440V 60c/s a.c. 16k |
| 505307<br>GDGE<br>301036<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH QUEEN**<br>**Tanker Charter Co. Ltd.**<br>London | British | 32187<br>18661 ~~17753~~<br>53383 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3520 | SS 4/64<br>EL v†$3\frac{3}{16}$"SQ | 1959–12 John Brown & Co. (Clydebank) Ltd.—Cly<br>759' 8" 97' 3" 42' 10"<br>726' 3" 97' 0" 54' 0"<br>P138' B50' F83' 1 dk<br>RW 17BH<br>rf 6" WB13184t incl. 8767t in clean ballast tanks | S Tanker | Mchy.aft | 2 S Turb dr geared to sc. shaft<br>17600shp (o.f)<br>John Brown & Co. (Clydebank) Ltd.<br>2WTB 690℔ Spt 850° F. 610℔ hs20790<br>2sg 150℔<br>2×750kW 440V 60c/s a.c. |
| 505308<br>MGMD<br>184601<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH REALM**<br>**BP Tanker Co. Ltd.**<br>London | British | 18359 ~~18557~~<br>11008 ~~11228~~<br>30108 | ✠100A1<br>oil tanker<br>✠LMC<br>MN2750 | Dr 4yrs–4/65<br>EL n†2¾"SQ | 1952–4 Fairfield Co. Ltd.—Gls<br>642' 3" 81' 4" 35' 2¼"<br>611' 0" 81' 0" 44' 6"<br>P134' B62' F89' 1 dk, 2nd dk clear of cargo tanks<br>RW 15BH<br>WB1904t incl. DTf1620t | S Tanker<br>30 Ta<br>L.1346214 | Mchy.aft<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp 2932t (o.f)–83pd<br>Fairfield Co. Ltd. Gls<br>2WTB 495℔ Spt 460℔ hs16394<br>2×600kW 440V 60c/s a.c. 15k |
| 505309<br>GFCC<br>183186<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH RELIANCE**<br>**BP Tanker Co. Ltd.**<br>London | British | 11026 ~~11201~~<br>6235 ~~6490~~<br>~~16188~~<br>16867 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1280 | Dr 4yrs–2/64<br>EL h†2⅜"SQ | 1950–2 Sir J. Laing & Sons Ltd.—Sld<br>547' 0" 69' 10" ~~30' 0"~~ 30' 9⅝"<br>516' 0" 69' 6" 37' 6"<br>P120' B56' F55' 1 dk, 2nd dk clear of cargo tanks<br>RW 17BH<br>WB1286t incl. DTf618t | M Tanker<br>27 Ta<br>L.763440 | Mchy.aft<br>HeCls. C | Oil 2SA 6Cy. 670×2320 mm<br>6400bhp 1098t (hvf)–24pd<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 150℔<br>3×150, 150, 75kW 110V d.c. 13¾k |
| 505310<br>MTWD<br>187575<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH RENOWN**<br>**Tanker Charter Co. Ltd.**<br>London | British | 11205 ~~11349~~<br>6278 ~~6528~~<br>16010 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1280 | SS 11/66<br>EL h†2⅜"SQ | 1957–5 J. L. Thompson & Sons Ltd.—Sld<br>547' 3" 69' 10" 30' 0¼"<br>516' 0" 69' 6" 37' 6"<br>P123' B58' F54' 1 dk<br>RW 17BH<br>rf 4" WB897t incl. DTf640t | M Tanker<br>27 Ta<br>L.763160 | Mchy.aft<br>HeCls. BC | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford 1204t (hvf)–24pd<br>Hawthorn Leslie (Eng.) Ltd. Nwc<br>2AuxB 150℔<br>3×150, 150, 75kW 110V d.c. 13¾k |
| 505311<br>GFCD<br>183096<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH RESOURCE**<br>**BP Tanker Co. Ltd.**<br>London | British | 11200<br>6490<br>~~16200~~<br>16880 | ✠100A1<br>oil tanker<br>✠LMC | ~~Dr 4yrs–6/63~~<br>TD 8/68<br>EL h†2⅜"SQ | 1949–9 Hawthorn, Leslie & Co. Ltd.—Nwc<br>547' 0" 69' 10" ~~29' 11¾"~~ 30' 9¼"<br>516' 0" 69' 6" 37' 6"<br>P120' B55' F55' 1 dk, 2nd dk clear of cargo tanks<br>RW 17BH<br>WB1210t incl. DTf618t | M Tanker<br>27 Ta<br>L.763090 | Mchy.aft<br>HeCls. C | Oil 2SA 6Cy. 670×2320 mm<br>6400bhp Doxford 1095t (hvf)–24pd<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2AuxB 150℔<br>3×150, 150, 75kW 110V d.c. 13¾k |
| 505312<br>GFHY<br>301093<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH ROBIN**<br>**Clyde Charter Co. Ltd.**<br>London | British | 11211<br>5954<br>15450 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1720 | SS 4/65<br>EL g†$2\frac{5}{16}$"SQ | 1960–3 Lithgows Ltd.—P.Gl<br>525' 6" 69' 3" 29' 4¾"<br>496' 6" 69' 0" 37' 0"<br>P122' B66' F59' 1 dk<br>RW 17BH<br>rf 4" WB1203t | M Tanker<br>27 Ta<br>L.713676 | Mchy.aft<br>HeCls. BC | Oil 2SA 6Cy. 750×1500 mm exhaust 500 mm<br>7500bhp B&W 1542t (hvf)–30pd<br>J. G. Kincaid & Co. Ltd. Grk<br>2AuxB (o.f) 150℔<br>AuxB (ex.g) 150℔<br>3×250, 250, 75kW 110V d.c. 14¾k |

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| 505313<br>MPLJ<br>185865<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH SAILOR**<br><br>**BP Tanker Co. Ltd.**<br>London | <br><br><br>British | 20729 ~~20743~~<br>12315 ~~10316~~<br>33682 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN2750 | TD4-3/67<br><br><br><br>EL p†2$\frac{11}{16}$"SQ | 1953-4 John Brown & Co. (Clydebank) Ltd.—Cly<br>664' 9" 85' 10" 36' 5"<br>631' 0" 85' 6" 46' 8"<br>P138' F90' 1 dk<br>RW 15BH<br>WB2326t incl. DTf1818t | S Tanker Mchy.aft<br>30 Ta<br>L.1531200 | | 2 S Turb dr geared to sc. shaft<br>13750shp 3082t<br>John Brown & Co. (Clydebank) Ltd.<br>2WTB 495lb Spt 460lb hs(1638)<br>2×600kW 440V 60c/s a.c. |
| 505314<br>GCJS<br>184410<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH SEAFARER**<br><br>**BP Tanker Co. Ltd.**<br>London | <br><br><br>British | 11220<br>6477<br>~~16200~~<br>16880 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1280 | Dr 4yrs-6/64<br><br><br><br>EL h†2⅜"SQ | 1951-4 Hawthorn, Leslie & Co. Ltd.—Nwc<br>547' 0" 69' 10" ~~29' 11½"~~ 30' 9¼"<br>516' 0" 69' 6" 37' 6"<br>P124' B55' F55' 1 dk, 2nd dk clear of cargo tanks<br>RW 17BH<br>WB824t | M Tanker Mchy.aft<br>26 Ta<br>L.763090 | HeCls. BC | Oil 2SA 6Cy. 670×2320 mm<br>6400bhp Doxford 1138t<br>Hawthorn, Leslie & Co. Ltd.<br>2AuxB 150lb<br>3×150, 150, 75kW 110V d.c. |
| 541916<br>MPLL<br>186113<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **BRITISH SERGEANT**<br>exClyde Sergeant-63<br>exBritish Sergeant-60<br>**BP Tanker Co. Ltd.**<br>London | <br><br><br><br>British | 10073<br>5792<br>~~13712~~<br>14462 ~~13007~~ | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN990 | ~~SS 8/63~~<br>TD 11/68<br><br><br>EL f†2¼"SQ | 1954-8 Harland & Wolff Ltd.—Gls<br>516' 6" 65' 4" ~~26' 6"~~ 28' 6¼"<br>490' 0" 65' 0" 36' 0"<br>P111' B57' F38' 1 dk<br>RW 17BH<br>WB712t incl. DTf452t | M Tanker Mchy.aft<br>27 Ta<br>L.683312 | | Oil 2SA 6Cy. 620×1400 mm<br>470 mm<br>4950bhp B&W 1062t<br>Harland & Wolff Ltd.<br>2AuxB 150lb<br>3×125, 125, 50kW 110V d.c. |
| 505316<br>GDNA<br>302560<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH SIGNAL**<br><br>**BP Tanker Co. Ltd.**<br>London | <br><br><br>British | 22785 ~~23015~~<br>12008 ~~12738~~<br>36854 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3100 | SS 7/66<br><br><br><br>EL q†2¼"SQ | 1961-3 Ansaldo S.p.A.—Gen<br>683' 0" 86' 4" 38' 11½"<br>640' 0" 86' 0" 49' 4"<br>P138' B51' F84' 1 dk<br>RW 15BH<br>rf 6" WB3791t incl. 2609t in clean ballast tanks | S Tanker Mchy.aft<br>27 Ta<br>L.1510028 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>15500shp De Laval 3000t<br>Ansaldo Stab. Mecc.<br>2WTB 690lb Spt 850° F. 632lb<br>2 sg 150lb<br>2×600kW 440V 60c/s a.c. |
| 505317<br>MGMG<br>184651<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH SKILL**<br><br>**BP Tanker Co. Ltd.**<br>London | <br><br><br>British | 18291 ~~19027~~<br>10839 ~~11504~~<br>29891 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN2750 | Dr 4 yrs-9/65<br><br><br><br>EL n†2¼"SQ | 1952-6 Harland & Wolff Ltd.—Bel<br>642' 11" 81' 4" 35' 2¼"<br>611' 0" 81' 0" 44' 7"<br>P134' B62' F89' 1 dk, 2nd dk clear of cargo tanks<br>RW 15BH<br>WB1913t incl. DTf1620t | S Tanker Mchy.aft<br>30 Ta<br>L.1342627 | | 2 S Turb dr geared to sc. shaft<br>13750shp 2972t<br>Harland & Wolff Ltd.<br>2WTB 485lb Spt 475lb hs(1602)<br>2×600kW 440V 60c/s a.c. |
| 505318<br>MPLS<br>186142<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH SOLDIER**<br><br>**BP Tanker Co. Ltd.**<br>London | <br><br><br>British | 20794<br>12350<br>33545 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN2750 | TD 9/68 ~~SS 7/63~~<br><br><br><br>EL p†2$\frac{11}{16}$"SQ | 1954-10 John Brown & Co. (Clydebank) Ltd.—Cly<br>664' 9" 85' 10" 36' 4½"<br>630' 0" 85' 6" 46' 8"<br>P138' F90' 1 dk<br>RW 15BH<br>WB2294t incl. DTf1814t | S Tanker Mchy.aft<br>30 Ta<br>L.1533540 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp 3078t<br>John Brown & Co. (Clydebank) Ltd.<br>2WTB 495lb Spt 460lb hs1638<br>2×600kW 440V 60c/s a.c. |
| 505319<br>MPLW<br>186164<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH SOVEREIGN**<br><br>**BP Tanker Co. Ltd.**<br>London | <br><br><br>British | 20781 ~~21668~~<br>12275 ~~10105~~<br>34049 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN2750 | TD 9/68 ~~SS 6/63~~<br><br><br><br>EL p†2$\frac{11}{16}$"SQ | 1954-12 Vickers-Armstrongs Ltd.—Brw<br>664' 9" 85' 11" 36' 5½"<br>631' 1" 85' 6" 46' 8"<br>P140' F91' 1 dk<br>RW 16BH<br>WB2388t incl. DTf1877t | S Tanker Mchy.aft<br>30 Ta<br>L.1542620 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp 3157t<br>Vickers-Armstrongs Ltd.<br>2WTB 495lb Spt 465lb hs(1638)<br>2×600kW 440V 60c/s a.c. |
| 505320<br>GCJT<br>184335<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH SPLENDOUR**<br><br>**BP Tanker Co. Ltd.**<br>London | <br><br><br>British | 11233<br>6309<br>~~16145~~<br>16823 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1280 | ~~Dr 4yrs-6/63~~<br>TD 10/68<br><br><br>EL h†2⅜"SQ | 1950-12 Swan, Hunter & Wghm Rchdsn—Wal<br>547' 0" 69' 10" 30' 0"<br>516' 0" 69' 6" 37' 6"<br>P125' B55' F55' 1 dk, 2nd dk clear of cargo tanks<br>RW 17BH<br>WB1210t incl. DTf617t | M Tanker Mchy.aft<br>21 Ta<br>L.763440 | HeCls. BC | Oil 2SA 6Cy. 670×2320 mm<br>6400bhp Doxford 1138t<br>Wallsend Slpwy Co. Ltd.<br>2AuxB 150lb<br>3×150, 150, 75kW 110V d.c. |
| 505321<br>GCKQ<br>184364<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH SPORTSMAN**<br><br>**BP Tanker Co. Ltd.**<br>London | <br><br><br>British | 11231<br>6506<br>~~16115~~<br>16798 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1280 | ~~Dr 4yrs-3/63~~<br>TD 4/68<br><br><br>EL h†2⅜"SQ | 1951-2 Swan, Hunter & Wghm Rchdsn—Wal<br>547' 0" 69' 10" ~~30' 0"~~ 30' 9½"<br>516' 0" 69' 6" 37' 6"<br>P125' B55' F55' 1 dk, 2nd dk clear of cargo tanks<br>RW 17BH<br>WB1210t incl. DTf617t | M Tanker Mchy.aft<br>27 Ta<br>L.763440 | HeCls. BC | Oil 2SA 6Cy. 670×2320 mm<br>7040bhp Doxford 1138t<br>Wallsend Slpwy Co. Ltd.<br>2AuxB 150lb<br>3×150, 150, 75kW 110V d.c. |
| 505322<br>GXQC<br>300907<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH STAR**<br><br>**Clyde Charter Co. Ltd.**<br>London | <br><br><br>British | 22739 ~~23015~~<br>12603 ~~12410~~<br>36954 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3100 | ~~SS 12/63~~<br>SS 3/69<br><br><br>EL q†2¼"SQ | 1959-11 C.R.D. Adriatico—Tri<br>683' 0" 86' 4" 38' 11½"<br>640' 0" 86' 0" 49' 5"<br>P138' B51' F84' 1 dk<br>RW 15BH<br>rf 6" WB6129t incl. 4947t in clean ballast tanks | S Tanker Mchy.aft<br>30 Ta<br>L.1499213 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>15500shp De Laval 3000t<br>C.R.D. Adriatico<br>2WTB 690lb Spt 850° F. 625lb<br>2 sg 156lb<br>2×600kW 440V 60c/s a.c. |
| 505323<br>GXNV<br>300871<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH STATESMAN**<br><br>**Tanker Charter Co. Ltd.**<br>London | <br><br><br>British | 27182<br>15015<br>44701 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3520 | SS 9/68 ~~SS 8/63~~<br><br><br><br>EL s†3"SQ | 1959-4 Harland & Wolff Ltd.—Bel<br>710' 0" 95' 4" 40' 5½"<br>666' 2" 95' 0" 51' 1"<br>P138' B62' F93' 1 dk<br>RW 16BH<br>rf 6" WB10077t incl. 6066t in clean ballast tanks | S Tanker Mchy.aft<br>27 Ta<br>L.1822600 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>17600shp 3500t<br>Harland & Wolff Ltd.<br>2WTB 675lb Spt 850° F. 650lb<br>2 sg 150lb<br>2×750kW 440V 60c/s a.c. |
| 505325<br>GCHG<br>301009<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH SWIFT**<br><br>**Clyde Charter Co. Ltd.**<br>London | <br><br><br>British | 10922 ~~11174~~<br>5842 ~~5929~~<br>15404 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1600 | ~~SS 12/63~~<br>SS 2/68<br><br><br>EL g†2$\frac{1}{16}$"SQ | 1959-10 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>525' 5" 69' 3" 29' 4½"<br>496' 4" 69' 0" 37' 0"<br>P122' B66' F59' 1 dk<br>RW 17BH<br>rf 4" WB617t | M Tanker Mchy.aft<br>26 Ta<br>L.712212 | HeCls. BC | Oil 2SA 6Cy. 670×2320 mm<br>8000bhp Doxford 1543t<br>Scotts' S.B. & Eng. Co. Ltd.<br>2AuxB (o.f) 150lb AuxB<br>3×250, 250, 75kW 110V d.c. |

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| 505326<br>MGMJ<br>184569<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH TALENT**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 18289 ~~19103~~<br>10861 ~~11689~~<br>30132 | ✠100A1<br>oil tanker<br>✠**LMC**<br>MN2750 | TD4-12/66<br>EL n†2¾"SQ | **1952-3** Hawthorn, Leslie & Co. Ltd.—Nwc<br>643′ 1″ 81′ 4″ 35′ 2¼″<br>611′ 0″ 81′ 0″ 44′ 6″<br>P134′ B62′ F89′ 1 dk, 2nd dk clear of cargo tanks<br>RW 15BH<br>WB1915t incl. DTf1622t | S Tanker Mchy.aft<br>30 Ta<br>L.1342806 | HeCls. BC | 2 S Turb dr geared<br>13750shp<br>Hawthorn, Leslie & Co. Ltd.<br>2WTB 495℔ Spt 465℔ hs(16615)<br>2×600kW 440V 60c/s a.c. |
| 505327<br>-<br>146645 | **BRITISH TOILER**<br>**Shell-Mex & B.P. Ltd.**<br>London<br>British | 131<br>101<br>— | | | ......................<br>109′ 6″ 22′ 9″<br>22′ 7″<br>1 dk | M Tanker<br>5 Ta | | Oil 2SA 4Cy. 180×230 mm<br>NE33 8t<br>Crossley Bros. Ltd. Mch<br>7k |
| 505328<br>MTWG<br>187660<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH TRADER**<br>**Tanker Charter Co. Ltd.**<br>London<br>British | 20687<br>12302<br>33636 | ✠100A1<br>oil tanker<br>✠**LMC**<br>MN3100 | ~~SS 11/62~~<br>SS 12/67<br>EL p†2¹³⁄₁₆"SQ | **1957-10** John Brown & Co. (Clydebank) Ltd.—Cly<br>664′ 9″ 85′ 10″ 36′ 5″<br>631′ 1″ 85′ 6″ 46′ 8″<br>P138′ F91′ 1 dk<br>RW 15BH<br>rf 6″ WB2819t | S Tanker Mchy.aft<br>30 Ta<br>L.1533540 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>15500shp 3169t (o.f)-90pd<br>John Brown & Co. (Clydebank) Ltd.<br>2WTB 720℔ Spt 850° F. 625℔ hs26810<br>2 sg 150℔<br>2×600kW 440V 60c/s a.c. 15½k |
| 505329<br>GCHD<br>301003<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH TRUST**<br>**Clyde Charter Co. Ltd.**<br>London<br>British | 11211<br>5954<br>~~15350~~<br>15913 | ✠100A1<br>oil tanker<br>✠**LMC**<br>MN1720 | ~~SS 10/63~~<br>SS 11/68<br>EL g†2⁷⁄₁₆"SQ | **1959-10** Lithgows Ltd.—P.Gl<br>525′ 6″ 69′ 3″ 29′ 4¾″<br>496′ 6″ 69′ 0″ 37′ 0″<br>P122′ B66′ F59′ 1 dk<br>RW 17BH<br>rf 4″ WB1203t | M Tanker Mchy.aft<br>27 Ta<br>L.713676 | HeCls. BC | Oil 2SA 6Cy. 750×1500 mm exhaust 500 mm<br>8600bhp B&W 1542t (hvf)-30pd<br>J. G. Kincaid & Co. Ltd. Grk<br>2AuxB (o.f) 150℔ AuxB (ex.g) 150℔<br>3×250, 250, 75kW 110V d.c. 14½k |
| 505330<br>MTWM<br>187598<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH VALOUR**<br>**Tanker Charter Co. Ltd.**<br>London<br>British | 22681<br>13450<br>35246 | ✠100A1<br>oil tanker<br>✠**LMC**<br>MN5000 | SS 10/66<br>EL q†2⅞"SQ | **1957-7** Swan, Hunter & Wghm Rchdsn—Wal<br>680′ 0″ 86′ 4″ 37′ 6″<br>641 2″ 86′ 0″ 48′ 0″<br>P150′ F88′ 1 dk<br>RW 15BH<br>rf 6″ WB1060t | S Tanker Mchy.aft<br>30 Ta<br>L.1584400 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>25000shp 4422t (o.f)-90pd<br>Wallsend Slpwy & E. Co. Wal<br>2WTB 685℔ Spt 850° F. 640℔ hs30060<br>2 sg 150℔<br>2×600kW 440V 60c/s a.c. 15½k |
| 541047<br>GHVW<br>304488<br>Df Esd<br>Gc Ptd<br>Rdr<br>RTm/h/v | **BRITISH VENTURE**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 23397<br>12566<br>38040 | ✠100A1<br>oil tanker<br>✠**LMC**<br>MN3200 | SS 3/68<br>EL q†2⅞"SQ | **1963-4** Hawthorn Leslie (S.B.) Ltd.—Nwc<br>677′ 11″ 86′ 4″ 38′ 11½″<br>641′ 2″ 86′ 0″ 50′ 0″<br>P142′ F68′ 1 dk<br>RW 15BH<br>rf 6″ WB6561t incl. 5502t in clean ballast tanks | M Tanker Mchy.aft<br>26 Ta<br>L.1556150 | HeCls. B | Oil 2SA 8Cy. 900×1550 mm<br>16000bhp Sulzer 2780t (hvf)-55pd<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2WTAuxB 340℔ Spt 495° F. 285℔<br>3×600, 350, 350kW 440V 60c/s a.c.<br>15½k |
| 505332<br>MPLY<br>186229<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH VICTORY**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 20980 ~~21453~~<br>12531 ~~12789~~<br>34118 | ✠100A1<br>oil tanker<br>✠**LMC**<br>MN2750 | ~~SS 11/63~~<br>TD 12/68<br>EL p†2¹³⁄₁₆"SQ | **1955-4** Vickers-Armstrongs Ltd.—Brw<br>664′ 9″ 85′ 11″ 36′ 5″<br>630′ 0″ 85′ 6″ 46′ 8″<br>P140′ F91′ 1 dk<br>RW 16BH<br>rf 6″ WB2388t incl. DTf1877t | S Tanker Mchy.aft<br>30 Ta<br>L.1542620 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp 3157t (o.f)-83pd<br>Vickers-Armstrongs Ltd. Brw<br>2WTB 495℔ Spt 465℔ hs16396<br>2×600kW 440V 60c/s a.c. 14¾k |
| 505333<br>MTWF<br>187576<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH VIGILANCE**<br>**Tanker Charter Co. Ltd.**<br>London<br>British | 11349<br>6498<br>~~16010~~<br>16672 | ✠100A1<br>oil tanker<br>✠**LMC**<br>MN1360 | SS 12/66<br>EL h†2⅜"SQ | **1957-5** Sir J. Laing & Sons Ltd.—Sld<br>547′ 3″ 69′ 10″ ~~30′ 0¼″~~ 30′ 9⅝″<br>516′ 0″ 69′ 6″ 37′ 6″<br>P123′ B58′ F54′ 1 dk<br>RW 17BH<br>rf 4″ WB897t incl. DTf640t | M Tanker Mchy.aft<br>30 Ta<br>L.763160 | HeCls. BC | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford 1204t (hvf)-24pd<br>N.E. Mar. Eng. Co. Ltd. Wal<br>2AuxB 150℔<br>4×150, 150, 75, 75kW 110V d.c. 13¾k |
| 642185<br>GNPE<br>306241<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITISH VINE**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 13408<br>7726<br>19989 | ✠100A1<br>oil tanker (cc)<br>✠**LMC**<br>MN1500 | EL l†2⁷⁄₁₆"SQ | **1965-3** Harland & Wolff Ltd.—Bel<br>559′ 0″ 73′ 9″ 30′ 1″<br>530′ 10″ 73′ 6″ 39′ 3″<br>P118′ F62′ 1 dk<br>RW 16BH<br>rf 4″ WB1625t | M Tanker Mchy.aft<br>33 Ta | | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W (hvf)<br>Harland & Wolff Ltd. Bel<br>WTAuxB 350℔ Spt 285℔ 500° F.<br>AuxB 150℔ sg 145℔<br>3×550, 550, 240kW 440V 60c/s a.c. |
| 505335<br>GPKM<br>186096<br>Df Esd<br>Gc Rdr<br>RTv | **BRITISH VISION**<br>**BP Tanker Co. Ltd.**<br>London<br>British | 11190 ~~11349~~<br>6300 ~~6532~~<br>16768 ~~16070~~ | ✠100A1<br>oil tanker<br>✠**LMC**<br>MN1360 | SS 10/63<br>EL h†2⅜"SQ | **1954-7** J. L. Thompson & Sons Ltd—Sld<br>547′ 3″ 69′ 10″ 30′ 0¼″<br>516′ 0″ 69′ 6″ 37′ 6″<br>P123′ B58′ F55′ 1 dk<br>RW 17BH<br>WB887t incl. DTf618t | M Tanker Mchy.aft<br>27 Ta<br>L.763160 | | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford 1137t (hvf)<br>N.E. Mar. Eng. Co. (1938) Ltd. Wal<br>2 AuxB 150℔<br>3×150, 150, 75kW 110V d.c. 13¾k |
| 642371<br>GNPH<br>307771<br>Df Esd<br>Gc Ptd<br>Rdr<br>RTm/h/v | **BRITISH WILLOW**<br>**BP Thames Tanker Co. Ltd.**<br>London<br>British | 13136<br>7553<br>19890 | ✠100A1<br>oil tanker (cc)<br>✠**LMC**<br>MN1500 | EL i†2⁷⁄₁₆"SQ | **1965-5** Sir J. Laing & Sons Ltd.—Sld<br>561′ 2″ 73′ 8″ 30′ 0¼″<br>531′ 0″ 73′ 6″ 39′ 3″<br>P118′ F63′ 1 dk<br>RW 16BH<br>rf 4″ WB 1380t incl. DTf775t | M Tanker Mchy.aft<br>33 Ta | HeCls. BC | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W 1260t (hvf)-30pd<br>Harland & Wolff Ltd. Bel<br>WTAuxB 350℔ Spt 500° F. 285℔<br>AuxB(ex.g) HP 440℔ Spt 285℔<br>LP 30℔ AuxB 150℔<br>2×550kW 440V 60c/s a.c. 14½k |
| 505338<br>SGRF<br>9621<br>Df Rdr<br>RTm | **BRITMARI**<br>exBeluna-61<br>**Erik Thun A/B**<br>Helge Källsson<br>Lidkoping<br>Swedish | 500<br>332<br>850 | | BV | **1955** Kalmar Vary—Kal<br>184′ 4″ 31′ 2″ 13′ 1″<br>164′ 0″ 31′ 1″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 122¾′<br>2 Ha (stl) (each 33¾′×16½′)<br>Der 2(2½) | | Oil 2SA 8Cy. 220×330 mm<br>500bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×15kW 110V d.c. |

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| 505345<br>129788 | **BRITON**<br>exT.I.C. Dredger No. 7<br>**Falmouth Docks & Eng. Co.**<br>Falmouth British | 485<br>294<br>— | ✠Classed LR until 6/06 | 1902–4 W. Simons & Co. Ltd.—Rnf<br>165' 0" 34' 1" 8' 0"<br>... ... ...<br>R | S Bucket Dredger | C 2Cy. 20" & 40"×24"<br>W. Simons & Co. Ltd. |
| 505346<br>MFWH<br>304629<br>Df Esd<br>Rdr RTv | **BRITONIA**<br>**Overseas Towage & Salvage Co. Ltd.**<br>London British | 568<br>75<br>— | ✠100A1 SS 3/68<br>tug<br>✠LMC<br>MN336 EL (i) 1½"SQ | 1963–7 P. K. Harris & Sons Ltd.—Apl<br>Cmpl. by Appledore S.B. Ltd.—Apl<br>157' 6" 33' 0" 14' 3½"<br>142' 6" 31' 6" 16' 3"<br>B&F81'<br>5BH<br>rf 40" | M Salvage Tug<br>Der 1(3) | Oil 2SA 8Cy. 340×570 m<br>1680bhp<br>British Polar Engines L<br>4×100, 100, 35, 15kW 22 |
| 671133<br>PJKV<br>1967-C-401<br>Df Esd<br>Gc Rdr<br>Rdr RT | **BRITSUM**<br>**N.V. Stoomvaart-Maats. "Oostzee" (Curaçao)**<br>Willemstad Netherland (Antilles) | 25466<br>17903<br>39965 | ✠100A1<br>strengthened for ore cargoes, Nos. 2 & 6 holds may be empty (cc)<br>✠LMC<br>MN2400 EL q†2½"U2 | 1967–8 Kure Zosensho—Kur<br>680' 4" 90' 1" 37' 1½"<br>643' 1" 89'10½" 53' 10"<br>P125' F55' 1 dk<br>NS 10BH<br>rf nil WB1395t incl. Comb. btm & side tanks in holds 7418t Topside tanks in holds 5369t | M Bulk Carrier Mchy.aft<br>7 Ho 55½', 97½', 47½', 64', 55½', 97½', 55½'<br>G.1830510<br>11 Ha (33½', 33½', 33½', 33½', 30½', 33½', 33½', 33½', 33½', 33½', 33½'×42') | Oil 2SA 8Cy. 780×1550 m<br>12000bhp MAN<br>Mitsubishi Hvy Ind. Ltd.<br>AuxB 142lb<br>3×400kW 450V 60c/s a.c. |
| 505347<br>SKRE<br>10164<br>Esd Gc<br>Rdr RT | **BRITT**<br>exIngrid–61<br>**Rederi A/B Ann-Britt**<br>Lennart Pettersson<br>Bleket Swedish | 500<br>246<br>927 | NV | 1955 Ottensener Eisenwerk A.G.—Ham<br>216' 6" 32' 6" 12' 0½"<br>193' 1" 32' 4"<br>1 dk & S dk<br>rf 2" | M OSD/CSD Mchy.aft<br>1 Ho<br>G.71063 B.64175<br>2 Ha (46', 44'×18½')<br>6W Der 2(5) 4(3) | Oil 4SA 8Cy. 320×450 m<br>1000bhp<br>Klöckner-Humboldt-De<br>3×30, 20, 14kW 220V d.c. |
| 661413<br>OZRL<br>Df Esd<br>Pfd Rdr<br>RT | **BRITT-ANN**<br>**H. V. Schrøder Partrederi**<br>Tuborg Havn Danish | 300<br>182<br>— | BV | 1966 Frederikshavns V. & T. A/S—Fkn<br>178' 0" 31' 6" 10' 9"<br>158' 10" 31' 2" 11' 1"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ha (82½'×20½')<br>Der 2(3–5) | Oil 2SA 6Cy. 240×400 m<br>480bhp<br>Alpha-Diesel A/S<br>Controllable pitch prope |
| 670412<br>LKEF<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITTA**<br>**Rederi A/S Mascot**<br>Arth. H. Mathiesen<br>Oslo Norwegian | 29851<br>18716<br>46850 | NV | 1967 Kieler Howaldtswerke A.G.—Kel<br>716' 11" 102' 2" 36' 6½"<br>680' 9" 102' 0" 53' 4"<br>P151' F73' 1 dk<br>rf 4" | M Mchy.aft<br>9 Ho 45½', 80½', 51½', 51½', 51½', 51½', 85½', 85½', 48½'<br>G.2202717<br>11 Ha (stl) (25½'×38') (25½', 25½', 28½', 28½', 28½', 28½', 28½', 25½', 25½', 28½'×49')<br>Cr 1(1) Der 1(4) | Oil 2SA 6Cy. 840×1800 m<br>13800bhp B&W<br>Frd. Krupp Masch. Ab<br>3×400kW 450V 60c/s a.c. |
| 505349<br>SDOT<br>8928<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **BRITTA** T.Mk<br>**A/B Transmarin**<br>Helsingborg Swedish<br>Now **COLUMA** See New Entries No. 9 | 2297<br>1215<br>3850 | ✠100A1 CS 5/65<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL (v) | 1948–2 Öresundsvarvet A/B—Lkr<br>350' 0" 47' 0" 19' 3½"<br>330' 10" 46' 11" 27' 10"<br>F77' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 6" WB915t incl. Tunnel tanks 195t | M (9P) ~~OSD~~<br>4 Ho 48½', 91½', 37½', 53½'<br>G.258855 B.234313<br>5 Ha (27'×19') (27', 27' 27', 27'×21')<br>10W Der 1(15) 10(5) | Oil 2SA 7Cy. 520×900 m<br>2650bhp<br>A/B Götaverken<br>3×110, 110, 75kW 220V |
| 642205<br>OYPE<br>Df Esd<br>Pfd Rdr<br>RTm/h | **BRITTA STEENSEN**<br>**K. Steensen**<br>Randers Danish | 298<br>203<br>548 | BV | 1964 Scheeps. "Vooruitgang"—Foxhol<br>159' 5" 28' 5" 10' 1½"<br>141' 8" 28' 4" 11' 2"<br>1 dk | M Mchy.aft<br>1 Ho 100'<br>G.25000 B.22000<br>2 Ha (each 35½'×16½')<br>Der 2(2) | Oil 2SA 5Cy 230×400 m<br>300bhp<br>Alpha-Diesel A/S<br>2×6 & 2kW 220V d.c.<br>Controllable pitch prope |
| 505343<br>RTv | **BRITTEN I**<br>exBritmex No. 7–66<br>**Torsten Johannisson**<br>Swedish<br>For later particulars see New Entries No. 10 | 475<br>458<br>900 | ✠A1 SS 5/63<br>oil tanker—FP above 150° F. Harbour and river service<br>**LMC**<br>MN60 EL (h) | 1920–6 Harland & Wolff Ltd.—Gls<br>160' 0" 36' 2" 10' 0"<br>155' 0" 36' 0" 11' 0"<br>1 dk<br>R 5BH<br>rf nil | TM Oil Barge<br>3 Ta<br>L.10640 HeCls. BC<br>Der 2(1) | 2 Vee Oil each 12Cy. 11<br>300bhp NE1/60<br>Klöckner-Humboldt-De<br>✠db 180lb<br>1×5kW 110V d.c.<br>Removable directional p |
| 505352<br>PDGY<br>Df Esd<br>Gc Pfd<br>RT | **BRITTENBURG**<br>**Ouwehand's Rederij & Visverwerking N.V.**<br>Katwijk a/Zee Netherland | 279<br>127<br>— | | 1959 Scheeps. "De Dageraad"—Woubrugge<br>136' 10" 24' 3" 12' 5½"<br>119' 2" 23' 11" 12' 6"<br>RW<br>BK11½" | M Trawler | Oil 2SA 7Cy. 300×550 m<br>Schps. L. Smit & Zoon |
| 505353<br>PDGW<br>Df Esd<br>Rdr<br>RTm | **BRITTENBURGH**<br>**Wm. H. Müller & Co. (Batavier) N.V.**<br>Rotterdam Netherland | 458<br>183<br>648 | BV | 1961 Arnhemsche Schps. Maats.—Ahm<br>198' 10" 30' 11" 11' 4½"<br>176' 2" 30' 2"<br>1 dk & S dk<br>rf 2" | M OSD Mchy.aft<br>1 Ho 108½'<br>G.48192 B.46707<br>1 Ha (67'×17½') | Oil 4SA 8Cy. 300×450 m<br>1000bhp<br>Masch. Augsburg-N<br>3×25kW 220V |
| 505355<br>Df Esd | **BRIVIBA**<br>exFritz Schoop<br>**U.S.S.R.**<br>Russian | 1865<br>939<br>— | | 1925 Nüscke & Co. A.G.—Stn<br>*250·9'* 37' 10"<br>37' 8"<br>R | S | C 4Cy. (2) 14½" & (2)<br>A. Borsig G.m.b.H. |
| 503799<br>Df Esd<br>Pfd Rdr<br>RTm/v | **BRIXIA**<br>exBatavier III–67<br>**Vittorio Paladini**<br>Viareggio Italian | 486 ~~498~~<br>233 ~~238~~<br>721 | BV RI ~~BV~~ | 1949 Werf J. Smit, Czn—Alb<br>204' 9" 31' 8" 11' 7"<br>31' 6"<br>F27' 1 dk & S dk<br>RW<br>rf nil | M Ref OSD Mchy.aft<br>2 Ho 50', 63½', 1TwD 120'<br>G.55854 B.50444<br>2 Ha (each 38'×15')<br>4W Der 1(10) 4(3) | Oil 4SA 7Cy. 290×<br>750bhp Emade<br>N.V. Werkspoor<br>3×52½, 52½, 12kW 220V |

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| 673018<br>UDVS<br>M-26488 | **BRIZ**<br>U.S.S.R.<br>Korsakov Russian | 502<br>—<br>212 | | | **1960** ....................Shanghai<br>150′ 1″ 30′ 11″ 13′ 1½″<br>16′ 5″ | TM Tug<br>1W Der 1(3) | 2 Oil 2SA each 12Cy. 300× |
| 642240<br>TQHL<br>Df-Esd<br>Pfd<br>RTm | **BRIZEUX**<br>**Armement Pierre Bourhis**<br>Concarneau French | 154<br>51<br>— | | BV | **1964** At. & Ch. de La Rochelle-Pallice—LaR-P<br>98′ 1″ 22′ 2″<br>82′ 0″ 22′ 0″ 11′ 8″<br>R | M Trawler<br>1 Ho 26¼′<br>2 Ha (stl) (each 3¼′×3¼′)<br>Cr 1(3) | Oil 4SA 6Cy. 220×320 mm<br>600bhp 35½t (d.o)<br>Cie. de Const. Méc Lorient<br>1×20kW 110V d.c.<br>Directional propeller 11k |
| 50688<br>LGM<br>Esd<br>Rdr<br>RT | **BRNO**<br>**Czechoslovak Ocean Shipping International Joint Stock Co.**<br>Prague Czechoslovak | 7730<br>3832<br>12333<br>**10842**<br>5997<br>14267 | | PR | **1964** Stocznia Szczecinska—Szn<br>523′ 7″ 67′ 1″ 26′ 11″/29′ 3″<br>66′ 10″ 31 6″<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>5 Ho 40¼′, 42¾′, 40¼′, 40¼′, 40¼′<br>G.744663 B.684947<br>5 Ha (stl) (42′×29½′) (43′, 43′, 43′, 43′×21′)<br>Cr 4(5) Der 1(30) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp (hvf)<br>H. Cegielski Poz<br>3×320, 320, 200kW 400V 50c/s a.c.<br>16k |
| 05357<br>02225<br>Esd<br>Pfd | **BROADHAVEN**<br>**Faithlie Fishing Co. Ltd.**<br>Bon Accord Fish Selling Co. Ltd.<br>Aberdeen British | 163<br>56<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN97 | SS 5/64<br>EL (b) g | **1960–9** Herd & Mackenzie—Bck<br>*93·8′* 22′ 4″<br>91′ 8″ 22′ 0″ 11′ 0″<br>F15′<br>RW 4BH<br>rf 42″ BK7″ | M Trawler | Oil 4SA 6Cy. 10¼″×14½″ sr reverse geared<br>486bhp<br>Ruston & Hornsby Lcn |
| 05358<br>GBFB<br>82903<br>Pfd<br>Rdr<br>Tm/v | **BROADHURST**<br>~~**Stephenson Clarke Ltd.**~~<br>~~London~~ ~~British~~<br>Stephenson Clarke Shipping Ltd.<br>London British | 1171<br>561<br>1510 | ~~**✠100A1**~~<br>~~**✠LMC**~~<br>**TO BE BROKEN UP** | ~~SS 7/65~~<br>~~EL (m)~~ | **1948–11** Grangemouth Dkyd Co. Ltd.—Gmh<br>225′ 0″ 34′ 6″ 14′ 7¼″<br>212′ 5″ 34′ 3″ 15′ 4″<br>P57′ Q58′ B14′ F25′ 1 dk<br>RW NS 4BH<br>rf nil WB539t | M Mchy.aft<br>3 Ho 66′, 34′, 32′<br>G.76790<br>2 Ha (stl) (46′×21′) (46′×22½′)<br>1W | Oil 2SA 7Cy. 340×570 mm<br>1120bhp 40t (d.o)<br>British Polar Engines Ltd. Gls<br>2×60kW 220V d.c. 11k |
| 41813<br>GQZU<br>306219<br>Rdr<br>RTv | **BROADNESS**<br>**Port of London Authority**<br>London British | 235<br>71<br>— | **✠A**<br>Thames estuary service<br>**✠LMC**<br>MN106 | EL (c) | **1965–5** J. Pollock Sons & Co. Ltd.—Faversham<br>114′ 4″ 28′ 1″<br>94′ 0″ 28′ 0″ 11′ 0″<br>1 dk<br>5BH<br>rf nil WB71t | TD-E Salvage Lighter<br>1 Ha (stl) (9′×5′)<br>Cr 1(6) | 2 Oil 4SA each 8Cy. 5⅛″×6″ 530bhp driving 2 gen. each 250kW 220V d.c. connected to 2 elec. motors 530shp (WL)<br>12t<br>Rolls Royce Ltd. Shrewsbury |
| 505359<br>GXPL<br>187864<br>Df Esd<br>Pfd Rdr<br>RTm/v | **BROADWATER**<br>**Iago Steam Trawler Co. Ltd.**<br>B. A. Parkes<br>Fleetwood British | 426<br>139<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN200 | SS 10/66<br>EL (g) q | **1958–6** Goole S.B. & R. Co. Ltd.—Goo<br>*138·8′* 28′ 5″<br>137′ 0″ 28′ 0″ 14′ 3″<br>F26′<br>RW 4BH<br>rf 15″ BK7″ | M Trawler<br>1 Ho 38′<br>2 Ha (18¾′ comb.×3½′) (3¾′×3½′)<br>Der 1(2) 2(1¼) | Oil 4SA 8Cy. 15″×18″<br>1000bhp (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>3×30kW 220V d.c. |
| 505361<br>TQFK | **BROCELIANDRE**<br>**Henri Rousseau & Cie.**<br>Chevannes, Merceron, Ballery<br>Concarneau French | 104<br>26<br>— | | BV | **1957** Ch. Chauffeteau—Sables d'Olonne<br>75′ 6″ 21′ 2″<br>... ... ... | Wood M Fishing<br>6 Ha | Oil 2SA 5Cy. 220×320 mm<br>250bhp<br>Sulzer Bros. Ltd. Win<br>10k |
| 641646<br>GPBH<br>307116<br>Rdr<br>RTv | **BROCKENHURST**<br>**Alexandra Towing Co. Ltd.**<br>Southampton British | 173<br>—<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>MN240 | SS 11/68<br>EL (e) | **1964–11** R. Dunston (Hessle) Ltd.—Hessle<br>103′ 0″ 27′ 0″<br>93′ 0″ 25′ 6″ 12′ 6″<br>4BH<br>rf 21″ BK6″ WB77t | M Tug | Oil 2SA 8Cy. 10½″×13½″ with flexible coupling & sr reverse gear<br>1200bhp (d.o)<br>Crossley Bros. Ltd. Mch<br>3×15kW 220V d.c. |
| 642040<br>GQGE<br>306497<br>Rdr<br>RTv | **BROCKLEBANK**<br>**Alexandra Towing Co. Ltd.**<br>Liverpool British | 172<br>—<br>— | **✠100A1**<br>tug U.K. coasting service<br>**✠LMC**<br>MN240 | SS 3/69<br>EL (c) | **1965–12** W. J. Yarwood & Sons Ltd.—Northwich<br>102′ 11″ 27′ 1″<br>93′ 0″ 25′ 6″ 12′ 6″<br>3BH<br>rf 24″ BK 6″ WB65t | M Tug | Oil 2SA 8Cy. 10½″×13½″ with flexible coupling & sr gearing<br>1200bhp (d.o)<br>Crossley Bros. Ltd. Mch<br>3×15kW 220V d.c. |
| 505363<br>GHMW<br>300623<br>Df Esd<br>Rdr<br>RTm/v | **BRODICK**<br>exCharles Eckelmann-61<br>**Enid Shipping Co. Ltd.**<br>Leith British<br>Now **DELTA**<br>See New Entries No. 11 | ~~701~~ 669<br>~~430~~ 413<br>882 | | BV | **1952** (aft) T. Buschmann—Ham<br>**1954** (fwd) Steinwerder Ind.—Ham<br>*200·7′* 27′ 0″ 11′ 3″<br>188′ 7″ 26′ 10″ 11′ 11″<br>P43′ F23′ 1 dk<br>RW<br>rf nil | M Tanker Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>750bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×45, 15kW 110V d.c. |
| 505364<br>SPQM<br>Df Esd<br>Gc Rdr | **BRODNICA**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | **3403**<br>1857<br>5395 | | PR | **1961** Stocznia Szczecinska—Szn<br>406′ 10″ 54′ 5″ 20′ 10″<br>367′ 6″ 54′ 4½″ 32′ 9″<br>1 dk & S dk | M (4P) OSD<br>5 Ho<br>G.349800 B.324800<br>5 Ha (26¾′, 31½′×19¾′) (41′×19½′) (31½′×19¾′) (26½′×16½′)<br>12W Der 1(30) 12(3–5) | Oil 2SA 6Cy. 620×1150 mm<br>4900bhp B&W 1017t (d.o)<br>Brodogradiliste Uljanik Pla<br>3×250, 250, 120kW 230V d.c. 15½k |

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|---|---|---|---|---|---|---|
| 536931<br>JXBW<br><br>Esd Rdr | **BRÖDRENE BROHOLM**<br>exTrönderbuen–67<br>**Rolf Broholm Partrederi**<br>Trondheim Norwegian | 224<br>110<br>— | | **1958** A/S Örens M/V—Tdh<br>122' 7" 22' 9"<br>... ... ...<br>1 dk<br>ien 64 | M Fishing Mchy.aft | Oil 2SA 3Cy. 380×440 mm<br>330bhp<br>Grenaa Motorfabrik |
| 661795<br>LFOC | **BRØDRENE NILSEN**<br><br>**Fredrik & Henry Nilsen**<br>Harstad Norwegian | 173<br>72<br>— | | **1966** E. M. Hansens Slip & Båtbyggeri—Grovfjord<br>95' 8" 23' 6"<br>... ... ... | Wood M Fishing Mchy.aft | Oil 2SA 6Cy. 200×300 mm<br><br>Wichmann Mtrf. |
| 536772<br>SGWT<br>8646<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BROFJORD**<br>exTravancore–65<br>**Rederi A/B Timex**<br>Paul Pålsson<br>Gothenburg Swedish | T.Mk<br>4684<br>2315<br>7350 | **✠100A1** SS 10/64<br>with freeboard<br>**✠LMC**<br><br>MN1040 EL a†2$\frac{1}{16}$" | **1944–4** A/B Götaverken—Got<br>455' 2" 57' 2" 23' 11½"<br>425' 0" 57' 0" 35' 5"<br>1 dk & S dk, intermediate 'tween dks fwd & aft under raised S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2794t incl. Tunnel tanks 345t DTm856t | M (8P) OSD<br>5 Ho 54', 77½', 50', 62½', 74½'<br>G. 515474 B.470697<br>1 Ha (stl) (24½'×20')<br>4 Ha (w) (37½', 27½', 37½', 27½'×20')<br>16W Der 1(25) 1(15) 4(7½) 10(5) 2(3) | Oil 2SA 8Cy. 680×1500 mm<br>5200 bhp<br>A/B Götaverken<br>AuxB 85lb e (ex.g) 85lb<br>3×155kW 220V d.c. |
| 505367<br>SJVT<br>8619<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BROHOLM**<br>exVretaholm–60<br>**Rederi A/B Timex**<br>Paul Pålsson<br>Gothenburg Swedish | 4720<br>2356<br>7460 | **✠100A1** SS 5/66<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>EL a†2$\frac{1}{16}$" | **1943–12** A/B Götaverken—Got<br>455' 7" 57' 2" 23' 11½"<br>425' 0" 57' 0" 35' 6"<br>1 dk & S dk, intermediate 'tween dks fwd & aft under raised S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB936t incl. Tunnel tanks 345t | M (8P) OSD<br>5 Ho 54', 77½', 50', 62½', 74½'<br>G.517273 B.473056<br>1 Ha (stl) (24½'×20')<br>4 Ha (w) (37½', 27½', 37½', 27½'×20')<br>16W Der 1(25) 4(7½) 10(5) 2(3) | Oil 2SA 8Cy. 680×1500 mm<br>5200bhp<br>A/B Götaverken<br>AuxB 85lb<br>3×155kW 220V d.c. |
| 505368<br>SKTN<br>9658<br>Df Esd<br>Gc Rdr<br>RTm/h | **BROLAND**<br>exO. A. Brodin–61<br>**Rederiet för m.s. Broland**<br>Paul Pålsson<br>Gothenburg Swedish | T.Mk<br>5649<br>3151<br>10900<br>8985<br>5272<br>13080 | **✠100A1** SS 4/66<br>DTsm—vegetable oil<br>**✠LMC**<br><br>MN1200 EL c†2⅛"SQ | **1956–4** Öresundsvarvet A/B—Lkr<br>462' 10" 62' 8" ~~39' 8½" 30' 2¼"~~<br>431' 11" 62' 6" 41' 0" 26' 10½"/30' 2½"<br>F47' 2 dks<br>7BH<br>rf 6" DK fwd WB3181t incl. DTsm 1196t | M (4P) ~~OSD~~<br>6 Ho 65½', 64½', 69½', 77½', 59½', 24'<br>G.685000<br>5 Ha (w) (31½', 40', 35', 35', 32½'×25')<br>1 Ha (stl) (10½'×17')<br>18W Der 1(30) 4(5–10) 12(5) 2(1½) | Oil 2SA 8Cy. 680×1500 mm<br>6000bhp<br>A/B Götaverken<br>✠NAuxB 8/59–70lb<br>3×140kW 220V d.c. |
| 505370<br><br><br>RT | **BROMO**<br><br>**Republik Indonesia**<br>Djakarta Indonesian | 102<br>31<br>— | NK | **1961** Hitachi Zosen—Mukaishima<br>77' 9" 21' 4" 7' 4½"<br>... ... ... | TM Tug | 2 Oil 4SA each 6Cy. 235×330 mm<br><br>Mitsubishi Nippon Hvy Ind. |
| 505372<br>LFFM<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **BRONXVILLE**<br><br>**Skibs A/S Siljestad**<br>A. F. Klaveness & Co. A/S<br>Oslo Norwegian | 5838<br>3427<br>9090 | NV | **1950** Nederl. Dok & Schps.—Ams<br>462' 5" 59' 2" 26' 0½"<br>436' 1" 59' 0" 29' 2"<br>P43' F37' 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>RW<br>rf 4" | M (12P) Ref OSD<br>4 Ho 48½', 135½', 109½', 80½'<br>G.581235 B.521691 In.10200<br>6 Ha (34½', 35', 30½', 34½', 32½'×20') (13½'×19½')<br>18W Der 1(30) 4(10) 16(5) | Oil 2DA 6Cy. 720×1200 mm<br>6425bhp<br>Gebr. Stork & Co.<br>4×160, 160, 160, 12kW 220V d.c. |
| 672394<br><br><br>Df Esd<br>Gc Rdr<br>RTm/v | **BROOK** T.Mk<br><br>**H. M. Gehrckens**<br>Hamburg W. German | 1517<br>847<br>2780 | GL | **1967** Werft Nobriskrug—Rendsburg<br>319' 0" 43' 4" 16' 4"<br>290' 2" 43' 1" 25' 11"<br>B39' F29' 1 dk & S dk | M ~~OSB~~ Mchy.aft<br>2 Ho 90½', 70½'<br>G.192820 B.179400<br>4 Ha (stl) (35½', 44½', 64', 64'×34')<br>Cr 1(10) 3(5) | Oil 2SA 9Cy. 320×450 mm<br>2000bhp<br>Atlas-Mak Masch.<br>3×175, 175, 100kW 38V 50c/s a.c. |
| 505374<br>MJRM<br>162720<br>Rdr<br>RTm/v | **BROOK**<br><br>**Corporation of Trinity House**<br>London British | 347<br>115<br>— | | **1932** Cammell Laird & Co. Ltd.—Bkn<br>131' 9" 26' 8" 11' 1"<br>26' 6"<br>R<br>rf 12" | S Pilot Tender | T 3Cy. 11½" 19" & 31½"×22"<br>510ihp<br>Cammell Laird & Co. Ltd.<br>2×15 & 5kW 110V d.c. |
| 541917<br>SZHI<br>2224<br>Df Esd<br>Rdr | **BROOKFIELD**<br>exVasco–63<br>**Union Enterprise Shipping Co. S.A.**<br>Union Commercial Steamship Co.<br>Piræus Greek<br>Now **EVANGELOS Z** See New Entries No. 9 | 2829<br>1416<br>4500<br>3971<br>2358<br>— | AB<br>✱Classed BC until 1/64 | **1939–12** W. Gray & Co. Ltd.—Hpl<br>354' 8" 48' 1" 22' 1½"/26' 0½"<br>335' 0" 47' 10" 32' 8"<br>F26' 1 dk & S dk<br>rf 3" | S Ref OSD/CSD<br>5 Ho<br>G.286630 B.263120<br>5 Ha<br>10W Der 1(25) | T 3Cy. 23" 38" & 65"×48"<br>2350ihp<br>Cen. Mar. Eng. Wks |
| 505378<br>KEHQ<br>247872<br>Df Esd<br>Gc Rdr | **BROOKLYN HEIGHTS**<br>exVillanova Victory–49<br>**American Export Isbrandtsen Lines Inc.**<br>New York United States<br>Now **NORTHERN STAR** See New Entries No. 8 | T.Mk<br>4725<br>2758<br>—<br>7329<br>4407<br>10725 | AB | **1945** California S.B. Corp.—L.An<br>455' 3" 62' 1" —/28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.564425 B.490798<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Allis-Chalmers Mfg Co.<br>2×300kW 240V d.c. |
| 505379<br>JKAX<br>85281<br>Df Esd<br>Gc Pfd<br>Rdr | **BROOKLYN MARU**<br><br>**Japan Line Ltd.**<br>Kobe Japanese | 9549<br>5508<br>12391 | NK<br>✠Classed LR until 2/64 | **1960–7** Mitsubishi Zosen—Nag<br>524' 5" 67' 5" 30' 5"<br>485' 7" 67' 3" 41' 0"<br>F83' 2 dks, 3rd dk except in Nos. 1 & 6 holds<br>rf 6" | M Ref<br>6 Ho<br>G.620375 B.565672 In.17222<br>6 Ha (24½'×14½') (40½', 36½', 39½', 42', 28½'×23')<br>20W Der 4(15) 16(5) | Oil 2SA 9Cy. 750×1500 mm<br>13000bhp<br>Mitsubishi Zosen<br>3×244kW 450V a.c. |
| 505380<br>MSZL<br>182122<br>Df Esd<br>Pfd Rdr<br>RTm/v | **BROOKMOUNT**<br>exLairds Ben–59<br>**Belfast S.S. Co. Ltd.**<br>Belfast British | 995<br>438<br>1070 | **BS✱** SS 4/65<br>Irish Channel service<br>**MBS✱**<br><br>MN240 CT1438 C25 | **1949–8** Wm. Denny & Bros. Ltd.—Dmb<br>264' 6" 38' 7" 12' 5"<br>250' 0" 38' 6" 14' 0"<br>P88' B92' F46' 1 dk<br>R 5BH<br>rf 3" WB601t | M Mchy.aft<br>3 Ho 61', 30', 71'<br>G.120000 B.108000<br>3 Ha (14'×38') (22'×15') (14'×38')<br>Der 3(5) | Oil 2SA 8Cy. 380×600 mm<br>1200bhp<br>Wm. Denny & Bros. Ltd.<br>3×60kW 220V d.c. |

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| 501442<br>KRVR<br>252659<br>Df Esd<br>Gc Rdr | **BROOKVILLE**<br>exAmerican Hunter–66<br>exPioneer Sea–56<br>exCepheus–47<br>**Sperling Steamship & Trading Corp.**<br>New York United States | **8433**<br>4983<br>10500 | **WRECKED 4/68** | AB | **1943** Federal S.B. & D.D. Co.—Kearny<br>459′ 1″ 63′ 1″ 27′ 8½″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S<br>5 Ho 67¼′, 61¾′, 70′, 70′, 72½′<br>B.518000<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>16W | 2 S Turb dr geared to sc. shaft<br>2324t (o.f)<br>General Electric Co. Lyn<br>3×300kW 230V d.c. 16k |
| 505383<br>GXNR<br>300494<br>Df Esd<br>Gc Rdr<br>RT | **BROOMPARK**<br>**Denholm Line Steamers Ltd.**<br>J. & J. Denholm (Management) Ltd.<br>Greenock British | T.Mk<br>**5874**<br>3251<br>10690<br>**7965**<br>4709<br>11971 | **✠100A1**<br>**✠LMC**<br>MN700 | SS 5/64<br>EL c†2⅛″SQ | **1959–5** C. Connell & Co. Ltd.—Gls<br>468′ 2″ 61′ 9″ 27′ 5½″/29′ 6″<br>430′ 7″ 61′ 6″ 39′ 1″<br>P93′ RAD42′ 2 dks<br>Coll BH to U dk 8 to 2nd dk<br>rf 4″ WB3342t incl. DTsm 1554t | M<br>G.612045 B.56216<br>10W Der 1(25) 6(10) 4(5) | Oil 2SA 4Cy. 600×2320 mm<br>3500bhp Doxford 1798t<br>Barclay, Curle & Co. Ltd. Gls<br>AuxB 100lb 13k |
| | Now **ANASTASIA** See New Entries No. 5 | | | | | | |
| 505356 | **BROR**<br>exBro–67 exBlink–51<br>exInger Lise–47<br>**Torsten Johannisson**<br>Gothenburg Swedish | **1599**<br>1043<br>2425 | **BROKEN UP** | NV | **1939** Porsgrund M/V—Porsgrunn<br>254′ 9″ 37′ 11″ 17′ 6¼″<br>244′ 3″ 37′ 9″ 20′ 3″<br>P66′ B14′ F29′ 1 dk<br>R | S Mchy.aft<br>1 Ho 166′<br>G.120000 B.113000<br>4 Ha (each 24½′×22¼′)<br>4W Der 4(3) | C 2Cy. 13¾″ & $27\tfrac{9}{16}$″×$27\tfrac{9}{16}$″ & LP turb with dr gearing & hydraulic coupling<br>600ihp 301t (c)<br>Porsgrunds M/V Porsgrunn<br>9½k |
| 505384<br>SHYK<br>3977 | **BROR**<br>**John B. Johansson**<br>Norra Grundsund Swedish | **136**<br>83<br>185 | | | **1902** Anderson—Nylandsö<br>96′ 8″ 23′ 7″ 10′ 2″<br>... ... ...<br>1 dk | Wood Aux Sr Mchy.aft | Oil 2SA 2Cy. 310×360 mm<br>100bhp Emade29refitted45<br>A/B Lavals Ångturbin Skm |
| 505386<br>OYJZ<br>RTm | **BROSUND**<br>exRuno–62 exHaneström II–53<br>exIngegerd<br>**D/S Hafnia A/S Partrederi**<br>Frederikshavn Danish | **299**<br>148<br>410 | | GL | **1913** P. Larsson—Thorskog<br>148′ 4″ 22′ 6″<br>22′ 4″ 10′ 6″<br>P21′ F10′ 1 dk<br>RW conv dry cargo ship 53 len 58 | M Tanker Mchy.aft | Oil 2SA 6Cy. 230×400 mm<br>420bhp NE58 (d.o)<br>Alpha-Diesel A/S Fkn<br>2×6 & 5kW 24V d.c. |
| 505388<br>OZMB<br>RTm/h/v | **BROTANK**<br>**M. H. Simonsen**<br>Middelfart Danish | **239**<br>138<br>325 | | NV | **1959** A/B Åsi-Verken—Åmal<br>122′ 1″ 21′ 5″ 8′ 9¾″<br>112′ 0″ 21′ 4″ 9′ 7″<br>1 dk<br>len 59 | D-E Tanker Mchy.aft<br>8 Ta | 2 Oil 4SA each 6Cy. 121×140 mm 300bhp driving 2 gen. each 4kW 27V connected to 2 elec. motors & sc. shaft (d.o)<br>A/B Volvo-Pentaverken Got<br>Directional propeller |
| 533532<br>HOMU<br>Df Esd<br>Gc Rdr | **BROTHERS S.**<br>exMindanao Merchant–65<br>exSouthern Cross–64<br>exTexel–62 exTomini–57<br>exKamerlingh Onnes–50<br>exGeorge L. Baker–47<br>**Pacific Coast Shipping Co.**<br>Panama Panamanian | **7233**<br>4455<br>10485 | **100A1**<br>DTa—oil FP above 150°F.<br>**LMC** | SS 11/65<br>EL a†$2\tfrac{1}{16}$″SQ | **1943** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 10″ 37′ 4″<br>2 dks, 3rd dk in Nos. 2 & 3 holds<br>7BH<br>WB2916t incl. DTa753t DTsf638t | S<br>B.500270<br>12W Der 1(39) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1057t (o.f)<br>Iron Fireman Mfg Co. Pld<br>2WTB 250lb Spt 230lb hs(10233) 11k |
| 519764<br>SGDA<br>9209<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BROTRADE**<br>exKungaland–66<br>**Rederi A/B Timex**<br>Paul Pålsson<br>Gothenburg Swedish | **5083**<br>2720<br>8975<br>**7997**<br>4695<br>10710 | **✠100A1**<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>MN886 | SS 1/63<br>EL b† | **1951–1** Eriksbergs M/V A/B—Got<br>454′ 4″ 58′ 1″ 25′ 2½″/28′ 0⅞″<br>420′ 2″ 58′ 0″ 37′ 6″<br>P42′ 1 dk & S dk, intermediate ′tween dks fwd under raised S dk<br>Coll BH to U dk<br>rf 4″ WB3303t incl. Tunnel tanks 540t DTm1038t | M OSD/CSD<br>5 Ho 58½′, 62′, 59¾′, 73½′, 75½′<br>G.605775 B.552675<br>6 Ha (stl) (29¾′, 36¾′, 36¾′, 36¾′, 36¾′×24′) (8′×15½′)<br>18W Der 1(20) 4(4–7½) 14(3–5) | Oil 2SA 6Cy. 740×1400 mm<br>4430bhp B&W 1188t (d.o)<br>Eriksbergs M/V A/B Got<br>3×165kW 220V d.c. 14k |
| | Now **PRODROMOS VITA** (No. 519764) in the Register | | | | | | |
| 505390<br>JXGU<br>Df Esd<br>Gc Rdr<br>RTm/h | **BROTT**<br>**Henriksens Rederi A/S**<br>Dagfin Henriksen<br>Oslo Norwegian | T.Mk ~~6155~~ 6154<br>3383<br>10650<br>~~8827~~ 5826<br>5528<br>12780 | | NV | **1959** A/B Oskarshamns Varv—Osk<br>486′ 6″ 61′ 8″ 26′ 9¼″/29′ 11″<br>440′ 0″ 61′ 6″<br>1 dk & S dk | M (6P) OSD<br>5 Ho 57′, 65½′, 69′, 69′, 69′<br>G.651900 B.595600<br>5 Ha (stl) (31½′, 37½′, 37½′, 47½′, 34½′×23′)<br>16W Der 1(30) 2(10) 14(5) | Oil 2SA 7Cy. 760×1300 mm<br>6350bhp 1964t (hvf)<br>A/B Götaverken Got<br>3×220kW 230V d.c. 15½k |
| 505391<br>CY4680<br>197393<br>Esd Rdr<br>RT | **BROUGHTON STRAITS**<br>exJohnstone Straits<br>**Straits Towing Ltd.**<br>Vancouver Canadian | **150**<br>33<br>— | | | **1941** Anderson & Cristofani—S.Fo<br>*92·8′* 21′ 6″<br>... ... ... | Wood M Tug | Oil 6Cy. 12¾″×16″<br>Emade47fitted56<br>Washington Iron Wks. Sea |
| 672376<br>PDHA<br>1886Z<br>Df Esd<br>Rdr<br>RTm/h/v | **BROUWERSGRACHT**<br>**N.V. Scheepvaart Onderneming "Brouwersgracht"**<br>Spliethoff's Bevrachtingskantoor N.V.<br>~~Amsterdam~~<br>Willemstad Netherland (Antilles) | T.Mk<br>**494**<br>334<br>1335<br>**1354**<br>1028<br>2547 | **✠100A1**<br>Ice Class 3 at draught not exceeding 18′ 11½″<br>**✠LMC**<br>MN298 | EL M 1¼″U2 | **1967–8** D. & J. Boot Schpsw. "De Vooruitgang"—Alp<br>261′ 2″ 38′ 10″ 13′ 0¼″/18′ 11¼″<br>232′ 0″ 38′ 8½″ 22′ 5″<br>F39′ 2 dks<br>2BH to U dk 1 to 2nd dk<br>rf 23″ WB488t | M Mchy.aft<br>1 Ho 160′<br>G.121071 B.110443<br>2 Ha (each 59′×23¼′)<br>4W Der 4(5) | Oil 4SA 6Cy. 400×600 mm<br>1490bhp 105t (d.o)<br>D. & J. Boot "De Industrie" Alp<br>3×20, 20, 10kW 110V d.c. 12½k |
| 505396<br>GWKW<br>168092<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BROWN RANGER**<br>**Secretary of State for Defence**<br>London British | **3462**<br>1569<br>3631 | **✠100A1**<br>oil tanker—FP above 150° F. also separate tank fwd—oil<br>**✠LMC** | TD 6/66<br>EL (v) $2\tfrac{3}{16}$″ | **1941–4** Harland & Wolff Ltd.—Gls<br>365′ 10″ 47′ 0″ 20′ 2″<br>345′ 2″ 46′ 9″ 22′ 6″<br>P127′ F92′ 1 dk, 2nd dk clear of cargo tanks<br>12BH<br>WB657t incl. DTf477t | M Tanker Mchy.aft<br>L.130970 HeCls. BC | Oil 4SA 6Cy. 740×1500 mm<br>3500bhp 3141t–12½pd<br>Harland & Wolff Ltd. Gls<br>2AuxB 150lb 14½k |

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| 640576<br>YTJB | **BRSEC**<br>**Obalna Plovidba "Ploce"**<br>~~Losinjska Plovidba~~<br>~~Mali Losinj~~ Yugoslav<br>Ploce | 113<br>77<br>— | JR | **1954** Brodogradiliste "Vodopija Ivo-Srecko"—Betina<br>88' 6" 20' 10" 9' 10"<br>... ... ...<br>1 dk | Wood M | Oil 4SA 4Cy. 230×230 mm<br>Atlas Imperial D.E. Co. |
| 505397<br>TFUA<br>Df Esd<br>Gc Pfd<br>Rdr | **BRUARFOSS**<br>**H/f Eimskipafelag Islands**<br>Reykjavik Icelandic | 2337<br>1110<br>— | ✠100A1 SS 12/65<br>Str. nav. Ice<br>✠LMC<br>✠Lloyd's RMC<br>MN700 EL v $1\frac{11}{16}$"SQ | **1960**–11 Aalborg Værft A/S—Abg<br>335' 7" 51' 11" 22' 3½"<br>301' 10" 50' 4½" 29' 7"<br>P&B112' F34' 1 dk & S dk, Sparred dk in Nos. 2 & 3 holds<br>Coll BH to S dk 5 to 2nd dk<br>rf 3" WB763t | M Ref OSD<br>G.202629 B.194654 In.101944<br>8W Der 8(5) | Oil 2SA 7Cy. 500×1100 mm<br>3500bhp<br>Burmeister & Wain |
| 505398<br>9VKI<br>181163<br>RTh | **BRUAS**<br>**Straits S.S. Co. Ltd.**<br>Singapore Singapore | 957<br>437<br>1175 | BS✱ TD 4/68 ~~SS 6/63~~<br>MBS✱<br>MN144 CT1380 C24 | **1945**–11 Grangemouth Dkyd Co. Ltd.—Gmh<br>224' 6" 36' 8" 14' 0"<br>210' 0" 36' 6" 21' 8"<br>F26' 1 dk & S dk<br>RW 7BH<br>rf 6" WB271t | M (7P) OSD Mchy.aft<br>2 Ho 45½', 78'<br>G.88710 B.79910 In.800<br>2 Ha (21½', 48'×10')<br>6W Der 2(10) 4(5) | Oil 2SA 5Cy. 350×620 mm<br>800bhp<br>J. G. Kincaid & Co. Ltd.<br>3×50kW 220V d.c. |
| 641525<br>306197<br>Rdr RT | **BRUCE STONE**<br>**Cory Tank Lighterage Ltd.**<br>London British | 357<br>179<br>— | ✠Classed LR until 2/65 | **1964**–12 J. W. Cook & Co. (Wivenhoe) Ltd.—Wvn<br>143' 3" 30' 3" 7' 6½"<br>135' 0" 29' 6" 9' 6"<br>Trunk 68'<br>rf nil | TM Tanker Mchy.aft | 2 Oil 4SA each 6Cy. 5½"×7<br>geared<br>300bhp<br>Gardner & Sons Ltd.<br>2×20 & 7kW 110V d.c. |
| 505401<br>MQWV<br>185158<br>Df Esd<br>Rdr RT | **BRUCELLA**<br>**J. Marr & Son Ltd.**<br>Hull British | 678<br>248<br>— | ✠100A1 SS 6/65<br>trawler<br>✠LMC<br>MN246 EL (j) x | **1953**–10 Cook, Welton & Gemmell Ltd.—Bev<br>*175·0'* 31' 7"<br>170' 4" 31' 6" 16' 6"<br>F32'<br>RW 4BH<br>BK8" WB10t | M Trawler<br>1W | Oil 2SA 8Cy. 340×570 mm<br>1230bhp<br>British Polar Engines Ltd.<br>db 100lb |
| 505402<br>EACF<br>Df Esd<br>Rdr<br>RTm | **BRUCH**<br>exSeagull–50 exQuastinet–47<br>**Cia. Española de Petroleos Soc. Anon.**<br>Santa Cruz de Tenerife Spanish | 1302<br>712<br>1623 | AB | **1959** (Fwd & cargo section) Soc. Española de Const. Nav.—Cdz<br>**1944** (Aft) E. Coast Shipyds—Bayonne<br>*229·7'* 37' 8" 12' 10¾"<br>229' 8" 37' 0" 14' 6"<br>P45' F29' 1 dk<br>rf nil | M Tanker Mchy.aft<br>14 Ta<br>L.71283 | Oil 4SA 8Cy. 370×510 mm<br>814bhp<br>National Supply Co.<br>3×75, 40, 40kW 110V d.c. |
| 505403<br>IKXV<br>85<br>RT | **BRUCOLI**<br>exHayat–61<br>exEmpire Phyllis–48<br>**Imprese Marittime Augustea S.p.A.**<br>Syracuse Italian | 276<br>40<br>— | RI<br>Classed LR until 6/62 | **1945** J. Crown & Sons Ltd.—Sld<br>113' 9" 31' 6" 12' 7"<br>105' 0" 30' 0" 13' 6"<br>RW<br>BK6" | S Tug | T 3Cy. 16½" 27" & 46"×30"<br>1265ihp<br>N.E. Mar. Eng. Co. (1938) Ltd. |
| 525285<br>LJLC<br>Df Esd<br>RTh | **BRUHEIM**<br>exNinna Lindinger–66<br>exLivorno–62<br>**Haugens Rederi**<br>Knut Haugen<br>Bergen Norwegian | 299<br>161<br>550 | BV | **1961** Kalmar Varv—Kal<br>164' 4" 28' 0" 10' 5¾"<br>147' 1" 27' 10½" 10' 9"<br>1 dk | M Mchy.aft<br>G.34000 B.29700<br>3 Ha (32'×13¾') (37½'×18¾') (37¾'×14¾')<br>2W Der 2(2) | Oil 4SA 4Cy. 290×420 mm<br>500bhp<br>Masch. Kiel A.G.<br>Controllable pitch propeller |
| 505405<br>LASK<br>Df Esd<br>Gc Rdr<br>RTm | **BRUIN**<br>**A/S Jelölinjen**<br>Fred. Olsen & Co.<br>Oslo Norwegian<br>Now **ALEXANDRA MARIS** See New Entries No. 1 | 1879<br>976<br>2552 | NV | **1955** Hall, Russell & Co. Ltd.—Abn<br>285' 6" 44' 4" 16' 10½"<br>265' 0" 44' 0" 19' 4"<br>P38' B52' F32' 1 dk<br>RW | S<br>2 Ho 99½', 105½'<br>G.146086 B.133046<br>2 Ha (76', 74'×18')<br>8W Der 2(10) 2(5) 4(3) | C 4Cy. (2) 14½" & (2) 34½"×3<br>1650ihp<br>Hall, Russell & Co. Ltd.<br>1×12½kW 110V d.c. |
| 505407<br>FNHK<br>Df Esd<br>Gc Rdr<br>RTm/h | **BRULY**<br>**Cie. de Nav. Paquet**<br>Marseilles French | 2280<br>1173<br>3061 | BV | **1960** At. & Ch. de La Rochelle-Pallice—LaR-P<br>314' 0" 42' 5" 17' 7"<br>288' 0" 42' 4" 19' 0"<br>1 dk<br>rf 4" | M Wine/Veg. Oil Tanker Mchy.aft<br>Der 1(1½) 1(1) | Oil 4SA 8Cy. 400×460 mm<br>2940bhp Pielstick<br>Soc. Gén. de Const. Méc. La C<br>2×85kW 220V d.c. |
| 505409<br>LJJC<br>Df Esd<br>Rdr RT | **BRUMARK**<br>**Brumark Partrederi**<br>Odd Fjørtoft<br>Ålesund Norwegian | 153<br>49<br>— | NV | **1963** M. Kleven M/V—Ulsteinvik<br>91' 4" 21' 9"<br>84' 8" 21' 6" 11' 6"<br>1 dk | M Trawler | Oil 2SA 4Cy. 280×420 mm<br>Wichmann Mtrf. |
| 505410<br>DECF | **BRUMMER**<br>**Carl Büttner**<br>Bremen W. German | 147<br>80<br>— | GL | **1960** Scheel & Jöhnk—Ham<br>*112·8'* 19' 1"<br>18' 11" 7' 10"<br>1 dk | M Tanker | Oil 4SA 6Cy. 215×300 mm<br>200bhp<br>Motorenw. Mannheim |
| 505412<br>IBBX<br>610<br>Esd Rdr<br>RT | **BRUNA MONTANARI**<br>exKolibri–58 exServus–57<br>exBiwi–46<br>**Bruno & Eredi Arturo Montanari**<br>Trieste Italian | 745<br>363<br>1001 | RI | **1940** Glommens M/V A/S—Fks<br>222' 5" 31' 10" 12' 3"<br>203' 5" 31' 8" 13' 1"<br>P59' F27' 1 dk<br>new forepart 47 | M Tanker Mchy.aft<br>10 Ta<br>L.48561 HeCls. C | Oil 2SA 5Cy. 340×570 mm<br>860bhp<br>Atlas-Diesel |

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| 672718<br>Df Esd<br>Gc Rdr<br>RT | **BRUNDLUND**<br>**H. P. Cleeman Partrederi**<br>~~**Rederiet Brundlund**~~<br>Åbenrå Danish | 500<br>282<br>1150 | <br><br>BV | **1967** Scheeps. "Vooruitgang"—Foxhol<br>215′ 4″ ~~215′ 2″~~ 34′ 1″ 12′ 1½″<br>194′ 10″ 33′ 9½″ 12′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Atlas-Mak-Masch. Kel |
| 652151<br>Esd Rdr<br>RT | **BRUNEI No. 1**<br>**Takehara Shipyard (Muara)**<br>**Co. Ltd.**<br>Panama Panamanian | 804<br>337<br>— | | **1964** Takehara Zosen—Hma<br>*185·8′* 31′ 3″<br>31′ 1″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 380×540 mm<br>Kinoshita Tekkosho Akashi |
| 505413<br>JXQQ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRUNES**<br>**A/S Kristian Jebsens Rederi**<br>Bergen Norwegian<br>Now **MARCOS M. F.** See New Entries No. **10** | 10485<br>5621<br>15030 | <br><br>NV | **1962** Lithgows Ltd.—P.Gl<br>500′ 6″ 67′ 0″ 28′ 4¾″<br>470′ 0″ 66′ 9″ 39′ 0″<br>1 dk<br>RW<br>rf nil | M Bulk Carrier Mchy.aft<br>5 Ho 59½′, 71′, 71½′, 71½′, 71½′<br>G.770000 B.695000<br>5 Ha (stl) (39′×28′) (51¾′, 52¼′, 52¼′, 52¼′×32½′)<br>Der 5(5) | Oil 2SA 6Cy. 620×1870 mm<br>6000bhp B&W (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>3×256kW 440V 60c/s a.c. |
| 651962<br>LAKG<br>RTm/h | **BRUNETTE**<br>**Skips A/S Westray**<br>J. Brunvall<br>Bergen Norwegian | 1123<br>775<br>2200 | <br><br>NV | **1965** Schiffswerft Neptun—Ros<br>247′ 10″ 37′ 10″ 16′ 9½″<br>224′ 7″ 19′ 4″<br>2 dks | M CSD Mchy.aft<br>2 Ho each 74¾′<br>G.91000 B.85000<br>2 Ha (stl) (each 57′×20¾′)<br>Der 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1320bhp 150t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>11½k |
| 505414<br>ICUQ<br>3289<br>Esd Pfd<br>Rdr RT | **BRUNETTO**<br>exBrixton–62<br>**Emilio Canale**<br>Genoa Italian | 1597<br>881<br>2499 | RI<br><br>✠Classed LR until 7/62 | **1946** S. P. Austin & Son Ltd.—Sld<br>257′ 6″ 39′ 6″ 16′ 7½″<br>245′ 0″ 39′ 4″ 18′ 6″<br>Q149′ B23′ F26′ 1 dk<br>RW | S Mchy.aft<br>2 Ho<br>B.107000 | T 3Cy. 16½″ 27½″ & 47″×33″<br>900ihp (o.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld |
| 505415<br>CNIN<br>Esd | **BRUNEVAL**<br>**Consortium Maritime**<br>**Franco Marocain**<br>Casablanca Moroccan | 870<br>361<br>— | **✠100A1** SS 7/64<br>**✠LMC**<br>MN242 EL o | **1956**–3 Terneuzensche Schpsb. Maats.<br>—Terneuzen<br>242′ 3″ 36′ 3″ 14′ 2½″<br>218′ 6″ 36′ 0″ 22′ 2″<br>Ba42′ F27′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 1″ WB427t | M OSD Mchy.aft | Oil 4SA 8Cy. 420×660 mm<br>1210bhp<br>Klöckner-Humboldt-Deutz Kln |
| 505416<br>DDNB<br>Esd<br>RTm | **BRUNHILD**<br>**Partenreederei**<br>**m.s. "Brunhild"**<br>August G. Runge<br>Kiel W. German | 142<br>71<br>200 | | **1909** J. Frerichs & Co. A.G.—<br>Einswarden<br>91′ 10″ 21′ 5″ 9′ 8″<br>21′ 3″ 10′ 3″<br>1 dk<br>R conv sailing ship — conv fishing 58 | M Salvage Ship<br>1 Ho 49½′<br>1 Ha (24¾′×11¾′)<br>Der 1(5) | Oil 4SA 6Cy. 220×330 mm<br>150bhp NE48 (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>1×4½kW 110V d.c. |
| 525270<br>LHZA<br>Df Esd<br>Rdr<br>RTm/h | **BRUNHOLM**<br>exNina–65<br>**I/S Brunholm**<br>J. Brunvall<br>Farsund Norwegian | 499<br>279<br>970 | <br><br>NV | **1962** Brödrene Lothe A/S—Hgs<br>194′ 0″ 30′ 11″ 12′ 7½″<br>171′ 9″ 30′ 10″ 13′ 1″<br>1 dk | M Mchy.aft<br>1 Ho 111½′<br>G.54000 B.49000<br>2 Ha (stl) (33¾′×17½′) (44½′×20½′)<br>Cr 1(5) 2(3) Der 1(5) 2(3) | Oil 4SA 6Cy. 320×450 mm<br>900bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>Directional propeller |
| 505418<br>THUW<br>Df Esd<br>Rdr RT | **BRUNI**<br>exAltea–62<br>**Soc. Fouquet-Sacop and**<br>**Cie. de Navigation Daher**<br>Martigues French | 1336<br>679<br>1937 | <br><br>BV | **1952** Cant. Nav. Giuliano—Tri<br>232′ 4″ 35′ 5″ 16′ 11″<br>213′ 11″ 35′ 3″ 18′ 5″<br>P56′ F33′ 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.86500 HeCls. BC<br>1 Ha (6′×6′)<br>Der 1(1½) | Oil 2SA 7Cy. 360×600 mm<br>1050bhp 88t–4½pd<br>Sulzer Bros. Ltd. Win<br>10½k |
| 535588<br>JXQG<br>Df Esd<br>Rdr<br>RTm | **BRUNLA**<br>exTeresa–64<br>**Det Söndenfjelds-Norske**<br>**D/S**<br>Oslo Norwegian | 499<br>255<br>1200<br>**951**<br>637<br>1620 | <br><br>BV | **1961** At. Duchesne & Bossière—Hav<br>202′ 10″ 35′ 8″ ~~12′ 4″/—~~ 12′ 4″/16′ 1″<br>183′ 7″ 35′ 5″<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>1 Ho 126′<br>G.70000 B.69000<br>2 Ha (56′, 42′×18′)<br>Der 1(15) 2(5) | 2 Oil 4SA each 8Cy. 175×186 mm dr<br>geared to sc. shaft<br>1240bhp (d.o)<br>Soc. Alsacienne Con. Méc. Mulhouse<br>3×45, 45, 30kW 220V d.c.<br>Controllable pitch propeller |
| 505420<br>LNMZ<br>Df Esd<br>Gc Rdr<br>RTm/v | **BRUNO**<br>**A/S Bonheur**<br>Fred. Olsen & Co.<br>Oslo Norwegian | **3625** T.Mk<br>~~1957~~ **2752**<br>~~3670~~ 1427<br>**3670** | <br><br>NV | **1948** Öresundsvarvet A/B—Lkr<br>383′ 0″ 53′ 1″ 20′ 8¾″<br>350′ 10″ 52′ 11″ 21′ 6″<br>F71′ 1 dk & S dk, 3rd dk in No. 2 hold<br>RW<br>rf 6″ | M (10P) Ref ~~OSD~~<br>5 Ho 42½′, 48′, 53½′, 47′, 51½′<br>G.314740 B.284690<br>5 Ha (24¾′×18′) (29′, 29′×17¼′) (29¼′, 29¼′×18′)<br>10W Der 2(5–10) 8(3–5) 1(1–2) | Oil 2SA 10Cy. 630×1300 mm<br>6000bhp 587t (hvf)<br>A/B Götaverken Got<br>4×250kW 220V d.c. 17k |
| 505421<br>DIZG | **BRUNO**<br>exPargas 6<br>**Hans Schramm**<br>Brunsbüttelkoog W. German | 270<br>182<br>394 | | **1945** ……………………Mdb<br>*151·6′* 22′ 1″ 9′ 6¼″<br>11′ 0″<br>P26′ 1 dk | M<br>G.18186<br>2 Ha | Oil 4SA 6Cy. 250×350 mm<br>250bhp NE59<br>Carl Jastram Ham<br>7k |
| 505422<br>THKX<br>Df Esd<br>Pfd RT | **BRUNO ISABELLE**<br>**Guillevic & Lucas**<br>Etel French | 116<br>43<br>— | <br><br>BV | **1961** Ch. Roy & Barbeau—Etel<br>*73·3′* 21′ 10″<br>… … … | Wood M Fishing | Oil 12Cy. 175×180 mm<br>400bhp 17t<br>Soc. Alsacienne Con. Méc. Mulhouse<br>9k |

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| 671039 | **BRUNO TESCH**<br>**Fischkombinat Rostock**<br>Rostock E. German | **991**<br>—<br>— | | **1966** Peene Werft—Wolgast<br>177' 1" 34' 9" 15 5"<br>... ... ...<br>1 dk | M Stern Trawler | Oil<br>1750bhp<br>Dieselmotorenwerk |
| 503497<br>DAFY<br>Df Esd<br>Gc Rdr<br>RT | **BRUNSBERG**<br>exBalsa-66<br>**W. Bruns & Co.**<br>Hamburg W. German | **2824**<br>1292<br>2984 | NV | **1960** Verschure & Co.'s Schps.—Ams<br>377' 0" 52' 8" 20' 0½"<br>335' 0" 52' 6"<br>1 dk & S dk, 3rd dk in Nos. 1 & 2 holds<br>RW | M Ref OSD<br>G.226731 In.224347<br>8W Der 8(5) | Oil 2SA 8Cy. 600×1050 mm<br>Masch. Augsburg-Nürnberg |
| 650827<br>DNJC<br>Df Esd<br>Gc Rdr<br>RTv | **BRUNSDEICH**<br>**Partenreederei m/s "Brunsdeich"**<br>W. Bruns & Co.<br>Hamburg W.German | **3384**<br>1828<br>3516<br>**4707**<br>2660<br>5055 | ✠Lloyd's RMC GL | **1965** Lübecker Flender-Werke A.G.—Lbc<br>443' 7" 55' 3" 20' 3½"/21' 6"<br>406' 10" 55' 1" 37' 11"<br>2 dks & S dk, 4th dk fwd | M (12P) Ref OSD/CSD<br>4 Ho<br>In.287631<br>4 Ha (stl) (each 23'×16½')<br>8W Cr 1(10) 3(5) Der 1(5) 3(3) | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp<br>Masch. Augsburg-Nürnberg<br>4×400, 400, 400, 185kW 230V |
| 640633<br>DNGE<br>Df Esd<br>Gc Rdr<br>RTv | **BRUNSECK**<br>**W. Bruns & Co.**<br>Hamburg W. German | **3379**<br>1824<br>3593<br>**4701**<br>2655<br>5132 | ✠Lloyd's RMC GL | **1964** Lübecker Flender-Werke A.G.—Lbc<br>443' 8" 55' 3" 20' 3½"/21' 6"<br>408' 10" 55' 1½" 27' 2"<br>2 dks & S dk, 4th dk fwd | M (12P) Ref OSD/CSD<br>4 Ho<br>In.285714<br>4 Ha (stl) (each 23'×16½')<br>8W Cr 1(10) 3(5) Der 1(5) 3(3) | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp<br>Masch. Augsburg-Nürnberg<br>4×400, 400, 400, 185kW 230V |
| 641150<br>DNFU<br>Df Esd<br>Gc Rdr<br>RTv | **BRUNSGARD**<br>**W. Bruns & Co.**<br>Hamburg W. German | **3377**<br>1825<br>3586<br>**4702**<br>2652<br>4153 | ✠Lloyd's RMC GL | **1964** Howaldtswerke Ham A.G.—Ham<br>443' 8" 55' 3" 20' 3½"/21' 6"<br>406' 10" 55' 1½" 29' 2"<br>2 dks & S dk, 4th dk fwd | M (12P) Ref OSD/CSD<br>4 Ho<br>In.287095<br>4 Ha (stl) (each 23'×16½')<br>8W Cr 1(10) 3(5) Der 1(5) 3(3) | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp MAN<br>Howaldtswerke Ham. A.G.<br>4×400, 400, 400, 185kW 230V |
| 680220<br>Df Esd<br>Gc Rdr<br>RT | **BRUNSHAUSEN**<br>**W. Bruns & Co.**<br>Hamburg W. German | ~~4900~~ T.Mk<br>— 3201<br>— 1726<br>—<br>4623<br>2619<br>— | GL<br>✠Lloyd's RMC | **1967** Howaldtswerke Ham. A.G.—Ham<br>446' 1" 56' 10" ~~23' 8"~~ — /23' 6"<br>407' 10" 56' 9" 37' 3"<br>3 dks | M Ref ~~CSD~~<br>In.305320 | Oil 2SA 8Cy. 700×1200 mm<br>10500bhp MAN<br>Howaldtswerke Ham. A.G. |
| 661680<br>DAOB<br>Df Esd<br>Gc Rdr<br>RTh/v | **BRUNSHOEFT**<br>**Partenreederei m.s. "Brunshoeft"**<br>W. Bruns & Co.<br>Hamburg W. German | **3268**<br>1746<br>—<br>**4639**<br>2606<br>— | ✠Lloyd's RMC GL | **1966** Rheinstahl Nordseewerke—Emd<br>443' 7" 55' 3" 20' 4"/23' 5½"<br>406' 10" 55' 1½" 29' 3"<br>3 dks & S dk | M (12P) Ref OSD/CSD<br>4 Ho 91½', 64¼', 68¾', 85'<br>In.284240<br>4 Ha (stl) (each 23'×18½')<br>8W Der 1(5–10) 7(3–5) | Oil 8Cy. 700×1200 mm<br>9600bhp<br>Masch. Augsburg-Nürnberg<br>2×450, 420kW 450V 60c/s a.c. |
| 641740<br>DNHO<br>Df Esd<br>Gc Rdr<br>RTv | **BRUNSHOLM**<br>**W. Bruns & Co.**<br>Hamburg W. German | **3376**<br>1824<br>3585<br>**4701**<br>2651<br>5129 | ✠Lloyd's RMC GL | **1964** Blohm & Voss A.G.—Ham<br>446' 2" 55' 2" 20' 3½"/21' 6"<br>406' 10" 55' 1½" 37' 3"<br>2 dks & S dk, 4th dk fwd | M (12P) Ref OSD/CSD<br>4 Ho<br>In.280801<br>4 Ha (stl) (each 23'×16½')<br>8W Cr 1(10) 3(5) Der 1(5) 3(3) | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp MAN<br>Blohm & Voss A.G.<br>4×400, 400, 400, 185kW 230V |
| 641266<br>Df Esd<br>Gc Rdr<br>RTv | **BRUNSKAPPEL**<br>**W. Bruns & Co.**<br>Hamburg W. German | **3377**<br>1824<br>3606<br>**4701**<br>2656<br>5139 | ✠Lloyd's RMC GL | **1964** Lübecker Flender-Werke A.G.—Lbc<br>443' 8" 55' 3" 20' 3½"/21' 6"<br>406' 6" 55' 1½" 37' 3"<br>2 dks & S dk, 4th dk fwd | M (12P) Ref OSD/CSD<br>4 Ho<br>In.285202<br>4 Ha (stl) (each 23'×16½')<br>8W Cr 1(10) 3(5) Der 1(5) 3(3) | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp<br>Masch. Augsburg-Nürnberg<br>4×400, 400, 400, 185kW 230V |
| 640520<br>DNFK<br>Df Esd<br>Gc Rdr<br>RTv | **BRUNSKOOG**<br>**Partenreederei m.s. "Brunskoog"**<br>W. Bruns & Co.<br>Hamburg W. German | **3374**<br>1820<br>3607<br>**4699**<br>2647<br>5146 | ✠Lloyd's RMC GL | **1963** Lübecker Flender-Werke A.G.—Lbc<br>443' 8" 55' 3" 20' 3½"/21' 6"<br>406' 10" 55' 1" 29' 2"<br>2 dks & S dk, 4th dk fwd | M (12P) Ref OSD/CSD<br>4 Ho<br>In.285875<br>4 Ha (stl) (each 23'×16½')<br>8W Cr 1(10) 3(5) Der 1(5) 3(3) | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp<br>Masch. Augsburg-Nürnberg<br>4×400, 400, 400, 185kW 230V |
| 640634<br>DNFG<br>Df Esd<br>Gc Rdr<br>RTv | **BRUNSLAND**<br>**Partenreederei m/s "Brunsland"**<br>W. Bruns & Co.<br>Hamburg W. German | **3372**<br>1823<br>3585<br>**4697**<br>2650<br>4152 | ✠Lloyd's RMC GL | **1964** Blohm & Voss A.G.—Ham<br>443' 8" 55' 3" 20' 3½"/21' 6"<br>406' 11" 55' 0" 29' 2"<br>2 dks & S dk, 4th dk fwd | M (12P) Ref OSD/CSD<br>4 Ho<br>In.281683<br>4 Ha (stl) (each 23'×16½')<br>8W Cr 1(10) 3(5) Der 1(5) 3(3) | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp MAN<br>Blohm & Voss A.G.<br>4×400, 400, 400, 185kW 230V |
| 503452<br>DAED<br>Df Esd<br>Gc Rdr<br>RT | **BRUNSTAL**<br>exBaleares-66<br>~~W. Bruns & Co.~~<br>~~Hamburg~~ ~~W. German~~<br>Partenreederei m/s "Brunstal"<br>W. Bruns & Co.<br>Hamburg W. German | **2822**<br>1289<br>2953 | NV | **1959** Verschure & Co.'s Schps—Ams<br>377' 2" 53' 4" 20' 0½"<br>335' 0" 52' 6"<br>P44' B82' F51' 1 dk & S dk | M Ref OSD<br>G.226731 B.224347 In.185987<br>8W Der 8(5) | Oil 2SA 8Cy. 600×1050 mm<br>5200bhp<br>Masch. Augsburg-Nürnberg |
| 662276<br>DGBT<br>Df Esd<br>Gc Rdr<br>RT | **BRUNSTOR**<br>**Partenreederei m.s. "Brunstor"**<br>W. Bruns & Co.<br>Hamburg W. German | **3268**<br>1746<br>3290<br>**4639**<br>2609<br>4840 | ✠Lloyd's RMC GL | **1966** Rheinstahl Nordseewerke—Emd<br>443' 7" 55' 3" 20' 11½"/23' 6½"<br>406' 10" 55' 1½" 29' 2"<br>B&F384' 2 dks & S dk | M Ref OSD/CSD<br>In.284726 | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp<br>Masch. Augsburg-Nürnberg |

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|---|---|---|---|---|---|---|---|
| 505429<br>WA3138<br>253674<br>Esd | **BRUNSWICK**<br>**Standard Products Co. Inc.**<br>Wilmington, N.C United States | 248<br>111<br>— | | | **1943** Mojean & Erickson—Tac<br>136′ 0″ 24′ 6″ 11′ 0″<br>… … …<br>1 dk | Wood TM Mchy.aft<br>1 Ho 24′<br>1 Ha (14′×10′) | 2 Oil each 8Cy.<br>1080bhp<br>Cleveland D.E. Co. Clv |
| 680016<br>323664 | **BRUNSWICK No. 1**<br>**Connors Bros. Ltd.**<br>St. Andrew's Canadian | 240<br>108<br>— | | | **1967** Atlantic Shipbuilding—Mahone Bay<br>*103·4′* 26′ 1″<br>… … …<br>1 dk | Wood M Fishing | Oil 12Cy. 6¼″×8″<br>765bhp<br>Caterpillar Tractor Co. Peoria<br>10k |
| 505430<br>GMDF<br>184499<br>Esd Pfd<br>Rdr<br>RTm/v | **BRUNSWICK WHARF**<br>**Central Electricity Generating Board**<br>Stephenson Clarke Shipping Ltd.<br>London British | **1782**<br>923<br>2690 | ✠**100A1**<br>✠**LMC** | ~~SS 9/64~~<br>SS 11/68<br>EL q | **1951**–9 S. P. Austin & Sons Ltd.—Sld<br>270′ 6″ 39′ 6″ 17′ 1½″<br>257′ 0″ 39′ 4″ 18′ 6″<br>Q158′ B23′ F24′ 1 dk<br>RW NS ~~5BH~~ 6BH<br>rf nil WB942t incl. DTm180t | S Mchy.aft<br>3 Ho 62′, 51½′, 46½′<br>G.126800<br>3 Ha (stl) (41¼′×25¾′) (32′, 30′×27′)<br>1W | T 3Cy. 16½″ 27″ & 47″×33″<br>950 ihp 97t (c)<br>George Clark (1938) Ltd. Sld<br>SB 220℔ Spt db 105℔ hs(3241) 3cf<br>3×18, 15. 15kW 220V d.c. 10½k |
| 661796<br>LHIA<br>RTv | **BRUNTO**<br>**Skips A/S Westray**<br>J. Brunvall<br>Bergen Norwegian | **1196**<br>857<br>2400 | | NV | **1966** Schiffswerft Neptun—Ros<br>257′ 10″ 37′ 10″ 16′ 7¼″<br>234′ 5″ 19′ 4″<br>1 dk<br>rf 6″ | M Mchy.aft<br>2 Ho 82′, 84′<br>G.1000 B.93000<br>2 Ha (61′, 63′×20¾′)<br>Der 2(5) 2(3) | Oil 4SA 8Cy. 320×340 mm<br>1600bhp 160t (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>2×100kW 220V a.c. 11½k |
| 525565<br>LMUZ<br>Df Esd<br>Pfd Rdr<br>RTm | **BRUSE**<br>exNordpol–64<br>**A/S Ganger Rolf, A/S Bonheur, A/S Borgå, A/S Jelölinjen & Den Norske Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 495<br>282<br>1140<br>**1134**<br>823<br>— | | NV | **1961** A/B Falkenbergs Varv—Falkenberg<br>244′ 5″ 36′ 2″ 12′ 0½″/—<br>203′ 5″ 36′ 0″ 12′ 11″<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>1 Ho 147½′<br>G.88000 B.80000<br>2 Ha (stl) (each 48¼′×18′)<br>Der 1(6) 4(3) | Oil 4SA 8Cy. 320×480 mm<br>1300bhp (d.o)<br>Motorenw. Mannheim Mhm<br>2×90kW 230/440V 50c/s a.c.<br>Controllable pitch propeller |
| 541918<br>JXXV<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRUSE JARL**<br>**Det Nordenfjeldske D/S**<br>Trondheim Norwegian | **35412**<br>19684<br>58260 | | NV | **1964** Kockums M/V A/B—Mmo<br>775′ 0″ 105′ 9″ 39′ 10″<br>745′ 0″ 105′ 6″ 53′ 5″<br>1 dk<br>rf nil | M Tanker Mchy.aft<br>20 Ta<br>L.2500000 HeCls. BC<br>Der 2(10) 2(5) 2(2) | Oil 2SA 10Cy. 840×1600 mm<br>18000bhp 4470 (hvf)–70pd<br>Kockums M/V A/B Mmo<br>4×560, 370, 370, 370kW 440V 60c/s a.c.<br>15½k |
| 505432<br>LPAP<br>668 | **BRUSELAS**<br>**Flota Argentina de Navegacion Fluvial**<br>Buenos Aires Argentine | **1819**<br>1222<br>— | ✠Classed LR until 2/13 | | **1911**–12 A. & J. Inglis Ltd.—Gls<br>273′ 9″ 37′ 1″ 8′ 6″<br>36′ 11″<br>1 dk & Prom dk<br>R | SP<br>G.15000 B.14000 | T 3Cy. 21½″ 35″ & 54″×66″<br>125t (o.f)<br>A. & J. Inglis Ltd. Gls<br>13k |
| 672771<br>Df Esd<br>Gc Rdr<br>RT | **BRÜSSEL**<br>Alfred **C. Toepfer**<br>Hamburg W. German | **31007**<br>22206<br>52211 | | GL | **1967** Rheinstahl Nordseewerke—Emd<br>751′ 7″ 93′ 9″ 41′ 2¼″<br>703′ 6″ 93′ 6″ 59′ 1″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 860×1600 mm<br>13800bhp<br>Masch. Augsburg-Nürnberg Aug |
| 505433<br>MDDV<br>183406<br>Esd Pfd<br>Rdr<br>RTm/v | **BRUTUS**<br>**Hellyer Bros. Ltd.**<br>Hull British | 727<br>259<br>— | ✠**100A1**<br>trawler<br>✠**LMC** | SS 5/64<br>EL (k) z | **1949**–7 Smith's Dock Co. Ltd.—Mdb<br>*184·6′* 31′ 2″<br>180′ 0″ 31′ 0″ 17′ 10″<br>F34′<br>RW 6BH<br>BK7½″ WB107t incl. DTa10t DTsf88t | S Trawler | T 3Cy. 16″ 26½″ & 45½″×27″<br>1246ihp (o.f)<br>Smith's Dock Co. Ltd. Mdb<br>SB 225℔ Spt hs(5055) 4cf<br>2×12½, 10kW 110V d.c. |
| 505434<br>LGMY | **BRUVIK**<br>**Indre Nordhordland Dampbåtlag L/L**<br>Bergen Norwegian | 307<br>141<br>— | | | **1949** Glommens M/V A/S—Fks<br>168′ 4″ 24′ 4″ 10′ 2″<br>24′ 2″<br>B69′ F23′ 1 dk<br>BK4¾″ | M | Oil 2SA 7Cy. 250×420 mm<br>700bhp 15t<br>Atlas-Diesel Skm |
| 505436<br>SPCN<br>Df Esd<br>Gc<br>RTm/h | **BRYGADA MAKOWSKIEGO**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | **1944**<br>924<br>2560 | | PR | **1950** Stocznia Gdanska—Gdk<br>285′ 5″ 40′ 0″ 17′ 6¾″<br>39′ 10″ 19′ 0″<br>1 dk<br>R | S Ore Carrier Mchy.aft<br>4 Ho 46′, 46′, 44¼′, 47½′<br>G.119443 B.108990<br>4 Ha (stl) (23′×17¾′) (26¼′, 28¾′, 28¾′×25½′)<br>4W Der 8(3) | C 4Cy. (2) 370 & (2) 800×800 mm<br>1300ihp 220t (c)<br>Z.U.T. Zgoda Swi<br>2×28, 20kW 220V d.c. 9½k |
| 505437<br>MECU<br>302404<br>Df Esd<br>Pfd RT | **BRYHER**<br>**W. H. Podd Ltd.**<br>Lowestoft British | **166**<br>56<br>— | ✠**100A1**<br>trawler<br>✠**LMC**<br>MN100 | SS 10/65<br>EL (b) h | **1961**–6 Brooke Marine Ltd.—Lwt<br>*98·0′* 22′ 7″ 9′ 3″<br>96′ 1″ 22′ 3″ 11′ 3″<br>F14′<br>RW 4BH<br>rf 21″ BK5″ | M Trawler | Oil 4SA 5Cy. 14½″×20″ with flexible coupling & sr reverse gear (d.o)<br>500bhp<br>A. K. Diesels Ltd. Lwt<br>2×7½kW 220V d.c. |
| 505438<br>VXJJ<br>172359<br>RT | **BRYN BARGE**<br>exBryn Mawr–40<br>**Upper Lakes Shipping Ltd.**<br>J. D. Leitch<br>Toronto Canadian | **4214**<br>3963<br>7000 | **BS**<br>Great Lakes service<br>**LAID UP PENDING SURVEY** | Lake SS 4/61 | **1900** Chicago S.B. Co.—Cgo<br>412′ 0″ 50′ 3″ 18′ 6″<br>400′ 0″ 50′ 0″ 27′ 2″<br>R 3BH<br>rf 3″ | Barge<br>G.320000 B.300000<br>13 Ha (each 34′×8′) | db 85℔<br>1×10kW 110V d.c. |

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|---|---|---|---|---|---|---|
| 505442<br>SPJI<br><br>Df Esd<br>RT | **BRYNICA**<br><br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia Polish | 649<br>219<br>484 | PR | 1955 Stocznia Gdanska—Gdk<br>194' 4" 29' 9"<br>29' 7" 16' 0"<br><br>RW | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp<br>A/S Atlas Mskfbk. |
| 505443<br>LFML<br><br>Esd Rdr<br>RT | **BRYNILEN**<br><br>**Finnmark Fylkesrederi &<br>Ruteselskap**<br>Hammerfest Norwegian | 437<br>186<br>— | | 1950 Drammen Slip & Verksted—Dmn<br>139' 9" 25' 10" 11' 4"<br>25' 8" 18' 0"<br>2 dks<br><br>BK5½" | M<br><br>G.7900 B.6620<br><br>3W | Oil 2SA 4Cy. 345×580 mm<br>600bhp<br>Nydqvist & Holm A/B |
| 505444<br>JXBA<br><br>Df Esd<br>Gc Rdr<br>RT | **BRYNJE**<br><br>**A/S Borgestad**<br>Porsgrunn Norwegian | 10000<br>6814<br>~~15200~~<br>15238 | NV | 1959 Burmeister & Wain—Cpn<br>518' 4" 64' 2" 30' 2½"<br>475' 0" 64' 0" 41' 3"<br>2 dks, 3rd dk in Nos. 3 & 4 holds<br><br>rf 4" | M CSD Mchy.aft<br>6 Ho<br>G.812270 B.736920<br>6 Ha (31½', 32½', 32½', 32½', 32½',<br>32½'×24¾')<br>16W Der 1(30) 16(5) | Oil 2SA 7Cy. 620×1400 mm<br>5600bhp<br>Burmeister & Wain |
| 505445<br>WD9510<br>263133<br>Rdr RT | **BRYNN FOSS**<br><br>**Foss Launch & Tug Co.**<br>Tacoma United States | 102<br>41<br>— | | 1952 Reliable Welding Wks—Olympia<br>*67·5'* 21' 6"<br>72' 0" 21' 5" 11' 5" | M Tug | Oil 4SA 6Cy. 330×420 mm<br>300bhp<br>Nordberg Mfg Co. |
| 505446<br>LDBQ<br><br>Rdr<br>RTm/v | **BRYTEREN**<br><br>**Bukser &<br>Bjergningsselskapet A/S**<br>Oslo Norwegian | 113<br>—<br>— | NV | 1955 A. M. Liaaen Skips & M/V—Ålesund<br>85' 0" 22' 5"<br>78' 8" 19' 8" 11' 9"<br>1 dk | M Salvage Tug | Oil 4SA 8Cy. 290×420 mm<br>750bhp<br>Masch. Kiel A.G.<br>3×40, 15, 6kW 220V d.c. |
| 505447<br>9VJI<br>179963 | **BUANA**<br>exBarbary–54<br>**Commodities Pool<br>Corporation (Asia) Ltd.**<br>Singapore Singapore | 262<br>121<br>— | | 1945 Ford Motor Co. Pty Ltd.—Geelong<br>*102·5'* 27' 0"<br>... ... ...<br>1 dk | TrM Mchy.aft | 3 Oil 4DA each 8Cy.<br>NE54<br>Ford Motor Co. Pty Ltd. |
| 540196<br>PUCZ<br><br>Df Esd<br>Gc Rdr<br>RT | **BUARQUE**<br><br>**Companhia de Navegação<br>Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | 7632<br>5367<br>10728<br>9084<br>6819<br>12499 | **✠100A1** SS 5/68<br>**✠LMC**<br>MN1540 EL d†2 3/16"SQ | 1964–3 Ishikawajima do Brasil—Rio<br>477' 4" 64' 1" 25' 11"/28' 6½"<br>422' 11" 64' 0" 30' 2"<br>F38' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf nil WB1642t | M Ref OSD/CSD Mchy.aft<br><br>G.649474 B.602670 In.15256<br><br>Cr 12(3) Der 4(3–5) | Oil 2SA 7Cy. 680×1250 mm<br>7700bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>AuxB 100lb<br>3×200kW 450V 60c/s a.c. |
| 505448<br>GDVA<br>179995 | **BUAYA**<br><br>**Shell Malaysia Ltd.**<br>London British | 364<br>129<br>389 | ✠100A1 TD 7/63 SS 5/66<br>oil tanker<br>Singapore local trade service<br>**✠LMC**<br>MN68 EL e | 1951–3 Henry Scarr Ltd.—Hessle<br>147' 6" 25 1" 9' 6½"<br>138' 0" 25' 0" 10' 6"<br>P42' F15' 1 dk<br>RW 10BH<br>WB142t incl. DTf66t | M Tanker Mchy.aft<br>8 Ta<br>L.16549 | Oil 2SA 4Cy. 265×345 mm<br>340bhp<br>Crossley Bros. Ltd. |
| 505449<br>IKYH<br>107<br>Df Esd<br>Rdr<br>RTm | **BUCADOR**<br>exTyro–61<br>**Ditta Giuseppe Dormio**<br>Bari Italian | 496<br>265<br>647 | RI | 1946 E. J. Smit & Zoon Scheeps.—<br>Westerbroek<br>168' 9" 27' 6" 11' 4"<br>154' 4" 27' 4" 11' 6"<br>P40' B53' F24'<br>RW | M Cement Carrier Mchy.aft<br>1 Ho 95¾'<br>G.34000 B.31800<br><br>2W | Oil 4SA 8Cy. 270×500 mm<br>500bhp<br>N.V. Werkspoor |
| 529165<br>PDHF<br><br>Df Esd<br>RT | **BUCCANEER**<br>exReest–66<br>**N.V. Kustv. Unie**<br>Henneman Holland N.V.<br>Groningen Netherland<br>Now **REEST** See New Entries No. 10 | 500<br>330<br>975 | BV | 1957 Van der Werff's Schps.—<br>Westerbroek<br>205' 6" 30' 10" 12' 1½"<br>187' 0" 30' 6" 13' 6"<br>1 dk<br>RW | M Mchy.aft<br><br>G.48620 B.44770<br>3 Ha<br>Der 3(2) | Oil 4SA 7Cy. 305×460 mm<br>525bhp<br>D. & J. Boot "De Industrie" |
| 505452<br>IPAX<br>596<br>RTv | **BUCCANEER**<br>exKetty–61<br>**"La Corsara" S.p.A.**<br>Trieste Italian | 490<br>236<br>715 | AB RI | 1957 Cant. Nav. Felszegi—Tri<br>181' 3" 29' 7" 12' 0"<br>161' 3" 29' 6" 12' 6"<br>P85' F21' 1 dk<br>RW<br>rf 6" | M Mchy.aft<br>2 Ho 61¾', 45'<br>B.39000<br>2 Ha (43', 28'×13¾')<br>Der 1(5) 6(2) | Oil 4SA 7Cy. 265×410 mm<br>525bhp<br>Ansaldo Stab. Mecc.<br>2×38kW 220V d.c. |
| 505453<br>OXEB<br><br>Df Esd<br>Rdr<br>RTm | **BUCCANEER**<br><br>**Rederiet Buccaneer I/S**<br>Hans Knudsen<br>Svendborg Danish | 429<br>222<br>551 | BV<br>**FOUNDERED 11/67** | 1958 Scheepsw. "Kerstholt"—Gro<br>183' 2" 26' 6" 9' 10"<br>163' 4" 26' 4" 10' 11"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 108¾'<br><br>2 Ha (each 39¼'×16¼')<br>Der 2(2) | Oil 2SA 6Cy. 230×400 mm<br>460bhp<br>Alpha-Diesel A/S<br>4×10kW 110V d.c. |
| 651928<br>GPZA<br>307922<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BUCCLEUCH**<br><br>**British India Steam<br>Navigation Co. Ltd.**<br>Hain-Nourse Ltd.<br>London British | 25293 ~~25293~~<br>16249 ~~16249~~<br>43508 ~~43410~~ | **✠100A1**<br>strengthened for ore cargoes, Nos. 3 & 5 holds may be empty<br>**✠LMC**<br>MN3220 EL r†2 11/16"SQ | 1965–10 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>~~675' 0"~~ 675' 0" (incl.BB) 90' 0" 39' 9"<br>641' 0" 89' 9" 53' 7½"<br>P120' F61' 1 dk<br>NS 11BH<br>rf 4" DK fwd WB24199t incl. Topside tanks in holds 4305t | M Bulk Carrier Mchy.aft<br>8 Ho 56¾', 75', 54', 54', 54', 60', 54', 60'<br><br>8 Ha (stl) (30½', 48½', 30', 30', 30', 35',<br>30', 35'×45')<br>Cr 2(2½) Der 1(10) | Oil 2SA 7Cy. 840×1800 mm<br>16100bhp B&W<br>Harland & Wolff Ltd.<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×420kW 440V 60c/s a.c. |

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| 662177<br>YQDY<br>3647<br>Df Esd<br>Gc Rdr<br>RT | **BUCEGI**<br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian | **16607**<br>5387<br>25410 | ~~✠100A1~~<br>~~ore carrier~~<br>~~✠LMC~~<br>~~MN2300~~ ~~EL P†2½″SQ~~<br>✠Class **WITHDRAWN** at Owners' request 2/69 | **1966**–9 Hitachi Zosen—Inn<br>594′ 3″ 81′ 7″<br>564′ 4″ 81′ 4″ 42′ 4″<br>P103′ F59′ 1 dk<br>6BH<br>rf 2″ WB22490t incl. DTf2260t | M Ore Carrier Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W (hvf)<br>Hitachi Zosen Osa<br>db 71℔<br>3×240kW 400V 50c/s a.c. |
| 506208<br>HOZG<br>3383HK<br>Df RT | **BUCENTAUR**<br>exCapella–66 exImatra–60<br>exGenerton–55<br>**Cia. Nav. Pearl S.A.**<br>Teh-Hu Steamship Co. (Hong-Kong) Ltd.<br>Panama Panamanian<br>Now **BANGKOK TRADER** See New Entries No. 7 | **4744**<br>2776<br>8120 | BV<br>✠Classed LR until 10/64 | **1936**–12 Short Bros. Ltd.—Sld<br>*426·5′* 54′ 0″ 24′ 1¾″<br>410′ 0″ 53′ 7″<br>F22′ 1 dk & S dk<br>R<br>rf 3″ | S OSD<br>6 Ho 29′, 56′ 56′, 40½′, 60′, 60¼″<br>6 Ha (18′, 28′, 30′, 22½′, 30′, 30′×20′)<br>Der 8(5) 4(3½) | T 3Cy. 21½″ 36½″ & 63″×45″<br>1570ihp (o.f)<br>George Clarke (1936) Ltd. Sld<br>2×15 & 8kW 110V d.c. |
| 505455<br>TKCV<br>Df Esd<br>RTm | **BUCENTAURE**<br>**Bele & Bourhis**<br>Chevannes, Merceron, Ballery<br>Concarneau French | **120**<br>45<br>49 | BV | **1959** At. & Ch. de la Manche—Dpe<br>88′ 7″ 20′ 10″<br>… … …<br>R | M Trawler<br>1 Ho 23′<br>1 Ha (stl) (3¼′×3¼′)<br>Cr 1(2) | Oil 4SA 6Cy. 220×320 mm<br>440bhp (d.o)<br>Cie. de Const. Méc. Lorient<br>1×10kW 24V d.c. 11k |
| 651031<br>6ZIA<br>2282<br>Df Esd<br>Gc Rdr | **BUCEPHALOS**<br>exKismet–66 exTucuman–65<br>exLa Crosse Victory–47<br>**Magellan Strait Development Corp.**<br>Monrovia Liberian | **7661**<br>4620<br>10869 | AB<br>**BROKEN UP** | **1945** Bethlehem-Fairfield—Bal<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.450000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. |
| 505456<br>UQYR<br>M-26146<br>Df Esd<br>Gc Rdr<br>RT | **BUCHAREST**<br>**U.S.S.R.**<br>Odessa Russian | **21255**<br>11676<br>30700 | | **1961** Baltic S.B. & Eng. Wks—Len<br>665′ 4″ 84′ 10″ 35′ 1″<br>589′ 9″ 84′ 7″ 44′ 11″<br>1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta 1 Ho<br>L.1296124<br>1 Ha (19¾′×13½′)<br>2W Der 2(5) | 2 S Turb dr geared to sc. shaft<br>19000shp (o.f)<br>18k |
| 505457<br>DDQQ<br>Df Esd<br>Gc Rdr | **BUCHENSTEIN**<br>**Norddeutscher Lloyd**<br>Bremen W. German | ~~6412~~ 6233<br>~~3130~~ 3211<br>~~8565~~ 8565<br>~~8519~~ 8515<br>~~4724~~ 4722<br>~~10915~~ 10915 | GL | **1958** Bremer Vulcan—Vgk<br>482′ 2″ 65′ 1″ 25′ 7½″/29′ 4½″<br>442′ 11″ 64′ 11″ 38′ 1″<br>P49′ B80′ F56′ 2 dks & S dk | M (10P) OSD/CSD Mchy.aft<br>5 Ho, 54′, 46′, 73¾′, 71¼′, 69′<br>G.609949 B.540725<br>5 Ha (stl) (20¼′×15′) (36½′, 49½′, 49¼′, 41¾′×18¼′)<br>19W Der 1(50) 8(5–10) 10(3–5) 2(1½) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp 1180t (hvf)<br>Bremer Vulkan Vgk<br>3×175kW 220V d.c. 17½k |
| 671219<br>ELAM<br>2758<br>Df Esd<br>Gc Rdr<br>RTv | **BUCKEYE**<br>**Tankore Corporation**<br>~~Torvald Klaveness~~<br>Monrovia Liberian | **27434** ~~**29068**~~<br>19410 ~~21045~~<br>46194 | **✠100A1**<br>strengthened for ore cargoes, Nos. 4 & 6 holds may be empty or oil cargoes<br>**✠LMC**<br>MN2760 EL r†2$\frac{13}{16}$″U2 | **1967**–7 Mitsubishi Hvy Ind. Ltd.—Kob<br>~~675′ 11″~~ 95′ 0″ 35′ 11¾″ 675′ 11″ (incl.BB)<br>636′ 0″ 94′ 9½″ 55′ 1½″<br>P40′ F69′ 1 dk<br>14BH<br>rf nil WB2883t incl. DTf1000t | M Bulk/Oil Carrier Mchy.aft<br>9 Ho each 48½′<br>G.1341964<br>9 Ha (stl) (each 32¾′×41′)<br>Der 4(5) | Oil 2SA 6Cy. 900×1550 mm<br>13800bhp Sulzer 2700t (hvf)<br>Mitsubishi Hvy Ind. Ltd. Kob<br>2WTAuxB 256℔<br>AuxB 142℔<br>3×450kW 450V 60c/s a.c. 15¼k |
| 505458<br>WA3156<br>157601<br>Df Gc<br>Rdr | **BUCKEYE**<br>exThomas Britt–43<br>exG. N. Wilson<br>exEdwin L. Booth<br>exDavid M. Whitney<br>**Columbia Transportation Div. Oglebay Norton Co.**<br>Wilmington, Del United States | **4343**<br>3301<br>6700 | AB<br>**DAMAGED BY STRANDING 10/68—TO BE BROKEN UP** | **1901** Detroit S.B. Co.—Wyandotte<br>428′ 0″ 51′ 8″ 20′ 7⅜″<br>414′ 6″ 51′ 6″ 28′ 0″<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br>3 Ha (stl) | T 3Cy. 22⅛″ 35¼″ & 58¼″×42″<br>1500ihp 200t (c)<br>Detroit S.B. Co. Det<br>11k |
| 516634<br>WA6148<br>211453<br>Df Gc<br>Rdr RT | **BUCKEYE MONITOR**<br>exJ. A. Campbell–65<br>exAlton C. Dustin<br>**The Buckeye S.S. Co.**<br>Wilmington, Del United States | **7377**<br>5542<br>11200 | AB<br>✠Classed LR until 9/42 | **1913**–7 American S.B. Co.—Lorain<br>58′ 1″ 21′ 1⅛″<br>532′ 10″ 58′ 0″ 31′ 1″<br>F48′ 1 dk<br>R | S Mchy.aft<br>3 Ho<br>31 Ha (stl) (each 9′×38′) | T 3Cy. 23$\frac{5}{32}$″ 37⅛″ & 63$\frac{3}{16}$″×42″<br>1800ihp<br>American S.B. Co. Clv |
| 505459<br>KURW<br>244577<br>Df Esd<br>Gc Rdr<br>RTh | **BUCKEYE STATE**<br>exGeorge Luckenbach–59<br>exSea Star–49<br>**States Marine Lines**<br>New York United States | **7868**<br>4657<br>12708 | AB | **1943** Ingalls S.B. Corp.—Pascagoula<br>492′ 0″ 69′ 8″ 29′ 5″<br>465′ 3″ 69′ 6″ 33′ 11″<br>F38′ 2 dks & S dk<br>RW<br>rf nil | S (12P) OSD<br>5 Ho 76½′, 60′, 77½′, 67½′, 82½′<br>G.783965 B.695040<br>5 Ha (36′×19¾′) (30′, 37½′, 30′, 40′×23¾′)<br>20W Der 1(30) 3(10) 16(5) | 2 S Turb dr geared to sc. shaft<br>9350shp 1870t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>3×250kW 230V d.c. 16½k |
| 640925<br>WE5442<br>266045<br>RTm | **BUCKEYE STATE**<br>exMiss Rivers–63<br>exIsland Creek<br>**Sohio Petroleum Co.**<br>Cincinnati United States | **271**<br>184<br>— | | **1952** Sturgeon Bay S.B. & D.D. Co.—Sturgeon Bay<br>*90·5′* 30′ 0″ 8′ 0″<br>29′ 10″ | TM Tug | 2 Oil 2SA<br>2100bhp Emade42fitted52 (d.o)<br>General Motors Corp. |
| 505461<br>WAEX<br>247382<br>Df Esd<br>Gc | **BUCKNELL VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | **7607**<br>4563<br>10858 | AB | **1945** Permanente (Shpyd No. 2)—Richmond<br>455 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 75′, 78′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 45′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |

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| 505462 | **BUCURESTI**<br><br>**NAVROM Roumanian**<br>**Maritime & Fluvial**<br>**Navigation**<br>Constantza Roumanian | 9224<br>5257<br>— | | BV | 1962 Brodogradiliste III Maj—Rka<br>496' 10" 62' 1" 29' 6"<br>459' 6" 61' 9" 39' 5"<br>2 dks<br>RW | M CSD<br><br><br>5 Ha (31½', 42½', 39¾', 34¾', 34¾'×23') | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp<br>Sulzer Bros. Ltd. |
| <br><br><br>Df Esd<br>Gc Rdr | | | | | | | |
| 505463<br>KYVK<br>249409<br>Df Esd<br>Gc | **BUCYRUS VICTORY**<br><br>**United States Department of**<br>**Commerce**<br>San Francisco United States | 7607<br>4563<br>10681 | | AB | 1944 Permanente (Shpyd No. 1)—<br>Richmond<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. |
| 650586<br>TFZO<br><br>Df Esd<br>Rdr RT | **BUDAKLETTUR**<br><br>**Jón Gislason s/f**<br>Hafnarfirdi Icelandic | 252<br>109<br>— | | NV | 1964 A/S Ankerløkken Verft—Florö<br>111' 0" 23' 8" 12' 2"<br>97' 6" 23' 7" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 8¾"×11½"<br>660bhp<br>Blackstone & Co. Ltd. |
| 505464<br>JWLY<br><br>Df Esd<br>Rdr RT | **BUDAL**<br>exAskheim-62<br>**Alf Sætre Partrederi**<br>Bergen Norwegian | 298<br>163<br>440 | | NV | 1957 Grötvaagens Verft—Kyrksæteröra<br>144' 0" 26' 5"<br>130' 10" 26' 4" 11' 0"<br>1 dk | M Mchy.aft<br>1 Ho<br>G.19000<br>2 Ha (19½', 39½'×12½')<br>4W Der 4 | Oil 2SA 4Cy. 280×420 mm<br>400bhp<br>Wichmann Mtrf. |
| 505465<br>UTNR<br>M-26114<br>Df Esd<br>Gc Rdr<br>RT | **BUDAPEST**<br><br>**U.S.S.R.**<br>Odessa Russian | 21255<br>11676<br>31080 | | | 1960 Baltic S.B. &W. Wks—Len<br>665' 4" 84' 10" 35' 3"<br>589' 9" 84' 7" 44' 11"<br>1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta 1 Ho<br>L.1296124 G 29311<br>1 Ha (19¾'×13½')<br>2W Der 2(5) | 2 S Turb dr geared to sc. shaft<br>19000shp |
| 671944<br><br><br>Esd Rdr | **BUDAPEST**<br><br>**Hungarian Shipping Co. Ltd.**<br>Budapest Hungarian | ~~5000~~ 4452<br>—2366<br>6225 | | | 1967 G. Dimitrov Shipyard—Varna<br>374' 0" 49' 6"<br>... ... ... | M<br>4 Ho<br><br>4 Ha<br>Cr 9 | Oil 6Cy.<br>3250bhp<br>Masch. Halberstadt |
| 505466<br>UPIN | **BUDENNI**<br>exGull-35 exBroompark-32<br>**U.S.S.R.**<br>Archangel Russian | 2482<br>1370<br>— | ✠ | | 1923-9 Livingstone & Cooper Ltd.—<br>Hessle<br>*295-4'* 43' 8"<br>43' 6"<br>1 dk | S | T 3Cy. 20¼" 33" & 54"×39"<br><br>G. T. Grey & Co. Ltd. |
| 505469<br><br><br>Df Esd<br>RT | **BUEN PROVECHO**<br><br>**Jose R. Curbera**<br>Mar del Plata Argentine | 115<br>54<br>— | | BV | 1961 Ørskov's Stålskibsværft—Fkn<br>83' 9"<br>... ... ... | M Trawler | Oil 2SA 5Cy. 230×500 mm<br><br>Alpha-Diesel A/S |
| 505470<br>ELBK<br>2776<br>Df Esd<br>Gc Rdr | **BUENA FORTUNA**<br><br>**Westwind Shipping**<br>**Corporation**<br>Monrovia Liberian | ~~10101~~ 10062<br>~~5939~~ 5994<br>15320 | | AB | 1956 Ishikawajima Jukogyo—Tok<br>521' 5" 62' 6" 30' 7½"<br>492' 2" 62' 4" 41' 4"<br>P16' F35' 2 dks<br>RW<br>rf 4" | S Mchy.aft<br>6 Ho<br>G.773951 B.723179<br>6 Ha<br>12W Der 1(50) 4(5-10) 8(5) | 2 S Turb dr geared to sc. shaft<br>8200shp<br>Ishikawajima Jukogyo |
| 511129<br>ELBW<br>2785<br>Df Esd<br>Gc Rdr<br>RT | **BUENA SUERTE**<br>exF. H. Kockum-67<br>~~Ventura Shipping Corp.~~<br>Monrovia Liberian<br>**Agis Maritime Corp.** | ~~22846~~ 22844<br>~~10946~~ 14670<br>35900 | | NV | 1959 Kockums M/V A/B—Mmo<br>665' 5" 87' 9" 36' 4½"<br>640' 0" 87' 6" 49' 0"<br>1 dk | S Tanker Mchy.aft<br>30 Ta<br>L.1711987 | 2 S Turb dr geared to sc. shaft<br>16500shp<br>De Lavals Ångturbin |
| 530079<br>HPYZ<br>4230-NK<br>Df Esd<br>Gc Rdr<br>RTv | **BUENA TRADER**<br>exPistis-67 exRossum-66<br>exHilversum-59<br>**Cia. de Nav. Buena S.A.**<br>Panama Panamanian | 12187 ~~11686~~<br>7325 ~~7210~~<br>17629 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1100 | ~~MTD4-3/67-~~<br>12mos<br>TD 11/68<br><br>EL h† | 1953-5 N.V. Wilton-Fijenoord—Sch<br>548' 8" 67' 9" 30' 6½"<br>519' 9" 67' 7" 38' 10"<br>P135' F59' 1 dk<br>RW 15BH<br>rf 4" WB300t | M Tanker Mchy.aft<br>24 Ta<br><br><br>Der 3(5) 2(3) 2(2) | Oil 2SA 5Cy. 670×2320 mm<br>5650bhp Doxford<br>N.V. Wilton-Fijenoord<br>2AuxB 180lb<br>3×150kW 110/220V d.c. |
| 526423<br>6ZJW<br>2330<br>Df Esd<br>Gc Rdr | **BUENA VENTURA**<br>exÖrbyhus-65<br>**Ventura Shipping Corp.**<br>Monrovia Liberian | 12861<br>7904<br>19340 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1620 | Dr 4 yrs-7/65<br><br><br><br>EL h†2¾"SQ | 1953-5 Kockums M/V A/B—Mmo<br>556' 4" 72' 2" ~~30' 3½"~~ 31' 2¾"<br>525' 8" 71' 10" 40' 1"<br>P100' F70' 1 dk<br>13BH<br>WB146t | M Tanker Mchy.aft<br>20 Ta<br>L.953000 | Oil 2SA 9Cy. 780×1400 mm<br>8100bhp MAN<br>Kockums M/V A/B<br>2AuxB 150lb e (ex.g) |
| 505471<br>EDEJ<br><br>Esd | **BUENAVISTA**<br><br>**José Antonio Lasa**<br>San Sebastian Spanish | 202<br>105<br>— | | BV<br><br><br>len 55 | Lch.1945 Cmpl.1948 Ast. de T. Ruiz de<br>Velasco—Bbo<br>*102-0'* 20' 0"<br>... ... ... | M Fishing<br><br><br>2 Ha (3½'×4') (4'×4½') | Oil 2SA 4Cy. 320×405 mm<br>400bhp<br>Clark Bros. |
| 660756 | **BUENDIA**<br><br>**Govt. of Spain**<br>Ministerio de Obras Publicas<br>Spanish | 130<br>—<br>90 | | | 1965 Ast. del Cadagua—Bbo<br>128' 0" 30' 2" 3' 11½"<br>26' 3" 7' 3"<br>1 dk | M Ferry Mchy.aft | 2 Oil SA each 6Cy.<br>geared to sc. shaft<br>164bhp |

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| 505472<br>SLGA<br>9805<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUENOS AIRES**<br>Rederi A/B Nordstjernan<br>A. A. Johnson<br>Stockholm Swedish | 8494<br>4847<br>8980 | ✠100A1 CS 7/66<br>DTsa—vegetable oil<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN2400 EL d†$2\frac{3}{16}$"SQ | 1957–12 A/B Lindholmens Varv—Got<br>489' 10" 63' 3" 28' 7"<br>450' 9" 63' 0" 39' 6"<br>F92' RAD58' 2 dks, 3rd dk except in aft hold<br>8BH<br>rf 8" WB1711t | TM Ref<br>G.402000 B.384000 In.98000<br>Cr 2(7½) 10(5) | 4 Vee Oil 4SA each 12Cy. 400×460 mm with electro-magnetic slip couplings & sr gearing to 2 sc. shafts<br>12000bhp 1140t<br>A/B Lindholmens Varv Got<br>2db 100℔ ✠ndb aft 7/66 19k |
| 505474<br>LFEV<br>-<br>Df Esd<br>Gc Rdr<br>RTm | **BUENOS AIRES**<br>A/S Ivarans Rederi<br>Oslo Norwegian | 2756<br>1431<br>4260 | NV | 1953 Sarpsborg M/V—Sarpsborg<br>366' 11" 48' 1" 20' 2"<br>338' 11" 48' 0"<br>F69' 1 dk & S dk<br>RW | M (6P) OSD<br>4 Ho 39½', 71¼', 45½', 56½'<br>G.290450 B.262630<br>5 Ha (27', 39½', 31½', 29¼', 25'×20¼')<br>8W Der 1(22½) 8(5) 2(3) | Oil 2SA 7Cy. 620×1150 mm<br>674t (hvf)<br>Burmeister & Wain Cpn<br>2×325kW 220V d.c. 15¼k |
| 505475<br>JNGO<br>74687<br>Df Esd<br>Gc Rdr<br>RT | **BUENOS AIRES MARU**<br>Mitsui-O.S.K. Lines K.K.<br>Osaka Japanese | 8700<br>4986<br>11350 | NK | 1956 Mitsubishi Hvy Ind. Reorg.—Kob<br>493' 9" 63' 2" 29' 11¼"<br>459' 4" 63' 0" 40' 4"<br>F35' 2 dks<br>RW | M Ref<br>6 Ho<br>G.584435 B.534195 In.7448<br>6 Ha (21¾'×20') (41', 35', 24¼', 42'×23') (26½'×20')<br>18W Der 2(25) 4(15) 12(5) | Oil 2SA 9Cy. 760×1550 mm<br>8500bhp Sulzer 1678t<br>Mitsubishi Hvy Ind. Reorg. Kob<br>3×190 kw 450V a.c. 16k |
| 505477<br>LAOB<br>Df Esd<br>Gc Rdr<br>RTm/v | **BUFFALO**<br>A/S Bonheur<br>Fred. Olsen & Co.<br>Oslo Norwegian | 6963<br>4000<br>9400 | NV | 1953 Akers M/V A/S—Osl<br>508' 0" 63' 0" 27' 0¾"<br>465' 11" 62' 10" 31' 0"<br>P75' F82' 2 dks & S dk, 4th dk in Nos. 2, 3 & 4 holds<br>RW | M (12P) Ref OSD<br>6 Ho 52', 65', 65', 60', 62½', 50'<br>G.616300 B.553350 In.122970<br>7 Ha (31¼', 40', 35', 30', 40', 27½'×20') (13'×14')<br>20W Der 1(30) 1(5) 4(3–5–10) 16(3–5) | Oil 2SA 7Cy. 750×2000 mm<br>8450bhp B&W 1360t (hvf)<br>Akers M/V A/S Osl<br>4×165kW 220V d.c. 16½k |
| 505478<br>GHQK<br>303187<br>Df Esd<br>Rdr<br>RTm/v | **BUFFALO**<br>Coast Lines Ltd.<br>Liverpool British | 2163<br>1072<br>1845 | ✠100A1 SS 6/65<br>✠LMC<br>MN560 EL q $1\frac{7}{16}$"SQ | 1962–1 Ardrossan Dkyd Ltd.—Ard<br>258' 0" 42' 7" 16' 0¾"<br>240' 0" 41' 0" 25' 0"<br>F31' 1 dk, 2nd dk except in way of No. 1 hatchway<br>RW NS 4BH<br>rf 4" WB514t incl. DTsf120t | M Mchy.aft<br>1 Ho 148'<br>G.146945 B.136220<br>2 Ha (stl) (34'×23') (66'×31½') | Oil 2SA 7Cy. 500×700 mm<br>2800bhp 108t (d.o)<br>British Polar Engines Ltd. Gls<br>4×87, 87, 87, 22kW 220V d.c. 14k |
| 505479<br>270907<br>RTm | **BUFFALO**<br>The Pennsylvania Railroad Company<br>New York United States | 252<br>171<br>— | | 1956 Bethlehem Stl Co.—N.Yk<br>105' 7" 26' 3" 12' 0"<br>105' 0" 26' 0" 13' 9"<br>2 dks<br>rf 37" | D-E Tug | Oil 2SA 12Cy. 8¾"×10½" 1200bhp driving 1 gen. 814kW 525V d.c. connected to elec. motor 1020shp (WL)<br>General Motors Corp.<br>1×35kW 125V d.c. |
| 505481<br>PDHL<br>RT | **BUFFEL**<br>W. A. van den Tak's Bergingsbedrijf N.V.<br>Rotterdam Netherland | 135<br>50<br>120 | BV | 1933 Schps. Zorg en Vlijt v/h H. de Haas—Maassluis<br>84' 4" 23' 1" 6' 6"<br>22' 11"<br>1 dk<br>RW | M Salvage Ship<br>1 Ho 23½'<br>1 Ha (stl) (10½'×9¾')<br>2W Der 1(25) | Oil 4SA 3Cy. 240×350 mm<br>120bhp 4t (d.o)<br>D. & J. Boot "De Industrie" Alp<br>1×13¼kW 110V d.c.<br>1×3½kW 24V d.c. 6k |
| 542656<br>LALH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUGANDA**<br>A/S Hektor<br>N. R. Bugge Skibs A/S<br>Tönsberg Norwegian<br>Now **TOUNDYA** See New Entries No. 12 | 26759<br>16613<br>45860 | NV | 1963 A/S Stord Verft—Lervik<br>700' 10" 96' 4" 38' 7"<br>669' 4" 96' 0" 49' 7"<br>P161' B46' F94' 1 dk | M Tanker<br>33 Ta<br>L.2050951 HeCls. B | Oil 2SA 10Cy. 740×1600 mm<br>B&W 3290t–53pd<br>A/S Akers M/V Osl<br>15½k |
| 505485<br>IKYU<br>567<br>RT | **BUGGERRU**<br>Tito Neri<br>Leghorn Italian | 499<br>284<br>775 | | 1951 Cant. Nav. M. & B. Benetti—Viareggio<br>170' 7" 29' 3" 13' 7"<br>149' 3" 29' 2" 14' 7"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.40628 B.36465<br>4W Der 4(2) | Oil 4SA 6Cy. 370×560 mm<br>700bhp 30t<br>S.A. Ansaldo Gen<br>10k |
| 505571<br>UVIQ<br>M-16330<br>Df | **BUGRINO**<br>U.S.S.R.<br>Russian | 533<br>—<br>358 | | 1954 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>154' 10" 32' 8" 11' 10"<br>139' 0" 31' 0" 15' 4"<br>F56' | S Tug | T 3Cy. $16\frac{9}{16}$" $27\frac{9}{16}$" & $45\frac{3}{16}$"×$27\frac{9}{16}$"<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| 680017<br>DIEI<br>RTv | **BUGSIER 3**<br>Velox Stauerei- & Hafenbetriebs-G.m.b.H.<br>Hamburg W. German | 105<br>13<br>— | GL | 1953 F. Schichau G.m.b.H.—Bhm<br>*80·2'* 25' 4"<br>9' 9"<br>widened 67 | M Tug | Oil 4SA 8Cy. 320×450 mm<br>850bhp 23t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| 672416<br>DGEF<br>RTv | **BUGSIER 4**<br>Velox Stauerei- & Hafenbetriebs-G.m.b.H.<br>Hamburg W. German | 105<br>12<br>— | GL | 1954 F. Schichau G.m.b.H.—Bhm<br>*80·2'* 25' 4"<br>9 9"<br>1 dk<br>widened 67 | M Tug | Oil 4SA 8Cy. 320×450 mm<br>850bhp 23t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| 670289<br>DHKN<br>RTv | **BUGSIER 8**<br>Bugsier-, Reederei- und Bergungs- A.G.<br>Hamburg W. German | 105<br>12<br>— | GL | 1954 F. Schichau G.m.b.H.—Bhm<br>*80·2'* 25' 4"<br>9' 9"<br>1 dk<br>widened 66 | M Tug | Oil 4SA 8Cy. 320×450 mm<br>850bhp 23t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>11k |

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| 661160<br>DAJC<br><br>Esd RT | **BUGSIER 16**<br><br>**Bugsier-, Reederei- und Bergungs- A.G.**<br>Hamburg W. German | 110<br>4<br>— | GL | 1958 F. Schichau G.m.b.H.—Bhn<br>80·0' 25' 4"<br>9' 9"<br>1 dk<br>widened 65 | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz |
| 661903<br>DAJS<br><br>Rdr RT | **BUGSIER 17**<br><br>**Bugsier-, Reederei- und Bergungs- A.G.**<br>Hamburg W. German | 110<br>4<br>— | GL | 1958 F. Schichau G.m.b.H.—Bhn<br>87' 7" 23' 0" 8' 5½"<br>77' 5" 21' 2" 10' 2"<br>1 dk | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz |
| 661844<br>DAQE<br><br>Rdr RT | **BUGSIER 24**<br><br>**Bugsier-, Reederei- und Bergungs- A.G.**<br>Hamburg W. German | 115<br>31<br>— | GL | 1959 F. Schichau G.m.b.H.—Bhn<br>87' 7" 23' 0" 8' 5½"<br>77' 5" 21' 2" 10' 2"<br>1 dk | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz |
| 661845<br>DAQF<br><br>Rdr RT | **BUGSIER 25**<br><br>**Bugsier-, Reederei- und Bergungs- A.G.**<br>Hamburg W. German | 115<br>31<br>— | GL | 1959 F. Schichau G.m.b.H.—Bhn<br>87' 7" 23' 0" 8' 5½"<br>77' 5" 21' 2" 10' 2"<br>1 dk | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz |
| 641546<br>DNGF<br><br>Esd Rdr RT | **BUGSIER 26**<br><br>**Bugsier-, Reederei- und Bergungs- A.G.**<br>Hamburg W. German | 209<br>5<br>— | GL | 1964 F. Schichau G.m.b.H.—Bhn<br>97' 5" 27' 7" 11' 0½"<br>88' 7" 27' 5" 12' 10"<br>1 dk | M Salvage Tug | Oil 4SA 6Cy. 400×580 mm<br>2100bhp<br>Klöckner-Humboldt-Deutz<br>2×50, 35kW 220V d.c. |
| 641547<br>DNGH<br><br>Esd Rdr RT | **BUGSIER 27**<br><br>**Bugsier-, Reederei- und Bergungs- A.G.**<br>Hamburg W. German | 209<br>5<br>— | GL | 1964 F. Schichau G.m.b.H.—Bhn<br>97' 5" 27' 7" 11' 0½"<br>88' 7" 27' 5" 12' 10"<br>1 dk | M Salvage Tug | Oil 4SA 6Cy. 400×580 mm<br>2110bhp<br>Klöckner-Humboldt-Deutz<br>2×50, 35kW 220V d.c. |
| 650828<br>DNHU | **BUGSIER 28**<br><br>**Bugsier-, Reederei- und Bergungs- A.G.**<br>Hamburg W. German | 101<br>—<br>— | GL | 1964 F. Schichau G.m.b.H.—Bhn<br>75' 5" 24' 5" 8' 5½"<br>65' 3" 22' 11½" 10' 4"<br>1 dk | M Tug | Oil 4SA 6Cy. 320×450 mm<br>1056bhp<br>Klöckner-Humboldt-Deutz<br>1×16kW 230V d.c. |
| 650829<br>DNIB | **BUGSIER 29**<br><br>**Bugsier-, Reederei- und Bergungs- A.G.**<br>Hamburg W. German | 101<br>—<br>— | GL | 1964 F. Schichau G.m.b.H.—Bhn<br>75' 5" 24' 5" 8' 5½"<br>65' 3" 22' 11½" 10' 4"<br>1 dk | M Tug | Oil 4SA 6Cy. 320×450 mm<br>1056bhp<br>Klöckner-Humboldt-Deutz<br>1×16kW 230V d.c. |
| 650830<br>DNIL | **BUGSIER 30**<br><br>**Bugsier-, Reederei- und Bergungs- A.G.**<br>Hamburg W. German | 101<br>—<br>— | GL | 1965 F. Schichau G.m.b.H.—Bhn<br>75' 5" 24' 5" 8' 5½"<br>65' 3" 22' 11½" 10' 4"<br>1 dk | M Tug | Oil 4SA 6Cy. 320×450 mm<br>1056bhp<br>Klöckner-Humboldt-Deutz<br>1×16kW 230V d.c. |
| 660970<br>DADR<br><br>RTv | **BUGSIER 31**<br><br>**Bugsier-, Reederei- und Bergungs- A.G.**<br>Hamburg W. German | 101<br>—<br>— | GL | 1965 F. Schichau G.m.b.H.—Bhn<br>74' 8" 24' 4" 9' 4"<br>65' 4" 23' 0" 10' 4"<br>1 dk | M Tug | Oil 4SA 6Cy. 320×450 mm<br>1056bhp<br>Klöckner-Humboldt-Deutz<br>2×16, 10kW 220V d.c. |
| 505486<br>UKKL<br>M-22254 | **BUGULMA**<br><br>**U.S.S.R.**<br>Tuapse Russian | 8229<br>3942<br>11770 | | 1957 ......................Kherson<br>477' 4" 63' 1" 27' 10½"<br>62' 10" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430×<br>Skoda |
| 660403<br><br><br>Esd | **BUGUMA**<br><br>**Nigerian Fisheries Ltd.**<br>Port Harcourt Nigerian | 140<br>48<br>— | GL | 1965 Ruhrorter Schiffs. & Masch.—Duisburg<br>84' 11" 9' 0"<br>... ... ... | M Stern Trawler | Oil 4SA 8Cy. 165×184 mm<br>320bhp<br>Berglus-Kelvin Co. Ltd. |
| 505487<br>UIEU<br>M-22322 | **BUGURUSLAN**<br><br>**U.S.S.R.**<br>Novorossisk Russian | 8229<br>3942<br>11770 | | 1958 ......................Kherson<br>477' 4" 63' 1" 27' 10½"<br>62' 10" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430×<br>Skoda |
| 673019<br>UIUI<br>M-25161 | **BUGURUSLAN**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 795<br>265<br>834 | | 1958 ......................Russia<br>207' 3" 32' 11" 12' 4"<br>32' 9" 13' 8"<br>1 dk | M Tanker Mchy.aft<br>9 Ta<br>L.30804<br>1W Der 1(2) | Oil 2SA 8Cy. 300×500 mm |
| 673020<br>UFYU<br>M-22249 | **BUJNIJ**<br><br>**U.S.S.R.**<br>Odessa Russian | 844<br>240<br>339 | | 1957 ......................Russia<br>208' 7" 31' 2" 15' 1"<br>31' 0" 17' 11" | D-E Whaler | 4 Oil 4SA each 8Cy.<br>connected to elec. motor |

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| 541514<br>PDHJ<br><br><br>RTm | **BUKA**<br>exTika-63 exHenja-62<br>exEben Haëzer-58<br>**H. Buitenwerf**<br>W. F. Kampman's<br>Bevrachtingsbedrijf<br>Groningen Netherland | **198**<br>125<br>240 | **BS** SS 9/65<br>for service in the Baltic, North Sea to 61° N., also Channel service south & west of Great Britain; limiting ports Brest & Oban<br>**MBS**<br>MN32 CT168 | **1931** Noord Ned. Schps.—Gro<br>105′ 11″ 28′ 2″ 7′ 6″<br>105′ 7″ 28′ 0″ 8′ 0″<br>Q29′ F11′ 1 dk<br>R 3BH<br>WB27t | M Mchy.aft<br>1 Ho 67¼′<br><br>2 Ha (15¾′, 26½′×13¾′)<br>Der 2(2) | Oil 4SA 4Cy. 270×340 mm<br>160bhp<br>Appingedammer Brons. Apg |
| -<br>505488<br>HLHY<br>BM9740 | **BUKHAE**<br>exRumba-53<br>**Hyop-Sung Shipping Corp.**<br>Pusan S. Korean | **654**<br>473<br>1352 | | **1940** A. & J. Inglis Ltd.—Gls<br>152′ 11″ 27′ 7″ 14′ 6½″<br>27′ 5″<br><br>rf nil | M Ref<br>2 Ho 42¾′, 39¼′<br><br>2 Ha (21¼′×15½′) (24½′×15′)<br>Der 2(3) | Oil 2SA 6Cy. 280×500 mm<br>390bhp Emade43refitted49 (d.o)<br>Harland & Wolff Ltd. Gls<br>2×53kW 220V d.c. |
| 661300 | **BUKHARA**<br><br>**U.S.S.R.**<br>Vladivostok Russian | **4846**<br>2458<br>5927 | | **1966** Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 23′ 0½″<br>… … …<br>1 dk | M | Oil |
| 670153 | **BUKHTARMA**<br><br>**U.S.S.R.**<br>Russian | **3725**<br>1809<br>— | | **1966** Schiffswerft Neptun—Ros<br>347′ 2″ 47′ 10″ 21′ 6″<br>47′ 8″<br>2 dks | M | Oil |
| 505489<br>PKVG<br><br>Esd RT | **BUKIT BARISAN**<br>Launched as Sangga Buana<br>**Republik Indonesia**<br>Perusahaan Negara Kereta Api<br>Djakarta Indonesian | **2315**<br>1085<br>— | | **1960** Zaanlandse Schps. Maats.—Zaandam<br>276′ 11″ 41′ 0″ 10′ 2″<br>239′ 6″ 40′ 8″ 17′ 9″<br>3 dks | TM Ferry | 2 Oil 4SA each 8Cy. 270×500 mm<br><br>N.V. Werkspoor Ams |
| 672917<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **BUKO MARU**<br><br>**Sanko Kisen K.K.**<br>Amagasaki Japanese | ~~**14800**~~ **14594**<br>8880<br>24400 | NK | **1967** Osaka Zosensho—Osa<br>74′ 11″<br>551′ 2″ 74′ 10″ 45′ 11″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| 660667<br>JFLD<br>10009<br>Df Esd<br>Gc Rdr | **BUKO MARU**<br><br>**Koyama Kaiun K.K.**<br>Tokyo Japanese | **2298**<br>1320<br>3460 | NK | **1966** Onomichi Zosen—Onomichi<br>*272·3′* 44′ 10″ 19′ 4″<br>269′ 0″ 44′ 8″ 22′ 11″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.164955 B.152383<br>2 Ha (stl) (70¾′, 76¾′×25½′)<br>12W Der 8(10) | Oil 4SA 6Cy. 470×820 mm<br>2400bhp 392t<br>Ito Tekkosho Shimizu<br>2×100kW 445V a.c. 12k |
| 673021<br>USKK<br>M-26167 | **BUKOVINA**<br><br>**U.S.S.R.**<br>Archangel Russian | **3219**<br>1322<br>682 | | **1962** A. Zhdanov—Len<br>333′ 0″ 47′ 11″ 12′ 7½″<br>47′ 9″ 18′ 9″ | TM (250P) Ref<br>2 Ho<br>B.8300 In.1980<br>2 Ha<br>Cr 2(2) | 2 Oil 2SA each 8Cy. 430×610 mm<br><br>Skoda Prague<br>14½k |
| 505490<br>9VLE<br>196518<br>RTv | **BULAN**<br><br>**Port of Singapore Authority**<br>Singapore Singapore | **204**<br>92<br>332 | ✠100A1 SS 8/65<br>for service between Singapore, Pulau Samboe & Pulau Bukom<br>✠LMC<br>MN60 EL c | **1957–7** H.Kg & Whampoa Dk Co. Ltd.—H.Kg<br>127′ 9″ 24′ 9″ 8′ 3¼″<br>120′ 5″ 23′ 0″ 9′ 6″<br>1 dk<br>RW 4BH<br>rf 3″ WB4t | M Water Tanker Mchy.aft | Oil 2SA 4Cy. 10½″×13½″<br>300bhp (d.o)<br>Crossley Bros. Ltd. Mch |
| 673022<br>UDVV<br>M-26675 | **BULAT**<br><br>**U.S.S.R.**<br>Korsakov Russian | **502**<br>87<br>212 | | **1960** ……………………Shanghai<br>150′ 1″ 30′ 11″ 13′ 1½″<br>16′ 5″ | TM Tug<br><br>1W Der 1(3) | 2 Oil 2SA each 12Cy. 300×500 mm<br>Emade58fitted60<br>11k |
| 505494<br>OWZI<br><br>Df Esd<br>RT | **BULBJERG**<br>exFicato-62<br>**I/S Bulbjerg**<br>C. Schmidt-Olsen<br>Hirshals Danish | **119**<br>54<br>— | | **1959** Schpsb. K. Hakvoort—Monnickendam<br>88′ 7″ 20′ 8″ 9′ 2¼″<br>20′ 6″ | M Fishing Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br><br>Alpha-Diesel A/S Kkn |
| 505495<br>ZTDZ<br>180327<br>Df Esd<br>RTm | **BULBY**<br><br>**National Trawling & Fishing Co. Ltd.**<br>Irvin & Johnson Ltd.<br>Cape Town S. African | **361**<br>139<br>233 | ✠Classed LR until 2/55<br><br>**SCUTTLED 10/68** | **1946–1** Cook, Welton & Gemmell Ltd.—Bev<br>148′ 0″ 25′ 2″<br>25′ 0″<br>R<br>rf 30″ | S Trawler<br>2 Ho 18′, 10¼′<br><br>4 Ha (3½′, 3½′, 5′, 5′×3¼′)<br>Der 1(¾) | T 3Cy. 12½″ 21½″ & 35″×26″<br>600ihp<br>C. D. Holmes & Co. Ltd. Hul<br>1×6kW 110V d.c. |
| 505496<br>LZDC<br>2<br>Df Esd<br>Gc Rdr | **BULGARIA**<br>exVindeggen-48 exEmpire<br>Flamborough-46<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | *4191*<br>*2262*<br>7350 | ✳Classed BC until 4/50 | **1946–3** W. Pickersgill & Sons Ltd.—Sld<br>401′ 0″ 53′ 10″<br>53′ 8″<br>2 dks | S<br><br>G.399596 B.390630<br><br>10W Der 4(10) 4(5) 2(4) | T 3Cy. 23½″ 37½″ & 68″×48″<br>663t (o.f)<br>John Brown & Co. Ltd. Cly<br>11k |

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| 505497<br>GWKS<br>300857<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BULIMBA**<br>**British India Steam Navigation Co. Ltd.**<br>London British | 6791<br>3648<br>7599 | ✠100A1 SS 10/66<br>DTm—oil FP above 150° F. or vegetable oil<br>Tunnel side tanks—vegetable oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>MN1340 EL a†2"SQ | 1959-3 Harland & Wolff Ltd.—Gls<br>426' 6" 59' 3" 25' 6½"<br>396' 9" 59' 0" 32' 6"<br>P&B175' F47' 2 dks, 3rd dk in No. 3 hold<br>RW 6BH<br>rf 6" WB1249t | M Ref Mchy.aft<br>4 Ho 54½', 74½', 63', 77'<br>B.320000 In.36200<br>4 Ha (stl) (31½', 46½', 44½'×24') (30½'×22')<br>4W Cr 5(3) Der 4(10) | Oil 2SA 6Cy. 620×1400 mm 470 mm<br>6700bhp B&W<br>Harland & Wolff Ltd.<br>WTAuxB (o.f) 100lb<br>AuxB (ex.g) 100lb<br>4×350kW 440V 60c/s a.c. |
| 505498<br>LAWI<br>Df Esd<br>Gc Rdr<br>RTm/h | **BULK ENTERPRISE**<br>**Herlofson & Hvattum**<br>Sigurd Herlofson & Co. A/S<br>Moss Norwegian | 13825<br>7354<br>19920 | NV | 1956 Kockums M/V A/B—Mmo<br>535' 10" 70' 8" 31' 9½"<br>500' 0" 70' 6" 44' 3"<br>P90' F55' 1 dk<br>rf 1" | M Bulk Carrier Mchy.aft<br>3 Ho 120', 113¾', 120'<br>G.776750<br>6 Ha (stl) (36', 48', 36', 48', 48', 48'×40')<br>Der 1(5) 1(3) | Oil 2SA 8Cy. 780×1400 mm<br>7200bhp MAN<br>Kockums M/V A/B<br>3×245kW 440V 60c/s a.c. |
| 513463<br>154473<br>Df Gc<br>Rdr<br>RTm | **BULK GOLD**<br>exGrainmotor-67<br>**Bahamas Shipowners Ltd.**<br>Nassau British | 2252<br>1351<br>4500 | BS✱ ~~Lake SS 4/61~~<br>SS 6/66<br>Gulf of Mexico, Caribbean Sea & West Indies coast service including East coast of Florida and Bahama Islands **MBS**<br>MN186 CT2133 C28 | 1929-9 Davie S.B. & Rep. Co. Ltd.—Levis<br>259' 0" 43' 1" 19' 1½"<br>252' 0" 43' 0" 25' 6"<br>F33' 1 dk<br>R 3BH deepened 61<br>rf 3" WB875t<br>**RVEY** | M Mchy.aft<br>3 Ho 69½', 68', 48'<br>7 Ha (each 12½'×29½') | Oil 4SA 8Cy. 405×510 mm<br>900bhp<br>Bessemer Gas Engine Co.<br>db 120lb ndb ✱4/51<br>3×40, 40, 15kW 230V d.c. |
| 630038<br>LMPZ<br>Df Esd<br>Gc Rdr<br>RT | **BULK PIONEER**<br>**Skibs A/S Oilexpress, Skibs A/S Jølund & Skibs A/S Panama**<br>Sigurd Herlofson & Co. A/S<br>Oslo Norwegian | 11659<br>6329<br>17800 | NV | 1967 A/S Fredriksstad M/V—Fks<br>543' 5" 67' 7" 30' 5½"<br>500' 1" 67' 6" 40' 1"<br>P126' F49' 1 dk | M Bulk Carrier Mchy.aft<br>6 Ho 66½', 66½', 65½', 48½', 65½', 67½'<br>G.822720 B.798030<br>6 Ha (stl) (36¾', 42½', 42½', 31½', 42½', 42½'×32¾')<br>Cr 6(8) | Oil 2SA 6Cy. 760×1500 mm<br>7500bhp Götaverken<br>A/S Fredriksstad M/V<br>3×285kW 440V 60c/s a.c.<br>Controllable pitch propeller |
| 505500<br>JXCO<br>Df Esd<br>Gc Rdr<br>RT | **BULK TRADER**<br>**Skibs A/S Cecil**<br>Sigurd Herlofson & Co. A/S<br>Moss Norwegian | 10542<br>6380<br>15340 | NV | 1959 Bremer Vulkan—Vgk<br>517' 9" 64' 6" 30' 3½"<br>477' 5" 64' 3½" 41' 0"<br>P125' F59' 1 dk | M Bulk Carrier Mchy.aft<br>5 Ho each 67½'<br>G.700083<br>5 Ha (stl) (each 44½'×29½')<br>10W Der 5(5) | Oil 2SA 7Cy. 700×1200 mm<br>5860bhp MAN<br>Bremer Vulkan<br>2×275kW 440V 60c/s a.c. |
| 523859<br>HPZE<br>Df Esd<br>Rdr RT | **BULK TRADER**<br>exSeven Suns-67<br>exMofjell-65 exAmerica-58<br>**Timber Shipping Co. S.A.**<br>Panama Panamanian<br>Name should be **BULK TRANSPORT** See New Entries No. 1 | 7355<br>4191<br>12870 | NV<br>Classed LR until 12/58 | Lch. 1941 Cmd. 1946-10 Deutsche Werft A.G.—Ham<br>523' 2" 67' 5" 26' 1½"<br>495' 0" 67' 2" 34' 2"<br>1 dk<br>RW conv tanker 60 | TM Ore Carrier Mchy.aft | 2 Oil 2SA each 8Cy. 520×900 mm<br>5100bhp<br>Masch. Augsburg-Nürnberg |
| 651022<br>LAGI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BULK VENTURE**<br>**Skibs A/S Herstein, Skibs A/S Herva, Skibs A/S Oilexpress, A/S Santa Martha & P. D. Herlofson**<br>Sigurd Herlofson & Co. A/S<br>Oslo Norwegian | 23245<br>15705<br>36200 | NV | 1965 Burmeister & Wain—Cpn<br>635' 11" 92' 0" 34' 10½"<br>612' 10" 91' 10" 50' 8"<br>1 dk | M Bulk Carrier Mchy.aft<br>7 Ho 59¾', 78¾', 55', 78¾', 55', 78¾', 52½'<br>G.1641000 B.1617000<br>7 Ha (34¾', 51¾', 34¾', 53½', 34¾', 53½', 34¾'×40') | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp<br>Burmeister & Wain<br>3×425kW 440V 60c/s a.c. |
| 505501<br>VGCW<br>160726<br>Df Esd<br>Gc Rdr<br>RTm | **BULKARIER**<br>~~**Canada Cement Transport Ltd.**~~ **J. D. Irving Ltd.**<br>Montreal Canadian | 3114<br>1694<br>4600 | ~~BS✱~~ ~~Lake SS 4/63~~<br>~~for Great Lakes & limited coasting service North American ports, West Indies, Central America & N.E. Coast of South America, but not N. or W. of Cape Spencer or S. of 6° N.~~ ✱Class **WITHDRAWN**<br>~~MBS✱~~ 6/12/68<br>~~MN225~~ ~~CT2185 C28~~<br>~~**LAID UP—PENDING SURVEY**~~ | 1929-8 Furness S.B. Co. Ltd.—Haverton Hill<br>331' 0" 43' 5" 18' 9½"<br>326' 0" 43' 2" 25' 0"<br>F35' 1 dk<br>R 7BH len 61<br>rf 1" WB1377t incl. DTm599t | S Mchy.aft<br>Self-unloader<br>4 Ho 54', 54', 36', 34' DT, 48'<br>12 Ha (22', 22'×11½') (9½', 9½'×5½') (29', 29', 29', 29'×12') (29'×8') (29'×6') (29'×12') (22'×12') | T 3Cy. 18" 30" & 50"×36"<br>1250ihp<br>Earle's Co. Ltd.<br>2 SB 180lb hs(3350) |
| 671181<br>LKPK<br>Df Esd<br>Gc Rdr<br>RTm/v | **BULKO**<br>**Sameiet Bulko og A/S Ila og Lilleby Smelteverker**<br>Paal Wilson & Co. A/S<br>Bergen Norwegian | 295<br>174<br>820 | NV | 1967 Örens M/V—Tdh<br>180' 5" 30' 7" 11' 6"<br>164' 1" 30' 6" 11' 8"<br>P26' F25' 1 dk & S dk<br>rf nil | M OSD Mchy.aft<br>1 Ho 119¾'<br>G.50928 B.49312<br>2 Ha (stl) (each 43'×19¾')<br>2W Der 2(2½) | Oil 4SA 6Cy. 250×300 mm<br>900bhp<br>A/S Bergens M/V<br>2×25kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| 505504<br>ELAO<br>110<br>Df Esd<br>Gc Rdr<br>RT | **BULKOCEANIC**<br>**Universe Tankships Inc.**<br>Monrovia Liberian<br>Now **PACOCEAN**<br>See New Entries No. 5 | 17328<br>13458<br>30016 | AB | 1949 Welding Shpyds Inc.—Norfolk<br>629' 8" 84' 2" 33' 5½"<br>615' 0" 84' 0" 43' 9"<br>Q254' F109' 1 dk<br>RW<br>rf 3" | S Tanker Mchy.aft<br>27 Ta<br>L.1252145 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>Emade37fitted49<br>17600shp<br>U.S. Navy Yard |
| 505508<br>ELBI<br>131<br>Df Esd<br>Gc Rdr<br>RT | **BULKTRADER**<br>**Universe Tankships Inc.**<br>Monrovia Liberian<br>Now **GOLDEN DRAKE** See New Entries No. 6 | 15798<br>11928<br>30004 | AB | 1950 Welding Shpyds Inc.—Norfolk<br>629' 8" 84' 2" 33' 5½"<br>615' 0" 84' 2" 43' 9"<br>Q254' F109' 1 dk<br>RW<br>rf 3" | S Tanker Mchy.aft<br>24 Ta<br>L.963000 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>Emade37fitted50<br>17600shp<br>U.S. Navy Yard |

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| 505509<br>SHGC<br>9871<br>Df Rdr<br>RTv | **BULL**<br>**Stockholms Skeppsstuveri A/B**<br>Stockholm Swedish<br>Now **CEMENT 9**<br>See New Entries No. 1 | **166**<br>54<br>— | **✠100A1**<br>tug<br>Gulf of Bothnia, Baltic and Kattegat service<br>Str. nav. ice<br>**✠LMC**<br>MN252 | SS 9/66<br>EL (b) | **1958**–3 A/B Lödöse Varf—Lod<br>85′ 4″ 26′ 3″ 11′ 7″<br>79′ 6″ 25′ 7″ 13′ 10″<br>RW 4BH<br>BoxK4″ WB37t | M Tug & Icebreaker | Oil 2SA 6Cy. 340×570 mm<br>1260bhp (d.o)<br>Nydqvist & Holm A/B Thn<br>2×30, 12kW 110V d.c.<br>Controllable pitch propeller |
| 505510<br>KXMJ<br>243850<br>Df Esd<br>Gc Rdr | **BULL RUN**<br>**United States Department of Commerce**<br>Chicago United States | **10195**<br>6107<br>16730 | | AB | **1943** Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 30′ 2″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.608120 HeCls. BC | S Turb connected to elec. motor<br>7240shp 1495t (o.f)–48pd<br>General Electric Co. Lyn<br>14½k |
| 672980<br>9HAK<br>191775<br>RTv | **BULL TERRIER**<br>exLady Jane<br>**Mediterranean Salvage & Towage Co. Ltd.**<br>Malta British | **221**<br>12<br>45 | | | **1944** Cant. Navalmeccania—Nap<br>100′ 0″ 25′ 0″ 8′ 3″<br>96′ 9″ 24′ 3″ 12′ 4″<br>1 dk<br>RW | TM Tug Mchy.aft | 2 Oil 4SA each 8Cy. 10″×12″<br>1320bhp Emade—fitted64 45t (d.o)<br>English Electric Co.<br>11k |
| 505511<br>SGLN<br>8621<br>Df Esd<br>Gc Rdr<br>RT | **BULLAREN**<br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish | **3189**<br>1650<br>6055 | **✠100A1**<br>with freeboard<br>Str. nav. ice<br>**✠LMC** | SS 9/64<br>EL x | **1943**–12 Eriksbergs M/V A/B—Got<br>381′ 5″ 51′ 8″ 23′ 9¼″<br>360′ 0″ 51′ 6″ 35′ 6″<br>1 dk & S dk, intermediate ’tween dk fwd under raised S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ DK fwd of mchy. space WB1285t incl. Tunnel tanks 66t | TM (2P) OSD<br>5 Ho 48½′, 52¾′, 65½′, 58′, 50½′<br>G.385750 B.353610<br>5 Ha (stl) (24¾′, 24¾′ 27′, 24¾′, 24¾′×18′)<br>10W Der 2(15) 8(5) | 2 Oil 2SA each 6Cy. 500×900 mm<br>4100bhp B&W 960t (hvf)<br>Eriksbergs M/V A/B Got<br>3×110, 110, 75kW 220V d.c. 14½k |
| 505513<br>GPTM<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BULLFINCH**<br>**Secretary of State for Defence**<br>British | **1555**<br>621 | **✠** | | **1940**–11 Swan, Hunter & Wghm Rchdsn —Nwc<br>254′ 8″ 36′ 5″ 16′ 4″<br>228′ 9″ 36′ 3″ 24′ 4″<br>B39′ 2 dks<br>R<br>rf 10″ | TS Cable Ship Mchy.aft<br>4 Ho 29′, 23′, 24′, 24′<br>Der 2(3) | T 6Cy. 13″ 22″ & 36″×24″<br>1300ihp (o.f)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2×50, 40kW 220V d.c. |
| 670161<br>WB9835<br>257257 | **BULLFROG**<br>exJo Monzell exFred W. Olcott<br>**Frontier Transportation Co.**<br>Wilmington, Del United States | **394**<br>270<br>— | | | **1949** Fred W. Olcott—Paducah<br>107′ 0″ 40′ 0″<br>104′ 2″ 39′ 6″ | TM Tug | 2 Oil 2SA 16Cy.<br>3200bhp<br>General Motors Corp. Clv |
| 505517<br>VJPD<br>171245<br>Df Esd<br>Rdr | **BULOLO**<br>**Burns, Philp & Co. Ltd.**<br>Sydney, N.S.W British | **6397**<br>3211<br>4375 | ~~✠100A1~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~✠Lloyd's RMC~~<br>~~MN1226~~<br>**TO BE BROKEN UP** | ~~Dr 6/64~~<br>~~EL a12″SQ~~ | **1938**–9 Barclay, Curle & Co. Ltd.—Gls<br>412′ 6″ 58′ 2″ 23′ 0¼″<br>386′ 4″ 58′ 0″ 30′ 9″<br>B266′ F46′ 2 dks, 3rd dk fwd<br>R 6BH to U dk 2 to 2nd dk<br>WB1492t incl. DTa114t Tunnel tanks 265t | TM (180P) Ref<br>G.170000 B.157000 In.19070 | 2 Oil 2SA each 6Cy. 620×1150 mm<br>6130bhp 857t<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 100℔ 15k |
| 501760<br>ZTFX<br>181086<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BULWARK**<br>exAnglian–63<br>**African Coasters (Pty) Ltd.**<br>Grindrod, Gersigny & Co. (Pty) Ltd.<br>Durban S. African<br>Now **AROMA** See New Entries No. 3 | **2219**<br>867<br>2870 | **BS✱**<br>Ice strengthening<br>**MBS✱**<br>MN482 | SS 7/64<br>CT2873 C29 | **1947**–6 W. Gray & Co. Ltd.—Hpl<br>308′ 4″ 46′ 2″ 19′ 7″<br>290′ 0″ 46′ 0″ 28′ 5″<br>F26′ 1 dk & S dk<br>R 6BH<br>rf 9″ WB471t | S (4P) OSD<br>5 Ho 49′, 51′, 24¼′, 48¼′, 38½′<br>G.183403 B.166624<br>5 Ha (20½′×14′) (35¾′×16′) (7¾′×11′) (17½′, 17′×14′)<br>10W Der 2(10) 6(7) 2(3) | T 3Cy. 20″ 33″ & 56″×39″ & LP turb<br>2700ihp 505t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 225℔ Spt hs(5740)<br>2×15kW 220V d.c. 12½k |
| 505519<br>VMBC<br>177246<br>Esd Gc<br>RTv | **BULWARRA**<br>**Australian Coastal Shipping Commission**<br>Melbourne British | **4010**<br>2041<br>6386 | **✠100A1**<br>**✠LMC**<br>MN490 | SS 2/67<br>EL y 1⅞″SQ | **1954**–4 Evans, Deakin & Co. Ltd.—Bsb<br>405′ 1″ 53′ 1″ 22′ 6½″<br>380′ 7″ 53′ 0″ 33′ 1″<br>F31′ 1 dk & S dk<br>RW NS Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB1352t incl. Tunnel tanks 121t | M Ref OSD<br>5 Ho 38¼′, 57½′, 64′, 71¼′, 45¾′<br>G.359012 B.325850 In.4900<br>5 Ha (20¼′×20′) (31¾′, 32′, 32′, 19¾′×22′)<br>16W Der 1(25) 16(5) | Oil 2SA 4Cy. 560×2160 mm<br>2450bhp Doxford 388t (d.o)<br>Commonwealth Gvt. E. Wks. Mel<br>4×150kW 220V d.c. 13k |
| 505520<br>DCZH<br>Df Esd<br>Gc Rdr<br>RT | **BUNA**<br>exTitania–62<br>**Deutsche Seereederei**<br>Rostock E. German | **11763**<br>6826<br>18260 | ✠Classed LR until 3/63 | DSRK | **1953**–1 Eriksbergs M/V A/B—Got<br>559′ 4″ 70′ 0″ 20′ 4½″<br>526′ 0″ 69′ 9″ 39′ 3″<br>P109′ B37′ F69′ 1 dk | M Tanker Mchy.aft<br>19 Ta<br>L.860820 | Oil 2SA 9Cy. 740×1400 mm<br>B&W 1399t<br>Eriksbergs M/V A/B Got<br>15¼k |
| 661000<br>324333 | **BUNGA RAYA**<br>**Jurong Shipyard Ltd.**<br>Singapore Singapore | **151**<br>—<br>53 | **✠100A1**<br>tug Singapore home trade service<br>**✠LMC**<br>MN322 | EL (b) | **1966**–3 Jurong Shpyd Ltd.—Sng<br>90′ 8″ 26′ 3″ 8′ 2½<br>81′ 5″ 24′ 10½″ 11′ 2″<br>RAD7′ 1 dk<br>3BH<br>rf 24″ WB7t | TM Tug (8P) | 2 Oil 4SA each 8Cy. 260×320 mm with flexible coupling & dr reverse gears<br>1610bhp 38t (d.o)<br>Daihatsu Kogyo Osa<br>2×10kW 220V 60c/s a.c. 10½k |
| 660848<br>JM2333<br>98997<br>Gc Rdr<br>RT | **BUNGO MARU**<br>**Hokkai Kisen K.K.**<br>Osaka Japanese | **3123**<br>1280<br>5000 | | NK | **1966** Setoda Zosen—Setoda<br>*321·8′* 49′ 5″ 19′ 8″<br>319′ 10″ 49′ 3″ 25′ 3″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.164955<br>1 Ha (164¾′×23′) | Oil 4SA 7Cy. 500×700 mm<br>2800bhp 413t<br>Hanshin Nainenki Kogyo Kob<br>2×120kW 450V a.c. 12k |
| 505523<br>DJNU | **BUNGSBERG**<br>**Schiffshandel jeglicher Art, Behrend-Janssen Schuchmann**<br>Hamburg W. German | **472**<br>240<br>670 | | GL | **1949** Howaldtswerke A.G.—Kel<br>173′ 6″ 27′ 2″ 10′ 2″<br>27′ 0″ 11′ 6″<br>P43′ F20′ 1 dk<br>RW | M Mchy.aft<br>1 Ho<br>B.32491<br>2 Ha (each 35½′×13¾′)<br>2W Der 2(2) | Oil 4SA 6Cy. 280×450 mm<br>350bhp 19t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×7 & 3kW 220V d.c. 8½k |

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| 650365<br>PKTX<br><br>RT | **BUNGŪRAN**<br>exLST 4<br>**P. T. Siantan Shipping Co.**<br>Djakarta Indonesian | 3597<br>2521<br>— | | **1945** ......................U.S.A.<br>320' 10" 45' 11" 12' 6"<br>45' 9" 22' 6"<br>1 dk | TM Mchy.aft | 2 Oil each 12Cy. 8¾"×9½" |
| 673023<br>UOMA<br>M-24477 | **BUNIAT SARDAROV**<br><br>**U.S.S.R.**<br>Baku Russian | 695<br>342<br>180 | | **1956** ......................E. Germany<br>187' 7" 29' 6" 7' 8½"<br>29' 4" 13' 6" | D-E Fish Carrier Ref<br>2 Ho<br>In.21260<br>2 Ha<br>Cr 2(1) | 2 Oil 4SA each 8Cy.<br>connected to elec. motor & |
| 505524<br>SDER<br>10329<br>RTv | **BUNKER**<br><br>**A/B Bunkeroljor**<br>Gothenburg Swedish | 219<br>132<br>400 | ✠A1 SS 1/67<br>oil tanker—FP above<br>150° F. Gothenburg<br>harbour service<br>✠LMC<br>MN62 EL (c) | **1962**-8 Ernst Menzer Schiffsw.—Ham<br>110' 3" 25' 9"<br>108' 3" 24' 7½" 11' 2"<br>1 dk<br>4BH<br>rf nil WB18t | M Oil Barge Mchy.aft<br>9 Ta<br>L.16132 HeCls. C | 2 Oil 4SA each 8Cy. 130×170 mm<br>pneumatic couplings and<br>to sc. shaft<br>310bhp<br>db 157lb<br>1×7kW 110V 50c/s a.c.<br>Directional propeller |
| 505526<br>7JPZ<br>87655<br>Esd Rdr | **BUNSHO MARU No. 1**<br><br>**Nakamura Y.K.**<br>Nansei Japanese | 219<br>101<br>— | | **1961** Nishii Dock Co. Ltd.—Nansei<br>*109·9'* 21' 6" 9' 4"<br>108' 3" 21' 4" 10' 3"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>250bhp Emade47fitted61<br>Niigata Eng. Co. Ltd. |
| 505527<br>DDTL<br><br>Df Esd<br>Gc Rdr | **BUNTENSTEIN**<br><br>**Norddeutscher Lloyd**<br>Bremen W. German | ~~6413~~ 6233<br>~~3401~~ 3211<br>8410<br>~~6520~~ 8517<br>~~4725~~ 4723<br>10743 | GL | **1960** Bremer Vulkan—Vgk<br>482' 2" 64' 11" 25' 7¾"/29' 4½"<br>442' 11" 64' 9" 38' 3"<br>P49' B80' F56' 2 dks & S dk | M (10P) OSD/CSD<br>5 Ho 54', 46', 73¾', 71½', 69'<br>G.609729 B.539901<br>5 Hs (stl) (20½'×15') (36½', 49¾', 49½', 41¾'×18½')<br>19W Der 1(50) 8(5–10) 10(3–5) 2(1½) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp<br>Bremer Vulkan<br>3×175kW 120V d.c. |
| 505528<br><br>248130<br>Df Esd<br>Gc | **BUNTLINE HITCH**<br><br>**United States Department of Commerce**<br>Beaumont United States<br>Now **RELIANCE** See New Entries No. 1 | 3812<br>2162<br>5999 | | **1945** Pennsylvania Shpyds Inc.—Beaumont<br>*323·9'* 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref Mchy.aft<br>4 Ho<br>B.237000<br>4 Ha | Oil 2SA 6Cy. 545×735 mm<br>1700bhp<br>Nordberg Mfg Co. |
| 505530<br>7LAJ<br>87176<br>Df Esd<br>Pfd Rdr | **BUNYO MARU No. 1**<br><br>**F. Henmi**<br>Ishinomaki Japanese | 262<br>147<br>— | | **1962** Yamanishi Zosen Tekkosho—Ishinomaki<br>147' 4" 24' 1"<br>129' 7" 23' 11½" 11' 4"<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Akasaka Tekkosho |
| 506201<br>5BFY<br><br>Df Esd<br>Gc Rdr | **BUONAVIA**<br>exCape Vamvakas–67<br>exTarantia–59<br>**Lembos Shipping Co. Ltd.**<br>Famagusta Cyprus | 7265<br>4387 ~~5132~~<br>10325 | **BS✳** SS 11/62<br>with freeboard<br>**MBS✳**<br><br>MN500 CT6836 C37 | **1942**–3 Wm. Doxford & Sons Ltd.—Sld<br>444' 6" 56' 6" 27' 4½"<br>421' 11" 56' 2" 38' 1"<br>2 dks<br>RW 7BH<br>rf 6" WB2691t incl. DT1205t | M CSD<br>4 Ho 63', 99', 63', 76', 28¾' DT<br>G.576000 B.525000<br>6 Ha (31', 31', 15', 13¾', 31', 31'×22')<br>10W Der 1(40) 4(10) 6(5) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120lb |
| 650543<br>PVWB<br><br>Df Esd<br>Gc Rdr<br>RT | **BURACICA**<br><br>**Petróleo Brasileiro S.A.- Petrobras Frota Nacional de Petrolieros**<br>Rio de Janeiro Brazilian | 7738<br>5468<br>10500 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN920 EL b†2⅛"SQ | **1966**–10 Cia. Com e Nav. Estaleiro Maua—Rio<br>440' 7" 63' 7" 24' 1½"<br>418' 0" 63' 5" 31' 1"<br>P91' F51' 1 dk<br>13BH<br>rf 2" WB180t | M Tanker Mchy.aft<br>24 Ta 1 Ho 27'<br>L.521423 HeCls. BC<br>Der 4(5) | Oil 2SA 6Cy. 500×1100 mm<br>4600bhp B&W<br>Industrias Villares<br>2WTAuxB primary 711lb<br>secondary 185lb Spt<br>3×168, 168, 152kW 450V 60c/s a.c.<br>(AuxB (ex.g) 185lb) |
| 505531<br><br>187626 | **BURAIMI**<br><br>**Abu Dhabi Marine Areas Ltd.**<br>London British | 84<br>80<br>100 | ✠Class **WITHDRAWN**<br>at Owners' request<br>2/69 | **1957**–8 Clelands (Successors) Ltd.—Wal<br>81' 9" 18' 2" 6' 4½"<br>75' 9" 17' 6" 7' 6"<br>NS 2BH<br>rf nil | Barge<br>1 Ho 43'<br>G.4724 B.4215<br>1 Ha (33½'×12') | |
| 505532<br>TCYT<br>4723<br>Rdr | **BURAK REIS**<br>**Denizcilik Anonim Sirketi**<br>~~**Denizcilik Limited Sirketi**~~<br>Istanbul Turkish | 498<br>258<br>630 | ✠100A1 SS 1/66<br>oil tanker<br>✠LMC<br><br>MN84 EL h | **1961**–11 Celiktrans Deniz Insaat—Ist<br>171' 1" 22' 8" 11' 1½"<br>155' 10" 11' 10"<br>P45' F26' Trunk 86' 1 dk<br>9BH<br>rf nil WB34t | M Tanker Mchy.aft<br>8 Ta | Oil 2SA 6Cy. 230×400 mm<br>coupling & reverse gear<br>420bhp<br>Alpha-Diesel A/S<br>db 100lb |
| 673024<br>ULSB<br>M-11844 | **BURAN**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 772<br>216<br>220 | | **1943** ..........................<br>184' 5" 33' 8" 10' 2"<br>33' 6" 14' 0" | M Trawler<br><br>1W Der 1(3) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>NE59 |
| 505533<br>KCZR<br>248529<br>Df Esd<br>Gc Rdr | **BURBANK VICTORY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7638<br>4816<br>10681 | AB | **1945** Permanente (Shpyd No. 2)—Richmond<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 75', 78', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 45', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |

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| 505535<br>186667 | **BURCOM SAND**<br>**British Transport Docks Board**<br>Hull British | 678<br>249<br>842 | ✠Classed LR until 8/55 | **1954**–10 Cook, Welton & Gemmell Ltd.—Bev<br>169′ 11″ 34′ 1″ 12′ 5″<br>156′ 0″ 34′ 0″ 14′ 0″<br>Q60′ 1 dk<br>RW<br>rf nil | M Grab Hopper Dredger Mchy.aft | Oil 4SA 8Cy. 260×370 mm sr geared<br>605bhp 40t (d.o)<br>Ruston & Hornsby Lcn<br>2×50kW 220V d.c. 9k |
| 533483<br>-<br>Df Esd<br>Rdr<br>RTm | **BURDIGALA**<br>exSottorf–66<br>**Soc. Maritime de Transports et d'Armement**<br>Bordeaux French<br>For later particulars see New Entries No. 1 | 1225<br>740<br>1911 | GL | **1957** Abeking & Rasmussen—Lemwerder<br>225′ 6″ 37′ 7″ 16′ 7″<br>203′ 5″ 37′ 5″ 18′ 0″<br>1 dk<br>RW | M<br>2 Ho each 66½′<br>G.86627 B.81648<br>2 Ha (each 45¾′×19¾′)<br>6W Der 6(3) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×70kW 380V 11½k |
| 505536<br>Df Esd<br>Gc Rdr | **BURDJAMHAL**<br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | 1074<br>234<br>— | ✠Classed LR until 9/58 | **1953**–7 N.V. Schps. De Waal—Zaltbommel<br>211′ 7″ 33′ 5″ 10′ 6¾″<br>192′ 3″ 33′ 2″ 14′ 6″<br>B&F171′ 1 dk<br>RW | TM Hydrographic Ship | 2 Oil 4SA each 8Cy. 270×500 mm<br>N.V. Werkspoor Ams |
| 537521<br>LLUT<br>Df Esd<br>Gc Rdr<br>RTm | **BURE**<br>exVaasa–64<br>**A/S Ganger Rolf, A/S Bonheur, A/S Borgå, A/S Jelölinjen & den Norske Middelhavslinje A/S**<br>Fred. Olsen & Co.<br>Oslo Norwegian | 499<br>292<br>1105<br>1099<br>763<br>— | NV | **1962** A/B Falkenbergs Varv—Falkenberg<br>244′ 4″ 35′ 6″ 12′ 0½″/—<br>218′ 0″ 35′ 5″<br>P69′ F36′ 1 dk & S dk | M Ferry OSD/CSD Mchy.aft<br>1 Ho 147¼′<br>G.91000 B.82000<br>2 Ha (stl) (each 48½′×18′)<br>6W Der 6(3) | Oil 4SA 8Cy. 320×480 mm<br>1300bhp 113t (d.o)<br>Motorenw. Mannheim Mhm<br>2×100kW 230/440V 50c/s a.c.<br>Controllable pitch propeller 12k |
| 505538<br>RT | **BUREDE**<br>exDebora Moran–58<br>exBurede–57<br>**Tidewater Marine Service C.A.**<br>Maracaibo Venezuelan | 182<br>70<br>— | AB | **1949** Gulfport S.B. & D.D. Co.—Pt.Arthur<br>102′ 2″ 25′ 0″ 11′ 6⅜″<br>96′ 0″ 24′ 0″ 12′ 6″<br>BK 2″ | M Tug | Oil 2SA 12Cy. 220×265 mm<br>1230bhp 70t<br>General Motors Corp. Det<br>11½k |
| 640144<br>UECN<br>M-26547 | **BUREIALES**<br>**U.S.S.R.**<br>Vladivostok Russian | 4673<br>2370<br>5447 | | **1963** Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 8″ 27′ 9″<br>1 dk<br>RW | M<br>4 Ho<br>G.265744<br>4 Ha (41¼′×26¼′) (41¼′, 46′, 46′×29½′)<br>9W Der 1(15) 8(10) | Oil 2SA 5Cy. 620×1400 mm<br>B&W<br>Brodogradiliste Uljanik Pla<br>16k |
| 680018<br>UGMR<br>M-22578 | **BUREVESTNIK**<br>**U.S.S.R.**<br>Tallin Russian | 3308<br>1390<br>2495 | | **1962** ………………….Russia<br>325′ 11″ 46′ 1″ 18′ 0½″<br>45′ 11″ 23′ 9″ | D-E Fish Carrier Ref<br>3 Ho<br>In.114067<br>3 Ha (each 11¾′×13¾′)<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318×330 mm connected to elec. motor & sc. shaft<br>13½k |
| 671901<br>LZRD<br>27640<br>Df Esd<br>Gc Rdr<br>RT | **BUREVESTNIK**<br>**Okeansky Ribolov**<br>Bourgas Bulgarian | 2435<br>1070<br>860 | | **1965** Volkswerft Stralsund—Stralsund<br>261′ 9″ 43′ 4″ 15′ 9″<br>233′ 0″ 43 2″ 22′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1650bhp 510t<br>Schwermasch. Karl Liebknecht Mgd<br>4×270kW 220V d.c. 12½k |
| 505540<br>311877<br>Df Esd<br>Pfd Rdr<br>RTm | **BURFISH**<br>**Burgeo Trawlers Ltd.**<br>S. G. Lake<br>St. John's, Nfl Canadian | 273<br>98<br>— | AB | **1961** Schps. "De Hoop" v/h Gebr. Boot—Leiden<br>120′ 0″ 24′ 11″ 10′ 0¼″<br>105′ 0″ 24′ 0″ 12′ 10″<br>F23′<br>BK8½″ | M Trawler<br>1 Ho 32′<br>2 Ha | Oil 4SA 6Cy. 330×600 mm<br>650bhp (d.o)<br>N.V. Werkspoor Ams<br>2×42, 37kW 220V 60c/s a.c. |
| 670581<br>1067<br>Esd | **BURGAN**<br>**Government of Kuwait (Ministry of Finance & Industry, Customs & Ports)**<br>Kuwait Kuwait | 373<br>114<br>— | ✠100A1<br>tug<br>✠LMC<br>MN420 EL (e) | **1967**–1 Shikoku Dock Co.—Takamatsu<br>124′ 1″ 31′ 5″ 12′ 6½″<br>112′ 3″ 30′ 0″ 14′ 11″<br>RAD6′<br>5BH<br>rf 23″ WB113t | M Firefighting Tug | Oil 4SA 6Cy. 460×660 mm<br>2100bhp<br>Hanshin Nainenki Kogyo Kob<br>3×88, 88, 32kW 225V 50c/s a.c.<br>Controllable pitch propeller |
| 670113 | **BURGAS**<br>**U.S.S.R.**<br>Odessa Russian | 32840<br>16390<br>49370 | | **1966** Admiralteiski Shpyd—Len<br>772′ 7″ 101′ 9″ 38′ 0½″<br>99′ 7″ 50′ 6″<br>1 dk | S Tanker Mchy.aft<br>20 Ta<br>L.1994085<br>Der 2(2–5) | 2 S Turb geared to sc. shafts<br>19000shp<br>17k |
| 505543<br>LZDY<br>65<br>Df Esd<br>Gc Rdr | **BURGAS**<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 1935<br>892<br>3013 | | **1958** G. Dimitrov Shpyd—Varna<br>303′ 0″ 45′ 3″ 15′ 6″<br>302′ 0″ 45′ 1″ 18′ 8″<br>2 dks | M (12P) CSD<br>3 Ho<br>G.181513 B.167181<br>10W Der 1(30) 1(10) 10(5) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>2000bhp 298t<br>Schwermasch. Karl Liebknecht Mgd<br>3×100, 100, 35kW 13k |
| 505544<br>TCFP<br>3 | **BURGAZ**<br>exBourgaz<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 697<br>337<br>— | GL<br>✠Classed LR until 9/14 | **1912**–6 Ch. & At. de Provence—Port de Bouc<br>201′ 1″ 30′ 0″ 8′ 3″<br>29′ 10″<br>1 dk<br>R | TS Ferry | T 6Cy. 13″ 20½″ & 33″×21⅝″<br>790ihp<br>Ch. & At. de Provence Msl |

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| 505545<br>ORKQ<br><br>Esd | **BURGEMEESTER<br>VANDAMME**<br>**Union de Remorquage et de<br>Sauvetage S.A.**<br>Zeebrugge Belgian | 142<br>—<br>— | ✠100A1 ~~SS 3/64~~ SS 11/67<br>tug Coasting service<br>U.K., Eire, Channel<br>Islands, Isle of Man<br>& between Hamburg &<br>Bordeaux<br>✠LMC<br>MN264 EL (b) | 1960–4 P. K. Harris & Sons Ltd.—Apl<br>97' 4" 24' 10" 10' 9½"<br>88' 0" 24' 9" 12' 6"<br>6BH<br>rf 25" BK2" WB22t | TM Tug | 2 Oil 4SA each 8Cy. 8½"×11½"<br>reverse gearing<br>1320bhp<br>Lister Blackstone Mar. Ltd. |
| 505546<br>DDQE<br><br>Df Esd<br>Gc Rdr | **BURGENSTEIN**<br><br>**Norddeutscher Lloyd**<br>Bremen W. German | ~~6096~~ 6215<br>~~9454~~ 3253<br>8410<br>~~6495~~ 8497<br>~~4741~~ 4763<br>10743 | GL | 1958 Bremer Vulkan—Vgk<br>482' 2" 64' 11" 25' 7½"/29' 10½"<br>442' 11" 64' 9" 38' 1"<br>P49' B80' F56' 2 dks & S dk | M (10P) OSD/CSD Mchy.aft<br>5 Ho 54 , 46', 73½', 71½', 69'<br>G.609949 B.540725<br>5 Ha (stl) (20½'×15') (36½', 49½', 49½', 41½'×18½')<br>19W Der 1(50) 8(5–10) 10(3–5) 2(1½) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp<br>Bremer Vulkan<br>3×175kW 220V d.c. |
| 505547<br>VODZ<br>172670<br>Df Esd<br>Rdr<br>RTm | **BURGEO**<br><br>**Government of Canada<br>(Minister of Transport)**<br>St. John's, Nfl Canadian | 1421<br>839<br>1330 | ✠Classed LR until 9/58 | 1940–6 Fleming & Ferguson Ltd.—Psy<br>242' 3" 37' 1" 18' 9½"<br>230' 0" 37' 0" 22' 0"<br>F25' 2 dks<br>R | S (123P)<br>3 Ho 38', 46', 50'<br>G.46000 B.42000<br>3 Ha (8', 9'×18') (10'×12')<br>Der 4(4) | T 3Cy. 20" 32½" & 54"×30"<br>1500ihp<br>Fleming & Ferguson Ltd.<br>2×30, 20kW 110V d.c. |
| 505548<br>DCHA<br><br>Df Esd | **BÜRGERMEISTER<br>DIECKMANN**<br>**Leerer Heringsfischerei<br>G.m.b.H.**<br>Leer W. German | 336<br>147<br>— | GL | 1956 Jos. L. Meyer—Papenburg<br>141' 9" 25' 5"<br>124' 9" 25' 3" 11' 6"<br>P19' Q22' F27' 1 dk<br>RW | M Trawler | Oil 4SA 6Cy. 320×480 mm<br>600bhp<br>Motorenw. Mannheim |
| 540197<br>DNDG<br><br>RTv | **BÜRGERMEISTER<br>MÖNCKEBERG**<br>**Hafen-Dampf-<br>schiffahrt A.G.**<br>Hamburg W. German | 399<br>197<br>183 | GL | 1963 Scheel & Jöhnk—Ham<br>123' 9" 30' 11" 11' 11½"<br>108' 4" 29' 6" 13' 6"<br>F16' 1 dk | M (696P) | Oil 4SA 6Cy. 300×450 mm<br>500bhp<br>Masch. Augsburg-Nürnberg<br>2×59kW 380V 50c/s a.c. |
| 505550<br>EDBA<br><br>Esd | **BURGOA Y LACA**<br><br>**Miguel Burgoa Urresti**<br>Bilbao Spanish | 112<br>59<br>— | | 1959 Ramón Mendieta—Lequeitio<br>80' 5" 20' 8"<br>20' 6" | Wood M Fishing | Oil 6Cy. 250×400 mm<br>260bhp |
| 505551<br>LMLQ<br><br>Df Esd<br>Gc Rdr<br>RTm | **BURGOS**<br>exHöegh Mouette–54<br>exPowell River–50<br>**Den Norske<br>Middelhavslinje A/S**<br>Fred. Olsen & Co. & Ole R.<br>Thoresen<br>Oslo Norwegian<br>Now **HONNESTLEY** See New Entries No. 1 | 1663<br>780<br>3000 | NV | 1947 Lindholmens Varv A/B—Got<br>302' 2" 43' 2" 18' 11½"<br>280' 5" 43' 0" 19' 3"<br>1 dk & S dk<br>RW | M OSD<br>2 Ho 103½', 88½'<br>G.185620 B.165580<br>4 Ha (28½', 28½', 24½', 24½'×18')<br>8W Der 9 | Oil 2SA 6Cy. 525×900 mm<br>2250bhp<br>Karlstads M/V |
| 640916<br>PDHI<br>13112<br>Df Esd<br>Rdr<br>RTm | **BURGUNDIA**<br><br>**Scheepv. Maats. "Ella"**<br>Vereenigd Cargadoorskantoor<br>Amsterdam Netherland | 432<br>217<br>730 | ✠100A1 SS 8/68<br>Ice Class 3<br>✠LMC<br>MN200 EL k 1½"SQ | 1964–2 Schps. "De Waal"—Zaltbommel<br>196' 9" 31' 3" 10' 10½"<br>177' 2" 31' 2" 18' 4"<br>RFD23' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 3" WB194t | M OSD Mchy.aft<br>1 Ho 110½'<br>B.57885<br>2 Ha (stl) (39½', 47½'×19½') | Oil 4SA 6Cy. 320×450 mm<br>1000bhp<br>Masch. Kiel G.m.b.H.<br>3×25, 25, 10kW 380/220V 50c/s a.c.<br>Controllable pitch propeller |
| 541048<br>OURT<br><br>RTm | **BURGUNDIA**<br>exJens Koefoed–63<br>exBurgundia–63 exOsric–62<br>exFairy–58 exDollard–37<br>**Erik Hansen**<br>Korsør Danish | 196<br>87<br>250 | | 1930 Schps. "Gideon" v/h J. Koster—<br>Gro<br>115' 0" 20' 7" 9' 9"<br>20' 5"<br>1 dk<br>RW | M Sand Pump Hopper Dredger<br>1 Ho 33'<br><br>2 Ha (12', 31½'×11½')<br>Der 1(3) | Oil 2SA 4Cy.<br>280bhp Emade62fitted66<br>Alpha-Diesel A/S |
| 505553<br><br>302878 | **BURGUNDY**<br><br>**Bowker & King Ltd.**<br>London British | 475 ~~323~~<br>272 ~~173~~<br>715 ~~500~~ | ✠A1 SS 8/66<br>oil tanker — FP above<br>150° F. River Thames<br>service<br>✠LMC<br>MN67 EL (e)1$\frac{1}{16}$" | 1962–1 Bayerische Schiffb. G.m.b.H.—<br>Erlenbach<br>135' 2" 28' 7" 10' 0"<br>127' 0" 27' 6" 11' 6"<br>Trunk 61' 1 dk<br>9BH<br>rf nil WB55t | M Tanker Mchy.aft<br>4 Ta<br><br><br>Der 1(1) | Oil 4SA 6Cy. 8½"×11½"<br>geared<br>337bhp<br>Lister Blackstone Mar. Ltd.<br>db 200ft<br>2×31½, 12kW 400V 50c/s a.c. |
| 505554<br>DDPB<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **BURGWALL**<br><br>**Sielwall-Reed. Rolf<br>Faulbaum K.G.**<br>Gottfr. Steinmeyer & Co.<br>Bremen W. German | 1148<br>530<br>1747 | GL | 1958 Schiffb. Unterweser—Bhn<br>237' 2" 35' 5" 16' 0"<br>216' 6" 35' 3" 17' 3"<br>P56' Q142' B31' F34' 1 dk<br>RW | M Mchy.aft<br>2 Ho 66½', 68½'<br>G.81109 B.76742<br>2 Ha (each 25½'×18')<br>4W Der 4(3) | Oil 4SA 6Cy. 385×580 mm<br>1050bhp<br>Masch. Kiel A.G.<br>2×35, 15kW 220V d.c. |
| 505555<br><br>318335<br>Esd Rdr<br>RTm | **BURHAWK**<br><br>**Burgeo Fish Industries Ltd.**<br>S. G. Lake<br>St. John's, Nfl Canadian | 273<br>98<br>— | AB | 1961 Schps. "De Hoop" v/h Gebr. Boot<br>—Leiden<br>120' 0" 24' 8"<br>105' 0" 24' 7" 12' 10" | M Trawler<br>1 Ho 32'<br><br>2 Ha (stl) (each 5'×4') | Oil 4SA 6Cy. 330×600 mm<br>650bhp<br>N.V. Werkspoor<br>2×42, 37kW 220V 60c/s a.c. |
| 651382<br><br>323528<br>Esd Pfd<br>Rdr<br>RTm | **BURHOUND**<br><br>**Burgeo Fish Industries Ltd.**<br>S. G. Lake<br>St. John's, Nfl Canadian | 282<br>121<br>— | AB | 1965 Ferguson Industries Ltd.—Pictou<br>120' 0" 24' 8" 10' 6"<br>106' 0" 24' 6" | M Trawler<br>1 Ho 32'<br><br>2 Ha (stl) (each 5'×4') | Oil 4SA 6Cy. 270×500 mm<br>650bhp<br>N.V. Werkspoor<br>2×42, 37kW 220V 60c/s a.c. |

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| 641526<br>UFGN<br>M-27513<br>Df Esd<br>Gc Rdr<br>RT | **BURJA**<br>**U.S.S.R.**<br>Riga Russian | 3406<br>1840<br>5206<br>**4728**<br>2667<br>— | GL | **1964** Rheinstahl Nordseewerke—Emd<br>446′ 2″ 55′ 3″ 20′ 3½″/23′ 6″<br>407′ 3″ 55′ 1½″ 29′ 2″<br>1 dk & S dk, pt 3rd dk fwd | M Fish Carrier Ref OSD/CSD<br>4 Ho<br>In.288631<br>4 Ha (each 23′×18½′)<br>8W Der 1(10) 7(5) | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp<br>Masch. Augsburg-Nürnberg Aug<br>21½k |
| 505557<br>UIBE<br>M-16973<br>Df Esd | **BURJAT**<br>**U.S.S.R.**<br>Archangel Russian | **533**<br>—<br>358 | | **1957** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>151′ 2″ 32′ 8″ 11′ 10″<br>32′ 6″ 15′ 5″ | S Tug | T 3Cy. 420 700 & 1150×700 mm<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| 505559<br>6ZEU<br>2198<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BURL S. WATSON**<br>**Grand Bassa Tankers Inc.**<br>Monrovia Liberian | **40621**<br>27646<br>69965 | AB | **1961** Sörviksvarvet A/B—Udv<br>824′ 8″ 116′ 6″ 43′ 7¼″<br>782′ 0″ 116′ 0″ 56′ 0″<br>1 dk<br>RW<br>rf 6″ | S Tanker Mchy.aft<br>39 Ta | 2 S Turb dr geared to sc. shaft<br>22000shp (o.f)<br>De Laval S. Turb. Co. Trenton<br>2×750kW 450V 60c/s a.c. |
| 505561<br>SIQA<br>9341<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BURMA**<br>**A/B Svenska Ostaslatiska Kompaniet**<br>Kristian von Sydow<br>Gothenburg Swedish | 6989 ~~7712~~<br>2945 ~~3824~~<br>9980 | **✠100A1** SS 10/65<br>DTsm—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1940 EL f†2¾′ | **1952**–4 Eriksbergs M/V A/B—Got<br>508′ 3″ 65′ 2″ 27′ 3½″<br>470′ 0″ 65′ 0″ 40′ 6″<br>P47′ 1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 4 holds, intermediate 'tween dks fwd under raised S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB3009t incl. Tunnel tanks 274t DTm1000t | TM (12P) Ref OSD<br>5 Ho 63′, 67′ 34′, 31½′ DT, 70¾′, 86½′<br>G.668900 B.605660 In.29530<br>1 Ha (stl) (31½′×20′) 4 Ha (w) (39½′, 39½′, 39½′, 31½′×20′)<br>18W Der 1(30) 1(20) 4(7½) 14(5) | 2 Oil each 6Cy. 740×1400 mm<br>9700bhp B&W 1456t (hvf)<br>Eriksbergs M/V A/B Got<br>AuxB 105℔ ℮ (ex.g) 100℔<br>4×172kW 220V d.c. 17¾k |
| 670314<br>GWJA<br>309861<br>Rdr | **BURMA**<br>**London Tugs Ltd.**<br>~~William Watkins Ltd.~~<br>Ship Towage (London) Ltd.<br>London British | **166**<br>—<br>62 | **✠100A1**<br>tug<br>**✠LMC**<br>MN210 EL (b) | **1967**–2 Dunston (Hessle) Ltd.—Hessle<br>100′ 9″ 25′ 8″ 10′ 0″<br>90′ 0″ 24′ 6″ 12′ 6″<br>1 dk<br>RW 3BH<br>rf 24″ BK6″ WB52t | M Tug | Oil 4SA 8Cy. 10¼″×14½″<br>1050bhp (d.o)<br>Ruston & Hornsby Lcn<br>2×20kW 220V d.c. 11½k |
| 672080<br>SGPK<br>10855<br>Df Esd<br>Pfd Rdr | **BURMA**<br>**Göran B.R. Olsson Partrederi**<br>Hälsö Swedish | **161**<br>72<br>— | BV | **1967** Rosslauer Schiffs.—Rosslau<br>110′ 5″ 8′ 10¼″<br>97′ 0″ 21′ 8″ 10′ 10″<br>1 dk | M Fishing Mchy.aft | Oil SA<br>750bhp<br>Nydqvist & Holm A/B Thn |
| 505562<br>JPCW<br>67580<br>Df Esd<br>Gc Rdr | **BURMA MARU**<br>exGinko Maru–56<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | **4993**<br>2784<br>7553 | NK | **1951** Hitachi Zosen—Osa<br>396′ 1″ 54′ 10″ 24′ 2⅛″<br>369′ 1″ 54′ 9″ 29′ 10″<br>P26′ B85′ F32′ 2 dks<br>RW | S<br>4 Ho<br>G.342223 B.319656<br>4 Ha (33½′, 55′, 34½′, 34½′×21¾′)<br>10W Der 1(30) 4(10) 6(5) | 2 S Turb dr geared to sc. shaft<br>2700shp 884t (o.f)<br>Ishikawajima Jukogyo Tok<br>3×72, 72, 20kW 230V a.c. 12¾k |
| 505564<br>VCYB<br>173618<br>Esd Rdr<br>RT | **BURNABY STRAITS**<br>exUnion Jack–49<br>**Straits Towing Ltd.**<br>Vancouver Canadian | **101**<br>22<br>— | | **1941** McKenzie Barge & Derrick Co. Ltd.<br>—Dollarton<br>*70·6′* 18′ 7″ 12′ 0″<br>... ... ... | Wood M Tug | Oil 6Cy. 280×380 mm<br>Emade38fitted41<br>Union Diesel Eng. Co. Oakland |
| 505565<br>VDCR<br>154637<br>RTm | **BURNACO**<br>exShellco exArmac<br>**Cogswell Marine Ltd.**<br>Vancouver Canadian | **136**<br>77<br>150 | ✱Classed BC until 5/50 | **1927**–9 Dame Shipyards Ltd.—N.Westminster<br>86′ 0″ 20′ 4″ 10′ 0″<br>20′ 2″<br>Q31′ F17′ 1 dk | Wood M<br>Carrying oil in fitted tanks<br>1 Ho 32′<br>1W | Oil 4SA 6Cy. 240×320 mm<br>340bhp 40t<br>Washington Irn Wks Sea<br>8k |
| 505567<br>KTXZ<br>244327<br>Df Esd<br>Gc | **BURNT ISLAND**<br>**United States Department of Commerce**<br>New Orleans United States | **1117**<br>251<br>— | | **1943** Avondale Marine Ways—N.Os<br>37′ 7″ 18′ 9″<br>185′ 0″ 37′ 6″ 21′ 5″<br>B&F106′ 2 dks | M Tug | 2 Oil 4SA each 8Cy. 370×510 mm geared to sc. shaft 566t<br>National Supply Co. Springfield |
| 505569<br>RTh | **BURRA BRU**<br>**Maritime Services Board of N.S.W.**<br>Sydney, N.S.W British | **450**<br>—<br>— | | **1956** Mort's Dk & Eng. Co. Ltd.—Syd<br>... ... ...<br>131′ 0″ 28′ 0″ 12′ 0″<br>R<br>rf 16″ | TS Grab Hopper Dredger Mchy.aft<br>1 Ho 27½′<br>1 Ha (stl) (1½′×2½′) 1 Ha (w) (4′×7′)<br>Cr 1(6½) | T 3Cy. 11″ 18″ & 29″×22″<br>640ihp 30t (c)<br>Mort's Dk & Eng. Co. Ltd. Balmain<br>2×10kW 110V d.c. 9k |
| 505570<br>LJMD<br>Df Esd<br>Gc Rdr<br>RTm/v | **BURRARD**<br>**A/S Bonheur**<br>Fred. Olsen & Co.<br>Oslo Norwegian | ~~9358~~ T.Mk<br>~~5572~~ 6737<br>~~11300~~ 3955<br>~~10020~~<br>9260 | NV | **1956** A/S Akers M/V—Osl<br>507′ 11″ 65′ 2″ ~~30′ 0¾″~~28′ 2½″<br>465′ 0″ 65′ 0″ 40′ 0″<br>P151′ B97′ F43′ 2 dks, 3rd dk except in No. 6 hold, 4th dk in No. 4 hold<br>RW | M (12P) Ref<br>6 Ho 56′, 62′, 52½′, 65′, 60′, 67¼′<br>G.474549 B.431590 In.157311<br>6 Ha (stl) (31′ 51¼′, 45′ 38¼′, 35′, 66¾′×22¾′)<br>12W Cr 3(5) Der 6(10) 1(7) 6(5) | Oil 2SA 6Cy. 750×2000 mm<br>8600bhp B&W 1716t (hvf)<br>A/S Akers M/V Osl<br>4×235kW 220V d.c. 17k |
| 641193<br>LJRQ<br>Esd Pfd<br>Rdr RT | **BURRO**<br>**Paal Wilson & Co. A/S**<br>Bergen Norwegian | **300**<br>179<br>760 | NV | **1964** Westermoen Båtbyggeri—Mandal<br>180′ 4″ 30′ 6″ 10′ 10½″<br>163′ 8″ 30′ 4″<br>P38′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 118′<br>G.54743 B.50364<br>2 Ha (stl) (each 43½′×21¾′)<br>2W Der 2(2½) | Oil 4SA 6Cy. 250×300 mm<br>780bhp 41½t (d.o)<br>A/S Bergens M/V Bgn<br>2×20kW 220V 50c/s a.c.<br>Controllable pitch propeller 11k |

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| 505572<br>DHJT<br><br>Df Esd<br>Gc Rdr<br>RTm | **BURSTAH**<br><br>**H. M. Gehrckens**<br>Hamburg W. German | 1332<br>650<br>2122 | <br><br>GL | 1955 Werft Nobiskrug—Rendsburg<br>*281·3'* 40' 4" 15' 4"<br>265' 9" 40' 2" 23' 7"<br>P63' B23' F43' 1 dk & S dk<br>RW | D-E OSD Mchy.aft<br>2 Ho 87', 91½'<br>G.143882 B.134849<br>2 Ha (64', 70½'×17½')<br>8W Der 1(15) 1(10) 7(5) | 3 Oil 4SA (2) each 12Cy.<br>(1) 6Cy. 150×190 mm 2200bhp<br>2 gen. each 620kW 590V d.c.<br>200kW 190V d.c. connected<br>motors each 920shp (WL)<br><br>Daimler-Benz A.G.<br>3×65, 46, 46kW 230V d.c. |
| 505573½<br>GGPH<br>300222<br>Df Esd<br>Pfd<br>RTm | **BURTONIA**<br>Launched as Jacoba M<br>**Trent Lighterage Ltd.**<br>Goole British | 498<br>289<br>680 | <br><br>BV | Lch.1958 Cmd.1960 D.& J. Boot Schpsw. "De Vooruitgang"—Alp<br>178' 4" 28' 7" 10' 4½"<br>160' 0" 28' 5" 11' 6"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 100' | Oil 4SA 6Cy. 305×460 mm<br>500bhp<br>D. & J. Boot "De Industrie"<br>2×7kW 110V d.c. |
| 505574 | **BURUAN**<br><br>**Republik Indonesia**<br>Perusahaan Garam dan Soda Negeri<br>Kallanget Indonesian | 285<br>136<br>260 | | 1953 "Soerabaia" D.D. Maats.—Sba<br>141' 0" 24' 11" 6' 6"<br>24' 9"<br>P39' F24' 1 dk | M Mchy.aft<br><br>G.14473 B.13414<br><br>4W Der 4(3) | Oil 4SA 6Cy. 290×380 mm<br><br>Atlas-Imperial D.E. Co. |
| 660606<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BURUDJULASAD**<br><br>**Republik Indonesia**<br>Indonesian | 1700<br>—<br>— | | 1966 Schlichting & Co.—Travemünde<br>269' 6" 37' 6" 13' 1"<br>255' 11" 37' 5" 18' 4"<br>2 dks | TM Survey Ship | 4 Oil 4SA each 12Cy.<br>geared to 2 sc. shafts<br>1560bhp<br>Masch. Augsburg-Nürnberg |
| 505576<br><br>196743<br>Esd Rdr<br>RTv | **BURWAH**<br><br>**Howard Smith Industries Pty Ltd.**<br>Melbourne British | 2673<br>1253<br>3400 | ✠100A1 SS 5/65<br><br>✠LMC<br><br>MN288 EL t 1⅛"SQ | 1956–3 Burntisland S.B. Co. Ltd.—Bnt<br>310' 1" 44' 8" 18' 10½"<br>290' 0" 44' 6" 20' 10"<br>Q175' F20' 1 dk<br>RW NS 6BH<br>rf 3" WB585t incl. Tunnel tanks 105t | M Cement Carrier<br>4 Ho 46', 65', 60', 44½'<br><br>4 Ha (stl) (27'×17') (38', 38', 27'×20')<br>Der 2(7) 10(5) | Oil 2SA 9Cy. 340×570 mm<br>1440bhp<br>British Polar Engines Ltd. |
| 651383<br><br>320828<br>Esd Pfd<br>Rdr<br>RTm | **BURWOLF**<br><br>**Burgeo Trawlers Ltd.**<br>S. G. Lake<br>St. John's, Nfl Canadian | 282<br>121<br>— | <br><br>AB | 1964 Ferguson Industries Ltd.—Pictou<br>120' 0" 24' 8" 10' 6"<br>106' 0" 24' 6"<br>F23'<br>BK9" | M Trawler<br>1 Ho 32'<br><br>2 Ha (stl) (each 5'×4') | Oil 4SA 6Cy. 270×500 mm<br>650bhp<br>N.V. Werkspoor<br>2×42, 37kW 220V 60c/s a.c. |
| 505577<br>GHQH<br>302249<br>Df Esd<br>Pfd Rdr<br>RT | **BURWOOD**<br><br>**Burwood Fishing Co. Ltd.**<br>John Wood & Son (Abdn.) Ltd.<br>Aberdeen British | 249<br>81<br>— | ✠100A1 SS 10/65<br>trawler<br>✠LMC<br><br>MN156 EL (d)l | 1961–5 T. Mitchison Ltd.—Gts<br>*115·4'* 25' 4" 11' 0"<br>113' 2" 25' 0" 12' 6"<br>F16'<br>4BH<br>rf 36" BK2½" WB28t | M Trawler | Oil 4SA 6Cy. 15"×18"<br>780bhp<br>Mirrlees, Bickerton & Day<br>db 50lb |
| 542657<br><br>305875 | **BUSBY**<br><br>**Bowker & King Ltd.**<br>London British | 199<br>101<br>310 | ✠100A1 SS 6/68<br>oil tanker—FP above 150°<br>F. coasting service between Ipswich & Dover<br>✠LMC<br>MN48 EL c | 1963–12 Rowhedge Irn Wks Co. Ltd.—Rowhedge<br>115' 3" 24' 7" 7' 7½"<br>110' 0" 23' 6" 9' 0"<br>RFD19' Trunk52' 1 dk<br>6BH<br>rf nil WB43t | M Tanker Mchy.aft<br>2 Ta<br><br><br>Der 1(1) | Oil 4SA 8Cy. 6½"×7½" with<br>coupling & sr reverse gear<br>240bhp<br>Bergius-Kelvin Co. Ltd.<br>wtdb 150lb<br>1×30kW 220V d.c. |
| 505580<br>LDKM<br><br>Df Esd<br>Rdr RT | **BUSEN**<br>exBusen 3–47<br>**Konrad Vaage**<br>Bergen Norwegian | 263<br>115<br>— | | 1924 Kaldnes M/V—Tbg<br>133' 8" 21' 5" 13' 6"<br>... ... ...<br>1 dk<br>R conv salvage ship & len 56 | M Fishing | Oil 2SA 7Cy. 280×420 mm<br>700bhp NE61<br>Wichmann Mtrf. |
| 505581 | **BUSHEHR I**<br><br>**Government of Iran (Ministry of Economy, Ports and Navigation Organisation)**<br>Bushehr Iranian | —<br>—<br>— | ✠100A– SS 10/65<br>Persian Gulf & Iranian coasting service<br><br>EL (a) ½"SQ | 1960–9 J. Taylor (Shipbuilders) Ltd.—Shm<br>99' 5" 24' 0" 5' 10¾"<br>96' 6" 23' 0" 7' 3"<br>RAD15' RFD14' 1 dk<br>3BH<br>rf nil | Barge | |
| 505582 | **BUSHEHR II**<br><br>**Government of Iran (Ministry of Economy, Ports and Navigation Organisation)**<br>Bushehr Iranian | —<br>—<br>— | ✠100A– SS 2/65<br>Persian Gulf & Iranian coasting service<br><br>EL (a) ½"SQ | 1960–9 J. Taylor (Shipbuilders) Ltd.—Shm<br>99' 5" 24' 0" 5' 10¾"<br>96' 6" 23' 0" 7' 3"<br>RAD15' RFD14' 1 dk<br>3BH<br>rf nil | Barge | |
| 505583 | **BUSHEHR III**<br><br>**Government of Iran (Ministry of Economy, Ports and Navigation Organisation)**<br>Bushehr Iranian | —<br>—<br>— | ✠100A– ~~SS 11/64~~<br>Persian Gulf & Iranian coasting service SS 8/68<br><br>EL (a) ½"SQ | 1960–12 J. Taylor (Shipbuilders) Ltd.—Shm<br>99' 5" 24' 0" 5' 10¾"<br>96' 6" 23' 0" 7' 3"<br>RAD15' RFD14' 1 dk<br>3BH<br>rf nil | Barge | |

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| 505584 | **BUSHEHR IV**<br>**Government of Iran (Ministry of Economy, Ports and Navigation Organisation)**<br>Bushehr Iranian | —<br>—<br>— | ✠100A– SS 9/68 ~~SS 7/64~~<br>Persian Gulf & Iranian coasting service<br>EL (a) ¾″SQ | **1960**–12 J. Taylor (Shipbuilders) Ltd.—Shm<br>99′ 5″ 24′ 0″ 5′ 10¾″<br>96′ 6″ 23′ 0″ 7′ 3″<br>RAD15′ RFD14′ 1 dk<br>3BH<br>rf nil | Barge | |
| 505585<br>MQQN<br>185918<br>Df Esd<br>Gc Rdr<br>RT | **BUSHWOOD**<br>exLongfellow–61<br>**Wm. France, Fenwick & Co. Ltd.**<br>London British | **3804**<br>1949<br>5620 | **✠100A1** SS 8/68 ~~SS 5/65~~<br>**✠LMC**<br>MN400 EL v | **1953**–6 Henry Robb Ltd.—Lth<br>356′ 7″ 50′ 2″ 21′ 9½″<br>335′ 6″ 50′ 0″ 26′ 6″<br>P86′ F42′ 1 dk<br>RW NS 4BH<br>WB1381t | M Mchy.aft<br>G.260100 B.248800<br>8W | Oil 2SA 5Cy. 560×1000 mm<br>2000bhp ✠NEmade48fitted53 392t<br>Sulzer Bros. Ltd. Win<br>11k |
| 505586<br>GHKZ<br>301369<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BUSIRIS**<br>**Moss Hutchison Line Ltd.**<br>Trident Tankers Ltd.<br>Liverpool British | **24268**<br>14567<br>37558 | **✠100A1** SS 3/66<br>oil tanker<br>**✠LMC**<br>MN3520 EL r†$2\frac{13}{16}$″SQ | **1961**–2 J. L. Thompson & Sons Ltd.—Sld<br>690′ 8″ 90′ 5″ 36′ 7″<br>661′ 2″ 90′ 0″ 48′ 0″<br>P135′ B52′ F88′ 1 dk<br>RW 16BH<br>rf 5″ WB841t | S Tanker Mchy.aft<br>33 Ta<br>L.1809110 HeCls. BC<br>Der 1(7) 2(5) 2(1) 2(½) | 2 S Turb dr geared to sc. shaft<br>17600shp 3855t (o.f)–105pd<br>Parsons Marine Turb. Co. Wal<br>2WTB 700℔ Spt 850° F. 685℔ hs20844<br>sg 180℔<br>2×750kW 440V 60c/s a.c. 16½k |
| 541049<br>THYY<br>Df Esd<br>RT | **BUSSANG**<br>**Armement Dhellemmes Frères**<br>Concarneau French | **158**<br>53<br>— | BV | **1963** At. & Ch. de La Rochelle-Pallice—LaR-P<br>98′ 5″ 22′ 2″<br>82′ 0″ 22′ 0″ 11′ 10″ | M Trawler<br>3 Ha (3¼′, 3¼′×3½′) (3¼′×3′) | Oil 4SA 6Cy. 270×360 mm<br>560bhp 35t<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| 505587<br>DAYX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUSSARD**<br>**Deutsche Seereederei**<br>Rostock E. German | **983**<br>421<br>1572<br>**1824**<br>927<br>— | DSRK | **1962** Schiffsw. "Neptun"—Ros<br>270′ 4″ 41′ 5″ 14′ 0″/—<br>41′ 3″<br>2 dks | M OSD/CSD Mchy.aft | Oil 4SA 6Cy. 470×660 mm<br>Masch. Halberstadt Halberstadt |
| 505588<br>DDRA<br>Df Esd<br>Rdr RT | **BUSSARD**<br>**Argo Reederei Richard Adler & Sohne**<br>Bremen W. German | **499**<br>252<br>976 | GL | **1961** Adler Werft G.m.b.H.—Bmn<br>229′ 8″ 35′ 2″ $11′ 10\frac{7}{16}$″<br>218′ 2″ 35′ 1″ 19′ 0″<br>B36′ F28′ 1 dk & S dk | M OSD Mchy.aft<br>G.79030 B.70480<br>2 Ha<br>Cr 1(10) 2(3) | Oil 4SA 6Cy. 400×580 mm<br>1500bhp 118t<br>Klöckner-Humboldt-Deutz Kln<br>14k |
| 505591<br>AQAQ<br>151405 | **BUSTARD 1**<br>exBustard<br>**Karachi Port Trust**<br>Karachi Pakistan | **740**<br>297<br>— | **✠100A1** SS 4/67<br>hopper barge<br>**✠LMC** | **1923**–3 Lobnitz & Co. Ltd.—Rnf<br>193′ 0″ 31′ 2″ 13′ 6″<br>186′ 0″ 31′ 0″ 15′ 0″<br>R 4BH<br>BK4″ WB39t incl. DTsa16t | S Hopper Barge<br>1 Ho 60′<br>1 Ha (60′×21′)<br>1W | T 3Cy. 17″ 27″ & 43″×27″<br>840ihp 112t (o.f)<br>Lobnitz & Co. Ltd. Rnf<br>2 **SB** 180℔ hs(2940) 6cf **ND** 10k |
| 505592<br>MFLD<br>181183<br>Esd Gc<br>Rdr RT | **BUSTLER**<br>**Secretary of State for Defence**<br>Leith British | **1103**<br>99<br>— | **✠100A1** SS 12/64<br>tug<br>**✠LMC**<br>EL (m)$1\frac{7}{16}$″ | **1942**–6 Henry Robb Ltd.—Lth<br>204′ 11″ 38′ 8″ 17′ 6¾″<br>190′ 0″ 38′ 6″ 19′ 0″<br>B&F121′<br>5BH<br>BK7½″ WB233t incl. DTf93t DTa48t | M Salvage Tug | 2 Oil 2SA each 8Cy. 340×570 mm & hydraulic couplings sr geared to sc. shaft<br>3020bhp<br>British Auxiliaries Ltd. Gls |
| 505593<br>OWGG<br>Df Esd<br>Gc Rdr | **BUSUANGA**<br>**A/S Det Østasiatiske Kompagni**<br>Copenhagen Danish | T.Mk<br>**6493**<br>3537<br>9210<br>**8687**<br>5204<br>10300 | **✠100A1** SS 12/66<br>DTm—oil FP above 150° F. or vegetable oil or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2000 EL d†$2\frac{3}{16}$″SQ | **1957**–3 A/S Nakskov Skibsv.—Nkv<br>496′ 10″ 64′ 0″ 27′ 9½″<br>456′ 0″ 63′ 9″ 38′ 0″<br>F86′ 3 dks<br>RW 7BH<br>rf 4″ DK fwd WB3207t incl. DTsm1442t DTf254t | M Ref Mchy.aft<br>G.615400 B.553500 In.8240<br>20W Der 1(60) 1(20) 10(5) 10(3) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp 1580t<br>Burmeister & Wain Cpn<br>2AuxB (1 o.f 1 ex.g) 100℔ 17½k |
| 505596<br>141006 | **BUSY BEE**<br>**D. Bodart**<br>Montreal Canadian | **115**<br>5<br>— | | **1919** Davie S.B. & R. Co. Ltd.—Lauzon<br>78′ 0″ 20′ 0″ 9′ 0″<br>19′ 10″<br>R | S Tug | C 2Cy. 16″ & 32″×24″<br>15t<br>Cie. F. K. Drolet Qbc<br>9k |
| 524792<br>EBWQ<br>Df Esd<br>Gc Rdr<br>RT | **BUTACINCO**<br>exNavafria–66<br>**Butano S.A.**<br>Bilbao Spanish | **1152**<br>705<br>1250 | **✠100A1** SS 12/66<br>liquefied gas carrier Ammonia or propane or butane in independent tanks, max. pressure 18 kg/cm$^2$ at atmospheric temp.<br>**✠LMC**<br>MN336 EL n | **1959**–4 Cia. Euskalduna—Bbo<br>237′ 10″ 34′ 9″ 16′ 7½″<br>220′ 2″ 34′ 5½″ 19′ 2″<br>F37′ 2 dks<br>NS 3BH<br>len & conv dry cargo ship 66<br>rf 4″ WB147t | M Liquefied Gas Carrier Mchy.aft<br>5 Ta<br>L.50288 | Oil 4SA 8Cy. 400×600 mm<br>1680bhp 80t<br>Masch. Augsburg-Nürnberg Ham<br>5×60, 60, 60, 60, 5kW 220V d.c. 11½k |
| 651021<br>EEQR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUTACUATRO**<br>**Butano S.A.**<br>Bilbao Spanish | **1506**<br>913<br>— | **✠100A1**<br>liquefied gas carrier Ammonia or petroleum gas in independent tanks, max. pressure 100℔/in$^2$ minimum temp. 0° C.<br>**✠LMC**<br>MN498 EL r 1½″SQ<br>**✠Lloyd's RMC (LG)** | **1965**–8 Cia. Euskalduna—Bbo<br>265′ 1″ 41′ 8″ 16′ 2″<br>241′ 11″ 41′ 3½″ 22′ 6″<br>Ba62′ F42′ 1 dk & S dk<br>NS Coll BH to S dk, 3 to 2nd dk<br>WB665t incl. Nos. 3 & 5 comb. btm. & side tanks 279t | M Liquefied Gas Carrier OSD Ref Mchy.aft | Oil 2SA 5Cy. 520×900 mm<br>2490bhp Götaverken (d.o)<br>Empresa Nacional "Elcano" Val<br>AuxB 100℔ |

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| 642356<br>EEMI<br><br>Df Esd<br>Gc Rdr<br>RT | **BUTADOS**<br><br>**Butano S.A.**<br>Cadiz Spanish | 1524<br>914<br>— | ✠100A1<br>liquefied gas carrier<br>Ammonia or petroleum gas in independent tanks, max. pressure 100lb/in$^2$ minimum temp. 0° C.<br>✠LMC<br>MN498 EL r 1½"SQ<br>✠Lloyd's RMC (LG) | 1965–11 Soc. Española de Const. Nav.—Cdz<br>261' 0" 41' 11"<br>241' 1" 41' 3½" 22' 6"<br>Ba59' F42' 1 dk & S dk<br>NS Coll BH to S dk, 3 to 2nd dk<br>rf nil WB580t incl. Comb. btm & side tanks in hold 409t | M Liquefied Gas Carrier<br>Mchy.aft | OSD Ref | Oil 2SA 5Cy. 520×900 mm<br>2490bhp Götaverken<br>Empresa Nacional "Elcano"<br>AuxB 100lb |
| 505597<br>FOOO<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **BUTAGAZ**<br><br>**Soc. Maritime Shell**<br>Havre French | 1941<br>965<br>1717 | BV<br><br>✠Classed LR until 12/57<br><br><br>**BROKEN UP** | 1955–9 Ch. Nav. de La Ciotat—La Ciotat<br>279' 1" 39' 6" 17' 10½"<br>265' 1" 39' 4" 21' 6"<br>P69' F20' 1 dk<br><br>rf 3" | S Liquefied Gas Carrier<br>36 Ta<br>L.47733<br><br>Der 2(3) | Mchy.aft<br><br>HeCls. B | T 3Cy. 444 690 & 1160×730 mm<br>1500ihp<br>Ch. Nav. de La Ciotat<br>2×90kW 110V d.c. |
| 538416<br>EDQB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUTAOCHO**<br>exTomas Ruiz de Velasco–67<br>**Butano S.A.**<br>Bilbao Spanish | 1722<br>1140<br>~~2834~~<br>2115 | ~~AB~~ BV ~~AB~~ | 1963 Ast. de T. Ruiz de Velasco—Bbo<br>261' 8" 38' 8" 19' 8"<br>236' 7" 38' 7" 23' 0"<br>P60' 2 dks<br>RW conv dry cargo ship 67<br>rf 4" | M Liquefied Gas Carrier<br>2 Ho<br><br>2 Ha<br>8W Der 8(3) | CSD<br>Mchy.aft | Oil 4SA 8Cy. 390×680 mm<br>1850bhp<br>N.V. Werkspoor |
| 524795<br>EBWR<br><br>Df Esd<br>Gc Rdr<br>RT | **BUTASEIS**<br>exNavalhorno–67<br>**Butano S.A.**<br>Bilbao Spanish | 1152<br>705<br>1250 | ✠100A1 SS 11/66<br>liquefied gas carrier<br>Ammonia or propane or butane in independent tanks, max. pressure 18 kg/cm$^2$ at atmospheric temp.<br>✠LMC<br>MN336 EL n | 1958–11 Cia. Euskalduna—Bbo<br>237' 10" 34' 9" 14' 4½"<br>220' 2" 34' 5½" 19' 2"<br>F37' 2 dks<br>NS 3BH len & conv dry cargo 66<br>rf 4" WB147t | M Liquefied Gas Carrier<br>5 Ta<br>L.50288 | Mchy.aft | Oil 4SA 8Cy. 400×600 mm<br>1680bhp<br>Masch. Augsburg-Nürnberg<br>5×60, 60, 60, 60, 5kW 220V d.c. |
| 529599<br>EBYO<br><br>Df Esd<br>Gc Rdr<br>RT | **BUTASIETE**<br>exRio Hijuela–67<br>**Butano S.A.**<br>Bilbao Spanish | 1642<br>1057<br>2834 | ~~AB~~ | 1960 Ast. de T. Ruiz de Velasco—Bbo<br>261' 8" 38' 8" 19' 8"<br>236' 7" 38' 7" 23' 0"<br>P54' B16' F33' 2 dks<br>RW<br>rf 4" | M CSD Mchy.aft<br>2 Ho<br>G.120757 B.105748<br>2 Ha<br>8W Der 1(15) 8(5) | | Oil 4SA 8Cy. 390×680 mm<br>1650bhp<br>N.V. Werkspoor |
| 650501<br>EEMJ<br><br>Df Esd<br>Gc Pfd<br>Rdr | **BUTATRES**<br><br>**Butano S.A.**<br>Bilbao Spanish | 1500<br>901<br>— | ✠100A1<br>liquefied gas carrier<br>Ammonia or petroleum gas in independent tanks, max. pressure 100lb/in$^2$ minimum temp. 0° C.<br>✠LMC<br>MN498 EL r 1½"SQ<br>✠Lloyd's RMC (LG) | 1965–5 Cia. Euskalduna—Bbo<br>265' 1" 41' 8"<br>241' 1" 41' 4" 22' 6"<br>Ba60' F42' 1 dk & S dk<br>NS Coll BH to S dk 3 to 2nd dk<br>rf nil WB729t | M Liquefied Gas Carrier<br>Mchy.aft | OSD Ref | Oil 2SA 5Cy. 520×900 mm<br>2490bhp Götaverken<br>Empresa Nacional "Elcano"<br>AuxB 100lb<br>3×160kW 400V 50c/s a.c. |
| 642357<br>EEBM<br><br>Df Esd<br>Gc Rdr<br>RT | **BUTAUNO**<br><br>**Butano S.A.**<br>Cadiz Spanish | 1524<br>914<br>— | ✠100A1<br>liquefied gas carrier<br>Ammonia or petroleum gas in independent tanks, max. pressure 100lb/in$^2$ minimum temp. 0° C.<br>✠LMC<br>MN498 EL r 1½"SQ<br>✠Lloyd's RMC (LG) | 1965–9 Soc. Española de Const. Nav.—Cdz<br>261' 0" 41' 11"<br>241' 1" 41' 3½" 22' 6"<br>Ba59' F42' 1 dk & S dk<br>NS Coll BH to S dk, 3 to 2nd dk<br>rf nil WB580t incl. Comb. btm & side tanks in hold 409t | M Liquefied Gas Carrier<br>Mchy.aft | OSD Ref | Oil 2SA 5Cy. 520×900 mm<br>2490bhp Götaverken<br>Empresa Nacional "Elcano"<br>AuxB 100lb |
| 505599<br><br>185018<br>Rdr<br>RTm | **BUTE**<br><br>**Caledonian Steam Packet Co. Ltd.**<br>Glasgow British | 568<br>199<br>149 | | 1954 Ailsa S.B. Co. Ltd.—Trn<br>185' 10" 36' 6" 7' 6"<br>175' 9" 35' 0" 11' 3"<br>1 dk<br>RW | TM Ferry (650P) | | 2 Oil 2SA each 6Cy. 340×570 m<br>2200bhp<br>British Polar Engines Ltd.<br>3×60kW 220V d.c. |
| 660003<br>GSBU<br>308799<br>RTv | **BUTEGARTH**<br><br>**R. & J. H. Rea Ltd.**<br>Cardiff British | 161<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN170 EL (b)1" | 1966–1 Richards (Shipbuilders) Ltd.—Lwt<br>95' 0" 24' 11"<br>86' 0" 23' 6" 12' 0"<br>1 dk<br>RW 3BH<br>rf 21" BK6" WB38t | M Tug | | Oil 4SA 8Cy. 8¾"×11½"<br>850bhp<br>Blackstone & Co. Ltd.<br>2×30kW 220V d.c. |
| 540572<br>DECW<br><br>Df Esd | **BUTENDIEK**<br>exJümme–65<br>exTurmfalke–63<br>exAntwerpen–57<br>**Partenreederei m/s "Butendiek"**<br>Schulte & Bruns<br>Itzehoe W. German | 497<br>252<br>702 | GL | 1953 Heinr. Brand—Oldenburg<br>168' 11" 27' 8" 11' 8"<br>27' 6" 11' 10"<br>P36' Q69' F22' 1 dk<br>RW | M<br>1 Ho 105'<br>G.35000 B.33000<br>2 Ha<br>4W | | Oil 4SA 6Cy. 290×420 mm<br>490bhp<br>Masch. Kiel A.G. |
| 505600<br>DDKA<br><br>Df Esd<br>Rdr | **BUTJADINGEN**<br><br>~~**Hans Werner Stutz & Richard Büsing**~~ Richard Büsing<br>Strohausen W. German | 500<br>294<br>1181 | GL | 1961 C. Lühring—Brake<br>219' 10" 32' 10" 12' 6½"<br>196' 10" 32' 9½" 19' 6"<br>1 dk & S dk | M OSD<br><br>G.82959 B.76337<br>2 Ha | | Oil 2SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz |

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| 505601<br>DGSC | **BUTJADINGEN**<br>exObereider–61<br>exJohannes II–54<br>**Harry Wilksen**<br>Brake W. German | 160<br>83<br>180 | <br><br>GL | **1931** E. J. Smit & Zoon—Hgz<br>*110·5′* 18′ 5″ 7′ 1″<br>8′ 8″<br>1 dk<br>R len 38 | M Mchy.aft | Oil 4SA 3Cy. 280×450 mm<br>150bhp NE37<br>Humboldt-Deutzmot. Köln-Deutz |
| 505602<br>FOUL<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BUTMAH**<br>**Cie. Navale des Pétroles**<br>Havre French | 21547<br>12359<br>33089 | <br><br>BV | **1957** Kockums M/V A/B—Mmo<br>662′ 7″ 86′ 3″ 35′ 0″<br>637′ 0″ 86′ 0″ 46′ 2″<br>P161′ F154′ 1 dk | M Tanker Mchy.aft<br>20 Ta<br>HeCls. B<br>Der 2(4) 4(3) 4(1) | Oil 2SA 10Cy. 780×1400 mm<br>11250bhp MAN 2050t (hvf)–40pd<br>Kockums M/V A/B Mmo<br>3×280, 250, 175kW 280V 50c/s a.c.<br>15$\frac{1}{2}$k |
| 505603<br>DIGB<br>Df Esd<br>RTh | **BUTT**<br>**Julius Feldtmann**<br>Peter Döhle<br>Hamburg W. German | 421<br>209<br>694 | <br><br>GL | **1954** J. J. Sietas Schiffsw.—Ham<br>175′ 6″ 27′ 7″ 12′ 1$\frac{3}{4}$″<br>154′ 3″ 27′ 6″ 12′ 6″<br>F18′ 1 dk<br>RW<br>rf nil | M Mchy.aft<br>1 Ho 110′<br>G.32596 B.30732<br>2 Ha (20$\frac{1}{4}$′, 52$\frac{1}{4}$′×16$\frac{3}{4}$′)<br>Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×5$\frac{1}{2}$, 5 & 2$\frac{3}{4}$kW 110V d.c.<br>Directional propeller 9k |
| 505604<br>5LYM<br>1356<br>Df Esd<br>Gc Rdr | **BUTTERFLY**<br>**Coal Overseas Corp.**<br>Monrovia Liberian | 12291<br>7469<br>19515 | ✠100A1 SS 10/67<br><br>✠LMC<br><br>MN1500 EL I†2$\frac{7}{16}$″SQ<br>RI | **1959**–2 Nippon Kokan—Shimizu<br>555′ 0″ 75′ 2″ 29′ 6$\frac{1}{4}$″<br>525′ 0″ 75′ 0″ 41′ 9″<br>P94′ F50′ 1 dk<br>NS 7BH<br>rf 4″ WB8531t incl. Topside tanks 2954t | M Mchy.aft<br><br>G.913564 | Oil 2SA 6Cy. 780×1400 mm<br>7500bhp MAN<br>Mitsubishi Nippon Hvy Ind. Yka<br>wtdb 100lb e (ex.g) 123lb 14$\frac{3}{4}$k |
| 505605<br>KETW<br>243442<br>Df Esd | **BUTTON GWINNETT**<br>**United States Department of Commerce**<br>Savannah United States | 7176<br>4380<br>10500 | <br><br>**BROKEN UP** AB | **1943** Southeastern S.B. Corp.—Sav<br>441′ 6″ 57′ 0″ 27′ 8$\frac{7}{8}$″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60$\frac{3}{4}$′, 72$\frac{1}{2}$′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33$\frac{3}{4}$′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24$\frac{1}{2}$″ 37″ & 70″×48″<br>2500ihp 1820t (o.f)<br>Vulcan Iron Works Wilkes-Barre<br>3×20kW 120V d.c. 10k |
| 541377<br>OYJI<br>Df Esd | **BUUR**<br>exSusanne Herup–66<br>exTunö–63<br>exDieter Waltraud–57<br>exRita Degen–53 exErica–34<br>**Christen Verner Partrederi**<br>Randers Danish | 299<br>179<br>450 | <br><br>GL | **1911** Stettiner Oderwerke—Stn<br>139′ 11″ 22′ 8″ 12′ 0″<br>… … …<br>1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.24000 B.22000<br>1 Ha (60′×13′)<br>2W Der 2(2) | Oil 4SA 6Cy. 250×350 mm<br>300bhp NE55<br>Motorenw. Mannheim Mhm |
| 505606<br>DACP<br>Esd | **BUXTEHUDE**<br>**Partenreederei m.s. "Buxtehude"**<br>Heinrich Somfleth<br>Hamburg W. German | 248<br>163<br>— | <br><br>GL | **1960** J. J. Sietas Schiffsw.—Ham<br>*141·7′* 28′ 6″<br>28′ 4″ 8′ 10″<br>P28′ F17′ 1 dk<br>len 67 | M Mchy.aft<br><br>G.17622<br>1 Ha (55$\frac{3}{4}$′×16′) | Oil 4SA 6Cy. 220×280 mm<br>198bhp<br>Klöckner-Humboldt-Deutz Kln<br>8$\frac{1}{2}$k |
| 505607<br>50 | **BÜYÜKADA**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 561<br>335<br>— | GL<br><br>✠Classed LR until 3/52 | **1949**–1 J. & K. Smit's Scheeps.—Kinderdijk<br>178′ 6″ 27′ 1″ 8′ 3″<br>26′ 11″ 10′ 10″<br>F19′ 1 dk<br>RW | TS Ferry | T 6Cy. 10$\frac{7}{16}$″ 15$\frac{15}{16}$″ & 27″×17$\frac{11}{16}$″<br>680ihp<br>L. Smit & Zoon Kinderdijk |
| 505608<br>TCUI<br>49 | **BÜYÜKDERE**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 561<br>335<br>— | GL<br><br>✠Classed LR until 3/52 | **1948**–10 Verschure & Co.'s Scheeps.—Ams<br>178′ 6″ 27′ 1″ 8′ 3″<br>26′ 11″ 10′ 10″<br>F19′ 1 dk<br>RW | TS Ferry | T 6Cy. 10$\frac{7}{16}$″ 15$\frac{15}{16}$″ & 27″×17$\frac{11}{16}$″<br>680ihp<br>Verschure & Co.'s Scheeps. Ams |
| 505609 | **BUZAU**<br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian | 1047<br>483<br>— | | **1960** Turnu-Severin—Gtz<br>*230·2′* 32′ 11″ 12′ 5″<br>… … …<br>1 dk | M | Oil 2SA 6Cy.<br>Sulzer Bros. Ltd. Win |
| 642397<br>UJIG<br>M-21458 | **BUZOVNY**<br>**U.S.S.R.**<br>Novorossisk Russian | 3821<br>2002<br>4160 | | **1964** G. Dimitrov Shipyard—Varna<br>430′ 0″ 52′ 6″ 14′ 5″<br>52′ 4″ 18′ 0″<br>1 dk | TM Tanker Mchy.aft<br>15 Ta<br>L.217045 | 2 Oil 2SA each 8Cy. 300×500 mm<br>10$\frac{1}{2}$k |
| 505610<br>DDRL<br>Df Esd<br>Gc Rdr<br>RT | **BYBLOS**<br>**Atlas Levante-Linie G.m.b.H.**<br>Bremen W. German | 3241<br>1748<br>5009<br>4449<br>2854<br>6391 | <br><br>GL | **1959** A.G. "Weser" Werk Seebeck—Bhn<br>380′ 6″ 51′ 11″ 20′ 10″/24′ 0″<br>344′ 6″ 51′ 10″ 29′ 6″<br>P80′ F38′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>G.323942 B.289883<br>3 Ha<br>10W Der 1(50) 1(15) 10(3–5) | 2 Oil 4SA each 8Cy. 420×660 mm geared to sc. shaft<br>3360bhp 340t<br>Klöckner-Humboldt-Deutz Kln<br>14k |
| | Now **BOCKHOLM** See New Entries No. 9 | | | | | |
| 503546<br>6ZUW<br>2618<br>Df Esd<br>Rdr<br>RTm/v | **BYBLOS HORIZON**<br>exSlidre Selatan–66<br>exBamse–65<br>**Byblos Shipping Co.**<br>Monrovia Liberian | 1707<br>911<br>2500 | <br><br>~~NV~~ | **1947** Helsingborgs Varfs A/B—Hbg<br>271′ 10″ 41′ 8″ 16′ 10$\frac{1}{2}$″<br>41′ 6″<br>P25′ B64′ F29′ 1 dk<br>RW<br>rf 4″ | S<br>2 Ho 95$\frac{3}{4}$′ comb., 93$\frac{1}{2}$′ comb.<br>G.133670 B.121455<br>4 Ha (each 34′×18′)<br>7W Der 2(10) 3(3) | C 4Cy. (2) 13″ & (2) 30$\frac{5}{16}$″×28$\frac{11}{16}$″<br>1040ihp 319t (o.f)<br>A/S Fredriksstad M/V Fks<br>3×25, 10, 10kW 220V d.c. 10$\frac{1}{2}$k |

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| 505611<br>SPQD<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **BYDGOSZCZ**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin   Polish | 3347<br>1816<br>5265 | | <br><br>PR | 1960 Stocznia Szczecinska—Szn<br>407′ 0″ 54′ 3″ 20′ 5″<br>367′ 6″ 54′ 1½″ 22′ 6″<br>1 dk & S dk | M (6P) OSD<br>5 Ho 48½′, 49½′, 55′, 57½′, 50½′<br>G.356848 B.331457<br>5 Ha (27′, 30½′, 39½′, 29½′, 25½′×19′)<br>Der 1(30) 13(5) | Oil 2SA 6Cy. 620×1150 mm<br>4900bhp<br>Burmeister & Wain<br>3×250, 250, 130kW 230V d.c. |
| 505612<br>JXLO<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BYFJORD**<br><br>**Skips A/S Hidlefjord & Skibs**<br>**A/S Byfjord**<br>Kornelius Olsen<br>Stavanger   Norwegian | 5788<br>3076<br>5150 | | <br><br>NV | 1960 A/S Akers M/V—Osl<br>437′ 3″ 54′ 4″ 23′ 6″<br>400′ 3″ 54′ 1½″ 36′ 1″<br>3 dks<br>rf 15¾″ | M Ref<br>4 Ho<br>B.241504 In.246144<br>4 Ha (each 27′×15½′)<br>8W Der 8(5) | Oil 2SA 10Cy. 500×1500 mm<br>7900bhp B&W<br>A/S Akers M/V |
| 505615<br>LANL<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BYKLEFJELL**<br>exPuerto Somoza-58<br>exByklefjell-56<br>**K/S A/S Ocean Transport**<br>**& Co.**<br>A/S Ocean Transport<br>Bergen   Norwegian | 4324<br>2312<br>7300<br>6531<br>3868<br>8500 | | <br><br>NV | 1952 A/S Fredriksstad M/V—Fks<br>435′ 0″ 58′ 2″ 23′ 8½″/26′ 0¾″<br>401′ 0″ 58′ 0″ 35′ 9″<br>F89′ 1 dk & S dk<br>RW<br>rf nil | M Ref OSD/CSD<br>3 Ho 54′, 98¾′, 119¾′, 4 TwD 54′, 65½′, 68½′, 61½′<br>G.489280 B.454840<br>5 Ha (29½′, 40½′, 36¾′, 26½′, 30½′×22′)<br>16W Der 1(25) 1(15) 8(5) 8(3) | Oil 2SA 6Cy. 680×1500 mm<br>4500bhp<br>A/B Götaverken<br>4×140, 140, 140, 110kW 220V d.c. |
| 505616<br>GVGK<br>181219<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **BYLAND ABBEY**<br><br>**Ellerman's Wilson Line**<br>**Ltd.**<br>Goole   British<br>Now **ANGELO**<br>See New Entries No. 1 | 1372<br>552<br>1180 | ✠100A1<br><br>✠LMC<br><br>MN434 | SS 2/65<br><br><br><br>EL q $1\frac{1}{16}$"SQ | 1957-1 Austin & Pickersgill Ltd.—Sld<br>265′ 4″ 40′ 6″ 14′ 5½″<br>250′ 0″ 40′ 0″ 23′ 0″<br>1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 6″ WB293t | M (12P) Ref OSD<br>3 Ho 40′, 54′, 58′<br>In.76000<br>3 Ha (23½′×16′) (30′, 30′×20′)<br>6W Der 2(10) 4(7) | Oil 4SA 9Cy. 17″×18″ with sr ge<br>& hydraulic coupling<br>2410bhp<br>Ruston & Hornsby<br>3×135kW 220V d.c. |
| 680254 | **BYMOS**<br><br>**A. Audun Poulsen**<br>Copenhagen   Danish | 499<br>312<br>905<br>1211<br>811<br>1670 | 100A1<br>Class contemplated | | Büsumer Werft G.m.b.H.—<br>Büsum<br>247′ 0″ 39′ 5″ 12′ 6″/16′ 5″<br>225′ 0″ 38′ 8″ 22′ 1″ | M Ref OSD/CSD Mchy.aft | Oil<br><br>Atlas-Mak Masch. |
| | For later particulars see New Entries No. 1 | | | | | | |
| 534006<br>LAOO<br><br>Df Esd<br>RT | **BYRDING**<br>exSteinmann-63<br>**Monrad Sætre**<br>Bergen   Norwegian | 300<br>128<br>458 | | <br><br>NV | 1953 C. Lühring—Brake<br>141′ 0″ 25′ 6″ 10′ 1½″<br>126′ 1″ 25′ 4″ 11′ 0″<br>1 dk<br>RW<br>rf 4″ | M Mchy.aft<br><br><br>1 Ha (60½′×15¾′) | Oil 4SA 6Cy. 290×420 mm<br>360bhp<br>Masch. Kiel A.G. |
| 505617<br>WSSS<br>246173<br>Df Esd<br>Gc Rdr<br>RTh | **BYRON D. BENSON**<br><br>**Getty Oil Co.**<br>Wilmington, Del  United States<br><br>Now **LOUISIANA GETTY**<br>See New Entries No. 1 | 10586<br>6827<br>16395 | | <br><br>AB | 1944 Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 30′ 3½″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660   HeCls. BC<br><br>Der 2(2) | S Turb 7240shp driving 1 gen.<br>2300V a.c. connected to elec.<br>6600shp (Sy)<br>Westinghouse Elec. & Mfg Co.<br>2×400kW 450V 60c/s a.c.<br>6×110, 110, 32½, 32½, 5½, 5½kW |
| 680019<br>UMXA<br>M-22192 | **BYSTRIJ**<br><br>**U.S.S.R.**<br>Odessa   Russian | 844<br>240<br>339 | | | 1956 ......................Russia<br>208′ 7″ 31′ 2″ 15′ 1″<br>31′ 0″ 17′ 11″ | D-E Whaler | 4 Oil 4SA each 6Cy.<br>connected to elec. motor & |
| 505619<br>SPMS<br><br>Df Esd<br>Gc Rdr<br>RT | **BYSTRZYCA**<br><br>**Polish Government**<br>P.P.D. I U.R. "Odra"<br>Swinoujscie   Polish | 646<br>228<br>487 | | <br><br>PR | 1957 Stocznia im. Komuny Paryskiej—Gdy<br>194′ 4″ 29′ 8″ 14′ 2″<br>176′ 7″ 29′ 6″ 16′ 3″ | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm<br>800ihp<br>A/B Finnboda Varf<br>2×20kW 230V d.c. |
| 518345<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BYZANTINE**<br>exKate Mærsk-67<br>~~Brigantine Transport Corp.~~<br>~~Ltd.~~<br>Monrovia   Liberian<br>**Interseas Shipping Co. Inc.** | 16354 ~~16564~~<br>10957 ~~10159~~<br>25310 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 upper holds may be all or individually empty<br>✠LMC<br>MN1750 | SS 1/65<br><br><br><br><br>EL l†2½"SQ | 1955-11 Mitsui Zosen—Tmn<br>579′ 9″ 82′ 0″ 33′ 5½″<br>557′ 1″ 81′ 9½″ 47′ 9″<br>1 dk<br>NS 7BH   len & conv tanker 65<br>DK fwd WB11157t incl. Top, centre & side tanks in holds 6595t | M Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Mitsui Zosen<br>2AuxB(p&s) 180lb Spt<br>AuxB (ex.g) 180lb |
| 505621<br>SXPT<br>2961<br>Df Esd<br>Gc RTh | **BYZANTION**<br>exSpeaker-62<br>exLillian Moller-48<br>exSambalt-47<br>Launched as Robert Wickcliffe<br>**Epos Marine Enterprises S.A.**<br>Piræus   Greek | 7276<br>4273<br>— | 100A1<br>DTs—oil FP above 150° F.<br>LMC | TD 5/67<br><br><br><br>EL a†2$\frac{1}{16}$"SQ | 1943 Bethlehem-Fairfield—Bal<br>441′ 7″ 57′ 0″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW NS 7BH<br>rf 6″ WB3315t incl. DTa751t DTsf652t Tunnel tanks 360t | S<br>5 Ho 61½′, 72½′, 50′, 45′, 70′<br><br>5 Ha (33½′, 35′, 20′, 35′, 35′×20′)<br>Der 1(50) 1(15) 2(10) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>2WTB 250lb Spt230lb<br>3×20kW 120V d.c. |
| 505622<br>SPIX<br><br>Df Esd<br>RT | **BZURA**<br><br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia   Polish | 650<br>219<br>463 | | <br><br>PR | 1955 Stocznia Gdanska—Gdk<br>194′ 4″ 29′ 9″<br>29′ 7″ 16′ 0″<br><br>RW | S Trawler | C 4Cy. (2) 330 & (2) 770×720 mm<br>1000ihp<br>A/S Atlas Maskfbk.<br>2×20kW 220V d.c. |

1968-69

| 1<br>LR Identity No.<br>Call Sign<br>Official No.<br>Navigational aids | 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer<br>Deadwt<br>Gross<br>Net<br>Summer<br>Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
|---|---|---|---|---|---|---|
| 505623<br>VGCR<br>141676<br>Df Esd<br>Gc Rdr<br>RTm/v | **C. A. BENNETT**<br>exViscount Bennett–54<br>exBerryton–42 exB. F. Berry<br>**Marine Salvage Ltd.**<br>Port Colborne Canadian | 6221<br>5023<br>9200 | **BS** Lake SS 9/65<br>Great Lakes & River St.<br>Lawrence service<br>**MBS** | **1908** American S.B. Co.—Lorain<br>500′ 0″ 52′ 2″ 20′ 7¼″<br>480′ 0″ 52′ 0″ 30′ 0″<br>1 dk<br>R 3BH<br>rf 2½″ | S Mchy.aft<br>4 Ho 97′, 85′, 85′, 94′<br>G.362000 B.331000<br>28 Ha (stl) (each 9′×38¼′) | T 3Cy. 22¾″ 36$\frac{1}{16}$″ & 60$\frac{3}{16}$″×42″<br>1570ihp 289t (c)<br>American S.B. Co. Clv<br>2 SB 140lb hs(5086) 11k |
| 505624<br>Df Esd<br>Pfd Rdr<br>RT | **C. A. LARSEN**<br>**Argenbel S.A.**<br>Buenos Aires Argentine | 438<br>150<br>— | **BS✳** SS 5/62<br>whaling purposes<br>Ice strengthening fwd<br>**MBS✳**<br>MN414 C18<br>**LAID UP—SURVEYS OVERDUE 5/66** | **1950–11** Smith's Dock Co. Ltd.—Mdb<br>158′ 10″ 27′ 7″ 14′ 0½″<br>148′ 6″ 27′ 6″ 15′ 6″<br>1 dk<br>RW 6BH<br>rf 7½″ WB40t incl. DTsf31t | S Whaler Mchy.aft | C 4Cy. (2) 14$\frac{9}{16}$″ & (2) 34¼″×32½″<br>2300ihp 211t (o.f)<br>Smith's Dock Co. Ltd. Mdb<br>2WTB 220lb Spt hs(5090) 14k |
| 505625<br>KDZT<br>248049<br>Df Esd<br>Gc | **C. C. N. Y. VICTORY**<br>**United States Department of Commerce**<br>Baltimore United States | 7637<br>4612<br>10584 | AB | **1945** Bethlehem-Fairfield—Bal<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2838t (o.f)<br>Westinghouse Elec. & Mfg.Co. Pbg<br>2×300kW 240V d.c. 15k |
| 505626<br>CGSS<br>192414<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **C. D. HOWE**<br>**Government of Canada (Minister of Transport)**<br>Ottawa Canadian | 3628<br>1871<br>2205 | **✠100A1** SS 4/64<br>**with freeboard**<br>**Str. nav. ice**<br>**✠LMC**<br>MN1000 EL u | **1950–6** Davie S.B. & R. Co. Ltd.—Lauzon<br>294′ 8″ 50′ 2″ 18′ 7¾″<br>276′ 8″ 50′ 0″ 26′ 0″<br>B&F156′ 2 dks<br>5BH<br>WB1987t incl. Tunnel tanks 373t DTf166t DTa24t DTm532t | TS Supply Ship (81P)<br>3 Ho 20′, 46½′, 43½′<br>2 Ha (stl) (10½′×10½′) (22′×15′)<br>1 Ha (w) (13′×15′)<br>Cr 1(15) 1(3) 3(1) | S 6Cy. 24½″×26″<br>5000ihp (o.f)<br>Canadian Vickers Ltd. Mtl<br>2WTB 275lb Spt 220lb hs9714<br>3×65kW 225V d.c. |
| 505627<br>KGTP<br>290262<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **C. E. DANT**<br>**States Steamship Co.**<br>San Francisco United States | T.Mk<br>**9345**<br>5486<br>—<br>**12724**<br>8180<br>14376 | AB | **1963** National Stl & S.B. Co.—S.Diego<br>565′ 0″ 76′ 2″ —/31′ 1⅛″<br>528′ 0″ 76′ 0″ 44′ 6″<br>B64′ F152′ 2 dks, 3rd dk fwd<br>rf nil | S (12P) Ref<br>6 Ho 47¼′, 74¼′, 67½′, 67½′, 70½′, 55½′<br>G.810534 B.737753 In.38962<br>6 Ha (stl) (17¾′×19¾′) (37½′, 37½′, 37½′, 37½′, 37½′×25¾′)<br>24W Der 1(60) 4(20) 7(5) | 2 S Turb dr geared to sc. shaft<br>19250shp 3482t (o.f)<br>General Electric Co. Lyn<br>2×750kW 450V 60c/s a.c. 20k |
| 505628<br>ZSBV<br>156261<br>Df Esd<br>RTm | **C. F. KAYSER**<br>**Republic of South Africa (Railways & Harbours Administration)**<br>Port Elizabeth S. African | 601<br>—<br>— | ✠Classed LR until 7/37 | **1936–9** Lobnitz & Co. Ltd.—Rnf<br>154′ 3″ 33′ 1″ 14′ 0″<br>32′ 11″<br>B42′<br>R<br>rf 12″ | TS Tug<br>1 Ho 13′<br>1 Ha (5¼′×8′) | T 6Cy. 17″ 29″ & 48″×30″<br>3200 ihp 235t (c)<br>Lobnitz & Co. Ltd. Rnf<br>12k |
| 505629<br>IKZV<br>453<br>Df Esd<br>Pfd RT | **C. F. O. TONTINI**<br>exErnst Gröschel–60<br>**Fratelli Tontini**<br>Rome Italian | 447<br>208<br>— | RI | **1949** Rickmers Werft—Bhn<br>157′ 8″ 26′ 4″ 14′ 0″<br>142′ 1″ 26′ 3″ 15′ 6″<br>F17′<br>RW | M Trawler<br>1 Ho<br>1W | Oil 4SA 6Cy. 370×560 mm<br>900bhp NE60<br>Ansaldo Stab. Mecc. Gen<br>10k |
| 540199<br>IKZY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **C.F.O. TONTINI SECONDO**<br>exHans Vom Hoff–63<br>**Fratelli Tontini**<br>Rome Italian | 639<br>301<br>— | RI | **1950** Rickmers Werft—Bhn<br>*176·4′* 29′ 0″<br>171′ 3″ 28′ 10″ 16′ 5″ | M Trawler<br>1 Ho | Oil 4SA 6Cy. 400×580mm<br>1500bhp NE63<br>Klöckner-Humboldt-Deutz Kln |
| 505630<br>OZED<br>Df Esd<br>Gc Pfd<br>Rdr RT | **C. F. TIETGEN**<br>**Det forenede Dampskibs-Selskab A/S**<br>Aarhus Danish | 2782<br>1580<br>935 | BV | **1928** Helsingörs Jernsk. & Msk—Hsg<br>315′ 6″ 41′ 1″ 15′ 9¾″<br>40′ 9″ 24′ 6″<br>1 dk & A dk<br>R len 54<br>rf 36″ | M (1050P)<br>3 Ho 32′, 70½′, 30′<br>G.56990 B.49630<br>1 Ha (13½′×23′)<br>4W Cr 2(3) 1(1½) | Oil 2SA 10Cy. 500×900 mm<br>3600bhp NE39 B&W<br>Helsingörs Jernsk. & Msk. Hsg<br>3×200, 200, 160kW 220V d.c. 14½k |
| 519424<br>351075<br>Df Gc<br>Pfd Rdr<br>RTm/h | **C. G. HOVELMEIER**<br>exKos 53–66<br>**Union Whaling Co. Ltd.**<br>Durban S. African | 626<br>202<br>— | NV | **1959** A/S Fredriksstad M/V—Fks<br>172′ 0″ 29′ 8″<br>151′ 4″ 29′ 6″ 18′ 0″<br>1 dk | S Whaler | C 24Cy. (2) 15¾″ & (37¾″×34½″)<br>2600ihp (o.f)<br>Smith's Dk Co. Ltd. Mdb<br>3×25/30, 25/30, 6/10kW 220V d.c. |
| 505631<br>WA3662<br>204499<br>Df Gc<br>Rdr RT | **C. H. McCULLOUGH, Jr.**<br>exWard Ames<br>**Pickands, Mather & Co.**<br>Wilmington, Del United States | 5939<br>4740<br>10600 | AB | **1907** Superior S.B. Co.—Superior<br>*540·0′* 56′ 2″ 20′ 10¾″<br>539′ 10″ 56′ 0″ 30′ 0″<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>16 Ha (stl) (each 11′×37′) | Unaflow 3Cy. 28″×36″<br>3510ihp NE54<br>Skinner Engine Co. Erie |

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| 505632<br>DCDO<br><br>Esd<br>RTm/h | **C. H. METGER**<br><br>**"Grosser Kurfürst"**<br>**Heringsfischerei G.m.b.H.**<br>Emden W. German | **215**<br>101<br>— | GL | **1933** Schulte & Bruns—Emd<br>107' 11" 23' 0" 10' 0"<br>10' 10"<br>Q12' 1 dk<br>RW len 54 | M Fishing<br>2 Ho 41', 13' | Oil 4SA 6Cy. 250×350 mm<br>300bhp NE54<br>Motorenw. Mannheim<br>2×10, 5kW 115V d.c. |
| 505633<br>OWBK<br><br>Df Esd<br>RT | **C. HERUP**<br><br>**A. Herup**<br>Marstal Danish | T.Mk<br>**175**<br>76<br>—<br>**300**<br>181<br>480 | BV | **1957** H. C. Christensens Staal. af 1949<br>—Marstal<br>128' 3" 24' 7" 9' 0"/10' 0"<br>24' 5" 14' 3"<br>P32' 2 dks<br>RW | M Mchy.aft<br>1 Ho<br>G.22230 B.20660<br>1 Ha (51'×17')<br>2W Der 2(1½) | Oil 2SA 4Cy. 230×400 mm<br>240bhp<br>Alpha-Diesel A/S |
| 505635 | **C.K.M.P. 1**<br>ex1–51<br>**Republik Indonesia**<br>Tandjong Priok Indonesian | **104**<br>26<br>— | ✠Classed LR until 8/63 | **1950–4** Arnhemsche Stoom. Maats.—<br>Ahm<br>87' 6" 20' 8"<br>76' 1" 19' 8" 9' 8"<br>RW | M Tug | Oil 4SA 6Cy. 305×450 mm<br>Motorenf. "De Industrie"<br>Controllable pitch propeller |
| 505636 | **C.K.M.P. 3**<br>ex3–51<br>**Republik Indonesia**<br>Tandjong Priok Indonesian | **104**<br>26<br>— | ✠100A1 SS 9/60<br>tug<br>✠LMC<br>MN72 EL (a) ½"<br>**SURVEYS OVERDUE—CLASS SUSPENDED 1/66** | **1950–9** Ams. Schp. G. de Vries Lentsch,<br>Jr.—Alp<br>83' 10" 19' 10"<br>76' 1" 19' 8" 9' 8"<br>RW 4BH<br>WB23t | M Tug | Oil 4SA 6Cy. 305×450 mm<br>360bhp<br>Motorenf. "De Industrie"<br>Controllable pitch propeller |
| 505637 | **C.K.M.P. 6**<br>exLineke–51<br>**Republik Indonesia**<br>Djakarta Indonesian | **100**<br>—<br>— | ✠100A1 SS 1/61<br>tug<br>✠LMC<br>EL (a)<br>**SURVEYS OVERDUE—CLASS SUSPENDED 6/62** | **1950–7** Th. J. Fikkers—Foxhol<br>83' 5" 19' 10"<br>75' 10" 19' 8" 9' 8"<br>RW 5BH<br>WB20t | M Tug | Oil 4SA 6Cy. 250×300 mm<br>gearing<br>300bhp<br>Swiss Loco & Mch. Wks. |
| 505638<br>WB4550<br>208397<br>Df Gc<br>Rdr RT | **C. L. AUSTIN**<br>exWillis L. King–53<br>**Ingalls S.B. Corp.**<br>Wilmington, Del United States | **7802**<br>6497<br>12800 | AB | **1911** Gt. Lakes Eng. Wks.—Ecorse<br>605' 0" 58' 2" 21' 0½"<br>588' 6" 58' 0" 32' 0"<br>1 dk<br>R | S Bulk Carrier Mchy.aft<br>4 Ho<br>35 Ha (stl) (each 9'×36') | T 3Cy. 24" 38" & 65"×42"<br>1878ihp<br>Gt. Lakes Eng. Wks. |
| 508208<br>VCTY<br>181175<br>Pfd Rdr<br>RTm | **C. OMER**<br>exC. Omer Marie–67<br>exVauquelin–66 exCrichtoun–65<br>**Euclide Bouchard Ltd.**<br>Euclide Bouchard<br>Quebec Canadian | **873**<br>455<br>~~440~~<br>1110 | BS✳ SS 11/66<br>MBS✳<br>MN192 CT870 C22 | **1946–6** Grangemouth Dkyd Co. Ltd.—<br>Gmh<br>210' 6" 33' 2" 13' 6"<br>198' 6" 33' 0" 17' 7"<br>Q120' F22' 1 dk<br>R NS 6BH<br>WB479t incl. DTf42t | M Mchy.aft<br>2 Ho 61½', 53'<br>G.56900 B.51400<br>2 Ha (40½'×22') (38½'×20')<br>2W Der 2(3) | Oil 2SA 6Cy. 340×570 mm<br>960bhp<br>British Polar Engines Ltd.<br>2×60, 16kW 220V d.c. |
| 505646<br>CGCP<br>177552<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **C. P. EDWARDS**<br>exOttawa Mayhill<br>**Government of Canada**<br>**(Minister of Transport)**<br>Ottawa Canadian | **338**<br>124<br>258 | ✳Classed BC until 1/48 | **1946** Collingwood Shpyds Ltd.—Clw<br>144' 3" 27' 3" 9' 3"<br>140' 5" 27' 1" 10' 6"<br>1 dk & S dk<br>RW<br>rf nil | S Lighthouse Tender (2P) OSD<br>Mchy.aft<br>2 Ho 41½', 30'<br>2 Ha (each 18½'×12½')<br>Der 1(10) | T 3Cy. 9" 16" & 26"×18"<br>375ihp<br>Canadian Vickers Ltd.<br>2×15, 7kW 110V d.c. |
| 505647<br>WB2235<br>244070<br>RT | **C. R. HADEN**<br>exR. T. McDow–61<br>**Sause Towing Co.**<br>Portland, Or. United States | **143**<br>97<br>— | **FOUNDERED 1/69** | **1943** Consolidated S.B. Co.—N.Yk<br>85' 0" 24' 1"<br>82' 0" 24' 0" 10' 6"<br>BK3" | M Tug | Oil 2SA 12Cy. 8½"×10½"<br>1200bhp NE64<br>General Motors Corp.<br>2×1500kW 110V a.c. |
| 505648<br>KTFM<br>246754<br>Df Esd<br>Gc Rdr | **C. R. MUSSER**<br>exHawaiian Forester–55<br>exGeorge E. Waldo–47<br>**Weyerhaeuser Co.**<br>Tacoma United States<br>Now **RELIANCE SERENITY** See New Entries No. 12 | **7244**<br>4384<br>10793 | AB | **1944** St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>rf 6" | S<br>5 Ho 60½', 72½'. 48½', 63½', 84'<br>G.562608 B.499573<br>5 Ha (stl) (33½', 34½', 19½', 34½',<br>34½'×19½')<br>11W Der 2(10) 8(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>2×150kW 110/208V 60c/s a.c. |
| 640756<br>WTEQ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **CSS 28 PEIRCE**<br><br>**United States Government**<br>U.S. Coast & Geodetic Survey<br>United States | —<br>—<br>— | AB | **1963** Marietta Mfg Co.—Point Pleasant<br>33' 2" 11' 6"<br>147' 0" 33' 0" 17' 0"<br>F90' 2 dks<br>rf 12" | TM Hydrographic Ship | 2 Oil 2SA each 8Cy. 8½"×10"<br>1640bhp<br>General Motors Corp.<br>2×220kW 225/450V 60c/s a.c.<br>Controllable pitch propellers |
| 505650<br>WA3974<br>253463<br>RTv | **C. STEWART LEE**<br>exWahneta–47<br>**Perryville Curtis Bay Co.**<br>Wilmington, Del United States | **199**<br>135<br>— | | **1939** U.S. Navy Yard—Vallejo<br>100' 0" 25' 0"<br>99' 9" 24' 10" 8' 5"<br>1 dk | D-E Tug<br>2W | Oil 2SA 12Cy. 950bhp<br>elec. motor<br>General Motors Corp. |
| 505653<br><br>138579<br>Df Esd<br>RT | **C. W. CADWELL**<br><br>**Cadwell Marine Ltd.**<br>D. G. Bawtinheimer<br>Windsor Canadian | **564**<br>219<br>1200 | **BS** Lake SS 6/65<br>dredger Great Lakes<br>service<br>**MBS**<br>CT775 C30 | **1911** Superior S.B. Co.—Superior<br>172' 0" 37' 1" 13' 10"<br>159' 6" 37' 0" 17' 6"<br>RFD30' 1 dk<br>RW NS 2BH | S Hopper Dredger Mchy.aft<br>Self-unloader<br>G.21000 | C 2Cy. 17½" & 32"×26"<br>400ihp Emade—<br>Montreal Locomotive Wks<br>SB 146lb NBmade<br>hs(2703) 3cf ND |

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| 505654<br>KYUR<br>246811<br>Df Esd<br>Gc Rdr | **C. W. POST**<br>**United States Department of Commerce**<br>Jacksonville United States | 7239<br>4446<br>10500 | | AB | **1944** St. Johns River S.B. Co.—Jck<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | <br>1834t (o.f)<br>Hamilton<br>9k |
| 505656<br>312836<br>Df Esd<br>Pfd Rdr<br>RT | **CAAMANO SOUND**<br>**Union Trading Ltd.**<br>Vancouver Canadian | 122<br>83<br>— | | | **1960** Star Shipyard—New Westminster<br>77′ 6″ 21′ 10″<br>… … …<br>1 dk | M Fishing | Oil 4SA 6Cy. 8½″×8½″<br>Waukesha Motor Co. | <br>Waukesha |
| 514466<br>168456<br>Df Esd<br>Gc Rdr | **CABAHAWK**<br>exHawk–66<br>exFort Chesterfield–49<br>**Cabahamas Corp. Ltd.**<br>Nassau British | 7104<br>4226<br>10770 | ~~✠100A1~~<br>~~✠LMC~~<br>~~MN505~~<br>**TO BE BROKEN UP** | ~~SS 11/68~~<br>~~EL-at~~ | **1943**–3 Burrard D.D. Co. Ltd.—Vcr<br>441′ 6″ 57′ 2″ 26′ 11½″<br>417′ 4″ 56′ 11″ 37′ 4″<br>2 dks<br>RW NS 7BH<br>WB2219t incl. DTa765t | S CSD<br>6 Ho<br>G.525000 B.476538<br>6 Ha<br>11W Der 1(50) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Canadian Allis-Chalmers Ltd.<br>3 SB 220℔ Spt hs(7140) 6cf | <br>(o.f)<br>Mtl<br>10k |
| 642415<br>LKEV<br>Df Rdr<br>RTh | **CABAL**<br>**I/S Syver**<br>Hövding Skipsopphugging<br>Oslo Norwegian | 199<br>109<br>360 | | NV | **1964** Sandnessjöen Slip & Mek. Verk.—Sandnessjöen<br>121′ 7″ 24′ 6″ 10′ 4½″<br>110′ 6″ 24′ 5″ 11′ 2″<br>1 dk | M Mchy.aft<br>1 Ho 75¾′<br>1 Ha (stl) (50½′×13¾′)<br>2W Der 1(5) 1(2½) | Oil 2SA 4Cy. 300×360 mm<br>280bhp<br>A/S Bergens M/V<br>Controllable pitch propeller | <br>(d.o)<br>Bgn |
| 640354<br>Df Esd<br>RT | **CABALLA**<br>**Coop. de Fabricantes de Conservas del Sur. de España**<br>Huelva Spanish | 117<br>37<br>— | | BV | **1964** Ast. Construcciones S.A.—Vgo<br>86′ 9″ 20′ 2″<br>72′ 2″ 20′ 0″ 10′ 6″<br>RW | M Fishing<br>2 Ha (each 3′×3′) | Oil 4SA 8Cy. 140×180 mm<br>320bhp MWM<br>Suddeutscher Bremsen | <br>40t<br>Munich<br>9¾k |
| 670051<br>CQTP<br>Df Esd<br>Gc Pfd<br>Rdr | **CABANG 1**<br>**Cabatagem de Angola S.a.r.l.**<br>Luanda Portuguese | 495<br>238<br>600 | **✠100A1**<br>**✠LMC**<br>MN200 | EL j 1¼″SQ | **1966**–12 Sorefame—Lobito<br>183′ 6″ 32′ 1″ 10′ 7½″<br>164′ 1″ 32′ 0″ 12′ 11″<br>P68′ F33′ 1 dk<br>4BH<br>rf 5″ WB135t | M Ref Mchy.aft | Oil 4SA 7Cy. 10¾″×14½″ sr geared<br>Ruston & Hornsby | reverse<br>Lcn |
| 505659<br>EFYB<br>Esd RT | **CABANILLAS**<br>**Manuel Falque y Cia. S.L.**<br>Vigo Spanish | 141<br>67<br>— | | | **1952** Francisco Gonzalez—Vgo<br>*90·2′* 20′ 8″ 10′ 8″<br>… … … | Wood S Trawler | T 3Cy. $7\frac{9}{16}$″ 11⅞″ & 14″×18⅝″<br>145ihp | <br>(o.f)<br>8½k |
| 640456<br>TPIQ<br>Df Esd<br>Pfd Rdr<br>RTm | **CABELLOU**<br>**Cie. Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Concarneau French | 229<br>—<br>— | | BV | **1963** Ch. de Const. Nav. Krebbs—Concarneau<br>*82·0′* 25′ 4″<br>25′ 2″ | Wood M Fishing<br>1 Ha (3¼′×5′) | Oil 4SA 6Cy. 220×280 mm<br>460bhp<br>Klöckner-Humboldt-Deutz<br>2×80kW 220V 50c/s a.c. | <br>(d.o)<br>Kln<br>9k |
| 505662<br>EBSS<br>Esd | **CABIECES**<br>exAlejandro Cuatro–50<br>**Industrial Pesquera Santurzana S.A.**<br>Pasajes Spanish | 112<br>42<br>— | | | **1948** Alejandro Bengoechea & Co.—Bbo<br>*75·8′* 17′ 7″<br>… … … | S Trawler | T 3Cy. 7″ 12½″ & $20\frac{3}{16}$″×12⅝″<br>145ihp<br>Alejandro Bengoechea & Co. | <br>(o.f)<br>Bbo<br>7½k |
| 505663<br>ELNA<br>434<br>Df Esd<br>Gc Rdr | **CABIMAS**<br>**Afran Transport Co.**<br>Monrovia Liberian | 21875<br>13568<br>31956 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN2750 | SS 6/64<br>EL p†$2\frac{3}{16}$″SQ | **1955**–1 Deutsche Werft A.G.—Ham<br>664′ 7″ 87′ 0″ 34′ 4¾″<br>630′ 11″ 86′ 10″ 45′ 6″<br>P130′ B41′ F83′ 1 dk<br>RW 14BH<br>WB2444t incl. DTf1662t | S Tanker Mchy.aft<br>30 Ta<br>L.1554405 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp<br>Allgemaine Elec. Ges.<br>2WTB 668℔ Spt 620℔ hs21262<br>sg 150℔ | <br>2880t (o.f)–76pd<br>Bln<br><br>15½k |
| 505664 | **CABIMAS**<br>**La Translacuste Cia. Anon. de Transportes**<br>Maracaibo Venezuelan | 330<br>216<br>— | | | **1946** Levingston S.B. Co.—Orange<br>*142·3′* 34′ 1″<br>33′ 11″<br>1 dk | TM Ferry | 2 Oil 4SA each 6Cy. 330×405 mm<br>Atlas-Imperial D.E. Co. | <br>Oakland |
| 640934<br>GNCH<br>306084<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CABLE ENTERPRISE**<br>**Cable & Wireless Ltd.**<br>London British | 4358<br>1386<br>— | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>MN972 | EL w $1\frac{13}{16}$″SQ | **1964**–7 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>371′ 4″ 49′ 2″ 19′ 1″<br>300′ 0″ 49′ 0″ 29′ 6″<br>B203′ 2 dks, 3rd dk in fwd hold<br>Coll BH to U dk 4 to 2nd dk<br>rf 6″ DK fwd WB 606t incl. DTf122t | TD-E Cable Ship Mchy.aft | 3 Oil 4SA each 6Cy. 15″×20″ 4359bhp driving 3 gen. 814, 814, 1018kW 462, 462, 576V d.c. connected to 2 elec. motors 1650shp (WL)<br>English Electric Co. Ltd.<br>2AuxB 100℔<br>4×450, 450, 300, 300kW 220V d.c.<br>Thw. thrust propeller fwd | <br><br>455t (d.o)<br>Rugby<br><br><br>15k |
| 505667<br>MRYW<br>181936<br>Df Esd<br>Rdr RT | **CABLE RESTORER**<br>exRetriever III–61<br>exRetriever–60<br>**Commercial Cable Co. (Marine) Ltd.**<br>London British | 1541<br>512<br>1168 | **✠100A1**<br>with freeboard<br>**✠LMC**<br>~~SURVEYS OVERDUE 6/65~~ | ~~SS 6/64~~<br>TD 12/68<br>EL (p) $1\frac{11}{16}$″ | **1944**–6 Swan, Hunter & Wghm Rchdsn—Nwc<br>252′ 0″ 36′ 5″ 16′ 4″<br>228′ 9″ 36′ 3″ 24′ 4″<br>B41′ 2 dks<br>RW 5BH to U dk 1 to 2nd dk<br>WB277t incl. Tunnel tank 61t | TS Cable Ship Mchy.aft<br>1W | T 6Cy. 13″ 22″ & 36″×24″<br>970ihp<br>Swan, Hunter & Wghm Rchdsn<br>2WTB 200℔ hs(2900)<br>✠ndb7/61–120℔ | <br>351t (o.f)<br>Nwc<br><br>10k |

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| 652498<br><br><br>Esd | **CABO BLANCO**<br><br>**Feripat S.A.**<br>Huacho Peruvian | **120**<br>—<br>— | ✠LR class withdrawn<br>9/67 | | **1965**–10 Fabricaciones Metalicas—Clo<br>82' 8" 23' 5" 9' 10"<br>70' 6" 23' 0" 11' 4"<br>RAD11' RDF30'<br>Box K | M Fishing | Vee Oil 2SA 12Cy. 4¼"×5" with<br>reduction gears<br>335bhp<br>General Motors Corp. |
| 505668<br>CSNU<br>LX46A<br>Esd RT | **CABO BRANCO**<br><br>**Soc. Comercial Maritima Ltda.**<br>Lisbon Portuguese | **400**<br>168<br>— | ✠100A1<br>trawler<br>✠LMC | SS 7/65<br><br><br><br>EL (f) o 1½" | **1949**–8 Est. Nav. de Viana do Castelo—Viana do Castelo<br>149' 2" 26' 5" 12' 6½"<br>131' 7" 26' 3" 13' 3"<br>Q65' F33'<br>5BH<br>BK7½" WB60t | M Trawler | Oil 4SA 7Cy. 330×600 mm<br>760bhp<br>N.V. Werkspoor |
| 540200<br>LONB | **CABO BUEN TIEMPO**<br><br>**Argentine Govt. (Comando de Transportes Navales)**<br>Buenos Aires Argentine | **3375**<br>—<br>4271 | | | **1944** Puget Sound Bridge & D.D. Co.—Sea<br>330' 3" 50' 0" 15' 1"<br>49' 10" 25' 2"<br>1 dk<br>RW | TM Mchy.aft<br><br>G.115371 B.104883 | 2 Oil<br>1800bhp<br>General Motors Corp. |
| 505669<br>EHOT | **CABO CANTIN**<br><br>**Sanchez, Jimenez y Salado S.L.**<br>Cadiz Spanish | **117**<br>61<br>— | | | **1946** Hijos de J. Barreras S.A.—Vgo<br>*85·6'* 20' 4"<br>... ... ... | Wood S Trawler | T 3Cy. 8½" 14½" & 24"×19"<br>172ihp Emade31refitted48 |
| 510107<br>CBCH<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CABO DE HORNOS**<br>exEli Mærsk–65<br>**Soc. Anon de Nav. Petrolera**<br>Valparaiso Chilean | **17871**<br>10891<br>29400 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN2240 | ~~SS 12/62~~<br>SS 1/68<br><br><br>EL m†2$\frac{11}{16}$"SQ | **1957**–11 Odense Stalskibsværft A/S—Odn<br>635' 1" 81' 3" 35' 0½"<br>596' 1" 81' 0" 45' 10"<br>P133' B40' F73' 1 dk<br>13BH<br>rf 2" WB1901t incl. DTf1112t | M Tanker Mchy.aft | Oil 2SA 9Cy. 740×1600 mm<br>11200bhp<br>Burmeister & Wain<br>3AuxB Spt AuxB (ex.g) 180℔<br>3×145kW 440V 60c/s a.c. |
| 505674<br>PUBL<br><br>Df Esd<br>Gc Pfd<br>Rdr | **CABO DE SANTA MARTA**<br><br>**Companhia de Navegação Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | **3147**<br>1680<br>— | ✠100A1<br><br>✠LMC<br><br>MN1000 | SS 2/64<br><br><br><br>EL y 2¾"ptSQ | **1960**–1 Stocznia Szczecinska—Szn<br>406' 7" 54' 3" 21' 6"<br>368' 4" 54' 1½" 32' 9"<br>F34' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB1205t incl. Tunnel tanks 129t | M OSD | Oil 2SA 6Cy. 700×1200 mm<br>5000bhp<br>Masch. Augsburg-Nürnberg<br>db 100℔ |
| 505675<br>PUBJ<br><br>Df Esd<br>Gc Pfd<br>Rdr | **CABO DE SAO ROQUE**<br><br>**Companhia de Navegação Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | **3147**<br>1680<br>— | ✠100A1<br><br>✠LMC<br><br>MN1000 | SS 3/64<br><br><br><br>EL y | **1959**–12 Stocznia Szczecinska—Szn<br>406' 7" 54' 3" 21' 6"<br>368' 4" 54' 1½" 32' 9"<br>F34' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB1205t incl. Tunnel tanks 129t | M OSD | Oil 2SA 6Cy. 700×1200 mm<br>5000bhp<br>Masch. Augsburg-Nürnberg<br>db 100℔ e (ex.g) 100℔ |
| 538065<br>EHTN<br><br>Df Esd | **CABO DEL PINAR**<br>exVillafranca–63<br>**Ybarra y Cia. S.A.**<br>Cadiz Spanish | **2542**<br>1421<br>2892 | ✠100A1<br>with freeboard<br>✠LMC | SS 9/65<br><br><br><br>EL s | Lch.**1946** Cmpl.**1948**–7 Echevarrieta y Larrinaga—Cdz<br>292' 4" 43' 4" 18' 10¾"<br>272' 4" 43' 1" 25' 0"<br>RFD27' 2 dks<br>3BH to U dk 1 to 2nd dk<br>WB569t | S CSD<br><br>G.172017 B.162627<br><br>8W Der 1(7) | C 4Cy. (2) 18$\frac{1}{16}$" & (2) 39¼"×39"<br>1475ihp Lentz<br>Echevarrieta y Larrinaga<br>2WTB 213℔ Spt hs(4347) |
| 505676<br>CTBZ<br><br>RT | **CABO ESPICHEL**<br><br>**Lisbon Harbour Board**<br>Lisbon Portuguese | **395**<br>74<br>— | ✠Classed LR until 12/49 | | **1928**–3 Harland & Wolff Ltd.—Gls<br>135' 3" 27' 1" 15' 0"<br>26' 11"<br>R | S Tug | T 3Cy. 20" 33" & 54"×33"<br>McKie & Baxter Ltd. |
| 505677<br>EDAP<br>Df Esd<br>Rdr RT | **CABO FALCO**<br>exElgueta–62<br>**Ybarra y Cia. S.A.**<br>Seville Spanish | **988**<br>542<br>1408 | | AB | **1960** Ast. de T. Ruiz de Velasco—Bbo<br>221' 6" 32' 3" 15' 10½"<br>194' 11" 32' 2" 18' 0"<br>P47' Q71' F15' 2 dks<br>rf 6" | M Mchy.aft<br>2 Ho<br>G.69107 B.60931<br>2 Ha<br>6W Der 6(3) | Oil 2SA 8Cy. 340×570 mm<br>1480bhp Polar<br>Soc. Española de Const. Nav. |
| 505678<br>EACZ<br><br>Df Esd<br>Rdr RT | **CABO FARRUCH**<br>exVirgen de la Fuencisla–62<br>**Ybarra y Cia. S.A.**<br>Seville Spanish | **988**<br>542<br>1410 | | AB | **1959** Ast. de T. Ruiz de Velasco—Bbo<br>221' 6" 32' 3" 15' 10½"<br>194' 11" 32' 2" 18' 0"<br>P46' F15' 2 dks<br>rf 6" | M Mchy.aft<br>2 Ho<br>G.69107 B.60931<br>2 Ha<br>6W Der 6(3) | Oil 2SA 8Cy. 340×570 mm<br>1480bhp Polar<br>Soc. Española de Const. Nav. |
| 505679<br>EBVL<br><br>Df Esd<br>RT | **CABO FINISTERRE**<br><br>**Benigno Lago Estévez**<br>Vigo Spanish | **208**<br>80<br>— | | BV | **1962** Const. Nav. P. Freire—Vgo<br>110' 0" 21' 11"<br>95' 2" 21' 9½" 12' 6"<br>RW | M Trawler<br><br><br>2 Ha (each 3½'×3½') | Oil 4SA 6Cy. 295×420 mm<br>550bhp<br>La Maquinista Terrestre y Ma |
| 505680<br>EBWS<br><br>Df Esd<br>Rdr RT | **CABO FORMENTOR**<br>exVirgen de Arrixaca–62<br>**Ybarra y Cia. S.A.**<br>Seville Spanish | **988**<br>542<br>1410 | | AB | **1960** Ast. de T. Ruiz de Velasco—Bbo<br>221' 6" 32' 3" 15' 10"<br>194' 11" 32' 2" 18' 0"<br>P46' F15' 2 dks<br>rf 6" | M Mchy.aft<br>2 Ho<br>G.69107 B.60931<br>2 Ha<br>6W Der 6(3) | Oil 2SA 8Cy. 340×570 mm<br>1480bhp Polar<br>Soc. Española de Const. Nav. |

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| 505681<br>PUBF<br>Df Esd<br>Gc Pfd<br>Rdr | **CABO FRIO**<br>**Companhia de Navegação Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | 3156<br>1685<br>— | ✠100A1<br>✠LMC<br>MN1000 | ~~SS 12/63~~<br>SS 11/68<br>EL y | 1959–9 Stocznia Szczecinska—Szn<br>406′ 7″ 54′ 3″ 21′ 5¾″<br>368′ 4″ 54′ 1½″ 32′ 9″<br>F34′ 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB1205t incl. Tunnel tanks 129t | M OSD | Oil 2SA 6Cy. 700×1200 mm<br>5000bhp<br>Masch. Augsburg-Nürnberg Aug<br>db 100℔ e (ex.g) 100℔ |
| 505682<br>LAKZ<br>Df Esd<br>Gc Rdr<br>RTm | **CABO FRIO**<br>**Sameiet Cabo Frio**<br>Ludvig Lorentzen<br>Oslo Norwegian | ~~1609~~ 1572<br>~~674~~ 680<br>1644 | | NV | 1960 A/S Langesunds M/V—Langesund<br>245′ 1″ 40′ 2″ 19′ 0½″<br>221′ 6″ 40′ 0″ 23′ 6″<br>1 dk | M Ref Mchy.aft<br>In.64254<br>6 Ha (each 12½′×10′)<br>Cr 3(1½) | Oil 2SA 6Cy. 480×700 mm<br>2100bhp Sulzer 250t (d.o)<br>Masch. Buckau-Wolf Kel<br>3×190kW 440V 60c/s a.c. 14¾k |
| 540201<br>CSBO<br>Df Esd<br>Rdr | **CABO GIRÃO**<br>**Junta Autónoma dos Portos do Arquipélago da Madeira**<br>Funchal Portuguese | 183<br>21<br>— | ✠100A1<br>tug<br>✠LMC<br>MN220 | SS 7/67<br>EL (b) | 1963–9 Est. Nav. do Mondego—Figueira<br>97′ 0″ 26′ 7″ 11′ 0″<br>88′ 0″ 25′ 6″ 12′ 9″<br>RAD5′<br>4BH<br>rf 2″ WB32t | M Tug | 2 Oil 4SA each 6Cy. 250×350 mm through flexible couplings & sr gears<br>1100bhp<br>Motorenw. Mannheim Mhm<br>Controllable pitch propeller |
| 505683<br>EDPG<br>Df Esd<br>RT | **CABO HIGUER**<br>**Pablo Zapiain**<br>Pasajes Spanish | 186<br>116<br>295 | | BV | 1962 Balenciaga S.A.—Zumaya<br>*93·8′* 20′ 4″<br>93′ 10″ 20′ 3″ 11′ 10″<br>RW | M Trawler<br>2 Ha (each 3¼′×3½′) | Oil 4SA 4Cy. 315×480 mm<br>400bhp Duvant 79t<br>Carmelo Unanue Zumaya<br>9¾k |
| 662259 | **CABO IZARRA**<br>**Naviera de Cruceros S.A.**<br>Bilbao Spanish<br>For later particulars see New Entries No. 1 | 3920<br>—<br>— | 100A1<br>Class contemplated | | Soc. Española de Const. Nav.— Cdz<br>344′ 2″ 51′ 11″ 13′ 5$\frac{7}{16}$″<br>305′ 2″ 50′ 10″ 25′ 11″ | TM Mchy.aft | 2 Oil 2SA each 9Cy. 420×750 mm<br>Soc. Española de Const. Nav. Bbo |
| 505685<br>CUYJ<br>LX76A<br>Df Esd | **CABO JUBY**<br>**Sociedade Comercial Marítima Ltda.**<br>Lisbon Portuguese | 455<br>197<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN253 | ~~SS 10/64~~<br>SS 8/68<br>EL (h)r1⅛″ | 1960–7 Est. Nav. do Mondego—Figueira<br>168′ 0″ 28′ 3″ 13′ 3″<br>152′ 1″ 27′ 6½″ 13′ 11″<br>F31′<br>RW 5BH<br>rf 36″ BK7″ WB37t | M Trawler | Oil 4SA 6Cy. 390×680 mm<br>1260bhp<br>N.V. Werkspoor Ams |
| 652453<br>Esd | **CABO NAZCA**<br>**Feripat S.A.**<br>Huacho Peruvian | 120<br>—<br>— | ✠LR class withdrawn 9/67 | | 1965–10 Fabricaciones Metalicas—Clo<br>82′ 8″ 23′ 5″ 9′ 10″<br>70′ 6″ 23′ 0″ 11′ 4″<br>RAD11′ RFD30′<br>Box K | M Fishing | Vee Oil 2SA 12Cy. 4¼″×5″ reverse reduction geared<br>335bhp<br>General Motors Corp. Det |
| 505686<br>EHUS | **CABO NEGRETE**<br>exMedina Xauen–60<br>**Joaquin Fernandez Lopez & Epifiano Poblacion Larrinaga**<br>Seville Spanish | 467<br>238<br>— | ~~100A1~~<br>~~✠LMC~~<br>~~MN80~~<br>Class **WITHDRAWN** 20/9/68 | ~~SS 4/66~~<br>~~EL g~~ | 1949–4 Ast. del Noroeste—Frl<br>160′ 8″ 26′ 4″ 10′ 6″<br>146′ 11″ 26′ 3″ 14′ 7″<br>P41′ Q44′ F19′ 1 dk<br>NS 4BH<br>WB130t<br>**WRECKED 12/68** | M Mchy.aft<br>G.26616 B.24390<br>2 Ha (33¾′, 35½′×16½′)<br>2W | Oil 2SA 4Cy. 290×500 mm<br>400bhp Sulzer 128t<br>Soc. Española de Const. Nav. Bbo<br>9½k |
| 505687<br>PUBA<br>Df Esd<br>Gc Pfd<br>Rdr | **CABO ORANGE**<br>**Companhia de Navegação Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | 3232<br>1745<br>— | ✠100A1<br>✠LMC<br>MN1000 | SS 2/64<br>EL y | 1959–7 Stocznia Szczecinska—Szn<br>406′ 7″ 54′ 3″ 21′ 5¾″<br>367′ 10″ 54′ 1½″ 32′ 9″<br>F38′ 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB1205t incl. Tunnel tanks 129t | M OSD | Oil 2SA 6Cy. 700×1200 mm<br>5000bhp<br>Masch. Augsburg-Nürnberg Aug<br>db 100℔ |
| 505689<br>EEEE<br>RT | **CABO PAEZ**<br>exMalvarrosa<br>exAntonia Garcia<br>exTeneriffe exNigel<br>**Cabo Hermanos**<br>Malaga Spanish | 329<br>109<br>— | ✠ | | 1886–2 Scott & Co.—Bwg<br>*135·6′* 22′ 4″<br>... ... ...<br>1 dk Well dk<br>R | Iron S Mchy.aft | C 2Cy. 21″ & 42″×30″<br>320ihp 15t (o.f)<br>Muir & Houston Gls<br>9k |
| 538071<br>EHUC<br>Df Esd | **CABO PEÑAS**<br>exVillanueva–63<br>**Ybarra y Cia. S.A.**<br>Cadiz Spanish | 2544<br>1421<br>2892 | ✠100A1<br>with freeboard<br>✠LMC | SS 5/67<br>EL s | Lch.1946 Cmpl.1949–10 Echevarrieta y Larrinaga—Cdz<br>292′ 4″ 43′ 4″ 18′ 11″<br>272′ 4″ 43′ 1″ 25′ 0″<br>RFD27′ 2 dks<br>3BH to U dk 1 to 2nd dk<br>WB569t | S CSD<br>G.172017 B.162627<br>8W Der 1(7) | C 4Cy. (2) 18$\frac{5}{16}$″ & (2) 39⅜″×39⅜″<br>1475ihp Lentz 365t (o.f)<br>Echevarrieta y Larrinaga Cdz<br>2WTB 213℔ Spt hs(4347) 12k |
| 505690<br>CSFP<br>RT | **CABO RASO**<br>**Lisbon Harbour Board**<br>Lisbon Portuguese | 297<br>76<br>— | ✠Classed LR until 6/33 | | 1928–5 Harland & Wolff Ltd.—Gls<br>120′ 4″ 25′ 1″ 14′ 0″<br>24′ 11″<br>R | S Tug | T 3Cy. 16½″ 27″ & 44″×30″<br>McKie & Baxter Ltd. Gls<br>12½k |
| 651566<br>297392<br>Df Rdr<br>RTm/v | **CABO ROJO**<br>**The Porto Rico Lighterage Co.**<br>San Juan, P.R. United States | 191<br>101<br>— | | AB | 1965 Equitable Eqpt. Co.—Madisonville<br>95′ 6″ 29′ 0″ 11′ 9⅝″<br>87′ 0″ 28′ 3″ 13′ 2″<br>BK2″ | TM Tug | 2 Oil 4SA each 12Cy. 6½″×8″<br>1530bhp 121t (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×40kW 205V 60c/s a.c. |

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|---|---|---|---|---|---|---|
| 540202<br>LOMW | **CABO SAN BARTOLOME**<br>Argentine Govt. (Comando de Transportes Navales)<br>Buenos Aires Argentine | 3375<br>—<br>4271 | | 1944 Puget Sound Bridge & D.D. Co.—<br>Sea<br>330' 3" 50' 0" 15' 1"<br>49' 10" 25' 2"<br>1 dk<br>RW | TM Mchy.aft<br>G.115371 B.104883 | 2 Oil<br>1800bhp<br>General Motors Corp. |
| 540203<br>LOML | **CABO SAN DIEGO**<br>Argentine Govt. (Comando de Transportes Navales)<br>Buenos Aires Argentine | 3375<br>—<br>4271 | | 1944 Puget Sound Bridge & D.D. Co.—<br>Sea<br>330' 3" 50' 0" 15' 1"<br>49' 10" 25' 2"<br>1 dk<br>RW | TM Mchy.aft<br>G.115371 B.104883 | 2 Oil<br>1800bhp<br>General Motors Corp. |
| 540204<br>LOMX | **CABO SAN FCO. DE PAULA**<br>Argentine Govt. (Comando de Transportes Navales)<br>Buenos Aires Argentine | 3375<br>—<br>4271 | | 1944 Puget Sound Bridge & D.D. Co.—<br>Sea<br>330' 3" 50' 0" 15' 1"<br>49' 10" 25' 2"<br>1 dk<br>RW | TM Mchy.aft<br>G.115371 B.104883 | 2 Oil<br>1800bhp<br>General Motors Corp. |
| 540205<br>LOMB | **CABO SAN GONZALO**<br>Argentine Govt. (Comando de Transportes Navales)<br>Buenos Aires Argentine | 3375<br>—<br>4271 | | 1944 Puget Sound Bridge & D.D. Co.—<br>Sea<br>330' 3" 50' 0" 15' 1"<br>49' 10" 25' 2"<br>1 dk<br>RW | TM Mchy.aft<br>G.115371 B.104883 | 2 Oil<br>1800bhp<br>General Motors Corp. |
| 540206<br>LONA | **CABO SAN ISIDRO**<br>Argentine Govt. (Comando de Transportes Navales)<br>Buenos Aires Argentine | 3375<br>—<br>4271 | | 1944 Puget Sound Bridge & D.D. Co.—<br>Sea<br>330' 3" 50' 0" 15' 1"<br>49' 10" 25' 2"<br>1 dk<br>RW | TM Mchy.aft<br>G.115371 B.104883 | 2 Oil<br>1800bhp<br>General Motors Corp. |
| 540207<br>LOMZ | **CABO SAN PABLO**<br>Argentine Govt. (Comando de Transportes Navales)<br>Buenos Aires Argentine | 3375<br>—<br>4271 | | 1944 Puget Sound Bridge & D.D. Co.—<br>Sea<br>330' 3" 50' 0" 15' 1"<br>49' 10" 25' 2"<br>1 dk<br>RW | TM Mchy.aft<br>G.115371 B.104883 | 2 Oil<br>1800bhp<br>General Motors Corp. |
| 540208<br>LONE | **CABO SAN PIO**<br>Argentine Govt. (Comando de Transportes Navales)<br>Buenos Aires Argentine | 3375<br>—<br>4271 | | 1944 Puget Sound Bridge & D.D. Co.—<br>Sea<br>330' 3" 50' 0" 15' 1"<br>49' 10" 25' 2"<br>1 dk<br>RW | TM Mchy.aft<br>G.115371 B.104883 | 2 Oil<br>1800bhp<br>General Motors Corp. |
| 505693<br>EDAC<br>Df Esd<br>Gc Rdr | **CABO SAN ROQUE**<br>Ybarra y Cia. S.A.<br>Seville Spanish | 14491<br>8268<br>— | ✠100A1 SS 2/65<br>midship side tanks—<br>vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN2920 EL I†2⅒"SQ<br>RI | 1957–8 Soc. Española de Const. Nav.—<br>Bbo<br>556' 4" 69' 2" 27' 2½"<br>508' 6" 68' 11" 44' 7"<br>B337' 3 dks, 4th dk except in mchy. space<br>RW 9BH<br>rf nil DK fwd WB1784t incl. Tunnel tanks 954t | TM (841P) Ref<br>5 Ho<br>G.250700 In.18276<br>14W Der 1(19¾) 14(4½) | 2 Oil 2SA each 10Cy. 720×1250 mm<br>14600bhp Sulzer<br>Soc. Española de Const. Nav.<br>2WTAuxB 100lb |
| 540209<br>LONF | **CABO SAN SEBASTIAN**<br>Argentine Govt. (Comando de Transportes Navales)<br>Buenos Aires Argentine | 3375<br>—<br>4271 | | 1944 Puget Sound Bridge & D.D. Co.—<br>Sea<br>330' 3" 50' 0" 15' 1"<br>49' 10" 25' 2"<br>1 dk | TM Mchy.aft<br>G.115371 B.104883 | 2 Oil<br>1800bhp<br>General Motors Corp. |
| 505695<br>EBVA<br>Df Esd<br>Gc Rdr | **CABO SAN VICENTE**<br>Ybarra y Cia. S.A.<br>Seville Spanish | 14569<br>8134<br>— | ✠100A1 ~~SS 4/68~~<br>midship side tanks—<br>vegetable oil SS 11/67<br>✠LMC<br>✠Lloyd's RMC<br>MN3504 EL I†2⅒"SQ<br>RI | 1959–6 Soc. Española de Const. Nav.—<br>Bbo<br>556' 4" 69' 2" 27' 2½"<br>508' 6" 68' 11" 44' 8"<br>B337' 3 dks, 4th dk except in mchy. space<br>RW 9BH<br>rf nil DK fwd WB1784t incl. Tunnel tanks 954t | TM (841P) Ref<br>5 Ho<br>G.250630 B.220554 In.18276<br>14W Der 14(5) | 2 Oil 2SA each 10Cy. 720×1250 mm<br>17520bhp Sulzer<br>Soc. Española de Const. Nav.<br>2WTAuxB 100lb |
| 540210<br>LORK | **CABO SAN VICENTE**<br>Argentine Govt. (Comando de Transportes Navales)<br>Buenos Aires Argentine | 3375<br>—<br>4271 | | 1944 Puget Sound Bridge & D.D. Co.—<br>Sea<br>330' 3" 50' 0" 15' 1"<br>49' 10" 25' 2"<br>1 dk<br>RW | TM Mchy.aft<br>G.115371 B.104883 | 2 Oil<br>1800bhp<br>General Motors Corp. |
| 508975<br>EAQS<br><br>Rdr | **CABO SANTA MARIA**<br>exDiaz de Solis-63<br>Launched as Hernando de Solis<br>Ybarra y Cia. S.A.<br>Seville Spanish | 4972<br>2849<br>6265 | ~~✠100A1~~ ~~SS 6/66~~<br>~~DTma vegetable oil~~<br>~~✠LMC~~<br>~~MN1400~~ ~~EL a†2"SQ~~<br>~~STRANDED 9/68~~<br>WRECKED 9/68 | 1957–2 Empresa Nacional "Bazan"—Ctg<br>431' 5" 56' 8" 25' 0½"<br>400' 3" 56' 5½" 35' 6"<br>F80' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" DK fwd WB955t incl. Tunnel tanks 142t | M OSD<br>B.409480<br>10W Der 10(5) | Oil 2SA 10Cy. 720×1250 mm<br>7300bhp<br>Sulzer Bros. Ltd.<br>db 100lb |

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|---|---|---|---|---|---|---|---|
| 527274<br>EAOW<br>Df Esd<br>Gc Rdr | **CABO SANTA MARTA**<br>exPedro de Valdivia–64<br>**Ybarra y Cia. S.A.**<br>Seville Spanish | 4972<br>2850<br>7000 | ✠100A1<br>side tanks aft—vegetable oil<br>✠LMC<br>MN1460 | SS 3/66<br>EL a†2″SQ | 1957–7 Empresa Nacional "Bazan"—Ctg<br>431′ 5″ 56′ 8″ 25′ 0¼″<br>400′ 3″ 56′ 5½″ 35′ 6″<br>F80′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ DK fwd WB955t incl. Tunnel tanks 142t | M OSD<br>B.409480<br>10W Der 10(5) | Oil 2SA 10Cy. 720×1250 mm<br>7300bhp<br>Sulzer Bros. Ltd. Win<br>db 100lb 16½k |
| 660254<br>Esd | **CABO VERDE**<br>**Feripat S.A.**<br>Huacho Peruvian | 120<br>—<br>— | ✠LR class withdrawn 9/67 | | 1965–11 Fabricaciones Metalicas—Clo<br>82′ 8″ 23′ 5″ 9′ 10″<br>70′ 6″ 23′ 0″ 11′ 4″<br>RAD11′ RFD30′ 1 dk<br>Box K | M Fishing | Oil 2SA 12Cy. 4¼″×5″ reverse reduction geared<br>335bhp<br>General Motors Corp. Det |
| 605697<br>Df Esd<br>RT | **CABO VILLANO**<br>**Benigno Lago Estevez**<br>Vigo Spanish | 206<br>75<br>— | | BV | 1963 Const. Nav. P. Freire—Vgo<br>113′ 4″ 22′ 0″<br>98′ 5″ 21′ 10″ 12′ 10″<br>RW | S Trawler<br>2 Ha (each 3¼′×3¼′) | T 3Cy. 228, 368 & 619×445 mm<br>240ihp Emade—fitted63 94t (o.f)<br>Const. Nav. P. Freire Vgo<br>9½k |
| 651436<br>VYKF<br>323003<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CABOT**<br>**Gulf Ports S.S. Co. Ltd.**<br>Clarke S.S. Co. Ltd.<br>Quebec Canadian | 6017<br>3893<br>— | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN1250 | SS 6/67<br>EL a†2″SQ | 1965–6 Davie S.B. Ltd.—Lauzon<br>470′ 11″ 56′ 5″ 23′ 7¾″<br>441′ 3″ 56′ 0″ 32′ 0″<br>P88′ F54′ 2 dks<br>4BH<br>rf 6″ WB2259t | M Mchy.aft<br>3 Ho 104′, 72′, 72′<br>4 Ha (stl) (30′, 42½′, 55′, 45′×25¼′)<br>Cr 2(15) | Oil 2SA 5Cy. 680×1250 mm<br>6100bhp (hvf)<br>Sulzer Bros. Ltd. Win<br>3×300kW 550V 60c/s a.c.<br>Controllable pitch propeller |
| 505698<br>MEQS<br>183700<br>RTv | **CABOT**<br>**Port of Bristol Authority**<br>Bristol British | 98<br>10<br>— | ✠100A–tug<br>✠LMC<br>MN80 | SS 5/67<br>EL (a) | 1952–6 C. Hill & Sons Ltd.—Brs<br>80′ 0″ 20′ 8″ 7′ 5″<br>73′ 0″ 20′ 6″ 9′ 6″<br>RW 4BH<br>BK6″ WB17t | TM Tug (45P) | 2 Oil 4SA each 8Cy. 5½″×7¾″ sr geared<br>400bhp ✠NE10/63 8t (d.o)<br>Gardner & Sons Ltd. Mch<br>2×10 & 5kW 110V d.c. |
| 505699<br>VOTB<br>178517<br>Df Esd<br>Rdr<br>RTm | **CABOT STRAIT**<br>**Government of Canada (Minister of Transport)**<br>St. John's, Nfl Canadian | 2045<br>1036<br>1970 | ✠Classed LR until 9/58 | | 1947–7 Fleming & Ferguson Ltd.—Psy<br>272′ 0″ 41′ 2″ 20′ 4¼″<br>255′ 6″ 41′ 0″ 24′ 0″<br>F43′ 1 dk<br>R | S (150P)<br>3 Ho 45′, 51′, 54′<br>G.66253 B.60230 In.5000<br>3 Ha (9′, 10½′, 10′×21′)<br>Der 1(15) 3(4) | T 3Cy. 23″ 38″ & 62″×33″<br>2500ihp 266t (o.f)<br>Fleming & Ferguson Ltd. Psy<br>2×30kW 110V d.c. 12½k |
| 505700<br>MPXX<br>161740<br>Df RTm | **CABOURNE**<br>exSpringwood–47<br>exNgatira–46<br>**Coastal Carriers Ltd.**<br>Penman & Cater Ltd.<br>Grimsby British<br>Now **DELFINO** See New Entries No. 9 | 528<br>262<br>680 | ✠100A1<br>✠LMC | SS 3/66<br>EL (g) | 1931–10 Ind. Maats. De Noord—Alb<br>165′ 2″ 25′ 8″ 11′ 9½″<br>159′ 2″ 25′ 7″ 12′ 2″<br>P42′ Q50′ F25′ 1 dk Well dk<br>R NS 3BH<br>rf 3″ WB219t | M Mchy.aft<br>2 Ho 49′, 48¾′<br>G.34539 B.32500<br>2 Ha (each 37½′×15½′)<br>2W Der 2(2) | Oil 4SA 8Cy. 230×305 mm sr geared<br>513bhp ✠NE5/50 23t (d.o)<br>Nat. Gas & O.E. Co. Ltd. Ashton/Lyne<br>2×23, 20kW 110V d.c. 9½k |
| 513701<br>PUZC | **CABRAL LEME**<br>exGuarani–66 exHope–51<br>Cinaba **Comercio e Industria Navegacao Bandeirante S.A.**<br>Santos Brazilian | 3199<br>1000<br>— | | BV | 1943 American Bridge Co.—Erie<br>*327·6′* 50′ 0″<br>49′ 10″<br>2 dks<br>conv LST— | TM Mchy.aft | 2 Oil 2SA each 12Cy. 215×225 mm<br>General Motors Corp. Det |
| 505701<br>DZLC<br>206372 | **CABRILLA**<br>exKevin Moran exBallinas<br>**Luzon Stevedoring Corp.**<br>Manila Philippine | 430<br>153<br>— | | | 1919 Bethlehem S.B. Corp. Ltd.—Elisabethport<br>*142·0′* 27′ 8″ 16′ 3″<br>27′ 6″<br>R | M Tug<br>3W | Oil 2SA 8Cy. 405×510 mm<br>Emade41fitted—<br>Fairbanks, Morse & Co. Beloit<br>10k |
| 505702<br>KECO<br>268720<br>Df Esd<br>Gc Rdr<br>RT | **CABRILLO**<br>**Joseph P. Soares**<br>San Diego United States<br>Now **BLUE DOLPHIN** See New Entries No. 7 | 350<br>165<br>— | | | 1954 National Steel & S.B. Corp.—San Diego<br>*118·0′* 30′ 8″<br>115′ 8″ 30′ 6″ 14′ 6″<br>1 dk | M Mchy.fwd | Oil 4SA 8Cy. 305×380 mm<br>950bhp 77t<br>General Metals Corp. S.Fo |
| 505704 | **CACHALOTE**<br>exAlbert W. Vinke–51<br>exShooting Star<br>exVestfold VI–46 exRokk–34<br>**Factoria Lima**<br>Callao Peruvian | 318<br>25<br>— | ✻Classed BC until 9/61 | | 1925–8 Smith's Dock Co. Ltd.—Mdb<br>137′ 0″ 26′ 2″<br>130′ 0″ 26′ 0″ 14′ 0″<br>1 dk<br>BK7½″ | S Whaler | T 3Cy. 16″ 26″ & 43″×26″<br>(o.f)<br>Smith's Dock Co. Ltd. Mdb |
| 672635<br>Df Esd<br>RT | **CACHAMUIÑA**<br>**Vda. e Hijos de Antonio Ruiz González**<br>Vigo Spanish | ~~228~~ 208<br>— 73<br>— 140 | | BV | 1967 Const. Nav. P. Freire—Vgo<br>114′ 6″ 21′ 11″<br>98′ 5″ 21′ 9½″ 10′ 6″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy.<br>900bhp<br>Klöckner-Humboldt-Deutz Kln |
| 505706<br>EBZS<br>Df Esd<br>RT | **CACHUELO**<br>**Casa Ciriza S.A.**<br>Pasajes Spanish | 293<br>131<br>320 | | BV | 1959 Enrique Lorenzo y Cia.—Vgo<br>126′ 0″ 22′ 7″ 11′ 9½″<br>109′ 6″ 22′ 3½″ 13′ 2″<br>RW | M Trawler<br>3 Ha (each 3½′×3¼′) | Oil 4SA 8Cy 295×420 mm<br>700bhp Krupp 127t<br>La Maquinista Terrestre y Mar Bcl<br>11½k |

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| 641411<br>VDRF<br>313980<br>Df Esd<br>Gc Rdr<br>RTm | **CACOUNA**<br>**Canadian Vickers Ltd.**<br>Quebec Canadian | 1092<br>635<br>1522 | ✠100A1<br>Ice Class 2<br>✠LMC<br>MN264 | SS 11/67<br>EL m1½"SQ | 1964–7 G. T. Davie & Sons Ltd.—<br>Lauzon<br>204' 5" 36' 11" 15' 7½"<br>186' 6" 36' 1" 17' 6"<br>P42' F34' 1 dk<br>3BH<br>rf 2½" WB352t | M Ref Mchy.aft<br>1 Ho 122½'<br>G.70000 B66300 In.3000<br>1 Ha (stl) (68½'×22')<br>Cr 2(7½) | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>3×72½kW 575V 60c/s a.c.<br>Controllable pitch propeller |
| 505707<br>JQWS<br>89911<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CACTUS MARU**<br>**Nissho Kisen K.K.**<br>Tokyo Japanese | ~~30092~~ 30839<br>19307<br>49837 | | NK | 1962 Mitsubishi Nippon Hvy Ind.—Yka<br>738' 3" 100' 5" 37' 10"<br>708' 10" 100' 0" 50' 10"<br>P164' B49' F83' 1 dk<br>RW | M Tanker (2P) Mchy.aft<br>24 Ta<br>L.2334308<br>Der 2(5) | Oil 2SA 9Cy. 840×1600 mm<br>17100bhp<br>Mitsubishi Nippon Hvy Ind.<br>2×425kW 450V a.c. |
| 505708<br>PDHW<br>Df Esd<br>RT | **CADANS**<br>**E., P. E., J. P. and H. A. Beck**<br>Beck's Scheepvaartkantoor<br>N.V.<br>Groningen Netherland | 499<br>293<br>920 | ✠100A1<br>✠LMC<br>MN100 | SS 11/66<br>EL \| | 1958–9 N.V. Bodewes Schps.—<br>Martenshoek<br>197' 6" 30' 7" 11' 9½"<br>180' 6" 30' 2" 13' 5"<br>P53' F39' 1 dk<br>RW 3BH<br>rf 3" WB313t incl. Dk tanks m12t Dk tanks f30t | M Mchy.aft<br>1 Ho 124½'<br>G. 40700 B.37800<br>2W Der 2(3) | Oil 4SA 8Cy. 290×450 mm<br>500bhp<br>Appingedammer Brons. |
| 541906<br>Df Rdr<br>RT | **CADAQUES**<br>exHans–67 exBirk–65<br>**Tanques Ibericas S.A.**<br>Panama Panamanian<br>For later particulars<br>see New Entries No. 1 | 499<br>243<br>800 | | NV | 1955 Haugesund M/V A/S—Hgs<br>171' 8" 31' 7" 12' 9½"<br>... ... ...<br>P44' F19' 1 dk | M Oil/Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>750bhp<br>Motorenw. Mannheim |
| 505709<br>2787 | **CADDEBOSTAN**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 191<br>118<br>— | | | 1955 Denizcilik Bankasi T.A.O.—Istinye<br>106' 4" 21' 8" 5' 11"<br>98' 5" 21' 7½" 8' 2"<br>1 dk<br>BK4" | TM Ferry | 2 Oil 2SA each 8Cy. 140×180 mm<br>440bhp<br>Motorenw. Mannheim |
| 650360<br>TMZB<br>Esd Rdr | **CADET**<br>**René Barzic & Consorts**<br>Quimper French | 148<br>49<br>— | | BV | 1965 Ch. Nav. Franco-Belges—<br>Villeneuve<br>*98·4'* 22' 8"<br>22' 6" | M Trawler<br>2 Ha (each 4'×3½') | Oil 4SA 12Cy. 185×200 mm<br>600bhp<br>Moteurs Baudouin |
| 505712<br>WA3213<br>243423<br>Df Gc<br>Rdr<br>RTm/h | **CADILLAC**<br>Launched as Lake Angelina<br>**Cleveland-Cliffs S.S. Co.**<br>Cleveland-Cliffs Iron Co.<br>Wilmington, Del United States | 9057<br>6793<br>16481 | | AB | 1943 Gt. Lakes Eng. Wks.—Ecorse<br>621' 0" 60' 2" 23' 11½"<br>604' 0" 60' 0" 35' 0"<br>F57' 1 dk<br>RW<br>rf 3" | S Bulk Carrier Mchy.aft<br>4 Ho 102', 120', 120', 96'<br>G.480000<br>18 Ha (stl) (each 11½'×38') | T 3Cy. 24" 41" & 68"×42"<br>2500ihp<br>Gt. Lakes Eng. Wks.<br>1×60kW 120V d.c.<br>Thw. thrust propeller fwd |
| 505714<br>DLCE<br>3522<br>Df Esd<br>Gc Rdr<br>RTm | **CADIZ**<br>exFalkental–61<br>**Reederei Hans H. Schmidt**<br>**K.G.**<br>Flensburg W. German | 2900<br>1431<br>5283 | | GL | 1955 Nordseewerke Emden—Emd<br>392' 2" 51' 0" 21' 3½"<br>360' 3" 50' 10" 30' 10"<br>1 dk & S dk<br>RW | M OSD<br>4 Ho 52¾', 87½', 57½', 50½'<br>G.303993 B.281870<br>4 Ha (stl) (32½'×19¾') (55' comb.,<br>36¾', 36¾'×21½')<br>Der 1(25) 2(10) 8(3–5) | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>3700bhp<br>Masch. Augsburg-Nürnberg<br>3×120kW 400V 50c/s a.c. |
| 672617<br>DGCO<br>11005<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CADIZ**<br>**F. Haniel & Cie. G.m.b.H.**<br>Oldenburg-Portug. Dampfsch.<br>Rhed. Kusen, Heitmann &<br>Cie. K.G.<br>Hamburg W. German | T.Mk<br>958<br>464<br>1519<br>1541—<br>892<br>2382 | | GL | 1967 J. J. Sietas Schiffsw.—Ham<br>261' 4" ~~14' 9"/19' 2"~~ 15' 1"/19' 1"<br>237' 3" 38' 9" 22' 2"<br>1 dk & S dk | M ~~OSD/CSD~~ Mchy.aft | Oil 4SA 7Cy. 400×600 mm<br>1970bhp<br>Masch. Augsburg-Nürnberg |
| 505715<br>EDFA | **CADIZ**<br>exSilver Wave<br>**R. Alfredo Rosal**<br>Huelva Spanish | 127<br>71<br>— | | | 1920 Colby Bros. Ltd.—Oulton Broad<br>*89·6'* 20' 8"<br>... ... ... | Wood S Fishing | T 3Cy. 10" 15½" & 26"×18"<br>275ihp<br>F. W. Carver & Co. |
| 641267<br>GNHF<br>306068<br>Gc Pfd<br>Rdr RT | **CAERNARVONBROOK**<br>**Comben Longstaff & Co. Ltd.**<br>London British | 1594<br>985<br>— | ✠100A1<br>✠LMC<br>MN268 | EL q 1 1/16"SQ | 1964–7 Clelands S.B. Co. Ltd.—Wal<br>265' 4" 39' 3" 17' 0½"<br>250' 0" 39' 0" 18' 0"<br>R dk fwd of P142' P27' F29' 1 dk<br>NS 5BH<br>rf 4" WB793t incl. Under dk tanks m75t | M Mchy.aft | Oil 2SA 6Cy. 340×570 mm<br>1340bhp<br>British Polar Engines Ltd. |
| 505717<br>GFNZ<br>185131<br>Esd Pfd<br>Rdr<br>RTm/v | **CAESAR**<br>**Hellyer Bros. Ltd.**<br>Hull British | 830<br>317<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN224 | ~~SS 10/64~~<br>SS 10/68<br>EL (I) a * | 1952–9 Smith's Dock Co. Ltd.—Mdb<br>*189·5'* 32' 2"<br>185' 0" 32' 0" 17' 10"<br>F35'<br>RW 5BH<br>BK7½" WB16t | S Trawler | T 3Cy. 16" 26½" & 45½"<br>1246ihp<br>Smith's Dock Co. Ltd.<br>SB 225lb Spt hs(5000) |

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|---|---|---|---|---|---|---|
| 505718<br>GHHT<br>302183<br>Df Esd<br>Pfd Rdr<br>RTm/v | **CAESAREA**<br>**British Railways Board**<br>British<br>Weymouth | 3992 ~~4174~~<br>2075 ~~2271~~<br>571 | CS 12/66<br>**✠100A1** ~~SS 1/65~~<br>Channel service from ports in U.K. south of Oban and Harwich–Hook of Holland<br>**✠LMC**<br>MN1800 ~~EL v 1⅛″SQ~~<br>EL (v) 1⅛″SQ | **1960–11** J. Samuel White & Co.—Cws<br>322′ 0″ 53′ 8″ 13′ 7⅛″<br>302′ 0″ 51′ 0″ 26′ 9″<br>B196′ UprB196′ 2 dks, 3rd dk except in mchy. space<br>RW 8BH<br>rf 12″ WB338t incl. DTf42t | TS (110bth 1290dkP)<br>1 Ho 32′<br>2 Ha (stl) (12′×20′) (20′×11′) | 2 S Turb dr geared<br>9000shp 65t (o.f)<br>J. Samuel White & Co. Cws<br>2WTB 400lb Spt 650° F.<br>2 db 60lb<br>3×225kW 225V d.c. 18½k |
| 505719 | **CAETÉ**<br>**Cia. Dōcas de Santos**<br>Brazilian<br>Santos | 575<br>294<br>500 | ✠Classed LR until 12/52 | **1950–6** N.V. Werf "Gusto"—Sch<br>173′ 2″ 29′ 7″ 12′ 10″<br>29′ 5″<br>Q53′ RFD48′<br>RW | M Hopper Barge Mchy.aft | Oil 4SA 6Cy. 400×460 mm<br>21½t<br>Masch. Augsburg-Nürnberg Aug<br>9k |
| 505721<br>DZMH<br>208444<br>Pfd | **CAGAYAN DE ORO**<br>exCagayan–56<br>**Everett Steamship Corporation**<br>Philippine<br>Manila | 1458<br>748<br>1200 | AB | **1955** Hitachi Zosen—Osa<br>253′ 5″ 35′ 6″ 15′ 4¾″<br>229′ 7″ 35′ 5″ 24′ 2″<br>F28 2 dks<br>RW<br>rf 27½″ | TM (440P)<br>3 Ho 38′, 54′, 70′<br>4 Ha (16′, 20′×12′) (8′×10′) (6′×8½′)<br>Der 2(5) 1(3) | 2 Oil 2SA each 8Cy. 280×500 mm<br>1950bhp B&W 249t (hvf)<br>Hitachi Zosen Osa<br>2×100kW 230V d.c. |
| 505722<br>ICKC<br>615<br>Df Esd<br>Pfd Rdr<br>RT | **CAGLIARI**<br>exOrlani<br>**"Tirrenia" Soc. per Azioni di Nav.**<br>Italian<br>Naples | 3129<br>1598<br>3924 | RI | **1942** Soc. Odero Terni Orlando—Spz<br>385′ 3″ 50′ 0″ 19′ 4″<br>354′ 0″ 49′ 10″<br>1 dk & S dk | M OSD<br>5 Ho<br>B.147000 | Oil 2SA 8Cy. 680×1100 mm<br>4375bhp 446t<br>S.A. Fiat Tur<br>14½k |
| 505723<br>PUQL | **CAHY**<br>exSalineiro–41 exMartinique–39<br>exPulwico exPulaski<br>**Cia. Metalúrgica Austin**<br>Brazilian<br>Rio de Janeiro | 2590<br>1586<br>4190 | ✠Classed LR until 10/20 | **1920–6** Toledo S.B. Co.—Toledo<br>261′ 0″ 43′ 7″ 24′ 5¼″<br>43′ 5″<br>P25′ B64′ F23′ 1 dk<br>R | S<br>G.176862 B.161500<br>8W | T 3Cy. 22″ 36″ & 59″×42″<br>576t (o.f)<br>Toledo S.B. Co. Toledo<br>8½k |
| 505400<br>Df Esd<br>Gc<br>RTh | **CAICARA**<br>exBruce Thomas–63 exJulia–60<br>exHai Hsuan–58<br>exBen A. Ruffin–46<br>**Companhia de Nav. Mar. Netumar**<br>Brazilian<br>Rio de Janeiro | 7219<br>4461<br>10923 | **100A1** TD 5/68 ~~SS 2/64~~<br>DTa—oil FP above 150° F.<br>**LMC**<br>MN450 EL a†2 1/16″SQ | **1944** Southeastern S.B. Corp.—Sav<br>442′ 0″ 57′ 1″ 27′ 9″<br>417′ 10″ 56′ 10″ 37′ 4″<br>2 dks, 3rd dk in No. 1 hold<br>RW NS 7BH to U dk 1 to 2nd dk<br>rf 6″ WB2172t incl. DTa762t | S<br>5 Ho 60′, 72′, 50′, 72′, 65′<br>G.562608 B.499573<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1810t (o.f)<br>General Mchy. Corp. Hamilton<br>2WTB 250lb Spt 450° F. 230lb hs10233<br>3×20kW 120V d.c. 11k |
| 526194<br>315647 | **CAICOS CLIPPER I**<br>exÖland–67 exToftö–59<br>exAnna–50<br>**Caicos Clippers Ltd.**<br>British<br>Turks Islands | 112<br>69<br>160 | BV | **1923** J. Ring Andersen—Svb<br>*94·1′* 23′ 1″<br>… … …<br>1 dk | Wood M | Oil 4SA 6Cy. 120×140 mm<br>120bhp NE58<br>Albin-Motor Kristinehamn<br>7k |
| 650628<br>Esd RT | **CAIRN**<br>**Secretary of State for Defence**<br>British | 152<br>—<br>— | ✠Classed LR until 9/65 | **1965–5** J. S. Doig (Grimsby) Ltd.—Gms<br>94′ 0″ 25′ 4″<br>85′ 0″ 24′ 3″ 12′ 0″<br>rf 15″ BK6″ | TM Tug | 2 Oil 4SA each 8Cy. 8¾″×11½″ sr reverse geared<br>1320bhp<br>Blackstone & Co. Ltd. Stamford |
| 505724<br>300366 | **CAIRNBURN**<br>**E. Bisogno**<br>S. African<br>Cape Town | 119<br>68<br>— | **FOUNDERED 6/67** | **1946** F. Curtiss—Totnes<br>*92·4′* 22′ 2″<br>… … …<br>1 dk | Wood M Fishing | Oil 2SA 4Cy. 10½″×13½″<br>Crossley Bros. Ltd. Mch |
| 505728<br>GNZZ<br>169233<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CAIRNGOWAN**<br>exManchester Engineer–66<br>exCairngowan–65<br>**Cairn Line of Steamships Ltd.**<br>Cairns, Noble & Co.<br>British<br>Newcastle | T.Mk<br>5522<br>3169<br>8290<br>7419<br>4569<br>9200 | **✠100A1** SS 4/64<br>**DTs—vegetable oil**<br>**Str. nav. ice**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1023 EL b†2 1/16″SQ | **1952–5** W. Gray & Co. Ltd.—Hpl<br>444′ 6″ 60′ 2″ 25′ 5½″/27′ 0¼″<br>420′ 0″ 60′ 0″ 37′ 1″<br>F40′ 2 dks, 3rd dk clear of mchy. space<br>RW 7BH<br>rf 3″ DK fwd of mchy. space WB3625t incl. DTf794t DTm1346t DTf684t Tunnel tanks 212t | S (12P) Ref<br>5 Ho 56¼′, 75′, 57¼′, 62½′, 57½′<br>G.467020 B.429315 In.20973<br>5 Ha (30½′, 36½′, 31½′, 31¼′×19½′) (23¾′×19¾′)<br>Der 4(10) 4(7) 8(5) | 3 S Turb dr geared to sc. shaft<br>5115shp 1300t (o.f)<br>Parsons Marine Turb. Co. Wal<br>2WTB 245lb Spt 235lb hs(10144)<br>3×30kW 220V d.c. 13k |
| 505730 | **CAIUBURA**<br>**Cia. Dōcas de Santos**<br>Brazilian<br>Santos | 575<br>294<br>500 | ✠Classed LR until 12/52 | **1950–6** Verschure & Co.'s Scheeps.—Ams<br>173′ 2″ 29′ 7″ 12′ 10″<br>29′ 5″<br>Q53′ RFD48′<br>RW | M Hopper Barge Mchy.aft | Oil 4SA 6Cy. 400×460 mm<br>21½t<br>Masch. Augsburg-Nürnberg Aug<br>9k |
| 505731<br>EGKU<br>RT | **CAJAL**<br>exEusebio Rojas Marcos–52<br>exSac 8°–48 exValmurian<br>exCapita Revuelta<br>**A. Riva Suardiaz and others**<br>Spanish<br>Gijon | 980<br>511<br>1447 | BV | **1918** Ast. de Gijon—Gjn<br>*201·7′* 29′ 8″ 17′ 3⅜″<br>29′ 6″<br>1 dk<br>R | S<br>4 Ha (each 13¾′×13′) | T 3Cy. 12″ 20″ & 32″×24″<br>493ihp (o.f)<br>Alexander Hermanos Bcl<br>8½k |
| 505732 | **CAL**<br>exMajestic–40<br>**Cia. Enlatadora Nacional S.A.**<br>Costa Rican<br>Puntarenas | 159<br>85<br>— | | **1937** The Campbell Machine Co.—San Diego<br>*87·2′* 22′ 5″<br>… … … | Wood M Fishing | Oil 4SA 6Cy. 280×380 mm<br>NE39<br>Union Diesel Eng. Co. Oakland |

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|---|---|---|---|---|---|---|
| 505733<br>EGGQ | **CALA AGUILA**<br>exRada de Ibiza–57<br>exPepita Matutes–48<br>**Juán Llor Hernandez**<br>Valencia Spanish | 197<br>142<br>250 | | 1918 .......................Ibiza<br>*104·7'* 26' 5"<br>... ... ... | Wood Aux Sr | Oil 4Cy.<br>120bhp<br>Wolverine Mot. Wks |
| 505734<br>EDFK<br><br>Df Esd<br>RTm | **CALA ANTENA**<br><br>**Naviera Mallorquina S.A.**<br>Palma, Maj Spanish | 389<br>239<br>1021 | BV | 1961 Ast. de Palma S.A.—Palma<br>177' 2" 29' 7" 11' 3"<br>29' 5"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho 131'<br>G.49667 B.46172<br>2 Ha (each 40½'×13')<br>4W Der 4(1½) | Oil 4SA 8Cy. 295×420 mm<br>700bhp<br>La Maquinista Terrestre y Mar. |
| 505735<br>EBWO<br><br>Df Esd<br>Pfd<br>RTm/h | **CALA BLANCA**<br><br>**Naviera Mallorquina S.A.**<br>Palma, Maj Spanish | 388<br>239<br>640 | BV | 1958 Ast. de Palma S.A.—Palma<br>177' 2" 29' 7" 11' 1"<br>29' 5"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho 135'<br>G.49667 B.46172<br>2 Ha (stl) (each 38'×13')<br>4W Der 4(1½) | Oil 4SA 8Cy. 295×420 mm<br>810bhp<br>La Maquinista Terrestre y Mar.<br>Directional propeller |
| 505737<br>EEEN<br><br>RTm | **CALA CONTESA**<br>exMaura<br>**Naviera Mallorquina S.A.**<br>Palma, Maj Spanish | 209<br>128<br>320 | | 1927 Ast. Llompart—Palma<br>*102·5'* 27' 8" 14' 9"<br>27' 6" | Wood Aux Sr<br>G.12360<br>1 Ha (stl) (21'×11¾')<br>Der 1(1) | Oil 4Cy.<br>400bhp<br>J. & C. G. Bolinders M/V A/B<br>1×24kW |
| 652499<br>EEOM<br>26<br>Esd RT | **CALA DE CHIMISTARRA**<br><br>**Machet S.A.**<br>San Sebastian Spanish | 164<br>—<br>284 | | 1965 "Ardeag" S.L.—Bbo<br>98' 6" 22' 6" 9' 10"<br>86' 0" 22' 4" 12' 2"<br>RW | M Fishing | Oil<br>600bhp |
| 505739<br>EELV<br><br>RTm | **CALA ENGOSAUBA**<br>exRada de Alicante–57<br>exFaro Salou–48<br>exAtlantida No. 4<br>**Naviera Mallorquina S.A.**<br>Valencia Spanish | 247<br>178<br>400 | | 1944 Ast. Atlantida—Val<br>*118·1'* 26' 2" 13' 9½"<br>26' 0" | Wood Aux<br>G.15609<br>2 Ha (stl) (each 12½'×12½')<br>Der 2(1) | Oil 2Cy. 280×420 mm<br>250bhp<br>J. & C. G. Bolinders M/V A/B<br>1×24kW |
| 505740<br>EBZR<br><br>Esd<br>RTm | **CALA FIGUERA**<br><br>**Naviera Mallorquina S.A.**<br>Palma, Maj Spanish | 389<br>239<br>1021 | BV | 1959 Ast. de Palma S.A.—Palma<br>177' 2" 29' 7" 11' 3"<br>29' 5"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho 131'<br>G.49788 B.46192<br>3 Ha (40½', 40½', 4'×13')<br>4W Der 2(4) 2(2) | Oil 4SA 8Cy. 295×420 mm<br>700bhp<br>La Maquinista Terrestre y Mar. |
| 505741<br>EENU<br><br>RTm | **CALA GALERA**<br>exRado de Palma–57<br>exFaro de Buda–48<br>**Naviera Mallorquina S.A.**<br>Valencia Spanish | 226<br>168<br>208 | | 1944 Ast. Atlantida—Val<br>*114·5'* 26' 7" 12 6½"<br>26' 5" | Wood Aux<br>G.12395<br>2 Ha (stl) (each 13½'×12½')<br>Der 2(1) | Oil 4Cy. 320×370 mm<br>260bhp<br>Skandiaverken A/B<br>1×24kW |
| 505742<br>EEEZ<br><br>RTm | **CALA GAT**<br><br>**Naviera Mallorquina S.A.**<br>Palma, Maj Spanish | 283<br>238<br>408 | | 1935 Ast. Nav. Mallorq.—Palma<br>*117·6'* 30' 5" 13' 9½"<br>30' 3"<br>1 dk | Wood Aux<br>G.16669<br>2 Ha (stl) (each 16½'×12½')<br>Der 2(1) | Oil<br>270bhp<br>1×24kW |
| 505743<br>EEES<br><br>RTm | **CALA LLAMP**<br>exLuis Matutano<br>**Naviera Mallorquina S.A.**<br>Palma, Maj Spanish | 126<br>107<br>225 | | 1917 S. Llompart—Palma<br>*99·0'* 24' 10" 10' 6"<br>24' 8" | Wood Aux Sr<br>G.6745<br>1 Ha (stl) (19½'×10½')<br>Der 1(1) | Oil 6Cy. 180×230 mm<br>160bhp |
| 505745<br>EDRD<br><br>RTm | **CALA MADRONA**<br>exRada de Malaga–57<br>exFaro Oropesa–48<br>**Naviera Mallorquina S.A.**<br>Valencia Spanish | 230<br>171<br>300 | | 1944 Ast. Atlantida—Val<br>*115·8'* 26' 7" 12' 2½"<br>26' 5" | Wood Aux<br>G.12643<br>2 Ha (stl) (each 13½'×12½')<br>Der 2(1) | Oil 6Cy. 270×325 mm<br>200bhp<br>1×24kW |
| 505747<br>EEEV<br><br>RTm | **CALA MARSAL**<br>exMiramar–32<br>**Naviera Mallorquina S.A.**<br>Palma, Maj Spanish | 199<br>185<br>300 | | 1919 Ballester Hermanos—Palma<br>*112·5'* 28' 6" 11' 9½"<br>28' 4" | Wood Aux Sr<br>G.14197<br>2 Ha (stl) (each 13'×9½')<br>Der 2(1) | Oil 2SA 2Cy. 330×355 mm<br>200bhp<br>J. & C. G. Bolinders M/V A/B<br>1×24kW |
| 505748<br>EAFQ<br><br>RTm | **CALA MILLO**<br><br>**Abel Matutes**<br>Ibiza Spanish | 171<br>141<br>180 | | 1946 Ast. Nav. Mallorq.—Palma<br>98' 1" 26' 4"<br>26' 2"<br>1 dk | Wood Aux | Oil<br>120bhp |
| 505749<br>EELD<br><br>RTm | **CALA MONDRAGO**<br><br>**Naviera Mallorquina S.A.**<br>Palma, Maj Spanish | 203<br>178<br>300 | | 1934 Ast. Nav. Mallorq.—Palma<br>*115·0'* 28' 5" 11' 7"<br>28' 3" | Wood Aux<br>2 Ha (stl) (each 38½'×12½')<br>Der 2(1) | Oil<br>220bhp<br>Burmeister & Wain |

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| 652318<br>EERM<br>Esd Gc<br>RT | **CALA MORLANDA**<br>**Naviera Mallorquina S.A.**<br>Palma, Maj Spanish | 258<br>103<br>375 | BV<br>✠LR class withdrawn—<br>Owners' request 12/67 | **1966-4** Ast. de Palma S.A.—Palma<br>151' 4" 25' 1" 9' 2¾"<br>136' 2" 25' 0" 9' 5"<br>RFD16' RAD44' 1 dk & S dk<br>R<br>rf 4" | M Mchy.aft | Oil 4SA 6Cy. 295×420 mm<br>390bhp<br>La Maquinista Terrestre y Mar. Bcl<br>2×2kW 32V d.c. |
| 505751<br>EEEY<br>RTm | **CALA MURTA**<br>exIsabel Vaurell exEgara<br>**Naviera Mallorquina S.A.**<br>Palma, Maj Spanish | 152<br>131<br>270 | | **1888** S. Llompart—Palma<br>*108·2'* 25' 5" 9' 3½"<br>25' 3" | Wood Aux Sr<br>1 Ha (19½'×9¾')<br>Der 1(1) | Oil<br>160bhp Emade—fitted— (d.o)<br>J. & C. G. Bolinders M/V A/B Skm |
| 640734<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CALA PEDRERA**<br>**Naviera Mallorquina S.A.**<br>Palma, Maj Spanish | 243<br>152<br>— | | **1964** Ast. de Palma S.A.—Palma<br>129' 10" 22' 4" 8' 3¾"<br>22' 2" 9' 10"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 8Cy. 350×620 mm<br>200bhp 12t (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>9½k |
| 505753<br>EACQ | **CALA PI**<br>**Francisco Rama Isla**<br>Palma, Maj Spanish | 138<br>105<br>172 | | **1936** Miguel Navarro—Ctg<br>97' 8" 23' 7"<br>23' 5"<br>1 dk | Wood Aux | Oil<br>100bhp 5½t (d.o)<br>7k |
| 505754<br>Df RTm | **CALA PINAR**<br>**Naviera Mallorquina S.A.**<br>Palma, Maj Spanish | 243<br>152<br>280 | | **1962** Ast. de Palma S.A.—Palma<br>129' 10" 22' 3" 8' 9½"<br>116' 4" 22' 2½" 9' 10"<br>1 dk<br>R | M Mchy.aft<br>1 Ha (stl) (54½'×13¾')<br>Der 2(1½) | Oil 4SA 4Cy. 272×430 mm<br>200bhp Emade—fitted62 12t (d.o)<br>Klöckner-Humboldt-Deutz Kln |
| 505755<br>EDEO<br>Df Esd<br>RTm | **CALA RAS**<br>**Naviera Mallorquina S.A.**<br>Palma, Maj Spanish | 389<br>239<br>1021 | BV | **1960** Ast. de Palma S.A.—Palma<br>177' 2" 29' 7" 11' 3"<br>29' 5<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>3 Ha (40½', 40½', 4'×13') | Oil 4SA 8Cy. 295×420 mm<br>750bhp<br>La Maquinista Terrestre y Mar. Bcl<br>13k |
| 505756<br>EEFD<br>RTm | **CALA TUENT**<br>exTres Hermanos<br>**Abel Matutes**<br>Ibiza Spanish | 121<br>76<br>180 | | **1924** Nav. Hermanos—Aguilas<br>*91·2'* 23' 8"<br>23' 6" | Wood Aux | Oil<br>110bhp Emade—fitted32 6t (d.o)<br>Deutsche Werke Kel<br>7k |
| 505757<br>EDIE<br>Df Esd<br>RTm | **CALA VALLDEMOSA**<br>**Naviera Mallorquina S.A.**<br>Palma, Maj Spanish | 389<br>239<br>1021 | BV | **1960** Ast. de Palma S.A.—Palma<br>177' 6" 29' 7" 11' 1"<br>29' 6"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 105'<br>G.49788<br>5 Ha (40½', 40½', 40½', 40½', 4'×13')<br>4W Der 4(2) | Oil 4SA 8Cy. 295×420 mm<br>810bhp 10½t<br>La Maquinista Terrestre y Mar. Bcl<br>11½k |
| 505758<br>EDPL<br>RTm | **CALA VIRGILI**<br>exRada de Huelva-57<br>exFaro Benicarlo-48<br>exAtlantida 6º<br>**Naviera Mallorquina S.A.**<br>Valencia Spanish | 247<br>177<br>350 | | **1944** Ast. Atlantida—Val<br>*118·1'* 26' 2" 12' 5½"<br>26' 0" | Wood Aux<br>2 Ha (stl) (each 12¾'×11¾')<br>Der 2(1) | Oil 2SA 4Cy. 320×370 mm<br>280bhp 24t (d.o)<br>Skandiaverken A/B Lysekil<br>8k |
| 525591<br>ICAL<br>210<br>Df Esd<br>Gc Rdr<br>RT | **CALABELLA**<br>exGenova Star-66<br>exNorefjell-64<br>**Calmedia S.p.A.**<br>Cagliari Italian | 5137<br>2869<br>4200 | RI | **1956** Eriksbergs M/V A/B—Got<br>396' 6" 54' 1" 23' 6¾"<br>365' 0" 54' 0" 36' 0"<br>4 dks<br>rf 15¾" | M (4P) Ref CSD<br>4 Ho 56½', 56½', 66½', 66½<br>4 Ha (stl) (27½', 27', 27', 27'×16')<br>Der 8(5) | Oil 2SA 8Cy. 620×1150 mm<br>5700bhp B&W (d.o)<br>Eriksbergs M/V A/B Got<br>4×280kW 220V d.c. |
| 505759<br>IBCG<br>292<br>Df Esd<br>Rdr RT | **CALABRIA**<br>**"Tirrenia" Soc. per Azioni di Nav.**<br>Palermo Italian | ~~5230~~ 4823<br>~~2862~~ 2643<br>1391 | RI | **1952** Cant. Nav. Riuniti—Pal<br>382' 7" 52' 1" 17' 4"<br>347' 10" 52' 0" 24' 3"<br>Q256' F67' 3 dks, pt 4th dk | TM (560P) Ref<br>3 Ho<br>G.51531 B.50225 | 4 Oil 2SA each 6Cy. 480×640 mm<br>geared to 2 sc. shafts<br>7200bhp 380t<br>S.A. Fiat Tur<br>16¾k |
| 531335<br>IBCF<br>215<br>Df Esd<br>Gc RT | **CALAGARIBALDI**<br>exSantos Star-66<br>exConstable-62<br>**Calmedia S.p.A.**<br>Cagliari Italian | 3594<br>1999<br>3751 | ~~✠100A1~~ ~~SS 2/64~~<br>~~✠LMC~~<br>✠Lloyd's RMC<br>~~MN920~~ ~~EL (w)1 1½"GQ~~<br>✠Class WITHDRAWN at Owners' request 1/68<br>RI | **1959-12** Brooke Marine Ltd.—Lwt<br>391' 6" 47' 2" 20' 0¾"<br>365' 0" 47' 0" 26' 6"<br>F93' 2 dks, 3rd dk (sparred) in Nos. 2 & 3 holds<br>7BH len (amids) 64<br>rf 9" DK fwd WB807t incl. DTsf261t | M Ref<br>6 Ho 59½', 56½', 53', 53¾', 51¾', 59½'<br>B.135640 In.176220<br>5 Ha (stl) (16', 27', 15¾', 15¾', 15¾'×15')<br>8W Der 2(10) 8(5) | Oil 2SA 7Cy. 570×800 mm<br>4600bhp 534t (d.o)<br>Masch. Augsburg-Nürnberg Ham<br>2db (1 o.f 1 ex.g) 50ft<br>3×300, 200, 200kW 220V d.c. 16k |
| 642426<br>Df Esd<br>Rdr RT | **CALAMAR**<br>exOkhotsk-64<br>**Republica de Cuba (Flota Cubana de Pesca)**<br>Havana Cuban | 502<br>197<br>726 | | **1958** Volkswerft Stralsund—Stralsund<br>166' 7" 27' 10" 12' 6"<br>27' 8"<br>1 dk | M Fishing | Oil 4SA 8Cy. 320×480 mm<br>Schwermasch. Karl Liebknecht Mgd |
| 662070<br>ZOX6<br>315819<br>Df Esd<br>RTm/h | **CALAMAR**<br>**The Food & Agriculture Organisation of the United Nations**<br>Bridgetown British | 137<br>~~38~~ 50<br>~~98~~ 64 | NK | **1966** Hayashikane Zosen—Yokosuka<br>81' 4" 22' 3"<br>72' 2" 21' 10" 11' 6"<br>1 dk | Aux M Fishery Training Ship | Oil 4SA 6Cy. 6¼"×8"<br>380bhp (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×30, 12kW 230V 60c/s a.c. 10k |

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| 505760<br>PDHZ<br>10515<br>Df Esd<br>Gc Rdr<br>RT | **CALAMARES**<br>**Caraibische Scheepvaart Maatschappij N.V.**<br>van Nievelt, Goudriaan & Co's Stoomv. Maats. N.V.<br>Rotterdam Netherland | 6797<br>3545<br>6270 | AB | 1956 Cammell Laird & Co.—Bkn<br>450' 6" 59' 2" 26' 0¾"<br>425' 0" 59' 0" 36' 0"<br>2 dks<br>RW<br>rf 12" | S (12P) Ref<br>4 Ho 67¼', 69', 84½', 57¾'<br>B.273000 In.273000<br>4 Ha (20½', 20', 20', 20½'×16')<br>Der 8(5) | 2 S Turb dr geared to sc. shaft<br>9000shp<br>Cammell Laird (S.B. & Eng.) Ltd.<br>3×400kW 440V 60c/s a.c. |
| 505762<br>HBFJ<br>68<br>Df Esd<br>Gc Rdr<br>RTm/h | **CALANCA**<br>**St. Gotthards Schiffahrts A.G.**<br>Suisse-Outremer Bereederungs-u. Befrachtungs-A.G.<br>Basle Swiss | 1426<br>637<br>1689 | BV | 1962 N.V. Werf Gusto—Sch<br>274' 2" 40' 11" 15' 9½"<br>249' 5" 40' 4" 25' 9"<br>2 dks & S dk<br>RW | M Ref OSD Mchy.aft<br>2 Ho 56½', 94½'<br>In.95000<br>3 Ha (each 19½'×14½')<br>6W Der 6(3) | Oil 4SA 8Cy. 400×580 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz<br>3×176kW 380V 50c/s a.c. |
| 540211<br>HBFD<br>73<br>Df Esd<br>Gc Rdr<br>RTm/v | **CALANDA**<br>**Alpina Reederei A.G.**<br>Alpina Transports et Affrêtements S.A.<br>Basle Swiss | 3392<br>1550<br>5334<br>**5296**<br>2801<br>6939 | GL | 1963 Rickmers Werft—Bhn<br>415' 5" 54' 6" 21' 5½"/25' 0"<br>372' 1" 54' 5½" 31' 7"<br>1 dk & S dk<br>RW<br>rf 1" | M OSD/CSD<br>5 Ho 62', 91½', 78', 50½', 17½'<br>5 Ha (stl) (32½', 55', 46', 27½'×21½') (7½'×9½')<br>Der 2(30) 8(10) 4(5) | Oil 2SA 6Cy. 600×1040 mm<br>4100bhp<br>Sulzer Bros. Ltd.<br>3×160kW 440V 60c/s a.c. |
| 527098<br>ICLS<br>219<br>Df Esd<br>Gc Rdr<br>RT | **CALAROSSA**<br>exPadova Star–66<br>exParthenon–64<br>**Calmedia S.p.A.**<br>Cagliari Italian | 3667<br>1994<br>~~2860~~<br>2765 | ✠Lloyd's RMC ~~GL~~<br>GL RI | 1956 Deutsche Werft—Ham<br>393' 1" 49' 1" 20' 2½"<br>357' 0" 48' 11" 27' 11"<br>2 dks. pt 3rd dk<br>RW<br>rf nil | M (9P) Ref<br>4 Ho 62', 62', 60', 73½'<br>G.217195 B.212975 In.191656<br>4 Ha (stl) (each 23'×18½')<br>8W Der 8(5) | Oil 2SA 7Cy. 700×1200 mm<br>4670bhp<br>Masch. Augsburg-Nürnberg |
| 527921<br><br>198<br>Df Esd<br>Gc Rdr<br>RT | **CALASETTA**<br>exBarcelona Star–65<br>exPiräus–65<br>**Calmedia S.p.A.**<br>Cagliari Italian | 2658<br>1442<br>2955<br>3667<br>1994<br>2766 | ✠Lloyd's RMC ~~GL~~ RI | 1955 Deutsche Werft A.G.—Ham<br>393' 4" 49' 1" 19' 6½"/20' 1"<br>357' 0" 48' 11" 27' 11"<br>B&F335' 1 dk & S dk, pt 3rd dk<br>RW | M Ref OSD/CSD<br>4 Ho 62', 62', 60', 73½'<br>G.217195 B.212975 In.194040<br>4 Ha (stl) (each 23'×18½')<br>8W Der 1(5–10) 7(5) | Oil 2SA 7Cy. 700×1200 mm<br>4670bhp<br>Masch. Augsburg-Nürnberg |
| 651058<br>EEMS<br><br>Df Esd<br>Gc Rdr<br>RTv | **CALATRAVA**<br>**Refineria de Petroleos de Escombreras S.A.**<br>Cadiz Spanish | 29197<br>19647<br>49581 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3240 EL u†3¼"SQ | 1965–5 Ast. de Cadiz—Cdz<br>737' 0" 102' 2" 39' 5½"<br>703' 3" 102' 0" 52' 4"<br>P142' F92' 1 dk<br>10BH<br>rf 5" WB4735t incl. DTf3050t | M Tanker Mchy.aft<br>Der 2(8) 1(3–4) 1(2) | Oil 2SA 12Cy. 740×1600 mm<br>16200bhp B&W<br>Soc. Española de Const. Nav.<br>2WTAuxB 199lb<br>3×437, 355, 355kW 380V 50c/s a.c. |
| 505764<br><br>181170<br>Esd<br>RTv | **CALATRIA**<br>**British Transport Docks Board**<br>Grangemouth British | 1034<br>507<br>— | ✠Classed LR until 3/65 | 1961–6 P. K. Harris & Sons Ltd.—Apl<br>201' 5" 39' 5" 13' 7½"<br>190' 3" 38' 0" 16' 0"<br>Q72' 1 dk<br>RW<br>rf nil | M Grab Hopper Dredger Mchy.aft | Oil 2SA 6Cy. 340×570 mm<br>1140bhp<br>British Polar Engines Ltd.<br>3×36kW 220V d.c. |
| 523207<br><br>235<br>Df Esd<br>Gc | **CALAVITTORIA**<br>exMendoza Star–67<br>exChatham–62<br>**Calmedia S.p.A.**<br>Cagliari Italian | 3563<br>1972<br>3553 | RI<br>✠LR class withdrawn—Owners' request 12/67<br>✠Lloyd's RMC | 1960–2 A. Stephen & Sons Ltd.—Gls<br>393' 3" 47' 2" 20' 0¾"<br>365' 0" 47' 0" 26' 6"<br>F93' 2 dks, 3rd dk (sparred) in Nos. 2 & 3 holds<br>len (amids) 63<br>rf 9" DK fwd | M Ref<br>5 Ho 59½', 56½', 53', 51½', 58½'<br>In.174263<br>5 Ha (stl) (14½', 27', 15½', 15½'×13½') (15½'×13')<br>8W Der 2(10) 8(5) | Oil 2SA 7Cy. 580×760 mm<br>5000bhp Sulzer<br>A. Stephen & Sons Ltd.<br>3×300, 200, 200kW 220V d.c. |
| 522598<br>DDVK<br><br>Df Esd<br>Gc Rdr<br>RT | **CALBE**<br>exMarly I–65<br>**Deutsche Seereederei**<br>Rostock E. German | 10321<br>5546<br>14266 | DSRK<br>✠Classed LR until 4/65 | 1958–12 J. Boel & Fils—Tamise<br>498' 9" 63' 3" 29' 9½"<br>469' 6" 63' 0" 42' 10"<br>P103' F46' 1 dk<br>rf 5" | M Bulk Carrier Mchy.aft<br>G.655091 B.632842 | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Soc. d'Electricité & de Méc. |
| 505766<br><br>Df Esd<br>Rdr | **CALBUCO**<br>**Empresa Maritima del Estado (Chilean Govt. Merchant Marine)**<br>Valparaiso Chilean | 370<br>215 | BV | Lch.1959 Cmpl.1963 Ch. Nav. Franco Belges—Villeneuve<br>152' 6" 24' 6"<br>24' 4"<br>1 dk | M Mchy.aft | Oil 4SA 7Cy. 235×330 mm<br>Masch. Augsburg-Nürnberg |
| 505767<br>WC2499<br>257539 | **CALCASIEU**<br>**Calcasieu Inc.**<br>New York United States | 199<br>135<br>— | | 1949 ……………………Beaufort, N.C<br>*121·7'* 20' 7"<br>… … … | Wood M | Oil<br>400bhp |
| 505768<br>GMSS<br>181071<br>Df Esd<br>Gc Rdr<br>RTv | **CALCHAS**<br>exGlenfinlas–62 exCalchas–57<br>**Ocean Steam Ship Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>5753<br>2554<br>6570 ~~6575~~<br>7436<br>4129<br>9300 | BS✻ SS 8/67 ~~SS 6/63~~<br>MBS<br>Lloyd's RMC<br>MN1360 CT8314 C41 S36 | 1947 Harland & Wolff Ltd.—Bel<br>487' 0" 62' 4" 23' 10¾"/28' 3½"<br>452' 9" 62' 0" 35' 0"<br>P41 B190' F44' 2 dks, 3rd dk fwd<br>R 8BH<br>rf 9" WB4334t incl. DTs2587t | M Ref<br>6 Ho 59', 72', 42', 30', 81', 72'<br>G.595030 B.537980 In.1474<br>6 Ha (24½'×16') (35', 23', 23', 27'×22') (27'×18')<br>24W Der 1(50) 1(25) 8(10) 16(5) | Oil 2DA 8Cy. 550×1200 mm 400 mm<br>7300bhp B&W<br>Harland & Wolff Ltd.<br>AuxB 100lb<br>3×220kW 220V d.c. |

| | T.Mk | | | | |
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| 505789 **CALCHAS**<br>PDIC **Nieuwe Kustv.Maats. N.V.**<br>Df Esd Kon. Nederl. Stoomb. Maats.<br>Rdr N.V.<br>RTm/h Amsterdam Netherland | 499<br>220 ~~223~~<br>910 | ✠100A1 SS 2/68 ~~SS 6/64~~<br>Ice Class 3<br>✠LMC<br>MN150 EL I | 1960–3 E. J. Smit & Zoon Scheeps.—Westerbroek<br>212′ 9″ 32′ 6″ 12′ 1¾″<br>196′ 0″ 32′ 2″ 19′ 0″<br>Ba38′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil WB140t | M Ref ~~OSD~~ Mchy.aft<br>2 Ho 49′, 74¼′<br>G.64500 B.58960 In.1254<br>2 Ha (26½′×13¼′) (45¾′×16½′)<br>6W Der 2(6) 4(3) | Oil 4SA 6Cy. 390×680 mm<br>750bhp (d.o)<br>N.V. Werkspoor Ams<br>3×25kW 110V d.c. 10¾k |
| 505770 **CALCITE II**<br>WB4520 exWilliam G. Clyde-61<br>228886 **United States Steel Corp.**<br>Df Gc **Great Lakes Fleet**<br>Rdr New York United States<br>RTm/h/v | 8188<br>6301<br>12300 | AB | 1929 American S.B. Co.—Lorain<br>604′ 9″ 60′ 2″ 21′ 9¼″<br>587′ 10″ 60′ 0″ 32′ 0″<br>1 dk<br>R<br>rf 3″ | M Bulk Carrier Mchy.aft<br>Self-unloader<br>3 Ho 112½′, 144′, 147′<br>1 Ha (stl) (17½′×38′)<br>15 Ha (stl) (each 12′×38′) | Oil 4SA 12Cy. 13½″×16½″<br>3240bhp NE64 (d.o)<br>Nordberg Mfg Co.<br>2×750, 560kW 440V 60c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd 10k |
| 505772 **CALCUTTA MARU**<br>JJMM **Mitsui-O.S.K. Lines K.K.**<br>80908 Tokyo Japanese<br>Df Esd<br>Gc Rdr<br>RT | 5169<br>2908<br>7501 | NK | 1958 Namura Zosensho—Osa<br>402′ 9″ 53′ 7″ 24′ 2″<br>377′ 4″ 53′ 6″ 29′ 6″<br>P25′ B71′ F36′ 1 dk<br>RW | M<br>5 Ho<br>G.376271 B.346773<br>5 Ha (25′, 29′, 51½′, 51½′, 30′×20¼′)<br>14W Der 4(10) 10(5) | Oil 2SA 8Cy. 480×700 mm<br>3500bhp Sulzer 723t<br>Mitsubishi Hvy Ind. Reorg. Kob<br>2×130kW 445V a.c. 12½k |
| 505773 **CALDELAS**<br>EHXO **Intercambio Comercial e Industrial "Eden" Ltda.**<br>Rio de Janeiro Brazilian | 220<br>95<br>— | BV | 1949 Hijos de J. Barreras S.A.—Vgo<br>113′ 10″ 21′ 4″ 11′ 0″<br>21′ 2″<br>F19′ | M Trawler<br>1 Ho 39¼′<br>1W Der 1(1) | Oil 4SA 6Cy. 270×500 mm<br>Emade47fitted49<br>N.V. Werkspoor Ams<br>9k |
| 505774 **CALDER**<br>182807 **Mayor, Aldermen & Burgesses of the County Borough of Preston**<br>Preston British | 618<br>235<br>747 | ✠100A1 SS 2/65<br>hopper dredger<br>✠LMC<br>EL (i) 1¼″SQ | 1949–1 Lobnitz & Co. Ltd.—Rnf<br>172′ 7″ 32′ 1″ 12′ 0″<br>165′ 0″ 32′ 0″ 14′ 0″<br>4BH<br>WB37t | S Suction Hopper Dredger Mchy.aft | T 3Cy. 13″ 22″ & 34″×22″<br>500ihp 70t (o.f)<br>Lobnitz & Co. Ltd. Rnf<br>SB 180lb hs(1750) 3cf 8½k |
| 641575 **CALDRILL 1**<br>WT2059 exAhtl exRyer<br>288164 **Caldrill Inc.**<br>Esd Gc Ventura United States<br>Pfd Rdr<br>RTm/h | 296<br>201<br>— | AB | 1944 Sturgeon Bay S.B. & D.D. Co.—Sturgeon Bay<br>*166·5′* 32′ 2″ 10′ 0½″<br>165′ 0″ 32′ 0″ 14′ 4″<br>1 dk. conv dry cargo ship 64<br>rf 6″ | TM Drilling Ship Mchy.aft<br>Cr 1(20) | 2 Oil 2SA each 6Cy. 8¾″×10½″ 1000bhp also 3 gen. 350kW 480V a.c. connected to 4 elec. motors each 300shp for secondary propulsion<br>75t (d.o)<br>General Motors Corp.<br>3×100, 100, 25kW 230V d.c.<br>Directional propellers 2 fwd 2 aft |
| 680360 **CALEDONIA**<br>ELFG<br>2856 **Nueva Valenicia**<br>Df Esd **Compania Naviera S.A.**<br>Gc Pfd Monrovia Liberian<br>Rdr RT | 34498<br>26345<br>58902 | | 1967 Uraga Hvy Ind. Ltd.—Yokosuka<br>749′ 7″ 103′ 10″ 41′ 7″<br>711′ 11″ 103′ 7″ 59′ 0″<br>1 dk | M Ore/Oil Carrier Mchy.aft | Oil 2SA 8Cy. 900×1550 mm<br>18400bhp Sulzer<br>Uraga Hvy Ind. Ltd. Tamashima |
| 505778 **CALEDONIA**<br>161981 **Caledonian Steam Packet Co. Ltd.**<br>Rdr<br>RTm Glasgow British | 623<br>274<br>161 | | 1934 W. Denny & Bros. Ltd.—Dmb<br>230′ 0″ 62′ 0″ 7′ 6″<br>223′ 7″ 30′ 1″ 10′ 3″<br>2 dks<br>R | SP (1730P) | HT 3Cy. 20″ 31½″ & 50″×60″<br>1800ihp 25t (o.f)<br>W. Denny & Bros. Ltd. Dmb<br>1×15kW 110V d.c. |
| 505779 **CALEDONIA MARU**<br>JDRO<br>78224 **Nippon Yusen Kaisha**<br>Df Esd Tokyo Japanese<br>Gc Rdr<br>RTm | 7711<br>4494<br>11400 | NK | 1957 Mitsubishi Zosen—Hma<br>450′ 4″ 59′ 10″ 28′ 2″<br>419′ 11″ 59′ 9″ 37′ 5″<br>B78′ F42′ 2 dks<br>RW<br>rf 5½″ | M (2P)<br>5 Ho 51¾′, 73½′, 68¼′, 73½′, 55′<br>G.590248 B.543225<br>1 Ha (stl) (24¾′×23′)<br>4 Ha (w) (42′, 42′, 42′, 34′×23′)<br>14W Der 4(10) 10(5) | Oil 2SA 6Cy. 650×1250 mm<br>5100bhp 1306t (hvf)<br>Mitsubishi Zosen Nag<br>2×140kW 445V 60c/s a.c. 13½k |
| 505780 **CALEDONIA STAR**<br>MARJ exRoyal Star-61<br>168989 exEmpire Wisdom-46<br>Df Esd **Blue Star Line Ltd.**<br>Gc London British | 9141<br>5223<br>~~10550~~<br>10888 | ✠100A1 TD 10/66<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN1800 EL d†2 1/16″SQ | 1942–11 Greenock Dkyd Co. Ltd.—Grk<br>487′ 7″ 63′ 0″ ~~29′ 10½″~~ 30′ 4¼″<br>457′ 0″ 62′ 9″ 40′ 10″<br>P32′ Bs102′ & 22′ F69′ 3 dks<br>5 divisional WTBH in upper 'tween dks<br>R Coll BH to U dk 7 to 2nd dk<br>rf 6″ WB1314t | TM Ref CSD<br>6 Ho 51¾′, 84½′, 35¾′, 35¾′, 68¾′, 61¾′<br>G.271993 B.242638 In.297235<br>6 Ha (20¼′×18¼′) (49′, 22′×21′) (21′×16½′) (35¾′, 22′×21′)<br>16W Der 1(50) 1(20) 12(5) 4(3) | 2 Oil 2SA each 5Cy. 700×1200 mm<br>9000bhp ✠NE10/61 1166t (hvf)<br>Bremer Vulkan Vgk<br>AuxB 140lb ✠NWTAuxB 10/61-140lb<br>hs(10668) 12cf<br>3×176kW 110V d.c. 12½k |
| 505781 **CALEDONIAN**<br>**Caledonian Fish-Selling & Marine Stores Co. Ltd.**<br>Df Esd<br>Pfd RT Peterhead British | 97<br>—<br>— | ✠Class **WITHDRAWN** at Owners' request 1/68 | 1960–1 J. & G. Forbes—Sandhaven<br>90′ 0″ 23′ 3″<br>85′ 0″ 23′ 0″ 12′ 0″<br>F14′<br>4BH | Wood M Fishing | Oil 4SA 6Cy. 8¾″×11½″<br>396bhp<br>Lister Blackstone Mar. Ltd. Dursley |
| 505784 **CALEDONIAN PRINCESS**<br>GHQF<br>168902 **British Railways Board**<br>Df Esd Caledonian Steam Packet Co.<br>Gc Pfd Ltd.<br>Rdr Stranraer British<br>RTm/v | 3630<br>1306<br>620 | ✠100A1 SS 3/66<br>Channel service from ports in U.K. south of Oban and Harwich–Hook of Holland<br>✠LMC<br>MN2300 EL x 2 1/16″SQ | 1961–11 Wm. Denny & Bros. Ltd.—Dmb<br>353′ 0″ 57′ 2″ 12′ 0″<br>331′ 6″ 55′ 0″ 17′ 6″<br>B180′ 2 dks, intermediate dk fwd, lower dk clear of mchy. space<br>11BH<br>rf 6″ WB DTa126t DTf132t | TS Ferry (176bth 1224dkP) | 2 S Turb dr geared to 2 sc. shafts<br>11500shp 124t (o.f)<br>Wm. Denny & Bros. Ltd. Dmb<br>2WTB 413lb Spt 650° F. 385lb hs9628<br>2db 60lb<br>4×250kW 225V d.c.<br>Thw. thrust contr. pitch propeller fwd<br>19k |

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| 505785<br>FOCI<br><br>Df Esd<br>Gc Rdr<br>RTv | **CALÉDONIEN**<br><br>**Cie. des Messageries**<br>**Maritimes**<br>Marseilles French | 12712<br>7263<br>8420 | <br><br>BV | 1952 At. & Ch. de France—Dnk<br>549' 0" 67' 7" 25' 10"<br>67' 5"<br>P57' B24' F62' 3 dks<br>R | TM (298P) Ref<br>6 Ho 40', 65', 68½', 52', 62', 62'<br>G.532924 B.484592 In.3600<br>6 Ha (24', 36', 28½'×18½')<br>(13½'×14½') (28', 23'×18½')<br>18W Der 1(40) 1(20) 4(8) 4(5) 10(3) | 2 Oil 2SA each 10Cy. 620×1150 mm<br>10300bhp<br>Ch. & At. de St. Nazaire (Penhoët)<br>4×320kW 220V d.c. |
| 660757<br><br><br>Esd | **CALEPA III**<br><br>**Bolicheras Unidas S.A.**<br>Pesquera Delfin S.A.<br>Huacho Peruvian | 105<br>—<br>— | ✠LR class withdrawn<br>9/67 | 1966–3 Fabricaciones Metalicas—Clo<br>73' 4" 22' 2" 12' 9"(aft)<br>62' 9" 21' 9" 10' 5"<br>RAD14' 1 dk<br>BK | M Fishing | Oil 2SA 6Cy. 5"×5¾" reverse reductio<br>geared<br>220bhp<br>General Motors Corp. |
| 505787<br>LRAM<br>1453F<br>Df Esd<br>Gc RT | **CALETA OLIVIA**<br>exFrank Dale–48<br>**Argentine Government**<br>**(Yacimientos Petroliferos**<br>**Fiscales)**<br>Buenos Aires Argentine | 1870<br>990<br>2720 | | 1944 Barnes-Duluth S.B. Co.—Dul<br>258' 10" 42' 1" 17' 2"<br>41' 11"<br>P22' B63' F22' 1 dk | S Ref<br><br>B.117000 In.55562<br><br>6W Der 2(15) | C 6Cy. (3) 20" & (3) 44"×27"<br><br>Ajax Uniflow Co. |
| 505788<br>EDCD<br><br>Df Esd<br>RT | **CALEYO**<br>exVenturo–60<br>**Auxiliar de Transportes**<br>**Maritimos S.A.**<br>Gijón Spanish | 2517<br>1303<br>3445 | ✠100A1 SS 7/68 ~~SS 3/64~~<br><br>✠LMC<br><br>MN392 EL s | 1960–4 Soc. Met. Duro-Felguera—Gjn<br>302' 11" 43' 2" 20' 11½"<br>276' 11" 43' 0" 25' 1"<br>P22' F33' 1 dk<br>R 7BH<br>WB995t Incl. DTa235t | M<br>4 Ho 50', 48', 42', 36'<br><br>4 Ha (10', 10', 9½', 9½'×1½') | Oil 2SA 7Cy. 420×750 mm<br>1960bhp B&W<br>Soc. Esp. Babcock & Wilcox<br>2×100kW 220V d.c. |
| 505789<br>UXYR<br>188388<br>Df Gc<br>RTm/v | **CALGADOC**<br><br>**N. M. Paterson & Sons Ltd.**<br>Fort William Canadian | 2293<br>1722<br>3872 | ✠100A1 Lake SS 5/65<br>Great Lakes & limited coasting service between Belle Isle & New York<br>✠LMC<br>MN256 EL r 1½"SQ | 1956–8 Collingwood Shipyards Ltd.—Clw<br>259' 0" 44' 1" 17' 6½"<br>252' 11" 43'11½" 22' 7"<br>P42' F31' 1 dk<br>NS 4BH<br>rf nil WB223t | TM Mchy.aft<br>3 Ho 52', 86', 54'<br><br>4 Ha (27½', 27½'×26') (27½', 27½'×28')<br>Cr 2(3) | 2 Oil 2SA each 4Cy. 8½"×20"<br>1280bhp<br>Fairbanks Morse & Co.<br>3×75kW 220V d.c. |
| 505791<br>HOYT<br>2546–51<br>Df Esd<br>Rdr<br>RTh | **CALI**<br>Launched as Birgit Thordén<br>**Cali Inc.**<br>Panama Panamanian | *1923*<br>*1015*<br>2350 | ✠100A1 ~~SS 10/68~~<br>with freeboard SS 12/67<br>LMC<br><br>MN340 EL r | 1951–1 Uddevallavarvet A/B—Udv<br>281' 0" 41' 1" 17' 7¾"<br>261' 3" 41' 0" 26' 3"<br>1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 5" WB351t | M (6P) OSD<br>2 Ho 108', 80'<br>G.161260 B.148280<br>4 Ha (each 21½'×16')<br>8W Der 8(5) | Oil 2SA 6Cy. 545×700 mm<br>1700bhp Emade45fitted51<br>General Mchy. Corp.<br>3×90kW 230V d.c. |
| 505792<br>EDXS | **CALIFA**<br>exJosefa Ivorra<br>**Jurado y Uriarte S.L.**<br>Alicante Spanish | 127<br>73<br>— | | 1943 Jaime Pomares—Alicante<br>*82·5'* 21' 7"<br>… … … | Wood Aux | Oil 6Cy. 250×445 mm<br>385bhp |
| 505793<br>WJBA<br>287232<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CALIFORNIA**<br><br>**States Steamship Co.**<br>San Francisco United States | T.Mk<br>9301<br>5348<br>—<br>12693<br>8132<br>14349 | <br><br>AB | 1962 Newport Ns S.B. & D.D. Co.—N.Ns<br>565' 0" 76' 2" —/31' 7½"<br>528' 0" 76' 0" 44' 0"<br>F125' 2 dks, 3rd dk fwd<br>RW<br>rf nil | S (12P) Ref<br>6 Ho 47½', 74½', 67½', 67½', 70½', 55½'<br>B.777000 In.38962<br>6 Ha (stl) (17½'×19½') (37½', 37½', 37½',<br>37½', 37½'×25½')<br>24W Der 1(60) 4(20) 7(5) | 2 S Turb dr geared to sc. shaft<br>19250shp<br>Newport Ns S.B. & D.D. Co.<br>2×750kW 450V 60c/s a.c. |
| 505794<br>SJQA<br>9411<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALIFORNIA**<br><br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish | T.Mk<br>6629<br>3203<br>—<br>9061<br>5414<br>— | ✠100A1 SS 8/68 ~~SS 8/66~~<br>Str. nav. Ice<br>✠LMC<br>✠Lloyd's RMC<br>MN2800 EL e†2¼"SQ | 1953–4 Kockums M/V A/B—Mmo<br>500' 4" 64' 1" 26' 8"/28' 0"<br>465' 10" 63' 11" 39' 10"<br>F98' 1 dk & S dk, 3rd dk except in Nos. 1 & 5 holds, 4th dk in No. 3 hold Intermediate 'tween dk aft under raised S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB1922t Incl. Tunnel tanks 176t DTf132t | TM Ref OSD/CSD<br>7 Ho<br>G.629000 B.585000 In.138550<br>7 Ha (27', 28½', 28½', 28½', 28½', 28½',<br>26½'×21')<br>Cr 2(5) 12(3) | 2 Oil 2DA each 7Cy. 720×120<br>14000bhp<br>Kockums M/V A/B |
| 505796<br>KFEI<br>266977<br>Df Esd<br>Gc Pfd<br>Rdr | **CALIFORNIA BEAR**<br>exGolden Mariner–61<br>**Pacific Far East Line Inc.**<br>San Francisco United States | T.Mk<br>9112<br>5298<br>—<br>12504<br>7431<br>— | <br><br>AB | 1953 Bethlehem Stl Co.—S.Fo<br>*529·6'* 76' 4" —/31' 7½"<br>528' 6" 76' 0" 35' 6"<br>F80' 3 dks<br>RW<br>rf nil | S Ref<br>7 Ho<br>B.737000 In.30000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>19250shp<br>De Laval S. Turb Co. |
| 505974<br>KROU<br>252476<br>Df Esd<br>Gc Rdr<br>RT | **CALIFORNIA MAIL**<br>exCanada Mail–63<br>exGoshen–47 exSea Hare<br>**American Mail Line Ltd.**<br>Portland, Or United States<br>Now **LAFAYETTE** See New Entries No. 3 | 7970<br>4605<br>12515 | <br><br>AB | 1944 Western Pipe & Steel Co.—S.Fo<br>492' 0" 69' 7" 29' 4½"<br>465' 3" 69' 6" 42' 6"<br>F37' 2 dks & S dk<br><br>rf nil | S OSD<br>5 Ho 76½', 60', 72½', 67½', 82½'<br>G.800710 B.695690<br>5 Ha (stl) (36'×20') (30', 37½',<br>30½'×24') (40'×20')<br>18W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 651712<br>JPTT<br>96389<br>Df Esd<br>Gc Pfd<br>Rdr | **CALIFORNIA MARU**<br><br>**Daiichi Chuo Kisen Kaisha**<br>Tokyo Japanese | 34001<br>9602<br>55582 | <br><br>NK | 1965 Mitsubishi Hvy Ind. Ltd.—Yka<br>716' 1" 105' 10" 40' 4½"<br>689' 0" 105' 7" 58' 5"<br>1 dk | M Ore Carrier Mchy.aft<br>6 Ho<br>G.1183258<br>6 Ha (stl) (each 68½'×31½') | Oil 2SA 8Cy. 860×1600 mm<br>17000bhp MAN<br>Mitsubishi Hvy Ind. Ltd.<br>2×380kW 445V a.c. |

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| 505798<br>WA3036<br>235391<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALIFORNIA ROSE**<br>**California Rose Inc.**<br>Seattle United States | 106<br>72<br>— | | | **1936** Martinolich S.B. Corp.—Tac<br>78' 0" 20' 6" 9' 4"<br>… … …<br>1 dk | Wood M | Oil 2SA 6Cy. 5"×5½"<br>180bhp NE61<br>General Motors Corp. Det |
| 505799<br>KBPF<br>262403<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALIFORNIA STANDARD**<br>exTruckee exEola–51<br>**Standard Oil Co. of California**<br>Chevron Shipping Co.<br>San Francisco United States | 3155<br>1985<br>4175 | | AB | Lch. **1945** Compl. **1951** St. Johns River S.B. Co.—Jck<br>Compl. by Maryland D.D. Co.—Bal<br>325' 2" 48' 4" 19' 4⅛"<br>309' 0" 48' 2" 21' 10"<br>P84' B34' F48' 1 dk<br>rf nil | M Tanker Mchy.aft<br>12 Ta 1 Ho 31½'<br>L.194406<br>1 Ha (stl) (7½'×8') | Oil 4SA 8Cy. 16"×20" with electro-magnetic slip coupling & sr gearing<br>1400bhp 148t–6½pd<br>General Metals Corp. S.Fo<br>10½k |
| 505800<br>GKKM<br>168540<br>Df Esd<br>Gc | **CALIFORNIA STAR**<br>exTimaru Star–58<br>exTuscan Star–48<br>exEmpire Clarendon–47<br>**Blue Star Line Ltd.**<br>London British | 7930<br>4686<br>9640 | **✠100A1**<br>with freeboard<br>**✠LMC**<br>**✠Lloyd's RMC** | SS 9/64<br>EL d†2$\frac{3}{16}$"SQ | **1945–10** Harland & Wolff Ltd.—Bel<br>63' 4" 29' 5"<br>63' 0" 37' 8"<br>B176' F48' 2 dks, 3rd dk fwd of mchy. space<br>R 7BH<br>rf 6" DK fwd of mchy. space WB1586t incl. Tunnel tanks 332t | M (12P) Ref CSD<br>5 Ho 63', 61½', 73', 73½', 70¾'<br>B.53965 In.421260<br>5 Ha (20½'×18') (31½', 31½', 31½' 31½'×20')<br>10W Der 2(15) 3(10) 7(5) 6(3) | Oil 2DA 8Cy. 550×1200 mm exhaust 400 mm<br>7500bhp 1470t (d.o)<br>Harland & Wolff Ltd. Bel<br>db 100lb<br>4×250kW 220V d.c. 14½k |
| 527455<br>6ZGH<br>2237<br>Df Esd<br>Gc Rdr<br>RT | **CALIFORNIA SUN**<br>exPercy Jordan–65<br>exTrocadero–55<br>exHenry C. Wallace–54<br>**Gamps Marine Financing Ltd.**<br>Monrovia Liberian | 8586<br>5715<br>— | **BURNT 11/67** | AB | **1943** California S.B. Corp.—L.An<br>511' 6" 57' 0" 27' 1"<br>487' 3" 56' 11" 37' 4"<br>B75' 2 dks<br>len & conv tanker 55<br>rf 6" | S<br>6 Ho<br>G.642011 B.580268<br>6 Ha<br>14W Der 16(50, 15 & 5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 2708t (o.f)<br>Joshua Hendy Irn Wks. Sunnyvale<br>9¾k |
| 505803<br>KPZK<br>249239<br>Df Esd<br>Gc Rdr<br>RT | **CALIFORNIAN**<br>exMount Greylock–51<br>**Matson Navigation Co.**<br>San Francisco United States | 13636<br>9408<br>20670 | | AB | **1946** Kaiser Co. Inc.—Vcr, Wash<br>633' 2" 71' 10" 32' 11⅞"<br>606' 0" 71' 6" 43' 6"<br>P142' B30' F68' 1 dk<br>len & conv dry cargo ship 54<br>rf nil conv ore/oil carrier 60 | S Mchy.aft<br>11 Ho<br>G.602056<br>11 Ha<br>4W | 2 S Turb dr geared to sc. shaft<br>9900shp 1463t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>15½k |
| 541697<br>SVYA<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CALIOPI**<br>exOcean Trader–66<br>exDanaland–63<br>**Industrias Cia. Nav. S.A.**<br>Piræus Greek | 11792<br>6815<br>17750 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN1460 | SS 6/64<br>EL h†2½"SQ | **1955–3** Eriksbergs M/V A/B—Got<br>559' 6" 70' 0" 30' 4¾"<br>526' 0" 69' 9" 39' 3"<br>P114' B37' F69' 1 dk<br>RW 16BH<br>WB1991t Incl. DT1684t | M Tanker Mchy.aft<br>27 Ta<br>L.856000 HeCls. BC | Oil 2SA 7Cy. 740×1600 mm<br>8200bhp 1645t (hvf)–32pd<br>Eriksbergs M/V A/B Got<br>2AuxB 180lb<br>3×240, 230, 230kW 220V d.c. 15½k |
| 505804<br>LDUQ<br>Df Esd<br>RT | **CALLA**<br>**Hans Kvåle**<br>Bergen Norwegian | 298<br>146<br>415 | | GL | **1951** Fr. Lürssen—Bmn<br>139' 6" 24' 8" 9' 6½"<br>123' 1" 10' 8"<br>P29' F15' 1 dk<br>RW | M<br>1 Ho<br>G.20630 B.19150<br>1 Ha (59'×17')<br>2W Der 1(6) 1(5) | Oil 4SA 6Cy. 290×420 mm<br>250bhp<br>Masch. Kiel A.G. Kel<br>9k |
| 505806<br>WA3239<br>250875 | **CALLANAN No. 1**<br>**Callanan Marine Corp.**<br>Albany United States | 145<br>99<br>— | | | **1944** Allen Boat Co.—Harvey<br>23' 2"<br>80' 11" 23' 0" 10' 4"<br>BK2½" | M Tug | Oil 4SA 8Cy. 305×380 mm<br>700bhp 59t<br>Enterprise Eng. & Fdy Co. S.Fo |
| 508025<br>ICLO<br>585<br>Df Esd<br>Gc Rdr | **CALLAO**<br>exCornwall–66<br>**Achille Lauro**<br>Rome Italian | ~~10567~~ 8179<br>~~6365~~ 4831<br>~~15326~~ —<br>10567<br>6365<br>15326 | | AB RI | **1956** Mitsubishi Zosen—Hma<br>503' 9" 66' 11" ~~30' 6¼"~~ 26' 10"/30' 6¼"<br>471' 6" 66' 7" 41' 0"<br>P111' B40' 2 dks<br>RW<br>rf 6" | S ~~CSD~~ Mchy.aft OSD/CSD<br>5 Ho<br>G.804000 B.748000<br>5 Ha<br>10W Der 10(5) | 2 S Turb dr geared to sc. shaft<br>7150shp 2500t (o.f)<br>Mitsubishi Zosen Hma<br>15k |
| 505807<br>OBPD<br>Df Gc<br>Rdr | **CALLAO**<br>exMonserrate–47<br>**Peruvian Government (Ministry of Marine)**<br>Callao Peruvian | 5578<br>3245<br>— | | BV | **1938** Bremer Vulkan—Vgk<br>*441·9'* 56' 4"<br>56' 2"<br>2 dks<br>R | M | Oil 2DA 7Cy. 600×1100 mm<br>Bremer Vulkan Vgk |
| 505808<br>5LQD<br>1138<br>Df Esd<br>Gc Rdr | **CALLI**<br>**Marine Transport Co. S.A.**<br>Monrovia Liberian | 8774<br>5144<br>12964 | **✠100A1**<br>**✠LMC**<br>MN1260 | SS 9/66<br>EL d†2$\frac{3}{16}$"SQ | **1957–11** Fujinagata Zosensho—Osa<br>487' 3" 62' 3" 29' 0¾"<br>451' 6" 62' 0" 38' 6"<br>P32' F46' 2 dks<br>6BH to U dk 1 to 2nd dk<br>rf 4" WB3681t incl. Tunnel tanks 404t DTm1242t | M CSD<br>G.671436 B.615067<br>10W Der 6(10) 4(5) | Oil 2SA 7Cy. 700×1200 mm<br>6300bhp MAN 939t<br>Kawasaki Dkyd Co. Ltd. Kob<br>WTAuxB 142lb AuxB 142lb 14¼k |

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| **502468**<br>SVUT<br>1561<br>Df Esd<br>Rdr | **CALLIMAN**<br>exArmathia–65<br>exAmstelbrug–59<br>exAmsteltoren–53<br>exCeram–53 exPhilips<br>Wouwerman–47<br>Launched as Empire Courage<br>**Velamar Cia. Naviera S.A.**<br>**Piræus** Greek | **7091**<br>4181<br>10973 | ✠Classed LR until 8/64<br><br><br><br><br><br>**BROKEN UP** | AB | **1943–5** Barclay, Curle & Co. Ltd.—Gls<br>431' 4" 57' 5" 28' 9½"<br>410' 0" 57' 3" 38' 0"<br>F36' 2 dks<br><br>rf 3" | M CSD<br>5 Ho<br>G.533120 B.491200<br>5 Ha<br>14W Der 1(40) 1(30) | Oil 2SA 4Cy. 600×2320 mm<br>3350bhp Doxford<br>Barclay, Curle & Co. Ltd. |
| **505810**<br>TQNB<br><br>Esd RT | **CALLIOPE**<br><br>**Pêcheries des Muses**<br>Concarneau French | **146**<br>54<br>— | | <br><br>BV | **1958** At. & Ch. de La Rochelle—LaR<br>91' 1" 22' 5" 11' 9½"<br>77' 2" 22' 4" 11' 11"<br><br>RW | M Fishing<br><br><br>Der 1(½) | Oil 4SA 12Cy. 180×220 mm<br>400bhp<br>Aciéries du Nord |
| **502822**<br>SVEB<br>2725<br>Rdr RT | **CALLIOPE MELISSA**<br>exAtena–66 exCarl Rehder–56<br>exStubnitz exFrida Horn<br>**Stefanos & Georgios Melissas**<br>Piræus Greek | **582**<br>262<br>900 | | <br><br>BV | **1920** Union Giesserei—Königsberg<br>184' 7" 28' 9" 13' 3"<br>28' 7"<br>P&B112' F21' 1 dk<br>R len 50 | M Mchy.aft<br><br>G.47501 B.48123<br><br>4W | Oil 4SA 6Cy. 290×420 mm<br>560bhp NE56<br>Masch. Kiel A.G. |
| **670838**<br>6ZVI<br>2630<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALLIOPI CARRAS**<br><br>**Alma Shipping Corp.**<br>Monrovia Liberian | **44708**<br>29742<br>79067 | | <br><br>AB | **1966** Mitsubishi Hvy Ind. Ltd.—Yka<br>823' 7" 122' 2" ~~42' 1½"~~ 45' 11⅛"<br>777' 7" 122' 0½" 60' 8"<br>P43' F69' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>15 Ta | 2 S Turb dr geared to sc. shaft<br>19250shp<br>General Electric Co.<br>2×750kW |
| **505811**<br>SWDR<br>2273<br>Df Esd<br>Gc Rdr | **CALLIOPI MICHALOS**<br>exMegalohari–57<br>exGeorge G. Crawford–47<br>**N. Michalos & Sons Maritime Co. Ltd.**<br>**Piræus** Greek | **7249**<br>4428<br>10881 | | <br><br>AB | **1944** J. A. Jones Const. Co.—Brunswick<br>441' 0" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70'<br>G.560000 B.500000<br>5 Ha (35', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| **505812**<br>ZMPO<br>171398<br>Df RTm | **CALM**<br><br>**Canterbury Steam Shipping Co. Ltd.**<br>Lyttelton New Zealand | **787**<br>392<br>990 | ✠100A1<br><br>✠LMC | ~~SS 10/64~~<br>SS 1/69<br><br><br>EL k | **1950–9** Scott & Sons—Bwg<br>203' 6" 31' 7" 13' 0½"<br>190' 0" 31' 6" 13' 3"<br>Q127' Ba51' F27' 1 dk<br>R 3BH<br>WB280t | M Mchy.aft<br>1 Ho 112½'<br>G.51000 B.48000<br>2 Ha (33', 40½'×17')<br>Der 2(10) 4(5) 6(3) | Oil 2SA 5Cy. 340×570 mm<br>850bhp<br>British Polar Engines Ltd.<br>2×55kW 220V d.c. |
| **505813**<br>VC3040<br>189048<br>Df Esd<br>Pfd Rdr<br>RT | **CALM**<br><br>**National Sea Products Ltd.**<br>Halifax Canadian | **329**<br>121<br>— | | <br><br>AB | **1941** American S.B. Co.—Lorain<br>147' 0" 26' 1"<br>128' 9" 26' 0" 14' 4"<br>Q62'<br>RW<br>BK5" | M Trawler<br>1 Ho 34½<br><br>2 Ha (each 5½'×3½') | Oil 4SA 6Cy. 395×560 mm<br>650bhp<br>Cooper-Bessemer Corp. |
| **542660**<br>VYTC<br>179053<br>Rdr RT | **CALM SEA**<br>exCalm C–65 exLa Belle–63<br>exGeo. M. Lindsay–63<br>**Calm C Fish Ltd.**<br>C. J. Phillipson<br>Vancouver Canadian | **169**<br>45<br>— | | | **1943** Fulton Shipyards—Antioch<br>*97·5'* 21' 4"<br>... ... ... | Wood M Tug | Oil 6Cy. 305×380 mm<br><br>Enterprise Eng. & Fdry Co. |
| **641375**<br>WLHP<br>294756<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **CALMAR**<br>exGeneral O. H. Ernst–64<br>**Bethlehem Steel Corp.**<br>Calmar S.S. Corp.<br>Wilmington, Del United States | **11424**<br>7633<br>15001 | | <br><br>AB | **1944** Kaiser Co. Inc.—Richmond<br>522' 11" 71' 8" 32' 9½"<br>496' 7" 71' 6" 43' 6"<br>P143' F144' 1 dk<br>RW conv troopship 64<br>rf nil | S Mchy.aft<br>4 Ho 107½', 110', 110', 49½'<br><br>4 Ha (stl) (65'×18') (75', 75'×30') (20½'×18')<br>Cr 2(35½) Der 4(12) | 2 S Turb dr geared to sc. shaft<br>9000shp<br>Westinghouse Elec. & Mfg Co.<br>3×400kW 240V d.c. |
| **640271**<br>GMYA<br>305684<br>Rdr RTv | **CALSHOT**<br><br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Co. Ltd.**<br>Southampton British | **494**<br>166<br>— | <br>✠LR class withdrawn—Owners' request 9/67 | | **1964–3** J. I. Thornycroft & Co. Ltd.—Sou<br>139' 0" 35' 1"<br>123' 11" 32' 0" 14' 6"<br>B&F69'<br><br>rf 12" | TM Tug & Tender (215P) | 2 Oil 2SA each 8Cy. 10½"×13"<br>flexible couplings & sr reverse<br>—2 ahead speeds<br>1800bhp<br>Crossley Bros. Ltd.<br>3×50kW 220V d.c. |
| **505817**<br>VRQS<br>196106<br>RTv | **CALTEX 93**<br>exBruni–54<br>**Caltex Shipping Co. Ltd.**<br>Hong Kong British | **654**<br>372<br>969 | | <br><br>AB | **1944** Odenbach S.B. Corp.—Rochester, N.Y.<br>182' 5" 30' 2" 11' 2½"<br>179' 4" 30' 0" 13' 6"<br>P38' F23' 1 dk<br>rf nil | TM Tanker Mchy.aft<br>6 Ta 1 Ho 11½'<br>L.38130<br>1 Ha (stl) (10'×7½')<br>Der 4(½) | 2 Oil 4SA each 6Cy.<br>630bhp<br>Cooper-Bessemer Corp.<br>2×60kW 220V 60c/s a.c. |
| **505818**<br>VRCT<br>315113<br>RTm | **CALTEX 134**<br><br>**Caltex Shipping Co. Ltd.**<br>Hong Kong British | **48**<br>8<br>— | ✠100A1<br>tug Hong Kong Colony service<br>**LMC**<br>MN62 | SS 9/66 | **1961–9** Pacific Islands S.B. Co. Ltd.—H.Kg<br>66' 7" 18' 1" 6' 10"<br>58' 0" 17' 6" 8' 0"<br><br>4BH<br>rf 9" | M Tug<br>2 Ho 12½', 14'<br><br>2 Ha (stl) (4'×3') (5'×5½')<br>Der 1(½) | Oil 2SA 4Cy. 230×400 mm<br>coupling<br>310bhp<br>Burmeister & Wain<br>Controllable pitch propeller |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 505819 | **CALTEX AMSTERDAM** | 21833 | | | 1960 N.V. Wilton-Fijenoord—Sch | S Tanker Mchy.aft | | 2 S Turb dr geared to sc. shaft |
| PDHY | | 12898 | | | 665′ 10″ 89′ 5″ 35′ 5½″ | 30 Ta | | 14500shp 4175t (o.f)–84pd |
| | Maats. tot Financiering van | 31911 | | AB | 630′ 0″ 89′ 0″ 45′ 0″ | L.1570048 | HeCls. BC | N.V. Wilton-Fijenoord Sch |
| | Bedrifjspanden N.V. | | | | P133′ B50′ F81′ 1 dk | | | 2×750kW 450V 60c/s a.c. 17k |
| Df Esd | N.V. Nederl. Pacific Tankv. | | | | RW | Der 2(10) 2(5) 1(1) | | |
| Gc Pfd | Maats. | | | | rf 3″ | | | |
| Rdr | The Hague Netherland | | | | | | | |
| RTm/h/v | Now **CHEVRON AMSTERDAM** See New Entries No. 1 | | | | | | | |
| 505820 | **CALTEX ANTWERP** | 16659 | ✠100A1 | SS 5/66 | 1950–12 John Cockerill S.A.—Hbk | S Tanker Mchy.aft | | 3 S Turb dr geared to sc. shaft |
| HOXK | | 11596 | oil tanker | | 595′ 0″ 76′ 8″ 30′ 3½″ | 27 Ta | | 8000shp Parsons 2500t (o.f)–55pd |
| 1402 | Overseas Tankship | 24215 | ✠LMC | | 570′ 0″ 70′ 0″ 39′ 9″ | L.829642 | HeCls. B | John Cockerill S.A. Seraing |
| | Corporation | | | | 1 dk | | | 2WTB 490℔ Spt 470℔ hs(15542) |
| Df Esd | Panama Panamanian | | MN1650 | EL k†$2\frac{9}{16}$″SQ | RW 11BH len 66 | Der 4(5) 2(4) | | 2×500kW 240V d.c. |
| Gc Pfd | Now **CHEVRON ANTWERP** | | | | rf nil WB799t | | | |
| Rdr RT | See New Entries No. 1 | | | | | | | |
| 505823 | **CALTEX BAHRAIN** | 11804 | ✠100A1 | TD 6/66 ~~SS 7/62~~ | 1953–6 Hawthorn, Leslie & Co. Ltd.— | S Tanker Mchy.aft | | 2 S Turb dr geared to sc. shaft |
| GQNB | | 6749 | oil tanker | | Nwc | 27 Ta 1 Ho 27′ | | 8200shp 2500t (o.f) |
| 185893 | Texaco Overseas Tankship | 17500 | ✠LMC | | 544′ 5″ 70′ 3″ 30′ 3¾″ | L.823463 | | Hawthorn, Leslie & Co. Ltd. Nwc |
| Df Esd | Ltd. | | | | 516′ 0″ 70′ 0″ 39′ 9″ | 1 Ha (stl) (9′×16′) | | 2WTB 480℔ Spt 470℔ hs(13400) |
| Gc Rdr | London British | | MN1640 | EL (h†)$2\frac{5}{16}$″SQ | P111′ B41′ F46′ 1 dk | Der 5(5) | | 2×300kW 220V d.c. 14½k |
| RT | Now **TEXACO BAHRAIN** See New Entries No. 5 | | | | RW 15BH | | | |
| | | | | | rf 4″ WB862t incl. DTsf535t | | | |
| 505825 | **CALTEX BARGE No. 99** | 300 | ✠A1 | SS 1/67 | 1955–2 Fleet Forge Pty Ltd.—Mel | Oil Barge | | |
| | | — | oil tanker | TD 1/69 | 136′ 0″ 27′ 9″ 5′ 11¾″ | | | |
| | Caltex Oil (Australia) Pty | — | FP above 150° F. Port | | 135′ 0″ 27′ 0″ 9′ 3″ | | | |
| | Ltd. | | Phillip Bay service | | 1 dk | | | |
| | *Melbourne* British | | | EL (e)⅞″ | 4BH | | | |
| | | | | | rf 6″ | | | |
| 505826 | **CALTEX BAYONNE** | 10759 | | | 1944 Sun S.B. & D.D. Co.—Chester, Pa | T-E Tanker Mchy.aft | | S Turb connected to elec. motor |
| | exRum River–53 | 6192 | | | 523′ 6″ 68′ 2″ 30′ 2″ | 26 Ta | | 6000shp 1495t (o.f)–50pd |
| | Union Industrielle des | 16450 | **BROKEN UP** | | 503′ 0″ 68′ 0″ 39′ 3″ | L.792544 | HeCls. B | General Electric Co. Lyn |
| Df Esd | Pétroles | | | | P108′ B35′ F53′ 1 dk | | | 14½k |
| Gc Rdr | Bordeaux French | | | | | Der 2(3½) 2(3) 4(1½) | | |
| 505827 | **CALTEX BINTANG** | 238 | | | 1949 Levingston S.B. Co.—Orange | D-E Tug | | Oil 2SA 16Cy. 220×265 mm 1708bhp |
| HPMJ | exGrace Moran–54 | 15 | | | *99·5′* 27′ 2″ 13′ 2½″ | | | driving 1 gen. 1210kW 525V d.c. |
| | Balboa Transport Corp. | — | | AB | 100′ 0″ 17′ 0″ 14′ 8″ | | | connected to elec. motor 1500shp sr |
| RTv | Panama Panamanian | | | | 1 dk | | | geared Emade43fitted49 120t |
| | | | | | BK2½″ | | | General Motors Corp. Clv |
| 505828 | **CALTEX BOMBAY** | 10691 | | | 1945 Sun S.B. & D.D. Co.—Chester, Pa | T-E Tanker Mchy.aft | | S Turb 7240shp driving 1 gen. 4320kW |
| MMNS | exCastle's Woods–51 | 6211 | | | 523′ 6″ 68′ 2″ 30′ 2″ | 26 Ta 1 Ho 27′ | | 2300V a.c. connected to elec. motor |
| 184452 | Texaco Overseas Tankship | 16465 | | AB | 503′ 0″ 68′ 0″ 39′ 3″ | L.774676 | HeCls. B | 6600shp (Sy) 1495t (o.f)–46pd |
| Df Esd | Ltd. | | | | P108′ B35′ F53′ 1 dk | 1 Ha (stl) (11¼′×14¾′) | | Westinghouse Elec. & Mfg Co. Pbg |
| Gc Rdr | London British | | | | rf 9″ | Der 2(5) 2(2) | | 2×400kW 440V 60c/s a.c. 14½k |
| | Now **TEXACO BOMBAY** See New Entries No. 5 | | | | | | | |
| 505830 | **CALTEX BRISBANE** | 31118 | ✠100A1 | SS 5/65 | 1961–1 Hitachi Zosen—Inn | S Tanker Mchy.aft | | 2 S Turb dr geared to sc. shaft |
| GHDQ | | 20011 | oil tanker | | 733′ 3″ 104′ 5″ 37′ 2¾″ | | | 17529shp (o.f) |
| 302562 | Texaco Overseas Tankship | 46490 | ✠LMC | | 695′ 0″ 104′ 0″ 49′ 8″ | | | Hitachi Seisakusho Hitachi |
| Df Esd | Ltd. | | | | P132′ F89′ 1 dk | | | 2WTB 725℔ Spt 870°F. 675℔ hs24634 |
| Gc Pfd | London British | | MN3452 | EL u†3⅛″SQ | RW 17BH | Der 2(10) 2(3) | | 4×800, 800, 150, 150kW 450V 60c/s a.c. |
| Rdr | | | | | rf nil WB3491t incl. DTsf1391t | | | |
| RTh | Now **TEXACO BRISBANE** See New Entries No. 4 | | | | | | | |
| 505831 | **CALTEX BRISTOL** | 21877 | ✠100A1 | SS 6/64 | 1959–6 S.A. Cockerill-Ougrée—Hbk | S Tanker Mchy.aft | | 2 S Turb dr geared to sc. shaft |
| GCHY | | 13831 | oil tanker | | 666′ 6″ 84′ 11″ 36′ 0¼″ | 30 Ta 1 Ho 36′ | | 16000shp 3298t (o.f)–83pd |
| 300909 | Tankship Finance (U.K.) Ltd. | 33351 | ✠LMC | | 637′ 1″ 84′ 6″ 45′ 11″ | L.31275 | HeCls. BC | S.A. Cockerill-Ougrée Seraing |
| Df Esd | Texaco Overseas Tankship | | | | P130′ B44′ F78′ 1 dk | 1 Ha (11¼′×12′) | | 2WTB 730℔ Spt 875° F. 650℔ hs29520 |
| Gc Pfd | Ltd. | | MN2900 | EL p†$2\frac{13}{16}$″SQ | RW 15BH | Der 4(5) | | 3×700, 700, 150kW 450V 60c/s a.c. |
| Rdr | London British | | | | rf nil WB3156t | | | 17k |
| RTh | Now **TEXACO ROCHESTER** See New Entries No. 4 | | | | | | | |
| 505832 | **CALTEX BRUSSELS** | 16660 | ✠100A1 | SS 8/66 | 1951–3 John Cockerill S.A.—Hbk | S Tanker Mchy.aft | | 3 S Turb dr geared to sc. shaft |
| HOHQ | | 11599 | oil tanker | | 595′ 0″ 76′ 8″ 29′ 8″ | 27 Ta | | 8000shp Parsons 2500t (o f)–55pd |
| 1443 | Overseas Tankship | 24191 | ✠LMC | | 570′ 0″ 70′ 0″ 39′ 9″ | L.829642 | HeCls. B | John Cockerill S.A. Seraing |
| Df Esd | Corporation | | | | 1 dk | | | 2WTB 490℔ Spt 470℔ hs(15542) |
| Gc Pfd | Panama Panamanian | | MN1600 | EL k†$2\frac{9}{16}$″SQ | RW 11BH len 66 | Der 4(5) 2(4) | | 2×300kW 240V 60c/s a.c. |
| Rdr RT | | | | | rf nil WB799t | | | |
| | Now **CHEVRON BRUSSELS** See New Entries No. 7 | | | | | | | |
| 505834 | **CALTEX CANBERRA** | 11746 | ✠100A1 | SS 8/62 | 1953–4 Furness S.B. Co. Ltd.— | S Tanker Mchy.aft | | 2 S Turb dr geared to sc. shaft |
| GQDL | | 6707 | oil tanker | | Haverton Hill | 27 Ta 1 Ho 27′ | | 8200shp 2500t (o.f)–51pd |
| 185871 | Texaco Overseas Tankship | 17400 | ✠LMC | | 544′ 5″ 70′ 3″ 30′ 4½″ | L.822793 | | Richardsons, Westgarth Hpl |
| Df Esd | Ltd. | | | | 516′ 0″ 70′ 0″ 39′ 9″ | 1 Ha (stl) (9½′×16¼′) | | 2WTB 475℔ Spt 465℔ hs(15780) |
| Gc Rdr | London British | | MN1640 | EL (h†)$2\frac{5}{16}$″SQ | P111′ B39′ F46′ 1 dk | Der 5(5) | | 2×300kW 220V d.c. 14½k |
| | Now **TEXACO CANBERRA** See New Entries No. 1 | | | | RW 15BH | | | |
| | | | | | rf 4″ WB886t incl. DTsf543t | | | |
| 505836 | **CALTEX CARDIFF** | 21877 | ✠100A1 | SS 11/63 | 1958–12 S.A. Cockerill-Ougrée—Hbk | S Tanker Mchy.aft | | 2 S Turb dr geared to sc. shaft |
| GXNS | | 13831 | oil tanker | | 666′ 6″ 84′ 11″ 36′ 0½″ | 30 Ta 1 Ho 36′ | | 14500shp 2794t (o.f)–85pd |
| 300802 | Tankship Finance (U.K.) Ltd. | 33350 | ✠LMC | | 637′ 1″ 84′ 6″ 45′ 11″ | L.1564280 | HeCls. BC | S.A. Cockerill-Ougrée Seraing |
| Df Esd | Texaco Overseas Tankship | | | | P130′ F78′ 1 dk | 1 Ha (stl) (11¼′×12′) | | 2WTB 730℔ Spt 875° F, 650℔ hs29520 |
| Gc Pfd | Ltd. | | MN2900 | EL p†$2\frac{13}{16}$″SQ | RW 15BH | Der 4(5) | | 3×750, 750, 150kW 450V 60c/s a.c. 16k |
| Rdr | London British | | | | rf nil WB3156t | | | |
| RTh | Now **TEXACO CARDIFF** See New Entries No. 7 | | | | | | | |

505840 **CALTEX DELFZIJL** 2226 1955 Hitachi Zosen—Inn TM Tanker Mchy.aft 2 Oil 2SA each 8Cy. 220×265 mm
PDIF exCaltex Siak-59 1254 280' 0" 45' 2" 16' 4½" 12 Ta sr gearing
**N.V. Nederl. Pacific** 3255 AB 270' 0" 45' 0" 20' 6" L.159072 HeCls. BC 1600bhp
Df Esd **Tankv. Maats.** F22' 1 dk General Motors Corp.
Gc Pfd The Hague Netherland rf 3" Der 2(3) 2(2) 2×80kW 225V 50c/s a.c.
Rdr
Now **CHEVRON DELFZIJL** See New Entries No. 1

505844 **CALTEX EDINBURGH** 12492 ✠100A1 SS 12/65 1956-6 Scotts' S.B. & E. Co. Ltd.—Grk S Tanker Mchy.aft 2 S Turb dr geared to sc. shaft
GVDZ 7176 oil tanker 559' 0" 71' 4" 30' 1½" 27 Ta 1 Ho 27' 8400shp
187407 **Texaco Overseas Tankship** 18255 ✠LMC 531' 0" 71' 0" 39' 9" L.894721 HeCls. B Scotts' S.B. & E. Co. Ltd.
Df Esd **Ltd.** P115' B41' F67' 1 dk 1 Ha (stl) (9'×16') 2WTB 760lb Spt 950° F.
Gc Rdr London British MN1680 EL h†2½"SQ RW 15BH Der 6(5) 2×450kW 440V 60c/s a.c.
rf 4" WB835t incl. DTsf490t
Now **TEXACO EDINBURGH** See New Entries No. 2

505845 **CALTEX EINDHOVEN** 22110 1958 Hitachi Zosen—Inn S Tanker Mchy.aft 2 S Turb dr geared to sc. shaft
PDIB 13130 660' 0" 89' 5" 35' 5½" 30 Ta 14000shp
**N.V. Nederl. Pacific Tankv.** 32052 AB 630' 0" 89' 0" 45' 0" L.1570484 HeCls. BC Hitachi Seisakusho
Df Esd **Maats.** P155' B54' F88' 1 dk 2×640kW 450V 60c/s a.c.
Gc Pfd The Hague Netherland RW Der 4(5) 1(1)
Rdr rf nil
RTm/h/v Now **CHEVRON EINDHOVEN** See New Entries No. 1

505846 **CALTEX GENOA** 10448 1944 Kaiser Co. Inc.—Pld T-E Tanker Mchy.aft S Turb 7240shp driving 1 gen.
HOIL exCedar Breaks-52 6301 523' 6" 68' 2" 30' 2" 26 Ta 2300V a.c. connected to elec
**Chevron Shipping Co. Ltd.** 16547 AB 503' 0" 68' 0" 39' 3" L.792544 HeCls. BC 6000shp (Sy)
Df Esd Panama Panamanian P108' B36' F53' 1 dk General Electric Co.
Gc Rdr Now **CHEVRON GENOA** rf 9" Der 2(5) 2(2) 2×400kW 440V 60c/s a.c.
See New Entries No. 1

505848 **CALTEX GORINCHEM** 2051 1954 L. Smit & Zoon—Kinderdijk TM Tanker Mchy.aft 2 Oil 2SA each 8Cy. 220×265 mm
PDIG exCaltex Padang-59 1119 260' 0" 45' 2" 16' 7¾" 12 Ta 1600bhp
~~**N.V. Nederl. Pacific Tankv.**~~ 2980 AB 250' 0" 45' 0" 20' 6" L.139610 HeCls. BC General Motors Corp.
Df Esd ~~**Maats.**~~ Now **CHEVRON GORINCHEM** See New Entries No. 10 F20' 1 dk Der 2(3) 2(2) 2×100kW 220V 60c/s a.c.
Gc Pfd ~~The Hague Netherland~~ rf 3"
Rdr **Chevron Tankers**
**(Nederland) N.V.**
The Hague Netherland

505850 **CALTEX GREENWICH** 35720 ✠100A1 1962-9 Hitachi Zosen—Inn S Tanker Mchy.aft 2 S Turb dr geared to sc. shaft
GJLA 23124 oil tanker 761' 10" 109' 4" 38' 3" 33 Ta 18500shp
304331 **Texaco Overseas Tankship** 54850 ✠LMC 721' 9" 108' 11" 51' 6" L.2683162 HeCls. BC Hitachi Seisakusho
Df Esd **Ltd.** P133' F89' 1 dk 2WTB 765lb Spt 875° F.
Gc Rdr London British MN3700 EL w†3¼"SQ RW 17BH Der 2(10) 3×1000, 1000, 290kW 450V
RTh Now **TEXACO GREENWICH** See New Entries No. 1 rf nil WB4553t incl. DTsf2066t

512207 **CALTEX KARTINKA** 358 1954 Trondhjems M/V—Tdh M Mchy.aft Oil 4SA 6Cy. 320×450 mm
exFrøya-67 172 128' 6" 24' 1" 500bhp
~~**Balboa Transport Corp.**~~ — 23' 11" Motorenw. Mannheim
Rdr RT ~~Panama Panamanian~~ 2 dks
**Caltex Pacific Indonesian** RW
**Oil Co.**
Djakarta Indonesian

505852 **CALTEX KENYA** 8523 ✠100A1 TD4-11/66 1952-3 Wm. Doxford & Sons Ltd.—Sld M Tanker Mchy.aft Oil 2SA 5Cy. 670×2320 mm
MNMK 4719 oil tanker 490' 7" 62' 0" 28' 2" 24 Ta 1 Ho 36' 5150bhp
184594 **Texaco Overseas Tankship** 12340 ✠LMC 465' 0" 61' 9" 36' 3" L.557541 HeCls. B Wm. Doxford & Sons Ltd.
Df Esd **Ltd.** P110' B42' F39' 1 dk 1 Ha (stl) (9'×17') 2WTAuxB 250lb Spt 220lb
Gc Pfd London British MN1030 EL d†2 1/16"SQ RW 15BH Der 3(5) 2(4) AuxB 100lb
Rdr rf 4" WB919t incl. DTf668t 2×150kW 110V d.c.
Now **TEXACO KENYA** (No. 505852) in the Register

650209 **CALTEX KURNELL** 4190 ✠100A1 1965-2 Helsingborgs Varfs A/B—Hbg M Tanker Mchy.aft Oil 2SA 6Cy. 500×1100 mm
exOlau Høg-67 2216 oil tanker (cc) all cargo 367' 0" 47' 8" 23' 9½" 24 Ta 4200bhp
332223 **Australian Oil Refining Co.** 5250 tanks, side tanks 3, 4 & 5 339' 7" 47' 6" 26' 11" L.239902 HeCls. B Burmeister & Wain
Df Esd **Pty. Ltd.** (p&s) SG up to 1.4 P150' F57' 1 dk 2WTAuxB primary 782lb
Gc Pfd Sydney British Ice Class 1 13BH secondary 180lb
Rdr ✠LMC rf 2" WB325t incl. DTf280t 3×168kW 440V 60c/s a.c.
RTm/h/v MN840 EL w 1 11/16"SQ

505853 **CALTEX LEIDEN** 13785 1967 (Fwd & Cargo Sections) Hitachi T-E Tanker Mchy.aft S Turb 7240shp driving 1 gen.
PDIR exFort Ridgely-50 10009 S.B. & Eng. Co. Ltd.—Kawasaki 18 Ta 2300V a.c. connected to elec
**N.V. Nederl. Pacific Tankv.** 22403 AB 1944 (Aft Section) Alabama D.D. & L.1096099 HeCls. B 6000shp (Sy)
Df Esd **Maats.** S.B. Co.—Mob General Electric Co.
Gc Rdr The Hague Netherland 565' 6" 68' 2" 31' 10½" Der 4(2) 2×400kW 440V 60c/s a.c.
RTm/h/v Now **CHEVRON LEIDEN** See New Entries No. 1 68' 0" 39' 3"
P134' F88' 1 dk
RW
rf 9"

505854 **CALTEX LIEGE** 16660 ✠100A1 SS 9/66 1951-5 John Cockerill S.A.—Hbk S Tanker Mchy.aft 3 S Turb dr geared to sc. shaft
HOYS 11599 oil tanker 595' 0" 76' 6" 32' 7" 27 Ta 8000shp Parsons
1477 **Overseas Tankship** 24214 ✠LMC 570' 0" 70' 0" 39' 9" L.829642 HeCls. B John Cockerill S.A.
Df Esd **Corporation** 1 dk 2WTB 490lb Spt 470lb
Gc Pfd Panama Panamanian MN1600 EL k†2 5/16"SQ RW 11BH len 66 Der 4(5) 2(4) 2×300kW 240V d.c.
Rdr RT Now **CHEVRON LIEGE** rf nil WB799t
See New Entries No. 1

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|---|---|---|---|---|---|---|---|
| 505858<br>DZDO<br>Rdr | **CALTEX LUZON**<br>exCaltex Medan–59<br>**Caltex (Philippines) Inc.**<br>Batangas Philippine | 2398<br>1146<br>3440 | | AB | **1955** Hitachi Zosen—Inn<br>280′ 0″ 45′ 2″ 17′ 0″<br>268′ 9″ 45′ 0″ 20′ 6″<br>1 dk<br>RW | TM Tanker Mchy.aft | 2 Oil 2SA each 8Cy. 220×265 mm with sr gearing<br>General Motors Corp. Clv |
| 505859<br>PDII<br>12068<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CALTEX MADRID**<br>**Chevron Tankers (Nederland) N.V.**<br>Amsterdam Netherland<br>Now **CHEVRON MADRID** See New Entries No. 10 | 31617<br>19658<br>48211 | | AB | **1961** S.A. Cockerill-Ougrée—Hbk<br>734′ 4″ 105′ 6″ 37′ 8¼″<br>700′ 0″ 105′ 0″ 50′ 0″<br>1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>33 Ta<br>L.2223120 HeCls. BC<br>Der 2(10) 2(3) 4(1) | 2 S Turb dr geared to sc. shaft Westinghouse<br>17500shp 5080t (o.f)–95pd<br>S.A. Cockerill-Ougrée Seraing<br>2×850kW 450V 60c/s a.c. 17k |
| 505860<br>VLCM<br>185970<br>Df Esd<br>Gc Rdr | **CALTEX MANCHESTER**<br>**Texaco Overseas Tankship Ltd.**<br>~~Sydney, N.S.W.~~ British<br>London<br>Now **WORLD KIM** See New Entries No. 5 | 11845<br>6730<br>17510 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1640 | ~~M 6/67–8mos–~~<br>TD 6/67<br>EL (h†)2$\frac{5}{16}$″SQ | **1953–10** Hawthorn, Leslie & Co. Ltd.—Nwc<br>544′ 5″ 70′ 3″ 30′ 4″<br>516′ 0″ 70′ 0″ 39′ 9″<br>P111′ B41′ F46′ 1 dk<br>RW 15BH<br>rf 4″ WB867t incl. DTsf535t | S Tanker Mchy.aft<br>27 Ta 1 Ho 27′<br>L.823453<br>1 Ha (stl) (9′×16′)<br>Der 5(5) | 2 S Turb dr geared to sc. shaft<br>8200shp 2500t (o.f)–51pd<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2WTB 480℔ Spt 470℔ hs(13400)<br>2×300kW 220V d.c. 14½k |
| 505865<br>PDHX<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CALTEX NAPLES**<br>**Chevron Tankers (Nederland) N.V.**<br>Amsterdam Netherland<br>Now **CHEVRON NAPLES** See New Entries No. 8 | 21258<br>12343<br>31356 | | AB | **1961** N.V. Wilton-Fijenoord—Sch<br>665′ 10″ 89′ 5″ 35′ 5½″<br>630′ 0″ 89′ 0″ 45′ 0<br>1 dk<br>RW<br>rf 3″ | S Tanker Mchy.aft<br>30 Ta<br>L.1487472 HeCls. BC<br>Der 2(10) 2(5) 2(1) | 2 S Turb dr geared to sc. shaft<br>14500shp 3840t (o.f)–83pd<br>N.V. Wilton-Fijenoord Sch<br>2×750kW 450V 60c/s a.c 17k |
| 605865<br>PDHO<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CALTEX NEDERLAND**<br>**Maats. tot Financiering van Bedrijf-spanden N.V.**<br>Chevron Tankers (Nederland) N.V.<br>The Hague Netherland | ~~32303~~ 31575<br>~~19892~~ 19365<br>48210 | | AB | **1963** S.A. Cockerill-Ougrée—Hbk<br>735′ 1″ 105′ 6″ 37′ 8¾″<br>700′ 0″ 105′ 0″ 50′ 0″<br>P160′ B45′ F95′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>33 Ta<br>L.2335940 HeCls. C<br>Der 2(10) 2(3) 4(1) | 2 S Turb dr geared to sc. shaft<br>17500shp 5080t (o.f)–95pd<br>S.A. Cockerill-Ougrée Seraing<br>2×850kW 450V 60c/s a.c. 17k |
| 505866<br>GXJR<br>187787<br>Df Esd<br>Gc Rdr | **CALTEX NEWCASTLE**<br>**Tankship Finance (U.K.) Ltd.**<br>Texaco Overseas Tankship Ltd.<br>London British<br>Now **TEXACO NEWCASTLE** See New Entries No. 2 | 12478<br>7176<br>18130 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1680 | SS 10/62<br>EL h†2⅜″SQ | **1958–6** Hawthorn, Leslie (S.B.) Ltd.—Nwc<br>559′ 0″ 71′ 4″ 30′ 1¼″<br>530′ 0″ 71′ 0″ 39′ 9″<br>P115′ B41′ F67′ 1 dk<br>RW 14BH<br>rf 4″ WB843t | S Tanker Mchy.aft<br>27 Ta 1 Ho 27′<br>L.894721 HeCls. BC<br>1 Ha (stl) (9′×16′)<br>Der 6(5) | 2 S Turb dr geared to sc. shaft<br>8400shp 2200t (o.f)–45pd<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2WTB 760℔ Spt 950° F. 625℔ hs19790<br>2×450kW 440V 60c/s a.c. 15k |
| 505867<br>HPKS<br>Rdr RTv | **CALTEX PANDU**<br>**Balboa Transport Corp.**<br>Panama Panamanian | 251<br>113<br>— | | AB | **1958** Gulfport S.B. Corp.—Pt. Arthur<br>105′ 0″ 28′ 2″ 13′ 6⅜″<br>100′ 3″ 27′ 0″ 15′ 0″<br>1 dk<br>BK3″ | D-E Tug | Oil 2SA 16Cy. 8¾″×10½″ 1708bhp driving 1 gen. 1210kW 525V d.c. connected to elec. motor 1500shp Emade43fitted58 (d.o)<br>General Motors Corp. Clv<br>2×60kW 220V 60c/s a.c |
| 505869<br>GRDD<br>185987<br>Df Esd<br>Gc Rdr | **CALTEX PERTH**<br>**Texaco Overseas Tankship Ltd.**<br>London British<br>Now **TEXACO PERTH** See New Entries No. 9 | 11746<br>6696<br>17400 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1640 | ~~SS 9/62~~<br>M 4/68–12mos<br>EL (h†)2$\frac{5}{16}$″SQ | **1953–12** Furness S.B. Co. Ltd.—Haverton Hill<br>544′ 5″ 70′ 3″ 30′ 4½″<br>516′ 0″ 70′ 0″ 39′ 9″<br>P111′ B39′ F46′ 1 dk<br>RW 15BH<br>rf 4″ WB886t incl. DTsf543t | S Tanker Mchy.aft<br>27 Ta 1 Ho 27′<br>L.822793<br>1 Ha (stl) (9½′×16½′)<br>Der 5(5) | 2 S Turb dr geared to sc. shaft<br>8200shp 2500t (o.f)–51pd<br>Richardsons, Westgarth (Hpl) Hpl<br>2WTB 475℔ Spt 465℔ hs(15780)<br>2×300kW 220V d.c. 14½k |
| 505870<br>GDYU<br>301087<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **CALTEX PLYMOUTH**<br>**Tankship Finance (U.K.) Ltd.**<br>Texaco Overseas Tankship Ltd.<br>London British<br>Now **TEXACO PLYMOUTH** See New Entries No. 5 | 31109<br>19850<br>46502 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3452 | SS 9/64<br>EL u†3⅛″SQ | **1960–3** Hitachi Zosen—Inn<br>733′ 3″ 104′ 5″ 38′ 8″<br>695′ 0″ 104′ 0″ 49′ 8″<br>P132′ F89′ 1 dk<br>RW 17BH<br>rf nil WB3491t incl. DTsf1391t | S Tanker Mchy.aft<br>Der 2(10) 2(3) | 2 S Turb dr geared to sc. shaft<br>17529shp (o.f)<br>Hitachi Seisakusho Hitachi<br>2WTB 725℔ Spt 870° F. 675℔ hs24634<br>4×800, 800, 150, 150kW 450V 60c/s a.c. |
| 505871<br>MSLJ<br>186068<br>Df Esd<br>Gc Rdr | **CALTEX ROME**<br>exSideling Hill–53<br>**Texaco Overseas Tankship Ltd.**<br>London British<br>Now **TEXACO ROME** See New Entries No. 6 | 10630<br>6232<br>16630 | | AB | **1945** Alabama D.D. & S.B. Co.—Mob<br>523′ 6″ 68′ 2″ 30′ 2″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta 1 Ho 27′<br>L.792544 HeCls. BC<br>1 Ha (stl) (11¾′×14¾′)<br>Der 2(5) 2(2) | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor 6000shp (Sy) 1495t (o.f)–50pd<br>General Electric Co. Lyn<br>2×400kW 440V 60c/s a.c. 14½k |
| 505872<br>PDIO<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CALTEX ROTTERDAM**<br>**N.V. Nederl. Pacific Tankv. Maats.**<br>The Hague Netherland<br>Now **CHEVRON ROTTERDAM** See New Entries No. 2 | 21393<br>12568<br>32325 | | AB | **1956** N.V. Wilton-Fijenoord—Sch<br>665′ 7″ 89′ 5″ 34′ 0⅛″<br>630′ 0″ 89′ 0″ 45′ 0″<br>P157′ B54′ F94′ 1 dk<br>RW<br>rf 3″ | S Tanker Mchy.aft<br>30 Ta<br>L.1570426 HeCls. BC<br>Der 4(5)1(1) | 2 S Turb dr geared to sc. shaft<br>12500shp 2650t (o.f)–67pd<br>N.V. Wilton-Fijenoord Sch<br>2×650kW 450V 60c/s a.c. 16½k |
| 505873<br>GCWE<br>300917<br>Df Esd<br>Gc Rdr<br>RTm/v | **CALTEX SAIGON**<br>exChicaca–52<br>**Texaco Overseas Tankship Ltd.**<br>London British<br>Now **TEXACO SAIGON** See New Entries No. 4 | 13892<br>9432<br>22368 | | AB | **1967** (Fwd & cargo sections) Hitachi Zosen—Kawasaki<br>**1945** (Aft section) Alabama D.D. & S.B. Co.—Mob<br>565′ 7″ 77′ 5″ 31′ 10⅛″<br>540′ 0″ 77′ 4″ 39′ 3″<br>B&P121′ F88′ 1 dk<br>rf nil len 67 | T-E Tanker Mchy.aft<br>18 Ta<br>L.1074206 HeCls. B<br>Der 4(2) | S Turb 7240shp driving 1 gen. 4320kW 2400V a.c. connected to elec. motor 6000shp (Sy) 2343t (d.o)–44pd<br>General Electric Co. Lyn<br>2×400kW 440V 60c/s a.c. 13¾k |

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|---|---|---|---|---|---|---|
| 541050<br>GLBA<br>304482<br>Df Esd<br>Gc Rdr<br>RTh | **CALTEX SOUTHAMPTON**<br>**Texaco Overseas Tankship Ltd.**<br>London British<br>Now **TEXACO SOUTHAMPTON** See New Entries No. 2 | 35841<br>23004<br>54829 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3700 EL w†3½"SQ | 1963–3 Hitachi Zosen—Inn<br>761′ 11″ 109′ 4″ 38′ 3″<br>721′ 9″ 108′ 11″ 51′ 6″<br>P133′ F89′ 1 dk<br>RW 17BH<br>rf nil WB4553t incl. DTsf2066t | S Tanker Mchy.aft<br>33 Ta<br>L.2683162 HeCls. BC<br>Der 2(10) | 2 S Turb dr geared to sc. shaft<br>18500shp 4856t<br>Hitachi Zosen<br>2WTB 765lb Spt 875° F.<br>hs27570<br>3×1000, 1000, 290kW 450V |
| 505880<br>HPWE<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **CALTEX VENICE**<br>exCabusto–52<br>**Chevron Shipping Co. Ltd.**<br>Panama Panamanian<br>Now **CHEVRON VENICE**<br>See New Entries No. 1 | 13991<br>9959<br>22646 | AB | 1965 (Fwd & Cargo sections) Hitachi Zosen<br>1945 (Aft section) Alabama D.D. & S.B. Co.<br>560′ 6″ 77′ 6″ 31′ 11½″<br>540′ 0″ 77′ 4″ 41′ 9″<br>P108′ B25′ F69′ 1 dk<br>rf nil | T-E Tanker Mchy.aft<br>18 Ta<br>Der 2(2) | S Turb 7240shp driving 1 gen.<br>2300V a.c. connected to elec.<br>5930shp (Sy) 1495t<br>General Electric Co.<br>2×400kW 440V 60c/s a.c. |
| 505881<br>MNMX<br>184560<br>Df Esd<br>Gc Rdr | **CALTEX WELLINGTON**<br>exPaulus Hook–52<br>**Texaco Overseas Tankship Ltd.**<br>London British<br>Now **TEXACO WELLINGTON** (No. 505881) in the Register | 10645<br>6233<br>16657 | AB | 1944 Alabama D.D. & S.B. Co.—Mob<br>523′ 6″ 68′ 2″ 30′ 2″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta 1 Ho 27′<br>L.774676 HeCls. B<br>1 Ha (stl) (11½′×14½′)<br>Der 2(5) 2(2) | S Turb 7240shp driving 1 gen.<br>2300V a.c. connected to elec.<br>6000shp (Sy) 1495t<br>General Electric Co.<br>2×400kW 440V 60c/s a.c. |
| 505884<br>PDID<br>Df RT | **CALVIJN**<br>**R. van Urk**<br>E. Wagenborg's Scheepv. & Expeditie Bedr. N.V.<br>Kampen Netherland | 373<br>183<br>475 | BV | 1955 Schps. & Rep. Gebr. Sander—Dzl<br>157′ 6″ 25′ 3″ 9′ 5½″<br>141′ 10″ 25′ 1″ 10′ 4″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 93½′<br>G.23250 B.21750<br>2 Ha (33½′, 35′×15′)<br>2W Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>220bhp<br>Appingedammer Brons. |
| 505885<br>KDPD<br>246913<br>Df Esd<br>Gc | **CALVIN AUSTIN**<br>**United States Department of Commerce**<br>Portland, Me United States | 7176<br>4380<br>10735 | AB | 1944 New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33½′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 513798<br>MIOL<br>183471<br>Df Esd<br>Rdr | **CALYDON**<br>exGullberg–65 exNorthella–56<br>**Henriksen & Co. Ltd.**<br>Hull British | 787<br>280<br>— | ✠100A1 SS 8/68 ~~SS 2/64~~<br>trawler<br>✠LMC<br>EL (I) z | 1951–4 Cook, Welton & Gemmell Ltd.—Bev<br>*188·5′* 32′ 1″<br>185′ 0″ 32′ 0″ 16′ 3″<br>Q103′ F32′<br>RW 5BH<br>BK8″ WB76t | S Trawler<br>1W | T 3Cy. 16½″ 28½″ & 47″×30″<br>1325ihp<br>C. D. Holmes & Co. Ltd.<br>SB 225lb Spt hs(4375) |
| 505887<br>FNJZ<br>Df Esd<br>Gc Rdr<br>RT | **CALYMÈNE**<br>**Société Navale Caennaise and Union Navale**<br>Caen French | 10969<br>6501<br>15929 | BV | 1961 At. & Ch. de Bretagne—Nts<br>498′ 8″ 65′ 11″ 30′ 2½″<br>470′ 2″ 65′ 7½″ 41′ 2″<br>1 dk<br>RW | M Ore Carrier<br>5 Ha (42½′, 46′, 46′, 46′, 46′×32½′)<br>Der 4 | 2 Oil 4SA each 9Cy.<br>geared to sc. shaft<br>5760bhp<br>At. & Ch. de Bretagne |
| 505888<br>5MIK<br>1617<br>Df Esd<br>Gc Rdr | **CALYPSO**<br>exSerbistan–62 exSamglory–47<br>~~Cia. de Nav. Surava S.A.~~<br>Monrovia Liberian<br>**Panamic Shipping Co. S.A.** | 6655<br>4035<br>10568 | BV<br>Classed LR until 5/63 | 1944 Bethlehem-Fairfield—Bal<br>441′ 8″ 57′ 1″ 27′ 9⅛″<br>417′ 9″ 56′ 11″ 37′ 4′<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562827 B.499816<br>5 Ha (33½′, 35′, 20′, 35′, 35′×20′)<br>10W Der 1(50) 1(30) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Ellicott Machine Corp.<br>3×20kW 120V d.c. |
| 505889<br>SYCW<br>Df Esd<br>Rdr RT | **CALYPSO**<br>exElfriede–62<br>**Anastasios M. & Angele A. Nomikos**<br>Piræus Greek | 973<br>469<br>1655<br>1518<br>1073<br>2050 | AB | 1950 Howaldtswerke A.G.—Kel<br>247′ 6″ 37′ 6″ 16′ 0″/—<br>229′ 8″ 35′ 11″ 21′ 4″<br>B56′ F26′ 1 dk & S dk<br>RW<br>rf 4″ | M OSD/CSD Mchy.aft<br>2 Ho<br>G.111520 B.99433<br>4 Ha<br>8W Der 1(10) 2(6) 6(3) | Oil 4SA 6Cy. 365×500 mm<br>800bhp<br>Howaldtswerke A.G. |
| 505891<br>ILAZ<br>974<br>RT | **CALYX**<br>~~Navigazione del Tirreno~~<br>~~Naples~~ ~~Italian~~<br>Francesco Saverio Salonia<br>Messina Italian | 347<br>236<br>552 | RI | 1952 Cant. Nav. Apuania—Marina di Carrara<br>139′ 1″ 26′ 7″ 11′ 11″<br>123′ 0″ 26′ 5″ 13′ 0″<br>P33′ F11′ 1 dk | M<br>1 Ho<br>G.24017 | Oil 4SA 7Cy. 265×410 mm<br>350bhp<br>S.A. Ansaldo |
| 505892<br>162110<br>RTm | **CALYX**<br>exAlcyon–36 exEems–35<br>~~W. T. Bateman~~<br>~~London~~ ~~British~~<br>Southwold Marine Aggregates Ltd.<br>London British | 212<br>96<br>245 | | 1929 Schps. Gideon v/h J. Koster Hzn—Gro<br>108′ 10″ 20′ 8″ 8′ 2″<br>20′ 6″<br>Q28′ F15′ 1 dk<br>R | M Ref Mchy.aft<br>1 Ho 65′<br>In.12400<br>1 Ha (46′×12½′)<br>1W Der 1(2) | Oil 4SA 6Cy. 6½″×7½″<br>180bhp NE64<br>Bergius Kelvin Co.<br>1×2kW 24V d.c. |
| 505893<br>PSVF<br>12370 | **CAMACAN**<br>**Navegação De Cabotagem Wildberger S.A.**<br>Frigorifico do Nordeste S.A.<br>Bahia Brazilian | 569<br>275<br>— | ✠Classed LR until 9/65 | 1953–5 Schps. Gideon v/h J. Koster Hzn—Gro<br>178′ 2″ 28′ 10″ 7′ 0½″<br>164′ 0″ 28′ 8″ 10′ 4″<br>P55′ F19′ 1 dk<br>RW conv dry cargo ship 67 | TM Cattle Carrier Mchy.aft | 2 Oil 2SA each 6Cy.<br>900bhp<br>Sulzer Bros. Ltd. |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|---|
| 505894<br>CLOC<br>263<br>Df Gc<br>Rdr | **CAMAGUEY**<br>**República de Cuba**<br>Empresa Cubana de<br>Navegacion<br>Havana Cuban | **2333**<br>1205<br>3181 | **100A1**<br>(Machinery class contemplated) | SS 3/64<br>EL s | **1959** Niigata Tekkosho—Niigata<br>305′ 10″ 42′ 10″ 18′ 11¼″<br>282′ 2″ 42′ 8″ 22′ 4″<br>P73′ F31′ 2 dks<br>3BH<br>rf 4″ WB554t | M Mchy.aft | Oil 2SA 6Cy. 540×900 mm<br>2900bhp 307t<br>Niigata Tekkosho Niigata |
| 505895<br>ILBB<br>789<br>RTm | **CAMALDOLI**<br>**Soc. Rimorchiatori**<br>**Napoletani**<br>Naples Italian | **160**<br>32<br>— | | RI | **1956** Cant. Nav. Off. Mec. di Venezia—Ven<br>94′ 2″ 22′ 5″<br>85′ 4″ 22′ 4″ 13′ 5″ | S Salvage Tug<br>Der 1(1½) | T 3Cy. 11¼″ 18″ & 29¼″×20½″<br>674ihp (o.f)<br>Cant. Nav. Off. Mec. di Venezia Ven<br>1×4kW 110V d.c.<br>Directional propeller |
| 505897<br>FODF<br>Df Esd<br>Gc Rdr<br>RTm/v | **CAMARGUE**<br>**Soc. Française de**<br>**Transports Pétroliers**<br>Dunkirk French<br>Now **TRANSUD** See New Entries No. 10 | **13318**<br>7222<br>19858 | | BV | **1953** N.V. Wilton-Fijenoord—Sch<br>557′ 9″ 74′ 0″ 30′ 8″<br>538′ 1″ 73′ 8″ 40′ 6″<br>P130′ F55′ 1 dk<br>RW | M Tanker Mchy.aft<br>24 Ta<br>Der 2(7) 2(5) 1(4) | Oil 2SA 6Cy. 700×2320 mm<br>7750bhp Doxford 1835t (hvf)<br>N.V. Wilton-Fijenoord Sch<br>3×150kW 220V 14k |
| 660384<br>CLFY<br>Df Esd<br>Gc Rdr<br>RT | **CAMARON**<br>**Republica de Cuba (Flota**<br>**Cubana de Pesca)**<br>Havana Cuban | **1284**<br>588<br>2175 | | BV | **1965** Hijos de J. Barreras S.A.—Vgo<br>228′ 9″ 38′ 9″ 16′ 10¾″<br>196′ 11″ 38′ 8½″ 19′ 0″<br>2 dks | M Stern Trawler CSD<br>9 Ha (14¼′×4½′) (11¾′×5¼′)<br>(3¾′, 3¾′×3¾′) (4¾′×3′) (6′×5¼′)<br>(6′×5½′) (3¼′, 3¼′×3¼′) | Oil 4SA 8Cy. 390×680 mm<br>1850bhp Werkspoor<br>Hijos de J. Barreras S.A. Vgo<br>13¾k |
| 505898<br>303157<br>Rdr RTv | **CAMBER QUEEN**<br>**British Railways Board**<br>Portsmouth British | **293**<br>117<br>90 | | | **1961** Philip & Son Ltd.—Drt<br>166′ 3″ 43′ 0″ 6′ 0″<br>145′ 0″ 30′ 0″ 11′ 0″<br>1 dk<br>RW<br>rf nil | M Ferry (175P) | 2 Oil 2SA each 8Cy. 7″×9″<br>640bhp 9t (d.o)<br>Crossley Bros. Ltd. Mch<br>2×60kW 225V d.c.<br>Directional propellers 1 fwd 1 aft 10½k |
| 505899<br>MYFL<br>187818<br>Esd Pfd<br>Rdr RTv | **CAMBERWELL**<br>**South Eastern Gas Board**<br>D. K. Jacobs<br>London British | **1877**<br>996<br>2835 | **✠100A1**<br>**✠LMC**<br>MN230 | SS 2/67<br>EL q 1 7/16″SQ | **1958–6** Hall, Russell & Co. Ltd.—Abn<br>275′ 2″ 39′ 5″ 17′ 1″<br>261′ 6″ 39′ 4″ 18′ 6″<br>Q163′ B23′ F26′ 1 dk<br>RW NS 6BH<br>rf nil WB1056t incl. DTf175t | M Mchy.aft<br>3 Ho 60′, 54′, 49′<br>3 Ha (37¼′×25¾′) (36′, 36′×27′) | Oil 2SA 8Cy. 340×570 mm<br>1150bhp (d.o)<br>British Polar Engines Ltd. Gls<br>3×40kW 220V d.c. |
| 505900<br>FOEH<br>Df Esd<br>Gc Rdr<br>RTv | **CAMBODGE**<br>**Cie. des Messageries**<br>**Maritimes**<br>Marseilles French | **13520**<br>7223<br>5427 | | BV | **1953** At. & Ch. de France—Dnk<br>531′ 10″ 72′ 2″ 25′ 10″<br>71′ 11″<br>B223′ F108′ 3 dks<br>RW | TS (440P) Ref<br>6 Ho 52½′, 62¾′, 31′, 59′, 55′, 45′<br>G.274563 B.249606 In.2047<br>6 Ha (13½′×12¼′) (19½′×18¾′)<br>(19½′×19¼′) (13′×13½′) (27¼′×18′)<br>(20¼′×15½′)<br>18W Der 1(50) 4(10) 2(5) 6(2½) 6(1½) | 6 S Turb dr geared to 2 sc. shafts<br>24000shp 1406t (o.f)<br>At. & Ch. de la Loire St.Denis<br>5×730, 700, 700, 700, 700kW 380V<br>50c/s a.c. 21k |
| 505901<br>WA3250<br>207568<br>Df Gc<br>Rdr RT | **CAMBRIA**<br>exE. H. Utley<br>**Bethlehem Steel Corp.**<br>Bethlehem Transportation<br>Corp.<br>Wilmington, Del United States | **6393**<br>4966<br>— | | AB | **1910** Detroit S.B. Co.—Wyandotte<br>54′ 2″ 20′ 10⅛″<br>511′ 9″ 54′ 0″ 30′ 2″<br>F44′ 1 dk<br>R | S Mchy.aft<br>1 Ho<br>3 Ha | T 3Cy. 23½″ 38″ & 63″×42″<br>1700ihp<br>Detroit S.B. Co. Det |
| 505902<br>GBKT<br>183021<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAMBRIA**<br>**British Railways Board**<br>London British | **5284**<br>2849<br>802 | **✠A1**<br>Channel service from ports in U.K. south of Oban and Harwich-Hook of Holland<br>**✠LMC** | CS 2/66<br>EL (y)1⅞″SQ | **1949–5** Harland & Wolff Ltd.—Bel<br>397′ 0″ 56′ 3″ 14′ 10″<br>375′ 0″ 54′ 0″ 27′ 6″<br>B204′ F33′ 2 dks, 3rd dk clear of mchy. space<br>RW 9BH<br>rf 6″ WB1119t incl. Tunnel tanks 376t DTf88t | TM (2263P)<br>2 Ho 42′, 30′ 2 TwD 42′, 60′<br>B.55530<br>1 Ha (w) (18′×14′)<br>1 Ha (stl) (12′×14′)<br>1W Der 1(3) | 2 Oil 2SA each 8Cy. 530×820 mm<br>exhaust 360 mm<br>10700bhp B&W 118t (d.o)<br>Harland & Wolff Ltd. Bel<br>2 db 100lb<br>4×200kW 220V d.c. 15k |
| 505904<br>MEZT<br>302157<br>RTv | **CAMBRIAN**<br>**Alexandra Towing Co. Ltd.**<br>Swansea British | **163**<br>—<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>MN192 | SS 12/64<br>EL (b)1″ | **1960–8** C. Hill & Sons Ltd.—Brs<br>94′ 0″ 26′ 1″ 10′ 8½″<br>86′ 0″ 25′ 0″ 12′ 0″<br>RW 4BH<br>rf 24″ BK5″ WB35t | M Tug | Oil 4SA 8Cy. 12½″×15″ with sr reverse gearbox<br>960bhp (d.o)<br>Ruston & Hornsby Lcn<br>2×25kW 220V d.c. |
| 505905<br>GXCT<br>187173<br>Esd Pfd<br>RTm | **CAMBRIAN COAST**<br>Launched as Jan T<br>**Coast Lines Ltd.**<br>Liverpool British | **560**<br>270<br>860 | **✠100A1**<br>**✠LMC**<br>MN120 | SS 1/66<br>EL i | **1957–11** N.V. Ijsselwerf—Rot<br>186′ 11″ 30′ 0″ 11′ 4″<br>170′ 1″ 29′10½″ 13′ 2″<br>P48′ F26′ 1 dk<br>RW 3BH<br>rf nil WB266t | M Mchy.aft<br>1 Ho 112′<br>G.37000<br>2 Ha (each 41½′×18′)<br>2W Der 4(3) | Oil 4SA 8Cy. 305×460 mm<br>600bhp 70t (d.o)<br>D. & J. Boot "De Industrie" Alp<br>4×10, 10, 5, 5kW 110V d.c. 10k |
| 505906<br>WA3251<br>228098<br>Esd Pfd<br>Rdr RT | **CAMBRIDGE**<br>exGeorgetown–45<br>**Trawler Cambridge Inc.**<br>Irving Usen Trawling Co.<br>Boston United States | **241**<br>113<br>— | | AB | **1928** Bath Iron Wks Corp.—Bath, Me<br>23′ 2″<br>115′ 3″ 23′ 0″ 13′ 0″<br>Q54′ F17′<br>R<br>BK6″ | M Trawler<br>1 Ho 34¾′<br>3 Ha | Oil 2SA 6Cy. 355×430 mm<br>550bhp 62t<br>Fairbanks, Morse & Co. Beloit |

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|---|---|---|---|---|---|---|
| 640004<br>GMOB<br>305493<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAMBRIDGE FERRY**<br><br>**British Railways Board**<br>Harwich British | 3294<br>1111<br>1825 | ✠100A1 CS 12/67<br>Channel service from ports in U.K. south of Oban and Harwich-Hook of Holland<br>✠LMC<br>MN744 EL (y) 1¹¹⁄₁₆"SQ | 1963–12 Hawthorn, Leslie—Nwc<br>403' 0" 61' 4" 12' 0½"<br>380' 0" 58' 6" 19' 0"<br>F141' 1 dk<br>11BH<br>rf 7" WB2207t incl. DTsca333t DTacf749t DTsf716t | TM Train Ferry (12P)<br><br><br><br>2 Cr (10) | 2 Oil 4SA each 7Cy. 15"×20"<br>3720bhp<br>Mirrlees National Ltd.<br>3×150kW 220V d.c.<br>Controllable pitch propellers |
| 500332<br>6ZEY<br>2202<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAMBRIDGE TRADER**<br>exAdrian Mærsk–65<br>**Westwaters Shipping Inc.**<br>Monrovia Liberian | 12533<br>7601<br>19740 | ✠100A1 SS 8/66<br>oil tanker<br>✠LMC<br><br>MN1750 EL h†2¹⁄₁₆"SQ | 1956–10 Mitsui Zosen—Tmn<br>549' 11" 72' 2" 31' 6½"<br>528' 3" 71' 10" 39' 6"<br>P115' B38' F66' 1 dk<br>11BH<br>rf 2" WB1133t incl. DTf789t | M Tanker Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Mitsui Zosen<br>2AuxB (o.f.) 180lb Spt<br>AuxB (ex.g.) 180lb |
| 661760<br>GTPE<br>309795<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **CAMBROOK**<br><br>**Civil & Marine Ltd.**<br>London British | 1574<br>782<br>— | ✠100A1<br>sand carrier<br>UK coasting service<br>✠LMC<br>MN346 EL p 1¹⁄₁₆"SQ | 1967–2 C. Hill & Sons Ltd.—Brs<br>250' 4" 43' 1"<br>230' 0" 42' 0" 19' 3"<br>P46' F26' 1 dk<br>4BH<br>rf nil WB281t | TM Sand Suction Dredger Mchy.aft<br>1 Ho 88'<br>G.44496<br>1 Ha (stl) (15½'×10')<br>Der 1(3) | 2 Oil 4SA each 8Cy. 9"×12"<br>1728bhp<br>Mirrlees National Ltd.<br>3×75, 75, 12kW 220V d.c.<br>Controllable pitch propellers |
| 533052<br>ICXN<br><br>Df Esd<br>Pfd Rdr<br>RT | **CAMELIA**<br>exSiwa–65<br>**Minerva S.p.A.**<br>Carlo Porzio<br>Palermo Italian | 2203<br>1141<br>3850 | ✠100A1 CS 9/66<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL v<br>RI | 1945–6 Öresundsvarvet A/B—Lkr<br>350' 0" 47' 1" 19' 3"<br>330' 8" 46' 11" 27' 10"<br>F77' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>WB915t incl. Tunnel tanks 195t | M OSD<br>4 Ho<br>G.259640 B.235025<br><br>10W Der 1(15) | Oil 2SA 7Cy. 520×900 mm<br>2650bhp<br>A/B Götaverken |
| 505909<br>GPYV<br>148820<br>Df Esd<br>Gc Rdr<br>RTv | **CAMELLIA**<br><br>**Stag Line, Ltd.**<br>Joseph Robinson & Sons<br>~~(Management) Ltd.~~<br>N. Shields British | 6161<br>3168<br>7800 | ✠100A1 SS 3/65<br><br>✠LMC<br><br>MN600 EL z 2¼"SQ | 1953–2 J. Readhead & Sons—Shl<br>434' 6" 55' 8" 23' 6½"<br>405' 7" 55' 6" 31' 5"<br>Q278' F32' 1 dk<br>RW NS 8BH<br>rf 3" WB2736t incl. DTm970t | M Bulk Carrier Mchy.aft<br>5 Ho 49½', 51', 51½', 51½', 44½'<br>G.397130 B.377580<br>5 Ha (stl) (31'×28') (34', 35', 34½' 34½'×34')<br>10W Der 10(5) | Oil 2SA 4Cy. 560×2160 mm<br>3000bhp Doxford<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>AuxB 120lb<br>3×40kW 220V d.c. |
| 504068<br>GKJD<br>169213<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAMELOT**<br>exBenalbanach–66<br>exEmpire Athelstan-47<br>**Board of Trade Sea Transport Branch**<br>British India Steam Nav. Co.<br>London British | 7795<br>4511<br>10450 | ✠100A1 SS 11/65<br><br>✱LMC<br><br>EL c†2¹⁄₁₆"ptSQ | 1946–6 Vickers-Armstrongs Ltd.—Nwc<br>469' 10" 66' 8" 26' 7"<br>445' 0" 66' 4" 33' 6"<br>P117' B32' F59' 1 dk<br>R NS 7BH<br>rf 5" WB3495t incl. DTm1375t DTf423t | S Mchy.aft<br>3 Ho 80', 87', 79'<br>G.496050 B.460280<br>3 Ha (75', 74½', 74½'×25½')<br>23W Der 3(120) 6(10) 6(5) | 2 S Turb dr geared to sc. shaft<br>6800shp<br>Met. Vickers Elec. Co.<br>2WTB 490lb Spt 475lb<br>db 105lb sg 100lb<br>3×175kW 220V d.c. |
| 505910<br>GPPM<br>184977<br>Pfd Rdr<br>RTm/v | **CAMEO**<br>exGem–60<br>**Gem Line Ltd.**<br>William Robertson Shipowners Ltd.<br>Glasgow British | 1597<br>769<br>2132 | ✠100A1 SS 9/68 ~~SS 8/64~~<br><br>✠LMC<br><br>MN262 EL p | 1952–9 Ailsa S.B. Co. Ltd.—Trn<br>274' 8" 39' 10" 14' 7½"<br>257' 6" 38' 0" 15' 6"<br>P61' Q189' F26' 1 dk<br>RW NS 5BH len 60<br>rf 6" WB 924t incl. DTm186t DTf228t | M<br>3 Ho 42', 54', 56'<br>G.86600 B.84024<br>3 Ha (stl) (30'×20') (40', 40'×24')<br>3W Der 3(3) | Oil 2SA 7Cy. 340×570 mm<br>1310bhp<br>British Polar Engines Ltd.<br>3×41kW 220V d.c. |
| 505911<br>PDIE<br><br>Df Esd<br>Gc Rdr<br>RT | **CAMEROUNKUST**<br><br>**N.V. Stoomv. Maats. "Nederland"**<br>Amsterdam Netherland | 3413<br>1736<br>4743 | ✠100A1 SS 6/65<br>DTa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN660 EL x 2¼"SQ | 1955–10 Howaldtswerke—Ham<br>388' 7" 51' 3" 21' 0½"<br>356' 0" 51' 0" 30' 2"<br>P27' F43' 1 dk & S dk, 3rd dk in fwd hold<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 5" WB1298t incl. DTsa724t | M Ref OSD<br><br>G.306278 B.282785 In.2359<br><br>12W Der 1(35) 8(3–10) 4(3–5) | Oil 2SA 7Cy. 540×1150 mm<br>3300bhp<br>Gebr. Stork & Co.<br>AuxB 71lb |
| 505912<br>GKNG<br>183683<br>Esd<br>RTm | **CAMERTON**<br><br>**British Dredging (Shipping) Ltd.**<br>Bristol British | 891<br>393<br>930 | ✠100A1 ~~SS 4/68~~<br>dredger SS 11/67<br>✠LMC<br><br>EL (j) 1¹⁄₁₆" | 1950–7 Ailsa S.B. Co. Ltd.—Trn<br>176' 0" 33' 2" 13' 11"<br>166' 0" 33' 0" 14' 0"<br>P69' Q120' F24' 1 dk<br>RW 4BH<br>rf 3" WB301t | S Suction Dredger Mchy.aft<br>1 Ho 48'<br><br>1 Ha (48'×21')<br>Der 1(3) | T 3Cy. 13" 21" & 35"×26"<br>480ihp<br>Ailsa S.B. Co. Ltd.<br>SB 200lb hs(1683) 3cf<br>2×40kW 110V d.c. |
| 505913<br><br>3182 | **CAMIALTI I**<br><br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbu' Turkish | 162<br>79<br>— | GL | 1961 Denizcilik Bankasi T.A.O.—Camialti<br>107' 2" 21' 8" 5' 10½"<br>9' 10"<br>1 dk | S Ferry | C 2Cy. 265 & 520×520 mm<br>150ihp Emade34refitted<br>Arnhemsche Schps. Maats. |
| 505914<br><br>3219 | **CAMIALTI II**<br><br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 162<br>79<br>— | GL | 1961 Denizcilik Bankasi T.A.O.—Camialti<br>107' 2" 21' 8" 5' 10½"<br>9' 10"<br>1 dk | S Ferry | C 2Cy. 265 & 520×520 mm<br>150ihp Emade34refitted<br>Arnhemsche Schps. Maats. |
| 510128<br>LAUG<br><br>Df Esd<br>Gc Rdr<br>RT | **CAMILLA**<br>exElin Knudsen–67<br>**I/S Camilla**<br>Finn J. Stephansen-Smith<br>Oslo Norwegian | 20492<br>11924<br>~~31700~~<br>33764 | NV | 1956 Harland & Wolff Ltd.—Bel<br>664' 9" 85' 11" ~~84' 11"~~36' 4½"<br>630 0" 85' 6" 46' 8"<br>1 dk<br>RW<br>rf 6" | S Tanker Mchy.aft<br>30 Ta<br>L.1515000 | 2 S Turb dr geared to sc. shaft<br>13750bhp Parsons<br>Harland & Wolff Ltd.<br>3×350kW 220V d.c. |
| 505915<br>SLEA<br>9447<br>Df Esd<br>Gc Rdr<br>RTv | **CAMILLA**<br><br>**Rederi A/B Transmark**<br>Rolf Carlsson<br>Gothenburg Swedish<br>Now **ZANETA III** See New Entries No. 9 | 11261<br>6608<br>17420 | ✠100A1 TD 10/66<br>oil tanker<br>✠LMC<br><br>MN1350 EL g† | 1953–11 A/B Götaverken—Got<br>549' 2" 66' 1" 30' 2½"<br>511' 10" 66' 0" 39' 3"<br>P103' B36' F63' 1 dk<br>RW 13BH<br>WB1407t incl. DTf752t | M Tanker Mchy.aft<br>20 Ta 1 Ho 31½'<br>L.826814<br>1 Ha (stl) (14'×8')<br>Der 3(5) 1(3) 1(2) 1(½) | Oil 2SA 9Cy. 680×1500 mm<br>6750bhp<br>A/B Götaverken<br>2AuxB 150lb<br>3×200, 200, 100kW 220V d.c. |

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| 500812<br>6OBG<br>1006<br>Df Esd<br>Gc Rdr<br>RTv | **CAMINA BAY**<br>exDelft-67 exFort Nassau-46<br>exCape Sable-44<br>**Marpegaso Compania Naviera S.A.**<br>Mogadishu Somali Rep.<br>Now **TIA JUANA** See New Entries No. 8 | 5301<br>3084<br>7992 | | BV | **1943** Pennsylvania Shpyds Inc.—Beaumont<br>412′ 3″ 60′ 1″ 25′ 8⅛″<br>59′ 10″<br>2 dks & S dk<br>RW<br>rf 4″ | M (12P) Ref OSD<br>5 Ho 45′, 58½′, 60¾′, 49½′, 67½′<br>B.430800 In.9298<br>5 Ha (stl) (24¾′×24′) (33¾′×24¼′) (27′, 18′, 36′×24′)<br>12W Der 1(150) 1(65) 1(30) 4(10) 10(5) | 2 Oil 2SA each 6Cy. 545×735 mm with electro-magnetic slip couplings & sr gearing to sc. shaft<br>4150bhp 1379t (d.o)<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 120/140V d.c. 14k |
| 541051<br>THOK<br>Df Esd<br>Pfd RT | **CAMISARD**<br>**Claude Guillevic**<br>Etel French | **114**<br>42<br>— | | BV | **1962** Ch. Union & Travail—Sables d'Olonne<br>*76·6′* 22′ 4″<br>22′ 2″ | Wood M Fishing<br>2 Ha (each 3¾′×4′)<br>Der 1(1) | Oil 4SA 6Cy. 220×280 mm<br>435bhp<br>Klöckner-Humboldt-Deutz Kln<br>9½k |
| 505916<br>PDIV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAMITIA**<br>**Shell Tankers N.V.**<br>The Hague Netherland | **9094**<br>5021<br>12985 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN920 | ~~SS 12/68~~<br>TD 1/68<br>EL d†2$\frac{6}{16}$″SQ | **1955-8** N.V. C. v.d. Giessen—Krimpen<br>501′ 1″ 62′ 3″ 27′ 4″<br>475′ 0″ 62′ 0″ 35′ 0″<br>P99′ B48′ F50′ 1 dk<br>18BH<br>rf 3″ WB209t | M Tanker Mchy.aft<br>30 Ta<br>L.641417 HeCls. BC | Oil 2SA 5Cy. 740×1600 mm<br>4600bhp 781t-14½pd<br>N.V. Mach. & Schps. v. P. Smit Jr. Rot<br>WTAuxB 235℔ AuxB 150℔ 13k |
| 505917<br>GVNW<br>185049<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CAMITO**<br>**Elders & Fyffes Ltd.**<br>Glasgow British | T.Mk<br>7340<br>2947<br>5200<br>**8502**<br>3879<br>5995 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2200 | CS 10/64<br>EL c†2$\frac{3}{16}$″SQ | **1956-11** A. Stephen & Sons Ltd.—Gls<br>447′ 7″ 62′ 3″ 26′ 1″<br>415′ 0″ 62′ 0″ 34′ 10″<br>B&F415′ 2 dks, 3rd & 4th dks clear of mchy. space<br>RW 7BH<br>rf 12″ DK fwd WB1878t incl. Tunnel tanks 255t | TS (99P) Ref<br>4 Ho 62′, 56′, 65¼′, 55½′<br>In.273460<br>4 Ha (each 16′×16′)<br>Der 8(5) | 4 S Turb dr geared to 2 sc. shafts<br>11000shp (o.f)<br>A. Stephen & Sons Ltd. Gls<br>3WTB 510℔ Spt 800° F. 490℔ hs17886<br>db 100℔ sg 115℔<br>3×500, 500, 480kW 220V d.c. 17½k |
| 505918 | **CAMMELL**<br>**Cammell Laird & Co. (Shipbuilders & Engineers) Ltd.**<br>Liverpool British | **1061**<br>—<br>— | **✠A-**<br>harbour service | SS 4/65<br>EL (m) | **1918-9** Cammell Laird & Co. Ltd.—Bkn<br>130′ 0″ 70′ 2″ 8′ 0″<br>70′ 0″ 14′ 0″<br>1 dk<br>R 1BH | Crane Pontoon<br>2W Cr 1(200) | nwtdb made18fitted20-150℔ 20t(o.f) |
| 505919<br>IKNG | **CAMMELLO**<br>exIstria-62 exAusonia-56<br>**Imprese Siciliane Opere Portuali Soc. per Azioni (I.S.O.P.)**<br>Catania Italian | **108**<br>19<br>— | | | **1926** Flli. Calcagno—Arenzano<br>83′ 1″ 20′ 0″<br>76′ 5″ 19′ 0″ 12′ 2″ | Wood S Tug | T 3Cy. 13 ″ 10⅞″ & 35$\frac{7}{16}$″×21¼″<br>(o.f)<br>Coop. di Produzione Gen |
| 651647<br>317677<br>RTv | **CAMP COVE**<br>**J. Fenwick & Co. Pty Ltd.**<br>Sydney British | **227**<br>—<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>MN210 | EL (c)$\frac{15}{16}$″SQ | **1965-11** Adelaide Ship Cons. Pty. Ltd.—Adl<br>106′ 9″ 28′ 0″ 12′ 6¼″<br>95′ 0″ 26′ 6″ 14′ 7″<br>1 dk<br>4BH<br>BoxK1½″ WB105t | M Tug | Oil 4SA 6Cy. 12″×15″ with flexible coupling & sr reverse gear (3 ahead speeds)<br>1050bhp (d.o)<br>Mirrlees National Ltd. Stckpt<br>2×46kW 240V 50c/s a.c. |
| 505921<br>GXDN<br>300184<br>Rdr<br>RTm/v | **CAMPAIGNER**<br>**Steel & Bennie Ltd.**<br>Glasgow British | **248**<br>—<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>MN213 | SS 9/65<br>EL (d) | **1957-10** James Lamont & Co. Ltd.—P.Gl<br>114′ 1″ 29′ 10″ 11′ 10½″<br>104′ 0″ 28′ 0″ 12′ 9″<br>RW 3BH<br>rf 18″ BK8″ WB90t | M Tug Mchy.aft | Oil 2SA 8Cy. 12½″×18½″ dr geared<br>1065bhp 64t (d.o)<br>H. Widdop & Co. Ltd. Keighley<br>2×70, 15kW 110V d.c. 12½k |
| 505922<br>EEGP | **CAMPALANS**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Barcelona Spanish | **1054**<br>499<br>1063 | ✠Classed LR until 7/55 | | **1934-8** Hijos de J. Barreras S.A.—Vgo<br>187′ 6″ 35′ 1″ 12′ 9¾″<br>180′ 0″ 35′ 0″ 13′ 6″<br>Q56′ F34′ Trunk 90′ 1 dk<br>R | TS Oil Storage Tanker Mchy.aft<br>L.46500 HeCls. BC | C 4Cy. 13½″ & 27″×18″<br>350ihp 30t (o.f)-8pd<br>Hijos de J. Barreras S.A. Vgo<br>1×11kW 110V a.c. 7k |
| 505923<br>EACK<br>Df Esd<br>Rdr | **CAMPAMENTO**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Vigo Spanish | **8452**<br>4551<br>10797 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN770 | TD 6/67<br>EL c† | **1951-8** Cia. Euskalduna—Bbo<br>487′ 2″ 62′ 4″ 27′ 2½″<br>460′ 0″ 62′ 0″ 34′ 3″<br>P108′ B32′ F47′ 1 dk, 2nd dk clear of cargo tanks<br>R 18BH<br>WB385t | TM Tanker Mchy.aft<br>L.521781 HeCls. B | 2 Oil 4SA each 6Cy. 630×1300 mm<br>3850bhp 800t (d.o)-16pd<br>La Maquinista Terrestre y Mar. Bcl<br>2AuxB 150℔ (AuxB150℔)<br>2×150kW 220V d.c. 12½k |
| 505924<br>EACX<br>Df RTm | **CAMPANA**<br>exKatrine Mærsk-43<br>exVarg-36<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Gijon Spanish | **5522**<br>3141<br>8636 | **✠100A1**<br>oil tanker<br>**✠LMC** | Dr 4yrs-11/65<br>EL z | **1928-8** Odense Staalskibs. A/S—Odn<br>411′ 8″ 55′ 2″<br>389′ 6″ 55′ 0″ 30′ 8″<br>P100′ B32′ F34′ Trunk in well 1 dk<br>R 11BH<br>WB1123t incl. DTf538t | M Tanker Mchy.aft<br>L.376680 HeCls. BC | Oil 4SA 6Cy. 740×1500 mm<br>2250bhp 767t (d.o)-9½pd<br>Burmeister & Wain Cpn<br>AuxB 150℔<br>2×66kW 220V d.c. 11k |
| 505925<br>EHTO<br>Df Esd<br>Rdr | **CAMPANARIO**<br>exCastillo Campanario-43<br>exSaustan-41 exVallejo-37<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Cadiz Spanish | **5958**<br>4422<br>9386 | **✠100A1**<br>oil tanker<br>**✠LMC** | TD4-10/66<br>EL z | **1928-5** R. Duncan & Co. Ltd.—P.Gl<br>419′ 3″ 54′ 1″ 25′ 2¾″<br>403′ 0″ 54′ 0″ 30′ 0″<br>P122′ B35′ F41′ 2 dks<br>R 11BH to U dk 5 to 2nd dk<br>rf 6″ WB515t incl. DTf150t | S Tanker Mchy.aft<br>L.387994 HeCls. BC | T 3Cy. 25″ 43½″ & 74″×48″<br>2350ihp 1402t (o.f)-30½pd<br>Rankin & Blackmore Ltd. Grk<br>3 SB 190℔ hs8202 9cf<br>2×125, 35kW 110V d.c. 10k |

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| **505927**<br>IBDU<br>733<br>Df Esd<br>Rdr RT | **CAMPANIA FELIX**<br>**"Tirrenia" Soc. per**<br>**Azioni di Nav.**<br>Naples Italian | 5208<br>2830<br>1397 | RI | 1952 Cant. Nav. Navalmeccanica—Nap<br>382' 8" 52' 4" 17' 4"<br>347' 10" 52' 2" 24' 3"<br>Q31' B170' F50' 3 dks, pt 4th dk | TM (560P) Ref<br>3 Ho<br>G.51531 B.50225 | 4 Oil 2SA each 6Cy.<br>geared to 2 sc. shafts<br>7200bhp<br>S.A. Ansaldo |
| **505928**<br>EALW<br><br>Df Esd<br>Rdr<br>RTm | **CAMPANIL**<br><br>**Cia. Arrendataria del**<br>**Monopolio de Petroleos**<br>**S.A.**<br>Palma, Maj Spanish | 8392<br>4630<br>10411 | ✠100A1 SS 5/63<br>oil tanker<br>✠LMC<br><br>MN770 EL c† | 1954–1 Union Nav. de Levante—Val<br>487' 0" 62' 3" 27' 2¾"<br>461' 0" 62' 0" 34' 3"<br>P108' B32' F49' 1 dk, 2nd dk clear of cargo tanks<br>R 18BH<br>WB774t incl. DTf398t | TM Tanker Mchy.aft | 2 Oil 4SA each 6Cy 630×1300 mm<br>3850bhp<br>La Maquinista Terrestre y Mar.<br>2AuxB 150lb<br>2×150kW 220V d.c. |
| **505929**<br>EBRT | **CAMPANILLA**<br><br>**Cia. Arrendataria del**<br>**Monopolio de Petroleos**<br>**S.A.**<br>Bilbao Spanish | 652<br>446<br>886 | ✠A1 SS 11/66<br>oil tanker—FP above 150° F. River and harbour service at Bilbao<br>✠LMC<br>MN45 EL i | 1957–10 Ast. del Cadagua—Bbo<br>174' 3" 33' 5" 11' 10¾"<br>162' 3" 32' 2" 13' 5"<br>RFD23' Trunk 100' 1 dk<br>8BH<br>rf nil WB139t | M Tanker Mchy.aft | Oil 2SA 3Cy. 240×370 mm<br>225bhp B&W<br>Soc. Esp. Babcock & Wilcox<br>1×30kW 220V d.c. |
| **505931**<br>EACO<br><br>Df Esd<br>Rdr | **CAMPANTE**<br><br>**Cia. Arrendataria del**<br>**Monopolio de Petroleos**<br>**S.A.**<br>Almeria Spanish | 8452<br>4551<br>10592 | ✠100A1 TD 4/68 ~~SS 3/68~~<br>oil tanker<br>✠LMC<br>EL c† | 1945–4 Soc. Española de Const. Nav.—Cdz<br>465' 7" 62' 3" 27' 2¾"<br>460' 0" 62' 0" 34' 3"<br>P108' B32' F47' 1 dk, 2nd dk clear of cargo tanks<br>18BH<br>WB901t incl. DTf372t | TM Tanker Mchy.aft<br><br>L.521781 HeCls. B | 2 Oil 4SA each 6Cy. 630×1300 mm<br>3850bhp<br>La Maquinista Terrestre y Mar.<br>2AuxB (o.f) 150lb<br>2×150kW 220V d.c. |
| **505932**<br>EAFA<br><br>Df Esd<br>RTm | **CAMPAS**<br><br>**Cia. Arrendataria del**<br>**Monopolio de Petroleos**<br>**S.A.**<br>Barcelona Spanish | 6276<br>3748<br>8372 | ✠100A1 TD 12/66<br>oil tanker<br>✠LMC<br>EL z | 1932–3 Echevarrieta y Larrinaga—Cdz<br>420' 6" 57' 10" 25' 2"<br>405' 0" 57' 5" 30' 2"<br>P102' B26' F35' 1 dk, 2nd dk clear of cargo tanks<br>R 17BH<br>WB802t | TM Tanker Mchy.aft<br><br>L.360647 HeCls. B | 2 Oil 4SA each 6Cy. 590×1200 mm<br>2800bhp<br>Burmeister & Wain<br>2AuxB 150lb<br>2×66kW 220V d.c. |
| **505933**<br>EACR<br><br>RTm | **CAMPECHE**<br><br>**Cia. Arrendataria del**<br>**Monopolio de Petroleos**<br>**S.A.**<br>Tarragona Spanish | 6382<br>3692<br>8336 | ✠100A1 TD4–1/67<br>oil tanker<br>✠LMC<br>EL z | 1934–4 Soc. Española de Const. Nav.—Cdz<br>419' 9" 57' 10" 25' 2"<br>405' 0" 57' 6" 30' 2"<br>P102' B26' F35' 1 dk, 2nd dk clear of cargo tanks<br>R 17BH<br>WB569t | TM Tanker Mchy.aft<br><br>L.331529 HeCls. BC | 2 Oil 2SA each 4Cy. 600×1040 mm<br>3000bhp<br>Soc. Española de Const. Nav.<br>2AuxB 113lb<br>2×70kW 220V d.c. |
| **541921**<br>XCCX<br><br>Df Esd<br>Gc Rdr<br>RT | **CAMPECHE**<br>exGunvor Brövig–63<br>**Transportacion Maritima**<br>**Mexicana S.A.**<br>Vera Cruz Mexican | 2312<br>1142<br>3700 | NV | 1954 Öresundsvarv A/B—Lkr<br>352' 10" 47' 2" 19' 3¾"<br>330' 0" 47' 0" 19' 10"<br>P39' B102' F73' 1 dk & S dk<br>RW | M OSD<br>4 Ho<br>G.256340 B.235900<br>4 Ha (27'×18') (49½'×20') (29½', 29½'×18')<br>12W Der 1(25) 10(5) 2(3) | Oil 2SA 8Cy. 520×900 mm<br>300bhp<br>A/B Götaverken |
| **505934** | **CAMPECHE**<br><br>**Mexican Government**<br>Vera Cruz Mexican | *1833*<br>*692*<br>— | ✠Classed LR until 2/54 | 1949–7 Lobnitz & Co. Ltd.—Rnf<br>271' 1" 42' 1"<br>... ... ...<br>1 dk | TS Suction Hopper Dredger Mchy.aft | T 6Cy. 13" 22" & 34"×22"<br><br>Lobnitz & Co. Ltd. |
| **505935**<br><br><br>Df RT | **CAMPÊCHE**<br>**Ramjohn Katun & Sons Ltd.**<br>~~A. Alli~~<br>Georgetown, Dem British | ~~642~~ 320<br>~~149~~ 150<br>450 | BV | 1952 Th. J. Fikkers—Foxhol<br>147' 8" 24' 4" 9' 10"<br>24' 2"<br>P36' F17' 1 dk | M Mchy.aft<br>1 Ho 82'<br>G.21250 B.19000<br>1 Ha (59'×15½')<br>2W Der 2(3) | Oil 4SA 6Cy. 290×420 mm<br>490bhp<br>Masch. Kiel A.G. |
| **505936**<br>EABB<br><br>Df Esd<br>RTm | **CAMPEÓN**<br><br>**Cia. Arrendataria del**<br>**Monopolio de Petroleos**<br>**S.A.**<br>Alicante Spanish | 8458<br>4557<br>10511 | ✠100A1 ~~SS 3/64~~<br>oil tanker TD 12/68<br>✠LMC<br>EL c† | Lch.1944 Cmd.1946–6 Union Naval de Levante—Val<br>487' 2" 62' 5"<br>461' 0" 62' 0" 34' 3"<br>P108' B32' F47' 1 dk, 2nd dk clear of cargo tanks<br>R 18BH<br>WB1093t incl. DTf394t | TM Tanker Mchy.aft<br><br>L.521781 HeCls. B | 2 Oil 4SA each 6Cy.<br>3600bhp<br>La Maquinista Terrestre y Mar.<br>3AuxB 150lb<br>2×150kW 220V d.c. |
| **505937**<br>LQAP<br>3708<br>Df Esd<br>Gc | **CAMPERO**<br>exBozeman Victory–46<br>**Empresa Lineas Maritimas**<br>**Argentinas**<br>Buenos Aires Argentine | *7720*<br>*5095*<br>10869 | AB | 1945 Oregon S.B. Corp.—Pld<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.523000 B.453000<br>5 Ha (25', 24', 36', 26', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| **505938**<br>EACY<br><br>Esd<br>RTm | **CAMPERO**<br><br>**Cia. Arrendataria del**<br>**Monopolio de Petroleos**<br>**S.A.**<br>Malaga Spanish | 6382<br>3692<br>8326 | ✠Classed LR until 10/65 | 1934–5 Echevarrieta y Larrinaga—Cdz<br>*413·4'* 57' 8" 25' 2"<br>405' 0" 57' 6" 30' 2"<br>P102' B26' F35' 1 dk, 2nd dk clear of cargo tanks<br>R<br>rf 3" | TM Tanker Mchy.aft<br><br>L.331529 HeCls. BC | 2 Oil 2SA each 4Cy.<br>3000bhp<br>Soc. Española de Const. Nav.<br>2×70kW 220V d.c. |
| **505939**<br>PDIL<br><br>Df Esd<br>Rdr RT | **CAMPHUYS**<br><br>**N.V. Koninkl. Paketv. Maats.**<br>Koninklijke Java-China Paketv.<br>Lijnen N.V.<br>Amsterdam Netherland | 4962<br>2912<br>3984 | BV | 1949 N.V. Wilton-Fijenoord—Sch<br>373' 8" 53' 3" 20' 2"<br>53' 1"<br>P28' B120' F45' 2 dks | M Ref<br><br>B.209800 In.748<br>4 Ha (22½', 24', 24', 19½'×15½')<br>8W Der 1(25) 2(6) 6(3) | Oil 4SA 8Cy. 650×1400 mm<br>3000bhp Werkspoor<br>Hawthorn, Leslie & Co. Ltd. |

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| 505940<br>EEFG | **CAMPICO**<br>exGuadalhorce–33<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Malaga<br>Spanish | 201<br>134<br>340 | | | 1918 ....................Breslau<br>99′ 11″ 22′ 5″<br>22′ 3″<br>1 dk<br>R | TM Tanker Mchy.aft<br>L.11300 | | 2 Oil 2SA each 2Cy.<br>120bhp<br>Deutsche Werke A.G. | 12t (d.o)<br>Kel<br>6k |
| 505941<br>ILGU<br>680<br>Df RT | **CAMPIDANO**<br>exTorres–56 exCarola M–50<br>exPuck–48<br>**"Tirrenia" Soc. per Azioni di Nav.**<br>Naples<br>Italian | 1407<br>787<br>1518 | ✠Classed LR until 9/50 | RI | 1935–3 Swan, Hunter & Wghm Rchdsn —Nwc<br>242′ 8″ 36′ 7″ 14′ 11¾″<br>232′ 7″ 36′ 5″<br>Q62′ B14′ F22′ 1 dk & S dk<br>R | S OSD<br>3 Ho<br>G.100000 B.74000 | | C 2Cy. 17″ & 34″×28″ & LP turb with dr gearing & hydraulic coupling<br>1050ihp<br>Swan Hunter & Wghm Rchdsn | 180t (o.f)<br>Nwc<br>10k |
| 505942<br>EEGM<br>Esd<br>RTm | **CAMPILO**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Valencia<br>Spanish | 3971<br>2059<br>4525 | **✠100A1**<br>oil tanker<br>**✠LMC** | Dr 4 yrs–3/65<br>EL v | Lch. 1936 Cmpl. 1941–1 Union Nav. de Levante—Val<br>342′ 8″ 54′ 1″ 19′ 6¼″<br>330′ 0″ 53′ 9″ 23′ 0″<br>P94′ B33′ F31′ 1 dk<br>14BH<br>WB499t incl. DTf145t | TM Tanker Mchy.aft<br>L.199285 | HeCls. B | 2 Oil 4SA each 6Cy. 550×1000 mm<br>1950bhp<br>La Maquinista Terrestre y Mar.<br>AuxB 150℔ (AuxB (Vertical) 150℔)<br>2×99kW 220V d.c. | 618t–10pd<br>Bcl<br>11k |
| 505943<br>PUJS | **CAMPINAS**<br>**Servicos de Navegação da Amazonia e de Administração do Porto do Para**<br>Para<br>Brazilian | 160<br>98<br>— | | | 1913 James Rees & Sons Co.—Pbg<br>*114·8′* 26′ 2″<br>... ... ...<br>R | S | | T 3Cy. | |
| 505944<br>EABP<br>Esd Rdr | **CAMPIZ**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Seville<br>Spanish | 8467<br>4568<br>10588 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN770 | TD4–5/67<br>EL c† | 1950–4 Soc. Española de Const. Nav.—Cdz<br>465′ 7″ 62′ 3″ 27′ 4″<br>460′ 0″ 62′ 0″ 34′ 3″<br>P108′ B32′ F47′ 1 dk, 2nd dk clear of cargo tanks<br>R 18BH<br>WB904t incl. DTf399t | TM Tanker Mchy.aft<br>L.521781 | HeCls. B | 2 Oil 4SA each 6Cy. 630×1300 mm<br>3850bhp<br>La Maquinista Terrestre y Mar.<br>3AuxB 150℔<br>2×150kW 220V d.c. | 808t–16pd<br>Bcl<br>12½k |
| 505945<br>EBUD<br>Df Esd<br>RT | **CAMPO GRANDE**<br>exCamerata–50<br>**Cia. Naviera de Transportes y Pesca S.A.**<br>Cadiz<br>Spanish | 5907<br>3456<br>7840 | ✠Classed LR until 6/60 | BV | 1931–5 J. Readhead & Sons Ltd.—Shl<br>408′ 0″ 53′ 10″ 23′ 7½″<br>393′ 0″ 53′ 6″ 29′ 0″<br>P20′ B117′ F39′ 1 dk<br>R | S<br>G.369143 B.358394<br>5 Ha<br>11W Der 8(3) | | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp Emade42fitted51<br>General Mchy. Corp. | 1500t (o.f)<br>Hamilton<br>10k |
| 505946<br>EBYC<br>Df Esd<br>Rdr<br>RTm | **CAMPOALEGRE**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Valencia<br>Spanish | 3775<br>2078<br>4763 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN500 | ~~SS 10/64~~<br>SS 1/69<br>EL v1¾″SQ | 1960–7 Union Nav. de Levante—Val<br>358′ 11″ 51′ 1″ 19′ 3½″<br>336′ 3″ 50′ 10″ 22′ 6″<br>P83′ B33′ F45′ 1 dk<br>11BH<br>rf 6″ WB292t | M Tanker Mchy.aft | | Oil 2SA 6Cy. 500×1100 mm<br>2500bhp B&W<br>La Maquinista Terrestre y Mar.<br>2AuxB 178℔ (AuxB(ex.g) 178℔)<br>2×108kW 440V d.c. | 220t (d.o)<br>Bcl<br>13k |
| 505947<br>EAAH<br>Df<br>RTm | **CAMPOAMOR**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>San Sebastian<br>Spanish | 7873<br>4316<br>10629 | ~~✠100A1~~<br>~~oil tanker~~<br>~~✠LMC~~<br>✠Class **WITHDRAWN** at Owners' request 1/68 | ~~Dr 4yrs–1/64~~<br>~~EL c†~~ | 1931–2 Cia. Euskalduna—Bbo<br>471′ 1″ 59′ 3″<br>455′ 0″ 59′ 0″ 34′ 0″<br>P113′ B31′ F34′ 1 dk, 2nd dk clear of cargo tanks<br>R 19BH<br>WB676t | TM Tanker Mchy.aft<br>30 Ta<br>L.478773 | HeCls. BC | 2 Oil 4SA each 7Cy. 600×1100 mm<br>3200bhp<br>Masch. Augsburg-Nürnberg<br>2AuxB 150℔<br>2×80kW 220V d.c. | 1030t (d.o)–12½pd<br>Aug<br>10½k |
| | | | ~~SCREWSHAFT SURVEY OVERDUE—CLASS SUSPENDED 6/67~~ | | | | | | |
| 640541<br>EDOS<br>Df Esd<br>Gc Rdr<br>RT | **CAMPOAZUR**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Valencia<br>Spanish | 7009<br>4669<br>9190 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN900 | EL a†2″SQ | 1965–1 Union Nav. de Levante—Val<br>456′ 2″ 56′ 9″ 25′ 5¼″<br>427′ 3″ 56′ 6″ 32′ 3″<br>P99′ B37′ F37′ 1 dk<br>RW 9BH<br>WB606t | M Tanker Mchy.aft<br>16 Ta<br>L.400752 | HeCls. B | Oil 2SA 5Cy. 620×1400 mm<br>4500bhp B&W<br>La Maquinista Terrestre y Mar.<br>db (o.f) 180℔ db (ex.g) 120℔<br>4×240kW 440V 50c/s a.c. | 1183t (d.o)–16½pd<br>Bcl<br>14k |
| 505948<br>EBSG<br>Df Esd<br>Rdr<br>RTm | **CAMPOBLANCO**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Bilbao<br>Spanish | 6638<br>4218<br>9260 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN700 | SS 10/67<br>EL a†2″SQ | 1958–8 Soc. Española de Const. Nav.—Bbo<br>456′ 0″ 56′ 10″ 25′ 5½″<br>427′ 3″ 56′ 6″ 32′ 3″<br>P98′ B37′ F36′ 1 dk<br>RW 9BH<br>rf nil WB589t | M Tanker Mchy.aft | | Oil 2SA 7Cy. 620×1150 mm<br>3500bhp B&W<br>Soc. Española de Const. Nav.<br>db 180℔ db 120℔ | 890t (d.o)<br>Bbo<br>14k |
| 505949<br>EDLD<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CAMPOCERRADO**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Bilbao<br>Spanish | 6618<br>4118<br>9503 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN900 | SS 2/66<br>EL a†2″SQ | 1961–12 Soc. Española de Const. Nav.—Bbo<br>450′ 0″ 56′ 9″ 25′ 5½″<br>427′ 3″ 56′ 6″ 32′ 3″<br>P98′ B37′ F36′ 1 dk<br>RW 9BH<br>rf nil WB604t | M Tanker Mchy.aft | | Oil 2SA 5Cy. 620×1400 mm<br>4500bhp B&W<br>Soc. Española de Const. Nav.<br>AuxB 180℔ AuxB 120℔<br>4×240kW 440V 50c/s a.c. | 830t (d.o)<br>Bbo<br>13k |
| 650616<br>EEMX<br>Esd Gc<br>Rdr<br>RTm | **CAMPOCHICO**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>El Ferrol<br>Spanish | 472<br>177<br>492 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN90 | EL g | 1965–5 Astano S.A.—Frl<br>166′ 8″ 27′ 2″ 10′ 4″<br>148′ 8″ 27′ 1″ 11′ 2″<br>P50′ Trunk 74′ F23′ 1 dk<br>9BH<br>rf nil WB57t incl. DTf20t | M Tanker Mchy.aft<br>6 Ta<br>L.24022 | | Oil 4SA 6Cy. 295×420 mm<br>450bhp<br>La Maquinista Terrestre y Mar.<br>db 100℔<br>2×60kW 440V 50c/s a.c. | 7t (d.o)<br>Bcl<br>9k |

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| 671265<br>EFCM | **CAMPODARRO**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>Cadiz Spanish<br>For later particulars see New Entries No. 2 | 4272<br>2396<br>6200 | 100A1<br>oil tanker<br>Class contemplated | | Soc. Española de Const. Nav.—Cdz<br>405' 11" 54' 3" 19' 5½"<br>381' 8" 54' 1½" 24' 4" | M Tanker | Mchy.aft | | | Oil 2SA 5Cy. 500×1100 mm B&W<br>Soc. Española de Const. Nav. |
| 641814<br>EEIH<br>Esd Gc<br>Rdr<br>RTm | **CAMPOFRIO**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>El Ferrol Spanish | 472<br>177<br>492 | ✠100A1<br>oil tanker<br>✠LMC<br>MN90 | EL g | 1965–2 Astano S.A.—Frl<br>166' 8" 27' 2" 10' 4"<br>148' 8" 27' 1" 11' 2"<br>P59' Trunk 76' RFD 23' 1 dk<br>9BH<br>rf nil WB57t incl. DTf20t | M Tanker<br>6 Ta | Mchy.aft | L.24022 | | Oil 4SA 6Cy. 295×420 mm<br>450bhp<br>La Maquinista Terrestre y Mar.<br>db 100lb<br>2×60kW 440V 50c/s a.c. |
| 671723<br>EFDC | **CAMPOGENIL**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>Cadiz Spanish<br>For later particulars see New Entries No. 2 | 4272<br>2396<br>6200 | 100A1<br>oil tanker<br>Class contemplated | | Soc. Española de Const. Nav.—Cdz<br>405' 11" 54' 3"<br>381' 8" 54' 1½" 24' 4" | M Tanker | Mchy.aft | | | Oil 2SA 5Cy. 500×1100 mm B&W<br>Soc. Española de Const. Nav. |
| 505950<br>EBSA<br>Df Esd<br>Rdr | **CAMPOGRIS**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>Valencia Spanish | 7053<br>4709<br>9140 | ✠100A1<br>oil tanker<br>✠LMC<br>MN700 | SS 8/67<br>EL a†2"SQ | 1959–2 Union Nav. de Levante—Val<br>456' 2" 56' 10" 25' 5½"<br>427' 3" 56' 6" 32' 3"<br>P98' B37' F36' 1 dk<br>RW 9BH<br>rf nil WB606t | M Tanker<br>16 Ta | Mchy.aft | L.434190 | HeCls. B | Oil 2SA 7Cy. 620×1150 mm<br>3500bhp<br>Soc. Española de Const. Nav.<br>AuxB 180lb AuxB 120lb<br>4×240kW 440V 50c/s a.c. |
| 505951<br>EDHT<br>Df Esd<br>Gc Rdr<br>RTm | **CAMPOGULES**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>Valencia Spanish | 7009<br>4669<br>8956 | ✠100A1<br>oil tanker<br>✠LMC<br>MN900 | SS 9/66<br>EL a†2"SQ | 1962–5 Union Nav. de Levante—Val<br>456' 2" 56' 9" 25' 5½"<br>427' 3" 56' 6" 32' 3"<br>P99' B37' F37' 1 dk<br>RW 9BH<br>rf nil WB606t | M Tanker<br>16 Ta | Mchy.aft | L.321338 | HeCls. B | Oil 2SA 5Cy. 620×1400 mm<br>4500bhp B&W<br>La Maquinista Terrestre y Mar.<br>~~AuxB 180lb AuxB 120lb~~<br>4×240kW 440V 50c/s a.c.<br>AuxB (upr) 120lb AuxB (lwr) |
| 650416<br>EELX<br>RTm | **CAMPOLARA**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>Bilbao Spanish | 772<br>359<br>1037 | ✠100A1<br>oil tanker—FP above<br>150° F.<br>LMC<br>MN117 | EL j | 1965–7 Ast. del Cadagua—Bbo<br>194' 3" 32' 2"<br>177' 2" 31' 10" 14' 10"<br>1 dk<br>8BH<br>rf 4" WB93t incl. DTf67t | S Tanker | Mchy.aft | | | C 4Cy. (2) 275 & (2) 560×560 mm<br>650ihp Christiansen Meyer<br>Union Nav. de Levante<br>WTB 199lb hs2960<br>2×40kW 220V 50c/s a.c. |
| 505952<br>EBYB<br>Df Esd<br>Rdr<br>RTm | **CAMPOLLANO**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>Valencia Spanish | 3775<br>2078<br>4763 | ✠100A1<br>oil tanker<br>✠LMC<br>MN500 | SS 6/68 ~~SS 4/64~~<br>EL v1½"SQ | 1960–4 Union Nav. de Levante—Val<br>358' 11" 51' 1" 19' 3½"<br>336' 3" 50' 10" 22' 7"<br>P83' B33' F45' 1 dk<br>RW 11BH<br>rf 6" WB146t | M Tanker<br>20 Ta | Mchy.aft | L.194150 | | Oil 2SA 6Cy. 500×1100 mm<br>2500bhp B&W<br>La Maquinista Terrestre y Mar.<br>2AuxB (p&s) 178lb (AuxB<br>2×108kW 440V 50c/s a.c. |
| 662260<br>EFCA<br>Df Esd<br>Rdr RT | **CAMPOLONGO**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>Gijon Spanish | 1809<br>1021<br>— | ✠100A1<br>oil tanker<br>✠LMC<br>MN310 | EL p1" U2 | 1967–5 S.A. Juliana Const. Gijonesa—Gjn<br>261' 1" 40' 1" 16' 11"<br>239' 6" 40' 0" 19' 0½"<br>P67' F26' Trunk 136' 1 dk<br>11BH<br>rf 6" WB287t incl. DTf216t | M Tanker | Mchy.aft | | | Oil 4SA 6Cy. 390×680 mm<br>1550bhp<br>Naval-Stork-Werkspoor<br>AuxB 200lb<br>3×100kW 220V 50c/s a.c. |
| 505953<br>EAEC<br>Df Esd<br>Rdr<br>RTm | **CAMPOMANES**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>Cadiz Spanish | 6276<br>3748<br>8397 | ✠100A1<br>asphalt tanker<br>✠LMC<br>MN560 | ~~Dr 4yrs-2/68~~<br>TD 1/68<br>EL z | 1932–3 Soc. Española de Const. Nav.—Cdz<br>421' 1" 57' 11" 25' 1½"<br>405' 0" 57' 6" 30' 2"<br>P102' B26' F35' 1 dk, 2nd dk clear of cargo tanks<br>R 17BH<br>WB802t | ~~TM Tanker~~<br>TM Asphalt Tanker | Mchy.aft | L.331529 | HeCls. B | 2 Oil 2SA each 6Cy.<br>2800bhp<br>Burmeister & Wain<br>2db 150lb<br>2×66kW 220V d.c. |
| 641647<br>EEGT<br>Df Esd<br>Rdr<br>RTm | **CAMPOMARINO**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>El Ferrol Spanish | 848<br>377<br>1005 | ✠100A1<br>oil tanker<br>✠LMC<br>MN150 | SS 1/68<br>EL k | 1964–12 Astano S.A.—Frl<br>209' 11" 32' 11" 11' 11½"<br>187' 0" 32' 9½" 13' 1"<br>Q60' F25' Trunk 104' 1 dk<br>10BH<br>rf nil WB66t incl. DTf48t | M Tanker<br>8 Ta | Mchy.aft | L.39588 | | Oil 4SA 6Cy. 295×420 mm<br>750bhp<br>La Maquinista Terrestre y<br>AuxB 100lb<br>2×84kW 440V 50c/s a.c. |
| 651536<br>EEQC<br>Esd Rdr<br>RTm | **CAMPONARAYA**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>El Ferrol Spanish | 472<br>177<br>492 | ✠100A1<br>oil tanker<br>✠LMC<br>MN90 | EL g | 1965–11 Astano S.A.—Frl<br>166' 8" 27' 2" 10' 4"<br>148' 8" 27' 1" 11' 2"<br>P50' Trunk 74' RFD23' 1 dk<br>9BH<br>rf nil WB57t incl. DTf20t | M Tanker<br>6 Ta | Mchy.aft | L.24022 | | Oil 4SA 6Cy. 295×420 mm<br>450bhp<br>La Maquinista Terrestre y<br>db 100lb<br>2×60kW 440V 50c/s a.c. |
| 505954<br>EBSB<br>Df Esd<br>Rdr<br>RTm | **CAMPONEGRO**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>Valencia Spanish | 7053<br>4709<br>9140 | ✠100A1<br>oil tanker<br>✠LMC<br>MN700 | SS 9/66<br>EL a†2"SQ | 1958–5 Union Nav. de Levante—Val<br>456' 2" 56' 10" 25' 5½"<br>427' 3" 56' 6" 32' 3"<br>P98' B37' F36' 1 dk<br>RW 9BH<br>rf nil WB606t | M Tanker<br>16 Ta | Mchy.aft | L.435000 | HeCls. B | Oil 2SA 7Cy. 620×1150 mm<br>3500bhp<br>Soc. Española de Const.<br>AuxB (o.f) 180lb AuxB<br>4×240kW 440V 50c/s a.c. |

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| 505955<br>EATH<br>Esd Rdr<br>RTm | **CAMPOO**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Santander<br>Spanish | 1911<br>1176<br>2350 | ✠100A1<br>oil tanker<br>✠LMC<br>MN200 | TD 9/67<br>EL q | 1955–1 Corcho Hijos S.A.—Snt<br>273′ 7″ 40′ 8″ 16′ 10½″<br>255′ 10″ 40′ 7″ 19′ 3″<br>P68′ B25′ F31′ 1 dk<br>RW 13BH<br>WB109t | M Tanker Mchy.aft<br>10 Ta<br>L.99772<br>HeCls. ptC | Oil 2SA 5Cy. 350×620 mm<br>1000bhp 130t (d.o)–3½pd<br>Soc. Española de Const. Nav. Bbo<br>db 150℔<br>2×110, 80kW 220V d.c. 9½k |
| 540214<br>EDOT<br>Df Esd<br>Gc Pfd<br>Rdr | **CAMPORRASO**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Bilbao<br>Spanish | 6601<br>4118<br>9503 | ✠100A1<br>oil tanker<br>✠LMC<br>MN900 | SS 3/67<br>EL a†2″SQ | 1962–12 Soc. Española de Const. Nav.—Bbo<br>450′ 0″ 56′ 9″ 25′ 5½″<br>427′ 3″ 56′ 6″ 32′ 3″<br>P98′ B37′ F36′ 1 dk<br>RW 9BH<br>rf nil WB600t | M Tanker Mchy.aft | Oil 2SA 5Cy. 620×1400 mm<br>4500bhp B&W 830t (d.o)<br>Soc. Española de Const. Nav. Bbo<br>AuxB 180℔ AuxB 120℔<br>4×240kW 440V 50c/s a.c. 14k |
| 505957<br>EAPO<br>Esd Rdr<br>RTm | **CAMPORREAL**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Cadiz<br>Spanish | 2030<br>1161<br>2347 | ✠100A1<br>oil tanker<br>✠LMC<br>MN200 | TD 5/68 ~~SS 6/64~~<br>EL q | 1954–10 Soc. Española de Const. Nav.—Cdz<br>273′ 7″ 40′ 8″ 16′ 10¾″<br>255′ 10″ 40′ 7″ 19′ 3″<br>P68′ B25′ F31′ 1 dk<br>RW 11BH<br>WB110t | M Tanker Mchy.aft<br>10 Ta<br>L.99772 | Oil 2SA 5Cy. 350×620 mm<br>1000bhp 130t (d.o)–3½pd<br>Soc. Española de Const. Nav. Bbo<br>~~db 150℔~~ AuxB 150℔<br>2×110, 80kW 220V d.c. 9½k |
| 642352<br>EEKM<br>Esd Gc<br>Rdr RT | **CAMPORROBLES**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>El Ferrol<br>Spanish | 472<br>177<br>492 | ✠100A1<br>oil tanker<br>✠LMC<br>MN90 | EL g | 1965–2 Astano S.A.—Frl<br>166′ 8″ 27′ 2″ 10′ 4″<br>148′ 8″ 27′ 1″ 11′ 2″<br>P50′ Trunk 74′ F23′ 1 dk<br>9BH<br>rf nil WB57t incl. DTf20t | M Tanker Mchy.aft<br>8 Ta<br>L.23717 | Oil 4SA 6Cy. 295×420 mm<br>450bhp 23½t (d.o)–⅔pd<br>La Maquinista Terrestre y Mar. Bcl<br>db 100℔<br>2×75kW 440V 50c/s a.c. 9k |
| 540215<br>EDLO<br>Df Esd<br>Gc Rdr<br>RTm | **CAMPORROJO**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Valencia<br>Spanish | 7009<br>4669<br>8956 | ✠100A1<br>oil tanker<br>✠LMC<br>MN900 | SS 6/67<br>EL a†2″SQ | 1963–1 Union Nav. de Levante—Val<br>456′ 2″ 56′ 9″ 25′ 6¼″<br>427′ 3″ 56′ 6″ 32′ 3″<br>P99′ B37′ F37′ 1 dk<br>RW 9BH<br>rf nil WB606t | M Tanker Mchy.aft<br>16 Ta<br>L.1116900<br>HeCls. BC | Oil 2SA 5Cy. 620×1400 mm<br>4500bhp B&W 504t (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>db 180℔ db 120℔<br>4×240kW 440V 50c/s a.c. 13¾k |
| 542346<br>EDOU<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CAMPORRUBIO**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Bilbao<br>Spanish | 6601<br>4118<br>9458 | ✠100A1<br>oil tanker<br>✠LMC<br>MN900 | SS 11/67<br>EL a†2″SQ | 1963–7 Soc. Española de Const. Nav.—Bbo<br>450′ 0″ 56′ 9″ 25′ 5½″<br>427′ 3″ 56′ 6″ 32′ 3″<br>P98′ B37′ F36′ 1 dk<br>RW 9BH<br>rf nil WB600t | M Tanker Mchy.aft | Oil 2SA 5Cy. 620×1400 mm<br>4500bhp B&W 830t (d.o)<br>Soc. Española de Const. Nav. Bbo<br>db 180℔ db 120℔<br>4×240kW 440V 50c/s a.c. 14k |
| 671089<br>Df Esd<br>Gc Rdr<br>RT | **CAMPOS**<br>**Brazilian Government (Comissão de Marinha Mercante)**<br>Rio de Janeiro<br>Brazilian<br>Now **GONÇALO** (No. **671089**) in the Register | 6254<br>3366<br>10200<br>—<br>—<br>12200 | | | 1967 Verolme Est. Reunidos do Brasil—Jacuacanga<br>466′ 10″ 64′ 2″ 26′ 11⅛″/—<br>426′ 6″ 64′ 0″ 40′ 2″<br>2 dks & S dk | M OSD/CSD Mchy.aft | Oil 2SA 7Cy. 620×1400 mm<br>8400bhp B&W<br>Industrias Villares Rio |
| 672986 | **CAMPOSALINAS**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Bilbao<br>Spanish<br>For later particulars see New Entries No. 6 | 1825<br>—<br>2350 | 100A1<br>Class contemplated | | Ast. del Cadagua—Bbo<br>261′ 1″ ~~16′ 9″~~ 16′ 10¼″<br>239′ 6″ 40′ 0″ 19′ 0″ | M Mchy.aft | Oil 6SA 6Cy. 390×680 mm<br>1550bhp<br>Naval-Stork-Werkspoor Cdz |
| 505960<br>EDAT<br>Df Esd<br>Rdr<br>RTm | **CAMPOSECO**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Valencia<br>Spanish | 3775<br>2078<br>4763 | ✠100A1<br>oil tanker<br>✠LMC<br>MN500 | SS 1/65<br>EL v 1¾″SQ | 1960–10 Union Nav. de Levante—Val<br>358′ 11″ 51′ 1″ 19′ 3½″<br>336′ 3″ 50′ 10″ 22′ 6″<br>P83′ B33′ F45′ 1 dk<br>RW 11BH<br>rf 6″ WB292t | M Tanker Mchy.aft<br>18 Ta<br>L.194260 | Oil 2SA 6Cy. 500×1100 mm<br>2500bhp B&W 247t (d.o)–15pd<br>La Maquinista Terrestre y Mar. Bcl<br>3AuxB 178℔<br>2×108kW 440V 50c/s a.c. 13k |
| 642358<br>KKEE<br>RTm | **CAMPOSILO**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Bilbao<br>Spanish | 772<br>359<br>1052 | ✠100A1<br>oil tanker—FP above 150° F.<br>LMC<br>MN117 | EL | 1965–6 Ast. del Cadagua—Bbo<br>194′ 3″ 32′ 2″ 12′ 11¾″<br>177′ 2″ 31′ 10″ 14′ 9′<br>Trunk 97′ RAD50′ RFD21′ 1 dk<br>8BH<br>rf 4″ WB93t incl. DTf67t | S Tanker Mchy.aft | C 4Cy. (2) 275 & (2) 560×560 mm<br>650ihp Christiansen Meyer (o.f)<br>Union Nav. de Levante Val<br>WTB 199℔ hs2960<br>2×40kW 220V 50c/s a.c. |
| 670052<br>EFBE<br>Df Esd<br>Rdr RT | **CAMPOTEJAR**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Bilbao<br>Spanish | 1834<br>797<br>2600 | ✠100A1<br>oil tanker—FP above 150° F.<br>✠LMC<br>MN310 | EL p1 7/16″U2 | 1967–4 Ast. del Cadagua—Bbo<br>261′ 2″ 40′ 1″ 16′ 10¼″<br>239′ 6″ 40′ 0″ 19′ 0½″<br>P67′ F26′ Trunk 136′ 1 dk<br>11BH<br>rf 6″ WB286t incl. DTf213t | M Tanker Mchy.aft | Oil 4SA 6Cy. 390×680 mm<br>1550bhp<br>Naval-Stork-Werkspoor Cdz<br>AuxB 200℔<br>3×100kW 220V 50c/s a.c. |
| 505962<br>EBSD<br>Df Esd<br>Rdr<br>RTm | **CAMPOVERDE**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Bilbao<br>Spanish | 6638<br>4218<br>9250 | ✠100A1<br>oil tanker<br>✠LMC<br>MN700 | SS 2/67<br>EL a†2″SQ | 1958–3 Soc. Española de Const. Nav.—Bbo<br>456′ 0″ 56′ 10″ 25′ 5½″<br>427′ 3″ 56′ 6″ 32′ 3″<br>P98′ B37′ F36′ 1 dk<br>RW 9BH<br>rf nil WB589t | M Tanker Mchy.aft | Oil 2SA 7Cy. 620×1150 mm<br>3500bhp B&W 600t (d.o)<br>Soc. Española de Const. Nav. Bbo<br>db 180℔ db 120℔<br>4×240kW 440V 50c/s a.c. 13½k |

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| 505963<br>EAXA<br>RTm | **CAMPRODON**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>Barcelona Spanish | 1024<br>447<br>1043 | ✠Classed LR until 10/59<br>BROKEN UP | | 1934–5 Corcho Hijos S.A.—Snt<br>188' 0" 35' 1" 12' 9½"<br>180' 0" 35' 0" 13' 6"<br>Q56' F34' Trunk 90' 1 dk<br>R | TS Tanker Mchy.aft<br>L.46500 HeCls. BC | C 4Cy. 13½" & 27"×18"<br>350ihp<br>Hijos de J. Barreras S.A.<br>1×11kW 110V d.c. |
| 505964<br>EAPE<br>Esd Rdr | **CAMPROVIN**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>Cadiz Spanish | 2031<br>1163<br>2347 | ✠100A1<br>oil tanker<br>✠LMC<br>MN200 | TD 4/67<br>EL q | 1954–7 Soc. Española de Const. Nav.—Cdz<br>273' 7" 40' 8" 16' 10¾"<br>256' 3" 40' 7" 19' 3"<br>P68' B25' F31' 1 dk<br>RW 11BH<br>WB110t | M Tanker Mchy.aft | Oil 2SA 5Cy. 350×620 mm<br>1000bhp<br>Soc. Española de Const. Nav.<br>AuxB150lb<br>2×110, 80kW 220V d.c. |
| 505965<br>EADS<br>Df Esd | **CAMPUZANO**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>Valencia Spanish | 6320<br>3635<br>8484 | ✠100A1<br>oil tanker<br>✠LMC | Dr 5/66<br>EL z | 1932–9 Union Nav. de Levante—Val<br>421' 4" 57' 10" 25' 1½"<br>405' 0" 57' 6" 30' 2"<br>P103' B31' F34' 1 dk, 2nd dk clear of cargo tanks<br>R 17BH<br>WB666t | TM Tanker Mchy.aft<br>L.360647 HeCls. B | 2 Oil 4SA each 6Cy. 590×1200 mm<br>2800bhp<br>Burmeister & Wain<br>2AuxB 150lb<br>2×66kW 220V |
| 505967<br>CGCW<br>310150<br>Esd Gc<br>Pfd Rdr<br>RTm/h/v | **CAMSELL**<br>Government of Canada (Minister of Transport)<br>Ottawa Canadian | 2022<br>724<br>813 | ✠100A1<br>✠LMC<br>MN1066 | SS 4/67<br>EL q 1½"SQ | 1959–10 Burrard D.D. Co. Ltd.—Vcr<br>Cmpl. by Yarrows Ltd.—Vic<br>223' 9" 48' 6" 21' 0"<br>204' 4" 48' 0"<br>P&B109' F33' 1 dk, 2nd dk except in ER<br>6BH<br>rf 9" DK fwd WB521t incl. DTf238t | TD-E Lighthouse Tender & Icebreaker (12P)<br>2 Ho 24½', 21½'<br>2 Ha (12½', 18¾'×14')<br>Der 1(20) 2(5) 2(1) | 4 Oil 2SA each 8Cy. 8¼"×10"<br>driving 4 gen. each<br>connected to 2 elec. motors<br>2125shp (CC) Fairbanks Morse<br>Canadian Locomotive Co. Ltd.<br>3×200kW 220V d.c. |
| 505968<br>SKOA<br>9418<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANADA**<br>Rederi A/B Nordstjernan<br>A. A. Johnson<br>Stockholm Swedish | 7211<br>3859<br>8990<br>9162<br>5430<br>— | ✠100A1<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN2800 | SS 11/67<br>EL e†2½"SQ | 1953–5 Kockums M/V A/B—Mmo<br>500' 4" 64' 1" 26' 8"/—<br>465' 11" 63' 11" 30' 4"<br>F98' 1 dk & S dk, 3rd dk except in Nos. 1 & 5 holds, 4th dk in No. 3 hold intermediate 'tween dk aft under raised S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB1949t incl. Tunnel tanks 176t DTf132t | TM Ref OSD/CSD<br>G.629000 B.585000 In.138740 | 2 Oil 2DA each 7Cy. 720×1250 mm<br>14000bhp<br>Kockums M/V A/B |
| 505970<br>PDIW<br>Df Esd<br>RTm | **CANADA**<br>H. Oosting<br>Ripmeester & Co. N.V.<br>Groningen Netherland | 347<br>163<br>420 | ✠100A1<br>✠LMC<br>MN44 | SS 6/65<br>EL e | 1956–4 Schpsw. J. Vos & Zn—Gro<br>145' 1" 25' 4" 9' 5½"<br>132' 1" 24' 11" 10' 4"<br>F38' F21 1 dk<br>R 3BH<br>rf nil WB153t | M Mchy.aft<br>2 Ho each 30½'<br>G.22500 B.21000<br>2W Der 2(2) | Oil 4SA 4Cy. 290×450 mm with gear<br>220bhp<br>Appingedammer Brons.<br>2×5kW 110V d.c. |
| 505971<br>GMCJ<br>183812<br>RTv | **CANADA**<br>Alexandra Towing Co. Ltd.<br>Liverpool British | 237<br>—<br>— | ✠100A1<br>tug<br>✠LMC | ~~SS 10/63~~<br>SS 10/67<br>EL (c) | 1951–7 Cochrane & Sons Ltd.—Sel<br>108' 10" 26' 7" 12' 0½"<br>99' 0" 26' 6" 13' 0"<br>R 3BH<br>rf 18" BK7½" WB26t | S Tug | T 3Cy. 15½" 26" & 42"×30"<br>1000ihp<br>C. D. Holmes & Co. Ltd.<br>SB 200lb hs(2332) 3cf<br>2×5kW 110V d.c. |
| 505972<br>ILBE<br>3045<br>RTv | **CANADÀ**<br>Società Rimorchiatori Riuniti<br>Genoa Italian | 182<br>26<br>— | | RI | 1956 Cant. Navali Solimano—Savona<br>93' 1" 24' 4"<br>84' 6" 24' 0" 14' 8"<br>2 dks | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1075bhp<br>Motfbr.-Deutz<br>2×14kW 110V d.c. |
| 505973<br>KQKO<br>247385<br>Df Esd<br>Gc Pfd<br>Rdr | **CANADA BEAR**<br>exPaducah Victory–51<br>Pacific Far East Line Inc.<br>San Francisco United States | 7601<br>4566<br>10624 | | AB | 1945 Oregon S.B. Corp.—Pld<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.523740 B.453000<br>5 Ha (25', 21', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc.<br>9350shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| Df Esd<br>Rdr<br>RTm | Mo **ADA MAIL**<br>S.A.<br>El Ferrol ine Ltd.<br>States | T.Mk<br>9369<br>5443<br>—<br>12440 | | AB | 1965 National Stl & S.B. Co.—S.Diego<br>563' 8" 76' 2" —/31' 7"<br>528' 6" 76' 0" 44' 6"<br>F110' 2 dks, 3rd dk fwd & aft<br>RW<br>rf nil | S Ref<br>6 Ho<br>G.836102 B.748568 In.18485<br>6 Ha<br>22W Der 1(60) 8(15) 14(10) | 2 S Turb dr geared to sc.<br>19250shp<br>General Electric Co. |
| 651536<br>EEQC<br>Esd Rdr<br>RTm | **CAMPONARAYA**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>El Ferrol Spanish | 457<br>177<br>492 | ✠LMC<br>MN90 | | 1963 Ast. Santodomingo—Vgo<br>99' 3" 21' 4"<br>90' 3" 21' 3½" 12' 7" | M Trawler | Oil 4SA 8Cy. 220×280 mm<br>330bhp<br>Klöckner-Humboldt-Deutz |
| 505954<br>EBSB<br>Df Esd<br>Rdr<br>RTm | **CAMPONEGRO**<br>Cia. Arrendataria del Monopolio de Petroleos S.A.<br>Valencia Spanish | 7053<br>4709<br>9140 | ✠100A1<br>oil tanker<br>✠LMC<br>MN700 | SS 9/66<br>EL a†2"SQ | 1958–5 Un<br>456' 2" 56' 10"<br>427' 3" 56' 6" 32' 3" D.D. Ltd.—<br>P98' B37' F36' 1 dk<br>RW 9BH<br>rf nil WB606t | M Bulk Carrier Mchy.aft<br>Self unloader | Oil 2SA 5Cy. 740×1600 mm<br>B&W<br>Harland & Wolff Ltd. |

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| 505981<br>190311 | **CANADIAN NATIONAL No. 6**<br>**Canadian National Railway Co.**<br>Vancouver Canadian | 158<br>50<br>— | | 1948 Yarrows Ltd.—Esquimalt<br>89′ 6″ 22′ 1″ 9′ 2″<br>… … … | M Tug | Oil 6Cy. 305×380 mm<br>575bhp (d.o)<br>Enterprise Eng. & Fdry Co. S.Fo<br>3×24, 7, 3½kW 110/155V d.c. |
| 650695<br>323225<br>Df Esd<br>Pld Rdr<br>RT | **CANADIAN No. 1**<br>**Albert Radil**<br>Vancouver Canadian | 190<br>95<br>— | | 1964 Benson Bros. S.B. Co. (1960) Ltd. —Vcr<br>95′ 6″ 24′ 6″ 10′ 6″<br>24′ 4″ | M Trawler | Oil 4SA 8Cy. 8⅝″×11″<br>Klöckner-Humboldt-Deutz |
| 505984<br>GVYG<br>187539<br>Df Esd<br>Gc | **CANADIAN STAR**<br>**Blue Star Line Ltd.**<br>London British | 6274<br>3625<br>9185 | **✠100A1** SS 2/65<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1640 EL d†2⅛″SQ | 1957–2 Caledon S.B. & E. Co. Ltd.—Dun<br>473′ 3″ 63′ 3″ 27′ 3¾″<br>435′ 0″ 63′ 0″ 39′ 6″<br>F95′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3″ DK fwd WB1383t | M (12P) Ref OSD<br>5 Ho 58½′, 70¾′, 61¼′, 72′, 61¼′<br>G.450580 B.415180 In.223850<br>5 Ha (stl) (27′, 45¼′, 32′, 34¾′, 28¼′×20′)<br>16W Der 1(50) 6(10) 10(5) | Oil 2SA 6Cy. 725×2250 mm<br>8200bhp Doxford 1489t (hvf)<br>Scotts' S.B. & Eng. Co. Ltd. Grk<br>2AuxB 100℔<br>4×200kW 220V d.c. 15½k |
| 671236<br>327856<br>Df Esd<br>Gc Rdr<br>RTm/v | **CANADIAN TIDE**<br>**Pacific Tidewater Marine Ltd.**<br>Tidewater Marine Services Inc.<br>Vancouver Canadian | 635<br>335<br>833 | AB | 1967 Allied Shipbuilders Ltd.—Vcr<br>168′ 0″ 39′ 0″ 11′ 4¾″<br>159′ 0″ 38′ 0″ 13′ 6″<br>F38′ 1 dk<br>rf 30″ | TM Supply Ship (12P) Ref Mchy.aft | 2 Vee Oil 2SA each 12Cy. 9$\frac{1}{16}$″×10″ reverse reduction geared<br>2600bhp 176t (d.o)<br>General Motors Corp. La Grange<br>2×60kW 120/208V 60c/s a.c.<br>Thw. thrust propeller fwd 12½k |
| 505986<br>VOTM<br>313938<br>Df Esd<br>Gc Rdr<br>RTm/v | **CANADOC**<br>**N. M. Paterson & Sons Ltd.**<br>Quebec Canadian | 10061<br>8196<br>15770 | **✠100A1** Lake SS 5/66<br>Great Lakes & River St. Lawrence service<br>**✠LMC**<br>MN1200 EL (g†)2$\frac{3}{16}$″SQ | 1961–7 Davie S.B. Ltd.—Levis<br>604′ 9″ 62′ 4″ 23′ 3″<br>590′ 2″ 61′11½″ 33′ 10″<br>Ba93′ F49′ 1 dk<br>3BH<br>rf 3″ WB6649t | M Mchy.aft<br>6 Ho 90′, 72′, 72′, 98′, 73′, 65′<br>18 Ha (stl) (each 11′×38′) | 4 Oil 2SA each 4Cy. 8⅛″×20″ with clutches & sr gearing to sc. shaft<br>6000bhp (d.o)<br>Fairbanks-Morse & Co. Beloit<br>2×400kW 550V 60c/s a.c.<br>Controllable pitch propeller |
| 640381<br>Df Esd<br>RT | **CAÑAILLA**<br>**Coop. de Fabricantes de Conservas del S. de España**<br>Cadiz Spanish | 117<br>37<br>— | BV | 1964 Ast. Construcciones S.A.—Vgo<br>86′ 9″ 20 2″<br>72′ 2″ 20′ 0″ 10′ 6″<br>RW | M Fishing<br>2 Ha (each 3′×3′) | Oil 4SA 8Cy. 140×180 mm<br>320bhp MWM 40t<br>Suddeutsche Bremsen A.G. Munich<br>10k |
| 641033<br>3518<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANAKKALE**<br>**T.C. Deniz Kuvvetleri**<br>Istanbul Turkish | 573<br>261<br>— | AB | 1944 Marietta Mfg Co.—Point Pleasant<br>149′ 6″ 33′ 0″ 16′ 3½″<br>142′ 2″ 32′ 10″ 18′ 10″<br>RW<br>rf nil | S Tug<br>1 Ha (4′×3′) | Unaflow 3Cy. 24½″×24″<br>1200ihp (o.f)<br>Skinner Eng. Co. Erie<br>2×25kW 110V a.c. |
| 505987<br>HODG<br>4073-56 | **CANAL**<br>Launched as Morretes<br>**Atlantica Naviera S.A.**<br>Panama Panamanian | 200<br>—<br>— | **✠A1** SS 9/68 ~~SS 4/64~~<br>tug for service between Morretes and Santa Isabel **✠LMC**<br>MN150 | 1956–7 J. Boel & Fils—Tamise<br>106′ 0″ 25′ 4″<br>99′ 7″ 24′ 7″ 10′ 6″<br>RW 5BH<br>rf 13″ | M Tug | Oil 2SA 5Cy. 360×600 mm<br>750bhp ✠NEmade52fitted56<br>Sulzer Bros. Ltd. Win |
| 505989<br>SUJY<br>Df Esd<br>Gc Rdr | **CANAL EL SUEZ**<br>~~**Suez Canal Authority**~~<br>~~Port Said Egyptian (U.A.R.)~~<br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | 1983<br>1263<br>— | GL | 1960 Suez Canal Authority—P.Fuad<br>258′ 6″ 42′ 4″ 21′ 6″<br>236′ 3″ 41′ 8″ 23′ 7″<br>Q87′ B55′ F35′ 2 dks<br>RW | M Mchy.aft | Oil 4SA 7Cy. 400×600 mm<br>1470bhp<br>Masch. Augsburg-Nürnberg Aug |
| 505990<br>MAGZ<br>168302<br>Df Esd<br>Rdr<br>RTm/h/v | **CANARA**<br>**British India Steam Navigation Co. Ltd.**<br>London British | 7024<br>3990<br>9875 | ~~**✠100A1**~~ ~~SS 5/64~~<br>~~with freeboard~~<br>~~**✠LMC**~~<br>~~EL d†2$\frac{3}{16}$″SQ~~<br>**TO BE BROKEN UP** | 1942–8 Barclay, Curle & Co. Ltd.—Gls<br>485′ 8″ 62′ 11″ 27′ 3½″<br>455′ 0″ 62′ 6″ 40′ 9″<br>F42′ 1 dk & S dk, 3rd dk except in No. 5 hold<br>R Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB1780t incl. Tunnel tank 101t | TM (12P) Ref OSD<br>5 Ho 58½′, 75′, 55′, 66′, 66′<br>G.533580 B.488330 In.43900<br>5 Ha (29¼′×17′) (38½′, 27½′, 33′, 30¼′×22′)<br>16W Der 1(20) 10(8) 6(5) | 2 Oil 2SA each 4Cy. 600×2320 mm<br>7200bhp Doxford 1407t (d.o)<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 120℔<br>3×30kW 110V d.c. 15k |
| 505991 | **CANARD**<br>exTenace<br>**Soc. Tunisienne de Sauvetage**<br>Bizerta Tunisian | 300<br>25<br>— | | 1917 At. & Ch. de la Loire—Nts<br>*139·6′* 26′ 7″<br>… … …<br>R | S Tug | T 3Cy. 14$\frac{15}{16}$″ 22$\frac{1}{16}$″ & 38$\frac{9}{16}$″<br>(o.f)<br>At. & Ch. de la Loire Nts |
| 505992<br>EHKL<br>Esd | **CANARIAS No. 5**<br>exPepita Escobio<br>**Jesús Oya Larrán**<br>Vigo Spanish | 131<br>88<br>— | | 1931 Hijos de J. Barreras S.A.—Vgo<br>*83·3′* 18′ 8″<br>… … …<br>R | S Fishing | T 3Cy. 7½″ 11″ & 18″×14″<br>150ihp 75t (o.f)<br>Hijos de J. Barreras S.A. Vgo<br>8½k |
| 505993<br>EATL<br>Esd | **CANARIAS No. 6**<br>exElena Escobio<br>**Francisco Rodriguez Pérez**<br>Vigo Spanish | 131<br>88<br>— | | 1931 Hijos de J. Barreras S.A.—Vgo<br>*83·3′* 18′ 8″<br>… … …<br>R | S Fishing | T 3Cy. 7½″ 11″ & 18″×14″<br>150ihp 75t (o.f)<br>Hijos de J. Barreras S.A. Vgo<br>8½k |

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| 670101<br>LHPL<br><br>Df Gc<br>Pfd Rdr<br>RTh | **CANASTA**<br><br>**I/S Syver**<br>**Høvding Skipsopphugging**<br>Oslo Norwegian | **200**<br>109<br>360 | | <br><br>NV | **1965** Sandnessjöen Slip & Mek. Verk.—<br>Sandnessjöen<br>121' 7" 24' 4" 10' 1½"<br>109' 6" 24' 3"<br>1 dk | M Mchy.aft<br>1 Ho 75½'<br>G.16140 B.13952<br>1 Ha (stl) (50½'×12½')<br>2W Der 1(5) 1(2½) | Oil 2SA 4Cy. 300×360 mm<br>280bhp<br>A/S Bergens M/V<br>Controllable pitch propeller |
| 505995<br>GBVC<br>302649<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CANBERRA**<br><br>**P. & O. Steam Nav. Co.**<br>London British | T.Mk<br>**43975**<br>23672<br>2380<br>**44807**<br>24021<br>**9754** | **✠100A1**<br><br>**✠LMC**<br><br>MN17000 | CS 4/65<br>818' 6"(incl.BB)<br><br><br>~~EL b*3⅛"SQ~~<br>EL (b*)3⅛"SQ | **1961**–6 Harland & Wolff Ltd.—Bel<br>~~818' 6"~~ 102' 6" ~~32' 0½"~~ 28' 0¼"/32' 8½"<br>740' 0" 102' 0" 41' 6"<br>B&F759' UpperB&F709' B590' F95' 2 dks,<br>3rd & 4th dks fwd of mchy. space, 5th dk in Nos. 1 & 2 holds<br>RW 14BH<br>rf 15" DK fwd WB6484t incl. DTsm2865t DTsf422t | TT-E (2400P) Ref Mchy.aft<br>3 Ho 49½', 52½', 44'<br><br><br>Der 2(3) | 2 S Turb 88200shp driving<br>32200kW 6000V a.c. connected<br>2 elec. motors each<br>Assoc. Electrical Industries Ltd.<br>3WTB 940lb Spt 960° F. 770lb<br>WTAuxB 840lb Spt 960° F. 770lb<br>hs68271<br>4×1500kW 440V 60c/s a.c.<br>Thw. thrust propeller fwd |
| 505996<br>JCIV<br>80550<br>Df Esd<br>Rdr | **CANBERRA MARU**<br><br>**Kansai Kisen K.K.**<br>Osaka Japanese | **4989**<br>2880<br>7757 | | <br><br>NK | **1958** Sanoyasu Dkyd Co. Ltd.—Osa<br>402' 7" 53' 7" 24' 7½"<br>377' 4" 53' 5" 30' 4"<br>P27' B68' F81' 1 dk, pt 2nd dk<br>RW | M<br>5 Ho<br>G.377127 B.346226<br>5 Ha (28½'×18') (44½', 26½', 31½' 28½'×21')<br>12W Der 1(40) 4(10) 8(5) | Oil 2SA 6Cy. 500×1100 mm<br>3480bhp B&W<br>Mitsui Zosen<br>3×125kW 230V d.c. |
| 505997<br>GJNZ<br>174585<br>Df Esd<br>Gc Pfd | **CANBERRA STAR**<br><br>**Salient Shipping Co.**<br>**(Bermuda) Ltd.**<br>London British | **8398**<br>4934<br>12150 | **✠100A1**<br><br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2250 | SS 4/66<br><br><br><br>EL g†2⅛"SQ | **1956**–5 Bremer Vulkan—Vgk<br>519' 6" 70' 3" 29' 11½"<br>470' 0" 70' 0" 45' 9"<br>F52' 1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 4 holds, 4th dk in Nos. 2 & 3 holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 6" DK fwd WB1693t incl. DTf454t | M (6P) Ref OSD<br>5 Ho 60½', 74', 75', 77½', 67½'<br>In.326000<br>5 Ha (stl) (26'×16½') (44', 34', 34', 26½'×18½')<br>Der 1(50) 2(15) 2(10) 8(5) 4(3) | Oil 2SA 10Cy. 780×1400 mm<br>11250bhp<br>Bremer Vulkan<br>2AuxB 100lb<br>4×300kW 220V d.c. |
| 505998<br>EDSD<br><br>Df Esd<br>RT | **CANCELEIRO**<br><br>**Jose Santodomingo**<br>**Figueroa**<br>Vigo Spanish | **167**<br>87<br>— | | | **1962** Const. Nav. Santodomingo—Vgo<br>99' 3" 21' 5"<br>90' 3" 21' 3½" 12' 7"<br><br>RW | S Trawler | T 3Cy. 237 370 & 609×458 mm<br>182ihp<br>Talleres Santodomingo |
| 505999<br>PUWP<br><br>Df Esd<br>Gc Rdr<br>RTm | **CANDEIAS**<br><br>**Petróleo Brasileiro S.A.—**<br>**Petrobrás Frota Nacional**<br>**de Petroleiros**<br>Rio de Janeiro Brazilian | **6926**<br>4182<br>10100 | **✠100A1**<br>oil tanker<br>**✠LMC**<br><br>MN632 | SS 2/65<br><br><br><br>EL a†2"SQ | **1960**–7 Burmeister & Wain—Cpn<br>440' 8" 62' 2" 24' 0"<br>410' 0" 62' 0" 30' 9"<br>P88' F50' 1 dk<br>12BH<br>rf nil WB117t | M Tanker Mchy.aft<br>24 Ta<br>L.487679 HeCls. BC<br><br>Der 4(5) | Oil 2SA 7Cy. 500×1100 mm<br>3150bhp<br>Burmeister & Wain<br>2WTAuxB (o.f) primary 711lb<br>secondary 178lb Spt<br>2×168kW 450V 60c/s a.c. |
| 509086<br>ICWR<br>931<br>Df Rdr<br>RT | **CANDIDA STELLA**<br>exDivona-64<br>**G. Ursino**<br>Naples Italian<br>Now **TIDE** See New Entries No. **6** | **2607**<br>1539<br>3317 | | <br><br>BV RI | **1948** Ch. Nav. de Caen—Blainville<br>322' 6" 43' 11" 18' 1"<br>306' 10" 43' 9" 21' 2"<br>P26' Q92' B62' F21' 1 dk | S<br>4 Ho<br>G.162204<br><br>4W | T 3Cy. 20$\frac{1}{16}$" 33$\frac{1}{16}$" & 59<br>1600ihp<br>At. & Ch. de la Seine |
| 506001<br>EBTH<br><br>Df Esd<br>RT | **CANDIDA VIEIRA**<br><br>**Vieira Gonzalez S.A.**<br>Vigo Spanish | **222**<br>107<br>174 | | <br><br>BV | **1957** S.A. Juliana Const. Gijonesa—Gjn<br>21' 4"<br>107' 7" 21' 3" 12' 7" | M Trawler<br><br><br>3 Ha | Oil 4SA 6Cy. 295×420 mm<br>310bhp<br>La Maquinista Terrestre y Ma |
| 506003<br>PDHV<br>12564<br>Df Esd<br>Rdr RT | **CANDIDE**<br><br>**J. J. Oyevaar**<br>Dammers & van der Heide's<br>Shipping & Trading Co. Ltd.<br>Leidschendam Netherland | **499**<br>279<br>— | **✠100A1**<br><br>**✠LMC**<br><br>MN212 | SS 7/66<br><br><br><br>EL k | **1962**–6 N.V. Nieuwe Noord Ned. Schps.<br>—Gro<br>202' 9" 31' 1" 12' 8½"<br>184' 4" 30' 6" 13' 3"<br>P&B119' F31' 1 dk<br>4BH<br>rf 4" DK fwd WB781t incl. DK tank f33t | M Mchy.aft<br><br>G.55000 B.52600<br><br>4W Der 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz |
| 506005<br>GNLV<br>180837 | **CANDOURITY**<br>exC. 641<br>**F. T. Everard & Sons Ltd.**<br>London British | **474**<br>224<br>570 | **✠100A1**<br>oil tanker—FP above 150° F. For service U.K., Eire (excluding west coast) & between River Elbe & Brest<br>**✠LMC**<br>MN59 | TD 7/66<br><br><br><br><br><br><br>EL (g) ⅛" | **1946**–3 W. J. Yarwood & Sons Ltd.—<br>Northwich<br>166' 3" 28' 3" 10' 5½"<br>157' 2" 27' 11½"<br>P49' F20' 1 dk<br>RW 9BH<br>len & conv dry cargo ship 58<br>rf 3" WB96t incl. DTf53t | S Tanker Mchy.aft | T 3Cy. 10½" 17½" & 29"×19"<br>385ihp<br>W. J. Yarwood & Sons Ltd.<br>SB 200lb hs1105 2cf |
| 506007<br>EFTX | **CANELINAS**<br>exUni XI-51 exHektor 2-46<br>**Industria Ballenera S.A.**<br>Corunna Spanish | **285**<br>30<br>— | | | **1929** Kaldnes M/V—Tbg<br>*115·5'* 23' 1"<br>... ... ...<br><br>R | S Whaler | T 3Cy. 13½" 22" & 37½"×24"<br>500ihp<br>Kaldnes M/V |
| 506008<br>EHXR<br><br>Esd RT | **CANGAS**<br><br>**Guzman Rodriguez Rincon**<br>**e Hijos S.A.**<br>Corunna Spanish | **187**<br>99<br>— | | | **1946** Luis Iglesias Fernandez—Freijo<br>*86·6'* 21' 4"<br>... ... ... | Wood S Trawler | T 3Cy. 8½" 13" & 14$\frac{1}{16}$"×15½"<br>185ihp Emade30fitted48<br>Ast. P. Freire |

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| 651601<br>ICWC<br>646<br>Esd Gc<br>Rdr<br>RTm | **CANGURO AZZURRO**<br>Soc. Navi Traghetto S.p.A.<br>~~Soc. Nav. Traghetto S.p.A.~~<br>Italian<br>Palermo | 5299<br>2691<br>1570 | RI | 1965 "Navalmeccanica" Cant. Nav.—Castellammare<br>414′ 6″ 63′ 2″ 16′ 10″<br>380′ 3″ 63′ 0″ 44′ 2″<br>2 dks, pt 3rd & 4th dks | TM Ferry (700P) | 2 Oil 2SA each 7Cy. 600×800 mm<br>10500bhp (hvf)<br>S.A. Fiat S.G.M. Tur<br>4×480kW 220V 60c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 672404<br>Df Esd<br>Gc Rdr | **CANGURO BIANCO**<br>Traghetti Sardi S.p.A.<br>Italian<br>~~Palermo~~<br>Cagliari | 5400<br>2700<br>1765 | RI | 1967 "Italcantieri" S.p.A.—Nap<br>414′ 6″ 63′ 2″ 16′ 10″<br>380′ 3″ 63′ 0″ 44′ 2″<br>1 dk & S dk, pt 3rd & 4th dks | TM Ferry (700P) OSD | 2 Oil 2SA each 7Cy. 600×800 mm<br>11900bhp 255t<br>S.A. Fiat S.G.M. Tur<br>4×480kW 440V a.c.<br>Controllable pitch propellers<br>Thw. thrust propellers fwd & aft |
| 651902<br>197<br>Esd Gc<br>Rdr<br>RTm | **CANGURO ROSSO**<br>~~Traghetti Sardi S.p.A.~~<br>~~Italian~~<br>~~Cagliari~~<br>Soc. Navi Traghetto S.p.A.<br>Italian<br>Palermo | 5299<br>2691<br>1570 | RI | 1965 "Navalmeccanica" Cant. Nav.—Castellammare<br>414′ 6″ 63′ 2″ 16′ 10″<br>380′ 3″ 63′ 0″ 44′ 2″<br>2 dks, pt 3rd & 4th dks | TM Ferry (700P) | 2 Oil 2SA each 7Cy. 600×800 mm<br>10500bhp (hvf)<br>S.A. Fiat S.G.M. Tur<br>4×480kW 220V 60c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 671537<br>241<br>Df Esd<br>Gc Rdr | **CANGURO VERDE**<br>Traghetti Sardi S.p.A.<br>Italian<br>Cagliari | ~~5400~~ 5223<br>~~2700~~ 2995<br>1765 | RI | 1967 "Italcantieri S.p.A.—Spz<br>414′ 6″ 63′ 2″ 16′ 10″<br>380′ 3″ 63′ 0″ 44′ 2″<br>1 dk & S dk, pt 3rd & 4th dks | TM Ferry (700P) OSD | 2 Oil 2SA each 7Cy. 600×800 mm<br>11900bhp 255t<br>S.A. Fiat S.G.M. Tur<br>4×480kW 440V a.c.<br>Controllable pitch propellers<br>Thw. thrust propellers fwd & aft |
| 506010<br>EAZO<br>Df Esd<br>RT | **CANIDO**<br>Hijos de J. Barreras S.A.<br>Spanish<br>Vigo | 207<br>101<br>— | BV | 1957 Hijos de J. Barreras S.A.—Vgo<br>109′ 11″ 19′ 10″ 10′ 11″<br>95′ 0″ 19′ 8½″ 12′ 0″<br>RW | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 260×350 mm<br>330bhp Werkspoor<br>Hijos de J. Barreras S.A. Vgo<br>10½k |
| 641479<br>Df Esd<br>RT | **CANIGO**<br>Cruz del Sur S.A.—Flota Congoladora<br>Spanish<br>Cadiz | 350<br>161<br>— | BV | 1964 Hijos de J. Barreras S.A.—Vgo<br>136′ 0″ 24′ 3″<br>24′ 1″<br>RW | M Trawler<br>3 Ha (each 3½′×3½′) | Oil 4SA 8Cy. 270×500 mm<br>950bhp Werkspoor 104½t<br>Hijos de J. Barreras S.A. Vgo<br>12k |
| 504619<br>Rdr RTv | **CANIMA**<br>exBlarna-66<br>~~Bermuda Marine Board~~<br>British<br>Bermuda Marine & Port Authority<br>British | 502<br>165<br>150 | ✠100A1 SS 5/65<br>Bermuda coasting service<br>✠LMC<br>MN172 EL (j) $1\frac{3}{16}$"SQ | 1961–9 Liffey Dkyd Ltd.—Dub<br>151′ 9″ 40′ 7″ 8′ 0¾″<br>142′ 9″ 39′ 0″ 12′ 6″<br>1 dk<br>RW 6BH<br>rf 3″ WB128t incl. Tunnel tanks 68t | TM Passenger Tender (1400P) | 2 Oil 2SA each 5Cy. 10½″×13½″<br>860bhp (d.o)<br>Crossley Bros. Ltd. Mch<br>2×60kW 220V d.c. |
| 506012<br>ZESD<br>177270<br>RTm | **CANJE PHEASANT**<br>Government of Guyana<br>~~Georgetown, Dem~~<br>British<br>Georgetown, Guyana | 299<br>157<br>122 | ✠Classed LR until 6/58 | 1956–11 Sprostons Ltd.—Georgetown, Dem<br>135′10″ 30′ 2″ 7′ 9″aft<br>125′ 9″ 29′ 0″ 10′ 0″<br>F33′ 1 dk<br>RW | TM (557P) Mchy.aft<br>2 Ho 53′, 20′<br>2 Ha (15′×10′) (7¼′×7¼′)<br>1W Der 1(5) | 2 Oil 4SA each 5Cy. 8¾″×11½″ sr geared<br>808bhp (d.o)<br>Blackstone & Co. Ltd. Stamford<br>3×45, 45, 10kW 220V d.c. |
| 506013<br>TCAX<br>401 | **CANKAYA**<br>exBehar exTchan-Kaya<br>exOgour exMeg<br>Bead Co. Ltd.<br>Istanbul Turkish | 453<br>351<br>500 | | 1917 At. & Ch. de Bretagne—Nts<br>*114·8′* 24′ 1″ 12′ 9″<br>23′ 11″<br>R | M Tanker<br>L.200000 | 2 Oil 4SA each 6Cy. 295×420 mm geared to sc. shaft<br>NE59 20t–¾pd<br>Bohn & Köhler Kel |
| 506014<br>MCLD<br>183042<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CANNANORE**<br>P. & O. Steam Nav. Co.<br>London British | 6845 ~~7065~~<br>3963 ~~4026~~<br>9730 ~~9730~~ | ✠100A1 SS 5/65<br>with freeboard<br>DTa—veg. oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>EL d†$2\frac{3}{16}$"SQ | 1949–7 Barclay, Curle & Co. Ltd.—Gls<br>484′ 6″ 62′ 11″ 27′ 3″<br>455′ 9″ 62′ 6″ 40′ 9″<br>F42′ 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB2145t incl. DTa473t | M (12P) Ref OSD<br>5 Ho 54′, 70½′, 78′, 39′, 78′<br>G.599060 B.545740 In.20000<br>5 Ha (24¾′×17′) (25¼′×22′) (27′×21′) (36′ comb., 27′×22′)<br>16W Der 1(30) 8(10) 8(5) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford 1349t (hvf)<br>Barclay, Curle & Co.. Ltd. Gls<br>2AuxB 120℔<br>3×65kW 220V d.c. 14½k |
| 506016<br>PUYA | **CANNAVEIRAS**<br>Companhia de Navegação Bahiana<br>Bahia Brazilian | *760*<br>*395*<br>— | ✠ | 1910–9 Ailsa S.B. Co. Ltd.—Trn<br>*200·2′* 32′ 1″<br>… … …<br>1 dk & Shade dk<br>R | TS | T 6Cy. 13½″ 22″ & 36″×24″<br>Ailsa S.B. Co. Ltd. Trn |
| 506017<br>MSFJ<br>185492<br>RTv/h | **CANNING**<br>Alexandra Towing Co. Ltd.<br>Liverpool British | 200<br>—<br>— | ✠100A1 SS 5/66<br>tug<br>✠LMC<br>MN153 EL (c) | 1954–7 Cochrane & Sons Ltd.—Sel<br>102′ 2″ 25′ 7″ 11′ 9½″<br>92′ 6″ 25′ 6″ 12′ 6″<br>R 3BH<br>rf 18″ BK7½″ WB24t | S Tug | T 3Cy. 14½″ 24″ & 40″×27″<br>825ihp 62t (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 220℔ hs(2123) 3cf<br>2×5kW 110V d.c. 12k |
| 506018<br>GSWK<br>186452<br>Df Esd<br>Gc Rdr<br>RTv | **CANOPIC**<br>Shaw Savill & Albion Co. Ltd.<br>Southampton British | 11166<br>6350<br>12174 | ✠100A1 SS 10/67<br>DTsa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN2860 EL g†$2\frac{3}{16}$"SQ | 1954–12 Vickers-Armstrongs Ltd.—Nwc<br>512′ 0″ 69′ 6″ 31′ 4½″<br>481′ 0″ 69′ 0″ 41′ 6″<br>B206′ F57′ 3 dks, 4th dk in Nos. 2 & 3 holds<br>RW 7BH to U dk 1 to 2nd dk<br>rf 6″ DK fwd WB1387t incl. DTf377t | TM Ref<br>6 Ho 72′, 79¾′, 63¼′, 55′, 52¼′, 43¼′<br>G.334733 B.308635 In.348280<br>6 Ha (stl) (31′, 40¾′, 24½′, 27′, 27′, 24½′×19½′)<br>22W Der 1(70) 1(25) 4(12) 2(7) 6(5) 10(3) | 2 Oil 2SA each 6Cy. 750×1500 mm exhaust 500 mm<br>14300bhp 2271t<br>Harland & Wolff Ltd. Bel<br>2AuxB 150℔<br>4×480, 480, 200, 200kW 220V d.c. 17½k |

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| 506021<br>LQVZ<br>4045<br>Df | **CANOPUS**<br>exJ. M. Davis–49 exBoston<br>**Cia. Argentina de Transportes Maritimas S.R.L.**<br>Buenos Aires Argentine | 4357<br>3335<br>— | | 1913 Gt. Lakes Eng. Works—Ecorse<br>*350-0'* 48' 1"<br>47' 11"<br>P77' B25' F30' 2 dks<br>R | S Mchy.aft | Q 4Cy. 19 1/16" 27½" 39½" & 58"×<br>Gt. Lakes Eng. Works |
| 541052<br>HOOA<br><br>Df Esd<br>Gc Rdr<br>RT | **CANOPUS**<br>exStanvac Pendopo–63<br>exLance Creek–47 exTarlac–45<br>**Petroleum Shipping Services Co. Inc.**<br>Panama Panamanian | 3143<br>1773<br>4000 | Classed BC until 6/49 AB | 1945 Todd-Houston S.B. Corp.—Houston<br>327' 0" 48' 4" 19' 3¾"<br>309' 0" 48' 2" 21' 10"<br>P84' B35' F48' 1 dk | M Tanker Mchy.aft<br>12 Ta<br>L.175720 | Oil 2SA 6Cy. 455×635 mm<br>4450bhp<br>Nordberg Mfg Co. |
| 661178<br>DAGP<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **CANOPUS**<br><br>**Willi Eckert**<br>Hamburg W. German | 500<br>344<br>1240 | GL | 1966 J. J. Sietas Schiffsw.—Ham<br>243' 4" 12' 11"<br>222' 0" 35' 5" 21' 6"<br>P49' B27' F25' 1 dk & S dk<br>rf 5" | M OSD Mchy.aft<br>2 Ho 53½', 108½'<br>G.103200 B.95600<br>3 Ha (stl) (41½'×24') (41½' 41½'×26½')<br>Cr 3(3) | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>4×120, 60, 30, 30kW 380V a.c. |
| 652401<br>OGQX<br>1351<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CANOPUS**<br><br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | 498<br>255<br>867<br>1716<br>1189<br>2170 | ✠100A1<br>Ice Class 1<br>✠LMC<br><br>MN426 EL p1 1/16"SQ | 1966–1 O/Y Laivateollisuus A/B—Åbo<br>247' 5" 38' 8" 11' 8½"/17' 9"<br>228' 4" 38' 4½" 25' 4"<br>Ba39' F25' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4" WB439t | M OSD/CSD Mchy.aft<br>1 Ho 146'<br>G.145918 B.128750<br>3 Ha (stl) (27¾'×14¾') (28', 29'×29½')<br>2W Cr 2(5) | 2 Oil 4SA each 8Cy. 240×310 mm<br>sr gearing to sc. shaft<br>2130bhp<br>Wärtsilä Kon. Mek Verks.<br>3×90kW 400V 50c/s a.c.<br>Controllable pitch propeller |
| 670928<br>ILBL<br>669 | **CANOPUS**<br><br>**D. Tripcovich & C. Soc. di Nav. Rimorchi e Salvataggi per Azioni**<br>Trieste Italian | 251<br>69<br>174 | RI | 1967 Cant. Nav. Giuliano—Tri<br>101' 3" 29' 3" 13' 0"<br>90' 11" 29' 2¾" 15' 5"<br>1 dk | M Tug | Oil 4SA 8Cy. 450×580 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz |
| 506025<br>VDCK<br>138800<br>Rdr | **CANORA**<br><br>~~Canadian National Railway Co.~~ **H & M Enterprises Ltd.**<br>~~Quebec~~ Canadian<br>Victoria | 2383<br>940<br>1500 | ✠ | 1918–10 Davie S.B. & R. Co. Ltd.—Levis<br>*308-0'* 52' 1" 15' 5"<br>52' 0"<br>2 dks<br>R | S Train Ferry | T 4Cy. 24" 38" & (2) 48"×30"<br>2200ihp<br>J. Inglis & Co.<br>Propellers 1 fwd 1 aft<br>3×15, 10, 10kW 110V d.c. |
| 671796<br>EFCV | **CANTABRICO**<br><br>**Berge y Cía. S.A.**<br>Bilbao Spanish<br>For later particulars see New Entries No. 6 | 458 ~~400~~<br>—<br>— | 100A1<br>tug<br>Class contemplated | Maritima de Axpe S.A.—Bbo<br>137' 10" 32' 4" ~~16' 6½"~~ 13' 11½"<br>119' 1" 31' 10" 15' 9" | M Tug Mchy.aft | Oil 4SA 8Cy. 360×450 mm<br><br>Motorenw. Mannheim |
| 506030<br><br>76085<br>RTm | **CANTERBURY**<br>**Pacific Scrap Ltd.**<br>~~Lyttelton Harbour Board~~<br>Lyttelton New Zealand | 1117<br>521<br>1400 | ✠<br><br><br><br>BROKEN UP | 1911–11 W. Simons & Co. Ltd.—Rnf<br>230' 6" 38' 1" 14' 6"<br>... ... ...<br>P20' 1 dk<br>R | TS Suction Hopper Dredger<br><br><br>1 Ha (6'×5') | C 8Cy. (4) 13" & (4) 26"×15"<br>956ihp<br>W. Simons & Co. Ltd.<br>1×15kW 230V d.c. |
| 501454<br>KBVX<br>247590<br>Df Esd<br>Gc Rdr | **CANTERBURY FALCON**<br>exAmerican Press–67<br>exBelle of the Sea–48<br>Launched as Robin Hood<br>**Marine Transport Lines Inc.**<br>New York United States | 5976<br>3453<br>10526 | AB | 1945 Moore D.D. Co.—Oakland<br>459' 6" 63' 1" 27' 8"<br>435' 0" 63' 0" 40' 6"<br>B79' 3 dks<br>RW<br>rf nil | S<br>5 Ho<br>B.548000<br>5 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co. |
| 506032<br>GHBT<br>302554<br>Df Esd<br>Gc Rdr | **CANTERBURY STAR**<br><br>**Blue Star Line Ltd.**<br>London British | T.Ml<br>5592<br>2935<br>7934<br>7437<br>4143<br>9453 | ✠100A1 SS 8/65<br><br>✠LMC<br>✠Lloyd's RMC<br>MN2080 EL c†2¼"SQ | 1960–12 Bartram & Sons Ltd.—Sld<br>462' 9" 63' 5" 29' 3¼"<br>425' 0" 63' 0" 38' 0"<br>B160' F128' 2 dks, 3rd dk in Nos. 2 & 3 holds<br>RW 6BH<br>rf 6" DK fwd WB1897t incl. Tunnel tanks 385t | M Ref<br>4 Ho 80¾', 70', 72½', 92½'<br>G.98200 B.88030 In.349628<br>4 Ha (stl) (30', 40', 30', 30'×18')<br>16W Der 1(30) 2(10) 6(5) 8(3) | Oil 2SA 8Cy. 760×1550 mm<br>10400bhp Sulzer<br>G. Clark (Sld) Ltd.<br>2AuxB 49lb<br>3×350kW 220V d.c. |
| 670541<br>EFIO<br><br>Df Esd<br>Rdr RT | **CANTERO CUADRADO**<br><br>**José Luis Ranero Peral**<br>Huelva Spanish | 203<br>110<br>— | BV | 1966 Soc. Met. Duro Felguera—Gjn<br>108' 2" 21' 4½"<br>95' 2" 21' 4" 12' 6"<br>1 dk<br>RW | M Trawler Mchy.aft | Oil 2SA 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz |
| 506033<br>GXSZ<br>300607<br>Esd Pfd<br>Rdr<br>RTm/v | **CANTICK HEAD**<br><br>**A. F. Henry & MacGregor Ltd.**<br>Leith British | 1591<br>864<br>2327 | ✠100A1 SS 2/67<br><br>✠LMC<br><br>MN356 EL q | 1958–10 G. Brown & Co. (Marine) Ltd.—Grk<br>269' 6" 39' 10" 16' 5¾"<br>251' 2" 39' 6" 19' 1"<br>P55' F32' 1 dk<br>RW 4BH<br>rf 4" WB722t | M Mchy.aft<br>4 Ho 41', 41', 39', 40'<br>G.110385 B.104790<br>4 Ha (stl) (each 28¾'×24')<br>8W Der 1(5) 3(3) | Oil 2SA 9Cy. 340×570 mm<br>1640bhp<br>British Polar Engines Ltd.<br>3×100, 100, 30kW 220V d.c. |
| 506034<br>KDYC<br>247452<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **CANTIGNY**<br><br>**Tankships Inc.**<br>New York United States | 15344<br>11330<br>25455 | AB | 1962 (Cargo section)<br>Burmeister & Wain—Cpn<br>1945 (Fwd & aft)<br>Sun S.B. & D.D. Co.—Chester, Pa<br>633' 6" 75' 3" 32' 8¼"<br>613' 0" 75' 0" 43' 9"<br>P108' B36' F53' 1 dk<br>RW<br>rf 3½" | T-E Tanker Mchy.aft<br>30 Ta<br>L.776643 HeCls. BC | S Turb 7240shp driving 1<br>5400kW 2300/2370V a.c.<br>to elec. motor 6000shp<br><br>General Electric Co.<br>3×400, 75, 55kW 450, 115, 120V |

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| 506035<br>JXAA<br>Df Esd<br>Gc Rdr<br>RTm/h | **CANTO**<br>**A/S Jensen's Rederi IV**<br>Marlow Wangen & Petter Christiansen<br>Arendal Norwegian<br>Now **SIROCCO** See New Entries No. 7 | **16710**<br>9521<br>25315 | ✠100A1 SS 6/67<br>oil tanker<br>✠LMC<br>MN1320 EL I†2⅜"SQ | **1958–11** Vickers-Armstrongs (S.Bs) Ltd. —Nwc<br>615′ 6″ 80′ 4″ 32′ 5″<br>575′ 0″ 80′ 0″ 42′ 6″<br>P121′ B34′ F77′ 1 dk<br>19BH<br>rf 6″ WB2176t | M Tanker Mchy.aft<br>33 Ta<br>L.1184400<br>HeCls. BC | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford 1843t–26pd (hvf)<br>Vickers-Armstrongs (Eng.) Ltd. Brw<br>2AuxB 180lb AuxB 120lb<br>3×225, 225, 90kW 220V d.c. 13k |
| 506038<br>KDYD<br>248205<br>Df Esd<br>Gc | **CANTON VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | **7641**<br>4622<br>10681 | AB | **1945** Permanente (Shpyd No. 2)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>General Electric Co. Lyn<br>15k |
| 661989<br>EFBF<br>Df Esd<br>Gc Rdr<br>RTh | **CANTONAD**<br>**Naviera Proa S.A.**<br>Bilbao Spanish | **2200**<br>1440<br>— | ✠100A1<br>✠LMC<br>MN400 EL O $1\frac{5}{16}$″U2 | **1967–6** T. Ruiz de Velasco S.A.—Bbo<br>287′ 9″ 43′ 2″ 21′ 1¼″<br>262′ 6″ 42′ 3½″ 24′ 11″<br>F34′ Ba45′ 2 dks<br>4BH<br>rf 4″ WB480t incl. DTf58t | M Mchy.aft<br>2 Ho 84′, 90¼′<br>2 Ha (stl) (each 58¾′×21¼′)<br>Der 8(3) | Oil 4SA 8Cy. 390×630 mm<br>2000bhp 576t (d.o)<br>Naval-Stork-Werkspoor Cdz<br>4×150, 150, 40, 40kW 230V d.c. 13k |
| 501916<br>DHKE<br>Df Esd | **CAP ARKONA**<br>exAnni Liebisch–66<br>exHilda-Rebecka–62<br>**Rudi Zahn**<br>Hamburg W. German | **431**<br>231<br>582 | GL | **1950** Schiffsw. W. Holst—Ham<br>170′ 7″ 26′ 5″ 10′ 3″<br>26′ 3″ 10′ 6″<br>P30′ Q59′ 1 dk<br>RW | M<br>G.33675<br>2 Ha<br>len 52 | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. Kel<br>8k |
| 506042<br>TQOK | **CAP BARBAS**<br>exBeg Ar Raz–61<br>**A. Le Gall & Cie.**<br>Douarnenez French | **285**<br>105<br>— | | **1958** Le Gall—Douarnenez<br>*114·8′* 26′ 8″<br>... ... ... | Wood M Trawler | Oil 4SA 8Cy. 270×500 mm<br>Etab. Crepelle Lille |
| 506043<br>CNCA<br>35<br>Df Esd<br>Rdr RT | **CAP BLANC**<br>**Cie. Chérifienne d'Armement**<br>Casablanca Moroccan | **1444**<br>672<br>2057 | BV | **1953** T. van Duijvendijk's Sch.—Lekkerkerk<br>294′ 10″ 40′ 6″ 17′ 1″<br>40′ 4″<br>F41′ 1 dk & S dk | M Ref OSD<br>pt bulk wine carrier<br>G.142319 B.140388 In.3812<br>4 Ha (32¾′, 32¾′, 31½′, 25′×16½′)<br>6W Der 2(5) 6(3) | Oil 2SA 8Cy. 450×820 mm<br>2000bhp 172t<br>S.A. Fiat S.G.M. Tur<br>14k |
| 672449<br>FNUL<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CAP BLANC NEZ**<br>**Société Boulonnaise d'Armement**<br>Le Garrec & Cie.<br>Boulogne French | **473**<br>186<br>400 | BV | **1967** A.G. "Weser" Werk Seebeck—Bhn<br>173′ 7″ 31′ 3″ 15′ 10″<br>150′ 1″ 31′ 2″ 22′ 4″<br>2 dks | M Stern Trawler Mchy.aft<br>1 Ho 50¾′<br>2 Ha (8½′, 9½′×3½′) | 2 Oil 4SA each 8Cy. 220×280 mm geared to sc. shaft<br>1600bhp 147t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>1×140kW 380V 50c/s a.c.<br>1×220kW 440V d.c.<br>Controllable pitch propeller 13½k |
| 506045<br>DIII<br>Df Esd<br>Gc Rdr<br>RTm/v | **CAP BLANCO**<br>**Rudolf A. Oetker**<br>Hamburg W. German | **6190**<br>3535<br>7230 | GL | **1955** Lübecker Flender-Werke—Lbc<br>498′ 8″ 61′ 7″ 25′ 3″<br>61′ 4″ 38′ 2″<br>F43′ 1 dk & S dk, pt 3rd dk<br>RW | M (12P) Ref OSD<br>G.499218 B.463269 In.97247<br>4 Ha (stl) (32¼′×10′) (40′ 25¼′, 34¾′×17¼′)<br>14W Der 1(40) 4(5–10) 10(3–5) | Oil 2SA 8Cy. 780×1400 mm<br>7200bhp 732t<br>Masch-Augsburg-Nürnberg Aug<br>17k |
| 506047<br>FNXD<br>Df Esd<br>RT | **CAP BON**<br>exCap Hadid–53<br>**Delom & Cie.**<br>Sète French | **1835**<br>915<br>2729 | BV | **1938** Frederikshavns V. & F. A/S—Fkn<br>*293·6′* 41′ 6″ 18′ 6″<br>41′ 4″<br>1 dk & S dk<br>R | M OSD<br>G.166250 B.154000<br>4 Ha (35½′, 29¼′×18′) (29¼′, 25′×16½′)<br>8W Der 8(5) | Oil 4SA 8Cy. 420×660 mm<br>2000bhp NE59 93t<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| 850652<br>SINZ<br>10528<br>Esd Rdr<br>RT | **CAP BON**<br>**Svenska Staten (Nämnden för Internationallt Bistånd)**<br>Gothenburg Swedish | **151**<br>37<br>— | BV | **1964** Rosslauer Schiffs.—Rosslau<br>100′ 8″ 21′ 8″<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×300 mm<br>700bhp<br>Nydqvist & Holm Thn |
| 506048<br>DAQL<br>Df Esd<br>Gc Rdr<br>RTm/h | **CAP BONAVISTA**<br>**Partenreederei m.s. "Cap Bonavista"**<br>Rudolf A. Oetker<br>Hamburg W. German | **2839**<br>1518<br>4524<br>**4118**<br>2648<br>5981 | GL | **1959** Schiffsw. A. Pahl—Ham<br>347′ 6″ 52′ 7″ 21′ 2¾″/24′ 11″<br>319′ 11″ 52′ 6″ 30′ 8″<br>1 dk & S dk<br>RW | M (7P) Ref OSD/CSD Mchy.aft<br>G.242330 B.221290 In.23680<br>5 Ha (stl) (9¼′, 9¼′, 34½′, 48¼′, 27½′×18′)<br>8W Cr 2(3) Der 1(50) 1(20) 8(3–5) | 2 Oil 4SA each 8Cy. 420×660 mm geared to sc. shaft<br>4000bhp (hvf)<br>Klöckner-Humboldt-Deutz Kln<br>15k |
| 506050<br>DAFO<br>Df Esd<br>Gc Rdr<br>RTm/h | **CAP CASTILLO**<br>exIsmailia–58<br>**Rudolf A. Oetker**<br>Hamburg W. German | **2802**<br>1511<br>4546<br>**4042**<br>2812<br>6003 | GL | **1958** Schiffsw. A. Pahl—Ham<br>347′ 6″ 52′ 7″ 21′ 3″/24′ 11″<br>319′ 11″ 52′ 6″ 30′ 8″<br>F44′ 1 dk & S dk<br>RW | M (7P) Ref OSD/CSD Mchy.aft<br>G.244340 B.223130 In.25600<br>5 Ha (stl) (9¼′, 9¼′, 34½′, 48¼′, 27½′×18′)<br>8W Cr 2(3) 1(2) Der 1(50) 1(20) 8(3–5) | 2 Oil 4SA each 8Cy. 420×660 mm geared to sc. shaft<br>4000bhp (hvf)<br>Klöckner-Humboldt-Deutz Kln<br>15k |
| 506052<br>DAIE<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CAP COLORADO**<br>Launched as Norderdiek<br>**Reeder Union A.G.**<br>Hamburg-Sudamerikanische Dampfsch.-Ges. Eggert & Amsinck<br>Kiel W. German | **3396**<br>1811<br>4848<br>**5376**<br>3093<br>6817 | GL<br>✠Classed LR until 12/65 | **1961–3** Schiffsw. A. Pahl—Ham<br>390′ 10″ 52′ 8″ 21′ 2″/25′ 6″<br>362′ 9″ 52′ 6″ 31′ 6″<br>P115′ F39′ 1 dk & S dk, 3rd dk in No. 4 hold<br>RW<br>rf 4″ | M (12P) Ref OSD/CSD Mchy.aft<br>G.290000 B.262000 In.41570<br>5 Ha (stl) (29¾′, 34½′, 48¼′, 23′ 29¾′×18′)<br>12W Cr 3(3) Der 1(50) 1(20) 2(7½–15) 2(5–10) 6(3–5) 2(3) | Oil 2SA 9Cy. 600×1050 mm<br>5850bhp 780t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>16k |

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| **506053**<br>DAJJ<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **CAP CORRIENTES**<br><br>**Rudolf A. Oetker**<br>Hamburg W. German<br><br>Now **CACIQUE NAMUNCURA** See New Entries No. **10** | **4106**<br>2220<br>**4236** | GL | **1958** Kieler Howaldtswerke A.G.—Kel<br>413' 9" 51' 4" 23' 0"<br>377' 4" 51' 3" 28' 9"<br>B95' 2 dks<br>RW | M (6P) Ref CSD<br><br>In.243881<br>4 Ha (stl) (25¼', 25¼'×14¾') (20¾' 25¼'×16¼')<br>8W Der 1(10) 7(3–5) | Oil 2SA 9Cy. 700×1200 mm<br>6000bhp MAN<br>Kieler Howaldtswerke A.G. |
| **506055**<br>FOQZ<br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **CAP D'AILLY**<br><br>**Soc. Boulonnaise d'Armement**<br>Le Garrec & Cie.<br>Boulogne French<br>Now **S. SEBASTIAN** See New Entries No. **8** | **485**<br>154<br>**354** | BV | **1956** A.G. "Weser" Werk Seebeck—Bhn<br>178' 2" 29' 5"<br>157' 5" 29' 3" 15' 3"<br><br>R<br>rf 28" | M Trawler<br>1 Ho 49½'<br><br>5 Ha (stl) (each 3'×3')<br>Der 3(2) | 2 Oil 4SA (i) 8Cy. 320×450 mm<br>6Cy. 240×360 mm with hydraulic coupling & gearing to sc. shaft<br>1360bhp<br>Klöckner-Humboldt-Deutz<br>3×40kW 110V d.c. |
| **681170**<br>5RGM<br><br>RT | **CAP D'AMBRE**<br><br>**Société Shell de Madagascar et de la Reunion**<br>Compagnie Malgache de Navigation<br>Diego-Suarez Malagasy | **371**<br>167<br>145 | BV | **1966** Direction des Constr. & Armes Navales—Diego-Suarez<br>130' 7" 30' 6" 4' 9"<br>120' 5" 29' 6" 7' 11"<br>1 dk | TM Tanker<br><br><br>1 Ha (26½'×13')<br>Der 1(2) | 2 Oil 4SA each 6Cy. 150×180 mm<br>600bhp<br>Société Surgérienne |
| **531475**<br><br>177954 | **CAP DE L'ILE**<br>exSautauriski–64<br>**Navigation Ile-aux-Coudres, Inc.**<br>Quebec Canadian | **450**<br>257<br>545 | ✠Classed LR until 10/66 | 1947–10 Geo. T. Davie & Sons Ltd.—Lauzon<br>164' 1" 32' 2" 9' 6"<br>156' 0" 32' 0" 11' 9"<br>1 dk<br>RW | TM Mchy.aft<br>1 Ho 100' | 2 Oil 2SA each 6Cy. 160×230 mm<br>440bhp NE50<br>Fairbanks, Morse & Co. |
| **506056**<br>DAQN<br>10211<br>Df Esd<br>Gc Rdr<br>RTm | **CAP DELGADO**<br>exFusan–60<br>~~Rudolf A. Oetker~~<br>Hamburg W. German<br>**Süddeutsche Oetker G.m.b.H.** | **2800**<br>1337<br>4365<br>**4126**<br>2284<br>5836 | ✠100A1 SS 6/68 ~~SS 6/64~~<br>DTsf—vegetable oil<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN810 EL w 1⅞"SQ | 1959–6 Schiffsw. A. Pahl—Ham<br>346' 11" 52' 8" 21' 2¾"/24' 11½"<br>321' 3" 52' 6" 30' 8"<br>F39' 1 dk & S dk<br>RW Coll BH & mchy.BH to S dk 4 to 2nd dk<br>rf 4" WB1105t | M (4P) Ref OSD/CSD Mchy.aft<br>G.289500 In.32608<br>5 Ha (stl) (9¾', 9¾'×22¾') (34½', 50½', 23'×22½')<br>8W Cr 2(3) Der 1(50) 1(20) 8(5) | Oil 2SA 7Cy. 500×1100 mm<br>4050bhp B&W<br>Frd. Krupp A.G.<br>✠2NWTAuxB 3/60-100lb |
| **506057**<br>DADH<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAP DOMINGO**<br><br>**Rudolf A. Oetker**<br>Hamburg W. German | **2974**<br>1539<br>2982 | GL | **1958** Kieler Howaldtswerke A.G.—Kel<br>413' 9" 51' 4" 19' 11"<br>377' 4" 51' 2"<br>B95' 1 dk & S dk | M (6P) Ref OSD<br><br>In.210670<br>4 Ha (stl) (20¾', 23'×14¾') (18½', 18½'×16¼')<br>8W Der 1(10) 7(3–5) | Oil 2SA 9Cy. 700×1200 mm<br>6000bhp MAN<br>Kieler Howaldtswerke A.G. |
| **642167**<br>OXMU<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **CAP EGMONT**<br>exCap Flinders–67<br>exOlau Jarl–66<br>exSardinia–56 exOlau Jarl–64<br>**Olau-Line A/S**<br>Ole Lauritzen<br>Copenhagen Danish | **3064**<br>1531<br>4830<br>**4982**<br>2999<br>6180 | ✠100A1<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN920 EL x 1⅞"SQ | **1964**–10 Helsingör Skibs. & Msk.—Hsg<br>397' 0" 52' 4" 19' 11¾"/—<br>356' 9" 52' 2" 30' 2"<br>F89' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 4" WB1368t incl. Tunnel tanks 138t DTf88t | M (4P) Ref OSD/CSD<br>4 Ho 48', 77', 84', 59'<br>G.350000 B.320000 In.45430<br>4 Ha (stl) (25¾', 48¾' comb., 48¾' comb., 29¾'×19¾')<br>4W Cr 4(3) Der 1(50) 4(10) | Oil 2SA 6Cy. 500×1100 mm<br>4600bhp B&W<br>Helsingör Skibs. & Msk.<br>3×168kW 440V 60c/s a.c. |
| **506058**<br>FOUW<br><br>Df Esd<br>Gç Pfd<br>Rdr RT | **CAP FAGNET**<br><br>**Les Pêcheries de Fécamp**<br>Fécamp French | **1594**<br>734<br>1600 | BV | **1957** At. & Ch. de la Seine Mtme.—Le Trait<br>245' 4" 38' 0" 17' 8"<br>223' 8" 37' 8" 19' 8"<br>RW | D-E Trawler<br><br><br>Der 2(8) | 3 Oil 4SA each 8Cy. 240×320 mm connected to 2 elec. motors to sc. shaft<br>2400bhp<br>Davey, Paxman & Co. Ltd. |
| **520941**<br>FUJU<br><br>Df Esd<br>Rdr RT | **CAP FALCON**<br>exLis Frellsen–67<br>**Armement Leon Mazzella & Cie.**<br>Bayonne French | **1474**<br>721<br>2131 | BV | **1962** Zaanlandse Schps. Maats.—Zaandam<br>259' 8" 39' 5" 16' 0½"<br>233 11" 38' 9" 18' 9"<br>P82' F36' 1 dk<br>RW | M Mchy.aft<br>2 Ho 71½', 75¾'<br>G.99800 B.92570<br>2 Ha (each 52½'×19½')<br>6W Der 1(15) 6(3) | Oil 4SA 7Cy. 390×680 mm<br>1630bhp<br>N.V. Werkspoor<br>3×30kW 220V d.c. |
| **506060**<br>TPAZ<br><br>Df Esd<br>Rdr RT | **CAP FARINA**<br>exRharb–59<br>**Delom & Cie.**<br>Sète French | **1191**<br>466<br>1520 | BV | **1952** Sölvesborgs Varvs—Sbg<br>*256·7'* 39' 5"<br>39' 3"<br>P75' B15' F20' 1 dk & S dk | M Ref OSD<br><br>G.2850 B.2700<br>3 Ha (30', 38', 36'×16½')<br>Der 2(5) 4(3) | Oil 2SA 5Cy. 500×700 mm<br>1600bhp<br>Atlas-Diesel |
| **506061**<br>FNOW<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CAP FERRAT**<br><br>**Soc. Anon. de Gérance et d'Armement**<br>Marseilles French | **1533**<br>690<br>1336 | BV | **1960** Forg. & Ch. de la Gironde—Bdx<br>243' 0" 37' 6" 16' 1½"<br>217' 10" 37' 5" 18' 1"<br>1 dk<br>rf 4" | M Liquefied Gas Carrier Mchy.aft<br>8 Ta<br>L.27800 HeCls. C<br>Der 1(1½) 1(1) 4(½) | Oil 4SA 8Cy. 330×600 mm<br>1250bhp<br>N.V. Werkspoor<br>3×85kW 380V 50c/s a.c. |
| **506062**<br>DILH<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **CAP FINISTERRE**<br><br>**Hamburg-Südamerik. Dampfsch.-Ges. Eggert & Amsinck**<br>Hamburg W. German | **6433**<br>3592<br>8437<br>**9045**<br>5351<br>9475 | GL | **1956** Howaldtswerke A.G.—Ham<br>502' 0" 61' 7" 25' 4"/26' 10"<br>457' 8" 61' 6" 38' 1"<br>P47' B29' F59' 1 dk & S dk, pt 3rd dk<br>RW | M (7P) Ref OSD/CSD<br><br>G.497124 B.463768 In.107117<br>5 Ha (stl) (36½', 46½'×19¾') (30½', 35¼'×18½') (36¼'×19¾')<br>18W Der 4(5–10) 12(3–5) 2(3) | Oil 2SA 8Cy. 780×1400 mm<br>7200bhp MAN<br>Howaldtswerke A.G. |

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| 506063 **CAP FRÉHEL**<br>FNOX<br>**Soc. Anon de Gérance et d'Armement** French<br>Df Esd<br>Gc Pfd Havre<br>Rdr<br>RTm | **1551**<br>829<br>1585 | BV | **1962** S.A. des Anc. Ch. Dubigeon—Nts<br>244′ 0″ 38′ 9″ 16′ 4½″<br>224′ 0″ 38′ 8″<br>P71′ B59′ F46′ 1 dk<br>rf 4″ | M Liquefied Gas Carrier Mchy.aft<br>15 Ta<br>L.65650<br>Der 2(1½) 2(1¼) 1(1) 4(½) | Oil 4SA 8Cy. 330×600 mm<br>1350bhp 65t (d.o)<br>N.V. Werkspoor Ams<br>3×85kW 380V 50c/s a.c. 11¾k |
| 506064 **CAP FRIO**<br>DIIU<br>**Rudolf A. Oetker** W. German<br>Df Esd Hamburg<br>Gc Rdr<br>RTm/v | **6187**<br>3524<br>7230 | GL | **1955** Lübecker Flender-Werke—Lbc<br>498′ 8″ 61′ 7″ 25′ 3″<br>61′ 3″ 38′ 2″<br>F43′ 1 dk & S dk, pt 3rd dk<br>RW | M (12P) Ref OSD<br>G.499218 B.463269 In.97247<br>5 Ha (stl) (32¼′×19′) (40′, 25¼′, 34¾′×17½′) (37′×19′)<br>14W Der 1(40) 4(5–10) 10(3–5) | Oil 2SA 8Cy.780×1400 mm<br>7200bhp 732t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>17k |
| 506065 **CAP GRIS-NEZ**<br>THPI<br>**Soc. Anon. de Gérance et d'Armement** French<br>Df Esd<br>Rdr Havre<br>RTm | **1554**<br>836<br>1583 | BV | **1962** S.A. des Anc. Ch. Dubigeon—Nts<br>245′ 0″ 38′ 9″ 16′ 4¼″<br>38′ 7″<br>1 dk<br>rf 4″ | M Liquefied Gas Carrier Mchy.aft<br>Der 2(1½) 1(1) 4(½) | Oil 4SA 8Cy. 330×600 mm<br>1350bhp 96t (d.o)<br>N.V. Werkspoor Ams<br>3×130/85kW 380V 50c/s a.c. 12k |
| 672450 **CAP GRIS NEZ**<br>FNUM<br>**Société Boulonnaise d'Armement**<br>Df Esd<br>Gc Pfd Le Garrec & Cie.<br>Rdr Boulogne French<br>RTm/v | **473**<br>186<br>400 | BV | **1967** A.G. "Weser" Werk Seebeck—Bhn<br>173′ 7″ 31′ 3″ 15′ 10″<br>150′ 1″ 31′ 2″ 22′ 4″<br>2 dks | M Stern Trawler Mchy.aft<br>1 Ho 50¾′<br>2 Ha (8½′, 9½′×3½′) | 2 Oil 4SA each 8Cy. 220×280 mm geared to sc. shaft<br>1600bhp 147t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>1×140kW 380V 50c/s a.c.<br>1×220kW 440V d.c.<br>Controllable pitch propeller 13½k |
| 506066 **CAP GUIR**<br>TPUX<br>**Cie. des Bateaux à Vapeur du Nord**<br>Df Esd<br>Rdr Dunkirk French<br>RTm Now **CAP AKRITAS** See New Entries No. 8 | **1469**<br>704<br>2088 | BV | **1955** T. van Duijvendijk's Schps.—Lekkerkerk<br>294′ 10″ 40′ 7″ 17′ 3¼″<br>270′ 0″ 40′ 6″<br>1 dk & S dk<br>RW<br>rf 39″ | M Ref OSD<br>pt bulk wine carrier<br>4 Ho 37¾′, 33′, 35¾′, 28¾′<br>G.119491 B.115607 In.3177<br>4 Ha (stl) (29¼′, 29¼′, 29¼′, 25¼′×16½′)<br>8W Der 2(5) 6(3) | Oil 2SA 8Cy. 450×820 mm<br>2000bhp (d.o)<br>S.A. Fiat Tur<br>3×120kW 220V d.c. 14k |
| 542347 **CAP HORN**<br>FNMX<br>**Soc. Boulonnaise d'Armement**<br>Df Esd<br>Gc Pfd Le Garrec & Cie.<br>Rdr Boulogne French<br>RTm/v | **489**<br>167<br>364 | BV | **1963** A.G. "Weser" Werk Seebeck—Bhn<br>178′ 5″ 29′ 4″ 13′ 9¼″<br>157′ 5″ 29′ 2½″ 15′ 3″<br>rf 28″ | M Trawler<br>1 Ho 49¼′<br>4 Ha (stl) (each 3′×3′)<br>Der 2(2) | Oil 4SA 8Cy. 320×450 mm<br>1350bhp 148t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×60kW 220V d.c. 14k |
| 506067 **CAP JUBY**<br>TMQR<br>**E. J. Noel**<br>Df Esd Lorient French<br>Pfd Rdr<br>RT | **232**<br>65<br>— | BV | **1948** Ch. & At. Aug. Normand—Hav<br>*106·8′* 23′ 0″<br>... ... ... | M Trawler<br>4 Ha (3¾′, 3¾′×3½′) (3¾′×2½′) (3¼′×2¾′)<br>Der 1(2) 1(1) | Oil 4SA 8Cy. 320×450 mm<br>660bhp NE58<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| 531485 **CAP MARTIN**<br>FNLS exSavoie–65<br>5223 **Société Anonyme de Gérance et d'Armement**<br>Df Esd<br>Gc Rdr Dunkirk French<br>RTm | **9104**<br>5135<br>10382 | AB BV | **1963** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx<br>475′ 9″ 60′ 9″ 27′ 5¾″<br>442′ 11″ 60′ 8″ 35′ 6″<br>P98′ F42′ 1 dk<br>rf 2″ conv ore carrier 65 | M Liquefied Gas Carrier Mchy.aft<br>9 Ta | Oil 2SA 5Cy. 620×1400 mm<br>4650bhp B&W (hvf)<br>Soc. Forg. & At. du Creusot Le Creusot<br>4×600/230kW 440V 60c/s a.c. 15¾k |
| 642347 **CAP NELSON**<br>OYXW exOlau Knud–66<br>**Olau-Line A/S**<br>Df Esd Ole Lauritzen<br>Gc Rdr Copenhagen Danish | **3070**<br>1533<br>4674<br>**5000**<br>3006<br>5994 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN920 EL x $1\frac{13}{16}$″SQ | **1965–1** Helsingör Skibs. & Msk.—Hsg<br>397′ 0″ 52′ 4″ 20′ 0″/23′ 0″<br>356′ 9″ 52′ 2″ 30′ 2″<br>P&B122′ F89′ 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 4″ WB1370t incl. Tunnel tanks 138t DTf80t | M Ref OSD/CSD<br>4 Ho 48, 77′, 84′, 59′<br>G.350000 B.320000 In.46000<br>4 Ha (stl) (25¾′, 48¾′ comb., 48¾′ comb., 29¾′×19½′)<br>4W Cr 4(3) Der 1(50) 2(10) | Oil 2SA 6Cy. 500×1100 mm<br>4600bhp B&W 900t (d.o)<br>Helsingör Skibs. & Msk. Hsg<br>3×168kW 440V 60c/s a.c. 16k |
| 650718 **CAP NORD**<br>FNOL<br>**Soc. Boulonnaise d'Armement**<br>Df Esd<br>Gc Pfd Le Garrec et Cie.<br>Rdr Boulogne French<br>RTm/v | **489**<br>151<br>335 | BV | **1965** A.G. "Weser" Werk Seebeck—Bhn<br>173′ 4″ 31′ 4″<br>150′ 2″ 31′ 2″ 22′ 4″<br>2 dks<br>rf 20″ | D-E Stern Trawler<br>1 Ho 44¼′<br>2 Ha (each 8¼′×4′) | 2 Oil 4SA each 6Cy. 270×360 mm 1800bhp driving 2 gen. each 620kW 400V a.c. connected to 2 elec. motors (Sy) & sc. shaft 122t<br>Klöckner-Humboldt-Deutz Kln<br>1×80kW 400V 50c/s a.c.<br>Controllable pitch propeller 14k |
| 506068 **CAP NORTE**<br>DIKE<br>**Hamburg-Südamerik. Dampfsch.-Ges. Eggert & Amsinck**<br>Df Esd<br>Gc Rdr<br>RTm/v Hamburg W. German | **6755**<br>3838<br>7755 | GL | **1955** Howaldtswerke A.G.—Ham<br>506′ 7″ 61′ 8″ 25′ 4″<br>458′ 0″ 61′ 4″ 38′ 2″<br>P26′ F35′ 1 dk & S dk, pt 3rd dk<br>RW | M (12P) Ref OSD<br>G.407760 B.375269 In.105821<br>5 Ha (stl) (36¾′×19¾′) (45½′, 35½′, 37½′×18¼′) (37′×19¾′)<br>18W Der 4(5–10) 12(3–5) 2(3) | Oil 2SA 8Cy. 780×1400 mm<br>7200bhp 1371t (hvf)<br>Howaldtswerke A.G. Ham<br>16k |
| 506069 **CAP ORTEGAL**<br>DHKO<br>**Hamburg-Südamerik. Dampfsch.-Ges. Eggert & Amsinck**<br>Df Esd<br>Gc Rdr<br>RTm/v Hamburg W. German | **6583**<br>3692<br>7985<br>**9011**<br>5383<br>9023 | GL | **1956** Howaldtswerke A.G.—Ham<br>502′ 0″ 61′ 7″ 25′ 4″/26′ 10″<br>457′ 8″ 61′ 5″ 38′ 1″<br>P48′ F49′ 1 dk & S dk, pt 3rd dk<br>RW | M (7P) Ref OSD/CSD<br>G.400400 B.366900 In.107117<br>5 Ha (stl) (36¾′×19¾′) (45½′, 30¾′, 35½′×18¼′) (37′×19¾′)<br>18W Der 4(5–10) 12(3–5) 2(3) | Oil SA 8Cy. 780×1400 mm<br>7200bhp 1560t (hvf)<br>Howaldtswerke A.G. Ham<br>17k |

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| **506070**<br>DIPR<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAP PALMAS**<br>exBertioga–58<br>**Rudolf A. Oetker**<br>Hamburg W. German<br><br><br>Now **DAFNE** See New Entries No. 3 | **6635**<br>3667<br>10263<br>**8943**<br>5082<br>12527 | <br><br>GL | **1957** Kieler Howaldtswerke A.G.—Kel<br>495' 0" 62' 2" 26' 5"/29' 9"<br>461' 6" 62' 0" 39' 5"<br>F82' 1 dk & S dk<br>RW | M (5P) OSD/CSD Mchy.aft<br><br>G.680000 B.600000<br>5 Ha (stl) (31½', 31', 28½', 40½',<br>40½'×26½')<br>14W Der 1(30) 16(5) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp MAN<br>Kieler Howaldtswerke A.G. |
| **506071**<br>DGOF<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **CAP ROCA**<br><br>**Rudolf A. Oetker**<br>Hamburg W. German | **6834**<br>3932<br>8206<br>**9026**<br>5342<br>8781 | <br><br>GL | **1956** Lübecker Flender-Werke—Lbc<br>497' 10" 62' 10" 25' 11"/26' 10"<br>460' 5" 62' 8" 39' 8"<br>F49' 1 dk & S dk, pt 3rd dk<br>RW | M (7P) Ref OSD/CSD<br><br>G.534912 B.501672 In.115640<br>5 Ha (stl) (32½'×19') (40½', 23',<br>35'×17½') (37'×19')<br>18W Der 1(40) 2(5–25) 4(5) | Oil 2SA 9Cy. 750×1320 mm<br>7000bhp FIAT<br>Borsig A.G. |
| **506072**<br>FNGK<br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **CAP SAINT JEAN**<br><br>**Soc. Boulonnaise**<br>**d'Armement**<br>Le Garrec & Cie.<br>Boulogne French | **525**<br>171<br>344 | <br><br>BV | **1959** A.G. "Weser" Werk Seebeck—Bhn<br>178' 2" 29' 3"<br>157' 5" 29' 2" 15' 3"<br>F42'<br>R<br>rf 33" | M Trawler<br>1 Ho 49½'<br><br>4 Ha (stl) (each 3'×3')<br>Der 2(2) | Oil 4SA 6Cy. 400×580 mm with hy<br>lic coupling<br>1500bhp<br>Klöckner-Humboldt-Deutz<br>3×60kW 220V d.c. |
| **506073**<br>TKHK<br><br>Df Esd<br>Rdr RT | **CAP SAINT JEAN**<br>exVille de Ténès–62<br>**Delom & Cie.**<br>Sète French | **499**<br>209<br>841 | <br><br>BV | **1960** Schps. Kramer & Booy—<br>Kootstertille<br>231' 1" 33' 7" 12' 2½"<br>210' 7" 33' 6" 19' 2"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>pt bulk wine carrier<br><br>3 Ha<br>Der 4(5) 2(3) | Oil 4SA 7Cy. 400×600 mm<br>1470bhp<br>Masch. Augsburg-Nürnberg |
| **513451**<br>MPQJ<br>184716<br>Df Esd<br>Rdr<br>RTm | **CAP ST. LAURENT**<br>exGracechurch–67<br>**A. Bouchard**<br>London British | **942**<br>476<br>1170 | ✠100A1 SS 3/65<br><br>✠LMC<br>~~✠Lloyd's RMC~~<br>MN177 EL I | **1952**–10 C. Hill & Sons Ltd.—Brs<br>213' 8" 32' 7" 13' 8½"<br>200' 0" 32' 6" 14' 0"<br>Q131' F22' 1 dk<br>RW 3BH<br>WB288t | M Ref Mchy.aft<br>2 Ho 38½', 73½'<br>In.3377<br>2 Ha (stl) (24½', 40½'×20')<br>Der 2(3) | Oil 2SA 5Cy. 340×570 mm<br>886bhp<br>British Polar Engines Ltd.<br>3×30kW 110V d.c. |
| **506074** | **CAP SAINT VINCENT**<br><br>**Soc. des Pétroles**<br>**Madagascar**<br>Tuléar Malagasy | **449**<br>169<br>— | <br><br>BV | **1944** ......................<br>*180-7'* 38' 0"<br>... ... ... | TM<br>Bow door | 2 Oil 4SA each 6Cy. 178×19<br>800bhp<br>Davey, Paxman & Co. Ltd. |
| **506075**<br>FNBK<br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **CAP SAINTE MARIE**<br><br>**Soc. Boulonnaise**<br>**d'Armement**<br>Le Garrec & Cie.<br>Boulogne French | **485**<br>154<br>447 | <br><br>BV | **1958** A.G. "Weser" Werk Seebeck—Bhn<br>178' 2" 29' 3" 12' 5½"<br>157' 4" 29' 2½" 15' 3"<br><br>R<br>rf 33" | M Trawler<br>1 Ho 49½'<br><br>4 Ha (stl) (each 3'×3')<br>Der 3(2) | 2 Oil 4SA (i) 8Cy. 320×450 mm<br>240×360 mm with hydraulic c<br>& geared to sc. shaft<br>1360bhp<br>Klöckner-Humboldt-Deutz<br>3×40kW 110V d.c. |
| **506077**<br>DNAG<br><br>Df Esd<br>Gc Rdr<br>RT | **CAP SAN ANTONIO**<br><br>**Hamburg-Südamerik.**<br>**Dampfsch.-Ges. Eggert &**<br>**Amsinck**<br>Hamburg W. German | **7636**<br>4123<br>7662<br>**9999**<br>5746<br>9817 | <br><br>GL | **1962** Howaldtswerke Ham. A.G.—Ham<br>501' 11" 70' 4" 24' 9"/27' 9"<br>473' 11" 70' 3" 37' 11"<br>1 dk & S dk, pt 3rd dk | M (12P) Ref OSD/CSD<br><br>B.534108 In.244652<br>9 Ha (stl) (34½', 52¾'×19¾')<br>(28¾', 28¾'×11½') (25¼', 25¼',<br>36¾'×19¾') (11½', 11½'×9¾') | Oil 2SA 9Cy. 780×1400 mm<br>11650bhp MAN<br>Howaldtswerke Ham A.G. |
| **506078**<br>DGHI<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAP SAN AUGUSTIN**<br><br>**Hamburg-Südamerik.**<br>**Dampfsch.-Ges. Eggert &**<br>**Amsinck**<br>Hamburg W. German | **7611**<br>4138<br>7854<br>**9996**<br>5720<br>10009 | <br><br>GL | **1961** Kieler Howaldtswerke A.G.—Kel<br>523' 0" 70' 4" 24' 9"/27' 9"<br>473' 9" 70' 2½" 38' 7"<br>1 dk & S dk, pt 3rd dk | M (12P) Ref OSD/CSD<br><br>B.539180 In.244652<br>9 Ha (stl) (34½', 52¾'×19¾')<br>(28¾', 28¾'×11½') (25¼', 25¼',<br>36¾'×19¾') (11½', 11½'×9¾')<br>16W Cr 2(3) Der 1(50) 4(3–15)<br>12(3–5) | Oil 2SA 9Cy. 780×1200 mm<br>11650bhp MAN<br>Kieler Howaldtswerke A.G. |
| **506079**<br>DNAI<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAP SAN DIEGO**<br><br>**Hamburg-Südamerik.**<br>**Dampfsch.-Ges. Eggert &**<br>**Amsinck**<br>Hamburg W. German | **7626**<br>4116<br>7654<br>**9998**<br>5729<br>9859 | <br><br>GL | **1962** Deutsche Werft A.G.—Ham<br>522' 1" 70' 5" 24' 9"/27' 9"<br>473' 9" 70' 2½" 38' 0"<br>1 dk & S dk, pt 3rd dk | M (12P) Ref OSD/CSD<br><br>B.540546 In.246044<br>9 Ha (stl) (34½', 52¾'×19¾')<br>(28¾', 28¾'×11½') (25¼', 25¼',<br>36¾'×19¾') (11½', 11½'×9¾')<br>16W Cr 2(3) Der 1(50) 4(3–15)<br>12(3–5) | Oil 2SA 9Cy. 780×1400 mm<br>11650bhp<br>Masch. Augsburg-Nürnberg |
| **506080**<br>DGHT<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAP SAN LORENZO**<br><br>**Hamburg Südamerik.**<br>**Dampfsch.-Ges. Eggert &**<br>**Amsinck**<br>Hamburg W. German | **7625**<br>4115<br>7791<br>**9998**<br>5728<br>9996 | <br><br>GL | **1961** Deutsche Werft A.G.—Ham<br>522' 1" 70' 5" 24' 9"/27' 9"<br>473' 9" 70' 2½" 38' 0"<br>1 dk & S dk, pt 3rd dk | M (12P) Ref OSD/CSD<br><br>B.540546 In.242010<br>9 Ha (stl) (34½', 52¾'×19¾')<br>(28¾', 28¾'×11½') (25¼', 25¼',<br>36¾'×19¾') (11½', 11½'×9¾')<br>16W Cr 2(3) Der 1(50) 4(3–15)<br>12(3–5) | Oil 2SA 9Cy. 780×1400 mm<br>11650bhp<br>Masch. Augsburg-Nürnberg |
| **506081**<br>DAEW<br><br>Df Esd<br>Gc Rdr<br>RT | **CAP SAN MARCO**<br><br>**Hamburg-Südamerik.**<br>**Dampfsch.-Ges. Eggert &**<br>**Amsinck**<br>Hamburg W. German | **7608**<br>4138<br>7815<br>**9993**<br>5695<br>9970 | <br><br>GL | **1961** Kieler Howaldtswerke A.G.—Kel<br>523' 0" 70' 4" 24' 9"/27' 9"<br>473' 9" 70' 2½" 38' 7"<br>1 dk & S dk, pt 3rd dk | M (12P) Ref OSD/CSD<br><br>B.539180 In.244883<br>9 Ha (stl) (34½', 52¾'×19¾')<br>(28¾', 28¾', 25¼', 25¼'×11½')<br>(36¾'×19¾') (11½', 11½'×9¾')<br>16W Cr 2(3) Der 1(50) 4(3–15)<br>12(3–5) | Oil 2SA 9Cy. 780×1200 mm<br>11650bhp MAN<br>Kieler Howaldtswerke A.G. |

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| 506082<br>DAEI<br>Df Esd<br>Gc Rdr<br>RT | **CAP SAN NICOLAS**<br>**Hamburg-Südamerik. Dampfsch.-Ges. Eggert & Amsinck**<br>Hamburg W. German | 7620<br>4114<br>7662<br>9999<br>5721<br>9817 | GL | 1961 Howaldtswerke Ham. A.G.—Ham<br>501′ 11″ 70′ 4″ 24′ 9″/27′ 9″<br>473′ 9″ 70′ 2½″ 38′ 7″<br>1 dk & S dk, pt 3rd dk | M (12P) Ref OSD/CSD<br>B.534108 In.244652<br>9 Ha (stl) (34½′, 52¾′×19¾′)<br>(28¼′, 28¼′×11½′) (25¼′, 25¼′, 36¾′×19¾′) (11½′, 11½′×9¾′)<br>16W Cr 2(3) Der 1(50) 4(3–15) 12(3–5) | Oil 2SA 9Cy. 780×1400 mm<br>11650bhp (hvf)<br>Howaldtswerke Ham A.G. Ham<br>19k |
| 531472<br>173947 | **CAP SAUMON**<br>exSault-Au-Mouton–64<br>**C. J. Truchon**<br>Quebec Canadian | 450<br>237<br>545 | ✠Classed LR until 3/64 | 1945–7 G. T. Davie & Sons Ltd.—Lauzon<br>164′ 1″ 32′ 2″ 9′ 6¼″<br>156′ 0″ 32′ 0″ 11′ 9″<br>1 dk<br>RW | TM Mchy.aft<br>1 Ho 100′ | 2 Oil 2SA each 5Cy. 255×320 mm<br>6t<br>Fairbanks, Morse & Co. Beloit<br>8k |
| 641109<br>FNMW<br>Df Esd<br>Gc Rdr<br>RTm | **CAP SICIE**<br>**Soc. Anon. de Gerance et d'Armement**<br>Havre French<br>Now **CAP SOUNION** See New Entries No. 6 | 1763<br>1022<br>1688 | | 1964 Dubigeon-Normandie S.A.—Nts<br>262′ 0″ 39′ 0″ 15′ 11½″<br>241′ 2″ 17′ 8″<br>P47′ B52′ F46′ 1 dk<br>rf 4″ | M Liquefied Gas Carrier Mchy.aft<br>17 Ta<br>L.79946<br>Der 4(2½) 2(1½) 3(1) | Oil 4SA 8Cy. 330×600 mm<br>1350bhp 58¼t (d.o)–4pd<br>N.V. Werkspoor Ams<br>3×130/85kW 380V 50c/s a.c.<br>12k |
| 506083<br>TQAG<br>Df Esd<br>Rdr<br>RTm | **CAP SIM**<br>**Cie. des Bateaux à Vapeur du Nord**<br>Dunkirk French<br>Now **CAP TAINARON** See New Entries No. 8 | 1428<br>698<br>2163 | BV | 1957 S.A. des Anc. Ch. Dubigeon—Nts<br>313′ 8″ 40′ 7″ 17′ 3¾″<br>270′ 1″ 40′ 6″ 25′ 11″<br>P33′ Q66′ B35′ F49′ 1 dk & S dk<br>RW<br>rf 4″ | M Ref OSD<br>pt bulk wine carrier<br>4 Ho 37¾′, 33′, 44¼′, 27¼′<br>G.112289 B.102970 In.3177<br>4 Ha (stl) (33¼′, 31′, 31½′, 23′×16½′)<br>8W Der 2(5) 6(3) | Oil 2SA 8Cy. 450×820 mm<br>2000bhp 137t<br>S.A. Fiat S.G.M. Tur<br>3×120kW 220V d.c.<br>13¾k |
| 506085<br>DAQM<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAP VALIENTE**<br>**Rudolf A. Oetker**<br>Hamburg W. German | 4113<br>2217<br>4271 | GL | 1959 Kieler Howaldtswerke A.G.—Kel<br>413′ 5″ 51′ 3″ 23′ 0″<br>377′ 4″ 51′ 2¼″ 28′ 9″<br>B94′ 2 dks<br>RW | M (5P) Ref CSD<br>G.240000 B.230000 In.233340<br>5 Ha (stl) (25¼′, 25¼′×14¾′)<br>(20¾′, 25¼′×16½′) (11½′×6¼′)<br>10W Der 1(10) 7(5) 2(2) | Oil 2SA 9Cy. 700×1200 mm<br>6000bhp MAN 950t (hvf)<br>Kieler Howaldtswerke A.G. Kel<br>17¾k |
| 506086<br>DHBL<br>Df Esd<br>Gc Rdr<br>RTv | **CAP VERDE**<br>**Rudolf A. Oetker**<br>Hamburg W. German | 6833<br>3933<br>8175<br>9026<br>5343<br>8750 | GL | 1956 Lübecker Flender-Werke—Lbc<br>497′ 9″ 62′ 10″ 25′ 11″/26′ 10″<br>460′ 4″ 62′ 8″ 39′ 8″<br>B109′ F49′ 1 dk & S dk, pt 3rd dk<br>RW | M (7P) Ref OSD/CSD<br>G. 534912 B. 501672 In.115640<br>5 Ha (stl) (32¼′×10′)<br>(40¼′, 23′, 35′×17¼′) (37′×19′)<br>18W Der 4(5–10) 12(3–5) 1(4) 2(3) | Oil 2SA 9Cy. 750×1320 mm<br>7000bhp 847t (hvf)<br>Borsig A.G. Bln<br>17k |
| 506087<br>DIKV<br>Df Esd<br>Gc Rdr<br>RT | **CAP VILANO**<br>**Hamburg Südamerik. Dampfsch.-Ges. Eggert & Amsinck**<br>Hamburg W. German | 6897<br>3934<br>7859 | GL | 1955 Howaldtswerke A.G.—Ham<br>505′ 5″ 61′ 8″ 25′ 4″<br>458′ 0″ 61′ 4″ 38′ 1″<br>P26′ F35′ 1 dk & S dk, pt 3rd dk<br>RW | M (12P) Ref OSD<br>G.426457 B.392956 In.113216<br>5 Ha (stl) (36¾′×19¾′)<br>(45½′, 35½′, 35½′×18¼′) (37′×19¾′)<br>18W Der 1(40) 4(10) 12(5) 2(3) | Oil 2SA 8Cy. 8Cy. 780×1400 mm<br>7200bhp 1371t (hvf)<br>Howaldtswerke A.G. Ham<br>16k |
| 541054<br>MGUJ<br>304686<br>Pld RT | **CAPACITY**<br>**Everard Shipping Co. Ltd.**<br>London British | 461<br>213<br>— | ✠100A1 SS 10/67<br>✠LMC<br>MN86 EL g 1¼″SQ | 1963–10 J. Pollock, Sons & Co. Ltd.—Faversham<br>170′ 5″ 28′ 4″ 10′ 4½″<br>160′ 0″ 28′ 0″ 11′ 6″<br>P45′ RFD23′ 1 dk<br>RW 3BH<br>rf nil WB224t | M Mchy.aft<br>1 Ho 97′<br>G.28980 B.27858<br>1 Ha (73¾′×18′)<br>2W Der 2(1) | Oil 2SA 6Cy. 240×345 mm<br>430bhp 19½t<br>Newbury Diesel Co. Ltd. Nby<br>9k |
| 506054<br>OVPS<br>Df Esd<br>RT | **CAPCOS LUPE**<br>exCap Cos–67<br>**Hans Petersen**<br>Weco Shipping I/S<br>Årøsund Danish | ~~485~~ 487<br>~~241~~ 226<br>599 | BV | 1950 N.V. De Groot & Van Vliet—Slikkerveer<br>186′ 4″ 25′ 10″ 10′ 2″<br>25′ 8″<br>P65′ F14′ 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.27800 HeCls. C<br>Der 2(1½) 1(1) | Oil 4SA 270×425 mm<br>430bhp 30t–1½pd<br>N.V. Werkspoor Ams<br>9½k |
| 662254<br>326068<br>Esd Gc<br>Pld Rdr<br>RT | **CAPE ALERT**<br>Launched as Cape York<br>**National Sea Products Ltd.**<br>Halifax Canadian | 618<br>273<br>— | ✠LR class withdrawn—Owners' request 9/67 | 1966–12 Halifax Shipyards Ltd.—Hfx<br>155′ 3″ 33′ 2″ 12′ 5⅝″<br>131′ 3″ 32′ 10″ 15′ 9″<br>F67′ 1 dk<br>rf 31″ Box K13″ | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>1080bhp<br>Klöckner-Humboldt-Deutz Kln<br>2×84kW 230V 60c/s a.c.<br>Controllable pitch propeller 11k |
| 506089<br>197565<br>Esd Pfd<br>Rdr RT | **CAPE ALERT**<br>exFelicia–54<br>**National Sea Products Ltd.**<br>Halifax Canadian | 198<br>162<br>— | | 1948 A. D. Storey Shipyard Inc.—Essex<br>106′ 5″ 23′ 4″<br>... ... ...<br>1 dk | Wood M Fishing Mchy.aft | Oil 4SA 6Cy. 13″×16″<br>Cooper-Bessemer Corp. Mt. Vernon |
| 640693<br>320550<br>Esd Pfd<br>Rdr RT | **CAPE ANNE**<br>**National Sea Products Ltd.**<br>Halifax Canadian | 359<br>122<br>— | ✠Classed LR until 3/65 | 1964–5 Halifax Shipyards Ltd.—Hfx<br>141′ 1″ 26′ 7″<br>122′ 2″ 26′ 3″ 13′ 4″<br>Q65′ F21′<br>rf 32″ BK9″ | M Trawler | Oil 4SA 6Cy. 320×450 mm<br>Klöckner-Humboldt-Deutz Kln |
| 506091<br>6ZVD<br>2625<br>Df Esd<br>Gc Rdr<br>RT | **CAPE ARAXOS**<br>**Valdesa Cia. Naviera S.A.**<br>Monrovia Liberian | 11755<br>7101<br>18587 | ✠100A1 SS 6/67<br>oil tanker<br>✠LMC<br>MN1479 EL h†2⅜″SQ | 1953–2 Nippon Kokan—Yka<br>553′ 0″ 72′ 0″ 29′ 6¾″<br>525′ 0″ 71′ 8″ 39′ 5″<br>P114′ F66′ 1 dk<br>16BH<br>rf 4″ WB1359t incl. DTf957t | M Tanker Mchy.aft<br>27 Ta<br>L.892750 HeCls. BC | Oil 2SA 6Cy. 740×1600 mm<br>7393bhp B&W 1300t–29pd<br>Mitsui Zosen Tmn<br>2WTAuxB 180℔ e (ex.g) 180℔ 15k |

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| 505206 | **CAPE ARCHWAY** | 6689 | | 1944 Consolidated Stl Corp—Wmg, Cal | S Ref CSD | 2 S Turb dr geared to sc. shaft |
| KWOD | exBrinton Lykes-66 | 3960 | | 417′ 9″ 60′ 1″ 27′ 7½″ | 5 Ho 57½′, 59½′, 71′, 61½, 51′ | 4400shp |
| 245240 | exCape Archway-49 | 9047 | AB | 395′ 0″ 60′ 0″ 37′ 8″ | G.498664 B.440437 In.3800 | Joshua Hendy Irn Wks |
| Df Esd | **United States Department of** | | | 3 dks | 5 Ha (stl) (29½′, 31½′, 31½′, 31½′, 31½′ | 3×350, 350, 15kW 240V d.c. |
| Gc | **Commerce** | | | RW | ×20′) | |
| | New Orleans United States | | | rf 4″ | 14W Der 1(30) | |
| 680483 | **CAPE ARGOS** | 618 | 100A1 | Halifax Shipyards Ltd.—Hfx | M Stern Trawler — | Oil 4SA 8Cy. 320×450 mm |
| | | 273 | stern trawler | 155′ 3″ 33′ 2″ 12′ 5½″ | | |
| | **National Sea Products Ltd.** | — | Class contemplated | 131′ 3″ 32′ 10″ 15′ 9″ | | Klöckner-Humboldt-Deutz |
| | Canadian | | | | | |
| | For later particulars see New Entries No. 5 | | | | | |
| 506092 | **CAPE ARGOS** | 399 | | 1952-2 Cochrane & Sons Ltd.—Sel | S Trawler | T 3Cy. 13½″ 22½″ & 37″×26″ |
| VDYV | | 135 | | 152′ 6″ 26′ 8″ | | |
| 194433 | **Metal Processors Ltd.** | — | ✠Classed LR until 7/60 | 137′ 0″ 26′ 6″ 13′ 10″ | | Amos & Smith Ltd. |
| Df Esd | Halifax Canadian | | | Q75′ F24′ | | |
| Pfd Rdr | | | | RW | | |
| RT | | | FOUNDERED 12/67 | BK7½″ | | |
| 540216 | **CAPE ASPY** | 291 | | 1963-10 G. T. Davie & Sons Ltd.— | M Trawler | Oil 4SA 6Cy. 320×450 mm |
| | | 93 | | Lauzon | | |
| 320507 | **National Sea Products Ltd.** | — | ✠Classed LR until 10/64 | 125′ 0″ 24′ 11″ | | Klöckner-Humboldt-Deutz |
| Esd Pfd | Halifax Canadian | | | 110′ 0″ 24′ 6″ 12′ 9″ | | |
| Rdr | | | | P5′ Q54′ F18′ | | |
| | | | | rf 25″ BK9″ | | |
| 506093 | **CAPE BEAVER** | 396 | | 1951-10 Cochrane & Sons Ltd.—Sel | S Trawler | T 3Cy. 13½″ 22½″ & 37″×26″ |
| VDTS | | 133 | | 152′ 6″ 26′ 8″ | | |
| 194423 | **Ocean Fisheries Ltd.** | — | ✠Classed LR until 7/60 | 137′ 0″ 26′ 6″ 13′ 9″ | | Amos & Smith Ltd. |
| Df Esd | Halifax Canadian | | | Q75′ F24′ | | |
| Pfd Rdr | | | | RW | | |
| RT | | | | BK7½″ | | |
| 506094 | **CAPE BEVERLY** | 275 | | 1950 J. M. Martinac S.B. Corp.—Tac | Wood M | Oil 2SA 8Cy. 305×380 mm |
| WE2009 | | 130 | | *113·5′* 26′ 0″ | | 600bhp |
| 259828 | **Peter E. Louganis** | — | | … … … | | National Supply Co. |
| Df Gc | Tacoma United States | | | | | |
| Rdr RT | | | | | | |
| 506095 | **CAPE BLOMIDON** | 353 | | 1960 Schps. "De Hoop" v/h Gebr. Boot | M Trawler | Oil 4SA 6Cy. 330×600 mm |
| VYTF | | 122 | | —Leiden | | 750bhp |
| 314076 | **National Sea Products Ltd.** | — | AB | 141′ 1″ 26′ 5″ | | N.V. Werkspoor |
| Esd Rdr | Halifax Canadian | | | 121′ 5″ 26′ 3″ 13′ 0″ | | |
| RT | | | | F15′ | | |
| | | | | BK3″ | | |
| 506098 | **CAPE BRETON** | 5124 | | 1943 Pusey & Jones Corp.—Wmg | S | 2 S Turb dr geared to sc. shaft |
| KYFU | | 2851 | | 413′ 0″ 60′ 2″ 23′ 6½″ | 5 Ho 58½′, 58½′, 60½′, 49½′, 67½′ | 4400shp |
| 244011 | **United States Department of** | 7343 | AB | 390′ 0″ 60′ 0″ 37′ 9″ | B.446000 | Allis-Chalmers Mfg Co. |
| Df Esd | **Commerce** | | | 3 dks | 5 Ha (stl) (24½′, 33½′, 31½′, 17½′ | 2×250kW 240V d.c. |
| Gc | Wilmington, Del United States | | | RW | 35½′×23½′) | |
| | | | | rf 4″ | | |
| 641010 | **CAPE BRETON MINER** | 18809 | ✠100A1 | 1964-5 Port Weller D.D. Ltd.— | S Bulk Carrier Mchy.aft | 2 S Turb dr geared to sc. shaft |
| CYNI | | 11547 | strengthened for ore car- | Pt. Weller | Self-unloader | 9900shp |
| 318773 | **Upper Lakes Shipping Ltd.** | 26500 | goes, Nos. 2, 4 & 6 holds | ~~680′ 0″~~ 75′ 5″ 30′ 1½″ 680′ 0″ (incl.BB) | 7 Ho 90′, 72′, 48′, 48′, 48′, 72′, 99′ | Canadian Gen. Elec. Co. |
| Df Esd | John D. Leitch | | may be empty (cc) | 645′ 0″ 75′ 0¾″ 43′ 9″ | G.999055 | Peterborou |
| Gc Pfd | Toronto Canadian | | ✠LMC | P114′ F50′ 1 dk | 20 Ha (alu) (each 44′×11′) | WTB 600lb Spt 810° F. 490lb |
| Rdr | | | MN1980 EL n†2½″SQ | RW 3BH | | 2×750kW 550V 60c/s a.c. |
| RTm/v | | | | rf nil WB14715t Incl. Comb. btm., side & topside tanks in holds 12838t | | Thw. thrust propeller fwd |
| 506099 | **CAPE BRIER** | 396 | | 1951-11 Cochrane & Sons Ltd.—Sel | S Trawler | T 3Cy. 13½″ 22½″ & 37″×26″ |
| VDTT | | 133 | | 152′ 6″ 26′ 8″ | | |
| 194427 | **Ocean Fisheries Ltd.** | — | ✠Classed LR until 7/60 | 137′ 0″ 26′ 6″ 13′ 9″ | | Amos & Smith Ltd. |
| Df Esd | Halifax Canadian | | | Q75′ F24′ | | |
| Pfd Rdr | | | | RW | | |
| RT | | | | BK7½″ | | |
| 506102 | **CAPE CANSO** | 5124 | | 1943 Pusey & Jones Corp.—Wmg | S | 2 S Turb dr geared to sc. shaft |
| KUBY | | 2851 | | 417′ 9″ 60′ 2″ 23′ 6½″ | 5 Ho 58½′, 58½′, 60½′, 49½′, 67½′ | 4400shp |
| 244459 | **United States Department of** | 7343 | AB | 390′ 0″ 60′ 0″ 37′ 9″ | B.446000 | Allis-Chalmers Mfg Co. |
| Df Esd | **Commerce** | | | 3 dks | 5 Ha (stl) (24½′, 33½′, 31½′, 17½′, | 2×250kW 240V d.c. |
| Gc Rdr | Wilmington, Del United States | | | RW | 35½′×23½′) | |
| | | | | rf 4″ | 14W | |
| 506104 | **CAPE CATOCHE** | 6711 | | 1944 Consolidated Stl Corp.—Wmg, Cal | S | 2 S Turb dr geared to sc. shaft |
| KWOH | | 3931 | | 417′ 9″ 60′ 1″ 27′ 7½″ | 5 Ho 58½′, 58½′, 60½′, 49½′, 67½′ | 4400shp |
| 245241 | **United States Department of** | 8787 | AB | 395′ 0″ 60′ 0″ 37′ 8″ | B.452000 | Westinghouse Elec. & Mfg Co. |
| Df Esd | **Commerce** | | | 3 dks | 5 Ha (stl) (24½′, 33½′, 31½′, 17½′. | 2×250kW 240V d.c. |
| Gc | Los Angeles United States | | | RW | 35½′×23½′) | |
| | | | | rf 4″ | 14W | |
| 506105 | **CAPE CHARLES** | 7017 | | 1942 Pusey & Jones Corp.—Wmg | S | 2 S Turb dr geared to sc. shaft |
| KEZP | | 4879 | | 417′ 9″ 60′ 2″ 23′ 6½″ | 5 Ho 58½′, 58½′, 60½′, 49½′, 67½′ | 4400shp |
| 242576 | **United States Department of** | 7250 | AB | 390′ 0″ 60′ 0″ 37′ 9″ | B.446000 | Allis-Chalmers Mfg Co. |
| Df Esd | **Commerce** | | | 3 dks | 5 Ha (stl) (24½′, 33½′, 31½′, 17½′. | 2×250kW 240V d.c. |
| Gc | Wilmington, Del United States | | | RW | 35½′×23½′) | |
| | | | | rf 4″ | 14W | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 670670<br>GVQU<br>307674<br>Df Esd<br>Gc Rdr<br>RTh | **CAPE CLEAR**<br>**Lyle Shipping Co. Ltd.** British<br>Glasgow<br>Scottish Ship Management Ltd. (Mgrs.) | **12624**<br>6754<br>19902 | **✠100A1**<br>strengthened for ore cargoes Nos. 2 & 5 holds may be empty<br>**✠LMC**<br>MN1960 EL D†2$\tfrac{7}{16}$″U2 | **1967**–5 Haugesund M/V A/S—Hgs<br>~~530′ 0″~~ 71′ 3″ 31′ 9¾″ 530′ 0″ (incl.BB)<br>501′ 1″ 71′ 0½″ 42′ 4″<br>P85′ F47′ 1 dk<br>NS 9BH<br>rf nil WB7410t incl. Comb. btm & side tanks in holds 3174t Topside tanks in holds 3102t DTf496t | M Bulk Carrier (4P) Mchy.aft<br>6 Ho 61′, 61′, 61′, 61′, 61′, 58′<br>G.855000<br>6 Ha (stl) (41½′, 44½′, 44½′, 44½′, 44½′, 44½′×38¾′)<br>Cr 6(8) | Oil 2SA 7Cy. 760×1500 mm<br>9800bhp 1800t (hvf)<br>A/B Götaverken Got<br>AuxB (o.f) 100lb<br>3×375kW 440V 60c/s a.c. 15⅓k |
| 506112<br>KEHU<br>247788<br>Df Esd<br>Gc | **CAPE COMFORT**<br>**United States Department of Commerce**<br>Wilmington, Del United States | **7030**<br>4829<br>7343 | AB | **1945** Pusey & Jones Corp.—Wmg<br>417′ 9″ 60′ 2″ 23′ 6¾″<br>390′ 0″ 60′ 0″ 37′ 9″<br>3 dks<br>RW<br>rf 4″ | S<br>5 Ho 58½′, 58½′, 60¾′, 49½′, 67½′<br>B.446000<br>5 Ha (stl) (24½′, 33½′, 31¼′, 17¾′, 35¾′×23¾′)<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp 1465t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×250kW 240V d.c. 14k |
| 652400<br>GRXV<br>301977<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE CORSO**<br>**Liquid Gas Tankers Ltd.** British<br>London | **2482**<br>1412<br>2532 | BV<br>**STRANDED AFTER FIRE 7/68** | **1965** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx<br>295′ 3″ 47′ 5″ 16′ 9½″<br>275′ 0″ 47′ 3″ 19′ 5″<br>1 dk | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 8Cy. 450×700 mm<br>2700bhp<br>N.V. Werkspoor Ams<br>14k |
| 506114<br>KIRQ<br>243039<br>Df Esd<br>Gc | **CAPE CORWIN**<br>**United States Department of Commerce**<br>Wilmington, Del United States | **5124**<br>2851<br>— | AB | **1943** Pusey & Jones Corp.—Wmg<br>417′ 9″ 60′ 2″ 23′ 6¾″<br>390′ 0″ 60′ 0″ 37′ 9″<br>3 dks<br>RW<br>rf 4″ | S<br>5 Ho 58½′, 58½′, 60¾′, 49½′, 67½′<br>B.446000<br>5 Ha (stl) (24½′, 33½′, 31¼′, 17¾′, 35¾′×23¾′)<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp 1465t (o.f)<br>Allis-Chalmers Mfg Co. Milwaukee<br>2×250kW 240V d.c. 14k |
| 514838<br>SVEV<br>2735<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAPE DALEMOS**<br>exHeranger–65<br>exH. Westfal-Larsen–62<br>**Astroneptuno Cia. Nav. S.A.** Greek<br>Piræus | **12240**<br>6258<br>17130 | NV | **1950** Kockums M/V A/B—Mmo<br>533′ 3″ 63′ 3″ 32′ 3½″<br>63′ 0″<br>P95′ B39′ F60′ 1 dk<br>conv tanker 62<br>rf 1″ | M Bulk Carrier Mchy.aft<br>5 Ho 63¼′, 64¾′, 65½′, 64¼′, 63¼′<br>5 Ha (stl) (42¾′, 37½′, 33′, 48′, 48′×31½′)<br>Der 14(5) 2(3) | Oil 2DA 6Cy. 720×1200 mm<br>6000bhp MAN (hvf)<br>Kockums M/V A/B Mmo<br>3×150, 150, 75kW 230V d.c. 14k |
| 541056<br>318330<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE DAUPHIN**<br>**National Sea Products Ltd.**<br>Halifax Canadian | **282**<br>95<br>— | AB | **1963** Schps "De Hoop" v/h Gebr. Boot—Leiden<br>120′ 3″ 24′ 10″<br>105′ 0″ 24′ 7″ 13′ 8″<br>F23′ 1 dk<br>BK9″ | M Trawler<br>1 Ho 32¾′<br>2 Ha (each 5¼′×3½′) | Oil 4SA 6Cy. 320×450 mm<br>650bhp 39t<br>Klöckner-Humboldt-Deutz Kln |
| 506116<br>240754<br>Df Esd<br>Gc | **CAPE DECISION**<br>exAmerican Builder–52<br>**United States Department of Commerce**<br>New York United States | **6800**<br>3974<br>9028 | AB | **1941** Western Pipe & Stl Co. of California—S.Fo<br>417′ 9″ 60′ 1″ 27′ 6¾″<br>395′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>rf 4″ | M<br>5 Ho 58½′, 58½′, 60¾′, 49½′, 67½′<br>B.441000<br>5 Ha (stl) (24½′, 33½′, 31¼′, 17¾′, 35¾′×23¾′)<br>14W | 2 Oil 2SA each 7Cy. 520×700 mm with electro-magnetic slip couplings & sr gearing to sc. shaft<br>4400bhp 1395t<br>Busch-Sulzer Bros. St.Louis<br>2×250kW 240V d.c. 14k |
| 541516<br>VLFQ<br>196929<br>Df Esd<br>Gc Rdr<br>RT | **CAPE DON**<br>**Commonwealth of Australia (Dept. of Shipping & Transport)**<br>Fremantle British | **2106**<br>715<br>1013 | ✠Class **WITHDRAWN** at Owners' request 4/68 | **1963**–2 N.S.W. Govt. E. & S.B.—N.S.W<br>243′ 0″ 42′ 2″ 14′ 4″<br>220′ 6″ 42′ 0″ 23′ 6″<br>B115′ F28′ 2 dks<br>RW Coll BH to U dk 4 to 2nd dk<br>rf 7½″ WB306t incl. DTsf57t | M Lighthouse Tender Mchy.aft<br>1 Ho 56′<br>1 Ha (stl) (24′×12′)<br>Cr 1(12½) | Oil 2SA 5Cy. 500×700 mm<br>2000bhp Polar (d.o)<br>N.S.W. Govt. E. & S.B. N.S.W<br>3×183kW 220V d.c.<br>Controllable pitch propeller |
| 540217<br>313738 | **CAPE DOUGLAS**<br>**W. D. G. Cooney**<br>Vancouver Canadian | **121**<br>87<br>— | **FOUNDERED 7/68** | **1940** Tacoma Boatbuilding Co.—Tac<br>*79·7′* 21′ 10″<br>21′ 8″<br>1 dk | Wood M Fishing | Oil 12Cy. 5¾″×8″<br>NE54<br>Caterpillar Tractor Co. Peoria |
| 506120<br>VDYD<br>190157 | **CAPE EAGLE**<br>exDoris Susan–57<br>**Cape Eagle Fisheries Ltd.**<br>H. C. Kohler<br>Lunenburg Canadian | **161**<br>71<br>— | | **1949** Smith & Rhuland Ltd.—Lunenburg<br>*120·4′* 25′ 3″ 13′ 0″<br>25′ 1″ | Wood Aux Sr Fishing Mchy.aft<br>1 Ho 38′ | Oil 4SA 8Cy. 10½″×13½″<br>24t<br>Cooper-Bessemer Corp. Grove City<br>10½k |
| 506121<br>WSYG<br>246254<br>Df Esd<br>Gc | **CAPE EDMONT**<br>**United States Department of Commerce**<br>Los Angeles United States | **6660**<br>4030<br>8719 | AB | **1944** Consolidated Stl Corp.—Wmg, Cal<br>417′ 9″ 60′ 1″ 27′ 7⅜″<br>395′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>RW<br>rf 4″ | S<br>5 Ho 60¾′, 60¾′, 65¼′, 65¼′, 54′<br>G.510000 B.452000<br>5 Ha (29½′, 31½′, 31½′, 31½′, 31½′×20′)<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp 1241t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×350, 350, 15kW 240V d.c. 14k |
| 506122<br>KMYD<br>242992<br>Df Esd<br>Gc | **CAPE ELIZABETH**<br>**United States Department of Commerce**<br>Los Angeles United States | **6675**<br>3952<br>9047 | AB | **1943** Consolidated Stl Corp.—Wmg, Cal<br>417′ 9″ 60′ 1″ 27′ 7⅜″<br>395′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>RW<br>rf 4″ | S<br>5 Ho 60¾′, 60¾′, 65¼′, 65¼′, 54′<br>G.510000 B.452000<br>5 Ha (29½′, 31½′, 31½′, 31½′, 31½′×20′)<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp 1241t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×350, 350, 15kW 240V d.c. 14k |
| 506123<br>KDXH<br>240774<br>Df Esd<br>Gc | **CAPE FAIRWEATHER**<br>**United States Department of Commerce**<br>Seattle United States | **6772**<br>3990<br>— | AB | **1941** Seattle Tacoma S.B. Corp.—Tac<br>417′ 9″ 60′ 1″ 27′ 6¾″<br>395′ 0″ 60′ 0″ 37′ 8″<br>2 dks, 3rd dk fwd & aft<br>rf 4″ | M<br>5 Ho 60¾′, 60¾′, 65¼′, 65¼′, 54′<br>G.510000 B.441000<br>5 Ha (29½′, 31½′, 31½′, 31½′, 31½′×20′)<br>14W | 2 Oil 2SA each 6Cy. 545×700 mm with electro-magnetic slip couplings & sr gearing to sc. shaft<br>4112bhp 1149t<br>Hoovens, Owens, Rentschler Hamilton, Ont<br>3×350, 350, 15kW 240V d.c. 14k |

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|---|---|---|---|---|---|---|
| 506124<br><br><br>Df Esd<br>Gc | **CAPE FAREWELL**<br><br>**United States Department of Commerce**<br>Wilmington, Del United States | 5124<br>2851<br>— | <br><br>AB | 1944 Pusey & Jones Corp.—Wmg<br>417' 9" 60' 2" 23' 6¾"<br>390' 0" 60' 0" 37' 9"<br>3 dks<br>RW<br>rf 4" | S<br>5 Ho 60¾', 60¾', 65½', 65½', 54'<br>G.510000<br>5 Ha (29½', 31½', 31½', 31½', 31½'×20')<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Westinghouse Elec. & Mfg. Co.<br>3×350,350, 15kW 240V d.c. |
| 506125<br>VODG<br>183416<br>Esd Pfd<br>Rdr RT | **CAPE FEARLESS**<br>exZarina–54<br>exBoston Vampire–51<br>**Ocean Fisheries Ltd.**<br>Halifax Canadian | 386<br>136<br>— | <br><br>✠Classed LR until 7/60<br><br><br>**BROKEN UP** | 1949–10 A. Hall & Co. Ltd.—Abn<br>150' 8" 25' 10"<br>134' 0" 25' 6" 14' 0"<br>Q75' F22'<br>RW<br>BK8" | S Trawler | T 3Cy. 13" 21½" & 35"×26"<br><br>A. Hall & Co. Ltd. |
| 506126<br>WHPF<br>240634<br>Df Esd<br>Gc | **CAPE FLATTERY**<br><br>**United States Department of Commerce**<br>Tacoma United States | 6756<br>3965<br>8975 | | 1941 Seattle Tacoma S.B. Corp.—Tac<br>417' 9" 60' 1" 27' 6¾"<br>395' 0" 60' 0" 37' 8"<br>3 dks<br><br>rf 4" | M<br>5 Ho 60¾', 60¾', 65½', 65½', 54'<br>G.510000 B.441000<br>5 Ha (29½', 31½', 31½', 31½', 31½'×20')<br>14W | 2 Oil 2SA each 6Cy. 545×700 mm<br>electro-magnetic slip couplings<br>gearing to sc. shaft<br>4112bhp<br>Hoovens, Owens, Rentschler<br>Hamilton<br>3×350, 350, 15kW 240V d.c. |
| 506127<br>VCGF<br>157088 | **CAPE FLATTERY**<br>exConnoisseur–40<br>**Canadian Fishing Co. Ltd.**<br>Vancouver Canadian | 124<br>67<br>— | | 1931 Meteghan S.B. Co.—Meteghan<br>*98'2'* 18' 0"<br>... ... ...<br>conv tug 67 | Wood M Fishing | Oil 260×305 mm<br>NE43<br>Washington Ironworks Co. |
| 540218<br>VC4416<br>318288<br>Esd Pfd<br>Rdr RT | **CAPE FORTUNE**<br><br>**National Sea Products Ltd.**<br>Halifax Canadian | 362<br>121<br>— | <br><br>AB | 1962 Schps. "De Hoop" v/h Gebr. Boot—Leiden<br>141' 6" 26' 6" 13' 1"<br>121' 5" 26' 3" 13' 10"<br>F15' 1 dk | M Stern Trawler | Oil 4SA 6Cy. 330×600 mm<br>N.V. Werkspoor<br>Controllable pitch propeller |
| 506128<br>VDSD<br>192650<br>Esd Pfd<br>Rdr RT | **CAPE FOURCHU**<br><br>**National Sea Products Ltd.**<br>Halifax Canadian | 219<br>106<br>— | | 1950 Smith & Rhuland Ltd.—Lunenburg<br>*107·0'* 24' 0"<br>23' 10" | M Trawler | Oil 6Cy. 330×405 mm<br>Cooper-Bessemer Corp. |
| 506129<br>GCNH<br>301392<br>Df Esd<br>Gc Pfd<br>Rdr | **CAPE FRANKLIN**<br><br>**Lyle Shipping Co. Ltd.**<br>Glasgow British<br>Scottish Ship Management Ltd. (Mgrs.) | 11674<br>5028<br>~~15550~~<br>16796 | ✠100A1 SS 6/67<br>ore carrier<br>✠LMC<br><br>MN900 EL g†2⅛"SQ | 1959–5 Lithgows Ltd.—P.Gl<br>524' 6" 70' 0" 27' 4½"<br>498' 0" 69' 9" 36' 6"<br>P97' B27' F61' 1 dk<br>RW 8BH<br>rf 4" WB12063t | M Ore Carrier (4P) Mchy.aft<br>4 Ho 75', 78', 78', 76'<br>Ore 415087 G.76928 B.68635<br>4 Ha (stl) (each 65'×35')<br>1W Cr 2(1) Der 2(3) | Oil 2SA 5Cy. 620×1400 mm<br>470 mm<br>4500bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>AuxB 100lb<br>3×210kW 220V d.c. |
| 506130<br>KXDK<br>243643<br>Df Esd<br>Gc | **CAPE FRIENDSHIP**<br><br>**United States Department of Commerce**<br>Los Angeles United States | 6709<br>3899<br>9047 | <br><br>AB | 1943 Consolidated Stl Corp.—Wmg, Cal<br>417' 9" 60' 1" 27' 7¾"<br>395' 0" 60' 0" 37' 8"<br>3 dks<br>RW<br>rf 4" | S<br>5 Ho 60¾', 60¾', 65½', 65½', 54'<br>G.510000 B.446000<br>5 Ha (29½', 31½', 31½', 31½', 31½'×20')<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Joshua Hendy Irn Wks<br>3×350, 350, 15kW 240V d.c. |
| 506132<br>VYMK<br>177680<br>Df Esd<br>Pfd Rdr | **CAPE GEORGE II**<br><br>**Demone Trawler Co. Ltd.**<br>W. W. Smith<br>St. John, N.B Canadian | 181<br>84<br>— | | 1947 Smith & Rhuland Ltd.—Lunenburg<br>98' 0" 23' 2" 13' 0"<br>23' 0" | Wood M Fishing<br>1 Ho 28'<br><br><br>1W | Oil 4SA 6Cyl 330×406 mm<br><br>Atlas-Imperial D.E. Co. |
| 506135<br>KMYG<br>243019<br>Df Esd | **CAPE GREIG**<br><br>**United States Department of Commerce**<br>Los Angeles United States | 6664<br>3949<br>9047 | <br><br>AB | 1943 Consolidated Stl Corp.—Wmg,Cal<br>417' 9" 60 1" 27' 7¾"<br>395' 0" 60' 0" 37' 8"<br>3 dks<br>RW<br>rf 4" | S<br>5 Ho 60¾, 60¾', 65½', 65½, 54'<br>G.510000 B.452000<br>5 Ha (29½', 31½', 31½', 31½', 31½'×20')<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Westinghouse Elec. & Mfg Co.<br>3×350, 350, 15kW 240V d.c. |
| 538197<br>WM5958<br>281371<br>Rdr<br>RTm/h | **CAPE HENLOPEN**<br>exVirginia Beach–64<br>**Delaware River & Bay Authority**<br>Wilmington, Del United States | 1492<br>799<br>1575 | | 1944 Jefferson B. & M. Co.—J'ville<br>*307·6'* 50' 2"<br>316' 0" 50' 1" 10' 3"<br>2 dks | TM Ferry (632P) | 2 Oil 2SA each 16Cy. 8½"×10"<br>2880bhp<br>General Motors Corp.<br>3×100kW 115/230V d.c. |
| 506141<br>VC4218<br>318242<br>Esd Pfd<br>Rdr RT | **CAPE HOOD**<br><br>**National Sea Products Ltd.**<br>Halifax Canadian | 362<br>121<br>— | <br><br>AB | 1962 Schps. "De Hoop" v/h Gebr. Boot—Leiden<br>141' 1" 26' 5"<br>121' 5" 26' 3" 13' 6"<br>1 dk | M Stern Trawler | Oil 4SA 6Cy. 330×600 mm<br>N.V. Werkspoor |
| 651092<br><br><br>Esd | **CAPE HOPE**<br><br>**Feripat S.A.**<br>Huacho Peruvian | 175<br>—<br>— | <br><br>~~Cl~~ | 1964 Fabricaciones Metálicas S.A.—Callao<br>*80·4'* 22' 0"<br>... ... ...<br>1 dk | M Trawler | Oil 2SA 12Cy. 114×127 mm<br>325bhp<br>General Motors |
| 672146<br>ELCM<br>2797 | **CAPE HORN**<br><br>**Benedict Shipping Corp.**<br>Monrovia Liberian<br>For later particulars see New Entries No. 1 | 46277<br>32062<br>87000 | 100A1<br>oil tanker<br>Class contemplated | Ishikawajima-Harima Hvy Ind.—Yka<br>910' 11" 128' 0" 41' 8"<br>870' 1" 127' 9" 55' 10" | M Tanker Mchy.aft | Oil 2SA 9Cy. 900×1550 mm<br>Sulzer<br>Ishikawajima-Harima Hvy Ind. |

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| 506143<br>WOQP<br>245796<br>Df Esd<br>Gc | **CAPE HORN**<br>**United States Department of Commerce**<br>Wilmington, Del United States | **5124**<br>2851<br>7343 | <br><br>AB | **1944** Pusey & Jones Corp.—Wmg<br>417′ 9″ 60′ 2″ 24′ 9⅜″<br>390′ 0″ 60′ 0″ 37′ 9″<br>3 dks<br>RW<br>rf 4″ | S<br>5 Ho 60¾′, 60¾′, 65¼′, 65¼′, 54′<br>G.510000 B.446000<br>5 Ha (29½′, 31½′, 31½′, 31½′, 31½′×20′)<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Westinghouse Elec. & Mfg Co.<br>3×350, 350, 15kW 240V d.c. | <br>1465t (o.f)<br>Pbg<br>14k |
| 506144<br>GJZH<br>304148<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAPE HOWE**<br>**Lyle Shipping Co. Ltd.** British<br>Glasgow<br>Scottish Ship Management Ltd. (Mgrs.) | **19032**<br>9273<br>24741 | **✠100A1** SS 11/66<br>ore carrier<br>**✠LMC**<br>MN1282 EL I†2⅜″SQ | **1962–11** Lithgows Ltd.—P.Gl<br>608′ 0″ 80′ 0″ 32′ 4¼″<br>580′ 0″ 79′ 9″ 43′ 0″<br>P108′ F66′ 1 dk<br>8BH<br>rf nil WB21714t | M Ore Carrier (4P) Mchy.aft<br>4 Ho each 99′<br>4 Ha (stl) (each 77½′×33¼′)<br>Cr 2(1) Der 2(3) | Oil 2SA 6Cy. 620×1400 mm<br>6410bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>AuxB 100lb<br>3×300kW 440V 60c/s a.c. | <br>(hvf)<br>Grk |
| 506145<br>KKZP<br>243800<br>Df Esd<br>Gc | **CAPE ISABEL**<br>**United States Department of Commerce**<br>Los Angeles United States | **6711**<br>3931<br>8676 | <br><br>AB<br><br>**BROKEN UP** | **1943** Consolidated Stl Corp.—Wmg,Cal<br>417′ 9″ 60′ 1″ 27′ 7⅞″<br>395′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>RW<br>rf 4″ | S<br>5 Ho 60¾′, 60¾′, 65¼′, 65¼′, 54′<br>G.510000 B.452000<br>5 Ha (29½′, 31½′, 31½′ 31½′. 31½′×20′)<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Westinghouse Elec. & Mfg Co.<br>3×350, 350, 15kW 240V d.c. | <br>1241t (o.f)<br>Pbg<br>14k |
| 506146<br><br>189245 | **CAPE JAMES**<br>exMount Edgecumbe–56<br>**Brooks Bay Packing Co. Ltd.**<br>Vancouver Canadian | **256**<br>174<br>— | | **1943** Martinolich S.B. Co.—S.Fo<br>*108·0′* 27′ 0″<br>… … … | Wood TM Fishing | 2 Oil each 6Cy. 11½″×15″<br><br>Atlas Imperial D.E. Co. | <br><br>Oakland |
| 506147<br>KWSZ<br>245368<br>Df Esd<br>Gc | **CAPE JOHN**<br>**United States Department of Commerce**<br>Los Angeles United States | **6711**<br>3931<br>8777 | <br><br>AB | **1944** Consolidated Stl Corp.—Wmg, Cal<br>417′ 9″ 60′ 1″ 27′ 7⅞″<br>395′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>RW<br>rf 4″ | S<br>5 Ho 60¾′, 60¾′, 65¼′, 65¼′, 54′<br>G.510000 B.452000<br>5 Ha (29½′, 31½′, 31½′, 31½′, 31½′×20′)<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Joshua Hendy Irn Wks<br>3×350, 350, 15kW 240V d.c. | <br>1241t (o.f)<br>Sunnyvale<br>14k |
| 506149<br>KXBC<br>245457<br>Df Gc | **CAPE JUNCTION**<br>**United States Department of Commerce**<br>Los Angeles United States | **6711**<br>3931<br>8841 | <br><br>AB | **1944** Consolidated Stl Corp.—Wmg, Cal<br>417′ 9″ 60′ 1″ 27′ 7⅞″<br>395′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>RW<br>rf 4″ | S<br>5 Ho 60¾′, 60¾′, 65¼′, 65¼′, 54′<br>G.510000 B.452000<br>5 Ha (29½′, 31½′, 31½′, 31½′, 31½′×20′)<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Joshua Hendy Irn Wks<br>3×350, 350, 15kW 240V d.c. | <br>1241t (o.f)<br>Sunnyvale<br>14k |
| 670316<br><br>326074<br>Esd Pfd<br>Rdr RT | **CAPE KELTIC**<br>**National Sea Products Ltd.**<br>Halifax Canadian | **360**<br>122<br>— | <br>✠LR class withdrawn—<br>Owners' request 9/67 | **1967–2** Halifax Shipyards Ltd.—Hfx<br>141′ 1″ 26′ 7″<br>122′ 2″ 26′ 3″ 13′ 0″<br>RAD65′ F21′<br>rf 32″ BK9″ | M Trawler | Oil 4SA 6Cy. 320×450 mm<br>755bhp<br>Klöckner-Humboldt-Deutz<br>2×58kW 230V 60c/s a.c. | <br><br>Kln |
| 512887<br>KWFX<br>245132<br>Df Esd<br>Gc | **CAPE KILDARE**<br>exGeorge Lykes–66<br>exCape Kildare–48<br>**United States Department of Commerce**<br>New Orleans United States | **6741**<br>3951<br>8742 | <br><br>AB<br><br>**BROKEN UP** | **1944** Consolidated Stl Corp.—Wmg, Cal<br>417′ 9″ 60′ 2″ 27′ 7½″<br>395′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>RW<br>rf 4″ | S Ref CSD<br>5 Ho 57½′, 59½′, 71′, 61½′, 51′<br>G.498664 B.442046 In.3800<br>5 Ha (stl) (29½′, 31½′, 31½′, 31½′, 31½′×20′)<br>14W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Westinghouse Elec. & Mfg. Co.<br>3×350, 350, 15kW 240V d.c. | <br>1241t (o.f)<br>Pbg<br>14k |
| 506150<br>VCQV<br>175120<br>Df Esd<br>Pfd Rdr<br>RT | **CAPE LA HAVE**<br>**Ocean Fisheries Ltd.**<br>Halifax Canadian | **245**<br>117<br>— | | **1945** Clare S.B. Co. Ltd.—Meteghan<br>*116·8′* 24′ 8″<br>24′ 6″ | Wood M Trawler | Oil 4SA 8Cy. 330×405 mm<br><br>Cooper Bessemer Corp. | <br><br>Ohio |
| 506151<br>WMIJ<br>245619<br>Df Esd<br>Gc | **CAPE LAMBERT**<br>**United States Department of Commerce**<br>Los Angeles United States | **6711**<br>3931<br>8794 | <br><br>AB | **1944** Consolidated Stl Corp.—Wmg, Cal<br>417′ 9″ 60′ 1″ 27′ 7⅞″<br>395′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>RW<br>rf 4″ | S<br>5 Ho 60¾′, 60¾′, 65¼′, 65¼′, 54′<br>G.510000 B.452000<br>5 Ha (29½′, 31½′, 31½′, 31½′, 31½′×20′)<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Joshua Hendy Irn Wks<br>3×350, 350, 15kW 240V d.c. | <br>1241t (o.f)<br>Sunnyvale<br>14k |
| 506153<br><br>240954<br>Df Esd<br>Gc | **CAPE LOOKOUT**<br>exAmerican Press–52<br>**United States Department of Commerce**<br>New York United States | **6840**<br>4026<br>9140 | <br><br>AB | **1941** Western Pipe & Stl Co. of California—S.Fo<br>417′ 9″ 60′ 1″ 27′ 6¾″<br>395′ 6″ 60′ 0″ 37′ 8″<br>3 dks<br>rf 4″ | M<br>5 Ho 60¾′, 60¾′, 65¼′, 65¼′, 54′<br>G.510000 B.441000<br>5 Ha (29½′, 31½′, 31½′, 31½′, 31½′×20′)<br>14W | 2 Oil 2SA each 7Cy. 520×700 mm with electro-magnetic slip couplings & sr gearing to sc. shaft<br>4400bhp<br>Busch-Sulzer Bros.<br>3×350, 350, 15kW 240V d.c. | <br><br><br>1395t<br>St. Louis<br>14k |
| 540692<br>5MLM<br><br>Df Esd<br>Gc Rdr<br>RT | **CAPE MARINA**<br>exMarina Grande–66<br>**Marbueno Cia. Nav. S.A.**<br>Monrovia Liberian | **15364**<br>10090<br>— | **✠100A1** SS 6/67<br>strengthened for ore cargoes, Nos 2 & 4 holds may be empty<br>**✠LMC**<br>MN1800 EL k†2⁹⁄₁₆″SQ | **1963–2** Ch. de l'Atlantique—St.N<br>584′ 9″ 75′ 0″ 31′ 0¾″<br>551′ 2″ 74′ 8″ 44′ 3″<br>P107′ F44′ 1 dk<br>NS 8BH<br>rf 4″ WB9627t incl. Topside tanks in holds 4864t | M Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W<br>Ch. de l'Atlantique<br>AuxB 85lb | <br><br>St.N |
| 506155<br>VDXC<br>174106 | **CAPE MARK**<br>**Canadian Fishing Co. Ltd.**<br>Vancouver Canadian | **104**<br>61<br>— | | **1943** Star Shipyd (Mercers) Ltd.—N.Westminster<br>*73·4′* 20′ 8″<br>… … … | Wood M Fishing | Oil 6Cy. 5½″×6½″<br>NE64<br>Caterpillar Tractor Co. | <br><br>Peoria |

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| 506156<br>KWOI<br>245243<br>Df Esd<br>Gc | **CAPE MARTIN**<br><br>**United States Department of Commerce**<br>Los Angeles United States | 6724<br>3953<br>8793 | <br><br>AB | 1944 Consolidated Stl Corp.—Wmg, Cal<br>417' 9" 60' 1" 27' 7⅞"<br>395' 0" 60' 0" 37' 8"<br>3 dks<br>RW<br>rf 4" | S<br>5 Ho 60½', 60½', 65½' 65½', 54'<br>G.510000 B.452000<br>5 Ha (29½', 31½', 31½', 31½', 31½'×20')<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Joshua Hendy Irn Wks<br>3×350, 350, 15kW 240V d.c. |
| 506157<br>KMWA<br>242958<br>Df Esd<br>Gc | **CAPE MAY**<br><br>**United States Department of Commerce**<br>Los Angeles United States | 6695<br>3969<br>9047 | <br><br>AB | 1942 Consolidated Stl Corp.—Wmg, Cal<br>417' 9" 60' 1" 27' 7⅞"<br>395' 0" 60' 0" 37' 8"<br>3 dks<br>RW<br>rf 4" | S<br>5 Ho<br>B.452000<br>5 Ha | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Joshua Hendy Irn Wks |
| 508775<br>WA4132<br>232813<br>Rdr<br>RTm/h | **CAPE MAY**<br>exDel-Mar-Va-64<br>**Delaware River & Bay Authority**<br>Wilmington, Del United States | 2294<br>1560<br>478 | | 1933 Pusey & Jones Corp.—Wmg<br>*339-4'* 59' 0"<br>59' 0" 19' 1"<br>3 dks<br>R len 55 | TS Ferry (832P) Mchy.aft | Unaflow 8Cy. 19"×20"<br>2800ihp<br>Skinner Engine Co.<br>3×60kW 120V d.c. |
| 506158<br>WA3397<br>250339<br>Df Esd<br>Pfd Rdr<br>RT | **CAPE MAY**<br>exBonnie Lou-55<br>exCarole June-51<br>**Smith Meal Co. Inc.**<br>Boston United States | 156<br>72<br>— | | 1946 Electric Boat Co.—Groton<br>*85-5'* 21' 5"<br>... ... ...<br>1 dk | M Fishing | Oil<br>400bhp<br>Enterprise Eng. & Fdry Co. |
| 541057<br><br>320508<br>Esd Pfd<br>Rdr | **CAPE MIRA**<br><br>**National Sea Products Ltd.**<br>Halifax Canadian | 291<br>93<br>— | <br><br>✠Classed LR until 10/64 | 1963-10 G. T. Davie & Sons Ltd.—Lauzon<br>125' 0" 24' 11"<br>110' 0" 24' 6" 12' 9"<br>P5' Q54' F18'<br>rf 25" BK9" | M Trawler | Oil 4SA 6Cy. 320×450 mm<br><br>Klöckner-Humboldt-Deutz |
| 506161<br>VLFR<br>316193<br>Df Esd<br>Gc Rdr<br>RT | **CAPE MORETON**<br><br>**Commonwealth of Australia (Dept. of Shipping & Transport)**<br>Brisbane British | 2106<br>715<br>1013 | <br><br>✠Classed LR until 4/65 | 1963-10 N.S.W. Govt. E. & S.B.—N.S.W<br>243' 0" 42' 2" 14' 4"<br>220' 6" 42' 0" 23' 6"<br>B118' F28' 2 dks<br>RW<br>rf 7½" | M Lighthouse Tender Mchy.aft<br>1 Ho 56'<br><br>1 Ha (stl) (24'×12')<br>Cr 1(12½) | Oil 2SA 5Cy. 500×700 mm<br>2000bhp Polar<br>N.S.W. Govt. E. & S.B.<br>3×183kW 220V d.c.<br>Controllable pitch propeller |
| 660873<br><br>326055<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE MORROW**<br><br>**National Sea Products Ltd.**<br>Halifax Canadian | 617<br>272<br>— | <br>✠LR class withdrawn—<br>Owners' request 9/67 | 1966-8 Halifax Shipyards Ltd.—Hfx<br>155' 3" 33' 2" 12' 5⅞"<br>131' 3" 32' 10" 15' 9"<br>F67' 1 dk<br><br>rf 31" BoxK13" | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>1080bhp<br>Klöckner-Humboldt-Deutz<br>2×84kW 230V 60c/s a.c.<br>Controllable pitch propeller |
| 506164<br>GHNJ<br>301446<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE NELSON**<br><br>**Lyle Shipping Co. Ltd.**<br>Glasgow British<br>Scottish Ship Management Ltd. (Mgrs.) | 12351<br>4992<br>16450 | ✠100A1 SS 4/65<br>ore carrier<br>**✠LMC**<br><br>MN900 EL g†2$\frac{1}{16}$"SQ | 1961-4 Lithgows Ltd.—P.Gl<br>524' 6" 69' 11" 27' 6"<br>498' 0" 69' 9" 37' 0"<br>P100' F61' 1 dk<br>RW 8BH<br>rf 4" WB12416t incl. DTa460t | M Ore Carrier (4P) Mchy.aft<br>4 Ho each 78½'<br>G.434975 B.432915<br>4 Ha (stl) (each 63'×35')<br>Cr 2(1) Der 2(3) | Oil 2SA 5Cy. 620×1400 mm<br>470 mm<br>4500bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>AuxB 100lb<br>3×210kW 220V d.c. |
| 662253<br><br>326069<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE NELSON**<br><br>**National Sea Products Ltd.**<br>Halifax Canadian | 618<br>273<br>— | <br>✠LR class withdrawn—<br>Owners' request 9/67 | 1966-12 Halifax Shipyards Ltd.—Hfx<br>155' 3" 33' 2" 12' 5⅞"<br>131' 3" 32' 10" 15' 9"<br>F67' 1 dk<br><br>rf 31" BoxK13" | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>1080bhp<br>Klöckner-Humboldt-Deutz<br>2×84kW 230V 60c/s a.c.<br>Controllable pitch propeller |
| 507742<br>SXHD<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAPE NERITA**<br>exColytto-67<br>**Sorodisi Cia. Nav. S.A.**<br>Piræus Greek | ~~9075~~ 9092<br>~~5438~~ 5244<br>12942 | <br><br>BV | 1957 A/S Bergens M/V—Bgn<br>475' 6" 62' 2" 30' 3¾"<br>442' 0" 62' 0" 40' 3"<br>P118' B25' F46' 2 dks | M CSD Mchy.aft<br>4 Ho 51½', 60½', 100' comb., 96½' comb.<br>G.678352 B.632981<br>6 Ha (stl) (29½', 34', 29½', 27', 36', 28¾'×25')<br>12W Der 4(10) 8(5) | Oil 2SA 9Cy. 500×1500 mm<br>5450bhp B&W<br>A/S Akers M/V<br>4×185kW 220V a.c. |
| 641325<br><br>320572<br>Esd Pfd<br>Rdr RT | **CAPE NORMAN**<br><br>**National Sea Products Ltd.**<br>Halifax Canadian | 359<br>122<br>— | <br><br>✠Classed LR until 3/65 | 1964-7 Halifax Shipyards Ltd.—Hfx<br>141' 1" 26' 7"<br>122' 2" 26' 3" 13' 4"<br>Q65' F21'<br>rf 32" BK9" | M Trawler | Oil 4SA 6Cy. 320×450 mm<br><br>Klöckner-Humboldt-Deutz |
| 506166<br>CYNC<br>175115<br>Df Esd<br>Pfd Rdr | **CAPE NORTH**<br><br>**National Sea Products Ltd.**<br>Halifax Canadian | 246<br>120<br>— | | 1945 Clare S.B. Co. Ltd.—Meteghan<br>132' 0" 24' 8" 13' 0"<br>24' 6" | Wood M Trawler<br>1 Ho 32'<br><br>1W | Oil 4SA 8Cy. 330×405 mm<br><br>Cooper-Bessemer Corp. |
| 660512<br><br>326043<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE NOVA**<br><br>**National Sea Products Ltd.**<br>Halifax Canadian | 617<br>272<br>— | <br>✠LR class withdrawn—<br>Owners' request 9/67 | 1966-6 Halifax Shipyards Ltd.—Hfx<br>155' 3" 32' 11" 12' 5⅞"<br>131' 3" 32' 10" 15' 9"<br>F67'<br><br>rf 31" BoxK13" | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>1080bhp<br>Klöckner-Humboldt-Deutz<br>2×84kW 230V 60c/s a.c.<br>Controllable pitch propeller |

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| 506169<br>VJPK<br>157597<br>Df Esd<br>Gc | **CAPE OTWAY**<br>**J. Krasnostein & Co. Pty Ltd.**<br>Sydney, N.S.W. British | **998**<br>324<br>900 | ✠Classed LR until 2/32<br>**DISMANTLED & SCUTTLED 9/68** | **1931**–9 Australian C'wealth Shipping Bd—Syd<br>208' 7" 34' 1" 16' 2⅝"<br>33' 11"<br>P29' B96' F27' 1 dk & S dk<br>R<br>BK1" | S Lighthouse Tender OSD<br>B.20365<br>3W Der 2(10) | T 3Cy. 14¼" 23¾" & 39½"×24"<br>205t (o.f)<br>Australian C'wealth Shpg Bd Syd<br>9k |
| 681333<br>326062<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE PICTOU**<br>**National Sea Products Ltd.**<br>Halifax Canadian | **616**<br>272<br>— | ✠LR class withdrawn—Owners' request 9/67 | **1966**–9 Halifax Shipyards Ltd.—Hfx<br>155' 3" 33' 2" 12' 5⅝"<br>131' 3" 32' 10" 15' 9"<br>F67' 1 dk<br>rf 31" BoxK13" | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>1080bhp<br>Klöckner-Humboldt-Deutz Kln<br>2×84kW 230V 60c/s a.c.<br>Controllable pitch propeller |
| 642241<br>VLFS<br>317240<br>Df Esd<br>Gc Rdr<br>RT | **CAPE PILLAR**<br>**Commonwealth of Australia (Dept. of Shipping & Transport)**<br>Melbourne British | **2104**<br>712<br>1013 | ✠Classed LR until 11/65 | **1964**–11 N.S.W. Govt. E. & S.B.—N.S.W.<br>243' 7" 42' 2" 14' 4"<br>220' 6" 42' 0" 23' 6"<br>B115' F28' 2 dks<br>RW<br>rf 7½" | M Lighthouse Tender Mchy.aft<br>1 Ho 56'<br>1 Ha (stl) (24'×12')<br>Cr 1(12½) | Oil 2SA 5Cy. 500×700 mm<br>2000bhp Polar<br>N.S.W Govt. E. & S.B. N.S.W.<br>3×183kW 220V d.c.<br>Controllable pitch propeller |
| 506175<br>193787 | **CAPE PINE**<br>**Canadian Fishing Co. Ltd.**<br>Vancouver Canadian | **137**<br>93<br>— | | **1942** Fisher Boatworks<br>*106·0'* 18' 4"<br>… … …<br>1 dk | Wood M Fishing | Oil 12Cy. 145×205 mm<br>Caterpillar Tractor Co. Peoria |
| 652003<br>EB2283<br>Df RT | **CAPE-R1**<br>exM.O.P.-R1-66<br>**Direccion General de Puertos y Señales Maritimas**<br>Huelva Spanish | **70**<br>12<br>125 | ✠Class **WITHDRAWN** at Owners' request 2/68 | **1966**–1 Astilleros de Bonanza—Bonanza<br>71' 3" 19' 0" 7' 2⅝"<br>64' 0" 18' 4½" 9' 2"<br>3BH<br>rf 23" WB15t | M Tug | Oil 4SA 6Cy. 295×420 mm<br>350bhp<br>La Maquinista Terrestre y Mar. Bcl |
| 652004<br>EB2284<br>Df RT | **CAPE-R2**<br>exM.O.P.-R2-66<br>**Direccion General de Puertos y Señales Maritimas**<br>Huelva Spanish | **70**<br>12<br>125 | ✠Class **WITHDRAWN** at Owners' request 2/68 | **1966**–1 Astilleros de Bonanza—Bonanza<br>71' 3" 19' 0" 7' 2⅝"<br>64' 0" 18' 4½" 9' 2"<br>3BH<br>rf 23" WB15t | M Tug | Oil 4SA 6Cy. 295×420 mm<br>350bhp<br>La Maquinista Terrestre y Mar. Bcl |
| 652005<br>EB2285<br>Df RT | **CAPE-R3**<br>exM.O.P.-R3-66<br>**Direccion General de Puertos y Señales Maritimas**<br>Huelva Spanish | **70**<br>12<br>125 | ✠Class **WITHDRAWN** at Owners' request 3/69 | **1966**–1 Astilleros de Bonanza—Bonanza<br>71' 3" 19' 0" 7' 2⅝"<br>64' 0" 18' 4½" 9' 3"<br>3BH<br>rf23" WB15t | M Tug | Oil 4SA 6Cy. 295×420 mm<br>350bhp<br>La Maquinista Terrestre y Mar. Bcl<br>3×10,10, 2½kW 220V d.c. |
| 540219<br>320503<br>Esd Pfd<br>Rdr | **CAPE RACE**<br>**National Sea Products Ltd.**<br>Halifax Canadian | **291**<br>92<br>— | ✠Classed LR until 10/64 | **1963** G. T. Davie & Sons Ltd.—Lauzon<br>125' 0" 24' 11"<br>110' 0" 24' 6" 12' 9"<br>P5' Q54' F18'<br>rf25" BK9" | M Trawler | Oil 4SA 6Cy. 320×450 mm<br>Klöckner-Humboldt-Deutz Kln |
| 640423<br>320637<br>Df Esd<br>Rdr RT | **CAPE ROCK**<br>**Bickerton Co-operative Ltd.**<br>Canso Canadian | **171**<br>89<br>— | | **1963** Wagstaff & Hatfield—Port Greville<br>*91·7'* 23' 4"<br>23' 2"<br>1 dk | Wood M Fishing | Oil 2SA 8Cy. 5¼"×7¼"<br>Fairbanks, Morse & Co. Beloit |
| 650864<br>GNHM<br>307626<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAPE RODNEY**<br>**Lyle Shipping Co. Ltd.**<br>Glasgow British<br>Scottish Ship Management Ltd. (Mgrs.) | **11950** ~~12104~~<br>6749 ~~6776~~<br>17250 | ✠100A1 strengthened for ore cargoes, Nos. 2 and 4 holds may be empty<br>✠**LMC**<br>MN1920 EL g†2 5/16"SQ | **1965**–5 Lithgows Ltd.—P.Gl<br>~~527' 1"~~ 68' 1" 29' 11¼" 527' 1" (Incl.BB)<br>496' 0" 67' 9½" 41' 6"<br>P100' F36' 1 dk<br>RW NS 7BH<br>rf nil DK fwd WB5547t incl. Topside tanks in holds 2370t | M Bulk Carrier (4P) Mchy.aft<br>5 Ho 69', 74', 74', 74', 74'<br>G.878983 B.790248<br>5 Ha (stl) (49½'×28') (52¼', 52¼', 52¼', 52¼'×32½')<br>3W Cr 2(7½) 2(1) Der 1(8) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer 1362t (hvf)<br>Fairfield-Rowan Ltd. Gls<br>AuxB (o.f) 105℔ AuxB (ex.g) 100℔<br>3×300kW 440V 60c/s a.c. 15¼k |
| 506179<br>VCZD<br>157090 | **CAPE ROGER CURTIS**<br>exAnna D.-40<br>**Canadian Fishing Co. Ltd.**<br>Vancouver Canadian | **122**<br>69<br>— | | **1932** Meteghan S.B. Co.—Meteghan<br>*98·2'* 18' 0"<br>… … … | Wood M Tug | Oil 2SA 5Cy. 265×320 mm<br>Fairbanks, Morse & Co. Beloit |
| 506180<br>KMVN<br>242957<br>Df Esd<br>Gc | **CAPE ROMAIN**<br>**United States Department of Commerce**<br>Los Angeles United States | **6652**<br>3909<br>9047 | AB | **1942** Consolidated Stl Corp.—Wmg, Cal<br>417' 9" 60' 1" 27' 7⅞"<br>395' 0" 60' 0" 37' 8"<br>3 dks<br>RW<br>rf 4" | S<br>5 Ho 60¾', 60¾', 65¼', 65¼', 54'<br>G.5100000 B.452000<br>5 Ha (29½', 31½', 31½', 31½', 31½'×20')<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp 1241t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>3×350, 350, 15kW 240V d.c. 14k |
| 529929<br>JXTV<br>Df Esd<br>Gc Rdr<br>RT | **CAPE RONA**<br>exRonacastle-65<br>**Skibs A/S Agnes**<br>Einar Saanum<br>Mandal Norwegian | ~~42840~~ 12234<br>~~8066~~ 7587<br>19680 | NV | **1962** Uddevallavarvet A/B—Udv<br>555' 0" 70' 2" 31' 9¾"<br>520' 0" 70' 0" 41' 3"<br>1 dk | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.938400 B.829800<br>14W Der 14(5) | Oil 2SA 7Cy. 760×1500 mm<br>8750 bhp Götaverken 1553t (hvf)<br>Uddevallavarvet A/B Udv<br>15¾k |

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| **506181**<br>189317<br>Esd Pfd<br>Rdr RT | **CAPE ROSEWAY**<br>**Lunenburg Trawlers Ltd.**<br>Lunenburg Canadian | **241**<br>125<br>— | | **1957** Smith & Rhuland Ltd.—Lunenburg<br>110' 4" 24' 6"<br>... ... ... | Wood M Trawler | Oil 4SA 8Cy. 13"×16"<br>Cooper-Bessemer Corp. |
| **670315**<br>326075<br>Esd Pfd<br>Rdr RT | **CAPE ROUGE**<br>**National Sea Products Ltd.**<br>Halifax Canadian | **358**<br>122<br>— | ✠LR class withdrawn—<br>Owners' request 9/67 | **1967**–3 Halifax Shipyards Ltd.—Hfx<br>141' 1" 26' 7"<br>122' 2" 26' 3" 13' 0"<br>RAD65' F21'<br>rf 32" BK9" | M Trawler | Oil 4SA 6Cy. 320×450 mm<br>755bhp<br>Klöckner-Humboldt-Deutz<br>2×58kW 230V 60c/s a.c. |
| **640966**<br>320571<br>Esd Pfd<br>Rdr | **CAPE ROYAL**<br>**National Sea Products Ltd.**<br>Halifax Canadian | **359**<br>122<br>— | ✠Classed LR until 3/65 | **1964**–6 Halifax Shipyards Ltd.—Hfx<br>141' 1" 26' 7"<br>122' 2" 26' 3" 13' 4"<br>Q65' F21'<br>rf 32" BK9" | M Trawler | Oil 4SA 6Cy. 320×450 mm<br>Klöckner-Humboldt-Deutz |
| **506182**<br>CYBY<br>174069 | **CAPE RUSSELL**<br>**Martinolich Bros. Fishing Ltd.**<br>Vancouver Canadian | **100**<br>53<br>— | | **1942** Pacific Shipyard Ltd.—Vcr<br>*72·5'* 20' 7"<br>... ... ... | Wood M Fishing | Oil 12Cy. 4½"×5"<br>340bhp NE66<br>General Motors Corp. |
| **606183**<br>VC4345<br>318275<br>Esd Pfd<br>Rdr RT | **CAPE SABLE**<br>**National Sea Products Ltd.**<br>Halifax Canadian | **362**<br>121<br>— | AB | **1962** Schps. "De Hoop" v/h Gebr. Boot —Leiden<br>141' 1" 26' 6" 13' 1"<br>121' 5" 26' 3" 13' 10"<br>F15' | M Stern Trawler | Oil 4SA 6Cy. 330×600 mm<br>N.V. Werkspoor<br>Controllable pitch propeller |
| **506184**<br>VRAA<br>175883<br>Df Esd<br>Rdr<br>RTm | **CAPE ST. MARY**<br>**Government of Hong Kong (Agriculture & Fisheries Dept.)**<br>Hong Kong British | **242**<br>72<br>— | ✠100A1 SS 7/68 ~~SS 4/64~~<br>trawler<br>✠**LMC**<br>MN70 EL (c) j | **1951**–6 Hall, Russell & Co. Ltd.—Abn<br>117' 0" 25' 2" 11' 7½"<br>103' 7" 25' 0" 12' 6"<br>F25'<br>R 4BH<br>rf 24" BK7½" WB13t | M Trawler<br>1 Ho 15¾'<br>3 Ha (3½', 3½'×3½') (1¾'×2') | Oil 4SA 7Cy. 230×305 mm sr<br>420bhp<br>Nat. Gas & O. Eng. Co.<br>2×35kW 220V d.c. |
| **661141**<br>GSME<br>307650<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAPE ST. VINCENT**<br>**Wm. Dennison Ltd.**<br>~~Lyle Shipping Co. Ltd.~~<br>Glasgow British<br>Scottish Ship Management Ltd. (Mgrs.) | **12835**<br>7242<br>20022 | ✠100A1<br>strengthened for ore cargoes, No. 4 hold may be empty<br>✠**LMC**<br>MN1920 EL g†2⅛"SQ | **1966**–6 John Brown & Co. (Clydebank) Ltd.—Cly<br>~~528' 1"~~ 72' 5" 31' 7½" 528' 1" (incl.BB)<br>496' 1" 72' 0" 41' 6"<br>P101' F42' 1 dk<br>RW 7BH<br>rf nil DK fwd WB6554t Incl. Comb. btm & side tanks in No. 2 hold 708t Topside tanks in holds 2928t | M Bulk Carrier Mchy.aft<br>5 Ho 63', 74½', 77', 77', 77'<br>G.940439 B.818398<br>5 Ha (stl) (47½'×28') (49', 55', 55', 55'×32½')<br>Cr 2(7½) Der 1(8) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>John Brown & Co. (Clydebank)<br>2AuxB (o.f) 105lb (ex.g) 100lb<br>3×350kW 440V 60c/s a.c. |
| **506185**<br>VGJT<br>195187<br>Esd Pfd<br>Rdr RT | **CAPE SAMBRO**<br>**Ocean Fisheries Ltd.**<br>Halifax Canadian | **399**<br>135<br>— | ✠Classed LR until 7/60 | **1952**–7 Cochrane & Sons Ltd.—Sel<br>152' 6" 26' 8" 13' 1¾"<br>137' 0" 26' 6" 13' 9"<br>Q75' F24'<br>RW<br>BK7½" | S Trawler | T 3Cy. 13½" 22½" & 37"×26"<br>Amos & Smith Ltd. |
| **506186**<br>WSIW<br>246100<br>Df Esd<br>Gc | **CAPE SAN DIEGO**<br>**United States Department of Commerce**<br>Los Angeles United States | **6690**<br>3950<br>8751 | AB | **1944** Consolidated Stl Corp.—Wmg, Cal<br>417' 9" 60' 1" 27' 7¾"<br>395' 0" 60' 0" 37' 8"<br>3 dks<br>RW<br>rf 4" | S<br>5 Ho 60¾', 60¾', 65½', 65½', 54'<br>G.510000 B.452000<br>5 Ha (29½', 31½', 31½', 31½', 31½'×20')<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Joshua Hendy Irn Wks<br>3×350, 350, 15kW 240V d.c. |
| **506187**<br>KMMI<br>242960<br>Df Gc | **CAPE SAN MARTIN**<br>**United States Department of Commerce**<br>Los Angeles United States | **6673**<br>3911<br>9047 | AB | **1942** Consolidated Stl Corp.—Wmg, Cal<br>417' 9" 60' 1" 27' 7¾"<br>395' 0" 60' 0" 37' 8"<br>3 dks<br>RW<br>rf 4" | S<br>5 Ho 60¾', 60¾', 65½', 65½', 54'<br>G.510000 B.452000<br>5 Ha (29½', 31½', 31½', 31½', 31½'×20')<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Westinghouse Elec. & Mfg Co.<br>3×350, 350, 15kW 240V d.c. |
| **506188**<br>WQQU<br>245829<br>Df Esd<br>Gc | **CAPE SAUNDERS**<br>**United States Department of Commerce**<br>Los Angeles United States | **6660**<br>4046<br>8751 | AB | **1944** Consolidated Stl Corp.—Wmg, Cal<br>417' 9" 60' 1" 27' 7¾"<br>395' 0" 60' 0" 37' 8"<br>3 dks<br>RW<br>rf 4" | S<br>5 Ho 60¾', 60¾', 65½', 65½', 54'<br>G.510000 B.452000<br>5 Ha (29½', 31½', 31½', 31½' 31½'×20')<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Joshua Hendy Irn Wks<br>3×350, 350, 15kW 240V d.c. |
| **506189**<br>VDPK<br>193879<br>Esd Pfd<br>Rdr RT | **CAPE SCATARI**<br>**Ocean Fisheries Ltd.**<br>Halifax Canadian | **218**<br>106<br>— | | **1951** Smith & Rhuland Ltd.—Lunenberg<br>*107·0'* 24' 0"<br>23' 10" | M Trawler | Oil 6Cy. 330×405 mm<br>Cooper-Bessemer Corp. |
| **661336**<br>326067<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE SCOTIA**<br>**National Sea Products Ltd.**<br>Lunenburg Canadian | **618**<br>273<br>— | ✠LR class withdrawn—<br>Owners' request 12/67 | **1966**–10 Halifax Shipyards Ltd.—Hfx<br>155' 3" 33' 2" 12' 5¾"<br>131' 3" 32' 10" 15' 9"<br>F67' 1 dk<br>rf 31" BoxK13" | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>1080bhp<br>Klöckner-Humboldt-Deutz<br>2×84kW 230V 60c/s a.c.<br>Controllable pitch propeller |
| **506190**<br>192067 | **CAPE SCOTT**<br>exCoastal Trader 11–49<br>**Canadian Fishing Co. Ltd.**<br>Vancouver Canadian | **167**<br>87<br>— | | **1943** Fulton Shipyards—Antioch<br>*98·6'* 21' 7"<br>21' 5" | Wood M Fishing | Oil 6Cy. 305×380 mm<br>Enterprise Eng. & Fdry Co. |

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| 506191<br>VDZC<br>169547<br>Esd Pfd<br>Rdr RT | **CAPE SMOKY**<br>exGateholm–50<br>~~Ocean Fisheries Ltd.~~<br>Halifax Canadian<br>**Metal Processors Ltd.** | 369<br>133<br>— | ✠Classed LR until 7/60<br>**BROKEN UP** | **1949**–12 Cochrane & Sons Ltd.—Sel<br>153′ 8″ 25′ 2″<br>137′ 6″ 25′ 0″ 13′ 6″<br>Q76′ F23′<br>BK7½″ | S Trawler | T 3Cy. 13″ 22¾″ & 37″×26″<br>(o.f)<br>Amos & Smith Ltd. Hul |
| 506193<br>Esd Pfd<br>Rdr RT | **CAPE SPRY**<br>exMary & Josephine–54 | 191<br>156<br>— | | **1947** A. D. Storey Shipyard Inc.—Essex<br>102′ 1″ 23′ 2″<br>23′ 0″<br>1 dk | Wood M Fishing | Oil 6Cy. 330×405 mm<br>Atlas-Imperial D.E. Co. Oakland |
| 506194<br>KMXY<br>242995<br>Df Esd<br>Gc | **CAPE STEPHENS**<br>**United States Department of Commerce**<br>Los Angeles United States | 6711<br>3931<br>9047 | AB | **1943** Consolidated Stl Corp.—Wmg, Cal<br>*396·5′* 60′ 1″ 27′ 7⅞″<br>395′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>RW<br>rf 4″ | S<br>5 Ho 60¾′, 60¾′, 65¼′, 65¼′, 54′<br>G.510000 B.452000<br>5 Ha (29½′ 31½′, 31½′, 31½′, 31½′×20′)<br>14W | 2 S Turb dr geared to sc. shaft<br>440shp 1241t (o.f)<br>Westinghouse Elec. & Mfg Co. Phl<br>3×350, 350, 15kW 240V d.c. 14k |
| 506196<br>JAYY<br>75563<br>Df Esd<br>Gc Rdr | **CAPE TOWN MARU**<br>exGinko Maru–61<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 4923<br>2837<br>7678 | NK | **1957** Hitachi Zosen—Mukaishima<br>396′ 1″ 54′ 11″ 23′ 11⅜″<br>369′ 1″ 54′ 9″ 29′ 11″<br>P26′ B71′ F32′ 1 dk | M<br>4 Ho<br>G.363780 B.339493<br>4 Ha (33½, 57½′, 41¼′, 34½′×21¾′)<br>10W Der 4(10) 6(5) | Oil 2SA 6Cy. 500×900 mm<br>3360bhp 748t<br>Hitachi Zosen Osa<br>2×64kW 450V a.c. 12½k |
| 506109<br>5MZD<br>2051<br>Df Esd<br>Gc Rdr | **CAPE TRADER**<br>exCape Cod–64<br>~~Paget Traders Inc.~~<br>Monrovia Liberian<br>**Pecos S.S. Co. Inc.** | 6799<br>4102<br>9279 | AB<br>**BROKEN UP** | **1941** Bethlehem Stl Co.—Mariner's Harbor<br>417′ 10″ 60′ 2″ 27′ 7⅞″<br>395′ 0″ 60′ 0″ 37′ 9″<br>1 dk, 2nd & 3rd dk in No. 1 hold<br>RW<br>rf 4″ | S<br>5 Ho 60¾′, 60¾′, 65¼′, 65¼′, 54′<br>G.510000 B.452420<br>5 Ha (29½′, 31½′, 31½′, 31½′, 31½′×20′)<br>16W Der 1(30) 1(15) | 2 S Turb dr geared to sc. shaft<br>4400shp 1420t (o.f)<br>Bethlehem Stl Co. Qcy<br>3×350, 350, 15kW 240V d.c. 14k |
| 506198<br>VXFQ<br>179195<br>Df Esd<br>Gc Rdr<br>RT | **CAPE TRANSPORT**<br>exNorthcliffe Hall–61<br>**Hall Corporation of Canada**<br>Montreal Canadian | 2026<br>1174<br>3390 | **BS**✻ Lake SS 4/65<br>oil tanker<br>Gt. Lakes and Gulf of St. Lawrence service with occasional voyages to Newfoundland<br>**MBS**✻<br>MN132 CT1857 C28 S24 | **1947**–12 Canadian Vickers Ltd.—Mtl<br>295′ 2″ 43′ 10″ 16′ 10¾″<br>253′ 0″ 43′ 9″ 20′ 6″<br>Q85′ F35′ 1 dk<br>8BH conv dry cargo ship 57<br>WB182t | S Tanker Mchy.aft | Uniflow 2Cy. 25″×26″<br>730ihp (o.f)<br>Canadian Vickers Ltd. Mtl<br>2 SB 200lb hs(2450) 8k |
| 506199<br>KMJB<br>242961<br>Df Esd<br>Gc | **CAPE TRINITY**<br>**United States Department of Commerce**<br>Los Angeles United States | 6711<br>3931<br>9047 | AB | **1943** Consolidated Stl Corp.—Wmg, Cal<br>417′ 9″ 60′ 1″ 27′ 7⅞″<br>395′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>RW<br>rf 4″ | S<br>5 Ho 60¾′, 60¾′, 65¼′, 65¼′, 54′<br>G.510000 B.452000<br>5 Ha (29½′, 31½′, 31½′, 31½′, 31½′×20′)<br>14W | 2 S Turb dr geared to sc. shaft<br>4400shp 1241t (o.f)<br>Westinghouse Elec. & Mfg Co. Phl<br>3×350, 350, 15kW 240V d.c. 14k |
| 500218<br>KWTB<br>245369<br>Df Esd<br>Gc | **CAPE TRYON**<br>exAdabelle Lykes–66<br>exCape Tryon–47<br>**United States Department of Commerce**<br>New Orleans United States | 6711<br>3931<br>9115 | AB | **1944** Consolidated Stl Corp.—Wmg, Cal<br>417′ 9″ 60′ 1″ 27′ 7½″<br>395′ 0″ 60′ 0″ 37′ 9″<br>3 dks<br>RW<br>rf 4″ | S Ref<br>5 Ho 60¾′, 60¾″, 65¼′, 65¼′, 54′<br>G.498664 B.442046 In.3800<br>5 Ha (29½′, 31½′ 31½′, 31½′, 31½′×20′)<br>14W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>4400shp 1241t (o.f)<br>Joshua Hendy Irn Wks. Sunnyvale<br>3×350, 350, 15kW 240V d.c. 14k |
| 506202<br>SYDB<br>2023<br>Df Esd<br>Gc RT | **CAPE VENETICO**<br>exSculptor–62<br>exMary Moller–48<br>exSamcolne–47<br>**Galaro Cia. Nav. S.A.**<br>Piræus Greek | 7244<br>4261<br>10978 | ~~100A1~~ ~~SS 3/62~~<br>~~LMC~~<br>~~MN450~~ ~~EL a12½"SQ~~<br>**TO BE BROKEN UP** | **1944** Bethlehem-Fairfield—Bal<br>441′ 7″ 57′ 1″ 27′ 9¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW NS 7BH<br>rf 6″ WB1552t | S<br>5 Ho 61¾′, 72½′, 50′, 45′, 70′<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>Der 1(50) 1(15) 2(10) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>General Mchy. Corp. Hamilton<br>2WTB 250lb Spt 230lb hs10233<br>3×20kW 120V d.c. 11k |
| 506207<br>Df Esd<br>Gc Rdr | **CAPE YORK**<br>**Taiwan Steel & Mining Corp.**<br>China (Taiwan) | 1459<br>528<br>843 | ✠Classed LR until 8/27 | **1925**–10 Australian C'wealth Shipping Bd—Syd<br>235′ 5″ 35′ 0″ 14′ 8″<br>34′ 10″<br>B90′ 2 dks<br>R<br>BK1½″ | S Lighthouse Tender<br>B.30938<br>4W Der 2(12) | T 3Cy. 18¼″ 30″ & 49″×36″<br>242t (o.f)<br>Australian C'wealth Shpg Bd Syd<br>10k |
| 670478<br>SMRA<br>Df Esd<br>Gc Rdr<br>RTm/v | **CAPELLA**<br>exFranklin–67 exCapella–67<br>Launched as Benjamin Franklin<br>**Stockholm Rederi A/B Svea**<br>Curt Högberg<br>Stockholm Swedish | 10775<br>5179<br>10595 | BV | **1966** Ch. Nav. de la Ciotat—La Ciotat<br>493′ 8″ 71′ 4″ ~~26′ 0″~~ 25′ 10½″<br>462′ 7″ 71′ 2″ 43′ 8″<br>P125′ 1 dk | M Liquefied Gas Carrier Ref Mchy.aft<br>3 Ta<br>L.503942 HeCls. B | Oil 2SA 6Cy. 680×1250 mm<br>8000bhp Sulzer 900t (hvf)–27pd<br>Cie. de Const. Méc. Mantes<br>3×450kW 440V 60c/s a.c. 16k |
| 506210<br>DAVP<br>Df Esd<br>Gc Rdr<br>RT | **CAPELLA**<br>**Deutsche Seereederei**<br>Rostock E. German | 617<br>230<br>840 | DSRK | **1958** Peene Werft—Wolgast<br>195′ 3″ 32′ 3″ 11′ 10″<br>32′ 1″<br>2 dks | M Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>Schwermasch. Karl Liebknecht Mgd |

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| 506211<br>PDJB<br><br>Df Esd<br>RT | **CAPELLA**<br>exValsana–58<br>**J. Rusthoven**<br>N.V. Wijnne & Barends<br>Groningen Netherland | 500<br>293<br>850 | ✠100A1 SS 9/65<br><br>✠LMC<br><br>MN120 EL I | **1957–12** Schps. v/h De Groot & v. Vliet-Slikkerveer<br>185' 10" 29' 10" 11' 8½"<br>169' 11" 29' 6½" 13' 5"<br>P37' F12' 1 dk<br>RW 3BH<br>rf 3" WB228t | M Mchy.aft<br>1 Ho 118¾'<br>G.36680 B.34400<br><br>2W Der 2(2½) | Oil 4SA 8Cy. 305×450 mm<br>600bhp<br>Motorenf. "De Industrie" |
| 651993<br>OGQS<br>1349<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPELLA**<br><br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | 498<br>255<br>910<br>**1716**<br>1189<br>2075 | ✠100A1<br>Ice Class 1<br>✠LMC<br><br>MN426 EL p1$\frac{1}{16}$"SQ | **1965**–12 O/Y Laivateollisuus A/B—Åbo<br>247' 5" 38' 8" 11' 8½"/17' 9"<br>228' 4" 38' 4½" 25' 4"<br>Ba39' F25' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4" WB236t | M OSD/CSD Mchy.aft<br>1 Ho 146'<br>G.145918 B.128750<br>3 Ha (stl) (27¾'×14¾') (28', 29'×29½')<br>2W Cr 2(5) | 2 Oil 4SA each 8Cy. 240×310 mm<br>sr gearing to sc. shaft<br>2130bhp<br>Wärtsilä Kon. Mek. Verks.<br>3×90kW 400V 50c/s a.c.<br>Controllable pitch propeller |
| 506212<br>DCBC<br><br>Df Esd<br>RTh | **CAPELLA**<br>exUte–58<br>**Henry Heinrich**<br>Peter Döhle<br>Hamburg W. German | ~~497~~ 500<br>~~302~~ 275<br>768 | <br><br>GL | **1952** Schiffs. Hans Basedow—Hitzacker<br>168' 1" 26' 8" 13' 3"<br>26' 6" 15' 1"<br>P44' B38' F26' 2 dks<br>RW | M<br>1 Ho 94½'<br>G.34050 B.30475<br>1 Ha (72½' comb.×20½')<br>2W Der 2(2) | Oil 4SA 6Cy. 320×480 mm<br>500bhp<br>Motorenw. Mannheim |
| 506213<br>SHJP<br>9839 | **CAPELLA**<br>exSaar<br>**Rune Andersson**<br>Bergkvara Swedish | 142<br>79<br>175 | <br><br>GL | **1923** H. C. Stülcken Sohn—Ham<br>100' 5" 20' 8" 9' 10"<br>... ... ...<br>1 dk<br>R len 26 | M | Oil 4SA 6Cy. 215×360 mm<br>180bhp NE52<br>Masch. Kiel A.G. |
| 506215<br>DAHZ<br>10065<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAPERATA**<br><br>**Deutsche Shell Tanker-Ges.m.b.H.**<br>Hamburg W. German | 18233<br>10604<br>28280 | ✠100A1 TD4–12/66<br>oil tanker<br>✠LMC<br><br>MN2750 EL (n†)2$\frac{11}{16}$"SQ | **1950**–4 Bethlehem Stl Co.—Qcy<br>624' 7" 84' 5" 33' 5"<br>595' 0" 84' 0" 44' 2"<br>P126' B44' F80' 1 dk<br>RW 16BH<br>rf nil WB2154t incl. DTf1202t | S Tanker Mchy.aft<br>30 Ta<br>L.1354833 HeCls. BC<br><br>Der 2(5) 2(4) 2(3) | 2 S Turb dr geared to sc. shaft<br>12500shp<br>Bethlehem Stl Co.<br>2WTB 668lb Spt 620lb hs(18<br>sg 125lb<br>2×400kW 440V 60c/s a.c. |
| 507367<br>HOLZ<br><br>Df Esd<br>Gc Rdr<br>RTv | **CAPETAN ANDREAS P.**<br>exAndalusian–66<br>exCity of Ely–64<br>exAndalusian–62<br>**Aghia Barbara Cia. Mtma. S.A.**<br>Panama Panamanian | *3913*<br>*1830*<br>5330 | ✠100A1 SS 8/66<br>with freeboard<br>✠LMC<br><br>MN590 EL x | **1950**–6 W. Gray & Co. Ltd.—Hpl<br>374' 10" 53' 1" 22' 0½"<br>350' 8" 53' 0" 32' 9"<br>F30' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB985t | S (4P) OSD<br>4 Ho 47½', 86½' comb., 55', 57½'<br>G.333935 B.307930<br>5 Ha (stl) (15¾'×14½') (42½', 12½', 30', 25'×20')<br>12W Der 1(35) 2(10) 8(7) 2(5) | T 3Cy. 23" 38" & 65"×48" &<br>with dr gearing & hydraulic<br>2950ihp<br>Cen. Mar. Eng. Wks<br>2 SB 225lb Spt hs(10172)<br>3×33, 25, 25kW 110V d.c. |
| 516701<br>SZYC<br>2686<br>Df Esd<br>Gc Rdr<br>RT | **CAPETAN ANDREAS T.**<br>exSofia T.–66 exJ. W. Paulin–65<br>exSkagerak–54<br>**Cretan Shipping Co.**<br>**Tsourinakis Bros.**<br>Piræus Greek | 4031<br>2298<br>8370 | <br><br>HR | **1936** Burmeister & Wain—Cpn<br>401' 11" 55' 2" 24' 11"<br>55' 0"<br>F38' 1 dk & S dk<br>R | M OSD<br>3 Ho<br>G.494835 B.464300<br>3 Ha<br>12W Der 12(3) | Oil 2DA 5Cy. 450×1200 mm<br>2850bhp<br>Burmeister & Wain |
| 506218<br>SXLJ<br>1565<br>Df Esd<br>Gc Rdr | **CAPETAN CARRAS**<br><br>**Tramp Chartering Corporation S.A.**<br>Piræus Greek | 8902<br>5151<br>13320 | ✠100A1 SS 7/67<br><br>✠LMC<br><br>MN1100 EL d†2$\frac{3}{16}$"SQ | **1955**–1 Swan, Hunter & Wgham Rchdsn —Nwc<br>481' 0" 62' 2" 30' 7½"<br>450' 0" 62' 0" 40' 4"<br>F95' 2 dks<br>RW 7BH<br>rf 4" WB1935t incl. Tunnel tanks 324t DTm845t | M<br>5 Ho 60', 59', 63', 71', 72'<br>G.678050 B.671700<br>5 Ha (33½', 38½', 35½', 38½', 35½'×24')<br>10W Der 1(30) 1(20) 10(5) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford<br>Swan, Hunter & Wgham Rchdsn<br>2AuxB 100lb<br>3×180kW 220V d.c. |
| 507395<br>HPIE<br>4140-LI<br>Df Esd<br>Gc Rdr<br>RTv | **CAPETAN CHRISTOS P.**<br>exMaltasian–66<br>exCity of Norwich–64<br>exMaltasian–62<br>**Kalisto Cia. Maritima S.A.**<br>Panama Panamanian | *3910*<br>*1830*<br>5330 | ✠100A1 SS 3/67<br>with freeboard<br>✠LMC<br><br>MN590 EL x | **1950**–9 W. Gray & Co. Ltd.—Hpl<br>374' 10" 53' 2" 22' 0½"<br>350' 8" 53' 0" 32' 9"<br>F30' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB985t | S (4P) OSD<br>4 Ho 47½', 86½' comb., 55', 57½'<br>G.334115 B.308110<br>5 Ha (15¾'×14½') (42½', 12½', 30', 25'×20')<br>12W Der 1(35) 2(10) 8(7) 2(5) | T 3Cy. 23" 38" & 65"×48" &<br>with dr gearing & hydraulic<br>3280ihp<br>Cen. Mar. Eng. Wks<br>2 SB 225lb Spt hs(10172)<br>3×33, 25, 25kW 110V d.c. |
| 503980<br>SYID<br>2843<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CAPETAN COSTAS PANOU**<br>exBella Dan–66<br>**Kerketis Cia. Mar. S.A.**<br>Piræus Greek | 4876<br>2774<br>6110 | ✠100A1 SS 3/68 ~~SS 4/64~~<br>with freeboard<br>✠LMC<br><br>MN1090 EL x 2¼"SQ | **1950**–9 Aalborg Værft A/S—Abg<br>373' 8" 51' 11" 24' 4½"<br>335' 3" 51' 7" 33' 2"<br>F68' 2 dks<br>RW 6BH<br>rf 5" WB1629t incl. Tunnel tanks 84t | TM (6P) CSD<br>5 Ho 42½', 53½', 53½', 51½', 51½'<br>G.349000 B.321000<br>5 Ha (stl) (22¾'×18') (30', 28½', 30', 27'×20')<br>14W Der 1(30) 1(25) 14(5) | 2 Oil 2SA each 7Cy. 500×<br>4320bhp<br>Burmeister & Wain<br>3×160kW 220V d.c. |
| 531377<br>SWLW<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAPETAN GEORGIS**<br>exSapele Palm–66<br>**Astroclaro Cia. Nav. S.A.**<br>Piræus Greek | 5185<br>2834<br>— | <br><br>GL | **1953** A.G. "Weser" Werk Seebeck—Bhn<br>452' 0" 57' 8" 23' 10"<br>425' 0" 57' 6" 37' 2"<br>P28' F41' H110' 1 dk & S dk<br>RW<br>rf nil | S OSD<br>5 Ho 60½', 59½', 60', 52½', 64½', 30' DT<br>B.592530 B.536800<br>5 Ha (29½', 35', 35', 30', 27½'×22')<br>18W Der 1(50) 5(10) 12(5) 2(3) | T 3Cy. 24$\frac{1}{16}$" 40½" & 67¾"×<br>2400ihp<br>A.G. "Weser" Werk Seebeck<br>2×30kW 115V d.c. |
| 531056<br><br><br>Df Esd<br>Gc Rdr<br>RTh/v | **CAPETAN GIORGIS**<br>exSanaga–67<br>exTransvaal–62<br>**Pramos Cia. Nav. S.A.**<br>Piræus Greek | 3870 ~~3921~~<br>2002 ~~1984~~<br>— ~~6397~~ | 100A1 SS 2/68 ~~SS 10/65~~<br>Str. nav. ice<br>LMC<br><br>MN666 EL z<br>~~[illegible]~~ | **1951** Flensburger Schiffs. Ges.—Fln<br>413' 5" 54' 4" 22' 8$\frac{1}{16}$"<br>384' 5" 54' 2" 32' 10"<br>P67' F40' 1 dk & S dk<br>RW ~~Coll BH to S dk 5 to 2nd dk~~ 6BH<br>WB1736t incl. Tunnel tanks 869t | M OSD<br>4 Ho 64½', 93½', 62½', 67'<br>G.438630 B.407580<br>4 Ha (stl) (39', 48', 38½', 38½'×19¾')<br>Der 1(30) 1(15) 4(5–10) 4(5) 2(3) | Oil 2SA 5Cy. 700×1200 mm<br>3330bhp<br>Masch. Augsburg-Nürnberg<br>(db 71lb)<br>3×80kW 230V d.c. |

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|---|---|---|---|---|---|---|---|
| 506221<br>Df Esd<br>Rdr RT | **CAPETAN HALARIS**<br>exHafnia–60<br>**San Mitrofanes S.A.**<br>Lebanese<br>Beirut | 2060<br>1127<br>3080 | ✠~~100A1~~<br>✠~~LMC~~<br>**TO BE BROKEN UP**<br>~~SURVEYS OVERDUE 10/67.~~ | ~~D 8/62~~<br>~~EL~~ | **1924**–2 Howaldtswerke A.G.—Kel<br>275′ 3″ 41′ 3″ 18′ 5¾″<br>264′ 11″ 41′ 0″ 19′ 9″<br>P67′ Q95′ F30′ 1 dk Well dk<br>R NS 4BH<br>WB957t incl. Dk tanks 135t | S Mchy.aft<br>G.139810 B.131420<br>4W | T 3Cy. $20\tfrac{1}{16}$″ $32\tfrac{11}{16}$″ & $54\tfrac{5}{16}$″×37⅜″<br>1100ihp Munktell (o.f)<br>Howaldtswerke A.G. Kel<br>2 SB 185℔ Spt 185℔ hs(3660) 6cf<br>10k |
| 671961<br>SYOE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPETAN LEMOS**<br>**Colmenar Cia. Nav. S.A.**<br>Greek<br>Piræus<br>For later particulars see New Entries No. 12 | **24734**<br>16771<br>~~37200~~<br>40683 | | AB | **1967** Osaka Zosensho—Osa<br>… … …<br>630′ 0″ 95′ 0″ 51′ 3″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 840×1800 mm<br>13800bhp B&W<br>Mitsui Zosen Tmn |
| 506223<br>HPRT<br>1359<br>Df Pfd<br>Rdr | **CAPETAN PANAOS**<br>exMenastone–61<br>exAvisbrook–50<br>exEmpire Harmony–47<br>**Astrocierto Cia. Nav. S.A.**<br>Panamanian<br>Panama | *2874*<br>*1650*<br>4670 | ✠**100A1**<br>✠**LMC** | SS 9/63<br>EL u | **1943**–3 W. Gray & Co. Ltd.—Hpl<br>327′ 11″ 46′ 6″ 20′ 10¼″<br>310′ 0″ 46′ 4″ 25′ 2″<br>P33′ B82′ F34′ 1 dk<br>NS 5BH<br>WB934t | S<br>G.209498 B.198838<br>8W Der 8(5) | T 3Cy. 20″ 31″ & 55″×39″<br>1200ihp (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2SB 200℔ hs(3854) 6cf<br>8½k |
| 516849<br>6ZZL<br>2739<br>Df Esd<br>Gc Rdr<br>RTh | **CAPETAN PANTELIS**<br>exJalvallabh–67<br>**Terramar Shipping Co.**<br>Liberian<br>Monrovia | **6841** *~~6905~~*<br>3863 *~~4050~~*<br>9350 | ✠**100A1**<br>✠**LMC**<br>~~**Lloyd's RMC**~~<br>MN1100 | SS 7/64<br>EL b†2⅛″SQ | **1950**–11 Lithgows Ltd.—P.Gl<br>460′ 2″ 60′ 0″ 25′ 11″<br>435′ 6″ 59′ 9″ 32′ 3″<br>P46′ B147′ F44′ 2 dks<br>RW 7BH<br>rf 3″ WB2434t incl. DTa838t | S Ref CSD<br>5 Ho 63′, 72′, 31′, 53′, 62′<br>G.541000 B.492000 In.2800<br>6 Ha (24¾′, 29′, 24¼′, 14½′, 21¾′, 17′×18′)<br>12W Der 2(10) 10(5) | 3 S Turb sr geared to sc. shaft<br>5500shp 1158t (o.f)<br>Parsons Marine Turb. Co. Wal<br>3 SB 250℔ Spt hs(15249) 12cf<br>3×27kW 110V d.c.<br>13½k |
| 662128<br>SYOD<br>Df Esd<br>Gc Rdr<br>RT | **CAPETAN PSARROS**<br>**United Chartering Enterprises S.A.**<br>Greek<br>Piræus<br>For later particulars see New Entries No. 12 | **16164**<br>10147<br>23800 | | AB | **1966** Osaka Zosensho—Osa<br>562′ 0″ 32′ 10⅛″<br>533′ 6″ 81′ 6″ 46′ 0″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W<br>Mitsui Zosen Tmn |
| 510506<br>SXSF<br>1195<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAPETAN STATHES**<br>exErato–67<br>**Astro Protector Cia. Nav. S.A.**<br>Greek<br>Syra<br>For later particulars see New Entries No. 1 | **16357**<br>9571<br>25735 | **100A1**<br>oil tanker<br>Machinery Class contemplated | SS 7/67<br>EL l†2⅝″SQ<br>NV | **1958** Kieler Howaldtswerke A.G.—Kel<br>620′ 6″ 74′ 1″ 34′ 7¾″<br>586′ 0″ 73′ 10″ 45′ 3″<br>P125′ B36′ F83′ 1 dk<br>10BH<br>rf 4″ WB2080t incl. DTf1492t | M Tanker Mchy.aft<br>20 Ta<br>L.1300741 HeCls. BC<br>Der 4(5) 1(1) | Oil 2SA 9Cy. 780×1400 mm<br>10000bhp MAN 2323t (hvf)–30pd<br>Kieler-Howaldtswerke A.G. Kel<br>3×210kW 220V d.c.<br>15k |
| 671220<br>SXPS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPETAN YEMELOS**<br>**United Bulk Carriers S.A.**<br>Greek<br>Piræus<br>For later particulars see New Entries No. 12 | ~~**16160**~~ 16098<br>~~10150~~ 10010<br>23800 | | AB | **1967** Osaka Zosensho—Osa<br>30′ 0″<br>535′ 5″ 81′ 6″ 46′ 0″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp<br>Mitsui Zosen Tmn |
| 506229<br>5MEW<br>1522<br>Df Esd<br>Gc Rdr<br>RTm/v | **CAPILUNA**<br>**Hercules Tankers Corp.**<br>Liberian<br>Monrovia | **28434**<br>19161<br>47067 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>MN3000 | ~~SS 9/64~~<br>SS 11/68<br>EL u†3⅛″SQ | **1960**–10 Bethlehem Stl Co.—Qcy<br>736′ 4″ 102′ 5″ 38′ 4½″<br>705′ 0″ 102′ 0″ 50′ 1″<br>P140′ B34′ F101′ 1 dk<br>16BH<br>rf nil WB5924t incl. DTsf4779t | S Tanker Mchy.aft<br>33 Ta<br>Der 2(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>15000shp (o.f)<br>Bethlehem Stl Co. Qcy<br>2WTB 700℔ Spt 850° F. 630℔ hs18539<br>sg 125℔<br>2×600kW 450V 60c/s a.c. |
| 506230<br>5MDE<br>1478<br>Df Esd<br>Gc Rdr<br>RTm/v | **CAPISTERIA**<br>**Hercules Tankers Corp.**<br>Liberian<br>Monrovia | **28435**<br>19158<br>47067 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>MN3000 | SS 8/64<br>EL u†3⅛″SQ | **1960**–7 Bethlehem Stl Co.—Sp.Pt<br>736′ 4″ 102′ 6″ 38′ 4½″<br>705′ 0″ 102′ 0″ 50′ 1″<br>P140′ B34′ F101′ 1 dk<br>16BH<br>rf nil WB5924t incl. DTsf4779t | S Tanker Mchy.aft<br>33 Ta<br>Der 2(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>15000shp (o.f)<br>Bethlehem Stl Co. Qcy<br>2WTB 700℔ Spt 850° F. 630℔ hs18539<br>sg 125℔<br>2×600kW 450V 60c/s a.c. |
| 506231<br>TVVS<br>Rdr | **CAPITAINE ALBERT RUAULT**<br>**Soc. de Remorquage L. Thomas & Cie.**<br>French<br>Rouen | **103**<br>—<br>— | | BV | **1960** N.V. Bodewes Schps.—Martenshoek<br>82′ 0″ 22′ 2″<br>… … …<br>RW | M Tug | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| 672987<br>FUPV<br>Df Esd<br>Gc Rdr<br>RT | **CAPITAINE COOK**<br>**Société à la Pêche Jego Quere & Cie.**<br>French<br>Lorient | ~~**669**~~ **680**<br>~~285~~ 285<br>~~570~~ | | BV | **1967** Béliard Murdoch S.A.—Ostend<br>191′ 0″ 33′ 5″ 14′ 5″<br>166′ 0″ 33′ 1″ 20′ 1″<br>1 dk | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>1430bhp<br>Klöckner-Humboldt-Deutz Kln |
| 640591<br>TOGA<br>Df Esd<br>Rdr RT | **CAPITAINE GLATRE**<br>**M. A. Glatre**<br>French<br>St. Malo | **179**<br>59<br>— | | BV | **1963** S.I.C.C. Na.—St.M<br>104′ 4″ 23′ 9″ 9′ 5½″<br>89′ 8″ 23′ 7″ | M Trawler | Oil 4SA 6Cy. 220×280 mm<br>Klöckner-Humboldt-Deutz Kln |
| 506235<br>TVPO | **CAPITAINE LOUIS THOMAS**<br>**Soc. de Remorquage L. Thomas & Cie.**<br>French<br>Rouen | **103**<br>—<br>— | | BV | **1957** Schpsw. P. de Vries Lentsch—Alp<br>82′ 0″ 22′ 5″ 8′ 0″<br>75′ 6″ 21′ 0″ 10′ 2″<br>RW | M Tug | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz Kln<br>10½k |

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| **506236**<br>FNXN<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPITAINE PLEVEN**<br><br>**Armement Victor Pleven**<br>St. Malo French | 1532<br>718<br>1850 | <br><br>BV | **1951** T. v. Duijvendijk's Sch.—<br>Lekkerkerk<br>*235·0'* 38' 8"<br>38' 6" | M Trawler<br><br><br>4 Ha (each 4½'×4½') | Oil 2SA 5Cy. 520×700 mm<br>1300bhp<br>Masch. Augsburg-Nürnberg |
| **506238**<br>TPEW<br><br>Df Esd<br>RTm/h | **CAPITAINE QUEMERAIS**<br><br>**Association Rochelaise de Pêche à Vapeur**<br>La Rochelle French | 167<br>43<br>295 | <br><br>BV | **1955** At. & Ch. de la Manche—Dpe<br>*102·1'* 21' 5"<br>95' 2" 21' 4" 12' 6"<br>P39' F16'<br>RW | M Trawler<br><br><br>3 Ha (3½'×3½') (3', 3'×2½') | Oil 4SA 5Cy. 290×360 mm<br>530bhp<br>Cie. de Const. Méc.<br>3×25, 25, 10kW 110V d.c. |
| **506240**<br>VYTB<br>172245<br>Esd Rdr<br>RT | **CAPITAINE SIMARD**<br><br>**Marine Industries Ltd.**<br>Sorel Canadian | 235<br>156<br>— | **BS✻** ~~Lake SS 3/64~~<br>tug Lake SS 4/68<br>**MBS✻**<br><br>MN200 CT258 C18 | **1944** Montreal Dry Docks Ltd.—Mtl<br>112' 6" 26' 8" 11' 6"<br>26' 6" 12' 7"<br><br>RW 5BH<br>WB82t | M Tug | Oil 2SA 9Cy. 290×500 mm<br>1000bhp<br>Dominion Eng. Wks Ltd. |
| **506241**<br>TVUE<br><br>Df Esd<br>RT | **CAPITAINE TESSIER**<br><br>**Vve. Bon & Cie.**<br>La Rochelle French | 134<br>37<br>— | | **1931** Béliard, Crighton & Cie.—Ost<br>*89·2'* 20' 0"<br>... ... ...<br><br>R | M Trawler<br><br><br>3 Ha (6'×3') (2½', 2½'×2½') | Oil 4SA 8Cy. 240×300 mm<br>400bhp NE50<br>Moteurs Baudouin |
| **509342**<br>ELDY<br>2830<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPITAL TRADER**<br>exDovrefjell-67<br>**Lusteeor Shipping Corp.**<br>Monrovia Liberian | ~~25409~~ 24871<br>~~15456~~ 15458<br>40160 | <br><br>NV | **1961** Kieler Howaldtswerke A.G.—Kel<br>707' 2" 90' 3" 37' 6¾"<br>677' 0" 90' 0" 49' 3"<br>1 dk<br><br>rf 4" | S Tanker Mchy.aft<br>30 Ta<br>L.1878225 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17500shp 4831t<br>Kieler Howaldtswerke A.G.<br>3×600, 600, 200kW 450V 60c/s |
| **540221**<br>LPCJ<br><br>RTm/h | **CAPITAN BRIZUELA**<br>exIris-62<br>**Flota Argentina de Navegacion Fluvial**<br>Buenos Aires Argentine | 403<br>191<br>— | | **1933** Cia. Arg. de Nav. Mihanovich—<br>Carmelo<br>*169·4'* 24' 7" 6' 10"<br>24' 5"<br>RW | TM (90P) | 2 Oil 2SA each 6Cy. 230×280 mm<br>740bhp<br>L. Gardner & Sons Ltd.<br>2×35, 10kW 220V d.c. |
| **506242**<br>EDHI<br><br>Df Esd<br>Pfd RT | **CAPITAN CHIMISTA**<br><br>**José Seijo Prego**<br>Gijón Spanish | 174<br>74<br>175 | <br><br>BV | **1960** Ast. del Cantábrico—Gjn<br>116' 0" 22' 0"<br>98' 5" 21' 9" 11' 9"<br><br>RW | M Trawler<br><br><br>2 Ha (each 3½'×3½') | Oil 4SA 8Cy. 270×500 mm<br>580bhp<br>Hijos de J. Barreras S.A. |
| **650544**<br>EELL<br><br>Df Esd<br>RT | **CAPITAN EMILIO**<br><br>**Jorge Solá Sanroma**<br>Barcelona Spanish | 472<br>253<br>— | <br><br>BV | **1965** Maritima del Musel S.A.—Gjn<br>151' 9" 27' 5" 13' 4"<br>131' 2" 27' 4½" 14' 5"<br><br>RW | M Trawler | Oil 4SA 9Cy. 300×450 mm<br>1255bhp<br>Masch. Augsburg-Nürnberg |
| **541519**<br>EDVD<br><br>Df Esd<br>RT | **CAPITAN JORGE**<br><br>**Jorge Solá Sanroma**<br>Gijón Spanish | 178<br>65<br>— | <br><br>BV | **1963** Maritima del Musel S.A.—Gjn<br>108' 11" 21' 4"<br>95' 2" 21' 1" 12' 4" | M Trawler | Oil 4SA 6Cy. 295×420 mm<br>550bhp Krupp<br>La Maquinista Terrestre y Ma |
| **640382**<br><br><br>Df Esd<br>Rdr | **CAPITAN LUIS ALCAZAR**<br><br>**Empresa Maritima del Estado (Chilean Govt. Merchant Marine)**<br>Valparaiso Chilean | 370<br>—<br>— | <br><br>BV | **1963** Ch. Nav. Franco Belges—<br>Villeneuve<br>152' 6" 24' 6"<br>24' 4"<br>2 dks | M<br><br><br>2 Ha (each 14¾'×10')<br>Der 2(2½) | Oil 4SA 7Cy. 235×330 mm<br>600bhp<br>Masch. Augsburg-Nürnberg |
| **500585**<br>IKDG<br>949 | **CAPITAN MIKI**<br>exElvira exAguglia-65<br>exArdenza-35<br>exCaterina di Paola-32 **exG.29**<br>**Ievomare S.r.L.**<br>Naples Italian | 212<br>145<br>— | <br><br>~~RT~~ | **1911** .....................Osa<br>119' 1" 22' 1"<br>110' 3" 22' 0" 11' 7"<br>1 dk<br>R | M<br>3 Ho | Oil 4SA 6Cy. 265×410 mm<br>300bhp Emade45fitted—<br>S.A. Ansaldo |
| **506243**<br>LRAO<br><br>Df Esd<br>Gc Rdr<br>RT | **CAPITAN REY**<br>exEugene F. Moran-47<br>**Argentine Government (Yacimientos Petroliferos Fiscales)**<br>Buenos Aires Argentine | 493<br>184<br>— | | **1944** Levingston S.B. Co.—Orange<br>143' 5" 33' 1" 12' 9"<br>32' 11"<br>F41' | D-E Tug | 2 Oil 2SA each 12Cy.<br>connected to 2 elec. motors<br>to sc. shaft<br>General Motors Corp. |
| **506244**<br>EAOH | **CAPITAN SEGARRA**<br><br>**Cia. Trasmediterranea**<br>Valencia Spanish | 2061<br>1081<br>2217 | <br><br>BV | **1918** Cia. Euskalduna—Bbo<br>279' 11" 36' 5"<br>36' 3"<br>P30' B76' F44' 3 dks<br>R | S (66P)<br><br><br>4 Ha (14', 14'×13½') (14'×17½') (12'×12½')<br>Cr Der 6(5) 2(3) | T 3Cy. 22½" 36½" & 61½"×42"<br>1300ihp<br>Cen. Mar. Eng. Wks<br>1×25kW 110V d.c. |

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|---|---|---|---|---|---|---|---|
| 541058<br>IUTR<br>413<br>Df Esd<br>Pfd RT | **CAPITANO ALDO GIACCHETTI**<br>exTeneriffa-63 exImsum-60<br>**Emilio Castracani**<br>Ancona Italian | 495<br>268<br>— | | RI | **1948** Elsflether Werft A.G.—Elsfleth<br>*163·3′* 27′ 4″ 13′ 5″<br>158′ 10″ 27′ 2″ 15′ 3″<br>Q92′ F26′ | M Trawler<br>2 Ho<br>In.184145 | Oil 4SA 9Cy. 370×560 mm<br>1350bhp Emade59fitted66<br>Ansaldo Stab. Mecc. Gen |
| 520554<br>HPID<br>327<br>Pfd Rdr<br>RT | **CAPITAO ABREU**<br>exLeicesterbrook-63<br>**Companhia de Nav. Baltir Ltda.**<br>Panama Panamanian | 949<br>583<br>1220 | ✠100A1<br>✠LMC<br>MN180 | SS 11/65<br>EL I | **1948–11** J. Lewis & Sons Ltd.—Abn<br>218′ 6″ 31′ 8″ 13′ 11″<br>200′ 6″ 31′ 6″ 14′ 3″<br>P51′ Q113′ B13′ F26′ 1 dk<br>NS 4BH<br>WB369t | M Mchy.aft<br>G.60316 B.60000<br>2W Der 2(3) | Vee Oil 2SA 12Cy. 220×380 mm<br>900bhp ✠NE10/65<br>Appingedammer Brons. Apg |
| 507355<br>HPZC<br>163PEXT<br>Pfd RT | **CAPITÃO BISMARCK**<br>exBarbamihalis-66<br>exCity of Brussels-64<br>**Cia. de Navegação Baltir Ltda.**<br>Panama Panamanian | *691*<br>*362*<br>— | ✠100A1<br>✠LMC<br>MN160 | SS 11/64<br>EL j | **1947–4** J. Lewis & Sons Ltd.—Abn<br>180′ 0″ 30′ 0″ 15′ 0¼″<br>168′ 5″ 29′ 11″ 17′ 0″<br>B15′ F29′ 1 dk, 2nd dk in No. 2 hold<br>RW NS BH<br>WB241t | M Mchy.aft<br>G.42000 B.41000 | Oil 4SA 8Cy. 220×280 mm sr geared<br>800bhp ✠NE66<br>Klöckner-Humboldt-Deutz Kln<br>2×48kW 400V 50c/s a.c. |
| 506246<br>CSTA<br>Esd Rdr<br>RT | **CAPITÃO FERREIRA**<br>**Atlantica Companhia Portuguesa de Pesca**<br>Lisbon Portuguese | 762<br>434<br>— | | | **1945** Benjamin Bolais—Monica, Figueira<br>*155·8′* 34′ 1″<br>33′ 11″ | Wood M Fishing | Oil 6Cy. 350×535 mm<br>Mirrlees, Bickerton & Day Stckpt |
| 506247<br>CSPT<br>Df Esd<br>Gc Rdr<br>RT | **CAPITÃO JOÃO VILARINHO**<br>**João Maria Vilarinho Succrs. Ltda.**<br>Aveiro Portuguese | 1187<br>657<br>— | ✠100A1 fishing purposes<br>Str. nav. ice<br>✠LMC<br>MN150 | SS 4/68 ~~SS 4/64~~<br>EL (m) | **1952–5** Est. Nav. do Mondego—Figueira da Foz<br>218′ 11″ 36′ 2″ 15′ 5¼″<br>197′ 11″ 36′ 0″ 18′ 0″<br>P61′ F68′<br>RW 4BH | M Fishing Mchy.aft | Oil 4SA 6Cy. 385×580 mm<br>750bhp<br>Masch. Kiel A.G. Kel |
| 506248<br>CSMS<br>Df Esd<br>Gc Rdr<br>RT | **CAPITÃO JOSÉ VILARINHO**<br>**José Maria Vilarinho Ltda.**<br>Aveiro Portuguese | 1209<br>668<br>— | ✠100A1 fishing purposes<br>Str. nav. ice<br>✠LMC<br>MN160 | SS 4/66<br>EL (m)1½″ | **1954–6** Est. Nav. do Mondego—Figueira da Foz<br>218′ 6″ 36′ 6″ 15′ 5½″<br>197′ 11″ 36′ 0″ 18′ 0″<br>P77′ F67′<br>RW 4BH | M Fishing Mchy.aft | Oil 4SA 7Cy. 350×600 mm<br>800bhp<br>Gebr. Stork & Co. Hengelo |
| 542349<br>IBRR<br>121<br>Df Esd<br>Gc Rdr<br>RT | **CAPO ANDREA**<br>exAndrea Zanchi-63<br>exArizona-56 exRosebud-48<br>**"Capo Gallo" Cia. di Navigazione S.p.A.**<br>Messina Italian | 10606<br>6376<br>16628 | | RI | **1943** Alabama D.D. & S.B. Co.—Mob<br>523′ 6″ 68′ 2″ 30′ 2″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk, pt 2nd dk | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 HeCls. BC | S Turb connected to elec. motor<br>6000shp 1372t (o.f)–57½pd<br>General Electric Co. Lyn<br>14½k |
| 506251<br>ICUB<br>106<br>Df Esd<br>Gc Rdr<br>RT | **CAPO BIANCO**<br>exOrari-58<br>**"Capo Gallo" Cia. di Navigazione S.p.A.**<br>Messina Italian | 10626<br>6396<br>12585 | ✠100A1<br>✠LMC<br>**Lloyd's RMC** | SS 3/64<br>EL f†<br>RI | **1931–2** A. Stephen & Sons Ltd.—Gls<br>490′ 0″ 67′ 4″ 32′ 5″<br>470′ 5″ 67′ 0″ 40′ 0″<br>P66′ B234′ F81′ 2 dks, 3rd dk in fwd holds<br>R 8BH<br>DK fwd of mchy. space WB2873t incl. Tunnel tanks 1005t DTsf294t | TM Ref<br>6 Ho<br>G.248325 B.236029 In.416835<br>20W Der 1(50) | 2 Oil 2SA each 9Cy. 680×1200 mm<br>9390bhp 2096t<br>Sulzer Bros. Ltd. Win<br>2AuxB 100lb 14k |
| 515928<br>Df Esd<br>Rdr RT | **CAPO CORSO**<br>exWilliam-67 exImacos-66<br>exLincoln Ellsworth-56<br>**Sarda Bunker S.p.A.**<br>Cagliari Italian | ~~2403~~ 2406<br>~~1340~~ 1405<br>3500 | | BV RI | **1948** Blythswood S.B. Co. Ltd.—Gls<br>305′ 0″ 44′ 1″ 18′ 6⅛″<br>43′ 11″<br>P76′ F34′ 1 dk | S Tanker Mchy.aft<br>10 Ta<br>L.163996 HeCls. BC | T 3Cy. 18½″ 31″ & 52″×39″<br>1250ihp 367t (o.f)–11pd<br>D. Rowan & Co. Ltd. Gls<br>9k |
| 506252<br>ILBI<br>117<br>RT | **CAPO D'ORLANDO**<br>exEmpire Race-62<br>**CAPIECI S.p.A. Soc. di Navigazione e Rimorchiatori**<br>Messina Italian | 265<br>54<br>— | ✠Classed LR until 4/62 | RI | **1942–6** Henry Scarr Ltd.—Hessle<br>113′ 5″ 26′ 9″ 12′ 3¼″<br>105′ 0″ 26′ 6″ 13′ 6″ | S Tug<br>1 Ho | T 3Cy. 16″ 26″ & 43″×30″<br>1000ihp (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>10k |
| 506253<br>IQFE<br>823 | **CAPO D'ORSO**<br>exMaria Cristina-54<br>**"Baiamar" Soc. di Nav. a.r.l.**<br>Naples Italian | 311<br>228<br>474 | | RI | **1947** Giuseppe Tortorella—Salerno<br>131′ 6″ 28′ 2″<br>115′ 5″ 27′ 7″ 14′ 5″<br>1 dk | Wood M Mchy.aft<br>1 Ho | Oil 4SA 7Cy. 265×410 mm<br>350bhp<br>S.A. Ansaldo Gen<br>7k |
| 510341<br>IBEE<br>125<br>Df Esd<br>Gc Rdr | **CAPO EMMA**<br>exEmma-63 exManassas-48<br>**"Capo Gallo" Cia. di Navigazione S.p.A.**<br>Messina Italian | 10394<br>6288<br>16423 | | RI | **1943** Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 30′ 1¾″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk, pt 2nd dk | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 HeCls. BC | S Turb connected to elec. motor<br>6000shp 1495t (o.f)–47½pd<br>General Electric Co.<br>14k |
| 542662<br>ILBZ<br>123<br>Df Esd<br>Rdr RT | **CAPO FARO**<br>exKarl-63<br>exEmpire Henchman-46<br>**CAPIECI S.p.A. Soc. di Navigazione e Rimorchiatori**<br>Messina Italian | 264<br>65<br>— | ✠Classed LR until 10/64 | RI | **1940–2** Cochrane & Sons Ltd.—Sel<br>112′ 4″ 26′ 7″ 12′ 5″<br>105′ 0″ 26′ 6″ 13′ 0″<br>BK7½″ | S Tug | T 3Cy 15½″ 26″ & 42″×30″<br>1000ihp (o.f)<br>C. D. Holmes & Co. Ltd. Hul |

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| 506049<br><br><br>Df Esd<br>Rdr<br>RTm | **CAPO GALLO**<br>exCap Carbon–66<br>**Cossira S.p.A. di Nav.**<br>Palermo Italian | 1019<br>426<br>892 | <br><br>~~BV~~ RI | 1954 Foxhol N.V.—Foxhol<br>210' 4" 33' 0" 13' 1"<br>191' 11" 32' 10" 14' 9"<br>P&B67' F38' 1 dk<br>RW<br>rf nil | M Liquefied Gas Carrier Mchy.aft<br>14 Ta<br>L.30393<br><br>Der 2(½) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>3×60kW 220V d.c. |
| 523841<br>IBKW<br>212<br>Df Esd<br>RT | **CAPO MANNU**<br>exJanson–66 exMobilsud–64<br>exCassian–54 exRefast–53<br>exEmpire Pym–46<br>**Sarda Bunker S.p.A.**<br>Cagliari Italian | 2362<br>1316<br>3265 | BV RI<br><br>✠Classed LR until 11/54 | 1944–3 Grangemouth Dkyd Co. Ltd.—Gmh<br>301' 10" 44' 1" 18' 0"<br>286' 11" 43' 11" 19' 6"<br>P73' Trunk 175' F39' 1 dk<br>RW | S Tanker Mchy.aft<br>10 Ta<br>L.160160 | T 3Cy. 18" 31" & 52"×39"<br>1200ihp<br>D. Rowan & Co. Ltd. |
| 509137<br>ICDH<br>139<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPO MARIA**<br>exDogaressa–66<br>**"Capo Gallo" Cia. di Navigazione S.p.A.**<br>Messina Italian | 12389<br>7406<br>18635 | <br><br>RI | 1954 C.R.D. Adriatico—Mfl<br>565' 2" 73' 0" 30' 8"<br>528' 3" 72' 10" 39' 10"<br>P119' F59' 1 dk<br>RW | M Tanker Mchy.aft<br>21 Ta 1 Ho<br>L.869559 | Oil 2DA 8Cy. 750×1320 mm<br>10400bhp<br>S.A. Fiat S.G.M. |
| 506254<br>ICVX<br>635<br>Df Esd<br>Gc Rdr<br>RTm | **CAPO MELE**<br>exPierre L. D.–61<br>**Gestioni Esercizio Navi. Sicilia—(G.E.N.S.)**<br>~~Genoa~~ Palermo Italian | 6006<br>3346<br>9160 | <br><br>RI | 1951 At. & Ch. de France—Dnk<br>470' 11" 60' 1" 25' 2½"<br>437' 0" 59' 10"<br>P23' B150' 1 dk & S dk<br>R<br>rf 4" | M OSD<br>4 Ho 61½', 82½', 35½' DT, 62½', 75'<br>G.614051 B.559066<br>5 Ha (stl) (27', 32½', 35', 27½', 27½'×24')<br>16W Der 2(10) 6(5) 2(4) 2(3) 4(2) | Oil 2SA 6Cy. 740×1400 mm<br>5200bhp<br>Schneider & Cie.<br>3×175kW 220V d.c. |
| 680552<br>ILBK<br>116 | **CAPO MILAZZO**<br>exAbeille No. 23–61<br>exinflexible–51 exEmpire Sprite–46<br>**CAPIECI S.p.A. Soc. di Navigazione e Rimorchiatori**<br>Messina Italian | 265<br>47<br>— | RI<br><br>✠Classed LR until 9/61 | 1942–6 Henry Scarr Ltd.—Hessle<br>113' 5" 28' 8" 12' 3"<br>104' 11" 26' 6" 13' 5" | S Tug | T 3Cy. 16" 26" & 43"×30"<br>1000ihp<br>C. D. Holmes & Co. Ltd. |
| 506255<br>IBIQ<br>478<br>Df Esd<br>Gc Rdr<br>RTv | **CAPO NOLI**<br>exLa Ensenada–60<br>exPhilippe L.-D.–54<br>**Gestioni Esercizio Navi. Sicilia—(G.E.N.S.)**<br>Palermo Italian | 5953<br>3315<br>8525 | ✠100A1 SS 3/68 ~~SS 2/66~~<br>DTm—vegetable oil<br>✠LMC<br><br>MN1160 EL c†2 1/16"SQ<br>RI | 1951–1 Uraga Dock—Yokosuka<br>470' 10" 60' 2" 26' 0½"<br>436' 0" 60' 0" 38' 3"<br>P29' F42' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB2871t incl. DTm1546t | M (10P) OSD<br>4 Ho 57½', 97½', 65', 65', 33' DT<br>G.583109 B.541161<br>5 Ha (stl) (27½', 34', 34', 34', 31½'×22')<br>16W Cr 1(3) Der 14(10) | Oil 2DA 6Cy. 720×1200 mm<br>5800bhp<br>Kawasaki Dkyd Co. Ltd.<br>db 100lb<br>3×190kW 220V d.c. |
| 506256<br>ILBP<br><br>RT | **CAPO PELORO**<br><br>**Carmelo Picciotto fu Giuseppe**<br>Messina Italian | 173<br>15<br>— | <br><br>RI | 1961 Cant. del Tirreno—Gen<br>94' 11" 24' 6" 14' 1"<br>85' 4" 23' 11½"<br>RW | S Tug | T 3Cy. 360, 580 & 940×650 mm<br>700ihp<br>Cant. del Tirreno |
| 652528<br>ILRY<br>661<br>Df Esd<br>Gc Rdr<br>RT | **CAPO RAMA**<br><br>**Cossira S.p.A. di Nav.**<br>Palermo Italian | 489<br>267<br>550 | <br><br>RI | 1965 I.N.M.A.—Spz<br>214' 2" 30' 3" 9' 1"<br>192' 7" 30' 2" 10' 8"<br>2 dks | M Liquefied Gas Carrier Mchy.aft<br>4 Ta | Oil 4SA 8Cy. 270×580 mm<br>1100bhp<br>N.V. Werkspoor |
| 541059<br>IPTT<br>263<br>Esd<br>RTm | **CAPO VADO**<br><br>**Soc. Carmelo Noli fu Giovanni**<br>Savona Italian | 176<br>45<br>— | <br><br>RI | 1963 Cant. Nav. M. & B. Benetti—Viareggio<br>91' 0" 24' 0" 10' 6"<br>82' 0" 23' 11" 13' 1"<br>RW | M Tug | Oil 4SA 9Cy. 300×450 mm<br>1250bhp<br>Masch. Augsburg-Nürnberg<br>2×30kW 220V d.c. |
| 542663<br>IVGU<br>985 | **CAPO VENTO**<br>exUnione Polotto–63<br>exUnione P.–53<br>**V. Scamardella**<br>Naples Italian<br>Now **ROSALBA C** (No. 542663) in the Register | 167<br>120<br>— | <br><br>RI | 1946 S.A. Ansaldo—Gen<br>117' 10" 19' 8" 8' 2½"<br>109' 6" 19' 7" 8' 10"<br>Q35' F18' Trunk 43'<br>len 58 | M Wine Tanker Mchy.aft<br>6 Ta<br>L.7050 HeCls. B | Oil 4SA 3Cy. 265×410 mm<br>150bhp<br>S.A. Ansaldo |
| 506258<br><br>133<br>RT | **CAPOCACCIA**<br><br>**Società Armasarda**<br>Cagliari Italian | 125<br>27<br>— | <br><br>RI | 1962 Cant. Nav. Solimano—Savona<br>78' 9" 21' 9" 10' 11½"<br>70' 1" 21' 8" 12' 6"<br>RW | M Tug Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz |
| 521332<br>IVKB<br>235<br>RT | **CAPODIMONTE**<br>exLuana–66 exVeritas–59<br>~~Ruffini & Sgalla~~<br>~~Ancona~~ ~~Italian~~<br>**Desideri Umberto**<br>Massawa Ethiopian | 382<br>165<br>— | <br><br>RI | 1950 S.p.A. "Metalli" Officine Mec. Nav.—Gen<br>146' 4" 26' 2" 11' 10"<br>131' 0" 26' 1" 12' 0"<br>P52' 1 dk | M Ref Mchy.aft<br>2 Ho<br>In.17650 | Oil 2SA 6Cy. 260×450 mm<br>450bhp Emade46fitted50<br>S.A. Fiat S.G.M. |
| 506260<br>IBDC<br>511<br>RTm | **CAPODISTRIA**<br>exAngela Riccardi–38<br>exColombe–34<br>**Amministrazione dei Lavori Pubblici**<br>Naples Italian | 376<br>75<br>— | <br><br>RI | 1917 At. & Ch. de la Loire—St.N<br>140' 11" 27' 2"<br>133' 10" 27' 1" 13' 2"<br>R | S Tug (4P)<br>1 Ho | T 3Cy. 14" 22[illegible]" & 37[illegible]"×[illegible]<br>845ihp<br>At. & Ch. de la Loire<br>2×8 & 5kW 110V |
| 506261<br>ILBN<br>132<br>RT | **CAPOFERRO**<br><br>**Società Armasarda**<br>Cagliari Italian | 125<br>27<br>— | <br><br>RI | 1962 Cant. Nav. Solimano—Savona<br>78' 9" 21' 9" 10' 11½"<br>70' 1" 21' 8" 12' 6"<br>RW | M Tug Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz |

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|---|---|---|---|---|---|---|
| 651994<br>EEKT<br>Df Esd<br>RT | **CAPON**<br>**Manuel Vieira Pérez**<br>Vigo Spanish | 214<br>75<br>— | BV | 1964 Const. Nav. P. Freire—Vgo<br>110′ 7″ 23′ 0″<br>94′ 2″ 22′11½″ 11′ 8″<br>RW | M Trawler<br>10 Ha (4′, 4′, 4′, 4′, 4′, 4′, 4′, 4′×4′) (4¼′×4¼′) (2¼′×2¼′) | Oil 4SA 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| 528702<br>ICXH<br>3341<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPONERO**<br>exPulborough-64<br>exGertrude Wiener-59<br>**Ottavio Novella**<br>Genoa Italian | 887<br>420<br>1216 | RI<br>Classed LR until 9/66 | 1956 Rolandwerft G.m.b.H.—Bmn<br>216′ 7″ 31′ 4″ 14′ 2″<br>194′ 5″ 31′ 2″ 15′ 4″<br>P52′ F35′ Trunk 108′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>8 Ta | Oil 4SA 8Cy. 290×420 mm<br>800bhp<br>Masch. Kiel A.G. Kel |
| 506262<br>ISVZ<br>3055 | **CAPOPINO**<br>exRosangela Martini–58<br>exZahra–56<br>**Ottavio Novella**<br>Genoa Italian | 768<br>367<br>923 | RI<br>✠Classed LR until 6/57 | 1927–11 Harland & Wolff Ltd.—Gls<br>*187·0′* 33′ 11″ 13′ 3″<br>180′ 0″ 33′ 9″ 14′ 0″<br>Q83′ F27′ Trunk 70′ 1 dk<br>R | S Tanker Mchy.aft<br>8 Ta<br>L.36933 | T 3Cy. 16″ 26″ & 42″×27″<br>850ihp 167t (o.f)<br>D. & W. Henderson & Co. Ltd. Gls |
| 506263<br>TMLJ | **CAPORAL PEUGEOT**<br>**Soc. du Caporal Peugeot**<br>La Rochelle French | 116<br>24<br>— | | 1923 Germe & Jouy—Bou<br>*83·0′* 18′ 6″<br>… … …<br>R | M Trawler | Oil 4SA 6Cy. 240×300 mm<br>NE47<br>Moteurs Baudouin Msl |
| 506264<br>ILBQ<br>131<br>RT | **CAPOTESTA**<br>**Società Armasarda**<br>Cagliari Italian | 125<br>27<br>— | RI | 1962 Cant. Nav. Solimano—Savona<br>78′ 9″ 21′ 9″ 10′ 11½″<br>70′ 1″ 21′ 8″ 12′ 6″<br>RW | M Tug Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz Kln |
| 651837<br>6ZNB<br>2414<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPOVERDE**<br>**Capoverde Cia. Nav. S.A.**<br>Monrovia Liberian | 38387<br>28071<br>~~71143~~<br>75029 | ✠100A1<br>oil tanker<br>✠LMC<br>MN4140 EL z†3$\frac{7}{16}$″SQ | 1965–10 Ishikawajima-Harima Hvy Ind. —Yka<br>797′ 3″(incl.BB) ~~797′ 3″~~ 118′ 4″ 43′ 8¼″<br>754′ 7″ 118′ 1″ 57′ 5″<br>P67′ F47′ 1 dk<br>10BH<br>rf nil WB15101t incl. 11640t in clean ballast tanks | M Tanker Mchy.aft<br>13 Ta<br>L.3206190 HeCls. BC | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 3716t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>2WTAuxB 243℔<br>3×600, 600, 300kW 450V a.c. 15¾k |
| 671502<br>DGCJ<br>Df Esd<br>Pfd Rdr<br>RTm | **CAPPENBERG**<br>**Partenreederei m.s. "Cappenberg"**<br>Aug. Bolten Wm. Miller's Nachfolger<br>Hamburg W. German | 500<br>~~816~~ 318<br>1246<br>**1211**<br>926<br>2196 | GL | 1967 Büsumer Werft GmbH—Büsum<br>247′ 2″ 38′ 1″ 12′ 8½″/17′ 5½″<br>223′ 1″ 37′ 6″ 21′ 4″<br>P48′ B27′ F38′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho 84¾′, 86½′<br>G.107038 B.95595<br>2 Ha (stl) (each 59′×21′)<br>4W Der 1(3–10) 3(3) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp 141t (d.o)<br>Atlas-Mak Masch. Kel<br>2×40kW 380V 50c/s a.c.<br>Directional propeller 13½k |
| 640571<br>YTIC | **CAPRAG**<br>**Jugoslavenska Tankerska Plovidba**<br>Zadar Yugoslav | 219<br>153<br>— | JR | 1955 Brodogradiliste Titovo—Kraljevica<br>110′ 2″ 23′ 0″ 8′ 6″<br>22′ 10″<br>1 dk | TM Tanker Mchy.aft | 2 Oil 4SA each 5Cy. 136×203 mm<br>Ruston & Hornsby Lcn |
| 540222<br>FNMA<br>Df Esd<br>Gc Rdr<br>RT | **CAPRAIA**<br>**Cie. Maritime des Chargeurs Réunis**<br>Dunkirk French | 7225<br>3764<br>10725<br>~~9785~~ 9693<br>~~5374~~ 5191<br>— | BV | 1963 Ch. Nav. de la Ciotat—La Ciotat<br>507′ 4″ 68′ 9″ 26′ 9¼″/—<br>474′ 10″ 68′ 6½″ 39′ 8″<br>1 dk & S dk, 3rd dk fwd & aft | M Ref OSD/CSD<br>5 Ha<br>Der 1(70) 1(25) 16(3–8) | Oil 2SA 8Cy. 620×1400 mm<br>8700bhp B&W 1900t<br>Soc. Forg. & At. du Creusot<br>Le Creusot<br>18k |
| 503833<br>IBOQ<br>564<br>Df Esd<br>Gc Rdr<br>RT | **CAPRAIA**<br>exBay Transport–64<br>exBritamlube–59<br>~~**D'Alesio & Castaldi**~~<br>Leghorn Italian<br>**Gaetano d'Alesio** | 1985<br>1083<br>— | RI<br>✠Classed LR until 7/64 | 1932–3 Furness S.B. Co. Ltd.—Haverton Hill<br>*250·0′* 43′ 2″ 16′ 2¾″<br>250′ 0″ 43′ 0″ 18′ 0″<br>P62′ F41′ Trunk 147′ 1 dk<br>R | S Tanker Mchy.aft<br>10 Ta<br>L.123218 HeCls. B | T 3Cy. 17″ 28″ & 46″×36″<br>1010ihp 208t (o.f)–12pd<br>N.E. Mar. Eng. Co. Ltd. Nwc<br>9k |
| 506265<br>DAIZ<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAPRELLA**<br>**Deutsche Shell Tanker-Ges.m.b.H.**<br>Hamburg W. German | 18257<br>10668<br>28280 | ✠100A1 TD4–5/67<br>oil tanker<br>✠LMC<br>MN2750 EL (n†)2$\frac{11}{16}$″SQ | 1950–6 Bethlehem Stl Co.—Qcy<br>624′ 7″ 84′ 5″ 33′ 5½″<br>595′ 0″ 84′ 0″ 44′ 2″<br>P126′ B44′ F80′ 1 dk<br>RW 16BH<br>rf nil WB2154t incl. DTf1202t | S Tanker Mchy.aft<br>30 Ta<br>L.1354833 HeCls. BC<br>Der 2(5) 2(4) 2(3) | 2 S Turb dr geared to sc. shaft<br>13750shp 2153t (o.f)–64pd<br>Bethlehem Stl Co. Qcy<br>2WTB 668℔ Spt 620℔ hs(18630)<br>sg 125℔<br>2×400kW 440V 60c/s a.c. 16k |
| 506266<br>ICSL<br>2554<br>Df Esd<br>Gc RT | **CAPRERA**<br>exCharles John Seghers–46<br>**"Garibaldi" Soc. Coop. di Nav. a Resp. Ltda.**<br>Genoa Italian | 7189<br>4293<br>11038 | RI<br>**BROKEN UP** | 1944 Permanente (Shpyd No. 2)— Richmond<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, pt 3rd dk | S CSD<br>5 Ho<br>G.540380 B.499573<br>10W Der 1(50) 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1843t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>11k |
| 506268<br>ILCH<br>368<br>RT | **CAPRI**<br>**Soc. Partenopea di Navigazione**<br>Naples Italian | 635<br>284<br>— | RI | 1930 S.A. Bacini e Scali Napoletani— Nap<br>190′ 6″ 29′ 7″ 10′ 4″<br>175′ 6″ 29′ 6″ 14′ 7″<br>1 dk<br>R | TS<br>1 Ho | T 6Cy. 15¾″ 26⅜″ & 43$\frac{3}{16}$″×27$\frac{3}{16}$″<br>2332ihp (o.f)<br>Offic. Mec. & Nav. di Napoli Nap |

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|---|---|---|---|---|---|---|---|---|
| 541992<br>SKIU<br>10422<br>Df Esd<br>RT | **CAPRI**<br>exFalken-66 exCapri-63<br>**Gunnar Johansson**<br>**Partrederi**<br>Tegelstrand Swedish | 299<br>161<br>379 | | BV | 1951 Gebr. Coops Scheeps.—Hgz<br>141' 4" 22' 9" 9' 2½"<br>22' 7" 10' 3"<br>1 dk | M | | Oil 4SA 4Cy. 290×450 mm<br>225bhp<br>Appingedammer Brons. |
| 640466<br>LCTY<br><br>Rdr RT | **CAPRICE**<br><br>~~A/S Syver~~ Fergeforbindelsen<br>~~Hövding Skipsopphugging~~<br>Oslo Norwegian | 200<br>106<br>360 | | NV | 1963 Sandnessjöen Slip & Mek. Verk.—Sandnessjöen<br>116' 2" 24' 4" 10' 5½"<br>104' 0" 24' 2"<br>1 dk<br>rf 4" | M Mchy.aft<br>1 Ho 68½'<br>G.14000 B.13000<br>1 Ha (48½'×13½')<br>2W Der 1(5) 1(2½) | | Oil 2SA 4Cy. 300×380 mm<br>280bhp<br>A/S Bergens M/V<br>Controllable pitch propeller |
| 671679<br>SJWM<br>10778<br>Esd | **CAPRICE**<br><br>**Anders Bengtsson**<br>**Partrederi**<br>Rönnäng Swedish | 171<br>77<br>— | | BV | 1966 Rosslauer Schiffs.—Rosslau<br>110' 5"<br>96' 11" 21' 8" 10' 1"<br>1 dk | M Trawler Mchy.aft | | Oil 4SA 6Cy. 260×300 mm<br>900bhp<br>Nydqvist & Holm |
| 640112<br>TQBI<br><br>Df Esd<br>Pfd RT | **CAPRICE DES FLOTS**<br><br>**Alexandre Meillarec**<br>Etel French | 153<br>56<br>— | | BV | 1963 S.I.C.C. Na.—St.M<br>95' 0" 23' 5" 9' 2½"<br>82' 0" 23' 3½" 11' 7"<br><br>RW | M Trawler<br><br><br>2 Ha (each 3½'×3½')<br>Der 1(2) | | Oil 4SA 12Cy. 185×200 mm<br>600bhp<br>Moteurs Baudouin |
| 506272<br>EEFQ | **CAPRICHO**<br><br>**José Joaquin Vigil Muslera**<br>Gijon Spanish | 118<br>66<br>— | | | 1930 Ast. de Gijon—Gjn<br>93' 8" 17' 5"<br>... ... ...<br><br>R | M Mchy.aft | | Oil 3Cy. 200×300 mm<br>100bhp |
| 641194<br>EECP | **CAPRICHO DE COLINDRES**<br>**Jose Maria Betanzos & Mario Brigido**<br>Santander Spanish | 149<br>59<br>— | | | 1964 Ast. del Cantabrico y de Riera S.A. —Gjn<br>85' 3" 21' 1" 10' 3"<br>77' 0" 21' 0" 11' 6"<br><br>RW | M Trawler | | Oil 2SA 5Cy. 240×260 mm<br>335bhp<br>Kromhout Motorenfab. |
| 641776<br>EEDR | **CAPRICHO MONTANES**<br><br>**Jose Maria Betanzos & Mario Brigido**<br>Santander Spanish | 149<br>59<br>— | | | 1964 Ast. del Cantábrico y de Riera S.A. —Gjn<br>85' 3" 21' 1" 10' 3"<br>77' 0" 21' 0" 11' 6"<br><br>RW | M Trawler | | Oil 2SA 5Cy. 240×260 mm<br>335bhp<br>Kromhout Motorenfab. |
| 541520<br>TPRA<br>393<br>RTh | **CAPRICORNE**<br>exCaramy-63 exSidquisem-56<br>exSliema-53<br>**Cie. Générale de Géophysique**<br>Marseilles French | 296<br>201<br>645 | WRECKED 10/68 | BV | 1943 H. C. Grebe & Co. Inc.—Cgo<br>*128·5'* 24' 6"<br>24' 4" | Wood TM (13P)<br><br><br>4 Ha (11½'×7½') (10½'×9½') (12¾'×7½') (1½'×2')<br>Der 2(1½) | | 2 Oil 2SA each 8Cy. 165×180 mm<br>1000bhp<br>General Motors Corp.<br>2×72kW 220/380V 50c/s a.c. |
| 506273<br>PDJX<br><br>Df Esd<br>Rdr<br>RTm/v | **CAPRICORNUS**<br><br>**Gebr. Kramer**<br>J. Kramer<br>Groningen Netherland | 499<br>277<br>910 | ✠100A1<br><br>✠LMC<br><br>MN120 | SS 7/65<br><br><br><br>EL J | 1957–5 Scheeps. "Voorvaarts"—Martenshoek<br>198' 11" 30' 6" 12' 5½"<br>180' 5" 30' 2" 12' 10"<br>Q52' F90' 1 dk<br>RW 3BH<br>rf 6" WB444t incl. Dk tank a45t | M Mchy.aft<br>2 Ho 122', 53½'<br>G.51000 B.44500<br>2 Ha (each 40½'×18½')<br>2W Der 2(3–5) | | Oil 4SA 6Cy. 330×600 mm<br>600bhp<br>N.V. Werkspoor<br>1×15kW 110V d.c. |
| 506274<br>DALZ<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAPRINUS**<br><br>**Deutsche Shell Tanker-Ges.m.b.H.**<br>Hamburg W. German | 18256<br>10660<br>28280 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN2750 | ~~Dr 4yrs 6/68~~<br>TD 5/68<br><br><br>EL (n†)2¹¹⁄₁₆"SQ | 1950–9 Bethlehem Stl Co.—Qcy<br>624' 7" 84' 5" 33' 5"<br>595' 0" 84' 0" 44' 2"<br>P126' B44' F80' 1 dk<br>RW 16BH<br>rf nil WB2154t incl. DTf1202t | S Tanker Mchy.aft<br>30 Ta<br>L.1354833<br><br>Der 2(5) 2(4) 2(3) | <br><br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp<br>Bethlehem Stl Co.<br>2WTB 668lb Spt 620lb<br>sg 125lb<br>2×400kW 440V 60c/s a.c. |
| 506275<br>DAKS<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAPSA**<br><br>**Deutsche Shell Tanker-Ges.m.b.H.**<br>Hamburg W. German | 18258<br>10662<br>28280 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN2750 | TD4–6/67<br><br><br><br>EL (n†)2¹¹⁄₁₆"SQ | 1950–1 Bethlehem Stl Co.—Qcy<br>624' 7" 84' 5" 33' 5"<br>595' 0" 84' 0" 44' 2"<br>P126' B44' F80' 1 dk<br>RW 16BH<br>rf nil WB2154t incl. DTf1202t | S Tanker Mchy.aft<br>30 Ta<br>L.1354833<br><br>Der 2(5) 2(4) 2(3) | <br><br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp<br>Bethlehem Stl Co.<br>2WTB 668lb Spt 620lb<br>sg 125lb<br>2×400kW 440V 60c/s a.c. |
| 506276<br>SVXG<br>192<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPTAIN ANASTASSIS**<br><br>**Santa Cecilia Co. S.A.**<br>Chios Greek | 8717<br>5735<br>— | | AB | 1960 Uraga Dock Co.—Uraga<br>473' 0" 62' 7" 28' 5½"<br>446' 3" 62' 4" 37' 9"<br>F38' 2 dks<br>RW | M CSD Mchy.aft | | Oil 2SA 6Cy. 865×1500 mm<br>5400bhp Sulzer<br>Uraga Diesel Kogyo |
| 651744<br>WV3000<br>298418 | **CAPTAIN BOB**<br>exPot. Nanti J. Fiori exLT-822<br>**Tidewater Barge Lines**<br>Portland. Or United States | 482<br>271<br>— | | | 1945 Marietta Mfg Co.—Point Pleasant<br>*142·2'* 33' 2"<br>141' 0" 33' 0" 18' 10" | S Tug | | Unaflow 3Cy. 24½"×24"<br>1200ihp<br>Skinner Engine Co. |

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| 506277<br>VGZF<br>158644<br>Df Esd<br>Gc Rdr<br>RTm/h | **CAPTAIN C. D. SECORD**<br>exJ. M. Oag–36 exS. B. Way–36<br>exA. E. R. Schneider<br>exCharles R. Van Hise<br>**Mohawk Nav. Co. Ltd.**<br>R. A. Campbell<br>Montreal Canadian | 6943<br>5168<br>10667 | ~~B.S.~~ ~~Lake SS 4/66~~<br>~~Great Lakes & River St.~~<br>~~Lawrence service~~<br>~~MBS✱~~<br>BROKEN UP ~~GT6068~~ | 1900 Superior S.B. Co.—W. Superior<br>557′ 0″ 50′ 1″ 23′ 4″<br>540′ 10″ 50′ 0″ 33′ 6″<br>P106′ B30′ F39′ 1 dk<br>R 5BH | M Bulk Carrier Mchy.aft<br>5 Ho 84′, 87′, 78′, 94′, 78′<br>G.475000<br>16 Ha (stl) (each 12′×33½′) | Oil 4SA 8Cy. 650×1400 mm<br>3500bhp NE✱made42refitted54 (hvf)<br>Harland & Wolff Ltd. Gls<br>2AuxB 150℔ made42refitted45<br>2×75, 25kW 220V d.c. |
| 661348<br>326544<br>RTv | **CAPTAIN COOK**<br>**Rockcrete Marine Ltd.**<br>C. E. Nelson<br>Vancouver Canadian | 124<br>15<br>— | | 1966 B. C. Mar. S.B.—Vcr<br>*70·1′* 22′ 6″ 12′ 0″<br>… … …<br>1 dk | M Tug (5P) | Oil 6Cy. 240×360 mm<br>950bhp (d.o.)<br>Gebr. Stork & Co. Hengelo<br>2×15kW 13k |
| 533932<br>SZXR<br>2847<br>Df Esd<br>Gc Rdr<br>RTv | **CAPTAIN D. GERONTAS**<br>exStavik–66<br>**Gerontina Cia. Nav. S.A.**<br>Greek<br>Piræus | 8864<br>4941<br>13575 | ✠100A1 ~~Dr 4yrs–3/64~~<br>oil tanker TD 10/68<br>✠LMC<br>MN860 EL d†2$\frac{3}{16}$″SQ | 1951–6 Swan, Hunter & Wghm Rchdsn<br>—Wal<br>495′ 2″ 63′ 8″ 28′ 1½″<br>466′ 0″ 63′ 6″ 36′ 3″<br>P101′ B32′ F50′ 1 dk, 2nd dk clear of cargo tanks<br>RW 16BH<br>WB189t | M Tanker Mchy.aft<br>L.636639<br>Der 2(5) 4(4) | Oil 2SA 4Cy. 670×2320 mm<br>4300bhp 950t (hvf)–16pd<br>Wallsend Slipway Co. Ltd. Wal<br>2AuxB 180℔<br>2×65kW 110V d.c. 12½k |
| 650488<br>6ZGV<br>2251<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPTAIN DEMOSTHENES**<br>**Frontera Cia. Nav. S.A.**<br>Monrovia Liberian | 18995<br>12834<br>32461 | AB | 1965 Rheinstahl Nordseewerke—Emd<br>627′ 8″ 86′ 10″ 34′ 8¾″<br>590′ 8″ 86′ 7″ 50′ 2″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 780×1550 mm<br>Masch. Augsburg-Nürnberg Aug |
| 506279<br>302523<br>Esd Pfd<br>Rdr<br>RTm/v | **CAPTAIN FOLEY**<br>**Iago Steam Trawler Co. Ltd.**<br>B. A. Parkes<br>London British | 434<br>142<br>— | ✠100A1 ~~SS 11/64~~<br>trawler SS 1/69<br>✠LMC<br>MN246 EL (g)q 1$\frac{1}{16}$″SQ | 1960–11 J. Lewis & Sons Ltd.—Abn<br>*139·8′* 28′ 4″<br>136′ 11″ 28′ 0″ 14′ 6″<br>F23′<br>R 4BH<br>rf 26″ BK8″ | M Trawler<br>1 Ho 36′<br>4 Ha (4′, 4′, 4′, 7′ comb.×3¼′)<br>Der 2(2) 2(1) | Oil 2SA 6Cy. 340×570 mm<br>1230bhp (d.o)<br>British Polar Engines Ltd. Gls<br>db 100℔<br>2×45kW 220V d.c. |
| 538585<br>1161<br>Df | **CAPTAIN FRANGOS**<br>exWanda–65 exInger–55<br>**Franicons Cia. Nav. S.A.**<br>Panama Panamanian | 1530<br>861<br>3110 | NV<br>SUNK BY COLLISION 2/68 | 1932 Nya Varvs. Öresund—Lkr<br>275′ 0″ 40′ 6″ 18′ 8⅝″<br>40′ 4″<br>1 dk & S dk<br>R | S OSD<br>2 Ho 96½′, 84½′<br>G.169544 B.153000<br>4 Ha (20¾′, 29¾′, 25¼′, 20¾′×18′)<br>6W Der 4(2) | T 3Cy. 17$\frac{13}{16}$″ 29$\frac{15}{16}$″ & 48$\frac{7}{16}$″×33½″<br>750ihp 342t (c)<br>Nya Varvs. Öresund Lkr<br>9k |
| 506280<br>GBPH<br>300828<br>Esd Pfd<br>Rdr<br>RTm/h | **CAPTAIN FREMANTLE**<br>**Iago Steam Trawler Co. Ltd.**<br>B. A. Parkes<br>London British | 448<br>147<br>— | ✠100A1 SS 6/67<br>trawler<br>✠LMC<br>MN192 EL (h)q | 1959–2 J. Lewis & Sons Ltd.—Abn<br>*139·5′* 28′ 4″<br>136′ 0″ 28′ 0″ 14′ 6″<br>F22′<br>R 4BH<br>rf 26″ BK8″ | M Trawler<br>1 Ho 36′<br>4 Ha (4′, 4′, 4′, 7′ comb.×3¼′)<br>Der 2(2) 2(1) | Oil 2SA 6Cy. 340×570 mm<br>960bhp (d.o)<br>British Polar Engines Ltd. Gls<br>db 100℔<br>3×36kW 220V d.c. |
| 540223<br>SYQQ<br>1666<br>Df Esd<br>Gc Rdr | **CAPTAIN G**<br>exTreis Ierarchai–63<br>exCreator–60 exBenarty–54<br>exAmmla–47 exSamvard–44<br>Launched as Ammla<br>**Darien Cia. Naviera S.A.**<br>Piræus Greek | 7275<br>4460<br>10981 | ~~100A1~~ ~~SS 8/64~~<br>~~DTs—oil FP above 150° F.~~<br>~~LMC~~<br>~~EL d†2$\frac{1}{16}$″SQ~~<br>FOUNDERED 8/68 | 1943 Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 1″ 27′ 9½″<br>416′ 0″ 56′ 10″ 37′ 4″<br>2 dks<br>7BH<br>WB2299t incl. DTa760t | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′<br>G.562000 B.508000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>Der 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1119t (o.f)<br>Worthington Corp. Harrison<br>2WTB 250℔ Spt 230℔ hs(10233)<br>3×20kW 110V d.c. 11k |
| 502466<br>5MUU<br>1939<br>Df Esd<br>Gc Rdr<br>RTv | **CAPTAIN GEORGE K**<br>exArmar–67 exBenmhor–51<br>exSalmonier–49 exSammont–47<br>Launched as E. H. Sothern<br>**Palma Shipping Corp.**<br>Monrovia Liberian | 8527<br>5690<br>12379 | AB<br>Classed LR until 12/51 | 1943 California S.B. Corp.—L.An<br>*492·8′* 57′ 0″ 26′ 2¾″<br>487′ 4″ 56′ 11″ 37′ 5″<br>2 dks, 3rd dk fwd<br>RW len 61<br>rf 6″ | S<br>6 Ho<br>6 Ha | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2186t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale |
| 661604<br>6ZTK<br>2579<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPTAIN GEORGE L.**<br>**Elmarina Inc.**<br>Monrovia Liberian | 19827<br>13097<br>37765 | AB | 1966 Uraga Hvy Ind. Ltd.—Yokosuka<br>633′ 2″ 89′ 5″ 38′ 8½″<br>585′ 0″ 89′ 3″ 51′ 10″<br>P112′ F50′ 1dk<br>RW<br>rf 4″ | M Bulk Carrier Mchy.aft<br>7 Ho 51¾′, 62¼′, 62¼′, 62¼′, 62¼′, 62¼′, 51¾′<br>G.1526959<br>7 Ha (stl) (31½′×34½′) (42′, 42′, 42′, 42′, 42′×44¼′) (31½′×34½′)<br>4W Cr 3(10) | Oil 2SA 9Cy. 760×1550 mm<br>14500bhp Sulzer 2958t (hvf)<br>Uraga Hvy Ind. Ltd. Tamashima<br>4×520, 520, 520, 240kW 240V 60c/s a.c.<br>18¼k |
| 524554<br>5LBC<br>799<br>Df Esd<br>Gc Rdr | **CAPTAIN GREGOS**<br>exNaess Venturer–66<br>**Portorafti Cia Mar. S.A.**<br>Monrovia Liberian | 20899<br>13468<br>33807 | AB<br>✠Classed LR until 4/66 | 1956–7 Hitachi Zosen—Inn<br>679′ 2″ 87′ 0″ 34′ 10¼″<br>646′ 4″ 86′ 7½″ 45′ 11″<br>P132′ B41′ F92′ 1 dk<br>rf 4″ | S Tanker Mchy.aft<br>33 Ta<br>L.1616577 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15000shp 2560t (o.f)–77½pd<br>Hitachi Seisakusho Hitachi<br>16½k |
| 506281<br>300776<br>Esd Pfd<br>Rdr<br>RTm/v | **CAPTAIN HARDY**<br>**Iago Steam Trawler Co. Ltd.**<br>B. A. Parkes<br>London British | 444<br>146<br>— | ✠100A1 SS 2/67<br>trawler<br>✠LMC<br>MN192 EL (h) q | 1958–10 J. Lewis & Sons Ltd.—Abn<br>*139·5′* 28′ 4″<br>136′ 0″ 28′ 0″ 14′ 6″<br>F22′<br>R 4BH<br>rf 26″ BK8″ | M Trawler<br>1 Ho 36′<br>4 Ha (4′, 4′, 4′, 7′ comb.×3¼′)<br>Der 2(2) 2(1) | Oil 2SA 6Cy. 340×570 mm<br>960bhp (d.o)<br>British Polar Engines Ltd. Gls<br>db 100℔<br>2×36kW 220V d.c. |

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|---|---|---|---|---|---|---|
| 506283<br>GHYM<br>302960<br>Esd Pfd<br>Rdr<br>RTm/v | **CAPTAIN INMAN**<br>~~Iago Steam Trawler Co. Ltd.~~<br>~~B. A. Parkes~~<br>~~London British~~<br>Irvin & Johnson Ltd.<br>Cape Town S. African | 414 ~~437~~<br>143 ~~197~~<br>— | ✠Class WITHDRAWN<br>at Owners' request<br>9/68 | 1962-4 J. Lewis & Sons Ltd.—Abn<br>*139·8'* 28' 4"<br>136' 11" 28' 0" 14' 6"<br>F23'<br>R 4BH<br>rf 26" BK8" | M Trawler<br>1 Ho 36'<br>4 Ha (4', 4', 4', 7' comb. × 3½')<br>Der 2(2) 2(1) | Oil 4SA 7Cy. 15" × 20"<br>1281bhp<br>Mirrlees, Bickerton & Day<br>db 105lb<br>2 × 45kW 220V d.c. |
| 506284<br>MFTP<br>184395<br>Esd Pfd<br>Rdr<br>RTm/v | **CAPTAIN J. M. DONALDSON**<br>Central Electricity Generating Board<br>Stephenson Clarke Shipping Ltd.<br>London British | 3341<br>1718<br>4602 | ✠100A1 SS 10/67<br>✠LMC<br>MN290 EL (u) 2" | 1951-4 W. Pickersgill & Sons Ltd.—Sld<br>338' 11" 46' 3" 20' 0"<br>320' 6" 46' 0" 22' 4"<br>P58' Q195' F30' 1 dk<br>RW NS 6BH<br>rf 3" WB1516t incl. DTm231t | S Mchy.aft<br>4 Ho 49½', 54', 53½', 49'<br>G.221930<br>4 Ha (stl) (36' × 25') (36', 36', 36' × 30')<br>1W | T 3Cy. 19" 31" & 54" × 39"<br>1450ihp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2 SB 220lb Spt hs(4706)<br>✠NB(p) 7/66<br>3 × 60, 60, 25kW 220V d.c. |
| 506285<br>SYKB<br>2035<br>Df Esd<br>Rdr RT | **CAPTAIN JOHN**<br>exGerminal-62<br>Bright Star Steamship Co. Inc.<br>Piræus Greek | 9956<br>5879<br>16050 | BV | 1947 Odense Staalskibs A/S—Odn<br>522' 6" 66' 0" 28' 7½"<br>65' 9"<br>P101' B35' F36' 1 dk | M Tanker Mchy.aft<br>21 Ta<br>L.766820 HeCls. BC<br>Der 2(7) 1(1) | Oil 4SA 8Cy. 740 × 1500 mm<br>4620bhp<br>Burmeister & Wain |
| 506286<br>6ZXH<br>2683<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPTAIN JOHN L.**<br>Elseafarers Inc.<br>Monrovia Liberian | 13437<br>8613<br>20841 | AB | 1961 Nippon Kokan—Shimizu<br>585' 2" 74' 11" 31' 3¾"<br>545' 0" 74' 8" 44' 0"<br>P89' F39' 1 dk<br>RW<br>rf 2" | M Mchy.aft<br>7 Ho<br>G. 948264 B.903820<br>7 Ha<br>2W Cr 3 Der 2(5) | Oil 2SA 7Cy. 740 × 1600 mm<br>9230bhp<br>Mitsui Zosen |
| 507791<br>SVZJ<br>RTv | **CAPTAIN KOUTSOUVELIS**<br>exComplaisant-66<br>Seka S.A.<br>~~Piræus~~ Greek<br>Rethymnon | 228<br>58<br>— | BV | 1953 At. & Ch. de la Manche—Dpe<br>104' 11" 25' 0" 15' 7"<br>24' 10"<br>P59' 1 dk<br>RW | S Tug Mchy.aft<br>1W | C 2Cy. 13" & 26½" × 18½"<br>1250ihp<br>Christiansen & Meyer<br>At. & Ch. de France<br>2 × 10kW 110V d.c. |
| 506287<br>SWGS<br>1775<br>Df Esd | **CAPTAIN LEMOS**<br>exAndre-60 exNorth Valley-50<br>exArthur P. Davis-47<br>Marero Cia. Nav. S.A.<br>Piræus Greek | 7176<br>4380<br>10757 | AB<br>TO BE BROKEN UP | 1943 California S.B. Corp.—L.An<br>441' 7" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.538000 B.475000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3 × 20kW 120V d.c. |
| 542705<br>HOLE<br>Df Esd<br>Gc Rdr<br>RTm/v | **CAPTAIN LEONIDAS**<br>exFana-66 exMolda-63<br>exMolda County-61<br>exMolda-59<br>Astronuevo Cia. Nav. S.A.<br>Panama Panamanian | 5137<br>2983<br>8425 | NV<br>WRECKED 4/68 | 1937 Deutsche S. & M.—Bmn<br>449' 4" 55' 10" 25' 2"<br>55' 8"<br>1 dk & S dk<br>R<br>rf 3" | M OSD<br>G.544087 B.494365<br>5 Ha (27', 42½', 35', 27½', 25' × 22')<br>12W Der 1(30) 5(5) 1(3) | 2 Oil 2SA each 6Cy. 520 × 7<br>geared to sc. shaft<br>3600bhp<br>Masch. Augsburg-Nürnberg<br>3 × 180, 110, 110kW 220V d.c. |
| 506288<br>WS2580<br>286922<br>Esd<br>Rdr RT | **CAPT. LEW S. RUSSELL, Jr.**<br>exPvt. Robert L. Deckard<br>Tidewater Barge Lines<br>Portland, Or United States | 297<br>202<br>— | | 1945 Marietta Mfg Co.—Point Pleasant<br>33' 2" 16' 3½"<br>141' 0" 33' 0" 18' 10"<br>1 dk | M Tug | 2 Oil 2SA each 10Cy. 8¼" × 10"<br>to sc. shaft<br>3600bhp<br>Fairbanks, Morse & Co. |
| 506289<br>SVQW<br>75<br>Df Esd<br>Gc Rdr | **CAPTAIN LUKIS**<br>exCavodoro-53 exCliffside-51<br>exFort McDonnell-47<br>Cia. Europa Commercial y Maritima S.A.<br>Chios Greek | 7175<br>4311<br>10722 | AB<br>✠Classed LR until 2/53<br>BROKEN UP | 1944-8 Burrard D.D. Co. Ltd.—Vcr<br>441' 6" 57' 0" 27' 8¾"<br>416' 0" 56' 11" 37' 4"<br>2 dks<br>RW<br>rf 6" | S CSD<br>5 Ho 60½', 72½', 50', 45', 70'<br>G.557000 B.498000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>11W Der 1(30) 10(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>John Inglis Co. Ltd.<br>3 × 15kW 110V d.c. |
| 506293<br>ODFM<br>B1115<br>Df Esd<br>Gc Rdr<br>RTm | **CAPTAIN MINAS**<br>exSeaway Discoverer-61<br>exDon Demetrio-59<br>exAuricula-55<br>Valmonte Compania Naviera S.A.<br>Beirut Lebanese | *8147*<br>*4558*<br>11280 | ~~✠100A1 SS 6/65~~<br>~~✠LMC~~<br>~~MN720 EL ct~~<br>TO BE BROKEN UP | 1946-8 Hawthorn, Leslie & Co. Ltd.—Nwc<br>484' 0" 59' 4" 26' 2½"<br>461' 0" 59' 0" 34' 10"<br>P94' B50' F84' 1 dk<br>RW NS 10BH conv tanker 56<br>WB3173t incl. DTsf516t | M Mchy.aft<br>5 Ho 57½', 79', 64', 58½', 61½'<br>5 Ha (stl) (30½', 41', 35', 35½', 35' × 23')<br>Der 12(5) | Oil 4SA 8Cy. 650 × 1400 mm<br>3500bhp Werkspoor<br>Hawthorn, Leslie & Co. Ltd.<br>2AuxB 180lb<br>3 × 30kW 110V |
| 525128<br>SWCX<br>312<br>Df Esd<br>Gc Rdr | **CAPTAIN NICOLAS**<br>exNicolaos G. Kulukundis-64<br>exJubal A. Early-47<br>Greek Shipping Enterprises S.A.<br>Syros Greek | 7227<br>4400<br>10500 | AB<br>BROKEN UP | 1943 Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½' 50', 45', 70', 20' DT<br>G.562608 B.499573<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 1(30) 1(15) 10(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>National Machine Co.<br>3 × 20kW 120V d.c. |
| 515236<br>5BDZ<br>321066<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAPTAIN PAPALIOS**<br>exJohan Carel Oetker-67<br>exHöegh Shield-64<br>Agenor Shipping Co. Ltd.<br>Famagusta Cyprus<br>Now AEGIS LUCK See New Entries No. 12 | 11676<br>6887<br>18050 | AB<br>✠Classed LR until 8/65 | 1954-3 Eriksbergs M/V A/B—Got<br>559' 5" 70' 0" 30' 4½"<br>526' 0" 69' 9" 39' 3"<br>P109' B37' F69' 1 dk<br>rf nil | M Tanker (5P) Mchy.aft<br>27 Ta<br>L.869000 HeCls. BC<br>1 Ha (10' × 13½')<br>Der 5(5) 1(1) | Oil 2SA 9Cy. 740 × 1400 mm<br>7290bhp<br>Eriksbergs M/V A/B |
| 513354<br>Df Esd<br>Gc Rdr<br>RTv | **CAPTAIN PAPIS**<br>exGooiland-68<br>exJohannes Mærsk-49<br>exCape Barrow-47<br>Yiouti Shipping Co. Ltd.<br>Cyprus | 5184<br>2987<br>8391 | AB | 1944 Pennsylvania Shipyards Inc.—Beaumont<br>412' 0" 60' 1" 25' 8½"<br>390' 0" 60' 0" 28' 5"<br>2 dks & S dk<br>rf 4" | M (8P) OSD<br>5 Ho 50', 58½', 60½', 49½', 68'<br>G.504900 B.446440<br>5 Ha (stl) (24½' × 24') (33½' × 24½') (31½', 18', 36' × 24')<br>14W Der 1(30) 12(5) 2(3) | 2 Oil 2SA each 6Cy. 545 ×<br>geared to sc. shaft<br>4150bhp<br>Nordberg Mfg Co.<br>2 × 250kW 120/240V d.c. |
| 516991<br>KKRB<br>242949<br>Df Esd<br>Gc | **CAPTAIN PARKER**<br>exGittel-67 exU.S. Pecos-66<br>exJanet Quinn-65 exDiddo-58<br>exGovernor Houston-49<br>exHall J. Kelley-47<br>Inter-Oceanic Ores Corp.<br>New York United States | 7233<br>4449<br>10844 | AB | 1943 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S (1P)<br>5 Ho 60½', 72½', 50', 65', 70'<br>G.562508 B.499573<br>5 Ha (35', 40', 20', 30', 35' × 20')<br>12W Der 12(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3 × 25kW 220V d.c. |

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|---|---|---|---|---|---|---|---|---|
| 506296<br>187642<br>Esd Pfd<br>Rdr<br>RTm/v | **CAPTAIN RIOU**<br>**Iago Steam Trawler Co. Ltd.**<br>B. A. Parkes<br>London British | **391**<br>127<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN160 | SS 12/65<br>EL (f)p | **1957–9** John Lewis & Sons Ltd.—Abn<br>*139·6'* 26' 11"<br>135' 4" 26' 6" 13' 3"<br>Q74' F22'<br>R 4BH<br>rf 30" BK8" | M Trawler<br>1 Ho 36'<br>4 Ha (4', 4', 4', 6' comb.×3¼')<br>Der 2(2) 1(1) | Oil 2SA 5Cy. 340×570 mm<br>800bhp<br>British Polar Engines Ltd.<br>db 100℔<br>2×36, 15kW 220V d.c. | (d.o)<br>Gls |
| 650044<br>MIBT<br>305770<br>RT | **CAPTAIN SIBREE**<br>**Humber Pilots' Steam Cutter Co. Ltd.**<br>Hull British | **57**<br>25<br>— | **✠16A1**<br>Humber Estuary service<br>**✠LMC**<br>MN120 | SS 12/68<br>EL (a) | **1964–11** Brooke Marine Ltd.—Lwt<br>65' 0" 17' 1"<br>60' 0" 17' 0" 8' 6"<br>1 dk<br>4BH<br>BK16" | Wood TM Pilot Launch | 2 Oil 4SA each 6Cy. 5½"×6" with sr reverse gears<br>600bhp<br>Cummins Engine Co. Ltd. | Shotts |
| 506297<br>152776<br>RT | **CAPT. T. W. MORRISON**<br>**Marine Industries Ltd.**<br>Sorel Canadian | **110**<br>5<br>— | | | **1907** Pusey & Jones Co.—Wmg<br>88' 6" 20' 0"<br>… … …<br>R | TM Tug | 2 Oil each 12Cy. 4¼"×5"<br>NE57<br>General Motors Corp. | Det |
| 541999<br>HPAG<br>3727<br>Gc | **CAPTAIN THEO**<br>exFlorence B.–66<br>exWave Transport–63<br>exBritamolene–59<br>**Western Shipping Co. Inc.**<br>Panama Panamanian | **1871**<br>1105<br>2800 | **✠100A1**<br>oil tanker M 9/67–12mos<br>For service Gulf of Mexico, Caribbean Sea & to Cape Charles, Bermuda & Cayenne, also between Agua Dulce & Callao<br>**✠LMC**<br>**SURVEYS OVERDUE 9/68** | ~~SS 6/68~~<br>EL (q) | **1931–6** Furness S.B. Co. Ltd.—Haverton Hill<br>*250·0'* 43' 2" 16' 2¾"<br>250' 0" 43' 0" 18' 0"<br>P62' F41' Trunk 147' 1 dk<br>R 11BH<br>WB288t | S Tanker Mchy.aft<br>L.123218 HeCls. BC | T 3Cy. 17" 28" & 46"×36"<br>940ihp<br>N.E. Mar. Eng. Co. Ltd.<br>SB 180℔ ND hs(3250) 4cf | 208t (o.f)–12pd<br>Nwc<br>9k |
| 680170<br>6ZZE<br>2732<br>Df Esd<br>Gc Rdr<br>RTm | **CAPTAIN W. D. CARGILL**<br>**Victoria Marine Co.**<br>Monrovia Liberian | **35303**<br>25426<br>~~57178~~<br>56278 | | AB | **1967** Kure Zosensho—Kur<br>734' 9" 105' 11" 40' 1¼"<br>698' 10" 105' 9" 62' 8"<br>P105' F56' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>8 Ho 49¾', 49¼', 99¾', 49¾', 49¾', 99¾', 49¾', 57'<br>G.2734326<br>10 Ha (stl) (each 34¼'×53')<br>2W Der 2(10) | Oil 2SA 6Cy. 900×1550 mm<br>14400bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>3×400kW 450V a.c. | 4344t (hvf)<br>Aio<br>15½k |
| 542664<br>WN8346<br>292527 | **CAPT. W. F. FREDEMAN**<br>exLarry W. Stephenson<br>**Jetty Sales Co.**<br>Port Arthur United States | **147**<br>100<br>— | | | **1945** Kewaunee S.B. & E. Co.—Kewaunee<br>23' 2"<br>80' 11" 23' 0" 10' 4"<br>1 dk | M Tug | Oil 4SA 6Cy. 13"×17"<br>650bhp<br>Busch-Sulzer D.E. Co. | |
| 516995<br>SZOG<br>2550<br>Df Esd<br>Gc Rdr<br>RT | **CAPTAIN XILAS**<br>exJanina–65 exAvenir–60<br>exSonata–54<br>**Salix Cia. Naviera S.A.**<br>Piræus Greek | **11164**<br>6500<br>17550 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN1350 | ~~SS 9/63~~<br>M TD 12/68 -30mos<br>EL g†2$\frac{1}{16}$"SQ | **1953–7** A/B Götaverken—Got<br>549' 2" 66' 1" 30' 1½"<br>512' 0" 65' 11" 39' 2"<br>P103' B39' F63' 1 dk<br>RW 13BH<br>WB1209t incl. DTf753t | M Tanker Mchy.aft<br>20 Ta | Oil 2SA 9Cy. 680×1500 mm<br>6750bhp<br>A/B Götaverken<br>2AuxB 180℔ | 1239t<br>Got<br>14¾k |
| 531329<br>SWEA<br>1159<br>Df Esd | **CAPTAMIHALIS**<br>exSantorini–65<br>exJohn F. Myers–47<br>**A. Nikoforos and others**<br>Piræus Greek | **7176**<br>4380<br>10850 | | AB | **1943** Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8⅓"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. | 1834t (o.f)<br>Pld |
| 541521<br>SYSQ<br>2263<br>Df Esd | **CAPTAYANNIS**<br>exNorden–63<br>**Paleocrassas Bros. & Ptnrs.**<br>Piræus Greek | **4576**<br>2620<br>—<br>**6850**<br>4365<br>— | **✠100A1**<br>with fbd DTm—oil above 150° F.<br>**✠LMC**<br>MN460 | SS 9/65<br>FP<br>EL z | **1946–9** A/S Nakskov Skibs.—Nkv<br>418' 0" 56' 4" 24' 8"/—<br>390' 10" 56' 3" 35' 6"<br>F46' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2785t incl. DTm1160t | M OSD/CSD<br>G.501900 B.453000<br>10W Der 1(20) 1(10) | Oil 4SA 6Cy. 740×1500 mm<br>2300bhp<br>Burmeister & Wain<br>db 100℔ | 1250t<br>Cpn<br>12k |
| 509791<br>SZUN<br>Df Esd<br>Gc Rdr<br>RTm | **CAPTAYIANNIS S**<br>exEenhoorn–67 exCibao–55<br>exNuevo Dominicano II–53<br>exBrede–52<br>**Sarantex Shipping Co. S.A.**<br>Piræus Greek<br>Name should be **CAPTAYIANNIS** See New Entries No. 1 | **2037**<br>991<br>3650 | | AB | **1950** Trondhjems M/V—Tdh<br>324' 7" 44' 0" 15' 6"<br>299' 9" 43' 11" 19' 11"<br>1 dk & S dk<br>rf 2¾" | M (6P) OSD<br>3 Ho<br>G.222000 B.209000<br>4 Ha (30½', 36¾'. 34¾', 24½'×18')<br>Der 1(15) 8(5) | Oil 2SA 4Cy. 480×1660 mm<br>Emade52fitted56 Doxford<br>2200bhp<br>Ailsa S.B. Co.<br>3×225, 225, 80kW 220V d.c. | 540t<br>Trn<br>13k |
| 540224<br>GMDA<br>304228<br>Df RT | **CAPTION**<br>**London & Rochester Trading Co. Ltd.**<br>Rochester British | **189**<br>112<br>265 | | | **1963** R. Dunston (Hessle) Ltd.—Hessle<br>105' 4" 23' 7" 7' 5½"<br>96' 10" 23' 0" 9' 4"<br>1 dk | M Mchy.aft<br>1 Ho 59½'<br>G.13300 B.12500<br>1 Ha (56'×15') | Oil 4SA 6Cy. 6½"×7¼"<br>180bhp<br>Bergius Co. Ltd. | 7t (d.o)<br>Gls<br>8¼k |
| 506301<br>JWPP<br>Df Esd<br>Gc Rdr<br>RTm/h | **CAPTO**<br>**A/S Jensen's Rederi I, II, III & IV**<br>Marlow Wangen & Petter Christiansen<br>Arendal Norwegian<br>Now **SAN NICOLAOS** (No. 506301) in the Register | **9047**<br>5819<br>13050 | | NV | **1957** Eriksbergs M/V A/B—Got<br>475' 8" 62' 2" 29' 3¼"<br>440' 0" 62' 0" 40' 0"<br>F30' 2 dks, 3rd dk in No. 3 hold<br>rf 6" | M (4P) CSD<br>5 Ho 62', 70½', 68¼', 70¾', 76¼'<br>G.714435 B.656710<br>5 Ha (stl) (36¾', 42', 36¾'. 36¾', 36¾'×20')<br>12W Der 2(15) 8(5) | Oil 2SA 6Cy. 740×1600 mm<br>5800bhp B&W<br>Eriksbergs M/V A/B<br>3×180, 180, 125kW 220V d.c. | (hvf)<br>Got<br>15¼k |

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| 506303<br>5MBH<br>1429<br>Df Esd<br>Gc Rdr<br>RTm/v | **CAPULONIX**<br>**Hercules Tankers Corp.**<br>Monrovia Liberian | 28435<br>19161<br>47067 | ✠100A1 SS 6/63 ~~SS 3/64~~<br>oil tanker<br>✠LMC<br>MN3000 EL u†3¼"SQ | 1959–9 Bethlehem Stl Co.—Qcy<br>736' 4" 102' 5" 39' 7½"<br>705' 0" 102' 0" 50' 1"<br>P140' B34' F101' 1 dk<br>16BH<br>rf nil WB5924t incl. DTsf4779t | S Tanker Mchy.aft<br>33 Ta<br>Der 2(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>15000shp<br>Bethlehem Stl Co.<br>2WTB 700lb Spt 850°F. 60lb<br>sg 125lb<br>2×600kW 450V 60c/s a.c. |
| 506304<br>DALJ<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAPULUS**<br>**Deutsche Shell Tanker-Ges.m.b.H.**<br>Hamburg W. German | 18256<br>10660<br>28280 | ✠100A1 TD4–4/67<br>oil tanker<br>✠LMC<br>MN2760 EL (n†)2¹⁵⁄₁₆"SQ | 1950–3 Bethlehem Stl Co.—Qcy<br>624' 7" 84' 5" 33' 5"<br>595' 0" 84' 0" 44' 2"<br>P126' B44' F80' 1 dk<br>RW 16BH<br>rf nil WB2154t incl. DTf1202t | S Tanker Mchy.aft<br>30 Ta<br>L.1354833 HeCls. BC<br>Der 2(5) 2(4) 2(3) | 2 S Turb dr geared to sc. shaft<br>13750shp<br>Bethlehem Stl Co.<br>2WTB 668lb Spt 820°F<br>sg 125lb<br>2×400kW 440V 60c/s a.c. |
| 506305<br>Df Rdr<br>RTm | **CAPURE**<br>**Caribbean Real States S.A.**<br>Barranquilla Colombian<br>Now **TIMBERJACK**<br>See New Entries No. 12 | 574<br>390<br>— | AB | 1945 Marietta Mfg Co.—Pt.Pleasant<br>149' 0" 33' 1" 16' 3½"<br>141' 0" 33' 0" 18' 10"<br>1 dk | M Tug | Oil 2SA 16Cy. 215×255 mm<br>1440bhp NE63<br>General Motors Corp.<br>2×100kW 115/230V d.c. |
| 541060<br>ILDT<br>159<br>Df Esd<br>Rdr RT | **CAPUTERRA**<br>exLouis Frederic Dewulf–63<br>exJean Guiton–53 exRunn–53<br>exBie–51 exLovo–50<br>**"Bulmar" Compagnià Siciliana di Armamento**<br>Palermo Italian | 1248<br>680<br>1729 | RI<br>✠Classed LR until 6/64 | 1948–3 Ekensbergs Varv—Skm<br>233' 7" 35' 6" 15' 0"<br>215' 0" 35' 5" 15' 11"<br>P57' F38' 1 dk | M Tanker Mchy.aft<br>17 Ta<br>L.75790 | Oil 2SA 6Cy. 340×570 mm<br>960bhp<br>Atlas-Diesel |
| 506306<br>TOCO | **CAPVERN**<br>exMaximiliano<br>**Jules Talleux**<br>Dunkirk French | 117<br>31<br>— | | 1948 Ch. Maritimes Massilia—Msl<br>79·7' 20' 7"<br>… … … | Wood M Trawler | Oil<br>NE—<br>Duvant |
| 540225<br>9HAU<br>315738<br>Df Esd<br>Rdr RT | **CARABELLA**<br>exKleine Beer–63<br>**Mediterranean Trading Shipping Co. Ltd.**<br>Malta British | 498<br>267<br>820 | ✠100A1 SS 12/66<br>✠LMC<br>MN104 EL I | 1958–2 Schpsw. De Beer N.V.—Zaandam<br>189' 9" 29' 4" 11' 4½"<br>170' 3" 28' 10½" 12' 8"<br>P41' F26' 1 dk<br>RW 3BH<br>rf 2" WB227t | M Mchy.aft | Oil 4SA 8Cy. 290×420 mm<br>520bhp<br>Masch. Kiel A.G. |
| 506308<br>ILCK<br>889 | **CARACAS**<br>exMaghreb–61 exMoghreb–40<br>exBothnia–38<br>**Francesco Esposito**<br>Naples Italian | 464<br>242<br>650 | RI<br>✠Classed LR until 1/39 | 1937–6 Werft J. Smit. Czn.—Alb<br>169' 4" 27' 5" 10' 6"<br>157' 5" 27' 3" 11' 5"<br>P31' F17' 1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.31000 B.29000 | Oil 4SA 6Cy. 320×450 mm<br>500bhp Emade50refitted61<br>Klöckner-Humboldt-Deutz |
| 506309<br>ZCTU<br>315787<br>RTm | **CARACAS**<br>exWesterschelde–39<br>**G. A. Navarro**<br>Port of Spain British | 342<br>168<br>450 | ✱Classed BC until 2/45 | 1937 De Haan & Oerlemans—Heusden<br>135' 0" 24' 2"<br>… … …<br>2 dks<br>RW | M (2P) Mchy.aft<br>1 Ho 75'<br>2 Ha (each 33½'×14')<br>Der 2(2½) 1(1½) | Oil 4SA 6Cy. 5½"×6¾"<br>325bhp NE62<br>Caterpillar Tractor Co.<br>2×10 & 8kW 110V d.c. |
| 506310<br>FNUQ<br>Df Esd<br>Gc Rdr<br>RTm/v | **CARAIBE**<br>**Cie. Générale Transatlantique**<br>Havre French | 6079<br>3617<br>7538 | BV | 1949 C. v.d. Giessen—Krimpen<br>458' 11" 60' 1" 23' 10"<br>59' 11"<br>F39' 2 dks & S dk<br>rf 5¾" | M (12P) Ref OSD<br>5 Ho 75½', 67½', 46', 67½', 59'<br>G.492117 B.448663 In.39112<br>5 Ha (stl) (33¾', 34½', 18½', 34½', 24½'×17¾')<br>14W Der 2(9) 12(5) | 2 Oil 2SA each 7Cy. 580×840 mm<br>electro-magnetic slip couplings<br>gearing to sc. shaft<br>7000bhp Sulzer<br>N.V. Werkspoor<br>3×200kW 220V d.c. |
| 506311<br>ICCW<br>814<br>Df Esd<br>Gc Rdr<br>RT | **CARALIS**<br>**"Tirrenia S.p.A." di Navigazione**<br>Naples Italian | 5486<br>3043<br>1129 | RI | 1957 "Navalmeccanica" Cant. Nav.—Castellammare<br>395' 0" 52' 6" 17' 11¾"<br>354' 4" 52' 5" 24' 4"<br>3 dks<br>RW | TM (647P) Ref<br>3 Ho | 4 Oil 2SA each 7Cy. 450×640 mm<br>electro-magnetic slip couplings<br>gearing to 2 sc. shafts<br>8400bhp<br>Ansaldo Stab Mecc. |
| 506312<br>CSSN | **CARAMULO**<br>**Empreza Continental de Navegaçao Ltda.**<br>Lisbon Portuguese | 340<br>236<br>472 | BV | 1946 Estaleiros de São Jacinto—Aveiro<br>149' 10" 23' 6"<br>23' 4"<br>1 dk | M<br>2 Ha (each 21½'×10')<br>Der 2(1) | Oil 4SA 6Cy. 290×420 mm<br>400bhp Emade41fitted48<br>Güldner-Mot. |
| 539004<br>PDHN<br>Df Esd | **CARANAN**<br>exWillemijn–66<br>exAnnie-N–56<br>**J. van der Schoot**<br>Harlingen Netherland | 473<br>213<br>675 | BV | 1953 N.V. Scheeps. Unie—Gro<br>173' 10" 27' 2" 11' 0½"<br>… … …<br>1 dk | M Mchy.aft<br>2 Ha (each 38'×13½')<br>Der 2(3) | Oil 4SA 6Cy. 320×450 mm<br>400bhp<br>Klöckner-Humboldt-Deutz |
| 650201<br>YQBB<br>179<br>Df Esd<br>Gc Rdr | **CARANSEBES**<br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian | 1276<br>613<br>— | | 1964 Turnu-Severin Shpyd—Turnu-Severin<br>231' 5" 35' 5" 16' 1"<br>229' 10" 35' 3" 16' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 350×430 mm<br>Emade61fitted64<br>Dieselmotorenwerk |

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| 506315 **CARAVELAS**<br>PUVU exFNP Minas Gerais–54<br>exMinas Gerais–53<br>Df Esd **Petróleo Brasileiro**<br>Rdr **S.A.-Petrobrás Frota**<br>**Nacional de Petroleiros**<br>Rio de Janeiro Brazilian | **13542**<br>7801<br>20570 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1600 | Dr 3/66<br><br><br><br>EL ]†2½″SQ | **1952–10** Nederl. Dok & Scheeps.—Ams<br>581′ 6″ 75′ 11″ 30′ 2″<br>551′ 4″ 75′ 9″ 39′ 3″<br>P126′ F58′ 1 dk<br>RW 14BH<br>rf nil WB1408t incl. DTf825t | M Tanker Mchy.aft<br>21 Ta<br>L.952890<br><br>Der 1(5) 1(4) 1(1½) | Oil 2DA 7Cy. 720×1200 mm<br>8000bhp 1585t (d.o)<br>Nederl. Dok & Scheeps. Ams<br>2AuxB 180lb<br>3×35kW 110V d.c. 14k |
| 506317 **CARAVELLA BUNKER**<br>ILCL exArzella–62 exChant 60–46<br>94 **"CIANE-ANAPO"**<br>**Compagnia di Navigazione**<br>**e Bunkeraggi S.p.A.**<br>Syracuse Italian | **398**<br>207<br>475 | <br><br>✱Classed BC until 7/62 | RI | **1944–4** J. Readhead & Sons Ltd.—Shl<br>148′ 2″ 27′ 0″ 10′ 1″<br>141′ 0″ 26′ 11″ 11′ 0″<br>P38′ F14′ Trunk 82′ 1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta<br>L.17115 | Oil 4SA 6Cy. 215×350 mm<br>270bhp 27t–1½pd<br>Mirrlees, Bickerton & Day Stckpt<br>8k |
| 508799 **CARAVELLE**<br>PDHG exDelfdijk–64<br>**H. J. B. Teuben &**<br>**J. J. A. Teuben**<br>Df Esd E. Wagenborg's Scheepv. &<br>RT Exped. Bedr. N.V.<br>Groningen Netherland | **350**<br>174<br>413 | | <br><br>BV | **1956** Hanseatische Werft—Ham<br>147′ 9″ 25′ 0″ 9′ 0¼″<br>134′ 11″ 24′ 11″ 10′ 0″<br>P52′ F23′ 1 dk | M Mchy.aft<br>1 Ho 85¼′<br>G.22000 B.21000<br>2 Ha (each 3¼′×16½′)<br>2W Der 2(2) | Oil 4SA 4Cy. 290×420 mm<br>225bhp 22t<br>Masch. Kiel A.G. Kel<br>8¾k |
| 542350 **CARBEILE**<br>exGeorge Livesey–57<br>161212 **W. J. Reynolds Ltd.**<br>Plymouth British | **110**<br>—<br>— | | | **1929** Lytham S.B. & E. Co. Ltd.—Lytham<br>77′ 6″ 21′ 6″<br>21′ 4″<br><br>R | S Tug | T 3Cy. 14″ 22″ & 36″×24″<br>550ihp<br>Lytham S.B. & E. Co. Ltd. Lytham |
| 506318 **CARBET**<br>FNRL<br><br>**Cie. Générale**<br>Df Esd **Transatlantique**<br>Gc Rdr Havre French<br>RTm/v | **6079**<br>3617<br>7573 | | <br><br>BV | **1949** N.V. "De Schelde"—Fls<br>458′ 11″ 60′ 1″ 23′ 10″<br>59′ 10″<br>F64′ 2 dks & S dk<br>RW<br>rf 5¾″ | M (12P) Ref OSD<br>5 Ho 75½′, 67½′, 46′, 67¼′, 59′<br>G.492117 B.447568 In.46560<br>5 Ha (stl) (33¾′, 34½′, 18½′, 34½′,<br>24½′×17¾′)<br>14W Der 2(9) 12(5) | 2 Oil 2SA each 7Cy. 580×840 mm with<br>electro-magnetic slip coupling & sr<br>gearing to sc. shaft<br>7000bhp Sulzer 688t (d.o)<br>N.V. "De Schelde" Fls<br>3×200kW 220V d.c. 15½k |
| 506319 **CARBIDE SEADRIFT**<br>KFTU exMichigan Sun–60<br>241851 exWhite Plains–48<br>Df Esd **Union Carbide Corp.**<br>Gc Pfd New York United States<br>Rdr<br>RTm | **9315**<br>5404<br>14560 | | <br><br>AB | **1942** Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 28′ 8½″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW conv tanker 61<br>rf 9″ | T-E Chemical Carrier Mchy.aft<br>19 Ta 2 Ho<br>L.792556 HeCls. C<br>12 Ha (stl) | S Turb driving 1 gen. 5400kW 2300V<br>a.c. connected to elec. motor 6600shp<br>(Sy) 1432t (o.f)–49pd<br>General Electric Co. Lyn<br>1×400kW 440V 60c/s a.c.<br>2×85, 55kW 125V d.c. 15k |
| 506320 **CARBIDE TEXAS CITY**<br>KFGF exEsso Paterson–61<br>242532 Launched as Germantown<br>Df Esd **Union Carbide Corp.**<br>Gc Pfd New York United States<br>Rdr<br>RTh | **9141**<br>5290<br>14438 | | <br><br>AB | **1942** Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 28′ 8½″<br>503′ 0″ 68′ 0″ 39′ 5″<br>P108′ B36′ F53′ 1 dk<br>RW conv tanker 61<br>rf 9″ | T-E Chemical Carrier Mchy.aft<br>18 Ta 2 Ho<br>L.792660 HeCls. BC<br>12 Ha (stl) | S Turb driving 1 gen. 5400kW 2300V a.c.<br>connected to elec. motor 6600shp<br>(Sy) 1495t (o.f)–50pd<br>General Electric Co. Lyn<br>1×400kW 440V 60c/s a.c.<br>2×85, 55kW 125V d.c. 14½k |
| 527585 **CARBO-CENTRE**<br>exPeter Leigh–65<br>exMarshlea–52<br>RT exJean Marc Richard–50<br>exJean-Marc–46<br>exOosterhaven–46<br>exEmpire River–43<br>**Carbo-Centre**<br>St. Brieuc French | **311**<br>145<br>342 | <br><br>✠Classed LR until 10/65 | | **1941–12** J. S. Watson (Gainsboro')<br>Ltd.—Gainsboro'<br>137′ 0″ 24′ 8″ 8′ 10¾″<br>130′ 0″ 24′ 6″ 9′ 8″<br>P36′ F13′ 1 dk | M Mchy.aft<br>1 Ho 77½′<br>G.19200 B.18200<br><br>2W Der 2(1½) | Oil 2SA 7Cy. 8½″×13½″<br>350bhp NE56 20t<br>H. Widdop & Co. Ltd. Keighley<br>9k |
| 506321 **CARBOVI**<br>EDQH<br><br>**Antonio Freire Rodriguez**<br>Esd Vigo Spanish | **105**<br>62<br>— | | | **1939** Hijos J. Barreras—Vgo<br>*73·8′* 18′ 0″<br>… … … | Wood S Trawler | T 3Cy. 7⅞″ 11⅛″ & 18¼″×12″<br>188ihp 38t (o.f)<br>9k |
| 680359 **CARCHESTER**<br>ELCH<br>2793 **Victoria Marine Co.**<br>Df Esd Monrovia Liberian<br>Gc Pfd For later particulars<br>Rdr RT see New Entries No. 1 | **9074**<br>6088<br>14625 | | | **1967** Ishikawajima-Harima Hvy Ind.—<br>Tok<br>510′ 11″ 63′ 6″ 26′ 6⅞″<br>488′ 0″ 63′ 4½″ 39′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 12Cy. 400×460 mm<br>5580bhp Pielstick<br>Ishikawajima-Harima Hvy Ind. Aio |
| 506322 **CARDAK**<br>TCBP<br><br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Turkish | **692**<br>264<br>— | | <br><br>GL | **1941** Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>187′ 6″ 40′ 1″ 9′ 3″<br>15′ 1″<br>1 dk | S Ferry | T 3Cy. 305, 483 & 787×533 mm<br><br>Swan, Hunter & Wghm Rchdsn Nwc |
| 506325 **CARDIFF**<br>LQAR<br>814 **Flota Argentina de**<br>RTm/h **Navegacion Fluvial**<br>Buenos Aires Argentine | **1507**<br>859<br>1812 | | | **1929** A. & J. Inglis Ltd.—Gls<br>287′ 9″ 43′ 2″ 12′ 0″<br>43′ 0″<br>1 dk<br>RW | TM<br>4 Ho 39¼′, 59′, 59′, 59′<br>G.87000 B.85000<br>4 Ha (each 28′×16′)<br>Der 2(5) 6(3½) | 2 Oil 4SA each 6Cy. 400×750 mm<br>1180bhp 59t (d.o)<br>Harland & Wolff Ltd. Gls<br>2×99, 66kW 220V d.c. 11k |

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| 506327<br>GJWN<br>187275<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CARDIFF CITY**<br>**Reardon Smith Line Ltd.**<br>Sir Wm. Reardon Smith & Sons Ltd.<br>Bideford British | T.Mk<br>7454<br>4059<br>12363<br>10089<br>5691<br>14630 | **✠100A1**<br>**✠LMC**<br>MN1200 | SS 4/67<br>EL ††2½"SQ | **1962**–10 Wm. Doxford & Sons (S.B.) Ltd. —Sld<br>499' 8" 67' 4" 27' 7"/30' 7½"<br>471' 0" 67' 0" 40' 8"<br>P31' F44' 2 dks<br>RW 7BH to U dk 3 to 2nd dk<br>rf 6" WB2780t incl. Tunnel tanks 388t DTsmf1082t | M<br>6 Ho 60½', 76½', 32½', 20', 77½', 85'<br>G.753930 B.679390<br>5 Ha (stl) (31½', 37½', 37½' comb., 37½', 37½'×22')<br>14W Der 1(25) 2(10) 14(5) | Oil 2SA 4Cy. 670×2100 mm<br>6000bhp<br>Wm Doxford & Sons (Eng.) Ltd.<br>2AuxB (1 o.f 1 ex.g) 120lb<br>3×200kW 220V d.c. |
| 506328<br>MRBF<br>169394<br>RTm | **CARDIFF QUEEN**<br>Critchcraft (Newport) Ltd.<br>~~P. & A. Campbell Ltd.~~<br>Cardiff British | 765<br>287<br>— | BROKEN UP | | **1947** Fairfield Co. Ltd.—Gls<br>247' 6" 59' 9" 7' 0"<br>59' 7"<br>2 dks<br>R | SP (1107P) | T 3Cy. 25½" 39" & 61"×60"<br>2200ihp<br>Fairfield Co. Ltd.<br>1×30kW 110V d.c. |
| 506329<br>GPLG<br>184706<br>Pfd Rdr<br>RT | **CARDIFFBROOK**<br>**Comben Longstaff & Co. Ltd.**<br>London British | 1812<br>896<br>2272 | **✠100A1**<br>**✠LMC**<br>MN220 | SS 4/65<br>EL q | **1952**–10 J. Lewis & Sons Ltd.—Abn<br>273' 0" 38' 2" 16' 10½"<br>250' 6" 38' 0" 17' 9"<br>P61' Q167' B13' F20' 1 dk<br>RW NS 5BH<br>WB693t incl. DTf185t | M Mchy.aft<br>G.119948<br>3W Der 3(3) | Oil 2SA 3Cy. 440×1440 mm<br>1100bhp Doxford<br>J. Lewis & Sons Ltd. |
| 506330<br>GNTL<br>184597<br>Pfd Rdr<br>RT | **CARDIGANBROOK**<br>**Comben Longstaff & Co. Ltd.**<br>London British<br>Now **MARIA THAN** See New Entries No. **11** | 1780<br>871<br>2268 | **✠100A1**<br>**✠LMC**<br>MN238 | SS 2/66<br>EL q | **1952**–3 J. Lewis & Sons Ltd.—Abn<br>273' 0" 38' 2" 16' 11"<br>250' 6" 38' 0" 17' 9"<br>P61' Q167' B13' F20' 1 dk<br>RW NS 4BH<br>WB655t incl. DTf185t | S Mchy.aft<br>G.117328<br>3W Der 3(3) | T 3Cy. 17" 28½" & 47"×30"<br>900ihp<br>J. Lewis & Sons Ltd.<br>2 SB 225lb hs(3268) 4cf |
| 506331<br>GGCM<br>183793<br>Df Esd<br>Gc Rdr<br>RTv | **CARDIGANSHIRE**<br>exBellerophon–57<br>**Glen Line Ltd.**<br>Liverpool British | 7720<br>4221<br>9295 | **BS✻**<br>**MBS✻**<br>**✠Lloyd's RMC**<br>MN1520 CT8452 C42 S36 | SS 5/67 ~~SS 1/63~~ | **1950**–10 Caledon S.B. & E. Co. Ltd.—Dun<br>487' 0" 62' 4" 28' 2½"<br>454' 0" 62' 0" 35' 9"<br>P40' B186' F47' 2 dks, 3rd in fwd hold<br>RW 8BH<br>rf 9" WB3653t incl. Tunnel tanks 182t DTsm1868t DTf157t | M Ref<br>6 Ho 59', 72', 48', 57', 54', 72'<br>G.608318 B.548704 In.49190<br>6 Ha (24½'×16') (35', 23', 23', 27'×22') (27'×18')<br>24W Der 1(50) 1(25) 8(10) 16(5) | Oil 2SA 7Cy. 750×1500 mm<br>7600bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>AuxB 105lb<br>3×220kW 220V d.c. |
| 506332<br>KHMH<br>242324<br>Df Esd | **CARDINAL GIBBONS**<br>**United States Department of Commerce**<br>Baltimore United States | 7189<br>4391<br>10920 | | AB | **1942** Bethlehem-Fairfield—Bal<br>441' 6" 57' 1" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Ellicott Machine Corp.<br>3×20kW 120V d.c. |
| 506333<br>KXNN<br>248714<br>Df Esd<br>Gc | **CARDINAL O'CONNELL**<br>**United States Department of Commerce**<br>Portland, Me United States | 7176<br>4380<br>9139 | | AB | **1945** New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>3 dks, 4th dk fwd<br>rf 6" | S<br>4 Ho<br>B.500000<br>4 Ha | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Filer & Stowell Co. |
| 640044<br>LILH<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CARDO**<br>**A/S Jensen's Rederi IV**<br>Marlow Wangen & Petter Christiansen<br>Arendal Norwegian | 41444<br>24593<br>71246 | | NV | **1964** A/S Tangen Verft/A/S Stord Verft —Lervik<br>830' 1" 112' 5" 43' 1"<br>787' 5" 112' 2½"57' 1"<br>P185' B50' F102' R127' 1 dk<br>rf 6" | M Tanker Mchy.aft<br>26 Ta<br>L.3344657 HeCls. BC | Oil 2SA 10Cy. 840×1800 mm<br>21000bhp B&W<br>A/S Akers M/V<br>3×240kW 440V 50c/s a.c. |
| 506334 | **CARDON**<br>**Terminales Maracaibo C.A.**<br>Venezuelan | 324<br>—<br>— | ✠Classed LR until 7/65 | | **1959**–6 Lobnitz & Co. Ltd.—Rnf<br>116' 4" 30' 7" 12' 4½"<br>107' 0" 29' 0" 14' 0"<br>rf 18" BK6" | D-E Firefighting Tug Mchy.aft | 2 Oil 4SA each 6Cy.<br>2 gen. connected to 2 elec.<br>& sc. shaft<br>Mirrlees, Bickerton & Day |
| 506336<br>EADC<br>Esd RT | **CARDONA**<br>**Auxiliar de Transportes Maritimos S.A.**<br>Bilbao Spanish | 344<br>221<br>240 | **100A1**<br>**LMC** | SS 3/67<br>EL (e)1½" | **1950**–5 Ast. de T. Ruiz de Velasco—Bbo<br>143' 0" 26' 7" 10' 4"<br>... ... ...<br>1 dk<br>3BH<br>WB101t | M Mchy.aft<br>G. 18000<br>2W | Oil 4SA 6Cy. 295×420 mm<br>315bhp Krupp<br>La Maquinista Terrestre y Mar. |
| 506337<br>MRFV<br>181190<br>Esd Gc<br>Pfd Rdr<br>RTm | **CARDRONA**<br>**Geo. Gibson & Co. Ltd.**<br>Leith British<br>Now **NIKITAS** (No. 506337) in the Register | 1526<br>818<br>2095 | **✠100A1**<br>**✠LMC** | SS 2/64<br>EL o | **1947**–7 Grangemouth Dkyd Co. Ltd.—Gmh<br>260' 0" 37' 3" 15" 4"<br>241' 6" 37' 0" 16' 5"<br>Q136' F29' 1 dk<br>RW NS 4BH<br>rf 6" WB636t | M Mchy.aft<br>4 Ho 40', 45', 45', 35½'<br>G.108100 B.103900<br>4 Ha (27', 27', 29', 30½'×24')<br>4W Der 6(5) | Oil 2SA 6Cy. 340×570 mm<br>1100bhp<br>British Polar Engines Ltd.<br>3×66, 66, 15kW 220V d.c. |
| 506338<br>VRFL<br>196405<br>Esd Rdr | **CARDROSS**<br>exVirginia–54<br>~~Wallem & Co. Ltd.~~<br>~~Hong Kong British~~<br>**Kian Hin Leong Enterprises Ltd.**<br>Hong Kong British | 2313<br>1071<br>3420 | **✠100A1**<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>MN342 | SS 3/64<br>EL u | **1948**–12 W. Gray & Co. Ltd.—Hpl<br>335' 6" 47' 1" 19' 0½"<br>310' 6" 46' 10" 27' 11"<br>P23' F30' 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>WB912t incl. Tunnel tanks 149t | S OSD<br>3 Ho 42½', 81', 72'<br>G.223068 B.207096<br>5 Ha (24½'×20') (24½', 27', 24½', 24½'×22')<br>10W Der 2(15) 5(5) | T 3Cy. 21½" 34" & 62"×39"<br>1950ihp<br>George Clark (1938) Ltd.<br>2 SB 220lb Spt hs(3252)<br>2×25kW 110V d.c. |

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|---|---|---|---|---|---|---|---|
| 506339 | **CAREBEKA** | 500 | ✠100A1 | SS 5/65 | 1957–2 Schps. Waterhuizen J. Pattje— | M Mchy.aft | Oil 4SA 8Cy. 305×460 mm |
| PDJZ | | 306 | | | Waterhuizen | 1 Ho 120′ | 600bhp 64t |
| | "Carebeka" N.V. | 920 | ✠LMC | | 197′ 11″ 30′ 9″ 12′ 1¾″ | G.40000 B.36000 | D. & J. Boot "De Industrie" Alp |
| Df Esd | Groningen Netherland | | | | 179′ 8″ 30′ 2″ 13′ 4″ | | 10½k |
| Rdr RT | | | MN120 | EL j | P52′ F34′ 1 dk | 2W Der 1(5) 1(3) | |
| | Now **ALCMARIA** See New Entries No. 8 | | | | RW 3BH | | |
| | | | | | rf 2″ WB262t incl. Dk tanks m5t | | |
| 542351 | **CAREBEKA II** | 499 | ✠100A1 | SS 2/68 | 1963–6 Schps. Waterhuizen J. Pattje— | M Mchy.aft | Oil 4SA 8Cy. 305×460 mm |
| PDIH | | 340 | | | Waterhuizen | | 745bhp 70t |
| 12966 | "Carebeka" N.V. | — | ✠LMC | | 209′ 9″ 31′ 5″ 11′ 11″ | G.46568 B.41540 | D. & J. Boot "De Industrie" Alp |
| Df Esd | Groningen Netherland | | | | 193′ 1″ 30′ 10″ 13′ 3″ | | 10½k |
| Rdr RT | | | MN149 | EL k1⅛″SQ | P54′ F38′ 1 dk | | |
| | | | | | 3BH | | |
| | | | | | rf 2″ WB456t incl. Dk tanks m18t Under dk tanks a34t f43t | | |
| 641648 | **CAREBEKA III** | 500 | ✠100A1 | SS 6/68 | 1964–10 Schps. Waterhuizen J. Pattje— | M Mchy.aft | Oil 4SA 8Cy. 305×460 mm |
| PDIP | | 335 | | | Waterhuizen | 1 Ho 134½′ | 745bhp 28½t |
| 13353 | "Carebeka" N.V. | 950 | ✠LMC | | 209′ 6″ 31′ 5″ 11′ 11″ | G.46568 B.41540 | D. & J. Boot "De Industrie" Alp |
| Df Esd | Groningen Netherland | | | | 192′ 8″ 30′ 10″ 13′ 3″ | | 11k |
| Rdr RT | | | MN149 | EL k1⅛″SQ | P54′ F38′ 1 dk | 3W | |
| | | | | | 3BH | | |
| | | | | | rf 2″ WB450t incl. Under dk tanks f43t a33t Dk tanks m17t | | |
| 660480 | **CAREBEKA IV** | 500 | ✠100A1 | | 1966–4 Schps. "Waterhuizen" J. Pattje | M Mchy.aft | Oil 4SA 8Cy. 305×460 mm with clutch |
| PDIQ | | 315 | | | —Waterhuizen | | 745bhp 74t |
| 13865 | "Carebeka" N.V. | 1000 | ✠LMC | | 209′ 6″ 31′ 5″ 11′ 11″ | G.45900 B.40840 | D. & J. Boot "De Industrie" Alp |
| Df Esd | Groningen Netherland | | | | 192′ 8″ 30′ 10″ 13′ 3″ | | 4×15, 15, 15 & 6kW 220V |
| Gc Rdr | | | MN149 | EL (k) 1$\frac{1}{16}$″SQ | 1 dk | | Controllable pitch propeller 10k |
| RT | | | | | 3BH | | |
| | | | | | rf 2″ WB452t | | |
| 511508 | **CARELIA** | 2095 | | | 1946 Wärtsilä Kon. Crichton-Vulcan— | S | C 4Cy. (2) 15″ & (2) $32\frac{5}{16}$″×$32\frac{5}{16}$″ |
| OFHM | exFinlandia–67 | 1145 | | | Åbo | | (o.f) |
| 959 | **Finska Ångfartygs A/B** | 3175 | | GL | 296′ 6″ 42′ 10″ 18′ 8″ | G.159870 B.148855 | Wärtsilä Koncernen A/B Åbo |
| Df Esd | Helsinki/Helsingfors Finnish | | | | 42′ 8″ | 4 Ha (each 34¼′×19½′) | 10k |
| Gc Rdr | Now **ELIANA** See New Entries No. 1 | | | | 1 dk | 8W Der 8 | |
| RT | | | | | | | |
| 506341 | **CARENCY** | 209 | ✠100A1 | SS 1/67 | 1961–9 J. Lewis & Sons Ltd.—Abn | M Trawler | Oil 4SA 8Cy. 8¾″×11½″ |
| GHVN | | 75 | trawler | | *106·2′* 23′ 1″ | | 660bhp ✠NE67 |
| 303206 | **Devanha Fishing Co. Ltd.** | — | ✠LMC | | 104′ 4″ 23′ 0″ 12′ 0″ | | Blackstone & Co. Ltd. Stamford |
| Df Esd | W. Wood | | | | F17′ | | |
| Pfd Rdr | Aberdeen British | | MN132 | EL (c) j | RW 4BH | | |
| RT | | | | | rf 39″ BK7″ | | |
| 641704 | **CARFERRY VIKING II** | 3661 | | | 1964 Kaldnes M/V A/S—Tbg | TM Ferry (1000P) OSD | 2 Oil 4SA each 12Cy. 400×460 mm |
| LKXN | exViking II–64 | 1726 | | | 326′ 5″ 60′ 1″ 14′ 6″ | | 10200bhp Pielstick (d.o) |
| | **Otto Thoresen** | 1200 | | NV | 295′ 4″ | | A/B Lindholmens Varv Got |
| Df Esd | **Shipping Co. A/S** | | | | 2 dks & S dk | | 3×650kW 380V 50c/s a.c. |
| Gc Pfd | Oslo Norwegian | | | | | | Controllable pitch propellers |
| Rdr | | | | | rf 6″ | | Thw. thrust propeller fwd |
| RTm/h/v | | | | | | | |
| 506342 | **CARGO FLEET No. 3** | 988 | ✠100A1 | SS 6/66 | 1946–1 Fleming & Ferguson Ltd.—Psy | S Hopper Barge Mchy.aft | T 3Cy. 15″ 24″ & 39″×24″ |
| MTTK | | 490 | hopper barge | | 207′ 2″ 15′0¼″ | 2 Ho each 36′ | 650ihp 65t (o.f) 89t (c) |
| 169150 | **Stephenson Clarke Ltd.** | 2230 | ✠LMC | | 197′ 0″ 35′ 0″ 17′ 6″ | | Fleming & Ferguson Ltd. Psy |
| RTv | Middlesbrough British | | | | F24′ | | 2 SB 180℔ hs(2454) 4cf |
| | | | | EL I | RW 4BH | | 1×5kW 220V d.c. 8½k |
| 502192 | **CARIB** | *5986* | ✠100A1 | SS 1/65 | 1952–10 Eriksbergs M/V A/B—Got | M Ref | Oil 2SA 8Cy. 740×1400 mm |
| SJCN | exArawak–64 | *3323* | Str. nav. Ice | | 433′ 2″ 54′ 1″ 25′ 0″ | 4 Ho 78¼′, 55¾′, 66¼′, 81¼ | 6450bhp 1500t (hvf) |
| 9372 | **Rederi A/B Saléna** | 5650 | ✠LMC | | 399′ 0″ 53′ 10″ 36′ 0″ | B.241000 In.241000 | Eriksbergs M/V A/B Got |
| Df Esd | Salénrederierna A/B | | ✠Lloyd's RMC | | F48′ 2 dks, 3rd dk clear of mchy. space, | 4 Ha (stl) (each 27′×16′) | ✠NAuxB 9/59–100℔ |
| Gc Pfd | Stockholm Swedish | | MN1290 | EL z2¼″ptSQ | 6BH 4th dk fwd of mchy. space | Der 8(5) | 4×230kW 220V d.c. 18½k |
| Rdr | | | | | DK fwd WB1937t | | |
| RTh/v | | | | | | | |
| 506344 | **CARIB** | 359 | | | 1925 Svendborg Skibs.—Svb | M | Oil 2SA 3Cy. 450×475 mm |
| | exArun–52 exPolonia | 267 | | | *124·4′* 24′ 7″ | | |
| | **Rogelio Jhones** | — | | | … … … | | J. V. Svenssons Motfab. Cpn |
| | Puerto Cortes Honduran | | | | 2 dks | | |
| | | | | | R | | |
| 506345 | **CARIB** | 192 | | | 1922 Aarhus Skibsværft—Aar | Wood Aux Sr | Oil 2SA 2Cy. 350×410 mm |
| | exGerd exUndine | 127 | | | *105·7′* 23′ 8″ | | Emade—fitted36 |
| | **Carib Sea Corp.** | — | | | … … … | | Jönköpings Mot. Jönköping |
| | Puerto Cortes Honduran | | | | | | |
| 505890 | **CARIB QUEEN** | 490 | | | 1954 Jadewerft G.m.b.H.— | TM Ferry (500P) Mchy.aft | 2 Oil 2SA each 8Cy. 220×330 mm |
| | exLucaya Queen–66 | 277 | | | Wilhelmshaven | 1 Ho 25′ | 1000bhp (d.o) |
| 317971 | exCalypso Liner–65 | 100 | | BV | 178′ 7″ 29′ 8″ 7′ 9¼″ | | Klöckner-Humboldt-Deutz Kln |
| Esd | exRüstringen–62 | | | | 174′ 8″ 29′ 6″ 8′ 10″ | | 1×60kW 120/240V 50c/s a.c. |
| RTm | **Grand Bahamas Shipping Co. Ltd.** | | | | B&F148′ 2 dks | | 2×45kW 220/380V 50c/s a.c. 11k |
| | Nassau British | | | | RW | | |

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|---|---|---|---|---|---|---|
| 652246<br>PJJV<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CARIB TRADER**<br><br>**Carib Tankers Corp. N.V.**<br>Willemstad Netherland<br>(Antilles)<br>Now **TRYSBEJ** See New Entries No. 5 | 36174<br>22101<br>56948 | AB | 1965 Kure Zosensho—Kur<br>773' 8" 105' 10" 38' 11½"<br>738' 0" 105' 8" 52' 10"<br>P153' B35' F74' 1 dk<br>rf 3" | M Tanker Mchy.aft<br>15 Ta<br>HeCls. BC<br>Der 2(10) 1(5) | Oil 2SA 10Cy. 740×1600 mm<br>16500bhp B&W 2240t<br>Hitachi Zosen<br>3×600, 480, 480kW 450V 60c/s a.c. |
| 542965<br>WN2425<br>291814<br>Df Esd<br>Gc Rdr<br>RT | **CARIBBEAN**<br><br>**Compania de Arriendos McAlister S.A.**<br>Mayaguez, P.R United States | 803<br>412<br>— | | 1963 Tacoma Btbldg Co. Inc.—Tacoma<br>35' 9"<br>166' 7" 35' 8" 21' 3"<br>1 dk | M Fishing | Oil 10Cy. 8½"×10"<br>1600bhp<br>Fairbanks, Morse & Co. |
| 517516<br><br>317974<br>Df Esd<br>RTm | **CARIBBEAN ARROW**<br>exJoost-67<br>**Cunningham Nav. Co. Ltd.**<br>Nassau British | 514<br>328<br>838 | BV | 1952 De Groot & Van Vliet—Slikkerveer<br>183' 0" 29' 8" 11' 8¾"<br>... ... ...<br>P40' F31' 1 dk<br>RW | M Mchy.aft<br>1 Ho 113½'<br>G.38380 B.35320<br>2 Ha (37½', 42½'×18¾')<br>2W Der 2(3) | Oil 4SA 8Cy. 320×450 mm<br>540bhp<br>Klöckner-Humboldt-Deutz<br>2×7 & 5kW 110V d.c. |
| 537838<br><br>317963<br>Df Esd<br>RTm/h | **CARIBBEAN MIST**<br>exVera Cruz-67 exFalcon-55<br>exBacchus<br>**Cunninghan Nav. Co. Ltd.**<br>Nassau British | 1318<br>745<br>1786 | BV | Lch.1945 Cmpl.1947 Sölvesborgs Varvs —Sbg<br>268' 2" 34' 5" 14' 11¾"<br>34' 3"<br>1 dk<br>R | TM Mchy.aft<br>2 Ho each 14½'<br>G.140325 B.102207<br>6W Der 2(5) 4(3) | 2 Oil 2SA each 6Cy. 250×420 mm<br>Atlas-Diesel |
| 506349<br><br>174248 | **CARIBCEMCO**<br><br>**Caribbean Cement Co. Ltd.**<br>Kingston, Jam British | 374<br>168<br>386 | ✠A1 SS 11/64<br>dredger Harbour service<br>✠LMC<br><br>MN70 EL e | 1951–4 Goole S.B. & R. Co. Ltd.—Goo<br>136' 0" 29' 2" 9' 0"<br>125' 0" 29' 0" 12' 0"<br>1 dk<br>RW 4BH<br>WB36t | M Grab Dredger Mchy.aft<br>1 Ho 39½'<br><br>1 Ha | Oil 2SA 5Cy. 265×345 mm<br>350bhp<br>Crossley Bros. Ltd. |
| 502402<br>6ZMH<br>2393<br>Df Esd<br>Gc | **CARIBE**<br>exArimathian-66<br>exArimatheias-65 exPetali-61<br>exCoastal Skipper-47<br>**Caribbean Carriers Ltd.**<br>Monrovia Liberian | 3864<br>2154<br>6005 | AB | 1945 Consolidated Stl Corp.—Wmg, Cal<br>338' 8" 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Mchy.aft<br>3 Ho 42¾', 78½', 67½'<br>G.258400 B.235500<br>3 Ha (stl) (20½', 40½', 40½'×20')<br>16W Der 1(30) 1(20) 10(5) | Oil 2SA 6Cy. 545×700 mm<br>1700bhp<br>General Mchy. Corp.<br>2×380kW 220V d.c. |
| 650985 | **CARIBE QUEEN**<br><br>**Bahmidom Transport Co. Ltd.** | 265<br>123<br>— | | 1928 Pusey & Jones Corp.—Wmg<br>*136·7'* 22' 4"<br>... ... ...<br>1 dk<br>R | TM | 2 Oil each 6Cy. 14"×14"<br>Winton Eng. Co. |
| 538405<br>ICOF<br>656<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARIBIA**<br>exVulcania-65<br>**Sicula Oceanica S.A.**<br>Palermo Italian | 24496<br>13922<br>7459 | ~~✠100A1~~ ~~SS 3/64~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~Lloyd's RMC~~<br>EL ~~(of) 3½"~~<br>✠Class **WITHDRAWN** ~~Rl~~<br>at Owners' request<br>3/68 Rl | 1928–12 Cant. Nav. Triestino—Mfl<br>629' 8" 79' 6" 29' 0½"<br>600' 0" 79' 5" 46' 6"<br>B356' 4 dks (stl) & Shade dk (stl–ws), 5th dk (stl) in No. 1 hold<br>R Coll BH to Shade dk 7 to U dk 2 to 2nd dk<br>WB3244t incl. DTf206t | TM Ref<br>Topsides special quality steel<br>6 Ho<br>G.166011 B.123691 In.53825<br>20W Der 2(10) 4(5) 16(3) | 2 Oil 2DA each 10Cy. 750×12<br>24000bhp ✠NE35<br>S.A. Fiat S.G.M.<br>2db & 2ndb 35–100ft |
| 671013<br><br><br><br>RTm/h/v | **CARIBIA**<br><br>**Bernina Hochsee Schiffahrts A.G.**<br>Suisse Outremer Bereedungs & Befrachtungs A.G.<br>Basle Swiss | ~~9654~~ 9642<br>~~5211~~ 5446<br>12120 | NV | 1967 Warnöwwerft—Warnemünde<br>493' 7" 65' 6" 29' 1½"<br>460' 5" 37' 11"<br>P83' B46' F91' 2 dks | M (10P)<br>5 Ho 30', 28½', 44' 26½', 35½'<br>G 645520 B.589793<br>5 Ha (30'×19½') (35', 62½', 30', 42½'×36')<br>12W Der 1(60) 4(3–10) 8(3–5) | Oil 2SA 9Cy. 700×1200 mm<br>8150bhp<br>Dieselmotorenw.<br>4×330, 330, 330, 240kW 380V |
| 672081<br><br><br>Df Esd<br>Rdr RT | **CARIBIA**<br>**Johan Hagenas**<br>~~**A/L Norsk Frysetransport**~~<br>~~J. Hagenæs & Co. A/S~~<br>Ålesund Norwegian | ~~499~~ 497<br>~~—~~ 256<br>— 980 | NV | 1967 Ulstein M/V A/S—Ulsteinvik<br>247' 11" 38' 11" ~~12' 4½"~~ 12' 2"<br>226' 7" 38' 1" 23' 1"<br>1 dk & S dk | M Ref OSD Mchy.aft<br><br>Cr 3 | Oil 4SA 8Cy. 450×550 mm<br>2700bhp<br>Atlas-Mak Masch. |
| 542352<br>CYCQ<br>318685<br>Df Esd<br>Rdr<br>RTm | **CARIBOU REEFER**<br><br>**Caribou Reefers Ltd.**<br>S. G. Lake<br>St. John's, Nfl Canadian | 490<br>231<br>— | ✠100A1 SS 7/67<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN130 EL h 1"SQ | 1963–10 Collingwood Shpyds—Clw<br>175' 1" 28' 3" 12' 4½"<br>155' 0" 28' 0½" 13' 6"<br>P51' F29' 1 dk<br>3BH<br>rf 3" WB118t | M Ref Mchy.aft<br>2 Ho 48', 46'<br>In.22500<br>2 Ha (stl) (each 20'×13')<br>Der 2(3) | Oil 4SA 8Cy. 210×300 mm<br>hydraulic coupling & sr<br>650bhp<br>Gebr. Stork & Co.<br>2×70kW 440V 60c/s a.c. |
| 651641<br><br>199343 | **CARIDAD**<br><br>**Doris Brin**<br>Road Harbour British | 135<br>76<br>— | | 1928 ......................Florida<br>*95·3'* 21' 6"<br>... ... ...<br>1 dk<br>R | TM | 2 Oil each 6Cy. 6"×5"<br>NE45<br>General Motors Corp. |
| 506354<br>EAZF<br><br>Esd | **CARIDAD MONTENEGRO**<br><br>**Victor Montenegro Feijoo**<br>Vigo Spanish | 164<br>70<br>— | | 1956 Victor Montenegro—Domayo<br>*83·3'* 22' 2"<br>... ... ... | Wood S Fishing | T 3Cy.<br>178ihp<br>Talleres Freire |

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| 506355<br>IBMF<br>27<br>Rdr RTv | **CARIDDI**<br>**Italian State Railways**<br>Italian<br>Messina | 3123<br>1006<br>1385 | RI | 1931 C.R.D. Adriatico—Tri<br>407′ 3″ 56′ 7″ 12′ 8″<br>385′ 6″ 56′ 6″ 20′ 3″<br>2 dks<br>R<br>rf 8″ len 53 | TD-E Train Ferry (1800P) | 3 Oil 2SA each 7Cy. 465×500 mm<br>6000bhp driving 3 gen. each 1200kW<br>300V d.c. connected to 2 elec. motors<br>each 2100shp (WL) NE52 147t (d.o)<br>Franco Tosi S.p.A. Legnano<br>2×206kW 220V d.c. 13½k |
| 506356<br>FNRM<br>Df Esd<br>Rdr<br>RTm/v | **CARIMARE**<br>**Cie. Générale Transatlantique**<br>French<br>Havre | 6079<br>3617<br>7573 | BV | 1950 N.V. "De Schelde"—Fls<br>458′ 11″ 60′ 1″ 23′ 10″<br>59′ 10″<br>F39′ 2 dks & S dk<br>RW<br>rf 5¾″ | M (12P) Ref OSD<br>5 Ho 75½′, 67¼′, 46′, 67¼′, 59′<br>G.492117 B.447568 In.46560<br>5 Ha (stl) (33¾′, 34½′, 18½′, 34½′ 24½′×17¾′)<br>14W Der 2(9) 12(5) | 2 Oil 2SA each 7Dy. 580×840 mm with electro-magnetic slip couplings & sr gearing to sc. shaft<br>7000bhp Sulzer 688t (d.o)<br>N.V. "De Schelde" Fls<br>3×200kW 220V d.c. 15½k |
| 506357<br>JXLC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CARINA**<br>**Det Bergenske Dampskibsselskab**<br>Norwegian<br>Bergen<br>Now **DJATIBARANG** (No. 506357) in the Register | 7051<br>3948<br>10761<br>9449<br>5523<br>13142 | NV | 1960 Rheinstahl Nordseewerke—Emd<br>502′ 1″ 62′ 2″ 26′ 3½″/29′ 8⅛″<br>462′ 10″ 62′ 0″ 39′ 3″<br>1 dk & S dk<br>RW<br>rf 4″ | M (8P) OSD/CSD<br>5 Ho 59¾′, 72¼′, 91′, 65½′, 71′<br>G.690000 B.637000<br>5 Ha (stl) (32¼′, 42′, 42′, 36¾′, 16¾′×24′)<br>16W Der 1(30) 1(15) 2(10) 14(5) | Oil 2SA 9Cy. 700×1200 mm<br>6000bhp 1170t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×172kW 440V 60c/s a.c. 14½k |
| 541151<br>SZHJ<br>2283<br>Df Esd<br>Gc Rdr | **CARINA**<br>exCarina II–67<br>exHelene–65<br>exPrincess Helene–63<br>**International Cruises S.A.**<br>Greek<br>Piræus | 3891<br>2100<br>— | ✠100A1 Dr 5/65<br>Mediterranean, Red and Black Sea service also to Canary Islands between May and September<br>✠LMC<br>EL w | 1930–8 Wm. Denny & Bros. Ltd.—Dmb<br>341′ 0″ 50′ 7″ 16′ 2″<br>320′ 0″ 50′ 6″ 27′ 0″<br>B&F256′ 2 dks (stl-U ws) 3rd dk in Nos. 1, 2, 3 & 4 holds<br>R Coll BH & APBH to U dk<br>WB625t incl. DTf120t DTa298t | TS<br>B.41000 | 6 S Turb sr geared to 2 sc. shafts<br>6250shp 346t (o.f)<br>Wm. Denny & Bros. Ltd. Dmb<br>3WTB 265℔ hs11150 AuxB 200℔<br>19k |
| 525669<br>SIBF<br>10035<br>Df Esd<br>Rdr RT | **CARINA**<br>exNorsklint–65<br>**A. J. Backman Partrederi**<br>Swedish<br>Donsö | 499<br>230<br>710 | BV | 1960 Alfred Hagelstein—Lbc<br>172′ 4″ 29′ 2″ 12′ 5½″<br>162′ 11″ 29′ 0″ 12′ 9″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.33000 B.31000<br>1 Ha (82′×18′)<br>2W Der 2 | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz Kln |
| 506358<br>DAIJ<br>Df Esd<br>RT | **CARINA**<br>**Partenreederei m.s. "Carina"**<br>Peter Döhle<br>W. German<br>Hamburg | 424<br>264<br>855 | GL | 1960 J. J. Sietas Schiffsw.—Ham<br>184′ 5″ 40′ 0″ 12′ 5″<br>164′ 1″ 30′ 10″ 19′ 4″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 115½′<br>G.52466 B.47409<br>2 Ha (28¾′, 56′×18′)<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp 30t<br>Klöckner-Humboldt-Deutz Kln<br>Controllable pitch propeller 9½k |
| 506359<br>EDNB<br>Df Esd<br>RT | **CARINA**<br>**Salvador Correa Meirama**<br>Spanish<br>Corunna | 204<br>98<br>197 | BV | 1962 Astano S.A.—Frl<br>117′ 0″ 22′ 6″ 11′ 2″<br>98′ 5″ 22′ 4″ 12′ 9″<br>RW | S Trawler<br>3 Ha (each 3′×3′) | T 3Cy. 25″ 40″ & 63″×44″<br>230ihp Emade50fitted62 80t (o.f)<br>Hijos de J. Barreras Vgo<br>8k |
| 506360<br>SJCU<br>8539 | **CARINA**<br>exHerdis–57 exLagan–48<br>exUlla–42<br>**Knut Akervall**<br>Hamburgsund<br>Swedish | 134<br>73<br>220 | ~~BV~~ | 1942 Sjötorps Varv—Sjötorp<br>86′ 7″ 22′ 6″ 10′ 0″<br>… … …<br>1 dk | Comp M Mchy.aft | Oil 4SA 6Cy. 121×140 mm<br>135bhp NE57<br>A/B Penta Got |
| 506362<br>GVDQ<br>187137<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **CARINTHIA**<br>**Cunard S.S. Co. Ltd.**<br>British<br>Liverpool<br>Now **FAIRLAND**<br>See New Entries No. 1 | 21947<br>11630<br>9359 | ✠100A1 CS 1/64<br>✠LMC<br>MN4900 EL o†3″SQ | 1956–6 J. Brown & Co. (Clydebank) Ltd. —Cly<br>608′ 3″ 80′ 4″ 28′ 6¾″<br>570′ 0″ 80′ 0″ 46′ 3″<br>B&F511′ UprB334′ 3 dks, 4th & 5th dks clear of mchy. space<br>RW Coll BH to U dk 9 to 2nd dk<br>rf 6″ WB2413t incl. DTsm767t DTf212t | TS (1014P) Ref<br>2 Ho 63′, 55½′, 4 TwD 27½′, 44′, 52¼′, 52¼′<br>G.306230 B.264150 In.12300<br>6 Ha (stl) (17¾′×16′) (27′, 13½′×18′) (10¾′×11′) (16¼′×18′) (16½′×16′)<br>14W Der 2(10) 12(5) | 4 S Turb sr geared to 2 sc. shafts<br>24500shp 2648t (o.f)<br>J. Brown & Co. (Clydebank) Ltd.<br>3WTB 640℔ Spt 850° F. 580℔ hs36780<br>4×750kW 225V d.c. 20k |
| 506363<br>PUCX | **CARIOCA**<br>**Lloyd Brasileiro Patrimonio Nacional**<br>Rio de Janeiro<br>Brazilian | 2927<br>1694<br>4685 | ✠Classed LR until 1/42 | 1937–12 Ind. Maats. "De Noord"—Alb<br>336′ 4″ 47′ 5″ 20′ 5″<br>47′ 3″<br>2 dks<br>R | TM Ref | 2 Oil 2SA each 7Cy. 350×600 mm<br>Gebr. Stork & Co. Hengelo |
| 506365 | **CARIOCA I**<br>**Rio de Janeiro City Improvements Co. Ltd.**<br>Rio de Janeiro<br>Brazilian | 321<br>121<br>— | ✠Classed LR until 6/45 | 1933–8 J. Crichton & Co. Ltd.—Chs<br>*140·5′* 28′ 7″<br>… … …<br>1 dk<br>R | TS Sludge Carrier Mchy.aft | T 3Cy. 10″ 17″ & 27″×16″<br>J. Crichton & Co. Ltd. Saltney |
| 506368<br>GDPA<br>300672 | **CARISBROOKE CASTLE**<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Co. Ltd.**<br>Southampton<br>British | 672<br>246<br>125 | ✠Classed LR until 5/63 | 1959–5 J. I. Thornycroft & Co. Ltd.—Sou<br>191′ 2″ 42′ 2″ 6′ 0″<br>172′ 6″ 40′ 0″ 10′ 7″<br>P&B102′ 1 dk<br>RW<br>rf nil | TM Ferry (1200P)<br>Bow doors | 2 Oil 2SA each 8Cy. 10½″×13½″<br>1800bhp 27t (d.o)<br>Crossley Bros. Ltd. Mch<br>3×50kW 220V d.c. 14k |
| 516147<br>OZGH<br>Df | **CARIT**<br>exIngrid Troles–63<br>exErkalin–58 exTempo–52<br>**P. E. Christiansen Partrederi**<br>Sonderborg<br>Danish | 292<br>141<br>300 | BV | 1936 A. Vuijk & Zonen—Capelle<br>134′ 5″ 23′ 8″ 8′ 7″<br>23′ 6″<br>1 dk<br>R | M<br>1 Ho<br>2 Ha (each 31½′×14¾′)<br>2W Der 2(1) | Oil ~~2SA 4Cy. 240×360 mm~~<br>~~100bhp~~ NE67<br>~~Appingedammer Brons.~~ ~~Apg~~<br>7½k |

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| 518039<br>SHOF<br>9920<br>Df Esd<br>Pfd Rdr<br>RTm | **CARITA**<br>exKalmarsund XII-67<br>**Mrs. Carita Engström**<br>Kornö Swedish | 496<br>270<br>865 | BV | 1959 Kalmar Varv—Kal<br>184' 5" 31' 2" 12' 7"<br>164' 0" 31' 1" 13' 7"<br>P&B103' F31' 1 dk<br>RW<br>rf 5" | M Mchy.aft<br>1 Ho 114½'<br>G.49500 B.44900<br>2 Ha (each 42'×16½')<br>3W Der 3(3) | Oil 4SA 8Cy. 270×360 mm<br>690bhp<br>Klöckner-Humboldt-Deutz<br>3×27, 27, 15kW 115V d.c. |
| 670221<br>MFBJ<br>124626<br>Esd<br>RTm | **CARITA**<br>~~Colchester Shipping Co. Ltd.~~<br>~~R. S. Banyard~~ P. R. Banyard<br>Chester British | 140<br>67<br>205 | | 1913 I. J. Abdela & Mitchell<br>—Queen's Ferry<br>8' 6"<br>96' 0" 21' 6" 7' 8"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho 20', 23'<br>2 Ha (20', 23'×16') | Oil<br>165bhp Emade40fitted—<br>Crossley Bros. |
| 506369<br>SGBO<br>6036 | **CARITANA**<br>exSödra Norrland-45<br>exReymersholm-37 exDe Tijd<br>**R. Ahlgren**<br>**N. G. R. Ahlgren**<br>Bildö Swedish | 108<br>50<br>— | | 1907 ......................Dzl<br>94' 7" 16' 6"<br>... ... ...<br>1 dk<br>R | M Mchy.aft | Oil 2SA 2Cy.<br>Emade22fitted56<br>Skandiaverken A/B |
| 506371<br>OYBG<br>Df Esd<br>Pfd Rdr<br>RT | **CARL CLAUSEN**<br>exCarl-38 exKanal IV<br>**Emil Tietje K.G.**<br>Hamburg W. German | 338<br>138<br>380 | BV | 1907 Schiffsw. v. Henry Koch—Lbc<br>157' 3" 24' 1" 10' 10"<br>23' 11"<br>P&B61' F50' 1 dk & S dk<br>R len 30 | M OSD Mchy.aft<br>3W | Oil 2SA 5Cy. 230×400 mm<br>400bhp NE45<br>Burmeister & Wain |
| 506372<br>WSIT<br>246092<br>Df Esd<br>Gc | **CARL E. LADD**<br>**United States Department of Commerce**<br>Pensacola United States<br>**BROKEN UP** | 7176<br>4380<br>10750 | AB | 1944 J. A. Jones Const. Co.—Panama City<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Iron & Steel Corp.<br>3×20kW 120V d.c. |
| 651838<br>OYUC<br>Df Esd<br>Pfd Rdr<br>RTm | **CARL EGEDE**<br>**Ministry of Greenland**<br>Royal Greenland Trade Department<br>Godthåb, Greenland Danish | ~~190~~ 147<br>~~77~~ 51<br>— | BV | 1965 Ørskovs Staalskibsværft—Fkn<br>95' 0" 22' 3"<br>22' 0" 11' 0"<br>1 dk | M Trawler | Oil 2SA 6Cy. 230×400 mm<br>420bhp<br>Alpha-Diesel A/S<br>1×25kW 220V d.c.<br>Directional propeller |
| 506374<br>DCVU<br>Df Esd<br>Rdr RT | **CARL FISSER**<br>**Fisser Kom. Ges.**<br>Emden W. German<br>Now **MARIGOULA A.S.** See New Entries No. 3 | 6171<br>3272<br>9872 | GL | 1951 Nordseewerke Emden—Emd<br>471' 5" 58' 0" 24' 10"<br>57' 9" 36' 0"<br>F34' 1 dk & S dk<br>RW | M OSD<br>G.583687 B.531163<br>5 Ha<br>12W Der 1(30) 2(5) 10(3–5) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp<br>Masch. Augsburg-Nürnberg |
| 506375<br>OWXA<br>Df Esd<br>Rdr<br>RTh | **CARL FRIDOLF**<br>**Fridolf Christensen**<br>Svaneke Danish<br>Now **JENBO** See New Entries No. 10 | 299<br>174<br>492 | GL | 1962 J. J. Sietas Schiffsw.—Ham<br>161' 5" 28' 5"<br>141' 6" 28' 3" 10' 6"<br>P29' F25' 1 dk | M Mchy.aft<br>1 Ho 78½'<br>1 Ha (78½'×17½') | Oil 2SA 5Cy. 230×400 mm<br>350bhp<br>Alpha-Diesel A/S |
| 670680<br>OZCH<br>Df Esd<br>Pfd RT | **CARL FRIGAST**<br>**P. V. H. Keil & Ove F. Sørensen**<br>P. V. H. Keil<br>Køge Danish | 205<br>71<br>— | BV | 1965 Schpsb. K. Hakvoort—Monnickendam<br>118' 11" 23' 11" 8' 2½"<br>114' 0" 23' 9" 9' 10"<br>1 dk | M Sand Pump Hopper Dredger Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br>280bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| 506378<br>PUZB | **CARL HOEPCKE**<br>**Cia. Amadora Brasileira**<br>Florianopolis Brazilian | 1249<br>653<br>— | | 1927 F. Schichau G.m.b.H.—Elbing<br>*205·8'* 36' 0" 13' 6"<br>35' 10"<br>2 dks<br>R | TM | 2 Oil 4SA each 6Cy. 317×3<br>Emade48refitted58<br>Ruston & Hornsby |
| 506379<br>DHDF<br>Df Esd<br>Gc Rdr<br>RTm | **CARL JULIUS**<br>exIlse Schulte-57<br>**Alfred C. Toepfer Schiffahrtsges.m.b.H.**<br>Hamburg W. German | 6202<br>3217<br>9454 | GL | 1954 Nordseewerke Emden—Emd<br>471' 3" 57' 10" 25' 0"<br>439' 8" 57' 9" 36' 0"<br>F36 H79' 1 dk & S dk<br>R<br>rf 3½" | M (11P) OSD<br>5 Ho 52½', 69½', 68½', 70½', 68½'<br>G.575410 B.521540<br>5 Ha (stl) (32½', 44½', 36½', 36½', 36½'×28½')<br>12W Der 1(30) 12(5) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp<br>Masch. Augsburg-Nürnberg<br>3×130kW 110V d.c. |
| 506380<br>DESS<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CARL KÄMPF**<br>**Partenreederei m.s. "Carl Kämpf"**<br>Carl Kämpf & Sohn<br>Bremerhaven W. German | 681<br>278<br>500 | GL | 1957 Rickmerswerft—Bhn<br>192' 9" 31' 6"<br>181' 2" 31' 5" 23' 5"<br>1 dk, pt 2nd dk<br>rf 43" | M Stern Trawler | 2 Oil 4SA (i) 6Cy. 420×<br>220×280 mm geared to sc.<br>1250bhp<br>Klöckner-Humboldt-Deutz<br>2×185, 80kW 220V d.c.<br>Controllable pitch propeller |
| 506382<br>DKMK<br>Df Esd | **CARL LEHNKERING**<br>exJohann Schepers-59<br>**Lehnkering A.G.**<br>Duisburg W. German<br>Now **ANGELA JAGEMANN** See New Entries No. 4 | 298<br>184<br>480 | GL | 1957 Jadewerft G.m.b.H.—Wilhelmshaven<br>156' 2" 28' 0" 8' 10"<br>137' 10" 27' 11" 9' 10"<br>P43' F28' 1 dk | M Mchy.aft<br>G.22204 B.21004<br>1 Ha (71½'×18')<br>2W Der 2(2½) | Oil 2SA 6Cy. 225×330 mm<br>300bhp<br>Motorenf. Darmstadt |

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| 641619<br>UJMO<br><br>Df Esd<br>Gc Pfd<br>Rdr | **CARL LINNE**<br>**U.S.S.R.**<br>Kaliningrad Russian<br>Name should be **KARL LINNE** See New Entries No. 6 | 10873 ~~10872~~<br>5903<br>8900 — | ✠LR class withdrawn—<br>Owners' request 4/67 | | **1964**–12 A/B Götaverken—Got<br>514′ 10″ 69′ 7″ 24′ 3″<br>475′ 11″ 69′ 4″ 43′ 4″<br>P123′ F49′ 2 dks, 3rd dk except in mchy. space<br>rf 6″ | M Ref Mchy.aft<br><br>In.446696 | Oil 2SA 7Cy. 760×1500 mm<br>8750bhp<br>A/B Götaverken Got |
| 506384<br>DLCB<br><br>Df Esd<br>Gc Rdr<br>RTh | **CARL MEENTZEN**<br>**Carl Meentzen & Co. K.G.**<br>**Carl Meentzen Schiffahrt U. Handel G.m.b.H.**<br>Bremen W. German | 1571<br>780<br>2425<br>2370<br>1418<br>3494 | | GL | **1956** A.G. "Weser" Werk Seebeck—Bhn<br>292″ 3″ 42′ 7″ 16′ 8½″/20′ 7″<br>262′ 5″ 42′ 4″ 24′ 7″<br>1 dk & S dk<br>RW | M (3P) OSD/CSD Mchy.aft<br>2 Ho each 82′<br>G.159032 B.145788<br>2 Ha (stl) (each 58¾′comb. ×21¼′)<br>Der 4(5) 4(3) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>2000bhp (d.o)<br>Motorenw. Mannheim Mhm<br>3×80kW 230V d.c. 12½k |
| 681638<br>OZSL<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CARL OFFERSEN**<br>**Rhederi M. Jebsen A/S**<br>Åbenrå Danish | 5450<br>3314<br>7040 | | GL | **1966** Rickmers Werft—Bhn<br>417′ 10″ 54 7″ 25′ 0¾″<br>372′ 1″ 54′ 6″ 31′ 8″<br>P75′ F38′ 2 dks<br>rf 4″ | M (8P)<br>5 Ho 62′, 91¾′, 78′, 50½′, 19¾′<br>G.392000 B.362000<br>5 Ha (stl) (32′, 55′, 46′, 27½′×21¼′) (9¾′×9¾′)<br>12W Der 1(30) 8(5–10) 4(3–5) | 2 Oil 4SA each 8Cy. 400×600 mm geared to sc. shaft<br>4280bhp 690t (hvf)<br>Masch. Augsburg-Nürnberg Ham<br>4×232, 232, 232, 110kW 220/380V 50c/s a.c 15½k |
| 640521<br>DFBH<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CARL OSKAR KÄMPF**<br>**Kämpf & Co. K.G.**<br>Bremerhaven W. German | 1344<br>581<br>— | | GL | **1963** Rickmers Werft—Bhn<br>251′ 4″ 36′ 5″ 16′ 5″<br>222′ 5″ 36′ 1″ 23′ 11″<br>1 dk<br>rf 47½″ | M Stern Trawler<br><br>In.21260 | Oil 4SA 8Cy. 400×550 mm<br>2000bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×272, 110kW 220V 50c/s a.c.<br>Controllable pitch propeller 15k |
| 506385<br>ZFQM<br>169041<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CARL SCHMEDEMAN**<br>**Retlaw Ltd.**<br>Nassau British | 10839<br>5626<br>13785 | ✠100A1<br>ore carrier<br>✠LMC<br>MN1452 | SS 2/65<br><br><br>EL f†2⅜″SQ | **1952**–10 Vickers-Armstrongs Ltd.—Brw<br>518′ 0″ 66′ 4″ 27′ 9¾″<br>500′ 0″ 66′ 0″ 37′ 3″<br>P105′ F83′ Trunk 315′ 1 dk<br>RW 4BH<br>rf 3½″ WB6294t incl. DTf394t | S Ore Carrier (8P) Mchy.aft<br>Self-unloader<br>5 Ho 49′, 78¾′, 78¾′, 78¾′, 78¾′<br>G.576430<br>9 Ha (stl) (14′×20′) (22′, 23½′, 23½′, 23½′, 23½′, 23½′, 23½′, 22′×34′)<br>4W Cr 1(5) Der 2(10) | 2 S Turb dr geared to sc. shaft<br>7260shp 1384t (o.f)<br>Richardsons, Westgarth Hpl<br>2WTB 500℔ Spt 465℔ hs(12230)<br>2×500kW 440V 60c/s a.c. 15k |
| 506386<br>DCDM<br><br>Esd<br>RTm/h | **CARL THIELE**<br>**Emder Heringsfischerei A.G.**<br>Emden W. German | 217<br>101<br>— | | GL | **1933** Schiffb. Unterweser—Wsm<br>107′ 11″ 23′ 1″ 10′ 0″<br>10′ 11″<br>Q12′ F10′ 1 dk<br>RW len 55 | M Trawler<br>2 Ho 41′, 13′ | Oil 4SA 6Cy. 250×350 mm<br>300bhp NE54 (d.o)<br>Motorenw. Mannheim Mhm<br>2×10 & 5kW 115V d.c. |
| 506387<br>DADI<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CARL TRAUTWEIN**<br>**Alfred G. Toepfer Schiffahrtsges.m.b.H.**<br>Hamburg W. German | 14653<br>9967<br>20866 | | GL | **1960** Rheinstahl Nordseewerke—Emd<br>572′ 8″ 69′ 8″ 33′ 2″<br>551′ 11″ 69′ 7″ 45′ 10″<br>P225′ F98′ 2 dks<br>len & deepened 66<br>rf nil | M (11P) CSD Mchy.aft<br>5 Ho 53′, 102¼′, 59¼′, 60¼′, 105′<br>G.803677 B.769073<br>6 Ha (stl) (36¾′×26¼′) (33¾′, 33¾′, 33¾′×28¾′) (36¾′, 36¾′×26¼′)<br>Der 14(5–10) 1(3) | Oil 2SA 6Cy. 750×1320 mm<br>7200bhp (hvf)<br>Borsig A.G. Bln<br>3×240, 240, 160kW 380V 50c/s a.c.<br>14¾k |
| 506388<br>DEPA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARL WIEDERKEHR**<br>**Gemeinwirtschaftl. Hochseefisch. G.m.b.H.**<br>Bremerhaven W. German | 719<br>297<br>— | | GL | **1959** Rickmers Werft—Bhn<br>220′ 8″ 31′ 7″<br>189′ 0″ 31′ 6″ 23′ 5″<br>1 dk | M Stern Trawler | Oil 4SA 8Cy. 420×660 mm<br>1650bhp<br>Klöckner-Humboldt-Deutz Kln |
| 506393<br>KAIA<br>247591<br>Df Esd<br>Gc | **CARLETON VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | 7607<br>4563<br>10681 | | AB | **1945** Permanente (Shpyd No. 2)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57¼′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |
| 506395<br>IBWE<br>3185<br>Df Esd<br>Gc Rdr | **CARLIN FASSIO**<br>**Villain & Fassio e Cia. Internazionale di Genova Soc. Riunite di Nav. S.p.A.**<br>Genoa Italian | 7070<br>3889<br>10653 | ✠100A1<br>DTma—vegetable oil<br>✠LMC<br>MN1400 | ~~SS 10/63~~<br><br>SS 7/67<br>EL d†2$\frac{3}{16}$″SQ<br>AB RI | **1959**–11 Ansaldo S.p.A.—Spz<br>500′ 7″ 63′ 11″ 25′ 11″<br>459′ 4″ 63′ 8″ 39′ 9″<br>F51′ 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 7″ WB3143t incl. Tunnel tanks 185t DTma900t | M OSD<br>5 Ho<br>G.635142 B.593918<br>5 Ha<br>18W Der 20 | Oil 2SA 7Cy. 750×1320 mm<br>7000bhp 1180t<br>S.A. Fiat S.G.M. Tur<br>2AuxB (1 o.f 1 ex.g) 100℔ 16k |
| 506396<br>GHTZ<br>303283<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARLISLE**<br>**Rhondda Fishing Co. Ltd.**<br>Sir John D. Marsden, Bt.<br>Grimsby British | 441<br>147<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN224 | SS 5/66<br><br><br>EL (g)q | **1961**–11 Goole S.B. & R. Co. Ltd.—Goo<br>*139·9′* 28′ 4″<br>137′ 3″ 28′ 0″ 14′ 3″<br>F28′<br>RW 4BH<br>rf 15″ BK7″ WB19t | M Trawler | Oil 4SA 8Cy. 15″×18″<br>1120bhp<br>Mirrlees, Bickerton & Day Stckpt |
| 541922<br>IKPF<br>579<br>Df Esd | **CARLITO**<br>exBarbara B.-63<br>exOlbers-58 exKepler<br>**Rino Camalich**<br>Leghorn Italian | 1397<br>810<br>1646 | | RI | **1925** Deutsche Werke A.G.—Kel<br>251′ 3″ 36′ 2″ 15′ 6½″<br>236′ 5″ 36′ 0″ 16′ 5″<br>1 dk<br>R | M Chemical Carrier<br>2 Ho | Oil 4SA 6Cy. 500×950 mm<br>800bhp<br>Deutsche Werke A.G. Kel |

| | | T.Mk | | | | |
|---|---|---|---|---|---|---|
| 506397<br>DDQB<br><br>Df Esd<br>Rdr RT | **CARLLENE**<br><br>**Ahlmann Transport K.G.**<br>Bremen W. German | 298<br>173<br>623 | GL | 1958 Schiffsw. W. Holst—Ham<br>199' 0" 31' 0" 9' 11½"<br>179' 2" 30' 10" 16' 6"<br>F24' 1 dk & S dk<br>RW | M OSD Mchy.aft<br><br>G.52745 B.47275<br>1 Ha (83¼'×15¼') | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 516344<br>ICHK<br>3302<br>Df<br>RTm | **CARLO ARCIDIACONO**<br>exIrolli-64<br>**Ignazio Messina & C.**<br>Genoa Italian | 1598<br>810<br>2467<br>2488<br>1341<br>3462 | RI | 1948 Cant. Nav. di Taranto—Tno<br>294' 11" 41' 5" 17' 3"/20' 10"<br>270' 4" 41' 4" 27' 3"<br>B61' 1 dk & S dk<br>RW | M (4P) OSD/CSD<br>4 Ho 41', 65½', 32¾', 34¾'<br>G.169000 B.157000<br>4 Ha (24½', 41', 24½', 24½'×19¾')<br>Der 1(15) 1(12½) 8(4) 2(3) 1(2) | Oil 2SA 6Cy. 530×900 mm<br>2560bhp Emade48fitted58<br>Franco Tosi S.p.A.<br>3×70kW 220V d.c. |
| 640449<br>ICXC<br>616<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARLO CAMELI**<br><br>**Armatrice Santa Lucia S.p.A.**<br>Palermo Italian | 55115<br>30219<br>— | ✠100A1 SS 2/69<br>oil tanker 869' 2"(incl.BB)<br>✠LMC<br><br>MN5040 EL d*3$\frac{11}{16}$"SQ<br>AB RI | 1964-5 C.R.D. Adriatico—Mfl<br>~~869' 2"~~ 122' 2" 49' 6¾"<br>830' 1" 121' 9" 62' 11"<br>P167' B28' F107' 1 dk<br>11BH<br>rf nil WB16501t incl. DTsl3077t | M Tanker Mchy.aft<br>25 Ta | Oil 2SA 12Cy. 900×1600 mm<br>25200bhp<br>S.A. Fiat S.G.M.<br>2WTBAuxB 455lb<br>AuxB (ex.g) 170lb 2sg 170lb |
| 506402<br>ICIC<br>383<br>Df Esd<br>Gc Rdr<br>RTm | **CARLO CANEPA**<br><br>**Carbocoke Soc. di Nav. S.p.A.**<br>Palermo Italian | 11269<br>5995<br>~~16137~~<br>16288 | AB RI<br><br>✠Classed LR until 5/60 | 1956-11 Ansaldo S.p.A.—Spz<br>542' 11" 68' 11" 30' 5½"<br>502' 0" 68' 7" 40' 1"<br>P108' F52' 1 dk<br>RW<br>rf 8" | M Bulk Carrier Mchy.aft<br>6 Ho<br>G.73448<br>6 Ha (stl) (each 38'×38') | Oil 2SA 7Cy. 750×1320 mm<br>5500bhp Fiat<br>Ansaldo Stab. Mecc.<br>4×125kW 220V d.c. |
| 506403<br>IKZZ<br>559 | **CARLO CASALE**<br>exGame-54 exBjörnhaug-51<br>exRegie<br>**Cave di Sistiana ~~S.p.A.~~ S.r.l.**<br>Trieste Italian | 576<br>409<br>950 | RI<br><br>Classed LR until 9/54 | 1944 ......................Scotland<br>205' 0" 30' 2" 10' 9"<br>193' 0" 30' 1" 12' 9"<br>Q41' F30' 1 dk<br>RW | TM Mchy.aft<br>1 Ho<br>G.39620 B.36770<br><br>3W Der 3(3) | 2 Oil 4SA each 12Cy. 178×197 mm<br>1000bhp<br>Davey, Paxman & Co. Ltd. |
| 506404<br>ILDR<br>220<br>Df Esd<br>RT | **CARLO D**<br>exHelgebo-60 exGlenside-52<br>exBriar-45 exRoyal Firth-33<br>**"La Caletta" Soc. di Navigazione S.p A.**<br>Savona Italian | 398<br>158<br>442 | RI<br><br>✠Classed LR until 1/53 | 1921-5 Brown's S.B. & D.D. Co. Ltd.—Hul<br>148' 0" 24' 4" 10' 11"<br>145' 6" 24' 2" 11' 9"<br>1 dk<br>R | M Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 290×450 mm<br>430bhp NE52<br>A/S Vølund |
| 506406<br>ICQM<br>635<br>Df Esd<br>Gc Rdr<br>RT | **CARLO MARTINOLICH**<br>exSilvretta-58<br>**"Fertilia" S.p.A.**<br>Trieste Italian | 8549<br>5099<br>11880 | ✠100A1 SS 9/64<br>DTm—vegetable oil<br>✠LMC<br><br>MN980 EL d†2$\frac{3}{16}$"SQ<br>RI | 1956-1 Brodogradiliste III Maj—Rka<br>487' 2" 60' 9" ~~26' 11"~~ 28' 6½"<br>452' 0" 60' 6" 39' 10"<br>F47' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2264t incl. DTm1340t | M ~~OSD~~ CSD<br>5 Ho 60', 118', 29½', 69', 69'<br>G.696375 B.640789<br>5 Ha (36', 37', 34½', 37', 37'×25')<br>10W Der 1(30) 2(10) 8(5) | Oil 2SA 7Cy. 720×1250 mm<br>4900bhp<br>Sulzer Brothers Ltd.<br>AuxB 100lb AuxB 85lb<br>3×134kW 220V d.c. |
| 506407<br>DHGV<br>9934<br>Df Esd<br>Rdr<br>RTm | **CARLO PORR**<br>Launched as Marie Sieghold<br>**Franz Hagen**<br>Hamburg W. German<br>Now **MARIA ISABELLA** See New Entries No. 8 | 975<br>603<br>1476 | GL | 1957 Schiffsw. & Masch. F. M. Sieghold—Bhn<br>223' 8" 35' 7" 13' 9$\frac{1}{16}$"<br>200' 8" 35' 3" 15' 9"<br>P42' F22' 1 dk<br>RW | M Mchy.aft<br>2 Ho 66', 70½'<br>G.67830 B.65500<br>2 Ha (stl) (each 51½'×21½')<br>4W Der 2(3-5) 2(3) | Oil 4SA 8Cy. 320×480 mm<br>1000bhp<br>Motorenw. Mannheim<br>3×45, 45, 25kW 220V d.c. |
| 671040 | **CARLO SCHONHAAR**<br><br>**Fischkombinat Rostock**<br>Rostock E. German | 991<br>—<br>— | | 1966 Peene Werft—Wolgast<br>177' 1" 34' 9" 15' 5"<br>... ... ...<br>1 dk | M Stern Trawler | Oil<br>1750bhp<br>Dieselmotorenwerk |
| 506408<br>ILEM<br>520<br>Esd Rdr<br>RTm/v | **CARLO SECONDO**<br><br>**Soc. per Azioni Rimorchiatori Riuniti "Panfido & Co."**<br>Venice Italian | 251<br>78<br>— | RI | 1941 Cant. Nav. Off. Mec. di Venezia—Ven<br>110' 2" 25' 0" 13' 10"<br>... ... ...<br>R | S Salvage Tug<br><br><br><br>Der 1(2) | T 3Cy. 410, 650 & 1050×650 mm<br>893ihp<br>Cant. Nav. Off. Mec. di Venezia<br>2×10 & 5kW 110V d.c. |
| 506411<br>VJNX<br>139370<br>RTm/v | **CARLOCK**<br>tug<br>**Queensland Tug Co. Pty Ltd.**<br>Brisbane British | 327<br>—<br>— | ✠100A1 Dr 10/65<br>tug<br>✠LMC<br><br>EL (e) | 1929-10 A. Stephen & Sons Ltd.—Gls<br>127' 7" 27' 1" 13' 6"<br>121' 6" 27' 0" 14' 3"<br><br>R 3BH<br>BK7" WB41t | M Tug<br><br><br>2 Ha (stl) (18'×18') (4¼'×3¼')<br>Cr 2(1½) | Oil 4SA 6Cy. 15"×18" sr reversing<br>1782bhp ✠NEmade64fitted6<br>Mirrlees National Ltd.<br>2×75kW 415V 50c/s a.c. |
| 506412<br>IRPO<br>970<br>RT | **CARLOFORTE**<br>exG. B. Forzinetti-55<br>exFranco M.-48 exOrione-47<br>exVeronica exMarga<br>exAbdon exSamsö<br>**Vincenzo Spinelli**<br>Naples Italian | 494<br>366<br>740 | RI | 1914 Frederikshavn Skibs. & Flyd.—Fkn<br>163' 4" 30' 0"<br>149' 7" 29' 11" 13' 7"<br>1 dk<br>R | M<br>2 Ho<br>G.99000 B.92600 | Oil 4SA 6Cy. 350×430 mm<br>600bhp Emade41refitted 6<br>M.W.M. Benz |
| 641649<br>ILFO<br>179<br>Rdr<br>RTm | **CARLOPIA I**<br><br>**Navigazione Costiera S.p.A.**<br>Cagliari Italian | 773<br>464<br>1132 | RI | 1964 Cant. Nav. Soc. Nettuno—Reggio Emilia<br>226' 1" 31' 3" 9' 2½"<br>212' 5" 31' 2" 11' 2"<br>1 dk<br>RW | TM Tanker Mchy.aft<br>10 Ta | 2 Oil 2SA each 5Cy. 230×400<br>700bhp<br>Burmeister & Wain<br>2×50kW 220V 50c/s a.c. |

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| 527794<br><br><br><br>Df Esd<br>Gc Rdr<br>RT | **CARLOS**<br>exPierina–66<br>**Cia. de Nav. Elfaro S.A.**<br>Panama Panamanian | **2363**<br>1346<br>3374 | RI | **1958** Cant. Nav. Apuania—Marina di Carrara<br>298′ 7″ 42′ 9″ 19′ 9″<br>272′ 4″ 42′ 8″ 26′ 3″<br>2 dks<br>RW | M CSD Mchy.aft<br>3 Ho | Oil 2SA 8Cy. 450×740 mm<br>2000bhp<br>S.A. Fiat S.G.M. Tur<br>13¼k |
| 512698<br><br><br>RTh | **CARLOS DARWIN**<br>exGeco–65 exInger Ann–62<br>exBonøy–59<br>**Instituto de Fomento Pesquero**<br>Santiago Chilean | **208**<br>71<br>— | NV | **1955** A/S Pusnæs M/V—Arendal<br>105′ 0″ 22′ 1″<br>… … …<br>R | M Trawler | Oil 2SA 8Cy. 220×320 mm<br>400bhp (d.o)<br>Bergens M/V Bgn<br>1×6kW 110V d.c. 1×2kW 24V d.c.<br>Controllable pitch propeller |
| 506413<br>WSEA<br>246167<br>Df Esd<br>Gc | **CARLOS J. FINLAY**<br>**United States Department of Commerce**<br>Houston United States | **7247**<br>4389<br>10500 | AB | **1944** Todd-Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| 506414 | **CARLOS LUMB**<br>**Liebig's Extract of Meat Co. Ltd.**<br>Buenos Aires Argentine<br>Now **ONA CECILIA** See New Entries No. 4 | **147**<br>59<br>— | ✠Classed LR until 8/29 | **1928**–7 J. Crichton & Co. Ltd.—Chs<br>*100·5′* 23′ 1″<br>… … …<br>R | M Tug | Oil 2SA 265×345 mm<br>NE49<br>Crossley Bros. Ltd. Mch |
| 506415<br><br><br>Df | **CARLOS MALBURG**<br>exNavem Barbara–61<br>exSanta Barbara–54<br>exRemsen Heights–46<br>exPhoenix–41 exCamor–41<br>exPaco exPhilip Publicker<br>**Navegação Marenave Ltda.**<br>Rio de Janeiro Brazilian | **2398**<br>1439<br>— | ✠Classed LR until 5/62 | **1920**–9 McDougall Duluth S.B. Co.—Dul<br>43′ 8″<br>251′ 0″ 43′ 6″ 24′ 3″<br>P25′ B64′ F22′ 1 dk<br>R | S | T 3Cy. 19″ 32¼″ & 54″×40″<br>(o.f)<br>McDougall Duluth S.B. Co. Dul |
| 640899<br><br>Df Rdr<br>RT | **CARLOS MIGUEL**<br>**Carlos A. Saenz Lopez Snr.**<br>~~Barranquilla~~ ~~Colombian~~<br>Panama Panamanian | **480**<br>248<br>— | AB | **1944** United Concrete Pipe Corp.—Long Beach<br>*166·4′* 32′ 3″ 10′ 0½″<br>165′ 0″ 32′ 0″ 14′ 4″<br>rf 6″ | TM Mchy.aft<br>2 Ho<br>B.24000<br>2 Ha | 2 Oil 2SA each 6Cy. 8¾″×10½″<br>1000bhp 74t<br>General Motors Corp. |
| 506416<br>EDSO<br>Df Esd<br>RT | **CARLOS OTERO**<br>**Emiliano Otero Parga**<br>Corunna Spanish | **244**<br>121<br>222 | BV | **1962** Astano S.A.—Frl<br>127′ 5″ 22′ 6″ 11′ 0¾″<br>108′ 8″ 12′ 10″<br>RW | M Trawler<br>3 Ha (each 3′×3′) | Oil 4SA 8Cy. 295×420 mm<br>700bhp Krupp 91t (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>11k |
| 506418<br>EHUG<br><br>RTm | **CARLOS TARTIERE**<br>exCastillo Gibralfaro–57<br>exJuss–39 exTolsta–37<br>exCairnnevis<br>**Soc. Metalurgica Duro-Felguera S.A.**<br>Aviles Spanish | *1587*<br>*977*<br>2505 | ✠**100A1** SS 1/66<br>✠**LMC**<br>EL q | **1905**–7 Short Bros. Ltd.—Sld<br>36′ 10″ 17′ 10″<br>257′ 6″ 36′ 6″ 20′ 4″<br>P21′ B62′ F26′ 1 dk<br>R NS 4BH<br>rf 8¼″ WB503t | S<br>4 Ho 42′, 46′, 48′, 44′<br>G.115000<br>4 Ha (16′, 22′, 20′, 20′×15¼′)<br>Der 1(2) 3(1) | T 3Cy. 19″ 30″ & 48″×36″<br>600ihp (o.f)<br>Blair & Co. Ltd. Stk<br>SB 160℔ db 80℔ hs2463 3cf<br>2×7 & 5kW 110V d.c. 7k |
| 506420<br>EERU | **CARLOTA DE ASPE**<br>exIgnacio Belles–46<br>**Francisco Souto Cousillas and others**<br>Seville Spanish | **134**<br>109<br>— | | **1942** Francisco Fabregat Soria—Castellon<br>*89·9′* 23′ 6″<br>… … … | Wood Aux | Oil 2SA 2Cy. 325×420 mm<br>120bhp (d.o)<br>A/S Vølund Cpn |
| 651301<br>ICWW<br>657<br>Df Esd<br>Gc Rdr<br>RT | **CARLOTTA F**<br>**"Fer-Mar" S.p.A.**<br>Trieste Italian | **15890**<br>9369<br>23749 | ✠Class **WITHDRAWN** at Owners' request 8/68<br>RI | **1965**–9 Ansaldo S.p.A.—Gen<br>~~624′ 11″~~ 75′ 0″ 34′ 7¼″ 624′ 11″ (incl.BB)<br>579′ 10″ 74′ 9″ 45′ 11″<br>P108′ F112′ 1 dk<br>NS 10BH<br>rf nil WB10604t incl. comb. btm. & side tanks in holds 4339t Topside tanks in holds 5084t TwDf228t | M Bulk Carrier Mchy.aft<br>7 Ho | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W<br>Ansaldo Stab. Mecc. Gen<br>AuxB 100℔ |
| 506423<br>SHXJ<br>9982 | **CARLSÖ**<br>exPavona–61 exPavonis–60<br>**Thure Claeson Partrederi**<br>Mollösund Swedish | **299**<br>147<br>~~870~~<br>350 | BV | **1951** T. J. Fikkers—Foxhol<br>139′ 1″ 24′ 4″ 9′ 0″<br>24′ 2″<br>P38′ F18′ 1 dk | M Mchy.aft<br>1 Ho 77¾′<br>G.19170 B.18450<br>2W | Oil 4SA 6Cy. 240×360 mm<br>225bhp 25t<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| 640635<br>DNEW<br>10543<br>RT | **CARLSSON II**<br>**Gustav A. Carlsson**<br>Hamburg W. German | **173**<br>103<br>— | GL | **1964** Scheel & Jöhnk—Ham<br>133′ 11″ 20′ 8″<br>126′ 6″ 19′ 8″ 7′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 215×300 mm<br>235bhp<br>Motorenw. Mannheim Mhm |
| 506425<br>DNBC<br>10419 | **CARLSSON III**<br>**Gustav A. Carlsson**<br>Hamburg W. German | **149**<br>88<br>— | GL | **1962** Scheel & Jöhnk—Ham<br>117′ 11″ 20′ 0″<br>19′ 10″ 7′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 215×300 mm<br>235bhp<br>Motorenw. Mannheim Mhm |
| 506426<br>SIBJ<br>10069<br>Df Esd<br>Rdr RT | **CARLSTEN**<br>exRingö–62<br>**Wilhelm Gustavsson**<br>Öckerö Swedish<br>Now **NORDSJÖ** See New Entries No. 1 | **136**<br>53<br>— | NV | **1960** A/B Göteborgs Varv—Got<br>92′ 7″ 21′ 1″ 10′ 2″<br>… … …<br>1 dk | M Trawler | Oil 4SA 5Cy. 300×410 mm<br>550bhp<br>A/S Vølund Cpn |

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| 542666<br>GMMU<br>305421<br>Df Esd<br>Gc Rdr<br>RTv | **CARLTON**<br><br>**Chapman & Willan Ltd.**<br>Newcastle British<br><br><br>For later particulars see New Entries No. 9 | 13949<br>6860<br>20448 | ✠100A1<br>strengthened for heavy<br>cargoes<br>✠LMC<br>MN1500 | <br><br><br><br>EL I2¾"SQ | **1964**-2 Short Bros. Ltd.—Sld<br>*562′ 0″* 74′ 0″ 30′ 6″<br>530′ 0″ 73′ 9″ 43′ 2″<br>P111′ F42′ 1 dk<br>RW NS 8BH<br>rf 6″ DK fwd WB7729t incl. DTf422t | M Bulk Carrier Mchy.aft<br>5 Ho 65½′, 80′, 80′, 80′, 65′,<br>4 Top Ho 33½′, 35′, 35′, 35′<br>5 Ha (stl) (35′, 35′, 35′, 35′, 32½′×27½′)<br>4 Top Ha (stl) (each 25′×27½′)<br>Der 4(5) 2(3) | Oil 2SA 6Cy. 760×1500 mm<br>7500bhp Götaverken<br>N.E. Mar. Eng. Co. Ltd.<br>3AuxB (2 o.f 1 ex.g) 100lb<br>3×275kW 440V 60c/s a.c. |
| 506429<br>GHMF<br>302398<br>Df Esd<br>Pfd | **CARLTON QUEEN**<br><br>**Talisman Trawlers Ltd.**<br>Lowestoft British | 196<br>62<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN110 | SS 6/65<br><br><br><br>EL (c)I | **1961**–4 Brooke Marine Ltd.—Lwt<br>*107·0′* 23′ 4″ 9′ 4″<br>104′ 0″ 23′ 0″ 11′ 0″<br>F18′<br>RW 4BH<br>rf 12″ BK6″ | M Trawler | Oil 2SA 6Cy. 10½″×13½″<br>550bhp<br>Crossley Bros. Ltd. |
| 506430<br>5LGU<br>947<br>Df Esd<br>Gc Rdr<br>RT | **CARMA FALCON**<br>exAmoco Virginia–57<br>exPan-Virginia–56<br>exFort Pitt–48<br>**Pan American Overseas Oil Co.**<br>Monrovia Liberian | 10496<br>6377<br>16721 | <br><br><br>**BROKEN UP** | <br><br>AB | **1945** Alabama D.D. & S.B. Co.—Mob<br>523′ 6″ 68′ 2″ 30′ 3½″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.792500 HeCls. BC | S Turb 7240shp driving 1 ge<br>2300V a.c. connected to ele<br>6000shp (Sy)<br>General Electric Co. |
| 506432<br>GSJS<br>185494<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARMANIA**<br>exSaxonia–62<br>~~**Cunard S.S. Co. Ltd.**~~<br>~~Liverpool British~~<br>~~Cunard Line Ltd. (Mgrs.)~~<br>**Cunard Line Ltd.**<br>Liverpool British | 21378 ~~22590~~<br>10999 ~~11724~~<br>8695 | ✠100A1<br><br>✠LMC<br><br>MN4900 | CS 5/67<br><br><br><br>EL (o†)3"SQ | **1954**–8 John Brown & Co. (Clydebank) Ltd.—Cly<br>608′ 4″ 80′ 4″ 28′ 6½″<br>570′ 0″ 80′ 0″ 46′ 3″<br>Upr B334′ B&F511′ 3 dks, 4th & 5th dks clear of mchy. space<br>RW Coll BH to U dk 9 to 2nd dk<br>rf 6″ WB2119t incl. DTsm767t DTf212t | TS (929P) Ref<br>1 Ho 63′, 2 TwD 55½′, 52½′<br>G.327880 B.286810 In.14140<br>3 Ha (17¾′×15½′) (27′, 13½′×17½′)<br>14W Der 2(10) 6(5) | 4 S Turb dr geared to 2 sc.<br>24500shp<br>John Brown & Co. (Clydeb<br>4WTB 605lb Spt 800° F.<br>4×750kW 225V d.c. |
| 506433<br>EEQV | **CARME CELI**<br><br>**Adelaida Caballero Cuchi**<br>Isla Cristina Spanish | 130<br>85<br>— | | | **1947** Lasquibar Urbieta & Galarraga—Zumaya<br>*82·0′* 20′ 7″<br>… … … | Wood M Trawler | Oil 2SA 4Cy. 380×400 mm<br>Emade39 fitted47<br>Skandiaverken A/B |
| 660045<br>SIFU<br>10665<br>Df Esd<br>Pfd Rdr<br>RT | **CARMEL**<br><br>**Daniel & Seth Börjesson**<br>Fotö Swedish | 155<br>55<br>— | | <br><br>NV | **1966** A/B Marstrandsverken—Mtd<br>103′ 1″ 22′ 3″ 11′ 6″<br>91′ 10″ 22′ 0″ 11′ 9″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz |
| 506437<br>4XYK<br>MS110<br>Df Esd<br>RT | **CARMELA**<br>exMarietje Böhmer–59<br>**Mano Seaways Ltd.**<br>Haifa Israel | 499<br>253<br>965 | ✠100A1<br><br>✠LMC<br><br>MN172 | SS 1/65<br><br><br><br>EL I | **1953**–2 N.V. Scheeps. "Vooruitgang"—Foxhol<br>219′ 0″ 32′ 5″ 12′ 6½″<br>197′ 10″ 32′ 2″ 19′ 8″<br>1 dk & S dk<br>RW 1 BH to U dk 3 to 2nd dk<br>WB257t | M OSD Mchy.aft<br>2 Ho 47′, 75¾′<br>G.68000 B.65200<br>2 Ha (30¾′, 61½′×16½′)<br>6W Der 2(3) 4(2) | Oil 4SA 8Cy. 330×600 mm<br>860bhp<br>N.V. Werkspoor<br>2×40, 27kW 220V d.c. |
| 506438<br>ILFW<br>837 | **CARMELA**<br>exOtto Porr–58 exZeeland–50<br>**Michele Lubrano**<br>Naples Italian | 431<br>239<br>611 | | <br><br>RI | **1930** J. Smit & Zoon—Foxhol<br>156′ 6″ 25′ 8″ 10′ 6″<br>148′ 8″ 25′ 5″ 11′ 0″<br>P43′ Q47′ F17′ 1 dk<br>R | M<br>1 Ho 91¾′<br>G.30300 B.28250<br><br>2W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp NE51<br>Klöckner-Humboldt-Deutz |
| 515647<br><br><br>Esd Pfd<br>Rdr RTv | **CARMELINA**<br>exHudson Strait–67<br>**Pargomar S.A.**<br>Panama Panamanian | 2904 ~~3105~~<br>1738 ~~1687~~<br>4465 | <br><br>✠Classed LR until 3/67 | BV | **1946**–10 Ailsa S.B. Co. Ltd.—Trn<br>337′ 0″ 44′ 8″ 19′ 11½″<br>320′ 0″ 44′ 4″ 22′ 6″<br>Q185′ F26′ 1 dk<br>R<br>rf 3″ | S Mchy.aft<br>5 Ho 39′, 37½′, 38′, 42′, 40′<br>G.219000 B.210000<br>5 Ha (stl) (26′×26′) (26′, 26′, 32′, 32′×32½′) | T 3Cy. 19½″ 32″ & 53″×39″<br>1380ihp<br>Ailsa S.B. Co. Ltd.<br>2×15kW 110V d.c. |
| 506440<br>ILGJ<br>986 | **CARMELINA L.**<br><br>**Francesco Leggieri**<br>Porto Empedocle Italian | 143<br>92<br>— | | | **1946** Salvatore Musella—Salerno<br>98′ 11″ 23′ 0″<br>82′ 7″ 22′ 5″ 10′ 5″ | Wood Aux Sr | Oil 4SA 6Cy. 215×310 mm<br><br>S.A. Ansaldo |
| 506442<br>WA3382<br>241312 | **CARMELITE II**<br><br>**Tug Carmelite Corp.**<br>New York United States | 119<br>81<br>— | | | **1941** I. S. Bushey & Sons Inc.—Brooklyn<br>*83·4′* 22′ 6″<br>… … … | M Tug | Oil 2SA 7Cy. 355×430 mm<br>805bhp<br>Fairbanks, Morse & Co. |
| 506443<br>HOHO | **CARMELO**<br>exFloridiana–62<br>exPontresina–60<br>exLorenz L-M. Russ–48<br>**Soc. Panamense "Monte Carmelo"**<br>Panama Panamanian<br>Now **MINGO** See New Entries No. 6 | 1573<br>920<br>2250 | | <br><br>BV | **1925** Stettiner Oderwerke—Stn<br>251′ 8″ 38′ 10″ 16′ 8½″<br>240′ 5″ 38′ 8″ 17′ 9″<br>P15′ Q71′ B61′ F29′ 1 dk<br>R | S<br><br>G.100000 B.91000 | T 3Cy. 18¾″ 31½″ & 51½″<br><br>Stettiner Oderwerke |
| 506444<br>IUVD<br>324 | **CARMELO BURRAFATO**<br>exTerramare I–53<br>**Salvatore Ferrigno & C.**<br>Palermo Italian | 133<br>99<br>— | | | **1947** Nicola Latini—Sanbenedetto<br>94′ 2″ 21′ 11″<br>… … … | Wood Aux | Oil 4SA 6Cy. 160×230 mm<br>180bhp<br>Motorfab. Bukh |

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| 506445<br>IPTW<br>251<br>Esd Rdr<br>RTm | **CARMELO NOLI**<br>**Soc. Carmelo Noli fu Giovanni**<br>Savona Italian | **274**<br>63<br>— | RI | **1962** Cant. Nav. M. & B. Benetti—Viareggio<br>109′ 6″ 26′ 7″ 12′ 10″<br>98′ 5″ 26′ 6″ 14′ 9″<br>RW | M Tug | Oil 4SA 8Cy. 400×600 mm<br>1700bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×50, 50, 42kW 224V d.c. |
| 542353<br>SMAI<br>10437<br>Df Esd<br>Gc Pfd<br>Rdr | **CARMEN**<br>**Rederi A/B Soya**<br>Olof Wallenius<br>Stockholm Swedish | **17956**<br>11008<br>25001 | **✠100A1** SS 2/68<br>strengthened for ore cargoes, Nos. 2, 4, & 6 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>MN2100 EL I†2⅜″SQ | **1963**–11 A.G. "Weser"—Bmn<br>599′ 8″ 75′ 3″ 34′ 7¼″<br>569′ 3″ 75′ 0″ 50′ 10″<br>1 dk, 2nd dk except in Nos. 1, 3, 5 & 7 holds<br>11BH<br>rf nil WB9946t incl. Comb. btm & side tanks in holds 7989t TwDa272t | M Bulk Carrier Mchy.aft<br>7 Ho 40½′, 87′, 39¼′, 73½′ 39¼′, 89¼′, 36¾′<br>G.1233492 B.1139690<br>7 Ha (stl) (28′, 57¾′, 28′, 47½′, 28′, 57¾′, 28′×31½′)<br>12W Der 1(60) 1(25) 2(18) 10(5–10) 1(3–5) | Oil 2SA 7Cy. 780×1550 mm<br>10500bhp 1570t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>2WTAuxB (1 o.f 1 ex.g) 107lb<br>3×280kW 440V 60c/s a.c. 16½k |
| 541523<br>JXXN<br>Df Esd<br>Gc Rdr<br>RT | **CARMEN**<br>**D/S A/S Bananfart & A/S Gulftrade**<br>L. Harboe Jensen & Co.<br>Oslo Norwegian | T.Mk<br>**1808**<br>872<br>—<br>**2966**<br>1713<br>4542 | NV | **1964** Astano S.A.—Frl<br>303′ 1″ 45′ 7″ 23′ 4½″<br>274′ 7″ 45′ 5″ 27′ 0″<br>F27′ 2 dks | M Mchy.aft<br>G.211324 B.194058<br>8W Der 1(35) 8(3–5) | Oil 4SA 6Cy. 520×740 mm<br>297t<br>Masch. Augsburg-Nürnberg Aug<br>12½k |
| 513010<br>CBCM<br>Df Esd<br>Pfd Rdr<br>RT | **CARMEN**<br>exGertrud Bratt–67<br>**Martinez Pereira y Cia. S.A. Naviera**<br>Valparaiso Chilean<br>~~New IVANA~~<br>~~See New Entries No. 9~~ | **1530**<br>634<br>2500 | **✠100A1** SS 8/65<br>Str. nav. ice<br>**✠LMC**<br>MN330 EL s1 9/16″SQ | **1957**–3 Ch. Navals de Bruges—Bruges<br>288′ 6″ 42′ 8″ 17′ 4¾″<br>265′ 6″ 42′ 4″ 25′ 6″<br>F25′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 3″ WB584t incl. DTsa32t | M OSD | Oil 4SA 8Cy. 420×660 mm sr geared<br>1650bhp<br>Klöckner-Humboldt-Deutz Kln |
| 506448<br>PDJU<br>Df Esd<br>RT | **CARMEN**<br>**Rederij "Carmen"**<br>N.V. Wijnne & Barends<br>Groningen Netherland | **451**<br>248<br>610 | BV | **1957** Scheepswerf "Harlingen"—Hrl<br>166′ 7″ 27′ 2″ 10′ 6″<br>150′ 10″ 26′ 11″ 11′ 6″<br>1 dk<br>RW | M Mchy.aft<br>G.29150 B.27400<br>2 Ha (40′, 38′×15¾′)<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>390bhp<br>Masch. Kiel A.G Kel<br>10¼k |
| 531540<br>DJDF<br>Df Esd<br>RT | **CARMEN**<br>exHaithabu–65<br>exSchleswig-Holstein–64<br>**Klaus & Klaus-Peter Nagel**<br>Flensburg W. German | **391**<br>225<br>630 | GL | **1951** Flensburger Masch. Anst.—Fln<br>161′ 0″ 24′ 8″ 10′ 9¾″<br>24′ 6″ 12′ 5″<br>P30′ F15′ 1 dk<br>RW len 54 | M<br>1 Ho 100′<br>G.31120 B.29352<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 270×360 mm<br>250bhp 18t<br>Klöckner-Humboldt-Deutz Kln<br>8½k |
| 506449<br>EEGD | **CARMEN**<br>exRita Garcia exChasna<br>**Vapores Costeros S.A.**<br>Luis Alvarez Hernandez<br>Santander Spanish | **278**<br>133<br>360 | ✠Classed LR until 5/16 | **1904**–4 Gibbs & Co.—Galmpton<br>*122·1′* 20′ 10″<br>… … …<br>R | S<br>2 Ho 48¼′, 21′<br>2 Ha (28½′×10¾′) (17′×9½′)<br>Der 2(1½) | C 2Cy. 12½″ & 27½″×16″<br>144ihp 40t (o.f)<br>Shields Eng. Co. Ltd. Shl<br>7½k |
| 506450<br>EEGC | **CARMEN**<br>**Regino Noya**<br>San Sebastian Spanish | **195**<br>175<br>— | | **1920** Ast. Donostiarras Orio-Guipuzcoa<br>*96·1′* 25′ 4″<br>… … … | Wood Sr | |
| 506451<br>ITEV<br>3350 | **CARMEN**<br>exS. Giorgio–55<br>**Francesco Palermo**<br>Genoa Italian | **164**<br>120<br>— | RI | **1947** Capt. Toninimunari & Rossetto—Fossalta<br>96′ 0″ 23′ 8″<br>88′ 3″ 23′ 2″ 11′ 1″<br>1 dk | Wood M | Oil 4SA 4Cy. 265×410 mm<br>200bhp<br>S.A. Ansaldo Gen |
| 506452<br>EAUH<br>Esd | **CARMEN A.**<br>**M. & R. Dominguez Macaya S.A.**<br>Cadiz Spanish | **147**<br>61<br>— | | **1932** Constr. Guipuzcoana—Pjs<br>*82·0′* 19′ 10″<br>… … …<br>R | S Fishing | T 3Cy. 8½″ 13⅜″ & 24½″<br>150ihp 75t(o.f)<br>9k |
| 660823<br>EERD<br>2343<br>Esd RT | **CARMEN AMOROS**<br>**Joaquín Agulló Escolano**<br>Tarragona Spanish | **135**<br>—<br>— | | **1965** Ast. de Tarragona—Tarragona<br>… … …<br>69′ 7″ 21′ 6″ 11′ 6″<br>1 dk | Wood M Fishing | Oil 5Cy. 230×— mm<br>385bhp 36t (d.o)<br>Burmeister & Wain Cpn<br>10½k |
| 506453<br>LW2579<br>2051 | **CARMEN AVELLANEDA**<br>**Argentine Government (Ferrocarril Nacional General Urquiza)**<br>Ibicuy Argentine | **2100**<br>1525<br>— | ✠Classed LR until 3/32 | **1929**–12 A. & J. Inglis Ltd.—Gls<br>*340·0′* 57′ 8″ 12′ 0″<br>57′ 6″<br>1 dk<br>R | TM Train Ferry | 2 Oil 4SA each 8Cy. 400×750 mm<br>2400bhp B&W 99t (d.o)<br>Harland & Wolff Ltd. Gls<br>11k |
| 651995<br>EENB<br>Df Esd<br>Gc RT | **CARMEN JIMENEZ**<br>**José Sibon Pantoja**<br>Huelva Spanish | **350**<br>160<br>— | BV | **1965** Hijos de J, Barreras S.A.—Vgo<br>136′ 0″ 24′ 3″ 10′ 1⅜″<br>120′ 3″ 24′ 1″ 13′ 7″<br>RW | M Trawler<br>3 Ha (each 3½′×3½′) | Oil 4SA 8Cy. 270×500 mm<br>1100bhp Werkspoor 106t<br>Hijos de J. Barreras S.A. Vgo<br>12k |
| 671791 | **CARMEN M. PINILLOS**<br>**Naviera Pinillos S.A.**<br>Spanish<br>For later particulars see New Entries No. 2 | **1639** ~~4750~~<br>—<br>— | **100A1**<br>Class contemplated<br>**✠Lloyd's RMC** | Astano S.A.—Frl<br>317′ 2″ 18′ 7½″<br>288′ 8″ 45′ 3″ 26′ 11″ | M Ref Mchy.aft<br>In.137268 | Oil 2SA 6Cy. 500×1100 mm<br>B&W<br>Soc. Española de Const. Nav. Bbo |
| 506455<br>EDIQ<br>Esd | **CARMEN MONTIEL**<br>**Juan B. Montiel Fuentes**<br>Cartagena Spanish | **106**<br>65<br>— | | **1960** Salvador Cascales—Santa Lucia<br>77′ 2″ 22′ 0″<br>… … … | Wood M Fishing | Oil<br>300bhp 29t (d.o)<br>8¼k |

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| 670042<br><br>501905<br>Df Esd<br>Gc Rdr<br>RT | **CARMEN PEREZ**<br><br>**Energy Transportation Co.**<br>Tampa United States | 198<br>25<br>— | AB | **1966** Gulfport S.B. Co.—Pt.Arthur<br>*99·8'* 13' 6¼"<br>92' 1" 29' 0" 14' 11"<br>1 dk | M Tug | Oil 2SA 16Cy. 8¼"×10"<br>2150bhp<br>General Motors Corp. |
| 660628<br><br><br>Df Esd<br>RT | **CARMEN SANCHEZ**<br><br>**Emilio Gomez Sanchez**<br>Huelva Spanish | 200<br>79<br>— | BV | **1965** Const. Nav. P. Freire—Vgo<br>104' 8" 23' 2" 9' 6"<br>90' 7" 23' 0" 11' 8"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 12Cy. 185×200 mm<br>600bhp<br>Moteurs Baudouin |
| 506457<br>EDLM<br><br>Df Esd<br>RT | **CARMEN VILARINO**<br><br>**Dionisio Tejero Perez S.A.**<br>Corunna Spanish | 219<br>108<br>— | BV | **1961** Astano S.A.—Frl<br>117' 0" 22' 8" 11' 2"<br>98' 5" 22' 6" 12' 9"<br><br>RW | M Trawler<br><br><br>2 Ha (each (3'×3')<br>Der 1 | Oil 4SA 6Cy. 295×420 mm<br>550bhp<br>La Maquinista Terrestre y |
| 506458<br>JXGN<br><br>Esd Gc<br>Pfd Rdr | **CARMENCITA**<br><br>**A/S Uglands Rederi**<br>J. M. Ugland<br>Grimstad Norwegian | 10858<br>4231<br>16300 | ✠100A1 SS 6/68 ~~SS 6/64~~<br>ore carrier<br>✠LMC<br><br>MN900 EL f†2¼"SQ | **1959–8** Öresundsvarvet A/B—Lkr<br>515' 6" 65' 6" 29' 1½"<br>486' 3" 65' 4" 38' 0"<br>P107' F67' 1 dk<br>8BH<br>rf 1" WB11356t | M Ore Carrier Mchy.aft<br>4 Ho each 80¼'<br><br>4 Ha (stl) (each 60¼'×28') | Oil 2SA 6Cy. 680×1500 mm<br>4500bhp<br>A/B Götaverken<br>2×240kW 220V d.c. |
| 506459<br>EHNW<br><br>Esd | **CARMENCITA CARIDE**<br><br>**Marcial Perez Rey**<br>Vigo Spanish | 112<br>32<br>— | | **1951** Francisco Gonzalez—Vgo<br>*79·7'* 20' 0"<br>… … … | Wood S Trawler | C 2Cy. 9 1/16" & 18 11/16"×13½"<br>108ihp |
| 515809<br>OWCR | **CARMENITA**<br>exIda Kuhlencord–65<br>exMariechen–58 exDorothea<br>exAlwine<br>**F. O. M. Hansen**<br>Nakskov Danish | 100<br>53<br>150 | GL | **1913** Lucas Mulder—Martenshoek<br>*89·9'* 18' 0"<br>6' 10"<br>Q12' 1 dk<br>R | M | Oil 4SA 3Cy. 210×320 mm<br>75bhp NE35<br>Deutsche Werke A.G. |
| 652057<br>PVWE<br><br>Df Esd<br>Gc Rdr<br>RT | **CARMOPOLIS**<br><br>**Petróleo Brasileiro S.A.-**<br>**Petrobrás Frota**<br>**Nacional de Petroleiros**<br>Rio de Janeiro Brazilian | 7119<br>4920<br>10500 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN840 EL b†2 1/16"SQ | **1966–11** Verolme Est. Reunidos<br>do Brasil—Jacuacanga<br>440' 7" 63' 7" 23' 11½"<br>418' 0" 63' 5" 31' 1"<br>P94' F51' 1 dk<br>13BH<br>rf 2" WB166t | M Tanker Mchy.aft<br>1 Ho 27' | Oil 2SA 6Cy. 600×1050 mm<br>4200bhp MAN<br>Mecânica Pesada<br>2WTAuxB primary 711lb<br>secondary 185lb Spt<br><br>3×184, 184, 152kW 450V |
| 506462<br>GVSK<br>300087<br>Df Esd<br>Gc Rdr<br>RTv | **CARNATIC**<br><br>**Shaw Savill & Albion Co.**<br>**Ltd.**<br>Southampton British | 11144<br>6343<br>11987 | ✠100A1 SS 5/65<br>DTsa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN2860 EL g†2 1/16"SQ | **1957–1** Cammell Laird & Co. (S.B. & Eng.)<br>Ltd.—Bkn<br>512' 0" 69' 6" 31' 4½"<br>481' 0" 69' 0" 41' 6"<br>B201' F57' 3 dks, 4th dk in Nos. 2 & 3 holds<br>RW 8BH<br>rf 6" DK fwd WB1292t incl. DTf377t | TM Ref<br>6 Ho 72', 79¾', 63½', 55', 52½', 43½'<br>B.242000 In.395000<br>6 Ha (stl) (31', 40¾'. 24½', 27', 27', 24½'×19½')<br>22W Der 1(70) 1(25) 4(12) 3(7) 6(5) 10(3) | 2 Oil 2SA each 6Cy.<br>exhaust 500 mm<br>14300bhp B&W<br>Harland & Wolff Ltd.<br>2AuxB 150lb<br>4×480, 480, 200, 200kW |
| 512472<br>MQFW<br>149860 | **CARNSIDE**<br>exG.–64<br>**Joseph Carney & Son Ltd.**<br>London British | 591<br>209<br>700 | ✠ | **1927–6** H. Robb Ltd.—Lth<br>175' 9" 36' 1" 10' 6"<br>35' 11"<br>1 dk<br>R | S Hopper Barge Mchy.aft<br>1 Ho 44' | T 3Cy. 13" 21" & 35"x3<br>500ihp<br>W. Beardmore & Co. Ltd.<br>1×5kW 110V d.c. |
| 506467<br>WK2028<br>276766<br>Esd Rdr<br>RT | **CAROL FOSS**<br><br>**Foss Launch & Tug Co.**<br>Seattle United States | 149<br>67<br>— | | **1957** Todd Shpyds Corp.—Sea<br>*84·8'* 24' 3"<br>… … … | M Tug | Oil 4SA 8Cy. 13"×16½"<br>1200bhp<br>Nordberg Mfg Co. |
| 506468<br>VYSZ<br>188395<br>Df Esd<br>Gc Rdr<br>RT | **CAROL LAKE**<br><br>**Carryore Ltd.**<br>Montreal Canadian | 17070<br>13138<br>25150 | ✠100A1 Lake SS 9/67<br>Great Lakes & River St.<br>Lawrence service<br>✠LMC<br>MN1870 EL (n†)2⅜"SQ | **1960–8** Collingwood Shpyds Ltd.—Clw<br>714' 11" 75' 6" 25' 11½"FW<br>693' 5" 75' 0" 37' 10"<br>Ba112' F69' 1 dk<br>RW NS 3BH<br>rf 3" WB11126t | S Mchy.aft<br><br>G.835000 | 2 S Turb dr geared to sc.<br>9350shp<br>General Electric Co.<br>2WTB 525lb Spt 765° F. |
| 506469<br>WC3300<br>258172<br>RTm/v | **CAROL MORAN**<br><br>**Tug Joseph H. Moran Inc.**<br>New York United States | 238<br>15<br>— | AB | **1949** Levingston S.B. Co.—Orange<br>106' 0" 27' 1" 13' 2½"<br>100' 0" 27' 0" 14' 8"<br><br>BK2½" | D-E Tug | Oil 2SA 16Cy.<br>driving 1 gen.<br>connected to elec.<br><br>General Motors Corp.<br>2×35, 30kW 125V d.c. |

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|---|---|---|---|---|---|---|
| 506471<br>VOSC<br>178563 | **CAROL STRONG**<br>**C. Templeman**<br>St. John's, Nfl Canadian | **111**<br>74<br>— | **BURNT & SANK 10/68** | **1948** Luke Thomas—Nfl<br>88′ 0″ 23′ 10″ 8′ 0″<br>… … … | Wood T Aux Sr Fishing | 2 Oil (i) 4SA 6Cy. 152×229 mm NE60<br>(ii) 4SA 4Cy. 105×155 mm NE50<br>Bergius Co. Ltd. Gls |
| 506472<br>WX7602<br>278533<br>Df Esd<br>Rdr RT | **CAROL VIRGINIA**<br>**Ocean Fisheries Inc.**<br>Wilmington, Del United States | **478**<br>247<br>— | | **1958** National Stl & S.B. Co.—San Diego<br>*119·0′* 30′ 6″<br>… … … | M Fishing Mchy.fwd | Oil 2SA 6Cy. 8⅛″×10″<br>960bhp |
| 640082<br>SEZJ<br>10476<br>Df Esd<br>Gc Rdr<br>RT | **CAROLA**<br>**Linjebuss International A/B**<br>Helsingborg Swedish | **1627**<br>744<br>— | **✠100A1**<br>Kattegat and Baltic service<br>Ice Class 3<br>**✠LMC**<br>MN528 EL q 1 7/16″SQ | **1964**–4 Öresundsvarvet A/B—Lkr<br>214′ 3″ 54′ 0″ 10′ 6½″<br>194′ 11″ 52′ 6″ 15′ 5″<br>B121′ F24′ 1 dk<br>11BH<br>rf 4″ WB389t incl. DTsf128t | TM Ferry (700P)<br>Bow door | 2 Oil 4SA each 8Cy. 320×450 mm<br>2640bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×200kW 380V 50c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust propeller fwd 14¾k |
| 506473<br>DKER<br>Df Esd<br>RT | **CAROLA**<br>**Hans Sbresny**<br>Elsfleth W. German | **293**<br>143<br>437 | GL | **1951** Büsumer Schiffsw. W. & E. Sielaff —Büsum<br>140′ 2″ 24′ 8″ 9′ 6″<br>24′ 6″ 10′ 4″<br>1 dk<br>RW | M Mchy.aft<br>G.22075 B.21543<br>2 Ha | Oil 4SA 6Cy. 270×360 mm<br>250bhp<br>Klöckner-Humboldt-Deutz Kln<br>8½k |
| 506474<br>DGNN<br>Df Esd<br>Gc Rdr<br>RTh | **CAROLA REITH**<br>**Partenreederei m.s. "Carola Reith"**<br>"Orion" Schiff.-Ges. Reith & Co.<br>~~Kiel~~ Hamburg W. German | **6388**<br>3571<br>10451<br>**8279**<br>5680<br>11538 | GL | **1957** Nordseewerke Emden—Emd<br>473′ 6″ 58′ 8″ 26′ 0″/27′ 10″<br>440′ 8″ 58′ 6″ 37′ 6″<br>1 dk & S dk<br>RW<br>rf 4″ | M OSD/CSD<br>5 Ho 54¼′, 69′, 72¼′, 65½′. 59′<br>G.600876 B.551897<br>5 Ha (stl) (33¾′, 44¾′, 39½′, 47¼′, 39½′×26¼′)<br>Der 1(15) 10(3–5) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×210kW 380V 50c/s a.c. 13k |
| 506475<br>DCEX<br>Df Esd<br>Gc Rdr<br>RTm/v | **CAROLA SCHULTE**<br>exSouthern Atlantic–55<br>exNord Atlantic–48<br>**Schulte & Bruns K.G.**<br>Emden W. German | **9361**<br>3365<br>14350 | ✠Classed LR until 9/56<br>GL | **1938**–1 Deutsche Werft A.G.—Ham<br>510′ 8″ 65′ 11″ 28′ 5″<br>484′ 5″ 65′ 9″ 35′ 11″<br>1 dk<br>R<br>rf 2″ | conv tanker 56<br>M Ore Carrier Mchy.aft<br>4 Ho 93¾′, 59¾′, 59¾′, 59¾′<br>G.371512<br>5 Ha (stl) (20¾′, 38′, 38½′, 40¾′, 38½′×24′)<br>Der 1(5) | Oil 2DA 6Cy. 600×1100 mm<br>4100bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×190, 125, 100kW 230V d.c. 11½k |
| 512100<br>ILFM<br>3410<br>Df Esd<br>Pfd Rdr<br>RTv | **CAROLAEMME**<br>exFreja–67<br>**Ignazio Messina & C.**<br>Genoa Italian | **1454**<br>764<br>2540 | ✠LR class withdrawn—Owners' request 9/67<br>RI | **1938**–9 A/B Finnboda Varf—Skm<br>287′ 4″ 39′ 7″ 17′ 10¼″<br>270′ 0″ 39′ 6″ 26′ 0″<br>F27′ 1 dk & S dk<br>RW | M OSD<br>2 Ho<br>G.151000 B.141000 | 2 Oil 2SA each 5Cy. 340×570 mm with electro-magnetic slip couplings & sr gearing to sc. shaft<br>1750bhp 244t<br>Atlas-Diesel Skm<br>13k |
| 506476<br>FNMJ<br>14180<br>Df Esd<br>Gc Rdr<br>RT | **CAROLIA**<br>**Union Navale**<br>Dunkirk French | **10085**<br>5472<br>14046 | BV | **1963** At. & Ch. de Nantes (Bretagne-Loire)—Nts<br>524′ 11″ 65′ 8″ 27′ 7″<br>493′ 9″ 65′ 7″ 37′ 9″<br>1 dk | M Ore Carrier Mchy.aft<br>6 Ha (42½′, 42′, 42′, 42′, 42′, 42′×32′) | 2 Oil 4SA each 12Cy. 400×460 mm geared to sc. shaft<br>8520bhp Pielstick<br>At. Ch. de Nantes (Bretagne-Loire) Nts<br>16k |
| 661171<br>Df Esd<br>Pfd Rdr<br>RT | **CAROLINA**<br>**Ciriaco Lopez Torrontegui**<br>Bermeo Spanish | **339**<br>154<br>400 | BV | **1966** Ast. de Murueta—Murueta<br>136′ 8″ 25′ 2″ 13′ 3¼″<br>118′ 1″ 24′ 11″ 24′ 7″<br>1 dk | M Trawler Mchy.aft<br>2 Ha (4′×4′) (14′×11½′) | Oil SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| 506478<br>IQNW<br>913 | **CAROLINA LANDI**<br>exCarolina–54 exBenett V<br>~~V. Scamardella~~<br>Naples Italian<br>Michele Parascandolo | **498**<br>267<br>— | RI | **1947** Cant. Nav. M. & B. Benetti—Viareggio<br>174′ 7″ 29′ 4″ 12′ 6½″<br>152′ 10″ 29′ 1″ 13′ 3″<br>P43′ F27′ 1 dk | len 61<br>M Mchy.aft<br>1 Ho<br>Der 2(1) | Oil 4SA 7Cy. 265×410 mm<br>350bhp 40t<br>S.A. Ansaldo Gen |
| 539759<br>BNAD<br>Df Esd<br>Gc Pfd<br>Rdr | **CAROLINE**<br>exZakynthos–65 exIrene–65<br>exZakynthos–64<br>exNational Power–61<br>**Far Eastern Navigation Corp.**<br>Keelung China (Taiwan) | **9975**<br>5977<br>15090 | BV | **1956** Uraga Dock Co.—Yokosuka<br>524′ 7″ 62′ 7″ 30′ 8″<br>492′ 1″ 62′ 4″ 41′ 4″<br>2 dks<br>RW | S CSD Mchy.aft<br>5 Ho<br>G.762000 B.692000<br>6 Ha (28′, 28′, 28′, 28′, 34¼′, 31½′×25′)<br>12W Der 12(5) | 2 S Turb dr geared to sc. shaft<br>8100shp 3183t (o.f)<br>Uraga Dock Co. Ltd. Yokosuka<br>15k |
| 512060<br>Df Esd<br>Pfd Rdr<br>RTm | **CAROLINE**<br>exFredericia–64<br>**Astrenic S.A.**<br>Panamanian | **702**<br>366<br>550 | | **1930** Frederikshavns V. & F. A/S—Fkn<br>200′ 0″ 32′ 5″ 13′ 3″<br>32′ 3″<br>1 dk<br>R | M Radio Station | Oil 4SA 6Cy. 450×850 mm<br>1000bhp 42t (d.o)<br>Burmeister & Wain Cpn<br>12½k |
| 514766<br>PDJC<br>Df Esd<br>RTm | **CAROLINE**<br>exHennie–63<br>**J. & C. van der Schoot**<br>N.V. Scheepvaartbedr. "Gruno"<br>Harlingen Netherland | **455**<br>244<br>620 | BV | **1957** Scheepswerf "Harlingen"—Hrl<br>166′ 7″ 27′ 2″ 10′ 5¼″<br>150′ 11″ 26′ 11″ 11′ 6″<br>P44′ F30′ 1 dk<br>RW | M (3P) Mchy.aft<br>1 Ho 108¼′<br>G.29200 B.27400<br>2 Ha (39¾′, 38′×16½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>390bhp 37t (d.o)<br>Masch. Kiel A.G. Kel<br>3×6, 6 & 3kW 110V d.c. 10k |

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|---|---|---|---|---|---|---|---|
| 652058 | **CAROLINE** | 324 | | | 1965 "Scheveningen" Sleep. Maats.— | M Trawler | Oil 4SA 8Cy. 320×450 mm |
| PDJA | | 147 | | | Scheveningen | | Emade61fitted65 |
| | **N.V. Viss. Maats.** | — | | | 142' 0" 23' 11" 10' 9½" | | Klöckner-Humboldt-Deutz |
| Df Esd | **"Vlaardingen"** | | | | 127' 0" 23' 7" 13' 2" | | |
| Rdr RT | Vlaardingen Netherland | | | | | | |
| 506479 | **CAROLINE** | 150 | | | 1951 H. C. Christensens Staals.— | Aux Gl Mchy.aft | Oil 4SA 4Cy. 270×400 mm |
| OYAX | | 71 | | | Marstal | 1 Ho | 320bhp NE65 |
| | **Axel Hansen** | 230 | | BV | 108' 2" 21' 4" 9' 6" | | Aabenraa Motorfabrik |
| Df Pfd | Frederiksværk Danish | | | | ... ... ... | 1 Ha (42½'×13½') | |
| RTm | | | | | 1 dk | 2W Der 2(2½) | |
| 506480 | **CAROLINE HORN** | 885 | | | 1960 J. J. Sietas Schiffsw.—Ham | M Ref OSD/CSD Mchy.aft | Oil 4SA 6Cy. 400×580 mm |
| DAGH | | 346 | | | 237' 0" 35' 6" 12' 8½"/14' 9" | | 1600bhp |
| | **Rudolf A. Oetker** | 991 | | GL | 221' 6" 35' 5" 18' 6" | B.60068 In.60068 | Klöckner-Humboldt-Deutz |
| Df Esd | Hamburg W. German | 1360 | | | 1 dk & S dk | 2 Ha (each 21½'×13') | |
| Gc Rdr | | 802 | | | | 4W Der 4(2–3) | |
| RTm | | 1366 | | | | | |
| | Now **AUCKLAND EXPORTER** See New Entries No. 5 | | | | | | |
| 506482 | **CAROLINE MÆRSK** | 25057 | ✠100A1 | SS 5/65 | 1960–7 Odense Staalskibs. A/S—Odn | S Tanker Mchy.aft | 2 S Turb dr geared to sc. |
| OYDJ | Launched as Caroline | 16029 | oil tanker | | 695' 10" 91' 3" 38' 4" | 30 Ta | 13750shp |
| | **A/S D/S Svendborg & D/S** | 41780 | ✠LMC | | 656' 1" 91' 0" 48' 8" | L.1787000 | General Electric Co. |
| Df Esd | **af 1912 A/S** | | | | P95' B38' F92' 1 dk | | 2WTB 700lb Spt 855° F. |
| Gc Pfd | A. P. Möller, Copenhagen | | MN2750 | EL r†3"SQ | 15BH | | sg 128lb |
| Rdr RT | Copenhagen Danish | | | | rf 4" WB3958t incl. 2720t in clean ballast tanks | | |
| 670477 | **CAROLINE MUSHOLM** | 431 | | | 1966 Karmsund Verft A/S—Nygård | M Fishing Mchy.aft | Oil 2SA 8Cy. 260×400 mm |
| OZTK | **Partrederiet Vestsjælland** | 191 | | | 140' 0" 28' 1" | 2 Ho | 800bhp |
| | ~~**Partrederiet Vestsjælland**~~ | — | | ~~NV~~ | 124' 8" 27' 11½" 14' 0" | | Alpha-Diesel A/S |
| Esd Rdr | Hugo Warrer | | | | 1 dk | 2 Ha (each 9½'×9½') | 2×42, 25kW 220V 50c/s a.c. |
| RT | Hirshals Danish | | | | BK5½" | 1W Der 1(1) | Thw. thrust propellers |
| 506483 | **CAROLINE OETKER** | 22479 | | | 1957 Deutsche Werft A.G.—Ham | S Tanker (5P) Mchy.aft | 2 S Turb dr geared to sc. |
| DIOV | | 13519 | | | 660' 0" 87' 4" 34' 6½" | 30 Ta | 16700shp |
| | **Partenreederei "Caroline** | 32873 | | AB | 630' 0" 87' 0" 45' 6" | L.1560507 HeCls. BC | Allgemeine Elec. Ges. |
| Df Esd | **Oetker"** | | | | P134' B49' F81' 1 dk | 1 Ha (13¾'×19¾') | |
| Gc Pfd | Rudolf A. Oetker | | | | RW | Der 2(3–5) 2(2–4) 1(1) | |
| Rdr | Hamburg W. German | | | | rf nil | | |
| RTm/h/v | | | | | | | |
| 506484 | **CAROLINE ROSE** | 173 | | | 1940 Smith & Rhuland—Lunenburg | Wood Aux Sr Fishing | Oil 2SA 6Cy. 265×320 mm |
| VCSF | **E. Pickett** | 81 | | | *125·7'* 26' 8" 13' 0" | 1 Ho 38' | |
| 170664 | ~~**H. E. Senior W. B. Senior**~~ | — | | | 26' 6" | | Fairbanks, Morse & Co. |
| | St. John's, Nfl Canadian | | | | | | |
| 506485 | **CAROLINE SMITH** | 1920 | ✠100A1 | SS 3/66 | 1956–9 Drammen Slip & Verksted—Dmn | M (2P) Ref OSD | Oil 2SA 7Cy. 500×700 mm |
| SMWN | | 1008 | | | 298' 8" 42' 11" 18' 11½" | 2 Ho 137½', 78½' | 2240bhp |
| 9704 | **And. Smith Rederi A/B** | 3525 | ✠LMC | | 288' 0" 42' 6" 27' 4" | B.201580 In.9650 | Nydqvist & Holm A/B |
| Df Esd | Anders Smith | | ✠Lloyd's RMC | | RFD63' 1 dk & S dk | 5 Ha (23½', 30', 30', 26', 18'×20') | 4×120, 120, 120, 25kW |
| Gc Pfd | Stockholm Swedish | | MN448 | EL r 1½"SQ | RW Coll BH to U dk 3 to 2nd dk len 59 | Der 2(10) 8(5) | |
| Rdr | Now **SLEMBE** | | | | rf 3" WB535t | | |
| RTm/v | (No. 506485) in the Register | | | | | | |
| 506486 | **CAROLINIAN** | 229 | | | 1930 Charleston D.D. & Machine Co.— | M Tanker Mchy.aft | Oil 2SA 6Cy. 255×320 mm |
| WD2875 | | 166 | | | Charleston | | 180bhp |
| 229378 | **Carolinian Inc.** | — | | | *113·9'* 23' 0" | L.16150 | Fairbanks, Morse & Co. |
| | Crisfield United States | | | | 22' 10" | | |
| | | | | | 1 dk conv barge— | | |
| 506487 | **CAROLYN** | 204 | | | 1936 Pusey & Jones Co.—Wmg | M Tug | Oil 4SA 12Cy. 9"×10½" |
| WA3415 | | 139 | | | 95' 0" 24' 1" | | 1800bhp NE58 |
| 235654 | **Lewes Curtis Bay Co.** | — | | | 88' 0" 24' 0" 14' 9" | | Alco Products Ltd. |
| RTv | Wilmington, Del United States | | | | | | |
| | | | | | RW | | |
| | | | | | rf 18" | | |
| 506488 | **CAROLYN E. CONWAY** | 14450 | | | 1960 (Fwd & cargo sections) | T-E Tanker Mchy.aft | S Turb 7240shp driving |
| HPZK | exCannon Beach–60 | 10162 | | | Schlieker-Werft—Ham | 27 Ta | 2370V a.c. connected |
| | **Panama Transoceanic Co.** | 23580 | | AB | 1945 (Aft section) Kaiser Co. Inc.— | L.792660 | 6000shp (Sy) |
| Df Esd | **S.A.** | | | | Vcr, Wash | | General Electric Co. |
| Gc Rdr | Panama Panamanian | | | | 575' 0" 78' 6" 31' 11¾" | Der 2(5) | 2×400kW 440V 60c/s |
| | | | | | 545' 0" 78' 6" 42' 5" | | |
| | | | | | P108' B36' F53' 1 dk | | |
| | | | | | RW | | |
| | | | | | rf 3½" | | |
| 506490 | **CARONIA** | 34274 | ✠100A1 | CS 1/65 | 1948–12 John Brown & Co. Ltd.—Cly | TS (874P) | 6 S Turb, HP dr |
| GYKS | | 18584 | with freeboard | | 715' 0" 91' 5" 31' 7" | 1 Ho 38½' | geared to 2 sc. shafts |
| 182453 | **Cunard S.S. Co. Ltd.** | 7921 | ✠LMC | | 666' 4" 91' 0" 53' 3" | G.69450 B.65215 | 35000shp |
| Df Esd | Liverpool British | | | | B&F594' 3 dks, 4th & 5th dks clear of | 1 Ha (stl) (18'×15¾') | John Brown & Co. Ltd. |
| Gc Pfd | Cunard Line Ltd. (Mgrs.) | | MN7000 | EL (t†)3½"SQ | mchy. space | 2W Der 2(5) | 6WTB 725lb Spt 800° F. |
| Rdr RT | | | | | R Coll BH to U dk 9 to 2nd dk | | 4×1100kW 225V d.c. |
| | Now **COLUMBIA** See New Entries No. 4 | | | | rf 6" WB5128t incl. Tunnel tanks 754t DTsf953t | | |
| 506491 | **CARONTE** | 5370 | | | 1948 Burrard D.D. Co. Ltd.—Vcr | S | 2 S Turb dr geared |
| FPWP | | 2653 | | | 413' 5" 51' 11" 24' 1½" | | 2900shp |
| | **Soc. "Le Nickel"** | 7770 | | BV | 51' 8" | G.337000 | John Inglis Ltd. |
| Df Esd | Nouméa French | | | | P35' B68' F36' 1 dk | 4 Ha (25½', 41', 34½', 34½'×34½') | |
| Gc Rdr | | | | | | Der 8(3) | |

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| 506482<br>EEGQ<br><br>Esd | **CARPA**<br><br>**M. Gonzalez Amado**<br>Vigo Spanish | 145<br>73<br>— | | **1950** E. Lorenzo & Cia.—Vgo<br>*77·8′* 19′ 5″<br>… … … | Wood S Trawler | T 3Cy. 7½″ 12″ & $20\frac{1}{16}$″ × $15\frac{13}{16}$″<br>175ihp (o.f)<br>Ponte Ferrin Vgo<br>8¾k |
| 506493<br>DDNP<br><br>Df Esd<br>Gc Rdr | **CARPATHIA**<br><br>~~**Deutsche MacGregor**~~<br>~~**G.m.b.H.**~~ **Erich Hanisch**<br>Friedrich A. Detjen<br>Bremen W. German<br>Now **SEETEUFEL** See New Entries No. 9 | 1342<br>600<br>1950<br>**2040**<br>1131<br>2780 | GL | **1957** Krögerwerft G.m.b.H.—Rendsburg<br>300′ 6″ 39′ 5″ 15′ 5½″/18′ 9½″<br>275′ 4″ 39′ 4″ 23′ 5″<br>B50′ F34′ 1 dk & S dk<br>RW<br>rf 4″ | M OSD/CSD Mchy.aft<br>3 Ho 70′, 52′, 52′<br>G.133294 B.125668<br>3 Ha (stl) (40′, 33¾′, 33¾′ × 19′)<br>Der 1(15) 2(5) 4(3) | 2 Oil 4SA each 8Cy. 320 × 480 mm geared to sc. shaft<br>2000bhp (d.o)<br>Motorenw. Mannheim Mhm<br>3 × 60kW 230V d.c. 14k |
| 670582<br>YQAD<br>3649<br>Df Esd<br>Gc Rdr<br>RT | **CARPATI**<br><br>**NAVROM—Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian | **16604**<br>5366<br>25410 | ✠**100A1**<br>ore carrier<br>✠**LMC**<br>MN2300 EL I†2⅝″SQ | **1967**–3 Hitachi Zosen—Inn<br>594′ 3″ 81′ 7″ 31′ 4¾″<br>564′ 4″ 81′ 4″ 42′ 4″<br>P103′ F59′ 1 dk<br>6BH<br>rf 2″ WB22490t incl. DTf2260t | M Ore Carrier Mchy.aft | Oil 2SA 7Cy. 740 × 1600 mm<br>11500bhp B&W<br>Hitachi Zosen Osa<br>db 71℔<br>3 × 280, 280, 240kW 400V 50c/s a.c. |
| 506494<br>SICB<br>10049<br>Df Esd<br>Rdr RT | **CARPE DIEM**<br><br>**J. E. B. Nilsson and others**<br>Stockevik Swedish | **499**<br>279<br>730 | BV | **1956** Scheepswerf "De Dollard"—Landsmeer<br>190′ 0″ 28′ 4″ 10′ 8″<br>167′ 4″ 28′ 3″ 12′ 0″<br>1 dk<br>RW | M Mchy.aft<br><br>G.35000 B.32000<br>2 Ha (each 41½′ × 17′)<br>2W Der 2(3) | Oil 4SA 8Cy. 290 × 420 mm<br>520bhp 50t<br>Masch. Kiel A.G. Kel<br>9½k |
| 506495<br>GQLB<br>182990<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CARPENTARIA**<br><br>**British India Steam Nav. Co. Ltd.**<br>London British | **7268**<br>4166<br>9390 | ✠**100A1** SS 3/65<br>with freeboard<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL d†$2\frac{3}{16}$″SQ | **1949**–4 Barclay, Curle & Co. Ltd.—Gls<br>484′ 6″ 62′ 11″ 27′ 2½″<br>458′ 8″ 62′ 6″ 40′ 9″<br>F42′ 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB1673t | M Ref OSD<br>5 Ho 54′, 70½′, 77¾′, 65′, 78′<br>G.474790 B.434420 In.94501<br>5 Ha (24¾′ × 17′) (33′ × 22′) (27′ × 21′) (30′, 27′ × 22′)<br>16W Der 1(30) 4(10) 6(8) 6(6) | Oil 2SA 6Cy. 670 × 2320 mm<br>6800bhp Doxford 1362t (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 120℔<br>3 × 65kW 220V d.c. 14k |
| 506269<br>ILHA<br>631<br>Df Esd<br>RT | **CARPI**<br>exCapri–64 exArienoldus-G–57<br>exKitty–54<br>**Soc. Rosamaris di Navigazione**<br>Palermo Italian | **499**<br>242<br>765 | RI | **1943** Redpath, Brown & Co.—Gls<br>175′ 1″ 30′ 1″ 12′ 0″<br>158′ 7″ 30′ 0″ 12′ 9″<br>Q52′ F24′ 1 dk<br>rf nil | M Mchy.aft<br>1 Ho 103½′<br>G.34000 B.32000<br>2 Ha<br>2W | Oil 4SA 8Cy. 300 × 380 mm<br>486bhp Emade40fitted64 74t<br>Kockums M/V A/B Mmo<br>8k |
| 662290<br><br>317427<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CARPINE**<br><br>**Bamar Marine Co. Ltd.**<br>Nassau British | **3594**<br>1909<br>2700 | **100A1** TD 4/66<br>non-perishable cargoes<br>South Vietnam coasting<br>**LMC**<br>MN360 EL (u)1¼″SQ | **1943** Dravo Corp.—Pbg<br>327′ 9″ 51′ 0″ 11′ 0″<br>307′ 6″ 50′ 0″ 25′ 1″<br>1 dk, pt 2nd & 3rd dks<br>11BH conv —<br>rf nil WB1912t | TM Landing Craft Mchy.aft<br>Bow doors<br>1 Ho 268′<br><br>2 Ha (30′ × 13½′) (32′ × 14′) | 2 Vee Oil 2SA each 12Cy. 8½″ × 10″ sr reverse geared<br>1800bhp 600t (d.o)<br>General Motors Corp. La Grange<br>3 × 100kW 230V 60c/s a.c. 12k |
| 506497<br>CXBK<br><br>Df Esd<br>Gc | **CARRASCO**<br>exCoastal Liberator–48<br>**Uruguayan Government (Administracion Nacional de Puertos)**<br>Montevideo Uruguayan | **3805**<br>2123<br>5950 | AB | **1946** Leathem D. Smith S.B. Co.—Sturgeon Bay<br>338′ 8″ 50′ 1″ 23′ 5″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>rf nil | M Ref Mchy.aft<br>4 Ho<br>G.259665 B.237564<br>4 Ha<br>16W Der 1(25) | Oil 2SA 6Cy. 545 × 700 mm with electro-magnetic slip coupling & sr gearing<br>2160bhp 862t<br>General Mchy. Corp. Hamilton<br>10k |
| 506498<br>TKYT<br><br>Rdr RT | **CARRELET**<br><br>**Syndicat des Pilotes de la Loire**<br>St. Nazaire French | **176**<br>79<br>— | BV | **1942** At. & Ch. de la Loire—Nts<br>104′ 10″ 20′ 5″ 11′ 10″<br>20′ 3″<br>1 dk | M Pilot Tender<br><br><br>3 Ha (3½′ × 30′) (2½′ × 2½′) (1½′ × 2¼′) | Oil 2SA 6Cy. 250 × 330 mm<br>300bhp Sulzer 18t<br>At. & Ch. de la Loire St. Denis<br>9½k |
| 506499<br>MMRW<br>160162 | **CARRICK**<br><br>**British Transport Docks Board**<br>Ayr British<br>Now **S. CATERINA** See New Entries No. 9 | **846**<br>336<br>550 | ✠Classed LR until 4/42 | **1938**–3 W. Simons & Co. Ltd.—Rnf<br>182′ 10″ 40′ 1″ 12′ 0″<br>176′ 1″ 39′ 10″ 16′ 6″<br>1 dk<br>R | TS Bucket Hopper Dredger<br><br><br><br>8W | T 6Cy. 12″ 19″ & 32″ × 24″<br>1000ihp (o.f)<br>W. Simons & Co. Ltd. Rnf<br>1 × 6½kW 110V d.c. 9k |
| 506500<br><br>300037<br>RT | **CARRICKFERGUS**<br><br>**John Cooper (Belfast) Ltd.**<br>Belfast British | **161**<br>—<br>— | ✠**100A1** SS 4/66<br>tug for service U.K., Eire & between River Elbe & Brest<br>✠**LMC**<br>MN192 EL (b) | **1958**–3 P. K. Harris (Shipbuilders) Ltd.—Apl<br>98′ 3″ 26′ 0″ 9′ 8½″<br>88′ 0″ 24′ 9″ 12′ 6″<br>3 BH<br>rf 17″ BK2″ WB62t | M Tug (148P) | Oil SA 6Cy. 340 × 570 mm<br>960bhp 35t<br>British Polar Engines Ltd. Gls<br>11½k |
| 506502<br>MYGD<br>300039<br>Df Esd<br>Gc Rdr<br>RTm/h | **CARRIGAN HEAD**<br><br>**Ulster Steamship Co. Ltd.**<br>G. Heyn & Sons Ltd.<br>Belfast British | T.Mk<br>**6372**<br>3128<br>9417<br>8116<br>4544<br>10168 | ✠**100A1** SS 2/66<br>DTa—vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1480 EL c†2⅛″SQ | **1958**–11 Harland & Wolff Ltd.—Bel<br>459′ 4″ 61′ 10″ ~~28′ 0″~~ 26′ 9¼″/28′ 0″<br>430′ 0″ 61′ 6″ 39′ 6″<br>B137′ F47′ 2 dks, 3rd dk in No. 1 hold<br>RW 6BH to U dk 2 to 2nd dk<br>rf 6″ WB3866t incl. DTa1195t DTsm1406t | S Ref ~~CSD~~<br>6 Ho 63½′, 86′, 30′, 27′, 45′, 65′<br>G.619120 B.559730 In.9830<br>5 Ha (stl) (28¾′, 38½′, 32½′, 41½′, 32½′ × 19¾′)<br>16W Der 4(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>7400shp (o.f)<br>Harland & Wolff Ltd. Bel<br>2WTB 500℔ Spt 750° F. 480℔ hs11604<br>db 100℔ sg 115℔<br>3 × 300, 200, 200kW 220V d.c. |
| 506503<br>HRYS<br><br>Df Esd<br>Gc Rdr<br>RT | **CARRILLO**<br><br>**Empresa Hondurena de Vapores S.A.**<br>Puerto Cortes Honduran | **6687**<br>3544<br>6340 | AB | **1957** Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>450′ 6″ 59′ 2″ 26′ 0¾″<br>426′ 0″ 59′ 0″ 36′ 0″<br>2 dks<br>RW<br>rf 12″ | S (12P) Ref<br>4 Ho 68′, 69′, 82′, 69′<br>B.273000<br>4 Ha (20¼′, 26′, 26′, 20¼′ × 16′)<br>Der 8(5) | 2 S Turb dr geared to sc. shaft<br>9000shp 1443t (o.f)<br>Cammell Laird (S.B. & Eng.) Ltd. Bkn<br>3 × 400kW 440V 60c/s a.c. |

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| 506504<br>WRRS<br>246168<br>Df Esd<br>Gc | **CARROLL VICTORY**<br>**United States Department of Commerce**<br>Los Angeles United States | 7667<br>4646<br>10713 | AB | 1944 California S.B. Corp.—L.An<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½') | 2 S Turb dr geared to sc.<br>9350shp<br>Joshua Hendy Irn Wks<br>2×300kW 240V d.c. |
| 506505<br>MXFF<br>300183<br>Df Esd<br>Gc Rdr | **CARRONBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow British | T.Mk<br>6326<br>3628<br>10277<br>8620<br>5099<br>11845 | ✠100A1 SS 11/65<br>DTs—palm oil or oil FP above 150° F.<br>✠LMC<br>MN1340 EL d†2$\frac{1}{16}$"SQ | 1957-9 Harland & Wolff Ltd.—Bel<br>483' 3" 62' 9" 26' 2"/28' 6"<br>451' 0" 62' 6" 38' 6"<br>P40' F43' 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6" WB2988t incl. DTs1494t | M<br>5 Ho 60', 71', 60', 51½', 67', 28' DT, 28' DT<br>G.669020 B.608780<br>7 Ha (29½', 35', 22½', 15', 30', 30'×22') (8'×15')<br>15W Der 1(25) 2(10) 12(5) 2(3) | Oil 2SA 6Cy. 620×1400 mm<br>470 mm<br>6700bhp<br>Harland & Wolff Ltd.<br>2db 100lb<br>4×175, 175, 175, 20kW 220V |
| 506506<br>MQXF<br>149714 | **CARRONWATER**<br>**Carronwater Dredging Co. Ltd.**<br>London British | 1258<br>591<br>— | ✠ | 1926-9 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>248' 6" 43' 2" 13' 10½"<br>43' 0"<br>1 dk<br>R | TS Bucket Hopper Dredger Mchy.aft<br>5W Der 1(3) | T 6Cy. 12" 19" & 32"×24"<br>Ferguson Bros. (P.Gl) Ltd. |
| 506507<br>EDIO<br>Df Esd<br>RT | **CARRULO**<br>exRocio Villaverde-62<br>**Norpesca S.A.**<br>Joaquin Loredo S.A.<br>Vigo Spanish | 228<br>93<br>— | BV | 1960 Ast. G. Riera—Gjn<br>116' 7" 22' 3"<br>103' 7" 22' 2" 12' 8"<br>1 dk<br>RW | M Trawler<br>2 Ha | Oil 4SA 6Cy. 330×600 mm<br>650bhp<br>N.V. Werkspoor |
| 506509<br>ICNG<br>597<br>Esd Rdr<br>RT | **CARSO**<br>exNavalgiuliano-59<br>**Navigazione E. Sperco S.p.A.**<br>Trieste Italian | 1564<br>902<br>2394 | RI<br>✠Classed LR until 3/62 | 1957-3 Cant. Nav. Giuliano—Tri<br>275' 1" 39' 7" 16' 5½"<br>252' 8" 39' 4" 18' 8"<br>Q107' F27' 1 dk<br>RW<br>rf 4" | M<br>4 Ho<br>G.113634 B.106662<br>8W Der 1(9½) 2(4½) 6(2½) | Oil 2SA 6Cy. 480×640 mm<br>1800bhp<br>S.A. Fiat S.G.M. |
| 671528<br>DGHC<br>Df Esd<br>Gc Rdr<br>RTm/v | **CARSTEN**<br>**Partenreederei m.s. "Carsten"**<br>Heinrich Heidhoff<br>Hamburg W. German | 499<br>315<br>— | GL | 1967 J. J. Sietas Schiffsw.—Ham<br>222' 9" 12' 11"<br>200' 2" 34' 5½" 20' 6"<br>F21' 1 dk & S dk<br>rf 4" | M OSD Mchy.aft<br>1 Ho 141½'<br>G.86200 B.79100<br>2 Ha (stl) (41½'×21') (71'×25') | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>2×48kW 380V 50c/s a.c. |
| 506510<br>DIPB<br>Df Esd<br>Gc Rdr<br>RT | **CARSTEN REHDER**<br>**Partenreederei m.s. "Carsten Rehder"**<br>Carsten Rehder<br>Hamburg W. German | 695<br>260<br>— | GL | 1956 H. C. Stülcken Sohn—Ham<br>211' 4" 30' 6" 14' 3½"<br>188' 0" 30' 2" 17' 1"<br>P5' F39' 1 dk<br>RW | S Trawler | T 3Cy. 15½" 25½" & 41½"×<br>turb<br>1200ihp<br>H. C. Stülcken Sohn |
| 506512<br>DAQU<br>Df Esd<br>Gc Rdr | **CARSTEN RUSS**<br>**Partenreederei m.s. "Carsten Russ"**<br>Ernst Russ<br>Hamburg W. German | 11601<br>6829<br>16722 | GL | 1959 Lübecker Flender-Werke—Lbc<br>506' 7" 66' 5" 31' 7½"<br>475' 10" 66' 3½" 43' 4"<br>P104' F51' 1 dk<br>RW<br>rf 2½" | M Bulk Carrier Mchy.aft<br>5 Ho 60½', 67', 67', 67', 67'<br>G.740450<br>5 Ha (stl) (42', 45½', 45½', 45½', 45½'×32½')<br>Der 2(2½) 1(1½) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp<br>Masch. Augsburg-Nürnberg<br>3×265, 212, 212kW 400V |
| 661375<br>OZRX<br>Df Esd<br>Rdr<br>RTm | **CARSTEN SIF**<br>**Rederi I/S "Sif" IX**<br>Knud I. Larsen<br>Copenhagen Danish | 499<br>297<br>1035 | BV | 1966 N.V. Bodewes Schps.—Martenshoek<br>202' 1" 33' 10" 12' 2½"<br>183' 8" 33' 6" 20' 0"<br>Q125' B39' F36' 1 dk | M Mchy.aft<br>1 Ho 127½'<br>G.60000<br>2 Ha (32½'×15½') (48½'×19½')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Atlas-Mak Masch.<br>2×15, 10kW 220V d.c. |
| 506513<br>HJNR<br>Df Esd<br>Gc Rdr<br>RTm | **CARTAGENA DE INDIAS**<br>**Flota Mercante Grancolombiana S.A.**<br>Cartagena Colombian | 5250<br>2818<br>7754 | AB | 1958 H. C. Stülcken Sohn—Ham<br>475' 1" 62' 2" 23' 7"<br>439' 7" 62' 0" 35' 9"<br>P46' Q48' B104' F57' 2 dks<br>RW | M (12P) Ref<br>5 Ho 64', 80', 45', 69', 53'<br>G.488380 B.455150 In.55000<br>5 Ha (stl) (33½'×16') (47½'×20') (18½'×18½') (33½', 27'×20')<br>16W Der 18(35, 10 & 5) | Oil 2SA 7Cy. 780×1400 mm<br>7860bhp<br>Masch. Augsburg-Nürnberg<br>4×230kW 230V d.c. |
| 506514<br>PDJV<br>10681<br>Df Esd<br>Gc Rdr<br>RT | **CARTAGO**<br>**Caraibische Scheepvaart Maatschappij N.V.**<br>van Nievelt, Goudriaan & Co.'s Stoomv. Maats. N.V.<br>Rotterdam Netherland | 6797<br>3608<br>~~6810~~<br>6340 | AB | 1957 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>450' 6" 59' 2" 26' 0½"<br>426' 0" 59' 0" 36' 0"<br>2 dks<br>RW<br>rf 12" | S (12P) Ref<br>4 Ho 67½', 69', 84½', 57½'<br>B.273000<br>4 Ha (20½', 20', 20', 20½'×16')<br>Der 8(5) | 2 S Turb dr geared to sc.<br>9000shp<br>Cammell Laird (S.B. &<br>3×400kW 440V 60c/s a.c. |
| 506515<br>CSLS<br>H369<br>Df Gc<br>Rdr<br>RTm/v | **CARTAXO**<br>**Soc. Geral de Comercio Industria e Transportes**<br>Lisbon Portuguese | 1157<br>592<br>1376 | ✠100A1 SS 5/67<br>with freeboard<br>✠LMC<br>EL n | 1948-12 St. Lawrence Metal & Marine Wks—Qbc<br>241' 8" 35' 1" 14' 0½"<br>219' 10" 34' 11" 18' 0"<br>P16' B52' F30' 1 dk<br>RW 5BH<br>rf 3" WB354t incl. Tunnel tanks 14t | M (2P)<br>3 Ho 41½', 54', 64'<br>G.69000 B.62000<br>3 Ha (18', 28', 22'×12')<br>Der 1(12) 6(3) | Oil 2SA 6Cy. 405×510 mm<br>1200bhp<br>Fairbanks, Morse & Co.<br>2×75kW 125, 250V d.c. |
| 506516<br>124554 | **CARTELA**<br>**J. C. Roche, W. B. Roche & M. M. Roche**<br>Hobart British | 194<br>77<br>— | | 1912 Purdon & Featherstone—Hbt<br>*111·0'* 24' 2"<br>... ... ... | Wood S | T 3Cy. 10½" 16" & 28"×<br>Plenty & Son Ltd. |

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| 506517<br>EDRK | **CARTES**<br>**Minas de Cartes S.A.**<br>Santander Spanish | 566<br>278<br>— | ✠Classed LR until 1/64 | **1952**–8 Corcho Hijos S.A.—Snt<br>179′ 1″ 28′ 8″<br>167′ 0″ 28′ 6″ 13′ 6″<br>1 dk<br>RW | S Mchy.aft | T 3Cy. 10½″ 17½″ & 27½″×18″<br>350ihp (o.f)<br>Corcho Hijos S.A. Snt<br>11½k |
| 506518<br>3VAB<br>Df Rdr<br>RT | **CARTHAGE**<br>exChâteau Petrus–60<br>**Cie. Tunisienne de Navigation**<br>Tunis Tunisian<br>Now **SAN CARLO** See New Entries No. 6 | 2203<br>1061<br>2639 | BV | **1949** Forg. & Ch. de la Médit.—Hav<br>292′ 11″ 39′ 5″ 19′ 6″<br>39′ 3″<br>1 dk | S<br>4 Ha (18′×14′) (31½′, 12½′×16′) (29¼′×15½′)<br>Der 6(5) 6(3) | C 3Cy. 23¼″ & (2) 35 7/16″×35 7/16″<br>1800ihp (o.f)<br>Forg. & Ch. de la Médit. Hav<br>12¾k |
| 506522<br>CSBU<br>Esd | **CARVALHO ARAUJO**<br>**Empresa Insulana de Nav.**<br>Lisbon Portuguese | **4560**<br>2694<br>3600 | ✠100A1 SS 3/64<br>✠LMC<br>EL w | **1930**–3 Cant. Nav. Triestino—Mfl<br>370′ 2″ 50′ 2″ 23′ 9″<br>345′ 7″ 50′ 0″ 29′ 0″<br>P30′ B128′ Ba32′ F65′ 2 dks (stl-U teak s)<br>R 6BH 3rd dk (stl) in Nos. 1 & 2 holds<br>WB1111t | TS (232P) | T 6Cy. 21″ 36½″ & 60″×39″<br>3660ihp 514t (o.f)<br>J. G. Kincaid & Co. Ltd. Grk<br>4 SB 210℔ Spt hs(11164) 12cf 13k |
| 671237<br>GWCA<br>308698<br>Esd Gc<br>Pld Rdr<br>RT | **CARWAY**<br>**Elder Dempster Lines Ltd.**<br>Mountwood Shipping Co. Ltd.<br>Liverpool British | T.Mk<br>866<br>402<br>669<br>**1597**<br>944<br>776 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN373 EL u 1 11/16″SQ | **1967**–5 Grangemouth Dkyd Co. Ltd.—Gmh<br>290′ 6″ 49′ 2″ 12′ 1½″/12′ 6½″<br>260′ 6″ 48′ 0″ 19′ 9″<br>B&F265′ B224′ 2 dks<br>NS 4BH to U dk 2 to 2nd dk<br>rf 12″ DKf WB438t | M Vehicle Carrier Mchy.aft<br>1 Ha (stl) (20′×10′) | Oil 4SA 8Cy. 15″×20″<br>1864bhp 185t (d.o)<br>Mirrlees National Ltd. Stckpt<br>AuxB 120℔<br>3×200kW 220V d.c.<br>Thw. thrust propeller fwd 14k |
| 506523<br>HRAT<br>Df Esd<br>Gc Rdr | **CASA BLANCA**<br>**Honduras Shipping Co.**<br>Puerto Cortes Honduran | **3010**<br>2331<br>4800 | BV | **1943** U.S. Navy Yard—Phl<br>*327·0′* 50′ 0″<br>49′ 9″<br>2 dks | TM Mchy.aft | 2 Oil 2SA each 12Cy. 215×265 mm<br>General Motors Corp. Det |
| 506525<br>DLAE<br>Df Esd<br>Gc Pld<br>RT | **CASABLANCA**<br>**Oldenburg-Portugiesische Dampfsch.-Rhed. Kusen, Heitmann & Cie. K.G.**<br>Bremen W. German | **1718**<br>882<br>2874<br>**2762**<br>1573<br>4173 | GL | **1954** Orenstein-Koppel & Lbcr. Masch.—Lbc<br>*292·8′* 44′ 5″ 18′ 7″/23′ 2½″<br>278′ 10″ 44′ 3″ 27′ 7″<br>P61′ F26′ 1 dk & S dk<br>RW | M OSD/CSD<br>G.191540 B.173050<br>4 Ha<br>Der 1(10) 1(6) | 2 Oil 4SA each 6Cy. 400×600 mm geared to sc. shaft<br>2520bhp<br>Masch. Augsburg-Nürnberg Aug<br>14k |
| 506526<br>IJVU<br>328<br>RT | **CASABLANCA**<br>exAnnalisa–60 exPierandrea–55<br>**Salina Soc. per Azioni di Navigazione**<br>Palermo Italian | **500**<br>273<br>— | RI | **1955** Ind. Navalmec. Spezzine—Spz<br>183′ 5″ 28′ 8″ 13′ 0½″<br>164′ 2″ 28′ 6″ 14′ 5″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho | Oil 4SA 6Cy. 370×560 mm<br>600bhp<br>Ansaldo Stab. Mecc. Gen<br>10k |
| 506530<br>PDJE<br>Df Esd<br>RT | **CASANA**<br>exHada–48<br>**Schellen Scheepvaart en Bevrachting N.V.**<br>Rotterdam Netherland<br>Now **TRANSAFRICAN I** See New Entries No. 6 | **250**<br>72<br>380 | BV | **1937** Schps. J. Koster Hzn "Gideon" v/h—Gro<br>151′ 6″ 25′ 4″ 8′ 5½″<br>... ... ...<br>1 dk & S dk<br>R | M OSD<br>G.29550 B.28000<br>3 Ha (44¼′, 33¼′, 26¼′×15′)<br>Der 2(2) | Oil 2SA 8Cy. 190×350 mm<br>250bhp 20t<br>N.V. Mchfb. Bolnes Bolnes<br>8½k |
| 506531<br>Df | **CASCADE**<br>**Rederij m.s. "Cascade"**<br>N.V. Scheepvaartbedr. "Gruno"<br>Panama Panamanian | **341**<br>167<br>408 | AB<br>*Classed BC until 8/51 | **1937**–7 Schps. Waterhuizen J. Pattje—Waterhuizen<br>142′ 6″ 24′ 1″ 9′ 4″<br>133′ 0″ 24′ 0″ 9′ 5″<br>P40′ Q40′ F20′ 1 dk<br>R<br>rf 2″ | M Mchy.aft<br>1 Ho 83½′<br>B.21000<br>2 Ha | Oil 2SA 5Cy. 220×380 mm<br>300bhp NE61 30t<br>Appingedammer Brons. Apg |
| 506533<br>171696 | **CASCO BAY**<br>exTexaco 326–61<br>exOil Tanker No. 1–34<br>**Peerless No. Two Corp.**<br>Boston United States | **792**<br>792<br>1833 | A– TD4–7/67<br>oil tanker For service between Eastport, Me. & Norfolk, Va., also on the Great Lakes & to New York via canals | **1934** John H. Mathis Co.—Camden<br>209′ 0″ 39′ 1″<br>201′ 6″ 39′ 0″ 12′ 0″<br>6BH | Oil Barge<br>10 Ta<br>L.72990 | |
| 506534<br>400157 | **CASHEL**<br>**John Cooper (Belfast) Ltd.**<br>Cork Irish Republic | **207**<br>—<br>— | ✠100A1 SS 6/67<br>tug<br>✠LMC<br>MN273 EL (e) | **1959**–4 T. Mitchison Ltd.—Gts<br>106′ 7″ 27′ 11″ 12′ 0¼″<br>95′ 7″ 26′ 6″ 13′ 5″<br>4BH<br>rf 19″ BK2″ WB111t | M Firefighting Tug | Oil 2SA 6Cy. 340×570 mm with flexible coupling & dr gearing<br>1364bhp 30t<br>British Polar Engines Ltd. Gls<br>11k |
| 506535<br>KXJZ<br>243826<br>Df Esd<br>Rdr | **CASIMIR PULASKI**<br>**United States Department of Commerce**<br>Savannah United States | **7230**<br>4460<br>10480 | AB | **1943** Southeastern S.B. Corp—Sav<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1820t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. |
| 672424<br>LLNT<br>Gc Rdr<br>RTm | **CASINO**<br>**I/S Syver**<br>Hövding Skipsopphugging<br>Oslo Norwegian | **198**<br>112<br>390 | NV | **1967** Sandnessjöen Slip & M/V—Sandnessjöen<br>123′ 5″ 24′ 4″ 10′ 3½″<br>111′ 5″ 24′ 3″ 11′ 2″<br>P30′ F15′ 1dk<br>BK3″ | M Mchy.aft<br>1 Ho 77½′<br>G.16420 B.14290<br>1 Ha (stl) (52¼′×13¾′)<br>2W Der 1(5) 1(2½) | Oil 2SA 4Cy. 300×360 mm<br>280bhp 13½t (d.o)<br>A/S Bergens M/V Bgn<br>2×10kW 230V 50 c/s a.c. 9½k |

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| 517552<br>HOPR<br>3675-HK<br>Df Rdr | **CASON**<br>exMokson-66<br>exAmbon Steer-65<br>exJosefina-64 exHupeh-62<br>**Caston Shipping Co. Ltd. S.A.**<br>Panama Panamanian | *2893*<br>*1561*<br>2713 | ~~✠100A1~~ ~~SS 12/64~~<br>~~within area bounded by~~<br>~~50° N., 50° S., 20° E. &~~<br>~~180° E.~~<br>~~LMC~~<br>~~MN243~~<br>**DISMANTLED**<br>~~SURVEYS OVERDUE—CLASS SUSPENDED 13/7/66~~ | **1933** Taikoo D. & E. Co.—H.Kg<br>312' 0" 44' 2" 17' 6½"<br>298' 0" 44' 0" 25' 0"<br>P36' B79' F40' 1 dk, 2nd dk clear of mchy.<br>R 6BH space<br>rf 3" WB634t incl. DTa173t | S<br>G.177960 B.160451<br>8W Der 1(20) | T 3Cy. 20½" 33" & 53"x39"<br>1450ihp<br>Taikoo D. & E. Co.<br>2 SB 215lb hs4770 |
| 506539<br>WE4879<br>264349<br>Df Gc<br>Rdr RT | **CASON J. CALLAWAY**<br>**United States Steel Corp.**<br>**Great Lakes Fleet**<br>New York United States | **11591**<br>8649<br>19600 | AB | **1952** Gt. Lakes Eng. Wks—River Rouge<br>647' 0" 70' 2" 24' 11¾"<br>629' 3" 70' 0" 36' 0"<br>P91' F55' 1 dk<br>rf 3" | S Mchy.aft<br>3 Ho<br>G.733366<br>19 Ha (stl) (each 11'×46') | 2 S Turb dr geared to sc. shaft<br>7700shp<br>Westinghouse Elec. & Mfg Co. |
| 506540<br>SXDO<br>304<br>Df Esd<br>Gc Rdr | **CASPIANA**<br>exLappland-50<br>exAnson Jones-46<br>**Palmyra Trading Corp.**<br>Andros Greek | 7312<br>4336<br>10940 | 100A1 SS 12/66<br>DTs—oil FP above 150° F.<br>**LMC**<br>EL (a†)$2\frac{1}{16}$"SQ | **1943** Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 10" 37' 4"<br>2dks<br>7 BH<br>rf 6" WB2958t incl. DTa762t DTsf652t | S<br>5 Ho 60½', 72½', 50', 45', 70'<br>G.513000 B.458000<br>5 Ha (33½', 35', 20', 20', 35'×20')<br>Der 10(5) | T 3Cy. 24½" 37" & 70"x48"<br>2500ihp<br>Willamette Irn & Stl Corp.<br>2WTB 250lb Spt 230lb<br>3×15kW 110V d.c. |
| 510968<br>6ZHR<br>2273<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASSANDRA**<br>exDumfries-64 exEurydice-64<br>**Carlisle Steam Nav. Co. Ltd.**<br>Monrovia Liberian | **14606**<br>8700<br>22034 | AB | **1958** A.G. "Weser"—Bmn<br>597' 4" 73' 11" 32' 0¾"<br>557' 9" 73' 10" 41' 0"<br>P132' B41' F75' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>36 Ta<br>L.1019000 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>11000shp<br>A.G. "Weser" |
| 670536<br>HBDT<br>RTm/h/v | **CASSARATE**<br>**St. Gotthard Schiffahrts A.G.**<br>Suisse-Outremer Bereederungs & Befrachtungs A.G.<br>Basle Swiss | **9652**<br>5143<br>12165 | NV | **1966** Warnowwerft—Warnemünde<br>494' 6" 65' 7" 29' 0¾"<br>460' 5" 65' 5" 37' 11"<br>P83' B46' F91' 2 dks | M<br>5 Ho 29½', 34½' 62½', 30 , 42½'<br>G.645519 B.589792<br>5 Ha (stl) (29½'×19½') (28½', 47½', 26½', 35½'×35')<br>12W Der 1(60) 4(3–10) 8(3–5) | Oil 2SA 9Cy. 700×1200 mm<br>8150bhp MAN<br>Dieselmotorenwerk<br>2×330, 240kW 380V 50c/s |
| 652287<br>PVWD<br>Df Esd<br>Gc Rdr<br>RT | **CASSARONGONGO**<br>**Petróleo Brasiliero S.A.- Petrobrás Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazilian | **7119**<br>4920<br>10500 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN840 EL b†$2\frac{1}{16}$"SQ | **1967–1** Verolme Est. Reunidos do Brasil—Jacuacanga<br>440' 7" 63' 7" 24' 1½"<br>418' 0" 63' 5" 31' 1"<br>P94' F51' 1 dk<br>13BH<br>rf 2" WB166t | M Tanker Mchy.aft<br>1 Ho 27' | Oil 2SA 6Cy. 600×1050 mm<br>4200bhp MAN<br>Mecânica Pesada<br>WTAuxB (primary) 711lb<br>WTAuxB (secondary) 185lb<br>AuxB (ex.g) 185lb<br>3×184, 184, 152kW 450V |
| 506541<br>ILHM<br>577<br>Rdr RT | **CASSIA**<br>**Navigazione Europea Trasporto Liquidi S.p.A.**<br>Trieste Italian<br>Now **CHERRY BARU** See New Entries No. 1 | **1563**<br>745<br>2297 | AB RI | **1955** Cant. Nav. Felszegi—Tri<br>252' 2" 37' 6" 17' 1"<br>228' 9" 37' 5" 18' 6"<br>P62' F28' 1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>10 Ta<br>L.98000 HeCls. BC<br>Der 1(1) | Oil 2SA 8Cy. 360×600 mm<br>1200bhp Sulzer<br>C.R.D. Adriatico<br>4×40, 40, 30, 20kW 110V |
| 506543<br>SYIR<br>2039<br>Df Esd<br>Gc Rdr | **CASSIAN MARINER**<br>exBuesten-56<br>**Ayamonte Compania Naviera S.A.**<br>Piræus Greek | **9936**<br>5776<br>15255 | **100A1** CS 5/65<br>strengthened for heavy cargoes Side tanks amids —veg. oil<br>**LMC**<br>MN1100 EL f†2¼"SQ | **1951** Swan, Hunter & Wghm Rchdsn—Nwc<br>529' 6" 65' 10" 27' 10½"<br>500' 9" 65' 6" 37' 6"<br>F82' 1 dk<br>RW 9BH conv tanker 61<br>rf 4" WB4517t | M Mchy.aft | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford<br>Wallsend Slpwy & Eng. Co.<br>2AuxB 150lb |
| 661111<br>GSGU<br>308558<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASSIO**<br>**Hellyer Bros. Ltd.**<br>Hull British | **1574**<br>672<br>— | **✠100A1**<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>MN470 EL (n) 1¾"SQ | **1966–9** Yarrow & Co. Ltd.—Gls<br>*207·9'* 39' 1" 15' 0"<br>194' 0" 39' 0" 25' 0"<br>F100' 2 dks<br>Coll BH to U dk 4 to 2nd dk<br>rf 36" WB72t | M Stern Trawler Mchy.aft | Oil 4SA 8Cy. 15"×20"<br>2350bhp<br>Mirrlees National Ltd.<br>AuxB 180lb<br>4×330, 330, 57, 57kW<br>Controllable pitch propeller |
| 506544<br>IBPC<br>2945<br>Df Esd<br>Gc Rdr<br>RT | **CASSIOPEA**<br>**Compagnia Marittima Carlo Cameli**<br>Genoa Italian<br>Now **GIUSEPPINA NAPOLEONE** See New Entries No. 8 | **12519**<br>7397<br>18930 | RI<br>✠Classed LR until 2/64 | **1952–5** Cant. Nav. Riuniti—Anc<br>564' 7" 73' 0" 30' 8"<br>528' 3" 72' 10" 40' 0"<br>P115' F54' 1 dk, 2nd dk clear of cargo tanks<br>RW<br>rf 1" | M Tanker Mchy.aft<br>21 Ta | Oil 2SA 11Cy. 720×1250 mm<br>7700bhp Sulzer<br>C.R.D. Adriatico |
| 506545<br>TQZB<br>Esd | **CASSIOPÉE**<br>~~Roger Lastenet~~ J. Le Berre<br>Douarnenez French | **272**<br>80<br>— | BV | **1959** Ch. Chauffeteau—Sables d'Olonne<br>*106·0'* 25' 3"<br>... ... ... | Wood M Fishing<br>3 Ha (6½'×5') (4½', 4½'×4½') | Oil 4SA 3Cy. 220×320 mm<br>270bhp<br>Cie. de Const. Méc. |
| 506548<br>HBDZ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CASTAGNOLA**<br>**St. Gotthard Schiffahrts A.G.**<br>Suisse-Outremer Bereederungs & Befrachtungs A.G.<br>Basle Swiss | **6887**<br>3616<br>10170<br>**8674**<br>5300<br>11860 | **✠100A1** SS 7/65<br>Ice Class 3<br>**LMC**<br>MN1080 EL d†2¼"SQ | **1961–5** Flensburger Schiffs. Ges.—Fln<br>493' 2" 60' 8" 25' 9½"/28' 3½"<br>454' 3" 60' 4½" 37' 3"<br>P97' F46' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 4" WB2371t incl. Tunnel tanks 473t | M OSD/CSD<br>5 Ho 60', 78½', 60', 62½', 68'<br>G.622680 B.572700<br>5 Ha (stl) (34½', 52½', 34', 36½', 36½'×26½')<br>12W Der 1(30) 12(5) | Oil 2SA 6Cy. 720×1250 mm<br>5400bhp<br>Sulzer Bros. Ltd.<br>db 114lb<br>3×200, 200, 150kW |

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| 539240<br>Df Esd<br>Gc Rdr | **CASTALIA**<br>exJag Kranti-67<br>exWokingham-63<br>**Giannicos Nav. Co. Ltd.**<br>Famagusta Cyprus | 7641 ~~7659~~<br>4084 ~~4207~~<br>10018 | ✠100A1<br>✠LMC<br>MN880 | SS 11/66<br>EL b†2$\frac{1}{16}$"SQ | **1953**–4 Caledon S.B. & E. Co. Ltd.—Dun<br>465′ 2″ 58′ 9″ 27′ 3¾″<br>435′ 9″ 58′ 6″ 38′ 0″<br>RFD42′ 2 dks<br>R 8BH<br>WB2896t incl. DTa704t Dk tanks 312t | M CSD<br>6 Ho 63′, 60¾′, 74¾′, 18¾′, 51½′, 56′<br>G.542380 B.492775<br>6 Ha (27′, 28′, 28′, 9¼′, 28′, 28′×28′)<br>12W Der 10(10) 2(3) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 1147t (hvf)<br>Vickers-Armstrongs Ltd. Brw<br>AuxB 150℔ Spt AuxB 150℔<br>4×75kW 220V d.c. 14k |
| 510213<br>SZPX<br>Df Esd<br>Rdr | **CASTALIA**<br>exEllerbek-66<br>**Basilica Shipping Corp.**<br>Piræus Greek | **1901**<br>1023<br>3750 | | GL | **1953** Orenstein-Koppel & Lbcr. Masch. —Lbc<br>320′ 3″ 45′ 4″ 19′ 4½″<br>295′ 4″ 45′ 3″ 28′ 8″<br>F29′ H64′ 1 dk & S dk<br>RW | S OSD<br>2 Ho 119¾′, 82′<br>G.214686 B.195792<br>4 Ha (33½′, 40¼′, 26¾′, 26⅝′×20¼′)<br>9W Der 1(25) 1(10) 8(3–5) | C 4Cy. (2) 16$\frac{9}{16}$″ & (2) 35$\frac{7}{16}$″×35$\frac{7}{16}$″ & LP turb 1850ihp Lentz 538t (o.f)<br>Christiansen & Meyer Ham<br>1×30kW 110V d.c. 12k |
| 506549<br>HBFE<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CASTANEDA**<br>**St. Gotthard Schiffahrts A.G.**<br>Suisse-Outremer Bereederungs & Befrachtungs A.G.<br>Basle Swiss | **1426**<br>637<br>1689 | | BV | **1962** N.V. Werf Gusto—Slikkerveer<br>274′ 2″ 40′ 11″ 15′ 9¾″<br>249′ 5″ 40′ 4″ 25′ 9″<br>2 dks & S dk<br>RW | M Ref OSD Mchy.aft<br>3 Ho 56¾′, 94¼′, 94½′<br>3 Ha (each 19½′×14¼′)<br>Der 6(3) | Oil 4SA 8Cy. 400×580 mm<br>2000bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×176kW 380V 50c/s a.c. |
| 508263<br>HBDP<br>75<br>Df Esd<br>Gc Rdr | **CASTASEGNA**<br>exCruzeiro do Sul-65<br>**Oceana Shipping S.A.**<br>Suisse-Atlantique, Société d'Armement Maritime S.A.<br>Basle Swiss | T.Mk<br>5852<br>3234<br>11097<br>8871<br>5037<br>13404 | ✠100A1<br>✠LMC<br>MN1440 | SS 6/66<br>EL d†2$\frac{3}{16}$"SQ | **1958**–6 Brodogradiliste Split—Spt<br>503′ 8″ 62′ 0″ 26′ 7¾″/29′ 6¾″<br>460′ 8″ 61′ 8″ 39′ 4″<br>F55′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2705t incl. DTm1331t | M OSD/CSD<br>5 Ho 63½′, 71¼′, 35¾′, 65¼′, 64¾′<br>G.661000 B.600000<br>5 Ha (31½′, 42½′, 40′, 35′, 35′×23′)<br>14W Der 4(5-10) 8(3-5) 2(3) | Oil 2SA 8Cy. 720×1250 mm<br>7200bhp Sulzer 970t (hvf)<br>Cant. Nav. Riuniti Tri<br>2AuxB (1 o.f 1 ex.g) 100℔<br>4×190, 190, 190, 55kW 220V d.c. 15k |
| 506550<br>THBU<br>RT | **CASTEL DINN**<br>**Henri Tephany and others**<br>Camaret French | **143**<br>95<br>— | | BV | **1961** Ch. A. Peron—Camaret<br>*75·4′* 23′ 1″<br>… … … | Wood M Fishing<br>5 Ha (2′×2¼′) (2½′, 2½′×3¼′) (3½′×4′) (20½′×7¾′) | 2 Oil 4SA each 6Cy. 140×180 mm geared to sc. shaft<br>300bhp<br>Moteurs Baudouin Msl<br>8½k |
| 506551<br>IBBO<br>381<br>Df Esd<br>Gc Rdr<br>RT | **CASTEL FELICE**<br>exKeren-52 exKenya-51<br>exFairstone-50 exKenya-49<br>exKeren-49 exKenya-49<br>**Passenger Liner Service Inc.**<br>Panama Panamanian | 10952 ~~12478~~<br>5729 ~~7373~~<br>5210 | ✠100A1<br>✠LMC<br>MN1760 | CS TD 6/65<br>EL g†<br>AB RI | **1930**–12 A. Stephen & Sons Ltd.—Gls<br>493′ 0″ 64′ 2″ 25′ 3″<br>470′ 0″ 64′ 0″ 41′ 0″<br>B237′ F106′ 2 dks & A dk, 4th dk in fwd holds<br>R 8BH<br>WB2550t incl. Tunnel tanks 598t DTf208t | TS (1300P) Ref<br>4 Ho<br>G.67162 B.62972 In.14380<br>8W | 6 S Turb sr geared to 2 sc. shafts<br>8800shp 2691t (o.f)<br>A. Stephen & Sons Ltd. Gls<br>7 SB 250℔ Spt hs(19310) 28cf 17½k |
| 506552<br>ICBN<br>414<br>Df Esd<br>Gc Rdr<br>RT | **CASTEL NEVOSO**<br>exFairsky-52 exFriesenland-50<br>**"Sitmar," Soc. Italiana Trasporti Marittimi**<br>Rome Italian | **3828**<br>1642<br>2942 | 100A1 with freeboard<br>LMC<br>✠Lloyd's RMC<br>MN1160 | SS 12/67 ~~Dr 10/62~~<br>EL a†<br>RI | **1937** Howaldtswerke A.G.—Kel<br>462′ 6″ 54′ 4″ 19′ 8½″<br>428′ 0″ 54′ 2″ 29′ 6″<br>B&F399′ 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk<br>WB765t incl. DTf69t | TM Ref OSD<br>4 Ho<br>In.218150<br>10W Der 1(8) | 2 Oil 2SA each 9Cy. 520×700 mm<br>5800bhp 1121t<br>Masch. Augsburg-Nürnberg Aug<br>16k |
| | Now **ARGENTINA REEFER** See New Entries No. 6 | | | | | | |
| 523205<br>Esd Pfd<br>Rdr<br>RTm | **CASTEL ROSSO**<br>exMendip-66<br>**Società di Navigazione Azioni "Navalchimica"**<br>Genoa Italian | **1362**<br>660<br>1700 | ✠LR class withdrawn 11/67 | | **1950**–2 S. P. Austin & Son Ltd.—Sld<br>235′ 1″ 36′ 0″ 15′ 5¾″<br>224′ 4″ 35′ 9″ 16′ 3″<br>PonQ65′ Q146′ F25′ 1 dk<br>RW<br>rf 3″ | S Mchy.aft<br>2 Ho each 63′<br>G.71179 B.68918<br>2 Ha (stl) (45′×21′) (47′×22′)<br>1W | T 3Cy. 16″ 25″ & 45″×38″<br>750ihp 114t (c)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>2×10 & 6kW 110V d.c. 9k |
| | Now **CASTELROSSO** See New Entries No. **10** | | | | | | |
| 506553<br>EGJR<br>Esd RT | **CASTELAO**<br>**Manuel Falque y Cia. S.L.**<br>Vigo Spanish | **141**<br>67<br>— | | | **1952** Francisco Gonzalez—Vgo<br>*90·2′* 20′ 8″ 10′ 8″<br>… … … | Wood S Trawler | T 3Cy. 7$\frac{9}{16}$″ 11⅞″ & 14″×18⅞″<br>145ihp (o.f)<br>8½k |
| 506554<br>ILHO<br>116<br>Rdr RT | **CASTELDORIA**<br>**Società Armasarda**<br>Cagliari Italian | **185**<br>61<br>— | | RI | **1961** Cant. Nav. Solimano—Savona<br>95′ 8″ 24′ 1″ 12′ 3½″<br>85′ 4″ 23′ 9″ 14′ 10″<br>RW | M Tug | Oil 4SA 6Cy. 400×580 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz Kln |
| 506555<br>5LHZ<br>978<br>Df Esd<br>Gc Rdr<br>RT | **CASTELLA**<br>**Liberian Ocean Cargo Corp.**<br>Monrovia Liberian | **20564**<br>12707<br>32946 | | AB | **1957** Harima Zosensho—Aio<br>635′ 3″ 87′ 5″ 35′ 8⅜″<br>631′ 8″ 87′ 0″ 45′ 6″<br>P136′ F81′ 1 dk<br>RW<br>rf 4″ | S Tanker Mchy.aft<br>30 Ta<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15000shp 2940t (o.f)–78pd<br>Kawasaki Dkyd Co. Ltd. Kob<br>16k |
| 506557<br>IBDH<br>470<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CASTELLAMMARE**<br>**Soc. Sicula Ligure Cia. Armatoriale Siciliana**<br>Palermo Italian | **11190**<br>5912<br>16407 | ✠100A1<br>✠LMC<br>MN1100 | SS 11/67<br>EL g†2$\frac{3}{16}$"SQ<br>RI | **1959**–10 Navalmeccanica Cant. Nav.—Castellammare<br>542′ 11″ 68′ 11″ 28′ 7½″<br>502′ 6″ 68′ 7″ 40′ 1″<br>P108′ F52′ 1 dk<br>RW NS 9BH<br>rf 6″ WB6196t incl. Topside tanks 2535t | M Bulk Carrier Mchy.aft<br>6 Ho each 61′<br>6 Ha (stl) (each 38¼′×38½′) | Oil 2SA 7Cy. 750×1320 mm<br>5500bhp (hvf)<br>S.A. Fiat S.G.M. Tur<br>AuxB 100℔ e (ex.g) 100℔<br>4×125kW 220V d.c. 13k |
| 641371<br>IKBR<br>649<br>Df Rdr<br>RT | **CASTELLO**<br>exAntonella Montanari-67<br>**Società Marittima Castello (Somca) S.p.A.**<br>Trieste Italian | **908**<br>431<br>1160 | | RI | **1964** Cant. Nav. Felszegi—Tri<br>230′ 2″ 34′ 2″ 13′ 1⅞″<br>203′ 3″ 33′11½″ 13′ 9″<br>1 dk | M Tanker Mchy.aft<br>10 Ta | Oil 4SA 8Cy. 320×480 mm<br>1050bhp<br>Motorenw. Mannheim Mhm<br>11½k |

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| 506558<br>FNFL<br><br>Esd Pfd<br>Rdr RT | **CASTELNAU**<br><br>**André Fourmentin & Cie.**<br>Boulogne French | 617<br>267<br>466 | <br><br>BV | 1959 Béllard, Crighton & Cie.—Ost<br>*181·8'* 31' 0" 17' 5¼"<br>170' 11" 30' 10"<br><br>RW | M Trawler<br><br><br>6 Ha<br>Der 1 | Oil 4SA 6Cy. 400×580 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz |
| 671266 | **CASTELO**<br><br>**Echevarria y Cia. S.R.C.**<br>Jose Antonio Echevarria<br>San Sebastian Spanish<br>For later particulars see New Entries No. 11 | 752 ~~579~~<br>—<br>650 | 100A1<br>stern trawler<br>Class contemplated | Ast. Luzuriaga—Pjs<br>173' 0" 33' 6" 15' 6"<br>148' 0" 33' 5" 16' 1" | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 400×580 mm<br><br>Klöckner-Humboldt-Deutz |
| 506559<br>ILHT<br>92<br>RT | **CASTELSARDO**<br><br>**Società Armasarda**<br>Cagliari Italian | 125<br>30<br>— | <br><br>RI | 1959 Cant. Nav. Solimano—Savona<br>78' 9" 22' 0" 10' 6"<br>68' 11" 21' 11"<br><br>RW | M Tug | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz |
| 506560<br>EDJA | **CASTEMORA**<br><br>**José Rodriguez Lopez**<br>Teneriffe Spanish | 118<br>73<br>— | | 1948 Bartolomé Zaragoza—Villajoyosa<br>*72·4'* 20' 0"<br>... ... ... | Wood M Fishing | Oil 5Cy. 220×290 mm<br>200bhp |
| 541569<br><br><br>Df Esd<br>Gc Rdr | **CASTERO**<br>exGipsa Tercero–64<br>**Republica de Cuba**<br>**(Flota Cubana de Pesca)**<br>Havana Cuban | 621<br>316<br>— | <br><br>BV | 1963 Ast. Celaya—Bbo<br>181' 4" 29' 8"<br>162' 9" 29' 6" 13' 11"<br>2 dks<br>RW | M Trawler CSD Mchy.aft | Oil 8Cy. 320×450 mm<br><br>Klöckner-Humboldt-Deutz |
| 506561<br>EGEC | **CASTIBURÓN**<br>exNeuvo Tiburon–47<br>**Gonzalez & Diez S.L.**<br>Corunna Spanish | 147<br>96<br>— | | 1940 Hijos de J. Barreras S.A.—Vgo<br>*84·7'* 20' 2"<br>... ... ... | Wood S Trawler | T 3Cy. 8 11/16" 12 11/16" & 19"<br>Emade25fitted<br>Hijos de J. Barreras S.A. |
| 506562<br>ILUY<br>562 | **CASTIGLIONCELLO**<br>exAlberto Bertacca–57<br>exCostanza F.–53 exGejo–40<br>exLinquenda–36 exRolse<br>exAnnie<br>~~**Francesco La Cava**~~ Giuzeppe Acierno<br>Palermo Italian | 236<br>126<br>321 | <br><br>RI | 1919 Gebr. Pot—Bolnes<br>119' 1" 23' 2" 10' 1"<br>109' 11" 23' 0" 10' 2"<br>Q22' 1 dk<br>R | M Mchy.aft<br>1 Ho<br><br><br>2W Der 2(2½) | Oil 4SA 4Cy. 265×410 mm<br>200bhp Emade44fitted–<br>S.A. Ansaldo |
| 541061<br>THWW<br><br>Df Esd<br>RTm | **CASTIGLIONE**<br><br>**Ballery & Cie.**<br>Chevannes, Merceron, Ballery<br>Concarneau French | 159<br>53<br>— | <br><br>BV | 1963 At. & Ch. de La Rochelle-Pallice—LaR-P<br>98' 5" 22' 2"<br>82' 0" 22' 0" 11' 10"<br>R | M Trawler<br>1 Ho 26½'<br><br>3 Ha (3½', 3½'×3½') (3½'×3')<br>Cr 1(3) | Oil 4SA 6Cy. 220×<br>600bhp<br>Cie de Const. Méc.<br>1×20kW 110V d.c. |
| 541071<br>GTRB<br>187107<br>Df Esd<br>Gc Rdr<br>RTv | **CASTILIAN**<br>exArabia–66 exCastilian–66<br>exCity of Peterborough–64<br>exCastillian–63<br>**Ellerman Lines Ltd.**<br>Ellerman & Papayanni Lines Ltd.<br>Liverpool British | 3803<br>1619<br>5440 | ✠100A1 SS 7/64<br><br>✠LMC<br><br>MN647 EL x | 1955–7 A. Stephen & Sons Ltd.—Gls<br>377' 2" 53' 5" 22' 0½"<br>350' 6" 53' 0" 32' 9"<br>F31' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB728t | S (2P) OSD<br>4 Ho 47½', 89½' comb., 55', 59½'<br>G.337815 B.311480<br>5 Ha (stl) (15½'×14½') (42½', 12½', 30', 25'×20')<br>12W Der 1(35) 2(10) 8(7) 2(5) | T 3Cy. 23" 38" & 65"<br>with hydraulic coupling<br>3500ihp<br>Cen. Mar. Eng. Wks<br>3 SB Spt 225lb<br>3×33, 25, 25kW 220V |
| 506564<br>CBCS<br>1418<br>Df Esd<br>Gc Rdr<br>RT | **CASTILLA**<br>exMaule–61 exCoastal Cadet–48<br>**Martinez, Pereira y Cia. S.A. Naviera**<br>Valparaiso Chilean | 3774<br>2085<br>6055 | <br><br>Classed LR until 11/62 | 1945 Consolidated Stl Corp.—Wmg, Cal<br>338' 8" 50' 1" 23' 5"<br>322' 0" 50' 0" 29' 1"<br>P90' F40' 2 dks | M Ref Mchy.aft<br><br>G.272237 B.248762<br><br>14W Der 1(30) 1(20) | Oil 2SA 6Cy. 545×<br><br>General Mchy. Corp. |
| 527001<br>HPHR<br>27592<br>Df Esd | **CASTILLE**<br>exMarie–66 exCampo–66<br>exMarie–65 exPantai Mas–64<br>exStarline Trader–61<br>exCornelia Sieghold–56<br>**Metropole Lines S.A.**<br>Panama Panamanian | *528*<br>*334*<br>630 | <br><br>~~BV~~ | 1954 M. Sieghold Schiffs—Bhn<br>179' 1" 28' 5" 10' 4"<br>28' 3"<br>2 dks<br>RW | M CSD Mchy.aft<br>1 Ho 95½'<br>G.40200 B.35100<br><br>2W | Oil 4SA 6Cy. 290×<br><br>Masch. Kiel A.G. |
| 506570<br>EHUI<br><br>Df Esd<br>RT | **CASTILLO MOMBELTRAN**<br>exEllinico Vouno–39<br>exAngelos L.–37 exCape Point<br>exStambul exMaria Rickmers<br>**Cia. de Nav. Vasco-Asturiana S.A.**<br>Gijon Spanish | *3667*<br>*2270*<br>5900 | BV<br><br>Classed LR until 12/36<br>**BROKEN UP** | 1904 Rickmers A.G.—Bhn<br>370' 8" 45' 0" 23' 11½"<br>44' 9"<br>P33' B94' F44' 2 dks<br>R | S<br><br>G.260000 B.240357<br><br>8W Der 1(30) | T 3Cy. 23 1/16" 38¼"<br>1635ihp<br>Bremer Vulkan |
| 506574<br>EHUL<br><br>Df Esd<br>Gc Rdr<br>RT | **CASTILLO OLMEDO**<br>exReina–39 exBjörnöy–37<br>exJuan–34<br>**Empresa Nacional "Elcano" de la Marina Mercante**<br>Cadiz Spanish | 1481<br>889<br>1135 | ~~100A1~~ ~~SS 6/67~~<br><br>~~LMC~~<br><br>**TO BE BROKEN UP** ~~EL p~~ | 1908 Nylands Værks—Osl<br>268' 4" 35' 10" 18' 3"<br>242' 0" 33' 6" 22' 10"<br>P25' F40' 2 dks<br>R 4BH to U dk 1 to 2nd dk<br>WB332t incl. DTf46t | S Cable Ship<br><br><br><br>2W | T 3Cy. 20½" 33¼"<br>1300ihp<br>Nylands Værks<br>2 SB 180lb |

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|---|---|---|---|---|---|---|---|
| 506578<br>EFTO<br><br><br>Esd | **CASTIPURITAS**<br>exPunta Bermeja–49<br>exAyacanora<br>**Navegacion y Pesca S.A.** Spanish<br>Aviles | **186**<br>84<br>— | ✠Classed LR until 8/06 | | **1894**–3 T. R. Oswald—Mil<br>*108·4'* 21' 2"<br>... ... ...<br><br>R | M Trawler<br><br><br><br>len — | Oil 6Cy.<br>550bhp NE— 76t (d.o)<br>$9\frac{1}{2}$k |
| 671662<br><br>332207<br>RTv | **CASTLE COVE**<br>**J. Fenwick & Co. Pty. Ltd.** British<br>Sydney, N.S.W. | **215**<br>—<br>109 | **✠100A1**<br>tug<br>**✠LMC**<br><br>MN324 | <br><br><br><br>EL $\frac{1}{16}$"U1 | **1967**–7 Adelaide Ship Cons. Pty. Ltd.—<br>Adl<br>100' 6" 28' 0" 12' 9"<br>90' 9" 26' 6" 15' 0"<br>1 dk<br>4BH<br>rf 34" BK1" WB59t | M Tug | Oil 4SA 6Cy. 15" × 18" reverse reduction geared<br>1620bhp $31\frac{1}{2}$t<br>Mirrlees National Ltd. Stckpt<br>2 × 40kW 415V 50c/s a.c. 12k |
| 506579<br>GRLF<br>182562<br>Esd<br>RTm/v | **CASTLECRAIG**<br>exWalcheren–53<br>exWalcheren VIII–52<br>**Trustees of the Harbour of Dundee** British<br>Dundee | **139**<br>—<br>— | **100A1**<br>tug<br>**LMC**<br><br>MN132 | SS 10/66<br><br><br><br>EL (a) | Lch. **1944** Cmpl. **1951**<br>Gutehoffnungshütte A.G.—Walsum<br>91' 10" 24' 0" 10' $9\frac{1}{2}$"<br>82' 10" 11' 11"<br>RW 4BH | M Tug<br><br><br><br><br>1W | Oil 4SA 8Cy. 320 × 450 mm<br>660bhp 55t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2 × 23, 11kW 110V d.c. 10k |
| 506580<br>MXDP<br>187513<br>Df Esd<br>Gc Rdr<br>RTm | **CASTLEDORE**<br>**United Merchants Shipping Co. Ltd.**<br>Michalinos & Co. Ltd. British<br>London | **7952**<br>4581<br>~~11180~~<br>11441 | **✠100A1**<br><br>**✠LMC**<br><br>MN683 | SS 3/65<br><br><br><br>EL b†2$\frac{1}{16}$"SQ | **1956**–12 Wm. Gray & Co. Ltd.—Hpl<br>455' 11" 59' 9" ~~28' 0"~~ 28' 6"<br>430' 0" 59' 6" 38' 9"<br>F39' 2 dks<br>RW 7BH<br><br>rf 3" WB2459t incl. Tunnel tanks 345t DTsm440t | S CSD<br>5 Ho $60\frac{3}{4}$', 60', $52\frac{1}{2}$', 70', $72\frac{1}{2}$', 1 TwD 18'<br>G.581700 B. 541870<br>6 Ha ($33\frac{3}{4}$', 35', 35', 35', 35', 10' × 23')<br>10W Der 4(10) 6(5) 1(3) | T 3Cy. $24\frac{3}{4}$" 41" & 70" × 48" & LP turb with hydraulic coupling & dr gearing<br>3700ihp 1443t (o.f)<br>Cen Mar. Eng. Wks Hpl<br>3 SB 225℔ Spt 356° F. hs12894 9cf<br>3 × 40, 40, 20kW 220V d.c. $12\frac{1}{2}$k |
| 506582<br>SXGO<br>1780<br>Df Esd<br>Gc Rdr | **CASTOR**<br>**Soc. Transoceanica Canopus S.A.** Greek<br>Piræus | **10494**<br>5911<br>14443 | **✠100A1**<br><br>**✠LMC**<br><br>MN1410 | SS 7/65<br><br><br><br>EL f†$2\frac{1}{4}$"SQ | **1960**–9 N.V. Werf "Gusto"—Sch<br>516' 4" 64' 3" 31' $0\frac{1}{8}$"<br>482' 5" 64' 0" 41' 10"<br>F53' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf nil WB3638t incl. Tunnel tanks 243t | M OSD/CSD | Oil 2SA 6Cy. 750 × 1600 mm<br>7050bhp<br>Nederl. Dok. & Schps. Ams<br>2AuxB (1 o.f 1 ex.g) 100℔ |
| 506584<br>OGGK<br>1295<br>Df Esd<br>Gc Rdr<br>RT | **CASTOR**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | T.Mk<br>**1471**<br>680<br>2404<br>**2255**<br>1165<br>3158 | **✠100A1**<br>Ice Class 1<br>**✠LMC**<br><br>MN480 | SS 9/66<br><br><br><br>EL s $1\frac{9}{16}$"SQ | **1962**–9 Wärtsilä Kon. Crichton-Vulcan —Åbo<br>294' 9" 43' 1" 17' $9\frac{3}{4}$"/20' $8\frac{1}{4}$"<br>264' 10" 43' 0" 24' 7"<br>F37' RAD65' 2 dks<br>Coll BH to U dk 3 to 2nd dk<br>rf 4" WB450t | M Mchy.aft<br>2 Ho<br>G.152000 B.142000<br>2 Ha ($60\frac{3}{4}$', $62\frac{1}{4}$' × $19\frac{3}{4}$')<br>4W Cr 2(5) Der 1(20) 4(5) | Oil 2SA 6Cy. 560 × 1000 mm<br>2400bhp Sulzer 170t<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>13k |
| 642398<br><br><br>Df Esd<br>Rdr RT | **CASTOR**<br>**Brazilian Government (Comissão de Marinha Mercante)**<br>Rio de Janeiro Brazilian | **1308**<br>607<br>2165<br>**1996**<br>1361<br>2992 | | <br><br>BV | **1966** Emaq Eng. Maq. S.A.—Rio<br>259' 6" 41' 2" 16' $3\frac{1}{2}$"/19' $4\frac{1}{4}$"<br>241' 1" 41' 0" 24' 6"<br>1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>2 Ho 59', $58\frac{1}{2}$'<br><br><br>Cr 4(3) Der 4(5) | Oil 4SA 7Cy. 360 × 600 mm<br>1700bhp MAN (d.o)<br>Emaq Eng. Maq. S.A. Rio<br>3 × 126kW 450V 60c/s a.c. |
| 506585<br>DEBH<br><br>Df Esd<br>RTv | **CASTOR**<br>**Dampfschiff. Ges. "Neptun"**<br>Bremen W. German<br>Now **SLOMAN ALGIER** See New Entries No. **10** | **1157**<br>545<br>1664 | | <br><br>GL. | **1951** Schiffb. Unterweser—Bhn<br>262' 8" 38' 8" 14' 2"<br>38' 6" 22' 0"<br>B36' F31' 1 dk & S dk<br>RW<br>rf 4" | M (7P) OSD<br>2 Ho 54', 40'<br>G.114349 B.105031<br>2 Ha (stl) (54', 40' × $13\frac{3}{4}$')<br>Der 2(3–5) 2(3) 2(2) | Oil 4SA 8Cy. 320 × 450 mm<br>1400bhp NE65 (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2 × 80, 15kW 230V d.c. 12k |
| 506586<br>ONCB<br><br>Df Esd<br>Rdr<br>RTh | **CASTOR**<br>**Soc. Belge de Nav. Marit.**<br>NAVIBEL S.A.<br>Antwerp Belgian | *1035*<br>*532*<br>1161 | | <br><br>BV | **1954** Béliard, Crichton & Cie.—Ost<br>231' 11" 35' 1" 14' $7\frac{1}{2}$"<br>34' 10"<br>P64' F39' 1 dk<br>R | M Mchy.aft<br>2 Ho each 63'<br>G.72244 B.68668<br>2 Ha (each $49\frac{1}{4}$' × 18')<br>4W Der 4(2–4) | Oil 4SA 8Cy. 320 × 450 mm<br>1000bhp 903t<br>Klöckner-Humboldt-Deutz Kln<br>2 × 58, 20kW 220V d.c. $12\frac{1}{2}$k |
| 540229<br>ILHO<br>645<br>Df Esd<br>RTm | **CASTOR**<br>**D. Tripcovich & C. Soc. di Nav. Rimorchi E. Salvataggi per Azioni**<br>Trieste Italian | **353**<br>147<br>168 | | <br><br>RI | **1963** Cant. Nav. Felszegi—Tri<br>126' 0" 31' 7" 14' 2"<br>111' 6" 29' 10" 16' 1" | M Tug<br>1 Ho | 2 Oil each 4Cy. geared to sc. shaft<br>2640bhp<br>Klöckner-Humboldt-Deutz Kln |
| 523950<br>DDMJ<br><br>Df Esd<br>Rdr<br>RTm | **CASTOR**<br>exMoni–65<br>**Gerhard Rohden**<br>Elsfleth W. German | **321**<br>163<br>460 | | <br><br>GL | **1960** Gebr. Schürenstedt—Bardenfleth<br>152' 6" 27' 10" 8' 10"<br>138' 10" 26' 9" 9' 10"<br>P41' F21' 1 dk<br>RW | M Mchy.aft<br>1 Ho $85\frac{1}{4}$'<br>G.21940 B.19850<br>1 Ha (66' × 18')<br>Der 2(2) | Oil 4SA 6Cy. 290 × 420 mm<br>300 bhp (d.o)<br>Masch. Kiel A.G. Kel<br>2 × 4 & 3kW 24V d.c. 9k |
| 540232<br>THXD<br><br>Esd<br>RTh/v | **CASTOR**<br>exMichel–63<br>**Cie. Générale d'Equipements pour les Travaux Maritimes**<br>Djibouti French | ~~263~~ 166<br>49<br>— | | <br><br>BV | **1955** J. Oelkers—Ham<br>*89·2'* 25' 1"<br>86' 11" 24' 11" 12' 9"<br><br>R | D-E Tug<br><br><br><br>Der 1(2) | 2 Oil 4SA each 8Cy. 220 × 230 mm 1000bhp driving 2 gen. d.c. connected to elec. motors & sc. shaft 500shp (CC) (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3 × 43kW 230V d.c. |

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| 540230<br><br><br>Df Esd<br>Rdr<br>RTh/v | **CASTOR**<br><br>**Liberian American Swedish**<br>**Minerals Co. and**<br>**Bethlehem Steel Corp.**<br>Monrovia Liberian | 253<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN328 | SS 4/67<br><br><br><br>EL (e) | 1963–1 P. K. Harris & Sons Ltd.—Apl<br>116' 5" 30' 1" 12' 1½"<br>106' 9" 29' 4" 14' 2"<br><br>4BH<br>rf 29" BK2" WB32t | M Tug<br><br><br><br>Der 1(6) | Vee Oil 2SA 16Cy. 8¾"×10"<br>coupling & sr reverse gear<br>1640bhp<br>General Motors Corp.<br>2×50kW 220V d.c. |
| 506589<br>PDJG<br><br>Df RT | **CASTOR**<br><br>**J. Kruidhof & J. H. Bos**<br>Maritima Scheepv. & Handel<br>Maats. N.V.<br>Delfzijl Netherland | 199<br>95<br>250 | | <br><br>BV | 1931 Schps. "Gideon" v/h J. Koster Hzn<br>—Gro<br>*115·5'* 21' 7" 8' 6½"<br>21' 5"<br>Q34' F18' 1 dk<br>R | M Mchy.aft<br><br>G.10000 B.9500<br>2 Ha (23½', 23½'×12')<br>Der 2(2) | Oil 4SA 3Cy. 280×450 mm<br>150bhp<br>Humboldt-Deutzmot. |
| 506590<br>PUWX<br><br>Esd Rdr | **CASTOR**<br><br>**Petróleo Brasileiro S.A.—**<br>**Petrobrás**<br>Rio de Janeiro Brazilian | 181<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN286 | SS 5/65<br><br><br><br>EL (b) | 1961–9 A/B Åsl-Verken—Åmål<br>91' 11" 27' 3" 10' 6½"<br>83' 9" 26' 7" 13' 5"<br><br>3BH<br>rf nil WB37t | TM Tug | 2 Oil 4SA each 6Cy. 300×450 mm<br>1430bhp<br>Masch. Augsburg-Nürnberg<br>Controllable pitch propellers |
| 540231<br><br><br>RT | **CASTOR**<br>exRené–63 exFlardinga–61<br>exIbis–56 exIda–48<br>exHendrika Johanna–46<br>**F. Buecker**<br>Hamburg W. German | ~~475~~ 161<br>~~107~~ 93<br>~~210~~ 210 | | <br><br>BV | 1926 J. Koster Hzn—Gro<br>*107·2'* 19' 1" 7' 6"<br>18' 11" 8' 5"<br>P28' F13' 1 dk<br>R | M Mchy.aft<br>1 Ho 67'<br>G.12000 B.11000<br><br>1W | Oil 4SA 4Cy. 220×400 mm<br>150bhp Emade57fitted67<br>Klöckner-Humboldt-Deutz |
| 541924<br>DDTC<br><br>RTv | **CASTOR**<br><br>**Norddeutscher Lloyd**<br>Bremen W. German | 170<br>—<br>— | | | 1963 F. Schichau G.m.b.H.—Bhn<br>94' 6" 27' 5"<br>11' 5"<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy. 270×360 mm<br>1350bhp<br>Klöckner-Humboldt-Deutz<br>1×10kW 115V<br>Propelled by 2 directional pro<br>fwd only |
| 506591<br>PDJI<br><br>Df Esd<br>RTm | **CASTOR**<br>exAnthonia Hubrechta<br>**N.V. Verre Viss. Maats.**<br>**(J. J. Van der Toorn)**<br>Scheveningen Netherland | 154<br>68<br>154 | | | 1919 "Lands Welvaren" N.V.—Vla<br>109' 2" 22' 0"<br>21' 9"<br>R | Iron M Fishing<br><br><br>1W | Oil 4SA 6Cy. 215×300 mm<br>240bhp Emade55fitted59<br>Motorenw. Mannheim |
| 660409 | **CASTOR**<br><br>**Soc. Pesquera Andes Ltda.**<br>Iquique Chilean | 106<br>—<br>— | | <br><br>BV | 1965 Soc. de Const. Navales—Valdivia<br>*72·2'* 20' 8"<br>… … … | M Trawler | Oil 6Cy.<br><br>Caterpillar Tractor Co. |
| 506592<br>VOLS<br>311770<br>Gc Rdr<br>RT | **CASTOR CONSOL**<br><br>**Anticosti Shipping Co.**<br>Montreal Canadian | 799<br>451<br>1000 | ✠100A1<br>rough pulpwood carrier<br>River St. Lawrence ser-<br>vice to Port Meunire<br>Anticosti Island<br>✠LMC<br>MN240 | ~~Lake SS 5/64~~<br><br><br><br><br>Lake SS 6/68<br>EL (m) 1⅞"SQ | 1960–4 Zaanlandse Schps. Maats.—<br>Zaandam<br>208' 11" 36' 5" 9' 4½"FW<br>199' 2" 36' 1" 14' 0"<br>Q37' F13' 1 dk<br>3BH<br>rf nil WB691t | TM Rough Pulpwood Carrier (open<br>hold) Mchy.aft<br>1 Ho 140'<br>G.83800 | 2 Oil 4SA each 8Cy. 8¾"×<br>reverse geared<br>1200bhp<br>Lister Blackstone Mar. Ltd. |
| 506593<br>SXNI<br>1716 | **CASTORIA**<br>exEsso Montereau<br>**Greek Tankershipping Co.**<br>**Ltd.**<br>Piræus Greek | 120<br>67<br>220 | | <br><br>HR | 1932 ……………………Villeneuve<br>126' 6" 16' 6" 7' 8"<br>16' 4"<br><br>R | M Tanker | Oil 6Cy.<br>160bhp Emade—fitted—<br>Davey, Paxman & Co. |
| 506596<br>EEHW<br><br>Esd RT | **CASTRELOS**<br>exClavelina<br>**Benito Durán Carcia**<br>Vigo Spanish | 152<br>75<br>76 | | | 1949 Hijos de J. Barreras S.A.—Vgo<br>90' 4" 20' 11" 10' 11"<br>20' 9" | Wood M Fishing<br>1 Ho 30' | Oil 4SA 6Cy. 260×350 mm<br>450bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| 506597<br>EAGS | **CASTROPOL**<br>exAmapola<br>**Francisco Diaz Martinez**<br>El Ferrol Spanish | 190<br>104<br>— | | | 1953 Ast. Gondán—Figueras<br>108' 2" 25' 10"<br>… … …<br>1 dk | Wood M | Oil 2Cy. 343×406 mm<br>170bhp |
| 506598<br>MQSV<br>169313<br>Rdr RTv | **CASWELL**<br>exAssistant–62<br>exEmpire Sybil–47<br>**Alexandra Towing Co. Ltd.**<br>Liverpool British | 276<br>—<br>— | <br><br>✠Classed LR until 10/62 | | 1943–8 Cochrane & Sons Ltd.—Sel<br>111' 8" 26' 7" 12' 4½"<br>105' 0" 26' 6" 13' 0"<br><br>R<br>rf 18" BK7" | S Tug | T 3Cy. 15".25" & 42"×27".<br>850ihp<br>Amos & Smith Ltd.<br>2×5kW 110V d.c. |
| 506599<br>HJLZ<br><br>Df Esd<br>Gc Rdr<br>RT | **CATAIMA**<br>exChristel Heering–62<br>**Cia. Nacional de Nav. S.A.**<br>Barranquilla Colombian | 1023<br>403<br>1496<br>1541<br>775<br>— | ✠100A1<br>Str. nav. ice<br>✠LMC<br><br>MN280 | SS 4/63<br><br><br><br>EL p 1 1/16"SQ | 1958–3 Aarhus Flydk. & Msk.—Aar<br>257' 7" 37' 10" 14' 6"/18' 7"<br>230' 0" 37' 8½" 22' 2"<br>F48' 1 dk & S dk<br>RW Coll & mchy. BH to S dk 2 to 2nd dk<br>rf 2" WB381t | M OSD/CSD Mchy.aft | Oil 2SA 5Cy. 350×620 mm<br>1400bhp B&W<br>Helsingör Skibs. & Msk. |
| | | | **CHAIN CABLE BADLY WORN —CLASS SUSPENDED 10/1/69** | | | | |
| 540233<br><br><br>Df Esd<br>RT | **CATALAN**<br>exKer-Ysa–63<br>**Soc. Africaine de Pecherie**<br>**Industrielle**<br>Douala Cameroon | 210<br>47<br>— | | <br><br>BV | 1948 Bath Iron Wks Corp.—Bath, Me<br>117' 7" 22' 6"<br>22' 4" | M Trawler<br><br><br>3 Ha (each 3½'×3½')<br>Der 1(5) | Oil 4SA 6Cy. 330×600 mm<br>600bhp<br>Burmeister & Wain |

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|---|---|---|---|---|---|---|
| 506601<br>WH7218<br>223907<br>Gc Rdr | **CATALINA**<br>**Catalina Transportation Co.**<br>Los Angeles United States | 1766<br>1161<br>— | AB | **1924** Los Angeles S.B. & D.D. Corp.—San Pedro<br>301′ 7″ 52′ 1″ 16′ 1″<br>285′ 0″ 44′ 0″ 21′ 1″<br>F72′ 1 dk<br>R<br>rf 32″ | TS | T 6Cy. 20½″ 35″ & 60″×36″<br>4500ihp 125t (o.f)<br>Hooven, Owens & Rentschler Hamilton, Ont<br>15½k |
| 506604<br>VOPJ<br>177054<br>Rdr<br>RTm | **CATALINA TRADER**<br>**S. W. Mifflin Ltd.**<br>St. John's, Nfl Canadian | 148<br>104<br>200 | | **1946** J. T. Johnson—Catalina, Nfl<br>105′ 0″ 23′ 0″ 13′ 0″<br>22′ 10″ | Wood M<br>2 Ho 34′, 20′<br>2 Ha (12′×7′) (6′×5′)<br>2W Der 2(3–4) | Oil 12Cy. 4¼″×5″<br>340bhp NE63 1t (d.o)<br>General Motors Corp. Det<br>2×32V d.c. 8½k |
| 670338<br>Esd RT | **CATALUÑA**<br>**Blue Pacific Fishing S.A.**<br>Pucasana Peruvian | 120<br>—<br>— | ~~✠100A~~<br>~~fishing vessel~~<br>~~Peruvian coastal service~~<br>~~LMC~~<br>~~MN76~~ ~~EL (a)~~<br>✠Class WITHDRAWN 4/68 | **1966**–12 Fabricaciones Metalicas—Clo<br>82′ 8″ 23′ 5″ 10′ 5″<br>70′ 6″ 23′ 0″ 11′ 4″<br>RAD11′ RFD30′ 1 dk<br>3BH<br>rf 18″ BoxK | M Fishing | Oil 4SA 6Cy. 6¼″×8″ reverse reduction geared<br>380bhp<br>Caterpillar Tractor Co. Peoria |
| 672164<br>RT | **CATAMARAN**<br>**Transbordadores de Vigo S.A.**<br>Vigo Spanish | ~~250~~ 344<br>— 249<br>— | BV | **1967** Ast. Construcciones S.A.—Vgo<br>... ... ...<br>82′ 1″ 35′ 3″ 12′ 1⅝″ | TM Ferry | 2 Oil 4SA each 5Cy. 210×300 mm<br>360bhp<br>Naval-Stork-Werkspoor Cdz |
| 506605<br>SMIR<br>10340<br>Df Esd<br>Pfd RT | **CATANIA**<br>**A/B Verner Abrahamsson Trävaruaffär**<br>Verner Abrahamsson<br>Kungälv Swedish | 105<br>46<br>— | | **1962** Peter Peterssons Skeppsvarv—Hälsö<br>85′ 3″ 21′ 6″<br>85′ 0″ 21′ 4″ | Wood M Trawler | Oil 4SA 6Cy. 250×350 mm<br>Skandiaverken A/B Lysekil |
| 506606<br>GXLJ<br>187197<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CATANIAN**<br>**Ellerman & Papayanni Lines Ltd.**<br>Liverpool British | 1408<br>597<br>1606 | ✠100A1 SS 7/66<br>Str. nav. Ice<br>✠LMC<br>MN420 EL r | **1958**–8 Henry Robb Ltd.—Lth<br>269′ 11″ 42′ 10″ 14′ 10¾″<br>250′ 0″ 42′ 6″ 23′ 6″<br>P68′ F25′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 3″ WB286t | M OSD Mchy.aft<br>3 Ho 36′, 72′, 46′<br>3 Ha (22′×15′) (40′, 34′×18′)<br>Der 2(10) 4(5) 2(3) | Oil 2SA 7Cy. 480×700 mm<br>2100bhp Sulzer (d.o)<br>G. Clark & N.E. Mar.(Sld) Ltd. Sld<br>3×100kW 220V d.c. |
| 660223<br>298716<br>Rdr<br>RTm/v | **CATANO**<br>**The Porto Rico Lighterage Co.**<br>San Juan, P.R. United States | 191<br>77<br>125 | AB | **1965** Equitable Eqpt. Co. Inc.—Madisonville<br>95′ 7″ 28′ 4″ 11′ 9⅝″<br>87′ 0″ 28′ 2½″ 13′ 2″<br>1 dk<br>BK 2″ | TM Tug | 2 Oil 4SA each 12Cy. 6¼″×8″<br>1530bhp 121t (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×40kW 205V 60c/s a.c. |
| 506607<br>Esd | **CATARINA**<br>**Urbano Gern & Filhos**<br>Sao Francisco do Sul Brazilian | 352<br>157<br>— | | **1954** Orenstein-Koppel & Lbcr. Masch.—Lbc<br>27′ 10″<br>127′ 11″ 27′ 9″ 11′ 7″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 285×420 mm<br>Masch. Augsburg-Nürnberg Aug |
| 506608<br>WMUE<br>245620<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CATAWBA FORD**<br>**Keystone Tankship Corporation**<br>Keystone Shipping Co.<br>Wilmington, Del United States | 10398<br>6226<br>16426 | AB | **1944** Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 30′ 3½″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.792540 HeCls. BC<br>Der 2(5) 6(2) | S Turb 7240shp driving 1 gen. 5400kW 2300V a.c. connected to elec. motor<br>6000shp (Sy) 1500t (o.f)–46pd<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×525kW 440V 60c/s a.c. 14½k |
| 506609<br>WAHO<br>248116<br>Df Esd<br>Gc | **CATAWBA VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | 7637<br>4611<br>10681 | AB | **1945** Permanente (Shpyd No. 1)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾′<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 15k |
| 506610<br>5LHM<br>965<br>Df Esd<br>Gc | **CATCHER**<br>exLewis Emery Jr.–61<br>**Edina Transportation Co.**<br>Monrovia Liberian | 7238<br>4442<br>10920 | AB<br>BROKEN UP | **1943** Bethlehem Fairfield—Bal<br>441′ 8″ 57′ 0″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.475000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10½k |
| 520480<br>SZRU<br>2657<br>Df Esd<br>Pld RT | **CATCHER I**<br>exNivose–65<br>**Andreas Giacoumis**<br>Piræus Greek<br>Now **NAXOS** See New Entries No. 7 | 200<br>100<br>— | BV | **1936** Ch. & At. de St. Nazaire (Penhoët)—Quevilly<br>*99·2′* 21′ 6″<br>21′ 4″<br>R | M Trawler<br>4 Ha (3¼′ 3¼′, 3¼′×3¼′) (3¼′×3′)<br>Der 1(1½) 1(¾) | Oil 4SA 8Cy. 270×500 mm<br>540bhp NE57 41t<br>N.V. Werkspoor Ams<br>10½k |

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|---|---|---|---|---|---|---|---|
| 506611<br>LALI<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **CATE BRÖVIG**<br>exKongstank-59<br>**A/S Selvaagbygg**<br>Th. Brövig<br>Farsund Norwegian | 10407<br>5940<br>16210 | | <br><br>NV | 1952 Rosenberg M/V A/S—Stv<br>522' 6" 67' 11" 28' 4½"<br>496' 0" 67' 8"<br>P104' B36' F44' 1 dk<br>RW | M Tanker Mchy.aft<br>24 Ta<br>L.775090 HeCls. BC<br><br>Der 3(5) 1(3) 1(2½) 1(1½) | Oil 2SA 5Cy. 670×2220 mm<br>5500bhp 1360t<br>Scotts' S.B. & E. Co. Ltd.<br>3×200, 200, 150kW 220V d.c. |
| 506612<br>PDJL<br><br>Df | **CATELI**<br><br>**P. de Wit & Zn.**<br>"Carebeka" N.V.<br>Groningen Netherland | 399<br>254<br>555 | ✠100A1<br><br>✠LMC<br><br>MN75 | SS 3/67 ~~SS 6/63~~<br><br><br><br>EL g | 1951–5 E. J. Smit & Zoon Schps.—<br>Westerbroek<br>160' 5" 26' 11" 10' 4½"<br>147' 7" 26' 9" 10' 6"<br>P46' Q47' F25' 1 dk<br>RW NS 3BH<br>WB142t | M Mchy.aft<br>1 Ho<br>G.30000 B.28000<br><br>2W Der 2(3) | Oil 4SA 6Cy. 290×450 mm<br>375bhp<br>Appingedammer Brons. |
| 671449<br>ILIB<br>668<br>Esd Rdr<br>RTm/h/v | **CATERINA TOMACELLI**<br><br>**Società Mediterranea di Nav.**<br>**per Azioni**<br>~~Trapani~~ Trieste Italian | 1273<br>715<br>2260 | | <br><br>AB RI | 1967 Cant. del Mediterraneo—Gen<br>274' 0" 44' 0" 14' 2"<br>249' 4" 43' 1" 16' 5"<br>1 dk | TM Tanker Mchy.aft<br>9 Ta<br>L.101706<br><br>Der 1(1½) 1(½) | 2 Oil 4SA each 8Cy. 270×500 mm<br>2200bhp 1118t<br>N.V. Werkspoor<br>3×43, 43, 19kW 220V a.c.<br>Controllable pitch propellers |
| 506616<br>PDJN<br><br>Df Esd<br>RTm | **CATHARINA**<br><br>**Gebr. de Groot**<br>W. H. James & Co.'s Scheepv.<br>& Handel Maats. N.V.<br>Kampen Netherland | 499<br>288<br>660 | | <br><br>BV | 1952 Noord. Ned. Schps.—Gro<br>173' 11" 27' 2" 11' 1"<br>27' 0"<br>P41' Q36' F23' 1 dk<br>RW | M Mchy.aft<br>1 Ho 101½'<br>G.33000 B.30000<br>1 Ha (75½' comb.×14¾")<br>2W Der 2(3) | Oil 4SA 8Cy. 290×420 mm<br>670bhp<br>Masch. Kiel A.G.<br>1×6kW 110V d.c. |
| 506617<br>PDJP<br><br>Df | **CATHARINA F**<br><br>**G. M. Fortuin-Huisman**<br>Wijnne & Barends N.V.<br>Zwartsluis Netherland | 338<br>161<br>400 | ✠100A1<br><br>✠LMC<br><br>MN45 | SS 2/65<br><br><br><br>EL e | 1953–3 Schps. Hylkema & Zonen—<br>Martenshoek<br>146' 0" 24' 9" 9' 4¾"<br>133' 3" 24' 7" 10' 3"<br>P27' Q7' F20' 1 dk<br>RW 3BH<br>WB121t | M Mchy.aft<br>1 Ho 82'<br>G.21500 B.20000<br><br>2W | Oil 4SA 4Cy. 290×450 mm<br>225bhp<br>Appingedammer Brons. |
| 508007<br>PDJY | **CATHARINA MARIA**<br>exWiron V-65 exCornelis-64<br>exWiron III-61 exVertrouwen<br>**O. de Haan**<br>Hippolytushoef Netherland | 127<br>45<br>— | | | 1916 ......................<br>91' 11" 21' 10"<br>... ... ...<br><br>R | M Fishing | Oil 4SA 6Cy. 280×400 mm<br>NE48<br>D. & J. Boot "De Industrie" |
| 506619<br>DJWA<br><br>Df Esd<br>Gc Rdr | **CATHARINA** T.Mk<br>**OLDENDORFF**<br>**E. L. Oldendorff & Co.**<br>**G.m.b.H.**<br>Lübeck W. German | 6030<br>3117<br>10614<br>8841<br>4752<br>12772 | | <br><br>GL | 1956 Lübecker Flender-Werke—Lbc<br>490' 0" 61' 8" 26' 3½"/29' 5¾"<br>448' 11" 61' 6" 39' 2"<br>P19' F44' 1 dk & S dk<br>RW | M OSD/CSD<br><br>G.620077 B.584838<br>6 Ha<br>Der 1(50) 1(20) 2(5–10) 10(3–5) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp<br>Howaldtswerke Ham A.G. |
| 506620<br>PDJQ<br><br>Df RTm | **CATHARINA W**<br>exMeeuw-55<br>~~G. Grünefeld~~<br>~~Delta Transport Maats. N.V.~~<br>~~Delfzijl Netherland~~<br>**D. G. Cox & J. A. Wiltshire**<br>London British | 212 ~~250~~<br>97 ~~150~~<br>315 | BS✱<br><br>MBS✱<br><br>MN36 | SS 4/66<br><br><br><br>C12 | 1949 Gebr. Coops Scheeps.—Hgz<br>141' 0" 21' 6" 7' 8¾"<br>129' 9" 21' 4" 8' 8"<br>P41' F17' 1 dk<br>RW 3BH len 65<br>WB28t | M Mchy.aft<br>1 Ho 85½'<br>G.13100 B.12350<br>2 Ha (33½', 35½'×14¾")<br>2W Der 2(2) | Oil 2S A 3Cy. 220×380 mm<br>& reverse gear<br>180bhp ✠NE10/62<br>Appingedammer Brons. |
| 506622<br>GHNV<br>302618<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CATHAY**<br>exBaudouinville-61<br>**P. & O. Steam Nav. Co.**<br>London British | 13809<br>7646<br>11053 | ✠100A1<br><br>✠LMC<br>✠Lloyd's RMC<br>MN2500 | CS 4/65<br><br><br><br>EL l†2$\frac{1}{16}$"SQ | 1957–10 S.A. Cockerill-Ougrée—Hbk<br>557' 9" 70' 1" 28' 1¾"<br>511' 10" 69' 10½" 40' 7"<br>B309' F73' 2 dks, 3rd dk in Nos. 1, 2 & 3<br>holds, 4th dk in No. 3 hold<br>Coll BH to U dk 7 to 2nd dk<br>rf 10" WB2712t | S (248P) Ref<br><br>ln.17630<br>6 Ha (stl) (17½', 34½', 13½'×16½')<br>(16½', 32½'×19½') (19'×16½')<br>Der 1(20) 6(10) 10(5) | 2 S Turb dr geared to sc. sh<br>12500shp<br>S.A. Cockerill-Ougrée<br>3WTB 670lb Spt 800° F.<br>sg 85lb<br>3×650kW 380V 50c/s a.c. |
| 652529<br>BEVT<br>621<br>Df Esd<br>Gc Rdr | **CATHAY No. 6**<br><br>**Kokutai Fishing Co. Ltd.**<br>Kaohsiung China (Taiwan) | 392<br>213<br>— | | <br><br>CR (Taiwan) | 1965 Uchida Zosen—Ise<br>155' 10" 25' 5" 9' 10"<br>137' 10" 25' 3" 11' 4"<br>1 dk<br>RW | M Fishing Mchy.aft<br>3 Ho 38½', 31½', 12½'<br><br>5 Ha<br>1W Der 4(1) | Oil 4SA 6Cy. 300×440 mm<br>800bhp<br>Akasaka Tekkosho<br>2×80kW 230V 60c/s a.c. |
| 660427<br>BEYF<br><br>Df Gc<br>Rdr | **CATHAY No. 8**<br><br>**Cathay Fishing Co. Ltd.**<br>Kaohsiung China (Taiwan) | 391<br>213<br>— | | <br><br>CR (Taiwan) | 1965 Uchida Zosen—Ise<br>155' 10" 25' 4" 9' 10"<br>138' 11" 25' 3" 11' 4"<br>1 dk<br>RW | M Fishing Mchy.aft<br>3 Ho 38½', 31½', 12½'<br><br>5 Ha<br>1W Der 4(1) | Oil 4SA 6Cy. 300×440 mm<br>800bhp<br>Akasaka Tekkosho<br>2×80kW 230V 60c/s a.c. |
| 534711<br>HPRP<br>3814-HK<br>Df Esd | **CATHAY TRADER**<br>exSan Ernesto-66<br>exSydney Breeze-64<br>exSwanbrook-57 exStankeld-51<br>exDunkeld-45<br>**Oriental Trader Nav. Co.**<br>**S.A.**<br>Cathay Trader S.S. Co. Ltd.<br>Panama Panamanian | *4996*<br>*2946*<br>9450 | ✠100A1<br>with freeboard<br>DT—vegetable oil<br>✠LMC<br>MN450 | SS 3/67<br><br><br><br>EL a†2"SQ | 1937–5 Barclay, Curle & Co. Ltd.—Gls<br>431' 10" 55' 3" 25' 8"<br>410' 0" 55' 0" 37' 6"<br>F40' 1 dk & S dk<br>R NS Coll BH to S dk 6 to 2nd dk<br>WB2891t incl. DTm1284t | M OSD<br><br>G.550170 B.505110<br><br>11W Der 8(5) 2(3) | Oil 2SA 3Cy. 520×2080 mm<br>2250bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>2AuxB 120lb |

Now **RENOWN TRADER** See New Entries No. 5

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|---|---|---|---|---|---|---|---|
| 506624<br>VOVF<br>177099<br>Esd Pfd<br>Rdr RT | **CATHELIA**<br>Launched as J. & J. Matchim<br>**Jensen's Ltd.**<br>St. John's, Nfl Canadian | 113<br>93<br>— | | | **1946** Henry W. Stone—Monroe, Nfl<br>*96·3′* 23′ 8″<br>… … … | Wood Aux T Sr | 2 Oil each 4Cy. 6″×9″<br>(i) Emade53fitted57 (ii) NE57<br>Bergius Co. Ltd. Gls |
| 530772<br>VWMZ<br>196757<br>Df | **CATHERINA**<br>exSaleema–67<br>exAdiyyatul Rahman–59<br>exFreja–57<br>**Cochin Shipping Co.**<br>Bombay Indian | 402<br>236<br>600 | | BV | **1942** Kalmar Varv—Kal<br>157′ 1″ 27′ 10″ 11′ 9″<br>… … …<br>1 dk<br>len 51 | M Mchy.aft | Oil 2SA 8Cy. 8$\frac{11}{16}$″×13″<br>500bhp Emade54fitted—<br>Klöckner-Humboldt-Deutz Kln<br>10½k |
| 541925<br>FNME<br>Df Esd<br>Gc Rdr<br>RT | **CATHERINE**<br>**Union Industrielle & Maritime**<br>Dunkirk French | 8895<br>4583<br>12209 | | BV | **1963** Ch. & At. de Provence—Port de Bouc<br>495′ 5″ 61′ 6″ 27′ 1⅞″<br>465′ 7″ 61′ 2″ 36′ 5″<br>P112′ F55′ 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>6 Ho<br>6 Ha (46′, 36′, 36′, 36′, 36′, 36′×31′)<br>Der 1(3) 1(1) | Oil 2SA 4Cy. 670×2100 mm<br>7300bhp Doxford 1202t<br>Ch. & At. de Provence Msl<br>15½k |
| 506625<br>ODIH<br>Df Rdr<br>RT | **CATHERINE**<br>exAdeny–62 exVestvangen–50<br>**Overseas Timber Shipping Corp. S.A.**<br>Beirut Lebanese | 2377<br>1264<br>3450 | ✠Classed LR until 9/42 | BV | **1930–10** International S.B. & E. Co. Ltd.—Gdk<br>305′ 8″ 45′ 8″ 17′ 10″<br>45′ 6″<br>P28′ B84′ F33′ 1 dk<br>R | S<br>G.182000 B.166000<br>4 Ha (34′, 34′, 32′, 32′×20′)<br>8W | C 4Cy. (2) 16$\frac{9}{16}$″ & (2) 35$\frac{1}{16}$″×35$\frac{1}{16}$″<br>1500ihp 703t (o.f)<br>International S.B. & E. Co. Ltd. Gdk<br>11k |
| 506626<br>MGKY<br>123931 | **CATHERINE ETHEL**<br>exMistley<br>**Llanelly Quarries Ltd.**<br>T. L. Jones<br>London British | 153<br>74<br>— | Classed BC until 4/63 | | **1906** Crabtree & Co. Ltd.—Yar<br>107′ 6″ 19′ 5″ 7′ 2½″<br>103′ 0″ 19′ 3″ 7′ 9″<br>Q30′ B11′<br>R len 11 | S Suction Dredger Mchy.aft | C 2Cy. 11″ & 23″×15″<br>Crabtree & Co. Ltd. Yar |
| 506627<br>312742<br>Esd Pfd<br>Rdr RT | **CATHERINE LOUISE R.**<br>**Riverport S.S. Co. Ltd.**<br>W. R. Ritcey<br>Lunenburg Canadian | 139<br>87<br>— | | | **1961** A. F. Theriault & Son—Meteghan<br>97′ 0″ 23′ 2″<br>90′ 5″ 23′ 0″ 9′ 11″<br>1 dk | Wood M Fishing Mchy.aft | 2 Oil 2SA each 6Cy. 5″×5½″ geared to sc. shaft<br>General Motors Corp. Det |
| 506629<br>FNUC<br>Df Esd<br>Rdr RT | **CATHERINE SCHIAFFINO**<br>**Soc. Algérienne de Nav. Charles Schiaffino & Cie.**<br>Sete French | 2782<br>1440<br>2767 | | BV | **1951** Ch. & At. de Provence—Port de Bouc<br>314′ 2″ 43′ 4″ 19′ 9″<br>43′ 1″<br>B66′ F39′ 2 dks | M<br>pt bulk wine carrier<br>G.150617<br>4 Ha (23½′, 23½′ 30½′, 19¾′×16½′)<br>Der 2(10) 6(5) | Oil 2SA 8Cy. 520×900 mm<br>2600bhp 292t<br>Soc. Gén. de Con. Méc. La Courneuve<br>13k |
| 536052<br>GJZG<br>149228<br>Df Esd<br>Pfd RT | **CATHERINE SHAUN**<br>exThrifty–67 exLimburgia<br>exFernande exBaltic<br>**Alvis Trawlers Ltd.**<br>Fleetwood British | 145<br>61<br>— | | | **1916** Gebr. Boot—Leiderdorp<br>100′ 4″ 20′ 6″ 11′ 0″<br>20′ 4″<br>1 dk<br>R | M Fishing Mchy.aft<br>1 Ho<br>1 Ha (14′×7′) | Oil 4SA 3Cy. 14½″×20″<br>Emade55fitted56<br>A. K. Diesels Ltd. Lwt<br>9k |
| 660868<br>WX5021<br>501564<br>Df Gc<br>Pfd Rdr<br>RTm/v | **CATHLEEN E. MORAN**<br>**Moran Towboat Corp.**<br>Bath United States | 296<br>201<br>— | | AB | **1965** Diamond Manufacturing Co. Inc.—Sav<br>*101·2′* 28′ 6″ 15′ 5⅝″<br>102′ 7″ 28′ 4″ 17′ 1″<br>1 dk<br>BK3″ | TM Tug | 2 Oil 2SA each 16Cy. 8½″×10″<br>3500bhp 181t (d.o)<br>General Motors Corp.<br>2×75kW 450V 60c/s a.c. |
| 660919<br>XPRC<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **CATHRINA**<br>**Hans Hansen & Sons**<br>Rederi A/S Isafold<br>Midvåg Faroese | 300<br>182<br>747 | | BV | **1966** Frederikshavn V. & T. A/S—Fkn<br>178′ 0″ 31′ 6″ 10′ 11⅞″<br>158 9″ 31′ 2″<br>B30′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 139½′, 1 TwD 115¼′<br>G.55000 B.50000<br>1 Ha (stl)<br>2W Der 2(5) 2(3) | Oil 2SA 6Cy. 240×400 mm<br>510bhp 73t (d.o)<br>Alpha-Diesel A/S Fkn<br>2×30kW 380V 50c/s a.c. 10k |
| 531222<br>WB2507<br>254328<br>Df Esd<br>Gc RT | **CATHY LYNN**<br>exSanta Helena–65<br>**Manuel A., Manuel & Mary J. Silva**<br>San Diego United States | 499<br>212<br>— | | | **1947** Avondale Marine Ways Inc.—Avondale<br>30″ 6″<br>126′ 3″ 30′ 0″ 14′ 6″<br>F52′ 1 dk<br>BoxK 12″ | M Fishing Mchy.fwd | Oil 4SA 8Cy. 405×510 mm<br>1050bhp<br>Enterprise Eng. & Fdry Co. S.Fo |
| 670602<br>323829 | **CATHY AND SUSIE**<br>**Pierce Fisheries Ltd.**<br>Shelburne Canadian | 162<br>100<br>— | | | **1966** W. C. McKay & Sons Ltd.—Shelburne<br>*87·0′* 23′ 0″<br>… … …<br>1 dk | Wood M Fishing | Oil 7Cy. 5¼″×7¼″<br>560bhp<br>Fairbanks Morse & Co. Beloit<br>9k |
| 537582<br>OYMZ | **CATO**<br>exValkyr–66 exWalküre–58<br>exGoede Hoop II<br>**Arne Chr. Mortensen Partrederi**<br>Nørresundby Danish | 200<br>99<br>236 | | ~~GL~~ | **1916** "De Dageraad" (W. J. Boot)—Woubrugge<br>119′ 6″ 21′ 7″ 9′ 0″<br>… … …<br>1 dk<br>R len 52 conv sailing ship — | M Mchy.aft | Oil 2SA 4Cy. 200×340 mm<br>200bhp NE63<br>Alpha-Diesel A/S Fkn |
| 506632<br>350386<br>Esd<br>RTm | **CATO**<br>Bridger & Angelico<br>~~B.P. Southern Africa (Pty) Ltd.~~<br>Cape Town S. African | 149<br>66<br>— | | | **1962** Ernst Thälmann—Brandenburg<br>101′ 5″ 22′ 0″ 8′ 0″<br>10′ 10″<br>rf nil | M Fishing Mchy.aft<br>2 Ha (stl) (each 4½′×3½′)<br>Der 1(1½) | Oil 4SA 8Cy.<br>420bhp 21t (d.o)<br>Schwermasch. Karl Liebknecht Mgd<br>1×20kW 380V 50c/s a.c.<br>2×16, 12kW 220V d.c.<br>Controllable pitch propeller |

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| 650815 | **CATRIEL**<br>**Argentine Govt.**<br>**(Yacimientos Petroliferos**<br>**Fiscales)**<br>Buenos Aires Argentine | 200<br>—<br>— | ✠ | **1965**–12 Ast. y Varadero Sanchez—B.As<br>85' 4" 20' 11"<br>20' 9"<br>RW | S Tug | C 2Cy. 325 & 620×450 mm<br>Christiansen & Meyer |
| 506634<br>DEGM<br>Df Esd<br>Rdr RT | **CATRIN** T.Mk<br>**Ahlmann Transport K.G.**<br>Bremen W. German | 299<br>193<br>630 | GL | **1956** Schiffsw. W. Holst—Ham<br>*175·2'* 29' 8" 10' 7½"<br>165' 0" 29' 6" 17' 1"<br>B43' 1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho 108'<br>G.46815 B.42449<br>1 Ha (79½'×18')<br>4W Der 4(1½) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 540234<br>316391<br>Esd<br>RTh | **CATRIONA B**<br>**N. F. Buckland**<br>Sydney, N.S.W. British | 115<br>80<br>— | | **1962** Southern Cross Shpyd Pty—Perth<br>75' 0" 20' 2" 8' 6"<br>20' 0"<br>1 dk | M Fishing<br>2 Ho 12', 13'<br>4 Ha (each 4'×3')<br>Der 1(2) | Oil 4SA 8Cy. 6¼"×7½"<br>240bhp<br>Bergius Co. Ltd.<br>2×60, 12kW 415V 50c/s a.c. |
| 506635<br>WB5411<br>223190<br>Rdr RT | **CATSKILL**<br>exCol. George M. Grimes–47<br>exCatskill–47<br>**Bridgeport & Port**<br>**Jefferson Steamboat Co.**<br>New York United States | 564<br>245<br>— | | **1923** Staten Island S.B. Co.—<br>Pt.Richmond<br>*186·9'* 40' 5"<br>.... .... ...<br>1 dk<br>R | S | T 3Cy. 12½" 21½" & 35"×24"<br>400ihp<br>Staten Island S.B.Co. Pt.Richm |
| 542354<br>HOYX<br>718HK<br>Df Esd | **CATTLE**<br>exSling–63 exIla–60<br>exCygnus–53<br>**Dartone Heng Kee**<br>**Engineering Works**<br>Panama Panamanian | 1344<br>726<br>2500 | | **1940** Langesunds M/V—Langesund<br>258' 0" 41' 8" 17' 3½"<br>41' 6"<br>1 dk & S dk | S OSD<br>G.164500 B.152000<br>8W Der 2(5) 6(3) | C 2Cy. 16½" & 33½"×33½" & LP<br>Langesunds M/V |
| 506637<br>CQAJ | **CATUMBELA**<br>exS.T.487<br>**Portuguese Government**<br>**(Ministry for Overseas**<br>**Provinces)**<br>Lobito Portuguese | 137<br>4<br>— | | **1944** J. K. Welding Co.—Brooklyn<br>80' 6" 23' 10" 10' 0"<br>... ... ... | M Tug | Oil 4SA 8Cy. 305×380 mm<br>Enterprise Eng. & Fdry Co. |
| 506638<br>FNBZ<br>Df Esd<br>Pfd Rdr<br>RT | **CAUDEBEC U.N. 2**<br>exCaudebec—60<br>**Union Navale and Worms**<br>**Cie. Maritime**<br>**& Charbonnière**<br>Worms Cie. Maritime<br>& Charbonnière<br>Dunkirk French<br>Now **PERSA LYDIA** See New Entries No. 8 | 2608<br>1484<br>3650 | BV | **1958** Ottensener Eisenwerk A.G.—Ham<br>317' 3" 44' 5" 20' 0"<br>290' 6" 44' 3½" 22' 7"<br>1 dk<br>RW | M Mchy.aft<br>2 Ha (78½', 78'×28½')<br>Der 8(3–5) | 2 Oil 4SA each 8Cy. 320×480 mm<br>gearing & hydraulic couplings<br>shaft<br>2400bhp<br>Motorenw. Mannheim |
| 506641<br>VTLK<br>1042<br>Esd | **CAUVERY**<br>**Madras Port Trust**<br>Madras Indian | 2145<br>765<br>— | ✠100A1 SS 3/66<br>hopper dredger<br>✠LMC<br>MN335 EL r 1⅛"SQ | 1951–9 Orenstein-Koppel & Lbcr.<br>Masch.—Lbc<br>283' 2" 47' 7" 14' 6"<br>262' 6" 47' 1" 19' 5"<br>F43' 1 dk<br>RW 7BH<br>rf nil WB206t | TS Suction Hopper Dredger<br>Mchy.aft | C 4Cy. (2) 300 & (2) 600×600 mm<br>1860ihp<br>Christiansen & Meyer<br>4 SB 199lb Spt hs8824 |
| 506642<br>TPHE | **CAUVILLE**<br>**Soc. Auxiliaire de Matériel**<br>**"Armor"**<br>Nantes French | 433<br>225<br>— | BV | 1944 ........................U.K.<br>*180·8'* 38' 1"<br>37' 11"<br>1 dk<br>len 60 | TM | 2 Oil 4SA each 12Cy.<br>1000bhp<br>Davey, Paxman & Co. Ltd. |
| 506644<br>5LHL<br>964<br>Df Esd<br>Gc | **CAVALIER**<br>exHeywood Broun–61<br>**Edina Transportation Co.**<br>Monrovia Liberian | 7237<br>4441<br>10920 | AB | **1943** Bethlehem-Fairfield—Bal<br>441' 7" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.475000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 506645<br>WG2537<br>269416 | **CAVALIER**<br>**Elkton Curtis Bay Co.**<br>Wilmington, Del United States | 242<br>119<br>— | | **1955** Equitable Eqpt. Co. Inc.—<br>Madisonville<br>105' 0" 27' 1" 14' 2½"<br>97' 6" 27' 0" 15' 5"<br>1 dk<br>BK5" | D-E Tug | 2 Oil 4SA 317×330 mm<br>nected to elec. motor & sc.<br>Emade43fitted55<br>American Loco Co. |
| 506646<br>TQMS<br>Df Esd<br>Pfd RT | **CAVALIER DES VAGUES**<br>**Alexandre Meillarec**<br>Etel French | 146<br>54<br>— | BV | **1958** At. & Ch. de La Rochelle—LaR<br>91' 1" 22' 5" 11' 9½"<br>77' 1" 22' 4" 11' 11"<br>RW | M Trawler<br>6 Ha (each 3½'×3½')<br>Der 1(½) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>300bhp<br>Moteurs Baudouin |
| 506647<br>GMQS<br>185099<br>Df Esd<br>Gc Rdr<br>RTm | **CAVALLO**<br>**Ellerman's Wilson Line Ltd.**<br>Hull British | 2340<br>1251<br>2986 | **✠100A1** SS 4/65<br>DT—vegetable oil<br>**✠LMC**<br>**Lloyd's RMC**<br>EL u 1⁹⁄₁₆"SQ | **1951**–11 Henry Robb Ltd.—Lth.<br>309' 7" 48' 8" 19' 5½"<br>290' 6" 48' 6" 28' 3"<br>RFD24' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 9" WB433t | M (12P) Ref OSD<br>4 Ho 36', 69', 20', 47'<br>G.191740 B.173807 In.25190<br>4 Ha (15½'×14') (47½', 18'×18')<br>(45'×16')<br>10W Der 4(10) 6(5) 1(1) | 2 Oil 2SA each 8Cy.<br>driving through hydraulic<br>& sr gearing to sc. shaft<br>3040bhp<br>British Polar Engines Ltd.<br>db 60lb<br>3×185kW 220V d.c. |

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| 506648<br>FNAN<br>Df Esd<br>Rdr<br>RTm/v | **CAVELIER DE LA SALLE**<br>**Cie. Générale Transatlantique**<br>Havre French<br>Now **CAVALIER OF ATHENS** See New Entries **No. 1** | 6916<br>3812<br>9254 | | BV | **1949** Forg. & Ch. de la Gironde—Bdx<br>488′ 9″ 62′ 0″ 27′ 2¾″<br>… … …<br>F58′ 3 dks<br>RW<br>rf 7½″ | M (12P) Ref<br>5 Ho 54′, 82′, 57½′, 75½′, 70¼′<br>G.446027 B.402561 In.95486<br>5 Ha (stl) (27′, 39′, 30′, 32½′, 27½′×19¾′)<br>16W Der 6(8) 10(5) | Oil 2SA 10Cy. 720×1250 mm<br>7000bhp 975t (hvf)<br>Cie. de Con. Méc. Sulzer St. Denis<br>3×180kW 220V d.c. 15½k |
| 671626<br>YTJM | **CAVTAT**<br>**Atlantska Plovidba**<br>Dubrovnik Yugoslav<br>For later particulars see New Entries No. 9 | 2300<br>1300<br>3100 | 100A1<br>Class contemplated<br>✠Lloyd's RMC | | Brodogradiliste "J. L. Mosor"—Trogir<br>335′ 1″ 48′ 7″ 18′ 6½″<br>298′ 7″ 48′ 6″ 28′ 4″ | M Ref Mchy.aft<br>In.4378 | Oil 2SA 6Cy. 420×900 mm B&W<br>Hitachi Zosen Osa |
| 506652<br>MYBX<br>187802<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAXTON**<br>**Transatlantic Carriers Ltd.**<br>Canatlantic Ltd.<br>London British<br>Now **ELENA M**<br>See New Entries No. 6 | 5729<br>2793<br>8950 | ✠100A1<br>✠LMC<br>MN960 | SS 1/67<br>EL b†2⅛″SQ | **1958–6** Blyth D.D. & S.B. Co. Ltd.—Bly<br>460′ 0″ 60′ 4″ 25′ 6½″<br>430′ 0″ 60′ 0″ 38′ 6″<br>F42′ 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 3″ WB3160t incl. Tunnel tanks 186t DTm1260t | M OSD<br>G.563893 B.497433<br>16W Der 16(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp Doxford 787t<br>N.E. Mar Eng. Co. Ltd. Wal<br>AuxB 100℔ 14k |
| 506653<br>6VGT<br>Df Esd<br>Pfd RT | **CAYAR**<br>**Union des Remorqueurs de Dakar**<br>Dakar Senegal | 102<br>29<br>— | | BV | **1958** Mützelfeldtwerft—Cuxhaven<br>82′ 8″ 23′ 2″ 9′ 6½″<br>72′ 3″ 22′ 0″ 10′ 11″<br>RW | M Tug | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| 506654<br>SMBA<br>9681<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CAYMAN**<br>**Rederi A/B Salenia**<br>Salénrederierna A/B<br>Stockholm Swedish | 6185<br>3251<br>5900 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN1520 | SS 1/65<br>EL a† | **1956–7** Eriksbergs M/V A/B—Got<br>444′ 2″ 56′ 8″ 25′ 1″<br>410′ 0″ 56′ 0″ 36′ 0″<br>F47′ 2 dks, 3rd dk clear of mchy. space, 4th dk fwd of mchy. space<br>4BH to U dk 2 to 2nd dk<br>rf 19¾″ WB1931t incl. Tunnel tanks 1214t | M Ref CSD<br>4 Ho 80½′, 59′, 69′, 83¾′<br>In.255200<br>4 Ha (stl) (27¾′, 27′, 27′, 27′×16′)<br>Der 8(5) | Oil 2SA 7Cy. 740×1400 mm<br>7600bhp B&W (hvf)<br>Eriksbergs M/V A/B Got<br>AuxB 71℔<br>4×250kW 220V d.c. |
| 506655<br>191656<br>Df Esd<br>Pfd RT | **CAYMAN HOPE**<br>**Lord Byron Ltd.**<br>Georgetown, Cayman Is British | 276<br>229<br>— | | | **1943** Dekom Shipbuilding Corp.—N.Yk<br>130′ 0″ 26′ 0″<br>25′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 11½″×15″<br>Atlas Imperial D.E. Co. Oakland |
| 642003<br>317794<br>Df Esd<br>RT | **CAYMAN PRIDE**<br>**Cayman Factors Ltd.**<br>Georgetown, Cayman Is British<br>Now **ARCHIE I** See New Entries No. 4 | 249<br>138<br>— | | | **1943** Dekom Shipbuilding Corp.—N.Yk<br>*118·3′* 28′ 0″ 8′ 0″<br>110′ 0″ 26′ 0″ 13′ 6″ | M Lighter Mchy.aft | Oil 4SA 6Cy. 11½″×15″<br>Atlas Imperial D.E. Co. Oakland |
| 506656<br>TPZA<br>Df Esd | **CAYOLA**<br>**École de Peche et d'Apprentissage Maritime**<br>Fort de France French | 112<br>35<br>— | | BV | **1957** Ch. H. Boye—La Teste<br>*73·2′* 22′ 6″<br>… … … | Wood M Fishery Training Ship | Oil 4SA 8Cy. 175×180 mm<br>350bhp<br>Soc. Alsacienne Con. Méc. Mulhouse<br>10k |
| 642242<br>TPXP<br>Df Esd<br>Pfd Rdr<br>RT | **CAYOLLE**<br>**Armement Dhellemmes Frères**<br>Concarneau French | 156<br>52<br>— | | BV | **1964** At. & Ch. de La Rochelle-Pallice—LaR-P<br>98′ 1″ 22′ 2″<br>82′ 0″ 22′ 0″ 11′ 8″ | M Trawler<br>2 Ha (each 3½′×3½′)<br>Der 1(3) | Oil 4SA 6Cy. 270×360 mm<br>560bhp 35t<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| 506658<br>LQXT<br>Df Esd | **CAZADOR**<br>**Estrella Maritima S.A. de Navegación y Comercio**<br>Buenos Aires Argentine | *6441*<br>*3711*<br>9301 | ✠100A1<br>oil tanker<br>✠LMC | SS 7/65<br>EL a† | **1949–6** Harland & Wolff Ltd.—Gls<br>444′ 10″ 54′ 6″ 25′ 7½″<br>425′ 0″ 54′ 3″ 31′ 0″<br>P88′ B55′ F51′ 1 dk, 2nd dk in way of mchy. space<br>RW 16BH<br>WB554t incl. DTf259t | M Tanker Mchy.aft<br>24 Ta<br>L.449646 HeCls. BC<br>2W Der 2(2) | Oil 4SA 6Cy. 650×1400 mm<br>2700bhp 598t–11½pd<br>Harland & Wolff Ltd. Gls<br>AuxB 180℔ 12k |
| 506659<br>EANN<br>RTh | **CAZADOR**<br>**Naviera Alvargonzález S.A.**<br>Romualdo Alvargonzález S.A.<br>Gijon Spanish | 310<br>158<br>345 | | | **1954** Soc. Metalurgica Duro Felguera—Gjn<br>*117·0′* 24′ 4″ 10′ 0″<br>24′ 2″<br>1 dk<br>R | M Mchy.aft<br>2 Ho 28¼′, 46′<br>G.19660 B.17200<br>2 Ha (21′×13′) (35¼′×17¾′)<br>Der 2(1½) | Oil 6Cy. 190×350 mm<br>300bhp 14t (d.o)<br>Kromhout Motorenfab. Ams<br>2×6 & 5kW 220V d.c. 8k |
| 506662<br>PUVP<br>Df Esd<br>Gc Rdr | **CEARÁ**<br>exFNP Ceará-54 exCeará-53<br>**Petróleo Brasileiro S.A.-Petrobrás Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazilian | *11237*<br>*6569*<br>16710 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1120 | Dr 11/65<br>EL g†2$\frac{5}{16}$″SQ | **1952–3** Blythswood S.B. Co. Ltd.—Gls<br>538′ 0″ 69′ 10″ 29′ 9¾″<br>510′ 0″ 69′ 6″ 37′ 3″<br>P112′ B48′ F53′ 1 dk<br>RW 14BH<br>rf 6″ WB653t incl. DTf410t | M Tanker Mchy.aft<br>21 Ta<br>L.811442 HeCls. BC<br>Der 2(4) 2(2) | Oil 2SA 5Cy. 670×2320 mm<br>5600bhp 1178t (d.o)–25pd<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 180℔<br>3×35kW 110V d.c. 13k |
| 510087<br>Df Esd<br>Rdr | **CEBOLLATI**<br>exEleni Stathatos-65<br>exWilliam L. Yancey-47<br>**Gasmar S.A.**<br>Montevideo Uruguayan | **7176**<br>4380<br>10480 | | AB | **1943** Southeastern S.B. Co.—Sav<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562608 B.499573<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 1(50) 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>Filer & Stowell Co. Milwaukee<br>3×20kW 120V d.c. 10½k |

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| 506665<br><br>206313<br>Df Esd<br>Gc | **CEBU**<br>exTindefjell-51 exSunni-49<br>exDrau-48<br>**Compañia Maritima**<br>Manila Philippine | 3326<br>1826<br>4630 | | <br><br>AB | 1944 Deutsche Schiff. & Masch. Weser<br>—Bmn<br>377' 5" 50' 4" 21' 6"<br>350' 0" 50' 0"<br>F24' 1 dk & S dk<br>R<br>rf 9" | M OSD<br>5 Ho 36½', 49', 37', 55½', 39½<br>G.433443 B.387847<br>5 Ha (23', 35½', 23½', 35½', 23½' × 15½')<br>10W Der 1(25) 8(5) 2(3) | 2 Oil 2SA each 8Cy.<br>geared to sc. shaft<br>4000bhp MAN<br>Deutsche S. & M.<br>3×300, 170, 170kW 220V d.c. |
| 670601<br><br><br>Esd | **CECCI**<br><br>**Javier Broggi Carillo**<br>Tambo de Mora Peruvian | 105<br>—<br>— | <br>✠LR class withdrawn<br>12/67 | | 1966-10 Fabricaciones Metalicas—Clo<br>73' 4" 22' 5" 12' 6"<br>62' 9" 21' 9" 13' 5"<br>RAD14' 1 dk<br>BK | M Fishing | Vee Oil 2SA 12Cy. 4¼"×5"<br>reduction geared<br>335bhp<br>General Motors Corp. |
| 506667<br>ILID<br>255<br>RT | **CECCOTTO**<br>exCittà di Bari-51 exGalata-47<br>**Pio Tomei**<br>Viareggio Italian | 498<br>297<br>788 | | <br><br>RI | 1946 Offic. Mec. Nav. Campanella—Gen<br>180' 5" 29' 5" 12' 8"<br>165' 0" 29' 3" 14' 2"<br>P57' F23' 1 dk | M Mchy.aft<br>2 Ho | Oil 4SA 7Cy. 265×410 mm<br>350bhp<br>S.A. Ansaldo |
| 506668<br>ZTWR<br>199268<br>Rdr<br>RTm | **CECIL G. WHITE**<br><br>**Republic of South Africa (Railways and Harbours Administration)**<br>Cape Town S. African | 113<br>—<br>— | <br><br>✠Classed LR until 8/60 | | 1959-2 Cant. Nav. Off. Mecc. di Venezia<br>—Ven<br>89' 11" 21' 11" 9' 11½"<br>82' 0" 20' 0" 10' 6"<br>R<br>rf 10" BK6" | S Tug | T 3Cy. 280 470 & 780×520 mm<br>339ihp<br>Cant. Nav. Off. Mecc. di Venezia |
| 506669<br><br>187049 | **CECIL GILDERS**<br><br>**Francis & Gilders Ltd.**<br>Colchester British | 137<br>89<br>220 | | | 1957 J. W. Cook & Co. (Wivenhoe) Ltd.<br>—Wvn<br>90' 9" 21' 5" 7' 9½"<br>... ... ...<br>1 dk | M Mchy.aft<br>1 Ho 57½'<br><br>1 Ha (49'×14') | Oil 4SA 4Cy. 6"×9"<br>88bhp<br>Bergius Co. Ltd. |
| 506670<br>5LGB<br>928<br>Df Esd<br>Gc Rdr<br>RTh | **CECILE ERICKSON**<br><br>**Inagua Transports Inc.**<br>Monrovia Liberian | 3437<br>2005<br>5500 | ✠100A1<br><br>LMC<br><br>MN400 | SS 8/65<br><br><br><br>EL v1½"SQ | 1957-3 Osaka Zosensho—Osa<br>372' 6" 51' 4" 20' 5½"<br>344' 6" 50' 6½" 25' 7"<br>Ba56' F24' 1 dk<br>RW 5BH<br>rf 4" WB2338t | TrM Mchy.aft<br>3 Ho 71½', 78½', 73'<br>G.206500<br>1 Ha (stl) (188½'×26')<br>Cr 2(15) | 4 Vee Oil 4SA each 12Cy.<br>2000bhp 1 each to p & s sc.<br>with sr & reverse gear &<br>shaft with dr & reverse gears<br>Caterpillar Tractor Co.<br>2×110kW 240/480V 60c/s a.c. |
| 670414<br>SEAT<br>10767<br>Df Esd<br>Gc Rdr<br>RTm/v | **CECILIA**<br><br>**E. G. Jansson A/B**<br>Malmö Swedish | 499<br>319<br>1100<br>1387<br>934<br>2463 | | <br><br>GL | 1966 J. J. Sietas Schiffsw.—Ham<br>246' 11" 38' 10" 11' 9½"/18' 3"<br>226' 10" 38' 8"<br>P63' B43' F39' 1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho each 80½'<br>G.108000 B.101100<br>2 Ha (59'×23') (59'×27')<br>4W Cr 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz<br>2×30kW 231/400V 50c/s a.c. |
| 651963<br><br>245603 | **CECILIA J. BROWN**<br>exDalzellance-67 exViatic<br>exSkipper<br>**Thomas J. Brown & Sons Inc.**<br>New York United States | 146<br>99<br>— | | <br><br>AB | 1944 Decatur Iron & Steel Co.—Decatur<br>*81·1'* 24' 1"<br>82' 0" 24' 0" 10' 6"<br>1 dk<br>BK3" | M Tug | Oil 2SA 8Cy. 8½"×10"<br>700bhp<br>General Motors Corp. |
| 640403<br>CXDM<br>2101<br>Esd | **CECILIA R. V.**<br><br>**Regusci & Voulminot Ing. S.A.**<br>Montevideo Uruguayan | 258<br>213<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN90 | <br><br><br><br>EL (d)I | 1964-1 Regusci & Voulminot—Mvo<br>118' 0" 28' 6"<br>107' 9" 27' 2½" 12' 11"<br>P5' F20'<br>7BH | M Trawler | Oil 2SA 6Cy. 240×400 mm<br>reverse gears<br>450bhp<br>Sulzer Bros. Ltd. |
| 506671<br>LNIM<br><br>Df Esd<br>Rdr<br>RTm/h | **CECILIE BRÖVIG**<br>exUtsira-60 exHöegh Clair-55<br>exK. G. Meldahl-49<br>**A/S Egelands Verk**<br>Th. Brövig<br>Farsund Norwegian<br>Now **ATLAS PIONEER** See New Entries No. 6 | 2286<br>1217<br>3540<br>3943<br>2303<br>4650 | | <br><br>NV | 1948 A/S Fredriksstad M/V—Fks<br>350' 6" 50' 8" 18' 9"/21' 9½"<br>321' 6" 50' 6"<br>1 dk & S dk<br>RW | S (7P) OSD/CSD<br>3 Ho 80', 54', 102'<br>G.279000 B.257000<br>5 Ha (27', 29½', 27', 27', 27'×21')<br>12W Der 2(10) 10(3) | C 4Cy. (2) 17 11/16" & (2) 42½"×<br><br>A/S Fredriksstad M/V<br>3×35, 35, 25kW 220V d.c. |
| 671783 | **CECILIE MÆRSK**<br><br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish<br>For later particulars see New Entries No. 1 | 13000<br>—<br>14700 | 100A1<br>Class contemplated | | Kockums M/V A/B—Mmo<br>559' 9" 80' 1" 34' 0"<br>525' 0" 80' 0" 52' 6" | M Ref | Oil 2SA 9Cy. 840×1800 mm<br><br>Burmeister & Wain |
| 520038<br>CYNS<br>167335<br>Esd Pfd<br>RT | **CECILIENNE**<br>exCecilienne Marie-67<br>exL'Oriole-64 exOriole-62<br>**Bouchard Navigation Ltée**<br>Euclide Bouchard<br>Quebec Canadian | 489<br>228<br>564 | ✠100A1<br><br>✠LMC | SS 9/67<br><br><br><br>EL g | 1939-10 Henry Robb Ltd.—Lth<br>169' 1" 27' 2" 10' 4½"<br>160' 0" 27' 0"<br>P46' Q57' F26' 1 dk<br>R 3BH<br>WB194t | M Mchy.aft<br>1 Ho 101½'<br>G.30300 B.29100<br><br>2W | Oil 2SA 6Cy. 250×420 mm<br>560bhp<br>British Auxiliaries Ltd. |
| 506672<br>JXVI<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CEDAR**<br><br>**Skibs A/S Hassel**<br>A/S Rederiet Odfjell<br>Bergen Norwegian<br><br>Now **JAG ANAND** See New Entries No. 2 | 8595<br>4653<br>13750<br>11070<br>6277<br>16000 | | <br><br>NV | 1963 A/B Götaverken—Got<br>508' 0" 68' 2" 28' 2"/31' 1"<br>470' 0" 68' 0" 33' 3"<br>1 dk & S dk, 3rd dk in Nos. 3 & 4 holds<br><br>rf nil | M (4P) OSD/CSD Mchy.aft<br>6 Ho 56', 57½', 56', 56', 56', 49½'<br>G.829000 B.752000<br>6 Ha (stl) (31½', 32½', 32½', 32½', 32½', 32½'×26½')<br>Der 1(30) 1(10) 1(8) 9(5) | Oil 2SA 8Cy. 760×1500 mm<br>7500bhp<br>A/B Götaverken<br>3×300kW 450V 60c/s a.c. |

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|---|---|---|---|---|---|---|
| 523883<br>WC4217<br>258519<br>Df Rdr<br>RTm/v | **CEDAR POINT**<br>exMoira Moran–67<br>**Tug Junior Moran Inc.**<br>New York United States | 238<br>15<br>— | AB | **1949** Levingston S.B. Co.—Orange<br>106′ 0″ 27′ 2″ 13′ 2½″<br>100′ 0″ 27′ 0″ 14′ 8″<br>1 dk<br>BK2½″ | D-E Tug | Oil 2…<br>driving<br>connected<br>Emade4…<br>Westinghouse Elec.<br>2×35, 30kW 125V d.c. |
| 506674<br>WAMN<br>247244<br>Df Esd<br>Gc | **CEDAR RAPIDS VICTORY**<br>**United States Department of Commerce**<br>Los Angeles United States | **7638**<br>4613<br>10717 | AB | **1945** California S.B. Corp.—L.An<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′ 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. sh…<br>6600shp 288…<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |
| 506676<br>GSVK<br>185552<br>Df Esd<br>Gc Rdr<br>RTv | **CEDARBANK**<br>**Bank Line Ltd.**<br>**Andrew Weir & Co. Ltd.**<br>Belfast British | **5671**<br>3219<br>8975 | **✠100A1** SS 2/67<br>DTs—oil FP above 150° F. or vegetable oil or latex<br>**✠LMC**<br>MN1020 EL b† | **1955**–1 Harland & Wolff Ltd.—Bel<br>455′ 0″ 59′ 4″ 26′ 0¾″<br>425′ 7″ 59′ 0″ 38′ 3″<br>P37′ F40′ 1 dk & S dk, 3rd dk fwd of mchy. space<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6″ WB4154t incl. DTsf1524t DTm1350t | M Ref OSD<br>4 Ho 56½′, 83′, 32′ DT, 32′ DT, 26¾′ DT, 26¾′ DT, 47½′, 68½′<br>G.561310 B.505490 In.12360<br>7 Ha (29¼′, 31½′, 28¾′, 13′, 28¾′, 28¾′×22′) (8′×15′)<br>14W Der 1(25) 14(5) 2(3) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>4500bhp 1071t (d.o)<br>Harland & Wolff Ltd. Bel<br>2db (1 o.f 1 ex.g) 100℔<br>4×175, 175, 175, 20kW 220V d.c. 14k |
| 506677<br>VDPZ<br>192529<br>Df Esd<br>Gc Rdr<br>RT | **CEDARBRANCH**<br>**Branch Lines Ltd.**<br>Sorel Canadian | **2439**<br>1643<br>— | **✱100A1** Lake SS 11/65<br>oil tanker<br>Great Lakes & East Coast of Canada coasting service, not north of Cape Chidley, Labrador<br>**LMC**<br>MN209 EL (s)1$\frac{7}{16}$″SQ | **1951**–9 Marine Industries Ltd.—Srl<br>290′ 10″ 43′ 7″ 16′ 0½″<br>284′ 5″ 43′ 6″ 20′ 0″<br>P51′ F31′ Trunk in well 1 dk<br>11BH len 65<br>WB180t | M Tanker Mchy.aft<br>10 Ta<br>L.153650 HeCls. C | Oil 2SA 10Cy. 205×255 mm with sr gearing through hydraulic coupling<br>1600bhp Emade44refitted9/51<br>113t–5pd<br>Fairbanks, Morse & Co. Beloit<br>✠2NWTAuxB 300℔ 11/65<br>4×100, 100, 60, 60kW 440V 60c/s a.c. |
| 506678<br>303199<br>Rdr RT | **CEDARGARTH**<br>**Rea Towing Co. Ltd.**<br>Liverpool British | **213**<br>—<br>— | **✠100A1** SS 7/66<br>tug<br>**✠LMC**<br>MN260 EL (c) | **1962**–5 P. K. Harris & Sons Ltd.—Apl<br>100′ 0″ 28′ 4″<br>91′ 6″ 26′ 6″ 13′ 9″<br>B36′ RAD6′<br>4BH<br>rf 30″ BK3″ WB49t | M Tug | 2 Oil 4SA each 6Cy. 10¼″×14½″ with fluid couplings & sr reverse gear to sc. shaft<br>1300bhp 40t<br>Ruston & Hornsby Lcn<br>12k |
| 538749<br>MFUH<br>303256<br>Df Pfd<br>Rdr RT | **CEDARLEA**<br>exRoss Beaver–68<br>exWelsh Monarch–67<br>**Craig Stores (Aberdeen) Ltd.**<br>Aberdeen British | **308**<br>97<br>170 | **✠100A1** SS 3/67<br>trawler<br>**✠LMC**<br>MN175 EL (e)n | **1962**–10 Atlantic S.B. Co. Ltd.—Npt<br>*120·9′* 26′ 10″<br>118′ 2″ 26′ 6″ 14′ 6″<br>F20′<br>4BH<br>rf 31″ BK6″ WB11t | M Trawler<br>1 Ho 31¼′<br>1W Der 1(1) | Oil 4SA 6Cy. 15″×20″<br>875bhp 71½t<br>Mirrlees National Ltd. Stckpt<br>12½k |
| 506681<br>173463 | **CEDARWOOD**<br>exGeneral Schmidlin–61<br>exJ. E. Kinney<br>**Offshore Seismic Services Ltd.**<br>Nassau British | **398**<br>187<br>— | | **1941** Smith & Rhuland—Lunenburg<br>*153·2′* 30′ 8″<br>… … …<br>1 dk | Wood M Survey Ship | Oil 6Cy. 12″×15″<br>Fairbanks, Morse & Co. Beloit |
| 506682<br>GPRG<br>185253<br>Df Esd<br>Gc Rdr<br>RTv | **CEDRIC**<br>**Shaw Savill & Albion Co. Ltd.**<br>Southampton British | **11232**<br>6557<br>11771 | **✠100A1** SS 11/65<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2860 EL g†2$\frac{1}{16}$″SQ | **1952**–11 Harland & Wolff Ltd.—Bel<br>512′ 0″ 69′ 3″ 30′ 10½″<br>481′ 10″ 69′ 0″ 41′ 6″<br>B206′ F57′ 3 dks, 4th dk in Nos. 2 & 3 holds<br>RW 7BH to U dk 1 to 2nd dk<br>rf 6″ DK fwd of mchy. space WB1332t incl. DTf369t | TM Ref CSD<br>6 Ho 72′, 79¾′, 63¼′, 57¾′, 52¼′,43¼′<br>G.361100 B.337540 In.314540<br>6 Ha (stl) (30¾′, 40½′, 23¾′, 23¾′, 26¾′, 24′×19½′)<br>22W Der 1(50) 1(25) 4(12) 12(7) 6(5) | 2 Oil 2SA each 6Cy. 750×1500 mm exhaust 500 mm<br>14300bhp B&W 2247t (hvf)<br>Harland & Wolff Ltd. Bel<br>2AuxB 150℔<br>4×320kW 220V d.c. 17k |
| 661816<br>6ZVC<br>2624<br>Df Esd<br>Gc Rdr<br>RTh | **CEDROS**<br>**Seatankers Inc.**<br>Monrovia Liberian | (Bulk)<br>**56634**<br>41442<br>—<br>(Oil)<br>**85907**<br>71501<br>~~146218~~ 146318 | AB | **1966** Kure Zosensho—Kur<br>995′ 9″ 142′ 4″ 54′ 11⅜″<br>940′ 0″ 142′ 1″ 81′ 0″<br>F75′ 1 dk<br>RW<br>rf 3″ | S Bulk/Oil Carrier Mchy.aft<br>6 Ho each 118′ 14 Ta<br>G.4377200 L.6424600 HeCls. B<br>12 Ha (stl) (each 57′×44¼′)<br>Der 2(10) 1(5) 2(2) | S Turb dr geared<br>27500shp (o.f)<br>General Electric Co. Lyn<br>2×800kW 400V 60c/s a.c. 15k |
| 506683<br>CSPV<br>Esd | **CEDROS**<br>**Empresa Insulana de Navegação**<br>Lisbon Portuguese | **1028**<br>557<br>— | **✠100A1** SS 12/63<br>Portugal, Azores and Madeira Islands service<br>**✠LMC**<br>MN240 EL I | **1955**–3 Est. Nav. de Viana do Castelo—Viana do Castelo<br>195′ 11″ 32′ 11″ 12′ 0½″<br>177′ 2″ 32′ 10″ 20′ 4″<br>2 dks<br>RW 5BH<br>WB83t | M | Oil 2SA 8Cy. 360×600 mm<br>1200bhp ✠NEmade48fitted55<br>Sulzer Bros. Ltd. Wln |
| 508792<br>316178 | **CEDROS**<br>exDelaplaine–65<br>exPepe Morales exDelaplaine<br>**Trinidad Shipping Co. Ltd.**<br>Port of Spain British | **182**<br>—<br>— | Classed LR until 11/55 | **1920** Johnson Irn Wks—N.Os<br>100′ 2″ 24′ 2″<br>95′ 6″ 24′ 0″ 12′ 9″<br>R<br>BK6″ | M Tug | Oil 2SA 12Cy. 8½″×10″<br>Emade42fitted65<br>General Motors Corp. Det |
| 541063<br>USNH<br>M-26915<br>Df Esd<br>Gc Rdr<br>RT | **CEFEJ**<br>**U.S.S.R.**<br>Kaliningrad Russian | **2435**<br>1070<br>889 | | **1962** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″ | M Stern Trawling Factory Ship<br>3 Ho<br>In.20130<br>3 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>4×270kW 220V d.c. 12½k |
| 506684<br>EBWL<br>Df Esd<br>Rdr | **CEFIRO**<br>**Pesquerias y Secaderos de Bacalao de España S.A.**<br>San Sebastian Spanish | **1418**<br>719<br>— | **✠100A1** SS 1/65<br>trawler<br>**✠LMC**<br>MN256 EL (o)(i†)1½″ | **1959**–9 Soc. Española de Const. Nav.—Bbo<br>234′ 11″ 36′ 1″<br>219′ 8″ 35′ 7″ 19′ 7″<br>F49′<br>RW 7BH<br>rf 28″ BK8″ | M Trawler | Oil 2SA 8Cy. 340×570 mm<br>1280bhp Polar (d.o)<br>Soc. Española de Const. Nav. Cdz<br>db 75℔ 12k |

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| 506665 | **[illegible]GLED**<br>**Hungarian Shipping Co. Ltd.**<br>Budapest Hungarian | 1409<br>629<br>1300 | | 1966 Angyalfold Shipyard—Bdp<br>268' 7" 34' 10" 10' 2"<br>16' 0"<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 8Cy.<br>1600bhp<br>Lang Eng. Works |
| 517019<br>HPQH<br>4089-HK<br>Df Esd<br>Gc Rdr<br>RTv | **CELEBES MARINER**<br>exJapara-66<br>**United Marine S.A.**<br>Panama Panamanian | 7268<br>4246<br>10277<br>9365<br>5615<br>12120 | BV | 1939 N.V. Mch. & Schps. P. Smit, Jr.—Rot<br>515' 1" 62' 9" 28' 1½"/30' 9¾"<br>475' 0" 62' 6" 40' 8"<br>F80' 2 dks & S dk<br>R<br>rf nil | TM (12P) Ref OSD/CSD<br>5 Ho 70½', 80½', 74¾', 63½', 66½'<br>B.553441 In.3405<br>6 Ha (22', 39'×19¾') (16½', 18½'×23') (33½', 27¾'×19¾')<br>18W Der 1(49) 4(10) 6(5) 8(3) | 2 Oil 2SA each 8Cy. 650×1200 mm<br>8000bhp<br>Sulzer Bros. Ltd.<br>3×200kW 220V d.c |
| 506687<br>JNHU<br>74703<br>Df Esd<br>Rdr | **CELEBES MARU**<br>**Kansai Kisen K.K.**<br>Osaka Japanese | 4977<br>2911<br>7760 | NK | 1956 Sanoyasu Dockyd Co.—Osa<br>402' 7" 53' 8" 24' 7"<br>377' 4" 53' 6" 30' 4"<br>1 dk | M<br>6 Ho<br>G.377692 B.346933<br>5 Ha (28¾'×18') (44½', 26½', 31½', 28¾'×21')<br>12W Der 1(40) 4(10) 8(5) | Oil 2SA 6Cy. 500×1100 mm<br>3480bhp<br>Mitsui Zosen<br>3×125kW 230V d.c. |
| 506689<br>HBDB<br>60<br>Df Esd<br>Gc Rdr | **CELERINA** .T.Mk<br>**Oceana Shipping S.A.**<br>Suisse-Atlantique Soc. d'Arm. Maritime S.A.<br>Basle Swiss | *5834*<br>*3329*<br>11100<br>*8840*<br>*5129*<br>13391 | ✠100A1 SS 6/67<br>✠LMC<br>MN1440 EL d†2 7/16"SQ | 1959-5 Brodogradiliste Split—Spt<br>503' 0" 62' 0" 27' 7½"/29' 6½"<br>460' 8" 61' 8" 39' 4"<br>F55' 1 dk & S dk<br>7BH to U dk 1 to 2nd dk<br>rf 6" WB2675t incl. DTmf1327t | M (9P) ~~OSD/CSD~~<br>5 Ho 63¾', 71½', 35¾', 29½' DT, 65½', 64¾'<br>G.664700 B.600600<br>5 Ha (stl) (31½', 42½', 39½', 35', 35'×23')<br>14W Der 4(10) 8(5) 2(3) | Oil 2SA 8Cy. 720×1250 mm<br>7200bhp<br>Sulzer Bros. Ltd.<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×260, 260, 154kW 450V 60c/s a.c. |
| 506692<br>IVIU<br>871 | **CELESTINA LAURO**<br>exRegina Isabella-61<br>exTurchino exVega<br>**Agostino Lauro**<br>Naples Italian | 287<br>171<br>— | RI | 1943 ......................U.S.A<br>137' 9" 24' 7"<br>127' 0" 24' 2" 11' 5"<br>1 dk | Wood TM | 2 Oil 4SA each 6Cy. 250×350 mm<br>1280bhp NE61<br>Motorenw. Mannheim |
| 660959 | **CELESTINO**<br>**Brazilian Government (Comissão de Marinha Mercante)**<br>Rio de Janeiro Brazilian | 6255<br>3366<br>10000 | 100A1<br>Class contemplated<br>✠Lloyd's RMC<br>For later particulars see New Entries No. 9 | Verolme Est. Reunidos do Brasil—Jacuacanga<br>460' 6" 64' 2" 27' 0"<br>426' 6" 64' 1" 40' 2" | M Mchy.aft Ref<br>In.15750 | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Mecânica Pesada M.A.N. |
| 506693<br>OGRH<br>538<br>Df Esd<br>Pfd<br>RTm | **CELIA**<br>**Rederibolaget Celia**<br>Porvoo/Borgå Finnish | 499<br>247<br>920 | NV | 1955 Ottensener Eisenwerk—Ham<br>215' 11" 32' 7" 12' 0½"<br>192' 0" 32' 6"<br>1 dk & S dk<br>rf 2" | M OSD Mchy.aft<br>2 Ho each 49'<br>G.71063 B.64175<br>2 Ha (46', 44'×18½')<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>3×66, 66, 22kW 220V d.c. |
| 506695<br>184164 | **CELIA B**<br>**South Cornwall Water Board**<br>~~**Falmouth Borough Council**~~<br>Falmouth British | 38<br>19<br>51 | ✠100A1 ~~SS 9/68~~<br>water tanker Falmouth Bay & Helford River service TD 12/68<br>✠LMC<br>MN14 EL (a) 1/16" | 1951-4 Philip & Son Ltd.—Drt<br>52' 5" 15' 1" 5' 8½"<br>50' 8" 15' 0" 6' 4"<br>1 dk<br>R 5BH<br>rf 1½" | M Water Tanker Mchy.aft | Oil 4SA 6Cy. 110×150 mm<br>72bhp<br>L. Gardner & Sons Ltd. |
| 672009<br>Esd Pfd | **ÇELIKTRANS**<br>**Çeliktrans Hüsnü Şismanyazicioglu ve Ortaklari Donatma Istiraki**<br>Istanbul Turkish | ~~400~~ 427<br>~~260~~ 271<br>~~750~~ 720 | BV | 1967 Celiktrans Deniz Insaat—Ist<br>169' 6" 28' 3" 12' 2½"<br>150' 11" 28' 2½" 13' 6"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>660bhp<br>Skoda |
| 651694<br>Df Esd<br>Rdr<br>RTv | **CELINA**<br>exArcturus-67<br>**Comércio e Transportes Mucuripe S.A.**<br>Rio de Janeiro Brazilian | 1308<br>607<br>2165<br>1996<br>1361<br>2992 | BV | 1965 Estaleiro So—Porto Alegre<br>259' 6" 41' 2" 16' 3½"/19' 4½"<br>241' 1" 41' 0" 24' 6"<br>1 dk & S dk<br>RW<br>rf 33½" | M OSD/CSD Mchy.aft<br>2 Ho 59', 58½'<br>Cr 4(3) Der 4(3) | Oil 2SA 7Cy. 360×600 mm<br>1680bhp<br>Sulzer Bros. Ltd.<br>3×125kW 450V 60c/s a.c. |
| 506697<br>ICON<br>631<br>Df Esd<br>RT | **CELIO**<br>exVerdi-48<br>~~**"Tirrenia" Soc. Anon. di Nav.**~~ **"Tirrenia" Soc. per Azioni di Nav.**<br>Naples Italian | 2384<br>1339<br>2023 | ✠<br>RI | 1928-10 Cant. Nav. Triestino—Mfl<br>294' 0" 40' 2" 20' 6½"<br>280' 0" 40' 0" 23' 4"<br>P29' B84' F36' 2 dks<br>R | M<br>4 Ho<br>B.65700 | Oil 2SA 4Cy. 600×9500 mm<br>1350bhp<br>S.A. Fiat S.G.M. |
| 506698<br>ICEA<br>601<br>Df Esd<br>Gc Rdr<br>RT | **CELLINA**<br>exSt. Jean-57<br>**Lloyd Triestino Soc. per Azioni di Nav.**<br>Trieste Italian | 5451<br>3132<br>7371 | 100A1 SS 12/66<br>DTsf—latex<br>LMC<br>MN1660 EL b†2¼"SQ<br>RI | 1951 Ch. & At. de St. Nazaire (Penhoët)—St. N<br>435' 0" 62' 6" 25' 2"<br>401' 3" 62' 4" 37' 7"<br>F84' 1 dk & S dk, 3rd dk in Nos. 2, 3 & 4 holds<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 8" DK fwd WB772t | TM Ref OSD Mchy.aft<br>4 Ho<br>G.462748 B.438526 In.5401<br>20W Der 1(40) | 6 Oil 4SA each 6Cy.<br>geared through magnetic<br>to 2 sc. shafts<br>8300bhp MAN<br>Soc Gén. de Const Méc. La Cour<br>nwtdb 195[illegible] |
| 506699<br>SMOD<br>10381<br>Df Esd<br>Rdr<br>RTm | **CELSIUS**<br>**A/B Gasmarin**<br>F. H. Andersson<br>Stockholm Swedish | 1173<br>523<br>870 | BV | 1963 At. Duchesne & Bossière—Hav<br>203' 6" 35' 6" 14' 1"<br>182' 5" 34' 10" 18' 0"<br>1 dk | M Liquefied Gas Carrier Mchy.aft<br>Der 2(2) | Oil 4SA 9Cy. 300×450 mm<br>1200bhp MAN<br>Deutsche Werft A.G.<br>3×90kW 440V 60c/s a.c. |
| 506700 | **CELSO R.**<br>exJuan José-39 exSuperman<br>**Cia. Argentina de Nav. Angel Gardella Ltda.**<br>Buenos Aires Argentine | 238<br>78<br>— | ✠Classed LR until 11/29 | 1923 Cochrane & Sons Ltd.—Sel<br>*96-6'* 24' 6"<br>... ... ...<br>R | S Tug | T 3Cy. 14½" 24" & 40"×27"<br>Earle's Co. Ltd. |

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| 506701<br>400261<br>Cork | **CELT**<br>exFishersvic-54 exVic 64-48<br>**Marine Transport Services Ltd.**<br>Irish Republic | 139<br>63<br>— | ✠Classed LR until 3/54 | 1946-6 I. Pimblott & Sons Ltd.—Northwich<br>85′ 0″ 20′ 0″ 8′ 7¾″<br>… … … | M Lighter Mchy.aft | Oil 8Cy. 5½″×7¾″<br>Emade55fitted—<br>Norris, Henty & Gardner Mch |
| 641413<br>CB3222<br>Esd | **CELTA I**<br>**Empresa Pesquera e Industrial Celta Ltda.**<br>Valparaiso Chilean | 126<br>111<br>— | | 1963 Imar S.A.—Valdivia<br>73′ 10″ 19′ 9″<br>19′ 7″ 10′ 0″<br>1 dk | M Fishing | Oil 4SA 6Cy. 5¼″×—″<br>Klöckner-Humboldt-Deutz |
| 641414<br>CB3223<br>Esd | **CELTA II**<br>**Empresa Pesquera e Industrial Celta Ltda.**<br>Valparaiso Chilean | 126<br>111<br>— | | 1963 Imar S.A.—Valdivia<br>73′ 10″ 19′ 9″<br>19′ 7″ 10′ 0″ | M Fishing | Oil 4SA 6Cy. 5¼″×—″<br>Klöckner-Humboldt-Deutz |
| 506702<br>MFKZ<br>118314<br>Df Esd | **CELTIC**<br>**A. H. Sheaf & Co. Ltd.**<br>London British | 153<br>108<br>230 | | 1903 J. Kievits & v. Reede—Papendrecht<br>90′ 0″ 23′ 4″ 8′ 0″<br>23′ 2″<br>R conv barge 41 | TM<br>2 Ho 36′, 16′<br>1W Der 1(1) | 2 Oil 4SA each 3Cy. 150×230 mm<br>264bhp NE41 (d.o)<br>Bergius Co. Ltd. Gls<br>7½k |
| 671569<br>GVYH<br>309858<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CELTIC FERRY**<br>exCity of Havana-66<br>exJose-Marti-56 **exNorthway**<br>**Atlantic Steam Navigation Co. Ltd.**<br>London **British** | 5556<br>2225<br>3972 | **100A1** TD 2/67<br>U.K. coasting service & between River Elbe & Brest<br>**LMC**<br>MN1400 EL (d†) 2⅛″SQ | 1943 Newport News S.B. & D.D. Co.—N.Ns<br>461′ 9″ 73′ 2″ 16′ 7″<br>437′ 9″ 72′ 0″ 37′ 0″ conv —<br>B176′ upperB116′ 2 dks intermediate dk<br>NS 2BH to U dk, 13 to 2nd dk at sides<br>rf nil WB5831t incl. DTsf2788t DTsa2367t | TS Ferry | 4 S Turb sr geared to 2 sc. shafts<br>7000shp 1223t (o.f)<br>Newport News S.B. & D.D. Co. N.Ns<br>2WTB 250℔ hs12032<br>2×150kW 220V d.c. 13½k |
| 640578<br>YTUC | **CEMENT**<br>**Obalna Plovidba "Vela Luka"**<br>Vela Luka Yugoslav | 106<br>75<br>— | JR | 1946 Cant. Nav. Felszegi—Tri<br>98′ 2″ 17′ 6″ 7′ 6″<br>17′ 4″<br>1 dk | M | Oil 4SA 3Cy.<br>Klöckner-Humboldt-Deutz |
| 506704<br>LDBU | **CEMENT 5**<br>exWasa<br>**A/S Christiania Portland-Cementfabrik**<br>Oslo Norwegian | 220<br>129<br>226 | NV | 1901 Thorskogs M/V—Thorskog<br>125′ 2″ 22′ 6″ 8′ 9″<br>119′ 5″<br>1 dk<br>R len 61 | M Cement Carrier Mchy.aft<br>1 Ho 72¼′<br>4 Ha (each 2′×2′) | Oil 2SA 6Cy. 220×320 mm<br>330bhp NE56 (d.o)<br>A/S Bergens M/V Bgn<br>1×7½kW 220V d.c.<br>Controllable pitch propeller |
| 506705<br>LMIT | **CEMENT 8**<br>**A/S Christiania Portland-Cementfabrik**<br>Oslo Norwegian<br>Now **BIG** See New Entries No. 3 | 110<br>37<br>— | NV | 1947 Glommens M/V—Fks<br>*86·4′* 20′ 10″ 9′ 0″<br>… … …<br>1 dk | M Tug | Oil 4SA 8Cy. 290×420 mm<br>500bhp NE53 (d.o)<br>Masch. Kiel A.G. Kel<br>1×11½kW 115V d.c.<br>Thw. thrust propeller |
| 671890 | **CEMENTADOR**<br>**Naviera Alvargonzalez and S.A. Tudela-Veguin**<br>Gijón Spanish<br>For later particulars see New Entries No. 5 | 2465<br>—<br>2800 | **100A1**<br>Class contemplated | Empresa Nacl. "Bazan"—Cdz<br>277′ 4″ 41′ 9″ 19′ 1″<br>252′ 6″ 41′ 8″ 22′ 2″ | D-E Mchy.aft | 2 Vee Oil 4SA each 16Cy. 185×200 mm geared to 2 elec. motors & sc. shaft<br>Maybach Friedrichshafen |
| 672147<br>HOLH | **CEMENTIA**<br>**Bamburi Tankers Holding Ltd.**<br>Panama Panamanian<br>For later particulars see New Entries No. 1 | 3373<br>1708<br>— | **100A1**<br>Class contemplated | Deutsche Werft A.G.—Ham<br>349′ 9″ 51′ 0″ 22′ 1½″<br>328′ 1″ 50′ 10″ 27′ 5″ | M Cement Carrier Mchy.aft | 2 Oil 4SA each 8Cy. 400×580 mm geared to sc. shaft<br>Klöckner-Humboldt-Deutz Kln |
| 506706<br>ILJT<br>3240<br>Df Esd<br>Rdr<br>RTm | **CEMENTIERE**<br>exSunnanvik-61 exVika I-59<br>exHelga Cords-46<br>**Cementir S.p.A.**<br>**"Sidermar" S.p.A.**<br>Genoa Italian | 1401<br>740<br>1395 | RI | 1944 A/B Ekensbergs Varv—Skm<br>240′ 8″ 35′ 8″ 14′ 10⅜″<br>223′ 9″ 35′ 6″ 15′ 3″<br>P53′ Q102′ F30′ 2 dks<br>R<br>rf nil | M Cement Carrier Mchy.aft<br>3 Ho 16½′, 32′, 52¼′<br>G.89000 B.85000<br>1 Ha (13¾′×16½′)<br>Der 1(3½) | Oil 2SA 6Cy. 340×570 mm<br>845bhp Emade42fitted44 64t (d.o)<br>Atlas-Diesel Skm<br>3×88, 30 & 8kW 230/250/126V d.c.<br>1×157kW 400V 50c/s a.c. 11½k |
| 506707<br>LDTW<br>Df Esd<br>Gc Rdr<br>RTm | **CEMENTINE**<br>**A/S Dalen Portland-Cementfabrik**<br>Kr. Jebsen<br>Brevik Norwegian | 900<br>376<br>1186 | NV | 1960 A/S Langesunds M/V—Langesund<br>209′ 7″ 35′ 7″ 13′ 9¾″<br>190′ 8″ 35′ 6″ 15′ 0″<br>1 dk<br>rf 2″ | M Cement Carrier Mchy.aft<br>Self-unloader<br>2 Ho 33½′, 47¼′<br>G.32800<br>3 Ha (stl) (7¾′×7¾′) (23½′ comb., 23½′ comb.×7¼′)<br>2W Der 2(3) | 2 Oil 4SA each 7Cy. 250×360 mm geared to sc. shaft<br>1050bhp 67½t (d.o)<br>A/S Bergens M/V Bgn<br>2×280kW 380V 50c/s a.c. 12k |
| 506708<br>VDCW<br>160732<br>Df Esd<br>Gc Rdr<br>RTm/h | **CEMENTKARRIER**<br>**Canada Cement Transport Ltd.**<br>Montreal Canadian | 2415<br>1220<br>3210 | **BS**✻ Lake SS 4/67<br>with fbd Great Lakes & Gulf of St. Lawrence service also to Halifax N.S.<br>**MBS**✻<br>MN160 CT1755 C28 | 1930-7 Furness S.B. Co. Ltd.—Haverton Hill<br>307′ 6″ 43′ 5″ 15′ 7″<br>302′ 6″ 43′ 2″ 20′ 0″<br>F35′ 1 dk<br>RW 3BH<br>rf 1″ WB1635t incl. DTm684t | D-E Mchy.aft<br>Self-unloader<br>4 Ho 46′, 48′, 18′, 54′<br>14 Ha (9 each 18½′×12′) (2 each 13′×11½′) (2 each 12½′×12′) 1(18½′×10½′) | 2 Oil 2SA each 4Cy. 340×570 mm 1000bhp driving 2 gen. each 360kW 440V d.c. connected to 2 elec. motors 775shp (CC) & sc. shaft 70t (d.o)<br>Atlas Diesel Co. Skm<br>db 75℔ wtdb 65℔ ✻nwtdb2/52<br>2×30kW 220V d.c. 8k |

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| 506709<br><br><br>Df Esd<br>Gc | **CEMENTOS No. 1**<br>exPulaski–67<br>**Cementos California S.A.**<br>Ensenada Mexican | 198<br>135<br>— | | | 1927 American Brown Boveri Corp.—Camden<br>*116·2'* 24' 1" 10' 7"<br>115' 6" 24' 0" 12' 3"<br>R | TM Tug | 2 Oil<br>NE47<br>General Motors Corp. |
| 540759<br>HOSU<br><br>Df Esd<br>Gc Rdr<br>RTh | **CEMENTOS PONCE**<br>exOmar Express–67 exHera–63<br>exBeaverhead–47<br>**Caribbean Cement Carriers Corp.**<br>Panama Panamanian | 3617<br>1990<br>5032 | | AB | 1944 Kaiser Cargo Inc.—Richmond<br>338' 8" 50' 1" 21' 0½"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref CSD Mchy.aft<br>2 Ho each 78½'<br>B.219320 In.9000<br>3 Ha (each 40½'×20')<br>12W Der 1(30) 1(20) 10(5) 2(1½) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp<br>Nordberg Mfg Co.<br>2×250kW 220V d.c. |
| 660080<br>EETV<br><br>Df Esd<br>Rdr | **CEMENTOS REZOLA GALICIA**<br>**Cementos Rezola S.A.**<br>San Sebastian Spanish | 943<br>574<br>1660 | ✠100A1<br>✠LMC<br>MN220 | EL I | 1966–9 Ast. de T. Ruiz de Velasco S.A.—Bbo<br>212' 6" 33' 0" 16' 0½"<br>192' 6" 32' 10" 19' 6"<br>F23' 1 dk<br>RW NS 4BH<br>rf nil WB424t | M Cement Carrier Mchy.aft<br>2 Ho each 49½'<br>4 Ha<br>Der 1(3) | Oil 4SA 8Cy. 270×500 mm<br>1100bhp Werkspoor<br>Naval-Stork-Werkspoor<br>2×32kW 380V 50c/s a.c. |
| 506711<br>EEHI<br><br>RTm | **CEMENTOS REZOLA No. 2**<br>exItxas Zuri–39<br>exCementos Rezola No. 2<br>exAmatxu Begoñakoa<br>exMaria Elena<br>**Cementos Rezola S.A.**<br>San Sebastian Spanish | 552<br>208<br>650 | ✠Classed LR until 3/39 | | 1919–4 Ast. Ardanaz S.A.—Bbo<br>*166·3'* 26' 1" 12' 6"<br>25' 11"<br>Q86' B16' F24' 1 dk Well dk<br>R | S<br>2 Ho 42½', 46'<br>G.16000<br>1 Ha (24½'×13½')<br>Der 2(2) 2(1½) | T 3Cy. 12½" 20½" & 33"×23½"<br>480ihp Emade17refitted36<br>Flensburger Schiffs. Ges.<br>2×4kW 60V d.c. |
| 650474<br>EERV<br><br>Df Esd<br>RTm | **CEMENTOS REZOLA TRES**<br>**Cementos Rezola S.A.**<br>San Sebastian Spanish | 943<br>574<br>1320 | ✠100A1<br>✠LMC<br>MN220 | EL I | 1965–8 Ast. de T. Ruiz de Velasco S.A.—Bbo<br>212' 6" 33' 0" 15' 10½"<br>192' 6" 32' 10" 19' 6"<br>F23' 1 dk<br>NS 4BH<br>rf 4" | M Cement Carrier Mchy.aft<br>2 Ho each 52½'<br>2 Ha (stl) (each 3½'×6½')<br>Der 1(3½) | Oil 4SA 8Cy. 270×500 mm<br>1100bhp Werkspoor<br>Soc. Española de Const. Nav.<br>2×40kW 220/380V 50c/s a.c. |
| 506712<br>LLUW<br><br>Df Esd<br>Gc Rdr<br>RTm | **CEMENTUS**<br>**A/S Dalen Portland-Cementfabrik**<br>Kr. Jebsen<br>Brevik Norwegian | 993<br>452<br>1370 | | NV | 1963 A/S Ankerløkken Verft—Florø<br>216' 10" 38' 6" 14' 0"<br>196' 9" 38' 5" 15' 0"<br>P55' B24' F28' 1 dk<br>rf 2" | M Cement Carrier Mchy.aft<br>2 Ho 43½', 57'<br>G.46000 B.38880<br>2W Der 1(3) 1(1½) | 2 Oil 4SA each 8Cy. 250×<br>geared to sc. shaft<br>1200bhp<br>A/S Bergens M/V<br>2×450kW 380V 50c/s a.c. |
| 506714<br><br>68<br>Rdr | **CENGELKÖY**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 515<br>305<br>— | | AB | 1956 Denizcilik Bankasi T.A.O.—Istinye<br>152' 5" 28' 5"<br>141' 1" 28' 4½" 11' 4"<br>1 dk | TM Ferry | 2 Oil 4SA each 5Cy. 9¾"×13¾"<br>930bhp<br>Burmeister & Wain |
| 506715<br>ILLD<br>3168 | **CENISIO**<br>exBP 52–59 exMil 52–55<br>exChant 1–46<br>**Ottavio Novella**<br>Genoa Italian | 396<br>187<br>465 | ✱Classed BC until 11/59 | RI | 1944–2 Henry Scarr Ltd.—Hessle<br>147' 7" 27' 1" 10' 0½"<br>141' 0" 27' 0" 11' 0"<br>P38' F14' Trunk 82' 1 dk | M Tanker Mchy.aft<br>16 Ta<br>L.18216 HeCls. C | Oil 2SA 4Cy. 265×345 mm<br>220bhp<br>Crossley Bros. Ltd. |
| 541064<br>GLRU<br>303899<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CENTAUR**<br>**Ocean Steam Ship Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | 8262<br>4409<br>2994 | ✠100A1<br>DTf—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN3300 | SS 2/68<br>EL e†2¼"SQ | 1964–1 John Brown & Co. (Clydebank) Ltd.—Cly<br>~~480' 9"~~ 66' 3" 26' 4½" 480' 9" (incl.BB)<br>437' 1" 66' 0" 38' 9"<br>Ba250' F43' 1 dk & S dk, 3rd dk except in No. 5 hold, 4th dk in Nos. 3 & 4 holds<br>Coll BH to S dk 7 to 2nd dk<br>rf 9" DK fwd WB1857t incl. DTmf545t DTsf282t | TM (190P) Ref OSD<br>5 Ho 40½', 58½', 60', 65', 32½'<br>In.47130<br>5 Ha (stl) (22½'×16') (27½', 27½', 23'×18') (10'×16')<br>Cr 3(3) Der 10(5) | 2 Oil 2SA each 11Cy. 500×1<br>16500bhp<br>Burmeister & Wain<br>AuxB 125lb (ex.g) 130lb<br>4×400kW 440V 60c/s a.c. |
| 641714<br>USNZ<br>M-24865<br>Df Esd<br>Gc Rdr<br>RT | **CENTAUR**<br>**U.S.S.R.**<br>Kaliningrad Russian | 2435<br>1070<br>887 | | | 1962 Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" 16' 1"<br>233' 0" 42' 2" 23' 0" | M Stern Trawling Factory Ship<br>3 Ho<br>In.20130<br>3 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht<br>4×270kW 220V d.c. |
| 506716<br>DDQI<br><br>Rdr<br>RTv | **CENTAUR**<br>**Norddeutscher Lloyd**<br>Bremen W. German | 160<br>—<br>— | | GL | 1958 Jadewerft G.m.b.H.—Wilhelmshaven<br>97' 0" 26' 0" 10' 0"<br>86' 4" 24' 8" 12' 6"<br>1 dk | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Klöckner-Humboldt-Deutz<br>2×15kW 230V |
| 506717 | **CENTAURE**<br>exForemost III–35<br>**Société Dumez**<br>Toulon French | *627*<br>*425*<br>— | ✠100A–dredger | Dr 8/64 | 1925–10 Verschure & Co.—Ams<br>*200·2'* 35' 1" 9' 10½"<br>180' 0" 34' 10" 13' 0"<br>1dk<br>R 3BH<br>WB80t | Bucket Dredger<br>9W | ✠ndb 2/48–190lb |

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| 641951<br>TMNB<br>RTh | **CENTAURE**<br>exAmiral de Joinville–64<br>exLord Strickland<br>**Cie. Générale de Géophisique**<br>La Rochelle French | **309**<br>146<br>72 | BV | **1943** Greenport Basin & Construction Co.—Greenport<br>*128·6′* 24′ 7″<br>… … …<br>conv yacht 64 | Wood TM Research Ship (12P)<br>1 Ho 10′<br>1 Ha (stl) (2½′×2½′) | 2 Oil 2SA each 8Cy. 165×180 mm<br>1000bhp 20t (d.o)<br>General Motors Corp. Clv<br>2×30kW 110V d.c. 12k |
| 506718<br>IBQC<br>3278<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CENTAURO**<br>**"ITALSIDER" Alti Forni e Acciaierie Riunite Ilva e Corniglianո S.p.A.**<br>"Sidermar" S.p.A.<br>Genoa Italian | **26365**<br>13898<br>~~46018~~<br>45357 | **✠100A1** SS 4/67<br>**✠LMC**<br>MN3360 EL r†2$\frac{1}{16}$″SQ<br>AB RI | **1962–6** Ansaldo S.p.A.—Spz<br>753′ 10″ 92′ 3″ 38′ 4½″<br>712′ 4″ 91′ 10″ 51′ 7″<br>P131′ F68′ 1 dk<br>RW NS 10BH len 67<br>rf nil WB18848t incl. Topside tanks in holds 6645t DTm1520t DTsf339t | M Bulk Carrier Mchy.aft<br>7 Ho<br>7 Ha<br>Der 2(7) 2(6) 2(1) | Oil 2SA 8Cy. 900×1600 mm<br>16800bhp 2060t (hvf)<br>S.A. Fiat S.G.M. Tur<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×600kW 440V 60c/s a.c. 15k |
| 506719<br>Df Esd<br>Rdr RT | **CENTAURO**<br>**Cia. la Aurora Austral S.A.**<br>Mar del Plata Argentine | **274**<br>139<br>— | | **1961** Kanazashi Zosensho—Shimizu<br>135′ 0″ 23′ 8″<br>117′ 4″ 23′ 7½″ 11′ 4″ | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>Kinoshita Tekkosho Akashi |
| 506721<br>SYDG<br>2015<br>Df Esd<br>Gc Rdr | **CENTAURUS**<br>**Sociedad Transoceanica Canopus S.A.**<br>Piræus Greek | **10493**<br>5912<br>14443 | **✠100A1** SS 6/67<br>strengthened for heavy cargoes<br>**✠LMC**<br>MN1410 EL f†2¼″SQ | **1962–3** J. & K. Smit's Scheepsw.—Kinderdijk<br>516′ 4″ 64′ 3″ 31′ 0⅛″<br>482′ 5″ 64′ 0″ 41′ 10″<br>F53′ 2 dks<br>8BH<br>rf nil WB3638t incl. Tunnel tanks 243t | M CSD Mchy.aft<br>G.786600 B.681980<br>12W Der 12(5) | Oil 2SA 6Cy. 750×1600 mm<br>7050bhp 1296t<br>Gebr. Stork & Co. Hengelo<br>2AuxB (1 o.f 1 ex.g) 100℔ 16½k |
| 671416<br>SPVM<br>Df Esd<br>Gc Rdr<br>RT | **CENTAURUS**<br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gydnia Polish | **2827**<br>1183<br>1450 | PR | **1967** Stocznia Gdanska—Gdk<br>278′ 10″ 45′ 4″ 17′ 0¼″<br>45′ 2″ 29′ 10″<br>2 dks | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>Z.U.T. Zgoda Swi<br>5×250, 250, 250, 250, 24kW 230V d.c.<br>12½k |
| 672264<br>326937 | **CENTENNIAL 3**<br>**Laurence Sweeney Fisheries Ltd.**<br>W. L. Sweeney<br>Yarmouth Canadian | **188**<br>80<br>— | | **1967** A. F. Theriault & Son—Meteghan<br>*96·3′* 24′ 5″<br>… … …<br>1 dk | Wood M Fishing | Oil 10Cy. 5¼″×7¼″<br>800bhp<br>Fairbanks, Morse & Co. Beloit<br>10k |
| 506722<br>5LTX<br>1236<br>Df Esd<br>Rdr | **CENTERPORT**<br>exCittà di Savona–58<br>exRobert Y. Hayne–47<br>**Lloyd's Africa Ltd.**<br>Monrovia Liberian | **7178**<br>4431<br>10874 | AB | **1943** St. Johns River S.B. Co.—Jck<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562000 B.499000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×8″<br>2500ihp 1283t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. |
| 521849<br>KVLN<br>244881<br>Df Esd<br>Gc | **CENTERVILLE**<br>exMallory Lykes–67<br>exRed Rover–47<br>**Chatham Shipping Corp.**<br>Wilmington, Del United States | **6214**<br>3508<br>10595 | AB | **1943** Moore D.D. Co.—Oakland<br>459′ 7″ 63′ 1″ 27′ 8″<br>435 0″ 63′ 0″ 31′ 6″<br>B79′ 2 dks & S dk<br>RW<br>rf nil | S (12P) OSD<br>5 Ho 62′, 60′, 69½′, 70′, 59½′<br>G.612434 B.543182<br>5 Ha (stl) (27′, 32½′, 35′, 30′, 30′×20′)<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 1702t (o.f)<br>General Electric Co. Lyn<br>15½k |
| 506723<br>EDMW<br>Df Esd<br>RT | **CENTOLLO**<br>**Manuel Falque y Cia. S.L.**<br>Cadiz Spanish | **194**<br>72<br>— | BV | **1962** Maritima del Musel S.A.—Gjn<br>108′ 11″ 21′ 5″ 11′ 0″<br>95′ 2″ 21′ 1″ 12′ 4″<br>RW | M Trawler<br>2 Ha (each 3½′×3½′)<br>Der 1 | Oil 4SA 6Cy. 295×420 mm<br>550bhp 55t<br>La Maquinista Terrestre y Mar. Bcl<br>12¾k |
| 542355<br>ILKV<br>156 | **CENTOSCUDI**<br>**Carlo Aversano**<br>Cagliari Italian | **145**<br>44<br>— | RI | **1963** Cant. Nav. G. Ferbo—Naples<br>110′ 0″ 23′ 5″ 4′ 1¼″<br>104′ 2″ 23′ 0″ 8′ 7″<br>1 dk<br>RW | TM Ferry Mchy.aft | 2 Oil 4SA each 6Cy. 240×250 mm<br>500bhp Emade61fitted63<br>Motorenw. Mannheim Mhm |
| 516761<br>6ZUP<br>2611<br>Df Esd<br>Gc Rdr<br>RTm | **CENTRAL AMERICA**<br>exJag Doot–66<br>exCaledonian Monarch–53<br>**World Wide Maritime Co. Ltd.**<br>Monrovia Liberian<br>Now **SAINT FRANCIS** See New Entries No. 4 | **6806**<br>4123<br>10037 | **BS✻** SS 7/67 ~~SS 6/62~~<br>with freeboard<br>**MBS✻**<br>MN450 CT6805 C37 S32 | **1948–6** Caledon S.B. & E. Co. Ltd.—Dun<br>450′ 0″ 56′ 8″ 26′ 1½″<br>425′ 7″ 56′ 6″ 36′ 6″<br>F37′ 2 dks<br>R 7BH<br>WB2953t incl. DT886t | S CSD<br>5 Ho 54½′, 114¼′, 25¾′, 65¼′, 53¾′<br>G.545210 B.498562<br>6 Ha (30¼′, 30¼′, 30¼′, 14′, 35′, 35′×24′)<br>13W Der 1(40) 12(6) | T 3Cy. 24½″ 39″ & 70″×48″<br>2500ihp 1275t (o.f)<br>J. G. Kincaid & Co. Ltd. Grk<br>3 SB 220℔ Spt hs(6726)<br>2×30kW 220V d.c. 10½k |
| 501335<br>BLCS<br>019<br>Df Esd<br>Rdr | **CENTRAL CITY**<br>exAmagi Maru–66<br>**Central Marine Corp.**<br>Keelung China (Taiwan) | **1961**<br>1056<br>3012 | CR (Taiwan) NK | **1948** Nippon Kokan—Shimizu<br>296′ 6″ 41′ 2″ 18′ 5″<br>278′ 8″ 41′ 0″ 21′ 4″<br>P21′ B71′ F28′ 1 dk<br>RW | S Mchy.aft<br>4 Ho<br>G.137317 B.114291<br>4 Ha (32¼′, 21½′, 19½′, 19¼′×16½′)<br>8W | T 3Cy. 16½″ 27$\frac{15}{16}$″ & 47½″×31½″<br>1100ihp 263t (o.f)<br>Hakodate Dock Hak<br>2×15 & 7kW 105V d.c. 10k |
| 535674<br>BLCR<br>057<br>Df Esd<br>Rdr | **CENTRAL OCEAN**<br>exTetsuyo Maru–66<br>**Central Marine Corp.**<br>Keelung China (Taiwan) | **2130**<br>1170<br>2969 | CR (Taiwan) NK | **1941** Harima Zosensho—Aio<br>288′ 7″ 42′ 10″ 17′ 4″<br>272 4″ 42′ 8″ 20′ 0″<br>P86′ F33′ 1 dk<br>R | S Mchy.aft<br>2 Ho 64¾′, 100¾′<br>G.135637 B.128791<br>2 Ha (29¾′, 85¼′×21¼′)<br>8W Der 1(8) 2(10) | T 3Cy. 16$\frac{9}{16}$″ 27$\frac{9}{16}$″ & 45¼″×31½″<br>1600ihp 211t (o.f)<br>Harima Zosensho Aio<br>2×12 & 7kW 105V d.c. 10½k |

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|---|---|---|---|---|---|---|---|---|
| 506724<br>KDZX<br>247528<br>Df Esd<br>Gc | **CENTRAL VICTORY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7636<br>4615<br>10681 | | <br><br>AB | 1945 Permanente (Shpyd No. 2)—Richmond<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 506725<br>MWGB<br>186294<br>Pfd | **CENTRICITY**<br><br>**F. T. Everard & Sons Ltd.**<br>London British | 655<br>329<br>— | ✠100A1<br><br>✠LMC<br><br>MN100 | SS 8/68 ~~SS 7/64~~<br><br><br><br>EL I | 1955–9 Clelands (Successors) Ltd.—Wal<br>191' 6" 28' 4" 11' 8¾"<br>178' 0" 28' 0"<br>P42' Q114' F19' 1 dk<br>RW NS 3BH<br>rf 3" WB291t | M Mchy.aft<br><br>G.41561 B.37923<br><br>2W Der 2(1½) | | Oil 2SA 5Cy. 320×425 mm<br>500bhp ✠NEmade<br>Newbury Diesel Co. Ltd. |
| 506726<br>GVVM<br>187499<br>Df Pfd | **CENTURITY**<br><br>**F. T. Everard & Sons Ltd.**<br>London British | 770<br>389<br>885 | ✠100A1<br><br>✠LMC<br><br>MN120 | SS 5/66<br><br><br><br>EL j 1$\frac{1}{16}$"SQ | 1956–11 Goole S.B. & R. Co. Ltd.—Goo<br>204' 0" 30' 3" 11' 10½"<br>190' 0" 30' 0"<br>P45' Q129' F19' 1 dk<br>RW NS 3BH<br>rf 3" WB360t | M Mchy.aft | | Oil 2SA 6Cy. 320×425 mm<br>600bhp<br>Newbury Diesel Co. Ltd. |
| 506727<br><br>196750<br>Esd Rdr<br>RTv | **CENTURY**<br><br>**Howard Smith Industries Pty Ltd.**<br>Melbourne British | 4245<br>2054<br>5697 | ✠100A1<br><br>✠LMC<br><br>MN460 | CS 12/64<br><br><br><br>EL w 1$\frac{13}{16}$"SQ | 1956–9 Hall, Russell & Co. Ltd.—Abn<br>356' 0" 50' 6" 22' 4½"<br>335' 0" 50' 3" 26' 6"<br>Q210' F30' 1 dk<br>RW NS 6BH<br>rf 3" WB1388t incl. Topside tanks 363t | M Mchy.aft<br>4 Ho 50½', 57½', 57½', 54½'<br><br>4 Ha (stl) (27½'×24') (31', 31', 31'×32')<br>8W Der 8(5) | | Oil 2SA 3Cy. 560×2160 mm<br>2300bhp Doxford<br>Ailsa S.B. Co. Ltd.<br>db 100lb<br>4×100kW 220V d.c. |
| 506728<br>5MBO<br>1436<br>Df Esd<br>Gc Rdr | **CEPHALONIA**<br><br>**Primera Cia. Armadora S.A.**<br>Monrovia Liberian | 24333<br>15024<br>40717 | | <br><br>AB | 1959 Mitsubishi Hvy Ind. Reorg.—Kob<br>700' 11" 95' 9" 36' 2½"<br>666' 0" 95' 6" 47' 11"<br>P130' B40' F75' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>31 Ta<br>L.1878733 | <br><br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19500shp Westinghouse<br><br>Mitsubishi Hvy Ind. Reorg. |
| 513365<br>DGMD<br><br>Df Esd | **CEPHEUS**<br>exGorch Fock–65<br>**Walter Brey**<br>Hamburg W. German | 272<br>123<br>414 | | <br><br>BV | 1938 Büsching & Rosemeyer—Minden<br>*142·3'* 22' 11" 8' 0½"<br>22' 9" 9' 8"<br>P31' F17' 1 dk<br>R len 50 | M<br><br>G.19500 B.17674<br>2 Ha<br>2W | | Oil 4SA 4Cy. 285×420 mm<br>150bhp<br>Motorenw. Mannheim |
| 640579<br>YTJG | **CER**<br>exIstrazivac<br>**Kombinat "Velebit"**<br>Rijeka Yugoslav | 166<br>81<br>— | | <br><br>JR | 1957 Brodogradiliste Punat—Punat<br>102' 0" 23' 11" 8' 3"<br>23' 9"<br>1 dk | Wood M | | Oil 4SA 7Cy. 266×410 mm<br><br>Ansaldo Stab. Mecc. |
| 506733<br>PKGM | **CERAM**<br>exSuzanne–52<br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 511<br>317<br>750 | | | 1951 Kalmar Varv—Kal<br>159' 1" 30' 7" 13' 1"<br>30' 5"<br>P42' F28' 1 dk | M Mchy.aft<br><br>G.32800 B.30000<br><br>2W | | Oil 2SA 7Cy. 250×420 mm<br><br>Nydqvist & Holm A/B |
| 506734<br>GFLM<br>182344<br>Df Esd<br>Gc Rdr<br>RTv | **CERAMIC**<br><br>**Shaw Savill & Albion Co. Ltd.**<br>Southampton British | T.Mk<br>12124<br>5847<br>11399<br>15067<br>7738<br>12397 | ✠100A1<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC | CS 8/65<br><br><br><br>EL ‡2⅜" | 1948–10 Cammell Laird & Co Ltd.—Bkn<br>561' 0" 72' 3" ~~29' 6¼" 30' 0¼" —/30' 0¾"~~<br>530' 11" 72' 0" 43' 5" 29' 7"/30' 8¼"<br>P64' B244' F71' 3 dks, 4th dk in Nos. 2 & 3 holds<br>RW 6BH to U dk 2 to 2nd dk<br>rf 6" WB3961t incl. Tunnel tanks 1473t DTf326t | TS (95P) Ref<br>6 Ho 76½', 79½', 62½', 59½', 59½', 39¾'<br>G.157178 B.147656 In.514386<br>6 Ha (16¾', 32¾'×16¾') (21¾', 21¾'×17½') (24½'×16¾') (16½'×17½')<br>21W Der 1(50) 8(12) 5(7) 8(5) | | 6 S Turb HP & IP dr geared geared to 2 sc. shafts<br>18400shp<br>Cammell Laird & Co. Ltd.<br>2WTB 570lb Spt 520lb<br>db 130lb sg 140lb<br>4×500, 500, 480, 480kW |
| 507785<br>ELSC<br>566<br>Df Esd<br>Gc RT | **CERBERUS**<br>exDefiant Spirit–67<br>exCalgary–65<br>exCommonwealth–64<br>exPan-Massachusetts–55<br>**Cerberus Steamship Corp.**<br>Monrovia Liberian | 18671<br>14573<br>31364 | <br><br><br><br><br><br><br>**BROKEN UP** | <br><br>AB | 1955 (Fwd & cargo section) Nat. Bulk Carriers Inc. (Kure Shpyd Div )—Kur<br>1943 (Aft) Welding Shpyds Inc.—Norfolk, Va<br>646' 8" 84' 3" 34' 1½"<br>628' 0" 84' 0" 46' 3"<br>P85' B47' F88' 1 dk<br>RW<br>rf 5½" | S Tanker Mchy.aft<br>33 Ta<br>L.1577990 | <br><br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>9430shp<br>Allis-Chalmers Mfg Co. |
| 506735<br>ILLJ<br>60 | **CERBOLI**<br>exCicciolina<br>**Roberto Martinetti**<br>Olbia Italian | 300<br>163<br>444 | | <br><br>RI | 1886 R. Duncan & Co. Ltd.—Gls<br>141' 0" 24' 2"<br>134' 6" 24' 0" 12' 11"<br>1 dk<br>R | TM<br>1 Ho | | 2 Oil 4SA each 6Cy.<br>360bhp NE47<br>S.A. Ansaldo |
| 506736<br>CSMF<br>H414<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CERCAL**<br><br>**SOPONATA Soc. Portuguesa de Navios Tanques Ltda.**<br>Lisbon Portuguese | 11079<br>6600<br>16584 | ✠100A1<br>oil tanker<br>✠LMC<br>■<br>MN1200 | Dr 8/65<br><br><br><br>EL g† | 1952–9 John Cockerill S.A.—Hbk<br>538' 0" 69' 2" 29' 9½"<br>502' 0" 68' 11" 38' 0"<br>P93' B31' F68' 1 dk<br>RW 15BH<br>rf 3½" WB965t incl. DTf800t | M Tanker Mchy.aft<br>22 Ta<br>L.790878<br><br>Der 5(5) 1(3) | <br><br>HeCls.BC | Oil 2SA 7Cy. 740×1400 mm<br>6000bhp B&W<br>John Cockerill S.A.<br>2 AuxB 185lb Spt<br>3×60kW 110V d.c. |

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|---|---|---|---|---|---|---|---|
| 506737<br>GHJB<br>302665<br>Esd Gc<br>Pfd Rdr<br>RTm/h | **CERDIC FERRY**<br>**Atlantic Steam Navigation Co. Ltd.**<br>London British | 2455<br>1072 ~~1118~~<br>1529 | ✠100A1<br>European service south of 61° N. also Mediterranean<br>✠LMC<br>MN800 | SS 3/65<br>EL w1$\frac{13}{16}$"SQ | **1961**–5 Ailsa S.B. Co. Ltd.—Trn<br>361' 5" 55' 1" 12' 8¼"<br>339' 0" 52' 6" 32' 6"<br>B128' 1 dk & S dk<br>RW Coll BH to S dk 12 to 2nd dk<br>rf 6" WB751t incl. DTsa235t DTsf247t | TM Ferry (35P) OSD<br>1 Ho 320'<br>1 Ha (stl) (36'×14')<br>Cr 1(20) | 2 Vee Oil 4SA each 16Cy. 9¾"×10½" with flexible coupling & sr reverse gear<br>4000bhp 258t (d.o)<br>Davey Paxman & Co. Ltd. Col<br>db 60℔<br>4×150kW 220V d.c. 14k |
| 660308<br>OZOU<br>Df Esd<br>Pfd Rdr<br>RTm | **CEREAL**<br>**Rederiet af 10.11.1964**<br>V. Simonsen<br>Århus Danish | 300<br>182<br>748 | | BV | **1965** Frederikshavns V & T. A/S—Fkn<br>178' 0" 31' 6" 11' 0"<br>158' 10" 31' 2" 11' 1"<br>P37' F130' 1 dk & S dk<br>rf 6" | M OSD Mchy.aft<br>1 Ho 111½', 1 TwD 115½'<br>G.55575 B.50746<br>1 Ha (stl) (81½'×19¾')<br>2W Der 1(3–5) 1(3) | Oil 2SA 6Cy. 240×400 mm<br>499bhp 40t (d.o)<br>Alpha-Diesel A/S Fkn<br>2×24kW 380V 50c/s a.c.<br>Controllable pitch propeller 10k |
| 540876<br>Df Esd<br>Gc | **CERES**<br>exAlnfield–67 exSello Rojo–64<br>exMarine Rice Queen–63<br>exArmonk–60<br>exTrojan Trader–56<br>exPeconic Bay–52<br>exClifford E. Ashby–51<br>**Action S.A.**<br>Buenos Aires Argentine | 7365<br>5007<br>10618 | | AB | **1945** Todd-Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>RW | S<br>Self-unloader<br>G.562608 B.492573<br>10W Der 1(50) 1(15) | T 3Cy. 24½" 37" & 70"×48"<br>1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>10½k |
| 506740<br>5MDD<br>1477<br>Df Esd<br>Gc Rdr | **CERES**<br>exSunwhit–60<br>exWellington Park–48<br>**Pacific Trading & Navigation Ltd.**<br>Monrovia Liberian | 6853<br>4119<br>10713 | **BS✱**<br>**MBS✱**<br>MN450 | SS 9/66<br>CT6762 C37 S33 | **1944**–11 United Shpyds Ltd.—Mtl<br>440' 2" 57' 2" 27' 8½"<br>417' 6" 56' 10" 37' 4"<br>2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>WB1460t incl. DT795t | S CSD<br>G.585858 B.549210<br>10W Der 1(50) 1(30) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1709t (o.f)<br>Dominion Eng. Wks Ltd. Mtl<br>3 SB 220℔ Spt hs(7140)<br>✠NB(p)made43refitted55 10k |
| 506741<br>PDKA<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CERES**<br>**Koninkl. Nederl. Stoomb. Maats. N.V.**<br>Amsterdam Netherland | 6235<br>3516<br>7657 | | BV<br>len 67 | **1959** C. v.d. Giessen—Krimpen<br>456' 10" 57' 10"<br>57' 6" 31' 5"<br>P30' F37' 2 dks<br>RW<br>rf 4" | M (12P) Ref CSD<br>4 Ho 45', 87¾', 85¼', 75¾'<br>G.400000 B.366000 In.1396<br>4 Ha (stl) (25¾'×16½') (55½', 55½'×19¾') (38½'×19')<br>12W Der 1(75) 1(30) 4(9) 6(6) 2(3) | Oil 2SA 7Cy. 630×1350 mm<br>6000bhp (hvf)<br>Gebr. Stork & Co. Hengelo<br>3×170kW 220V d.c. 17½k |
| 505428<br>DIMH<br>Df Esd<br>Gc Rdr<br>RT | **CERES**<br>exBrunswick–65<br>**Cimbria Reederei A.G.**<br>Flensburg W. German | **3194**<br>1377<br>2657 | | GL | **1956** H. C. Stülcken Sohn—Ham<br>422' 7" 52' 0" 19' 11"<br>397' 0" 51' 10" 28' 4"<br>F373' 1 dk & S dk<br>RW | M Cattle Carrier OSD<br>8W Der 5(3) | Oil 2SA 7Cy. 680×1250 mm<br>4200bhp 875t (d.o)<br>Waggon & Maschb. Ham<br>5×370, 370, 225, 225, 225kW 220V 17k |
| 506742<br>OFSB<br>1115<br>Df Esd<br>Gc Rdr<br>RT | **CERES**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | **1347**<br>599<br>1737 | **✠100A1**<br>Str. nav. ice<br>**✠LMC**<br>MN220 | SS 7/64<br>EL o | **1952**–7 "De Merwede" v/h v. Vliet & Co.—Hxd<br>248' 10" 37' 2" 15' 11¼"<br>227' 0" 37' 1" 18' 1"<br>P80' F28' 1 dk<br>RW 4BH<br>WB297t incl. DTf96t | M Mchy.aft<br>G.84860 B.79845<br>2 Ha (32¼', 57¼'×19½')<br>6W | Oil 4SA 8Cy. 390×680 mm<br>1100bhp 85t<br>N.V. Werkspoor Ams<br>~~db 105℔~~ 11k |
| 506743<br>PUZI<br>Df | **CERES**<br>exDouro–57<br>**Navegacao Savonia S.A.**<br>Rio de Janeiro Brazilian | **1150**<br>552<br>1600 | | BV | **1948** James Lamont & Co. Ltd.—P.Gl<br>236' 0" 36' 7" 14' 10⅝"<br>36' 5"<br>P23' B106' F23' 1 dk | S<br>G.102052 B.93407 | C 4Cy. (2) 11⅝" & (2) $27\frac{3}{16}$"×$25\frac{3}{16}$"<br>(o.f)<br>Thunes M/V A/S Osl<br>10¾k |
| 538952<br>PDJS<br>Df Esd<br>RTm | **CERES**<br>exTrude-K.–65<br>**K. W. Schuitema**<br>Kamp's Scheepv. & Handel Maats.<br>Groningen Netherland<br>Now **NEREUS** See New Entries No. 3 | 293<br>163<br>365 | | BV | **1951** Gebr. Coops Scheeps.—Hgz<br>*131·1'* 22' 10" 8' 9½"<br>… … …<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 83½'<br>G.16500 B.15500<br>2 Ha (27', 32½'×13¾')<br>Der 2(2) | Oil 4SA 3Cy. 290×450 mm<br>195bhp 16t (d.o)<br>Appingedammer Brons. Apg<br>9k |
| 506748<br>OXZN<br>Df | **CERESIO**<br>exJellicoe<br>**I/S Bothe & Hermansen**<br>~~H. Hermansen~~ Kristian Bothe<br>Marstal Danish | 358<br>188<br>460 | ✠ | BV | **1915**–6 Cook, Welton & Gemmell Ltd.—Bev<br>156' 4" 25' 1" 13' 9"<br>… … …<br>Q76' F22'<br>R conv trawler 48<br>BK7½" | M<br>1 Ho 76'<br>G.24700 B.22500<br>2 Ha (each 31'×14')<br>2W | Oil 2SA 4Cy. 230×400 mm<br>240bhp NE48 21t<br>Burmeister & Wain Cpn<br>9k |
| 506749<br>GSSJ<br>186145<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CERINTHUS**<br>**Hadley Shipping Co. Ltd.**<br>Warwick & Esplen Ltd.<br>London British | **12174**<br>7149<br>~~18027~~<br>18877 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | ~~SS 5/63~~<br>TD 4/66<br>SS 12/67<br>EL h†2$\frac{9}{16}$"SQ | **1954**–11 Harland & Wolff Ltd.—Bel<br>555' 8" 69' 5" ~~29' 8½"~~ 30' 8"<br>530' 0" 69' 3" 39' 0"<br>P116' B52' F50' 1 dk<br>16BH<br>rf 3½" WB1239t incl. DTf920t | S Tanker Mchy.aft<br>33 Ta<br>L.891200 HeCls. BC<br>Der 3(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>8250shp 1646t (o.f)–48pd<br>Harland & Wolff Ltd. Bel<br>2WTB 565℔ Spt 555℔ 800°F. hs(12836)<br>sg 135℔<br>2×550kW 450V 60c/s a.c. 14½k |
| 670857 | **CERRAHZADE**<br>exNazar–58 exReykjafoss–49<br>exKatla–45 exManchioneal–34<br>**Zeki ve Ziya Sönmez Izzet Kirtil**<br>Istanbul Turkish | **1656**<br>1004<br>2010 | | | **1911** Burmeister & Wain—Cpn<br>265' 0" 35' 7" 17' 0"<br>… … …<br>2 dks | S CSD<br>2 Ho<br>G.94155 B.86500<br>4 Ha<br>4W Der 6(2) | T 3Cy. 17" 28" & 46"×42"<br>Burmeister & Wain Cpn<br>10k |

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|---|---|---|---|---|---|---|---|
| 506751<br>JWTJ<br><br>Df Esd<br>Gc Rdr<br>RT | **CERRO ALTAMIRA**<br><br>**Skibs A/S Vorma**<br>Torvald Klaveness<br>Oslo Norwegian<br>Now **ALTAMIRA** See New Entries No. 8 | 12380<br>7248<br>18750 | ✠100A1<br>ore carrier<br>✠LMC<br><br>MN1500 | SS 2/67<br><br><br><br>EL I†2¼"SQ | 1958–4 Eriksbergs M/V A/B—Got<br>582' 10" 70' 0" 29' 11½"<br>550' 0" 69' 9" 39' 3"<br>P116' F74' 1 dk<br>6BH<br>rf 1" WB18715t | M Ore Carrier Mchy.aft<br>3 Ho<br>G.402765<br>10 Ha (each 23¼'×30½')<br>2W Der 2(5) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W<br>Eriksbergs M/V A/B<br>2AuxB (1 o.f 1 ex.g) 114lb |
| 506752<br>LARH<br><br>Df Esd<br>Gc Rdr<br>RT | **CERRO BOLIVAR**<br><br>**Skibs A/S Vorma**<br>Torvald Klaveness<br>Oslo Norwegian<br>Now **BOLIVAR**<br>See New Entries No. 8 | 12380<br>7263<br>18650 | ✠100A1<br>ore carrier<br>✠LMC<br><br>MN1500 | SS 6/64<br><br><br><br>EL (I†)2¼"SQ | 1955–1 Eriksbergs M/V A/B—Got<br>582' 10" 70' 0" 29' 11"<br>526' 7" 69' 8" 39' 3"<br>P117' F74' 1 dk<br>NS 7BH<br>WB19227t incl. DTf777t | M Ore Carrier Mchy.aft<br><br>G.411000<br>11 Ha (14¾'×26½') (23½', 23½', 23½', 23½', 35', 35', 23½', 23½', 23½'×30½') | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp<br>Eriksbergs M/V A/B<br>AuxB 114lb e (ex.g) 114lb |
| 652059<br>CLGG<br><br>Df Esd<br>Gc Rdr<br>RT | **CERRO PELADO**<br><br>**Republica de Cuba**<br>Havana Cuban | 7000<br>3693<br>—<br>9390<br>5238<br>13100 | ✠100A1<br>strengthened for heavy cargoes, DTsf veg. oil<br>Ice Class 2<br>✠LMC<br>✠**Lloyd's RMC**<br>MN1920 | <br><br><br><br><br><br>EL e†2¼"SQ | 1966–3 Ast. de Cadiz—Cdz<br>514' 7" 64' 9" 26' 3"/29' 9½"<br>470' 0" 64' 6" 38' 6"<br>Ba148' F48' 1 dk & S dk<br>RW Coll & mchy. space BH to S dk 5 to 2nd dk<br>rf 3" WB2500t | M Ref OSD/CSD<br><br>In.34398 | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Empresa Nacional "Elcano"<br>AuxB 100lb<br>3×300kW 440V 60c/s a.c. |
| 672852<br>GWSA | **CERVANTES**<br><br>**MacAndrews & Co. Ltd.**<br>London British<br>For later particulars see New Entries No. 2 | 1520<br>—<br>— | 100A1<br>Class contemplated | | Grangemouth Dkyd Co. Ltd.—Gmh<br>301' 4" 44' 4" 15' 10"<br>275' 0" 44' 0" 24' 6" | M Ref Mchy.aft | Oil 4SA 9Cy. 520×740 mm<br><br>Masch. Augsburg-Nürnberg |
| 506753<br>GDPM<br>180997<br>Rdr<br>RTm | **CERVIA**<br>exEmpire Raymond–47<br>**London Tugs Ltd.**<br>**Ship Towage (London) Ltd.**<br>London British | 233<br>—<br>— | ✠100A1<br>tug<br>✠LMC | SS 6/67<br><br><br><br>EL (d) | 1946–5 A. Hall & Co. Ltd.—Abn<br>112' 10" 27' 1" 11' 7¾"<br>105' 0" 27' 0" 12' 6"<br><br>R 3BH<br>BK7½" WB29t | S Tug | T 3Cy. 16" 25" & 40×27"<br>700ihp<br>A. Hall & Co. Ltd.<br>SB 190lb hs(2904) 3cf<br>1×10kW 110V d.c. |
| 521229<br>ICVI<br>3333<br>Df Esd<br>Gc Rdr<br>RT | **CERVINIA**<br>exLorenzo Marcello–64<br>**"Italnavi" Soc. di Navigazione per Azioni**<br>Compagnia Marittima Carlo Cameli<br>Genoa Italian | 8612<br>5224<br>11572 | | <br><br>AB RI | 1959 Cant. Nav. Breda—Ven<br>477' 5" 62' 5" 28' 11¾"<br>449' 7" 62' 3" 38' 7"<br>F26' 2 dks<br>RW<br>rf 4" | M CSD<br>5 Ho 49½', 68¾', 65¾', 75¾', 58'<br>B.465000<br>5 Ha (stl) (31½', 37¾'×24½') (23¾', 23½'×23½') (32¾'×24½')<br>Der 1(50) 1(30) 16(5) | Oil 2SA 7Cy. 750×1320 mm<br>7700bhp<br>S.A. Fiat S.G.M.<br>4×220kW 220V d.c. |
| 510457<br>ICEW<br>3339<br>Df Gc<br>Rdr | **CESANA**<br>exEnrico Dandolo–64<br>**"Italnavi" Soc. di Navigazione per Azioni**<br>Compagnia Marittima Carlo Cameli<br>Genoa Italian | 8520<br>5191<br>10600 | | <br><br>AB RI | 1956 Cant. Nav. Breda—Ven<br>476' 10" 62' 6" 26' 1"<br>443' 0" 62' 4" 29' 10"<br>Q85' B82' F33' 2 dks<br>RW<br>rf 4" | M CSD<br>5 Ho 49½', 68¾', 60¾', 75¾', 58'<br>G.653426 B.587039<br>5 Ha<br>17W Der 1(40) 1(30) 16(5) | Oil 2SA 8Cy. 680×1200 mm<br>6000bhp<br>S.A. Fiat S.G.M.<br>3×175kW 220V d.c. |
| 506755<br>EAZY<br><br>Esd | **CÉSAR**<br><br>**Cia. Española Sardinera S.L.**<br>Isla Cristina Spanish | 130<br>85<br>— | | | 1947 Lasquibar Urbieta & Galarraga—Zumaya<br>*82-0'* 20' 7"<br>... ... ... | Wood M Fishing | Oil 2SA 4Cy. 380×400 mm<br>360bhp<br>Skandiaverken A/B |
| 542667<br><br><br>Df Esd<br>RT | **CÉSAR CUIÑAS**<br><br>**Pesqueras Gabriel Gonzalez S.R.C.**<br>Huelva Spanish | 350<br>161<br>— | | <br><br>BV | 1964 Hijos de J. Barreras S.A.—Vgo<br>*120-3'* 24' 3"<br>120' 3" 24' 1½" 13' 7"<br>RW | M Trawler<br><br>3 Ha (each 3½'×3½') | Oil 4SA 8Cy. 270×500 mm<br>950bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| 506756<br>ICDK<br>437<br>Df Esd<br>Gc Rdr<br>RT | **CESARE D'AMICO**<br><br>**Segesta Soc. di Nav. S.p.A.**<br>d'Amico Soc. di Nav. S.p.A.<br>Palermo Italian | 8835<br>4962<br>12510 | <br><br>✠Classed LR until 5/61 | RI | 1958–1 Cant. Nav. di Taranto S.p.A.—Tno<br>495' 8" 62' 11" 29' 3"<br>459' 6" 62' 8" 38' 11"<br>F102' 2 dks<br>RW<br>rf 6" | M CSD<br>5 Ho<br>G.653933 B.592687<br>12W Der 12(5) | Oil 2SA 9Cy. 750×1320 mm<br>6975bhp<br>S.A. Fiat S.G.M. |
| 641110<br>ILKL<br>295<br>Esd Gc<br>Rdr<br>RTm/h | **CESARE DAVANZALI**<br><br>**Impresa Cesare Davanzali & C.**<br>Ancona Italian | 346<br>107<br>— | | <br><br>RI | 1964 Cant. Nav. Riuniti—Anc.<br>121' 3" 29' 7" 14' 3¾"<br>108' 3" 29' 6" 16' 2"<br>RW | M Salvage Tug<br><br>Cr 1(2) Der 1(28) 1(6) 1(2½) | 2 Oil 2SA each 8Cy.<br>dr geared to sc. shaft<br>2200bhp<br>Cant. Nav. Riuniti<br>3×98, 98, 45kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| 506759<br><br>185022 | **CESSNOCK**<br><br>**Clyde Port Authority**<br>Glasgow British | 723<br>286<br>— | <br>✠LR class withdrawn—Owners' request 6/67 | | 1955–6 Fleming & Ferguson Ltd.—Psy<br>196' 5" 41' 1" 9' 6½"<br>189' 0" 39' 6" 13' 0"<br>F29' 1 dk<br>R<br>rf nil | S Bucket Dredger Mchy.aft<br><br>Cr 1(7) 1(1) | T 3Cy. 14" 23" & 38¼"×24"<br>715ihp<br>Fleming & Ferguson Ltd.<br>2×12½ & 5kW 110V d.c. |
| 506760<br>ELDV<br>195<br>RT | **CESTOS**<br><br>**Farrell Lines Inc.**<br>Monrovia Liberian | 326<br>195<br>546 | | <br><br>AB | 1950 John H. Mathis Co.—Camden<br>151' 4" 28' 8" 7' 6"<br>141' 10" 28' 6" 9' 3"<br>F28' 1 dk<br>rf nil len 60 | TM Mchy.aft<br>3 Ho<br><br>3 Ha | 2 Oil 2SA each 6Cy.<br>240bhp<br>General Motors Corp. |

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| 541926 **CETA**<br>PDKL Rederij m.s. "Ceta"<br>12960 N.V. Scheepvaartbedr. "Gruno"<br>Df Esd Netherland<br>RT Amsterdam | 400<br>207<br>— | ~~✠100A1~~ ~~SS 10/68~~<br>~~✠LMC~~<br>~~MN102~~ ~~EL†~~<br>**SUNK BY COLLISION 1/69** | **1963**–6 Scheeps. "Voorwaarts"—<br>Martenshoek<br>165′ 0″ 26′ 2″ 9′ 6½″<br>150′ 6″ 25′ 11″ 10′ 5″<br>F23′ RAD37′ 1 dk<br>RW 3BH<br>rf 4″ WB186t | M Mchy.aft<br>G.25570 B.24000 | Oil 4SA 6Cy. 305×460 mm<br>510bhp 18t<br>D. & J. Boot "De Industrie" Alp<br>9½k |
| 501287 **CETI**<br>HOFD exAltair III–64 exDiana–61<br>**Atlanticmar S.A.**<br>Panamanian<br>Df Esd Panama<br>Rdr | *1921*<br>*1009*<br>3270 | ✠100A1 TD 8/68 ~~SS 8/63~~<br>Str. nav. ice<br>✠LMC<br>EL r | **1946**–3 Lindholmens Varv A/B—Got<br>277′ 7″ 41′ 2″ 19′ 7¼″<br>260′ 11″ 41′ 0″ 20′ 9″<br>P75′ Q70′ B&F118′ 1 dk, 2nd dk in way of No. 1 hold<br>NS 4BH<br>WB816t incl. DTm169t | M Mchy.aft<br>G.183770 B.169670<br>6W Der 1 | Oil 2SA 8Cy. 340×570 mm<br>1450bhp 373t<br>Atlas-Diesel Skm<br>(db 100℔) 10½k |
| 506762 **CETINJE**<br>YTLO exAtlantic Breeze–62<br>exGeorge Shiras–46<br>Df Esd **Prekookeanska Plovidba**<br>Gc Rdr Bar Yugoslav<br>RTh | 7200<br>4384<br>10950 | BV JR<br>**BROKEN UP** | **1943** Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 1″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>G.562608 B.499573<br>5 Ha (33¾′, 35¾′, 20′, 35′, 35′×20′)<br>10W Der 5(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>General Mchy. Corp. Hamilton<br>3×110V 50c/s a.c. 10½k |
| 670610 **CETRA CARINA**<br>FNTD<br>Df Esd **CETRAMAR Consortium**<br>Gc Pfd **Européen de Transports**<br>Rdr **Maritimes (S.N.C.)**<br>RTm/h/v Dunkirk French | 41914<br>29871<br>63660 | BV | **1967** At. & Ch. de Dunkerque &<br>Bordeaux (France-Gironde)—Dnk<br>835′ 0″ 104′ 0″ 40′ 6½″<br>807′ 1″ 103′ 9″ 59′ 9″<br>F54′ 1 dk | M Bulk Carrier Mchy.aft<br>8 Ho 63′, 63½′, 63½′, 127′, 63½′, 127′, 60½′, 60½′<br>G.2925000<br>10 Ha (stl) (each 46′×49′)<br>Der 2(5) | Oil 2SA 8Cy. 900×1550 mm<br>18400bhp Sulzer 3000t (hvf)<br>Cie de Const. Méc. Mantes<br>3×525kW 440V 60c/s 16k |
| 670053 **CETRA COLUMBA**<br>FNTB<br>**CETRAMAR Consortium**<br>Df Esd **Européen de Transports**<br>Gc Pfd **Maritimes (S.N.C.)**<br>Rdr ~~Louis-Dreyfus & Cie. Union Navale~~<br>RTm/h/v Havre French | 53448<br>35401<br>85640 | BV | **1966** Ch. de l'Atlantique—St.N<br>866′ 11″ 118′ 4″ 45′ 0″<br>822′ 2″ 118′ 1½″ 64′ 3″<br>P157′ F82′ 1 dk | M Bulk Carrier Mchy.aft<br>8 Ho<br>G.3674711<br>13 Ha (stl) (each 25′×57½′)<br>3 Ha (stl) (24¾′, 24¾′×50¾′) (27′×57½′) | Oil 2SA 8Cy. 840×1800 mm<br>18480bhp B&W (hvf)<br>Ch. de l'Atlantique St.N<br>3×600, 530, 530kW 440V 50c/s a.c.<br>14½k |
| 661575 **CETRA LYRA**<br>FNTE<br>Df Esd **CETRAMAR Consortium**<br>Gc Pfd **Européen de Transports**<br>Rdr **Maritimes (S.N.C.)**<br>RTm/h/v Dunkirk French | 41914<br>29870<br>65350 | BV | **1966** At. & Ch. de Dunkerque &<br>Bordeaux (France-Gironde)—Dnk<br>835′ 0″ 104′ 0″ 40′ 7″<br>807′ 1″ 103′ 9½″ 59′ 9″<br>P123′ F54′ 1 dk | M Bulk Carrier Mchy.aft<br>8 Ho 63′, 63½′, 63½′, 127′, 63½′, 127′, 61′, 61′<br>G.2925000<br>10 Ha (stl) (each 46′×49¼′) | Oil 2SA 8Cy. 900×1550 mm<br>18400bhp 3000t (hvf)<br>Cie. de Const. Méc. Mantes<br>3×525kW 440V 60c/s a.c. 16k |
| 672410 **CETUS**<br>SPVL<br>4570 **Polish Government**<br>Df Esd P.P.D. "Dalmor"<br>Gc Rdr Gdynia Polish<br>RT | 2828<br>1183<br>1463 | | **1966** Stocznia Gdanska—Gdk<br>272′ 7″ 45′ 4″ 18′ 0½″<br>45′ 2″ 29′ 10″<br>2 dks | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>Z.U.T. Zgoda Swi<br>4×250kW 230V d.c 12½k |
| 671459 **CEUTA**<br>**Fletamentos Maritimos S.A.**<br>Df Esd Ceuta Spanish<br>Gc Rdr<br>RTm/h/v | ~~51989~~ 51782<br>~~33151~~ 34812<br>96600 | | **1967** Ast. del Noroeste—Frl<br>871′ 9″<br>826′ 9″ 127′ 11½″ 59′ 1″<br>P163′ F90½′ 1 dk | M Tanker Mchy.aft<br>12 Ta<br>HeCls. BC<br>Cr 1(4) 1(1) Der 2(10) 2(2) | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 3560t (hvf)–85pd<br>Soc. Española de Const. Nav. Bbo<br>4×400, 370, 370, 370kW 440V 60c/s a.c.<br>16k |
| 506763 **CEUTA**<br>GHNA<br>302558 **Afran Transport Co.**<br>Df Esd Monrovia Liberian<br>Gc Rdr<br>RT | 21012 ~~20526~~<br>12891 ~~12264~~<br>30670 | ✠100A1 SS 9/64<br>oil tanker<br>✠LMC<br>MN2178 EL p†2 13/16″SQ | **1959**–10 Nederl. Dok & Schps.—Ams<br>659′ 11″ 86′ 5″ 34′ 2¾″<br>631′ 3″ 86′ 0″ 45′ 0″<br>P141′ B46′ F89′ 1 dk<br>15BH<br>rf 6″ WB2313t | S Tanker Mchy.aft<br>30 Ta<br>L.1499000<br>HeCls. BC | 3 S Turb dr geared to sc. shaft<br>10890shp 3000t (o.f)–70pd<br>Nederl. Dok & Schps. Ams<br>2WTB 565℔ Spt 800° F. 535℔ hs25006<br>sg 180℔ 15k |
| 506764 **CEUTA**<br>DLBO<br>**Oldenburg-Portugiesische**<br>Df Esd **Dampfsch.-Rhed. Kusen,**<br>Gc Pfd **Heitmann & Co. K.G.**<br>RT Bremen W. German | 2309<br>1180<br>3130<br>3570<br>1990<br>4655 | GL | **1955** Deutsche Werft A.G.—Ham<br>345′ 9″ 49′ 4″ 19′ 1½″/20′ 4″<br>317′ 9″ 49′ 2″ 28′ 3″<br>P70′ F32′ 1 dk & S dk<br>RW | M OSD/CSD<br>G.230570 B.208855<br>4 Ha<br>Der 1(30) 2(10) | Oil 2DA 6Cy. 600×900 mm<br>3500bhp<br>Masch. Augsburg-Nürnberg Aug<br>15½k |
| 506765 **CEVIC**<br>187866 **Cevic Steam Fishing Co. Ltd.**<br>Esd Pfd R. Neave<br>Fleetwood British | 249<br>81<br>— | ✠100A1 SS 1/67<br>trawler<br>✠LMC<br>MN152 EL (d) f | **1958**–10 Brooke Marine Ltd.—Lwt<br>*116·3′* 25′ 4″ 11′ 3″<br>113′ 0″ 25′ 0″ 12′ 6″<br>F18′<br>RW 4BH<br>rf 24″ BK5″ WB23t | M Trawler | Oil 4SA 6Cy. 15″×18″<br>760bhp<br>Mirrlees, Bickerton & Day Stckpt |
| 506766 **CEYHAN**<br>**Kâmil Öngüt Mahir**<br>**Dökmecibasioglu &**<br>**Zekeriye Erduran**<br>Istanbul Turkish | 149<br>~~168~~ 68<br>— | | **1944** ......................<br>141′ 0″ 18′ 0″ 5′ 11″<br>... ... ... | Tr M | 3 Oil |

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| 506767<br>SFUN<br>9188<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CEYLON**<br><br>**A/B Svenska Ostasiatiska**<br>**Kompaniet**<br>Kristian von Sydow<br>Gothenburg Swedish | T.Mk<br>6960<br>2949<br>9800 | ✠100A1 SS 9/67 ~~SS 9/60~~<br>with freeboard<br>DTsm—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1940 EL f†2⅜" | 1950–9 Eriksbergs M/V A/B—Got<br>508' 3" 65' 2" 27' 3½"<br>470' 0" 65' 0" 40' 6"<br>P47' 2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds, intermediate 'tween dks fwd under raised U dk<br>Coll BH to U dk 6 to 2nd dk<br>rf 6" WB3009t incl. Tunnel tanks 274t DTm1000t | TM (12P) Ref<br>5 Ho 63', 67', 34', 31' DT, 70½', 86½'<br>G.668900 B.605660 In.29530<br>1 Ha (stl) (31½'×20')<br>4 Ha (w) (39½', 39½, 39½', 31½'×20')<br>18W Der 1(30) 1(20) 4(7½) 14(5) | 2 Oil 2SA each 6Cy. 740×1400 mm<br>9700bhp<br>Eriksbergs M/V A/B<br>AuxB 105lb<br>4×172kW 220V d.c. |
| 506768<br>JRCH<br>75396<br>Df Esd<br>Rdr | **CEYLON MARU**<br><br>**Kansai Kisen K.K.**<br>Osaka Japanese | 4985<br>2920<br>7761 | NK | 1956 Sanoyasu Dock Co. Ltd.—Osa<br>402' 7" 53' 8" 24' 7"<br>377' 4" 53' 6" 30' 5"<br>P27' B68' F81' 1 dk | M<br>5 Ho<br>G.377276 B.346459<br>5 Ha (28½'×18') (44½', 26½', 31½', 28½'×21')<br>12W Der 1(40) 4(10) 8(5) | Oil 2SA 6Cy. 500×1100 mm<br>3480bhp<br>Mitsui Zosen<br>3×125kW 230V d.c. |
| 651674<br>TMWM<br><br>Df Esd<br>Pfd Rdr<br>RTv | **CEZEMBRE**<br><br>**Armement Prodhomme**<br>St. Malo French | ~~227~~ 160<br>~~100~~ 54<br>~~60~~ | BV | 1965 Ch. de la Perrière—Lorient<br>106' 4" 23' 10"<br>93' 6" 23' 7½" 12' 9"<br>rf 59" | M Stern Trawler<br>1 Ho 39½'<br>3 Ha (alu) (each 3½'×3½')<br>Der 1(2½) | Oil 4SA 12Cy. 185×200 mm<br>600bhp<br>Moteurs Baudouin<br>2×20kW 110V d.c. |
| 542027<br>DINY<br>9772<br>Df Esd<br>Rdr | **CH. BOHL**<br>exHelga-Gunda-66 exBirte-63<br>**Osterwisch & Graebe**<br>Hamburg W. German | 498<br>323<br>~~880~~<br>824 | GL | 1956 J. J. Sietas Schiffsw.—Ham<br>192' 11" ~~181' 4"~~ 29' 4" 11' 2"<br>29' 2½" 12' 5"<br>P49' B32' F23' 1 dk<br>RW len 60 | M Mchy.aft<br>1 Ho<br>G.42445 B.39455<br>2 Ha<br>3W Der 3(1½) | Oil 4SA 6Cy. 290×420 mm<br>500bhp<br>Masch. Kiel A.G. |
| 506770<br>SUGW<br><br>RT | **CHADID**<br><br>**Suez Canal Authority**<br>Egyptian (U.A.R.) | 143<br>—<br>243 | | 1956 L. Smit & Zoon—Kinderdijk<br>89' 4" 25' 10" 8' 10"<br>82' 0" 23' 9" 12' 6" | TM Tug | 2 Oil 2SA each 8Cy. 222×267 mm<br>General Motors Corp. |
| 506771<br>UZVB<br>M-16788<br>Df | **CHADOR**<br><br>**U.S.S.R.**<br>Russian | 533<br>—<br>250 | | 1953 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157' 1" 31' 3" 11' 10"<br>139' 8" 15' 5"<br>F56' | S Tug | T 3Cy. 16 1/16" 27 1/16" & 45 1/16"×27"<br>Wärtsilä Kon. Crichton-Vulcan |
| 506772<br><br><br>Esd Rdr<br>RT | **CHAHAYA**<br><br>**Government of the State of Sabah**<br>Jesselton Malaysian | 394<br>—<br>120 | | 1962 Cheoy Lee Shpyd—H.Kg<br>124' 4" 28' 4" 8' 0"<br>110' 0" 28' 0" 14' 0"<br>2 dks | M Buoy Ship & Lighthouse Tender Mchy.aft | Oil 4SA 8Cy 8½"×11½"<br>Lister Blackstone Mar. Ltd. |
| 672874<br>UYKY<br>M-25163 | **CHAIKA**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 887<br>265<br>942 | | 1958 ......................Russia<br>203' 2" 32' 11" 12' 2"<br>32' 9"<br>1 dk | M Tanker Mchy.aft<br>9 Ta 1 Ho<br>L.30335 G.4026<br>2 Ha<br>1W Der 1(2) | 2 Oil 2SA each 8Cy.<br>geared to sc. shaft |
| 506773<br>GWQL<br>187638<br>Esd Pfd<br>Rdr<br>RTm/v | **CHAILEY**<br>**Stephenson Clarke Shipping**<br>~~**Stephenson Clarke Ltd.**~~ **Ltd.**<br>London British | 2175<br>1036<br>2470 | ✠100A1 SS 9/65<br>oil tanker<br>✠LMC<br>MN270 EL s1 1/16"SQ | 1957–9 Grangemouth Dkyd Co. Ltd.—Gmh<br>287' 4" 42' 3" 16' 2½"<br>270' 0" 42' 0" 17' 3"<br>P77' F50' Trunk147' 1 dk<br>RW 12BH<br>rf 6" WB288t incl. DTsf72t | M Tanker Mchy.aft<br>10 Ta<br>L.111500 HeCls. C ptB | Oil 2SA 8Cy. 340×570 mm<br>1350bhp<br>British Polar Engines Ltd.<br>2AuxB 180lb<br>2×68kW 110V d.c. |
| 506774<br>CSLG<br>H389<br>Df Esd<br>Rdr | **CHAIMITE**<br><br>**Cia Colonial de Navegação**<br>Lisbon Portuguese | 2043<br>1109<br>2075 | ✠100A1 SS 5/67<br>with fbd APT and No. 5 DBT—oil fuel FP above 150°F.<br>✠LMC<br>MN360 EL r | 1950–3 Grangemouth Dkyd Co. Ltd.—Gmh<br>297' 3" 42' 2" 14' 3"<br>280' 5" 42' 0" 16' 6"<br>P&B 163' F30' 1 dk<br>RW 6BH<br>WB633t | TS<br>G.113640 B.101790<br>6W Der 1(10) 6(3) | T 6Cy. 13½" 23" & 38"×27"<br>1800ihp<br>Aitchison, Blair Ltd.<br>2 SB 200lb hs(4768) |
| 506775<br>CQAQ<br><br>Df | **CHAIMITE**<br><br>**Capitania do Porto de Lourenço Marques**<br>Lourenço Marques Portuguese | 475<br>—<br>— | ✠Classed LR until 2/42 | 1939–4 Gebr. Niestern & Co.—Dzl<br>164' 11" 29' 10" 10' 8"<br>... ... ... | TM Tug | 2 Oil 4SA each 8Cy.<br>Masch. Augsburg-Nürnberg |
| 506776<br>GFSG<br>184514<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHAKDARA**<br><br>**British India Steam Nav. Co. Ltd.**<br>London British | 7132<br>4027<br>9650 | ✠100A1 SS 3/65<br>with fbd DTa—oil FP above 150° F. or veg. oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1360 EL d†2 1/16"SQ | 1951–10 Barclay, Curle & Co. Ltd.—Gls<br>484' 6" 62' 11" 27' 3"<br>455' 9" 62' 6" 40' 9"<br>F42' 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB1671t | M (12P) Ref OSD<br>5 Ho 54', 70½', 77½', 51', 23' DT, 69'<br>G.598200 B.541240 In.12250<br>5 Ha (24½'×17') (33'×22') (27'×21') (36', 24'×22')<br>16W Der 1(30) 1(20) 4(10) 6(8) 6(6) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>2AuxB 120lb<br>3×65kW 220V d.c. |
| 506777<br>GFSF<br>184500<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHAKDINA**<br><br>**British India Steam Nav. Co. Ltd.**<br>London British | 7267<br>4107<br>9229 | ✠100A1 SS 5/66 ~~SS 5/64~~<br>with fbd DTa—oil FP above 150° F. or veg. oil<br>✠LMC<br>✠Lloyd's RMC<br>EL d†2 1/16"SQ | 1951–9 Swan, Hunter & Wghm Rchdsn—Nwc<br>484' 6" 62' 8" 27' 2½"<br>455' 8" 62' 6" 40' 9"<br>F42' 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB1590t | M (12P) Ref OSD<br>5 Ho 54', 70½', 77½', 51', 23' DT, 69'<br>G.470560 B.425540 In.94275<br>5 Ha (24½'×17') (33'×22') (27'×21') (36', 24'×22')<br>16W Der 1(30) 1(20) 4(10) 6(8) 6(6) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>Swan, Hunter & Wghm<br>2AuxB 120lb<br>3×65kW 220V d.c. |

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| 534694<br>MSDN<br>180098<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **CHAKLA**<br>exSwiftpool–64<br>**British India Steam Nav. Co. Ltd.**<br>London British | **6565**<br>3285<br>9870 | **✠100A1** SS 6/67<br>**✠LMC**<br>MN1600 EL d†2$\frac{3}{16}$″SQ | **1954–5** Caledon S.B. & E. Co. Ltd.—Dun<br>485′ 0″ 63′ 7″ 27′ 3¾″<br>450′ 0″ 63′ 6″ 40′ 9″<br>F82′ 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 9″ WB1593t incl. Tunnel tanks 123t DTf131t | M OSD<br>6 Ho 47¼′, 67½′, 63¼′, 30¼′, 66′, 49½′<br>G.616950 B.560600<br>6 Ha (20¼′, 32½′, 27½′, 12¾′, 30¼′ 19¼′×21′)<br>18W Der 4(10) 14(5) | Oil 2SA 6Cy. 725×2250 mm<br>8000bhp 1130t (hvf)<br>A Stephen & Sons Ltd. Gls<br>2AuxB 100℔<br>3×200kW 220V d.c. 16k |
| 506778<br>GFSD<br>184552<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHAKRATA**<br>**British India Steam Nav. Co. Ltd.**<br>London British | **7265**<br>4108<br>9229 | **✠100A1** SS 8/68 ~~SS 7/64~~<br>with fbd DTa—oil FP above 150° F. or veg. oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1360 EL d†2$\frac{3}{16}$″SQ | **1952–1** Swan, Hunter & Wghm Rchdsn —Nwc<br>484′ 6″ 62′ 8″ 27′ 2¼″<br>455′ 9″ 62′ 6″ 40′ 9″<br>F42′ 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB1590t | M (12P) Ref OSD<br>5 Ho 54′, 70½′, 77¾′, 51′, 23′ DT, 69′<br>G.471110 B.426100 In.94000<br>5 Ha (24¾′×17′) (33′×22′) (27′×21′) (36′, 24′×22′)<br>16W Der 1(30) 1(20) 4(10) 6(8) 6(6) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford 1241t (hvf)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2AuxB 120℔<br>3×65kW 220V d.c. 14½k |
| 651302<br>307236<br>RTv | **CHALE**<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Co. Ltd.**<br>Southampton British | **254**<br>—<br>150 | **✠100A1**<br>tug<br>**✠LMC**<br>MN280 EL (d) | **1965–7** J. I. Thornycroft & Co. Ltd.—Sou<br>112′ 1″ 29′ 7″ 9′ 9″<br>100′ 0″ 27′ 0″ 13′ 3″<br>5BH<br>rf 30″ WB44t | TM Tug | 2 Oil 2SA each 6Cy. 10½″×13½″ sr reverse geared<br>1400bhp 37t (d.o)<br>Crossley Bros. Ltd. Mch<br>3×40, 40, 25kW 220V d.c. |
| 506779<br>MPZB<br>162549<br>Rdr<br>RTm | **CHALLENGE**<br>**London Tugs Ltd.**<br>~~William Watkins Ltd.~~<br>Ship Towage (London) Ltd.<br>London British | **212**<br>—<br>— | **✠100A1** TD 6/67<br>tug<br>**✠LMC**<br>EL (c)$\frac{15}{16}$″ | **1931–3** A. Hall & Co. Ltd.—Abn<br>100′ 0″ 26′ 1″ 11′ 6¾″<br>26′ 0″ 13′ 6″<br>R 4BH<br>BK7½″ WB28t | S Tug | T 3Cy. 16½″ 27″ & 45″×30″<br>1100ihp 101t (o.f)<br>A. Hall & Co. Ltd. Abn<br>SB 200℔ hs(2520) 3cf ND<br>1×5kW 110V d.c. |
| 540238<br>WC3164<br>257864<br>Df Esd<br>Gc Rdr<br>RT | **CHALLENGE**<br>exHumble AC–3 exWoodbury<br>**Caribbean Towing Inc.**<br>New Orleans United States | **196**<br>71<br>— | | **1927** American Brown-Boveri Elec. Corp.—Camden<br>*115·9′* 24′ 2″<br>115′ 6″ 24′ 0″ 12′ 3″<br>1 dk<br>R | TM Tug | 8 Oil 2SA each 6Cy. 4¼″×5″ connected to 2 sc. shafts<br>1080bhp NE49 26t<br>General Motors Corp. |
| 660097<br>6ZLN<br>2373<br>Df Esd<br>Gc Rdr<br>RTm | **CHALLENGER**<br>**Lib-Ore Steamship Co. Inc.**<br>Monrovia Liberian | **19633**<br>13451<br>35864 | AB | **1966** Mitsubishi Hvy. Ind. Ltd.—Hma<br>632′ 11″ 88′ 10″ 35′ 10½″<br>590′ 7″ 88′ 7″ 52′ 2″<br>P53′ B38′ F57′ 1 dk<br>rf 1″ | M Bulk Carrier (4P) Mchy.aft<br>6 Ho 71¼′, 55′, 99¾′, 55′, 99′, 76′<br>G.1600000<br>6 Ha (stl) (46′, 31½′, 70¾′, 31½′, 70¾′, 49¾′×36½′) | Oil 6SA 760×1550 mm<br>9600bhp Sulzer 860t (hvf)<br>Mitsubishi Hvy Ind. Ltd. Kob<br>3×400kW 450V 60c/s a.c. 15k |
| 506780<br>WP9055<br>283882 | **CHALLENGER**<br>**Port Everglades Towing Co. Ltd.**<br>Miami United States | **166**<br>113<br>— | AB | **1960** John E. Matton & Son Inc.—Cohoes<br>*83·7′* 25′ 2″ 10′ 11⅜″<br>84′ 2″ 25′ 0″ 11′ 10″<br>BK3″ | M Tug | Oil 2SA 16Cy. 8½″×10″<br>1600bhp 56t<br>General Motors Corp. |
| 651357<br>196941<br>RTh/v | **CHALLENGER I**<br>**Fremantle Port Authority**<br>Fremantle British | **157**<br>106<br>— | | **1945** Lars Halvorsen Sons Pty Ltd.—Syd., N.S.W<br>*112·0′* 17′ 10″<br>... ... ...<br>1 dk | Wood TM (150P) | 2 Oil 4SA each 12Cy. 5¾″×7′<br>1100bhp Emade40fitted45 (d.o)<br>Hall Scott U.S.A<br>1×4kW 110V d.c. |
| 540239<br>318882<br>Esd Pfd<br>Rdr RT | **CHALLENGER III**<br>**Laurence Sweeney Fisheries Ltd.**<br>W. L. Sweeney<br>Yarmouth Canadian | **146**<br>91<br>— | | **1962** A. F. Theriault & Son—Meteghan<br>*90·5′* 23′ 8″<br>23′ 6″<br>1 dk | Wood M Fishing | Oil 4SA 12Cy. 8½″×8½″<br>Waukesha Motor Co. Waukesha |
| 536807<br>SXAJ<br>2904<br>Df Rdr<br>RTm | **CHALYPS**<br>exTrentonia II–66<br>exTrentonia–64 exAlja–58<br>**Stavros Skorladakis & Tsironis**<br>Greek | **459**<br>255<br>580 | BV | **1951** N.V. Scheeps. Unie—Gro<br>162′ 5″ 26′ 10″ 10′ 2¼″<br>26′ 8″<br>1 dk | M Mchy.aft<br>1 Ho 100′ | Oil 4SA 6Cy. 290×420 mm<br>2350bhp (d.o)<br>Masch. Kiel A.G. Kel<br>2×8 & 3kW 50V d.c. |
| 506782<br>FOLV<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHAMBORD**<br>**Soc. Marit. des Pétroles B.P.**<br>Dunkirk French | ~~21798~~ **21142**<br>~~13147~~ 12603<br>— | BV | **1955** At. & Ch. de France—Dnk<br>668′ 2″ 86′ 4″ 35′ 7½″<br>631′ 4″ 86′ 0″ 46′ 6″<br>P144′ B49′ F91′ 1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta<br>Der 1(7) 4(5) 2(4) | 2 S Turb dr geared to sc. shaft<br>13935shp (o.f)<br>Ch. & At. de St. Nazaire (Penhoët)<br>2×600kW 400V 50c/s a.c. 15½k |
| 640159<br>TQJA<br>Df Esd<br>RT | **CHAMBORD**<br>**Soc. de Gérance d'Armement Douarneniste**<br>Douarnenez French | **157**<br>54<br>— | BV | **1963** At. & Ch. de La Rochelle-Pallice—LaR-P<br>98′ 5″ 22′ 1″<br>82′ 0″ 22′ 0″<br>F13′ | M Trawler<br>3 Ha (3¼′, 3¼′×3½′) (3¼′×3′)<br>Der 1(3) | Oil 4SA 6Cy. 255×300 mm<br>575bhp 30t<br>Etab. Duvant Vln<br>11k |

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| 506783 | **CHAMELI**<br><br>**Commissioners for the Port of Calcutta**<br>Calcutta Indian | 228<br>—<br>— | ✠ | 1955-5 Hooghly Dkg & Eng. Co. Ltd.—Cal<br>95' 11" 27' 6" 10' 6"<br>87' 0" 27' 0" 12' 6"<br>RW | TS Tug | T 6Cy. 11½" 19½" & 33½"×21"<br>800ihp<br>Plenty & Son Ltd.<br>1×12½kW 220V d.c. |
| 660579 | **CHAMKHOR**<br><br>**U.S.S.R.**<br>Russian | 3455<br>1712<br>— | | 1965 Schiffswerft Neptun—Ros<br>341' 10" 47' 4"<br>... ... ... | M | Oil |
| | Name should be **SHAMKHOR** (No. 660579) in the Register | | | | | |
| 506784 | **CHAMPA**<br><br>**Commissioners for the Port of Calcutta**<br>Calcutta Indian | 228<br>—<br>— | ✠ | 1954-11 Hooghly Dkg & Eng. Co. Ltd.—Cal<br>95' 11" 27' 6" 10' 6"<br>87' 0" 27' 0" 12' 6"<br>RW | TS Tug | T 6Cy. 11½" 19½" & 33½"×21"<br>800ihp<br>Plenty & Son Ltd.<br>1×12½kW 220V d.c. |
| 506786<br>VWYG<br>191133<br>RT | **CHAMPAVATI**<br><br>**Chowgule Steamships Ltd.**<br>Bombay Indian | 1288<br>534<br>241 | ~~✠A1~~ ~~SS 9/65~~<br>~~with fbd Coasting service between Karachi & Alleppey~~<br>~~✠LMC~~<br>TO BE BROKEN UP EL n | 1949-10 Harland & Wolff Ltd.—Bel<br>232' 0" 38' 1" 9' 0½"<br>220' 0" 38' 0" 12' 0"<br>1 dk & Shade dk<br>RW NS 8BH<br>WB232t | TS | 4 S Turb sr geared to 2 sc. shafts<br>2530shp<br>Harland & Wolff Ltd.<br>2WTB 250lb hs(5438) |
| 506788<br>WA3533<br>243612<br>Df Gc<br>Rdr<br>RTm/h | **CHAMPLAIN**<br>Launched as Belle Isle<br>**Cleveland-Cliffs S.S. Co.**<br>Cleveland-Cliffs Iron Co.<br>Wilmington, Del United States | 8758<br>6472<br>16328 | AB | 1943 American S.B. Co.—Clv<br>620' 0" 60' 2" 23' 11"<br>605' 0" 60' 0" 35' 0"<br>F54' 1 dk<br>RW<br>rf 3" | S Bulk Carrier Mchy.aft<br>4 Ho 102', 120', 120', 96'<br><br>18 Ha (stl) (each 11½'×38') | C 4Cy. (2) 21" & (2) 50½"×48"<br>2500ihp<br>American S.B. Co.<br>1×60kW 120V d.c. |
| 506789<br>FOSV<br><br>Df Esd<br>Pfd Rdr<br>RT | **CHAMPLAIN**<br><br>**André Fourmentin & Cie.**<br>Boulogne French | 578<br>220<br>470 | BV | 1956 Béliard, Crighton & Cie.—Ost<br>181' 10" 31' 6"<br>170' 11" 30' 10" 17' 5"<br><br>RW | M Trawler<br><br><br>5 Ha (each 3¾'×3½')<br>Der 1(4) 2(2) | Oil 4SA 8Cy. 340×525 mm<br>1250bhp<br>Soc. d'Elec. & Méc. |
| 506790<br><br>180371<br>Esd Rdr<br>RTh | **CHAMPLAIN**<br>exTynehaven-59 exSelborne-56<br>exHelen Fairway-51<br>exEmpire Fairway-49<br>**La Compagnie de Navigation Desgagnés Ltée**<br>R. G. Desgagnés<br>Quebec Canadian | 411<br>191<br>475 | **BS**✱ SS 4/65<br>Great Lakes & River St. Lawrence service—winters in Great Lakes<br>**MBS**✱<br>MN50 CT398 C16 | 1945-2 Goole S.B. & R. Co. Ltd.—Goo<br>148' 2" 27' 2" 9' 7"<br>141' 0" 27' 0" 11' 0"<br>P38' F14' Trunk 82' 1 dk<br>4BH<br>WB176t | M Mchy.aft<br>1 Ho 80'<br>G.22930 B.21900<br>1 Ha (67'×14')<br>2W Der 2(2) | Oil 4SA 7Cy. 280×450 mm<br>✠NEmade36ref<br>350bhp<br>Humboldt-Deutz Mot.<br>2×7½kW 115V d.c. |
| 506791<br>FNFH<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHAMPS ELYSÉES**<br>exCentaure-62<br>**Soc. des Transports Maritimes Pétroliers**<br>Dunkirk French | 32740<br>17442<br>52085 | BV | 1960 Ch. Nav. de La Ciotat—La Ciotat<br>758' 8" 99' 8" 40' 11⅛"<br>711' 11" 99' 5" 54' 10"<br>1 dk<br>RW | S Tanker Mchy.aft<br><br><br><br>Cr 2(1½) Der 2(7½) 2(2½) | 2 S Turb dr geared to sc. shaft<br>21000shp<br>Cie. Electro-Mecanique<br>2×800kW 380V 50c/s a.c. |
| 650189<br>VWJN<br>1140<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHANAKYA JAYANTI**<br><br>**Jayanti Shipping Co. Ltd.**<br>The Shipping Corporation of India Ltd.<br>Bombay Indian | 15529<br>10231<br>~~20606~~<br>21615 | ✠100A1<br>ore carrier—or for oil in all tanks except No. 2 centre tank<br>✠**LMC**<br>MN1920 EL I†2$\frac{1}{16}$"SQ | 1965-4 Mitsubishi Hvy Ind. Ltd.—Hma<br>~~554' 6"~~ 75' 2" 554' 6" (incl.BB)<br>524' 11" 75' 0" 43' 6"<br>P114' F40' 1 dk<br>9BH<br>rf nil WB29649t incl. DTf1341t | M Ore/Oil Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd.<br>WTAuxB primary 711lb<br>secondary 242lb |
| 506792<br>HLPA<br>BM9947<br>Df Esd | **CHANCE**<br>exAlbert-53<br>exDora Christophersen-47<br>exAlbert-40 exSandysike-35<br>**Cho Yang Shipping Co. Ltd.**<br>Pusan S. Korean | 1771 ~~1880~~<br>983<br>2350 | ✠Classed LR until 3/61 | 1922-9 Wood, Skinner & Co. Ltd.—Nwc<br>37' 8" 17' 2"<br>260' 0" 37' 6" 18' 7"<br>Q153' BonQ52' 1 dk<br>R | S<br>3 Ho 45½', 47½', 84½'<br>G.123700 B.116000<br>4 Ha (30½', 33', 31½', 28½'×25')<br>4W Der 3(3) 1(2) | T 3Cy. 20" 33" & 54"×36"<br>900ihp<br>N.E.Marine Eng. Co. Ltd.<br>2×15 & 5kW 100V d.c. |
| 506793<br>KUCG<br>244460<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CHANCELLORSVILLE**<br><br>**Keystone Shipping Co.**<br>Wilmington, Del United States | 14445<br>10666<br>24149 | AB | 1961 (Cargo section)<br>Mitsubishi Hvy Ind. Ltd.—Yka<br>1943 (Fwd & aft sections)<br>Sun S.B. & D.D. Co.—Chester, Pa<br>584' 9" 80' 3" 32' 4½"<br>564' 3" 80' 0" 43' 0"<br>P108' B36' F53' 1 dk<br>RW<br>rf 10½" | T-E Tanker Mchy.aft<br>27 Ta<br>L.1183226 HeCls. BC<br><br>Der 1(5) 2(2) | S Turb 7240shp driving 1 pr.<br>2300V a.c. connected to<br>7000shp (Sy)<br>General Electric Co.<br>2×525kW 440V 60c/s a.c. |
| 506794<br>GDZW<br>169896<br>Df Esd<br>Rdr RTv | **CHANDA**<br><br>**British India Steam Nav. Co. Ltd.**<br>London British | 6921<br>3966<br>10080 | ✠100A1 SS 3/65<br>with freeboard<br>✠**LMC**<br><br>EL d†2$\frac{1}{16}$"SQ | 1944-7 Barclay, Curle & Co. Ltd.—Gls<br>484' 10" 62' 11" 27' 4½"<br>455' 0" 62' 6" 40' 9"<br>F42' 1 dk & S dk, 3rd dk except in No. 5 hold<br>R Coll BH to S dk 6 to 2nd dk<br>rf 3" WB1682t | M (12P) Ref OSD<br>5 Ho 54', 70½', 77½', 65', 78"<br>G.544489 B.494033 In.43972<br>5 Ha (24½'×17') (38½'×22')<br>(30'×21') (33', 27'×22')<br>16W Der 1(50) 10(8) 6(5) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>2AuxB 120lb<br>3×30kW 110V d.c. |

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|---|---|---|---|---|---|---|
| 506795<br>VTDS<br>138907 | **CHANDBALI**<br>**Great India Steam Nav. Co. Ltd.**<br>Calcutta Indian | **362**<br>148<br>— | ✱Classed BC until 10/36 | **1919** Pt. Arthur S.B. Co. Ltd.—Pt.A<br>*145·3'* 23' 5"<br>23' 3"<br>1 dk<br>R conv trawler—len 32 | S | T 3Cy. 12¾" 21½" & 35"×24"<br>Port Arthur S.B. Co. Ltd. Pt.A |
| 506796<br>GQMD<br>183159<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHANDPARA**<br>**British India Steam Nav. Co. Ltd.**<br>London British | **7274**<br>4154<br>9350 | **✠100A1** SS 11/65<br>with freeboard<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1360 EL d 2 3/16"SQ | **1949**–12 Barclay, Curle & Co. Ltd.—Gls<br>484' 6" 62' 11" 27' 2½"<br>455' 0" 62' 6" 40' 9"<br>F42' 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB1673t | M (12P) Ref **OSD**<br>5 Ho 54', 70½', 77¾', 65', 78'<br>B.432790 In.94250<br>5 Ha (24¾'×17') (33'×22') (27'×21') (30', 24'×22')<br>16W Der 1(30) 1(20) 4(10) 6(8) 6(6) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford 1362t (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 120℔<br>3×65kW 220V d.c. 14½k |
| 540240<br>VWSX<br>1080<br>Df Esd<br>Gc Rdr<br>RT | **CHANDRAGUPTA JAYANTI**<br>**Jayanti Shipping Co. Ltd.**<br>The Shipping Corporation of India Ltd.<br>Bombay Indian | **21635**<br>13799<br>**36504** | **✠100A1** CS 8/68<br>strengthened for ore cargoes<br>Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>MN1800 EL o†2¾"SQ | **1963**–8 Mitsubishi Zosen—Nag<br>627' 0" 90' 2" 36' 0¼"<br>600' 5" 89'10½" 48' 7"<br>P111' F51' 1 dk<br>NS 10BH<br>rf 1" WB12197t incl. Topside tanks in holds 4766t DTf1242t | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>Uraga Hvy Ind. Ltd. Tamashima<br>AuxB 100℔ |
| 660109<br>BNFI<br>1952<br>Df Esd<br>Gc Rdr | **CHANG TAI**<br>**New Taiwan Marine Transportation Co. Ltd.**<br>Keelung China (Taiwan) | **4099**<br>2245<br>6244 | CR (Taiwan) | **1965** Tsuneishi Zosen—Numakuma<br>360' 7" 52' 7" 22' 4"<br>337' 5" 52' 6" 27' 5"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho 113¾', 118½'<br>G.299067 B.283588<br>2 Ha (85¼', 87'×23')<br>12W Der 1(20) 3(10) | Oil 2SA 6Cy. 450×750 mm<br>3000bhp 420t (d.o)<br>Akasaka Tekkosho Yaizu<br>3×120kW 445V 60c/s a.c. 15k |
| 506798<br>HMBV<br>BM10172<br>Df Esd<br>Gc | **CHANGHANG**<br>exBecket Hitch–56<br>**Korea Shipping Corporation**<br>Pusan S. Korean | **3818**<br>2166<br>6014 | ~~AB~~ | **1945** Pennsylvania Shpyds Inc.—Beaumont<br>*323·9'* 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Mchy.aft<br>4 Ho<br>B.237000<br>4 Ha | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 862t<br>Nordberg Mfg Co. Milwaukee<br>11k |
| 506799<br>HPSU<br>RT | **CHANGI**<br>exSenai–62<br>exEmpire Seabreeze–47<br>**Tiong Lam Hang Shipping Co. S.A.**<br>Panama Panamanian | *522*<br>*309*<br>— | ✱Classed BC until 6/62 | **1945**–6 Henry Scarr Ltd.—Hessle<br>148' 2" 27' 1" 10' 0¼"<br>140' 4" 27' 0" 18' 0"<br>2 dks | M Mchy.aft | Oil 2SA 4Cy. 250×420 mm<br>British Polar Engines Ltd. Gls |
| 506800 | **CHANGNAM**<br>**Chaiyudth Karnasuta**<br>Italthai Industrial Co. Ltd.<br>Bangkok Thai | **127**<br>7<br>— | ✠Classed LR until 10/64 | **1926**–10 H.Kg & Whampoa Dock Co. Ltd.—H.Kg<br>*90·8'* 21' 8"<br>90' 0" 21' 6" 10' 0"<br>R | S Tug | T 3Cy. 11½" 19½" & 32"×18"<br>400ihp (o.f)<br>H.Kg & Whampoa Dk Co. Ltd. H.Kg |
| 671182<br>BOYH<br>Df Esd<br>Gc Rdr<br>RT | **CHANGNING**<br>**The People's Republic of China**<br>Canton People's Rep. of China | **5744**<br>3193<br>9300<br>**8694**<br>4924<br>11600 | **✠100A1**<br>strengthened for heavy cargoes in OSD condition<br>**✠LMC**<br>MN1440 EL e†2¼"U2 | **1967**–6 Stocznia im. Komuny Paryskiej—Gdy<br>500' 8" 63' 11" —/28' 9½"<br>464' 7" 63' 8" 38' 2½"<br>F100' 1 dk & S dk, 3rd dk in Nos. 2 & 3 holds for light cargoes only<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB1772t incl. Tunnel tanks 326t | M OSD/CSD | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>H. Cegielski Poz<br>AuxB 100℔<br>3×320, 320, 200kW 400V 50c/s a.c. |
| | | | **SURVEYS OVERDUE—CLASS SUSPENDED 21/2/69** | | | |
| 530771<br>GGLA<br>300616<br>Df Esd<br>Gc Rdr<br>RTv | **CHANGPAISHAN**<br>exSaldura–67<br>**Hemisphere Shipping Co. Ltd.**<br>Ocean Tramping Co. Ltd.<br>Leith British | **6196**<br>3191<br>10550<br>**8929**<br>5444<br>12705 | **✠100A1** ~~SS 12/63~~<br>strengthened for heavy cargoes Tunnel side tanks—vegetable oil<br>**✠LMC** **SS** 3/68<br>MN1120 EL c†2⅛"SQ | **1960**–4 A/B Oskarshamns Varv—Osk<br>485' 0" 61' 8" 26' 9½"/29' 10¾"<br>441' 8" 61' 6" 39' 6"<br>F51' RAD23' 1 dk & S dk<br>7BH to S dk 1 to 2nd dk<br>rf 4" WB3314t incl. Tunnel tanks 405t DTma1165t | M OSD/CSD<br>5 Ho 59', 62½', 67', 40', 69½'<br>G.652000 B.594300<br>5 Ha (stl) (31½', 37½', 37½', 47¼', 35'×23')<br>16W Der 1(30) 2(10) 14(5) | Oil 2SA 9Cy. 630×1300 mm<br>5600bhp (hvf)<br>A/B Götaverken Got<br>AuxB 100℔<br>3×200kW 230V d.c. 15k |
| 506801<br>MLLK<br>191440<br>Df Esd<br>Gc Rdr<br>RTv | **CHANGSHA**<br>**China Nav. Co. Ltd.**<br>John Swire & Sons Ltd.<br>London British | T.Mk<br>**6157**<br>3428<br>**5720**<br>**7140**<br>4028<br>**5905** | **BS✱** SS 3/64<br>**MBS✱**<br>**RMC✱**<br>MN1120 CT6837 C37 S37 | **1949**–5 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>440' 0" 57' 2" 23' 6¾"<br>414' 0" 57' 0" 33' 0"<br>P48' F80' 2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>RW 7BH<br>rf 3" WB1536t incl. Tunnel tanks 311t | M (176P) Ref CSD<br>5 Ho 48¼', 67½', 60', 67½', 63½'<br>G.331965 B.309493 In.58038<br>5 Ha (19'×15') (30'×20') (19', 17', 19½'×17')<br>12W Der 1(30) 2(10) 6(5) 2(3) 2(2) | Oil 2SA 5Cy. 670×2320 mm<br>5600bhp Doxford 725t (hvf)<br>Scotts' S.B. & E. Co. Ltd. Grk<br>AuxB 100℔<br>4×175kW 220V d.c. 15½k |
| 506802<br>Esd<br>RTm | **CHANGSUNG**<br>exAngusloch–53<br>exSamuel Very–51<br>**Dai Han Coal Corporation**<br>Pusan S. Korean | **1802**<br>1027<br>2900 | Classed LR until 11/55 | **1943** Pacific Bridge Co.—S.Fo<br>258' 10" 42' 3" 17' 10¾"<br>250' 0" 42' 1" 20' 5"<br>P22' B70' F26' 1 dk<br>rf nil | S<br>4 Ho 31½', 34¼', 27', 27'<br>Der 4(3) | T 3Cy. 19" 32" & 56"×36"<br>1300ihp (o.f)<br>Pacific Bridge Co. Alameda<br>3×25, 20, 7½kW 100V d.c. |
| 506803<br>MXMQ<br>300182<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CHANGUINOLA**<br>**Elders & Fyffes Ltd.**<br>Glasgow British | T.Mk<br>**4802**<br>1868<br>5520<br>**6095**<br>2919<br>5675 | **✠100A1** CS 9/65<br>**✠LMC**<br>**✠Lloyd's RMC** (main installation)<br>MN1800 EL a†2"SQ | **1957**–9 A. Stephen & Sons Ltd.—Gls<br>411' 3" 56' 7" ~~25' 4"~~ 24' 10"/25' 1"<br>390' 0" 56' 0" 35' 0"<br>B123' F56' 1 dk, 2nd, 3rd & 4th dks clear of mchy. space<br>RW 6BH<br>rf 12" DK fwd WB1792t incl. Tunnel tanks 732t DTsm382t | S (12P) Ref<br>4 Ho 69½', 51', 56', 65¾'<br>In.204260<br>4 Ha (16½', 17', 17', 17'×15')<br>6W Der 8(5) | 2 S Turb dr geared to sc. shaft<br>9000shp 1637t (o.f)<br>A. Stephen & Sons Ltd. Gls<br>2WTB 585℔ Spt 790°F. 530℔ hs14344<br>sg 100℔<br>3×450, 450, 400kW 220V d.c. 18k |

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| 508399<br>SZWV<br>2727<br>Df Esd<br>RT | **CHANIA**<br>exBrotank-66 exDagö-63<br>exB.T. II-50 exSirius-43<br>**A. D. Papadopoulos**<br>Piræus Greek | 285<br>124<br>275 | HR | 1919 Kalundborg Skibs.—Kalundborg<br>108' 8" 22' 8" 10' 0"<br>22' 6"<br>P28' F16' 1 dk<br>R len 43 | M Tanker Mchy.aft<br>L.42290 | Oil 2SA 4Cy. 230×400 mm<br>240bhp NE52<br>Fredrikshavns Jernst. & Mek. |
| 520436<br>SZPE<br>Esd Pfd<br>Rdr RT | **CHANIA II**<br>exLaverock-65<br>**S. Marcantonakis**<br>~~Mich. Marcantonakis & Sons~~<br>Piræus Greek<br>Marcantonakis Lines (Mgrs.) | 1209<br>437<br>1437<br>1596<br>941<br>1910 | ✠100A1 SS 9/65<br>with freeboard<br>✠LMC<br>EL q | 1947–5 S. P. Austin & Sons Ltd.—Sld<br>259' 4" 40' 2" 15' 2½"/17' 5½"<br>246' 10" 40' 0" 23' 9"<br>B53' 1 dk & S dk<br>2BH to S dk 3 to 2nd dk<br>WB423t incl. Tunnel tanks 67t | TM OSD/CSD<br>G.112203 B.103169<br>6W Der 1(15) | 2 Oil 2SA each 5Cy. 340×595 mm<br>1600bhp<br>British Polar Engines Ltd. |
| 506804 | **CHANT 28**<br>**Port Autonome du Havre**<br>Havre French | 409<br>218<br>384 | ✱Classed BC until 5/49 | 1944–5 Goole S.B. & R. Co. Ltd.—Goo<br>148' 2" 27' 1" 10' 10"<br>141' 0" 27' 0" 11' 0"<br>P38' F14' Trunk 82' 1 dk | M Tanker Mchy.aft<br>L.18700 | Oil 4SA 7Cy. 220×290 mm<br>280bhp<br>Blackstone & Co.<br>1×6kW 110V d.c. |
| 506805<br>HSJG | **CHANTABOON**<br>**Thai Navigation Co. Ltd.**<br>Bangkok Thai | 395<br>245<br>350 | ✠100A1 SS 5/64<br>Gulf of Thailand service<br>✠LMC<br>MN100 EL f | 1951–10 Higashi Nippon Jukogyo—Nanao<br>153' 6" 27' 2" 8' 9½"<br>139' 5" 27' 0" 10' 4"<br>P20' Q41' B24' F22' 1 dk<br>RW 3BH<br>WB55t | TM Mchy.aft<br>1 Ho 78'<br>G.20120 B.19400<br>3W | 2 Oil 4SA each 6Cy. 250×380 mm<br>500bhp<br>Hanshin Nainenki Kogyo |
| 506807<br>GQMR<br>183198<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHANTALA**<br>**British India Steam Nav. Co. Ltd.**<br>London British | 7349<br>3788<br>9660 | ✠100A1 SS 5/66<br>with fbd DTa—oil FP above 150°F. or veg. oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1360 EL d†2⁴⁄₁₆"SQ | 1950–3 Barclay, Curle & Co. Ltd.—Gls<br>484' 6" 62' 11" 27' 2½"<br>455' 9" 62' 6" 40' 9"<br>F42' 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB2144t incl. DTa473t | M Ref OSD<br>5 Ho 54', 70½', 77¾', 51', 23' DT, 69'<br>G.573365 B.517535 In.13200<br>5 Ha (24¾'×17') (33'×22') (27'×21') (36', 24'×22')<br>16W Der 1(30) 1(20) 4(10) 6(8) 6(6) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>2AuxB 120℔<br>3×65kW 220V d.c. |
| 506808<br>EEHG | **CHANTEIRO**<br>**Naviera Ferrolana**<br>Ferrol Spanish | 258<br>140<br>— | | 1944 Ast. del Noroeste—Frl<br>111' 2" 27' 7" 12' 1½"<br>… … … | Wood S | C 2Cy. 13½" & 26¾"×17¾"<br>220ihp<br>L. Iglesias |
| 506809<br>182853 | **CHANTEK**<br>**Hong Huat Hardware Co. Ltd.**<br>Kuching Malaysian | 139<br>75<br>— | | 1942 F. Curtis Ltd.—Looe<br>112' 0" 17' 10" 5' 1"<br>17' 8" | Wood TM | 2 Oil 4SA each 6Cy. 120×165 mm NE48<br>J. I. Thornycroft & Co. Ltd. |
| 506810<br>TQML<br>Df Esd<br>Rdr RT | **CHANTELOUP**<br>**Union Industrielle & Maritime**<br>Caen French | 490<br>239<br>906 | BV | 1959 Soc. des Ch. & At. du Rhin—Strasbourg<br>216' 5" 32' 11" 11' 11¾"<br>192' 9" 32' 10"<br>B19' F23' 1 dk & S dk<br>RW | M OSD<br>G.68835 B.63822<br>2 Ha (3½', 5½'×19½')<br>6W Der 6(2¾ & 4¾) | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz |
| 501396<br>TQTX<br>Df Esd<br>RTm/v | **CHANTENAY**<br>exAmbulant-64 exMetre-62<br>exAmbulant-62<br>**Cie. Havraise et Nantaise Peninsulaire (C.H.N.P.) & Cie. Morbihannaise de Nav.**<br>Cie. Morbihannaise de Nav.<br>Nantes French | ~~474~~ 479<br>~~244~~ 242<br>~~1025~~ 1043 | BV | 1959 Grol's Scheepswerven—Zuidbroek<br>197' 6" 31' 7" 12' 10½"<br>180' 5" 31' 1"<br>1 dk & S dk<br>RW<br>rf 4" | M OSD Mchy.aft<br>1 Ho 121'<br>2 Ha (each 40¾'×16½')<br>Der 4(3–5) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>2×10kW 110V d.c. |
| 660199<br>FNRB<br>Df Esd<br>Gc Rdr<br>RT | **CHANTILLY**<br>**Soc. Nationale des Chemins de Fer Français**<br>Calais French | 3400<br>873<br>640 | BV | 1965 Dubigeon-Normandie S.A.—Nts<br>360' 7" 58' 6" 13' 1½"<br>341 3" 58' 4½" | TM Ferry (1200P)<br>2 Ha (20½'×11½') (21¾'×13½') | 2 Oil 4SA each 12Cy. 400×460 mm<br>9500bhp Pielstick<br>Ch. de l'Atlantique<br>Controllable pitch propellers |
| 641650<br>Df Esd<br>RT | **CHANZA**<br>**Narciso Martin**<br>Huelva Spanish | 191<br>93<br>— | BV | 1964 Const. Nav. P. Freire—Vgo<br>104' 8" 23' 2"<br>90' 6" 22' 11½" 11' 8" | M Trawler<br>4 Ha (3½', 3½', 3½'×5½') (4'×4½') | Oil 2SA 8Cy. 190×350 mm<br>480bhp Bolnes<br>Empresa Nacional "Elcano" |
| 506811<br>CNFY<br>Df Esd<br>Gc Rdr | **CHAOUEN**<br>**Cie. Marocaine de Navigation**<br>Casablanca Moroccan | 1550<br>794<br>3986 | BV | 1961 Schlichting & Co.—Travemünde<br>280' 8" 44' 6"<br>269' 0" 44' 4" 18' 2"<br>1 dk & S dk | M Ref OSD<br>3 Ha (41', 34½'×18½') (10'×6½')<br>Der 6(3–5) 2(2) | 2 Oil 4SA each 6Cy. [illegible] geared to sc. shaft<br>2740bhp<br>Masch. Augsburg-Nürnberg |
| 672696<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHAPAEV**<br>**U.S.S.R.**<br>Odessa Russian | 5000<br>—<br>4400 | | 1967 Cant. Nav. Breda—Ven<br>400' 0" 55' 11" 24' 7½"<br>360' 11" 55' 9½" 37' 1"<br>4 dks, 5th dk fwd | M Ref | Oil 2SA 7Cy. 680×1200 mm<br>Fiat S.G.M. |
| 506812<br>Df Esd | **CHAPAEV**<br>**U.S.S.R.**<br>Russian | 1900<br>813<br>3100 | | 1957 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>309' 0" 46' 0" 18' 7"<br>45' 10"<br>1 dk & S dk | M OSD | Oil 2SA 6Cy. 560×1000 mm<br>Sulzer Bros. Ltd. |

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| 672875<br>UPHN<br>M-21919 | **CHAPAEVO**<br>**U.S.S.R.**<br>Nakhodka Russian | 495<br>215<br>517 | | **1954** ....................Russia<br>171′ 9″ 26′ 11″ 9′ 2½″<br>26′ 10″ 10′ 10″<br>1 dk | TM<br>2 Ho<br>G.9182<br>2 Ha (28¾′, 29¼′×13′)<br>Cr 2(2½) | 2 Oil 4SA each 12Cy. 150×180 mm<br>8k |
| 506813<br>UKCZ<br>M-26053<br>Df Esd<br>Gc Rdr | **CHAPAEVSK**<br>**U.S.S.R.**<br>Zhdanov Russian | 2603<br>1340<br>3165 | | **1957** Stocznia Szczecinska—Szn<br>310′ 8″ 44′ 5″ 18′ 3″<br>44′ 3″ 20′ 7″<br>1 dk<br>RW | S<br>4 Ho<br>G.147227<br>4 Ha (31¾′×24′) (36½′, 31¾′×32½′) (29½′×26′)<br>4W Der 4(5) | C 4Cy. (2) 455 & (2) 960×980 mm<br>2000bhp (o.f)<br>Z.U.T. Zgoda Swi<br>11½k |
| 541065<br>Df Esd<br>RT | **CHAPARRUDO**<br>**José Molares Alonso**<br>Vigo Spanish | 235<br>89<br>— | BV | **1963** Enrique Lorenzo y Cia.—Vgo<br>112′ 6″ 20′ 8″ 11′ 7″<br>98′ 5″ 20′ 7″ 11′ 9″<br>RW | M Trawler<br>3 Ha (each 3¼′×3¼′) | Oil 2SA 6Cy. 250×375 mm<br>450bhp 85t<br>Juaristi Bbo<br>10k |
| 506814<br>GJWJ<br>304321<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHAPEL RIVER**<br>**River Line Ltd.**<br>London British | 16398<br>8696<br>22906 | ✠100A1 SS 9/67<br>strengthened for heavy cargoes<br>~~Ice Class 8~~<br>✠LMC<br>MN2100 EL I†2⅝″SQ | **1962**–9 Blyth D.D. & S.B. Co. Ltd.—Bly<br>618′ 10″ 75′ 3″ 31′ 0″<br>590′ 0″ 75′ 0″ 42′ 6″<br>P114′ F60′ 1 dk<br>NS 7BH<br>rf 3″ WB8533t incl. Topside tanks in holds 2916t | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer<br>G. Clark (Sld) Ltd. Sld<br>2AuxB (1 o.f 1 ex.g) 165℔ |
| 506815<br>EAGT<br>RTm | **CHAPI**<br>**Luis de Otero y Murueta**<br>Bilbao Spanish | 271<br>135<br>300 | BV | **1952** Basabe & Cia.—Bbo<br>*124·2′* 22′ 1″ 9′ 10″<br>... ... ...<br>1 dk<br>R | S<br>2 Ho 29½′, 39¼′<br>2 Ha (21′, 31½′×13½′)<br>Der 2(1) | T 3Cy. 7⅞″ 13¾″ & 21⅜″×15¾″<br>240ihp 50t (o.f)<br>Basabe & Cia. Bbo<br>2×3kW 110V d.c. 8½k |
| 506816<br>WE2629<br>263602 | **CHAPLAIN**<br>**New York Scow Corporation**<br>New York United States | 129<br>88<br>— | | **1952** Ira S. Bushey & Sons Inc.—Brooklyn<br>*78·4′* 23′ 6″<br>... ... ... | M Tug | Oil 2SA 12Cy. 215×255 mm<br>900bhp<br>General Motors Corp. Clv |
| 506817 | **CHAPLYGIN**<br>**U.S.S.R.**<br>Russian | 3863<br>1936<br>— | | **1957** Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 8⅝″<br>47′ 10″<br>1 dk<br>RW | S | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb<br>Z.U.T. Zgoda Swi |
| 506818<br>ZPKQ<br>1239 | **CHAQUENO**<br>**Government of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguayan | 728<br>394<br>— | ✠100A1 SS 1/69<br>River Plate service limiting port seawards Montevideo<br>✠LMC<br>MN140 EL (n)1¼″SQ<br>~~SURVEYS OVERDUE—CLASS SUSPENDED 9/65~~ | **1960**–10 Nippon Kokan—Shimizu<br>262′ 2″ 34′ 11″ 8′ 0½″<br>242′ 4″ 33′ 5½″ 11′ 2″<br>B&F186′ 1 dk<br>5BH<br>rf nil WB304t | TM Cattle Carrier Mchy.aft | 2 Oil 4SA each 6Cy. 290×410 mm<br>700bhp<br>Hanshin Nainenki Kogyo Kob |
| 506819<br>SXCG<br>1648<br>Df Esd<br>Gc Rdr | **CHARALAMBOS N. PATERAS**<br>exCapetan Nicolas–61<br>**Acme Shipping Corporation**<br>Piræus Greek | 9319<br>5320<br>— | ✠100A1 SS 1/65<br>Str. nav. ice<br>✠LMC<br>MN1260 EL d†$2\tfrac{3}{16}$″SQ | **1960**–3 Brodogradiliste III Maj—Rka<br>502′ 6″ 61′ 11″ 29′ 8¾″<br>460′ 9″ 61′ 8″ 39′ 5″<br>P25′ F55′ 2 dks<br>7BH to U dk 1 to 2nd dk<br>rf 6″ WB2616t incl. Tunnel tanks 91t DTmf1284t | M CSD | Oil 2SA 7Cy. 720×1250 mm<br>6300bhp<br>Sulzer Bros. Ltd. Win<br>2AuxB (1 o.f 1 ex.g) 100℔ |
| 506820<br>MPQG<br>167039 | **CHARCOT**<br>**J. Borgen**<br>Leith British | 211<br>79<br>— | | **1923** Kaidnes M/V—Tbg<br>117′ 0″ 21′ 7″<br>... ... ...<br>R | S Whaler | T 3Cy. 13½″ 22″ & 37½″×24″<br>Kaldnes M/V Tbg |
| 641815<br>306048<br>RTv | **CHARCREST**<br>**Charrington, Gardner, Locket (London) Ltd.**<br>London British | 465<br>187<br>514 | ✠Classed LR until 8/66 | **1964**–10 Charrington, Gardner, Locket (London) Ltd.—Dartford<br>163′ 3″ 33′ 7″<br>152′ 9″ 32′ 6″ 10′ 6″<br>Trunk 66′ 1 dk<br>rf 11″ | M Oil Barge Mchy.aft<br>6 Ta<br>L.17805 HeCls. C<br>Der 2(½) | 2 Oil 4SA each 6Cy. 9″×12″ with flexible couplings & sr gearing to sc. shaft<br>660bhp 14t (d.o)–1½pd<br>Mirrlees National Ltd. Stckpt<br>2×40kW 220V d.c. 8¾k |
| 506822<br>UQIF<br>M-1128<br>Df | **CHARDSHOV**<br>**U.S.S.R.**<br>Odessa Russian | 1081<br>336<br>1067 | | **1953** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>208′ 4″ 32′ 10″ 14′ 8½″<br>32′ 8″ 15′ 7″<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.50430 | Oil 2SA 6Cy. 340×570 mm<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| 506823<br>JWXN<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHARENTE**<br>**D/S I/S Garonne**<br>Fearnley & Eger<br>Oslo Norwegian | 1139<br>451<br>1720 | NV | **1958** T. van Duijvendijks Schps.—Lekkerkerk<br>258′ 0″ 39′ 6″ 14′ 7¾″<br>240′ 0″ 39′ 4½″<br>P73′ F34′ 1 dk & S dk | M OSD Mchy.aft<br>2 Ho 70′, 75′<br>G.117000 B.106250<br>2 Ha (stl) (each 50¼′×18′)<br>8W Der 4(3–5) 4(3) | Oil 4SA 8Cy. 390×680 mm<br>1600bhp 113t (d.o)<br>N.V. Werkspoor Ams<br>4×80, 80, 80, 50kW 220V 50c/s a.c. 12k |

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| **542968**<br>MPCN<br>160497<br>Df Esd<br>Rdr RT | **CHARGER**<br>exGorey–63<br>exShell Driver–57<br>exShelbrit 4–52<br>exShell Mex 8–36<br>**Overseas & General Brokerage & Finance Co. Ltd.**<br>London British | **349**<br>149<br>342 | ✠Classed LR until 11/56 | **1928–6** C. Hill & Sons Ltd.—Brs<br>144' 0" 24' 2" 9' 8½"<br>136' 0" 24' 0" 10' 6"<br>1 dk<br>R conv tanker 57 | M Mchy.aft | Oil 2SA 4Cy. 250 × 420 mm<br>NE50<br>British Polar Engines Ltd. |
| **506824**<br>5LIE<br>983<br>Df Esd<br>Gc Rdr<br>RT | **CHARIOT**<br>**Nile Shipping Co. S.A.**<br>Monrovia Liberian | **23664**<br>15370<br>38563 | AB | **1957** Kawasaki Dkyd Co. Ltd.—Kob<br>690' 8" 92' 11" 37' 2½"<br>659' 6" 92' 6" 47' 11"<br>P139' F53' 1 dk<br>RW<br>rf 6" | S Tanker Mchy.aft<br>33 Ta | 2 S Turb dr geared to sc. shaft<br>20250shp<br>Kawasaki Dkyd Co. Ltd. |
| **506825**<br>PDKB<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHARIS**<br>**Koninkl. Nederl. Stoomb. Maats. N.V.**<br>Amsterdam Netherland | ~~**3003**~~ T.Mk<br>~~1664~~ 1972<br>~~3844~~ 973<br>2675<br>2943<br>1608<br>3906 | BV | **1954** Gebr. Pot—Bolnes<br>322' 6" 46' 11" ~~20' 6¹¹⁄₁₆"~~ 16' 10½"/20' 6¹¹⁄₁₆"<br>… … …<br>P100' F27' 2 dks<br>RW<br>rf 3" | M (12P) Ref Mchy.aft<br>3 Ho 45½', 66½', 73½'<br>G.172000 B.163520 In.8064<br>3 Ha (stl) (22½' × 13') (40½', 40½' × 16')<br>10W Der 1(30) 4(9) 4(6) 2(3) | Oil 2SA 7Cy. 540 × 900 mm<br>2330bhp<br>Gebr. Stork & Co. N.V.<br>3 × 110kW 220V d.c. |
| **530554**<br>SYVD<br>31<br>Pfd RT | **CHARIS**<br>exMeropi–66 exSaint Bedan–64<br>**M. Gigilinis & D. Kalkassinas**<br>Thessaloniki Greek | **452**<br>240<br>580 | HR<br>✠Classed LR until 4/65 | **1937–3** Scott & Sons—Bwg<br>163' 0" 25' 7" 11' 4½"<br>155' 0" 25' 6" 11' 6"<br>Q86' B7' F19' 1 dk<br>R<br>BK 1½" | M Mchy.aft<br>1 Ho 93'<br>G.29000 B.24500<br>1 Ha (37½' × 15½')<br>2W Der 2(2) | Oil 2SA 4Cy. 340 × 570 mm<br>500bhp<br>British Auxiliaries Ltd. |
| **506827** | **CHARK**<br>exLa Gemma–52<br>exSan Giuseppe–47<br>exGiuseppina exG47<br>**Fouad Mohsen**<br>Egyptian (U.A.R.) | **223**<br>177<br>— | | **1911** Harada Shoko Goshi—Osa<br>*121·6'* 22' 3"<br>113' 6" 22' 1" 11' 10"<br>R | TM Trawler | 2 Oil 2SA each 6Cy. 110 × 135 mm<br>Emade43fitted—<br>General Motors Corp. |
| **506829**<br>WA8960<br>250571<br>Df | **CHARLES**<br>exOsage–55<br>**Alaska Freight Lines Inc.**<br>Seattle United States | **283**<br>93<br>— | | **1943** Hodgson-Greene-Haldeman S.B. —L.Beach<br>*117·7'* 28' 1" 13' 6½"<br>118' 0" 28' 0" 14' 7"<br>BK14" | Wood TM Tug | 2 Oil 2SA each 6Cy. 305 × 405 mm<br>1200bhp<br>Fairbanks, Morse & Co. |
| **514553**<br>OWCZ<br>Df | **CHARLES**<br>exHelloo–64 exOlive–54<br>exNoord-Stad–51<br>**I/S Mellem**<br>H. Hermansen<br>Marstal Danish | **250**<br>129<br>— | **100A1** TD 9/66<br>Mediterranean, Black Sea and Red Sea service, also European and North West African coasting service, including Azores<br>**LMC**<br>EL (d) 1" | **1931** Foxhol N.V.—Foxhol<br>137' 8" 23' 7" 9' 0"<br>122' 4" 23' 5½" 9' 6"<br>P37' F18' 1 dk<br>NS 4BH<br>WB88t incl. DTf12t | M Mchy.aft<br>1 Ho<br>G.19000 B.18100<br>2W Der 2(2) | Oil 4SA 4Cy. 280 × 450 mm<br>200bhp<br>Humboldt-Deutzmot. |
| **506830**<br>KXJL<br>243774<br>Df Esd | **CHARLES A. DANA**<br>**United States Department of Commerce**<br>Wilmington, N.C. United States | **7186**<br>4407<br>10550 | AB | **1943** N. Carolina S.B. Co.—Wmn<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>General Mchy. Corp.<br>3 × 20kW 120V d.c. |
| **506833**<br>WRLA<br>246093<br>Df Esd<br>Gc | **CHARLES A. KEFFER**<br>**United States Department of Commerce**<br>Savannah United States | **7254**<br>4465<br>10503 | AB | **1944** Southeastern S.B. Corp.—Sav<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>General Mchy. Corp.<br>3 × 20kW 120V d.c. |
| **506835**<br>KXNF<br>243744<br>Df Esd | **CHARLES A. WARFIELD**<br>**United States Department of Commerce**<br>Los Angeles United States | **7226**<br>4448<br>10572 | AB | **1943** California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3 × 20kW 120V d.c. |
| **506836**<br>123335<br>RTv | **CHARLES BARRIE**<br>**The Trustees of the Harbour of Dundee**<br>Dundee British | **122**<br>69<br>— | ✠Classed LR until 1/15 | **1910–8** Caledon S.B. & Co. Ltd.—Dun<br>90' 0" 22' 1" 7' 6"<br>21' 11"<br>R conv tug —<br>BK6½" | S Crane Ship Mchy.aft<br>1W Cr 1(8½) | C 2Cy. 13" & 28" × 18"<br>200ihp<br>Caledon S.B. & E. Co. Ltd. |
| **506837**<br>KIAC<br>243635<br>Df Esd | **CHARLES BULFINCH**<br>**United States Department of Commerce**<br>Baltimore United States | **7234**<br>4445<br>10920 | AB | **1943** Bethlehem-Fairfield—Bal<br>441' 6" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 62½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>General Mchy. Corp.<br>3 × 20kW 120V d.c. |

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| 506839<br>WA3556<br>225066<br>Df Gc<br>Rdr<br>RTm/h/v | **CHARLES C. WEST**<br>**Reiss S.S. Co.**<br>Wilmington, Del United States | **8481**<br>6840<br>13246 | AB | **1925** Manitowoc S.B. Corp.—Manitowoc<br>*576·2′* 60′ 1″ 21′ 0½″<br>576′ 5″ 60′ 0″ 31′ 0″<br>F72′ 1 dk<br>R len 48 | TS Bulk Carrier (10P) Mchy.aft<br>Self-unloader<br>8 Ho 39′, 48′, 48′, 24′, 24′, 48′, 48′, 46′<br>31 Ha (stl) (each 9′×38½′) | Unaflow 8Cy. 23½″×26″<br>4000ihp NE52 500t (c)<br>Skinner Engine Co. Erie<br>3×60kW 115V d.c.<br>Thw. thrust propeller fwd 14¾k |
| 506840<br>KKZK<br>241299<br>Df Esd | **CHARLES CARROLL**<br>**United States Department of Commerce**<br>Baltimore United States | **7230**<br>4441<br>10920 | AB | **1942** Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 1″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| 506842<br>WB4116<br>224004 | **CHAS. D. McALLISTER**<br>exVan Dyke 2–53<br>**McAllister Bros. Inc.**<br>New York United States | **137**<br>93<br>— | | **1924** Staten Island S.B. Co.—Mariner's Harbor<br>*92·4′* 21′ 1″<br>… … …<br>R | D-E Tug | 2 Oil 4SA each 6Cy. 380×510 mm 1000bhp connected to elec. motor & sc. shaft<br>Ingersoll-Rand Co. N.Yk |
| 506843<br>KOQU<br>243514<br>Df Esd | **CHARLES D. POSTON**<br>**United States Department of Commerce**<br>Los Angeles United States | **7180**<br>4400<br>10572 | AB | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 52′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1856t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| 506844<br>OMDD<br>224<br>Esd | **CHARLES DENISE**<br>**F. Nassel**<br>Ostend Belgian | **114**<br>38<br>— | | **1935** J. Boel & Fils—Tamise<br>*87·4′* 21′ 4″<br>… … …<br>R | M Trawler | Oil 4SA 3Cy. 345×525 mm<br>Carels van Asines Ght |
| 506845<br>CYDG<br>141678<br>RTh/v | **CHARLES DICK**<br>**National Sand & Material Co. Ltd.**<br>Toronto Canadian | **2015**<br>651<br>2488 | **BS✱** Lake SS 8/66<br>Great Lakes service<br>**MBS✱**<br>CT1739 C28 | **1922–7** Collingwood S.B. Co. Ltd.—Clw<br>258′ 6″ 43′ 2″ 15′ 10½″<br>250′ 0″ 43′ 0″ 20′ 0″<br>Q75′ F35′ 1 dk<br>R 7BH<br>WB524t incl. DTf257t | S Mchy.aft<br>2 Ho 60′, 58′<br>2 Ha (60′, 58′×26′) | T 3Cy. 19″ 32″ & 56″×36″<br>1320ihp Emade18fitted22 (o.f)<br>Prescott Co. Menominee<br>2 SB 180℔ db 70℔ hs(3908) ND<br>2×30, 20kW 115, 110V d.c. |
| 506847<br>WA3562<br>220453<br>Df Gc<br>Rdr<br>RTm | **CHARLES E. DUNLAP**<br>exL. M. Bowers–35<br>**The Tomlinson Fleet Corporation**<br>Wilmington, Del United States | **8262**<br>6436<br>— | AB<br>**BROKEN UP** | **1920** American S.B. Co.—Lorain<br>600′ 0″ 60′ 2″ 21′ 8¼″<br>587′ 10″ 60′ 0″ 32′ 0″<br>1 dk<br>R | S Bulk Carrier Mchy.aft<br>6 Ho 84′, 72′, 72′, 72′, 60′, 78′<br>33 Ha (each 9′×37′) | T 3Cy. 24½″ 41″ & $65\frac{1}{16}$″×42″<br>2300ihp<br>American S.B. Co. Lorain<br>2×60kW 120V d.c. |
| [illegible]057<br>6ZGZ<br>2255<br>Df Esd<br>Gc Rdr<br>RT | **CHARLES E. SPAHR**<br>**Oswego Tanker Corp.**<br>Monrovia Liberian | **31978**<br>21993<br>61777 | AB | **1966** Mitsubishi Hvy Ind. Ltd.—Nag<br>769′ 8″ 109′ 2″ 41′ 8½″<br>725′ 1″ 109′ 0″ 54′ 6″<br>P123′ F60′ 1 dk<br>RW<br>rf 2½″ | S Tanker Mchy.aft<br>12 Ta<br>L.2637033 | 2 S Turb dr geared to sc. shaft<br>22000shp (o.f)<br>Mitsubishi Hvy Ind. Ltd. Nag<br>16½k |
| 506850<br>5MMD<br>1714<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CHARLES E. WILSON**<br>**Oswego Ocean Carriers Ltd.**<br>Monrovia Liberian | **28970**<br>18682<br>51602 | AB | **1963** Ishikawajima-Harima Hvy Ind.—Aio<br>761′ 2″ 102′ 3″ 38′ 1⅜″<br>721′ 9″ 102′ 0″ 56′ 5″<br>P73′ F44′ 1 dk<br>RW<br>rf 1½″ | S Bulk Carrier Mchy.aft<br>5 Ho<br>9 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>18700shp 6072t (o.f)<br>Ishikawajima-Harima Hvy Ind. Tok |
| 506851<br>KHST<br>242847<br>Df Esd | **CHARLES GOODYEAR**<br>**United States Department of Commerce**<br>Portland, Or United States | **7176**<br>4374<br>10844 | AB<br>**BROKEN UP** | **1942** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. 10k |
| 506853<br>KUIG<br>244730<br>Df Esd<br>Gc | **CHARLES H. HERTY**<br>**United States Department of Commerce**<br>Savannah United States | **7198**<br>4364<br>10503 | AB<br>**BROKEN UP** | **1943** Southeastern S.B. Corp.—Sav<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 4″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1820t (o.f)<br>Vulcan Iron Works Wilkes-Barre<br>3×20kW 120V d.c. 10k |
| 540241<br>315412<br>Rdr RT | **CHARLES H. McKAY**<br>**Melbourne Harbor Trust Commissioners**<br>Melbourne British | **799**<br>257<br>— | ✠Classed LR until 4/65 | **1962–3** R. Dunston (Hessle) Ltd.—Hessle<br>181′ 6″ 37′ 0″ 14′ 9¼″<br>169′ 7″ 36′ 0″ 17′ 0″<br>1 dk<br>RW<br>rf nil | M Hopper Barge Mchy.aft | Oil 4SA 6Cy. 15″×20″<br>1098bhp 110t<br>Mirrlees, Bickerton & Day Stckpt<br>10k |
| 506855<br>GSMV<br>186327<br>Esd Pfd<br>Rdr<br>RTm/h | **CHARLES H. MERZ**<br>**Central Electricity Generating Board**<br>Stephenson Clarke Shipping Ltd.<br>London British | **2947**<br>1482<br>3640 | **✠100A1** ~~SS 9/64~~<br>**SS** 11/68<br>**✠LMC**<br>MN306 EL t 1$\frac{11}{16}$″SQ | **1955–11** Hall, Russell & Co. Ltd.—Abn<br>340′ 0″ 43′ 6″ 18′ 1¼″<br>323′ 0″ 43′ 3″ 20′ 3″<br>Q196′ F32′ 1 dk<br>R NS 9BH<br>rf nil WB1472t incl. DTm263t | S Mchy.aft<br>4 Ho 52′, 54′, 49′, 45′<br>G.189130<br>4 Ha (stl) (35½′×24½′) (35½′, 33½′, 33½′×27½′)<br>Der 1(2½) | T 3Cy. 20½″ 33″ & 57″×39″ Rht<br>1475ihp 1245t (o.f)<br>G. Clark & N.E.Mar. (Sld) Ltd. Sld<br>2 SB 220℔ Spt 750° F. hs5510 6cf<br>3×60, 60, 25kW 220V d.c. 11¼k |

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| 506856<br>ZSMR<br>174779<br>RTm | **CHARLES HAMILTON**<br>**Republic of South Africa (Railways & Harbours Administration)**<br>Cape Town S. African | 100<br>81<br>— | ✠Classed LR until 10/48 | 1947-1 Gilbert Hamer & Co. Ltd.—Drb<br>80' 0" 17' 6" 7' 0"<br>17' 4"<br>R | S Pilot Tender & Tug | C 2Cy. 10" & 20"×15"<br>180ihp<br>Plenty & Son Ltd. |
| 506857<br>186360 | **CHARLES HEARN**<br>**John Howard & Co. (Northern) Ltd.**<br>Preston British<br>Now **KINGHOW** See New Entries No. 4 | 139<br>—<br>— | ✠A1 SS 10/67<br>tug<br>River & harbour service<br>✠LMC<br>MN148 EL (b) | 1959-10 Henry Robb Ltd.—Lth<br>92' 7" 24' 5" 9' 10"<br>86' 0" 23' 0" 11' 6"<br>RW 3BH<br>rf 15" BK7" WB37t | TM Tug | 2 Oil 2SA each 5Cy. 10½"×13½"<br>740bhp<br>Crossley Bros. Ltd. |
| 506858<br>OFKZ<br>Df Esd<br>Rdr RT | **CHARLES HENRI**<br>**Charles Lambregt**<br>Ostend Belgian | 140<br>58<br>— | | 1935 Beliard, Crighton & Cie.—Ost<br>107' 2" 20' 8"<br>... ... ...<br>R | M Fishing | Oil<br>NE55<br>Klöckner-Humboldt-Deutz |
| 506859<br>WA3564<br>203918<br>Df Gc<br>Rdr RT | **CHARLES HUBBARD**<br>**Great Lakes Dredge & Dock Co.**<br>New York United States | 4846<br>4287<br>— | | 1907 Toledo S.B. Co.—Toledo<br>*438·7'* 52' 2" 19' 8½"<br>446' 9" 52' 0" 28' 1"<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>13 Ha (stl) (each 12'×34') | Q 4Cy. 16½" 24" 35" & 50"×42"<br>1250ihp<br>Toledo S.B. Co. |
| 506860<br>WOOX<br>245898<br>Df Esd<br>Gc | **CHARLES J. COLDEN**<br>**United States Department of Commerce**<br>San Francisco United States | 7261<br>4465<br>10500 | AB | 1944 Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 506861<br>FNJV<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHARLES L. D.**<br>**Louis Dreyfus & Cie.**<br>Dunkirk French | 21560<br>9441<br>32701 | BV | 1962 Soc. des For. de la Méditérranée—La Seyne<br>652' 11" 87' 2" 35' 0"<br>86' 10"<br>1 dk<br>rf 4" | M Ore Carrier Mchy.aft<br>3 Ho each 132'<br>9 Ha (stl) (each 34½'×33')<br>Der 2(5) 2(3) 2(1½) | Oil 2SA 8Cy. 760×1500 mm<br>10100bhp Götaverken<br>Soc. des For. de la Méditerrané<br>3×300kW 440V d.c. |
| 506867<br>KEBX<br>248487<br>Df Esd<br>Gc | **CHARLES LYKES**<br>**Lykes Bros. S.S. Co. Inc.**<br>Galveston United States | 8179<br>4924<br>11330 | AB | 1945 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 1" 28' 6¾"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>RW<br>rf nil | S (12P)<br>5 Ho 59', 59', 67', 68', 68'<br>G.580845 B.540824<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 532251<br>WL3108<br>278807<br>Df Gc<br>Rdr RT | **CHARLES M. BEEGHLY**<br>exShenango II-67<br>**Pickands Mather & Co.**<br>Wilmington, Del. United States | 13598<br>8405<br>— | AB | 1959 American S.B. Co.—Toledo<br>710' 0" 75' 2" 25' 10¾"<br>690' 0" 75' 0" 37' 6"<br>P105' F62' 1 dk<br>RW<br>rf 3" | S Mchy.aft<br>4 Ho<br>G.846238<br>20 Ha (stl) (each 11'×48') | 2 S Turb dr geared to sc. shaft<br>9350shp<br>General Electric Co. |
| 506869<br>WA3569<br>284719<br>Df Gc<br>Rdr RT | **CHARLES M. SCHWAB**<br>(Aft)—exGulfport<br>**Pickands, Mather & Co.**<br>Wilmington, Del United States | 9428<br>7034<br>14620 | AB | 1923 (Fwd & Cargo sections) American S.B. Co.—Clv<br>1942 (Aft section) Bethlehem Sparrows Pt Shpyd—Sp.Pt<br>680' 0" 60' 2" 21' 10$\frac{3}{16}$"<br>664' 11" 60' 0" 32' 0"<br>1 dk<br>R joined & len 61<br>rf 3" | S Mchy.aft<br>4 Ho<br>21 Ha (stl) (each 12'×38') | 2 S Turb dr geared to sc. shaft<br>3960shp Emade42<br>Bethlehem Stl Co. |
| 506870<br>KKOD<br>243194<br>Df Esd<br>Rdr | **CHARLES M. SCHWAB**<br>**United States Department of Commerce**<br>Baltimore United States | 7191<br>4378<br>10920 | AB | 1943 Bethlehem-Fairfield—Bal<br>441' 6" 57' 1" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 506871<br>WD9237<br>249263<br>Df Esd<br>Gc Rdr<br>RT | **CHARLES M. WHITE**<br>exMount Mansfield-51<br>**Republic Steel Corp.**<br>Wilson Marine Transit Co.<br>Wilmington, Del United States | 9115<br>5719<br>14780 | AB | 1946 (Cargo & aft sections) Kaiser Co. Inc.—Vcr, Wash<br>1951 (Fwd section) Ingalls S.B. Corp.—Pascagoula<br>602' 6" 71' 8" 24' 4½"<br>585' 0" 71' 6" 35' 0"<br>P143' F56' 1 dk<br>rf nil | S Mchy.aft<br>4 Ho<br>G.557390<br>15 Ha (stl) (each 11'×45½') | 2 S Turb dr geared to sc. shaft<br>9900shp<br>Joshua Hendy Irn Wks |
| 506873<br>GRBP<br>181653<br>Df Esd<br>Gc RT | **CHARLES MACLEOD**<br>**Ministry of Transport**<br>British India Steam Nav. Co. Ltd.<br>London British | 4255<br>2418<br>2650 | ~~✠A~~ ~~SS 12/64~~<br>~~with fbd Non-perishable cargoes Coasting service; also to Mauritius & Rodrigues & in South Pacific Tropical Zone"~~<br>~~LMC~~<br>~~MN(658)~~ ~~EL (v) 1½"SQ~~<br>TO BE BROKEN UP | 1943-5 Lithgows Ltd.—P.Gl<br>347' 6" 55' 3" 12' 0"<br>334' 0" 54' 0" 27' 0"<br>1 dk, pt 2nd dk, 3rd dk clear of mchy. space<br>RW 1BH to U dk 2 to 2nd dk<br>conv Admiralty Transport Ferry 47<br>rf nil WB2159t incl. DTsf1801t DTa214t | TS (86P) Mchy.aft<br>Bow doors<br>1 Ho 224'<br>B.88270<br>2 Ha (48'×12') (26'×14')<br>2W Der 2(15) | T 8Cy. (2) 18½" (2) 31" & (4<br>5500ihp<br>J. G. Kincaid & Co. Ltd.<br>2WTB 225lb hs(10650)<br>4×60kW 220V d.c. |

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| 506874<br>KTTU<br>244403<br>Df Esd<br>Gc | **CHARLES NORDHOFF**<br>**United States Department of Commerce**<br>Portland, Or United States | 7232<br>4437<br>10439 | AB | 1943 Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T<br>2500i<br>Iron F<br>3×20kW |
| 501619<br>6ZJZ<br>2333<br>Df Esd<br>Gc Pld<br>Rdr RT | **CHARLES P.**<br>exAnders Mærsk–65<br>**Astrodorado Cia. Nav. S.A.**<br>Monrovia Liberian | **12881**<br>7851<br>20123 | **✠100A1** SS 6/66<br>oil tanker<br>**✠LMC**<br>MN1650 EL i†2½″SQ | **1957–9** Mitsui Zosen—Tmn<br>559′ 11″ 72′ 1″ ~~31′ 6¼″~~ 32′ 3⅜″<br>538′ 3″ 71′ 10″ 39′ 6″<br>P115′ B32′ F71′ 1 dk<br>12BH<br>rf 2″ WB1297t incl. DTf936t | M Tanker Mchy.aft<br>21 Ta<br>Der 2(7½) 2(5) | Oil 2SA 7Cy.<br>8250bhp B&W<br>Mitsui Zosen<br>2AuxB (o.f) 180lb Sp<br>AuxB (ex.g) 180lb<br>3×85kW 110V d.c. |
| 506877<br>VDCX<br>148898<br>Df Gc<br>Rdr RT | **CHARLES R. HUNTLEY**<br>**McNamara Corp. Ltd.**<br>Toronto Canadian | **1733**<br>1186<br>— | ✱Classed BC until 2/61 | **1926–3** Napier & Miller Ltd.—Gls<br>258′ 0″ 43′ 2″ 15′ 6¾″<br>253′ 0″ 43′ 1″ 20′ 0″<br>F35′ 1 dk<br>R conv dry cargo ship 63 | S Hopper Dredger Mchy.aft<br>G.133440 B.124600 | T 3Cy. 17″ 28½″ & 47″×33″<br>100t (c)<br>D. Rowan & Co. Ltd. Gls<br>8k |
| 506880<br>FNWV<br>Df Esd<br>Rdr RT | **CHARLES SCHIAFFINO**<br>**Soc. Algérienne de Nav. Charles Schiaffino & Cie.**<br>Dunkirk French | **4415**<br>2687<br>5988 | BV | **1930** At. & Ch. de la Seine—Le Trait<br>379′ 7″ 51′ 7″ 21′ 8″<br>51′ 5″<br>P33′ B106′ F38′ 2 dks<br>R | M<br>pt bulk wine carrier<br>G.209345<br>5 Ha (25′, 25′, 22½′, 22½′, 12½′×17′)<br>Der 10(5) | 2 Oil 4SA each 8Cy. 420×660 mm geared to sc. shaft<br>3300bhp NE57 320t<br>Klöckner-Humboldt-Deutz Kln<br>10k |
| 506882<br>TMGW<br>Df Esd<br>RT | **CHARLES-TELLIER**<br>**E. & A. Gautier Frères & Cie.**<br>Lorient French | **352**<br>125<br>— | BV | **1947** S.A. des Anc. Ch. Dubigeon—Nts<br>147′ 9″ 26′ 2″ 15′ 2″<br>26′ 0″<br>F27′ | M Trawler | Oil 2SA 5Cy. 360×600 mm<br>Forg. & Ch. de la Médit. Msl |
| 506883<br>WA3574<br>241943<br>Esd Rdr<br>RT | **CHAS. W. SNIDER**<br>**Union Oil Co. of California**<br>Evansville United States | **292**<br>198<br>— | | **1942** Sturgeon Bay S.B. & D.D. Co.—Sturgeon Bay<br>*108·3′* 30′ 1″<br>114′ 0″ 30′ 0″ 10′ 1″<br>1 dk | TrM Tug<br>4W | 3 Oil 4SA<br>1575bhp 112t<br>Cooper-Bessemer Corp. Grove City<br>7k |
| 506884<br>WASG<br>245526<br>Df Esd<br>Gc | **CHARLES W. WOOSTER**<br>**United States Department of Commerce**<br>New Orleans United States | **7176**<br>4380<br>10434 | AB | **1944** Delta S.B. Co. Inc.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 1″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′. 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10 W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2445t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 10k |
| 506885<br>TKHA<br>RT | **CHARLESTON**<br>**Sociedade Irpex**<br>San Luis de Maranhao Brazilian | **286**<br>192<br>— | BV | **1960** Ch. A. Tertu—Le Fret<br>*102·1′* 27′ 10″<br>… … … | Wood M Fishing<br>6 Ha (2½′×2½′) (4′, 4′×4′) (4½′×4½′) (10′×9½′) (2½′×2½′) | Oil 4SA 12Cy. 180×220 mm<br>450bhp<br>Aciéries du Nord Maubeuge<br>7½k |
| 506887<br>VDLK<br>313948<br>Rdr<br>RTm/v | **CHARLEVOIX**<br>**Gulf Ports S.S. Co. Ltd.**<br>Clarke Steamship Co. Ltd.<br>Quebec Canadian | **535**<br>355<br>180 | **✠A1** SS 10/66<br>L'Anse au Portage-Tadoussac service<br>Ice Class 2<br>**✠LMC**<br>MN168 EL (k) | **1962–5** Ch. Mar. de St. Laurent—St. Laurent<br>180′ 7″ 38′ 1″ 8′ 10½″<br>168′ 2″ 36′ 11½″ 14′ 6″<br>1 dk<br>4BH<br>rf nil | M Ferry (200P) | 2 Oil 2SA each 6Cy. 230×400 mm with flexible couplings<br>840bhp 16¾t (d.o)<br>Alpha-Diesel A/S Fkn<br>2×15kW 115V 60 c/s a.c.<br>Controllable pitch propellers 1 fwd 1 aft<br>10k |
| 523336<br>OGTE<br>1135<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHARLIE**<br>exMessidor–67<br>**Ångfartygs A/B Alfa**<br>Lundqvist Rederierna<br>Mariehamn Finnish | **12158**<br>7127<br>19300 | BV | **1952** Odense Staalskibs.—Odn<br>557′ 0″ 71′ 0″ 30′ 6¼″<br>70′ 8″ 39′ 6″<br>P117′ B39′ F61′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>21 Ta 1 Ho 24½′<br>L.880650 HeCls. BC<br>1 Ha (stl) (13½′×10½′)<br>Der 3(5) | Oil 2SA 8Cy. 740×1600 mm<br>7355bhp 2154t (d.o)–24pd<br>Burmeister & Wain Cpn<br>2×49, 45kW 110V d.c. 14¼k |
| 506888<br>197522<br>RT | **CHARLIE S.**<br>**Davie Shipbuilding Ltd.**<br>Quebec Canadian | **225**<br>94<br>— | | **1954** Davie S.B. & Rep. Co. Ltd.—Lauzon<br>101′ 10″ 26′ 1″ 9′ 9″<br>… … … | M Tug | Oil 12Cy. 220×265 mm<br>General Motors Corp. Clv |
| 662277<br>DHKL<br>Df Esd<br>Rdr<br>RTm/v | **CHARLOTTE**<br>**Günter Kleige**<br>Johs. Thode<br>Hamburg W. German | T.Mk **499**<br>259<br>1000 | GL | **1966** J. J. Sietas Schiffsw.—Ham<br>202′ 4″ 32′ 11″ 13′ 1″<br>180′ 6″ 32′ 10″ 20′ 4″<br>B33′ F26′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 126¼′<br>G.71600 B.65600<br>3 Ha (each 63¼′×21′)<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>800bhp 54t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×48kW 380V 50c/s a.c. 11k |
| 506890<br>DGEZ<br>Df Esd | **CHARLOTTE**<br>**Werner Binder**<br>Rob. Ruge<br>Hamburg W. German | **491**<br>231<br>690 | GL<br>Ien 50 & 52 | **1915** H. Pauksch A.G.—Landsberg<br>168′ 4″ 29′ 7″ 9′ 10″<br>29′ 5″ 10′ 8″<br>Q28′ F29′ 1 dk<br>R | M Mchy.aft<br>1 Ho 111½′<br>G.35000 B.33000<br>2 Ha<br>2W | Oil 4SA 6Cy. 280×420 mm<br>200bhp NE40<br>Deutsche Werke A.G. Kel<br>9k |
| 661708<br>323545<br>Esd Rdr<br>RT | **CHARLOTTE A. FINN**<br>**Usen Fisheries Ltd.**<br>Charlottetown Canadian | **171**<br>54<br>— | AB | **1966** Ferguson Industries Ltd.—Pictou<br>93′ 2″ 21′ 5″<br>80′ 3″ 21′ 3″ 12′ 7″<br>1 dk<br>BK7″ | M Trawler<br>1 Ho 22¾′<br>2 Ha | Vee Oil 4SA 12Cy. 6¼″×8″<br>765bhp 21t (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×25kW 220V 60c/s a.c. 11k |

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| 506893<br>DLCO<br><br>Df Esd<br>Gc Rdr | **CHARLOTTE BASTIAN**<br><br>**Helmut Bastian**<br>Bremen W. German | **998**<br>474<br>1450 | | GL | **1956** Heinr. Brand—Oldenburg<br>227' 11" 35' 8" 13' 10"<br>203' 10" 35' 3" 15' 7"<br>P62' F33' 1 dk<br>RW | M Mchy.aft<br><br>G.70600 B.67800<br><br>6W Der 2(10) 2(5) 4(3) | 2 Oil 2SA each 9Cy.<br>geared to sc. shaft<br>900bhp<br>Motorenf. Darmstadt |
| 670611<br>OZTF<br><br>Df Esd<br>Rdr<br>RTm/v | **CHARLOTTE DREYER**<br><br>**Partrederiet Mikkelborg**<br>Riis Shipping<br>Copenhagen Danish | **299**<br>165<br>565 | | BV | **1967** Sønderborg Skibsv.—Sønderborg<br>154' 7" 28' 11" 10' 6"<br>138' 9" 28'10½" 11' 1"<br>P43' B7' F33' 1 dk | M Mchy.aft<br>1 Ho 88½'<br>G.24000 B.21000<br>1 Ha (88½'×16½')<br>2W Der 2(3) | Oil 2SA 5Cy. 240×400 mm<br>425bhp<br>Alpha-Diesel A/S<br>2×45kW 220/380V 50c/s a.c.<br>Controllable pitch propeller |
| 540242<br>WLCW<br>292782<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CHARLOTTE LYKES**<br><br>**Lykes Bros. S.S. Co. Inc.**<br>Mobile United States | T.Mk<br>**6420**<br>3452<br>—<br>**9296**<br>5295<br>11334 | | AB | **1963** Bethlehem Stl Co.—Sp.Pt<br>495' 0" 69' 2" —/30' 1½"<br>470' 0" 69' 0" 41' 7"<br>2 dks<br>RW<br>rf nil | S (4P)<br>5 Ho 70½', 72½', 72½', 50', 88½'<br>B.553000<br>5 Ha (stl) (31½'×18') (40', 35', 35', 30'×25')<br>Der 1(60) 16(15) | 2 S Turb dr geared to sc. shaft<br>10000shp<br>General Electric Co.<br>2×600kW 450V 60c/s a.c. |
| 672360 | **CHARLOTTE MÆRSK**<br><br>**A. P. Möller, Copenhagen**<br>Copenhagen Danish<br>For later particulars see New Entries No. 3 | **13000**<br>—<br>14700 | **100A1**<br>Class contemplated<br>**✠Lloyd's RMC** | | Kockums M/V A/B—Mmo<br>559' 9" 80' 1" 34' 0"<br>525' 0" 80' 0" 52' 6" | M Ref<br><br>In.25011 | Oil 2SA 9Cy. 840×1800 mm<br><br>Burmeister & Wain |
| 506898<br>OXTT<br><br>Df Esd<br>Rdr RT | **CHARLOTTE PRIVA**<br>exDeo Favente–59<br>**Privateksportørers**<br>**Skibstransport A/S**<br>Sönderborg Danish | **384**<br>147<br>540 | | BV | **1950** Scheeps. "Vooruitgang"—Foxhol<br>178' 0" 27' 5" 9' 11"<br>... ... ...<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho 111½'<br><br>2 Ha (each 32½'×16½')<br>Der 2(3) | Oil 4SA 6Cy. 305×450 mm<br>360bhp<br>D. & J. Boot "De Industrie"<br>3×9½, 7½, 7½kW 110V d.c. |
| 506899<br>CY2860<br>193766<br>Rdr RT | **CHARLOTTE STRAITS**<br>exArctic Queen–51<br>**Straits Towing Ltd.**<br>Vancouver Canadian | **185**<br>43<br>— | | | **1943** Petrich S.B. Corp.—Tac<br>*91·8'* 24' 7" 12' 6"<br>... ... ... | Wood M Tug | 3 Oil each 6Cy. 5½"×6½"<br>shaft NE64<br>Caterpillar Tractor Co. |
| 661370<br><br>326101 | **CHARLOTTE AND RICKY**<br><br>**P. A. Trawler Ltd.**<br>Lunenburg Canadian | **214**<br>97<br>— | | | **1965** Smith & Rhuland—Lunenburg<br>*104·5'* 25' 4"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 6Cy. 270×360 mm<br>720bhp<br>Klöckner-Humboldt-Deutz |
| 506900<br>DAPS<br><br>Df Esd<br>RTm | **CHARLOTTENBURG**<br><br>**Süptitz & Co. Reederei**<br>Hamburg W. German<br>Now **ELSE KILDE** See New Entries No. 11 | **300**<br>195<br>425 | | GL | **1959** Rolandwerft G.m.b.H.—Bmn<br>156' 1" 26' 6" 8' 8"<br>139' 5" 26' 3" 9' 8"<br>P31' F23' 1 dk | M Mchy.aft<br><br>G.21000 B.20000<br>2 Ha (each 32½'×18')<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G.<br>1×6½kW 110V |
| 506901<br>GXGM<br>187693<br>Df Esd<br>Gc Rdr<br>RT | **CHARLTON MIRA**<br><br>**Charlton Steam Shipping**<br>**Co. Ltd.**<br>Chandris (London) Services<br>Ltd.<br>London British<br>Now **DONA MIRA** See New Entries No. 11 | **9881**<br>5791<br>14700 | **✠100A1** SS 4/67 ~~SS 4/65~~<br><br>**✠LMC**<br><br>MN960 | EL e†2½"SQ | **1958–1** Bartram & Sons Ltd.—Sld<br>494' 9" 63' 3" 30' 6½"<br>465' 0" 63' 0" 41' 0"<br>P109' B19' F40' 1 dk<br>RW NS 7BH<br>rf 6" DK WB566t | M Mchy.aft<br><br>G.704150 B.700300<br><br>4W Der 1(25) 2(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp<br>Wm. Doxford & Sons (Eng)<br>2AuxB 150lb |
| 506902<br><br>302557<br>RTv | **CHARMO**<br><br>**Charrington, Gardner, Locket**<br>**(London) Ltd.**<br>London British | **477**<br>192<br>514 | ✠Classed LR until 2/63 | | **1960–4** Charrington, Gardner, Locket (London) Ltd.—Dartford<br>163' 3" 33' 7" 4' 3½"<br>153' 6" 32' 6" 10' 6"<br>1 dk<br>rf 11" | M Tanker Mchy.aft<br><br><br><br>Der 2(½) | 2 Oil 4SA each 4Cy.<br>reverse geared to sc. shaft<br>528bhp<br>Lister Blackstone Mar. Ltd<br>2×10kW 110V d.c. |
| 517603<br>VCXR<br>313976<br>Df Esd<br>RTh | **CHARNY**<br>exJosephine Le Borgne–64<br>exKabyle–58<br>**North Shipping &**<br>**Transportation Ltd.**<br>R. Duval<br>Quebec Canadian | **2068**<br>1022<br>2340 | **WRECKED 2/68** | BV | **1948** Marine Industries Ltd.—Srl<br>*299'2'* 46' 1" 19' 4"<br>45' 10"<br>1 dk & S dk<br>R | M Ref OSD Mchy.aft<br>4 Ho 22½', 47½', 33½', 42½'<br>G.178230 B.177700 In.10943<br>4 Ha (stl) (17½', 24½', 24½', 21½'×14½')<br>8W Der 1(15) 2(5–7) 6(3–5) | Oil 2SA 5Cy. 29"×40"<br>3600bhp<br>Nordberg Mfg Co.<br>4×400, 400, 60, 60kW |
| 506904<br>PUYY<br><br>Df Esd<br>Rdr | **CHARRUA**<br>exCarlshamn–53<br>**Navegação Riograndense**<br>**Ltda.**<br>Porto Alegre Brazilian<br>For later particulars see New Entries No. 1 | **2055**<br>985<br>2930 | ✠Classed LR until 2/54 | | **1951–9** Ekensbergs Varv—Skm<br>313' 0" 43' 6" 18' 3½"<br>43' 3"<br>P28' 1 dk & S dk | M OSD<br><br>G.187491 B.174296 | 2 Oil 2SA each 8Cy.<br>electromagnetic slip<br>gearing to sc. shaft<br>Atlas-Diesel |
| 506905<br>HPIX<br>585P<br>Esd<br>RTm | **CHARTA**<br>exEgbertha–57 exMedea–56<br>**Naviera Anayak de Panama**<br>**S.A.**<br>Panama Panamanian<br>Now **TULUM** See New Entries No. 1 | **499**<br>357<br>940 | **✠100A1** SS 1/63<br><br>**✠LMC**<br><br>MN132 | EL i | **1954–1** Zaanlandsche Schps. Maats.—Zaandam<br>193' 2" 29' 5" 11' 9½"<br>176' 10" 29' 4" 13' 0"<br>P37' F39' 1 dk<br>3BH<br>WB322t | M Mchy.aft<br>1 Ho 114'<br>G.38900 B.36800<br>2 Ha (37', 36'×16½')<br>2W Der 2(3) | Oil 4SA 8Cy.<br>660bhp<br>Klöckner-Humboldt-Deutz<br>3×5kW 115V d.c. |

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|---|---|---|---|---|---|---|
| 670960<br>GVZH<br>309813<br>Df Pfd<br>Rdr RTv | **CHARTSMAN**<br>**Helmsman Shipping Co. Ltd.**<br>C. Rowbotham & Sons (Management) Ltd.<br>London British | **787**<br>367<br>1172 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN190 EL J 1$\frac{3}{16}$" U1 | **1967–5** Drypool Eng. & D.D. Co. Ltd.—Hul<br>203' 0" 30' 10" 12' 9¾"<br>190' 8" 30' 6" 14' 0"<br>P49' F30' Trunk111' 1 dk<br>8BH<br>rf 3" WB191t | M Tanker Mchy.aft<br>10 Ta<br>L.52735<br>Der 2(1)<br>HeCls C | Vee Oil 2SA 12Cy. 220×380 mm<br>950bhp Brons 49t (d.o)–3pd<br>Drypool Eng. & D.D. Co. Ltd. Hul<br>db 100lb<br>3×60, 35, 35kW 220V d.c. 10k |
| 506907<br>OPMW<br>Df Esd<br>Pfd Rdr<br>RT | **CHARVIC**<br>exValesca–50<br>**Ch. & Arm. Seghers**<br>Ostend Belgian | *188*<br>*82*<br>380 | ✠Classed LR until 4/48 | **1916–8** Cook, Welton & Gemmell Ltd.—Bev<br>131' 2" 20' 9" 14' 5"<br>20' 7"<br>Q59'<br>R<br>BK7½" | Iron M Trawler<br>1 Ho<br>In.1941 | Oil 4SA 6Cy. 320×480 mm<br>NE50 50t<br>Motorenw. Mannheim Mhm<br>10½k |
| 671945 | **CHARYCH**<br>**U.S.S.R.**<br>Russian | **2686**<br>1390<br>3177 | | **1956** Stocznia Szczecinska—Szn<br>293' 6" 44' 3"<br>18' 3"<br>1 dk | S | C 4Cy. (2) 455 & (2) 980×980 mm<br>2000ihp<br>Z.U.T. Zgoda Swi |
| 506909<br>EDQK<br>RT | **CHAS**<br>**José & Julio Gonzalez Chas**<br>Corunna Spanish | **248**<br>121<br>195 | BV | **1948** Ast. del Noroeste—Frl<br>*114·0'* 22' 6"<br>... ... ...<br>len 60 | M Trawler<br>2 Ha (each 3'×3') | Oil 4SA 8Cy. 270×500 mm<br>580bhp NE55 46t<br>N.V. Werkspoor Ams<br>9k |
| 650510<br>EBUF<br>Df Esd<br>RT | **CHAS No. 2**<br>**José & Julio Gonzalez Chas**<br>Corunna Spanish | **341**<br>151<br>— | BV | **1927** Bow, McLachlan & Co. Ltd.—Psy<br>*143·1'* 23' 6"<br>23' 4"<br>R | S Trawler<br>3 Ha | T 3Cy. 320, 530 & 890×660 mm<br>(o.f)<br>Bow, McLachlan & Co. Ltd. Psy<br>10½k |
| 506910<br>TMDS<br>Df Esd | **CHASSIRON II**<br>**Dahl & Cie.**<br>La Rochelle French | **406**<br>144<br>— | ✠<br>BV | **1960** Stocznia Polnocna—Gdk<br>156' 0" 27' 6" 11' 10"<br>139' 5" 27' 2½" 14' 9"<br>RW | M Trawler<br>4 Ha (each 3½'×3½')<br>Der 1(5) 1(1) | 4 Oil 4SA (2) 8Cy. & (2) 12Cy. 150×180 mm geared to sc. shaft<br>1160bhp 113t<br>Soc. Surgérienne de Cons. Méc. Surgéres |
| 506911<br>OYQF<br>Df Esd<br>Gc Rdr<br>RT | **CHASTINE MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | **6472**<br>3662<br>9550<br>**9021**<br>5385<br>— | **✠100A1** SS 2/63<br>DTsf & a, tunnel side tanks & upper APTs—oil FP above 150° F. or vegetable oil or molasses FPTs—oil FP above150°F. or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1840 EL d†2¼"SQ | **1953–4** Odense Staalskibs A/S—Odn<br>487' 6" 62' 11" 27' 6"/—<br>445' 0" 62' 9" 41' 3"<br>P87' F96' 1 dk, & S dk, 3rd dk except in aft hold<br>Coll BH to U dk 6 to 2nd dk<br>WB4727t incl. DTsm1138t DTsa1664t Tunnel tanks 204t | M Ref OSD/CSD<br>5 Ho<br>G.686251 B.620285 In.14140<br>5 Ha (31½'×16') (47¼', 42', 36¾'×20') (31½', 10½'×16')<br>16W Der 1(20) 1(15) 16(5) | Oil 2SA 10Cy. 740×1600 mm<br>9200bhp 1277t<br>Burmeister & Wain Cpn<br>2AuxB (1 o.f 1 ex.g) 100lb 17¼k |
| | Now **JESPER MÆRSK** (No. 506911) in the Register | | | | | |
| 506912<br>FNJR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHÂTEAU LAFITE**<br>exLinda Scarlett–61<br>~~Nouvelle Cie. Havraise Peninsulaire de Navigation~~<br>~~Havre French~~<br>**Cie. Malgache de Nav.**<br>Tamatave Malagasy | **2360**<br>1091<br>3785<br>**3444**<br>2044<br>5009 | BV | **1958** Norderwerft Köser & Meyer—Ham<br>334' 8" 47' 9" 20' 0"/23' 6¾"<br>305' 2" 47' 7" 28' 10½"<br>F44' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>pt bulk wine carrier<br>3 Ho 44¼', 62¼' comb., 62¼' comb.<br>G.241024 B.223013 L.12005<br>5 Ha (stl) (27¼', 25', 27¼', 19¼', 25'×20¼')<br>10W Der 1(25) 10(5) | 2 Oil 4SA each 8Cy. 385×580 mm geared to sc. shaft<br>3300bhp 358t<br>Masch. Kiel A.G. Kel<br>3×100kW 440V 60c/s a.c. 14½k |
| | Now **VILLE DE PORT LOUIS** See New Entries No. **11** | | | | | |
| 506913<br>FNIC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHÂTEAU MARGAUX**<br>exFanny Scarlett–60<br>**Cie. Havraise et Nantaise Peninsulaire (C.H.N.P.)**<br>Havre French | **2375**<br>1107<br>3725<br>**3448**<br>2056<br>5009 | BV | **1958** Norderwerft Köser & Meyer—Ham<br>334' 8" 47' 9" 20' 0"/23' 6¾"<br>305' 2" 47' 7" 28' 10½"<br>F44' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>pt bulk wine carrier<br>3 Ho 44¼', 62¼' comb., 62¼' comb.<br>G.241024 B.223013 L.19180<br>5 Ha (stl) (27¼', 25', 27¼', 19¼', 25'×20¼')<br>10W Der 1(25) 10(5) | 2 Oil 4SA each 8Cy. 385×580 mm geared to sc. shaft<br>3300bhp 358t<br>Masch. Kiel A.G. Kel<br>3×100kW 440V 60c/s a.c. 14½k |
| 506915<br>LAQU<br>Df Esd<br>Gc Rdr<br>RT | **CHATEAUGAY**<br>**Skibs A/S Orenor**<br>Torvald Klaveness<br>Oslo Norwegian | **18019**<br>11020<br>23860 | **✠100A1** CS TD 6/66<br>ore or oil carrier, upper DTf—latex<br>**✠LMC**<br>MN1850 EL m†2$\frac{11}{16}$"SQ | **1954–6** Fairfield S.B. & Eng.Co. Ltd.—Gls<br>638' 0" 80' 5" 30' 7¼"<br>625' 0" 43' 0"<br>P125' B36' F61' 1 dk<br>RW 10BH<br>WB1487t incl. DTf874t | S Ore/Oil Carrier Ref Mchy.aft<br>pt special quality steel<br>4 Ho 2 Ta<br>G.411600 L.805440 In.6210<br>8 Ha HeCls. BC<br>4W Der 4(5) | 2 S Turb dr geared to sc. shaft<br>9250shp 2100t (o.f)–59½pd<br>Fairfield S.B. & Eng. Co. Ltd. Gls<br>2WTB 665lb Spt hs(14183)<br>sg 200lb 15k |
| | Now **SANTANDER** See New Entries No. **12** | | | | | |
| 506916<br>KHRV<br>252493<br>Df Esd<br>Gc Rdr<br>RTm | **CHATHAM**<br>exHawaiian Wholesaler–61<br>exVenture–61 exTodd–47<br>**Waterman Steamship Corp.**<br>New York United States | **8175**<br>4879<br>10873 | AB | **1944** N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 9" 28' 6⅛"<br>435' 6" 63' 0" 33' 11"<br>F39' 3 dks<br>RW<br>rf nil | S<br>5 Ho 52', 60½', 72½', 72½', 72'<br>G.680679 B.634837<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 2(30) | 2 S Turb dr geared to sc. shaft<br>6600shp 3779t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 16½k |

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| 506918<br>WA3591<br>251514<br>RTm/v | **CHATHAM**<br>**Atlantic Towing Co.**<br>Savannah United States | 228<br>155<br>— | | 1944 George W. Kneass & Co.—S.Fo<br>*102·8' 27' 7"*<br>103' 6" 27' 6" 15' 0" | Wood D-E Tug | 2 Oil 4SA each 6Cy.<br>1270bhp driving 2 gen.<br>250V d.c. connected to<br>1000shp (WL) & sc. shaft<br>Enterprise Engine & Fdry Co.<br>1×40kW 115V d.c. |
| 506919<br>KXJQ<br>243866<br>Df Esd | **CHATHAM C. LYON**<br>**United States Department of Commerce**<br>Wilmington, N.C. United States | 7176<br>4380<br>10550 | AB<br>**BROKEN UP** | 1943 N. Carolina S.B. Co.—Wmn<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.590000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 541525<br>GLNU<br>304479<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHATWOOD**<br>**Wm. France, Fenwick & Co. Ltd.**<br>London British<br>Now MOHELI See New Entries No. 11 | T.Mk<br>6248<br>3340<br>10787<br>9384<br>5326<br>13572 | ✠100A1 SS 5/67<br>strengthened for heavy cargoes<br>✠LMC<br>MN1920 EL e†2¼"SQ | 1963–4 Soc. Española de Const. Nav.—Bbo<br>514' 7" 64' 8" 26' 3"/—<br>470' 0" 64' 6" 38' 6"<br>B149' F47' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 3" WB2199t | M ~~OSD/CSD~~<br>G.719000 B.664000<br>16W Der 1(50) 6(10) 10(5) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Soc. Española de Const.<br>AuxB 100lb |
| 506921<br>FOZI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHAUMONT**<br>**Soc. Marit. des Pétroles B.P.**<br>Dunkirk French | ~~21083~~ 20867<br>~~10588~~ 12544<br>32770 | BV | 1958 At. & Ch. de France—Dnk<br>668' 2" 86' 4" 35' 7½"<br>644' 3" 86' 0½" 46' 11"<br>P154' Q115' B49' F98' 1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta<br>L.1522489 HeCls. B<br>Der 1(7) 4(5) 2(4) | 2 S Turb dr geared to sc.<br>13935shp Parsons<br>Cie. de Fives-Lille<br>2×633kW 400V 50c/s a.c. |
| 506922<br>RTv | **CHAUNCEY M. DEPEW**<br>exRangeley<br>**Bermuda Marine & Port Authority**<br>British | 652<br>282<br>720 | | 1913 Bath Iron Wks—Bath, Me<br>200' 0" 35' 6" 11' 0"<br>35' 4"<br>1 dk<br>RW | S (1000P) | T 4Cy. 16" 26" & (2) 30"×<br>850ihp<br>Bath Iron Wks<br>1×25kW 110V d.c. |
| 506923 | **CHAUSY**<br>**U.S.S.R.**<br>Russian | 3863<br>1936<br>— | | 1957 Stocznia Gdanska—Gdk<br>355' 2" 48' 0" 21' 8½"<br>47' 9"<br>1 dk<br>RW | S | C 4Cy. (2) 440 & (2) 950×<br>turb & hydraulic coupl<br>Z.U.T. Zgoda |
| 680613<br>Df Esd<br>Gc Rdr<br>RT | **CHAZHMA**<br>**U.S.S.R.**<br>Petropavlovsk Russian | 2920<br>1360<br>3400 | | 1968 Nystads Varv A/B—Nystad<br>335' 0" 46' 1" 18' 9"<br>305' 2" 45' 11" 22' 6"<br>1 dk | M | Oil 2SA 5Cy. 550×1100 mm<br>2900bhp B&W<br>Valmet O/Y Rautpohjan |
| 506924<br>UKKH<br>M-22237 | **CHEBOKSSARY**<br>exAndrey Vishinsky–62<br>**U.S.S.R.**<br>Tuapse Russian | 8229<br>3942<br>11800 | | 1957 .....................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 10" 34' 1"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br>4000bhp<br>Skoda |
| 650525<br>9GUQ<br>316538<br>Df Esd<br>Gc Rdr<br>RT | **CHECHEKU**<br>**The Government of the Republic of Ghana**<br>Takoradi Ghanaian | 1514<br>671<br>— | ✠100A1<br>stern trawler<br>✠LMC<br>✠**Lloyd's RMC**<br>MN470 EL (o)‡†1¾"SQ | 1965–10 Tangen Werft—Kragerö<br>231' 7" 37' 6"<br>201' 1" 37' 5" 25' 7"<br>2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 39" BoxK12" WB333t | M Stern Trawler Ref<br>In.35000 | Oil 2SA 7Cy. 350×620 mm<br>2350bhp<br>Burmeister & Wain<br>Controllable pitch propel |
| 506926<br>PDLC<br>11668<br>Df Esd<br>Rdr<br>RTm/h | **CHEETAH**<br>**J. Cremer**<br>Kamp's Scheepv. & Handelmaats N.V.<br>Groningen Netherland | 499<br>272<br>890 | ✠100A1 SS 9/64<br>✠LMC<br>MN200 EL k | 1960–2 Van der Werff's Schps.—Westerbroek<br>215' 9" 31' 2" 12' 8¾"<br>188' 1" 30' 6" 19' 4"<br>RFD33' 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf 2" WB253t | M OSD Mchy.aft<br>1 Ho 126½'<br>G.68000 B.64000<br>4 Ha (47', 47', 46', 46'×19¾')<br>4W Der 4(3–10) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-<br>3×45, 45, 10kW 110V d.c. |
| 506928<br>FOJB<br>Df Esd<br>Gc Rdr<br>RT | **CHEF MÉCANICIEN MIJOTTE**<br>**Soc. Navale Delmas-Vieljeux**<br>La Rochelle French | 2945<br>1377<br>4630 | BV | 1953 Scheeps. "De Biesboch"—Dordrecht<br>360' 11" 52' 7" 19' 5½"<br>331' 7" 52' 5"<br>1 dk & S dk | M OSD<br>4 Ha (36', 24½', 32', 32'×23')<br>Der 2(25) 10(10) | Oil 2SA 8Cy. 520×900 mm<br>3000bhp<br>Masch. Augsburg- |
| 506929<br>GBHQ<br>196872<br>Df Esd<br>Gc Rdr<br>RTv | **CHEFOO**<br>**China Navigation Co. Ltd.**<br>John Swire & Sons Ltd.<br>London British | T.Mk<br>3941<br>1708<br>6140<br>5709<br>3097<br>7056 | ✠100A1 SS 6/68 ~~SS 5/63~~<br>DTma—vegetable oil or latex<br>✠LMC<br>MN890 EL z 2¼"SQ | 1958–8 Taikoo D. & E. Co.—H.Kg<br>422' 3" 56' 0" 24' 1"<br>390' 0" 55' 9" 33' 6"<br>P32' F36' 2 dks<br>RW 6BH<br>rf 3" WB2044t incl. DTmf975t | M (2P) CSD<br>4 Ho 54', 69½', 30' DT, 67½', 57½'<br>G.377709 B.345204<br>5 Ha (stl) (27'×17') (40', 15', 37½'×20') (27½'×18')<br>14W Der 4(10) 8(5) 2(3) | Oil 2SA 4Cy. 670×<br>4450bhp Doxford<br>Taikoo D. & E. Co.<br>AuxB 100lb<br>3×180kW 220V d.c. |
| 506930<br>UFSP<br>M-10043<br>Df Esd<br>Gc | **CHEHOV**<br>**U.S.S.R.**<br>Murmansk Russian | 3018<br>1279<br>1543 | ~~Gk~~ | 1956 Kieler Howaldtswerke A.G.—Kel<br>277' 3" 44' 1" 18' 1"<br>246' 0" 43' 11" 24' 2"<br>1 dk<br>RW | M Stern Trawling Factory Ship<br>5 Ho<br>G.58800 In.53608<br>5 Ha<br>2W Der 2(2) | Oil 2SA 6Cy.<br>1900bhp MAN<br>Kieler Howaldtswe |
| 506932<br>HMBU<br>BM10191<br>Df Esd<br>Gc | **CHEJU**<br>exCapstan Knot–56<br>**Korea Shipping Corporation**<br>Pusan S. Korean | 3813<br>2167<br>5999 | AB | 1945 Pennsylvania Shpyds Inc.—Beaumont<br>338' 8" 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks | M Mchy.aft<br>3 Ho 42½', 78½' 67½'<br>B.237000<br>3 Ha (20½', 40½', 40½'×20') | Oil 2SA 6Cy.<br>1700bhp<br>Nordberg Mfg Co.<br>2×250kW 220V d.c. |

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| 506933 | **CHEKALIN**<br>U.S.S.R.<br>Russian | 3863<br>1936<br>— | | 1957 Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 8⅝″<br>47′ 10″<br>1 dk<br>RW | S | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb & hydraulic coupling<br>Z.U.T. Zgoda Swi |
| 506934<br>GXKF<br>196858<br>Df Esd<br>Gc Rdr | **CHEKIANG**<br>**China Navigation Co. Ltd.**<br>John Swire & Sons Ltd.<br>London British | T.Mk<br>3948<br>1695<br>6140<br>5700<br>3071<br>6810 | ✠100A1 SS 11/67<br>DTma—vegetable oil or latex<br>✠LMC<br>MN890 EL z 2¼″SQ | 1957–11 Taikoo Dkyd & Eng. Co.—H.Kg<br>422′ 3″ 56′ 0″ 22′ 9″/24′ 1″<br>390′ 0″ 55′ 9″ 33′ 6″<br>P32′ F36′ 2 dks<br>RW 6BH<br>rf 3″ WB2044t incl. DTm975t | M (2P)<br>4 Ho 54′, 69¾′, 30′ DT, 67½′, 57½′<br>G.377709 B.345204<br>5 Ha (stl) (27′×17′) (40′, 15′, 37½′×20′) (27½′×18′)<br>14W Der 4(10) 8(5) 2(3) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford 695t (hvf)<br>Taikoo D. & E. Co. H.Kg<br>AuxB 100lb<br>3×180kW 220V d.c. 14¼k |
| | Now **CORAL CHIEF** See New Entries No. 11 | | | | | |
| 506935 | **CHELIABINSK**<br>exW. R. Keever–45<br>exExanthia–34 exHalf Moon<br>U.S.S.R.<br>Russian | 5946<br>3630<br>— | | 1920 Newburgh Shpyd Inc.—Newburgh<br>*400·5′* 54′ 2″<br>400′ 8″ 54′ 0″ 32′ 10″<br>P36′ B124′ F43′ 2 dks | S | T 3Cy. 24½″ 42$\frac{1}{16}$″ & 72″×48″<br>(o.f)<br>Westinghouse Elec. & Mfg Co. Pbg |
| 506936<br>UVZT<br>M-24808 | **CHELIABINSK**<br>U.S.S.R.<br>Vladivostok Russian | 3359<br>1738<br>4388 | | 1961 Schiffswerft Neptun—Ros<br>341′ 2″ 47′ 3″ 21′ 7″<br>47′ 1″ 26′ 0″ | M<br>4 Ho<br>G.199000<br>4 Ha (30′×19¾′) (25½′, 25½′, 25½′×23′)<br>9W Der 1(15) 8(5) | 2 Oil 4SA each 8Cy. 365×550 mm geared to sc. shaft<br>12½k |
| 506937<br>TMWF<br>Df Esd<br>RT | **CHÉLIFF**<br>exMyken–46<br>**Arm. Delom & Scotti**<br>Sète French | 798<br>362<br>1100 | BV | 1940 Kaldnes M/V—Tbg<br>*199·6′* 32′ 0″ 12′ 6″<br>31′ 10″<br>P52′ B23′ 1 dk | M Wine Tanker Mchy.aft<br>L.36359<br>Der 1(1) | Oil 2SA 5Cy. 345×540 mm<br>625bhp 43t–1⅛pd<br>Nydqvist & Holm A/B Thn<br>9½k |
| 506938<br>VTBF<br>151403 | **CHELURA**<br>**Bombay Port Trust**<br>Bombay Indian | 1521<br>742<br>— | ✠Classed LR until 5/26 | 1923–2 W. Simons & Co. Ltd.—Rnf<br>247′ 0″ 15′ 7″<br>… … …<br>R | TS Grab Hopper Dredger Mchy.aft<br>1 Ho 68′ | T 6Cy. 14½″ 23″ & 37″×24″<br>200t (c)<br>W. Simons & Co. Ltd. Rnf |
| 641566<br>GNYE<br>306163<br>Df Esd<br>Pfd Rdr<br>RT | **CHELWOOD**<br>**Wm. France, Fenwick & Co. Ltd.**<br>London British | 5440 ~~5534~~<br>2725 ~~2741~~<br>— | ✠100A1<br>✠LMC<br>MN900 EL x $1\frac{13}{16}$″SQ | 1964–10 Bartram & Sons Ltd.—Sld<br>369′ 11″ 53′ 8″ 24′ 0″<br>350′ 9″ 53′ 6″ 34′ 3″<br>P78′ F32′ 1 dk<br>NS 7BH<br>rf 4″ WB2329t incl. DTmf792t | M Mchy.aft | Oil 2SA 6Cy. 540×1150 mm<br>4500bhp Stork<br>N.V. Werkspoor Ams<br>AuxB 100lb |
| 506939<br>GDWE<br>301052<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHELWOOD BEACON**<br>**Medomsley Steam Shipping Co. Ltd.**<br>Phs. Van Ommeren ~~(London)~~ ~~Ltd.~~ N.V.<br>London British | ~~21352~~ 20845<br>~~12626~~ 12402<br>~~31670~~ 33854 | AB | 1959 Rotterdamsche D.D. Maats.—Rot<br>665′ 0″ 89′ 5″ 35′ 4⅛″<br>630′ 0″ 89′ 0″ 45′ 0″<br>1 dk<br>RW<br>rf 3″ | S Tanker Mchy.aft<br>30 Ta<br>Der 5(5) | 2 S Turb dr geared to sc. shaft<br>16000shp 3256t (o.f)<br>Rotterdamsche D.D. Maats. Rot<br>2×800kW 440V 50 c/s a.c. |
| 672275<br>Df Esd<br>Gc Rdr | **CHELYABINSK**<br>U.S.S.R.<br>Russian | 658<br>280<br>450 | | 1953 Stocznia Gdanska—Gdk<br>*185·7′* 29′ 8″ 13′ 11″<br>29′ 6½″ 16′ 3″ | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp |
| 506940<br>UPNA<br>M-521 | **CHELYUSKINETS**<br>U.S.S.R.<br>Leningrad Russian | 5115<br>2987<br>7462 | | 1936 Severney S.B. Yard—Len<br>397′ 9″ 53′ 2″ 24′ 6″<br>53′ 0″ 31′ 10″<br>2 dks<br>R | M<br>4 Ho<br>G.345838<br>4 Ha (each 26½′×18¼′)<br>10W Der 10(4) | Oil 2SA 6Cy. 680×1200 mm<br>Russki-Diesel Wks Len<br>10½k |
| 671316 | **CHEMEIS**<br>**Marine Diamond Corporation Ltd.**<br>Cape Town S. African | 500<br>—<br>— | 100A1<br>tug<br>Class contemplated | Globe Engineering Works—C.Tn<br>130′ 0″ 32′ 2″ 14′ 3″<br>113′ 3″ 32′ 0″ 16′ 9″ | TM Tug | 2 Vee Oil 2SA each 12Cy. 8½″×10″<br>General Motors Corp. |
| | Name should be **CHAMEIS** See New Entries No. 1 | | | | | |
| 515569<br>6ZQN<br>2504<br>Df Esd<br>Gc Rdr<br>RT | **CHEMICAL CONTENDER**<br>exHouston Maru–66<br>**Greyhound Shipping Corp.**<br>Monrovia Liberian | 4685<br>2731<br>7555 | AB | 1961 Hitachi Zosen—Osa<br>393′ 9″ 55′ 4″ 23′ 11⅝″<br>367′ 6″ 55′ 2″ 28′ 10″<br>P89′ F40′ 1 dk<br>RW<br>rf 4″ | M Chemical Tanker Mchy.aft<br>12 Ta | Oil 2SA 8Cy. 420×900 mm<br>3800bhp B&W 825t<br>Hitachi Zosen Inn<br>12¾k |
| 504293<br>6ZHZ<br>2281<br>Df Esd<br>Gc Rdr<br>RTv | **CHEMICAL ENTERPRISE**<br>exBerta Dan–65<br>**Chemical Tankers Leasing Corp.**<br>Monrovia Liberian | 10363<br>6162<br>16220 | ✠100A1 ~~SS 8/68~~<br>oil & chemical tanker<br>✠LMC TD4 9/67<br>MN1200 EL f†ptSQ | 1953–4 Lindholmens Varv A/B—Got<br>551′ 0″ 64′ 4″ 29′ 10½″<br>515′ 0″ 64′ 0″ 38′ 6″<br>P130′ B43′ F70′ 1 dk<br>13BH<br>rf 3″ WB143t | M Oil & Chemical Tanker (2P)<br>21 Ta<br>L.763416 HeCls. BC<br>Der 6(3–10) 2(1) | Oil 2SA 8Cy. 680×1500 mm<br>6000bhp 1318t (hvf)–21pd<br>Lindholmens Varv A/B Got<br>2AuxB 170lb<br>3×140kW 230V d.c. 13½k |

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| 506943<br>GHXZ<br>302844<br>Df Esd<br>Gc Rdr<br>RTm | **CHEMICAL TRADER**<br>exCoral Trader-62<br>exÖrnefjell-58<br>exMagelhaen-58 exCetus-56<br>**Chemical Trader (Bahamas) Ltd.**<br>London British | 945<br>452<br>1018 | 100A1 SS 9/66<br>separate tanks in holds—Tetra-ethyl-lead or similar compounds<br>LMC<br>MN200 EL I | 1954 Ottensener Eisenwerk—Ham<br>216' 7" 32' 7" 13' 6½"<br>192' 7" 32' 6" 19' 2"<br>F20' 1 dk<br>RW 5BH<br>rf 2" WB1308t | M Chemical Carrier Mchy.aft<br>4W Der 4(5) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>3×65, 65, 13½kW 220V d.c. |
| 506941<br>WC5613<br>230916<br>Df<br>RTm/v | **CHEM. TRADER**<br>exMary Ann McKay-62<br>exAlbert H. Reinauer-56<br>exMarlin-51<br>exMorania Marlin-51<br>exEllen Bushey<br>**A & C Ship Fueling Corp.**<br>New York United States | 373<br>253<br>800 | | 1931 Ira S. Bushey & Sons—Brooklyn<br>*144·5'* 26' 2"<br>145' 6" 26' 0" 10' 0"<br>1 dk<br>en 37 | M Tanker Mchy.aft<br>L.33615 | Oil 2SA 8Cy. 6½"×7"<br>500bhp NE45<br>General Motors Corp.<br>2×120V d.c. |
| 641151<br>DNFX<br>10574<br>Df Esd<br>Gc Rdr | **CHEMICOASTER**<br>**Capo Argentiera, Soc. di. Navigazione S.p.A.**<br>Cagliari Italian | 875<br>338<br>— | ✠100A1 SS 5/68<br>tanker—chemicals in centre tanks, cargo density not exceeding 1·6 tons per cubic metre<br>Ice Class 3<br>✠LMC<br>MN210 EL I 1 1/16"SQ | 1964-5 D. W. Kremer Sohn—Elmshorn<br>208' 4" 33' 5"<br>189' 0" 33' 1½" 14' 3"<br>P59' RFD32' Trunk 101' 1 dk<br>7BH<br>rf nil WB559t incl. DTf57t | M Chemical Tanker Mchy.aft<br>L.389992 | Oil 4SA 8Cy. 300×450 mm<br>1050bhp<br>Masch. Augsburg-Nürnberg<br>db 150fb |
| 641515<br>SPTM<br>Df Esd<br>Gc Rdr<br>RTm/h | **CHEMIK**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 7724<br>3771<br>12234<br>10853<br>5910<br>14073 | PR | 1964 Stocznia Szczecinska—Szn<br>514' 0" 67' 2" 26' 9½"/29' 0"<br>67' 0" 31' 6"<br>1 dk & S dk | M (8P) OSD/CSD Mchy.aft<br>5 Ho 72½', 63½', 60¾', 60¾', 68½'<br>G.744663 B.684947<br>9 Ha (stl) (40½'×29½') (42¾', 42¾', 42¾', 42¾', 42¾', 42¾', 42¾', 42¾'×21')<br>4W Der 1(30) 2(5) | Oil 2SA 5Cy. 760×1550 mm<br>6600bhp Sulzer<br>H. Cegielski<br>3×400, 400, 250kW 400V |
| 641002<br>9GTX<br>316517<br>Df Esd<br>Gc Rdr | **CHEMU**<br>**The Government of the Republic of Ghana**<br>Takoradi Ghanaian | 618<br>246<br>— | | 1963 Leninskaya Kuznitsa—Kiev<br>177' 10" 30' 8"<br>164' 0" 30' 6" 15' 5" | M Trawler | Oil 4SA 8Cy. 320×480 mm<br>Schwermasch. Karl Liebk |
| 500598<br>Df Esd<br>Gc Rdr<br>RTm | **CHEN CHENG**<br>exAhrensburg<br>**Ho Thai Navigation Co. Ltd.**<br>Keelung China (Taiwan) | ~~8662~~ 2814<br>~~1063~~ 1525<br>3278 | GL | 1955 Keiler Howaldtswerke A.G.—Kel<br>413' 5" 51' 4" 19' 1"<br>377' 4" 51' 2" 28' 9"<br>P46' B95' 1 dk & S dk<br>RW | M (12P) Ref OSD<br>4 Ho 78¾', 62½', 59', 65¼'<br>In.217680<br>4 Ha (stl) (21¾', 23'×14¾') (18½', 18½'×16½')<br>8W Der 1(10) 7(5) | Oil 2SA 8Cy. 700×1200 mm<br>5140bhp<br>Kieler Howaldtswerke A.G.<br>4×175kW 230V d.c. |
| 501724<br>BICP<br>2097<br>Df Esd<br>Gc Rdr<br>RTm | **CHEN HSING**<br>exAngelburg-66<br>**Great Pacific Navigation Co. Ltd.**<br>Taipei China (Taiwan) | 3106<br>1517<br>3689 | CR (Taiwan) GL | 1951 Howaldtswerke A.G.—Kel<br>392' 4" 51' 2" 20' 1¾"<br>363' 0" 51' 0"<br>B&F242' 1 dk & S dk<br>R | M (12P) Ref OSD<br>4 Ho 74¾', 65½', 49½', 62½'<br>In.215129<br>4 Ha (stl) (21', 23'×15') (13¾', 16'×16½')<br>8W Der 8(3-5) | Oil 2DA 6Cy. 600×1100 mm<br>4800bhp MAN<br>Howaldtswerke A.G.<br>4×175kW 230V d.c. |
| 505018<br>BICM<br>1961<br>Df Esd<br>Gc Rdr<br>RT | **CHEN KUO**<br>exBrake-65<br>exMärtha Reuter-56<br>exBranita-54<br>**Great Pacific Navigation Co. Ltd.**<br>Keelung China (Taiwan) | 3172<br>1738<br>2950 | CR (Taiwan) | 1949 A/B Oskarshamns Varv—Osk<br>343' 0" 47' 2" 20' 7"<br>315' 6" 47' 0" 29' 4"<br>F229' 2 dks, pt 3rd dk<br>RW<br>rf nil | M (8P) Ref<br>4 Ho 52½', 69', 49½', 42¾'<br>In. 165080<br>4 Ha (stl) (each 20½'×16')<br>8W Der 8(3) | Oil 2SA 10Cy. 500×900 mm<br>3447bhp<br>Burmeister & Wain<br>3×160kW 220V d.c. |
| 510557<br>BICN<br>1931<br>Df | **CHEN TAI**<br>exEritrea-65 exMoshill-58<br>**Great Pacific Navigation Co. Ltd.**<br>Keelung China (Taiwan) | 2933<br>1681<br>2750 | CR (Taiwan) | 1940 Framnæs M/V—Sfj<br>334' 2" 46' 2" 21' 0½"<br>316' 8" 46' 0"<br>F143' 1 dk & S dk | M Ref OSD<br>4 Ho 72', 67½', 49½', 47½'<br>G.165000 In.178050<br>4 Ha (each 20½'×16')<br>8W Der 8(3) | Oil 2SA 7Cy. 600×1040 mm<br>3870bhp<br>Sulzer Bros. Ltd<br>3×120kW 220V d.c. |
| 506946<br>KKDW<br>242704<br>Df Esd<br>Gc Rdr<br>RT | **CHENA**<br>exChief Washakie-50<br>**Alaska S.S. Co.**<br>Seattle United States | 7180<br>4370<br>10844 | AB | 1942 Oregon S.B. Corp.—Pld<br>441' 1" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.529330 B.470105<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>12W Der 1(50) 1(30) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>Willamette Irn & Stl Corp<br>3×20kW 120V d.c. |
| 531618<br>WC7893<br>259413<br>Esd Rdr | **CHENA**<br>exSea Monster-66<br>exMary Foss-50<br>**Chena Fisheries Inc.**<br>Seattle United States | 168<br>114<br>— | | 1942 Hodgins Bros.—East Boothbay, Me<br>103' 0" 21' 6" 10' 1¾"<br>95' 6" 21' 0" 11' 10"<br>1 dk | Wood M Tug | Oil 6Cy. 330×405 mm<br>400bhp<br>Atlas-Imperial D.E. Co |
| 651929<br>AQVY<br>191066<br>Df Esd<br>Gc Rdr<br>RT | **CHENAB**<br>**National Shipping Corp.**<br>Karachi Pakistan | 6314<br>3373<br>10577<br>9148<br>5161<br>12585 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN1800 EL e†2½"SQ | 1965-12 Brodogradiliste "Split"—Spt<br>508' 3" 64' 4" 26' 8"/29' 7"<br>462' 7" 64' 0" 39' 4"<br>F47' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf nil WB2908t incl. DTma1180t | M Ref OSD/CSD<br>In.7660 | Oil 2SA 6Cy. 750×1<br>9000bhp Sulzer<br>H. Cegielski<br>2 AuxB (1 o.f 1 ex.g) |

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| 506947<br>190831<br>Esd Rdr<br>RT | **CHENEGA**<br>exNorthern Express–54<br>**Nelson Bros. Fisheries Ltd.**<br>Vancouver Canadian | 381<br>179<br>— | | **1916** Anderson Steamboat Co.—Sea<br>*129·3′* 24′ 6″<br>24′ 4″<br>1 dk<br>R | TM Fishing Mchy.aft<br>1 Ho 66′<br>G.15300 B.14500<br>1 Ha (16¾′×11½′)<br>2W Der 1(10) | 4 Oil each 6Cy. 5″×5½″ geared to 2 sc. shafts NE56 17t<br>General Motors Corp. Det<br>10k |
| 506948<br>XSOF<br>Df Esd | **CHENG KUNG**<br>exTeng 1406–47<br>exJosiah A. Mitchell–47<br>**China People's Steam Nav. Co.**<br>People's Rep. of China | *1926*<br>*991*<br>— | Classed LR until 2/54 | **1945–3** Avondale Marine Ways—Westwego<br>*250·4′* 42′ 1″<br>… … …<br>1 dk | S | C 6Cy. (3) 20″ & (3) 44″×27″<br>(o.f)<br>Ajax Uniflow Co. Corry |
| 506950<br>MTWN<br>196802<br>Df Esd<br>Gc Rdr | **CHENGTU**<br>**China Navigation Co. Ltd.**<br>John Swire & Sons Ltd.<br>London British | **5832**<br>3215<br>~~6830~~<br>7086 | ✠100A1 SS 1/66<br>DTsm—vegetable oil<br>✠LMC<br>MN890 EL z 2¼″SQ | **1955–12** Taikoo D. & E. Co. Ltd.—H.Kg<br>422′ 1″ 56′ 0″ ~~24′ 1″~~ 24′ 7″<br>390′ 0″ 55′ 9″ 33′ 6″<br>P32′ F36′ 2 dks<br>RW 6BH<br>rf 3″ WB1879t incl. DTm975t | M (2P) CSD<br>4 Ho 54′, 69¾′, 30′ DT, 67½′, 57½′<br>G.385554 B.349159<br>5 Ha (stl) (27′×17′) (40′, 15′, 37½′×20′) (27½′×18′)<br>14W Der 1(15) 3(10) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford 719t (hvf)<br>Taikoo D. & E. Co. Ltd. H.Kg<br>AuxB 100℔<br>3×180kW 220V d.c. 14½k |
| 652247<br>VUBC<br>1192<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CHENNAI JAYAM**<br>**South India Shipping Corporation Ltd.**<br>Madras Indian | **24355**<br>18990<br>~~38965~~<br>43204 | ✠100A1<br>strengthened for ore cargoes any two holds of holds 2, 4 & 6 may be empty ✠LMC<br>MN2131 EL q†2⅞″SQ | **1965–11** Bremer Vulkan—Vgk<br>666′ 6″ 93′ 9″ 35′ 4¼″<br>629′ 2″ 93′ 6″ 52′ 4″<br>P135′ B94′ F61′ 1 dk<br>NS 9BH<br>rf nil DK fwd WB16853t incl. DTf508t Topside tanks in holds 7190t Comb. btm & side tanks in holds 7596t | M Bulk Carrier Mchy.aft<br>7 Ho 45′, 82¾′, 62¼′, 84¼′, 59¼′, 87¼′, 49¾′<br>G.2040000<br>7 Ha (stl) (27′, 59¾′, 40½′, 59¼′, 37½′, 59¼′, 28′×42¾′)<br>2W Cr 6(5) Der 2(2–3) | Oil 2SA 9Cy. 700×1200 mm<br>10653bhp MAN 1777t (hvf)<br>Bremer Vulkan Vgk<br>2AuxB (1 o.f 1 ex.g) 114℔<br>3×345kW 450V 60 c/s a.c. 14k |
| 660574<br>ATAK<br>1195<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **CHENNAI OOKKAM**<br>**South India Shipping Corporation Ltd.**<br>Madras Indian | **24365**<br>18959<br>~~42530~~<br>43124 | ✠100A1<br>strengthened for ore cargoes, any two holds of hold Nos. 2, 4 & 6 may be empty ✠LMC<br>MN2131 EL q†2⅞″SQ | **1966–4** Bremer Vulkan—Vgk<br>666′ 6″ 93′ 9″ ~~37′ 8″~~ 38′ 0¾″<br>629′ 8″ 93′ 6″ 52′ 4″<br>F53′ 1 dk<br>NS 9BH<br>rf nil DK fwd WB16853t incl. DTf508t Topside tanks in holds 7190t Comb. btm & side tanks in holds 7596t | M Bulk Carrier Mchy.aft<br>7 Ho 45′, 82¾′, 62¼′, 84¼′, 59¼′, 87¼′, 49¾′<br>G.2040000<br>7 Ha (stl) (27′, 59¾′, 40½′, 59¼′, 37½′, 59¼′, 28′×42¾′)<br>Cr 6(5) Der 2(2–3) | Oil 2SA 9Cy. 700×1200 mm<br>10653bhp MAN 1777t (hvf)<br>Bremer Vulkan Vgk<br>2AuxB (1 o.f 1 ex.g) 114℔<br>3×360kW 450V 60c/s a.c. 14k |
| 660067<br>ATAC<br>1193<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **CHENNAI PERUMAI**<br>**South India Shipping Corporation Ltd.**<br>Madras Indian | **24364**<br>18995<br>~~38965~~<br>43204 | ✠100A1<br>strengthened for ore cargoes, any two of Nos. 2, 4 & 6 holds may be empty ✠LMC<br>MN2131 EL q†2⅞″SQ | **1966–1** Bremer Vulkan—Vgk<br>666′ 6″ 93′ 9″ ~~37′ 8″~~ 38′ 0¾″<br>629′ 2″ 93′ 6″ 52′ 4″<br>F53′ 1 dk<br>NS 9BH<br>rf nil DK fwd WB16853t incl. DTf508t Topside tanks in holds 7190t Comb. btm & side tanks in holds 7596t | M Bulk Carrier Mchy.aft<br>7 Ho 45′, 82¾′, 62¼′, 84¼′, 59¼′, 87¼′, 49¾′<br>G.2040000<br>7 Ha (stl) (27′, 59¾′, 40½′, 59¼′, 37½′, 59¼′, 28′×42¾′)<br>2W Cr 6(5) Der 2(2–3) | Oil 2SA 9Cy. 700×1200 mm<br>10653bhp MAN 237t (d.o) 1540t (hvf)<br>Bremer Vulkan Vgk<br>2AuxB (1 o.f 1 ex.g) 114℔ 14k |
| 661531<br>ATAL<br>1196<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **CHENNAI SADHANAI**<br>**South India Shipping Corporation Ltd.**<br>Madras Indian | **24365**<br>18959<br>~~42530~~<br>43124 | ✠100A1<br>strengthened for ore cargoes, any two of Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN2131 EL q†2⅞″SQ | **1966–8** Bremer Vulkan—Vgk<br>666′ 6″ 93′ 9″ ~~37′ 8″~~ 38′ 0¾″<br>629′ 8″ 93′ 6″ 52′ 4″<br>F53′ 1 dk<br>NS 9BH<br>rf nil DK fwd WB16853t incl. DTf508t Topside tanks in holds 7190t Comb. btm & side tanks in holds 7596t | M Bulk Carrier Mchy.aft<br>7 Ho 45′, 82¾′, 62¼′, 84¼′, 59′, 87¼′, 49¾′<br>G.2040000<br>7 Ha (stl) (27′, 59¾′, 40½′, 59¼′, 37½′, 59¼′, 28′×42½′)<br>Cr 6(5) Der 2(2–3) | Oil 2SA 9Cy. 700×1200 mm<br>10653bhp MAN 1777t (hvf)<br>Bremer Vulkan Vgk<br>2AuxB (1 o.f 1 ex.g) 114℔<br>3×345kW 450V 60c/s a.c. 14k |
| 662007<br>ATAM<br>1197<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **CHENNAI SELVAM**<br>**South India Shipping Corporation Ltd.**<br>Madras Indian | **24365**<br>18959<br>~~42530~~<br>43124 | ✠100A1<br>strengthened for ore cargoes, Nos. 2 & 6 or 4 & 6 or No. 4 holds may be empty<br>✠LMC<br>MN2131 EL q†2⅞″U2 | **1966–12** Bremer Vulkan—Vgk<br>666′ 6″ 93′ 9″ 37′ 8″<br>629′ 8″ 93′ 6″ 52′ 4″<br>F53′ 1 dk<br>NS 9BH<br>rf nil DK fwd WB16853t incl. DTf508t Topside tanks in holds 7190t Comb. btm & side tanks in holds 7596t | M Bulk Carrier Mchy.aft<br>7 Ho 45′, 82¾′, 62¼′, 84¼′, 59¼′, 87¼′ 49¾′<br>G.2040000<br>7 Ha (stl) (27′, 59¾′, 40½′, 59¼′ 37½′, 59¼′, 28′×42¾′)<br>Cr 6(5) Der 2(2–3) | Oil 2SA 9Cy. 700×1200 mm<br>10653bhp MAN 1540t (hvf) 237t (d.o)<br>Bremer Vulkan Vgk<br>2AuxB (1 o.f 1 ex.g) 114℔<br>3×345kW 450V 60c/s a.c. 14k |
| 506951<br>FOLW<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHENONCEAUX**<br>**Soc. Marit. des Pétroles B.P.**<br>Dunkirk French | **21432**<br>12490<br>32532 | BV | **1955** At. & Ch. de France—Dnk<br>668′ 2″ 86′ 4″ 35′ 7½″<br>631′ 4″ 86′ 0″ 46′ 6″<br>P154′ Q114′ B49′ F98′ 1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta<br>HeCls. B<br>Der 1(7) 4(5) 2(4) | 2 S Turb dr geared to sc. shaft<br>13935shp 3491t (o.f) 38½t (hvf)–87pd<br>Ch. & At. de St. Nazaire (Penhoët) St.N<br>2×600kW 400V 50 c/s a.c. 16½k |
| 640424<br>TQJB<br>Df Esd<br>RT | **CHENONCEAUX**<br>**Soc. de Gérance & d'Armement Douarneniste**<br>Douarnenez French | **155**<br>52<br>— | BV | **1963** At. & Ch. de la Rochelle-Pallice—LaR-P<br>98′ 5″ 22′ 1″<br>82′ 0″ 22′ 0″ 11′ 10″ | M Trawler<br>3 Ha (3¼′×3′) (3½′, 3½′×3½′)<br>Der 1(3) | Oil 4SA 6Cy. 220×320 mm<br>600bhp 35t<br>Cie. de Const. Méc. Lorient<br>11k |
| 506952<br>9VHA<br>315179 | **CHEPAT**<br>**Straits S.S. Co. Ltd.**<br>Singapore Singapore | **178**<br>106<br>— | ✠100A1 SS 4/66<br>Malacca Straits service also East Coast of Malaya April–October<br>✠LMC<br>MN126 EL b | **1962–2** Straits S.S. Co. Ltd.—Png<br>97′ 10″ 22′ 0″ 5′ 6¼″<br>90′ 0″ 21′ 0″ 9′ 9″<br>1 dk<br>4BH<br>rf 24″ WB8t | TM Ferry (217P) | 2 Oil 4SA each 8Cy. 5⅛″×6″ sr reverse geared<br>632bhp (d.o)<br>Rolls Royce Ltd. Shrewsbury<br>2×220V 60 c/s a.c. |

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| 506954<br>FOZK | **CHERBOURGEOIS No. 4**<br>exAbeille No. 12–34<br>**Cie. Cherbourgeoise de Remorquage & de Sauvetage**<br>Cherbourg French | 296<br>76<br>— | ~~✠100A1~~ ~~SB 3/64~~<br>~~tug~~<br>~~✠LMC~~<br>~~EL (e)~~<br>TO BE BROKEN UP | 1930–10 Bow, McLachlan & Co. Ltd.—Psy<br>*125·0'* 27' 1" 12' 11½"<br>25' 0" 13' 6"<br>1 dk (stl–pt teak s)<br>R 4BH<br>BK7½" WB36t | TS Tug | T 6Cy. 13½" 22" & 37"×26"<br>930ihp<br>Bow, McLachlan & Co. Ltd.<br>SB 180lb hs(2732) 3cf<br>1×8kW 110V d.c. |
| 506955<br>FOCN<br>Df Esd<br>RTm | **CHERBOURGEOIS No. 5**<br>**Cie. Cherbourgeoise de Remorquage & de Sauvetage**<br>Cherbourg French | 357<br>—<br>— | BV | 1952 Ch. & At. Aug. Normand—Hav<br>131' 10" 29' 7" 15' 5"<br>29' 5"<br>F23'<br>R | D–E Tug<br>1 Ha (5'×3½') | 2 Oil 4SA each 8Cy.<br>1700bhp driving 2 gen. each<br>500V d.c. connected to 2<br>& sc. shaft (WL)<br>Soc. Gen. de Con Méc. La<br>2×40 & 7kW 220V d.c. |
| 506956 | **CHERDIN**<br>**U.S.S.R.**<br>Russian | 2686<br>1390<br>— | | 1956 Stocznia Szczecinska—Szn<br>310' 8" 44' 5" 18' 5"<br>44' 3"<br>1 dk<br>RW | S | C 4Cy. (2) 455 & (2) 980×980<br>Z.U.T. Zgoda |
| 506957<br>URHV<br>M-21279<br>Df Esd<br>Gc | **CHEREMKHOVO**<br>**U.S.S.R.**<br>Vladivostok Russian | 3816<br>1888<br>4814 | | 1953 Stocznia Gdanska—Gdk<br>355' 2" 48' 0" 21' 8½"<br>47' 9" 26' 5"<br>1 dk<br>RW | S<br>4 Ho<br>G.197869<br>4 Ha (37', 37'×27') (30½', 30½'×31½')<br>8W Der 8(5) | C 4Cy. (2) 440 & (2) 950×950<br>LP turb & hydraulic coupling<br>2500ihp<br>Z.U.T. Zgoda |
| 506958<br>TQBV<br>Df Esd<br>Gc Rdr<br>RT | **CHERGUI**<br>**Société Maritime (H. Lary & Cie.)**<br>Sète French | 1177<br>626<br>1750 | BV | 1957 Ziegler Frères—Dnk<br>230' 4" 35' 6" 14' 2½"<br>214' 11" 35' 5" 16' 5"<br>1 dk<br>RW | M (2P) Mchy.aft<br>pt bulk wine carrier<br>2 Ho each 43½'<br>B.25593<br>1W Der 1(3–5) | Oil 4SA 8Cy. 390×680 mm<br>1700bhp Werkspoor<br>Ziegler Frères |
| 506959<br>DAHG<br>Df Esd<br>RT | **CHERIE**<br>**Peter Werner**<br>Peter Döhle<br>Hamburg W. German | 213<br>138<br>320 | GL | 1960 Schiffsw. H. Rancke—Ham<br>121' 5" 24' 0" 7' 6½"<br>113' 3" 23' 9" 9' 0"<br>P30' F16' 1 dk<br>RW | M Mchy.aft<br>1 Ho 69'<br>G.16050 B.14600<br>1 Ha (52½'×16')<br>2W Der 2(1½) | Oil 4SA 6Cy. 220×280 mm<br>230bhp<br>Klöckner-Humboldt-Deutz |
| 506960<br>WH6321<br>251110<br>Df | **CHERITON**<br>**Pennsylvania Railroad Co.**<br>Cape Charles United States | 573<br>389<br>407 | | 1944 Marietta Mfg Co.—Pt. Pleasant<br>149' 0" 33' 1"<br>141' 0" 33' 0" 18' 10"<br>rf 30" | S Tug | Unaflow 3Cy. 24½"×24"<br>1200ihp<br>Skinner Engine Co.<br>2×25kW 120V d.c. |
| 506961<br>UQAL<br>M-21343<br>Df Esd<br>Gc Rdr | **CHERKASSY**<br>**U.S.S.R.**<br>Zhdanov Russian | 2629<br>1293<br>3110 | | 1955 Stocznia Szczecinska—Szn<br>310' 8" 44' 5" 18' 5"<br>44' 3" 20' 6"<br>1 dk<br>RW | S<br>4 Ho<br>G.147227<br>4 Ha (32½'×24') (36½', 32½'×31½') (29½'×24')<br>4W Der 4(5) | C 4Cy. (2) 455 & (2) 980×980<br>1700ihp<br>Z.U.T. Zgoda |
| 660383<br>CLFW<br>Df Esd<br>Gc Rdr<br>RT | **CHERNA**<br>**Republica de Cuba (Flota Cubana de Pesca)**<br>Havana Cuban | 1284<br>588<br>1090 | BV | 1966 Enrique Lorenzo y Cia.—Vgo<br>228' 9" 38' 9" 16' 10½"<br>196' 11" 38' 8½" 19' 0"<br>2 dks | M Stern Trawler CSD<br>2 Ha (5½'×11½') (5½'×6') | Oil 4SA 8Cy. 390×680 mm<br>1850bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| 506962<br>EATM<br>Esd RT | **CHERNE**<br>exMarie Lorenzo–55<br>**José Lorenzo Lorenzo**<br>Vigo Spanish | 142<br>62<br>— | | 1948 Francisco Cardama S.A.—Vgo<br>*92·2'* 20' 4" 10' 8"<br>… … … | Wood S Trawler | T 3Cy. 7½" 10" & 20⅛"×14"<br>165ihp<br>Francisco Cardama S.A. |
| 506963<br>UQNH<br>M-17040<br>Df Esd<br>Gc Pfd<br>Rdr | **CHERNIAKHOVSK**<br>**U.S.S.R.**<br>Leningrad Russian | 5382<br>2889<br>8770 | | 1961 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>457' 4" 57' 11" 25' 9½"<br>427' 6" 57' 9" 38' 0"<br>1 dk & S dk | M OSD<br>5 Ho<br>G.476926<br>5 Ha (32½', 32½', 32½', 32½', 31½'×24½')<br>10W Der 10(5) | Oil 2SA 9Cy. 720×1250 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vu |
| 506964<br>UUFE<br>M-12017<br>Df Esd | **CHERNIAKHOVSK**<br>**U.S.S.R.**<br>Vladivostok Russian | 3550<br>1727<br>3830 | | 1955 J. & K. Smit's Scheeps—Kinderdijk<br>376' 7" 46' 2" 21' 5"<br>343' 0" 46' 0" 26' 11"<br>F40' 2 dks<br>RW | M Fish Carrier<br>4 Ho<br>In.165026<br>4 Ha (each 14'×11½')<br>8W Der 8(3) | Oil 2SA 8Cy. 480×700 mm<br>Sulzer<br>N.V. Werkspoor |
| 671858<br>UKTI<br>M-2001<br>Df Esd | **CHERNIGOV**<br>exEmpire Weaver–46<br>exDalbek–45<br>**U.S.S.R.**<br>Zhdanov Russian | 2819<br>1592<br>4550 | ✠ | 1939 Lübecker Masch. Ges.—Lbc<br>345' 4" 48' 2" 20' 0½"<br>29' 4"<br>1 dk<br>R | S<br>2 Ho<br>G.251467<br>5 Ha (24½', 27½', 27½', 25½', 23½'×20½')<br>10W Der 10(3) | C 4Cy. (2) 20⅛" & (2)<br>Rheinmetall-Borsig |
| 640956<br>URVH<br>Df Esd<br>Pfd Rdr<br>RT | **CHERNOE MORE**<br>**U.S.S.R.**<br>Odessa Russian | 5468<br>2356<br>— | BV | 1964 At. & Ch. de Nantes (Bretagne-Loire)—Nts<br>395' 4" 59' 3" 20' 8½"<br>361' 1" 59' 1" 26' 3"<br>1 dk | TD-E Dredger Mchy.aft<br>1 Ha (7½'×15')<br>Cr 1(8) 1(3) | 4 Oil 4SA each 8Cy.<br>connected to elec.<br>shafts<br>SEMT-Pielstick<br>Ch. de l'Atlantique |

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| 640137<br>UKPQ<br>M-21414 | **CHERNOGORSK**<br>**U.S.S.R.** Russian<br>Zhdanov | **2638**<br>1412<br>3150 | | **1956** Stocznia Szczecinska—Szn<br>310' 8" 44' 5" 18' 5"<br>44' 3" 20' 6"<br>1 dk<br>RW | S<br>4 Ho<br>G.147227<br>4 Ha (32¼'×24') (36¾', 32¼'×31½')<br>(29½'×24')<br>4W Der 4(5) | C 4Cy. (2) 455 & (2) 980×980 mm<br>1700ihp<br>Z.U.T. Zgoda Swi<br>11½k |
| 660824<br>USZW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHERNOMORSKAJA SLAVA**<br>**U.S.S.R.** Russian<br>Kaliningrad | **16537**<br>11035<br>10000 | GL | **1966** Kieler Howaldtswerke—Kel<br>546' 4" 80' 0" 24' 0"<br>503' 8" 78' 9" 48' 7"<br>4 dks | M Fish Factory Ref Mchy.aft | Oil 2SA 6Cy. 700×1200 mm<br>5640bhp MAN<br>Kieler Howaldtswerke Kel |
| 506966<br>UVPM<br>M-21248 | **CHERNOVTSI**<br>**U.S.S.R.** Russian<br>Tuapse | **8229**<br>3942<br>11800 | | **1955** ....................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 10" 34' 1"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta<br>L.494831<br>1W Der 1(5) | 2 Oil 4SA each 8Cy. 430×610 mm<br>4000bhp<br>Skoda Prague<br>12½k |
| 506967<br>UJWZ<br>M-22289 | **CHERNYSHEVSKI**<br>**U.S.S.R.** Russian<br>Kaliningrad | **3170**<br>1225<br>1301 | | **1958** Nosenko Shpyd—Nic<br>277' 10" 46' 0" 18' 3"<br>45' 10"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>6W Der 2(5) 2(3) 2(1½) | Oil 4SA 8Cy. 430×610 mm<br>2000bhp<br>12k |
| 506968<br>KFBE<br>242531<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CHERRY VALLEY**<br>**Keystone Tankship Corporation**<br>Keystone Shipping Co.<br>Wilmington, Del United States | **10716**<br>6569<br>16607 | AB | **1942** Sun S.B. & D.D. Co.—Chester, Pa<br>523' 6" 68' 2" 30' 3½"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>18 Ta<br>L.792540 HeCls. BC<br>Der 1(5) 1(2) | S Turb 7240shp driving 1 gen. 5400kW<br>2300V a.c. connected to elec. motor<br>6000shp (Sy) 1500t (o.f)–46pd<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×525kW 440V 60c/s a.c. 14½k |
| 507243<br>BMFI<br>1669<br>Df Esd<br>Gc Rdr<br>RT | **CHERRY VICTORY**<br>exChunlee–64<br>exSamarinda–62<br>exTufts Victory–47<br>**Far Eastern Navigation Corp.**<br>Keelung China (Taiwan) | **7640**<br>4475<br>10817 | Classed LR until 11/49<br>BV | **1945** California S.B. Corp.—L.An<br>455' 4" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 2 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.484232<br>5 Ha (25', 24'. 36', 36', 24'×22½')<br>14W Der 1(49) 1(30) | 2 S Turb dr geared to sc. shaft<br>6600shp 1681t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |
| 506970<br>SMIP<br>1622<br>Df Esd<br>Rdr | **CHERRYLAND**<br>exCherrywood–64<br>exBrattingsborg–62<br>**Perla Line Cia. de Nav. S.A.**<br>Monrovia Liberian | **2738**<br>1476<br>5270 | **BS** SS 3/66<br>with freeboard<br>Ice strengthening<br>**MBS**<br>MN315 CT4031 C32 S28 | **1947** Aalborg Værft A/S—Abg<br>359' 6" 51' 0" 20' 9¼"<br>333' 0" 50' 10" 30' 4"<br>F34' 1 dk & S dk<br>6BH | S OSD<br>G.302000 B.274000<br>12W Der 1(20) | C 3Cy. (2) 15¾" & 39⅝"×37⅝" & LP<br>turb with chain drive<br>1700ihp 933t<br>Helsingörs Jernskibs. Hsg<br>3 WTB 228℔ Spt hs4842 12k |
| 506971<br>UOUX<br>M-26055<br>Df Esd<br>Gc Rdr | **CHERVONOGRAD**<br>**U.S.S.R.**<br>Zhdanov Russian | **2603**<br>1340<br>3165 | | **1957** Stocznia Szczecinska—Szn<br>310' 8" 44' 5" 18' 5"<br>293' 9" 44' 3½" 20' 6"<br>1 dk<br>RW | S<br>4 Ho<br>G.147227<br>4 Ha (32¼'×24') (36¾', 32¼'×31½')<br>(29½'×24')<br>4W Der 4(5) | C 4Cy. (2) 455 & (2) 980×980 mm<br>1700ihp (o.f)<br>Z.U.T. Zgoda Swi<br>11½k |
| 510715<br>WF8573<br>268700<br>Rdr RT | **CHESAPEAKE**<br>exEsso Chesapeake–65<br>**Tangier Marine Transport Co.**<br>Wilmington, Del United States | **777**<br>456<br>— | AB | **1954** St. Louis S.B. & Steel Co.—<br>St. Louis<br>207' 0" 39' 6" 10' 0"<br>200' 0" 39' 0" 12' 6"<br>P57' F30' 1 dk<br>rf 3" | TM Tanker Mchy.aft<br>12 Ta<br>L.52490 | 2 Oil 2SA each 12Cy. 215×255 mm<br>1400bhp 45½t–6¾pd<br>General Motors Corp. Det<br>12k |
| 506972<br>WA5645<br>217941<br>RT | **CHESAPEAKE**<br>exHarold F. O'Brien–60<br>exMichael Tracy exE. P. Morse<br>**Norfolk Dredging Co.**<br>Norfolk United States | **217**<br>148<br>— | | **1919** Morse D.D. & Rep. Co.—Brooklyn<br>*100·8'* 27' 4"<br>100' 6" 24' 6" 14' 7"<br>R | M Tug<br>1W | Oil 10Cy. 8½"×10"<br>1600bhp Emade&fitted—<br>Fairbanks, Morse & Co.<br>11k |
| 506973<br>GCFU<br>301317<br>Df Esd<br>Gc Rdr<br>RTv | **CHESHIRE**<br>**Bibby Line Ltd.**<br>Bibby Bros. & Co.<br>Liverpool British<br>Now **MOZAMBIQUE** See New Entries No. 3 | **7027**<br>3426<br>10100<br>8763<br>4891<br>12097 | **✠100A1** SS 9/63<br>**✠LMC**<br>MN1620 EL d†$2\frac{3}{16}$"SQ | **1959–10** Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>490' 9" 63' 10" 27' 1"/30' 0½"<br>451' 5" 63' 6" 39' 6"<br>P23' F45' 2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 5" DK fwd WB2488t Incl. Tunnel tanks 222t | M<br>5 Ho 58½', 80½', 65', 60', 52½'<br>G.638197 B.579580<br>5 Ha (stl) (27'×20') (40', 32½', 32½', 27½'×22')<br>16W Der 1(50) 1(20) 2(12) 8(10) 6(7) 2(5) | Oil 2SA 6Cy. 725×2250 mm<br>8100bhp Doxford 1130t (hvf)<br>Fairfield S.B. & E. Co. Ltd. Gls<br>2AuxB 125℔<br>3×255kW 220V d.c. 15½k |
| 642399<br>VGQB<br>322192<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CHESLEY A. CROSBIE**<br>**Leaseback Projects Ltd.**<br>Chimo Shipping Ltd.<br>St. John's, Nfl Canadian | **1961**<br>1166<br>2008 | **✠100A1** SS 2/69<br>Ice Class 1<br>**✠LMC**<br>MN460 EL q $1\frac{7}{16}$"SQ | **1964–11** Port Weller D.D. Ltd.—<br>Pt.Weller<br>253' 0" 42' 3" 16' 3½"<br>230' 9" 41'11½" 20' 0"<br>P71' F89' 1 dk<br>NS 5BH<br>rf nil WB688t | M Ref Mchy.aft<br>2 Ho 48', 96'<br>G.111971 B.111571 In.1820<br>2 Ha (stl) (20', 70'×20')<br>6W Der 1(35) 3(5) | Oil 4SA 10Cy. 390×680 mm<br>2300bhp 472¼t<br>N.V. Werkspoor Ams<br>db 50℔<br>2×160kW 550V 60c/s a.c. 13½k |

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|---|---|---|---|---|---|---|---|---|
| 535990<br>VGWL<br>326061<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CHESTER**<br>exThorfinn–66<br>**Karlsen Shipping Co. Ltd.**<br>Halifax Canadian | 599<br>249<br>850 | | NV | 1952 A/S Stord—Lervik<br>169′ 4″ 29′ 8″ 16′ 0″<br>29′ 6″<br>2 dks<br>BK7″ | S Whaler Mchy.aft | | C 4Cy. (2) 14 1/16″ & (2) 34½″<br>2000ihp<br>A/S Fredriksstad M/V<br>2×20kW 110V d.c. |
| 540243<br>GKNH<br>304404<br>Gc Pfd<br>Rdr RT | **CHESTERBROOK**<br>**Comben Longstaff & Co. Ltd.**<br>London British | 1594<br>984<br>— | ✠100A1<br>✠LMC<br>MN275 | SS 3/67<br>EL q 1 1/16″SQ | 1963–1 Clelands S.B. Co. Ltd.—Wal<br>265′ 8″ 39′ 3″ 17′ 0½″<br>250′ 0″ 39′ 0″ 18′ 0″<br>P27′ Rdk fwd of P142′ F29′ 1 dk<br>NS 5BH<br>rf 4″ WB794t incl. Under dk tanks m75t | M Mchy.aft | | Oil 4SA 6Cy. 400×580 mm<br>1375bhp<br>Klöckner-Humboldt-Deutz |
| 506977<br>CGSC<br>154773<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHESTERFIELD**<br>**Government of Canada**<br>**(Minister of Transport**<br>Collingwood Canadian | 735<br>233<br>504 | ✠Classed LR until 11/31<br>**DISMANTLED** | | 1928–8 Collingwood Shpyds Ltd.—Clw<br>180′ 0″ 32′ 1″ 14′ 3″<br>… … …<br>R conv hopper barge 44<br>rf nil | S Lighthouse Tender (3P)<br>Mchy.aft<br>2 Ho each 26½′<br>2 Ha (each 11½′×12′)<br>Der 2(10) | | T 3Cy. 15½″ 26″ & 44″×28″<br>700ihp Emade18[illegible]<br>Hewes & Phillips<br>2×15, 10kW 110V d.c. |
| 506978<br>131918 | **CHETLA**<br>**Government of India**<br>**(Ministry of Defence)**<br>Calcutta Indian | 226<br>52<br>— | | | 1917 Burn & Co. Ltd.—Cal<br>113′ 0″ 24′ 6″ 10′ 3″<br>24′ 4″<br>R | TS Tug | | T 6Cy. 13½″ 22″ & 36″×24″<br>Campbell & Calderwood |
| 502814<br>GPWU<br>306223<br>Df Esd<br>Gc Rdr | **CHEUNG CHAU**<br>exAtalanti M. Livanos–64<br>**Yick Fung Shipping &**<br>**Enterprises Co. Ltd.**<br>London British | 8566<br>5024<br>11850 | ✠100A1<br>✠LMC<br>MN1100 | SS 4/67<br>EL c†2⅛″SQ | 1956–10 Burntisland S.B. Co. Ltd.—Bnt<br>467′ 3″ 59′ 11″ 29′ 3″<br>435′ 0″ 59′ 9½″ 39′ 7″<br>F42′ 2 dks<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6″ WB2046t incl. DTm358t | M CSD | | Oil 2SA 7Cy. 620×1400 mm<br>exhaust 470mm<br>5500bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 100lb |
| 506980<br>TQWI<br>Df Esd<br>Gc RTm | **CHEVALIER BAYARD**<br>**Kuhn and others**<br>Chevannes, Merceron, Ballery<br>Concarneau French | 156<br>61<br>— | | BV | 1958 At. & Ch. de La Rochelle—LaR<br>95′ 2″ 23′ 9″ 12′ 1¾″<br>81′ 10″ 22′ 5″ 12′ 4″<br>R | M Fishing<br>Cr 2(2) Der 1(1) | | Oil 4SA 6Cy. 220×320 mm<br>440bhp<br>Cie. de Const. Méc.<br>2×45kW 220V d.c. |
| 506981<br>FOTL<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEVERNY**<br>**Soc. Marit. des Pétroles B.P.**<br>Dunkirk French | 21430<br>12491<br>32670 | | BV | 1956 At. & Ch. de France—Dnk<br>668′ 2″ 86′ 4″ 35′ 7½″<br>644′ 3″ 86′ 1½″<br>P154′ Q114′ B49′ F98′ 1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta<br>L.1451889<br>Der 1(7) 4(4) 2(5) | HeCls. B | 2 S Turb dr geared to sc. sh<br>15000shp<br>Cie. de Fives-Lille |
| 640425<br>TQJE<br>Df Esd<br>RT | **CHEVERNY**<br>**Soc. de Gérance &**<br>**d'Armement Douarneniste**<br>Douarnenez French | 155<br>52<br>— | | BV | 1963 At. & Ch. de la Rochelle-Pallice—<br>LaR-P<br>98′ 5″ 22′ 1″<br>82′ 0″ 22′ 0″ 11′ 10″ | M Trawler<br>3 Ha (3½′, 3½′×3½′) (3½′×3′)<br>Der 1(3) | | Oil 4SA 6Cy. 255×300 mm<br>575bhp<br>Etab. Duvant |
| 506982<br>GHMK<br>186914<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CHEVIOT**<br>**Bamburgh Shipping Co. Ltd.**<br>W. A. Souter & Co. Ltd.<br>Newcastle British | 13082<br>6017<br>18385 | ✠100A1<br>ore carrier<br>✠LMC<br>MN900 | ~~SS 12/64~~<br>SS 1/69<br>EL g†2 1/16″SQ | 1961–3 Austin & Pickersgill Ltd.—Sld<br>525′ 0″ 70′ 3″ 29′ 9″<br>505′ 0″ 70′ 0″ 41′ 0″<br>P106′ F69′ 1 dk<br>RW 5BH<br>rf nil WB15352t | M Ore Carrier Mchy.aft<br>2 Ho each 168′<br>G.507800 B.499200<br>6 Ha (stl) (each 40′×28′)<br>2W Der 4(5) | | Oil 2SA 5Cy. 720×1250 mm<br>4500bhp Sulzer<br>G. Clark (Sld) Ltd.<br>2AuxB 120lb<br>3×320kW 220V d.c. |
| 506983<br>KAHH<br>250641<br>Df Esd<br>Gc Rdr<br>RT | **CHEVRON**<br>exBrea Olinda–46<br>exTaverton–45<br>**Standard Oil Co. of**<br>**California**<br>Chevron Shipping Co.<br>San Francisco United States | 3149<br>2107<br>4039 | | AB | 1945 Todd-Houston S.B. Corp.—<br>Houston<br>325′ 2″ 48′ 4″ 19′ 4½″<br>309′ 0″ 48′ 2″ 21′ 10″<br>P84′ B35′ F48′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>12 Ta 1 Ho 27′<br>L.194406<br>1 Ha (stl) (8′×8′) | HeCls. B | Oil 2SA 6Cy. 455×635 mm<br>1400bhp<br>Nordberg Mfg Co. |
| 672148<br>ELDG<br>2815<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CHEVRON FRANKFURT**<br>**Ocean Tankship Corp.**<br>Monrovia Liberian | 41923<br>31519<br>78872 | | AB | 1967 Hitachi Zosen—Inn<br>759′ 10″ 121′ 10″ 43′ 10½″<br>730′ 0″ 123′ 0″ 58′ 5″<br>P100′ B90′ F75′ 1 dk<br>rf 4″ | S Tanker<br>12 Ta<br>L.3687973<br>Der 2(10) 2(1) | | 2 S Turb dr geared to sc. sh<br>19000shp<br>Kawasaki Dkyd Co. Ltd<br>2×800kW 440V 60c/s a.c. |
| 505878<br>PDIT<br>Df Esd<br>Gc Rdr<br>RT | **CHEVRON THE HAGUE**<br>exCaltex The Hague–67<br>exBoonesborough–50<br>~~**N.V. Nederl. Pacific Tankv.**~~<br>~~**Maats.**~~<br>~~The Hague Netherland~~<br>**Chevron Tankers**<br>**(Nederland) N.V.**<br>The Hague Netherland | ~~18596~~ 13894<br>9885<br>22352 | | AB | 1967 (Fwd & Cargo sections) Hitachi<br>Zosen—Kawasaki<br>1945 (Aft section) Alabama D.D. & S.B.<br>Co.—Mob<br>565′ 7″ 31′ 10½″<br>540′ 0″ 77′ 4″ 41′ 9″<br>P108′ B36′ F80′ 1 dk<br>RW<br>rf nil | T-E Tanker Mchy.aft<br>18 Ta<br>Der 2(5) 2(3) 2(½) | HeCls. BC | S Turb 7240shp driving 1<br>2300V a.c. connected to<br>6000shp (Sy)<br>General Electric Co.<br>2×525kW 450V 60c/s a.c. |

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| 506983<br>ELBJ<br>132<br>Df Esd<br>Gc Rdr<br>RTm | **CHEVRON TRANSPORTER**<br>exT. S. Petersen–60<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberian | 18127<br>11171<br>28276 | AB | **1950** Bethlehem Sparrows Pt. Shpyd.—Sp.Pt<br>624′ 8″ 84′ 2″ 33′ 5⅜″<br>595′ 0″ 84′ 0″ 44′ 0″<br>P121′ B33′ F77′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1323377 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp 2600t (o.f)–65pd<br>Bethlehem Stl Co. Qcy<br>2×400kW 450V 60c/s a.c. 16k |
| 506984<br>MWGX<br>186860<br>Esd Pfd<br>Rdr<br>RTm/v | **CHEVYCHASE**<br>**Crackshot Steam Shipping Co. Ltd.**<br>Witherington & Everett<br>Newcastle British | 902<br>404<br>1362 | ✠100A1 SS 11/65<br>✠LMC<br>MN250 EL p $1\frac{7}{16}$″SQ | **1956**–9 Jos. L. Meyer—Papenburg<br>234′ 2″ 36′ 3″ 14′ 0″<br>215′ 0″ 36′ 0″ 21′ 3″<br>F22′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 4″ WB421t | M OSD Mchy.aft<br>2 Ho 63¼′, 70¾′<br>G.92554 B.87546<br>2 Ha (stl) (each 40′×19½′)<br>4W Der 1(10) 1(5) 2(3) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp 208t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×60kW 220V d.c. 13k |
| 506985<br>VLQG<br>199626<br>Df Gc<br>Pfd Rdr<br>RT | **CHEYNES II**<br>exLooma II–63 exThorbryn–62<br>**Cheynes Beach Holdings Ltd.**<br>Fremantle British | 440<br>152<br>— | ✱Class **WITHDRAWN** at Owners' request **2/69** | **1947**–9 Smith's Dock Co. Ltd.—Mdb<br>157′ 1″ 27′ 7″<br>144′ 4″ 27′ 6″ 15′ 6″<br>1 dk<br>6BH<br>BK7½″ WB179t incl. DTm170t | S Whaler Mchy.aft<br>1 Ho<br>1 Ha<br>1W | T 3Cy. 17¾″ 30½″ & 52″×30″<br>1850ihp 214t (o.f)<br>Smith's Dock Co. Ltd. Mdb<br>2WTB 225℔ hs(6320) 15k |
| 506986<br>VMKX<br>199627<br>Df Gc<br>Pfd Rdr<br>RT | **CHEYNES III**<br>exLooma III–63 exThorgrim–62<br>**Cheynes Beach Holdings Ltd.**<br>Fremantle British | 441<br>152<br>— | ~~BS✱~~ ~~SS 2/65~~<br>~~whaling purposes~~<br>~~MBS✱~~<br>~~MN333~~ ~~CT495 C16~~<br>✱Class **WITHDRAWN** at Owners' request **2/69** | **1947**–10 Smith's Dock Co. Ltd.—Mdb<br>157′ 1″ 27′ 7″<br>148′ 6″ 27′ 6″ 15′ 6″<br>1 dk<br>6BH<br>BK7½″ WB179t incl. DT170t | S Whaler Mchy.aft<br>1 Ho<br>1 Ha<br>1W Der 1 | T 3Cy. 17¾″ 30½″ & 52″×30″<br>1850ihp 210t (o.f)<br>Smith's Dock Co. Ltd. Mdb<br>2WTB 225℔ hs(6320) 15k |
| 506988<br>BHER<br>565<br>Df Esd<br>Gc Rdr | **CHI LUNG**<br>exHai Lieh–55<br>exArthur Dobbs–46<br>**Taiwan Nav. Co. Ltd.**<br>Keelung China (Taiwan) | 7252<br>4484<br>10970 | CR (Taiwan) | **1943** N. Carolina S.B. Co.—Wmn<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S (12P)<br>5 Ho 60¾′, 72′, 50′, 45′, 70′<br>G.562608 B.499573<br>5 Ha (33¾′, 35′. 20′, 35′, 35′×20′)<br>10W Der 1(50) 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1117t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 11k |
| 506989<br>VDDB<br>190484 | **CHI MEN**<br>Launched as Hsu Chou<br>**Ming Sung Industrial Co. of Canada Ltd.**<br>Montreal Canadian<br>Reported sailing under Flag of People's Rep. of China | 904<br>518<br>— | ✠ | **1948**–9 St. Lawrence Metal & Marine Wks—Qbc<br>168′ 7″ 33′ 0″ 8′ 6¼″<br>160′ 0″ 32′ 11″ 17′ 0″<br>2 dks<br>RW | TM | 2 Oil 2SA each 12Cy. 220×265 mm sr geared<br>General Motors Corp. Clv |
| 672010<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHI RI SAN**<br>**Fishery Research & Development Agency**<br>Pusan S. Korean | 151<br>39<br>— | | **1967** Usuki Tekkosho—Usuki<br>121′ 4″ 20′ 5″ 7′ 6″<br>108′ 3″ 20′ 4″ 9′ 2″<br>1 dk | M Fishery Research Ship | Oil 4SA 6Cy. 280×400 mm<br>500bhp<br>Usuki Tekkosho Usuki |
| 671503<br>SXJC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIAN CAPTAIN**<br>Freedom **Maritime Corp.**<br>Piræus Greek<br>Name should be **KHIAN CAPTAIN** See New Entries No. 6 | 10086<br>6298<br>13871 | AB | **1967** Ishikawajima-Harima Hvy Ind.—Tok<br>465′ 0″ 65′ 0″ 28′ 4⅝″<br>440′ 0″ 64′ 11″ 40′ 1″<br>2 dks | M Mchy.aft<br>4 Ho<br>G.706000 B.665000<br>6 Ha | Oil 4SA 12Cy. 400×460 mm reduction geared with direct coupling<br>5130bhp<br>Ishikawajima-Harima Hvy Ind. Aio |
| 506990<br>XNHH | **CHIANG HO**<br>exChin Kiang exNgo. Mei<br>exKiang King<br>**China People's Steam Nav. Co.**<br>People's Rep. of China | 1362<br>761<br>— | | **1920** Kiangnan Dk & Eng. Wks.—Shi<br>222′ 6″ 33′ 0″<br>32′ 10″<br>R | TS | T 6Cy. 15″ 22″ & 34″×18″ |
| 512477<br>GXBA<br>334525<br>Df Esd<br>Gc Rdr<br>RTv | **CHIANG KIANG**<br>exG. D. Kennedy–67<br>**Yick Fung Shipping & Enterprises Co. Ltd.**<br>London British | T.Mk<br>6935<br>3358<br>10430<br>10481<br>5759<br>12490 | ✠100A1 SS 2/66<br>DTsf—vegetable oil<br>Str. nav. ice<br>✠LMC<br>MN1200 EL e†2¼″SQ | **1958**–1 A/B Götaverken—Got<br>490′ 0″ 66′ 2″ 26′ 6″/29′ 6″<br>451′ 9″ 66′ 0″ 42′ 6″<br>P10′ F51′ 2 dks, 3rd dk in Nos. 1 & 2 holds<br>Coll BH to U dk 6 to 2nd dk<br>rf 6″ WB3899t incl. Tunnel tanks 500t | M<br>6 Ho 71¼′, 60¼′, 60¼′, 71′, 63¼′, 16′<br>6 Ha (stl) (35¾′, 36¾′, 36¾′, 36¾′, 36¾′×20¾′) (8′×18′)<br>Cr 3(5) 2(3) | Oil 2SA 8Cy. 680×1500 mm<br>6000bhp (hvf)<br>A/B Götaverken Got<br>~~db 85℔~~ AuxB 85℔<br>3×200kW 220V d.c. |
| 506991<br>XTTQ | **CHIANG KING**<br>exYet King<br>**China People's Steam Nav. Co.**<br>People's Rep. of China | 571<br>311<br>— | | **1937** ......................Chungking<br>*139·0′* 25′ 0″<br>... ... ...<br>R | TS | T 6Cy. |
| 506992<br>XNQM | **CHIANG SHUN**<br>**China People's Steam Nav. Co.**<br>People's Rep. of China | 4327<br>3141<br>— | | **1921** Shanghai Dk & Eng. Co. Ltd.—Shi<br>*329·0′* 46′ 2″<br>46′ 0″<br>R | TS | T 6Cy. 18″ 29½″ & 50″×30″<br>Shanghai Dk & Eng. Co. Ltd. Shi |

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| 506993<br>XADM | **CHIANG TAI**<br>exHsing Tai Maru<br>**China People's Steam**<br>**Nav. Co.**<br>People's Rep. of China | 3214<br>1867<br>— | | 1940 Uraga Dock Co.—Uraga<br>*321·8'* 50' 0"<br>49' 10" | TS | T 8Cy. & LP turb |
| 506994<br>XNHA | **CHIANG YA**<br>exHsing Ya Maru–47<br>**China People's Steam**<br>**Nav. Co.**<br>People's Rep. of China | 3731<br>2214<br>— | | 1939 Harima Zosensho—Aio<br>*322·1'* 50' 2"<br>50' 0"<br>R | S | Steam |
| 506995<br>Df Esd | **CHIAO JEN**<br>exTeng 1401–47<br>exNorthern Chieftain–47<br>**China People's Steam**<br>**Nav. Co.**<br>People's Rep. of China | *1900*<br>*968*<br>— | Classed LR until 2/54 | 1945 McCloskey & Co.—Tampa<br>259' 0" 42' 1"<br>41' 11"<br>1 dk | S | C 6Cy. (3) 20" & (3) 44"×27"<br>Ajax Uniflow Co. |
| 506996 | **CHIAT HIN**<br>exLucky Trader–59<br>exFlying Bird–51<br>**Republik Indonesia**<br>Indonesian | 580<br>124<br>— | | 1944 Wheeler S.B. Corp.—Whitestone<br>*167·2'* 31' 8"<br>31' 6"<br>1 dk<br>RW | TM | 2 Oil 2SA each 6Cy. 220×2<br>General Motors Corp. |
| 506998 | **CHIATURY**<br>**U.S.S.R.**<br>Russian | 2396<br>1173<br>— | | 1947 ........................E. Germany | D-E | Oil connected to elec. motor |
| 506999<br>BKBB<br>1537<br>Df Esd<br>Rdr RT | **CHIAU KUO**<br>exQuadriga–61<br>exBritish Columbia Express–50<br>**Chiau Kuo S.S. Co. Ltd.**<br>Keelung China (Taiwan) | 3353<br>1394<br>3700 | CR (Taiwan)<br>✠Classed LR until 6/51 | 1936–11 A/B Götaverken—Got<br>381' 7" 50' 4" 23' 6"<br>365' 8" 50' 2" 33' 11"<br>B&F210' 1 dk & S dk, pt 3rd dk<br>RW | TM (12P) Ref OSD<br>4 Ho each 79'<br>In.226640<br>4 Ha (28'×20') (28', 21½', 21½'×12¾')<br>10W Der 10(3) | 2 Oil 2SA each 9Cy. 500×9<br>5200bhp<br>A/B Götaverken<br>5×255, 135, 135, 135, 135kW |
| 651658<br>8LYI<br>96308<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIBA MARU**<br>**Chiba Prefecture**<br>Chiba Japanese | 495<br>193<br>— | | 1965 Miho Zosensho—Shimizu<br>166' 8" 27' 4" 11' 2"<br>146' 0" 27' 3" 13' 2"<br>1 dk | M Fishery Training Ship<br>Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. |
| 533406<br>HO2549<br>609–<br>PEXT<br>Esd<br>RTm | **CHICA**<br>exSong-Be–67<br>exLouis Frederic Dewulf–53<br>**Oportino Navigation**<br>Panama Panamanian | 708<br>311<br>1007 | BV | 1949 J. Boel & Fils—Tamise<br>208' 0" 32' 7" 13' 1½"<br>32' 5"<br>P130' F22' 1 dk & S dk | M OSD Mchy.aft<br>2 Ho 60', 57½'<br>G.59833<br>2 Ha (each 29½'×14¾')<br>4W Der 1(10) 4(3) | Oil 2SA 9Cy. 290×500 mm<br>800bhp Sulzer<br>At. & Ch. de la Loire<br>3×64, 64, 20kW 220V d.c. |
| 651903 | **CHICA**<br>**Tayabas Cement Inc.**<br>Piaridel Philippine | 162<br>100<br>151 | NK | 1965 Geibi Zosen—Kur<br>107' 7" 21' 5" 9' 6"<br>98' 5" 21' 3" 10' 4"<br>1 dk | M Mchy.aft<br>G.10171 B.9429<br>1 Ha (51½'×13') | Oil 4SA 4Cy. 250×400 mm<br>165bhp<br>Makita Tekkosho |
| 507000<br>FNCT<br>Df Esd<br>Gc Rdr<br>RTm/v | **CHICAGO**<br>**Cie. Générale**<br>**Transatlantique**<br>Havre French | ~~8166~~ 5009<br>~~4596~~ 2656<br>~~7657~~ —<br>**8166**<br>4596<br>**7657** | BV | 1959 Ch. & At. de Provence—Port du Bouc<br>450' 0" 62' 5" 23' 9½"<br>423' 0" 62' 3½" 36' 5"<br>P131' B26' F85' 2 dks<br>rf 6½" | M Ref Mchy.aft<br>5 Ho 35½', 44½', 75½', 63½', 44½'<br>G.548209 B.480080 In.17297<br>6 Ha (stl) (27', 27½', 47', 39½' 27½'×17½') (10'×11½')<br>16W Der 2(10) 14(5) | Oil 2SA 4Cy. 700×2320 mm<br>7200bhp Doxford<br>Ch. & At. de Provence<br>3×330kW 220V d.c. |
| 507001<br>JGHW<br>83111<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHICAGO MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 9243<br>5465<br>11867 | NK | 1959 Mitsubishi Hvy Ind. Reorg.—Kob<br>512' 3" 63' 10" 30' 2½"<br>475' 9" 63' 8" 41' 0"<br>2 dks | M Ref<br>6 Ho<br>G.672000 B.622571 In.8766<br>6 Ha (27'×18') (42', 39½', 38½', 42'×23') (13½'×20')<br>20W Der 1(30) 1(20) 6(10) 14(5) | Oil 2SA 9Cy. 760×1550 mm<br>11200bhp Sulzer<br>Mitsubishi Hvy Ind. Reorg<br>3×210kW 445V a.c. |
| 535797<br>WB3680<br>209060<br>Df Gc<br>Rdr<br>RTm/h | **CHICAGO TRADER**<br>exThe Harvester–65<br>**National Boulevard Bank**<br>**of Chicago**<br>Wilmington, Del United States | 7188<br>5690<br>15500 | AB<br>✠Classed LR until 6/18 | 1911–8 American S.B. Co.—Lorain<br>545' 0" 58' 2" 21' 2¾"<br>532' 0" 58' 0" 31' 1"<br>1 dk<br>R<br>rf 3" | S Bulk Carrier Mchy.aft<br>4 Ho 131', 143', 125', 123'<br>32 Ha (stl) (each 9'×42') | T 3Cy. 23½" 38" & 63½"×4<br>1800ihp<br>American S.B. Co.<br>2×60kW 120V d.c. |
| 507002<br>VGDR<br>160889<br>Df Esd<br>Gc Rdr<br>RT | **CHICAGO TRIBUNE**<br>exThorold–33<br>**Quebec & Ontario**<br>**Transportation Co. Ltd.**<br>Montreal Canadian | 3859<br>3055<br>5143 | **BS**✳ Lake SS 8/65<br>Great Lakes & River St. Lawrence service<br>**MBS**<br>MN320 CT2403 C19 | 1930–3 Earle's Co. Ltd.—Hul<br>320' 0" 43' 7" 19' 0½"<br>314' 6" 43' 6" 23' 0"<br>P56' F37' Trunk 164' 1 dk<br>R 7BH len 62<br>WB682t | M Mchy.aft<br>5 Ho<br>G.242000 B.235000<br>5 Ha | Oil 2SA 10Cy. 8½"×20"<br>1880bhp Emade<br>Fairbanks Morse & Co. Lt<br>ndb 4/58–100lb |
| 507003<br>GXFX<br>300194<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CHICANOA**<br>**Elders & Fyffes Ltd.**<br>Glasgow British | T.Mk<br>**4802**<br>1868<br>5520<br>**6095**<br>2919<br>5665 | ✠**100A1** CS 7/66<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1800 EL a†2"SQ | 1958–3 A. Stephen & Sons Ltd.—Gls<br>411' 3" 56' 7" 24' 10"/25' 1½"<br>390' 0" 56' 6" 35' 0"<br>B123' P56' 1 dk, 2nd, 3rd & 4th dks clear of mchy. space<br>RW 6BH<br>rf 12" DK fwd WB1792t incl. Tunnel tanks 732t DTsm382t | S (12P) Ref<br>4 Ho 69½', 51', 56', 65½'<br>In.205060<br>4 Ha (16½', 17', 17', 17'×15')<br>6W Der 8(5) | 2 S Turb dr geared to sc.<br>9000shp<br>A. Stephen & Sons Ltd<br>2WTB 585lb Spt 790°F<br>sg 100lb<br>3×450, 450, 400kW |

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|---|---|---|---|---|---|---|
| 671932<br>GXCU<br>333731<br>Esd Pfd<br>Rdr<br>RTm/v | **CHICHESTER CROSS**<br>John Heaver Ltd.<br>Southampton British | 959<br>469<br>1758 | ✠100A1<br>sand carrier<br>Bristol Channel & English<br>Channel coasting service<br>✠LMC<br>MN200 EL J (K) 1⅛"SQ | 1967–8 Goole S.B. & R. Co. Ltd.—Goo<br>196' 0" 39' 3" 14' 3"<br>185' 0" 39' 0" 16' 3"<br>P36' F24' 1 dk<br>4BH<br>rf nil WB416t | M Sand Suction Dredger Mchy.aft<br>1 Ho 77' | Oil 4SA 8Cy. 8¾"×11½" sr reverse geared<br>1000bhp 43t (d.o)<br>Blackstone & Co. Ltd. Stamford<br>2×60kW 415V 50c/s a.c. 10k |
| 507004<br>JIVP<br>87589<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHICHIBU MARU**<br>Nichiro Gyogyo K.K.<br>Tokyo Japanese | 5744<br>3142<br>6612<br>7472<br>4220<br>— | NK | 1961 Kawasaki Dkyd Co. Ltd.—Kob<br>437' 0" 59' 3" 23' 3"/—<br>402' 4" 59' 1" 36' 1"<br>1 dk & S dk<br>RW | M Ref OSD/CSD Mchy.aft<br>3 Ho<br>In.215420<br>3 Ha (each 9¾'×11¼')<br>6W Der 2(15) 4(5) | Oil 2SA 6Cy. 600×1050 mm<br>4500bhp MAN 2115t<br>Kawasaki Dkyd Co. Ltd. Kob<br>3×480kW 445V a.c. 13½k |
| 507005<br>7JMF<br>87556<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHICHIBU MARU No. 2**<br>Nichiro Gyogyo K.K.<br>Tokyo Japanese | 1697<br>1029<br>2014 | NK | 1961 Miho Zosensho—Shimizu<br>265' 9" 41' 2" 17' 6"<br>239' 6" 41' 0" 19' 0"<br>1 dk<br>RW | M Fish Carrier Mchy.aft<br>3 Ho<br>In.75432<br>3 Ha (each 6½'×6½')<br>6W Der 2(15) 2(5) 2(1) | Oil 4SA 6Cy. 470×670 mm<br>1800bhp 505t<br>Akasaka Tekkosho Yaizu<br>3×200kW 450V a.c. 11½k |
| 507007<br>KJUN<br>246730<br>Df Esd<br>Gc | **CHICOT**<br>~~Jones & Guerrero Co. Inc.~~<br>~~Guam United States~~<br>Jones & Guerreno Co. (Panama) S.A.<br>Panama Panamanian | 3839<br>2165<br>— | AB | 1945 Froemming Bros. Inc.—Milwaukee<br>338' 8" 50' 2" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P89' F38' 2 dks<br>rf nil | M Ref Mchy.aft<br>3 Ho 42¾', 78¾', 67½'<br>B.237000 In.9000<br>3 Ha (20½', 40½', 40½'×20')<br>16W | Oil 2SA 6Cy. 21½"×29"<br>1700bhp 975t<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 220V d.c. |
| 640845<br>JJ2022<br>93810<br>Gc Rdr | **CHIDORI MARU No. 5**<br>Chidori Kaiun K.K.<br>Nantan Japanese | 136<br>63<br>— | | 1964 Teraoka Zosensho—Nantan<br>*113·1'* 18' 6" 7' 9"<br>91' 10" 18' 4½" 8' 6"<br>1 dk<br>RW | M Alcohol Tanker Mchy.aft<br>L.7451 | Oil 4SA 5Cy. 250×380 mm<br>225bhp<br>Shin Mitsubishi Hvy Ind. Kob |
| 542669<br>8LEU<br>89783<br>Df Esd<br>Gc Pfd<br>Rdr | **CHIDORI MARU No. 27**<br>Yamaichi Gyogyo K.K.<br>Kesennuma Japanese | 111<br>49<br>— | | 1963 Yamanishi Zosen Tekkosho—Ishinomaki<br>106' 4" 19' 2"<br>92' 10" 19' 0" 8' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>Niigata Eng. Co. Ltd. Niigata |
| 540244<br>JGPS<br>67389 | **CHIDORI MARU No. 28**<br>exMasutoku Maru No. 2–62<br>exKasuga Maru No. 25–60<br>exZenko Maru–59<br>Yamaichi Gyogyo K.K.<br>Kesennuma Japanese | 239<br>125<br>— | | 1951 Kanazashi Zosensho—Shimizu<br>*113·1'* 22' 0"<br>21' 10"<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 335×470 mm<br>500bhp 87t<br>Akasaka Tekkosho Yaizu<br>10¼k |
| 641060<br>8KSI<br>94092<br>Df Gc<br>Rdr | **CHIDORI MARU No. 35**<br>Yamaichi Gyogyo K.K.<br>Kesennuma Japanese | 192<br>—<br>— | | 1963 Kochiken Zosen—Kochi<br>22' 10" 9' 4"<br>110' 2" 22' 8" 10' 4"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×420 mm<br>Akasaka Tekkosho Yaizu |
| 652196<br>JK2299<br>97759 | **CHIE MARU**<br>M. Matsumoto<br>Hiroshima Japanese | 198<br>78<br>268 | | 1965 Matsuura Zosen—Hma<br>108' 8" 25' 6" 8' 10"<br>96' 10" 24' 11" 10' 2"<br>1 dk | M Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 200×240 mm<br>340bhp<br>Yanmar Diesel Eng. Co. Ltd. Osa<br>2×84kW d.c. |
| 519517<br>5MUX<br>1942<br>Df Esd<br>Gc Rdr<br>RTv | **CHIEF AWOSIKA**<br>exRose S.–66<br>exKokuku Maru–63<br>National Bank of Nigeria Ltd.<br>Monrovia Liberian<br>Now **AIS GIANNIS** See New Entries No. 1 | 6333<br>3727<br>9884 | ✠100A1 SS 4/64<br>✠LMC<br>MN800 EL a†2"SQ | 1952–4 Nagoya Zosen—Nga<br>449' 0" 58' 5" 26' 1½"<br>420' 0" 32' 10"<br>P30' B131' F40' 2 dks<br>RW 7BH<br>WB2179t incl. DTa663t | S<br>G.498036 B.453772 | 2 S Turb dr geared to sc. shaft<br>4140shp 900t (o.f)<br>Uraga Dock Co. Ltd. Yokosuka<br>2WTB 365℔ Spt 351℔ hs8300<br>AuxB 142℔ 12½k |

**SURVEYS OVERDUE 5/66—CLASS SUSPENDED 2/67**

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|---|---|---|---|---|---|---|
| 507010<br>177635 | **CHIEF COMMANDA**<br>Ontario Northland Transportation Commission<br>Toronto Canadian | 243<br>162<br>— | | 1946 Central Bridge Co. Ltd.—Trenton<br>*98·7'* 21' 6"<br>… … …<br>2 dks | TM | 2 Oil 4SA each 8Cy. 7½"×10"<br>Vivian Eng. Wks Ltd. Vcr |
| 507011<br>WA3639<br>209235<br>Df Gc<br>Rdr | **CHIEF WAWATAM**<br>Mackinac Transportation Co.<br>Muskegon United States | 2990<br>1793<br>— | | 1911 Toledo S.B. Co.—Toledo<br>338' 9" 62' 0" 19' 0¾"<br>338' 3" 61' 10" 25' 0"<br>2 dks<br>R | TS Ferry & Icebreaker | T 9Cy. 21" 33" & 52"×40"<br>4500ihp<br>Toledo S.B. Co. Toledo<br>Propellers 1 fwd 2 aft |
| 507013<br>VDDJ<br>190485 | **CHIEN MEN**<br>Launched as Kuei Chou<br>Ming Sung Industrial Co. of Canada Ltd.<br>Montreal Canadian<br>Reported sailing under Flag of People's Rep. of China | 901<br>516<br>— | ✠ | 1948–9 St. Lawrence Metal & Marine Wks.—Que<br>168' 7" 33' 0" 8' 6¼"<br>160' 0" 32' 10" 17' 0"<br>2 dks<br>RW | TM | 2 Oil 2SA each 12Cy. 220×265 mm<br>General Motors Corp. Clv |

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| **660522** | **CHIEN SHEH 18**<br>**The People's Republic of China**<br>People's Rep. of China | **2000**<br>—<br>3000 | | **1966** Hutung Shipyard—Shi<br>1 dk | M Tanker Mchy.aft | Oil |
| **507014** | **CHIEN TAI**<br>**Chefoo Harbour Improvement Commission**<br>Chefoo<br>People's Rep. of China | **296**<br>**44**<br>— | | **1937** Huh Hsing Eng. & S.B. Wks Ltd.—Shi<br>*117-0'* 27' 0"<br>... ... ...<br>1 dk<br>R | S Tug | T 3Cy. 14½" 24" & 39½"×30"<br>Huh Hsing Eng. & S.B. Wks Ltd. |
| **507016**<br>UKAA<br>M-21399 | **CHIGIRIN**<br>**U.S.S.R.**<br>Zhdanov **Russian** | 2755<br>1366<br>3157 | | **1956** Stocznia Szczecinska—Szn<br>310' 8" 44' 5" 18' 5"<br>293' 9" 44' 3½" 20' 6"<br>1 dk<br>RW | S<br>4 Ho<br>G.149170<br>4 Ha (32½'×24') (36½', 32½'×31½') (29½'×24')<br>4W Der 4(5) | C 4Cy. (2) 455 & (2) 980×980 mm<br>1700ihp<br>Z.U.T. Zgoda |
| **507018**<br>7LLL<br>87889<br>RT | **CHIHAYA**<br>**Osaka Prefecture**<br>Sakai **Japanese** | **240**<br>**76**<br>— | | **1961** Hitachi Zosen—Osa<br>108' 3" 28' 0"<br>... ... ...<br>RW | TM Tug Mchy.aft | 2 Oil 4SA each 6Cy. 280×400 mm<br>1980bhp B&W<br>Hitachi Zosen |
| **671538**<br>JIHE<br>99934<br>Df Esd<br>Gc Rdr<br>RT | **CHIHAYAGAWA MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe **Japanese** | 44222<br>31951<br>70449 | NK | **1967** Ishikawajima-Harima Hvy Ind.—Tok<br>777' 8" 116' 0" 42' 0"<br>738' 4" 115' 10" 62' 5"<br>1 dk | M Ore/Oil Carrier Mchy.aft<br>4 Ho each 133' 11 Ta<br>G.1554169 L.3132352<br>8 Ha (44½', 44½', 44½', 44½', 39½', 44½', 44½', 44½'×30½')<br>Der 1(10) | Oil 2SA 8Cy. 900×1550 mm<br>18400bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>2×500kW 450V 60c/s a.c. |
| **661390**<br>JMLS<br>100766<br>**Df Esd**<br>Gc Pfd<br>Rdr RTv | **CHIHIRO MARU**<br>**Shell Sempaku K.K.**<br>Tokyo **Japanese** | **64071**<br>45726<br>115505 | **✠100A1**<br>**oil tanker** 886' 1"(incl.BB)<br>(cc)—crude oil defined ballasting<br>**✠LMC**<br>MN4800 EL h*4$\frac{1}{16}$"SQ | **1966–10** Mitsubishi Hvy Ind. Ltd.—Nag<br>~~880' 1"~~ 139' 7" 51' 10½"<br>839' 11" 139' 5" 67' 7"<br>F90' 1 dk<br>10BH<br>rf 1" WB22456t incl. DTf4221t 17858t in clean ballast tanks | S Tanker Mchy.aft<br>15 Ta<br>L.5114960 HeCls. B<br>Cr 2(1) Der 2(10) | 2 S Turb dr geared to sc. shaft<br>24000shp<br>Mitsubishi Hvy Ind. Ltd.<br>2WTB 768lb Spt 939° F. 617lb<br>2×600kW 440/110V 60c/s a.c. |
| **640140**<br>Df Esd<br>Rdr RT | **CHIHUAHUA**<br>Launched as Procyon<br>**Transportacion Maritima Mexicana S.A.**<br>Acapulco Mexican<br>For later particulars see New Entries No. 1 | **1996**<br>1361<br>3040 | BV | **1963** Emaq Eng. Máq. S.A.—Rio<br>259' 6" 41' 1" 20' 4"<br>41' 0" 24' 7"<br>2 dks | M CSD Mchy.aft<br>2 Ha | Oil 2SA 7Cy. 360×600 mm<br>1680bhp Emade61fitted68<br>Sulzer Bros. Ltd. |
| **507020**<br>JDIX<br>91601<br>Df Esd<br>Gc Rdr<br>RT | **CHIKUMAGAWA MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe **Japanese** | **30252**<br>18409<br>50597 | NK | **1962** Kawasaki Dkyd Co. Ltd.—Kob<br>723' 5" 101' 11" 36' 6"<br>685' 8" 101' 8" 51' 10"<br>P138' F60' 1 dk, pt 2nd dk<br>RW | S Tanker Mchy.aft<br>19 Ta<br>L.2311660 HeCls. B | 2 S Turb dr geared to sc. shaft<br>16500bhp<br>Kawasaki Dkyd Co. Ltd.<br>3×560, 560, 120kW 445V a.c. |
| **507022**<br>JQSG<br>82457 | **CHIKUSHI MARU No. 3**<br>**Daiichi Kaiun K.K.**<br>Amagasaki **Japanese** | **157**<br>72<br>220 | | **1958** Kanakawa Zosen—Kob<br>107' 7" 19' 8" 8' 10"<br>97' 2" 19' 7" 9' 10"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>180bhp<br>Akasaka Tekkosho |
| **541927**<br>7KLQ<br>86835 | **CHIKUSHI MARU No. 5**<br>**Daiichi Kaiun K.K.**<br>**Amagasaki** **Japanese** | **262**<br>107<br>— | | **1961** Kyokuyo Zosen Tekkosho—Smk<br>*109-8'* 22' 0"<br>21' 10"<br>1 dk | M Tanker<br>L.13420 | Oil 4SA 6Cy. 280×380 mm<br>350bhp<br>Akasaka Tekkosho |
| **672554**<br>JPHG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIKUZEN MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 25782<br>~~15600~~ 15723<br>40985 | NK | **1967** Mitsubishi Hvy Ind. Ltd.—Kob<br>644' 9" 97' 0" 36' 1"<br>636' 6" 96' 10" 54' 9"<br>1 dk | M Bulk Carrier Mchy.aft<br>5 Ho 78½', 94½', 94½', 94½', 94½'<br>G.1857241<br>5 Ha (stl) (42'×39') (63', 63', 63', 63'×44½') | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd.<br>2×350kW 450V 60c/s a.c. |
| **507024**<br>SKUN<br>8216<br>Df Esd<br>Gc Rdr<br>RT | **CHILE**<br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm **Swedish**<br>Now **VAKIS** See NewEntries No. 2 | **5268**<br>2970<br>7060 | **✠100A1** Dr 5/64<br>with freeboard<br>**Str. nav. ice**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL at | **1937–11** A/B Gōtaverken—Got<br>440' 7" 55' 11" 25' 3½"<br>418' 0" 55' 9" 37' 6"<br>F80' 2 dks & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB1923t incl. Tunnel tanks 309t | TM Ref OSD<br>G.438000 B.411000 In.83481<br>5 Ha (21½', 30½', 27½', 27½', 25½'×18')<br>16W Der 17 | 2 Oil 4SA each 8Cy.<br>5400bhp<br>A/B Gōtaverken<br>AuxB 57lb |
| **507025**<br>JAYU<br>75562<br>Df Esd<br>Gc Rdr | **CHILE MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | **8352**<br>5096<br>10553 | NK | **1956** Kawasaki Dkyd Co. Ltd.—Kob<br>469' 6" 60' 0" 26' 6½"<br>434' 5" 59' 8½" 38' 4"<br>F72' 2 dks<br>RW | M Ref CSD<br>6 Ho<br>G.624925 B.573693 In.8989<br>6 Ha (24½'×21') (48½', 28', 28', 44½', 28'×23½')<br>16W Der 2(25) 5(12) 2(10) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>5600bhp<br>Kawasaki Dkyd Co. Ltd.<br>3×170kW 225V d.c. |

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| 507026<br>5LBO<br>811<br>Df Esd<br>Rdr | **CHILEAN NITRATE**<br>**Ocean Transport Lines Inc.**<br>Monrovia Liberian | 8203<br>4850<br>~~12712~~<br>13092 | ✠100A1 SS 2/66<br>✠LMC<br>MN720 EL c†2⅛″SQ | 1956–9 Mitsui Zosen—Tmn<br>474′ 6″ 62′ 4″ 27′ 8½″<br>440′ 0″ 62′ 0″ 36′ 5″<br>P100′ F44′ 1 dk<br>RW NS 8BH<br>rf 2″ WB4944t incl. DTf964t | M Bulk Carrier (12P) Mchy.aft<br>5 Ho each 60¾′<br>5 Ha (stl) (each 41′×31¾′)<br>Cr 6(3) | Oil 2SA 5Cy. 620×1150 mm<br>3600bhp (hvf)<br>Mitsui Zosen Tmn<br>2db (1 o.f 1 ex.g) 100lb<br>3×312kW 450V 60c/s a.c. |
| 507027<br>OXNY<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CHILEAN REEFER**<br>**J. Lauritzen**<br>Esbjerg Danish | 4981<br>2602<br>5790 | ✠100A1 SS 9/64<br>✠LMC<br>✠Lloyd's RMC<br>MN1620 EL b†2⅜″SQ | 1959–9 Aalborg Værft A/S—Abg<br>435′ 9″ 59′ 2″ 26′ 0″<br>400′ 3″ 59′ 0½″ 37′ 5″<br>F103′ 2 dks & S dk, 4th dk in Nos. 1 & 2 holds 'Tween dks for light cargoes only<br>Coll BH to S dk 5 to 2nd dk<br>rf 3″ WB1360t | TM (12P) Ref OSD<br>4 Ho 77′, 55½′, 65′, 87′<br>In.241734<br>4 Ha (stl) (21¼′, 23¾′, 21¼′, 21¼′×16½′)<br>8W Der 8(5) | 2 Oil 2SA each 7Cy. 500×1100 mm<br>8100bhp 1100t (hvf)<br>Burmeister & Wain Cpn<br>2AuxB 100lb<br>4×340kW 220V d.c. 18k |
| 507029<br>GFRY<br>184282<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHILKA**<br>**British India Steam Nav. Co. Ltd.**<br>London British | 7087<br>3985<br>9614 | ✠100A1 SS 7/68 ~~SS 6/64~~<br>with fbd DTa—oil FP above 150° F. or veg. oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1360 EL d†2$\frac{3}{16}$″SQ | 1950–10 Swan, Hunter & Wghm Rchdsn —Nwc<br>484′ 6″ 62′ 8″ 27′ 2¼″<br>455′ 8″ 62′ 6″ 40′ 9″<br>F42′ 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB2193t incl. DTa527t | M (12P) Ref OSD<br>5 Ho 54′, 70½′, 77¾′, 51′, 23′DT, 69′<br>G.599090 B.543475 In.12780<br>5 Ha (24¾′×17′) (33′×22′) (27′×21′) (36′, 24′×22′)<br>16W Der 1(30) 1(20) 4(10) 6(8) 6(6) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp 1361t (hvf)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2AuxB 120lb<br>3×65kW 220V d.c. 14½k |
| 661095<br>WU5104<br>296705 | **CHILMARK SWORD**<br>**Vessel Chilmark Sword Inc.**<br>Boston United States | 119<br>93<br>— | | 1964 ....................Warren, R.I<br>*73·7′* 22′ 8″<br>... ... ... | M Fishing | Oil |
| 661096<br>297129 | **CHILMARK VOYAGER**<br>**Vessel Chilmark Voyager Inc.**<br>Boston United States | 119<br>93<br>— | | 1964 ....................Warren, R.I<br>*73·7′* 22′ 8″<br>... ... ... | M Fishing | Oil |
| 507030<br>CB2458<br>Df Esd<br>RT | **CHILOE I**<br>exGreta–56<br>**Comunidad Naviera Paschold**<br>Castro Chilean | 248<br>~~154~~ 121<br>399 | GL | 1938 Stader Schiffswft.—Stade<br>140′ 7″ 23′ 0″<br>10′ 1″<br>P31′ B20′ 1 dk<br>R | M Mchy.aft<br>len 51 | Oil 4SA 4Cy. 290×420 mm<br>240bhp<br>Deutsche Werke A.G. Kel |
| 514967<br>Df Esd<br>Rdr RT | **CHILOE II**<br>exHerta Johanne III–65<br>**Comunidad Naviera Paschold**<br>Castro Chilean | 425<br>268<br>690 | GL | 1951 Heinr. Brand—Oldenburg<br>*164·0′* 25′ 8″ 10′ 11½″<br>25′ 6″ 11′ 11″<br>P33′ Q72′ F20′ 1 dk<br>RW | M Mchy.aft<br>len 57 | Oil 4SA 6Cy. 290×420 mm<br>300bhp NE63<br>Masch. Kiel G.m.b.H. Kel |
| 507031<br>KSKC<br>253219<br>Df Esd<br>Gc Rdr<br>RTh | **CHILORE**<br>**Bethlehem Steel Corp.**<br>Wilmington, Del United States | 14381<br>8949<br>24427 | AB | 1947 Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>582′ 10″ 78′ 5″ 34′ 3⅞″<br>560′ 0″ 78′ 0″ 43′ 9″<br>P108′ B18′ F58′ 1 dk<br>RW<br>rf 10½″ | S Ore Carrier Mchy.aft<br>5 Ho 40′, 80′, 80′, 80′, 80′<br>G.420284<br>9 Ha (stl) (each 35′×25′) | 3 S Turb dr geared to sc. shaft<br>13000shp 2184t (o.f)<br>Bethlehem Stl Co. Fore River<br>2×400kW 240V d.c. 16½k |
| 507032 | **CHIMBOTE**<br>exRawhiti–51<br>**Peruvian Government (Ministry of Marine)**<br>Callao Peruvian | *3559*<br>*2034*<br>— | | 1943 American Bridge Co.—Ambridge<br>*315·6′* 50′ 0″<br>49′ 10″<br>2 dks | TM | 2 Oil each 12Cy. 215×250 mm<br>General Motors Corp. Det |
| 672377<br>323030 | **CHIMO**<br>**Canada Steamship Lines Ltd.**<br>St. John's, Nfl Canadian<br>For later particulars see New Entries No. 2 | 6026<br>3881<br>7800 | 100A1<br>Class contemplated | Davie S.B. Ltd.—Lauzon<br>471′ 2″ 56′ 5″ 23′ 7½″<br>441′ 3″ 56′ 0″ 32′ 0″ | M Mchy.aft | Oil 2SA 5Cy. 680×1250 mm<br>Sulzer Bros. Ltd. Win<br>17k |
| 660837<br>Df Esd<br>Gc Pfd<br>Rdr | **CHIN DAL LE**<br>**The Food & Agriculture Organisation of the United Nations**<br>Pusan S. Korean | 319<br>153<br>— | NK | 1965 Kanazashi Zosensho—Shimizu<br>145′ 3″ 24′ 9″ 9′ 6″<br>127′ 11″ 24′ 8″ 11′ 1″<br>1 dk | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 300×440 mm<br>800bhp<br>Akasaka Tekkosho Yaizu |
| 507033 | **CHIN LING**<br>**The People's Republic of China**<br>People's Rep. of China | 3000<br>—<br>— | | 1960 Kiangnan Dkyd & Eng. Wks—Shl | M Train Ferry | Oil |
| 507034<br>WEIN<br>288604<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHINA BEAR**<br>**Pacific Far East Line Inc.**<br>San Francisco United States | T.Mk<br>8739<br>4873<br>—<br>12508<br>7362<br>13700 | AB | 1962 Bethlehem Stl Co.—S.Fo<br>565′ 0″ 76′ 3″ —/31′ 7″<br>528′ 10″ 76′ 0″ 44′ 6″<br>2 dks, 3rd dk fwd<br>RW<br>rf nil | S Ref<br>6 Ho<br>B.633000 In.87000<br>6 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>19250shp 6260t (o.f)<br>Westinghouse Elec. Corp. Phl |

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|---|---|---|---|---|---|---|
| 507035<br>WIRW<br>241239<br>Df Esd<br>Gc Rdr<br>RT | **CHINA MAIL**<br>exJapan Mail–42<br>**United States Department of Commerce**<br>Seattle United States | 6606<br>3854<br>10180 | BROKEN UP<br>AB | 1942 Sun S.B. & D.D. Co.—Chester, Pa<br>474' 1" 63' 2" 27' 6"<br>450' 0" 63' 0" 31' 6[illegible]<br>B85' 3 dks<br>RW<br>rf nil | M Ref CSD<br>5 Ho<br>G.559545 B.503315 In.28150<br>5 Ha<br>16W | Oil 2SA 5Cy. 815×2410 mm<br>8250bhp Doxford<br>Sun S.B. & D.D. Co. |
| 507036<br>OAZS<br>Rdr RT | **CHINCHA**<br>**Compañia Administradora del Guano of Peru**<br>Callao Peruvian | 784<br>499<br>1090 | | 1937 D. W. Kremer Sohn—Elmshorn<br>202' 2" 31' 2" 12' 6"<br>31' 0"<br>P58' F39' 1 dk<br>R | M Mchy.aft<br>G.44000<br>4W | Oil 2SA 6Cy. 290×500 mm<br>Sulzer Bros. Ltd. |
| 670383<br>Esd RT | **CHINCHA**<br>**Empresa Pesquera El Molino S.A.**<br>Pisco Peruvian | 158<br>69<br>— | GL | 1966 Ast. Pesquera Ind. Callao—Clo<br>*80-4'* 22' 0"<br>10' 9"<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>330bhp<br>Caterpillar Tractor Co. |
| 507037<br>CSAO<br>H453<br>Df Esd<br>Gc Rdr<br>RTm/h | **CHINDE**<br>**Cia. Nacional de Navegação**<br>Lisbon Portuguese | 1676<br>879<br>1230 | **✠100A1** SS 10/66<br>**✠LMC**<br>MN183 EL q | 1958–3 Cia. Uniao Fabril—Lis<br>267' 11" 39' 1" 13' 2"<br>246' 1" 38' 8½" 19' 8"<br>P61' F48' 2 dks<br>RW 5BH<br>rf 5" WB242t | M (4P) Ref Mchy.aft<br>2 Ho 59', 88'<br>B.90015 In.1624<br>2 Ha (27½', 50¾'×19¾')<br>6W Der 1(15) 6(5) | Oil 4SA 6Cy. 420×660 mm<br>915bhp<br>Klöckner-Humboldt-Deutz<br>3×55kW 230V d.c. |
| 507038<br>GFRT<br>183180<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHINDWARA**<br>**British India Steam Nav. Co. Ltd.**<br>London British | 7340<br>3722<br>9574 | **✠100A1** SS 5/66<br>with fbd DTa—oil FP above 150° F. or veg. oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1360 EL d†2$\frac{5}{16}$"SQ | 1950–1 Swan, Hunter & Wghm Rchdsn —Nwc<br>484' 6" 62' 11" 27' 2½"<br>455' 8" 62' 6" 40' 9"<br>F42' 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB2182t incl. DTa516t | M Ref OSD<br>5 Ho 54', 70½', 77¾', 51', 23' DT, 69'<br>G.573405 B.517562 In.12780<br>5 Ha (24¾'×17') (33'×22') (27'×21') (36', 24'×22')<br>16W Der 1(30) 1(20) 4(10) 6(8) 6(6) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>Swan, Hunter & Wghm Rchdsn<br>2AuxB 120lb<br>3×65kW 220V d.c. |
| 507039 | **CHING HAI**<br>**Tai Chong Cheang Steamship Co.**<br>Shanghai People's Rep. of China | 478<br>184<br>— | ✠ | 1941–5 Cook, Welton & Gemmell Ltd.—Bev<br>164' 6" 27' 6"<br>... ... ...<br>1 dk conv trawler 49 | S | T 3Cy. 13½" 23" & 38"×27"<br>C. D. Holmes & Co. Ltd. |
| 507041 | **CHING MEN**<br>**Ming Sung Shipping Co.**<br>Shanghai People's Rep. of China | 909<br>519<br>— | ✠ | 1948–9 G. T. Davie & Sons Ltd.—Lauzon<br>168' 7" 33' 0" 8' 6½"<br>32' 10"<br>2 dks<br>RW | TM | 2 Oil 2SA each 12Cy. 220×28<br>General Motors Corp. |
| 507043<br>GFRR<br>184747<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHINKOA**<br>**British India Steam Nav. Co. Ltd.**<br>London British | 7102<br>3987<br>9670 | **✠100A1** SS 9/65<br>with fbd DTa—oil FP above 150°F. or veg. oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1360 EL d†2$\frac{5}{16}$"SQ | 1952–12 Barclay, Curle & Co. Ltd.—Gls<br>484' 6" 62' 11" 27' 3"<br>455' 0" 62' 6" 40' 9"<br>F42' 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB1594t | M (12P) Ref OSD<br>5 Ho 54', 70½', 77¾', 51', 23'DT, 69'<br>G.595320 B.535620 In.11810<br>5 Ha (24¾'×17') (33'×22') (27'×21') (36', 24'×22')<br>16W Der 1(30) 1(20) 4(10) 6(8) 6(6) | Oil 2SA 6Cy. 670×2320 mm<br>6300bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>2AuxB 120lb<br>3×65kW 220V d.c. |
| 507046<br>ICRY<br>411<br>Df Rdr<br>RT | **CHIOGGIA**<br>**"Adriatica" Soc. per Azioni di Nav.**<br>Venice Italian | 3004<br>1778<br>4215 | RI | 1947 Odero Terni Orlando Soc.—Spz<br>336' 1" 46' 2" 21' 8"<br>305' 0" 46' 0" 27' 4"<br>P102' F33' 2 dks | S<br>5 Ho<br>G.184760 B.173499<br>10W Der 2(40) 10(7) | 2 S Turb dr geared to sc. shaft<br>2074shp<br>Odero Terni Orlando Soc. |
| 504573<br>SXFH<br>2924<br>Df Esd<br>Rdr<br>RTm | **CHION**<br>exBjörnfjell–66<br>**Chion Shipping Co. Ltd.**<br>John Constantine Carras<br>Chios Greek | 381<br>163<br>475 | NV | 1953 C. Lühring—Brake<br>167' 0" 27' 2" 9' 8½"<br>27' 0"<br>P36' F15' 1 dk & S dk<br>RW | M Ref OSD Mchy.aft<br>1 Ho 94½'<br>2 Ha (24¾', 19½'×9')<br>3W Der 1(8) 2(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>2×35kW 220V d.c. |
| 507047<br>5MQU<br>1835<br>Df Esd<br>Gc Rdr<br>RTm | **CHIOS**<br>**Chios Shipping Co. Ltd.**<br>Monrovia Liberian | 10597<br>6368<br>15279 | **✠100A1** SS 3/66<br>**✠LMC**<br>MN1320 EL f†2½"SQ | 1955–6 A.G. "Weser"—Bmn<br>521' 8" 56' 5" 30' 4¾"<br>485' 0" 56' 3" 41' 6"<br>F46' 2 dks<br>RW 7BH to U dk 1 to 2nd dk<br>rf 3" WB3690t incl. DTm1423t | M CSD<br>5 Ho 66½', 76½', 30¾', 28'DT, 71¾', 73¾'<br>5 Ha (stl) (33¾', 43½', 43½', 38½', 38½'×23')<br>Der 1(30) 2(10) 2(7½) 10(5) 1(3) | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford<br>Hawthorn, Leslie (Eng.) Ltd.<br>2db 100lb<br>3×200kW 220V d.c |
| 540245<br>SYFR<br>2113<br>Df Esd<br>Pfd Rdr<br>RT | **CHIOS**<br>exEgholm–63 exRösnæs–45<br>**K., M. & E. Kontos**<br>Piræus Greek | 1751<br>920<br>3130 | BV | 1944 Odense Staalskibs.—Odn<br>301' 4" 44' 4" 18' 5"<br>44' 2"<br>1 dk & S dk | S OSD<br>G.186725 B.173726<br>10W Der 1(30) | C 4Cy. (2) 16$\frac{9}{16}$" & (2) 35<br>Helsingör Skibs. & Msk. |
| 507050<br>MNWZ<br>183900 | **CHIPCHASE**<br>**Seaham Harbour Dock Co.**<br>Blyth British | 106<br>—<br>— | ✠LR class withdrawn—Owners' request 12/67 | 1953–6 Clelands (Successors) Ltd.—Wal<br>81' 10" 21' 4" 8' 2"<br>75' 0" 21' 3" 10' 1"<br>R<br>BK5" | TS Tug (50P) | T 6Cy. 9" 15" & 24"×18"<br>400ihp<br>Plenty & Son Ltd.<br>1×5kW 110V d.c. |

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| 541067 **CHIPEAU**<br>TOOB exBoston Halifax-63<br>CC387 **CODEPEC**<br>Df Esd Armement Aubert-Jan<br>Pfd RT Concarneau French | 191<br>61<br>340 | ✠Class **WITHDRAWN**<br>Reported defects<br>15/11/68<br>~~REPAIRS REQUIRED—CLASS SUSPENDED 9/68~~ | 1958-3 Richards Irn Wks Ltd.—Lwt<br>*106·4'* 23' 4" 9' 10½"<br>104' 0" 23' 0" 11' 0"<br>F18'<br>RW 4BH<br>rf 12" BK7" | M Trawler | Oil 2SA 5Cy. 12½"×18½"<br>550bhp<br>H. Widdop & Co. Ltd. Keighley |
| 507051 **CHIPKA**<br>LZDH<br>4 **Navigation Maritime Bulgare**<br>Df Esd Varna Bulgarian<br>Rdr | 2197<br>1209<br>2987 | | **1938** Neptunwerft Rostock—Ros<br>321' 0" 43' 7" 18' 0½"<br>320' 3" 43' 0" 19' 0"<br>2 dks<br>R | S<br>G.194256 B.175406<br>8W Der 1(30) 1(8) 2(5) 3(4) 2(3) | C 4Cy. (2) 16⅛" & (2) $35\frac{7}{16}$"×$35\frac{7}{16}$" & LP turb with dr gearing 445t<br>Neptunwerft Rostock Ros<br>11½k |
| 507053 **CHIQUITA**<br>SHGX<br>9834 **Bengt Jonasson**<br>Df Esd Tegelstrand Swedish<br>Gc Rdr | 499<br>277<br>875 | BV | **1958** Kalmar Varv—Kal<br>184' 4" 31' 2" 12' 8"<br>164' 0" 31' 1" 13' 7"<br>P&B103' F31' 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.49500 B.44900<br>2 Ha (each 42'×16¼')<br>4W Der 4(5) | Oil 4SA 8Cy. 270×360 mm<br>690bhp 86t<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| 507054 **CHIRCHIK**<br>**U.S.S.R.**<br>Gc Murmansk Russian | *738*<br>*239*<br>— | ✠ | 1954-10 A/B Gävle Varv—Gfl<br>207' 0" 30' 7"<br>187' 7" 30' 6" 15' 11"<br>F40'<br>RW<br>BK8" | S Trawler | C 4Cy. (2) 11⅝" & (2) $27\frac{3}{16}$"×$25\frac{3}{16}$"<br>Lindholmens Varv A/B Got |
| 538615 **CHIRICANO**<br>HOTJ exWarendorp-66<br>4017P exWallschiff-54<br>Df Esd **Florida-Panama Lines Inc.**<br>Rdr Panama Panamanian<br>Now **ADECOR I**<br>See New Entries **No. 1** | **945**<br>554<br>1395 | AB | **1953** J. G. Hitzler Schiffsw.—Lauenburg<br>212' 11" 31' 11" 15' 6¾"<br>205' 9" 31' 10" 19' 1"<br>F16' 2 dks<br>RW<br>rf 2" | M Mchy.aft<br>1 Ho 132'<br>3 Ha (stl) | Oil 4SA 6Cy. 385×580 mm<br>1000bhp<br>Masch. Kiel A.G. Kel |
| 507055 **CHIRON**<br>PDIK<br>11809 **Koninkl. Nederl. Stoomb. Maats. N.V.**<br>Df Esd Amsterdam Netherland<br>Gc Rdr<br>RTm/h/v | **3833**<br>2104<br>— | **✠100A1** SS 6/65<br>**✠LMC**<br>MN720 EL (w) 2"SQ | **1960-6** C. v.d. Giessen—Krimpen<br>392' 0" 49' 4" 21' 6"<br>363' 0" 49' 0" 26' 6"<br>F40' 2 dks, 3rd dk in No. 1 hold<br>RW 5BH to U dk 1 to 2nd dk len 67<br>rf 4" WB323t incl. DTf96t | M Ref Mchy.aft<br>3 Ho 52', 67', 75¾'<br>G.193260 B.179600 In.11655<br>3 Ha (stl) (23¾'×12') (40¾', 40¾'×15¾')<br>10W Der 1(45) 4(9) 2(6) 4(3) | Oil 2SA 8Cy. 540×1150 mm<br>3600bhp 470t (hvf)<br>Gebr. Stork & Co. Hengelo<br>AuxB 100℔ e (ex.g) 120℔<br>3×130kW 220V d.c. 16k |
| 507056 **CHIRRIPO**<br>GWKK<br>300185 **Elders & Fyffes Ltd.**<br>Df Esd Glasgow British<br>Gc Pfd<br>Rdr<br>RTh/v | T.Mk<br>**4802**<br>1868<br>5520<br>**6095**<br>2919<br>5655 | **✠100A1** CS 12/66<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1800 EL a†2"SQ | 1957-12 A. Stephen & Sons Ltd.—Gls<br>411' 3" 56' 7" 24' 10"/25' 1"<br>390' 0" 56' 6" 35' 0"<br>B123' F56' 1 dk, 2nd, 3rd & 4th dks clear of mchy. space<br>RW 6BH<br>rf 12" DK fwd WB1792t incl. Tunnel tanks 732t DTsm382t | S (12P) Ref<br>4 Ho 69½', 51', 56', 65¾'<br>In.205060<br>4 Ha (16½', 17', 17', 17'×15')<br>6W Der 8(5) | 2 S Turb dr geared to sc. shaft<br>9000shp 1666t (o.f)<br>A. Stephen & Sons Ltd. Gls<br>2WTB 585℔ Spt 790° F. 530℔ hs14344<br>sg 100℔<br>3×450, 450, 400kW 220V d.c. 18k |
| 507057 **CHIRYU MARU**<br>7LDF<br>87243 **Taiheiyo Kisen K.K.**<br>Esd Rdr Shiogama Japanese | **2283**<br>1287<br>3710 | NK | **1962** Tohoku Zosen—Shiogama<br>299' 6" 43' 4" 19' 2"<br>278' 10" 43' 0" 22' 8"<br>P60' F37' 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.163508<br>2 Ha (66', 64¼'×21½') | Oil 2SA 6Cy. 390×650 mm<br>2000bhp 136t<br>Kobe Hatsudoki Yeizosho Kob<br>2×600kW 445V a.c. 12k |
| 651414 **CHISHIO MARU**<br>7LYH<br>96298 **Chiba Prefecture**<br>Df Esd Chiba Japanese<br>Gc Pfd<br>Rdr RT | **188**<br>78<br>— | | **1965** Kanazashi Zosensho—Shimizu<br>114' 10" 21' 5" 8' 6¼"<br>100' 5" 21' 4" 10' 2"<br>1 dk | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 275×410 mm<br>Fuji Seisakusho Tateyama |
| 542670 **CHISSO MARU**<br>JG2066<br>94656 **Shinwa Kaiun K.K.**<br>Pfd Rdr Tokyo Japanese<br>RT | **668**<br>324<br>515 | NK | **1963** Hitachi Zosen—Mukaishima<br>176' 3" 31' 0" 9' 6"<br>160' 8" 30' 10" 14' 5"<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft<br>L.13843 | Oil 4SA 6Cy. 320×460 mm<br>700bhp 32t<br>Kobe Hatsudoki Seizosho Kob<br>2×40kW 450V a.c. |
| 650863 **CHISSO MARU No. 2**<br>JG2345<br>96154 **Shinwa Kaiun K.K.**<br>Gc Pfd Tokyo Japanese<br>Rdr RT | **504**<br>207<br>433 | NK | **1964** Hitachi Zosen—Kawasaki<br>149' 7" 29' 0" 11' 2"<br>134' 6" 28' 10" 13' 9"<br>1 dk | M Chemical Tanker Mchy.aft<br>1 Ta<br>L.14913 | Oil 4SA 6Cy. 260×320 mm<br>550bhp 39t-2½pd<br>Daihatsu Kogyo Osa<br>9¾k |
| 507059 **CHIT MYANMA**<br>XYAG<br>**Burma Navigation Corp. Ltd.**<br>Rangoon Burmese | **786**<br>429<br>— | ~~A1~~ ~~SS 6/64~~<br>~~Bay of Bengal & East Indian Archipelago service~~<br>~~LMC~~<br>~~MN228~~ ~~EL k~~<br>Class **WITHDRAWN**<br>7/68 | Conv **1955** by Burma Nav. Corp. Ltd.—Rgn<br>196' 5" 30' 1" 13' 8½"<br>189' 3" 30' 0" 17' 0"<br>Ba29' RFD45' 1dk<br>RW NS 4BH<br>rf nil DK fwd WB282t | TrM Mchy.aft | 3 Oil 4SA each 12Cy. 7"×7¾" with sr gearing<br>1160bhp Emade43-50refitted10/55<br>Davey, Paxman & Co. Ltd. Col |
| 507061 **CHITA**<br>**U.S.S.R.**<br>Df Esd Murmansk Russian<br>Gc | **688**<br>225<br>— | ✠ | 1956-7 A/B Gävle Varv—Gfl<br>207' 0" 30' 8"<br>187' 6" 30' 6" 15' 11"<br>F40'<br>RW<br>BK8" | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm<br>A/B Lindholmens Varv Got |

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|---|---|---|---|---|---|---|
| 671663<br>9VLK<br>333029<br>RTv | **CHITA-CHITA**<br>**Port of Singapore Authority**<br>Singapore Singapore | 158<br>74<br>221 | | 1967 Jurong Shpyd Ltd.—Sng<br>96' 0" 23' 4" 8' 7"<br>90' 6" 22' 0" 9' 9"<br>1 dk<br>rf 4" | M Water Tanker Mchy.aft<br>2 Ta<br>L.7310 | Oil 4SA 6Cy. 240×400 mm<br>380bhp<br>Hanshin Nainenki Kogyo<br>1×7kW 110V d.c. |
| 652197<br>JJ2090<br>97115<br>Df Rdr<br>RT | **CHITA MARU No. 1**<br>**Fuso Kaiun K.K.**<br>Kobe Japanese | 540<br>—<br>610 | | 1965 Hayashikane Zosen—Smk<br>155' 10" 28' 4"<br>143' 2" 28' 3" 17' 3"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 290×420 mm<br>Kobe Hatsudoki K.K. |
| 640547<br>OPS7180<br>Df Esd<br>Rdr RT | **CHITOSE**<br>**Government of Ryukyu**<br>Naha Japanese | 130<br>26<br>— | | 1963 Hitachi Zosen—Mukaishima<br>20' 10" 5' 6"<br>100' 0" 20' 8" 9' 10"<br>1 dk<br>RW | M Salvage Ship | Oil 4SA 6Cy. 310×360 mm<br>Fuji Selsakusho |
| 672405<br>JNHF<br>100944<br>Df Esd<br>Gc Pfd<br>Rdr | **CHITOSE MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | ~~24000~~ 24254<br>~~16500~~ 16832<br>~~41050~~ 40905 | NK | 1967 Nippon Kokan—Tsu<br>634' 10" 97' 0" 35' 11"<br>603' 8" 96' 9½" 52' 9"<br>1 dk | M Bulk Carrier Mchy.aft | 2 Oil 4SA each 12Cy.<br>geared to sc. shaft<br>10600bhp Pielstik<br>Nippon Kokan |
| 507062<br>JLVI<br>78464 | **CHITOSE MARU**<br>**Kato Kisen K.K.**<br>Kobe Japanese | 492<br>299<br>260 | | 1957 Sanoyasu Dockyd Co.—Osa<br>152' 11" 28' 1" 8' 6½"<br>150' 11" 27' 11" 12' 2"<br>1 dk<br>RW | M<br>1 Ha (19½'×13') | Oil 4SA 6Cy. 360×520 mm<br>750bhp<br>Kobe Hatsudoki Seizosho |
| 507064<br>7KYZ<br>86929 | **CHITOSE MARU**<br>**Chitose Kaiun K.K.**<br>Tokyo Japanese | 311<br>177<br>— | | 1961 Shimoda Dock Yard Co. Ltd.—Shimoda<br>134' 6" 27' 0" 10' 5"<br>125' 11" 25' 7" 11' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>Fuji Selsakusho |
| 507065<br>JRFT<br>79131 | **CHITOSE MARU No. 1**<br>**Chitose Kaiun K.K.**<br>Numakuma Japanese<br>Now **MASUEI MARU No. 8** See New Entries No. 3 | 446<br>280<br>700 | | 1957 Imabari Zosen—Imabari<br>*153·5'* 25' 0" 12' 1½"<br>24' 11" 13' 1"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (78½'×14½') | Oil 4SA 6Cy. 320×460 mm<br>600bhp<br>Kinoshita Tekkosho |
| 507066<br>JQHC<br>85719<br>Rdr RT | **CHITOSE MARU No. 2**<br>**Chitose Kaiun K.K.**<br>Wakamatsu Japanese | 695<br>349<br>— | | 1961 Tsuneishi Zosensho—Numakuma<br>195' 3" 30' 6" 13' 11"<br>177' 1" 30' 2" 15' 6"<br>1 dk | M Mchy.aft<br>G.47675 B.43720<br>1 Ha (85½'×16½') | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Kinoshita Tekkosho |
| 539467<br>JBLF<br>84931 | **CHITOSE MARU No. 6**<br>exYamasho Maru No. 1–64<br>**W. Yamaguchi**<br>Ondo Japanese | 277<br>155<br>— | | 1960 Koyo Dock—Mihara<br>*97·3'* 24' 3"<br>24' 1"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 250×380 mm<br>210bhp<br>Osaka Tekkosho |
| 650225<br>JMAM<br>96100<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CHITOSE MARU No. 18**<br>**Futaba Enyo Tororu Gyogyo Seisan Kumiai**<br>Kushimoto Japanese | 985<br>514<br>1112 | NK | 1964 Kanazashi Zosensho—Shimizu<br>217' 4" 35' 7" 14' 9"<br>197' 10" 35' 5" 16' 1"<br>2 dks | M Trawler Mchy.aft<br>2 Ha (7½'×8½') (7½'×9¾') | Oil 4SA 6Cy. 470×670 mm<br>2100bhp<br>Akasaka Tekkosho |
| 640005<br>8LGR<br>93997<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHITOSE MARU No. 23**<br>**N. Sato**<br>Hisanohama Japanese | 254<br>126<br>— | | 1963 Usuki Tekkosho—Saeki<br>143' 4" 24' 0" 10' 2"<br>124' 7" 23' 11" 11' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Hanshin Nainenki Kogyo |
| 670829<br>JIGM<br>99929<br>Df Esd<br>Gc Rdr | **CHITOSEGAWA MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | 45796<br>30026<br>72900 | NK | 1967 Mitsubishi Hvy Ind. Ltd.—Hma<br>779' 2" 118' 4" 42' 0"<br>741' 6" 118' 1½" 62' 4"<br>1 dk | M Ore/Oil Carrier Mchy.aft<br>8 Ha (39½', 39½', 44½', 44½'. 39½', 39½', 44½', 44½'×29½') | Oil 2SA 8Cy. 900×1550 mm<br>18400bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. |
| 507067 | **CHITRA**<br>**Government of Bombay (Public Works Department)**<br>Bhavnagar Indian | 186<br>—<br>— | ✠ | 1956–3 Mazagon Dock Ltd.—Bom<br>105' 4" 28' 0" 9' 2½"<br>96' 4" 26' 0" 11' 7"<br>RW | TS Tug | C 8Cy. (4) 225 & (4)<br>Christiansen & Meyer |
| 507068<br>GHNX<br>302590<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHITRAL**<br>exJadotville–61<br>**P. & O. Steam Nav. Co.**<br>London British | 13821<br>7628<br>10916 | ✠100A1 CS 2/65<br>DTsa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN2500 EL I†2$\frac{1}{16}$"SQ | 1956–7 Ch. & At. de St. Nazaire (Penhoët)—St.N<br>557' 7" 70' 1" 28' 1¾"<br>511' 0" 69' 10½" 40' 5"<br>B310' F75' 2dks, 3rd dk fwd in No. 4 hold<br>RW 3BH<br>rf 10" DK WB2856t incl. DTsa1485t | S (248P) Ref<br>5 Ho 50½', 74½', 45', 70½', 56½'<br>G.510106 In.16790<br>6 Ha (stl) (17½'×16½') (34½'×19½') (13½'×16½') (16½', 32½'×19½') (19'×16½')<br>16W Der 1(20) 6(10) 10(5) | 2 S Turb dr geared to sc.<br>12500shp Parsons<br>Ch. & At. de St. Nazaire<br>3WTB 654lb Spt 842°F.<br>sg 85lb<br>3×650kW 380V 50c/s a.c. |

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|---|---|---|---|---|---|---|---|---|---|
| 507069<br>AQEL<br>165857<br>Df Esd<br>Gc Rdr | **CHITTAGONG CITY**<br>exMadras City–58<br>**Chittagong S.S. Corp. Ltd.**<br>Chittagong | Pakistan | 5136<br>2903<br>9040 | **BS✻**<br>**MBS✻**<br>MN360 | SS 3/61<br>CT6671 C37 S32 | **1940–5** Furness S.B. Co. Ltd.—Haverton Hill<br>438′ 0″ 56′ 10″ 25′ 0″<br>415′ 9″ 56′ 6″ 36′ 11″<br>F32′ 1 dk & S dk<br>R 7BH<br>WB3109t | S OSD<br>5 Ho 63′, 95′, 32½′, 62½′, 65′<br>G.542330 B.501625<br>5 Ha (29½′, 32½′, 32½′ comb., 32½′, 32½′×20′)<br>10W Der –(5) | T 3Cy. 24″ 39″ & 68″×48″<br>2300ihp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2 SB 220lb Spt SB 220lb ND<br>3×18, 17, 15kW 110V d.c. | 1566t (o.f)<br>Nwc<br>hs(5700)<br>10½k |
| 507070<br>JHKF<br>76785<br>Df Rdr | **CHIYO MARU**<br>**Taiyo Gyogyo K.K.**<br>Tokyo | Japanese | 7149<br>3870<br>9190 | | NK | **1957** Sasebo Sempaku Kogyo—Sbo<br>461′ 0″ 62′ 2″ 26′ 3¼″<br>430′ 0″ 62′ 0″ 31′ 3″<br>P34′ F40′ 2 dks & S dk | M Ref OSD Mchy.aft<br>3 Ho<br>G.47270 In.274611<br>4 Ha (11¼′×13′) (10½′×10½′) (9½′, 9½′×9½′)<br>8W Der 1(15) 7(5) | Oil 2SA 7Cy. 700×1200 mm<br>5600bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3×550kW 450V a.c. | 1980t<br>Kob<br>14k |
| 507071<br>7KCX<br>88246<br>RT | **CHIYO MARU**<br>**Taki Shoji K.K.**<br>Numakuma | Japanese | 476<br>264<br>— | | | **1962** Fukushima Zosensho—Matsue<br>158′ 2″ 25′ 1″ 11′ 1″<br>142′ 8″ 24′ 11″ 12′ 6″<br>1 dk<br>RW | M Tanker Mchy.aft<br>L.25956 | Oil 4SA 6Cy. 300×420 mm<br>600bhp<br>Kinoshita Tekkosho | 29t<br>Akashi |
| 507072<br>JIGO<br>73814 | **CHIYO MARU**<br>**Kato Kaiun K.K.**<br>Kobe | Japanese | 197<br>97<br>— | | | **1955** Koyo Dock—Saizaki-cho<br>112′ 8″ 19′ 8″<br>19′ 7″ 10′ 2″<br>P40′ B10′ F16′ 1 dk<br>len 58 | M Mchy.aft<br>1 Ha (37½′×13′) | Oil 4SA 6Cy. 250×380 mm<br>250bhp Emade48fitted55<br>Ito Tekkosho | Shimizu |
| 509878<br>JQON<br>86470 | **CHIYO MARU**<br>exEiko Maru–65<br>**S. Tani**<br>Nakamura | Japanese | 102<br>53<br>— | | | **1960** Nankai Zosen—Kochi<br>*70·0′* 20′ 0″<br>… … …<br>1 dk | M Mchy.aft<br>1 Ha (23′×16¼′) | Oil 2SA 2Cy. 305×343 mm<br>75bhp Emade56fitted60<br>Sanuki Zosen Tekkosho | Takuma<br>6k |
| 671574<br>JCTE<br>98213<br>Df Esd<br>Rdr | **CHIYO MARU No. 1**<br>**G. Kuboyama**<br>Yaizu | Japanese | 192<br>65<br>— | | | **1966** Miho Zosensho—Shimizu<br>136′ 3″ 21′ 7″<br>112′ 9″ 21′ 6″ 10′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| 507073<br>JGOH<br>79528 | **CHIYO MARU No. 5**<br>**A. Koashi**<br>Kannonji | Japanese | 198<br>102<br>275 | | | **1957** Uchida Zosen—Ise<br>109′ 6″ 20′ 2″<br>20′ 1″ 9′ 10″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (46½′×11¾′) | Oil 4SA 6Cy. 270×390 mm<br>310bhp Emade—fitted57<br>Kobe Hatsudoki Seizosho | Kob<br>10¼k |
| 507075<br>JERD<br>83732 | **CHIYO MARU No. 7**<br>**Kato Kaiun K.K.**<br>Kobe | Japanese | 195<br>95<br>283 | | | **1959** Koyo Dock—Mihara<br>123′ 9″ 20′ 6″ 8′ 10″<br>111′ 6″ 20′ 4″ 9′ 10″<br>1 dk | M Mchy.aft<br>1 Ha (44¼′×13′) | Oil 4SA 6Cy. 270×400 mm<br>320bhp<br>Kobe Hatsudoki Seizosho | 11t<br>Kob<br>10k |
| 651839<br>JJ2093<br>97122<br>Rdr RT | **CHIYO MARU No. 11**<br>**Kato Kaiun K.K.**<br>Hiroshima | Japanese | 963<br>561<br>1153 | | | **1965** Ujina Zosensho—Hma<br>206′ 9″ 33′ 0″ 13′ 2″<br>193′ 6″ 32′ 10″ 19′ 4″<br>1 dk | M Mchy.aft<br>1 Ho<br>1 Ha (113¼′×21½′) | Oil 4SA 6Cy. 380×540 mm<br>1100bhp<br>Nippon Hatsudoki | Kob<br>11½k |
| 660551<br>JG2286<br>99997<br>Rdr RT | **CHIYO MARU No. 12**<br>**Toyo Sempaku K.K.**<br>Tokyo | Japanese | 992<br>625<br>1261 | | | **1965** Koyo Dock—Mihara<br>208′ 5″ 32′ 11″ 13′ 1½″<br>193′ 7″ 32′ 10″ 19′ 4″<br>1 dk | M Mchy.aft<br>2 Ho<br>2 Ha (49½′, 65′×21¼′) | Oil 4SA 6Cy. 380×540 mm<br>1300bhp<br>Nippon Hatsudoki<br>2×15, 10kW 220V a.c. | Kob<br>12¾k |
| 671102<br>JCQC<br>98207<br>Df Gc<br>Pfd Rdr | **CHIYO MARU No. 15**<br>**S. Yamada**<br>Hedamura | Japanese | 402<br>220<br>— | | | **1966** Kanazashi Zosensho—Shimizu<br>171′ 6″ 27′ 0″ 11′ 2″<br>154′ 3″ 26′ 11″ 12′ 9″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 375×540 mm<br>975bhp<br>Ito Tekkosho | Shimizu |
| 507076<br>JPCD<br>74718<br>Df Esd<br>Gc Pfd<br>Rdr | **CHIYO MARU No. 15**<br>**S. Yamada**<br>Heda | Japanese | 387<br>255<br>— | | | **1956** Kanazashi Zosensho—Shimizu<br>154′ 2″ 24′ 7″ 10′ 8″<br>137′ 10″ 24′ 5″ 12′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>800bhp<br>Ito Tekkosho | 192t<br>Shimizu<br>11k |
| 507077<br>JPRU<br>85684<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIYO MARU No. 18**<br>**S. Yamada**<br>Heda | Japanese | 350<br>214<br>— | | | **1960** Kanazashi Zosensho—Shimizu<br>164′ 0″ 25′ 8″<br>145′ 2″ 25′ 6″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Ito Tekkosho | Shimizu<br>10½k |
| 641326<br>8LRD<br>93533<br>Df Esd<br>Rdr | **CHIYO MARU No. 21**<br>**K. Yamada**<br>Shizuoka | Japanese | 179<br>74<br>— | | | **1964** Kanazashi Zosensho—Shimizu<br>128′ 5″ 21′ 10″ 9′ 2″<br>104′ 6″ 21′ 8″ 10′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×460 mm<br>Ito Tekkosho | Shimizu |

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| 542671<br>JGRU<br>94674<br>Df Esd<br>Gc Rdr<br>RTm | **CHIYODA MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 4066<br>2521<br>6677 | <br><br>NK | 1963 Shin Mitsubishi Hvy Ind.—Kob<br>377' 4" 53' 4" 22' 11"<br>351' 1" 53' 1½" 28' 6"<br>1 dk<br>RW<br>rf 2" | M Cement Carrier Mchy.aft<br>2 Ho 112½', 112½'<br>G.205567 | | Oil 2SA 7Cy. 480×700 mm<br>3150bhp Sulzer<br>Shin Mitsubishi Hvy Ind.<br>2×112kW 410V 60c/s a.c. |
| 507078<br>JKMD<br>86541<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIYODA MARU**<br><br>**Kyokuyo Hogel K.K.**<br>Tokyo Japanese | 2180<br>1300<br>2677 | <br><br>NK | 1960 Niigata Eng. Co. Ltd.—Niigata<br>294' 0" 42' 1" 18' 11"<br>269' 0" 42' 0" 21' 8"<br>1 dk | M Ref Mchy.aft<br>3 Ho<br>In.205568<br>3 Ha (8½'×8½') (9', 9'×9')<br>6W Der 6(2) | | Oil 4SA 8Cy. 430×620 mm<br>2000bhp<br>Niigata Eng. Co. Ltd.<br>3×140kW 450V a.c. |
| 507079<br>JMUI<br>61913<br>RTv | **CHIYODA MARU**<br><br>**Nippon Telegraph & Telephone Public Corporation**<br>Tokyo Japanese | 1849<br>809<br>983 | | 1948 Mitsubishi Jukogyo—Yka<br>274' 6" 38' 1" 16' 5½"<br>... ... ...<br>P54' F20' 2 dks<br>RW<br>rf 6" | TS Cable Ship<br>3 Ho 19½', 29½', 23'<br><br><br>5W Der 1(3) | | C 8Cy. (4) 12 11/16" & (4) 27<br>1500ihp<br>Mitsubishi Jukogyo<br>1×50kW 105V d.c. |
| 660110<br>JK2265<br>97655 | **CHIYODA MARU**<br><br>**Chiyoda Kisen K.K.**<br>Hiroshima Japanese | 311<br>162<br>450 | | 1965 Imamura Zosen—Kur<br>146' 0" 23' 10" 10' 2"<br>131' 3" 23' 8" 11' 5"<br>1 dk | M Tanker Mchy.aft | | Oil 4SA 6Cy. 240×330 mm<br>600bhp<br>Nippon Hatsudoki |
| 507082<br>JJTA<br>86540<br>Df Esd<br>Gc Rdr | **CHIYODA MARU No. 2**<br><br>**Kyokuyo Hogel K.K.**<br>Tokyo Japanese | 1391<br>718<br>1864 | <br><br>NK | 1960 Osaka Zosensho—Osa<br>259' 2" 37' 11" 17' 3"<br>239' 6" 37' 9" 19' 4"<br>1 dk<br>RW | M Ref Mchy.aft<br>3 Ho<br>B.68405 In.63374<br>3 Ha (9½', 10', 10'×9½')<br>6W Der 3(6) | | Oil 4SA 6Cy. 430×620 mm<br>1550bhp<br>Niigata Eng. Co. Ltd.<br>2×144kW 445V a.c. |
| 507083<br>JDMW<br>76225<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIYODA MARU No. 3**<br>exAkitsu Maru No. 2–61<br>**Kyokuyo Hogel K.K.**<br>Tokyo Japanese | 994<br>488<br>1728 | <br><br>NK | 1956 Usuki Tekkosho—Saeki<br>237' 10" 34' 6" 16' 1"<br>217' 6" 34' 5" 18' 1"<br>1 dk | M Ref Mchy.aft<br>4 Ho<br>G.20662 In.48698<br>4 Ha (each 8½'×8½')<br>4W Der 4(2) | | Oil 4SA 8Cy. 430×540 mm<br>1800bhp<br>Niigata Eng. Co. Ltd.<br>2×150kW 225V d.c. |
| 507084<br>8JBR<br>89956<br>Esd Rdr | **CHIYODA MARU No. 3**<br><br>**Japan Petroleum Trading Co. Ltd.**<br>Tokyo Japanese | 180<br>50<br>— | | 1962 Mitsubishi Zosen—Smk<br>93' 2" 25' 8"<br>83' 8" 25' 6" 12' 4" | TM Tug | | 2 Oil 2SA each 24Cy. 108×<br>1320bhp<br>General Motors Corp. |
| 660758<br><br><br>Esd Rdr<br>RT | **CHIYODA MARU No. 4**<br><br>**Arabian Oil Co. Ltd.**<br>Panama Panamanian | 236<br>—<br>— | | 1965 Mitsubishi Hvy Ind. Ltd.—Smk<br>104' 11" 27' 10" 10' 9"<br>93' 6" 27' 9" 14' 5"<br>1 dk | TM Tug | | 2 Oil 4SA each 32Cy. 4½"×<br>2200bhp<br>General Motors Corp. |
| 507085<br>JCYH<br>75664<br>Df Gc<br>Rdr RT | **CHIYODA MARU No. 5**<br>exAkitsu Maru–62<br>exOtori Maru 20–57<br>exOlympic Winner–56<br>exWoodstock–52<br>**Kyokuyo Hogel K.K.**<br>Tokyo Japanese | 757<br>349<br>— | <br><br>NK | 1942 Collingwood Shpyds Ltd.—Clw<br>*194·8'* 33' 1" 15' 9"<br>190' 0" 33' 0" 17' 6"<br>1 dk<br>RW conv whaler 56 | M Ref Mchy.aft<br>2 Ho<br>In.20623<br>2 Ha (each 8½'×8½')<br>Der 2(1½) | | Oil 4SA 6Cy. 430×540 mm<br>1350bhp NE56<br>Niigata Eng. Co. Ltd.<br>2×100kW 220V d.c. |
| 507086<br>JFTH<br>71588<br>Df Esd | **CHIYODA MARU No. 6**<br>exKaikata Maru No. 88–62<br>**Kyokuyo Hogel K.K.**<br>Tokyo Japanese | 471<br>328<br>— | | 1954 Nippon Kokan—Shimizu<br>*151·2'* 26' 2"<br>26' 0"<br>1 dk | M Fishing | | Oil 4SA 6Cy. 420×600 mm<br>850bhp<br>Akasaka Tekkosho |
| 680279<br>JPGR<br>100983<br>Df Esd<br>Gc Rdr | **CHIYODA MARU No. 7**<br><br>**Kyokuyo Hogel K.K.**<br>Tokyo Japanese | 2294<br>1293<br>3091 | <br><br>NK | 1967 Miho Zosensho—Shimizu<br>313' 0" 44' 3" 19' 8"<br>288' 8" 44' 2" 22' 11"<br>1 dk | M Ref Mchy.aft | | Oil 2SA 8Cy. 540×900 mm<br>3500bhp<br>Niigata Eng. Co. Ltd. |
| 540247<br>8JTS<br>89666<br>Df Esd<br>Gc Rdr | **CHIYODA MARU No. 18**<br><br>**K. Suzuki**<br>Miyagi Japanese | 180<br>—<br>— | | 1962 Uchida Zosen—Ise<br>21' 5" 9' 1"<br>108' 2" 21' 3" 10' 6"<br>1 dk<br>RW | M Fishing Mchy.aft | | Oil 4SA 6Cy. 280×420 mm<br><br>Hanshin Nainenki Kogyo |
| 507088<br>JKQL<br>86668<br>Df Esd<br>Gc Rdr<br>RT | **CHIYOKAWA MARU**<br><br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | 13726<br>3137<br>21728 | <br><br>NK | 1961 Kawasaki Dkyd Co. Ltd.—Kob<br>571' 1" 74' 4" 31' 1"<br>538' 2" 74' 2" 41' 0"<br>1 dk<br>RW | M Ore Carrier Mchy.aft<br>3 Ho<br>G.479656<br>6 Ha (each 45'×29½')<br>12W Der 12(5) | | Oil 2SA 6Cy. 780×140<br>7500bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>2×240kW 445V a.c. |
| 507089<br>JBFL<br>82280<br>Df Esd<br>Gc Rdr | **CHIZUKAWA MARU**<br><br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | 21304<br>13158<br>~~33140~~ | <br><br>NK | 1959 Kawasaki Dkyd Co. Ltd.—Kob<br>661' 4" 86' 6"<br>623' 4" 86' 3½" 45' 11"<br>P136' B49' F71' 1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta<br>L.1551097 | <br><br>HeCls. B | 2 S Turb dr geared to<br>15000shp<br>Kawasaki Dkyd Co. Ltd.<br>3×560, 560, 100kW |

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|---|---|---|---|---|---|---|---|
| 507090<br>UOUD<br>M-21250 | **CHKALOV**<br>**U.S.S.R.**<br>Novorossisk<br>Russian | **8229**<br>3942<br>11800 | | **1956** ....................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 10" 34' 1"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430×610 mm<br>4000bhp | **12½k** |
| 507091<br>UNUZ<br>M-21393 | **CHKALOVSK**<br>**U.S.S.R.**<br>Zhdanov<br>Russian | **2755**<br>1389<br>3150 | | **1955** Stocznia Szczecinska—Szn<br>310' 8" 44' 5" 18' 5"<br>293' 9" 44' 3½" 20' 6"<br>1 dk<br>RW | S<br>4 Ho<br>G.149170<br>4 Ha (32¼'×24½') (36¾', 32¼'×32½')<br>(29½'×26') | C 4Cy. (2) 455 & (2) 980×980 mm<br>1700ihp<br>Z.U.T. Zgoda | **Swi**<br>**11½k** |
| 507092<br>SVQY<br>1528<br>Df Esd<br>Gc Rdr<br>RTm | **CHLOE**<br>**Maya Compania Armadora S.A.**<br>Piræus<br>Greek | **16193**<br>9656<br>24575 | **✠100A1** TD4–8/65<br>oil tanker<br>**✠LMC**<br>MN1360 EL k†2 1/16"SQ | **1954–2** Furness S.B. Co. Ltd.—Haverton Hill<br>591' 11" 80' 4" 32' 3½"<br>561' 0" 80' 0" 42' 3"<br>P114' B39' F67' 1 dk<br>RW 16BH<br>rf 4" WB1288t incl. DTf911t | M Tanker Mchy.aft<br>27 Ta | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>Richardsons, Westgarth<br>2AuxB 150lb<br>2×75kW 110V d.c. | **1821t (hvf)**<br>**Hpl**<br>**13k** |
| 507093<br>TOPC<br>Df Esd<br>RT | **CHLORIS**<br>**Robert Saint-Sans**<br>Dieppe<br>French | **114**<br>22<br>— | | **1959** Ch. Krebbs—Concarneau<br>*72·3'* 21' 4"<br>... ... ... | Wood M Fishing<br>1 Ha (3¼'×3¼')<br>Der 1(3) | Oil 4SA 6Cy. 220×320 mm<br>375bhp<br>Cie. de Const. Méc. | **22t**<br>**Lorient**<br>**9½k** |
| 507094<br>SPOQ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHOCHLIK**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin<br>Polish | **1006**<br>511<br>1279 | ✠Classed LR until 11/61<br>PR | **1960–6** Stocznia im. Komuny Paryskiej—Gdy<br>216' 1" 32' 7" 12' 2"<br>195' 3" 32' 5½" 19' 6"<br>F20' 2 dks<br>rf 4" | M (2P) CSD Mchy.aft<br>2 Ho 54¼', 62¼'<br>G.68000 B.61500<br>2 Ha (each 39¼'×18')<br>4W Der 4(3) | Oil 2SA 8Cy. 290×490 mm<br>960bhp<br>Alpha-Diesel A/S<br>3×45kW 230V d.c. | **90t (d.o)**<br>**Fkn**<br>**12k** |
| 507095<br>KKIJ<br>242785<br>Df Esd<br>Gc Rdr<br>RTm | **CHOCTAW**<br>exDashing Wave–48<br>**Waterman Steamship Corp.**<br>New York<br>United States | **6103**<br>3521<br>10350 | AB | **1943** Moore D.D. Co.—Oakland<br>459' 6" 63' 1" 27' 7⅞"<br>435' 0" 63' 0" 31' 6"<br>B79' 3 dks<br>RW<br>rf nil | S (12P)<br>5 Ho 67½', 62½', 70', 71', 71⅜'<br>G.618617 B.545720<br>5 Ha (stl) (27', 32½', 35', 30', 30'×20')<br>16W Der 2(30) 4(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>6000shp<br>General Electric Co.<br>2×250kW 220/240V d.c. | **1710t (o.f)**<br>**Lyn**<br>**16k** |
| 500800<br>KFVE<br>247420<br>Df Esd<br>Gc Pld<br>Rdr | **CHOCTAW VICTORY**<br>exAlaska Mail–65<br>exDartmouth Victory–60<br>exPresident Arthur–59<br>exDartmouth Victory–51<br>**Dwyer Steamship Co.**<br>Wilmington, Del United States | **7643**<br>4603<br>10818 | AB<br>**BROKEN UP** | **1945** Oregon S.B. Corp.—Pld<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 78', 81', 75'<br>G.565580 B.483309<br>5 Ha (25', 24', 36', 36', 33'×22½')<br>14W Der 3(50) 4(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>8500shp<br>General Electric Co<br>2×75kW 120V d.c. | **2882t (o.f)**<br>**Lyn**<br>**16½k** |
| 507097<br>JHSX<br>84340<br>Df Esd<br>Gc Rdr<br>RT | **CHOEI MARU**<br>**Japan Line Ltd.**<br>Tokyo<br>Japanese<br>Now **PANAMANIAN STAR** See New Entries No. 8 | **29100**<br>21131<br>47518 | NK | **1959** Kure Zosensho—Kur<br>728' 1" 100' 5" 37' 3¼"<br>698' 10" 100' 0" 51' 2"<br>P153' B45' F83' 1 dk<br>RW | S Tanker Mchy.aft<br>36 Ta<br>L.2381260 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17600shp<br>Ishikawajima Jukogyo<br>2×600kW 445V a.c. | **5106t (o.f)–93½pd**<br>**Tok**<br>**16¼k** |
| 671417<br>JPRX<br>101516<br>Dl Gc<br>Rdr | **CHOEI MARU**<br>**Chokyu Kaiun Sangyo K.K.**<br>Namikata<br>Japanese | **2571**<br>1589<br>4100 | NK | **1967** Kurushima Dock Co. Ltd.—Imabari<br>*288·4'* 47' 5" 19' 4"<br>272' 4" 47' 3" 23' 3"<br>1 dk<br>RW | M Mchy.aft<br>G.188263 B.176186<br>2 Ha (58', 89½'×23') | Oil 4SA 6Cy. 460×680 mm<br>2200bhp<br>Hanshin Nainenki Kogyo | **125t**<br>**Kob**<br>**11½k** |
| 507098<br>JHBQ<br>83997<br>Esd Rdr | **CHOEI MARU**<br>**Morizane Unyu K.K.**<br>Niihama<br>Japanese | **1496**<br>731<br>2324 | NK | **1961** Kurushima Dock Co. Ltd.—Imabari<br>250' 6" 37' 11" 18' 0"<br>229' 7" 37' 9" 19' 8"<br>1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta<br>L.95385 | Oil 4SA 6Cy. 450×640 mm<br>1650bhp<br>Nippon Hatsudoki<br>2×32kW 230V a.c. | **217t**<br>**Kob**<br>**12k** |
| 507099<br>JHZF<br>74474 | **CHOEI MARU**<br>exFukushigesan Maru No. 1–62<br>exMyofuku Maru No. 5–58<br>**T. Kokubo**<br>Toba<br>Japanese | **426**<br>232<br>— | | **1956** Kishigami Zosen—Hma<br>*143·2'* 24' 7"<br>24' 5"<br>P46' F23' 1 dk | M Mchy.aft<br>1 Ha (65'×16½') | Oil 4SA 6Cy. 290×410 mm<br>350bhp<br>Kobe Hatsudoki Tekkosho | **Kob**<br>**9½k** |
| 540248<br>8JFW<br>90115 | **CHOEI MARU**<br>**F. Kuroda**<br>Matsushima<br>Japanese | **198**<br>92<br>— | | **1962** Kanda Zosensho—Kur<br>125' 3" 21' 5" 9' 4"<br>112' 8" 21' 4" 10' 2"<br>1 dk | M Mchy.aft | Oil 2SA 4Cy. 340×410 mm<br>Matsue Nainenki Kogyo | **Matsue** |
| 541928<br>8JEW<br>90099 | **CHOEI MARU No. 1**<br>**F. Kuroda**<br>Matsushima<br>Japanese | **150**<br>84<br>— | | **1962** Kato Zosensho—Yatsushiro<br>*88·4'* 20' 6"<br>20' 4"<br>1 dk | M Mchy.aft<br>B.8511<br>1 Ha (68¼'×15¾') | Oil 2SA 3Cy. 308×340 mm<br>120bhp<br>Usuki Tekkosho | **11t**<br>**Usuki**<br>**7½k** |
| 541962<br>7JPC<br>86433 | **CHOEI MARU No. 5**<br>exEifuku Maru No. 13–64<br>**M. Hamaguchi**<br>Hazu<br>Japanese | **197**<br>97<br>— | | **1961** Towa Zosen Tekkosho—Smk<br>*97·8'* 22' 0"<br>21' 10"<br>1 dk | M Mchy.aft<br>1 Ha (43½'×13¾') | Oil 2SA 3Cy.<br>200bhp | **8¾k** |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|
| 507100<br>JAAT<br>83563<br>Df | **CHOEI MARU No. 8**<br><br>**C. Shirato**<br>Nakaminato Japanese | 338<br>185<br>— | | **1959** Miho Zosensho—Shimizu<br>158' 7" 25' 10"<br>139' 6" 25' 7" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 360×520 mm<br>800bhp<br>Ikegai Tekkosho |
| 531439<br>JALQ<br>59392 | **CHOEI MARU No. 8**<br>exSasshu Maru-65<br>exFukutoku Maru No. 8-61<br>**Genyo Suisan K.K.**<br>Makurazaki Japanese | 167<br>101<br>— | | **1947** Sanko Zosensho—Osa<br>*97·7'* 19' 8"<br>... ... ...<br>1 dk<br>RW len 53 | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Hanshin Nainenki Kogyo |
| 540249<br>8JUT<br>89698<br>Df Esd<br>Gc Pfd<br>Rdr | **CHOEI MARU No. 22**<br><br>**C. Yoshida**<br>Iwaki Japanese | 297<br>157<br>— | | **1963** Yamanishi Zosen Tekkosho—<br>Miyagi<br>153' 6" 25' 0"<br>138' 1" 24' 11" 11' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>700bhp<br>Niigata Eng. Co. Ltd |
| 519983<br>JRES<br>85369<br>Df Esd<br>Gc Rdr | **CHOEI MARU No. 35**<br>exKyowa Maru No. 8-65<br>**Choei Gyogyo K.K.**<br>Nagasaki Japanese | 164<br>89<br>— | | **1960** Kochiken Zosen—Kochi<br>*100·9'* 20' 9"<br>20' 8" 10' 4"<br>P46' F17' 1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>430bhp<br>Kobe Hatsudoki Seizosho |
| 507101<br>JPQX<br>84878<br>Esd Pfd<br>Rdr<br>RTm/h | **CHOFU MARU**<br><br>**Japan Meteorological**<br>**Observatory Agency**<br>**(Nagasaki District**<br>**Meteorological**<br>**Observatory)**<br>Nagasaki Japanese | 266<br>80<br>— | | **1960** Ishikawajima Jukogyo—Tok<br>137' 9" 24' 4" 9' 4½"<br>123' 0" 24' 2" 12' 4"<br>1 dk<br>rf 27½" | M Weather Ship | Oil 4SA 6Cy. 280×410 mm<br>500bhp<br>Ito Tekkosho<br>2×50kW 225V 60c/s a.c. |
| 640700<br>JM2031<br>94775<br>Rdr RT | **CHOFUKU MARU**<br><br>**Chofuku Kaiun Y.K.**<br>Hizen Japanese | 496<br>264<br>833 | | **1963** Kishimoto Zosen—Kinoe<br>169' 8" 26' 4" 11' 10"<br>150' 11" 26' 3" 13' 1"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Nippon Hatsudoki |
| 507102<br>JAER<br>83572<br>Df | **CHOFUKU MARU No. 1**<br><br>**C. Shirato**<br>Nakaminato Japanese | 259<br>147<br>— | | **1959** Miho Zosensho—Shimizu<br>141' 11" 23' 6"<br>125' 3" 23' 4" 11' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>550bhp<br>Akasaka Tekkosho |
| 661556<br>JLSH<br>98065<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOFUKU MARU No. 1**<br><br>**K. Nishikawa**<br>Shima Japanese | 192<br>71<br>— | | **1966** Ichikawa Zosen—Ise<br>22' 5" 9' 1"<br>111' 6" 22' 4" 10' 2"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×440 mm<br>820bhp<br>Akasaka Tekkosho |
| 507103<br>7LTD<br>87418<br>Df Esd<br>Gc Pfd<br>Rdr | **CHOFUKU MARU No. 2**<br><br>**C. Shirato**<br>Nakaminato Japanese | 380<br>209<br>— | | **1962** Miho Zosensho—Shimizu<br>165' 2" 26' 11"<br>145' 7" 26' 9" 13' 0"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6.Cy. 350×500 mm<br>900bhp<br>Akasaka Tekkosho |
| 542157<br>7KHQ<br>88519<br>Rdr RT | **CHOHEI MARU**<br>exNankai Maru No. 2-65<br>**Chohei Kaiun K.K.**<br>Otaru Japanese | 343<br>187<br>— | | **1961** Higaki Shige Zosen—Imabari<br>*139·2'* 23' 0"<br>22' 10"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 300×450 mm<br>420bhp<br>Makita Tekkosho |
| 671337<br><br><br>Rdr RT | **CHOHO MARU**<br><br>**Chofuku Kisen K.K.**<br>Namikata Japanese | 989<br>597<br>2263 | | **1966** Imabari Zosen—Imabari<br>229' 6" 36' 6" 16' 0"<br>213' 0" 36' 0" 18' 3"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 380×540 mm<br>1300bhp<br>Makita Tekkosho |
| 507104<br>JNLB<br>74996<br>Df Esd<br>Rdr RT | **CHOHO MARU**<br><br>**Yamaguchi Prefecture**<br>Shimonoseki Japanese | 266<br>131<br>— | | **1956** Kanazashi Zosensho—Shimizu<br>131' 4" 23' 0" 10' 2"<br>116' 9" 22' 10" 11' 10"<br>1 dk<br>RW | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 340×500 mm<br>500bhp<br>Hanshin Nainenki Kogyo |
| 671751<br>JM2474<br>100466 | **CHOHO MARU**<br><br>**Nishinihon Kaiun K.K.**<br>Kitakyushu Japanese | 200<br>55<br>— | | **1967** Towa Zosen Tekkosho—Smk<br>96' 6" 27' 0" 8' 6"<br>88' 6" 26' 9" 11' 9"<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy.<br>2200bhp<br>Fuji Seisakusho<br>Directional propellers |
| 670547<br>JGQR<br>100854<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOJA MARU**<br><br>**Shell Sempaku K.K.**<br>Tokyo Japanese | 64338<br>45964<br>120871 | ✠100A1<br>oil tanker 885' 1"(incl.BB)<br>(cc) crude oil defined<br>ballasting<br>✠LMC<br>MN4800 EL h*4$\frac{1}{16}$"SQ | **1967–4** Mitsubishi Hvy Ind. Ltd.—Nag<br>~~886' 4"~~ 139' 8" 51' 10½"<br>839' 11" 139' 5" 67' 7"<br>F90" 1 dk<br>10BH<br>rf 1" WB22456t incl. 17858t in clean ballast tanks DTf4221t | S Tanker Mchy.aft<br>15 Ta | 2 S Turb dr geared to sc.<br>24000shp<br>Mitsubishi Hvy Ind. Ltd.<br>2 WTB 768lb<br>2×600kW 440V 60c/s a.c. |

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|---|---|---|---|---|---|---|
| 507105<br>JQKV<br>83511<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOKAI MARU**<br>**Nihonkai Kisen K.K.**<br>Tokyo<br>Japanese | 8406<br>5064<br>12820 | NK | **1960** Hakodate Dock Co. Ltd.—Hak<br>478′ 3″ 62′ 6″ 28′ 11″<br>442′ 11″ 62′ 5″ 38′ 7″<br>2 dks<br>RW | M CSD<br>5 Ho<br>G.640187 B.602753<br>5 Ha (29′×16½′) (44½′, 39¼′, 44½′, 34′×23′)<br>16W Der 2(15) 4(10) 10(5) | Oil 2SA 6Cy. 700×1200 mm<br>6000bhp MAN 1201t<br>Mitsubishi Nippon Hvy Ind. Yka<br>2×168kW 450V a.c. 14½k |
| 507106<br>JAYF<br>75549<br>Df Esd<br>Rdr | **CHOKAI MARU**<br>**Shimatani Kisen K.K.**<br>Kobe<br>Japanese | 2504<br>1310<br>3809 | NK | **1957** Onomichi Zosen—Onomichi<br>307′ 3″ 43′ 8″ 20′ 3″<br>284′ 9″ 43′ 4″ 23′ 7″<br>1 dk | M<br>2 Ha<br>G.169299 B.155491<br>2 Ha (71′, 65′×19¾′)<br>8W Der 2(10) 6(5) | Oil 2SA 6Cy. 480×700 mm<br>1800bhp Sulzer 223t<br>Uraga Diesel Kogyo Tamashima<br>2×30kW 225V d.c. 12¼k |
| 507107<br>JDNJ<br>56509<br>Df Esd<br>Pfd Rdr<br>RT | **CHOKAI MARU**<br>**Yamagata Prefecture**<br>Sakata<br>Japanese | 289<br>143<br>— | | **1954** Nippon Kokan—Shimizu<br>134′ 6″ 23′ 4″ 11′ 10½″<br>118′ 1″ 23′ 2″<br>P54′ B16′ F20′ 1 dk<br>RW | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 340×500 mm<br>500bhp 110t<br>Hanshin Nainenki Kogyo Kob<br>9½k |
| 642066<br>7KGT<br>89411 | **CHOKEI MARU**<br>exKaiso Maru No. 2–63<br>**H. Inada**<br>Matsuyama<br>Japanese | 237<br>118<br>— | | **1961** Mitsuhama Zosen—Matsuyama<br>*97·4′* 20′ 9″<br>20′ 7″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>230bhp<br>Fuji Seisakusho Tateyama<br>9½k |
| 641890<br>JDJC<br>93364<br>Df Esd<br>Gc Rdr | **CHOKO MARU**<br>**Sanko Kisen K.K.**<br>Osaka<br>Japanese | 9974<br>6339<br>15391 | NK | **1964** Ishikawajima-Harima Hvy Ind.—Nga<br>482′ 4″ 69′ 8″ 28′ 8″<br>446′ 2″ 69′ 6½″ 38′ 8″<br>1 dk | M<br>4 Ho 74½′, 86¼′, 86¼′, 86¼′<br>G.729003 B.696938<br>4 Ha (stl) (49½′, 62′, 62′, 62′×32½′)<br>Der 4(15) | Oil 2SA 6Cy. 680×1250 mm<br>6480bhp Sulzer 1049t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>2×240kW 445V 60c/s a.c. |
| 670184<br>JBUB<br>100199<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOKO MARU**<br>**Niho Sempaku K.K.**<br>Shimonoseki<br>Japanese | 2992<br>1904<br>4800 | NK | **1966** Hayashikane Zosen—Smk<br>316′ 8″ 48′ 7″ 20′ 8″<br>295′ 3″ 48′ 6″ 25′ 3″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.226121 B.207157<br>2 Ha (75¼′, 80¼′×24½′) | Oil 4SA 6Cy. 470×820 mm<br>2400bhp 254t<br>Ito Eng. Co. Ltd. Shimizu<br>1×128kW 445V a.c. |
| 507110<br>JRMW<br>83796 | **CHOKO MARU**<br>**Akatsuki Kaiun K.K.**<br>Osaka<br>Japanese | 449<br>204<br>640 | ~~NK~~ | **1959** Sanoyasu Dkyd Co. Ltd.—Osa<br>164′ 11″ 26′ 5″ 11′ 10″<br>152′ 10″ 26′ 3″ 13′ 2″<br>1 dk | M Mchy.aft<br>1 Ho 97½′<br>G.29750 B.27675<br>1 Ha (76½′×14¾′)<br>3W Der 3(3) | Oil 4SA 6Cy. 290×410 mm<br>550bhp 30t<br>Hanshin Nainenki Kogyo Kob<br>2×15, 7½kW 105V d.c. 10k |
| 507111<br>JQRQ<br>82452 | **CHOKO MARU**<br>**Hasegawa Kaiun K.K.**<br>Shimonoseki<br>Japanese | 340<br>156<br>523 | | **1958** Takehara Zosen—Hma<br>148′ 4″ 23′ 1″ 10′ 10″<br>134′ 6″ 22′ 11″ 11′ 10″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>350bhp 11t<br>Kinoshita Tekkosho Akashi<br>10½k |
| 507113<br>7LAZ<br>89576<br>Df Esd<br>Rdr | **CHOKO MARU No. 10**<br>**C. Sugahara**<br>Kesennuma<br>Japanese | 290<br>155<br>— | | **1962** Miho Zosensho—Shimizu<br>150′ 11″ 24′ 8″<br>132′ 10″ 24′ 7″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>650bhp 152t<br>Akasaka Tekkosho Yaizu<br>10½k |
| 640089<br>8LHH<br>93990<br>Df Esd<br>Rdr | **CHOKO MARU No. 17**<br>**C. Sugahara**<br>Kesennuma<br>Japanese | 192<br>87<br>— | | **1963** Miho Zosensho—Shimizu<br>126′ 9″ 22′ 10″<br>111′ 2″ 22′ 8″ 10′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Akasaka Tekkosho Yaizu |
| 650226<br>8LWS<br>95495<br>Df Pfd<br>Rdr | **CHOKYU MARU**<br>**Seno Kisen K.K.**<br>Namikata<br>Japanese | 1999<br>1229<br>3606 | NK | **1964** Imabari Zosen—Imabari<br>285′ 11″ 44′ 4″ 19′ 1″<br>262′ 5″ 44′ 3½″ 22′ 4″<br>1 dk | M Mchy.aft<br>G.169229 B.157327<br>2 Ha (43′, 93¾′×24½′) | Oil 4SA 6Cy. 460×660 mm<br>2100bhp 349t<br>Hanshin Nainenki Kogyo Kob<br>2×48kW 450V a.c. 12¼k |
| 507114<br>JHCX<br>83429<br>Df | **CHOKYU MARU**<br>**K. Asahara**<br>Yaizu<br>Japanese | 239<br>134<br>— | | **1960** Miho Zosensho—Shimizu<br>133′ 4″ 23′ 6″<br>23′ 4″<br>P51′ F17′ 1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp 129t<br>Niigata Eng. Co. Ltd. Niigata |
| 507115<br>8KKC<br>90003 | **CHOKYU MARU**<br>**S. Maezono**<br>Kushikino<br>Japanese | 118<br>53<br>— | | **1962** Maehata Zosen Tekkosho—Sbo<br>95′ 2″ 19′ 1″ 8′ 2½″<br>86′ 5″ 19′ 0″ 9′ 2″<br>1 dk | M Mchy.aft<br>G.7416 B.6710<br>1 Ha (32¾′×13′) | Oil 4SA 5Cy. 250×380 mm<br>210bhp Emade44fitted62 4t<br>Nippei Sangyo Tok<br>9k |
| 670929<br>JRPW<br>99718<br>Df Esd<br>Gc Rdr | **CHOKYU MARU No. 1**<br>**H. Yasutomi**<br>Tokushima<br>Japanese | 253<br>131<br>— | | **1966** Miho Zosensho—Shimizu<br>143′ 0″ 24′ 9″<br>125′ 0″ 24′ 8″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×460 mm<br>900bhp<br>Niigata Eng. Co. Ltd. Niigata |
| 507117<br>JKQC<br>84605<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOKYU MARU No. 5**<br>**C. Ohkado**<br>Owase<br>Japanese | 340<br>206<br>— | | **1960** Kanazashi Zosensho—Shimizu<br>160′ 4″ 25′ 8″ 10′ 7″<br>141′ 6″ 25′ 6″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>750bhp<br>Niigata Eng. Co. Ltd. Niigata<br>10½k |

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|---|---|---|---|---|---|---|
| 507118<br>JNAT<br>84496 | **CHOKYU MARU No. 5**<br><br>**Y. Masunaga**<br>Saeki Japanese | 191<br>93<br>— | | 1960 Honda Zosen—Saeki<br>108′ 11″ 23′ 1″ 7′ 10″<br>96′ 9″ 22′ 11″ 9′ 2″<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 4Cy. 210×370 mm<br>Emade44refitted<br>Makita Tekkosho |
| 650948<br>JCSA<br>96180<br>Df Esd<br>Gc Rdr | **CHOKYU MARU No. 6**<br><br>**K. Asahara**<br>Yaizu Japanese | 275<br>141<br>— | | 1964 Miho Zosensho—Shimizu<br>149′ 5″ 25′ 0″<br>131′ 0″ 24′ 11″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>700bhp<br>Niigata Eng. Co. Ltd. |
| 540250<br>JLEW<br>73617<br>Df | **CHOKYU MARU No. 6**<br>exShirahige Maru No. 1–62<br>**T. Tarao**<br>Nagasaki Japanese | 260<br>151<br>— | | 1955 Nippon Kokan—Shimizu<br>*120·0′* 22′ 4″<br>118′ 1″ 22′ 2″ 11′ 2″<br>P28′ F13′ 1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 340×500 mm<br>700bhp<br>Ito Tekkosho |
| 671539<br>JDTH<br>101325<br>Df Esd<br>Gc Rdr | **CHOKYU MARU No. 7**<br><br>**K. Asahara**<br>Yaizu Japanese | 280<br>147<br>— | | 1967 Miho Zosensho—Shimizu<br>148′ 0″ 25′ 1″<br>131′ 3″ 25′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 507119<br>JQOF<br>75327 | **CHOKYU MARU No. 8**<br><br>**Seno Kisen K.K.**<br>Imabari Japanese | 499<br>283<br>760 | | 1956 Kurushima Dock—Imabari<br>173′ 0″ 27′ 0″ 12′ 1″<br>157′ 4″ 26′ 11½″ 14′ 4″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br><br>Hanshin Nainenki Kogyo |
| 671103<br>JM2435<br>99016<br>Rdr RT | **CHOKYU MARU No. 8**<br><br>**Chokyu Kisen K.K.**<br>Saeki Japanese | 499<br>266<br>1017 | | 1966 Geibi Zosen Kogyo—Kur<br>178′ 6″ 29′ 7″ 13′ 5½″<br>162′ 5″ 29′ 6½″ 14′ 9″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>1000bhp<br>Makita Tekkosho |
| 672778<br>JDPK<br>101288<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOKYU MARU No. 8**<br><br>**C. Okado**<br>Mikiura Japanese | 354<br>191<br>— | | 1967 Kanazashi Zosensho—Shimizu<br>162′ 8″ 26′ 0″ 10′ 10″<br>144′ 2″ 25′ 11″ 12′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×550 mm<br>1200bhp<br>Hanshin Nainenki Kogyo |
| 541068<br>8KER<br>90768<br>Esd Gc<br>Rdr | **CHOKYU MARU No. 11**<br><br>**K. Okado**<br>Owase Japanese | 240<br>109<br>— | | 1963 Kanazashi Zosensho—Shimizu<br>136′ 5″ 28′ 3″ 9′ 10″<br>118′ 1″ 28′ 1″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br><br>Niigata Eng. Co. Ltd. |
| 507121<br>JAUV<br>82166 | **CHOKYU MARU No. 21**<br><br>**H. Masutomi**<br>Mugi Japanese | 239<br>130<br>— | | 1959 Miho Zosensho—Shimizu<br>132′ 8″ 23′ 3″<br>116′ 6″ 22′ 11½″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×470 mm<br>650bhp<br>Makita Tekkosho |
| 507123<br>EDHA<br><br>Esd | **CHOLIN**<br><br>**Ramon Conde Touriz and others**<br>Vigo Spanish | 194<br>103<br>— | | 1946 Hijos de J. Barreras S.A.—Vgo<br>*87·9′* 20′ 10″ 10′ 5″<br>… … … | Wood S Trawler | T 3Cy. 9 1/16″ 15½″ & 26″×18″<br>250ihp |
| 507126<br>VWXX<br>191123 | **CHOLUNGA**<br>exKutubtari–58<br>**Government of India (Ministry of Home Affairs)**<br>The Shipping Corporation of India Ltd.<br>Calcutta Indian | 390<br>209<br>245 | ✠Classed LR until 7/57 | 1949–5 Scindia S.N. Co. Ltd.—Vgm<br>159′ 2″ 30′ 6″ 8′ 0″<br>150′ 4″ 10′ 3″<br>1 dk & S dk<br>RW | S Mchy.aft<br><br>B.15768 | T 3Cy. 10½″ 17″ & 28″×18″<br><br>McKie & Baxter Ltd. |
| 641552<br><br><br>Df Esd<br>RT | **CHOMAPI**<br><br>**Herederos de Constante Freire**<br>Vigo Spanish | 472<br>253<br>— | BV | 1965 Maritima del Musel S.A.—Gjn<br>151′ 9″ 27′ 7″<br>131′ 2″ 27′ 5″ 14′ 5″<br>RW | M Trawler | Oil 4SA 9Cy. 300×450 mm<br>1255bhp<br>Masch. Augsburg-Nürnberg |
| 671664<br>9VLL<br>333030<br>RTv | **CHOMEL**<br><br>**Port of Singapore Authority**<br>Singapore Singapore | 158<br>74<br>221 | | 1967 Jurong Shpyd Ltd.—Sng<br>96′ 0″ 23′ 4″ 8′ 7″<br>90′ 6″ 22′ 0″ 9′ 9″<br>Q12′ B12′ 1 dk<br>rf 4″ | M Water Tanker Mchy.aft<br>2 Ta<br>L.7310 | Oil 4SA 6Cy. 240×400 mm<br>380bhp<br>Hanshin Nainenki Kogyo<br>1×7kW 110V d.c. |
| 507128<br>HLAC<br>IM499 | **CHONAN**<br>exCzon Gwang–60<br>exChonkwang Whan–53<br>exTenko Maru–46<br>**Korea Shipping Corporation**<br>Inchon S. Korean | 2219<br>1989<br>4037 | **BROKEN UP** | 1945 Chosen Jukogyo—Pusan<br>*281·6′* 43′ 10″ 17′ 10″<br>43′ 8″ | S Mchy.aft<br><br><br>2 Ha | T 3Cy. 16 1/16″ 27 [illegible]″ & [illegible]<br>1000ihp<br>Chosen Jukogyo |

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|---|---|---|---|---|---|---|---|
| 507129<br>EATN | **CHONGA**<br>exLola–58<br>exLa Estrella de Gijon<br>exBombardier<br>**Vapores Costeros S.A.**<br>Luis Alvarez Hernandez<br>Santander Spanish | 230<br>70<br>260 | ✠ | 1903–11 Ardrossan D.D. & S.B. Co. Ltd.—Ard<br>*113·1'* 20' 4" 10' 10"<br>... ... ...<br>1 dk Well dk<br>R | S Mchy.aft<br>1 Ho 55¾'<br>1 Ha (46'×13')<br>Der 1(1½) | C 2Cy. 13" & 28"×21"<br>128ihp<br>Menzies & Co. Ltd. | 24t (c)<br>Lth<br>8¼k |
| 521843<br>Df Esd<br>Gc Rdr | **CHONGMING**<br>exMalgorzata Fornalska–65<br>exGiuseppe Canepa–55<br>exLuciano Manara–53<br>**The People's Republic of China**<br>People's Rep. of China | 8396<br>5035<br>9740 | Classed LR until 12/65 | 1941 S.A. Ansaldo—Gen<br>472' 5" 61' 0" 26' 10¼"<br>439' 8" 60' 8" 37' 8"<br>F41' 1 dk & S dk<br>RW<br>rf 6" | M (12P) OSD<br>5 Ho<br>G.548124 B.492540<br>5 Ha (24¾'×21½') (40'×26½')<br>(22½', 18'×19½') (30'×26½')<br>14W Der 4(10) 10(5) | Oil 2DA 7Cy. 640×1160 mm<br>S.A. Fiat S.G.M.<br>4×700kW 220V d.c. | 2914t<br>Tur<br>14k |
| 507130<br>SPMY<br>Df Esd<br>Gc Rdr<br>RT | **CHOPIN**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 6987<br>3926<br>10898<br>9148<br>6194<br>13016 | PR<br>✠Classed LR until 1/63 | 1959–8 Brodogradiliste Split—Spt<br>502' 3" 62' 0" 26' 10½"/29' 6¾"<br>460' 8" 61' 8" 30' 6"<br>Ba77' F43' 1 dk & S dk<br>RW<br>rf 6" | M (8P) OSD/CSD Mchy.aft<br>5 Ho<br>G.675698 B.620997<br>5 Ha (27', 40', 40', 54¾', 27¼'×24½')<br>12W Der 1(50) 4(10) 8(5) 2(3) | Oil 2SA 6Cy. 750×1320 mm<br>6000bhp<br>S.A. Fiat S.G.M.<br>4×300, 300, 300, 65kW 380V a.c. | 1507t<br>Tur<br>15k |
| 507131<br>WC2860<br>206346<br>RT | **CHOPTANK**<br>exFrancis B. Hackett<br>**General Towing Corp.**<br>Norfolk United States | 199<br>135<br>— | | 1909 Johnston Brothers—Ferryburg<br>*96·0'* 24' 7" 13' 3⅜"<br>96' 0" 24' 6" 14' 10"<br>R | M Tug | Oil 2SA 12Cy. 8¾"×10½"<br>1200bhp NE—<br>General Motors Corp. | |
| 680280<br>100457<br>Df Rdr<br>RT | **CHORYO MARU No. 11**<br>**C. Hamawaki**<br>Nagasaki Japanese | 115<br>47<br>— | | 1967 Nagasaki Zosen—Nag<br>112' 2" 18' 9" 7' 6"<br>95' 1" 18' 8" 8' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 290×420 mm<br>600bhp<br>Kobe Hatsudoki K.K. | Kob |
| 680281<br>100458<br>RT | **CHORYO MARU No. 12**<br>**C. Hamawaki**<br>Nagasaki Japanese | 115<br>47<br>— | | 1967 Nagasaki Zosen—Nag<br>112' 1" 18' 9" 7' 6"<br>95' 1" 18' 8" 8' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 290×420 mm<br>600bhp<br>Kobe Hatsudoki K.K. | Kob |
| 507133<br>SPML<br>Df Esd<br>Gc Rdr<br>RTm/h | **CHORZOW**<br>exJanna–59 exHorace Wells–47<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 7237<br>4411<br>10926 | PR | 1943 Permanente (Shpyd No. 1)—Richmond<br>441' 6" 57' 1" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks | S<br>5 Ho 60¾', 72¼', 49¼', 44¼', 69'<br>G.562000 B.499000<br>5 Ha (35½', 35½', 19¾', 35½', 35½'×19¾')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>2×20kW 120V d.c. | 1117t (o.f)<br>Sunnyvale<br>11k |
| 507134<br>JPVA<br>85075 | **CHOSEI MARU No. 5**<br>**S. Watanabe**<br>Higashi Japanese | 184<br>101<br>— | | 1960 Tsurumi Dock—Yka<br>*98·0'* 23' 9"<br>98' 0" 23' 7" 10' 2"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×290 mm<br>230bhp<br>Yanagihara Tekkosho | Yoshida<br>8k |
| 507135<br>7JPS<br>87644<br>Esd Rdr | **CHOSHICHI MARU No. 1**<br>**S. Hamaguchi**<br>Nansei Japanese | 460<br>249<br>— | | 1961 Nishii Dock Co. Ltd.—Mie<br>*149·6'* 25' 9" 11' 5"<br>147' 7" 25' 7" 12' 10"<br>1 dk<br>RW | M Mchy.aft<br>G.26027 B.24791<br>1 Ha (63'×13½') | Oil 4SA 6Cy. 300×420 mm<br>650bhp Emade59fitted61<br>Akasaka Tekkosho | Shimizu |
| 541676<br>JCVG<br>58518<br>Rdr | **CHOSHICHI MARU No. 8**<br>exNaburi Maru No. 5–65<br>exKotoshiro Maru No. 11–62<br>**K. Abe**<br>Onagawa Japanese | 148<br>55<br>— | | 1946 Niigata Tekkosho—Niigata<br>*97·8'* 19' 8"<br>19' 6"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Niigata Tekkosho | Niigata |
| 507136<br>JAKD<br>84622 | **CHOSHIN MARU**<br>**Sanwa Shokai K.K.**<br>Osaka Japanese | 472<br>255<br>— | | 1960 Hashihama Zosen—Imabari<br>160' 9" 26' 4" 12' 7"<br>144' 4" 26' 3" 13' 9"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 82'<br>G.30937 B.29726<br>1 Ha (66¾'×17')<br>2W Der 4(3) | Oil 4SA 6Cy. 320×460 mm<br>650bhp<br>Nippon Hatsudoki | 30t<br>Kob<br>10k |
| 507137<br>JLKA<br>58249 | **CHOSHO MARU No. 1**<br>exZenyo Maru No. 2–54<br>**Imura Kaiun Kigyo Kumiai**<br>Anan Japanese | 240<br>112<br>— | | 1947 Osaka Zosensho—Osa<br>*118·1'* 19' 8"<br>... ... ...<br>1 dk<br>RW len 60 | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp Emade49refitted—<br>Ikegai Tekkosho | Tok |
| 507138<br>JJXG<br>82407<br>Esd Gc<br>Pfd Rdr<br>RT | **CHOSHO MARU No. 3**<br>**M. Okuyama**<br>Nansei Japanese | 340<br>194<br>— | | 1959 Kanazashi Zosensho—Shimizu<br>158' 6" 25' 5" 10' 10"<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>650bhp<br>Hanshin Nainenki Kogyo | 154t<br>Kob |
| 507139<br>7LFD<br>87724<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOSHO MARU No. 5**<br>**M. Okuyama**<br>Nansei Japanese | 339<br>200<br>— | | 1961 Kanazashi Zosensho—Shimizu<br>160' 5" 25' 6"<br>141' 7" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Hanshin Nainenki Kogyo | Kob<br>10½k |

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| 526117<br>JJLD<br>72752<br>Df | **CHOSHO MARU No. 10**<br>exOgasawara Maru No. 2-64<br>exKotoshiro Maru No. 6-57<br>**M. Okuyama**<br>Nansei Japanese | 250<br>142<br>— | | 1955 Kanazashi Zosensho—Shimizu<br>*114·8'* 22' 4"<br>112' 2" 22' 2" 11' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 326×460 mm<br>600bhp<br>Akasaka Tekkosho |
| 671540<br>JDLS<br>101280<br>Df Esd<br>Gc Rdr | **CHOSHO MARU No. 11**<br>**M. Okuyama**<br>Tasoura Japanese | 402<br>213<br>— | | 1967 Miho Zosensho—Shimizu<br>178' 3" 27' 0"<br>159' 3" 26' 11" 12' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1300bhp<br>Niigata Eng. Co. Ltd. |
| 507140<br>JFKD<br>86790<br>Rdr | **CHOSHUSAN MARU**<br>**Mitsui Shintaku Ginko K.K.**<br>Tokyo Japanese | 1402<br>719<br>— | | 1961 Mitsui Zosen—Tmn<br>251' 1" 38' 10" 17' 1½"<br>236' 3" 38' 8½" 19' 8"<br>1 dk<br>RW | M Cement Carrier Mchy.aft<br>Self-unloader<br>G.68299 | Oil 2SA 6Cy. 350×620 mm<br>1680bhp B&W<br>Mitsui Zosen |
| 671575<br>JBGB<br>Df Esd<br>Gc Rdr | **CHOSUI MARU**<br>**Nagasaki Municipal Office**<br>Nagasaki Japanese | 360<br>—<br>— | | 1967 Hayashikane Zosen—Nag<br>131' 9" 26' 1"<br>130' 6" 26' 0" 12' 7"<br>1 dk | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>1050bhp<br>Niigata Eng. Co. Ltd. |
| 507142<br>JCLD<br>70606<br>Df | **CHOSUI MARU**<br>**Nagasaki Municipal Office**<br>Nagasaki Japanese | 195<br>86<br>— | | 1953 Mitsubishi Zosen—Smk<br>*115·1'* 20' 4" 6' 10½"<br>20' 2"<br>1 dk<br>RW len 55 | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>380bhp<br>Akasaka Tekkosho |
| 507144<br>7KRF<br>89977 | **CHOSUI MARU No. 7**<br>**Nangoku Kotsu K.K.**<br>Kagoshima Japanese | 196<br>76<br>— | | 1961 Kanda Zosensho—Kur<br>120' 5" 21' 10" 6' 4"<br>108' 3" 21' 8" 9' 10"<br>1 dk<br>RW | M Ferry Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>380bhp<br>Hanshin Nainenki Kogyo |
| 507146<br>JMRW<br>79234 | **CHOUN MARU**<br>**Nisshin Unyo Soko K.K.**<br>Yokohama Japanese | 345<br>208<br>— | | 1957 Kansai Zosen—Osa<br>148' 11" 23' 9" 9' 8½"<br>23' 7" 10' 9"<br>1 dk<br>RW len 61 | M Mchy.aft<br>2 Ha (32½', 34½'×12½') | Oil 4DA 6Cy. 270×400 mm<br>320bhp<br>Kinoshita Tekkosho |
| 541526 | **CHOUN MARU No. 16**<br>**Aozaki Kaiun Y.K.**<br>Shimonoseki Japanese | 193<br>—<br>— | | 1963 Taguma Zosen—I<br>107' 8" 22' 5" 9' 6"<br>96' 6" 22' 4" 10' 4"<br>1 dk<br>RW | M Mchy.aft | Oil SA 6Cy.<br>Usuki Tekkosho |
| 661071<br>Esd Rdr<br>RT | **CHOW THA KH. 2**<br>**Government of Thailand**<br>**(Harbour Bureau)**<br>Bangkok Thai | 823<br>324<br>673 | ✠LR class withdrawn—<br>Owners' request 5/67 | 1966-7 Hayashikane Zosen—Nag<br>189' 9" 32' 11" 11' 6½"<br>173' 11" 32' 10" 14' 10"<br>F23' 1 dk<br>rf nil | TM Suction Hopper Dredger<br>Mchy.aft | 2 Oil 4SA each 6Cy. 250×<br>sr reverse gears<br>1020bhp<br>Niigata Eng. Co. Ltd.<br>2×80kW 220V 50c/s a.c. |
| 660111<br>Esd Rdr<br>RTm/h | **CHOW THA S. 1**<br>**Government of Thailand**<br>**(Harbour Bureau)**<br>Bangkok Thai | 210<br>32<br>— | ✠LR class withdrawn—<br>Owners' request 5/67 | 1966-2 Usuki Tekkosho—Saiki<br>118' 5" 23' 11" 6' 10½"<br>105' 0" 23' 0" 10' 6"<br>F17' 1 dk<br>rf 7" | M Hydrographic Survey & Buoy<br>Ship Mchy.aft<br>Cr 1(5) Der 1(3) 1(1) | Oil 4SA 6Cy. 235×330 mm pe<br>shaft<br>600bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>2×30kW 220V 50c/s a.c. |
| 507147<br>JIRW<br>65572<br>Df Esd<br>Gc Rdr | **CHOWA MARU**<br>**Japan Line Ltd.**<br>Tokyo Japanese | 3874<br>2106<br>4955 | NK | 1949 Mitsubishi Jukogyo—Yka<br>365' 4" 51' 6" 23' 1½"<br>341' 3" 51' 5" 26' 3"<br>P&B222' F29' 1 dk<br>RW | M Ref<br>5 Ho<br>G.277071 B.256985 In.5686<br>5 Ha (22½'×19½') (32½', 15', 30'<br>25'×21½')<br>12W Der 1(25) 4(10) 4(5) 2(3) | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp NE60<br>Harima Zosensho<br>3×110, 110, 30kW 210V d.c. |
| 507148<br>7KJA<br>86866 | **CHOWA MARU No. 2**<br>**Nagasaki Kyusui K.K.**<br>Nagasaki Japanese | 242<br>129<br>— | | 1961 Mitsuhama Zosen—Matsuyama<br>*126·3'* 20' 10" 8' 8"<br>20' 8" 9' 6"<br>1 dk<br>RW len 62 | M Tanker Mchy.aft | Oil 4SA 5Cy. 270×400 mm<br>270bhp<br>Kito Tekkosho |
| 519930<br>JMYS<br>68238<br>Df Esd<br>Gc Rdr | **CHOYO MARU**<br>exKyokuho Maru-67<br>exYuyo Maru No. 2-59<br>**Tokushima Kisen K.K.**<br>Kobe Japanese | 12232<br>8852<br>17878 | NK<br>✠Classed LR until 8/60 | 1952-4 Harima Zosensho—Aio<br>570' 5" 70' 7" 30' 2½"<br>534' 10" 70' 3" 38' 9"<br>P116' B42' F70' 1 dk<br>RW conv tanker 67 | M Mchy.aft<br>G.878880 | Oil 2SA 10Cy. 720×125<br>7000bhp<br>Harima Zosensho |
| 680189<br>JPXN<br>101576<br>Df Esd<br>Gc Rdr | **CHOYO MARU**<br>**Seno Kisen K.K.**<br>Namikata Japanese | 2990<br>2007<br>5500 | NK | 1967 Imabari Zosen—Imabari<br>331' 5" 51' 7" 21' 7"<br>308' 5" 51' 6" 26' 2"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 7Cy. 500×700 mm<br>3000bhp<br>Hanshin Nainenki Kogyo |

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| 587149<br>JIUV<br>85539<br>Df Rdr | **CHOYO MARU**<br>**Hayashikane K.K.**<br>Tokyo | Japanese | 1821<br>1078<br>3031 | NK | 1961 Taiyo Zosen—Nag<br>278′ 9″ 41′ 10″ 18′ 6″<br>255′ 11″ 41′ 8″ 21′ 6″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.134337 B.123672<br>2 Ha (30¼′, 87½′×18′)<br>6W Der 4(15) 2(10) | Oil 4SA 6Cy. 390×650 mm<br>2000bhp<br>Kobe Hatsudoki Seizosho<br>2×50kW 220V d.c. | 84t<br>Kob<br>12k |
| 540252<br>8JMF<br>90378<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOYO MARU No. 21**<br>**Dohoku Suisan K.K.**<br>Wakkanai | Japanese | 294<br>141<br>— | | 1962 Narazaki Zosen—Muroran<br>137′ 5″ 26′ 11″ 9′ 10″<br>121′ 4″ 26′ 9″ 11′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>600bhp<br>Niigata Eng. Co. Ltd. | 96t<br>Niigata<br>9k |
| 660693<br>JHZJ<br>98864<br>Df Esd<br>Pfd Rdr<br>RT | **CHOYO MARU No. 51**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki | Japanese | 174<br>59<br>— | | 1965 Hayashikane Zosen—Smk<br>110′ 3″ 22′ 5″ 9′ 6″<br>97′ 2″ 22′ 4″ 10′ 10″<br>1 dk | M Trawler | Oil 4SA 6Cy. 250×320 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| 660694<br>98865<br>Df Pfd<br>Rdr | **CHOYO MARU No. 52**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki | Japanese | 174<br>62<br>— | | 1965 Hayashikane Zosen—Smk<br>110′ 3″ 22′ 5″ 9′ 6″<br>97′ 2″ 22′ 4″ 10′ 10″<br>1 dk | M Trawler | Oil 4SA 6Cy. 250×320 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| 661024<br>JKPH<br>99033<br>Df Esd<br>Pfd Rdr<br>RT | **CHOYO MARU No. 53**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki | Japanese | 173<br>64<br>— | | 1965 Hayashikane Zosen—Nag<br>110′ 3″ 22′ 5″ 9′ 6″<br>98′ 2″ 22′ 4″ 10′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| 661025<br>JKPW<br>99034<br>Df Esd<br>Pfd Rdr<br>RT | **CHOYO MARU No. 55**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki | Japanese | 173<br>66<br>— | | 1965 Hayashikane Zosen—Nag<br>110′ 3″ 22′ 5″ 9′ 6″<br>98′ 2″ 22′ 4″ 10′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| 661846<br>99107<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CHOYO MARU No. 56**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki | Japanese | 191<br>67<br>231 | | 1966 Hayashikane Zosen—Nag<br>119′ 11″ 22′ 5″ 9′ 6″<br>104′ 4″ 22′ 4″ 10′ 11″<br>F22′ 1 dk | M Trawler Mchy.aft<br>2 Ho 25½′, 20½′<br>B.6215<br>3 Ha (3½′×3½′) (5′, 5′×5′)<br>2W | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Daihatsu Kogyo<br>2×30kW 225V 60c/s a.c. | (d.o)<br>Osa |
| 661847<br>99108<br>Df Esd<br>Gc<br>RTm | **CHOYO MARU No. 57**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki | Japanese | 191<br>69<br>226 | | 1966 Hayashikane Zosen—Nag<br>119′ 11″ 22′ 5″ 9′ 6″<br>104′ 4″ 22′ 4″ 10′ 11″<br>F22′ 1 dk | M Trawler Mchy.aft<br>2 Ho 25½′, 20½′<br>B.6215<br>3 Ha (3½′×3½′) (5′, 5′×5′)<br>2W | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Daihatsu Kogyo<br>2×30kW 225V 60c/s a.c. | (d.o)<br>Osa |
| 661938<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CHOYO MARU No. 61**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki | Japanese | 191<br>68<br>235 | | 1966 Hayashikane Zosen—Nag<br>119′ 11″ 22′ 5″ 9′ 6″<br>104′ 4″ 22′ 4″ 10′ 11″<br>F22′ 1 dk | M Fishing Mchy.aft<br>2 Ho 25½′, 20½′<br>B.6215<br>3 Ha (3½′×3½′) (5′, 5′×5′)<br>2W | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K.<br>2×30kW 225V 60c/s a.c. | (d.o)<br>Nag |
| 661939<br>Df Esd<br>Gc<br>RTm | **CHOYO MARU No. 62**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki | Japanese | 191<br>68<br>232 | | 1966 Hayashikane Zosen—Nag<br>119′ 11″ 22′ 5″ 9′ 6″<br>104′ 4″ 22′ 4″ 10′ 11″<br>F22′ 1 dk | M Fishing Mchy.aft<br>2 Ho 25½′, 20½′<br>B.6215<br>3 Ha (3½′×3½′) (5′, 5′×5′) | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K.<br>2×30kW 225V 60c/s a.c. | (d.o)<br>Nag |
| 670548<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOYO MARU No. 63**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki | Japanese | 191<br>68<br>168 | | 1966 Hayashikane Zosen—Nag<br>109′ 11″ 22′ 5″ 9′ 6″<br>104′ 4″ 22′ 4″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Daihatsu Kogyo | Osa |
| 670549<br>Df Esd<br>Gc RT | **CHOYO MARU No. 65**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki | Japanese | 191<br>68<br>168 | | 1966 Hayashikane Zosen—Nag<br>109′ 11″ 22′ 5″ 9′ 6″<br>104′ 4″ 22′ 4″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. | Kob |
| 670550<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOYO MARU No. 66**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki | Japanese | 191<br>68<br>168 | | 1966 Hayashikane Zosen—Nag<br>109′ 11″ 22′ 5″ 9′ 6″<br>104′ 4″ 22′ 4″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. | Nag |

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| 670551<br>Df Esd<br>Gc RT | **CHOYO MARU No. 67**<br>Taiyo Gyogyo K.K.<br>Nagasaki Japanese | 191<br>68<br>168 | **1966** Hayashikane Zosen—Nag<br>109' 11" 22' 5" 9' 6"<br>104' 4" 22' 4" 10' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. |
| 670552<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOYO MARU No. 71**<br>Taiyo Gyogyo K.K.<br>Nagasaki Japanese | 191<br>68<br>168 | **1966** Hayashikane Zosen—Nag<br>109' 11" 22' 5" 9' 6"<br>104' 4" 22' 4" 10' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. |
| 670553<br>Df Esd<br>Gc RT | **CHOYO MARU No. 72**<br>Taiyo Gyogyo K.K.<br>Nagasaki Japanese | 191<br>68<br>168 | **1966** Hayashikane Zosen—Nag<br>109' 11" 22' 5" 9' 6"<br>104' 4" 22' 4" 10' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. |
| 670554<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOYO MARU No. 73**<br>Taiyo Gyogyo K.K.<br>Nagasaki Japanese | 191<br>68<br>168 | **1966** Hayashikane Zosen—Nag<br>109' 11" 22' 5" 9' 6"<br>104' 4" 22' 4" 10' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. |
| 670555<br>Df Esd<br>Gc RT | **CHOYO MARU No. 75**<br>Taiyo Gyogyo K.K.<br>Nagasaki Japanese | 191<br>68<br>168 | **1966** Hayashikane Zosen—Nag<br>109' 11" 22' 5" 9' 6"<br>104' 4" 22' 4" 10' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. |
| 670556<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOYO MARU No. 76**<br>Taiyo Gyogyo K.K.<br>Nagasaki Japanese | 191<br>68<br>168 | **1966** Hayashikane Zosen—Nag<br>109' 11" 22' 5" 9' 6"<br>104' 4" 22' 4" 10' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. |
| 670557<br>Df Esd<br>Gc RT | **CHOYO MARU No. 77**<br>Taiyo Gyogyo K.K.<br>Nagasaki Japanese | 191<br>68<br>168 | **1966** Hayashikane Zosen—Nag<br>109' 11" 22' 5" 9' 6"<br>104' 4" 22' 4" 10' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. |
| 671339<br>Df Esd<br>Rdr RT | **CHOYO MARU No. 81**<br>Taiyo Gyogyo K.K.<br>Nagasaki Japanese | 197<br>67<br>— | **1967** Nagasaki Zosen—Nag<br>120' 3" 23' 0" 9' 6"<br>104' 3" 22' 11" 10' 11"<br>1 dk | M Fishing Mchy.aft<br>2 Ho 25½', 18¾'<br>3 Ha (3'×2½') (5', 5'×4') | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K.<br>2×40kW 225V 60c/s a.c. |
| 671338<br>Esd RT | **CHOYO MARU No. 82**<br>Taiyo Gyogyo K.K.<br>Nagasaki Japanese | 197<br>67<br>— | **1967** Nagasaki Zosen—Nag<br>120' 3" 23' 0" 9' 6"<br>104' 3" 22' 11" 10' 11"<br>1 dk | M Fishing Mchy.aft<br>2 Ho 25½', 18¾'<br>3 Ha (3'×2½') (5', 5'×4') | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K.<br>2×40kW 225V 60c/s a.c. |
| 671541<br>Df Esd<br>Rdr RT | **CHOYO MARU No. 83**<br>Taiyo Gyogyo K.K.<br>Nagasaki Japanese | 197<br>67<br>— | **1967** Hayashikane Zosen—Nag<br>120' 6" 23' 0" 9' 6"<br>104' 4" 22' 11" 10' 11"<br>1 dk | M Fishing Mchy.aft<br>2 Ho 25½', 18¾'<br>3 Ha (3'×2½') (5'. 5'×4') | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K.<br>2×40kW 225V 60c/s a.c. |
| 671542<br>Esd RT | **CHOYO MARU No. 85**<br>Taiyo Gyogyo K.K.<br>Nagasaki Japanese | 197<br>67<br>— | **1967** Hayashikane Zosen—Nag<br>120' 6" 23' 0" 9' 6"<br>104' 4" 22' 11" 10' 11"<br>1 dk | M Fishing Mchy.aft<br>2 Ho 25½', 18¾'<br>3 Ha (3'×2½') (5', 5'×4') | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K.<br>2×40kW 225V 60c/s a.c. |
| 672308<br>JBKY<br>100445<br>Df Esd<br>Rdr RT | **CHOYO MARU No. 86**<br>Taiyo Gyogyo K.K.<br>Nagasaki Japanese | 197<br>67<br>— | **1967** Hayashikane Zosen—Nag<br>120' 5" 23' 0" 9' 6"<br>104' 4" 22' 11" 10' 11"<br>1 dk | M Fishing Mchy.aft<br>2 Ho 25½', 18¾'<br>3 Ha (3'×2½') (5', 5'×4') | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K.<br>2×40kW 225V 60c/s a.c. |
| 672309<br>JM2492<br>100446<br>Esd | **CHOYO MARU No. 87**<br>Taiyo Gyogyo K.K.<br>Nagasaki Japanese | 197<br>69<br>— | **1967** Hayashikane Zosen—Nag<br>120' 5" 23' 0" 9' 6"<br>104' 4" 22' 11" 10' 11"<br>1 dk | M Fishing Mchy.aft<br>2 Ho 25½', 18¾'<br>3 Ha (3'×2½') (5', 5'×4') | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K.<br>2×40kW 225V 60c/s a.c. |
| 672636<br>Df Esd<br>Rdr RT | **CHOYO MARU No. 91**<br>Taiyo Gyogyo K.K.<br>Nagasaki Japanese | 197<br>67<br>— | **1967** Hayashikane Zosen—Nag<br>120' 5" 23' 0" 9' 6"<br>104' 4" 22' 11" 10' 11"<br>1 dk | M Fishing Mchy.aft<br>2 Ho 25½', 18¾'<br>3 Ha (3'×2½') (5', 5'×4') | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K.<br>2×40kW 225V 60c/s a.c. |
| 672637<br>Df Esd<br>Rdr RT | **CHOYO MARU No. 92**<br>Taiyo Gyogyo K.K.<br>Nagasaki Japanese | 197<br>69<br>— | **1967** Hayashikane Zosen—Nag<br>120' 5" 23' 0" 9' 6"<br>104' 4" 22' 11" 10' 11"<br>1 dk | M Fishing Mchy.aft<br>2 Ho 25½', 18¾'<br>3 Ha (3'×2½') (5', 5'×4') | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K.<br>2×40kW 225V 60c/s a.c. |

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| 672011<br>Df Esd<br>Pld Rdr<br>RT | **CHOYO MARU No. 93**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki Japanese | 197<br>67<br>— | | **1967** Hayashikane Zosen—Nag<br>120′ 5″ 23′ 0″ 9′ 6″<br>104′ 4″ 22′ 11″ 10′ 11″<br>1 dk | M Fishing Mchy.aft<br>2 Ho 25½′, 18¾′<br>3 Ha (3′×2½′) (5′, 5′×4′) | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. Nag<br>2×40kW 225V 60c/s a.c. |
| 672012<br>Esd RT | **CHOYO MARU No. 95**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki Japanese | 197<br>67<br>— | | **1967** Hayashikane Zosen—Nag<br>120′ 5″ 23′ 0″ 9′ 6″<br>104′ 4″ 22′ 11″ 10′ 11″<br>1 dk | M Trawler Mchy.aft<br>2 Ho 25½′, 18¾′<br>3 Ha (3′×2½′) (5′, 5′×4′) | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. Nag<br>2×40kW 225V 60c/s a.c. |
| 672638<br>Df Esd<br>Rdr RT | **CHOYO MARU No. 96**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki Japanese | 197<br>67<br>— | | **1967** Hayashikane Zosen—Nag<br>120′ 5″ 23′ 0″ 9′ 6″<br>104′ 4″ 22′ 11″ 10′ 11″<br>1 dk | M Fishing Mchy.aft<br>2 Ho 25½′ 18¾′<br>3 Ha (3′×2½′) (5′, 5′×4′) | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. Nag<br>2×40kW 225V 60c/s a.c. |
| 672639<br>Esd | **CHOYO MARU No. 97**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki Japanese | 197<br>69<br>— | | **1967** Hayashikane Zosen—Nag<br>120′ 5″ 23′ 0″ 9′ 6″<br>104′ 4″ 22′ 11″ 10′ 11″<br>1 dk | M Fishing Mchy.aft<br>2 Ho 25½′, 13¾′<br>3 Ha (3′×2½′) (5′, 5′×4′) | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Kobe Hatsudoki K.K. Nag<br>2×40kW 225V 60c/s a.c. |
| 507151<br>JEGV<br>63427 | **CHOYU MARU**<br>**Kyushu Shosen K.K.**<br>Osaka Japanese | 696<br>357<br>— | | **1949** Mitsubishi Jukogyo—Smk<br>*192·3′* 30′ 10″<br>190′ 3″ 30′ 9″ 14′ 8″<br>P46′ Q79′ B12′ F20′ 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>2 Ha (17½′, 46½′×16¼′)<br>6W Der 2(5) 4(3) | Oil 4SA 8Cy. 370×500 mm<br>850bhp Emade44refitted—<br>Hiro Kaigun Kosho Kur<br>1×7½kW 100V d.c. 10½k |
| 507152<br>JJYR<br>79725<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOZAN MARU**<br>**Shinwa Kaiun K.K.**<br>Tokyo Japanese | 8648<br>5101<br>12567 | NK | **1958** Nagoya Zosen—Nga<br>486′ 0″ 62′ 6″ 28′ 6″<br>452′ 10″ 62′ 4″ 39′ 5″<br>1 dk<br>RW<br>len 63 | M Mchy.aft<br>5 Ho<br>G.609357 B.583542<br>5 Ha (24¾′, 44½′, 44½′, 44½′, 26¼′×24½′)<br>16W Der 2(20) 4(10) 10(5) | Oil 2SA 6Cy. 720×1250 mm<br>5600bhp Sulzer 759t<br>Uraga Diesel Kogyo Tamashima<br>2×80kW 445V a.c. 13k |
| 681216<br>OZQE<br>Df Esd<br>Pld Rdr<br>RTm | **CHR. SMED**<br>**J. P. E. Smed Partrederi**<br>Skagen Danish | 172<br>80<br>180 | | **1966** Rosslauer Schiffs.—Rosslau<br>110′ 2″<br>96′ 11″ 21′ 8″ 10′ 10″<br>F20′ 1 dk<br>BK6½″ | M Trawler Mchy.aft<br>2 Ho 15½′, 22′<br>In.6357<br>2 Ha (stl) (each 5′×4′)<br>1W Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>560bhp 19t (d.o)<br>Schwermasch. Karl Liebknecht Mgd<br>1×16kW 220V d.c. 12k |
| 507993<br>SZOQ<br>2553<br>Esd Pld<br>Rdr RT | **CHRIGAL**<br>exCormoat–65<br>**Chrigal Cia. Naviera S.A.**<br>Piræus Greek | 2886<br>1664<br>4335 | GL<br>✠Classed LR until 11/65 | **1945**–5 Burntisland S.B. Co. Ltd.—Bnt<br>325′ 10″ 44′ 6″ 19′ 11″<br>312′ 0″ 44′ 3″ 22′ 1″<br>Q188′ F29′ 1 dk | S Mchy.aft<br>G.213470 B.198527 | T 3Cy. 18½″ 31″ & 52″×39″<br>1070ihp 156t (c)<br>D. Rowan & Co. Ltd. Gls<br>9¾k |
| 507998<br>6ZRF<br>2522<br>Df Esd<br>Pld Rdr<br>RTv | **CHRILUCK**<br>exCormount–66<br>**Chriluck Shipping Co. Ltd.**<br>Monrovia Liberian | 2783<br>1621<br>4250 | GL<br>✠Classed LR until 7/66 | **1944**–12 S. P. Austin & Son Ltd.—Sld<br>328′ 6″ 44′ 6″ 19′ 10½″<br>312′ 0″ 44′ 3″ 22′ 1″<br>Q188′ F30′ 1 dk<br>RW<br>rf 3″ | S Mchy.aft<br>5 Ho 47′, 52′, 54′, 29′, 22½′<br>G.207750 B.194000<br>5 Ha (stl) (33′×25′) (36′, 38′, 20′, 18′×30′) | T 3Cy. 18½″ 31″ & 52″×39″<br>1200ihp 204t (c)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>2×10kW 110V d.c. |
| 507155<br>KULI<br>244656<br>Df Esd<br>Gc | **CHRIS H**<br>exDean H.–54<br>exSidney Howard–48<br>**United States Department of Commerce**<br>Wilmington, Del United States | 7161<br>4364<br>10558 | AB | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>conv tanker 55<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2087t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. |
| 507156<br>VDYQ<br>169167<br>Rdr RT | **CHRIS M**<br>exAshford–52<br>exEmpire Sandy–48<br>**Great Lakes Paper Co. Ltd.**<br>Port Arthur Canadian | 479<br>44<br>— | ✠Classed LR until 3/53 | **1943**–7 Clelands (Successors) Ltd.—Wal<br>143′ 1″ 30′ 1″ 14′ 11¾″<br>29′ 11″ 16′ 0″<br>RFD25′<br>BK8″ | S Tug | T 3Cy. 16½″ 27″ & 46″×30″<br>(o.f)<br>Walker Bros. (Wigan) Ltd. Wigan |
| 507157<br>WA3673<br>252137<br>Df RTm | **CHRIS SHERIDAN**<br>**Tug New York Co.**<br>Philadelphia United States | 406<br>276<br>— | | **1944** Calumet Shpyd & D.D. Co.—Cgo<br>125′ 0″ 30′ 2″ 15′ 10½″<br>115′ 0″ 30′ 0″ 18′ 0″ | M Tug | Oil 2SA 7Cy. 405×570 mm<br>1400bhp 180t (d.o)<br>Fairbanks, Morse & Co. Beloit |
| 507158<br>THBJ | **CHRIS THÉ**<br>Launched as Saint Maurice<br>**Borcun & Cie.**<br>Etel French | 117<br>44<br>— | BV | **1961** Ch. Herbert & Héraud—Belz<br>*77·8′* 21′ 7″<br>… … … | Wood M Fishing<br>4 Ha (2′, 2′×2½′) (3′, 3′×3½′) | Oil 4SA 8Cy. 185×200 mm<br>407bhp<br>Moteurs Baudouin Ms!<br>9½k |
| 507159<br>TQUV<br>RT | **CHRISMAEL**<br>**Jean Tourbin**<br>Cherbourg French | 124<br>37<br>— | | **1958** Ch. Bellot—Chb<br>*72·0′* 21′ 6″<br>… … … | Wood M Fishing | Oil 4SA 12Cy. 175×372 mm<br>Soc. Alsacienne Con. Méc. Mulhouse |

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| 651965<br>WK5429<br>244068<br>RT | **CHRISNICK**<br>exDalzellea-67 exGrace No 2<br>**Chrisnick Marine Corp.**<br>New York United States | **146**<br>99<br>— | | AB | **1943** Ira S Bushey & Sons Inc —<br>Brooklyn<br>*81·1′* 24′ 1″<br>82′ 0″ 24′ 0″ 10′ 6″<br>1 dk<br>BK3″ | M Tug | Oil 2SA 8Cy 8¼″×15″<br>700bhp<br>General Motors Corp |
| 501031<br>SXLO<br>2990<br>Df Esd<br>Gc Rdr<br>RT | **CHRISSI**<br>exAlexandra-67<br>exSweet Maria-61<br>exMariaWeitert-57<br>exKlöverstrand-50<br>exKolnes-47 exY. 49-47<br>**Seka S.A.**<br>~~Piraeus~~ Greek<br>Rethymnon | **1427**<br>955 966<br>2330 | | AB | **1944** Lancaster Iron Works—Perryville<br>250′ 6″ 34′ 8″ 16′ 7″<br>232′ 10″ 34′ 7″ 19′ 4″<br>P60′ F30′ 2 dks<br>len 51 | TM Tanker Mchy.aft<br>10 Ta<br>L.91490<br>HeCls. BC | 2 Oil 4SA each 6Cy. 290×<br>780bhp NE51<br>Masch. Kiel A.G. |
| 660938<br>DDJU<br><br>Df Esd<br>Rdr RT | **CHRISTA** T.Mk<br>Launched as Gemini<br>**Partenreederei m.s. Christa**<br>Peter Döhle<br>Brake W. German | **382**<br>237<br>980 | | GL | **1966** Jadewerft G.m.b.H.—<br>Wilhelmshaven<br>175′ 10″ 30′ 7″ 12′ 10″<br>159′ 5″ 30′ 6″ 20′ 6″<br>1 dk & S dk | M ~~OSD~~ Mchy.aft | Oil 4SA 6Cy. 250×350 mm<br>550bhp<br>Motorenw. Mannheim |
| 501832<br>DCBY | **CHRISTA JULS**<br>exAnna-65<br>**Hermann Juls**<br>Johs. Thode<br>Hamburg W. German | **202**<br>108<br>295 | | GL | **1931** "De Vooruitgang" D. & J. Boot—<br>Alp<br>*126·0′* 19′ 10″ 7′ 8½″<br>19′ 8″ 8′ 11″<br>Q28′ 1 dk len 52<br>R | M Mchy.aft<br>G.16040<br>2 Ha | Oil 4SA 6Cy. 215×380 mm<br>150bhp NE51<br>Masch. Kiel A.G. |
| 507162<br>DHHE | **CHRISTA KÖNCKE**<br>exUlmbrueder 5-56<br>**Hansjürgen Köncke**<br>Hamburg W. German | **249**<br>~~151~~ 122<br>330 | | GL | **1950** H. C. Stülcken Sohn—Ham<br>147′ 4″ 24′ 7″ 6′ 9″<br>8′ 2″<br>P29′ B9′ F10′ 1 dk<br>RW | M<br>G.15300 B.14500<br>2 Ha | Oil 4SA 6Cy. 215×360 mm<br>240bhp NE58<br>Masch. Kiel A.G. |
| 507163<br>DDMK<br><br>Df Esd | **CHRISTA T**<br>exChrista Thielemann-66<br>**Herbert Thielemann**<br>Brake W. German | **210**<br>131<br>330 | | GL | **1960** Heinr. Brand—Oldenburg<br>132′ 9″ 24′ 1″ 7′ 5″<br>123′ 0″ 23′ 9″ 8′ 4″<br>P28′ F17′ 1 dk<br>RW | M<br>1 Ho<br>G.15959 B.13683<br>1 Ha (64′×16½′) | Oil 4SA 6Cy. 220×280 mm<br>230bhp<br>Klöckner-Humboldt-Deutz |
| 662087<br>DDLF<br><br>Df Esd<br>Rdr RT | **CHRISTA THIELEMANN**<br><br>**Herbert Thielemann**<br>Braker Küstenschiffer G.m.b.H.<br>Brake W. German | **299**<br>189<br>755 | | GL | **1966** Schps. "Waterhuizen", J. Pattje—<br>Waterhuizen<br>177′ 4″ 30′ 10″ 10′ 8½″<br>158′ 5″ 30′ 6″ 17′ 9″<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 250×<br>300bhp<br>Motorenw. Mannheim |
| 507165<br>DCVC<br><br>Df Esd | **CHRISTEL**<br><br>**Bernhard Wessels**<br>Haren/Ems W. German | **300**<br>185<br>440 | | GL | **1950** Schulte & Bruns—Emd<br>*151·5′* 23′ 4″ 8′ 2½″<br>9′ 4″<br>P31′ F14′ 1 dk<br>RW len 56 | M Mchy.aft<br>G.20153 B.18505<br>2 Ha | Oil 4SA 6Cy. 270×360 mm<br>250bhp<br>Klöckner-Humboldt-Deutz |
| 536949<br>DHAL<br><br>Df Esd<br>Gc Rdr<br>RT | **CHRISTEL VINNEN**<br>exTroyburg-66<br>**Partenreederei m.s.**<br>**"Christel Vinnen"**<br>F.A. Vinnen & Co.<br>Bremen W. German | **2698**<br>1460<br>4555<br>**4215**<br>2443<br>5889 | | GL | **1954** Werft Nobiskrug—Rendsburg<br>376′ 6″ 49′ 5″ 21′ 5″/24′ 11½″<br>49′ 3″ 31′ 0″<br>P23′ F37′ H67′ 1 dk & S dk<br>RW | M OSD/CSD<br>G.286071 B.265800<br>4 Ha<br>10W Der 1(40) 1(15) 10(3–5) | 2 Oil 4SA each 10Cy.<br>geared to sc. shaft<br>3600bhp<br>Masch. Kiel A.G. |
| 507166<br>LMNS<br><br>Df Esd<br>Gc Rdr<br>RT | **CHRISTEN SMITH**<br><br>**Belships Company Ltd.**<br>**Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian | **6490**<br>3731<br>8350 | **✠100A1**<br>Str. nav. Ice<br>**✠LMC**<br><br>MN720 | SS 5/63<br><br><br><br>EL at | **1947–4** A/S Fredriksstad M/V—Fks<br>418′ 0″ 62′ 2″ 24′ 7″<br>390′ 0″ 62′ 0″ 32′ 10″<br>P88′ B&F131′ 2 dks<br>RW NS 3BH to U dk 2 to 2nd dk<br>rf 6″ WB2692t incl. DTsf871t | M CSD Mchy.aft<br>2 Ho 73′, 207′<br>G.496010 B.460800<br>3 Ha (50½′, 50¾′, 101′×26′)<br>8W Cr 1(200) 2(100) Der 1(15) 9(5) | Oil 2SA 9Cy. 500×11<br>3600bhp ✠NE1/58<br>Burmeister & Wain<br>AuxB(Scotch) 17<br>✠2NAuxB(Vertical) 1<br>2×120kW 220V d.c. |
| | For later particulars see New Entries No. 7 | | | | | | |
| 680171<br>ZSWP<br>350477<br>Df Esd<br>Rdr<br>RTm | **CHRISTIAAN DE WET**<br><br>**C. H. Laubscher**<br>Cape Town S. African | **100**<br>69<br>— | | | **1966** Louw & Halvorsen (Pty.) Ltd.—<br>C.Tn<br>72′ 0″ 23′ 0″<br>... ... ...<br>1 dk | Wood M Fishing Mchy.aft | Oil<br>335bhp<br>General Motors Corp |
| 507167<br>ONCO<br><br>Df Esd<br>Pfd Rdr<br>RTm | **CHRISTIAN**<br><br>**Rederij L. de Neef**<br>Rederij Jansegers<br>Antwerp **Belgian** | *425*<br>*250*<br>521 | | BV | **1962** Nouveaux Ch. Nav. "De Durme"<br>—Tielrode<br>*172·2′* 23′ 8″ 8′ 2½″<br>23′ 6″<br>1 dk<br>R | M Mchy.aft<br>2 Ho 53¾′, 55′<br><br>2 Ha (each 39½′×17¾′) | Oil 2SA 6Cy. 225×<br>480bhp<br>Motorenf. Darmstadt<br>2×1½kW 24V d.c. |
| 672719<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHRISTIAN IV**<br><br>**A/S Kristiansands**<br>**Dampskipsselskap**<br>~~Leif Rosenkilde~~ Kr. Haanes<br>Kristiansand Norwegian | ~~2700~~ T.Mk<br>— 2681<br>— 1212<br>— | | <br>286′ 4″<br>NV | **1967** Aalborg Værft A/S—Abg<br>~~286′ 2″~~ 55′ 9″ 13′ 4″<br>267′ 5″ 51′ 4″ 17′ 11″<br>3 dks | TM Train Ferry | 4 Oil 4SA each 10<br>dr geared to 2 sc.<br>8720bhp<br>Burmeister & Wain<br>Thw. thrust propeller |

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| 652319 **CHRISTIAN BIRD**<br>18 **Compagnie de Transports Maritimes de Petrole**<br>Esd Rdr RT Abidjan Ivory Coast | 166<br>43<br>100 | | BV | **1965** Petromer—Bdx<br>102′ 4″ 20′ 4″ 5′ 7″<br>92′ 6″ 20′ 2″ 6′ 7″<br>1 dk | TM Tanker | 2 Oil 4SA each 6Cy. 185×200 mm<br>600bhp<br>**Moteurs Baudouin** **Msl**<br>**10k** |
| 507170 **CHRISTIAN GOEDEKEN**<br>DGZW<br>**Partenreederei s.s. "Christian Goedeken"**<br>Df Esd Cranzer Fischdampfer A.G.<br>Gc Pfd Hamburg W. German<br>Rdr RT | 688<br>271<br>600 | | GL | **1955** H. C. Stülcken Sohn—Ham<br>210′ 7″ 30′ 3″ 14′ 5″<br>188′ 0″ 16′ 6″<br>P5′ F36′ 1 dk<br>RW | S Trawler | T 3Cy. 15¾″ 25$\frac{9}{16}$″ & 41$\frac{5}{16}$″×27$\frac{9}{16}$″ & LP turb<br>1200ihp (o.f)<br>H. C. Stülcken Sohn Ham |
| 661334 **CHRISTIAN HOLM**<br>XPRK<br>**Wm. Holm Jacobsen**<br>Df Esd Thorshavn Faroese<br>Pld Rdr RT | 339<br>204<br>— | | NV | **1966** P/f Skála Skipasmidja & Handilsvirki—Skála<br>176′ 2″ 32′ 0″<br>157′ 6″ 31′ 8″ 11′ 0″<br>1 dk & S dk<br>rf 2″ | M OSD Mchy.aft<br>1 Ho<br>2 Ha (each 37¼′×16½′)<br>2W Der 1(10) 1(3) | Oil 4SA 6Cy. 228×305 mm<br>648bhp<br>Mirrlees National Ltd. Stckpt<br>3×28, 28, 16kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| 507171 **CHRISTIAN HOMANN**<br>DFAX<br>**Kämpf & Co. K.G.**<br>Df Esd Bremerhaven W. German<br>Gc Pfd Rdr RTm/h/v | 536<br>199<br>390 | **BROKEN UP** | GL | **1954** Schiffb. Unterweser—Bhn<br>189′ 0″ 28′ 1″ 16′ 1″<br>167′ 11″ 27′ 11″ 16′ 4″<br>F33′ 1 dk<br>RW<br>rf 35″ | S Trawler | T 3Cy. 14$\frac{3}{16}$″ 22$\frac{7}{16}$″ & 36⅝″×25$\frac{9}{16}$″ & LP turb<br>900ihp (o.f)<br>Bremer Vulkan Vgk<br>2×20kW 110V d.c. 11k |
| 680277 **CHRISTIAN MÆRSK**<br>**A. P. Möller, Copenhagen**<br>Copenhagen Danish<br>For later particulars see New Entries No. 3 | 10000<br>—<br>— | **100A1**<br>Class contemplated<br>✠**Lloyd's RMC** | | A/S Bergens M/V—Bgn<br>559′ 8″ 80′ 2″<br>524′ 8″ 79′11½″ 52′ 6″ | M Mchy.aft<br>In.24239 | Oil 2SA 8Cy. 840×1800 mm<br>A/S Akers M/V Osl |
| 641152 **CHRISTIAN MATTHIESEN**<br>DNFT<br>**Boy Matthiesen K.G.**<br>Df Esd Warnholz, Schmidt & Co.<br>Gc Rdr Hamburg W. German<br>RT | 999<br>646<br>1816 | | GL | **1964** Hugo Peters—Wewelsfleth<br>235′ 0″ 36′ 11″ 16′ 2″<br>210′ 4″ 36′ 9½″ 18′ 8″<br>P42′ F25′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 153½′<br>G.85500 B.77900<br>4 Ha (each 29½′×19¾′)<br>4W Der 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp 88½t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>11¼k |
| 507172 **CHRISTIAN RADICH**<br>LJLM<br>**Östlandets Skoleskib**<br>Esd Oslo Norwegian<br>RTh | 676<br>208<br>— | | NV | **1937** Framnæs M/V A/S—Sfj<br>205′ 0″ 32′ 0″ 15′ 6″<br>175′ 0″ 18′ 9″<br>2 dks<br>R | Aux Training Ship Mchy.aft<br>Der 1(1) | Oil 2SA 8Cy. 6½″×7″<br>450bhp Emade—fitted63 (d.o)<br>Cleveland Diesel Eng. G.M.C. Clv<br>2×54kW 220V 50c/s a.c. |
| 507174 **CHRISTIAN RUSS**<br>DGER<br>Partenreederei<br>Df Esd **m.s. "Christian Russ"**<br>Gc Rdr Ernst Russ<br>RTm Hamburg W. German | 7196<br>~~4189~~ 4199<br>12762<br>10057<br>~~7042~~ 6276<br>15001 | | GL | **1957** Lübecker Flender-Werke—Lbc<br>512′ 0″ 66′ 7″ 26′ 7¾″/29′ 7″<br>475′ 1″ 66′ 3½″ 39′ 3″<br>P46′ F39′ 1 dk & S dk<br>RW<br>rf 2¾″ | M Ore Carrier (8P) OSD/CSD<br>6 Ho 59′, 60¼′, 59′, 64½′, 59′, 62¼′<br>G.767900 B.697100<br>6 Ha (stl) (34½′, 35′, 35′, 35′, 35′, 35′×28′)<br>12W Der 1(20) 12(3–5) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×250kW 400V 50c/s a.c. |
| 507176 **CHRISTIAN SARTORI**<br>DJPI<br>**Nova Reederei G.m.b.H.**<br>Df Esd Kiel W. German<br>Gc Rdr RTv<br>Now **CHRISTIAN** See New Entries No. 4 | 1425<br>733<br>2463<br>**2376**<br>1593<br>3828 | | GL | **1955** H. C. Stülcken Sohn—Ham<br>*285·4′* 41′ 9″ 16′ 3¾″/21′ 1¾″<br>41′ 7″ 23′ 7″<br>P&B144′ F37′ 1 dk & S dk<br>len 59 | D-E Ref OSD/CSD Mchy.aft<br>G.145460 B.136140<br>8W Der 1(15) 8(3–5) | 3 Oil 4SA each 12Cy. 175×210 mm connected to elec. motors & sc. shaft<br>2250bhp 159t<br>Henschel Maschb. Ham<br>12¼k |
| 540254 **CHRISTIAN YVELINE**<br>THWC<br>CC3825 **Armement Charlot**<br>Df Esd Quimper French | 148<br>49<br>— | | BV | **1963** Ch. Nav. Franco Belges—Villeneuve<br>*98·4′* 22′ 8″<br>22′ 6″ | M Trawler<br>2 Ha (each (4′×3½′)<br>Der 1 | Oil 4SA 12Cy. 185×200 mm<br>600bhp 35½t<br>**Moteurs Baudouin** **Msl**<br>11½k |
| 507178 **CHRISTIANE**<br>5LDL **Midsea Containership Inc.**<br>860 ~~Christiane Shipping Ltd.~~<br>Df Esd Monrovia Liberian<br>Now **HOTHER ISLE**<br>See New Entries No. 7 | 4031<br>2158<br>5200 | ✠**100A1**<br>✠**LMC**<br>MN624 | SS 1/66<br>ELx1$\frac{13}{16}$″SQ | **1956–11** Howaldtswerke Ham. A.G.—Ham<br>365′ 10″ 51′ 6″ 23′ 11¾″<br>344′ 7″ 51′ 3″ 29′ 3″<br>P94′ F27′ 2 dks<br>RW 5BH<br>rf 4″ WB635t incl. DTf135t | M Mchy.aft | Oil 2SA 6Cy. 600×1050 mm<br>3120bhp<br>Masch. Augsburg-Nürnberg Aug<br>wtdb 29ft |
| 507179 **CHRISTIANE-CÉCILE**<br>TKAH<br>**Armement Franco-Ivoirien**<br>French | 146<br>29<br>— | | | **1932** J. Boel & Fils—Tamise<br>*95·0′* 20′ 10″<br>… … …<br>R | M Trawler | Oil 4SA 3Cy. 340×525 mm<br>Usines Carels v.d. Kerchove Ght |
| 507180 **CHRISTIANE OLDENDORFF**<br>DKMY<br>**Egon Oldendorff**<br>Esd Gc Lübeck W. German<br>Pld Rdr RT | 2981<br>1703<br>4335 | | GL | **1962** Werft Nobiskrug—Rendsburg<br>347′ 6″ 49′ 8″ 19′ 8⅛″<br>318′ 3″ 49′ 7″ 21′ 8″<br>P95′ Q127′ F52′ 1 dk | M Mchy.aft<br>G.215824 B.201068<br>5 Ha<br>10W Der 2(10) 10(5) | 2 Oil 4SA each 6Cy. 400×600 mm geared to sc. shaft<br>3000bhp 1705t<br>Masch. Augsburg-Nürnberg Ham<br>14½k |

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| 507182<br>DAOR<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHRISTIANE SCHULTE**<br><br>**Reederei Bernhard**<br>**Schulte A.G.**<br>Bernh. Schulte<br>Hamburg W. German | T.dk<br>~~1472~~ 1472<br>~~744~~ 744<br>~~2535~~ 2535<br>~~2197~~ 2197<br>~~1464~~ 1464<br>~~3575~~ 3575 | <br><br>GL | **1959** P. Lindenau—Kel<br>275' 10" 41' 6" 15' 11½"/19' 9"<br>257' 5" 41' 0" 24' 6"<br>1 dk & S dk<br>rf 2" | M OSD/CSD Mchy.aft<br>2 Ho 87½', 86'<br>G.157615 B.147307<br>2 Ha (stl) (each 59' comb.×21')<br>8W Der 1(35) 8(3–5) | Oil 4SA 8Cy. 400×500 mm<br>1680bhp<br>Masch. Augsburg-Nürnberg<br>3×75, 75, 36kW 220V d.c. |
| 507183<br>DGJD<br><br>Df Esd<br>Gc Rdr | **CHRISTIANNA PIKURITZ**<br><br>**Atlanta-Schiffahrts-G.m.b.H.**<br>Hamburg W. German | 2677<br>1384<br>4433 | <br><br>GL | **1954** Werft Nobiskrug—Rendsburg<br>*341·6'* 49' 6" 21' 5½"<br>49' 4" 31' 0"<br>P22' F29' 1 dk & S dk | M OSD<br><br>G.281129 B.261361<br>4 Ha<br>10W Der 1(40) 1(15) 10(5) | Oil 2SA 6Cy. 680×1200 mm<br>3600bhp<br>Borsig A.G. |
| 505460<br>SWXC<br>59<br>Pfd Rdr<br>RTm | **CHRISTINA**<br>exBucklaw–67<br>**M. Gigilinis &**<br>**D. Kalkasinas**<br>Thessaloniki Greek | *420*<br>*161*<br>525 | ✠100A1 SS 5/64<br>with freeboard<br>✠LMC<br><br>EL j | **1943–5** Grangemouth Dkyd Co. Ltd.—Gmh<br>181' 0" 31' 6" 10' 7½"<br>170' 0" 30' 0" 17' 8"<br>1 dk & S dk<br>R NS Coll & mchy. BH to U dk 2 to 2nd dk<br>rf 6" WB160t | M OSD Mchy.aft<br>2 Ho 45½', 49½'<br>G.44600 B.40400<br>2 Ha (29½', 35'×16')<br>2W | Oil 2SA 7Cy. 250×420 mm<br>650bhp<br>British Auxiliaries Ltd.<br>2×73, 15kW 220V d.c. |
| 506713<br>SVXP<br>2877 | **CHRISTINA**<br>exDavide–66 exGraziella<br>**J. Plakas & others**<br>Piræus Greek | 331<br>229<br>— | <br><br>~~RI~~ | **1947** Cant. Nav. Cosmar—Pesaro<br>131' 4" 28' 11"<br>113' 3" 28' 4" 13' 1"<br>1 dk | Wood Aux | Oil 4SA 7Cy. 265×410 mm<br>350bhp<br>S.A. Ansaldo |
| 502463<br><br><br>Rdr RT | **CHRISTINA**<br>exArmand Crespin–66<br>**Austrian Frigo Line**<br>Österreichische Kühlschiffahrt<br>G.m.b.H. & Co. K.G.<br>Vienna Austrian<br>Name should be **CRISTINA** See New Entries No. 1 | 291<br>159<br>— | <br><br>BV | **1948** Bath Iron Wks Corp.—Bath<br>*108·7'* 22' 6"<br>12' 11"<br>P75' F20' 1 dk<br>conv trawler 67 | M Ref | Oil 4SA 6Cy. 330×600 mm<br>450bhp<br>Burmeister & Wain |
| 660320<br>6ZNR<br>2430<br>Df Esd<br>Gc Rdr<br>RT | **CHRISTINA II**<br><br>**Fidelity Shipping Co. Ltd.**<br>Monrovia Liberian | 19419<br>12739<br>35539 | <br><br>AB | **1966** Uraga Hvy Ind. Ltd.—Yokosuka<br>633' 3" 89' 5" 36' 7¼"<br>584' 0" 89' 3" 51' 10"<br>P112' F50' 1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho<br><br>7 Ha | Oil 2SA 9Cy. 760×1550 mm<br>14500bhp Sulzer<br>Uraga Hvy Ind. Ltd. |
| 519887<br>SXJG<br>2952<br>Df Esd<br>Gc Rdr<br>RT | **CHRISTINA TH.**<br>exHumberbrook–67<br>exKyle of Lochalsh–65<br>exBeverleygate–58<br>**Gerassimos & Vassilios**<br>**Thomas**<br>Piræus Greek | 1224<br>710<br>1607 | ✠100A1 SS 9/65<br><br>✠LMC<br><br>MN192 EL n | **1952–5** Clelands (Successors) Ltd.—Wal<br>228' 7" 35' 2" 15' 1"<br>215' 0" 35' 0" 15' 4"<br>P55' Q81' B16' 1 dk<br>RW NS 4BH<br>WB480t incl. DTm132t | M Mchy.aft<br>3 Ho<br>G.79707 B.76092<br>3 Ha<br>3W | Oil 2SA 6Cy. 340×570 mm<br>960bhp<br>British Polar Engines Ltd. |
| 530646<br>DIAJ<br><br>Df Esd<br>Pfd Rdr<br>RT | **CHRISTINA VINNEN**<br>exSt. Michael–65<br>**Partenreederei**<br>**m/s "Christina Vinnen"**<br>F. A. Vinnen & Co.<br>Bremen W. German | 2048<br>1098<br>1740 | <br><br>GL | Lch. **1950** Cmpl. **1952** H. C. Stülcken Sohn—Ham<br>330' 9" 47' 7" 18' 1"<br>47' 5" 27' 3"<br>F66' 1 dk & S dk<br>RW | M OSD<br><br>G.247000 B.235000<br>4 Ha<br>Der 1(25) 2(5) | 2 Oil 2SA each 8Cy.<br>geared to sc. shaft<br>2100bhp<br>Waggon & Maschb. |
| 539297<br>5LYS<br>1362<br>Df Esd<br>Gc Rdr | **CHRISTINE**<br>exWorld Chieftain–66<br>exWorld Traveller–59<br>exMissionary Ridge–56<br>**Continental Oceanic Nav.**<br>**Corp. Ltd.**<br>Monrovia Liberian<br>Now **EUGENIA**<br>See New Entries No. 1 | 12848<br>8433<br>22947 | <br><br>AB | **1959** (Cargo Section) Harima S.B. & Eng. Co.—Aio<br>**1943** (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa.<br>571' 6" 75' 3" 33' 2¾"<br>551' 6" 75' 0" 46' 9"<br>P85' B35' 1 dk<br>RW<br>rf nil | T-E Bulk Carrier Mchy.aft<br>4 Ho<br><br>7 Ha | S Turb 7240shp driving 1 p<br>2300V a.c. connected<br>6000shp (Sy)<br>General Electric Co. |
| 507187<br>FNKY<br><br>Df Esd<br>Gc Rdr<br>RT | **CHRISTINE**<br><br>**Union Industrielle &**<br>**Maritime**<br>Dunkirk French | 8899<br>4579<br>12209 | <br><br>BV | **1963** Ch. & At. de Provence—Port de Bouc<br>495' 5" 61' 6" 27' 1¼"<br>465' 7" 61' 2" 36' 5"<br>P112' F55' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>6 Ho<br>G.589757 B.510652<br>6 Ha (46', 36', 36', 36', 36', 36'×31')<br>Der 1(11) 1(3) | Oil 2SA 4Cy. 670×2100<br>7425bhp Doxford<br>Ch. & At. de Provence |
| 507188<br>DDJC<br><br>Df Esd | **CHRISTINE**<br><br>**Joachim Rajewsky**<br>Brake W. German | 250<br>152<br>— | <br><br>GL | **1961** Jadewerft G.m.b.H.—Wilhelmshaven<br>138' 8" 24' 10" 8' 0"<br>128' 0" 24' 7" 9' 0"<br>P28' F16' 1 dk | M Mchy.aft<br><br>G.20000 B.19000<br>1 Ha (69'×15½') | Oil 4SA 6Cy. 215×300<br>250bhp<br>Motorenw. Mannheim |
| 507190<br>TQLL<br><br>RT | **CHRISTINE ALAIN**<br><br>**Jules Le Goff**<br>Concarneau French | 143<br>42<br>— | <br><br>BV | **1957** P. Roy & Plaideau—Etel<br>*78·1'* 23' 1"<br>... ... ... | Wood M Trawler<br><br><br>1 Ha (3'×3½')<br>Der 1(2½) | Oil 4SA 8Cy. 220×<br>330bhp<br>Cie. de Const. Méc. |

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|---|---|---|---|---|---|---|---|---|
| 507191<br>WA3684<br>249445<br>Df Esd<br>Pld Rdr<br>RTm/h | **CHRISTINE FOSS**<br>exLT 187–46<br>**Foss Launch & Tug Co.**<br>Seattle United States | 283<br>93<br>— | | | 1943 Sagstad Shipyards—Sea<br>*117·7′* 28′ 2″ 13′ 6½″<br>118′ 0″ 28′ 0″ 14′ 7″<br>1 dk<br>BK14″ | Wood TM Tug | 850 mm<br>15<br>Cate<br>2×60kW | 1243t<br>Win |
| 507192<br>WF6660<br>258160<br>Df Gc<br>Rdr<br>RTm/v | **CHRISTINE MORAN**<br>**Tug Claire A. Moran Inc.**<br>New York United States | 192<br>77<br>— | AB | | 1953 Gulfport S.B. Co.—Pt.Arthur<br>102′ 0″ 25′ 2″ 11′ 7⅞″<br>96′ 8″ 25′ 1″ 12′ 11″<br>1 dk<br>BK2½″ | D-E Tug | Oil 2SA 12Cy. 220×<br>driving 1 gen. 814<br>connected to elec. moto<br>General Motors Corp.<br>2×30, 25kW 125V d.c. | Det |
| 507193<br>SWIZ<br>1868<br>Df Esd<br>Gc Rdr<br>RT | **CHRISTITSA**<br>exSettemari–61<br>exSan Marco IV–56<br>exHenry R. Schoolcraft–47<br>**Dimitrio, Panayotis & Ioanni T. Angelopoulos**<br>Piræus Greek | 7193<br>4422<br>10874 | AB | **BROKEN UP** | 1944 Permanente (Shpyd No. 1)— Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. | 1834t (o.f)<br>Sunnyvale |
| 507194<br>VOVQ<br>178583<br>Df Rdr<br>RT | **CHRISTMAS SEAL**<br>exShearwater–48<br>**Newfoundland Tuberculosis Association**<br>St. John's, Nfl Canadian | 149<br>111<br>84 | | | 1943 Casey Boat Building Co.— Fairhaven<br>*104·0′* 19′ 6″ 5′ 0″<br>19′ 4″ | Wood TM Mchy.aft | 2 Oil 4SA each 6Cy.<br>(i) 5¼″×6½″ NE47<br>Buda Co.<br>(ii) 5⅛″×6½″ NE56<br>360bhp<br>Caterpillar Tractor Co. | Harvey<br>8t<br>Peoria<br>8k |
| 507195<br>LZDO<br>56<br>Df Esd<br>Gc Rdr | **CHRISTO BOTEV**<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 2747<br>1226<br>3952 | | | 1956 Schiffswerft Neptun—Ros<br>346′ 11″ 47′ 3″ 20′ 9″<br>47′ 0″<br>1 dk & S dk | S OSD<br>G.222168 B.210166<br>8W Der 1(34½) 1(14½) 8(4½) | C 4Cy. (2) 460 & (2) 1000×— mm & LP turb Lenz<br>Schwermasch. Karl Liebknecht | 393t<br>Mgd<br>13k |
| 507196<br>LZDF<br>67<br>Df Esd | **CHRISTO SMIRNENSKI**<br>exScaldis–49<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 1662<br>828<br>3196 | | | 1946 J. Boel & Fils—Tamise<br>301′ 2″ 44′ 2″ 18′ 5″<br>… … …<br>F26′ 2 dks | S<br>G.180207 B.169016<br>10W Der 1(30) 1(10) 8(3–5) | C 4Cy. (2) 16½″ & (2) 35⅜″×35⅜″<br>A. Borsig | 305t (o.f)<br>Bln<br>11k |
| 541069<br>DKNH<br>Df Esd<br>Gc Rdr | **CHRISTOFFER OLDENDORFF**<br>**Egon Oldendorff**<br>Lübeck W. German | 20057<br>14557<br>— | GL | | 1963 Lübecker Flender-Werke A.G.— Lbc<br>656′ 8″ 86′ 0″ 32′ 2″<br>590′ 7″ 85′ 4″ 47′ 3″<br>P125′ F56′ 1 dk | M Bulk Carrier Mchy.aft<br>G.1492622 B.1432942<br>9 Ha<br>Der 1(3) | Oil 2SA 7Cy. 780×1550 mm<br>10500bhp<br>Masch. Augsburg-Nürnberg | 1690t<br>Aug<br>15½k |
| 507200<br>ORKV<br>Esd RT | **CHRISTOPHE LETZER**<br>**Remorquage Letzer S.A.**<br>Antwerp Belgian | 136<br>18<br>57 | BV | | 1961 J. Boel & Fils—Tamise<br>99′ 5″ 24′ 11″ 11′ 4½″<br>… … … | M Tug<br>1 Ha (6′×5′) | Oil 4SA 6Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz | 28t<br>Kln<br>13k |
| 507202<br>KIGK<br>242665<br>Df Esd | **CHRISTOPHER GADSDEN**<br>**United States Department of Commerce**<br>Wilmington, N.C United States | 7177<br>4375<br>10550 | AB | | 1942 N. Carolina S.B. Co.—Wmn<br>441′ 6″ 57′ 0″ 27′ 8⅝″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | 1834t (o.f)<br>Hamilton<br>10k |
| 540255<br>KPLF<br>293220<br>Df Esd<br>Gc Pld<br>Rdr RTh | **CHRISTOPHER LYKES**<br>**Lykes Bros. S.S. Co. Inc.**<br>New Orleans United States | T.Mk<br>**6526**<br>3543<br>9620<br>**9398**<br>5492<br>11334 | AB | | 1963 Avondale Shpyds Inc.—Avondale<br>494′ 8″ 69′ 2″ —/30′ 1⅛″<br>470′ 0″ 69′ 0″ 41′ 7″<br>Q153′ F106′ 2 dks<br>RW<br>rf nil | S (4P)<br>5 Ho 70½′, 72½′, 72½′, 50′, 88½′<br>G.623213 B.565000<br>5 Ha (stl) (31½′×18′) (40′, 35′ 35′ 30′×25′)<br>16W Der 1(60) 16(15) | S Turb dr geared to sc. shaft<br>10000shp<br>General Electric Co.<br>2×600kW 450V 60c/s a.c. | 2827t (o.f)<br>Lyn<br>18k |
| 507203<br>MWRX<br>187428<br>Df Esd<br>Rdr<br>RTm | **CHRISTOPHER M.**<br>**Metcalf Motor Coasters Ltd.**<br>T. J. Metcalf<br>London British | 1035<br>580<br>1450 | **✠100A1**<br>**✠LMC**<br>MN170 | SS 10/64<br>EL m 1¼″SQ | 1956–7 N.V. Bodewes' Schps.— Martenshoek<br>218′ 0″ 33′ 6″ 14′ 6″<br>199′ 10″ 33′ 3½″ 15′ 1″<br>P49′ Q79′ F26′ 1 dk<br>R NS 4BH<br>rf 4″ WB362t | M Mchy.aft<br>2 Ho 51¼′, 79¾′<br>G.71300<br>2 Ha (stl) (40½′×18¾′) (63¼′×20′)<br>2W Der 2(3) | Oil 4SA 6Cy. 420×660 mm<br>850bhp<br>Klöckner-Humboldt-Deutz<br>3×34, 34, 20kW 110V d.c. | 89t (d.o)<br>Kln<br>11k |
| 507204<br>DKFQ<br>Df Esd<br>RTh | **CHRISTOPHER MEEDER**<br>**Georg Peterson**<br>Rendsburg W. German<br>Now **NORDERELV** See New Entries No. 9 | 499<br>345<br>813 | GL | | 1957 Schiffsw. Hugo Peters— Wewelsfleth<br>198′ 1″ 29′ 7″ 11′ 2½″<br>166′ 6″ 29′ 6″ 12′ 5″<br>P37′ F28′ 1 dk<br>RW<br>rf 4″ | M Mchy.aft<br>1 Ho 120′<br>G.39000 B.36000<br>2 Ha (29½′, 59′×17½′) | Oil 4SA 8Cy. 290×420 mm<br>430bhp<br>Masch. Kiel A.G.<br>2×8kW 110V d.c. | (d.o)<br>Kel<br>10k |
| 507206<br>SVXA<br>1757 | **CHRISTOPHOROS**<br>exGustaf–60 exFjeld<br>exElissa Eliasson<br>**A. Kavadas & D. Vassilatos**<br>Piræus Greek<br>Now **ACHEOS**<br>See New Entries No. 5 | 428<br>317<br>620 | ✠Classed LR until 9/99 | HR | 1877–10 A. Hall & Co.—Abn<br>149′ 6″ 27′ 11″ 14′ 6″<br>… … …<br>Q28′ 1 dk<br>R<br>BK7″ | Iron Aux Bk<br>1 Ho<br>G.21321 B.20209<br>2 Ha<br>2W Der 3 | Oil ~~2SA 2Cy. 350×410 mm~~<br>~~300bhp—NE36~~ NE67<br>~~Jönköpings Motfb.~~ | ~~52t~~<br>~~Jönköping~~<br>~~7k~~ |

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| 514995<br>SWLT<br>62<br>Rdr RT | **CHRISTOPHOROS II**<br>exHesslegate-66<br>exClonmore-55<br>**A. Kavadas & G. Antoniades**<br>Thessaloniki Greek | 586<br>320<br>— | ✠100A1 SS 10/67<br>✠LMC<br>MN88 EL (i) 1½" | 1947-7 Clelands (Successors) Ltd.—Wal<br>192' 4" 27' 1" 11' 1½"<br>185' 11" 27' 0" 11' 6"<br>P47' Q59' F19' 1 dk<br>RW NS 3BH len 59<br>WB210t | M Mchy.aft | Oil 2SA 5Cy. 250×420 mm<br>460bhp ✠NE11/53<br>British Polar Engines Ltd. |
| 507208<br>SVNB<br>1420 | **CHRISTOS**<br>exMoorlands-58 exWearside<br>**G. Andrias, C. Mavros & Co.**<br>Piræus Greek | 328<br>163<br>540 | HR<br>✠Classed LR until 5/59 | 1921-1 J. Crichton & Co. Ltd.—Chs<br>149' 0" 24' 0" 12' 0"<br>143' 0"<br>Q86' B9' F24' 1 dk<br>R | M Mchy.aft<br>1 Ho 93½'<br>G.21321 B.20209<br>2 Ha (19½', 29½' × 14½')<br>2W | Oil 7Cy<br>350bhp NE59<br>Masch. Augsburg-Nürnberg<br>2×5 & 2kW 110V d.c. |
| 509358<br>SVQA<br>2822<br>Esd Pfd<br>Rdr<br>RTm/v | **CHRISTOS II**<br>exDrake-66<br>**R. Mastichiades & Co.**<br>Piræus Greek | 531 —<br>175 ~~260~~<br>— | GL<br>✠LR class withdrawn 8/67 | 1938-12 Schps. "De Gideon" v/h J. Koster Hzn—Gro<br>192' 9" 31' 2" 15' 0"<br>180' 0" 31' 0" 19' 3"<br>B39' 2 dks<br>RW<br>rf 3½" | M CSD<br>2 Ho 66', 31½'<br>G.56909 B.53688<br>2 Ha (34½', 21' × 15½')<br>3W Der 2(2) | Oil 4SA 6Cy. 400×680 mm<br>825bhp<br>Humboldt-Deutzmot.<br>3×25, 25, 15kW 220V d.c. |
| 507209<br>PDHQ<br><br>RT | **CHRYSANT**<br>exWillem-61 exGerrit-56<br>exGerd-54 exZeus-51<br>exCormoran II-40<br>exZeemeeuw-39<br>**N. Deelen**<br>E. Wagenborg's Scheepv. & Exp. Bedr. N.V.<br>Streefkerk Netherland | 248<br>145<br>246 | BV | 1927 Noord Ned. Scheeps.—Gro<br>*127·2'* 22' 6" 8' 0½"<br>... ... ...<br>1 dk<br>R len 61 | M Mchy.aft<br><br>G.12460 B.11500<br>2 Ha (35', 10½' × 14½')<br>Der 1(2) 1(1) | Oil 4SA 4Cy. 310×350 mm<br>160bhp<br>Appingedammer Brons. |
| 507210<br>ODJO<br>B1941<br>Df Esd<br>Gc Rdr | **CHRYSANTHI**<br>exJalakirti-56<br>exBenito Jaurez-47<br>**Compania de Navegacion Centro S.A.**<br>Beirut Lebanese | 7140<br>4360<br>10864 | AB<br>Classed LR until 7/56<br>**BROKEN UP** | 1943 Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70'<br>G.536000 B.475000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 1(50) 1(30) 10(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3×20kW 110V d.c. |
| 507211<br>SXVU<br>1203<br>RT | **CHRYSANTHI II**<br>exNina exCamogli<br>**S. Baxevani, G. Rodousakis & G. Androusakis**<br>Piræus Greek<br>Now **MARIA K** See New Entries No. 7 | 200<br>115<br>— | GL | ..............................<br>131' 2" 21' 4"<br>13' 3"<br>Q50' F21' 1 dk | M | Oil 2SA 5Cy. 280×490 mm<br>550bhp Emade41fitted51<br>Harland & Wolff Ltd. |
| 507213<br>ELTF<br>595<br>Df Esd<br>Gc Rdr<br>RT | **CHRYSANTHY L.**<br><br>**Royal Shipping Co. S.A.**<br>Monrovia Liberian | 23920<br>15435<br>38632 | AB | 1955 Kawasaki Dkyd Co. Ltd.—Kob<br>695' 7" 92' 8" 37' 2½"<br>659' 6" 92' 6½" 47' 11"<br>P100' Q22' B31' F40' 1 dk<br>RW<br>rf 6" | S Tanker Mchy.aft<br>33 Ta<br>L.1787520 HeCls. BC | 2 S Turb dr geared to sc.<br>20250shp<br>Kawasaki Dkyd Co. Ltd. |
| 507214<br>SYKQ<br>2004<br>Df Esd<br>Gc Rdr | **CHRYSOFOROS**<br>exBirkenau-62 exDagfred-56<br>**Oceanica Cia. de Transportes S.A.**<br>Piræus Greek | 5195<br>2878<br>—<br>7526<br>4367<br>10220 | GL | 1949 Bartram & Sons Ltd.—Sld<br>459' 0" 59' 6" —/27' 3½"<br>59' 4" 37' 10"<br>1 dk & S dk<br>RW | M OSD/CSD | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp<br>Richardsons, Westgarth |
| 507216<br>HPCO<br>1654<br>Df Esd<br>Gc Rdr<br>RT | **CHRYSSI**<br><br>**Santander Cia. Naviera S.A.**<br>Panama Panamanian | 19183<br>11968<br>29653 | AB<br>✠Classed LR until 7/55 | 1953-3 Bethlehem Stl Co.—Qcy<br>644' 7" 84' 5" 34' 7½"<br>615' 0" 84' 0" 44' 0"<br>P124' B35' F80' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc.<br>15000shp<br>Bethlehem Stl Co. |
| 510260<br>ELDX<br>2829<br>Df Esd<br>Rdr<br>RTm | **CHRYSSI A. S.**<br>exElsbeth Wiards-67<br>**Marcria Cia. Nav. S.A.**<br>Monrovia Liberian | ~~5882~~ 5553<br>~~8237~~ 3255<br>10286 | GL | 1951 Lübecker Flender-Werke—Lbc<br>481' 11" 59' 8" 25' 2½"<br>59' 6" 36' 5"<br>F35' 1 dk & S dk<br>RW | M (4P) OSD<br>5 Ho 65½', 62½', 52½', 62½', 69'<br>G.595000 B.540000<br>5 Ha (stl) (each 46' × 26½')<br>Der 5(3-5) | Oil 2SA 5Cy. 700×1200 mm<br>3000bhp<br>Masch. Augsburg-Nürnberg<br>3×85kW 220V |
| 660319<br>6ZNJ<br>2422<br>Df Esd<br>Gc Rdr<br>RT | **CHRYSSI P. GOULANDRIS**<br>**Pacific Oil Carriers Corp.**<br>Monrovia Liberian | 41066<br>32462<br>78188 | AB | 1966 Ishikawajima-Harima Hvy Ind.—Yka<br>810' 3" 121' 7" 43' 0½"<br>771' 0" 121' 5" 59' 0"<br>F48' 1 dk<br>rf nil | S Tanker Mchy.aft<br>9 Ta | 2 S Turb dr geared to sc.<br>1900shp<br>Ishikawajima-Harima |

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|---|---|---|---|---|---|---|
| 511804<br>SZOA<br>2681<br>Df Esd<br>Rdr RT | **CHRYSSOPIGI**<br>exFort Duquesne-65<br>exAtlantic Express-49<br>**Blue Seas Lines S.A.**<br>Piræus Greek | **4204**<br>2522<br>4204 | BV<br>✠Classed LR until 1/50 | Lch. **1942** Cmd. **1945-8** Öresundsvarvet A/B—Lkr<br>376′ 6″ 51′ 2″ 23′ 8″<br>51′ 0″<br>B&F236′ 2 dks<br>RW | M Ref<br>In.225461<br>10W Der 2(5) 8(3) | Oil 2SA 8Cy. 720×1250 mm<br>1243t<br>Sulzer Bros. Ltd. Win<br>16k |
| 507218 | **CHU CHIANG**<br>**Ming Sung Shipping Co.**<br>Shanghai People's Rep. of China | **866**<br>347<br>650 | | **1944** ....................<br>*196*·5′ 34′ 6″<br>34′ 4″ | TM<br>B.120000 | 2 Oil 2SA each 10Cy. 205×255 mm<br>Fairbanks, Morse & Co. Beloit<br>13½k |
| 650604<br>Esd Rdr<br>RT | **CHUCUITO**<br>**Autoridad Portuaria del Callao**<br>Callao Peruvian | **137**<br>41<br>— | ~~CL~~ | **1964** Atlas Werke—Bmn<br>96′ 6″ 23′ 8″ 9′ 1″<br>85′ 4″ 22′ 11½″ 11′ 2″<br>1 dk | M Tug | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Masch. Kiel G.m.b.H. Kel |
| 507220<br>EAXR<br>Esd<br>RTm | **CHUECA**<br>**Luis de Otero Atucha**<br>Bilbao Spanish | **306**<br>182<br>390 | BV | **1956** Tal. de Constr. y Rep. "Ardeag"—Bbo<br>147′ 7″ 24′ 8″<br>118′ 2″ 24′ 7″ 10′ 8″<br>P42′ Q39′ B34′ F19′ 1 dk | S Mchy.aft<br>2 Ho 31½′, 35½′<br>G.18062<br>2 Ha (26¾′, 27½′×15′)<br>2W Der 2(1) | T 3Cy. 200 350 & 550×410 mm<br>240ihp 50t (o.f)<br>S.A. Balenciaga Zumaya<br>2×3kW 110V d.c. 8½k |
| 540256<br>JPGJ<br>65965<br>Df Gc<br>Rdr | **CHUEI MARU**<br>exChuyei Maru-65<br>**Daiichi Chuo Kisen Kaisha**<br>Tokyo Japanese | **4788**<br>2690<br>7178 | NK | **1951** Nishi Nippon Jukogyo—Hma<br>398′ 11″ 53′ 3″ 24′ 2½″<br>374′ 0″ 53′ 2″ 29′ 6″<br>P28′ B123′ F27′ 2 dks | M<br>5 Ho<br>G.343243 B.321221<br>5 Ha (26¼′×18′) (39′, 25′, 33¼′ 33¼′×20′)<br>10W Der 1(30) 4(10) 6(5) | Oil 2SA 5Cy. 600×1040 mm<br>3300bhp NE59 667t<br>Uraga Diesel Kogyo Tamashima<br>3×80, 80, 60kW 105V a.c. 12k |
| 640160<br>JG2082<br>94701 | **CHUETSU MARU**<br>**Shinnihon Kaiun K.K.**<br>Tokyo Japanese | **179**<br>63<br>— | | **1963** Takehara Zosen—Hma<br>106′ 8″ 23′ 8″ 5′ 11″<br>95′ 2″ 23′ 7″ 7′ 3″<br>1 dk | M Tanker Mchy.aft<br>L.8970 | Oil 4SA 6Cy. 270×400 mm<br>270bhp<br>Kinoshita Tekkosho Akashi<br>9¼k |
| 650706<br>JG2343<br>96145 | **CHUETSU MARU No. 2**<br>**Shinnihon Kaiun K.K.**<br>Tokyo Japanese | **148**<br>72<br>197 | | **1964** Uchida Zosen—Ise<br>*95·1′* 24′ 1″ 5′ 11″<br>95′ 2″ 23′ 11″ 7′ 1″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 200×350 mm<br>180bhp 8t<br>Yanagihara Tekkosho Yoshida<br>9¼k |
| 671905<br>JWDL<br>99587<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUETSUSAN MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | **20072**<br>~~13000~~ 13979<br>28200 | NK | **1967** Mitsui Zosen—Tmn<br>577′ 5″ 84′ 2″ 35′ 1¼″<br>544′ 7″ 84′ 0″ 55′ 9″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>9900bhp B&W<br>Mitsui Zosen Tmn |
| 507223<br>UKPO<br>M-21409 | **CHUGUEV**<br>**U.S.S.R.**<br>Zhdanov Russian | **2755**<br>1389<br>3150 | | **1956** Stocznia Szczcinska—Szn<br>310′ 8″ 44′ 5″ 18′ 5″<br>44′ 3″ 20′ 6″<br>1 dk<br>RW | S<br>4 Ho<br>G.149170<br>4 Ha (32¼′×24½′) (36¾′, 32¼′×32½′) (29½′×26′)<br>4W Der 4(5) | C 4Cy. (2) 455 & (2) 980×980 mm<br>1700ihp<br>Z.U.T. Zgoda Swi<br>11½k |
| 532383<br>JIQW<br>78390<br>Rdr | **CHUKO MARU**<br>exShinsei Maru-65<br>exShinfukuchi Maru-62<br>exKosei Maru-60<br>exFukuchizan Maru-59<br>**Nakano Kaiun K.K.**<br>Tokyo Japanese | **565**<br>361<br>900 | | **1957** Kishigami Zosen—Hma<br>180′ 4″ 27′ 4″ 12′ 6″<br>167′ 4″ 27′ 3″ 14′ 1″<br>1 dk<br>RW | M Mchy.aft<br>2 Ha (37¾′, 39¼′×17¼′) | Oil 4SA 6Cy. 350×500 mm<br>600bhp<br>Kinoshita Tekkosho Akashi |
| 507224<br>USZH<br>M-26487<br>Df Esd<br>Gc Rdr | **CHUKOTKA**<br>**U.S.S.R.**<br>Petropavlovsk Russian | **10033**<br>4663<br>9900 | | **1962** Stocznia Gdanska—Gdk<br>509′ 11″ 65′ 9″ 26′ 10½″<br>65′ 7″ 38′ 1″<br>3 dks | TS Fish Factory<br>5 Ho<br>In 358763<br>12 Ha (stl) (each 19¾′×13′)<br>14W Der 12(5) 2(3) | C 8Cy. (4) 440 & (4) 950×950 mm with LP turb<br>5000ihp (o.f)<br>Z.U.T. Zgoda Swi<br>13k |
| 640161<br>8KSN<br>94035<br>Df Esd<br>Gc Rdr | **CHUKYU MARU No. 31**<br>**K. Kazawa**<br>Iwaki Japanese | **253**<br>127<br>— | | **1963** Kanazashi Zosensho—Shimizu<br>143′ 4″ 24′ 10″<br>126′ 5″ 24′ 7″ 10′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×430 mm<br>Fuji Seisakusho Tateyama |
| 507226<br>UQUD<br>M-21268 | **CHULYM**<br>**U.S.S.R.**<br>Zhdanov Russian | **2735**<br>1326<br>3110 | | **1953** Stocznia Szczecinska—Szn<br>310′ 8″ 44′ 5″ 18′ 5″<br>293′ 9″ 44′ 3½″ 20′ 6″<br>1 dk<br>RW | S<br>4 Ho<br>G 149170<br>4 Ha (32¼′×24½′) (36¾′, 32¼′×32½′) (29½′×26′)<br>4W Der 4(5) | C 4Cy. (2) 455 & (2) 980×980 mm<br>1700ihp<br>Z.U T. Zgoda Swi<br>11½k |

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| 641501<br>UEDE<br>M-26397 | **CHULYMLES**<br>**U.S.S.R.**<br>Murmansk Russian | 4896<br>2215<br>6459 | | 1964 A. Zhdanov—Len<br>399' 6" 53' 8" 22' 2½"<br>53' 7" 27' 3"<br>1 dk | M<br>4 Ho<br>G 257798<br>4 Ha (43½', 43½', 43½'×31½')<br>(36½'×26½')<br>2W Cr 4(5) Der 1(15) 1(1) | Oil 2SA 9Cy. 500×1100 mm<br>B&W<br>Bryansk Eng. Wks |
| 525945<br>LZEU<br>Df Esd<br>Gc Rdr | **CHUMERNA**<br>exNyköpingshus-65<br>**Bulgarian Tanker Fleet**<br>Varna Bulgarian | 10548<br>6081<br>15570 | ✠100A1 SS 2/63<br>oil tanker<br>✠LMC<br>MN1260 EL†2½"SQ | 1955-4 Kockums M/V A/B—Mmo<br>533' 3" 63' 3" 29' 11½"<br>500' 0" 63' 0" 38' 6"<br>P98' B39' F67' 1 dk<br>12BH<br>rf 1" WB765t incl. DTf597t | M Tanker Mchy.aft<br>20 Ta<br>L.766400 HeCls. BC | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp<br>Kockums M/V A/B<br>2AuxB 150lb |
| 507227 | **CHUMIKAN**<br>**U.S.S.R.**<br>Russian | 1200<br>449<br>1088 | | 1953 "Gheorghiu Dej" Shpyd—Bdp<br>229' 7" 32' 10" 12' 5½"<br>32' 8" 17' 5"<br>1 dk | TM Mchy aft<br>3 Ho<br>G 59929<br>3 Ha (each 22½'×13')<br>6W Der 2(10) 4(2) | 2 Oil 4SA each 8Cy. 216×2<br>1600bhp<br>Ganz Waggon & Eng. Wks |
| 502643<br>HPXU<br>4084-HK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUN AN**<br>exAsakasan Maru-66<br>exTalisman-51<br>**Cia. Nav. Fu An Ltda.**<br>Panama Panamanian<br>Now **TIEN HO**<br>(No. 502643) in the Register | 6757<br>3915<br>10352 | ✠100A1<br>tunnel tanks—oil FP<br>above 150° F.<br>✠LMC<br>MN1940 EL e†2½"SQ<br>NK | 1937-10 Kockums M/V A/B—Mmo<br>498' 0" 62' 0" 27' 11"<br>470' 0" 61' 10" 31' 7"<br>P42' F48' 1 dk & S dk, 3rd dk except in aft holds<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2375t | TM Ref OSD<br>G.713000 B.636000 In.2016 | 2 Oil 2DA each 7Cy. 800×1<br>9700bhp<br>Kockums M/V A/B<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×240, 155, 155kW 230V d.c. |
| 523130<br>6KPA<br>Df Esd<br>Rdr RT | **CHUN MYUNG**<br>exMeiten Maru-65<br>**Samik Shipping Co. Ltd.**<br>Inchon S. Korean | 3715<br>2124<br>5527 | NK | 1949 Mitsui Zosen—Tmn<br>370' 8" 50' 8" 22' 3"<br>344' 6" 50' 6" 27' 3"<br>P18' B81' F27' 1 dk, pt 2nd dk<br>RW | M<br>G.285916 B.262529<br>4 Ha (32½', 41½', 36½', 34½'×23')<br>8W | Oil 2SA 6Cy. 420×900 mm<br>2400bhp NE59<br>Mitsui Zosen |
| 661296<br>Df Esd<br>Gc Rdr<br>RT | **CHUN TOONG**<br>**Tientsin Conservancy Bureau**<br>People's Rep. of China | 4639<br>2558<br>5787 | ✠LR class withdrawn—<br>Owners' request 11/67 | 1966-3 N.V. Werf "Gusto"—Sch<br>360' 5" 60' 7"<br>332' 8" 59' 0½" 28' 3"<br>1 dk<br>rf nil | TM Trailing Suction Hopper Dredger Mchy.aft | 2 Vee Oil 2SA each 12Cy. 2<br>4230bhp<br>N.V. Smit & Bolnes |
| 507228<br>HLJC<br>BM10064<br>Df Esd<br>Gc Rdr | **CHUNCHI**<br>exGolden West-53<br>**Korea Shipping Corporation**<br>Pusan S. Korean | 5246<br>3084<br>7420 | AB<br>**WRECKED 5/68** | 1946 A/S Fredriksstad M/V—Fks<br>*393·3'* 57' 5" 23' 5"<br>385' 0" 57' 3"<br>P85' B40' F61' 1 dk<br>rf 4" | S Tanker Mchy.aft<br>21 Ta | C 4Cy. (2) 17½" & (2) 42½"×3<br>2800ihp<br>A/S Fredriksstad M/V |
| 507229<br>XNLC | **CHUNG 101**<br>**China People's Steam Nav. Co.**<br>People's Rep. of China | 3327<br>2474<br>— | | 1944 ......................U.S.A<br>327' 9" 50' 1"<br>49' 11"<br>2 dks | TM Mchy.aft | 2 Oil |
| 507230<br>XNLF | **CHUNG 104**<br>**China People's Steam Nav. Co.**<br>People's Rep. of China | 3327<br>2474<br>— | | 1944 ......................U.S.A<br>327' 9" 50' 1"<br>49' 11"<br>2 dks | TM Mchy.aft | 2 Oil |
| 507231 | **CHUNG 106**<br>**China People's Steam Nav. Co.**<br>People's Rep. of China | 3327<br>2474<br>— | | 1944 ......................U.S.A<br>327' 9" 50' 0"<br>49' 10"<br>2 dks | TM Mchy.aft | 2 Oil |
| 507232 | **CHUNG 107**<br>**China People's Steam Nav. Co.**<br>People's Rep. of China | 3327<br>2474<br>— | | 1944 ......................U.S.A<br>327' 9" 50' 0"<br>49' 10"<br>2 dks | TM Mchy.aft | 2 Oil |
| 507233 | **CHUNG 114**<br>**China People's Steam Nav. Co.**<br>People's Rep. of China | 3327<br>2474<br>— | | 1944 ......................U.S.A<br>327' 9" 50' 0"<br>49' 10"<br>2 dks | TM Mchy.aft | 2 Oil |
| 507235 | **CHUNG 127**<br>exHwai Yuan<br>**China People's Steam Nav. Co.**<br>People's Rep. of China | 3327<br>2474<br>2100 | | 1943 Dravo Corporation—Neville Island<br>327' 9" 50' 0"<br>49' 10"<br>2 dks | TM Mchy.aft | 2 Oil 2SA each 12Cy. 2<br>General Motors Corp. |
| 507236 | **CHUNG 128**<br>exLing Yuan-58<br>**China People's Steam Nav. Co.**<br>People's Rep. of China | 3352<br>2477<br>— | | 1943 ......................U.S.A<br>327' 9" 50' 0"<br>49' 10"<br>2 dks | TM Mchy.aft | 2 Oil each 16Cy. |

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| 507237<br>BNFV<br>408 | **CHUNG FU**<br>**Hsin Fu S.S. Co. Ltd.**<br>Keelung China (Taiwan) | 287<br>196<br>— | | **1942** Kobe Motor Mfr. Co.—Kob<br>105′ 11″ 20′ 9″ 14′ 0″<br>… … …<br>1 dk | M | Oil 2SA 4Cy. 310×<br>Kobe Motor Mfr. Co. |
| 539620<br>Df Esd | **CHUNG HO**<br>exYoshino Maru–64<br>**Chung Nan Marine Corp.**<br>China (Taiwan)<br>Now **ASIA TRADER** See New Entries No. 12 | 2534<br>1480<br>3784 | | **1949** Mitsubishi Jukogyo—Nag<br>303′ 1″ 43′ 6″ 20′ 8½″<br>284′ 9″ 43′ 4″ 24′ 3″<br>P21′ B576′ F29′ 1 dk, pt 2nd dk<br>RW | S<br>G.157403 B.146919<br>8W | 2 S Turb dr geared to sc. shaft<br>(o.f)<br>Mitsubishi Jukogyo Nag<br>10¾k |
| 511359<br>HOLD<br>3968KJ<br>Df Rdr | **CHUNG LIEN**<br>exFengtien–65<br>**Chung Lien Navigation Co. S.A.**<br>Panama Panamanian<br>Now **TUNG HONG No. 1** See New Entries No. 9 | *3394*<br>*1884*<br>3755 | CR (Taiwan)<br>*Classed BC until 4/66 | **1946**–2 W. Gray & Co. Ltd.—Hpl<br>328′ 6″ 47′ 1″ 20′ 6¾″<br>310′ 0″ 46′ 10″ 27′ 6″<br>P32′ B97′ F26′ 2 dks | S Ref<br>4 Ho<br>G.208914 B.193375 In.1134<br>4 Ha (31½′, 22½′, 22½′, 16′×18′)<br>12W Der 1(30) | T 3Cy. 20″ 32″ & 58″×42″<br>1906ihp 376t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>11½k |
| 537799<br>Df Esd<br>Pfd<br>RTm/v | **CHUNG LIEN II**<br>exVenezia–67<br>**Chung Lien Nav. Co. S.A.**<br>Panama Panamanian | *2167*<br>*1070*<br>3410 | ✠Class **WITHDRAWN** at Owners' request 4/68 | **1950**–12 Eriksbergs M/V A/B—Got<br>338′ 11″ 44′ 7″ 18′ 9¼″<br>318′ 7″ 44′ 6″ 27′ 3″<br>F31′ 1 dk & S dk, 3rd dk in No. 3 hold<br>Coll BH to S dk 5 to 2nd dk<br>rf 3″ WB1106t incl. DTa400t | M (8P) Ref OSD<br>5 Ho 38′, 44½′, 47¼′, 49¼′, 42¾′<br>G.200030 B.188400 In.21090<br>5 Ha (20¼′×15′) (31½′, 24¾′, 29¾′, 24¾′×18½′)<br>10W Der 1(20) 1(6) 1(4½) 8(3) | Oil 2SA 9Cy. 500×900 mm<br>2400bhp 453t (d.o)<br>Eriksbergs M/V A/B Got<br>db 100℔<br>3×100kW 220V d.c. 14½k |
| 535370<br>BLDH<br>44853<br>Df Esd<br>Rdr | **CHUNG PING**<br>exTatsumiya Maru–66<br>**Chung Ou Marine Corp.**<br>Keelung China (Taiwan) | 6311<br>3806<br>— | CR (Taiwan) NK<br>**BROKEN UP** | **1938** Mitsubishi Jukogyo—Kob<br>433′ 10″ 56′ 0″ 25′ 4″<br>404′ 11″ 55′ 10″ 30′ 9″<br>P61′ B147′ F47′ 2 dks<br>R | M Ref<br>7 Ho<br>G.431683 B.400549<br>7 Ha (32¾′, 32¾′, 32′, 30′×23′) (23′, 23′, 18′×13¾′)<br>14W Der 4(20) 4(10) 2(6) 4(5) | Oil 2SA 6Cy. 500×1100 mm<br>3450bhp NE59 1004t<br>Hitachi Zosen Osa<br>13½k |
| 652530<br>BEVD<br>11<br>Df Esd<br>Gc Rdr<br>RT | **CHUNG SHAO**<br>**Van Lee Fisheries Co. Ltd.**<br>Kaohsiung China (Taiwan) | 356<br>177<br>— | CR (Taiwan) | **1965** Miho Zosensho—Shimizu<br>156′ 10″ 25′ 4″ 9′ 10″<br>137′ 10″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft<br>1W Der 4(1) | Oil 4SA 6Cy. 300×440 mm<br>800bhp 185t<br>Akasaka Tekkosho Yaizu<br>2×80kW 230V 60c/s a.c. 10½k |
| 533384<br>HOFT<br>Df Rdr | **CHUNG THAI**<br>exChenchang–66<br>exSomalia–65 exMona Lisa–56<br>exThornes–47 exAsnes–46<br>exAhrensburg–46<br>Launched as Prinsdal<br>**Chung Lien Navigation Co. S.A.**<br>Panama Panamanian | 3352<br>1845<br>2413 | CR (Taiwan)<br>**BROKEN UP** | **1939** Burmeister & Wain—Cpn<br>337′ 1″ 45′ 10″ 19′ 5″<br>321′ 4″ 45′ 8″ 26′ 1″<br>F42′ 1 dk<br>R | M Ref<br>4 Ho<br>B.168000 In.168000<br>4 Ha (each 20¼′×16′)<br>8W | Oil 2SA 10Cy. 500×900 mm<br>4200bhp 777t<br>Burmeister & Wain Cpn<br>3×250,195, 120kW 220V d.c. 15k |
| 507241<br>GTCN<br>196790<br>Df Esd<br>Gc Rdr | **CHUNGKING**<br>China **Nav. Co. Ltd.**<br>John Swire & Sons Ltd.<br>London British<br>Now **FORTUNE GLORY** See New Entries No. 5 | 5832<br>3215<br>6830 | ✠100A1 SS 5/65<br>DTsm—vegetable oil<br>✠LMC<br>MN890 EL z 2¼″SQ | **1955**–5 Taikoo D. & E. Co.—H.Kg<br>422′ 1″ 56′ 0″ 24′ 1″<br>390′ 0″ 55′ 9″ 33′ 6″<br>P32′ F36′ 2 dks<br>RW 6BH<br>rf 3″ WB1879t incl. DTm975t | M (2P) CSD<br>5 Ho 54′, 69¾′, 30′, 67½′, 57½′<br>G.385554 B.349159<br>5 Ha (stl) (27′×17′) (40′, 15′, 37½′×20′) (27½′×18′)<br>14W Der 1(15) 3(10) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford 719t (hvf)<br>Taikoo D. & E. Co. H.Kg<br>AuxB 100℔<br>3×180kW 220V d.c. 14½k |
| 507242<br>BKBV<br>0107<br>Df Esd<br>Gc | **CHUNGKING VICTORY**<br>exTrinidad Victory–48<br>China **Union Lines Ltd.**<br>Kaohsiung China (Taiwan) | 7305<br>4161<br>— | AB | **1945** California S.B. Corp.—L.An<br>455′ 0″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.563720 B.488845<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>6600shp 1772t (o.f)<br>Allis-Chalmers Mfg Co. Milwaukee<br>2×300kW 240V d.c. 15k |
| 661848<br>JG2105<br>98452 | **CHUO MARU No. 5**<br>**Chou Koun K.K.**<br>Kisarazu Japanese | 182<br>90<br>304 | | **1966** Kegoya Dock K.K.—Kur<br>102′ 8″ 27′ 0″ 8′ 10¼″<br>88′ 7″ 26′10½″ 9′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>350bhp<br>Fuji Seisakusho Tateyama |
| 507244<br>JKAG<br>80644<br>Df Esd<br>Gc Rdr | **CHUOH MARU**<br>**Daiichi Chuo Kisen Kaisha**<br>Kobe Japanese | 7458<br>4325<br>11174 | NK | **1958** Nipponkai Jukogyo—Toyama<br>450′ 5″ 59′ 10″ 28′ 1$\frac{3}{16}$″<br>419′ 11″ 59′ 9″ 37′ 5″<br>P&B81′ F38′ 2 dks<br>RW | M<br>5 Ho<br>G.543811 B.503022<br>5 Ha (29¼′, 39¼′, 39¼′, 39¼′, 39¼′×23½′)<br>16W Der 4(10) 12(5) | Oil 2SA 6Cy. 720×1250 mm<br>5400bhp Sulzer 837t<br>Uraga Diesel Kogyo Tamashima<br>2×180kW 450V a.c. 13½k |
| 507246<br>GDZV<br>180010<br>Df Esd<br>Rdr<br>RTm/h/v | **CHUPRA**<br>**British India Steam Nav. Co. Ltd.**<br>London British | 6957<br>3903<br>10035 | ✠100A1 SS 2/66<br>with freeboard<br>✠LMC<br>EL d†2$\frac{3}{16}$″SQ | **1944**–12 Barclay, Curle & Co. Ltd.—Gls<br>484′ 10″ 62′ 11″ 27′ 4½″<br>455′ 0″ 62′ 6″ 40′ 9″<br>F42′ 1 dk & S dk, 3rd dk except in No. 5 hold<br>R Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB1681t | M (12P) Ref OSD<br>5 Ho 54′. 70½′, 77¾′, 65′, 78′<br>G. 544469 B.494033 In.44348<br>5 Ha (24¾′×17′) (38¼′×22′) (30′×21′) (33′, 27′×22′)<br>16W Der 2(50) 10(8) 6(5) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford 1404t (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 120℔<br>3×30kW 110V d.c. 14½k |
| 507247<br>174308 | **CHURCH BAY**<br>exJoyce Roberts–55<br>**R. Roberts Ltd.**<br>Nassau British | 100<br>77<br>— | | **1943** Wm. H. Albury—Abaco<br>78′ 0″ 20′ 0″ 8′ 6″<br>… … … | Wood M | Oil 4SA 6Cy. 5¾″×8″<br>NE46<br>Caterpillar Tractor Co. Peoria |
| 507248<br>182623<br>Df Esd<br>Pfd Rdr<br>RT | **CHURCHILL**<br>**Consolidated Fisheries Ltd.**<br>Sir John D. Marsden, Bt.<br>Grimsby British | 613<br>232<br>— | ~~✠100A1~~ ~~SS 7/66~~<br>~~trawler~~<br>~~✠LMC~~<br>**TO BE BROKEN UP** ~~EL (i) ×~~ | **1948**–10 A. Hall & Co. Ltd.—Abn<br>*180·1′* 30′ 2″<br>177′ 0″ 30′ 0″ 16′ 0″<br>Q93′ F30′<br>RW 5BH<br>rf 8″ WB16t | S Trawler | T 3Cy. 15½″ 25″ & 42″×27″<br>1000ihp (o.f)<br>A. Hall & Co. Ltd. Abn<br>SB 225℔ Spt hs(3965) 3cf |

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| 507250<br>UYNZ<br>M-26151 | **CHURKIN**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 5524<br>2448<br>4230 | | 1962 Baltic S.B. & Eng. Wks—Len<br>387' 1" 55' 1" 22' 0½"<br>54' 10" 31' 4"<br>2 dks | TD-E Fish Carrier<br>4 Ho<br>In.190700<br>4 Ha (each 14½'×14½')<br>10W Der 1(15) 8(3) 1(1½) | 4 Oil 2SA each 10Cy.<br>connected to elec. motor<br>to 2 sc. shafts |
| 507251<br>VWQX<br>1032<br>Gc RTv | **CHURNI**<br><br>**Commissioners for the Port of Calcutta**<br>Calcutta Indian | 4582<br>1704<br>3000 | ✠100A1 SS 6/66<br>Indian coasting service<br>✠LMC<br><br>MN756 EL (x)2 3/16"SQ | 1961–5 Simons-Lobnitz Ltd.—Rnf<br>372' 1" 62' 4" 18' 1"<br>350' 10" 62' 0" 24' 1"<br>1 dk<br>RW 6BH<br>rf nil WB419t | TS Suction Hopper Dredger<br>Mchy.aft | T 6Cy. 25" 41" & 67"×36"<br>4200ihp<br>Simons-Lobnitz Ltd.<br>4 SB 200lb hs14160<br>2×120kW 220V d.c. |
| 507252 | **CHURRUCA**<br>exAudaz–36 exCautin<br>**Felipe Garcia**<br>Callao Peruvian | 711<br>428<br>— | | 1892 J. Reid & Co. Ltd.—Gls<br>*165·5'* 29' 1"<br>28' 11"<br>2 dks<br>R | S<br><br>G.184000 B.162000 | T 3Cy. 14" 23" & 37"×27"<br><br>Kincaid & Co. Ltd. |
| 507253<br>GGZV<br>183248<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHUSAN**<br><br>**P. & O. Steam Nav. Co.**<br>London British | T.Mk<br>22812<br>12746<br>4540<br>24318<br>13580<br>7775 | ✠100A1 CS 8/66<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN8500 EL (r†)3"SQ | 1950–6 Vickers-Armstrongs Ltd.—Brw<br>672' 6" 85' 2" ~~29' 0"~~ ~~/29' 0"~~ 25' 7½"/29' 0"<br>631' 9" 85' 0" 38' 0"<br>B&F550' LwrB&UprB353' F610' UprF110'<br>2 dks, 3rd dk clear of mchy. space<br>RW 10BH<br>rf 12" DK fwd of mchy. space WB3534t incl. Tunnel tanks 527t | TS (1071P) Ref<br>6 Ho 72', 61', 41½', 55', 52½', 55'<br>G.454350 B.408890 In.25750<br>6 Ha (stl) (13¾'×16') (24', 11'×18') (11', 13½', 11'×16')<br>22W Der 2(10) 20(3) | 6 S Turb HP dr geared,<br>geared to 2 sc. shafts<br>42500shp<br>Vickers-Armstrongs Ltd.<br>2WTB 590lb Spt 535lb<br>2WTB 585lb Spt 535lb<br>4×850kW 220V d.c. |
| 507254<br>GHJS<br>301437<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CHUSCAL**<br><br>**Elders & Fyffes Ltd.**<br>Glasgow British | T Mk<br>4802<br>1864<br>5510<br>6095<br>2915<br>5660 | ✠100A1 CS 3/65<br><br>✠LMC<br>✠Lloyd's RMC<br>MN1800 EL a†2"SQ | 1961–3 A. Stephen & Sons Ltd.—Gls<br>411' 3" 56' 7" 24' 10"/25' 1½"<br>390' 0" 56' 6" 35' 0"<br>B123' F56' 1 dk, 2nd, 3rd & 4th dks clear of mchy. space<br>RW 6BH<br>rf 12" DK fwd WB1779t incl. Tunnel tanks 732t DTsm382t | S (12P) Ref<br>4 Ho 69½', 51½' 56', 65¾'<br>In.200130<br>4 Ha (16½', 17', 17', 17'×15')<br>6W Der 8(5) | 2 S Turb dr geared to sc.<br>9000shp<br>A. Stephen & Sons Ltd.<br>2WTB 585lb Spt 790°F.<br>sg 100lb<br>3×450, 450, 400kW 220V |
| 507256<br>URAI<br>M-21419<br>Df Esd<br>Gc Rdr | **CHUSOVOY**<br><br>**U.S.R.R.**<br>Odessa Russian | 2638<br>1412<br>3150 | | 1956 Stocznia Szczecinska—Szn<br>310' 8" 44' 5" 18' 5"<br>393' 9" 44' 3½" 20' 8"<br>1 dk<br>RW | S<br>4 Ho<br>G 149170<br>4 Ha (32½'×24½') (36½', 32½'×32½') (29½'×26')<br>4W Der 4(5) | C 4Cy. (2) 455 & (2) 980<br>1700ihp<br>Z.U.T. Zgoda |
| 507257<br>UINZ<br>M-26748<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUVASH**<br><br>**U.S.S.R.**<br>Kherson Russian | 526<br>—<br>230 | | 1959 Stocznia im. Komuny Paryskiej—Gdy<br>155' 6" 33' 2" 11' 9½"<br>140' 5" 31' 10" 15' 5" | S Tug | C 4Cy. (2) 295 & (2) 690<br>800ihp<br>H. Cegielski |
| 641933<br>8KAV<br>93827<br>Rdr RT | **CHUWA MARU**<br>exTaiho Maru–66<br>**Hakano Kaiun K.K.**<br>Tokyo Japanese | 1687<br>1187<br>— | | 1964 Koyo Dock—Mihara<br>252' 11" 35' 8" 11' 5"<br>229' 7" 35' 5" 24' 5"<br>3 dks | M Ferry Mchy.aft | Oil 4SA 6Cy. 450×640 mm<br>1450bhp<br>Nippon Hatsudoki |
| 507258<br>JHLP<br>76788<br>Df Gc<br>Rdr | **CHUYO MARU**<br><br>**Tokyo Shosen K.K.**<br>Tokyo Japanese | 1591<br>876<br>2198 | <br><br>NK | 1957 Hayashikane Zosen—Smk<br>272' 2" 39' 6" 16' 11½"<br>254' 3" 39' 4½" 19' 8"<br>P79' Q49' B15' F35' 1 dk<br>RW conv fish carrier 59 | M Ref Mchy.aft<br>3 Ho<br>G.117228 B.108961 In.86309<br>3 Ha (7½'×7½') (8½', 8½'×8½')<br>8W Der 4(10) 2(5) | Oil 4SA 6Cy. 470×670 mm<br>1600bhp<br>Akasaka Tekkosho<br>2×35kW 230V d.c. |
| 507259<br>7JCC<br>85215<br>Df Gc<br>Pfd Rdr<br>RT | **CHUYO MARU No. 5**<br><br>**T. Yoneda**<br>Aomori Japanese | 299<br>112<br>— | | 1962 Hayashikane Zosen—Smk<br>146' 4" 25' 7" 11' 6"<br>128' 11" 25' 6" 12' 10" | M Trawler | Oil 4SA 6Cy. 370×520 mm<br><br>Niigata Eng. Co. Ltd. |
| 541929<br>8KCB<br>91840<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUYO MARU No. 6**<br><br>**S. Iwafune**<br>Rumoi Japanese | 298<br>128<br>— | | 1963 Azuma Zosen—Yokosuka<br>150' 3" 25' 7"<br>132' 2" 25' 3" 12' 10"<br>1 dk | M Fishing | Oil 4SA 6Cy. 330×520 mm<br>800bhp<br>Niigata Eng. Co. Ltd. |
| 650993<br>8LNF<br>93350<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUYO MARU No. 7**<br><br>**S. Iwafune**<br>Rumoi Japanese | 299<br>132<br>330 | | 1965 Azuma Zosen—Yokosuka<br>143' 4" 26' 8" 11' 5"<br>123' 4" 26' 7" 12' 9"<br>1 dk | M Fishing Mchy.aft<br><br>G.12854 B.12713 | Oil 4SA 6Cy. 330×520<br>1000bhp<br>Niigata Eng. Co. Ltd. |
| 670019<br>JDPA<br>96773<br>Df Gc<br>Pfd Rdr<br>RT | **CHUYO MARU No. 12**<br><br>**S. Iwafune**<br>Rumoi Japanese | 313<br>159<br>363 | | 1966 Hayashikane Zosen—Yokosuka<br>149' 2" 26' 8" 11' 6"<br>129' 2" 26' 7" 12' 9"<br>1 dk | M Trawler | Oil 4SA 6Cy. 310×<br>1260bhp<br>Niigata Eng. Co. Ltd. |

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| 671906<br>JHMT<br>96989<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHUYO MARU No. 13**<br>**Taiyo Gyogyo K.K.**<br>Aomori Japanese | **315**<br>158<br>— | | **1966** Hayashikane Zosen—Smk<br>148′ 11″ 26′ 7″ 11′ 5″<br>129′ 3″ 26′ 6″ 12′ 9″<br>1 dk | M Stern Trawler<br>2 Ho 21′, 22½′<br>2 Ha (each 5′×6½′) | Oil 4SA 6Cy. 310×380 mm<br>1260bhp<br>Kobe Hatsudoki Seizosho Kob<br>12k |
| 507260<br>MAHM<br>168363<br>Df Esd<br>Rdr<br>RTm/h/v | **CHYEBASSA**<br>**British India Steam Nav. Co. Ltd.**<br>London British | **6967**<br>3987<br>9875 | **✠100A1** SS 8/65<br>with freeboard<br>**✠LMC**<br>EL d†$2\frac{3}{16}$″SQ | **1942**–12 Barclay, Curle & Co. Ltd.—Gls<br>485′ 8″ 62′ 11″ 27′ 3¾″<br>455′ 0″ 62′ 6″ 40′ 9″<br>F42′ 1 dk & S dk, 3rd dk except in No. 5 hold<br>R Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB1780t incl. Tunnel tanks 101t | TM (12P) Ref OSD<br>5 Ho 58½′, 75′, 55′, 66′, 66′<br>G.534480 B.489230 In.43266<br>5 Ha (29′×17′) (38½′, 27½′, 33′, 30¼′×22′)<br>16W Der 1(50) 1(20) 10(8) 6(5) | 2 Oil 2SA each 4Cy. 600×2320 mm<br>7200bhp Doxford 1407t (d.o)<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 120℔<br>3×30kW 110V d.c. 15k |
| 507261<br>ILMG<br>513<br>Rdr RT | **CIANE**<br>**"RAMA" Compagnia di Navigazione S.p.A.**<br>Palermo Italian | **741**<br>568<br>1166 | RI | **1960** "I.N.M.A."—Spz<br>223′ 11″ 31′ 3″ 9′ 0½″<br>211′ 7″ 31′ 2″ 11′ 2″<br>1 dk | TM Tanker Mchy.aft<br>5 Ta<br>L.56632 | 2 Oil 4SA each 8Cy. 220×280 mm<br>620bhp 20t–3pd<br>Klöckner-Humboldt-Deutz Kln<br>9½k |
| 507262<br>EAHZ<br>RTm | **CIAÑO**<br>exVircov–39 exCiaño–37<br>exVicen–34 exPura Rasilla<br>exCraonne exTurnwell<br>exQueen Alexandra<br>**Soc. Metalurgica Duro-Felguera S.A.**<br>Gijon Spanish | **4511**<br>3104<br>6841 | **✠100A1** SS 6/67<br>spar dk<br>**✠LMC**<br>EL x | **1901**–7 Northumberland S.B. Co. Ltd.—Nwc<br>370′ 11″ 47′ 11″ 25′ 0″<br>358′ 2″ 47′ 8″<br>P32′ B75′ F33′ 1 dk & Spar dk<br>R NS 7BH<br>WB822t | S<br>4 Ho 67½′, 69′, 58′, 64¼′<br>G.230609<br>4 Ha (38′, 46′, 32′, 34′×26½′)<br>9W Der 4(2½) | T 3Cy. 24½″ 40″ & 68″×48″<br>1900ihp (o.f)<br>N.E. Mar. Eng. Co. Ltd. Nwc<br>3 SB 180℔ hs(5630) 9cf<br>2×15kW 110V d.c. 9½k |
| 507263<br>KECP<br>251966<br>Df Esd<br>Gc Rdr | **CIBAO**<br>**United Fruit Co.**<br>New York United States | T.Mk<br>**3734**<br>1730<br>—<br>**5026**<br>2751<br>5008 | AB | **1947** Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>386′ 0″ 56′ 2″ —/26′ 1″<br>365′ 3″ 56′ 0″ 35′ 0″<br>B106′ 4 dks<br>RW<br>rf 15″ | S Ref<br>4 Ho<br>B.209000 In.196600<br>4 Ha<br>8W Der 1(20) | 2 S Turb dr geared to sc. shaft<br>6050shp 1229t (o.f)<br>De Laval S. Turb. Co. Trenton<br>16k |
| 507264<br>Df Esd<br>RTm | **CIBAO**<br>exRhadames–61 exRosellin–53<br>**Flota Mercante Dominicana C. por A.**<br>Santo Domingo Dominican | **3030**<br>1805<br>4197 | **100A1** ~~SS 9/68~~<br>with freeboard<br>**LMC** M 1/69–5mos<br>EL u | **1947** Franco Tosi S.p.A.—Tno<br>333′ 0″ 46′ 2″ 21′ 6″<br>305′ 2″ 45′ 10″ 24′ 8″<br>2 dks<br>RW 8BH<br>rf 4″ WB2124t incl. Tunnel tanks 86t DTf183t | S (5P)<br>5 Ho 31¼′, 40¼′, 38′, 49′, 33½′<br>5 Ha (24½′×13′) (26¾′, 26¾′, 26¾′, 26¾′×17′)<br>Der 2(45) 5(7) | 2 S Turb dr geared to sc. shaft<br>2900shp (o.f)<br>Franco Tosi S.p.A. Legnano<br>2WTB 255℔ Spt hs(9704)<br>WTBmade44refitted55 |
| 642197<br>ILLE<br>314<br>Esd<br>Rdr RT | **CICCOLI**<br>**Atlanpesca S.N.C.**<br>Ancona Italian | **499**<br>241<br>544 | RI | **1964** Soc. Esercizio Cant.—Viareggio<br>187′ 0″ 30′ 1″ 12′ 0″<br>165′ 8″ 30′ 0″ 14′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft<br>2 Ho | Oil 4SA 8Cy. 320×410 mm<br>1065bhp<br>Ansaldo Stab. Mecc. Gen |
| 507266<br>GRTD<br>185180<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CICERO**<br>**Ellerman's Wilson Line Ltd.**<br>Hull British | **2499**<br>1028<br>2520 | **✠100A1** SS 4/67<br>Str. nav. Ice<br>**✠LMC**<br>MN443 EL u $1\frac{11}{16}$″SQ | **1954**–6 Henry Robb Ltd.—Lth<br>309′ 8″ 48′ 8″ 17′ 9¾″<br>290′ 0″ 48′ 6″ 27′ 0″<br>RFD25′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 9″ WB443t | S (12P) Ref OSD<br>4 Ho 44′, 68′, 28′, 20′<br>G.166340 B.158360 In.15000<br>3 Ha (20½′×14′) (45,′ 45′ comb.×18′)<br>10W Der 4(10) 6(5) | T 3Cy. 20″ 34″ & 56″×39″ & LP turb with hydraulic coupling & dr gearing<br>2460ihp 414t (o.f)<br>Swan Hunter & Wghm Rchdsn Nwc<br>2 SB 225℔ Spt hs(8112) 6cf<br>3×60, 60, 30kW 110V d.c. |
| 507268<br>EBSJ | **CICLAMEN**<br>**Francisco Diaz Martinez**<br>El Ferrol Spanish | **194**<br>135<br>— | | **1955** Vicente Suarez—Luarca<br>*98·1′* 26′ 6″ 10′ 10″<br>… … … | Wood M | Oil 2SA 4Cy. 220×350 mm<br>200bhp 7t (d.o)<br>Talleres Echevarria Bermeo<br>7k |
| 671797 | **CICLON**<br>**Pesquerias y Secaderos de Bacalao de España S.A.**<br>San Sebastian Spanish<br>For later particulars see New Entries No. 2 | **850**<br>—<br>— | **100A1**<br>stern trawler<br>Class contemplated | Hijos de J. Barreras S.A.—Vgo<br>215′ 9″ 15′ 9″<br>183′ 9″ 37′ 5″ 23′ 9″ | M Stern Trawler Mchy.aft | Oil 4SA 8Cy. 390×680 mm<br>Hijos de J. Barreras S.A. Vgo |
| 642243<br>ILNK<br>464<br>Esd<br>RTm | **CICLOPE**<br>**Bacino di Carenaggio S.p.A.**<br>Trapani Italian | **101**<br>10<br>— | RI | **1964** Gutehoffnungshütte A.G.—Walsum<br>82′ 9″ 23′ 5″ 8′ 1″<br>72′ 2″ 22′ 0″ 10′ 10″ | M Tug | Oil 4SA 8Cy. 250×350 mm<br>800bhp (d.o)<br>Motorenw. Mannheim Mhm<br>2×20, 12kW 220V d.c. |
| 690457<br>IPBP<br>Df Esd<br>Rdr RT | **CICLOPE SECONDO**<br>**Bacino di Carenaggio S.p.A.**<br>Trapani Italian | **200**<br>90<br>— | | **1967** Gutehoffnungshütte A.G.—Walsum<br>101′ 9″ 28′ 8″ 11′ 5″<br>… … …<br>1 dk | M Tug | Oil 4SA 6Cy. 300×450 mm<br>1300bhp<br>Masch. Augsburg-Nürnberg Aug |

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| 661332<br>CUFF<br>V8N<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIDADE DE AVEIRO**<br>**João Maria Vilarinho, Succrs. Ltda.**<br>Viana do Castelo Portuguese | 2302<br>1032<br>1600 | ✠100A1<br>stern trawler<br>Str. nav. ice<br>✠LMC<br>MN560 EL (r) 1 11/16"U1 | **1966**-10 Est. Nav. de Viana do Castelo—Viana do Castelo<br>273' 8" 42' 10" 18' 5"<br>246' 1" 42' 8" 28' 10½"<br>B&F110' 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 27" WB25t | D-E Stern Trawler Mchy aft | 2 Oil 4SA each 6Cy.<br>driving 2 gen. each<br>connected to 2<br>1400shp (CC) & sc.<br>Ruston & Hornsby<br>db 85lb<br>3×425, 425, 145kW |
| 540257<br>PUQU<br><br>Df Esd<br>Gc Rdr | **CIDADE DE BELÉM**<br>**Companhia de Navegação Lloyd Brasileiro**<br>Belém Brazilian | 5430<br>3661<br>— | ✠100A1 SS 10/66<br>✠LMC<br>✠Lloyd's RMC<br>MN500 EL x 1 13/16"SQ | **1962**-12 Ishikawajima do Brazil—Rio<br>378' 3" 55' 3" 20' 8¾"<br>351' 1" 55' 1½" 30' 2"<br>P102' F37' 2 dks<br>5BH<br>WB899t | M Ref Mchy.aft<br>In.12500 | Oil 2SA 5Cy. 600×1040<br>2500bhp Sulzer<br>Ishikawajima-Harima<br>AuxB 100lb |
| 507270<br>PUQT<br><br>Df Esd<br>Gc Rdr | **CIDADE DE MANAUS**<br>Launched as Campo Grande<br>**Companhia de Navegação Lloyd Brasileiro**<br>Belém Brazilian | 5430<br>3661<br>— | ✠100A1 SS 6/66<br>✠LMC<br>✠Lloyd's RMC<br>MN500 EL x 1 13/16"SQ | **1962**-7 Ishikawajima do Brazil—Rio<br>378' 3" 55' 3"<br>351 1" 55' 1½" 30' 2"<br>P102' F37' 2 dks<br>5BH<br>rf 4" WB899t | M Ref Mchy.aft<br>In.12530 | Oil 2SA 5Cy. 600×1040<br>2500bhp Sulzer<br>Ishikawajima-Harima<br>~~AuxB 100lb~~ db 100lb |
| 670869 | **CIDLA**<br>**Sacor Maritima Ltda.**<br>Lisbon Portuguese | ~~2000~~ 1844<br>— 905<br>1744 | BV | **1966** Est. Nav. de Viana do Castelo—Viana do Castelo<br>271' 4" 15' 3"<br>250' 11" 43' 7½" 17' 11"<br>1 dk | M Liquefied Gas Carrier Ref Mchy.aft | Oil 4SA 8Cy. 400×600<br>2140bhp<br>Masch. Augsburg-Nürnb |
| 507271<br>GBSU<br>301323<br>Df Esd<br>Gc Rdr<br>RT | **CIENFUEGOS**<br>**Pacific Steam Navigation Co.**<br>Furness Ship Management Ltd.<br>Liverpool British<br>Now **CHANDELEUR**<br>See New Entries No. **1** | 5407<br>2817<br>7465 | ✠100A1 SS 1/65<br>✠LMC<br>MN900 EL y 1¼"SQ | **1959**-11 Hall, Russell & Co. Ltd.—Abn<br>386' 2" 54' 3" 25' 9¼"<br>360' 0" 54' 0" 33' 3"<br>F38' 2 dks<br>RW 5BH to U dk 2 to 2nd dk<br>rf 3" WB982t incl. Tunnel tanks 198t | M<br>G.369570 B.341470<br>12W Der 1(25) 4(10) 8(5) | Oil 2SA 4 Cy. 620×1400<br>exhaust 470 mm<br>4500bhp<br>Harland & Wolff Ltd.<br>2AuxB (1 o.f 1 ex.g) |
| 660369<br>EEWF | **CIERVANA**<br>Launched as J.C.P.-G. 6<br>**Government of Spain (Ministerio de Obras Publicas)**<br>Cadiz Spanish<br>For later particulars see New Entries No. **1** | 1005<br>—<br>— | 100A1<br>hopper barge<br>Class contemplated | Soc. Española de Const. Nav.—Cdz<br>200' 2" 39' 0" 13' 3½"<br>190' 4" 37' 8½" 15' 9" | M Hopper Barge Mchy.aft | Oil 4SA 8Cy. 270×500<br>Naval-Stork-Werkspoor |
| 507273<br>EAQL<br><br>Df Esd<br>Rdr | **CIERZO**<br>**Pesquerias y Secaderos de Bacalao de España S.A.**<br>San Sebastian Spanish | 1241<br>639<br>— | ✠100A1 SS 1/68 ~~Dr 2/64~~<br>trawler<br>✠LMC<br>EL (o) 1½" | **1937**-3 Frederikshavn V. & F. A/S—Fkn<br>231' 8" 35' 10"<br>216' 4" 35' 7" 19' 6"<br>F47'<br>R 5BH<br>BK8" WB347t incl. DTf95t | M Trawler | Oil 2SA 8Cy. 340×570<br>1000bhp<br>Atlas-Diesel<br>db 75lb |
| 507274<br>SPMM<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **CIESZYN**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 2558<br>1388<br>3062 | PR | **1958** Stocznla Szczecinska—Szn<br>310' 8" 44' 5" 18' 1"<br>293' 9" 44' 3½" 20' 6"<br>P113' Q76' B48' F121' 1 dk<br>RW | S<br>4 Ho 46', 47½', 49½', 39½'<br>G.146515 B.139065<br>4 Ha (stl) (27½'×24½') (32½', 32½'×30½') (24½'×23')<br>8W Der 8(3) | C 4Cy. (2) 455 & (2)<br>2000ihp<br>Z.U.T. Zgoda<br>2×28kW 230V d.c. |
| 640383<br><br>Df Esd<br>RT | **CIGALA**<br>**Isaac Lloret Rojo**<br>Vigo Spanish | 431<br>207<br>— | BV | **1963** Ast. Construcciones S.A.—Vgo<br>151' 3" 27' 1"<br>131' 3" 26' 11" 14' 9" | M Trawler<br>3 Ha (each 3½'×3½') | Oil 4SA 8Cy. 320×480<br>1050bhp<br>Motorenw. Mannheim |
| 507276<br>TCWS | **CIHAN**<br>**Et ve Balik Kurumu Umum Mudurlugu**<br>Istanbul Turkish | 177<br>65<br>— | BV | **1951** Gutehoffnungshütte A.G.—Walsum<br>103' 7" 22' 5" 8' 10"<br>... ... ...<br>1 dk | M Fish Carrier Mchy.aft | Oil 4SA 6Cy. 285×420<br>Masch. Augsburg-Nürnb |
| 507277<br><br>3032 | **CIKARAN**<br>exKurtaran-62 exMoorstone-51<br>**M. Taviloglu**<br>Istanbul Turkish | 459<br>248<br>— | | **1920** Bow, McLachlan & Co. Ltd.—Psy<br>*139·5'* 29' 1"<br>28' 11"<br>R | S Salvage Ship | T 3Cy. 13½" 21¼" &<br>Bow, McLachlan & Co. |
| 534689<br>YTCA<br><br>Esd Pfd<br>Rdr<br>RTm/v | **CIKAT**<br>exSwift-67<br>**Losinjska Plovidba**<br>Rijeka Yugoslav | 786<br>242<br>770<br>1152<br>491<br>— | ✠100A1 SS 1/64<br>✠LMC<br>✠Lloyd's RMC<br>EL m<br>JR | **1950**-10 Henry Robb Ltd.—Lth<br>208' 11" 36' 0" 10' 1"/12' 3½"<br>195' 10" 35' 5" 20' 4"<br>1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 4½" WB399t incl. DTsm107t | M Ref OSD/CSD Mchy aft<br>2 Ho 46', 45¼'<br>G.57450 B.53610 In.7790<br>2 Ha (stl) (24½', 32'×16')<br>4W Der 2(5) 2(3) | Oil 2SA 7Cy. 340×570<br>1120bhp<br>British Polar Engines<br>3×75, 75, 25kW |
| 507279<br>ILLF<br>3141<br>RTv | **CILE**<br>**Società Rimorchiatori Riuniti**<br>Genoa Italian | 135<br>16<br>— | RI | **1958** Cant. del Tirreno—Gen<br>89' 7" 22' 9" 11' 1¼"<br>80' 5" 22' 7½" 12' 6" | S Tug | T 3Cy. 340 550 &<br>603ihp<br>Cant. Nav. Off. Mec.<br>1×1kW 110V d.c. |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 507291 | **CILL AIRNE** | **501** | **✠100A1** SS 1/66 | **1962**–4 Liffey Dkyd Ltd.—Dub | TM (1000P) | 2 Oil 2SA each 5Cy. 10½ | |
| 400266 | **Cork Harbour** | 165 | for service within 3 miles | 151' 9" 40' 7" | | 860bhp | |
| | **Commissioners** | — | of Roche Point | 142' 9" 39' 0" 12' 6" | | Crossley Bros. Ltd. | |
| Rdr | Irish Republic | | **✠LMC** | 1 dk | | 2×60kW 220V d.c. | |
| RTv | Cork | | MN172 EL (j) $1\frac{3}{16}$"SQ | RW 6BH | | | |
| | | | | rf 3" WB128t incl. Tunnel tanks 68t | | | |
| 507282 | **CILURNUM** | **3077** | AB | **1919**–12 Sir Raylton Dixon & Co. Ltd.— | S | T 3Cy. 25" 41" & 68"×45" | |
| EAKI | exBrescia–38 exCilurnum | 1845 | | Mdb | 3 Ho 54', 62', 102' | 1767ihp | 570t (o.f) |
| | **A. Menchaca & Cia.** | 5080 | ✱Classed BC until 10/49 | 331' 4" 48' 2" 21' 1" | G.259112 B.234355 | Richardsons, Westgarth | Mdb |
| | Spanish | | | 321 0" 46' 6" 25' 6" | 4 Ha (each 26½'×18') | 1×18kW 110V d.c. | 11k |
| RTm | Bilbao | | | 1 dk | 6W Der 6(2½) | | |
| | | | | R | | | |
| 507283 | **CIMADEVILLA** | **3229** | | **1921**–4 Cia. Euskalduna—Bbo | S | T 3Cy. 24" 40" & 65"×42" | |
| EABR | exMonte Galera–62 exSiena–39 | 1909 | | 351' 1" 46' 7" 20' 4¾" | 4 Ho 59¾', 53½', 53½', 66' | | (o.f) |
| | exArtxanda-Mendi | 5015 | ✠Classed LR until 9/60 | 335' 0" 45' 6" 24' 2" | G.232793 B.222863 | Blair & Co. Ltd. | Stk |
| Df | **Naviera Santa Catalina S.A.** | | **BROKEN UP** | P39' B74' F28 1 dk | 4 Ha (stl) (each 26¼'×16½') | 2×12kW 110V d.c. | 10k |
| RTm | Gijon Spanish | | | R | 8W Der 8(2½) | | |
| 541930 | **CIMARRON** | **240** | | **1963** Ast. Luzuriaga—Pjs | M Fishing | Oil 4SA 8Cy. 220×280 mm | |
| EDWT | | 151 | | 106' 8" 25' 9" 9' 10" | | 620bhp | 43t (d.o) |
| | **Hijos de José Serrats** | 440 | BV | 94' 9" 25' 7" 12' 9" | | Klöckner-Humboldt-Deutz | Kln |
| Df Esd | San Sebastian Spanish | | | 1 dk | 9 Ha (6¼', 6¼'×4½') (6', 6', 5¼', 5¼', 5¼', 5¼'×5') (3¼'×3¼') | | 12k |
| Gc Pfd | | | | | | | |
| RT | | | | | | | |
| 507543 | **CIMBRIA** | **6845** | GL | **1956**–8 Nordseewerke Emden—Emd | M (10P) OSD/CSD | Oil 2SA 7Cy. 780×1400 mm | |
| DIMM | exCläre Hugo Stinnes–64 | 3842 | | 503' 2" 62' 3" 26' 3½"/29' 10" | 5 Ho 61', 72¼', 62¾', 57½', 54¾' | 6300bhp | 1044t (hvf) |
| | **Partenreederei m/s "Cimbria"** | 10932 | ✠Classed LR until 1/58 | 463' 2" 62' 0" 39' 3" | G.729202 B.655683 | Masch. Augsburg-Nürnberg | Aug |
| Df Esd | Christian F. Ahrenkiel | **9269** | | Q97' F102' 1 dk & S dk | 5 Ha (stl) (32¼', 44½', 44½', 36¾', 36¾'×26¼') | 3×180kW 400V 50c/s a.c. | 15k |
| Gc Rdr | Flensburg W. German | 5397 | | RW | | | |
| RTm/h | | 13465 | | rf nil | 14W Der 1(40) 2(10) 2(5) 3(3–5) 2(3) | | |
| 541070 | **CIMBRIA** | **3499** | **✠100A1** **SS** 5/68 | **1963**–10 Aalborg Værft A/S—Abg | M Mchy.aft | Oil 2SA 6Cy. 500×1100 mm | |
| OZHL | | 1968 | strengthened for heavy | 362' 6" 49' 4" 20' 6¾" | 4 Ho 51¾', 56½', 58¾', 50¼' | 3450bhp | (hvf) |
| | **Partrederiet af 27.2.1962** | 4810 | cargoes | 337' 11" 49' 2½" 22' 2" | G.246000 B.238000 | Burmeister & Wain | Cpn |
| Df Esd | A/S Dampskibsselskabet | | Ice Class 3 | Q266' F32' 1 dk | 4 Ha (stl) (38¼'×19¾') | AuxB (ex.g) 100℔ | |
| Gc Rdr | D.F.K. | | **✠LMC** | NS 7BH | (38¼', 38¼', 38¼'×30¼') | 2×168kW 380V 50c/s a.c. | |
| RTv | Copenhagen Danish | | MN690 EL w $1\frac{13}{16}$"SQ | rf 5" WB1227t incl. DTf246t | Der 1(25) 1(15) 8(5) | | |
| | Now **CASSIOPEIA** See New Entries No. **12** | | | | | | |
| 507284 | **CIMBRIA** | **2005** | **✠100A1** SS 2/66 | **1948**–6 S.A. Ansaldo—Gen | M OSD | Oil 2SA 7Cy. 520×960 mm | |
| DKMN | exDuchy of Normandy–60 | 1009 | with freeboard | 324' 7" 45' 2" 17' 7" | | 2300bhp | 250t (d.o) |
| | exVerna Clausen–55 | 2530 | **✠LMC** | 299' 10" 44' 11" 26' 0" | G.177419 B.161269 | S.A. Fiat S.G.M. | Tur |
| Df Esd | **Cimbria Reederei A.G.** | | | F29' 1 dk & S dk, 3rd dk in Nos. 1 & 2 | | 4×200, 170, 100, 100kW 220V d.c. | |
| Gc Rdr | Lübeck W. German | | EL u | holds | 10W Der 6(3) | | 14½k |
| RT | | | | RW Coll BH to S dk 3 to 2nd dk | | | |
| | | | | WB633t incl. Tunnel tanks 136t | | | |
| 507285 | **CIMBRIA** | **946** | | **1956** Schipper & Goern—Lauenburg | M Mchy.aft | Oil 6Cy. 290×420 mm | |
| | | — | | 8' 3⅕" | | | |
| | ~~Robert Löffert~~ **R. Schnippe** | — | | 219' 10" 26' 11" | | Masch. Kiel A.G. | Kel |
| | ~~Hamburg~~ ~~W. German~~ | | | 1 dk | | | |
| | Now **ROMARIA** See New Entries No. **11** | | | RW | | | |
| 507286 | **CIMBRIA** | **293** | | **1951** Büsumer Schiffsw. W. & E. Sielaff | M Mchy.aft | Oil 4SA 6Cy. 270×360 mm | |
| DKET | | 143 | | —Büsum | | 250bhp | |
| | **Karl-Heinz Winter** | 437 | GL | 140' 2" 24' 8" 9' 6" | G.22075 B.21543 | Klöckner-Humboldt-Deutz | Kln |
| Df Esd | ~~Rendsburg.~~ W. German | | | 24' 6" 10' 4" | 2 Ha | | 8½k |
| RT | Elsfleth | | | P30' F15' 1 dk | | | |
| | | | | RW | | | |
| 510806 | **CIMON** | **497** | RI | **1954**–1 D. W. Kremer Sohn—Elmshorn | M Tanker Mchy.aft | Oil 2SA 5Cy. 290×500 mm | |
| ILMQ | exEsso Odin–65 | 239 | | 177' 0" 29' 1" 10' 2¼" | 8 Ta | 550bhp | 62t |
| 622 | **Petromar Soc. r.l.** | 566 | ✠Classed LR until 8/65 | 162' 5" 29 0" 10' 11" | | Möller & Jochumsen | Horsens |
| Df Pfd | Venice Italian | | | P49' F27' Trunk89' 1 dk | | | 10k |
| Rdr RT | | | | RW | | | |
| 518409 | **CINDEE** | *942* | **BS✱** TD 4/68 ~~SS 1/63~~ | **1946**–3 Henry Robb Ltd.—Lth | M OSD Mchy.aft | Oil 2SA 5Cy. 350×620 mm | |
| HOIW | exKatui–67 | *453* | | 224' 0" 36' 9" 13' 11¾" | 2 Ho 48', 84' | 800bhp B&W | 149t (d.o) |
| 4288–55 | **Islander Nav. Co. S.A.** | 1263 | **MBS✱** | 210' 0" 36' 6" 21' 8" | B.79850 | J. G. Kincaid & Co. Ltd. | Grk |
| Df | Panama Panamanian | | | B27' F28' 1 dk & S dk | 2 Ha (28', 58'×14') | 3×50kW 220V d.c. | 9k |
| RTm | | | MN160 CT1380 C24 | R 5BH | 6W Der 2(10) 4(5) | | |
| | | | | rf 6" WB403t | | | |
| 507290 | **CINDY CENAC** | **159** | | **1962** Main Iron Works Inc.—Houma | TM Tug | 2 Oil 4SA each 6Cy. 8½"×10½" | |
| WS9079 | | 109 | | *84·0'* 24' 2" 10' 1¼" | | 1200bhp | 62t |
| 287890 | **Cenac Towing Co. Inc.** | — | AB | 84' 3" 24' 0" 11' 5" | | White Motor Co. | Springfield |
| Rdr RT | Houma United States | | | 1 dk | | | |
| | | | | BK2" | | | |
| 642180 | **CINDY HARDY** | **133** | | **1963** B. D. Wilson—Smithton, Tas | Wood Aux Fishing | Oil 4SA 8Cy. 5½"×7¾" | |
| 315382 | **V. M. Hardy** | 113 | | *72·6'* 22' 6" | 3 Ho 12', 6', 12' | 200bhp | (d.o) |
| RTm | Launceston | — | | 22' 4" | | Gardner & Sons Ltd. | Mch |
| | British | | | 1 dk | | | |
| | | | | | Der 1(3) | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 503310<br>TO3020<br><br>RT | **CINNA**<br>exB.P. Marseille–65 exAtar–55<br>**Estrine & Cie.**<br>Marseilles French<br>Now **MARITIMA 5 See New Entries No. 11** | 297<br>161<br>522 | <br><br>BV | 1922 Ch. Nav. du Midi—Martigue<br>119' 6" 25' 8" 10' 9"<br>25' 6"<br>1 dk<br>R | M Tanker Mchy.aft<br>6 Ta<br>L.22026 HeCls. BC<br><br>Der 1(1) | Oil 4SA 8Cy. 240×300 mm<br>400bhp NE45<br>Moteurs Baudouin |
| 507293<br>EGZD<br><br>Esd RT | **CINTA MURIEL**<br>exRio Tambre–53<br>**Juan Muriel Santana**<br>Vigo Spanish | 134<br>88<br>— | | 1942 Hijos de J. Barreras S.A.—Vgo<br>*80·0'* 19' 0"<br>... ... ... | Wood S Trawler | T 3Cy. 7½" 12⅜" & 20½"×<br>180ihp<br>Talleres Barreras |
| 507294<br>HPNM<br>26P<br>Df Esd<br>Rdr<br>RTh/v | **CINTRA**<br>exEnglishman–62<br>**Suprema Cia. Nav. S.A.**<br>Panama Panamanian<br><br>Now **NISOS SKIATHOS** (No. 507294) in the Register | *716*<br>*41*<br>— | ✠100A1 SS 1/63<br>tug<br>✠LMC<br><br>MN333 EL (i)1½" | 1945–4 Cochrane & Sons Ltd.—Sel<br>174' 4" 34' 7" 15' 8½"<br>160' 0" 34' 6" 16' 6"<br>F72'<br>4BH<br>BK8" WB94t incl. DTsf59t | S Tug | T 3Cy. 18" 29½" & 49"×3<br>1100ihp<br>C. D. Holmes & Co. Ltd.<br>2 SB 220lb hs(4300) ft<br>2×20kW 110V d.c. |
| 507295<br>PDKK<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CINULIA**<br><br>**Shell Tankers N.V.**<br>The Hague Netherland | 9094<br>5021<br>12985 | ✠100A1 TD 8/67<br>oil tanker<br>✠LMC<br><br>MN920 EL d†2¾"SQ | 1955–4 N.V. Mch. & Schps. P. Smit, Jr. —Rot<br>501' 1" 62' 3" 27' 4"<br>475' 0" 62' 0" 35' 0"<br>P99' B48' F50' 1 dk<br>18BH<br>rf 3" WB124t | M Tanker Mchy.aft<br>30 Ta<br>L.641147 HeCls. BC | Oil 2SA 5Cy. 740×1600 mm<br>4600bhp B&W<br>N.V. Mch. & Schps. P. Smit<br>WTAuxB 235lb AuxB |
| 507296<br>ILNR<br>209<br>Df Esd<br>Rdr RT | **CINZIA**<br>exHyke Sophia–58<br>**Gabriele Zunini**<br>Savona Italian | 428<br>197<br>737 | <br><br>RI | Lch.1940 Cmpl.1956 Haarlemsche Schps. Maats.—Haarlem<br>189' 3" 30' 4" 10' 10¾"<br>173' 6" 30' 2" 17' 0"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho | Oil 4SA 8Cy. 320×450 mm<br>660bhp<br>Klöckner-Humboldt-Deutz |
| 507298<br>FNAM<br><br>Df Esd<br>Gc Rdr | **CIRCÉ**<br><br>**Société Navale Caennaise (Anct. G. Lamy & Cie.)**<br>Caen French | 2874<br>1456<br>3611 | <br><br>BV | 1958 S.A. des Anc. Ch. Dubigeon—Nts<br>324' 6" 47' 6" 22' 7½"<br>301' 10" 47' 5"<br>P32' B66' F53' 2 dks<br>RW | M Ref CSD<br>pt bulk wine carrier<br>G.135729 B.126939 In.9390<br>2 Ha (72½', 60½'×17½')<br>6W Der 4(10) 4(5) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>3840bhp<br>At. & Ch. de Bretagne |
| 507299<br><br>3323<br>Df Esd<br>Gc Rdr<br>RT | **CIRCÉ**<br><br>**Diego Cali**<br>Genoa Italian | 467<br>233<br>750 | <br><br>~~BV~~ RI | 1943 Equitable Eqpt. Co. Inc.—N.Os<br>*155·2'* 27' 1" 12' 0"<br>154' 11" 26' 11" 12' 6"<br>P38' F27' 1 dk | M Wine & Alcohol Tanker Mchy.aft<br>30 Ta<br>L.24721 | Oil 4SA 6Cy. 305×380 mm<br>400bhp<br>Enterprise Engine & Found |
| 640083<br>FNMC<br><br>Df Esd<br>Gc Rdr<br>RT | **CIRCEA**<br><br>**Cie Maritime des Chargeurs Reunis**<br>Dunkirk French | 7224<br>3764<br>10712<br>9785<br>5374<br>— | <br><br>BV | 1963 Ch. Nav. de La Ciotat—La Ciotat<br>507' 4" 68' 9" 26' 9½"/—<br>472' 6" 68' 6½" 39' 8"<br>Q97' B66' F56' 1 dk & S dk, 3rd dk fwd & aft | M Ref OSD/CSD<br><br>G.629310 B.536432 In.4018<br>5 Ha (29'×16½') (42½', 42½'×21') (37', 31½'×19½')<br>18W Cr 1(69) 1(25) Der 10(8) 6(3) | Oil 2SA 8Cy. 620×1400 mm<br>8700bhp B&W<br>Soc. Forg. & At. du Creusot |
| 542620<br>IBHJ<br>264<br>Df Pfd<br>Rdr | **CIRO PALOMBA**<br>exMar Glauco–67<br>exAntonios D.–64<br>exBahamas Gem–63<br>exArmonia II–61<br>exDale–60 exDalewood–58<br>**Antares, Soc. di Armamento**<br>Torre del Greco Italian | 2743<br>1561<br>4230 | RI<br><br>✠Classed LR until 7/64 | 1931–2 S. P. Austin & Sons Ltd.—Sld<br>316' 0" 44' 0" 19' 3½"<br>305' 6" 43' 6" 21' 6"<br>Q177' F35' 1 dk Well dk<br>R 4BH | S Mchy.aft<br>4 Ho<br>G.200600 B.188000<br><br>4W | T 3Cy. 20" 31" & 55"×39"<br>1250ihp NE42<br>N.E. Mar. Eng. Co. (1938) |
| 507301<br>SERA<br>9164<br>Df Esd<br>Gc Rdr<br>RTv | **CIRRUS**<br><br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish | 7796<br>3825<br>10200 | ✠100A1 SS 2/67<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN2920 EL f† | 1950–5 A/B Götaverken—Got<br>526' 3" 66' 2" 26' 10½"<br>490' 9" 66' 0" 40' 0"<br>F103' 1 dk & S dk, 3rd dk in way of Nos. 1 & 3 holds<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6" WB2819t incl. Tunnel tank 74t DTf143t | TM (12P) Ref OSD<br>6 Ho 54', 69½', 49', 63½', 66½', 63½'<br>G.640629 B.585679 In.53781<br>6 Ha (stl) (29½', 32½', 33', 33', 33', 30½'×21')<br>20W Der 1(25) | 2 Oil 2SA each 8Cy.<br>14600bhp<br>A/B Götaverken<br>4×240kW 220V d.c. |
| 507303<br>SZHA<br>2180<br>Df Esd<br>Gc Rdr | **CISSOULA**<br>exBaron Scott–61<br>**F. A. Theodorides**<br>**Aristides S.S. Co. S.A.**<br>Piræus Greek | 4672<br>2651<br>8997 | BS✳ Dr 2/66<br><br>MBS✳<br><br>MN270 CT6474 C37 | 1940–1 Lithgows Ltd.—P.Gl<br>431' 0" 56' 5" 25' 0½"<br>410' 0" 56' 3" 36' 6"<br>F41' 1 dk & S dk<br>NS 7BH<br>WB1846t | S OSD<br><br>G.518510 B.484729<br><br>10W | T 3Cy. 21" 36½" & 62"×4<br>1650ihp<br>D. Rowan & Co. Ltd.<br>2 SB 220lb Spt 215lb |
| 661006<br>SDIT<br>10709<br>Df Esd<br>Gc Rdr<br>RTv | **CITADEL**<br><br>**Partrederiet för m.s. Citadel**<br>Per Liljegren<br>Landskrona Swedish | 18781<br>12610<br>29500 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN1700 EL m†2¼"SQ | 1966–7 Öresundsvarvet A/B—Lkr<br>609' 1" 79' 4" 35' 1½"<br>578' 3" 78' 9" 51' 6"<br>F54' 1 dk, 2nd dk in Nos. 2, 4 & 6 holds<br>NS 8BH to U dk 2 to 2nd dk<br>rf 2" WB9174t incl. Comb. btm & side tanks in holds 5558t Topside tanks in holds 2424t DTf1192t | M Bulk Carrier Mchy.aft<br>7 Ho 39', 87½', 52½', 76', 52½', 84', 34'<br>G.1380000<br>7 Ha (stl) (34', 76½' 44½, 68', 44½', 76', 34'×35½')<br>Cr 2(10) | Oil 2SA 7Cy. 760×1300<br>8500bhp<br>A/B Götaverken<br>AuxB 100lb<br>3×328, 328, 116kW |

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| 507304<br>PDKM<br><br>Df Esd<br>RT | **CITADEL**<br>R. Huizenga<br>"Carebeka" N.V.<br>Groningen Netherland | 369<br>241<br>460 | | BV | 1950 N.V. "De Waal"—Zaltbommel<br>*137·7'* 25' 1" 9' 8"<br>... ... ...<br>1 dk | M Mchy.aft<br><br>G.25203 B.23600<br>2 Ha (32½', 34¼'×15¾')<br>Der 2(3) | | Oil 4SA 4Cy. 285×420 mm.<br>198bhp<br>Masch. Augsburg-Nürnberg | <br><br>Au<br>9k |
| 507305<br>KEDJ<br>247489<br>Df Esd<br>Gc | **CITADEL VICTORY**<br>United States Department of Commerce<br>San Francisco United States | 7607<br>4563<br>10681 | | AB | 1945 Permanente (Shpyd No. 2)—Richmond<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22¼')<br>14W | | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 230V d.c. | <br>2882t (o.f)<br>Lyn<br>15k |
| 507308<br>VDTX<br>181922<br>RT | **CITÉ DE LÉVIS**<br>La Traverse de Lévis Ltée.<br>Quebec Canadian | 1259<br>467<br>— | ✠Classed LR until 5/51 | | 1930–9 Napier & Miller Ltd.—Gls<br>*141·7'* 50' 1"<br>49' 11"<br>1 dk & Shade dk<br>R | S Ferry | | T 3Cy. 20" 33" & 54"×33"<br><br>McKie & Baxter Ltd. | <br>(o.f)<br>Gls |
| 507309<br><br>147585 | **CITÉ DE LONDRES**<br>exFawley<br>Lincoln & Hull Water Transport Co. Ltd.<br>Hull British | 130<br>68<br>— | | | 1915 Dundee S.B. Co. Ltd.—Dun<br>*118·5'* 16' 1"<br>... ... ...<br>R | S | | C 2Cy. 9" & 18"×12"<br><br>Ross & Duncan | <br><br>Gls |
| 507310<br><br>149104 | **CITÉ DE PARIS**<br>exBotley<br>Lincoln & Hull Water Transport Co. Ltd.<br>Hull British | 125<br>85<br>— | | | 1915 Dundee S.B. Co. Ltd.—Dun<br>*118·4'* 16' 2"<br>... ... ...<br>1 dk<br>R | S | | C 2Cy. 9" & 18"×12"<br><br>Ross & Duncan | <br><br>Gls |
| 507311<br>VDTW<br>161926<br>RT | **CITÉ DE QUÉBEC**<br>La Traverse de Lévis Ltée.<br>Quebec Canadian | 1259<br>467<br>— | ✠Classed LR until 5/51 | | 1930–9 Napier & Miller Ltd.—Gls<br>*141·7'* 50' 1"<br>49' 11"<br>1 dk & Shade dk<br>R | S Ferry | | T 3Cy. 20" 33" & 54"×33"<br><br>McKie & Baxter Ltd. | <br>(o.f)<br>Gls |
| 507313<br>KEHO<br>271866<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **CITIES SERVICE BALTIMORE**<br>Cities Service Tankers Corp.<br>New York United States | 19474<br>13025<br>32825 | | AB | 1956 Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>661' 0" 90' 5" 35' 7⅞"<br>630' 0" 90' 0" 45' 3"<br>P163' B52' F87' 1 dk<br>RW<br>rf 8" | S Tanker Mchy.aft<br>32 Ta<br>L.1525955 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>15000shp<br>Bethlehem Stl Co.<br>2×600kW 450V 60c/s a.c. | <br>2965t (o.f)–76pd<br>Qcy<br>16½k |
| 507314<br>WIJT<br>272071<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **CITIES SERVICE MIAMI**<br>Cities Service Tankers Corp.<br>New York United States | 19474<br>13025<br>32825 | | AB | 1956 Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>661' 0" 90' 5" ~~64' 5"~~ 35' 7⅞"<br>630' 0" 90' 0" 45' 3"<br>P163' B52' F87' 1 dk<br>RW<br>rf 8" | S Tanker Mchy.aft<br>32 Ta<br>L.1525955 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>15000shp<br>Bethlehem Stl Co.<br>2×600kW 450V 60c/s a.c. | <br>2965t (o.f)–76pd<br>Qcy<br>16½k |
| 507315<br>KNEC<br>272839<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **CITIES SERVICE NORFOLK**<br>Cities Service Tankers Corp.<br>New York United States | 19443<br>12905<br>32825 | | AB | 1956 Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>661' 0" 90' 5" 34' 5"<br>630' 0" 90' 0" 45' 0"<br>1 dk<br>RW<br>rf 8" | S Tanker Mchy.aft<br>32 Ta | | 2 S Turb dr geared to sc. shaft<br>15000shp<br>Bethlehem Stl Co.<br>2×600kW 450V 60c/s a.c. | <br>2940t (o.f)<br>Qcy |
| 507316<br>ELLT<br>401<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CITIES SERVICE VALLEY FORGE**<br>exW. Alton Jones–59<br>Grand Bassa Tankers Inc.<br>Monrovia Liberian | 22595<br>13984<br>39255 | | AB | 1954 Newport Ns S.B. & D.D. Co.—N.Ns<br>707' 0" 93' 2" 36' 10¾"<br>677' 0" 93' 0" 48' 6"<br>P138' B36' F82' 1 dk<br>RW<br>rf 8" | S Tanker Mchy.aft<br>29 Ta<br>L.1921920 | | 2 S Turb dr geared to sc. shaft<br>22000shp<br>De Laval S. Turb. Co.<br>2×750kW 450V 60c/s a.c. | <br>3829t (o.f)<br>Trenton<br>17½k |
| 642173 | **CITIS**<br>Société Maritime (H. Lary & Cie.)<br>Martigues French<br>Now **MARITIMA 3** See New Entries No. 11 | 289<br>163<br>502 | | BV | 1964 Schpsw. "Friesland" N.V.—Lemmer<br>144' 6" 26' 4" 8' 10¼"<br>134' 6" 26' 1" 10' 10"<br>1 dk | TM Tanker Mchy.aft | | 2 Oil 4SA each 6Cy. 140×180 mm<br>320bhp<br>Moteurs Baudouin | <br><br>Msl<br>10k |
| 507317<br>HO-2627<br>857-<br>BEXT<br>Df Rdr<br>RTh | **CITO**<br>exWestpolder–60 exRolf–50<br>H. Paap & W. J. v. Wijk<br>N.V. Scheepvaartbedr. "Gruno"<br>Panama Panamanian | 400<br>112<br>565 | ✠**100A1**<br>with freeboard<br>**LMC**<br><br><br>MN100 | TD 10/66<br><br><br><br><br>EL i | 1940–4 Gebr. van Diepen—Waterhuizen<br>188' 0" 27' 10" 9' 3"<br>170' 7" 27' 9" 16' 1"<br>1 dk & S dk<br>R Coll BH to S dk 2 to 2nd dk<br>WB317t incl. DTf24t | M (8P) OSD Mchy.aft<br>1 Ho 105'<br>G.43000 B.40000<br>2 Ha (38½', 37¾'×18')<br>2W Der 2(2) | | Oil 4SA 5Cy. 320×450 mm<br>500bhp NE54<br>Klöckner-Humboldt-Deutz<br>1×5kW 110V | <br>60t<br>Kln<br>9k |
| 538241<br>OYNO<br><br>Df RT | **CITO**<br>exViskan–65 exGaleon–60<br>exPool–56 exPol IV–49<br>Aage F. Grube<br>Marstal Danish | 331<br>183<br>435 | | BV | 1926 Nylands Verksted—Osl<br>149' 4" 23' 1" 13' 6"<br>22' 11"<br>P21' 1 dk<br>R | M Mchy.aft<br>1 Ho 87½'<br>G.24000 B.22000<br><br>2W Der 2(1½) | len 57 | Oil 2SA 4Cy. 230×400 mm<br>280bhp NE48<br>Frederikshavns Jernst. & Msk. | <br>9t<br>Fkn<br>9k |

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| 671183<br>OVRM<br><br>Esd Pfd<br>Rdr | **CITRIN**<br><br>**I. P. Thomsen**<br>Skagen Danish | 171<br>80<br>— | BV | 1967 Rosslauer Schiffs.—Rosslau<br>110′ 2″ 8′ 10½″<br>97′ 0″ 21′ 8″ 10′ 10″<br>1 dk | M Fishing | Oil 4SA 8Cy. 240×380<br>560bhp<br>Schwermasch. Karl Lie |
| 507321<br>IJAN<br>665 | **CITTÀ DI ABBAZIA**<br>exAbbazia-53<br>**Armanavi, Soc. per Azioni**<br>Naples Italian | 548<br>278<br>— | RI | 1939 Cant. Nav. del Quarnaro—Rka<br>177′ 9″ 27′ 11″<br>166′ 4″ 27′ 10″ 11′ 7″<br>B36′ 1 dk<br>R | TM | 2 Oil 4SA each 8Cy.<br>1280bhp NE62<br>S.A. Fiat S.G.M. |
| 507322<br>ICQA<br>155<br>Df Esd<br>RT | **CITTÀ DI ALESSANDRIA**<br><br>**"Tirrenia" Soc. per Azioni di Nav.**<br>Palermo Italian | 2278<br>1283<br>1476 | RI | 1930 Franco Tosi S.p.A.—Tno<br>303′ 1″ 40′ 1″ 16′ 6″<br>288′ 5″ 40′ 0″ 21′ 4″<br>P49′ B94′ F52′ 2 dks<br>R | M<br>4 Ho<br>B.56200 | Oil 4SA 6Cy. 620×975<br>1800bhp<br>Franco Tosi S.p.A. |
| 507323<br>IJMZ<br>692 | **CITTÀ DI AMALFI**<br>exAmalfi A.-53 exSan Rocco<br>**Armanavi, Soc. per Azioni**<br>Naples Italian | 332<br>167<br>— | RI | 1940 Cant. Nav. Riuniti—Gen<br>141′ 0″ 24′ 8″ 5′ 11½″<br>133′ 6″ 24′ 7″ 9′ 6″<br>1 dk | M<br>1 Ho | Oil 2SA 6Cy. 265×330<br>1050bhp<br>Cant. Nav. Riuniti |
| 528515<br>ILOV<br>3388<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CITTÀ DI ATENE**<br>exPrins Frederik Hendrik-66<br>**GILNAVI—Società di Navigazione per Azioni**<br>Genoa Italian | 1534<br>732<br>2726 | RI | 1947 De Merwede v. Vliet & Co.—Hxd<br>258′ 0″ 42′ 5″ 18′ 0½″<br>249′ 0″ 42′ 3″ 18′ 3″<br>F17′ 2 dks<br>RW<br>rf nil | M (6P)<br>2 Ho 99½′, 85½′<br>G.178160 B.163907<br>4 Ha (24½′, 26½′, 26½′, 24½′×20′)<br>8W Der 1(15) 10(5) | Oil 2SA 5Cy. 540×900<br>1500bhp<br>Gebr. Stork & Co.<br>2×80kW 220V d.c. |
| 528525<br>ILNU<br>3371<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CITTÀ DI BEIRUT**<br>exPrins Willem IV-66<br>**GILNAVI—Società di Navigazione per Azioni**<br>Genoa Italian | 1534<br>749<br>2680 | RI | 1940 De Merwede v. Vliet & Co.—Hxd<br>258′ 0″ 42′ 5″ 18′ 0½″<br>248′ 11″ 42′ 3″ 18′ 3″<br>1 dk & S dk<br>RW<br>rf nil | M (4P) OSD<br>2 Ho 99½′, 85½′<br>G.178160 B.163907<br>4 Ha (24½′, 26½′, 26½′, 24½′×20′)<br>8W Der 10(5) | Oil 2SA 5Cy. 540×900<br>1500bhp Emade<br>Gebr. Stork & Co.<br>2×80kW 220V d.c. |
| 528524<br>IBHC<br>3396<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CITTÀ DI CARRARA**<br>exPrins Willem III-66<br>**GILNAVI—Società di Navigazione per Azioni**<br>Genoa Italian | 1545<br>746<br>2725 | RI | 1948 De Merwede v. Vliet & Co.—Hxd<br>258′ 0″ 42 1″ 18′ 0½″<br>41′ 11″<br>F17′ 1 dk & S dk<br>RW<br>rf nil | M (6P) Ref OSD<br>2 Ho 99½′, 85½′<br>G.174041 B.159806 In.4214<br>4 Ha (24½, 26½′, 26½′, 24½′×20′)<br>8W Der 1(15) 14(5) | Oil 2SA 5Cy. 540×900<br>1500bhp<br>Gebr. Stork & Co.<br>2×80kW 220V d.c. |
| 507325<br>IBID<br>738<br>RT | **CITTÀ DI CATANIA**<br>exAnnamaria-53<br>**"Tirrenia" Soc. per Azioni di Nav.**<br>Naples Italian | 1598<br>964<br>1771 | RI | 1949 Cant. Nav. Breda—Marghera<br>275′ 2″ 37′ 8″ 17′ 5″<br>256′ 11″ 37′ 6″ 20′ 0″<br>P31′ B50′ F31′ 1 dk | M<br>4 Ho<br>G.114000 B.104000 | Oil 2SA 5Cy. 530×900<br>2098bhp Emade<br>Franco Tosi S.p.A. |
| 507326<br>IBUA<br>356<br>RT | **CITTÀ DI FANO**<br>exAringa-53<br>**Vincenzo Cavarretta**<br>Trapani Italian | 334<br>228<br>— | RI | 1924 Deutsche Werft A.G.—Ham<br>147′ 4″ 24′ 5″<br>138′ 7″ 24′ 3″ 14′ 8″<br>Q78′ F24′ 1 dk<br>R conv trawler 53 | M<br>1 Ho | Oil 4SA 7Cy. 265×410<br>350bhp Emade<br>S.A. Ansaldo |
| 507327<br>ILMC<br>3294<br>Df Esd<br>Rdr RT | **CITTÀ DI GENOVA**<br>exCentaurus-63<br>**GILNAVI—Società di Navigazione per Azioni**<br>Genoa Italian | 1305<br>631<br>1970 | RI | 1948 Bergens M/V—Bgn<br>264′ 0″ 40′ 2″ 16′ 7½″<br>246′ 11″ 40′ 0″ 16′ 9″<br>1 dk & S dk<br>RW | M Ref OSD<br>4 Ho | Oil 2SA 6Cy. 480×700<br>1100bhp<br>Sulzer Bros. Ltd. |
| 540259<br>IPAB<br>3273<br>Df Esd<br>RT | **CITTÀ DI IMPERIA**<br>exNord Est-62 exNotos-62<br>**GILNAVI—Società di Navigazione per Azioni**<br>Genoa Italian | 986<br>468<br>1496 | RI | 1939 Boele's Schps. & Mch.—Bolnes<br>242′ 0″ 36′ 9″ 14′ 8½″<br>225′ 0″ 36′ 8″ 14′ 10″<br>P22′ B&F198′ 1 dk & S dk<br>R | M OSD<br>3 Ho<br>B.90480<br><br>6W Der 1(15) | Oil 2SA 6Cy.<br>785bhp<br>Gebr. Stork & Co. |
| 507320<br>ILMA<br>887<br>Rdr RT | **CITTA DI ISCHIA**<br>exLangeland-61<br>**Nicola Monti**<br>Naples Italian | 497<br>199<br>— | BV RI | 1926 Helsingörs Jernsk. & Msk—Hsg<br>*157·7′* 30′ 7″<br>150′ 4″ 30′ 6″ 13′ 6″<br><br>R | TM Train Ferry | 2 Oil 4SA each 8Cy.<br>2260bhp NE67<br>Klöckner-Humboldt- |
| 507328<br>IBGF<br>206<br>Df Esd<br>RT | **CITTÀ DI LIVORNO**<br>exCittà di Savona-50<br>**"Tirrenia" Soc. per Azioni di Nav.**<br>Palermo Italian | 2428<br>1358<br>1579 | RI | 1930 Franco Tosi S.p.A.—Tno<br>303′ 1″ 40′ 1″ 16′ 6″<br>288′ 6″ 40′ 0″ 21′ 4″<br>P49′ B94′ F52′ 2 dks<br>R | M Ref<br>4 Ho<br>B.89200 | Oil 4SA 6Cy.<br>1385bhp<br>Franco Tosi S.p.A. |
| 506022<br>ILOW<br>3356<br>Df Esd<br>Rdr RT | **CITTÀ DI MARSIGLIA**<br>exCanopus-65<br>**GILNAVI—Società di Navigazione per Azioni**<br>Genoa Italian | 1301<br>629<br>1970 | RI | 1948 Bergens M/V—Bgn<br>264′ 0″ 40′ 2″ 16′ 8″<br>245′ 6″ 40′ 0″<br>1 dk & S dk, 3rd dk in No. 1 hold<br>RW | M Ref OSD<br>4 Ho<br>G.117000 B.108400 In.15440<br><br>8W Der 1(20) | Oil 2SA 6Cy.<br>1100bhp<br>Sulzer Bros. Ltd. |

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| 507330<br>ICNW<br>625<br>Df Esd<br>RT | **CITTÀ DI MESSINA**<br>exRossini-48<br>**"Tirrenia" Soc. per Azioni**<br>**di Nav.**<br>Naples | Italian | 2380<br>1337<br>2143 | ✠<br><br>RI | 1928–8 Cant. Nav. Triestino—Mfl<br>294′ 0″ 40′ 2″ 20′ 6½″<br>279′ 9″ 40′ 1″ 23′ 4″<br>P29′ B84′ F36′ 2 dks<br>R | M<br>4 Ho<br>B.67300 | Oil 4SA 6Cy. 630×1100 mm<br>1300bhp<br>Stabilimento Tecnico | 11k |
| 507331<br>ICET<br>905<br>Df Esd<br>Gc Rdr<br>RT | **CITTÀ DI NAPOLI**<br>**"Tirrenia" Soc. per Azioni**<br>**di Nav.**<br>Naples | Italian | 5735<br>3196<br>1062 | RI | 1962 "Navalmeccanica" Cant. Nav.—Castellammare<br>395′ 4″ 55′ 3″ 18′ 0″<br>354′ 1″ 55′ 1½″ 31′ 11″<br>4 dks<br>RW | TM (955P) Ref CSD<br>2 Ho | 2 Oil 2SA each 9Cy. 600×800 mm<br>12600bhp Fiat<br>Ansaldo Stab. Mecc. | 312t<br>Gen<br>19½k |
| 507332<br>ICNV<br>906<br>Df Esd<br>Gc Rdr<br>RT | **CITTÀ DI NUORO**<br>**"Tirrenia" Soc. per Azioni**<br>**di Nav.**<br>Naples | Italian | 5684<br>3106<br>1222 | RI | 1962 Cant. Nav. Riuniti—Anc<br>395′ 4″ 55′ 3″ 17′ 10½″<br>354′ 4″ 55′ 1½″ 31′ 10″<br>P23′ B34′ F160′ 3 dks<br>RW | TM (955P) Ref<br>2 Ho | 2 Oil 2SA each 9Cy. 600×800 mm<br>12600bhp<br>Ansaldo Stab. Mecc. | 308t<br>Gen<br>19½k |
| 507333<br>IMTF<br>46 | **CITTÀ DI PESARO**<br>exEudora-56 exRauken-52<br>exForshult-48<br>**Paolo Gennari & C.**<br>Rimini | Italian | ~~621~~ 604<br>~~322~~ 300<br>927 | RI | 1918 Eriksbergs M/V A/B—Got<br>182′ 5″ 29′ 0″ 12′ 6″<br>174′ 10″ 28′ 9″ 14′ 0″<br>P53′ F23′ 1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.41000 | Oil 4SA 8Cy. 320×480 mm<br>900bhp NE57<br>Motorenw. Mannheim | Mhm<br>9¾k |
| 507335<br>IQXA<br>136 | **CITTÀ DI QUARTU S.**<br>**ELENA**<br>exMonella-62 exDankward-36<br>**Edmondo Denotti**<br>Cagliari | Italian | 184<br>99<br>— | RI | 1911 J. Frerichs & Co. A.G.—Einswarden<br>114′ 7″ 21′ 7″<br>107′ 3″ 21′ 6″ 9′ 9″<br>Q14′<br>R | Aux Sr | Oil 4SA 6Cy. 210×320 mm<br>NE53<br>Klöckner-Humboldt-Deutz | Kln |
| 507337<br>IVDM<br>955 | **CITTÀ DI SANREMO**<br>exTundra-55<br>**Salvatore Esposito**<br>Naples | Italian | 146<br>91<br>— | RI | 1943 ......................England<br>112′ 0″ 17′ 11″<br>106′ 8″ 17′ 8″ 10′ 5″<br>1 dk | Wood TM | 2 Oil 2SA each 6Cy. 108×127 mm<br>260bhp NE53<br>General Motors Corp. | Det |
| 507338<br>IBLT<br>737<br>Df | **CITTÀ DI SIRACUSA**<br>exFrancesca-53<br>**"Tirrenia" Soc. per Azioni**<br>**di Nav.**<br>Naples | Italian | 1847<br>1015<br>1914 | RI | 1946 Soc. Ital. Ernesto Breda—Ven<br>275′ 2″ 37′ 10″ 15′ 7″<br>256′ 10″ 37′ 6″ 20′ 0″<br>P33′ B56′ F36′ 1 dk | M<br>4 Ho<br>G.115000 B.104000 | Oil 2SA 5Cy. 530×900 mm<br>2100bhp Emade43fitted46<br>Franco Tosi S.p.A. | 150t<br>Legnano<br>13k |
| 507339<br>IUKI<br>341<br>RT | **CITTÀ DI SORRENTO**<br>exSorrento-54<br>**Soc. Partenopea di**<br>**Navigazioni**<br>Naples | Italian | 308<br>159<br>— | RI | 1929 Franco Tosi S.p.A.—Tno<br>129′ 2″ 22′ 5″ 8′ 5″<br>122′ 9″ 22′ 4″ 11′ 0″<br>1 dk<br>R | TM<br>1 Ho | 2 Oil 4SA each 6Cy. 320×480 mm<br>890bhp NE55<br>Motorenw. Mannheim | Mhm |
| 507340<br>ILOT<br>779<br>RTm | **CITTÀ DI TRIESTE**<br>**Soc. Rimorchiatori**<br>**Napoletani**<br>Naples | Italian | 169<br>31<br>— | RI | 1955 Cant. Nav. Off. Mec. di Venezia—Ven<br>98′ 6″ 23′ 4″ 13′ 9⅜″<br>91′ 3″ 23′ 3″ 13′ 11″<br>RW | S Tug<br>Der 1(1½) | T 3Cy. 360 580 & 940×650 mm<br>818ihp<br>Cant. Nav. Off. Mec. di Venezia<br>1×4kW 110V d.c. | 58t (o.f)<br>Ven |
| 507341<br>IBRM<br>828<br>Df Rdr<br>RT | **CITTÀ DI TRIPOLI**<br>exFilippo Grimani-58<br>**"Tirrenia" Soc. per Azioni**<br>**di Nav.**<br>Naples | Italian | 3479<br>1907<br>1950 | RI | 1928 Stabilimento Tecnico—Tri<br>329′ 4″ 44′ 5″ 19′ 7¾″<br>310′ 0″ 44′ 3″ 24′ 0″<br>2 dks<br>R | TM<br>4 Ho<br>G.106782 B.97851<br>8W Der 6(15) 1(10) 2(3) | 2 Oil 2SA each 6Cy. 520×820 mm<br>3900bhp<br>S.A. Fiat S.G.M. | 161t<br>Tur<br>14½k |
| 507342<br>IBHF<br>152<br>Df Esd<br>Rdr RT | **CITTÀ DI TUNISI**<br>**"Tirrenia" Soc. per Azioni**<br>**di Nav.**<br>Palermo | Italian | 5474<br>2754<br>866 | RI | 1930 Cant. del Tirreno—Gen<br>410′ 7″ 51′ 0″ 19′ 1″<br>390′ 6″ 50′ 10″ 25′ 0″<br>B118′ F52′ 3 dks, pt 4th dk<br>R | TM (446P) Ref<br>4 Ho<br>B.55000 | 2 Oil 2SA each 8Cy. 680×1100 mm<br>8000bhp NE51<br>S.A. Ansaldo | 412t<br>Gen<br>15k |
| 507417<br>Df Esd<br>Pld Rdr<br>RTm | **CITY**<br>exCity of Waterford-65<br>exKilliney Coast-54 | | 558<br>237<br>915 | ~~✠100A1~~ ~~SS 6/62~~<br>~~✠LMC~~<br>–<br>~~MN160~~ ~~EL m~~ | 1954–4 Travewerft G.m.b.H.—Lbc<br>211′ 5″ 32′ 7″ 12′ 2″<br>190′ 0″ 32′ 5″ 20′ 3″<br>F22′ 1 dk & S dk<br>R Coll BH to S dk 2 to 2nd dk<br>WB189t | M OSD Mchy.aft<br>1 Ho 119′<br>G.72400 B.65160<br>2 Ha (each 45′×17′)<br>4W Der 4(5) | Oil 4SA 8Cy. 305×460 mm<br>800bhp<br>D. & J. Boot "De Industrie"<br>4×50, 50, 18 & 8kW 220V d.c. | 80t (d.o)<br>Alp<br>11k |

~~IN PORT DAMAGED AFTER COLLISION 12/65—CLASS SUSPENDED 3/66~~

**DAMAGED BY COLLISION 12/65—BROKEN UP**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 507345<br>GNLM<br>180582 | **CITY**<br>exC 633-56<br>**F. T. Everard & Sons Ltd.**<br>London | British | 500<br>228<br>— | ✠100A1 ~~SS 11/64~~<br>oil tanker—FP above 150° F. For service U.K., Eire (excluding west coast) & between River Elbe & Brest TD 11/68<br>✠LMC<br>MN60 EL h1″SQ | 1945–8 W. J. Yarwood & Sons (1938) Ltd.—Northwich<br>171′ 6″ 28′ 3″ 10′ 4½″<br>162′ 5″ 27′11½″ 10′ 10″<br>Trunk 93′ 1 dk<br>RW NS 8BH 1 longitudinal BH<br>len & conv dry cargo ship 60<br>WB142t incl. DTf66t | S Tanker Mchy.aft | T 3Cy. 10½″ 17½″ & 29″×19″<br>385ihp<br>W. J. Yarwood & Sons Ltd.<br>SB 200lb | (o.f)<br>Northwich |

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|---|---|---|---|---|---|---|
| 541931<br>GMNE<br>305885<br>Df Esd<br>Gc Rdr<br>RTm/v | **CITY OF ADELAIDE**<br><br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co.<br>Ltd.<br>London British | **10511**<br>5934<br>~~11230~~<br>11591 | ✠100A1 SS 7/68<br>DTsf—oil FP above 150° F., vegetable oil or latex<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN2840 EL f†2½"SQ | **1964**–1 Barclay, Curle & Co. Ltd.—Gls<br>510' 8" 67' 5" ~~30' 0½"~~ 30' 6¾"<br>471' 1" 67' 0" 42' 0"<br>P42' F44' 3 dks<br>RW 8BH to U dk 1 to 2nd dk<br>rf 6" DK fwd WB2793t incl. DTm452t DTsf966t | M Ref<br>5 Ho 51½', 61½', 75', 45', 72½'<br>G.341120 B.307260 In.236060<br>5 Ha (stl) (22½'×18') (35½', 42½', 25', 32½'×23')<br>18W Der 1(60) 8(10) 10(5) | Oil 2SA 9Cy. 760×1550 m<br>14200bhp Sulzer<br>Barclay, Curle & Co. Ltd.<br>2AuxB 100lb<br>4×320kW 220V d.c. |
| 507347<br>KEDU<br>247592<br>Df Esd<br>Gc RTm | **CITY OF ALMA**<br><br>**Waterman Steamship Corp.**<br>New York United States | **6065**<br>3600<br>10290 | <br><br>AB | **1945** Gulf S.B. Corp.—Chickasaw<br>468' 8" 63' 2" 27' 5¾"<br>445' 4" 63' 0"<br>2 dks & S dk<br>rf nil | S (12P) OSD<br>5 Ho 57', 62½', 77½', 72½', 77½'<br>G.645997 B.570873<br>5 Ha (stl) (27', 37½', 45', 37½', 27½'×20')<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. s<br>6000shp<br>De Laval S. Turb. Co.<br>2×300kW 220/240V d.c. |
| 660718<br>DADS<br>10791<br>Df Esd<br>Gc Rdr<br>RT | **CITY OF ANTWERP** T.Mk<br>exRegine-66<br>**Paul Heinrich**<br>Peter Döhle<br>Hamburg W. German | **499**<br>322<br>1140 | <br><br>GL | **1965** J. J. Sietas Schiffsw.—Ham<br>217' 0" 35' 0" 13' 0"<br>195' 0" 34' 6" 21' 0"<br>F23' 1 dk & S dk | M ~~OSD~~ Mchy.aft | Oil 4SA 8Cy. 320×450 m<br>1320bhp<br>Klöckner-Humboldt-Deu |
| 507348<br>GWDN<br>187724<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF AUCKLAND**<br><br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co.<br>Ltd.<br>London British | **8181**<br>4359<br>10345 | ✠100A1 SS 6/66<br>DTsf&a—oil FP above 150° F. or vegetable oil or latex<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1600 EL f†2½"SQ | **1958**–2 Vickers-Armstrongs (S.B.) Ltd. —Nwc<br>507' 2" 67' 0" 28' 0½"<br>470' 0" 66' 6" 42' 0"<br>P34' F38' 1 dk & S dk, 3rd dk clear of mchy. space<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 6" DK fwd WB2973t incl. Tunnel tanks 330t DTa840t DTf950t | M (4P) Ref OSD<br>5 Ho 51½', 46½', 97½', 42½', 72½'<br>G.570100 B.531963 In.61500<br>5 Ha (stl) (22½'×18') (50', 49', 42½', 30'×23')<br>16W Der 1(20) 2(12) 6(10) 4(7) 4(5) | Oil 2SA 6Cy. 750×2500 m<br>8000bhp Doxford<br>Vickers-Armstrongs (Eng.<br>AuxB (ex.g) 100lb<br>2AuxB (o.f) 100lb<br>4×320, 240, 240, 240kW 22 |
| 507349<br>GLSS<br>181652<br>Df Esd<br>Gc Rdr<br>RT | **CITY OF BATH**<br>exLangleescot-52<br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co.<br>Ltd.<br>London British<br>Now **LENA** See New Entries No. 11 | **7030**<br>3699<br>10235 | ✠100A1 SS 8/64<br>with fbd DTsm—oil FP above 150° F.<br>✠**LMC**<br>EL d†2 1/16"SQ | **1947**–6 Blythswood S.B. Co. Ltd.—Gls<br>483' 7" 62' 6" 27' 7¾"<br>456' 0" 62' 3" 41' 3"<br>F43' 1 dk & S dk, 3rd dk except in aft hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" DK fwd of mchy. space WB3971t incl. Tunnel tanks 138t DTsm2170t | M OSD<br>4 Ho 65½', 84', —' DT, 67½', 58¾'<br>G.612450 B.562140<br>5 Ha (29½', 38', 24½', 38', 27'×20')<br>14W Der 1(50) 4(10) 10(5) | Oil 2SA 6Cy. 670×2320 m<br>6800bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>2 AuxB 120lb<br>4×50, 33, 33, 33kW 110V d. |
| 507350<br>GDLK<br>183796<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF BEDFORD**<br><br>**Ellerman Lines Ltd.**<br>Hall Line Ltd.<br>Liverpool British | **7341**<br>4203<br>10988 | ✠100A1 ~~SS 10/68~~<br>with fbd DTsm&DTa—oil FP above 150° F. or vegetable oil or latex SS 2/68<br>✠**LMC**<br>MN1210 EL d†2 1/16"SQ | **1950**–11 A. Stephen & Sons Ltd.—Gls<br>484' 10" 61' 10" 28' 6"<br>450' 8" 61' 6" 41' 3"<br>F43' 2 dks & S dk, 4th dk in fwd hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2781t incl. DTm547t DTa786t | S (4P) Ref OSD<br>5 Ho 51½', 90¾', 25', 35', 72½'<br>G.605171 B.543958 In.21950<br>5 Ha (22½'×18') (45', 34', 32½', 20'×20')<br>14W Der 1(50) 1(15) 1(12) 10(10) 4(7) | 3 S Turb sr geared to sc.<br>6050shp<br>A. Stephen & Sons Ltd.<br>2WTB 300lb Spt 290lb<br>3×30kW 110V d.c. |
| 507351<br>GDLP<br>183762<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF BIRKENHEAD**<br><br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co.<br>Ltd.<br>London British | **7492**<br>4282<br>10432 | ✠100A1 SS 12/68 ~~SS 4/64~~<br>with fbd DTsm & DTa—oil FP above 150° F. or vegetable oil or latex<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1100 EL d†2 1/16"SQ | **1950**–4 Cammell Laird & Co. Ltd.—Bkn<br>484' 10" 61' 10" 28' 5¾"<br>450' 7" 61' 6" 41' 3"<br>F43' 2 dks & S dk, 4th dk in fwd hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2835t incl. DTm553t DTa795t | S (2P) Ref OSD<br>5 Ho 51½', 90¾', 25', 35', 72½'<br>G.528070 B.477390 In.61500<br>5 Ha (22½'×18') (45', 34', 32½', 20'×20')<br>14W Der 1(50) 1(15) 1(12) 10(10) 4(7) | 3 S Turb sr geared to sc.<br>6050shp<br>Cammell Laird & Co. Ltd.<br>2WTB 300lb Spt 290lb<br>3×50, 50, 30kW 110V d.c. |
| 507352<br>GZLR<br>182116<br>Df Esd<br>Gc Rdr<br>RTm/v | **CITY OF BIRMINGHAM**<br><br>**Ellerman Lines Ltd.**<br>The City Line Ltd.<br>Glasgow British | **7599**<br>4387<br>10794 | ✠100A1 SS 7/66<br>with fbd DTsm & DTa—oil FP above 150° F. or vegetable oil or latex<br>✠**LMC**<br>MN1584 EL d† | **1949**–4 John Brown & Co. Ltd.—Cly<br>480' 4" 61' 10" 28' 8¾"<br>450' 8" 61' 6" 41' 3"<br>F41' 2 dks & S dk, 4th dk in fwd hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB3093t incl. DTsm971t DTa682t | S (2P) OSD<br>4 Ho 51½', 108½', —' DT, 35', 75'<br>G.629155 B.564770<br>5 Ha (22½'×18') (59½' comb.×20') (15'×18') (32½', 20'×20')<br>16W Der 1(50) 1(20) 8(10) 8(7) | 3 S Turb sr geared to sc.<br>7920shp<br>John Brown & Co. Ltd.<br>2WTB 300lb Spt 275lb<br>3×30kW 110V d.c. |
| 507353<br>GDLM<br>184532<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF BRISBANE**<br><br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co.<br>Ltd.<br>London British | **10593**<br>5877<br>13249 | ✠100A1 SS 10/66<br>DTsf—oil FP above 150° F. or vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL i†2 1/16"SQ | **1951**–11 Cammell Laird & Co. Ltd.—Bkn<br>567' 11" 71' 4" 29' 8½"<br>520' 10" 71' 0" 45' 0"<br>P30' F47' 2 dks & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 3" WB2285t incl. Tunnel tanks 478t DTf181t | S (2P) Ref OSD<br>5 Ho 51½', 84½', 49½', 85½', 73½'<br>G.598469 B.545538 In.162535<br>5 Ha (24½'×16') (44½', 46½', 44', 24½'×23½')<br>16W Der 1(20) 8(10) 9(7) | 3 S Turb dr geared to sc.<br>14300shp<br>Cammell Laird & Co. Ltd.<br>2WTB 490lb Spt 480lb<br>db 130lb sg 125lb<br>4×300kW 220V d.c. |
| 530465<br>GKCN<br>180447<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF BRISTOL**<br>exSacramento-64<br>**Ellerman & Bucknall S.S.**<br>**Co. Ltd.**<br>London British | **7096**<br>4019<br>9250 | ✱100A1 SS 2/65<br>with fbd DTs in No. 3 hold—vegetable oil<br>✱**LMC**<br>MN1040 EL c†2½"SQ | **1945**–8 Cammell Laird & Co. Ltd.—Bkn<br>451' 0" 58' 9" 28' 3"<br>426' 6" 58' 6" 38' 0"<br>P34' F44' 2 dks<br>RW 7BH<br>rf 3" WB2644t incl. DTsm1056t DTf250t | TM (12P) CSD<br>5 Ho 65½', 60½', 60½', 66', 65½'<br>G.460836 B.414920<br>5 Ha (22½'×18') (35½', 35½', 35½ 35½'×21')<br>14W Der 1(50) 1(20) 8(10) 6(7) | 2 Oil 2SA each 3Cy.<br>5200bhp<br>Wm.Doxford & Sons Ltd.<br>db 120lb<br>3×175kW 220V d.c. |
| 507356<br>GHTQ<br>302873<br>Df Esd<br>Gc Rdr<br>RTm/v | **CITY OF CANBERRA**<br><br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co.<br>Ltd.<br>London British | **10543**<br>5881<br>11130 | ✠100A1 SS 11/66<br>DTf—oil FP above 150° F. vegetable oil or latex<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN2340 EL f†2½"SQ | **1961**–12 Barclay, Curle & Co. Ltd.—Gls<br>510' 9" 67' 4" 30' 0½"<br>470' 9" 67' 0" 42' 0"<br>P76' F44' 3 dks<br>RW 8BH to U dk 1 to 2nd dk<br>rf 6" DK fwd WB2781t incl. DTm466t DTf940t | M Ref<br>5 Ho 51½', 63½', 75', 45', 72½'<br>G.338750 B.304060 In.239930<br>5 Ha (stl) (22½'×18') (35½', 42½', 25', 32½'×23')<br>18W Der 1(20) 8(10) 10(5) | Oil 2SA 9Cy. 760×155<br>11700bhp Sulzer<br>Barclay, Curle & Co. Ltd.<br>2AuxB 100lb<br>4×320kW 220V d.c. |

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| 507358<br>MAHN<br>168876<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF CHESTER**<br>**The City Line Ltd.**<br>Glasgow<br>British | 8380<br>4711<br>10730 | **BS✱** SS 10/66<br>**MBS✱**<br>MN1800 CT9171 C40 S36 | **1944**–3 Barclay, Curle & Co. Ltd.—Gls<br>493' 0" 64' 4" 29' 10¾"<br>465' 8" 64' 0" 37' 3"<br>P44' B166' F37' 3 dks<br>R 7BH<br>rf 6" WB1970t | TM<br>5 Ho 60½', 80', 55', 65', 67½'<br>G.611508 B.548409<br>5 Ha (22½'×14') (42½', 30', 35', 27½'×22')<br>16W Der 2(50) 2(12) 2(10) 12(7) | 2 Oil each 4Cy. 670×2320 mm<br>9000bhp 1460t (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>3NAuxB 3/58 (2 o.f 1 ex.g) 100℔<br>3×160kW 220V d.c. 16k |
| 507360<br>GTQJ<br>185034<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF COLOMBO**<br>**Ellerman Lines Ltd.**<br>The City Line Ltd.<br>Glasgow<br>British | 7739<br>4056<br>10667 | **✠100A1** ~~SS 5/64~~<br>DTmf & DTma—oil FP above 150° F. or vegetable oil or latex, but not in adjacent tanks SS 12/68<br>**✠LMC**<br>MN1600 EL f†2¼"SQ | **1956**–2 Barclay, Curle & Co. Ltd.—Gls<br>507' 3" 65' 9" 28' 4¼"<br>470' 0" 65' 6" 42' 0"<br>P33' F38' 1 dk & S dk, 3rd dk clear of mchy. space<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 6" WB3062t incl. DTa823t DTf848t | M (4P) OSD<br>5 Ho 51¾', 46¼', 97½', 42½', 72½'<br>G.704020 B.641160<br>5 Ha (stl) (22½'×18') (50', 49', 42', 30'×23')<br>16W Der 1(70) 2(12) 6(10) 4(7) 4(5) | Oil 2SA 6Cy. 750×2500 mm<br>8500bhp Doxford 1539t (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>~~2db 100℔~~ 2AuxB 100℔<br>3×320, 240, 240kW 220V d.c. 15½k |
| 507361<br>DGCA<br>10975<br>Df Esd<br>Phd Rdr<br>RTm/v | **CITY OF CORK**<br>**Bugsier-, Reederei-und Bergungs-A.G.**<br>Hamburg<br>W. German | 1200<br>484<br>1898 | **✠100A1** CS 6/64<br>Ice Class 3<br>**✠LMC**<br>MN300 EL q1 1⁄16"SQ | **1960**–3 Arnhemsche Schps. Maats.—Ahm<br>266' 8" 38' 10" 15' 6¼"<br>246' 8" 38' 6" 23' 7"<br>Ba64' F27' 1 dk & S dk<br>RW Coll & mchy. BH to S dk 2 to 2nd dk<br>rf 2" WB544t | M OSD Mchy.aft<br>2 Ho 62', 90¾'<br>G.118320<br>2 Ha (stl) (33', 66'×15½')<br>6W Der 6(5) | Oil 4SA 8Cy. 400×600 mm<br>1500bhp 119t (d.o)<br>Masch. Augsburg-Nürnberg Ham<br>db 45℔<br>3×60kW 230V d.c. 12k |
| 507364<br>GHML<br>302668<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF DUNDEE**<br>**Ellerman & Bucknall S.S. Co. Ltd.**<br>London<br>British | T.Mk<br>4978<br>2524<br>7863<br>6977<br>3912<br>8890 | **✠100A1** SS 1/66<br>side tanks amids—oil FP above 150° F. or veg. oil or latex<br>**✠LMC**<br>MN1120 EL a†2"SQ | **1961**–5 Caledon S.B. & E. Co. Ltd.—Dun<br>434' 0" 59' 3" 24' 9½"/26' 8"<br>405' 5" 59' 0" 36' 9"<br>P39' F39' 2 dks<br>RW Coll BH to U dk 5 to 2nd dk<br>rf 3" WB1822t | M<br>4 Ho 81¼', 100', 55', 65'<br>G.485540 B.453160<br>4 Ha (43'×18') (55', 32½', 25'×20')<br>10W Der 4(10) 6(7) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp Sulzer (hvf)<br>G. Clark (Sld) Ltd. Sld<br>2AuxB 100℔ e (ex.g) 100℔<br>3×180kW 220V d.c. 14¾k |
| 507365<br>MQZZ<br>186042<br>Df Esd<br>Gc Rdr<br>RTm/v | **CITY OF DURBAN**<br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co. Ltd.<br>London<br>British | 13345<br>7523<br>11400 | **✠100A1** SS 8/66<br>DTsa—oil FP above 150° F. or vegetable oil<br>**✠LMC**<br>MN2530 EL h†2⅜"SQ | **1954**–5 Vickers-Armstrongs Ltd.—Nwc.<br>541' 0" 71' 2" 28' 6"<br>500' 0" 71' 0" 41' 0"<br>P36' B150' F46' 3 dks<br>RW 8BH<br>rf 6" WB1653t incl. DTa956t | TM (107P)<br>5 Ho 47¼', 77', 62½', 40', 75'<br>G.608570 B.547167<br>5 Ha (18'×16') (46', 30', 37½', 30'×20')<br>14W Der 2(15) 6(10) 2(7) 4(5) | 2 Oil 2SA each 6Cy. 670×2320 mm<br>12650bhp Doxford 1463t (hvf)<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2AuxB 100℔<br>3×400kW 220V d.c. 17¼k |
| 507366<br>GHNU<br>302928<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF EASTBOURNE**<br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co. Ltd.<br>London<br>British | 10006<br>5500<br>11068 | **✠100A1** SS 12/66<br>side tanks in mchy. space & No. 3 hold—oil FP above 150° F. vegetable oil or latex<br>**✠LMC**<br>MN2060 | **1962**–3 Vickers-Armstrongs (S.Bs) Ltd.—Nwc<br>508' 0" 66' 9" 29' 7½"<br>465' 6" 66' 6" 41' 1"<br>P65' F96' 3 dks<br>RW 8BH<br>rf 6" DK fwd WB1897t incl. DTsm1510t | M (4P) Mchy.aft<br>5 Ho 44¾', 52¾', —' DT, 42½', 85', 72½'<br>G.674131 B.615743<br>6 Ha (stl) (22½'×18') (27½', 27½', 27½', 52½', 32½'×23')<br>18W Der 1(20) 4(10) 4(5) | Oil 2SA 8Cy. 760×1550 mm<br>10300bhp Sulzer 1308t (hvf)<br>Vickers-Armstrongs (Eng.) Ltd. Brw<br>3AuxB (2 o.f 1 ex.g) 100℔<br>3×320kW 220V d.c. 18k |
| 507368<br>GODF<br>185878<br>Df Esd<br>Gc Rdr<br>RTm/v | **CITY OF EXETER**<br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co. Ltd.<br>London<br>British | T.Mk<br>11250<br>6303<br>10593<br>13253<br>7557<br>11400 | **✠100A1** SS 7/66<br>DTsa—oil FP above 150° F. or vegetable oil<br>**✠LMC**<br>MN2530 EL h†2⅜"SQ | **1953**–4 Vickers-Armstrongs Ltd.—Nwc<br>541' 0" 71' 2" 28' 6"<br>500' 8" 71' 0" 41' 0"<br>P36' B150' F46' 3 dks<br>RW 8BH<br>rf 6" WB1090t incl. DTsa393t | TM (107P)<br>5 Ho 47¼', 77', 62½', 40', 75'<br>G.607055 B.545761<br>5 Ha (18'×16') (46', 30', 37½', 30'×20')<br>14W Der 2(15) 6(10) 2(7) 4(5) | 2 Oil 2SA each 6Cy. 670×2320 mm<br>12650bhp Doxford 1463t (hvf)<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2AuxB 100℔<br>3×400kW 220V d.c. 17¼k |
| 507369<br>WD3867<br>229316<br>Df Gc<br>Rdr<br>RTm | **CITY OF FLINT 32**<br>**Chesapeake & Ohio Railway Co.**<br>Muskegon<br>United States | 3327<br>762<br>3120 | AB | **1930** Manitowoc S.B. Corp.—Manitowoc<br>381' 6" 57' 3" 18' 3⅛"<br>369' 0" 57' 0" 22' 6"<br>2 dks<br>R<br>rf 21" | TT-E Ferry (108P) | 2 S Turb 7200shp driving 2 gen. 3380kW 2300V a.c. connected to 2 elec. motors each 3600shp 500t (c)<br>General Electric Co. Schenectady<br>1×600kW 2300V 60c/s a.c.<br>2×275, 150kW 120/240V d.c. 18k |
| 541527<br>GIAY<br>304535<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF GLASGOW**<br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co. Ltd.<br>London<br>British | 10017<br>5576<br>10973 | **✠100A1** SS 4/68<br>side tanks in mchy. space & No. 3 hold—oil FP above 150° F. vegetable oil or latex<br>**✠LMC**<br>MN2060 EL f†2¼"SQ | **1963**–4 Vickers-Armstrongs (S.Bs) Ltd.—Nwc<br>508' 0" 66' 9" 29' 7½"<br>465' 6" 66' 6" 41' 1"<br>P65' F96' 3 dks<br>RW 8BH<br>rf 6" DK fwd WB3424t incl. DTsm1271t DTf391t | M (4P) Mchy.aft<br>5 Ho 44¾', 52¾', —' DT, 42½', 85', 72½'<br>G.656394 B.598398<br>6 Ha (stl) (22½'×18') (27½', 27½', 27½', 52½', 32½'×23')<br>18W Der 1(20) 14(10) 4(5) | Oil 2SA 8Cy. 760×1550 mm<br>10300bhp Sulzer 1307t (hvf)<br>Vickers-Armstrongs (Eng.) Ltd. Brw<br>3AuxB (2 o.f 1 ex.g) 100℔<br>3×320kW 220V d.c. 18k |
| 540261<br>MFPU<br>304411<br>Df Esd<br>Phd Rdr<br>RTm/v | **CITY OF GLOUCESTER**<br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co. Ltd.<br>London<br>British | T.Mk<br>4803<br>2521<br>7761<br>6919<br>3901<br>8782 | **✠100A1** SS 6/67<br>side tanks amids—oil FP above 150° F. or vegetable oil or latex<br>**✠LMC**<br>MN1120 EL a†2"SQ | **1963**–3 Wm. Denny & Bros. Ltd.—Dmb<br>433' 8" 59' 3" 24' 9½"/26' 8"<br>405' 5" 59' 0" 36' 9"<br>P37' F39' 2 dks<br>RW Coll BH to U dk 5 to 2nd dk<br>rf 3" WB1503t | M<br>4 Ho 81¼', 100', 55', 65'<br>G.490530 B.455110<br>4 Ha (stl) (43'×18') (55', 32½', 25'×20')<br>10W Der 1(35) 4(10) 6(7) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp Sulzer 958t (hvf)<br>Wm. Denny & Bros. Ltd. Dmb<br>2AuxB 100℔ e (ex.g) 100℔<br>3×180kW 220V d.c. 14¾k |
| 538449<br>WD2588<br>226597<br>Df Gc<br>Rdr<br>RTh | **CITY OF GREEN BAY**<br>exWabash-63<br>**Ann Arbor Railroad Co.**<br>Muskegon<br>United States | 3250<br>1833<br>1798 | AB | **1927** Toledo S.B. Co.—Toledo<br>*338·0'* 57' 8" 16' 3¾"<br>364' 6" 57' 6" 21' 6"<br>2 dks<br>RW<br>rf 9" | TS Train Ferry (371P) | T 6Cy. 21" 34" & 56"×36"<br>2700ihp (o.f)<br>Toledo S.B. Co. Toledo<br>3×60, 60, 50kW 120V d.c. |

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| 507373<br>GXBR<br>187172<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF GUILDFORD**<br><br>**Ellerman Lines Ltd.**<br>Hall Line Ltd.<br>Liverpool British | 4945<br>2517<br>7760 | ✠100A1 SS 2/67<br>side tanks amids—oil FP<br>above 150° F. or vegetable<br>oil or latex<br>✠LMC<br>MN1120 EL a†2"SQ | 1957–11 Swan, Hunter & Wghm Rchdsn<br>—Wal<br>434' 0" 59' 3" 24' 7½"<br>405' 0" 59' 0" 36' 9"<br>P38' F39' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB1691t | M OSD<br>4 Ho 81½', 100', 55', 65'<br><br>4 Ha (43'×18') (55', 32½', 25'×20')<br>Der 1(35) 4(10) 6(7) | Oil 2SA 8Cy. 720×1250<br>5600bhp Sulzer<br>G. Clark & N.E. Mar.<br>2AuxB 100lb<br>3×180kW 220V d.c. |
| 507374<br>GXRD<br>301285<br>Df Esd<br>Gc Rdr<br>RT | **CITY OF HEREFORD**<br><br>**Hall Line Ltd.**<br>Liverpool British | 4954<br>2529<br>7610 | ✠100A1 SS 1/68 ~~SS 2/63~~<br>side tanks amids—oil FP<br>above 150° F. or vegetable<br>oil or latex<br>✠LMC<br>MN1120 EL a†2"SQ | 1958–11 Caledon S.B.&E. Co. Ltd.—Dun<br>434' 0" 59' 3" 24' 7½"<br>405' 0" 59' 0" 36' 9"<br>P38' F39' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB1842t | M OSD<br>4 Ho 81½', 100', 55', 65'<br>G.487790 B.452720<br>3 Ha (stl) (43'×18') (32½', 25'×20')<br>1 Ha (w) (55'×20')<br>10W Der 1(35) 4(10) 6(7) | Oil 2SA 8Cy. 720×1250<br>5600bhp<br>G. Clark & N.E. Mar.<br>2 AuxB 100lb ●(ex.g)<br>3×180kW 220V d.c. |
| 507376<br>GBKW<br>181105<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF**<br>**JOHANNESBURG**<br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co.<br>Ltd.<br>London British | 8207<br>4831<br>10650 | **BS✱** SS 7/65<br><br>**MBS✱**<br><br>MN1800 CT9384 C41 S36 | 1947–11 Barclay Curle & Co. Ltd.—Gls<br>497' 6" 64' 2" 29' 10"<br>465' 0" 64' 0" 36' 6"<br>P47' B223' F85' 2 dks<br>RW 7BH<br>rf 6" WB3729t incl. DTs2016t | TM<br>4 Ho 55½', 92½', —' DT, 77½', 67½'<br>G.628190 B.565660<br>5 Ha (22½'×14') (45'×22') (22½'×20')<br>(35'×22') (27½'×22')<br>16W Der 1(50) 1(15) 2(12) 10(10) 6(7) | 2 Oil 2SA each 4Cy.<br>9000bhp Doxford<br>Barclay Curle & Co. Ltd.<br>AuxB 100lb<br>3×175kW 220V d.c. |
| 507377<br>GDVD<br>182165<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF KARACHI**<br><br>**Ellerman Lines Ltd.**<br>The City Line Ltd.<br>Glasgow British | 7321<br>4165<br>11056 | ✠100A1 ~~SS 10/63~~<br>DTm & DTa—oil FP<br>above 150° F. or vegetable<br>oil or latex TD 1/69<br>✠LMC<br>MN1210 EL d†2 5/16"SQ | 1951–3 Wm. Denny & Bros. Ltd.—Dmb<br>484' 10" 61' 10" 28' 5½"<br>450' 8" 61' 6" 41' 3"<br>F45' 2 dks & S dk, 4th dk in fwd hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2805t incl. DTa790t DTm550t | S (4P) OSD<br>5 Ho 51½', 90½', 25', 35', 72½'<br>G.638300 B.577380<br>5 Ha (22½'×18') (45', 34', 32½',<br>20'×20')<br>14W Der 1(50) 1(15) 1(12) 10(10) 4(7) | 3 S Turb sr geared<br>6050shp<br>Wm. Denny & Bros. Ltd.<br>2WTB 300lb Spt 290lb<br>3×30kW 110V d.c. |
| 507378<br>WC4399<br>225904 | **CITY OF KEANSBURG**<br><br>**Delaware & New York**<br>**Steamboat Co.**<br>Wilmington, Del United States | 1038<br>551<br>— | | 1926 H. A. Marvel—Newburg, N.Y<br>*231-0'* 43' 0"<br>42' 10"<br>1 dk<br>R | TS | T 6Cy. 15½" 26" & 44"×28"<br>750ihp Emade [illegible]<br>General Ordnance Co. |
| 507379<br>GBZC<br>181014<br>Df Esd<br>Gc Rdr | **CITY OF KHARTOUM**<br><br>**Ellerman Lines Ltd.**<br>Hall Line Ltd.<br>Liverpool British<br>Now **BENALLIGIN**<br>See New Entries No. 1 | 9955<br>6128<br>11700 | **BS✱** SS 1/63<br>with freeboard<br>**MBS✱**<br><br>MN1360 CT10027 C41 | 1946–1 Barclay, Curle & Co. Ltd.—Gls<br>497' 6" 64' 3" 29' 10"<br>465' 6" 64' 0" 42' 8"<br>P38' F33' 3 dks<br>RW 8BH<br>rf 3" WB2634t incl. DT726t | M<br>5 Ho 51½', 56½, 85½', —' DT, 66', 64½'<br>G.699685 B.632650<br>6 Ha (20½'×16') (33½', 52½', 10', 35½',<br>27½'×21')<br>18W Der 1(50) 1(20) 1(15) 3(12) 10(10)<br>2(6½) 4(5) | Oil 2SA 6Cy. 670×2320<br>6600bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>db 100lb<br>3×175kW 220V d.c. |
| 507380<br>GXPD<br>187199<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF LANCASTER**<br><br>**Ellerman Lines Ltd.**<br>Hall Line Ltd.<br>Liverpool British | 4949<br>2524<br>7720 | ✠100A1 SS 11/66<br>side tanks amids—oil FP<br>above 150° F. or vegetable<br>oil or latex<br>✠LMC<br>MN1120 EL a†2"SQ | 1958–9 Swan, Hunter & Wghm Rchdsn<br>—Wal<br>434' 0" 59' 4" 24' 7½"<br>405' 0" 59' 0" 36' 9"<br>P38' F39' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB1836t | M OSD<br>4 Ho 81½', 100', 55', 65'<br>G.487990 B.454560<br>3 Ha (stl) (43'×18') (32½', 25'×20')<br>1 Ha (w) (55'×20')<br>10W Der 1(35) 4(10) 6(7) | Oil 2SA 8Cy. 720×1250<br>5600bhp<br>Sulzer Bros. Ltd.<br>3AuxB (2 o.f 1 ex.g) 100lb<br>3×180kW 220V d.c. |
| 507383<br>GHFB<br>302614<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF LICHFIELD**<br><br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co.<br>Ltd.<br>London British | T.Mk<br>4795<br>2530<br>7821<br>7012 ~~7642~~<br>3955<br>8852 | ✠100A1 SS 5/65<br>side tanks amids—oil FP<br>above 150° F. or vegetable<br>oil or latex<br>✠LMC<br>MN1120 EL a†2"SQ | 1961–3 Wm. Denny & Bros. Ltd.—Dmb<br>433' 8" 59' 3" 24' 9½"/26' 8"<br>405' 5" 59' 0" 36' 9"<br>P37' F39' 2 dks<br>RW Coll BH to U dk 5 to 2nd dk<br>rf 3" WB1503t | M<br>4 Ho 81½', 100', 55', 65'<br>G.490530 B.455110<br>3 Ha (stl) (43'×18') (32½', 25'×20')<br>1 Ha (w) (55'×20')<br>10W Der 1(35) 4(10) 6(7) | Oil 2SA 8Cy. 720×1250<br>5600bhp Sulzer<br>Wm. Denny & Bros. Ltd.<br>2AuxB 100lb<br>3×180kW 220V d.c. |
| 507387<br>GZLD<br>182144<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF MANCHESTER**<br><br>**Ellerman Lines Ltd.**<br>The City Line Ltd.<br>Glasgow British | 7585<br>4413<br>10900 | ✠100A1 SS 9/66<br>with fbd DTsm & DTa—<br>oil FP above 150° F. or<br>vegetable oil or latex<br>✠LMC<br>MN1584 EL d†2 5/16"SQ | 1950–3 J. L. Thompson & Sons Ltd.—Sld<br>485' 4" 61' 10" 28' 10"<br>450' 8" 61' 6" 41' 3"<br>F43' 2 dks & S dk, 4th dk in way of<br>No. 1 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB3431t incl. Tunnel tanks 295t DTsm961t DTa678t | S (12P) OSD<br>4 Ho 51½', 108½', —' DT, 35', 75'<br>G.641420 B.576150<br>5 Ha (22½'×18') (59½' comb.×20')<br>(15'×18') (32½', 20'×20')<br>16W Der 1(50) 1(20) 8(10) 6(7) | 3 S Turb sr geared<br>7920shp<br>Wallsend Slpwy & E. Co.<br>2WTB 300lb Spt 290lb<br>3×30kW 110V d.c. |
| 507388<br>GBLE<br>300981<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF MELBOURNE**<br><br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co.<br>Ltd.<br>London British<br>Now **CITY OF CAPE TOWN** See New Entries No. 2 | 9914<br>5362<br>12300 | ✠100A1 SS 8/63<br>DTsf—oil FP above<br>150° F. or vegetable oil or<br>latex<br>✠LMC<br>✠Lloyd's RMC<br>MN2940 EL h†2¼"SQ | 1959–8 A. Stephen & Sons Ltd.—Gls<br>545' 2" 71' 2" 28' 9½"<br>510' 0" 71' 0" 43' 6"<br>P95' F45' 1 dk & S dk, 3rd dk clear of<br>mchy. space<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 3" DK fwd WB4440t incl. Tunnel tanks 394t DTm717t DTsf1384t | M Ref OSD<br>5 Ho 51½', 68', 77', 52½', 79½'<br>G.612450 B.559090 In.168185<br>5 Ha (stl) (27', 43½', 44', 33', 44'×23')<br>18W Der 1(20) 8(10) 4(7) 6(5) | Oil 2SA 12Cy.<br>14700bhp Sulzer<br>A. Stephen & Sons Ltd.<br>2AuxB 100lb<br>4×320kW 220V d.c. |
| 507389<br>WD3866<br>240326<br>Dl Gc<br>Rdr<br>RTm | **CITY OF MIDLAND 41**<br><br>**Chesapeake & Ohio**<br>**Railway Co.**<br>Muskegon United States | 3969<br>833<br>3125 | <br><br>AB | 1941 Manitowoc S.B. Corp.—Manitowoc<br>407' 0" 58' 3" 18' 7½"<br>388' 2" 58' 0" 23' 6"<br>B&F381' 2 dks<br>R<br>rf 12" | TS Ferry (196P) | Unaflow 10Cy. 25"×30"<br>6362ihp<br>Skinner Eng. Co.<br>2×500kW 240V |
| 507390<br>WA3708<br>230448<br>Df Rdr<br>RTm | **CITY OF MILWAUKEE**<br><br>**Grand Trunk Milwaukee**<br>**Carferry Co.**<br>Muskegon United States | 2942<br>1488<br>— | <br><br>AB | 1931 Manitowoc S.B. Corp.—Manitowoc<br>*347·9'* 56' 2" 17' 6½"<br>348' 0" 56' 0" 21' 6"<br>2 dks<br>R | TS Train Ferry (16P) | T 6Cy. 20½" 34" & 56"<br>2700ihp<br>Manitowoc S.B. Corp.<br>2×60kW 120V d.c. |

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| 507383 **CITY OF NEWCASTLE**<br>GVDJ<br>187125 **Ellerman Lines Ltd.**<br>Df Esd Hall Line Ltd.<br>Gc Rdr Liverpool British<br>RTv<br>Now **BENRATHA** See New Entries No. 2 | 7727<br>4047<br>10970 | ✠100A1 SS 5/66<br>DTsf & a—oil FP above 150° F. or vegetable oil or latex, but not in adjacent tanks<br>✠LMC<br>MN1600 EL f†2¼"SQ | 1956–4 A. Stephen & Sons Ltd.—Gls<br>507' 2" 65' 9" 28' 3¾"<br>470' 0" 65' 6" 42' 0"<br>P33' F38' 1 dk & S dk, 3rd dk clear of mchy. space<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 6" DK fwd WB3047t incl. DTa827t DTf849t | M (4P) OSD<br>5 Ho 51¾', 46¼', 97½', 42½', 72½'<br>G.702935 B.647860<br>5 Ha (stl) (22½'×18') (50', 48', 42½', 30'×23')<br>16W Der 1(70) 2(12) 6(10) 4(7) 4(5) | Oil 2SA 6Cy. 750×2500 mm<br>8500bhp Doxford 1541t (hvf)<br>A. Stephen & Sons Ltd. Gls<br>2db 100lb<br>3×320, 240, 240kW 220V d.c. 15½k |
| 507397 **CITY OF OTTAWA**<br>GZGB<br>183784 **Ellerman Lines Ltd.**<br>Df Esd Hall Line Ltd.<br>Gc Rdr Liverpool British<br>RTv | 7622<br>4427<br>10880 | ✠100A1 SS 11/66<br>with fbd DTsm & DTa—oil FP above 150° F. or vegetable oil or latex<br>✠LMC<br>MN1584 EL d† | 1950–8 Vickers-Armstrongs Ltd.—Nwc<br>485' 4" 61' 8" 28' 10½"<br>450' 9" 61' 6" 41' 3"<br>F43' 2 dks & S dk, 4th dk in way of No. 1 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB3157t incl. DTsm1003t DTa700t | S (12P) OSD<br>4 Ho 51½', 108¼', —, DT' 35', 75'<br>G.646150 B.581410<br>5 Ha (22½'×18') (59½' comb.×20') (15'×18') (32½', 20'×20')<br>16W Der 1(50) 1(20) 8(10) 8(7) | 3 S Turb sr geared to sc. shaft<br>7920shp 1741t (o.f)<br>Vickers-Armstrongs Ltd. Brw<br>2WTB 300lb Spt 290lb hs14348<br>3×30kW 110V d.c. 15½k |
| 507398 **CITY OF OXFORD**<br>GZMN<br>182105 **Ellerman Lines Ltd.**<br>Df Esd The City Line Ltd.<br>Gc Rdr Glasgow British<br>RTv | 7593<br>4427<br>10862 | ✠100A1 SS 3/66<br>with fbd DTsm & DTa—oil FP above 150° F. or vegetable oil or latex<br>✠LMC<br>MN1386 EL d† | 1948–12 John Brown & Co. Ltd.—Cly<br>480' 4" 61' 10" 28' 8⅞"<br>450' 8" 61' 6" 41' 3"<br>F41' 2 dks & S dk, 4th dk in fwd hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB3096t incl. DTm974t DTa682t | S (12P) OSD<br>4 Ho 51½', 108¼', —, DT' 35', 75'<br>G.631200 B.566815<br>5 Ha (22½'×18') (59½' comb.×20') (15'×18') (32½', 20'×20')<br>16W Der 1(50) 1(20) 8(10) 8(7) | 3 S Turb sr geared to sc. shaft<br>7200shp 1754t (o.f)<br>John Brown & Co. Ltd. Cly<br>2WTB 300lb Spt 275lb hs(12232)<br>3×30kW 110V d.c. 15½k |
| 507401 **CITY OF POONA**<br>GBJT<br>181028 **Ellerman Lines Ltd.**<br>Df Esd Hall Line Ltd.<br>Gc Rdr Liverpool British<br>RTv<br>Now **BENARKLE** See New Entries No. 1 | 9962<br>6063<br>11956 | ✠100A1 SS 9/66<br>with fbd DTm—oil FP above 150° F.<br>✠LMC<br>EL e† | 1946–7 Swan, Hunter & Wghm Rchdsn —Nwc<br>497' 6" 64' 2" 29' 9¾"<br>465' 0" 64' 0" 42' 8"<br>P39' F40' 2 dks. 3rd dk except in No. 1 hold<br>RW 7 divisional WTBH in 4 upr 'tween dks Coll BH to U dk 7 to 2nd dk<br>rf 3" WB2687t incl. Tunnel tank 209t DTm726t DTf226t | M<br>6 Ho 51¾', 56½', 85¼', 35¾', 66', 64½'<br>G.693260 B.630660<br>6 Ha (20¼'×16') (33¾', 52¼', 10', 35¾', 27½'×21')<br>18W Der 1(50) 1(20) 1(15) 3(12) 10(10) 8(7) | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford 1810t (hvf)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>AuxB 100lb<br>3×175kW 220V d.c. 14½k |
| 507402 **CITY OF PORT ELIZABETH**<br>GPLC<br>184740 **Ellerman Lines Ltd.**<br>Df Esd Ellerman & Bucknall S.S. Co. Ltd.<br>Gc Rdr London British<br>RTm/v | T.Mk<br>**11260**<br>6326<br>10509<br>**13268**<br>7591<br>11350 | ✠100A1 SS 7/66<br>DTa—oil FP above 150° F. or vegetable oil<br>✠LMC<br>MN2530 EL h†2⅜"SQ | 1952–12 Vickers-Armstrongs Ltd.—Nwc<br>541' 0" 71' 2" 28' 6"<br>500' 8" 71' 0" 41' 0"<br>P36' B150' F46' 3 dks<br>RW 8BH<br>rf 6" WB1653t incl. DTs956t | TM (107P)<br>5 Ho 47¼', 77', 62½', 40', 75'<br>G.610540 B.549562<br>5 Ha (18'×16') (46', 30', 37½', 30'×20')<br>14W Der 2(15) 4(10) 2(7) 4(5) | 2 Oil 2SA each 6Cy. 670×2320 mm<br>12650bhp Doxford 1463t (hvf)<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2 AuxB 100lb<br>3×400kW 220V d.c. 17¼k |
| 507405 **CITY OF RIPON**<br>GTYV<br>185035 **Ellerman Lines Ltd.**<br>Df Esd The City Line Ltd.<br>Gc Rdr Glasgow British<br>RTv | 7713<br>4033<br>10982 | ✠100A1 ~~SS 4/64~~<br>DTsf&a—oil FP above 150° F. or vegetable oil or latex SS 10/68<br>✠LMC<br>MN1600 EL f†2¼"SQ | 1956–3 Vickers-Armstrongs (S.Bs) Ltd. —Walker<br>507' 2" 65' 9" 28' 4"<br>470' 0" 65' 6" 42' 0"<br>P37' F40' 1 dk & S dk, 3rd dk clear of mchy. space<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 6" DK fwd WB3075t incl. DTa850t DTf835t | M (4P) OSD<br>5 Ho 51¾', 46¼', 97½', 42½', 72½'<br>G.693014 B.636482<br>5 Ha (stl) (22½'×18') (50', 49', 42½', 30'×23')<br>16W Der 1(70) 2(12) 6(10) 4(7) 4(5) | Oil 2SA 6Cy. 750×2500 mm<br>8000bhp Doxford 1565t (hvf)<br>Vickers-Armstrongs (Eng.) Ltd. Brw<br>3AuxB (2 o.f 1 ex.g) 100lb<br>3×320, 240, 240kW 220V d.c. 15½k |
| 662088 **CITY OF ROTTERDAM**<br>DAQP Launched as Petra-Gunda<br>10891 **Hans Heinrich**<br>Df Esd Peter Döhle<br>Gc Rdr Hamburg W. German<br>RTv | 499<br>326<br>1151 | GL | 1966 J. J. Sietas Schiffsw.—Ham<br>222' 10" 34' 6" 13' 0"<br>200' 2" 34' 5½" 20' 6"<br>F22' 1 dk & S dk | M OSD Mchy.aft<br>2 Ho 39¼', 72'<br>G.86600 B.79300<br>2 Ha (stl) (39¼', 72'×24¼')<br>Cr 3(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp 65t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×53kW 400V a.c. 12k |
| 507406 **CITY OF SAGINAW 31**<br>WD3868<br>229150 **Chesapeake & Ohio Railway Co.**<br>Df Gc Rdr Muskegon United States<br>RTm | 3327<br>762<br>3120 | AB | 1929 Manitowoc S.B. Corp.—Manitowoc<br>381' 6" 57' 4" 18' 3⅛"<br>369' 0" 57' 0" 22' 6"<br>2 dks<br>R<br>rf 21" | TT-E Ferry (76P) | 2 S Turb 7200shp driving 2 gen. 3380kW 2300V a.c. connected to 2 elec. motors each 3600shp 500t (c)<br>General Electric Co. Schenectady<br>1×600kW 2300V 60c/s a.c.<br>2×275, 150kW 120/240V d.c. 18k |
| 507407 **CITY OF ST. ALBANS**<br>GHKM<br>302544 **Ellerman & Bucknall S.S. Co. Ltd.**<br>Df Esd<br>Gc Rdr London British<br>RTv | T.Mk<br>**4809**<br>2537<br>7824<br>**6980**<br>3911<br>8832 | ✠100A1 SS 6/65<br>side tanks amids—oil FP above 150° F. or vegetable oil or latex<br>✠LMC<br>MN1120 EL a†2"SQ | 1960–12 Wm. Denny & Bros. Ltd.—Dmb<br>433' 8" 59' 3" 24' 10"/26' 8"<br>405' 5" 59' 0" 36' 9"<br>P37' F39' 2 dks<br>RW 6BH<br>rf 3" WB1503t | M<br>4 Ho 84¼', 100', 55', 65'<br>G.490530 B.455110<br>3 Ha (stl) (43'×18') (32½', 25'×20')<br>1 Ha (w) (55'×20')<br>10W Der 1(35) 4(10) 6(7) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp Sulzer (hvf)<br>Wm. Denny & Bros. Ltd. Dmb<br>2AuxB 100lb<br>3×180kW 220V d.c. 14¾k |
| 661515 **CITY OF ST. GEORGE**<br>317323 **D. McFarlane**<br>St. George's, Grenada British | 191<br>114<br>— | | 1965 B. McLawrence—Carriacou<br>*80·7'* 25' 3"<br>… … …<br>1 dk | Wood TM | 2 Oil each 8Cy. 6½"×7½"<br>480bhp<br>Bergius Kelvin Co. Gls<br>12k |
| 507408 **CITY OF SAN FRANCISCO**<br>WA3713<br>231411 **Robert O. Fleming & Co. Inc.**<br>Seattle United States | 152<br>68<br>— | | 1931 Genoa Boat Works—S.Fo<br>*87·8'* 23' 7"<br>… … …<br>1 dk | Wood M | Oil<br>300bhp |
| 507409 **CITY OF SAN PEDRO**<br>**Juan Abelardo Rodriguez**<br>Mexican | 138<br>73<br>— | | 1944 Harbor Boat Works—San Pedro<br>*81·3'* 23' 0"<br>… … … | Wood M Fishing | Oil 4SA 6Cy. 265×305 mm<br>Enterprise Engine Co. S.Fo |

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| 507410<br>BKAY | **CITY OF SHANGHAI**<br>exHu Kwang<br>exCity of Shanghai-51<br>exKlang-47<br>**Shanghai Development Co. (Taiwan) Ltd.**<br>Keelung China (Taiwan) | 1917<br>966<br>— | ✠Classed LR until 7/15 | 1911 Caledon S.B. & E. Co. Ltd.—Dun<br>286' 0" 38' 1"<br>37' 11"<br>2 dks<br>R | S | T 3Cy. 22" 36" & 58" x 42"<br>Caledon S.B. & E. Co. Ltd. |
| 507411<br>GDLG<br>183803<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF SINGAPORE**<br>**Ellerman Lines Ltd.**<br>Hall Line Ltd.<br>Liverpool British | 7338<br>4184<br>10928 | ✠100A1 SS 4/64<br>with fbd DTm & DTa—oil FP above 150° F. or veg. oil or latex<br>✠LMC<br>MN1210 EL d†2 5/16"SQ | 1951-2 A. Stephen & Sons Ltd.—Gls<br>484' 10" 61' 10" 28' 6"<br>450' 8" 61' 6" 41' 3"<br>F43' 2 dks & S dk, 4th dk in fwd hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2781t incl. DTm547t DTa786t | S (4P) Ref OSD<br>5 Ho 51½', 90½', 25', 55', 72½'<br>G.627121 B.565908 In.23300<br>5 Ha (22½'×18') (45', 34', 32½', 20'×20')<br>14W Der 1(50) 1(15) 1(12) 6(10) 4(7) 4(5) | 3 S Turb sr geared to sc. sh<br>6050shp<br>A. Stephen & Sons Ltd.<br>2WTB 300lb Sup 290lb<br>3×30kW 110V d.c. |
| 507412<br>GBZT<br>181016<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF SWANSEA**<br>**Ellerman Lines Ltd.**<br>Hall Line Ltd.<br>Liverpool British<br>Now **BENKITLAN**<br>See New Entries No. 1 | 9959<br>6169<br>11740 | BS✱ SS 7/63<br>with fbd DTm—oil FP above 150° F.<br>MBS✱<br>MN1254 CT10027 C41 | 1946-4 Barclay, Curle & Co. Ltd.—Gls<br>497' 6" 64' 2" 29' 10½"<br>465' 6" 64' 0" 42' 8"<br>P38' F33' 3 dks<br>RW 8BH<br>rf 3" WB2634t incl. DT726t | M<br>6 Ho 51½', 56½', 85½', 35½', 66', 64½'<br>G.696508 B.629925<br>6 Ha (20½'×16') (33½', 52½', 10', 35½', 27½'×21')<br>18W Der 1(50) 1(15) 3(12) 10(10) 2(2-6) 6(5) | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>AuxB 100lb<br>3×175kW 220V d.c. |
| 507414<br>GHCK<br>302514<br>Df Esd<br>Gc Rdr<br>RTm/v | **CITY OF SYDNEY**<br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co. Ltd.<br>London British | T.Mk<br>7657<br>4125<br>9991<br>10242<br>5799<br>11939 | ✠100A1 SS 9/65<br>DTf—oil FP above 150° F. vegetable oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>MN2307 EL f†2½"SQ | 1960-10 Barclay, Curle & Co. Ltd.—Gls<br>511' 8" 67' 4" ~~30' 0½"~~ 30' 6"<br>470' 9" 67' 0" 42' 0"<br>P70' F44' 3 dks<br>RW 8BH<br>rf 6" DK fwd WB3153t incl. DTm466t DTf1293t | M Ref CSD<br>5 Ho 51½', 63½', 75', 45', 72½'<br>G.543280 B.489040 In.106230<br>5 Ha (stl) (22½'×18') (43', 42½', 30', 32½'×23')<br>18W Der 1(20) 8(10) 10(5) | Oil 2SA 9Cy. 760×1550 mm<br>11535bhp Sulzer<br>Barclay, Curle & Co. Ltd.<br>3AuxB (2 o.f 1 ex.g) 100lb<br>4×320kW 220V d.c. |
| 650045<br>WQ4002<br>295035<br>Df Esd<br>Rdr RT | **CITY OF TACOMA**<br>**Strom Fisheries Inc.**<br>Mayaguez, P.R United States | 806<br>423<br>— | | 1964 Tacoma B.B. Co. Inc.—Tac<br>166' 6" 35' 7" 17' 3"<br>153' 4" 35' 5"<br>1 dk | M Fishing | Oil 2SA 10Cy. 8½"×10"<br>1600bhp Emade<br>Fairbanks, Morse & Co. |
| 507418<br>GVPC<br>187151<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF WELLINGTON**<br>**Ellerman Lines Ltd.**<br>Hall Line Ltd.<br>Liverpool British | 7702<br>4041<br>10768 | ✠100A1 ~~SS 6/64~~<br>DTsf & a—oil FP above 150° F. or vegetable oil or latex SS 10/68<br>✠LMC<br>MN1600 EL f†2½"SQ | 1956-10 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>507' 4" 65' 9" 28' 4"<br>470' 0" 65' 6" 42' 0"<br>P33' F38' 1 dk & S dk, 3rd dk clear of mchy. space<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 6" DK fwd WB3074t incl. DTa848t DTf834t | M (4P) OSD<br>5 Ho 51½', 46½', 97½', 42½', 72½'<br>G.684802 B.630870<br>5 Ha (22½'×18') (50', 49', 42½' 30'×23')<br>16W Der 1(70) 2(12) 6(10) 4(7) 4(5) | Oil 2SA 6Cy. 750×2500 mm<br>8000bhp Doxford<br>Wallsend Slpwy & E. Co. Ltd.<br>2db 100lb<br>3×320, 240, 240kW 220V d.c. |
| 507419<br>GDTY<br>184717<br>Df Esd<br>Gc Rdr<br>RT | **CITY OF WINCHESTER**<br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co. Ltd.<br>London British | 10594<br>6079<br>12924 | ✠100A1 SS 5/66<br>DTsf—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN2860 EL l†2 1/16"SQ | 1952-10 Wm. Denny & Bros. Ltd.—Dmb<br>568' 1" 71' 4" 29' 8½"<br>520' 0" 71' 0" 45' 0"<br>P30' F46' 1 dk & S dk, 3rd dk clear of mchy. space<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 3" DK fwd WB3528t incl. Tunnel tanks 473t DTf1051t | S (2P) Ref OSD<br>5 Ho 51½', 84½', 49½', 85½', 73½'<br>G.767521 B.706070 In.174784<br>5 Ha (24½'×16½') (44½', 46½', 44', 24½'×23½')<br>16W Der 1(20) 8(10) 9(7) | 3 S Turb dr geared to sc. sh<br>14300shp<br>Wm. Denny & Bros. Ltd.<br>2WTB 490lb Sup 430lb<br>db 130lb sg 120lb<br>4×300kW 220V d.c. |
| 507420<br>GTXW<br>187128<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF WINNIPEG**<br>**Ellerman Lines Ltd.**<br>Hall Line Ltd.<br>Liverpool British<br>Now **BENEDIN**<br>See New Entries No. 1 | 7716<br>4020<br>10795 | ✠100A1 SS 6/66<br>DTsf&a—oil FP above 150° F. or vegetable oil or latex<br>✠LMC<br>MN1600 EL f†2½"SQ | 1956-3 Caledon S.B. & E. Co. Ltd.—Dun<br>507' 3" 65' 9" 28' 4"<br>470' 0" 65' 6" 42' 0"<br>P33' F38' 1 dk & S dk, 3rd dk clear of mchy. space<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 6" DK fwd WB3060t incl. DTa853t DTf835t | M (4P) OSD<br>5 Ho 51½', 46½', 97½', 42½', 72½'<br>G.684802 B.630802<br>5 Ha (stl) (22½'×18') (50', 49', 42½', 30'×23')<br>16W Der 1(70) 2(12) 6(10) 4(7) 4(5) | Oil 2SA 6Cy. 750×2500 mm<br>8000bhp Doxford<br>Wallsend Slpwy & E. Co. Ltd.<br>2AuxB 100lb<br>3×320, 240, 240kW 220V d.c. |
| 507421<br>GHDC<br>301356<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF WORCESTER**<br>**Ellerman Lines Ltd.**<br>Hall Line Ltd.<br>Liverpool British | T.Mk<br>4790<br>2512<br>7833<br>6978<br>3913<br>8860 | ✠100A1 SS 11/64<br>side tanks amids—oil FP above 150° F. or vegetable oil or latex<br>✠LMC<br>MN1120 EL a†2"SQ | 1960-9 Caledon S.B. & E. Co. Ltd.—Dun<br>434' 0" 59' 3" 24' 9½"/26' 8"<br>405' 5" 59' 0" 36' 9"<br>P39' F39' 2 dks<br>RW Coll BH to U dk 5 to 2nd dk<br>rf 3" WB1822t | M<br>4 Ho 81½', 100', 55', 65'<br>3 Ha (stl) (43'×18') (32½', 25'×20')<br>1 Ha (w) (55'×20')<br>Der 1(35) 4(10) 6(7) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp Sulzer<br>G. Clark & N.E. Mar.<br>2 AuxB 100lb<br>3×180kW 220V d.c. |
| 507422<br>MQFR<br>185966<br>Df Esd<br>Gc Rdr<br>RTm/v | **CITY OF YORK**<br>**Ellerman Lines Ltd.**<br>Ellerman & Bucknall S.S. Co. Ltd.<br>London British | 13345<br>7551<br>11400 | ✠100A1 SS 9/66<br>DTsa—oil FP above 150° F. or vegetable oil<br>✠LMC<br>MN2530 EL h†2½"SQ | 1953-10 Vickers-Armstrongs Ltd.—Nwc<br>541' 0" 71' 2" 28' 6"<br>500' 8" 71' 0" 41' 0"<br>P36' B150' F46' 3 dks<br>RW 8BH<br>rf 6" WB1624t incl. DTsa927t | TM (107P)<br>5 Ho 47½', 77', 62½', 40', 75'<br>G.607055 B.545761<br>5 Ha (18'×16') (46', 30', 37½', 30'×20')<br>14W Der 2(15) 6(10) 2(7) 4(5) | 2 Oil 2SA each 6Cy.<br>12650bhp Doxford<br>Hawthorn, Leslie & Co.<br>2AuxB 100lb<br>3×400kW 220V d.c. |
| 507423<br>EARJ | **CIUDAD DE ALCIRA**<br>Launched as Alcira-44<br>**Cia. Trasmediterránea**<br>Valencia Spanish | 2516<br>1396<br>2421 | ✠100A1 SS 2/67<br>with freeboard<br>✠LMC<br>EL s | 1946-7 Union Nav. de Levante—Val<br>293' 9" 43' 2" 18' 1"<br>273' 5" 43' 0" 25' 0"<br>RFD26' 2 dks<br>R 6BH<br>WB642t | S (26P)<br>G.166000 B.155000<br>4 Ha (25½'×15½') (29½', 29½', 25½'×20½')<br>Cr 8(3) Der 1(7) | C 4Cy. (2) 19<br>1400ihp<br>Soc. Española de Cons<br>2WTB 220lb Sup<br>3×30kW 110V d.c. |

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| 507424<br>LAPG | **CIUDAD DE ALGECIRAS**<br>exMiguel Primo De Rivera<br>**Cia. Trasmediterránea**<br>Valencia Spanish | 1067<br>559<br>274 | ✠100A1 TD 7/68 ~~CS 6/64~~<br>for service between Las<br>Palmas and Tenerife<br>✠LMC<br>EL I | 1927–2 Union Nav. de Levante—Val<br>203' 5" 31' 8" 11' 6"<br>194' 0" 31' 6" 17' 0"<br>F30' 1 dk, 2nd dk in holds<br>R 5BH<br>WB63t | TM (124P)<br>1 Ha (17'×10½')<br>Cr 2(3) | 2 Oil 4SA each 5Cy. 460×630 mm<br>1600bhp<br>Frd. Krupp Germ. A.G.<br>2×55kW 220V d.c. | (d.o)<br>Kel |
| 507425<br>EARI<br>Esd Rdr | **CIUDAD DE ALICANTE**<br>exInfante D. Juan<br>**Cia. Trasmediterránea**<br>Valencia Spanish | 2435<br>1337<br>858 | ✠100A1 Dr 2/65<br>with freeboard<br>✠LMC<br>EL r | 1930–6 Union Nav. de Levante—Val<br>266' 7" 40' 11" 15' 2"<br>255' 11" 40' 8" 25' 9"<br>F39' 2 dks (stl-upper dk-ws), 3rd dk in fwd holds<br>R 5BH to U dk 1 to 2nd dk<br>WB563t incl. Tunnel tanks 69t DTa70t DTf76t | TM (390P)<br>G.68000 B.65000<br>3 Ha (11', 20½', 13'×13')<br>Cr 2(3) 4(2) Der 1(14) | 2 Oil 4SA each 7Cy. 480×700 mm<br>2100bhp<br>Masch. Augsburg-Nürnberg<br>3×60kW 220V d.c. | 130t (d.o)<br>Aug<br>16k |
| 507426<br>HJNV<br>Df Esd<br>Gc Rdr<br>RTm/h | **CIUDAD DE ARMENIA**<br>**Flota Mercante**<br>**Grancolombiana S.A.**<br>Buenaventura Colombian | 5269<br>2754<br>8093 | AB | 1960 Empresa Nacional "Elcano"—Sev<br>475' 0" 62' 2" 24' 0⅛"<br>439' 7" 62' 0" 35' 9"<br>P46' Q48' B104' F57' 1 dk & S dk<br>RW | M (11P) Ref OSD<br>5 Ho 65', 81', 45', 69', 53'<br>G.439891 B.402038 In.58071<br>5 Ha (stl) (33½'×16') (47½', 20¼', 33½', 27'×20')<br>18W Der 18(35, 15, 10 & 5) | Oil 2SA 10Cy. 720×1250 mm<br>7300bhp<br>Sulzer Bros. Ltd.<br>3×300kW 230V d.c. | 857t (d.o)<br>Win<br>17k |
| 641026<br>Df Esd<br>RT | **CIUDAD DE ARUCAS**<br>**Coop. Pesquera Canaria**<br>Las Palmas Spanish | 295<br>112<br>266 | BV | 1964 Enrique Lorenzo y Cia.—Vgo<br>131' 11" 22' 2"<br>116' 9" 22' 0½" 13' 2" | M Trawler<br>3 Ha (each 3½'×3½') | Oil 4SA 8Cy. 295×420 mm<br>700bhp<br>La Maquinista Terrestre y Mar. | 84t<br>Bcl<br>10¼k |
| 507428<br>EBSF<br>Df Esd<br>RT | **CIUDAD DE AYAMONTE**<br>**Pesqueras del Guadiana S.A.**<br>Vigo Spanish | 373<br>188<br>— | BV | 1957 Hijos de J. Barreras S.A.—Vgo<br>*132·8'* 24' 5"<br>24' 1½" 13' 7"<br>RW len 65 | M Trawler<br>3 Ha (3½', 3½'×3½') (6½'×6½')<br>Der 2 | Oil 4SA 8Cy. 270×500 mm<br>1050bhp Werkspoor<br>Hijos de J. Barreras S.A. | Vgo<br>10¾k |
| 507429<br>EARD<br>Df Esd<br>Rdr | **CIUDAD DE BARCELONA**<br>exPlaya de Formentor–56<br>**Cia. Trasmediterránea**<br>Barcelona Spanish | 5195<br>3749<br>1555 | BV | 1955 Union Nav. de Levante—Val<br>349' 0" 50' 11" 16' 5"<br>321' 6" 50' 10" 27' 10"<br>2 dks<br>RW | TM (708P) Ref CSD<br>G.83873 B.76954<br>3 Ha (10¾'×9½') (15¼', 10¾'×13')<br>6W Cr 6(3) | 2 Oil 2SA each 7Cy. 500×900 mm<br>5300bhp<br>La Maquinista Terrestre y Mar.<br>3×180kW 220V d.c. | 585t (d.o)<br>Bcl<br>17½k |
| 507430<br>YVDA<br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE BARQUISIMETO**<br>**Compania Anonima Venezolana de Navegacion**<br>La Guaira Venezuelan | *4214*<br>*2384*<br>6390 | AB<br>✠Classed LR until 2/56 | 1951–11 Fairfield Co. Ltd.—Gls<br>423' 6" 55' 4" 22' 9"<br>396' 0" 55' 0" 24' 6"<br>F36' 1 dk & S dk<br>RW<br>rf 2½" | M (12P) Ref OSD<br>5 Ho 68', 59', 48', 67', 54'<br>G.342630 B.302270 In.56020<br>5 Ha (stl) (31½'×16') (36', 15', 32½', 25'×20')<br>16W Der 1(30) 1(15) 8(10) 8(5) | Oil 2SA 4Cy. 670×2320 mm<br>4635bhp Doxford<br>Fairfield Co. Ltd.<br>3×340kW 120/240V d.c. | 856t (d.o)<br>Gls<br>16k |
| 507431<br>HJNT<br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE BARRANQUILLA**<br>**Flota Mercante Grancolombiana S.A.**<br>Barranquilla Colombian | 5250<br>2818<br>7880 | AB | 1958 H. C. Stülcken Sohn—Ham<br>475' 1" 62' 2" 23' 7"<br>439' 7" 62' 0" 35' 9"<br>P46' Q48' B104' F57' 1 dk & S dk<br>RW<br>rf nil | M (12P) Ref OSD<br>5 Ho 64', 80', 45', 69', 53'<br>G.488380 B.455150 In.55000<br>5 Ha (stl) (33½'×16') (47½'×20') (18½'×18½') (33½', 27'×20')<br>16W Der 18(35, 15, 10 & 5) | Oil 2SA 7Cy. 780×1400 mm<br>7860bhp<br>Masch. Augsburg-Nürnberg<br>4×230kW 230V d.c. | 894t (d.o)<br>Aug<br>17k |
| 507432<br>HJMH<br>Df | **CIUDAD DE BARRANQUILLA**<br>**Colombian Government**<br>Barranquilla Colombian | 3715<br>1235<br>— | AB | 1949 Gulfport S.B. & D.D. Corp.—Pt.Arthur<br>*226'0'* 44' 2"<br>226' 0" 44' 0" 21' 0"<br>F32' 1 dk, 2nd dk fwd<br>rf 6" | TS Hopper Dredger Mchy.aft | Unaflow 6Cy. 20"×20"<br>2640ihp<br>Skinner Eng. Co. | (o.f)<br>Erie |
| 641741<br>HJNH<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h | **CIUDAD DE BOGOTA**<br>**Flota Mercante Grancolombiana S.A.**<br>Cartagena Colombian | 11655<br>6809<br>12253 | AB | 1964 H. C. Stülcken Sohn—Ham<br>544' 8" 69' 9" 30' 1¼"<br>502' 6" 69' 6" 42' 4"<br>F71' 2 dks, 3rd dk fwd & aft<br>rf nil | M (25P) Ref Mchy.aft<br>6 Ho 44', 52', 62', 77', 45'. 58'<br>G.495860 B.447370 In.139020<br>6 Ha (stl) (20¼'×16') (27½'×22') (34¾', 52¼'×23½') (15½'×21½') (14½'×14')<br>22W Der 1(80) 18(10) | Oil 2SA 9Cy. 760×1550 mm<br>14400bhp<br>Sulzer Bros. Ltd.<br>3×750kW 440V 60c/s a.c. | 1631t (hvf)<br>Win<br>19k |
| 650406<br>HJNJ<br>Df Esd<br>Gc Pld<br>Rdr RT | **CIUDAD DE BUCARAMANGA**<br>**Flota Mercante Grancolombiana S.A.**<br>Cartagena Colombian | 11687<br>6831<br>12157 | AB | 1965 Empresa Nacional "Elcano"—Sev<br>544' 7" 69' 8" 30' 1½"<br>503' 2" 69' 6" 42' 4"<br>F78' 2 dks, 3rd dk fwd & aft<br>rf nil | M Ref Mchy.aft<br>6 Ho 44', 52', 62', 77', 45', 58'<br>G.496000 B.447000 In.135000<br>6 Ha (stl) (20½'×18') (27½'×22') (34¾', 52¼'×23½') (15½'×21½') (14½'×14')<br>22W Der 19(5) | Oil 2SA 9Cy. 760×1550 mm<br>14400bhp<br>Sulzer Bros. Ltd.<br>2×750kW 440V 60c/s a.c. | 639t<br>Win<br>19k |
| 660098<br>Df Esd<br>Gc Pld<br>Rdr RT | **CIUDAD DE BUENAVENTURA**<br>**Flota Mercante Grancolombiana S.A.**<br>Buenaventura Colombian | 11687<br>6831<br>12167 | AB | 1966 Empresa Nacional "Elcano"—Sev<br>544' 7" 68' 8" 30' 1½"<br>503' 2" 69' 6" 42' 4"<br>F78' 2 dks, 3rd dk fwd & aft<br>rf nil | M Ref Mchy.aft<br>6 Ho 44', 52', 62', 77', 45', 58'<br>B.578000 In.133000<br>6 Ha (stl) (20½'×18') (27½'×22') (34¾' 52¼'×23½') (15½'×21½') (14½'×14 )<br>22W | Oil 2SA 9Cy. 760×1550 mm<br>14400bhp<br>Sulzer Bros. Ltd. | 1316t<br>Win |

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| 507435<br>LPSB<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CIUDAD DE BUENOS AIRES**<br>**Flota Argentina de Navegacion Fluvial**<br>Buenos Aires Argentine | 6476<br>3486<br>— | ✠100A1<br>coasting service not more than 70 miles offshore Mar del Plata–Rio de Janeiro<br>✠LMC<br>MN1560 EL z | 1964–10 Soc. Española de Const. Nav.—Matagorda<br>427′ 6″ 55′ 11″ 13′ 10″<br>391′ 9″ 55′ 9½″ 17′ 9″<br>B&F385′ 1 dk, 2nd dk except in mchy. space<br>RW 8BH<br>rf 4″ WB341t incl. Tunnel tanks 160t | TM (792P) Ref<br>3 Ho<br>G.35003<br>6 Ha<br>Der 1 | 2 Oil 2SA each 10Cy.<br>7800bhp B&W<br>Soc. Española de Const.<br>db 120lb<br>4×240kW 400V 50c/s a.c. |
| 507436<br>EARC<br><br>Df Esd<br>Gc Rdr | **CIUDAD DE BURGOS**<br>Launched as Playa de Palmanova<br>**Cia. Trasmediterránea**<br>Palma, Maj Spanish | 5245<br>3800<br>1495 | BV | 1956 Union Nav. de Levante—Val<br>349′ 0″ 51′ 0″<br>321′ 6″ 50′ 10″ 27′ 10″<br>2 dks<br>RW | TM (698P) Ref CSD<br>G.83873 B.76954<br>3 Ha (11½′×9¾′) (15½′, 15′×13′)<br>6W Der 6(3) | 2 Oil 2SA each 7Cy.<br>5300bhp<br>La Maquinista Terrestre y<br>3×180kW 220V d.c. |
| 507437<br>EAGD<br><br>Df Esd<br>Rdr<br>RTm | **CIUDAD DE CADIZ**<br>**Cia. Trasmediterránea**<br>Valencia Spanish | 6514<br>4339<br>4340 | ✠100A1 SS 4/68 ~~SS 4/64~~<br>with freeboard<br>✠LMC<br>MN1582 EL z | 1951–10 Union Nav. de Levante—Val<br>397′ 0″ 55′ 1″ 23′ 10¼″<br>370′ 9″ 54′ 9″ 37′ 0″<br>3 dks, 4th dk in Nos. 1 & 2 holds<br>R Coll BH to U dk 5 to 2nd dk | TM (440P) Ref<br>4 Ho<br>4 Ha (19¾′, 14½′, 15½′, 17½′×17½′)<br>Cr 2(5) 2(4) 4(3) Der 1(15) | 2 Oil 2SA each 7Cy.<br>7000bhp<br>Soc. Española de Const.<br>db 114lb<br>3×180kW 220V d.c. |
| 507438<br>HJNG<br><br>Df Esd<br>Gc Rdr | **CIUDAD DE CALI**<br>**Flota Mercante Grancolombiana S.A.**<br>Buenaventura Colombian | 4327<br>2027<br>5885 | AB | 1953 Canadian Vickers Ltd.—Mtl<br>420′ 6″ 55′ 2″ 22′ 3″<br>394′ 11″ 55′ 0″ 24′ 6″<br>F35′ 2 dks<br>RW<br>rf 6″ | M (9P) Ref<br>5 Ho 42′, 64′, 48′, 66′, 50′<br>G.303282 B.274700 In.62115<br>5 Ha (29½′, 37½′×17½′) (25′×17½′) (35′, 25′×17½′)<br>16W Der 1(30) 1(15) | Oil 2SA 6Cy. 735×1015 mm<br>4275bhp<br>Nordberg Mfg Co.<br>3×400kW 120/240V d.c. |
| 507439<br>EAOP | **CIUDAD DE CEUTA**<br>exGeneral Sanjurjo<br>**Cia. Trasmediterránea**<br>Valencia Spanish | 1045<br>541<br>234 | ✠100A1 SS 5/66 ~~CS 5/66~~<br>Balearic or Canary inter-island service, also coasting service between Spanish Guinea ports or Ceuta & Melilla<br>✠LMC<br>EL I | 1928–9 Union Nav. de Levante—Val<br>203′ 0″ 31′ 8″ 13′ 7½″<br>194′ 0″ 31′ 6″ 17′ 0″<br>B29′ F30′ 1 dk, 2nd dk in holds<br>R 5BH<br>WB55t | TM (135P)<br>1 Ha (17′×10½′)<br>Cr 2(2½) | 2 Oil 4SA each 6Cy.<br>1600bhp<br>Frd. Krupp Germ. A.G.<br>2×55kW 220V d.c. |
| 507440<br>LPAZ<br>3317<br>Df Esd<br>RTm/h/v | **CIUDAD DE COLONIA**<br>**Flota Argentina de Navegacion Fluvial**<br>Buenos Aires Argentine | 814<br>285<br>— | | 1939 Cia. Arg. de Nav. Mihanovich Ltd.—Carmelo<br>218′ 3″ 33′ 0″ 8′ 6″<br>… … …<br>2 dks<br>RW | TD-E (408P) | 2 Oil 2SA each 7Cy.<br>driving 2 gen. each<br>connected to 2 elec.<br>425shp (WL)<br>Atlas-Diesel<br>2×35kW 220V d.c. |
| 651613<br>EEXP<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CIUDAD DE COMPOSTELA**<br>**Cia. Trasmediterránea S.A.**<br>Bilbao Spanish | 9777<br>5956<br>1580 | ✠100A1<br>Tunnel tanks—veg. oil<br>✠LMC<br>✠Lloyd's RMC<br>MN3200 EL c†2¼″U2 | 1967–4 Soc. Española de Const. Nav.—Sestao<br>429′ 2″ 63′ 2″ 16′ 5″<br>385′ 6″ 63′ 0″ 36′ 5″<br>Ba166′ B&F182′ 3 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 13″ WB511t | TM Ferry (716P) Ref<br>1 Ho 48½′<br>In.24800<br>2 Ha (stl) (16′, 9′×10′)<br>Cr 2(3) | 2 Oil 2SA each 7Cy.<br>16000bhp<br>Soc. Española de Const.<br>2AuxB 100lb<br>4×400kW 380V 50c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller |
| 507441<br>LPBD | **CIUDAD DE CONCEPCIÓN**<br>**Flota Argentina de Navegacion Fluvial**<br>Buenos Aires Argentine | 545<br>195<br>— | | 1930 A. & J. Inglis Ltd.—Gls<br>211′ 5″ 37′ 0″ 6′ 2½″<br>… … …<br>1 dk<br>R | TM | 2 Oil 4SA each 6Cy.<br>Harland & Wolff Ltd. |
| 507442<br>LPBC<br>811<br>Esd<br>RTm/h | **CIUDAD DE CORRIENTES**<br>**Flota Argentina de Navegacion Fluvial**<br>Buenos Aires Argentine | 2549<br>1453<br>835 | | 1930 A. & J. Inglis Ltd.—Gls<br>319′ 3″ 58′ 6″ 8′ 9″<br>58′ 3″<br>2 dks<br>RW | TrM (385P) Ref<br>G.28000 B.27000 | 3 Oil 4SA each 6Cy.<br>2400bhp<br>Harland & Wolff Ltd.<br>4×66kW 220V d.c. |
| 651470<br>HJNK<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE CUCUTA**<br>**Flota Mercante Grancolombiana S.A.**<br>Cartagena Colombian | 11855<br>6776<br>12167 | AB | 1966 Empresa Nacional "Elcano"—Sev<br>544′ 7″ 69′ 8″ 30′ 0½″<br>503′ 2″ 69′ 6″ 42′ 4″<br>F78′ 2 dks<br>rf nil | M Ref<br>6 Ho<br>B.578000<br>6 Ha | Oil 2SA 9Cy.<br>14400bhp<br>Sulzer Bros. Ltd. |
| 507444<br>HCCC<br><br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE CUENCA**<br>**Flota Mercante Grancolombiana S.A.**<br>Guayaquil Ecuadorian | 3712<br>2156<br>4808 | AB | 1955 H. C. Stülcken Sohn—Ham<br>349′ 3″ 48′ 4″ 22′ 4½″<br>315′ 9″ 48′ 3″ 28′ 1″<br>P39′ Q66′ B33′ F32′ 2 dks<br>RW<br>rf 4″ | M (12P) Ref<br>4 Ho 51′, 76′, 62′, 47′<br>G.221960 B.217570 In.21200<br>4 Ha (stl) (24½′, 41½′, 33′, 24½′×—′)<br>10W Der 12(25) | 2 Oil 2SA each 7Cy.<br>hydraulic coupling<br>shaft<br>1470bhp<br>Masch. Augsburg-<br>2×150kW 220V d.c. |
| 507445<br>YVJI<br><br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE CUMANA**<br>**Cia. Anonima Venezolana de Navegacion**<br>La Guaira Venezuelan | 4317<br>2021<br>5885 | AB | 1953 Canadian Vickers Ltd.—Mtl<br>420′ 1″ 55′ 2″ 22′ 3″<br>394′ 11″ 55′ 0″<br>F35′ 1 dk & S dk<br>RW<br>rf 6″ | M (9P) Ref OSD<br>5 Ho 43′, 65′, 56′, 67′, 52′<br>G.303282 B.274700 In.62115<br>5 Ha (stl) (29½′, 37½′, 25′, 35′, 25′×17½′)<br>16W Der 1(30) 1(15) 8(10) 8(5) | Oil 2SA 6Cy.<br>4275bhp<br>Nordberg Mfg Co.<br>3×400kW 110/240V d.c. |

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| 507446<br>LPSA<br>Esd Gc<br>Rdr<br>RTm/h/v | **CIUDAD DE FORMOSA**<br>Flota Fluvial del Estado<br>Argentino<br>Buenos Aires Argentine | 3956<br>2774<br>— | AB | 1963 Union Nav. de Levante—Val<br>345′ 0″ 58′ 8″ 8′ 3″<br>328′ 0″ 58′ 6½″ 11′ 10″<br>1 dk & S dk<br>RW<br>rf 10″ | TrM (458P) OSD<br>3 Ho<br>B.29000<br>3 Ha | 3 Oil 2SA each 8Cy. 350×620 mm<br>4800bhp (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>4×240kW 400V 50c/s a.c. |
| 507447<br>EDLE<br>Esd Gc<br>Rdr<br>RTm | **CIUDAD DE GRANADA**<br>Cia. Trasmediterránea<br>Valencia Spanish | 4944<br>2824<br>— | BV | 1961 Union Nav. de Levante—Val<br>349′ 0″ 51′ 0″ 16′ 5″<br>321′ 6″ 50′ 10″ 27′ 10″<br>2 dks<br>RW | TM (686P)<br>G.83908 B.76986<br>3 Ha (11¼′×10′) (15¾′×13¼′)<br>(15′×11¼′)<br>6W Der 6(3) | 2 Oil 2SA each 7Cy. 500×900 mm<br>5300bhp B&W 119½t (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>3×180kW 220V d.c. 17k |
| 507448<br>HCCG<br>Df Esd<br>Gc Rdr<br>RTm/h | **CIUDAD DE GUAYAQUIL**<br>Flota Mercante<br>Grancolombiana S.A.<br>Guayaquil Ecuadorian | 5266<br>2735<br>8085 | AB | 1958 Empresa Nacional "Elcano"—Sev<br>475′ 0″ 62′ 2″ 24′ 0⅛″<br>439′ 7″ 62′ 0″ 35′ 9″<br>P46′ B94′ F51′ 1 dk & S dk<br>RW<br>rf 4″ | M (11P) Ref OSD<br>5 Ho 64′, 80′, 44′, 69′, 57′<br>G.433380 B.400150 In.55000<br>5 Ha (stl) (33½′×16′) (47¼′, 20¼′,<br>33½′, 27′×20′)<br>18W Der 1(35) 1(15) 8(10) 8(5) | Oil 2SA 10Cy. 720×1250 mm<br>7300bhp 880t<br>Sulzer Bros. Ltd. Win<br>3×300kW 230V d.c. 17½k |
| 507449<br>EAOY<br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE HUESCA**<br>exHuesca–56<br>Cia. Trasmediterránea<br>Vigo Spanish | 2036<br>1421<br>1229 | ✠100A1 ~~SS 12/63~~<br>SS 6/68<br>✠LMC<br>MN320 EL q | 1954–7 Hijos de J. Barreras S.A.—Vgo<br>259′ 4″ 37′ 11″ 17′ 5½″<br>235′ 0″ 37′ 9″ 20′ 4″<br>F108′ 1 dk, 2nd dk clear of mchy. space<br>RW 6BH<br>WB100t | M (244P) Ref<br>3 Ho<br>G.65219 B.60010 In.1880<br>3 Ha (10′×8¼′) (14′×11½′) (10′×9¾′)<br>6W Der 2(10) 4(3) | Oil 2SA 4Cy. 600×900 mm<br>1600bhp 220t (d.o)<br>N.V. Werkspoor Ams<br>db 71℔<br>2×120kW 220V d.c. 14k |
| 507450<br>HJNI<br>Df Esd<br>Gc | **CIUDAD DE IBAGUE**<br>Flota Mercante<br>Grancolombiana S.A.<br>Cartagena Colombian | 4327<br>2023<br>5885 | AB | 1953 Canadian Vickers Ltd.—Mtl<br>420′ 1″ 55′ 2″ 22′ 3″<br>394′ 11″ 55′ 0″ 24′ 6″<br>F35′ 2 dks<br>RW<br>rf 6″ | M (9P) Ref<br>5 Ho 42′, 64′, 48′, 66′, 50′<br>G.303282 B.274700 In.62115<br>5 Ha (stl) (29¼′, 37½′×17¾′)<br>(25′×17¼′) (35′, 25′×17¾′)<br>16W Der 1(30) 1(15) | Oil 2SA 6Cy. 735×1015 mm<br>4275bhp 681t (d.o)<br>Nordberg Mfg Co. Milwaukee<br>3×400kW 120/240V d.c. 15k |
| 507451<br>EADP<br>Df<br>RTm | **CIUDAD DE IBIZA**<br>exEsbjerg–47<br>Cia. Trasmediterránea<br>Valencia Spanish | 3059<br>1653<br>1355 | ✠100A1 ~~Dr 11/62~~<br>with freeboard SS 12,66<br>✠LMC<br>EL u | 1929–4 Helsingörs Jernsk. & Msk.—Hsg<br>324′ 5″ 44′ 2″ 17′ 7¾″<br>305′ 6″ 44′ 0″ 28′ 6″<br>F38′ 2 dks (Upper dk stl-ws), 3rd dk in hold<br>R 7BH 2 to 2nd dk<br>WB713t incl. Tunnel tanks 220t | TM (405P) Ref<br>3 Ho<br>3 Ha (11¼′×9¾′) (18′, 13½′×12′)<br>Cr 2(3) 2(2) Der 1(7) | 2 Oil 4SA each 6Cy. 550×900 mm<br>3300bhp 376t (d.o)<br>Burmeister & Wain Cpn<br>db 75℔<br>3×90kW 110V d.c. 14½k |
| 541072<br>EDWC<br>Df Esd<br>Gc Pld<br>Rdr | **CIUDAD DE LA CORUÑA**<br>Ramon Casal Miño<br>Gijon Spanish | 248<br>74<br>— | BV<br>✠Classed LR until 1/67 | 1963–7 Ast. del Cantabrico—Gjn<br>116′ 6″ 24′ 9″<br>100′ 7″ 24′ 7½″ 13′ 6″<br>B&F 58′<br>RW<br>rf 19″ BK7″ | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>660bhp<br>Klöckner-Humboldt-Deutz Kln |
| 507453<br>LPSP<br>Esd Rdr<br>RTm/h/v | **CIUDAD DE LA PLATA**<br>Flota Fluvial del Estado<br>Argentino<br>Buenos Aires Argentine | 3956<br>2774<br>— | AB | 1964 Union Nav. de Levante—Val<br>345′ 0″ 58′ 8″ 8′ 3″<br>328′ 0″ 58′ 6½″ 11′ 10″<br>1 dk & S dk<br>RW<br>rf 10″ | TrM (458P) OSD<br>3 Ho<br>B.29000<br>3 Ha | 3 Oil 2SA each 8Cy. 350×620 mm<br>4800bhp B&W (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>4×240kW 400V 50c/s a.c. |
| 507454<br>EARK | **CIUDAD DE MAHON**<br>exGeneral Berenguer<br>Cia. Trasmediterránea<br>Barcelona Spanish | 1550<br>1006<br>823 | BV | 1931 Echevarrieta y Larrinaga—Cdz<br>235′ 11″ 37′ 4″<br>37′ 2″<br>F46′ 2 dks<br>R | M (150P)<br>B.45000<br>3 Ha (10¼′×8¼′) (16½′×13′)<br>(12¾′×13¼′)<br>Cr 6(1½) | Oil 4SA 8Cy. 580×840 mm<br>1920bhp 118t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×60kW 220V d.c. 14k |
| 507455<br>HJNC<br>Df Esd<br>Gc Rdr | **CIUDAD DE MANIZALES**<br>Flota Mercante<br>Grancolombiana S.A.<br>Buenaventura Colombian | 3947<br>2102<br>5940 | ✠100A1 SS 11/66<br>with freeboard<br>✠LMC<br>Lloyd's RMC<br>EL z 2¼″SQ | 1949–6 Canadian Vickers Ltd.—Mtl<br>420′ 6″ 55′ 2″ 22′ 0″<br>395′ 7″ 55′ 0″ 33′ 6″<br>F44′ 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3<br>RW Coll BH to S dk 6 to 2nd dk holds<br>WB1101t incl. DTf85t | M (11P) Ref OSD<br>G.324812 B.296230 In.27610<br>5 Ha (stl) (33¾′, 35′, 11¾′, 35′,<br>25′×17¾′)<br>16W Der 2(30) | Oil 2SA 6Cy. 735×1015 mm<br>4275bhp 681t (d.o)<br>Nordberg Mfg Co. Milwaukee<br>3×345kW 240V d.c. 15k |
| 507456<br>YVGA<br>1221<br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE MARACAIBO**<br>Cia. Anonima Venezolana<br>de Navegacion<br>Maracaibo Venezuelan | 3945<br>2101<br>5995<br>5636<br>3426<br>— | AB<br>✠Classed LR until 3/55 | 1949–6 Canadian Vickers Ltd.—Mtl<br>420′ 6″ 55′ 2″ 22′ 0″/—<br>395′ 0″ 55′ 0″ 24′ 6″<br>F40′ 1 dk & S dk, 3rd dk fwd<br>RW<br>rf 6″ | M (9P) Ref OSD/CSD<br>5 Ho 50′, 60′, 28′, 64′, 44′<br>G.348400 B.315230 In.27610<br>5 Ha (stl) (35¾′, 35′, 11¾′, 35′,<br>25′×17¾′)<br>16W Der 2(30) 16(5) | Oil 2SA 6Cy. 735×1015 mm<br>4275bhp 729t (d.o)<br>Nordberg Mfg Co. Milwaukee<br>3×345kW 120/240V d.c. 15k |
| 507457<br>HJNA<br>Df Esd<br>Gc Rdr | **CIUDAD DE MEDELLIN**<br>Flota Mercante<br>Grancolombiana S.A.<br>Barranquilla Colombian | 4219<br>2352<br>6382 | ✠100A1 SS 7/67<br>✠LMC<br>✠Lloyd's RMC<br>MN900 EL z 1 13/16″SQ | 1951–5 Fairfield Co. Ltd.—Gls<br>423′ 6″ 55′ 2″ 22′ 9″<br>395′ 0″ 55′ 0″ 33′ 6″<br>F36′ 1 dk & S dk, 3rd dk fwd of mchy. space<br>RW Coll BH to S dk 6 to 2nd dk<br>WB840t | M (11P) Ref OSD<br>5 Ho 68′, 59′, 46′, 67′, 54′<br>G.371592 B.344010 In.56020<br>5 Ha (stl) (31′×16′) (31½′×20′)<br>(19′×14′) (32′, 24½′×20′)<br>18W Der 1(30) 1(15) | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford 700t (d.o)<br>Fairfield Co. Ltd. Gls<br>3×300kW 120/240V d.c. 16½k |
| 507458<br>LPBE<br>3348<br>Df Esd<br>Rdr | **CIUDAD DE MONTEVIDEO**<br>Flota Argentina de<br>Navegacion Fluvial<br>Buenos Aires Argentine | 3754<br>2177<br>1007 | ✠Classed LR until 4/63 | 1915–1 Cammell Laird & Co. Ltd.—Bkn<br>364′ 6″ 46′ 0″ 12′ 7″<br>350′ 0″ 44′ 0″ 15′ 0″<br>2 dks & Shade dk<br>R<br>rf 3″ | TS<br>1 Ho 41′<br>G.10647 B.10107<br>Der 2(1½) | 4 S Turb sr geared to 2 sc. shafts<br>132t (o.f)<br>Cammell Laird & Co. Ltd. Bkn<br>18¾k |

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| 507459<br>HJNN<br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE NEIVA**<br>**Flota Mercante**<br>**Grancolombiana S.A.**<br>Cartagena Colombian | 3709<br>2159<br>4808 | AB | 1955 H. C. Stülcken Sohn—Ham<br>349' 3" 48' 4" 22' 4½"<br>315' 9" 48' 3" 28' 1"<br>P39' Q66' B33' F32' 2 dks<br>RW<br>rf 4" | M (12P) Ref<br>4 Ho 51', 76', 62', 47'<br>In.21200<br>4 Ha (stl) (24¾'×16½') (41½', 33', 24¾'×19¾')<br>10W Der 12(25) | 2 Oil 4SA each 7Cy.<br>geared to sc. shaft<br>2940bhp<br>Masch. Augsburg-Nürnberg<br>2×150kW 220V d.c. |
| 507460<br>EARS<br>Df Esd<br>Rdr<br>RTm | **CIUDAD DE OVIEDO**<br>**Cia. Trasmediterránea**<br>Valencia Spanish | 5251<br>3039<br>4581 | ✠100A1 SS 4/65<br>✠LMC<br>MN1225 EL x | 1957-1 Union Nav. de Levante—Val<br>379' 4" 51' 5" 24' 10"<br>348' 1" 51' 2" 36' 5"<br>F32' 3 dks, 4th dk in Nos. 1 & 2 holds<br>RW 6BH<br>rf 5" WB616t incl. DTf22t | M (133P)<br>4 Ha (24½'×12¾') (27¾', 24', 24'×15¾')<br>Cr 2(5) 6(3) Der 1(20) | Oil 2SA 7Cy. 740×1400 mm<br>6125bhp<br>La Maquinista Terrestre y<br>db 100lb<br>2×280kW 220V d.c. |
| 541073<br>EARG | **CIUDAD DE PALMA**<br>exPrincipe Alfonso<br>**Cia. Trasmediterránea**<br>Palma, Maj Spanish | 4085<br>2360<br>2392 | ~~✠100A1~~ ~~SS 3/63~~<br>~~with freeboard~~<br>~~✠LMC~~<br>**TO BE BROKEN UP** ~~EL v~~ | 1930-4 Cant. Nav. Triestino—Mfl<br>347' 10" 49' 0" 19' 4½"<br>331' 0" 48' 10" 27' 11"<br>F66' 2 dks, 3rd dk in Nos. 1, 2 & 3 holds<br>R Coll BH to U dk 5 to 2nd dk<br>rf 15½" WB993t incl. Tunnel tanks 181t | TM (363P)<br>B.80000<br>3 Ha (11½'×9¾') (15¾'×15½') (13½'×17')<br>Cr 2(5) 4(3) | 2 Oil 4SA each 8Cy.<br>5200bhp<br>Stabilimento Technica<br>db 75lb<br>3×140kW 220V d.c. |
| 640045<br>EDUS<br>Df Esd<br>Gc Rdr<br>RTm/h | **CIUDAD DE PAMPLONA**<br>**Cia. Trasmediterránea**<br>Valencia Spanish | 7760<br>5247<br>6971 | ✠100A1 SS 10/68<br>✠LMC<br>MN1500 EL at2"SQ | 1964-7 Union Nav. de Levante—Val<br>436' 10" 58' 8" 25' 0"<br>400' 3" 58' 5" 36' 9"<br>F49' 3 dks, 4th dk in Nos. 1 & 2 holds<br>RW 7BH<br>rf 5" WB DTf58t | M (136P)<br>5 Ha (19½'×26¾') (19¾'×34¾') (19¾'×7½') (19½', 19¾'×28½')<br>Der 1(14) 2(3½) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W<br>La Maquinista Terrestre y<br>AuxB 100lb<br>3×280kW 220V d.c. |
| 507462<br>LPSR<br>Esd Rdr<br>RTm/h/v | **CIUDAD DE PARANA**<br>**Flota Fluvial del Estado**<br>**Argentino**<br>Buenos Aires Argentine | 2600<br>1450<br>— | AB | 1962 Ast. Rio Santiago—Rio Santiago<br>345' 0" 58' 4" 8' 3"<br>326' 10" 58' 2"<br>1 dk & S dk<br>RW<br>rf 10" | TrM (420P) OSD<br>3 Ho<br>B.28000<br>3 Ha | 3 Oil 2SA each 8Cy. 14¼"×<br>4500bhp<br>Crossley Bros.<br>4×240kW 231/440V 50c/s a.c. |
| 507463<br>HJNS<br>Df Esd<br>Gc Rdr<br>RTm/h | **CIUDAD DE PASTO**<br>**Flota Mercante**<br>**Grancolombiana S.A.**<br>Tumaco Colombian | 5279<br>2743<br>7815 | AB | 1958 Empresa Nacional "Elcano"—Sev<br>472' 6" 62' 2" 23' 11¾"<br>439' 7" 62' 0" 35' 9"<br>B92' F52' 1 dk & S dk<br>RW<br>rf 4" | M (11P) Ref OSD<br>5 Ho 64', 80', 44', 69', 55'<br>G.433380 B.400150 In.55000<br>5 Ha (stl) (33½'×16') (47½', 20½', 33½', 27'×20')<br>18W Der 1(35) 1(15) 8(10) 8(5) | Oil 2SA 10Cy. 720×1250 mm<br>7300bhp<br>Sulzer Bros. Ltd.<br>3×300kW 230V d.c. |
| 507464<br>HJNU<br>Df Esd<br>Gc Rdr<br>RTm/h | **CIUDAD DE PEREIRA**<br>**Flota Mercante**<br>**Grancolombiana S.A.**<br>Buenaventura Colombian | 5269<br>2754<br>8093 | AB | 1959 Empresa Nacional "Elcano"—Sev<br>475' 0" 62' 2" 23' 5"<br>439' 7" 62' 0" 35' 9"<br>P46' Q48' B104' F57' 1 dk & S dk<br>RW<br>rf 4" | M (11P) Ref OSD<br>5 Ho 65', 81', 45', 69', 54'<br>G.439891 B.402038 In.58071<br>5 Ha (stl) (33½'×16') (47½', 20½', 33½', 27'×20')<br>18W Der 18(35, 15, 10 & 5) | Oil 2SA 10Cy. 720×1250 mm<br>7300bhp Sulzer<br>La Maquinista Terrestre y<br>3×300kW 230V d.c. |
| 507465<br>HJNM<br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE POPAYAN**<br>**Flota Mercante**<br>**Grancolombiana S.A.**<br>Buenaventura Colombian | 3709<br>2159<br>4808 | AB | 1955 H. C. Stülcken Sohn—Ham<br>349' 3" 48' 4" 22' 4½"<br>315' 9" 48' 3" 28' 1"<br>P39' Q66' B33' F32' 2 dks<br>RW<br>rf 4" | M (12P) Ref<br>4 Ho 51', 76', 62', 47'<br>In.21200<br>4 Ha (stl) (24¾'×16½') (41½', 33', 24¾'×19¾')<br>10W Der 12(25) | 2 Oil 4SA each 7Cy.<br>hydraulic coupling to sc.<br>2940bhp<br>Masch. Augsburg-Nürnberg<br>2×150kW 220V d.c. |
| 507466<br>PHLY | **CIUDAD DE QUIBDO**<br>exShamrock<br>**Colombian Government**<br>Cartagena Colombian | 317<br>133<br>— | | 1951 Schps. & Rep. Gebr. Sander—Dzl<br>*152·5'* 23' 8"<br>... ... ... | M | Oil 4SA 6Cy. 290×420 mm<br>Masch. Kiel A.G. |
| 507467<br>HCQT<br>Df Esd<br>Gc Rdr | **CIUDAD DE QUITO**<br>**Flota Mercante**<br>**Grancolombiana S.A.**<br>Guayaquil Ecuadorian | 3952<br>2106<br>5940 | ✠100A1 SS 8/67<br>with freeboard<br>✠LMC<br>**Lloyd's RMC**<br>EL z 2¼"SQ | 1949-11 Canadian Vickers Ltd.—Mtl<br>420' 6" 55' 2" 22' 0"<br>395' 7" 55' 0" 33' 6"<br>F44' 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>WB1101t incl. DTf85t | M (11P) Ref OSD<br>G.303282 B.274700 In.43120<br>5 Ha (33¾', 35', 11½', 35', 25'×17½')<br>16W Der 2(30) | Oil 2SA 6Cy. 735×1010<br>4275bhp<br>Nordberg Mfg Co.<br>3×345kW 210V d.c. |
| 507468<br>EAXF | **CIUDAD DE SADA**<br>**Francisco Tie Amor and another**<br>Corunna Spanish | 205<br>139<br>— | | 1956 Ramon Bedoya—Betanzos<br>103' 10" 23' 9"<br>23' 7" | Wood M | Oil 4Cy. 220×310 mm<br>200bhp |
| 507469<br>EARM | **CIUDAD DE SALAMANCA**<br>**Cia. Trasmediterránea**<br>Valencia Spanish | 2537<br>1411<br>2465 | ✠100A1 SS 3/65<br>with freeboard<br>✠LMC<br>EL s | 1947-5 Union Nav. de Levante—Val<br>293' 10" 43' 5" 18' 1"<br>273' 7" 42' 11" 25' 0"<br>RFD26' 2 dks<br>R 6BH<br>WB642t | S (26P)<br>G.151000 B.140000<br>4 Ha (25½', 29½', 25½', 25½'×20½')<br>Cr 8(3) Der 1(7) | C 4Cy. (2) 19⅛" & (2)<br>1800ihp<br>Soc. Española de Const.<br>2WTB 220lb Sat. ha<br>1×30kW 100V d.c. |
| 507470<br>LUGB<br>1708F<br>Df Esd<br>Gc Rdr | **CIUDAD DE SANTA FE**<br>exSilverstar-57 exNilla-51<br>**Flota Argentina de**<br>**Navegacion Fluvial**<br>Buenos Aires Argentine | 5101<br>2548<br>— | ~~✠100A1~~ ~~SS 6/61~~<br>~~with freeboard~~<br>~~✠LMC~~<br>**BROKEN UP** ~~EL (v)1¼"SQ~~<br>~~LAID UP—SURVEYS OVERDUE 6/65~~ | 1943-3 Harland & Wolff Ltd.—Bel<br>422' 0" 49' 1" 15' 7"<br>... ... ...<br>2 dks, 3rd dk clear of mchy. space<br>7BH to 2nd dk len & conv 51<br>WB1300t incl. DTsm412t Tunnel tanks717t | TS | 4 S Turb sr geared to<br>7000shp<br>Harland & Wolff Ltd.<br>2WTB 250lb ha |

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| 507471<br>HJNO<br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE SANTA MARTA**<br>Flota Mercante Grancolombiana S.A.<br>Santa Maria Colombian | 3710<br>2159<br>4808 | | AB | 1955 H. C. Stülcken Sohn—Ham<br>349′ 3″ 48′ 5″ 22′ 4¼″<br>315′ 9″ 48′ 3″ 28′ 1″<br>P39′ Q66′ B33′ F32′ 2 dks<br>RW<br>rf 4″ | M (12P) Ref<br>4 Ho 51′, 76′, 62′, 47′<br>G.221960 B.217570 In.21200<br>4 Ha (stl) (24¾′×16¼′) (41¼′, 33′, 24¾′×19¾′)<br>10W Der 12(25) | 2 Oil 4SA each 7Cy. 400×600 mm with hydraulic coupling to sc. shaft<br>2940bhp 535t<br>Masch. Augsburg-Nürnberg Aug<br>2×150kW 220V d.c. 13½k |
| 507473<br>EDKP<br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE TARIFA**<br>Cia. Trasmediterránea<br>Valencia Spanish | 5001<br>2936<br>1053 | | BV | 1961 Union Nav. de Levante—Val<br>338′ 5″ 52′ 8″ 16′ 8¾″<br>308′ 5″ 52′ 6″ 24′ 0″<br>1 dk<br>RW | TM Ferry (900P)<br>1 Ha (13′×16¾′)<br>Cr 2(3) | 2 Oil 2SA each 7Cy. 500×900 mm<br>5300bhp B&W 467t (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>3×280kW 220V d.c. 17k |
| 641027<br>Df Esd<br>RT | **CIUDAD DE TELDE**<br>Coop. Pesquera Canaria<br>Las Palmas Spanish | 295<br>112<br>— | | BV | 1964 Enrique Lorenzo y Cia—Vgo<br>131′ 11″ 22′ 2″<br>116′ 9″ 22′ 0½″ 13′ 2″ | M Trawler<br>3 Ha (each 3½′×3½′) | Oil 4SA 8Cy. 295×420 mm<br>700bhp 84t<br>La Maquinista Terrestre y Mar. Bcl<br>11k |
| 507474<br>EAUF<br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE TERUEL**<br>exTeruel–56<br>Cia. Trasmediterránea<br>Vigo Spanish | 2038<br>1409<br>1211 | ✠100A1<br>✠LMC<br>MN320 | SS 3/68 ~~SS 3/64~~<br>EL q | 1955–4 Hijos de J. Barreras S.A.—Vgo<br>259′ 4″ 37′ 8″ 17′ 7″<br>235′ 2″ 37′ 4″ 20′ 4″<br>F106′ 1 dk, 2nd dk clear of mchy. space<br>RW 6BH<br>rf 12″ WB100t | M (240P) Ref<br>3 Ho<br>G.65199 B.60010 In.1880<br>3 Ha (8¼′, 20′×11½′) (9¾′×9¾′)<br>6W Der 2(9¾) 4(2¾) | Oil 2SA 4Cy. 600×900 mm<br>1600bhp 278t (d.o)<br>N.V. Werkspoor Ams<br>db 70℔<br>2×120kW 220V d.c. 14k |
| 507475<br>EAWG<br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE TOLEDO**<br>Cia. Trasmediterránea<br>Valencia Spanish | 9835<br>6715<br>8525 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN1460 | SS 8/64<br>EL d† | 1956–8 Cia. Euskalduna—Bbo<br>487′ 2″ 62′ 4″ 24′ 7¼″<br>457′ 2″ 62′ 1″ 39′ 8″<br>F88′ 2 dks, 3rd dk except in No. 6 hold<br>RW 8BH<br>rf 4″ DK fwd WB1157t | M (54P) Ref CSD<br>6 Ho<br>In.15350<br>6 Ha (24½′, 29¼′×19¼′) (26½′×19½′) (10¾′×13′) (24¼′, 24¼′×19¼′)<br>Der 1(25) 16(5) | Oil 2SA 10Cy. 720×1250 mm<br>7300bhp 2000t (d.o)<br>Soc. Española de Const. Nav. Bbo<br>db 100℔<br>3×220kW 220V d.c. 15k |
| 507476<br>HJNP<br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE TUNJA**<br>Flota Mercante Grancolombiana S.A.<br>Cartegena Colombian | 5248<br>2817<br>7880 | | AB | 1957 H. C. Stülcken Sohn—Ham<br>475′ 0″ 62′ 2″ 23′ 7″<br>439′ 7″ 62′ 0″ 35′ 9″<br>F34′ 1 dk & S dk<br>RW<br>rf nil | M (12P) Ref OSD<br>5 Ho 64′, 80′, 45′, 69′, 53′<br>B.455000<br>5 Ha (stl) (33¾′×16′) (47¼′×20′) (18¾′×18½′) (33¾′, 27′×20′) | Oil 2SA 7Cy. 780×1400 mm<br>7860bhp 935t<br>Masch. Augsburg-Nürnberg Aug<br>4×230kW 230V d.c. |
| 529328<br>Df Esd<br>Gc Rdr | **CIUDAD DE TURBO**<br>exRepublica de Colombia–64<br>exMainsheet Eye–47<br>Agropecuaria y Maritima Santa Rosa Ltda.<br>Cartagena Colombian | 3805<br>2123<br>6020 | | AB | 1947 W. Butler (S.Bs) Inc.—Dul<br>338′ 8″ 50′ 1″ 23′ 0″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>rf nil | M Ref Mchy.aft<br>3 Ho 42′, 78¾′, 67′<br>G.251535 B.229440<br>3 Ha (stl) (22′, 40½′, 40½′×20′)<br>14W Der 1(30) 1(20) 5(5) | Oil 2SA 8Cy. 520×700 mm<br>1700bhp 862t (d.o)<br>Busch-Sulzer Bros. St. Louis<br>2×100kW 220V d.c. 11k |
| 507477<br>YVGH<br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE VALENCIA**<br>Cia. Anonima Venezolana de Navegacion<br>Puerto Cabello Venezuelan | 4296<br>2023<br>5885 | | AB | 1953 Canadian Vickers Ltd.—Mtl<br>420′ 0″ 55′ 2″ 22′ 3″<br>394′ 11″ 55′ 0″<br>F35′ 1 dk & S dk<br>RW<br>rf 6″ | M (9P) Ref OSD<br>5 Ho 43′, 65′, 56′, 67′, 52′<br>G.303282 B.274700 In.62115<br>5 Ha (stl) (29¼′, 37½′, 25′, 35′, 25′×17¾′)<br>16W Der 1(30) 1(15) 8(10) 8(5) | Oil 2SA 6Cy. 735×1015 mm<br>4275bhp 707t (d.o)<br>Nordberg Mfg Co. Milwaukee<br>3×400kW 110/240V d.c. 16k |
| 507478<br>EARH | **CIUDAD DE VALENCIA**<br>exInfante D. Gonzalo<br>Cia. Trasmediterránea<br>Valencia Spanish | 2477<br>1310<br>1220 | | BV | 1931 Union Nav. de Levante—Val<br>266′ 7″ 40′ 8″<br>40′ 6″<br>P74′ F37′ 3 dks<br>R | TM (396P)<br>G.68000 B.65000<br>3 Ha (11½′×10¾′) (20¼′, 15′×13′)<br>Der 2(3) 4(1½) | 2 Oil 4SA each 7Cy. 480×700 mm<br>2240bhp 240t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×60kW 230V d.c. 16k |
| 680255<br>Df Esd<br>Pld Rdr<br>RT | **CIUDAD DE VALVERDE**<br>Rogelio Brion S.A.<br>Vigo Spanish | ~~290~~ 253<br>~~160~~ 105<br>~~240~~ 273 | | BV | 1967 Ast. De Murueta—Murueta<br>129′ 7″ 23′ 10″ 11′ 8″<br>108′ 3″ 23′ 7″ 12′ 9″<br>1 dk | M Tug Mchy.aft | Oil 4SA 8Cy. 250×350 mm<br>800bhp<br>Motorenw. Mannheim Mhm |
| 507479<br>EAZX<br>Esd | **CIUDAD DE VILLAJOYOSA**<br>Lloret & Llinares<br>Vigo Spanish | 235<br>92<br>— | | BV | 1951 Hijos de J. Barreras S.A.—Vgo<br>*121·9′* 22′ 6″<br>… … … | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 8Cy. 270×500 mm<br>580bhp 64t (d.o)<br>N.V. Werkspoor Ams<br>10½k |
| 507482<br>EDXO<br>Df Esd<br>Rdr<br>RTm | **CIUDAD RODRIGO**<br>exAire–52 exGlomdal–45<br>Cia. Española de Petróleos S.A.<br>Santa Cruz de Tenerife Spanish | 3942<br>2246<br>5865 | ✠100A1<br>oil tanker<br>✠LMC | ~~SS 10/62~~<br>SS 3/67<br>EL v | 1940–7 Öresundsvarvet A/B—Lkr<br>367′ 10″ 47′ 8″ 22′ 4½″<br>345′ 0″ 47′ 6″ 26′ 4″<br>P75′ B34′ F52′ 1 dk<br>R 11BH cargo tanks renewed 62<br>rf nil WB612t | M Tanker Mchy.aft<br>15 Ta<br>L.247790 HeCls. BC | Oil 2SA 6Cy. 480×900 mm<br>1500bhp ✠Emade32fitted40<br>384t (d.o)–6pd<br>Sulzer Bros. Ltd. Win<br>2 AuxB 150℔<br>2×85kW 220V d.c. 10k |
| 507483<br>EACW<br>RT | **CIUDADELA**<br>exLeonard Spear<br>Antonio Astigarraga Mendizabal<br>San Sebastian Spanish | 270<br>112<br>— | ✠Classed LR until 10/20 | | 1896–11 Murdoch & Murray—P.Gl<br>134′ 1″ 24′ 0″<br>… … …<br>R | S | T 3Cy. 12″ 18″ & 30″×22″<br>300ihp (o.f)<br>D. Rowan & Son Gls<br>10k |

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|---|---|---|---|---|---|---|
| 540262<br>EDTW | **CIZURQUIL**<br><br>**Otaño y Trecu**<br>Spanish | 160<br>87<br>— | | 1962 Balenciaga S.A.—Zumaya<br>22' 4"<br>81' 11" 20' 3" 11' 6"<br><br>RW | M Trawler | Oil 6Cy. 250×375 mm<br>450bhp<br>Juaristi |
| 507485<br>KHMI<br>242378<br>Df Esd<br>Gc Rdr<br>RT | **CLAIBORNE**<br>exCherubim-48<br>exSanta Maria-46<br>**Sea-Land Service Inc.**<br>~~Mobile~~ United States<br>Wilmington, Del | 6504<br>3831<br>10102 | AB | 1942 Federal S.B. & D.D. Co.—Kearny<br>459' 2" 63' 2" 27' 8¼"<br>432' 6" 63' 0" 40' 0"<br>B79' 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho 62', 62', 71½', 70', 60'<br>G.554499 B.482756 In.26527<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 2(30) | 2 S Turb dr geared to sc<br>6600shp<br>De Laval S. Turb. Co.<br>2×250kW 240V d.c. |
| 507486<br>TQJH<br><br>Esd RT | **CLAIR MATIN**<br><br>**Armement Morvant**<br>Etel French | 111<br>46<br>— | BV | 1957 W. Visser & Zoon—Den Helder<br>*77·7'* 20' 9"<br>... ... ... | M Trawler<br><br><br>2 Ha (each 3½'×3½')<br>Der 1(1) | Oil 4SA 6Cy. 240×260 mm<br>330bhp<br>Kromhout Motorenfab. |
| 507487<br>5BFM<br><br>Df Esd<br>Gc Rdr<br>RTm | **CLAIRE**<br>exTassos PS.-61 exIngerto-60<br>exDalmore-46<br>**Kantara Shipping Ltd.**<br>Tsavliris (Shipping) Ltd.<br>Famagusta Cyprus | ~~5411~~ 5229<br>~~6283~~ 3164<br>8483 | BV<br><br>✠Classed LR until 7/65 | 1927-4 Scotts' S.B. & E. Co. Ltd.—Grk<br>419' 4" 52' 4" 24' 10"<br>405' 0" 52' 0" 30' 9"<br>P35' B123' F39' 1 dk<br>R | S<br>5 Ho 58½', 75', 24½', 25' DT, 60', 55'<br>G.416220 B.392161<br>3 Ha (w) (24½' 31½', 25'×21')<br>1 Ha (stl) (11½'×21')<br>2 Ha (w) (32½', 25'×21')<br>11W Der 4(5) 2(3) | T 3Cy. 26½" 43" & 70"×48"<br>2000ihp<br>Scotts' S.B. & E. Co. Ltd.<br>2×20, 10kW 110V d.c. |
| 507489<br>VJDF<br>144888 | **CLAIRE CROUCH**<br>exArgosy Lemal-49<br>exAmetco-49<br>exArgosy Lemal-46<br>exDe Lauwers<br>**Claire Crouch Pty. Ltd.**<br>Melbourne British | 262<br>186<br>230 | | 1917 Gebr. van Diepen—Waterhuizen<br>*117·5'* 24' 6" 10' 3"<br>24' 4"<br>Q23' F12' H18' 1 dk<br>R | Aux Sr<br>1 Ho<br><br><br>2W | Oil 2SA 4Cy. 10½"×13¾"<br>NE50<br>Crossley Bros. Ltd. |
| 507490<br>THWZ<br><br>Df Esd<br>RT | **CLAIRE JEANNE**<br><br>**A. Le Gall & Cie.**<br>Douarnenez French | 277<br>147<br>— | BV | 1962 A. Le Gall Fils—Douarnenez<br>*101·2'* 29' 4"<br>... ... ... | Wood M Fishing<br><br><br>4 Ha (6½'×4½') (4', 4'×4') (2½'×2½') | Oil 4SA 8Cy. 185×200 mm<br>400bhp<br>Moteurs Baudouin |
| 507491<br>VDSB<br>190509<br>Esd Gc<br>Rdr RT | **CLAIRE SIMARD**<br>exClaire S.-49<br>**Branch Lines Ltd.**<br>Sorel Canadian | 628<br>253<br>— | | 1943 Bellingh'm Marine Rly. & B.B. Co.—Bellingham<br>*156·0'* 34' 6" 16' 0"<br>155' 3" 34' 0" 19' 0" | Wood S Tug | T 4Cy. 16" 26" & (2) 32"× <br><br>Fulton Irn Wks Co. |
| 507492<br>FNSX<br><br>Df Esd<br>Rdr RT | **CLAIRVOYANT**<br><br>**Chalutiers Malouins**<br>St. Malo French | 1536<br>692<br>1590 | BV | 1950 Ch. & At. de St. Nazaire (Penhoët)—Quevilly<br>*229·7'* 38' 10"<br>38' 8" | M Trawler<br><br><br>4 Ha (each 5½'×5½')<br>Der 1(7) | Oil 4SA 6Cy. 500×900 mm<br>1500bhp<br>Ch. & At. de St. Nazaire (P |
| 680172<br><br><br>RTv | **CLAIRVOYANT**<br><br>**Société de Remorquage et de Sauvetage du Nord**<br>Dunkirk French | 192<br>—<br>— | BV | 1967 Ziegler Fréres—Dnk<br>95' 2" 27' 11" 14' 9½"<br>88' 7" 26' 3" 11' 10"<br>1 dk | M Tug | Oil SA 8Cy. 250×280 mm<br>1430bhp<br>Soc. Crepelle<br>2×48, 20kW 125V d.c.<br>Directional propeller fwd |
| 507493<br>VOQY<br>181008<br>Df Esd<br>Pfd Rdr<br>RT | **CLAMOR**<br><br>**E. G. Earle**<br>St. John's, Nfl Canadian | 292<br>103<br>— | Classed LR until 2/57 | 1944 Upham & Co.—Bxm<br>140' 0" 27' 0" 13' 0"<br>128' 2" 26' 11" 14' 8" | Wood M Fishing | Oil 4SA 6Cy. 350×533 mm<br><br>Mirrlees, Bickerton & Day |
| 670255<br>GTYH<br>307670<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN ALPINE**<br><br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | T.Mk<br>6055<br>3167<br>9123<br>8713<br>4798<br>12000 | ✠100A1<br>DTsf—oil FP above 150° F. (SG up to 1·28) or vegetable oil<br>✠LMC<br>MN1700 EL Z2⅛"U2 | 1967-4 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>507' 10" 63' 2" 24' 3¾"/28' 5¾"<br>470' 9" 63' 0" 37' 7"<br>F82' 2 dks, intermediate 'tween dk in No. 1 hold<br>RW 7BH to U dk, 2 to 2nd dk<br>rf 4" DK in way of No. 2 hold WB2195t incl. DTsf757t | M<br>5 Ho 49½', 78½', 72', 88', 69½'<br>G.635450 B.570520<br>5 Ha (stl) (29½'×18¾') (37½', 37½', 37½', 26½'×21')<br>16W Der 1(60) 2(20) 4(10) 10(5) | Oil 2SA 6Cy. 740×1600 mm<br>8500bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>AuxB (o.f) 100lb<br>3×250kW 440V 60c/s a.c. |
| 507495<br>GIAQ<br>301475<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN FARQUHARSON**<br><br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British<br>Now **ARYA SEPP** See New Entries No. 3 | 9292<br>4993<br>11950 | ✠100A1 SS 2/66<br>DTsf—vegetable oil<br>✠LMC<br><br>MN1540 EL d†2⁵⁄₁₆"SQ | 1962-4 Swan, Hunter & Wghm Rchdsn—Wal<br>496' 8" 62' 5" 28' 2½"<br>460' 11" 62' 3" 37' 6"<br>P38' F70' 2 dks, intermediate 'tween dk<br>8BH to U dk 1 to 2nd dk in No. 1 hold<br>rf 4" WB1278t incl. Tunnel tanks 349t | M<br>5 Ho 42½', 58½', 78½', 92½', 60½'<br>G.643530 B.584430 In.1350<br>1 Ha (stl) (19½'×18') 4 Ha (w) (27½', 48', 45½', 24'×21')<br>16W Der 1(80) 2(20) 2(15) 2(10) 10(5) | Oil 2SA 6Cy. 760×1550 mm<br>7700bhp Sulzer<br>Wallsend Slpwy & Eng. Co.<br>AuxB 100lb<br>3×185kW 220V d.c. |
| 507497<br>GJTE<br>304143<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN FINLAY**<br>King Line Ltd.<br>~~The Clan Line Steamers Ltd.~~<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British<br>Now **ARYA FAR** See New Entries No. 4 | T.Mk<br>6066<br>2974<br>9348<br>9124<br>4875<br>11950 | ✠100A1 SS 1/67<br>DTsf—vegetable oil<br>✠LMC<br><br>MN1540 EL d†2⁵⁄₁₆"SQ | 1962-10 Swan, Hunter & Wghm Rchdsn—Wal<br>496' 8" 62' 5" 24' 4½"/28' 2½"<br>460' 11" 62' 3" 37' 6"<br>P38' F70' 2 dks, intermediate 'tween dk<br>8BH to U dk 1 to 2nd dk in No. 1 hold<br>rf 4" WB1278t incl. Tunnel tanks 349t | M<br>5 Ho 42½', 58½', 78½', 92½', 60½'<br><br>1 Ha (stl) (19½'×18') 4 Ha (w) (27½', 48', 45½', 24'×21')<br>Der 1(80) 2(20) 2(15) 2(10) 10(5) | Oil 2SA 6Cy. 760×1550 mm<br>7700bhp Sulzer<br>Wallsend Slpwy & Eng. Co.<br>AuxB 100lb<br>3×185kW 220V d.c. |

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|---|---|---|---|---|---|---|---|
| 507498<br>GHPW<br>301454<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN FORBES**<br>King Line Ltd.<br>~~The Clan Line Steamers Ltd.~~<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | 9292<br>4992<br>11920 | ✠100A1<br>DTsf—vegetable oil<br>✠LMC<br>MN1540 EL d†2 3/16″SQ | SS 7/65 | 1961–6 Swan, Hunter & Wghm Rchdsn —Wal<br>496′ 8″ 62′ 5″ 28′ 2½″<br>460′ 11″ 62′ 3″ 37′ 6″<br>P38′ F70′ 2 dks, intermediate 'tween dk in No. 1 hold<br>8BH to U dk 1 to 2nd dk<br>rf 4″ WB1278t incl. Tunnel tanks 349t | M<br>5 Ho 42¾′, 59′, 79′, 92½′, 60¾′<br>G.643620 B.584100<br>1 Ha (stl) (20′×18′) 4 Ha (w) (27¼′, 48′, 45¼′, 24′×21′)<br>16W Der 1(80) 1(40) 1(20) 3(15) 2(10) 10(5) | Oil 2SA 6Cy. 760×1550 mm<br>7700bhp Sulzer 1430t (hvf)<br>Wallsend Slpwy & E. Co. Wal<br>AuxB 100℔<br>3×185kW 220V d.c. 16k |
| | Now **ARYA MAN** See New Entries No. 7 | | | | | | |
| 507500<br>GHTG<br>301465<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN GRAHAM**<br>King Line ~~Steamers~~ Ltd.<br>~~The Clan Line Steamers Ltd.~~<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | T.Mk<br>6142<br>3022<br>—<br>9022<br>4805<br>— | ✠100A1<br>DTsf—oil FP above 150° F. (SG up to 1·28) or vegetable oil<br>✠LMC<br>MN1540 EL d†2 3/16″SQ | SS 12/65 | 1962–1 Greenock Dkyd Co. Ltd.—Grk<br>496′ 8″ 62′ 9″ 28′ 2¼″<br>460′ 11″ 62′ 3″ 37′ 6″<br>P38′ F70′ 2 dks, intermediate 'tween dk in No. 1 hold<br>RW 7BH to U dk 1 to 2nd dk<br>rf 4″ DK fwd WB2054t incl. Tunnel tanks 346t DTsf768t | M<br>5 Ho 42¾′, 59′, 79′, 93¼′, 63½′<br>G.640000 B.580000<br>1 Ha (stl) (20¼′×18′) 4 Ha (w) (27¼′, 48′, 45¼′, 24′×21′)<br>16W Der 1(80) 2(20) 2(15) 2(10) 10(5) | Oil 2SA 6Cy. 760×1550 mm<br>7700bhp Sulzer 1430t (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>AuxB 100℔<br>3×185kW 220V d.c. 16k |
| 507501<br>GHXQ<br>301480<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN GRANT**<br>King Line Ltd.<br>~~The Clan Line Steamers Ltd.~~<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | T.Mk<br>6226<br>3148<br>9269<br>9022<br>4804<br>11870 | ✠100A1<br>DTsf—oil FP above 150° F. (SG up to 1·28) or vegetable oil<br>✠LMC<br>MN1540 EL d†2 3/16″SQ | SS 3/66 | 1962–5 Greenock Dkyd Co. Ltd.—Grk<br>496′ 8″ 62′ 9″ 24 4½″/28′ 2¼″<br>460′ 11″ 62′ 3″ 37′ 6″<br>P39′ F70′ 2 dks, intermediate 'tween dk in No. 1 hold<br>RW 7BH to U dk 2 to 2nd dk<br>rf 4″ DK fwd WB2054t incl. Tunnel tanks 346t DTsf768t | M<br>5 Ho 42¾′, 59′, 79′, 93¼′, 63½′<br>1 Ha (stl) (20¼′×18′) 4 Ha (w) (27¼′, 48′, 45¼′, 24′×21′)<br>Der 1(80) 2(20) 2(15) 2(10) 10(5) | Oil 2SA 6Cy. 760×1550 mm<br>7700bhp Sulzer (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>AuxB 100℔<br>3×185kW 220V d.c. |
| 507503<br>GCPG<br>165971<br>Df Esd<br>Gc Pfd<br>Rdr | **CLAN MACDONALD**<br>Houston Line Ltd.<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | 8141<br>4037<br>9300 | ✠100A1<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN2220 EL f†2¼″SQ | Dr 11/65 | 1939–12 Greenock Dkyd Co. Ltd.—Grk<br>505′ 4″ 64′ 8″ 28′ 6¼″<br>475′ 0″ 64′ 6″ 41′ 2″<br>P28′ B78′ F72′ 2 dks & S dk<br>R Coll BH to S dk 7 to 2nd dk<br>rf 6″ DK fwd of mchy. space WB2180t incl. Tunnel tanks 373t | TM Ref OSD<br>6 Ho 47¼′, 86′, 44¾′, 45′, 73′, 48′<br>G.536860 B.522110 In.308540<br>1 Ha (stl) (20¼′×18′) 5 Ha (w) (45¾′, 22′, 22′, 33′, 22′×21′)<br>19W Der 1(80) 1(30) 2(15) 10(5) 6(3) | 2 Oil 4SA each 10Cy. 740×1500 mm<br>11100bhp B&W 1335t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 100℔<br>4×250kW 220V d.c. 16k |
| 507504<br>GFBQ<br>169411<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MACDOUGALL**<br>Houston Line Ltd.<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | T.Mk<br>8036<br>3757<br>9043<br>9587<br>5553<br>9770 | ✠100A1<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>EL f†2¼″SQ | Dr 2/65 | 1944–5 Greenock Dkyd Co. Ltd.—Grk<br>505′ 6″ 64′ 8″ 28′ 6″/29′ 6¼″<br>475′ 3″ 64′ 6″ 41′ 3″<br>P29′ Bs79′&22′ F72′ 3 dks<br>R 8BH<br>rf 6″ DK fwd of mchy. space WB2096t incl. Tunnel tanks 371t | TM Ref<br>6 Ho 47¼′, 84′, 45′, 45½′, 72½′, 48′<br>G.518400 B.516640 In.386320<br>1 Ha (stl) (20¼′×18′) 5 Ha (w) (45¾′, 22′, 22′, 33′, 22′×21′)<br>19W Der 1(80) 1(30) 2(15) 1(10) 11(5) 2(3) | 2 Oil 4SA each 10Cy. 740×1500 mm<br>11100bhp B&W 1470t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 105℔<br>4×250kW 220V d.c. 16k |
| 507505<br>GIGY<br>304140<br>Df Esd<br>Gc Rdr<br>RTv | **CLAN MACGILLIVRAY**<br>King Line ~~Steamers~~ Ltd.<br>~~The Clan Line Steamers Ltd.~~<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | T.Mk<br>5866<br>3042<br>9055<br>8811<br>4813<br>11930 | ✠100A1<br>DTsf—oil FP above 150° F. (SG up to 1·28) or vegetable oil<br>✠LMC<br>MN1770 EL e†2¼″SQ | SS 12/66 | 1962–9 Greenock Dkyd Co. Ltd.—Grk<br>507′ 10″ 63′ 4″ 24′ 3½″/28′ 5¾″<br>471′ 0″ 63′ 0″ 37′ 7″<br>F82′ 2 dks, intermediate 'tween dk in No. 1 hold<br>7BH to U dk 2 to 2nd dk<br>rf 4½″ DK fwd WB2165t incl. DTsf753t | M<br>5 Ho 49½′, 76′, 76¼′, 77¼′, 63½′<br>G.633900 B.571580<br>5 Ha (stl) (29′×18′) (37¼′, 37¼′, 37¼′, 29¼′×21′)<br>16W Der 1(60) 2(20) 4(10) 10(5) | Oil 2SA 6Cy. 760×1550 mm<br>8500bhp Sulzer 1431t (hvf)<br>Barclay, Curle & Co. Ltd Gls<br>AuxB 100℔<br>3×200kW 220V d.c. 16½k |
| 540263<br>GKDE<br>304153<br>Df Esd<br>Gc Rdr<br>RTv | **CLAN MACGOWAN**<br>King Line ~~Steamers~~ Ltd.<br>~~The Clan Line Steamers Ltd.~~<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | T.Mk<br>5866<br>3042<br>9118<br>8811<br>4813<br>12010 | ✠100A1<br>DTsf—oil FP above 150° F. (SG up to 1·28) or vegetable oil<br>✠LMC<br>MN1700 EL e†2¼″SQ | SS 5/67 | 1963–4 Greenock Dkyd Co. Ltd.—Grk<br>507′ 10″ 63′ 4″ ~~28′ 6½″~~ 24′ 4″/28′ 6½″<br>471′ 0″ 63′ 0″ 37′ 7″<br>F82′ 2 dks, intermediate 'tween dk in No. 1 hold<br>7BH to U dk 2 to 2nd dk<br>rf 4½″ DK fwd WB2165t incl. DTsf753t | M<br>5 Ho 49½′, 76′, 76¼′, 77¼′, 63½′<br>G.633900 B.571580<br>5 Ha (stl) (29′×18′) (37¼′, 37¼′, 37¼′, 29¼′×21′)<br>16W Der 1(60) 2(20) 4(10) 10(5) | Oil 2SA 6Cy. 760×1550 mm<br>8500bhp Sulzer 1431t (hvf)<br>Wallsend Slpwy & E. Co. Wal<br>AuxB 100℔<br>3×240kW 220V d.c. 16½k |
| 540264<br>GKWU<br>304151<br>Df Esd<br>Gc Rdr<br>RTv | **CLAN MACGREGOR**<br>King Line ~~Steamers~~ Ltd.<br>~~The Clan Line Steamers Ltd.~~<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | T.Mk<br>5866<br>3042<br>—<br>8811<br>4813<br>— | ✠100A1<br>DTsf—oil FP above 150° F. (SG up to 1·28) or vegetable oil<br>✠LMC<br>MN1700 EL e†2¼″SQ | SS 4/67 | 1962–12 Greenock Dkyd Co. Ltd.—Grk<br>507′ 10″ 63′ 4″ ~~28′ 6½″~~ — /28′ 6½″<br>471′ 0″ 63′ 0″ 37′ 7″<br>F82′ 2 dks, intermediate 'tween dk in No. 1 hold<br>RW 7BH to U dk 2 to 2nd dk<br>rf 4½″ DK fwd WB2165t incl. DTsf753t | M<br>5 Ho 49½′, 76′, 76¼′, 77¼′, 63½′<br>G.633900 B.571580<br>5 Ha (stl) (29′×18′) (37¼′, 37¼′, 37¼′, 29¼′×21′)<br>16W Der 1(60) 2(20) 4(10) 10(5) | Oil 2SA 6Cy. 760×1550 mm<br>8500bhp Sulzer 1431t (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>AuxB 100℔<br>3×240kW 220V d.c. 16½k |
| 507508<br>GHDL<br>301428<br>Df Esd<br>Gc Rdr<br>RTv | **CLAN MACILWRAITH**<br>The Clan Line Steamers Ltd.<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | 6894 ~~7419~~<br>3490 ~~3701~~<br>9990 | ✠100A1<br>DTsf—oil FP above 150° F. (SG up to 1·28) or vegetable oil<br>✠LMC<br>MN1080 EL d†2 3/16″SQ | SS 5/65 | 1960–12 Greenock Dkyd Co. Ltd.—Grk<br>494′ 0″ 61′ 10″ 26′ 4½″<br>455′ 0″ 61′ 6″ 38′ 8″<br>P34′ F73′ 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4″ DK fwd WB2096t incl. DTsf688t | M OSD Mchy.aft<br>5 Ho 40′, 62′, 76½′, 95′, 71¼′<br>G.640860 B.582630 In.1200<br>1 Ha (stl) (19¾′×18′) 4 Ha (w) (27¼′, 48′, 50¾′, 23½′×21′)<br>18W Der 1(80) 1(40) 4(15) 2(10) 2(7) 10(5) | Oil 2SA 5Cy. 670×2320 mm<br>5400bhp Doxford 1175t (hvf)<br>Wallsend Slpwy & E. Co. Wal<br>AuxB 100℔<br>3×185kW 220V d.c. 14k |
| 507509<br>GFLH<br>301401<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MACINDOE**<br>Neptune Shipping Co. Ltd.<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | T.Mk<br>6957<br>3557<br>—<br>8991<br>4887<br>— | ✠100A1<br>DTsf—vegetable oil<br>✠LMC<br>MN1080 EL d†2 3/16″SQ | ~~SS 11/63~~<br>SS 12/67 | 1959–11 John Brown & Co. (Clydebank) Ltd.—Cly<br>494′ 0″ 61′ 9″ 29′ 0¾″<br>455′ 0″ 61′ 6″ 38′ 8″<br>P34′ F67′ 2 dks, 3rd dk except in No. 5 hold<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 4″ DK fwd WB2098t incl. Tunnel tanks 189t DTsf688t | M Mchy.aft<br>5 Ho 40′, 61½′, 76½′, 95¼′, 66½′<br>G.647020 B.586617<br>1 Ha (stl) (19¾′×18′) 4 Ha (w) (27¼′, 48′, 50½′, 26½′×21′)<br>18W Der 2(80) 4(15) 2(10) 2(7) 10(5) | Oil 2SA 5Cy. 670×2320 mm<br>5400bhp Doxford 1191t (hvf)<br>John Brown & Co. (Clydebank) Ltd.<br>AuxB 100℔<br>3×185kW 220V d.c. 15k |
| 507510<br>GNWG<br>184974<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MACINNES**<br>The Clan Line Steamers Ltd.<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | 6517<br>3226<br>8995 | ✠100A1<br>DTsf—vegetable oil<br>✠LMC<br>MN1200 EL c†2⅛″SQ | SS 8/65 | 1952–7 Greenock Dkyd Co. Ltd.—Grk<br>471′ 0″ 60′ 8″ 26′ 1½″<br>438′ 10″ 60′ 6″ 37′ 9″<br>P29′ F39′ 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 5″ DK fwd of mchy. space WB2014t incl. Tunnel tanks 159t DTsf681t | M OSD<br>5 Ho 47¼′, 78½′, 81′, 62½′, 53′<br>G.547080 B.498960<br>5 Ha (22½′, 48½′, 33′, 30½′, 22′×21′)<br>16W Der 1(60) 1(30) 4(15) 2(7) 10(5) | Oil 2SA 6Cy. 670×2320 mm<br>6000bhp Doxford 1029t (hvf)<br>John Brown & Co. Ltd. Cly<br>AuxB 100℔<br>3×180kW 220V d.c. 15k |

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| 507511<br>GMTJ<br>184959<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MACINTOSH**<br>DTsf—vegetable oil<br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | 6454 ~~6487~~<br>3167 ~~3238~~<br>9118 | SS 12/68<br>✠100A1 ~~SS 9/64~~<br>✠LMC<br>EL c†2¼"SQ | 1951–11 John Brown & Co. Ltd.—Cly<br>471' 0" 60' 8" 26' 1½"<br>438' 10" 60' 6" 37' 9"<br>P29' F39' 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 5½" DK fwd of mchy. space WB1812t incl. Tunnel tanks 128t DTsf679t | M OSD<br>5 Ho 47½', 77½', 81¾', 74½', 48'<br>G.549010 B.496110<br>5 Ha (22½', 48½', 33', 30½', 22'×21')<br>16W Der 1(60) 1(30) 4(15) 2(7) 10(5) | Oil 2SA 6Cy. 670×2320<br>6000bhp Doxford<br>John Brown & Co. Ltd.<br>AuxB 105lb<br>3×180kW 220V d.c. |
| 507512<br>MNMM<br>184963<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MACINTYRE**<br><br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | 6488<br>3235<br>9110 | ✠100A1 ~~SS 4/64~~<br>DTsf—vegetable oil<br>✠LMC SS 11/68<br>MN1200 EL c†2¼"SQ | 1952–3 John Brown & Co. Ltd.—Cly<br>471' 0" 60' 8" 26' 1½"<br>438' 0" 60' 6" 37' 9"<br>P29' F39' 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 5½" DK fwd of mchy. space WB1812t incl. Tunnel tanks 128t DTsf679t | M OSD<br>5 Ho 47½', 77½', 81¾', 85½', 48'<br>G.548860 B.496005<br>1 Ha (stl) (22½'×21') 4 Ha (w) (48½', 33', 30½', 22'×21')<br>16W Der 1(60) 1(30) 4(15) 2(7) 10(5) | Oil 2SA 6Cy. 670×2320<br>6000bhp Doxford<br>John Brown & Co. Ltd.<br>AuxB 105lb<br>3×180kW 220V d.c. |
| 507513<br>GXBX<br>300214<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MACIVER**<br><br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | 7413<br>3695<br>9780 | ✠100A1 SS 2/67<br>DTsf—oil FP above 150° F. or vegetable oil or glycerine<br>✠LMC<br>MN1080 EL d†2 1/16"SQ | 1958–11 Greenock Dkyd Co. Ltd.—Grk<br>494' 0" 61' 9" 26' 4½"<br>455' 0" 61' 6" 38' 8"<br>P26' F73' 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4" DK fwd WB1978t incl. Tunnel tanks 187t DTsf686t | M OSD<br>5 Ho 40', 62', 76½', 95', 71½'<br>G.638650 B.581137<br>1 Ha (stl) (19¾'×18') 4 Ha (w) (27½', 48', 50½', 23½'×21')<br>16W Der 2(80) 2(15) 4(7) 12(5) | Oil 2SA 5Cy. 670×2320<br>5400bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>db 100lb<br>3×185kW 220V d.c. |
| 507514<br>GSRB<br>169493<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MACLACHLAN**<br><br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | T.Mk<br>6353<br>2983<br>8814 | ✠100A1 TD 5/68 ~~SS 6/64~~<br>with freeboard<br>✠LMC<br>EL c†2¼"SQ | 1947–6 Greenock Dkyd Co. Ltd.—Grk<br>466' 0" 60' 10" 26' 0¾"<br>438' 9" 60' 6" 37' 9"<br>P29' B83' F36' 3 dks<br>R Coll BH to U dk 6 to 2nd dk<br>rf 5" DK fwd of mchy. space WB2277t incl. DTm245t | S<br>5 Ho 46½', 81½', 62¾', 59½', 55½'<br>G.551330 B.504970<br>5 Ha (22', 48½', 32½', 29¾', 24½'×21')<br>17W Der 1(55) 2(30) 2(15) 2(10) 12(5) | 3 S Turb sr geared to sc.<br>6250shp<br>D. Rowan & Co. Ltd.<br>2WTB 300lb Spt 280lb<br>2 AuxSB 200lb<br>3×50kW 110V d.c. |
| 507515<br>GSSC<br>169488<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MACLAREN**<br><br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | 6021<br>3344<br>8804 | ✠100A1 TD 5/68 ~~SS 5/64~~<br>with freeboard<br>✠LMC<br>EL c†2¼"SQ | 1946–12 Greenock Dkyd Co. Ltd.—Grk<br>466' 0" 60' 11" 26' 0¾"<br>438' 9" 60' 6" 37' 9"<br>P29' B83' F36' 2 dks & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf 5" DK fwd of mchy. space WB2074t incl. Tunnel tanks 153t | M<br>5 Ho 46½', 81½', 67¾', 59½', 55½'<br>G.565780 B.517420<br>1 Ha (stl) (22'×21') 4 Ha (w) (48½', 32½', 29¾', 24½'×21')<br>17W Der 1(80) 2(30) 2(15) 2(10) 12(5) | Oil 2SA 6Cy. 670×2320<br>5650bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>AuxB 105lb<br>3×180kW 220V d.c. |
| 507516<br>GSTB<br>182109<br>Df Esd<br>Gc Rdr<br>Pfd RTv | **CLAN MACLAY**<br><br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | 6388<br>3242<br>8786 | ✠100A1 ~~SS 12/64~~<br>with freeboard TD 10/68<br>✠LMC<br>EL c†2¼"SQ | 1949–3 Greenock Dkyd Co. Ltd.—Grk<br>466' 0" 60' 11" 26' 0¾"<br>438' 9" 60' 6" 37' 9"<br>P29' B83' F36' 2 dks & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf 5" DK fwd of mchy. space WB2074t incl. Tunnel tanks 153t DTm402t | M OSD<br>5 Ho 46½', 81½', 67¾', 59½', 55½'<br>G.565170 B.516897<br>5 Ha (22', 48½', 32½', 29¾', 24½'×21')<br>17W Der 1(80) 2(30) 2(15) 2(10) 12(5) | Oil 2SA 6Cy. 670×2320<br>5650bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>AuxB 105lb<br>3×180kW 220V d.c |
| 507517<br>GSWX<br>169500<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MACLEAN**<br><br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | 6017<br>3328<br>8804 | ✠100A1 ~~SS 10/64~~<br>with freeboard TD 9/68<br>✠LMC<br>EL c†2¼"SQ | 1947–10 Greenock Dkyd Co. Ltd.—Grk<br>466' 0" 60' 11" 26' 0¾"<br>438' 9" 60' 6" 37' 9"<br>P29' B83' F36' 2 dks & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf 5" DK fwd of mchy. space WB1926t incl. Tunnel tanks 158t DTm402t | M OSD<br>5 Ho 46½', 81½', 67¾', 59½', 55½'<br>G.565780 B.517420<br>5 Ha (22', 48½', 32½', 29¾', 24½'×21')<br>17W Der 1(80) 2(30) 2(15) 2(10) 12(5) | Oil 2SA 6Cy. 670×2320<br>5650bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>AuxB 105lb<br>3×180kW 220V d.c. |
| 507518<br>GSYP<br>182080<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MACLENNAN**<br><br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | 6366<br>3168<br>8824 | ✠100A1 SS 1/66<br>with freeboard<br>✠LMC<br>EL c†2¼"SQ | 1947–12 Greenock Dkyd Co. Ltd.—Grk<br>466' 0" 60' 10" 26' 0¾"<br>438' 9" 60' 6" 37' 9"<br>P29' B83' F36' 2 dks & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf 5" DK fwd of mchy. space WB2277t incl. DTm245t | S OSD<br>5 Ho 46½', 81½', 62¾', 59½', 55½'<br>G.551300 B.504940<br>5 Ha (22', 48½', 32½', 29¾', 24½'×21')<br>17W Der 1(55) 2(30) 2(15) 2(10) 12(5) | 3 S Turb sr geared to sc.<br>6250shp<br>D. Rowan & Co. Ltd.<br>2WTB 300lb Spt 280lb<br>2 Aux SB 200lb<br>3×50kW 110V d.c. |
| 507519<br>GSZC<br>182090<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MACLEOD**<br><br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | 6073<br>3367<br>8796 | ✠100A1 SS 7/68 ~~SS 7/64~~<br>with freeboard<br>✠LMC<br>EL c†2¼"SQ | 1948–7 Greenock Dkyd Co. Ltd.—Grk<br>466' 0" 60' 11" 26' 0¾"<br>438' 9" 60' 6" 37' 9"<br>P29' B83' F36' 2 dks & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf 5" DK fwd of mchy. space WB2074t incl. Tunnel tanks 153t DTm402t | M OSD<br>5 Ho 46½', 81½', 67¾', 59½', 55½'<br>G.565180 B.517010<br>5 Ha (22', 48½', 32½', 29¾', 24½'×21')<br>17W Der 1(55) 2(30) 2(15) 2(10) 12(5) | Oil 2SA 6Cy. 670×2320<br>5650bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>AuxB 105lb<br>3×180kW 220V d.c. |
| 507520<br>GHJH<br>301448<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLAN MACNAB**<br><br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | T.Mk<br>6414<br>3152<br>—<br>9169<br>4936<br>— | ✠100A1 SS 11/65<br>DTsf—oil FP above 150° F. (SG up to 1·28) or vegetable oil<br>✠LMC<br>MN1280 EL e†2¼"SQ | 1961–5 Greenock Dkyd Co. Ltd.—Grk<br>506' 9" 61' 9" ~~26' 7"~~ — /26' 7"<br>468' 0" 61' 6" 38' 1"<br>P40' F72' 2 dks, 3rd dk in No. 1 hold<br>RW 7BH<br>rf 4" DK fwd WB2307t Tunnel tanks 296t DTsf664t | M<br><br>G.643000 B.596000 In.1200<br><br>16W Der 1(80) 1(40) 4(15) 2(10) 10(5) | Oil 2SA 6Cy. 670×2320<br>6400bhp Doxford<br>Wallsend Slpwy & E. Co.<br>AuxB 100lb |
| 507521<br>GHTR<br>301468<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MACNAIR**<br><br>**Neptune Shipping Co. Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | T.Mk<br>6398<br>3202<br>9307<br>9137<br>4928<br>10657 | ✠100A1 SS 3/66<br>DTsf—vegetable oil<br>✠LMC<br>MN1280 EL e†2¼"SQ | 1962–2 John Brown & Co. (Clydebank) Ltd.—Cly<br>506' 2" 61' 9" ~~—/26' 6½"~~24' 7"/26' 6¾"<br>468' 0" 61' 6" 38' 1"<br>P40' F72' 2 dks, intermediate dk in No. 1 hold<br>RW 7BH<br>rf 4" DK fwd WB2314t incl. Tunnel tanks 291t DTsf665t | M Mchy.aft<br>5 Ho 40', 61½', 76½', 91½', 72'<br>G.657160 B.596250 In.1200<br>1 Ha (stl) (20½'×17½') 4 Ha (w) (27', 47¾', 50½', 23¾'×21')<br>16W Der 1(80) 2(20) 2(15) 2(10) 10(5) | Oil 2SA 6Cy. 670×2320<br>6400bhp Doxford<br>John Brown & Co. (Cly<br>AuxB 100lb<br>3×185kW 220V d.c. |
| 507522<br>GUBC<br>182111<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MACTAGGART**<br><br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow British | 8035<br>3924<br>10800 | BS✱ SS 2/67<br>MBS✱<br>MN1880 CT10114 C42 S36 | 1949–3 Greenock Dkyd Co. Ltd.—Grk<br>505' 6" 65' 8" 28' 3½"<br>470' 0" 65' 6" 40' 9"<br>P36' B97' F66' 2 dks & S dk<br>R 7BH<br>rf 6" WB2993t incl. Tunnel tanks 514t DTm408t DTf15t | TS OSD<br>5 Ho 41½', 84½', 65', 64½', 70'<br>G.642720 B.591380<br>1 Ha (stl) (19¾'×18') 4 Ha (w) (50½', 33', 38½', 30½'×21')<br>17W Der 1(125) 2(30) 2(15) 2(7) 12(5) | 6 S Turb dr geared to<br>10000shp<br>Parsons Marine Turb. Co.<br>2WTB 500lb Spt 400lb<br>db 100lb<br>3×260kW 220V d.c. |

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| 507523<br>GUBB<br>182124<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MACTAVISH**<br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow<br>British | **7971**<br>3736<br>— | **BS✳** SS 11/66<br>**MBS✳**<br>MN1880 CT10114 C42 S36 | **1949-6** Greenock Dkyd Co. Ltd.—Grk<br>505' 6" 65' 8" 28' 3½"<br>470' 0" 65' 6" 40' 9"<br>P33' B100' F70' 2 dks & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2585t incl. Tunnel tanks 514t DTf151t | TS OSD<br>5 Ho 41¾', 84¾', 65', 64½', 70'<br>G.642720 B.591380<br>1 Ha (stl) (19¾'×18') 4 Ha (w) (50¼', 33', 38½', 30¼'×21')<br>17W Der 1(125) 2(30) 2(15) 2(7) 12(5) | 6 S Turb dr geared to 2 sc. shafts<br>10000shp 2094t (o.f)<br>Parsons Marine Turb. Co. Wal<br>2WTB 500℔ Spt 480℔ hs17254<br>db 100℔<br>3×260kW 220V d.c. 16¾k |
| 507524<br>GVWQ<br>300181<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MALCOLM**<br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow<br>British | **7326** ~~7554~~<br>3654 ~~8717~~<br>~~9810~~<br>9790 | **✠100A1** SS 2/66<br>DTsf—vegetable oil<br>**✠LMC**<br>MN1600 EL e†2¼"SQ | **1957-8** Greenock Dkyd Co. Ltd.—Grk<br>502' 9" 65' 9" 27' 3"<br>465' 0" 65' 6" 39' 7"<br>P33' F43' 1 dk & S dk, 3rd dk except in No.5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 5" DK fwd WB2128t incl. Tunnel tanks 187t DTsf696t | M OSD<br>5 Ho 51¼', 71', 92¾', 73½', 54'<br>G.636620 B.572640<br>1 Ha (stl) (22½'×18') 4 Ha (w) (38', 49½', 33', 27½'×21')<br>18W Der 1(80) 2(40) 2(15) 4(7) 10(5) 2(3) | Oil 2SA 6Cy. 750×2500 mm<br>8000bhp Doxford 1275t (hvf)<br>Wallsend Slpwy & E. Co. Wal<br>db 100℔<br>3×220kW 220V d.c. 16¼k |
| 507525<br>GVWP<br>300186<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MATHESON**<br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow<br>British | **7553**<br>3715<br>9830 | **✠100A1** SS 5/66<br>DTsf—vegetable oil<br>**✠LMC**<br>MN1600 EL e†2¼"SQ | **1957-12** Greenock Dkyd Co. Ltd.—Grk<br>502' 9" 65' 9" 27' 3"<br>465' 0" 65' 6" 39' 7"<br>P33' F43' 1 dk & S dk, 3rd dk except in No.5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 5" DK fwd WB2128t incl. Tunnel tanks 187t DTsf696t | M OSD<br>5 Ho 51¼', 71', 92¾', 73½', 54'<br>G.636620 B.572640<br>1 Ha (stl) (22½'×18¼') 4 Ha (w) (38', 49½', 33', 27½'×21')<br>18W Der 1(80) 2(40) 2(15) 4(7) 10(5) 2(3) | Oil 2SA 6Cy. 750×2500 mm<br>8000bhp Doxford 1275t (hvf)<br>Wallsend Slpwy & E. Co. Wal<br>AuxB 100℔<br>3×220kW 220V d.c. 16¼k |
| 507526<br>MXWD<br>300200<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN MENZIES**<br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow<br>British | **7551**<br>3714<br>9810 | **✠100A1** SS 8/67<br>DTsf—vegetable oil<br>**✠LMC**<br>MN1600 EL e†2¼"SQ | **1958-5** Greenock Dkyd Co. Ltd.—Grk<br>502' 9" 65' 9" 27' 3"<br>465' 0" 65' 6" 39' 7"<br>P33' F43' 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 5" DK fwd WB2128t incl. Tunnel tanks 187t DTsf696t | M OSD<br>5 Ho 51¼', 71', 93¾', 73½', 54'<br>G.636620 B.572640<br>1 Ha (stl) (22½'×18') 4 Ha (w) (38', 49½', 33', 27½'×21')<br>18W Der 1(80) 2(40) 2(15) 4(7) 10(5) 2(3) | Oil 2SA 6Cy. 750×2500 mm<br>8000bhp Doxford 1275t (hvf)<br>Wallsend Slpwy & E. Co. Wal<br>AuxB 100℔<br>3×220kW 220V d.c. 16¼k |
| 642041<br>GMUZ<br>304194<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CLAN RAMSAY**<br>**Union-Castle Mail S.S. Co. Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow<br>British | T.Mk<br>**7955**<br>4272<br>11730 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2070 EL g†2$\frac{5}{16}$"SQ | **1965-3** Greenock Dkyd Co. Ltd.—Grk<br>529' 4" 68' 11"<br>485' 4" 68' 6" 43' 1"<br>F108' 3dks, 4th dk except in mchy. space<br>NS 7BH<br>rf 4" DK fwd WB753t | M Ref<br>5 Ho 49', 70½', 78', 81', 46'<br>G.538140 B.535570 In.506864<br>5 Ha (stl) (20¼ , 28¼', 28¼', 25½', 20¼'×16')<br>Der 2(5½) 8(5) | Oil 2SA 7Cy. 740×1600 mm<br>10350bhp B&W 1574t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB Spt 80℔<br>5×500, 250, 250, 250, 250kW 440V 60c/s a.c. 17½k |
| 650428<br>GMVA<br>307827<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CLAN RANALD**<br>**Union-Castle Mail S.S. Co.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow<br>British | T.Mk<br>**7955**<br>4272<br>11730 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2070 EL g†2$\frac{5}{16}$"SQ | **1965-6** Greenock Dkyd Co. Ltd.—Grk<br>529' 4" 68' 11" 28' 3"<br>485' 4" 68' 6" 43' 1"<br>F108' 3 dks, 4th dk except in mchy. space<br>NS 7BH<br>rf 4" DK fwd WB350t | M Ref<br>5 Ho 49', 70½', 78', 81', 46'<br>G.535826 B.533256 In.506864<br>5 Ha (stl) (20¼', 28¼', 28¼', 25½', 20¼'×16')<br>10W Der 2(5½) 8(5) | Oil 2SA 7Cy. 740×1600 mm<br>10350bhp B&W 1633t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 80℔ Spt<br>5×500, 250, 250, 250, 250kW 440V 60c/s a.c. 17½k |
| 651303<br>GMVE<br>307638<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CLAN ROBERTSON**<br>**Union-Castle Mail S.S. Co. Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow<br>British | T.Mk<br>**7955**<br>4272<br>11730 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2070 EL g†2$\frac{5}{16}$"SQ | **1965-11** Greenock Dkyd Co. Ltd.—Grk<br>529' 4" 68' 11" 28' 3"<br>485' 4" 68' 6" 43' 1"<br>F108' 3 dks, 4th dk except in mchy. space<br>7BH<br>rf 4" DK fwd WB350t | M Ref<br>5 Ho 49', 70½', 78', 81', 46'<br>In.506864<br>5 Ha (stl) (20¼', 28¼', 28¼', 25½', 20¼'×16')<br>Der 2(5½') 8(5) | Oil 2SA 7Cy. 740×1600 mm<br>10350bhp B&W (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 80℔<br>5×500, 250, 250, 250, 250kW 440V 60c/s a.c. |
| 652248<br>GQNE<br>307645<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **CLAN ROSS**<br>**Houston Line Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow<br>British | T.Mk<br>**7955**<br>4272<br>11730 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2070 EL g†2$\frac{5}{16}$"SQ | **1966-3** Greenock Dkyd Co. Ltd.—Grk<br>529' 4" 68' 11" 28' 3"<br>485' 4" 68' 6" 43' 5"<br>F108' 3 dks, 4th dk except in mchy. space<br>RW 7BH<br>rf 4" DK fwd WB350t | M Ref<br>5 Ho 49', 70½', 78'. 81', 46'<br>B.533300 In.506864<br>6 Ha (stl) (20¼', 28¼', 28¼'. 25½', 20¼', 8'×16')<br>10W Der 8(5) 2(5½) | Oil 2SA 7Cy. 740×1600 mm<br>10350bhp B&W 1633t (hvf)<br>J. & G. Kincaid & Co. Ltd. Grk<br>AuxB 80℔<br>5×500, 250, 250, 250, 250kW 440V 60c/s a.c. 17½k |
| 507528<br>GFWZ<br>182167<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAN SUTHERLAND**<br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>Glasgow<br>British | **8338**<br>3864<br>10870 | **BS✳** SS 9/67<br>**MBS✳**<br>MN2068 CT10185 C42 S36 | **1951-3** Greenock Dkyd Co. Ltd.—Grk<br>512' 7" 66' 4" 27' 11½"<br>476' 10" 66' 0" 40' 8"<br>P26' F37' 1 dk & S dk, 3rd dk in fwd holds<br>RW 7BH<br>rf 4" WB2679t incl. Tunnel tanks 817t DTf166t | S OSD<br>5 Ho 41¾', 87½', 67¾', 67', 62¾'<br>G.620670 B.570260<br>1 Ha (stl) (20¼'×18') 4 Ha (w) (50¾', 33', 38', 32½'×21')<br>17W Der 1(165) 2(30) 2(15) 2(7) 12(5) | 3 S Turb dr geared to sc. shaft<br>10340shp 2014t (o.f)<br>Parsons Marine Turb. Co. Wal<br>2WTB 500℔ Spt hs16534<br>db 105℔<br>3×270kW 220V d.c. 17k |
| 670985<br>305573<br>Esd Rdr<br>RTv | **CLANDEBOYE**<br>**J. Cooper (Belfast) Ltd.**<br>Belfast<br>British | **167**<br>—<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>MN280 EL (b) | **1967-5** Appledore S.B. Ltd.—Apl<br>98' 4" 26' 2" 10' 9"<br>88' 0" 24' 9" 12' 6"<br>1 dk<br>4BH<br>rf 17" BK1½" WB46t | M Tug<br>1 Ho 7¾'<br>1 Ha (stl) (7¾'×7¾') | Oil 4SA 8Cy. 320×480 mm<br>1400bhp 25t (d.o)<br>Motorenw. Mannheim Mhm<br>2×25kW 220V d.c.<br>Controllable pitch propeller 12k |
| 507531<br>GNLW<br>181548 | **CLANITY**<br>exC. 642<br>**F. T. Everard & Sons Ltd.**<br>London<br>British | **495**<br>224<br>— | **✠100A1** SS 11/66<br>oil tanker—FP above 150° F. For service U.K., Eire (excluding West Coast) & between River Elbe & Brest<br>**✠LMC**<br>EL h1"SQ | **1946-12** W. J. Yarwood & Sons (1938) Ltd.—Northwich<br>171' 6" 28' 3" 10' 4½"<br>162' 5" 27' 11½" 10' 10"<br>P49' F20' 1 dk<br>RW 4BH len & conv dry cargo ship 58<br>rf 3" WB144t incl. DTf66t | S Tanker Mchy.aft | T 3Cy. 10½" 17¼" & 29"×19"<br>385ihp (o.f)<br>W. J. Yarwood & Sons Ltd. Northwich<br>SB 200℔ hs1105 2cf |

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| 640493<br>GMSU<br>305302<br>Esd Rdr<br>RTm | **CLANSMAN**<br>**The Secretary of State for Scotland**<br>David MacBrayne Ltd.<br>Leith British | 2104<br>1146<br>240 | ✠100A1 SS 11/66<br>west coast of Scotland and Western Isles service<br>✠LMC<br>MN480 EL (q)1$\frac{1}{16}$"SQ | **1964**–5 Hall, Russell & Co. Ltd.—Abn<br>235' 0" 46' 3" 9' 0"<br>220' 0" 43' 6" 13' 0"<br>P&B151' Q66' F45' 1 dk<br>10BH<br>rf nil WB105t | TM Ferry (55bth 545dkP) | 2 Oil 2SA each 8Cy.<br>2400bhp<br>Crossley Bros. Ltd.<br>4×140kW 220V d.c.<br>Thw. thrust propeller |
| 661353<br>PDJM<br>SCH24<br>Df Esd<br>Pfd Rdr<br>RTm/v | **CLARA**<br>**Jaczon Rederij & Haringhandel N.V.**<br>Scheveningen Netherland | ~~644~~ 391<br>~~364~~ 154<br>380 | | **1966** T. van Duijvendijk's Schpsw.—Lekkerkerk<br>163' 10" 28' 7" 12' 3½"<br>141' 0" 27' 10"<br>2 dks | M Trawler Mchy.aft | Oil 4SA 8Cy. 305×460<br>1200bhp<br>D. & J. Boot "De Industrie" |
| 540849<br>PDIM<br>Df Esd<br>Rdr RT | **CLARA**<br>exSan José–65<br>Launched as Clara<br>**H. van Nood**<br>J. C. Uiterwijk<br>Willemstad, N.B Netherland | 499<br>282<br>1090 | ✠100A1 SS 8/67<br>✠LMC<br>MN238 EL m1½"SQ | **1963**–2 N.V. IJsselwerf—Rot<br>220' 6" 33' 9" 12' 11½"<br>201' 0" 33' 5½" 20' 2"<br>F32' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf nil WB320t | M (1P) OSD Mchy.aft<br>1 Ho 128'<br>G.71140 B.68400<br>2 Ha (53' comb., 27½'×17½')<br>Der 1(10) 3(5) 2(3) | Oil 2SA 7Cy. 300×550<br>1190bhp<br>L. Smit & Zn<br>2×32kW 220V d.c. |
| 507536<br>KHGT<br>242233<br>Df Esd | **CLARA BARTON**<br>**United States Department of Commerce**<br>Los Angeles United States | 7229<br>4451<br>10807 | AB | **1942** California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 507537<br>OXCO<br>Df Esd<br>Gc Rdr<br>RTh | **CLARA CLAUSEN**<br>**C. Clausen Dampskibsrederi A/S**<br>C. Clausen<br>Copenhagen Danish | 1959<br>922<br>1800 | ~~✠100A1~~ ~~SS 1/67~~<br>~~Ice Class 3~~<br>~~✠LMC~~<br>~~MN600~~ ~~EL 1 1½"SQ~~<br>**WRECKED 11/68** | **1963**–4 Ladjedelnica Piran—Piran<br>328' 5" 49' 4" 10' 8½"<br>303' 6" 48' 6½" 22' 0"<br>1 dk & S dk, 2nd dk for light cargoes only<br>NS Coll BH to S dk 5 to 2nd dk<br>rf ni. DK fwd WB771t Dk amids 169t | TM Cattle Carrier (6P) OSD Mchy.aft<br>4 Ho 61½', 72½', 68½', 12½'<br>2 Ha (17'×9') (10'×12')<br>Der 2(2½) 2(1½) | 2 Oil 2SA each 8Cy.<br>3000bhp<br>Masch. Kiel A.G.<br>3×204kW 380V 50c/s a.c.<br>Thw. thrust propeller |
| 507538<br>IJME<br>842 | **CLARA GAROLLA**<br>exAmesa–59<br>**Augusto Garolla & C.**<br>Naples Italian | 666<br>432<br>1016 | RI | **1944** Odenbach S.B. Corp.—Rochester, N.Y.<br>183' 6" 30' 0"<br>179' 5" 29' 11" 13' 6<br>P38' F23' 1 dk | TM Tanker Mchy.aft<br>8 Ta<br>L.59672 | 2 Oil 2SA each 4Cy.<br>700bhp<br>Clark Bros. Co. |
| 507539<br>OYNE<br>Df Esd<br>Gc Rdr | **CLARA JEBSEN**<br>**Rhederi M. Jebsen A/S**<br>Åbenrå Danish | 4223<br>2407<br>6020 | GL | **1959** Werft Nobiskrug—Rendsburg<br>376' 7" 49' 5" 27' 2"<br>340' 5" 49' 3" 31' 0"<br>P80' F35' 2 dks<br>RW | M CSD<br>4 Ho<br>G.309000 B.285000<br>2 Ha (66½'×21½') (34½'×21½')<br>10W Der 1(30) 8(5) 2(3) | 2 Oil 4SA each 8Cy. geared to sc. shaft<br>3360bhp<br>Masch. Augsburg-Nürnberg |
| 680620 | **CLARA MÆRSK**<br>**A. P. Möller, Copenhagen**<br>Copenhagen Danish<br>For later particulars see New Entries No. 3 | 11000<br>—<br>14700 | 100A1<br>Class contemplated | Kockums M/V A/B—Mmo<br>559' 9" 80' 1" 34' 0"<br>525' 0" 80' 0" 52' 6" | M Ref | Oil 2SA 9Cy. 840×1800<br>B&W<br>Eriksbergs M/V A/B |
| 507541<br>EBXX<br>Df Esd<br>Pfd RT | **CLARA MAR**<br>**Maritima Santa Clara S.A.**<br>Pasajes Spanish | 398<br>188<br>— | BV<br>len 63 | **1959** Indunaval S.A.—Bbo<br>*134·0'* 25' 0"<br>24' 11" 13' 9"<br>1 dk | M Fishing Mchy.aft<br>3 Ha (5', 3½'×4½') (2½'×2½')<br>Der 1 | Oil 4SA 8Cy. 295×420<br>810bhp<br>La Maquinista Terrestre |
| 670232<br>326113<br>RTm | **CLARA & LINDA**<br>**C. R. Abbott**<br>Halifax Canadian | 109<br>41<br>70 | | **1966** McLean's Shipbuilding—Mahone Bay<br>*91·0'* 22' 6" 11' 8"<br>… … …<br>1 dk | Wood M Fishing<br>1 Ho 28' | Oil 12Cy. 5½"×6"<br>370bhp<br>Cummins Eng. Co.<br>2×7½kW 110V d.c. |
| 641816<br>GNHG<br>306161<br>Gc Pfd<br>Rdr RT | **CLAREBROOK**<br>**Comben Longstaff & Co. Ltd.**<br>London British | 1594<br>985<br>— | ✠100A1<br>✠LMC<br>MN268 EL q 1$\frac{1}{16}$"SQ | **1964**–10 Clelands S.B. Co. Ltd.—Wal<br>265' 4" 39' 3" 17' 0½"<br>250' 0" 39' 0" 18' 0"<br>P27' R dk fwd of P142' F29' 1 dk<br>NS 5BH<br>rf 4" WB793t | M Mchy.aft | Oil 2SA 6Cy. 340×570<br>1340bhp<br>British Polar Engines |
| 507544<br>WA6414<br>204624<br>Df Gc<br>Rdr | **CLARENCE B. RANDALL**<br>exJ. J. Sullivan–62<br>**Inland Steel Co.**<br>Chicago United States | 7176<br>5730<br>10920 | AB | **1907** American S.B. Co.—Clv<br>552' 0" 56' 2" 21' 3½"<br>539' 10" 56' 0" 31' 0"<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br>G.368600<br>16 Ha (stl) (each 11'×34') | Unaflow 3Cy. 20" & 47"<br>2400ihp NE50<br>Skinner Eng. Co. |
| 507545<br>KVRP<br>245037<br>Df Esd<br>Gc | **CLARENCE H. MATSON**<br>**United States Department of Commerce**<br>Los Angeles United States | 7251<br>4462<br>10467 | AB | **1944** California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 507547<br>VOMQ<br>174557<br>RTm | **CLARENVILLE**<br>**S. W. Mifflin Ltd.**<br>St. John's, Nfl Canadian | 334<br>171<br>380 | ✠Classed LR until 9/58 | **1944**–11 Govt of Newfoundland (Shpyd)—Clarenville<br>135' 1" 28' 2" 12' 7"<br>126' 6" 12' 8" | Wood M<br>2 Ho 41½', 33½'<br>G.16911 B.15374<br>2 Ha (12½'×11½') (10½'×10½')<br>2W Der 2(1½) | Oil 4SA 8Cy.<br>400bhp<br>Vivian Diesels & Munitions<br>2×3 & 2kW 38V d.c. |

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| 524139<br>DGRC<br>10955<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CLARI**<br>exMorar–67<br>**Barthold Richters**<br>Hamburg W. German | 6584 ~~6990~~<br>3199 ~~2699~~<br>9250 | ✠100A1<br>ore carrier<br>✠LMC<br>~~MN500~~<br>MN600 | ~~SS 3/64~~<br>SS 10/67<br>EL a†2"SQ | **1959**–1 Lithgows Ltd.—P.Gl<br>427' 0" 57' 3" 25' 3½"<br>407' 0" 57' 0" 32' 3"<br>P89' B25' F49' 1 dk<br>RW NS in dry cargo hold fwd 8BH<br>rf 4" DK fwd WB6541t | M ~~OT~~ Ore Carrier Mchy.aft<br>5 Ho 50¼', 52', 62', 63½', 46'<br>G.241545<br>5 Ha (stl) (47', 47¼', 49¾', 52¼'×30')<br>(9'×20')<br>Der 1(5) 2(1½) | Oil<br>✠NE10/67 |
| 507548<br>VOLF<br>172725<br>RTm | **CLARICE ANDREWS**<br>**A. Wareham & Sons Ltd.**<br>St. John's, Nfl Canadian | 102<br>77<br>— | | | **1941** Morgan Roberts—Hermitage Bay<br>*91·4'* 22' 11"<br>... ... ... | Wood Aux T Sr<br>1 Ho 70'<br>Der 2(1) | 2 Oil 4SA each 4Cy. 150×230 mm<br>(i) Emade37fitted43 (ii) Emade50fitted54<br>176bhp (hvf)<br>Bergius Co. Ltd. Gls |
| 670206<br>PDHT<br>14149<br>Df Esd<br>Rdr<br>RTm | **CLARISSA**<br>**N.V. Wijnne & Barends**<br>Delfzijl Netherland | 499<br>298<br>— | ✠100A1<br>✠LMC<br>MN120 | EL i 1$\frac{1}{16}$"U2 | **1967**–3 Scheeps. "Voorwaarts"—<br>Martenshoek<br>189' 6" 29' 9" 11' 5½"<br>170' 8" 29' 4½" 12' 8"<br>P47' F27' 1 dk<br>3BH<br>rf nil WB306t | M Mchy.aft<br>1 Ho 117'<br>G.38000 B.36000<br>2 Ha (each 43'×18')<br>Der 2(3) | Vee Oil 2SA 8Cy. 220×380 mm<br>600bhp 33t (d.o)<br>Appingedammer Brons Apg<br>3×8, 8, 6kW 110V d.c. |
| 507550<br>DAON<br>Df Esd<br>Gc Rdr<br>RTm/h | **CLARITA SCHRÖDER**<br>**Reederei Richard Schröder K.G.**<br>Hamburg W. German | ~~3264~~ T.Mk<br>~~1574~~ 3264<br>~~5326~~ 1574<br>~~5024~~ 5266<br>~~2751~~ 5024<br>~~7077~~ 2751<br>7076 | | GL | **1959** Orenstein Koppel & Lbcr. Masch.<br>—Lbc<br>396' 4" 53' 10" ~~21' 9½"/25' 11"~~<br>360' 11" 53' 9¾" 32' 6" 21' 0½"/25' 11"<br>P42' B73' F49' 1 dk & S dk<br>RW<br>rf 3" | M ~~OSD/CSD~~<br>4 Ho 61½', 71½', 68', 52' 3 TwD 77',<br>64¼', 45¾'<br>G.335116 B.304379<br>5 Ha (stl) (39', 50½', 50½', 39',<br>29¾'×18¼')<br>10W Der 1(40) 1(15) 10(3–5) | 2 Oil 4SA each 10Cy. 400×600 mm<br>geared to sc. shaft<br>4200bhp 682t (d.o)<br>Masch. Augsburg-Nürnberg Ham<br>4×160, 160, 160, 36kW 380V 50c/s a.c.<br>15k |
| 507551<br>GVTX<br>187548<br>Pfd | **CLARITY**<br>**Everard Shipping Co. Ltd.**<br>London British | 764<br>386<br>890 | ✠100A1<br>✠LMC<br>MN120 | SS 1/67<br>EL J 1$\frac{1}{16}$"SQ | **1957**–3 Goole S.B. & R. Co. Ltd.—Goo<br>204' 0" 30' 3" 11' 10½"<br>190' 0" 30' 0" 12' 0"<br>P45' Q129' F19' 1 dk<br>RW NS 3BH<br>rf 3" WB360t | M Mchy.aft | Oil 2SA 6Cy. 320×426 mm<br>600bhp<br>Newbury Diesel Co. Ltd. Nby |
| 507552<br>193637 | **CLARK B. DAVIS**<br>**Abitibi Paper Co. Ltd.**<br>Toronto Canadian | 148<br>54<br>— | | | **1951** Russel-Hipwell Eng. Ltd.—Owen<br>Sound<br>85' 0" 20' 0"<br>19' 10" | M Tug<br>3W | Oil 8Cy. 220×290 mm<br>320bhp 13t<br>Lister Blackstone Mar. Ltd. Dursley<br>1×20kW 110V d.c. 8k |
| 507554<br>MXYP<br>187726<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLARKAVON**<br>**H. Clarkson & Co. Ltd.**<br>J. & J. Denholm<br>(Management) Ltd.<br>London British | 6860<br>2740<br>9200 | ✠100A1<br>ore carrier<br>✠LMC<br>MN520 | SS 2/68 ~~SS 4/63~~<br>EL a†2"SQ | **1958**–2 Short Bros.—Sld<br>425' 6" 57' 4" 25' 4¼"<br>407' 0" 57' 0" 32' 3"<br>P103' B25' F49' 1 dk<br>RW 8BH<br>rf 4" WB6197t | M Ore Carrier Mchy.aft<br>G.268965 B.265265<br>7W Der 2(5) 1(3) 2(1½) | Oil 2SA 3Cy. 600×2320 mm<br>2600bhp Doxford 674t<br>N.E. Mar. Eng. Co. Ltd. Wal<br>2AuxB 150℔ 11¼k |
| 507555<br>GXPB<br>300204<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLARKEDEN**<br>**H. Clarkson & Co. Ltd.**<br>J. & J. Denholm<br>(Management) Ltd.<br>Glasgow British | 6861<br>2739<br>9300 | ✠100A1<br>ore carrier<br>✠LMC<br>MN520 | SS 8/68 ~~SS 7/63~~<br>EL a†2" | **1958**–7 Short Bros.—Sld<br>425' 6" 57' 4" 25' 4¼"<br>407' 0" 57' 0" 32' 3"<br>P103' B25' F49' 1 dk<br>RW 8BH<br>rf 4" WB6197t | M Ore Carrier Mchy.aft<br>G.257970<br>2W Der 2(5) | Oil 2SA 3Cy. 600×2320 mm<br>2600bhp 732t<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB 150℔ |
| 507557<br>KEEF<br>248839<br>Df Esd<br>Gc | **CLARKSBURG VICTORY**<br>**United States Department of Commerce**<br>Los Angeles United States | 7607<br>4561<br>10825 | | AB | **1945** California S.B. Corp.—L.An<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22¼')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Allis-Chalmers Mfg Co. Milwaukee<br>2×300kW 240V d.c. 15k |
| 507558<br>WAEA<br>247211<br>Df Esd<br>Gc | **CLARKSVILLE VICTORY**<br>**United States Department of Commerce**<br>Baltimore United States | 7634<br>4626<br>10584 | | AB | **1945** Bethlehem-Fairfield—Bal<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22¼')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2838t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 15k |
| 507559<br>GHQR<br>302250<br>Df Esd<br>Pfd Rdr<br>RT | **CLARKWOOD**<br>**Burwood Fishing Co. Ltd.**<br>John Wood<br>Aberdeen British | 249<br>81<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN156 | SS 11/65<br>EL (d) I | **1961**–6 T. Mitchison Ltd.—Gts<br>*115·4'* 25' 4" 11' 0"<br>113' 2" 25' 0" 12' 6"<br>F16'<br>4BH<br>rf 36" BK2½" WB28t | M Trawler | Oil 4SA 6Cy. 15"×18"<br>780bhp<br>Mirrlees, Bickerton & Day Stckpt<br>db 50℔ |
| 507560<br>GSKB<br>181516 | **CLARY**<br>exAisne–60 exCondee–50<br>exEmpire Condee–47<br>exHermann Litmeyer–46<br>**Shipping & Trading Co. Ltd.**<br>Jersey British | 215<br>103<br>300 | **100A–**<br>coasting service between Lisbon & Valencia & between Agadir & Oran<br>**LMC** | Dr 6/62<br>EL c | **1938** Schps. Gebr. v. Diepen—<br>Waterhuizen<br>129' 9" 23' 0" 7' 9½"<br>122' 3" 8' 8"<br>Q35' 1 dk<br>R 3BH<br>WB25t | M Mchy.aft<br>1 Ho 68¾'<br>G.15000 B.13738<br>2W | Oil 4SA 4Cy. 280×450 mm<br>250bhp 8t<br>Humboldt-Deutzmot. Köln-Deutz<br>7½k |

**SURVEYS OVERDUE—CLASS SUSPENDED 3/66**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 507562 | **CLASSIC** | *7190* | ~~✠100A1~~ | ~~SS 6/66~~ | 1944-10 Burrard D.D. Co. Ltd.—Vcr | S | T 3Cy. 24½" 37" & 70"× |
| SXDX | exSeaboard Star-54 | *4322* | | | 441' 6" 57' 2" 27' 8¾" | 5 Ho 60', 73', 50', 65', 70' | 2500ihp |
| 305 | exCoronation Park-46 | 10775 | ~~LMC~~ | | 416' 0" 56' 10" 37' 4" | G.544675 B.485920 | General Mchy. Corp. |
| Df Esd | **Belmar. Cia. Nav. S.A.** | | | | 2 dks | 5 Ha (33¾', 35' 20', 35', 35'×20') | 2WTB 250lb Spt 230lb |
| Gc Rdr | Andros Greek | | | ~~EL e12$\frac{1}{16}$"SQ~~ | RW 7BH | 10W Der 1(30) 10(5) | 3×15kW 110V d.c. |
| | | | TO BE BROKEN UP | | rf 6" WB2180t incl. DTa753t | | |
| 671145 | **CLAUDE** | 1244 | | | 1966 Jos. L. Meyer—Papenburg | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 8Cy. 320×450 |
| SDPE | | 606 | | | 222' 0" 38' 1" 16' 6" | 4 Ta | 1500bhp |
| 10808 | | 1588 | | NV | 204' 10" 37' 9" 18' 5" | L.53381 | Klöckner-Humboldt-Deu |
| Df Esd | **A/B Transmarin** | | | | P68' F42' 1 dk | | 3×130kW 400V 50c/s a.c. |
| Gc Pfd | Helsingborg Swedish | | | | | Der 2(3½) | Controllable pitch prope |
| Rdr | | | | | rf 2" | | |
| RTm/v | | | | | | | |
| 524526 | **CLAUDE CONWAY** | 26650 | | | 1957 Mitsubishi Zosen—Nag | S Tanker Mchy.aft | 2 S Turb dr geared to sc. |
| 5LOH | exNaess Chief-67 | 17612 | | | 713' 5" 97' 5" 37' 11¾" | 33 Ta | 17600shp |
| 1090 | **Cosmopolitan Shipping Co.** | 42855 | | AB | 675' 0" 97' 0" 48' 3" | L.2002581 HeCls. BC | Mitsubishi Zosen |
| Df Esd | **S.A.** | | | | 1 dk | | 2×750kW 450V 60c/s a.c. |
| Gc Rdr | Monrovia Liberian | | | | RW | Der 4(5) 2(3) 2(1½) | |
| RTm/v | | | | | rf 4" | | |
| 661371 | **CLAUDE L. SANDERSON** | 189 | | | 1965 A. F. Theriault & Son—Meteghan | Wood M Fishing | Oil 10Cy. 5½"×7½" |
| | | 88 | | | *95·7'* 24' 8" | | 800bhp |
| 323795 | **W. L. Sweeney** | — | | | ... ... ... | | Fairbanks, Morse & Co. |
| | Yarmouth Canadian | | | | 1 dk | | |
| 640263 | **CLAUDIA** | 638 | | | 1944 Odenbach S.B. Corp.—Rochester, | TM Tanker Mchy.aft | 2 Oil 2SA each 4Cy. 13¾"× |
| CSPO | | 328 | | | N.Y | 6 Ta | 700bhp |
| | **Sacor Maritima Ltda.** | — | | | *179·3'* 30' 2" | | Clark Bros. Co. |
| Df Esd | Lisbon Portuguese | | | | 179' 4" 30' 0" 13' 6" | | |
| Rdr RT | | | | | P39' F23' 1 dk | | |
| | | | | | rf nil | | |
| 661026 | **CLAUDIA** | 499 | ✠100A1 | | 1966-5 Scheeps. "Voorwaarts"— | M Mchy.aft | Vee Oil 2SA 8Cy. 220× |
| PDHU | | 298 | | | Martenshoek | 1 Ho 118' | 600bhp |
| 13904 | **N.V. Wijnne & Barends** | 800 | ✠LMC | | 189' 6" 29' 9" 11' 5" | G.40000 B.36000 | Appingedammer Brons. |
| Df Esd | Delfzijl Netherland | | | | 170' 0" 29' 4½" 12' 8" | 2 Ha (each 42¾'×18') | 2×8kW 110V d.c. |
| Rdr | | | MN120 | EL I 1$\frac{1}{16}$"SQ | P47' F27' 1 dk | 2W Der 2(3) | |
| RTm | | | | | 3BH | | |
| | | | | | rf nil WB306t | | |
| 540265 | **CLAUDIA** | 494 | ✠100A1 | SS 4/65 | 1949-8 Schps. "De Gideon" v/h J. Koster | M Mchy.aft | Oil 2SA 5Cy. 290×500 |
| | exLucas Bols I-63 | 266 | | | Hzn—Gro | 1 Ho | 500bhp Emade |
| 5 | **Società di Navigazione** | 830 | LMC | | 183' 5" 28' 5" 11' 3½" | G.37200 B.35000 | Sulzer Bros. Ltd. |
| Df Esd | **Monfalconese S.p.A.** | | | | 169' 3" 28' 4" 12' 7" | | |
| RT | Monfalcone Italian | | | EL h | Q41' F27' 1 dk | | |
| | | | | RI | RW 3BH | | |
| | | | | | WB227t | | |
| 672779 | **CLAUDIA-MARIE** | 3060 | | | 1967 Schiffswerft "Neptun"—Ros | M CSD Mchy.aft | Oil 2SA 8Cy. 450×700 |
| | | 1860 | | | 344' 6" 21' 6" | | 3300bhp |
| | **Barthold Richters** | 4580 | | | 310' 0" 46' 7" 25' 3" | | N.V. Werkspoor |
| Df Esd | Hamburg W. German | | | | 2 dks | | |
| Gc Pfd | Now **KARLSBURG** See New Entries No. 3 | | | | | | |
| Rdr RT | | | | | | | |
| 509985 | **CLAUDIA POLOTTO** | 419 | | | 1940 Glommens M/V—Fks | M Chemical Tanker Mchy.aft | Oil 2SA 6Cy. 250×420 |
| ILPX | exEktank-63 exOaktank-59 | 237 | | | 158' 6" 25' 7" 10' 5½" | | 450bhp |
| 3320 | exBertin-51 | 500 | | RI | 145' 0" 25' 5" 10' 11" | L.26770 HeCls. BC | Atlas-Diesel |
| Esd Rdr | **Luigi Polotto** | | | | P30' F21' 1 dk | | |
| RT | Genoa Italian | | | | | | |
| 507568 | **CLAUDIO SABADELL** | 993 | | | 1941 ......................United Kingdom | M OSD | Oil 4SA 8Cy. 395×620 |
| EFCZ | exLa Güera-58 exViolet | 499 | | | 208' 0" 33' 0" | | 1050bhp |
| | **Fletamentos Maritimos S.A.** | 770 | | BV | 32' 10" | | N.V. Werkspoor |
| | Ceuta Spanish | | | | 1 dk & S dk | | |
| 507569 | **CLAUS** | 499 | | | 1958 J. J. Sietas Schiffsw.—Ham | M Mchy.aft | Oil 4SA 6Cy. 320×450 |
| DAEU | | 333 | | | *185·4'* 29' 6" 12' 1½" | 1 Ho 127½' | 500bhp |
| | **Partenreederei m.s. "Claus"** | 848 | | GL | 29' 2½" 12' 9" | G.33000 B.30000 | Klöckner-Humboldt-Deu |
| Df Esd | Peter Döhle | | | | P29' F17' 1 dk | 2 Ha (each 52¼'×19½') | 3×7, 6, 5kW 110V d.c. |
| RTh | Hamburg W. German | | | | RW len 64 | 3W Der 4(2) | |
| | | | | | rf nil | | |
| 507571 | **CLAUS ERICH** | 175 | | | 1930 Gebr. van Diepen—Waterhuizen | M | Oil 4SA 6Cy. 210×320 |
| DGFM | | 108 | | | *95·7'* 18' 5" | | 150bhp Emade |
| | **Klaus-Erich Jagemann** | 172 | | GL | 8' 1" | | Deutsche Werke A.G. |
| | Hamburg W. German | | | | P28' F12' 1 dk | | |
| | | | | | R len 34 & 54 | | |
| 513120 | **CLAUS JÜRGENS** | 299 | | | 1962 Schiffsw. H. Rancke—Ham | M Mchy.aft | Oil 4SA 6Cy. 270×360 |
| DNAO | exGisela Bartels-66 | 192 | | | 152' 7" 26' 9" 8' 7" | | 420bhp |
| | **Claus Jürgens** | 410 | | GL | 138' 4" 26' 8" 9' 7" | G.21451 B.18939 | Klöckner-Humboldt-Deu |
| Df Esd | Hamburg W. German | | | | P39' F24' 1 dk | 2 Ha | |
| Rdr RT | | | | | RW | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 518853<br>DNJO<br>Df Esd<br>Rdr RT | **CLAUS LÜHRS**<br>exJan Herman–65<br>**Georg Lührs**<br>Hamburg W. German | 499<br>310<br>890 | ✠100A1 ~~SS 9/64~~ SS 10/68<br>✠LMC<br>MN130 EL i | 1952–6 Bodewes Scheeps.—Martenshoek<br>185′ 7″ 29′ 8″ 12′ 2″<br>171′ 3″ 29′ 6″ 15′ 11″<br>P41′ Q56′ F36′ 1 dk<br>RW 3BH<br>WB216t | M Mchy.aft<br>1 Ho 111¾′<br>G.39500 B.30000<br>2 Ha<br>2W Der 2(3) | Oil 4SA 8Cy. 290×450 mm<br>650bhp 60t<br>Appingedammer Brons. Apg<br>10k |
| 507576<br>DHIG<br>Df Esd<br>Rdr RT | **CLAUS MÖLLER**<br>**Eidelstedter Extraktions- & Fischmehlwerke Lübcke & Co.**<br>Cranzer Fischdampfer A.G.<br>Hamburg W. German | 632<br>257<br>— | GL | 1950 Howaldtswerke A.G.—Ham<br>*179·4′* 28′ 8″<br>28′ 6″ 16′ 5″<br>P8′ B31′ F31′ 1 dk | M Trawler | Oil 4SA 6Cy. 420×660 mm<br>1250bhp NE59<br>Klöckner-Humboldt-Deutz Kln<br>10½k |
| 507579<br>GTFT<br>185023<br>Esd Rdr<br>RTm | **CLAYMORE**<br>**David MacBrayne Ltd.**<br>Glasgow British | 1024<br>433<br>158 | ✠100A1 SS 2/67 ~~SS 3/68~~<br>west coast of Scotland<br>service<br>✠LMC<br>MN240 EL (k) $1\frac{5}{16}$″ | 1955–6 Wm. Denny & Bros. Ltd.—Dmb<br>192′ 4″ 37′ 9″ 9′ 2¼″<br>180′ 0″ 35′ 0″ 13′ 0″<br>P&B130′ uprB65′ F42′ 1 dk<br>R 8BH<br>rf 6″ WB109t incl. DTf19t | TM (500P)<br>2 Ho 17½′, 8′<br>G. 16020 B.14630<br>1 Ha (8½′×9¼′)<br>1W Der 1(7½) | 2 Oil 2SA each 4Cy. 360×600 mm<br>1200bhp 43t (d.o)<br>Wm. Denny & Bros. Ltd. Dmb<br>3×65kW 220V d.c. 12½k |
| 507581<br>MNJM<br>110579 | **CLEADON**<br>exToxteth<br>**France, Fenwick Tyne & Wear Co. Ltd.**<br>Newcastle British | 148<br>1<br>— | **BROKEN UP** | 1899 J. Jones & Sons—Liv<br>100′ 0″ 20′ 0″ 10′ 6″<br>... ... ...<br>R | S Tug (12P) | C 2Cy. 16″ & 42½″×27″<br>622ihp<br>J. Jones & Sons Liv<br>1×2½kW 110V d.c. |
| 504522<br>SWEO<br>Df Esd<br>Gc Rdr<br>Tm/h/v | **CLEAKI**<br>exBischofstor–66<br>**Cia. Maritima Antigoni S.A.**<br>Piræus Greek | 8487<br>5125<br>11948 | GL | 1955 Nordseewerke Emden—Emd<br>480′ 4″ 60′ 6″ 29′ 2″<br>440′ 0″ 60′ 4″ 37′ 8″<br>P113′ B28′ F106′ 2 dks | M (9P) CSD Mchy.aft<br>3 Ho 109′, 106¼′, 96½′<br>G.624687 B.583970<br>3 Ha (stl) (61¼′ comb., 67½′ comb., 67½′ comb.×26¼′)<br>12W Der 1(30) 4(5–8) 8(3–5) | Oil 2SA 7Cy. 680×1200 mm<br>4250bhp 2560t (hvf)<br>Fiat-Borsig Bln<br>3×230, 230, 150kW a.c.<br>Controllable pitch propeller 14k |
| 507582<br>9MAC<br>1398<br>Df Esd<br>Gc Rdr | **CLEANTHES**<br>**Good Wind Steamship Corp.**<br>Monrovia Liberian | 10400<br>6267<br>15275 | AB | 1959 Mitsubishi Zosen—Hma<br>503′ 8″ 66′ 9″ 30′ 6¼″<br>471′ 7″ 66′ 7″ 41′ 0″<br>P109′ 2 dks<br>RW<br>rf 6″ | S CSD Mchy.aft<br>5 Ho<br>B.740000<br>5 Ha | 2 S Turb dr geared to sc. shaft<br>7150shp 2345t (o.f)<br>Mitsubishi Zosen Hma |
| 507583<br>GFVU<br>188901<br>Df Esd<br>Gc Rdr | **CLEARTON**<br>**Somerston Shipping Co. Ltd.**<br>Chapman & Willan Ltd.<br>Newcastle British | T.Mk<br>5906<br>3343<br>11318<br>8493<br>5274<br>12376 | ✠100A1 SS 4/64<br>✠LMC<br>MN630 EL c† | 1960–2 Short Bros. Ltd.—Sld<br>476′ 2″ 60′ 3″ 26′ 4¾″/27′ 11¾″<br>447′ 6″ 60′ 0″ 38′ 6″<br>F38′ 2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 6″ WB2331t incl. DTmf358t | M<br>5 Ho 31½′, 56¾′, 92½′, 30′ DT, 67½′ 65′<br>6 Ha (15¾′, 30¼′, 30′, 32½′, 30′, 30′×23′)<br>Der 4(10) 8(5) | Oil 2SA 3Cy. 670×2320 mm<br>3150bhp Doxford (d.o)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>2AuxB 150℔<br>2×40kW 110V d.c. |
| | Now **CAPTAIN LEMOS** See New Entries No. 2 | | | | | |
| 640090<br>307614<br>Esd Pfd<br>Rdr | **CLEARWATER**<br>**J. B. Bosscher**<br>Nassau British | 169<br>88<br>— | ✠100A1<br>stern trawler<br>✠LMC<br>MN80 EL (a)f 1″SQ | 1964–2 Schpsw. "Appingedam"—Apg<br>94′ 2″ 23′ 3″<br>79′ 4″ 22′ 11½″ 11′ 2″<br>RFD36′<br>4BH<br>rf 29″ WB48t | M Stern Trawler & Tug | Oil 2SA 6Cy. 220×380 mm with reverse clutch<br>400bhp<br>Appingedammer Brons. Apg |
| | **SURVEYS OVERDUE 2/68 IN PORT DAMAGED 9/68** | | | | | |
| 507585<br>KEEG<br>247266<br>Df Esd<br>Gc | **CLEARWATER VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | 7637<br>4618<br>10681 | AB | 1945 Permanente (Shpyd No. 1)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57¼′, 45′, 77′, 81′, 75′<br>G.520000 B453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 14k |
| 507587<br>GHYT<br>301681 | **CLEE NESS**<br>**British Transport Docks Board**<br>Hull British | 1436<br>729<br>1685 | ✠Classed LR until 1/63 | 1962–2 Fleming & Ferguson Ltd.—Psy<br>223′ 11″ 45′ 7″<br>212′ 0″ 44′ 0″ 18′ 9″<br>1 dk<br>RW<br>rf nil | TM Trailing Suction Hopper Dredger Mchy.aft | 2 Oil 4SA each 5Cy. 10¼″×14½″ with flexible couplings & sr reverse gears<br>1130bhp (d.o)<br>Ruston & Hornsby Lcn<br>3×60kW 220V d.c. 10k |
| 507588<br>OAMG<br>RTm | **CLELIA**<br>exVictoria–59 exPiera–51<br>exAlessandro Celli<br>exSan Marco<br>**Cabotaje Peru S.A.**<br>Ferraro Hermanos Callao S.A.<br>Callao Peruvian | 564<br>318<br>779 | | 1947 Cant. Celli S.A.—Venice<br>179′ 6″ 29′ 4″ 12′ 9″<br>164′ 10″ 29′ 3½″ 14′ 1″<br>1 dk<br>R | M Mchy.aft<br>2 Ho 35¾′, 37¾′<br>Der 2(1½) | Oil 2SA 6Cy. 260×450 mm<br>Emade45fitted47 (d.o)<br>S.A. Fiat S.G.M. Tur |
| 507589<br>IBNR<br>3248<br>Df Esd<br>Gc Rdr<br>RTm | **CLELIA CAMPANELLA**<br>exGerd Mærsk–61<br>**Tito Campanella Navigazione S.p.A.**<br>Genoa Italian | 13203<br>7813<br>19113 | ✠100A1 SS 2/69 ~~SS 1/64~~<br>✠LMC<br>MN1660 EL (i†)$2\frac{7}{16}$″SQ<br>RI | 1950–10 Mitsui S.B. & Eng. Co. Ltd.—Tmn<br>563′ 2″ 70′ 2″ 31′ 10¼″<br>530′ 0″ 70′ 1″ 43′ 3″<br>P121′ B37′ F79′ 1 dk<br>RW NS 8BH<br>rf nil WB7850t incl. Topside tanks in holds 2927t DTf1016t | M Bulk Carrier Mchy.aft<br>5 Ho 38¾′, 78¾′, 51¼′, 78¾′, 81¼′<br>5 Ha (stl) (21′, 59′, 36′, 59′, 59′×34′)<br>Der 10(5)<br>conv tanker 64 | Oil 2SA 9Cy. 740×1600 mm<br>8300bhp (hvf)<br>Mitsui S.B. & Eng. Co. Ltd. Tmn<br>3AuxB (2 o.f 1 ex.g) 200℔<br>3×50, 50, 20kW 110V d.c. |

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| 507590<br>OYFP | **CLEMENS**<br>exEfeu–33<br>exZwaantje Cornelia<br>**S. K. A. Pedersen**<br>Kerteminde Danish | 167<br>88<br>200 | BV | **1898** Gebr. Verstokt—Martenshoek<br>105' 4" 21' 1" 10' 0"<br>... ... ...<br>R | Iron & Steel Aux Sr Mchy.aft<br>2 Ha (11'×12½') (33'×13')<br>1W Der 1 | Oil 2SA 2Cy. 325×380<br>119bhp NE51<br>Grenaa Motorfb. |
| 507591<br>WA2334<br>207504<br>Df Gc<br>Rdr<br>RTm/h/v | **CLEMENS A. REISS**<br>exA. M. Byers–59<br>**Reiss S.S. Co.**<br>Wilmington, Del United States | **6193**<br>4765<br>9867 | AB | **1910** American S.B. Co.—Clv<br>*504-0'* 54' 2" 20' 11⅜"<br>511' 9" 54' 0" 30' 2"<br>1 dk<br>R | S (8P) Mchy.aft<br>Self-unloader<br>7 Ho 53', 24', 72', 48', 48', 36', 56'<br>G.443000<br>27 Ha (stl) (each 12'×35') | T 3Cy. 23½" 38½" & 63"<br>1760ihp<br>American S.B. Co.<br>3×60kW 115V d.c.<br>Thw. thrust propeller |
| 507592<br>DJQE<br><br>Df Esd<br>Gc Rdr<br>RT | **CLEMENS SARTORI**<br><br>**Nova Reederei G.m.b.H.**<br>Kiel W. German<br><br><br>Now **PIRAEUS** See New Entries No. 2 | 1442<br>775<br>2543<br>**2387**<br>1629<br>3914 | GL | **1955** Werft Nobiskrug—Rendsburg<br>*285-4'* 42' 0" 16' 3¾"/21' 1½"<br>41' 8" 23' 7"<br>P70' Q82' F38' 1 dk & S dk<br>RW len 59 | D-E OSD/CSD Mchy.aft<br>G.145500 B.136100<br>5 Ha<br>8W Der 1(15) 10(3–5) | 3 Oil 4SA each 12Cy.<br>connected to elec<br>2250bhp<br>Henschel Maschb. |
| 507593<br>GCHR<br>301296<br>Esd Gc<br>RTv | **CLEMENT**<br><br>**Booth S.S. Co. Ltd.**<br>Liverpool British | 1902<br>980<br>3172 | **✠100A1** SS 5/64<br>DTm—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN480 EL (u) 1$\frac{3}{16}$"SQ | **1959**–4 Norderwerft Köser & Meyer—Ham<br>354' 2" 44' 3" 17' 4½"<br>326' 1" 43' 7½" 25' 8"<br>1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf nil WB228t len 64 | M (6P) Ref OSD Mchy.aft<br>4 Ho 55½', 68½', 42¾', 35'<br>In.15642<br>4 Ha (stl) (33½'×17¾') (39¾', 35¾'×20') (8½'×11')<br>Der 1(20) 8(5) 4(3) | Oil 2SA 8Cy. 480×700<br>2400bhp<br>Sulzer Bros. Ltd.<br>db 50lb<br>2×100kW 220V d.c. |
| 514968<br>6ZZA<br>2728<br>Df Esd<br>Gc Rdr | **CLEMENTINE**<br>exHerta Mærsk–67<br>**Brigantine Transport Corp. Ltd.**<br>Monrovia Liberian<br>Now **PING CHAU** See New Entries No. 1 | 2178<br>1505<br>5090<br>**4236**<br>2497<br>— | **BS✳** SS 3/63<br>Ice strengthening<br>**MBS✳**<br>MN500<br>CT4031 ptWIptSQ | **1948**–5 Burmeister & Wain—Cpn<br>359' 2" 51' 0" 20' 9"/—<br>333' 0" 50' 10" 30' 4"<br>F35' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB712t | M OSD/CSD<br>G.316000 B.286000 | Oil 2SA 5Cy. 620×1150<br>2500bhp<br>Burmeister & Wain<br>AuxB 100lb |
| 661651<br>LJAX<br><br>Df Esd<br>Gc Rdr<br>RT | **CLEMENTINE CHURCHILL**<br><br>**R/A Diocletian**<br>Hilmar Reksten<br>Bergen Norwegian | **51615**<br>40103<br>**95830** | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN4500 EL d*3$\frac{11}{16}$"SQ | **1966**–11 Swan, Hunter & Wghm Rchdsn —Wal<br>851' 3" 125' 3" 48' 9½"<br>815' 2" 125' 0" 62' 0"<br>P139' F78' 1 dk<br>8BH<br>rf 6" WB19754t incl. 17702t in clean ballast tanks | S Tanker Mchy.aft<br>11 Ta | 2 S Turb dr geared to<br>22500shp<br>General Electric Co.<br>2WTB 100lb Spt 950° F.<br>2×800kW 440V 60c/s |
| 513862<br>SZMC<br>2492<br>Df Esd<br>Rdr RT | **CLEO**<br>exGuttorm Jarl–65<br>**Evgenia J. Chandris**<br>Piræus Greek | **935**<br>615<br>710 | NV<br>Classed LR until 9/49 | **1947** C.R.D. Adriatico—Tri<br>202' 3" 32' 8" 13' 5½"<br>32' 6"<br>F55' 1 dk<br>RW | M Ref Mchy.aft<br>G.50000 B.44700 In.1059<br>6W | Oil 4SA 6Cy. 400×600<br>NE53<br>Masch. Augsburg-Nürn |
| 507594<br>SUBR<br>12<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLEOPATRA**<br>exKhedive Ismail–56<br>exUnited Victory–47<br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | **8193**<br>4865<br>10700 | AB<br>Classed LR until 6/57 | **1944** Oregon S.B. Corp.—Pld<br>455' 2" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S (75P)<br>5 Ho 57½', 45', 77', 81', 75'<br>G.463899 B.393369<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>10W Der 1(50) | 2 S Turb dr geared to<br>9350shp<br>Westinghouse Elec. &<br>2×300kW 240V d.c. |
| 507595<br>LQZP<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **CLEOPATRA**<br><br>**Cormoran S.A. de Navigacion**<br>Buenos Aires Argentine | **2122**<br>1164<br>3062 | BV | **1951** H. C. Stülcken Sohn—Ham<br>254' 11" 41' 0" 19' 6"<br>40' 10" 25' 7"<br>B55' F18' 2 dks<br>RW | M<br>3 Ho 48¾', 61½', 48¾'<br>G.145976 B.135050<br>3 Ha (stl) (32', 38½', 27¾'×21')<br>6W Cr 6(1–3) Der 1(15) 6(3) | Oil 2SA 8Cy. 350×500<br>1470bhp Krupp<br>Waggon & Maschb.<br>2×80kW 220V |
| 661142<br>GSPA<br>309713<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLERK-MAXWELL**<br><br>**Nile Steamship Co. Ltd.**<br>Houlder Brothers & Co. Ltd.<br>London British | **8298**<br>4642<br>9055 | **✠100A1**<br>liquefied gas carrier<br>Propane, butane, butadiene or anhydrous ammonia in independent tanks, max. pressure 4lb/in$^2$ minimum temp. minus 50° F.<br>**✠LMC**<br>MN1600 EL c†2¼"U2<br>**✠Lloyd's RMC (LG)** | **1966**–10 Hawthorn Leslie (S.B.) Ltd.—Nwc<br>461' 6" 63' 2" 26' 3¾"<br>430' 0" 63' 0" 39' 0"<br>P43' F46' Trunk 287' 1 dk<br>7BH<br>rf 6" DK fwd WB1768t | M Liquefied Gas Carrier Ref Mchy.aft | Oil 2SA 7Cy. 680×1250<br>8000bhp Sulzer<br>Hawthorn Leslie (Eng.)<br>2AuxB (1 o.f 1 ex.g)<br>4×280kW 440V 60c/s |
| 524179<br>KOMZ<br>243450<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLEVELAND**<br>exMormacfuel–65<br>exPequot Hill–48<br>**Cleveland Transport Corp.**<br>New York United States | **10626**<br>6412<br>16838 | AB | **1943** Kaiser Co. Inc.—Swan Island<br>523' 6" 68' 2" 30' 3½"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk | T-E Tanker Mchy.aft<br>26 Ta<br>L.808835 | S Turb 6000shp<br>2300V a.c.<br>6000shp (Sy)<br>General Electric Co.<br>3×400, 75, 55kW<br>a.c./d.c. |
| 507597<br>FNCU<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **CLEVELAND**<br><br>**Cie. Générale Transatlantique**<br>Havre French | ~~8141~~ 4998<br>~~4574~~ 2640<br>~~7062~~ —<br>8141<br>4574<br>7062 | BV | **1960** Ch. & At. de Provence—Port de Bouc<br>450' 0" 62' 5" 23' 8¾"<br>423' 0" 62' 3½" 36' 5"<br>2 dks<br>rf 6¼" | M Ref CSD Mchy.aft<br>5 Ho 35½', 45½', 76½', 63½' 44½'<br>G.550736 B.500916 In.16627<br>6 Ha (stl) (27', 27½', 47', 39½', 27½', 10'×17¾')<br>17W Der 2(10) 14(5) | Oil 2SA 4Cy. 700×<br>7200bhp Doxford<br>Ch. & At. de Provence<br>3×330kW 220V d.c. |

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| 507598<br>270908<br>RTm | **CLEVELAND**<br>**The Pennsylvania Railroad Company**<br>New York United States | **252**<br>171<br>42 | | **1956** Bethlehem Stl Co.—N.Yk<br>105′ 7″ 26′ 3″<br>… … …<br>rf 37½″ | D-E Tug | Oil 2SA 12Cy. 1200bhp driving 1 gen. 814kW 525V d.c. connected to elec. motor 1020shp (WL) (d.o)<br>Bethlehem Stl Co. Staten Is<br>1×35kW 125V d.c. |
| 507599<br>KGKJ<br>242254<br>Df Esd | **CLEVELAND ABBE**<br>**United States Department of Commerce**<br>Portland, Or. United States | **7232**<br>4452<br>10844 | AB | **1942** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. 10k |
| 507600<br>148234 | **CLEVELEYS**<br>**British Transport Docks Board**<br>Fleetwood British | **110**<br>—<br>— | ✠Classed LR until 12/32<br>**BROKEN UP** | **1929**–10 Lytham S.B. & E. Co. Ltd.—Lytham<br>80′ 2″ 19′ 4″ 7′ 10½″<br>19′ 2″ 10′ 0″<br>R<br>rf 12″ | TS Tug<br>1W | C 4Cy. 10½″ & 24″×18″<br>400ihp 20t (c)<br>Lytham S.B. & E. Co. Ltd. Lytham<br>1×1½kW 110V d.c. 9½k |
| 507602<br>GFRX<br>183253<br>Pfd<br>Rdr<br>Tm/v | **CLIFF QUAY**<br>**Central Electricity Generating Board**<br>Stephenson Clarke ~~Ltd.~~ Shipping Ltd.<br>London British | **3345**<br>1713<br>4602 | **✠100A1** SS 1/67<br>**✠LMC**<br>MN290 EL (u)2″ | **1950**–6 W. Pickersgill & Sons Ltd.—Sld<br>338′ 11″ 46′ 3″ 20′ 0″<br>320′ 7″ 46′ 0″ 22′ 4″<br>P58′ Q195′ F30′ 1 dk<br>RW NS 6BH<br>rf 3″ WB1605t incl. DTm231t | S Mchy.aft<br>4 Ho 49½′, 54′, 53¾′, 49′<br>G.221930<br>4 Ha (stl) (36′×25′) (36′, 36′, 36′×30′)<br>1W | T 3Cy. 19″ 31″ & 54″×39″<br>1275ihp (o.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>2 SB 220℔ Spt hs(4706) 6cf 10½k |
| 507603<br>KKNI<br>242980<br>Df Esd | **CLIFFORD D. MALLORY**<br>**United States Department of Commerce**<br>Baltimore United States | **7200**<br>4384<br>10920 | AB | **1943** Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 1″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. |
| 507604<br>A3762<br>3925<br>Df Gc<br>Rdr | **CLIFFORD F. HOOD**<br>exJohn H. McLean–44<br>exBransford<br>**United States Steel Corp. Great Lakes Fleet**<br>New York United States | **4202**<br>3038<br>7300 | AB | **1902** West Bay City S.B. Co.—W.Bay City<br>*414·0′* 52′ 2″ 20′ 4⅝″<br>421′ 8″ 50′ 0″ 28′ 1″<br>F56′ 1 dk<br>R<br>rf 3″ | S Mchy.aft<br>1 Ho<br>3 Ha | T 3Cy. 22″ 35″ & 58″×42″<br>1400ihp 300t (c)<br>American S.B. Co. Clv |
| 507605<br>GTMA<br>198983<br>Df Esd<br>Gc Rdr<br>RTm/h | **CLIFFORD J. ROGERS**<br>**Marine Commerce Ltd.**<br>London British | **3000**<br>2195<br>~~4005~~<br>4538 | **✠100A1** ~~SS 12/62~~ SS 10/67<br>**✠LMC**<br>MN420 EL u | **1955**–10 Canadian Vickers Ltd.—Mtl<br>335′ 5″ 48′ 1″ ~~17′ 9½″~~ 19′ 3⅝″<br>315′ 6″ 47′ 0″ 24′ 6″<br>P71′ F34′ 1 dk<br>4BH<br>rf nil WB836t | M Mchy.aft<br>2 Ho 132′ comb., 94′ comb.<br>G.216800 B.201450<br>1 Ha (stl) (44′×17½′) 2 Ha (w) (42′, 44′×17½′) 1 Ha (stl) (38′×17½′)<br>8W Der 1(26¾) 8(8¾) | 2 Vee Oil 4SA each 12Cy. 9¾″×10½″ with hydraulic couplings & sr gearing to sc. shaft<br>2100bhp ✠NE1/59 207t (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>3×110V d.c. 11¾k |
| 507606<br>WD5645<br>247522<br>Df Esd<br>Gc Rdr<br>RTm/h | **CLIFFS VICTORY**<br>exNotre Dame Victory–51<br>**Cleveland Cliffs S.S. Co.**<br>Cleveland Cliffs Iron Co.<br>Wilmington, Del United States | **11151**<br>7309<br>18407 | AB | **1945** Oregon S.B. Corp.—Pld<br>*700·1′* 62′ 2″ 25′ 8⅛″<br>698′ 5″ 62′ 0″ 38′ 0″<br>F86′ 1 dk<br>len 51 & 57<br>rf nil | S<br>5 Ho 81′, 96′, 96′, 111′, 120′<br>B.453000<br>20 Ha (stl) (each 11½′×40′) | 2 S Turb dr geared to sc. shaft<br>8500shp 2882t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>1×175kW 230V d.c. 19k |
| 672191<br>333820 | **CLIFTON**<br>**Port of Bristol Authority**<br>Bristol British<br>For later particulars see New Entries No. 4 | **1150**<br>523<br>— | **100A1**<br>hopper dredger<br>Class contemplated | C. Hill & Sons Ltd.—Brs<br>… … …<br>190′ 0″ 43′ 0″ 17′ 0″ | TM Grab Hopper Dredger Mchy.aft | 2 Oil 4SA each 6Cy. 8″×10¾″<br>Ruston & Hornsby Lcn<br>10½k |
| 521900<br>ELEG<br>2837<br>Df Esd<br>Gc Rdr<br>RTm/v | **CLIO**<br>exManchester Merchant–67<br>**Clio Shipping Co.**<br>Monrovia Liberian | **7542** ~~7651~~<br>4492 ~~4595~~<br>9190 ~~9790~~ | **✠100A1** TD 4/68 ~~SS 2/64~~<br>with freeboard tunnel side tanks No. 6 hold—vegetable oil<br>**✠LMC**<br>MN1100 EL c†2⅛″SQ | **1951**–1 Blythswood S.B. Co. Ltd.—Gls<br>464′ 10″ 59′ 2″ ~~27′ 7″~~ 28′ 1″<br>439′ 9″ 59′ 0″ 38′ 4″<br>B131′ F45′ 2 dks, 3rd dk except in aft hold<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 7½″ DK fwd of mchy. space WB3051t incl. DTf1006t DTa853t | S (12P) Ref CSD<br>6 Ho 58½′, 71¼′, 34¾′, 34¾, 56′, 57¾′<br>G.559000 B.512000 In.20900<br>6 Ha (27′×18½′) (34¾′×19′) (16′×18′) (16′, 32′, 32′×19′)<br>14W Der 4(10) 4(5) 8(3) | 3 S Turb sr geared to sc. shaft<br>5500shp 1052t (o.f)<br>D. Rowan & Co. Ltd. Gls<br>3 SB 225℔ Spt hs(13521) 9cf<br>2×35kW 110V d.c. 14k |
| 507608<br>DAKQ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CLIO**<br>exAndria–67 exClio–65<br>**Partenreederei m/s "Clio"**<br>Hans Krüger G.m.b.H.<br>Hamburg W. German | **3126**<br>1919<br>4940 | GL | **1959** Jos. L. Meyer—Papenburg<br>321′ 2″ 46′ 9″ 22′ 10″<br>295′ 3″ 46′ 7″ 29′ 11″<br>2 dks<br>RW | M Mchy.aft<br>3 Ho 88½′, 69′, 39¼′<br>G.240390 B.223530<br>4 Ha (stl) (23¾′, 38¼′, 41¼′, 23¾′×23′)<br>10W Der 1(25) 2(10) 2(5) 6(3–5) | 2 Oil 4SA each 6Cy. 420×660 mm geared to sc. shaft<br>2720bhp 250t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×100kW 220V d.c. 13½k |
| 651443<br>OGQQ<br>1346<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLIO**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | T.Mk<br>**1811**<br>807<br>2535<br>**2766**<br>1395<br>3623 | **✠100A1**<br>Ice Class 1<br>**✠LMC**<br>MN680 EL t 1⅝″SQ | **1965**–9 Wärtsilä Kon. Crichton-Vulcan —Åbo<br>300′ 5″ 46′ 1″ —/22′ 0¼″<br>270′ 9″ 45′ 11″ 26′ 7″<br>F40′ RAD67′ Trunk123′<br>2 dks, 3rd dk except in mchy. space<br>3BH<br>rf 4″ WB561t | M Mchy.aft<br>4 Ho<br>4 Ha (25¼′×24¾′) (31¼′. 28¾′, 31¼′×36′)<br>Cr 2(3) 1(5) | Oil 2SA 6Cy. 440×760 mm<br>3400bhp Sulzer 300t<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>14½k |
| 507610<br>DIOT<br>Df Esd | **CLIO**<br>**Rhein Maas u. Seeschiffahrts-Kontor G.m.b.H.**<br>Hamburg W. German | **299**<br>178<br>450 | GL | **1957** Büsumer Schiffsw. W. & E. Sielaff —Büsum<br>150′ 0″ 26′ 10″ 8′ 4½″<br>137′ 10″ 26′ 7″ 9′ 5″<br>P33′ F21′ 1 dk<br>RW | M Mchy.aft<br>G.20220 B.19080<br>1 Ha (62¼′×18′) | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. Kel<br>9½k |

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|---|---|---|---|---|---|---|---|
| 507611<br>GHJY<br>302394<br>Df Esd<br>Rdr<br>RTm/h | **CLIONE**<br>**Ministry of Agriculture, Fisheries & Food**<br>Lowestoft British | 495<br>129<br>781 | ✠100A1<br>trawler<br>✠LMC<br>MN212 | SS 7/65<br>EL (g) q | 1961-3 Cochrane & Sons Ltd.—Sel<br>*139-6'* 29' 5"<br>135' 0" 29' 0" 14' 3"<br>F23'<br>RW 4BH<br>rf 24" BK8" WB45t | M Fishery Research Ship<br>1 Ha (6'×4')<br>Der 3(3) | Oil 4SA 6Cy. 12<br>coupling & reve<br>1060bhp<br>Ruston & Hornsby |
| 507612<br>PDKV<br>Df Esd<br>Rdr RT | **CLIPPER**<br>**A. C. Hoff**<br>Rotterdam Netherland<br>Now **COMMODORE CLIPPER** See New Entries No. 4 | 500<br>315<br>780 | ✠100A1<br>✠LMC<br>MN158 | SS 6/68 ~~SS 4/64~~<br>EL I | 1956-3 Schpsw. Bodewes Gruno—Foxhol<br>191' 4" 30' 10" 11' 3½"<br>175' 6" 30' 2" 12' 10"<br>Q36' F21' 1 dk<br>RW NS 3BH<br>rf nil WB191t | M Mchy.aft<br>1 Ho 119'<br>G.41000 B.37200 | Oil 4SA 8Cy. 25<br>790bhp<br>Masch. Augsburg |
| 650618<br>WR3306<br>285518<br>Esd Rdr<br>RT | **CLIPPERTON**<br>**Clipperton Inc.**<br>Seattle United States | 585<br>297<br>— | | | 1945 Higgins Inc.—N.Os<br>*168·3'* 32' 0"<br>31' 10" | TM Fishing Mchy.aft | 2 Oil 2SA each 6C<br>1000bhp |
| 507615<br>DLAL<br>Df Esd<br>Gc Rdr | **CLIVIA**<br>**Silvia Reederei G.m.b.H. & Co. K.G.**<br>Herm. Dauelsberg<br>Bremen W. German | 3371<br>1867<br>5630<br>5397<br>3748<br>7100 | | GL | 1955 A.G. "Weser"—Bmn<br>424' 8" 53' 9" 21' 1"/24' 0½"<br>388' 6" 53' 6" 31' 2"<br>B67' F38' 1 dk & S dk<br>RW<br>rf 3" | M (5P) OSD/CSD<br>5 Ho 43¾', 53¾', 73¼', 70¾', 59'<br>G.414125 B.375848<br>5 Ha (stl) (23¼', 33¼', 48', 48', 29'×21')<br>16W Der 1(30) 4(5–10) 12(3–5) | Oil 2SA 6Cy. 70<br>3500bhp<br>Masch. Augsburg<br>3×110kW 230V d.c. |
| 507616<br>ILPI<br>402 | **CLIZIA**<br>exKorshamn-61 exWilho-51<br>**Paolo Caruso**<br>Trapani Italian | 298<br>171<br>— | | RI | 1945 Oulun Konepaja O/Y—Oulu<br>144' 7" 23' 4" 9' 8"<br>134' 10" 23' 2" 8' 8"<br>B27' F12' 1 dk | M<br>2 Ho<br>G.24828 B.22202<br>len 51 3W Der 3(2) | Oil 4SA 6Cy. 27<br>250bhp Emade<br>Motorenw. Mann |
| 672534<br>307690<br>Rdr RT | **CLOCH**<br>**Clyde Pilotage Authority**<br>Glasgow British | 46<br>15<br>— | ✠A1<br>Firth of Clyde, Sound of Bute & Kilbrennan Sound service North of 55° 43' N.<br>✠LMC<br>MN18 | EL (A) | 1967-10 Ailsa S.B. Co. Ltd.—Trn<br>66' 0" 16' 1" 4' 6"<br>60' 0" 15' 0" 8' 2"<br>1 dk<br>3BH<br>rf 15" BK3" | M Pilot Launch | Vee Oil 4SA 8C<br>reduction gear<br>492bhp<br>Rolls Royce Ltd.<br>2×10kW 240V 50c |
| 642244<br>CLEY<br>Df Esd<br>Gc Rdr | **CLODOMIRA**<br>**Empresa Cubana Importadora de Vehiculos y Equipos de Transporte**<br>Havana Cuban | 490<br>184<br>— | ✠100A1<br>LMC<br>(Lloyd's RMC)<br>MN160 | EL j1$\frac{1}{16}$"SQ | 1965-3 Ast. del Cadagua—Bbo<br>192' 3" 31' 0" 10' 8½"<br>170' 7" 30' 10" 17' 11"<br>F20' 1 dk & S dk<br>2BH to S dk 1 to 2nd dk<br>rf nil WB220t | M Ref OSD Mchy.aft<br>1 Ho<br>G.43000 In.6439<br>2W Der 2(3) | Oil 4SA 6Cy. 32<br>800bhp<br>Motorenw. Mann |
| 505771<br>400456<br>Df Esd<br>Rdr<br>RTm | **CLONLEE**<br>exCalcium-65<br>**Shamrock Shipping Co. Ltd.**<br>C. S. Brown<br>Dublin Irish Republic | 643<br>292<br>838 | ✠100A1<br>✠LMC<br>MN109 | SS 7/68 ~~SS 9/63~~<br>EL j | 1959-5 Goole S.B. & R. Co. Ltd.—Goo<br>183' 0" 31' 9" 12' 2½"<br>170' 0" 30' 0" 13' 6"<br>P47' F26' 1 dk<br>RW 4BH<br>rf nil WB297t | M Mchy.aft<br>1 Ho 96½'<br>1 Ha (80'×22')<br>Der 2(1½) | Oil 2SA 7Cy. 25<br>545bhp<br>British Polar Engi<br>2×26kW 220V d.c. |
| 507617<br>400158 | **CLONMEL**<br>**John Cooper (Belfast) Ltd.**<br>Cork Irish Republic | 207<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN273 | SS 6/67<br>EL (e) | 1959-4 T. Mitchison Ltd.—Gts<br>106' 2" 27' 11" 12' 0½"<br>95' 7" 26' 6" 13' 5"<br>4BH<br>rf 19" BK2" WB111t | M Firefighting Tug | Oil 2SA 6Cy. 34<br>coupling & dr<br>1364bhp<br>British Polar Engi |
| 507618<br>PDKU<br>Df RT | **CLOTHILDA M.**<br>**F. Middendorp**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Delfzijl Netherland | 342<br>167<br>429 | | BV | 1952 Sch. Delfzijl v/h Sander—Dzl<br>144' 4" 24' 9" 9' 2"<br>... ... ...<br>1 dk | M<br>G.21230 B.20700<br>2 Ha (each 29½'×15')<br>Der 2(2) | Oil 4SA 4Cy. 28<br>300bhp<br>Masch. Kiel A.G. |
| 507619<br>GHBU<br>301593<br>Df Esd<br>Pfd Rdr | **CLOVA**<br>**Clova Fishing Co. Ltd.**<br>D. Wood<br>Aberdeen British | 281<br>94<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN128 | SS 1/68 ~~SS 7/64~~<br>EL (e)m | 1960-4 J. Lewis & Sons Ltd.—Abn<br>*121-0'* 25' 10"<br>118' 10" 25' 6" 12' 9"<br>F20'<br>RW 4BH<br>rf 30" BK7" | M Trawler | Oil 2SA 4Cy. 34<br>640bhp<br>British Polar Engi |
| 507620<br>KEJZ<br>246847<br>Df Gc<br>Rdr | **CLOVE HITCH**<br>**United States Department of Commerce**<br>Los Angeles United States | 3805<br>2123<br>5025 | | AB | 1944 Consolidated Stl Corp.—Wmg,Cal<br>338' 8" 50' 2" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref Mchy.aft<br>3 Ho 42¾', 78¾', 67¼'<br>B.237000 In.9000<br>3 Ha (20½', 40½', 40½'×20') | Oil 2SA 6Cy. 34<br>1700bhp<br>Nordberg Mfg Co<br>2×250kW 220V d.c. |
| 507621<br>GWBX<br>183853<br>Df Esd<br>Pfd Rdr | **CLOVELLA**<br>**Clova Fishing Co. Ltd.**<br>D. Wood<br>Aberdeen British | 238<br>76<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN128 | SS 1/66<br>EL (d) j | 1957-2 J. Lewis & Sons Ltd.—Abn<br>*122·3'* 24' 5"<br>24' 0" 11' 6"<br>F18'<br>RW 4BH<br>rf 27" BK7" | M Trawler<br>len 66 | Oil 2SA 4Cy. 34<br>640bhp<br>British Polar Engi<br>db 100ft |

| | | | | | |
|---|---|---|---|---|---|
| **CLOVER BRES**<br>**Rederiet Clover Bres A/S**<br>Rederiet Nielsen & Bresling<br>Copenhagen Danish | 297<br>169<br>819 | <br><br>NV | **1967** Båtservice Verft A/S—Mandal<br>181′ 5″ 30′ 7″ 11′ 6″<br>164′ 1″ 30′ 6″<br>F20′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 118′<br>G.53783 B.48212<br>2 Ha (stl) (each 43¾′×19¾′)<br>2W Der 2(5) | Oil 2SA 6Cy. 240×400 mm<br>500bhp 41t (d.o)<br>Alpha-Diesel A/S Fkn<br>4×15, 15, 10, 8½kW 220V d.c.<br>Controllable pitch propeller 10k |
| **CLOVERBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow British | T.Mk<br>**6326**<br>3628<br>10318<br>**8620**<br>5099<br>11886 | **✠100A1** SS 9/65<br>DTa—oil FP above 150°<br>F. or palm oil<br>**✠LMC**<br>MN1340 EL d†2$\frac{3}{16}$″SQ | **1957**–3 Harland & Wolff Ltd.—Bel<br>483′ 3″ 62′ 9″ 26′ 2″/28′ 6″<br>450′ 6″ 62′ 6″ 38′ 6″<br>P40′ F43′ 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6″ WB1988t incl. DTa1494t | M<br>5 Ho 60′, 71′, 60′, 51¾′, 67′, 28′DT, 28′DT<br>G.669020 B.608780<br>7 Ha (29¼′, 35′, 22½′, 15′, 30′, 30′×22′) (8′×15′)<br>14W Der 1(25) 2(10) 12(5) 2(3) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>6700bhp 1100t (hvf)<br>Harland & Wolff Ltd. Bel<br>2db 100℔<br>4×175, 175, 175, 20kW 220V d.c. 15k |
| **CLOVERLOCK**<br>**Wheelock, Marden & Co. Ltd.**<br>London British | 922<br>333<br>828 | ✠ | **1941**–5 Fleming & Ferguson Ltd.—Psy<br>205′ 2″ 33′ 2″<br>33′ 0″<br>B&F107′ 1 dk | S<br>G.50000 B.44000 | T 4Cy. 18½″ 31″ & (2) 38½″×30″<br>143t (o.f)<br>Fleming & Ferguson Ltd. Psy<br>15k |
| **CLOVIS VICTORY**<br>**United States Department of Commerce**<br>Los Angeles United States | **7651**<br>4643<br>10712 | <br><br>AB | **1944** California S.B. Corp.—L.An<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp 2882t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>2×300kW 240V d.c. |
| **CLUAIN TARBH**<br>**Dublin Port and Docks Board**<br>Dublin Irish Republic | 178<br>—<br>— | **✠100A1** SS 7/68<br>tug<br>**✠LMC**<br>MN252 EL (c) 1⅛″SQ | **1963**–12 R. Dunston (Hessle) Ltd.—Hessle<br>100′ 3″ 27′ 6″ 11′ 8½″<br>90′ 0″ 25′ 9″ 12′ 6″<br>3BH<br>rf 15″ BK6″ WB33t | M Tug | Oil 2SA 6Cy. 340×570 mm<br>1260bhp (d.o)<br>British Polar Engines Ltd. Gls<br>2×75, 30kW 380V 50 c/s a.c. |
| **CLUDEN**<br>**Matheson & Co. Ltd.**<br>Hong Kong British | 22341<br>14617<br>~~33520~~<br>36926 | **✠100A1**<br>strengthened for ore cargoes. Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>MN2760 EL p†2⅛″SQ | **1965**–1 Fairfield S.B. & Eng. Co. Ltd.—Gls<br>662′ 0″ 85′ 3″ ~~34′ 2″~~ 36′ 8¼″<br>626′ 3″ 85′ 0″ 48′ 8″<br>P113′ F47′ 1 dk<br>NS 9BH<br>rf nil WB11851t incl. Topside tanks in holds 6553t | M Bulk Carrier Mchy.aft<br>7 Ho 56¼′, 68¼′, 69′, 69′, 69′, 69′, 66′<br>7 Ha (stl) (31½′×32′) (45′, 45′, 45′, 45′, 45′, 45′×42′)<br>Der 2(3) | Oil 2SA 6Cy. 900×1550 mm<br>13800bhp Sulzer 2078t (hvf)<br>Fairfield-Rowan Ltd. Gls<br>AuxB 105℔<br>3×425kW 440V 60 c/s a.c. 15k |
| **CLUJ**<br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian | ~~3090~~ 2099<br>~~2086~~ 973<br>— 3199<br>3090<br>2086<br>4429 | | **1962** Santierul Naval—Gtz<br>330′ 1″ 45′ 8″ 21′ 7½″<br>45′ 6″<br>2 dks | M CSD Mchy.aft | Oil 2SA 5Cy. 560×1000 mm<br>2500bhp<br>Sulzer Bros. Ltd. Win<br>12½k |
| **CLUNEPARK**<br>Launched as Glafki<br>**Denholm Line Steamers Ltd.**<br>J. & J. Denholm (Management) Ltd.<br>Greenock British | T.Mk<br>**6654**<br>3838<br>12515<br>**9800**<br>5991<br>~~14655~~<br>15300 | **✠100A1** SS 8/67<br>DTa—vegetable oil<br>**✠LMC**<br>MN1250 EL e†2¼′SQ | **1957**–12 Hitachi Zosen—Inn<br>515′ 10″ 63′ 11″ ~~27′ 5″/30′ 4″~~ 27′ 5″/31′ 2½″<br>475′ 9″ 63′ 8″ 40′ 10″<br>F46′ 2 dks<br>8BH<br>rf 4″ WB3839t incl. Tunnel tanks 206t DTa427t | M<br>6 Ho 51¾′, 72¼′, 58¾′, 30′, 69½′, 51¼′, 26½′ DT<br>G.788487 B.716186<br>6 Ha (stl) (20¾′, 46′, 31½′, 33′, 42′, 28¾′×24½′)<br>16W Der 1(30) 4(10) 12(5) | Oil 2SA 5Cy. 740×1600 mm<br>6250bhp B&W 1766t (hvf) 168t (d.o)<br>Hitachi Zosen Osa<br>AuxB 100℔<br>3×200kW 230V a.c. 13½k |
| **CLUPEA**<br>**Henry Andersen**<br>Skagen Danish | 147<br>66<br>— | <br><br>BV | **1966** Coöp. Ver. Schpsw. "Vooruit"—Zaandam<br>98′ 11″<br>86′ 6″ 23′ 0″ 11′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 8Cy. 240×400 mm<br>680bhp<br>Alpha-Diesel A/S Fkn |
| **CLYDE**<br>**L. Smit & Co.'s. Internationale Sleepdienst**<br>Rotterdam Netherland | 791<br>93<br>— | **✠100A1** SS 1/65<br>tug<br>Str. nav. ice<br>**✠LMC**<br>~~MN556~~ EL (l) 1¾″<br>MN632 | **1957**–2 J. & K. Smit's Scheeps.—Kinderdijk<br>190′ 8″ 36′ 10″ 16′ 3½″<br>170′ 8″ 35′ 5″ 17′ 10″<br>B&F96′<br>RW 3BH<br>rf 31″ | M Tug | 2 Oil 4SA each 6Cy. 450×660 mm with hydroflex coupling & sr gear to sc. shaft<br>2780bhp MAN<br>J. & K. Smit's Mach. Kinderdijk<br>15k |
| **CLYDE**<br>exHirondelle-66<br>**Clyde Lake Shipping Ltd.**<br>S. G. Lake<br>St. John's, Nfl. Canadian | 757<br>245<br>785 | **✠100A1** SS 5/68 ~~SS 2/64~~<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN224 EL m | **1950**–6 Henry Robb Ltd.—Lth<br>208′ 10″ 36′ 0″ 12′ 3½″<br>196′ 4″ 35′ 6″ 20′ 5″<br>1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 4½″ WB399t incl. DTsm107t | M Ref OSD Mchy.aft<br>2 Ho 46′, 54′<br>G.57450 B.53610 In.7790<br>2 Ha (stl) (24′, 32′×16′)<br>4W Der 1(5) 1(3) | Oil 2SA 7Cy. 340×570 mm<br>1120bhp 108t (d.o)<br>British Polar Engines Ltd. Gls<br>3×75, 75, 25kW 230V d.c. 11½k |
| **CLYDE**<br>exPalermo-34<br>**Cia. Argentina de Nav. Angel Gardella Ltda.**<br>Buenos Aires Argentine | 282<br>102<br>— | ✠Classed LR until 3/32 | **1914**–6 J. & A. v.d. Schuyt—Papendrecht<br>*111·5′* 24′ 8″<br>… … …<br>R | S Tug | T 3Cy. 14⅜″ 23⅜″ & 38$\frac{9}{16}$″×26¾″<br>J. & A. v.d. Schuyt Papendrecht |
| **CLYDE MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | 45161<br>29531<br>77830 | <br><br>NK | **1966** Kawasaki Dkyd Co., Ltd.—Kob<br>806′ 11″ 125′10″ 40′ 9″<br>771′ 0″ 125′ 8″ 58′ 1″<br>1 dk | M Tanker Mchy.aft<br>13 Ta<br>L.3515200 | Oil 2SA 8Cy. 860×1600 mm<br>18400bhp MAN 3264t<br>Kawasaki Dkyd Co. Ltd. Kob<br>3×480, 480, 270kW 445V a.c. 16¼k |

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|---|---|---|---|---|---|---|---|---|
| 507642 | **CLYDE ORE** | 8210 | | | 1960 Schlieker-Werft—Ham | M Ore Carrier Mchy.aft | | Oil 2SA 7Cy. 740× |
| 5MEJ | | 4659 | | | 546' 0" 73' 10" 30' 10½" | 4 Ho | | 8750bhp B&W |
| 1509 | **Ore Carriers of Liberia Inc.** | 20075 | | AB | 516' 9" 73' 9" 40' 2" | | | Fred. Krupp Dieselm |
| Df Esd | Monrovia Liberian | | | | P112' F65' 1 dk | 10 Ha | | |
| Gc Rdr | | | | | RW | | | |
| RT | | | | | rf nil | | | |
| 671784 | **CLYDESDALE** | 24024 | 100A1 | | Scotts' S.B. & Eng. Co. Ltd.— | M Bulk Carrier Mchy.aft | | Oil 2SA 6Cy. 900× |
| GXTH | | 16863 | Class contemplated | | Grk | | | Sulzer |
| 334651 | **Hadley Shipping Co. Ltd.,** | 41500 | | | 661' 0" 92' 2" 38' 1½" | | | Scotts' S.B. & Eng. C |
| | **Houlder Line Ltd. &** | | | | 620' 0" 92' 0" 51' 3" | | | |
| | **Empire Transport Co. Ltd.** | | | | | | | |
| | Warwick & Esplen Ltd. | | | | | | | |
| | London British | | | | | | | |
| — | For later particulars see New Entries No. 1 | | | | | | | |
| 507650 | **CLYDEVALLEY** | 476 | | | 1886–7 MacIlwaine, Lewis & Co. Ltd.— | Iron M Mchy.aft | | Oil 4SA 8Cy. 230× |
| VDMS | exLondoner exBalniel | 345 ~~293~~ | | | Bel | 2 Ho 60', 50' | | 320bhp NE42 |
| 93690 | ~~Lake Shipping Co. Ltd.~~ | — | Classed LR until 4/55 | | 180' 7" 26' 1" 12' 6" | B.35000 | | Vivian Eng. Wks Lt |
| Pfd Rdr | ~~S. G. Lake~~ S. J. Campbell | | | | 174' 0" 26' 0" 15' 7" | 2 Ha (27'×16') (14'×14') | | 2×10kW 110V d.c. |
| RTm | ~~Halifax~~ ~~Canadian~~ | | | | Q95' F27' 1 dk | Der 3(1½) | | |
| | Belfast British | | | | R | | | |
| 507651 | **CLYDEWATER** | 12703 | ✠100A1 | Dr 4yrs–6/66 | 1951–10 John Brown & Co. Ltd.—Cly | M Tanker Mchy.aft | | Oil 2SA 6Cy. 725× |
| HOAD | | 7668 | oil tanker | | 571' 4" 72' 4" 31' 8½" | 25 Ta | | 7500bhp Doxford |
| | **Cia. Atlantica Pacifica S.A.** | 19310 | ✠LMC | | 535' 6" 72' 0" 41' 0" | | HeCls. BC | John Brown & Co. L |
| Df Esd | Panama Panamanian | | | | P120' B41' F68' 1 dk, 2nd dk clear of | | | 2AuxB 180lb |
| Gc Pfd | Now **CHARITAS** | | | EL l†2 1/16"SQ | RW 17BH cargo tanks | | | |
| Rdr | See New Entries No. 1 | | | | WB380t | | | |
| 507652 | **CLYMENE** | 12251 | ✠100A1 | SS 4/66 | 1961–7 Hawthorn Leslie (S.B.) Ltd.— | S Tanker Mchy.aft | | 2 S Turb dr geared |
| GHMY | | 6952 | oil tanker | | Nwc | 33 Ta | | 7500shp |
| 302675 | **Hadley Shipping Co. Ltd.** | ~~18600~~ | ✠LMC | | 559' 0" 69' 5" 29' 9½" | L.887620 | HeCls. B | Hawthorn Leslie (En |
| Df Esd | Warwick & Esplen Ltd. | 19313 | | | 531' 0" 69' 3" 39' 0" | | | 2WTB 610lb Spt |
| Gc Pfd | London British | | MN1500 | EL h†2 1/16"SQ | P115' B46' F50' 1 dk | Der 3(5) 2(4) 2(1) | | sg 135lb |
| Rdr RTh | | | | | 16BH | | | 2×400kW 440V |
| | | | | | rf 3" WB498t | | | |
| 680458 | **CLYMENIA** | 10000 | | | 1967 Sannyasu Dockyard Co. Ltd.—Osa | M Bulk Carrier Mchy.aft | | 2 Oil 4SA each 10C |
| | | — | | | 29' 6" | | | 9040bhp Sulzer |
| | **Union Navale** | 16000 | | BV | 459' 4" 67' 3" 41' 3" | | | Ishikawajima-Harim |
| Df Esd | Dunkirk French | | | | 1 dk | | | |
| Gc Pfd | For later particulars | | | | | | | |
| Rdr RT | see New Entries No. 1 | | | | | | | |
| 507654 | **CLYTIA** | 22129 | | | 1958 Nippon Kokan—Yka | S Tanker Mchy.aft | | 2 S Turb dr geare |
| 5MUW | exAquagem–61 | 13709 | | | 710' 2" 96' 5" ~~36' 8½"~~ 37' 8½" | 32 Ta | | 22000shp |
| 1941 | **Alma Shipping Corp.** | 43647 | | AB | 680' 0" 96' 0" 48' 6" | | | General Electric Co |
| Df Esd | Monrovia Liberian | | | | 1 dk | | | |
| Gc Pfd | | | | | rf 4" | Der 4(7) | | |
| Rdr | | | | | | | | |
| RTm | | | | | | | | |
| 507655 | **CLYTONEUS** | T.Mk | BS✻ | SS 11/64 | 1948 Caledon S.B. & E. Co. Ltd.—Dun | M Ref | | Oil 2DA 8Cy. 550× |
| GMQG | | 5653 | | | 487' 0" 62' 4" 23' 10½"/28' 3½" | 6 Ho 59', 72', 48', 30', 81', 72' | | 6800bhp B&W |
| 182445 | **Ocean Steam Ship Co. Ltd.** | 2576 | MBS✻ | | 452' 9" 62' 0" 35' 0" | G.591927 B.535247 In.1177 | | J. G. Kincaid & Co |
| Df Esd | ~~A. Holt & Co.~~ | 6484 | Lloyd's RMC | | P41' B190' F44' 2 dks, 3rd dk fwd | 6 Ha (24½'×16') (35', 23', 23', | | AuxB 105lb |
| Gc Rdr | Liverpool British | 7401 | MN1360 CT8314 C41 S36 | | 8BH | 27'×22') (27'×18') | | 3×220kW 220V d.c. |
| RTv | Blue Funnel Line Ltd. (Mgrs.) | 4149 | | | rf 9" WB4588t incl. DTs2829t | 24W Der 1(50) 1(25) 8(10) 16(5) | | |
| | | 9240 | | | | | | |
| 641558 | **COAMO** | 193 | | | 1943 Equitable Eqpt. Co.—Madisonville | M Tug | | Oil 4SA 8Cy. |
| WQ7010 | exPokagon (YTB 746)–64 | 104 | | | *98·6'* 25' 2" 11' 8½" | | | 960bhp |
| 294181 | exLt. Col. George S. Gillis | — | | AB | 97' 11" 25' 0" 12' 10" | | | National Supply C |
| RT | **C. A. E. Towing Co.** | | | | | | | |
| | San Juan, P.R United States | | | | BK6" | | | |
| | Now **VIKING** See New Entries No. 7 | | | | | | | |
| 507661 | **COASTAL ADVENTURER** | 3822 | | | 1945 Consolidated Stl Corp.—Wmg, Cal | M Ref Mchy.aft | | Oil 2SA 6Cy. |
| KELG | | 2123 | | | 338' 8" 50' 1" 23' 5" | 3 Ho 42½', 78½', 67⅛' | | 1700bhp |
| 248728 | **United States Department of** | 6036 | | AB | 321' 4" 50' 0" 29' 0" | B.237000 In.9000 | | General Mchy. Co |
| Df Esd | **Commerce** | | | | P90' F38' 2 dks | 3 Ha (20½', 40½, 40½'×20') | | 2×250kW 220V |
| Gc | Los Angeles United States | | | | rf nil | 12W | | |
| 507662 | **COASTAL CARRIER** | 2083 | | | 1921 McDougall Duluth S.B. Co.—Dul | TM Tanker | | 2 Oil each 12Cy |
| VDYK | exAlden Barnes Fiertz–50 | 1491 | | | *247·9'* 43' 7" 14' 7" | 8 Ta | | 1600bhp Ema |
| 192793 | exI.L.I. 104–36 exInterwaterways | — | | AB | 249' 0" 43' 6" 17' 6" | | | General Motors |
| | Line Incorporated 104–32 | | | | P48' F40' 1 dk | | | |
| | **Canadian Sealakers Ltd.** | | | | R len, widened & deepened 50 | | | |
| | **Transit Tankers & Terminals** | | | | rf nil | | | |
| | **Ltd.** | | | | | | | |
| | Montreal Canadian | | | | | | | |
| | Now **BAY TRANSPORT** See New Entries No. 8 | | | | | | | |
| 507663 | **COASTAL CLIFF** | 1319 | | | 1935–6 Horton Stl Wks Ltd.—Fort Erie | TM Tanker | | 2 Oil 4SA each |
| VGCV | exBruce Hudson–52 | 993 | | | 257' 4" 30' 1" 13' 10" | | | reverse gear |
| 158658 | | 1000 | ✻Classed BC until 4/61 | | 30' 0" 16' 3" | L.50580 | | 650bhp NE4 |
| Rdr | **Transit Tankers & Terminals** | | | | P38' F25' 1 dk | | | Cummins Eng. |
| | **Ltd.** | | | | conv barge 39 len 57 | | | |
| | Montreal Canadian | | | | | | | |

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| **COASTAL CREEK**<br>exBasingcreek-50<br>exEmpire Tadpole-47<br>exWillowbranch-45<br>exRosemount-40 exSaskatoon<br>**Canadian Sealakers Ltd.**<br>**Transit Tankers & Terminals Ltd.**<br>Montreal Canadian<br>Now **CREEK TRANSPORT** See New Entries No. 7 | 1752<br>1029<br>2336 | ✱Classed BC until 6/50 | AB | 1910–4 Sunderland S.B. Co. Ltd.—Sld<br>258' 0" 42' 8" 17' 2¼"<br>250' 0" 42' 6" 18' 6"<br>Q97' F37' Trunk 116' 1 dk<br>R conv dry cargo ship 40<br>rf 2" | M Tanker Mchy.aft<br>10 Ta | Oil 2SA 6Cy. 405×510 mm<br>1050bhp NE40 246t<br>Fairbanks, Morse & Co. Beloit<br>8k |
| **COASTAL EMPEROR**<br>~~Johnstone Motor Trawlers Ltd.~~ **Glenstruan Fishing** ~~P. & J. Johnstone Ltd.~~ **Co. Ltd.**<br>Aberdeen British | 250<br>82<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN152 | SS 6/64<br>EL (d) I | 1960–7 T. Mitchison Ltd.—Gts<br>*115·4'* 25' 4" 8' 0"<br>113' 2" 25' 0" 12' 6"<br>F16'<br>4BH<br>rf 36" BK2½" WB28t | M Trawler | Oil 4SA 6Cy. 15"×18"<br>760bhp<br>Mirrlees, Bickerton & Day Stckpt<br>db 50℔ |
| **COASTAL EMPRESS**<br>~~Johnstone Motor Trawlers Ltd.~~ **Glenstruan Fishing** ~~P. & J. Johnstone Ltd.~~ **Co. Ltd.**<br>Aberdeen British | 250<br>81<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN152 | SS 9/68 ~~SS 8/64~~<br>EL (l) | 1960–10 T. Mitchison Ltd.—Gts<br>*115·4'* 25' 3" 8' 0"<br>110' 8" 25' 0" 12' 6"<br>F16'<br>4BH<br>rf 6" BK2½" WB28t | M Trawler | Oil 4SA 6Cy. 15"×18"<br>760bhp<br>Mirrlees, Bickerton & Day Stckpt<br>db 50℔ |
| **COASTAL MONARCH**<br>**United States Department of Commerce**<br>Los Angeles United States | 3805<br>2123<br>6023 | | AB | 1945 Consolidated Stl Corp.—Wmg, Cal<br>338' 8" 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref Mchy.aft<br>3 Ho 42¾', 78¾', 67½'<br>B.237000 In.9000<br>3 Ha (20½', 40½', 40½'×20')<br>12W | Oil 2SA 6Cy. 545×700 mm<br>1700bhp 975t<br>General Mchy. Corp. Hamilton<br>2×250kW 220V d.c. 10k |
| **COASTAL NAVIGATOR**<br>**United States Department of Commerce**<br>Los Angeles United States | 3805<br>2123<br>5071 | | AB | 1945 Consolidated Stl Corp.—Wmg, Cal<br>338' 8" 50' 1" 21' 0⅝"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref Mchy.aft<br>3 Ho 42¾', 78¾', 67½'<br>B.237000 In.9000<br>3 Ha (20½', 40½', 40½'×20')<br>12W | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 975t<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 220V d.c. 10k |
| **COASTAL NOMAD**<br>**United States Department of Commerce**<br>Los Angeles United States | 3805<br>2133<br>5045 | | AB | 1945 Consolidated Stl Corp.—Wmg, Cal<br>338' 8" 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref Mchy.aft<br>3 Ho 42¾', 78¾', 67½'<br>B.237000 In. 9000<br>3 Ha (20½', 40½', 40½'×20')<br>12W | Oil 2SA 6Cy. 545×700 mm<br>1700bhp 975t<br>General Mchy. Corp. Hamilton<br>2×250kW 220V d.c. 10k |
| **COASTAL QUEEN**<br>**B. R. P. Parsons**<br>Halifax Canadian | 131<br>42<br>75 | | | 1942 Greavette Boats Ltd.—Gravenhurst<br>*107·5'* 17' 10"<br>... ... ... | Wood TM | 2 Oil each 6Cy. 110×120 mm<br>Hercules Motor Corp. Canton |
| **COASTAL RAMBLER**<br>**United States Department of Commerce**<br>Los Angeles United States | 3805<br>2123<br>5083 | | AB | 1945 Consolidated Stl Corp.—Wmg, Cal<br>338' 8" 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref Mchy.aft<br>3 Ho 42¾', 78¾', 67½'<br>B.237000 In. 9000<br>3 Ha (20½', 40½', 40½'×20')<br>12W | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 975t<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 220V d.c. 10k |
| **COASTAL VIKING**<br>**United States Department of Commerce**<br>Los Angeles United States | 3822<br>2123<br>6004 | | AB | 1945 Consolidated Stl Corp.—Wmg, Cal<br>338' 8" 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref Mchy.aft<br>3 Ho 42¾', 78¾', 67½'<br>B.237000 In.9000<br>3 Ha (20½', 40½', 40½'×20')<br>12W | Oil 2SA 6Cy. 545×700 mm<br>1700bhp 975t<br>General Mchy. Corp. Hamilton<br>2×250kW 220V d.c. 10k |
| **COATZACOALCOS**<br>**Government of Mexico (Secretaria de Marina)**<br>Manzanillo Mexican | *1748*<br>*855*<br>— | ✠ | | 1937–5 Lobnitz & Co. Ltd.—Rnf<br>266' 10" 42' 1"<br>... ... ...<br>R | TS Suction Hopper Dredger | T 6Cy. 13" 22" & 34"×22"<br>(o.f)<br>Lobnitz & Co. Ltd. Rnf |
| **COBALT MARU**<br>**Kansai Kisen K.K.**<br>Beppu Japanese | 2995<br>—<br>— | | | 1967 Mitsubishi Hvy Ind. Ltd.—Kob<br>44' 0" 12' 9"<br>269' 0" 43' 11" 20' 6"<br>1 dk | TM | 2 Oil 2SA each 8Cy. 390×650 mm<br>7000bhp<br>Kobe Hatsudoki K.K. Kob |
| **COBARGO**<br>exKopua-60<br>exPort Tauranga-48<br>**Hethking Steamships Pty Ltd.**<br>Hetherington Kingsbury Pty Ltd.<br>Sydney, N.S.W. British | 1529<br>745<br>1715 | ✠100A1<br>with freeboard<br>✠LMC | SS 6/66<br>EL p | 1937–1 Henry Robb Ltd.—Lth<br>252' 8" 45' 8" 12' 7"<br>235' 0" 45' 0" 15' 6"<br>P57' F37' 1 dk<br>R NS 3BH<br>WB507t | TM Mchy.aft<br>1 Ho 150'<br>B.91500<br>1 Ha (96'×24')<br>2W Der 2(12) | 2 Oil 2SA each 4Cy. 340×570 mm<br>1200bhp 110t<br>Atlas-Diesel Skm<br>✠NAuxB 2/54–160℔ 9¼k |
| **COBBS ARM**<br>**Newfoundland Lime Manufacturing Co. Ltd.**<br>Chalker & Co. Ltd.<br>St. John's, Nfl Canadian | 138<br>93<br>240 | | | 1962 E. F. Barnes Ltd.—Nfl<br>80' 3" 22' 0" 10' 0"<br>... ... ...<br>1 dk | M Mchy.aft<br>1 Ho 38'<br>1 Ha (20'×12')<br>Der 1(1) | Oil 4SA 6Cy. 4½"×5½"<br>180bhp (d.o)<br>Caterpillar Tractor Co. Peoria<br>1×32V d.c. |

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| 507680<br>ONCR<br><br>Df Esd<br>Rdr RTm | **COBELTRA**<br><br>**Agence Maritime**<br>**Cobeltra P.V.B.A.**<br>Rederij Jansegers<br>Antwerp Belgian | *432*<br>*254*<br>521 | <br><br>BV | 1962 Nouveaux Ch. Nav. "De Durme"—Tielrode<br>*172·2'* 23' 8" 8' 2½"<br>23' 6"<br>1 dk<br>R | M Mchy.aft<br>2 Ho 53½', 55'<br><br>2 Ha (each 39½'×17½') | Oil 2SA 8Cy. 225×<br>480bhp<br>Motorenf. Darmstadt<br>2×1½kW 24V d.c. |
| 507681<br>EADO<br><br>Df | **COBETAS**<br>exGuadalquivir exAdelina<br>**Cia. Naviera Vascongada**<br>Bilbao Spanish | 3890<br>2424<br>6850 | <br><br>✠Classed LR until 7/66 | 1914–4 Russell & Co.—P.Gl<br>367' 6" 49' 6" 24' 4½"<br>29' 4"<br>P40' B102' F46' 2 dks<br>R | S<br>4 Ho 63', 73', 53', 64'<br>G.309000 B.285000<br>5 Ha (23'×16') (27'×18') (6'×12')<br>(27', 25'×18')<br>Der 8(2½) | T 3Cy. 25" 41" & 68"×<br>1850ihp<br>Rankin & Blackmore<br>1×10kW 110V d.c. |
| 671267<br><br><br>Df Esd<br>RT | **COBOCO**<br><br>**Miguel Cobo Prieto**<br>Huelva Spanish | ~~340~~ 318<br>— 142<br>— | <br><br>BV | 1967 Maritima del Musel S.A.—Gjn<br>131' 0"<br>114' 0" 25' 5" 13' 6"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy.<br>1060bhp<br>Klöckner-Humboldt- |
| 507682<br>DHLE<br><br>Df Esd<br>Gc Rdr<br>RTv | **COBURG**<br>exHamburg–53<br>**Hamburg-Amerika Linie**<br>Hamburg W. German | 2399<br>1238<br>4389 | <br><br>GL | 1950 Howaldtswerke A.G.—Ham<br>340' 7" 46' 11" 20' 6½"<br>46' 9" 29' 6"<br>F22' 1 dk & S dk<br>RW<br>rf 4" | M (5P) OSD<br>4 Ho 50½', 71', 57', 45½'<br>G.265951 B.246228<br>4 Ha (29½', 46', 29½', 29½'×19½')<br>Der 1(30) 10(3–5) | 2 Oil 2SA each 5Cy<br>geared to sc. shaft<br>1600bhp Emadel<br>Sulzer Bros. Ltd.<br>3×126, 126, 100kW |
| 507684<br>PUHH<br><br>Rdr | **COCAL**<br>exOcean Swell–53<br>exMalin Head–51<br>exWilliam Howland–49<br>**Navegaçao Catarinense Ltda.**<br>Laguna Brazilian | 1832<br>1032<br>— | BV<br><br>Classed LR until 6/62 | 1943 Leathem D. Smith S.B. Co.—Sturgeon Bay<br>42' 2" 18' 0"<br>250' 0" 42' 1" 20' 6½"<br>P22' B68' F26' 1 dk | S | C 6Cy. (3) 20" & (3) 44"<br><br>Ajax Uniflow |
| 507685<br>PDKZ<br>10895<br>Df Esd<br>Rdr<br>RTm | **COCCINELLE**<br><br>**N.V. Scheepv. Maats. "Waalhaven"**<br>N.V. Gebr. van Uden's Scheepv. en Agentuur Maats.<br>Rotterdam Netherland | 500<br>259<br>1067 | ✠100A1 SS 6/65<br><br>✠LMC<br>MN250 EL m 1¼"SQ | 1961–5 N.V. Ijsselwerf—Rot<br>220' 10" 34' 1" 12' 10"<br>199' 3" 33' 5½" 20' 2"<br>F25' 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf nil WB293t | M OSD Mchy.aft<br>1 Ho 128½'<br>G.71250 B.67123<br>2 Ha (each 45½'×15½')<br>4W Der 4(3–5) | Oil 4SA 8Cy. 330×<br>1250bhp<br>N.V. Werkspoor<br>2×50kW 220V d.c. |
| 532785<br>OFXU<br>77<br>Df Esd<br>Rdr<br>RTm | **COCCOLITA**<br>exSilja–67 exHeimdall–57<br>**M. Rauanheimo O/Y**<br>A/B R. Nordström & Co. O/Y<br>Kokkola/Gamlakarleby Finnish | 1599<br>775<br>950 | <br><br>~~BV~~ | 1915 Oskarshamns M/V A/B—Osk<br>236' 6" 36' 0" 17' 4½"<br>232' 6" 35' 11"<br>P&B147' F47' 1 dk<br>R | S (392P)<br>2 Ho<br>G.48000 B.43000<br><br>Der 1(3) | T 3Cy. 21½" 35½" &<br>1430ihp<br>Oskarshamns M/V A<br>2×48, 15kW 115V |
| 507686<br>VWJB<br>161836 | **COCHIN**<br><br>**Government of India**<br>Cochin Indian | 273<br>—<br>— | <br><br>✠Classed LR until 11/36 | 1933–3 H. Robb Ltd.—Lth<br>*110·7'* 29' 8" 12' 0"<br>29' 6"<br>F25'<br>R | TS Salvage Tug | T 6Cy. 12" 20" & 32"×<br><br>Plenty & Son Ltd. |
| 537412<br>ICUH<br>3150<br>Df Esd<br>Rdr | **COCLER**<br>exUrbania–65 exTantalus–58<br>exSamcleve–47<br>Launched as John T. Clark<br>**Henry Coe & Clerici S.p.A.**<br>Genoa Italian | 7185<br>4363<br>10650 | RI<br><br>Classed BC until 8/60 | 1943 Bethlehem-Fairfield—Bal<br>441' 8" 57' 1" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk<br>RW | S<br>5 Ho 62½', 72½', 49½', 44½', 69½'<br>G.562327 B.499732<br><br>16W Der 10(5) | T 3Cy. 24½" 37" & 70"×<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 110V |
| 502498<br>6ZXT<br>2695<br>Df Esd<br>Gc Rdr<br>RTv | **COCONICA**<br>exArnfinn Stange–67<br>**Oroutsa Co. Ltd.**<br>Monrovia Liberian<br>For later particulars see New Entries No. 1 | 10400<br>6041<br>16209 | <br><br>NV | 1953 Rosenberg M/V A/S—Stv<br>522' 5" 68' 0" 28' 4½"<br>496' 0" 67' 10"<br>P104' B36' F44' 1 dk<br>R | M Tanker Mchy.aft<br>24 Ta<br><br><br>Der 2(5) 1(3) 1(1½) | Oil 2SA 5Cy. 670×<br>5500bhp Doxford<br>Richardsons, Westg<br>2×200kW 220V d.c. |
| 507688<br><br>161187 | **COCUR**<br><br>**Workington Harbour & Dock Co. Ltd.**<br>Workington British | 588<br>204<br>— | ✠100A– SS 9/63 ~~SS 6/64~~ dredger Workington harbour service and within 3 miles seawards<br>✠LMC<br>EL (j) | 1949–11 Fleming & Ferguson Ltd.—Psy<br>175' 5" 38' 1" 8' 11½"<br>165' 0" 38' 0" 13' 0"<br>1 dk<br>RW 6BH<br>WB162t | S Bucket Dredger Mchy.aft | T 3Cy. 15" 24" & 39"×<br>600ihp<br>Fleming & Ferguson<br>SB 180lb hs(2040) |
| 651446<br>OXPB<br><br>Df Esd<br>Rdr<br>RTh | **CODAN PROCTOR**<br>exLindinger Proctor–67<br>**Partrederiet Proctor**<br>Steen E. Høffner<br>Copenhagen Danish | 300<br>174<br>580 | <br><br>~~BV~~ | 1965 Sønderborg Skibsv.—Sønderborg<br>154' 7" 28' 11" 10' 2"<br>138' 9" 28' 10½" 11' 1"<br>1 dk | M (2P) Mchy.aft<br>1 Ho<br>G.24000 B.21000<br>1 Ha (68½'×16½')<br>2W Der 2 | Oil 2SA 5Cy. 230×<br>425bhp<br>Alpha-Diesel A/S<br>2×40kW 220V |
| 507690<br>KEWN<br>247894<br>Df Esd<br>Gc Rdr<br>RTm/h | **COE VICTORY**<br><br>**Victory Carriers Inc.**<br>New York United States | 7643<br>4608<br>10757 | <br><br>AB | 1945 Oregon S.B. Corp.—Pld<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br><br>rf nil | S<br>5 Ho 57½', 45', 78', 81', 75'<br>B.453000<br>3 Ha (stl) (25', 24', 36'×22½')<br>2 Ha (w) (36', 33'×22½')<br>Der 1(50) 1(30) 14(5) | 2 S Turb dr geared<br>8500shp<br>General Electric Co.<br>2×300kW 240V d.c. |

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| 502527<br>MSVN<br>180368<br>Df RT | **COEDMOR**<br>exArran Monarch–64<br>exVic 57–48<br>**Burry Sand Co. Ltd.**<br>Llanelly British | 181<br>91<br>240 | ✠Classed LR until 9/51 | | 1946–6 J. Pollock Sons & Co. Ltd.—<br>Faversham<br>107′ 9″ 20′ 0″ 8′ 6″<br>19′ 10″<br>RW len 64 conv lighter 65 | M Dredger Mchy.aft<br>1 Ho 46′ | Oil 4SA 6Cy. 6½″×7½″<br>160bhp NE64<br>Bergius-Kelvin Co. Ltd.<br>2×1260, 750kW 24/35V d.c. | (d.o)<br>Gls |
| 541932<br>TQAF<br>RT | **COELACANTHE**<br>**Soc. Shell de Madagascar**<br>**et de la Réunion**<br>Dzaoudzi (Comores) French | 108<br>51<br>— | | BV | 1963 Direction des Constr. & Armes<br>Navales—Diégo Suarez<br>78′ 1″ 20′ 5″ 4′ 2¾″(aft)<br>73′ 10″ 20′ 3″ 5′ 11″<br>1 dk | TM Oil Barge<br>Bow door<br>1 Ha (19½′×10½′) | 2 Oil 4SA each 6Cy. 140×180 mm<br>300bhp<br>Moteurs Baudouin | 4½t<br>Msl<br>8k |
| 507691<br>PDKW<br>Df Esd<br>Rdr RT | **COENRAAD K**<br>**Rederij m.s. "Coenraad K"**<br>E. Wagenborg's Scheepv. &<br>Exped. Bedr. N.V.<br>Harlingen Netherland | 454<br>234<br>630 | | BV | 1958 Scheepswerf "Harlingen"—Hrl<br>166′ 7″ 27′ 3″ 10′ 6¾″<br>150′ 10″ 26′ 10″ 11′ 6″<br>P46′ F30′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 101½′<br>G.29500 B.27800<br>2 Ha (40′, 38′×15¾′)<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>390bhp<br>Masch. Kiel A.G. | 37t<br>Kel<br>10k |
| 507692<br>PDLM<br>219<br>Df Esd<br>Rdr RT | **COETA**<br>**H. Tattje**<br>M. Havinga's Scheepv. &<br>Handelmaats. N.V.<br>Groningen Netherland | 496<br>237<br>800 | ✠100A1<br>✠LMC<br>MN152 | SS 3/65<br>EL I | 1956–9 Travewerft G.m.b.H.—Lbc<br>191′ 3″ 29′ 11″ 12′ 10″<br>170′ 7″ 29′ 6½″ 13′ 3″<br>P52′ F25′ 1 dk<br>RW 3BH<br>rf 6″ WB286t | M Mchy aft<br>1 Ho 114¾′<br>G.35600 B.32800<br>2W Der 2(3) | Oil 4SA 8Cy. 290×420 mm<br>760bhp<br>Masch. Kiel A.G. | 75t<br>Kel<br>10k |
| 507693<br>KEWL<br>247113<br>Df Esd<br>Gc Rdr<br>RTm/h | **COEUR D'ALENE VICTORY**<br>**Victory Carriers Inc.**<br>New York United States | 7645<br>4608<br>10745 | | AB | 1945 Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil … … … | S<br>5 Ho 57½′, 45′, 78′, 81′, 75′<br>B.453000<br>3 Ha (stl) (25′, 24′, 36′×22¼′)<br>2 Ha (w) (36′, 33′×22¼′)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>8500shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. | 2882t (o.f)<br>Pbg<br>17k |
| 507694<br>WM4599<br>280243<br>Rdr RT | **COHO**<br>**Black Ball Transport Inc.**<br>Seattle United States | 5315<br>3846<br>— | | AB | 1959 Puget Sound Bridge & Dredging<br>Co.—Sea<br>341′ 6″ 72′ 2″ 12′ 6″<br>308′ 0″ 72′ 0″ 20′ 6″<br>2 dks<br>rf 56″ | TM Ferry | 2 Oil 4SA each 8Cy. 393×588 mm<br>4160bhp<br>Cooper-Bessemer Corp. | 254t<br>Grove City |
| 640443<br>CSOO<br>LX24N<br>Esd Rdr<br>RT | **COIMBRA**<br>**Empresa de Pesca São**<br>**Jacinto Lda.**<br>Lisbon Portuguese | 685<br>446<br>— | **SUNK BY ICE 5/68** | | 1948 Arménio Bolais Mónica—Aveiro<br>*149·2′* 35′ 7″<br>35′ 5″ | Wood M Fishing | Oil 4SA 6Cy. 320×480 mm<br>NE63<br>Motorenw. Mannheim | Mhm |
| 541448<br>315745<br>Esd RT | **COLAXIA**<br>exAudaxia–66<br>exAbeille No. 14–65<br>exAbeille No. 11–63<br>**Etablissement Collins**<br>**International**<br>Kuwait | 389<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>~~**REPAIRS REQUIRED—CLASS SUSPENDED 7/67**~~ | SS 3/66<br>EL f1¼″ | 1949–10 Ferguson Bros. (P.Gl) Ltd.—<br>P.Gl<br>135′ 0″ 32′ 11″ 13′ 1″<br>125′ 0″ 31′ 0″ 14′ 3″<br>3BH<br>rf 8″ WB61t | TS Tug | T 6Cy. 12¾″ 20½″ & 34″×24″<br>1100ihp<br>Ferguson Bros. (P.Gl) Ltd.<br>SB 180℔ hs(3452) 4cf | 144t (o.f)<br>P.Gl<br>12k |
| 507696<br>MSRX<br>165834 | **COLBAR**<br>exL.C. 12–59<br>**Collins Submarine Pipelines**<br>**Ltd.**<br>London British | 522<br>429<br>— | ~~✠100A1~~<br>~~Coasting service~~<br>✠Class WITHDRAWN<br>3/68<br>~~**LAID UP—SURVEYS OVERDUE 4/63**~~ | ~~SS 4/59~~<br>~~EL (g)~~ | 1942–8 Tees Side Bdge & Eng. Wks Ltd.<br>—Mdb<br>138′ 10″ 36′ 2″ 9′ 6″<br>126′ 0″ 36′ 0″ 15′ 0″<br>2 dks<br>3BH<br>WB135t | Barge | ✠2wtdb–130℔ | |
| 507697<br>148860<br>RT | **COLBERT**<br>exBaxter<br>**La Traverse de Lévis Ltée.**<br>Quebec Canadian | 822<br>378<br>— | | | 1925 Napier & Miller Ltd.—Gls<br>*144·0′* 52′ 7″<br>… … …<br>R | S Ferry | C 2Cy. 19″ & 40″×27″<br>McKie & Baxter | Gls |
| 507698<br>MBAY<br>187678<br>Esd Pfd<br>Rdr RTv | **COLCHESTER**<br>**British Railways Board**<br>Harwich British | 804 ~~866~~<br>272 ~~278~~<br>830 ~~905~~ | ✠100A1<br>Channel service from ports in U.K. south of Oban and Harwich-Hook of Holland<br>✠LMC<br>MN430 | SS 9/66<br>EL p 1 7/16″SQ | 1959–1 Goole S.B. & R. Co. Ltd.—Goo<br>241′ 10″ 37′ 6″ 13′ 2″<br>226′ 0″ 37′ 0″ 23′ 0″<br>P57′ F26′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4″ WB568t incl. DTm175t DTf52t | M OSD Mchy.aft<br>2 Ho 36′, 72′<br>3 Ha (stl) (32′×20′) (31′, 40′×26′) | Oil 4SA 8Cy. 17″×18″ with flexible coupling, clutch, sr & reverse gear<br>2150bhp<br>Ruston & Hornsby<br>3×55kW 220V d.c. | (d.o)<br>Lcn |
| 507699<br>MTZQ<br>184929<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COLDSTREAMER**<br>**Northern Trawlers**<br>**Ltd.**<br>~~John A. Butt~~<br>Grimsby British | 697<br>238<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN252 | ~~SS 11/60~~<br>SS 2/68<br>EL (b) z 1 3/16″SQ | 1955–7 Rickmers Werft—Bhn<br>*189·5′* 31′ 8″<br>183′ 8″ 31′ 6″ 17′ 1″<br>F38′<br>4BH<br>rf 27′ BoxK12″ | S Trawler | T 3Cy. 16 13/16″ 27 9/16″ & 44½″×27 9/16″ & LP turb with dr gearing & hydraulic coupling<br>1400ihp<br>Ottensener Eisenwerk<br>SB 228℔ Spt hs3906 3cf<br>2×25kW 220V d.c. | 301t (o.f)<br>Ham<br>14k |

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|---|---|---|---|---|---|---|
| 507700 | **COLEBROOKE** | 1075 | BS✳ TD 8/68 ~~SS 2/65~~ | 1943–11 Wm. Denny & Bros. Ltd.—Dmb | M OSD Mchy.aft | Oil 2SA 8Cy. 360×600 m |
| MABF | exLairds Moor–60 | 494 | Irish Channel service | 286' 0" 38' 7" 12' 0½" | 3 Ho 62', 51½', 72' | 1200bhp |
| 182101 | **Belfast S.S. Co. Ltd.** | 1113 | MBS | 272' 0" 38' 6" 21' 9" | B.108000 | Sulzer Bros. Ltd. |
| Df Esd | Belfast British | | | P94' B128' F45' 1 dk & S dk | 3 Ha (14'×—') (22'×15') (18'×21') | 3×60kW 220V d.c. |
| Pfd Rdr | | | MN240 CT1582 C25 | ~~5BH~~ 4BH len 63 | Der 3(5) | |
| RTm/v | | | | rf 3" WB627t | | |
| 541449 | **COLENIA** | 389 | ✠100A1 SS 12/66 | 1949–12 Ferguson Bros. (P.Gl) Ltd.— | TS Tug | T 6Cy. 12¾" 20½" & 34"×3 |
| GVMU | exTenaxia–66 | — | tug | P.Gl | | 1100ihp |
| 315743 | exAbeille No. 23–64 | — | ✠LMC | 135' 0" 32' 11" 13' 1" | | Ferguson Bros. (P.Gl) Ltd. |
| RT | exAbeille No. 12–63 | | | 125' 0" 31' 0" 14' 3" | | SB 180lb hs(3452) 4f |
| | **Etablissement Collins** | | EL (e) | 1 dk | | |
| | **International** | | | 3BH | | |
| | Kuwait | | | BK8" WB271t | | |
| 507701 | **COLETTE** | 480 | ✠100A1 SS 6/65 | 1956–8 Terneuzensche Schps. Maats.— | M OSD Mchy.aft | Oil 4SA 8Cy. 285×420 m |
| PDLG | | 239 | | Terneuzen | 2 Ho each 59¾' | 790bhp |
| 10310 | **Zeeuwse Rederij** | 1010 | ✠LMC | 199' 11" 32' 3" 12' 2½" | G.63148 | Masch. Augsburg-Nürnb |
| Df Esd | Breskens Netherland | | | 181' 11" 32' 0" 19' 2" | 2 Ha (each 41½'×16¾') | |
| Rdr RTm | | | MN158 EL k | Ba26' 1 dk & S dk | 4W Der 4(3) | |
| | | | | RW Coll BH to S dk 3 to 2nd dk | | |
| | | | | rf 2" WB347t | | |
| 507702 | **COLIEMORE** | 244 | ✠100A1 TD 9/68 ~~D 9/63~~ | 1926–7 A. Hall & Co. Ltd.—Abn | S Tug | T 3Cy. 16" 25" & 40"×27" |
| EILJ | exForemost 42–33 | 12 | tug | 112' 0" 27' 1" 10' 10" | | 750ihp |
| 148779 | **Dublin Port & Docks** | — | ✠LMC | 105' 0" 27' 0" 12' 6" | | A. Hall & Co. Ltd. |
| RTv | **Board** | | | | | SB 185lb hs(1984) 3rd |
| | Dublin Irish Republic | | EL (d) | R 4BH | | 1×7½kW 110V d.c. |
| | | | | rf 7½" WB DTf12t | | |
| 507703 | **COLIGNY** | 120 | | 1948 Scheeps. St. Pieter—Hemixem | M Trawler | Oil 2SA 4Cy. 250×330 m |
| TKFE | | 29 | | *89-8'* 20' 8" | | |
| | **Bouquinet & Cie.** | — | | ... ... ... | | Sulzer Bros. Ltd. |
| Esd | Arcachon French | | | | | |
| 507704 | **COLIN FRYE** | 446 | BS✳ SS 1/65 | 1948–8 Smith's Dock Co. Ltd.—Mdb | S Whaler Mchy.aft | C 4Cy. (2) 14½" & (2) 34" |
| ZUAY | exKos 41–62 | 157 | whaling purposes | 157' 0" 27' 7" 14' 0½" | | 2300ihp |
| 351017 | **Union Whaling Co. Ltd.** | — | MBS✳ | 144' 4" 27' 6" 15' 6" | | Smith's Dock Co. Ltd. |
| Df Gc | Durban S. African | | | 1 dk | | 2WTB 220lb Spt hs(640 |
| Pfd Rdr | | | MN414 CT495 C16 | 6BH | | |
| RT | | | | rf 7½" WB8t | | |
| 507705 | **COLINA** | 10198 | | 1943 Sun S.B. & D.D. Co.—Chester, Pa | T-E Tanker Mchy.aft | S Turb 7240shp driving |
| KHZH | | 6110 | | 523' 6" 68' 2" 30' 2" | 26 Ta | 2300V a.c. connected |
| 242775 | **Mobil Oil Corp.** | 17291 | AB | 503' 0" 68' 0" 39' 3" | L.792544 HeCls. B | 6000shp (Sy) |
| Df Esd | New York United States | | | P108' B36' F53' 1 dk | | General Electric Co. |
| Gc Rdr | | | | RW | | |
| RT | | | | rf 9" | | |
| 661143 | **COLLEEN-S** | 100 | | 1966 Cŏop. Ver. Schpsw. | M Trawler | Oil 4SA 8Cy. 4¼"×5" |
| | | 61 | | "Vooruit"—Zaandam | | 252bhp |
| | **Industrias de Peixe Nossa** | — | | 70' 7" 19' 10" | | General Motors Corp. |
| Esd RT | **Senhora de Fatima Ltda.** | | | 60' 1" 19' 8" 9' 6" | | |
| | Lourenco Marques Portuguese | | | 1 dk | | |
| 507707 | **COLLEFERRO** | 197 | | 1947 Elio Gaetani—Civitanova | Wood M Mchy.aft | Oil 4SA 4Cy. 265×410 m |
| ILPU | exSimsa | 131 | | 103' 8" 25' 2" | 1 Ho | 200bhp |
| 685 | **Mario Lubrano-Lobianco** | — | RI | 90' 3" 24' 9" 11' 9" | | S.A. Ansaldo |
| | ~~Naples~~ Italian | | | 1 dk | | |
| | Porto Empedocle | | | | | |
| 640906 | **COLLIE** | 152 | | 1964–9 Rowhedge Irn Wks Co. Ltd.— | TM Tug | 2 Oil 4SA each 8Cy. 8" |
| | | — | | Rowhedge | | reverse gears |
| | **Secretary of State for** | — | ✠Classed LR until 2/65 | 94' 0" 25' 4" | | 1320bhp |
| Esd RTv | **Defence** | | | 85' 0" 24' 3" 12' 0" | | Blackstone & Co. Ltd. |
| | British | | | rf 15" BK7" | | |
| 507710 | **COLLINGWOOD** | 4545 | ~~BS~~ ~~Lake SS 8/65~~ | 1907 Collingwood S.B. Co. Ltd.—Clw | Iron & Steel S Mchy.aft | T 3Cy. 21" 33½" 57"×4 |
| VGNZ | | 3496 | ~~Great Lakes service~~ | 406' 0" 50' 1" 20' 10½" | 3 Ho 136', 72', 75' | 1200ihp |
| 117089 | **Canada Steamship Lines** | 7110 | ~~MBS~~ | 386' 0" 50' 0" 28' 0" | | Collingwood S.B. Co. |
| Df Esd | **Ltd.** | | | 2 dks | 7 Ha (stl) (each 10'×35½') | 2 SB 180lb hs(30 |
| Gc Rdr | Collingwood Canadian | | ~~MN216~~ BROKEN UP | R 3BH | 4 Ha (w) (8'×18') (10', 10', 10'×35½') | 2×20kW 115V d.c. |
| RTh/v | | | | rf 2" | | |
| 506353 | **COLLINSEA** | 1198 | 100A1 TD 5/68 ~~SS 12/65~~ | 1943 Basalt Rock Co. Inc.—Napa | TD-E Salvage Tug | 4 Oil 4SA each 8Cy. |
| ZSYN | exCaribische Zee–63 | 383 | tug | 214' 10" 40' 8" 15' 3½" | 3 Ho 28½', 16', 15' | driving 4 gen. each |
| 305865 | exCambrian Salvor–62 | 624 | LMC | 170' 1" 29' 10½" 19' 0" | G.37000 | connected to 4 el |
| Df Esd | **Marine Diamond Corp.** | | | P48' F26' 2 dks | 3 Ha (stl) (8'×12') (14', 5'×8') | 765shp (CC) & |
| Gc | Cape Town S. African | | MN120 EL o | 3BH | 2W Der 2(15) 2(10) | shafts |
| RTm | | | | rf nil WB266t | | Cooper-Bessemer Co. |
| | | | | | | 2×200kW 120V d.c. |
| 507711 | **COLLIS P. HUNTINGTON** | 7177 | | 1942 N. Carolina S.B. Co.—Wmn | S | T 3Cy. 24½" 37" & 7 |
| KHVV | | 4375 | | 441' 6" 57' 0" 27' 8¼" | 5 Ho 60¾', 72½', 50', 45', 70', 20' DT | 2500ihp |
| 242471 | **United States Department of** | 10550 | AB | 417' 9" 56' 11" 37' 4" | G 560000 B.500000 | Filer & Stowell Co. |
| Df Esd | **Commerce** | | | 2 dks, 3rd dk fwd | 5 Ha (33¾', 35', 20', 35', 35'×20') | 3×20kW 120V d.c. |
| | Wilmington, N.C. United States | | BROKEN UP | rf 6" | 10W Der 10(5) | |

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|---|---|---|---|---|---|---|---|
| 507712<br>FPRN<br>Df Esd<br>Gc RT | **COLMAR**<br>exWilliam T. Sherman–47<br>**French Government**<br>**(Ministère de la Marine**<br>**Marchande)**<br>Soc. Navale Delmas-Vieljeux<br>Marseilles French | **7176**<br>4380<br>10520 | | BV | **1942** Oregon S.B. Corp.—Pld<br>441′ 10″ 57′ 0″ 27′ 8½″<br>56′ 9″<br>2 dks | S<br>G.562000 B.499000<br>5 Ha (35′, 35′, 35′, 35′, 20′×20′)<br>Der 1(50) 1(15) 6(10) 6(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>Oregon War Industries Pld<br>10k |
| 507713<br>MNSF<br>168183<br>Esd<br>RTm | **COLNE TRADER**<br>exWalcrag–62 exSpringcrag–54<br>exEmpire Crag–46<br>**J. J. Prior (Transport) Ltd.**<br>London British | **329**<br>145<br>430 | ✠Classed LR until 3/63 | | **1941–6** J. Pollock & Sons Co. Ltd.—<br>Faversham<br>136′ 0″ 25′ 2″ 9′ 10″<br>129′ 10″ 25′ 0″ 10′ 9″<br>P37′ F19′ 1 dk | M Mchy.aft<br>2 Ho 26′, 18′<br>G.18360 B.16950 | Oil 2SA 6Cy. 265×345 mm<br>330bhp 16t (d.o)<br>Crossley Bros. Ltd. Mch<br>2×10kW 50V d.c. 9k |
| 525248<br>ILDF<br>980<br>Df Esd<br>RT | **COLOMBA LOFARO**<br>exNiksic–66<br>exCharlotte Schröder–60<br>**Cap. Salvatore Lofaro**<br>Naples Italian | **1535**<br>822<br>3150 | | JR RI | **1950** Lübecker Masch. Ges.—Lbc<br>287′ 4″ 43′ 4″ 17′ 10″<br>267′ 9″ 43′ 2″<br>F24′ 1 dk & S dk<br>RW | S OSD<br>4 Ho<br>G.187000 B.166000 | C 4Cy (2) $15\frac{9}{16}$″ & (2) 33½″×33½″<br>1250ihp 330t (o.f)<br>Christiansen & Meyer Ham<br>11¼k |
| 507720<br>JCLA<br>80551<br>Df Esd<br>Rdr | **COLOMBO MARU**<br>**Kansai Kisen K.K.**<br>Osaka Japanese | **4984**<br>2873<br>7635 | | NK | **1958** Sanoyasu Dkyd Co. Ltd.—Osa<br>402′ 7″ 53′ 7″ 24′ 7″<br>377′ 4″ 53′ 5″ 30′ 4″<br>P27′ B68′ F81′ 1 dk, pt 2nd dk<br>RW | M<br>5 Ho<br>G.377000 B.346095<br>5 Ha (28¾′×18′) (44½′, 26¼′, 31½′.<br>28¾′×21′)<br>12W Der 1(40) 4(10) 8(5) | Oil 2SA 6Cy. 500×1100 mm<br>3480bhp B&W 475t<br>Mitsui Zosen Tmn<br>3×125kW 230V d.c. 12¾k |
| 661482<br>EFAR<br>Df Rdr<br>RT | **COLON**<br>Launched as L.C.P.-R 1<br>**Government of Spain**<br>**(Ministerio de Obras**<br>**Publicas)**<br>Cadiz Spanish<br>Now **FORTUNE** See New Entries No. 5 | **321**<br>—<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>MN330 | EL $1\frac{1}{16}$″U1 | **1967–6** Soc. Espanola de Const. Nav.—<br>Matagorda<br>118′ 5″ 31′ 2″ 11′ 2″<br>105′ 6″ 29′ 6″ 13′ 11″<br>RAD5′ F53′<br>3BH<br>rf 39″ WB31t | M Tug | 2 Oil 4SA each 6Cy. 270×500 mm<br>sr geared to sc. shaft<br>1650bhp<br>Naval-Stork-Werkspoor Cdz<br>2×45kW 220V d.c.<br>Controllable pitch propeller |
| 507721<br>TKVH<br>RTm | **COLONEL**<br>**Entreprises de Remorquage,**<br>**de Sauvetage et**<br>**d'Acconage**<br>Sète French | **161**<br>41<br>— | | BV | **1960** At. Duchesne & Bossière—Hav<br>91′ 6″ 27′ 0″<br>… … … | M Tug | Oil 4SA 16Cy. 175×372 mm<br>1250bhp (d.o)<br>Soc. Alsacienne Con. Méc Mulhouse<br>2×40kW 125V d.c. 11k |
| 658575<br>TKWD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COLONEL DE VIENNE**<br>**M. A. Glâtre**<br>St. Malo French | **145**<br>48<br>— | | BV | **1964** Ch. & At. de la Perrière—Lorient<br>98′ 5″ 22′ 9″<br>85′ 11″ 22′ 8½″ 12′ 1″ | M Trawler<br>2 Ha (each 8½′×3½′)<br>Der 1(1–2½) | Oil 4SA 12Cy. 185×200 mm<br>600bhp<br>Moteurs Baudouin Msl<br>11¾k |
| 507722<br>WA3798<br>209185<br>Df Gc<br>Rdr RT | **COL. JAMES M.**<br>**SCHOONMAKER**<br>**Shenango Furnace Co.**<br>Pittsburgh United States<br>Now **WILLIS B. BOYER** See New Entries No. 12 | **8603**<br>6650<br>15300 | | AB | **1911** Gt. Lakes Eng. Wks—Ecorse<br>617′ 0″ 64′ 2″ 22′ 4¾″<br>599′ 2″ 64′ 0″ 33′ 1″<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br>G.625000<br>18 Ha (stl) (each 10½′×40′) | 2 S Turb dr geared to sc. shaft<br>4950shp NE52 400t (o.f)<br>Westinghouse Elec. & Mfg Co. Phl<br>14k |
| 507723<br>WA3799<br>225394<br>Df Gc<br>Rdr RT | **COLONEL JAMES**<br>**PICKANDS**<br>**Pickands, Mather & Co.**<br>Wilmington, Del United States | **8151**<br>6442<br>— | | AB | **1926** American S.B. Co.—Lorain<br>60′ 2″ 21′ 8¼″<br>587′ 10″ 60′ 0″ 32′ 0″<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>18 Ha (stl) (each 12′×38′) | T 3Cy. 24½″ 41″ & 65″×42″<br>2200ihp (c)<br>American S.B. Co. Lorain |
| 507724<br>FNKZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COLONEL PLEVEN II**<br>**Armement Victor Pleven**<br>St. Malo French | **1825**<br>835<br>— | | BV | **1962** At. & Ch. de Nantes (Bretagne-<br>Loire)—Nts<br>255′ 7″ 39′ 5″ 18′ 5″<br>223′ 1″ 39′ 4″<br>2 dks | M Stern Trawling Factory Ship Ref<br>In.46087<br>2 Ha (9½′×6′) (7′×7′)<br>4W Cr 1(2) Der 2(25) | Oil 4SA 6Cy. 400×460 mm<br>2130bhp 420t<br>At. & Ch. de Nantes (Bretagne-Loire)<br>Nts<br>14½k |
| 650005<br>TKHZ<br>Df Esd<br>Pfd Rdr<br>RT | **COLONEL REMY**<br>**Armement Anquetil**<br>Lorient French | **150**<br>49<br>— | | BV | **1964** Ch. & At. de la Perrière—Lorient<br>98′ 5″ 22′ 5″<br>86′ 0″ 22′ 3″ 12′ 2″ | M Trawler<br>2 Ha (each 3½′×3½′)<br>Der 1(2) | Oil 4SA 6Cy. 205×300 mm<br>610bhp B&W (d.o)<br>Ateliers L. Thiriet La Baule<br>11½k |
| 501649<br>DJEK<br>Df Esd<br>RT | **COLONIA**<br>exAndrea–65 exHanse II–61<br>exWaltraud Thorborg–59<br>exArn VII–57<br>**Hans G. Wasmuth**<br>Osterwisch & Graebe<br>Hamburg W. German | **480**<br>305<br>720 | | GL | **1944** E. J. Smit & Zonen—Westerbroek<br>164′ 0″ 26′ 7″ 12′ 6″<br>26′ 5″ 15′ 3″<br>2 dks | M CSD<br>1 Ho 98½′<br>G.32000 B.30000<br>1 Ha (78¾′×16½′)<br>3W Der 2(3) | Oil 4SA 6Cy. 290×450 mm<br>300bhp 22t<br>Appingedammer Brons Apg<br>9k |

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|---|---|---|---|---|---|---|
| 680459<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **COLORADO**<br><br>**States Steamship Co.**<br>San Francisco United States | 14000<br>8500 | | 1967 Avondale Shipyds Inc.—Avondale<br>579′ 0″ 82′ 2″ 27′ 0″<br>544′ 6″ 82′ 0″ 45′ 6″<br>3 dks | S Ref CSD Mchy.aft | S Turb dr geared<br>24000shp<br>General Electric Co. |
| 536135<br>KWFE<br>245104<br>Df Gc<br>Pfd Rdr<br>RTm | **COLORADO**<br>exTillamook-66<br>**Sabine Towing &**<br>**Transportation Co. Inc.**<br>Baltimore, Md. United States | 10446<br>6301<br>16696 | <br><br>AB | 1944 Kaiser Co. Inc.—Pld<br>523′ 6″ 68′ 2″ 30′ 3½″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 HeCls. BC | S Turb 7240shp driving 1<br>2300V a.c. connected to<br>6000shp (Sy)<br>General Electric Co.<br>2×500kW 450V 60c/s a.c. |
| 507727<br>OYUF<br><br>Df Esd<br>Gc Rdr | **COLORADO**<br><br>**Det forenede Dampskibs-**<br>**Selskab A/S**<br>Copenhagen Danish<br>Now UGANDA<br>(No. 507727) in the Register | 5510<br>2981<br>9115 | ✠100A1 SS 3/63<br>Str. nav. ice<br>✠LMC<br><br>MN1150 EL b†2$\frac{1}{16}$″SQ | 1958-10 Helsingör Skibs. & Msk.—Hsg<br>450′ 10″ 58′ 8″ 25′ 4½″<br>415′ 0″ 58′ 6″ 37′ 0″<br>F91′ 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 3″ WB2443t incl. Tunnel tanks 230t DTsm1415t | M (12P) OSD<br>6 Ho 46′, 64′, 36′, 34½′, 73½′, 52½′<br>G.562000 B.500000<br>5 Ha (26′, 36½′, 39½′, 32½′, 26½′×21½′)<br>16W Der 1(50) 1(30) 2(10) 14(5) | Oil 2SA 7Cy. 620×1150 mm<br>5750bhp B&W<br>Helsingör Skibs. & Msk.<br>AuxB 100lb<br>3×280, 172, 172kW 440V |
| 507729<br>JFAC<br>84329<br>Esd Gc<br>Rdr RT | **COLORADO MARU**<br><br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | 10105<br>5793<br>14103 | <br><br>NK | 1960 Kawasaki Dkyd Co. Ltd.—Kob<br>531′ 10″ 67′ 5″ 30′ 10½″<br>493′ 2″ 67′ 3″ 41′ 4″<br>3 dks<br>RW | M Ref CSD<br>6 Ho<br>G.685742 B.620657 In.14479<br>6 Ha (27′×17½′) (36½′, 36½′, 36½′, 36½′×23½′) (28½′×17½′)<br>20W Der 5(14) 10(4) 20(2) | Oil 2SA 9Cy. 780×1400 mm<br>11500bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3×200kW 225V d.c. |
| 507730<br>GPGN<br>185451<br>Df Esd<br>Gc RT | **COLORADO STAR**<br>exRaeburn-58<br>**Lamport & Holt Line Ltd.**<br>Blue Star Line Ltd.<br>London British | 8292<br>4968<br>9653 | ✠100A1 SS 4/65<br>tunnel side tanks—veg. oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1600 EL c†2$\frac{1}{16}$″SQ | 1952-11 Harland & Wolff Ltd.—Bel<br>466′ 0″ 63′ 4″ 28′ 7½″<br>435′ 8″ 63′ 0″ 39′ 6″<br>F94′ 2 dks, 3rd dk fwd of mchy. space<br>RW 6BH to U dk 1 to 2nd dk<br>rf 6″ WB2205t incl. Tunnel tanks 1177t | M (10P) Ref CSD<br>5 Ho 58½′, 70½′, 64′, 69½′, 61½′<br>G.634930 B.567890 In.177300<br>5 Ha (stl) (27′, 45½′, 32′, 37½′, 32′×20′)<br>16W Der 1(50) 1(30) 6(10) 8(7) 6(5) | Oil 2SA 7Cy. 750×1500 mm<br>500 mm<br>8000bhp B&W<br>Harland & Wolff Ltd.<br>2AuxB 100lb<br>3×200kW 225V d.c. |
| 533871<br><br><br>Df Esd<br>RT | **COLORADOL**<br>exStar-Kist-60 exFearless<br>**Pesquera Iquique S.A.**<br>Iquique Chilean | 127<br>62<br>— | | 1935 Al Larson Boat Shop—San Pedro, Cal<br>*78·8′* 23′ 1″<br>22′ 11″ | Wood M Fishing | Oil<br><br>Western Enterprise Eng. Co. |
| 507731<br><br><br>RTm | **COLOSO**<br><br>**Servicios Maritimos S.A.**<br>Antofagasta Chilean | 176<br>54<br>293 | ✠100A1 SS 2/66<br>tug<br>✠LMC<br><br>MN194 EL (b) | 1961-5 A. Hall & Co. Ltd.—Abn<br>101′ 0″ 26′ 1″ 11′ 9½″<br>90′ 0″ 25′ 0″ 12′ 8″<br><br>3BH<br>rf 21″ BK6″ WB34t | M Tug | Oil 4SA 8Cy. 10½″×14½″<br>gear<br>970bhp<br>Ruston & Hornsby |
| 507732<br>MTVB<br>186541<br>Pfd<br>RTm | **COLSTON**<br><br>**Osborn & Wallis Ltd.**<br>Bristol British | 586<br>297<br>778 | ✠100A1 SS 6/67<br><br>✠LMC<br><br>MN100 EL h | 1955-1 C. Hill & Sons Ltd.—Brs<br>169′ 11″ 29′ 5″ 12′ 0½″<br>161′ 0″ 28′ 9″ 12′ 4″<br>P48′ Q50′ F17′ 1 dk<br>RW NS 3BH<br>rf 4½″ WB235t | M Mchy.aft<br>2 Ho 45′, 54′<br>G.39220 B.37270<br>2 Ha (35½′, 39½′×17′)<br>Der 1(½) | Oil 4SA 6Cy. 260×370 mm<br>geared<br>502bhp<br>Ruston & Hornsby<br>2×22, 19kW 220V d.c. |
| 640935<br>GNHV<br>305306<br>Esd Rdr<br>RTm | **COLUMBA**<br><br>**The Secretary of**<br>**State for Scotland**<br>David MacBrayne Ltd.<br>Leith British | 2104<br>1146<br>240 | ✠100A1 SS 2/68<br>west coast of Scotland and Western Isles service<br>✠LMC<br>MN480 EL (q) 1$\frac{1}{16}$″SQ | 1964-7 Hall, Russell & Co. Ltd.—Abn<br>235′ 0″ 46′ 3″ 9′ 0″<br>220′ 0″ 43′ 6″ 13′ 0″<br>P&B151′ F45′ Q66′ 1 dk<br>10BH<br>rf nil WB105t | TM Ferry (55bth 545dk P) | 2 Oil 2SA each 8Cy.<br>2400bhp<br>Crossley Bros. Ltd.<br>4×140kW 220V d.c.<br>Thw. thrust propeller fwd |
| 540267<br>KQIX<br>247519<br>Df Esd<br>Gc Rdr | **COLUMBIA**<br>exSouthampton-63<br>exTriton-62, exBig Bend-57<br>exOleum-55 exBig Bend-47<br>**Sea Transport Inc.**<br>Oriental Exporters Inc.<br>New York United States | 14462<br>9866<br>23402 | <br><br>AB | 1962 (Cargo section)<br>Hellenic Shipyards—Skaramanga<br>1945 (Fwd & aft sections) Kaiser Co. Inc.—Pld<br>572′ 4″ 75′ 2″ 33′ 10″<br>551′ 10″ 75′ 0″ 46′ 9″<br>P88′ B34′ F78′ 1 dk, 2nd dk fwd & aft<br>RW conv tanker 62<br>rf nil | T-E Bulk Carrier Mchy.aft<br>6 Ho<br>B.1001000<br>6 Ha | S Turb 7240shp driving 1<br>2300V a.c. connected to<br>6000shp (Sy)<br>General Electric Co. |
| 542356<br>KGYS<br>246981<br>Df Esd<br>Gc Rdr<br>RTm | **COLUMBIA**<br>exChadd's Ford-64<br>exEsso Greenville-63<br>exChadd's Ford-46<br>**Intercoastal Fleet United**<br>**States Steel Corporation**<br>New York United States | 6848<br>3796<br>16147 | <br><br>AB | 1944 Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 29′ 5½″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW conv tanker 64 | T-E Ore Carrier (4P) Mchy.aft<br>3 Ho 123′, 109½′, 73′<br><br>3 Ha (110½′, 97½′, 61′×27½′)<br>Cr 1(25) | S Turb 7240shp driving 1<br>450V a.c. connected to<br>6000shp (Sy)<br>General Electric Co.<br>1×525kW 450V a.c. |
| 507733<br>WG2873<br>127665<br>RT | **COLUMBIA**<br><br>**Bob-Lo Co.**<br>Detroit United States | 968<br>549<br>— | <br><br>AB | 1902 Detroit S.B. Co.—Wyandotte<br>216′ 0″ 45′ 0″ 12′ 6″<br>207′ 8″ 44′ 11″ 17′ 9″<br>1 dk<br>R | S | T 3Cy. 21½″ 34″ & 54″<br>1217ihp<br>Detroit S.B. Co. |
| 507734<br>THVH | **COLUMBIA**<br><br>**Maurice Papillon**<br>Bayonne French | 259<br>125<br>— | <br><br>BV | 1951 Puget Sound Boat Bldg Corp.—Tac<br>*100·7′* 26′ 7″<br>.... ....<br>1 dk | Wood M Fishing | Oil 4SA 8Cy. 10½″×13″<br>610bhp<br>Cooper-Bessemer Co |

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|---|---|---|---|---|---|---|
| 651745<br>WA3804<br>245505<br>RT/h/v | **COLUMBIA**<br>**The Baker-Whiteley Towing Co.**<br>Baltimore United States | 146<br>99<br>— | | **1944** G. Lawley & Son Corp.—Neponset<br>84′ 0″ 24′ 1″<br>… … … | M Tug | Oil 2SA 8Cy. 8½″×10″<br>General Motors Corp. Det |
| 530938<br>KQWH<br>248842<br>Df Esd<br>Gc | **COLUMBIA BANKER**<br>exHelen D–67<br>exSan Angelo Victory–66<br>**Columbia S.S. Co. Inc.**<br>Wilmington, Del United States | 7635<br>4612<br>10825 | AB | **1945** California S.B. Corp.—L.An<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.523000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Allis-Chalmers Mfg Co. Milwaukee<br>2×300kW 240V d.c. 15½k |
| 507736<br>JHVJ<br>67893<br>Df Esd<br>Gc Rdr<br>RTm | **COLUMBIA MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 7152<br>3959<br>10314 | NK | **1951** Nishi Nippon Jukogyo—Nag<br>463′ 9″ 60′ 4″ 26′ 7″<br>434′ 1″ 60′ 3″ 33′ 5″<br>P24′ B136′ F33′ 2 dks<br>RW<br>rf 5½″ | M (3P)<br>5 Ho 56′, 62¾′, 57½′, 76½′, 82½′<br>G.572717 B.547612<br>5 Ha (28½′, 38¼′, 32¾′, 40¾′, 48½′×23′)<br>18W Der 1(30) 6(10) 12(5) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp 1734t (hvf)<br>Nishi Nippon Jukogyo Nag<br>4×200, 200, 200, 35kW 230V d.c. 13k |
| 528287<br>WLAJ<br>247765<br>Df Esd<br>Gc Pfd<br>Rdr | **COLUMBIA VICTORY**<br>exPortland Victory–65<br>exPratt Victory–61<br>**Saxis Steamship Co.**<br>Columbia Steamship Co.<br>Wilmington, Del United States | 7607<br>4561<br>10818 | AB | **1945** California S.B. Corp.—L.An<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>3 dks<br>rf nil | S<br>5 Ho 57′, 45′, 78′, 81′, 75′<br>G.520000 B.495000<br>5 Ha (25′, 24′, 36′, 36′, 33′×22′)<br>Der 1(50) 1(30) 5(5) | 2 S Turb dr geared to sc. shaft<br>6000shp (Sy) 1735t (o.f)<br>Allis-Chalmers Mfg Co. Milwaukee<br>2×75kW 120V d.c. |
| | Now **COLUMBIA TRADER** See New Entries No. 7 | | | | | |
| 672640<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **COLUMBIALAND**<br>**Rederiet för m.s. Columbialand**<br>A/B August Leffler & Son<br>Gothenburg Swedish | 17437<br>~~9896~~ 9945<br>24900 | NV | **1967** Öresundsvarvet A/B—Lkr<br>574′ 10″ ~~575′ 0″~~ 87′ 5″ ~~31′ 1⅛″~~ 31′ 1¾″<br>550′ 0″ 87′ 0″ 45′ 0″<br>F51′ 1 dk<br>rf 2″ | M Bulk Carrier Mchy.aft<br>6 Ho 52½′, 72¼′, 72¼′, 72¼′, 72¼′, 61′<br>G.1226550 B.1198795<br>2 Ha (stl) (each 41¾′×24½′)<br>8 Ha (stl) (each 61¼′×34¼′)<br>2 Ha (stl) (each 52¾′×34¼′)<br>3W Cr 5(10–12) Der 1(8) 2(5–8) | Oil 2SA 6Cy. 750×1600 mm<br>11400bhp (hvf)<br>A/B Götaverken Got<br>3×390kW 450V 60c/s a.c.<br>Controllable pitch propeller 15½k |
| 507739<br>XPYY<br>Df Esd<br>Pfd Rdr<br>RT | **COLUMBUS**<br>**D. P. Højgaard's Eftf.**<br>Toftir Faroese | 266<br>108<br>— | BV | **1961** At. & Ch. de la Manche—Dpe<br>119′ 3″ 23′ 10″ 10′ 10″<br>102′ 4″ 23′ 8″ 12′ 4″<br>1 dk | M Trawler | Oil 4SA 6Cy. 260×410 mm<br>400bhp<br>A/S Motfb. Gamma Fkn |
| 507743<br>WIIY<br>254684<br>Df Gc<br>Pfd Rdr<br>RTm/h | **COMANCHE**<br>exEugenia M. Moran–60<br>exMasterful–48<br>**Pacific Inland Nav. Co. Inc.**<br>Seattle United States | 498<br>184<br>— | AB | **1942** Levingston S.B. Co.—Orange<br>143′ 0″ 33′ 1″ 15′ 2⅞″<br>134′ 6″ 33′ 0″ 17′ 0″<br>2 dks | D-E Tug | 2 Oil 2SA 12Cy. 215×265 mm 1900bhp driving 2 gen. each 550V d.c. connected to 2 elec. motors each 750shp sr geared to sc. shaft 208t (d.o)<br>General Motors Corp. Det<br>2×30kW 115V d.c. |
| 507745<br>ILRP<br>380 | **COMANDANTE ARTURO FERRARIN**<br>exAtlantico exComandante Salvatore Todaro<br>**G. Romano**<br>Trapani Italian | 168<br>92<br>— | RI | **1947** Cant. "Adriatico"—Chioggia<br>109′ 11″ 25′ 5″ 11′ 6″<br>99′ 3″ 24′ 10″<br>1 dk | Wood M | Oil 4SA 265×410 mm<br>223bhp<br>S.A. Ansaldo Gen<br>7k |
| 541528<br>CLCR | **COMANDANTE CAMILLO CIENFUEGOS**<br>**Republica de Cuba**<br>Empresa Consolidada de Nav. Mambisa<br>Manzanillo Cuban | 9735<br>5689<br>— | | **1962** Stocznia Gdanska—Gdk<br>*465·5′* 63′ 7″<br>63′ 4″<br>2 dks | M | Oil 6Cy. 760×1550 mm<br>Sulzer<br>H. Cegielski Poz |
| 507747<br>PUCQ<br>Df | **COMANDANTE DORAT**<br>exCommandante Dorat–40<br>exSeewolf exArbeit<br>**Lloyd Brasileiro Patrimonio Nacional**<br>Rio de Janeiro Brazilian | 536<br>121<br>— | BV | **1919** Reichswerft—Wilhelmshaven<br>174′ 3″ 31′ 5″ 14′ 9¼″<br>… … …<br>R | TS Salvage Tug | T 6Cy. 15½″ 23⅗″ & 38⅗″×21⅗″<br>(o.f)<br>Reichswerft Wilhelmshaven |
| 507748<br>XXFA<br>Esd | **COMANDANTE HERZ**<br>**Portuguese Government (Ministry for Overseas Provinces)**<br>Macau Portuguese | 1339<br>461<br>— | ✠Classed LR until 1/64 | **1962–4** Est. Nav. do Mondego—Figueira<br>225′ 6″ 39′ 0″ 13′ 10″<br>199′ 9″ 37′ 8½″ 16′ 5″<br>1 dk<br>RW<br>rf nil | TM Suction Cutter Hopper Dredger | 2 Oil 4SA each 6Cy. 330×600 mm<br>1300bhp<br>N.V. Werkspoor Ams |
| 535496<br>IUCA<br>3336 | **COMANDANTE LUIGI C**<br>exTenace Secondo–65<br>exSandrina Podesta–60<br>exPenchateau–55 exRapallo<br>exHeenvliet<br>**Cantiere Navale Santa Maria S.p.A.**<br>Genoa Italian | 1093<br>607<br>1478 | BV RI | **1920** De Haan & Oerlemans—Heusden<br>216′ 5″ 34′ 6″<br>215′ 5″ 34′ 4″ 15′ 4″<br>1 dk<br>R | S<br>2 Ho<br>3 Ha (20½′, 26½′, 30½′×15¾′) | T 3Cy. 15¾″ $25\frac{9}{16}$″ & $41\frac{5}{16}$″×$27\frac{9}{16}$″<br>675ihp 200t (o.f)<br>N.V. Burgerhouts Schps. Rot<br>9k |

**BROKEN UP**

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|---|---|---|---|---|---|---|
| 507750<br>CSFT<br>Esd Rdr<br>RTh/v | **COMANDANTE MILHEIRO**<br>**Corporação dos Pilotos do Rio e Barra de Lisboa**<br>Lisbon Portuguese | 400<br>138<br>— | ✠Classed LR until 6/31 | 1928–6 Bow, McLachlan & Co. Ltd.—Psy<br>*132·5'* 25' 4"<br>... ... ...<br>R | S Pilot Tender | T 3Cy. 15" 25" & 40"×27"<br>965ihp<br>Bow, McLachlan & Co. Ltd.<br>3×11, 10, 10kW 110V d.c. |
| 507751<br>CSHJ<br>Esd Rdr<br>RTh/v | **COMANDANTE PEDRO RODRIGUES**<br>**Corporação dos Pilotos do Rio e Barra de Lisboa**<br>Lisbon Portuguese | 447<br>46<br>— | ✠Classed LR until 12/40 | 1938–9 Cia. Uniao Fabril—Lis<br>142' 7" 25' 5"<br>... ... ...<br>R | S Pilot Tender | T 3Cy. 14½" 24" & 38½"×27"<br>680ihp<br>Verschure & Co.<br>3×10, 10, 5kW 110V d.c. |
| 507752<br>CSCV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COMANDANTE TENREIRO**<br>**"Lusitania" Cia. Portuguesa de Pesca**<br>Figueira da Foz Portuguese | 1245<br>650<br>1393 | ✠100A1 ~~SS 2/66~~ SS 12/66<br>trawler<br>Str. nav. ice<br>✠LMC<br>MN240 EL (n) f✳ | 1949–7 Est. Nav. do Mondego—Figueira<br>234' 5" 36' 2" 17' 1½"<br>210' 8" 36' 1" 18' 8"<br>P21' F48'<br>R 7BH<br>BK7½" WB368t incl. DTf140t | M Trawler<br>2 Ho each 44½'<br>In.44125<br>4 Ha (stl) (7½'×6') (7½'×5½')<br>(7'×3½') (2½'×2½')<br>Der 1(6) | Oil 2SA 6Cy. 350×620 mm<br>1200bhp<br>Burmeister & Wain<br>db 100lb ✠ndb2/55<br>4×110, 50, 40, 12kW 220V d.c. |
| 540236<br>ILJG<br>683 | **COMANDANTE UGO C**<br>exCedrino–65 exPorjus–63<br>exRakke–51 exChant 25–46<br>**Compagnia Armatoriale Siculo-Adriatica (C.A.S.A.)**<br>Palermo Italian<br>Now **NONNO GIGI** (No. 540236) in the Register | 490<br>246<br>718 | RI<br>✳Classed BC until 4/65 | 1944–3 Goole S.B. & R. Co. Ltd. —Goo<br>148' 2" 27' 2" 10' 0¼"<br>141' 0" 27' 0" 11' 0"<br>P38' F14' Trunk 82' 1 dk | M Tanker Mchy.aft<br>10 Ta<br>L.18000 | Oil 2SA 4Cy. 380×400 mm<br>425bhp NE57<br>Skandiaverken A/B |
| 507754 | **COMARA**<br>exDamadora Del Mar–62<br>exComara–56<br>**Compania de Transporte Robin S.A.**<br>Panama Panamanian | 759<br>424<br>815 | ✳Classed BC until 3/57 | 1937–4 Harland & Wolff Ltd.—Gls<br>177' 0" 35' 9" 10' 11½"<br>171' 10" 35' 6" 11' 6"<br>Q81' B10' F28' 1 dk<br>R | M Ref<br>G.45985 B.43684<br>2W Der 1(12) | Oil 2SA 6Cy. 280×500 mm<br>B&W<br>Harland & Wolff Ltd. |
| 507755<br>KFLQ<br>249059<br>Df Esd<br>Gc Rdr | **COMAYAGUA**<br>**United Fruit Co.**<br>New York United States | T.Mk<br>4781<br>2096<br>6638<br>6576<br>3410<br>— | AB | 1946 Gulf S.B. Corp.—Chickasaw<br>455' 5" 61' 2" —/27' 1½"<br>431' 2" 61' 0" 35' 6"<br>B&F247' 4 dks<br>rf 9" | TS Ref<br>4 Ho<br>B.333900 In.313070<br>4 Ha<br>12W Der 1(35) 1(10) | 4 S Turb dr geared to 2 sc.<br>13200shp<br>De Laval S. Turb. Co. |
| 507756<br>EDGJ<br>Df Esd<br>RT | **COMBARRO**<br>**Andrés Soto Carnero**<br>Vigo Spanish | 202<br>75<br>— | BV | 1960 Const. Nav. P. Freire—Vgo<br>*95·2'* 21' 10"<br>... ... ... | S Trawler<br>2 Ha | T 3Cy. 230 370 & 620×440 mm<br>196ihp<br>Ponte & Cia. S.L. |
| 507939<br>Df Esd<br>Rdr | **COMBATE DE PALMAMOCHA**<br>exCora–64<br>**Empresa Cubana de Navegacion**<br>Havana Cuban | 487<br>231<br>1050 | ✠100A1 SS 3/61<br>✠LMC<br>MN192 EL I | 1957–1 Sölvesborgs Varvs—Sbg<br>216' 4" 32' 11" 12' 4½"<br>195' 0" 32' 10" 19' 6"<br>F24' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 2" WB404t | M OSD Mchy.aft<br>1 Ho<br>G.74000 B.67000<br>6W Der 6(3) | Oil 2SA 8Cy. 290×4<br>hydraulic couplings<br>960bhp<br>Alpha-Diesel A/S |
| | | | **SURVEYS OVERDUE—CLASS SUSPENDED 3/66** | | | |
| 524411<br>VCGQ<br>188394<br>Df Esd<br>Gc Rdr<br>RTm/v | **COMEAUDOC**<br>exMurray Bay–63<br>**N. M. Paterson & Sons Ltd.**<br>Fort William Canadian | 17360<br>11767<br>26217 | ✠100A1 Lake SS 10/65<br>Great Lakes & River St. Lawrence service<br>✠LMC<br>EL (o†)2½"SQ | 1960–4 Collingwood Shpyds Ltd.—Clw<br>729' 9" 75' 6" 25' 9½"<br>709' 1" 75' 0" 37' 10"<br>Ba113' F71' 1 dk<br>RW NS 3BH<br>rf 3" WB11512t | S Bulk Carrier Mchy.aft<br>6 Ho 100', 96', 96', 72', 96', 100'<br>21 Ha (each 11½'×54') | 2 S Turb dr geared to sc.<br>8500shp<br>Westinghouse Elec. Corp.<br>2WTB 525lb Spt 500lb<br>2×550kW 575V 60c/s a.c.<br>Thw. thrust propeller fwd |
| 507758<br>ELGG<br>258<br>Df Esd<br>Gc Rdr | **COMET**<br>exHada County–52<br>exEllen Mærsk–48<br>exFurnifold M. Simmons–47<br>**Monarca Cia. Naviera S.A.**<br>Monrovia Liberian | 7250<br>4439<br>10865 | AB | 1943 N. Carolina S.B. Co.—Wmn<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.562608 B.499573<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 507759<br>WA3822<br>211398<br>Df Gc<br>Rdr RT | **COMET**<br>exCometa–34 exComet<br>**Cleveland Tankers Inc.**<br>Wilmington, Del United States | 2937<br>2324<br>4589 | ✠100A1 SS 3/64<br>oil tanker<br>Great Lakes service<br>✠LMC<br>EL (u)1½" | 1913–7 American S.B. Co.—Lorain<br>332' 0" 43' 2" 21' 0½"<br>43' 0" 25' 0"<br>P83' F53' 1 dk<br>R 14BH len 40<br>WB359t | S Tanker Mchy.aft<br>16 Ta<br>L.203082 HeCls. BC | T 3Cy. 19 1/16" 31" & 54"×<br>1500ihp<br>American S.B. Co.<br>2 SB 200lb hs(5052) |
| 523922<br>KPNZ<br>249711<br>Df Esd<br>Pfd Rdr<br>RT | **COMET**<br>exMonarch–67<br>**ABC Marine Inc.**<br>Seattle United States | 292<br>122<br>— | | 1944 Northeast S.B. Co.—Qcy<br>*117·2'* 28' 2" 13' 6½"<br>118' 0" 28' 0" 14' 7"<br>1 dk<br>BK14½" | Wood M Tug | Oil 4SA 8Cy. 370×510 mm<br>1440bhp<br>National Supply Co. |
| | | | **CONVERTED FOR USE AS A HOUSEBOAT** | | | |
| 680282<br>RT | **COMET**<br>**Norddeutscher Lloyd**<br>Bremen W. German | ~~461~~ 162<br>—<br>— | | 1967 F. Schichau G.m.b.H.—Bhn<br>91' 5"<br>26' 3" 11' 4"<br>1 dk | M Tug | 2 Oil 4SA each 8Cy.<br>1600bhp<br>Klöckner-Humboldt-Deutz<br>1×9½kW 115V d.c.<br>Directional propellers |

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| 507762<br>WC5508<br>135958<br>Rdr RT | **COMET**<br>exPetrel–61<br>exE. V. McCaulky–49<br>**Cape Fear Towing Co. Inc.**<br>Wilmington, N.C United States | 145<br>64<br>— | | 1887 J. H. Dialogue & Son—Camden<br>*95·6′* 20′ 6″<br>… … …<br>R | Iron D-E Tug<br>1W | Oil 2SA 12Cy. 8½″×10″ connected to elec. motor<br>1050bhp NE44<br>General Motors Corp.<br>11k |
| 518641<br>5MYD<br>2005<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COMET VICTORY**<br>exKhyber–64 exStanmore–47<br>exMahanoy City Victory–47<br>**Dragon Steamship Co.**<br>Monrovia Liberian<br>Now **OCEAN COMET** See New Entries No. 5 | 7675<br>4583<br>10779 | **100A1** SS 7/67 ~~SS 4/62~~<br>tunnel side tanks No. 4 hold—vegetable oil or latex when no oil fuel in adjacent tanks<br>**LMC**<br>EL c†2⅛″SQ | 1945 Bethlehem-Fairfield—Bal<br>455′ 4″ 62′ 1″ 28′ 6¾″<br>436′ 7″ 62′ 0″ 38′ 0″<br>F89′ 2 dks, 3rd dk in Nos. 2 & 3 holds<br>7BH<br>WB3312t incl. Tunnel tanks 1648t DTf282t | S<br>G.523740 B.453210<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>6000shp 1346t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2WTB 525lb Spt 479lb hs(11109) 15½k |
| 507763<br>LKOH<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **COMETA**<br>**Det Bergenske Dampskibsselskab**<br>Bergen Norwegian | 5125<br>2962<br>7580 | NV | 1941 Helsingörs Jernsk. & Msk.—Hsg<br>460′ 4″ 57′ 2″ 25′ 6″<br>… … …<br>F73′ 1 dk & S dk, 3rd dk except in No. 1 hold<br>R<br>rf 3″ | TM (12P) Ref OSD<br>6 Ho 33½′ 66¼′, 47¼′. 47¼′, 59½′, 61¾′<br>G.458450 B.423370 In.88450<br>6 Ha (20¾′, 35½′, 30¾′, 30¾′, 33¾′, 30¾′×18′)<br>14W Der 2(25) 12(5) 2(3) | 2 Oil 2SA each 7Cy. 620×1150 mm<br>7400bhp 1365t (d.o)<br>Burmeister & Wain Cpn<br>3×200kW 220V d.c. 16½k |
| 507764<br>ILRB<br>2496<br>RT | **COMETA**<br>**Officine Allestimento e Riparazione Navi.**<br>Genoa Italian | 946<br>643<br>1140 | ~~Rl~~ | 1946 Soc. Ital. Ernesto Breda—Ven<br>223′ 4″ 34′ 7″ 12′ 5″<br>202′ 9″ 34′ 5″ 13′ 2″<br>P66′ B29′ F29′ 1 dk | M Tanker Mchy.aft<br>15 Ta 1 Ho<br>L.57000 | Oil 2SA 4Cy. 360×650 mm<br>550bhp Emade42fitted46 73t–3pd<br>S.A. Fiat S.G.M. Tur<br>9k |
| 507765<br>6342 | **COMETA**<br>**Navegacao Cometa Ltda.**<br>Diogo & Cia. Ltda.<br>Santos Brazilian | 495<br>312<br>542 | BV<br>**WRECKED 8/68** | 1943 Cia. Navegacao Costeira—Rio<br>175′ 6″ 28′ 0″ 9′ 0″<br>27′ 10″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 280×500 mm<br>NE55<br>Burmeister & Wain Cpn |
| 513751<br>BICK<br>1852<br>Df Esd<br>RT | **COMFORT**<br>exGuinée–63 exViator–46<br>exChristian Sinding–46<br>**Great Pacific Navigation Co. Ltd.**<br>S. Y. Chang<br>Keelung China (Taiwan) | 3082 ~~3048~~<br>1704 ~~1600~~<br>2900 | CR (Taiwan) | 1941 Burmeister & Wain—Cpn<br>336′ 4″ 47′ 4″ 20′ 6¾″<br>314′ 11″ 47′ 2″ 29′ 10″<br>F130′ 2 dks | M Ref<br>4 Ho<br>In.172089<br>4 Ha (each 20¼′×16′)<br>8W Der 8(4) | Oil 2SA 10Cy. 500×900 mm<br>3250bhp 815t<br>Burmeister & Wain Cpn<br>3×120, 120, 60kW 220V d.c. 15k |
| 507767<br>TPOX<br>Df Esd<br>Rdr RT | **COMMANDANT A. KERHUEL**<br>**Etablissements Marcesche & Cie.**<br>Lorient French<br>Now **MINERVA II** See New Entries No. 12 | 1234<br>566<br>1570 | BV | 1956 Ch. Réunis Loire-Normandie—Nts<br>235′ 11″ 36′ 1″ 14′ 2½″<br>219′ 11″ 34′ 5½″ 19′ 6″<br>P51′ Q73′ F30′ 1 dk<br>RW | M Mchy.aft<br>G.69541 B.62481<br>3 Ha (32′×19¾′) (25′, 24½′×24½′)<br>3W Der 1(5) 2(3) | Oil 2SA 6Cy. 360×600 mm<br>936bhp Sulzer 76t<br>Ch. de l'Atlantique St. Denis<br>11k |
| 507768<br>FOPO<br>Df Esd<br>Rdr RT | **COMMANDANT CHARCOT**<br>exJean Charcot–55<br>**André Fourmentin & Cie.**<br>Boulogne French<br>Now **TRÅLBAS** (No. 507768) in the Register | 577<br>220<br>465 | BV | 1955 Béliard, Crighton & Cie.—Ost<br>*181·8′* 31′ 5″<br>171′ 0″ 31′ 0″ 17′ 6″<br>RW | M Trawler<br>5 Ha (each 3½′×3½′) | Oil 4SA 8Cy. 330×600 mm<br>1250bhp 178t<br>N.V. Werkspoor Ams<br>14½k |
| 507769<br>FNPC<br>Df Esd<br>Rdr RT | **COMMANDANT GAMAS**<br>exRichelieu–58 exSurcouf<br>exVaterland–49<br>**Pilotage de la Gironde**<br>Bordeaux French | 483<br>212<br>— | BV | 1935 H. C. Stülcken Sohn—Ham<br>*166·3′* 26′ 7″<br>… … …<br>R | S Pilot Tender<br>1 Ha (3¼′×3¼′) | T 3Cy. 13¾″ 21⅝″ & 34⅝″×26″ & LP turb with dr gearing & hydraulic coupling<br>920ihp 244t (o.f)<br>H. C. Stülcken Sohn Ham |
| 520634<br>6VGH<br>Df Esd<br>Rdr<br>RTm | **COMMANDANT HENRI GOMIS**<br>exLéon Coursin–65<br>**Government of Senegal (Ministry of Technical Education)**<br>Dakar Senegal | 178<br>69<br>89 | BV | 1952 Ch. Nav. de La Pallice—L.Pl<br>103′ 7″ 21′ 4″ 6′ 3″<br>21′ 2″<br>P21′ B28′ F25′ 1 dk<br>RW | M Research & Training Ship<br>1 Ho 42½′<br>G.7000<br>1 Ha (22¼′×9¾′)<br>1W Der 1(3) | Oil 4SA 6Cy 140×180 mm<br>300bhp 17t (d.o)<br>Soc. Surgérienne de Const. Méc. Surgeres<br>1×25kW 125V d.c. 10k |
| 507771<br>TQDC<br>RT | **COMMANDANT LEVASSEUR**<br>**Marec & Cie.**<br>Douarnenez French | 102<br>31<br>— | BV | 1957 Ch. Le Ny—Kerdruc<br>*67·6′* 22′ 0″<br>… … … | Wood M Trawler<br>1 Ha (3′×3′)<br>Der 1(3) | 2 Oil 4SA each 6Cy. 140×180 mm geared to sc. shaft<br>240bhp 15t<br>Moteurs Baudouin Msl<br>9½k |
| 507773<br>FNGB<br>Df Esd<br>Gc Rdr<br>RTm | **COMMANDANT QUÉRÉ**<br>**French Government (Direction des Affaires Maritimes en Méditerranée)**<br>Marseilles French | 4401<br>2336<br>1824 | ~~✠100A1~~ ~~SS 10/64~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~MN1160~~ ~~EL w 1 9/16″SQ~~<br>**TO BE BROKEN UP** | 1948–6 J. I. Thornycroft & Co. Ltd.—Sou<br>363′ 0″ 50′ 2″ 17′ 0½″<br>345′ 0″ 50′ 0″ 28′ 0″<br>P79′ F80′ 2 dks, 3rd dk clear of mchy. space & DTa<br>R 2BH to U dk 6 to 2nd dk<br>rf 10″ WB868t incl. Tunnel tanks 87t DTa220t DTf57t | TS (994P) CSD<br>3 Ho 42¾′, 51½′, 63¼′<br>G.82602 B.77092<br>3 Ha (19¾′×9½′) (19′×12¾′) (13′×18′)<br>6W Der 1(15) 6(5) | 4 S Turb dr geared to 2 sc. shafts<br>5400shp 406t (o.f)<br>J. I. Thornycroft & Co. Ltd. Sou<br>2WTB 300lb Spt hs6672 db 15lb<br>3×175kW 220V d.c. 16k |

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| 539299<br>KXUU<br>245309<br>Df Esd<br>Gc | **COMMANDER**<br>exWorld Commander-63<br>exWorld Tradition-59<br>exWhite River-56<br>**Marine Carriers Corp.**<br>New York United States | 13103<br>8525<br>22700 | AB | 1959 (Cargo section)<br>Harima S.B. & Eng. Co.—Aio<br>1944 (Fwd & aft sections)<br>Alabama D.D. & S.B. Co.—Mob<br>75' 3" 32' 11½"<br>551' 6" 75' 0" 46' 9"<br>1 dk, 2nd dk fwd & aft<br>RW conv tanker 59<br>rf nil | T-E Bulk Carrier Mchy.aft<br>4 Ho 58½', 98' comb., 98' comb., 98' comb.<br>7 Ha (stl) (31½', 29½', 24½', 24½', 29½', 29½', 29½'×35') | S Turb 7240shp driving 1<br>2300/2370V a.c. connected<br>motor<br>General Electric Co.<br>2×525kW 450V 60c/s a.c. |
| 507774<br>KFNH<br>251253<br>Df Esd<br>Gc | **COMMANDER**<br>**Tuna Vessel Commander Inc.**<br>Tacoma United States | 310<br>116<br>— | FOUNDERED 3/68 | 1948 Birchfield Boiler Inc.—Tac<br>*114·6'* 26' 11"<br>... ... ...<br>1 dk | M | Oil<br>800bhp |
| 507777<br>WB5727<br>255121<br>Df | **COMMANDER "L"**<br>exMorania Dolphin-57<br>**Gotham Steamship Agency Inc.**<br>New York United States | 775<br>607<br>1609 | | 1944 Odenbach S.S. Corp.—Rochester, N.Y.<br>*211·8'* 30' 2" 11' 1"<br>211' 10" 30' 0" 13' 6"<br>P39' F23' 1 dk len 52<br>rf nil | TM Tanker Mchy.aft<br>9 Ta<br>L.37245 | 2 Oil 2SA each 8Cy.<br>geared<br>1000bhp<br>E(p)made43<br>E(s)made—<br>General Motors Corp. |
| 507779<br>HO2089<br>1169 | **COMMERCIAL DISPATCH**<br>**Amcol Lines Inc.**<br>Panama Panamanian | 495<br>337<br>— | | 1944 Dravo Corp.—Wmg<br>*192·4'* 33' 10"<br>33' 8"<br>1 dk | TM<br>Bow door | 2 Oil 2SA each 10Cy.<br>Fairbanks, Morse & Co. |
| 507780<br>MRQN<br>168464 | **COMMODITY**<br>exC. 614<br>**F. T. Everard & Sons Ltd.**<br>London British | 470<br>225<br>570 | ✠100A1 SS 9/61<br>oil tanker—FP above 150° F. For service U.K., Eire (excluding west coast) & between River Elbe & Brest<br>✠LMC<br>MN59 EL g ½"<br>LAID UP—SURVEYS OVERDUE 9/65 | 1943-7 W. J. Yarwood & Sons Ltd.—Northwich<br>166' 3" 28' 3" 10' 5½"<br>157' 2" 28' 0" 10' 11"<br>P49' F20' 1 dk<br>RW 9BH len & conv dry cargo ship 57<br>rf 3" WB130t incl. DTf53t | S Tanker Mchy.aft | T 3Cy. 10½" 17½" & 29"×19"<br>385ihp<br>W. J. Yarwood & Sons Ltd.<br>SB 200lb hs1105 2cf |
| 507781<br>KFNX<br>251209<br>Df Esd<br>Rdr RT | **COMMODORE**<br>**Louie Vattuone**<br>San Diego United States | 311<br>122<br>— | | 1942 Campbell Machine Co.—San Diego<br>*119·2'* 28' 6"<br>126' 0" 28' 0" 13' 0"<br>1 dk | Wood M | Oil 4SA 6Cy. 355×485 mm<br>560bhp<br>Campbell Machine Co. |
| 641032<br>320378<br>Esd Pfd<br>Rdr RT | **COMMODORE IV**<br>**W. L. Sweeney**<br>Yarmouth Canadian | 176<br>82<br>— | | 1963 A. F. Theriault & Son—Meteghan<br>24' 6"<br>94' 7" 24' 5" 11' 6"<br>1 dk | Wood M Fishing | Oil 2SA 8Cy. 5½"×7½"<br>Fairbanks, Morse & Co. |
| 521842<br>6ZJD<br>2311<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COMMODORE CHARLES H. SMITH**<br>exCommander Charles H. Smith-65 *exMalgomaj-65*<br>**Providence Shipping Co.**<br>Monrovia Liberian | 23801<br>14933<br>37590 | ✠100A1 SS 6/68 ~~SS 3/63~~<br>ore carrier or for oil in side & btm tanks<br>Str. nav. ice<br>✠LMC<br>MN1870 EL q†2½"SQ | 1959-5 A/B Götaverken—Got<br>655' 0" 88' 9" 37' 4½"<br>630' 3" 88' 6" 50' 6"<br>P114' F54' 1 dk<br>6BH<br>rf 1" WB2549t incl. DTf188t | M Ore/Oil Carrier Mchy.aft<br>26 Ta<br>G.618000 L.1280000 HeCls. BC | Oil 2SA 10Cy. 760×1500 mm<br>9350bhp<br>A/B Götaverken<br>2AuxB 180lb |
| 507783<br>GHRR<br>182216<br>Rdr<br>RTm | **COMMODORE QUEEN**<br>exHein Mück-61<br>exRochester Queen-56<br>**Commodore Shipping Co. Ltd.**<br>Guernsey British | 309<br>147<br>400 | BV<br>Classed LR until 4/61 | 1944 Stockton Const. Co.—Stk<br>159' 10" 24' 8" 6' 3½"<br>142' 0" 22' 0" 11' 0"<br>1 dk<br>RW<br>rf nil | TM (308P)<br>1 Ho 20'<br>1 Ha (10'×8') | 2 Oil 4SA each 12Cy.<br>1000bhp<br>Davey, Paxman & Co. Ltd.<br>2×27kW 220V d.c. |
| 507784<br>VYZG<br>179466<br>Df Rdr<br>RT | **COMMODORE STRAITS**<br>exEdward J. Coyle-60<br>exKeosanqua-48<br>**Straits Towing Ltd.**<br>Vancouver Canadian | 544<br>86<br>— | | 1920 Staten Island S.B. Co.—N.Yk<br>*150·2'* 30' 4"<br>... ... ...<br>2 dks<br>R | S Tug | T 3Cy. 21" 33½" & 55½"×4<br>Staten Island S.B. Co. |
| 661709<br>317376 | **COMMON ENTRANCE**<br>Symco Shipping Ltd.<br>~~Narwhal Ltd.~~<br>Nassau British | 665<br>233<br>— | 100A1<br>for restricted service<br>Class contemplated | Gulf Tampa Drydock Co.—Tampa<br>192' 0" 36' 5" 8' 11½"<br>178' 0" 36' 0" 12' 0" | TM Mchy.aft | 2 Oil 4SA each 8Cy.<br>Blackstone & Co. Ltd. |
| 527644<br>5LES<br>893<br>Df Esd<br>Gc Rdr | **COMMONWEALTH**<br>exPetrolene-64<br>**Universe Tankships Inc.**<br>Monrovia Liberian | 26035<br>17721<br>43847 | AB | 1957 Nat Bulk Carriers Inc. (Kure Shpyd Div.)—Kur<br>712' 3" 97' 4" 37' 6½"<br>684' 0" 97' 0" 49' 9"<br>P142' Q137' B38' F102' 1 dk<br>RW<br>rf 3" | S Tanker Mchy.aft<br>33 Ta<br>L.2043870 HeCls. BC | 2 S Turb dr geared to sc.<br>13750shp<br>General Electric Co. |
| 507786<br>LPKD<br>1335F<br>Df Esd<br>Gc Rdr<br>RT | **COMODORO RIVADAVIA**<br>**Argentine Government (Yacimientos Petroliferos Fiscales)**<br>Buenos Aires Argentine | 11674<br>6526<br>16030 | ✠Classed LR until 3/59 | 1952-3 N.V. Mch. & Schps. P. Smit, Jr.—Rot<br>557' 8" 68' 2" 27' 1"<br>525' 11" 68' 0" 37' 0"<br>P149' B49' F52' 1 dk<br>RW | TM Tanker Mchy.aft<br>21 Ta<br>L.683942 | 2 Oil 2SA each 5Cy.<br>N.V. Mch. & Schps. P. |

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| 507787<br>FOUE<br>Df Esd<br>Gc Rdr<br>RTm | **COMOE**<br>**Cie. Fabre, Soc. Générale de Transports Maritimes**<br>Marseilles<br>French | **4370**<br>2383<br>3168 | BV | **1957** Ch. & At. de Provence—Port-de-Bouc<br>379' 0" 51' 4" 19' 1"<br>350' 4" 51' 2" 36' 1"<br>B33' 2 dks<br>RW<br>rf 8" | M (4P) Ref<br>4 Ho 48', 55¾', 53½', 72½'<br>B.194150 In.194150<br>4 Ha (stl) (19', 19½'×15¾') (16¾'×15') (19½'×15½')<br>8W Der 2(8) 6(6) | Oil 2SA 6Cy. 600×2000 mm<br>6000bhp Doxford (hvf)<br>Ch. & At. de Provence Msl<br>3×250kW 220V d.c. 16k |
| 507788<br>SRGB<br>Df RTh | **COMORIEN**<br>exWota–56<br>**Cie Malgache de Cabotage**<br>Majunga<br>Malagasy | **273**<br>111<br>310 | BV<br>✱Classed BC until 8/58 | **1949**–10 N.V. Holland-Pautic Schps.—Haarlem<br>136' 5" 23' 11" 8' 6"<br>126' 7" 23' 10" 9' 11"<br>Q36' F18' 1 dk | M (30P) Mchy.aft<br>1 Ho 76½'<br>G.16608 B.15271<br>2 Ha (26½', 29½'×14¾')<br>2W Der 2(2) | Oil 4SA 4Cy. 260×370 mm<br>240bhp 33t (d.o)<br>Ruston & Hornsby Lcn<br>3×2kW 24V d.c. 8½k |
| 532912<br>MLOP<br>184405<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COMORIN**<br>exSingapore–64<br>**P. & O. Steam Nav. Co.**<br>London<br>British<br>Now **PANDO COVE** See New Entries No. **4** | **9236**<br>5010<br>11591 | **✠100A1** SS 9/67<br>DTsm—vegetable oil or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2600 EL(g†)2⅜"SQ | **1951**–4 John Brown & Co. Ltd.—Cly<br>522' 11" 69' 3" 29' 6½"<br>490' 0" 69' 0" 43' 0"<br>F33' 2 dks & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 3" WB3162t incl. Tunnel tanks 140t DTm1200t | S (12P) Ref OSD<br>5 Ho 63', 80¾', 37½', 66', 51¾'<br>G.655060 B. 597666 In.36199<br>5 Ha (22½'×18') (42½', 28¾', 31½', 28¾'×22')<br>18W Der 1(50) 4(10) 10(5) 4(3) | 3 S Turb HP dr geared, IP & LP sr geared to sc. shaft<br>13000shp 1328t (o.f)<br>John Brown & Co. Ltd. Cly<br>2WTB 585℔ Spt 535℔ AuxB 100℔ hs27765<br>3×360kW 220V d.c. 17k |
| 650185<br>322969<br>Rdr<br>RTm | **COMOX QUEEN**<br>**British Columbia Govt. (Department of Highways)**<br>Victoria<br>Canadian | **651**<br>435<br>40 | | **1964** Victoria Mchy Depot Co.—Vic<br>151' 6" 43' 4" 8' 6"<br>135' 2" 43' 0" 14' 0"<br>1 dk | TM Ferry (150P) | 2 Oil 4SA each 12Cy. 7"×7¾"<br>1500bhp (d.o)<br>Davey, Paxman & Co. Ltd. Col<br>2×60kW 230V 60c/s a.c. |
| 504742<br>6ZTT<br>2588<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COMPASS SPIRIT**<br>exNils Amelon–66<br>exBohème–65<br>**Ocean-Wide Shipping Co. Ltd.**<br>Monrovia<br>Liberian | **5789**<br>3222<br>10400 | **✠100A1** SS 10/66<br>**✠LMC**<br>MN810 EL d†$2\frac{3}{16}$"SQ | **1953**–1 Bartram & Sons Ltd.—Sld<br>477' 7" 61' 9" 26' 11½"<br>445' 10" 61' 7" 40' 3"<br>P36' F95' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4" WB3478t incl. Tunnel tanks 337t DTsm1700t | S (4P) OSD<br>5 Ho 62½', 71½', 72', 67', 72'<br>G.659590 B.592370<br>5 Ha (31½', 40', 35', 35', 32½'×25')<br>10W Der 1(25) 1(10) 10(5) | T 3Cy. 27" 44" & 76"×51"<br>4500ihp 1421t (o.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>3 SB 220℔ Spt hs(13371) 9cf<br>2×60kW 220V d.c. 13k |
| 507790<br>FNAX<br>Df Esd<br>Rdr RT | **COMPIÈGNE**<br>**Soc. Nationale des Chemins de Fer Français**<br>Calais<br>French | **3467**<br>692<br>700 | BV | **1953** Ch. Réunis Loire-Normandie—Gd.Quevilly<br>377' 4" 60' 2" 13' 1½"<br>357' 7" 58' 4" 21' 0"<br>2 dks | TM Ferry (1000P)<br>4 Ha (11¾', 11¾'×6¾') (6½', 6½'×10¾') | 2 Oil 4SA each 16Cy. 400×460 mm<br>9000bhp Pielstick 120t<br>Soc. Gen. de Con. Méc. La Courneuve<br>Controllable pitch propeller 20k |
| 507792<br>EBYG<br>Df Esd<br>Gc Pfd<br>Rdr | **COMPOSTILLA**<br>**Empresa Nacional "Elcano" de la Marina Mercante**<br>El Ferrol<br>Spanish | **13205**<br>7274<br>19670 | **✠100A1** SS 6/68 ~~SS 2/64~~<br>oil tanker<br>**✠LMC**<br>MN1460 EL h†2⅜"SQ | **1959**–9 Empresa Nacional Bazan—Frl<br>563' 0" 71' 6" 30' 3½"<br>530' 1" 71' 1½" 39' 1"<br>P104' B40' F75' 1 dk<br>17BH<br>rf 6" WB515t | M Tanker Mchy.aft<br>27 Ta<br>L.819066 HeCls. BptC | Oil 2SA 6Cy. 760×1300 mm<br>7300bhp 2245t–23pd<br>A/B Götaverken Got<br>2WTAuxB 178℔ 14k |
| 507793<br>149213<br>Df Esd<br>RT | **COMRADES**<br>**R. Curnow**<br>Lowestoft<br>British | **118**<br>49<br>— | | **1928** Cochrane & Sons Ltd.—Sel<br>92' 0" 19' 7" 11' 6"<br>... ... ...<br>R | M Fishing | Oil 3Cy 368×508 mm NE55<br>A. K. Diesels Ltd. Lwt |
| 662261<br>FNRU<br>2026MA<br>Df Esd<br>Gc Rdr<br>RTm/v | **COMTE DE NICE**<br>**Compagnie Generale Transatlantique**<br>Marseilles<br>French | **7162**<br>3812<br>1100 | BV | **1966** Ch. & At. de Provence—Port de Bouc<br>377' 2" 59' 6" 15' 9½"<br>350' 10" 59' 5" 19' 8"<br>P266' B90' 2 dks<br>rf 10" | TM Ferry (1408P) Ref | 2 Vee Oil 4SA each 16Cy. 400×460 mm<br>14880bhp Pielstick 297t (d.o)<br>At. & Ch. de Nantes (Bretagne-Loire) Nts<br>4×450kW 400V 50c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust propeller fwd 21k |
| 651233<br>PDLS<br>Df Esd<br>Rdr RT | **COMTESSE**<br>**Rederij m.s. "Comtesse"**<br>Beck's Scheepvaartkantoor N.V.<br>Groningen<br>Netherland | **500**<br>313<br>1150 | BV | **1965** N.V. Bodewes Schps.—Martenshoek<br>226' 1" 34' 5" 13' 0¼"<br>205' 2" 34' 1" 20' 2"<br>1 dk & S dk | M OSD Mchy.aft<br>G.81008 B.74802<br>2 Ha (each 47'×18')<br>Der 1(10) 2(5) 2(3) | Oil 2SA 12Cy. 220×380 mm<br>900bhp 69t<br>Appingedammer Brons. Apg<br>12½k |
| 507795<br>ZPKI<br>1238 | **COMUNEROS**<br>**Government of Paraguay (Flota Mercante del Estado)**<br>Asuncion<br>Paraguayan | **1126**<br>729<br>— | **✠100A1** SS 3/68<br>River Plate service limiting port seawards Montevideo<br>DTsf—vegetable oil<br>**✠LMC**<br>MN200 EL (n) 1¼"SQ<br>~~SURVEYS OVERDUE—CLASS SUSPENDED 9/65~~ | **1961**–3 Ishikawajima-Harima Hvy Ind.—Tok<br>239' 6" 39' 11" 8' 2⅜"<br>223' 1" 39' 4½" 13' 1"<br>F22' 1 dk<br>7BH<br>rf nil WB95t | M Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. Niigata |
| 507796<br>PDMN<br>Df Esd<br>Rdr | **CON BRIO**<br>**Scheepvaartbedr. "Con Brio" N.V.**<br>van der Laan's Shipping & Trading Inc.<br>Willemstad<br>Netherlands (Antilles) | **488** ~~499~~<br>258 ~~275~~<br>640 | **✠100A1** SS 1/66<br>**✠LMC**<br>MN72 EL h | **1958**–2 N.V. Scheeps. Janssen—Druten<br>184' 11" 26' 10" 10' 10¾"<br>165' 2" 26' 3" 11' 0"<br>P42' Q5' F26' 1 dk<br>RW 4BH<br>rf 4" WB10t incl. Dk a13t | M Mchy.aft<br>1 Ho 109¾'<br>G.30217 B.28380<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>360bhp 40t<br>Masch. Kiel A.G. Kel<br>10k |

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| 507797<br>GHMD<br>304518<br>Df Esd<br>Pfd<br>RTm | **CON ZELO**<br><br>**Jeppesen, Heaton Ltd.**<br>London British | 399<br>204<br>500 | BV | 1957 Schpsw. Kramer & Booy "De Rietpol"—Spaarndam<br>164' 11" 26' 0" 9' 8"<br>148' 6" 25' 5" 10' 8"<br>P44' F30' 1 dk<br>RW | M<br>1 Ho 101'<br>G.27750 B.26100<br>2 Ha (stl) (each 34½'×17')<br>2W Der 1(4) 1(2) | Oil 4SA 6Cy. 290×425 mm<br>400bhp<br>Masch. Kiel A.G.<br>2×8kW 110V d.c. |
| 680301<br><br><br>Df Esd<br>RT | **CONBAROYA**<br><br>**Antonio Gonzalez Concheiro**<br>Idem<br>Vigo Spanish | 167<br>—<br>— | | 1967 Const. Nav. Santodomingo—Vgo<br>88' 11"<br>76' 2" 20' 4" 11' 4"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 220×280 mm<br>400bhp<br>Klöckner-Humboldt-Deu |
| 507799<br>ICRH<br>306<br>Df Esd<br>Gc Rdr<br>RTh | **CONCA D'ORO**<br><br>**Sicilia Soc. di Navigazione per Servizi Liberi S.p.A.**<br>Palermo Italian | 12869<br>7680<br>19448 | RI<br><br>✠Classed LR until 2/62 | 1954-5 Cant. Nav. Riuniti—Pal<br>566' 2" 73' 1" 31' 1½"<br>528' 3" 72' 10" 39' 11"<br>P116' B40' F66' 1 dk<br>RW<br>rf 6" | S Tanker Mchy.aft<br>20 Ta 1 Ho 29½'<br><br>1 Ha (9½'×14½')<br>Der 1(8) 1(4) | 2 S Turb dr geared to sc. sh<br>10000shp<br>Cant. del Tirreno<br>3×450, 450, 90kW 440V |
| 507800<br>CSIU<br>H360<br>Df Esd<br>Rdr | **CONCEIÇÃO MARIA**<br><br>**Américo Vasques Vale**<br>Lisbon Portuguese | 1815<br>985<br>2927 | ~~✠100A1~~ ~~SS 2/62~~<br>~~with freeboard~~<br>~~✠LMC~~<br>BROKEN UP ~~EL o~~<br>~~LAID UP—SURVEYS OVERDUE 2/66~~ | 1948-7 Cia. União Fabril—Lis<br>306' 1" 42' 1" 18' 7"<br>282' 2" 42' 0" 26' 3"<br>1 dk & S dk<br>R Coll BH to S dk 3 to 2nd dk<br>rf 3" WB576t | M (12P) OSD<br>2 Ho 107', 111½'<br>G.190000 B.174000<br>4 Ha (28½', 30½', 28½', 26'×22')<br>Der 4(6) 4(3) | Oil 2SA 7Cy. 500×900 mm<br>2300bhp<br>Burmeister & Wain<br>3×90, 52, 52kW 220V d.c. |
| 507801<br>CSPP<br><br>Df Esd<br>Gc Rdr<br>RT | **CONCEIÇÃO VILARINHO**<br>exBure-51 exElsa Thordén-48<br>**João Maria Vilarinho Succrs. Ltda.**<br>Aveiro Portuguese | 933<br>579<br>950 | ✠Classed LR until 3/52 | 1947-12 Hammarbyverken A/B—Skm<br>191' 1" 31' 8"<br>31' 6"<br>P44' Q56' F28' 1 dk | M Mchy.aft<br><br>G.53000 B.48000 | Oil 2SA 4Cy. 340×570 mm<br><br>Atlas-Diesel |
| 507802<br>CBCC<br><br>Esd Gc<br>Pfd Rdr<br>RT | **CONCEPCION**<br><br>**Empresa Marítima del Estado (Chilean Government Merchant Marine)**<br>Valparaiso Chilean | 2704<br>1381<br>3563 | BV | 1960 Soc. des For. de la Mediterranée—Hav<br>304' 5" 44' 10" 22' 5"<br>281' 2" 44' 7½" 25' 7"<br>2 dks | M CSD<br>pt bulk wine carrier<br>G.171207 B.151253<br><br>6W Der 4(10) 2(5) | 2 Oil 4SA each 6Cy. 400<br>hydraulic coupling to sc.<br>Soc. Gén. de Const. Méc.<br>La |
| 507803<br>PDLQ<br>9532<br>Df Esd<br>Rdr<br>RTm/h | **CONCEPCIÓN**<br><br>**van Nievelt, Goudriaan & Co.'s Stoomv. Maats. N.V.**<br>Rotterdam Netherland | 500<br>266<br>802 | BV | 1954 Scheeps. "Vooruitgang"—Foxhol<br>227' 10" 33' 0" 10' 8½"<br>32' 10"<br>F31' 1 dk & S dk<br>RW | M OSD<br>2 Ho 50½', 84½'<br>G.62720 B.58120<br>2 Ha (34½' 57½'×16½')<br>6W Der 6(5) | Oil 4SA 7Cy. 330×600 mm<br>700bhp<br>N.V. Werkspoor<br>3×20, 20, 12kW 110V d.c. |
| 507804<br>EAIO | **CONCEPCION APARISI**<br><br>**Antonio Armas Curbelo**<br>Valencia Spanish | 299<br>176<br>— | | 1953 Ast. Neptuno—Val<br>116' 10" 24' 10"<br>... ... ... | M Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>250bhp<br>Yeregui S.A. |
| 507805<br>EBVX<br><br>Esd | **CONCHA DE GIJON**<br><br>**Atunera Vasco-Canaria S.A.**<br>Vigo Spanish | 188<br>73<br>— | | 1958 Constr. Nav. P. Freires, S.L.—Vgo<br>*98·4'* 22' 2"<br>... ... ... | Wood M Fishing | Oil 8Cy. 150×180 mm<br>350bhp |
| 507806<br>EBRV<br><br>Esd | **CONCHA DE SAN SEBASTIAN**<br>**Atunera Vasco-Canaria S.A.**<br>Vigo Spanish | 134<br>59<br>— | | 1957 Francisco Cardama—Vgo<br>*85·8'* 22' 7"<br>... ... ... | Wood M Fishing | Oil 8Cy. 150×180 mm<br>350bhp |
| 652348<br>EEQH<br><br>Df RT | **CONCHITA ARTAZA**<br><br>**Artaza y Cia.**<br>San Sebastian Spanish | 447<br>314<br>998 | BV | 1965 Ast. Luzuriaga—Psj<br>162' 1" 26' 4"<br>146 0" 26' 3" 14' 1<br>1 dk & S dk | M OSD Mchy.aft<br><br><br>2 Ha (each 27½'×16½')<br>Der 2(3) | Oil 4SA 6Cy. 315×400 m<br>600bhp<br>Etab. Duvant |
| 660528 | **CONCHITA GARCIA**<br><br>**Garcia Limon S.A.**<br>Isla Cristina Spanish | 260<br>—<br>— | | 1965 Empresa Nacl. "Bazan"—Cdz<br>119' 1" 23' 8" 10' 2"<br>105' 0" 23' 7½" 12' 8"<br>1 dk<br>RW | M Trawler Mchy.aft | Oil 4SA 6Cy.<br>765bhp<br>Caterpillar Tractor Co. |
| 672165<br><br><br>Esd | ~~CONCHITA PELAYO~~<br>**CONCHITA P. PELAYO**<br>**Pedro Pelayo S.A.**<br>Huelva Spanish | ~~390~~ 389<br>~~180~~ 177<br>243 | BV | 1967 Const. Nav. Yarza—Vgo<br>129' 8" 25' 5" 12' 2"<br>107' 11" 25' 3" 13' 2"<br>1 dk | M Trawler Mchy.aft | 2 Oil 4SA each 6<br>geared to sc. shaf<br>1200bhp<br>Moteurs Baudouin |
| 507808<br>EEQF<br><br>RTm | **CONCHITA SUÁREZ**<br>exTercio San Miguel-45<br>exSanta Rosa de Lima-42<br>exGuanche-34 exSotileza<br>**Vicente Suarez & Cia. S.L.**<br>Vigo Spanish | 446<br>280<br>550 | | 1920 Corcho Hijos—Snt<br>148' 8" 25' 7" 10' 6"<br>25' 5"<br>P58' F24' 1 dk<br>R<br>rf 8½" | S<br>1 Ho 88½' comb.<br>G.25133 B.22486<br>2 Ha (19½', 30½'×13½')<br>3W Cr 2 Der 2(1½) | C 2Cy. 12" & 27"×2<br>264ihp<br>Wm. Sisson & Co. Lt<br>2×3½ & 3kW 110V d. |

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| 547909<br>WX7018<br>270585<br>Df Esd<br>Gc Rdr<br>RT | **CONCHO**<br>**Ocean Fisheries Inc.**<br>Wilmington, Del United States | 478<br>247<br>— | | 1955 National Stl & S.B. Co.—San Diego<br>*119·0′* 30′ 6″<br>… … … | M Fishing | Oil<br>950bhp<br>Fairbanks, Morse & Co. |
| 537395<br>HOCL<br>1557HK<br>Df Esd<br>Gc Rdr | **CONCORD VENTURE**<br>exUrania-64 exPhassa-53<br>exCerinthus-52 exSamkansa-47<br>Launched as Nikola Tesla<br>**Evergreen Nav. Corp. Inc.**<br>Wah Kwong & Co.<br>(Hong Kong) Ltd.<br>Panama Panamanian | 7265<br>4454<br>10940 | AB<br>Classed LR until 12/55 | 1943 Bethlehem-Fairfield—Bal<br>441′ 8″ 57′ 2″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 61′, 72′, 49′, 45′, 68′<br>G.562827 B.499816<br>5 Ha (33¾′, 35′, 20′, 35′, 35 ×20′)<br>11W Der 5(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1119t (o.f)<br>Harrisburg Corp. Harrisburg<br>3×20kW 120V d.c. 10k |
| 671684<br>FNOZ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONCORDE**<br>**Compagnie Nationale de Navigation**<br>French | 45229<br>23344<br>72900 | BV | 1967 Ch. Nav. de la Ciotat—La Ciotat<br>799′ 10″ 115′ 0″ 44′ 0″<br>749′ 9″ 114′10″ 62′ 4″<br>Q&B193′ F88′ 1 dk | M Tanker Mchy.aft<br>5 Ta<br>L.2962470 HeCls. B<br>Cr 2(1½) 2(10) 2(6) | Oil 2SA 10Cy. 840×1800 mm<br>23100bhp B&W 6094t (hvf)–67pd<br>Ch. de L'Atlantique St.N<br>3×720, 720, 500kW 380V 50c/s a.c. 17k |
| 530105<br>GMME<br>305722<br>Df Esd<br>Rdr RT | **CONCORDE**<br>exRottum-65<br>~~Channel Shipping Ltd.~~<br>British<br>Jersey<br>**J. G. Renouf & Co. Ltd.** | 452<br>246<br>610 | BV | 1957 Gebr. Barkmeijer—Vierverlaten<br>165′ 7″ 26′ 7″ 10′ 7½″<br>150′ 11″ 26′ 3″ 11′ 10″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 99′<br>G.29600 B.27000<br>2W Der 2(2) | Oil 4SA 6Cy. 290×450 mm<br>55t<br>Appingedammer Brons. Apg<br>10k |
| 541935<br>SMQF<br>1820<br>Df Esd<br>Gc Rdr | **CONCORDIA**<br>exSun Karen-63<br>exSilvermaple-52<br>exColorado Springs Victory-47<br>~~Concorde Nav. Corp. Ltd.~~<br>China (Taiwan)<br>Concord Nav. Corp. Ltd...... | 8107<br>4902<br>11988 | 100A1 SS 5/65<br>LMC<br>EL (d†)2⅛″SQ | 1945 Permanente (Shpyd No. 2)—Richmond<br>485′ 4″ 62′ 2″ 28′ 7½″<br>467′ 7″ 62′ 0″ 38′ 0″<br>B78′ F89′ 2 dks<br>NS 7BH len 53<br>Bilge ceiling in Nos. 2 & 3 holds omitted<br>WB3489t incl. Tunnel tanks 1649t DTf282t | S (12P)<br>5 Ho 57½′, 75′. 78′, 81′, 75′<br>G.523740 B.453210<br>5 Ha (25′, 45′, 36′, 36′, 24′×22¼′)<br>Der 5(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 1328t (o.f)<br>General Electric Co. Lyn<br>2WTB 525℔ Spt 473℔ hs (10403)<br>2×300kW 240V d.c. 15k |
| 640321<br>OXSQ<br>Df Esd<br>Gc Rdr<br>RTv | **CONCORDIA**<br>**Partrederiet af 27.2.1962**<br>A/S Dampskibs-selskabet D.F.K.<br>Copenhagen Danish<br>Now **SKAGA** See New Entries No. 9 | 3499<br>1962<br>4810 | ✠100A1<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠LMC<br>MN690 EL w $1\frac{13}{16}$″SQ | 1964–4 Aalborg Værft A/S—Abg<br>362′ 6″ 49′ 4″ 20′ 6¾″<br>337′ 11″ 49′ 2½″ 22′ 2″<br>Q266′ F32′ 1 dk<br>NS 7BH<br>rf 5″ WB1229t incl. DTf1246t | M Mchy.aft<br>4 Ho 51¾′, 56½′, 58¾′, 50¼′<br>4 Ha (stl) (38¼′×19¾′) (38¼′, 38¼′, 38¼′×30¼′)<br>Der 1(25) 1(15) 8(5) | Oil 2SA 6Cy. 500×1100 mm<br>3450bhp (hvf)<br>Burmeister & Wain Cpn<br>AuxB 100℔<br>3×210kW 380V 50c/s a.c. |
| 640409<br>DIVY<br>Df Esd<br>Gc Rdr<br>RT | **CONCORDIA**<br>Gerd **Koppelmann**<br>Schulau W. German | 424<br>288<br>1132 | GL | 1964 Krögerwerft G.m.b.H.—Rendsburg<br>202′ 0″ 34′ 5″ 12′ 10″<br>181′ 5″ 34′ 3″ 19′ 10″<br>P&B121′ F24′ 1 dk & S dk | M OSD Mchy.aft<br>G.74889 B.67886<br>4 Ha<br>4W Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz Kln<br>10½k |
| 640162<br>TPIF<br>Df Esd<br>Rdr RT | **CONCORDIA**<br>**Robert Le Goff & Cie.**<br>Étel French | 156<br>52<br>— | BV | 1963 At. & Ch. de La Rochelle-Pallice—LaR-P<br>98′ 5″ 22′ 1″ 7′ 8″<br>82′ 0″ 22′ 0″ | M Trawler<br>3 Ha (3¼′, 3¼′×3½′) (3¼′×3′)<br>Der 1 | Oil 4SA 6Cy. 270×360 mm<br>450bhp 35t<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| 507814<br>PDLJ<br>Df Esd<br>Pfd | **CONCORDIA**<br>exWijnanda-51<br>**N.V. Viss. Maats. "Hago"**<br>Katwijk a/Zee Netherland | 104<br>34<br>— | | 1916 Gebr. Coops.—Hgz<br>*83·3′* 21′ 8″<br>… … …<br>R conv sailing ship— | M Fishing | Oil 2SA 4Cy. 190×350 mm<br>NE50<br>N.V. Mchfb. Bolnes Bolnes |
| 507815 | **CONCORDIA 1**<br>**Concordia S.r.l.**<br>Venice Italian | 629<br>351<br>1050 | ~~RI~~ | 1958 I.N.M.A.—Spz<br>224′ 11″ 31′ 3″ 8′ 2½″<br>207′ 1″ 31′ 2″ 10′ 6″<br>Q131′ F23′ 1 dk<br>RW | TM Chemical Carrier Mchy.aft<br>8 Ta<br>G.24886 L.10590 | 2 Oil 4SA each 8Cy. 220×280 mm<br>620bhp –2½pd<br>Klöckner-Humboldt-Deutz Kln<br>8k |
| 507816<br>LMGJ<br>Df Esd<br>Gc Rdr<br>RTm/v | **CONCORDIA CAPO**<br>exNyhaug-55<br>exCape San Antonio-47<br>**A/S Atlas**<br>Chr. Haaland<br>Haugesund Norwegian | 5226<br>3000<br>7986 | NV | 1943 Pennsylvania Shpyds Inc.—Beaumont<br>412′ 3″ 60′ 1″ 24′ 10″<br>390′ 0″ 59′ 10″<br>2 dks & S dk<br>rf 4″ | M (12P) Ref OSD<br>5 Ho 65¼′, 58½′, 60¾′, 47¼′, 67½′<br>G.502360 B.442750<br>5 Ha (stl) (24¾′, 33¾′, 31½′, 18′, 36′×24′)<br>12W Der 1(30) 12(5) | 2 Oil 2SA each 6Cy. 545×735 mm with electro-magnetic slip couplings & sr gearing to sc. shaft<br>4150bhp 1414t (d.o)<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 110/220V d.c. 14k |
| 534369<br>JXZL<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CONCORDIA FARO**<br>exSumatra-64<br>**D/S A/S Idaho**<br>Chr. Haaland<br>Haugesand Norwegian | 7719<br>4429<br>10443 | NV<br>✠Classed LR until 10/64 | 1949–1 C.R.D. Adriatico—Mfl<br>508′ 6″ 65′ 4″ 27′ 6¾″<br>472′ 0″ 65′ 3″<br>P51′ 1 dk & S dk, 3rd dk clear of aft hold<br>RW<br>rf 6″ | TM (12P) Ref OSD<br>5 Ho 56¼′, 70¼′, 40¾′, 68′, 70¾′<br>G.703943 B.630389 In.26558<br>1 Ha (stl) (29′×19¾′)<br>4 Ha (w) (37½′, 38′, 38′, 29½′×19½′)<br>1 Ha (stl) (15¾′×9¼′)<br>18W Der 1(30) 1(20) 4(7½) 14(5) | 2 Oil 2SA each 7Cy. 720×1250 mm<br>10000bhp Sulzer 1462t (hvf)<br>C.R.D. Adriatico Mfl<br>3×275kW 220V d.c. 17k |

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| 507817<br>LMGG<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONCORDIA FJORD**<br><br>**A/S Atlas**<br>Chr. Haaland<br>Haugesund Norwegian | 5818<br>3154<br>8520 | NV | 1955 A/B Götaverken—Got<br>466' 1" 61' 8" 25' 11"<br>430' 0" 61' 6"<br>P52' B82' F101' 1 dk & S dk, pt 3rd dk in Nos. 2 & 3 holds<br>RW<br>rf 6" | M (12P) Ref OSD<br>5 Ho 38½', 56½', 61½', 41¾' 54'<br>G.472600 B.429165 In.45770<br>5 Ha (stl) (20½'×13½') (34½', 39½', 41¾', 29½'×21')<br>16W Der 1(40) 6(10) 10(5) | Oil 2SA 8Cy. 760×1500 mm<br>7300bhp<br>A/B Götaverken<br>3×240kW 220V d.c. |
| 507818<br>LLHC<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONCORDIA FONN**<br>exKnut Bakke-54<br>**Skibs A/S Hilda Knudsen**<br>Chr. Haaland<br>Haugesund Norwegian | 5869<br>3517<br>8570 | NV<br>✠Classed LR until 8/59 | Lch. 1942 Cmd. 1945-9 A/B Götaverken Got<br>474' 11" 58' 8" 25' 9"<br>450' 0" 58' 6"<br>F97' 1 dk & S dk<br>R<br>rf 6" | M (10P) Ref OSD<br>5 Ho 64', 62½', 93½', 63', 65½'<br>G.514713 B.459002 In.102738<br>5 Ha (28', 32½', 37½', 32½', 28'×18½')<br>16W Der 1(40) 1(15) 16(5) | Oil 2DA 7Cy. 620×1400 mm<br>8000bhp<br>A/B Götaverken<br>3×170kW 220V d.c. |
| 507819<br>LKAD<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **CONCORDIA FOSS**<br>exNyhavn-66<br>exConcordia Foss-65<br>exIda Bakke-54<br>**D/S A/S Idaho**<br>Chr. Haaland<br>Haugesund Norwegian | 5455<br>3266<br>8490 | NV | 1938 A/B Götaverken—Got<br>453' 2" 58' 10" 25' 6½"<br>430' 8" 58' 7"<br>F36' 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds, fruit dk in No. 3 hold<br>R<br>rf 6" | M (10P) Ref OSD<br>5 Ho 42', 59½', 93½', 58½', 67½'<br>G.493995 B.432290 In.92325<br>5 Ha (28', 32½', 37½', 32½', 28'×18½')<br>16W Der 1(20) 1(15) 16(5) | Oil 2DA 6Cy. 620×1400 mm<br>6900bhp<br>A/B Götaverken<br>3×133, 133, 100kW 220V d.c. |
| 540268<br>LLSK<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONCORDIA LAGO**<br>exMontrose-63<br>**Skibs A/S Hilda Knudsen**<br>Chr. Haaland<br>Haugesund Norwegian | 5005<br>2809<br>7185<br>—<br>—<br>— | NV<br>✠Classed LR until 5/63 | 1961-3 Bartram & Sons Ltd.—Sld<br>440' 0" 58' 8" 24' 4½"/—<br>421' 6" 58' 6" 35' 9"<br>F39' 1 dk & S dk, 3rd dk in way of Nos. 1, 2 & 3 holds<br>RW<br>rf 3" | M (12P) Ref OSD/CSD<br>5 Ho 65½', 78½', 36', 27½', 30'<br>G.472000 B.390370 In.31630<br>5 Ha (stl) (29½', 45', 40', 17½', 30'×22')<br>Der 1(50) 2(15) 4(10) 8(5) | Oil 2SA 5Cy. 760×1500 mm<br>6300bhp Götaverken<br>N.E. Mar. Eng. Co. Ltd.<br>3×275kW 220V d.c. |
| 507820<br>LETP<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONCORDIA SKY**<br><br>**Skibs A/S Hilda Knudsen**<br>Chr. Haaland<br>Haugesund Norwegian | 4953<br>2661<br>6750 | NV | 1955 Marinens Hovedverft—Horten<br>426' 5" 56' 8" 24' 7½"<br>56' 6"<br>P55' B95' F88' 1 dk & S dk, 3rd dk in No. 2 hold<br>RW<br>rf 4" | M (12P) Ref OSD<br>5 Ho 46½', 55', 64½', 55', 46',<br>G.382508 B.341668 In.39747<br>5 Ha (stl) (20½ ×15') (32½', 39', 32½', 25½'×21')<br>16W Der 1(50) 6(10) 10(5) | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp<br>Hawthorn, Leslie & Co. Ltd.<br>3×240kW 220V d.c. |
| 507821<br>LHUK<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONCORDIA STAR**<br><br>**Skibs A/S Samuel Bakke**<br>Chr. Haaland<br>Haugesund Norwegian | 4701<br>2528<br>6660 | NV | 1952 Marinens Hovedverft—Horten<br>419' 6" 56' 7" 24' 8½"<br>56' 5"<br>P36' F79' 1 dk & S dk, Hold beams for light cargo in No. 1 hold & 3rd dk in Nos. 2 & 3 holds<br>RW<br>rf 4" | M (12P) Ref OSD<br>5 Ho 46½', 55', 64½', 64½', 46'<br>G.426653 B.387452 In.39724<br>5 Ha (stl) (25½'×19½') (32½', 39', 32½' 25½'×21')<br>16W Der 1(50) 6(10) 10(5) | Oil 2DA 8Cy. 600×1100 mm<br>6700bhp<br>Masch. Augsburg-Nürnberg<br>3×240kW 220V d.c. |
| 507822<br>LDHR<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONCORDIA SUN**<br><br>**D/S A/S Idaho**<br>Chr. Haaland<br>Haugesund Norwegian | 4710<br>2538<br>6625 | NV | 1954 Marinens Hovedverft—Horten<br>419' 6" 56' 10" 24' 7½"<br>388' 0" 56' 6" 36' 5"<br>B36' F79' 1 dk & S dk, 3rd dk in No. 2 hold<br>RW<br>rf 4" | M (12P) Ref OSD<br>5 Ho 46½', 55', 64½', 64½', 46'<br>G.427232 B.384237 In.39747<br>5 Ha (stl) (20½'×15') (32½', 39', 32½' 25½'×21')<br>16W Der 1(50) 6(10) 10(5) | Oil 2DA 8Cy. 600×1100 mm<br>6700bhp<br>Masch. Augsburg-Nürnberg<br>3×240kW 220V d.c. |
| 507823<br>JWYB<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONCORDIA TADJ**<br><br>**D/S A/S Idaho**<br>Chr. Haaland<br>Haugesund Norwegian | T.Mk<br>6480<br>3703<br>~~9715~~<br>9700 | NV | 1958 Deutsche Werft A.G.—Ham<br>492' 4" 68' 2" 26' 11½"<br>451' 0" 68' 0" 40' 6"<br>F81' 3 dks, 4th dk in No. 2 hold<br>rf 4" | M (12P) Ref<br>5 Ho 41½', 67', 68½', 56½', 71½'<br>G.650920 B 591240 In.57683<br>5 Ha (stl) (22½'×16½') (41½', 44½', 34½', 39½ ×21')<br>18W Der 1(75) 1(30) 8(10) 10(5) | Oil 2SA 9Cy. 760×1500 mm<br>8200bhp<br>A/B Götaverken<br>3×265kW 220V d.c. |
| 507824<br>JXJY<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONCORDIA TALEB**<br><br>**D/S A/S Idaho & Skibs A/S Samuel Bakke**<br>Chr. Haaland<br>Haugesund Norwegian | T.Mk<br>6472<br>3702<br>~~8624~~<br>9770 | NV | 1960 Deutsche Werft A.G.—Ham<br>492' 4" 68' 2" 26' 11½"<br>68' 0"<br>3 dks, 4th dk in No. 2 hold<br>rf 4" | M (12P) Ref<br>5 Ho 41½', 67', 68½', 56½', 71½'<br>G.650920 B.591240 In 57683<br>5 Ha (stl) (22½'×16½') (41½', 44½', 39½', 39½'×21')<br>18W Der 1(75) 1(30) 8(10) 10(5) | Oil 2SA 9Cy. 760×1500 mm<br>8200bhp<br>A/B Götaverken<br>3×265kW 220V d.c. |
| 507825<br>JXAK<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONCORDIA TAREK**<br><br>**Skibs A/S Samuel Bakke**<br>Chr. Haaland<br>Haugesund Norwegian | T.Mk<br>6480<br>3703<br>~~9704~~<br>9760 | NV | 1958 Deutsche Werft A.G.—Ham<br>492' 4" 68' 2" 26' 11½"<br>451' 0" 68' 0" 40' 6"<br>F81' 3 dks, 4th dk in No. 2 hold<br>rf 4" | M (12P) Ref<br>5 Ho 41½', 68½', 68½', 56½', 71½'<br>G.650920 B.591240 In.57683<br>5 Ha (stl) (22½'×16½') (41½', 44½', 34½', 39½'×21')<br>18W Der 1(75) 1(30) 8(10) 10(5) | Oil 2SA 9Cy. 760×1500 mm<br>8200bhp<br>A/B Götaverken<br>3×265kW 220V d.c. |
| 507826<br>JXLQ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONCORDIA VIKING**<br><br>**Skibs A/S Samuel Bakke**<br>Chr. Haaland<br>Haugesund Norwegian | T.Mk<br>6937<br>4007<br>10070 | NV | 1960 A/B Oskarshamns Varv—Osk<br>495' 0" 68' 2" 26' 11½"<br>449 6" 68' 0" 40' 6"<br>2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds, 4th dk in No. 1 hold<br>rf 8" | M (12P) Ref<br>5 Ho 66½', 67½', 61½' 34½', 47½'<br>G.673810 B.611480 In.63900<br>5 Ha (stl) (36'×18') (47', 35', 37½', 27½'×21')<br>18W Der 1(75) 1(30) 10(10) 8(5) | Oil 2SA 9Cy. 760×1500 mm<br>8450bhp<br>A/B Götaverken<br>3×260kW 220/440V |
| 652060<br>EESL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONDE DE ABASOLO**<br><br>**Naviera Vascongada S.A.**<br>Bilbao Spanish | 6071<br>3819<br>10647<br>8303<br>5630<br>~~10432~~ | ✠100A1<br><br>✠LMC<br><br>MN1504 EL d†2⅛"SQ | 1966-3 Cia. Euskalduna—Bbo<br>476' 0" 61' 6" —/29' 11"<br>441' 4" 61' 2" 39' 4"<br>Ba212' F99' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf nil WB2596t incl. Tunnel tanks 311t DTm874t | M OSD/CSD | Oil 2SA 8Cy. 720×1250 mm<br>7520bhp MAN<br>Cia. Euskalduna<br>AuxB 100lb |

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| 507828<br>EBUP<br>Df Gc<br>Pfd RT | **CONDE DE FIGOLS**<br>**Aviles y Aznar S.A.**<br>Barcelona Spanish | 677<br>360<br>983 | AB<br>**FOUNDERED 8/68** | **1958** Ast. T. Ruiz de Velasco—Bbo<br>177′ 10″ 28′ 11″ 14′ 1″<br>154′ 3″ 28′ 10″ 15′ 9″<br>1 dk<br>rf 4″ | M Mchy.aft<br>2 Ho<br>2 Ha | Oil 2SA 4Cy. 340×570 mm<br>740bhp Polar (d.o)<br>Soc. Española de Const. Nav. Bbo<br>11½k |
| 507829<br>EBZJ<br>Df Esd<br>Gc Rdr | **CONDE DE FONTANAR**<br>**Cia. Maritima Zorroza**<br>Bilbao Spanish | 8691 ~~6300~~<br>6051 ~~4120~~<br>— | ✠100A1 SS 2/66<br>DT in No. 3 hold—veg. oil<br>✠LMC<br>MN980 EL c†2⅛″SQ | **1960–11** Soc. Española de Const. Nav.—Bbo<br>474′ 9″ 61′ 6″ 25′ 9¾″<br>440′ 10″ 61′ 2″ 39′ 5″<br>Ba127′ F44′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf nil WB4458t Incl. TwDf184t Tunnel tanks 335t | M OSD/CSD | Oil 2SA 6Cy. 620×1150 mm<br>4900bhp B&W<br>Soc. Española de Const. Nav. Bbo<br>AuxB 100℔ |
| 507830<br>EDAS<br>RT | **CONDE DE RUISEÑADA**<br>exHerkules<br>**Junta de Obras del Puerto de Santander**<br>Santander Spanish | 143<br>22<br>185 | | **1944** Continental S.B.—Brooklyn<br>85′ 4″ 23′ 0″ 9′ 10″<br>22′ 10″ | M Tug<br>2W | Oil 2SA 6Cy. 315×405 mm<br>73t<br>Clark Bros. Co. Brooklyn<br>9k |
| 507831<br>EADR<br>Df Esd<br>RT | **CONDE DE ZUBIRIA**<br>**Altos Hornos de Vizcaya S.A.**<br>Bilbao Spanish | 3256<br>2002<br>4790 | ✠~~100A1~~ ~~SS 8/65~~<br>~~✠LMC~~<br>**TO BE BROKEN UP** ~~EL u~~ | **1918–1** Soc. Española de Const. Nav.—Bbo<br>326′ 9″ 48′ 0″ 20′ 1¼″<br>314′ 2″ 47′ 11″ 24′ 4″<br>P76′ F39′ 1 dk<br>R 5BH<br>WB1037t | S Mchy.aft<br>G.215776 B.214786 | 2 S Turb sr geared to sc. shaft<br>1300shp 260t<br>Soc. Española de Const. Nav. Frl<br>2 SB 200℔ hs(4220) 6pf 9k |
| 507832<br>EBVK<br>Df Esd<br>Rdr RT | **CONDE DEL CADAGUA**<br>**Altos Hornos de Vizcaya S.A.**<br>Bilbao Spanish | 3853<br>2091<br>5500 | ✠100A1 SS 9/67<br>✠LMC<br>MN600 EL w 1$\frac{11}{16}$″SQ | **1959–7** Soc. Española de Const. Nav.—Bbo<br>371′ 1″ 53′ 8″ 20′ 10¼″<br>339′ 7″ 53′ 6″ 25′ 3″<br>P90′ F46′ 1 dk<br>RW NS 6BH<br>rf 4″ WB1495t | M Mchy.aft | Oil 2SA 5Cy. 620×1150 mm<br>3000bhp B&W<br>Soc. Española de Const. Nav. Bbo<br>db 75℔ |
| 672176<br>Rdr RT | **CONDECORADO**<br>**H. de M. Condominas S.A.**<br>Barcelona Spanish | ~~900~~ 706<br>— 445<br>— 900 | BV | **1967** Hijos de J. Barreras S.A.—Vgo<br>188′ 3″<br>166′ 11″ 31′ 2″<br>2 dks | M Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>1100bhp Werkspoor<br>Hijos de J. Barreras S.A. Vgo |
| 507835<br>EADW<br>RT | **CONDESADO**<br>exCachamuiña<br>exRosita Iglesias 2°—48<br>**Naviera Condal S.A.**<br>Barcelona Spanish | 400<br>169<br>500 | BV | **1946** Ast. del Noroeste—Frl<br>143′ 11″ 26′ 2″<br>26′ 0″<br>P50′ F16′ 2 dks | S<br>G.24000 B.22000<br>3 Ha (25¾′, 25¾′×14¾′) (10′×9¾′) | T 3Cy. 11$\frac{13}{16}$″ 18⅞″ & 29⅞″×20⅞″<br>375ihp 50t (o.f)<br>J. Fernandez Vgo<br>9k |
| 507836<br>EEZA<br>RT | **CONDESITO**<br>exMarujin–48<br>**Naviera Condal S.A.**<br>Barcelona Spanish | 400<br>169<br>500 | BV | **1946** Ast. del Noroeste—Frl<br>143′ 11″ 26′ 2″<br>26′ 0″<br>P50′ F16′ 2 dks | S<br>G.24000 B.22000<br>2 Ha (each 25¾′×14¾′) | T 3Cy. 11″ 17$\frac{5}{16}$″ & 25$\frac{15}{16}$″×20⅞″<br>325ihp Emade18fitted46 60t (o.f)<br>Talleres Sanjurjo Vgo<br>9k |
| 511583<br>JWLG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONDO**<br>exRonastar–66 exFjordaas–65<br>**I/S Mytilus A/S & Co.**<br>Jörgen P. Jensen<br>Arendal Norwegian | 27362<br>18378<br>42500 | NV | **1957** Eriksbergs M/V A/B—Got<br>728′ 5″ 87′ 3″ 38′ 0½″<br>690′ 8″ 87′ 0″ 55′ 10″<br>P161′ Q128′ B39′ F95′ 1 dk<br>rf 4″ len & conv tanker 66 | M Bulk Carrier Mchy.aft<br>7 Ho 64′, 67¾′, 67¾′, 67¾′, 67¾′, 67¾′, 67¾′<br>G.2038668<br>1 Ha (stl) (38¾′×36¾′)<br>6 Ha (stl) (each 45¼′×36¾′) | Oil 2SA 10Cy. 740×1600 mm<br>12900bhp B&W 3380t (hvf)–47pd<br>Eriksbergs M/V A/B Got<br>3×350, 350, 160kW 220V d.c. 14½k |
| 507837<br>HOKN<br>3120L<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CONDOR**<br>exSkern–56 exBeverwijk–52<br>exSchillighörn–48<br>exTilsit exAcme<br>exAmalienborg–37<br>**Cia. de Nav. Aguila Ltda.**<br>Panama Panamanian | 2949<br>1687<br>4953 | BV<br>✠Classed LR until 10/60 | **1919–5** Schps. J. Smit, Czn.—Alb<br>334′ 0″ 47′ 0″ 21′ 3″<br>320′ 0″ 46′ 11″ 23′ 6″<br>P28′ B186′ F11′ 1 dk<br>R | S<br>3 Ho 50¼′, 67′, 94¼′ comb.<br>G.259000 B.241000<br>4 Ha (28¼′, 30¼′, 30¼′, 28¼′×19¾′)<br>8W Der 8(2¾) | T 3Cy. 23″ 38″ & 62″×42″<br>1800ihp 56t (o.f)<br>Maats. de Schelde Fls<br>1×15kW 110V d.c. 9½k |
| 540270<br>DAYZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONDOR**<br>**Deutsche Seereederei**<br>Rostock E. German | 983<br>421<br>1572<br>**1824**<br>917<br>2733 | DSRK | **1962** Schiffswerft "Neptun"—Ros<br>270′ 2″ 41′ 4″ 14′ 0″/18′ 9″<br>41′ 2″<br>P70′ B31′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>G.116534 B.108664<br>8W Der 8(3–5) | Oil 4SA 6Cy. 470×660 mm<br>1365bhp 220t<br>Masch. Halberstadt Halberstadt<br>11½k |
| 518822<br>SLDM<br>8208<br>Df | **CONDOR**<br>exKinnekulle–64 exGranita–46<br>exVitus–37 exGun 7–37 exSorka<br>**Gunnar Börjesson**<br>Hönö Swedish | 312<br>197<br>430 | BV<br>✠Classed LR until 12/35 | **1919–8** Kaldnæs M/V—Tbg<br>137′ 10″ 21′ 6″ 13′ 7″<br>21′ 4″<br>1 dk<br>R conv whaler len 53 | M Mchy.aft<br>2 Ha (each 32½′×13′)<br>2W Der 2 | Oil 2SA 5Cy. 230×400 mm<br>300bhp NE52 Alpha<br>Frederikshavns Jernst. & Msk. Fkn<br>9k |

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| 961817<br>Df Esd<br>Gc Rdr<br>RT | **CONDOR**<br>**Seatankers Inc.**<br>Mexican | 294<br>125<br>200 | AB | **1966** Mitsubishi Hvy Ind. Ltd.—Smk<br>109' 2" 28' 7" 13' 3"<br>100' 3" 28' 6" 17' 0"<br>1 dk<br>BK 3" | TM Tug | 2 Oil 2SA each 16Cy.<br>3000bhp<br>General Motors Corp. |
| 507841<br>Df Esd<br>Pfd<br>RTm | **CONDOR**<br>**N.V. Vischhandel Reed., Ijsf. & Koelhuis v/h Frank Vrolijk**<br>Scheveningen Netherland | 160<br>68<br>— | | **1916** Gebr. Boot—Leiderdorp<br>*114·8'* 21' 8"<br>21' 6"<br>R Ien 52 | M Fishing | Oil 4SA 6Cy. 190×350 mm<br>300bhp NE52<br>Kromhout Motorenfab.<br>1×8kW 110V |
| 680098<br>Gc | **CONDOR**<br>**Bertus Röling**<br>Accumersiel W. German | 150<br>—<br>— | | **1967** Lubbe Voss—Westerende<br>52' 5" 15' 6" 4' 3"<br>44' 3" 15' 3" 6' 3"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 4Cy. 140×210 mm<br>120bhp<br>Mercedes Benz |
| 640967<br>305854<br>Rdr<br>RTm | **CONDOR I**<br>**Condor Ltd.**<br>Guernsey British | 127<br>71<br>— | AB | **1964** Cant. Navali L. Rodriquez—Mes<br>91' 6" 35' 2"<br>35' 0"<br>1 dk<br>R | Aluminium Alloy TM Hydrofoil (140P) | 2 Oil 4SA each 12Cy.<br>2700bhp<br>Daimler-Benz A.G.<br>3×2kW 24V d.c. |
| 507843<br>IJRF<br>539<br>RTm | **CONDORINA**<br>exAnfitrite-56<br>**S.A.N.A. Società Abbruzzese di Navigazione per Azioni**<br>Venice Italian | 495<br>256<br>765 | RI | **1955** Cant. Nav. Offic. Mec. Papette—Ven<br>172' 10" 28' 3" 12' 4"<br>156' 8" 28' 2" 13' 7"<br>Q39' F18' 1 dk<br>RW | M Mchy.aft<br>2 Ho 52', 47'<br>2 Ha (each 25½'×13½')<br>Der 1(3) 1(1½) | Oil 4SA 6Cy. 370×560 mm<br>600bhp<br>S.A. Ansaldo<br>3×10, 4, 4kW 110V d.c. |
| 510149<br>IBCI<br>640<br>Df Esd<br>Gc Rdr<br>RT | **CONEGLIANO**<br>exElisabeth Knudsen-67<br>**Armatoriale Orseolo dell'Ing. Carlo Cosulich & C. S.a.s.**<br>Venice Italian | 11596 ~~11609~~<br>6912 ~~6753~~<br>18020 | ✠Class **WITHDRAWN** at Owners' request 8/68<br>RI | **1953-6** Kaldnes M/V—Tbg<br>552' 5" 70' 3" 30' 7½"<br>523' 0" 70' 0" 39' 4"<br>P120' B38' F65' 1 dk<br>RW 11BH<br>WB375t | M Tanker Mchy.aft<br>20 Ta | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp<br>Barclay, Curle & Co. Ltd.<br>2AuxB 150lb |
| 507845<br>ILON<br>103<br>RTm | **CONERO**<br>exCitta di Bari-57<br>exPhosphate No. 2-53<br>exAbeille No. 18 exSologne<br>exLas Heras<br>**Cesare Davanzali**<br>Ancona Italian | 137<br>2<br>45 | RI<br>✠Classed LR until 5/16 | **1914-1** Goole S.B. & R. Co. Ltd.—Goo<br>86' 0" 21' 8" 11' 5"<br>79' 6" 21' 7" 11' 11"<br>R | S Tug | T 3Cy. 13½" 22" & 37"×24"<br>605ihp<br>Earle's Co. Ltd. |
| 507846<br>EDTC<br>Esd | **CONEXO**<br>**Antonio Cidrás Pañeiro**<br>Vigo Spanish | 102<br>48<br>— | | **1948** Benito Ferradas—Vgo<br>*70·2'* 18' 5"<br>... ... ... | Wood S Trawler | T 3Cy. 5 11/16" 9 1/16" & 14 1/8"×12"<br>99ihp |
| 507847<br>WA3852<br>237405 | **CONEY ISLAND**<br>**City of New York (Dept. of Public Works)**<br>New York United States | 1430<br>813<br>— | | **1938** United Shpyds Inc.—Mariners Harbor<br>250' 0" 43' 6" 12' 11"<br>43' 5" 16' 0"<br>F40' 2 dks<br>R<br>rf 3" | TM Sludge Ship Mchy.aft<br>Self-unloader | 2 Oil 4SA each 6Cy.<br>1300bhp<br>Rathbun-Jones Eng. Co. |
| 507848<br>VDTC<br>318060<br>Gc Rdr<br>RTm | **CONFEDERATION**<br>**Government of Canada (Minister of Transport)**<br>Charlottetown Canadian | 2370<br>940<br>617 | **✠100A1** SS 12/65<br>Cape Tormentine N.B.—Borden P.E.I. service<br>Ice Class 1<br>**✠LMC**<br>MN1200 EL u | **1962-4** Halifax Shipyards Ltd.—Hfx<br>283' 8" 61' 7" 13' 9"<br>259' 0" 60' 0" 20' 1"<br>1 dk<br>8BH<br>rf 6" WB324t incl. DTa162tf162t | T D-E Ferry (300P) | 4 Vee Oil 4SA each 12Cy.<br>6000bhp driving 4 gen.<br>300V d.c. connected to<br>each 1300shp<br>Davey, Paxman & Co. Ltd.<br>2db 50lb<br>2×600kW 450V 60c/s a.c.<br>Propellers 2 fwd 2 aft |
| 507849<br>PDLI<br>Df | **CONFID**<br>exLea-55 exWea-53<br>exHavik-32<br>**W. Visser**<br>N.V. Wijnne & Barends<br>Sliedrecht Netherland | 200<br>103<br>— | **100A1** TD 6/68 ~~Dr 9/64~~<br>Mediterranean, Black Sea & Red Sea service, also European & North West African coasting service<br>**LMC**<br>EL b | **1928** G. J. van der Werff—Hgz<br>118' 1" 21' 7"<br>109' 11" 21' 6" 8' 2"<br>Q26' B8' RFD13'<br>R NS 3BH<br>rf 4" WB25t | M Mchy.aft<br>G.12400 B.11500 | Oil 4SA 4Cy. 10¼"×13¾"<br>120bhp<br>Appingedammer Brons |
| 541529<br>SYPM<br>2185<br>Rdr<br>RTm | **CONFIDENCE**<br>exSea Spray-63<br>exWindward Bay-60<br>exAlcides-57<br>**Confidence Cia. Nav. S.A.**<br>Piræus Greek | 9959<br>5773<br>15910 | BV ~~NV~~ | **1950** Öresundsvarvet A/B—Lkr<br>514' 9" 66' 0" 28' 10½"<br>30' 10"<br>P105' B34' F58' 1 dk | M Tanker Mchy.aft<br>19 Ta<br>L.736540<br>HeCls. C | Oil 2SA 9Cy. 680×1500 mm<br>6500bhp<br>A/B Götaverken<br>3×195, 195, 50kW 220V d.c. |
| 651687 | **CONFIDENCE II**<br>**Gulf Agency Co. (Iran) Ltd.**<br>Khorramshahr Iranian | 35<br>—<br>— | A1 SS 6/67<br>tug<br>Persian Gulf service<br>**LMC**<br>MN37 EL (a) | **1964-8** Lidwall & Söner A/B—Leksand<br>38' 5" 12' 6"<br>33' 9" 11' 10" 5' 7"<br>2BH<br>rf 2" | M Tug | Oil 4SA 6Cy. 121×140 mm<br>200bhp<br>A/B Volvo-Penta |

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| 507852<br>MRQM<br>168043<br>RTv | **CONFORMITY**<br>exC.85<br>**F. T. Everard & Sons Ltd.**<br>British<br>London | 484<br>227<br>— | TD 3/68<br>✠100A1 ~~SS 10/63~~<br>oil tanker—FP above 150° F. For service U.K., Eire (excluding west coast) & between River Elbe & Brest<br>✠LMC<br>EL h 1"SQ | 1940–11 W. J. Yarwood & Sons (1938) Ltd.—Northwich<br>171′ 6″ 28′ 3″ 10′ 5¼″<br>162′ 5″ 27′11½″ 10′ 10″<br>P49′ F20′ Trunk 93′ 1 dk<br>RW 8BH 1 longitudinal BH<br>len & conv dry cargo ship 59<br>rf 3″ WB142t incl. DTf66t | S Tanker Mchy.aft | T 3Cy. 10½″ 17½″ & 29″×19″<br>385ihp (o.f)<br>W. J. Yarwood & Sons Ltd Northwich<br>SB hs(1060) 2cf |
| 520264<br>VYSQ<br>154909<br>Df Gc<br>Rdr RT | **CONGAR**<br>exLake Transport-67<br>exBlue Cross-59 exRedhead-34<br>**Johnstone Shipping Ltd.**<br>Canadian<br>Toronto | 1877<br>1413<br>2350 | ✠A1 ~~Lake SS 4/62~~<br>oil tanker Lake SS 5/67<br>Great Lakes & River St. Lawrence service<br>✠LMC<br>EL (q) | 1930–5 Canadian Vickers Ltd.—Mtl<br>*254·7′* 43′ 8″ 14′ 7½″<br>253′ 0″ 43′ 7″ 19′ 11″<br>1 dk<br>R 10BH conv barge 34 conv dry cargo ship 40<br>WB370t | TM Tanker Mchy.aft<br>L.145185<br>HeCls. BC | 2 Oil 2SA each 5Cy. 305×380 mm<br>1000bhp ✠NE7/34 40t–3pd<br>Fairbanks, Morse & Co. Beloit<br>✠ndb 3/57–145lb 7k |
| 538226<br>ZSJG<br>351037<br>Df Esd<br>Pld Rdr<br>RT | **CONGELLA**<br>exCongella Too-64<br>exLeckö-64 exVisborg-63<br>exRåwind-61<br>**Durban Lines (Pty) Ltd.**<br>S. African<br>Durban | 499<br>284<br>950 | AB<br>✠Classed LR until 8/64 | 1958–7 Marstrands M/V A/B—Mtd<br>209′ 6″ 32′ 11″ 12′ 4½″<br>187′ 9″ 32′ 10″<br>1 dk & S dk<br>rf 2″ | M OSD Mchy.aft<br>1 Ho 127′<br>G.69000 B.63000<br>2 Ha<br>4W Der 4(3) | Oil 2SA 5Cy. 340×570 mm<br>1050bhp 100t<br>Nydqvist & Holm A/B Thn<br>11½k |
| 642158<br>DLWF<br>Df Esd<br>Rdr RT | **CONGER**<br>exEllen Mahler-65<br>**Reederei J. & K. Blase**<br>W. German<br>Loga | T.Mk 499<br>289<br>1180 | GL | 1964 Jadewerft G.m.b.H.—Wilhelmshaven<br>217′ 6″ 34′ 7″ 12′ 0½″<br>196 10″ 34′ 5½″ 19′ 0″<br>F25′ 1 dk & S dk<br>rf 4″ | M ~~OSD~~ Mchy.aft<br>1 Ho 143¾′ 1TwD 143¾′<br>G.85000 B.77000<br>2 Ha (stl) (each 49¼′×19¾′)<br>4W Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>950bhp 50t (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>2×20kW 220V a.c.<br>Controllable pitch propeller 11½k |
| 507854<br>DIIV<br>Df Esd<br>Gc Rdr<br>RTv | **CONGO**<br>**Friedrich A. Detjen**<br>W. German<br>Hamburg<br>Now **AUGUST PETERS**<br>See New Entries No. **1** | 3866<br>2144<br>5767 | GL | 1955 Orenstein-Koppel & Lbcr. Masch.—Lbc<br>349′ 3″ 48′ 8″ 23′ 10″<br>323′ 2″ 48′ 6″ 29′ 6″<br>P37′ F36′ 2 dks<br>RW<br>rf 4″ | M (2P)<br>4 Ho 55′, 80½′, 50¼′, 45½′<br>G.270238 B.245764<br>4 Ha (32¼′, 48¼′, 32¼′, 32¼′×20¼′)<br>10W Der 1(50) 2(10) 8(5) | Oil 2SA 9Cy. 520×900 mm<br>2700bhp 507t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×144kW 400V 50c/s a.c. 13½k |
| 507855<br>OYWE<br>Df Esd<br>Gc Pld<br>Rdr | **CONGO**<br>**A/S Det Dansk-Franske D/S**<br>E. Hahn-Petersen<br>Copenhagen<br>Danish | 3654<br>1837<br>6225 | ✠100A1 SS 1/64<br>DTm—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN860 EL y 1⅞″SQ | 1954–3 Helsingör Skibs. & Msk—Hsg<br>411′ 10″ 53′ 6″ 22′ 6½″<br>375′ 7″ 53′ 5″ 33′ 6″<br>F90′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB1245t incl. Tunnel tanks 155t | M Ref OSD<br>5 Ho<br>G.3953 B.3600 In.35530<br>5 Ha (29¼′, 34½′, 34½′, 27½′, 27½′×22′)<br>10W Der 1(30) | Oil 2SA 8Cy. 620×1150 mm<br>4300bhp B&W 857t<br>Helsingör Skibs. & Msk. Hsg<br>db 100lb 14½k |
| 536695<br>JELM<br>72427<br>Df Esd<br>Gc Rdr | **CONGO MARU**<br>exTozai Maru No. 11-64<br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo<br>Japanese | 6842<br>3910<br>9778 | NK | 1954 Namura Zosensho—Osa<br>451′ 2″ 57′ 8″ 26′ 10″<br>419′ 11″ 57′ 7″ 33′ 5″<br>P58′ B121′ F32′ 1 dk, pt 2nd dk<br>RW | M<br>6 Ho<br>G.488015 B.443801<br>6 Ha (27′, 45′, 25′, 25′, 42½′, 26′×21¼′)<br>16W Der 1(30) 4(10) 12(5) | Oil 2SA 7Cy. 720×1250 mm<br>5250bhp 1275t<br>Mitsubishi Hvy Ind. Reorg. Kob<br>3×170, 170, 50kW 230V a.c. 14k |
| 507858<br>PDLD<br>Df Esd<br>Gc Rdr<br>RTv | **CONGOKUST**<br>exVan Linschoten-56<br>**N.V. Nederl. Tank- & Paketv. Maats.**<br>Amsterdam<br>Netherland | 4758<br>2622<br>4838 | BV | 1953 Rotterdamsche D.D. Maats.—Rot<br>368′ 11″ 53′ 8″ 21′ 3¾″<br>… … …<br>P94′ F42′ 2 dks<br>RW<br>rf 6″ | M (6P) Ref Mchy.aft<br>3 Ho 75¾′, 73½′, 70¾′<br>G.285694 B.272269 In.900<br>3 Ha (stl) (each 40¼′×26¼′)<br>12W Der 1(50) 4(10) 6(6) 2(3) | Oil 4SA 6Cy. 720×1400 mm<br>3000bhp 466t (hvf)<br>N.V. Werkspoor Ams<br>3×150kW 220V d.c. 13½k |
| 507859<br>CUVK<br>LX81C<br>Esd RT | **CONIMBRIGA**<br>**Soc. de Pesca de Arrasto de Aveiro**<br>Lisbon<br>Portuguese | 169<br>52<br>— | ✠LR class withdrawn—12/67 | 1961–10 Est. São Jacinto—Aveiro<br>107′ 7″ 23′ 0″ 9′ 2¼″<br>93′ 5″ 22′ 7½″ 11′ 8″<br>F22′<br>RW<br>rf 31″ BK7″ | M Trawler | Oil 4SA 6Cy. 300×410 mm through friction coupling<br>660bhp<br>A/S Vølund Cpn<br>Controllable pitch propeller |
| 507860<br>VGYY<br>188900<br>Df Esd<br>Gc Rdr | **CONISCLIFFE HALL**<br>**Hall Corporation of Canada**<br>Montreal<br>Canadian | 2329<br>1529<br>3905 | ✠100A1 Lake SS 4/67<br>Winters on the Great Lakes<br>✠LMC<br>MN272 EL r 1½″SQ | 1957–7 Davie S.B. Ltd.—Levis<br>259′ 0″ 43′ 11″ 18′ 0¾″<br>253′ 0″ 43′ 10½″ 22′ 6″<br>P42′ F31′ 1 dk<br>NS 4BH<br>rf nil WB819t | TM Mchy.aft | 2 Oil 4SA each 8Cy. 235×330 mm dr reverse geared<br>1360bhp<br>Masch. Augsburg-Nürnberg Aug |
| 502976<br>KETD<br>27729<br>Df Esd<br>Gc Rdr<br>RTm/h | **CONNECTICUT**<br>exAtlas-66<br>**Connecticut Transport Inc.**<br>New York<br>United States | 22600<br>13873<br>35864 | AB | 1958 New York S.B. Corp.—Camden<br>676′ 0″ 93′ 3″ 36′ 4⅞″<br>644′ 0″ 93′ 0″ 46′ 0″<br>P153′ Q46′ B56′ F100′ 1 dk<br>RW<br>rf 8″ | S Tanker Mchy.aft<br>30 Ta<br>L.1642284<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>20625shp 3500t (o.f)–100pd<br>De Laval S. Turb. Co. Trenton<br>2×500kW 120/440V 60c/s a.c. 17¾k |
| 670703<br>503056<br>Df Esd<br>Rdr RT | **CONNIE JEAN**<br>**Connie Jean Inc.**<br>Tacoma<br>United States | 735<br>376<br>— | | 1966 J. M. Martinac S.B. Corp.—Tacoma<br>150′ 0″ 35′ 0″ 17′ 6″<br>… … …<br>3 dks | M Fishing Mchy.fwd | Oil 10Cy. 8¼″×10″<br>1450bhp Emade44fitted66<br>Fairbanks, Morse & Co. Beloit |

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| 507863<br>VXKJ<br>177567<br>Df Rdr<br>RT | **CONNORS BROS. II**<br><br>**Maritime S.S. Co. Ltd.**<br>St. Andrews Canadian | 182<br>138<br>170 | | **1945** Wagstaff & Hatfield—Port Greville<br>115' 0" 24' 6" 12' 0"<br>... ... ...<br>1 dk | Wood M<br>1 Ho 35½'<br><br><br>1W Der 1 | Oil 2SA 6Cy. 255×315 mm<br>Fairbanks, Morse & Co. |
| 540274<br>5MMB<br>1712<br>Df Esd<br>Gc Rdr<br>RT | **CONOCO ARROW**<br>exContinental IV-67<br>exVermion-63<br>exAndros Fortune-62<br>**World Wide Transport Inc.**<br>Monrovia Liberian | 18504<br>11479<br>28070 | AB<br><br>✠Classed LR until 5/55 | **1954-8** Davie S.B. Ltd.—Levis<br>624' 10" 84' 2" 33' 5½"<br>595' 0" 84' 0" 44' 0"<br>P124' B33' F80' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. shaft<br>13750shp<br>General Electric Co. |
| 507909<br>5MJR<br>1650<br>Df Esd<br>Gc Rdr<br>RT | **CONOCO DUBAI**<br>exContinental II-67<br>exAndros Island-62<br>**Petrocarriers Inc.**<br>Monrovia Liberian | 18736<br>11652<br>29371 | AB<br><br>✠Classed LR until 7/55 | **1953-5** Bethlehem Stl Co.—Qcy<br>644' 7" 84' 5" 33' 2½"<br>615' 0" 84' 0" 44' 0"<br>P124' B35' F80' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. shaft<br>15000shp<br>Bethlehem Stl Co. |
| 542617<br>ELDT<br>2826<br>Df Esd<br>Gc Rdr<br>RT | **CONOCO HUMBER**<br>exSuzana S.-67<br>(Fwd & Cargo Section)<br>exPonca City-67<br>exFort Henry-48<br>(Aft) exSanta Suzana-67<br>exAngela-64<br>exAtlantic Ranger-63<br>**World Wide Transport Inc.**<br>Monrovia Liberian | 10602<br>6424<br>16811 | <br><br>AB | **1943** (Fwd & cargo sections)<br>Kaiser Co. Inc.—Swan Island<br>**1945** (Aft section) Sun S.B. & D.D. Co.<br>—Chester, Pa<br>522 10" 84' 4" 36' 7½"<br>502' 4" 84' 0" 44' 1"<br>P108' B36' F53' 1 dk<br>RW joined 67<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br><br>1 Ha (stl) (14½'×18') | S Turb 7240shp driving 1 gen<br>2300V a.c. connected to elec.<br>6000shp (Sy)<br>Westinghouse Elec. & Mfg Co.<br>2×400kW |
| 537382<br>5LCD<br>826<br>Df Esd<br>Gc Rdr<br>RT | **CONOCO JET**<br>exContinental Jet-67<br>exMercantile Trader-67<br>exUraga-66<br>**World Wide Transport Inc.**<br>Monrovia Liberian | 12808<br>7590<br>19500 | ✠Class **WITHDRAWN**<br>at Owners' request<br>4/68 AB | **1956-10** Uraga Dock Co.—Yukosaka<br>563' 5" 70' 5" 31' 11"<br>530' 0" 70' 3" 40' 3"<br>P127' B42' F73' 1 dk<br>RW 13BH<br>rf 6" WB1389t incl. DTf834t | M Tanker Mchy.aft<br>24 Ta<br>L.890386 HeCls. BC | Oil 2SA 7Cy. 760×1550 mm<br>9100bhp Sulzer<br>Uraga Tamashima Diesel<br>2AuxB 227lb |
| 507910<br>5MKF<br>1664<br>Df Esd<br>Gc Rdr<br>RT | **CONOCO SOPI**<br>exContinental III-67<br>exAndros Hills-62<br>**Petrocarriers Inc.**<br>Monrovia Liberian | 18736<br>11603<br>29371 | AB<br><br>✠Classed LR until 7/55 | **1953-8** Bethlehem Stl Co.—Qcy<br>644' 7" 84' 5" 34' 7½"<br>615' 0" 84' 0" 44' 0"<br>P124' B35' F80' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. shaft<br>15000shp<br>Bethlehem Stl Co. |
| 671798<br><br><br>Df Esd<br>RT | **CONQUERO**<br><br>**Pesqueras Onubenses**<br>Huelva Spanish | ~~160~~ 152<br>—<br>— | <br><br>BV | **1967** Const. Nav. P. Freire—Vgo<br>87' 4" 20' 9"<br>75' 6" 20' 8" 11' 2"<br>1 dk | M Trawler Mchy.aft | Oil 4SA<br>320bhp<br>Moteurs Baudouin |
| 652249<br>GRZA<br>307550<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CONQUEROR**<br><br>**Northern Trawlers Ltd.**<br>~~John A. Butt~~<br>Grimsby British | 1664<br>657<br>529 | ✠100A1<br>stern trawler<br>✠LMC<br><br>MN470 EL (p) (o)1$\frac{1}{16}$"SQ | **1965-12** Hall, Russell & Co. Ltd.—Abn<br>~~214' 0"~~ 41' 1" 15' 6" 214·8' (incl.BB)<br>200' 0" 41' 0" 26' 6"<br>B32' RFD26' 2 dks<br>RW Coll BH to U dk 4 to 2nd dk<br>rf 33" WB142t | M Stern Trawler<br><br><br>2 Ha (stl) (9½', 9'×9')<br>1W Der 1(3) | Oil 4SA 8Cy. 15"×20 with<br>coupling & sr gearing<br>propulsion unit<br>2350bhp<br>Mirrlees National Ltd.<br>db 180lb<br>1×330kW 220V d.c.<br>Controllable pitch propeller<br>Emy. propulsion by motoring M.E. driven |
| 507864 | **CONQUEROR**<br><br>**Booth (Brasil) Ltd.**<br>Para Brazilian | *112*<br>—<br>— | <br><br>✠Classed LR until 8/05 | **1897-1** Cox & Co.—Fal<br>*95·7'* 18' 7"<br>... ... ...<br><br>R | S Tug | C 2Cy. 20" & 38"×24"<br><br>Cox & Co. |
| 507865<br><br><br>Esd Rdr | **CONQUEST**<br><br>**Conquest Inc.**<br>United States | 142<br>72<br>— | | **1942** H. L. Marins—Pca<br>97' 0" 21' 5" 13' 0"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 6Cy. 330×405 mm<br><br>Atlas-Imperial D.E. Co. |
| 507867<br>EBZZ<br><br>Df Esd<br>Rdr<br>RTh | **CONQUISTADOR**<br><br>**Naviera Alvargonzález S.A.**<br>Romualdo Alvargonzález S.A.<br>Seville Spanish | 2186<br>1342<br>3335 | ✠100A1 ~~SS 7/64~~<br>SS 10/67<br>✠LMC<br><br>MN370 EL(r) 1$\frac{1}{16}$"SQ | **1960-5** Empresa Nacional "Elcano"—Sev<br>296' 9" 41' 9" 19' 8½"<br>271' 2" 41' 8" 24' 0"<br>Q69' F32' 1 dk, 2nd dk in No. 2 hold<br>5BH len & structure fwd of amidships renewed 63<br>rf 4" WB720t incl. DTm135t | M Mchy.aft<br>2 Ho 82', 95½'<br><br>2 Ha (stl) (55', 71½'×19½')<br>Cr 8(3) Der 1(14½) | Oil 2SA 5Cy. 520×900 mm<br>1850bhp Götaverken<br>Empresa Nacional "Elcano"<br>3×65kW d.c. |
| 507868<br>DCWK<br><br>Df Esd | **CONRAD**<br><br>**Conrad Schepers**<br>Haren /Ems W. German<br>Now **IDUNA** See New Entries No. 4 | 417<br>272<br>581 | <br><br>GL | **1952** G. Wolkau—Ham<br>*163·8'* 24' 8" 10' 2½"<br>24' 7" 11' 8"<br>P36' F20' 1 dk<br>RW len 59 | M Mchy.aft<br><br>G.29836 B.27750<br>1 Ha (90'×17½') | Oil 4SA 6Cy. 285×420 mm<br>300bhp<br>Masch. Augsburg-Nürnberg |

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| 519957<br>317419<br>Df | **CONRAD 1**<br>exKyoshin Maru No. 17-66<br>**Bahama Fishing Co. Ltd.**<br>Nassau British | 132<br>71<br>— | | | **1957** Usuki Tekkosho—Usuki<br>107' 1" 18' 11"<br>93' 10" 18' 9" 9' 2"<br>1 dk | M Trawler | Oil 4SA 6Cy. 260×390 mm<br>400bhp<br>Usuki Tekkosho | Ise<br>10½k |
| 519958<br>317420<br>Df | **CONRAD 2**<br>exKyoshin Maru No. 18-66<br>**Bahama Fishing Co. Ltd.**<br>Nassau British | 132<br>71<br>— | | | **1957** Usuki Tekkosho—Usuki<br>107' 1" 18' 11"<br>93' 10" 18' 9" 9' 2" | M Trawler | Oil 4SA 6Cy. 260×390 mm<br>400bhp<br>Usuki Tekkosho | Ise<br>10½k |
| 509494<br>VGSR<br>184042<br>Esd Pfd<br>Rdr RT | **CONRAD MARIE**<br>exDunnet Head-66<br>**Bouchard Navigation Ltée.**<br>Euclide Bouchard<br>Quebec Canadian | 749<br>363<br>900 | ✠100A1<br>✠LMC<br>MN128 | SS 12/65<br>EL j | **1953-6** Henry Robb Ltd.—Lth<br>192' 10" 31' 2" 13' 3½"<br>180' 0" 31' 0" 15' 0"<br>P51' F27' 1 dk<br>RW NS 4BH<br>WB297t | M Mchy.aft<br>G.44590 B.42490<br>3W Der 3(3) | Oil 2SA 4Cy. 340×570 mm<br>640bhp<br>British Polar Engines Ltd. | 36t<br>Gls<br>10k |
| 507870<br>KOPE<br>243475<br>Df Esd | **CONRAD WEISER**<br>**United States Department of Commerce**<br>Baltimore United States | 7244<br>4409<br>10920 | | AB | **1943** Bethlehem-Fairfield—Bal<br>441' 6" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | 1819t (o.f)<br>Hamilton<br>10k |
| 507871<br>CLYS<br>Df Esd<br>Gc Rdr | **CONRADO BENITEZ**<br>exCanadian Constructor-62<br>**Republica de Cuba**<br>Empresa Consolidada de Nav. Mambisa<br>Havana Cuban | *6745*<br>*3936*<br>7452 | ✠Classed LR until 12/61<br>Lloyd's RMC | | **1947-2** Burrard D.D. Co. Ltd.—Vcr<br>436' 6" 59' 2" 25' 9½"<br>410' 0" 59' 0" 36' 8"<br>F45' 2 dks<br>RW | M Ref CSD<br>G.414530 B.371080 In.15380<br>12W Der 1(25) | Oil 2SA 4Cy. 815×2410 mm<br>Doxford<br>Canadian Vickers Ltd. | 890t<br>Mtl<br>15k |
| 542674<br>303598<br>RT | **CONSERVATOR K.L.**<br>**King's Lynn Conservancy Board**<br>King's Lynn British | 42<br>2<br>— | ✠100A1<br>tug for service in the River Ouse and the Wash<br>✠LMC<br>MN68 | SS 7/67<br>EL (a) | **1963-6** James & Stone (Brightlingsea) Ltd.—Brightlingsea<br>57' 6" 16' 1"<br>52' 0" 15' 0" 7' 9"<br>3BH<br>rf 8" BK4" WB12t | M Tug & Pilot Tender | Vee Oil 4SA 6Cy. 7"×7¾" sr geared<br>340bhp<br>Davey, Paxman & Co. Ltd.<br>Controllable pitch propeller | (d.o)<br>Col |
| 504444<br>HPGL<br>Df | **CONSILIA**<br>exBihac-67 exPrinc Andrej-46<br>**Pujamar S.A.**<br>Panama Panamanian | 5092<br>3095<br>9618 | ~~✠100A1~~<br>~~with freeboard~~<br>~~✠LMC~~<br>TO BE BROKEN UP | ~~SS 10/65~~<br>~~EL a†~~<br>~~JR~~ | **1930-10** Lithgows Ltd.—P.Gl<br>432' 0" 55' 0" 25' 0¼"<br>413' 6" 54' 9" 35' 6"<br>F30' 1 dk & S dk, 3rd dk in way of E & B space<br>R NS Coll BH to S dk 6 to 2nd dk<br>WB1593t | S OSD<br>5 Ho 75¾', 55', 35½', 68', 52¾'<br>5 Ha (38¾', 30½'×22') (21'×18') (35½', 28'×22')<br>Der 8(4) 2(2) | T 3Cy. 25⅛" 43½" & 73"×48"<br>2700ihp<br>Rankin & Blackmore Ltd.<br>3 SB 210℔ hs(7500) 9cf<br>2×12 & 6kW 110V d.c. | (o.f)<br>Grk |
| 507874<br>WHTI<br>277514<br>Df Gc<br>Pfd Rdr<br>RTm | **CONSOLIDATION COAL**<br>exRedstone-58<br>**Pocahontas Steamship Co.**<br>Wilmington, Del United States | 16304<br>12003<br>23085 | | AB | **1958** (Fwd & cargo section) Newport Ns S.B. & D.D. Co.—N.Ns<br>**1945** (Aft section) Sun S.B. & D.D. Co.—Chester, Pa<br>635' 6" 75' 0" 32' 4⅞"<br>610' 0" 74' 10" 47' 3"<br>1 dk<br>RW<br>rf 9"<br>conv tanker 58 | T-E Bulk Carrier (2P) Mchy.aft<br>Self-unloader<br>7 Ho 55', 55', 60', 60', 60', 60', 60'<br>13 Ha (stl) (each 18'×40') | S Turb driving 1 gen. 5400kW 4000V connected to elec. motor 6600shp (WL)<br>Elliott Co.<br>1×400kW 60c/s a.c.<br>2×75, 55kW d.c.<br>Directional propeller | 1416t (o.f)<br>Jeannette |
| 541074<br>5MNC<br>1739<br>Df Esd<br>Gc Rdr | **CONSONANCE**<br>exHopemount-63<br>**Consonance Shipping Corp.**<br>Monrovia Liberian | 12331 ~~12062~~<br>7346 ~~7162~~<br>19010 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1700 | ~~SS 6/63~~<br>TD 10/68<br>ELi† | **1953-4** Swan, Hunter & Wghm Rchdsn—Wal<br>556' 7" 72' 7" 31' 5¼"<br>527' 0" 72' 6" 40' 6"<br>P132' B47' F64' 1 dk<br>RW 17BH<br>WB1149t incl. DTf776t | M Tanker Mchy.aft<br>L.849415 | Oil 2SA 6Cy. 750×2500 mm<br>Wallsend Slpwy & E. Co.<br>2AuxB 180℔<br>✠2NWTAuxB 6/63-180℔ | Wal<br>15k |
| 671724<br>GXDH<br>309502<br>Esd Pfd<br>Rdr RTv | **CONSTANCE BANKS**<br>**East Anglian Ice & Cold Storage Co. Ltd.**<br>Hobsons (Lowestoft) Ltd.<br>Lowestoft British | 255<br>91<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN220 | EL (d) | **1967-7** Appledore S.B. Ltd.—Apl<br>125' 8" 25' 10"<br>110' 0" 25' 6" 13' 0"<br>F19'<br>4BH<br>rf 18" BK6" | M Trawler<br>1 Ho 36¾'<br>1 Ha (w) (2½'×4')<br>2 Ha (stl) (each 3½'×4') | Oil 4SA 6Cy. 10¼"×14½" reverse reduction geared<br>1100bhp<br>Ruston & Hornsby<br>2×30kW 220V d.c. | 55t (d.o)<br>Lcn<br>12½k |
| 507875<br>GXFM<br>300756<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CONSTANCE BOWATER**<br>**Bowater Steamship Co. Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>London British | 3914<br>2018<br>~~5458~~<br>5609 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN540 | CS 4/66<br>EL v 1 13/16"SQ | **1958-8** Caledon S.B. & E. Co. Ltd.—Dun<br>325' 2" 50' 3" ~~24' 4"~~ 24' 5⅜"<br>310' 10" 50' 0" 30' 0"<br>P34' F37' 1 dk<br>RW 6BH<br>rf 6" DK fwd WB961t incl. Tunnel tanks 183t | M (4P)<br>4 Ho 58½', 47¼', 49½', 69¾'<br>G.267600 B.248000<br>4 Ha (stl) (29¼', 29¼', 28¼', 29¼'×23')<br>8W Der 8(6) | Oil 2SA 6Cy. 600×1040 mm<br>2700bhp Sulzer<br>Wm. Denny & Bros. Ltd.<br>db 100℔<br>3×180kW 220V d.c. | 610t (d.o)<br>Dmb<br>12k |
| 660458<br>Esd | **CONSTANCIA 14**<br>**Pesquera Industrial Constancia S.A.**<br>Tambo de Mora Peruvian | 105<br>—<br>— | ✠LR class withdrawn 9/67 | | **1965-12** Fabricaciones Metalicas—Clo<br>73' 4" 22' 2"<br>62' 9" 21' 9" 10' 5"<br>RAD14'<br>BK | M Fishing | Vee Oil 2SA 12Cy. 4¼"×5" with reverse reduction gears<br>335bhp<br>General Motors Corp. | Det |

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| 660459<br><br><br>Esd | **CONSTANCIA 15**<br><br>**Pesquera Industrial**<br>**Constancia S.A.**<br>Tambo de Mora Peruvian | 105<br>—<br>— | ✠LR class withdrawn<br>9/67 | 1965–12 Fabricaciones Metalicas—Clo<br>73′ 4″ 22′ 2″<br>62′ 9″ 21′ 9″ 10′ 5″<br>RAD14′<br>BK | M Fishing | Vee Oil 2SA 12Cy. 4¼″×5″ with<br>reduction gears<br>335bhp<br>General Motors Corp. |
| 507876<br><br>303252<br>Df Esd<br>Pld RT | **CONSTANT STAR**<br><br>**Norrard Trawlers Ltd.**<br>Milford Haven British | 140<br>48<br>— | ✠LR class withdrawn<br>10/67 | 1962–6 James & Stone (Brightlingsea)<br>Ltd.—Brightlingsea<br>*93·3′* 22′ 4″<br>90′ 0″ 22′ 0″ 10′ 6″<br>F15′<br>rf 18″ BK5″ | M Trawler | Oil 4SA 7Cy. 250×360 mm<br>490bhp<br>A/S Bergens M/V<br>Controllable pitch propeller |
| 640006<br>XQPO<br>446G1<br>Df Esd<br>Gc Rdr<br>RTm/h | **CONSTANTA**<br><br>**Ministerul Industriei**<br>**Alimentare**<br>Galatz Roumanian | 3631<br>2061<br>2037 | ✠100A1 SS 4/68<br>stern trawler<br>Ice Class 3<br>✠LMC<br>MN498 EL (u) 1¾″SQ | 1964–2 Hitachi Zosen—Osa<br>305′ 5″ 51′ 4″ 16′ 3½″<br>278′ 10″ 51′ 2″ 29′ 10″<br>2 dks<br>Coll BH to U dk 7 to 2nd dk<br>rf 7″ WB 1166t incl. Tunnel tanks 640t | M Stern Trawling Factory Ship<br>2 Ho 65½′, 29½′<br><br>2 Ha (each 8½′×8½′)<br>Der 4(5) | 2 Oil 2SA<br>(i) 6Cy. 280×500 mm<br>(ii) 7Cy. 280×500 mm with<br>couplings & sr gearing to sc.<br>2250bhp B&W<br>Hitachi Zosen<br>db 100lb<br>3×640, 160, 160kW 380V<br>Controllable pitch propeller |
| 507878<br>EDJG | **CONSTANTE JUAN**<br><br>**A. & J. Freire Barreiro**<br>Vigo Spanish | 102<br>63<br>— | | 1930 Hijos de J. Barreras—Vgo<br>*77·1′* 17′ 8″<br>… … … | Wood S Fishing | T 3Cy. 7½″ 11″ & 18″×14″<br>150ihp<br>Hijos de J. Barreras |
| 507880<br>DIEU<br><br>Df Esd<br>Gc Rdr<br>RT | **CONSTANTIA**<br><br>**Partenreederei**<br>**m.s. "Constantia"**<br>Christian F. Ahrenkiel<br>Hamburg W. German | 11406<br>7419<br>15607 | <br><br>GL | 1961 Blohm & Voss A.G.—Ham<br>496′ 1″ 72′ 1″ 32′ 5½″<br>462′ 8″ 70′ 3″ 42′ 1″<br>2 dks<br>RW | M (10P) CSD Mchy.aft<br>4 Ho 59¾′ 101½′, 60′, 102½′<br>G.829885 B.767190<br>6 Ha (stl) (34½′, 34′, 34′, 34′, 34′,<br>34′×28½′)<br>12W Der 12(5–10) 2(1) | Oil 2SA 8Cy. 700×1200 mm<br>7250bhp MAN<br>Blohm & Voss A.G.<br>3×230kW 400V 50c/s a.c. |
| 533386<br>OGFJ<br>1365<br>Df Esd<br>Rdr RT | **CONSTANTIA**<br>exSomeri–66 exOrabuena–61<br>exPaul de Rousiers–58<br>**Korpo Rederi A/B**<br>Helsinki/Helsingfors Finnish | 3547<br>1891<br>4882 | <br><br>BV | 1942 Ch. & At. de Provence—Port de<br>Bouc<br>372′ 8″ 48′ 6″ 20′ 3″<br>48′ 4″<br>P25′ B117′ F33′ 1 dk | S<br><br>G.249000<br>4 Ha (36½′, 36½′, 42′, 47½′×32′)<br>4W Der 4(5) | T 3Cy. 19$\frac{1}{16}$″ 28½″ & 53½″×<br><br>Ch. & At. de Provence |
| 507881<br>HOPP<br><br>Df Rdr<br>RT | **CONSTANTIA**<br>exEnseigne Marie<br>Saint-Germain–50<br>**Romfea Shipping S.A.**<br>Panama Panamanian | 3097<br>1657<br>4700 | BV HR<br><br>✠Classed LR until 5/25 | 1923–2 Ch. Nav. Français—Blainville<br>330′ 8″ 45′ 10″ 19′ 9″<br>45′ 8″<br>P15′ Q90′ B59′ F29′ 1 dk Well dk<br>R | S<br><br>G.207836 | T 3Cy. 18½″ 29$\frac{11}{16}$″ & 50½″×<br><br>Soc. Mot. Chaleassiere |
| 642042<br>6ZBG<br>2106<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONSTANTINE**<br><br>**Proteus Tanker Corp.**<br>Monrovia Liberian | 34827<br>23753<br>— | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3600 EL w†3¼″SQ | 1964–12 Mitsubishi Hvy Ind. Ltd.—Nag<br>775′ 0″ 106′ 0″ 42′ 0½″<br>738′ 3″ 105′ 8″ 54′ 10″<br>P136′ F67′ 1 dk<br>11BH<br>WB17227t incl. 4090t in clean ballast tanks | S Tanker Mchy.aft<br><br><br><br><br>DTf2104t | 2 S Turb dr geared to sc.<br>18000shp Westinghouse<br>Mitsubishi Hvy Ind. Ltd.<br>2WTB 705lb Spt 905° F. |
| 505083<br>9HBQ<br>181306<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CONSTANTINE**<br>exBravo–66<br>**Fairtide Ltd.**<br>Malta British | 1798<br>760<br>~~2137~~<br>2219 | ✠100A1 SS 7/66<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL s | 1947–6 Henry Robb Ltd.—Lth<br>297′ 0″ 42′ 3″ 17′ 2½″<br>280′ 5″ 42′ 0″ 25′ 3″<br>1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 8″ WB429t | S (12P) OSD<br>4 Ho 47′, 63′, 44½′, 44½′<br>G.146500 B.134000<br>4 Ha (22½′×14′) (29½′×16′)<br>(20½′, 13½′×14′)<br>8W Der 2(10) 6(5) | T 3Cy. 19½″ 32″ & 54″×<br>with dr gearing & hydrau<br>1900ihp<br>Cen. Mar. Eng. Wks<br>2 SB 210lb Spt<br>2×15, 10kW 110V d.c. |
| 507882<br>TODI<br><br>Df Esd<br>RT | **CONSTANTINE**<br><br>**Nerzic & Cie.**<br>Concarneau French | 140<br>53<br>— | <br><br>BV | 1959 S.I.C.C. Na. (Anc. Ch. Mougin)—<br>St.M<br>*88·8′* 22′ 9″<br>… … … | M Trawler<br><br><br><br>6 Ha (3½′×3½′) (3½′, 3½′×3′)<br>(3½′, 4½′×2′) (1½′×1½′)<br>Der 1(2) 1(1) | Oil 4SA 4Cy. 315×480 mm<br>400bhp<br>Etab. Duvant |
| 534725<br>6ZBU<br>2120<br>Df Esd<br>Gc Rdr<br>RT | **CONSTANTINE P.**<br>exSylvania–64<br>**Vasiliki Cia. Mar. S.A.**<br>Monrovia Liberian | 10918<br>6648<br>17640 | ✠100A1 TD 9/66 ~~SS 5/63~~<br>oil tanker<br>✠LMC<br><br>MN1350 EL g† | 1953–9 A/B Götaverken—Got<br>549′ 2″ 66′ 2″ 30′ 2″<br>511′ 9″ 66′ 0″ 39′ 3″<br>P103′ B36′ F63′ 1 dk<br>RW 13BH<br>rf 1½″ WB1407t incl. DTf752t | M Tanker Mchy.aft<br>20 Ta<br><br><br>Der 3(5) 1(3) 2(1) | Oil 2SA 9Cy. 680×1500 mm<br>6750bhp<br>A/B Götaverken<br>2AuxB 150lb<br>2×240, 140kW 220V d.c. |
| 507883<br>SWYH<br>1946<br>Df Esd<br>Gc Pfd<br>Rdr | **CONSTANTINOPLE**<br>exNational Prestige–61<br>**Hellenic Sea Transports Ltd.**<br>Piræus Greek<br><br><br>Now **MANI** See New Entries No. 5 | 8120<br>5400<br>13200<br>10044<br>6033<br>15180 | <br><br>AB | 1957 Uraga Dock Co.—Yokosuka<br>524′ 7″ 62′ 7″ 28′ 0″/30′ 8″<br>492′ 2″ 62′ 4″ 41′ 4″<br>1 dk & S dk<br>RW | S OSD/CSD Mchy.aft<br>6 Ho 54′, 51′, 51′, 51′, 51′, 51′<br>G. 764951 B.694351<br>6 Ha (stl) (21½′, 34′, 34′, 34′, 34′,<br>31½′×24½′)<br>12W Der 1(50) 12(5) | 2 S Turb dr geared to sc.<br>8100shp<br>Uraga Dock Co. Ltd.<br>2×300kW 440V 60c/s a.c. |
| 529051<br>SYCE | **CONSTANTINOS**<br>exRask–67 exHesnes–53<br>exPaul L.-M. Russ–47<br>**Alkionis Shipping Agency**<br>**Co.**<br>Piræus Greek | 1199<br>624<br>2165 | <br><br>~~NV~~ | 1923 Stettiner Oderwerke—Stn<br>242′ 7″ 36′ 5″ 17′ 0½″<br>230′ 0″ 36′ 3″<br>P&B182′ F27′ 1 dk<br>R | M Mchy.aft<br>1 Ho 52½′<br>G.7790 B.7390<br><br>3W Der 1(2) 1(1) | Oil 4SA 6Cy. 400×460 mm<br>815bhp [illegible]<br>A.G. "Weser" |

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| 507885<br>SVFM<br>1334 | **CONSTANTINOS K.**<br>exHanna Senesh exEnderta<br>**C. Carmiris Bros.**<br>Piræus Greek | 171<br>86<br>— | | HR | 1942 ......................Italy<br>103′ 1″ 19′ 0″ 10′ 5″<br>... ... ...<br>1 dk | M | Oil 3Cy.<br>Ansaldo S.p.A. | Gen |
| 507058<br>UKPP<br>M-21406 | **CONSTANTINOVKA**<br>exChristiakovo–85<br>**U.S.S.R.**<br>Russian | 2638<br>1412<br>3135 | | | 1956 Stocznia Szczecinska—Szn<br>310′ 8″ 44′ 5″ 18′ 5″<br>44′ 3″ 20′ 6″<br>1 dk<br>RW | S<br>4 Ho<br>G.149170<br>4 Ha (32¼′×24½′) (36¾′, 32¼′×32½′) (29½′×26′)<br>4W Der 4(5) | C 4Cy. (2) 455 & (2) 980×980 mm<br>1700ihp<br>Z.U.T. Zgoda | Swi |
| 540272<br>SWZH<br>2221<br>Df Esd<br>RTm | **CONSTANTIS BOUSSES**<br>exDuiveland–63<br>**Adamantios Bousses & Co.**<br>Piræus Greek | 998<br>535<br>1300 | ✠100A1<br>✠LMC<br>MN175 | SS 9/63<br>EL I | 1941–10 T. van Duijvendijk's Schps.—Lekkerkerk<br>208′ 4″ 33′ 8″ 14′ 2½″<br>194′ 0″ 33′ 6″ 14′ 5″<br>Q132′ F25′ 1 dk<br>R 4BH<br>WB330t incl. Dk tank 44t<br>~~SURVEYS OVERDUE—CLASS SUSPENDED 1/65~~ | M Mchy.aft<br>G.71000 B.60000<br>2 Ha (50¾′, 78¾′×32¾′)<br>5W Cr 1(5) 4(3) Der 1(5) 4(3) | Oil 2SA 5Cy. 340×570 mm<br>830bhp<br>A/B Atlas-Diesel<br>2×110V d.c. | 50t (d.o)<br>Skm<br>10k |
| 521127<br>6ZBC<br>2102<br>Df Esd<br>Gc Rdr<br>RT | **CONSTELLATION**<br>exLondon Majesty–64<br>**Constellation Carriers Corp.**<br>Monrovia Liberian | 11755<br>7090<br>18070 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1360 | TD4–6/66<br>EL h†2⅜″SQ | 1952–6 Furness S.B. Co. Ltd.—Haverton Hill<br>553′ 6″ 71′ 4″ 30′ 5¾″<br>525′ 0″ 71′ 0″ 39′ 3″<br>P115′ B38′ F63′ 1 dk<br>RW 16BH<br>WB944t incl. DTf671t | M Tanker Mchy.aft<br>27 Ta | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2AuxB 150℔ | 1478t<br>Wal<br>13¼k |
| 522361<br>HPVM<br>3018G<br>Df Esd<br>Gc Rdr<br>RTh | **CONSTELLATION**<br>exMarianne–64<br>exCity of Athens–57<br>exBeechwood–55<br>**Patt Manfield & Co. Ltd.**<br>Panama Panamanian | 8492<br>5113<br>12260 | ✠Classed LR until 2/65 | BV | 1945–8 Sir J. Laing & Sons Ltd.—Sld<br>493′ 10″ 64′ 1″ 28′ 10″<br>465′ 0″ 64′ 0″ 35′ 6″<br>P&B322′ F51′ 1 dk, 2nd dk in Nos. 1 & 2 holds<br>R<br>rf 3″ conv tanker 55 | M Mchy.aft<br>4 Ho 53¾′, 68¾′, 119½′, 52½′<br>G.658480 B.593106<br>5 Ha (29¾′, 29¾′, 35½′, 38½′, 31′×22′)<br>12W Der 1(20) 2(7½) 6(5) 4(4) | Oil 2SA 6Cy. 720×1250 mm<br>4200bhp Emade44fitted62 Sulzer<br>C.R.D. Adriatico<br>2×40, 25kW 110/125V d.c. | 1935t (hvf)<br>Tri<br>15k |
| 507766<br>GPBC<br>182906 | **CONSTELLATION**<br>exComity–64 exC. 648–58<br>**Overseas & General Brokerage & Finance Co. Ltd.**<br>London British<br>Now **CAREYNA** See New Entries No. 2 | 211<br>75<br>— | ✠ | | Lch.1946 Cmpl.1949–5 J. Pollock, Sons & Co. Ltd.—Faversham<br>105′ 6″ 21′ 7″<br>98′ 7″ 21′ 6″ 8′ 6″<br>P35′ F16′ 1 dk | M Mchy.aft | Oil 4Cy. 240×345 mm<br>NE60<br>Newbury Diesel Co. | Nby |
| 507887<br>XCCD<br>Df Esd<br>Rdr | **CONSTITUCION**<br>exEastbury–58<br>exEmpire Stalwart–46<br>**Transportacion Maritima Mexicana S.A.**<br>Guaymas Mexican | *7066*<br>*4149*<br>10201 | ✠Classed LR until 3/62 | ~~NV~~ | 1943–5 W. Gray & Co. Ltd.—Hpl<br>446′ 4″ 56′ 3″ 26′ 9″<br>425′ 0″ 37′ 8″<br>F40′ 2 dks | S CSD<br>G.548835 B.512150<br>10W Der 1(50) 1(40) | T 3Cy. 24½″ 39″ & 70″×48″<br>Cen. Mar. Eng. Wks | 1260t (o.f)<br>Hpl<br>10k |
| 507888<br>KAEG<br>262027<br>Df Esd<br>Gc Rdr<br>RT | **CONSTITUTION**<br>**American Export Isbrandtsen Lines Inc.**<br>New York United States | 20269<br>9050<br>7108 | | AB | 1951 Bethlehem Stl Co.—Qcy<br>682′ 6″ 89′ 2″ 30′ 2″<br>633′ 0″ 89′ 0″ 52′ 11″<br>B&F465′ 5 dks<br>RW<br>rf 12″ | TS Ref (1088P)<br>7 Ho<br>G.221834 B.171329 In.55198<br>3 Ha<br>18W | 4 S Turb dr geared to 2 sc. shafts<br>55000shp<br>Bethlehem Stl Co. | 8100t (o.f)<br>Qcy<br>22½k |
| 507889<br>WX8282<br>263476 | **CONSTITUTION**<br>**Manuel Neves, Jr.**<br>San Diego United States | 465<br>234<br>— | | | 1952 Campbell Machine Co.—San Diego<br>29′ 7″<br>147′ 8″ 29′ 0″ 16′ 7″<br>1 dk | Wood M Mchy.fwd | Oil 4SA 6Cy. 405×520 mm<br>1000bhp<br>Union Diesel Eng. Co. | Oakland |
| 507890<br>WSBG<br>245985<br>Df Esd<br>Gc Rdr<br>RTh | **CONSTITUTION STATE**<br>exSkagway Victory–49<br>**States Marine Lines Inc.**<br>New York United States<br>Now **SILVER HAWK** See New Entries No. 7 | 7613<br>4586<br>10790 | | AB | 1944 Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>RW<br>rf nil | S (4P)<br>5 Ho 57½′, 45′, 78′, 81′, 75′<br>G.565930 B.500100<br>5 Ha (24½′, 22½′, 34½′, 34½′, 23½′×22¼′)<br>12W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>9350shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 230V d.c. | 1758t (o.f)<br>Pbg<br>16½k |
| 507893<br>EDID | **CONSUELO ROMAN**<br>exClarin–58<br>**Manuel Vazquez Paredes**<br>Huelva Spanish | 110<br>49<br>— | | | 1929 Francisco Cardama—Vgo<br>*79·4′* 18′ 6″<br>... ... ... | Wood S Trawler | T 3Cy.<br>180ihp Emade28fitted30<br>Union Nav. de Levante | 43t (o.f)<br>Val<br>9k |
| 640046<br>EDVV<br>Df Esd<br>RT | **CONSUELO VEIGA**<br>**Manuel Veiga**<br>Bilbao Spanish | 380<br>192<br>273 | | BV | 1964 Ast. Celaya—Bbo<br>25′ 2″<br>130′ 4″ 24′ 11″ 13′ 8″<br>RW | M Trawler | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz | 120t (d.o)<br>Kln<br>12k |
| 507896<br>DCEB<br>Df Esd | **CONSUL BROUËR**<br>**Leerer Heringsfisch. G.m.b.H.**<br>Leer W. German | 328<br>142<br>— | | GL | 1955 Jos. L. Meyer—Papenburg<br>138′ 5″ 25′ 3″ 9′ 1″<br>11′ 5″<br>P19′ Q22′ F27′ 1 dk<br>RW | D-E Trawler | Oil 4SA 6Cy. 320×480 mm connected to elec. motor<br>750bhp<br>Motorenw. Mannheim | Mhm |

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| 507897<br>PVVN | **CONSUL CARLOS RENAUX**<br>exItassuce-60<br>**Domingos Gonçalves Martins**<br>Rio de Janeiro Brazilian | 2123<br>1175<br>— | ✠Classed LR until 9/43 | | 1912-10 Ailsa S.B. Co. Ltd.—Troon<br>*288·2'* 43' 4"<br>43' 2"<br>R | TS Ref | T 6Cy. 16" 26" & 42"×30"<br>Ailsa S.B. Co. Ltd. |
| 507899<br>WA3319<br>226276<br>Df Gc<br>Rdr RT | **CONSUMERS POWER**<br>exAdam E. Cornelius-58<br>exCaptain John Roen-48<br>exGeorge M. Humphrey-45<br>**American S.S. Co. Inc.**<br>Boland & Cornelius<br>Buffalo United States | 8217<br>6440<br>13500 | Classed LR until 3/45 | AB | 1927 American S.B. Co.—Lorain<br>60' 2" 21' 8½"<br>587' 10" 60' 0" 32' 0"<br>F48' 1 dk<br>R<br>rf 3" | S Mchy.aft<br>Self-unloader<br>7 Ho<br>16 Ha (stl) (each 12'×38') | 2 S Turb dr geared to sc.<br>5500shp NE56<br>De Laval S. Turb. Co. |
| 507900<br>PDLN<br>Df<br>RTm | **CONTACT**<br>exGesina-52<br>**Rederij "Contact"**<br>W. Boll<br>Delfzijl Netherland | 279<br>130<br>315 | BS✳<br>MBS✳<br>MN39 | SS 3/67<br>C15 | 1950-8 Worst & Dutmer—Meppel<br>134' 6" 23' 2" 8' 2¾"<br>123' 5" 23' 0" 9' 0"<br>P25' Q8' F19' 1 dk<br>RW 4BH<br>WB341t incl. DTf22t | M Mchy.aft<br>1 Ho 73½'<br>G.16170 B.15030<br>2 Ha (31½', 24½'×13½')<br>2W Der 2(2) | Oil 2SA 4Cy. 240×3<br>reversing gear<br>195bhp<br>Appingedammer Bron<br>2×3, 1½kW 24V d.c. |
| 536743<br>KQKG<br>249749<br>Df Esd<br>Gc Rdr<br>RT | **CONTAINER DESPATCHER**<br>exTransindia-66<br>exOremar-61 exLebore-48<br>**American Export Isbrandtsen Lines Inc.**<br>New York United States | 15461<br>9661<br>24418 | | AB | 1946 Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>582' 10" 78' 5" 30' 1"<br>560' 0" 78' 0" 51' 0"<br>P108' B18' F58' 1 dk<br>RW<br>rf 10½" | S Bulk Carrier Mchy.aft<br>5 Ho<br>G.420284<br>9 Ha (stl) | 3 S Turb dr geared to sc.<br>13000shp<br>Bethlehem Stl Co. |
| 507901<br>GXLD<br>135018<br>Esd Pfd<br>Rdr RTv | **CONTAINER ENTERPRISE**<br>**British Railways Board**<br>Lancaster British | 1000 ~~982~~<br>362 ~~411~~<br>~~657~~<br>1200 | ✠100A1<br>✠LMC<br>MN300 | SS 8/67<br>EL q 1¹¹⁄₁₆"SQ | 1958-4 Ailsa S.B. Co. Ltd.—Trn<br>262' 9" 41' 11" 10' 9½"<br>245' 0" 40' 0" 22 0"<br>F30' 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 18" WB429t incl. DTf80t | M OSD Mchy.aft<br>2 Ho 32', 104' 1 TwD 146'<br>G.49000<br>3 Ha (stl) (18'×18') (46½', 46½'×31') | Oil 2SA 8Cy. 340×570 mm<br>1500bhp<br>British Polar Engines Ltd.<br>3×75kW 220V d.c. |
| 536752<br>KHVQ<br>250117<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONTAINER FORWARDER**<br>exTransorient-67<br>exFeltore-61<br>**American Export Isbrandtsen Lines Inc.**<br>New York United States | 15462<br>9750<br>~~24418~~<br>20020 | | AB | 1946 Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>582' 7" 78' 4" 30' 1"<br>560' 0" 78' 0" 51' 0"<br>P108' F35' 1 dk<br>RW conv ore carrier 67<br>rf 10½" | S Mchy.aft<br>4 Ho<br>32 Ha (stl) (each 21½'×28') | 3 S Turb dr geared to sc.<br>13000shp<br>Bethlehem Stl Co. |
| 507902<br>GXLG<br>165019<br>Esd Pfd<br>Rdr RTv | **CONTAINER VENTURER**<br>**British Railways Board**<br>Lancaster British | 982<br>411<br>~~657~~<br>1200 | ✠100A1<br>✠LMC<br>MN300 | SS 9/67<br>EL q 1¹¹⁄₁₆"SQ | 1958-10 Ailsa S.B. Co. Ltd.—Trn<br>262' 9" 41' 11" 10' 9½"<br>245' 0" 40' 0" 22 0"<br>F30' 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 18" WB429t incl. DTf80t | M OSD Mchy.aft<br>2 Ho 32', 104' 1 TwD 146'<br>G.49000<br>3 Ha (stl) (18'×18') (46½', 46½'×31') | Oil 2SA 8Cy. 340×570 mm<br>1500bhp<br>British Polar Engines Ltd.<br>3×75kW 220V d.c. |
| 507903<br>WX8008<br>262453<br>Esd Rdr | **CONTE BIANCO**<br>**Stefano Massa**<br>San Diego United States | 349<br>176<br>453 | | | 1951 National Stl & S.B. Corp.—S.Diego<br>127' 0" 30' 7" 13' 0"<br>30' 5"<br>1 dk | M Ref Mchy.fwd<br>In.12560<br>1W Der 1 | Oil 4SA 8Cy. 305×380mm<br>600bhp<br>General Metals Corp. |
| 507904<br>DDNC<br>Df Esd<br>Rdr<br>RTm | **CONTENTIA**<br>~~J. Jost~~ **Karin Brink**<br>~~Bremer Schiffahrtskontor~~<br>~~Brink & Co.~~ **J. Jost**<br>Bremen W. German | 999<br>531<br>1604 | | GL | 1957 Elsflether Werft A.G.—Elsfleth<br>231' 4" 35' 6" 15' 6½"<br>210' 8" 35' 5" 17' 7"<br>Q57' F23' 1 dk<br>rf 3" | M Mchy.aft<br>1 Ho 136'<br>G.73630 B.69560<br>2 Ha (stl) (each 51½'×18')<br>6W Der 6(2) | Oil 4SA 6Cy. 385×580 m<br>1050bhp<br>Masch. Kiel A.G.<br>2×35kW 230V d.c.<br>Controllable pitch prop |
| 537916<br>5MUZ<br>1944<br>Df Esd<br>Gc Rdr<br>RT | **CONTESA**<br>exVestfold-63<br>**Walrus Shipping Co. S.A.**<br>Monrovia Liberian | 12754<br>7597<br>19053 | ✠Classed LR until 7/65 | AB | 1956-8 S.A. Cockerill-Ougrée—Hbk<br>580' 0" 70' 4" 30' 4½"<br>548' 6" 70' 0" 39' 9"<br>P114' B44' F50' 1 dk<br>RW<br>rf 5" | S Tanker Mchy.aft<br>30 Ta<br>L.925674 HeCls. B | 3 S Turb dr geared<br>8250shp<br>S.A. Cockerill-Ougrée |
| 507905<br>KFQJ<br>247842<br>Df Esd<br>Gc Rdr | **CONTEST**<br>**United States Department of Commerce**<br>San Francisco United States | 8191<br>4823<br>6966 | | AB | 1945 Moore D.D. Co.—Oakland<br>459' 1" 63' 1" 25' 9½"<br>435' 0" 63' 0" 40' 6"<br>B79' 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho<br>B.335000 In.335000<br>5 Ha | 2 S Turb dr geared<br>6600shp<br>General Electric Co. |
| 507906<br>MBCR<br>163323<br>Rdr<br>RTm | **CONTEST**<br>**London Tugs Ltd.**<br>~~William Watkins Ltd.~~<br>Ship Towage (London) Ltd.<br>London British | 213<br>—<br>— | ✠100A1<br>tug<br>✠LMC | ~~SS 10/64~~<br>TD 2/69<br>EL (c) | 1933-3 A. Hall & Co. Ltd.—Abn<br>108' 4" 26' 1" 12' 7½"<br>100' 0" 26' 0" 13' 6"<br>R 3BH<br>rf 7½" WB29t | S Tug | T 3Cy. 16½" 27" & 4<br>1100ihp<br>A. Hall & Co. Ltd.<br>SB 200lb hs(2520)<br>1×4½kW 110V d.c. |

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| 641634<br>320392<br>Esd Pld<br>Rdr RT | **CONTINENTAL**<br>**W. L. Sweeney**<br>Yarmouth Canadian | 186<br>85<br>— | | | 1963 A. F. Therlault & Son—Meteghan<br>*95·1'* 24' 5"<br>24' 4" 11' 6"<br>1 dk | Wood M Fishing | Oil 2SA 8Cy. 5¼"×7¼"<br>Fairbanks, Morse & Co. | <br>Beloit |
| 547908<br>5MJC<br>1635<br>Df Gc<br>Pld Rdr<br>RT | **CONTINENTAL I**<br>exAinos–62<br>exAndros Venture–62<br>**Petrocarriers Inc.**<br>Monrovia Liberian<br>Now **CONOCO SECA** See New Entries No. 1 | 17987<br>11127<br>— | ✠Classed LR until 5/55 | AB | 1953–11 Davie S.B. & Rep. Co. Ltd.—Levis<br>624' 8" 84' 2" 33' 5⅜"<br>595' 0" 84' 0" 44' 0"<br>P124' B33' F80' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. shaft<br>13750shp<br>General Electric Co. | <br>2163t (o.f)<br>Lyn<br>16½k |
| 641817<br>6ZBO<br>2114<br>Df Esd<br>Gc Pld<br>Rdr RT | **CONTINENTAL C**<br>**World Wide Transport Inc.**<br>Monrovia Liberian<br>Now **CONOCO LIBYA** See New Entries No. 6 | 27376<br>19191<br>56066 | ✠Classed LR until 2/66 | AB<br>698' 10"(incl.BB) | 1964–10 Mitsubishi Hvy Ind. Ltd.—Kob<br>~~698' 10"~~ 98' 1" 44' 5½"<br>666' 0" 97' 9" 61' 6"<br>F58' 1 dk<br>rf 3" | M Tanker Mchy.aft<br>15 Ta | Oil 2SA 8Cy. 900×1550 mm<br>17600bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. | <br><br>Kob |
| 529718<br>6ZQW<br>2513<br>Df Esd<br>Gc Rdr<br>RT | **CONTINENTAL MERCHANT**<br>exOtterburn–66<br>exContinental Carrier–62<br>**United Steamship Corp.**<br>Monrovia Liberian<br>Now **DIMITRA** See New Entries No. 12 | 9144<br>5898<br>13401 | | AB | 1958 A.G. "Weser" Werk Seebeck—Bhn<br>504' 3" 61' 3" 29' 6½"<br>462' 11" 61' 0" 40' 0"<br>F30' 2 dks<br>RW<br>rf 6" | M CSD<br>5 Ho<br>B.620000<br>5 Ha | Oil 7SA 9Cy. 700×1200 mm<br>6000bhp<br>Masch. Augsburg-Nürnberg | <br>1225t<br>Aug |
| 507911<br>5LPS<br>1127<br>Df Esd<br>Gc Rdr<br>RT | **CONTINENTAL PIONEER**<br>**United Steamship Corp.**<br>Monrovia Liberian<br>Now **SANTIAGO** See New Entries No. 2 | 9144<br>5898<br>13401 | | AB | 1957 A.G. "Weser" Werk Seebeck—Bhn<br>504' 2" 61' 0" 29' 6½"<br>468' 0" 60' 10" 40' 0"<br>2 dks<br>RW<br>rf 6" | M CSD<br>5 Ho<br>G.701698 B.620881<br>5 Ha<br>10W Der 1(30) 1(15) 10(5) | Oil 2SA 9Cy. 700×1200 mm<br>6000bhp<br>Masch. Augsburg-Nürnberg | <br>1021t<br>Aug<br>15k |
| 538269<br>6ZVR<br>2639<br>Df Esd<br>Gc Rdr<br>RT | **CONTINENTAL SHIPPER**<br>exWoodburn–66<br>exContinental Trader–62<br>**United Steamship Corp.**<br>Monrovia Liberian<br>Now **PEGASO** See New Entries No. 1 | 9168<br>5931<br>13401 | | AB | 1958 A.G. "Weser" Werk Seebeck—Bhn<br>502' 5" 61' 2" 29' 7"<br>468' 0" 61' 0" 40' 0"<br>2 dks<br>RW<br>rf 6" | M<br>5 Ho 58¼', 72¼', 45¾', 24' DT, 71', 81½'<br>B.620000<br>5 Ha (stl) (35¼', 40¾', 40¾', 40¾', 35¼'×24')<br>Der 1(30) 1(15) 10(5) | Oil 2SA 9Cy. 700×1200 mm<br>5910bhp<br>Masch. Augsburg-Nürnberg<br>3×200kW 220/230V d.c. | <br>1225t (hvf)<br>Aug |
| 503886<br>5MWP<br>1985<br>Df Esd<br>Gc Rdr<br>RT | **CONTINENTAL TRADER**<br>exBeauce–64<br>**United Steamship Corp.**<br>Monrovia Liberian<br>Now **PACSEA** See New Entries No. 3 | 11616<br>6944<br>17529 | | BV | 1953 At. & Ch. de la Seine (Worms)—Le Trait<br>548' 10" 67' 6" 30' 6"<br>67' 4"<br>P141' F52' 1 dk | M Tanker Mchy.aft<br>24 Ta | Oil 2SA 8Cy. 740×1400 mm<br>B&W<br>Ch. & At. de St. Nazaire | <br>1845t<br>St.N<br>14k |
| 530961<br>HOXZ<br>174-HK<br>Df | **CONTINENTAL TRADER**<br>exFlores–66<br>exSan Eduardo–64<br>exWaimarino–57<br>**Oriental Trader Navigation Co. S.A.**<br>Panama Panamanian | 3107<br>1841<br>4573 | ~~✠100A1~~<br>~~✠LMC~~<br>~~MN442~~<br>**BROKEN UP** | ~~SS 5/65~~<br>~~EL u~~ | 1930–4 Ardrossan Dockyard Ltd.—Ard<br>332' 10" 46' 10" 21' 5¼"<br>320' 0" 46' 7" 25' 6"<br>P78' B33' F28' 2 dks<br>R 5BH<br>DK fwd of mchy. space WB1033t | S Mchy.aft<br>G.220860 B.205120<br>10W Der 1(15) 10(5) | T 3Cy. 24" 41" & 68"×45"<br>2745ihp<br>J. G. Kincaid & Co. Ltd<br>2 SB 200lb hs7834 8cf | <br>611t (o.f)<br>Grk<br>10¾k |
| 507912<br>MWCG<br>188250<br>Pld | **CONTINUITY**<br>**F. T. Everard & Sons Ltd.**<br>London British | 655<br>329<br>— | ✠100A1<br>✠LMC<br>MN100 | ~~SS 5/64~~<br>SS 11/68<br>EL i | 1955–6 Clelands (Successors) Ltd.—Wal<br>191' 6" 28' 4" 11' 9"<br>178' 0" 28' 0" 11' 10"<br>P42' Q114' F19' 1 dk<br>RW NS 3BH<br>rf 3" WB691t | M Mchy.aft<br>G.41561 B.37923<br>2W Der 2(1½) | Oil 2SA 5Cy. 320×426 mm<br>500bhp ✠Emade44refitted55<br>Newbury Diesel Co. Ltd. | <br>22t<br>Nby<br>10k |
| 540275<br>ISER<br>3349 | **CONUS BUNKER**<br>exMontegualdone–62<br>exPortovecchio–55<br>**Ottario Novella**<br>Genoa Italian | 598<br>298<br>862 | | RI | 1894 ……………………Kinderdijk<br>161' 7" 28' 0" 16' 11"<br>150' 0" 27' 11" 17' 4"<br>1 dk<br>R conv tug | M Tanker Mchy.aft<br>6 Ta<br>L.38150 | Oil 2SA 6Cy. 260×450 mm<br>450bhp Emade46fitted—<br>S.A. Fiat S.G.M. | <br>45t–2pd<br>Tur<br>9½k |
| 507913<br>SGWN<br>9923<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h/v | **CONVALLARIA**<br>**Rederi A/B Svenska Lloyd**<br>~~Torgeir Christoffersen~~<br>Gothenburg Swedish<br>Torgeir Christoffersen (Mgr.) | T.Mk<br>3520<br>1825<br>—<br>5678<br>3210<br>6790 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN840 | SS 10/65<br>EL z 1$\frac{15}{16}$"SQ | 1959–5 A/B Lindholmens Varv—Got<br>423' 6" 54' 2" 23' 4"<br>395' 7" 54' 0" 34' 3"<br>RAD34' RFD95' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 6" DK fwd WB 1720t incl. Tunnel tanks 267t | M (4P) OSD<br>5 Ho 52½', 57', 63¾', 57', 44'<br>G.406350 B.377150<br>5 Ha (stl) (23½', 30¼', 30¼', 30¼', 30¼'×19¾')<br>Cr 5(5) | Oil 2SA 7Cy. 630×1300 mm<br>4200bhp<br>A/B Lindholmens Varv<br>3×140kW 230V d.c. | <br>407t (hvf)<br>Got<br>14½k |
| 507914<br>MDRD<br>105557 | **CONVOY**<br>**R. Duke**<br>~~**R. A. Sully & L. G. Strevens**~~<br>Dover British | 100<br>70<br>145 | | | 1900 G. & T. Smith—Rye<br>*88·2'* 20' 10" 6' 6"<br>20' 8"<br>conv sailing barge 44 | Wood TM Barge Mchy.aft<br>1 Ho 68'<br>2 Ha (16', 34'×14')<br>Der 1(¼) | 2 Oil 4DA each 5Cy. 110×150 mm<br>100bhp Emade—fitted44<br>Norris, Henty & Gardner Ltd. | <br>3t (d.o)<br>Mch<br>6k |

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| 507918<br>SEGA<br>9125<br>Df Esd<br>Gc Rdr<br>RT | **COOLANGATTA**<br>Launched as Fruit Queen<br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish | 2867<br>1294<br>3330 | ✠100A1 SS 10/65<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN690 EL w 1¹¹⁄₁₆"SQ | 1949–12 Helsingör Skibs. & Msk.—Hsg<br>363' 6" 49' 0" 20' 7½"<br>330' 0" 48' 10"<br>B&F276' 1 dk & S dk, 3rd dk in fwd holds for light cargoes only<br>3BH to S dk 3 to 2nd dk<br>rf 6" WB1334t incl. Tunnel tanks 635t | M Ref OSD<br>4 Ho 47½', 73', 47½', 70½'<br>In.186690<br>4 Ha (20½', 29½', 20½', 20½'×12')<br>8W Der 2(5) 2(3) 1(2) | Oil 2SA 10Cy. 500×900 mm<br>3450bhp B&W<br>Helsingör Skibs & Msk.<br>3×160kW 220V d.c. |
| | Now **COOLADY** See New Entries No. 10 | | | | | |
| 507919 | **COOLELA**<br>exRockwood–49<br>**Capitania do Porto de Lourenço Marques**<br>Lourenço Marques Portuguese | *233*<br>—<br>— | ✻Classed BC until 12/49 | 1945–11 Midland Shipyards Ltd.—Midland<br>113' 6" 30' 1" 11' 11"<br>... ... ... | S Tug | T 3Cy. 16½" 27" & 46"×30"<br>Pt. Arthur S.B. Co. Ltd. |
| 507920<br>SMWT<br>9693<br>Df Esd<br>Gc Rdr<br>RTv | **COOLGARDIE**<br>**Rederi A/B Transocean**<br>Rolf Carlsson<br>Gothenburg Swedish | T.Mk<br>3322<br>1103<br>3680<br>4308<br>1969<br>3720 | ✠100A1 SS 6/64<br>✠LMC<br>✠Lloyd's RMC<br>MN1150 EL y 1⅛"SQ | 1956–8 Helsingör Skibs. & Msk.—Hsg<br>383' 3" 53' 9" 20' 11½"/21' 1½"<br>350' 0" 53' 7½" 30' 3"<br>B&F320' F18' 2 dks, sparred dk in fwd holds<br>Coll BH to U dk 6 to 2nd dk<br>rf 6" WB1463t incl. Tunnel tanks 785t | M (8P) Ref<br>5 Ho 52½', 34½', 40', 55½', 68½'<br>In. 194800<br>5 Ha (stl) (each 20½'×16½')<br>Der 4(5) 1(2) | Oil 2SA 7Cy. 620×1150 mm<br>5750bhp B&W<br>Helsingör Skibs. & Msk.<br>AuxB 100lb<br>4×200kW 220V d.c. |
| | Now **LASTRIGONI** See New Entries No. 11 | | | | | |
| 507923<br>CYJY<br>175688 | **CO-OPERATOR No. 4**<br>**Prince Rupert Fishermen's Co-operative Association**<br>Vancouver Canadian | 113<br>58<br>— | | 1944 Harbour Boat Yards Ltd.—Vcr<br>76' 8" 21' 1" 9' 5"<br>20' 11" | Wood M Fishing<br>1 Ho 30½'<br>1 Ha (14'×12')<br>1W | Oil 6Cy. 255×330 mm<br>Heaps Eng. Co. (1940) Ltd. |
| 507924<br>UOAV<br>M-740<br>Df | **COOPERATZIA**<br>**U.S.S.R.**<br>Murmansk Russian | 3690<br>2044<br>2361 | ✠Classed LR until 2/31 | 1929–12 Severney S.B. Yard—Len<br>341' 3" 48' 0" 18' 8½"<br>47' 10" 27' 9"<br>P34' B99' F41' 2 dks<br>R | TM Ref<br>4 Ho<br>G.146168 In.43120<br>4 Ha (22½', 22½', 22½', 29½'×16½')<br>8W Der 8(3) | 2 Oil 2SA each 6Cy.<br>NE58 |
| 507925<br>SDUN<br>9537<br>Df Esd<br>Gc Rdr<br>RT | **COORANGA**<br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish | T.Mk<br>3645<br>1480<br>4480 | ✠100A1 SS 8/67<br>✠LMC<br>✠Lloyd's RMC<br>MN1150 EL y 1⅛"SQ | 1955–1 Burmeister & Wain—Cpn<br>396' 10" 54' 1" 23' 11"<br>365' 0" 54' 0" 33' 2"<br>2 dks, sparred dk in fwd holds<br>Coll BH to U dk 6 to 2nd dk<br>rf 16" WB1444t incl. Tunnel tanks 676t | M Ref<br>4 Ho 55', 69½', 63½', 59'<br>In.220300<br>4 Ha (stl) (20½', 27½', 20', 20'×15½')<br>8W Cr 2(2) Der 1(5) 3(3) 1(2) | Oil 2SA 7Cy. 620×1150 mm<br>5750bhp<br>Burmeister & Wain<br>2AuxB (1 o.f 1 ex.g) 100lb<br>4×160kW 220V d.c. |
| 507926<br>WABN<br>260599 | **COOS BAY**<br>**Al Peirce Co.**<br>Coos Bay United States | 3438<br>3103<br>— | | 1945 American Bridge Co.—Ambridge<br>*314·8'* 50' 0" 15' 0¾"<br>309' 0" 49' 10" 25' 0"<br>1 dk | TM Mchy.aft<br>1 Ho<br>2 Ha | 2 Oil 2SA each 12Cy.<br>1800bhp<br>General Motors Corp. |
| 507927<br>CYCN<br>170546<br>Df Rdr<br>RT | **COPACO**<br>**H. P. Arsenau**<br>Grindstone Canadian | 109<br>61<br>— | | 1936 Anticosti Shipping Co.—Anticosti<br>*91·4'* 21' 2"<br>... ... ... | Wood Aux Sr | Oil 2SA 6Cy. 215×265 mm<br>Emade<br>General Motors Corp. |
| 651559<br>Esd RT | **COPASA I**<br>Launched as Mazatlan<br>**Corservas del Pacifico S.A.**<br>Ensenada Mexican | 138<br>—<br>278 | ~~✠100A4~~<br>~~fishing vessel~~<br>~~LMC~~<br>~~MN70~~ ~~EL (a)~~<br>✠Class **WITHDRAWN** 7/68 | 1966–6 Ast. de Unidos del Pacifico—Mazatlán<br>82' 0" 23' 9" 10' 0"<br>70' 7" 23' 0" 11' 6"<br>1 dk<br>3BH<br>rf nil BK5½" | M Fishing | Oil 4SA 6Cy. 6½"×8"<br>380bhp<br>Caterpillar Tractor Co. |
| 540276<br>CBCO<br>Df Esd<br>Gc Rdr<br>RTh | **COPERNICO**<br>**Naviera Interoceangas S.A.**<br>Valparaiso Chilean | 2667<br>1384<br>1970 | BV | 1963 At. & Ch. de la Seine Mtme.—Le Trait<br>324' 10" 46' 4" 16' 5"<br>300' 6" 46' 3" 23' 9"<br>1 dk | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 10Cy. 15¾"×<br>2010bhp<br>Masch. Augsburg-Nürnberg<br>3×170kW 440V a.c. |
| 507930<br>Gc | **COPETROLE 1**<br>exAntonios–58<br>exYvonne Olivier–54<br>exCyprus C–50<br>exEmpire Fable–48<br>**Société Coopérative des Petroles**<br>Egyptian (U.A.R.) | 401<br>210<br>— | HR<br>✻Classed BC until 7/58 | 1944–8 Henry Scarr Ltd.—Hessle<br>148' 2" 27' 0" 9' 7"<br>141' 0" 26' 10" 11' 0"<br>P38' F14' Trunk 82' 1 dk | M Mchy.aft | Oil 4SA 5Cy. 260×370 mm<br>Ruston & Hornsby |
| 660695<br>CBCI<br>1880<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COPIAPO**<br>exCopiapo II–66<br>**Compania Sud-Americana de Vapores**<br>Valparaiso Chilean | 10877<br>6385<br>11746 | ✠100A1<br>✠LMC 552' 8"(incl.BB)<br>✠Lloyd's RMC<br>MN3000 EL I†2¹⁄₁₆"SQ | 1966–4 Ishikawajima-Harima Hvy Ind. Aio<br>~~552' 8"~~ 72' 3" 30' 6¼"<br>511' 8" 72' 0" 41' 0"<br>Ba105' F145' 2 dks, 3rd dk in Nos. 3, 4 & 5 holds & mchy. space<br>RW 8BH<br>rf 6" WB1390t | S Ref Mchy.aft<br>In.129138 | 2 S Turb dr geared<br>15000shp<br>General Electric Co.<br>2WTB 750lb Spt |

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| 601219 **COPIAPO I**<br>**Soc. Pesquera Copiapo Ltda.** Chilean<br>Iquique | 106<br>—<br>— | <br>BV | 1965 Soc. de Constr. Navales—Valdivia<br>72′ 2″ 20′ 8″<br>10′ 10″<br>1 dk | M Fishing<br>1 Ha (5¾′×6½′) | Oil 4SA 12Cy. 139×152 mm<br>525bhp<br>Cummins Eng. Co. Columbus |
| 601220 **COPIAPO II**<br>**Soc. Pesquera Copiapo Ltda.** Chilean<br>Iquique | 106<br>—<br>— | <br>BV | 1965 Soc. de Constr. Navales—Valdivia<br>72′ 2″ 20′ 8″<br>10′ 10″<br>1 dk | M Fishing<br>1 Ha (5¾′×6½′) | Oil 4SA 12Cy. 139×152 mm<br>525bhp<br>Cummins Eng. Co. Columbus |
| 507932 **COPPER STATE**<br>KYHX exHarry Luckenbach–59<br>244137 exSea Devil–49<br>Df Esd **States Marine Lines Inc.**<br>Gc Rdr New York United States<br>RTh | 7838<br>4563<br>12778 | AB | 1943 Western Pipe & Steel Co—S.Fo<br>492′ 0″ 69′ 8″ 29′ 4¼″<br>465′ 3″ 69′ 6″ 33′ 11″<br>F37′ 2 dks & S dk<br>RW<br>rf nil | S (12P) OSD<br>5 Ho 76½′, 60′, 77½′, 67½′, 82½′<br>G.787410 B.696110<br>5 Ha (36′×19¾′) (30′, 37½′, 30′, 40′×23¾′)<br>20W Der 1(30) 4(10) 16(5) | 2 S Turb dr geared to sc. shaft<br>9350shp 1859t (o.f)<br>General Electric Co. Lyn<br>3×300, 250, 250kW 230V d.c. 16½k |
| 507935 **COQUET MOUTH**<br>186839 **Warkworth Harbour Commissioners**<br>Newcastle British | 171<br>59<br>210 | ✠Classed LR until 5/59 | 1955–4 W. J. Yarwood & Sons Ltd.—Northwich<br>101′ 2″ 25′ 9″ 7′ 0″<br>96′ 0″ 25′ 6″ 8′ 6″<br>1 dk<br>RW<br>rf nil | M Grab Hopper Dredger Mchy.aft<br>Cr 1(4) | Oil 2SA 6Cy. 180×230 mm<br>200bhp (d.o)<br>Crossley Bros. Ltd. Mch<br>2×9kW 220V d.c. |
| 660076 **COQUETTE**<br>323779 **W. L. Sweeney**<br>RT Yarmouth Canadian | 195<br>92<br>— | | 1965 A. F. Theriault & Son—Meteghan<br>*95·1′* 24′ 5″<br>… … …<br>1 dk | Wood M Fishing | Oil 10Cy. 5¼″×7½″<br>800bhp (d.o)<br>Fairbanks, Morse & Co. Beloit |
| 507936 **COQUIMBO**<br>CBCB<br>**Empresa Maritima del Estado (Chilean Government Merchant Marine)**<br>Df Esd<br>Gc Pfd<br>Rdr RT Valparaiso Chilean | 1979<br>1053<br>3130 | BV | 1959 Ch. Nav. de la Pallice—L.Pl<br>263′ 5″ 41′ 2″ 19′ 8¼″<br>41′ 1½″ 22′ 4″<br>2 dks<br>RW | M Ref Mchy.aft | 2 Oil 4SA each 9Cy. 300×450 mm geared to sc. shaft<br>2140bhp<br>Masch. Augsburg-Nürnberg Aug |
| 507937 **COR IASC**<br>exCory Oil No. 1–50<br>148065 **Dublin Port & Docks Board**<br>Dublin Irish Republic | 206<br>96<br>315 | ✠A1 SS 2/66<br>oil tanker — FP above 150° F. River and harbour service<br>✠LMC<br>EL (a) | 1924–6 Amble S.B. Co. Ltd.—Amble<br>*96·0′* 24′ 3″ 11′ 4′<br>24′ 0″<br>1 dk<br>R 5BH<br>rf nil WB12t | S Tanker Mchy.aft<br>4 Ta<br>L.11476 HeCls. BC | C 2Cy. 8″ & 16″×12″<br>100ihp 5t (o.f)–¾pd<br>A. G. Mumford Ltd. Col<br>SB 120℔ hs(500) 1pf 7k |
| 507938 **COR JESU**<br>IBHI exL'Erdre<br>1340 **Angelo Gazzolo fu Angelo**<br>Df RT Genoa Italian | 3886<br>2377<br>6495 | ✠Classed LR until 10/37 | 1908 At. & Ch. de la Loire—Nts<br>378′ 0″ 50′ 6″ 22′ 4″<br>370′ 0″ 50′ 4″ 26′ 11″<br>P34′ B110′ F41′ 1 dk<br>R | M<br>4 Ho<br>G.345000 B.320000 | Oil 2SA 8Cy. 520×698 mm<br>1700bhp Emade45refitted57<br>Nordberg Mfg Co. St. Louis |
| 507940 **CORA**<br>ILRZ exJupiter–35<br>752 **Francesco Saverio Salonia**<br>~~Naples~~ Messina Italian | 343<br>198<br>492 | RI | 1917 J. Th. Wilmink & Co.—Gro<br>140′ 4″ 26′ 5″<br>124′ 7″ 26′ 3″ 12′ 3″<br>P29′ Q39′ F21′ H36t 1 dk<br>R | M<br>1 Ho | Oil 4SA 6Cy. 270×388 mm<br>300bhp NE31<br>Humboldt-Deutzmot. Köln-Deutz<br>7½k |
| 507942 **CORAGGIO**<br>IBCO<br>739 **Achille Lauro**<br>Df Esd Naples Italian<br>Gc Rdr<br>RT | 17257<br>9756<br>26300 | RI | 1953 Ansaldo S.p.A.—Gen<br>627′ 8″ 82′ 2″ 32′ 11⅛″<br>593′ 10″ 82′ 0″ 43′ 2″<br>P140′ B50′ F71′ 1 dk<br>RW | TM Tanker Mchy.aft<br>12 Ta 1 Ho | 2 Oil 2SA each 9Cy. 750×1320 mm<br>15900bhp 2550t<br>S.A. Fiat S.G.M. Tur<br>17k |
| 507943 **CORAGGIOSO**<br>IBYU exSabino–58 exStefano M.–50<br>606 exBolista–48<br>RT **N. Patella**<br>Venice Italian | 1889<br>1089<br>3003 | RI<br>**BROKEN UP** | 1924 Oddens Skibs.—Grimstad<br>278′ 4″ 42′ 2″ 17′ 9″<br>265′ 0″ 42′ 0″ 20′ 0″<br>P62′ F6′ H117′ 1 dk<br>R | S<br>2 Ho<br>G.135250 B.124750<br>7W | T 3Cy. 19″ 31″ & 53″×36″<br>730ihp 240t (o.f)<br>A/S Akers M/V Osl<br>9k |
| 507657 **CORAL**<br>ELJH exCnosaga–66<br>337 exLake Lillooet–49<br>Df Esd exLeaside Park–46<br>Gc Rdr **Alpha Transport Corp.**<br>Monrovia Liberian | 7159<br>4300<br>10754 | AB<br>✠Classed BC until 12/58<br>**BROKEN UP** | 1944–1 North Van Ship Rprs Ltd.—N.Vcr<br>441′ 6″ 57′ 2″ 27′ 8¾″<br>416′ 0″ 56′ 10″ 37′ 4″<br>2 dks<br>RW<br>rf 6″ | S CSD<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′<br>G.544675 B.485920<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1683t (o.f)<br>John Inglis Co. Ltd. Tto<br>3×15kW 120V d.c. 10k |
| 507946 **CORAL ACROPORA**<br>PJII<br>**Koraal Scheepvaart Maats. N.V.**<br>Df Esd<br>Gc Rdr Curaçao<br>RTh Netherland (Antilles) | 1296<br>573<br>1589 | BV | 1962 Ch. & At. Aug. Normand—Hav<br>260′ 9″ 36′ 8″ 15′ 10″<br>231′ 2″ 36′ 5″ 18′ 2″<br>P73′ 2 dks & S dk | M (2P) Ref OSD Mchy.aft<br>3 Ho 47¼′, 98½′, 98½′, 6 TwD 98½′, 98½′, 53¼′, 96¾′, 96¾′, 32½′<br>In.87964<br>3 Ha (20¼′, 19¼′, 19¼′×15¼′)<br>6W Der 6(3) | Oil 4SA 8Cy. 400×580 mm<br>2000bhp 300t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>4×165kW 220/380V 50c/s a.c. 14k |

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| 507947<br>PJIN<br><br>Df Esd<br>Gc Rdr<br>RTh | **CORAL ACTINIA**<br><br>**Koraal Scheepvaart Maats. N.V.**<br>Curaçao Netherland (Antilles) | 1291<br>570<br>1589 | BV | 1963 Ch. & At. Aug. Normand—Hav<br>260′ 4″ 36′ 8″ 15′ 10″<br>231′ 2″ 36′ 5″ 18′ 2″<br>P73′ 2 dks & S dk | M (2P) Ref OSD Mchy.aft<br>3 Ho 47½′, 98½′, 98½′, 6 TwD 98½′, 98½′, 53½′, 96½′, 96½′, 32½′<br>In.81189<br>3 Ha (20½′, 19½′, 19½′×15½′)<br>6W Der 6(3) | Oil 4SA 8Cy. 400×580 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz<br>4×165kW 220/380V 50c/s a.c. |
| 507948<br>FMFB<br>123<br>Df Esd<br>RT | **CORAL BANK**<br><br>**Société des Pêcheries Côtières à la Baleine "SOPECOBA-CAMEROUN"**<br>Douala Cameroon | 434<br>152<br>— | ✠100A1 SS 7/65<br>trawler<br>Str. nav. ice<br>✠LMC<br>MN276 EL (h)r | 1960–9 Stocznia Polnocna—Gdk<br>156′ 5″ 27′ 7″ 14′ 8½″<br>143′ 7″ 27′ 3″ 15′ 5″<br>F31′<br>4BH<br>rf 29″ BK7″ WB36t | M Trawler | Oil 4SA 7Cy. 400×600 mm<br>1380bhp MAN<br>Ch. & At. Aug. Normand |
| 516738<br>DNFC<br><br>Df Esd<br>Rdr RT | **CORAL BAY**<br>exJacqueline–64<br>exSorteklint–60<br>**Billtrade Export G.m.b.H.**<br>Hamburg W. German<br>Now **INALOTTE BLUMENTHAL** See New Entries No. 11 | 1916 ~~1908~~<br>1158 ~~1150~~<br>2972 | ✠100A1 SS 2/66<br>Str. nav. ice<br>✠LMC<br>MN330 EL (r) 1 1/16″SQ | 1958–10 Heinr. Brand—Oldenburg<br>299′ 7″ 38′ 0″ 19′ 5½″<br>272′ 0″ 37′ 8½″ 22′ 10″<br>F41′ 2 dks<br>4BH len 66<br>rf 2″ WB539t incl. TwD amids 52t | M CSD Mchy.aft<br><br>G.120000 B.110000<br>4 Ha<br>6W Der 1(10) 6(5) | Oil 4SA 8Cy. 420×660 mm<br>1650bhp<br>Klöckner-Humboldt-Deutz |
| 507949<br><br><br>RTm/h | **CORAL PRINCESS**<br><br>**British Solomon Islands Protectorate**<br>Honiara British Solomon Islands | 136<br>46<br>— | ✠Classed LR until 12/65 | 1961–9 Herd & Mackenzie Ltd.—Bck<br>89′ 3″ 21′ 10″ 10′ 5½″<br>80′ 0″ 21′ 0″ 11′ 0″<br>F9′ 1 dk<br>rf nil BK13″ | Wood TM (44P)<br>1 Ho 29′<br>1 Ha (15¾′×10′)<br>Der 1(3) | 2 Oil 4SA each 8Cy.<br>reverse reduction gears<br>288bhp<br>L. Gardner & Sons Ltd.<br>2×12kW 220V d.c. |
| 507952<br>SEDA<br>10084<br>Df Esd<br>Gc Rdr | **CORAL SEA**<br>Malmros Rederi A/B<br>~~**Trelleborgs Ångfartygs A/B**~~<br>Trelleborg Swedish | 6290<br>3234<br>6130 | ✠100A1 SS 1/69 ~~SS 7/65~~<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1392 EL a†2″ | 1960–10 Kockums M/V A/B—Mmo<br>437′ 9″ 58′ 2″ 25′ 0½″<br>405′ 6″ 58′ 0″ 36′ 0″<br>F42′ 3 dks, 4th dk fwd of mchy. space<br>6BH<br>rf 10″ WB1482t incl. Tunnel tanks 1064t | M Ref<br>4 Ho 77½′, 53½′, 63½′, 72½′<br>In.254980<br>4 Ha (27½′, 27′, 27′, 27′×16′)<br>8W Der 8(5) | Oil 2SA 8Cy. 700×1200 mm<br>6960bhp MAN<br>Kockums M/V A/B<br>2AuxB 100lb<br>4×375kW 450V 60c/s a.c. |
| 522450<br>HPOG<br>4153-HK<br>Df Esd<br>Pfd RT | **CORAL SEA**<br>exMariko–67<br>exAnna Presthus–62 exFrigg–56<br>exInger Marie–54 exBralla–47<br>exHjelmaren–44<br>**Peseta Shipping Corp. S.A.**<br>Panama Panamanian<br>Now **CRAIGFLOWER** See New Entries No. 5 | 2394<br>1354<br>4800 | ✠100A1 SS 6/65<br>shelter dk with freeboard<br>✠LMC<br>MN420 | 1922–10 A/B Götaverken—Got<br>321′ 0″ 45′ 8″ 21′ 7½″<br>304′ 0″ 45′ 6″ 30′ 9″<br>1 dk & S dk<br>R Coll BH to S dk 4 to U dk<br>WB982t | M OSD<br>4 Ho 72½′, 55½′, 52½′, 75½′<br>G.257242 B.234746<br>4 Ha (each 23½′×18′)<br>8W Der 6(3) 2(2½) | Oil 2SA 6Cy. 500×900 mm<br>1700bhp<br>✠NEmade41<br>Eriksbergs M/V A/B<br>db 50lb<br>3×55kW 220V d.c. |
| 508629<br>6ZDX<br>2175<br>Df Esd<br>Gc Rdr | **CORAL TRADER**<br>exDansborg–64<br>**Westwaters Shipping Inc.**<br>Monrovia Liberian | 12595<br>7553<br>18750 | ✠100A1 SS 1/64<br>oil tanker<br>✠LMC<br>MN1680 EL l†2½″SQ | 1955–3 John Cockerill S.A.—Hbk<br>580′ 0″ 70′ 4″ 30′ 4½″<br>548′ 7″ 70′ 0″ 39′ 9″<br>P114′ B44′ F50′ 1 dk<br>RW 16BH<br>rf 5″ WB667t incl. DTsf403t | M Tanker Mchy.aft<br>30 Ta<br>L.919906 HeCls. BC | Oil 2SA 9Cy. 740×1400 mm<br>8400bhp<br>John Cockerill S.A.<br>3AuxB (2 o.f 1 ex.g) 185lb |
| 541937<br>GNHY<br>306101<br>Df Esd<br>Gc Rdr<br>RT | **CORAL VENTURE**<br>exWagon Box–63<br>**Argyll Shipping Co. Ltd.**<br>Warwick Shipping Co. Inc.<br>London British | 9121<br>4236<br>10990 | AB | 1964 (Fwd & cargo sections)<br>Nat. Bulk Carriers Inc. (Kure Shpyd Div.)—Kur<br>1943 (Aft section)<br>Alabama D.D. & S.B. Co.—Mob<br>465′ 10″ 68′ 2″ 30′ 2″<br>441′ 0″ 68′ 0″ 39′ 3″<br>1 dk<br>RW shortened & conv tanker 62 | T-E Bulk Carrier Mchy.aft<br>Self-unloader<br>9 Ho<br>1 Ha (18′×15′) | S Turb connected to elec.<br>7240shp<br>General Electric Co. |
| 507954<br><br>300821<br>Df Esd<br>RTh | **CORALITA**<br>exJimmy–59 exSamev–56<br>**Da Costa & Co. Ltd.**<br>London British | 468<br>240<br>653 | NV | 1956 Västerviks Nya Varv—Västervik<br>166′ 11″ 27′ 1″ 10′ 5½″<br>149′ 11″ 27′ 0″ 11′ 9″<br>1 dk | M Mchy.aft<br>1 Ho 102′<br>G.30350 B.28900<br>2 Ha (each 38′×17′)<br>4W Der 4(5) | Oil 2SA 7Cy. 250×420 mm<br>455bhp<br>Nydqvist & Holm A/B<br>2×15kW 220V 50c/s a.c. |
| 542675 | **CORALITA**<br><br>~~**Bermuda Board of Trade**~~<br>~~Hamilton, Bermuda British~~<br>**Bermuda Marine & Port Authority**<br>Hamilton, Bermuda British | 42<br>19<br>— | ✠A1 SS 11/67<br>harbour service<br>✠LMC<br>MN32 EL (a)⅜″ | 1963–8 Rowhedge Irn Wks Co. Ltd.—Rowhedge<br>54′ 3″ 16′ 0″<br>47′ 6″ 15′ 0″ 7′ 0″<br>RFD 10′ 1 dk<br>2BH<br>rf 30″ BK4″ | M Ferry (90P) | Oil 4SA 8Cy. 6″×7″ reverse<br>160bhp<br>Gleniffer Engines Ltd. |
| 507955<br>SMAD<br>10177<br>Df Esd<br>Pfd RT | **CORALL**<br><br>**Anders Båtvik**<br>Fotö Swedish | 140<br>67<br>— | NV | 1961 Flekkefjord Slip & Msk.—Flekkefjord<br>90′ 10″ 22′ 1″<br>... ... ...<br>1 dk | M Trawler<br>1 Ho<br>3 Ha (3½′×4½′) (4½′, 4½′×4½′) | Oil 4SA 12Cy. 5¾″×8″<br>600bhp<br>Caterpillar Tractor Co. |
| 507956<br>ICUT<br>502<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CORALLINA**<br><br>**"Cosarma" Cia. Sicula di Armamento**<br>Palermo Italian | 11095<br>5854<br>16176 | AB RI | 1960 Ansaldo S.p.A.—Lgn<br>542′ 10″ 68′ 11″ 28′ 7¼″<br>502′ 0″ 68′ 7″ 40′ 1″<br>P137′ B24′ F65′ 1 dk<br>rf 6″ | M Bulk Carrier Mchy.aft<br>6 Ho each 61′<br>G.713260<br>6 Ha (stl) (each 38½′×38′)<br>2W Der 2(3½) 2(1½) 2(1) | Oil 2SA 8Cy. 750×<br>7700bhp Fiat<br>Ansaldo Stab. Mecc.<br>3×200kW 230V d.c. |

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| 507957<br>ILSN<br>95<br><br>Df RT | **CORALLINA BUNKER**<br>exPortolo 16–62 exSagallo–58<br>exMont Khl–57 exMarhaba–57<br>exKoufra<br>**CIANE-ANAPO Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Syracuse Italian | 714<br>377<br>1150 | | RI | **1944** Lancaster Iron Works—Perryville<br>*217·5′* 29′ 11″ 14′ 2″<br>206′ 4″ 29′ 9″<br>P38′ F20′ 1 dk<br>len 53 | TM Tanker Mchy.aft<br>10 Ta<br>L.37070 | 2 Oil 2SA each 4Cy. 315×405 mm<br>700bhp<br>Clark Bros. Co. | 44t<br><br><br>8½k |
| 507944<br><br><br>600<br>Df Esd | **CORALLO**<br>exCoral–66 exMindi–57<br>exJalaratna–56<br>exKnight of the Realm–33<br>**Lloyd Mediterraneo di Armamento S.p.A.**<br>Palermo Italian<br>Now **TIGER** See New Entries No. 8 | **3877**<br>2409<br>6540 | ✠Classed LR until 2/67 | RI | **1930–1** Sir J. Priestman & Co.—Sld<br>371′ 0″ 50′ 6″ 22′ 8½″<br>351′ 6″ 50′ 2″ 27′ 3″<br>P34′ B108′ F38′ 2 dks<br>R | S<br>G.319000 B.299000<br>10W Der 2(15) | T 3Cy. 24″ 40″ & 66″×45″<br>1650ihp<br>G. Clark Ltd. | (o.f)<br>Sld<br>8½k |
| 507959<br><br>315907 | **CORALSHELL**<br>**Shell Bahamas Marine Ltd.**<br>Nassau British | 207<br>81<br>— | ✠100A1<br>oil tanker<br>Bahama Island service<br>✠LMC<br>MN60 | SS 11/65<br>EL c | **1961–7** J. Bolson & Son Ltd.—Poo<br>133′ 10″ 22′ 6″ 6′ 6½″<br>127′ 1″ 22′ 0″ 8′ 7″<br>P22′ 1 dk<br>10BH<br>rf 3″ WB65t incl. DTf40t | M Tanker Mchy.aft | Oil 4SA 6Cy. 9″×12″ reverse reduction geared<br>297bhp<br>Nat. Gas & O. Eng. Co. Ashton/Lyne | |
| 507961<br>EGCK | **CORAZÓN DE JESUS**<br>exMuros 1°–42<br>**Carmen Sanchez Perez and others**<br>Carthagena Spanish | 148<br>126<br>— | | | **1918** ......................Muros<br>*85·6′* 24′ 7″<br>... ... ... | Wood Aux Sr | Oil 2Cy. 370×700 mm<br>200bhp<br>A/S Vølund | 10t (d.o)<br>Cpn<br>9k |
| 507962<br>GVFR<br>187464<br>Df Esd<br>Pld Rdr<br>RTv | **CORBANK**<br>**Cory Maritime Ltd.**<br>London British | 2334<br>1316<br>3149 | ✠100A1<br>✠LMC<br>MN210 | SS 12/65<br>EL q1½″SQ | **1956–10** Goole S.B. & R. Co. Ltd.—Goo<br>304′ 9″ 39′ 7″ 17′ 5¾″<br>286′ 6″ 39′ 3″ 19′ 0″<br>P67′ Q84′ F26′ 1 dk<br>7BH len 65<br>rf 4″ WB832t incl. DTm141t | M Mchy.aft | Oil 2SA 8Cy. 340×570 mm<br>1050bhp<br>British Polar Engines Ltd.<br>3×50kW 220V d.c. | (d.o)<br>Gls |
| 507963<br>WWPW<br>187532<br>Df Esd<br>Pld Rdr<br>RTv | **CORBEACH**<br>**Cory Maritime Ltd.**<br>London British | 2106<br>1072<br>2760 | ✠100A1<br>✠LMC<br>MN210 | SS 3/65<br>EL q1½″SQ | **1957–2** Goole S.B. & R. Co. Ltd.—Goo<br>276′ 0″ 39′ 7″ 17′ 8″<br>258′ 6″ 39′ 3″ 19′ 0″<br>P67′ R dk fwd of P98′ F26′ 1 dk<br>NS 6BH<br>rf 4″ WB832t incl. DTm141t | M Mchy.aft<br>4 Ho 44½′, 42′, 41′, 48″<br>4 Ha (stl) (29′×24′) (33′, 30′ 28′×26½′) | Oil 2SA 8Cy. 340×570 mm<br>1050bhp<br>British Polar Engines Ltd.<br>3×50kW 220V d.c. | (d.o)<br>Gls |
| 507964<br>TWXU | **CORBEAU**<br>exTid 161<br>**Société Dumez**<br>Havre French | *54*<br>—<br>— | 100A–<br>tug River and harbour service<br>LMC<br>**SURVEYS OVERDUE 10/64** | SS 10/60<br>EL (a) | **1945** W. Pickersgill & Sons Ltd.—Sld<br>74′ 0″ 17′ 0″ 6′ 0″<br>65′ 0″ 16′ 10″ 8′ 0″<br>4BH<br>WB6t | S Tug | C 2Cy. 12½″ & 26″×18″<br>200ihp<br>J. Dickinson & Sons Ltd.<br>SB 140lb hs(706) 2pf | 4t (o.f)<br>Sld<br>10k |
| 507965<br>GPPR<br>184709<br>Df Esd<br>Pld Rdr<br>RTv | **CORBRAE**<br>**Cory Maritime Ltd.**<br>London British | 2002<br>1048<br>2760 | ✠100A1<br>✠LMC<br>MN210 | SS 6/65<br>EL q1 7/16″SQ | **1952–9** Burntisland S.B. Co. Ltd.—Bnt<br>271′ 6″ 39′ 4″ 17′ 6½″<br>258′ 0″ 39′ 3″ 18′ 11″<br>Q157′ F26′ 1 dk<br>NS 5BH<br>WB829t incl. DTm103t | M Mchy.aft<br>4 Ho 40′, 44′, 44′, 46′<br>G.141800 B.136660<br>4 Ha (stl) (25½′×23½′) (28′, 28′, 28′×16½′) | Oil 2SA 8Cy. 340×570 mm<br>1050bhp<br>British Polar Engines Ltd.<br>3×50, 50, 18kW 220V d.c. | 64t (d.o)<br>Gls<br>10k |
| 507966<br>GOMF<br>185859<br>Esd Pld<br>Rdr RTv | **CORBURN**<br>**Cory Maritime Ltd.**<br>London British | 2059<br>1065<br>2760 | ✠100A1<br>✠LMC<br>MN208 | SS 5/65<br>EL q1 7/16″SQ | **1953–3** Goole S.B. & R. Co. Ltd.—Goo<br>279′ 0″ 39′ 5″ 17′ 6¾″<br>258′ 5″ 39′ 3″ 19′ 0″<br>Q151′ F26′ 1 dk<br>NS 5BH<br>rf 3″ WB839t incl. DTm143t | M Mchy.aft<br>4 Ho 44′, 43′, 40′, 45½′<br>G.140833 B.135323<br>4 Ha (stl) (28′×22′) (30′, 28′, 28′×26½′) | Oil 2SA 8Cy. 340×570 mm<br>1040bhp<br>British Polar Engines Ltd.<br>3×50, 50, 18kW 220V d.c. | 63t (d.o)<br>Gls<br>10k |
| 642245<br>GNYH<br>306307<br>Esd Pld<br>Rdr RTv | **CORCHESTER**<br>**Cory Maritime Ltd.**<br>London British | 4840<br>2886<br>7520 | ✠100A1<br>✠LMC<br>MN510 | 369′ 11″(incl.BB)<br>UMS<br>EL x1⅞″SQ | **1965–3** Blyth D.D. & S.B. Co. Ltd.—Bly<br>~~369′ 11″~~ 53′ 4″<br>350′ 0″ 53′ 2½″ 30′ 2″<br>F32′ 1 dk<br>NS 6BH<br>rf 3″ WB2597t incl. DTm571t | M Mchy.aft<br>3 Ho 93′, 65′, 63′<br>G.339135 B.319624<br>4 Ha (stl) (36′×32′) (39¼′, 49′, 44′×36′) | Oil 2SA 9Cy. 500×700 mm<br>2550bhp<br>British Polar Engines Ltd.<br>3×175kW 220V d.c. | 203t (d.o)<br>Gls<br>12k |
| 530274<br>6ZWF<br>2655<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CORCO**<br>exRygja–66<br>**Corco Transportation Co. Inc.**<br>Monrovia Liberian | ~~12905~~ 12772<br>~~7575~~ 7747<br>20250 | | NV | **1959** Bremer Vulkan—Vgk<br>560′ 0″ 71′ 10″ 31′ 1¼″<br>532′ 0″ 71′ 8″ 40′ 8″<br>P139′ B51′ F67′ 1 dk<br>RW<br>rf 4″ | S Tanker Mchy.aft<br>22 Ta<br>HeCls. BC<br>Der 3(5) 1(4) | 2 S Turb dr geared to sc. shaft<br>7760shp<br>Brown, Boverie & Cie.<br>2×400kW 440V 60c/s a.c. | (o.f)<br>Mhm |
| 500540<br>6ZUN<br>2609<br>Df Esd<br>Gc Rdr<br>RT | **CORCO EL TIGRE**<br>exAgip Ravenna–67<br>**Corco Tankers Inc.**<br>Monrovia Liberian | 22963<br>13784<br>35571 | | AB RI | **1958** Cant. Nav. Riuniti—Anc<br>695′ 7″ 90′ 3″ 35′ 5¾″<br>662′ 9″ 90′ 0″ 47′ 0″<br>P143′ F87′ 1 dk<br>RW<br>rf 4½″ | S Tanker Mchy.aft<br>23 Ta<br>L.1719110<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>16000shp De Laval<br>Cant. del Tirreno | 4023t (o.f)<br>Gen<br>17k |
| 507967<br>EDHY<br><br>Df Esd<br>Pld RT | **CORCON**<br>**José Lorenzo Lorenzo**<br>Vigo Spanish | 201<br>87<br>— | | | **1960** Enrique Lorenzo y Cia.—Vgo<br>99′ 2″ 21′ 7″<br>93′ 4″ 21′ 4″ 12′ 8″<br>RW | S Trawler | T 3Cy. 229, 394 & 622×432 mm<br>176ihp<br>Manuel Sanjurjo Otero | 110t (o.f)<br>Vgo<br>8½k |

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|---|---|---|---|---|---|---|---|
| 507968<br>5LBQ<br>813<br>Df Esd<br>Gc Rdr<br>RTm/v | **CORCOVADO**<br><br>**Maranave S.A.**<br>**Suisse Atlantique, Société**<br>**d'Armement Maritime S.A.**<br>Monrovia Liberian<br>Now **DIMITRIS P. LEMOS** See New Entries No. 12 | 8782 ~~6444~~<br>5695 ~~3589~~<br>10780 | ✠100A1<br>DTm—vegetable oil<br>✠LMC<br><br>MN980 | SS 11/64<br><br><br><br>EL d1/16"SQ | 1956–7 Brodogradiliste III Maj—Rka<br>487' 2" 60' 9" 26' 11"<br>452' 0" 60' 6" 39' 10"<br>F47' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2264t incl. DTm1340t | M OSD<br>5 Ho 70',118¾', 29½', 69', 69'<br>G.692000 B.623000<br>5 Ha (36' 37', 34½', 37', 37'×25')<br>10W Der 2(5–10) 8(3–5) 1(2½) | Oil 2SA 7Cy. 720×1250 mm<br>4900bhp<br>Sulzer Bros. Ltd.<br>2AuxB (1 o.f 1 ex.g) 80lb<br>3×130kW 220V d.c. |
| 650444<br>EELM<br><br>Df Esd<br>Gc Rdr | **CORCUBION**<br><br>**Benigno Lago Estévez**<br>Vigo Spanish | 929<br>422<br>— | ✠LR class withdrawn—<br>Owners' request 6/67 | BV | 1965–2 Ast. Construcciones S.A.—Vgo<br>200' 5" 31' 3"<br>174' 8" 31' 2" 24' 4"<br>2 dks<br>RW<br>rf 26" | M Stern Trawler | Oil 4SA 8Cy. 360×450 mm with<br>coupling & sr gearing<br>2000bhp<br>Motorenw. Mannheim |
| 542809<br>OGJG<br>515<br>Df Esd<br>RTm | **CORDELIA**<br>exMarga–65 exLynæs–63<br>**Partrederibolaget m.s.**<br>**"Cordelia"**<br>O/Y Pipping & Co. A/B<br>Lovisa Finnish | 491<br>227<br>730 | | <br><br>BV | 1953 Husumer Schiffsw.—Husum<br>162' 1" 29' 2" 11' 11"<br>159' 11" 29' 0" 15' 3"<br>P52' Q56' B43' F32' 1 dk<br>RW | M Mchy.aft<br>1 Ho 94'<br>G.34670 B.32270<br>2 Ha (37', 40'×16')<br>3W Der 3(5) | Oil 2SA 4Cy. 290×490 mm<br>780bhp<br>Frederikshavns Jernst. & Mas.<br>3×25kW 220V |
| 507971<br>LQAS<br>3793<br>Df Esd<br>Gc Rdr | **CORDOBA**<br>exN.Y.U. Victory–47<br>**Empresa Lineas Maritimas**<br>**Argentinas**<br>Buenos Aires Argentine | *7714*<br>*5102*<br>10869 | | <br><br>AB | 1945 Bethlehem-Fairfield—Bal<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½, 45', 77', 81', 75'<br>G.190000 B.162000<br>5 Ha (25', 24', 36', 36 , 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg. Co.<br>2×300kW 240V d.c. |
| 660739 | **CORELLA**<br><br>**The Ministry of Agriculture,**<br>**Fisheries & Food**<br>Lowestoft British<br>For later particulars see New Entries No. 8 | 400<br>—<br>— | 100A1<br>Class contemplated | | Brooke Marine Ltd.—Lwt<br>132' 6" 32' 4" 12' 0"<br>118' 10" 32' 0" 15' 6"<br><br>RW | M Fishery Research Ship Mchy.aft | 2 Oil 4SA each 6Cy. 9½"×<br>sc. shaft<br>W. H. Allen, Sons & Co. Ltd. |
| 507973<br>GDHU<br>301876<br>Df Esd<br>Rdr<br>RTm | **CORENA**<br><br>**J. Marr & Son Ltd.**<br>Fleetwood British | 353<br>125<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN175 | SS 9/67<br><br><br><br>EL (f)o | 1959–7 Cochrane & Sons Ltd.—Sel<br>*132·9'* 27' 4"<br>128' 6" 27' 0" 13' 6"<br>F22'<br>RW 4BH<br>rf 30" BK8" WB27t | M Trawler<br>1 Ho 37'<br><br>4 Ha (7', 7', 3½'×3½') (3½'×2') | Oil 4SA 7Cy. 15"×18"<br>875bhp<br>Mirrlees, Bickerton & Day<br>2×30kW 110V d.c.<br>Controllable pitch propeller |
| 641244 | **CORGI**<br><br>**Secretary of State for**<br>**Defence**<br>British | 152<br>—<br>— | ✠ | | 1965–1 Rowhedge Irn Wks Co. Ltd.—<br>Rowhedge<br>94' 0" 25' 4"<br>85' 0" 24' 3" 12' 0" | TM Tug | 2 Oil 4SA each 8Cy. 8½"×<br><br>Blackstone & Co. Ltd. |
| 671685<br>PDLE<br><br>Df Esd<br>Rdr<br>RTm/h | **CORIA**<br><br>**H. Pepping**<br>N.V. Dammers & van der<br>Heide's Shipping &<br>Trading Co. Ltd.<br>Rotterdam Netherland | 499<br>296<br>1000 | ✠100A1<br><br>✠LMC<br><br>MN264 | <br><br><br><br>EL K 1¼"U2 | 1967–6 Schpsw. Kramer & Booy—<br>Kootstertille<br>197' 0" 36' 2" 13' 4½"<br>184' 1" 35' 5" 20' 2"<br>B33' F23' 2 dks<br>NS 3BH<br>rf 4" WB506t | M Mchy.aft<br>1 Ho 133½'<br><br>2 Ha (stl) (53', 61'×27') | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>3×15kW 110V d.c. |
| 522398<br>PDKG<br><br>Df Esd<br>RT | **CORIA**<br>exMarie Christine–66<br>**H. Klein**<br>N.V. Wijnne & Barends<br>Delfzijl Netherland | 390<br>187<br>495 | ✠100A1<br><br>✠LMC<br><br>MN72 | SS 4/64<br><br><br><br>EL f | 1952–7 G. J. v.d. Werff's Scheeps.—<br>Westerbroek<br>164' 7" 26' 1" 9' 5"<br>151' 11" 25' 11" 10' 3"<br>P38' F24' 1 dk<br>RW 3BH<br>WB168t | M Mchy.aft<br>1 Ho 88½'<br>G.25900 B.24600<br>2 Ha<br>2W | Oil 4SA 6Cy. 305×450 mm<br>360bhp<br>D. & J. Boot "De Industrie" |
| 507981<br>VJCB<br>180446<br>RTm/v | **CORINGA**<br>exEmpire Peggy–49<br>**Queensland Tug Co. Pty**<br>**Ltd.**<br>Brisbane British | 259<br>—<br>— | BS✱<br>tug<br>MBS✱<br><br>MN198 | SS 6/67<br><br><br><br>EL (c) C16" | 1945–7 Cook, Welton & Gemmell Ltd.—<br>Bev<br>114' 0" 30' 1" 12' 4½"<br>105' 0" 30' 0" 13' 6"<br>R 3BH<br>WB37t | S Tug<br><br><br>1 Ha (stl) (5'×3½') | T 3Cy. 16½" 28½" & 47"×3<br>1100ihp<br>C. D. Holmes & Co. Ltd.<br>SB 200lb hs3020 NO<br>2×10kW 110V d.c. |
| 507983<br>THGE<br><br>Df Esd<br>RT | **CORINO**<br><br>**A. Baron and others**<br>A. Auger<br>La Rochelle French | 212<br>69<br>— | | <br><br>BV | 1961 S.I.C.C.Na.—St.M<br>114' 10" 25' 0"<br>100' 0" 24' 8" 12' 8"<br><br>RW | M Trawler<br><br><br>4 Ha (3½', 3½', 3½'×3½') (3½'×3½')<br>Der 1(2) 1(1) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz |
| 507984<br>ILSF<br>127 | **CORINTHIA**<br>exDrecht 1–61 exDrecht–59<br>exDrydock V–47<br>**Società Rimorchiatori**<br>**Laziali**<br>Civitavecchia Italian<br>Now **ARENA** See New Entries No. 1 | 199<br>15<br>— | | <br><br>RI | 1947–6 Wilton-Fijenoord—Sch<br>107' 7" 24' 8" 11' 2½"<br>95' 10" 23' 11" 12' 6"<br><br>RW | S Tug<br>1 Ho | T 3Cy. 14⅛" 23½" & 39½"<br>650ihp Emadet<br>Alblasserdam Mach. |
| 539844<br>5LBT<br>816<br>Df Esd<br>Gc | **CORINTHIAN GLORY**<br>exSapho I–67 exCarina–66<br>exZephyr–64<br>exTexas Sword–51<br>exAlabama Sword–51<br>exEmpire Lune–47<br>exMillerntor–45<br>**Marvigor Cia. Nav. S.A.**<br>Monrovia Liberian | 4296<br>2559<br>5280 | ~~100A1~~<br>~~with freeboard~~<br>~~LMC~~<br><br><br>Class **WITHDRAWN**<br>at Owners' request<br>5/68 | ~~SS 7/64~~<br><br><br><br>~~EL~~<br><br><br>GL | 1944 A/S Nakskov Skibsv.—Nkv<br>359' 7" 51' 0" 20' 9½"<br>333' 0" 50' 10" 30' 4"<br>F32' 2 dks<br>RW NS Coll BH to U dk 6 to 2nd dk<br>WB1029t | S CSD<br><br>G.294169 B.271218<br><br>12W Der 2(7½) 2(5) 8(3) | C 4Cy. (2) 16⅛" & (2)<br>turb with dr gearing<br>coupling<br>2500ihp<br>Rheinmetall-Borsig<br>3WTB 227lb Spt |

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| 587967 **CORINTHIC**<br>GZYL<br>167909 **Shaw Savill & Albion Co. Ltd.**<br>Df Esd Southampton — British<br>Gc Rdr<br>RTv | **14285**<br>7659<br>~~13300~~<br>15637 | ✠**100A1** SS 2/66<br>with freeboard<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL (j†)2⅛" | **1947**–4 Cammell Laird & Co. Ltd.—Bkn<br>559′ 6″ 71′ 3″ 32′ 6¼″<br>530′ 10″ 71′ 0″ 43′ 4″<br>P64′ B244′ F69′ 3 dks, 4th dk in Nos. 2 & 3 holds<br>RW 6BH to U dk 2 to 2nd dk<br>rf 6″ WB3947t incl. Tunnel tanks 1681t DTf361t | TS (101P) Ref CSD<br>6 Ho 76½′, 79¼′, 65¼′, 56¾′, 59½′, 39¾′<br>G.170250 B.158293 In.521600<br>1 Ha (stl) (32¾′×16¾′)<br>5 Ha (w) (16¾′×16¾′) (22′, 22′×17¼′) (24¼′×16¾′) (16¼′×17¼′)<br>21W Der 1(50) 8(12) 5(7) 6(5) | 6 S Turb sr geared to 2 sc shafts<br>14000shp 3512t (o.f)<br>Cammell Laird & Co. Ltd. Bkn<br>2WTB 475℔ Spt 425℔ db 125℔<br>hs34856 sg 140℔<br>4×350kW 220V d.c. 17k |
| 587988 **CORINTHIC**<br>SVUR<br>139 **Portland Shipping Corp.**<br>Df Esd Andros — Greek<br>Gc Pld<br>Rdr RT | **10914**<br>6375<br>15060 | AB | **1959** Iino S.B. & E. Co. Ltd.—Maizuru<br>512′ 2″ 66′ 10″ 30′ 4″<br>480′ 0″ 66′ 7¼″ 41′ 0″<br>P110′ 2 dks<br>rf 6″ | M<br>5 Ho<br>G.809025 B.757854<br>5 Ha<br>16W Der 1(30) 16(5) | Oil 2SA 9Cy. 720×1250 mm<br>8100bhp Sulzer 1154t<br>Iino S.B. & Eng. Co. Ltd. Maizuru<br>16k |
| 640091 **CORINTHOS**<br>5MXT<br>1916 **Villaneuva Cia. Nav. S.A.**<br>Df Esd Monrovia — Liberian<br>Gc Rdr<br>RT | **30705**<br>20935<br>54120 | AB | **1963** Kure Zosensho—Kur<br>754′ 7″ 106′ 0″ 39′ 11¼″<br>718′ 6″ 105′ 8″ 51′ 10″<br>1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>16 Ta | 2 S Turb dr geared to sc. shaft<br>17000shp 4274t (o.f)<br>Ishikawajima-Harima Hvy Ind. Tok |
| 670598 **CORIOLANUS**<br>GSJH<br>308578 **Hellyer Bros. Ltd.**<br>Df Esd Hull — British<br>Gc Pld<br>Rdr RT | **1105**<br>360<br>— | ✠**100A1**<br>stern trawler<br>Ice Class 3<br>✠**LMC**<br>MN470 EL (n) 1⅜"SQ | **1967**–5 Yarrow & Co. Ltd.—Gls<br>223′ 9″ 39′ 1″ 15′ 0″<br>194′ 0″ 39′ 0″ 25′ 0″<br>F100′ 2 dks<br>Coll BH to U dk 4 to 2nd dk<br>rf 36″ WB70t | M Stern Trawler Mchy.aft | Oil 4SA 8Cy. 15″×20″<br>2350bhp<br>Mirrlees National Ltd. Stckpt<br>AuxB 180℔<br>4×330, 330, 57, 57kW 220V d.c.<br>Controllable pitch propeller 15½k |
| 640289 **CORIOLIS**<br>FNMZ<br>**French Government (Office de la Recherche Scientifique et Technique Outre-Mer)**<br>Df Esd<br>Gc Pld<br>Rdr RT<br>Brest — French | **246**<br>80<br>165 | BV | **1964** At. & Ch. de la Manche—Dpe<br>123′ 4″ 26′ 5″ 9′ 10″<br>104′ 11″ 26′ 3″ 12′ 6″<br>P43′ B14′ F36′ 1 dk | M Oceanographic Ship Mchy.aft<br>1 Ha (3¼′×3¼′) | 2 Oil 4SA each 8Cy. 185×200 mm geared to sc. shaft<br>700bhp 90t<br>Moteurs Baudoin Msl<br>12k |
| 660630 **CORISCO**<br>EEME<br>**Maria Asunción Gonzále Verdura**<br>Df Esd<br>Las Palmas — Spanish | **199**<br>—<br>150 | | **1965** Ast. Santodomingo—Vgo<br>103′ 4″ 22′ 8″ 11′ 0″<br>88′ 7″ 22′ 4″ 11′ 10″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>460bhp 54t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>10½k |
| 640776 **CORKBROOK**<br>GMVH<br>305967 County **Ships Ltd.**<br>Gc Pld Comben **Longstaff & Co. Ltd.**<br>Rdr RT London — British | **1594**<br>985<br>— | ✠**100A1**<br>✠**LMC**<br>MN268 EL q 1 7⁄16"SQ | **1964**–5 Clelands S.B. Co. Ltd.—Wal<br>265′ 4″ 39′ 3″ 17′ 0¼″<br>250′ 0″ 39′ 0″ 18′ 0″<br>P27′ R dk f of P142′ F29′ 1 dk<br>NS 5BH<br>rf 4″ WB793t | M Mchy.aft | Oil 2SA 6Cy. 340×570 mm<br>1340bhp<br>British Polar Engines Ltd. Gls |
| 587990 **CORMAIN**<br>MAHT exColdridge–49 exCormain–46<br>168332 **Cory Maritime Ltd.**<br>Esd Pld London — British<br>Rdr RTv | **2883**<br>1654<br>4350 | ✠**100A1** SS 5/64<br>✠**LMC**<br>MN220 EL t | **1942**–11 Burntisland S.B. Co. Ltd.—Bnt<br>325′ 10″ 44′ 6″ 19′ 11″<br>312′ 0″ 44′ 3″ 21′ 1″<br>Q188′ F29′ 1 dk<br>RW NS 5BH<br>rf 3″ WB1240t | S Mchy.aft<br>4 Ho 47′, 57′, 56′, 52′<br>G.211690 B.202040<br>4 Ha (stl) (32¾′×25′) (35′, 38′, 38′×30′) | T 3Cy. 18½″ 31″ & 52″×39″<br>1070ihp 211t (c)<br>D. Rowan & Co. Ltd. Gls<br>2 SB 200℔ Spt hs(3434) 6cf<br>2×8kW 110V d.c. 9¾k |
| 587992 **CORMIST**<br>GDVT<br>180802 **Cory Maritime Ltd.**<br>Esd Pld London — British<br>Rdr RTv | **2885**<br>1631<br>4320 | ~~✠100A1~~ ~~SS 6/63~~<br>~~✠LMC~~<br>~~MN243~~ ~~EL t~~<br>✠Class **WITHDRAWN** 7/68 | **1946**–1 Burntisland S.B. Co. Ltd.—Bnt<br>325′ 10″ 44′ 6″ 19′ 11″<br>312′ 0″ 44′ 3″ 22′ 1″<br>Q188′ F29′ 1 dk<br>RW NS 5BH<br>rf 3″ WB1378t incl. DTm142t | S Mchy.aft<br>5 Ho 46′, 52′, 52′, 29′, 24½′<br>G.210320 B.201530<br>5 Ha (stl) (31½′×25′) (36¼′, 38′, 22½′, 15½′×30′) | T 3Cy. 18″ 29″ & 52″×39″<br>1350ihp 156t (c)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>2 SB 220℔ Spt hs(4780) 6cf<br>2×10kW 110V d.c. 9¾k |
| | | **CONVERTED FOR USE AS A LIGHTER** | | | |
| 587995 **CORMORAN**<br>TMHB exSaint Just–54<br>**Pelletier, Hardy et Consorts**<br>Df Esd Lorient — French<br>Pld RT | **394**<br>152<br>540 | BV | **1947** S.A. des Anc. Ch. Dubigeon—Nts<br>151′ 0″ 27′ 1″ 14′ 9″<br>26′ 11″<br>P64′ F30′ | M Trawler<br>1 Ho<br>3 Ha (3½′, 3½′×3½′) (3½′×2½′)<br>1W Der 1(5) 2(1) | Oil 2SA 6Cy. 360×600 mm<br>700bhp 112t<br>At. & Ch. de la Loire St. Denis<br>11½k |
| 587996 **CORMORAN II**<br>DHGG exUlmbrueder 3–56<br>**Hermann u. Helmut Steffens**<br>RT Hamburg — W. German | **250**<br>144<br>330 | GL | **1950** H. C. Stülcken Sohn—Ham<br>147′ 4″ 24′ 7″ 6′ 9″<br>8′ 2″<br>P29′ B9′ F10′ 1 dk<br>RW | TM<br>G.15300 B.14500<br>2 Ha | 2 Oil 4SA each 6Cy. 260×340 mm<br>300bhp<br>Motorenw. Mannheim Mhm<br>10k |
| 690139 **CORMORANO**<br>~~Colompesca Oceanica S.p.A.~~<br>Df Esd ~~Porto Torres~~ ~~Italian~~<br>Gc Rdr Pesca Oceanica Sarda S.p A.<br>RT Cagliari — Italian | ~~**600**~~ 610<br>— 298<br>~~550~~ 614 | RI | **1967** Soc. Esercizio Cant.—Viareggio<br>196′ 1″ 30′ 1″ 12′ 2″<br>173′ 5″ 30′ 0½″ 15′ 1″<br>1 dk<br>RW | M Trawler Mchy.aft | Oil 4SA 8Cy. 320×420 mm<br>1300bhp<br>Ansaldo Stab. Mecc. Gen |

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|---|---|---|---|---|---|---|---|
| 507997<br>ELKP<br><br>Df Esd<br>Gc Rdr | **CORMORANT**<br>exLes Andelys–54<br>exEdward N. Hinton–47<br>**San Pedro Cia. Armadora S.A.**<br>Monrovia Liberian | 7247<br>4389<br>10878 | | BV | 1945 Todd-Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 49', 50', 70'<br>G.562608 B.499573<br>5 Ha (33½', 35', 20', 30', 35'×20')<br>11W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×15kW 110V |
| 660460<br>DEHT<br><br>Df Esd<br>Gc Rdr<br>RT | **CORNELIA** T.Mk<br><br>**Ahlmann Transport K.G.**<br>Bremen W. German | 500<br>[illegible] 328<br>1230 | | GL | 1965 Büsumer Werft G.m.b.H.—Büsum<br>247' 1" 38' 3" 12' 9"<br>223' 1" 37' 5" 21' 4"<br>B26' F23' 1 dk & S dk | M OSD Mchy.aft<br>G.107363 B.98573<br>2 Ha<br>Der 1(5) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Masch. Kiel G.m.b.H. |
| 508000<br>IMEV<br>286<br>RT | **CORNELIA**<br>exDrago I–54 exLaburdi–52<br>exJetta–48 exLloyd–39<br>exTransport 2 exOskar exW.6<br>**Soc. Siciliana Trasporti Navali Drago-Mare S.p.A.**<br>Palermo Italian | 380<br>202<br>— | Classed BC until 7/52 | RI | 1914 Joh. Berg—Dzl<br>134' 7" 23' 7"<br>130' 11" 23' 3" 12' 2"<br>1 dk<br>R | M Liquefied Gas Carrier Mchy.aft<br>6 Ta | Oil 4SA 6Cy. 265×410 mm<br>450bhp NE58<br>Ansaldo Stab. Mecc. |
| 640567<br>PDMM<br><br>Df Esd<br>Pfd Rdr<br>RTm | **CORNELIA**<br><br>**Scheepvartbfdr. F. A. van Raamsdonk**<br>H. van Beelen<br>Katwijk a/Zee Netherland | 151<br>51<br>— | | | 1963 Fa. Seymonsbergen Werf "Concordia"—Ams<br>100' 8" 22' 4"<br>... ... ... | M Fishing<br>3 Ha (stl) | Oil 4SA 8Cy. 240×280 mm<br>540bhp<br>Kromhout Motorenfab.<br>1×110V d.c. |
| 501852<br>PDKX<br><br>Df RT | **CORNELIA**<br>exAnna Hendrika–64<br>**C. Varkevisser**<br>Katwijk a/Zee Netherland | 111<br>44<br>— | | | 1960 N.V. Stami Schpsb.—Dordrecht<br>91' 8" 20' 8"<br>78' 3" 20' 4" 10' 4" | M Fishing Mchy.aft | Oil 2SA 6Cy. 220×380 mm<br>Appingedammer Brons. |
| 651773<br>PDMZ<br><br>Df Esd<br>Pfd Rdr<br>RT | **CORNELIA B. I**<br><br>**Okko Bosma**<br>N.V. Oost Atlantic Lijn<br>Groningen Netherland<br>Now **MARIKA** (No. 651773) in the Register | 500<br>246<br>1050 | | BV | 1965 Fa. C. Amels & Zn. Schpsw. & Mchfbk. "Welgelegen"—Makkum<br>223' 10" 34' 3" 13' 0"<br>213' 2" 34' 0" 20' 6"<br>1 dk & S dk | M OSD Mchy.aft<br>G.38178 B.37650<br>2 Ha (36', 58'×21½')<br>Der 1(5–20) 1(5) 1(3) | Oil 4SA 8Cy. 320×480 mm<br>1050bhp<br>Motorenw. Mannheim |
| 508003<br>PDMW<br><br>Df Esd<br>RT | **CORNELIA B. II**<br>exEncarnacion–58<br>exCornelia B. II–55<br>**Okko Bosma**<br>N.V. Oost Atlantic Lijn<br>Groningen Netherland | 488<br>253<br>905 | ✠100A1<br>✠LMC<br>MN150 | SS 8/66<br>EL k | 1951–7 T. van Duijvendijk's Sch.—Lekkerkerk<br>202' 0" 30' 10" 12' 10½"<br>181' 1" 30' 7" 20' 6"<br>1 dk & S dk<br>RW 3BH<br>WB249t | M OSD Mchy.aft<br>G.54741 B.51200<br>4W Der 4 | Oil 4SA 6Cy. 385×580 mm<br>750bhp<br>Masch. Kiel A.G. |
| 508004<br>PDMB<br><br>Df Esd<br>Rdr RT | **CORNELIA B. III**<br><br>**Okko Bosma**<br>N.V. Oost Atlantic Lijn<br>Groningen Netherland | 500<br>267<br>1000 | ✠100A1<br>✠LMC<br>MN220 | ~~SS 6/64~~<br>SS 10/68<br>EL m 1½"SQ | 1956–1 N.V. Schpsw. Vooruitgang—Foxhol<br>228' 0" 34' 1" 13' 0½"<br>206' 9" 33' 3" 20' 2"<br>F24' 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf 4" WB251t | M OSD Mchy.aft<br>1 Ho 34½'<br>G.69500 B.65650<br>6W Der 6(6–10) | Oil 4SA 8Cy. 390×680 mm<br>1100bhp<br>N.V. Werkspoor |
| 640047<br>PDMD<br><br>Df Esd<br>Rdr RT | **CORNELIA B. IV**<br><br>**Okko Bosma**<br>N.V. Oost Atlantic Lijn<br>Groningen Netherland | 499<br>276<br>974 | | BV | 1963 Fa. C. Amels & Zn. Schpsw. & Mchfbk. "Welgelegen"—Makkum<br>204' 9" 32' 6" 12' 6"<br>180' 5" 31' 10"<br>1 dk & S dk | M OSD Mchy.aft<br>G.72600 B.64640<br>2 Ha (47', 41'×20')<br>Der 4(3) | Oil 4SA 6Cy. 320×480 mm<br>748bhp<br>Motorenw. Mannheim |
| 671665 | **CORNELIA MÆRSK**<br><br>**A. P. Möller, Copenhagen**<br>Copenhagen Danish<br>For later particulars see New Entries No. 1 | 10000<br>—<br>— | 100A1<br>Class contemplated | | A/S Bergens M/V—Bgn<br>559' 8" 80' 2"<br>524' 8" 79' 11½" 52' 6" | M Mchy.aft | Oil 2SA 8Cy. 840×1800 mm<br>A/S Akers M/V |
| 508005<br>PDMX<br><br>Df Esd<br>Rdr RT | **CORNELIA MARIA**<br><br>**N.V. Cornelis Vrolijk's Viss. Maats.**<br>Scheveningen Netherland | 326<br>126<br>— | | | 1960 D. & J. Boot Schps. "De Industrie"—Alp<br>146' 5" 24' 11"<br>126' 9" 24' 7" 13' 1"<br>RW | M Trawler | Oil 4SA 8Cy. 305×450 mm<br>D. & J Boot "De Industrie" |
| 508006<br>JXUW<br><br>Df | **CORNELIS**<br><br>**Sameie (Ivar Böe)**<br>Haugesund Norwegian | 295<br>150<br>— | | BV | 1947 Appelo's Scheepsw.—Zwartsluis<br>135' 5" 23' 7" 8' 7½"<br>127' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 250×350 mm<br>220bhp NE57<br>Motorenw. Mannheim |
| 508008<br>PDMA | **CORNELIS**<br><br>**D. van Beelen Czn.**<br>Katwijk a/Zee Netherland | 125<br>43<br>— | | | 1938 Scheeps. "De Dageraad"—Woubrugge<br>*89-7'* 22' 1"<br>... ... ...<br>R | M Trawler | Oil 2SA 3Cy. 240×380 mm<br>Appingedammer Brons |

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|---|---|---|---|---|---|---|
| 508009<br>PDMQ<br>11068<br>Df Esd<br>Rdr<br>RTm/h | **CORNELIS BROERE**<br>exCornelis B.-60<br>**Gebr. Broere N.V.**<br>Dordrecht Netherland | 500<br>239<br>764 | **✠100A1** SS 6/68 ~~SS 8/63~~<br>oil tanker<br>**✠LMC**<br>MN130 EL i | **1958**-8 D. W. Kremer Sohn—Elmshorn<br>192′ 10″ 28′ 6″ 11′ 6″<br>178′ 3″ 28′ 2½″ 12′ 3″<br>P53′ F32′ 1 dk<br>RW 10BH<br>rf 5″ WB85t | M Tanker Mchy.aft<br>10 Ta<br>L.32291 | Oil 4SA 6Cy. 320×450 mm<br>650bhp 55t (d.o)–2¼pd<br>Klöckner-Humboldt-Deutz Kln<br>db 142lb<br>3×10, 8, 8kW 110V d.c. 10½k |
| 508010<br>PDMH<br>Df Esd<br>RT | **CORNELIS DEN DULK**<br>**N.V. Red. & Handelmaats. v/h C. Den Dulk**<br>Katwijk a/Zee Netherland<br>Now YKE (No. 508010) in the Register | 327<br>130<br>— | | **1960** D. & J. Boot Schps. "De Industrie" —Alp<br>147′ 2″ 24′ 11″<br>126′ 9″ 24′ 7″ 13′ 1″<br>RW | M Trawler | Oil 4SA 8Cy. 305×460 mm<br>D. & J. Boot "De Industrie" Alp<br>11¼k |
| 508011<br>PDLV<br>Df Esd<br>RTm | **CORNELIS HOUTMAN**<br>**H. Liberg**<br>Scheepv. Kant. Liberg<br>Rotterdam Netherland<br>Now **ACHILLEAS** See New Entries No. 1 | 499<br>318<br>738 | **✠100A1** SS 8/65<br>**LMC**<br>MN90 EL h | **1949**-9 Scheeps. "Westerbroek"— Westerbroek<br>173′ 2″ 28 5″ 11′ 4¼″<br>158′ 2″ 28′ 3″ 11′ 8″<br>P52′ Q43′ F27′ 1 dk<br>R 3BH<br>WB167t | M Mchy.aft<br>1 Ho 96′<br>G.37200 B.35500<br>2 Ha (each 35′×18′)<br>2W Der 3(3) | Oil 4SA 6Cy. 305×460 mm<br>450bhp ✠NEmade58fitted3/62 45t (hvf)<br>D. & J. Boot "De Industrie" Alp<br>11k |
| 508012<br>PDNA<br>RT | **CORNELIS JUDITH**<br>exArie Nico-61<br>**Firma van Duyn**<br>Katwijk a/Zee Netherland | 104<br>29<br>— | | **1947** Schpsw. P. de Vries Lentsch—Alp<br>*84·2′* 21′ 6″<br>… … … | M Fishing | Oil 2SA 4Cy. 270×370 mm<br>NE39<br>N.V. Mchfb. Bolnes Bolnes |
| 508013<br>PDLT<br>Df Esd<br>RT | **CORNELIS SCHAAP**<br>**N.V. Rederij Schaap**<br>Katwijk a/Zee Netherland | 101<br>37<br>— | | **1960** Schpsb. K. Hakvoort— Monnickendam<br>88′ 2″<br>… … … | M Fishing Mchy.aft | Oil 4SA 5Cy. 240×260 mm<br>Kromhout Motorenfab. Ams |
| 540277<br>PDNB<br>Df Esd<br>RT | **CORNELIS VAN BEELEN**<br>exSamenwerking-63<br>**Rederij "Samco"**<br>Katwijk a/Zee Netherland | 106<br>46<br>— | | **1960** N.V. Schpsw. & Mchfbk. H. de Haas —Maassluis<br>90′ 0″ 21′ 3″ 8′ 0″<br>21′ 1″<br>RW | M Trawler | Oil 2SA 6Cy. 190×350 mm<br>N.V. Mch. Bolnes Krimpen |
| 508015<br>PDLA<br>Df Esd<br>Rdr<br>RTm | **CORNELIS VAN DER SCHOOT**<br>**Gebr. van der Schoot**<br>Scheepvaartkantoor Holwerda<br>Harlingen Netherland | 500<br>328<br>787 | BV | **1962** Schps. "Harlingen"—Hrl<br>183′ 8″ 28′ 8″ 11′ 0″<br>167′ 4″ 28′ 6½″ 12′ 2″<br>P44′ B39′ F35′ 1 dk<br>RW | M (3P) Mchy.aft<br>1 Ho 114¾′<br>G.36120 B.34310<br>2 Ha (each 41½′×16½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 320×480 mm<br>525bhp 54t (d.o)<br>Motorenw. Mannheim Mhm<br>3×10, 6, 6kW 110V d.c. 9½k |
| 660607<br>PDLY<br>13780<br>Df Esd<br>Pld Rdr<br>RT | **CORNELIS VROLIJK FZN**<br>**N.V. Cornelis Vrolijk's Visserij Maats.**<br>Scheveningen Netherland | 606<br>294<br>— | **✠Lloyd's RMC** | **1965** "Scheveningen" Sleep. Maats.— Scheveningen<br>164′ 6″ 28′ 0″ 14′ 8″<br>146′ 7″ 27′ 10″<br>2 dks | M Stern Trawler Ref Mchy.aft<br>In.12230 | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz Kln |
| 508017<br>KWOZ<br>245278<br>Df Esd<br>Gc | **CORNELIUS FORD**<br>**United States Department of Commerce**<br>Providence United States | 7175<br>4416<br>10500 | AB | **1944** Walsh-Kaiser Co. Inc.—Providence<br>441′ 6″ 57′ 0″ 27 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2444t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| 508018<br>KFXW<br>241888<br>Df Esd | **CORNELIUS GILLIAM**<br>**United States Department of Commerce**<br>Portland, Or United States | 7193<br>4409<br>10844 | AB | **1942** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (23¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Filer & Stowell Co. Milwaukee<br>3×20kW 120V d.c. 10k |
| 508019<br>KHVW<br>242472<br>Df Esd | **CORNELIUS HARNETT**<br>**United States Department of Commerce**<br>Wilmington, N.C United States | 7177<br>4375<br>10550 | AB<br>**BROKEN UP** | **1942** N. Carolina S.B. Co.—Wmn<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| 508020<br>KABN<br>247641<br>Df Esd<br>Gc | **CORNELL VICTORY**<br>**United States Department of Commerce**<br>Los Angeles United States | 7607<br>4561<br>10714 | AB | **1945** California S.B. Corp.—L.An<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W Der 10(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Allis-Chalmers Mfg Co. Milwaukee<br>2×200kW 220V d.c. 15k |
| 508021<br>LATO<br>Df Esd<br>Gc Rdr<br>RTm/h | **CORNEVILLE**<br>**Skibs A/S Siljestad**<br>A. F. Klaveness & Co. A/S<br>Oslo Norwegian | 3474<br>1728<br>5270 | NV | **1955** Helsingör Skibs. & Msk.—Hsg<br>398′ 1″ 54′ 2″ 21′ 10½″<br>360′ 0″ 54′ 0″ 32′ 10″<br>Q79′ B36′ F90′ 1 dk & S dk<br>RW<br>rf 4″ | M (10P) Ref OSD<br>5 Ho 40¾′, 59¾′, 43¾′, 52¾′, 39′<br>G.370400 B.338560 In.5670<br>5 Ha (stl) (27½′ 29¾′, 29¾′, 32¼′, 25¼′×21¾′)<br>16W Der 1(30) 16(10) | Oil 2SA 6Cy. 620×1150 mm<br>4700bhp B&W 727t (hvf)<br>Helsingör Skibs. & Msk. Hsg<br>4×180, 180, 180, 36kW 440V 60c/s a.c.<br>16k |
| 508022<br>GMKV<br>169227<br>RTm | **CORNHILL**<br>**France, Fenwick Tyne & Wear Co. Ltd.**<br>Newcastle British | 176<br>19<br>— | **100A1** SS 4/65<br>tug U.K., Eire and between River Elbe & Brest<br>**LMC**<br>MN140 EL (a) | **1943** American S.B. Co.—Bfo<br>86′ 6″ 24′ 2″ 9′ 7¼″<br>82′ 0″ 24′ 0″ 10′ 6″<br>4BH<br>BK6″ WB23t | M Tug (12P) | Vee Oil 2SA 8Cy. 215×255 mm sr geared<br>700bhp (d.o)<br>General Motors Corp. Det<br>2×30kW 110V d.c. |

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| 508024<br>GHTA<br>302780<br>Df Pfd<br>Rdr RT | **CORNISHBROOK**<br>**Comben Longstaff & Co. Ltd.**<br>London British | 1595<br>937<br>2345 | ✠100A1<br>✠LMC<br>MN242 | SS 5/66<br>EL p $1\frac{1}{16}$"SQ | 1961–10 Clelands—Wal<br>260' 3" 39' 2" 16' 7½"<br>241' 0" 38' 10" 17' 5"<br>P62' R dk f of P106' F30' 1 dk<br>RW NS 6BH<br>rf 4" WB685t incl. DTf177t | M Mchy.aft | Oil 4SA 8Cy. 420×660 mm<br>1210bhp<br>Klöckner-Humboldt-Deutz |
| 508028<br>IUDK<br>182<br>RTm/v | **COROGLIO**<br>exSantos-54 exMar Nero-33<br>exLisca Bianca<br>**Rimorchiatori Napoletani**<br>Naples Italian | 132<br>34<br>— | | RI | 1915 L. Straatman—Dordrecht<br>96' 0" 20' 2"<br>90' 6" 20' 0" 10' 7"<br>R conv patrol ship— | S Salvage Tug<br>Cr 2(7) 2(3) Der 1(1½) | T 3Cy. 12½" 20½" & 33⅛"×<br>437ihp<br>L. Straatman<br>1×3kW 110V d.c. |
| 508029<br>GDGQ<br>183118<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COROMANDEL**<br>**P. & O. Steam Nav. Co.**<br>London British | 7065<br>4026<br>9730 | ✠100A1<br>with fbd DTa—veg. oil or latex<br>✠LMC<br>✠Lloyd's RMC | SS 11/65<br>EL d†$2\frac{1}{16}$"SQ | 1949–10 Barclay, Curle & Co. Ltd.—Whiteinch<br>484' 6" 62' 11" 27' 3"<br>455' 8" 62' 6" 40' 9"<br>F42' 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB2145t incl. DTa473t | M (12P) Ref OSD<br>5 Ho 54', 70½', 78', 39', 78'<br>G.600020 B.546710 In.20710<br>5 Ha (24½'×17') (35½'×22') (27'×21') (36' comb. 27'×22')<br>16W Der 1(30) 8(10) 8(5) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>2 AuxB 120lb<br>3×65kW 220V d.c. |
| 508030<br>178426 | **COROMEL**<br>**Chatham Islands Shipping**<br>~~Ratnor Ltd.~~ **Co. Ltd.**<br>Suva British | 126<br>60<br>— | | | 1948 Mason Bros. Eng. Co. Ltd.—Auk<br>*86·7'* 19' 10"<br>... ... ...<br>1 dk | TM Fishing | 2 Oil 4SA each 5¼"×7½"<br>NE52<br>Norris, Henty & Gardner Ltd. |
| 508032<br>LNZE<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CORONA**<br>exSunvalley-66 exCorona-64<br>**Skibs A/S Corona**<br>H. M. Wrangell & Co. A/S<br>Haugesund Norwegian | 5136<br>2891<br>9000 | ✠100A1<br>with freeboard<br>DTm—vegetable oil<br>✠LMC<br>MN880 | SS 1/64<br>EL b†$2\frac{1}{16}$"SQ | 1949–10 C. Connell & Co. Ltd.—Gls<br>442' 6" 58' 5" 25' 10½"<br>415' 11" 58' 0" 39' 0"<br>F93' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4" WB2874t incl. Tunnel tanks 216t DTm1010t | M (11P) OSD<br>5 Ho 47½', 75¾', 54½', 72½', 59½'<br>G.567700 B.541540<br>5 Ha (27'×20') (46½', 28½', 38½', 28½'×24')<br>14W Der 2(10) 12(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp<br>Barclay, Curle & Co. Ltd.<br>AuxB 105lb<br>3×150kW 220V d.c. |
| 524042<br>EAAX<br>Df | **COROÑA**<br>exMonte Coroña-65<br>exAraitz-Mendi-39<br>**Cia. Vasco-Cantábrica de Nav. S.A.**<br>Bilbao Spanish | 2572<br>1445<br>4329 | ✠Classed LR until 9/56 | | 1922–1 Cia. Euskalduna—Bbo<br>311' 7" 44' 2" 21' 4½"<br>300' 0" 44' 0" 24' 8"<br>1 dk & S dk<br>R | S OSD<br>G.233445 B.223964<br>8W Der 1(15) | T 3Cy. 23" 37½" & 61½"×<br>Cia. Euskalduna |
| 508034<br>OGDR<br>1265<br>Df Esd<br>Gc Rdr<br>RT | **CORONA**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | T.Mk<br>1471<br>680<br>2404<br>2255<br>1165<br>3158 | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN480 | SS 5/65<br>EL s $1\frac{1}{16}$"SQ | 1961–5 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>294' 10" 43' 1" 17' 9¾"/20' 8½"<br>264' 10" 43' 0" 24' 8"<br>F37' RAD65' 2 dks<br>Coll BH to U dk 3 to 2nd dk<br>rf 4" WB450t | M Mchy.aft<br>2 Ho<br>G.152130 B.142175<br>2 Ha (60¾', 62¼'×19¾')<br>4W Cr 2(5) Der 1(20) 4(5) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer<br>Wärtsilä Kon. Crichton-Vu |

For later particulars see New Entries No. 12

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|---|---|---|---|---|---|---|---|
| 524655<br>SMFW<br>10681<br>Df Esd<br>Pfd Rdr<br>RTm/v | **CORONA**<br>exPingvin-67<br>exNancy Lee-66<br>**Axel Ericsson**<br>Gothenburg Swedish | 499<br>272<br>960 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN150 | SS 6/65<br>EL k | 1957–10 Lidingöverken K/B A/B Live—Lidingö<br>198' 9" 32' 11" 11' 11½"<br>178' 10" 32' 9½" 12' 6"<br>P&B109' F27' 1 dk<br>3BH<br>rf 4" WB214t | M Mchy.aft<br>1 Ho 123'<br>G.55000 B.50000<br>2 Ha (41½'×16½') (45¾'×19¾')<br>5W Der 3(3) 2(2) | Oil 4SA 6Cy. 320×450 mm<br>755bhp<br>Klöckner-Humboldt-Deutz<br>3×35, 24, 10kW 220V d.c. |
| 508035<br>PDMI<br>Df Esd | **CORONA**<br>**Fa. J. Pleyzier**<br>**"Carebeka" N.V.**<br>Delfzijl Netherland | 386<br>200<br>453 | | BV | 1957 Schps. Hijlkema—Martenshoek<br>157' 5" 25' 6" 9' 4"<br>142' 0" 25' 1" 10' 4"<br>1 dk<br>RW | M Mchy.aft<br>G.25322 B.23874<br>2 Ha (each 36'×17½')<br>Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>220bhp<br>Appingedammer Brons |
| 508036<br>DEGO<br>Df Esd<br>Rdr RT | **CORONA** T.Mk<br>**Ahlmann-Transport K.G.**<br>Bremen W. German | 299<br>193<br>650 | | GL | 1956 Husumer Schiffsw.—Husum<br>196' 3" 31' 0" 10' 10"<br>175' 3" 30' 10" 16' 6"<br>P46' B40' F26' 1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho 118'<br>G.49582 B.44657<br>1 Ha (83'×15½')<br>4W Der 4(1½) | Oil 4SA 6Cy. 320×450 mm<br>250bhp<br>Klöckner-Humboldt-Deutz |
| 508037<br>ICRZ<br>3180<br>Df Esd<br>Gc Rdr<br>RTm | **CORONA AUSTRALE**<br>**"Sidermar" S.p.A.**<br>Genoa Italian | 12785<br>7101<br>19072 | ✠100A1<br>✠LMC<br>MN1460 | SS 3/68 ~~SS [illegible]~~<br>EL i†$2\frac{1}{16}$"SQ<br>AB RI | 1959–7 Ansaldo S.p.A.—Spz<br>573' 8" 68' 11" 32' 6"<br>531' 7" 68' 7" 43' 4"<br>P105' B19' F58' 1 dk<br>RW NS 9BH<br>rf 6" WB7429t incl. Topside tanks in holds 2550t | M Bulk Carrier Mchy.aft<br>6 Ho 59½', 59½', 60', 59½', 59½', 59½'<br>G.869439<br>6 Ha (stl) (each 40½'×37½')<br>Der 2(6) 2(3) 2(1) | Oil 2SA 7Cy. 750×1320 mm<br>7700bhp Fiat<br>Ansaldo Stab. Mecc.<br>2AuxB (1 o.f 1 ex.g)<br>3×200kW 220V d.c. |

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|---|---|---|---|---|---|---|
| 508038<br>IBWC<br>3147<br>Df Esd<br>Gc Rdr<br>RT | **CORONA BOREALE**<br>**"Sidermar" S.p.A.** Italian<br>Genoa | 11169<br>5938<br>16423 | AB RI<br>✠Classed LR until 8/66 | **1958**–11 Navalmeccanica Cant. Nav.—Castellammare<br>542′ 11″ 68′ 11″ 28′ 10″<br>502′ 0″ 68′ 7″ 40′ 1″<br>P108′ F52′ 1 dk<br>RW<br>rf 6″ | M Bulk Carrier Mchy.aft<br>6 Ho 53½′, 54½′, 59′, 59′, 55¾′, 53½′<br>G.707765<br>6 Ha (stl) (each 38′×38′)<br>Der 2(6) 2(3½) 2(1) | Oil 2SA 7Cy. 750×1320 mm<br>5425bhp 886t (hvf)<br>S.A. Fiat S.G.M. Tur<br>4×125kW 220V d.c. 13k |
| 508039<br>ZMDT<br>112575<br>RT | **CORONATION**<br>**Gisborne Lightering Stevedoring Co. Ltd.**<br>Auckland New Zealand | 138<br>61<br>120 | | **1902** G. Frost—Kincumber, N.S.W<br>*86·1′* 22′ 8″ 7′ 9″<br>22′ 6″ | Wood M<br>1 Ho 43′<br>1 Ha (27′×12′)<br>1W Der 1(3½) | Oil 2SA 4Cy. 255×315 mm<br>Emade25fitted30 4½t<br>Fairbanks, Morse & Co. Beloit<br>8k |
| 508040 | **CORONEL PEDRO OSORIO**<br>exGermaine II-36 exPlettenberg<br>**Lloyd Brasileiro Patrimonio Nacional**<br>Rio Grande Brazilian | 116<br>39<br>— | | **1912** Akers M/V A/S—Osl<br>98′ 5″ 18′ 6″ 10′ 0″<br>… … …<br>R | S Tug | T 3Cy. 11″ 18″ & 29″×24″<br>Akers M/V A/S Osl |
| 508041<br>145669<br>RTm | **CORONIA**<br>**J. W. Johnson (Cruises) Ltd.**<br>Scarborough British<br>Now **BOURNEMOUTH QUEEN** See New Entries No. **1** | 227<br>126<br>— | Classed LR until 5/52 | **1935** Warren's New Holland Shpyd—N.Holland<br>129′ 8″ 26′ 1″ 6′ 0″<br>25′ 11″<br>2 dks<br>R | TM (452P)<br>1W | 2 Oil 4SA each 6Cy. 205×305 mm<br>480bhp 4t (d.o)<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>2×3kW 110V d.c. 10k |
| 521863<br>SYSU<br>2405<br>Df Esd<br>Gc Rdr | **CORONIS**<br>exMaltese Prince-63<br>**Cia. de Nav. Diamandi S.A.**<br>**N. Cotzias (Shipping) Co. Ltd.**<br>Piræus Greek | 2361<br>1223<br>3520 | **✠100A1** SS 9/64<br>with freeboard<br>**✠LMC**<br>EL u $1\frac{11}{16}$″SQ | **1946**–12 Burntisland S.B. Co. Ltd.—Bnt<br>334′ 6″ 46′ 6″ 19′ 4½″<br>313′ 6″ 46′ 3″ 27′ 9″<br>B81′ F28′ 1 dk & S dk<br>R Coll BH to S dk 4 to 2nd dk<br>WB731t | M (12P) OSD<br>3 Ho 63′, 60¾′, 87¾′<br>G.202000 B.183000<br>3 Ha (33¾′, 36′, 38¼′×16′)<br>6W Der 1(25) 3(5) | Oil 2SA 3Cy. 560×2160 mm<br>2240bhp 500t (d.o)<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 120lb<br>2×35kW 110V d.c. 12k |
| 508042<br>400030 | **CORPACH**<br>exVic 95-50<br>**Marine Transport Services Ltd.**<br>Cork Irish Republic | 141<br>62<br>— | ✠Classed LR until 2/47 | **1945**–7 R. Dunston Ltd.—Thorne<br>85′ 0″ 20′ 0″<br>… … … | M Lighter Mchy.aft | Oil 6Cy.<br>NE— |
| 640542<br>CSBE<br>Df Esd<br>Rdr<br>RTh/v | **CORPO SANTO**<br>**Junta Autónoma dos Portos do Distrito de Ponta Delgada**<br>Ponta Delgada Portuguese | 183<br>21<br>380 | **✠100A1** SS 6/68<br>tug<br>**✠LMC**<br>MN220 EL (b) | **1964**–5 Est. Nav. do Mondego—Figueira<br>97′ 0″ 26′ 7″ 11′ 0″<br>88′ 0″ 25′ 6″ 12′ 9″<br>RAD5′<br>4BH<br>BK 2″ WB32t | M Tug | 2 Oil 4SA each 6Cy. 250×350 mm with hydroflex couplings & sr gearing to sc. shaft<br>1100bhp (d.o)<br>Motorenw. Mannheim Mhm<br>Controllable pitch propeller |
| 508044<br>ILTK<br>537<br>Rdr RT | **CORRADO NERI**<br>**T. Neri**<br>Leghorn Italian | 200<br>41<br>— | RI | **1962** Cant. Nav. M. & B. Benetti—Viareggio<br>105′ 0″ 26′ 5″ 11′ 0″<br>97′ 0″ 26′ 3½″ 13′ 2″<br>1 dk<br>RW | M Tug | Oil 4SA 8Cy. 320×480 mm<br>1200bhp<br>Motorenw. Mannheim Mhm |
| 671752 | **CORRADO PIERO NERI**<br>**T. Neri**<br>Leghorn Italian | 841<br>420<br>1125 | RI | **1967** Cant. del Mediterraneo—Gen<br>206′ 8″ 37′ 9″ 10′ 2″<br>187′ 0″ 37′ 5″ 13′ 1″<br>1 dk | M Tanker Mchy.aft<br>10 Ta | Oil 4SA 8Cy. 320×420 mm<br>1230bhp<br>Ansaldo Stab. Mecc. Gen |
| 671104<br>ILSD<br>226<br>Df Esd<br>Gc Rdr<br>RT | **CORRADO SECONDO**<br>**"S.I.T.M.A." Società Industriale Trasporti Marittimi Azionaria S.p.A.**<br>Cagliari Italian | 1413<br>644<br>984 | RI | **1967** Soc. Ind. Trasporti Mar. Azionaria—Porto Recanati<br>226′ 4″ 38′ 9″ 16′ 4″<br>199′ 2″ 38′ 8″ 25′ 3″<br>2 dks | M Trawler | Oil 4SA 8Cy. 400×580 mm<br>2000bhp Emade63fitted67<br>Klöckner-Humboldt-Deutz Kln |
| 508045 | **CORREGIDOR**<br>**Compañia Maritima**<br>Manila Philippine | 560<br>262<br>621 | | **1944** Utd Concrete Pipe Corp.—Long Beach<br>176′ 6″ 32′ 0″ 11′ 9¾″<br>… … …<br>F26′ 1 dk<br>rf 6″ | TM Mchy.aft<br>2 Ho 40′, 44′<br>G.24410 B.22946<br>2 Ha (19′, 29½′×16′)<br>4W Der 1(15) 4(5) | 2 Oil 2SA each 6Cy. 220×265 mm<br>1000bhp 64t (d.o)<br>General Motors Corp. Det<br>2×100kW 110/220V d.c. 11k |
| 508046<br>196639 | **CORREGIDOR**<br>**Z. Brnjac**<br>Vancouver Canadian | 119<br>78<br>— | | **1942** Pacific Boat Building Co.—Tac<br>*74·8′* 21′ 7″<br>… … … | Wood M Fishing<br>2W Der 2 | Oil 6Cy. 265×330 mm<br>Atlas Imperial D.E. Co. Oakland |
| 508047<br>PUZF | **CORREIA DE SENNA**<br>**Navegação Norte Ltda.**<br>Rio de Janeiro Brazilian | 400<br>—<br>— | | **1943** Defoe S.B. Co.—Bay City<br>*153·0′* 23′ 2″<br>… … …<br>1 dk | TM | 2 Oil 2SA each 4Cy. 200×340 mm<br>NE52<br>Frederikshavns Jernst. & Msk. Fkn |
| 542362<br>PDMJ | **CORRIE II**<br>**J.C.H. de Vrij**<br>Puttershoek Netherland | 441<br>283<br>— | | **1963** J. Vos & Zoon—Gro<br>182′ 3″ 23′ 11″ 8′ 0¾″<br>173′ 10″ 23′ 7½″ 8′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz Kln |

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|---|---|---|---|---|---|---|---|
| 508048<br>PDMK<br>Df Esd<br>Rdr<br>RTm/h | **CORRIE BROERE**<br>exCorrie B-60<br>**Gebr. Broere N.V.**<br>Dordrecht Netherland | 500<br>218<br>742 | ✠100A1<br>oil tanker<br>✠LMC<br>MN184 | SS 6/67<br>EL I | 1953-2 De Haan & Oerlemans—Heusden<br>192' 6" 28' 4" 11' 5¾"<br>173' 0" 28' 3" 12' 3"<br>P51' F28' 1 dk<br>RW 10BH Tank section renewed 62<br>WB131t incl. DTf82t | M Tanker Mchy.aft<br>10 Ta<br>L.31785 | Oil 4SA 8Cy. 320×480 mm<br>920bhp<br>Motorenw. Mannheim<br>db 100lb<br>3×7, 7, 5kW 110V d.c. |
| 508050<br>1827<br>RT | **CORRIENTES**<br>exEsso Corrientes-62<br>exEssoleum-47 exMotoroil-38<br>**Compania Naviera La Argentina S.A.**<br>Buenos Aires Argentine | 236<br>124<br>— | | | 1929 Talleres Phœnix—Tigre<br>155' 1" 26' 2" 10' 0"<br>26' 0"<br>1 dk<br>R | M Tanker<br>L.22968 | Oil 2SA 6Cy. 255×320 mm<br>Fairbanks, Morse & Co. |
| 508051<br>EDMM<br>Df Esd<br>RT | **CORRUBEDO**<br>**Soc. Echeverria & Cia. S.R.C.**<br>Vigo Spanish | 278<br>119<br>— | | | 1961 Ast. Santodomingo—Vgo<br>23' 5"<br>109' 11" 23' 4" 13' 5"<br>RW | S Trawler | T 3Cy. 320 519 & 821×592 mm<br>365ihp Emade—refitted |
| 508052<br>5MIL<br>1618<br>Df Esd<br>Gc Rdr<br>RT | **CORSAIR**<br>**Eastern Seas Transport Corp.**<br>Monrovia Liberian | 15000<br>9543<br>24911 | | AB | 1962 Mitsui Zosen—Tmn<br>592' 2" 79' 4" 32' 9¾"<br>565' 0" 79' 0" 46' 8"<br>F45' P109' 1 dk<br>RW<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho<br>7 Ha (stl) | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Mitsui Zosen |
| 508053<br>INUD<br>598<br>RTv | **CORSAIR**<br>exGinya D.-61<br>**"La Corsara" S.p.A.**<br>Trieste Italian | 490<br>236<br>715 | | AB RI | 1957 Cant. Nav. Felszegi—Tri<br>181' 6" 29' 7" 12' 2½"<br>161' 3" 29' 6" 12' 6"<br>P&Q87' F20' 1 dk<br>RW<br>rf 6" | M Ref Mchy.aft<br>2 Ho 61½', 45'<br>G.41000 B.39000<br>2 Ha (43', 28'×13½')<br>6W Der 1(5) 6(2) | Oil 4SA 7Cy. 265×410 mm<br>525bhp<br>Ansaldo Stab. Mecc.<br>2×38kW 220V d.c. |
| 661354<br>FNRT<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CORSE**<br>**Cie. Generale Transatlantique**<br>Marseilles French | 7162<br>3812<br>1079 | | BV | 1966 Ch. de l'Atlantique—St.N<br>377' 4" 59' 5" 14' 4"<br>350' 11" 59' 4½" 19' 9"<br>2 dks<br>rf 9¾" | TM Ferry (1408P)<br>1 Ho 345' | 2 Oil 4SA each 16Cy.<br>14880bhp Pielstick<br>Ch. de l'Atlantique<br>4×450kW 380V 50c/s a.c.<br>Controllable pitch propeller<br>Directional propeller fwd |
| 508054<br>MXGS<br>187523<br>Df Esd<br>Pfd Rdr<br>RTv | **CORSEA**<br>**Cory Maritime Ltd.**<br>London British | 3373<br>1799<br>4670 | ✠100A1<br>✠LMC<br>MN286 | SS 7/65<br>EL u 1¾"SQ | 1957-1 Hall, Russell & Co. Ltd.—Abn<br>339' 0" 46' 4" 20' 3"<br>320' 0" 46' 0" 22' 4"<br>Q42' F29' 1 dk<br>NS 8BH<br>rf 3" WB1335t incl. DTm208t | M Mchy.aft<br>4 Ho 46', 42', 52', 71'<br>5 Ha (stl) (27'×25') (24', 34', 22½', 22½'×30') | Oil 2SA 6Cy. 480×700 mm<br>1430bhp Sulzer<br>G. Clark & N.E. Mar. (Sd)<br>3×75kW 220V d.c. |
| 519700<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORSICA EXPRESS**<br>exKronprins Olav-67<br>**Corsica Line S.p.A.**<br>Cagliari Italian | 2326 ~~3226~~<br>1312 ~~1703~~<br>985 | | RI ~~BV~~ | 1937 Helsingörs Jernsk. & Msk.—Hsg<br>327' 3" 45' 6" 17' 1½"<br>328' 1" 45' 4" 27' 6"<br>2 dks<br>R<br>rf 6" | TM (1200P)<br>2 Ho 72½', 36'<br>G.41330 B.41000<br>1 Ha (15½'×17')<br>2W Der 2(6) | 2 Oil 2SA each 7Cy.<br>4800bhp B&W<br>Helsingörs Jernsk. & Msk.<br>4×165kW 220V d.c. |
| 508056<br>ILSU<br>27<br>RT | **CORSINI**<br>exHector-57<br>**Soc. Esercizio Rimorchi e Salvataggi**<br>O. Turchi<br>Ravenna Italian | 151<br>38<br>— | | RI | 1921 A. Pannevis—Alp<br>21' 6" 9' 7"<br>95' 3" 21' 5" 10' 8"<br>R | S Salvage Tug | T 3Cy. 13" 21" & 24"×18"<br>450ihp<br>De Man & Te Velduis |
| 508058<br>GVFB<br>187451<br>Df Esd<br>Pfd Rdr<br>RTv | **CORSTAR**<br>**Cory Maritime Ltd.**<br>London British | 3379<br>1804<br>4670 | ✠100A1<br>✠LMC<br>MN286 | SS 8/65<br>EL u 1¾"SQ | 1956-9 Burntisland S.B. Co. Ltd.—Bnt<br>339' 1" 46' 4" 20' 2½"<br>320' 0" 46' 0" 22' 4"<br>Q212' F29' 1 dk<br>NS 8BH<br>rf 3" WB1335t incl. DTm208t | M Mchy.aft<br>4 Ho 46', 42', 52', 72'<br>5 Ha (stl) (27'×25') (24', 34', 22½', 22½'×30') | Oil 2SA 6Cy. 480×700 mm<br>1300bhp Sulzer<br>G. Clark & N.E. Mar. (Sd)<br>3×75kW 220V d.c. |
| 508059<br>GTMM<br>186288<br>Df Esd<br>Pfd Rdr<br>RTv | **CORSTREAM**<br>**Cory Maritime Ltd.**<br>London British | 3330<br>1766<br>4640 | ✠100A1<br>✠LMC<br>MN243 | ~~SS 10/68~~<br>SS 11/68<br>EL u 1 1/16"SQ | 1955-9 Burntisland S.B. Co. Ltd.—Bnt<br>339' 0" 46' 4" 20' 3"<br>320' 0" 46' 0" 22' 4"<br>Q212' F29' 1 dk<br>NS 8BH<br>rf 3" WB1258t incl. DTm182t | S Mchy.aft<br>5 Ho 47', 43', 56', 35', 34'<br>G.232950 B.224360<br>5 Ha (stl) (27'×25') (24', 34', 20½' 20½'×30') | T 3Cy. 18½" 29" & 52"<br>1350ihp<br>N.E. Mar Eng. Co. Ltd<br>2 SB 220lb Spt 750° F.<br>2×20, 15kW 220V d.c. |
| 508060<br>JXOO<br>Df Esd<br>Gc Rdr<br>RTm/v | **CORT ADELER**<br>**A/S Larvik-Fredrikshavnferjen**<br>Larvik Norwegian | 2914<br>1250<br>670 | | NV | 1961 A/S Trondhjems M/V—Tdh<br>296' 1" 51' 0" 13' 6½"<br>272' 4" 50' 2½" 18' 5"<br>2 dks & S dk<br>rf 10" | TM Ferry (800P) OSD | 2 Oil 2SA each 7Cy.<br>5600bhp<br>Nydqvist & Holm A/B<br>4×140kW 380V 50c/s a.c. |
| 672451 | **CORTADURA**<br>**Promociones Pesqueras S.A.**<br>Cadiz Spanish | 1235<br>515<br>830 | 100A1<br>stern trawler<br>Class contemplated<br>✠Lloyd's RMC | | Empresa Nacl. "Bazan"—Cdz<br>208' 4" 36' 10" 15' 10⅜"<br>174 1" 36' 5" 24' 0" | M Stern Trawler Mchy.aft<br>In.35496 | Oil 4SA 8Cy.<br>Naval-Stork-Werkspoor |

For later particulars see New Entries No. 4

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| 508061<br>IBCK<br>3024<br>Df Esd<br>Gc Rdr<br>RT | **CORTEMAGGIORE**<br>**"SNAM" Società Nazionale Metanodotti S.p.A.** Italian<br>Genoa | **12528**<br>7389<br>18670 | ✠Classed LR until 5/59 RI | **1955**–2 Cant. Nav. Navalmeccanica—Nap<br>565' 1" 73' 0" 30' 8"<br>527' 10" 72' 10" 39' 10"<br>P115' F54' 1 dk<br>RW | M Tanker Mchy.aft<br>21 Ta 1 Ho<br>L.897199 HeCls. BC | Oil 2SA 10Cy. 750×1320 mm<br>8050bhp 1462t-24½pd<br>C.R.D. Adriatico Tri<br>15k |
| 529682<br>Df Rdr<br>RT | **CORTES**<br>exOtco Stamford-65<br>**Naviera de Cortes S.A.** Honduran<br>Puerto Cortes | **755**<br>614<br>1260 | ~~AB~~<br>len 51 | **1943** G. Lawley & Son Corp.—Neponset<br>216' 0" 32' 0" 12' 9⅜"<br>208' 6" 31' 10" 15' 0"<br>P49' F24' 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.107500 HeCls. C | Oil 2SA 5Cy. 305×380 mm<br>500bhp 25t-2¾pd<br>Fairbanks, Morse & Co. Beloit<br>9k |
| 500926<br>KSOE<br>253116<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm | **CORTEZ**<br>exAlcoa Ranger-67<br>exPrentiss-47<br>**Cortez Shipping Corp.**<br>New York United States | **8182**<br>4819<br>10991 | AB | **1945** N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 28' 7"<br>435' 6" 63' 0" 40' 0"<br>B79' 2 dks, 3rd dk fwd<br>rf 1" | S (9P) CSD<br>5 Ho 60¾', 61', 70', 70', 72½'<br>G.532929 B.407937<br>5 Ha (stl) (27', 32½', 36', 30', 30'×20')<br>16W Der 1(35) 2(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 1700t (o.f)<br>General Electric Co. Lyn<br>3×300kW 240V d.c. 16k |
| 508063<br>GTQE<br>308677<br>Df Esd<br>Pld Rdr<br>RTm | **CORTIAN**<br>exCortia-66<br>**Mossgiel S.S. Co. Ltd.**<br>John Bruce & Co (Shipping) Ltd.<br>Glasgow British | **537**<br>279 ~~265~~<br>1137 | **✠100A1** SS 5/66<br>Ice Class 3<br>**✠LMC**<br>MN240 EL n 1⁵⁄₁₆"SQ | **1962**–4 A/B Lödöse Varv—Lod<br>234' 4" 34' 2" 12' 7½"<br>213' 10" 34' 0½" 20' 3"<br>F27' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4" WB481t | M OSD Mchy.aft<br>1 Ho 154¾' comb.<br>2 Ha (stl) (37¼'×19¼') (59'×23')<br>Der 2(5) 1(3) | Oil 4SA 8Cy. 320×480 mm<br>1200bhp (d.o)<br>Motorenw. Mannheim Mhm<br>2×72kW 230/440V 50c/s a.c.<br>Controllable pitch propeller |
| 661681<br>DEIE<br>Df Esd<br>Gc Rdr<br>RT | **CORTINA**<br>**Ahlmann-Transport K.G.** W. German<br>Bremen | T.Mk **499**<br>330<br>1225 | GL | **1966** Büsumer Werft G.m.b.H.—Büsum<br>246' 0" 37' 9" 12' 8"<br>223' 1" 37' 4½" 21' 4"<br>B28' F23' 1 dk & S dk | M OSD Mchy.aft<br>G.107363 B.98573<br>2 Ha<br>Der 1(5) | Oil SA 8Cy. 320×450 mm<br>1400bhp<br>Atlas-Mak Masch. Kel<br>12¾k |
| 526760<br>KVLM<br>244878<br>Df Esd<br>Gc | **CORTLAND**<br>exSapphire Etta-67<br>exOverseas Eva-65<br>exOcean Eva-61<br>exGolden City-55<br>**Pan American Tankers Corp.**<br>New York United States | **6133**<br>3551<br>10370 | AB | **1943** Moore D.D. Co.—Oakland<br>459' 6" 63' 1" 27' 7¾"<br>435' 0" 63' 0" 31' 6"<br>B79' 2 dks & S dk<br>RW<br>rf nil | S OSD<br>5 Ho 67½', 62½', 70', 70', 71¾'<br>G.620727 B.547598<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 2(30) | 2 S Turb dr geared to sc. shaft<br>6600shp 1710t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 16k |
| 508066<br>TCRJ<br>589<br>Df Esd<br>Gc Rdr | **CORUH**<br>exHampden-Sydney Victory-47<br>D.B. **Deniz Nakliyati T.A.S.** Turkish<br>Istanbul | **7604**<br>4550<br>10779 | AB | **1945** Bethlehem-Fairfield—Bal<br>455' 1" 62' 0" 28' 6"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>RW | S (14P)<br>5 Ho 40', 45', 78', 81', 75'<br>G.521025 B.450223<br>5 Ha (stl) (24½'×21¼') (23¼'×21¾') (35¼', 35¼', 23¼'×22¼')<br>14W Cr 14(5) Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>6000shp 2027t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 115/230V d.c. 14k |
| 650502<br>EELS<br>Df Esd<br>Pld Rdr | **CORUNA**<br>Pescanova **S.A.**<br>Vigo Spanish | **1118**<br>728<br>— | **✠100A1** SS 3/68<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN450 EL o1¾"SQ | **1964**–10 Ast. de Palma S.A.—Palma, Maj<br>238' 6" 36' 2" 14' 8½"<br>219' 2" 36' 1" 20' 10"<br>Ba60' F26' 2 dks<br>4BH<br>rf 4" WB204t | M Ref Mchy.aft<br>In.60895 | Oil 4SA 9Cy. 400×600 mm<br>2250bhp<br>Masch. Augsburg-Nürnberg Ham |
| 641784<br>TKJO<br>Df Esd<br>Rdr | **CORVEN**<br>**Garnier & Cie.**<br>Quimper French | **150**<br>50<br>— | BV | **1964** Ch. Nav. Franco-Belges—Villeneuve<br>*98·4'* 22' 8"<br>22' 6" | M Trawler<br>2 Ha (each 3¾'×3½')<br>Der 1 | Oil 4SA 12Cy. 185×200 mm<br>600bhp 35½t<br>Moteurs Baudouin Msl |
| 510329<br>6ZYR<br>2719<br>Df Esd<br>Gc Rdr | **CORVETINE**<br>exEmilie Mærsk-67<br>**Brigantine Transport Corp. Ltd.**<br>Monrovia Liberian<br>Now **AGUNG**<br>See New Entries No. 9 | **2753**<br>1535<br>—<br>**4263**<br>2523<br>5040 | **BS✱** TD 4/68 ~~SS 4/63~~<br>Ice strengthening<br>**MBS✱**<br>MN500 CT4031 C32 S32 | **1947**–12 Frederikshavn V. & F. A/S—Fkn<br>359' 3" 51' 0" 20' 9"/—<br>344' 5" 50' 10" 30' 4"<br>F35' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>WB712t | M Ref OSD/CSD<br>G.312000 B.277000 | Oil 2SA 5Cy. 620×1150 mm<br>2500bhp 649t<br>Burmeister & Wain Cpn<br>AuxB 100℔ 13k |
| 508068<br>TKHP<br>Esd Rdr<br>RT | **CORVETTE No. 3**<br>**Association des Pilotes de Dunkerque**<br>Dunkirk French | **457**<br>102<br>— | BV | **1953** Forg. & Ch. de la Médit.—Hav<br>144' 11" 28' 11" 12' 0"<br>28' 9"<br>F46' 1 dk | M Pilot Tender Mchy.aft<br>2W | 2 Oil 4SA each 6Cy. 220×320 mm geared to sc. shaft Sulzer<br>800bhp 76t<br>Forg. & Ch. de la Médit. Hav<br>13k |
| 508069<br>THTL<br>Esd Rdr<br>RT | **CORVETTE No. 5**<br>**Association des Pilotes de Dunkerque**<br>Dunkirk French | **479**<br>154<br>— | BV | **1962** Ch. Nav. Franco-Belges—Villeneuve<br>174' 1" 27' 11" 12' 2"<br>27' 1"<br>2 dks | M Pilot Tender Mchy.aft | 2 Oil 4SA each 6Cy. 270×500 mm geared to sc. shaft<br>1180bhp 74t<br>Etab. Crepelle Lille<br>13k |

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| 508070<br>HBDF<br>58<br>Df Esd<br>Gc Rdr | **CORVIGLIA**<br>**Oceana Shipping S.A.**<br>Suisse-Atlantique Soc. d'Arm. Maritime S.A.<br>Basle Swiss | T.Mk<br>5852<br>3234<br>11115<br>8871<br>5037<br>13407 | ✠100A1 SS 3/67<br>✠LMC<br>MN1440 EL d†2$\tfrac{1}{16}$"SQ | 1958–9 Brodogradiliste Split—Spt<br>503' 8" 62' 0" 29' 7½"<br>460' 8" 61' 8" 39' 5"<br>F55' 2 dks<br>RW 7BH to U dk 1 to 2nd dk<br>rf 6" WB2705t incl. DTm1331t | M CSD<br>5 Ho 63½', 71½', 35½', 65½', 64½'<br>G.664700 B.600600<br>5 Ha (31½', 42½', 40', 35', 35'×23')<br>14W Der 4(5–10) 8(3–5) 2(3) | Oil 2SA 8Cy. 720×1250 mm<br>7200bhp<br>Sulzer Bros. Ltd.<br>2AuxB (1 o.f 1 ex.g) 100lb<br>4×190, 190, 130, 55kW 220V |
| 650429<br><br>350432<br>Esd RT | **CORVINA**<br>**Amalgamated Fisheries Co. (Pty) Ltd.**<br>Cape Town S. African | 421<br>136<br>— | ✠100A1<br>stern trawler<br>✠LMC<br>MN220 EL (f) | 1965–4 Brooke Marine Ltd.—Lwt<br>130' 0" 30' 5" 13' 0"<br>112' 0" 30' 0" 14' 0"<br>B&F83' RAD15'<br>RW 5BH<br>rf 12" BK5" WB18t | M Stern Trawler<br>1 Ho 39'<br>1 Ha (16½'×6½') | Oil 4SA 6Cy. 325×370 mm with coupling & sr gearing<br>1100bhp<br>W. H. Allen Sons & Co. Ltd.<br>1×50kW 220V d.c.<br>Controllable pitch propeller |
| 508072<br>CSMP<br>H461<br>Df Rdr<br>RTm | **CORVO**<br>exMerignac–58<br>**Mutualista Açoreana**<br>Lisbon Portuguese | 1014<br>533<br>1175 | BV | 1954 Ch. & At. Aug. Normand—Hav<br>240' 3" 30' 8" 13' 3½"<br>30' 6"<br>P86' 2 dks<br>RW len 55 | GT (4P)<br>3 Ho 39½', 47½', 44½'<br>G.59515 B.53303<br>3 Ha (stl) (15½'×13') (35', 30½'×14½')<br>6W Cr 6(5) Der 6(5) | 2 free piston gas generators 340×840 mm & 2 gas turb to sc. shaft<br>1200shp<br>S.I.G.M.A.<br>Soc. Alsthoim<br>2×80kW 220V d.c. |
| 508073<br>LMFV<br><br>Df Esd<br>Rdr<br>RTm | **CORVUS**<br>**Det Bergenske Dampskibsselskab**<br>Bergen Norwegian<br>Now **MANINA**<br>See New Entries No. 1 | 1333<br>702<br>1960 | NV | 1947 Eriksbergs M/V A/B—Got<br>263' 10" 40' 2" 16' 8"<br>245' 6"<br>1 dk & S dk, 3rd dk in No. 1 hold<br>R<br>rf 3" | M (6P) Ref OSD<br>4 Ho 32½', 42', 32½', 60½'<br>B.93480 In. 15431<br>4 Ha (22', 26', 18', 30'×16')<br>Cr 2(3) Der 1(20) 2(5) 4(3) | Oil 2SA 5Cy. 500×900 mm<br>1160bhp B&W<br>Eriksbergs M/V A/B<br>2×100kW 220V d.c. |
| 503318<br><br><br>Esd Pfd<br>Rdr RT | **COSINA**<br>exB.P. Refiner–64<br>exShelbrit 6–52<br>exEmpire Drury–47<br>**Compagnia Siciliana Navi Cisterna S.p.A.**<br>Palermo Italian | 797<br>380<br>835 | **BS**✳ SS 10/60<br>oil tanker<br>**MBS**✳<br>MN142 CT777 C21<br>**SURVEYS OVERDUE—CLASS SUSPENDED 10/66** | 1944–12 Grangemouth Dkyd Co. Ltd. —Gmh<br>202' 0" 30' 8" 13' 1½"<br>190' 0" 30' 6" 14' 0"<br>P66' F21' 1 dk<br>9BH<br>WB67t | S Tanker Mchy.aft<br>6 Ta<br>L.37408 HeCls. BC | T 3Cy. 15" 25½" & 41"×30"<br>710ihp<br>D. Rowan & Co. Ltd.<br>SB190lb hs(2237) |
| 506136<br>6ZGI<br>2238<br>Df Esd<br>Gc Rdr | **COSMAR**<br>exCape Grenville–65<br>**Cosmo Maritime Corp.**<br>Monrovia Liberian | 7378<br>4352<br>10060 | ✠100A1 ~~SS 12/60~~<br>with freeboard SS 4/68<br>✠LMC<br>EL b†2$\tfrac{1}{16}$"SQ | 1949–6 Lithgows Ltd.—P.Gl<br>454' 10" 58' 3" 26' 8"<br>430' 8" 58' 0" 37' 3"<br>F41' 2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>WB3303t incl. DTm1507t | M<br>G.581622 B.534367<br>10W Der 1(25) | Oil 4SA 6Cy. 740×1500 mm<br>3300bhp<br>J. G. Kincaid & Co. Ltd.<br>AuxB 150lb |
| 508076<br>EDFE | **COSME SOLER**<br>**Amadeo Fos Brull**<br>Alicante Spanish | 276<br>204<br>— | | 1941 Pedro Santapau Vaello—Villajoyosa<br>*109·2'* 25' 10"<br>… … … | Aux | Oil 2SA 3Cy. 355×430 mm<br>270bhp<br>A/S Völund |
| 508077<br>5MSA<br>1867<br>Df Esd<br>Gc Rdr<br>RT | **COSMIC**<br>**Home Shipping Co. S.A.**<br>Monrovia Liberian | Ore<br>17827<br>10856<br>46673<br>Oil<br>30332<br>21329<br>— | AB | 1957 Kawasaki Dockyard Co. Ltd.—Kob<br>744' 1" 100' 5" 37' 7¾"<br>708' 8" 100' 4½" 50' 6"<br>P67' F84' 1 dk<br>RW<br>rf 6" | S Ore/Oil Carrier Mchy.aft<br>4 Ho 24 Ta<br>13 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>20250shp<br>Kawasaki Dkyd Co. Ltd. |
| 508078<br>ILUA<br>227 | **COSMO**<br>**Giuseppe Testa**<br>Catania Italian | 183<br>84<br>— | RI | 1875 Stabilimento Tecnico—Tri<br>120' 4" 18' 10"<br>109' 6" 17' 10" 12' 9"<br>1 dk<br>R | M Mchy.aft<br>2 Ho | Oil 4SA 6Cy. 220×330 mm<br>250bhp Emaded 37fitted–<br>Masch. Augsburg-Nürnberg |
| 515686<br>HOXD<br>4081-HK<br>Df Esd<br>Gc Rdr<br>RTm/v | **COSMO TRADER**<br>exHuntfield–66<br>**Oriental Trader Navigation Co. S.A.**<br>Panama Panamanian<br>Now **WINFIELD TRADER** See New Entries No. 7 | *11113*<br>*6426*<br>16820 | ✠Classed LR until 10/66 | 1954–5 Sir J. Laing & Sons Ltd.—Sld<br>529' 1" 69' 8" 30' 2"<br>495' 0" 69' 6" 40' 4"<br>P45' F46' 1 dk<br>RW | M Tanker Mchy.aft<br>26 Ta | Oil 2SA 6Cy. 700×2320 mm<br>7200bhp<br>Wm. Doxford & Sons Ltd.<br>2×55kW 110V d.c. |
| 510391<br>6ZPL<br>2476<br>Df Esd<br>Gc Rdr | **COSMOPOLITAN**<br>exEmporos–66<br>exNordahl Grieg–62<br>**Marfiel Cia. Nav. S.A.**<br>Monrovia Liberian | 14875<br>10482<br>— | AB | 1962 (Cargo section)<br>Rheinstahl Nordseewerke—Emd<br>1944 (Fwd & aft)<br>Alabama D.D. & S.B. Co.—Mob<br>602' 5" 75' 2" 33' 7¾"<br>580' 9" 75' 0" 47' 6"<br>1 dk conv tanker 62 | T-E Bulk Carrier Mchy.aft<br>6 Ho<br>6 Ha (stl) | S Turb connected to elec motor<br>7240shp<br>General Electric Co. |
| 661721<br>JFOJ<br>100021<br>Df Esd<br>Gc Rdr<br>RTh | **COSMOS**<br>**Tokyo Kaiji K.K.**<br>Tokyo Japanese | 3616<br>2322<br>2242 | NK | 1966 Miho Zosensho—Shimizu<br>257' 6" 49' 3" 14' 4"<br>236' 3" 49' 2" 15' 1"<br>P41' B26' 2 dks<br>RW | TM (13P) Mchy.aft<br>Bow doors<br>1 Ho 199½'<br>G.179818 B.168200<br>1 Ha (stl) (108½'×23')<br>5W Cr 1(10) Der 1(15) | 2 Oil 4SA each 6Cy.<br>2000bhp<br>Daihatsu Kogyo<br>2×150kW 445V |

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| 508080<br>180883 | **COSMOS**<br>**Lincoln & Hull Water Transport Co. Ltd.**<br>Hull British | 133<br>82<br>— | | **1915** Edwards & Co. Ltd.—Lon<br>*118·5′* 16′ 2″<br>… … …<br>R | M Lighter | Oil 4SA 3Cy. 145×215 mm<br>Emade34fitted—<br>Nat. Gas & O. Eng. Co. | Ashton/Lyne |
| 508081<br>HOBG<br>3639HK<br>Df Esd<br>Gc Rdr | **COSMOS ALTAIR**<br>exPortaria–62<br>exKaparia–54<br>exSeaveteran–53<br>exChristine–50<br>exHarry Kirby–49<br>**Cosmos Shipping Corp. Ltd.**<br>Panama Panamanian | 7267<br>4455<br>10503 | BV | **1945** Southeastern S.B. Corp.—Sav<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.559641 B.496606<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | 1819t (o.f)<br>Hamilton<br>10k |
| 508082<br>HOEM<br>Df Esd<br>Gc Rdr | **COSMOS BETELGEUSE**<br>exLamyra–62<br>exSeapioneer–52<br>exJames Roy Wells–51<br>**Cosmos Shipping Corp. Ltd.**<br>Panama Panamanian | 7247<br>4389<br>10462 | **BROKEN UP** | **1945** Todd-Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 75′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. | 1834t (o.f)<br>Sunnyvale<br>10k |
| 583095<br>SLIG<br>985<br>Df Esd<br>Gc | **COSMOS CAPELLA**<br>exAuromar–64<br>exVenetia–59<br>exAnnioc–56<br>exGeorge W. Alther–51<br>**Cosmos Marine Development Corp.**<br>Monrovia Liberian | 7254<br>4459<br>10443 | AB<br>**BROKEN UP** | **1944** Delta S.B. Co. Inc.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>12W Der 1(50) 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. | 1800t (o.f)<br>Pld<br>10k |
| 540996<br>KQYP<br>251393<br>Df Esd<br>Gc Pfd<br>Rdr | **COSMOS MARINER**<br>exSanta Sofia–66<br>exA. & J. Faith–64<br>exSanta Sofia–63<br>**Cosmos Steamship Corp.**<br>Admanthos Shipping Agency Inc.<br>New York United States | 8610<br>5109<br>8714 | AB | **1947** Federal S.B. & D.D. Co.—Kearny<br>459′ 2″ 63′ 1″ 27′ 0⅝″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho<br>G.598854 B.529051 In.10000<br>5 Ha<br>20W Der 1(50) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co | 1692t (o.f)<br>Erie<br>16k |
| 542587<br>KQYF<br>250787<br>Df Esd<br>Gc Pfd<br>Rdr | **COSMOS TRADER**<br>exSanta Monica–66<br>exA. & J. Mercury–64<br>exMaximus–63<br>exSanta Monica–63<br>**Cosmos Navigation Corp.**<br>Admanthos Shipping Agency Inc.<br>New York United States | 8610<br>5109<br>8728 | AB | **1946** Federal S.B. & D.D. Co.—Kearny<br>459′ 2″ 63′ 1″ 27′ 0⅝″<br>435′ 0″ 63′ 0″ 40′ 6″<br>3 dks<br>RW<br>rf nil | S Ref<br>5 Ho<br>G.598838 B.529035 In.10000<br>5 Ha<br>20W Der 1(50) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co. | 1692t (o.f)<br>Lyn<br>16k |
| 508085<br>EGJL<br>Esd RT | **COSTA AFRICANA**<br>**Pesquera Ojeda S.A.**<br>Bilbao Spanish | 473<br>215<br>492 | | **1949** Hijos de A. Ojeda—Gjn<br>160′ 8″ 26′ 2″ 11′ 2″<br>… … …<br>1 dk | M Mchy.aft | Oil 5Cy. 250×420 mm<br>450bhp Emade46fitted49<br>Atlas-Diesel | 148t (o.f)<br>Skm<br>11½k |
| 508086<br>EAYK | **COSTA ALEMANA**<br>**Hijos de Angel Ojeda S.A.**<br>Gijon Spanish | 287<br>197<br>— | | **1956** Hijos de A. Ojeda—Gjn<br>130′ 9″ 23′ 4″<br>120′ 3″ 23′ 3″ 9′ 6″<br>P38′ Q75′ F18′ 1 dk | M Mchy.aft<br>1 Ho 74½′<br>G.19415 B.18321<br>2W Der 2(4) | Oil 2SA 6Cy. 240×370 mm<br>450bhp B&W<br>Soc. Esp. Babcock & Wilcox | 39t (d.o)<br>Bbo<br>11½k |
| 508087<br>EDIR<br>Esd | **COSTA ALICANTINA**<br>**Justo Ojeda Pérez**<br>Las Palmas Spanish | 162<br>62<br>— | | **1951** Hijos de A. Ojeda—Gjn<br>103′ 7″ 20′ 8″ 9′ 6″<br>20′ 6″<br>F16′ | S Trawler<br>2W | T 3Cy. 8″ 13″ & 21¼″×11½″<br>195ihp<br>Hijos de A. Ojeda | Gjn<br>9k |
| 508088<br>EAIE<br>RT | **COSTA AMERICANA**<br>exCosta Azul–51<br>**Pesquera Ojeda S.A.**<br>Gijon Spanish | 473<br>215<br>492 | | **1949** Hijos de A. Ojeda—Gjn<br>160′ 8″ 26′ 2″ 11′ 2″<br>26′ 0″<br>P49′ Q44′ F23′ 1 dk | M Mchy.aft<br>2W | Oil 5Cy. 250×420 mm<br>Emade46fitted49<br>Atlas-Diesel | 155t<br>Skm<br>10k |
| 508089<br>EEGY | **COSTA ANDALUZA**<br>**Hijos de Angel Ojeda S.A.**<br>Las Palmas Spanish | 470<br>217<br>492 | | **1946** Soc. Met. Duro-Felguera—Gjn<br>160′ 8″ 26′ 2″ 11′ 2″<br>26′ 0″<br>1 dk | M<br>2W | Oil 5Cy. 250×420 mm<br>500bhp<br>Fr. Krupp Germ. A.G. | 155t<br>Kel<br>10k |
| 508090<br>EAOO | **COSTA ANTILLANA**<br>**Minas de Langreo y Siero S.A.**<br>Gijon Spanish | 299<br>161<br>— | | **1954** Hijos de A. Ojeda—Gjn<br>120′ 2″ 23′ 4″<br>23′ 2″<br>P128′ 1 dk | S Mchy.aft<br>G.18000 B.17300<br>2W Der 2(2½) | T 3Cy. 8″ 13″ & 21¼″×14⅝″<br>195ihp<br>Hijos de A. Ojeda | 33t (o.f)<br>Gjn<br>8½k |

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|---|---|---|---|---|---|---|
| 508091<br>EDIW<br>Esd | **COSTA ARGELINA**<br>**Justo Ojeda Pérez**<br>Las Palmas Spanish | 162<br>62<br>— | | 1951 Hijos de A. Ojeda—Gjn<br>103' 7" 20' 8" 9' 6"<br>20' 6"<br>F16' | S Trawler<br>2W | T 3Cy. 8" 13" & 21½"×11½"<br>195ihp<br>Hijos de A. Ojeda |
| 508092<br>EDJL | **COSTA ASTURIANA**<br>**Hijos de Angel Ojeda S.A.**<br>Las Palmas Spanish | 470<br>217<br>492 | | 1945 Soc. Met. Duro-Felguera—Gjn<br>160' 8" 26' 2" 11' 2"<br>26' 0"<br>1 dk | M<br>2W | Oil 5Cy. 250×420 mm<br>450bhp<br>Fr. Krupp Germ. A.G. |
| 651763<br>Esd RT | **COSTA BLANCA**<br>**Pesquera Costa S.A.**<br>Callao Peruvian | 150<br>—<br>— | AB | 1964 Promecan Ingenieros S.A.—Callao<br>22' 2"<br>70' 6" 22' 0" 11' 6"<br>BK4" | M Trawler<br>1 Ho 38½'<br>1 Ha (6½'×11') | Oil 2SA 4Cy. 11½"×14½"<br>300bhp<br>Normo Gruppen A/S<br>Controllable pitch propeller |
| 508093<br>ECAP<br>Esd | **COSTA CANADIENSE**<br>**Miguel Ojeda Pérez**<br>Gijon Spanish | 333<br>153<br>— | | 1951 Soc. Met. Duro-Felguera—Gjn<br>132' 10" 24' 4" 10' 6"<br>24' 2"<br>F22' | M Trawler<br>1W | Oil 7Cy.<br>630bhp<br>Mirrlees, Bickerton & Day |
| 508094<br>EDJP<br>Esd | **COSTA CANARIA**<br>**Hijos de Angel Ojeda S.A.**<br>Las Palmas Spanish | 503<br>229<br>— | | 1945 Soc. Met. Duro-Felguera—Gjn<br>175' 2" 25' 5" 13' 0"<br>25' 3" | M Fishing<br>2W | Oil 6Cy. 295×420 mm<br>800bhp Sulzer<br>Soc. Met. Duro-Felguera |
| 508095<br>EDNK<br>Df Esd<br>RT | **COSTA CANTABRICA**<br>**Pesquera Ojeda S.A.**<br>El Ferrol Spanish | 493<br>215<br>467 | | 1962 Astano S.A.—Frl<br>*154·2'* 27' 9" 14' 6"<br>154' 3" 27' 7" 15' 11"<br>RW | M Trawler<br>3 Ha (each 3½'×3½')<br>Der 1 | Oil 2SA 6Cy. 340×520 mm<br>1152bhp<br>Soc. Española de Const. Na |
| 508096<br>EAEH<br>Esd | **COSTA CATALANA**<br>**Miguel Ojeda Pérez**<br>Gijon Spanish | 333<br>156<br>— | | 1951 Soc. Met. Duro-Felguera—Gjn<br>132' 10" 24' 4" 10' 6"<br>24' 2"<br>F28' | M Trawler<br>1W | Oil 7Cy.<br>630bhp<br>Mirrlees, Bickerton & Day |
| 508097<br>EATA<br>Esd | **COSTA DE AGADIR**<br>**Benigno Alonso Moran S.A.**<br>Gijon Spanish | 153<br>62<br>— | | 1943 Ast. del Cantabrico—Gjn<br>*93·6'* 20' 0"<br>... ... ... | M Fishing | Oil 4SA 6Cy. 295×420 mm<br>570bhp<br>La Maquinista Terrestre y Ma |
| 508098<br>EBYK<br>Df Esd<br>RT | **COSTA DE CALIFORNIA**<br>**Pesquera Ojeda S.A.**<br>Gijon Spanish | 328<br>173<br>357 | | 1959 S.A. Juliana Const. Gijonesa—Gjn<br>135' 4" 25' 1" 12' 11"<br>... ... ... | M Trawler | Oil 4SA 6Cy. 320×450 mm<br>590bhp<br>Klöckner-Humboldt-Deutz |
| 540278<br>EDYD<br>Df Esd<br>RT | **COSTA DE COLOMBIA**<br>**Hijos de Angel Ojeda S.A.**<br>Gijon Spanish | 500<br>251<br>— | | 1963 Hijos de A. Ojeda—Gjn<br>175' 3" 27' 10" 13' 5"<br>152' 0" 27' 8" 15' 1"<br>RW | M Trawler | Oil 4SA 8Cy. 320×450 mm<br>590bhp<br>Klöckner-Humboldt-Deutz |
| 508099<br>EBYJ<br>Df Esd<br>RT | **COSTA DE CUBA**<br>**Pesquera Ojeda S.A.**<br>Gijon Spanish | 328<br>173<br>357 | | 1959 S.A. Juliana Const. Gijonesa—Gjn<br>135' 4" 25' 1" 12' 11"<br>... ... ... | M Trawler | Oil 4SA 6Cy. 320×450 mm<br>590bhp<br>Klöckner-Humboldt-Deutz |
| 508105<br>EDOE | **COSTA DE GROENLANDIA**<br>**Justo Ojeda Perez and another**<br>Gijon Spanish | 338<br>184<br>— | | 1962 Ast. G. Riera—Gjn<br>140' 2" 24' 6"<br>116' 3" 24' 0" 13' 1" | M Trawler | Oil 6Cy.<br>590bhp<br>Klöckner-Humboldt-Deutz |
| 508100<br>EDDC<br>Df Esd<br>RT | **COSTA DE INGLATERRA**<br>**Hijos de Angel Ojeda S.A.**<br>Las Palmas Spanish | 234<br>121<br>— | | 1960 Hijos de A. Ojeda—Gjn<br>123' 10" 21' 5"<br>106' 6" 21' 4" 12' 0"<br>F25'<br>RW<br>BK6" | M Trawler | Oil SA 6Cy.<br>600bhp Sulzer<br>Soc. Española de Const. Na |
| 508101<br>EAUP<br>Esd | **COSTA DE IRLANDA**<br>**Hijos de Angel Ojeda S.A.**<br>Gijon Spanish | 234<br>120 | | 1958 Hijos de A. Ojeda—Gjn<br>123' 10" 21' 6" 10' 8"<br>107' 3" 21' 4" 12' 0" | M Trawler | Oil 2SA 8Cy. 240×370 mm<br>745bhp B&W<br>Soc. Esp. Babcock & Wilcox |
| 508102<br>EBXQ<br>Esd | **COSTA DE ISLANDIA**<br>**Hijos de Angel Ojeda S.A.**<br>Gijon Spanish | 234<br>120<br>— | | 1958 Hijos de A. Ojeda—Gjn<br>123' 10" 21' 6" 10' 8"<br>107' 3" 21' 4" 12' 0" | M Trawler | Oil 2SA 8Cy. 240×370 mm<br>595bhp B&W<br>Soc. Esp. Babcock & Wilcox |

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| 652320<br>EESX<br><br>Df Esd<br>Rdr RT | **COSTA DE LA LUZ**<br><br>**Marcial Flores Obiol**<br>Huelva<br>Spanish | 244<br>105<br>104 | BV | **1967** Soc. Española de Const. Nav.—Cdz<br>117′ 3″ 23′ 8″ 9′ 10″<br>110′ 3″ 23′ 7″ 12′ 8″ | M Trawler | Oil 4SA 6Cy. 270×500 mm<br>825bhp<br>Naval-Stork-Werkspoor Cdz |
| 508103<br>EEGU | **COSTA DE ORO**<br><br>**Nav. Vicente Serrat Andreu S.A.**<br>Gijon<br>Spanish | 397<br>205<br>445 | | **1943** Ast. del Cantabrico—Gjn<br>157′ 6″ 24′ 7″ 9′ 6½″<br>24′ 5″ | S<br><br>B.18073 | T 3Cy. 12⅛″ 19″ & 31⅛″×21″<br>350ihp Emade98refitted43 51t (o.f)<br>Hall, Russell & Co. Abn<br>9k |
| 508109<br>EDOD | **COSTA DE TERRANOVA**<br>Launched as Geriera<br>**Justo Ojeda Pérez and another**<br>Gijon<br>Spanish | 338<br>184<br>— | | **1962** Ast. G. Riera—Gjn<br>140′ 2″ 24′ 6″<br>24′ 4″ | M Trawler | Oil 6Cy.<br>590bhp 152t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>13k |
| 671268<br><br><br>Df Esd<br>Rdr RT | **COSTA DEL CABO**<br><br>**Pesquerias Ojeda S.A.**<br>D. Cipriano Ojeda<br>Gijon<br>Spanish | 500<br>—<br>— | | **1967** Soc. Met. Duro Felguera—Gjn<br>174′ 0″ 28′ 0″ 15′ 3½″<br>153′ 9″ 27′ 11″ 15′ 7″<br>1 dk<br>RW | M Trawler Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz Kln |
| 672162<br><br><br>Esd | **COSTA DEL SOL**<br><br>**Hesa S.A.**<br>Hector Escardo<br>Callao<br>Peruvian | 114<br>64<br>— | BV | **1966** Ast. Ind. Rimac—Clo<br>*61·5′* 21′ 2″<br>11′ 0″<br>1 dk | M Trawler<br><br><br>2 Ha (7½′×5¾′) (7½′×7½′) | Oil 2SA 12Cy. 107×127 mm<br>335bhp<br>General Motors Corp. Det<br>10k |
| 508104<br>EAID<br><br>Esd | **COSTA GADITANA**<br><br>**Cipriano Ojeda Pérez**<br>Gijon<br>Spanish | 182<br>68<br>— | | **1953** Hijos de A. Ojeda—Gjn<br>111′ 5″ 20′ 8″ 10′ 5″<br>20′ 6″ | M Trawler<br><br><br>1W | Oil 4SA 6Cy. 320×445 mm<br>500bhp 71½t<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| 508106<br>EFUR<br><br>Esd | **COSTA MALAGUENA**<br>exRamon de C.–49<br>exArthur Dunker<br>**Comunidad de Proprietarios del Buque "Costa Malaguena"**<br>Cadiz<br>Spanish | 224<br>99<br>— | | **1919** Unterweser Schiff.—Wsm<br>*127·3′* 22′ 7″<br>… … …<br>R | S Trawler | T 3Cy. 12⅗″ 20½″ & 32¼″×22⅘″<br>400ihp 125t (c)<br>Ottensener Masch. Altona<br>9k |
| 508107<br>EFEQ<br><br>Esd | **COSTA MONTAÑESA**<br>exMarcelina de Ciriza–46<br>exRiver Earn exJames Feagan<br>**Constantino Castro Barrenechea and others**<br>San Sebastian<br>Spanish | 217<br>105<br>— | Classed LR until 1/25 | **1919** Montrose S.B. Co.—Mtr<br>118′ 8″ 22′ 2″ 11′ 6″<br>22′ 0″<br>R<br>BK7½″ | S Trawler<br><br><br>1W | T 3Cy. 12″ 20″ & 34″×23″<br>430ihp 110t (c)<br>W. Beardmore & Co. Ltd. Gls<br>10k |
| 508108<br>YNCR<br><br>Df Esd<br>Gc Rdr | **COSTA RICA**<br><br>**Marina Mercante Nicaraguense S.A.**<br>Corinto<br>Nicaraguan | 2394<br>1192<br>— | ✠100A1 SS 1/63<br>✠LMC<br>MN760 EL v | **1954–7** Atlas-Werke A.G.—Bmn<br>358′ 5″ 47′ 8″ 20′ 3¾″<br>326′ 5″ 47′ 6″ 29′ 7″<br>1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 6″ WB382t | M OSD<br><br>G.260840 B.242148<br><br>10W Der 1(30) 1(15) 10(3-5) | 2 Oil 4SA each 9Cy. 400×600 mm with pneumatic couplings & sr gearing to sc. shaft<br>3800bhp 360t<br>Masch. Augsburg-Nürnberg Aug<br>15½k |
| 651996<br>EEIJ<br><br>Df Esd<br>Pld RT | **COSTACLARA**<br><br>**Angel Lazaro Garcia**<br>Gijon<br>Spanish | 262<br>126<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN164 EL (c)j | **1965–9** Ast. del Cantábrico & Riera—Gjn<br>118′ 11″ 23′ 11″<br>102′ 0″ 23′ 7½″ 12′ 11″<br>RFD18′<br>4BH<br>rf 19″ BK6″ WB3t | M Trawler | Vee Oil 4SA 12Cy. 175×205 mm with flexible coupling & sr reverse gear<br>820bhp Mercedes-Benz<br>Maybach Friedrichshafen |
| 520708<br>SXCE<br>2934<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **COSTAFLORA**<br>exLeto–67 exPearlstone–54<br>**Leduma Cia. Mar. S.A.**<br>Piræus<br>Greek | 5921<br>3209<br>10000 | ✠100A1 SS 7/66<br>✠LMC<br>MN880 EL c†2⅛″SQ | **1953–8** Short Bros. Ltd.—Sld<br>465′ 1″ 59′ 8″ 25′ 9½″<br>438′ 9″ 59′ 6″ 37′ 7″<br>F38′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB3204t incl. Tunnel tanks 319t DTm1332t | M OSD<br>5 Ho 67½′, 95′, 30′, 75′, 70′<br>G.608520 B.564805<br>5 Ha (33¾′, 35′, 35′, 35′, 35′×24′)<br>10W Der 1(10) 10(5) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>4400bhp B&W 943t (hvf)<br>Harland & Wolff Ltd. Gls<br>AuxB 100lb<br>3×150kW 220V d.c. 14k |
| 651384<br>EEPZ<br><br>Df Esd<br>Pld RT | **COSTALLANA**<br><br>**Constantino Castro Barrenechea**<br>Gijón<br>Spanish | 262<br>126<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN164 EL (c)j | **1965–6** Ast. del Cantábrico & Riera—Gjn<br>118′ 11″ 23′ 11″ 12′ 3″<br>102′ 0″ 23′ 7½″ 12′ 11″<br>RFD18′<br>RW 4BH<br>rf 19″ BK6″ WB3t | M Trawler | Vee Oil 4SA 12Cy. 175×205 mm with flexible coupling & sr reverse gear<br>820bhp ✠NE3/66 Mercedes-Benz<br>Maybach Friedrichshafen |
| 660255<br><br><br>Esd | **COSTAMAR 13**<br><br>**Costa y Mar S.A.**<br>Supé<br>Peruvian | 105<br>—<br>— | ✠LR class withdrawn 9/67 | **1965–11** Fabricaciones Metalicas—Clo<br>73′ 4″ 22′ 2″ 12′ 9″(aft)<br>62′ 9″ 21′ 9″ 10′ 5″<br>RAD14′ 1 dk<br>BK | M Fishing | Vee Oil 2SA 12Cy. 4¼″×5″ with reverse reduction gears<br>335bhp<br>General Motors Corp. Det |

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|---|---|---|---|---|---|---|
| 661911<br>Esd RT | **COSTAMAR 14**<br>**Costa y Mar S.A.**<br>Supé Peruvian | 105<br>—<br>— | ✠LR class withdrawn<br>9/67 | 1966–9 Fabricaciones Metalicas—Clo<br>73' 4" 22' 2" 12' 9"(aft)<br>62' 9" 21' 9" 10' 5"<br>RAD14' 1 dk<br>BK | M Fishing | Vee Oil 2SA 12Cy.<br>reduction geared<br>335bhp<br>General Motors Corp. |
| 661912<br>Esd RT | **COSTAMAR 15**<br>**Costa y Mar S.A.**<br>Supé Peruvian | 105<br>—<br>— | ✠LR class withdrawn<br>12/67 | 1966–9 Fabricaciones Metalicas—Clo<br>73' 4" 22' 2" 12' 9"(aft)<br>62' 9" 21' 9" 10' 5"<br>RAD14' 1 dk<br>BK | M Fishing | Vee Oil 2SA 12Cy.<br>reduction geared<br>335bhp<br>General Motors Corp. |
| 661849<br>Esd RT | **COSTAMAR 16**<br>**Costa y Mar S.A.**<br>Supé Peruvian | 105<br>—<br>— | ✠LR class withdrawn<br>12/67 | 1966–9 Fabricaciones Metalicas—Clo<br>73' 4" 22' 2" 12' 9"(aft)<br>62' 9" 21' 9" 10' 5"<br>RAD14' 1 dk<br>BK | M Fishing | Vee Oil 2SA 12Cy.<br>reduction geared<br>335bhp<br>General Motors Corp. |
| 672425<br>Esd RT | **COSTAMAR 17**<br>**Costa y Mar S.A.**<br>Supé Peruvian | 120<br>—<br>— | ~~✠100A~~<br>~~fishing vessel~~<br>~~Peruvian coastal service~~<br>~~LMC~~<br>~~MN07~~ ~~EL (a)~~<br>✠Class **WITHDRAWN**<br>7/2/69 | 1967–8 Fabricaciones Metalicas—Clo<br>82' 8" 23' 5" 10' 5"<br>70' 6" 23' 0" 11' 4"<br>RAD11' RFD30'<br>3BH<br>rf 18" Box K | M Fishing | Vee Oil 2SA 12Cy.<br>reduction geared<br>335bhp<br>General Motors Corp. |
| 670207<br>EFLR<br>1716-3a<br>Df Esd<br>Pfd Rdr<br>RT | **COSTANOSA**<br>**José Diaz Sobrido**<br>Gijon Spanish | 298<br>148<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN164 EL k | 1967–1 Ast. del Cantabrico & Riera—Gjn<br>129' 9" 23' 11" 12' 5"<br>112' 11" 23' 7½" 13' 0"<br>RFD20' 1 dk<br>RW 3BH<br>rf 19" BK6" | M Trawler Mchy.aft | Vee Oil 4SA 12Cy.<br>reverse geared<br>820bhp ✠Emade<br>Maybach<br>4×150, 100, 50, 15kW 220V |
| 651206<br>OWNQ<br>Df Esd<br>Rdr<br>RTm | **COSTAS**<br>**Partrederiet af 30 November 1963**<br>Terkildsen & Olsen A/S<br>Aarhus Danish | 299<br>191<br>555 | BV | 1965 Ørskovs Staalskibsværft—Fkn<br>157' 11" 28' 5" 9' 10½"<br>141' 9" 28' 4" 11' 4"<br>1 dk | M Mchy.aft<br>1 Ho<br>2 Ha (each 35½'×16½')<br>2W Der 2(2) | Oil 2SA 5Cy. 230×400 mm<br>350bhp<br>Alpha-Diesel A/S<br>3×8, 6, 6kW 220V d.c.<br>Controllable pitch propeller |
| 672853<br>Df Esd<br>Gc Pfd<br>Rdr | **COSTAS FRANGOS**<br>**Marfo Compania S.A.**<br>~~Monrovia~~ ~~Liberian~~<br>Piræus Greek<br>For later particulars see New Entries No. 8 | ~~16700~~ 15355<br>— 9777<br>24000 | | 1967 Fujinagata S.B. & E. Co. Ltd.—Osa<br>31' 6"<br>551' 2" 76' 1" 45' 9"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Uraga Hvy Ind. Ltd. |
| 523292<br>SYGX<br>216<br>RT | **COSTAS M**<br>exMerope–64 exOrion–54<br>exMirella T.<br>**Michalakis Bros.**<br>Chios Greek | 358<br>239<br>— | RI | 1945 Cant. Nav. Martinuzzi—Muggia<br>146' 6" 24' 4" 11' 1"<br>131' 10" 24' 3" 12' 2"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.26016 B.24886<br>2W | Oil 4SA 6Cy. 310×450 mm<br>400bhp<br>Franco-Tosi S.p.A. |
| 512931<br>SYUV<br>2367<br>Df Esd<br>Gc Rdr | **COSTAS MICHALOS**<br>exGeorgidore–64<br>**Lily C. Michalos**<br>Piræus Greek | 8063<br>4497<br>11740 | AB<br>✠Classed LR until 9/66 | 1954–4 J. Readhead & Sons Ltd.—Shl<br>457' 11" 59' 2" 28' 8½"<br>430' 0" 59' 0" 38' 7"<br>2 dks<br>R | S CSD<br>4 Ho 49½', 84½', 57½', 70'<br>G.591040 B.535210<br>5 Ha (31½', 32½'×22') (25'×18')<br>(32½', 32½'×22')<br>10W Der 10(5) | T 3Cy. 25" 42" &<br>with dr gearing &<br>3700ihp<br>J. Readhead & Sons Ltd. |
| 680640<br>2885 | **COSTAS TH.**<br>**P. Theodorou Bros.**<br>Piræus Greek | 411<br>242<br>— | HR | 1967 Camitsis & Co.—Piræus<br>157' 4" 34' 11" 6' 6"<br>... ... ...<br>1 dk | TM Ferry | 2 Oil each 12Cy. 125×180 mm<br>1030bhp<br>Klöckner-Humboldt-Deutz |
| 508114<br>CSFJ<br>G421<br>Df RT | **COSTEIRO TERCEIRO**<br>**Soc. Geral de Comercio, Industria e Transportes**<br>Lisbon Portuguese | 1213<br>775<br>1403 | ✠Classed LR until 3/63 | 1941–9 Cia. Uniao Fabril—Lis<br>218' 2" 36' 0" 18' 11½"<br>196' 10" 35' 11" 19' 0"<br>P&B136' F24' 1 dk<br>R BK7½" | M (6P) Mchy.aft<br>2 Ho 51½', 66'<br>G.68000 B.64000<br>2 Ha (29'×16½') (38½'×19½')<br>Der 4(2½) | Oil 2SA 6Cy. 290×500 mm<br>550bhp<br>Sulzer Bros. Ltd.<br>2×26kW 110V d.c. |
| 508115<br>ODBF<br>B63<br>Df Esd<br>Pfd Rdr | **COSTICOS**<br>exLea Grange–59<br>**"Costicos" Cia. Naviera S.A.**<br>Beirut Lebanese | *2993*<br>*1643*<br>4390 | ✠100A1 Dr 3/66<br>✠LMC<br>MN176 EL t | 1939–12 S. P. Austin & Son Ltd.—Sld<br>328' 0" 45' 4" 19' 8½"<br>312' 0" 45' 0" 22' 0"<br>Q188' F34' 1 dk<br>R NS 5BH<br>WB1267t | S Mchy.aft<br>G.205170 B.190000<br>4W Der 4(3) | T 3Cy. 18½" 29" &<br>1250ihp<br>N.E. Marine Eng. Co.<br>2 SB 220lb Spt |
| 508116<br>SVET<br>165<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **COSTIS**<br>**Compania Maritima Los Hermanos S.A.**<br>C. M. Los (London) Ltd.<br>Chios Greek | 8474<br>4951<br>12700 | AB<br>✠Classed LR until 10/65 | 1956–7 Bartram & Sons Ltd.—Sld<br>476' 0" 61' 11" 30' 0¾"<br>447' 2" 61' 9½" 40' 2"<br>F45' 2 dks<br>RW<br>rf 4" | M CSD<br>5 Ho 70', 102½' comb., 73½', 55', 27'<br>B.586000<br>6 Ha (35', 35', 37', 35', 35'×24')<br>(12'×16')<br>Der 5(5) 1(3) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford<br>N.E. Mar. Eng. Co. Ltd.<br>2×50kW 220V d.c. |
| 540279<br>SXMX<br>1269 | **COSTIS G.**<br>exGeorgios Koniordos–63<br>**Pan K. Gregos**<br>Piræus Greek | 129<br>57<br>230 | | 1947 ......................Thassos<br>87' 11" 23' 11"<br>23' 9"<br>1 dk | Wood Aux Mchy.aft | Oil 4DA 4Cy.<br>Atlas-Werke A.G. |

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| 507891<br>5LBV<br>818<br>Df Esd<br>RT | **COSTOULA**<br>exKimon–66 exConstructor–64<br>exTranskipper–62 exCavala–57<br>exWillowbank–56 exSamwye–47<br>**Evangelistria Shipping Corp.**<br>Monrovia Liberian | **7299**<br>4470<br>10750 | BV<br>✠Classed LR until 3/61<br>**CONDEMNED AFTER STRANDING 8/67** | **1944** New England S.B. Corp.—P.Me<br>441′ 5″ 57′ 0″ 27′ 9¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>G.562608 B.499573<br>12W Der 2(15) | T 3Cy. 24½″ 37″ & 70″×48″<br>Springfield Mchy. & Fdry Co. | 1119t (o.f)<br>11k |
| 508118<br>DZMV<br>202766<br>Gc | **COTABATO**<br>exVenus<br>**Philippine Steam Nav. Co.**<br>Cebu Philippine | **736**<br>438<br>880 | | **1944** Banner Island Shipyard—Stockton<br>217′ 0″ 32′ 9″ 11′ 0⅞″<br>32′ 7″<br>rf 6″ len — | M (292P)<br>4 Ho 34′, 40′, 23′, 26′<br>4 Ha (20′, 20′, 12′×16′) (6′×6′)<br>Der 1(15) 2(5) 1(3) | 2 Oil 2SA each 6Cy. 305×380 mm geared to sc. shaft<br>1000bhp<br>General Motors Corp.<br>2×100kW 240V d.c. | (d.o) |
| 508119<br>TMJE | **CÔTE D'AMOUR**<br>exSaint Efflam–52<br>exLes Casquets<br>exSaint Philibert<br>**Louis M. Piriou**<br>Bordeaux French | **156**<br>81<br>172 | | **1923** Ch. Dubigeon—Nts<br>*106·6′* 20′ 11″ 8′ 2″<br>… … …<br>1 dk<br>R | M | Oil 4SA 5Cy. 215×350 mm<br>Mirrlees Ricardo Oil Eng. | |
| 508121<br>FNXT<br>Df Esd<br>Rdr RT | **CÔTE D'AZUR**<br>**Soc. Nat. des Chemins de Fer Français**<br>Calais French | **3998**<br>1256<br>— | BV | **1951** Forg. & Ch. de la Médit.—Hav<br>365′ 3″ 50′ 7″ 12′ 2¼″<br>50′ 5″<br>3 dks<br>RW | TS<br>B.33782<br>2 Ha (18¼′, 19¾′×17¾′) | 2 S Turb sr geared<br>22000shp<br>At. & Ch. de la Loire | 170t (o.f)<br>Nts<br>21½k |
| 506044<br>FNUL<br>Df Esd<br>Pld Rdr<br>RTm/v | **CÔTE D'AZUR**<br>exCap Blanc Nez–66<br>**Soc. d'Armement des Saleurs Fécampois**<br>Fécamp French | **437**<br>139<br>295 | BV | **1953** A.G. "Weser" Werk Seebeck—Bhn<br>167′ 5″ 27′ 11″ 16′ 8¾″<br>147′ 7″ 27′ 10″<br>R<br>rf 39″ | M Trawler<br>1 Ho 41′<br>In.5154<br>4 Ha (stl) (each 3′×3′)<br>1W Der 3(2) | 2 Oil 4SA (i) 8Cy. 320×450 mm (ii) 6Cy. 240×360 mm with hydraulic coupling & gearing to sc. shaft<br>1260bhp<br>Klöckner-Humboldt-Deutz<br>3×40kW 110V d.c. | 150t (d.o)<br>Kln<br>12k |
| 508123<br>TVHW<br>RT | **CÔTE D'ÉMERAUDE**<br>**Chambre de Commerce de Saint Malo**<br>Saint Malo French | **136**<br>—<br>— | BV | **1956** S.I.C.C. Na.—St.M<br>*84·5′* 23′ 6″<br>… … … | M Tug<br>3 Ha (2½′×3½′) (6′×7½′) (3¼′×7½′) | Oil 2SA 4Cy. 360×600 mm<br>600bhp<br>Cie. de Const. Méc. | St. Denis<br>11¾k |
| 508122<br>FNPQ<br>Rdr | **CÔTE D'IVOIRE**<br>exCôte d'Azur–66<br>**Adolphe Hedant**<br>La Rochelle French | **384**<br>142<br>509 | BV | **1949** At. & Ch. de France—Dnk<br>*142·9′* 27′ 2″<br>… … … | M Fishing<br>4 Ha (each 3¼′×3¼′) | Oil 2SA 6Cy. 360×600 mm<br>750bhp<br>Cie. de Const. Méc. | St. Denis<br>11k |
| 524433<br>FTFI<br>4563<br>Df Esd<br>RT | **CÔTE DE GRACE**<br>exMutatie–65<br>**Le Cardinal & A. Frances**<br>Brest French | **493**<br>259<br>664 | BV | **1957** Schps. Kramer & Booy—Kootstertille<br>174′ 10″ 28′ 7″ 10′ 8″<br>155′ 10″ 27′ 11″ 11′ 10″<br>1 dk<br>RW | M Mchy.aft<br>2 Ha (each 39¾′×16¾′)<br>Der 2(2) | Oil 4SA 6Cy. 320×480 mm<br>500bhp<br>Motorenw. Mannheim | Mhm<br>11k |
| 540280<br>EDSI<br>Df Esd<br>RT | **COTO REDONDO**<br>**Enrique Lorenzo & Cia. S.A.**<br>Vigo Spanish | **235**<br>89<br>— | BV | **1962** Enrique Lorenzo y Cia.—Vgo<br>112′ 6″ 20′ 10″<br>98′ 5″ 20′ 8″ 12′ 8″<br>RW | M Trawler<br>3 Ha (each 3½′×3½′) | Oil 4SA 8Cy. 295×420 mm<br>520bhp<br>La Maquinista Terrestre y Mar. | 66t<br>Bcl<br>9½k |
| 508127<br>GQNX<br>185485<br>Esd Gc<br>Pld Rdr<br>RT | **COTOPAXI**<br>**Pacific Steam Navigation Co.**<br>~~Furness Ship Management Ltd.—~~<br>Liverpool British<br>Furness, Withy & Co. Ltd. (Mgrs.) | **8559**<br>4552<br>11430 | **BS✻** SS 12/66<br>**MBS✻**<br>MN1880 CT10198 C42 S36 | **1954–4** Wm. Denny & Bros. Ltd.—Dmb<br>512′ 6″ 66′ 4″ 27′ 11¾″<br>476′ 0″ 66′ 0″ 40′ 8″<br>P26′ F42′ 1 dk & S dk, 3rd dk fwd of mchy. space<br>RW 7BH<br>DK fwd of mchy. space | S OSD<br>G.635970 B.558740<br>16W Der 1(70)<br>WB2460t incl. Tunnel tanks 664t DTm363t DTf166t | 3 S Turb dr geared to sc. shaft<br>9400shp<br>Wm. Denny & Bros. Ltd.<br>2WTB 500lb Spt 480lb hs(17254)<br>db 100lb | 2249t (o.f)<br>Dmb<br>16½k |
| 651545<br>EEQE<br>Esd Gc<br>Rdr RT | **COTOS**<br>exSan Cyr–66<br>**José Manuel Pombo**<br>San Sebastian Spanish | **676**<br>330<br>— | BV | **1965** Astano S.A.—Frl<br>246′ 6″ 36′ 3″<br>220′ 0″ 36′ 1″ 20′ 0″<br>1 dk & S dk | M Ref (1408P) OSD Mchy.aft | Oil 4SA 8Cy. 390×680 mm<br>1850bhp Werkspoor<br>Soc. Española de Const. Nav.<br>Controllable pitch propeller | Bbo<br>22k |
| 660774<br>GPZE<br>308133<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **COTSWOLD**<br>**British India Steam Navigation Co. Ltd.**<br>Hain-Nourse Ltd.<br>London British | **25291**<br>16304<br>~~43248~~<br>43334 | **✠100A1**<br>strengthened for ore cargoes, Nos. 3 & 5 holds may be empty<br>**✠LMC**<br>~~MN320~~ EL r†2⅛″SQ<br>MN3220 | **1966–5** Furness S.B. Co. Ltd.—Haverton Hill<br>~~675′ 0″~~ 90′ 0″ 39′ 9″ 675′ 0″ (incl.BB)<br>641′ 5″ 89′ 9″ 53′ 8″<br>P120′ F61′ 1 dk<br>RW NS 11BH<br>rf 4″ DK fwd | M Bulk Carrier Mchy.aft<br>8 Ho 56½′, 75′, 54′, 54′, 54′, 60′, 54′, 60′<br>G.1974273<br>8 Ha (stl) (30½′, 48½′, 30′, 30′, 30′, 35′, 30′, 35′×45′)<br>Cr 2(2½) Der 1(10)<br>WB24181t incl. Comb. btm & side tanks in holds 18547t Topside tanks in holds 4305t | Oil 2SA 7Cy. 840×1800 mm<br>16100bhp B&W<br>Harland & Wolff Ltd.<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×420kW 450V 60c/s a.c. | 2923t (hvf)<br>Bel<br>15½k |
| 508129<br>DHXZ<br>Df Esd<br>Gc Rdr<br>RT | **COTTBUS**<br>**Fischkombinat Rostock**<br>Rostock E. German | **943**<br>291<br>— | DSRK | **1959** Peene Werft—Wolgast<br>215′ 3″ 33′ 9″ 15′ 3″<br>33′ 7″ | M Trawler | Oil 4SA 8Cy. 365×550 mm<br>Görlitzer Masch. | Görlitz |

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| 508130<br>KREG<br>248440<br>Df Esd<br>Gc Rdr<br>RTm | **COTTON STATE**<br>exNeva West–57<br>exSpartanburg Victory–51<br>**States Marine Lines Inc.**<br>New York United States | 7608<br>4604<br>10772 | AB | **1945** Bethlehem-Fairfield—Bal<br>455′ 3″ 62′ 1″ 28′ 6½″<br>436′ 6″ 62′ 0″ 38′ 0″<br>B57′ F87′ 3 dks<br>RW<br>rf nil | S (5P)<br>5 Ho 57½′, 45′, 78′, 81′, 75′<br>G.566180 B.500310<br>5 Ha (24½′, 22½′, 34½′, 34½′, 23½′×22½′)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc.<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 230V d.c. |
| 508131<br>WIBH<br>246864<br>Df Esd<br>Gc Rdr | **COTTONWOOD CREEK**<br>exBulk Mariner–60 exBrissac–59<br>exCottonwood Creek–55<br>**Bulk Transport Inc.**<br>New York United States | 10232<br>5995<br>15200 | AB<br>Classed LR until 10/59 | **1944** Alabama D.D. & S.B. Co.—Mob<br>523′ 6″ 68′ 2″ 28′ 5½″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ F53′ 1 dk<br>rf 9″ conv tanker 59 | T-E Mchy. aft<br>5 Ho<br>B.630000<br>5 Ha (stl) | S Turb 7240shp driving 1<br>2300V a.c. connected<br>6000shp (Sy)<br>General Electric Co. |
| 508134<br>KIPN<br>248841<br>Df Esd<br>Gc | **COUNCIL BLUFFS VICTORY**<br>**United States Department of Commerce**<br>Los Angeles United States | 7607<br>4561<br>10825 | AB | **1945** California S.B. Corp.—L.An<br>455′ 3″ 62′ 1″ 28′ 6½″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc.<br>6600shp<br>Allis-Chalmers Mfg Co.<br>2×300kW 240V d.c. |
| 508135<br>KFRJ<br>247896<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **COUNCIL GROVE**<br>**Tankships Inc.**<br>New York United States | 15254<br>11384<br>25521 | AB | **1961** (Cargo section)<br>Verolme Schpsw.—Heusden<br>**1945** (Fwd & aft)<br>Alabama D.D & S.B. Co.—Mob<br>633′ 6″ 75′ 3″ 32′ 8½″<br>613′ 0″ 75′ 0″ 43′ 9″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 3½″ | T-E Tanker Mchy.aft<br>30 Ta<br>L.776643 HeCls. BC | S Turb 7240shp driving 1<br>5400kW 2300/2370V a.c.<br>to elec. motor 6000shp (Sy)<br>General Electric Co.<br>3×400, 75, 55kW 450, 115, |
| 508136<br>164078 | **COUNTESS OF BREADALBANE**<br>**Caledonian Steam Packet Co. Ltd.**<br>Glasgow British | 106<br>49<br>— | | **1936** Wm. Denny & Bros. Ltd.—Dmb<br>95′ 5″ 19′ 0″ 3′ 6″<br>90′ 0″ 18′ 0″ 9′ 0″<br>1 dk<br>R | TM (200P) Mchy.aft | 2 Oil 4SA each 6Cy.<br>240bhp NE56<br>Gleniffer Engines Ltd. |
| 508137<br>GGHX<br>301587<br>Df Esd<br>Pfd Rdr<br>RTh | **COUNTESSWELLS**<br>**George Craig & Sons Ltd.**<br>G. Craig<br>Aberdeen British | 190<br>63<br>— | ✠100A1 SS 7/68 ~~SS 6/64~~<br>trawler<br>✠LMC<br>MN100 EL (c)l | **1960–1** A. Hall & Co. Ltd.—Abn<br>*101·1′* 23′ 4″<br>98′ 6″ 23′ 0″ 11′ 0″<br>F16′<br>RW 4BH<br>rf 18″ BK6″ | M Trawler | Oil 4SA 6Cy. 12″×15″<br>500bhp<br>Nat. Gas & O. Eng. Co.<br>2×30kW 220V d.c.<br>Controllable pitch propeller |
| 508138<br>KRDW<br>248525<br>Df Esd | **COURAGEOUS**<br>**Steve Kral**<br>San Diego United States | 360<br>175<br>— | | **1945** Utd Concrete Pipe Corp.—Long Beach<br>*121·9′* 27′ 2″<br>119′ 9″ 27′ 0″ 14′ 5″<br>rf 24″ | M Fishing Mchy.fwd | Oil 4SA 6Cy. 370×510 mm<br>840bhp<br>National Supply Co. |
| 508139<br>TOPX<br>Esd<br>RTm | **COURAGEUX**<br>exWalcheren V exRugard<br>**Chambre de Commerce de Calais**<br>Calais French | 147<br>—<br>— | BV | **1943** Rheinwerft Walsum—Walsum<br>91′ 10″ 24′ 1″ 10′ 1″<br>23′ 11″<br>RW | M Salvage Tug | Oil 4SA 8Cy. 325×440 mm<br>760bhp<br>Waggon & Maschb.<br>2×20kW 110V |
| 508140<br>FNBX<br>Df Esd<br>Pfd Rdr<br>RT | **COURBET**<br>**André Fourmentin & Cie.**<br>Boulogne French | 617<br>267<br>465 | BV | **1958** Beliard, Crighton & Cie.—Ost<br>*181·7′* 31′ 6″<br>170′ 11″ 30′ 9″ 17′ 6″<br>RW | M Trawler<br>6 Ha (3½′, 3½′, 3½′, 3½′, 3½′×3½′)<br>(3½′×3½′) | Oil 4SA 8Cy. 340×525 mm<br>1250bhp<br>Soc. d'Elec. & de Méc. |
| 508141<br>TMRI<br>Df RT | **COURDANNES**<br>exGeorges & Henri–39<br>exAndré Constant–37<br>exPollux–35<br>**Jérôme Tavera**<br>Bordeaux French | 240<br>133<br>305 | | **1931** G. & H. Bodewes Scheeps.—Hasselt<br>*117·7′* 23′ 7″ 8′ 10″<br>... ... ...<br>1 dk<br>R | M Mchy.aft | Oil 4SA 8Cy. 240×300 mm<br>Emade 49 fitted—<br>Aciéries de la Marine |
| 670343<br>DGNC<br>Df Esd<br>Rdr RT | **COURIER**<br>**Friedrich von Bargen**<br>Hamburg W. German | 299<br>205<br>— | GL | **1966** Schiffsw. H. Rancke—Ham<br>169′ 3″ 26′ 11″ 8′ 6″<br>152′ 7″ 26′ 8″ 9′ 7″<br>P39′ F24′ 1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×360 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 508142<br>MWRD<br>186646<br>Esd Pfd<br>Rdr<br>RTm/v | **COURLAND**<br>**Currie Line Ltd.**<br>Leith British | T.Mk<br>826<br>333<br>1263 | ✠100A1 SS 8/64<br>Str. nav. Ice<br>✠LMC<br>MN266 EL n1⅒"SQ | **1956–5** D. W. Kremer Sohn—Elmshorn<br>225′ 4″ 36′ 5″ 14′ 3½″<br>202′ 10″ 36′ 1″ 21′ 2″<br>RFD20′ 2 dks<br>RW Coll BH to U dk 4 to 2nd dk<br>rf 4″ WB213t | M Mchy.aft<br>3 Ho 43½′, 43½′, 39½′<br>G.88459 B.80129<br>3 Ha (stl) (each 27½′×17′)<br>6W Der 1(15) 6(3–5) | Oil 2SA 8Cy.<br>gearing<br>1330bhp<br>Henschel<br>2×80kW 230V d.c. |
| 508143<br>HOSY<br>4625–60<br>Df Esd<br>RT | **COURLIS**<br>exMickey–49<br>**Golden Dragon Shipping Co. Ltd.**<br>Wheelock, Marden & Co Ltd.<br>Panama Panamanian | 706<br>373<br>1027 | | **1944** Higgins Industries Inc.—N.Os<br>223′ 9″ 34′ 1″ 11′ 8″<br>33′ 11″<br>P60′ F30′ 1 dk | TM Mchy.aft<br>G.40701 B.37383<br>4W | 2 Oil 4SA each<br>Cooper-Bessemer |

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| 671686 | **COURLIS**<br>**Service Maritime des Ports de Nantes et Saint Nazaire**<br>French<br>Nantes | **112**<br>—<br>— | | **1967** At. & Ch. C. Auroux—Arcachon<br>88′ 7″ 21′ 4″ 9′ 2″<br>80′ 4″ 11′ 2″<br>1 dk | M Tug | Oil SA 6Cy. 315×480 mm<br>690bhp<br>Etab. Duvant Vln |
| 508147<br>ECAB<br>Df Esd<br>Gc Rdr | **COVADONGA**<br>Launched as Monastero de la Rabida<br>**Cia. Trasatlántica Española S.A.**<br>Spanish<br>Barcelona | **10226**<br>8046<br>8268 | **✠100A1** SS 1/66<br>with freeboard<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1460 EL (e†)2½″ | **1953**–8 Cia. Euskalduna—Bbo<br>487′ 4″ 62′ 5″ 26′ 3½″<br>456′ 11″ 62′ 0″ 39′ 8″<br>F88′ 2 dks, 3rd dk except in No. 6 hold<br>R 8BH<br>DK fwd of mchy. space WB1357t | M (357P) Ref<br>5 Ho 48¼′, 71′, 46′, 43′, 57½′<br>G.391273 B.366021 In.15300<br>6 Ha (24½′, 32¼′, 27′, 10½′, 9¾′, 16′×19¾′)<br>16W Cr 1(40) 2(10) 12(3) Der 16(5) | Oil 2SA 10Cy. 720×1250 mm<br>7300bhp Sulzer 1026t (hvf)<br>Soc. Española de Const. Nav. Bbo<br>AuxB 100℔<br>✠NAuxBmade53fitted64–100℔<br>3×220kW 220V d.c. 16½k |
| 508148<br>WA3930<br>241354 | **COVE POINT**<br>exH. G. De Bardeleben–47<br>**Williamsburg Curtis Bay Co.**<br>Wilmington, Del United States | **136**<br>65<br>130 | | **1942** Equitable Eqpt Co. Inc.—Madisonville<br>81′ 11″ 23′ 2″<br>77′ 0″ 23′ 0″ 10′ 4″<br>BK2½″ | M Tug<br>1W | Oil 2SA 12Cy. 8½″×10″<br>1080bhp Emade43fitted58 53t<br>General Motors Corp.<br>10k |
| 508149<br>VYSK<br>177899<br>Df Esd<br>Gc Rdr<br>RT | **COVE TRANSPORT**<br>exLeecliffe Hall–61<br>**Hall Corporation of Canada**<br>Canadian<br>Montreal | **2020**<br>1170<br>3390 | **BS✳** Lake SS 4/65<br>oil tanker Great Lakes & Gulf of St. Lawrence service with occasional voyages to Newfoundland<br>**MBS✳**<br>MN132 CT1857 C28 S24 | **1947**–9 Canadian Vickers Ltd.—Mtl<br>259′ 2″ 43′ 10″ 16′ 11″<br>253′ 0″ 43′ 9″ 20′ 6″<br>Q58′ F35′ 1 dk<br>8BH conv dry cargo ship 57<br>rf 3″ WB182t | S Tanker Mchy.aft | Uniflow 2Cy. 25″×26″<br>730ihp (o.f)<br>Canadian Vickers Ltd. Mtl<br>2 SB 200℔ hs(2450) 8½k |
| 528998<br>5KMG<br>Df Esd<br>Gc Rdr<br>RT | **COVENAS**<br>exRandfonn–65<br>**Colombian Government**<br>Colombian<br>Cartagena | **10342**<br>5996<br>16100 | GL | **1950** A/B Götaverken—Got<br>515′ 3″ 64′ 0″ 30′ 6¼″<br>*489·7′* 38′ 2″<br>P215′ B38′ F60′ 1 dk | M Tanker Mchy.aft<br>19 Ta<br>L.782000 HeCls. C | Oil 2SA 8Cy. 680×1500 mm<br>6000bhp 1356t–20pd<br>A/B Götaverken Got<br>14k |
| 660838<br>GORE<br>308672<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COVENTRY CITY**<br>**Bibby Line Ltd.**<br>Bibby Bros. & Co.<br>British<br>Liverpool | T.Mk<br>**5192**<br>2899<br>—<br>**7643**<br>4450<br>— | **✠100A1**<br>TwDm—cresylic acid FP above 150° F.<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1920 EL c†2⅛″SQ | **1966**–7 Doxford & Sunderland S B. & E. Co.—Doxford Shipyard, Sld<br>464′ 9″ 63′ 7″ —/28′ 10½″<br>430′ 7″ 63′ 0″ 38′ 9″<br>F95′ 2 dks<br>RW 7BH<br>rf 6″ DK fwd WB2524t incl. DTf1228t | M Ref<br>In.11866 | Oil 2SA 6Cy. 760×1500 mm<br>9600bhp<br>Fairfield-Rowan Ltd. Gls<br>AuxB 100℔<br>3×345kW 440V 60c/s a.c.<br>Controllable pitch propeller |
| 508151<br>ZFDD<br>190493<br>Df Esd<br>Gc Rdr<br>RTh/v | **COVERDALE**<br>Ocean **Lines Ltd.**<br>Hamilton, Bermuda British | **11996**<br>8267<br>18010 | **BS✳** Lake SS 5/66<br>Great Lakes & River St. Lawrence service<br>**MBS✳**<br>MN720 CT11349 C40 S35 | **1950**–5 Midland Shipyards Ltd.—Midland<br>639′ 6″ 67′ 2″ 23′ 11¾″<br>623′ 3″ 67′ 0″ 35′ 0″<br>F60′ 1 dk<br>RW 2BH<br>rf 3″ WB8599t | S Bulk Carrier (4P) Mchy.aft<br>4 Ho 102′, 120′, 120′, 102′<br>18 Ha (stl) (each 11′×43′) | S 4Cy. 27″×30″<br>3600ihp<br>Canadian Vickers Ltd. Mtl<br>2WTB 325℔ Spt hs(13858)<br>2×120kW 220V d.c. |
| 508152<br>183500 | **COVERT**<br>British **Road Services Ltd.**<br>Cowes British | **133**<br>90<br>— | | **1950** J. Bolson & Son Ltd.—Poo<br>80′ 10″ 19′ 7″<br>19′ 5″<br>R | TM<br>1 Ho 49′<br>1 Ha (43′×15′)<br>1W Der 1(1½) | 2 Oil each 3Cy. 150×230 mm<br>132bhp (d.o)<br>Bergius Co. Ltd. Gls<br>8k |
| 508153<br>CSLW<br>H382<br>Df Gc<br>Rdr<br>RTm | **COVILHA**<br>Soc. Geral de **Comercio, Industria e Transportes**<br>Lisbon Portuguese | **1154**<br>580<br>1375 | **✠100A1** SS 12/66<br>with freeboard<br>**✠LMC**<br>EL n | **1949**–5 St. Lawrence Metal & Marine Wks.—Que<br>241′ 8″ 35′ 0″ 14′ 0½″<br>220′ 0″ 34′ 11″ 18′ 0″<br>P16′ B52′ F30′ 1 dk<br>RW 5BH<br>rf 3″ WB354t incl. Tunnel tanks 14t | M (2P)<br>3 Ho 41½′, 54′, 64′,<br>G.69000 B.62000<br>3 Ha (18′, 28′, 22′×12′)<br>Der 1(12) 6(3) | Oil 2SA 6Cy. 405×510 mm<br>1200bhp 59t (d.o)<br>Fairbanks, Morse & Co. Beloit<br>2×75kW 125/250V d.c. 12k |
| 508154<br>185005<br>Rdr<br>RTm | **COWAL**<br>**Caledonian Steam Packet Co. Ltd.**<br>Glasgow British | **569**<br>199<br>149 | | **1954** Ailsa S.B. Co. Ltd.—Trn<br>185′ 10″ 36′ 6″ 7′ 6″<br>178′ 9″ 35′ 1″ 11′ 3″<br>1 dk<br>RW | TM Ferry (650P) | 2 Oil 2SA each 6Cy. 345×570 mm<br>2200bhp 23t<br>British Polar Engines Ltd. Gls<br>3×60kW 220V d.c. 15k |
| 508155<br>GCCA<br>300932<br>Esd Pfd<br>Rdr<br>RTm/v | **COWDRAY**<br>**Stephenson Clarke Shipping** ~~Stephenson Clarke Ltd.~~ **Ltd.**<br>London British | **1748**<br>809<br>2175 | **✠100A1** SS 11/67<br>**✠LMC**<br>MN236 EL p1$\frac{7}{16}$″SQ | **1959**–6 Grangemouth Dkyd Co. Ltd.—Gmh<br>245′ 2″ 39′ 10″ 15′ 11¼″<br>232′ 0″ 39′ 6″ 16′ 6″<br>P61′ Q151′ B16′ F27′ 1 dk<br>RW NS 6BH<br>rf nil WB831t incl. DTf125t | M Mchy.aft<br>3 Ho 50′, 48′, 46′<br>G.106488 B.103870<br>3 Ha (stl) (30′×23′) (32′, 32′×26½′)<br>Der 1(3) | Oil 2SA 8Cy. 340×570 mm<br>1180bhp 68t (d.o)<br>British Polar Engines Ltd. Gls<br>2×80kW 220V d.c. 11k |
| 652500<br>307303<br>Rdr RTv | **COWES CASTLE**<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Co. Ltd.**<br>Southampton British | **786**<br>287<br>198 | ~~✠A1~~<br>~~Southampton—Cowes~~<br>~~✠LMC~~<br>~~MN360~~ ~~EL (1)~~<br>✠Class **WITHDRAWN** at Owners' request 7/68 | **1965**–12 J. I. Thornycroft & Co. Ltd.—Sou<br>191′ 2″ 42′ 1″ 7′ 0″<br>171′ 3″ 40′ 0″ 11′ 7″<br>1 dk<br>7BH<br>rf nil WB69t | TM Ferry (906P) | 2 Oil 2SA each 8Cy. 10½″×13½″<br>1800bhp 45t (d.o)<br>Crossley Bros. Ltd. Mch<br>3×50kW 220V d.c. 14k |

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| 508156<br>SWEC<br>1107<br>Df Esd<br>Gc | **COWICHAN**<br>**C. Moraitis**<br>Piræus Greek | 660<br>232<br>— | ✠ | | **1941–7** North Van. Ship Rprs Ltd.—N.Vcr<br>180' 2" 28' 7"<br>... ... ...<br>conv dry cargo ship— | TS Trawler | T 6Cy. 15" 25" & 40"×36"<br>Canadian Allis-Chalmers Lt |
| 508158<br>RTm | **COWRIE**<br>**Government of Queensland (Harbours & Marine Dept.)**<br>Brisbane British | 569<br>184<br>675 | ✠Classed LR until 10/57 | | **1956–2** Brooke Marine Ltd.—Lwt<br>170' 8" 33' 9" 11' 1"<br>160' 0" 33' 0" 13' 0"<br>1 dk<br>R | M Hopper Barge Mchy.aft | Oil 2SA 5Cy. 14½"×19"<br>840bhp<br>Crossley Bros. Ltd.<br>3×40, 20, 5kW 110V d.c. |
| 508160<br>WA9576<br>253418 | **COZART**<br>exPlaxco<br>**Standard Products Co. Inc.**<br>Wilmington, N.C United States | 248<br>111<br>— | | | **1943** Bellingham Irn Wks—Bellingham, Wash<br>136' 0" 24' 6"<br>... ... ...<br>1 dk | Wood TM | 2 Oil<br>1080bhp |
| 508161<br>ELOH<br>467<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CRADLE OF LIBERTY**<br>**Grand Bassa Tankers Inc.**<br>Monrovia Liberian | 22610<br>13994<br>39281 | | AB | **1954** Newport Ns S.B. & D.D. Co.—N.Ns<br>707' 0" 93' 2" 36' 10½"<br>677' 0" 93' 0" 48' 6"<br>P138' B36' F81' 1 dk<br>RW<br>rf 8" | S Tanker Mchy.aft<br>29 Ta | 2 S Turb dr geared to sc. shaft<br>22000shp<br>De Laval S. Turb. Co.<br>2×750kW 450V 60c/s a.c. |
| 660414<br>317776 | **CRAESTAR**<br>exPaulmarkson<br>exAshai Maru<br>**C.R.A. Exploration Pty Ltd.**<br>Vila New Hebrides ~~British~~ | 123<br>46<br>— | | | **1961** Azuma Zosen—Yokosuka<br>*97·0'* 19' 2"<br>... ... ...<br>1 dk | M | Oil 6Cy. 270×400 mm |
| 508164<br>301589<br>Df Esd<br>Gc Pfd<br>Rdr | **CRAIG-GOWAN**<br>**Gowan Fishing Co. Ltd.**<br>Aberdeen British | 163<br>61<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN88 | SS 3/69 ~~SS 3/65~~<br>EL (b)h | **1960–2** J. Lewis & Sons Ltd.—Abn<br>*98·4'* 21' 10"<br>95' 9" 21' 6" 11' 0"<br>RW 4BH<br>rf 36" BK7" | M Trawler | Oil 2SA 4Cy. 12½"×18½"<br>440bhp<br>British Polar Engines Ltd. |
| 508165<br>WG3350<br>233238 | **CRAIG REINAUER**<br>exFranklin–56<br>**R.T.C. No. 6 Corporation**<br>New York United States | 601<br>355<br>964 | | AB | **1934** Sun S.B. & D.D. Co.—Chester, Pa<br>200' 6" 34' 5" 9' 10½"<br>195' 0" 34' 0" 12' 0"<br>P38' 1 dk<br>rf 14" | D-E Tanker Mchy.aft<br>10 Ta<br>L.43698 | 2 Oil 4SA each 8Cy.<br>500bhp connected to<br>sc. shaft<br>McIntosh & Seymour Corp. |
| 508166<br>GDTH<br>300498<br>Df Esd<br>Gc Rdr<br>RTm | **CRAIGALLIAN**<br>**Scottish Ore Carriers Ltd.**<br>J. & J. Denholm (Management) Ltd.<br>Greenock British | 7088<br>2920<br>9550 | ✠100A1<br>ore carrier<br>✠LMC<br>MN500 | SS 1/65<br>EL a†2"SQ | **1959–12** C. Connell & Co. Ltd.—Gls<br>427' 3" 57' 2" 25' 6½"<br>407' 0" 57' 0" 32' 6"<br>P102' B25' F49' 1 dk<br>RW 8BH<br>rf 4" WB6331t | M Ore Carrier Mchy.aft<br>4 Ho 50', 51½', 56½', 55½'<br>B.227460<br>4 Ha (stl) (each 47½'×30')<br>Der 1(5) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>2AuxB 150lb<br>3×50kW 220V d.c. |
| 651930<br>GRXS<br>305546<br>Esd Pfd<br>Rdr RT | **CRAIGDARRAGH**<br>**John Cooper (Belfast) Ltd.**<br>Belfast British | 169<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN240 | EL (b) | **1966–1** Appledore S.B. Ltd.—Apl<br>98' 4" 26' 2" 10' 9"<br>88' 0" 24' 9" 12' 6"<br>4BH<br>rf 17" BK17½" WB44t | M Tug | Oil 4SA 8Cy. 320×480 mm<br>1200bhp<br>Motorenw. Mannheim<br>Controllable pitch propelle |
| 508172<br>301592<br>Df Esd<br>Gc Pfd<br>Rdr | **CRAIGLYNNE**<br>**Wilronwood Fishing Co. Ltd.**<br>George R. Wood<br>Aberdeen British | 163<br>61<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN88 | SS 7/65<br>EL (b)h | **1960–3** J. Lewis & Sons Ltd.—Abn<br>*98·4'* 21' 10"<br>95' 9" 21' 6" 11' 0"<br>RW 4BH<br>rf 36" BK7" | M Trawler | Oil 2SA 4Cy. 12½"×18½"<br>440bhp<br>British Polar Engines Ltd. |
| 652501<br>GSDU<br>305549<br>Pfd Rdr<br>RTm | **CRAIGMORE**<br>**Cawood Wharton & Co. Ltd.**<br>H. Craig & Co. Ltd.<br>Belfast British | 1359<br>649<br>1876 | ✠100A1<br>✠LMC<br>MN260 | EL o1½"SQ | **1966–3** R. Dunston (Hessle) Ltd.—Hessle<br>239' 7" 37' 1" ~~16' 8½"~~ 16' 6½"<br>220' 6" 36' 0" 19' 0"<br>P50' RFD22' 1 dk<br>NS 6BH<br>rf 4" WB612t incl. DTf140t | M Mchy.aft<br>3 Ho 50', 50', 36'<br>G.85496<br>3 Ha (stl) (32'×22') (36', 34'×24') | Oil 2SA 6Cy. 340×570 mm<br>1300bhp<br>British Polar Engines Ltd.<br>2×75kW 440V 60c/s a.c. |
| 540283<br>DAPF<br>Df Esd | **CRAIL**<br>exTiege–63 exStella–62<br>**Friedrich Borstel**<br>Duisburg W. German | 299<br>141<br>420 | | GL | **1949** Fr. Lürssen—Bmn<br>*136·1'* 23' 0" 10' 0½"<br>22' 10" 11' 1"<br>P30' F15' 1 dk<br>len 53 | TM<br>G.21543 B.19424<br>1 Ha (62½'×11½') | 2 Oil 4SA each 6Cy.<br>250bhp<br>Motorenw. Mannheim |
| 540284 | **CRAIOVA**<br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian | ~~3090~~ 2099<br>~~2086~~ 973<br>— 3199<br>3090<br>2036<br>4429 | | | **1962** Santierul Naval—Gtz<br>330' 1" 45' 8" 21' 7½"<br>... ... ...<br>2 dks | M CSD Mchy.aft | Oil 2SA 5Cy.<br>Sulzer Bros. Ltd. |

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| 508174<br>MYJN<br>300328<br>Df Esd<br>Rdr<br>RTm | **CRANBORNE**<br>**John Carter (Poole) Ltd.**<br>Poole British | **439**<br>199<br>610 | ✠100A1<br>✠LMC<br>MN100 | SS 4/66<br>EL g | **1958–6** Schps. "Hoogezand" J. Bodewes—Hgz<br>165′ 8″ 26′ 11″ 10′ 9½″<br>151′ 11″ 26′ 9″ 11′ 10″<br>Q38′ F27′ 1 dk<br>RW 3BH<br>rf 4″ WB158t | M Mchy.aft<br>1 Ho 99½′<br>G.27500 B.26400<br>2 Ha (each 36′×18′)<br>2W Der 2(2) | Oil 2SA 6Cy. 10½″×13½″<br>500bhp<br>Crossley Bros. Ltd.<br>2×5kW 110V d.c. | 24t (d.o)<br>Mch<br>10k |
| 508176<br>PDMS<br>Df Esd<br>Gc Pld<br>Rdr RT | **CRANIA**<br>**Shell Tankers N.V.**<br>The Hague Netherland | **9094**<br>5021<br>~~12085~~<br>13440 | ✠100A1<br>oil tanker<br>✠LMC<br>MN920 | ~~SS 11/63~~<br>TD 3/68<br>EL d†2⅜″SQ | **1955–5** C. v.d. Giessen—Krimpen<br>501′ 1″ 62′ 3″ 27′ 4″<br>475′ 0″ 62′ 0″ 35′ 0″<br>P99′ B48′ F50′ 1 dk<br>18BH<br>rf 3″ WB209t | M Tanker Mchy.aft<br>30 Ta<br>L.641417 HeCls. BC | Oil 2SA 5Cy. 740×1600 mm<br>4600bhp B&W<br>N.V. Mch. & Schps. P. Smit, Jr.<br>WTAuxB 235℔ AuxB 150℔ | 781t–14½pd<br>Rot<br>13k |
| 541939<br>DNDO<br>10501H<br>Esd Rdr<br>RT | **CRANZ**<br>**Emma Drewes**<br>Küstenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg W. German | **425**<br>257<br>837 | | GL | **1963** Schiffsw. H. Rancke—Ham<br>197′ 2″ 30′ 8″<br>177′ 2″ 30′ 4½″ 12′ 2″<br>P&B123′ Q23′ 1 dk<br>RW | M Mchy.aft<br>G.54173 B.49653<br>3 Ha | Oil 4SA 6Cy. 320×450 mm<br>310bhp<br>Klöckner-Humboldt-Deutz | Kln<br>9½k |
| 652099<br>DHNK<br>Esd Rdr<br>RT | **CRANZ**<br>**Cranzer Fischdampfer A.G.**<br>Hamburg W. German | **150**<br>60<br>— | | BV | **1964** Schiffsw. Rosslau—Rosslau<br>*93·2′*<br>... ... ... | M Fishing | Oil 4SA 6Cy. 250×300 mm<br>Nydqvist & Holm A/B | Thn |
| 508179<br>ZEOP<br>315073<br>Df Esd | **CRAWFORD**<br>exMarna–60<br>**Ocean Tramping Co. Ltd.**<br>Hong Kong British | **2232**<br>1165<br>3478 | **TO BE BROKEN UP** | NV | **1948** Hall, Russell & Co. Ltd.—Abn<br>328′ 10″ 46′ 4″ 18′ 9″<br>46′ 2″<br>P62′ F27′ 1 dk & S dk<br>RW | S OSD Mchy.aft<br>3 Ho 88′, 84′, 35′<br>G.250000 B.230000<br>5 Ha (each 27′×22′)<br>10W Der 1(15) 10(5) | C 4Cy. (2) 14$\frac{9}{16}$″ & (2) 31¼″×32½″<br>1500ihp Fredrikstad<br>Hall, Russell & Co. Ltd.<br>2×20, 16kW 220V d.c. | 417t (o.f)<br>Abn<br>11k |
| 508180<br>KMHZ<br>243294<br>Df Esd | **CRAWFORD W. LONG**<br>**United States Department of Commerce**<br>Savannah United States | **7184**<br>4405<br>10500 | | AB | **1943** Southeastern S.B. Corp.—Sav<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Vulcan Iron Works<br>3×20kW 120V d.c. | 1820t (o.f)<br>Wilkes-Barre<br>10k |
| 508182<br>WA4500<br>254293<br>Df | **CREE II**<br>exEdna M. Matton–56<br>**Motor Tug Cree Inc.**<br>New York United States | **138**<br>94<br>— | | | **1947** John E. Matton & Son Inc.—Cohoes<br>88′ 0″ 23′ 4″<br>82′ 3″ 23′ 0″ 11′ 9″ | M Tug | Oil 2SA 12Cy. 220×265 mm<br>1200bhp<br>General Motors Corp. | 75t<br>Clv |
| 508183<br>KFTH<br>247815<br>Df Esd<br>Gc Rdr | **CREIGHTON VICTORY**<br>**United States Department of Commerce**<br>Portland, Or United States | **7606**<br>4549<br>10626 | | AB | **1945** Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 1″ 28 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c | 2882t (o.f)<br>Pbg<br>16k |
| 650153<br>DNIH<br>Df Esd<br>Gc Rdr<br>RTm | **CREMON**<br>**H. M. Gehrckens**<br>Hamburg W. German | **1378**<br>739<br>2352 | | GL | **1965** Werft Nobiskrug G.m.b.H.—Rendsburg<br>308′ 5″ 43′ 6″ 15′ 3¾″<br>278′ 11″ 43′ 4″ 25′ 11″<br>F31′ 1 dk & S dk | M OSD Mchy.aft<br>2 Ho 101¾′, 87½′<br>G.181800 B.168700<br>3 Ha (stl) (35½′×28′) (36½′, 64′×34′)<br>Der 4(2–15¾) | Oil 2SA 8Cy. 380×450 mm<br>2000bhp<br>Masch. Kiel G.m.b.H.<br>3×175. 175, 100kW 380V 50c/s a.c. | (hvf)<br>Kel<br>13½k |
| 508184<br>OXCC | **CREMONA**<br>exPatricia–58 exCremona–58<br>exAgernæs exCremona<br>**Sönderborg Rederi A/S**<br>L. H. Andersen<br>Sönderborg Danish | **199**<br>119<br>310 | | BV | **1939** Büsching & Rosemeyer—Minden<br>*124·3′* 22′ 8″ 8′ 1″<br>... ... ...<br>1 dk<br>R | Aux Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br>199bhp NE51<br>Frederikshavns Jernst. & Msk. | Fkn |
| 508185<br>DFZZ<br>101<br>Df Esd | **CREMONA 2**<br>**Lübbert u. Helena Schepers**<br>Johs. Thode<br>Hamburg W. German | **299**<br>155<br>394 | | GL | **1952** Schiffs. Hans Basedow—Hitzacker<br>*135·8′* 26′ 6″ 8′ 8¼″<br>9′ 10″<br>P34′ B18′ 1 dk<br>RW | M Mchy.aft<br>G.20500 B.18100<br>1 Ha (70¾′×17′) | Oil 4SA 6Cy. 215×360 mm<br>230bhp<br>Masch. Kiel A.G. | Kel<br>7½k |
| 508186<br>YVEV | **CREOLE FIEL**<br>**Creole Petroleum Corp.**<br>Maracaibo Venezuelan | **252**<br>101<br>— | | AB | **1956** Gulfport S.B. Corp.—Pt. Arthur<br>105′ 0″ 27′ 1″ 12′ 8⅜″<br>100′ 3″ 27′ 0″ 14′ 0″<br>1 dk<br>BK2½″ | D-E Tug | Oil 2SA 16Cy. 222×266 mm connected to elec. motor<br>1600bhp Emade42fltted56<br>General Motors Corp. | 81t<br>Clv |
| 508187<br>YXBE<br>Df RT | **CREOLE FIRME**<br>exColorado Point–56<br>exAnna Coppedge–47<br>exWapello<br>**Terminales Maracaibo C.A.**<br>Maracaibo Venezuelan<br>Now **SELMA** See New Entries No. 11 | **184**<br>77<br>— | | AB | **1941** Gulfport Blr & Wldg Wks—Pt. Arthur<br>102′ 2″ 24′ 1″ 12′ 4″<br>96′ 0″ 24′ 0″ 12′ 6″<br>1 dk<br>BK2″ | D-E Tug | Oil 2SA 12Cy. 220×265 mm connected to elec. motor<br>1200bhp<br>General Motors Corp. | 88t<br>Clv<br>11k |
| 508188<br>YVEM | **CREOLE FUERTE**<br>**Creole Petroleum Corp.**<br>Maracaibo Venezuelan | **252**<br>101<br>— | | AB | **1956** Gulfport S.B. Corp.—Pt. Arthur<br>105′ 0″ 27′ 1″ 12′ 8⅜″<br>100′ 3″ 27′ 0″ 14′ 0″<br>1 dk<br>BK2½″ | D-E Tug | Oil 2SA 16Cy. 222×266 mm connected to elec. motor<br>1600bhp Emade44refitted56<br>General Motors Corp. | 81t<br>Clv |

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| 508189 | **CREOLE LAS PIEDRAS**<br>exEsso Las Piedras–61<br>**Creole Petroleum Corp.**<br>Las Piedras Venezuelan | 186<br>78<br>— | AB | 1947 Gulfport Blr & Wldg Wks—Pt. Arthur<br>102' 3" 24' 2" 11' 6¾"<br>96' 0" 24' 0" 12' 6"<br>1 dk<br>BK1½" | D-E Tug<br>1W | Oil 2SA 12Cy. 220×265 mm<br>to elec. motor<br>1200bhp<br>General Motors Corp. |
| 508190<br>YVCA | **CREOLE LOS TAQUES**<br>exLos Taques–61<br>**Creole Petroleum Corp.**<br>Las Piedras Venezuelan | 252<br>100<br>— | AB | 1954 Gulfport S.B. Corp.—Pt.Arthur<br>109' 0" 27' 1"<br>100' 3" 27' 0" 14' 0"<br>1 dk<br>BK2½" | M Tug | Oil 2SA 12Cy. 8¼"×10" dr<br>3000bhp NE65<br>Fairbanks Morse<br>Controllable pitch propeller |
| 508191<br>CSFY<br>Esd Rdr | **CREOULA**<br>**Parceria Geral de Pescarias Ltda.**<br>Bensaude & Cia. Ltda.<br>Lisbon Portuguese | 665<br>391<br>— | ✠Classed LR until 1/40 | 1937–6 Cia. União Fabril—Lis<br>209' 0" 32' 7"<br>... ... ...<br>Q84'<br>R<br>BK7½" | Aux Sr Fishing Mchy.aft<br>1 Ho 63¾'<br>2 Ha (stl) (7'×6½') (7½'×6½')<br>1W | Oil 4SA 6Cy. 310×450 mm<br>480bhp Benz<br>Motorenw. Mannheim<br>3×23, 15, 6kW 110V d.c. |
| 508556<br>YTOS | **CRES**<br>exDalmacija–63 exZagreb–47<br>exGödöllö<br>**Jadranska Linijska Plovidba (Adriatic Line)**<br>Rijeka Yugoslav | 870<br>444<br>— | JR<br>✠Classed LR until 1/57<br>**BROKEN UP** | 1902–2 Wigham Richardson & Co. Ltd.—Nwc<br>233' 7" 29' 1"<br>223' 10" 29' 0" 15' 1"<br>2 dks & Shade dk<br>R<br>BK7" | S | Q 4Cy. 17" 24" 36" & 52"×36"<br>Wigham Richardson & Co. |
| 650124<br>GPVH<br>305837<br>Df Esd<br>Rdr<br>RTm | **CRESCENCE**<br>**London & Rochester Trading Co. Ltd.**<br>Rochester British | 999<br>527<br>1216 | ✠100A1<br>✠LMC<br>MN264 EL m1½"SQ | 1965–2 J. Samuel White & Co.—Cws<br>220' 10" 34' 9" 12' 6½"<br>205' 0" 34' 6" 13' 0"<br>Q132' Ba48' F21' 1 dk<br>NS 3BH<br>rf 3" | M Mchy.aft<br>1 Ho 130'<br>G.66014<br>2 Ha (stl) (41½'×19') (63½'×22') | 2 Oil 4SA each 8Cy.<br>reverse gears to sc. shaft<br>1320bhp<br>Blackstone & Co. Ltd.<br>2×110kW 220V d.c. |
| 508193<br>PDMT<br>Df RT | **CRESCENDO**<br>**R. Kunst**<br>C. Holscher's Scheepvaartbedr. (Holscher Shipping) N.V.<br>Rotterdam Netherland | 348<br>168<br>420 | BV | 1938 Gebr. van Diepen—Waterhuizen<br>148' 7" 24' 9" 9' 7"<br>... ... ...<br>P34' Q54' F18' 1 dk<br>R | M Mchy.aft<br>1 Ho 78'<br>G.22500 B.21500<br>2 Ha (30½', 28 ×14¾')<br>2W Der 2(5) | Oil 4SA 4Cy. 305×450 mm<br>240bhp<br>Motorenf. "De Industrie" |
| 520201<br>SICZ<br>10051<br>Df Esd<br>Pfd RT | **CRESCENT**<br>exLagafors–65<br>**Bo S. Karlsson Partrederi**<br>Öckerö Swedish | 103<br>49<br>— | | 1960 J. W. Bergs Varv & M/V A/B—Hälsö<br>82' 8" 22' 3" 9' 4"<br>... ... ... | Wood M Trawler | Oil 4SA 12Cy. 5¾"×8"<br>500bhp<br>Caterpillar Tractor Co. |
| 508194<br>LAVY<br>Df Esd<br>Gc Rdr<br>RTm/h | **CRESCO**<br>**E. B. Aabys Rederi A/S**<br>Oslo Norwegian | 6145<br>3259<br>10500<br>8792<br>4990<br>12624 | NV | 1956 Deutsche Werft A.G.—Ham<br>480' 0" 61' 9" 26' 8½"/29' 11½"<br>441' 8" 61' 6" 39' 6"<br>1 dk & S dk<br>RW<br>rf 2" | M OSD/CSD<br>5 Ho 45½', 65½', 70¾', 68¾', 68½'<br>5 Ha (stl) (29¾', 39½', 44½', 39½', 39½'×24')<br>Der 1(30) 1(20) 16(5) | Oil 2SA 9Cy. 700×1200 mm<br>6000bhp<br>Masch. Augsburg-Nürnberg<br>3×200kW 230V d.c. |
| 508196<br>303186<br>Esd Pfd<br>Rdr RTv | **CRESSINGTON**<br>**British Transport Docks Board**<br>Liverpool British | 1431<br>613<br>1864 | ✠100A1 SS 2/67<br>U.K. coasting service<br>✠LMC<br>MN640 EL o | 1962–3 A. & J. Inglis Ltd.—Gls<br>213' 5" 46' 5" 15' 1"<br>200' 0" 45' 0" 17' 6"<br>Q66' 1 dk<br>R 4BH<br>rf nil WB108t | TM Grab Hopper Dredger Mchy.aft<br>1 Ho 90'<br>Cr 3(7½) | 2 Oil 2SA each 8Cy.<br>flexible coupling &<br>3200bhp<br>Crossley Bros. Ltd.<br>3×36kW 220V d.c. |
| 508198<br>301257 | **CRESSWELL**<br>**Blyth Harbour Commissioners**<br>Blyth British | 374<br>124<br>378 | ✠100A1 ~~SS 12/65~~<br>Blyth harbour service & within 4 miles seawards<br>✠LMC SS 3/68<br>MN140 EL f | 1959–6 Henry Robb Ltd.—Lth<br>136' 5" 30' 1" 11' 7"<br>128' 6" 28' 6" 12' 0"<br>1 dk<br>RW 4BH<br>rf nil WB158t | M Grab Hopper Dredger Mchy. aft<br>Der 1(5½) | Oil 2SA 8Cy. 10½"×13½"<br>700bhp<br>Crossley Bros. Ltd.<br>2×35, 25kW 220V d.c. |
| 506106<br>238060<br>Df Esd<br>Pfd Rdr<br>RT | **CREST**<br>exCape Charles–67 exCrest–57<br>**40-Fathom Fisheries Inc.**<br>Rockland United States | 323<br>121<br>— | | 1938 Bethlehem Stl Co.—Qcy<br>147' 0" 26' 1"<br>128' 9" 26' 0" 14' 4"<br>Q62' F22' 1 dk, 2nd dk fwd & aft<br>R | M Trawler<br>1 Ho 34¾'<br>2 Ha | Oil 4SA 6Cy.<br>650bhp<br>Cooper-Bessemer Corp. |
| 511406<br>LATT<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CRESTA**<br>exFerncrest–64<br>**I/S Cresta**<br>A/S Marina, S.L. Paulsen<br>Bergen Norwegian<br>Now ARO See New Entries No. 9 | 22399<br>13231<br>~~36425~~<br>37275 | NV | 1956 Eriksbergs M/V A/B—Got<br>682' 5" 87' 4" ~~35' 10¾"~~ 37' 2¼"<br>645' 0" 87' 0" 47' 6"<br>P154' B48' F124' 1 dk | M Tanker Mchy.aft<br>30 Ta<br>L.1669022 HeCls. BC | Oil 2SA 10Cy.<br>12500bhp B&W<br>Eriksbergs M/V A/B<br>3×290, 290, 250kW |

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| 519495<br>HPOI<br>Df Esd<br>Rdr RT | **CRESTA**<br>exKota Bahru–66<br>exEurypylus–60<br>exPembrokeshire–57<br>exEurypylus–51 exSamsette–47<br>Launched as Augustine Herman<br>**Cresta Shipping Co. Inc.**<br>Panama Panamanian | *7292*<br>*4308*<br>10650 | Classed LR until 6/61<br>**BROKEN UP** | **1943** Bethlehem-Fairfield—Bal<br>441′ 7″ 57′ 0″ 27′ 9¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW<br>rf 6″ | S<br>5 Ho 61′, 72½′, 47′, 60′, 69′<br>G.562327 B.499732<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>14W Der 1(50) 1(30) 14(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1052t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 110V d.c. 11k |
| 508199<br>ELJS<br>348<br>Df Esd<br>Gc Rdr | **CRESTA**<br>exCygnet–58<br>exLake Pennask–54<br>exTemagami Park–46<br>**Villaviosa Cia. Nav. S.A.**<br>Monrovia Liberian | **7135**<br>4356<br>10750 | **✠100A1** SS 5/66<br>**✠LMC**<br>EL a†2$\frac{1}{16}$″SQ | **1944**–2 North Van. Ship Rprs Ltd.—N.Vcr<br>441 6″ 57′ 2″ 27′ 8¾″<br>416′ 0″ 56′ 10″ 37′ 4″<br>2 dks<br>RW 7BH<br>rf 6″ WB2180t incl. DTa753t | S CSD<br>5 Ho 60′, 71½′, 49′, 44′, 66′<br>G.544675 B.485920<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1683t (o.f)<br>Dominion Eng. Wks Ltd. Mtl<br>2WTB 250℔ Spt 230℔ hs10232<br>3×15kW 110V 10k |
| 508200<br>PDMU<br>Df Esd<br>Rdr RT | **CRESTA**<br>**C. V. Dorreman's Scheepv. Bedr.**<br>"Carebeka" N.V.<br>Groningen Netherland | **500**<br>310<br>738 | BV | **1956** Grol's Scheepswerven—Zuidbroek<br>189′ 7″ 28′ 3″ 10′ 9½″<br>170′ 7″ 27′ 11″ 12′ 0″<br>1 dk<br>RW | M Mchy.aft<br>G.37530 B.34600<br>2 Ha (each 48¼′×17′)<br>Der 2(3) | Oil 4SA 8Cy. 290×420 mm<br>480bhp 48t<br>Masch. Kiel A.G. Kel<br>11k |
| 508201 | **CRESTA BLANCA**<br>**Juan A. Rodriguez**<br>Ensenada Mexican | **288**<br>196<br>— | | **1944** Commercial Iron Works—Pld<br>*152·3′* 23′ 4″<br>… … … | TM Mchy.aft | 8 Oil 2SA each 6Cy. 115×125 mm geared to 2 sc. shafts<br>General Motors Corp. Det |
| 508202<br>GVLR<br>300174<br>Df Esd<br>Gc Rdr | **CRESTBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow British | T.Mk<br>**6326**<br>3628<br>10318<br>**8620**<br>5099<br>11886 | **✠100A1** SS 7/65<br>DTa—oil FP above 150°F. or palm oil<br>**✠LMC**<br>MN1340 EL d†2⅜″SQ | **1957**–6 Harland & Wolff Ltd.—Bel<br>483′ 3″ 62′ 9″ 26′ 2″/28′ 6″<br>449′ 10″ 62′ 6″ 38′ 6″<br>P40′ F43′<br>2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6″ WB1988t incl. DTa149t | M<br>5 Ho 60′, 71′, 60′, 51¾′, 67′, 28′ DT, 28′ DT<br>G.669020 B.608780<br>7 Ha (29¼′, 35′, 22½′, 15′, 30′, 30′×22′) (8′×15′)<br>15W Der 1(25) 2(10) 12(5) 2(3) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>6700bhp 1183t (hvf)<br>Harland & Wolff Ltd. Bel<br>2AuxB 100℔<br>4×175, 175, 175, 20kW 220V d.c. 15k |
| 508203<br>MBKX<br>164441<br>Rdr<br>RTm | **CRESTED COCK**<br>**London Tugs Ltd.**<br>~~William Watkins Ltd.~~<br>Ship Towage (London) Ltd.<br>London British | **177**<br>3<br>— | **✠100A1** SS 12/65<br>tug<br>**✠LMC**<br>EL (c) | **1935**–4 A. Hall & Co. Ltd.—Abn<br>96′ 0″ 25′ 1″ 11′ 11½″<br>95′ 10″ 25′ 0″ 12′ 9″<br>R 3BH<br>BK7½″ WB25t | S Tug | T 3Cy. 16″ 25″ & 42″×27″<br>900ihp 76t (o.f)<br>A. Hall & Co. Ltd. Abn<br>SB 200℔ hs(2310) 3cf ND<br>1×5kW 110V d.c. |
| 508204<br>SWAL<br>68594<br>Df Esd<br>Gc Rdr<br>RT | **CRETE**<br>exAndrew Briscoe–47<br>**C. Bogiazides & Sons of N. Bogiazides**<br>Andros Greek | **7207**<br>4377<br>— | AB | **1944** Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. |
| 508205<br>GTFP<br>186466<br>Df Esd<br>Gc Rdr<br>RTv | **CRETIC**<br>**Shaw Savill & Albion Co. Ltd.**<br>Southampton British | **11151**<br>6344<br>12263 | **✠100A1** SS 7/67<br>**DTsa—vegetable oil**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2640 EL g†2$\frac{5}{16}$″SQ | **1955**–5 Swan. Hunter & Wghm Rchdsn—Wal<br>512′ 1″ 69′ 6″ 31′ 4¼″<br>481′ 0″ 69′ 0″ 41′ 6″<br>B204′ F57′ 3 dks, 4th dk in Nos. 2 & 3 holds<br>RW 7BH to U dk 1 to 2nd dk<br>rf 6″ DK fwd WB1681t incl. DTf370t | TM Ref<br>6 Ho 72′, 79¾′ 63¼′, 55′, 52¼′, 43¼′<br>G.331240 B.303890 In.333430<br>6 Ha (stl) (31′, 40¾′, 24¼′, 27′, 27′, 24¼′×19½′)<br>22W Der 1(70) 1(25) 4(12) 2(7) 6(5) 10(3) | 2 Oil 2SA each 6Cy. 670×2320 mm<br>13200bhp Doxford 2342t (hvf)<br>Wallsend Slpwy Co. Ltd. Wal<br>2AuxB 150℔<br>4×480, 480, 200, 200kW 220V d.c.<br>17½k |
| 508207<br>DZLX<br>204100 | **CREVALLE**<br>**Luzon Stevedoring Corp.**<br>Manila Philippine | **233**<br>105<br>— | | **1943** Tampa Marine Corp.—Tampa<br>114′ 1″ 25′ 1″ 12′ 2″<br>24′ 11″ | M Tug<br>3W | Oil 4SA 8Cy. 355×485 mm<br>960bhp 39t<br>Union Diesel Eng. Co Oakland<br>10k |
| 508209<br>PVKX | **CRICIUMA**<br>exJean-Luc-Martin–50<br>exEdenvale–49<br>**H. Dantas Comercio Navegacao e Industria Ltda.**<br>Rio de Janeiro Brazilian | *443*<br>*240*<br>630 | ✠Classed LR until 10/57 | **1936**–5 Ind. Maats. "De Noord"—Alb<br>168′ 11″ 26′ 5″ 10′ 9″<br>159′ 2″ 26′ 3″ 11′ 10″<br>Q43′ F23′ 1 dk<br>R | M Mchy.aft<br>G.32000<br>4W | Oil 4SA 8Cy. 280×450 mm<br>NE50 Deutz 25t<br>Porn & Dunwoody Ltd. Lon<br>10k |
| 508210<br>GFZH<br>302197<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CRINAN**<br>**Scottish Ore Carriers Ltd.**<br>J. & J. Denholm (Management) Ltd.<br>Greenock British | **7086**<br>2917<br>9550 | **✠100A1** SS 4/65<br>ore carrier<br>**✠LMC**<br>MN500 EL a†2″SQ | **1960**–4 C. Connell & Co. Ltd.—Gls<br>427′ 3″ 57′ 2″ 25′ 6½″<br>407′ 0″ 57′ 0″ 32′ 0″<br>P102′ B25′ F49′ 1 dk<br>RW 8BH<br>rf 4″ WB6331t | M Ore Carrier Mchy.aft<br>4 Ho 50′, 51½′, 51½′, 55¾′<br>B.227460<br>4 Ha (stl) (47′, 47′, 47′, 46¾′×29½′)<br>4W Der 1(5) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp Doxford 879t(hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 150℔<br>3×50kW 220V d.c. 11k |
| 508211<br>KTHI<br>246500<br>Df Esd<br>Gc | **CRINGLE REEFER**<br>exJames W. Reese–45<br>Launched as Cape Somerset<br>**United States Department of Commerce**<br>Duluth United States | **3805**<br>2123<br>— | AB | **1944** W. Butler (S.Bs)—Dul<br>338′ 8″ 50′ 1″ 21′ 0⅝″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>rf nil | M Ref Mchy.aft<br>3 Ho 42¾′, 78¾′, 67½′<br>B.191000 In.108000<br>3 Ha (20½′, 40½′, 40½′×20′)<br>16W | Oil 2SA 8Cy. 520×700 mm<br>1700bhp 1975t<br>Busch-Sulzer Bros. DE Co. St. Louis<br>2×250kW 220V d.c. 11k |

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| 508212<br>5LHQ<br>969<br>Df Esd<br>Gc Rdr<br>RTh | **CRINIS**<br><br>**Mara Steamship Co. S.A.**<br>Monrovia Liberian | 24664 24306<br>15697 15337<br>40417 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3400 | SS 8/66<br><br><br><br>EL s13"SQ | 1957–2 Mitsubishi Nippon Hvy Ind. Ltd.—<br>Yka<br>694' 7" 94' 11" ~~[illegible]~~ 37' 1"<br>669' 4" 94' 6" 48' 3"<br>P133' F86' 1 dk<br>17BH<br>rf 3" WB3979t incl. DTsf3187t | S Tanker Mchy.aft<br>33 Ta<br>L.1941643 HeCls. BC | 2 S Turb dr geared to sc.<br>17000shp<br>Hitachi Seisakusho<br>2WTB 700lb Spt 850° F.<br>hs24100<br>2×600kW 450V 60c/s a.c. |
| 661994<br>GTTA<br>308713<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRISCILLA**<br><br>**J. Marr & Sons Ltd.**<br>Fleetwood British | 952<br>411<br>— | ✠100A1<br>stern trawler<br>✠LMC<br><br>MN336 | <br><br><br><br>EL (k)1$\frac{1}{16}$"SQ | 1966–11 Hall, Russell & Co. Ltd.—Abn<br>185' 6" 36' 1" 13' 6"<br>167' 4" 36' 0" 23' 0"<br>B58' RFD27' 2 dks<br>RW Coll BH to U dk 4 to 2nd dk<br>rf 40" BK7" WB83t | M Stern Trawler Mchy.aft | Oil 4SA 7Cy. 15"×20" sr<br>1680bhp<br>Mirrlees National Ltd.<br>db 120lb<br>3×220, 180, 40kW 220V d.c.<br>Controllable pitch propeller |
| 508215<br>GVGG<br>187149<br>Df Esd<br>Gc RTv | **CRISPIN**<br><br>**Booth S.S. Co. Ltd.**<br>Liverpool British | 1816<br>958<br>3205 | ✠100A1<br>DTsa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN480 | SS 6/66<br><br><br><br>EL (u)1$\frac{1}{16}$"SQ | 1956–11 T. van Duijvendijk's Schps—<br>Lekkerkerk<br>357' 8" 44' 4" 17' 6½"<br>329' 0" 44' 0" 26' 0"<br>1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk len 64<br>rf 6" WB668t incl. DTa457t | M (6P) Ref OSD<br>4 Ho 62¼', 73¾', 31½', 50¾', 11½' DT,<br>19¼' DT<br>G.146020 B.130340 In.22900<br>4 Ha (stl) (30¼'×17') (40½'×20')<br>(12'×19') (33¾'×20')<br>6W Der 1(20) 6(5) 4(3) 2(2) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp<br>Sulzer Bros. Ltd.<br>db 120lb<br>3×120, 120, 80kW 220V d.c. |
| 508216<br>WB2555<br>205186<br>Df Gc<br>Rdr | **CRISPIN OGLEBAY**<br>exS.B. Way–48 exWilliam<br>Livingstone–36<br>**Columbia Transportation**<br>**Div. Oglebay Norton Co.**<br>Wilmington, Del United States | 7661<br>6476<br>10900 | | —<br><br>AB | 1908 Gt. Lakes Eng. Wks.—Ecorse<br>556' 11" 58' 4" 21' 1⅛"<br>540' 10" 58' 0" 31' 1"<br>1 dk<br>R | S Bulk Carrier Mchy.aft<br>Self-unloader<br>6 Ho<br>28 Ha (stl) (each 9'×36') | T 3Cy. 24" 38" & 65"×42"<br>1878ihp<br>Gt. Lakes Eng. Wks |
| 508217<br>HBDL<br>26<br>Df Esd<br>Rdr | **CRISTALLINA**<br><br>**Swiss Shipping Co. Ltd.**<br>Alpina Transp. & Affrètements<br>S.A.<br>Basle Swiss<br>Now **CASTRENZA** See New Entries No. 3 | *2351*<br>*1204*<br>2985 | ✠100A1 CS 6/67<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC | ~~SS 6/63~~<br><br><br><br>EL u1$\frac{11}{16}$"SQ | 1949–7 W. Gray & Co. Ltd.—Hpl<br>326' 10" 47' 1" 18' 9¾"<br>300' 6" 46' 10" 27' 6"<br>P22' F27' 1 dk & S dk<br>R<br>Coll BH to S dk 5 to 2nd dk<br>rf 1" WB642t | M (12P) Ref OSD<br>4 Ho 51¾', 67½', 56½', 49¼'<br>G.197200 B.181670 In.4080<br>4 Ha (22½'×14') (36', 24¾'×20')<br>(24¾'×18')<br>8W Der 1(20) 4(7½) 4(5) | Oil 2SA 5Cy. 560×1000 mm<br>2140bhp ✠NEmade<br>Sulzer Bros. Ltd.<br>db 125lb<br>3×111kW 220V d.c. |
| 508218<br>EADT<br><br>RTm | **CRISTINA**<br>exLand Scout exBetzdorf<br>**Naviero Urbasa S.A.**<br>Bilbao Spanish | 2421<br>1297<br>3775 | 100A1<br><br>LMC | Dr 4/65<br><br><br><br>EL (s)2" | 1920 Frd. Krupp A.G.—Kel<br>288' 8" 44' 2" 19' 5"<br>287' 10" 44' 0" 22' 6"<br>P22' B80' F38' 1 dk<br>R NS 5BH<br>WB886t incl. DTf118t | S<br>4 Ho 44', 48½', 51½', 37¼'<br><br>4 Ha (each 26½'×24½')<br>Der 8(2½) | T 3Cy. 19¾" 32$\frac{11}{16}$" & 54¼"×<br>1200ihp<br>Frd. Krupp A.G.<br>2 SB 185lb hs(3445)<br>3×16½, 12, 5½kW 110V |
| 506405<br>ILEF<br>259 | **CRISTINA ALBANO**<br>**SECONDA**<br>exCarlo Eugenio–63<br>exAngela Maria<br>**Lucia Scotti**<br>Viareggio Italian | 217<br>133<br>— | | <br><br>RI | 1946 Cant. Vittoria—Chioggia<br>113' 1" 23' 8"<br>102' 9" 23' 1" 11' 0"<br>1 dk | Wood M<br>1 Ho | Oil 4SA 4Cy. 265×410 mm<br>200bhp<br>S.A. Ansaldo |
| 508219<br>ICNT<br>473<br>Df Esd<br>Gc Rdr<br>RT | **CRISTINA D'AMICO**<br><br>**"ORTIGIA" S.p.A. di**<br>**Navigazione**<br>Palermo Italian<br>d'Amico Soc. di Nav. S.p.A.<br>(Mgrs.) | 20693<br>12210<br>— | <br><br>✠Classed LR until 1/63 | RI | 1960–7 Ansaldo S.p.A.—Spz<br>666' 3" 86' 4" 35' 8¾"<br>620' 10" 85' 11½" 45' 8"<br>P138' B45' F82' 1 dk<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1518230 HeCls. BC | 2 S Turb dr geared to sc.<br>14500shp<br>Ansaldo Stab. Mecc. |
| 508220<br>IUQV<br>603<br>Df RT | **CRISTINA F**<br>exSigvard–60 exDollard–39<br>**Sicula Navi Traghetto S.p.A.**<br>**di Navigazione (SINTRA)**<br>Palermo Italian | 345<br>152<br>570 | <br><br>✱Classed BC until 2/61 | RI | 1939–3 Gebr. van Diepen—Waterhuizen<br>178' 0" 28' 5" 9' 7¾"<br>169' 0" 28' 4"<br>1 dk & S dk<br>R | M OSD<br>2 Ho<br>G.35000 B.32300<br><br>3W Der 2(2) | Oil 2SA 8Cy. 265×345 mm<br>480bhp NE46<br>Crossley Bros. Ltd. |
| 508221<br>ILNZ<br>547<br>Rdr RT | **CRISTINA MONTANARI**<br>exChristine–60<br>**Giannetto, Attilio & Alberto**<br>**Montanari**<br>Trieste Italian | 498<br>231<br>695 | | <br><br>RI | 1952 Cant. Nav. Felszegi—Tri<br>174' 9" 28' 4" 12' 0"<br>157' 6" 28' 2" 12' 5"<br>P47' F21' 1 dk | M Tanker Mchy.aft<br>6 Ta | Oil 4SA 6Cy. 370×570 mm<br>600bhp<br>S.A. Ansaldo |
| 508222<br>IJVR<br>3311<br>RT | **CRISTINA PRIMA**<br><br>**Soc. Armamento "Cristina**<br>**Prima"**<br>Genoa Italian | 488<br>256<br>716 | | <br><br>RI | 1957 Cant. Nav. Off. Mec. di Venezia—<br>Ven<br>177' 8" 29' 8" 10' 2"<br>170' 7" 29' 6" 11' 2"<br>1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta 1 Ho | Oil 2SA 7Cy. 260×450 mm<br>525bhp<br>S.A. Fiat S.G.M. |
| 508223<br>EADK<br><br>RT | **CRISTINA SUARDIAZ**<br><br>**Angel Riva Suardiaz**<br>Gijon Spanish | 399<br>277<br>510 | | <br><br>BV | 1946 Ast. del Cantabrico—Gjn<br>150' 6" 25' 7" 10' 6"<br>... ... ...<br>1 dk | M<br><br><br>2 Ha (31', 33'×15') | Oil 4SA 6Cy. 270×500 mm<br>575bhp NE63<br>Werkspoor Hijos de J. |
| 661850<br><br><br>Df Esd<br>Rdr | **CRISTO DE CANDAS**<br><br>**José Viña Fernandez**<br>Spanish | 175<br>—<br>— | | | 1966 S.A. Juliana Const. Gijonesa—<br>Bbo<br>93' 1" 22' 0" 10' 2"<br>80' 4" 21' 8" 11' 10"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 159×203 mm<br>510bhp<br>Caterpillar Tractor Co. |

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|---|---|---|---|---|---|---|
| 670870<br>Df Esd<br>RT | **CRISTO DE LA VICTORIA**<br>**Angel Molares Vazquez and others**<br>Vigo Spanish | 170<br>76<br>— | | 1966 Const. Nav. Santodomingo—Vgo<br>94′ 6″ 21′ 1″ 10′ 1″<br>82′ 8″ 21′ 0″ 11′ 8″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>400bhp<br>Klöckner-Humboldt-Deutz Kln |
| 660960<br>Df Esd<br>Rdr RT | **CRISTO DE LOS ANDES**<br>**Emilio Barbeito y Cia.**<br>Mar del Plata Argentine | 164<br>117<br>— | BV<br>**FOUNDERED 6/68** | 1965 Ast. Argentino Astarsa—Tigre<br>105′ 0″ 24′ 0″ 10′ 8″<br>92′ 6″ 23′ 0″ 12′ 0″<br>1 dk | M Trawler Mchy.aft<br>2 Ha (4½′×4′) | Oil 4SA 8Cy. 175×220 mm<br>430bhp MAN 57t<br>Ind. Argentinas M.A.N. B.As<br>10½k |
| 660961<br>Df Esd<br>Rdr RT | **CRISTO REDENTOR**<br>**E. Barbeito y Cia.**<br>Buenos Aires Argentine | 164<br>117<br>— | BV | 1965 Ast. Argentino Astarsa—Tigre<br>105′ 0″ 24′ 0″ 10′ 8″<br>92′ 6″ 23′ 0″ 12′ 8″<br>1 dk | M Trawler Mchy.aft<br>2 Ha (4′×4′)<br>Der 1(4) 2(1) | Oil 4SA 8Cy. 175×220 mm<br>430bhp MAN<br>Ind. Argentinas M.A.N. B.As<br>10½k |
| 508225<br>WCOQ<br>238789<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRISTOBAL**<br>**Panama Canal Co.**<br>New Orleans United States | 9978<br>5867<br>6812 | AB | 1939 Bethlehem Stl Co.—Qcy<br>493′ 6″ 64′ 1″ 26′ 3½″<br>471′ 6″ 64′ 0″ 46′ 9″<br>5 dks<br>R<br>rf 12″ | TS Ref<br>7 Ho<br>B.295210 In.75059<br>5 Ha<br>13W Der 1(30) 2(15) | 4 S Turb dr geared to 2 sc. shafts<br>9166shp 1446t (o.f)<br>Bethlehem Stl. Co. Qcy<br>17½k |
| 652061<br>Df Esd<br>Pfd RT | **CRISTOBAL COLON**<br>**Sociedad Pesquera Guanaye S.A.**<br>Iquique Chilean | 197<br>84<br>— | BV | 1965 Ast. Construcciones S.A.—Vgo<br>91′ 11″ 23′ 2″<br>83′ 8″ 22′ 11½″ 12′ 6″<br>RW | M Trawler | Oil 4SA 6Cy. 250×350 mm<br>Motorenw. Mannheim Mhm |
| 508228<br>ICCA<br>3002<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CRISTOFORO COLOMBO**<br>**"Italia" Soc. per Azioni di Nav.**<br>Genoa Italian | 29429<br>15694<br>8587 | ✠100A1 SS 4/67<br>✠LMC<br>✠Lloyd's RMC<br>MN10000 EL (t†) 3″SQ<br>AB RI | 1954–7 S.A. Ansaldo—Gen<br>700′ 9″ 89′ 11″ 30′ 3¾″<br>626′ 7″ 89′ 9″ 50′ 1″<br>B&F610′ UprB559′ 3 dks, 4th & 5th dks clear of mchy. space<br>RW 10BH<br>rf nil WB3274t incl. Tunnel tanks 385t DTf234t | TS (1161P) Ref<br>Topside special quality steel<br>4 Ho 41′, 37¾′, 55¾′, 55¾′<br>B.129939 In.27730<br>4 Ha (stl) (16½′, 25½′, 13¼′, 13¼′×16½′)<br>12W Cr 4(2) Der 1(29½) 2(10) 2(5) 4(3) | 6 S Turb with HP turb dr geared, IP & LP geared to 2 sc. shafts<br>50000shp 1024t (o.f)<br>S.A. Ansaldo Gen<br>4WTB 654℔ Spt 633℔<br>2WTAuxB 142℔ hs(75304)<br>4×1250kW 450V 60c/s a.c. 23k |
| 508229<br>YTTF<br>Df Esd<br>Rdr | **CRNA GORA**<br>**Jugoslavenska Linijska Plovidba (Yugoslav Line)**<br>Rijeka Yugoslav | 5824<br>3385<br>9240 | ✠100A1 SS 6/64<br>with freeboard DTs & tunnel side tanks—oil FP above 150° F. or veg. oil<br>✠LMC<br>MN1300 EL c†ptSQ<br>JR | 1951–5 Nederl. Dok & Schps.—Ams<br>462′ 4″ 59′ 1″ 26′ 0″<br>435′ 0″ 58′ 9″ 39′ 6″<br>P44′ B45′ 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>RW<br>Coll BH to S dk 7 to 2nd dk<br>WB3703t incl. Tunnel tanks 322t DTa 605t DTm1178t | M OSD<br>G.568000 B.527000 | Oil 2DA 6Cy. 720×1200 mm<br>6500bhp 1190t<br>Nederl. Dok Maats. Ams<br>db 100℔ |
| 508230<br>TOSY<br>Esd RT | **CROAS MEN**<br>**Armement Guilviniste**<br>~~**Armement Aubert-Jan**~~<br>~~Concarneau~~ French<br>Le Guilvinec | 124<br>54<br>— | BV | 1959 At. & Ch. de l'Adour—Anglet<br>*83·7′* 22′ 8″<br>… … … | M Trawler<br>2 Ha (each 3¼′×3¼′)<br>Der 1(3) | Oil 2SA 6Cy. 230×400 mm<br>420bhp 46t<br>Alpha Diesel A/S Fkn<br>11k |
| 542363 | **CROCE DEL SUD**<br>**Soc. Mediterranea Commerciale Noli Bunkeraggi Trasporti S.p.A. (Co.N.Bu.T.)**<br>Palermo Italian | 848<br>417<br>1256 | RI | 1964 Cant. Nav. Cassaro—Mes<br>221′ 5″ 36′ 10″ 13′ 2″<br>203′ 5″ 36′ 8″ 14′ 9″<br>1 dk | M Tanker Mchy.aft<br>11 Ta | Oil 4SA 7Cy. 300×450 mm<br>835bhp<br>Masch. Augsburg-Nürnberg Aug |
| 508233<br>MNGX<br>183830<br>Df Esd<br>Gc Rdr<br>RTm/v | **CROFTER**<br>**Charente S.S. Co. Ltd.**<br>T. & J. Harrison Ltd.<br>Liverpool British | 8377<br>4632<br>10520 | ✠100A1 SS 10/66<br>DTm—vegetable oil<br>✠LMC<br>EL c† | 1951–12 J. Readhead & Sons Ltd.—Shl<br>468′ 0″ 59′ 11″ 26′ 10″<br>442′ 6″ 59′ 8″ 37′ 8″<br>2 dks, 3rd dk fwd<br>R 7BH<br>rf 6″ WB2853t incl. Tunnel tanks 390t DTm1162t | S CSD<br>5 Ho 50′, 87′, 35′, 80′, 60′<br>5 Ha (27′, 45′, 20′, 45′, 37½′×22′)<br>Der 1(60) 1(40) 4(15) 4(10) 6(5) | T 3Cy. 26½″ 44″ & 74″×48″ & LP turb with dr gearing & hydraulic coupling<br>3750ihp (o.f)<br>J. Readhead & Sons Ltd. Shl<br>3 SB 220℔ Spt hs(13698) 12cf<br>3×50, 50, 20kW 220V d.c. 12k |
| 540285<br>GMDH<br>305168<br>Esd Rdr<br>RTm | **CROFTON**<br>**Blyth Harbour Commissioners**<br>Blyth British | 1062<br>444<br>1050 | ✠100A1 SS 1/68<br>hopper dredger Blyth harbour service & four miles seaward<br>✠LMC<br>MN381 EL m1$\frac{7}{16}$″SQ | 1963–10 Simons-Lobnitz Ltd.—Rnf<br>195′ 4″ 42′ 0″ 14′ 7½″<br>180′ 0″ 40′ 0″ 16′ 6″<br>1 dk<br>RW 4BH<br>rf nil BK5½″ at cr & sides WB82t | TD-E Trailing Suction Hopper Dredger Mchy.aft | 2 Oil 4SA each 8Cy. 9¾″×10½″ 1904bhp driving 2 gen. each 550kW d.c. connected to 2 elec. motors each 685bhp (CC) (d.o)<br>Assoc. Electrical Industries Ltd. Rugby<br>Mirrlees National Ltd. Stckpt<br>3×100, 100, 35kW 220V d.c.<br>Thw. thrust propeller fwd |
| 508234<br>400247<br>Df Esd<br>Pfd RT | **CROIDTE AN DUIN**<br>exMadame Prunier–61<br>exEquity I–53<br>exMadame Prunier–48<br>**G. Doyle**<br>Dublin Irish Republic | 115<br>51<br>— | ✠Classed LR until 3/53 | 1948–3 Brooke Marine Ltd.—Lwt<br>89′ 10″ 20′ 5″ 11′ 0″<br>20′ 3″<br>1 dk | Wood Aux K Fishing<br>1 Ho<br>1 Ha (14′×7′) | Oil 2SA 4Cy. 10½″×13½″<br>265bhp Emade46fitted48 15t<br>Crossley Bros. Ltd. Mch<br>9½k |
| 508235<br>TXJX | **CROISIC**<br>exEmpire Toby–47<br>**Algero-Provencale de Remorquage**<br>St. Nazaire French | 129<br>—<br>— | BV<br>✠Classed LR until 5/51 | 1942–8 R. Dunston Ltd.—Thorne<br>97′ 1″ 20′ 6″ 10′ 6″<br>20′ 4″ | S Tug<br>1 Ha (2½′×2½′)<br>1W | T 3Cy. 12″ 20″ & 32″×22″<br>500ihp 31t (o.f)<br>Worsley Mesnes Irnwks Ltd. Wigan<br>10k |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|
| 508236<br>FNHM<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CROIX DU SUD**<br><br>**Cie. Navale des Pétroles**<br>Marseilles French | 11706<br>6585<br>17145 | BV | 1960 Ch. Nav. de La Ciotat—La Ciotat<br>544′ 7″ 68′ 5″ 28′ 10″<br>511′ 10″ 68′ 3″ 37′ 5″<br>1 dk<br><br>RW | M Tanker Mchy.aft<br>24 Ta<br>L.790522 HeCls. B<br><br>Der 2(5) 2(4) 2(2½) 1(1) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W<br>Ch. de l'Atlantique<br>3×170, 150, 50kW 380V 50c/s |
| 660629<br><br><br>Df Esd<br>Rdr RT | **CROIX DU SUD**<br><br>**Pêche Maritime du Congo Sc.r.l.**<br>Ostend Belgian | 494<br>239<br>1127 | BV | 1966 Hijos de J. Barreras S.A.—Vgo<br>160′ 10″ 31′ 6″ 14′ 9½″<br>131′ 3″ 31′ 2″ 15′ 9″<br>1 dk | M Stern Trawler<br><br><br>6 Ha (12½′×4′) (5′×4½′) (3½′, 3½′×3½′) (9′, 9′×5′) | Oil 4SA 8Cy. 270×500 mm<br>1100bhp<br>Hijos de J. Barreras S.A. |
| 662105<br>FNSY<br><br>Df Esd<br>Rdr RT | **CROIX DU SUD**<br><br>**Société "E.T.P.M."**<br>Djibouti French | 189<br>75<br>— | BV | 1966 Cant. Nav. Solimano—Savona<br>95′ 8″ 24′ 0″ 11′ 9½″<br>85′ 3″ 23′ 11″ 14′ 9″<br>1 dk | M Tug Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz |
| 508237<br>THID<br><br>Df Esd<br>Rdr RT | **CROIX SAINTE**<br>exCapo Nero–61<br>exGemma Giorgio–61<br>**Soc. Fouquet-Sacop**<br>Martigues French | 1596<br>830<br>2522 | BV<br>✠Classed LR until 1/62 | 1955–1 Cant. Nav. Giuliano—Tri<br>252′ 0″ 39′ 7″ 17′ 7½″<br>229′ 8″ 39′ 3″ 19′ 4″<br>Q59′ F36′ Trunk 122′ 1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 9Cy. 370×560 mm<br>1350bhp<br>S.A. Ansaldo |
| 503722<br>HPRD<br>177–66<br>EXT<br>Df Gc | **CRONULLA**<br>exBarossa–64<br>**Cia. Nueva del Oriente S.A.**<br><br>Jaguar Shipping Corp. Ltd.<br>Panama Panamanian | *4264*<br>*2241*<br>5660 | ✠100A1 Dr 9/64<br><br>✠LMC<br><br>MN338 EL w1⅞″SQ | 1938–4 Caledon S.B. & E. Co. Ltd.—Dun<br>378′ 4″ 50′ 4″ 22′ 7½″<br>360′ 0″ 50′ 0″ 27′ 3″<br>P&B147′ F43′ 1 dk<br>R 6BH NS<br>WB1328t incl. Tunnel tanks 183t | S<br>4 Ho 66½′, 62½′, 59½′, 50′<br>G.285680 B.264250<br>4 Ha (31′, 33′, 33′, 37½′×22′)<br>16W Der 1(15) 2(10) 14(5) | T 3Cy. 20½″ 33″ & 54″×42″<br>with dr gearing & hydraulic<br>1850ihp<br>J. G. Kincaid & Co. Ltd.<br>2 SB 220lb Spt hs(5406) |
| 508238<br><br>13 | **CRONUS**<br><br>**Hellenic Shipyards Co. Ltd.**<br>Piræus Greek | 218<br>17<br>— | ✠100A1 SS 10/67<br>tug<br>✠LMC<br><br>MN240 EL (c) | 1960–2 N.V. Noord Ned. Schps.—Gro<br>104′ 9″ 28′ 7″ 12′ 4″<br>95′ 2″ 26′ 11″ 13′ 10″<br><br>4BH<br>rf 39″ WB71t | M Tug | Oil 4SA 9Cy. 300×450 mm with coupling & sr reverse gear<br>1200bhp<br>Masch. Augsburg-Nürnberg |
| 508239<br><br>183501 | **CROP**<br><br>**British Road Services Ltd.**<br>Cowes British | 133<br>90<br>— | | 1950 J. Bolson & Son Ltd.—Poo<br>80′ 10″ 19′ 7″<br>19′ 5″<br><br>R | TM<br>1 Ho 49′<br><br>1 Ha (43′×15′)<br>1W Der 1(1½) | 2 Oil each 3Cy. 150×230 mm<br>132bhp Kelvin<br>Bergius Co. Ltd. |
| 660631<br><br><br>Df Esd<br>RT | **CROQUE**<br><br>**Francisco Veiga & Hijos S.A.**<br>Vigo Spanish | 126<br>—<br>— | | 1965 Ast. Santodomingo—Vgo<br>83′ 8″ 20′ 7″ 10′ 2″<br>71′ 1″ 20′ 4″ 11′ 0″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>290bhp<br>Klöckner-Humboldt-Deutz |
| 508241<br>MMJV<br>164332<br>RT | **CROSBY**<br><br>**Alexandra Towing Co. Ltd.**<br>Liverpool British | 215<br>—<br>— | ✠~~100A1~~ ~~SS 7/66~~<br>~~tug~~<br>~~✠LMC~~<br><br>**TO BE BROKEN UP** ~~EL (c)~~ | 1937–7 Cochrane & Sons Ltd.—Sel<br>103′ 4″ 26′ 7″ 12′ 2½″<br>95′ 0″ 25′ 0″ 13′ 0″<br><br>R 4BH<br>rf 18″ BK7½″ WB26t | S Tug | T 3Cy. 16″ 26″ & 42″×30″<br>1000ihp<br>C. D. Holmes & Co. Ltd.<br>✠NB 200lb 5/62 hs(2180)<br>2×5kW 110V d.c. |
| 508242<br><br>149620 | **CROSBY DALE**<br>exXanthus–59<br>**T. Routledge**<br>Liverpool British | 213<br>91<br>— | ✻Classed BC until 4/61<br>**BROKEN UP** | 1927–6 Cammell Laird & Co. Ltd.—Bkn<br>108′ 0″ 22′ 9″ 9′ 2½″<br>102′ 7″ 22′ 6″ 10′ 10″<br><br>R | S Barge Mchy.aft | C 2Cy. 14½″ & 30″×21″<br><br>A. G. Mumford Ltd. |
| 670143<br>DEIU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CROSTAFELS**<br><br>**Schiffahrtges. "Crostafels" m.b.H. & Co.**<br>Deutsche Dampfschiffahrts-Ges. "Hansa"<br>Bremen W. German | ~~9561~~ 9600<br>~~6854~~ 5897<br>12400 | GL | 1966 A.G. "Weser"—Bmn<br>499′ 6″ 67′ 1″ 30′ 5¾″<br>472′ 5″ 66′ 11″ 40′ 0″<br>B98′ F92′ 3 dks<br>rf nil | M (5P) Ref CSD Mchy.aft<br>5 Ho 55′, 44½′. 81½′, 81½′, 65½′<br>G.686500 B.630500 In.8000<br>5 Ha (stl) (23′, 36′, 59′, 59′, 44½′×21½′)<br>12W Cr 2(5) Der 1(150) 8(5–10) 2(5) | Oil 2SA 7Cy. 780×1550 mm<br>11200bhp<br>Masch. Augsburg-Nürnberg<br>3×280kW 400V 50 c/s a.c. |
| 661144<br>GRMU<br>308171<br>Df Esd<br>Rdr<br>RTm/v | **CROUCH**<br><br>**Blue Star Line Ltd.**<br>London British | 500<br>289<br>744 | ✠100A1<br><br>✠LMC<br><br>MN106 EL h 1″SQ | 1966–5 Boele's Schps. & Mchf.—Bolnes<br>183′ 6″ 28′ 10″ 10′ 11½″<br>165′ 5″ 28′ 6″ 13′ 0″<br>P40′ F24′ 1 dk<br>3BH<br>rf nil WB162t | M Mchy.aft<br>1 Ho 114½′<br>G.37016 B.35538<br>1 Ha (stl) (77½′×18½′) | Oil 4SA 6Cy. 8¾″×11½″<br>530bhp<br>Blackstone & Co. Ltd.<br>3×10kW 110V d.c. |
| 508245<br>GRLP<br>186034<br>Df Esd<br>Gc Rdr | **CROWBOROUGH BEACON**<br>**Medomsley Steam Shipping Co. Ltd.**<br>Phs. Van Ommeren (~~London)~~ ~~Ltd.~~ N.V.<br>London British | 6910<br>3759<br>11045<br>**9618**<br>6301<br>~~13416~~<br>13965 | ✠100A1 SS 3/66<br><br>✠LMC<br><br>MN690 EL (d†)2⅜″ | 1954–3 Werf de Noord—Alb<br>519′ 5″ 60′ 4″ 23′ 10¾″/27′ 1½″<br>483′ 7″ 60′ 0½″ 36′ 6″<br>Q96′ F92′ 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk len 61<br>rf 6″ WB1998t incl. Tunnel tanks 458t DTsm620t | M OSD/CSD<br>6 Ho 57½′, 68½′. 64½′, 54½′. 53½′, 64′<br>G.628769 B.576874<br>6 Ha (stl) (29½′, 44′, 44′, 44′, 31′ 31′×20′)<br>12W Der 2(10) 8(5) 6(3) | Oil 2SA 4Cy. 600×2320 mm<br>3795bhp Doxford<br>Wilton-Fijenoord<br>AuxB 100lb<br>3×163kW 220V d.c. |

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| 542231<br>HPAC<br>3723<br>Df Esd<br>Gc Rdr<br>RT | **CROWN I°**<br>exSt. Andrew–67<br>exSigrid Reuter–63<br>exMarie Mærsk–58<br>**Imperial Shipping Trading Corp.**<br>Panama Panamanian<br>Now **EASTLAND TRADER** See New Entries No. **1** | **10246**<br>6379<br>16676 | ✠**100A1**<br>oil tanker<br>✠**LMC** | Dr 4yrs–12/63<br>EL f†2$\frac{5}{16}$"SQ | **1948**–7 Furness S.B. Co. Ltd.—Haverton Hill<br>523′ 0″ 67′ 8″ 29′ 0½″<br>496′ 11″ 67′ 6″ 36′ 5″<br>P100′ B35′ F62′ 1 dk, pt 2nd dk clear of cargo tanks<br>13BH<br>WB1316t incl. DTf583t | M Tanker Mchy.aft<br>L.804826 | HeCls. BC | Oil 2SA 6Cy. 740×1400 mm<br>4850bhp<br>Burmeister & Wain<br>2AuxB 180℔ | 1226t–18½pd<br>Cpn<br>13½k |
| 542233<br>HOZV<br>3722<br>Df Esd<br>Gc Rdr<br>RT | **CROWN II°**<br>exSt. Thomas–67 exGimle–63<br>**Imperial Shipping Trading Corp.**<br>Panama Panamanian | **10499**<br>6221<br>16130 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>MN1200 | Dr 9/65<br>EL f†2¼"SQ | **1951**–4 Kockums M/V A/B—Mmo<br>533′ 4″ 63′ 2″ 29′ 10¾″<br>500′ 10″ 63′ 0″ 38′ 9″<br>P99′ B39′ F67′ 1 dk, 2nd dk clear of cargo tanks<br>12BH<br>WB475t | M Tanker Mchy.aft<br>20 Ta<br>L.759070 | HeCls. BC | Oil 2DA 6Cy. 720×1200 mm<br>6000bhp<br>Kockums M/V A/B<br>2AuxB 171℔ e (ex.g) 171℔ | 1094t–22pd<br>Mmo<br>13½k |
| 515223<br>HPFY<br>Df Esd<br>Gc Rdr<br>RT | **CROWN III°**<br>exSt. John–67<br>exHöegh Eagle–63<br>**Imperial Shipping Trading Corp.**<br>Panama Panamanian | **14751**<br>9005<br>22808 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>MN1360 | Dr 6/64<br>EL k†2$\frac{9}{16}$"SQ | **1951**–8 Sir J. Laing & Sons Ltd.—Sld<br>604′ 0″ 75′ 0″ 32′ 0″<br>565′ 11″ 74′ 9″ 41′ 7″<br>P143′ B49′ F48′ 1 dk<br>RW 15BH<br>WB1492t incl. DTf1034t | M Tanker Mchy.aft<br>21 Ta<br>L.1100000 | HeCls. BC | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 150℔ | 2033t (o.f)–23pd<br>Sld<br>13½k |
| 508247<br>189998 | **CROWN ZELLERBACH No. 5**<br>**Crown Zellerbach Canada Ltd.**<br>Vancouver Canadian | **2390**<br>2385<br>4500 | ✠**100A**<br>coasting service between Cape Spencer & California, including the Queen Charlotte Islands | SS 2/66<br>EL (t) 1½"SQ | **1957**–8 Burrard D.D. Co. Ltd.—Vcr<br>285′ 4″ 61′ 4″ 11′ 10¼″<br>280′ 0″ 60′ 0″ 16′ 6″<br>F33′ 1 dk<br>4BH<br>rf nil WB1233t | Log Tipping Pontoon | | | |
| 508248<br>189999 | **CROWN ZELLERBACH No. 6**<br>**Canadian Tugboat Co. Ltd.**<br>Vancouver Canadian | **2390**<br>2384<br>4500 | ✠**100A**<br>coasting service between Cape Spencer & California, including the Queen Charlotte Islands | SS 1/66<br>EL (t) 1½"SQ | **1957**–8 Burrard D.D. Co. Ltd.—Vcr<br>285′ 4″ 61′ 4″ 11′ 10¼″<br>280′ 0″ 60′ 0″ 16′ 6″<br>F33′ 1 dk<br>4BH<br>rf nil WB1233t | Log Tipping Pontoon | | | |
| 508249<br>247895<br>Df Esd<br>Gc | **CROWN AND DIAMOND**<br>**United States Department of Commerce**<br>Brunswick United States | **3805**<br>2123<br>5978 | | AB | **1945** J. A. Jones Const. Co.—Brunswick<br>338′ 8″ 50′ 1″ 23′ 5″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 3 dks<br>rf nil | M Ref Mchy.aft<br>3 Ho 42½′, 78¾′, 67½′<br>B.237000 In.9000<br>3 Ha (stl) (20½′, 40½′, 40½′×20′)<br>16W | | Oil 2SA 6Cy. 545×700 mm<br>1700bhp<br>General Mchy. Corp.<br>2×250kW 220V d.c. | 975t<br>Hamilton<br>11k |
| 508251<br>GMQQ<br>184545<br>Esd Pfd<br>Rdr<br>RTm | **CROYDON**<br>**South Eastern Gas Board**<br>D.K. Jacobs<br>London British | **1871**<br>1003<br>2875 | ✠**100A1**<br>✠**LMC** | ~~SS 12/68~~<br>SS 3/68<br>EL q 1$\frac{7}{16}$"SQ | **1951**–12 Burntisland S.B. Co. Ltd.—Bnt<br>275′ 0″ 39′ 6″ 17′ 1¼″<br>261′ 6″ 39′ 4″ 18′ 6″<br>Q163′ B23′ F26′ 1 dk<br>RW NS 6BH<br>rf nil WB1060t incl. DTm175t | M Mchy.aft<br>3 Ho 61′, 56′, 56′<br>3 Ha (stl) (38¼′×25¾′) (36′, 36′×27′) | | Oil 2SA 8Cy. 340×570 mm<br>1150bhp<br>British Polar Engines Ltd.<br>3×39kW 220V d.c. | 37t (d.o)<br>Gls<br>10½k |
| 508253<br>GQCC<br>184984<br>Df Rdr<br>RTm/v | **CRUISER**<br>**Steel & Bennie Ltd.**<br>Glasgow British | **300**<br>43<br>— | ✠**100A1**<br>tug<br>✠**LMC**<br>MN270 | SS 3/65<br>EL (e) 1$\frac{1}{16}$″ | **1953**–3 A. Hall & Co. Ltd.—Abn<br>122′ 5″ 31′ 2″ 12′ 7¾″<br>112′ 0″ 29′ 0″ 13′ 6″<br>R 4BH<br>rf 18″ BK7¼″ WB55t | M Tug Mchy.aft | | Oil 2SA 8Cy. 14½″×19″<br>1350bhp ✠NE11/63<br>Crossley Bros. Ltd.<br>2×30kW 220V d.c. | (d.o)<br>Mch<br>12k |
| 508254<br>GXGN<br>187691<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CRUSADER**<br>Launched as Edith Thorden<br>**New Zealand Shipping Co. Ltd., Blue Star Line Ltd., Port Line Ltd., Shaw Savill & Albion Co. Ltd.**<br>Shaw Savill & Albion Co. Ltd.<br>London British | **3461**<br>1227<br>3419 | **100A1**<br>**LMC**<br>**Lloyd's RMC**<br>MN1250 | SS 3/66<br>EL y | **1957** Valmet O/Y—Hfs<br>406′ 1″ 53′ 7″ 20′ 11¾″<br>370′ 0″ 53′ 6″ 29′ 8″<br>B&F352′ 1 dk & S dk, 3rd dk fwd of mchy. space<br>Coll BH to S dk 5 to 2nd dk<br>rf 6″ WB1447t incl. Tunnel tanks 572t | M Ref OSD<br>4 Ho 65¼′, 69½′, 58½′, 71¾′<br>B.218456 In.210579<br>4 Ha (each 21¼′×12′)<br>8W Der 8(3–5) | | Oil 2SA 10Cy. 630×1300 mm<br>6300bhp Götaverken<br>Uddevallavarvet A/B<br>AuxB 100℔<br>4×215kW 220V d.c. | 895t (d.o)<br>Udv<br>17k |
| 541940<br>OZIA<br>Df Esd<br>Gc Rdr<br>RT | **CRUSADER**<br>**Olau-Line A/S**<br>Ole Lauritzen<br>Copenhagen Danish | **2505**<br>1250<br>3720<br>**3819**<br>2164<br>4940 | ✠**100A1**<br>**Ice Class 3 draught not exceeding 22′ 11⅜"**<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN660 | CS 12/68<br>EL v 1¾"SQ | **1963**–11 Helsingborgs Varfs A/B—Hbg<br>361′ 7″ 47′ 8″ 15′ 8″/23′ 0¾″<br>332′ 6″ 47′ 6″ 28′ 4″<br>P&B118′ F79′ 1 dk & S dk<br>6BH<br>rf 2″ WB718t incl. Tunnel tanks 96t | M (4P) Ref OSD/CSD<br>4 Ho 47′, 69′ comb., 81′ comb., 54′<br>G.280000 B.250000 In.4379<br>4 Ha (stl) (28¾′, 42′ comb., 42′ comb.×19¾′) (28¾′×18′)<br>10W Cr 6(3) Der 1(50) 15(7½) | | Oil 2SA 6Cy. 500×1100 mm<br>3450bhp<br>Burmeister & Wain<br>3×210kW 440V 60c/s a.c. | 600t (hvf)<br>Cpn<br>15k |
| 508255<br>WD5630<br>262158 | **CRUSADER**<br>**Crusader Maria Inc.**<br>San Diego United States | 217<br>107<br>— | | | **1951** Puget Sound Boat Building Corp.—Tac<br>*94·3′* 25′ 6″<br>… … …<br>1 dk | M | | Oil<br>600bhp | |
| 672186<br>DUHL<br>212119<br>RT | **CRUSTACEA**<br>exYo-197<br>**Botelho Bulk Transport Corp.**<br>Manila Philippine | **598**<br>320<br>— | | AB | **1945** Manitowoc S.B. Inc.—Manitowoc<br>32′ 2″ 13′ 4⅞″<br>166′ 2″ 32′ 0″ 15′ 0″<br>P49′ F24′ 1 dk<br>rf 3″ | M Tanker<br>8 Ta | | Oil 2SA 8Cy. 8$\frac{3}{7}$″×10½″ sr geared<br>640bhp<br>General Motors Corp. | 29t<br>Clv |

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| 508256<br>LAVO<br><br>Df Esd<br>Gc Rdr<br>RT | **CRUX**<br>exSunrise-67 exCrux-64<br>**Det Bergenske**<br>**Dampskibsselskab**<br>Bergen Norwegian<br><br>Now **CONCORDIA CRUSADER** See New Entries No. 1 | 4429<br>2449<br>6560<br>6155<br>3558<br>8570 | <br><br>NV | **1956** A. Stephen & Sons Ltd.—Gls<br>427' 9" 57' 2" 23' 2"/27' 0½"<br>400' 0" 57' 0"<br>P30' B84' F61' 1 dk & S dk<br>RW<br>rf 3" | M (12P) Ref OSD/CSD<br>5 Ho 47½', 63', 60', 66½', 41'<br>G.446930 B.400680 In.2360<br>5 Ha (22½', 34', 27', 32½', 32'×18')<br>16W Der 1(50) 1(30) 2(10) 10(5) 4(3) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford<br>A. Stephen & Sons Ltd.<br>3×180kW 220V d.c. |
| 507813<br>DGVK<br>3696<br>Df Esd<br>Gc Rdr<br>RT | **CRUZ BAY**<br>exConcordia-64<br>**Reederei Minerva G.m.b.H.**<br>Reederei Eugen Friedrich<br>Bremen W. German<br>Now **ROLANDIA** (No. 507813) in the Register | 1367<br>1002<br>1217 | <br><br>GL | **1953** J. J. Sietas Schiffsw.—Ham<br>242' 8" 35' 7" 17' 11¾"<br>19' 0"<br>Q150' B46' F30' 2 dks<br>RW | M Mchy.aft<br><br>G.92652 B.86290<br>2 Ha<br>6W Der 1(10) | Oil 4SA 8Cy. 385×580 mm<br>1400bhp<br>Masch. Kiel A.G. |
| 642248<br>EEKG<br><br>Df Esd<br>RT | **CRUZ DE ALMENA**<br><br>**J. Vilar Fernandez**<br>Vigo Spanish | 191<br>97<br>344 | <br><br>BV | **1964** Const. Nav. P. Freire—Vgo<br>103' 11" 23' 2"<br>90' 6" 22' 11½" 11' 8"<br><br>RW | M Trawler<br><br><br>2 Ha (each 3½'×3½') | Oil 4SA 6Cy. 220×280 mm<br>460bhp<br>Klöckner-Humboldt-Deutz |
| 640284<br>EDTM<br><br>Df Esd<br>RT | **CRUZ DE ARALAR**<br><br>**Pedro Otaegui Malcorra**<br>San Sebastian Spanish | 432<br>230<br>— | <br><br>BV | **1963** Balenciaga S.A.—Zumaya<br>152' 0" 24' 11"<br>24' 9"<br><br>RW | M Trawler<br><br><br>3 Ha (each 3½'×3½') | Oil 4SA 6Cy. 390×580 mm<br>1250bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| 508257<br>EBVN | **CRUZ DE LARUN**<br><br>**José R. Mendieta Iturrarán**<br>San Sebastian Spanish | 316<br>175<br>410 | | **1957** R. Mendieta—Lequeitio<br>*118·1'* 27' 3"<br>... ... ... | Wood M | Oil 4Cy. |
| 508258<br>CSJV | **CRUZ DE MALTA**<br>exLaura<br>**Testa & Cunhas Ltda.**<br>Aveiro Portuguese | 298<br>210<br>— | | **1921** José Soares—Aveiro<br>*121·0'* 30' 10"<br>... ... ... | Wood Aux Sr | Oil 4Cy. 200×260 mm<br>NE54<br>Guldner Motorenw. Asch |
| 508259<br>EDNY<br><br>Df Esd<br>RT | **CRUZ DE SAN MARCIAL**<br><br>**Pedro Otaegui Malcorra**<br>Vigo Spanish | 233<br>99<br>— | <br><br>BV | **1962** Hijos de J. Barreras S.A.—Vgo<br>109' 2" 21' 6"<br>95' 2" 21' 4" 12' 4"<br><br>RW | M Trawler<br><br><br>2 Ha | Oil 4SA 6Cy. 295×420 mm<br>550bhp Krupp<br>La Maquinista Terrestre y Ma |
| 508260<br>ELDN<br>2821<br>Df Esd<br>Gc Rdr<br>RT | **CRUZ DEL SUR**<br>exJuan Peron-55<br>**The Southern Cross Co. Ltd.**<br>Monrovia Liberian<br>For later particulars see<br>New Entries No. 8 | *24570*<br>*16146*<br>26600 | AB<br>✠LR class withdrawn<br>11/67 | **1951**-10 Harland & Wolff Ltd.—Bel<br>664' 1" 80' 6" 34' 7½"<br>635' 9" 80' 0" 61' 0"<br>P167' F149' 3 dks, intermediate 'tween<br>RW dk fwd & aft | TM Whale Oil Factory Mchy.aft<br>20 Ta<br>L.994694 HeCls. BC | 2 Oil 4SA each 6Cy. 740×1<br>3500bhp<br>Harland & Wolff Ltd. |
| 508261 | **CRUZ DEL SUR**<br><br>**"Transmar" Comercio y**<br>**Transportes Maritimos**<br>**S.A.**<br>Montevideo Uruguayan | 406<br>357<br>— | | **1949** Metalurgica y Diques Flotantes—<br>Carmelo<br>200' 0" 31' 2" 8' 10"<br>... ... ...<br>RW | M Mchy.aft | Oil 6Cy. 330×405 mm<br>Emade43fitted49<br>Atlas-Imperial D.E. Co. |
| 640007<br><br><br>Df Esd<br>RT | **CRUZ PRIMERO**<br><br>**Celestino de la Cruz S.A.**<br>San Sebastian Spanish | 179<br>109<br>341 | <br><br>BV | **1964** Ast. Luzuriaga—Pjs<br>111' 9" 20' 4"<br>93' 10" 20' 3" 11' 10"<br><br>RW | M Trawler<br><br><br>2 Ha (each 3½'×3½') | Oil 4SA 8Cy. 270×500 mm<br>580bhp Werkspoor<br>Soc. Española de Const. Na |
| 508262<br>EDBJ<br><br>Df Esd<br>Pfd RT | **CRUZ TERCERO**<br><br>**Celestino de la Cruz S.A.**<br>San Sebastian Spanish | 184<br>120<br>— | <br><br>BV | **1962** Ast. del Abra S.A.—Bbo<br>112' 8" 20' 4" 7' 2"<br>93' 10" 20' 2½" 8' 3"<br><br>RW | M Trawler<br><br><br>3 Ha (each 3½'×3') | Oil 4SA 8Cy. 270×500 mm<br>580bhp<br>N.V. Werkspoor |
| 534453<br>HOHW<br>3531HK<br>Df Esd<br>Rdr | **CRYSTAL**<br>exSun Pink-66 exPachumba-61<br>**Crystal Maritime (Panama)**<br>**S.A.**<br>Panama Panamanian | 7073<br>4229<br>10060 | BV<br><br>✠Classed LR until 3/63 | **1945**-5 W. Gray & Co. Ltd.—Hpl<br>447' 10" 56' 2" 26' 9"<br>425' 0" 56' 0" 38' 1"<br>F38' 2 dks<br>RW | S<br>5 Ho 51½', 72½', 60', 63', 65½'<br>G.545533 B.514680<br>5 Ha<br>10W Der 10(10) | T 3Cy. 24½" 39" & 70"×4<br>510ihp<br>Cen. Mar. Eng. Wks. |
| 508265<br>GTNF<br>186276<br>Df Esd<br>Gc Rdr<br>RTm/v | **CRYSTAL BELL**<br><br>**Sugar Line Ltd.**<br>London British<br><br>Now **ILE AUX MAINES** See New Entries No. 1 | 8682<br>4883<br>10930 | ✠100A1 SS 6/64<br><br>✠LMC<br><br>MN660 EL c†2⅛"SQ | **1955**-8 Cammell Laird & Co. (S.B. & E.)<br>Ltd.—Bkn<br>460' 9" 61' 3" 25' 0⅞"<br>430' 0" 61' 0" 37' 3"<br>P156' F45' 1 dk<br>RW 9BH<br>rf 7" WB5077t incl. DTm1023t DTf193t | M Bulk Carrier Mchy.aft<br>5 Ho 58½', 54', 54', 54', 63'<br>G.534230 B.514610<br>5 Ha (stl) (each 35'×29½')<br>10W Der 1(25) 10(10) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford<br>Wallsend Slpwy & Eng. Co.<br>2AuxB 150℔<br>2×75kW 220V d.c. |
| 508266<br>GVRY<br>187524<br>Df Esd<br>Gc Rdr<br>RTm/v | **CRYSTAL CROWN**<br><br>**Sugar Line Ltd.**<br>London British | 8671<br>4866<br>10917 | ✠100A1 CS 5/65<br><br>✠LMC<br><br>MN660 EL c†2⅛"SQ | **1957**-1 Smith's Dock Co. Ltd.—Mdb<br>460' 10" 61' 3" 25' 0⅞"<br>430' 0" 61' 0" 37' 3"<br>P157' F45' 1 dk<br>RW 9BH<br>rf 7" WB5257t incl. DTm1203t DTf193t | M Bulk Carrier Mchy.aft<br>5 Ho 58½', 54', 54', 54', 63'<br>G.533900 B.505444<br>5 Ha (stl) (each 35'×29½')<br>10W Der 1(25) 10(10) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford<br>Hawthorn, Leslie (Eng.) Ltd.<br>2AuxB 150℔<br>2×75kW 220V d.c. |

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| 508267 **CRYSTAL CUBE**<br>GTPF<br>186038 **Sugar Line Ltd.** British<br>Of Esd London<br>Gc Rdr Now SHAO AN<br>RTm/v (No. 508267) in the Register | **8680**<br>4886<br>10878 | **✠100A1**<br>**✠LMC**<br>**MN660** | **CS 1/64**<br>**EL c†2⅛"SQ** | **1955–6** Scotts' S.B. & E. Co. Ltd.—Grk<br>460' 9" 61' 3" 26' 3¾"<br>430' 0" 61' 0" 37' 3"<br>P157' F45' 1 dk<br>RW 7BH<br>rf 7" WB5079t incl. DTm1023t DTf193t | M Bulk Carrier Mchy.aft<br>5 Ho 58½', 54', 54', 54', 63'<br>G.533350 B.513730<br>5 Ha (stl) (each 35'×29¾')<br>10W Der 1(25) 10(10) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford 1028t (hvf)<br>Scotts' S.B. & E. Co. Ltd. Grk<br>2AuxB 150℔<br>2×75kW 220V d.c. 12k |
| 508268 **CRYSTAL DIAMOND**<br>MXJJ<br>187558 **Sugar Line Ltd.** British<br>Of Esd London<br>Gc Rdr<br>RTm/v | **8670**<br>4850<br>10917 | **✠100A1**<br>**✠LMC**<br>**MN660** | **CS 3/66**<br>**EL c†2⅛"SQ** | **1957–4** Hawthorn, Leslie (S.Bs) Ltd.—Hebburn<br>460' 10" 61' 3" 26' 3¾"<br>430' 0" 61' 0" 37' 3"<br>P157' F45' 1 dk<br>RW 9BH<br>rf 7" WB5074t incl. DTm1023t DTf193t | M Bulk Carrier Mchy.aft<br>5 Ho 58½', 54', 54', 54', 63'<br>G.533900 B.505017<br>5 Ha (stl) (each 35'×29¾')<br>10W Der 1(25) 10(10) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford 1192t (hvf)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB 150℔<br>2×75kW 220V d.c. 12k |
| 508269 **CRYSTAL GEM**<br>GVCX<br>187375 **Sugar Line Ltd.** British<br>Of Esd London<br>Gc Rdr<br>RTm/v | **8674**<br>4882<br>10917 | **✠100A1**<br>**✠LMC**<br>**MN660** | **SS 2/64**<br>**EL c†2⅛"SQ** | **1956–3** Hawthorn, Leslie (S.Bs) Ltd.—Hebburn<br>460' 10" 61' 3" 25' 0¾"<br>430' 0" 61' 0" 37' 3"<br>P157' F45' 1 dk<br>RW 9BH<br>rf 7" WB5103t incl. DTm1023t DTf193t | M Bulk Carrier Mchy.aft<br>5 Ho 58½', 54', 54', 54', 63'<br>G.533900 B.505444<br>5 Ha (stl) (each 35'×29¾')<br>10W Der 1(25) 10(10) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford 1192t (hvf)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB 150℔<br>2×75kW 220V d.c. 12k |
| 508270 **CRYSTAL JEWEL**<br>GVLK<br>187454 **Sugar Line Ltd.** British<br>Of Esd London<br>Gc Rdr<br>RTm/v | **8671**<br>4866<br>10917 | **✠100A1**<br>**✠LMC**<br>**MN660** | **CS 4/66**<br>**EL c†2⅛"SQ** | **1956–9** Smith's Dock Co. Ltd.—Mdb<br>460' 10" 61' 3" 26' 3¾"<br>430' 0" 61' 0" 37' 3"<br>P157' F45' 1 dk<br>RW 9BH<br>rf 7" WB5077t incl. DTm1023t DTf193t | M Bulk Carrier Mchy.aft<br>5 Ho 58½', 54', 54', 54', 63'<br>G.533350 B.513730<br>5 Ha (stl) (each 35'×29¾')<br>10W Der 1(25) 10(10) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford 1027t (hvf)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB 150℔<br>2×75kW 220V d.c. 12½k |
| 508271 **CRYSTAL PALACE**<br>GHXM<br>303285 **Rhondda Fishing Co. Ltd.**<br>Of Esd Sir John D. Marsden, Bt.<br>Gc Pfd Grimsby British<br>Rdr RT | **441**<br>147<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>**MN224** | **SS 4/67**<br>**EL (g) q** | **1962–1** Goole S.B. & R. Co. Ltd.—Goo<br>*139·9'* 28' 4"<br>137' 3" 28' 0" 14' 3"<br>F28'<br>RW 4BH<br>rf 15" BK7" WB19t | M Trawler | Oil 4SA 8Cy. 15"×18"<br>1120bhp<br>Mirrlees, Bickerton & Day Stckpt |
| 508272 **CRYSTAL SAPPHIRE**<br>GFHN<br>301064 **Sugar Line Ltd.**<br>Of Esd London British<br>Gc Rdr<br>RTm/v | **11688**<br>6663<br>15282 | **✠100A1**<br>**✠LMC**<br>**MN1100** | **SS 8/65**<br>**EL (g†)2¼"SQ** | **1960–2** Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>559' 0" 65' 4" 28' 4½"<br>523' 5" 65' 0" 39' 6"<br>P158' F44' 1 dk<br>RW NS in fwd holds 10BH len 65<br>rf 7" WB5958t incl. DTm984t | M Bulk Carrier Mchy.aft<br>6 Ho 60¾', 63', 63', 63', 63', 54'<br>G.626300 B.597116<br>6 Ha (stl) (39', 39', 39', 38½', 39'×30') (34½'×30½')<br>10W Der 1(25) 12(10) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford 1300t (hvf)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB 150℔<br>2×240kW 220V d.c. 14½k |
| 508273 **CRYSTAL SEA**<br>SMGD Malmros Rederi A/B<br>10022 ~~**Trelleborgs Ångfartygs A/B**~~<br>Of Esd Trelleborg Swedish<br>Gc Rdr<br>RTv | **6425**<br>3394<br>6350 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>**MN1392** | **SS 12/65**<br>**EL b†2$\frac{1}{16}$"SQ** | **1961–11** Kockums M/V A/B—Mmo<br>445' 1" 58' 2" 25' 0"<br>412' 11" 58' 0" 36' 0"<br>F41' 3 dks, 4th dk fwd of mchy. space<br>6BH<br>rf 10" DK fwd WB1548t incl. Tunnel tanks 1064t | M Ref<br>4 Ho 77¼', 61', 63¾', 72¼'<br>In.278180<br>4 Ha (27½', 32', 27', 27'×16')<br>8W Der 8(5) | Oil 2SA 8Cy. 700×1200 mm<br>6960bhp MAN 1620t (hvf)<br>Kockums N/V A/B Mmo<br>2AuxB (1 o.f 1 ex.g) 100℔<br>4×375kW 450V 60c/s a.c. 18k |
| 508274 **CSEPEL**<br>HAAK<br>**Hungarian Shipping Co.**<br>Of Esd **Ltd.**<br>Rdr Budapest Hungarian | **1190**<br>544<br>1224 | | | **1960** "Gheorghiu Dej" Shpyd—Bdp<br>267' 2" 34' 10" 10' 2"<br>15' 5"<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 8Cy. 315×450 mm<br>1600bhp<br>Lang Eng. Wks Bdp |
| 670855 **CUAUHTEMOC**<br>XCCT<br>**Petroleos Mexicanos**<br>Of Esd Tampico Mexican<br>Gc Rdr | **10086**<br>5725<br>15605 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>**MN1440** | 475' 0"(incl.BB)<br>**EL e†2¼"SQ** | **1967–3** Ishikawajima-Harima Hvy Ind.—Tok<br>~~475' 0"~~ 70' 0" 28' 6¼"<br>451' 0" 69'10½" 38' 8"<br>P122' F68' 1 dk<br>13BH<br>rf nil WB562t | M Tanker Mchy.aft | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio<br>2WTAuxB 270℔ Spt 234℔ 446° F.<br>2×370kW 440V 60c/s a.c. |
| 508276 **CUBA**<br>CLCU exArtsyz-62<br>**República de Cuba**<br>Of Esd Empresa Consolidada del<br>Gc Rdr Petroleo<br>RT Havana Cuban | **3359**<br>1550<br>— | | | **1961** Rauma-Repola O/Y—Rauma<br>344' 10" 48' 7" 20' 5"<br>48' 5"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>Burmeister & Wain Cpn |
| 508277 **CUBA MARU**<br>JGPY<br>79534 **Kawasaki Kisen K.K.**<br>Of Esd Kobe Japanese<br>Gc Pfd<br>Rdr RT | **8340**<br>5185<br>10534 | | **NK** | **1958** Kawasaki Dkyd Co. Ltd.—Kob<br>469' 6" 59' 11" 26' 6½"<br>434' 4" 59' 7" 38' 4"<br>F72' 2 dks<br>RW | M Ref CSD<br>6 Ho<br>G.624665 B.573446 In.8987<br>6 Ha (24¾'×21') (48½', 28', 28', 44½', 28'×23½')<br>16W Der 2(24¾) 2(9¾) 12(4¾) | 2 Oil 4SA each 6Cy. 450×600 mm geared to sc. shaft<br>5600bhp 1208t<br>Kawasaki Dkyd Co. Ltd.<br>3×170kW 225V d.c. 14k |
| 508278 **CUBA VICTORY**<br>WSJZ<br>248102 **United States Department of**<br>Of Esd **Commerce**<br>Gc San Francisco United States | **7637**<br>4621<br>10681 | | **AB** | **1944** Permanente (Shpyd No. 1)—Richmond<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22¼')<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 16k |

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| 508279<br><br><br>Df Esd<br>Gc RT | **CUBAHAMA**<br><br>**Augusta Shipping Corp.**<br>Panama Panamanian | 1459<br>846<br>— | ~~AB~~<br><br>✠Classed LR until 3/54 | 1938–8 Henry Robb Ltd.—Lth<br>266' 11" 39' 4" 13' 5"<br>250' 0" 38' 0" 18' 11"<br>Ba49' B27' F42' 1 dk & S dk<br>R<br>rf 4" | TM Ref OSD Mchy.aft<br>2 Ho<br>B.88000 In.76000<br>3 Ha<br>6W | 2 Oil 2SA each 7Cy. 340×5<br>2240bhp<br>British Auxiliaries Ltd. |
| 660696<br><br><br>Df Esd<br>Gc Rdr<br>RT | **CUBERA**<br><br>**Republica de Cuba**<br>**(Flota Cubana de Pesca)**<br>Havana Cuban | 705<br>378<br>659 | <br><br>BV | 1966 S.A. Juliana Const. Gijonesa—Gjn<br>181' 3" 29' 7" 12' 3½"<br>162' 9" 29' 6½" 14' 0"<br>1 dk<br>RW | M Trawler Mchy.aft | Oil 4SA 9Cy. 300×450 mm<br>1300bhp MAN<br>Cia. Euskalduna |
| 508281<br>KXVE<br>243829<br>Df Esd<br>Gc | **CUBITS GAP**<br><br>**United States Department of**<br>**Commerce**<br>Beaumont United States | 1132<br>253<br>— | <br><br>AB | 1943 Pennsylvania Shipyards Inc.—<br>Beaumont<br>*185-5'* 37' 7" 18' 9"<br>185' 0" 37' 6" 21' 5"<br>B&F106' 2 dks | M Tug | 2 Oil 4SA each 6Cy.<br>with electro-magnetic slip<br>& sr gearing to sc. shaft<br>2340bhp<br>Enterprise Eng. & Fdry Co. |
| 508282<br>IMTP<br>924 | **CUCCIOLO**<br>exEugenio exLiesbet exCarmen<br>exJeannette exHarry Frater<br>**Maria Lubrano di Carnozzo**<br>Naples Italian | 332<br>234<br>492 | <br><br>RI<br><br>**WRECKED 8/67** | 1917 J. Smit & Zoon—Foxhol<br>141' 5" 26' 5"<br>124' 7" 26' 3" 11' 10"<br>P29' 1 dk<br>R | M Mchy.aft<br>1 Ho | Oil 4SA 7Cy. 265×410 mm<br>350bhp NE44<br>S.A. Ansaldo |
| 508286<br><br><br>Rdr | **CULIACAN**<br>exChilkoot<br>**Maritima Mexicana S.A.**<br>Mexican | *1336*<br>*782*<br>1625 | <br><br>✠Classed LR until 6/53 | 1946–7 Victoria Mchy. Depot Co. Ltd.—<br>Vic<br>224' 2" 36' 8"<br>210' 4" 36' 6" 21' 8"<br>F30' 2 dks<br>RW | S Mchy.aft<br><br>G.81000 B.74000 | T 3Cy. 13½" 22½" & 38"×27"<br><br>Canadian Allis-Chalmers Ltd. |
| 641415<br>ZNXC<br>315818<br>RTh | **CULPEPPER**<br><br>**Government of Barbados**<br>Bridgetown British | 149<br>70<br>— | <br><br>AB | 1964 Equitable Eqpt. Co.—Madisonville<br>85' 0" 24' 9" 8' 0"<br>78' 0" 24' 0" 10' 1"<br>1 dk<br>BK1½" | TM Tug | 2 Oil 4SA each 12Cy. 6¼"×8"<br>1530bhp<br>Caterpillar Tractor Co. |
| 508288<br>MFQE<br>300059<br>Rdr RT | **CULTRA**<br><br>**John Cooper (Belfast) Ltd.**<br>Belfast British | 202<br>—<br>— | ✠100A1 SS 8/66<br>tug<br>✠LMC<br><br>MN252 EL (c) | 1962–8 T. Mitchison Ltd.—Gts<br>106' 9" 27' 8"<br>95' 11" 26' 6" 13' 5"<br><br>4BH<br>rf 19" BK2" WB18t | M Tug | Oil 2SA 6Cy. 340×570 mm<br>1260bhp Polar<br>Nydqvist & Holm A/B<br>Controllable pitch propeller |
| 508289<br><br>186504<br>RTv | **CULVER**<br><br>**Southampton, Isle of Wight**<br>**& South of England Royal**<br>**Mail Steam Packet Co.**<br>**Ltd.**<br>Southampton British | 246<br>—<br>410 | ✠100A1 SS 4/65<br>tug<br>✠LMC<br><br>MN268 | 1956–7 J. I. Thornycroft & Co. Ltd.—Sou<br>112' 0" 29' 7" 9' 9"<br>100' 0" 27' 0" 13' 3"<br><br>4BH<br>rf 21" | TM Tug | 2 Oil 2SA each 6Cy. 10¼"×13<br>gearing<br>1340bhp<br>Crossley Bros.<br>3×40, 40, 25kW 220V d.c. |
| 508290<br>DCDY | **CUM DEO**<br><br>**August Osterkamp**<br>Barseel W. German | 154<br>100<br>227 | <br><br>GL | 1931 A. Apol—Wirdum<br>*107·0'* 19' 10"<br>7' 1"<br>Q31' 1 dk<br>R | M Mchy.aft | Oil 4SA 4Cy. 230×350 mm<br>135bhp NE37<br>Motorenw. Mannheim |
| 507873<br>ILRJ<br>1005<br>RT | **CUMA**<br>exConsiglia M.–67<br>exBannpride–61 exPyrope–53<br>**Medimar, Mediterraneo**<br>**Marittima S.r.l.**<br>Naples Italian | 470<br>268<br>560 | RI<br><br>✠Classed LR until 10/61 | 1936–7 Scott & Sons—Bwg<br>171' 0" 25' 4" 11' 8½"<br>162' 6" 25' 0" 11' 9"<br>Q95" B9' F25' 1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.26234 B.24300<br><br>2W Der 2(1½) | Oil 4SA 6Cy. 320×480 mm<br>505bhp NE61<br>Motorenw. Mannheim |
| 670784<br><br><br>RTm/h | **CUMA**<br><br>**University of Liverpool**<br>Castletown British | 53<br>—<br>— | ✠14A1<br>fishing vessel<br>St. George's Channel,<br>Irish Sea & North Channel<br>service, with occasional<br>voyages to Outer Hebrides, April to October<br>✠LMC<br>MN40 EL (a) ½" | 1967–4 J. Samuel White & Co.<br>(Scotland) Ltd.—Cockenzie<br>64' 6" 19' 6" 7' 2½"<br>57' 6" 18' 8" 9' 1"<br>1 dk<br>3BH<br>rf 32½" BK16" | Wood M Biological Research Ship | Oil 4SA 8Cy. 5½"×7¾"<br>200bhp<br>Gardner & Sons Ltd.<br>1×8kW 230V 50c/s a.c.<br>2×1½kW 24V d.c.<br>Controllable pitch propeller |
| 508291<br>GPPY<br>182901<br>Df Esd<br>Gc Rdr<br>RTm/v | **CUMBERLAND**<br><br>**Federal Steam Nav. Co. Ltd.**<br>London British | 11281<br>6658<br>14800 | ✠100A1 SS 8/66<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN2520 EL f12½"SQ | 1948–12 A. Stephen & Sons Ltd.—Gls<br>560' 8" 70' 2" 32' 6½"<br>530' 10" 70' 0" 47' 6"<br>F59' 2 dks & S dk, 4th dk fwd of mchy. space<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6" DK fwd of mchy. space WB3061t incl. Tunnel tanks 987t | TM Ref OSD<br>6 Ho 58½', 67', 80½', 68½', 68½', 30½'<br>G.264248 B.252660 In.522650<br>6 Ha (20', 31½', 39½', 31½', 31½'×20')<br>(19½'×16')<br>20W Der 1(50) 20(10) | 2 Oil 2SA each 5Cy.<br>12600bhp Doxford<br>A. Stephen & Sons Ltd.<br>2AuxB 120lb<br>4×300kW 220V d.c. |

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| 506292<br>WOLA<br>214587<br>Df Esd<br>Gc Rdr | **CUMBERLAND**<br>exEsso Cumberland–56<br>exFort Cumberland–46<br>**United States Department of Commerce**<br>Wilmington, Del United States | 10581<br>6407<br>16292 | AB | **1944** Sun S.B. & D.D. Co.—Chester, Pa<br>*504·0′* 68′ 2″ 30′ 2″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 HeCls. BC | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor<br>6000shp (Sy) 1495t (o.f)–50pd<br>Westinghouse Elec. & Mfg Co. Pbg<br>14½k |
| 506293<br>164103<br>Rdr RTv | **CUMBRAE**<br>**Clyde Pilotage Authority** British<br>Glasgow | 101<br>37<br>— | **BS✱** TD 4/68 ~~SS 4/64~~<br>pilot purposes<br>**MBS✱**<br>MN65 C11 | **1936**–11 G. Brown & Co.—Grk<br>90′ 2″ 19′ 9″ 10′ 0″<br>85′ 0″ 18′ 6″ 10′ 6″<br>R 4BH<br>BK6″ | M Pilot Tender | Oil 2SA 5Cy. 250×420 mm<br>325bhp ✠NE6/58 (d.o)<br>British Polar Engines Ltd. Gls<br>2×23, 10kW 110V d.c. |
| 526281<br>HPPF<br>3799G<br>Df Esd | **CUMOREANA**<br>exRémols–63<br>**Cumore Tramping Corp.**<br>Panama Panamanian | 3355<br>2054<br>5425 | BV | **1932** Furness S.B. Co. Ltd.—Haverton Hill<br>345′ 0″ 53′ 2″ 20′ 10″<br>53′ 0″<br>1 dk & S dk<br>R | S OSD<br>G.346000 B.327000<br>13W Der 1(40) 1(25) | T 3Cy. 22″ 36″ & 60″×39″<br>395t (o.f)<br>G. Clark Ltd. Sld<br>9k |
| 506294<br>SGBA<br>9196<br>Df Esd<br>Gc Rdr<br>RT | **CUMULUS**<br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish | 7807<br>3439<br>10220 | **✠100A1** *SS* 1/69 ~~SS 3/65~~<br>with freeboard<br>Str. nav. Ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2920 EL f† | **1950**–10 A/B Götaverken—Got<br>526′ 3″ 66′ 2″ 26′ 10¾″<br>490′ 10″ 66′ 0″ 40′ 0″<br>F103′ 1 dk & S dk, 3rd dk in way of Nos. 1, 2 & 3 holds<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6″ WB2820t incl. Tunnel tanks 74t | TM Ref OSD<br>5 Ho 54′, 69¾′, 49′, 63½′, 66¼′, 63½′<br>G.640629 B.585679 In.53707<br>6 Ha (stl) (29¼′, 32½′, 33′, 33′, 33′, 30¼′×21′)<br>20W Der 1(25) 6(10) | 2 Oil 2SA each 8Cy. 760×1300 mm<br>14600bhp 2080t (d.o)<br>A/B Götaverken Got<br>4×240kW 220V d.c. 19½k |
| 540296<br>PBVQ<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h/v | **CUMULUS**<br>**Royal Netherlands Government (Aeronautical Service, Ministry of Transport & Public Works)**<br>van Nievelt, Goudriaan & Co.'s Stoomv. Maats. N.V.<br>The Hague Netherland | **1974**<br>357<br>578 | BV | **1963** N.V. Scheeps. v.d. Werf—Deest<br>233′ 3″ 42′ 1″ 15′ 1⅛″<br>203′ 1″ 41′ 0″ 22′ 6″<br>2 dks | M Weather Ship | Oil 4SA 6Cy. 390×680 mm<br>1400bhp 220t (d.o)<br>N.V. Werkspoor Ams<br>3×160kW 380V 50c/s a.c. 12¾k |
| 506295<br>PDMV<br>Df Esd<br>RTm | **CUMULUS**<br>**N.V. Scheepvaartbedr. "Gruno"**<br>Groningen Netherland | **399**<br>237<br>495 | BV | **1958** Schpsw. Kramer & Booy "De Rietpol"—Spaarndam<br>164′ 10″ 25′ 7″ 9′ 10″<br>147′ 10″ 25′ 5″ 10′ 8″<br>1 dk<br>RW | M<br>1 Ho 98½′<br>G.27750 B.26000<br>2 Ha (each 36′×16¼′)<br>Der 2(2) | Oil 4SA 6Cy. 320×480 mm<br>395bhp 29t<br>Motorenw. Mannheim Mhm<br>10¾k |
| 660603<br>Df RT | **CUNACO I**<br>**Soc. Pesquera Oceanic Ltda.**<br>*Iquique* Chilean | **106**<br>—<br>— | BV | **1965** Soc. de Constr. Navals—Valdivia<br>*72·0′* 20′ 8″<br>… … … | M Trawler | Oil 4SA 4Cy. 220×290 mm<br>Lister Blackstone Mar. Ltd. Dursley |
| 660415 | **CUNACO II**<br>**Soc. Pesquera Oceanic Ltda.**<br>Iquique Chilean | **106**<br>—<br>— | BV | **1965** Soc. de Const. Navals—Valdivia<br>*72·2′* 20′ 8″<br>… … … | M Trawler | Oil 6Cy.<br>Lister Blackstone Mar. Ltd. Dursley |
| 517747<br>ILWB<br>260<br>Df Esd<br>RT | **CUPIDO**<br>exPanaghia Voithia–67<br>exJupiter–65 exIsa–40<br>~~Luise Emanuele~~<br>Torre del Greco Italian<br>**Emanuele Luise** | **1582** ~~1553~~<br>872 ~~799~~<br>3250 | **Rl**<br>✠LR class withdrawn—Owners' request 11/67 | **1936**–9 Stettiner Oderwerke—Stn<br>309′ 10″ 44′ 3″ 17′ 5″<br>293′ 2″ 44′ 2″ 25′ 6″<br>F22′ 1 dk & S dk<br>RW | S OSD<br>G.197000 B.179000<br>8W | T 3Cy. 16⅛″ 26⅜″ & 43$\frac{5}{16}$″×31½″ & LP turb with dr gearing & hydraulic coupling<br>968ihp (o.f)<br>Stettiner Oderwerke A.G. Stn<br>9½k |
| 506296<br>149400<br>Pld Rdr<br>RT | **CUPIDS**<br>exDurward–60<br>**H. B. Dawe Ltd.**<br>St. John's, Nfl Canadian | **681**<br>343<br>495 | ~~**BS✱**~~ ~~Dr 8/64~~<br>~~**MBS✱**~~<br>~~MN180~~ ~~CT709 C10~~<br>✱Class **WITHDRAWN** 18/10/68 | **1940**–12 Grangemouth Dkyd Co. Ltd.—Gmh<br>181′ 0″ 30′ 2″ 11′ 7¼″<br>170′ 0″ 30′ 0″ 17′ 8″<br>2 dks<br>RW NS 3BH<br>WB160t | M Mchy.aft<br>G.44600 B.40400<br>2W | Oil 2SA 7Cy. 250×420 mm<br>650bhp 32t<br>British Auxiliaries Ltd. Gls<br>10½k |
| 506297<br>PDMY<br>Df Esd<br>RTm | **CURAÇAO**<br>**J. R. Bonninga**<br>Kamp's Scheepv. & Handelmaats. N.V.<br>Groningen Netherland | **334**<br>164<br>440 | BV | **1949** Scheeps. "Voorwaarts"—Martenshoek<br>*142·1′* 24′ 3″ 9′ 5″<br>… … …<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 89¼′<br>G.21800 B.20500<br>2 Ha (28½′×15¾′) (31′×14½′)<br>Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>240bhp 38t (d.o)<br>Appingedammer Brons. Apg<br>1×48V d.c. 9½k |
| 541765<br>PJKW<br>Esd Rdr | **CURACAO No. 2**<br>exSeisho Maru No. 2–67<br>**Curaçao Marine Enterprises Co. N.V.**<br>Sint Maarten (N.A.)<br>Curaçao Netherland (Antilles) | **125**<br>52<br>— | | **1963** Kanazashi Zosensho—Shimizu<br>101′ 4″ 19′ 9″ 7′ 6″<br>88′ 10″ 19′ 8″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>405bhp 40t<br>Daihatsu Kogyo Osa<br>9½k |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|
| 672977<br>PJKX<br>Esd Rdr | **CURACAO No. 5**<br>exSeisho Maru No. 5–67<br>**Curaçao Marine Enterprises Co. N.V.**<br>Sint Maarten (N.A.)<br>Curaçao Netherland (Antilles) | 125<br>52<br>— | | 1963 Kanazashi Zosensho—Shimizu<br>101′ 4″ 19′ 9″ 7′ 6″<br>88′ 10″ 19′ 8″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>405bhp<br>Daihatsu Kogyo |
| 508298 | **CURARAY**<br>**Peruvian Government (Ministry of Marine)**<br>Callao Peruvian | 144<br>98<br>— | | 1942 John E. Matton & Son Inc.—Cohoes<br>23′ 2″ 10′ 9″<br>82′ 3″ 23′ 0″ 11′ 9″<br>BK3″ | M Tug Mchy.aft | Oil 2SA 6Cy. 355×508 mm<br>American Locomotive Co. |
| 508299<br>OPDJ<br>Df Esd<br>Rdr | **CURIE**<br>**Armement & Pêche Maritime S.A.**<br>Ostend Belgian | 220<br>85<br>82 | BV | 1947 J. Boel & Fils—Tamise<br>*118·2′* 23′ 0″<br>… … …<br>R | M Trawler<br>4 Ha (each 3′×3′) | Paraffin 4SA 6Cy. 305×470 mm<br>440bhp<br>Soc. d'Elec. & Méc. |
| 508300<br>SPBQ<br>Df Esd | **CURIE SKLODOWSKA**<br>exCypria–51<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 4375<br>2519<br>7660 | PR | 1931 Burmeister & Wain—Cpn<br>389′ 0″ 54′ 2″ 24′ 1″<br>376′ 3″ 54′ 0″ 26′ 7″<br>2 dks<br>R | TM (2P)<br>5 Ho<br>G.455500 B.419700<br>5 Ha (29½′, 30′, 39′, —′, 30′×18′)<br>10W Der 1(25) 1(15) 10(5) | 2 Oil 4SA each 6Cy.<br>2400bhp<br>Burmeister & Wain<br>3×125, 120, 20kW 220/230V d.c. |
| 508301<br>TOLI<br>L5203<br>Df Esd | **CURIE SKLODOWSKA**<br>**E. & A. Gautier Frères & Cie.**<br>Lorient French | 407<br>146<br>202 | BV<br>✠Classed LR until 10/61 | 1960–2 Stocznia Polnocna—Gdk<br>156′ 0″ 27′ 6″ 11′ 10″<br>143′ 4″ 27′ 3″ 14′ 9″<br>F31′<br>rf 29″ BK7″ | M Trawler<br>5 Ha (each 3½′×3½′)<br>Der 1(5) 1(1) | 4 Oil 4SA each 6Cy.<br>through electro-magnetic<br>couplings & sr gearing<br>1200bhp<br>Moteurs Baudouin<br>Controllable pitch propeller |
| 508302<br>Df Esd<br>Pfd Rdr<br>RT | **CURITIBA**<br>exShetland–59 exZealand–54<br>**Tibagi Transportes Maritimos Ltda.**<br>Paranagua Brazilian | *1899*<br>*928*<br>2430 | ✠100A1 SS 8/64<br>✠LMC<br>EL q 1$\frac{1}{16}$″SQ | 1943–7 Ailsa S.B. Co. Ltd.—Trn<br>265′ 0″ 40′ 4″ 17′ 8″<br>40′ 2″ 18′ 9″<br>PonQ29′ Q77′ B74′ F31′ 1 dk Well dk<br>5BH<br>WB502t | S<br>G.112650 B.106030<br>6W | T 3Cy. 18″ 29″ & 48″×36″<br>1000ihp<br>Ailsa S.B. Co. Ltd.<br>2 SB 200lb Spt hs(3090) |
| 537231<br>5BAH<br>321020<br>Df Esd<br>Gc Rdr<br>RT | **CURIUM**<br>exUlefoss–65 exUlv Jarl–49<br>exUlefoss–47<br>**Lavar Shipping Co. Ltd.**<br>Famagusta Cyprus | 1391<br>688<br>2570 | NV | 1947 Nylands Verksted—Osl<br>272′ 10″ 41′ 2″ 17′ 7″<br>41′ 0″<br>1 dk & S dk<br>RW | S OSD<br>G.170000 B.158000 | C 2Cy. 16¾″ & 33$\frac{1}{16}$″×<br>with dr gearing & hydraulic<br>Nylands Verksted |
| 508304 | **CURLEW**<br>**Karachi Port Trust**<br>*Karachi* Pakistan | 682<br>482<br>— | ✠100A1 SS 12/64<br>Karachi harbour service<br>✠LMC<br>MN152 EL I | 1960–9 Karachi Shipyard & Eng. Wks Ltd.—Krh<br>199′ 5″ 39′ 4″ 12′ 5½″<br>185′ 2″ 38′ 1½″ 15′ 0″<br>1 dk<br>RW 4BH<br>WB43t | M Hopper Barge Mchy.aft | Oil 4SA 8Cy. 285×420 mm<br>760bhp<br>Masch. Augsburg-Nürnberg<br>Controllable pitch propeller |
| 508305<br>TPIL<br>Esd | **CURLINKA**<br>**Roger Bellocq**<br>Bayonne French | 125<br>42<br>— | BV<br>**BURNT & SANK 9/64** | 1955 Ch. Chauffeteau—Sables d'Olonne<br>76′ 1″ 22′ 8″ 10′ 1″<br>… … …<br>1 dk | Wood M Fishing<br>6 Ha (3½′, 3½′×4½′) (5½′, 5½′, 5½′, 5½′×4′) | Oil 4SA 8Cy. 150×180 mm<br>350bhp<br>Surgèrienne Const. Méc. |
| 508306<br>400217<br>Df Esd | **CURRAGHGOUR II**<br>**Limerick Harbour Commissioners**<br>Limerick Irish Republic | 457<br>266<br>428 | ✠100A1 SS 9/67<br>Eire coasting service<br>✠LMC<br>MN110 EL q 1$\frac{1}{16}$″SQ | 1959–10 Liffey Dkyd Co. Ltd.—Dub<br>143′ 0″ 32′ 6″ 10′ 0¾″<br>134′ 0″ 32′ 0″ 13′ 0″<br>B39′ 1 dk<br>R 4BH<br>rf nil WB40t | M Grab & Suction Hopper Dredger Mchy. aft<br>1 Ho 45½′<br>Cr 1(15) | 2 Oil 2SA (p) 4Cy. 180×300 mm<br>180×300 mm with<br>reverse gearing<br>550bhp<br>British Polar Engines Ltd.<br>1×20kW 220V d.c. |
| 670671<br>GVQE<br>305565<br>Esd Rdr<br>RTm/v | **CURRAN**<br>**Shamrock Shipping Co. Ltd.**<br>C. S. Brown<br>Belfast British | 1325<br>874<br>2048 | ✠100A1<br>✠LMC<br>MN264 EL M1¼″U2 | 1967–2 Boele's Schps. & Mchf.—Bolnes<br>229′ 2″ 36′ 4″ 16′ 9½″<br>212′ 7″ 36′ 0″ 20′ 6″<br>1 dk, 2nd dk in holds<br>NS 3BH<br>rf nil WB560t | M Mchy.aft<br>1 Ho 149½′<br>G.103753 B.99115<br>2 Ha (stl) (85′, 50½′×27½′) | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>3×15kW 115/130V d.c. |
| 508307<br>LATM<br>Df Esd<br>Gc Rdr<br>RTm/h | **CURRO**<br>**A/S Jensen's Rederi III**<br>Marlow Wangen & Petter Christiansen<br>Arendal Norwegian<br>Now **CALAIS**<br>See New Entries No. 1 | 16656<br>9548<br>25315 | ✠100A1 SS 7/65<br>oil tanker<br>✠LMC<br>MN1440 EL I†2¼″SQ | 1955–12 Vickers-Armstrongs (S.Bs) Ltd.—Nwc<br>615′ 6″ 80′ 3″ 32′ 5″<br>575′ 0″ 80′ 0″ 42′ 6″<br>P121′ B34′ F77′ 1 dk<br>RW 19BH<br>rf 6″ WB1583t incl. DTf989t | M Tanker Mchy.aft<br>33 Ta<br>L.1184000 | Oil 2SA 6Cy. 670×2320 mm<br>7200bhp Doxford<br>Vickers-Armstrongs<br>2AuxB (o.f) 180lb<br>AuxB (ex.g) 120lb<br>3×225, 225, 90kW 220V d.c. |
| 506628<br>DKIA<br>Df Esd<br>Gc Rdr<br>RT | **CURSA**<br>exCatherine Sartori–67<br>**Van Nievelt, Goudriaan & Co.'s Stoomv. Maats. (Hamburg) G.m.b.H.**<br>Hamburg W. German | 1814<br>976<br>3026<br>**2842**<br>1600<br>3964 | GL | 1954 Werft Nobiskrug—Rendsburg<br>297′ 6″ 42′ 1″ 18′ 8″/21′ 9½″<br>41′ 10″ 27′ 1″<br>P58′ Q35′ 1 dk & S dk<br>RW len 55 | D-E OSD/CSD Mchy.aft<br>G.200453 B.188670<br>Der 1(15) 4(5) 6(3–5) | 4 Oil 4SA each 6Cy.<br>nected to elec. motor<br>shaft<br>2400bhp<br>Masch. Kiel A.G. |

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|---|---|---|---|---|---|---|
| 671543<br>Df Esd<br>Gc Rdr<br>RTh | **CURVELO**<br>**Brazilian Government**<br>**(Comissão de Marinha**<br>**Mercante)**<br>Lloyd Brasileiro<br>Rio de Janeiro Brazilian<br>Now **CORINA** See New Entries No. 1 | 6900<br>—<br>10900<br>9000<br>—<br>12750 | | **1967** Ishikawajima do Brasil—Rio<br>478′ 0″ 64′ 2″ 25′ 11″/28′ 6½″<br>475′ 8″ 64′ 0″ 40′ 0″<br>P124′ B21′ F43′ 2 dks & S dk | M OSD/CSD Mchy.aft<br>4 Ho 74¾′, 78¾′, 78¾′, 73¼′<br>G.618009 B.572100 In.2119<br>4 Ha (stl) (43′, 47¼′, 47¼′, 58½′×24¼′)<br>16W Cr 1(80) Der 16(5) | Oil 2SA 8Cy. 680×1250 mm<br>9000bhp Sulzer 1150t (hvf)<br>Ishikawajima do Brasil Rio<br>3×280kW 440V 60c/s a.c. 15¾k |
| 508313<br>GHKG<br>301386<br>Df Esd<br>Gc Rdr<br>RTm/v | **CUSTODIAN**<br>**Charente S.S. Co. Ltd.**<br>T. & J. Harrison Ltd.<br>Liverpool British | **8847**<br>4849<br>10920 | **✠100A1** SS 5/66<br>after tunnel side tanks—<br>vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1600 EL d†2½″SQ | **1961**–2 Wm. Doxford & Sons (S.B.) Ltd.<br>—Sld<br>488′ 2″ 62′ 4″ 29′ 2″<br>450′ 11″ 62′ 0″ 38′ 10″<br>F42′ 2 dks, 3rd dk in Nos. 1 & 2 holds<br>RW 7BH<br>rf 6″ WB1992t incl. Tunnel tanks 222t DTf998t | M Ref<br>5 Ho 52′, 38′, 90′, 79′, 63′<br>In.7630<br>5 Ha (stl) (20¼′, 18′×22′)<br>(54′, 54′×23½′) (33¾′×20′)<br>Der 1(110) 4(15) 4(10) 6(5) | Oil 2SA 6Cy. 650×2320 mm<br>8000bhp (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB 150℔<br>4×220kW 220V d.c. |
| 533650<br>GJGE<br>303195<br>Df Esd<br>Gc RTv | **CUTHBERT**<br>exSpenser–67<br>**Lamport & Holt Line Ltd.**<br>Liverpool British | **1869**<br>1030<br>3206 | **✠100A1** SS 8/64<br>DTsma vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN480 EL u1$\frac{9}{16}$″SQ | **1962**–5 T. van Duijvendijks Schps.—<br>Lekkerkerk<br>357′ 8″ 44′ 4″ 17′ 6½″<br>329′ 0″ 44′ 0″ 26′ 0″<br>1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6″ WB499t incl. DTsma 457t | M (4P) Ref OSD<br>4 Ho 51′, 85½′, 32′, 51½′<br>G.129380 B.117250 In.30644<br>5 Ha (stl) (24′×17′) (40½′×18¼′)<br>(11¾′×17¼′) (9′×20′) (11′×16¾′)<br>10W Der 1(20) 6(5) 4(3) 2(2) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp 320t (d.o)<br>Sulzer Bros. Ltd. Win<br>AuxB 120℔<br>3×120, 120, 80kW 220V d.c. 14k |
| 508315<br>LUGW<br>1769F<br>Df Esd<br>Gc Rdr<br>RT | **CUTRAL CO**<br>Launched as P. S. Gerbrandy<br>**Argentine Government**<br>**(Yacimientos Petroliferos**<br>**Fiscales)**<br>Buenos Aires Argentine | **12712**<br>7166<br>20485 | ✠Classed LR until 7/66<br>**BURNT & SANK 5/68** | **1960**–10 Verolme Schpsw.—Alb<br>559′ 10″ 72′ 0″ 29′ 9½″<br>538′ 0″ 71′ 10″ 39′ 5″<br>P121′ F69′ 1 dk<br>rf nil | M Tanker Mchy.aft | Oil 2SA 7Cy. 750×1500 mm<br>8500bhp<br>Gebr. Stork & Co. Hengelo |
| 508316<br>301513<br>Df Esd<br>Pfd | **CUTTLEFISH**<br>**Claridge Trawlers Ltd.**<br>G. D. Claridge<br>Lowestoft British | **153**<br>54<br>— | ✠Classed LR until 6/60 | **1959**–4 R. Dunston Ltd.—Thorne<br>*94·3′* 21′ 6″<br>93′ 0″ 21′ 3″ 10′ 0″<br>Q54′ F14′<br>RW<br>rf 12″ BK6″ | M Trawler | Oil 4SA 6Cy. 10¼″×14½″ with sr gearing<br>& flexible coupling<br>Ruston & Hornsby Lcn |
| 508317<br>XVGQ<br>RTm/h | **CUU LONG**<br>exRené Nicolau–56 exBane<br>**Government of South**<br>**Vietnam**<br>Saigon S. Vietnam | **493**<br>238<br>845 | | **1943** Sturgeon Bay S.B. & D.D. Co.—<br>Sturgeon Bay<br>158′ 7″ 32′ 10″ 10′ 1″<br>… … … | TM (12P) Mchy.aft<br>2 Ho 19¾′, 32¾′<br>Cr 1(7) 1(3) | 2 Oil 4SA each 8Cy. 215×265 mm<br>(d.o)<br>National Supply Co. Springfield<br>1×50kW 110V d.c. |
| 508318<br>DERJ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CUXHAVEN**<br>Bugsier-, **Rederei-u.**<br>**Bergungs-A.G.**<br>Bremerhaven W. German | **6507**<br>3778<br>9837<br>**9392**<br>5616<br>12012 | GL | **1957** Nordseewerke Emden—Emd<br>535′ 2″ 62′ 10″ 26′ 4½″/29′ 5½″<br>493′ 9″ 62′ 8″ 39′ 8″<br>P33′ B95′ F49′ 2 dks & S dk<br>RW | M (8P) Ref OSD/CSD<br>G.681710 B.622195 In.4589<br>7 Ha (stl) (27½′×19¾′) (45½′, 55′, 44½′,<br>34′, 28¾′×24½′) (9¾′×16½′)<br>20W Der 1(30) 4(10) 2(5–10) 14(3–5) | Oil 2SA 6Cy. 750×2500 mm<br>8600bhp Doxford 1475t (hvf)<br>N.V. Wilton-Fijenoord Sch<br>3×350, 230, 15kW 220/380V 50c/s a.c.<br>17k |
| 508319<br>DFNV<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CUXHAVEN**<br>**"Nordsee" Deutsche**<br>**Hochseefischerei A.G.**<br>Cuxhaven W. German | **936**<br>361<br>862 | GL | **1960** Rickmers Werft—Bhn<br>242′ 9″ 36′ 5″ 14′ 3¼″<br>214′ 7″ 36′ 1″ 23′ 4″<br>F56′ 1 dk & pt 2nd dk | M Stern Trawler<br>2 Ho 51½′, 20½′<br>2 Ha (18¼′, 13¼′×4′) | Oil 4SA 8Cy. 385×580 mm 1850bhp,<br>also Oil 600bhp driving 2 gen. each<br>465kW 230/400V a.c. connected to<br>elec. motor 570shp (Sy) for secondary<br>propulsion (d.o)<br>Masch. Kiel A.G. Kel<br>1×68kW 230/400V 50c/s a.c.<br>Thw. thrust propeller fwd |
| 508321<br>LAKP<br>Df Esd<br>Gc Rdr<br>RT | **CUYAHOGA**<br>**Skibs A/S Orenor**<br>Torvald Klaveness<br>Oslo Norwegian | **19600**<br>11931<br>29007 | **✠100A1** CS 11/65<br>ore or oil carrier<br>**✠LMC**<br>MN1850 EL n†2¾″SQ | **1957**–5 Fairfield S.B. & E. Co. Ltd.—Gls<br>639′ 7″ 80′ 5″ 34′ 11¾″<br>603′ 8″ 80′ 0″ 47′ 0″<br>P128′ B39′ F69′ 1 dk<br>RW 10BH<br>rf nil WB27030t incl. DTm1885t DTsf1682t | S Ore/Oil Carrier Mchy.aft<br>20 Ta<br>G.412150 L.896367 HeCls. BC<br>2W Der 2(5) | 2 S Turb dr geared to sc. shaft<br>9250shp 2521t (o.f)–53¼pd<br>Fairfield S.B. & E. Co. Ltd. Gls<br>2WTB 683℔ Spt 850° F. 660℔ hs14183<br>sg 200℔ 15k |
| 508322<br>5LWR<br>1309<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **CUYAMA VALLEY**<br>**Globe Tankers Inc.**<br>Monrovia Liberian | **29025**<br>20175<br>47474 | AB | **1958** Mitsubishi Zosen—Nag<br>736′ 7″ 100′ 5″ 37′ 9⅜″<br>698′ 10″ 100′ 0″ 49′ 10″<br>P128′ B38′ F95′ 1 dk<br>RW<br>rf 4″ | S Tanker Mchy.aft<br>36 Ta<br>L.2243516 HeCls. BC<br>Der 2(10) 2(5) 2(3) | 2 S Turb dr geared to sc. shaft<br>17600shp 2867t (o.f)–92½pd<br>Mitsubishi Zosen Nag<br>2×750kW 450V 60c/s a.c. 16¼k |
| 508324<br>138784<br>Rdr RT | **CY PECK**<br>exIsland Princess exDaily<br>**J. H. Todd & Sons Ltd.**<br>Victoria Canadian | **171**<br>116<br>— | | **1913** …………………Tac<br>116′ 0″ 28′ 4″ 10′ 0″<br>28′ 2″ | Wood M Ferry | Oil 2SA 6Cy. 255×320 mm<br>NE30 9t<br>Fairbanks, Morse & Co. Beloit<br>10k |
| 508325<br>FOEI<br>Df Esd<br>Gc Rdr<br>RTh/v | **CYBÈLE**<br>**Cie. Africaine d'Armement**<br>Havre French<br>Now **ALBANO**<br>See New Entries No. 5 | **13498**<br>7689<br>20453 | BV | **1954** Nederl. Dok & Schps.—Ams<br>561′ 0″ 73′ 0″ 31′ 5″<br>535′ 0″ 40′ 6″<br>P132′ B44′ F56′ 1 dk<br>RW | S Tanker Mchy.aft<br>27 Ta<br>Der 1(12) 1(6) 2(5) 2(1½) | 3 S Turb dr geared to sc. shaft<br>9000shp Parsons 2313t (o.f)<br>Nederl. Dok & Schps. Ams<br>2×400kW 380V 50c/s a.c. 13½k |

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| 530519<br>SYWW<br>2344<br>Df Esd<br>Gc Rdr<br>RT | **CYCLADES**<br>exSagoland-63<br>**Zafir Co. Inc.**<br>Piræus Greek | 3287<br>1506<br>5075 | **✠100A1** Dr 3/64<br>with fbd Tunnel side tanks forward and centre —vegetable oil<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN960 EL y 2 1/16" | **1939-8** Eriksbergs M/V A/B—Got<br>406' 6" 54' 8" 22' 6½"<br>378' 6" 54' 6" 33' 9"<br>1 dk & S dk, upper 'tween dk in No. 1 hold, pt lower dk in Nos. 1 & 2 holds, sparred 3rd dk in No. 3 hold for fruit cargo<br>R Coll BH to S dk 6 to 2nd dk<br>WB1775t incl. Tunnel tanks 548t | TM Ref OSD<br>G.360222 B.330077 In.39370<br>18W Der 1(35) 1(15) | 2 Oil 2SA each 9Cy.<br>4800bhp<br>Eriksbergs M/V A/B<br>db 80lb |
| 538753<br>MLBR<br>181186<br>Df Rdr<br>RT | **CYCLONE**<br>exWelshman-63<br>exGrowler-58<br>exCastle Peak-54<br>exCaroline Moller-52<br>**Secretary of State for Defence**<br>Hull British | 1112<br>87<br>— | **✠100A1** Dr 10/65<br>tug<br>**✠LMC**<br>MN640 EL (m) | **1943-3** Henry Robb Ltd.—Lth<br>204' 11" 38' 8" 17' 7½"<br>190' 0" 38' 6" 19' 0"<br>B&F 121'<br>5BH<br>BK7½" WB140t incl. DTa48t | M Salvage Tug | 2 Oil 2SA each 8Cy.<br>hydraulic couplings<br>shaft<br>2500bhp<br>British Auxiliaries Ltd. |
| 540288<br>SWZD<br>1709<br>Df | **CYCLONE**<br>exOrkaan<br>**Loucas Matsas & Sons**<br>Piræus Greek | 106<br>11<br>— | BV | **1949** Bernard Fikkers Scheepsw.—Martenshoek<br>*83·7"* 20' 7"<br>20' 5" | M Tug | Oil 4SA 6Cy. 400×480 mm<br>Wumag A.G. |
| 512158<br>PDML<br>Df Esd<br>Rdr RT | **CYCLOOP**<br>exFriesland-63<br>**N.V. Bureau Wijsmuller**<br>Ymuiden Netherland | 245<br>10<br>— | BV | **1957** Schpsw. v/h Jonker & Stans—Hendrik-I-A<br>103' 4" 28' 5" 11' 8½"<br>97' 1" 26' 11" 13' 9"<br>RW | M Tug<br>Der 1(2) | 2 Oil 2SA each 8Cy.<br>hydraulic coupling &<br>gearing to sc. shaft<br>800bhp<br>N.V. Mach. Bolnes |
| 672988 | **CYCLOP**<br>**Norddeutscher Lloyd**<br>Bremen W. German | ~~120~~ ~~161~~ 162<br>—<br>— | | **1967** F. Schichau G.m.b.H.—Bhn<br>91' 6" 26' 4"<br>86' 7" 26' 1" 11' 5" | TM Tug | 2 Oil 4SA each 6Cy.<br>1600bhp<br>Klöckner-Humboldt-Deutz<br>Directional propellers |
| 508329<br>GMQD<br>182456<br>Df Esd<br>Gc Rdr<br>RTv | **CYCLOPS**<br>**Ocean Steam Ship Co. Ltd.**<br>~~A. Holt & Co.~~ 6550<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>5520<br>2397<br>~~6526~~<br>7416<br>4160<br>9320 | **BS✳** SS 2/65<br>**MBS**<br>**Lloyd's RMC**<br>CT8314 C41 S36 | **1948** Scotts' S.B. & Eng. Co. Ltd.—Grk<br>487' 0" 62' 4" ~~28' 3½"~~ 23' 10½"/28' 3½"<br>452' 9" 62' 0" 35' 0"<br>P41' B190' F44' 2 dks, 3rd dk fwd<br>RW 8BH<br>rf 9" WB4588t incl. DTa2829t | M Ref<br>6 Ho 59', 72', 48', 30', 81', 59½'<br>G.591857 B.535177 In.1177<br>6 Ha (24½'×16') (35', 23', 23', 27'×22') (27'×18')<br>24W Der 1(50) 1(25) 8(10) 16(5) | Oil 2DA 8Cy. 550×1200 mm<br>6800bhp B&W<br>Scotts' S.B. & E. Co. Ltd.<br>AuxB 100lb<br>3×220kW 220V d.c. |
| 508330<br>GTBV<br>148822<br>Df Esd<br>Gc Rdr<br>RTv | **CYDONIA**<br>**Stag Line, Ltd.**<br>Joseph Robinson & Sons ~~(Management) Ltd.~~<br>N.Shields British | 6231<br>3219<br>8180 | **✠100A1** SS 7/68 ~~SS 8/64~~<br>**✠LMC**<br>MN603 EL z 2¼"SQ | **1955-10** J. Readhead & Sons Ltd.—Shl<br>433' 9" 57' 0" 24' 0¾"<br>405' 0" 56' 9" 32' 1"<br>Q278' F31' 1 dk<br>RW NS 9BH<br>rf 3" WB2792t incl. DTm1010t | S Bulk Carrier Mchy.aft<br>5 Ho 49½', 51', 51½', 51½', 42'<br>G.411750 B.389050<br>5 Ha (stl) (31'×29') (34', 35', 34¾', 30½'×35')<br>10W Der 10(5) | T 3Cy. 24½" 40" & 68"×<br>with dr gearing & hydraulic<br>3350ihp<br>J. Readhead & Sons Ltd.<br>3 SB 220lb Spt hs1011<br>3×40kW 220V d.c. |
| 508333<br>JXRA<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CYGNUS**<br>**Det Bergenske Dampskibsselskab**<br>Bergen Norwegian | 4515<br>2142<br>6440<br>6507<br>3413<br>8640 | NV | **1962** A/B Bergens M/V—Bgn<br>441' 6" 58' 2" 23' 3½"/27' 4½"<br>400' 11" 58' 0"<br>1 dk & S dk<br>rf 6" | M Ref OSD/CSD<br>5 Ho 42', 55¾', 74½', 54½', 52½'<br>G.405851 B.370606 In.25073<br>7 Ha (stl) (27', 35'×18') (47½'×16') (35', 35'×18') (25', 25'×10')<br>8W Der 1(30) 1(10) 9(5) | Oil 2SA 8Cy. 500×1500 mm<br>5540bhp B&W<br>A/S Akers M/V<br>3×272kW 440V 60c/s a.c. |
| 508334<br>312688<br>Esd Gc<br>Pfd Rdr | **CYGNUS**<br>**Government of Canada (Minister of Fisheries)**<br>Halifax Canadian | 524<br>122<br>— | | **1959** Canadian Vickers Ltd.—Mtl<br>153' 0" 28' 1" 10' 0"<br>142' 0" 28' 0" 14' 0"<br>2 dks | M Fishery Research Ship | Oil 2SA 16Cy.<br>Crossley Bros. Ltd. |
| 508335<br>LDOO<br>Df Esd<br>Pfd<br>RTm | **CYGNUS KING**<br>exCygnus-65<br>**A/S Sjåholm**<br>Jacob Melhus<br>Skudeneshavn Norwegian | T.Mk ~~500~~<br>494 ~~260~~<br>250 ~~1010~~<br>1010 | **✠100A1** SS 7/65<br>Str. nav. ice<br>**✠LMC**<br>MN192 EL l 1 1/16"SQ | **1956-3** Sölvesborgs Varvs—Sbg<br>203' 2" 32' 11" 13' 2½"<br>182' 7" 32' 10" 20' 4"<br>Ba42' F18' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 2" WB317t | M OSD Mchy.aft<br>1 Ho 124¾' 1 TwD 126½'<br>G.70400 B.62016<br>3 Ha (30½', 34½', 35¾'×19')<br>6W Der 6(3) | Oil 2SA 8Cy. 290×490 mm<br>lic coupling<br>960bhp<br>Alpha-Diesel A/S<br>2×45kW 220V d.c.<br>Controllable pitch propeller |
| 542655<br>Df Esd<br>Gc Rdr<br>RTv | **CYKLON**<br>exBrunshausen-66<br>**U.S.S.R.**<br>Sevastopol Russian | 3372<br>1821<br>3585<br>4698<br>2633<br>4152 | GL | **1963** Blohm & Voss A.G.—Ham<br>443' 8" 55' 3" 20' 3½"/21' 6"<br>406' 10" 55' 2" 29' 2"<br>2 dks & S dk, 4th dk fwd | M (12P) Ref OSD/CSD<br>14 Ho 90', 90', 84', 73', 62½', 62½', 55½', 62½', 67', 67', 39½', 71½', 76', 76'<br>In.284059<br>4 Ha (stl) (each 23'×16¾')<br>8W Cr 1(10) 3(5) Der 1(5) 3(3) | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp MAN<br>Blohm & Voss A.G.<br>4×400, 400, 400, 185kW |
| 660544<br>Df Esd<br>Rdr RT | **CYKLOP**<br>**Polish Government**<br>Zarzad Portu Szczecin<br>Szczecin Polish | 188<br>54<br>75 | ~~NV~~ | **1966** Svendborg Skibsv.—Svb<br>94' 2" 27' 7"<br>85' 4" 26' 3" 13' 1"<br>1 dk | M Tug | 2 Oil 4SA each 5Cy.<br>geared to sc. shaft<br>1650bhp<br>Burmeister & Wain<br>4×62½, 62½, 62½, 15kW |
| 508336<br>GQCK<br>185280<br>Df Esd<br>Gc Rdr<br>RTv | **CYMRIC**<br>**Shaw Savill & Albion Co. Ltd.**<br>Southampton British | 11182<br>6518<br>11761 | **✠100A1** SS 10/65<br>DTsa—carrying oil FP above 150° F. or vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2860 EL a†2 1/16"SQ | **1953-5** Harland & Wolff Ltd.—Bel<br>512' 0" 69' 3" 30' 10½"<br>481' 10" 69' 0" 41' 6"<br>B206' F57' 3 dks, 4th dk in Nos. 2 & 3 holds<br>RW 7BH to U dk 1 to 2nd dk<br>rf 6" DK fwd WB1332t incl. DTf369t | TM Ref CSD<br>6 Ho 72', 79¾', 63½', 57¾', 52½', 43½'<br>G.361100 B.337540 In.314540<br>6 Ha (stl) (30¾', 40½', 23¾', 23¾', 26½', 24'×19½')<br>22W Der 1(50) 1(25) 4(12) 13(7) 6(5) | 2 Oil 2SA each 6Cy.<br>exhaust 500 mm<br>14300bhp<br>Harland & Wolff Ltd.<br>2AuxB 150lb<br>4×320kW 220V d.c. |

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| 542676<br>5MRC<br>1843<br>Esd Gc<br>Rdr | **CYNTHIA**<br>exDagland-63<br>**International Marine Development Corp.**<br>Monrovia<br>Liberian | 10067<br>5922<br>15560 | BV | **1952** Swan, Hunter & Wghm Rchdsn—Wal<br>529′ 4″ 65′ 8″ 29′ 1″<br>501′ 0″ 65′ 7″ 37′ 6″<br>P137′ B43′ F57′ 1 dk<br>RW | M Tanker Mchy.aft<br>30 Ta<br>L.726965 | HeCls. C<br>Oil 2SA 5Cy. 670×2320 mm<br>1025t–25pd<br>Wallsend Slpwy Co. Ltd. Wal<br>13½k |
| 505231<br>HPQC<br>4075-AG<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **CYNTHIA**<br>exBritannia-66<br>**Cia. Armadora de Sudamerica S.A.**<br>Hellenic Mediterranean Lines Co. Ltd.<br>Panama<br>Panamanian | *4696*<br>*2589*<br>1535 | **✠100A1** with freeboard<br>Str. nav. ice<br>**✠LMC**<br>TD 3/67<br>EL x | **1929**-6 Swan, Hunter & Wghm Rchdsn—Nwc<br>376′ 4″ 50′ 3″ 20′ 4″<br>360′ 0″ 50′ 1″ 29′ 1″<br>F115′ 2 dks (stl-upper dk ws), 3rd dk (stl) in Nos. 2, 3 & 4 holds<br>R 7BH Coll BH to U dk<br>WB592t incl. Tunnel tanks 42t | S (343P) Ref<br>5 Ho 51′, 54′, 23½′, 36½′, 45½′<br>G.152635 B.137485 In.5534<br>5 Ha (15¾′×12′) (19¼′×16′) (12′, 17′ 14½′×14′)<br>7W Der 5(5) | 3 S Turb dr geared to sc. shaft<br>5700shp 260t (o.f)<br>Parsons Marine Stm Turb. Nwc<br>4 SB 220lb Spt hs(11788) 12cf<br>3×90, 32, 32kW 110V d.c. 17½k |
| 508337<br>PVGR<br>6918<br>Df Esd<br>Rdr RT | **CYNTHIA**<br>exNigella-58<br>**Navegacao Continental Ltda.**<br>Santos<br>Brazilian | 499<br>251<br>—<br>—<br>—<br>— | BV | **1955** Ottensener Eisenwerk A.G.—Ham<br>216′ 0″ 32′ 7″<br>32′ 5″ 19′ 2″<br>1 dk & S dk<br>RW | M OSD/CSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>Klöckner-Humboldt-Deutz Kln |
| 541941<br>LJZQ<br>Esd Rdr<br>RT | **CYNTHIA**<br>exCynthia Bres-67<br>**Ivan Ulsund**<br>Namsos<br>Norwegian | 300<br>189<br>550 | NV | **1963** Westermoen Båtbyggeri—Mandal<br>157′ 10″ 28′ 5″ 10′ 2¾″<br>141′ 8″ 28′ 4″ 11′ 4″<br>P39′ F25′ 1 dk | M Mchy.aft<br>1 Ho 100¼′<br>G.25000 B.22000<br>2W Der 2(3) | Oil 2SA 5Cy. 230×400 mm<br>350bhp 32t<br>Alpha-Diesel A/S Fkn<br>9½k |
| 508338<br>WA4004<br>125994<br>RTv | **CYNTHIA**<br>exCynthia No. 2-59<br>**Atlantic Towing Co.**<br>Savannah<br>United States | 111<br>76<br>30 | | **1882** Neafie & Levy—Phl<br>*92·4′* 19′ 6″<br>... ... ...<br>R | Iron M Tug | Oil 2SA 6Cy. 15″×19″<br>800bhp Emade39fitted61 (d.o)<br>Atlas Imperial D.E. Co. Oakland<br>2×30, 12kW 115V d.c. |
| 508339<br>WH6544<br>273285<br>Df Rdr<br>RTm/v | **CYNTHIA MORAN**<br>**Tug Thomas E. Moran Inc.**<br>New York<br>United States | 239<br>162<br>— | AB | **1957** Jakobson Shipyard Inc.—Oyster Bay<br>105′ 0″ 27′ 2″ 13′ 6¾″<br>100′ 3″ 27′ 0″ 15′ 0″<br>BK4″ | D-E Tug | Oil 2SA 16Cy. 8¾″×10½″ 1757bhp driving 1 gen. 1210kW 525V d.c. connected to elec. motor<br>Emade44fitted57 117t<br>General Motors Corp. Clv<br>3×40, 40, 35kW 125V d.c. |
| 508340<br>KWBT<br>253441<br>Df Gc<br>Rdr | **CYNTHIA OLSON**<br>exYankee Dawn-50<br>exEmpire Wandle-47<br>exWilhelm Traber-45<br>Oliver **J. Olson & Co.**<br>San Francisco<br>United States | 3117<br>1880<br>4350 | ✱Classed BC until 11/47<br>AB | **1935**-8 Flensburger Schiffs. Ges.—Fls<br>310′ 7″ 48′ 8″ 19′ 10½″<br>307′ 8″ 48′ 6″ 23′ 4″<br>Q67′ B55′ F29′ 1 dk<br>R<br>rf 4″ | S<br>4 Ho<br>G.205100 B.193500<br>4 Ha<br>2W | C 4Cy. (2) $18\frac{11}{16}$″ & (2) 39⅜″×39⅜″<br>1500ihp 760t (o.f)<br>A. Borsig Bln<br>10k |
| 508341<br>FNJI<br>Df Esd<br>Rdr<br>RTm | **CYPREA**<br>"Angkor" **S.a.r.l.**<br>Havre<br>French | 1527<br>705<br>2722 | BV | **1961** S.A. des Anc. Ch. Dubigeon—Nts<br>232′ 0″ 44′ 2″ 14′ 10″<br>216′ 6″ 44′ 0″<br>1 dk | TM Tanker Mchy.aft<br>14 Ta<br>L.87515<br>Der 3(2) | 2 Oil 4SA each 12Cy. 247×266 mm<br>2480bhp 88t (d.o)–5pd<br>Soc. des For. de la Méditerranée La Seyne<br>4×80kW 220V d.c. 12k |
| 530150<br>5MXM<br>2008<br>Df Esd<br>Gc Rdr | **CYPRESS**<br>exAvery C. Adams-64<br>**Wilson Shipping Corp. Ltd.**<br>Monrovia<br>Liberian | 12035<br>7276<br>20533 | **✠100A1** SS 4/67<br>**✠LMC**<br>MN1440 EL i†2$\frac{7}{16}$″SQ | **1958**-8 Canadian Vickers Ltd.—Mtl<br>580′ 4″ 72′ 4″ 30′ 0″<br>550′ 0″ 72′ 0″ 42′ 6″<br>P99′ F47′ 1 dk<br>9BH<br>rf nil WB9578t incl. DTf800t | M Mchy.aft<br>G.896800 | Oil 2SA 9Cy. 680×1250 mm<br>7200bhp 1225t<br>N.V. Werkspoor Ams<br>2AuxB 85lb<br>Controllable pitch propeller 13½k |

Now **UNION** See New Entries No. 5

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| 541942<br>JXXR<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CYPRESS**<br>Skibs **A/S Selje, Skibs A/S Oljetransport & Skibs A/S Storli**<br>A/S Rederiet Odfjell<br>Bergen<br>Norwegian | 8595<br>4653<br>13780<br>**11066**<br>6275<br>16000 | NV | **1963** A/B Götaverken—Got<br>508′ 0″ 68′ 2″ 28′ 2″/31′ 1″<br>470′ 0″ 68′ 0″ 33′ 3″<br>1 dk & S dk, 3rd dk in Nos. 3 & 4 holds<br>rf nil | M (4P) OSD/CSD Mchy.aft<br>6 Ho 56′, 57¾′, 56′, 56′, 56′, 49¼′<br>G.830000 B.751000<br>6 Ha (stl) (31¼′, 32¾′, 32¾′, 32¾′, 32¾′, 32¾′×26½′)<br>Der 5(8–30) 17(5) | Oil 2SA 8Cy. 760×1500 mm<br>7500bhp (hvf)<br>A/B Götaverken Got<br>3×300kW 450V 60c/s a.c. |

Now **JAG ANJLI** See New Entries No. 4

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| 652062<br>ZSRO<br>350407<br>Df Esd<br>Gc Rdr<br>RT | **CYPRESS**<br>**Submarine Engineering (Pty) Ltd.**<br>Cape Town<br>S. African | 198<br>102<br>— | AB | **1954** Gulfport S.B. Corp.—Pt.Arthur<br>21′ 4″<br>83′ 5″ 21′ 2″ 11′ 0″<br>1 dk<br>BK2″ | TM Tender Mchy.aft | 2 Oil 2SA each 6Cy. 5″×5½″<br>600bhp 4t<br>General Motors Corp. Det |
| 540648<br>FNMD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYPRIA**<br>**Cie. Maritime des Chargeurs Réunis**<br>Dunkirk<br>French | 7224<br>3764<br>10701<br>**9785**<br>5474<br>13525 | BV | **1964** Ch. Nav. de La Ciotat—La Ciotat<br>507′ 3″ 68′ 9″ 26′ 9″<br>474′ 7″ 68′ 7″ 39′ 7″<br>B66′ F56′ 1 dk & S dk, 3rd dk fwd & aft | M Ref OSD/CSD<br>G.601687 B.536432 In.11015<br>5 Ha (16½′×29′) (20¾′, 20¾′×42½′) (37′, 31¼′×19½′)<br>18W Cr 1(69) 1(25) Der 10(8) 6(3) | Oil 2SA 8Cy. 620×1400 mm<br>8700bhp B&W 2000t<br>Soc. Forg. & At. du Creusot Le Creusot<br>17k |

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| 660309<br>LFGE<br><br>Df Esd<br>Gc Rdr<br>RT | **CYPRIAN**<br><br>**R/A Trajan & Jens Gran**<br>**Mowinckels Rederi.**<br>Hilmar Reksten<br>Bergen Norwegian | ~~38213~~ 35637<br>~~23016~~ 22985<br>~~62100~~ 65100 | <br><br>NV | 1966 Kockums M/V A/B—Mmo<br>775' 2" 109' 2" ~~39' 11½"~~ 41' 5½"<br>745' 6" 109' 0" 53' 3"<br>1 dk<br>rf 5½" | S Tanker Mchy.aft<br>15 Ta<br>L.2595000 | 2 S Turb dr geared to sc. sha<br>20300shp<br>General Electric Co. |
| 502340<br>5BBR<br>321044<br>Df Esd<br>Gc Rdr | **CYPRIAN**<br>exArgobeam–66<br>Launched as Capetan Chiotis<br>**Agapinor Shipping Co. Ltd.**<br>Famagusta Cyprus<br>Now **ETOLIS** See New Entries No. 5 | 9175<br>5357<br>13670 | ✠100A1 SS 4/67<br><br>✠LMC<br><br>MN1160 EL d†2$\frac{1}{16}$"SQ | 1957–11 Burntisland S.B. Co. Ltd.—<br>Bnt<br>478' 10" 62' 7" 30' 9½"<br>445' 10" 62' 5" 41' 0"<br>F41' 2 dks<br>RW NS 8BH<br>rf 6" WB1745t incl. Tunnel tanks 299t | M CSD<br>5 Ho 60', 67', 65', 72½', 71'<br>G.701200 B.642300<br>5 Ha (33½', 40', 37½', 37½', 35'×24')<br>10W Der 10(10) | Oil 2SA 6Cy. 620×1400 mm<br>470 mm<br>5800bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>AuxB 100lb<br>(AuxB (ex.g.) 100lb)<br>3×180kW 220V d.c. |
| 508342<br>MLLL<br>161595<br>RTm/v | **CYPRIAN COAST**<br>exAlnwick–46<br>**Tyne-Tees Steam Shipping Co. Ltd.**<br>Newcastle British | 494<br>225<br>720 | ~~✠100A1~~ ~~SS 7/64~~<br><br>~~✠LMC~~<br><br>~~MN70~~ ~~EL h~~<br>**BROKEN UP** | 1936–5 Hawthorn, Leslie & Co. Ltd.—Nwc<br>171' 6" 27' 2" 11' 4½"<br>163' 0" 27' 0" 12' 4"<br>P59' F23' 1 dk<br>R NS 3BH<br>rf 3" WB228t | M Mchy.aft<br>1 Ho 104'<br>G.32620 B.30850<br>1 Ha (70'×15½')<br>2W Der 2(7) | Oil 4SA 6Cy. 320×450 mm<br>350bhp ✠NE12/58<br>Klöckner-Humboldt-Deutz<br>2×25kW 230V d.c. |
| 540289<br>SYFU<br>2140<br>Df Esd<br>Gc Rdr<br>RT | **CYPRIAN MED**<br>exManchester Pioneer–63<br>**United Maritime Enterprises S.A.**<br>Piræus Greek | 2073<br>944<br>3317 | ✠100A1 SS 5/65<br>DTmf—vegetable oil<br>✠LMC<br><br>MN330 EL t 1⅛"SQ | 1952–4 Cammell Laird & Co. Ltd.—Bkn<br>298' 0" 43' 1" 18' 2¼"<br>286' 11" 43' 0" 26' 6"<br>B58' F24' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk len 60<br>DK fwd WB1677t incl. DTa139t DTmf794t | S OSD<br><br>G.177048 B.166259<br><br>8W<br>D Tf245t | 2 S Turb dr geared to sc. shaft<br>1650shp<br>Cammell Laird & Co. Ltd.<br>2WTB 275lb Spt 265lb |
| 504900<br>5BEL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYPRIAN PRODUCER**<br>exBorreby–67<br><br>**Star Steam Nav. Ltd.**<br>Famagusta Cyprus | 1764 ~~1875~~<br>898 ~~945~~<br>— ~~885~~ | ✠100A1 ~~SS 6/63~~ TD 10/68<br>Str. nav. ice<br>✠LMC<br><br>MN400 EL s | 1953–9 Helsingor Skibs. & Msk.—Hsg<br>303' 4" 43' 7" 19' 5"<br>275' 7" 43' 6" 27' 11"<br>RFD29' 1 dk & S dk, sparred 3rd dk in No. 1 hold<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB540t | M (8P) Ref OSD<br>4 Ho 44½', 58½', 46', 44½'<br>G.150670 B.142840 In.116180<br>4 Ha (29½', 29½', 27', 22½'×16½')<br>8W Der 1(20) 10(3) | Oil 2SA 6Cy. 500×900 mm<br>2000bhp B&W<br>Helsingor Skibs. & Msk.<br>db 100lb<br>3×80kW 220V d.c. |
| 505614<br>5BEA<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CYPRIAN TRADER**<br>exBygholm–67<br>**Green Vale (Middle East) Produce & Shipping Co. Ltd.**<br>Doric Cyprian Lines Ltd.<br>Famagusta Cyprus | 1776 ~~1797~~<br>902<br>2865 | ✠100A1 SS 5/65<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>MN400 EL s | 1950–12 Helsingör Skibs. & Msk.—Hsg<br>303' 7" 43' 11" 19' 5"<br>275' 9" 43' 7" 27' 11"<br>1 dk & S dk, sparred 3rd dk in No. 1 hold<br>Coll BH to S dk 5 to 2nd dk<br>rf 3" WB569t | M (4P) Ref OSD<br>4 Ho 44½', 58½', 47½', 45'<br>G.156646 B.146640 In.39850<br>4 Ha (stl) (29½', 29½', 27', 22½'×16½')<br>8W Der 1(20) 10(5) | Oil 2SA 6Cy. 500×900 mm<br>2000bhp B&W<br>Helsingör Skibs. & Msk.<br>db 100lb<br>1×80kW 220V d.c. |
| 508345<br>SWLH<br>1892<br>Df Esd<br>Gc Rdr<br>RTm/h | **CYPROS**<br>exCiudad de Caracas–61<br>exDouble Loop–47<br>**Hellenic Lines Ltd.**<br>Piræus Greek | 3799<br>2160<br>6020 | <br><br>AB | 1945 Southeastern S.B. Corp.—Sav<br>338' 1" 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F58' 2 dks<br>rf nil | M (4P) Ref Mchy.aft<br>3 Ho 41½', 78½', 69½'<br>G.249000 B.225460 In.8840<br>3 Ha (stl) (20½', 40½', 40½'×20')<br>1 Ha (w) (9'×8')<br>12W Der 3(5) 1(1½) | Oil 2SA 6Cy. 545×700 mm<br>2000bhp<br>General Mchy. Corp.<br>2×250kW 110/220V d.c. |
| 508346<br>DDQC<br><br>Df Esd<br>Gc Rdr | **CYRENE**<br><br>**Atlas Levante-Linie G.m.b.H.**<br>Bremen W. German<br>Now **VISHVA MARG** (No. 508346) in the Register | 1520<br>736<br>2333<br>2353<br>1374<br>3399 | <br><br>GL | 1958 A.G. "Weser" Werk Seebeck—Bhn<br>291' 4" 42' 6" 16' 8"/20' 7"<br>262' 5" 42' 4" 24' 7"<br>1 dk & S dk<br>RW | M Ref OSD/CSD Mchy.aft<br><br>G.149166 B.136450 In.2606<br>2 Ha<br>8W Der 1(15) 8(3–5) | 2 Oil 2SA each 9Cy.<br>geared to sc. shaft<br>2140bhp<br>Masch. Augsburg-Nürnberg |
| 532259<br>GHPD<br>301373<br>Df Esd<br>Gc RTv | **CYRIL**<br>exSheridan—67<br>**Lamport & Holt Line Ltd.**<br>Liverpool British | 1849<br>1021<br>3163 | ✠100A1 SS 11/64<br>DTsma—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN480 EL (u) 1$\frac{1}{16}$"SQ | 1961–3 T. van Duijvendijk's Schps.—<br>Lekkerkerk<br>357' 8" 44' 4" 17' 6½"<br>329' 0" 44' 0" 26' 0"<br>1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk len 64<br>rf 6" WB600t incl. DTsma 457t | M Ref (4P) OSD<br>4 Ho 62½', 75', 32', 51½'<br>G.206067 B.188122 In.30644<br>6 Ha (stl) (30½'×17') (40½', 11½', 9'×20') (8', 8'×8')<br>8W Der 1(20) 6(3–5) 4(3) 2(2) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp<br>Sulzer Bros. Ltd.<br>AuxB 120lb<br>3×120, 120, 80kW 220V d.c. |
| 650006<br><br>306194<br>RTv | **CYRIL KIRKPATRICK**<br><br>**Port of London Authority**<br>London British | 847<br>754<br>1535 | ✠ | 1964–12 Harland & Wolff Ltd.—<br>N.Woolwich<br>207' 3" 36' 9"<br>195' 10" 35' 0" 16' 0"<br>rf nil | TM Hopper Barge Mchy.aft<br>1 Ho 120' | 2 Oil 4SA each 8Cy.<br>1120bhp<br>Rolls-Royce Ltd.<br>2×140kW 220V d.c.<br>Directional propellers |
| 517394<br>EPLF<br><br>Df Esd<br>Gc Rdr | **CYRUS II**<br>exJohn L. Manta–67<br>exAbbedyk–61<br>exMilford Victory–47<br>**Naviran S.A.**<br>Khorramshahr Iranian | 7710<br>5090<br>10800 | 100A1 SS 4/67<br><br>LMC<br>Lloyd's RMC<br>EL c†2¼"SQ | 1945 Bethlehem-Fairfield—Bal<br>455' 4" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F89' 2 dks, 3rd dk in Nos. 2 & 3 holds<br>7BH<br>WB3312t incl. Tunnel tanks 1648t DTf282t | S Ref CSD<br><br>G.569223 B.492628 In.2560<br><br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc.<br>6000shp<br>Westinghouse Elec.<br>2WTB 525lb Spt |
| 508350<br>KTUA<br>244489<br>Df Esd | **CYRUS T. BRADY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7230<br>4435<br>10500 | <br><br>AB | 1943 Permanente (Shpyd No. 1)—<br>Richmond<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3×20kW 120V d.c. |

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|---|---|---|---|---|---|---|---|
| 6503367<br>SPTZ<br><br>Dl Esd<br>Gc Rdr | **CZACKI**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia | Polish | **5576**<br>3036<br>8418 | <br><br>PR | **1965** Stocznia Szczecinska—Szn<br>477′ 6″ 60′ 10″ 25′ 1″<br>456′ 9″ 60′ 7″<br>1 dk & S dk, 3rd dk in No. 3 hold | M (12P) Ref OSD<br>5 Ho<br>G.517491 B.475302 In.93125<br>5 Ha (27′×19¾′) (46¾′×23′)<br>(24½′×26′) (39¼′, 34½′×23′)<br>Der 1(30) 1(15) 1(5) 11(5–3) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp 1236t (d.o)<br>H. Cegielski Poz<br>4×400, 400, 250, 250kW 380V a.c. 17k |
| 5083351<br>SPGW<br><br>Dl Esd<br>RTh | **CZAJKA**<br><br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin | Polish | **160**<br>58<br>98 | <br><br>PR<br><br>RW | **1952** Stocznia Polnocna—Gdk<br>106′ 10″ 22′ 2″<br>11′ 1″ | M Trawler | Oil 2SA 3Cy. 400×460 mm<br>300bhp<br>A/B Jönköpings Motfb. Jönköping<br>1×66kW 330V d.c.<br>3×18, 12, 6kW 110V d.c. 9k |
| 5083352<br>SPGX<br><br>Dl Esd<br>RT | **CZAPLA**<br><br>**Polish Government**<br>Polish Ship Salvage Co.<br>Gdynia | Polish | **171**<br>55<br>98 | <br><br>PR<br><br>R | **1952** Stocznia Polnocna—Gdk<br>106′ 10″ 22′ 2″<br>11′ 1″ | M Salvage Ship | Oil 2SA 3Cy. 400×460 mm<br>300bhp (d.o)<br>A/B Jönköpings Motfb. Jönköping<br>3×18, 18, 6kW 110V d.c.<br>Controllable pitch propeller 9k |
| 6800004<br><br><br>Dl Esd<br>Gc Pld<br>Rdr RT | **CZESTOCHOWA**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin | Polish | **3420**<br>1770<br>5300<br>**5500**<br>3050<br>6000 | | **1967** Stocznia Szczecinska—Szn<br>406′ 6″ 55′ 9″ 21′ 1½″/22′ 7″<br>55′ 7″ 32′ 6″<br>1 dk & S dk | M OSD/CSD<br>4 Ho<br>G.339400 B.310000<br>4 Ha | Oil 2SA 7Cy. 550×1200 mm<br>4900bhp<br>H. Cegielski Poz<br>16k |

| 1<br>LR<br>Identity No.<br>Call Sign<br>Official No.<br>Navigational aids | 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer Deadwt<br>Gross<br>Net<br>Summer Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type<br>Enginebuilders<br>Boilers Heating surface<br>Aux. electrical generating plant<br>Special propellers |
|---|---|---|---|---|---|---|
| 508357<br><br>315475 | **DB 2**<br><br>**Shell-BP Petroleum Development Co. of Nigeria Ltd.**<br>Lagos Nigerian | 1436<br>1172<br>1460 | ✠A1 SS 11/65<br>Nigerian coastal service<br>EL (p)<br>SURVEYS OVERDUE—CLASS SUSPENDED 9/68 | 1959–1 N.V. Werf "Gusto"—Slikkerveer<br>158' 11" 80' 10" 7' 0½"<br>158' 0" 80' 0" 10' 0"<br>1 dk<br>5BH<br>rf nil WB DTs1300t | Drilling Barge | |
| 508358<br>GHLN<br>301661<br>Df Esd<br>Gc Pfd<br>Rdr RT | **D. B. FINN**<br><br>**Boston Deep Sea Fisheries Ltd.**<br>B. A. Parkes<br>Hull British | 701<br>236<br>— | ✠100A1 SS 7/65<br>trawler<br>✠LMC<br>MN320 EL (k) z | 1961–5 Goole S.B. & R. Co. Ltd.—Goo<br>*188·0'* 32' 7"<br>182' 6" 32' 0" 16' 3"<br>F35'<br>RW 4BH<br>rf 36" BK6" WB35t | M Trawler | Oil 4SA 8Cy. 390×680 mm<br>1600bhp Werkspoor<br>C. D. Holmes & Co. Ltd.<br>db 100lb |
| 508360<br>CYFF<br>194457<br>Df Esd<br>Gc Rdr<br>RTh/v | **D. C. EVEREST**<br><br>**Marathon Corporation of Canada Ltd.**<br>Port Arthur Canadian | 2196<br>1231<br>3000 | ✠100A1 Lake SS 10/68<br>for service on the Great Lakes, River & Gulf of St. Lawrence on eastern seaboard of Canada & U.S.A. between Jacksonville, Fla. & Labrador<br>✠LMC<br>MN240 EL r 1½"SQ | 1953–3 Canadian S.B. & E. Ltd.—Kin<br>259' 0" 43' 7" 16' 6½"<br>253' 0" 43' 6" 21' 0"<br>P39' F29' 1 dk<br>NS 4BH<br>rf 4½" WB588t | M Mchy.aft<br>2 Ho 107½', 86'<br>G.163260 B.157815<br>4 Ha (38', 36', 36', 36'×32')<br>3W Cr 2(5) | Oil 2SA 6Cy. 405×510 mm<br>1200bhp<br>Fairbanks, Morse & Co.<br>2×100kW 240V 60c/s d.c. |
| 508362<br>WA4163<br>214147<br>Df Gc<br>Rdr RT | **D. G. KERR**<br><br>**Pittsburgh Fleet United States Steel Corporation**<br>New York United States | 8017<br>6267<br>13690 | ✠100A– ~~Lake SS 4/64~~<br>Great Lakes service<br>✠LMC Lake SS 11/67<br>EL (f†) | 1916–6 American S.B. Co.—Lorain<br>600' 0" 60' 4" 21' 10½"<br>580' 0" 60' 0" 32' 0"<br>F53' 1 dk<br>R 3BH<br>WB1230t | S Mchy.aft<br>3 Ho<br>35 Ha (stl) (each 9'×43') | T 3Cy. 24½" 41" & 64"×42"<br>2200ihp<br>American S.B. Co.<br>2WTB 250lb Spt 210lb<br>✠NB3/50 |
| 536008<br>SVPQ<br>222<br>Df Esd<br>Gc Rdr | **D. G. PAPALIOS**<br>exThornaby–66<br>**Marguardia Cia. Nav. S.A.**<br>Chios Greek | 12146<br>7127<br>18270 | AB<br>✠Classed LR until 6/66 | 1955–6 Sir J. Laing & Sons Ltd.—Sld<br>544' 7" 72' 9" 30' 6½"<br>512' 0" 72' 6" 41' 2"<br>P23' F47' 1 dk<br>RW<br>rf 4" | M Tanker Mchy.aft | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp<br>Hawthorn, Leslie (Eng.) Ltd. |
| 672499 | **D. H. C. GRAB**<br><br>**Drogheda Harbour Commissioners**<br>Drogheda Irish Republic | 170<br>—<br>150 | ✠ | J. W. Cook & Co. (Wivenhoe) Ltd.—Wivenhoe<br>105' 6" 6' 5¾"<br>100' 0" 25' 0" 7' 6" | M Grab Dredger Mchy.aft | Oil 4SA 6Cy. 5"×5"<br>Schottel Nederland N.V. |
| 508363<br><br>182565 | **D.H.T. No. 7**<br><br>**The Trustees of the Harbour of Dundee**<br>Dundee British | 268<br>233<br>— | ✠100A1 SS 2/65<br>River Tay service & within 10 miles of Buddon Ness<br>EL (d) | 1956–12 Fleming & Ferguson Ltd.—Psy<br>114' 11" 29' 10" 8' 6½"<br>109' 6" 28' 9" 10' 6"<br>1 dk<br>RW 4BH<br>rf nil | Hopper Barge | |
| 508364<br><br>182568 | **D.H.T. No. 8**<br><br>**The Trustees of the Harbour of Dundee**<br>Dundee British | 268<br>233<br>— | ✠100A1 SS 2/66<br>River Tay service & within 10 miles of Buddon Ness<br>EL (d) | 1961–11 Caledon S.B. & E. Co. Ltd.—Dun<br>115' 6" 29' 10" 8' 6"<br>109' 4" 28' 9" 10' 6"<br>1 dk<br>RW 4BH<br>rf nil | Hopper Barge | |
| 508365<br><br>311168 | **D.M. 60**<br><br>**T. G. McBride & Co. Ltd.**<br>C. E. Nelson<br>Vancouver Canadian | 759<br>759<br>1000 | ✠100A SS 1/67<br>coasting service between Seattle and Anchorage, Alaska<br>EL (g) | 1958–7 Yarrows Ltd.—Vic<br>121' 5" 41' 5" 9' 0"<br>120' 0" 40' 0" 11' 5"<br>1 dk<br>4BH<br>rf nil | Cement Carrying Barge<br>Self-unloader | |
| 508366<br>WA4207<br>214599<br>Df Gc<br>Rdr RT | **D. M. CLEMSON**<br><br>**United States Steel Corp. Great Lakes Fleet**<br>New York United States | 7377<br>5830<br>13690 | ✠100A– SS 11/65<br>Great Lakes service<br>✠LMC<br>EL (f†) | 1917–1 American S.B. Co.—Lorain<br>600' 0" 60' 2" 21' 10½"<br>580' 0" 60' 0" 32' 0"<br>F53' 1 dk<br>R 3BH<br>WB1460t | S Mchy.aft<br>4 Ho<br>33 Ha (stl) (each 9'×43') | T 3Cy. 24½" 41" & 64"×42"<br>2200ihp<br>American S.B. Co.<br>2WTB 250lb Spt 210lb<br>✠NB4/54 |
| 508367<br><br>310134 | **D.O.T. 76**<br><br>**Government of Canada (Minister of Transport)**<br>Ottawa Canadian | 1083<br>482<br>— | | 1944 Sir Wm. Arrol & Co. Ltd.—Gls<br>*217·3'* 38' 0"<br>... ... ...<br>1 dk | TM | 4 Oil 4SA each 12Cy.<br>2 sc. shafts<br>Davey, Paxman & Co. Ltd. |

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| 526798 **D.P.W. No. 400**<br>VCJS exP.W.D. No. 400–66<br>193805 **Government of Canada**<br>RTm **(Minister of Public Works)**<br>Ottawa Canadian | 480<br>219<br>— | ✠Classed LR until 1/54 | **1950–10** Canadian Vickers Ltd.—Mtl<br>149′ 6″ 29′ 1″ 12′ 0½″<br>… … …<br>1 dk<br>RW | M Grab Hopper Dredger Mchy.aft | Oil 8Cy. 210×300 mm<br>NE64 (d.o)<br>Gebr. Stork & Co. Hengelo<br>2×60kW 208V 60c/s a.c. |
| 508368 **D. T. SHERIDAN**<br>WC4290<br>261940 **Sheridan Towing Co. Inc.**<br>RTh Philadelphia United States | 383<br>261<br>— | | **1951** Ira S. Bushey & Sons—Brooklyn<br>138′ 0″ 28′ 2″<br>130′ 9″ 28′ 0″ 6′ 11″ | M Tug | Oil 205×255 mm sr geared<br>1600bhp Emade44fitted51 (d.o)<br>Fairbanks, Morse & Co. Beloit<br>3×100kW 115V d.c. |
| 508371 **D'ARTAGNAN**<br>FNDT<br>**Mobil Oil Française**<br>Df Esd **(Département Transports**<br>Gc Rdr **Maritimes)**<br>RT Havre French | 31298<br>19288<br>52195 | BV | **1959** At. & Ch. de France—Dnk<br>755′ 8″ 99′ 10″ 39′ 5$\frac{11}{16}$″<br>712′ 6″ 99′ 5″<br>1 dk | S Tanker Mchy.aft<br>Der 2(10) 2(6) 2(5) 2(2) | 2 S Turb dr geared to sc. shaft<br>17800shp Parsons (o.f)<br>Soc. des For. de la Méditerranée<br>La Seyne<br>18k |
| 508372 **D'AUTEUIL II**<br>VC2080<br>173950 ~~R. Huard~~ R. Proetti<br>Esd Rdr Quebec Canadian<br>RT | 229<br>164<br>— | | **1945** D'Auteuil Lumber Co. Ltd.—Qbc<br>*100·5′* 30′ 2″<br>… … … | Wood M | Oil 6Cy. 290×380 mm<br>Atlas-Imperial D.E. Co. Oakland |
| 508373 **d'IBERVILLE**<br>CGSM<br>195276 **Government of Canada**<br>Df Esd **(Minister of Transport)**<br>Gc Pfd Ottawa Canadian<br>Rdr<br>RTm/h/v | 5678<br>2038<br>3600 | **✠100A1** SS 7/66<br>**✠LMC**<br>MN2722 EL x | **1953–5** Davie S.B. & Rep. Co. Ltd.—Levis<br>310′ 6″ 66′ 10″ 30′ 5″<br>288′ 0″ 66′ 6″ 40′ 3″<br>B73′ 2 dks<br>RW 7BH<br>WB1332t incl. DTsf604t DTsa412t | TS Icebreaker (18P)<br>2 Ho 32′, 68′<br>2 Ha (stl )(13¼′, 12′×14′)<br>Cr 2(12) Der 1(35) 1(5) | S 12Cy. 29″×30″<br>10800ihp (o.f)<br>Canadian Vickers Ltd. Mtl<br>8 SB 225℔ Spt hs(41656) 24cf<br>4×400, 400, 175, 175kW 115/230V d.c. |
| 508374 **D'VORA**<br>exStat-51 exHelen Tola–51<br>188392 exStat-50 exBonita–49<br>Df Esd **Harvey Bros. Co. Ltd.**<br>Rdr RT Halifax Canadian | 466<br>251<br>725 | ✠Classed LR until 1/58<br>**WRECKED 12/68** | **1943–11** Cook, Welton & Gemmell Ltd.<br>—Bev<br>164′ 6″ 27′ 7″ 13′ 5″<br>151′ 1″ 27′ 6″ 15′ 0″<br>F27′ 1 dk<br>conv trawler 47 | M Ref<br>G.18000 B.16000 In.17900<br>2W | Oil 6Cy. 10½″×13½″<br>NE57 92t<br>Crossley Bros. Ltd. Mch<br>9k |
| 508375 **DA COSTA**<br>PDNC<br>**Rederij m.s. "Da Costa"**<br>Df Esd Kamp's Scheepv. &<br>Rdr Handelmaats. N.V.<br>RTm Groningen Netherland | 400<br>241<br>460 | **✠100A1** SS 4/67<br>**✠LMC**<br>MN80 EL f | **1954–4** Grol's Scheepswerven—<br>Zuidbroek<br>159′ 0″ 25′ 7″ 9′ 6¼″<br>144′ 7″ 25′ 5″ 10′ 4″<br>P33′ Q9 F14′ 1 dk<br>RW 3BH<br>WB145t | M Mchy.aft<br>1 Ho 59¼′<br>G.26200 B.24710<br>2 Ha (each 33′×17′)<br>2W Der 2(2) | Oil 2SA 6Cy. 220×380 mm<br>300bhp ✠NE9/64 20t (d.o)<br>Appingedammer Brons. Apg<br>2×5kW 110V d.c. 9k |
| 508376 **DA COSTA**<br>SGDX<br>9407 *H.* **Ingemansson**<br>Df Ystad Swedish | 254<br>115<br>290 | BV | **1937** Schps. "Gideon" v/h J. Koster Hzn<br>—Gro<br>*121·2′* 21′ 8″ 8′ 7″<br>21′ 6″<br>Q16′ F29′ 1 dk<br>R | M Mchy.aft<br>1 Ho 72¼′<br>G.15645 B.14798<br>2 Ha (21½′, 28¾′×12¼′)<br>2W Der 2(1½) | Oil 4SA 3Cy. 280×420 mm<br>150bhp 10t<br>Deutsche Werk A.G. Kel<br>8k |
| 508377 **DABCHICK I**<br>VTBG exDabchick<br>191409 **Bombay Port Trust**<br>Bombay Indian | 566<br>219<br>— | ✠Classed LR until 1/25 | **1921–10** Lobnitz & Co. Ltd.—Rnf<br>178′ 9″ 31′ 1″ 11′ 3″<br>30′ 11″<br>R | S Hopper Barge<br>1 Ho 50½′ | T 3Cy. 15″ 25″ & 40″×30″<br>74t (c)<br>Lobnitz & Co. Ltd. Rnf<br>10k |
| 508378 **DACCA CITY**<br>AQEO exIrish Plane–60<br>191046 **Chittagong S.S. Corp. Ltd.**<br>Df Esd Chittagong Pakistan<br>Gc Rdr | 5368<br>2988<br>8870 | **BS✲** SS 1/67 ~~SS 10/62~~<br>**MBS✲**<br>MN710 CT6514 C37 S32 | **1949–12** W. Gray & Co. Ltd.—Hpl<br>446′ 2″ 57′ 7″ 25′ 1¼″<br>420′ 8″ 57′ 3″ 37′ 0″<br>P27′ F38′ 1 dk & S dk<br>RW 7BH<br>WB2951t incl. Tunnel tanks 2611t | S OSD<br>G.557780 B.518505<br>11W Der 1(30) 2(8) | T 3Cy. 22″ 37″ & 65″×48″ & LP turb with dr gearing & hydraulic coupling<br>3050ihp 1224t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>3 SB 250℔ Spt hs(7878) 9cf 12k |
| 508379 **DADAS**<br>TKSJ exMichel Bernard–56<br>**Simon Gaury**<br>La Rochelle French | 291<br>88<br>— | BV | **1946** Cook, Welton & Gemmell Ltd.—Bev<br>*129·2′* 24′ 8″<br>… … … | M Trawler<br>4 Ha (3½′, 3½′, 2′, 3′×5′) | Oil 4SA 8Cy. 290×420 mm<br>920bhp NE55 70t<br>Masch. Kiel A.G. Kel<br>11½k |
| 508380 **DADES**<br>ILXF exOder<br>591 **T. Vecchiarelli**<br>Rome Italian | 323<br>164<br>— | RI | **1941** Ernst Menzer Schiffsw.—Ham<br>*158·1′* 26′ 4″<br>147′ 8″ 26′ 2″ 9′ 2″<br>1 dk | M Tanker Mchy.aft<br>10 Ta | Oil 4SA 6Cy. 280×450 mm<br>400bhp Emade39refitted41<br>Klöckner-Humboldt-Deutz Kln |
| 540649 **DAE YANG HO**<br>HMUE<br>IM333 **Dae Yang Oil Co.**<br>Choi Won Shik<br>Inchon S. Korean | 344<br>203<br>600 | | **1963** Korea S.B. & Eng. Corp.—Pusan<br>146′ 11″ 23′ 11″ 10′ 10″<br>131′ 2″ 23′ 9″ 12′ 3″<br>1 dk<br>RW | M Tanker Mchy.aft<br>L.23096 | Oil 2SA 5Cy. 230×400 mm<br>300bhp Emade60fitted63<br>Burmeister & Wain Cpn<br>10k |
| 508382 **DAEPORI**<br>HMBO exKunsan–58<br>BM10174 exPersian Knot–56<br>Df Esd exHickory Dale<br>Gc **Korea Shipping Corporation**<br>Pusan S. Korean | 3805<br>2123<br>6007 | AB | **1945** Consolidated Steel Corp. Ltd.—<br>Wmg, Cal<br>338′ 8″ 50′ 4″ 23′ 5¼″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>rf nil | M Ref Mchy.aft<br>3 Ho 42¾′, 78¾′, 67½′<br>3 Ha (20½′, 20½′, 40½′×20′)<br>16W | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 975t<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 220V d.c. 10k |

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| 508383<br>VYCT<br>177605<br>RTm | **DAERWOOD**<br>**Mrs. D. Nielsen**<br>Vancouver Canadian | 189<br>94<br>— | ✠Classed LR until 4/50 | 1944-4 Vancouver Shpyds Ltd.—Vcr<br>119' 4" 22' 0" 10' 9¾"<br>21' 10" 11' 2"<br>1 dk | Wood M (36P)<br>2 Ho 31', 19½'<br>2 Ha (8½'×9') (6½'×7')<br>Der 2(1) 1(¾) | Oil 4SA 10Cy. 230×305 mm<br>300bhp<br>Vivian Engine Works Ltd.<br>1×2½kW 110V 50c/s a.c. |
| 680482 | **DAESONGSAN**<br>**Korean Fishing Owners Industry**<br>N. Korean | 3500<br>—<br>— | | 1968 August 15 Shipyard—N. Korea<br>1 dk | M Fish Carrier | Oil |
| 508384<br>IPHU<br>105 | **DAFNE**<br>exLete<br>**SO. AR. SA. Soc. Armamento Sardo S.p.A.**<br>Cagliari Italian | 890<br>432<br>— | RI | 1919 Soc. Esercizio Bacini—Gen<br>*201·1'* 30' 7" 14' 9"<br>192' 11" 30' 5" 16' 5"<br>1 dk<br>R len 62 | M Tanker Mchy.aft<br>14 Ta | Oil 4SA 8Cy. 290×420 mm<br>760bhp NE53<br>Masch. Kiel A.G. |
| 508385<br>SYGA<br>1648 | **DAFNI II**<br>**Timoleon Louis**<br>Piræus Greek | 114<br>34<br>— | | 1944 ...........................<br>112' 3" 18' 0" 10' 1½"<br>... ... ... | Wood M | Oil |
| 508386<br>OGFS<br>1073<br>Df Esd<br>RdrRTh | **DAFNY**<br>exVedby-62<br>**Rederi A/B Sally**<br>Algot Johansson<br>Mariehamn Finnish | 4463<br>2550<br>7250 | ✠100A1 SS 4/65<br>✠LMC<br>EL x | Lch.1941 Cmd.1943-5 Burmeister & Wain —Cpn<br>382' 2" 56' 5" 23' 3"<br>360' 0" 56' 3" 27' 3"<br>P33' B160' F37' 1 dk<br>RW 5BH<br>rf 5½" WB1190t | M<br>3 Ho<br>G.406300 B.379930<br>3 Ha (56½' comb.×20')<br>(58¾' comb.×20½')<br>(58¾' comb.×20')<br>12W Der 1(25) 12(3-5) | Oil 2SA 5Cy. 620×1150 mm<br>2600bhp<br>Burmeister & Wain<br>AuxB 71lb<br>3×66kW 220V d.c. |
| 508388<br>4XWK<br>MS67<br>Df Esd<br>Gc Rdr<br>RT | **DAGAN**<br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | 5099<br>2813<br>6924 | ✠100A1 SS 12/64<br>Str. nav. Ice<br>✠LMC<br>✠Lloyd's RMC<br>MN800 EL x1⅛"SQ | 1954-11 H. C. Stülcken Sohn—Ham<br>385' 11" 53' 4" 25' 0"<br>354' 5" 53' 2" 31' 5"<br>P21' F39' 2 dks<br>RW 6BH<br>WB623t | M (12P) Ref<br>4 Ho 64', 84', 61', 51'<br>G.346000 B.321000 In.17090<br>4 Ha (stl) (36', 47½', 35½', 30½'×20½')<br>10W Cr 2(2½) Der 1(25) 2(5-10) 8(3-5) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp<br>Masch. Augsburg-Nürnberg<br>3×150kW 230V d.c. |
| 508389<br>UKKD<br>M-26918 | **DAGESTAN**<br>**U.S.S.R.**<br>Murmansk Russian | 7265<br>3287<br>9750 | | 1962 Warnowwerft—Warnemünde<br>457' 8" 59' 1" 26' 3"<br>58' 11" 33' 10"<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.393054<br>5 Ha (39', 39', 39', 39'×34½')<br>(36½'×24½')<br>2W Cr 1(5) Der 2(1½) | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Dieselmotorenwerk |
| 508390<br>Df Esd<br>Gc Rdr | **DAGESTAN**<br>**U.S.S.R.**<br>Murmansk Russian | 658<br>280<br>450 | | 1956 Stocznia Gdanska—Gdk<br>194' 4" 29' 7" 13' 11⅝"<br>175' 6" 29' 6½" 16' 3" | S Trawler | C 4Cy. (2) 330 & (2) 770×<br>800ihp<br>A/S Atlas Mskfbk. |
| 661797<br>TFJD<br>Df Esd<br>Rdr RT | **DAGFARI**<br>**Bardinn h/f**<br>Husavik Icelandic<br>Now **LJÓSFARI** (No. 661797) in the Register | 264<br>114<br>— | | 1965 Elbewerft—Bolzenburg<br>110' 10" 23' 8" 8' 10½"<br>97' 1" 23' 7" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 222×292 mm<br>660bhp<br>Lister Blackstone Mar. Ltd. |
| 508391<br>JWXI<br>Esd Gc<br>Rdr<br>RTm/h/v | **DAGFRED**<br>**A/S Ocean**<br>John P. Pedersen & Sön<br>Oslo Norwegian | 7762<br>4488<br>13150<br>10108<br>6710<br>15200 | NV | 1958 Burmeister & Wain—Cpn<br>518' 4" 64' 2" 27' 5½"/30' 2½"<br>475' 0" 64' 0" 41' 3"<br>P88' B27' F105' 1 dk & S dk, 3rd dk in Nos. 3 & 4 holds<br>RW<br>rf 4" | M (2P) OSD/CSD Mchy.aft<br>6 Ho 58½', 58½', 57½', 64½', 57½', 54¾'<br>G.812270 B.736920<br>6 Ha (31½', 32½', 32½', 32½', 32½', 32½'×24¾')<br>16W Der 1(30) 2(10) 14(5) 1(3) 1(1) | Oil 2SA 7Cy. 620×1400 mm<br>5600bhp<br>Burmeister & Wain<br>3×280kW 220V d.c. |
| 508392<br>GGQU<br>186909<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **DAGHESTAN**<br>**Hindustan Steam Shipping Co. Ltd.**<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 11204<br>4551<br>15879 | ✠100A1 SS 8/65<br>ore carrier<br>✠LMC<br>MN900 EL f†2¼"SQ | 1960-11 Harland & Wolff Ltd.—Gls<br>525' 10" 69' 0" 28' 9½'"<br>486' 7" 68' 9" 36' 3"<br>P106' F49' 1 dk<br>RW 5BH<br>rf 6" WB8027t | M Ore Carrier Mchy.aft<br>G.493390 B.473240<br>Cr 2(1½) 2(1) | Oil 2SA 4Cy. 620×140<br>470 mm<br>4500bhp<br>Harland & Wolff Ltd.<br>AuxB (o.f) 100lb<br>✠NAuxB (ex.g) 100lb<br>3×220kW 220V d.c. |
| 508393<br>JXUP<br>Df Esd<br>Gc Rdr<br>RT | **DAGHILD**<br>**A/S Ocean**<br>John P. Pedersen & Sön<br>Oslo Norwegian<br>Now **ZEITZ** See New Entries No. 12 | 26205<br>16312<br>43650 | NV | 1962 Burmeister & Wain—Cpn<br>684' 4" 98' 2" 38' 0½"<br>648' 0" 98' 0" 48' 9"<br>P139' B42' F79' 1 dk | M Tanker Mchy.aft<br>30 Ta 1 Ho 17½'<br>L.1946357 HeCls. C<br>Der 5(5) | Oil 2SA 8Cy. 840×1800 mm<br>16800bhp<br>Burmeister & Wain<br>4×400, 340, 340, 340kW |
| 652349<br>LDJC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAGLAND**<br>**A/S Ocean**<br>John P. Pedersen & Sön<br>Oslo Norwegian | 22494<br>13592<br>34250 | NV | 1965 A/B Götaverken—Got<br>657' 2" 88' 9" 34' 11½"<br>630' 2" 88' 6" 49' 4"<br>1 dk | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.1757000<br>7 Ha (35½', 53', 35½', 53', 35½', 53', 35½'×42½')<br>Cr 5(8) | Oil 2SA 7Cy. 750×1800 mm<br>11200bhp<br>A/B Götaverken<br>3×330kW 440V 60c/s a.c. |

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| 540291<br>SIHZ<br>10433<br>Df Esd<br>G c Pld<br>Rdr<br>RTh/v | **DAGMAR SALÉN**<br>**Rederi A/B Salenia**<br>Salénrederierna A/B<br>Stockholm<br>Swedish | 35575<br>20450<br>57000 | ✠100A1<br>oil tanker<br>✠LMC<br>MN4000 | EL x†3$\frac{9}{16}$"SQ | 1963–10 Ch. Nav. de La Ciotat—<br>La Ciotat<br>800′ 2″ 104′ 3″ 40′ 0½″<br>754′ 11″ 104′ 0″ 53′ 6″<br>P156′ F95′ 1 dk<br>16BH<br>rf 3″ WB8395t incl. 6726t in clean ballast tanks | S Tanker Mchy.aft<br>33 Ta<br>L.2473000<br>Der 2(7) 2(1½) | 2 S Turb dr geared to sc. shaft<br>20000shp (o.f)<br>Stal-Laval Turb. Co. Skm<br>2WTB 747℔ Spt 870° F. 647℔ hs23865<br>sg 142℔<br>3×750, 750, 220kW 440V 60c/s a.c. |
| 562129<br>OZSS<br>Df Esd<br>Rdr RTv | **DAGMAR STENHØJ**<br>Orla Stenhøj<br>~~Stenhøj Shipping I/S~~<br>Juelsminde<br>Danish | 498<br>328<br>1208 | | BV | 1966 Husumer Schiffsw.—Husum<br>220′ 1″ 34′ 3″ 12′ 10″<br>197′ 2″ 34′ 2″ 19′ 10″<br>1 dk & S dk | M OSD<br>1 Ho 147¼′<br>G.84000 B.77730<br>2 Ha (stl) (65′, 37¼′×20¾′)<br>5W Der 1(10) 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 62t (d.o)<br>Klöckner-Humboldt-Deutz Kin<br>4×30kW 220V a.c. 12½k |
| 508397<br>SIBR<br>4598 | **DAGNY**<br>John Albert Berndtsson<br>Nordvik<br>Swedish | 147<br>94<br>225 | | BV | 1906 Assarebo Skepps.—Assarebo<br>*92·2′* 24′ 0″ 12′ 0″<br>... ... ...<br>1 dk | Wood M Mchy.aft<br>2 Ho<br>2 Ha (each 17¼′×11¾′)<br>Der 2(½) | Oil 2SA 3Cy. 200×340 mm<br>135bhp NE37 Alpha<br>Frederikshavns Jernst. & Msk. Fkn<br>8k |
| 508702<br>Esd Pld<br>Rdr<br>RTm/v | **DAGNY K.**<br>exDavid Pollock–67<br>~~Riemar Shipping Co. S.A.~~<br>Panamanian<br>Panama<br>Miramar Shipping Co. Inc. | 3127 ~~3339~~<br>1736 ~~1678~~<br>4564 | ✠100A1<br>✠LMC<br>MN261 | ~~SS 6/62~~<br>SS 11/67<br>EL u 1¾"SQ | 1954–8 Hall, Russell & Co. Ltd.—Abn<br>339′ 0″ 46′ 3″ 20′ 1¼″<br>320′ 0″ 46′ 0″ 22′ 5″<br>Q198′ F29′ 1 dk<br>RW NS 6BH<br>rf 3″ WB1539t incl. DTm313t | S Mchy.aft<br>4 Ho 46¼′, 51½′, 53¼′, 50′<br>G.221219<br>4 Ha (stl) (32¼′×25′) (36′, 35½′,<br>37½′×30′)<br>1W Der 1(3) | T 3Cy. 19″ 31″ & 54″×39″<br>1450ihp 221t (o.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>2 SB 220℔ Spt hs(4862) 6cf<br>2×60kW 220V d.c. 10½k |
| 535293<br>SLCU<br>8192<br>Df Rdr<br>RT | **DAGÖ**<br>exTärntank–66 exNerita–60<br>**Knut B. Julin**<br>Vrångö<br>Swedish | 447<br>172<br>460 | | BV | 1937 Eriksbergs M/V A/B—Got<br>165′ 4″ 25′ 1″ 10′ 4″<br>24′ 11″<br>P53′ F13′ 1 dk<br>R len 47 | M Tanker Mchy.aft<br>4 Ta<br>L.17693<br>Der 1(1½) | Oil 2SA 8Cy. 250×420 mm<br>480bhp 31t–2pd<br>Nydqvist & Holm A/B Thn<br>10k |
| 508401<br>LJEK | **DAGRAND**<br>exDagning 11–61 exJuvel–56<br>**"Dagning" Rederi**<br>Harald Vetrhus<br>Måløy<br>Norwegian | 130<br>53<br>— | | | 1936 A. M. Liaaen Skibs.—Ålesund<br>115′ 0″ 18′ 11″<br>... ... ...<br>1 dk<br>R len 38 | M Fishing Mchy.aft | Oil 2SA 5Cy. 180×300 mm<br>260bhp NE49<br>Atlas-Diesel Skm |
| 611997<br>LARC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DAGRUN**<br>**A/S Ocean**<br>John P. Pedersen & Sön<br>Oslo<br>Norwegian | 13881<br>7430<br>20920 | | NV | 1965 A/S Fredriksstad M/V—Fks<br>545′ 0″ 70′ 2″ 34′ 0″<br>515′ 0″ 70′ 0″ 45′ 5″<br>1 dk | M Bulk Carrier Mchy.aft<br>6 Ho 55′, 66¼′, 66¼′, 66¼′, 66¼′, 63½′<br>G.940000 B.915000<br>6 Ha (30¼′, 46¾′, 46¾′, 46¾′, 46¾′,<br>46¾′×33¼′)<br>Der 12(10) | Oil 2SA 7Cy. 760×1500 mm<br>9800bhp Götaverken (hvf)<br>A/S Fredriksstad M/V Fks<br>3×300kW 440V 60c/s a.c. |
| 536082<br>TFGB<br>Df Esd<br>Rdr<br>RTm | **DAGSTJARNAN**<br>exThyrill–65<br>**Dagstjarnan h/f**<br>Bolungarvik<br>Icelandic | 809<br>375<br>800 | | | 1943 ......................U.S.A.<br>174′ 1″ 32′ 8″ 14′ 6″<br>32′ 6″<br>1 dk | M Tanker<br>8 Ta<br>Der 1(1) 2(½) | Oil<br>560bhp (d.o)<br>Union Diesel<br>4×120V |
| 508403<br>XPYF<br>Df Esd<br>Rdr RT | **DAGSTJØRNAN**<br>**P/f Bergsleiti**<br>Sandi<br>Faroese | 252<br>101<br>— | | NV | 1962 Hatlø Verksted A/S—Ulsteinvik<br>118′ 2″ 23′ 8″ 11′ 5¼″<br>102′ 11″ 23′ 6″ 12′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 6Cy. 230×400 mm<br>420bhp<br>Alpha-Diesel A/S Fkn |
| 508404<br>4XNA<br>MS111<br>Df Esd<br>Gc Pld<br>Rdr RTv | **DAGUITE**<br>**Somerfin Fishing & Reefer**<br>**Transport Co. Ltd.**<br>Haifa<br>Israel<br>Now **ANATI II** See New Entries No. 4 | 615<br>290<br>— | | BV | 1961 At. & Ch. de la Manche—Dpe<br>167′ 2″ 29′ 5″ 13′ 2″<br>147′ 0″ 29′ 4″ 14′ 6″ | M Fishing<br>In.22248<br>4 Ha (each 4½′×4½′)<br>2W Der 2(1) 1(½) | Oil 4SA 6Cy. 290×360 mm<br>900bhp Sulzer 207t (d.o)<br>Cie. de Const. Méc. Mantes<br>3×72kW 220V 50c/s a.c. 11½k |
| 508405 | **DAH LAI**<br>**Tin Tai Nav. Co.**<br>Shanghai<br>People's Rep. of China | 486<br>175<br>— | ✠ | | 1941–7 Cochrane & Sons Ltd.—Sel<br>164′ 6″ 27′ 7″<br>... ... ...<br>conv trawler 48 | S | T 3Cy. 13½″ 23″ & 38″×27″<br>Amos & Smith Ltd. Hul |
| 514906<br>DITG<br>Df Esd | **DAHEIM**<br>exHermann Suhr–64<br>exHolstein–60<br>**Rudolf Nagel**<br>Hamburg<br>W. German | 292<br>149<br>473 | | GL | 1939 Schulte & Bruns—Emd<br>*146·8′* 25′ 0″ 9′ 6″<br>10′ 4″<br>P30′ F14′ 1 dk<br>R len 51 | M<br>G.20650 B.19700<br>2 Ha | Oil 4SA 6Cy. 280×450 mm<br>200bhp<br>Klöckner-Humboldt-Deutz Kln<br>7¾k |
| 508406<br>4XNL<br>MS130<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h | **DAHLIA**<br>**Zim Israel Navigation Co.**<br>**Ltd.**<br>Haifa<br>Israel | 9378<br>5846<br>13732 | ✠100A1<br>✠LMC<br>MN1065 | SS 1/66<br>EL d†2¼"SQ | 1961–2 Soc. des For. de la Méditerranée<br>—La Seyne<br>463′ 2″ 61′ 3″ 30′ 6¾″<br>439′ 1″ 61′ 0″ 40′ 6″<br>P87′ F43′ 2 dks<br>RW NS in holds 7BH to U dk 1 to 2nd dk<br>rf 3″ DK fwd WB4376t incl. DTsm2485t | M CSD Mchy.aft<br>5 Ho 61¼′, 67¾′, 52¾′, 67¾′, 65¼′<br>G.730017 B.635048<br>5 Ha (stl) (36′, 37½′, 30′, 37½′,<br>37½′×25′)<br>1W Der 10(5) | Oil 2SA 6Cy. 720×1250 mm<br>5325bhp Sulzer (hvf)<br>Soc. des For. de la Méditerranée<br>La Seyne<br>2AuxB 71℔<br>3×225kW 230V d.c. 14k |
| 641567<br>ZSNI<br>350400<br>Df Esd<br>Pld<br>RTm | **DAHLIA**<br>**Irvin & Johnson Ltd.**<br>Cape Town<br>S. African | 340<br>100<br>186 | ✠Classed LR until 6/66 | | 1964–11 Hall, Russell & Co. Ltd.—Abn<br>139′ 9″ 26′ 9″<br>123′ 6″ 26′ 6″ 13′ 9″<br>F23′<br>RW<br>rf 30″ BK6″ | M Trawler<br>2 Ho 29′, 12½′<br>5 Ha (3′×3½′) (3½′×4½′)<br>(5½′, 5½′×3½′) (5′×5′) | Oil 2SA 7Cy. 310×490 mm with<br>hydraulic coupling<br>840bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>2×40, 25kW 110V d.c.<br>Controllable pitch propeller |

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| **640957**<br>TOMU<br><br>Df Esd<br>Pfd Rdr<br>RTm | **DAHLIA**<br><br>**Armement Le Brise**<br>Lorient French | **156**<br>52<br>— | BV | **1964** At. & Ch. de la Rochelle-Pallice—LaR-P<br>98' 5" 22' 1" 9' 8"<br>82' 0" 18' 8½" 11' 3" | M Trawler<br>2 Ho<br>3 Ha (3½', 3½'×3½') (3½'×3')<br>Der 1(3) | Oil 4SA 6Cy. 255×300 mm<br>575bhp<br>Etab. Duvant<br>1×20kW 110V d.c. |
| **512961**<br>DDVC<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAHME**<br>exGerd Torm–64 exGerd–51<br>**Deutsche Seereederei**<br>Rostock E. German<br><br><br>Now **YELLOW DRAGON** See New Entries No. 8 | **2589**<br>1306<br>4200<br>3957<br>2247<br>4622 | DSRK<br>✱Classed BC until 11/65 | **1948–6** Nakskov Skibs A/S—Nkv<br>358' 6" 51' 0" 20' 10"/21' 10"<br>333' 0" 50' 0" 30' 4"<br>F88' 1 dk & S dk, 3rd dk in No. 1 hold<br>rf 5½" | M Ref OSD/CSD<br>G.305000 B.275000 In.10000 | Oil 2SA 6Cy. 620×1150 mm<br>3100bhp<br>Burmeister & Wain |
| **508408**<br>DH2273<br><br>Df Esd<br>Rdr RT | **DAHME**<br><br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | **133**<br>47<br>— | DSRK | **1956** Schiffbau- u. Reparaturwerft—Stralsund<br>86' 11" 22' 0" 11' 7"<br>21' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>Masch. Halberstadt |
| **508409**<br>PDNI<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DAHOMEYKUST**<br><br>**N.V. Vereenigde**<br>**Nederlandsche Scheepv.**<br>**Maats.**<br>The Hague Netherland | **4637**<br>2511<br>5930 | ✠100A1 SS 12/64<br>DTma & tunnel side tanks—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN720 EL x 2¼"SQ | **1959–11** Orenstein-Koppel & Lbcr. Masch.—Lbc<br>379' 3" 53' 4" 24' 1½"<br>345' 11" 53' 2" 30' 2"<br>F42' 2 dks, 3rd dk in No. 1 hold<br>RW 6BH to U dk 1 to 2nd dk<br>rf 4" WB1399t incl. DTma654t Tunnel tanks 460t | M (8P) Ref CSD<br>4 Ho 61', 68¾', 33¾', 59¾'<br>G.300400 B.277560 In.4840<br>4 Ha (29½'×14¾') (41½', 36¾', 32½'×18')<br>12W Der 1(50) 4(12) 8(5) | Oil 2SA 7Cy. 540×1150 mm<br>3600bhp<br>Gebr. Stork & Co.<br>AuxB 100lb<br>3×180kW 220V d.c. |
| **508410**<br>FNDS<br><br>Df Esd<br>Rdr<br>RTm | **DAHRA**<br><br>**Soc. Anon. de Gérance et d'Armement**<br>Dunkirk French | **3027**<br>1265<br>4350 | BV | **1959** S.A. des Anc. Ch. Dubigeon—Nts<br>344' 0" 48' 0" 19' 7"<br>316' 7" 47' 11" 22' 4"<br>P116' B49' F52' 1 dk | M Wine Tanker (2P) Mchy.aft<br>Der 2(2) 2(1) | Oil 2SA 6Cy. 520×965 mm<br>3150bhp<br>S.A. Fiat S.G.M.<br>3×180kW 380V 50c/s a.c. |
| **510014**<br><br><br>Df Esd<br>Gc | **DAI DUONG**<br>exEl Nabeel–66<br>**Hang Tau Dai Duong Cong-Ty**<br>Saigon S. Vietnam | **1735**<br>770<br>1680 | ✠100A1 SS 10/66<br>✠LMC<br>MN340 EL r 1¼" | **1952–6** Grangemouth Dkyd Co. Ltd.—Gmh<br>278' 0" 44' 1" 14' 2"<br>260' 0" 44' 0" 22' 3"<br>Ba67' 1 dk & S dk<br>RW 3BH to S dk 1 to 2nd dk<br>WB222t | M OSD Mchy.aft<br>G.137300 B.123600<br>2W Der 1(10) | Oil 2SA 5Cy. 510×900 mm<br>1550bhp B&W<br>J. G. Kincaid & Co. Ltd. |
| **508411**<br>XVGY<br><br>Esd RT | **DAI-HAI**<br>exTien Phong–59 exDrava–58<br>**Nguyen Van Buu**<br>Saigon S. Vietnam | **607**<br>281<br>734 | BV | **1953** Brodogradiliste III Maj—Rka<br>180' 1" 29' 5" 12' 9"<br>29' 3"<br>P59' F20' 1 dk | M Mchy.aft<br>G.36180 B.32946<br>2 Ha (each 34'×16½')<br>4W Der 1(5) | Oil 2SA 6Cy. 290×500 mm<br>630bhp Sulzer<br>C.R.D. Adriatico |
| **508418**<br>7KGI<br>88440<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAI MARU No. 15**<br><br>**K. Mori**<br>Muroto Japanese | **340**<br>211<br>— | | **1961** Kanazashi Zosensho—Shimizu<br>160' 5" 25' 6"<br>141' 7" 25' 5" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Hanshin Nainenki Kogyo |
| **540294**<br>8KWD<br>92519<br>Df Esd<br>Gc Rdr<br>RT | **DAI MARU No. 21**<br><br>**K. Mori**<br>Muroto Japanese | **370**<br>202<br>— | | **1963** Kanazashi Zosensho—Shimizu<br>166' 5" 26' 8"<br>147' 7" 26' 7" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 380×550 mm<br>1050bhp<br>Hanshin Nainenki Kogyo |
| **670239**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAI MARU No. 25**<br><br>**K. Mori**<br>Muroto Japanese | **263**<br>—<br>— | | **1966** Kochiken Zosen—Kochi<br>142' 4" 24' 9" 10' 5"<br>126' 8" 24' 8" 11' 1"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Daihatsu Kogyo |
| **540295**<br><br><br>Df Esd | **DAIAN MARU**<br>exTa An–38<br>exCanadian Leader–36<br>**Republik Indonesia**<br>Indonesian | **5411**<br>3864<br>— | ✠Classed LR until 11/39 | **1921–5** Canadian Vickers Ltd.—Mtl<br>*400·3'* 52' 5" 25' 1½"<br>52' 3"<br>2 dks | S | T 3Cy. 27" 44" & 73"×48"<br>2000ihp<br>Canadian Vickers Ltd. |
| **533346**<br>HOBI | **DAIDALOS**<br>exSolhavn–65 exKapland<br>**Astromentor Cia. Mar. S.A.**<br>Panama Panamanian | **1545**<br>855<br>2400 | HR | **1918** A/S Bergens M/V—Bgn<br>255' 0" 37' 11" 16' 7"<br>37' 9"<br>P16' Q73' B66' F27' 1 dk<br>R | S<br>2 Ho<br>G.120000 B.112800<br>4 Ha<br>6W Der 6(3) | T 3Cy. 18" 29" & 48"×33"<br>800ihp<br>A/S Bergens M/V |
| **508420**<br>SVHT<br>1552<br>RT | **DAIDALOS**<br><br>**Stylianos Stathakis Bros.**<br>Piræus Greek | **102**<br>41<br>— | | **1957** ......................Perama<br>81' 7" 20' 11"<br>18' 5"<br>1 dk | Wood Aux Fishing Mchy.aft | Paraffin 4Cy.<br>Burmeister & Wain |

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| 541943<br>7LUK<br>91056 | **DAIDO MARU**<br>Daido Kaiun K.K.<br>Yokohama Japanese | 112<br>72<br>— | | **1962** Tozai Koki Kosakusho—Yka<br>*90·8'* 22' 5"<br>22' 3"<br>1 dk | M Tanker Mchy.aft | Oil 4SA<br>180bhp Emade—<br>Hanshin Nainenki Kogyo<br>8k |
| 508422<br>JGFL<br>85919<br>Df Esd<br>Gc Rdr<br>RT | **DAIEI MARU**<br>Nissin Kogyo K.K.<br>Tokyo Japanese | 29166<br>18413<br>48608 | NK | **1961** Mitsubishi Zosen—Nag<br>736' 7" 100' 6" 37' 8"<br>698' 10" 100' 0" 49' 10"<br>1 dk<br>RW | S Tanker Mchy.aft<br>36 Ta<br>L.2254885 | 2 S Turb dr geared to sc. shaft<br>17600shp 6279t (o.f)<br>Mitsubishi Zosen Nag<br>2×600kW 450V a.c. 16k |
| 660428<br>JL2340<br>97579<br>Esd Rdr<br>RT | **DAIEI MARU**<br>Ehime Kisen K.K.<br>Yawatahama Japanese | 991<br>521<br>1995 | | **1966** Hashihama Zosen—Imabari<br>226' 8" 34' 6" 16' 5"<br>209' 11" 34' 5" 18' 1"<br>RW | M Tanker Mchy.aft<br>8 Ta | Oil 4SA 6Cy. 380×540 mm<br>1300bhp<br>Nippon Hatsudoki Kob<br>2×24kW 230V a.c. 11k |
| 680190<br>JL2656<br>101581<br>Rdr RT | **DAIEI MARU**<br>Oura Kisen K.K.<br>Namikata Japanese | 990<br>617<br>2000 | | **1967** Imabari Zosen—Imabari<br>232' 2" 36' 1" 16' 0"<br>213' 2" 36' 0" 18' 4"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 380×540 mm<br>1400bhp<br>Makita Tekkosho Takamatsu |
| 508424 | **DAIEI MARU No. 1**<br>Daiei Kaiun K.K.<br>Kobe Japanese | 199<br>94<br>— | | **1960** Hashimoto Zosen—Sumoto<br>22' 0"<br>97' 6" 21' 10" 10' 6"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×450 mm<br>Ikegai Tekko Tok |
| 508425<br>JNZN<br>86259 | **DAIEI MARU No. 1**<br>Nitto Tanker K.K.<br>Tokyo Japanese | 189<br>102<br>— | | **1961** Usuki Tekkosho—Usuki<br>104' 0" 23' 9" 8' 10"<br>96' 9" 23' 7" 9' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 240×370 mm<br>210bhp<br>Usuki Tekkosho Kawasaki |
| 508426<br>JJKM<br>80895 | **DAIEI MARU No. 3**<br>Daiei Kaiun K.K.<br>Osaka Japanese | 168<br>79<br>190 | | **1958** Nakamura Zosen Tekkosho—Matsue<br>106' 9" 18' 10" 9' 1"<br>95' 2" 18' 9" 9' 10"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (39½'×11½') | Oil 4SA 4Cy. 260×390 mm<br>180bhp<br>Nakamura Zosen Tekkosho Matsue<br>9k |
| 508427<br>JCDX<br>83814<br>Rdr | **DAIEI MARU No. 5**<br>Daiei Kaiun K.K.<br>Osaka Japanese | 326<br>215<br>— | | **1959** Uchida Zosen—Ise<br>125' 5" 23' 9" 10' 11"<br>23' 7" 14' 6"<br>1 dk<br>RW<br>len 60 | M Mchy.aft<br>1 Ha (46¾'×14½') | Oil 4SA 6Cy. 265×400 mm<br>320bhp<br>Nippon Hatsudoki Kob |
| 508428<br>JEZE<br>85340 | **DAIEI MARU No. 7**<br>Daiei Kaiun K.K.<br>Osaka Japanese | 419<br>270<br>— | | **1960** Imai Zosen—Kochi<br>*157·8'* 24' 8"<br>24' 6"<br>1 dk<br>len 65 | M Mchy.aft<br>1 Ha (65'×14¾') | Oil 4SA 6Cy. 290×410 mm<br>550bhp<br>Hanshin Nainenki Kogyo Kob |
| 508429<br>8JQE<br>82009 | **DAIEI MARU No. 8**<br>Daiei Kaiun K.K.<br>Osaka Japanese | 299<br>162<br>— | | **1962** Nakamura Zosen Tekkosho—Matsue<br>135' 6" 24' 0" 8' 3"<br>121' 4" 23' 11½" 11' 10"<br>1 dk<br>RW | M Mchy.aft<br>G.20023 B.18717<br>1 Ha (55'×14') | Oil 4SA 5Cy. 260×400 mm<br>370bhp<br>Hanshin Nainenki Kogyo Kob<br>10k |
| 508430<br>JQSF<br>80215<br>Df | **DAIEI MARU No. 68**<br>K. Yoshii<br>Oshimizu Japanese | 239<br>136<br>— | | **1958** Kanazashi Zosensho—Shimizu<br>*122·4'* 22' 5"<br>122' 4" 22' 4" 10' 11"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. Niigata |
| 670930<br>8LLF<br>10124<br>Df Pfd<br>Rdr RT | **DAIEI MARU No. 86**<br>Daiei Gyogyo K.K.<br>Oshimizu Japanese | 314<br>160<br>— | | **1966** Hakata Dock—Fukuoka<br>147' 8" 27' 0" 10' 4"<br>129' 8" 26' 11" 11' 8"<br>1 dk<br>**CAPSIZED & SANK 3/68** | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×520 mm<br>1250bhp<br>Akasaka Tekkosho Yaizu |
| 540297<br>JCYV<br>72525<br>Df | **DAIEN MARU No. 1**<br>exSeishu Maru No. 3–62<br>Daien Reizo K.K.<br>Shimizu Japanese | 331<br>186<br>— | | **1954** Kanazashi Zosensho—Shimizu<br>*129·9'* 23' 7"<br>23' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Hanshin Nainenki Kogyo Kob<br>10¾k |
| 512320<br>JITO<br>72298<br>Df | **DAIEN MARU No. 3**<br>exFukuichi Maru No. 1–63<br>Daien Reizo K.K.<br>Shimizu Japanese | 357<br>234<br>— | | **1955** Niigata Tekkosho—Niigata<br>*134·5'* 23' 9"<br>23' 7" 11' 10"<br>P43' F17' 1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×520 mm<br>700bhp<br>Niigata Tekkosho Niigata<br>10k |
| 517827<br>JHHV<br>71857<br>Df | **DAIEN MARU No. 5**<br>exKaisei Maru No. 5–63<br>exKaiwa Maru No. 2–59<br>Daien Reizo K.K.<br>Shimizu Japanese | 345<br>190<br>— | | **1954** Mitsubishi Nippon Hvy Ind.—Yka<br>*139·3'* 24' 7"<br>137' 10" 24' 6" 12' 8"<br>P22' F16' 1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×500 mm<br>800bhp<br>Mitsubishi Nippon Hvy Ind. Yka<br>10½k |

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| 512288<br>72291 | **...ARU No. 7**<br>exFujiura Maru-64<br>**Daien Reizo K.K.**<br>Shimizu Japanese<br>Now SEIYO MARU No. 7 See New Entries No. 3 | 460<br>296<br>— | 1954 Kanazashi Zosensho—Shimizu<br>*153·4'* 25' 9"<br>150' 5" 25' 7" 13' 1"<br>P62' F21' 1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 400×570 mm<br>750bhp<br>Akasaka Tekkosho |
| 519521<br>JGLF<br>77416<br>Df | **DAIEN MARU No. 8**<br>exKotoshiro Maru No. 1-63<br>**Daien Reizo K.K.**<br>Shimizu Japanese | 354<br>198<br>340 | 1957 Nishii Dock Co. Ltd.—Nansei<br>153' 4" 24' 9" 10' 6"<br>138' 0" 24' 7" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>750bhp<br>Akasaka Tekkosho |
| 671544<br>JDZW<br>101341<br>Df Esd<br>Gc Rdr | **DAIEN MARU No. 11**<br><br>**Daien Reizo K.K.**<br>Shimizu Japanese | 402<br>213<br>— | 1967 Miho Zosensho—Shimizu<br>178' 3" 27' 1"<br>159' 3" 27' 0" 12' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×450 mm<br>1300bhp<br>Niigata Eng. Co. Ltd. |
| 535067<br>JJQE<br>73553<br>Df | **DAIEN MARU No. 11**<br>exTakamiya Maru No. 3-63<br>**Daien Reizo K.K.**<br>Shimizu Japanese<br>Now EISHO MARU No. 18 See New Entries No. 3 | 390<br>281<br>— | 1955 Kanazashi Zosensho—Shimizu<br>*140·7'* 24' 7"<br>137' 10" 24' 6" 12' 6"<br>P64' F26' | M Trawler | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Akasaka Tekkosho |
| 535068<br>JJRF<br>74527 | **DAIEN MARU No. 12**<br>exTakamiya Maru No. 5-64<br>**N. Hagiwara**<br>Shimizu Japanese | 387<br>179<br>— | 1955 Kanazashi Zosensho—Shimizu<br>154' 8" 24' 7" 10' 8"<br>137' 10" 12' 6"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Akasaka Tekkosho |
| 508432<br>JFTM<br>72278<br>Df Esd<br>Gc Pfd<br>Rdr | **DAIEN MARU No. 15**<br>exDaifuji Maru-65<br>**Daien Reizo K.K.**<br>Shimizu Japanese | 472<br>244<br>— | 1954 Miho Zosensho—Shimizu<br>165' 3" 26' 3"<br>147' 3" 26' 2" 13' 1"<br>P64' B&F19' 1 dk<br>RW | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>850bhp<br>Akasaka Tekkosho |
| 650778<br>8LLH<br>95116<br>Df Esd<br>Gc Pfd<br>Rdr | **DAIEN MARU No. 18**<br><br>**Daien Reizo K.K.**<br>Shimizu Japanese | 1264<br>624<br>1611 | 1964 Miho Zosensho—Shimizu<br>247' 0" 36' 10" 16' 3½"<br>223' 1" 36' 1" 18' 4"<br>1 dk | M Ref Mchy.aft<br>3 Ho<br>G.65297 B.61801<br>3 Ha (each 22' × 11½') | Oil 4SA 6Cy. 440×650 mm<br>1700bhp<br>Akasaka Tekkosho<br>3×128kW 445V a.c. |
| 670931<br>JDAT<br>101308<br>Df Esd<br>Gc Rdr | **DAIEN MARU No. 21**<br><br>**Daien Reizo K.K.**<br>Shimizu Japanese | 998<br>482<br>1545 | 1966 Miho Zosensho—Shimizu<br>232' 4" 34' 10" 15' 9"<br>209' 11" 34' 9" 17' 9"<br>1 dk | M Ref Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. |
| 672555<br>JEBV<br>101345<br>Df Esd<br>Gc Pfd<br>Rdr | **DAIEN MARU No. 25**<br><br>**Daien Reizo K.K.**<br>Shimizu Japanese | 401<br>211<br>— | 1967 Miho Zosensho—Shimizu<br>178' 3" 27' 0"<br>159' 3" 26' 11" 12' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1300bhp<br>Niigata Eng. Co. Ltd. |
| 671545<br>JDDR<br>101309<br>Df Esd<br>Gc Rdr | **DAIEN MARU No. 28**<br><br>**Daien Reizo K.K.**<br>Shimizu Japanese | 998<br>483<br>— | 1967 Miho Zosensho—Shimizu<br>232' 3" 34' 10"<br>209' 11" 34' 9" 17' 9"<br>1 dk | M Ref Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. |
| 508433<br>JEZL<br>83635 | **DAIFUKU MARU**<br><br>**Yamasho Kisen K.K.**<br>Bofu Japanese | 312<br>175<br>— | 1960 Towa Zosen Tekkosho—Smk<br>*124·8'* 21' 11"<br>21' 9"<br>1 dk | M Tanker Mchy.aft<br><br>L.13914 | Oil 4SA 6Cy. 275×400 mm<br>350bhp<br>Kanegafuchi Nainenki |
| 650949<br>JK2240<br>97646 | **DAIFUKU MARU**<br><br>**I. Okino**<br>Hiroshima Japanese | 190<br>68<br>232 | 1965 Matsuura Zosen—Hma<br>100' 5" 25' 6" 8' 10"<br>88' 7" 24' 11" 10' 2"<br>1 dk | M Mchy.aft<br><br>G.7769 | Oil 4SA 6Cy. 270×430 mm<br>350bhp<br>Hanshin Nainenki Kogyo |
| 651840<br>JK2244<br>95781<br>Rdr RT | **DAIFUKU MARU No. 2**<br><br>**Yamasho Kisen K.K.**<br>Bofu Japanese | 554<br>280<br>800 | 1965 Kurushima Dock Co. Ltd.—<br>Imabari<br>172' 6" 27' 8" 12' 5"<br>157' 6" 27' 6" 13' 6"<br>1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta | Oil 4SA 6Cy. 260×330 mm<br>650bhp<br>Hanshin Nainenki Kogyo<br>2×20kW 225V a.c. |
| 508435<br>7KCU<br>88241 | **DAIFUKU MARU No. 3**<br><br>**Nissho Kaiun K.K.**<br>Numakuma Japanese | 414<br>178<br>— | 1961 Koyo Dock—Mihara<br>156' 4" 25' 5" 11' 5"<br>141' 0" 25' 3" 12' 4"<br>1 dk | M Tanker Mchy.aft<br><br>L.24756 | Oil 4SA 6Cy. 265×400 mm<br>430bhp<br>Nippon Hatsudoki |
| 680369<br>JM2602<br>100501 | **DAIFUKU MARU No. 3**<br><br>**K. Konishi**<br>Kitakyushu Japanese | 194<br>99<br>350 | 1967 Daito Zosen K.K.—Hma<br>104' 11" 27' 0" 8' 10"<br>95' 1" 26' 11" 9' 10"<br>1 dk | M Sand Carrier Mchy.aft | Oil 4SA 6Cy. 200×280 mm<br>450bhp<br>Niigata Eng. Co. Ltd. |

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| 508436<br>JAXX<br>53919 | **DAIFUKU MARU No. 5**<br>Isogawa Kisen Yugen Kaisha<br>Ondo<br>Japanese | 251<br>134<br>— | | **1960** Kanda Zosensho—Kur<br>124′ 4″ 21′ 6″ 9′ 6″<br>111′ 6″ 21′ 4″ 10′ 7″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 265×420 mm<br>320bhp<br>Nippon Hatsudoki | Kob |
| 508437<br>JPPT<br>53828 | **DAIFUKU MARU No. 7**<br>K. Tsuda<br>Honai<br>Japanese | 263<br>116<br>— | | **1960** Mitsuhama Zosen—Matsuyama<br>*118·4′* 21′ 5″<br>21′ 3″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 280×420 mm<br>350bhp<br>Matsui Tekkosho | Ise |
| 508439<br>JKTN<br>79155 | **DAIFUKU MARU No. 11**<br>J. Sato<br>Numakuma<br>Japanese | 352<br>206<br>— | | **1958** Tsuneishi Zosensho—Numakuma<br>149′ 0″ 23′ 1″ 10′ 7½″<br>22′ 11″ 11′ 7″<br>1 dk<br>len 59 | M Mchy.aft<br>1 Ha (52¼′×13′) | Oil 4SA 6Cy. 265×400 mm<br>320bhp<br>Nippon Hatsudoki | Kob<br>9¾k |
| 641195<br>85309 | **DAIFUKU MARU No. 11**<br>T. Yamaguchi<br>Osaka<br>Japanese | 198<br>108<br>— | | **1964** Tokushima Zosen Sangyo—Tokushima<br>25′ 1″ 9′ 10″<br>96′ 10″ 24′ 11½″ 11′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>275bhp<br>Kanegafuchi Nainenki | Tok<br>9k |
| 670583<br>JIOK<br>98956<br>Rdr RT | **DAIFUKU MARU No. 37**<br>Maruyo Suisan K.K.<br>Fukuoka<br>Japanese | 148<br>80<br>— | | **1966** Fukuoka Zosen—Fukuoka<br>113′ 2″ 19′ 9″ 8′ 6″<br>96′ 10″ 19′ 8″ 9′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>600bhp<br>Usuki Tekkosho | Usuki |
| 670584<br>JIQK<br>98957<br>Rdr RT | **DAIFUKU MARU No. 38**<br>Maruyo Suisan K.K.<br>Fukuoka<br>Japanese | 148<br>79<br>— | | **1966** Fukuoka Zosen—Fukuoka<br>113′ 2″ 19′ 9″ 8′ 6″<br>96′ 10″ 19′ 8″ 9′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>600bhp<br>Usuki Tekkosho | Usuki |
| 671753 | **DAIGEN MARU No. 5**<br>R. Hirata<br>Hiroshima<br>Japanese | 198<br>78<br>248 | | **1966** Matsuura Zosen—Kinoe<br>108′ 7″ 25′ 0″ 8′ 10¼″<br>96′ 10″ 24′ 11″ 10′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>500bhp<br>Hanshin Nainenki Kogyo | Kob |
| 508441<br>JPPQ<br>81925<br>Df Rdr | **DAIGEN MARU No. 8**<br>Osaka Sempaku K.K.<br>Osaka<br>Japanese | 3197<br>2024<br>4904 | NK | **1958** Namura Zosensho—Osa<br>344′ 2″ 46′ 7″ 20′ 7″<br>318′ 3″ 46′ 5″ 24′ 11″<br>P&F135′ 1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.236775 B.221973<br>3 Ha (31¾′, 59¾′, 62′×20¼′)<br>14W Der 10(6¾–9¾) | Oil 4SA 6Cy. 470×820 mm<br>2500bhp NE66<br>Ito Tekkosho | Shimizu<br>10½k |
| 508442<br>JDDQ<br>59490<br>Df Esd<br>Rdr | **DAIGETSU MARU**<br>Daiwa Sempaku K.K.<br>Kobe<br>Japanese | 2848<br>1634<br>4512 | NK | **1947** Nippon Kokan—Yka<br>342′ 1″ 47′ 2″ 20′ 1$\frac{5}{16}$″<br>321′ 6″ 47′ 0″ 24′ 7″<br>P&B25′ F37′ 1 dk<br>RW | M Mchy.aft<br>4 Ho<br>G.204309 B.192969<br>4 Ha (29½′, 29½′, 59′, 27′×21¼′)<br>10W Der 8(7) 2(5) | Oil 4SA 7Cy. 490×700 mm<br>2400bhp NE59<br>Hanshin Nainenki Kogyo<br>2×40kW 110V d.c. | 245t<br>Kob<br>11k |
| 508443<br>7JLF<br>89134<br>Rdr | **DAIHAKU MARU**<br>Marushin Sempaku K.K.<br>Kobe<br>Japanese | 1526<br>838<br>2300 | NK | **1961** Shikoku Dock Co.—Takamatsu<br>*229·4′* 38′ 5″ 17′ 4″<br>226′ 4″ 38′ 3″ 19′ 2″<br>1 dk<br>RW | M Tanker Mchy.aft<br>4 Ta<br>L.106651 | Oil 4SA 6Cy. 450×640 mm<br>1650bhp<br>Nippon Hatsudoki<br>2×24kW 225V a.c. | 207t<br>Kob |
| 671908<br>JMXO<br>100925<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **DAIHO MARU**<br>Yamashita-Shinnihon Kisen K.K.<br>Tokyo<br>Japanese | 20941<br>15740<br>26743 | NK | **1967** Maizuru Jukogyo—Maizuru<br>577′ 5″ 82′ 2″ 32′ 10″<br>541′ 4″ 82′ 1″ 57′ 5″<br>1 dk | M Bulk Carrier Mchy.aft<br>5 Ho 88′, 65½′, 100′, 65½′, 100′<br>G.1739638<br>5 Ha (stl) (55¾′, 42′, 73½′, 42′, 73½′×40¾′) | Oil 2SA 8Cy. 620×1400 mm<br>9600bhp B&W<br>Hitachi Zosen<br>2×300kW 450V 60c/s a.c. | 1443t (hvf)<br>Osa<br>14½k |
| 651245<br>JEUQ<br>97085<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIHO MARU**<br>Masumoto Kaiun Sangyo K.K.<br>Akashi<br>Japanese | 1963<br>1121<br>3004 | NK | **1965** Maizuru S. & E. Co. Ltd.—Maizuru<br>*290·9′* 42′ 10″ 18′ 4½″<br>282′ 1″ 42′ 8″ 22′ 4″<br>1 dk<br>RW | M Ref Mchy.aft<br>3 Ho<br>G.118940 In.113149<br>3 Ha (each 11½′×11½′)<br>6W Der 6(5) | Oil 2SA 6Cy. 540×900 mm<br>3600bhp<br>Niigata Eng. Co. Ltd.<br>2×220kW 450V a.c. | 5313t<br>Niigata<br>15½k |
| 508444<br>JBBL<br>81961<br>Rdr | **DAIHO MARU**<br>Oyashima Kaiun K.K.<br>~~Tosa Kaiun K.K.~~<br>~~Kochi~~ Matsue<br>Japanese | 999<br>550<br>1731 | NK | **1958** Daiwa Zosen—Osa<br>218′ 3″ 34′ 7″ 15′ 7″<br>200′ 1″ 34′ 5″ 17′ 9″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.68264 B.63814<br>2 Ha (43¼′, 47¼′×16¼′)<br>4W Der 4(5) | Oil 4SA 6Cy. 370×520 mm<br>1100bhp<br>Nippon Hatsudoki<br>2×20kW 110V d.c. | 72t<br>Kob<br>12k |
| 541533<br>8LTE<br>92636 | **DAIHO MARU**<br>Okada Kaiun K.K.<br>Ohmishima<br>Japanese | 192<br>88<br>— | | **1963** Kurushima Dock Co. Ltd.—Imabari<br>*97·9′* 22′ 5″ 10′ 2″<br>96′ 10″ 22′ 4″ 10′ 6″<br>1 dk<br>RW | M Mchy.aft<br>G.12466 B.11442 | Oil 2SA 4Cy. 345×380 mm<br>220bhp<br>Nippon Hatsudoki | 12t<br>Kob<br>8k |
| 508412<br>JQJR<br>49544 | **DAIICHI KAZU MARU**<br>exNagatsu Maru–56<br>Tokushima Sempaku K.K.<br>Anan<br>Japanese | 803<br>451<br>1242 | NK | **1942** Nippon Diesel Zosensho—Osa<br>206′ 9″ 31′ 3″ 14′ 9⅛″<br>198′ 10″ 31′ 1″ 16′ 5″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.56256 B.53184<br>2 Ha (45¼′×14¾′) (45¼′×14′) | Oil 4SA 6Cy. 350×520 mm<br>650bhp Emade56fitted64<br>Kobe Hatsudoki Seizosho<br>2×50kW 230V d.c. | 40t<br>Kob<br>8k |

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| 508445<br>8KUD<br>91956 | **DAIJIN MARU No. 18**<br><br>**Okazaki Shoten Y.K.**<br>Tonosho Japanese | 149<br>76<br>— | | 1962 Oka Zosen—Okayama<br>*90·6'* 19' 10" 8' 0½"<br>88' 7" 19' 8" 8' 10"<br>1 dk<br>RW | M Ref Mchy.aft<br>1 Ho 52¾'<br>G.9500 B.8800 In.7000<br>1 Ha (42¾'×13¾')<br>1W Der 1(1) | Oil 2SA 3Cy. 345×375 mm<br>150bhp<br>Kinoshita Tekkosho |
| 508447<br>JREF<br>89928<br>Df Esd<br>Rdr<br>RTm | **DAIKAI MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 3628<br>2081<br>5531 | NK | 1962 Namura Zosensho—Osa<br>350' 2" 50' 3" 21' 3"<br>328' 1" 50' 2½" 25' 11"<br>1 dk<br>RW<br>rl 4" | M Mchy.aft<br>3 Ho 60½' 101¾', 59¾'<br>G.261753 B.245932<br>3 Ha (38½', 82¾', 34½'×21½')<br>12W Der 8(10) | Oil 2SA 6Cy. 450×750 mm<br>2700bhp<br>Kobe Hatsudoki Seizosho<br>2×136kW 445V 60c/s a.c. |
| 542364<br>JG2062<br>90947 | **DAIKENKO MARU**<br><br>**Nikko Kaiji K.K.**<br>Tokyo Japanese | 188<br>108<br>— | | 1963 Usuki Tekkosho—Saeki<br>102' 11" 24' 4" 9' 3"<br>96' 10" 24' 1" 9' 10"<br>1 dk | M Tanker Mchy.aft<br><br>L.13349 | Oil 4SA 5Cy. 240×360 mm<br>210bhp<br>Usuki Tekkosho |
| 508449<br>JFSY<br>83739 | **DAIKI MARU**<br><br>**Kaiya Kaiun K.K.**<br>Wakamatsu Japanese | 363<br>180<br>533 | | 1959 Hashihama Zosen—Imabari<br>148' 5" 24' 5" 11' 2"<br>132' 10 24' 3" 12' 2"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (60½'×15') | Oil 4SA 6Cy. 290×410 mm<br>550bhp<br>Hanshin Nainenki Kogyo |
| 541076<br>8KES<br>90770<br>Esd Gc<br>Pfd Rdr | **DAIKI MARU No. 1**<br><br>**T. Shoji**<br>Owase Japanese | 179<br>69<br>— | | 1963 Miho Zosensho—Shimizu<br>130' 3" 21' 9"<br>104' 11" 21' 8" 10' 6"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br><br>Akasaka Tekkosho |
| 508450<br>7LTF<br>87420<br>Df Pfd<br>Rdr RT | **DAIKI MARU No. 2**<br><br>**K. Ouchi**<br>Nakaminato Japanese | 240<br>138<br>— | | 1962 Usuki Tekkosho—Usuki<br>23' 9"<br>121' 4" 23' 7½" 11' 4"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×420 mm<br><br>Usuki Tekkosho |
| 660429<br>JJ2109<br>97177 | **DAIKICHI MARU**<br><br>**Kinkai Shosen K.K.**<br>Kobe Japanese | 108<br>58<br>179 | | 1965 Setoda Zosen—Setoda<br>88' 6" 19' 2" 8 3"<br>82' 1" 19' 1" 8' 6"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br><br>1 Ha (44½'×15') | Oil 4SA 4Cy. 135×180 mm<br>60bhp<br>Mitsubishi Hvy Ind. Ltd. |
| 508451<br>JQME<br>82687<br>Df Esd | **DAIKICHI MARU No. 5**<br><br>**Marukawa Gyogyo K.K.**<br>Narao Japanese | 136<br>58<br>— | | 1958 Usuki Tekkosho—Usuki<br>106' 1" 19' 1" 7' 10"<br>90' 4" 19' 0" 9' 4"<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×390 mm<br>400bhp<br>Kinoshita Tekkosho |
| 650227<br>8KPE<br>92331<br>Df Esd<br>Pfd Rdr<br>RT | **DAIKICHI MARU No. 15**<br><br>**Marukawa Gyogyo K.K.**<br>Narao Japanese | 135<br>69<br>— | | 1963 Taiyo Zosen—Nag<br>109' 6" 18' 9" 9' 2"<br>96' 2" 18' 8" 9' 8"<br>1 dk<br>RW | M Fish Carrier Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>550bhp<br>Kinoshita Tekkosho |
| 541077<br>JNTF<br>74597<br>Df | **DAIKICHI MARU No. 18**<br>exTosui Maru No.5–63<br>exSakura Maru No. 7–58<br>**Maruyo Gyogyo-bu K.K.**<br>Shiogama Japanese | 250<br>126<br>— | | 1955 Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>*113·2'* 21' 11"<br>21' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×430 mm<br>550bhp<br>Ito Tekkosho |
| 514038<br>JITS<br>72299<br>Df | **DAIKICHI MARU No. 23**<br>exHakujin Maru No. 1–64<br>**Maruyo Gyogyo-bu K.K.**<br>Shiogama Japanese | 299<br>176<br>— | | 1955 Kanazashi Zosensho—Shimizu<br>*129·9'* 23' 8"<br>23' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Akasaka Tekkosho |
| 672556<br>JBTH<br>100331<br>Gc Pfd<br>Rdr RT | **DAIKICHI MARU No. 87**<br><br>**Marukawa Gyogyo K.K.**<br>Narao Japanese | 198<br>105<br>— | | 1967 Tokushima Zosen Sangyo—<br>Tokushima<br>126' 4" 21' 8" 10' 1"<br>113' 1" 21' 7" 11' 1"<br>1 dk | M Fish Carrier Ref Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>700bhp<br>Hanshin Nainenki Kogyo |
| 672013<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIKO MARU**<br><br>**Sanko Kisen K.K.**<br>Amagasaki Japanese | 55692<br>37311<br>94600 | NK | 1967 Mitsubishi Hvy Ind. Ltd.—Nag<br>820' 3" 126' 6" 47' 5"<br>777' 9" 126' 4" 67' 6"<br>1 dk | M Ore/Oil Carrier Mchy.aft | Oil 2SA 9Cy. 850×1800 mm<br>21600bhp<br>Mitsubishi Hvy Ind. Ltd. |
| 508452<br>JPZX<br>87902<br>Df Esd<br>Gc Rdr<br>RTm/h | **DAIKO MARU**<br>exDaiko–62<br>exRepublica de Venezuela–60<br>exMagnus Hitch–47<br>**Daiwa Kaiun K.K.**<br>Osaka Japanese | 3896<br>2065<br>5966 | NK | 1947 Globe S.B. Co.—Superior<br>338' 8" 50' 4" 23' 5½"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>R | M Ref CSD Mchy.aft<br>4 Ho 61¾', 78¾', 67½', 29¾'<br>B.225460 In.8840<br>4 Ha (20½', 40½', 40½'×20') (8½'×7½')<br>12W Der 1(30) 10(5) 2(1½) | Oil 2SA 8Cy. 520×700 mm<br>1700bhp<br>Busch-Sulzer Bros.<br>2×250kW 220V d.c. |
| 652198<br>8KZV<br>97691<br>RT | **DAIKO MARU**<br><br>**Daiko Kisen Y.K.**<br>Mihara Japanese | 489<br>271<br>1000 | | 1965 Watanabe Zosensho—Nag<br>*195·4'* 29' 0" 13' 5"<br>160' 9" 28' 10" 14' 5"<br>1 dk<br>RW | M Tanker Mchy.aft<br>4 Ta | Oil 4SA 6Cy. 350×500 mm<br>850bhp<br>Nippon Hatsudoki<br>1×7½kW 105V d.c. |

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| 508453<br>JMMT<br>74124 | **DAIKO MARU**<br>**Y. Sasai**<br>Aomori<br>Japanese | 422<br>242<br>650 | **1955** Mitsuhama Zosen—Mitsuyama<br>158′ 4″ 24′ 7″ 12′ 3⅜″<br>147′ 4″ 24′ 6″ 14′ 1″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 300×350 mm<br>Hanshin Nainenki Kogyo | Kob |
| 651304<br>JI2136<br>96552<br>RT | **DAIKO MARU**<br>**Daiko Kaiun K.K.**<br>Osaka<br>Japanese | 324<br>162<br>442 | **1965** Mukaishima Zoki K.K.—Mukaishima<br>143′ 9″ 23′ 10″ 9′ 10″<br>130′ 3″ 23′ 7½″ 11′ 2″<br>1 dk<br>RW | M Tanker Mchy.aft<br>4 Ta | Oil 4SA 6Cy. 300×420 mm<br>420bhp<br>Kinoshita Tekkosho<br>1×7½kW 105V a.c. | Akashi<br>10k |
| 651602<br>JK2267<br>57674 | **DAIKO MARU**<br>**S. Horiguchi**<br>Hiroshima<br>Japanese | 199<br>79<br>268 | **1965** Matsuura Zosen—Hma<br>108′ 8″ 25′ 6″ 8′ 10¼″<br>96′ 10″ 24′11½″ 10′ 2″<br>1 dk | M Mchy.aft<br>1 Ho<br>1 Ha (36′×20½′) | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Hanshin Nainenki Kogyo | Kob<br>9k |
| 508454<br>7JZY<br>86070 | **DAIKO MARU**<br>**Daiko Kisen K.K.**<br>Kawajiri<br>Japanese | 157<br>64<br>— | **1961** Kishigami Zosen—Hma<br>*97·6′* 18′ 4″<br>18′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>180bhp<br>Kito Tekkosho | Matsuyama<br>8¾k |
| 652199<br>JHJT<br>96981<br>Rdr | **DAIKO MARU No. 3**<br>**Sasai Sempaku K.K.**<br>Aomori<br>Japanese | 573<br>343<br>1000 | **1965** Kishimoto Zosen—Kinoe<br>*169·9′* 28′ 5″<br>167′ 4″ 28′ 3″ 14′ 3″<br>1 dk | M Mchy.aft<br>1 Ho<br>1 Ha (88½′×18½′) | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Hanshin Nainenki Kogyo<br>2×3 & 5kW 110V d.c. | Kob |
| 541534<br>7JEG<br>87046<br>Df Pfd<br>Rdr | **DAIKO MARU No. 7**<br>**K. Murata**<br>Kesennuma<br>Japanese | 287<br>160<br>— | **1961** Niigata Eng. Co. Ltd.—Niigata<br>150′ 10″ 25′ 1″<br>24′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | Niigata<br>10½k |
| 508455 | **DAIKO MARU No. 8**<br>**R. Kokubo**<br>Hekinan<br>Japanese | 175<br>—<br>— | **1962** Ichikawa Zosen—Ise<br>23′ 1″ 8′ 9½″<br>96′ 10″ 22′ 11½″ 9′ 10″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 5Cy. 250×390 mm<br>Sumiyoshi Tekkosho | Yoshida |
| 508457<br>JFEX<br>84560 | **DAIKOKU MARU**<br>**Y. Mibae**<br>Goshiki<br>Japanese | 452<br>287<br>— | **1960** Imabari Zosen—Imabari<br>157′ 1″ 25′ 1″ 11′ 6″<br>141′ 0″ 24′ 11″ 12′ 5″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (65′×15½′) | Oil 4SA 6Cy. 280×420 mm<br>500bhp<br>Makita Tekkosho | 15t<br>Takamatsu |
| 540299<br>8KWL<br>92527<br>Rdr | **DAIKOKU MARU No. 1**<br>**K. Kurosaki**<br>Muroto<br>Japanese | 254<br>130<br>— | **1963** Uchida Zosen—Ise<br>*124·6′* 24′ 1″ 9′ 6″<br>23′ 11½″ 11′ 1″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>650bhp<br>Hanshin Nainenki Kogyo | 180t<br>Kob |
| 508458<br>JCDI<br>61021 | **DAIKOKU MARU No. 1**<br>**E. Murakami**<br>Miura<br>Japanese | 158<br>73<br>— | **1948** Sanko Zosensho—Kob<br>19′ 8″<br>97′ 8″ 19′ 7″ 9′ 7″<br>F21′ 1 dk<br>RW | M Fishing Mchy.aft<br>**BROKEN UP** | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Niigata Tekkosho | Niigata |
| 508459<br>JEWQ<br>60288 | **DAIKOKU MARU No. 2**<br>exFukko Maru No. 1–56<br>**H. Yamamura**<br>Miura<br>Japanese | 176<br>112<br>— | **1948** Fujinagata Zosensho—Osa<br>*98·4′* 19′ 8″<br>… … …<br>1 dk<br>RW len 54 | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Niigata Tekkosho | Niigata |
| 641416<br>JK2005<br>929005 | **DAIKOKU MARU No. 3**<br>**T. Nishibe**<br>Onomichi<br>Japanese | 110<br>65<br>— | **1963** Makihata Zosen—Mukaihigashi<br>85′ 5″ 18′ 1″ 7′ 9″<br>75′ 5″ 18′ 0½″ 8′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 4Cy. 200×260 mm<br>Shin Mitsubishi Hvy Ind. | Kob |
| 508460<br>JPJH<br>74906<br>Df | **DAIKOKU MARU No. 7**<br>**K. Kuroiwa**<br>Muroto<br>Japanese | 237<br>146<br>— | **1956** Yamamoto Zosen Tekkosho—Kochi<br>*113·9′* 21′ 7″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>Hanshin Nainenki Kogyo | Kob |
| 508461<br>JDKL<br>82545 | **DAIKOKU MARU No. 8**<br>**Y. Ebisu**<br>Nagahama<br>Japanese | 372<br>195<br>530 | **1959** Mitsuhama Zosen—Matsuyama<br>149′ 3″ 24′ 9″ 10′ 11″<br>134′ 6″ 24′ 7″ 12′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 310×460 mm<br>420bhp<br>Nippon Hatsudoki | 15t<br>Kob |
| 508462<br>7KEC<br>86481<br>Df Esd<br>Rdr | **DAIKOKU MARU No. 8**<br>**T. Kuroiwa**<br>Muroto<br>Japanese | 289<br>164<br>— | **1961** Uchida Zosen—Ise<br>*130·7′* 23′ 8″<br>23′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>650bhp<br>Hanshin Nainenki Kogyo | Kob<br>11k |

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| 508464<br>JDCQ<br>59488<br>Df | **DAIKOKU MARU No. 10**<br>exKaiko Maru-54<br>**Shioyama Kosan K.K.**<br>Kushiro Japanese | 169<br>97<br>— | BROKEN UP | 1947 Ishikawajima Jukogyo—Tok<br>91-8' 19' 8"<br>19' 6"<br>1 dk<br>RW len 53 | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×300 mm<br>250bhp<br>Niigata Tekkosho |
| 660112<br>JL2330<br>97553<br>Rdr RT | **DAIKOKU MARU No. 12**<br><br>**Ebisu Kisen K.K.**<br>Nagahama Japanese | 954<br>544<br>1600 | | 1965 Kurushima Dock Co. Ltd.—<br>Imabari<br>224' 9" 34' 0" 15' 5"<br>206' 9" 33' 10" 17' 1"<br>1 dk<br>RW | M Tanker Mchy.aft<br>4 Ta | Oil 4SA 6Cy. 380×540 mm<br>1300bhp<br>Nippon Hatsudoki |
| 508466<br>JHFI<br>72742<br>Df | **DAIKOKU MARU No. 18**<br><br>**M. Kojima**<br>Miura Japanese | 329<br>251<br>— | | 1954 Kanazashi Zosensho—Shimizu<br>23' 7"<br>127' 11" 23' 5" 11' 10"<br>F23' 1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br><br>Ito Tekkosho |
| 508467<br>7LUH<br>91049<br>Df Esd<br>Gc Rdr<br>RT | **DAIKOKU MARU No. 21**<br><br>**M. Kojima**<br>Miura Japanese | 331<br>180<br>— | | 1962 Kanazashi Zosensho—Miho<br>161' 11" 25' 0"<br>143' 2" 24' 11" 12' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br><br>Ito Tekkosho |
| 508469<br>7KUI<br>88505<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIKOKU MARU No. 37**<br><br>**Tokunan Suisan K.K.**<br>Mugi Japanese | 428<br>246<br>— | | 1961 Kanazashi Zosensho—Shimizu<br>169' 8" 28' 5"<br>150' 2" 28' 2½" 13' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. |
| 508470<br>7LTP<br>87322<br>Df Esd<br>Gc Rdr<br>RT | **DAIKOKU MARU No. 80**<br><br>**Daikokumaru Fishery Co.**<br>Miura Japanese | 340<br>188<br>— | | 1962 Usuki Tekkosho—Saeki<br>160' 6" 26' 0" 10' 5"<br>140' 2" 25' 11" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 508471<br>JRJW<br>83162<br>Df Esd<br>Rdr | **DAIKOKU MARU No. 88**<br><br>**Daikokumaru Fishery Co.**<br>Miura Japanese | 340<br>194<br>— | | 1959 Usuki Tekkosho—Usuki<br>149' 1" 24' 9"<br>134' 6" 24' 7" 12' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 513974<br>7LGQ<br>90415<br>Df Esd<br>Rdr | **DAIKOKU MARU HA-GO**<br><br>**Y. Hattori**<br>Yaizu Japanese | 240<br>122<br>— | | 1962 Kanazashi Zosensho—Shimizu<br>137' 2" 24' 1" 9' 10"<br>120' 0" 23' 11" 11' 2"<br>1 dk | M Fishing Mchy.aft<br><br>G.10806 B.9535<br>2 Ha (28½', 38'×15') | Oil 4SA 6Cy. 300×420 mm<br>650bhp<br>Akasaka Tekkosho |
| 508473<br>7LJA<br>89123<br>Rdr RT | **DAIKOU MARU**<br><br>**Marushin Sempaku K.K.**<br>Kobe Japanese | 1524<br>838<br>2349 | NK | 1961 Shikoku Dock Co.—Takamatsu<br>246' 0" 38' 6" 17' 4"<br>226' 4" 38' 4"<br>1 dk | M Tanker Mchy.aft<br>4 Ta<br>L.106792 | Oil 4SA 6Cy. 450×640 mm<br>1650bhp<br>Nippon Hatsudoki<br>2×24kW 225V a.c. |
| 508474<br>JCWD<br>70867<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DAIKYO MARU**<br><br>**Daikyo Sekiyu K.K.**<br>Tokyo Japanese | 13245<br>4880<br>— | NK<br><br>✠Classed LR until 5/65 | 1953–8 Harima Zosensho—Aio<br>580' 6" 73' 4" 31' 3½"<br>547' 0" 73' 2" 40' 4"<br>P123' B45' F81' 1 dk<br>RW conv tanker 67 | S ~~Tanker~~ (4P) Mchy.aft<br>~~97 Ta~~<br>~~L.904000~~<br><br>Der 1(26) 1(9) 3(5) | 2 S Turb dr geared to sc. sh<br>9000shp<br>Ishikawajima Jukogyo<br>3×400, 400, 72kW 450V |
| 662178<br>JLZW<br>98133<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIKYO MARU No. 2**<br><br>**Daikyo Sekiyu K.K.**<br>Tokyo Japanese | 50657<br>28737<br>81500 | NK | 1966 Ishikawajima-Harima Hvy Ind.—<br>Aio<br>833' 4" 131' 5" ~~39' 10"~~ 49' 1"<br>787' 5" 131' 3" 59' 9"<br>1 dk | M Tanker Mchy.aft<br>10 Ta<br>L.3607689 | Oil 2SA 10Cy. 900×1550 mm<br>23000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>2×620kW 450V a.c. |
| 508475<br>JDPW<br>89836<br>Df Esd<br>Gc Rdr<br>RT | **DAINANOH MARU**<br><br>**Kihonkai Kisen K.K.**<br>Tokyo Japanese | 6429<br>3465<br>9419 | NK | 1961 Mitsubishi Hvy Ind. Reorg.—Kob<br>429' 10" 59' 3" 26' 3"<br>397' 0" 59' 1" 33' 9"<br>P90' F32' 1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.458474 B.438574<br>3 Ha (24½', 87', 87'×26½')<br>16W Der 1(120) 10(15) | Oil 2SA 6Cy. 680×1250 mm<br>6300bhp Sulzer<br>Mitsubishi Hvy Ind. Reorg.<br>2×170kW 445V a.c. |
| 508477<br>JIIA<br>74496<br>Rdr | **DAINICHI MARU**<br><br>**Tosa Kaiun K.K.**<br>Kochi Japanese | 998<br>586<br>1653 | NK | 1956 Sanoyasu Dockyard Co. Ltd.—Osa<br>232' 2" 32' 11" 15' 0"<br>213' 3" 34' 2" 17' 1"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.74302 B.69429<br>2 Ha (18½', 82½'×18')<br>6W Der 2(10) 4(5) | Oil 2SA 5Cy. 360×600 mm<br>1000bhp Sulzer<br>Uraga Diesel Kogyo<br>2×15kW 110V d.c. |
| 508478<br>7LHQ<br>90409<br>Df Esd<br>Gc Pfd<br>Rdr | **DAINICHI MARU No. 3**<br><br>**K. Noda**<br>Heda Japanese | 240<br>124<br>— | | 1962 Miho Zosensho—Shimizu<br>138' 3" 23' 10"<br>121' 4" 23' 7½" 11' 2"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>650bhp<br>Akasaka Tekkosho |

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| 522537<br>JOWU<br>71590<br>Dl Esd<br>Pld Rdr | **DAINICHI MARU No. 15**<br>exMatsusei Maru No. 15–66<br>**Y. Akiyama**<br>Yaizu Japanese | 383<br>213<br>— | | **1954** Niigata Tekkosho—Niigata<br>*134·7′* 23′ 7″<br>23′ 5″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 370×520 mm<br>650bhp<br>Niigata Tekkosho | <br>123t<br>Niigata |
| 508479<br>JRUG<br>82130 | **DAINIKKO MARU**<br>**Nikko Kaiji K.K.**<br>Tokyo Japanese | 267<br>118<br>360 | | **1958** Shioyama Dkyd Co. Ltd.—Osa<br>109′ 5″ 19′ 1″ 8′ 6″<br>97′ 2″ 19′ 0″ 9′ 6″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 5Cy. 270×400 mm<br>275bhp<br>Akasaka Tekkosho | <br><br>Yaizu |
| 508480<br>JQXF<br>85910<br>Dl Esd<br>Gc Rdr<br>RT | **DAIOH MARU**<br>**Nihonkai Kisen K.K.**<br>Tokyo Japanese | 6485<br>3501<br>9420 | NK | **1960** Mitsubishi Hvy Ind. Reorg.—Kob<br>429′ 10″ 59′ 3″ 26′ 3″<br>397′ 0″ 59′ 1″ 33′ 9″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.459763 B.438587<br>3 Ha (24¾′, 87′, 87′×26½′)<br>16W Der 2(120) 10(15) | Oil 2SA 6Cy. 720×1250 mm<br>4500bhp Sulzer<br>Mitsubishi Hvy Ind. Reorg.<br>2×150kW 445V a.c. | <br>839t<br>Kob<br>13½k |
| 529426<br>JIST<br>57972<br>Dl | **DAIRIN MARU No. 8**<br>exYakushi Maru No. 3–64<br>exTaiho Maru No. 3<br>**R. Suzuki**<br>Shichigahama Japanese | 204<br>101<br>— | | **1947** Mitsui Zosen—Tmn<br>*108·0′* 19′ 8″<br>… … …<br>1 dk<br>RW len 55 | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×420 mm<br>320bhp Emade51refitted55<br>Niigata Tekkosho | <br><br>Niigata<br>8½k |
| 508483<br>JIUC<br>58007 | **DAIRYO MARU No. 73**<br>exHachiman Maru–61<br>**Yamato Suisan K.K.**<br>Narao Japanese | 128<br>59<br>— | | **1946** Ishikawajima Jukogyo—Tok<br>*82·0′* 18′ 5″<br>… … …<br>1 dk<br>RW | M Fishing | Oil 4SA 5Cy. 250×380 mm<br>320bhp<br>Niigata Tekkosho | <br><br>Niigata |
| 650228<br>JKMJ<br>92330<br>Dl Esd<br>Pld Rdr<br>RT | **DAIRYO MARU No. 83**<br>**Yamato Suisan K.K.**<br>Narao Japanese | 138<br>69<br>— | | **1963** Taiyo Zosen—Nag<br>109′ 6″ 18′ 9″ 9′ 2″<br>96′ 2″ 18′ 8″ 9′ 8″<br>1 dk<br>RW | M Fish Carrier Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>550bhp<br>Kinoshita Tekkosho | <br><br>Akashi<br>9½k |
| 508484<br>7KZB<br>86936<br>Dl Esd<br>Gc Rdr<br>RT | **DAIRYU MARU**<br>**Daito Gyorui K.K.**<br>Tokyo Japanese | 941<br>501<br>— | | **1961** Hayashikane Zosen—Smk<br>221′ 2″ 36′ 3″<br>213′ 3″ 36′ 1″ 16′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 6Cy. 390×650 mm<br>2000bhp<br>Kobe Hatsudoki Seizosho | <br><br>Kob |
| 641258<br>JM2017<br>94878<br>RT | **DAIRYU MARU**<br>Yahata **Senpaku Yuso Kyodo Kumial**<br>Kitakyushu Japanese | 462<br>223<br>623 | | **1964** Onomichi Zosen—Onomichi<br>*143·3′* 26′ 5″ 11′ 5″<br>141′ 0″ 26′ 3″ 12′ 6″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.27157 B.25850<br>1 Ha (74¾′×16½′) | Oil 4SA 6Cy. 270×400 mm<br>600bhp<br>Akasaka Tekkosho<br>1×6kW 105V d.c. | <br><br>Yaizu<br>10½k |
| 671340<br>Rdr RT | **DAIRYU MARU No. 1**<br>**Tatsuo Hori**<br>Tanabe Japanese | 449<br>200<br>750 | | **1966** Matsuura Zosen—Kinoe<br>173′ 9″ 26′ 3″ 11′ 9″<br>157′ 3″ 26′ 0″ 12′ 3″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 290×420 mm<br>700bhp<br>Kobe Hatsudoki Seizosho | <br><br>Kob |
| 508485<br>JJKY<br>86311 | **DAISAN MARU**<br>**Daisan Kaiun K.K.**<br>Omishima Japanese | 439<br>261<br>— | | **1960** Kurushima Dock Co. Ltd.—Imabari<br>*143·0′* 26′ 3″<br>26′ 1″<br>1 dk | M<br>1 Ha (65′×16½′) | Oil 4SA 6Cy. 290×430 mm<br>530bhp<br>Nippon Hatsudoki | <br><br>Kob<br>10k |
| 672918<br>Esd Gc<br>Pld Rdr | **DAISAN MARU No. 1**<br>**Kyowa Suisan K.K.**<br>Hitachi Japanese | 111<br>—<br>— | | **1967** Shikoku Dock Co.—Takamatsu<br>21′ 5″ 7′ 6″<br>92′ 10″ 21′ 4″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>700bhp<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 508486<br>JPYX<br>67901<br>Dl Esd<br>Gc Rdr<br>RTm/h | **DAISEI MARU**<br>exDaisei–62 exRio Orinoco–60<br>exOcean Plat–47<br>**Daiwa Kaiun K.K.**<br>Osaka Japanese | 3895<br>2073<br>5964 | NK | **1947** Globe S.B. Co.—Superior<br>338′ 8″ 50′ 1″ 23′ 5½″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>R | M Ref Mchy.aft<br>4 Ho 61¾′, 78¾′, 67½′, 29¾′<br>B.225460 In.8840<br>4 Ha (20¼′, 40½′, 40½′×20′) (8½′×7½′)<br>12W Der 10(5) 2(1½) | Oil 2SA 8Cy. 520×700 mm<br>1700bhp<br>Busch-Sulzer Bros.<br>2×250kW 220V d.c. | <br>859t (hvf)<br>St. Louis<br>10½k |
| 508494<br>JNHE<br>93239<br>Dl Esd<br>Rdr<br>RTm/h | **DAISEN MARU**<br>exDaisen–63 exLarenberg–60<br>**Daiwa Kaiun K.K.**<br>Osaka Japanese | 3810<br>2270<br>7356 | NK<br>✠Classed LR until 11/63 | **1941–6** C. v.d. Giessen—Krimpen<br>390′ 5″ 53′ 3″ 23′ 4½″<br>375′ 0″ 53′ 0″ 25′ 8″<br>F32′ 1 dk & S dk<br>R | M OSD<br>5 Ho 67′, 94¼′, 19¾′, 62′, 52′<br>G.453990 B.402120<br>5 Ha (33¾′, 34¾′, 34¾′, 34¾′, 34¾′×20¾′)<br>10W Der 1(10) 8(5) 2(3) | Oil 4SA 7Cy. 500×1100 mm<br>1700bhp<br>N.V. Werkspoor<br>3×100kW 220V d.c. | <br>722t (d.o)<br>Ams<br>9½k |
| 671184<br>JJ2214<br>99885<br>Rdr RT | **DAISEN MARU**<br>**Hinomoto Kisen K.K.**<br>Kobe Japanese | 1431<br>932<br>1149 | | **1966** Koyo Dock—Mihara<br>273′ 10″ 42′ 9″ 11′ 10¼″<br>249′ 4″ 42′ 8″ 16′ 1″<br>3 dks | M Vehicle Carrier Mchy.aft | Oil 4SA 6Cy. 460×680 mm<br>2100bhp<br>Nippon Hatsudoki<br>2×88kW 445V a.c. | <br><br>Kob<br>12½k |

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| 508495<br>JPYJ<br>85312<br>Rdr | **DAISEN MARU**<br><br>**Kondo Kaiun K.K.**<br>Imabari Japanese | 1400<br>871<br>2300 | <br><br>NK | 1960 Nakamura Zosen Tekkosho—Matsue<br>225' 5" 36' 11" 16' 6"<br>206' 9" 36' 9" 18' 9"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.81923 B.73448<br>2 Ha (35½', 90¾'×18½')<br>6W Der 2(10) 4(5) | Oil 4SA 6Cy. 450×540 mm<br>1650bhp<br>Nippon Hatsudoki<br>3×40, 40, 20kW 230V d.c. |
| 651305<br>JGGW<br>96315<br>Df Esd<br>Pfd Rdr | **DAISEN MARU No. 1**<br><br>**Daisen Gyogyo K.K.**<br>Nakaminato Japanese | 178<br>66<br>— | | 1965 Miho Zosensho—Shimizu<br>128' 9" 24' 2"<br>103' 7" 10' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br><br>Akasaka Tekkosho |
| 680039<br>JJ2367<br>99960<br>Rdr RT | **DAISERU MARU No. 2**<br><br>**Hayashi Sempaku K.K.**<br>Himeji Japanese | 142<br>70<br>180 | | 1966 Sasaki Zosen—Kinoe<br>98' 1" 20' 8" 8' 2"<br>85' 4" 20' 7" 9' 1"<br>1 dk | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 200×340 mm<br>180bhp<br>Matsui Tekkosho |
| 508499<br>7LPE<br>88346<br>Rdr | **DAISHIN MARU**<br><br>**M. Hamada**<br>Numakuma Japanese | 441<br>251<br>— | | 1962 Tsuneishi Zosensho—Numakuma<br>160' 9" 26' 1" 11' 10"<br>144' 4" 25' 11" 13' 1"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>Emade56l [illegible]<br>Nippon Hatsudoki |
| 540300<br>JBAX<br>83926 | **DAISHIN MARU**<br>exReimei Maru–62<br>exHakuyo Maru No. 3–61<br>**Daishin Kisen Y.K.**<br>Ondo Japanese | 278<br>154<br>— | | 1960 Kanda Zosensho—Kur<br>111' 6" 21' 6" 9' 4"<br>96' 3" 21' 4" 10' 2"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>320bhp<br>Matsue Nainenki Kogyo |
| 508500<br>7JXS<br>85885 | **DAISHIN MARU**<br><br>**Sugihara Kisen K.K.**<br>Hinase Japanese | 241<br>133<br>— | | 1961 Kishigami Zosen—Hma<br>21' 8"<br>111' 10" 21' 6" 14' 2" | M<br><br><br>1 Ha (48¾'×13¾') | Oil 4SA 5Cy. 270×400 mm<br><br>Kito Tekkosho |
| 508501<br>JEZQ<br>59527 | **DAISHIN MARU**<br><br>**H. Takubo**<br>Niihama Japanese | 170<br>98<br>— | | 1947 Namura Zosensho—Osa<br>19' 8"<br>97' 8" 19' 7" 9' 7"<br>1 dk<br>RW len 58 | M Fishing Mchy.aft<br><br>G.30900 B.28570<br>1 Ha (66¾'×16½') | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Kanegafuchi Boseki |
| 508502<br>JBOS<br>78726<br>Df Gc<br>Pfd Rdr | **DAISHIN MARU No. 1**<br>exToshi Maru No. 8–59<br>exR. L. Goulding–57<br>exEmpire Catcher II–48<br>exNor IV–46 exHelgoland–45<br>**Sanwa Sempaku K.K.**<br>Tokyo Japanese | 544<br>182<br>— | | 1943 A/S Akers M/V—Osl<br>*158·6'* 28' 8" 17' 0"<br>157' 3" 28' 6"<br>1 dk | S Whaler<br>1 Ho<br><br>1 Ha<br>2W | T 3Cy. 19" 32½" & 56"×27"<br>1682ihp<br>A/S Akers M/V<br>2×10kW 105V d.c. |
| 508505<br>JJND<br>58686<br>Df Pfd<br>Rdr RT | **DAISHIN MARU No. 2**<br><br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 291<br>128<br>— | | 1947 Mitsui Zosen—Tmn<br>*127·6'* 23' 7"<br>126' 4" 23' 5" 13' 2"<br>P20' B21'<br>RW | M Trawler | Oil 4SA 5Cy. 330×600 mm<br>450bhp<br>Mitsui Zosen |
| 508506<br>JFGO<br>83087 | **DAISHIN MARU No. 7**<br><br>**Daishin Kaiun K.K.**<br>Ashiya Japanese | 418<br>258<br>530 | | 1959 Hashihama Zosen—Imabari<br>*150·5'* 24' 1" 11' 6"<br>129' 7" 23' 11" 12' 5"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (59½'×15') | Oil 4SA 6Cy. 310×450 mm<br>420bhp<br>Nippon Hatsudoki |
| 508507<br>7LMU<br>89260<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISHIN MARU No. 10**<br><br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 1493<br>856<br>— | <br><br>NK | 1962 Hayashikane Zosen—Smk<br>246' 0" 39' 0" 18' 2"<br>226' 4" 38' 9" 18' 9"<br>2 dks | M Stern Trawler<br>3 Ho<br>In.73410<br><br>4W Cr 2(13) Der 4(1½) | Oil 2SA 6Cy. 390×650 mm<br>2000bhp<br>Hayashikane Zosen<br>3×200kW 445V a.c. |
| 508508<br>7LMV<br>89261<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISHIN MARU No. 11**<br><br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 1493<br>814<br>— | <br><br>NK | 1962 Hayashikane Zosen—Smk<br>255' 3" 38' 10" 18' 3"<br>234' 0" 38' 8½" 18' 8"<br>B30' 2 dks | M Stern Trawler<br>3 Ho<br>In.73410<br><br>4W Cr 2(13) Der 4(1½) | Oil 2SA 6Cy. 480×800 mm<br>2000bhp<br>Niigata Eng. Co. Ltd.<br>3×200kW 445V a.c. |
| 542677<br>8LYN<br>90926<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISHIN MARU No. 12**<br><br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 2967<br>1562<br>— | <br><br>NK | 1963 Mitsubishi Nippon Hvy Ind. Ltd.—Yka<br>310' 1" 49' 0" 19' 8¾"<br>285' 5" 48' 10½" 23' 6"<br>B24' 2 dks<br>RW | M Stern Trawler<br>3 Ho<br>In.122129<br>2 Ha (each 9¾'×8½')<br>6W Der 6(3) | Oil 2SA 8Cy. 540×900 mm<br>3500bhp<br>Niigata Eng. Co. Ltd.<br>3×340, 340, 200kW 445V a.c. |
| 641892<br>JRCJ<br>95567<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISHIN MARU No. 15**<br><br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 1497<br>777<br>— | <br><br>NK | 1964 Osaka Zosensho—Osa<br>255' 3" 38' 9" 18' 2"<br>233' 8" 38' 8½" 18' 8"<br>2 dks<br>RW | M Stern Trawler Mchy.aft<br>3 Ho<br>In.67098<br>2 Ha (8¾'×9½') (12'×7½') | Oil 2SA 6Cy. 420×700 mm<br>2200bhp<br>Niigata Eng. Co. Ltd.<br>3×200kW 445V a.c. |

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| 651246<br>JPYF<br>96395<br>Df Esd<br>Gc Pld<br>Rdr RT | **DAISHIN MARU No. 16**<br>**Kyokuyo Hogei K.K.**<br>Japanese<br>Tokyo | **1499**<br>777<br>1820 | NK | **1965** Osaka Zosensho—Osa<br>*233·8′* 38′ 11″ 16′ 5″<br>230′ 7″ 38′ 8″ 18′ 8″<br>1 dk & S dk<br>RW | M Trawler OSD Mchy.aft<br>3 Ho<br>In.67098<br>2 Ha (9½′×8½′) (7½′×12¾′) | Oil 2SA 6Cy. 420×700 mm<br>2200bhp 468t<br>Niigata Eng. Co. Ltd. Niigata<br>3×200kW 445V a.c. 12½k |
| 508509<br>JLLH<br>73852 | **DAISHO MARU**<br>**Kalya Kaiun K.K.**<br>Japanese<br>Wakamatsu | **297**<br>164<br>400 | | **1956** Hashihama Zosen—Hashihama<br>133′ 0″ 23′ 2″ 9′ 10¼″<br>123′ 0″ 23′ 0″ 11′ 5″<br>1 dk | M Mchy.aft<br>1 Ha (56½′×13¾′) | Oil 4SA 6Cy. 310×440 mm<br>420bhp 15t<br>Hanshin Nainenki Kogyo Kob<br>11k |
| 508510<br>JLTU<br>85170<br>Df Esd<br>Gc Rdr<br>RTv | **DAISHO MARU No. 1**<br>**Nihon Senpaku Kaisha**<br>Japanese<br>Tokyo | **729**<br>218<br>— | NK | **1960** Harima Zosensho—Aio<br>181′ 6″ 34′ 4″ 13′ 5″<br>165′ 0″ 34′ 3″<br>RW | TM Tug<br>1 Ha (11½′×8¼′)<br>Der 1(7) | 2 Oil 2SA each 5Cy. 360×600 mm<br>2600bhp 430t (d.o)<br>Harima Zosensho Aio<br>2×76kW 445V 60c/s a.c. |
| 534373<br>JELO<br>72428<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISHOWA MARU**<br>exSumatra Maru–65<br>**Showa Kaiun K.K.**<br>Japanese<br>Tokyo | **16820**<br>11881<br>20654 | NK | **1954** Hitachi Zosen—Inn<br>582′ 9″ 72′ 4″ 31′ 3″<br>547′ 11″ 72′ 2″ 40′ 4″<br>P121′ B51′ F71′ 1 dk<br>RW conv tanker 65 | S Bulk Carrier Mchy.aft<br>6 Ho<br>G.961975<br>6 Ha (32½′, 37′, 26¼′, 26¼′, 37′, 37′×30¾′) | 2 S Turb dr geared to sc. shaft<br>9200shp 3159t (o.f)<br>Mitsubishi Zosen Nag<br>2×320kW 450V a.c. 15¾k |
| 670585<br>JRMT<br>99905<br>Df Esd<br>Gc Rdr<br>RT | **DAISHUN MARU**<br>**Hamada Kisen K.K.**<br>Japanese<br>Kobe | **2641**<br>1520<br>5756 | NK | **1966** Shin Yamamoto Zosen—Kochi<br>*293·3′* 46′ 8″ 19′ 11″<br>288′ 9″ 46′ 7″ 23′ 8″<br>1 dk<br>RW | M Mchy.aft<br>G.198187 B.191477<br>2 Ha (74¾′, 80¼′×25′) | Oil 4SA 6Cy. 520×860 mm<br>3200bhp 415t<br>Nippon Hatsudoki Kob<br>12½k |
| 504158<br>JBLP<br>86945<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DAISY**<br>exBenten Maru–66<br>**Tokyo Kaiji K.K.**<br>Japanese<br>Tokyo | **995**<br>293<br>940 | NK | **1961** Sanoyasu Dockyd Co. Ltd.—Osa<br>200′ 9″ 37′ 8″ 15′ 6″<br>187′ 0″ 37′ 6″ 17′ 4″<br>rf 16″ | TM Salvage Tug<br>2 Ho 22¾′, 32½′<br>2 Ha (stl) (19½′, 27¼′×13′)<br>Der 1(15) 1(5) | 2 Oil 4SA each 6Cy. 460×690 mm<br>3600bhp (d.o)<br>Ito Tekkosho Shimizu<br>1×35kW 445V 60c/s a.c. 14k |
| 508515 | **DAISY**<br>exHopper Barge No. 2–56<br>**Commissioners for the Port of Calcutta**<br>Indian<br>Calcutta | **966** ✠<br>413<br>— | | **1951–9** L. Smit & Zoon—Kinderdijk<br>217′ 5″ 33′ 5″ 14′ 6″<br>33′ 3″<br>1 dk<br>RW conv hopper barge 56 | TS Suction Hopper Dredger<br>Mchy.aft<br>2W | T 6Cy. 13⅜″ 21¼″ & 31⅝″×20½″<br>1200ihp 120t (c)<br>L. Smit & Zoon Kinderdijk<br>2×20kW 230V d.c. 10½k |
| 541535<br>9KJI<br>92175 | **DAITAI MARU No. 2**<br>**Daitai Kaiun K.K.**<br>Japanese<br>Kitakyushu | **370**<br>175<br>— | | **1963** Hashihama Zosen—Imabari<br>*133·0′* 25′ 1″<br>131′ 2″ 24′ 11″ 12′ 2″<br>1 dk<br>RW | M Mchy.aft<br>G.21789 B.20694<br>1 Ha (54½′×15¼′) | Oil 4SA 6Cy. 290×430 mm<br>550bhp 25t<br>Nippon Hatsudoki Kob<br>10k |
| 507008<br>JBJS<br>82004<br>Df | **DAITEI MARU No. 28**<br>exChidori Maru No. 12–65<br>**M. Kuboki**<br>Japanese<br>Iwaki | **257**<br>137<br>— | | **1958** Yamanishi Zosen Tekkosho—Ishinomaki<br>136′ 10″ 22′ 5″<br>118′ 9″ 22′ 4″ 11′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>650bhp 137t<br>Hanshin Nainenki Kogyo Kob |
| 541536<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAITEI MARU No. 38**<br>**S. Kuboki**<br>Japanese<br>Iwaki | **192**<br>—<br>— | | **1963** Tokushima Zosen Sangyo—Tokushima<br>22′ 9″<br>113′ 1″ 22′ 7½″ 10′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×430 mm<br>Fuji Seisakusho Tateyama |
| 541945<br>8KAL<br>93736<br>Df Rdr<br>RT | **DAITEN MARU**<br>**Masumoto Kaiun Sangyo K.K.**<br>Japanese<br>Akashi | **1379**<br>990<br>— | | **1963** Hashihama Zosen—Imabari<br>*216·3′* 35′ 7″<br>213′ 2″ 35′ 5″ 15′ 11″<br>1 dk<br>RW | M Ferry | Oil 4SA 6Cy. 380×550 mm<br>1300bhp 97t<br>Hanshin Nainenki Kogyo Kob<br>2×28kW 220V a.c. 12k |
| 508519<br>JNOQ<br>82301 | **DAITEN MARU**<br>**Daikin Sangyo K.K.**<br>Japanese<br>Utsumi | **199**<br>93<br>— | | **1958** Takehara Zosen—Hma<br>*117·4′* 20′ 5″ 9′ 1″<br>20′ 4″ 10′ 2″<br>1 dk<br>len 60 | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp Emade35refitted58<br>Shikoku Kikai Niihama |
| 508520<br>7JTN<br>86674<br>Rdr | **DAITETSU MARU**<br>**Daio Kisen K.K.**<br>Japanese<br>Kobe | **1933**<br>1035<br>3107 | NK | **1961** Nagoya Zosen—Nga<br>279′ 3″ 41′ 10″ 18′ 10″<br>255′ 11″ 41′ 8″ 21′ 11″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.136527 B.191477<br>2 Ha (38¾′, 87¼′×21′)<br>9W Der 2(20) 4(15) | Oil 4SA 6Cy. 435×640 mm<br>1500bhp 216t<br>Ito Tekkosho Shimizu<br>2×50kW 445V a.c. 11k |
| 650950<br>JJ2074<br>97074<br>Rdr RT | **DAITETSU MARU**<br>**Hamada Kisen K.K.**<br>Japanese<br>Kobe<br>Now **KENSEI MARU** See New Entries No. 3 | **741**<br>458<br>1227 | | **1965** Koyo Dock—Mihara<br>202′ 4″ 29′ 7″ 14′ 2″<br>183′ 8″ 29′ 6″ 14′ 9″<br>1 dk | M Mchy.aft<br>1 Ho<br>G.136527 B.126921<br>2 Ha (38¾′, 87¼′×21′) | Oil 4SA 6Cy. 380×325 mm<br>1000bhp<br>Nippon Hatsudoki Kob<br>2×12 & 8kW 225V a.c. 11½k |

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| 680191<br>JG2466<br>101019<br>Gc | **DAITO KAISOKU MARU**<br>**No. 3**<br>**Daito Unyu K.K.**<br>Tokyo Japanese | 238<br>175<br>350 | | 1967 Hanazaki Zosensho—Yokosuka<br>118' 1" 25' 3" 9' 4"<br>112' 6" 25' 2" 10' 1"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 180×240 mm<br>350bhp<br>Niigata Eng. Co. Ltd. |
| 651713<br>JD2103<br>96711<br>Gc Rdr | **DAITO MARU**<br><br>**Daito Kaiun K.K.**<br>Muroran Japanese | 577<br>321<br>850 | | 1965 Kurushima Dock Co. Ltd.—<br>Imabari<br>172' 6" 18' 2" 12' 9"<br>164' 0" 18' 0½" 14' 1"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>1 Ha (86'×17½')<br>4W Der 2(5) | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Kinoshita Tekkosho<br>2×20kW 220V a.c. |
| 508521<br>7KNI<br>88675 | **DAITO MARU**<br><br>**Daito Kaiun K.K.**<br>Kagoshima Japanese | 291<br>166<br>— | | 1961 Honda Zosen—Saeki<br>*117·1'* 22' 11"<br>22' 9"<br>1 dk len 65 | M Mchy.aft<br>1 Ha (36½'×15') | Oil 4SA 6Cy. 265×400 mm<br>270bhp |
| 508522<br>JINT<br>84379 | **DAITO MARU No. 5**<br><br>**Daito Kaiun Y.K.**<br>Kochi Japanese | 196<br>103<br>— | | 1960 Tosa Zosen Tekkosho—Kochi<br>109' 11" 21' 1" 8' 10"<br>20' 11"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (44½'×13') | Oil 4SA 6Cy. 250×380 mm<br>210bhp Emade50refitted60<br>Hanshin Nainenki Kogyo |
| 508523<br>JADN<br>81106<br>Rdr RT | **DAITO MARU No. 11**<br><br>**Daito Kaiun Y.K.**<br>Muroran Japanese | 327<br>154<br>550 | FOUNDERED 2/68 | 1959 Takehara Zosen—Hma<br>146' 0" 23' 1" 10' 10"<br>134' 6" 22' 11" 11' 10"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>420bhp<br>Kinoshita Tekkosho |
| 508524<br>8JMB<br>86974<br>Df Esd<br>Gc Rdr<br>RT | **DAITO MARU No. 55**<br><br>**Daito Suisan K.K.**<br>Wakkanai Japanese | 299<br>145<br>— | | 1962 Narazaki Zosen—Muroran<br>134' 2" 26' 11" 9' 10"<br>116' 1" 24' 3" 11' 7"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>550bhp<br>Kinoshita Tekkosho |
| 508525<br>7KAF<br>88132 | **DAITOKU MARU**<br><br>**Tokai Kisen K.K.**<br>Kure Japanese | 363<br>201<br>— | | 1961 Ujina Zosensho—Hma<br>151' 2" 24' 9" 10' 10"<br>134' 6" 24' 7" 11' 10"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 290×410 mm<br><br>Hanshin Nainenki Kogyo |
| 650994<br>JM2094<br>95845 | **DAITOKU MARU**<br><br>**Daitoku Kaiun K.K.**<br>Kagoshima Japanese | 150<br>70<br>— | | 1964 Furue Zosen—Hma<br>*87·6'* 20' 10"<br>87' 7" 20' 8" 9' 6"<br>RW | M Mchy.aft<br>1 Ha (32¾'×14½') | Oil 5SA 4Cy. 250×380 mm<br>210bhp<br>Hanshin Nainenki Kogyo |
| 508526<br>7KXC<br>89382<br>Df Esd<br>Gc Rdr | **DAITOKU MARU No. 11**<br><br>**T. Hashizume**<br>Muroto Japanese | 240<br>126<br>— | | 1962 Kanazashi Zosensho—Shimizu<br>137' 2" 24' 1" 9' 10"<br>120' 0" 23' 11" 11' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>650bhp<br>Hanshin Nainenki Kogyo |
| 508528<br>JCNK<br>89238<br>Df Esd<br>Gc Pfd<br>Rdr | **DAIWA MARU**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | 9353<br>5771<br>13223 | NK | 1961 Ishikawajima-Harima Hvy Ind.—<br>Tok<br>511' 10" 64' 7" 29' 7"<br>475' 8" 64' 4" 39' 8"<br>F45' 2 dks<br>RW | M Ref<br>6 Ho<br>G.700752 B.660952 In.7720<br>6 Ha (27'×19¾') (44½' 44½', 26½',<br>44½'×23') (28¾'×19¾')<br>18W Der 2(20) 2(10) 14(5) | Oil 2SA 6Cy. 760×1550 mm<br>9000shp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>3×224kW 450V a.c. |
| 508529<br>8JPZ<br>89513<br>Rdr<br>RTm/h | **DAIWA MARU**<br><br>**Kyowa Sangyo Kaiun K.K.**<br>Osaka Japanese | 996<br>516<br>1607 | NK | 1962 Kyushu Zosen—Wakamatsu<br>218' 6" 34' 3" 15' 9"<br>200' 1" 34' 1" 17' 9"<br>1 dk<br>RW<br>rf 6" | M Mchy.aft<br>1 Ho 124'<br>G.65756 B.62266<br>1 Ha (85½'×17')<br>Der 2(12) 2(10) | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd.<br>2×20kW 115V d.c. |
| 508530<br>7KMC<br>88656<br>Rdr<br>RTh | **DAIWA MARU**<br><br>**Kyowa Kisen K.K.**<br>Fukuoka Japanese | 981<br>495<br>1599 | NK | 1961 Nagoya Zosen—Nagoya<br>222' 10" 34' 4" 16' 1"<br>203' 6" 34' 2" 18' 1"<br>1 dk | M Mchy.aft<br>1 Ho 138½'<br>G.69005 B.65615<br>2 Ha (stl) (50½', 51½'×16½') | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd.<br>2×40kW 225V 60 c/s a.c. |
| 641893<br>8KAX<br>93852<br>Df Esd<br>Gc Rdr<br>RT | **DAIYU MARU**<br><br>**Marushin Sempaku K.K.**<br>Kobe Japanese | 1839<br>1017<br>2758 | NK | 1964 Hashihama Zosen—Imabari<br>*259·8'* 41' 6" 17' 6"<br>255' 11" 41' 4" 20' 8"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.127875 B.118340<br>2 Ha (45', 85'×21½')<br>9W Der 2(15) 4(10) | Oil 4SA 6Cy. 455×640 mm<br>1800bhp<br>Nippon Hatsudoki<br>3×120, 120, 36kW 445V a.c. |
| 671185<br>JKXQ<br>99486<br>Df Rdr<br>RT | **DAIYU MARU**<br><br>**Maruike Kaiun K.K.**<br>Osaka Japanese | 991<br>505<br>1669 | | 1966 Koyo Dock—Mihara<br>222' 9" 37' 2" 15' 1¾"<br>203' 5" 37' 1" 17' 1"<br>1 dk | M Mchy.aft<br>1 Ho<br>G.71548 B.67487<br>1 Ha (94'×19¾')<br>6W Der 1(30) 2(10) | Oil 4SA 6Cy. 380×540 mm<br>1300bhp<br>Nippon Hatsudoki<br>3×24, 24, 16kW 225V a.c. |
| 508531<br>JNES<br>50031 | **DAIYU MARU**<br>exSeikyo Maru–61<br>**Maruike Kaiun K.K.**<br>Osaka Japanese | 781<br>491<br>1064 | | 1943 Urabe Zosen Tekkosho—Osa<br>196' 8" 30' 2" 13' 10"<br>30' 0" 16' 2"<br>B47' F33' 1 dk<br>len 53 | M<br>1 Ho 119½'<br>G.47655 B.43748<br>1 Ha (89¾'×16½')<br>4W Der 4(3) | Oil 4SA 6Cy. 370×520 mm<br>650bhp NE53<br>Akasaka Tekkosho |

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| 540302<br>JPDC<br>48895 | **DAIYU MARU**<br>exKongo Maru-62<br>exOsei Maru-59<br>**Kaihatsu Kaiun K.K.**<br>Osaka Japanese | **679**<br>373<br>— | | **1941** Nakata Zosensho—Osa<br>*160·7'* 27' 11"<br>27' 9"<br>1 dk | M<br>conv cable ship— | Oil 4SA 6Cy. 350×520 mm<br>550bhp<br>Akasaka Tekkosho Yaizu |
| 540303<br>JAZJ<br>76810 | **DAIYU MARU**<br>**Takashima Kaiun Y.K.**<br>Anan Japanese | **356**<br>214<br>— | | **1957** Daiichi Sempaku Kogyo—Osa<br>154' 9" 23' 2"<br>23' 0"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (75½'×15')<br>len 57 | Oil 4SA 6Cy. 270×400 mm<br>320bhp<br>Kinoshita Tekkosho Akashi<br>9k |
| 542678<br>JL2083<br>83659 | **DAIYU MARU**<br>**Shinsen Kaiun K.K.**<br>Niihama Japanese | **355**<br>168<br>— | | **1963** Mukaishima Dock Co. Ltd.—<br>Mukaishima<br>156' 11" 25' 9" 10' 10"<br>141' 0" 25' 7" 11' 10"<br>1 dk<br>RW | M Mchy.aft<br>G.22778 B.20871<br>1 Ha (64¼'×14¾') | Oil 4SA 6Cy. 310×480 mm<br>700bhp<br>Ito Tekkosho Shimizu<br>12½k |
| 535047<br>8JPN<br>89501 | **DAIYU MARU**<br>**Ohyama Unyu K.K.**<br>Osaka Japanese | **281**<br>147<br>— | | **1962** Takehara Zosensho—Hma<br>131' 10" 22' 6" 10' 2"<br>123' 0" 22' 4" 11' 2"<br>1 dk | M Mchy.aft<br>G.18717 B.18011<br>1 Ha (53¾'×13') | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Kinoshita Tekkosho Akashi<br>10¼k |
| 541946<br>7JUN<br>87951 | **DAIYU MARU**<br>**Yokota G.M.K.**<br>Himeji Japanese | **113**<br>47<br>— | | **1961** Hashimoto Zosen—Sumoto<br>*82·0'* 19' 9"<br>19' 7"<br>1 dk | M Tanker Mchy.aft | Oil 4DA 4Cy.<br>120bhp<br>Nippon Hatsudoki Kob<br>8½k |
| 660113<br>JLOU<br>98058<br>Esd Gc<br>Pld Rdr<br>RT | **DAIYU MARU No. 7**<br>**N. Uematsu**<br>Miyama Japanese | **192**<br>—<br>— | | **1965** Ichikawa Zosen—Ise<br>22' 6"<br>113' 2" 22' 4" 10' 2"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>700bhp<br>Hanshin Nainenki Kogyo Kob |
| 508533<br>JDUC<br>69103<br>Df Esd<br>RTm/h | **DAIZO MARU**<br>**Osaka Zosensho K.K.**<br>Tokyo Japanese<br>Now **BETSY**<br>See New Entries No. 7 | **3839**<br>2201<br>5585 | NK | **1952** Osaka Zosensho—Osa<br>372' 5" 50' 2" 23' 8"<br>344' 6" 50' 0" 27' 3"<br>P23' B91' F26' 1 dk<br>RW<br>rf 4" | M (2P)<br>4 Ho 55', 77½', 61', 61'<br>G.283000 B.266000<br>4 Ha (29½', 56½', 39¼', 34½'×21')<br>Der 2(9) 2(4½) 1(2½) | Oil 2SA 6Cy. 420×750 mm<br>2125bhp NE60 622t<br>Mitsui Zosen Tmn<br>3×60, 30, 30kW 105V d.c. 12½k |
| 541947<br>7JKK<br>87499 | **DAIZUIKO MARU**<br>**Daiko Kaiun K.K.**<br>Tokyo Japanese | **248**<br>147<br>— | | **1961** Ube Tekkosho—Ube<br>*113·6'* 22' 5"<br>22' 3"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>250bhp<br>Fuji Seisakusho Tateyama<br>9k |
| 508535<br>PDNF<br>Df Esd<br>RTm/h | **DAJE BÖHMER**<br>**N.V. Reederij "Nautiek"**<br>W. Böhmer's<br>Scheepvaartbedrijf<br>Rotterdam Netherland | **500**<br>252<br>875 | **✠100A1** SS 2/68 ~~SS 5/68~~<br>with freeboard<br>**✠LMC**<br>MN200 EL I | **1950–2** A. Vuijk & Zonen—Capelle<br>210' 7" 32' 5" 12' 6¾"<br>191' 11" 32' 4" 19' 8"<br>F25' 1 dk & S dk<br>RW 3BH<br>rf 1⅝" WB250t | M OSD Mchy.aft<br>1 Ho 122½'<br>G.68764 B.63222<br>2 Ha (29½', 59'×16½')<br>6W Der 3(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp ✠NE5/58 62t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×27, 27, 15kW 115V d.c. 10k |
| 662217 | **DAJTI**<br>Ndermarrja **Shtetnore**<br>**Fllotes Tregtare**<br>Durres Albanian | **3326**<br>1849<br>4509 | RT | **1957** Schiffswerft Neptun—Ros<br>*337·4'* 47' 4" 21' 10"<br>313 2" 47' 3" 25' 11"<br>1 dk | S<br>4 Ho | C 4Cy. (2) 18¼" & (2) 39⅜"×39⅜"<br>2847ihp<br>Schwermasch. Karl Liebknecht Mgd |
| 524381<br>ODKO<br>Df Esd<br>Gc Rdr<br>RTm | **DALAL**<br>exMuo-65 exTilly Böge-60<br>exL. H. Carl-56<br>exOtto Banck-52<br>**Mena Shipping & Tourist**<br>**Agency (Affaki & Leheta)**<br>Beirut Lebanese | ~~2286~~ 2314<br>~~1082~~ 1105<br>3470 | ✠Classed LR until 1/58<br>GL | **1948–10** Short Bros. Ltd.—Sld<br>330' 6" 47' 0" 19' 1"<br>310' 7" 46' 9" 26' 11"<br>P25' F26' 1 dk & S dk<br>R | S (4P) OSD<br>3 Ho 3 TwD<br>G.225810 B.209452<br>5 Ha (each 24¾'×20')<br>10W Der 1(15) 10(3–5) | T 3Cy. 21½" 34" & 62"×39"<br>2317ihp 117t (o.f)<br>Geo. Clark (1938) Ltd. Sld<br>3×30, 30, 15kW 110V dc. 12½k |
| 660430<br>SFGE<br>10694<br>Df Esd<br>Gc Pld<br>Rdr RT | **DALAVIK**<br>**Rederi A/B Dalavik**<br>Christensson & Co.<br>Styrsö Swedish | **499**<br>295<br>1090 | **✠100A1**<br>oil tanker<br>Ice Class 2<br>**✠LMC**<br>MN264 EL I 1³⁄₁₆"SQ | **1966–5** Karlstads Varv—Karlstad<br>199' 7" 33' 7" 13' 2½"<br>181' 9" 33' 6" 14' 1"<br>P62' F46' RAD37' 1 dk<br>9BH<br>rf 7" WB177t incl. TwDf103t | M Tanker Mchy.aft<br>10 Ta | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz Kln<br>AuxB 142lb<br>3×40, 40, 32kW 400V 50c/s a.c.<br>Controllable pitch propeller |
| 508538<br>DGVV<br>Df Esd<br>Gc Rdr<br>RTv | **DALBEK**<br>**Partenreederei m.s.**<br>**"Dalbek"**<br>Knöhr & Burchard Nfl.<br>Hamburg W. German | **2904**<br>1498<br>5263<br>**4591**<br>2565<br>6294 | GL | **1955** Lübecker Flender-Werke—Lbc<br>382' 11" 53' 9" 20' 11½"/23' 3"<br>350' 6" 53' 7" 30' 10"<br>P39' B36' F31' 1 dk & S dk | M OSD/CSD<br>4 Ho 50¾', 98½', 54¼', 47½'<br>G.330848 B.296896<br>5 Ha (stl) (27½', 32¼', 27½', 32¼',<br>29¾'×20¼')<br>10W Der 1(30) 1(15) 10(3–5) | Oil 2SA 6Cy. 600×1050 mm<br>3120bhp 649t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×192, 162, 162kW 380V 50c/s a.c.<br>12¾k |
| 508539<br>VJRF<br>159733<br>Esd<br>RTv | **DALBY**<br>**Australian Coastal Shipping**<br>**Commission**<br>Brisbane British | **2474**<br>1272<br>3081 | **✠100A1** SS 2/66<br>**✠LMC**<br>MN224 EL s1³⁄₁₆"SQ | **1947–4** Evans, Deakin & Co. Ltd.—Bsb<br>291' 4" 46' 4" 18' 11½"<br>270' 6" 46' 0" 21' 6"<br>P32' B88' F31' 1 dk<br>R 5BH<br>rf 3" WB873t Incl. Tunnel tanks 81t | M Ref<br>4 Ho 58', 58', 38', 46'<br>G.119323 B.110322 In.1350<br>4 Ha (34'×18') (34'×20') (12'×14')<br>(22'×16')<br>10W Der 1(20) 4(5) 6(3) 2(2) | Oil 2SA 6Cy. 340×570 mm with<br>hydraulic coupling & sr gearing<br>1120bhp ✠NE11/57 (d.o)<br>British Polar Engines Ltd. Gls<br>3×120kW 220V d.c. 11k |

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|---|---|---|---|---|---|---|---|---|
| 508540 | **DALEGARTH** | | 306 | ✠100A1 | SS 6/64 | 1960-6 Henry Scarr Ltd.—Hessle | M Salvage Tug | Oil 2SA 7Cy. 340×570 mm |
| GHBG | | | — | tug | | 128' 2" 29' 8" 12' 3" | | reverse gear |
| 301708 | **R. & J. H. Rea Ltd.** | | — | ✠LMC | | 115' 0" 28' 6" 14' 0" | | 1300bhp |
| Esd Rdr | Milford Haven | British | | | | | | British Polar Engines Ltd. |
| RTm/v | | | | MN260 | EL (e) | RW 3BH | | 3×40kW 220V d.c. |
| | | | | | | rf 21" BK6" WB83t | | |
| 508542 | **DALESMAN** | | 7200 | ✠100A1 | SS 11/65 | 1961-11 Nederl. Dok & Schps.—Ams | M Ref | Oil 2SA 5Cy. 760×1550 mm |
| GHMR | | | 3754 | Ice Class 3 | | 440' 1" 59' 9" 27' 10½" | 4 Ho 82', 80', 72', 67' | 6500bhp |
| 303183 | **Charente S.S. Co. Ltd.** | | 8840 | ✠LMC | | 400' 0" 59' 6" 36' 0" | In.3581 | Sulzer Bros. Ltd. |
| Df Esd | T. & J. Harrison Ltd. | | | ✠Lloyd's RMC | | P29' F41' 2 dks | 4 Ha (stl) (29½', 47½', 42¾', 27'×21') | 2AuxB (1 o.f 1 ex.g) 100℔ |
| Gc Rdr | Liverpool | British | | MN1300 | EL a†2$\frac{1}{16}$"SQ | 6BH to U dk 2 to 2nd dk | Der 1(70) 4(15) 4(10) 4(5) 1(3) | 3×250kW 230V d.c. |
| RTm/v | | | | | | rf 6" DK fwd WB1465t incl. Tunnel tanks 284t | | |
| 660200 | **DALEWOOD** | | 5390 ~~5513~~ | ✠100A1 | | 1966-5 Bartram & Sons Ltd.—Sld | M Mchy.aft | Oil 2SA 5Cy. 560×1000 mm |
| GSDA | | | 2746 ~~2770~~ | | | 370' 0" 53' 8" 24' 6½" | | 3800bhp |
| 308136 | **Wm. France, Fenwick** | | 7750 | ✠LMC | | 351' 2" 53' 6" 34' 3" | | Sulzer Bros. Ltd. |
| Df Esd | **& Co. Ltd.** | | | | | P77' F32' 1 dk | | db 100℔ |
| Pfd Rdr | London | British | | MN760 | EL x 1$\frac{11}{16}$"SQ | RW NS 7BH | | 4×180, 180, 180, 60kW 220V d. |
| RT | | | | | | rf 4" WB2314t incl. DTm792t Comb. btm & side tanks in holds 1066t | | Thw. thrust contr. pitch prope |
| 508543 | **DALEWOOD** | | 234 | ✠100A1 | SS 1/65 | 1960-12 T. Mitchison Ltd.—Gts | M Trawler | Oil 4SA 8Cy. 8½"×11½" |
| | | | 66 | trawler | | *115·4'* 25' 4" 11' 0" | | reverse gear to sc. shaft |
| 302234 | **Ashley Fishing Co. Ltd.** | | — | ✠LMC | | 113' 2" 25' 0" 12' 6" | | speeds) |
| Df Esd | John Wood & Son (Abdn.) Ltd. | | | | | F16' | | 660bhp |
| Pfd Rdr | Aberdeen | British | | MN132 | EL (d) I | 5BH | | Lister Blackstone Mar. Ltd. |
| | | | | | | rf 36" BK4" WB60t incl. DTm34t | | db 50℔ |
| 508545 | **DALGA** | | 133 | | | 1951 Gutehoffnungshütte A.G.— | M Fish Carrier Mchy.aft | Oil 4SA 6Cy. 285×420 mm |
| TCWV | | | 53 | | | Walsum | | 250bhp |
| 3737 | **Et. Ve Balik Kurumu Umum** | | 105 | | BV | 86' 11" 21' 0" 7' 10" | | Masch. Augsburg-Nürnberg |
| | **Mudurlugu** | | | | | ... ... ... | 1 Ha (6½'×6½') | |
| | Istanbul | Turkish | | | | | | |
| 541948 | **DALGRAIN** | | 129 | ✠A1 | SS 1/68 | 1963-10 Grangemouth Dkyd Co. Ltd.— | M Tug | Oil 2SA 7Cy. 310×490 mm |
| | | | — | tug | | Gmh | | hydraulic coupling |
| 303541 | **Grangemouth & Forth** | | — | River Forth service | | 86' 8" 24' 7" | | 840bhp |
| | **Towing Co. Ltd.** | | | limiting ports seawards | | 75' 0" 23' 6" 12' 3" | | Alpha-Diesel A/S |
| | Grangemouth | British | | Portobello & Kirkcaldy | | RW 3BH | | Controllable pitch propeller |
| | | | | ✠LMC | | rf 12" BK4½" WB27t incl. TwD10t | | |
| | | | | MN168 | EL (a) | | | |
| 508548 | **DALHANNA** | | 11452 | ✠100A1 | SS 5/66 | 1958-3 Lithgows Ltd.—P.Gl | M Ore Carrier Mchy.aft | Oil 2SA 4Cy. 670×2320 mm |
| GXKP | | | 5080 | ore carrier | | 504' 5" 68' 6" 29' 11½" | | 4000bhp Doxford |
| 186874 | **William Baird Mining Ltd.** | | 15900 | ✠LMC | | 478' 0" 68' 3" 38' 0" | | D. Rowan & Co. Ltd. |
| Df Esd | Hunting & Son Ltd. | | | | | P111' B19' F41' 1 dk | | 2db 100℔ |
| Gc Rdr | Newcastle | British | | MN800 | EL f†2$\frac{1}{16}$"SQ | RW 6BH | | |
| RT | | | | | | rf nil WB8444t | | |
| 508549 | **DALHEIM** | | 5255 | | | 1957 Wärtsilä Kon. Crichton-Vulcan— | M Ref | Oil 2SA 8Cy. 620×1150 mm |
| LCMP | | | 2747 | | | Åbo | 4 Ho | 6100bhp B&W |
| | **A/S Tank** | | 4575 | | NV | 396' 7" 54' 1" 23' 6½" | In.21780 | Eriksbergs M/V A/B |
| | Hjalmar Björge | | | | | 365' 0" 54' 0" 36' 0" | 4 Ha (27½', 27', 27', 27'×16') | 4×280kW 220V d.c. |
| | Oslo | Norwegian | | | | 3 dks, 4th dk in fwd hold | 8W Der 8(5) | |
| | Now **PETEEVERETT** See New Entries No. 12 | | | | | | | |
| 508550 | **DALHEM** | | 4112 | ✠100A1 | SS 2/67 | 1957-5 Öresundsvarvet A/B—Lkr | M OSD/CSD | Oil 2SA 8Cy. 630×1300 mm |
| SFPA | | | 2262 | Str. nav. ice | | 428' 8" 58' 4" 23' 4½"/27' 0¾" | 4 Ho 59', 121½', 57½', 64' | 4500bhp |
| 9761 | **Rederi A/B Volo** | | 7350 | ✠LMC | | 395' 10" 58' 0" 34' 6" | G.485900 B.453760 | A/B Götaverken |
| Esd Gc | Robert Myrsten | | **6364** | | | 1 dk & S dk | 5 Ha (29½', 40', 35', 35', 32½'×20') | 3×200kW 220V d.c. |
| Rdr | Slite | Swedish | 3690 | MN900 | EL a†2"SQ | Coll BH to S dk 5 to 2nd dk | 10W Der 2(30) 1(15) 8(10) | |
| RTm/h | | | 9330 | | | rf 6" DK fwd WB1748t incl. Tunnel tanks 292t | | |
| 508552 | **DALIL** | | 215 | | | 1912 Lobnitz & Co. Ltd.—Rnf | S Pilot Tender | C 2Cy. 22" & 45"×30" |
| SUGF | exHardi-58 | | 97 | | | *115·7'* 24' 1" | | |
| | **Suez Canal Authority** | | — | | | ... ... ... | | Lobnitz & Co. Ltd. |
| RT | | Egyptian (U.A.R.) | | | | | | |
| | | | | | | R | | |
| 508553 | **DALILA** | | 21807 | | | 1954 Ch. & At. de St. Nazaire (Penhoët) | S Tanker Mchy.aft | S Turb dr geared |
| FOKN | | | 12196 | | | —St.N | 22 Ta | 15000shp |
| | **Cie. Auxiliaire de** | | 32853 | | BV | 662' 11" 86' 11" 35' 3" | | Ch. & At. de St. Nazaire (Penh |
| Df Esd | **Navigation** | | | | | 86' 7" | | 2×650kW 380V 50c/s a.c. |
| Gc Rdr | Havre | French | | | | P163' B47' F91' 1 dk | Der 2(8) 2(6) 1(5) 2(4) | |
| RTh/v | | | | | | | | |
| 660198 | **DALILA** | | 9349 ~~6256~~ | 100A1 | | Verolme Est. Reunidos do Brasil | M Ref Mchy.aft CSD | Oil 2SA 7Cy. 700×1200 mm |
| | exCantuaria-67 | | 6468 ~~8366~~ | Class contemplated | | —Jacuacanga | | MAN |
| | **Companhia de Navegação** | | ~~10000~~ | | | 460' 6" 64' 2" 30' 1½" | In. 15750 | Mecânica Pesada |
| | **Maritima Netumar** | | | ✠Lloyd's RMC | | 426' 6" 64' 0" 40' 2" | | |
| | Rio de Janeiro | Brazilian | | | | | | |
| | For later particulars see New Entries No. 4 | | | | | | | |
| 508554 | **DALLA** | | T.Mk | ✠100A1 | SS 9/65 | 1961-4 Lithgows Ltd.—P.Gl | M | Oil 2SA 4Cy. 750×1500 mm |
| GHBS | | | 6385 | DTsmf 'tween dk tanks | | 465' 0" 63' 1" 27' 9½" | 5 Ho 65½', 56½', 67½', 32¾' DT, 32¾' DT, | 500mm |
| 301444 | **Elder Dempster Lines Ltd.** | | 3399 | amids and aft—vegetable | | 440' 0" 62' 9" 39' 9" | 30' DT, 30' DT, 82¾', 67½' | 5850bhp B&W |
| Df Esd | Glasgow | British | 10755 | oil | | P34' F41' 2 dks, 3rd dk in No. 3 hold | B.617657 In.880 | J. G. Kincaid & Co. Ltd. |
| Gc Rdr | | | 8831 | ✠LMC | | RW NS in Nos. 2 & 4 holds, Nos. 2, 3, 4 | 5 Ha (stl) (31½', 33½', 38¾', 38¾', | AuxB 100℔ |
| RTv | | | 5067 | MN1170 | EL c†2¼"SQ | & 5 upper 'tween dks & No. 3 lower | 33½'×22') | 4×165kW 220V d.c. |
| | | | 11530 | | | 'tween dk 7BH | 14W Der 1(50) 4(15) 8(6) 2(3) | |
| | | | | | | rf 6" WB2490t incl. DTsmf1437t | | |

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| 508555<br>WH3005<br>272216<br>Rdr<br>RTm | **DALLAS**<br>**Coyle Lines Inc.**<br>Wilmington, Del United States | **257**<br>118<br>— | | **1956** A. V. Walker Shpyd—Pascagoula<br>*77·9′* 33′ 0″<br>… … … | TM Tug | 2 Oil 2SA each 4Cy. 8⅛″×10″<br>1170bhp (d.o)<br>Fairbanks, Morse & Co. Beloit<br>2×60kW 110/220V 60c/s a.c. |
| 662106<br>PJKR<br>Df Esd<br>Gc Pld<br>Rdr RT | **DALLIA**<br>**N.V. Curaçaosche Scheepvaart Maatschappij**<br>Shell Tankers N.V.<br>Curaçao Netherland (Antilles) | **39482**<br>25945<br>70050 | **✠100A1**<br>oil tanker<br>(cc) crude oil<br>defined ballasting<br>**✠LMC**<br>MN3600 EL y†3 9/16″SQ | **1967–3** A/S Rosenberg M/V—Stv<br>800′ 0″ 110′ 2″ 43′ 6″<br>760′ 4″ 110′ 0″ 56′ 6″<br>P54′ F82′ 1 dk<br>10BH<br>rf 5″ WB14414t incl. 14033t in clean ballast tanks | M Tanker Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>18000bhp<br>Burmeister & Wain Cpn<br>3WTAuxB 441℔ Spt 518° F. 398℔<br>2×600kW 220/440V 60c/s a.c. |
| 641196<br>YTND<br>Df Esd<br>Gc Pld<br>Rdr RT | **DALMACIJA**<br>**Jadranska Linijska Plovidba**<br>Rijeka Yugoslav | ~~5465~~ **5651**<br>~~2730~~ 2864<br>1674 | BV JR | **1964** Brodogradiliste Uljanik—Pla<br>383′ 3″ 54′ 2″ 16′ 8¾″<br>344′ 6″ 54′ 1½″ 24′ 11″<br>3 dks | TM (217P) Ref<br>3 Ha (20½′×13¼′) (22½′×12½′) (15¼′×9¼′)<br>Der 4(5) 2(3) 1(2) | 2 Oil 2SA each 10Cy. 480×700 mm<br>7500bhp 270t<br>Jugoturbina Karlovac<br>19k |
| 508557<br>MEBW<br>302889<br>Esd<br>RTm/h/v | **DALMAH**<br>**Abu Dhabi Marine Areas Ltd.**<br>London British | **371**<br>47<br>— | **✠100A1** CS 4/66<br>tug<br>**✠LMC**<br>MN300 EL (f)1¼″ | **1962–2** Scott & Sons (Bowling) Ltd.—Bwg<br>131′ 5″ 33′ 1″ 13′ 5″<br>120′ 11″ 31′ 6″ 14′ 3″<br>B44′<br>RW 3BH<br>rf 18″ BK7″ WB50t | M Tug | Oil 2SA 8Cy. 14½″×19″ with flexible coupling & sr reverse gear<br>1500bhp (d.o)<br>Crossley Bros. Ltd. Mch<br>2×67kW 220V d.c. |
| 508558<br>6OAA<br>9<br>Rdr | **DALMAR**<br>exFalcone–62<br>**Società Industriale Commerciale Somala**<br>Mogadishu Somali Rep | **941**<br>531<br>— | AB RI | **1960** Cant. Achille Lucchese—Ven<br>225′ 0″ 33′ 5″<br>200′ 0″ 33′ 3″<br>P50′ F18′ 2 dks<br>RW<br>rf 4″ | M CSD Mchy.aft<br>2 Ho<br>B.62000<br>4 Ha | Oil 4SA 9Cy. 370×560 mm<br>1200bhp 100t<br>Ansaldo Stab. Mecc. Gen |
| 508559<br>148869<br>Rdr<br>RTm | **DALMARNOCK**<br>**Glasgow Corporation**<br>Glasgow British | **1377**<br>741<br>— | **BS✻** SS 12/66<br>**MBS✻**<br>MN280 CT1379 C26 | **1925–6** W. Simons & Co. Ltd.—Rnf<br>268′ 2″ 42′ 2″ 13′ 0″<br>260′ 0″ 42′ 0″ 16′ 0″<br>F34′ 2 dks (U stl-pt ws)<br>R 7BH<br>WB269t incl. DTf190t | TS Sludge Carrier Mchy.aft<br>4 Ho 67′, 67′, 63′, 63′<br>Der 1 | T 6Cy. 15″ 24″ & 41″×27″<br>1200ihp (o.f)<br>W. Simons & Co. Ltd. Rnf<br>2 SB 180℔ hs(3549)<br>1×20kW 240V d.c. |
| 508560<br>SFED<br>10253<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h/v | **DALMATIA**<br>**Rederi A/B Svenska Lloyd**<br>Torgeir Christoffersen<br>Gothenburg Swedish | T Mk<br>**2715**<br>1403<br>4640<br>**4321**<br>2606<br>5825 | **✠100A1** SS 3/67<br>DTm—vegetable oil<br>Ice Class 2<br>**✠LMC**<br>MN580 EL (v)1¾″SQ | **1962–2** A/B Lindholmens Varv—Got<br>398′ 1″ 47′ 8″ 19′ 11¾″/22′ 10″<br>370′ 1″ 47′ 6″ 30′ 3″<br>P12′ F40′ 2 dks<br>6BH len 67<br>rf 4″ WB1208t incl. DTm211t | M (4P) Mchy aft<br>5 Ho 40¼′, 35¾′, 42½′, 40¼′, 42½′<br>G.310000 B.283970<br>6 Ha (stl) (25¼′×21¼′) (26¾′, 33½′, 33½′, 33½′, 33½′×37½′)<br>Cr 4(5) 1(3) | Oil 2SA 8Cy. 520×900 mm<br>2900bhp 358t (hvf)<br>A/B Lindholmens Varv Got<br>3×140kW 230V d.c. 15k |
| 851640<br>Esd RT | **DALMATIAN**<br>Secretary of State for Defence<br>British | **152**<br>—<br>— | ✠Classed LR until 1/66 | **1965–7** J. S. Doig (Grimsby) Ltd.—Gms<br>94′ 0″ 25′ 4″<br>85′ 0″ 24′ 3″ 12′ 0″<br>rf 15″ BK6″ | TM Tug | 2 Oil 4SA each 8Cy. 8¾″×11½″ with sr reverse gears<br>1320bhp<br>Blackstone & Co. Ltd Stamford |
| 509162<br>UYSB<br>M-25824<br>Df Esd<br>Gc Rdr<br>RT | **DALMATOVO**<br>**U.S.S.R.**<br>Odessa Russian | **7265**<br>3287<br>9753 | | **1960** Warnowwerft—Warnemünde<br>457′ 8″ 59′ 1″ 26′ 3″<br>58′ 10″ 33′ 9″<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.381400<br>5 Ha (39′, 39′, 39′, 39′×34½′) (36¾′×24½′)<br>Cr 2(5) | Oil 2SA 7Cy. 700×1200 mm<br>Dieselmotorenwerk Ros<br>15½k |
| 508561<br>ILWH<br>1473<br>RTv | **DALMAZIA**<br>**Soc. Rimorchiatori Riuniti**<br>Genoa Italian | **107**<br>17<br>— | RI | **1926** Flli. Calcagno—Arenzano<br>85′ 2″ 19′ 0″<br>76′ 10″ 19′ 7″ 11′ 4″ | Wood S Tug | T 3Cy. 13⅘″ 20⅞″ & 35 7/16″×21¼″<br>450ihp (o.f)<br>Coop. di Produzione Smprdarena<br>1×5kW 110V d.c. |
| 508563<br>SPQB<br>Df Esd<br>Gc Rdr | **DALMOR**<br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia Polish | **2892**<br>1112<br>1465 | PR | **1960** Stocznia Gdanska—Gdk<br>278′ 10″ 45′ 4″ 17′ 0¼″<br>45′ 2″ 40′ 0″<br>2 dks | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 480×700 mm<br>2400bhp<br>Sulzer Bros. Ltd. Win<br>5×250, 250, 250, 250, 24kW 230V d.c. 12½k |
| 600066<br>USWO<br>M-22513 | **DALNEVOSTOCHNIJ**<br>**U.S.S.R.**<br>Vladivostok Russian | **3230**<br>1130<br>2638 | | **1960** ……………………Len<br>325′ 11″ 46′ 0″ 18′ 11″<br>45′ 10″ 23′ 9″<br>2 dks | D-E Fish Carrier<br>3 Ho<br>In.115479<br>3 Ha (each 12½′×10½′)<br>7W Der 1(10) 6(2½) | 4 Oil 4SA each 6Cy. 318×330 mm connected to elec. motor & sc. shaft<br>14k |
| 508564<br>UYYP<br>M-24770 | **DALNIJ**<br>**U.S.S.R.**<br>Vladivostok Russian | **3359**<br>1738<br>4388 | | **1960** Schiffswerft Neptun—Ros<br>341′ 2″ 47′ 3″ 21′ 7″<br>47′ 1″ 26′ 0″ | M<br>4 Ho<br>G.199000<br>4 Ha (29¾′×19¾′) (25½′, 25½′, 25½′×23′)<br>9W Der 1(15) 8(5) | 2 Oil 4SA each 8Cy. 365×550 mm geared to sc. shaft<br>12½k |

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| 508565<br>USZQ<br>M-12130<br>Df Esd<br>Gc Rdr<br>RT | **DALNIJ VOSTOK**<br>**U.S.S.R.**<br>Vladivostok Russian | 16974<br>9141<br>11466 | ~~Ot.~~ | 1963 Kieler Howaldtswerke A.G.—Kel<br>596′ 9″ 78′ 3″ 29′ 2″<br>551′ 2″ 78′ 1″ 55′ 7″<br>P143′ F20′ 2 dks, pt 3rd dk | M Whale Oil Fish Factory Mchy.aft<br>30 Ta 11 Ho<br>L.289793 G.256774 In.118000<br>10W Cr 2(5) Der 1(10) 9(5) | Oil 2SA 5Cy. 740×1600 mm<br>6250bhp<br>Burmeister & Wain |
| 535224<br>OGPM<br>1112<br>Df Esd<br>Gr Rdr<br>RTm/h | **DALNY**<br>exTank Emperor-65<br>**Rederi A/B Sally**<br>**Algot Johansson**<br>Mariehamn Finnish | 15790<br>9337<br>24380 | NV | 1950 Kockums M/V A/B—Mmo<br>606′ 4″ 77′ 3″ 31′ 9¼″<br>570′ 11″ 77′ 0″ 42′ 9″<br>P106′ F66′ 1 dk<br>rf 1″ | M Tanker Mchy.aft<br>24 Ta<br>L.1209830 HeCls. BC<br>Der 6(3-5) | Oil 2DA 7Cy. 720×1200 mm<br>7000bhp MAN<br>Kockums M/V A/B<br>3×220, 220, 150kW 230V d.c. |
| 508566<br>FPYX<br>Df Esd<br>Gc Rdr<br>RT | **DALOA**<br>**Cie. Maritime des Chargeurs Réunis**<br>Havre French | 6739<br>4002<br>8964 | BV | 1949 John Cockerill S.A.—Hbk<br>459′ 7″ 55′ 10″ 26′ 2″<br>55′ 8″<br>B77′ F35′ 2 dks<br>len 62 | M CSD<br>B.401537<br>6 Ha (24½′, 36½′, 51′, 31½′, 31½′, 4′×19½′)<br>16W Der 1(40) 1(20) 2(12) 4(8) 12(5) | Oil 2SA 10Cy. 620×1150 mm<br>5000bhp B&W<br>John Cockerill S.A. |
| 651904<br>LECU<br>RT | **DALSFJORD**<br>**Fylkesbaatane I Sogn og Fjordane**<br>Bergen Norwegian | 339<br>157<br>— | | 1965 Hatlø Verksted A/S—Ulsteinvik<br>120′ 8″ 33′ 2″ 9′ 6½″<br>118′ 0″ 33′ 1½″ 11′ 6″<br>1 dk<br>rf 11½″ | TM Ferry Mchy.aft | 2 Oil 2SA each 4Cy.<br>600bhp<br>Wichmann Mtrf.<br>2×32kW 220V 50c/s a.c. |
| 508567<br>DAJU<br>Df Esd | **DALSLAND**<br>**Partenreederei m.s. "Dalsland"**<br>Mathies Reederei K.G.<br>Hamburg W. German<br>Now **OSTELAND** See New Entries No. 6 | 495<br>223<br>915 | GL | 1958 D. W. Kremer Sohn—Elmshorn<br>205′ 10″ 31′ 7″ 12′ 3″<br>197′ 0″ 31′ 6″ 19′ 0″<br>F21′ 1 dk & S dk<br>RW<br>rf 4″ | M (2P) OSD Mchy.aft<br>1 Ho 113¾′<br>G.65167 B.56786<br>2 Ha( stl) (27′, 46½′×14′)<br>Der 3(2-3) | Oil 4SA 6Cy. 385×580 mm<br>800bhp<br>Masch. Kiel A.G.<br>3×60kW 230V d.c. |
| 651230<br>WE6850<br>244344 | **DALZELLAGE**<br>exEastern Cities exCile<br>**McAllister Bros. Inc.**<br>New York United States<br>Now **JEFFREY K. McALLISTER** See New Entries No. 7 | 146<br>99<br>— | AB | 1943 Decatur Iron & Steel Co.—<br>*81·1′* 24′ 1″<br>82′ 0″ 24′ 0″ 10′ 6″<br>1 dk<br>BK3″ | M Tug | Oil 2SA 8Cy. 8¾″×10″<br>700bhp<br>General Motors Corp. |
| 508573<br>WA4022<br>251765<br>RT | **DALZELLAIRD**<br>**McAllister Bros. Inc.**<br>New York United States | 203<br>138<br>— | AB | 1942 Calumet Shipyard & D.D. Co.—Cgo<br>*93·1′* 25′ 2″<br>94′ 0″ 25′ 0″ 13′ 6″<br>1 dk<br>rf 15″ | M Tug | Oil 2SA 6Cy. 405×510 mm<br>1050bhp<br>Fairbanks, Morse & Co. |
| 508574<br>WA3895<br>249150<br>Df Gc<br>Rdr RT | **DALZELLATLAS**<br>exRussell 17-60<br>exCoral Sea-51<br>**McAllister Bros. Inc.**<br>New York United States<br>Now **DONAL G. McALLISTER** See New Entries No. 7 | 202<br>106<br>— | AB | 1946 Gulfport Blr & Wldg Wks—Pt.Arthur<br>*95·2′* 24′ 1″ 11′ 6½″<br>96′ 0″ 24′ 0″ 12′ 6″<br>1 dk<br>BK2″ | D-E Tug | Oil 4SA 12Cy. 220×285 mm connected to elec.<br>General Motors Corp. |
| 651964<br>WK5428<br>244073<br>RT | **DALZELLATOM**<br>exGrace No. 3<br>**McAllister Bros. Inc.**<br>New York United States | 146<br>99<br>— | AB | 1943 Consolidated S.B. Corp.—N.Yk<br>*81·1′* 24′ 1″<br>82′ 0″ 24′ 0″ 10′ 6″<br>1 dk<br>BK3″ | M Tug | Oil 2SA 8Cy. 8¾″×10″<br>700bhp<br>General Motors Corp. |
| 508575<br>WC4522<br>256947<br>RT | **DALZELLEADER**<br>**McAllister Bros. Inc.**<br>New York United States | 200<br>136<br>— | AB | 1943 Gibbs Gas Engine Co.—Jck<br>*93·9′* 25′ 2″<br>94′ 3″ 25′ 0″ 13′ 6″<br>1 dk | D-E Tug | 2 Oil 2SA each 6 Cy.<br>bhp connected to 2<br>geared to sc. shaft<br>General Electric Co. |
| 508553<br>FOKN<br>Df Esd<br>Gc Rdr<br>RTh/v | **DALILA** **AGLE**<br>**Cie. Auxiliaire de Navigation**<br>Havre French | 232<br>157<br>— | AB | 1958 Jakobson Shpyd Inc.—Oyster Bay<br>100′ 0″ 25′ 11″ 12′ 3½″<br>95′ 0″ 25′ 10″ 13′ 7″<br>1 dk<br>BK4″ | M Tug | Oil 2SA 16Cy. 8½″×10″<br>1600bhp<br>General Motors Corp. |
| 660198 | **DALILA**<br>exCantuaria-67<br>**Companhia de Navegação Maritima Netumar**<br>Rio de Janeiro Brazilian<br>For later particulars see New Entries No. 4 | 9349 ~~6255~~<br>6468 ~~3366~~<br>~~10000~~ | 100A1<br>Class contemplated<br>✠Lloyd's RMC<br>AB | 1915 Staten Island S.B. Co.—Port Richmond<br>*84·3′* 24′ 8″<br>92′ 6″ 24′ 6″ 13′ 1″<br>426′ 6″ | M Tug | Oil 2SA 16Cy.<br>1440bhp<br>General Motors Corp.<br>Controllable pitch propeller |
| 508554<br>GHBS<br>301444<br>Df Esd<br>Gc Rdr<br>RTv | **DALLA**<br>**Elder Dempster Lines Ltd.**<br>Glasgow British | T.Mk<br>6385<br>3399<br>10755<br>8831<br>5067<br>11530 | ✠100A1 SS 9/65<br>DTsmf 'tween dk tanks amids and aft—vegetable oil<br>✠LMC<br>MN1170 EL c†2¼″SQ | 1961-4 Lithgows Ltd.—P<br>465′ 0″ 63′ 1″ 27′ 9½″<br>440′ 0″ 62′ 9″ 39′ 9″<br>P34′ F41′ 2 dks, 3rd dk in No. 3 hold<br>RW NS in Nos. 2 & 4 holds, Nos. 2, 3, 4 & 5 upper 'tween dks & No. 3 lower 'tween dk 7BH<br>rf 6″ WB2490t incl. DTsmf1437t | —Bos M Tug<br>B.<br>5 Ha (st 33½′×22′)<br>14W Der 1(50) 4(15) 8 | Oil 2SA 16Cy. 8½″×10″<br>1640bhp<br>General Motors Corp. |

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|---|---|---|---|---|---|---|---|
| 650621<br>WJ5184<br>274950<br>Rdr RT | **DALZELLINE**<br>McAllister Bros. Inc.<br>New York United States<br>Now **NEILL McALLISTER** See New Entries No. 7 | 167<br>114<br>— | | AB | 1957 Jakobson Shpyd Inc.—Oyster Bay<br>*89·0'* 25' 2" 11' 3⅜"<br>89' 8" 25' 0" 12' 5"<br>1 dk<br>BK5" | M Tug | Oil 2SA 16Cy. 8½"×10"<br>1600bhp<br>General Motors Corp. |
| 540305<br>CQAD<br>Esd Rdr<br>RT | **DAMAO**<br>Portuguese Government<br>(Ministry for Overseas<br>Provinces)<br>Portuguese | 165<br>21<br>— | ✠100A1<br>tug<br>✠LMC<br>MN240 | SS 11/66<br>EL (c) | 1962–12 Navalis—Lis<br>96' 10" 26' 2" 10' 7¾"<br>88' 7" 24' 7½" 11' 10"<br>4BH<br>rf 39" BK7" WB2t | M Tug Mchy.aft | 2 Oil 4SA each 7Cy. 235×330 mm with "Hydro Flex" couplings & sr gearing<br>1200bhp<br>Masch. Augsburg-Nürnberg Aug<br>Controllable pitch propeller |
| 508581<br>DKHX<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DAMASKUS**<br>exBelmonte–58<br>exWulfsbrook–54<br>Reeder-Union A.G.<br>Kiel W. German | 2802<br>1507<br>4988<br>4487<br>2599<br>6035 | | GL | 1954 Lübecker Flender-Werke—Lbc<br>379' 1" 52' 8" 20' 8¼"/22' 11½"<br>347' 10" 52' 6" 30' 6"<br>F29' H72' 1 dk & S dk<br>RW | M OSD/CSD<br>G.331269 B.301464<br>5 Ha<br>10W Der 1(40) 1(15) 10(3–5) | Oil 2SA 5Cy. 680×1250 mm<br>3000bhp 498t<br>Ottensener Eisenwerk Ham<br>13½k |
| 508582<br>GDTR<br>183189<br>Esd Pfd<br>Rdr<br>RTm/h | **DAME CAROLINE**<br>**HASLETT**<br>Central Electricity<br>Generating Board<br>Stephenson Clarke ~~Ltd.~~ Shipping Ltd.<br>London British | 1777<br>1198<br>2749 | ✠100A1<br>✠LMC<br>MN236 | SS 11/66<br>EL q 1½"SQ | 1950–2 Hall, Russell & Co. Ltd.—Abn<br>270' 6" 39' 6" 17' 1½"<br>257' 0" 39' 4" 18' 6"<br>Q158' B20' F26' 1 dk<br>RW NS 4BH<br>WB946t Incl. DTm169t | M Mchy.aft<br>3 Ho 63¾', 56', 49'<br>G.128189<br>3 Ha (stl) (43'×26') (38', 31'×27')<br>1W | Oil 2SA 8Cy. 360×570 mm<br>1180bhp 54½t (d.o)<br>British Polar Engines Ltd. Gls<br>3×35, 35, 18kW 220V d.c. 11k |
| 651059<br>CLEH<br>Df Esd<br>Gc Rdr<br>RT | **DAMERO**<br>Republica de Cuba<br>(Flota Cubana de Pesca)<br>Havana Cuban | 705<br>378<br>— | | BV | 1965 Ast. Celaya—Bbo<br>180' 6" 29' 8"<br>162' 9" 29' 6" 13' 11"<br>RW | M Trawler<br>3 Ha (each 5½'×5½')<br>Der 2(1) | Oil 4SA 9Cy. 300×450 mm<br>1300bhp<br>Masch. Augsburg-Nürnberg Aug<br>12½k |
| 534829<br>ELDF<br>2814<br>Df Esd<br>Gc Rdr<br>RT | **DAMIANOS**<br>exTabriz–67<br>Astro Vencedor Cia. Nav.<br>S.A.<br>Monrovia Liberian | 11747<br>6824<br>17895 | ✠100A1<br>oil tanker<br>✠LMC<br>MN2000 | Dr 4/65<br>EL h†2⅜"SQ | 1954–5 Eriksbergs M/V A/B—Got<br>559' 5" 70' 0" 30' 4¾"<br>526' 0" 69' 9" 39' 3"<br>P109' B37' F69' 1 dk<br>16BH<br>WB1762t incl. DTf708t | M Tanker Mchy.aft<br>27 Ta<br>L.854000 | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp 148t<br>Eriksbergs M/V A/B Got<br>2AuxB 180℔ e (ex.g) 180℔ 16¼k |
| 508584<br>Df | **DAMMAM**<br>exPalacio–58<br>M. A. Bakhashab<br>Jeddah Saudi Arabian | *1348*<br>*520*<br>2074 | ✠Classed LR until 6/60 | | 1927–10 Harland & Wolff Ltd.—Gls<br>282' 2" 39' 1" 17' 6¾"<br>270' 0" 39' 0"<br>B70' 1 dk & S dk<br>R | M OSD<br>G.148200 B.138820<br>6W Der 1(15) | Oil 4SA 6Cy. 630×1300 mm<br>B&W 130t<br>Harland & Wolff Ltd. Gls<br>12k |
| 661696<br>DGVG<br>Df Esd<br>Gc Rdr<br>RTm | **DAMMTOR**<br>exNVG 5–67<br>NVG Nordsee-Versorgungs-<br>schiffahrt G.m.b.H.<br>Hamburg W. German | 498<br>128<br>785 | | GL | 1966 J. G. Hitzler-Lauenburg<br>173' 2" 37' 0" 11' 0"<br>166' 8" 36' 1" 13' 0"<br>F47' 1 dk<br>rf 24" | TM Supply Ship (12P) Mchy.aft<br>1W Der 1(5) | 2 Oil 4SA each 12Cy. 180×220 mm<br>1900bhp (d.o)<br>Motorenw. Mannheim Mhm<br>3×112kW 230/400V 50c/s a.c.<br>Thw. thrust propeller 12½k |
| 516763<br>VWYW<br>19148<br>Df Esd | **DAMODAR MANDOVI**<br>exJag Jamna–66<br>Damodar Bulk Carriers<br>Ltd.<br>Bombay Indian | 1527<br>830<br>~~2008~~<br>2188 | ~~✠100A1~~<br>~~✠LMC~~<br>~~MN200~~<br>✠Class WITHDRAWN 3/1/69 | ~~SS 12/64~~<br>~~EL p~~ | 1951–6 Naka Nippon Jukogyo—Kob<br>243' 0" 40' 1" 15' 5¾"<br>225' 0" 40' 0" 20' 0"<br>F26' 1 dk, 2nd dk in No. 2 hold & mchy. space<br>R NS 4BH<br>rf 4" WB364t | M<br>4 Ho 40½', 23¾' 36¾', 38¾'<br>G.103000 B.94800<br>4 Ha (each 19¾'×16½')<br>8W Der 1(7½) 8(3) | Oil 4SA 8Cy. 400×600 mm<br>1000bhp 127t (d.o)<br>Naka Nippon Jukogyo Kob<br>2wtdb 128℔<br>2×72kW 230V 50c/s a.c. 10½k |
| 542544<br>4XNO<br>MS143<br>Df Esd<br>Gc Pfd<br>Rdr | **DAN**<br>exBilu–67<br>"Kavim" Hevrat Oniyot B.M.<br>Haifa Israel | 6445<br>2918<br>1587 | ✠100A1<br>car ferry<br>✠LMC<br>MN2100 | EL b†2 1/16"SQ | 1964–3 S.A. Cockerill-Ougrée—Hbk<br>419' 3" 61' 1" 16' 9¾"<br>384' 6" 60' 8½" 39' 11"<br>Ba78' B95' 1 dk & S dk with intermediate dk, 4th dk except in mchy. space<br>Coll BH to intermediate dk 8 to 2nd dk<br>rf nil WB691t incl. DTa215t DTsf202t | TM Ferry (524P) OSD<br>Der 1(15) | 2 Oil 2SA each 7Cy. 600×800 mm<br>10500bhp (hvf)<br>S.A. Fiat S.G.M. Tur<br>AuxB 105℔ 2AuxB (ex.g) 50℔<br>3×610kW 380V 50c/s a.c.<br>Thw thrust propeller fwd 18k |
| 508585<br>OXRS<br>Rdr | **DAN**<br>De Danske Statsbaner<br>Elsinore Danish | 777<br>255<br>374 | | BV | 1921 Orlogsværftet—Cpn<br>225' 8" 34' 6" 10' 5"<br>34' 4"<br>2 dks<br>R<br>rf 12" | M Ferry (600P) | 2 Oil 2SA each 7Cy. 280×500 mm<br>1860bhp NE52 27t (d.o)<br>Burmeister & Wain Cpn<br>Propellers 1 fwd 1 aft<br>3×80kW 220V d.c. 11½k |
| 542365<br>SKHG<br>10454<br>Df Esd<br>Gc Pfd<br>RTm/h/v | **DAN BROSTRÖM**<br>Ångf. A/B Tirfing<br>Dan-Axel Broström<br>Gothenburg Swedish | 35314<br>18288<br>~~57700~~<br>60700 | | NV | 1964 Eriksbergs M/V A/B—Got<br>773' 11" 105' 8" ~~40' 1"~~ 41' 7¾"<br>740' 0" 105' 6" 53' 6"<br>1 dk<br>rf 4" | M Tanker Mchy.aft<br>27 Ta<br>L.2427537 HeCls. BC<br>Der 2(5–10) 1(3) | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W 4127t (hvf)–64pd<br>Eriksbergs M/V A/B Got<br>3×400, 370, 370kW 60c/s a.c. 17k |
| 660518<br>SJH<br>10398 | **DAN BROSTRÖM**<br>Göteborgs Stad<br>(Hamndirektören)<br>Gothenburg Swedish | 138<br>57<br>— | | | 1963 A/B Bröderna Larssons Varv—Kristinehamn<br>90' 4" 26' 8"<br>... ... ...<br>1 dk | M Ferry (466P) | 3 Oil 4SA connected to sc. shafts<br>(d.o)<br>A/B Volvo-Penta Got<br>Directional propellers 1 fwd 1 aft |

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|---|---|---|---|---|---|---|
| 508587<br>5NAC<br>183247<br>Df Esd<br>Gc Rdr<br>RT | **DAN FODIO**<br>exLa Sierra–59<br>**Nigerian National Shipping Line Ltd.**<br>Lagos Nigerian | 6183<br>3392<br>9360 | ✠100A1 SS 6/63<br>with freeboard<br>DTm—vegetable oil<br>✠LMC<br>MN1030 EL c†2½"SQ | 1950–6 Wm. Doxford & Sons Ltd.—Sld<br>464' 4" 59' 11" 26' 0"<br>435' 6" 59' 8" 38' 3"<br>P35' F38' 1 dk & S dk, 3rd dk in No. 1 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>WB3459t incl. Tunnel tanks 259t DTm563t | M OSD<br>G.571941 B.513955<br>14W | Oil 2SA 5Cy. 670×2320 mm<br>5150bhp<br>Wm. Doxford & Sons Ltd.<br>AuxB (ex.g) 120lb<br>AuxB (o.f) 105lb |
| | | | **SS INCOMPLETE—CLASS SUSPENDED 4/10/68** | | | |
| 650104<br>OXOD | **DAN VIKING**<br>**Aktieselskabet af 28.3.1957**<br>Copenhagen Danish | 483<br>211<br>— | BV | 1959 A/B Falkenbergs Varv—Falkenberg<br>149' 8" 29' 7"<br>29' 5"<br>2 dks | M Ferry | 4 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>628bhp<br>A/B Volvo-Pentaverken |
| 508588<br>LLPG<br>Df Esd<br>Gc Rdr<br>RT | **DANA**<br>exProduce–51 Launched as Brunneck<br>**D/S A/S Falkeld**<br>Th. Nordbö Now **HEAVEN DRAGON** See New Entries No. 6<br>Haugesund Norwegian | 2752<br>1530<br>4045 | NV | 1946 Nya A/B Gävle Varv & Verks.—Gfl<br>319' 2" 44' 5" 21' 0¾"<br>298' 11" 44' 3" 26' 8"<br>F30' 2 dks<br>rf 2" | S CSD<br>4 Ho (each 29½'×19½')<br>G.181000 B.163000<br>8 W Der 1(30) 8(5) | Q 4Cy. 16" 24" 31½" &<br>1480ihp<br>A/B Götaverken |
| 508589<br>OYTJ<br>Df Esd | **DANA**<br>**Den Danske Stat (Fiskeriministeriet)**<br>Copenhagen Danish | 490<br>122<br>— | | 1937 Frederikshavns V. & F. A/S—Fkn<br>174' 8" 28' 0"<br>27' 10"<br>1 dk len 39<br>R | M Fishery Research Ship | Oil 4SA 6Cy. 300×600 mm<br>A/S Frichs |
| 508590<br>SKRO<br>7947 | **DANA**<br>exElisabeth–39 exErik–34<br>exHans exGrönland exLeda I Kvaholmen<br>exZuid Nederland<br>**Harald Johansson**<br>Gothenburg Swedish | 139<br>68<br>160 | BV | 1915 Gebr. Boot—Leiderdorp<br>102' 3" 18' 1" 6' 11"<br>... ... ...<br>1 dk<br>R | M Mchy.aft<br>2 Ho 18½', 22½'<br>G.9000 B.8000<br>2 Ha (18½', 22½'×12½')<br>1W Der 1(1) 1(⅓) | Oil 2SA 2Cy. 320×370 mm<br>130bhp NE42<br>A/B Skandiaverken<br>1×⅓kW 24V d.c. |
| 670339<br>TM85<br>Esd RT | **DANA**<br>**Yam Pacifico S.A.**<br>Tambo de Mora Peruvian | 120<br>—<br>— | ✠100A–<br>fishing vessel<br>Peruvian coastal service<br>LMC<br>MN67 EL (a) | 1967–1 Fabricaciones Metalicas—Clo<br>82' 8" 23' 5" 10' 5"<br>70' 6" 23' 0" 11' 4"<br>RAD11' RFD30' 1 dk<br>3BH<br>rf 18" BoxK | M Fishing | Vee Oil 2SA 12Cy.<br>reduction geared<br>335bhp<br>General Motors Corp. |
| 542366<br>SIJB<br>10459<br>Df Esd<br>Gc Rdr<br>RT | **DANA SCARLETT**<br>**Linjebuss International A/B**<br>Landskrona Swedish | 1721<br>757<br>— | ✠100A1 SS 11/68<br>Kattegat & Baltic service<br>Ice Class 3<br>✠LMC<br>MN528 EL q1$\frac{1}{16}$"SQ | 1964–2 Öresundsvarvet A/B—Lkr<br>214' 3" 54' 0" 10' 6½"<br>194' 11" 52' 6" 15' 5"<br>B127' F33' 1 dk<br>11BH<br>rf 4" WB389t DTmf128t | TM Ferry (700P)<br>Bow door | 2 Oil 4SA each 8Cy.<br>2640bhp<br>Klöckner-Humboldt-Deutz<br>3×200kW 380V 50c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 521721<br>VCBM<br>171701<br>RTm | **DANA T. BOWEN**<br>exMagpie–66<br>**Hindman Transportation Co. Ltd.**<br>Owen Sound Canadian | 191<br>89<br>— | | 1938 Marine Industries Ltd.—Srl<br>96' 6" 25' 7" 8' 9"<br>25' 5" | M Tug | Oil 2SA 5Cy. 250×330 mm<br>330bhp<br>Sulzer Bros. Ltd.<br>3×25kW 220V d.c. |
| 539317<br>ELHC<br>280<br>Df Esd<br>Gc Rdr | **DANAE**<br>exWorld Hill–65 exSaxonhill–56<br>**The Continental & Mediterranean Steamship Co. Ltd. Inc.**<br>Monrovia Liberian | 12705<br>7800<br>20115 | ✠100A1 Dr 6/65<br>oil tanker<br>✠LMC<br>MN1660 EL l†2$\frac{1}{16}$"SQ | 1953–4 Nederl. Dok & Scheeps. Maats. —Ams<br>560' 0" 73' 1" 30' 6½"<br>535' 0" 73' 0" 40' 0"<br>P112' F72' 1 dk<br>RW 17BH<br>WB2062t incl. DTa727t f1009t | S Tanker Mchy.aft<br>27 Ta | 3 S Turb dr geared to sc.<br>8300shp<br>Nederl.Dok & Scheeps.<br>2WTB 495lb Spt 470lb<br>sg 180lb |
| 508593<br>Df Esd | **DANAE**<br>exAardenburg–47 exStahleck–46<br>**Hussein Ahmed Kassim**<br>*Djibouti* | 1566<br>907<br>— | ✠Classed LR until 12/60 | 1923 A.G. "Weser"—Bmn<br>252' 0" 36' 2" 17' 5"<br>239' 6" 36' 1" 17' 7"<br>P12' Q71' B&F159' UprF28' 1 dk<br>R | S<br>B.95000 | T 3Cy. 19$\frac{11}{16}$" 31½" &<br>A.G. "Weser" |
| 540306<br>SHZC<br>10012<br>Df Esd<br>RTm | **DANAFJORD**<br>exComet–63<br>exPres. Roosevelt–60<br>**E. J. Johansson**<br>Styrsö Swedish | 399<br>197<br>550 | **BS✱** SS 3/65<br>**MBS✱**<br>MN72 C16 | 1948–5 Bodewes Scheeps.—Martenshoek<br>176' 6" 26' 11" 10' 2½"<br>147' 4" 26' 9" 10' 6"<br>P41' Q50' F22' 1 dk<br>R 3BH<br>WB154t | M Mchy.aft<br>1 Ho<br>G.32000 B.30500<br>2 Ha (30½'×15') (33½'×16½')<br>2W Der 2(2) | Oil 4SA 6Cy. 290×450 mm<br>360bhp<br>Appingedammer Brons |
| 508596<br>PKVQ<br>Esd Gc | **DANAKIL**<br>exDocteur Roux–55<br>exWillow Park–46<br>**P.T. Pelajaran "Bahari"**<br>Djakarta Indonesian | 3088<br>1778<br>4157 | ✠Classed LR until 10/52 | 1944–12 G. T. Davie & Sons Ltd.—Lauzon<br>328' 2" 46' 5" 20' 10"<br>46' 3"<br>P35' B86' F34' 1 dk | S<br>B.195985<br>8W Der 7(5) | T 3Cy. 20" 31" & 58"<br>Canada Irn F'dries Ltd. |
| 542679<br>SIEP<br>10449<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DANALAND**<br>**Rederi A/B Motortank**<br>C. J. Höijer<br>Gothenburg Swedish | 35444 ~~35894~~<br>19953 ~~19458~~<br>60700 ~~57600~~ | ✠100A1 SS 4/68<br>oil tanker<br>✠LMC<br>MN3780 EL x†3$\frac{1}{16}$"SQ | 1963–12 Nederl. Dok & Schps.—Ams<br>771' 8" 105' 10" 40' 0"<br>749' 2" 105' 7½" 53' 3"<br>P152' F82' 1 dk<br>16BH<br>rf 3" ~~WB15499t incl. DTsf4759t~~<br>WB12342t incl. DTsf4759t | M Tanker Mchy.aft<br>30 Ta<br>L.2453689 HeCls. BC | Oil 2SA 9Cy. 850×1700 mm<br>18900bhp<br>A/B Götaverken<br>2WTAuxB primary<br>secondary 180lb Spt<br>3×480, 340, 340kW |
| 513585<br>SZQF<br>2946<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DANAOS**<br>exCanadia–66 exGrekland–65<br>exStegeholm–63<br>**Danaos Cia. Nav. S.A.**<br>Piræus Greek | 4569<br>2670<br>7010 | ✠100A1 Dr 4/66<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>~~✠Lloyd's RMC~~<br>MN1040 EL a†2$\frac{1}{16}$" | 1939–10 A/B Lindholmens Varv—Got<br>455' 7" 57' 2" 23' 11½"<br>425' 0" 57' 0" 35' 6"<br>P38' 1 dk & S dk, 3rd dk in No. 3 hold<br>R Coll BH to S dk 6 to 2nd dk<br>rf 6" WB1981t incl. Tunnel tanks 757t | M Ref OSD<br>5 Ho 54', 77½', 50', 62½', 74½'<br>G.517273 B.473056 In.23000<br>6 Ha (24½', 37½', 27½', 37½', 27½'×20') (16'×7½')<br>16W Der 1(25) 4(7½) 10(5) 2(3) | Oil 2SA 8Cy.<br>5200bhp<br>A/B Götaverken<br>✠NAuxB 12/53<br>3×155kW 220V d.c. |

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| 651582 **DANASBANK**<br>DNKL exHamburg–67<br>**Norddeutsche Hochseefischerei A.G.**<br>Bremerhaven W. German | 1599<br>568<br>— | | GL | 1965 A.G. "Weser" Werk Seebeck—Bhn<br>290′ 0″ 44′ 9″<br>235′ 6″ 44′ 7½″ 27′ 3″<br>2 dks, 3rd dk fwd & aft | M Trawler | Oil 4SA 12Cy. 400×500 mm<br>3000bhp<br>Klöckner-Humboldt-Deutz Kln |
| 642191 **DANBJØRN**<br>OYDA<br>**Den Danske Stat (Ministeriet for Handel, Industri og Söfart)**<br>Df Esd<br>Gc Pld Copenhagen Danish<br>Rdr RT | 3023<br>99<br>— | | NV | 1965 Odense Staalskibs A/S—Odn<br>247′ 5″ 56′ 10″ 19′ 8½″<br>223′ 0″ 56′ 9″ 29′ 7″<br>2 dks | QD-E Icebreaker | 6 Vee Oil 4SA each 12Cy. 260×400 mm connected to elec. motors & 4 sc. shafts B&W<br>Holeby Dieselmotor Fabrik Holeby |
| 508598 **DANBY CROSS**<br>187319 **Tees Towing Co. Ltd.**<br>RTv Wm. Crosthwaite & Son<br>Middlesbrough British | 114<br>—<br>— | ✠A1<br>tug<br>River Tees service<br>✠LMC<br>MN150 | SS 9/65<br>EL (a)⅜″ | 1961–8 J. Pollock, Sons & Co. Ltd.—Faversham<br>87′ 10″ 23′ 11″ 9′ 10″<br>80′ 0″ 23′ 6″ 11′ 0″<br>RW 3BH<br>rf 18″ BK5½″ | M Tug | Oil 2SA 4Cy. 14½″×19″ with flexible coupling & sr reverse gear<br>750bhp 15t (d.o)<br>Crossley Bros. Ltd. Mch<br>10¾k |
| 508599 **DANDE**<br>CQAK exBengo exS.T.728<br>**Portuguese Government (Ministry for Overseas Provinces)**<br>Loanda Portuguese | 137<br>4<br>— | | | 1944 Pt. Houston Iron Wks—Houston<br>80′ 5″ 23′ 10″ 10′ 0″<br>… … … | M Tug | Oil 2SA 6Cy. 315×405 mm<br>Clark Bros. & Co. N.Yk |
| 666740 **DANEGARTH**<br>GSMA<br>309332 **R. & J. H. Rea Ltd.**<br>RTv Cardiff British | 161<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN170 | EL (b) 1″ | 1966–4 Richards (Shipbuilders) Ltd.—Lwt<br>95′ 0″ 24′ 11″ 10′ 9″<br>86′ 0″ 23′ 6″ 12′ 0″<br>RW 3BH<br>rf 21″ BK6″ WB38t | M Tug | Oil 4SA 8Cy. 8¾″×11½″ with sr reverse gear<br>850bhp (d.o)<br>Blackstone & Co. Ltd. Stamford<br>2×30kW 220V d.c. |
| 508600 **DANESHMAND**<br>GNFQ exEmpire Sally–47<br>181120 **BP Tanker Co. Ltd.**<br>RTv London British | 302<br>—<br>— | 100A1<br>tug<br>**LMC** | SS 4/65<br>EL (d)1″ | Lch. 1945 Cmd. 1947–4 J. Crown & Sons Ltd.—Sld<br>113′ 10″ 30′ 2″ 12′ 6¼″<br>105′ 0″ 30′ 0″ 13′ 6″<br>R 2BH<br>BK6″ WB61t incl. DTf10t | S Tug | T 3Cy. 16½″ 27″ & 46″×30″<br>900ihp 94t (o.f)<br>N.E. Marine Eng. Co. (1938) Ltd. Sld<br>SB 200lb hs(2823) 3cf ND<br>2×15 & 5kW 110V d.c. |
| 508601 **DANGARA**<br>**U.S.S.R.**<br>Russian | 7265<br>3287<br>9750 | | | 1961 Warnowwerft—Warnemünde<br>457′ 8″ 59′ 1″ 26′ 3″<br>58′ 11″ 33′ 9″<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.<br>5 Ha (39′, 39′, 39′ 39′×34½′) (36¾′×24½′)<br>2W Cr 1(5) Der 2(1½) | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Dieselmotorenwerk Ros<br>15½k |
| 650106 **DANGULF MÆRSK**<br>OYPK<br>**Partrederiet A/S D/S Svendborg, D/S af 1912 A/S & Gulf Benzin A/S**<br>Df Gc<br>Pld Rdr<br>RTv A. P. Möller, Copenhagen<br>Copenhagen Danish | 3918<br>2007<br>5210 | ✠100A1<br>oil tanker<br>Ice Class 1<br>✠LMC<br>MN770 | EL w1⅛″SQ | 1965–2 Odense Staalskibs A/S—Odn<br>369′ 8″ 53′ 2″ 20′ 0″<br>345′ 2″ 53′ 0″ 24′ 3″<br>P93′ F39′ 1 dk<br>11BH<br>rf 2″ WB408t incl. DTf247t | M Tanker (2P) Mchy.aft<br>21 Ta<br>L.261000<br>Der 1(5) 1(1) | Oil 2SA 5Cy. 550×1100 mm<br>3850bhp (hvf)<br>Burmeister & Wain Cpn<br>AuxB 100lb<br>3×390kW 440V 60c/s a.c. |
| 508602 **DANGUY**<br>TKVM<br>**Daney & Cie.**<br>Df Esd La Rochelle French<br>RT Now **MONTMARTRE** See New Entries No. **11** | 285<br>108<br>— | | BV | 1960 At. & Ch. de La Rochelle-Pallice—LaR-P<br>121′ 3″ 24′ 8″<br>… … … | M Trawler | Oil 4SA 12Cy. 180×220 mm<br>640bhp<br>Aciéries du Nord Maubeuge<br>10½k |
| 651714 **DANIA**<br>PDNG<br>**Nieuwe Kustvaart Maats. N.V.**<br>Df Esd<br>Rdr Koninkl. Nederl. Stoomb. Maats. N.V.<br>RTm/h/v Amsterdam Netherland | 499<br>310<br>1196 | | NV | 1965 Hatlø Verksted A/S—Ulsteinvik<br>247′ 11″ 35′ 10″ 12′ 3″<br>222′ 0″ 34′ 6″ 12′ 6″<br>2 dks<br>rf 2″ | M Mchy.aft<br>1 Ho 143¾′<br>G.117800 B.88300<br>2 Ha (stl) (45¼′×23′) (18′×12¼′)<br>Der 1(5) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp 91t (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>2×90kW 400V 50c/s a.c.<br>Controllable pitch propeller 12½k |
| 508604 **DANIE HUGO**<br>ZTWZ<br>199266 **Republic of South Africa (Railways & Harbours Administration)**<br>Df Esd<br>Pld Rdr<br>RTm Cape Town S. African | 812<br>81<br>— | ✠Classed LR until 2/60 | | 1959–3 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>176′ 0″ 37′ 1″ 16′ 3″<br>165′ 2″ 35′ 0″ 18′ 0″<br>B60′<br>R<br>rf 12″ | TS Tug<br>1 Ho 13½′<br>1 Ha (6′×5′) | T 6Cy. 17″ 29″ & 48″×30″<br>3100ihp 405t (o.f)<br>Rankin & Blackmore Ltd. Grk |
| 508605 **DANIEL**<br>PDNK<br>**J. Damhof, Jr.**<br>Df Esd Delfzijl Netherland<br>RT | 492<br>265<br>674 | | BV | 1953 Gebr. Bodewes "Volharding"—Foxhol<br>168′ 1″ 27′ 5″ 11′ 2½″<br>… … …<br>P45′ Q51′ F24′ 1 dk | M Mchy.aft<br>G.34500 B.33000<br>2 Ha (35¼′, 37′×17½′)<br>Der 2(2) | Oil 4SA 6Cy. 290×450 mm<br>395bhp 47t<br>Appingedammer Brons. Apg<br>9½k |
| 651518 **DANIEL ANNIE**<br>TKMH<br>**Le Roux, Valer & Cie.**<br>Df Esd Etel French<br>Pld Rdr<br>RT | 146<br>48<br>— | | BV | 1964 Ch. Herbert & Heraud—Pont Lorois<br>*84·4′* 22′ 3″<br>… … … | Wood M Fishing<br>2 Ha (each 4′×4′)<br>Der 1(1½) | Oil 4SA 12Cy. 185×200 mm<br>480bhp<br>Moteurs Baudouin Msl<br>11½k |

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| 508606<br>KERJ<br>241519<br>Df Esd | **DANIEL BOONE**<br><br>**United States Department of**<br>**Commerce**<br>Los Angeles United States | 7176<br>4380<br>10975 | | **1942** California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (32½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 508607<br>KWDS<br>245164<br>Df Esd | **DANIEL G. REID**<br><br>**United States Department of**<br>**Commerce**<br>San Francisco United States | 7229<br>4438<br>10500 | AB | **1944** Permanente (Shpyd No. 2)—<br>Richmond<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 508609<br>KGJY<br>242158<br>Df Esd | **DANIEL H. LOWNSDALE**<br><br>**United States Department of**<br>**Commerce**<br>Portland, Or United States | 7210<br>4439<br>10844 | AB | **1942** Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3×20kW 120V d.c. |
| 508610<br>KFBQ<br>242066<br>Df Esd | **DANIEL HIESTER**<br><br>**United States Department of**<br>**Commerce**<br>Houston United States | 7227<br>4430<br>10311 | AB | **1942** Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20 , 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 508611<br>KFBS<br>242181<br>Df Esd | **DANIEL HUGER**<br><br>**United States Department of**<br>**Commerce**<br>New Orleans United States | 7176<br>4379<br>10660 | AB | **1942** Delta S.B. Co. Inc.—N.Os<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>American S.B. Co.<br>3×20kW 120V d.c. |
| 508614<br>MKYY<br>164586<br>Df Rdr<br>RTm | **DANIEL M.**<br><br>**Mac Shipping Co. Ltd.**<br>T. J. Metcalf<br>London British | 448<br>242<br>651 | ✠100A1 SS 2/65<br><br>✠LMC<br><br>EL g | **1936**–2 Burntisland S.B. Co. Ltd.—Bnt<br>155' 9" 26' 2" 11' 1½"<br>148' 6" 26' 1" 11' 6"<br>P35' Q53' F16' 1 dk<br>R NS 3BH<br>WB166t | M Mchy.aft<br>1 Ho 95¾'<br>G.33830 B.32140<br>2 Ha (each 38½'×17')<br>2W Der 2(1½) | Oil 4SA 6Cy. 280×450 mm<br>300bhp<br>Humboldt-Deutzmot.<br>1×7½kW 110V d.c. |
| 514634<br>VYNR<br>133758 | **DANIEL McALLISTER**<br>exHelen M. B.–66 exHelena–57<br>**McAllister Towing Ltd.**<br>Montreal Canadian | 268<br>182<br>— | | **1907** Collingwood S.B. Co. Ltd.—Clw<br>115' 0" 23' 4" 12' 0"<br>23' 2"<br>B53'<br>R | M Tug<br><br><br><br>1W | Oil 12Cy. 8½"×10"<br>Emade42fitted57<br>General Motors Corp. |
| 508617<br>KKAZ<br>242177<br>Df Esd | **DANIEL WILLARD**<br><br>**United States Department of**<br>**Commerce**<br>Baltimore United States | 7195<br>4415<br>10920 | AB | **1942** Bethlehem-Fairfield—Bal<br>441' 6" 57' 1" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70×48"<br>2500ihp<br>Ellicott Mchy. Corp.<br>3×20kW 120V d.c. |
| 508619<br>ICVB<br>3397<br>Df Esd<br>Rdr RT | **DANIELA T**<br>exGransha–60 exHolmside–56<br>exEmpire Sedge–45<br>**"Capo Mannu" Soc. di Nav.**<br>**S.p.A.**<br>Genoa Italian | 2773<br>1543<br>4018 | RI<br><br>✠Classed LR until 5/61 | **1941**–7 W. Gray & Co. Ltd.—Hpl<br>321' 0" 44' 5" 19' 4½"<br>303' 10" 42' 3" 21' 6"<br>Q157' F37' 1 dk | S Mchy.aft<br>2 Ho<br>G.192745 B.186533<br><br>4W | T 3Cy. 20" 33" & 55"×39"<br>1350ihp<br>Cen. Mar. Eng. Wks |
| 508620<br>TQBH | **DANIÈLE ET BERNARD**<br><br>**Louis Peron**<br>Concarneau French | 102<br>23<br>— | BV | **1957** Ch. Querrien—Auray<br>*72·5'* 21' 3"<br>... ... ... | Wood M Fishing<br><br>5 Ha (3½', 3½', 3½', 3½'×2½') (3½'×3') | Oil 4SA 6Cy. 230×300 mm<br>350bhp<br>Etab. Crepelle |
| 508621<br>THQM<br><br>Df Esd<br>Rdr RT | **DANIELLE V**<br><br>**Comptoir Général de**<br>**Transports**<br>Marseilles French<br>Now **MAGDALENA** See New Entries No. 1 | 986<br>437<br>— | BV | **1962** Schps. L. Smit. & Zoon—Kinderdijk<br>286' 3" 39' 0" 13' 7¾"<br>260' 4" 38' 8½"<br>1 dk & S dk | M Ref OSD Mchy.aft<br><br><br>2 Ha (56½', 48'×15')<br>Der 1(15) 1(7) 2(5) 4(3) | Oil 2SA 14Cy. 300×5<br>2380bhp Smit-Bolnes<br>Schps. L. Smit & Zoon |
| 508622<br>TOVC<br><br>Esd | **DANIELLE & MARIE**<br>**PIERRE**<br>**Pierre Lastenet**<br>Douarnenez French | 306<br>122<br>— | | **1959** Ch. Chauffeteau—Sables d'Olonne<br>*106·8'* 27' 3"<br>... ... ... | Wood M Fishing | Oil 4SA 6Cy. 230×330 mm<br><br>Etab. Duvant |
| 508623<br>UVHN<br>M-19512 | **DANILO NECHAY**<br><br>**U.S.S.R.**<br>Tallin Russian | 1209<br>447<br>1107 | | **1955** "Gheorghiu Dej" Shpyd—Bdp<br>229' 7" 32' 10" 12' 5½"<br>32' 8" 17' 5"<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.60000<br>3 Ha (each 22½'×13')<br>6W Der 6(2½) | 2 Oil 4SA each 6Cy.<br>NE63 |
| 680363<br>LNDQ<br><br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h/v | **DANITA**<br><br>**A/S Ugland's Rederi**<br>J. M. Ugland<br>Grimstad Norwegian | 29716<br>21010<br>50675 | NV | **1967** Burmeister & Wain—Cpn<br>718' 0" 100' 3" 39' 6½"<br>672' 7" 100' 1" 55' 9"<br>P116' F49' 1 dk<br><br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 71½', 83½', 60½', 89½', 60½', 81½', 70½'<br>G.2200800 B.2144300<br>7 Ha (stl) (40', 58½', 40', 58½', 40', 58½' 40'×42½')<br>Der 2(3) | Oil 2SA 8Cy. 740×1600 mm<br>13200bhp<br>Burmeister & Wain<br>3×432kW 60c/s a.c. |

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| 508624<br>OYCM<br>Df Esd<br>Rdr<br>RTv | **DANIX**<br>D/S Phønix A/S<br>Hans Andersen<br>Esbjerg<br>Danish | 499<br>265<br>1020 | ✠100A1 SS 5/65<br>Ice Class 3<br>✠LMC<br>MN250 EL n1$\frac{5}{16}$"SQ | 1960–3 Schps. Gebr. v. Diepen—Waterhuizen<br>238′ 5″ 34′ 0″ 12′ 6½″<br>214′ 0″ 33′ 8″ 19′ 8″<br>F35′ 1 dk & S dk<br>RW<br>Coll BH to S dk 2 to 2nd dk<br>rf 4″ WB399t | M OSD Mchy.aft<br>1 Ho 141¾′ 1TwD 141¾′<br>G.79000 B.72000<br>2 Ha (stl) (61, 37½′×18′)<br>6W Der 1(15) 2(5) 2(3) 2(2) | Oil 4SA 6Cy. 385×580 mm<br>1250bhp 120t (d.o)<br>Masch. Kiel A.G. Kel<br>3×60kW 220V d.c. 12k |
| 508625<br>DDNE<br>Df Esd<br>RT | **DANKWART**<br>exMarie Schwinge–38<br>exEmmy Friederich<br>Willy Falck<br>Brake<br>W. German | 282<br>156<br>435 | GL | 1921 Schiffsw. Hugo Peters—Wewelsfleth<br>137′ 9″ 24′ 6″ 11′ 4″<br>24′ 4″ 12′ 0″<br>Q13′ H8′ 1 dk<br>R Jen 53 | M<br>1 Ho 75½′<br>G.22000 B.21000<br>2 Ha<br>2W | Oil 4SA 4Cy. 290×420 mm<br>220bhp NE52 7t<br>Masch. Kiel A.G. Kel<br>8k |
| 508626<br>OXDS<br>Df Esd<br>Rdr | **DANMARK**<br>De Danske Statsbaner<br>Gedser<br>Danish | 2915<br>1264<br>827 | BV<br>**BROKEN UP** | 1922 Helsingörs Jernsk. & Msk.—Hsg<br>334′ 7″ 51′ 4″ 15′ 8″<br>51′ 2″<br>2 dks<br>R<br>rf 20″ | TS Ferry (1000P) | T 6Cy. 20⅜″ 34$\frac{1}{16}$″ & 56¼″×31½″<br>3600ihp B&W (o.f)<br>Helsingörs Jernsk. & Msk. Hsg<br>3×22kW 110V d.c. 15½k |
| 508627<br>OXDK<br>Df | **DANMARK**<br>Den Danske Stat (Ministeriet for Handel, Industri & Söfart)<br>Copenhagen<br>Danish | 790<br>216<br>— | | 1933 Nakskov Skibs A/S—Nkv<br>213′ 2″ 33′ 0″<br>… … …<br>2 dks<br>R | Aux Training Ship Mchy.aft | Oil 4SA 6Cy.<br>486bhp NE61<br>A/S Frichs Aar |
| 508628<br>OXUN<br>Df Esd<br>RT | **DANNA NORDFISK**<br>P. E. Nielsen Partrederi<br>Skagen<br>Danish | 123<br>59<br>— | | 1960 Schpsb. K. Hakvoort—Monnickendam<br>88′ 7″ 20′ 8″ 9′ 2″<br>… … … | M Fishing Mchy.aft | Oil 2SA 5Cy. 230×400 mm<br>350bhp<br>Alpha-Diesel A/S Fkn |
| 508630<br>TPHI<br>Df Esd<br>Pld RT | **DANSEUSE DE L'OCÉAN**<br>Alexandre Meillarec<br>Etel<br>French | 110<br>36<br>— | BV | 1955 Ch. Herbert & Héraud—Etel<br>69′ 0″ 21′ 6″<br>… … … | Wood M Trawler<br>1 Ha (3¼′×3½′)<br>Der 1(2) | Oil 4SA 6Cy. 220×320 mm<br>375bhp 16½t<br>Cie. Gén. de Méc. St. Denis<br>9k |
| 508914<br>HPYF<br>Df Esd<br>Gc Rdr<br>RT | **DANTE**<br>exDespo–67 exAndreas–55<br>exJulian W. Mack–47<br>Valmaseda Cia. Nav. S.A.<br>Panama<br>Panamanian | 7207<br>4360<br>10914 | AB | 1944 California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′. 72½′, 50′, 45′, 70′<br>G.562608 B.499573<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>Der 1(50) 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10½k |
| 508632<br>ILWZ<br>577<br>Esd Rdr | **DANTE CARDELLI**<br>"Montecatini" Soc. Gen. per l'Industria Mineraria e Chimica<br>Venice<br>Italian | 737<br>410<br>1086 | RI | 1958 Cant. Achilles Lucchese—Ven<br>183′ 9″ 32′ 4″ 13′ 3″<br>163′ 3″ 32′ 2″ 14′ 10″<br>1 dk<br>RW | TM Barge Mchy.aft<br>1 Ho 82′ | 2 Oil 4SA each 6Cy. 250×350 mm<br>640bhp (d.o)<br>Motorenw. Mannheim Mhm<br>2×25kW 220V 50c/s a.c.<br>Directional propellers |
| 671269<br>Df Esd<br>RT | **DANTERO CUADRADO**<br>Pesquerias Hernandez Ferrera S.A.<br>Francisco Diaz Martinez<br>Huelva<br>Spanish | 180<br>—<br>— | | 1966 Soc. Met. Duro Felguera—Gjn<br>108′ 2″ 21′ 5″<br>95′ 2″ 21′ 4″ 12′ 6″<br>1 dk<br>RW | M Trawler Mchy.aft | Oil 2SA 8Cy.<br>620bhp<br>Klöckner-Humboldt-Deutz Kln |
| 650559<br>Rdr RT | **DANTZLER PASCAGOULA**<br>Dantzler Servicios Maritimos S.A.<br>Colon<br>Panamanian | 445<br>200<br>— | | 1964 Halter Marine Services Inc.—N.Os<br>140′ 0″ 35′ 0″ 9′ 8″<br>134′ 10″ 34′ 0″ 11′ 6″<br>1 dk | TM Supply Ship Mchy.aft | 4 Oil 2SA each 12Cy. 4¼″×5″ geared to 2 sc. shafts<br>General Motors Corp. Det |
| 508633<br>MNTY<br>149816<br>RT | **DANUBE IV**<br>Westminster Dredging Co. Ltd.<br>London<br>British | 266<br>—<br>— | ✠Classed LR until 5/63<br>**BROKEN UP** | 1927–5 A. Hall & Co. Ltd.—Abn<br>118′ 0″ 27′ 7″ 12′ 2½″<br>110′ 0″ 27′ 6″ 12′ 11″<br>R<br>BK7½″ | S Tug Mchy.aft | T 3Cy. 15½″ 25″ & 42″×30″<br>(o.f)<br>A. Hall & Co. Ltd. Abn |
| 508634<br>MKLK<br>164524<br>RT | **DANUBE V**<br>Westminster Dredging Co. Ltd.<br>London<br>British | 241<br>1<br>— | ~~✠100A1 SS 10/65~~<br>~~tug Thames river and estuary service~~<br>~~✠LMC~~<br>**TO BE BROKEN UP** ~~EL (d)~~ | 1935–9 Cochrane & Sons Ltd.—Sel<br>110′ 6″ 27′ 7″ 12′ 0¾″<br>110′ 0″ 27′ 6″ 13′ 0″<br>R 6BH<br>BK7½″ WB DTf19t | S Tug | T 3Cy. 15½″ 26″ & 42″×30″<br>900ihp (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 200℔ hs(2490) 3cf ND |
| 508635<br>MKMF<br>164540<br>RT | **DANUBE VI**<br>Westminster Dredging Co. Ltd.<br>London<br>British | 270<br>1<br>— | ~~✠100A1 SS 10/64~~<br>~~tug Thames river and estuary service~~<br>~~✠LMC~~<br>**TO BE BROKEN UP** ~~EL (d)~~ | 1935–10 Cochrane & Sons Ltd.—Sel<br>110′ 6″ 27′ 7″ 12′ 1¼″<br>110′ 0″ 27′ 6″ 13′ 0″<br>R 6BH<br>BK7½″ WB DTf19t | S Tug | T 3Cy. 15½″ 26″ & 42″×30″<br>900ihp (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 200℔ hs(2490) 3cf ND |

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|---|---|---|---|---|---|---|
| 508636<br>MMZV<br>180857<br>RT | **DANUBE VII**<br><br>**Westminster Dredging Co. Ltd.**<br>London British | 237<br>—<br>— | ✠100A1 SS 11/65<br>tug Thames river and estuary service<br>✠LMC<br>EL (d) | 1946–5 Cochrane & Sons Ltd.—Sel<br>118' 4" 27' 7" 12' 1"<br>110' 0" 27' 6" 13' 0"<br>4BH<br>BK7½" WB54t incl. DTf19t | S Tug Mchy.aft | T 3Cy. 15½" 26" & 42"×30"<br>900ihp<br>C. D. Holmes & Co. Ltd.<br>SB 200lb hs(2490) 3cf |
| 508637<br>GMYG<br>180863<br>RT | **DANUBE VIII**<br><br>**Westminster Dredging Co. Ltd.**<br>London British | 237<br>—<br>— | ~~✠100A1~~ ~~SS 9/66~~<br>~~tug Thames river and estuary service~~<br>~~✠LMC~~<br>TO BE BROKEN UP ~~EL (d)~~ | 1946–5 Cochrane & Sons Ltd.—Sel<br>118' 4" 27' 7" 12' 1"<br>110' 0" 27' 6" 13' 0"<br>4BH<br>WB54t incl. DTf19t | S Tug Mchy.aft | T 3Cy. 15½" 26" & 42"×30"<br>900ihp<br>C. D. Holmes & Co. Ltd.<br>SB 200lb hs(2490) 3cf |
| 508638<br>TQTI<br>L5237<br>RT | **DANUBE BLEU**<br><br>**Brangoleau & Consorts**<br>Lorient French | 115<br>44<br>— | | 1959 Ch. Querrien—Auray<br>*73·6'* 22' 2"<br>... ... ... | Wood M Fishing | Oil 4SA 8Cy. 175×180 mm<br>Soc. Alsacienne Con. Mic. |
| 522194<br><br><br>Df Esd<br>RT | **DANY**<br>exMargherita–64<br>exArnold Bratt–61<br>**Costance Cia. de Nav.**<br>Panama Panamanian<br>Now **GRINGO** See New Entries No. 2 | *1473*<br>*763*<br>2390 | BV | 1925 Nya Varvs A/B—Lkr<br>260' 0" 38' 2" 16' 8¾"<br>38' 0"<br>P28' B140' F26' 1 dk<br>R | S<br>G.126000 B.116400<br>6W | T 3Cy. 18" 30" & 49"×33"<br>Lindholmens Verk. A/B |
| 508639<br>DACQ<br><br>Df Esd<br>RT | **DANZIG**<br><br>**Bugsier-, Reederei- u. Bergungs-G.m.b.H.**<br>Hamburg W. German | 244<br>70<br>— | GL | 1938 F. Schichau—Elbing<br>121' 6" 24' 8" 12' 5"<br>24' 6"<br>1 dk, pt 2nd dk<br>R | TM Salvage Tug | 2 Oil 2SA each 6Cy.<br>1400bhp<br>F. Schichau<br>3×50, 18, 6kW 230V d.c. |
| 508640<br>EBRD<br><br>Esd | **DAOIZ**<br><br>**Antonio Ruiz Gonzalez**<br>Vigo Spanish | 167<br>68<br>— | BV | 1957 Franciso Gonzalez— S. Adrian de Cobres<br>96' 4" 21' 11"<br>... ... ... | Wood S Trawler<br>2 Ha | T 3Cy. 250 390 & 620×420 mm<br>240ihp<br>Talleres Mecanicos |
| 508641<br>OXUD<br><br>Df Esd<br>RTm | **DAPA**<br><br>**I/S Dapa**<br>Erik J. Albertsen<br>Marstal Danish | 238<br>124<br>300 | BV | 1960 Martin Jansen—Leer<br>126' 0" 23' 10" 8' 5"<br>113' 0" 23' 9" 9' 4"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 82'<br>1 Ha (51½'×16')<br>Der 2(2) | Oil 2SA 4Cy. 230×400 mm<br>300bhp<br>Alpha-Diesel A/S |
| 660825<br>PJKJ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DAPHNE**<br><br>**Curaçaosche Scheepv. Maats. N.V.**<br>Shell Tankers N.V.<br>Curaçao Netherland (Antilles) | 39482<br>25946<br>~~60000~~<br>70050 | ✠100A1<br>oil tanker<br>(cc) crude oil<br>defined ballasting<br>✠LMC<br>MN3600 EL y†3 1/16"SQ | 1966–11 A/S Rosenberg M/V—Stv<br>800' 0" 110' 2" ~~41' 4"~~ 43' 6"<br>760' 4" 110' 0" 56' 6"<br>P26' F82' 1 dk<br>10BH<br>rf 5" WB14414t incl. 14033t in clean ballast tanks | M Tanker Mchy.aft<br>pt higher tensile steel<br>13 Ta<br>L.2957396 HeCls. B<br>Cr 1(5) Der 2(10) | Oil 2SA 9Cy. 840×1800 mm<br>18000bhp<br>Burmeister & Wain<br>3WTAuxB 441lb Spt<br>2×600kW 220/440V |
| 672919 | **DAPHNE**<br><br>**Partrederiet för m.s. Daphne**<br>Per Liljegren<br>Landskrona Swedish<br>For later particulars see New Entries No. 1 | 18650<br>12480<br>30100 | 100A1<br>Class contemplated | Öresundsvarvet A/B—Lkr<br>609' 1" 79' 4" 35' 2½"<br>578' 3" 78' 9" 51' 6" | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1300 mm<br>A/B Götaverken |
| 508642<br>SVWL<br>1567<br>Df Esd<br>Gc Rdr<br>RT | **DAPHNE**<br><br>**Daphne Steamship Co. S.A.**<br>Piræus Greek | 5957<br>3315<br>10050 | ✠100A1 SS 12/64<br><br>✠LMC<br><br>MN549 EL b†2 1/16"SQ | 1954–11 W. Gray & Co. Ltd.—Hpl<br>457' 6" 57' 10" 26' 6½"<br>431' 0" 57' 6" 38' 3"<br>F41' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 2" WB2354t incl. Tunnel tanks 325t | S OSD<br>5 Ho 63', 62½', 52½', 70', 70'<br>G.562615 B.519570<br>5 Ha (31½', 32½', 32½', 32½', 32½'×22')<br>10W Der 1(30) 10(5) | T 3Cy. 22" 37" & 65"×48"<br>hydraulic couplings &<br>3050ihp<br>Cen. Mar. Eng. Wks<br>3 SB Spt 250lb hs(1130)<br>2×35kW 110V d.c. |
| 660272<br>GRVE<br>308137<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DAPHNELLA**<br><br>**Shell Tankers (U.K.) Ltd.**<br>London British | 39929<br>25447<br>66802 | ✠100A1<br>oil tanker<br>(cc) crude oil<br>defined ballasting<br>✠LMC<br>MN3500 ELy†3 1/16"SQ | 1966–6 Doxford & Sunderland S.B. & E. Co.—J. L. Thompson, Sld<br>799' 7" 110' 2" 41' 4"<br>761' 4" 110' 0" 56' 6"<br>P66' F78' 1 dk<br>12BH<br>rf 3" WB13418t incl. 7554t in clean ballast tanks & DTf4144t | M Tanker Mchy.aft<br>21 Ta<br>L.2929370 HeCls. B<br>Der 2(10) 2(1) | Oil 2SA 9Cy. 900×1550 mm<br>17500bhp Sulzer<br>Hawthorn, Leslie (Eng.) Ltd.<br>2WTAuxB 470lb Spt<br>2×600kW 440V |
| 508644<br>PDNM<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DAPHNIS**<br><br>**Koninkl. Nederl. Stoomb. Maats. N.V.**<br>Amsterdam Netherland | T.Mk<br>**1969**<br>966<br>2660<br>**2937**<br>1598<br>3891 | BV | 1954 Gebr. Pot Scheeps.—Bolnes<br>322' 5" 46' 11" 20' 6 11/16"<br>300' 0" 46' 9" 25' 0"<br>F27' 2 dks<br>RW<br>rf 3" | M Ref CSD Mchy.aft<br>3 Ho 45¾', 66¼', 73½'<br>G.172000 B.163520 In.8064<br>3 Ha (stl) (22½'×13') (40½', 40½'×16')<br>10W Der 1(30) 4(9) 4(6) 2(3) | Oil 2SA 7Cy. 540×900 mm<br>2330bhp<br>Gebr. Stork & Co. Ltd.<br>3×110kW 220V d.c. |
| 508645<br>SPCB<br>63<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DAR POMORZA**<br>exPomorze exColbert<br>exPrinzess Eitel Friedrich<br>**Polish Government**<br>Panstwowa Szkola Morska<br>Gdynia Polish | 1561<br>525<br>— | PR<br>Classed LR until 1/51 | 1909 Blohm & Voss—Ham<br>*238·1'* 41' 3"<br>41' 1"<br>3 dks<br>R | Aux Training Ship | Oil 4SA 6Cy. 345×500 mm<br>430bhp NE30<br>Masch. Augsburg-Nürnberg<br>5×50, 50, 50, 30, 4kW |

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| 671470<br>UTOE<br>M-29137 | **DARASUN**<br>**U.S.S.R.**<br>Russian | 4689<br>2353<br>6200 | | **1967** Stocznia Gdanska—Gdk<br>385′ 0″ 55′ 11″ 22′ 11″<br>26′ 1″<br>1 dk | M | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>Stocznia Gdanska Gdk<br>16k |
| 508646<br>FUCL<br>4021<br>RT | **DAREGA**<br>**Simon Hanner**<br>Noumea<br>French | 205<br>100<br>200 | Classed LR until 8/51 | **1945** Tullochs Pty Ltd.—Syd<br>123′ 6″ 24′ 0″ 7′ 5″<br>23′ 10″<br>1 dk<br>BK3″ | TM Mchy.aft<br>1 Ho<br>1 Ha (64¾′×21′)<br>4W Der 1(7) 4(2) | 2 Oil 4DA each 8Cy. 5½″×10″<br>Emade57fitted60 24t<br>Norris, Henty & Gardner Mch<br>8k |
| 508648 | **DARFEIL**<br>**Misr Petroleum Co.**<br>Egyptian (U.A.R.) | 444<br>227<br>845 | **✠A1** TD 2/68 ~~SS 9/68~~<br>oil tanker<br>No. 1 tank FP above150°F.<br>Red Sea service<br>**✠LMC**<br>MN63 EL (h) 1⅛″ | **1954–5** Clelands Successors Ltd.—Wal<br>173′ 6″ 29′ 8″ 11′ 2″<br>164′ 0″ 29′ 6″ 12′ 9″<br>1 dk<br>RW 10BH<br>rf nil WB105t Incl. DTf54t | S Oil Barge Mchy.aft<br>8 Ta<br>Der 2(2) | C 2Cy. 12″ & 24″×18″<br>350ihp 26t (o.f)<br>Plenty & Son Ltd. Nby<br>SB 140lb hs(925) 2cf<br>1×6¼kW 110V d.c. 8k |
| 508649 | **DARFIL 106**<br>**Suez Canal Authority**<br>Egyptian (U.A.R.) | 104<br>35<br>— | | **1951** N.V. Scheeps. "De Klop"—<br>Sliedrecht<br>75′ 5″ 19′ 10″ 9′ 2″<br>... ... ... | S Tug | T 3Cy. 10$\frac{7}{16}$″ 16″ & 27″×17¾″<br>(o.f)<br>N.V. Scheeps. "De Klop" Sliedrecht |
| 508650 | **DARFIL 121**<br>**Suez Canal Authority**<br>Egyptian (U.A.R.) | 104<br>35<br>— | | **1951** N.V. Scheeps. "De Klop"—<br>Sliedrecht<br>75′ 5″ 19′ 10″ 9′ 2″<br>... ... ... | S Tug | T 3Cy. 10$\frac{7}{16}$″ 16″ & 27″×17¾″<br>(o.f)<br>N.V. Scheeps. "De Klop" Sliedrecht |
| 508651 | **DARFIL 138**<br>**Suez Canal Authority**<br>Egyptian (U.A.R.) | 104<br>35<br>— | | **1951** Scheeps. "De Biesbosch"—<br>Dordrecht<br>75′ 5″ 19′ 10″ 9′ 2″<br>... ... ... | S Tug | T 3Cy. 10$\frac{7}{16}$″ 16″ & 27″×17¾″<br>(o.f)<br>N.V. Scheeps. "De Klop" Sliedrecht |
| 508652<br>SUGY<br>RT | **DARFIL 139**<br>**Suez Canal Authority**<br>Egyptian (U.A.R.) | 106<br>35<br>— | | **1954** N.V. Scheeps. "De Klop"—<br>Sliedrecht<br>75′ 5″ 19′ 9″ 9′ 2″<br>... ... ... | S Tug | T 3Cy. 10$\frac{7}{16}$″ 16″ & 27″×17¾″<br>(o.f)<br>N.V. Scheeps. "De Klop" Sliedrecht |
| 508653 | **DARFIL 153**<br>**Suez Canal Authority**<br>Egyptian (U.A.R.) | 104<br>35<br>— | | **1951** N.V. Scheeps. "De Klop"—<br>Sliedrecht<br>75′ 5″ 19′ 10″ 9′ 2″<br>... ... ... | S Tug | T 3Cy. 10$\frac{7}{16}$″ 16″ & 27″×17¾″<br>(o.f)<br>N.V. Scheeps. "De Klop" Sliedrecht |
| 511150<br>6ZBP<br>2115<br>DI Esd<br>Gc Rdr<br>RTm/h/v | **DARIEN**<br>exFabio–64<br>Liberty **Ships Inc.**<br>Monrovia<br>Liberian | 13127<br>8233<br>19340 | **✠100A1** SS 11/64<br>oil tanker<br>**✠LMC**<br>MN1572 EL l† | **1960–2** Deutsche Werft A.G.—Ham<br>560′ 0″ 72′ 0″ 30′ 10″<br>530′ 0″ 71′ 0″ 40′ 3″<br>P125′ B39′ F69′ 1 dk<br>RW 14BH<br>rf 2″ WB641t | M Tanker Mchy.aft<br>1 Ha (13¾′×17′)<br>Der 3(2½–5) 1(3) 1(1) | Oil 2SA 7Cy. 780×1400 mm<br>7860bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>AuxB (p) 171lb AuxB (s) 171lb<br>3×200kW 440V 60c/s a.c.<br>e (ex.g) 171lb |
| 668273<br>GRYF<br>308081<br>DI Esd<br>Gc Rdr<br>RTm/v | **DARINA**<br>**Shell Tankers (U.K.) Ltd.**<br>London<br>British | 39796<br>26648<br>66950 | **✠100A1**<br>oil tanker 799′ 10″(incl.BB)<br>(cc) crude oil<br>defined ballasting<br>**✠LMC**<br>MN3200 EL y†3$\frac{3}{16}$″SQ | **1966–5** Deutsche Werft A.G.—Ham<br>~~799′ 10″~~ 110′ 2″ 41′ 10¼″<br>761′ 0″ 110′ 0″ 56′ 9″<br>P65′ F78′ 1 dk<br>12BH<br>rf 5″ WB46274t incl. DTf3788t 9395t in clean ballast tanks | S Tanker Mchy.aft<br>21 Ta<br>L.2969704 HeCls. B<br>Cr 2(7) Der 2(10) 2(1) | 2 S Turb dr geared to sc. shaft<br>16000shp 4139t (o.f)–81pd<br>Stal-Laval Turb. Co. Finspong<br>2WTB 685lb Spt 950° F. 620lb hs15274<br>2×550kW 440V 60c/s a.c. 15½k |
| 5409<br>5MOB<br>1475<br>DI Esd<br>Gc Rdr | **DARING**<br>exBordagain–67 exWallsend–59<br>exEmpire Buttress–46<br>**Cia. de Navegacion Pinares S.A.**<br>~~Monrovia~~ ~~Liberian~~<br>Mogadishu<br>Somali Rep. | 2936<br>1660<br>— | **✠100A1** SS 5/65<br>**✠LMC**<br>EL u1½″SQ | **1943–7** W. Gray & Co. Ltd.—Hpl<br>327′ 11″ 46′ 6″ 20′ 10¼″<br>310′ 0″ 46′ 4″ 25′ 2″<br>P33′ B82′ F34′ 1 dk<br>NS 5BH<br>WB1128t | S<br>G.216684 B.204717<br>8W | T 3Cy. 20″ 31″ & 55″×39″<br>1300ihp 780t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 200lb Spt hs(5787) 6cf 10k |
| 508654<br>GPQN<br>181107<br>DI Esd<br>Gc Pld<br>Rdr<br>RTm | **DARINIAN**<br>**Ellerman Lines Ltd.**<br>Ellerman & Papayanni Lines Ltd.<br>Liverpool<br>British | 1531<br>572<br>1752 | **BS✱** SS 6/65<br>Ice strengthening<br>**MBS✱**<br>MN384 C28 CT2211 | **1947–10** Henry Robb Ltd.—Lth<br>273′ 0″ 42′ 2″ 16′ 11″<br>255′ 0″ 42′ 0″ 25′ 0″<br>1 dk & S dk<br>RW 5BH<br>rf 3″ WB514t | TM OSD<br>3 Ho 42¾′, 74¾′, 69¾′<br>G.127272 B.115276<br>3 Ha (15¾′×12′) (36′, 29¼′×16′)<br>8W Der 2(10) 7(5) | 2 Oil 2SA each 6Cy. 340×570 mm<br>1920bhp 270t (d.o)<br>British Polar Engines Ltd. Gls<br>db 45lb<br>2×75kW 220V d.c. 12k |
| 504547<br>DI Esd<br>Gc Rdr<br>RT | **DARLING**<br>exBjarmia–67<br>~~Spyros Ladas and others~~<br>~~Greek~~<br>Antonios Panagakos<br>Piræus<br>Greek | ~~2093~~ 2095<br>~~1146~~ 1147<br>3175 | GL | **1947** Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>296′ 6″ 42′ 11″ 18′ 5½″<br>42′ 9″ 21′ 4″<br>P29′ B72′ F28′ 1 dk | S<br>G.156945 B.145815<br>8W | C 4Cy. (2) 15″ & (2) 32$\frac{5}{16}$″×32$\frac{5}{16}$″<br>1000ihp 333t (c)<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10½k |
| 668297<br>VJWR<br>317256<br>DI Esd<br>Gc Pld<br>Rdr RTv | **DARLING RIVER**<br>**Australian Coastal Shipping Commission**<br>Melbourne<br>British | 33774<br>19640<br>49375 | **✠100A1**<br>strengthened for ore cargoes Nos. 1, 3, 5, 7 & 9 holds may be empty<br>**✠LMC**<br>MN3300 EL v†3$\frac{3}{16}$″SQ | **1966–5** Whyalla S.B. & Eng. Works—<br>Wya<br>~~741′ 6″~~ 104′ 6″ 38′ 0″ 741′ 6″(incl.BB)<br>690′ 0″ 104′ 0″ 55′ 9″<br>P79′ F55′ 1 dk<br>NS 11BH<br>rf nil ~~WB17061t incl. Comb. btm & side tanks in holds 15172t~~<br>WB32233t incl. Comb. btm & side tanks in holds 30344t | S Bulk Carrier Mchy.aft<br>9 Ho 58½′, 69′, 59′, 55′, 55′, 55′, 55′, 66′, 44′<br>G.1660000<br>9 Ha (stl) (40′, 50′, 40′, 40′, 40′, 40′, 40′, 50′, 28′×45′)<br>Cr 2(3) | 2 S Turb dr geared to sc. shaft<br>16500shp 2240t (o.f)<br>General Electric Co. Lyn<br>2WTB 1100lb Spt 955° F. 1000lb hs(16110)<br>2×600kW 415V 50c/s a.c. 16k |

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|---|---|---|---|---|---|---|---|
| 508655<br>GBGU<br>300411<br>Esd Pfd<br>Rdr<br>RTm/v | **DARLINGTON**<br><br>**Associated Humber Lines**<br>**Ltd.**<br>Hull British | 963<br>375<br>1075 | ✠100A1<br><br>✠LMC<br><br>MN376 | SS 4/67<br><br><br><br>EL o 1⅜"SQ | 1958–11 James Lamont & Co. Ltd.—P.Gl<br>232' 1" 39' 5" 13' 2½"<br>215' 0" 39' 0" 22' 10"<br>Ba57' F23' 1 dk & S dk<br>RW NS Coll & mchy. BH to S dk 3 to 2nd dk<br>rf 3" WB271t incl. DTf63t | M OSD Mchy.aft<br>2 Ho 44', 76'<br>G.90000 B.85000<br>2 Ha (stl) (34', 54'×20')<br>4W Der 2(10) 2(7) | Oil 4SA 7Cy. 17"×18"<br>gear<br>1880bhp<br>Ruston & Hornsby<br>3×70kW 220V d.c. |
| 508656<br>DGHO<br><br>Df Esd<br>Gc Rdr<br>RTv | **DARMSTADT**<br><br>**Hamburg-Amerika Linie**<br>Hamburg W. German | 7044<br>4114<br>10268 | | <br><br>GL | 1954 Howaldtswerke A.G.—Ham<br>529' 10" 63' 1" 26' 5½"<br>482' 3" 63' 0" 39' 4"<br>F29' 1 dk & S dk<br>RW<br>rf 4" | S (12P) OSD<br>6 Ho 52½', 69', 82', 63½', 52½', 47½'<br>G.721121 B.656380<br>6 Ha (stl) (29½', 43½', 57½', 44½', 28½', 28½'×18½')<br>20W Der 1(50) 6(5–10) 14(3–5) | S Turb dr geared<br>9000shp<br>Brown Boveri & Cie.<br>3×330, 200, 200kW |
| 508657<br>DFLW<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DARMSTADT**<br><br>**"Nordsee" Deutsche**<br>**Hochseef. A.G.**<br>Cuxhaven W. German | 443<br>168<br>422 | | <br><br>GL | 1950 Bremer Vulkan—Vgk<br>150' 10" 28' 0" 13' 2"<br>27' 10" 15' 3"<br>F25' 1 dk<br>R<br>rf 29½" | M Fishing<br>1 Ho 60½'<br><br>4 Ha (each 4'×3½') | Oil 4SA 8Cy. 320×450 mm<br>925bhp<br>Klöckner-Humboldt-Deutz<br>2×40, 35kW 220V 50c/s a.c. |
| 641818<br>UJJA<br>M-17144<br>Df Esd<br>Gc Rdr<br>RT | **DARNITSA**<br><br>**U.S.S.R.**<br>Murmansk Russian | 3360<br>1550<br>4440 | | | 1964 Rauma-Repola O/Y—Rauma<br>344' 10" 48' 7" 20' 5"<br>318' 0" 48' 6" 23' 0"<br>1 dk | M Tanker Mchy.aft<br>12 Ta<br>L.190417<br><br>1W Der 1(3) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain |
| 508658<br>EHUF<br><br>Df RTm | **DAROCA**<br>exCastillo Daroca–58<br>exSkulda–39<br>**Naviera Daroca S.A.**<br>Bilbao Spanish | 1105<br>644<br>1781 | <br><br>✠Classed LR until 6/12 | | 1910–2 Bergens M/V—Bgn<br>*229-0'* 35' 1" 14' 11"<br>34' 11"<br>1 dk<br>R | S<br>2 Ho 94½', 68'<br>G.77307 B.71588<br>4 Ha (17½', 21', 21', 17½'×15')<br>4W Der 4(1½) | T 3Cy. 16½" 26" & 44"×30"<br>650ihp<br>Bergens M/V<br>2×5kW 110V d.c. |
| 661826<br><br>317644 | **DARRA**<br><br>**Queensland Cement & Lime**<br>**Co. Ltd.**<br>Brisbane British<br>For later particulars see New Entries No. 12 | 2497<br>2131<br>— | A1<br>hopper barge<br>for restricted service<br>Class contemplated | | Evans, Deakin & Co. Pty. Ltd.—<br>Bsb<br>264' 3" 51' 0" 14' 0"<br>251' 11" 50' 0" 18' 6" | TrM Hopper Barge Mchy aft | 3 Oil 4SA each 8Cy.<br><br>Rolls-Royce Ltd. |
| 508660<br>EALQ<br><br>Df | **DARRO**<br>exLealtad–39 exDarro–37<br>**Naviera Pinillos S.A.**<br>Cadiz Spanish | 2610<br>1433<br>2190 | <br><br>✠Classed LR until 8/62 | | 1931–8 Cia. Euskalduna—Bbo<br>306' 1" 42' 4" 18' 1"<br>290' 0" 42' 0" 23' 3"<br>B98' F35' 2 dks<br>R | M<br><br>G.167000 B.156000 | Oil 2SA 5Cy. 600×1060 mm<br><br>Gebr. Sulzer A.G. |
| 508661<br>DCZP<br><br>Df Esd<br>Gc Rdr | **DARSS**<br>exAlgenib–62<br>**Deutsche Seereederei**<br>Rostock E. German | 2806<br>1466<br>5268 | | <br><br>DSRK | 1953 A.G "Weser" Werk Seebeck—Bhn<br>379' 2" 52' 1" 20' 10"<br>344' 4" 51' 11" 29' 7"<br>F84' H63'&29' 1 dk & S dk<br>RW | M OSD<br><br>G.324456 B.291831<br><br>11W Der 1(30) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br><br>Masch. Augsburg-Nürnberg |
| 508662<br>MXFG<br>300189<br>Df Esd<br>Gc Rdr | **DARTBANK**<br><br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow British | T.Mk<br>6326<br>3628<br>10309<br>8620<br>5099<br>11877 | ✠100A1<br>DTa—oil FP above 150°<br>F. or palm oil<br>✠LMC<br>MN1340 | SS 8/66<br><br><br><br>EL d†2¹⁄₁₆"SQ | 1958–1 Harland & Wolff Ltd.—Bel<br>483' 3" 62' 9" 26' 2"/28' 6"<br>449' 10" 62' 6" 38' 6"<br>P40' F43' 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6" WB1643t incl. DTa149t | M<br>5 Ho 60', 71', 60', 51½', 67', 28'DT, 28'DT<br>G.669020 B.608780<br>7 Ha (29½', 35', 22½', 15', 30', 30'×22') (8'×15')<br>15W Der 1(25) 2(10) 12(5) 2(3) | Oil 2SA 6Cy.<br>470 mm<br>6700bhp<br>Harland & Wolff Ltd.<br>2AuxB 100lb<br>4×175, 175, 175, 20kW |
| 508663<br>ZENR<br>315062<br>Df Esd<br>Rdr | **DARTFORD**<br>exLe Maire–60 exNorvest–51<br>**Peninsular Shipping Co.**<br>**Ltd.**<br>Ocean Tramping Co. Ltd.<br>Hong Kong British | 2739<br>1520<br>3373 | <br><br>**BROKEN UP** | <br><br>BV | 1944 Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>316' 9" 43' 11" 18' 1½"<br>43' 9"<br>P122' F82' 1 dk<br>R | M Mchy.aft<br>2 Ho 96', 90½'<br>G.200000 B.187000<br>4 Ha (27', 35½', 35½', 29½'×23½')<br>8W Der 8(5) | Oil 2SA 6Cy. 480×700 mm<br>1800bhp NE49 Sulzer<br>C.R.D. Adriatico<br>2×70kW 110V d.c. |
| 539103<br>6ZLO<br>2374<br>Df Esd<br>Gc Rdr<br>RTm | **DARTMOUTH**<br>exWilliam M. Currie–64<br>**Dartmouth Shipping Co.**<br>Monrovia Liberian | 10047<br>5941<br>16868 | ✠100A1<br>Str. nav. Ice<br>✠LMC<br><br>MN1152 | SS 4/65<br><br><br><br>EL f†2½"SQ | 1956–6 Nordseewerke Emden—Emd<br>500' 5" 66' 7" 30' 5½"<br>485' 3" 66' 3" 41' 6"<br>P130' Q108' B80' F100' 1 dk<br>RW NS 6BH<br>rf nil WB5687t incl. Topside tanks 2275t DTf564t | M Bulk Carrier Mchy.aft<br>3 Ho 112½', 102', 108½'<br>G.665665<br>3 Ha (stl) (69½', 79', 79' each comb.× 32½')<br>Der 1(2) | 2 Oil 4SA each 8Cy.<br>sr gearing & hydraulic<br>sc. shaft<br>5760bhp<br>Masch. Augsburg-Nürnberg<br>3×180kW 440V 60c/s a.c. |
| 508665<br><br>189027 | **DARTMOUTH II**<br><br>**City of Dartmouth**<br>Halifax Canadian | 252<br>171<br>— | | | 1956 Smith & Rhuland—Lunenburg<br>81' 6" 36' 6" 6' 6"<br>64' 7" 34' 11" 12' 3"<br>1 dk<br>BK12" | Wood M Ferry (318P) | 2 Oil 4SA each 8Cy.<br>262bhp<br>Cummings Engine Co.<br>1×5kW 32V d.c.<br>Propellers 1 fwd 1 aft |
| 508666<br>GVFP<br>187344<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DARTWOOD**<br><br>**Wm. France, Fenwick & Co.**<br>**Ltd.**<br>London British | 5720<br>2048<br>10392 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN660 | SS 2/65<br><br><br><br>EL b†2¹⁄₁₆"SQ | 1956–2 W. Pickersgill & Sons Ltd.—Sld<br>457' 3" 59' 8" ~~25' 8½"~~ 26' 4½"<br>430' 0" 59' 6" 38' 3"<br>1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB3143t incl. DTm1398t | M OSD<br><br>G.607943 B.571218<br><br>10W Der 1(25) 4(10) 6(5) | Oil 2SA 4Cy.<br>3300bhp Doxford<br>N.E. Mar. Eng. Co. Ltd.<br>AuxB 100lb |

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| 508667<br>GXMN<br>187198<br>Dl Esd<br>Gc Rdr<br>RTv | **DARU**<br>exYoma-67 exDaru-65<br>**Guinea Gulf Line Ltd.**<br>~~Elder Dempster Lines Ltd.~~<br>British<br>Liverpool<br>~~Roxburgh, Henderson & Co. Ltd. (Mgrs.)~~ | **6301**<br>3400<br>9970 | **✠100A1** CS 7/66<br>DTsm & tanks in 'tween dks amidships—edible oils, latex or glycerine<br>**✠LMC**<br>MN1100 EL c†2⅛"SQ | **1958–9** Scotts' S.B. & Eng. Co. Ltd.—Grk<br>460' 0" 62' 2" 27' 0"<br>430' 0" 62' 0" 39' 0"<br>P44' F46' 1 dk & S dk, 3rd dk in Nos. 1, 3 & 5 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4" WB2359t | M OSD<br>5 Ho 56½', 69½', 60', 77½', 59½'<br>G.612412 B.564759<br>5 Ha (stl) (31½', 37½', 35', 37½', 30'×22')<br>16W Der 2(20) 2(10) 2(7½) 8(5) 2(3) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford 934t (hvf)<br>Scotts' S.B. & Eng. Co. Ltd. Grk<br>2AuxB (1 o.f 1 ex.g) 120lb<br>4×200kW 220V d.c 14k |
| 508668<br>7JJU<br>87449<br>Dl Esd<br>Gc Rdr<br>RT | **DARUMA MARU No. 8**<br>**Z. Tomura**<br>Japanese<br>Choshi | **239**<br>129<br>— | | **1962** Tokushima Zosen Sangyo—Tokushima<br>*122·7'* 24' 1" 9' 7"<br>122' 8" 23' 11" 11' 0"<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 330×470 mm<br>650bhp<br>Sumiyoshi Tekkosho Yoshida<br>10½k |
| 658951<br>8LJJ<br>90271<br>Dl Esd<br>Gc Pld<br>Rdr RT | **DARUMA MARU No. 18**<br>**Z. Tomura**<br>Japanese<br>Choshi | **192**<br>87<br>— | | **1964** Yamanishi Zosen Tekkosho—Ishinomaki<br>126' 4" 22' 10" 9' 1"<br>110' 6" 22' 8" 10' 4"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>Sumiyoshi Tekkosho Yoshida |
| 509000<br>Dl RTm | **DARVISH VANANCA**<br>exSeine-67 exDijonnais-64<br>**Andranik A. Carapetian**<br>Iranian<br>Bandar Abbas | **385**<br>184<br>510 | BV | **1949** Ch. Nav. Francais—Blainville<br>169' 7" 23' 6" 10' 3"<br>23' 4" 12' 0"<br>1 dk<br>R | M<br>2 Ho 47½', 45¾'<br>2 Ha (24¾', 17¼'×11½')<br>Der 2(2) | Oil 4SA 6Cy. 300×480 mm<br>395bhp (d.o)<br>Ziegler Frères Dnk<br>2×35 & 5kW 110V d.c. 10½k |
| 508669<br>ZDLC<br>156384<br>Dl Esd<br>Rdr RT | **DARWIN**<br>**Darwin Shipping Ltd.**<br>British<br>Stanley | **1793**<br>739<br>1050 | **✠100A1** CS 12/64<br>**✠LMC**<br>MN225 EL p | **1957–6** Goole S.B. & R. Co. Ltd.—Goo<br>236' 7" 41' 3" 13' 6½"<br>220' 0" 40' 0" 17' 6"<br>P&B141' F22' 1 dk<br>RW 7BH<br>rf 4" WB295t incl. Tunnel tanks 59t | S (36P)<br>G.44468 B.40664<br>6W Der 2(5) 4(3) | T 3Cy. 17" 27½" & 45"×30"<br>1250ihp 300t (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>2 SB 200lb hs3632 4cf 12½k |
| 670020<br>JMTW<br>100781<br>Dl Esd<br>Gc Rdr<br>RT | **DARWIN MARU**<br>**Daiichi Chuo Kisen K.K.**<br>Japanese<br>Tokyo | **23843**<br>8165<br>37225 | NK | **1966** Uraga Hvy Ind. Ltd.—Yokosuka<br>623' 5" 96' 10" 32' 10"<br>600' 5" 96' 9" 48' 11"<br>F50' 1 dk | M Ore Carrier Mchy.aft<br>1 Ho 439½'<br>G.768704<br>6 Ha (stl) (each 59½'×25') | Oil 2SA 8Cy. 760×1550 mm<br>12800bhp Sulzer 2995t (hvf)<br>Uraga Hvy Ind. Ltd. Tamashima<br>2×360kW 445V 60c/s a.c. 16k |
| 541079<br>UJNJ<br>M-3203<br>Dl Esd<br>Gc Rdr | **DARYAL**<br>exOrata-63 exWilford-57<br>exGeorge Whitefield-47<br>**U.S.S.R.**<br>Russian<br>Odessa | **7175**<br>4364<br>11062 | | **1943** Southeastern S.B. Corp.—Sav<br>441' 6" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk<br>RW | S<br>5 Ho<br>G.535746 B.475043<br>5 Ha (35', 35', 35', 33¾', 20'×20')<br>11W Der 1(10) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp (o.f)<br>Vulcan Irn Wks Wilkes-Barre<br>10k |
| 508670<br>DH2281<br>Dl Esd<br>Rdr RT | **DAS GAT**<br>**Fischkombinat Sassnitz**<br>E. German<br>Sassnitz | **133**<br>47<br>— | DSRK | **1957** Schiffbau-u. Reparaturwerft—Stralsund<br>86' 11" 22' 0" 11' 7"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>Masch. Halberstadt Halberstadt |
| 508671<br>UEVM<br>M-26930 | **DASHAVA**<br>**U.S.S.R.**<br>Russian<br>Murmansk | **7265**<br>3287<br>9750 | | **1963** Warnowwerft—Warnemünde<br>457' 8" 59' 1" 26' 3"<br>58' 11" 33' 9"<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.393054<br>5 Ha (39', 39', 39', 39'×34½') (36¾'×24½')<br>2W Cr 4(5) Der 2(1½) | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Dieselmotorenwerk Ros<br>15½k |
| 918046<br>Dl Pfd<br>Rdr | **DASMAN**<br>exKalundborg-66<br>**Gulf Marine Lines Co. Ltd.**<br>Panamanian<br>Panama | **1359**<br>552<br>546 | BV | **1931** Burmeister & Wain—Cpn<br>271' 10" 39' 10" 11' 6"<br>39' 8"<br>3 dks<br>R<br>rf 24" | M Ferry (1200P) | Oil 2SA 6Cy. 500×900 mm<br>2850bhp 58t (d.o)<br>Burmeister & Wain Cpn<br>5×133, 80, 55, 55, 55kW 220V d.c. 15k |
| 508672<br>UJJZ<br>M-24275<br>Dl Esd<br>Gc Rdr<br>RT | **DAUGAVA**<br>**U.S.S.R.**<br>Russian<br>Riga | **3761**<br>1902<br>5097 | | **1958** Stocznia Gdansk—Gdk<br>355' 2" 48' 0" 21' 11¼"<br>47' 10" 26' 3"<br>1 dk<br>RW | S<br>4 Ho<br>G.217257<br>4 Ha (37', 37', 28¼', 34¾'×27')<br>8W Der 8(5) | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb & hydraulic coupling<br>2500ihp<br>Z.U.T. Zgoda Swi<br>11½k |
| 508673<br>UIMB<br>M-27412 | **DAUGAVA**<br>**U.S.S.R.**<br>Russian<br>Riga | **3359**<br>1738<br>4324 | | **1959** Schiffswerft Neptun—Ros<br>341' 2" 47' 3" 21' 7"<br>47' 1" 25' 11" | M<br>4 Ho<br>G.199000<br>4 Ha (29¾', 29¾', 29¾'×19¾') (25½'×23')<br>9W Der 1(15) 8(5) | 2 Oil 4SA each 8Cy. 365×550 mm geared to sc. shaft<br>12½k |
| 650007<br>UNZY<br>Dl Esd<br>Gc Pld<br>Rdr RT | **DAUGAVPILS**<br>**U.S.S.R.**<br>Russian<br>Novorossisk | ~~15250~~ **15255**<br>~~8840~~ 8839<br>~~20800~~ 20740 | | **1965** Brodogradiliste "Split"—Spt<br>610' 11" 76' 11" 30' 2¼"<br>570' 11" 76' 9" 41' 0"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 8Cy. 740×1600 mm<br>B&W<br>Brodogradiliste Uljanik Pla |

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| 660230<br>ILXI<br>624<br>Df Esd<br>Gc Rdr<br>RT | **DAUNIA**<br><br>**"Adriatica" Società per Azioni di Navigazione**<br>Venice Italian | 822<br>389<br>245 | RI | 1965 Cant. Nav. Riuniti—Anc<br>209' 5" 31' 3" 9' 6½"<br>195' 3" 31' 2" 12' 6" | TM<br>1 Ho | 2 Oil 4SA each 8Cy.<br>2640bhp<br>Cant. Nav. Riuniti |
| 508674<br><br><br>RT | **DAUNTLESS**<br><br>**Orinoco Mining Co.**<br>Ciudad Bolivar Venezuelan | 218<br>—<br>— | | 1946 Parker Brothers—Houston<br>100' 7" 22' 8" 9' 6"<br>... ... ... | M Tug | Oil 4SA 8Cy. 368×510 mm<br><br>National Supply Co. |
| 508676<br>MAUH<br>166711<br>Df Esd<br>Rdr RT | **DAUNTLESS STAR**<br>exSwiftburn exBoston Swift-57<br>exSunlit Waters-52<br>**Star Drift Fishing Co. Ltd.**<br>~~F. E. Catchpole~~<br>Lowestoft British<br>United Towing Co. Ltd. (Mgrs.) | 133<br>42<br>— | Class **WITHDRAWN** at Owners' request 4/69 | 1948 Cochrane & Sons Ltd.—Sel<br>*96-8'* 21' 1"<br>96' 0" 21' 0" 10' 0"<br><br>3BH<br>rf 7" WB DTf5t | M Trawler | Oil 2SA 6Cy. 10½"×13½"<br>coupling<br>474bhp Emade51fitted<br>Crossley Bros. Ltd. |
| 541537<br>WC6372<br>254298<br>Df Esd<br>Rdr RT | **DAUPHIN**<br>exOcean Prince-63<br>**Gulf & Caribbean Towing Co.**<br>New Orleans United States | 296<br>201<br>— | | 1944 Calumet Shipyard & D.D. Co.—Cgo<br>*116-0'* 30' 2"<br>115' 0" 30' 0" 18' 0" | M Tug | Oil 2SA 7Cy. 405×510 mm<br>1225bhp<br>Fairbanks, Morse & Co. |
| 541538<br>URVY<br>M-26419<br>Df Esd<br>Gc Rdr | **DAURIA**<br><br>**U.S.S.R.**<br>Murmansk Russian | 13639<br>6824<br>9892 | | 1964 Stocznia Gdanska—Gdk<br>542' 10" 69' 11" 26' 6½"<br>69' 8" 41' 4" | M Fish Factory Mchy.aft<br>5 Ho<br>In.364908<br>5 Ha (10½', 14¾', 14¾', 14¾', 14¾'×9½')<br>18W Der 2(10) 2(5) 14(3) | Oil 2SA 5Cy. 740×1600 mm<br>6200bhp<br>Burmeister & Wain |
| 508678<br>DYWD<br>202659<br>Df | **DAVAO**<br><br>**William Lines Inc.**<br>Manila Philippine<br>For later particulars see New Entries No. 12 | ~~573~~ 691<br>~~970~~ —<br>— | AB | 1944 Higgins Industries Inc.—N.Os<br>*168-0'* 32' 6"<br>32' 4"<br>1 dk<br><br>rf 6" | TM (297P) Mchy.aft<br>3 Ho 40', 34', 50'<br><br>3 Ha (20', 20', 12'×16')<br>Der 3(5) | 2 Oil 2SA each 6Cy.<br>geared<br>1000bhp<br>General Motors Corp.<br>3×100, 100, 25kW 230V |
| 508679<br><br>174175<br>RT | **DAVARA**<br><br>**Kimberley King Island Trading Pty Ltd.**<br>Hobart British | ~~168~~ 149<br>~~104~~ 96<br>110 | | 1947 Lars Halvorsen Sons Pty Ltd.—Ryde N.S.W<br>[95' 0" 21' 11" 7' 6"<br>21' 9" | Wood M<br>1 Ho 35'<br><br>1 Ha (29¾'×10')<br>2W | Oil 6Cy. 230×305 mm<br><br>National Supply Co. |
| 661740 | **DAVID**<br><br>**Israel Ports Authority**<br>Ashdod Israel | 672<br>—<br>— | ✠100A1<br>Israel coastal service<br><br>EL (k) | 1966-2 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx<br>125' 10" 66' 9"<br>124' 8" 65' 7" 9' 6"<br>1 dk<br>4BH<br>rf nil | Floating Crane<br>(Pontoon only classed) | |
| 508680<br>PDNO<br><br>Df Esd<br>Rdr<br>RTm/h | **DAVID**<br>exWillem Beukelsz-53<br>**Rederij "Willem Beukelsz"**<br>Scheepv. Kant. "Groningen"<br>Breskens Netherland | 499<br>334<br>760 | BV | 1952 Scheeps. de Waal—Zaltbommel<br>172' 11" 28' 0" 11' 3"<br>... ... ...<br>P49' F20' 1 dk<br>RW | M Mchy.aft<br>1 Ho 117½'<br>G.35253 B.32700<br>2 Ha (each 41½'×15')<br>2W Der 2(3) | Oil 4SA 8Cy. 290×420 mm<br>480bhp<br>Masch. Kiel A.G. |
| 508681<br>LFTT | **DAVID**<br><br>**A/S Framnæs Mek. Værksted**<br>Sandefjord Norwegian | 114<br>40<br>— | NV | 1930 Framnæs M/V A/S—Sfj<br>87' 3" 19' 8" 8' 6"<br>19' 6" 12' 1"<br><br>R<br>rf 35" | M Tug & Icebreaker | Oil 2SA 4Cy.<br>Emade18refitted<br>320bhp<br>A/B J. V. Svensons |
| 508683<br>KVMB<br>244901<br>Df Esd<br>Gc | **DAVID B. JOHNSON**<br><br>**United States Department of Commerce**<br>Brunswick United States | 7206<br>4394<br>10800 | AB<br><br>**BROKEN UP** | 1944 J. A. Jones Const. Co.—Brunswick<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½, 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 508686<br>SFWH<br>9283 | **DAVID CARNEGIE**<br><br>**Göteborgs Stad (Hamndirektören)**<br>Gothenburg Swedish | 220<br>72<br>— | | 1951 Falkenbergs Varv—Falkenberg<br>118' 6" 36' 2" 9' 10"<br>... ... ...<br><br>R | M Ferry | 2 Oil 2SA each 3Cy.<br>450bhp<br>Jönkopings Motfb.<br>1×8kW 220V a.c.<br>Controllable pitch |
| 508687<br>KPEA<br>242354<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAVID D. IRWIN**<br>exEmmkay-48<br>**Delnor Corp.**<br>**The Pure Oil Co.**<br>Baltimore United States | 15376<br>10633<br>24317 | AB | 1961 (Cargo section) Sasebo Hvy Ind.—Sbo<br>1942 (Fwd & aft sections) Sun S.B. & D.D Co.—Chester, Pa<br>630' 6" 75' 3" 32' 5¾"<br>610' 8" 75' 0" 43' 5"<br>P104' B36' F74' 1 dk<br>RW len 61<br>rf 9" | S Tanker Mchy.aft<br>29 Ta | 2 S Turb dr geared<br>12800shp<br>General Electric Co. |

1968-69

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| 508690<br>KKUW<br>243163<br>Df Esd | **DAVID DUDLEY FIELD**<br>**United States Department of Commerce**<br>San Francisco United States | **7220**<br>4444<br>10500 | | AB | **1943** Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¼′. 35 . 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| 508691<br>KFRR<br>248880<br>Df Esd<br>Gc Rdr<br>RT | **DAVID E. DAY**<br>exCoxcomb Hill–51<br>**Locust Tankers Inc.**<br>Richfield Oil Corp.<br>Wilmington, Del United States | **12229**<br>9087<br>19835 | | AB | **1958** (Cargo section) Todd Shpyds Corp.—San Pedro<br>**1945** (Fwd & aft) Kaiser Co. Inc.—Pld<br>572′ 0″ 75′ 2″ 30′ 1¾″<br>551′ 6″ 75′ 0″ 39′ 3″<br>P108′ B36′ F77′ 1 dk<br>RW len 58<br>rf 3½″ | T-E Tanker Mchy.aft<br>27 Ta | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor<br>6000shp (Sy) 1460t (o.f)<br>General Electric Co. Lyn |
| 508692<br>KXEZ<br>243654<br>Df Esd | **DAVID E. HUGHES**<br>**United States Department of Commerce**<br>Los Angeles United States | **7231**<br>5121<br>10572 | | AB | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¼′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1856t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| 508693<br>KXJH<br>243775<br>Df Esd | **DAVID F. HOUSTON**<br>**United States Department of Commerce**<br>Wilmington, N.C. United States | **7176**<br>4380<br>10500 | | AB | **1943** N. Carolina S.B. Co.—Wmn<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′. 72½ , 50′, 45′, 70′<br>G.560000 B.500000<br>5 Ha | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>10k |
| 662119<br>328105 | **DAVID FREDERICK**<br>**Hansen Trawler Co. Ltd.**<br>Lunenburg Canadian | **215**<br>93<br>— | | | **1965** Smith & Rhuland Ltd.—Lunenburg<br>*104·7′* 25′ 4″<br>... ... ...<br>1 dk | Wood M Fishing | Oil 6Cy. 270×360 mm<br>720bhp<br>Klöckner-Humboldt-Deutz Kln<br>10k |
| 508695<br>KKGM<br>242714<br>Df Esd | **DAVID G. FARRAGUT**<br>**United States Department of Commerce**<br>New Orleans United States | **7191**<br>4360<br>10355 | | | **1942** Delta S.B. Co. Inc.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¼′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>American S.B. Co. Clv<br>3×20kW 120V d.c. 10k |
| 508696<br>KITA<br>242682<br>Df Esd | **DAVID GAILLARD**<br>**United States Department of Commerce**<br>San Francisco United States | **7181**<br>4426<br>10500 | | AB | **1943** Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¼′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| 508697<br>KTFF<br>246671<br>Df Esd<br>Gc | **DAVID L. YULEE**<br>**United States Department of Commerce**<br>Jacksonville United States | **7252**<br>4434<br>10500 | | AB | **1944** St. Johns River S.B. Co.—Jck<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¼′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| 508698<br>GUBA<br>163342<br>Df Rdr<br>RTm | **DAVID M.**<br>Wimaisia **Shipping Co. Ltd.**<br>T. J. Metcalf<br>London British | **350**<br>168<br>428 | **✠100A1**<br>**✠LMC**<br>MN40 | SS 4/65<br>EL e | **1933–5** Schps. "Gideon" v/h J. Koster Hzn—Gro<br>137′ 0″ 25′ 5″ 9′ 6¼″<br>130′ 7″ 25′ 3″ 9′ 9″<br>Q77′ 1 dk Well dk<br>R NS 3BH<br>WB74t | M Mchy.aft<br>1 Ho 73¼′<br>G.23250 B.22000<br>2 Ha (each 28½′×16′)<br>2W Der 2(1½) | Oil 4SA 4Cy. 280×450 mm<br>200bhp 15t (d.o)<br>Humboldt-Deutzmot. Köln-Deutz<br>1×7kW 110V d.c. 7½k |
| 542680<br>MGIL<br>304621<br>Rdr<br>RTm | **DAVID MARLEY**<br>Stephenson Clarke **Shipping**<br>~~Stephenson Clarke Ltd~~. **Ltd.**<br>Newcastle British | **730**<br>337<br>1191 | **✠100A1**<br>hopper barge<br>U.K. coasting service<br>**✠LMC**<br>MN196 | SS 7/67<br>EL k 1 3/16″SQ | **1963–6** R. Dunston (Hessle) Ltd.—Hessle<br>182′ 1″ 37′ 1″ 14′ 4½″<br>170′ 0″ 36′ 0″ 16′ 3″<br>Q56′ 1 dk<br>4BH<br>rf nil WB182t | M Hopper Barge Mchy.aft | Oil 2SA 4Cy. 340×570 mm<br>980bhp (d.o)<br>British Polar Engines Ltd. Gls<br>2×75kW 220V d.c. |
| 508699<br>CSPH<br>LX35N<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DAVID MELGUEIRO**<br>**Soc. Nacional dos Armadores de Bacalhau**<br>Lisbon Portuguese | **1689**<br>1002<br>2040 | **✠100A1**<br>trawler<br>Str. nav. Ice<br>**✠LMC**<br>MN320 | ~~SS 1/64~~<br>SS 11/67<br>EL 1 9/16″ | **1951–4** T. van Duijvendijk's Schp.—Lekkerkerk<br>263′ 4″ 38′ 10″ 18′ 5¾″<br>236′ 3″ 38′ 9″ 20′ 6″<br>P27′ F56′<br>R 5BH<br>BK8″ WB490t | M Trawler<br>2 Ho 45½′, 44′<br>1 Ha (w) (7¼′×6′) 6 Ha (stl) (7¼′, 7¼′, 7¼′×6′) (7¼′×7′) (5′, 5′×5′)<br>Der 1(2½) | Oil 2SA 8Cy. 16″×20″<br>1600bhp ✠NE2/58 (d.o)<br>Fairbanks, Morse & Co. Beloit<br>2db 105℔<br>3×112, 112, 13kW 220V d.c. |
| 652471<br>OWYV<br>Df Esd<br>Rdr RT | **DAVID OLSEN**<br>**Ministry of Greenland**<br>Royal Greenland Trade Department<br>Godthåb, Greenland Danish | **104**<br>37<br>— | | | **1965** Frederikssund Skibs.—Frederikssund<br>82′ 0″ 20′ 0″<br>72′ 2″ 19′ 6″ 9′ 4″<br>1 dk | Wood M Fishing Mchy.aft | Oil 2SA 4Cy. 240×400 mm<br>338bhp<br>Alpha-Diesel A/S Fkn |
| 508701<br>WA4068<br>204238<br>Df Gc<br>Rdr | **DAVID P. THOMPSON**<br>exWilpen<br>**American S.S. Co. Inc.**<br>Boland & Cornelius<br>Buffalo United States | **8204**<br>5539<br>— | | AB | **1907** Gt. Lakes Eng. Works—Ecorse<br>574′ 0″ 58′ 2″ 21′ 10⅛″<br>562′ 10″ 58′ 0″ 32′ 1″<br>F53′ 1 dk<br>R | S Mchy.aft<br>Self-unloader<br>6 Ho<br>G.450000<br>29 Ha (each 12′×36′) | Unaflow 3Cy. 28″×36″<br>4220ihp NE59 373t (o.f)<br>Skinner Eng. Co. Erie |

# REGISTER OF SHIPS

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| 508704<br>CGSF<br>138848 | **DAVID RICHARD**<br>exMurray Stewart-51<br>**Waubaushene Navigation Ltd.**<br>Midland Canadian | 234<br>84<br>— | ✠<br><br><br>**BROKEN UP** | 1918–11 Pt. Arthur S.B. Co.—PtLA<br>*119·0'* 26' 0"<br>25' 10"<br>R<br>BK7" | S Tug | T 3Cy. 15" 29" & 47"×36"<br>Pt. Arthur S.B. Co. |
| 508705<br><br>RTm | **DAVID S. MORRISON**<br>**Ministry of Maritime Affairs for the Bahamas**<br>Nassau British | 283<br>100<br>— | ✠A1 SS 8/64<br>dredger<br>Nassau N.P. harbour and estuary service<br>✠LMC<br>MN64 EL (e) 1½" | 1959–7 Dorset Lake Shipyard—Poo<br>125' 3" 34' 4" 5' 0¾"<br>121' 8" 34' 0" 7' 6"<br>1 dk<br>RW 5BH<br>rf nil WB72t | TM Grab Dredger Mchy.aft<br>Cr 1(10) | 2 Oil 4SA each 8Cy. 6"×7"<br>& sr reverse gear<br>320bhp<br>Gleniffer Engines Ltd.<br>2×60 & 5kW 110V d.c. |
| 508706<br>KETY<br>241928<br>Df Esd | **DAVID S. TERRY**<br>**United States Department of Commerce**<br>Houston United States | 7233<br>4442<br>10500 | AB | 1942 Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72¼', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¼', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Nat. Transit P. & M. Co.<br>3×20kW 120V d.c. |
| 508707<br>SHMR<br>10307<br>Df Esd<br>Gc Rdr<br>RTm/h | **DAVID SALMAN**<br>**Swedish Gulf Line A/B**<br>Gothenburg Swedish | 7052<br>3452<br>7635 | NV | 1962 Uddevallavarvet A/B—Udv<br>424' 2" 61' 8" 26' 0¾"<br>390' 0" 61' 6" 38' 2"<br>P91' F89' 2 dks<br>rf 2" | M Mchy.aft<br>5 Ho 44', 55', 47½', 53½', 32½'<br>G.460050 B.421250<br>5 Ha (stl) (29¾'×36') (44¾'×21½')<br>(41', 41', 21'×22')<br>16W Der 16(10) | Oil 2SA 6Cy. 760×1500 mm<br>5600bhp Götaverken<br>Uddevallavarvet A/B<br>4×240, 240, 240, 52kW 440V |
| 508708<br>KKUY<br>243184<br>Df Esd | **DAVID STARR JORDAN**<br>**United States Department of Commerce**<br>San Francisco United States | 7226<br>4456<br>10500 | AB | 1943 Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72¼', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¼', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 508711<br>MXRF<br>183859<br>Df Esd<br>Rdr | **DAVID WOOD**<br>**Minerva Fishing Co. Ltd.**<br>Wood & Bruce<br>Aberdeen British | 274<br>89<br>— | ✠100A1 SS 3/66<br>trawler<br>✠LMC<br>MN128 EL (e) m | 1957–5 J. Lewis & Sons Ltd.—Abn<br>*121·0'* 25' 10"<br>118' 6" 25' 6" 12' 9"<br>F20'<br>RW 4BH<br>rf 30" BK7½" | M Trawler | Oil 2SA 7Cy. 12½"×18½"<br>640bhp<br>H. Widdop & Co. Ltd.<br>db 100ft |
| 661391<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAVIDSON**<br>**United States Government**<br>U.S. Coast & Geodetic Survey<br>United States | 900<br>—<br>— | AB | 1966 Norfolk S.B. & D.D. Corp.—Norfolk<br>175' 0" 38' 2"<br>153' 6" 38' 0" 17' 9"<br>4 dks | TM Hydrographic Ship | 2 Oil 2SA each 8Cy. 8½"×1<br>800bhp<br>General Motors Corp.<br>Controllable pitch propeller |
| 508715<br>KEUD<br>241773<br>Df Esd | **DAVY CROCKETT**<br>**United States Department of Commerce**<br>Houston United States | 7176<br>4375<br>10500 | AB | 1942 Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72¼', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¼', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Nat. Transit P. & M. Co.<br>3×20kW 120V d.c. |
| 542367<br>USZP<br>M-12432<br>Df Esd<br>Gc Rdr<br>RT | **DAVYDOV**<br>**U.S.S.R.**<br>Vladivostok Russian | 4690<br>2298<br>2580 | ✠Classed LR until 12/64 | 1963–6 Burmeister & Wain—Cpn<br>337' 0" 52' 7" 18' 2¾"<br>298' 7" 52' 6" 36' 5"<br>RFD34' 2 dks, U sparred dk in Nos. 1, 2 & 3 holds lower sparred dk in Nos. 1 & 2 holds<br>rf 8" | M Fish Factory Ref<br>3 Ho<br>B.124909 In.115515<br>3 Ha (9½', 9½'×9½') (11½'×7½')<br>6W Der 2(7) 4(3) | Oil 2SA 6Cy. 500×900 mm<br>Burmeister & Wain<br>Controllable pitch propeller |
| 508717<br>GKGK<br>161631<br>Df Esd<br>RT | **DAWN WATERS**<br>exRose Hilda-54<br>**Norrard Trawlers Ltd.**<br>Lowestoft British | 124<br>50<br>— | | 1930 Fellows & Co. Ltd.—Yar<br>*92·3'* 20' 1" 11' 6"<br>... ... ...<br>R | M Fishing | Oil 6Cy. 10½"×13½"<br>NE—<br>Crossley Bros. Ltd. |
| 651537<br>MIKS<br>306963<br>Esd RT | **DAWNLIGHT I**<br>**Ross & Marshall Ltd.**<br>Greenock British | 199<br>103<br>259 | ✠LR class withdrawn—Owners' request 6/67 | 1965–6 Scotts S.B. & Eng. Co. Ltd.—Grk<br>107' 2" 21' 10" 9' 5½"<br>97' 10" 20' 10" 10' 1"<br>P27' F15' 1 dk<br>RW<br>rf 3" BK5" | M Mchy.aft | Oil 2SA 6Cy. 7"×9"<br>gear<br>300bhp<br>Crossley Bros. Ltd. |
| 672680 | **DAWSON**<br>**Government of Canada (Minister of Energy, Mines & Resources)**<br>Ottawa Canadian<br>For later particulars see New Entries No. 7 | 1311<br>400<br>625 | 100A1<br>Class contemplated | G. T. Davie Ltd.—Lauzon<br>211' 9" 40' 3" 15' 7½"<br>185' 9" 40' 0" 21' 0" | TM Oceanographic Ship<br>Mchy.aft | 2 Oil 4SA each 12Cy.<br>Davey, Paxman & Co. Ltd. |

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| 540308 **DAY ISLAND**<br>WEHB exChimo–63<br>288090 exCol. Chas. W. Bundy<br>Gc Rdr **M/V Day Island Inc.**<br>RT San Juan, P.R United States | 863<br>465<br>— | | 1943 Marietta Mfg Co.—Point Pleasant<br>*180·6′* 37′ 2″<br>168′ 8″ 37′ 0″ 17′ 8″<br>F33′ 2 dks | M Fishing | Oil 2SA 10Cy. 8⅛″×10″<br>1600bhp 182t<br>Fairbanks, Morse & Co. |
| 506718 **DAY PECKINPAUGH**<br>WC3447 exRichard J. Barnes–58<br>221276 exI.L.I. 101–36<br>RTm/h exInterwaterways Line Incorporated 101–32<br>**Erie Navigation Co.**<br>Erie United States | 1042<br>806<br>1490 | AB<br>✠Classed LR until 10/56 | 1921–5 McDougall Duluth S.B. Co.—Dul<br>259′ 0″ 36′ 2″ 10′ 0½″<br>243′ 0″ 36′ 0″ 14′ 0″<br>1 dk<br>RW New cargo section 46 | TM Mchy.aft<br>1 Ho 165′<br>G.83000 B.75000<br>6 Ha (stl) (each 10′×20′) | 2 Oil 2SA each 6Cy. 5″×5⅗″<br>360bhp NE(s)57 NE(p)59 65t (d.o)<br>General Motors Corp. Clv<br>8k |
| 506719 **DAYLESFORD**<br>VJQM<br>158024 **Australian Coastal Shipping Commission**<br>Esd Gc RTv Port Adelaide British | 2439<br>1131<br>2995 | ✠100A1 SS 6/64<br>✠LMC<br>MN333 EL sl$\frac{9}{16}$″SQ | 1946–11 Broken Hill Pty Co. Ltd.—Wya<br>291′ 4″ 46′ 4″ 19′ 0″<br>270′ 6″ 46′ 0″ 21′ 6″<br>P32′ B88′ F31′ 1 dk<br>R NS 5BH<br>rf 3″ WB708t incl. Tunnel tanks 81t | S Ref<br>3 Ho 58′, 58′, 46′<br>G.116307 B.111389 In.1350<br>3 Ha (34′×18′) (34′×20′) (22′×16′)<br>10W Der 1(20) 4(5) 6(3) | C 4Cy. (2) 18¾″ (2) 39¼″×40″<br>1850ihp Lentz (o.f)<br>Commonw'lth Gov. E. Wks Mel<br>2WTB 240℔ Spt 220℔ hs5790<br>3×35, 35, 15kW 220V d.c. 11½k |
| 506722 **DE BAIF**<br>FDHF<br>**Pétrotankers S.A.**<br>Df Esd Havre French<br>Gc Rdr<br>RT | 19993<br>11681<br>29550 | BV | 1954 At. & Ch. de France—Dnk<br>647′ 0″ 85′ 6″ 33′ 10″<br>646′ 11″ 85′ 4″ 44′ 3″<br>P167′ B51′ F93′ 1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta<br>L.1436732 HeCls. BC<br>Der 2(8) 4(5) 2(2) | 2 S Turb dr geared to sc. shaft<br>12500shp 2760t (o.f)<br>Cie. Fives-Lille<br>16k |
| 506723 **DE COURCY**<br>TPZL<br>L5208 **Marcel Thomines-Mora**<br>Df Esd Caen French | 103<br>14<br>— | | 1956 Ch. Donnart—Concarneau<br>*69·7′* 21′ 4″<br>… … … | Wood M Trawler<br>5 Ha (4½′, 4½′, 4½′, 4½′×2½′) (3½′×3′) | Oil 4SA 6Cy. 230×300 mm<br>270bhp<br>Etab. Crepelle Lille<br>8½k |
| 641588 **DE GEER**<br>SLEI<br>10557 **Norrköpings Stad (Hamndirektören)**<br>Esd Rdr Norrköping Swedish | 261<br>71<br>— | ✠100A1<br>tug Baltic service<br>Ice Class 1<br>✠LMC<br>MN336 EL (c) | 1964–12 A/B Åsi-Verken—Åmål<br>98′ 5″ 28′ 4″<br>91′ 6″ 27′ 7″ 15′ 9″<br>RFD21′<br>3BH<br>rf 29″ BK4″ WB74t | M Tug | Oil 2SA 8Cy. 340×570 mm<br>1680bhp (d.o)<br>Nydqvist & Holm A/B Thn<br>2×90kW 231/400V<br>Controllable pitch propeller |
| 506724 **DE HEILIGE FAMILIE**<br>ONCA<br>124 **Rederij Boels N.V.**<br>Esd Ostend Belgian | 114<br>43<br>— | | 1935 J. Boel & Fils—Tamise<br>*87·0′* 21′ 4″<br>… … …<br>R | M Trawler | Oil 4SA 3Cy. 345×525 mm<br>V. d. Kerchove & Carels Ght |
| 640290 **DE HOOP**<br>PHKS<br>**Vereniging Hospitaalkerkship "De Hoop"**<br>Df Esd Gc Rdr RTh Amsterdam Netherland | 1106<br>390<br>282 | ✠100A1 SS 7/68<br>Ice Class 3<br>✠LMC<br>MN220 EL n | 1964–4 N.V. Schps. Gebr. Pot—Bolnes<br>208′ 0″ 33′ 10″ 16′ 8¾″<br>180′ 1″ 33′ 6″ 22′ 0″<br>Ba46′ F47′ 2 dks<br>4BH<br>rf 39″ BK9½″ WB DTsf178t | M Hospital Ship Mchy.aft<br>Der 1(1½) | Vee Oil 2SA 12Cy. 190×350 mm 900bhp with sr reverse gear, also Oil 200bhp driving 1 gen. 165kW 440V d.c. connected to elec. motor 200shp (WL) for secondary propulsion<br>240t (d.o)<br>N.V. Mch. Bolnes Krimpen<br>2×76kW 380V 50c/s a.c. 12k |
| 506726 **DE HOOP I**<br>PDSF<br>**N.V. Zeevisserij Maats. "De Hoop"**<br>Df Esd RT Ymuiden Netherland | ~~115~~ 128<br>~~36~~ 44<br>— | | 1961 C. V. Schpsw. "Vooruit" U.A.—Zaandam<br>92′ 8″ 22′ 5″ 10′ 6″<br>85′ 0″ 20′ 8″<br>1 dk | M Fishing | Oil 6Cy. 250×350 mm<br>D. & J. Boot "De Industrie" Alp |
| 640163 **DE HOOP IV**<br>PDOA<br>**N.V. Zeevisserij Maats. "De Hoop"**<br>Df Esd Pld Rdr RT Ymuiden Netherland | 138<br>46<br>— | | 1963 C. V. Schpsw. "Vooruit" U.A.—Zaandam<br>96′ 6″ 22′ 2″<br>88′ 7″ 20′ 4″ 10′ 3″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×350 mm<br>D. & J. Boot "De Industrie" Alp |
| 528775 **DE KASTRI**<br>UJPQ exQuadrivium–64<br>M-12142 **U.S.S.R.**<br>Df Esd Gc Rdr RT Vladivostok Russian | 2988<br>1401<br>3340 | | 1952 Lübecker Flender-Werke—Lbc<br>408′ 3″ 50′ 1″ 19′ 9″<br>49′ 11″ 28′ 7″<br>B&F301′ 1 dk & S dk, pt 3rd dk<br>RW | M Ref OSD<br>4 Ho<br>B.228415 In.221692<br>4 Ha (25′, 22¾′, 22¾′, 22¾′×14¾′)<br>Der 8(3–5) | Oil 2SA 7Cy. 680×1250 mm 4200bhp also 2 Oil 1100bhp driving 2 gen. connected to 2 elec. motors and geared to sc. shaft for secondary propulsion<br>Waggon & Maschb. Ham<br>16½k |
| 680570 **DE LA SALLE**<br>317977 **Grand Bahama Hotel Co. Ltd.**<br>Nassau British | 195<br>105<br>— | | 1956 Burton Shpyd Cons. Co.—Pt. Arthur<br>*124·7′* 32′ 1″<br>… … …<br>1 dk | TM | 2 Oil each 6Cy. 8″×10″<br>De Laval Turb. Inc. Oakland<br>10k |
| 640548 **DE PAREL**<br>**Vve. M. Calcoen-Halewijck**<br>Df Esd RT Ostend Belgian | 117<br>31<br>— | BV | 1964 Béliard-Murdoch S.A.—Ost<br>91′ 1″ 22′ 1″ 11′ 2⅜″<br>80′ 2″ 21′ 10″ | M Trawler<br>3 Ha (3¾′×3¾′) (1¾′×1¾′) (3½′×2½′)<br>Der 1 | Oil 4SA 6Cy. 185×200 mm<br>300bhp 25½t<br>Moteurs Baudouin Msl |

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| 508728<br>KFZN<br>247383<br>Df Esd<br>Gc | **DE PAUW VICTORY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7641<br>4622<br>10681 | AB | 1945 Permanente (Shpyd No. 2)—Richmond<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 75', 78', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 45', 36', 36', 24' × 22½')<br>14W | 2 S Turb dr geared to sc. sh<br>6600shp<br>General Electric Co.<br>2 × 300kW 240V d.c. |
| 508729<br>KWTR<br>245398<br>Df Esd<br>Gc Rdr<br>RTm | **DE SOTO**<br><br>**Waterman Steamship Corp.**<br>New York United States | 6065<br>3594<br>10230 | AB | 1944 Gulf S.B. Corp.—Mob<br>468' 9" 63' 3" 27' 5½"<br>445' 4" 63' 0" 31' 3"<br>P27' B57' F46' 3 dks<br>rf nil | S (12P)<br>5 Ho 57', 62½', 77½', 72½', 77½'<br>G.645997 B.570873<br>1 Ha (stl) (27' × 20') 4 Ha (w) (37½', 45', 37½', 27½' × 20')<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. sh<br>6000shp<br>General Electric Co.<br>2 × 300kW 220/240V d.c. |
| 508730<br>PDPI<br><br>RT | **DE VIER GEZUSTERS**<br>exSt. Jacob<br>**W. Krijgsman**<br>Katwijk a/Zee Netherland | 128<br>61<br>— | | 1916 D. & J. Boot—Alp<br>92·2' 22' 0"<br>... ... ...<br>R | M Fishing Mchy.aft | Oil 4SA 4Cy. 305 × 460 mm<br>NE54<br>D. & J. Boot "De Industrie" |
| 508732<br>PDPY<br><br>Df Esd<br>RT | **DE VROUW ANNA**<br><br>**C. Guyt**<br>Katwijk a/Zee Netherland | 132<br>51<br>— | | 1952 D. & J. Boot Schps. "De Industrie"—Alp<br>94' 10" 22' 0"<br>... ... ...<br>RW | M Trawler | Oil 4SA 4Cy. 300 × 46<br>hydraulic gearing<br>D. & J. Boot "De Industrie" |
| 508733<br>PDRS<br><br>Df Esd<br>Pfd RT | **DE VROUW BREGTJE**<br>exPeter Leonard–61<br>**P. van der Plas**<br>Katwijk a/Zee Netherland | 119<br>39<br>— | | 1959 D. & J. Boot Schps. "De Industrie"—Alp<br>83' 5" 20' 8"<br>71' 2" 20' 4" 10' 2"<br>RW | M Trawler | Oil 4SA 5Cy. 250 × 350 mm<br>D. & J. Boot "De Industrie" |
| 508735<br>EIKF<br>144980<br>RT | **DE WADDEN**<br><br>**T. E. McSweeney**<br>Dublin Irish Republic | 239<br>159<br>325 | | 1917 Gebr. van Diepen—Waterhuizen<br>116' 9" 24' 7" 10' 6"<br>24' 5"<br>Q25' F13'<br>R<br>rf 12" | Aux Sr Mchy.aft<br>1 Ho 67'<br>2 Ha (12', 20' × 12')<br>1W | Oil 6Cy. 180 × 230 mm<br>150bhp NE41<br>Crossley Bros. Ltd.<br>2 × 2½kW 230V 50c/s a.c. |
| 508736<br>LAEN<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **DEA BROVIG**<br><br>**Partrederiet Brövigtank**<br>Th. Brövig<br>Farsund Norwegian | 10917<br>6206<br>16385 | ✠100A1 Dr 4yrs–5/66<br>oil tanker<br>✠LMC<br><br>MN1120 EL g†2⅛"SQ | 1951–2 Wm. Hamilton & Co. Ltd.—P.Gl<br>530' 6" 68' 4" 29' 10"<br>499' 0" 68' 0" 38' 6"<br>P108' B44' F58' 1 dk<br>RW 14BH<br>WB904t | M Tanker Mchy.aft<br>25 Ta<br>L.795707<br><br>Der 1(5) 2(4) | Oil 2SA 5Cy. 670 × 2320 mm<br>5600bhp Doxford<br>D Rowan & Co. Ltd.<br>2AuxB 180lb ● (ex.g) 18<br>2 × 150kW 110V d.c. |
| 650196<br>6ZAN<br>2087<br>Df Esd<br>Gc Rdr<br>RT | **DEA MARIS**<br><br>**Gem Nav. Co.**<br>Monrovia Liberian | 31195<br>21617<br>55060 | AB | 1964 Kure Zosensho—Kur<br>767' 9" 105' 11" 38' 0⅛"<br>738' 2" 105' 8" 52' 10"<br>1 dk<br>RW<br>rf 3" | M Tanker Mchy.aft<br>17 Ta | Oil 2SA 9Cy. 900 × 1550 m<br>18900bhp<br>Ishikawajima-Harima He |
| 535738<br>WB5718<br>255611<br>Df Esd<br>Gc Rdr<br>RTm | **DEAN REINAUER**<br>exTexaco Providence–67<br>exProvidence–62<br>exAmmonusuc–48<br>**Peerless No. 5 Corp.**<br>Boston United States | 1286<br>856<br>1681 | | 1944 E. Coast Shpyds Inc.—Bayonne<br>249' 0" 37' 1" 12' 6½"<br>242' 0" 37' 0" 14' 6"<br>P45' F29' 1 dk<br>len 52<br>rf 6" | M Tanker Mchy.aft<br>12 Ta<br>L.87598 HeCls. B<br><br>Der 4(2) | Oil 2SA 5Cy. 405 × 510 m<br>860bhp<br>Fairbanks, Morse & Co.<br>1 × 75kW 120V d.c. |
| 508740<br>UYSC<br>M-26831 | **DEBALTSEVO**<br><br>**U.S.S.R.**<br>Odessa Russian | 7265<br>3287<br>9753 | | 1960 Warnowwerft—Warnemünde<br>457' 8" 59' 1" 26' 3"<br>58' 11" 33' 10"<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.393054<br>5 Ha (39', 39', 39', 39' × 34½') (33½' × 24½')<br>Cr 2(5) | Oil 2SA 7Cy. 700 × 1200 m<br>MAN<br>Dieselmotorenwerk |
| 660907<br>GRNA<br>308078<br>Df Esd<br>Rdr<br>RTm/v | **DEBEN**<br><br>**Blue Star Line Ltd.**<br>Gillie & Blair Ltd.<br>London British | 500<br>289<br>744 | ✠100A1<br><br>✠LMC<br><br>MN106 EL h 1"SQ | 1966–3 Boele's Schps. & Mchf.—Bolnes<br>183' 6" 28' 7" 10' 11½"<br>165' 5" 28' 6" 13' 0"<br>P40' F24' 1 dk<br>3BH<br>rf nil WB162t | M Mchy.aft<br>1 Ho 114¾'<br>G.37016 B.35538<br>1 Ha (stl) (77¾' × 18½') | Oil 4SA 6Cy. 8¾" × 1<br>coupling & sr gearing<br>530bhp<br>Blackstone & Co. Ltd.<br>3 × 10kW 110V d.c.<br>Controllable pitch prope |
| 508741<br>SPQS<br><br>Df Esd<br>Gc Rdr<br>RT | **DEBLIN**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 1269<br>567<br>1702 | PR | 1961 Stocznia Im. Komuny Paryskiej—Gdy<br>283' 6" 40' 9" 15' 2"<br>259' 10" 40' 8" 23' 6"<br>1 dk & S dk | M Ref OSD<br>3 Ho<br>G.120601 B.113889<br>3 Ha (31½', 29½', 29½' × 16½')<br>6W Der 6 | Oil 2SA 6Cy. 480 × 70 m<br>2250bhp Sulzer<br>Z.U.T. Zgoda<br>3 × 120, 80, 80kW 230V d.c. |
| 508743<br>ELYF<br>722<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DEBORAH**<br>exOcean Jenny–62<br>exMosoil–56<br>**Ocean Oil Tankers Inc.**<br>Monrovia Liberian | 11963<br>6805<br>18838 | AB<br><br>✠Classed LR until 6/63 | 1952–8 Deutsche Werft A.G.—Ham<br>549' 2" 68' 2" 33' 1½"<br>511' 5" 68' 0" 47' 0"<br>1 dk, 2nd dk aft<br>deepened & conv tanker 62<br>rf 2" | M Bulk Carrier (2P) Mchy.aft<br>5 Ho 52½', 69', 59', 92', 111½'<br>B.836000<br>6 Ha (stl) (22½' × 26½') (42½', 37½', 51', 33½', 33½, × 34')<br>Der 1(5) 1(2) | Oil 2SA 10Cy. 750 × 120<br>6650bhp<br>Masch. Augsburg-Nürnb<br>3 × 200kW 230V d.c. |

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| 508744 **DEBORAH**<br>PONU exGerd–62 exMarva–54<br>**L. Stroband**<br>DI RTm Kamp's Scheepv. &<br>Handelmaats. N.V.<br>Lemmer Netherland | **307**<br>148<br>370 | BV | **1946** Sch. Delfzijl v/h Sander—Dzl<br>124′ 4″ 23′ 6″ 8′ 6″<br>23′ 4″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 73′<br>G.18630 B.17500<br>2 Ha (28′, 29¾′×14¼′)<br>Der 2(2) | Oil 2SA 4Cy. 240×360 mm<br>195bhp 10t (d.o)<br>Appingedammer Brons. Apg<br>1×5kW 24V 8¾k |
| 508745 **DEBOURNE**<br>exAmsterdam<br>164822 **Parksway Aggregates Ltd.**<br>Cowes British | **104**<br>85<br>— | **BROKEN UP** | **1925** N.V. Verschure & Co.—Ams<br>104′ 10″ 17′ 8″ 7′ 0″<br>17′ 6″<br>R | M<br>1 Ho 30½′<br>1 Ha (12½′×—′)<br>1W | Oil 4SA 2Cy. 335×350 mm<br>2t<br>Kromhout Motorenfab. Ams<br>8k |
| 672276 **DEBRECEN**<br>HAAO Launched as Sagasund<br>**Hungarian Shipping Co. Ltd.**<br>Budapest Hungarian | **1247**<br>561<br>— | ~~GL~~ | **1965** Angyalfold Shipyard—Bdp<br>*244·3′* 37′ 2″<br>37′ 0″ 17′ 5″<br>P57′ F25′ 1 dk | M Mchy.aft | Oil 4SA 8Cy. 315×450 mm<br>1000bhp<br>Lang Eng. Works Bdp |
| 911753 **DECTRA**<br>exForbin–67 exSaint Adrien–61<br>**Istituto Universitario Navale**<br>Naples Italian | **378**<br>150<br>— | ~~BV~~ | **1947** J. Boel & Fils—Tamise<br>*143·3′* 27′ 0″<br>… … … | M Fishery Training Ship<br>5 Ha (3½′×2½′) (3½′, 3½′, 3½′, 3½′×3½′) | Oil 4SA 6Cy. 450×660 mm<br>750bhp<br>Soc. Gen. de Con. Méc. La Courneuve<br>12¼k |
| 600093 **DEDAL**<br>UBJ<br>RDM- **U.S.S.R.**<br>23871 Tuapse Russian | **464**<br>—<br>157 | | **1957** Santierul Naval—Gtz<br>133′ 10″ 29′ 6″ 10′ 11″<br>14′ 6″ | TM Tug<br>1W Der 1(1½) | 2 Oil 2SA each 6Cy. 300×500 mm<br>Russia<br>11k |
| 508749 **DEDELE**<br>196146 **Burns, Philp (New Guinea)**<br>RTh **Ltd.**<br>Port Moresby British | **108**<br>44<br>— | ✠Classed LR until 6/66 | **1961–5** Taikoo D. & E. Co.—H.Kg<br>73′ 4″ 19′ 1″ 6′ 9¼″<br>67′ 9″ 19′ 0″ 9′ 0″<br>Ba19′ 1 dk<br>rf nil | TM (20dkP) Mchy.aft<br>1 Ho 35′<br>1 Ha (19¼′×12′)<br>Der 1(1) | 2 Oil 4SA each 4Cy. 5½″×7¾″ sr geared<br>148bhp (d.o)<br>Gardner & Sons Ltd. Mch<br>2×5kW 110V d.c. |
| 640444 **DEDOVSK**<br>USOM<br>M-26944 **U.S.S.R.**<br>Murmansk Russian | **7265**<br>3287<br>9750 | | **1963** Warnowwerft—Warnemünde<br>457′ 8″ 59′ 1″ 26′ 3″<br>58′ 10″ 33′ 9″<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.393054<br>5 Ha (39′, 39′, 39′, 39′×34½′)<br>(36¾′×24½′)<br>2W Cr 4(5) 2(1½) | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Dieselmotorenwerk Ros<br>15½k |
| 521568 **DEE DEE**<br>exM. J. Derby II–65<br>Bunkers **C.A.**<br>Df Gc Maracaibo Venezuelan<br>Rdr RT | **612**<br>508<br>— | | **1942** Ira S. Bushey & Sons Inc.—Brooklyn<br>*180·7′* 30′ 1″ 12′ 4″<br>180′ 2″ 30′ 0″ 13′ 6″<br>1 dk | M Tanker Mchy.aft<br>L.53784 | Oil<br>116t–2¼pd<br>Fairbanks Morse & Co<br>10k |
| 508750 **DEE-WHY**<br>VJKJ<br>155336 Port Jackson & **Manly S.S.**<br>RT **Co. Ltd.**<br>Sydney, N.S.W. British | **799**<br>354<br>— | ✠Classed LR until 2/29 | **1928–5** Napier & Miller Ltd.—Gls<br>220′ 0″ 36′ 1″ 12′ 6″<br>35′ 11″<br>F31′ 2 dks<br>R<br>BK7″ | S Ferry (1587P) | T 4Cy. 24″ 37″ & (2) 46″×33″<br>(o.f)<br>D. & W. Henderson & Co. Ltd. Gls<br>Propellers 1 fwd 1 aft 12½k |
| 508751 **DEELITE**<br>exOcean Lifebuoy–56<br>161629 **W. H. Kerr (Ship Chandlers)**<br>Df Esd **Ltd.**<br>Pld RT W. H. Kerr<br>Yarmouth British | **124**<br>51<br>— | ✠Classed LR until 8/32 | **1929–6** A. Hall & Co. Ltd.—Abn<br>*94·3′* 20′ 2″<br>20′ 0″ 10′ 6″<br>1 dk<br>R<br>BK7″ | M Fishing Mchy.aft | Oil 2SA 5Cy. 10½″×31½″<br>NE58<br>Crossley Bros. Ltd. Mch<br>9k |
| 508753 **DEELUX**<br>exOcean Lux–56<br>161632 **W. H. Kerr (Ship Chandlers)**<br>Df Esd **Ltd.**<br>Pld RT W. H. Kerr<br>Yarmouth British | **127**<br>53<br>— | ✠Classed LR until 7/33 | **1930–5** A. Hall & Co. Ltd.—Abn<br>*94·3′* 20′ 1″<br>19′ 11″ 10′ 6″<br>1 dk<br>R<br>BK7½″ | M Fishing Mchy.aft | Oil 2SA 5Cy. 10½″×13½″<br>NE58<br>Crossley Bros. Ltd. Mch<br>9k |
| 650622 **DEEP SEA**<br>WA4111<br>252293 **Deep Sea Trawlers Inc.**<br>RT Ketchikan United States | **349**<br>152<br>— | | **1947** Birchfield Boiler Inc.—Tacoma<br>*130·3′* 26′ 5″<br>… … … | M Trawler | Oil<br>1000bhp |
| 650851 **DEEPDALE H**<br>exRiverbeacon–67<br>306516 **J. Harker Ltd.**<br>RTv Liverpool British | **385**<br>200<br>687 | **✠A1**<br>oil tanker—FP above 150° F. River Mersey service limiting point Rock Lighthouse November–March and within line Formby Point/Hilbre Point April–October<br>**✠LMC**<br>MN99 EL (f) | **1965–7** J. W. Cook & Co. (Wivenhoe) Ltd.—Wvn<br>153′ 0″ 27′ 10″ 9′ 6″<br>145′ 0″ 27′ 6″ 11′ 0″<br>Trunk 84′ 1 dk<br>7BH<br>rf nil WB111t | M Tanker Mchy.aft<br>Der 1(½) | Oil 4SA 6Cy. 8¾″×11½″ with flexible coupling & sr reverse gear<br>495bhp (d.o)<br>Blackstone & Co. Ltd. Stamford<br>wtdb 115℔<br>2×20kW 110V d.c. |

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| 508754<br>145217<br>RTv | **DEEPWORKER**<br>**Dublin Port & Docks Board**<br>Dublin Irish Republic | 493<br>383<br>— | ✠A1 SS 9/65<br>dredger<br>EL (l) | 1920–12 Lobnitz & Co. Ltd.—Rnf<br>169' 0" 31' 2" 12' 1"<br>31' 0" 12' 9"<br>1 dk<br>R 6BH<br>rf nil WB52t | Dredger | ✠ndb12/20–150lb<br>1×7kW 110V d.c. |
| 508756<br>GTVQ<br>186281<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEERWOOD**<br>**Wm. France, Fenwick & Co. Ltd.**<br>London British<br>Now **SEBASTIANO** See New Entries No. **12** | 6505<br>3249<br>— | ✠100A1 ~~SS 1/64~~<br>SS 12/67<br>✠LMC<br>MN660 EL z l 1½"SQ | 1955–9 Wm. Pickersgill & Sons Ltd.—Sld<br>427' 9" 56' 3" 23' 9"<br>405' 0" 56' 0" 30' 6"<br>Q278' F26' 1 dk<br>RW NS 9BH<br>rf 3" WB2808t incl. DTm980t | M Mchy.aft<br>G.418670 B.395960<br>10W Der 10(5) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford<br>N.E. Mar. Eng. Co. Ltd.<br>2AuxB 150lb |
| 652402<br>GRXP<br>306591<br>Df Esd<br>Pfd RT | **DEESIDE**<br>**W. H. Kerr (Ship Chandlers) Ltd.**<br>Lowestoft British<br>W. H. Kerr (Mgr.) | 174<br>60<br>55 | ✠100A1<br>trawler<br>✠LMC<br>MN106 EL g (b) | 1966–5 R. Dunston Ltd.—Hessle<br>*94·1'* 23' 4" 9' 0"<br>88' 10" 23' 0" 11' 0"<br>F17'<br>4BH<br>rf 18" BK6" WB13t | M Trawler<br>1 Ho 27½'<br>3 Ha (4½', 4½', 2½'×3½') | Oil 4SA 8Cy. 8¾"×11½" with<br>gears<br>528bhp<br>Blackstone & Co. Ltd.<br>2×20kW 220V d.c. |
| 508757<br>GTRT<br>187116<br>Df Esd<br>Gc Rdr<br>RTm/h | **DEFENDER**<br>**Charente S.S. Co. Ltd.**<br>T. & J. Harrison Ltd.<br>Liverpool British | T.Mk<br>5981<br>3102<br>9136<br>8165<br>4381<br>~~9570~~<br>9988 | ✠100A1 SS 6/65<br>DTm—vegetable oil<br>✠LMC<br>MN960 EL c† | 1955–10 Wm. Doxford & Sons Ltd.—Sld<br>463' 10" 59' 5" 25' 9½"/~~26' 6"~~ /27' 0"<br>435' 3" 59' 3" 37' 9"<br>F40' 2 dks, 3rd dk in Nos. 1 & 2 holds<br>RW 7BH<br>rf 6" WB4166t incl. DTsm1317t Tunnel tanks 1362t | M<br>5 Ho 57', 74', 33', 84', 58'<br>5 Ha (27', 45', 15', 45', 27½'×22')<br>Der 1(70) 1(60) 4(15) 4(10) 6(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 150lb<br>3×50, 50, 20kW 220V d.c. |
| 661440<br>GSKE<br>307564<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DEFIANCE**<br>**Northern Trawlers Ltd.**<br>~~John A. Butt~~<br>Grimsby British | 1609<br>702<br>690 | ✠100A1<br>stern trawler<br>Ice Class 3<br>✠LMC<br>MN470 EL (p) 1½"SQ | 1966–11 J. Lewis & Sons Ltd.—Abn<br>*217·8'* 41' 1" 15' 6"<br>211' 0" 41' 0" 26' 9"<br>B48' RFD43' 2 dks<br>RW Coll BH to U dk 3 to 2nd dk<br>rf 36" WB75t | M Stern Trawler<br>1 Ho 76'<br>2 Ha (stl) (each 9½'×9½') | Oil 4SA 8Cy. 15"×20"<br>2350bhp<br>Mirrlees National Ltd.<br>AuxB 180lb<br>4×330, 330, 280, 28kW<br>Controllable pitch propeller<br>Emy. propulsion by<br>M.E. driven generator |
| 508758<br>5MEL<br>1511<br>Df Esd<br>Gc Rdr<br>RT | **DEFIANT**<br>**Navigators Steamship Corp.**<br>Monrovia Liberian | 19988<br>14665<br>36469 | AB | 1960 Mitsui Zosen—Tmn<br>699' 0" 77' 3" 38' 2"<br>664' 3" 77' 0" 53' 0"<br>F48' 1 dk, pt 2nd dk<br>RW len & deepened 66<br>rf 4" | M Bulk Carrier Mchy.aft<br>8 Ho<br>8 Ha (stl) | Oil SA 9Cy. 740×1600 mm<br>11250bhp B&W<br>Mitsui Zosen |
| 508760<br>4XXC<br>MS99<br>Df Esd<br>Gc Rdr | **DEGANYA**<br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | 5624<br>2937<br>8770<br>8237<br>4833<br>10295 | ✠100A1 SS 8/65<br>DTsm—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1080 EL c† | 1960–7 Bremer Vulcan—Vgk<br>473' 0" 62' 2" 23' 5½"/25' 11"<br>435' 11" 62' 0" 36' 0"<br>P29' F39' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf nil WB2203t incl. Tunnel tanks 266t | M Ref OSD/CSD<br>4 Ho 43', 67', 66', 75', 60'<br>In.865<br>5 Ha (stl) (18', 40½', 39½', 35', 25'×20') 1 Ha (w) (8½'×11¾')<br>Der 1(40) 4(5–15) 2(5–10) 10(5) 2(3) | Oil 2SA 6Cy. 700×1200 mm<br>5400bhp MAN<br>Bremer Vulkan<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×200kW 440V 60c/s a.c. |
| 508761<br>VQWX<br>157805 | **DEGEI**<br>**Australian Tuna Fisheries Pty. Ltd**<br>Port Adelaide British | 205<br>83<br>— | | 1940 Public Works Department—Sva<br>92' 0" 23' 6" 10' 0"<br>23' 4"<br>2 dks | Wood TM Fishing<br>1 Ho 27½'<br>1 Ha (22½'×8½')<br>1W Der 1(2½) | 2 Oil 2SA each 8Cy.<br>NE64<br>General Motors Corp. |
| 508762<br>ZEVN<br>196873<br>RT | **DEGEI II**<br>Launched as Coral Queen<br>**Government of Fiji (Marine Dept.)**<br>Suva British | 168<br>48<br>— | ✠Classed LR until 2/60 | 1958–8 Hong Kong Transportation Co. Ltd.—H.Kg<br>106' 2" 21' 1" 7' 6½"<br>98' 3" 21' 0" 9' 6"<br>Ba36' F22' 1 dk<br>rf 18" | TM Mchy.aft | 2 Oil 4SA each 8Cy.<br>L. Gardner & Sons Ltd. |
| 508763<br>GCHV<br>301300<br>Df Esd<br>Gc Rdr<br>RTv | **DEGEMA**<br>**Elder Dempster Lines Ltd.**<br>Liverpool British | T.Mk<br>5636<br>3084<br>9600<br>8153<br>4667<br>~~9638~~<br>9951 | ✠100A1 CS 7/67<br>DTsm & 'tween dk tanks amids—veg. oil or latex or glycerine<br>✠LMC<br>MN1100 EL c†2¼"SQ | 1959–4 Wm. Gray & Co. Ltd.—Hpl<br>460' 0" 62' 3" 26' 8"/26' 8¾"<br>430' 0" 62' 0" 39' 0"<br>P44' F46' 2 dks<br>RW 6BH<br>rf 4" WB2273t | M<br>4 Ho 56½', 69½', 30' DT, 30' DT, 27½' DT, 27½' DT, 77½', 59½'<br>G.617850 B.564600<br>5 Ha (stl) 31½', 37½', 35', 37½', 30'×22')<br>16W Der 2(20) 2(10) 2(7½) 8(5) 2(3) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford<br>Cen. Mar. Eng. Wks<br>2db 120lb<br>4×200kW 220V d.c. |
| 508764<br>OFSW<br>995<br>Df Esd<br>Gc Rdr<br>RTm/h | **DEGERÖ**<br>**Mariehamns Rederi A/B**<br>F:a Gustaf Erikson<br>Mariehamn Finnish | 2285<br>1078<br>3769 | ✠100A1 SS 6/66<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN640 EL v | 1953–9 Werf de Noord—Alb<br>355' 6" 46' 7" 19' 6½"<br>326' 5" 28' 4"<br>F77' 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>WB531t | M Ref OSD<br>5 Ho 49½', 43', 49', 50', 41½'<br>G.270466 B.244953 In.34000<br>5 Ha (stl) (27', 30', 32½', 32½', 25½'×23')<br>10W Der 1(15) 4(5) 6(3–5) | Oil 2SA 7Cy.<br>3200bhp<br>Gebr. Stork & Co. N.V.<br>2×130kW 220V d.c. |

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| 508765<br>GHND<br>301379<br>Df Esd<br>Gc Rdr<br>RTv | **DEIDO**<br>**Elder Dempster Lines Ltd.**<br>Liverpool British | T.Mk<br>**5909**<br>3208<br>**9743**<br>**8254**<br>4653<br>**10125** | ✠100A1 CS 3/65<br>DTsmf & 'tween dk tanks<br>amids—veg. oil or latex or<br>glycerine<br>✠LMC<br>MN1140 EL c†2⅛"SQ | **1961**–4 Scott's S.B. & Eng. Co.—Grk<br>460′ 0″ 63′ 3″ ~~26′ 5¼″ 26′ 11½″—~~ /26′ 11½″<br>430′ 0″ 63′ 0″ 38′ 6″<br>P44′ F46′ 2 dks<br>RW 6BH<br>rf 4″ WB2416t | M Ref<br>5 Ho 56¼′, 69¼′, 65′, 30′ DT, 30′ DT 32½′ DT, 32½′ DT, 77½′, 59½′<br>G.628322 B.577935 In.2045<br>5 Ha (stl) (31½′, 37½′, 30′, 37½′, 27½′×22′)<br>16W Der 1(50) 2(20) 2(10) 2(7½) 8(5) 2(3) | Oil 2SA 4Cy. 670×2320 mm<br>5700bhp Doxford 950½t (hvf)<br>Scotts' S.B. & Eng. Co. Grk<br>2AuxB 120lb<br>4×200kW 220V d.c. 14k |
| 508766<br>EHUZ | **DEIMOS**<br>exCastillo Frias–59<br>exIsadora–42 exS.N.A. 2<br>exEspelette<br>**Naviera Ason S.A.**<br>Cadiz Spanish | **1324**<br>700<br>1655 | ✠<br>**BROKEN UP** | **1915**–1 G Brown & Co.—Grk<br>242′ 0″ 33′ 1″ 14′ 11″<br>32′ 11″<br>Q166′ F28′ 1 dk Well dk<br>R | S<br>G.74588 B.68376<br>7W | T 3Cy. 16¾″ 27½″ & 45″×33″<br>245t (c)<br>Ross & Duncan Gls<br>8k |
| 671186<br>OVIR<br>Esd Pld<br>Rdr<br>RTm | **DEIMOS**<br>**Herluf Steen Partrederi**<br>Skagen Danish | **170**<br>81<br>— | | **1967** Rosslauer Schiffs.—Rosslau<br>110′ 2″ 8′ 10¼″<br>97′ 0″ 21′ 8″ 10′ 10″<br>1 dk<br>rf 23½″ BK6″ | M Fishing<br>2 Ho 15¾′, 22½′<br>B.6357<br>2 Ha (stl) (each 5¼′×4′)<br>Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>560bhp 19t (d.o)<br>Schwermasch. Karl Liebknecht Mgd<br>2×12, 16kW 220V d.c.<br>Controllable pitch propeller 12k |
| 508767<br>PDOH<br>Df Esd | **DEINING**<br>exSwell–55<br>**Meerburg's Nordzeeviss. & Haringexport**<br>Katwijk a/Zee Netherland | **324**<br>109<br>— | AB | **1936** Bath Iron Wks—Bath, Me<br>145′ 6″ 25′ 2″<br>128′ 1″ 25′ 0″ 13′ 6″<br>Q63′ F19′<br>R<br>BK6¼″ | M Trawler<br>1 Ho 36¾′<br>2 Ha | Oil 4SA 6Cy. 445×630 mm<br>750bhp 80t<br>McIntosh & Seymour Corp. N.Yk |
| 508768<br>UOOM<br>M-8037 | **DEJNEV**<br>**U.S.S.R.**<br>Murmansk Russian | **3591**<br>1678<br>3323 | | **1938** "André Marti" S.B. & E. Wks—Len<br>49′ 2″ 22′ 3″<br>49′ 0″ 27′ 4″<br>2 dks<br>R | S<br>4 Ho<br>G.139564<br>4 Ha (20′, 20′×17′) (24½′, 24½′×21¼′)<br>9W Der 1(10) 8(3½) | T 3Cy. 19$\frac{11}{16}$″ 39⅜″ & 63″×43$\frac{5}{16}$″<br>"André Marti" S.B. & E. Wks Len<br>12k |
| 508769<br>UOML<br>M-11930<br>Df Esd | **DEKABRIST**<br>exE. H. Harriman–43<br>**U.S.S.R.**<br>Vladivostok Russian | **7202**<br>4218<br>10607 | | **1943** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>5 Ho<br>G.475055<br>5 Ha (33½′, 34¾′, 34¾′, 34¾′, 20′×20′)<br>11W Der 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Iron Fireman Mfg Co. Pld<br>10k |
| 508770<br>UMBE<br>M-17023<br>Df Esd<br>Gc Rdr | **DEKABRIST**<br>**U.S.S.R.**<br>Vladivostok Russian | **1069**<br>—<br>577 | | **1958** Valmet O/Y—Åbo<br>201′ 8″ 37′ 8″ 14′ 9″<br>180′ 6″ 18′ 1″ | M Salvage Tug<br>2 Ho<br>B.7840<br>2 Ha<br>2W Der 1(10) 1(2) | Oil 2SA 5Cy. 520×700 mm<br>Masch. Augsburg-Nürnberg Aug |
| 513765<br>KIER<br>252445<br>Df Esd<br>Gc RTm | **DEL AIRES**<br>exGulf Merchant–64<br>exMargaret Lykes–47<br>exLenoir–47<br>**Delta S.S. Lines Inc.**<br>New Orleans United States<br>Now **COLUMBIA TIGER** See New Entries No. 7 | **8159**<br>4810<br>11216 | AB | **1944** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 28′ 6⅞″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>RW<br>rf nil | S (12P) CSD<br>5 Ho 67½′, 61¾′, 70′, 70′, 72½′<br>G.582845 B.542824<br>5 Ha (stl) (26¾′, 32¼′, 34¾′, 29¾′, 29¾′×19¾′)<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1744t (o.f)<br>General Electric Co. Lyn<br>2×250kW 240V d.c. 15½k |
| 508772<br>KVFU<br>244965<br>Df Esd<br>Gc Rdr<br>RTm | **DEL ALBA**<br>exFlying Eagle–46<br>**Delta S.S. Lines Inc.**<br>New Orleans United States | **8258**<br>4832<br>11216 | AB | **1944** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 28′ 6⅞″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>RW<br>rf nil | S (12P) CSD<br>5 Ho 67½′, 61¾′, 70′, 70′, 72½′<br>G.582845 B.542824<br>5 Ha (stl) (26′, 32¼′×19′) (34¾′, 29¾′, 29¾′×19¾′)<br>18W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1744t (o.f)<br>General Electric Co. Lyn<br>2×250kW 240V d.c. 15k |
| 508773<br>KFAN<br>241923<br>Df Esd<br>Gc Rdr<br>RTm | **DEL CAMPO**<br>exCape Romano–47<br>**Delta S.S. Lines Inc.**<br>New Orleans United States | **6947**<br>4782<br>7729 | AB | **1942** Pennsylvania Shpyds Inc.—Beaumont<br>412′ 3″ 60′ 2″ 24′ 9¾″<br>390′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>rf 4″ | M (12P) Ref CSD<br>5 Ho 45′, 58½′, 60¾′, 49½′, 67½′<br>G.471371 B.415034 In.10192<br>5 Ha (stl) (24¾′, 33¾′, 31½′, 18′, 36′×24′)<br>16W Der 1(30) 2(10) 12(5) | 2 Oil 2SA each 6Cy. 545×735 mm geared to sc. shaft<br>4150bhp 1416t (d.o)<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 240V d.c. 14k |
| 508774<br>KFVZ<br>251452<br>Df Esd<br>Gc Rdr<br>RTm | **DEL MAR**<br>**Delta S.S. Lines Inc.**<br>New Orleans United States | ~~10074~~ **8638**<br>~~5543~~ 4535<br>9627 | AB | **1947** Ingalls S.B. Corp.—Pascagoula<br>494′ 7″ 69′ 8″ 27′ 9$\frac{13}{16}$″<br>465′ 0″ 69′ 6″ 36′ 6″<br>B&F318′ 3 dks<br>rf nil | S (117P) Ref CSD<br>7 Ho 54′, 52½′, 57½′, 35′, 35′, 60′, 62½′<br>G.487040 B.457690 In.58902<br>7 Ha (stl) (22¼′×23¾′) (24¾′×33¾′) (10′, 10′×10′) (12¼′×14¼′) (24¾′×33¾′) (37¼′×24¾′)<br>18W Der 1(50) 2(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>8500shp 2221t (o.f)<br>General Electric Co. Lyn<br>3×300kW 240V d.c. 17k |
| 508776<br>KYRP<br>246628<br>Df Esd<br>Gc Rdr<br>RTm | **DEL MONTE**<br>exDel Oro–61<br>exCape Texas–47<br>**Delta S.S. Lines Inc.**<br>New Orleans United States | **6949**<br>4780<br>7729 | AB | **1944** Pennsylvania Shpyds Inc.—Beaumont<br>412′ 3″ 60′ 2″ 24′ 9¾″<br>390′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>rf 4″ | M (12P) Ref CSD<br>5 Ho 45′, 58½′, 60¾′, 49½′, 67½′<br>G.471371 B.415034 In.10192<br>5 Ha (stl) (24¾′, 33¾′, 31½′, 18′, 36′×24′)<br>16W Der 1(30) 2(10) 12(5) | 2 Oil 2SA each 6Cy. 545×735 mm geared to sc. shaft<br>4150bhp 1416t (d.o)<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 240V d.c. 14k |
| 508777<br>KFWO<br>246863<br>Df Esd<br>Gc Rdr | **DEL MONTE**<br>exCape Borda–47<br>**United States Department of Commerce**<br>New Orleans United States | **6857**<br>4696<br>8188 | AB | **1944** Pusey & Jones Corp.—Wmg<br>412′ 3″ 60′ 2″ 24′ 9¾″<br>390′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>RW<br>rf 4″ | S Ref CSD<br>5 Ho 45′, 58½′, 60¾′, 49½′, 67½′<br>G.443087 B.427392 In.10192<br>5 Ha (stl) (24¾′, 33¾′, 30½′, 18′, 36′×24′)<br>16W Der 1(30) 2(10) | 2 S Turb dr geared to sc. shaft<br>4400shp 1430t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×250kW 240V d.c. 14k |

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| 508778 | **DEL MUNDO** | 8258 | | 1944 N. Carolina S.B. Co.—Wmn | S (12P) CSD | 2 S Turb dr geared to sc. |
| KWTK | exDelmundo-46 | 4832 | | 459' 1" 63' 2" 28' 6½" | 5 Ho 67½', 61¾', 70', 70', 72½' | 6600shp |
| 245376 | exSturdy Beggar-46 | 11216 | AB | 435' 6" 63' 0" 40' 0" | G.582845 B.542824 | General Electric Co. |
| Df Esd | **Delta S.S. Lines Inc.** | | | B78' 3 dks | 5 Ha (stl) (26', 32½'×19') (34¾', 29¾', | 2×250kW 240V d.c. |
| Gc Rdr | New Orleans United States | | | RW | 29¾'×19¾') | |
| RTm | | | | rf nil | 18W Der 16(5) | |
| 508779 | **DEL NORTE** | ~~10074~~ 8638 | | 1946 Ingalls S.B. Corp.—Pascagoula | S (117P) Ref CSD | 2 S Turb dr geared to sc. |
| KFWY | | ~~5643~~ 4535 | | 494' 7" 69' 8" 27' 9¼" | 7 Ho 54', 52½', 57½', 35', 35', 60', 62½' | 8500shp |
| 250953 | **Delta S.S. Lines Inc.** | 9627 | AB | 465' 0" 69' 6" 36' 6" | G.487040 B.457690 In.58902 | General Electric Co. |
| Df Esd | New Orleans United States | | | B&F318' 3 dks | 7 Ha (stl) (22½'×23¾') (24¾'×33¾') | 3×300kW 240V d.c. |
| Gc Rdr | | | | | (10', 10'×10') (12¾'×14¾') | |
| RTm | | | | rf nil | (24¾'×33¾') (37½'×24¾') | |
| | | | | | 18W Der 1(50) 2(10) 14(5) | |
| 508780 | **DEL ORO** | T.Mk | | 1961 Avondale Shipyard Inc.—Avondale | S (12P) Ref Mchy.aft | 2 S Turb dr geared to sc. |
| WLCJ | | 7081 | | 506' 3" 70' 2" —/31' 1" | 6 Ho 41½', 49¾', 49¾', 49¾', 49¾', 49¾' | 10660shp |
| 286185 | **Delta S.S. Lines Inc.** | 4066 | AB | 482' 0" 70' 0" 45' 0" | G.747042 B.657213 In.25050 | Westinghouse Elec. Corp. |
| Df Esd | New Orleans United States | — | | F136' 3 dks | 17 Ha (stl) (lengths between 19¾' | 2×600kW 440V 60c/s a.c. |
| Gc Rdr | | 9827 | | | & 35¾') (breadths between 11¾' | |
| RTm | | 6162 | | rf nil | & 19¾') | |
| | | 13106 | | | 8W Cr 4(5) Der 1(75) 2(10) 6(5) | |
| 508781 | **DEL RIO** | T.Mk | | 1961 Avondale Shipyard Inc.—Avondale | S (12P) Ref Mchy.aft | 2 S Turb dr geared to sc. |
| WGMU | | 7081 | | 506' 3" 70' 3" — /31' 1" | 6 Ho 41½', 49¾', 49¾', 49¾', 49¾', 49¾' | 10660shp |
| 284680 | **Delta S.S. Lines Inc.** | 4066 | AB | 482' 0" 70' 0" 45' 0" | G.747042 B.657213 In.25050 | Westinghouse Elec. Corp. |
| Df Esd | New Orleans United States | — | | 3 dks | 17 Ha (stl) (lengths between 19¾' | 2×600kW 440V 60c/s a.c. |
| Gc Rdr | | 9827 | | | & 35¾') (breadths between 11¾' | |
| RTm | | 6162 | | rf nil | & 19¾') | |
| | | 13106 | | | 8W Cr 4(5) Der 1(75) 2(10) 4(5) | |
| 508782 | **DEL RIO** | 6949 | | 1943 Pennsylvania Shpyds Inc.— | M Ref CSD | 2 Oil 2SA each 6Cy. |
| KKPP | exCape Hatteras-47 | 4784 | | Beaumont | 5 Ho 45', 58½', 60¾', 49½', 67½' | geared to sc. shaft |
| 242865 | **United States Department of** | 8012 | AB | 412' 3" 60' 2" 24' 9¾" | G.471371 B.415034 In.10192 | 4150bhp |
| Df Esd | **Commerce** | | | 390' 0" 60' 0" 37' 8" | 5 Ha (stl) (24¾', 33¾', 30½', 18', | Nordberg Mfg Co. |
| Gc Rdr | New Orleans United States | | | 3 dks | 36'×24') | 2×250kW 240V d.c. |
| RT | | | | rf 4" | 16W Der 1(30) 2(10) | |
| 508783 | **DEL SANTOS** | 8258 | | 1944 N. Carolina S.B. Co.—Wmn | S (12P) CSD | 2 S Turb dr geared to sc. |
| KWTP | exTalisman-46 | 4832 | | 459' 1" 63' 2" 28' 6½" | 5 Ho 67½', 61¾', 70', 70', 72½' | 6600shp |
| 245377 | **Delta S.S. Lines Inc.** | 11216 | AB | 435' 6" 63' 0" 40' 0" | G.582845 B.542824 | General Electric Co. |
| Df Esd | New Orleans United States | | | B78' 3 dks | 5 Ha (stl) (26', 32½'×19') (34¾', 29¾', | 2×250kW 240V d.c. |
| Gc Rdr | | | | RW | 29¾'×19¾') | |
| RTm | Now **COLUMBIA BARON** See New Entries No. 7 | | | rf nil | 18W Der 16(5) | |
| 508784 | **DEL SOL** | T.Mk | | 1961 Avondale Shipyard Inc.—Avondale | S (12P) Ref Mchy.aft | 2 S Turb dr geared to sc. |
| WLCI | | 7081 | | 506' 3" 70' 2" —/31' 1" | 6 Ho 41½', 49¾', 49¾', 49¾', 49¾', 49¾' | 10660shp |
| 285171 | **Delta S.S. Lines Inc.** | 4066 | AB | 482' 0" 70' 0" 45' 0" | G.747042 B.657213 In.25050 | Westinghouse Elec. Corp. |
| Df Esd | New Orleans United States | — | | 3 dks | 17 Ha (stl) (lengths between 19¾' | 2×660kW 440V 60c/s a.c. |
| Gc Rdr | | 9827 | | | & 35¾') (breadths between 11¾' | |
| RTm | | 6162 | | rf nil | & 19¾') | |
| | | 13106 | | | 8W Cr 4(5) Der 1(75) 2(10) 6(5) | |
| 508785 | **DEL SOL** | 6949 | | 1944 Pennsylvania Shpyds Inc.— | M Ref CSD | 2 Oil 2SA each 6Cy. |
| KWGM | exCape Juby-47 | 4780 | | Beaumont | 5 Ho 45', 58½', 60¾', 49½', 67½' | geared to sc. shaft |
| 245159 | **United States Department of** | 7915 | AB | 412' 3" 60' 1" 24' 9¾" | G.471371 B.415034 In.10192 | 4150bhp |
| Df Esd | **Commerce** | | | 390' 0" 60' 0" 37' 8" | 5 Ha (stl) (24¾', 33¾', 30½', 18', | Nordberg Mfg Co. |
| Gc Rdr | New Orleans United States | | | 3 dks | 36'×24') | 2×250kW 240V d.c. |
| RT | | | | rf 4" | 16W Der 1(30) 2(10) | |
| 508786 | **DEL SUD** | ~~10074~~ 8638 | | 1947 Ingalls S.B. Corp.—Pascagoula | S (117P) Ref CSD | 2 S Turb dr geared to sc. |
| KFYW | | ~~5643~~ 4535 | | 494' 7" 69' 8" 27' 9¼" | 7 Ho 54', 52½', 57½', 35', 35', 60', 62½' | 8500shp |
| 251453 | **Delta S.S. Lines Inc.** | 9627 | AB | 465' 0" 69' 6" 36' 6" | G.487040 B.457690 In.58902 | General Electric Co. |
| Df Esd | New Orleans United States | | | B&F318' 3 dks | 7 Ha (stl) (22½'×23¾') (24¾'×33¾') | 3×300kW 240V d.c. |
| Gc Rdr | | | | | (10', 10'×10') (12¾'×14¾') | |
| RTm | | | | rf nil | (24¾'×33¾') (37½'×24¾') | |
| | | | | | 18W Der 1(50) 2(10) 14(5) | |
| 508787 | **DEL VALLE** | 8258 | | 1944 N. Carolina S.B. Co.—Wmn | S (12P) CSD | 2 S Turb dr geared to sc. |
| KWTH | exMemnon-46 | 4832 | | 459' 1" 63' 2" 28' 6½" | 5 Ho 67½', 61¾', 70', 70', 72½' | 6600shp |
| 245373 | **Delta S.S. Lines Inc.** | 11216 | AB | 435' 6" 63' 0" 40' 0" | G.582845 B.542824 | General Electric Co. |
| Df Esd | New Orleans United States | | | B78' 3 dks | 5 Ha (stl) (26', 32½'×19') (34¾', 29¾', | 2×250kW 240V d.c. |
| Gc Rdr | | | | RW | 29¾'×19¾') | |
| RTm | | | | rf nil | 18W Der 1(50) 16(5) | |
| 508788 | **DEL VIENTO** | 6949 | | 1942 Pennsylvania Shpyds Inc.— | M Ref CSD | 2 Oil 2SA each 6Cy. |
| KFAE | exCape Henry-47 | 4782 | | Beaumont | 5 Ho 45', 58½', 60¾', 49½', 67½' | geared to sc. shaft |
| 242343 | **United States Department of** | 8012 | AB | 412' 3" 60' 2" 24' 9¾" | G.471371 B.415034 In.10192 | 4150bhp |
| Df Esd | **Commerce** | | | 390' 0" 60' 0" 37' 8" | 5 Ha (stl) (24¾', 33¾', 30½', 18', | Nordberg Mfg Co. |
| Gc Rdr | New Orleans United States | | | 3 dks | 36'×24') | 2×250kW 240V d.c. |
| | | | | rf 4" | 16W Der 1(30) 2(10) | |
| 508789 | **DELA** | 392 | | 1916 Schiffsw. H. Schütz—Aaken | M | Oil 4SA 6Cy. 290×420 mm |
| DEEO | exRaffelberg-62 exW.L. 15 | 255 | | 164' 9" 26' 5" 8' 9" | | 300bhp NE51 |
| SR3422 | **Bernd Mirow** | 508 | BV | 26' 3" 10' 2" | G.27200 B.26100 | Masch. Kiel A.G. |
| Df Esd | **Hamburg** W. German | | | P29' B11' F20' 1 dk | 2 Ha (each 37'×19') | |
| RT | Now **DAISY** See New Entries No. 5 | | | R len 51 | 2W Der 2(2) | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| [illegible]<br>WU5182<br>297524<br>Df | **DELACRO IX**<br>exNicole D. de Felice-67<br>exLT-22-64<br>exMajor E. J. Maloy<br>**Indian Towing Co. Inc.**<br>New Orleans United States | **198**<br>134<br>— | | **1943** Tampa Marine Corp.—Tampa<br>*107·4′* 25′ 2″ 12′ 8⅛″<br>107′ 0″ 25′ 0″ 13′ 8″<br>BK4″ | M Tug | Oil 4SA 8Cy. 16″×20″<br>1200bhp<br>Enterprise Eng. & Fdry Co. | 130t<br>S.Fo |
| 508790<br>VMWL<br>156022<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DELAMERE**<br>**Government of Western Australia State Shipping Service**<br>Fremantle British | **2835**<br>1424<br>2924 | **✠100A1** SS 8/66<br>**✠LMC**<br>**Lloyd's RMC**<br>MN375 EL (t)1$\frac{9}{16}$″SQ | **1946–5** Broken Hill Pty Co. Ltd.—Wya<br>291′ 4″ 46′ 4″ 19′ 0″<br>29′ 0″<br>2 dks, 3rd dk in Nos. 1 & 2 holds<br>R NS 4BH Fwd well filled in 58<br>rf 3″ WB574t incl. Tunnel tanks 81t | S Ref<br>3 Ho 58′, 58′, 46′<br>G.152082 B.137187 In.9500<br>4 Ha (28′×18′) (30′×20′) (8′×10′) (22′×16′)<br>10W Der 1(20) 4(5) 6(3) | C 4Cy. (2) 18¾″ & (2) 39¼″×40″<br>1850ihp Lentz<br>Commonwealth Gov. E. Wks<br>2WTB 240lb Spt 220lb hs5790<br>2×150kW 225V d.c. | 468t (o.f)<br>Mel<br>10k |
| 508791<br>WA4120<br>219598<br>RT | **DELANCO**<br>**Gulf Oil Corporation**<br>Philadelphia United States | **212**<br>144<br>— | | **1920** Johnson Irn Wks—N.Os<br>100′ 2″ 24′ 2″<br>94′ 10″ 24′ 0″ 12′ 9″<br>R<br>BK6″ | M Tug | Oil 2SA 12Cy. 215×250 mm<br>900bhp NE44<br>General Motors Corp. | 36t<br>Det |
| 508793<br>MYFZ<br>300774<br>RTm/h/v | **DELAVAR**<br>**BP Tanker Co. Ltd.**<br>London British | **357**<br>45<br>— | **✠100A1** CS 12/66<br>tug<br>**✠LMC**<br>MN300 EL (f)1¼″ | **1958–10** Scott & Sons—Bwg<br>130′ 10″ 33′ 2″ 13′ 5″<br>120′ 7″ 31′ 6″ 14′ 3″<br>B44′<br>RW 4BH<br>rf 18″ BK7″ WB38t | M Firefighting Salvage Tug | Oil 2SA 8Cy. 14½″×19″ with flexible coupling, dr & reverse gearing<br>1500bhp<br>Crossley Bros. Ltd.<br>2×67kW 220V d.c. | 105t (d.o)<br>Mch<br>12k |
| 511917<br>WFZP<br>245541<br>Df Esd<br>Gc Pld<br>Rdr RT | **DELAWARE**<br>exFrances-64<br>exGolden Fleece-47<br>**United States Department of Commerce**<br>New York United States | **8338**<br>4973<br>11200 | AB<br>Classed LR until 5/51<br>**BROKEN UP** | **1944** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 28′ 6⅞″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>rf nil | S Ref<br>5 Ho 67¼′, 61¾′, 70′, 70′, 72½′<br>G.558000 B.525000 In.20000<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>16W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 230V d.c. | 1743t (o.f)<br>Lyn<br>16k |
| 528011<br>WA9595<br>240352<br>Rdr<br>RTm/h | **DELAWARE**<br>exPocahontas-64<br>**Delaware River & Bay Authority**<br>Wilmington, Del United States | **2542**<br>1728<br>— | | **1941** Pusey & Jones Corp.—Wmg<br>*358·7′* 65′ 2″ 10′ 6″<br>65′ 0″ 20′ 0″<br>2 dks<br>RW | TS Ferry (835P) | Unaflow 4Cy. 20½″×20″<br>3825ihp<br>Skinner Eng. Co.<br>3×60kW 120V d.c. | 72t (o.f)<br>Erie<br>13k |
| 508794<br>WA4123<br>203782 | **DELAWARE**<br>exCarrie T. Meseck exIndustry<br>**Yorktown Curtis Bay Co.**<br>Wilmington, Del United States | **182**<br>123<br>— | | **1906** Burlee D.D. Co.—Pt.Richmond<br>100′ 0″ 23′ 7″<br>23′ 5″<br>R | M Tug<br>1W | Oil 2SA 12Cy. 8½″×10″<br>900bhp NE58<br>General Motors Corp. | 11k |
| 508795<br>KJDN<br>264853<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm | **DELAWARE SUN**<br>**Sun Oil Company**<br>Philadelphia United States | **18798**<br>11498<br>30258 | **✠100A1** TD 11/65<br>oil tanker<br>**✠LMC**<br>MN2970 EL o†2¾″SQ<br>AB | **1953–1** Sun S.B. & D.D. Co.—Chester, Pa<br>641′ 0″ 84′ 5″ 34′ 2″<br>615′ 0″ 84′ 0″ 45′ 0″<br>P130′ B39′ F80′ 1 dk<br>RW 16BH<br>rf 3″ WB2862t incl. DTsf2020t | S Tanker Mchy.aft<br>29 Ta 2 Ho 27½′, 50′<br>1 Ha (stl) (10′×15′)<br>Der 2(5) 6(2) | 2 S Turb dr geared to sc. shaft<br>14850shp<br>Westinghouse Elec. Corp.<br>2WTB 685lb Spt 627lb hs(19290)<br>2×400kW 450V 60c/s a.c. | 3267t (o.f)<br>Phl<br>16½k |
| 508796<br>KXQV<br>243853<br>Df Esd | **DELAZON SMITH**<br>**United States Department of Commerce**<br>Portland, Or United States | **7176**<br>4380<br>10439 | AB<br>**BROKEN UP** | **1943** Oregon S.B. Corp.—Pld<br>*422·8′* 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. | 1834t (o.f)<br>Pld<br>10k |
| 508798<br>PDRE<br>Df Esd<br>RTm | **DELFBORG**<br>**E. Wagenborg's Scheepv. & Exped. Bedr. N.V.**<br>Delfzijl Netherland | **397**<br>229<br>512 | BV | **1961** Schps. Fa. C. Amels & Zn.—Makkum<br>159′ 1″ 26′ 1″ 9′ 9¼″<br>144′ 4″ 25′ 11″ 10′ 7″<br>1 dk<br>RW<br>rf 2″ | M Mchy.aft<br>1 Ho 98½′<br>G.27501 B.25507<br>2 Ha (each 38′×15½′)<br>2W Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>240bhp<br>Appingedammer Brons.<br>2×5kW 110V d.c. | 28t (d.o)<br>Apg<br>8¾k |
| 518376<br>SWGA<br>2915<br>Df Esd<br>Gc Rdr<br>RT | **DELFI**<br>exKatla-66<br>**John M. Marcantonakis**<br>~~**Math. Marcantonakis & Sons**~~<br>Piræus Greek<br>Marcantonakis Lines (Mgrs.) | **1553**<br>771<br>2325 | **✠100A1** SS 8/66<br>with freeboard<br>**✠LMC**<br>EL r | **1948–11** Sölvesborgs Varvs—Sbg<br>291′ 4″ 40′ 7″ 16′ 10¾″<br>270′ 7″ 40′ 6″ 25′ 0″<br>1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB488t | M OSD<br>G.154000 B.142000 | Oil 2SA 5Cy. 500×700 mm<br>1600bhp<br>Atlas-Diesel<br>db 100lb | 313t<br>Skm<br>12k |
| 508800<br>OXLC<br>Df RTm | **DELFIA**<br>**K. Albertsen**<br>Marstal Danish | **150**<br>87<br>225 | | **1939** Scheepsw. Gebr. Barkmeijer—Vierverlaten<br>118′ 10″ 17′ 8″ 8′ 0″<br>17′ 6″<br>Q38′ F12′ 1 dk<br>R | M Mchy.aft<br>1 Ho 72½′<br>G.10000 B.9300<br>1 Ha (48¾′×14′)<br>1W Der 1(7) | Oil 4SA 6Cy.<br>200bhp NE63<br>A/B Scania-Vabis | Södertälje<br>7½k |
| 508802<br>Esd | **DELFIN**<br>**U.S.S.R.**<br>Murmansk Russian | *702*<br>*240*<br>— | ✠ | **1951–10** A/B Oskarshamns Varv—Osk<br>196′ 10″ 29′ 7″<br>177′ 2″ 29′ 5″ 15′ 9″<br>F37′<br>BK8″ | S Trawler | T 3Cy. 14⅜″ 21⅝″ & 39″×27″ & exhaust turb driving steam compressor<br>A/B Oskarshamns Varv | Osk |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 508803<br>SHOX<br>9900<br>Df Esd<br>Pfd Rdr | **DELFIN**<br>exSunnanhav–61<br>**Kihlbergs**<br>**Fartygsagentur A/B**<br>Lennart Kihlberg<br>Gothenburg Swedish<br>Now **ERRIA** See New Entries No. 10 | 499<br>269<br>— | ✠100A1<br>Str. nav. Ice<br>✠LMC<br>MN168 | SS 3/67<br>EL k | 1959-1 A/B Falkenbergs Varv—Falkenberg<br>198′ 9″ 32′ 11″ 12′ 0½″<br>178′ 10″ 32′ 9″ 12′ 6″<br>P&B107′ F26′ 1 dk<br>3BH<br>rf 4″ WB213t | M Mchy.aft<br>1 Ho<br>G.55000 B.50000<br>2 Ha (42′×16½′) (45½′×19½′)<br>5W Der 5(3) | Oil 2SA 7Cy. 290×4<br>hydraulic coupling<br>840bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| 540309<br>CLCA<br>C2045B<br>Df Esd<br>Gc Pfd<br>Rdr | **DELFIN**<br>**Republica de Cuba**<br>**(Flota Cubana de Pesca)**<br>Empresa Cubana Importadora de Vehiculos y Equipos de Transporters<br>Havana Cuban | 388<br>167<br>— | ✠100A1<br>fishing vessel<br>✠LMC<br>MN140 | SS 3/67<br>EL(o)f | 1962-11 Usuki Tekkosho—Saeki<br>155′ 6″ 26′ 2″<br>134′ 6″ 25′ 11″ 12′ 10″<br>P&B58′ F19′<br>4BH<br>rf 10″ WB39t | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×420 mm<br>700bhp<br>Usuki Tekkosho |
| 508806<br>CXCO<br><br>Df Esd<br>Pfd RT | **DELFIN C.**<br>exGerda Lilleheden–60<br>exGerda Skagbo–60<br>**Organizacion Naviera &**<br>**Pesquera Uruguaya S.A.**<br>**(ONPUSA)**<br>Montevideo Uruguayan | 114<br>54<br>— | | BV | 1959 Orskovs Staalskibs—Fkn<br>84′ 4″ 19′ 9″<br>… … … | M Trawler<br>3 Ha | Oil 2SA 5Cy. 230×400 mm<br>350bhp<br>Alpha-Diesel A/S |
| 672764<br><br><br>Df Esd<br>RT | **DELFIN N**<br><br>**Pesquera Delfin S.A.**<br>Mar del Plata Argentine | 154<br>—<br>— | | BV | 1967 Ast. Costaguta—Tigre<br>*82·4′* 23′ 0″<br>22′ 11″ 11′ 8″<br>1 dk | M Trawler | Oil 4SA 8Cy. 175×220 mm<br>390bhp<br>Ind. Argentinas M.A.N. |
| 508808<br>LW2583<br>1990 | **DELFINA MITRE**<br>**Argentine Government**<br>**(Ferrocarril Nacional**<br>**General Urquiza)**<br>Ibicuy Argentine | 2100<br>1525<br>— | ✠Classed LR until 9/29 | | 1928-5 A. & J. Inglis Ltd.—Gls<br>*340·0′* 57′ 8″ 12′ 0″<br>57′ 6″<br>1 dk<br>R | TM Train Ferry | 2 Oil 4SA each 8Cy. 400×7<br>Harland & Wolff Ltd. |
| 503172<br>HPEL<br><br>Df Esd<br>Gc RT | **DELFINI**<br>exAvra–66 exBackus–61<br>exEquitable Sailor–60<br>exPacific Navigator–60<br>exWang Ranger–58<br>exWestern Ranger–57<br>exWestern Trader–56<br>exWilliam Thornton–51<br>**Bristol Steamship Corp.**<br>Panama Panamanian | 7235<br>4441<br>10500 | **BROKEN UP** | AB | 1943 Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.563256 B.499745<br>5 Ha (33½′, 35′, 20′, 35′, 35′×20′)<br>10W Der 1(50) 1(15) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 508809<br>SVRN<br>1484<br>Df Esd<br>Gc RT | **DELFINI**<br>exDelphin–62 exTorhallur–53<br>exKing Hal–47<br>exFriedrich Busse–45<br>**Argyris A. Theocharis**<br>Piræus Greek | 440<br>162<br>— | Classed LR until 1/53 | HR | 1934 Bremer Vulkan—Vgk<br>*166·1′* 26′ 11″ 12′ 6″<br>26′ 9″<br>Q91′ F19′ 1 dk<br>R<br>BK8″ | M Fishing<br>2 Ho<br>2 Ha<br>2W Der 2 | Oil 4SA 6Cy. 350×430 mm<br>600bhp Emade—fitted52<br>Motorenw. Mannheim |
| 521276<br>SYFH<br>2638<br>Df Esd<br>Gc Rdr<br>RT | **DELFINI II**<br>exDolphin II–66<br>exLouis Legasse–64<br>**Seagull Shipping Co. S.A.**<br>Piræus Greek<br>Now **PAROS** See New Entries No. 3 | 1521<br>786<br>— | | | 1949 Ch. & At. de St. Nazaire (Penhoët)—Quevilly<br>*229·8′* 38′ 10″<br>38′ 8″ | M Trawler<br>5 Ha (5½′, 5½′, 5½′×6′) (5½′×5½′) (5′×4½′)<br>Der 1(7) | Oil 4SA 6Cy. 500×900 mm<br>1100bhp<br>Ch. & At. de St. Nazaire (Pen |
| 527865<br>SZRM<br>2659<br>Df Esd<br>Pfd Rdr<br>RT | **DELFINI III**<br>exPingouin–65<br>**Andreas Giakoumis**<br>Piræus Greek | 1133<br>520<br>1294 | | BV | 1943 At. & Ch. de Bretagne—Nts<br>232′ 7″ 33′ 6″ 17′ 1″<br>33′ 4″<br>F41′ | M Trawler<br>1 Ho 73½′<br>5 Ha<br>Der 1(2) 1(1) 2(½) | Oil 4SA 6Cy. 420×660 mm<br>1500bhp NE56<br>Klöckner-Humboldt-Deutz |
| 508810<br>INCD<br>1061 | **DELFINO AZZURRO**<br>exDelfino–54 exFilippo I–51<br>~~**Francesco di Maggio**~~<br>~~Naples~~ ~~Italian~~<br>**Salvatore La Mensa**<br>Palermo Italian | 226<br>152<br>335 | | RI | 1945 Sebastiano Contarino—Riposto<br>113′ 7″ 25′ 1″ 10′ 9″<br>99′ 1″ 24′ 11″ 12′ 2″<br>1 dk | Wood Aux Sr<br>1 Ho 55½′<br>G.14826 B.12531<br>2W Der 2(2) | Oil 4SA 6Cy. 210×310 mm<br>200bhp Emade31refitted<br>Officine Meccaniche |
| 508811<br>LNDY<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DELFINUS**<br>**Det Bergenske**<br>**Dampskibsselskab**<br>Bergen Norwegian | 1466<br>791<br>1980 | | NV<br>len 62 | 1948 Bergens M/V—Bgn<br>277′ 10″ 40′ 2″ 15′ 7½″<br>259′ 6″ 40′ 0″<br>1 dk & S dk, 3rd dk in No. 1 hold<br>RW<br>rf 3″ | M (6P) Ref OSD<br>3 Ho 32½′, 88½′ 48′<br>G.117000 B.108400 In.16440<br>3 Ha (stl) (20′, 64′, 28½′×16′)<br>8W Der 1(20) 3(5) 4(3) | Oil 2SA 6Cy. 480×700 mm<br>1100bhp<br>Sulzer Bros. Ltd.<br>3×66kW 220V d.c. |
| 508813<br>PDNL<br><br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **DELFT**<br>**Vissch. Onderneming v/h**<br>**J. C. Pronk N.V.**<br>Ymuiden Netherland | 310<br>139<br>172 | | | 1960 "Scheveningen" Sleep. Maats.—Scheveningen<br>142′ 0″ 24′ 0″ 11′ 1½″<br>127′ 0″ 23′ 8″ 13′ 0″<br>RW | M Trawler<br>In.11265 | Oil 4SA 8Cy. 320×450 mm<br>1000bhp Krupp<br>Klöckner-Humboldt-Deutz<br>3×114, 22, 20kW 110V d.c. |

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| 508814<br>PDOE<br>Df RTm | **DELFZIJL**<br>**J. Koers** Netherland<br>Delfzijl | **265**<br>146<br>328 | BV | **1939** E. J. Smit & Zoon Schpsw.—Westerbroek<br>145' 2" 22' 2"<br>22' 0"<br>P33' F20' 1 dk<br>R len 64 | M Mchy.aft<br>1 Ho 65$\frac{1}{2}$'<br>G.17200 B.16300<br>2 Ha (28$\frac{1}{2}$', 37$\frac{1}{4}$'×13$\frac{1}{2}$')<br>2W Der 2(2) | Oil 2SA 3Cy. 240×360 mm<br>150bhp 7t (d.o)<br>Appingedammer Brons. Apg<br>8$\frac{1}{2}$k |
| 641502<br>TKJU | **DELGRES**<br>**French Government (Département de la Guadeloupe)** French<br>Pointe à Pitre | **266**<br>109<br>— | BV | **1960** S.I.C.C. Na.—St.M<br>*111·3'* 25' 0"<br>24' 10"<br>1 dk | TM<br>3 Ha (2$\frac{1}{2}$'×1$\frac{3}{4}$') (13'×8$\frac{1}{4}$') (3$\frac{1}{2}$'×3')<br>Der 1(5) 1(1) | 4 Oil each 6Cy. 140×180 mm geared to 2 sc. shafts<br>600bhp<br>Moteurs Baudouin Msl<br>11$\frac{1}{4}$k |
| 508815<br>DDUK<br>Df Esd<br>Rdr RTv | **DELIA**<br>**Dampfschiff.-Ges. "Neptun"** W. German<br>Bremen | **1385**<br>701<br>1842 | GL | **1951** Schiffb. Unterweser—Bhn<br>271' 3" 39' 5" 15' 7$\frac{1}{2}$"<br>39' 3" 23' 7"<br>B43' F25' 1 dk & S dk<br>RW<br>rf 4" | M (12P) OSD<br>2 Ho 54', 42'<br>G.129000 B.118000<br>2 Ha (stl) (54', 42'×13$\frac{3}{4}$')<br>Der 4(3) 4(2) | Oil 4SA 6Cy. 320×450 mm<br>1500bhp NE54 202t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×88, 80, 80kW 220V 12k |
| 513102<br>INZR<br>349<br>Df Esd<br>Pld RT | **DELIA**<br>exGiovanni Marchegiani–66<br>exPetit Moussaillon–61<br>exCap d'Alprecht–53<br>exCap Blanc Nez–48<br>**V. Marchegiani** Italian<br>Pescara | **298**<br>148<br>492 | RI | **1948** Marine Industries Ltd.—Srl<br>137' 5" 23' 1"<br>133' 10" 22' 11" 14' 1"<br>F23' | M Trawler<br>3 Ho<br>1W | Oil 4SA 8Cy. 330×600 mm<br>700bhp 70t<br>Burmeister & Wain |
| 508816<br>SYFS<br>2142<br>Df Esd<br>Gc Rdr<br>RTh | **DELIAN APOLLON**<br>**Shipping Developments Corp.**<br>J. C. Carras & Sons (Shipbrokers) Ltd. Greek<br>Piræus | **16417**<br>9997<br>25010 | AB | **1962** Nederl. Dok & Schps.—Ams<br>619' 6" 76' 9" 32' 10$\frac{1}{2}$"<br>580' 0" 76' 6" 42' 7"<br>P125' B38' F50' 1 dk<br>rf 2$\frac{1}{2}$" | M Tanker Mchy.aft<br>30 Ta<br>Der 1(6) 3(5) 2(1) | Oil 2SA 8Cy. 750×1600 mm<br>9400bhp Stork (hvf)<br>Nederl. Dok & Schps. Ams<br>3×180kW 230V d.c. |
| 640891<br>SYVA<br>2408<br>Df Esd<br>Gc Rdr<br>RTh | **DELIAN LETO**<br>**Shipping Developments Corp.**<br>J. C. Carras & Sons (Shipbrokers) Ltd. Greek<br>Piræus | **16417**<br>9997<br>— | AB | **1964** Nederl. Dok & Schps.—Ams<br>619' 9" 76' 8" 32' 10$\frac{1}{2}$"<br>580' 0" 76' 6" 42' 7"<br>P125' B38' F50' 1 dk<br>rf 2$\frac{1}{2}$" | M Tanker Mchy.aft<br>30 Ta<br>Der 1(6) 3(5) 2(1) | Oil 2SA 8Cy. 750×1600 mm<br>9400bhp Stork (hvf)<br>Nederl. Dok & Schps. Ams<br>3×180kW 230V d.c. |
| 508817<br>SYCN<br>2002<br>Df Esd<br>Gc Rdr<br>RTh | **DELIAN SPIRIT**<br>**Shipping Developments Corp.**<br>J.C.Carras & Sons (Shipbrokers) Ltd. Greek<br>Piræus | **16417**<br>9997<br>24980 | AB | **1961** Nederl. Dok & Schps.—Ams<br>619' 9" 76' 8" 32' 10$\frac{1}{2}$"<br>580' 0" 76' 6" 42' 7"<br>P125' B38' F50' 1 dk<br>rf 2$\frac{1}{2}$" | M Tanker Mchy.aft<br>30 Ta<br>L.1204390 HeCls. BC<br>Der 1(6) 3(5) 2(1) | Oil 2SA 8Cy. 750×1600 mm<br>9400bhp Stork 2330t (hvf)<br>Nederl. Dok & Schps. Ams<br>3×180kW 230V d.c. 15$\frac{3}{4}$k |
| 508818<br>PKVX<br>Esd RT | **DELIMA**<br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia Indonesian<br>Djakarta | **840**<br>355<br>942 | ~~BV~~ | **1962** Brodogradiliste "J. L. Mosor"—Trogir<br>227' 8" 34' 7" 12' 7$\frac{1}{2}$"<br>198' 10" 34' 5$\frac{1}{2}$" 20' 0"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ha (each 31$\frac{1}{2}$'×16$\frac{1}{2}$')<br>Der 2(5) 2(3) | Oil 2SA 8Cy. 290×490 mm<br>960bhp B&W-Alpha 92t<br>Litostroj Ljubljana<br>12k |
| 508819<br>LOGV<br>1606 | **DELMAR**<br>exRio Limay–51<br>Navemar **Soc. Anon. de Nav.** Argentine<br>Buenos Aires | **878**<br>456<br>2239 | BV | **1924** S.A. Virginio Travrso & Figli—Finalmarina<br>*232·0'* 33' 11" 18' 4"<br>… … …<br>P&B115' F20' 2 dks<br>R len 51 | M<br>G.50000<br>3 Ha (17$\frac{1}{2}$', 17$\frac{1}{2}$'×13$\frac{3}{4}$') (24$\frac{1}{2}$'×8$\frac{1}{4}$') | Oil 2SA 7Cy. 360×600 mm<br>1260bhp Emade46fitted51 226t<br>Sulzer Brothers Ltd. Win<br>12k |
| 508820<br>SIGA<br>9349<br>Df Esd<br>Gc Rdr<br>RT | **DELOS**<br>**Rederi A/B Helsingborg**<br>Folke Hillerström Swedish<br>Helsingborg | **4235**<br>2211<br>6670 | ✠100A1 SS 7/67~~SS 7/62~~<br>✠LMC<br>✠Lloyd's RMC<br>MN1080 EL z 1$\frac{3}{16}$"SQ | **1952–6** Helsingör Skibs. & Msk.—Hsg<br>416' 5" 56' 7" 23' 3$\frac{3}{4}$"<br>382' 3" 56' 5" 35' 0"<br>P66' F85' 1 dk & S dk, 3rd dk in hold fwd of mchy. space<br>RW Coll BH to U dk 6 to 2nd dk<br>WB1420t incl. Tunnel tanks 275t | M (12P) Ref OSD<br>5 Ho 46'. 85$\frac{1}{4}$', 85$\frac{1}{4}$'. 59', 49$\frac{1}{4}$'<br>G.439620 B.395320 In.28450<br>5 Ha (24$\frac{3}{4}$', 32$\frac{1}{2}$', 35', 30', 24$\frac{1}{2}$'×21')<br>16W Der 16(5) | Oil 2SA 9Cy. 620×1150 mm<br>5400bhp B&W 1039t (hvf)<br>Helsingör Skibs. & Msk Hsg<br>16k |
| 508821<br>ODCF<br>B128<br>Df Rdr | **DELOS**<br>exEldra–60 exWestburn–57<br>**George Sigalas** Lebanese<br>Beirut | *2935*<br>*1704*<br>4353 | ✠100A1 SS 8/65<br>✠LMC<br>EL t | **1929–11** S. P. Austin & Son Ltd.—Sld<br>322' 6" 45' 3" 19' 9"<br>311' 6" 45' 0" 23' 3"<br>P24' B66' F27' 1 dk<br>R NS 5BH<br>WB1063t | S<br>4 Ho 52', 64$\frac{1}{2}$', 58', 50$\frac{1}{2}$'<br>G.216300 B.196300<br>4 Ha (37$\frac{1}{2}$'×27$\frac{1}{2}$'/22') (42$\frac{3}{4}$'×28'/27$\frac{1}{2}$') (36'×28'/27$\frac{1}{4}$') (43$\frac{1}{2}$'×26$\frac{3}{4}$'/20')<br>4W Der 8(2) | T 3Cy. 22$\frac{1}{2}$" 37" & 61"×42"<br>1450ihp (o.f)<br>G. Clark Ltd. Sld<br>2 SB 180lb hs(4484) 6cf<br>2×15W 110V d.c. 9k |
| 504235<br>6ZBR<br>2117<br>Df Esd<br>Gc Rdr<br>RT | **DELOS GLORY**<br>exBerkshire–64<br>exSweetville–57<br>exDavid T. Wilentz–55<br>exMary Ashley Townsend–48<br>**Delos Maritime Co. Ltd.** Liberian<br>Monrovia | **8602**<br>5760<br>12174 | AB<br>**BROKEN UP** | **1943** Delta S.B. Co. Inc.—N.Os<br>511' 0" 57' 0" 26' 2$\frac{3}{4}$"<br>487' 3" 56' 11" 37' 4"<br>P41' B39' F29' 2 dks<br>RW len & conv tanker 56<br>rf 6" | S<br>6 Ho<br>G.642011 B.580268<br>6 Ha<br>14W Der 14(5) | T 3Cy. 24$\frac{1}{2}$" 37" & 70"×48"<br>2500ihp 2762t (o.f)<br>Iron Fireman Mfg Co. Pld<br>9$\frac{3}{4}$k |

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| 508826<br>MBLQ<br>183574<br>Df Esd<br>Gc Rdr<br>RTv | **DELPHIC**<br><br>**Overseas Containers Ltd.**<br>Shaw Savill & Albion Co. Ltd.<br>Southampton British | 10690<br>6075<br>11508 | SS 9/66<br>✠100A1 ~~SS 11/61~~<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>EL (g†)2 11/16" | 1949-11 Hawthorn, Leslie & Co. Ltd.—Nwc<br>509' 6" 65' 9" 31' 5"<br>482' 0" 65' 6" 42' 10"<br>B214' F57' 3 dks, 4th dk in Nos. 2 & 3 holds<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 3" WB2994t incl. Tunnel tanks 846t DT1403t | TM Ref CSD<br>6 Ho 77½', 74½', 68½', 52½', 49½', 46'<br>G.177860 B.165680 In.440200<br>6 Ha (26½', 34½'×16½') (24', 24', 26½', 21½'×17½')<br>18W Cr 1(3) Der 1(50) 4(12) 6(10) 8(7) | 2 Oil 2SA each 5Cy.<br>11500bhp Doxford<br>Hawthorn, Leslie & Co. Ltd<br>2AuxB 100lb<br>4×300kW 220V d.c. |
| 508827<br>5LXE<br>1322<br>Df Esd<br>Gc Rdr<br>RT | **DELPHIC EAGLE**<br><br>**Sea Enterprises Corp.**<br>Monrovia Liberian | 13545<br>8668<br>20330 | AB | 1958 Hitachi Zosen—Osa<br>569' 8" 72' 5" 30' 9½"<br>547' 11" 72' 2" 41' 8"<br>P119' F48' 1 dk<br>RW<br>rf 4½" | M Bulk Carrier Mchy.aft<br>7 Ho 76½', 57', 57½', 28½', 57½', 57½', 73½'<br>G.1061000 B.1025000<br>7 Ha (stl) (42½', 36½', 36½', 18½', 36½' 36½', 42'×29½') | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Hitachi Zosen<br>3×250, 250, 120kW 230V d.c. |
| 508828<br>5MHQ<br>1597<br>Df Esd<br>Gc Rdr<br>RT | **DELPHIC MIRACLE**<br><br>**Sea Enterprises Corp.**<br>Monrovia Liberian | 13198<br>8490<br>21181 | ✠100A1 SS 7/66<br>strengthened for heavy cargoes<br>✠LMC<br>MN1750 EL J†2¼"SQ | 1961-9 Hitachi Zosen—Inn<br>580' 3" 72' 4" 33' 1½"<br>547' 11" 72' 2" 42' 4"<br>P119' F61' 1 dk<br>NS 8BH<br>rf 4" WB7617t incl. Topside tanks in holds 3102t | M Bulk Carrier Mchy.aft<br>6 Ho 77½', 63', 63', 63', 63', 73½'<br>6 Ha (42½', 42', 42', 42', 42', 42'×34½') | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Hitachi Zosen<br>2AuxB 100lb<br>3×200kW 450V 60c/s a.c. |
| 508829<br>5LSW<br>1209<br>Df Esd<br>Gc Rdr | **DELPHIC ORACLE**<br>~~Janus Shipping Corp.~~<br>~~James Shipping Corp.~~<br>~~Monrovia~~ ~~Liberian~~<br>**A/S Uglands Rederi**<br>J. M. Ugland<br>Norwegian | 13611<br>8735<br>20252 | AB | 1959 Hitachi Zosen—Osa<br>579' 10" 72' 7" 32' 7½'<br>547' 11" 72' 2" 41' 6"<br>P119' F48' 1 dk<br>RW<br>rf 5" | M Bulk Carrier Mchy.aft<br>7 Ho 76½', 57', 57½', 28½', 57½', 57½', 73½'<br>G.1065763 B.1029249<br>7 Ha (42½', 36½', 36½', 18½', 36½', 36½', 42'×29½') | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Hitachi Zosen<br>3×250, 250, 120kW 230V d.c. |
| 540310<br>5MLW<br>1707<br>Df Esd<br>Gc Rdr | **DELPHIC SKY**<br><br>**Sea Enterprises Corp.**<br>Monrovia Liberian | 13751<br>8955<br>21927 | ✠100A1 SS 6/67<br>strengthened for heavy cargoes<br>✠LMC<br>MN1750 EL J†2¼"SQ | 1963-3 Hitachi Zosen—Inn<br>580' 3" 72' 4" 32' 4½"<br>547' 11" 72' 2" 43' 10"<br>P119' F62' 1 dk<br>NS 8BH<br>rf 4" WB7757t incl. Topside tanks in holds 3168t | M Bulk Carrier Mchy.aft<br>6 Ho 73½', 63', 63', 63', 63', 73½'<br>G.1032077 B.1014584<br>6 Ha (42½'×29½') (42', 42', 42', 42', 42'×34½')<br>12W Der 12(5) | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Hitachi Zosen<br>2AuxB 100lb<br>3×200kW 450V 60c/s a.c. |
| 508832<br>DH2310<br><br>Df Esd<br>Rdr RT | **DELPHIN**<br><br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | 134<br>48<br>— | DSRK | 1958 Elbewerft—Boizenburg<br>86' 11" 22' 0" 11' 2"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br><br>Masch. Halberstadt |
| 508833<br>DGFW | **DELPHIN III**<br>exFrieda Höge–47 exAnnemarie<br>exElsbeth Grünow exKustvaart<br>ex'sGravenhage II<br>**Emil Haase**<br>Hamburg W. German | 267<br>145<br>290 | GL<br><br>len 53 | 1918 H. van Vlaardingen—Gouda<br>141' 1" 21' 6" 9' 2½"<br>10' 10"<br>P24' 1 dk<br>R | M<br>1 Ho 84½'<br>G 20179<br>1 Ha (67½'×13')<br>2W Der 2(1½) | Oil 4SA 3Cy. 280×450 mm<br>150bhp Emade24<br>Motfbr. Deutz A.G. |
| 541951<br>5MRP<br>1856<br>Df Esd<br>Gc Rdr<br>RTm/v | **DELPHINA**<br><br>**Delphina Shipping Co. Inc.**<br>Monrovia Liberian | 23287<br>16723<br>38090 | ✠100A1 CS 5/68<br>strengthened for ore cargoes. Nos. 2, 4 & 8 holds may be empty<br>✠LMC<br>MN2400 EL r†2 11/16"SQ | 1963-11 Bremer Vulkan—Vgk<br>702' 8" 89' 10" 35' 4½"<br>667' 8" 89' 7" 51' 8"<br>P131' F59' 1 dk<br>NS 9BH<br>rf nil WB19669t incl. Topside tanks in holds 4380t | M Bulk Carrier Mchy.aft<br>7 Ho 54½', 110½', 56½', 56½', 56½', 110', 56½'<br>G.1800000 B.1771200<br>7 Ha (stl) (24½', 24½', 24½', 27½', 24½', 24½', 24½'×41')<br>Der 1(2½) 2(2) | Oil 2SA 8Cy. 780×1550 mm<br>12000bhp MAN<br>Bremer Vulcan<br>AuxB (o.f) 114lb<br>WTAuxB (ex.g) 114lb<br>3×368kW 450V 60c/s a.c. |
| 508834<br><br>400573<br>Esd RTv | **DELPHINUS**<br><br>**Marine Transport Services Ltd.**<br>Cork Irish Republic | 178<br>60<br>— | ✠100A1 SS 4/66<br>Irish coasting service<br>✠LMC<br>MN48 EL (b) | 1957-9 P. K. Harris (Shipbuilders) Ltd.—Apl<br>95' 6" 25' 2" 9' 2"<br>85' 0" 25' 0" 14' 3"<br>1 dk<br>6BH<br>BK2" WB26t | TM Passenger Tender (146P) | 2 Oil 4SA each 6Cy.<br>240bhp<br>Gleniffer Engines Ltd. |
| 508835<br>PDOM<br><br>Df Esd<br>RTm | **DELTA**<br><br>**D. Davids**<br>Delta Transport Maats. N.V.<br>Delfzijl Netherland | 500<br>371<br>790 | BV | 1958 Schps. C. Amels & Zoon—Makkum<br>188' 7" 29' 6" 11' 0½"<br>170' 7" 29' 3" 12' 2"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 121½'<br>G.39010 B.34817<br>2 Ha (each 50½'×17')<br>Der 2(3) | Oil 4SA 6Cy. 320×480 mm<br>500bhp<br>Motorenw. Mannheim |
| 660358<br>OZHX<br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **DELTA**<br><br>**O. Bjørn-Jensen & Co.**<br>E. Randrup Christensen<br>Copenhagen Danish | 299<br>191<br>555 | BV | 1966 Ørskovs Staalskibsværft—Fkn<br>157' 11" 28' 5"<br>141' 9" 28' 4" 11' 5"<br>P41' F25' 1 dk | M Mchy.aft<br>1 Ho 100'<br>G.25000 B.21750<br>2 Ha (each 35½'×16½')<br>2W Der 2(2) | Oil 2SA 5Cy. 230×400 mm<br>300bhp<br>Alpha-Diesel A/S<br>3×6kW 220V d.c.<br>Controllable pitch propeller |
| 672921<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **DELTA ARGENTINA**<br><br>**Delta Steamship Lines Inc.**<br>United States<br><br><br>For later particulars see New Entries No. 8 | ~~11150~~ T.Mk<br>— 7146<br>— 4134<br>—<br>10396<br>6299<br>13039 | 522' 0"(incl.BB) | 1967 Ingalls S.B. Corp.—Pascagoula<br>~~500' 0"~~ 70' 2" ~~31' 0"~~ — /31' 0½"<br>487' 0" 70' 0" 45' 0"<br>2 dks | S Ref Mchy.aft | 2 S Turb dr geared to sc. shaft<br><br>General Electric Co. |

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| 680424 **DELTA BRASIL**<br>~~**DELTA BRAZIL**~~<br>For later particulars see New Entries No. 8<br>**Delta S.S. Lines Inc.**<br>United States<br>Dl Esd<br>Gc Pld<br>Rdr | **44150**<br>—<br>—<br>**19396**<br>6299<br>13039 | T.Mk<br>7146<br>4134<br>— | **1967** Ingalls S.B. Corp.—Pascagoula<br>522' 0" 70' 2" ~~84' 0"~~ — /31' 0½"<br>487' 0" 70' 0" 45' 0"<br>2 dks | S Ref Mchy.aft | 2 S Turb dr geared to sc. shaft<br>14250shp (o.f)<br>General Electric Co. Lyn |
| 508638 **DELTACRUZ**<br>exA.M P.22<br>**Shell Uruguay Ltd.**<br>Uruguayan<br>RTh Montevideo | *244*<br>*220*<br>303 | **✠A1** Dr 5/66<br>oil tanker—FP above 150° F. Montevideo harbour service ~~& coasting service to River Uruguay~~<br>EL (b)⅛" | 1923-1 Summers & Payne Ltd.—Sou<br>100' 0" 24' 6" 9' 6"<br>11' 6"<br>R 7BH<br>rf 4" | Oil Barge<br>4 Ta<br>L.11080 HeCls. C<br>Der 1(1) | ✠db 1/23–100℔ |
| 660379 **DELTADRECHT**<br>PDOG<br>**N.V. Stoomv Maats. "De Maas".**<br>Phs. van Ommeren N.V.<br>Netherland<br>Rotterdam<br>Dl Esd<br>Gc Pld<br>Rdr<br>RTm/v | **24698**<br>16298<br>38917 | BV | **1966** At. & Ch. de Dunkerque & Bordeaux (France Gironde)—Dnk<br>657' 10" 95' 5" 36' 5¾"<br>613' 6" 95' 0" 52' 6"<br>P117' F51' 1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho 56¼', 79', 52¼', 78½', 52¼', 78½', 55¼'<br>G.1923897<br>7 Ha (stl) (34¾', 34¾', 34¾', 34¾', 61', 61', 61' × 39¼')<br>30 Ha (each 5¾' × 2¼')<br>Der 2(2) 2(1) | Oil 2SA 9Cy. 750 × 1320 mm<br>12600bhp 2125t (hvf)<br>S.A. Fiat S.G.M. Trn<br>3 × 450kW 440V 60c/s a.c. 14½k |
| 540150 **DELURO**<br>6ZTI exBal-66 exF. S. Bell-63<br>2577 exLeo J. Duster-47<br>**Deluro Steamship Inc.**<br>Liberian<br>Monrovia<br>Dl Esd<br>Gc Rdr | **7197**<br>4417<br>10846 | AB | **1943** Bethlehem-Fairfield—Bal<br>441' 6" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.562608 B.499573<br>5 Ha (33¾', 35', 20', 35', 35' × 20')<br>12W Der 1(30) 2(10) 10(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp 1475t (o.f)<br>General Mchy. Corp. Hamilton<br>3 × 20kW 120V d.c. 11k |
| 662156 **DELWIND**<br>6ZUH<br>2602 **Taiship Co. Ltd.**<br>Liberian<br>Monrovia<br>Dl Esd<br>Gc Rdr | **9317**<br>6287<br>16401 | | **1966** Sanoyasu Dockyd Co. Ltd.—Osa<br>483' 11" 67' 5" 29' 8"<br>459' 4" 67' 3" 41' 2"<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 700 × 1200 mm<br>7200bhp MAN<br>Kawasaki Dkyd Co. Ltd. Kob |
| 511209 **DEMETER**<br>DYRE exFalke-66<br>212113 **Dacema Lines Inc.**<br>Philippine<br>Cebu<br>Dl Esd | **1461**<br>765<br>1835 | GL | **1950** A.G. "Weser" Werk Seebeck—Bhn<br>271' 6" 39' 4" 15' 8"<br>39' 2" 23' 9"<br>P28' B20' 1 dk & S dk<br>RW | M Ref OSD<br>G.105527 B.95924<br>3 Ha<br>8W Der 8(3–5) | 2 Oil 4SA each 6Cy. 400 × 460 mm geared to sc. shaft<br>1500bhp 208t<br>Masch. Augsburg-Nürnberg Aug<br>12k |
| 670796 **DEMETERTON**<br>GWGV<br>305448 **Carlton S.S. Co. Ltd. & Cambay S.S. Co. Ltd.**<br>Chapman & Willan Ltd.<br>British<br>Newcastle<br>Dl Esd<br>Gc Rdr<br>RTv<br>For later particulars see New Entries No. 9 | **14636**<br>7274<br>21105 | **✠100A1**<br>strengthened for ore cargoes<br>**✠LMC**<br>MN1936<br>EL E†2⅜"U2 | **1967**-5 J. Readhead & Sons Ltd.—Shl<br>566' 11" 75' 0" 30' 7½"<br>535' 0" 74' 9" 43' 4"<br>P110' F46' 1 dk<br>NS 8BH<br>rf 6" DK fwd WB7494t incl. DTf293t | M Bulk Carrier Mchy.aft<br>9 Ho 41', 72½', 40', 80', 40', 80', 40', 80', 72½'<br>G.994858 B.932686<br>9 Ha (stl) (25', 35', 25', 35', 25', 35', 25', 35', 32½' × 27½')<br>4W Der 2(5) | Oil 2SA 4Cy. 760 × 2180 mm<br>9680bhp Doxford 153t (d.o) 1924t (hvf)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB 100℔<br>3 × 310kW 450V 60c/s a.c. 15k |
| 680675 **DEMETRIO**<br>**Antonino Lupo & Pietro Asaro**<br>~~Lupo Antonino & Asaro~~<br>~~Pietro~~<br>Trapani<br>Italian<br>Esd RT | **139**<br>78<br>— | | **1967** G. Rondolini & Figli—Pesaro<br>100' 0" 22' 3" 9' 4"<br>82' 0" 21' 1" 11' 7"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 12Cy. 185 × 200 mm<br>600bhp<br>Moteurs Baudouin Msl |
| 538623 **DEMETRIOS**<br>SYOS exWarla-64<br>2649 **Cia. de Nav. Oriental de Panama S.A.**<br>Greek<br>Piræus<br>Dl Esd<br>Rdr<br>Now **HSIN CHONG** (No. **538623**) in the Register | **3668**<br>1872<br>5530 | **✠100A1** SS 10/65<br>**✠LMC**<br>EL w $1\frac{13}{16}$"SQ | **1949**-2 Burntisland S.B. Co. Ltd.—Bnt<br>364' 0" 50' 0" 22' 5¼"<br>345' 6" 49' 9" 25' 0"<br>P48' B209' F34' 1 dk, 2nd dk in No. 1 hold<br>RW 6BH<br>rf 3½" WB954t | M<br>4 Ho 60', 68', 66', 65'<br>G.302320 B.273650<br>4 Ha (stl) (24¾', 27½', 27½', 25' × 20')<br>12W Der 1(20) 4(8) 8(5) 1(3) | Oil 2SA 3Cy. 520 × 2080 mm<br>1780bhp Doxford 490t (d.o)<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 120℔<br>2 × 30kW 110V d.c. 11k |
| 508844 **DEMIRHISAR**<br>TCSR exCihat-38 exAydin-33 exAidin<br>447 exIhsanié exFauvette<br>exChrysalis exHonfleur<br>**Kasim Basak ve Ortaklari**<br>Istanbul<br>Turkish | **474**<br>275<br>— | ✠Classed LR until 79 | **1873**-11 Aitken & Mansel—Gls<br>*176·4'* 24' 1"<br>… … …<br>Well dk<br>R | Iron M | Oil 2SA 4Cy. 340 × 540 mm<br>NE56<br>Sulzer Bros. Ltd. Win |
| 508845 **DEMIRKALE**<br>TCVQ exSkagen-54 exLexa Mærsk-37<br>3874 exLexa-32 exLexa Mærsk<br>exNykjöbing<br>**Ahmet ve Mehmet Kosar Kollektif Sirketi**<br>Istanbul<br>Turkish | **923**<br>476<br>1320 | BV<br>✱Classed BC until 5/46 | **1914**-12 Kjöbenhavns Flydk. & Skibs.—Cpn<br>227' 0" 32' 6"<br>217' 0" 32' 3" 14' 3"<br>P17' Q56' B88' F30' 1 dk<br>R | S<br>G.78000 B.72000<br>3 Ha (20½', 28¼', 33¾' × 15')<br>Der 1(3) 2(2) | T 3Cy. 14" 22½" & 37" × 24"<br>430bhp 180t<br>Kjöbenhavns Flydk. & Skibs. Cpn<br>7½k |
| 651396 **DEMIRYOLU II**<br>**T. C. Devlet Demiryollari Umum Müdürlügü**<br>Istanbul<br>Turkish | **1233**<br>338<br>1279 | BV | **1966** Denizcilik Bankasi T.A.O.—Halic<br>237' 7" 49' 2" 9' 10"<br>49' 0" 15' 9"<br>1 dk<br>RW | TM Train Ferry | 2 Oil 4SA each 6Cy. 350 × 500 mm<br>1940bhp Emade59fitted66 70t<br>Skoda Prague<br>14k |
| 513348 **DEMKO**<br>DADG exGoodwill-65 exSantiago-61<br>exBelvedere-59<br>**Helga Zeline Malcomes Waynaghy Baroness de Demko**<br>Hamburg<br>W. German<br>Rdr | **1150**<br>698<br>— | | **1953** Moon Shipyard Inc.—Norfolk<br>210' 0" 40' 2" 10' 6"<br>200' 0" 40' 0" 12' 0"<br>P72' F35' 2 dks | TM Mchy.aft | 2 Oil 2SA each 4Cy. 12½" × 16"<br>1700bhp<br>Clark Bros. Inc. N.Yk |

**CONVERTED FOR USE AS A BARGE**

| | | | | | | |
|---|---|---|---|---|---|---|
| 517683<br>SZVN<br><br>Df Esd<br>Gc Rdr<br>RT | **DEMOCRITOS**<br>exJulia–67<br>**Marbienes Cia. Naviera S.A.**<br>Piræus Greek | ~~8606~~ 8790<br>~~5196~~ 3671<br>~~14622~~ — | <br><br>GL | **1952** Flensburger Schiffs. Ges.—Fkn<br>470' 8" 60' 5" 28' 0"<br>60' 3" 39' 4"<br>F39' 2 dks<br>RW<br>rf 4" | M CSD<br>5 Ho 55', 72½', 29' DT, 42', 60½', 63'<br>G.632100 B.580000<br>2 Ha (stl) (each 8¾"×8½")<br>5 Ha (w) 34½', 52½', 39½', 39½', 39½'×26½')<br>10W Der 1(25) 12(3–6) | Oil 2SA 6Cy. 700×1200 mm<br>2500bhp<br>Masch. Augsburg-Nürnberg<br>3×125kW 220/230V d.c. |
| 508847<br>GTCW<br>187111<br>Df Esd<br>Gc Rdr<br>RTv | **DEMODOCUS**<br><br>**Ocean Steam Ship Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>5533<br>2794<br>5948 ~~5960~~<br>7690<br>4189<br>9140 | ✠100A1 ~~SS 9/66~~ SS 10/67<br>✠LMC<br>✠Lloyd's RMC<br>MN1600 EL d↑2¼"SQ | **1955–8** Vickers-Armstrongs Ltd.—Nwc<br>491' 5" 62' 4" ~~28' 5"~~ 23' 4¼"/28' 5"<br>452' 9" 62' 0" 35' 3"<br>P40' B192' F49' 2 dks, 3rd dk in Nos. 1 & 3 holds<br>RW 8BH<br>rf 9" WB3970t incl. DTa961t DTsm1436t | M Ref<br>7 Ho 62', 69', 54', 36', 81', 53½', 22'<br>In.2151<br>2 Ha (stl) (23'×16') (38'×22') 2 Ha (w) (26', 23'×22') 4 Ha (stl) (27'×22') (24'×20') (10', 10'×7½')<br>Der 1(70) 8(10) 18(5) | Oil 2SA 6Cy. 750×1500 mm 500 mm<br>8000bhp<br>Harland & Wolff Ltd.<br>AuxB 100lb<br>2×450kW 220V d.c. |
| 508849<br>SXJY<br>1958<br>Df Esd<br>Gc | **DEMOS**<br>exAtlantic Coast–61<br>exJohn Sherman–47<br>**Demos Special Maritime Co. Ltd.**<br>Piræus Greek | 7266<br>4441<br>10865 | **BROKEN UP** | **1944** Permanente (Shpyd No. 1)—Richmond<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>rf 6" | S<br>5 Ho 60', 72½', 47½', 43¾', 70'<br>G.562608 B.499573<br>5 Ha (33½', 34¾', 19¾', 34¾', 34¾'×19¾')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3×25kW 120V d.c. |
| 660288<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEMYAN BEDNY**<br><br>**U.S.S.R.**<br>Odessa Russian | 10729<br>5571<br>~~14200~~<br>14162 | | **1966** Brodogradiliste "Uljanik"—Pla<br>523' 0" ~~504' 8"~~ ~~31' 0"~~ 31' 11"<br>486' 10" 69' 8½" 41' 4"<br>2 dks | M | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp<br>Brodogradiliste "Uljanik" |
| 641035<br><br>3477 | **DENAK I**<br><br>**Denak Denizcilik ve Ticaret A.S.**<br>Istanbul Turkish<br>Now **TALAS** See New Entries No. 8 | 612<br>298<br>— | <br><br>AB | **1941** Blyth D.D. & S.B. Co. Ltd.—Bly<br>*150 9'* 32' 2" 13' 0½"<br>150' 0" 32' 0" 17' 0"<br>2 dks | S Salvage Ship<br>1 Ho 25'<br><br>1 Ha (8'×6') | T 3Cy. 14¾" 23½" & 39"×24"<br>850ihp<br>Swan, Hunter & Wghm Rch |
| 508853<br><br>166041 | **DENBY**<br><br>**Bristol Towages Ltd.**<br>Thomas Silvey Ltd.<br>Bristol British | 108 ~~129~~<br>52 ~~68~~<br>188 | ✠Classed LR until 9/62 | **1938–11** C. Hill & Sons Ltd.—Brs<br>99' 4" 17' 10" 7' 9½"<br>79' 11" 17' 9" 8' 8"<br>Q27' F8' conv dry cargo ship 67<br>R | M Sand Suction Dredger Mchy.aft<br>1 Ho<br>G.7957 | Oil 4SA 4Cy. 205×275 mm<br><br>Ruston & Hornsby |
| 508854<br>MYDS<br>187822<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DENBY GRANGE**<br><br>**Houlder Line Ltd.**<br>Houlder Bros. & Co. Ltd.<br>London British<br>Now **STOLT GRANGE** See New Entries No. 8 | 12576<br>7169<br>18890 | ✠100A1 SS 10/66<br>oil tanker<br>✠LMC<br>MN1650 EL l↑2 1/16"SQ | **1958–7** Hawthorn Leslie (S.B.) Ltd.—Nwc<br>559' 3" 72' 2" 29' 7¾"<br>531' 0" 72' 0" 39' 0"<br>P118' B43' F55' 1 dk<br>14BH<br>rf 4" WB951t incl. DTsf475t | S Tanker Mchy.aft<br>27 Ta<br>HeCls. BC<br>Der 3(5) | 2 S Turb dr geared to sc. sh<br>8250shp<br>Hawthorn, Leslie (Eng.) Ltd.<br>2WTB 570lb Spt 850° F.<br>(db 250lb) sg 125lb<br>2×500kW 440V 60c/s a.c. |
| 508855<br>5LZS<br>1388<br>Df Esd<br>Gc Rdr | **DENEB**<br><br>**Carbonore Corp.**<br>Monrovia Liberian | 12294<br>7467<br>19500 | ✠100A1 SS 10/67<br>✠LMC<br>MN1500 EL l↑2 1/16"SQ<br>RI | **1959–6** Nippon Kokan—Shimizu<br>555' 0" 75' 2" 29' 6½"<br>525' 0" 75' 0" 41' 9"<br>P94' F50' 1 dk<br>NS 7BH<br>rf 4" WB8531t incl. Topside tanks 2954t | M Mchy.aft<br><br>G.921000 | Oil 2SA 6Cy. 780×1400 mm<br>7500bhp MAN<br>Mitsubishi Nippon Hvy Ind.<br>WTAuxB 100lb |
| 680302 | **DENEB**<br><br>**Maritima de Fertilizantes S.A.**<br>Bilbao Spanish | 3200<br>—<br>3400 | 100A1<br>liquefied gas carrier<br>Class contemplated | Soc. Española de Const. Nav.—Bbo<br>341' 3" 48' 8" 20' 5½"<br>311' 8" 48' 7" 30' 6" | M Liquefied Gas Carrier Ref Mchy.aft | Oil 2SA 6Cy. 500×1100 mm<br>B&W<br>Soc. Española de Const Na |
| 650335<br>UYGA<br>M-26982<br>Rdr | **DENEB**<br><br>**U.S.S.R.**<br>Sevastopol Russian | 2435<br>1070<br>850 | | **1964** Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" 16' 1"<br>233' 0" 43' 2" 23' 0"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br><br>5 Ha<br>4W Der 2(6) 2(1½) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Lieb |
| 672492<br><br><br>Df Esd<br>Rdr | **DENEB**<br><br>**Brazilian Government (Comissão de Marinha Mercante)**<br>Rio de Janeiro Brazilian | 1308<br>607<br>2165<br>1996<br>1361<br>2982 | | **1967** Estaleiro Só—Porto Alegre<br>259' 7" 41' 1" 16' 7¾"/20' 4½"<br>240' 8" 41' 0" 24' 7"<br>Q70' B21' F29' 1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho<br>G.143325 B.134267<br>2 Ha (stl) (each 59'×21')<br>8W Der 4(10) 4(5) | Oil 2SA 7Cy. 360×600 mm<br>1630bhp Sulzer<br>Ishikawajima do Brasil<br>3×126kW 450V 60c/s a.c. |
| 508856<br>PDQB<br>12410<br>Df Esd<br>Rdr<br>RTm/h | **DENEB**<br>Launched as Fredrika<br>**van Nievelt, Goudriaan & Co.'s Stoomv. Maats. N.V.**<br>Rotterdam Netherland | 1190<br>484<br>1810 | <br><br>BV | **1962** A/B Falkenbergs Varv—Falkenberg<br>282' 2" 41' 4" 15' 4½"<br>265' 0" 40' 6"<br>1 dk & S dk<br>RW<br>rf 4" | M OSD Mchy.aft<br>3 Ho 44½', 64½', 60'<br><br>3 Ha (stl) (30'×20') (42', 42'×26½')<br>Cr 2(5) Der 2(10) | Oil 4SA 8Cy. 400×580 mm<br>2100bhp<br>Klöckner-Humboldt-Deutz<br>3×80kW 440V 60c/s a.c.<br>Controllable pitch propeller |
| 508859<br>DAVG<br>2346<br>Df Esd<br>Gc Rdr<br>RT | **DENEB**<br><br>**Deutsche Seereederei**<br>Rostock E. German | 617<br>230<br>840 | <br><br>DSRK | **1957** Peene Werft—Wolgast<br>194' 6" 32' 3" 12' 0"<br>19' 0"<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>550bhp<br>Schwermasch. Karl Lie |

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| 508861<br>DAVC<br>2347<br>Df Esd<br>Gc Rdr<br>RT | **DENEBOLA**<br>**Deutsche Seereederei**<br>Rostock E. German | **617**<br>230<br>840 | DSRK | **1957** Peene Werft—Wolgast<br>194′ 6″ 32′ 3″ 12′ 0″<br>… … …<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>Schwermasch. Karl Liebknecht Mgd |
| 508862<br>EDDN<br>Df Esd<br>Rdr RT | **DENEBOLE**<br>**Argus S.A.**<br>Cadiz Spanish | **252**<br>122<br>287 | BV | **1960** Astano S.A.—Frl<br>129′ 2″ 22′ 9″ 11′ 5¾″<br>110′ 2″ 22′ 5¾″ 12′ 6″<br>P&B44′<br>BK5″ | M Trawler<br>3 Ha (each 3¼′×3¼′)<br>Der 2 | Oil 4SA 8Cy. 295×420 mm<br>810bhp Krupp 84t (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>11k |
| 652200<br>JL2321<br>97479<br>Rdr RT | **DENEI No. 1**<br>**Kitaura Kaiun K.K.**<br>Namikata Japanese | **906**<br>597<br>1400 | | **1965** Watanabe Zosensho—Nag<br>205′ 0″ 31′ 2″ 15′ 2″<br>187′ 0″ 31′ 0″ 16′ 3″<br>1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta | Oil 4SA 6Cy. 430×620 mm<br>1300bhp<br>Nippon Hatsudoki Kob<br>2×20kW 220V a.c. 12k |
| 508865<br>EASF<br>Esd RT | **DENIS**<br>exJohn Clavell<br>**Rogelio Brión ~~Romero~~ S.A.**<br>Corunna Spanish | **276**<br>104<br>— | Classed LR until 2/24 | **1919** Hepples (1919) Ltd.—Shl<br>*124·3′* 23′ 5″<br>… … …<br>R | S Trawler | T 3Cy. 12½″ 21″ & 35″×26″<br>480ihp 186t (o.f)<br>Shields Eng. Co. Ltd. Shl<br>10k |
| 540312<br>SUPN<br>Rdr RT | **DENIS**<br>**Suez Canal Authority**<br>Port Said Egyptian (U.A.R.) | **153**<br>138<br>— | | **1963** Timsah Shipbuilding Co.—Ismailia<br>89′ 4″ 25′ 10″ 8′ 10″<br>82′ 0″ 23′ 9″ 12′ 6″ | M Tug | Oil 4SA 16Cy. 222×227 mm<br>1640bhp<br>General Motors Corp. Clv |
| 508866<br>192093<br>Df Esd<br>Pfd<br>RTm | **DENIS D.**<br>exInshore Fisherman–56<br>**J. W. Delany Ltd.**<br>Grindstone Canadian | **118**<br>73<br>— | | **1943** Le Blanc S.B. Co. Ltd.—Weymouth N.S<br>112′ 0″ 18′ 0″<br>… … …<br>R | Wood TM Fishing<br>2 Ho 35′, 40′<br>Der 2(1) | 2 Oil 2DA each 6Cy. 130×150 mm<br>350bhp NE59 (d.o)<br>Cummins Engine Co. Columbus<br>1×2½kW 32V |
| 508867<br>KIWF<br>247722<br>Df Esd<br>Gc | **DENISON VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | **7641**<br>4630<br>10681 | AB | **1945** Permanente (Shpyd No. 1)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 15k |
| 508868<br>TCWP<br>845<br>Df Esd<br>Gc Rdr | **DENIZLI**<br>**D.B. Deniz Nakliyati T.A.S.**<br>Istanbul Turkish | **3021**<br>1535<br>3838 | AB | **1955** Sanoyasu Dockyard Co. Ltd.—Osa<br>335′ 11″ 46′ 7″ 21′ 2¼″<br>315′ 4″ 46′ 6″ 25′ 6″<br>P16′ F27′ 2 dks<br>RW<br>rf 2¾″ | M CSD<br>4 Ho 56½′, 62′, 50½′, 52¼′<br>G.183295 B.164000<br>4 Ha (29¾′×15¾′) (32′, 32′, 29¾′×17¾′)<br>8W Der 1(25) 8(5) | Oil 2SA 7Cy. 600×1040 mm<br>3500bhp 271t (d.o)<br>Uraga Diesel Kogyo Tamashima<br>2×170kW 115/230V d.c. 14k |
| 508871<br>MGBV<br>169934<br>Df Esd<br>Gc | **DENMARK HILL**<br>exHaligonian Princess–50<br>exFort Mattagami–48<br>**Marine Enterprises (Bermuda) Ltd.**<br>Counties Shipping Ltd.<br>London British | **7150**<br>4214<br>10287 | ~~BS*~~ ~~SS 1/64~~<br>~~with freeboard~~<br>~~MBS✠~~<br>~~MN450 CT6762 C37 S33~~<br>**TO BE BROKEN UP** | **1944–6** Marine Industries Ltd.—Srl<br>441′ 6″ 57′ 1″ 26′ 10¾″<br>417′ 6″ 56′ 11″ 37′ 4″<br>2 dks<br>RW 7BH<br>rf 6″ WB2109t incl. DTs765t | S CSD<br>6 Ho 60¾′, 72½′, 32½′, 17½′, 45′, 70′<br>G.528433 B.477821<br>6 Ha (33¾′, 35′, 15′, 7½′, 35′, 35′×20′)<br>10W Der 1(30) 1(17½) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1054t (o.f)<br>Dominion Eng. Wks Ltd. Mtl<br>3 SB 220lb Spt hs(7140)<br>2×15kW 110/115V d.c. 10k |
| 651777<br>JNOO<br>97120<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DENMARK MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | **8863**<br>5002<br>10614 | NK | **1965** Kawasaki Dkyd Co. Ltd.—Kob<br>*467·5′* 69′ 1″ 29′ 2″<br>459′ 4″ 68′ 11″ 41′ 0″<br>2 dks, pt 3rd dk<br>RW | M Ref<br>5 Ho<br>G.482106 B.444956<br>5 Ha (27′×17½′) (39¼′, 39¼′, 39¼′, 36¾′×24¾′)<br>18W Der 2(25) 10(10) 6(5) | Oil 2SA 8Cy. 700×1200 mm<br>10000bhp MAN 1371t<br>Kawasaki Dkyd Co. Ltd. Kob<br>3×300kW 445V a.c. 17½k |
| 540314<br>WB2262<br>243458<br>Df Gc<br>Rdr RT | **DENNIS McALLISTER**<br>exRussell 15–63<br>**McAllister Bros. Inc.**<br>New York United States<br>Now **CARMEN A.** See New Entries No. 7 | **142**<br>95<br>— | | **1943** Liberty D.D. Inc.—Brooklyn<br>83′ 0″ 22′ 7″ 10′ 0″<br>81′ 7″ 22′ 0″ 11′ 1″ | M Tug | Oil 4SA 8Cy. 370×510 mm<br>765bhp<br>National Supply Co. Springfield |
| 508873<br>Df Esd<br>RT | **DENTON**<br>**Flota Pesquera Industrial S.A.**<br>~~Caracas~~<br>Cumana Venezuelan | **301**<br>141<br>— | BV | **1960** Enrique Lorenzo y Cia—Vgo<br>126′ 0″ 22′ 7″<br>109′ 5″ 22′ 3″ 13′ 1″<br>RW | M Trawler<br>3 Ha | Oil 4SA 8Cy. 295×420 mm<br>700bhp Krupp 129t<br>La Maquinista Terrestre y Mar. Bcl<br>12½k |

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| 508876<br>PDOU<br><br>Df Esd<br>RTv | **DEO DUCE**<br><br>**J. Boll**<br>N.V.Wijnne & Barends<br>Delfzijl Netherland | 500<br>269<br>820 | ✠100A1<br><br>✠LMC<br><br>MN138 | SS 9/66<br><br><br><br>EL i | 1957–7 Schpsw. "Kraaier"—Zaandam<br>189' 9" 29' 4" 11' 4½"<br>170' 3" 28'10½" 12' 8"<br>P41' F26' 1 dk<br>RW 3BH<br>rf 2" WB208t | M Mchy.aft<br>1 Ho 115½'<br>G.37800 B.34200<br><br>2W Der 4(3) | Oil 4SA 8Cy. 290×420 mm<br>690bhp<br>Masch. Kiel A.G. |
| 508877<br>PDOV<br><br>Df Esd<br>RT | **DEO GLORIA**<br><br>**H. Boll**<br>N.V. Wijnne & Barends<br>Delfzijl Netherland | 498<br>270<br>874 | | <br><br>AB | 1958 Scheeps. "Voorwaarts"—<br>Martenshoek<br>184' 7" 29' 6" 11' 11"<br>170' 0" 29' 3" 12' 4"<br>P&B105' F25' 1 dk<br>rf nil | M Mchy.aft<br>2 Ho<br>G.48546 B.43400<br>2 Ha<br>3W Der 3(3) | Oil 4SA 8Cy. 290×450 mm<br>650bhp<br>Appingedammer Brons |
| 508878<br>PDPB<br><br>Df Esd<br>Rdr RT | **DEO GRATIAS**<br>exDinkelstroom–67<br>exDeo Gratias–65<br>**J. & H. Boll**<br>N.V. Wijnne & Barends<br>Delfzijl Netherland | 398<br>174<br>608 | | <br><br>BV | 1953 Scheeps. & Mach.<br>Holland-Nautic—Haarlem<br>173' 8" 29' 8" 10' 0"<br>29' 6" 16' 7"<br>1 dk & S dk<br>RW | M Ref OSD Mchy.aft<br><br>G.50000 B.46300 In.1354<br><br>4W | Oil 4SA 8Cy. 290×450 mm<br>500bhp<br>Appingedammer Brons |
| 508879<br>ILZM<br>278<br>RT | **DEO JUVANTE**<br><br>**Giuseppe & Celandino**<br>**Bertacca**<br>Viareggio Italian | 499<br>275<br>740 | ✠<br><br><br>**WRECKED 2/68** | <br><br>RI | 1894 E. Cravero & Co.—Gen<br>166' 0" 28' 8"<br>145' 7" 28' 7" 15' 6"<br>P46' F33' 1 dk<br>R conv sailing ship — | M Mchy.aft<br>2 Ho<br>B.27000 | Oil 4SA 7Cy. 265×410 mm<br>350bhp NE46<br>S.A. Ansaldo |
| 508880<br>PDOS | **DEO JUVANTE**<br><br>**C. Kornet**<br>Werkendam Netherland | 377<br>247<br>500 | | | 1957 Schpsw. Zeehondenwerf—Fls<br>167' 4" 21' 9" 7' 6½"<br>160' 5" 21' 8" 9' 11"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 3Cy. 280×450 mm<br>180bhp<br>Klöckner-Humboldt-Deutz |
| 672515<br>PDOJ<br><br>Df Esd<br>Pfd Rdr<br>RT | **DEO VOLENTE**<br><br>**P. C. Vlaming & Zonen**<br>Texel Netherland | 107<br>38<br>— | | | 1967 W. Visser & Zoon—Den Helder<br>85' 8" 20' 0"<br>10' 2"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 200×270 mm<br>600bhp<br>D. & J. Boot "De Industrie" |
| 508881<br>PDOJ<br><br>RT | **DEO VOLENTE**<br><br>**P. Hoek**<br>Katwijk a/Zee Netherland | 107<br>38<br>— | | | 1962 Schpsw. "Vooruit"—Zaandam<br>87' 5" 20' 5"<br>20' 3" | M Fishing | Oil 2SA 6Cy. 190×350 mm<br><br>N.V. Mch. Bolnes |
| 539961<br>PDPC | **DEPENDANCE**<br>exZwerver–64<br>**K. Wildeboer**<br>"Carebeka" N.V.<br>Rotterdam Netherland | 196<br>95<br>230 | 100A1<br>for service in the Baltic & North Sea to 61° N. also Channel service south & west of Great Britain, limiting ports Brest & Oban<br>**LMC** | TD 5/67<br><br><br><br><br><br><br><br>EL b | 1929 "De Vooruitgang" D. & J. Boot—<br>Alp<br>118' 0" 20' 10" 7' 4½"<br>112' 6" 20' 8" 8' 2"<br>Q32' RFD17'<br>R NS 3BH<br>WB39t | M Mchy.aft<br>1 Ho 67½'<br>G.12000<br><br>1W | Oil 2SA 4Cy. 190×350 mm<br>195bhp ✠NE51<br>N.V. Mchfb. Bolnes |
| 541081<br>PDSP<br><br>Df Esd<br>Rdr RT | **DEPENDENT**<br>exLeonard T.–63<br>**F. Bruins & J. Visser**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Kampen Netherland | 500<br>341<br>790 | ✠100A1<br><br>✠LMC | SS 12/64<br><br><br><br>EL I | 1953–6 Scheeps. "Voorwaarts"—<br>Martenshoek<br>185' 0" 29' 5" 11' 0"<br>170' 7" 28' 11" 12' 3"<br>P45' F27' 1 dk<br>RW 3BH<br>WB271t | M Mchy aft<br>1 Ho 108½'<br>G.37000 B.34000<br><br>2W | Oil 4SA 8Cy. 290× 450 mm<br>500bhp<br>Appingedammer Brons |
| 508882<br>GMDD<br>184540<br>Esd Pfd<br>Rdr<br>RTm/v | **DEPTFORD**<br><br>**Central Electricity Generating Board**<br>Stephenson Clarke ~~Ltd.~~Shipping Ltd.<br>London British | 1782<br>923<br>2690 | ✠100A1<br><br>✠LMC | ~~SS 11/64~~<br>SS 2/69<br><br><br>EL q | 1951–11 S. P. Austin & Son Ltd.—Sld<br>270' 6" 39' 6" 17' 1½"<br>257' 0" 39' 4" 18' 6"<br>Q158' B23' F24' 1 dk<br>R NS 5BH<br>rf nil WB1125t incl. DTm180t | S Mchy.aft<br>3 Ho 62', 51½', 46½'<br>G.126800<br>3 Ha (stl) (41½'×25½') (32', 30'×27')<br>1W | T 3Cy. 16½" 27" & 47"×3<br>720ihp<br>George Clark (1938) Ltd.<br>SB 220lb Spt hs(3241)<br>3×15, 15, 8kW 220V d.c. |
| 508883<br><br>147559 | **DEPTFORD CREEK**<br>exForemost 21–39<br>**Westminster Dredging Co. Ltd.**<br>London British | 884<br>820<br>— | ✠100A1<br>hopper barge | SS 6/65<br><br><br><br>EL (I) | 1923–9 N.V. Scheep. Baanhoek—<br>Sliedrecht<br>192' 0" 39' 2" 12' 8"<br>190' 0" 39' 0" 17' 6"<br>Q46' 1 dk<br>R 4BH | Hopper Barge | <br><br><br>✠db9/23–100lb |
| 508884<br>UJYQ<br>M-26403<br>Df Esd<br>Gc Rdr | **DEPUTAT LUTSKI**<br><br>**U.S.S.R.**<br>Odessa Russian | 9935<br>5420<br>11250 | | | 1959 Stocznia Gdanska—Gdk<br>504' 11" 63' 9" 27' 4½"<br>63' 6" 41' 2"<br>2 dks<br>RW | M CSD<br>5 Ho<br>G.596714<br>5 Ha (24½', 37½', 37½', 37¼', 27½'×21½')<br>16W Der 2(10) 14(5) | Oil 2SA 8Cy. 750×1320 mm<br><br>S.A. Fiat S.G.M. |
| 508885<br>GGHN<br>301141<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DERBY**<br><br>**Charter Shipping Co. Ltd.**<br>Trident Tankers Ltd.<br>London British<br>Now **OKEANIS** See New Entries No. 2 | 31791<br>19028<br>49548 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN4000 | SS 6/65<br><br><br><br>EL v† 3$\tfrac{5}{16}$"SQ | 1960–5 John Brown & Co. (Clydebank)<br>Ltd.—Cly<br>759' 2" 97' 7" 39' 10½"<br>726' 9" 97' 2" 52' 0"<br>P144' B56' F84' 1 dk<br>RW 17BH<br>rf 4½" WB1848t | S Tanker Mchy.aft<br>30 Ta<br>L.2168360 HeCls. BC | 2 S Turb dr geared to sc. sh<br>20000shp<br>John Brown & Co. (Cly<br>2WTB 710lb Spt 860° F.<br>2sg 180lb<br>3×850, 850, 150kW 440V |

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| 508886<br>5LTZ<br>1238<br>Df Esd<br>Gc Rdr<br>RT | **DERBY**<br>**Northern Seaways Carriers Corp.**<br>Monrovia<br>Liberian | 10396<br>6259<br>15239 | | AB | **1958** Mitsubishi Zosen—Hma<br>503' 8" 66' 11" 30' 6¼"<br>470' 2" 66' 7" 41' 0"<br>P109' 2 dks<br>RW<br>rf 6" | S CSD Mchy.aft<br>5 Ho<br>B.735000<br>5 Ha | 2 S Turb dr geared to sc. shaft<br>7150shp 2331t (o.f)<br>Mitsubishi Zosen Hma |
| 652350<br>GQRH<br>308660<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DERBYSHIRE**<br>**Bibby Line Ltd.**<br>Bibby Bros. & Co.<br>Liverpool<br>British | T.Mk<br>7412<br>4014<br>12175<br>9931<br>5620<br>~~14195~~<br>14827 | ✠100A1<br>✠LMC<br>MN2100 | EL f†2¼"SQ | **1966–2** Wm. Doxford & Sons (S.B.) Ltd.—Sld<br>507' 3" 67' 3" ~~30' 1¼" — /30' 1¼"~~<br>470' 0" 67' 0" 40' 3" 27' 3¼"/30' 1¼"<br>F43' 2 dks<br>RW 7BH<br>rf 6" DK fwd WB4139t incl. DTmf1653t Tunnel tanks 448t | M<br>5 Ho 65¼', 77¼', 80', 65', 70'<br>5 Ha (stl) (33¾', 45', 42½', 35', 35'×25')<br>Der 1(50) 4(15) 12(5) | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer (hvf)<br>G. Clark & N.E.M. Ltd. Wal<br>2AuxB (1o.f 1 ex.g) 100lb<br>3×350kW 440V 60c/s a.c. |
| 508889<br>182041<br>RTm | **DEREK TODD**<br>exNootka Chief–62<br>**J. H. Todd & Sons Ltd.**<br>Vancouver<br>Canadian | 134<br>91<br>200 | | | **1942** Perkins & Vaughan Inc.—Wickford, R.I.<br>*107·2'* 18' 2"<br>… … … | Wood M Fishing<br>2 Ho 25', 20'<br>2 Ha (8', 7'×6')<br>Der 3(2½) 3(1) | Oil 8Cy. 165×180 mm<br>320bhp (d.o)<br>General Motors Corp. Det<br>2×3 & 1kW 110V d.c. |
| 508890<br>DGFZ<br>Df Esd | **DERFFLINGER**<br>**Henry zum Felde**<br>Hamburg<br>W. German | 329<br>177<br>463 | | GL | **1935** Schulte & Bruns—Emd<br>*144·3'* 25' 1" 9' 3"<br>24' 11" 9' 10"<br>P33' Q3' F18' 1 dk<br>R len 51 | M Mchy.aft<br>1 Ho 91¾'<br>G.23800 B.21900<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp NE61 22½t<br>Klöckner-Humboldt-Deutz Kln<br>7k |
| 508892<br>SPBF<br>Df Esd<br>RT | **DERKACZ**<br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin<br>Polish | 158<br>57<br>98 | | PR | **1952** Stocznia Polnocna—Gdk<br>106' 10" 22' 2" 10' 0"<br>22' 1" 11' 0"<br>RW | M Fishing | Oil 2SA 3Cy. 400×460 mm<br>300bhp<br>A/B Jönköpings Motfb. Jönköping<br>4×66, 18, 12, 6kW 110/330V d.c. 9k |
| 527306<br>SZPI<br>2676<br>Df RT | **DERNA**<br>exPegny–65<br>**E. Hadjidakis and others**<br>Piræus<br>Greek | 766<br>446<br>1232 | | BV | **1943** ………………United Kingdom<br>217' 1" 30' 3" 14' 0"<br>30' 1"<br>1 dk | M Mchy.aft<br>1 Ho 125¾'<br>G.52252 B.48594<br>2W | Oil 2SA 6Cy. 355×430 mm<br>47t<br>Fairbanks, Morse & Co. Beloit<br>10k |
| 640168<br>4XND<br>MS140<br>Df Esd<br>Gc Pfd<br>Rdr | **DEROR**<br>**Oniyot Tarshish Ltd.**<br>Haifa<br>Israel | 1965<br>1169<br>— | ✠100A1<br>Upper FPTs—veg. oil<br>Ice Class 3<br>✠LMC<br>MN300 | SS 5/68<br>EL r 1½"SQ | **1964–4** Schpsw. "Friesland" N.V.—Lemmer<br>276' 7" 41' 4" 20' 2½"<br>246' 8" 41' 0" 23' 4"<br>Ba65' F39' 2 dks<br>4BH<br>rf 2" WB436t | M Mchy.aft<br>G.135500 B.124000<br>8W Der 5(10) 3(5) | Oil 4SA 6Cy. 390×680 mm<br>1500bhp 145t<br>N.V. Werkspoor Ams<br>12k |
| 508894<br>EISD<br>400052<br>Df Esd<br>RTm | **DERRYNANE**<br>exRhetais–56<br>**Limerick S.S. Co. Ltd.**<br>Limerick<br>Irish Republic<br>Now **ANTONIOS** See New Entries No. 3 | 486<br>214<br>738 | | BV | **1950**—Scheeps. "Westerbroek"—Westerbroek<br>200' 2" 30' 1" 11' 1¾"<br>29' 11"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>G.57300 B.52700<br>2 Ha (stl) (each 37'×19')<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>820bhp Emade58fitted66 67t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×35kW 220V d c.<br>Directional propeller 11k |
| 660201<br>GRYU<br>307108<br>Esd Gc<br>Pfd Rdr<br>RT | **DERWENT FISHER**<br>**James Fisher & Sons Ltd.**<br>Barrow<br>British | 1096<br>603<br>1400 | ✠100A1<br>✠LMC<br>MN212 | EL m 1¼"SQ | **1966–2** N.V. Nieuwe Noord Ned. Schps.—Gro<br>216' 11" 34' 2" 14' 10"<br>201' 0" 33' 4" 15' 3"<br>P49' F28' R dk fwd of P83' 1 dk<br>NS 3BH<br>rf 4" WB318t | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz Kln |
| 641174<br>GMSA<br>305968<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DERWENTDALE**<br>exHalcyon Breeze–67<br>**Caribbean Tankers Ltd.**<br>Court Line Ltd.<br>London<br>British | 42343<br>28288<br>72550 | ✠100A1<br>oil tanker<br>✠LMC<br>MN4140 | SS 11/67<br>EL z†$3\frac{7}{16}$"SQ | **1964–4** Hitachi Zosen—Inn<br>798' 11" 117' 10" 42' 1¼"<br>761' 2" 117' 5½" 55' 4"<br>P57' F78' 1 dk<br>9BH<br>rf 2" WB6321t incl. DTf4727t | M Tanker Mchy.aft<br>15 Ta<br>L.3077075 HeCls. BC<br>Der 2(10) 2(2½) | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W 3072t (hvf)–73pd<br>Hitachi Zosen Osa<br>2AuxB primary 740lb<br>secondary 245lb Spt 540° F. 225lb<br>3×500kW 450V 50c/s a.c. 15½k |
| 504347<br>GWYA<br>305453<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DERWENTFIELD**<br>exBetty–67<br>**Hunting (Eden) Tankers Ltd.**<br>British<br>For later particulars see New Entries No. 2 | 11569<br>6452<br>16890 | | NV | **1959** Rheinstahl. Nordseewerke—Emd<br>528' 1" 66' 6" 30' 8¾"<br>498' 9" 66' 3½" 41' 10"<br>1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>9 Ho 57', 41', 31', 39', 31', 39', 31' 39', 34'<br>G.787305 B.722622<br>9 Ha (stl) (each 23'×32½') | Oil 2SA 6Cy. 780×1400 mm<br>6750bhp 1155t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×265kW 450V 60c/s a.c. 14k |
| 508896<br>TCWW<br>2736 | **DERYA**<br>**Et ve Balik Kurumu Umum Mudurlugu**<br>Istanbul<br>Turkish | 133<br>53<br>— | | BV | **1951** Gutehoffnungshütte A.G.—Walsum<br>86' 11" 21' 0" 7' 10"<br>… … …<br>1 dk | M Fish Carrier Mchy.aft | Oil 4SA 6Cy. 285×420 mm<br>Masch. Augsburg-Nürnberg Aug |
| 680094<br>UBOL<br>M-22364 | **DERZKIJ**<br>**U.S.S.R.**<br>Odessa<br>Russian | 844<br>240<br>339 | | | **1959** …………………Russia<br>208' 7" 31' 2" 15' 1"<br>31' 0" 17' 10" | D-E Whaler | 4 Oil 4SA each 6Cy. 318×330 mm<br>17½k |

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| 508898<br>EDAO<br><br>Df Esd<br>Rdr<br>RTm | **DESCUBRIDOR**<br><br>**Naviera Alvargonzález S.A.**<br>Romualdo Alvargonzález S.A.<br>Seville Spanish | 2181<br>1858<br>3306 | ✠100A1<br><br>✠LMC<br><br>MN370 | ~~SS 10/64~~<br>SS 11/68<br><br><br>EL r $1\frac{1}{16}$"SQ | 1960–2 Empresa Nacional "Elcano"—Sev<br>292' 9" 41' 9" 19' 8"<br>269' 1" 41' 8" 24' 0"<br>Q69' F32' 1 dk, 2nd dk in No. 2 hold<br>5BH len 64<br>rf 4" WB792t incl. DTsm209t | M Mchy.aft<br>2 Ho 82', 95½'<br><br>2 Ha (stl) (55', 71½'×19½')<br>Cr 8(3) Der 1(14½) | | Oil 2SA 5Cy. 520×900 mm<br>1850bhp Götaverken<br>Empresa Nacional "Elcano"<br>3×65kW d.c. |
| 508899<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h | **DESDEMONA**<br><br>**Cormoran S.A. de**<br>**Navegacion**<br>Buenos Aires Argentine | 2122<br>1144<br>3062 | | <br><br>~~Gt~~ | 1952 H. C. Stülcken Sohn—Ham<br>254' 11" 41' 0" 19' 5½"<br>40' 10" 25' 7"<br>B55' F18' 2 dks<br>RW | M CSD<br>3 Ho 48¾', 61½', 48¾'<br>G.145976 B.135050<br>3 Ha (stl) (31', 38½', 27½'×21')<br>6W Cr 6(1–3) Der 1(15) 6(3) | | Oil 2SA 8Cy. 350×550 mm<br>1470bhp<br>Waggon & Maschb.<br>2×80kW 220V d.c. |
| 508900<br>5BAL<br>321007 | **DESDEMONA**<br>exEmpire Lewis–47<br>**Government of Cyprus**<br>**(Dept. of Ports)**<br>Famagusta Cyprus | 138<br>—<br>— | <br><br>✠Classed LR until 10/54 | | 1943–8 R. Dunston Ltd.—Thorne<br>99' 2" 21' 3" 9' 0"<br>… … …<br>R<br>rf 12" | S Tug | | T 3Cy. 12" 20" & 32"×22"<br>500ihp<br>McKie & Baxter Ltd.<br>1×5kW 110V d.c. |
| 508901<br>MAIH<br>168341<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DESEADO**<br><br>**Royal Mail Lines Ltd.**<br>Furness Ship Management Ltd.<br>London British | 9630<br>5528<br>8200 | ✠100A1<br>with freeboard<br>✠LMC<br>~~✠Lloyd's RMC~~<br>BROKEN UP | SS 12/65<br><br><br><br>~~EL e†2¼"SQ~~ | 1942–11 Harland & Wolff Ltd.—Bel<br>468' 11" 65' 4" 26' 10½"<br>450' 0" 65' 0" 38' 10"<br>B219' F41' 2 dks<br>R 6 divisional WTBH in upr 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br><br>rf 6" WB3039t incl. Tunnel tanks 893t DTsf410t | TM Ref CSD<br>5 Ho 60¾', 71½', 95', 70', 60'<br>B.11089 In.455750<br>2 Ha (stl) (19½', 8'×15')<br>8 Ha (w) (19', 9', 19', 9'×15')<br>(20', 10'×16') (19', 9'×15')<br>18W Der 2(10) 16(5) | | 2 Oil 2DA each 6Cy.<br>9600bhp B&W<br>Harland & Wolff Ltd.<br>AuxB 100lb<br>4×350kW 220V d.c. |
| 539300<br>5MXJ<br>2005<br>Df Esd<br>Gc Rdr | **DESERT CHIEF**<br>exWorld Concord–65<br>**Arctic Shipping Corp.**<br>Monrovia Liberian | 20887 ~~20667~~<br>13278 ~~13099~~<br>32955 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN2750 | Dr 4 yrs–6/64<br><br><br><br>EL p†$2\frac{11}{16}$"SQ | 1952–6 Vickers-Armstrongs—Brw<br>653' 0" 86' 4" 36' 0"<br>625' 0" 86' 0" 45' 9"<br>P122' B30' F86' 1 dk<br>RW 15BH<br>WB2636t incl. DTf1820t | S Tanker Mchy.aft<br>30 Ta<br>L.1526931 | <br><br>HeCls. BC | 2 S Turb dr geared to sc. sh<br>13750shp<br>Vickers-Armstrongs<br>2WTB 495lb Spt 450lb sg |
| | Now **NAFTAMONDIAL I** See New Entries No. 12 | | | | | | | |
| 500889<br>6ZTM<br>2581<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DESERT LEADER**<br>exPenguin–67<br>exBeaulieu–66 exAlby–65<br>**Jackson Steamship Co.**<br>Monrovia Liberian | 20728 ~~10080~~<br>12695 ~~12192~~<br>31435 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3000 | SS 6/66<br><br><br><br>EL p†$2\frac{11}{16}$"SQ | 1957–1 Nederl. Dok. & Schps. Maats.—<br>Ams<br>661' 2" 86' 4" 34' 5½"<br>630' 0" 86' 0" 45' 0"<br>P139' F90' 1 dk<br>10BH<br>rf 6" WB2468t incl. DTf1880t | S Tanker Mchy.aft<br>20 Ta<br>L.1500000<br><br>Der 3(5) 2(1) | <br><br>HeCls. BC | 2 S Turb dr geared to sc. sh<br>15000shp<br>Nederl. Dok. Maats.<br>2WTB 675lb Spt 800° F.<br>sg 180lb<br>2×550kW 450V 60c/s a.c. |
| 515234<br>6ZMN<br>2399<br>Df Esd<br>Gc Pfd<br>Rdr | **DESERT PRINCESS**<br>exHöegh Grace–65<br>**Desert Steamship Co.**<br>Monrovia Liberian | 20352<br>12545<br>33852 | 100A1<br>oil tanker<br>LMC<br><br>MN2640 | Dr 10/65<br><br><br><br>EL p†$2\frac{11}{16}$"SQ<br>NV | 1956 Kieler Howaldtswerke A.G.—Kel<br>664' 7" 87' 1" 34' 9½"<br>630' 0" 86' 7½" 45' 11"<br>P122' B33' F92' 1 dk<br>15BH<br>rf 4" WB3452t incl. DTf2202t | S Tanker Mchy.aft<br>30 Ta<br>L.1493331 | <br><br>HeCls. B | 2 S Turb dr geared to sc. sh<br>13200shp<br>Kieler Howaldtswerke A.G.<br>2WTB 690lb Spt 842° F. |
| 524688<br>6ZMP<br>2401<br>Df Esd<br>Gc Rdr<br>RT | **DESERT QUEEN**<br>exNanny–65<br>**Casa Blanca Shipping Corp.**<br>Monrovia Liberian | 22006<br>13911<br>34235 | | <br><br>NV | 1957 A/B Götaverken—Got<br>685' 10" 86' 2" 34' 7½"<br>652' 0" 86' 0" 47' 0"<br>1 dk | S Tanker Mchy.aft<br>29 Ta<br>L.1679000 | | 2 S Turb dr geared to sc. sh<br><br>De Lavals Ångturbin |
| 514146<br>ATBE<br>1222<br>Df Esd<br>Gc Rdr<br>RT | **DESH ALOK**<br>exHamrafell–66 exLajas–56<br>exMostank–56<br>**The Shipping Corporation of**<br>**India Ltd.**<br>Bombay Indian | 11488<br>6622 ~~6610~~<br>17312 ~~16730~~ | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1330 | Dr 9/65<br><br><br><br>EL g† | 1952–5 Deutsche Werft A.G.—Ham<br>549' 1" 68' 2" 30' 4½"<br>511' 0" 68' 0" 39' 0"<br>P117' B35' F63' Trunk 66' 1 dk<br>RW 14BH<br>WB144t | M Tanker Mchy.aft<br>22 Ta | | Oil 2SA 10Cy. 700×1200 mm<br>6650bhp<br>Masch. Augsburg-Nürnberg<br>AuxB 171lb |
| 640592<br>VWBK<br>1110<br>Df Esd<br>Gc Rdr<br>RTm/v | **DESH BANDHU**<br><br>**The Shipping Corporation of**<br>**India Ltd.**<br>Bombay Indian | 21717<br>15899<br>34294 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN2300 | SS 11/68<br><br><br><br>EL o†2¾"SQ | 1964–3 Hitachi Zosen—Inn<br>633' 3" 92' 2" 33' 0½"<br>600' 5" 91' 10" 45' 0"<br>P123' F68' 1 dk<br>14BH<br>rf 2" WB827t | M Tanker Mchy.aft<br>27 Ta<br>L.1613920<br><br>Der 2(7½) 1(5) | <br><br>HeCls. BC | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W<br>Hitachi Zosen<br>2WTAuxB primary 740lb<br>secondary 245lb Spt<br>3×380kW 450V 50c/s a.c. |
| 508902<br>VWMP<br>315203<br>Df Esd<br>Gc Rdr<br>RTm | **DESH DEEP**<br><br>**The Shipping Corporation of**<br>**India Ltd.**<br>Bombay Indian | 8193<br>4552<br>~~11220~~<br>11984 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN820 | SS 1/68 ~~SS 5/64~~<br><br><br><br>EL c†2½"SQ | 1959–10 Harima Zosensho—Aio<br>475' 9" 63' 11" ~~24' 5½"~~ 25' 6½"<br>442' 11" 63' 8" 31' 10"<br>P103' F64' 1 dk<br>13BH<br>rf 4" WB735t | M Tanker Mchy.aft<br>21 Ta<br>L.544932<br><br>Der 3(4) 1(3) | <br><br>HeCls. B | Oil 2SA 6Cy. 600×1040 mm<br>4100bhp Sulzer<br>Harima Zosensho<br>WTAuxB 227lb AuxB<br>2×160kW 450V 50c/s a.c.<br>e (ex.g) 121lb |
| 524949<br>ATBP<br>1235<br>Df Esd<br>Gc Rdr<br>RTm | **DESH SEWAK**<br>exNerva–67<br>**The Shipping Corporation**<br>**of India Ltd.**<br>Bombay Indian | 10531<br>6222<br>~~16076~~<br>16670 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1100 | TD4–4/67<br><br><br><br>EL f†2½"SQ | 1950–9 Kockums M/V A/B—Mmo<br>533' 4" 63' 2" ~~30' 11"~~ 30' 8"<br>500' 10" 63' 0" 38' 6"<br>P99' B40' F67' 1 dk, 2nd dk clear of cargo<br>12BH tanks<br>rf 3" WB1230t incl. DTf604t | M Tanker Mchy.aft<br>20 Ta<br>L.778500<br><br>Der 3(5) 1(4) | <br><br>HeCls. C | Oil 2DA 8Cy. 600×1100 mm<br>5500bhp MAN<br>Kockums M/V A/B<br>2AuxB 180lb e (ex.g)<br>3×150, 150, 140kW |

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|---|---|---|---|---|---|---|
| 671108<br>139<br>Df Esd<br>Gc Rdr<br>RT | **DESIDERIA F.**<br>**Silos Granari del Mezzogiorno S.p.A.**<br>Bari<br>Italian | ~~28178-~~28198<br>~~17545-~~17456<br>~~43000~~<br>45623 | <br><br>RI | **1967** Cant. Nav. del Tirreno e Riuniti S.p.A.—Anc<br>707′ 0″ 96′ 8″ 36′ 2″<br>646′ 4″ 96′ 5″ 54′ 1″<br>1 dk<br>RW | M Bulk Carrier Mchy.aft<br>7 Ho | Oil 2SA 7Cy. 840×1800 mm<br>14700bhp<br>Cant. Nav. del Tirreno e Riuniti S.p.A. Anc |
| 508904<br>FPYM<br>Df Esd<br>Gc<br>RTm/v | **DÉSIRADE**<br>exCroisset-53<br>**Cie. Générale Transatlantique**<br>Bordeaux<br>French | **4321**<br>2116<br>5802 | **✠100A1** SS 10/65<br>with fbd DTsf—wine FP above 150° F.<br>**✠LMC**<br>**Lloyd's RMC**<br>MN800 EL z 2¼″SQ | **1949–6** Davie S.B. & R. Co. Ltd.—Lauzon<br>420′ 6″ 55′ 2″ 22′ 3″<br>395′ 6″ 55′ 0″ 33′ 6″<br>F46′ 2 dks & S dk<br>RW Co'll BH to S dk 6 to 2nd dk<br>WB1290t incl. DTsf413t | M Ref OSD<br>5 Ho 49¾′, 46′, 38½′, 64′, 41¾′<br>G.241946 B.213141 In.15400<br>5 Ha (stl) (33¾′, 32½′, 20′, 30′, 22½′×17¾′) 1 Ha (w) (7½′×17¾′)<br>12W Der 5(5) 1(3) | Oil 2SA 8Cy. 600×1040 mm<br>Emade47fitted49 Sulzer<br>4000bhp 425t (d.o)<br>Forg. & Ch. de la Médit. Hav<br>3×225kW 220V d.c. 13½k |
| 508905<br>ORRC | **DÉSIRÉ HILDA**<br>exRaymond-53<br>**L. van Dierendonck & R. Falleyn**<br>Zeebrugge<br>Belgian | **131**<br>44<br>— | | **1930** Béliard, Crighton & Cie.—Ost<br>*91·8′* 19′ 8″<br>… … …<br>R | M Trawler | Oil 4SA 4Cy. 300×450 mm<br>Motfbr. "Deutz" Köln-Deutz |
| 512695<br>PDNN<br>RTm | **DÉSIREE**<br>exGea-M-67 exOdile R-62<br>exAtlantic-53<br>**Gebr. E. & H. Mulder**<br>Kamp's Scheepv. & Handelmaats. N.V.<br>Groningen<br>Netherland | **221**<br>110<br>270 | <br><br>BV | **1930** E. J. Smit & Zoon—Hgz<br>110′ 11″ 21′ 9″ 8′ 3″<br>… … …<br>Q35′ 1 dk<br>R | M Mchy.aft<br>1 Ho 64¾′<br>G.11000 B.10500<br>2 Ha (each 27½′×13½′)<br>1W Der 2(2½) | Oil 4SA 4Cy. 270×340 mm<br>200bhp (d.o)<br>Appingedammer Brons. Apg<br>1×25kW 24V d.c. 8k |
| 522091<br>LZFX<br>Df Esd<br>Rdr RT | **DESMIN**<br>exMarcel Schiaffino-65<br>exMatelot Becuwe-49<br>exEmpire Welfare-45<br>**Navigation Maritime Bulgare**<br>Varna<br>Bulgarian | **5477**<br>3157<br>9295<br>7053<br>4181<br>— | **✠100A1** SS 12/64<br>with fbd DTs, tunnel side tanks, under dk tanks & portable tanks in 'tween dks—wine FP above 150° F.<br>**LMC**<br>MN1000 ELa† | **1944–1** J. L. Thompson & Sons Ltd.—Sld<br>450′ 0″ 56′ 4″ 25′ 0¾″/—<br>423′ 10″ 56′ 0″ 37′ 8″<br>F40′ 1 dk & S dk<br>RW NS 6 divisional WTBH in 'tween dks Coll BH to U dk 6 to 2nd dk<br>WB947t | M OSD/CSD<br>G.446872 | Oil 2SA 8Cy. 720×1250 mm<br>5000bhp Sulzer 689t<br>NEmade42refitted59<br>Cie. de Const. Méc. St. Denis<br>AuxB 140lb NWTAuxB 59–100lb 12k |
| 508906<br>UOYH<br>M-11912<br>Df | **DESNA**<br>exWest Camargo-43<br>**U.S.S.R.**<br>Nakhodka<br>Russian | **6154**<br>2809<br>6802 | | **1920** Western Pipe & Steel Co.—S.Fo<br>427′ 0″ 54′ 2″ 19′ 8″<br>410′ 3″ 54′ 0″ 29′ 9″<br>2 dks<br>R | S Ref<br>4 Ho<br>In.267439<br>4 Ha (each 13½′×13½′)<br>9W Der 1(15) 8(3) | T 3Cy. 24½″ 41½″ & 72″48″<br>(o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>10k |
| 600116<br>UNFI<br>M-0459<br>Df Esd | **DESNA**<br>**U.S.S.R.**<br>Baku<br>Russian | **1095**<br>649<br>1117 | | **1944** Ganz & Co. Ltd.—Bdp<br>250′ 5″ 32′ 10″ 10′ 2″<br>32′ 8″ 15′ 5″<br>1 dk | TM<br>4 Ho<br>G.52231<br>4 Ha (18′, 24′, 24′, 16′×13¾″)<br>8W Der 8(1½) | 2 Oil 4SA each 6Cy. 330×406 mm<br>1000 bhp<br>10k |
| 508907<br>PDPE<br>Df | **DESPATCH**<br>exAtlas-37<br>**J. Lugthart**<br>N.V. Scheepvaartbedr. "Gruno"<br>Groningen<br>Netherland | **199**<br>132<br>255 | **BS** SS 5/66<br>Mediterranean, Black Sea & Red Sea service, also European & North West African coasting service<br>**MBS**<br>MN24 C14 | **1931** J. Vos & Zoon—Gro<br>114′ 10″ 20′ 8″ 8′ 6¾″<br>107′ 7″ 20′ 6″ 8′ 8″<br>P35′ F13′<br>R 3BH<br>WB31t | M Mchy.aft<br>G.12900 B.12400 | Oil 4SA 4Cy. 270×345 mm<br>120bhp<br>Appingedammer Brons. Apg |
| 508908<br>SVUQ<br>180<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **DESPINA**<br>**Cia. Aeolia de Nav. S.A.**<br>Chios<br>Greek | —<br>—<br>11210<br>**9312**<br>5906<br>13361 | <br><br>AB | **1959** A.G. "Weser" Werk Seebeck—Bhn<br>504′ 2″ 61′ 2″ 26′ 6″/29′ 7″<br>462′ 11″ 61′ 0″ 40′ 0″<br>F46′ 1 dk & S dk<br>rf 6″ | M OSD/CSD<br>6 Ho 60′, 63′, 78′ comb., 89′, 68′, 20′<br>G.735000 B.658000<br>6 Ha (stl) (38¼′, 38¼′, 38¼′, 38¼′, 38¼′×24′) (13′×21′)<br>10W Der 1(30) 1(15) 10(5) 2(3) | Oil 2SA 7Cy. 270×1250 mm<br>6300bhp 1150t (hvf)<br>Sulzer Bros. Ltd. Win<br>4×200, 200, 200, 75kW 220V d.c. 14½k |
| 508909<br>SVLS<br>1164 | **DESPINA**<br>**Foustanos Bros.**<br>Piræus<br>Greek | **1010**<br>558<br>— | <br><br>BV | **1943** Pullman Co.—Cgo<br>*180·0′* 33′ 0″<br>… … …<br>1 dk | TM | 2 Oil 2SA each 12Cy. 215×255 mm<br>General Motors Corp. Clv |
| 508910<br>SXJJ<br>14 | **DESPINA**<br>**Dionysios Theodossis**<br>Zante<br>Greek | **129**<br>98<br>240 | | **1945** ……………………Zante<br>90′ 2″ 30′ 2″<br>… … …<br>1 dk | Wood Aux Mchy.aft | Oil 2SA 2Cy.<br>Bolinders |
| 541872<br>SYRH<br>2530<br>Df Esd<br>Gc RT | **DESPINA B**<br>exMexico-65 exAnna M-64<br>exNakhshon-63 exEsox-50<br>exHavmöy-47<br>~~Velcos Maritime Corp.~~<br>Piræus<br>Greek<br>Andaios Maritime Corp. | **2002**<br>1172<br>— | GL<br><br>✠Classed LR until 2/66 | **1937** Nylands Verks.—Osl<br>258′ 0″ 41′ 4″ 17′ 5¾″<br>250′ 0″ 41′ 0″ 17′ 8″<br>2 dks<br>R | S<br>G.166834 B.154972<br>8W Der 2(5) 6(3) | C 2Cy. 16¾″ & 33$\frac{7}{16}$″×33$\frac{7}{16}$″ & LP turb with dr gearing & hydraulic coupling<br>1200ihp 313t (o.f)<br>Nylands Verks. Osl<br>9k |
| 660321<br>6ZPH<br>2472<br>Df Esd<br>Gc Rdr<br>RT | **DESPINA C.**<br>**Cia. Mtma. Samsoc Ltda. S.A.**<br>Monrovia<br>Liberian<br>Now **SAMOS** (No. 660321) in the Register | **17057**<br>11774<br>26275 | AB | **1966** Öresundsvarvet A/B—Lkr<br>607′ 9″ 78′ 11″ 32′ 2⅝″<br>578′ 2″ 78′ 9″ 46′ 8″<br>P93′ F68′ 1 dk<br>rf 2″ | M Bulk Carrier Mchy.aft<br>7 Ho<br>B.1158000<br>7 Ha | Oil 2SA 7Cy. 760×1500 mm<br>9500bhp 2870t<br>A/B Götaverken Got |

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|---|---|---|---|---|---|---|
| 531287<br>SZGN<br>2450<br>RT | **DESPINA GEORGANTI**<br>exAghia Sophia-66<br>exSanta Rosa da Valencia-64<br>exSanta Rosa-54<br>exGino Benetti-50<br>**M. J. Koutlakis and others**<br>Piræus Greek | 404<br>284<br>— | | 1946 Fratelli Benetti—Viareggio<br>137' 1" 29' 5"<br>119' 5" 28' 7" 14' 1"<br>1 dk | Wood M | Oil 4SA 7Cy. 255×410 mm<br>S.A. Ansaldo |
| 521097<br>SXBO<br>2888<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DESPINA L**<br>exLokoja Palm-66 exZarian-49<br>**Cia. Nav. Kea S.A.**<br>~~Panama~~ ~~Panamanian~~<br>Piræus Greek<br>Now **NOVA**<br>See New Entries No. 12 | 7377<br>4635<br>— | ✠100A1 SS 1/66<br>with freeboard<br>DTm—vegetable oil<br>LMC<br>EL (b†) 2"SQ | 1947-12 S.B. Corp. Ltd.—Nwc<br>447' 10" 56' 4" ~~34' 2¼"~~ 26' 8½"<br>425' 9" 56' 0" 38' 0"<br>P32' F38' 1 dk & S dk, 3rd dk in Nos. 2 & 3 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2563t incl. Tunnel tanks 323t DTm731t | S ~~OSD~~<br>5 Ho 51½', 72½', 58½', 21' DT, 63', 65½'<br>G.567800 B.518700<br>5 Ha (31½', 36', 36', 36', 30'×23')<br>12W Der 5(10) 5(5) 2(3) | T 3Cy. 23½" 37½" & 68"×48"<br>2100ihp NEmade42fitted47<br>Hick, Hargreaves & Co. Ltd.<br>2 SB 220lb Spt SB 220lb<br>3×15kW 110V d.c. |
| 510172<br>6ZI8<br>2283<br>Df Esd<br>Gc Rdr<br>RTm/h | **DESPINA N.**<br>exAdmiralty Crest-65<br>exElizabeth Holt-65<br>**Transargo Cia. Mar. S.A.**<br>Union Commercial Steamship Co.<br>Monrovia Liberian | 5493<br>3047<br>8024 | ✠Classed LR until 9/66 | 1953-3 Cammell Laird & Co. Ltd.—Bkn<br>448' 10" 60' 3" 24' 0½"<br>415' 8" 60' 0" 35' 6"<br>P31' F44' 1 dk & S dk, 3rd dk in fwd hold<br>RW | S OSD<br>5 Ho 50', 63', 33', 72', 56'<br>G.515300 B.470190<br>5 Ha (24½', 30', 40', 37½', 25'×20')<br>16W Der 1(75) 1(40) 4(10) 2(7½) 8(5) 2(3) | 2 S Turb dr geared to sc. shaft<br>5500shp<br>Cammell Laird & Co. Ltd.<br>3×33kW 220V d.c.<br>Directional propeller |
| 536280<br>SXIG<br>Df Esd<br>Gc Rdr | **DESPINA P.**<br>exTobon-67<br>exAlpha Zambesi-54<br>exEmpire Macrae-47<br>**Aghiaparaskevi Corp.**<br>Piræus Greek | 7371 ~~7359~~<br>4285 ~~4209~~<br>10200 | ✠100A1 SS 3/65<br>with freeboard<br>✠LMC<br>MN660 EL (b†)2 1/16" | 1943-9 Lithgows Ltd.—P.Gl<br>445' 8" 53' 0" 27' 2½"<br>425' 8" 57' 11" 38' 1"<br>B34' 2 dks<br>Coll & 2BH to U dk 6 to 2nd dk<br>conv 50<br>WB3349t incl. Tunnel tanks 328t DTa1297t | M CSD<br>G.570000 B.526000<br>16W | Oil 4SA 6Cy. 735×1500 mm<br>3300bhp B&W<br>J. G. Kincaid & Co. Ltd. |
| 508912<br>SVBX<br>1292 | **DESPINA POLITI**<br>exMotol II-58<br>exAfrican Shell-55<br>exChant 6-46<br>**Nicolaos Politis**<br>Piræus Greek | 408<br>173<br>480 | GL<br>Classed LR until 1/61 | 1944-4 Henry Scarr Ltd.—Hessle<br>148' 2" 27' 2" 10' 1"<br>141' 0" 27' 0" 11' 0"<br>P38' F14' Trunk 82' 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.17115 | Oil 2SA 4Cy. 265×345 mm<br>225bhp<br>Crossley Bros. Ltd. |
| 530609<br>ELBE<br>2772<br>Df Esd<br>Gc Rdr | **DESPINA R**<br>exSt. Marie-67 exSt. John-65<br>**Asteria Shipping Co. S.A.**<br>Monrovia Liberian | *6889*<br>*3778*<br>9840<br>*8712*<br>*4870*<br>11141 | ✠100A1 ~~SS 10/66~~<br>DTsm—vegetable oil<br>✠LMC SS 6/67<br>MN1060 EL c†2¼"SQ | 1954-2 J. L. Thompson & Sons Ltd.—Sld<br>472' 5" 59' 7" 26' 9"/—<br>440' 0" 59' 4" 38' 8"<br>F89' 1 dk & S dk, 3rd dk fwd<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6½" WB2814t incl. DTsm1297t | M (12P) OSD/CSD<br>5 Ho 56½', 61½', 46½', 80', 64½'<br>G.623732 B.539137<br>5 Ha (36½', 35', 25', 35', 35'×18')<br>14W Der 1(20) 2(10) 12(5) | Oil 2SA 5Cy. 670×2320 mm<br>5300bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120lb<br>3×175kW 220V d.c. |
| 508913<br>SXPM<br>1820<br>Df Esd<br>Gc | **DESPO**<br>exNicolaou Zografia-60<br>exRaymond T. Baker-47<br>**Ionic Soc. Anon S.A.**<br>Piræus Greek | 7265<br>4483<br>10865 | AB | 1944 California S.B. Corp.—L.An<br>441' 8" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70'<br>G.562000 B.499000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×25kW 120V d.c. |
| 540315<br>SYEX<br>2120<br>Df Esd<br>Gc Rdr | **DESTREHAN**<br>**Prado Compania Naviera S.A.**<br>~~Piræus~~ ~~Greek~~<br>Monrovia Liberian | 15249 ~~15297~~<br>10092 ~~10285~~<br>— | ✠100A1 SS 2/68<br>strengthened for ore cargoes—Nos. 2 & 4 holds may be empty<br>✠LMC<br>MN1800 EL k†2 1/16"SQ | 1963-2 Ch. de l'Atlantique—St.N<br>584' 9" 75' 0" ~~31' 1"~~ 32' 10½"<br>551' 2" 74' 8" 44' 3"<br>P107' F44' 1 dk<br>NS 8BH<br>rf 4" WB9627t incl. Topside tanks in holds 4864t | M Bulk Carrier Mchy.aft<br>G.1197484<br>12W Der 12(5) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W<br>Ch. de l'Atlantique<br>AuxB 85lb |
| 508917<br>138457<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DETECTOR**<br>**Government of Canada (Minister of Transport)**<br>Sorel Canadian | 584<br>281<br>110 | | 1915 Canadian Govt. Shpyd—Srl<br>140' 0" 35' 0" 10' 0"<br>… … …<br>1 dk<br>R | S Survey Ship (4P)<br>Der 1(2) | C 2Cy. 14" & 28"×21"<br>532ihp<br>Burrell Johnson I.Wks<br>2×10kW 110V d.c. |
| 508918<br>WD3473<br>261420<br>Df Esd<br>Gc Rdr | **DETERMINED**<br>exChallenger-59<br>**John J. Cvitanich**<br>Los Angeles United States | 336<br>83<br>— | | 1951 Avondale Marine Ways—Westwego<br>*114·2'* 28' 5"<br>113' 6" 28' 0" 13' 3"<br>F53' 1 dk<br>BoxK 12" | M Fishing Mchy.fwd | Oil 2SA 12Cy. 215×265 mm<br>900bhp Emade44fitted57<br>General Motors Corp. |
| 512840<br>DICM<br>Df Esd<br>Gc Rdr | **DETLEF MITTMANN**<br>exArabia-68<br>exDetlef Mittmann-67<br>exGeorg Russ-65<br>**Partenreederei m.s. "Detlef Mittmann"**<br>Ernst Jacob<br>Flensburg W. German<br>Now **LADY ELVIRA** See New Entries No. 10 | 2606<br>1247<br>4502 | GL | 1952 A.G. "Weser"—Bmn<br>344' 5" 49' 4" 20' 4"<br>49' 2" 29' 6"<br>F25' 1 dk & S dk | M OSD Mchy.aft<br>3 Ho 39½', 57½', 107½'<br>G.267947 B.245168<br>4 Ha (stl) (each 36½'×21½')<br>12W Der 1(15) 8(3-5) | Oil 2SA 4Cy. 680×1250 mm<br>2400bhp<br>Ottensener Eisenwerk<br>4×100, 100, 50, 18kW |
| 541953<br>DFRX<br>Df Esd<br>Rdr RT | **DETLEF SCHMIDT**<br>**Detlef Schmidt**<br>Zerssen & Co.<br>Rendsburg W. German | 500<br>349<br>856 | GL | 1963 Büsumer Schiffs. W. & E. Sielaff—Büsum<br>187' 2" 33' 0" 10' 4"<br>167' 10" 32' 10" 14' 0"<br>P36' Q83' F16' 1 dk<br>RW | M Mchy.aft<br>G.42929 B.38653<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 508920<br>DLDL<br>Df Esd<br>Pfd RT | **DETMOLD**<br>**Bremen-Vegesacker Fischerei-ges.**<br>Bremen W. German | 323<br>148<br>— | GL | 1957 Abeking & Rasmussen—Lemwerder<br>145' 0" 26' 1" 11' 2"<br>131' 3" 25' 11" 12' 6"<br>1 dk | M Fishing | Oil 4SA 6Cy. 320×450 mm<br>600bhp<br>Klöckner-Humboldt-Deutz |

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|---|---|---|---|---|---|---|
| 541082<br>WFJH<br>239632<br>Df Esd<br>Gc Pld<br>Rdr<br>RTh | **DETROIT**<br>exTangler exSea Arrow<br>**Litton Industries Leasing Corp.**<br>Wilmington, Del United States | **10391**<br>6696<br>10665 | AB | **1940** Moore Drydock Co.—Oakland<br>*469·0'* 69' 7" 28' 7⅜"<br>465' 3" 69' 6" 42' 6"<br>F38' 2 dks<br>RW conv dry cargo ship 62<br>rf nil | S Vehicle Carrier<br>5 Ho 78¾', 60', 77½', 67½', 82½'<br>B.725000<br>5 Ha (stl) (30'×29') (25', 37½', 30' 40'×24')<br>Der 1(30) 2(20) 6(10) 4(5) | 2 S Turb dr geared to sc. shaft<br>8500shp 1366t (o.f)<br>De Laval Turbine Inc. Trenton<br>3×300kW 240V d.c. |
| 508921<br>WF7304<br>201607<br>RTm | **DETROIT**<br>**Wabash Railroad Co.**<br>Detroit United States | **2220**<br>1487<br>— | | **1904** Gt. Lakes Eng. Wks—Det<br>308' 0" 64' 1"<br>284' 0" 64' 0" 19' 6"<br>1 dk<br>R | TS Ferry (16P) | C 8Cy. (4) 24" & (4) 48"×33"<br>3600ihp (o.f)<br>Gt. Lakes Eng. Wks Det<br>Propellers 2 fwd 2 aft |
| 508922<br>WE2351<br>229053<br>Df Gc<br>Rdr | **DETROIT**<br>exPeggy Reinauer–55<br>exA. J. Patmore–46<br>exB. B. McColl exPuloe Brani<br>exServitor<br>**Michigan Tankers Inc.**<br>Detroit United States | **1156**<br>895<br>— | | **1914** Chatham Dockyard—Chatham<br>*249·5'* 34' 2" 14' 1¼"<br>249' 6" 34' 0" 16' 3"<br>2 dks<br>R len 59 | TM Tanker Mchy.aft<br>L.673200 | 2 Oil SA each 6Cy. 12½"×18"<br>700bhp NE— 80t<br>Caterpillar Tractor Co. Peoria |
| 508923<br>WF9927<br>269187<br>Df Gc<br>Rdr RT | **DETROIT EDISON**<br>**American S.S. Co. Inc.**<br>Boland & Cornelius<br>Buffalo United States | **13723**<br>10296<br>— | AB | **1955** Manitowoc S.B. Co.—Manitowoc<br>72' 2" 26' 6⅜"<br>590' 0" 72' 0" 38' 6"<br>P119' F66' 1 dk<br>rf 3" | S Bulk Carrier Mchy.aft<br>Self-unloader<br>6 Ho<br>27 Ha (stl) (each 10'×45') | 2 S Turb dr geared to sc. shaft<br>7700shp 600t (c)<br>De Laval S. Turb. Co. Trenton |
| 508924<br>TFDA<br>Df Esd<br>Gc Rdr<br>RT | **DETTIFOSS**<br>**H/f Eimskipafelag Islands**<br>Reykjavik Icelandic<br>Now **DON SULPICIO**<br>See New Entries No. 12 | **2918**<br>1615<br>2675 | **✠100A1** SS 7/66<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL u | **1949–2** Burmeister & Wain—Cpn<br>310' 7" 46' 1" 21' 3"<br>290' 7" 46' 0" 29' 7"<br>F33' 2 dks, 3rd dk in Nos. 1, 2 & 3 holds<br>RW Coll BH to U dk 5 to 2nd dk<br>BK3" WB636t incl. Tunnel tanks 79t | M Ref CSD<br>4 Ho<br>B.61010 In.79000<br>4 Ha (each 30¼'×18')<br>8W Der 1(20) 8(5) | Oil 2SA 9Cy. 755×900 mm<br>2950bhp 325t<br>Burmeister & Wain Cpn<br>2db 100℔ 14k |
| 508925<br>EBZC<br>Df Esd<br>Rdr<br>RTm | **DEUSTO**<br>**Naviera Bilbaina S.A.**<br>Bilbao Spanish<br>Now **CETINJE** See<br>New Entries No. 12 | **8229**<br>5780<br>~~10237~~ | **✠100A1** SS 2/68 ~~SS 4/64~~<br>**✠LMC**<br>MN980 EL c†2⅛"SQ | **1960–1** Soc. Española de Const. Nav.—Bbo<br>474' 1" 61' 5" ~~27' 7½"~~ 28' 8¼"<br>439' 9" 61' 2" 39' 4"<br>F85' 2 dks<br>RW Coll & mchy. BH to U dk 6 to 2nd dk<br>rf nil WB4553t incl. TwDf187t | M CSD Mchy.aft<br>5 Ho 51¾', 62¾', 61½', 81¼', 54¼'<br>5 Ha (stl) (31½', 34', 34½', 61½' 34½'×25')<br>Der 12(5) | Oil 2SA 6Cy. 620×1150 mm<br>4900bhp B&W (hvf)<br>Soc. Española de Const. Nav. Bbo<br>db 100℔<br>3×150kW 220V d.c. |
| 508926<br>DBFW<br>Df Esd<br>Gc Pld<br>Rdr RT | **DEUTSCHLAND**<br>Deutsche **Bundesbahn**<br>**(Bundesbahndirektion Hamburg)**<br>Grossenbrode-Kai W. German | **3863**<br>1389<br>1258 | GL | **1953** Kieler Howaldtswerke A.G.—Kel<br>377' 0" 56' 6" 14' 9"<br>56' 3" 23' 2"<br>B&F341' 2 dks<br>RW | TM Train Ferry | 2 Oil 2SA each 8Cy. 520×900 mm<br>5500bhp MAN<br>Kieler Howaldtswerke A.G. Kel |
| 661927 | **DEUTSCHLAND**<br>Otto **W. A. Schreiber Reederei**<br>Bremen W. German | **285**<br>—<br>— | GL | **1934** Atlas-Werke A.-G.—Bmn<br>143' 8" 24' 11"<br>7' 4" | M | Oil 4SA 12Cy. 180×220 mm<br>525bhp NE62<br>Motorenw. Mannheim Mhm |
| 661499 | **DEVA**<br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian | ~~3090~~ 2099<br>~~2086~~ 973<br>— 3199<br>**3090**<br>2086<br>**4429** | | **1965** Santierul Naval—Gtz<br>330' 1" 45' 8" 21' 7½"<br>298' 7" 45' 6"<br>2 dks | M CSD Mchy.aft | Oil 2SA 5Cy. 560×1100 mm<br>2500bhp<br>Sulzer Bros. Ltd. Win<br>12½k |
| 640164<br>VWBL<br>1111<br>Df Esd<br>Gc Rdr<br>RT | **DEVARAYA JAYANTI** ▦<br>**Jayanti Shipping Co. Ltd.**<br>The Shipping Corporation of India Ltd.<br>Bombay Indian | **21635**<br>13796<br>36491 | **✠100A1**<br>strengthened for ore cargoes—Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>MN1800 EL o†2¾"SQ | **1964–6** Mitsubishi Zosen—Nag<br>627' 0" 90' 2" ~~33' 7¼"~~ 36' 0¼"<br>600' 5" 89' 11" 48' 7"<br>P111' F51' 1 dk<br>NS 10BH<br>rf 1" WB13198t incl. Topside tanks in holds 4765t DTf1242t | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>Mitsubishi Zosen Hma<br>AuxB 100℔ e (ex.g) 150℔ |
| 508929<br>OFQE<br>969<br>Df<br>RTm | **DEVINA**<br>exKallsö–58 exNieuwaal–50<br>exRemark–46<br>**Rederi A/B Devina**<br>Anton Häggbloms Eftr. & Co.<br>Mariehamn Finnish | **391**<br>179<br>492 | BV | **1936** E. J. Smit & Zoon—Westerbroek<br>147' 8" 25' 4" 9' 8"<br>25' 2"<br>P39' F22' 1 dk<br>RW | M Mchy.aft<br>1 Ho 78¾'<br>B.19000<br>2 Ha (27', 31'×16')<br>Der 2(1½) | Oil 4SA 6Cy. 280×450 mm<br>300bhp 17t (d.o)<br>Humboldt-Deutzmot. Köln-Deutz<br>2×2¾ & 1kW 24/110V 10k |
| 542368<br>MQFT<br>169518<br>Df Esd<br>Gc RTv | **DEVIS**<br>exCatalina Star–63<br>exFremantle Star–58<br>exDryden–52 exEmpire Haig–46<br>**Lamport & Holt Line Ltd.**<br>London British | **9883**<br>6185<br>11760 | **✠100A1** SS 11/64<br>with freeboard<br>DTsm—vegetable oil<br>**✠LMC**<br>MN1360 EL e† | **1944–12** Lithgows Ltd.—P.Gl<br>497' 5" 64' 4" 29' 9¾"<br>465' 0" 64' 0" 42' 8"<br>P33' F40' 2 dks, 3rd dk except in No. 1 hold<br>R 6 divisional WTBH in upr 'tween dks<br>Coll BH to U dk 7 to 2nd dk<br>rf 3" WB2892t incl. Tunnel tank 211t DTm727t DTf218t | M (10P) CSD<br>6 Ho 52', 56', 85', 34', 66', 65'<br>G.724224 B.653961<br>6 Ha (stl) (20¼'×16') (33¾', 52¼', 10½', 35¾', 27½'×21')<br>18W Der 1(80) 1(50) 4(10) 14(5) | Oil 2DA 6Cy. 620×1400 mm<br>6800bhp 2295t (d.o)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 105℔<br>3×210kW 220V d.c. 13½k |

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|---|---|---|---|---|---|---|---|
| 508931<br>GDRF<br>180799<br>Df Esd<br>Gc Rdr<br>RTm/v | **DEVON**<br><br>**Overseas Containers Ltd.**<br>New Zealand Shipping Co. Ltd.<br>London British | 9940<br>5867<br>10320 | ✠100A1<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC | SS 12/65<br><br><br><br>EL e†2½"SQ | 1946-2 A. Stephen & Sons Ltd.—Gls<br>495' 3" 64' 10" 27' 4½"<br>470' 3" 64' 6" 42' 1"<br>F39' 2 dks, 3rd dk clear of mchy. space<br>RW 6 divisional WTBH in upr 'tween dks<br>Coll BH to U dk 7 to 2nd dk<br>rf 3" DK fwd of mchy. space WB2479t incl. Tunnel tanks 343t | S Ref<br>5 Ho 54', 71', 62½', 68½', 73½'<br>G.106960 B.99025 In.430205<br>5 Ha (18'×17½') (35½', 30½', 30½', 27½'×20')<br>17W Der 1(30) 6(10) 10(5) | 3 S Turb dr geared to sc. shaft<br>8000shp<br>A. Stephen & Sons Ltd.<br>2WTB 480lb Spt 460lb<br>hs(14602) sg 105lb<br>4×300, 300, 300, 150kW 220V d.c. |
| 508932<br>WA3968<br>240528 | **DEVON**<br>exCrusader II–58<br>**Tug Devon Inc.**<br>New York United States | 183<br>121<br>— | | | 1941 I. S. Bushey & Sons Inc.—Brooklyn<br>*94·1'* 25' 1" 11' 4"<br>94' 6" 25' 0" 12' 3"<br>1 dk<br>BK4" | M Tug | Oil 2SA 16Cy. 8½"×10"<br>1640bhp NE58<br>General Motors Corp. |
| 508933<br>GFDA<br>187267<br>Df Esd<br>Gc Rdr<br>RTm/v | **DEVON CITY**<br><br>**Reardon Smith Line Ltd.**<br>Sir Wm. Reardon Smith & Sons Ltd.<br>Bideford British | T.Mk<br>7486<br>4129<br>12124<br>10141<br>5799<br>14430 | ✠100A1<br><br>✠LMC<br><br>MN1200 | ~~SS 7/64~~<br>SS 12/68<br><br><br>EL f†2½"SQ | 1960–1 Wm. Doxford & Sons (S.B.) Ltd. —Sld<br>509' 11" 67' 4" 30' 7½"<br>471' 3" 67' 0" 40' 8"<br>P31' F46' 2 dks<br>RW 6BH to U dk 3 to 2nd dk<br>rf 6" WB2572t incl. Tunnel tanks 389t DTsmf950t | M CSD<br>6 Ho 60¾', 76¾', 32¼', 17½', 77½', 85'<br>G.749510 B.672360<br>5 Ha (31½', 37½', 37½' comb., 37½', 37½'×22')<br>14W Der 1(25) 14(5) | Oil 2SA 5Cy. 700×2320 mm<br>6000bhp<br>Wm.Doxford & Sons (Eng.) Ltd.<br>2AuxB 120lb<br>3×175kW 220V d.c. |
| 650865<br>4XMM<br>MS165<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DEVORA**<br><br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | 2304<br>1438<br>3336 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN400 | SS 1/68<br><br><br><br>EL s1 1/16"SQ | 1965–4 Schps. "De Hoop"—Lobith<br>288' 4" 44' 0" 20' 8¾"<br>256' 8" 43' 8" 23' 5"<br>Ba64' F31' RD amids 118' 2 dks<br>5BH<br>rf 2" WB549t | M Mchy.aft<br>3 Ho 46', 72', 52'<br>3 Ha (stl) (27½', 45¾', 31½'×18¾')<br>Der 2(10) 6(3–5) | Oil 4SA 8Cy. 390×680 mm<br>2000bhp<br>N.V. Werkspoor<br>3×109kW 450V 60c/s a.c. |
| 508938 | **DEVRIM**<br><br>**Turkish Government (Ministry of Public Works)**<br>Istanbul Turkish | 687<br>531<br>— | ✠100A1<br>coasting service between Iskenderun & Hopa | SS 6/67<br><br><br>EL (j) | 1961–6 Orenstein-Koppel & Lbcr. Masch. —Lbc<br>169' 0" 37' 10" 9' 3½"<br>167' 4" 36' 1" 13' 2"<br>1 dk<br>4BH<br>rf nil WB DTsa39t | Suction & Cutter Dredger | |
| 650943<br>GRFU<br>305439<br>Df Esd<br>Gc Rdr<br>RTm/v | **DEWDALE**<br>exEdenfield–67<br><br>**Secretary of State for Defence**<br>Newcastle British | 35642 ~~35605~~<br>24504 ~~21542~~<br>63588 | ✠100A1<br>oil tanker (cc)<br>crude oil<br>defined ballasting<br>✠LMC<br>MN3780 | <br><br><br><br><br>EL x†3 1/16"SQ | 1965–7 Harland & Wolff Ltd.—Bel<br>774' 6" 107'10" 41' 5½"<br>746' 11" 107'6" 55' 0"<br>F76' 1 dk<br>10BH<br>rf 6" WB12973t incl. 11340t in clean ballast tanks | M Tanker Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>17000bhp B&W<br>Harland & Wolff Ltd.<br>2WTAuxB 195lb<br>AuxB(ex.g) 180lb<br>4×300kW 440V 60c/s a.c. |
| 508940 | **DEWI PERTIWI**<br>exC.K.M.P. 2–60 ex2–51<br>**Republik Indonesia**<br>Tandjong Priok Indonesian | 104<br>26<br>— | ✠100A1<br>tug<br>✠LMC<br><br><br><br><br>**SURVEYS OVERDUE—CLASS SUSPENDED 1/66** | SS 6/59<br><br><br><br>EL (a) | 1950–5 Ams. Schp. G. de Vries Lentsch, Jr.—Alp<br>83' 10" 19' 10"<br>76' 1" 19' 8" 9' 8"<br>RW 4BH<br>WB28t | M Tug | Oil 4SA 6Cy. 305×450 mm<br>360bhp<br>Motorenf. "De Industrie"<br>Controllable pitch propeller |
| 508941<br>YBDI | **DEWI SRI**<br><br>**Republik Indonesia**<br>Djakarta Indonesian | 170<br>93<br>— | | | 1959 Usuki Tekkosho—Usuki<br>97' 9" 21' 0" 7' 2½"<br>86' 11" 20' 11½" 9' 10"<br>1 dk | TM Vehicle Carrier Mchy.aft | 2 Oil 4SA each 6Cy.<br>Mitsubishi<br>Tokyo Boat Inc. |
| 661335<br>YIBJ<br><br>Df Esd<br>Rdr RT | **DEYALA**<br><br>**Government of Iraq (Directorate General of Ports & Navigation)**<br>Basrah Iraq | 464<br>4<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN440 | <br><br><br><br>EL (g) 1"SQ | 1966–9 D. W. Kremer Sohn—Elmshorn<br>140' 2" 33' 8" 12' 6"<br>125' 2" 32' 2" 14' 1"<br>F53'<br>4BH<br>rf 35" BK 6" WB76t | M Tug | Oil 4SA 9Cy. 400×500 mm<br>2200bhp<br>Masch. Augsburg-Nürnberg<br>3×80kW 400V 50c/s a.c.<br>Controllable pitch propeller |
| 680095<br>UQTB<br>M-98903 | **DEZHNEV**<br><br>**U.S.S.R.**<br>Petropavlovsk Russian | 402<br>148<br>412 | | | 1953 ......................Russia<br>152' 3" 26' 3" 10' 7½"<br>11' 6"<br>1 dk | M<br>2 Ho<br>G.16810<br>2 Ha (each 11½'×18')<br>4W Der 4 | Oil 2SA 4Cy. 300×500 mm<br>NE62 |
| 508942<br><br>13<br>Df Rdr | **DHAHRAN**<br>exSan Andres–58<br>**M. A. Bakhashab**<br>Jeddah Saudi Arabian | 1957<br>1106<br>3000 | | <br><br>AB | 1921 J. & K. Smit's Scheeps.—Kinderdijk<br>315' 0" 42' 2" 19' 3"<br>301' 10" 42' 0" 20' 4"<br>P32' B&F249' 1 dk & S dk<br>R<br>rf 6" | M OSD<br>5 Ho<br>G.196400 B.179000<br>4 Ha<br>10W | Oil 4SA 6Cy.<br>1400bhp<br>N.V. Werkspoor |

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| 508943 | **DHAIRYA**<br>Okha Harbour Board Indian<br>*Port Okha* | **228**<br>7<br>— | ✠Classed LR until 4/58 | **1929–3** Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>120′ 0″ 24′ 2″ 10′ 0″<br>109′ 0″ 24′ 0″ 12′ 3″<br>R | TS Tug | T 6Cy. 12″ 19″ & 32″×24″<br>Ferguson Bros. (P.Gl) Ltd. P.Gl |
| 508945<br>VTLB<br>315218<br>Df Esd | **DHANA LAKSHMI**<br>exHorst Arlt–60<br>Lakshmi Lines Ltd.<br>Indian<br>Madras | **300**<br>150<br>350 | BV | **1951** Jos. L. Meyer—Papenburg<br>145′ 3″ 25′ 0″ 9′ 7″<br>… … …<br>P34′ F19′ 1 dk<br>R<br>rf 9″ | M<br>1 Ho 86′<br>1 Ha (52′×16′)<br>2W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp 22t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>4×3, 3, 2, 2kW 20/220V d.c. 10k |
| 651132<br>HSFT<br>Df Esd<br>Gc Rdr<br>RT | **DHANARAJATA**<br>Government of Thailand<br>(Department of Fisheries,<br>Ministry of Agriculture)<br>Thai<br>Bangkok | **388**<br>108<br>— | BV | **1964** Niigata Eng. Co. Ltd.—Niigata<br>152′ 4″ 29′ 3″ 9′ 6″<br>134′ 6″ 28′ 6½″ 13′ 9″<br>1 dk | M Fishery Research Ship | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. Niigata<br>13¾k |
| 508946<br>GFJA<br>300982<br>Rdr<br>RTm | **DHULIA**<br>London Tugs Ltd.<br>~~William Watkins Ltd.~~<br>Ship Towage (London) Ltd.<br>London British | **272**<br>—<br>— | ✠100A1 SS 11/67<br>tug<br>✠LMC<br>MN256 EL (d) | **1959–8** Henry Scarr Ltd.—Hessle<br>113′ 7″ 28′ 9″ 12′ 6½″<br>105′ 0″ 28′ 3″ 14′ 6″<br>RW 4BH<br>rf 18″ BK6″ WB101t | M Tug Mchy.aft | Oil 2SA 8Cy. 340×570 mm<br>1280bhp 75t (d.o)<br>British Polar Engines Ltd. Gls<br>2×30kW 220V d.c. 12k |
| 660874<br>PJKE<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h/v | **DIADEMA**<br>N.V. Curacaosche Scheepv.<br>Maats.<br>Shell Tankers N.V.<br>Willemstad Netherland<br>(Antilles) | **38583**<br>24518<br>**69295** | ✠100A1<br>oil tanker(cc)<br>✠LMC<br>MN3780 ELy†3$\frac{9}{16}$″SQ | **1966–6** N.V. Wilton-Fijenoord—Sch<br>799′ 6″ 110′ 3″ 43′ 5¼″<br>760′ 0″ 110′ 0″ 56′ 8″<br>P58′ F79′ 1 dk<br>12BH<br>rf 5″ WB13276t incl. 12881t in clean ballast tanks | M Tanker Mchy.aft<br>19 Ta<br>L.2913671 HeCls. B<br>Cr 1(5) Der 2(10) | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W 3250t (hvf)–69pd<br>N.V. Mch. & Schps. P. Smit Jr. Rot<br>2WTAuxB 440lb Spt. 500° F. 415lb<br>2×600kW 440V 60c/s a.c. 16¼k<br>ɵ (ex.g) 440lb |
| 661179<br>DGBS<br>10887<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/v | **DIALA**<br>Deutsche Shell Tanker<br>G.m.b.H.<br>Hamburg W. German | **39426**<br>27206<br>65499 | ✠100A1<br>oil tanker (cc)<br>crude oil<br>defined ballasting<br>✠LMC<br>MN3200 EL y†3$\frac{9}{16}$″SQ | **1966–9** Deutsche Werft A.G.—Ham<br>799′ 9″ 110′ 2″<br>764′ 0″ 110′ 0″ 56′ 11″<br>F78′ 1 dk<br>10BH<br>rf 5″ WB52397t incl. DTf1968t | S Tanker Mchy.aft<br>pt higher tensile steel<br>15 Ta<br>L.2996743 HeCls. B<br>Der 2(10) 2(2) | 2 S Turb dr geared to sc. shaft<br>16000shp 4103t (o.f)–85pd<br>Stal-Laval Turb Co. Finspong<br>2WTB 685lb Spt. 950° F. 620lb hs15274<br>2×550kW 440V 60c/s a.c. 15½k |
| 508949<br>LAMP<br>Df Esd<br>Gc Rdr<br>RTm | **DIALA**<br>A/S Dione<br>Chr. J. Reim<br>Porsgrunn Norwegian | **1651** ~~**1742**~~<br>1003 ~~930~~<br>2500 | 258′ 0″(incl.BB)<br>NV | **1952** Porsgrunds M/V—Porsgrunn<br>~~258′ 0″~~ 37′ 9″ 17′ 8″<br>244′ 0″ 37′ 7″<br>P60′ B14′ F30′ 1 dk<br>RW<br>rf 4″ | M Mchy.aft<br>2 Ho each 83½′<br>G.120000 B.112800<br>4 Ha (24½′, 26½′, 26½′, 24½′×22¼′)<br>8W Der 4(5) 4(3) | Oil 4SA 8Cy. 320×480 mm<br>1200bhp NE58 158t (d.o)<br>Motorenw. Mannheim Mhm<br>4×52, 52, 30, 15kW 220V d.c. 10k |
| 508252<br>SYWL<br>2360<br>Df Esd<br>Gc Rdr | **DIAMANDIS**<br>exTjimenteng–63<br>exVan der Helst–47<br>exEmpire Sidney–43<br>"Diamandis" Eidiki<br>Anonymos Naftiliaki<br>Eteria<br>Piræus Greek | **6946**<br>4185<br>9525 | ✠100A1 SS 1/65<br>with freeboard<br>DT—vegetable oil<br>✠LMC<br>EL a† | **1942–5** Harland & Wolff Ltd.—Bel<br>449′ 0″ 56′ 4″ 26′ 4″<br>425′ 0″ 56′ 0″ 36′ 10″<br>F39′ 2 dks<br>5 divisional WTBH in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>WB2654t incl. DTm1036t | M<br>G.537290 B.484096<br>10W Der 1(30) | Oil 4SA 6Cy. 740×1500 mm<br>3300bhp B&W 810t<br>Harland & Wolff Ltd. Bel<br>(AuxB(p) 150lb) AuxB(s) 150lb 12k |
| 502214<br>SZIU<br>2336<br>Df Esd | **DIAMANDO**<br>exArchangelos Michail–64<br>exTaxiarchis–60 exOtterberg–59<br>exSunny Boy–52 exBodö–51<br>exHaalegg–45 exFagervik–34<br>A. Frangistas<br>Piræus Greek | **1754**<br>999<br>2800 | GL | **1922** Hölens Verks. A/S—Larvik<br>*260·3′* 41′ 2″ 18′ 0″<br>41′ 0″ 20′ 0″<br>P23′ B69′ F29′ 1 dk<br>R | S | C 4Cy. (2) 14⅜″ & (2) 32¼″×30½″<br>850ihp NE35 (o.f)<br>A/S Fredriksstad M/V Fks |
| 508950<br>DEBR<br>Df Esd<br>RTv | **DIAMANT**<br>Dampfschiff-Ges. "Neptun"<br>Bremen W. German | **786**<br>523<br>1151 | GL | **1952** A.G. "Weser" Werk Seebeck—Bhn<br>187′ 0″ 29′ 8″ 15′ 3½″<br>29′ 6″ 18′ 2″<br>B34′ F27′ 2 dks<br>RW<br>rf 2″ | M Mchy.aft<br>2 Ho 34¾′, 33′<br>G.50468 B.46220<br>2 Ha (34¾′, 33′×16½′)<br>Der 4(3) | Oil 4SA 8Cy. 320×480 mm<br>800bhp (d.o)<br>Motorenw. Mannheim Mhm<br>10½k |
| 508951<br>ONDI<br>Df Rdr<br>RTm/v | **DIAMANT**<br>Soc. Anon. Cockerill-<br>Ougrée<br>Antwerp<br>Belgian | *639*<br>*415*<br>642 | BV | **1953** Husumer Schiffswerft—Husum<br>176′ 5″ 26′ 5″ 11′ 5¾″<br>164′ 0″ 14′ 7″<br>B173′ 2 dks<br>RW | M (4P) CSD Mchy.aft<br>1 Ho 105½′<br>G.39420 B.37030<br>2 Ha (34½′, 36½′×16½′)<br>2W Der 2(2) | Oil 4SA 8Cy. 290×420 mm<br>800bhp 36t (d.o)<br>Masch. Kiel A.G. Kel<br>2×12 & 8kW 110V d.c. 11k |

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| 514890<br>FTXJ<br><br>Df Esd<br>Gc<br>RTm | **DIAMANT**<br>exHerman Buisman–66<br>**Antilles-Gaz**<br>French | 437<br>210<br>376 | AB BV | 1955 N.V. Schpsw. "Voorwaarts"—Martenshoek<br>164' 1" 26' 3" 9' 5"<br>152' 3" 25' 11" 10' 3"<br>1 dk<br>RW<br>conv dry cargo ship 66 | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>300bhp<br>D. & J. Boot "De Industrie"<br>2×3kW 48V d.c. |
| 660222<br>OXBV<br><br>Df Esd | **DIAMANT**<br><br>**Jens P. Thomsen**<br>Skagen Danish | 187<br>62<br>— | BV | 1965 Rosslauer Schiffs.—Rosslau<br>105' 10" 24' 4"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknec |
| 508952<br>OGEM<br>1405 | **DIAMANT**<br>exAldebaran–35 exHedvig<br>**W. Lindström**<br>Turku/Åbo Finnish | 172<br>107<br>245 | BROKEN UP | 1901 Södra Garns Varv—Södra Garn<br>102' 5" 24' 11" 11' 6"<br>... ... ...<br>1 dk | Wood M<br>2 Ha (each 16'×12')<br>2W Der 2 | Oil 2SA 2Cy. 343×405 mm<br>150bhp NE50<br>Seffle M/V |
| 540316<br>5LGK<br>937<br>Df Esd<br>Gc Rdr | **DIAMANTIS GAFOS**<br>exAtlantic Robin–63<br>exAmerican Eagle–57<br>exEdward L. Logan–47<br>**Caribbean Maritime Co. Ltd.**<br>Monrovia Liberian | 7257<br>4451<br>10920 | AB<br>FOUNDERED 12/67 | 1944 New England S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72¼', 50', 45', 70', 20' DT<br>G.542000 B.481000<br>5 Ha (33¼', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Vulcan Iron Works<br>3×20kW 120V d.c. |
| 508954<br>SVKG<br>1515<br>Df Esd<br>Gc Rdr<br>RT | **DIAMANTIS PATERAS**<br><br>**Fourkero Shipping Corporation**<br>Diamantis Pateras Ltd.<br>Piræus Greek | 9087<br>5246<br>12860 | ✠100A1 CS 3/66<br>DTm—vegetable oil<br>Str. nav. ice<br>✠LMC<br>MN1080 EL e†2½"SQ | 1958–2 Kieler Howaldtswerke A.G.—Kel<br>496' 5" 62' 2" 29' 9"<br>461' 5" 62' 0" 39' 5"<br>P25' F39' 2 dks<br>RW 7BH<br>rf 4" WB2655t incl. Tunnel tanks 356t DTm1398t | M CSD | Oil 2SA 6Cy. 780×1400 mm<br>5400bhp MAN<br>Kieler Howaldtswerke A.G.<br>2AuxB 100lb |
| 526975<br>SVCI<br>1287<br>RTm/h | **DIAMANTO**<br>exPanargyros–64 exKabadan<br>**John Papazissoglou & D. Carras**<br>Piræus Greek | 838<br>491<br>1350 | HR | 1942 Norfolk Navy Yard—Norfolk, Va<br>215' 0" 31' 11" 17' 0"<br>31' 9"<br>1 dk<br>R | TM<br>3 Ho 34½', 11½', 65½'<br>G.54135<br>3 Ha (21'×10½') (32¾'×16½')<br>(18'×12½')<br>4W Der 4 | 2 Oil each 6Cy. 250×350 mm<br>700bhp NEmade—fitted—<br>Motorenw. Mannheim<br>3×100kW 440V 60c/s a.c. |
| 508955<br>WB5603<br>215204<br>Df Gc<br>Rdr RT | **DIAMOND ALKALI**<br>exFrank H. Goodyear–39<br>**American S.S. Co. Inc.**<br>Boland & Cornelius<br>Buffalo United States | 8409<br>6661<br>13500 | AB | 1917 Gt. Lakes Eng. Works—Ecorse<br>*580·0'* 60' 2" 21' 6¾"<br>588' 6" 60' 0" 32' 0"<br>1 dk<br>R | M Bulk Carrier Mchy.aft<br>Self-unloader<br>6 Ho<br>32 Ha (stl) (each 9'×42½') | Oil 4SA 16Cy. 13½"×16½"<br>4320bhp NE64<br>Nordberg Mfg. Co.<br>Controllable pitch propeller |
| 534931<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h | **DIAMOND FLEUR**<br>exTaimei Maru–67<br>**Diamond Shipping Corp.**<br>Manila Philippine | ~~8411~~ 3448<br>~~2045~~ 1828<br>~~5346~~ 5347 | BV NK | 1955 Hitachi Zosen—Mukaishima<br>348' 6" 49' 2" 21' 0¾"<br>321' 6" 49' 0"<br>1 dk, pt 2nd dk<br>RW<br>rf nil | M (2P)<br>3 Ho 60', 66½', 123½'<br>G.250878 B.229521<br>4 Ha (29½', 39', 39', 25½'×19¾')<br>8W Der 2(10) 6(7) | Oil 2SA 5Cy. 500×900 mm<br>2050bhp<br>Hitachi Zosen<br>2×50kW 230V d.c. |
| 508956<br>KGCI<br>247821<br>Df Esd<br>Gc | **DIAMOND HITCH**<br><br>**United States Department of Commerce**<br>Savannah United States | 3799<br>2160<br>9903 | AB | 1945 Southeastern S.B. Corp.—Sav<br>338' 8" 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref Mchy.aft<br>3 Ho 42¾', 78¾', 67½'<br>B.237000 In. 9000<br>3 Ha (stl) (20½', 40½', 40½'×20')<br>16W | Oil 2SA 6Cy. 545×700 mm<br>1700bhp<br>General Mchy. Corp.<br>2×250kW 220V d.c. |
| 510615<br>ELCQ<br>2800<br>Df Esd<br>Gc Rdr<br>RTm | **DIAMOND VENTURE**<br>exNidareid–67 exEscape–64<br>exStanvac Japan–59<br>**Crusader Carriers Inc.**<br>Monrovia Liberian | ~~10746~~ 18416<br>~~13543~~ 11300<br>29300 | NV | 1953 Mitsubishi Zosen—Nag<br>631' 4" 82' 11" 34' 8¾"<br>601' 2" 82' 6" 42' 6"<br>P130' B38' F82' 1 dk<br>conv tanker 60 | S Bulk Carrier Mchy.aft<br>5 Ho 68', 78', 78', 78', 75'<br>G.1357000<br>5 Ha (stl) (49½', 55¾', 55¾', 55¾',<br>55¾'×40½') | 2 S Turb dr geared to sc. sh<br>13750shp<br>Mitsubishi Zosen<br>2×400kW 440V 60c/s a.c. |
| 507434<br>6ZDU<br>2172<br>Df Esd<br>Gc Rdr<br>RT | **DIANA**<br>exCiudad de Bucaramanga–65<br>exBrunshausen–53<br>**Diana Shipping Corp.**<br>Monrovia Liberian | 3714<br>2155<br>5040 | AB | 1952 H. C. Stülcken Sohn—Ham<br>349' 0" 48' 4" 22' 4½"<br>315' 9" 48' 2¾" 28' 0"<br>Q183' F25' 2 dks<br>RW<br>rf 4" | M<br>4 Ho 53¾', 74½', 62', 47½'<br>G.256400 B.238340<br>4 Ha (stl) (26¾'×16½') (39½', 31½',<br>22¾'×19¾')<br>10W Der 1(25) 12(3–5) | 2 Oil 4SA each 9Cy.<br>geared to sc. shaft<br>3100bhp<br>Masch. Augsburg-Nürnb<br>4×150, 150, 115, 125kW |
| 508959<br>DJDR<br><br>Df Esd<br>Rdr RT | **DIANA**<br><br>**Partenreederei "Diana"**<br>Heinrich Schmidt Reederei<br>Flensburg W. German | 2690<br>1493<br>4390 | GL | 1953 Flensburger Schiffs. Ges.—Fln<br>*299·9'* 48' 5" 19' 11¾"<br>295' 4" 48' 3" 22' 9"<br>Q93' B66' F26' 1 dk<br>RW | S<br><br>G.214900 B.199800<br>5 Ha<br>Der 10(5) | C 4Cy. (2) 15¾" & (2) 33"<br>turb<br>1600ihp<br>Flensburger Schiffs. Ges. |
| 508964<br>DAIV<br><br>Df Esd<br>Rdr<br>RTh/v | **DIANA**<br><br>**Partenreederei m.s. "Diana"**<br>Peter Döhle<br>Hamburg W. German | 499<br>293<br>1024 | GL | 1960 J. J. Sietas Schiffsw.—Ham<br>201' 9" 31' 7" 12' 11"<br>183' 9" 31' 5½" 20' 4"<br>P&B128 F26' 1 dk<br>rf nil | M Mchy.aft<br>1 Ho 129½'<br>G.61200 B.54200<br>1 Ha (stl) (27'×17')<br>2 Ha (w) (each 32½'×18')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>3×25, 12, 12kW 220V d.c.<br>Directional propeller |

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| 681370<br>SIHK<br>10539<br>Esd<br>Rdr RT | **DIANA**<br>Ernst V. Alexandersson<br>Partrederi<br>Hönö Swedish | 151<br>62<br>— | BV | **1964** Rosslauer Schiffs.—Rosslau<br>100′ 8″ 21′ 8″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×300 mm<br>700bhp<br>Nydqvist & Holm A/B Thn |
| 508966<br>EEJW | **DIANA**<br>Antonio Armas Curbelo<br>Las Palmas Spanish | 143<br>106<br>— | | **1918** ……………………Santa Cruz de Teneriffe<br>*96·8′* 26′ 2″<br>… … … | Wood Aux Sr | Oil 3Cy.<br>120bhp 9t (d.o)<br>D. Goedkoop, Jr Ams<br>6k |
| 640166<br>OYWK<br>Df Esd<br>Gc Rdr<br>RTv | **DIANA CLAUSEN**<br>C. Clausen Rederi A/S<br>af 1961<br>C. Clausen<br>Copenhagen Danish | 2911<br>1354<br>3100 | ✠100A1<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN700 EL (v)1 11/16″SQ | **1964**–10 Brodogradiliste "Ivan Cetinic" —Korcula<br>360′ 2″ 47′ 8″ 20′ 1″<br>332′ 1″ 46′ 11″<br>Ba92′ B19′ RFD27′ 1 dk & S dk, 3rd dk fwd of mchy. space<br>NS 2BH to S dk 4 to 2nd dk len 66<br>rf 8″ WB1039t incl. DTa98t DTsf265t | M Cattle Carrier Ref OSD Mchy.aft<br>4 Ho 33¾′, 66½′, 66½′, 66½′<br>In.11195<br>1 Ha (7½′×10′)<br>3 Ha (stl) (9¾′, 9¾′, 6½′×8¼′)<br>10W Der 2(3) 2(2) 4(1½) 2(1) | Oil 2SA 5Cy. 500×1100 mm<br>3500bhp B&W (hvf)<br>Brodogradiliste Uljanik Pla<br>2 AuxB (1 o.f 1 ex.g) 85℔<br>3×250kW 440V 60c/s a.c. 15k |
| 508968<br>WH5346<br>272347<br>Gc Rdr<br>RTm/v | **DIANA L. MORAN**<br>Tug Helen B. Moran Inc.<br>New York United States | 239<br>162<br>— | AB | **1956** Jakobson Shipyard Inc.—Oyster Bay<br>105′ 0″ 27′ 1″ 13′ 6¾″<br>100′ 3″ 27′ 0″ 15′ 0″<br>BK4″ | D–E Tug | Oil 2SA 16Cy. 8¾″×10½″ 1757bhp driving 1 gen. 1210kW 525V d.c. connected to elec. motor<br>Emade44fitted56 117t<br>General Motors Corp. Clv<br>3×40, 40, 35kW 125V d.c. |
| 503103<br>IPPX<br>410<br>Df Esd<br>RT | **DIANA PRIMA**<br>exAurora Prima–65 exLuga–62<br>exEvertsen–59<br>exFlying Scotsman–38<br>**Vittorio Paladini**<br>Viareggio Italian | 389<br>203<br>528 | RI | **1930** Ind. Maats. De Noord—Alb<br>154′ 10″ 25′ 3″ 10′ 9″<br>147′ 8″ 25′ 1″ 11′ 0″<br>1 dk<br>R | M Mchy.aft<br>1 Ho | Oil 4SA 4Cy. 305×460 mm<br>240bhp NE52<br>Motorenf. "De Industrie" Alp |
| 508969<br>EFWT<br>Esd | **DIANA ROSAL**<br>Pedro Pelayo S.A.<br>Huelva Spanish | 183<br>84<br>— | | **1948** Benito Ferradas—Domayo, Spain<br>*93·7′* 21′ 8″<br>… … … | Wood S Trawler | T 3Cy. 8⅜″ 13″ & 23″×18″<br>203ihp (o.f)<br>8k |
| 508970<br>PDPS<br>Df RT | **DIANA V.**<br>exApollinaris VII–37<br>**N.V. Scheepvaart Maats. "Diana V."**<br>International Shipbrokers Ltd.<br>Rotterdam Netherland | 297<br>209<br>335 | ✠100A1 TD 9/68 ~~SS 5/64~~<br>✠LMC<br>EL d | **1931**–7 Werf. "Vooruit"—Enkhuizen<br>*129·1′* 23′ 3″ 8′ 9″<br>128′ 2″ 23′ 2″ 9′ 6″<br>P27′ F13′ 1 dk<br>R NS 2BH<br>WB55t | M Mchy.aft<br>G.22500 B.21013 | Oil 2SA 3Cy. 240×360 mm<br>150bhp 11t<br>Appingedammer Brons. Apg<br>7½k |
| 650667<br>6ZFD<br>2207<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DIANE**<br>**Global Tankers Inc.**<br>Monrovia Liberian | 33759<br>23806<br>60193 | ✠100A1<br>oil tanker<br>✠LMC<br>MN4140 EL w†3¼″SQ | **1965**–2 Mitsubishi Hvy Ind. Ltd.—Nag<br>774′ 11″ 106′ 0″ 40′ 7¼″<br>738′ 2″ 105′ 8″ 54′ 9″<br>P141′ F71′ 1 dk<br>10BH<br>rf nil WB12223t incl. 8180t in clean ballast tanks DTf2103t | M Tanker (12P) Mchy.aft<br>15 Ta<br>L.2675765 HeCls. BC | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 3362t (d.o)–73pd<br>Mitsubishi Hvy Ind. Ltd. Nag<br>2WTAuxB 242℔<br>4×320kW 115/450V 60c/s a.c. 16½k |
| 508971<br>OXTK | **DIANE CHRIS**<br>exErwin–60 exHandel<br>**M. Berg Christensen**<br>Marstal Danish | 150<br>78<br>240 | BV | **1907** J. S. Figée Jr.—Vla<br>111′ 11″ 21′ 5″ 10′ 0″<br>… … …<br>1 dk<br>R len 50 | M<br>1 Ho<br>1 Ha (47½′×12½′)<br>1 W Der 1(1½) | Oil 4SA 3Cy. 240×360 mm<br>112bhp NE38<br>Humboldt-Deutzmot. Köln-Deutz |
| 508972<br>LGDN<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DIANET**<br>**A/S Dione**<br>Chr. J. Reim<br>Porsgrunn Norwegian | ~~5204~~ 5138<br>~~3458~~ 3575<br>~~8400~~ | NV | **1962** Porsgrunds M/V—Porsgrunn<br>381′ 7″ 52′ 7″ 26′ 9¾″<br>354′ 6″ 52′ 6″ 33′ 4″<br>B34′ F50′ 2 dks<br>rf 6½″ | M CSD Mchy.aft<br>3 Ho 101′, 101′, 51′<br>G. 404208 B.386771<br>3 Ha (stl) (80′, 81′, 40½′×23½′)<br>10W Der 10(5) | Oil 4SA 10Cy. 520×740 mm<br>3860bhp 367t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×128kW 440V 60c/s a.c. 13k |
| 508973<br>PDQD<br>Df RT | **DIANNEL**<br>**J. Wiltens**<br>N.V. Wijnne & Barends<br>Delfzijl Netherland | 397<br>276<br>460 | BV | **1954** Hoogezand J. Bodewes—Hgz<br>166′ 5″ 25′ 6″ 9′ 4¼″<br>146′ 0″ 25′ 4″ 13′ 2″<br>P38′ F16′ 1 dk<br>RW | M Mchy.aft<br>G.28500 B.26500<br>2 Ha (each 35½′×15¾′)<br>Der 2(2) | Oil 2SA 6Cy. 220×380 mm<br>300bhp 27t<br>Appingedammer Brons. Apg<br>9k |
| 514259<br>SVCZ<br>2123 | **DIAS**<br>exHara–64 exCoxy–55<br>exToneline–47<br>**Michael Xydias & Co.**<br>Piræus Greek | 499<br>301<br>800 | HR | **1928** Ch. Generaux—Sete<br>*197·8′* 29′ 0″ 13′ 0″<br>28′ 10″<br>1 dk<br>R conv tanker 55 | M<br>2 Ho<br>G.37000<br>2 Ha (each 45½′×10¾′)<br>3W Der 3(2½) | Oil 2SA 8Cy. 300×500 mm<br>800bhp NEmade—fitted—Skoda 40t |
| 508974<br>RTm | **DIAS**<br>exKapduen exViola<br>**Albion Star (South Georgia) Ltd.** | 167<br>63<br>264 | ✠Classed LR until 4/59 | **1906**–2 Cook, Welton & Gemmell—Bev<br>*108·5′* 21′ 7″<br>107′ 2″ 21′ 4″ 12′ 9″<br>R<br>BK8″ | S Sealer<br>1 Ho 23′<br>1 Ha (8¼′×7½′)<br>1W Der 1(2) | T 3Cy. 10″ 16½″ & 27″×24″<br>290ihp (o.f)<br>Amos & Smith Hul<br>1×5kW 110V d.c. 8k |

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| 508977 | **DICAYAGUA**<br>**Naviera Dominicana C. por A.**<br>Santo Domingo Dominican | 181<br>132<br>— | | 1943 ……………………Ciudad Trujillo<br>*106·5'* 23' 8"<br>… … …<br>1 dk | Wood M | Oil |
| 508979<br>KGCR<br>248488<br>Df Esd<br>Gc | **DICK LYKES**<br>**Lykes Bros. S.S. Co. Inc.**<br>Houston United States | 8174<br>4865<br>11330 | AB | 1945 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 28' 6¼"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>RW<br>rf nil | S (12P) CSD<br>5 Ho 59', 59', 67', 68', 68'<br>G. 580845 B.540824<br>5 Ha (27', 32½', 35', 30, 30'×20')<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. shaf<br>6600shp<br>General Electric Co. |
| 508980<br>MTZF<br>186996<br>Df Esd<br>Pfd<br>RTm | **DICK WHITTINGTON**<br>**Small & Co. (Lowestoft) Ltd.**<br>Hobsons (Lowestoft) Ltd.<br>Lowestoft British<br>Now **SATURNO II** See New Entries No. 7 | 115<br>46<br>— | | 1955 Richards Irn Wks Ltd.—Lwt<br>*87·8'* 20' 6" 11' 0"<br>20' 4"<br>R | M Trawler | Oil 4SA 5Cy. 10½"×14½"<br>300bhp<br>Ruston & Hornsby<br>1×9kW 220V d.c. |
| 652403<br>GRXR<br>306590<br>Df Esd<br>Pfd RT | **DICKETA**<br>**W. H. Kerr (Ship Chandlers) Ltd.**<br>Lowestoft British<br>W. H. Kerr (Mgr.) | 174<br>60<br>55 | ✠100A1<br>trawler<br>✠LMC<br>MN106 EL (b) g | 1966–4 R. Dunston Ltd.—Hessle<br>*94·1'* 23' 4" 9' 0"<br>88' 10" 23' 0" 11' 0"<br>F17'<br>4BH<br>rf 18" BK6" WB13t | M Trawler<br>1 Ho 27½'<br>3 Ha (4½', 4½', 2½'×3½') | Oil 4SA 8Cy. 8¾"×11½" with<br>coupling & sr reverse gears<br>528bhp<br>Blackstone & Co. Ltd.<br>2×20kW 220V d.c. |
| 651444<br>Df Esd<br>Gc Rdr<br>RT | **DICKSON**<br>**U.S.S.R.**<br>Petropavlovsk-Kamchatski Russian | ~~2925~~ 2921<br>~~1845~~ 3424<br>3480 | | 1965 F. W. Hollming—Rauma<br>335' 7" ~~335' 0"~~ 46' 1" ~~18' 9"~~ 19' 8½"<br>305' 2" 45' 11" 22' 6"<br>1 dk | M | Oil 2SA 5Cy. 550×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Teh |
| 508981<br>PDPU<br>Df Esd | **DICKY**<br>**A. Westera**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Appingedam Netherland | 499<br>279<br>659 | BV | 1958 Schpsw. Appingedam—Apg<br>172' 8" 27' 11" 10' 7"<br>157' 0" 27' 7" 11' 8"<br>1 dk<br>RW | M Mchy.aft<br>G.31200 B.29000<br>2 Ha (each 39¾'×16½')<br>Der 2(3) | Oil 4SA 6Cy. 290×450 mm<br>395bhp<br>Appingedammer Brons. |
| 508982<br>SWLU<br>349<br>Df Esd<br>Gc Rdr | **DICORONIA**<br>exBlue Master–54<br>exEdward M. House–47<br>**Bahia Salinas Cia. Nav. S.A.**<br>Andros Greek | 7260<br>4457<br>10576 | NV | 1943 St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70'<br>G.562608 B.499000<br>5 Ha (33½', 35', 20', 30', 35'×20')<br>Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×15kW 110V |
| 540317<br>GMFU<br>304229<br>Df RT | **DICTION**<br>**London & Rochester Trading Co. Ltd.**<br>Rochester British | 189<br>112<br>250 | | 1963 R. Dunston (Hessle) Ltd.—Hessle<br>105' 4" 23' 7" 7' 5½"<br>96' 0" 23' 0" 9' 4"<br>1 dk | M Mchy.aft<br>1 Ho 59½'<br>1 Ha (56'×15') | Oil 4SA 6Cy. 6½"×7½"<br>180bhp<br>Bergius Co. Ltd. |
| 661358<br>DGMG | **DIDE**<br>exGesa–66 exGrauerort–65<br>exVier Gebroeders<br>**Willi Junge**<br>Johs Thode<br>Hamburg W. German | 205<br>93<br>300 | GL | 1901 H. Holtman & Zn.—Stadskanaal<br>*118·1'* 22' 6" 7' 8½"<br>7' 10"<br>1 dk<br>len 54 widened & deepened 58 | M<br>2 Ha (each 34½'×13') | Oil 4SA 6Cy. 220×280 mm<br>200bhp<br>Klöckner-Humboldt-Deutz |
| 541083<br>MHBZ<br>305226<br>Pfd Rdr | **DIDO**<br>**Bristol Steam Nav. Co., Ltd.**<br>Bristol British | 1589<br>769<br>— | ✠100A1 SS 10/67<br>✠LMC<br>MN435 EL q | 1963–10 C. Hill & Sons Ltd.—Brs<br>261' 0" 39' 10" 16' 9½"<br>245' 0" 38' 9" 21' 0"<br>P64' F28' 1 dk<br>RW 5BH<br>rf 4" WB638t | M Mchy.aft<br>G.94060 B.91230 | Oil 2SA 9Cy. 340×570 mm<br>2175bhp<br>British Polar Engines Ltd. |
| 508986<br>LNUX<br>Df Esd<br>Rdr<br>RTm | **DIDO**<br>**A/S Dione**<br>Chr. J. Reim<br>Porsgrunn Norwegian | 1571<br>867<br>2540 | NV | 1949 Porsgrunds M/V—Porsgrunn<br>258' 0" 37' 9" 17' 9"<br>244' 0" 37' 7"<br>P64' B14' F30' 1 dk<br>RW<br>rf 4" | M Mchy.aft<br>1 Ho 163½'<br>G.112600 B.106000<br>4 Ha (each 24½'×22½')<br>Der 6(5) 2(3) | Oil 2SA 6Cy. 345×580 mm<br>1080bhp<br>Nydqvist & Holm A/B<br>4×45, 45, 30, 30kW 220V d.c. |
| 508988<br>IMAG<br>833<br>RTm | **DIEGO ATTANASIO**<br>exÖstanhav–58 exBorga–52<br>exCyrene<br>**Mario Attanasio**<br>Naples Italian | 438<br>232<br>700 | RI | 1904 Lödöse Varf.—Lod<br>151' 7" 25' 11" 14' 6"<br>134' 11" 25' 9" 15' 2"<br>Q14' F15' 1 dk<br>R conv sailing ship — | M<br>1 Ho<br>G.31000 B.29000<br>2 Ha (28', 24½'×14½')<br>Der 2(2½) | Oil 2SA 6Cy. 230×400 mm<br>420bhp NE52<br>A/S Fredrikshamns Mek.<br>2×15 & 9kW 220V d.c.<br>Controllable pitch propelle |
| 508990<br>PDPT<br>Df Esd<br>Gc Rdr<br>RTv | **DIEMERDYK**<br>**N.V. Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)**<br>Rotterdam Netherland<br>Now **ORIENTAL AMIGA** See New Entries No. 8 | 11195<br>6303<br>11780 | ✠100A1 SS 10/65<br>with fbd Tunnel side tanks No. 5 hold—veg. oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1870 EL g†2⅛*SQ | 1950–6 N.V. Wilton-Fijenoord—Sch<br>498' 4" 69' 3" 30' 1"<br>476' 3" 69' 0" 42' 0"<br>B160' F49' 2 dks<br>RW 8BH<br>rf 6" WB3998t incl. DTf168t Tunnel tanks 1945t | S (61P) Ref CSD<br>6 Ho 56½', 58½', 62½', 64½', 62½', 56½'<br>G.435419 B.387137 In.126309<br>1 Ha (stl) (20½'×18') 4 Ha (w) (26½' 34', 22½', 34'×21') 1 Ha (stl) (22½'×21')<br>18W Der 1(50) 1(30) 18(5) | 2 S Turb with dr gearing<br>8500shp<br>✠E&Bmade<br>General Electric Co.<br>2WTB 525lb Spt 470<br>4×250kW 220V d.c. |

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| 508992<br>DEAM | **DIERSCH IV**<br>exDudizol IV–60<br>**Diersch & Schröder**<br>Bremen W. German | 148<br>84<br>— | | GL | 1957 Scheel & Jöhnk—Ham<br>*121·7'* 19' 1"<br>18' 11" 7' 5"<br>1 dk len 60 | M Tanker | Oil 4SA 6Cy. 215×300 mm<br>200bhp<br>Motorenw. Mannheim | <br><br>Mhm |
| 508994<br>PDQA<br>Df Esd<br>Rdr<br>RTm | **DIET**<br>exLeo S–56 exFranka–53<br>**H. Oldenburger & J. Braam**<br>Maritima Scheepv & Handel Maats. N.V.<br>Delfzijl Netherland | 397<br>206<br>520 | **BS✻**<br>**MBS✻**<br>MN60 | TD 4/67<br>CT390 C16 | 1940–10 Scheeps. Waterhuizen J. Pattje—Waterhuizen<br>159' 2" 26' 2" 10' 4¾"<br>141' 7" 25' 11" 10' 6"<br>P39' Q49' F19' 1 dk<br>R 3BH<br>WB228t | M Mchy.aft<br>1 Ho<br>G.29500 B.28500<br>2W Der 2(1½) | Oil 4SA 6Cy. 280×400 mm<br>300bhp<br>D. & J. Boot "De Industrie" | <br>30t (d.o)<br>Alp<br>9½k |
| 508995<br>PDQF<br>Df Esd<br>RTm | **DIETERT**<br>**H. W. Schreiber**<br>Groningen Netherland | 378<br>194<br>460 | | BV | 1955 J. Vos & Zoon—Gro<br>*138·0'* 25' 1"<br>132' 0" 25' 0" 10' 0"<br>P46' F21' 1 dk<br>RW | M Mchy.aft<br>1 Ho 82'<br>G.23000 B.21400<br>2 Ha (31', 26'×15')<br>Der 2(2) | Oil 4SA 4Cy. 290×450mm<br>240bhp<br>Appingedammer Brons.<br>2×4¾kW 110V a.c. | <br>30t (d.o)<br>Apg<br>9½k |
| 650445<br>DKNT<br>Df Esd<br>Gc Rdr<br>RT | **DIETRICH OLDENDORFF**<br>**Egon Oldendorff**<br>Lübeck W. German | 22371<br>15706<br>34120 | | GL | 1964 Flensburger Schiffs. Ges.—Fln<br>661' 10" 86' 1" 35' 3½"<br>623' 5" 85' 3½" 51' 3"<br>P133' F52' 1 dk | M Bulk Carrier Mchy.aft<br>G.1632500<br>9 Ha | Oil 2SA 7Cy. 780×1500 mm<br>10800bhp<br>Masch. Augsburg-Nürnberg | <br>1468t<br>Aug<br>15¼k |
| 525802<br>TQBV<br>RT | **DIEU NOUS GARDE**<br>exNotre Avenir–65<br>**Claude & André Pruneau**<br>La Rochelle French | 102<br>32<br>— | | ~~BV~~ | 1959 Ch. Le Ny—Névez<br>*66·7'* 21' 8"<br>… … …<br>1 dk | Wood M Fishing<br>6 Ha (3¼'×3¼') (3', 3', 3'×2¼') (3', 3'×2')<br>Der 1(2½) | Oil 4SA 5Cy. 230×330 mm<br>300bhp<br>Etab. Duvant | <br>20t<br>Vln<br>9½k |
| 508997<br>PDQH<br>Esd Gc<br>RT | **DIEUWINA**<br>**J. W. Koorn**<br>Hippolytushoef Netherland | 107<br>34<br>— | | | 1961 Laan & Kooy—Den Oever<br>88' 7" 20' 9"<br>… … … | M Fishing | Oil 2SA 6Cy. 190×350 mm<br>N.V. Mch. Bolnes | <br>Krimpen |
| 513419<br>PDOI<br>Df Esd<br>Rdr RT | **DIEVERTJE**<br>exGouwestroom–64<br>exDievertje–61<br>**H. Damhof**<br>"Carebeka" N.V.<br>Delfzijl Netherland | 499<br>225<br>825 | | BV | 1957 Schps. "Hoogezand" J. Bodewes —Hgz<br>193' 6" 30' 9" 11' 4"<br>177' 2" 30' 2½"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>G.61026 B.57360<br>2 Ha (each 43¼'×16½')<br>Der 2(3) | Oil 4SA 8Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz | <br>82t<br>Kln<br>12k |
| 507416<br>Df Esd | **DIFFURI MAADU**<br>exCity of Victoria–66<br>exHero–62<br>**Government of the Maldive Islands**<br>Maldivian Nationals Trading Corp. (Ceylon) Ltd.<br>Male Maldivian ~~British~~ | 1838<br>872<br>2448 | | NV | 1950 Hall, Russell & Co. Ltd.—Abn<br>281' 0" 42' 0" 16' 8¾"<br>263' 0" 41' 10"<br>P33' B65' 1 dk<br>RW<br>rf 3" | S<br>G.126343 B.114425<br>2 Ha (22½', 24¾'×20¼')<br>8W | C 4Cy. (2) 13¾" & (2) 32$\frac{5}{16}$"×30½"<br>Hall, Russell & Co. Ltd. | <br>263t (o.f)<br>Abn<br>11k |
| 524765<br>KWPZ<br>245322<br>Df Esd<br>Gc | **DIGBY**<br>exSapphire Gladys–67<br>exNatalie–65 exYukon–64<br>exNatalie–64 exCelestial–56<br>**The 046 Corp.**<br>New York United States<br>Now **GRAND MADONNA** See New Entries No. 6 | 6111<br>3519<br>10566 | | AB | 1944 Moore D.D. Co.—Oakland<br>459' 6" 63' 1" 27' 8"<br>435' 0" 63' 0" 31' 6"<br>B79' 2 dks & S dk<br>RW<br>rf nil | S OSD<br>5 Ho 67½', 62½', 70', 70', 71¾'<br>G.617999 B.545132<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 2(30) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. | <br>1710t (o.f)<br>Lyn<br>15k |
| 508998<br>LAKQ<br>Df Esd | **DIGBY**<br>**Olav Sannes A/S**<br>Haugesund Norwegian | 121<br>36<br>— | ✠Classed LR until 11/54 | BV | 1947–4 Frank Curtis—Charlestown<br>98' 3" 22' 6" 12' 0"<br>… … …<br>1 dk | Wood M Fishing | Oil 4SA 8Cy.<br>400bhp NE60<br>Caterpillar Tractor Co. | <br><br>Peoria |
| 514363 | **DIJLAH**<br>exHashim–66<br>**Government of Iraq (Directorate General of Ports & Navigation)**<br>Basrah Iraq | 462<br>27<br>350 | **✠100A1**<br>tug<br>**✠LMC**<br>MN243 | SS 3/67<br>EL (g)1¼" | 1957–10 Scott & Sons—Bwg<br>135' 1" 34' 7" 13' 1"<br>125' 0" 33' 0" 14' 6"<br>B44'<br>3BH<br>BK7" WB53t | S Tug | T 3Cy. 17" 28" & 46"×33"<br>1350ihp<br>Plenty & Son Ltd.<br>SB 200℔ hs3370 3cf | <br>170t (o.f)<br>Nby<br>12½k |
| 651998<br>EABO<br>Df Esd<br>RT | **DILAKO**<br>**Hijos de Angel Ojeda S.A.**<br>Vigo Spanish | 181<br>43<br>— | | BV | 1965 Const. Nav. P. Freire—Vgo<br>103' 11" 23' 2" 9' 6½"<br>90' 7" 23' 0" 11' 8"<br>RW | M Trawler<br>8 Ha (each 4'×4')<br>2 Ha (4¼'×4¼') (2¼'×2¼') | Oil 4SA 6Cy. 220×280 mm<br>565bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln<br>10½k |
| 672920<br>6884<br>RTv | **DILIGENT**<br>**Société de Remorquage et de Sauvetage du Nord**<br>Dunkirk French | 192<br>—<br>— | | BV | 1967 Ziegler Freres—Dnk<br>95' 2" 27' 11"<br>88' 7" 26' 3"<br>P92' 1 dk | M Tug | Oil 8SA 8Cy. 250×280 mm<br>1430bhp<br>Soc. Crepelle<br>2×48, 20kW 125V<br>Directional propeller fwd | <br>(d.o)<br>Lille<br><br>12½k |

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| 509001<br>MXXG<br>185700<br>Esd Pfd<br>Rdr RTv | **DILIGENT**<br><br>**Dover Harbour Board**<br>Dover British | 161<br>—<br>— | ✠100A1 SS 6/66<br>tug<br>North Sea and English Channel service<br>✠LMC<br>MN202 EL (b) | 1957-12 P. K. Harris (Shipbuilders) Ltd. —Apl<br>99' 2" 24' 11" 10' 10"<br>88' 0" 24' 9" 12' 6"<br>3BH<br>rf 16" BK2" WB21t | TM Tug | 2 Oil 4SA each 8Cy.<br>reverse reduction gear<br>1008bhp<br>Blackstone & Co. Ltd. |
| 509002<br>PDPV<br><br>Df Rdr<br>RTm/v | **DILIGENTIA**<br><br>**C. Minnaar N.V.**<br>Ripmeester & Co. N.V.<br>Rotterdam Netherland | 499<br>233<br>657 | BV | 1952 Terneuzensche Schps. Maats.—Terneuzen<br>183' 8" 27' 4" 11' 1"<br>27' 2"<br>P62' F28' 1 dk<br>R | M Tanker Mchy.aft<br><br>L.32173<br><br>Der 1(1) | Oil 4SA 8Cy. 285 × 425 mm<br>480bhp<br>Masch. Kiel A.G.<br>2 × 5kW 110V d.c. |
| 509003<br><br>187840<br>RT | **DILMUN**<br><br>**Dilmun Nav. Co. Ltd.**<br>London British | 433<br>188<br>575 | ✠LR class withdrawn—Owners' request 3/67 | 1958-8 N.V. Noord Ned. Schps.—Gro<br>166' 0" 26' 9" 10' 1½"<br>147' 9" 26' 3" 10' 6"<br>P41' F27' Trunk 81' 1 dk<br>rf 4" | M Tanker Mchy.aft | Oil 4SA 6Cy. 220 × 280 mm<br>reverse gearing<br>267bhp<br>Klöckner-Humboldt-Deutz |
| 660006<br>PJKA<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DILOMA**<br><br>**N.V. Curacaosche Scheepv. Maats.**<br>Willemstad Netherland (Antilles) | 38260<br>26214<br>~~66000~~<br>69220 | ✠100A1<br>oil tanker (cc)<br>✠LMC<br>MN3780 EL y†3$\frac{1}{16}$"SQ | 1966-5 Nederl. Dok & Schps.—Ams<br>800' 0" 110' 3" 43' 5½"<br>760' 0" 110' 0" 56' 7½"<br>P56' F79' 1 dk<br>12BH<br>rf 5½" WB13276t incl. 8391t in clean ballast tanks DTf3189t | M Tanker Mchy.aft<br>19 Ta<br>L.2913671 HeCls. B<br><br>Cr 1(5) Der 2(10) | Oil 2SA 9Cy. 840 × 1800 mm<br>18900bhp B&W<br>N.V. Mch. & Schps. P. Smit, Jr<br>2AuxB 440lb Spt 500° F.<br>2 × 600kW 440V 60c/s a.c. |
| 509004<br>LZDG | **DIMITAR KONDOV**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 711<br>373<br>754 | | 1952 G. Dimitrov—Bulgaria<br>188' 4" 29' 8" 11' 10"<br>29' 6" 13' 2" | M Mchy.aft<br><br>G.43243 B.39571<br><br>6W Der 6(1) | Oil 2SA 8Cy.<br><br>Nydqvist & Holm A/B |
| 516769<br>SVFR<br>2810<br>Df Esd<br>Gc Rdr | **DIMITRAKIS**<br>exJag Rakshak-65<br>exLake Pennask-63<br>exJersey Spray-56<br>**General Navigation S.A.**<br>Agemar S.A.<br>Mogadishu Somali Rep. | 7829<br>4421<br>9954 | ✠100A1 SS 6/66<br><br>✠LMC<br><br>MN660 EL b† | 1953-6 Wm. Doxford & Sons Ltd.—Sld<br>477' 10" 57' 11" 26' 11½"<br>420' 0" 57' 9" 37' 7"<br>F37' 2 dks<br>RW 7BH to U dk 1 to 2nd dk<br>WB1228t | M CSD<br>5 Ho 58½', 53½', 57½', 65½', 70½'<br>G.559210 B.504897<br>6 Ha (31½', 31½', 31½', 31½', 31½' × 22') (8' × 18')<br>11W Der 4(10) 6(5) 2(3) | Oil 2SA 4Cy. 600 × 2320 mm<br>3300bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120lb<br>2 × 40kW 220V d.c. |
| 660099<br>6ZKI<br>2342<br>Df Esd<br>Gc Rdr<br>RT | **DIMITRI**<br><br>**Oceanica Inc.**<br>Metrofin Ltd.<br>Monrovia Liberian<br>Now **OCEANICA**<br>See New Entries No. 1 | 28101<br>20629<br>54994 | AB | 1965 Nippon Kokan—Yka<br>742' 10" 102' 3" 39' 1½"<br>710' 0" 102' 0" 57' 6"<br>P94' F52' 1 dk<br>RW<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho<br><br>12 Ha (stl) | Oil 2SA 8Cy. 900 × 1550 mm<br>17600bhp Sulzer<br>Uraga Hvy Ind. Ltd. |
| 540318<br>UNUQ<br>M-27525 | **DIMITRI CHASOVITIN**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 3308<br>1390<br>2495 | | 1962 Nosenko Shpyd—Nic<br>326' 0" 46' 1" 18' 2½"<br>45' 11" 23' 9" | D-E Fish Carrier<br>3 Ho<br>In.108416<br>3 Ha (each 12½' × 10½')<br>6W Der 6(3) | 4 Oil 4SA each 6Cy.<br>connected to elec. motor<br>to sc. shaft |
| 509005<br>UKDF<br>M-687 | **DIMITRI DONSKOI**<br>exEmpire Ayr-46<br>exEberhart Essberger-45<br>**U.S.S.R.**<br>Leningrad Russian | 5061<br>2935<br>9145 | | 1943 Öresundsvarvet A/B—Lkr<br>453' 8" 57' 2"<br>57' 0"<br>1 dk & S dk | M OSD<br>4 Ho<br>G.514890<br>4 Ha (32½', 37', 37', 37' × 20')<br>11W Der 1(15) 10(3) | Oil 2SA 6Cy. 680 × 1500 mm<br><br>A/B Götaverken |
| 680128<br>UPXB<br>M-7474 | **DIMITRI DONSKOI**<br><br>**U.S.S.R.**<br>Sevastopol Russian | 352<br>—<br>95 | | 1956 ......................Russia<br>142' 4" 26' 4" 7' 3"<br>11' 6" | TM Tug | 2 Oil 2SA each 6Cy.<br>Emade52fitted58 |
| 670001<br>UTQO<br>M-27913 | **DIMITRI FURMANOV**<br><br>**U.S.S.R.**<br>Russian | 10183<br>5465<br>12585 | | 1966 Stocznia Gdanska—Gdk<br>*479·5'* 66' 5" 29' 6½"<br>66' 3" 36' 1"<br>2 dks | M | Oil 2SA 6Cy. 760 × 1550 mm<br>9600bhp Sulzer<br>H.Cegielski |
| 509006<br>USPQ<br>M-22391 | **DIMITRI FURMANOV**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 3170<br>1225<br>1300 | | 1960 ......................Russia<br>277' 10" 46' 0" 18' 3"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>6W Der 2(5) 2(3) 2(1½) | Oil 2SA 8Cy. 430 × 610 mm<br>2000bhp |
| 650390<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | ~~**DIMITRI GULIJA**~~<br>**DIMITRI GULIA**<br>**U.S.S.R.**<br>Odessa Russian | 11280<br>6080<br>14200 | | 1965 Brodogradiliste Uljanik—Pla<br>523' 1" ~~524' 7"~~ 69' 10" ~~31' 9"~~ 31' 11"<br>486' 10" 69' 8½" 41' 4"<br>2 dks | M | Oil 2SA 8Cy. 740 × 1600 mm<br>B&W<br>Brodogradiliste Uljanik |
| 680689<br>UILS<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DIMITRI MENDELEYEV**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 5460<br>1387<br>1986 | | 1968 Mathias-Thesen-Werft—Wismar<br>407' 6" 55' 11" 19' 6"<br>360' 11" 55' 9½" 35' 5"<br>3 dks | TM Research Ship<br><br><br><br>6W Der 1(8) 3(5) 2(2) | 2 Oil 2SA each 6Cy.<br>8000bhp MAN<br>Masch. Halberstadt<br>5 × 368kW 220/380V a.c. |

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| 509007<br>UKDC<br>M-577<br>Df Esd<br>Gc | **DIMITRI POZHARSKI**<br>exSachsenwald-46<br>U.S.S.R.<br>Odessa Russian | 6498<br>3584<br>9520 | | 1945 Lübecker Flender-Werke A.G.—Lbc<br>474′ 1″ 60′ 5″ 25′ 3″<br>60′ 2″ 28′ 11″ | S<br>5 Ho<br>G.512276<br>5 Ha (29¾′, 31½′, 31½′, 31½′×19½′)<br>(18½′×16½′)<br>14W Der 1(10) 7(5) 6(3) | C 4Cy. (2) 20$\frac{1}{16}$″ & (2) 47¼″×47¼″ & LP turb (o.f)<br>Bmn<br>11k |
| 541954<br>SMFY<br>1550<br>Df Esd<br>Gc Rdr | **DIMITRIOS**<br>exNassau Cay-61<br>exEsso Nassau-60<br>exImperial Toronto-58<br>exBlackwater-47<br>**Minerva Maritime Corp.**<br>~~Liberian~~<br>~~Monrovia~~<br>~~Piræus~~ Samos Greek | 13486 ~~13488~~<br>9399 ~~9234~~<br>— | 100A1 SS 4/68 ~~SS 4/68~~<br>LMC<br>MN1480 EL j†2½″SQ | 1963 (Fwd & cargo sections)<br>Cant. Nav. di Taranto—Tno<br>1944 (Aft section)<br>Sun S.B. & D.D. Co.—Chester, Pa<br>576′ 1″ 75′ 0″ 31′ 10¼″<br>551′ 1″ 74′ 11½″ 44′ 2″<br>P108′ F60′ 1 dk<br>9BH conv tanker 63<br>rf 6″ DK WB7233t incl. Topside tanks in holds 2917t | T-E Bulk Carrier Mchy.aft | S Turb connected to elec. motor<br>6600shp (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2WTB 500℔ Spt hs(11552) |
| 541955<br>SYPT<br>942<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **DIMITRIOS**<br>**Compania Filiori de Nav. S.A.**<br>Chios Greek | 10523<br>6348<br>14560 | ✠100A1 SS 5/68<br>DTmf—vegetable oil<br>Ice Class 3<br>✠LMC<br>MN1500 EL f† 2¼″SQ | 1963–5 Brodogradiliste III Maj—Rka<br>533′ 1″ 65′ 11″ 30′ 0¾″<br>485′ 7″ 65′ 7½″ 40′ 4″<br>P27′ F55′ 2 dks<br>7BH to U dk 1 to 2nd dk<br>rf 6″ WB4077t incl. Tunnel tanks 368t DTm1410t | M<br>5 Ho 72′, 76′, 43′, 83′, 68′ 1 TwD 18′<br>G.803329 B.728500<br>5 Ha (stl) (36′, 40′, 40′, 40′, 35′×25′)<br>1 Ha (w) (14′×10′)<br>13W Der 1(20) 12(5) 2(4) | Oil 2SA 5Cy. 760×1550 mm<br>7500bhp Sulzer 1550t (hvf)<br>Brodogradiliste III Maj Rka<br>2AuxB (1 o.f 1 ex.g) 100℔<br>4×320, 320, 320, 100kW 450V 60c/s a.c.<br>15½k |
| 519016<br>SVHH<br>2707<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIMITRIOS**<br>exKlintholm-66<br>**E. & S. Kontos and others**<br>Piræus Greek | 965<br>466<br>1235 | BV | 1950 Frederikshavn V. & F.—Fkn<br>218′ 10″ 33′ 1″ 14′ 5½″<br>32′ 11″<br>P63′ Q98′ F26′ 1 dk<br>rf 3″ | M (2P) Mchy.aft<br>2 Ho 29′, 96′<br>G.68920 B.63680<br>3 Ha (20′×18′) (39¼′, 22¼′×15½′)<br>6W Der 1(15) 6(3) | Oil 2SA 5Cy. 340×570 mm<br>740bhp 75t<br>Atlas-Diesel Skm<br>3×40kW 220V d.c. 10k |
| 509009<br>SYIS<br>2042<br>RT | **DIMITRIOS**<br>exDonald-62 exWirunI-62<br>~~Dimitrios Argyreas~~<br>~~Piræus~~ ~~Greek~~<br>**Branco Salvage Ltd.**<br>Cyprus | 462 ~~462~~<br>163 ~~169~~<br>468 | ~~GL~~<br>✠Classed LR until 10/62 | 1954–5 W. J. Yarwood & Sons Ltd.—Northwich<br>153′ 2″ 27′ 1″ 10′ 9¼″<br>145′ 0″ 27′ 0″ 11′ 6″<br>P55′ F20′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 80′<br>B.19560<br>1 Ha (45′×16′)<br>4W | Oil 2SA 6Cy. 300×500 mm<br>600bhp NE62 47t<br>Russki-Diesel Wks Len<br>10k |
| 502963<br>SWDS<br>50 | **DIMITRIOS A.**<br>exAseity-66<br>**M. Gigilinis & D. Kalkasinas**<br>Thessaloniki Greek | 409<br>214<br>502 | HR<br>✠Classed LR until 10/66 | 1935–3 G. Brown & Co.—Grk<br>*142·9′* 26′ 8″ 9′ 9″<br>142′ 6″ 26′ 6″<br>Q91′ F19′ 1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.29000 B.27000<br>2 Ha<br>2W Der 2(2) | Oil 2SA 5Cy. 315×400 mm<br>500bhp 28t (d.o)<br>Newbury Diesel Co. Ltd. Nby<br>10½k |
| 509043<br>SYGL<br>182<br>RT | **DIMITRIOS K**<br>exDionisios Zambazas-64<br>**G. Kranios & Co.**<br>Piræus Greek<br>Now **CRESANKA** See New Entries No. 8 | ~~308~~ 334<br>~~192~~ 203<br>— | | 1962 Koroneos Bros.—Perama<br>148′ 8″ 26′ 4″ 8′ 2″<br>133′ 2″ 26′ 3″<br>1 dk | TM Ferry Mchy.aft | 2 Oil 2SA each 8Cy. 165×180 mm<br>100bhp Emade—fitted62<br>General Motors Corp. |
| 518082<br>SYZS<br>2465<br>Df Esd<br>Rdr<br>RTm | **DIMITRIOS KYRIAKOS**<br>exDimitrios K.-67<br>exEsterel-65<br>Helen & **Dimitrios Kyriakos**<br>"K" Shipping Enterprises Ltd.<br>Piræus Greek | 2996<br>1697<br>3480 | BV | 1937 A/B Götaverken—Got<br>335′ 6″ 46′ 2″ 21′ 0″<br>46′ 0″<br>P34′ Q7′ B18′ F46′ 1 dk & A dk<br>R | M<br>4 Ho 70′, 58¾′, 49′, 72′<br>G.204000 B.188000<br>4 Ha (stl) (each 26¼′×12½′)<br>4W Der 4(4) | Oil 2SA 8Cy. 520×960 mm<br>2700bhp NE49 350t (d.o.)<br>S.A. Fiat S.G.M. Tur<br>3×180kW 220V d.c. 13½k |
| 509010<br>SYGN<br>1986<br>Esd Rdr | **DIMITRIOS M**<br>exLittle Ouse-62 exHéron-60<br>**E. Ch. Mastichiades, M. D. Michailides & S. D. Michailides**<br>Piræus Greek | 345<br>218<br>660 | GL<br>**WRECKED 11/68** | 1948 At. & Ch. de France—Dnk<br>161′ 3″ 27′ 0″ 16′ 3″<br>14′ 11″<br>Q86′ F28′ 1 dk<br>R conv trawler 62 | M<br>2 Ho 41′, 44¼′<br>2 Ha (28¾′, 32¾′×13′)<br>Der 2(2) | Oil 2SA 4Cy. 380×400 mm<br>420bhp NE52 (d.o)<br>Skandiaverken A/B Lysekil<br>3×25, 24, 5kW 110V |
| 509011<br>SZVQ<br>1074 | **DIMITRIOS P.**<br>exEvangelia-57 exAmfipolis-55<br>exBirgit-48 exPentelikon<br>**The Saporta Agency Co. Ltd. & Peponis Bros.**<br>The Saporta Agency Co. Ltd.<br>Piræus Greek | 325<br>175<br>507 | BV<br>**WRECKED 1/68** | 1921 Sch. & Dok Flender—Lbc<br>145′ 10″ 22′ 6″ 11′ 2″<br>22′ 4″<br>B34′ F21′ 1 dk<br>R | M<br>1 Ho 82′<br>G.22750 B.21800<br>2W Der 2(2) | Oil 4DA 6Cy. 275×360 mm<br>NE54 46½t<br>Etab. Skoda Pilsen<br>9k |
| 509012<br>SXYX<br>1813<br>Df Esd<br>Gc Pfd<br>Rdr | **DIMITRIS**<br>**Cia. de Nav. Aeolus S.A.**<br>Piræus Greek | 9326<br>6119<br>— | ✠100A1 SS 5/65<br>✠LMC<br>MN1226 EL d†2$\frac{3}{16}$″SQ | 1961–1 A.G. "Weser" Werk Seebeck—Bhn<br>504′ 3″ 61′ 3″<br>467′ 4″ 61′ 0″ 40′ 0″<br>F42′ 2 dks<br>7BH to U dk 2 to 2nd dk<br>rf 6″ WB3433t incl. DTmf1167t | M<br>G.724501 B.632016<br>10W Der 1(30) 1(15) 10(5) | Oil 2SA 7Cy. 700×1200 mm<br>6130bhp 1400t<br>Masch. Augsburg-Nürnberg Aug<br>AuxB (ex.g) 85℔ 15k |
| 509013<br>SZUC<br>1020 | **DIMITRIS**<br>exHaroula<br>**Catapodis Bros.**<br>Piræus Greek | 249<br>138<br>— | HR | 1941 ....................Germany<br>131′ 1″ 22′ 9″ 7′ 5″<br>... ... ...<br>1 dk | M<br>2 Ho<br>2 Ha<br>2W | Oil 4Cy.<br>240bhp Emade46fitted57<br>Stab. Mecc. Ansaldo Gen |
| 526340<br>SYBA<br>1809 | **DIMITRIS**<br>exOmonia-64<br>**D. Dragonas & others**<br>Piræus Greek | 211<br>124<br>— | | 1944 ....................United Kingdom<br>135′ 2″ 22′ 3″<br>132′ 1″ 22′ 1″<br>1 dk | Wood M | 2 Oil DA (i) 4Cy. 150×— mm (ii) 6Cy. 130×— mm geared to sc. shaft<br>Masch. Augsburg-Nürnberg<br>Büssinac Germany |

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| 662062<br>SWBX<br>2898 | **DIMITRIS 9**<br>exRedoubt–66<br>**C. Keletsekis**<br>Piræus Greek | 820<br>394<br>680 | HR | **1946** ........................England<br>231' 0" 38' 1" 14' 3"<br>... ... ...<br>1 dk<br>conv landing craft 66 | M Ferry<br>1 Ho<br>G.25000<br>2W Der 2(1) | 4 Oil 4SA each 6Cy. 175×<br>2000bhp<br>Paxman |
| 527746<br>SZWK<br>2698<br>Df Esd<br>Gc Rdr<br>RT | **DIMITRIS N**<br>exPhrygia–65<br>**Firgounes S.A.**<br>Piræus Greek | 3534<br>1730<br>4257 | **✠100A1** SS 4/68 ~~SS 7/66~~<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN720 EL v 2"SQ | **1955–3** Wm. Hamilton & Co. Ltd.—<br>P.Gl<br>348' 0" 49' 10" 23' 4½"<br>320' 0" 49' 6" 28' 6"<br>P29' F32' 2 dks, 3rd dk in No. 1 hold<br>RW 6BH<br>rf 5" WB534t | M Ref<br>G.210066 B.192421 In.7166<br>12W Der 1(25) 2(10) 2(7) 8(5) | Oil 2SA 4Cy. 600×2320 mm<br>3600bhp Doxford<br>D. Rowan & Co. Ltd.<br>2AuxB 120lb |
| 527568<br>SWEV<br><br>Df Esd<br>Rdr<br>RTm | **DIMITRIS X**<br>exPeter–66<br>exA. J. Falkland–60<br>**Chanvasdim Cia. Nav. S.A.**<br>Piræus Greek<br>Now **IOANNA** See New Entries No. 4 | 2340<br>1125<br>3470 | **✠100A1** SS 10/64<br>with freeboard<br>**✠LMC**<br>EL u | **1948–9** W. Gray & Co. Ltd.—Hpl<br>335' 6" 47' 1" 19' 0½"<br>310' 0" 46' 10" 27' 10"<br>P23' F30' 1 dk & S dk<br>RW NS Coll BH to S dk 4 to 2nd dk<br>WB912t incl. Tunnel tanks 149t | S (3P) OSD<br>4 Ho 42½', 81', 45', 42½'<br>5 Ha (each 24½' × 20')<br>Der 8(5) 2(3) | T 3Cy. 20" 32" & 58" × 42"<br>1800ihp<br>Cen. Mar. Eng. Wks<br>2 SB 220lb Spt hs(3464)<br>3 × 50, 50, 15kW 110V |
| 509014<br>SVTF<br>1516<br>Df Esd<br>Gc Rdr | **DIMITROS**<br>exMonkay–58<br>exEmpire Rawlinson–46<br>**Cia. Mar. Marmara S.A.**<br>Piræus Greek | 9769<br>6838<br>11760 | BV<br>✠Classed LR until 12/48 | **1944–11** Lithgows Ltd.—P.Gl<br>497' 5" 65' 0" 29' 9½"<br>64' 9"<br>P53' F38' 2 dks | M CSD<br>1 Ho 83'<br>G.678949 B.543110<br>16W | Oil 2DA 6Cy. 620×1400 mm<br>B&W<br>J. G. Kincaid & Co. Ltd. |
| 509015<br>URUX<br>M-26894 | **DIMITROVO**<br><br>**U.S.S.R.**<br>Murmansk Russian | 7265<br>3287<br>9750 | | **1962** Warnowwerft—Warnemünde<br>457' 8" 59' 1" 26' 3"<br>58' 11" 33' 9"<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.393054<br>5 Ha (39', 39', 39', 39' × 34½')<br>(36½' × 24½')<br>2W Cr 4(5) Der 2(1½) | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Dieselmotorenwerk |
| 502031<br>SVSX<br>2736<br>Df Esd | **DIMOS**<br>exAntonios–66 exCherbourg–54<br>exMoses Austin–47<br>**A. Halcoussis**<br>Piræus Greek | 7250<br>4445<br>— | BV | **1943** Houston S.B. Corp.—Houston<br>441' 6" 57' 0"<br>417' 9" 56' 11" 37' 4"<br>2 dks | S<br>B.459000 | T 3Cy. 24½" 37" & 70" × 48"<br>Joshua Hendy Irn Wks |
| 541540<br>ODJW<br><br>Df Esd<br>Gc Rdr | **DIMOS**<br>exAreti S–63 exDayrose–56<br>exPrins Willem II–53<br>exMolengraaff–47<br>exMary M. Dodge–47<br>**Phoebus D. Kyprianou**<br>Beirut Lebanese | 7187<br>4420<br>10568 | AB | **1943** Permanente (Shpyd No. 2)—<br>Richmond<br>441' 6" 57' 1" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 40', 70', 20' DT<br>G.562608 B.499573<br>5 Ha (33½', 35' 20', 35', 35' × 20')<br>10W Der 1(50) 1(15) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3 × 20kW 120V d.c. |
| 509016<br>SWCO<br>2411<br>Df Esd | **DIMOSTHENIS**<br>**PANTALEON**<br>exD. W. Harrington–47<br>**Pantaleon Navigation**<br>Piræus Greek | 7260<br>4500<br>— | AB | **1943** California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70'<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>Der 10(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3 × 25kW 120V d.c. |
| 501294<br>FNUA<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DINA**<br>exAlterani–67<br>**Compagnie Maritime des**<br>**Chargeurs Réunis**<br>Dunkirk French | ~~10488~~ 10407<br>~~5709~~ 5656<br>~~16460~~ | BV ~~NV~~ | **1960** Flensburger Schiffs. Ges.—Fln<br>517' 4" 63' 6" 30' 2½"<br>477' 5" 63' 4" 41' 0"<br>P129' F63' 1 dk<br>RW<br>rf 4" | M Bulk Carrier Mchy.aft<br>5 Ho each 67½'<br>G.688700 B.662300<br>4 Ha (stl) (each 42' × 29½')<br>10W Der 10(5) | Oil 2SA 7Cy. 700×1200 mm<br>5850bhp MAN<br>Bremer Vulkan<br>3 × 200kW 440V 60c/s a.c. |
| 509017<br>OZDD<br><br>Df Esd<br>Rdr<br>RTm | **DINA**<br><br>**Rederiet Dina I/S**<br>Rederi A/S Isafold<br>Copenhagen Danish | 447<br>251<br>712 | BV | **1961** J. J. Sietas Schiffsw.—Ham<br>172' 5" 29' 4" 11' 6"<br>29' 2" 12' 10"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 104½'<br>G.33000 B.30000<br>2 Ha (52½', 27' × 19½')<br>Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>400bhp<br>Klöckner-Humboldt-Deutz<br>3 × 8, 8, 4kW 220V d.c. |
| 509018<br>PDPX<br><br>Df | **DINA**<br>exMitropa–40<br>**K., D., J. & A. Veenma**<br>Wijnne & Barends N.V.<br>Groningen Netherland | 198<br>89<br>— | **BS✳** TD 9/68 ~~Dr 11/63~~<br>**MBS✳**<br>MN30 CT184 C14 | **1939–7** J. Vos & Zoon—Gro<br>126' 4" 21' 9" 8' 4½"<br>111' 6" 21' 7" 9' 1"<br>P32' F16' 1 dk<br>R 2BH<br>WB34t | M Mchy.aft<br>G.12700 B.12000 | Oil 4SA 3Cy. 280×450 mm<br>150bhp<br>D. & J. Boot "De Industrie" |
| 524690<br>PDPL<br><br>Df Esd<br>RT | **DINAH**<br>exNanny–64<br>**F. de Jong Sr. and S. de Jong**<br>E. Wagenborg's Scheepv. &<br>Exped. Bedr. N.V.<br>Workum Netherland | 388<br>202<br>451 | BV | **1960** Schps. Hijlkema—Martenshoek<br>157' 5" 25' 5" 9' 2½"<br>142' 0" 25' 2" 10' 4"<br>1 dk<br>RW | M Mchy.aft<br>G.25335 B.23885<br>2 Ha (each 36' × 16 )<br>Der 2(2) | Oil 4SA 6Cy. 250×350 mm<br>224bhp<br>Motorenw. Mannheim |
| 541956<br>DIYP<br><br>Df Esd<br>RTm | **DINALU**<br>exRosita Maria–63<br>**Walter Sasse**<br>Flensburg W. German | 298<br>191<br>450 | GL | **1954** Büsumer Sch. W. & E. Sielaff—<br>Büsum<br>152' 2" 26' 8" 8' 6"<br>26' 6" 9' 5"<br>P33' F21' 1 dk<br>RW | M Mchy.aft<br>1 Ho 95½'<br>G.20300 B.19500<br>1 Ha (62½' × 18')<br>Der 2(1½) | Oil 4SA 6Cy. 290×420 mm<br>375bhp<br>Masch. Kiel A.G.<br>1 × 1½kW 24V d.c. |

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| 509019 **DINAMAC**<br>VCSY<br>158580 **W. E. Cackette** Canadian<br>Rdr Vancouver | **106**<br>59<br>— | | **1935** Fenner & Hood Shpyd Ltd.—Vcr<br>72′ 0″ 21′ 0″ 9′ 0″<br>20′ 10″ 8′ 11″<br>1 dk | Wood M Tanker | Oil 4SA 8Cy. 6¾″×8¾″<br>278bhp NE52 10t–¼pd<br>The Buda Co. Harvey, Ill<br>9k |
| 650629 **DINAR**<br>LDLE<br>**A/S Dione**<br>Df Esd Chr. J. Reim<br>Gc Rdr Porsgrunn Norwegian<br>RTm/h/v | **5255**<br>3641<br>8620 | NV | **1965** Porsgrunds M/V—Porsgrunn<br>391′ 8″ 52′ 7″ 26′ 4¾″<br>364′ 8″ 52′ 6″ 33′ 3″<br>P69′ B26′ F51′ 2 dks<br>rf 6½″ | M Mchy.aft<br>3 Ho 102′, 101′, 61′<br>G.419671 B.402080<br>3 Ha (stl) (78½′, 79¾′, 44′×23½′)<br>10W Der 10(5) | Oil 4SA 10Cy. 520×740 mm<br>3860bhp 328t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×184, 128, 128kW 440V 60c/s a.c. 13k |
| 509020 **DINARA**<br>YTFD<br>**Jugoslavenska Linijska Plovidba (Yugoslav Line)** Yugoslav<br>Df Esd<br>Rdr Rijeka | **3073**<br>1543<br>4080 | **✠100A1** SS 7/65<br>with freeboard<br>Str. nav. Ice<br>**✠LMC**<br>MN980 EL x<br>JR | **1953–3** Brodogradiliste III Maj—Rka<br>384′ 2″ 50′ 0″ 20′ 10¾″<br>354′ 0″ 49′ 11″ 31′ 2″<br>F37′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB638t | M OSD | Oil 2SA 7Cy. 720×1200 mm<br>4900bhp<br>Sulzer Bros. Ltd. Win<br>db 71℔ |
| 509021 **DINARD**<br>FNPK<br>**Cie. Franco-Chinoise de Nav.** French<br>Esd Havre | **376**<br>169<br>474 | BV<br>**✠Classed LR until 11/53** | **1947–1** Henry Scarr Ltd.—Hessle<br>149′ 10″ 26′ 1″ 9′ 10″<br>25′ 11″<br>P42′ F16′ 1 dk | M Mchy.aft<br>1 Ho 82′<br>G.22133 B.20862<br>2W Der 2(3) | Oil 2SA 7Cy. 265×345 mm<br>20t<br>Crossley Bros. Ltd. Mch<br>9k |
| 509022 **DINAS**<br>WWPG<br>187844 **Dinas Steam Trawling Co. Ltd.**<br>Df Esd<br>Rdr RT J. Marr & Son Ltd.<br>Fleetwood British | **439**<br>155<br>— | **✠100A1** SS 6/68 ~~SS 6/64~~<br>trawler<br>**✠LMC**<br>MN174 EL (g) q | **1956–5** Cochrane & Sons Ltd.—Sel<br>*139·8′* 28′ 4″<br>137′ 6″ 28′ 0″ 13′ 9″<br>Q71′ F22′<br>RW 4BH<br>rf 30″ WB16t | M Trawler | Oil 4SA 8Cy. 15″×18″<br>1012bhp<br>Mirrlees, Bickerton & Day Stckpt<br>db 100℔ |
| 509023 **DINEMARIE**<br>350443 **Kouestroom Visserye (Pty) Ltd.**<br>Df Esd<br>Pl RT Cape Town S. African | **124**<br>47<br>— | | **1951** S. Seymonsbergen Sch. & Mot.—Ams<br>*82·5′* 20′ 10″ 9′ 11″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4Cy. 270×500 mm<br>N.V. Werkspoor Ams |
| 125465 **DINGALAN BAY**<br>DYDV exNopal Branco–67<br>exBowrio–53<br>Df Esd exCape St. Elias–47<br>Gc Rdr **Universal Shipping Lines Inc.**<br>RTm/h<br>Cebu Philippine | **5185**<br>2974<br>7950 | AB | **1942** Pennsylvania Shpyds Inc.—Beaumont<br>412′ 3″ 60′ 1″ 24′ 9¾″<br>390′ 0″ 60′ 0″ 28′ 6″<br>3 dks<br>rf 4″ | M (4P) CSD<br>5 Ho 56′, 58′, 48′, 48′, 66′<br>G.303350<br>5 Ha (stl) (24½′, 33½′, 31¼′, 17¾′ 35¾′×23¾′)<br>12W Der 1(30) 12(5) | 2 Oil 2SA each 6Cy. 545×735 mm sr geared to sc. shaft<br>4150bhp 1416t (d.o)<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 120/240V d.c. 14k |
| 509024 **DINGLE**<br>139915 ~~Colchester Shipping Co.~~<br>Esd ~~R.S. Banyard~~ **W. R. Cunis Ltd.**<br>RTm London British | **129**<br>60<br>220 | | **1916** Caledon S.B. & E. Co. Ltd.—Dun<br>*105·2′* 21′ 1″<br>… … …<br>1 dk<br>R | M Mchy.aft<br>1 Ho 40′<br>1 Ha (40′×16′) | Oil 4SA 3Cy. 8¾″×11½″<br>125bhp Emade48fitted54 (d.o)<br>R. A. Lister & Co. Ltd. Dursley |
| 681145 **DINGLE BANK**<br>GSZU<br>302211 **Shell-Mex. & B.P. Ltd.**<br>Pl Rdr London British<br>RTm/v | **1177**<br>525<br>1414 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN246 EL n 1⅞″SQ | **1966–6** Grangemouth Dkyd Co. Ltd.—Gmh<br>215′ 0″ 37′ 3″ 14′ 1″<br>202′ 0″ 36′ 11″ 15′ 6″<br>P56′ F27′ Trunk 119′ 1 dk<br>10BH<br>rf 6″ WB131t | M Tanker Mchy.aft<br>10 Ta<br>L.67500 HeCls. B<br>Der (1½) | Oil 2SA 6Cy. 340×570 mm<br>1230bhp 64t (d.o)–3½pd<br>British Polar Engines Ltd. Gls<br>db 160℔<br>2×75kW 220V d.c. 11k |
| 680717 **DINGLE BAY**<br>**Bantry Bay Towing Co.**<br>R. & J. H. Rea Ltd.<br>Cork Irish Republic | **300**<br>—<br>144 | **100A1**<br>tug<br>Class contemplated<br>For later particulars see New Entries No. 3 | R. Dunston (Hessle) Ltd.—Hessle<br>128′ 3″ 29′ 11″ 12′ 3″<br>116′ 6″ 28′ 6″ 14′ 0″ | M Tug | Oil 4SA 6Cy. 15″×18″<br>Mirrlees National Ltd. Stckpt |
| 509025 **DINGO**<br>VOVG<br>178576 **Bay Roberts Fisheries Ltd.**<br>RTm E. A. Snow<br>St. John's, Nfl Canadian | **196**<br>115<br>235 | | **1947** Morgan Roberts—Nfl<br>99′ 0″ 25′ 2″ 12′ 6″<br>… … …<br>1 dk | Wood M Fishing (3P) Mchy.aft<br>1 Ho 34′<br>1 Ha (24′×14′)<br>Der 1(1) | Oil 6Cy. 6¼″×8″<br>350bhp Emade61fitted64 (d.o)<br>Caterpillar Tractor Co. Peoria<br>1×3kW 32V d.c. |
| 509026 **DINI LÜTTER**<br>DCIT exHertha Johanne–58<br>**Heinrich Niemeyer**<br>Df Esd Peter Döhle<br>Westrhauderfehn W. German | **299**<br>209<br>451 | GL | **1932** Werft Nobiskrug—Rendsburg<br>*139·6′* 23′ 1″ 10′ 6″<br>22′ 11″ 12′ 11″<br>1 dk<br>RW len 35 & 51 | M Mchy.aft<br>1 Ho<br>G.24000<br>2 Ha (29½′, 34½′×13′)<br>Der 1(1½) 1(1) | Oil 4SA 6Cy. 290×420 mm<br>360bhp NE55 (d.o)<br>Masch. Kiel A.G. Kel<br>Directional propeller 9k |
| 652351 **DINJERRA**<br>317563 **Puglisi Fishing Co. Pty. Ltd.**<br>Esd Rdr Port Adelaide British<br>RTh | **117**<br>71<br>95 | | **1965** Adelaide Ship Cons. Ltd.—Adl<br>*69·6′* 22′ 11″ 9′ 3¼″<br>22′ 0″ 10′ 9″<br>B37′ 1 dk<br>rf 17½″ BK6″ len 66 | M Fishing<br>2 Ha (each 4′×4′)<br>Der 1(1) | Oil 4SA 6Cy. 5½″×6½″<br>325bhp 9¼t (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×15, 10kW 240/415V 50c/s a.c. 9k |
| 509027 **DINKEL**<br>PDQC exVledderveen 2–47<br>**A. M. Chatoo & Sons Ltd.**<br>Dar es Salaam East African (Tanzania) | **200**<br>117<br>275 | BV | **1937** Gebr. Niestern & Co.—Dzl<br>132′ 2″ 21′ 6″ 7′ 11¾″<br>… … …<br>1 dk<br>R | M Mchy.aft<br>G.13279 B.13173<br>2 Ha (30½′, 21½′×13½′)<br>Der 1(1½) 1(1) | Oil 4SA 3Cy. 280×400 mm<br>150bhp NE47 11t<br>D. & J. Boot "De Industrie" Alp<br>8½k |

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| 528000<br>638<br>Rdr RT | **DINO**<br>exPluto–67<br>**Spiridione Lucchi**<br>Venice Italian | 985 ~~988~~<br>564 ~~526~~<br>1332 | ✠100A1 SS 7/65<br>✠LMC<br>MN163 EL m<br>RI | 1950–1 C. Hill & Sons Ltd.—Brs<br>223' 10" 33' 4" 13' 10¾"<br>210' 0" 33' 3" 14' 4"<br>Q140' F21' 1 dk<br>RW 3BH<br>WB289t | M Mchy.aft<br>1 Ho 137½'<br>G.68820 B.64167<br>4W Der 1(10) | Oil 2SA 5Cy. 340×570 mm<br>815bhp<br>British Polar Engines Ltd. |
| 509030<br>IMAT<br>509<br>Df Esd<br>RT | **DINORAH CAMALICH**<br>exTon S.–60<br>**Rino Camalich**<br>Leghorn Italian | 471<br>244<br>650 | RI<br>✠Classed LR until 8/60 | 1937–7 Boele's Schps. & Mach.—Bolnes<br>168' 11" 26' 5" 10' 8¾"<br>159' 2" 26' 3" 11' 10"<br>Q44' F21' 1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.32500 B.32000 | Oil 4SA 8Cy. 280×450 mm<br>480bhp<br>Humboldt-Deutzmot. |
| 534513<br>SZJY<br>2441<br>Df | **DINOS**<br>exSunny Med–64<br>exSyrian Prince–59<br>**Glyfada Seafaring Corp. S.A.**<br>Greek | 2763<br>1663<br>— | ✠100A1 SS 6/66<br>with freeboard<br>✠LMC<br>~~✠Lloyd's RMC~~<br>(✠Lloyd's RMC) EL t | 1936–12 Furness S.B. Co. Ltd.—Haverton Hill<br>306' 0" 44' 2" 20' 5"<br>290' 0" 44' 0" 27' 2"<br>B90' F23' 2 dks<br>R 4BH to U dk 1 to 2nd dk<br>WB616t | S Ref<br>G.173000 B.159000 In.1968<br>6W Der 1(12) | T 3Cy. 19" 37" & 55"×36"<br>1700ihp<br>Richardsons, Westgarth<br>2 SB 200lb Spt hs(4030) |
| 509031<br>DENN<br>SSR126<br>Df Esd | **DINSLAKEN**<br>**Dr. jur. Bassfeld**<br>Schepers Rhein-See Linie<br>Duisburg-Ruhrort W. German | 425<br>219<br>551 | GL | 1962 Gutehoffnungshütte A.G.—Walsum<br>177' 6" 30' 7" 9' 1"<br>158' 5" 30' 6" 10' 0"<br>P43' F25' 1 dk | M Mchy.aft<br>1 Ho 101½'<br>G.28475 B.27493<br>1 Ha (88'×19½')<br>2W Der 2(2) | Oil 4SA 8Cy. 220×280 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 509032<br>PDRY<br>Df Esd<br>RTm | **DINTELBORG**<br>**E. Wagenborg's Scheepv. & Exped. Bedr. N.V.**<br>Delfzijl Netherland | 397<br>229<br>512 | BV | 1961 Schpsw. "Friesland" N.V.—Lemmer<br>159' 1" 26' 1" 9' 9½'<br>144' 4" 25' 11" 10' 7"<br>1 dk<br>RW<br>rf 2" | M Mchy.aft<br>1 Ho 98½'<br>G.27501 B.25509<br>2 Ha (each 38'×15½')<br>2W Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>220bhp<br>Appingedammer Brons<br>2×5kW 110V d.c. |
| 509033<br>PDQG<br>Df Esd<br>Gc Rdr<br>RTv | **DINTELDYK**<br>**N.V. Nederl-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)**<br>Rotterdam Netherland | 11366<br>6584<br>11855 | ✠100A1 SS 9/66<br>tunnel side tanks—veg. oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1870 EL g†2 1/16"SQ | 1957–3 N.V. Wilton-Fijenoord—Sch<br>504' 3" 69' 3" 30' 1"<br>475' 4" 69' 0" 42' 0"<br>B160' F50' 2 dks, 3rd dk except in mchy. space & aft hold, 4th dk in Nos. 3, 4 & 5 holds<br>RW 8BH<br>rf 6" WB2409t incl. Tunnel tanks 1659t | S (60P) Ref<br>6 Ho 58½', 67½', 70½', 53½', 67½', 45½'<br>G.425150 B.379390 In.111030<br>6 Ha (stl) (22½'×17½') (33½'×20½') (26', 17½'×19½') (33½', 22½'×20½')<br>18W Der 1(50) 4(10) 14(5) | 2 S Turb dr geared to sc. sh<br>9350shp<br>N.V. Wilton-Fijenoord<br>2WTB 570lb Spt 800° F.<br>sg 64lb<br>3×400kW 220V d.c. |
| 523179<br>SZPZ<br>1840<br>RTv | **DIO**<br>exMellum–66<br>**Spyros J. Latsis**<br>Piræus Greek | 106<br>33<br>— | GL | 1943 Schps. Waterhuizen J. Pattje—Waterhuizen<br>87' 11" 21' 5"<br>... ... ...<br>R | M Tug | Oil 4SA 6Cy. 320×480 mm<br>1080bhp NE54<br>Motorenw. Mannheim<br>1×5kW 220V d.c. |
| 509034<br>PDQJ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DIOGENES**<br>**Koninkl. Nederl. Stoomb. Maats. N.V.**<br>Amsterdam Netherland | 6236<br>3505<br>7657 | BV | 1960 C. v.d. Giessen—Krimpen<br>456' 0" 57' 10" 24' 1"<br>57' 6" 31' 3"<br>2 dks<br>RW<br>rf 4" | M (12P) Ref CSD<br>4 Ho 45½', 70½', 70½', 76½'<br>G.346200 B.315440 In.1396<br>4 Ha (stl) (26½'×16½') (44½', 44½', 39½'×19½')<br>12W Der 1(75) 1(30) 4(9) 6(6) 2(3) | Oil 2SA 7Cy. 630×1350 mm<br>6000bhp<br>Gebr. Stork & Co.<br>3×170kW 220V d.c. |
| 509035<br>GVBC<br>187141<br>Df Esd<br>Gc Rdr<br>RTv | **DIOMED**<br>**China Mutual Steam Nav. Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>5877<br>3047<br>5922 ~~5910~~<br>7698<br>4220<br>9110 | ✠100A1 SS 9/64<br>✠LMC<br>Lloyd's RMC<br>MN1600 EL d†2¼"SQ | 1956–9 Caledon S.B. & E. Co. Ltd.—Dun<br>491' 5" 62' 4" ~~28' 5½"~~ 23' 4¼"/28' 5½"<br>452' 9" 62' 0" 35' 3"<br>P41' B193' F49' 2 dks, 3rd dk in Nos. 1 & 3 holds<br>RW 8BH<br>rf 9" WB3609t incl. DTa932t DTsm1310t | M Ref<br>7 Ho 62', 69', 54', 36', 81', 53½', 31'<br>In.1933<br>2 Ha (stl) (23'×16') (38'×22')<br>2 Ha (w) (23', 23'×22') 4 Ha (stl) (27'×22') (24'×20') (7', 7'×8½')<br>Der 1(70) 8(10) 18(5) | Oil 2SA 6Cy. 750×1500 mm<br>8000bhp<br>J. G. Kincaid & Co. Ltd.<br>AuxB 100lb 3e (ex.g) 1935<br>2×450kW 220V d.c. |
| 640568<br>UWIN<br>M-27580 | **DIOMID**<br>**U.S.S.R.**<br>Nevelsk Russian | 3170<br>1225<br>1290 | | 1963 ....................Russia<br>277' 10" 46' 0" 18' 2"<br>45' 10" 32' 10"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.47322<br>3 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp |
| 680129<br>UBIT<br>M-24050 | **DIOMID**<br>**U.S.S.R.**<br>Vladivostok Russian | 828<br>—<br>292 | | 1959 ....................Russia<br>171' 7" 36' 2" 15' 0½"<br>19' 1" | D-E Salvage Tug<br>1W Der 1(5) | 2 Oil 4SA each 8Cy.<br>connected to elec. motor<br>to sc. shaft |
| 682237<br>PJKP<br>Df Esd<br>Gc Rdr<br>Pfd RT | **DIONE**<br>**N.V. Curaçaosche Scheepvaart Mij.**<br>Shell Tankers N.V.<br>Curaçao Netherland (Antilles) | 39135<br>26171<br>70870 | ✠100A1<br>oil tanker<br>(cc) crude oil defined ballasting<br>✠LMC<br>MN3780 EL y†3 5/16"SQ | 1967–1 Nederl. Dok & Schps.—Ams<br>800' 0" 110' 2" 43' 10½"<br>763' 0" 110' 0" 57' 2"<br>P59' F81' 1 dk<br>10BH<br>rf 5" WB14526t incl. 8478t in clean ballast tanks DTf3576 | M Tanker Mchy.aft<br>Der 2(10) | Oil 2SA 9Cy. 850×1700 mm<br>18900bhp<br>Gebr. Stork & Co.<br>2WTAuxB 440lb<br>2×600kW 440V |
| 509036<br>5MMV<br>1732<br>Df Esd<br>Gc Rdr | **DIONE**<br>exTini–61<br>**Alma Shipping Corp.**<br>Monrovia Liberian | 12523<br>7545<br>19800 | AB | 1952 Hitachi Zosen—Osa<br>*547·2'* 70' 8" 30' 2½"<br>541' 9" 70' 6" 39' 4"<br>P124' B41' F68' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>27 Ta<br>L.859513 HeCls. BC<br>Der 4(5) | 2 S Turb dr geared to sc.<br>8000shp<br>Hitachi Seisakusho |

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| 523243<br>SYTX<br>2095<br>Dl Esd<br>Gc Rdr<br>RTm | **DIONE**<br>exMerchant Royal–63<br>**Parida Cia. Nav. S.A.**<br>Greek<br>Piræus | **9722**<br>5477<br>12599 | ✠100A1<br>✠LMC<br>MN1240 | SS 12/64<br>EL e†2¼″SQ | **1957–1** Blythswood S.B. Co. Ltd.—Gls<br>501′ 9″ 63′ 4″ 28′ 10½″<br>471′ 0″ 63′ 2″ 41′ 7″<br>F43′ 2 dks<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 6″ WB2599t incl. Tunnel tanks 308t | M CSD<br>5 Ho 65¼′, 70′, 66′, 79¾′, 71½′<br>G.688635<br>5 Ha (each 38½′×24′)<br>10W Der 1(30) 10(10) | Oil 2SA 5Cy. 700×2320 mm<br>6222bhp Doxford 1080t (hvf)<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 150℔<br>4×160, 160, 80, 80kW 220V d.c. 15½k |
| 509037<br>LJCM<br>Dl Esd<br>Gc Rdr<br>RTm/h | **DIONE**<br>**A/S Dione**<br>Chr. J. Reim<br>Norwegian<br>Porsgrunn | **3146**<br>2042<br>5460 | | NV | **1956** Porsgrunds M/V—Porsgrunn<br>303′ 8″ 43′ 8″ 22′ 3¾″<br>292′ 11″ 43′ 6″ 27′ 7″<br>P49′ F31′ 2 dks<br>len 63<br>rf 4″ | TM CSD Mchy.aft<br>2 Ho 85¾′, 128½′<br>G.232605 B.217110<br>4 Ha (32¾′, 32¾′, 47′, 47′×22¼′)<br>8W Der 2(5) 6(3) | 2 Oil 4SA each 8Cy. 320×480 mm with sr gearing<br>2000bhp 228t<br>Motorenw. Mannheim Mhm<br>4×80, 80, 80, 30kW 220V d.c. 10k |
| 509038<br>FPWI<br>Dl Esd<br>Rdr | **DIONE**<br>exLens–48<br>**Soc. Navale Caennaise (Anct. G. Lamy & Cie.)**<br>French<br>Caen | **2613**<br>1388<br>3327 | | BV | **1947** At. & Ch. de Bretagne S.A.—Nts<br>322′ 6″ 43′ 10″ 18′ 2″<br>43′ 8″<br>P39′ Q92′ B62′ F28′ 1 dk | S<br>G.162000 B.154000<br>4 Ha (31¾′×17¾′) (43½′, 36′, 30′×20½′)<br>Der 4(3) | T 3Cy. 20″ 33″ & 59″×36⅝″<br>1600ihp 210t (o.f)<br>At. & Ch. de la Loire St.Denis<br>10k |
| 509039<br>OFRF<br>1092<br>Dl Esd<br>Gc Rdr<br>RT | **DIONE**<br>exDanvig-51 exLali–48<br>**Francesco Jacomino**<br>Italian<br>Naples | **1953**<br>905<br>3220 | ✠Class **WITHDRAWN** at Owners' request 12/68 | | **1941–2** A/S Fredriksstad M/V—Fks<br>315′ 5″ 44′ 4″ 18′ 9″<br>300′ 0″ 44′ 0″ 27′ 1″<br>1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>WB772t incl. Tunnel tanks 55t | S OSD<br>G.199785 B.187720<br>10W | C 4Cy. (2) 15⅜″ & (2) $37\frac{13}{16}$″×$37\frac{7}{16}$″<br>1350ihp 250t (o.f)<br>A/S Fredriksstad M/V Fks<br>2 SB 220℔ Spt hs(4117) 6cf 12½k |
| 509040<br>CSKY | **DIONE**<br>**Empreza Continental de Navegaçao Ltda.**<br>Portuguese<br>Aveiro | **746**<br>499<br>1132 | | BV | **1951** Est. de São Jacinto Ltda.—Aveiro<br>202′ 1″ 30′ 0″<br>29′ 10″ | M<br>3 Ha (12½′×14¾′) (25′, 25′×14½′) | Oil 4SA 6Cy. 350×535 mm<br>810bhp 70t<br>Mirrlees, Bickerton & Day Stckpt<br>11k |
| 651441 | **DIONE**<br>**Navegação Paulo Pereira Ltda.**<br>Brazilian<br>Manaus | —<br>—<br>— | ✠A1<br>River Amazon service | | **1967–3** Industrias Reunidas Caneco—Rio<br>99′ 0″ 24′ 0″<br>94′ 10″ 22′ 7½″ 6′ 6″ | Barge | |
| 509041<br>ILZV<br>628<br>Esd Rdr<br>RTh | **DIONEA**<br>**Navigazione Alto Adriatico S.p.A.**<br>Italian<br>Trieste | **293**<br>117<br>115 | | RI | **1962** Cant. Nav. Felszegi—Tri<br>170′ 0″ 24′ 4″ 7′ 3″<br>149′ 8″ 24′ 3″ 10′ 8″<br>1 dk<br>RW<br>rf 11¾″ | TM Ferry (390P)<br>1 Ho 18′<br>1 Ha (stl) (7¼′×5¼′)<br>Der 2(1) | 2 Oil 4SA each 8Cy. 230×350 mm<br>1280bhp (d.o)<br>S.A. Fiat S.G.M. Tur<br>2×28kW 220V d.c. 14¾k |
| 541011<br>EEDV<br>Dl Esd<br>Rdr RT | **DIONISIO TEJERO**<br>**Dionisio Tejero Perez S.A.**<br>Spanish<br>Corunna | **929**<br>422<br>— | ✠Classed LR until 9/66 | BV | **1964–7** Ast. Construcciones S.A.—Vgo<br>200′ 5″ 31′ 3″ 16′ 3″<br>174′ 8″ 31′ 2″ 24′ 3″<br>2 dks<br>RW<br>rf 26″ BK5″ | M Stern Trawler Ref | Oil 4SA 8Cy. 360×450 mm with flexible coupling & sr gearing<br>2000bhp 350t (d.o)<br>Motorenw. Mannheim Mhm<br>12¼k |
| 530140<br>SYOK<br>2590<br>Dl Esd<br>Rdr RT | **DIONISIS L.**<br>exTilly Russ–65<br>**Spyros & Gerasimos Lalis**<br>Greek<br>Piræus | **1515**<br>752<br>2755 | | GL | **1950** Lübecker Flender-Werke—Lbc<br>295′ 7″ 43′ 4″ 17′ 9⅝″<br>43′ 2″ 25′ 11″<br>F21′ 1 dk & S dk<br>RW | S OSD<br>G.174835 B.167737 | C 4Cy. (2) $14\frac{9}{16}$″ & (2) 31½″×31½″ & LP turb<br>1200ihp 285t (o.f)<br>Ottensener Eisenwerk Ham<br>11¼k |
| 533209<br>SVGY<br>1358 | **DIONYSIOS TH.**<br>exSofia III-64 exVirginia K–62<br>exMoss Rose–57<br>**Dionysios N. Theodossis**<br>Greek<br>Piræus<br>Now **OLKAS** See New Entries No. **1** | **733**<br>383<br>1010 | ✠Classed LR until 10/59 | GL | **1930–5** De Merwede Scheeps.—Hxd<br>187′ 0″ 28′ 1″ 14′ 1¾″<br>180′ 0″ 28′ 0″ 14′ 6″<br>Q105′ B13′ F24′ 1 dk<br>R | M Mchy.aft<br>G.42000 | Oil 2SA 6Cy. 465×500 mm<br>480bhp Emade31fitted— 90t<br>Franco Tosi S.p.A. Tno<br>9k |
| 509044<br>SXUG<br>313 | **DIONYSSIOS**<br>**Angeliki V. Pierakea**<br>Greek<br>Piræus | **100**<br>75<br>— | | | ..............................<br>77′ 1″ 23′ 1″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil<br>Leyland Mtrs Ltd. Leyland |
| 509045<br>SVKY<br>1407 | **DIONYSSIOS II**<br>**Prodromos Iliadis & Al. Alexiadis**<br>Greek<br>Piræus | **121**<br>61<br>— | | | ..............................<br>99′ 1″ 18′ 4″<br>... ... ...<br>1 dk<br>R | Iron M | Oil<br>Emade—refitted58<br>Motorenw. Mannheim Mhm |
| 522902<br>HOFX<br>4067-HK<br>Dl Esd<br>Gc | **DIOPSIDE**<br>exMaple Hill–66<br>exFort Vercheres–50<br>**Diopside Steamship (Panama) S.A.**<br>Panamanian<br>Panama<br>Now **ENTAN** See New Entries No. **11** | **7058**<br>4355<br>10384 | **BS**✱<br>with freeboard<br>**MBS**✠<br>MN450 | SS 9/66<br>CT6762 C37 | **1943–5** United Shpyds Ltd.—Mtl<br>441′ 5″ 57′ 2″ 26′ 11½″<br>417′ 6″ 56′ 10″ 37′ 4″<br>2 dks<br>RW NS 7BH<br>rf 6″ WB2130t incl. DTs765t | S<br>6 Ho 60¾′, 72½′, 32½′, 17½′, 45′, 70′<br>G.532752 B.473994<br>6 Ha (33¾′, 35′, 15 , 7½′, 35′, 35′×20′)<br>10W Der 1(50) 1(30) 10(5) | T 3Cy. 24½″, 37″ & 70″×48″<br>2500ihp 1034t (o.f)<br>Dominion Eng. Wks Ltd. Mtl<br>3 SB 220℔ Spt hs(7140)<br>2×15kW 110/115V d.c. 10k |
| 509046<br>TQWA<br>Dl Esd | **DIORHANE**<br>**Soc. Navale d'Importation & d'Exportation**<br>French<br>Rouen | **1857**<br>907<br>1700 | | BV | **1958** Schps. & Mach. "De Klop"—Sliedrecht<br>282′ 4″ 37′ 10″ 15′ 1″<br>255′ 11″ 37′ 9″ 19′ 8″<br>P74′ B11′ F39′ 1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ha (each 55½′×21½′)<br>5W Cr 1(5) Der 1(12) 2(5) | Oil 4SA 7Cy. 400×600 mm<br>1500bhp 150t<br>Masch. Augsburg-Nürnberg Aug<br>12k |
| 509047<br>SXIB<br>1728<br>Dl Esd<br>Gc Pld<br>Rdr | **DIOSKUROI**<br>**Canopus Trans-oceanic Corp.**<br>Greek<br>Piræus | **13335**<br>8214<br>19971 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1750 | SS 4/65<br>EL I†$2\frac{7}{16}$″SQ | **1960–6** Brodogradiliste Uljanik—Pla<br>560′ 0″ 72′ 2″ 31′ 1¾″<br>535′ 0″ 71′ 10″ 40′ 1″<br>P114′ B38′ F71′ 1 dk<br>14BH<br>rf 4″ WB374t | M Tanker Mchy.aft<br>27 Ta<br>L.989899 HeCls. BC | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W 1800t–35pd<br>Brodogradiliste Uljanik Pla<br>2AuxB 180℔ WTAuxB 180℔ 15k |

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|---|---|---|---|---|---|---|
| 509048<br>MPTJ<br>185463<br>Df Esd<br>Gc Rdr<br>RTm/h | **DIPLOMAT**<br>**Charente S.S. Co. Ltd.**<br>T. & J. Harrison Ltd.<br>Liverpool British | **8202**<br>4412<br>9770 | ✠100A1 SS 12/67 ~~SS 1/63~~<br>DT—vegetable oil<br>✠LMC<br>MN960 EL c† | **1953-3** Wm. Doxford & Sons Ltd.—Sld<br>463' 8" 59' 5" 26' 6"<br>435' 3" 59' 2" 37' 10"<br>F89' 2 dks, 3rd dk in Nos. 1 & 2 holds<br>RW 7BH<br>rf 6" WB3138t incl. Tunnel tanks 358t DTsm1266t | M CSD<br>5 Ho 56', 77', 34', 78', 60'<br>5 Ha (27', 44½', 18½', 44½', 26½'×22')<br>Der 1(60) 1(40) 4(15) 4(10) 6(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 150lb<br>3×50, 50, 20kW 220V d.c. |
| 642043<br><br>320400<br>Esd Pfd<br>Rdr RT | **DIPLOMAT II**<br>**W. L. Sweeney**<br>Yarmouth, N.S. Canadian | **185**<br>87<br>— | | **1964** A. F. Theriault & Son—Meteghan<br>102' 0" 24' 5"<br>95' 5" 24' 4" 11' 7" | Wood M Fishing | Oil 2SA 8Cy. 5½"×7½"<br>Fairbanks Morse & Co. |
| 509049<br>ORLE<br>272 | **DIR. FRED. G. GERLING**<br>**Soc. Anon de Remorq. à Hélice**<br>Antwerp Belgian | **151**<br>8<br>— | ✠Classed LR until 9/47 | Lch.**1941** Cmd.**1945-5** J. Boël & Fils—Tamise<br>102' 0" 23' 6" 11' 3"<br>... ... ... | D-E Tug | 2 Oil 4SA each 8Cy.<br>connected to elec. motor &<br>v.d. Kerchove & Carels |
| 509050<br>ORLF | **DIRECTEUR GERLING**<br>**Soc. Anon. de Remorq. à Hélice**<br>Antwerp Belgian | **156**<br>20<br>— | ✳Classed BC until 7/32 | **1928-7** Antwerp Eng. Co. Ltd.—Hbk<br>*93·5'* 21' 4" 12' 6"<br>... ... ... | S Tug | T 3Cy. 13½" 23½" & 34½"×36"<br>Emade02fitted—<br>Vulcan Werke |
| 660908<br>FTRR<br><br>Df Esd<br>Pfd Rdr<br>RT | **DIRECTEUR TERRIN**<br>**Armement Cooperatif Artisanal Finistérien (A.C.A.F.)**<br>Douarnenez French | **284**<br>140<br>— | BV | **1966** S.I.C.C. Na.—St.M<br>109' 0" 25' 5"<br>92' 7" 25' 4½" 12' 6"<br>1 dk | M Stern Trawler Mchy.aft<br>4¼Ha (3½', 3½', 3½'×3½') (32'×31½') | Oil 4SA 8Cy. 220×280 mm<br>750bhp<br>Klöckner-Humboldt-Deutz |
| 509051<br>ORLG<br><br>RT | **DIRECTOR JACK LETZER**<br>exWest Hill<br>**Remorquage Letzer Soc. Anon.**<br>Antwerp Belgian | **133**<br>20<br>— | | **1919-3** Crabtree & Co. Ltd.—Yar<br>*88·5'* 21' 2"<br>... ... ...<br>R | S Tug | C 2Cy. 15" & 32"×24"<br>Crabtree & Co. Ltd. |
| 508055<br>PDQL<br><br>Df | **DIRK D**<br>exCorsica-67<br>**J. W. Niesing**<br>Kamp's Scheepv. & Handelmaats N.V.<br>Groningen Netherland | **242**<br>110<br>310 | BV | **1940** E. J. Smit & Zoon—Westerbroek<br>134' 6" 23' 1" 8' 6"<br>22' 11"<br>P31' F21' 1 dk | M<br>1 Ho 75½'<br>G.15000<br>2 Ha (24¾', 30'×14')<br>2W Der 2(2) | Oil 2SA 4Cy. 240×360 mm<br>195bhp<br>Appingedammer Brons. |
| 527816<br>PDQV | **DIRK JAN**<br>exPieter Anna-66<br>exAleida-60<br>exMaria Pronk den Dulk-35<br>**P.v.d. Plas**<br>Katwijk a/Zee Netherland | **111**<br>49<br>— | | **1917** G. A. Uitdenboogaardt—Maassluis<br>*83·6'* 22' 0"<br>... ... ...<br>R | M Fishing | Oil 4SA 6Cy. 250×350 mm<br>NE61<br>D. & J. Boot "De Industrie" |
| 509055<br>PDQP<br><br>Df Esd<br>Pfd RT | **DIRK MARIA**<br>**N.V. Visserij Maats. "Kennemerland"**<br>Katwijk a/Zee Netherland | **277**<br>130<br>— | | **1956** Schps. "de Hoop" v/h Gebr. Boot—Leiden<br>132' 0" 25' 1" 11' 2"<br>114' 10" 24' 11" 12' 6"<br>RW | M Trawler | Oil SA 8Cy. 290×450 mm<br>Appingedammer Brons. |
| 514202<br>DDGP<br><br>Df Esd<br>RTm | **DIRK RUST**<br>exHans-Georg-64<br>**Helmuth Rust**<br>~~Oberndorf/Oste~~ W. German<br>Cuxhaven | **284**<br>138<br>430 | GL | **1937** Elsflether Werft A.G.—Elsfleth<br>*128·4'* 23' 1" 10' 0"<br>22' 11" 11' 4"<br>1 dk<br>R len 51 | M Mchy.aft<br>1 Ho 82'<br>G.21000 B.19000<br>2 Ha (31½', 32¾'×12½')<br>Der 2(1½) | Oil 4SA 6Cy. 280×420 mm<br>150bhp<br>Deutsche Werke A.G. |
| 509056<br>PDQU<br><br>Df Esd<br>RT | **DIRK VAN BEELEN**<br>**Gebr. van Beelen**<br>Katwijk a/Zee Netherland | **106**<br>42<br>— | | **1959** Fa. S. Seymonsbergen Werf "Concordia"—Ams<br>87' 3" 20' 8" 7' 2"<br>... ... ... | M Fishing Mchy.aft | Oil SA 5Cy. 250×350 mm<br>D. & J. Boot "De Industrie" |
| 501736<br>DCBW | **DIRKA**<br>exAngelina-65<br>**Stadtsparkasse Duisburg**<br>Duisburg W. German | **207**<br>115<br>252 | GL | **1929** Schps. J. T. Wilmink & Co.—Gro<br>*123·7'* 19' 10"<br>... ... ...<br>1 dk<br>R len 57 | M Mchy.aft | Oil 4SA 3Cy. 270×420 mm<br>NE35<br>Deutsche Werke A.G. |
| 509057<br>PDQO<br><br>Df Esd<br>Pfd Rdr<br>RT | **DIRKJE**<br>**N.V. v/h Firma N. Haasnoot**<br>Rotterdam Netherland<br>Now **MARRY-ADA** See New Entries No. 10 | **322**<br>130<br>— | | **1934** N.V. Schps. J. Smit, Czn.—Alb<br>146' 2" 23' 9" 17' 6"<br>23' 7"<br>F16'<br>len 58 | M Trawler | 2 Oil 2SA each 7Cy.<br>geared to sc. shaft<br>840bhp NE53<br>N.V. Mchfb. Bolnes<br>2×60kW 220V d.c. |
| 509058<br>PDQQ<br><br>Df Esd<br>Pfd RT | **DIRKJE**<br>exPrinses Juliana-62<br>**B. Hoek**<br>Katwijk a/Zee Netherland<br>Now **AREND**<br>See New Entries No. 12 | **237**<br>119<br>— | | **1914** Gebr. v.d. Windt—Vla<br>125' 2" 22' 10" 12' 9½"<br>22' 8"<br>R | M Trawler<br>1W | Oil 2SA 8Cy. 190×350 mm<br>NE64<br>N.V. Mchfb. Bolnes |

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|---|---|---|---|---|---|---|---|---|---|
| 583717 | **DIRPHYS II** | | 5655 | ✠100A1 | SS 5/67 | 1959-2 Sir J. Laing & Sons Ltd.—Sld | M OSD/CSD | Oil 2SA 4Cy. 670×2320 mm | |
| SXXW | exBaron Minto-67 | | 2970 | | | 450′ 0″ 59′ 8″ 25′ 11¾″/28′ 6½″ | 5 Ho 58½′, 65′, 42½′, 65′, 65′ | 4400bhp | 988t (hvf) |
| | **Astro Dichoso Cia. Nav.** | | 9994 | ✠LMC | | 420′ 5″ 59′ 6″ 38′ 2″ | G.567920 B.517710 | Wm. Doxford & Sons (Eng.) Ltd. | Sld |
| | | | 7801 | | | F35′ 1 dk & S dk | 5 Ha (31½′, 32½′×23′) (25′×19½′) | AuxB 100℔ | |
| Df Esd | **S.A.** | Greek | 4377 | MN880 | EL b† | RW 7BH to S dk 1 to 2nd dk | (32½′, 32½′×23′) | 3×175kW 220V d.c. | 13½k |
| Gc Rdr | Piræus | | 11550 | | | rf 6″ WB2454t | 10W Der 1(25) 10(5) | | |
| RTv | | | | | | | | | |
| | | | **T.Mk** | | GL | 1953-10 Öresundsvarvet A/B—Lkr | M ~~OSD/CSD~~ | Oil 2SA 9Cy. 630×1300 mm | |
| 509060 | **DISA** | | 3706 | | | 426′ 8″ 56′ 1″ ~~23′ 3″/~~ 23′ 0½″/27′ 5½″ | 5 Ho | 5400bhp | 1046t |
| SKVN | | | 1892 | ✠Classed LR until 10/55 | | 395′ 0″ 56′ 0″ 35′ 0″ | G.467270 B.431390 | A/B Götaverken | Got |
| 9440 | **Rederi A/B Disa** | | 6275 | | | F88′ 1 dk & S dk | 6 Ha (27′, 40′, 30′×20′) (30′×18′) | | 16k |
| Df Esd | ~~Erik O. Brodin Olof Brodin~~ | ~~Swedish~~ | 6000 | | | | (30′×20′) (10′×16′) | | |
| Gc Rdr | ~~Stockholm~~ | | 3342 | | | | 18W Der 1(25) 2(10) 14(5) 2(1½) | | |
| RT | Lars Brodin | Swedish | 8475 | | | | | | |
| | Stockholm | | | | | | | | |
| | | | ~~2864~~ 2881 | | | 1959 A/S Porsgrunds M/V—Porsgrunn | M CSD Mchy.aft | Oil 4SA 8Cy. 420×660 mm | |
| 509061 | **DISA** | | ~~1865~~ 1854 | | | 297′ 6″ 43′ 7″ 23′ 0½″ | 2 Ho 101¾′, 99¼′ | 2000bhp | 167t (d.o) |
| JXDZ | | | 4770 | | NV | 280′ 7″ 43′ 6″ 27′ 7″ | G.225722 B.211222 | Klöckner-Humboldt-Deutz | Kln |
| | **A/S Dione** | | | | | B18′ F36′ 2 dks | 2 Ha (stl) (78¾′, 81′×23½′) | 3×100kW 440V 60c/s a.c. | 12k |
| Df Esd | Chr. J. Reim | | | | | | 8W Der 8(5) | | |
| Gc Rdr | Porsgrunn | Norwegian | | | | rf 4½″ | | | |
| RTm/h | | | | | | | | | |
| | | | 111 | | | 1936 A/B Lödöse Varf—Löd | M Ferry (203P) | Oil 4SA 5Cy. 210×320 mm | |
| 509063 | **DISA** | | 50 | | | 74′ 6″ 19′ 9″ 7′ 11″ | | 160bhp | (d.o) |
| SLAI | | | — | | | … … … | | Nydqvist & Holm A/B | Thn |
| 8110 | **Styrsö Trafikaktiebolag** | Swedish | | | | R | | 1×1½kW 24V a.c. | |
| | Gothenburg | | | | | | | | |
| 509064 | **DISARFELL** | | 642 | ✠100A1 | SS 6/67 | 1953-6 Schps. & Mach. "Holland"—Hxd | M OSD Mchy.aft | Oil 4SA 7Cy. 330×600 mm | |
| TFXB | | | 312 | | | 226′ 5″ 35′ 9″ 12′ 2½″ | 3 Ho | 1095bhp | |
| | **Samband Islenzkra** | | 900 | ✠LMC | | 206′ 8″ 34′ 5″ 19′ 8″ | | N.V. Werkspoor | Ams |
| Df Esd | **Samvinnufélaga** | | | | | RFD28′ 1 dk & S dk | 2 Ha (20½′, 59′×16¼′) | | |
| Gc Rdr | Thorlakshöfn | Icelandic | | MN219 | EL n | RW Coll BH to S dk 5 to 2nd dk | Der 6(3) | | |
| RT | | | | | | WB409t incl. DTf91t | | | |
| 640113 | **DISCOVERER** | | 6162 | ✠100A1 | | 1964-3 A/B Lindholmens Varv—Got | M Ref | Oil 2SA 7Cy. 630×1300 mm | |
| GMUC | | | 3200 | DTsf—vegetable oil | | 407′ 2″ 56′ 8″ 26′ 11½″ | 4 Ho 58′, 74′, 76′, 59′ | 5800bhp Götaverken | (hvf) |
| 306476 | **Charente S.S. Co. Ltd.** | | 7725 | ✠LMC | | 375′ 6″ 56′6″ 34′ 0″ | In.4340 | A/B Lindholmens Varv | Got |
| Df Esd | T. & J. Harrison Ltd. | | | ✠Lloyd's RMC | | P89′ F42′ 2 dks, 3rd dk in No. 1 hold | 4 Ha (stl) (26¾′×22′) (44¾′, 44¾′×26′) | 4×256, 256, 256, 100kW 440V a.c. | |
| Gc Pld | Liverpool | British | | MN1160 | EL z $1\frac{15}{16}$″SQ | 6BH | (44¾′×22′) | | |
| Rdr | | | | | | rf 4″ WB1172t incl. Tunnel tanks 319t | Der 1(30) 5(10) 4(5) | | |
| RTm/h | | | | | | DTsf342t | | | |
| 508965 | **DISCOVERER** | | 5154 | ✠100A1 | SS 2/64 | 1955-4 Burntisland S.B. Co. Ltd.—Bnt | S (5P) Mchy.aft | 2 S Turb dr geared to sc. shaft | |
| 5MGT | | | 2776 | | | 448′ 1″ 60′ 3″ 20′ 6″ | 2 Ho 135′, 138′ | 3600shp | 551t (o.f) |
| 1514 | Lib-Ore **Steamship Co. Inc.** | | 7950 | ✠LMC | | 425′ 0″ 60′ 0″ 29′ 6″ | G.293780 | D. Rowan & Co. Ltd. | Gls |
| Df Esd | Monrovia | Liberian | | | | P100′ F41′ 1 dk | 4 Ha (stl) (each 49½′×30′) | 2WTB 455℔ Spt 445℔ hs7446 | |
| Gc Rdr | | | | MN720 | EL a†$2\frac{1}{16}$″SQ | RW 5BH | Der 2(1) | 2×250kW 240V d.c. | 12k |
| RTm | | | | | | rf nil WB6616t incl. DTf959t | | | |
| 660001 | **DISCOVERER** | | 3701 | | | 1966 Aerojet-General Shipyards—Jck | TD-E Oceanographic Ship | 4 Oil each 8Cy. 8⅛″×10″ 5748bhp driving | |
| WTEA | | | 1095 | | | 303′ 0″ 52′ 8″ 21′ 0⅝″ | | 4 gen. connected to 4 elec. motors & | |
| | **United States Government** | | 1225 | | ~~AB~~ | 269′ 0″ 52′ 0″ 28′ 9″ | | 2 sc. shafts | |
| Df Esd | U.S. Coast and Geodetic | | | | | B&F236′ 2 dks | | Fairbanks, Morse & Co. | Beloit |
| Gc Pld | Survey | | | | | rf 18″ | | | |
| Rdr RT | | United States | | | | | | | |
| 680082 | **DISCOVERER II** | | 4127 | | | 1967 Mitsui Zosen—Chiba | D-E Drilling Ship | Oil connected to elec. motors | |
| | | | 2245 | | | 362′ 5″ 70′ 2″ 20′ 0″ | | 2000bhp | |
| | **Offshore International S.A.** | | 7989 | | | 339′ 7″ 70′ 0″ 26′ 0″ | | | |
| Df Esd | Panama | Panamanian | | | | 2 dks | | | |
| Gc Rdr | | | | | | | | | |
| RT | | | | | | | | | |
| 509066 | **DISCOVERY** | | 2565 | ✠100A1 | SS 1/67 | 1962-12 Hall, Russell & Co. Ltd.—Abn | D-E Oceanographic ship | 3 Oil 4SA each 6Cy. 12½″×14½″ 3645bhp | |
| GLNE | | | 731 | Ice Class 2 | | 261′ 3″ 46′ 1″ 15′ 6½″ | | driving 3 gen. each 610kW 510V d.c. | |
| 304401 | ~~National Institute of~~ | | — | ✠LMC | | 235′ 0″ 46′ 0″ 25′ 8″ | | connected to elec. motor | 2000shp |
| Df Esd | ~~Oceanography~~ | | | | | B&F96′ 2 dks | | | (d.o) |
| Gc Pld | ~~London~~ | ~~British~~ | | MN729 | EL s $1\frac{13}{16}$″SQ | Coll BH to U dk 4 to 2nd dk | Cr 2(2½) | Ruston & Hornsby | Lcn |
| Rdr | **National Environment** | | | | | rf 6″ WB136t | | 2AuxB (1 of 1 ex.g) 150℔ | |
| RTm/v | **Research Council** | | | | | | | 2×50kW 230V 50c/s a.c. | |
| | London | British | | | | | | Thw. thrust propeller fwd | |
| 662063 | **DISKEN** | | 300 | | | 1965 Nordsøværftet—Ringkøbing | M Dredger | Oil 2SA 6Cy. 230×400 mm | |
| OXHI | | | 115 | | | 146′ 2″ 27′ 0″ | | 420bhp | |
| | **Københavns Mørtelværker** | | — | | BV | 11′ 6″ | | Alpha-Diesel A/S | Fkn |
| Df Esd | **A/S** | | | | | 1 dk | | | |
| Rdr RT | Copenhagen | | | | | | | | |
| | | Danish | | | | | | | |
| 509068 | **DISKO** | | 1517 | | | 1927 Kjobenhavns Flyd. & Skibs.—Cpn | M | Oil 4SA 6Cy. 500×900 mm | |
| OXLA | | | 859 | | | 246′ 0″ 36′ 2″ 17′ 0″ | | | 225t |
| | **Ministry of Greenland** | | 1400 | | BV | 36′ 0″ | B.71000 | Burmeister & Wain | Cpn |
| Df Rdr | Royal Greenland Trade | | | | | F32′ 2 dks | | | 9½k |
| | Department | | | | | R | | | |
| | Copenhagen | Danish | | **BROKEN UP** | | | | | |

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| 509069<br>LJXZ | **DISKO**<br>**Bjarte Rogne**<br>Ålesund Norwegian | 146<br>61<br>— | | 1938 Brattvååg Båatbyggeri—Brattvååg<br>*102-2'* 22' 10"<br>... ... ... | Wood M Fishing Mchy.aft<br>1 Ho<br>Der 1(3) | Oil 2SA 4Cy. 400×400 m<br>340bhp<br>A/S Nils N. Finnøy |
| 670672<br>LJOX<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DISKOS**<br>**A/S Dione**<br>Chr. J. Reim<br>Porsgrunn Norwegian | 5113<br>3387<br>8790 | NV | 1966 Porsgrunds M/V—Porsgrunn<br>391' 8" 52' 7" 27' 0"<br>364' 6" 52' 6" 33' 3"<br>P73' Q22' B12' F26' 1 dk, 2nd dk in No. 2 hold<br>rf 6" | M Mchy.aft<br>3 Ho 96', 101', 60½'<br>G.431430 B.414550<br>3 Ha (stl) (74', 79½'×23½') (44½'×28')<br>10W Der 10(5) | Oil 4SA 10Cy. 520×740 m<br>3850bhp<br>Masch. Augsburg-Nürnberg<br>4×128, 128, 184, 62kW 440V |
| 509070<br>Rdr RT | **DISPATCH**<br>exM. A. Powers-40<br>**Naviera Lettoral S.A.**<br>Tille & Cia.<br>Callao Peruvian | 490<br>368<br>775 | | 1935 Charleston D.D. Co.—Charleston<br>*140-8'* 31' 2"<br>139' 7" 31' 0" 11' 0"<br>P21' 1 dk | TM Tanker Mchy.aft<br>L.30449 HeCls. C | 2 Oil 4SA each 6Cy. 230×<br>Emade29refitted28<br>Cooper, Bessemer Corp. |
| 509071<br>5MGU<br>1575<br>Df Esd<br>Gc Rdr<br>RTm | **DISPATCHER**<br>**Lib-Ore Steamship Co. Inc.**<br>Monrovia Liberian | 4952<br>2619<br>8035 | ✠100A1 SS 7/67<br>✠LMC<br>MN720 EL a†2$\frac{1}{16}$"SQ | 1954-1 Burntisland S.B. Co. Ltd.—Bnt<br>448' 2" 60' 3" 20' 6"<br>425' 0" 60' 0" 29' 6"<br>P100' F41' 1 dk<br>RW 5BH<br>rf nil WB5659t | S (5P) Mchy.aft<br>2 Ho 135', 138'<br>G.293780<br>4 Ha (stl) (each 49½'×30')<br>2W | 2 S Turb dr geared to sc. sh<br>3600shp<br>D. Rowan & Co. Ltd.<br>2WTB 455lb Spt 455lb<br>2×250kW 240V d.c. |
| 509072<br>MAAM<br>167863 | **DISPENSER**<br>**Secretary of State for Defence**<br>Southampton British | 775<br>262<br>475 | ~~RS✱~~ ~~SS 12/66~~<br>~~Government service—~~<br>~~MBS✱~~<br>✱Class **WITHDRAWN** at Owners' request 11/68 ~~C23~~ | 1943-10 Smith's Dock Co. Ltd.—Mdb<br>179' 2" 35' 9" 12' 1"<br>150' 6" 35' 6" 16' 0"<br>B47' F24' 1 dk<br>6BH<br>WB94t incl. DTsf63t a23t | S<br>1 Ho 43'<br>1 Ha (20'×30')<br>3W | T 3Cy. 11½" 19½" & 34"×3<br>600ihp<br>Smith's Dock Co. Ltd.<br>✠NSBmade43fitted5/54-22 |
| 651207<br>PDQY<br>Df Esd<br>Rdr<br>RTm/h/v | **DITA SMITS**<br>**Marinus Smits**<br>Kamp's Scheepv. & Handelmaats. N.V.<br>Rotterdam Netherland | T.Mk<br>553<br>266<br>856<br>1201<br>657<br>1839 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN500 EL p1$\frac{1}{16}$"SQ | 1965-7 Schps. v/h de Groot & v. Vliet—Slikkerveer<br>261' 8" 37' 1" 12' 3½"/17' 3½"<br>238' 2" 36' 7½" 20' 4"<br>Ba41' F41' 2 dks<br>RW Coll BH to U dk 3 to 2nd dk<br>rf 4" WB376t incl. DTf29t | TM Ref Mchy.aft<br>4 Ho 96½', 57¾', 84¾', 56½'<br>In.64500<br>4 Ha (stl) (30¾', 48¾'×16½') (32', 48'×15¾')<br>Der 3(3) | 2 Oil 4SA each 8Cy. 320×<br>2500bhp<br>Motorenw. Mannheim<br>4×160, 160, 160, 28kW 380 |
| 651143<br>DNIT<br>Df Esd<br>Rdr RT | **DITHMARSCHEN** T.Mk<br>**Jakob Mayburg**<br>Hamburg W. German | 499<br>331<br>1170 | GL | 1965 Husumer Schiffsw.—Husum<br>210' 0" 34' 4" 13' 0"<br>187' 4" 34' 3½" 19' 9"<br>1 dk & S dk<br>RW | M ~~OSD~~ Mchy.aft<br>G.80830 B.73475<br>2 Ha | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz |
| 504689<br>DKGZ<br>Df Esd<br>Gc Rdr<br>RT | **DITMAR KOEL** T.Mk<br>exBlumenau-64<br>exVossbrook-54<br>**Hanseatische Reederei Emil Offen & Co.**<br>Kiel W. German | 6021<br>3318<br>9897 | GL | 1953 Lübecker Flender-Werke—Lbc<br>481' 11" 60' 0" 25' 8¾"<br>59' 9" 36' 5"<br>F35' H70' 1 dk & S dk<br>RW | M OSD<br>G.607301 B.559914<br>5 Ha<br>16W Der 1(40) 1(15) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp<br>Masch. Augsburg-Nürnberg |
| 509078<br>OXXG | **DITMARI**<br>exJytte Jørs-62<br>exSkandia-59 exVenus<br>~~N. P. Smith Sørensen~~<br>~~Marstal~~ ~~Danish~~<br>**Bahamas Sea Trading Co. Ltd**<br>British | 162<br>100<br>250 | BV | 1921 J. Ring Andersen—Svb<br>115' 2" 23' 1" 11' 6"<br>... ... ...<br>1 dk | Wood Aux Sr Mchy.aft<br>1 Ho 52½'<br>2 Ha (24½', 16½'×11¾')<br>Der 1(1) | Oil 2SA 3Cy. 230×400 mm<br>174bhp NE48 Alpha<br>Fredrikshavns Jernst. |
| 651493<br>OULR<br>Df Esd<br>Rdr RT | **DITTE HOLMØ**<br>**Leo Abel Partrederi**<br>Frederikshavn Danish | 299<br>191<br>— | BV | 1965 Ørskovs Staalskibsværft—Fkn<br>157' 11" 28' 5"<br>141' 9" 28' 4" 11' 4"<br>1 dk | M Mchy.aft | Oil 2SA 5Cy. 230×400 mm<br>300bhp<br>Alpha-Diesel A/S |
| 540321<br>CRLR<br>Esd Rdr | **DIU**<br>**Portuguese Government (Ministry for Overseas Provinces)**<br>Lourenço Marques Portuguese | 173<br>23<br>— | ✠Classed LR until 1/65 | 1963-10 Est. São Jacinto—Aveiro<br>96' 3" 25' 1"<br>87' 0" 24' 3½" 12' 2"<br>RAD2'<br>RW<br>rf 31" BK 6" | M Salvage Tug Mchy.aft | 2 Oil 4SA each 7Cy.<br>through Hydroflex<br>sr gearing to sc. shaft<br>Masch. Augsburg-Nürnberg<br>Controllable pitch propelle |
| 509080<br>LAGP<br>Df Esd<br>Gc Rdr<br>RTm | **DIVINA**<br>**A/S Dione**<br>Chr. J. Reim<br>Porsgrunn Norwegian | 1596<br>960<br>2500 | NV | 1951 Porsgrunds M/V—Porsgrunn<br>258' 0" 37' 11" 17' 8"<br>244' 0"<br>P60' B14' F30' 1 dk<br>RW<br>rf 4" | M Mchy.aft<br>2 Ho each 83½'<br>G.117000 B.110000<br>4 Ha (24½', 26½', 26½', 24½'×22½')<br>8W Der 4(5) 4(3) | Oil 4SA 8Cy. 320×480 mm<br>1100bhp NE58<br>Motorenw. Mannheim<br>4×52, 30, 30, 22kW 220V |
| 509081<br>IMBT<br>477<br>RT | **DIVINA**<br>Gaetano d'Alesio<br>~~D'Alesio & Castaldi~~<br>Leghorn Italian | 617<br>321<br>850 | RI<br>✠Classed LR until 6/59 | 1942-9 Ekensbergs Varv—Skm<br>181' 8" 29' 8" 13' 1"<br>170' 0" 29' 7" 14' 6"<br>P40' F18' 1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta<br>L.42703 HeCls. C | Oil 2SA 4Cy. 340×570 mm<br>650bhp<br>A/B Atlas-Diesel<br>Controllable pitch propelle |

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| 650587 **DIVINO JESUS DE PRAGA**<br>EAEY **Manuel Larrinaga**<br>RT San Sebastian Spanish | 107<br>59<br>— | | **1964** Ardeag S.L.—Bbo<br>88′ 4″ 20′ 10″<br>75′ 5″ 20′ 8″ 10′ 4″<br>RW | M Trawler | Oil SA 6Cy.<br>300bhp Baudouin<br>Motores Volmé | 17½t (d.o)<br>Msl<br>11½k |
| 509082 **DIVIS**<br>148159 **Belfast City Corporation**<br>Belfast British | 357<br>140<br>— | **BS**✻ TD 9/66<br>limited coasting service<br>**MBS**✻<br>CT407 C16 | **1928**–11 Workman Clark (1928) Ltd.—Bel<br>153′ 6″ 29′ 1″ 9′ 1″<br>145′ 7″ 29′ 0″ 12′ 0″<br>F24′ 2 dks<br>R 4BH<br>WB48t | TS Sludge Carrier Mchy.aft | T 6Cy. 9½″ 16″ & 26″×18″<br>Workman Clark (1928) Ltd.<br>SB 180lb hs(1350) ND | 27t (c)<br>Bel |
| 509083 **DIVIT**<br>ILNT exNando–55 exAntioco Padre<br>3344 exCitta del la Spezia<br>**Soc. Marittima Alimentare**<br>Genoa Italian | 172<br>90<br>119 | RI | **1942** Punkt Mittle—<br>113′ 9″ 18′ 7″<br>104′ 4″ 18′ 5″ 9′ 3″<br>1 dk | M<br>1 Ho 49½′<br>1 Ha (7½′×6′)<br>1W | Oil 4SA 4Cy. 265×410 mm<br>200bhp NE42<br>S.A. Ansaldo | 12t<br>Gen<br>9k |
| 600127 **DIVNIJ**<br>UBOM<br>M-22365 **U.S.S.R.**<br>Odessa Russian | 844<br>240<br>339 | | **1959** ......................Russia<br>208′ 7″ 31′ 2″ 15′ 1″<br>31′ 0″ 17′ 11″ | D-E Whaler | 4 Oil 4SA each 6Cy. 318×330 mm connected to elec. motor & geared to sc. shaft | 17½k |
| 509084 **DIVNOGORSK**<br>UQHI<br>M-26505 **U.S.S.R.**<br>Df Esd Odessa Russian<br>Gc Rdr | 8843<br>4713<br>10570 | | **1961** Stocznia Szczecinska—Szn<br>504′ 11″ 63′ 8″ 27′ 3½″<br>63′ 5″ 41′ 2″<br>2 dks | M Ref CSD<br>6 Ho 4 DT<br>G.626167<br>6 Ha (24½′, 37¾′, 44¼′, 44¼′, 27½′×18½′) (15¾′×15¾′)<br>17W Der 2(10) 14(5) 1(1½) | Oil 2SA 6Cy. 760×1500 mm<br>7800bhp Sulzer<br>N.V. Werkspoor | Ams |
| 509085 **DIVNOGORSK**<br>USZI<br>M-26527 **U.S.S.R.**<br>Df Esd Vladivostok Russian<br>Gc RT | 1333<br>468<br>1344 | | **1962** Stocznia im. Komuny Paryskiej—Gdy<br>247′ 4″ 37′ 11″ 15′ 10″<br>37′ 9″ 16′ 3″<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.117033<br>1W Der 1(1½) | Oil 2SA 5Cy. 480×700 mm<br>1500bhp Sulzer<br>Soc. Española de Const. Nav. | 12½k |
| 801508 **DIVONA**<br>FUDG Launched as Sunnanhav<br>**Union Industrielle et Maritime**<br>Df Esd Rouen French<br>Pld Rdr<br>RT | 499<br>288<br>1200 | ✠**100A1**<br>Ice Class 2<br>✠**LMC**<br>MN330 EL p1$\frac{7}{16}$″SQ | **1966**–10 A/B Falkenbergs Varv—Falkenberg<br>240′ 10″ 39′ 10″ 11′ 10½″<br>217′ 9″ 39′ 8″ 22′ 4″<br>F32′ Ba25′ 1 dk & S dk<br>Coil BH to S dk, 2 to 2nd dk<br>rf 7″ WB453t | M OSD Mchy.aft | Oil 4SA 8Cy. 360×450 mm<br>1650bhp<br>Motorenw. Mannheim<br>2×88kW 400V 50c/s a.c.<br>Controllable pitch propeller | Mhm |
| 662033 **DIWANIYA**<br>YJBK<br>**Government of Iraq (Directorate General of Ports & Navigation)**<br>Df Esd Basrah Iraq<br>Rdr RT | 462<br>4<br>— | ✠**100A1**<br>tug<br>✠**LMC**<br>MN440 EL (g) | **1966**–12 D. W. Kremer Sohn—Elmshorn<br>140′ 2″ 33′ 8″ 12′ 6″<br>125′ 2″ 32′ 2″ 14′ 1″<br>F53′<br>4BH<br>rf 35″ BK6″ WB76t | M Tug | Oil 4SA 9Cy. 400×600 mm<br>2200bhp<br>Masch. Augsburg-Nürnberg<br>3×80kW 380V 50c/s a.c.<br>Controllable pitch propeller | 65t (d.o)<br>Ham<br>13½k |
| 509087 **DIXCOVE**<br>GCHU<br>301309 **Elder Dempster Lines Ltd.**<br>Df Esd Liverpool British<br>Gc Rdr<br>RTv | T.Mk<br>5649<br>3077<br>9600<br>8138<br>4642<br>~~9638~~<br>9951 | ✠**100A1** CS 9/67<br>DTsm & 'tween dk tanks amids—veg. oil or latex or glycerine<br>✠**LMC**<br>MN1100 EL c†2⅛″SQ | **1959–6** Wm. Gray & Co. Ltd.—Hpl<br>460′ 0″ 62′ 3″ ~~26′ 8¾″~~ ~~26′ 8″/26′ 8¾″~~ 26′ 8″/27′ 2⅜″<br>430′ 0″ 62′ 0″ 39′ 0″<br>P44′ F46′ 2 dks<br>RW 6BH<br>rf 4″ WB2273t | M<br>4 Ho 56¼′, 69¼′, 30′ DT, 30′ DT, 27½′ DT, 27½′ DT, 77⅓′, 59½′<br>G.616040 B.562980 In.1097<br>5 Ha (stl) (31½′, 37½′, 35′, 37½′, 30′×22′)<br>16W Der 2(20) 2(10) 2(7½) 8(5) 2(3) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford<br>Cen. Mar. Eng. Wks<br>2AuxB (1 o.f 1 ex.g) 120lb<br>4×200kW 220V d.c. | 86¾t (hvf)<br>Hpl<br>14k |
| 509088 **DIXIE**<br>LLKO<br>**A/S Dione**<br>Df Esd Chr. J. Reim<br>Gc Rdr Porsgrunn Norwegian<br>RTm | 1578<br>861<br>2440 | NV | Lch.**1941** Cmd.**1946** Porsgrunds M/V—Porsgrunn<br>254′ 9″ 37′ 11″ 17′ 5¾″<br>244′ 4″<br>P66′ B14′ F29′ 1 dk<br>RW<br>rf 4″ | M Mchy.aft<br>1 Ho 163½′<br>G.110000 B.104160<br>4 Ha (24½′, 24½′, 26′, 28′×22¼′)<br>4W Der 4(3) | Oil 4SA 8Cy. 320×480 mm<br>1050bhp NE60<br>Motorenw. Mannheim<br>4×45, 45, 30, 5kW 220V d.c. | 153t (d.o)<br>Mhm<br>10k |
| 509089 **DIXIE**<br>WA4199<br>244220 ~~**Ivington Curtis Bay Co.**~~<br>~~Wilmington, Del United States~~<br>Tug Operation Inc.<br>New York United States<br>Now **SAMANTHA** See New Entries No. 7 | 146<br>99<br>— | | **1943** G. Lawley & Son Corp.—Neponset<br>*81·1′* 24′ 2″<br>82′ 0″ 24′ 0″ 10′ 6″<br>BK3″ | M Tug<br>1W | Oil 2SA 8Cy. 215×255 mm<br>700bhp<br>General Motors Corp. | 70t<br>Det<br>11k |
| 509091 **DIXY PORR**<br>DGIA<br>Partenreederei m/s "Dixy Porr"<br>Df Esd Franz Hagen<br>RTm Hamburg W. German | 853<br>512<br>1132 | GL | **1956** Schiffsw. A. Pahl—Ham<br>213′ 11″ 34′ 2″ 13′ 0$\frac{7}{16}$″<br>193′ 7″ 34′ 1½″ 13′ 4″<br>P50′ Q68′ F24′ 1 dk<br>RW | M Mchy.aft<br>2 Ho 55′, 67¾′<br>G.60000 B.57000<br>4 Ha (stl) (21¼′, 21¼′×19¾′) (21¼′, 21¼′×21¾′)<br>4W Der 2(3–5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>3×60, 60, 10kW 220V d.c. | (d.o)<br>Kln<br>12k |
| 509092 **DJADAJAT**<br>**Republik Indonesia**<br>Esd Departemen Perhubungan Laut<br>Djakarta Indonesian | 1132<br>502<br>— | ✠Classed LR until 9/58 | **1953–4** Verschure & Co.'s Scheeps.—Ams<br>211′ 0″ 33′ 5″ 10′ 6½″<br>192′ 3″ 33′ 0″ 14′ 5″<br>B121′ F32′ 1 dk & S dk<br>RW | TM<br>B.17191<br>3W | 2 Oil 4SA each 8Cy. 270×500 mm<br>N.V. Werkspoor | 100t<br>Ams<br>12k |

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| 509093<br>YBCK | **DJADDI**<br>**Perusahaan Negara Garam**<br>Kalianget Indonesian | 379<br>207<br>591 | | BV | 1954 Bodewes Scheeps.—Martenshoek<br>*170·0'* 29' 7"<br>29' 5"<br>1 dk & S dk | M OSD Mchy.aft<br>2 Ha (32½', 30½'×16½')<br>Der 2(6) 2(3) | Oil 4SA 6Cy. 270×500 mm<br>430bhp<br>N.V. Werkspoor |
| 509094<br>PKTA<br>Df Esd | **DJAJADWITYA**<br>exRiver Burdekin-59<br>**P.N. Djakarta Lloyd**<br>Djakarta Indonesian | *5003*<br>*2637*<br>8570 | ✠Classed LR until 7/65 | GL | 1943-12 Evans, Deakin & Co. Ltd.—Bsb<br>449' 2" 56' 8" 24' 6½"<br>425' 0" 56' 6" 35' 6"<br>F43' 1 dk & S dk | S OSD<br>G.502674 B.462316<br>10W Der 1(20) | T 3Cy. 24½" 39½" & 66½"<br>with dr gearing & hydraulic<br>3500ihp<br>Australian Irn & Stl Ltd. |
| 509095<br>PKSR<br>Df Esd<br>Rdr | **DJAJAPRATAMA**<br>exWestway-58<br>exEmpire Jamaica-52<br>~~**P.N. Djakarta Lloyd**~~<br>Djakarta Indonesian<br>**P.T. Trikora Lloyd** | 3586<br>2465<br>4310 | ✠Classed LR until 7/65 | GL | 1945-1 W. Gray & Co. Ltd.—Hpl<br>328' 0" 46' 6" 20' 10"<br>312' 0" 46' 4" 24' 9"<br>P82' Q197' F29'<br>Trunk on U dk 88' on Q117' 1 dk | S Mchy.aft<br>G.250000 B.239000<br>12W Der 1(80) 1(50) | T 3Cy. 20" 31" & 55"×39"<br>1500ihp<br>Cen. Mar. Eng. Wks |
| 509096<br>SPQE<br>Df Esd<br>Gc Rdr | **DJAKARTA**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdansk Polish | 6915<br>3785<br>9953 | | PR | 1961 Stocznia Gdanska—Gdk<br>504' 11" 63' 9" 27' 4½"<br>63' 6" 41' 2"<br>1 dk & S dk<br>RW | M (4P) Ref OSD<br>5 Ho<br>G.581904 B.515786<br>5 Ha (24¾'×21½') (44½', 38'×21½')<br>(43'×16½') (27¾'×21½')<br>16W | Oil 2SA 6Cy. 760×1300 mm<br>7800bhp Sulzer<br>H. Cegielski<br>4×250kW 230V d.c. |
| 509097<br>JRKX<br>89938<br>Df Esd<br>Gc Rdr<br>RTm/h | **DJAKARTA MARU**<br>**Tokyo Sempaku K.K.**<br>Tokyo Japanese | 6677<br>3928<br>9932 | | NK | 1962 Ishikawajima-Harima Hvy Ind.—<br>Aio<br>423' 2" 59' 1" 26' 11"<br>393' 8" 58' 11" 34' 9"<br>2 dks<br>RW | M (4P)<br>4 Ho 48½', 76¾', 78', 75½'<br>G 478162 B.439422<br>4 Ha (27'×19¾') (49¾', 49¾'×22½')<br>(49¾'×19¾')<br>Der 4(15) 2(10) 8(6) | Oil 2SA 6Cy. 680×1200 mm<br>6600bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>2×260kW 450V a.c. |
| 509098<br>YBCL | **DJAMBANGAN**<br>**Perusahaan Negara Garam**<br>Kalianget Indonesian | 379<br>207<br>591 | | BV | 1954 Gebr. van Diepen—Waterhuizen<br>*170·0'* 29' 7"<br>… … …<br>1 dk & S dk | M OSD Mchy.aft<br>2 Ha (32½', 30½'×16½')<br>Der 2(5) 2(3) | Oil 4SA 6Cy. 270×500 mm<br>430bhp<br>N.V. Werkspoor |
| 509099<br>PKUH<br>Esd RT | **DJAMBU**<br>**P.T. Maskapai Pelajaran**<br>**Nusantara**<br>Djakarta Indonesian | 1175<br>824<br>1017 | | | 1962 Cant. Nav. M. & B. Benetti—<br>Viareggio<br>223' 2" 33' 0" 13' 11"<br>197' 6" 32' 11" 20' 0"<br>2 dks<br>RW | M CSD Mchy.aft<br>2 Ha (30'×16½') (38'×16½')<br>Der 4(3) | Oil 4SA 6Cy. 330×600 mm<br>940bhp<br>N.V. Werkspoor |
| 524233<br>LAVU<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DJATIANOM**<br>exMorviken-65<br>**I/S Kar Nor**<br>Egil Paulsen<br>Oslo Norwegian | 8775<br>5222<br>12740 | | NV | 1956 Oskarshamns Varv A/B—Osk<br>485' 0" 61' 8" 29' 11"<br>440' 0" 61' 6" 39' 6"<br>2 dks<br>rf 4" | M (3P) CSD<br>4 Ho 60¾', 127' comb., 51½', 69'<br>G.640000 B.584000<br>5 Ha (stl) (31½', 37½', 37½', 52½',<br>35'×23')<br>Der 1(30) 1(15) 2(4-5) 2(2-5) | Oil 2SA 9Cy. 630×1300 mm<br>5600bhp<br>A/B Götaverken<br>4×190, 155, 155, 155kW 220 |
| 506357<br>JXLC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DJATIBARANG**<br>exCarina-68<br>**Skibs A/S Karlander**<br>Fredrikstad Norwegian | 7051<br>3948<br>10761<br>**9449**<br>5523<br>13142 | | NV | 1960 Rheinstahl Nordseewerke—Emd<br>502' 1" 62' 2" 26' 3½"/29' 8¼"<br>462' 10" 62' 0" 39' 3"<br>1 dk & S dk<br>RW<br>rf 4" | M (8P) OSD/CSD<br>5 Ho 59¾', 72½', 91', 65½', 71'<br>G.690000 B.637000<br>5 Ha (stl) (32½', 42', 42', 36¾',<br>16¾'×24')<br>16W Der 1(30) 1(15) 2(10) 14(5) | Oil 2SA 9Cy. 700×1200 mm<br>6000bhp<br>Masch. Augsburg-Nürnberg<br>3×172kW 440V 60c/s a.c. |
| 514367<br>PKZI<br>Df Esd<br>Gc Rdr<br>RTm/h | **DJATIBARU**<br>exSlethav-67 exHassel-64<br>**P.N. Djakarta Lloyd**<br>Indonesian | 8817<br>5161<br>12500 | | NV | 1956 A/S Bergens M/V—Bgn<br>464' 4" 62' 2" 29' 5½"<br>430' 0" 62' 0" 39' 6"<br>2 dks<br>RW<br>rf 4" | M (6P) CSD<br>5 Ho 55', 51¾', 58½', 56½', 69'<br>5 Ha (stl) (36¾', 41½', 37', 61½',<br>39½'×26')<br>Der 1(10) 5(5) 1(3) | Oil 2SA 6Cy. 760×1500 mm<br>5500bhp Götaverken<br>Uddevallavarvet A/B<br>4×220V d.c. |
| 670444<br>PKZY<br>Df Esd<br>Gc Rdr<br>RT | **DJATIBRONO**<br>exSawega-66<br>**P.T. Bahari**<br>Djakarta Indonesian | 6760<br>3748<br>8178 | | ~~AB~~ | 1954 Hitachi Zosen—Inn<br>*407·1'* 57' 1" 25' 4"<br>401' 2" 57' 0" 35' 5"<br>P35' F32' 3 dks | M<br>5 Ho<br>B.145850<br>5 Ha | Oil 2SA 5Cy. 29"×67"<br>4600bhp<br>Hitachi Zosen |
| 523149<br>Df Esd<br>Gc Rdr<br>RT | **DJATIMULIA**<br>exMékong-66<br>**P. N. Djakarta Lloyd**<br>Djakarta Indonesian | 8267<br>4903<br>10688 | | BV | 1949 Arsenal de Brest—Brt<br>536' 9" 64' 5" 27' 11½"<br>… … …<br>P47' B164' F44'<br>2 dks & S dk<br>RW | TM (12P) Ref OSD<br>6 Ho 43½', 64¾', 69', 62¼', 59', 57½'<br>G.695445 B.632223<br>6 Ha (stl) (24¾', 37', 29', 26½', 28'<br>23¾'×19¾')<br>20W Der 1(80) 1(40) 4(8) 2(6) 14(5) | 2 Oil 2SA each 8Cy.<br>10000bhp Sulzer<br>Cie. de Const. Méc.<br>3×240kW 220V d.c. |
| 525529<br>JXNJ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DJATIPRANA**<br>exNordholm-67<br>**Skibs A/S Karlander**<br>Fredrikstad Norwegian | 7187<br>4137<br>10886<br>**9703**<br>5988<br>13250 | ✠100A1<br>✠LMC<br>MN1140 | SS 5/66<br>EL e†2¼"SQ | 1961-5 Wm. Hamilton & Co. Ltd.—P.Gl<br>494' 0" 65' 8" 26' 10"/30' 2½"<br>461' 2" 64' 6" 39' 6"<br>P112' F49' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" DK fwd WB2947t | M (8P) OSD/CSD Mchy.aft<br>5 Ho 54', 76½', 61½', 59', 58¾'<br>G.649195 B.599806<br>5 Ha (stl) (31½'×18') (46', 38¼', 38½',<br>33¾'×38')<br>4W Cr 4(5) Der 1(30) 4(10) | Oil 2SA 4Cy. 750×<br>500 mm B&W<br>5700bhp<br>J. G. Kincaid & Co. Ltd.<br>2AuxB (1 o.f 1 ex.g)<br>3×175kW 440V 60c/s a.c. |
| 670445<br>PLIM<br>Df Esd<br>Gc Rdr<br>RT | **DJATIROTO**<br>exBau Maseppe-66<br>**P.T. Bahari**<br>Djakarta Indonesian | 6760<br>3748<br>8174 | | AB | 1954 Hitachi Zosen—Osa<br>*407·1'* 57' 1" 25' 4"<br>401' 2" 57' 0" 35' 5"<br>P35' F32' 3 dks | M<br>5 Ho<br>B.145850<br>5 Ha | Oil 2SA 5Cy. 29"×67"<br>4600bhp<br>Hitachi Zosen |

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|---|---|---|---|---|---|---|
| 513911<br>SZGC<br>2538<br>Df Esd<br>Gc Rdr<br>RT | **DJATISARI**<br>exSinesis-65<br>exH.O.S. Tjokroaminoto-65<br>**Sinesis Compania Naviera S.A.**<br>Piræus Greek | **7558**<br>4525<br>10990 | BV<br>✠Classed LR until 6/65 | **1961**-2 Nippon Kokan—Tsu<br>500′ 2″ 63′ 11″ 27′ 3½″<br>460′ 2″ 63′ 8″ 40′ 1″<br>P29′ F45′ 2 dks & S dk<br>rf 6″ | M OSD | Oil 2SA 7Cy. 780×1400 mm<br>8950bhp MAN<br>Mitsubishi Nippon Hvy Ind. Yka |
| 509100<br>CNAH | **DJEBEL BANI**<br>exFarndale-61 exEtal-46<br>**Leon Farache, Miguel Quintanille & Ahmed Derham**<br>Tangier Moroccan | **207**<br>93<br>310 | | **1933** Schps. Gideon v/h J. Koster Hzn—Gro<br>120′ 5″ 21′ 8″ 8′ 6¾″<br>21′ 6″<br>Q28′ F15′ 1 dk<br>R | M Mchy.aft<br>1 Ho 69′<br>G.13700 B.12860<br>2W Der 2(2) | Oil 4SA 3Cy. 280×450 mm<br>9t<br>Humboldt-Deutzmot. Köln-Deutz<br>7½k |
| 509101<br>FNHR<br>Df Esd<br>Gc Rdr<br>RTm | **DJEBEL-DIRA**<br>**Cie. de Nav. Mixte**<br>Marseilles French | **4253**<br>2372<br>3280 | BV | **1948** Swan, Hunter & Wghm Rchdsn—Nwc<br>371′ 6″ 51′ 2″ 23′ 11″<br>51′ 0″<br>P&B218′ F97′ 2 dks<br>RW | S (188bth 430dkP) Ref CSD<br>4 Ho 54′, 53′, 50′, 58′<br>G.248547 B.213070 In.41195<br>4 Ha (stl) (18′, 14½′×13′) (24′, 21¾′×15′)<br>8W Der 8(5) | 3 S Turb dr geared to sc. shaft<br>4600shp 436t (o.f)<br>Parsons Marine Turb. Co. Wal<br>3×300, 300, 175kW 220V d.c. 16½k |
| 641236<br>UQKJ<br>M-20938 | **DJEBRAIL**<br>**U.S.S.R.**<br>Baku Russian | **3821**<br>2002<br>4310 | | **1961** G. Dimitrov Shipyard—Varna<br>430′ 0″ 52′ 6″ 14′ 5″<br>52′ 3″ 18′ 0″<br>1 dk | TM Tanker Mchy.aft<br>15 Ta<br>L.215706 | 2 Oil 2SA each 8Cy. 300×500 mm<br>10½k |
| 509102<br>FOHL<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h/v | **DJEMILA**<br>**Cie. Navale des Pétroles**<br>Havre French | **8354**<br>4448<br>12655 | BV | **1953** Ch. Nav. de La Ciotat—La Ciotat<br>475′ 0″ 61′ 10″ 26′ 7″<br>61′ 7″<br>P123′ B51′ F46′ 1 dk<br>RW | M Tanker Mchy.aft<br>21 Ta<br>L.564800 | Oil 2SA 4Cy. 600×2320 mm<br>3600bhp Doxford 891t (hvf)<br>Ch. & At. de Provence Ms<br>3×147kW 380V 50c/s a.c. 12k |
| 509104<br>CNBN<br>Df Esd<br>Gc | **DJERADA**<br>exNicollet<br>**Cie. Marocaine de Navigation**<br>Casablanca Moroccan | **3805**<br>2123<br>6046 | BV | **1945** Globe S.B. Co.—Superior<br>338′ 11″ 50′ 3″ 23′ 5″<br>50′ 1″<br>P90′ F38′ 2 dks | M Ref Mchy.aft<br>G.249560 B.237325 In.9817<br>16W Der 1(30) 1(20) 10(5) 2(3½) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 862t<br>Nordberg Mfg Co. Milwaukee<br>10½k |
| 509105<br>TOBK<br>Df Esd<br>RT | **DJERBA**<br>exSandsgård-49<br>**Delom & Cie.**<br>Sète French | **766**<br>304<br>1040 | | **1941** Glommens M/V—Fks<br>*203·5′* 31′ 10″<br>31′ 8″<br>P63′ F24′ 1 dk | M Wine Tanker Mchy.aft<br>L.54400<br>HeCls. BC | Oil 2SA 5Cy. 340×570 mm<br>860bhp 88t-4pd<br>Atlas-Diesel Skm<br>11k |
| 509106<br>PKNE<br>Df Esd<br>RT | **DJERUK**<br>Republik **Indonesia**<br>Djakarta Indonesian | **677**<br>280<br>— | ~~✠100A1~~<br>~~✠LMC~~<br>~~MN192~~ ~~EL m 1 $\frac{8}{16}$~~<br>✠Class **WITHDRAWN** 3/68<br>~~SURVEYS OVERDUE—CLASS SUSPENDED 1/66~~ | **1960**-9 Stocznia im. Komuny Paryskiej—Gdy<br>215′ 10″ 34′ 7″ 12′ 2½″<br>193′ 7″ 34′ 5½″ 19′ 6″<br>F26′ 1 dk & S dk<br>Coll BH to S dk 4 to 2nd dk<br>rf 4″ WB256t incl. DTf32t | M OSD Mchy.aft | Oil 2SA 8Cy. 290×490 mm<br>960bhp<br>Alpha-Diesel A/S Fkn |
| 504802<br>FNSE<br>Df Esd<br>Gc Rdr<br>RTm/h | **DJIBA**<br>exBonita-66<br>**Cie. Maritime des Chargeurs Réunis**<br>Dunkirk French | **10256**<br>4927<br>15300 | BV | **1960** Kockums M/V A/B—Mmo<br>500′ 2″ 65′ 2″ 28′ 7½″<br>467′ 0″ 65′ 0″ 40′ 0″<br>1 dk | M Bulk Carrier Mchy.aft<br>5 Ho each 69′<br>G.690450<br>5 Ha (stl) (each 57′×32¼′)<br>10W Der 10(5) | Oil 2SA 6Cy. 700×1200 mm<br>5220bhp MAN 718t (hvf)<br>Kockums M/V A/B Mmo<br>3×240kW 440V 60c/s a.c. 14k |
| 509108<br>FODV<br>Df Esd<br>Rdr<br>RTm | **DJIRING**<br>exBarranquilla-52<br>**Djiring Frêt S.A.**<br>Marseilles French | **2240**<br>1400<br>2980 | BV<br>✠Classed LR until 4/55 | **1952**-12 Helsingborgs Varfs A/B—Hbg<br>285′ 5″ 41′ 1″ 16′ 2″<br>273′ 0″ 41′ 0″<br>P27′ RFD68′ 2 dks<br>RW | M CSD<br>2 Ho 95¼′, 90′<br>G.171276 B.157473<br>2 Ha (26′, 28¼′×21′)<br>8W Der 1(24½) 4(7½) 4(5) | Oil 2SA 5Cy. 500×900 mm<br>1670bhp 380t (d.o)<br>Burmeister & Wain Cpn<br>3×66kW 220V d.c. 11½k |
| 641952<br>UGPL<br>M-21455 | **DJORAT**<br>**U.S.S.R.**<br>Baku Russian | **3821**<br>2002<br>4160 | | **1964** G. Dimitrov Shipyard—Varna<br>430′ 0″ 52′ 6″ 14′ 5″<br>52′ 3″ 18′ 0″<br>1 dk | TM Tanker Mchy.aft<br>15 Ta<br>L.217045 | 2 Oil 2SA each 8Cy. 300×500 mm<br>10½k |
| 509109<br>Df Esd<br>Gc | **DJUGBA**<br>**U.S.S.R.**<br>Murmansk Russian | **692**<br>227<br>— | ✠ | **1956**-5 A/B Lindholmens Varv—Got<br>207′ 0″ 30′ 10″<br>180′ 5″ 30′ 6″ 15′ 11″<br>F42′<br>RW<br>BK8″ | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm<br>A/B Lindholmens Varv Got |
| 509110<br>FOUO<br>Df Esd<br>Gc RTm | **DJUNGO**<br>**Armement Nicolardot, Martin**<br>L. Martin & Cie.<br>Havre French | **3796**<br>2048<br>3917 | BV<br>✠Classed LR until 5/61 | **1956**-12 Ch. & At. de Provence—Port de Bouc<br>367′ 6″ 49′ 4″ 23′ 1″<br>342′ 2″ 49′ 2½″ 28′ 6″<br>B&F243′ 2 dks<br>rf 16″ | M (2P) Ref<br>4 Ho 64¼′, 44¾′, 55¾′, 90′<br>In.170924<br>4 Ha (stl) (21′, 21′, 18¾′, 23¼′×12¾′)<br>8W Der 8(3) | Oil 2SA 5Cy. 600×2000 mm<br>5200bhp Doxford 800t (d.o)<br>Ch. & At. de Provence Msl<br>3×240kW 220V d.c. 16½k |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|
| **509111**<br>FONM<br><br>Df Esd<br>Rdr<br>RTm | **DJURDJURA**<br><br>**Soc. Algéroise de Navigation**<br>Les Cargos Algériens<br>Dunkirk French | **3920**<br>2003<br>4650 | BV | **1950** Ch. Nav. de La Ciotat—La Ciotat<br>389' 2" 50' 11" 19' 9½"<br>50' 8"<br>F36' 1 dk & S dk<br>R | M Ref OSD<br>pt bulk wine carrier<br>5 Ho 59', 55½', 39½', 62½', 39½'<br>G.253630 B.240922 In.24004<br>5 Ha (stl) (33½', 33½', 23', 33½', 21½'×17')<br>Der 4(5) 4(3) | Oil 2SA 8Cy. 600×1040 mm<br>4000bhp Sulzer<br>Forg. & Ch. de la Médit.<br>3×160kW 220V d.c. |
| **509112**<br>URKZ<br>M-28643 | **DJURMA**<br>exBrielle–35<br>**U.S.S.R.**<br>Nagaevo Russian | **7113**<br>3952<br>9711 | | **1921** New Waterway S.B. Co.—Sch<br>418' 7" 58' 4" 28' 1"<br>58' 2" 37' 1"<br>3 dks<br>R | S<br>5 Ho<br>G.407992<br>5 Ha (30½', 30½', 27½', 27½', 27½'×19½')<br>10W Der 8(5) 2(3) | T 3Cy. 30" 48" & 79"×54"<br>New Waterway S.B. Co. |
| **540322**<br>SPSL<br><br>Df Esd<br>Gc Rdr | **DLUGOSZ**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | **7159**<br>4033<br>12104<br>**10362**<br>6095<br>14201 | ✠Classed LR until 1/65 | **1963–9** Odense Stålskib. A/S—Odn<br>503' 0" 66' 8" 27' 2¾"/30' 0½"<br>466' 0" 66' 6" 41' 0"<br>F47' 1 dk & S dk, 3rd dk in Nos. 3 & 4 holds<br>rf 4" | M (4P) OSD/CSD<br>5 Ho<br>G.763690 B.693090<br>5 Ha<br>16W Der 1(35) 4(10) 12(5) | Oil 2SA 7Cy. 620×1400 mm<br>7600bhp<br>Burmeister & Wain<br>2×425, 30kW 380V a.c. |
| **509114**<br>UOTQ<br>M-11587 | **DNEPR**<br>exMiltonstar exBrodhurst<br>**U.S.S.R.**<br>Nevelsk Russian | **3071**<br>1876<br>3000 | ✳Classed BC until 6/30 | **1914** Clyde S.B. & E. Co. Ltd.—P.Gl<br>314' 5" 44' 8" 18' 5"<br>44' 6" 19' 6"<br>1 dk & S dk<br>R | S Ref OSD<br>In.152080<br>8W Der 8(2) | T 3Cy. 23" 37" & 61"×42"<br>Clyde S.B. & E. Co. Ltd |
| **509115**<br><br>Df Esd | **DNEPR**<br>**U.S.S.R.**<br>Vladivostok Russian | **497**<br>162<br>— | ✠ | **1959–5** Hitachi Zosen—Mukaishima<br>173' 7" 29' 10" 11' 4½"<br>154' 2" 29' 6½" 13' 9"<br>P43' F38' 1 dk<br>rf 19" | M Fishing Mchy.aft | Oil 2SA 7Cy. 280×500 mm<br>B&W<br>Hitachi Zosen |
| **541541**<br>UKKY<br>M-24876 | **DNEPRODZERJINSK**<br>**U.S.S.R.**<br>Murmansk Russian | **7265**<br>3287<br>9750 | | **1963** Warnowwerft—Warnemünde<br>457' 8" 59' 1" 26' 3"<br>58' 10" 33' 9"<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.393054<br>5 Ha (39', 39', 39', 39'×34½') (36½'×24½')<br>2W Cr 2(5) Der 2(1½) | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Dieselmotorenwerk |
| **509116**<br>UOUB<br>M-22188 | **DNEPROGES**<br>**U.S.S.R.**<br>Murmansk Russian | **5597**<br>2859<br>7215 | | **1957** Nosenko Shpyd—Nic<br>429' 6" 55' 3" 25' 1"<br>387' 2" 55' 0" 31' 3" | D-E<br>5 Ho<br>G.309005<br>5 Ha (30½', 30½', 30½', 30½', 16½'×23')<br>10W Der 10(5) | 4 Oil 2SA each 10Cy.<br>connected to elec. motor<br>to sc. shaft |
| **672277**<br><br><br>Df Esd<br>Gc Rdr | **DNEPROPAVLOVSK**<br>**U.S.S.R.**<br>Russian | **658**<br>280<br>450 | | **1955** Stocznia Gdanska—Gdk<br>*185·7'* 29' 8" 13' 11"<br>29' 6½" 16' 3" | S Trawler | C 4Cy. (2) 330 & (2) 770×<br>1000ihp |
| **671859**<br>UKEI<br>M-1612 | **DNEPROPETROVSK**<br>exBragerness–46<br>exWesermarsch–46<br>**U.S.S.R.**<br>Kholmsk Russian | **2898**<br>1488<br>3400 | | **1943** Lübecker Masch. Ges.—Lbc<br>301' 4" 44' 5" 19' 5"<br>26' 11"<br>2 dks | S<br>3 Ho<br>G.165732<br>3 Ha (22½', 46', 46'×18')<br>11W Der 1(10) 10(2) | C 4Cy. (2) 16 1/16" & (2)<br>Lübecker Masch. Ges. |
| **509117**<br><br>Df Esd | **DNESTR**<br>**U.S.S.R.**<br>Vladivostok Russian | **497**<br>162<br>— | ✠ | **1959–6** Hitachi Zosen—Mukaishima<br>173' 7" 29' 10" 11' 4½"<br>154' 2" 29' 6½" 13' 9"<br>P43' F38' 1 dk<br>rf 19" | M Fishing Mchy.aft | Oil 2SA 7Cy. 280×500 mm<br>B&W<br>Hitachi Zosen |
| **672278**<br><br><br>Df Esd<br>Gc Rdr | **DNIESTR**<br>**U.S.S.R.**<br>Russian | **658**<br>280<br>450 | | **1953** Stocznia Gdanska—Gdk<br>*185·7'* 29' 8" 13' 11"<br>29' 6½" 16' 3" | S Trawler | C 4Cy. (2) 330 & (2) 770×<br>1000ihp |
| **509118**<br>UOSD<br>M-16917<br>Df Esd<br>Rdr | **DNJESTR**<br>**U.S.S.R.**<br>Archangel Russian | **2434**<br>1395<br>3214 | | **1956** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>297' 0" 42' 9" 18' 4"<br>278' 6" 42' 7" 21' 4"<br>1 dk<br>RW | S<br>2 Ho<br>G.139493<br>4 Ha (each 34½'×19½')<br>9W Der 1(15) 8(5) | C 4Cy. (2) 14½" &<br>Wärtsilä Kon. Crichton- |
| **680130**<br>UDVY<br>M-22366 | **DOBRIJ**<br>**U.S.S.R.**<br>Odessa Russian | **844**<br>240<br>339 | | **1959** ......................Russia<br>208' 7" 31' 2" 15' 1"<br>31' 0" 17' 11" | D-E Whaler | 4 Oil 4SA each 8Cy.<br>connected to elec. motor<br>to sc. shaft |

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| 5080131<br>UQZQ<br>M-16818<br>Dl | **DOBRINIA**<br>U.S.S.R.<br>Petropavlovsk Russian | **533**<br>—<br>355 | | **1952** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157' 1" 31' 2" 13' 4½"<br>139' 9" 31 0" 15' 5" | S Tug<br>1W Der 1(1) | T 3Cy 16$\frac{9}{16}$" 27$\frac{9}{16}$" & 45$\frac{9}{16}$"×27$\frac{9}{16}$"<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| 5091120<br>YQSX<br>Dl Esd<br>Gc Rdr | **DOBROGEA**<br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian | **6655**<br>3460<br>— | BV | **1960** Brodogradiliste III Maj—Rka<br>496' 10" 61' 11" 29' 6"<br>459' 6" 61' 9" 39' 5"<br>2 dks<br>RW | M CSD<br>G.683000 B.620400<br>14W Der 2(25) 5(10) 7(5) 2(3) | Oil 2SA 8Cy. 720×1250 mm<br>1200t<br>Sulzer Bros. Ltd. Win<br>14½k |
| 5091121<br>UFSK<br>M-10031<br>Esd Gc<br>Rdr | **DOBROLUBOV**<br>U.S.S.R.<br>Murmansk Russian | **3046**<br>1294<br>1420 | | **1955** Kieler Howaldtswerke A.G.—Kel<br>278' 2" 44' 0" 18' 0½"<br>43' 10" 32' 10"<br>1 dk<br>RW | M Stern Trawling Factory Ship<br>5 Ho<br>G.58729 In.53431<br>8 Ha<br>2W Der 2(2) | Oil 2SA 6Cy. 520×900 mm<br>MAN<br>Kieler Howaldtswerke A.G. Kel<br>12½k |
| 5091122<br>UVRR<br>M-26861 | **DOBROPOLJE**<br>U.S.S.R.<br>Astrakhan Russian | **7265**<br>3287<br>9750 | | **1961** Warnowwerft—Warnemünde<br>457' 8" 59' 1" 26' 3"<br>58' 10" 33' 9"<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.393054<br>5 Ha (39', 39', 39', 39'×34½')<br>(36¾'×24¼')<br>2W Cr 2(5) Der 2(1½) | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Dieselmotorenwerk Ros<br>15½k |
| 5091124<br>LZDI<br>9 | **DOBROUDJA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | **295**<br>162<br>— | | **1912** Ch. Nav. de l'Etat—Varna<br>141' 0" 22' 2" 11' 5"<br>137' 9" 22' 0" 12' 2"<br>R | M<br>G.18356 B.17650<br>2W Der 2(1) | Oil 2SA 6Cy. 320×370 mm<br>Emade28fitted— 13¾t<br>Climax Motorenfabrik Vna<br>8k |
| 6701114<br>Df Esd<br>Gc Rdr<br>RT | **DOBROVOLSK**<br>U.S.S.R.<br>Kaliningrad Russian | **2435**<br>1070<br>850 | | **1966** Volkswerft Stralsund—Stralsund<br>261' 7" ~~261' 10"~~ 43' 4" ~~16' 1"~~ 16' 5½"<br>233' 0" 43' 2"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebnecht Mgd<br>4×270kW 220V d.c. 11¾k |
| 5091125<br>UYYR<br>M-24816 | **DOBRUSH**<br>U.S.S.R.<br>Odessa Russian | **7265**<br>3287<br>9750 | | **1960** Warnowwerft—Warnemünde<br>457' 8" 59' 1" 26' 3"<br>58' 10" 33' 9"<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.393054<br>5 Ha (39', 39', 39', 39'×34½')<br>(36¾'×24¼')<br>Cr 3(5) | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Dieselmotorenwerk Ros<br>15½k |
| 5091126<br>EBXT<br>Df Esd<br>RT | **DOCAMPO**<br>José **Docampo Prada**<br>Vigo Spanish | **471**<br>226<br>— | BV | **1960** Ast. del Abra S.A.—Bbo<br>160' 4" 27' 2"<br>27' 1" 15' 5"<br>1 dk | M Fishing Mchy.aft<br>3 Ha | Oil 2SA 5Cy. 350×620 mm<br>1400bhp B&W 180t<br>La Maquinista Terrestre y Mar. Bcl<br>11¾k |
| 5091128<br>WA4211<br>240282 | **DR. E. W. BROWN**<br>Slade Inc.<br>Port Arthur United States | **141**<br>68<br>— | AB | **1941** Levingston S.B. Co.—Orange<br>85' 0" 24' 2"<br>80' 6" 24' 0" 10' 0"<br>1 dk<br>BK2" | M Tug | Oil 2SA 12Cy. 215×265 mm<br>900bhp NE51 83t<br>General Motors Corp. Clv |
| 5091129<br>DAOF<br>Esd<br>RTm/h | **DR. EICHELBAUM**<br>Emder **Heringsfischerei A.G.**<br>Emden W. German | **193**<br>92<br>— | GL | **1933** Schulte & Bruns—Emd<br>*98·9'* 23' 0" 9' 8"<br>10' 10"<br>Q12' 1 dk<br>R | M Fishing<br>2 Ho 32¾', 13' | Oil 4SA 6Cy. 260×340 mm<br>200bhp NE48 (d.o)<br>Motorenw. Mannheim Mhm<br>3×16, 16, 4kW 115V d.c. |
| 5091131<br>KGDC<br>249063<br>Df Esd<br>Gc<br>RTv | **DOCTOR LYKES**<br>Lykes Bros. **S.S. Co. Inc.**<br>Tampa United States | **7855**<br>4539<br>12557 | AB | **1945** Federal S.B. & D.D. Co.—Kearny<br>492' 0" 69' 8" 29' 1"<br>465' 4" 69' 6" 33' 6"<br>F30' 2 dks & S dk<br>RW<br>rf nil | S (12P) OSD<br>5 Ho 79', 58', 77', 68', 71'<br>G.777736 B.685890<br>5 Ha (36'×20') (30', 37½', 30', 40'×24')<br>16W Der 1(50) 16(5) | 2 S Turb dr geared to sc. shaft<br>8500shp 1936t (o.f)<br>General Electric Co. Lyn<br>16½k |
| 5091132<br>181764 | **DODDLES**<br>A. J. Brush Ltd.<br>London British | **121**<br>65<br>— | | **1915** W. Dobson & Co. Ltd.—Nwc<br>*97·5'* 20' 9"<br>... ... ...<br>1 dk<br>R | M Mchy.aft | Oil 2SA 5Cy. 7"×9"<br>Emade36refitted57<br>Crossley Bros. Ltd. Mch |
| 6500053<br>JM2146<br>94948<br>Rdr RT | **DOEI MARU**<br>Doei Unyu **K.K.**<br>Ube Japanese | **1913**<br>1101<br>3200 | NK | **1964** Kasado Dock Co. Ltd.—Kudamatsu<br>282' 2" 41' 5" 19' 6"<br>262' 5" 41' 4" 22' 8"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.139635 B.129499<br>2 Ha (72½', 73½'×21')<br>Der 1(3) | Oil 4SA 6Cy. 520×760 mm<br>2400bhp<br>Ube Tekkosho<br>2×144kW 445V a.c. 13k |
| 5400323<br>PDRF<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DOELWIJK**<br>Koninklijke Rotterdamsche **Lloyd N.V.**<br>Rotterdam Netherland | 31051 ~~31411~~<br>18253 ~~17515~~<br>~~49088~~<br>53180 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3500<br>SS 1/68<br>EL v†3⅜"SQ | **1963**–1 Rotterdamsche D.D. Maats.—Rot<br>759' 6" 102' 9" 38' 9¾"<br>728' 0" 102' 6" 51' 6"<br>P142' F72' 1 dk<br>17BH<br>rf 5" WB12043t incl. 10870t in clean ballast tanks | S Tanker Mchy.aft<br>28 Ta<br>L.2182743<br>HeCls. BC<br>Der 2(10) | 2 S Turb dr geared to sc. shaft<br>17500shp 3836t (o.f)–92pd<br>Rotterdamsche D.D. Maats. Rot<br>2WTB 740lb Spt 905° F. 650lb hs21130<br>sg 178lb<br>2×600kW 450V 60c/s a.c. 16½k |

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| 509135<br>TFIZ<br>Df Esd<br>Rdr RT | **DOFRI**<br>**Hradfrystihus Patreksfjardar h/f**<br>Patreksfirdi Icelandic | 101<br>32<br>— | | **1960** Ernst Thalmänn—Brandenburg<br>*75·1'* 19' 10"<br>... ... ... | M Fishing | Oil 4SA 8Cy. 180×250 mm<br>400bhp<br>Motorenw. Mannheim |
| 509136<br>TCZJ<br>3447<br>Df Esd<br>Gc Rdr | **DOGAN**<br>exInver-62 exWellpark-58<br>**Nejat Dogan**<br>Istanbul Turkish | *6722*<br>*3876*<br>9770 | ✠100A1 SS 12/63<br>with freeboard<br>✠LMC<br>EL a†2" SQ | **1946-9** C. Connell & Co. Ltd.—Gls<br>431' 10" 55' 2" 27' 6½"<br>411' 3" 55' 0" 37' 0"<br>P41' F33' 2 dks<br>RW NS 5 divisional WTBH in 'tween dks Coll BH to U dk 6 to 2nd dk<br>WB2183t incl. Tunnel tanks 355t | S CSD<br>5 Ho<br>G.496860 B.451340<br>5 Ha<br>12W | T 3Cy. 24½" 39" & 70"×48"<br>2500ihp<br>D. Rowan & Co. Ltd.<br>3 SB 220lb Spt hs(1072R) |
| 509138<br>DH2313<br>Df Esd<br>Rdr RT | **DOGGENHAI**<br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | 134<br>48<br>— | DSRK | **1958** Elbewerft—Boizenburg<br>86' 11" 22' 0" 11' 2"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>Masch. Halberstadt |
| 509140<br>DH2282<br>Df Esd<br>Rdr RT | **DOGGERBANK**<br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | 133<br>47<br>— | DSRK | **1957** Schiffbau-u. Reparaturwerft—Stralsund<br>86' 11" 22' 0" 11' 7"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>Masch. Halberstadt |
| 509142<br>PDRD | **DOGGERSBANK**<br>**Rederij Doggersbank**<br>Katwijk a/Zee Netherland | 165<br>74<br>— | | **1930** Scheeps. Pannevis—Alp<br>*106·2'* 20' 10"<br>... ... ...<br>R conv pilot ship 52 | M Fishing | Oil 4SA 6Cy. 280×450 mm<br>Deutz Motfbr. |
| 509144<br>Esd<br>RTm | **DOGYE**<br>exAnguslake-53<br>exRodney Baxter-51<br>**Dai Han Coal Corporation**<br>Pusan S. Korean | 1816<br>1016<br>2900 | Classed LR until 11/55 | **1943** W. Butler (S.Bs)—Superior<br>259' 0" 42' 4" 18' 0"<br>250' 0" 42' 1" 20' 5"<br>P22' B66' F26 1 dk<br>rf nil | S<br>4 Ho 31½', 34½', 27', 27'<br>Der 4(3) | T 3Cy. 19" 32" & 56"×36"<br>1300ihp<br>Prescott Co.<br>3×25, 20, 7½kW 100V d.c. |
| 509146<br>DEOS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOHRNBANK**<br>**Norddeutsche Hochseefischerei A.G.**<br>Bremerhaven W. German | 649<br>266<br>— | GL | **1956** A.G. "Weser" Werk Seebeck—Bhn<br>203' 4" 30' 2" 14' 8"<br>183' 8" 29' 6" 16' 5"<br>P11' F36' 1dk<br>RW | S Fishing Mchy.aft | T 3Cy. 16¾" 25½" & 41½"×<br>1000ihp<br>A.G. "Weser" Werk Seeb |
| 541429<br>EDQT<br>Df Esd<br>RT | **DOIRAS**<br>exVirgen Maria Auxiliadora-66<br>Launched as Maria Auxiliadora<br>**Pescanova S.A.**<br>Vigo Spanish | 350<br>188<br>— | | **1962** Ast. Celaya—Bbo<br>*121·3'* 25' 2"<br>25' 0"<br>1 dk<br>RW | M Fishing Mchy.aft<br>3 Ha (each 3½'×3½') | Oil 4SA 8Cy. 295×420 mm<br>875bhp<br>La Maquinista Terrestre y |
| 509147 | **DOIS DE JULHO**<br>**Companhia de Navegação Bahiana**<br>Bahia Brazilian | 242<br>130<br>— | | **1938** C. Lühring—Brake<br>*131·2'* 23' 1"<br>... ... ...<br>R | M Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>Humboldt-Deutzmot. |
| 509149<br>JFNA<br>86237<br>Rdr RT | **DOKAI MARU**<br>**Tochiki Kisen K.K.**<br>Tokyo Japanese | 1695<br>886<br>2628 | NK | **1961** Kyushu Zosen—Wakamatsu<br>277' 10" 39' 11" 17' 1"<br>255' 11" 39' 9" 20' 0"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.115051 B.110090<br>2 Ha (39½', 87½'×19½')<br>9W Der 2(15) 4(10) | Oil 4SA 6Cy. 430×620 mm<br>1500bhp<br>Niigata Eng. Co. Ltd.<br>2×25kW 115V d.c. |
| 661851<br>JI2200<br>99468 | **DOKAI MARU**<br>**Tsukiboshi Unyu K.K.**<br>Osaka Japanese | 300<br>176<br>500 | | **1966** Kanda Zosensho—Kur<br>141' 1" 27' 8" 9' 6½"<br>128' 0" 27' 6½" 10' 6"<br>1 dk | M Mchy.aft<br>1 Ho<br>G.23343<br>1 Ha | Oil 4SA 6Cy. 220×280 mm<br>450bhp<br>Ishibashi Tekkosho<br>1×20kW 225V a.c. |
| 671754<br>JM2505<br>100348 | **DOKAI MARU**<br>**Hoyo Sempaku K.K.**<br>Kitakyushu Japanese | 121<br>33<br>— | | **1967** Towa Zosen Tekkosho—Smk<br>75' 0" 24' 6" 10' 3"<br>70' 6" 23' 0" 10' 4"<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy.<br>1300bhp<br>Matsui Tekkosho |
| 670163<br>308680 | **DOKAS**<br>**Land and Marine Contractors Ltd.**<br>Liverpool British | 42<br>14<br>— | ✠100A1<br>Persian Gulf service<br>LMC<br>MN80 EL (a) | **1966-10** Schpsw. P. de Vries Lentsch—Alp<br>65' 0" 15' 3" 5' 3"<br>59' 4" 14' 9" 7' 5"<br>RFD24' 1 dk<br>5BH<br>rf 19" | M Pilot & Mooring Launch | Vee Oil 2SA 12Cy.<br>reduction geared<br>400bhp<br>General Motors Corp.<br>1×6kW 220/380V |

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| 681355<br>FNPO<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h/v | **DOLABELLA**<br>**Soc. Maritime Shell** French<br>Dunkirk | ~~41856~~ 41506<br>~~27884~~ 27451<br>~~68773~~ | BV | **1966** Ch. de l'Atlantique—St.N<br>800′ 2″ 115′ 2″ 42′ 5″<br>760′ 1″ 115′ 0″ 56′ 9″<br>B132′ F98′ 1 dk | S Tanker Mchy.aft<br>12 Ta<br>L.3069864 HeCls. B<br>Der 2(10) | 2 S Turb dr geared to sc. shaft<br>14548shp 4190t (o.f)-93pd<br>Ch. de l'Atlantique St.N<br>2×550kW 440V 60c/s a.c. 16k |
| 509151<br>PORJ | **DOLFIJN**<br>**P. de Leeuw van Weenen, Jr.** Netherland<br>Wilsum | **175**<br>97<br>210 | BV | **1928** Noord Ned. Schp.—Gro<br>122′ 10″ 17′ 7″ 7′ 0″<br>... ... ...<br>R | M<br>G.7800 B.7500<br>2 Ha (33′, 25½′×11½′) | Oil 2SA 2Cy. 280×450 mm<br>100bhp 6t<br>Motfbr. "Deutz" Köln-Deutz<br>7k |
| 524321<br>PORV<br>Df Esd<br>Pld<br>RTm | **DOLFIJN**<br>exMr. Johannes Last–65<br>exOnderneming IV–52<br>exMr. Johannes Last–47<br>**N.V. Vischhandel Reed., Ijsf. & Koelhuis v/h Frank Vrolijk**<br>Scheveningen Netherland | **149**<br>70<br>149 | | **1917** I. S. Figee—Vla<br>110′ 11″ 21′ 10″ 8′ 6″<br>21′ 8″<br>R | M Fishing | Oil 2SA 3Cy.<br>Emade&fitted— Kromhout<br>300bhp 20t (d.o)<br>Appingedammer Brons. Apg<br>1×10kW 110V 8½k |
| 509152<br>UIWO<br>M-17014<br>Df Esd<br>Gc Rdr | **DOLINSK**<br>**U.S.S.R.** Russian<br>Leningrad | **5419**<br>2946<br>8675 | ✠ | **1959–6** Wärtsilä Kon. Crichton-Vulcan —Åbo<br>457′ 4″ 57′ 11″ 25′ 10″<br>427′ 6″ 57′ 9″ 38′ 1″<br>RAD31′ RFD84′ 1 dk & S dk<br>rf 6″ | M OSD<br>5 Ho<br>G.479187<br>5 Ha (32½′, 32½′, 32½′, 32½′, 31½′×24¼′)<br>10W Der 10(5) | Oil 2SA 9Cy. 720×1250 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>14½k |
| 509153<br>TOLO | **DOLISIE**<br>**Gueguen-Charlot** French<br>Concarneau | **116**<br>47<br>— | BV | **1959** S.I.C.C.Na. (Anc. Ch. Mougin)— St.M<br>*76·1′* 22′ 4″<br>... ... ... | M Trawler<br>2 Ha (each 3¼′×3¼′)<br>Der 1(2) | Oil 4SA 8Cy. 185×200 mm<br>400bhp 40t<br>Moteurs Baudouin Msl<br>10½k |
| 509155<br>GVBB<br>187121<br>Df Esd<br>Gc Rdr<br>RTv | **DOLIUS**<br>**Ocean Steam Ship Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>**5806**<br>2783<br>5965 ~~6020~~<br>**7672**<br>4178<br>9150 | **✠100A1 SS** 3/68 ~~SS 1/64~~<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1600 EL d†2¼″SQ | **1956–1** Harland & Wolff Ltd.—Bel<br>491′ 5″ 62′ 4″ ~~28′ 5″~~ 23′ 4¼″/28′ 5″<br>452′ 9″ 62′ 0″ 35′ 3″<br>P40′ B192′ F49′ 2 dks, 3rd dk in Nos. 1 & 3 holds<br>RW 8BH<br>rf 9″ WB3790t incl. DTa961t DTsm1436t | M Ref<br>7 Ho 62′, 69′, 54′, 36′, 81′, 53½′, 22′<br>In.2055<br>2 Ha (stl) (23′×16′) (38′×22′)<br>2 Ha (w) (26′, 23′×22′)<br>4 Ha (stl) (27′×22′) (24′×20′) (10′, 10½′×7½′)<br>Der 1(70) 8(10) 18(5) | Oil 2SA 6Cy. 750×1500 mm exhaust 500 mm<br>8000bhp (hvf)<br>Harland & Wolff Ltd. Bel<br>AuxB 100℔ e (ex.g) 120℔<br>2×450kW 220V d.c. |
| 509156<br>CGSD<br>133937<br>Df Esd<br>Gc Rdr<br>RT | **DOLLARD**<br>**Verreault Navigation Inc.** Canadian<br>Ottawa | **853**<br>448<br>— | ✠Classed LR until 7/15 | **1913–4** Kingston S.B. Co.—Kin<br>170′ 0″ 31′ 11″ 13′ 1″<br>... ... ...<br>1 dk<br>R | TS Lighthouse Tender Mchy.aft | T 6Cy. 12½″ 21″ & 34″×21″<br>(o.f)<br>Collingwood S.B. Co. Clw |
| 509158<br>DCRR<br>Df Esd<br>RTm | **DOLLART**<br>exNoordland–59<br>**W. Bruns**<br>Leer W. German | **500**<br>293<br>840 | **✠100A1 SS** 4/68 ~~SS 3/64~~<br>**✠LMC**<br>MN100 EL I | **1951–6** Bodewes Scheeps.— Martenshoek<br>191′ 2″ 29′ 1″ 11′ 7″<br>173′ 0″ 29′ 0″ 12′ 11″<br>Q39′ F34′ 1 dk<br>RW 2BH<br>WB67t | M Mchy.aft<br>1 Ho 117¼′<br>G.36870 B.33210<br>2 Ha (37¾′, 36′×18¼′)<br>2W Der 2(3) | Oil 4SA 8Cy. 270×500 mm<br>500bhp 67t (d.o)<br>N.V. Werkspoor Ams<br>3×6kW 110V d.c. 10k |
| 509159<br>LLRA | **DOLLSTEIN**<br>**Partrederiet Dollstein**<br>Ålesund Norwegian | **180**<br>72<br>180 | | **1946** Brattvåg Båtbyggeri—Brattvåg<br>108′ 11″ 22′ 0″<br>... ... ...<br>1 dk<br>len 49 | Wood M Fishing Mchy.aft<br>1 Ho<br>Der 1(3) | Oil 2SA 4Cy. 280×320 mm<br>260bhp<br>Haldorsen & Sönner Rub |
| 538032<br>SGIC<br>9483 | **DOLLY**<br>exViking–65<br>**Rudolf A. Kindström**<br>A/B Bröderna Höglund<br>Drag Swedish | **256**<br>146<br>300 | BV | **1938** Noord Ned. Schps.—Gro<br>141′ 10″ 21′ 10″ 9′ 3″<br>21′ 8″<br>P29′ F18′ 1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.22000 B.20800<br>2 Ha (32¾′, 30¼′×14¾′)<br>2W Der 2(3) | Oil 2SA 3Cy. 240×360 mm<br>150bhp 18t<br>Appingedammer Brons. Apg<br>9k |
| 662058<br>WLDD<br>508378<br>Df Esd<br>Gc Rdr<br>RT | **DOLLY TURMAN**<br>**Lykes Bros. S.S. Co. Inc.**<br>Jacksonville United States | T.Mk<br>**7189**<br>3840<br>—<br>**10723**<br>6159<br>13808 | AB | **1967** Avondale Shpyds Inc.—Avondale<br>540′ 0″ 76′ 2″ —/31′ 7⅛″<br>514′ 11″ 76′ 0″ 42′ 6″<br>F91′ 3 dks<br>rf nil | S<br>6 Ho<br>G.807000 B.749000<br>8 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>12500shp 2753t (o.f)<br>De Laval Turbine Inc. Trenton<br>2×750kW |
| 509160<br>KGGL<br>249747<br>Df Esd<br>Gc | **DOLLY TURMAN**<br>exCrest of the Wave–47<br>**Lykes Bros. S.S. Co. Inc.**<br>New Orleans United States | **6103**<br>3515<br>10498 | AB | **1946** Consolidated Stl Corp.—Wmg, Cal<br>459′ 7″ 63′ 2″ 27′ 8″<br>435′ 0″ 63′ 0″ 31′ 6″<br>B79′ 2 dks & S dk<br>RW<br>rf nil | S (12P) OSD<br>5 Ho 62′, 60′, 69½′, 70′, 59½′<br>G.616097 B.546566<br>1 Ha (stl) (27′×20′) 4 Ha (w) (32½′, 35′, 30′, 30′×20′)<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1702t (o.f)<br>General Electric Co. Lyn<br>3×300kW 240V d.c. 15½k |

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| 509161<br>TCUC<br>70<br>Rdr | **DOLMABAHÇE**<br><br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 994<br>455<br>— | | <br><br>AB | 1952 Wm. Denny & Bros. Ltd.—Dmb<br>38' 2" 11' 2"<br>240' 0" 38' 0" 12' 3"<br>1 dk | TM Ferry | 2 Oil 2SA each 10Cy.<br>3000bhp<br>Wm. Denny & Bros. Ltd. |
| 509163<br>TQAI | **DOLMEN**<br><br>**Jean Le Formal**<br>Etel French | 115<br>30<br>— | | | 1957 Espoir Sablais—Sables d'Olonne<br>*77·7'* 23' 4"<br>... ... ... | Wood M Fishing | Oil 4SA 8Cy. 230 x 300 mm<br><br>Etab. Crepelle |
| 509164<br>CYNG<br>316081<br>Df Gc<br>Rdr RTv | **DOLOMITE**<br>exSumatra-62 exEmpire City<br>**Law Quarries Transportation Ltd.**<br>Port Colborne Canadian | 4715<br>2860<br>— | BROKEN UP | <br><br>AB | 1897 Cleveland S.B. Co.—Clv<br>425' 0" 48' 2" 20' 1"<br>413' 8" 48' 0" 28' 0"<br>1 dk<br>R | S Mchy.aft<br>Self-unloader<br>4 Ho<br>10 Ha | Q 4Cy. 17½" 26" 39" & 60"×4<br>1585ihp<br>Cleveland S.B. Co. |
| 509165<br>PDSO<br><br>Df Esd<br>RTm | **DOLORES**<br>exDa Capo-63<br>**Oldenburger & Braam**<br>Maritima Scheepv. & Handel Maats. B.V.<br>Delfzijl Netherland | 499<br>161<br>738 | ✠100A1<br>with freeboard<br>✠LMC | SS 6/65<br><br><br><br>EL k | 1948-12 Schps. "Waterhuizen" J. Pattje —Waterhuizen<br>203' 0" 31' 0" 10' 8¾"<br>186' 5" 30' 10" 17' 5"<br>P42' B116' F21' 1 dk & S dk<br>2BH to S dk 1 to 2nd dk<br>R WB315t | M OSD Mchy.aft<br>1 Ho 121'<br>G.53000 B.51000<br>4W Der 4(3) | Oil 4SA 6Cy. 330 x 600 mm<br>600bhp<br>N.V. Werkspoor |
| 509166<br>EEKB<br><br>Gc | **DOLORES**<br><br>**Pedro Rico Camacho and others**<br>Malaga Spanish | 103<br>91<br>— | | | 1917 ......................Villajoyosa<br>*82·1'* 23' 0"<br>... ... ... | Wood Aux Sr | Oil<br>100bhp NE29<br>Skandiaverken A/B |
| 509167<br>LW2577<br>1992 | **DOLORES DE URQUIZA**<br><br>**Argentine Government (Ferrocarril Nacional General Urquiza)**<br>Ibicuy Argentine | 2082<br>1509<br>— | ✠Classed LR until 9/29 | | 1926-10 A. & J. Inglis Ltd.—Gls<br>*340·0'* 57' 8" 12' 0"<br>57' 6"<br>1 dk<br>R | TM Train Ferry | 2 Oil 4SA each 6Cy.<br><br>Harland & Wolff Ltd. |
| 671373<br><br>Df Esd<br>RT | **DOLORES PERIS**<br>**"AGASA" Comercio Exploitacion de Pesca**<br>Bilbao Spanish | ~~230~~ 243<br>—<br>— | | <br><br>GL | 1967 Ast. Celaya—Bbo<br>120' 0" 23' 0"<br>101' 8" 12' 6" | M Stern Trawler | Oil 4SA 6Cy. 320 x 480 mm<br>800bhp<br>Motorenw. Mannheim |
| 518941<br>VWRG<br>1038<br>RTh | **DOLPHIN**<br>exKistna-65<br>**Visakhapatnam Port Trust**<br>Madras Indian | 424<br>—<br>— | ✠100A1<br>tug<br>✠LMC | SS 2/68<br><br><br>EL (f) | 1964-2 Mazagon Dock Ltd.—Bom<br>122' 0" 35' 2"<br>108' 4" 33' 0" 17' 0"<br>RW 3BH<br>rf 27" WB17t | TS Tug | T 6Cy. (2) 13" (2) 21" & (2)<br>1200ihp<br>McKie & Baxter<br>2 SB 200lb hs3848 4d<br>2×20, 12kW 110V d.c. |
| 509170<br>WA4238<br>247958 | **DOLPHIN**<br><br>**McAlister Equipment Leasing Co.**<br>Juneau United States | 123<br>102<br>— | | | 1945 Maritime Shpyds—Sea<br>*76·1'* 24' 5"<br>80' 5" 24' 4"<br>1 dk | Wood TM | 2 Oil each 6Cy.<br>100bhp<br>Caterpillar Tractor Co. |
| 509171<br>WA4227<br>250005 | **DOLPHIN**<br><br>**Murray Williams**<br>Gloucester United States | 115<br>78<br>105 | | | 1946 Newbert & Wallace—Thomaston<br>85' 0" 21' 1"<br>20' 11"<br>1 dk | Wood M Fishing<br>1 Ho 18' | Oil<br>250bhp<br>Atlas Imperial D.E. Co. |
| 514141<br>ELCU<br>2804<br>Df Esd<br>Rdr<br>RTm | **DOLPHIN II**<br>exDolphin-67 exArlon-67<br>exHamnö-66 exNusken-55<br>**Dolphin Maritime Corp.**<br>Monrovia Liberian | 2394<br>1315<br>3550 | | <br><br>NV | 1948 Blyth D.D. & S.B. Co. Ltd.—Bly<br>330' 0" 46' 4" 19' 5¾"<br>46' 2"<br>P28' Q88' B121' F30' 2 dks<br>R<br>rf 6" | S<br>4 Ho 55½', 68½', 53½', 51½'<br>G.222000 B.202000<br>4 Ha (35½'×27½') (35½'×24') (31½', 29½'×27½')<br>Der 8(5) | T 3Cy. 20½" 33" & 57"×3<br>1820ihp<br>N.E. Mar. Eng. Co.<br>3×15, 12½, 12kW 110V d.c. |
| 509172<br>IMCD<br>145 | **DOLPHIN CESARANO**<br>exDolphin-54 exReverie<br>exJames J. Bibby<br>**C. Bianchi & A. Petronilli**<br>Civitavecchia Italian | 230<br>112<br>— | ✠Classed LR until 1/47 | | 1902-7 Garston Graving Dk & S.B. Co.—Garston<br>129' 2" 22' 2" 12' 8"<br>110' 0" 22' 0" 13' 4"<br>F25' 1 dk<br>R len 23 conv yacht—<br>BK7" | M Mchy.aft<br>1 Ho | Oil 2SA 4Cy. 260 x 450 mm<br>300bhp NE47<br>S.A. Fiat S.G.M. |
| 670813<br>LJIS | **DOLSØY**<br><br>**A/S Dolsøy**<br>Paal Aarseth<br>Ålesund Norwegian | 452<br>187<br>— | | <br><br>NV | 1966 A/S Trondhjems M/V—Tdh<br>126' 5" 26' 4"<br>108' 4"<br>2 dks | M Fishing Mchy.aft<br>1 Ho<br>1 Ha (11½'×8½')<br>2W Der 1(5) 1(3) | Oil 4SA 6Cy. 320 x 450 mm<br>850bhp<br>Atlas-Mak Masch.<br>2×42, 30kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| 670054<br><br><br>Df Esd<br>RT | **DOLUPA**<br>Launched as<br>Costa de la Luz<br>**Antonio Peralta**<br>Vigo Spanish | 194<br>—<br>— | | | 1966 Const. Nav. Santodomingo—Vgo<br>... ... ...<br>90' 3" 23' 3½" 12' 0"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 220 x 280 mm<br>585bhp<br>Klöckner-Humboldt-Deutz |

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| 631695<br>PVWF<br>Df Esd<br>Gc Rdr<br>RT | **DOM JOÃO**<br>**Petróleo Brasileiro S.A.—**<br>**Petrobrás Frota Nacional**<br>**de Petroleiros**<br>Rio de Janeiro Brazilian | **7738**<br>5468<br>10500 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>MN920 EL b†$2\frac{1}{16}$″SQ | **1967**–3 Mauá Cia. Com. e Nav. Estaleiro—Rio<br>440′ 7″ 63′ 7″ 23′ 11½″<br>418′ 0″ 63′ 5″ 31′ 1″<br>P91′ F51′ 1 dk<br>13BH<br>rf 2″ WB180t | M Tanker Mchy.aft<br>Der 4(5) 1(½) | Oil 2SA 6Cy. 500×1100 mm<br>4600bhp B&W (d.o)<br>Industrias Villares Ric<br>2WTAuxB primary 711℔<br>secondary 185℔ Spt<br>AuxB (ex.g) 185℔<br>3×168, 168, 152kW 450V 60c/s a.c. |
| 509177<br>CSMD<br>Df Esd<br>Gc Rdr<br>RT | **DOM LUIZ**<br>exATR 173<br>**Lisbon Harbour Board**<br>Lisbon Portuguese | **617**<br>186<br>— | | **1944** Gulfport Blr & Wldg Wks—Port Arthur<br>135′ 7″ 32′ 11″ 15′ 0″<br>... ... ... | TD-E Tug | 2 Oil each 6Cy. 220×265 mm connected to elec. motors<br>General Motors Corp. Clv |
| 670704 | **DOMAR 1501**<br>**Domar Boat Co.**<br>Morgan City United States | **171**<br>116<br>— | | **1966** American Marine Corp.—N.Os<br>150′ 0″ 35′ 2″ 10′ 0¾″<br>142′ 4″ 35′ 0″ 12′ 0″<br>1 dk | M Supply Ship Mchy.aft | 2 Oil 2SA geared to sc. shaft<br>1530bhp<br>Caterpillar Tractor Co. Peoria |
| 509179<br>EHEX<br>Esd | **DOMAYO**<br>exTeresa exIsa exMay Bird<br>**Herederos de Juan Velasco S.A.**<br>Pasajes Spanish | **109**<br>24<br>— | ✠Classed LR until 8/22 | **1919**–4 J. W. Brooke & Co. Ltd.—Lwt<br>*86·0′* 18′ 7″<br>... ... ...<br>R | M Fishing | Oil 4SA 4Cy. 280×450 mm<br>270bhp Emade34fitted42 30t (d.o)<br>Motfbr. Deutz Köln-Deutz<br>8k |
| 509180<br>PDRO<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DOMBURGH**<br>**Wm. H. Müller & Co. (Batavier) N.V.**<br>Rotterdam Netherland | **1019** ~~4447~~<br>464 ~~500~~<br>1324 | ✠**100A1** ~~SS 9/66~~<br>with freeboard **TD** 12/68<br>✠**LMC**<br>~~✠Lloyd's RMC~~<br>EL q | **1949**–8 Werf De Noord—Alb<br>280′ 9″ 40′ 2″ 14′ 1¾″<br>259′ 1″ 39′ 11″ 21′ 3″<br>1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk len 62<br>rf 21″ WB224t | M (6P) Ref OSD Mchy.aft<br>2 Ho 58½′, 106′ 1 TwD 173′<br>G.86376 B.79666 In.15000<br>2 Ha (31½′, 66¾′×16½′)<br>6W Der 1(15) 6(3) | Oil 4SA 8Cy. 390×680 mm with sr gearing<br>1500bhp 108t (d.o)<br>N.V. Werkspoor Ams<br>3×80, 80, 20kW 220V d.c. 13½k |
| 509181<br>SPRM<br>Df Esd<br>Gc Rdr | **DOMEYKO**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | **5697**<br>3080<br>8464 | PR<br>✠Classed LR until 2/64 | **1962**–9 Stocznia Szczecinska—Szn<br>477′ 6″ 60′ 10″ 25′ 2¾″<br>442′ 9″ 60′ 8½″ 28′ 2″<br>F91′ 1 dk & S dk, 3rd dk in No. 3 hold<br>rf 5″ | M (12P) Ref OSD<br>5 Ho<br>G.517491 B.475291 In.93129<br>5 Ha (27′×19¾′) (47′, 24½′, 39¼′ 34½′×23′)<br>10W Der 1(30) 1(15) 1(5) 11(3–5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp 1236t<br>Cie. de Const. Méc. Mantes<br>4×400, 400, 250, 250kW 400V a.c. 17½k |
| 660191<br>9GVH<br>316555<br>Esd Gc<br>Rdr RT | **DOMI**<br>**The Government of the Republic of Ghana**<br>Takoradi Ghanaian | **618**<br>246<br>— | | **1965** Leninskaya Kuznitsa—Kiev<br>177′ 10″ 30′ 8″<br>30′ 6″ 15′ 5″ | M Trawler | Oil 4SA 8Cy. 320×480 mm<br>127t<br>Schwermasch. Karl Liebknecht Mgd<br>Controllable pitch propeller 11½k |
| 503148<br>HOYA<br>Df Esd<br>Gc Rdr | **DOMINA**<br>exAverdyk–67<br>exDurham Victory–46<br>**Consolidated Mariners S.A.**<br>Panama Panamanian | **7646**<br>4636<br>10600 | BV<br>LR class withdrawn 9/67 | **1944** California S.B. Corp.—L.An<br>455′ 4″ 62′ 2″ 28′ 6¾″<br>436′ 7″ 62′ 0″ 38′ 0″<br>F89′ 2 dks, 3rd dk in Nos. 2 & 3 holds | S<br>5 Ho 57¾′, 45¼′, 77½′, 81¼′, 75½′<br>G.569223 B.492628<br>3 Ha (stl) (25′, 24′, 36′×22¼′)<br>2 Ha (w) (36′, 24′×22¼′)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>8500shp 1752t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 230V d.c. 17k |
| 540325<br>IMDO<br>559<br>Df Esd<br>Pti RT | **DOMINA MARIS**<br>exCasoar–62<br>**Società Cooperativa "Frigormare"**<br>Palermo Italian | **534**<br>225<br>315 | RI | **1935** Forg. & Ch. de la Gironde—Bdx<br>172′ 2″ 30′ 4″<br>157′ 5″ 30′ 2″ 15′ 10″<br>R | M Trawler | Oil 2SA 8Cy. 310×490 mm<br>960bhp NE64<br>Alpha-Diesel A/S Fkn |
| 509183<br>MXXF<br>300431<br>Esd Pfd<br>Rdr<br>RTv | **DOMINANT**<br>**Dover Harbour Board**<br>Dover British | **161**<br>—<br>— | ✠**100A1** SS 8/66<br>tug<br>North Sea and English Channel service<br>✠**LMC**<br>MN202 EL (b) | **1958**–3 P. K. Harris (Shipbuilders) Ltd.—Apl<br>99′ 2″ 24′ 11″ 10′ 10¼″<br>88′ 0″ 24′ 9″ 12′ 6″<br>3BH<br>rf 16″ BK2″ WB21t | TM Tug | 2 Oil 4SA each 8Cy. 8¾″×11½″ with sr & reverse gearing<br>1008bhp<br>Lister Blackstone Mar. Ltd. Dursley |
| 509184<br>WX8006<br>268896<br>Df Esd<br>Gc Rdr | **DOMINATOR**<br>**Joseph Madruga**<br>San Diego United States | **350**<br>165<br>— | | **1954** National Stl & S.B. Co.—S.Diego<br>*118·0′* 30′ 8″<br>127′ 4″ 30′ 6″ 14′ 6″ | M Fishing | Oil 4SA 8Cy. 205×380 mm<br>950bhp<br>General Metals Corp. S.Fo |
| 509185<br>312816<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOMINATOR**<br>**Monarch Fishing Ltd.**<br>Vancouver Canadian | **130**<br>88<br>— | | **1959** A. C. Benson Shpyd Ltd.—Vcr<br>78′ 11″ 22′ 0″<br>... ... ...<br>1 dk | M Fishing | 2 Oil 2SA each 6Cy. 5″×5½″ geared to sc. shaft<br>General Motors Corp. Det |
| 509186<br>EGTT<br>Df Esd<br>Rdr<br>RTm/h | **DOMINE**<br>**Cia. Trasmediterranea**<br>Valencia Spanish | **6914**<br>3866<br>4146 | ✠**100A1** SS 8/67 ~~Dr 2/68~~<br>with freeboard<br>✠**LMC**<br>EL z | **1935**–9 Soc. Española de Const. Nav.—Bbo<br>406′ 10″ 54′ 0″ 22′ 0¼″<br>391′ 8″ 53′ 10″ 29′ 0″<br>3 dks & Superstructure dk<br>R 8BH 1 to 2nd dk<br>WB1251t incl. Tunnel tanks 359t | TM (261P) Ref<br>G.216000 B.207000<br>4 Ha (15¾′×13′) (31¾′×23′) (20½′, 13½′×13¼′)<br>Cr 4(3) 4(5) Der 1(20) | 2 Oil 2SA each 6Cy. 620×1150 mm<br>5000bhp 541t (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>db 100℔<br>3×140kW 220V d.c. 16k |

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| 509187<br>MPJP<br>166743<br>RT | **DOMINENCE**<br>**London & Rochester Trading Co. Ltd.**<br>Rochester British | 263<br>128<br>300 | | 1940 J. Pollock, Sons & Co. Ltd.— Faversham<br>118′ 6″ 24′ 8″ 9′ 6″<br>24′ 6″<br>P28′ F15′ 1 dk<br>R | M Mchy.aft<br>1 Ho 66½′<br>G.15420 B.14700<br>1 Ha (49′×14½′)<br>2W | Oil 2SA 4Cy. 10½″×13½″<br>240bhp NE45<br>Crossley Bros. Ltd. |
| 509188<br>ECAM<br>Esd | **DOMINGUEZ ARANDA**<br>**Diego Dominguez & Hermanos**<br>Ceuta Spanish | 159<br>—<br>— | | 1952 José Caloza—Barbate<br>*85·3′* 24′ 4″<br>... ... ... | Wood M Trawler | Oil 6Cy. 220×290 mm<br>560bhp |
| 517509<br>GWZE<br>317019<br>Df Esd<br>Gc Rdr<br>RTv | **DOMINIC**<br>exMakati–67 exJonna Dan–64<br>**Booth S.S. Co. Ltd.**<br>Liverpool British | 4584<br>3105<br>5838 | ✠100A1 SS 6/67<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN405 EL T 1⅛″U2 | 1953–11 Aalborg Værft A/S—Abg<br>420′ 0″ 46′ 4″ 21′ 4½″<br>390′ 0″ 46′ 3″ 29′ 6″<br>RFD50′ 2 dks<br>RW 6BH len 67<br>rf 4″ WB1182t incl. Tunnel tanks 147t | M (4P) Ref CSD<br>4 Ho 104′, 108′, 38′, 38′<br>G.342809 B.325526 In.10500<br>4 Ha (stl) (83½′, 77½′×34′) (21′, 23′×20′)<br>10W Cr 1(10) 2(5) Der 4(5) | Oil 2SA 6Cy. 500×950 mm<br>2025bhp<br>Burmeister & Wain<br>3×160kW 220V d.c. |
| 509189<br>187038<br>Df Esd<br>Pfd | **DOMINICA**<br>**Drifter Trawlers Ltd.**<br>G. D. Claridge<br>Lowestoft British | 213<br>72<br>— | ✠Classed LR until 5/60 | 1958–10 J. S. Doig (Grimsby) Ltd.—Gms<br>*105·8′* 23′ 4″ 11′ 3″<br>104′ 4″ 23′ 0″<br>Q58′ F18′<br>RW<br>rf 30″ BK6″ | M Trawler | Oil 4SA 6Cy. 12½″×15″<br>Ruston & Hornsby |
| 509190 | **DOMINION**<br>**Cia. Argentina de Nav. Angel Gardella Ltda.**<br>Buenos Aires Argentine | 191<br>66<br>— | ✠Classed LR until 3/07 | 1903–3 J. P. Rennoldson & Sons—Shl<br>*100·0′* 22′ 2″<br>... ... ...<br>R | S Tug | T 3Cy. 14½″ 23″ & 38″×27″<br>J. P. Rennoldson & Sons |
| 511528<br>ZCXL<br>317810<br>Df Esd<br>Gc Rdr<br>RT | **DOMINION TRADER**<br>exFinnpine–67 exNyx–59<br>**Dominion Shipping Co. Ltd.**<br>Georgetown, Cayman Is. British | 1318<br>615<br>2290<br>1999<br>1268<br>3050 | NV | 1958 P. Lindenau Schiffs. & Msk.—Kel<br>257′ 10″ 41′ 1″ 16′ 3¾″/19′ 4″<br>241′ 2″ 40′ 11″ 24′ 6″<br>1 dk & S dk<br>rf 2¼″ | M OSD/CSD Mchy.aft<br>2 Ho<br>4 Ha (each 27½′×21′)<br>8W Der 8(5) | Oil 4SA 8Cy. 400×600 mm<br>1600bhp<br>Masch. Augsburg-Nürnberg |
| 509191<br>5MCR<br>1465<br>Df Esd<br>Gc Rdr<br>RTh | **DOMINO CRYSTAL**<br>**Ascuna Shipping Co.**<br>Monrovia Liberian | 5811<br>3308<br>9500 | AB | 1960 Burmeister & Wain—Cpn<br>464′ 4″ 59′ 2″ 25′ 10″<br>433′ 0″ 59′ 0″ 34′ 6″<br>P100′ F54′ 1 dk<br>rf nil | M (2P) Mchy.aft<br>3 Ho 88½′, 86½′, 88½′<br>30 Ha (stl) (each 7′×30′)<br>Der 3(8½) 3(1½) | Oil 2SA 7Cy. 620×1400 mm<br>5840bhp<br>Burmeister & Wain<br>3×250kW 440V 60c/s a.c. |
| 509393<br>VOWP<br>180871<br>Esd Pfd<br>RT | **DOMINO RUN**<br>exDromineer–64<br>exKnebworth–60<br>**H. B. Dawe Ltd.**<br>St. John's, Nfl Canadian | 857<br>451<br>1073 | ✠100A1 SS 9/63<br>with freeboard<br>**✠LMC**<br>EL k | 1946–6 Burntisland S.B. Co. Ltd.—Bnt<br>192′ 4″ 31′ 9″ 13′ 8½″<br>180′ 0″ 31′ 7″ 14′ 11″<br>Q108′ F23′ 1 dk<br>3BH<br>WB327t | M Mchy.aft<br>1 Ho 118½′<br>G.63470 B.59850<br>3W Der 1(5) | Oil 2SA 4Cy. 340×575 mm<br>690bhp<br>British Polar Engines Ltd. |
| 642249<br>EEKJ<br>Esd RT | **DOMONTE MANDADO**<br>**Manuel Domonte Domínguez**<br>Vigo Spanish | 126<br>58<br>— | | 1964 Ast. Santodomingo—Vgo<br>*70·8′* 20′ 6″<br>70′ 10″ 20′ 4″ 11′ 0″ | M Trawler | Oil 4SA 6Cy. 220×280 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 509192<br>DLDU<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOMSHEIDE**<br>**Fisser K. G. & Co.**<br>Fisser & v. Doornum<br>Bremen W. German | ~~10692~~ 10692<br>~~7583~~ 6712<br>~~16072~~ 15313 | GL | 1957 Nordseewerke Emden—Emd<br>516′ 5″ 67′ 2″ 29′ 11½″<br>475′ 7″ 67′ 0″ 40′ 4″<br>F49′ 2 dks | M CSD<br>G.792493 B.717731<br>7 Ha<br>12W Der 12(5) | Oil 2SA 6Cy. 780×1400 mm<br>5400bhp<br>Masch. Augsburg-Nürnberg |
| 661601<br>Df Rdr<br>RTh | **DON ALFREDO**<br>exY–61<br>**E. Escobar Pallares**<br>Guayaquil Ecuadorian | 633<br>323<br>1015 | | 1945 J. H. Mathis Co.—Camden, N.J<br>186′ 5″ 30′ 1″ 11′ 0″<br>178′ 4″ 30′ 0″ 13′ 6″<br>P38′ F20′ 1 dk<br>rf 4″ | TM Tanker Mchy.aft<br>16 Ta | 2 Oil 4SA 6Cy. 9″×10½″<br>630bhp<br>Cooper-Bessemer Corp.<br>2×75kW a.c. |
| 541957<br>DYEC<br>209714<br>Df Esd<br>Gc Rdr | **DON AMANDO**<br>exEstancia–63<br>**Republic of the Philippines**<br>Manila Philippine | 2318<br>1344<br>— | AB | 1958 Miho Zosensho—Shimizu<br>261′ 8″ 39′ 5″ 17′ 5¾″<br>236′ 3″ 39′ 4½″ 26′ 3″<br>P91′ F34′ 2 dks<br>RW<br>rf 8″ | M Fish Cannery Ref Mchy.aft<br>2 Ho<br>In.44000<br>2 Ha | Oil 4SA 6Cy. 470×670 mm<br>1500bhp<br>Akasaka Tekkosho |
| 672876<br>Esd RT | **DON ANGEL**<br>**Pescarina S.A.**<br>Pisco Peruvian | 200<br>89<br>— | GL | 1967 Ast. Picsa S.A.—Clo<br>*88·0′* 23′ 2″<br>23′ 1″ 11′ 5″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. |

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| 509194 | **DON ANGEL C.**<br>exCorrentino–36<br>**Soc. Anon. Angel Cassanello Ltda.**<br>Buenos Aires Argentine | 162<br>83<br>— | | **1904** J. Marjoribanks—B.As<br>*95·0′* 20′ 0″<br>... ... ...<br>R | S Tug | C 2Cy. 18″ & 36″×30″<br>Emade85refitted04<br>Barrow S.B. Co. | Brw |
| 650052<br>5MZH<br>2055<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **DON ANTONIO**<br>**C. F. Sharp & Co. S.A.**<br>Monrovia Liberian | 9184<br>5436<br>12286 | AB NK | **1964** Mitsubishi Hvy Ind. Ltd.—Hma<br>513′ 4″ 64′ 2″ 30′ 6½″<br>475′ 8″ 64′ 0″ 41′ 0″<br>2 dks<br>rf 6¾″ | M (4P) Ref<br>6 Ho 49¾′, 67¼′, 73¼′, 47′, 73¼′, 49½′<br>B.607000 In.14000<br>6 Ha (stl) (24¾′×14¾′) (41½′, 39¼′, 31½′, 42′×23′) (26½′×16½′)<br>Der 1(30) 2(20) 4(10) 12(5) | Oil 2SA 9Cy. 750×1500 mm<br>13000bhp<br>Mitsubishi Hvy Ind. Ltd.<br>3×340kW 450V 60c/s a.c. | (hvf)<br>Nag |
| 672481<br>Esd RT | **DON BAUTISTA**<br>**Pescarina S.A.**<br>Pisco Peruvian | 200<br>89<br>— | GL | **1967** Ast. Picsa S.A.—Clo<br>*88·0′* 23′ 2″<br>11′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. | Peoria |
| 509195 | **DON BENITO**<br>exApipe<br>A. Ferro e Hijos **S.A. Ltda.**<br>Buenos Aires Argentine | 408<br>170<br>— | ✠ | 1907–3 J. Fullerton & Co.—Psy<br>*185·4′* 36′ 1″<br>... ... ...<br>1 dk | S Mchy.aft | C 2Cy. 15″ & 32″×24″<br>McKie & Baxter | Gls |
| 509197<br>IJBA<br>847 | **DON BOSCO SANTO**<br>exTramontana–57<br>exCarmelina–55 exAcciuga–52<br>**V. Assenso**<br>~~Naples~~ Gaeta Italian | 126<br>75<br>— | RI | **1944** Cant. Nav. Istria—Capodistria<br>*85·6′* 23′ 5″<br>87′ 3″ 23′ 0″ 11′ 2″<br>2 dks | Wood M<br>1 Ho | Oil 2SA 2Cy. 230×400 mm<br>120bhp<br>Burmeister & Wain | Cpn |
| 651572<br>SDKN<br>10636<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DON CARLOS**<br>Rederi **A/B Walltank**<br>O. Wallenius<br>Stockholm Swedish | 878<br>434<br>1334<br>**2353**<br>1703<br>3715 | **✠100A1**<br>Ice Class 1<br>**✠LMC**<br>MN300 EL r1½″SQ | **1965**–10 A/B Ekensbergs Varv—Skm<br>265′ 3″ 44′ 5″ 12′ 4½″/21′ 5″<br>244′ 6″ 44′ 3½″ 26′ 3″<br>F35′ 1 dk & S dk<br>NS 4BH to 2nd dk<br>rf 4″ WB704t | M OSD/CSD Mchy.aft<br>Bow door<br>1 Ho 144′ comb. 1 TwD 208¼′ comb.<br>2 Ha (stl) (44′×25½′) (30¼′×22½′)<br>1 Ha (w) (42¼′×25½′)<br>Der 1(30) 6(5–10) | Oil 4SA 8Cy. 360×450 mm<br>1498bhp<br>Motorenw. Mannheim<br>3×80, 80, 52kW 400V 50c/s a.c.<br>Controllable pitch propeller | (d.o)<br>Mhm |
| 509198 | **DON CARLOS**<br>Liebig's **Extract of Meat Co. Ltd.**<br>Buenos Aires Argentine | 268<br>216<br>— | ✠Classed LR until 7/14 | **1910–7** Day, Summers & Co. Ltd.—Sou<br>*140·0′* 25′ 1″<br>24′ 11″<br>F23′ 1 dk | M Mchy.aft<br>1 Ho<br>1 Ha (21¼′×8½′)<br>2W | Oil 2SA 267×343 mm<br>NE60<br>Crossley Bros. Ltd. | 60t<br>Mch<br>10k |
| 651481<br>Esd RT | **DON CARLOS**<br>Sociedad **Pesquera Punta Negra Ltda.**<br>Iquique Chilean | 138<br>—<br>278 | ✠LR class withdrawn—10/67 | **1965**–11 Ast. Unidos del Pacifico S.A.—Mazatlán<br>82′ 0″ 23′ 9″ 10′ 0″<br>70′ 7″ 23′ 0″ 11′ 6″<br>rf nil BK5½″ | M Fishing | Oil 4SA 6Cy. 6¼″×8″ with sr reverse gearing<br>380bhp<br>Caterpillar Tractor Co. | Peoria |
| 509199 | **DON CARLOS C.**<br>exLa Liberté–36<br>**Soc. Anon. Angel Cassanello Ltda.**<br>Buenos Aires Argentine | 110<br>36<br>— | | **1913** Gebr. G. & H. Bodewes—Martenshoek<br>*78·5′* 18′ 6″<br>... ... ... | S Tug | T 3Cy. $10\tfrac{7}{16}$″ 16½″ & $27\tfrac{3}{16}$″×15¾″ | |
| 509200<br>OAMC<br>Df Gc<br>Rdr RT | **DON CRISTOBAL II**<br>exTreern–61<br>exCapitan Nunes–48<br>exSteiermark–45<br>Cia. Ballenera **del Norte S.A.**<br>Callao Peruvian | 383<br>131<br>— | | **1941** Nylands Verksted—Osl<br>147′ 0″ 27′ 1″<br>26′ 11″ | S Whaler | T 3Cy. 17⅛″ 28¼″ & 46½″×30″<br>Nylands Verksted | (o.f)<br>Osl |
| 509201 | **DON ELIAS**<br>exInagua Ranger–62<br>Hijos de Elias **J. Daes Ltda.**<br>San Andrés Colombian | 356<br>251<br>— | BV | **1944** Consolidated S.B. Corp.—N.Yk<br>151′ 5″ 23′ 1″<br>... ... ...<br>1 dk | TM | 2 Oil 4SA each 8Cy. 145×205 mm<br>NE54<br>Caterpillar Tractor Co. | Peoria |
| 509202<br>ECAV<br>RT | **DON ENRIQUE**<br>exFlying Foam–52<br>**"SERTOSA" (Servicios Auxiliares de Puertos S.A.)**<br>Ceuta Spanish | 267<br>37<br>— | ✱Classed BC until 8/64 | 1917–2 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>122′ 8″ 24′ 1″ 12′ 6″<br>115′ 0″ 24′ 0″ 13′ 6″ | S Tug | C 2Cy. 20″ & 42″×27″<br>823ihp<br>Ferguson Bros. (P.Gl) Ltd. | 83t (o.f)<br>P.Gl<br>10k |
| 542811<br>Df Esd<br>RT | **DON FLORENCIO**<br>exMariana–64<br>**Florencio A. Soyangco**<br>Pisagua Chilean | 162<br>77<br>— | | **1963** A/S Bergens M/V—Bgn<br>92′ 0″ 26′ 6″<br>78′ 9″ 26′ 0″ 12′ 3″ | M Stern Trawler | Oil 2SA 4Cy. 300×360 mm<br>A/S Bergens M/V | Bgn |
| 671491<br>Esd RT | **DON GOYO**<br>**Fernando y Gregorio Carabaño**<br>Tambo de Mora Peruvian | 188<br>95<br>— | GL | **1966** Ast. Jorge Labarthe—Clo<br>*90·5′* 24′ 0″<br>12′ 4″<br>1 dk | M Fishing | Oil 4SA 8Cy. 159×203 mm<br>510bhp<br>Caterpillar Tractor Co. | Peoria |

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| 531954<br>Df | **DON HENRY**<br>exPompadour–66<br>exSelat Mas–64 exTolba–63<br>exDiola–59 exSaloum–51<br>**Standard Shipping Lines Ltd.**<br>Manila Philippine | 1468<br>964<br>1872 | | BV | **1948** Goole S.B. & R. Co. Ltd.—Goo<br>246' 0" 39' 5" 20' 10"<br>39' 3"<br>P52' F28' 1 dk | M Mchy.aft<br>G.99369 B.92344 | Oil 4SA 8Cy. 350×535 mm<br>Mirrlees, Bickerton & Day |
| 540326<br>DYEJ<br>Rdr | **DON HERNAN**<br>exTerukuni Maru No. 5–63<br>**Northern Lines Inc.**<br>Manila Philippine | 2254<br>1118<br>2928 | | NK<br>**WRECKED 11/67** | **1949** Harima Zosensho—Aio<br>*282·5'* 42' 9" 18' 4"<br>278' 10" 42' 7" 20' 7"<br>P130' F26' 1 dk<br>RW | M<br>2 Ho 128', 42¾'<br>G.118693 B.111665<br>3 Ha (25¾', 53¾', 25¾'×20¼')<br>Der 2(8) 6(5) | Oil 4SA 6Cy. 470×670 mm<br>1700bhp NE57<br>Akasaka Tekkosho<br>2×40kW 105V d.c. |
| 672877<br>Esd RT | **DON HUMBERTO**<br>**Pescarina S.A.**<br>Pisco Peruvian | 200<br>89<br>— | | GL | **1967** Ast. Picsa S.A.—Clo<br>*88·0'* 23' 2"<br>23' 1" 11' 5"<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. |
| 509203<br>Df | **DON ISIDRO**<br>**Republic of the Philippines**<br>Manila Philippine | 513<br>244<br>— | | | **1944** Higgins Industries Inc.—N.Os<br>169' 10" 32' 0"<br>... ... ...<br>1 dk | TM Mchy.aft | 4 Oil 4SA each 6Cy.<br>geared to 2 sc. shafts<br>The Buda Co. |
| 535633<br>Df Esd<br>Rdr | **DON JACINTO**<br>exTerukuni Maru No. 2–64<br>**Northern Lines Inc.**<br>Manila Philippine | 2304<br>1184<br>3152 | | NK | **1948** Harima Zosensho—Aio<br>298' 1" 42' 9" 18' 4"<br>278' 10" 42' 7" 20' 7"<br>P140' F31' 1 dk<br>RW | M<br>2 Ho 128', 42¾'<br>G.132536 B.124838<br>3 Ha (38¾', 38¾', 30'×20¼')<br>Der 2(10) 4(5) | Oil 2SA 6Cy. 470×670 mm<br>1700bhp NE58<br>Akasaka Tekkosho<br>2×40kW 105V d.c. |
| 650446 | **DON JORGE**<br>**Sociedad Pesquera Punta Negra Ltda.**<br>Iquique Chilean | 135<br>—<br>— | 100A1<br>fishing vessel<br>Class contemplated | | Ast. Unidos del Pacifico—Mazatlan<br>82' 1" 23' 9"<br>70' 6" 22' 11½" 11' 6" | M Fishing | Oil 4SA 6Cy. 6½"×8"<br>Caterpillar Tractor Co. |
| 542296<br>DZWL<br>202934<br>RT | **DON JOSE I**<br>exVirginia VI–66<br>Elena–63<br>**William Lines Inc.**<br>Cebu Philippine | 694<br>393<br>— | | AB<br>len 55 | **1944** Wheeler's Shipyard—N.Yk<br>*204·9'* 32' 1" 11' 11½"<br>204' 9" 32' 0" 14' 3"<br>F26' 1 dk<br>rf 6" | TM (354P) Mchy.aft<br>3 Ho 42', 30', 52'<br>3 Ha (20', 18', 10'×16')<br>Der 6(5) | 2 Oil 2SA each 6Cy.<br>1000bhp<br>General Motors Corp.<br>3×100, 100, 25kW 230V |
| 671870<br>DUHF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DON JOSE FIGUERAS**<br>**Republic of the Philippines**<br>Manila Philippine | 7673<br>5050<br>11153 | | | **1967** Hayashikane Zosen—Nag<br>465' 11" 61' 6" 27' 3½"<br>433' 1" 61' 4" 36' 1"<br>P75' F34' 2 dks<br>rf 4" | M Mchy.aft<br>4 Ho<br>4 Ha | Oil 2SA 7Cy. 600×1050 mm<br>6400bhp MAN<br>Mitsubishi Hvy Ind. Ltd. |
| 650107<br>SIEW<br>10558<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DON JUAN**<br>**Rederi A/B Walltank**<br>O. Wallenius<br>Stockholm Swedish | 878<br>433<br>1334<br>**2354**<br>1702<br>3715 | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN300 | EL r1½"SQ | **1965–1** A/B Ekensbergs Varv—Skm<br>265' 3" 44' 5" 12' 4½"/21' 5"<br>244' 6" 44' 3½" 26' 3"<br>F35' 1 dk & S dk<br>NS 4BH<br>rf 4" WB704t | M OSD/CSD Mchy.aft<br>Bow door<br>1 Ho 144' 1 TwD 208¼'<br>G.190000 B.170000<br>3 Ha (44'×25½') (30¼'×22¾')<br>(42¼'×25½')<br>Der 1(30) 6(5–10) | Oil 4SA 8Cy. 360×450 mm<br>1498bhp<br>Motorenw. Mannheim<br>3×80, 80, 52kW 400V<br>Controllable pitch |
| 509204<br>94<br>Df RT | **DON JUAN**<br>exThorglimt–57 exSeewolf–47<br>**Cia. Ballenera del Norte S.A.**<br>Callao Peruvian | 322<br>112<br>— | | | **1942** A/S Framnæs M/V—Sfj<br>135' 9" 25' 7" 14' 0"<br>25' 5" | S Whaler<br>1 Ho<br>1 Ha<br>1W | T 3Cy. 16" 24" & 44"×27"<br>A/S Framnæs M/V |
| 509205<br>EDLP<br>Esd<br>RTm | **DON JUAN**<br>**Pesquerias Paulino Freire S.L.**<br>Vigo Spanish | 134<br>57<br>— | | | **1936** Hall, Russell & Co. Ltd.—Abn<br>*85·8'* 19' 8"<br>... ... ...<br>R | M Fishing<br>1 Ho 27½'<br>2 Ha (each 3½'×3½') | Oil 4SA 6Cy. 280×420 mm<br>330bhp<br>Deutsche Werke A.G.<br>3×30, 4, 4kW 110V d.c. |
| 672854<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DON JULIO**<br>**Negros Navigation Co. Inc.**<br>Manila Philippine | ~~2270~~ ~~2070~~ 2116<br>— 1186<br>~~1070~~ 1425 | | AB | **1967** Maizuru Jukogyo Ltd.—Maizuru<br>~~18' 5"~~ 16' 11¼"<br>278' 10" 45' 3" 24' 7"<br>1 dk<br>RW | M | Oil 2SA 8Cy. 420×900 mm<br>4400bhp B&W<br>Hitachi Zosen |
| 509206<br>EFLW<br>Esd | **DON LUIS**<br>**Démofilo Vitorique Merino**<br>Pasajes Spanish | 177<br>83<br>— | | | **1941** Ast. Lacomba—Val<br>*95·8'* 24' 7"<br>... ... ... | Wood M Fishing | Oil 6Cy. 320×385 mm<br>300bhp<br>Ast. Lacomba |
| 521140<br>SZNH<br>2468<br>Df Esd<br>Gc Rdr<br>RT | **DON MANUEL**<br>exLondon Victory–65<br>**Marvalor Soc. de Transportes S.A.**<br>Piræus Greek | 12132<br>7062<br>18100 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1360 | Dr 4yrs–2/65<br>EL h†2¾"SQ<br>HR | **1952–2** Furness S.B. Co. Ltd.—Haverton Hill<br>553' 6" 71' 4" 30' 5¾"<br>525' 0" 71' 0" 39' 3"<br>P115' B38' F63' 1 dk<br>RW 16BH<br>WB944t incl. DTf671t | M Tanker Mchy.aft<br>27 Ta<br>L.881811 HeCls. BC<br>2W Der 6(5) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>N.E. Mar. Eng. Co.<br>2AuxB 150lb |

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| 506207<br>Df | **DON MARIANO**<br>Bisaya Land Transport Co. Inc.<br>Cebu | Philippine | 558<br>248<br>— | | **1944** Wheeler S.B. Corp.—Whitestone<br>*166·3′* 32′ 0″<br>… … …<br>1 dk | TM Mchy.aft | 2 Oil 2SA each 6Cy. 220×265 mm<br>General Motors Corp. | Det |
| 681523<br>Esd RT | **DON MARTIN**<br>Pesquera Gloucester Peruvian S.A.<br>Huacho | Peruvian | 120<br>—<br>— | AS<br>✠LR class withdrawn 12/67 | **1966**–10 Fabricaciones Metalicas—Clo<br>82′ 8″ 23′ 5″ 8′ 10″<br>70′ 6″ 23′ 0″ 11′ 4″<br>RAD11′ RFD30 1 dk<br>BoxK | M Fishing | Vee Oil 2SA 12Cy. 4¼″×5″ reverse reduction geared<br>General Motors Corp. | Det |
| 509209<br>Df Esd | **DON MIGUEL I**<br>Meridional S.r.L.<br>Mar del Plata | Argentine | 103<br>74<br>— | BV | **1962** Mestrina S.A.—B.As<br>79′ 0″ 19′ 10″ 9′ 5″<br>… … … | M Trawler | 2 Oil 4SA each 6Cy. 140×180 mm geared to sc. shaft<br>Moteurs Baudouin | Msl |
| 688718<br>Esd RT | **DON MIGUEL II**<br>Meridional S.r.L.<br>~~Buenos Aires~~<br>Mar del Plata | Argentine | ~~435~~ 156<br>—<br>— | BV | **1966** Mestrina S.A.—Tigre<br>90′ 1″ 21′ 5″ 12′ 6″<br>77′ 11″ 21′ 4″ 10′ 11″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 250×350 mm reverse reduction geared<br>430bhp Mannheim<br>Koerting Empresa Ind. y Com. | B.As |
| 509210<br>Df | **DON PABLO**<br>Argentine Government (Ministry of Public Works)<br>Buenos Aires | Argentine | 639<br>335<br>1015 | | **1944** Kane S.B. Corp.—Gal<br>*178·4′* 30′ 1″<br>29′ 11″<br>P39′ F21′ 1 dk | TM Tanker Mchy.aft<br>L.38460 | 2 Oil 4SA each 6Cy. 235×355 mm<br>38t–1½pd<br>Wolverine Motors Wks Inc. | Gal<br>9k |
| 688719<br>Esd RT | **DON PASCUAL**<br>Sucesión de Pascual & Salvador D'Alessio<br>Mar Del Plata | Argentine | ~~135~~ 156<br>—<br>— | BV | **1966** Mestrina S.A.—Tigre<br>90′ 1″ 21′ 5″ 10′ 11″<br>77′ 11″ 21′ 4″ 12′ 6″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 250×350 mm reverse reduction geared<br>430bhp Mannheim<br>Koerting Empresa Ind. y Com. | B.As |
| 509211<br>EDMJ<br>Df Esd<br>RTm | **DON QUIJOTE**<br>Pesquerias Paulino Freire S.L.<br>Vigo | Spanish | 134<br>57<br>— | | **1936** Hall, Russell & Co. Ltd.—Abn<br>*85·8′* 19′ 8″<br>… … …<br>R | M Fishing<br>1 Ho 27¼′<br>2 Ha (stl) (each 3½′×3¼′) | Oil 4SA 6Cy. 280×420 mm<br>330bhp<br>Deutsche Werke A.G.<br>3×30, 4, 4kW 110V d.c. | (d.o)<br>Kel |
| 509212<br>EELR | **DON QUIJOTE DE LA MANCHA**<br>A. Suardiaz Valdes<br>Gijon | Spanish | 197<br>140<br>— | | **1934** Ramon Fernandez Montes—Gjn<br>*100·4* 20′ 8″<br>… … …<br>R | M | Oil 3Cy.<br>160bhp<br>Ast. del Cantabrico | 6½t (d.o)<br>Gjn<br>8k |
| 540327<br>CB2467<br>Df Rdr | **DON RAMON**<br>exIndus 10–63 exKos XV–51<br>Ramon Medina Arevalo<br>Valparaiso | Chilean | 292<br>66<br>— | Classed LR until 4/63 | **1932** Smith's Dock Co. Ltd.—Mdb<br>126′ 8″ 24′ 1″<br>120′ 5″ 24′ 0″ 13′ 6″<br>1 dk<br>R<br>BK7½″ | S Whaler Mchy.aft<br>1 Ho 23′<br>1 Ha (23′×24′)<br>2W | T 3Cy. 14″ 23″ & 39″×24″<br>93t (o.f)<br>Smith's Dock Co. Ltd. | Mdb<br>10k |
| 671529<br>Df Esd<br>Rdr RT | **DON RICARDO**<br>Partenreederei m.s. "Don Ricardo"<br>Osterwisch & Graebe<br>Hamburg | W. German | T.Mk 499<br>335<br>1215 | GL | **1967** J. J. Sietas Schiffsw.—Ham<br>222′ 9″ 12′ 11″<br>200′ 2″ 34′ 5½″ 20′ 6″<br>F22′ Q22′ 1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>900bhp<br>Klöckner-Humboldt-Deutz | Kln |
| 509213<br>OAMR<br>Df | **DON ROGELIO**<br>exGlobe X–60<br>Cia. Ballenera del Norte S.A.<br>Callao | Peruvian | 304<br>102<br>— | | **1947** Moss Værft & Dokk A/S—Moss<br>138′ 0″ 25′ 2″<br>… … …<br>1 dk | S Whaler | T 3Cy. 15″ 26″ & 44″×26″<br>(o.f)<br>Moss Værft & Dokk A/S | Moss |
| 509214<br>DYEB<br>39619<br>Df Esd<br>Gc Rdr<br>RT | **DON SALVADOR**<br>exMagsaysay–60<br>Philippine Government<br>Estancia Farmers' Co-operative Marketing Association Inc.<br>~~Iloilo~~ Manila | Philippine | 2318<br>1344<br>1806 | AB | **1958** Miho Zosensho—Shimizu<br>261′ 8″ 39′ 5″ 17′ 5⅜″<br>236′ 3″ 39′ 4½″ 26′ 3″<br>P91′ F34′ 2 dks<br>RW<br>rf 8″ | M Fish Cannery Ref Mchy.aft<br>2 Ho<br>In.44000<br>2 Ha | Oil 4SA 6Cy. 470×670 mm<br>1500bhp<br>Akasaka Tekkosho | 182t<br>Yaizu |
| 681905<br>DUKP<br>Df RT | **DON SANTIAGO**<br>Republic of the Philippines<br>Manila | Philippine | 163<br>57<br>135 | NK | **1965** Usuki Tekkosho—Fukuoka<br>*96·5′* 21′ 1″<br>21′ 0″ 9′ 10″<br>1 dk<br>BK | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Usuki Tekkosho | 32t<br>Usuki<br>10k |
| 522176<br>2320<br>Df Esd<br>RT | **DON SANTIAGO C**<br>exAndre–64<br>exMargaretha Corinne–64<br>exJohn Helleskov–62<br>Organizacion Naviera & Pesquera Uruguaya S.A. (ONPUSA)<br>Montevideo | Uruguayan | 111<br>52<br>— | BV | **1960** Ørskovs Staalskibs—Fkn<br>84′ 0″ 19′ 8″<br>… … … | M Trawler | Oil 2SA 5Cy. 230×400 mm<br>Alpha-Diesel A/S | Fkn |
| 536726<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DON SEGUNDO SOMBRA**<br>exTransasia–64 exVentose–61<br>exLavera–52<br>exCamp Defiance–47<br>Naviera Panamericana S.A. | Argentine | 10843<br>5526<br>14655 | BV<br>conv tanker 65 | **1944** Alabama D.D. & S.B. Co.—Mob<br>523′ 6″ 68′ 2″ 30′ 2″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk | T-E Bulk Carrier Mchy.aft<br>4 Ho 86′, 71′, 71′, 71′<br>5 Ha (stl) (53′, 47′, 47′, 47′×35′) (11¼′×15′)<br>Der 2(41) | S Turb 6000shp driving gen. 4925/5400kW 2300/2370V a.c. connected to elec. motor 6000shp (Sy)<br>1445t (o.f)–40pd<br>General Electric Co.<br>2×525kW 440V 60c/s a.c. | Lyn<br>14½k |
| 507716<br>DYGT<br>Df Esd<br>Rdr RT | **DON SULPICIO**<br>exColombia–64<br>Carlos A. Gothong & Co.<br>Cebu | Philippine | 1689<br>902<br>— | ~~✠100A1~~ ~~SS 11/64~~<br>~~✠LMC~~<br>EL q<br>✠Class WITHDRAWN 5/68 | **1947**–4 Ekenbergs Varft—Skm<br>282′ 2″ 38′ 2″ 19′ 5¾″<br>260′ 8″ 37′ 10″ 32′ 11″<br>Q24′ B39′ RFD25′ 2 dks<br>4BH<br>rf 6″ WB371t | M<br>G.125000 B.116772<br>10W Der 1(15) 1(10) | Oil 2SA 7Cy. 500×690 mm<br>2050bhp Polar<br>Atlas Diesel | 207t<br>Skm<br>13k |

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| 509215<br><br>93<br>Df RT | **DON TOMAS**<br>exHauk-56 exCimber-47<br>**Cia. Ballenera del Norte S.A.**<br>Callao Peruvian | 320<br>109<br>— | | 1941 A/S Framnæs M/V—Sfj<br>137' 6" 25' 7"<br>... ... ...<br>1 dk | S Whaler | T 3Cy. 16" 26" & 44"×27"<br><br>A/S Framnæs M/V |
| 522587<br>6ZZF<br>2733<br>Df Esd<br>Gc Rdr<br>RTh | **DONA ALEXANDRA**<br>exEndeavour-67 exMarlaura-67<br>exHöegh Lance-60<br>exKipawa-58<br>**Thoukides Navegacion S.A.**<br>Monrovia Liberian | 12590<br>7430<br>19284 | ✠100A1 Dr 11/63<br>oil tanker<br>✠LMC<br><br>MN1300 EL l†2 1/16"SQ<br>RI | 1951-7 John Brown & Co. Ltd.—Cly<br>571 4" 72' 4" 31' 8½"<br>535' 6" 72' 0" 41' 0"<br>P120' B41' F68' 1 dk, 2nd dk in way of<br>RW 17BH mchy. space & fwd<br>rf 4" WB389t | M Tanker (6P) Mchy.aft<br>25 Ta<br>L.899347 HeCls. BC | Oil 2SA 5Cy. 725×2250 mm<br>6500bhp Doxford<br>John Brown & Co. Ltd.<br>2AuxB 180lb<br>3×300, 220, 90kW 115V d.c. |
| 513422<br>DYSB<br>210471<br>Df RT | **DONA ANA**<br>exGovernor B. Lopez-66<br>**Carlos A. Gothong & Co.**<br>Manila Philippine | 1730<br>762<br>1500 | <br><br>AB | 1961 Nat. Shipyards & Steel Corp.—<br>Bataan<br>278' 0" 40' 1" 15' 6½"<br>250' 8" 40' 0" 22' 0"<br>F25' 2 dks<br>RW<br>rf 6" | M CSD<br>3 Ho<br>B.85000<br>3 Ha | Oil 2SA 6Cy. 510×500 mm<br>2250bhp Emade57fitted61<br><br>Uraga Diesel Kogyo |
| 680020<br><br><br>Esd RT | **DOÑA CARMEN**<br><br>**Pesquera Semta Emma S.A.**<br>Pisco Peruvian | 200<br>89<br>— | <br><br>GL | 1967 Ast. Picsa S.A.—Clo<br>*88·0'* 23' 2"<br>23' 1" 11' 4"<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. |
| 672765<br><br><br>RT | **DONA CATALINA**<br><br>**Terminales Maracaibo C.A.**<br>Maracaibo Venezuelan | 149<br>99<br>— | <br><br>AB | 1967 Equitable Eqpt. Co.—Madisonville<br>*75·5'* 24' 0"<br>10' 4"<br>1 dk | TM Tug | 2 Oil 4SA each 12Cy.<br>geared<br>1530bhp<br>Caterpillar Tractor Co. |
| 641760<br>OYAM<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **DONA CLAUSEN**<br><br>**C. Clausen Rederi**<br>**A/B af 1961**<br>C. Clausen<br>Copenhagen Danish | 2916<br>1349<br>3235 | ✠100A1<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN700 EL (v)1 11/16"SQ | 1964-11 Brodogradiliste<br>"Ivan Cetinic"—Korcula<br>358' 2" 47' 8" 19' 9½"<br>332' 1" 46' 10" 30' 2"<br>Ba92' B21' RFD27' 1 dk & S dk, 3rd dk fwd of mchy space<br>NS Coll BH to S dk 5 to 2nd dk len 65<br>rf 8" DK fwd WB1045t incl. DTa98t DTsf264t | M Cattle Carrier (2P) Ref OSD<br>Mchy.aft<br>4 Ho 33½', 66', 66½', 66½'<br>In.12319<br>1 Ha (w) (7½'×10') 3 Ha (stl) (9½', 9½'×7½') (6½'×8½')<br>Der 2(3) 2(1½) 2(1) | Oil 2SA 5Cy. 500×1100 mm<br>3500bhp B&W<br>Brodogradiliste Uljanik<br>2AuxB (1 o.f 1 ex.g) 85lb<br>3×250kW 440V 60c/s a.c. |
| 651588<br><br><br>Df Esd<br>Rdr RT | **DONA CONSUELO C-1**<br><br>**Republic of the Philippines**<br>Manila Philippine | 117<br>53<br>99 | <br><br>NK | 1965 Usuki Tekkosho—Saiki<br>100' 9" 19' 1" 7' 7"<br>90' 2" 18'10½" 9' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>425bhp<br>Usuki Tekkosho |
| 661511<br>DUJD<br><br>Df Esd<br>Gc Rdr<br>RTv | **DONA CORAZON**<br><br>**Northern Lines Inc.**<br>Manila Philippine | 12171<br>9094<br>18000 | <br><br>AB | 1966 Namura Zosensho—Osa<br>508' 6" 74' 3" 30' 0"<br>475' 8" 74' 2" 42' 4"<br>1 dk | M Bulk Carrier Mchy.aft<br>6 Ho each 57½'<br>G.865000<br>6 Ha (stl) (26', 34½', 34½', 34½', 34½', 34½'×34½')<br>12W Der 12(5) | Oil 2SA 7Cy. 620×1400 mm<br>8400bhp B&W<br>Mitsui Zosen<br>3×320kW 445V 60c/s a.c. |
| 509219<br><br><br>Df | **DONA FILOMENA**<br><br>**Bisaya Land Transport Co. Inc.**<br>Cebu Philippine | 573<br>270<br>— | | 1944 Higgins Industries Inc.—N.Os<br>*168·0'* 32' 6"<br>32' 4"<br>1 dk | TM Mchy.aft | 2 Oil 2SA each 6Cy.<br><br>General Motors Corp. |
| 651589<br>DUKA<br><br>Esd Rdr | **DONA FLORENTINA**<br><br>**Negros Navigation Co. Inc.**<br>Manila Philippine | 2095<br>1015<br>1504 | <br><br>AB | 1965 Hitachi Zosen—Osa<br>*278·8'* 45' 5" 16' 11½"<br>281' 2" 45' 3" 24' 7"<br>F37' 1 dk & S dk<br>rf 8" | M OSD<br>3 Ho<br>B.57000<br>3 Ha | Oil 2SA 8Cy. 420×900 mm<br>4400bhp B&W<br>Hitachi Zosen |
| 536429<br>DUMT<br><br>Df Esd<br>Gc Rdr<br>RT | **DONA HORTENCIA**<br>exTomokawa Maru-66<br>**Northern Lines Inc.**<br>Manila Philippine | 2794<br>1396<br>4376 | <br><br>NK | 1949 Kawasaki Jukogyo—Tanakawa<br>323' 6" 46' 2" 20' 11"<br>305' 1" 45' 11" 24' 5"<br>P19' B106' F25' 1 dk<br>RW | M<br><br>G.188636 B.177450<br>4 Ha (19½', 34½', 22½', 42½'×18½')<br>10W Der 1(30) 2(10) 3(5) 2(3) | Oil 4SA 6Cy. 470×700 mm<br>2500bhp NE60<br>Ito Tekkosho |
| 509221<br>EAED<br><br>Esd | **DONA INÉS DE ULLOA**<br><br>**J. Santodomingo & Hijos S.L.**<br>Vigo Spanish | 158<br>81<br>— | | 1952 Const.Nav.J.Santodomingo—Vgo<br>*90·0'* 22' 0"<br>... ... ... | Wood S Trawler | T 3Cy. 8½" 13½" & 19½" |
| 536914<br>5MTC<br>1895<br>Df Esd<br>Gc Rdr<br>RT | **DONA IO**<br>exRomano-65 exTroma-63<br>**Demosthenes Nav. S.A.**<br>Monrovia Liberian | 9956<br>6754<br>16320 | <br><br>BV | 1950 Nederl. Dok. & Schps.—Ams<br>521' 5" 68' 0" 28' 4½"<br>67' 10"<br>P104' B36' F44' 1 dk | M Tanker Mchy.aft<br>24 Ta<br>L.758940 | Oil 2SA 5Cy. 670×2320 mm<br>Doxford<br>N.V. Wilton-Fijenoord |

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| 509222<br>CBDS<br>Df Esd<br>Gc Rdr | **DONA ISIDORA**<br>**Compania Naviera Arauco S.A.**<br>Chilean<br>Valparaiso | **4093**<br>2342<br>5080 | ✠**100A1**<br>✠**LMC** | SS 3/67<br>EL r 2¼" | **1949**-3 W. Gray & Co. Ltd.—Hpl<br>358′ 7″ 48′ 10″ 21′ 10″<br>340′ 5″ 48′ 6″ 24′ 9″<br>P103′ Q222′ F31′ 1 dk<br>NS 6BH<br>WB1582t incl. DTm407t | S Mchy.aft<br>G.249948 B.239484<br>10W Der 10(7½) | T 3Cy. 20″ 34″ & 58″×42″<br>2200ihp 500t (c)<br>Cen. Mar. Eng. Wks Hpl<br>3 SB 225lb hs(7125) 9cf 10k |
| 542682<br>Df Esd<br>RT | **DONA JOVITA**<br>exDon Mario–64<br>**Florencio A. Soyangco**<br>Chilean<br>Pisagua | **162**<br>77<br>— | | | **1963** A/S Bergens M/V—Bgn<br>92′ 0″ 26′ 6″<br>78′ 9″ 26′ 0″ 12′ 3″<br>1 dk | M Stern Trawler | Oil 2SA 4Cy. 300×360 mm<br>A/S Bergens M/V Bgn |
| 672675<br>Esd RT | **DOÑA JUANITA**<br>**Pesquera Santa Emma S.A.**<br>Peruvian<br>Pisco | **200**<br>89<br>— | | GL | **1967** Ast. Picsa S.A.—Clo<br>*88·0′* 23′ 2″<br>11′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. Peoria |
| 509223<br>SXIS<br>1814<br>Df Esd<br>Gc Rdr<br>RT | **DONA KATERINA**<br>**Compania Panamena Europea Navegacion Ltda.**<br>Greek<br>Piræus | **7285**<br>3988<br>—<br>**9953**<br>5727<br>14820 | ✠**100A1**<br>✠**LMC**<br>MN960 | SS 3/67<br>EL e†2¼″SQ | **1957**–11 Wm. Doxford & Sons (S.B.) Ltd. —Sld<br>509′ 2″ 67′ 4″ 27′ 4½″/30′ 4¼″<br>471′ 1″ 67′ 0″ 40′ 8″<br>F44′ 1 dk & S dk<br>RW 7BH to U dk 1 to 2nd dk<br>rf 6″ WB3281t incl DTa1421t | M OSD/CSD<br>G.756940 B.685250<br>12W Der 1(25) 6(10) 6(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp 1292t<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB 150lb 13¼k |
| 580565<br>6ZCC<br>2128<br>Df Esd<br>Rdr RT | **DONA LETO**<br>exAgni–64 exJulius–61<br>**Demosthenes Nav. S.A.**<br>Liberian<br>Monrovia | **10861**<br>6708<br>17300 | ✠**100A1**<br>oil tanker<br>✠**LMC** | Dr 4 yrs–11/65<br>EL g†<br>HeCls. BC | Lch.**1941** Cmd.**1943**-7 A/B Götaverken—Got<br>540′ 4″ 66′ 2″ 29′ 11″<br>511′ 10″ 66′ 0″ 39′ 3″<br>P101′ F64′ 1 dk<br>RW 11BH<br>WB1325t incl. DTf508t | M Tanker Mchy.aft<br>20 Ta<br>L.818282 | Oil 2SA 8Cy. 680×1500 mm<br>1645t–23½pd<br>A/B Götaverken Got<br>2AuxB 150lb 14k |
| 542130<br>SYGW<br>2007<br>Df Esd<br>Gc Rdr<br>RT | **DONA MARGARITA**<br>exMaririta–66<br>exDona Margarita–63<br>**Irodotes Navegacion S.A.**<br>Greek<br>Piræus | **8716**<br>5211<br>12730 | ✠**100A1**<br>✠**LMC**<br>MN960 | SS 6/66<br>EL d†2 3/16″SQ | **1956**–4 Wm. Doxford & Sons Ltd.—Sld<br>483′ 5″ 62′ 3″ 29′ 4″<br>451′ 0″ 62′ 0″ 39′ 6″<br>2 dks<br>RW 7BH to U dk 1 to 2nd dk<br>WB1753t incl. DTa1410t | M CSD<br>12W Der 1(25) 6(10) 6(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp 1013t<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 150lb 13½k |
| 509225<br>5LWY<br>1316<br>Df Esd<br>Gc Rdr<br>RT | **DONA MARI**<br>**General Carriers S.A.**<br>Liberian<br>Monrovia | **10483**<br>6296<br>15028 | | AB | **1958** Mitsubishi Zosen—Hma<br>503′ 8″ 66′ 8″ 30′ 1½″<br>470′ 1″ 66′ 7″ 41′ 0″<br>P113′ 2 dks<br>RW<br>rf 6″ | S CSD Mchy.aft<br>6 Ho<br>G.783260 B.713624<br>6 Ha<br>12W Der 1(25) 12(5) | 2 S Turb dr geared to sc. shaft<br>7150shp 2676t (o.f)<br>Mitsubishi Zosen Hma<br>15k |
| 504789<br>5MYI<br>2030<br>Df Esd<br>Gc Rdr<br>RTm | **DONA MARIA**<br>exBollsta–64<br>**Midland Shipping Co. Inc.**<br>Liberian<br>Monrovia | **14804**<br>8950<br>22221 | ✠Classed LR until 9/64 | BV<br>conv tanker 64 | **1951**–10 Harland & Wolff Ltd.—Gls<br>623′ 3″ 78′ 4″ 30′ 3½″<br>581′ 0″ 78′ 0″ 42′ 6″<br>P116′ B40′ F75′ 1 dk<br>RW<br>rf 4″ | M Bulk Carrier Mchy.aft<br>4 Ho 74¾′, 100′, 110′, 87½′<br>4 Ha (stl) (50½′, 73′, 86′, 67½′×36′)<br>Der 16(5) | Oil 2SA 7Cy. 750×1500 mm exhaust 500 mm<br>7500 bhp 2310t (hvf)-30pd<br>Harland & Wolff Ltd. Gls<br>3×75kW 110V d.c. 14¼k |
| 511140<br>DYWJ<br>105969<br>Df | **DOÑA MARIA**<br>exDon Jose 1 exFS-272<br>**William Lines Inc.**<br>Philippine<br>Cebu | **699**<br>337<br>— | | AB<br>len 62 | **1944** Wheeler S.B. Corp.—Whitestone, N.Y.<br>*211·2′* 32′ 2″ 12′ 0⅛″<br>209′ 0″ 32′ 0″ 14′ 4″<br>1 dk<br>rf 6″ | TM Mchy.aft<br>3 Ho 42′, 36′, 50′<br>B.21000<br>3 Ha (20′, 20′, 12′×16′)<br>Der 3(5) | 2 Oil 2SA each 6Cy. 220×265 mm<br>1000bhp 109t (d.o)<br>General Motors Corp. Det<br>3×100, 100, 25kW 230V |
| 509226<br>HOAH<br>Df Esd<br>Gc Rdr<br>RT | **DONA MYRTO**<br>**Compania Panamena Europea Navegacion Ltda.**<br>Panamanian<br>Panama | **11209**<br>6607<br>16730 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>MN1290 | SS 12/64<br>~~EL g2 3/16″SQ~~<br>EL g†2 3/16″SQ<br>HeCls. BC | **1955**–12 Wm. Doxford & Sons Ltd.—Sld<br>539′ 0″ 70′ 1″ 30′ 1″<br>505′ 0″ 69′ 9″ 39′ 0″<br>P107′ B32′ F58′ 1 dk<br>RW 17BH<br>rf 4″ WB852t incl. DTf638t | M Tanker Mchy.aft<br>27 Ta<br>L.780740 | Oil 2SA 5Cy. 700×2320 mm<br>6450bhp 1208t–23pd<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 150lb 13¾k |
| 509227<br>HPMX<br>3821HK<br>Df Esd<br>Gc Rdr<br>RT | **DONA NANCY**<br>**Commonwealth Shipping Co. Ltd.**<br>Panamanian<br>Panama<br>Now **VAN STAR** See New Entries No. 6 | **9813**<br>5985<br>14923 | ✠**100A1**<br>✠**LMC**<br>MN1300 | SS 8/66<br>EL e†2¾″SQ | **1962**-9 Hitachi Zosen—Osa<br>514′ 7″ 64′ 0″ 30′ 6½″<br>477′ 1″ 63′ 8″ 40′ 10″<br>F46′ 2 dks<br>RW NS 8BH to U dk 1 to 2nd dk<br>rf 4″ WB3731t incl. DTma1451t | M<br>6 Ho 57¾′, 74¾′, 61¾′, 31¾′, 70¾′, 54½′<br>6 Ha (stl) (26¾′×21¼′) (46′, 31½′, 31½′, 42′, 26¼′×24½′)<br>Der 4(10) 12(5) | Oil 2SA 6Cy. 620×1400 mm<br>6500bhp B&W (hvf)<br>Hitachi Zosen Osa<br>AuxB 142lb<br>2×200kW 450V 60c/s a.c. |
| 509228<br>DZRN<br>206684<br>Df Esd<br>Gc Rdr | **DONA NATI**<br>**United Philippines Lines Inc.**<br>~~National Development Co.~~<br>~~United Philippine Lines Inc.~~<br>Philippine<br>Manila | **7356**<br>4324<br>9377 | | AB | **1951** Nishi Nippon Jukogyo—Nag<br>504′ 3″ 64′ 6″ 27′ 10⅞″<br>466′ 9″ 64′ 4″ 32′ 2″<br>Q33′ F37′ 2 dks & S dk<br>rf 5″ | TM Ref OSD<br>6 Ho<br>G.493324 B.492517 In.31227<br>6 Ha<br>18W Der 1(50) 1(30) | 2 Oil 2SA each 7Cy. 720×1250 mm<br>10500bhp Sulzer 2000t<br>Nishi Nippon Jukogyo Nag<br>17k |
| 509229<br>DUQT<br>Esd | **DONA NATIVIDAD**<br>**Pacifica Mercantile Co.**<br>Philippine<br>Manila | **150**<br>93<br>— | | ~~NK~~ | **1961** Geibi Zosen Kogyo—Kur<br>121′ 9″ 23′ 11″ 8′ 10″<br>112′ 2″ 22′ 0″ 11′ 0″<br>1 dk | TM Fish Carrier Mchy.aft | 2 Oil 4SA each 6Cy. 180×270 mm<br>500bhp 22t<br>Mitsubishi Nippon Hvy Ind. Yka<br>9½k |

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| 509230<br>ELZE<br>747<br>Df Esd<br>Gc Rdr<br>RT | **DONA OURANIA**<br>**Bambi Navegacion S.A.**<br>~~**Cia. Panamena Europea Nav. Ltda.**~~<br>Monrovia Liberian | 8716<br>5214<br>12730 | ✠100A1 SS 2/66<br>✠LMC<br>MN960 EL d†2$\frac{1}{16}$"SQ | 1956-2 Wm. Doxford & Sons Ltd.—Sld<br>483' 5" 62' 3" 29' 4"<br>451' 0" 62' 0" 39' 6"<br>2 dks<br>RW 7BH to U dk 1 to 2nd dk<br>rf 8" WB3167t incl. DTa1410t | M CSD<br>12W Der 1(25) 6(10) 6(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 150lb |
| 525295<br>Df Esd<br>Gc Rdr<br>RT | **DOÑA PACITA**<br>exNippi Maru-66<br>**Northern Lines Inc.**<br>Manila Philippine | 2700<br>1599<br>4279 | NK | 1962 Hashihama Zosen—Imabari<br>319' 2" 45' 2" 20' 0"<br>295' 2" 44' 11½" 23' 9"<br>P73' F35' 1 dk<br>RW | M Mchy.aft<br>G.198797 B.181377<br>2 Ha (78', 82½'×20½')<br>Der 2(10) | Oil 4SA 6Cy. 4SA 490×700 mm<br>2100bhp<br>Hanshin Nainenki Kogyo |
| 509231<br>Df | **DONA REMEDIOS**<br>**Bisaya Land Transport Co. Inc.**<br>Cebu Philippine | 550<br>216<br>— | | 1944 Ingalls S.B. Corp.—Decatur<br>*166·3'* 32' 0"<br>... ... ...<br>1 dk | TM Mchy.aft | 2 Oil 2SA each 6Cy. 220×255 mm<br>General Motors Corp. |
| 542683<br>5MSK<br>1877<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONA RITA**<br>exModjokerto-63<br>**Socrates Nav. Co. Ltd.**<br>Monrovia Liberian<br>Now **ATLAS PROMOTER** See New Entries No. 3 | 10014<br>5998<br>11300 | ✠100A1 SS 10/64<br>with freeboard<br>DTsa—vegetable oil,<br>DTsf—vegetable oil or molasses<br>LMC<br>MN2503 EL e†2¼"SQ | 1946-12 Caledon S.B. & E. Co. Ltd.—Dun<br>497' 6" 64' 2" 29' 8¾"<br>466' 5" 64' 0" 42' 8"<br>P41' F40' 2 dks, 3rd dk except in No. 1 hold<br>7 divisional WTBH in upr 'tween dks<br>Coll BH to U dk 7 to 2nd dk<br>WB5329t incl. Tunnel tanks 795t DTm2479t DTf227t | M<br>B.612887<br>18W Der 1(72) 1(44) 1(30) | Oil 2DA 8Cy. 550×1200 mm<br>7500bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 100lb |
| 534852<br>DZOI<br>Df Esd<br>Rdr<br>RTm | **DOÑA RITA**<br>exMarania-67 exTafna-64<br>Launched as Cheik<br>**Carlos A. Gothong & Co.**<br>Cebu Philippine | 2063<br>985<br>2417 | BV | 1949 Arsenal de la Mar. Nat Française—Lorient<br>312' 9" 46' 0" 19' 3½"<br>45' 10"<br>P78' B24' F68' 1 dk & S dk<br>R | M Ref OSD Mchy.aft<br>4 Ho 20', 39½', 35½', 37½'<br>B.204563 In.11049<br>4 Ha (17½', 26½', 26½', 20'×14½')<br>8W Der 1(15) 2(7½) 6(5) | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp Emade[illegible]<br>Sulzer Bros. Ltd.<br>3×130kW 220V d.c. |
| 672462<br>Esd RT | **DONA ROSALIA**<br>**Pesquera Santa Emma S.A.**<br>Pisco Peruvian | 200<br>89<br>— | GL | 1967 Ast. Picsa S.A.—Clo<br>*88·0'* 23' 2"<br>11' 4"<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. |
| 540329<br>DYWR<br>201731 | **DONA ROSARIO**<br>exF-8<br>**George & Peter Lines Inc.**<br>Cebu Philippine | 242<br>140<br>— | AB | 1943 Sturgeon Bay S.B. & D.D. Co.—Sturgeon Bay<br>130' 0" 21' 2" 9' 6½"<br>120' 0" 21' 0" 10' 6"<br>P34' F14' 1 dk<br>rf 3" len 57 | M Mchy.aft<br>2 Ho<br>B.10000<br>2 Ha | Oil 4SA 8Cy. 215×265 mm<br>300bhp<br>National Supply Co. |
| 502784<br>5MYA<br>2022<br>Df Esd<br>Gc Rdr<br>RTm | **DONA SELINA**<br>exAstrid Onstad-64<br>**Western Steamship Co. Inc.**<br>Monrovia Liberian | 14302<br>8897<br>23340 | BV<br>✠Classed LR until 7/65 | 1952-3 A/B Götaverken—Got<br>593' 6" 74' 8" 32' 0"<br>560' 6" 74' 6" 42' 3"<br>P110' F81' 1 dk | M Tanker Mchy.aft<br>22 Ta<br>L.1041008 HeCls. BC | Oil 2SA 9Cy. 760×1500 mm<br>8200bhp<br>A/B Götaverken<br>2×200kW 220V 60c/s a.c. |
| 501785<br>Df Esd<br>Gc Rdr | **DONA THEODORA**<br>exAnita-68<br>**Solon Navegacion S.A.**<br>Monrovia Liberian | 11695 ~~11956~~<br>7034 ~~6989~~<br>18158 | ✠100A1 Dr 4yrs-4/64<br>oil tanker<br>✠LMC<br>MN1320 EL h†2¼"SQ | 1954-2 Furness S.B. Co. Ltd.—Haverton Hill<br>556' 5" 71' 4" 30' 6"<br>526' 0" 71' 0" 39' 3"<br>P115' B38' F64' 1 dk<br>RW 17BH<br>WB916t incl. DTf667t | M Tanker Mchy.aft<br>27 Ta | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford<br>Hawthorn, Leslie & Co. Ltd.<br>2AuxB 150lb<br>3×75kW 110V d.c. |
| 512464<br>DYWF<br>Df Esd<br>Gc Rdr<br>RT | **DOÑA VIRGINIA**<br>exVirginia VI-67<br>exVirginia-66 exFylgia-66<br>**William Lines Inc.**<br>Manila Philippine | 1990<br>933<br>3500 | ✠100A1 TD 3/68 ~~SS 6/63~~<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>MN488 EL u | Lch.1942 Cmd.1945-7 Eriksbergs M/V A/B—Got<br>335' 11" 44' 7" 18' 9½"<br>318' 0" 44' 6" 27' 3"<br>F32' 1 dk & S dk<br>Coll BH to S dk 5 to 2nd dk<br>WB690t | M Ref ~~OSD~~<br>G.205000 B.194000 In.41000 | Oil 2SA 9Cy. 500×900 mm<br>2440bhp<br>Eriksbergs M/V A/B<br>db 100lb |
| 540330<br>VRFX<br>316209<br>Df Esd<br>Gc Pfd<br>Rdr | **DONA VIVIANA**<br>**Acklin Shipping Co. Ltd.**<br>Hong Kong British | 10683<br>6216<br>~~15372~~<br>15906 | ✠100A1 SS 10/66<br>✠LMC<br>MN1320 EL f†2¼"SQ | 1963-1 Shin Mitsubishi Hvy Ind.—Kob<br>503' 8" 69' 9" 29' 5½"<br>470' 0" 69' 6½" 39' 4"<br>P102' F43' 1 dk<br>RW NS 7BH<br>rf 4" WB4179t incl. Topside tanks in holds 1730t DTf406t | M (2P) Mchy.aft<br>4 Ho 72', 86½', 86½', 86½'<br>G. 759010 B.721930<br>4 Ha (stl) (52½'×28') (60½', 60½', 60½'×32½')<br>14W Der 8(15) 6(10) | Oil 2SA 6Cy. 680×1250 mm<br>6600bhp Sulzer<br>Shin Mitsubishi Hvy Ind.<br>AuxB 142lb<br>2×450, 240kW 450V 60c/s a.c. |
| 533026<br>6ZJL<br>2319<br>Df Esd<br>Gc Rdr<br>RT | **DONA YOULA**<br>exSirrah-65<br>**Demosthenes Nav. S.A.**<br>Monrovia Liberian | 12200<br>7408<br>18630 | BV | 1953 Nederl. Dok & Schps. Maats.—Ams<br>556' 0" 72' 11" 29' 6½"<br>... ... ...<br>P121' B43' F51' 1 dk | M Tanker Mchy.aft<br>27 Ta<br>L.875516 | Oil 2SA 7Cy. 720×1250 mm<br>Gebr. Stork & Co. |
| 661227<br>GRYE<br>309746<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DONACILLA**<br>**Shell Tankers (U.K.) Ltd.**<br>London British | 40170<br>25689<br>70010 | ✠100A1<br>oil tanker<br>(cc)—crude oil defined ballasting<br>✠LMC<br>MN3500 EL y†3$\frac{1}{16}$"SQ | 1966-11 J. L. Thompson—Sld<br>799' 7" 110' 2" 43' 5½"<br>761' 8" 110' 0" 56' 6"<br>P66' F78' 1 dk<br>12BH<br>rf 3" WB13418t incl. 7554t in clean ballast tanks DTf4144t | M Tanker Mchy.aft<br>pt higher tensile steel<br>21 Ta<br>L.2929370 HeCls B.<br>Der 2(10) 2(1) | Oil 2SA 9Cy. 900×1550 mm<br>17500bhp<br>Sulzer Bros. Ltd.<br>2WTAuxB 470lb to (Sat.<br>2×600kW 440V 60c/s a.c.<br>e (ex.g.) 400lb |

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| 542985 **DONALD RHEAL**<br>319854 **A. Guignard** Canadian<br>Esd Pld Bathurst<br>Rdr RT | 183<br>63<br>— | ~~✠100A1~~<br>~~stern trawler~~<br>~~✠LMC~~<br>~~MN99~~ ~~EL (b)~~<br>✠Class **WITHDRAWN**<br>at Owners' request<br>2/68 | **1964**–1 Bathurst Marine Ltd.—Bathurst, N.B<br>91' 10" 22' 1"<br>80' 0" 22' 0" 12' 0"<br>Q32' F31'<br>5BH<br>rf 52" BK4½" WB10t | M Stern Trawler | Oil 4SA 7Cy. 250×360 mm<br>495bhp<br>A/S Bergens M/V Bgn<br>Controllable pitch propeller |
| 541084 **DONAN MARU**<br>80395<br>8KDA **Donan Kaiun K.K.** Japanese<br>Rdr RT Hakodate | **152**<br>81<br>— | | **1963** Hakodate Dock Co. Ltd.—Hak<br>102' 4" 22' 4"<br>91' 10" 22' 3½" 8' 2"<br>1 dk | M Mchy.aft<br>G.9358 B.8793<br>1 Ha (40'×15¼') | Oil 4SA 5Cy. 250×380 mm<br>210bhp Emade38fitted63<br>Niigata Eng. Co. Ltd. Niigata<br>7½k |
| 503555 **DONANA**<br>exBanc d'Arguin–66<br>**Industria Pesqueira do Maranhão S.A.**<br>Df Esd Brazilian<br>RT Maranhão | 387<br>251<br>— | BV | **1962** Ch. A. Tertu—Le Fret<br>124' 1" 27' 6"<br>110' 4" 26' 11" 16' 11"<br>P29' F31' | Wood M Fishing | 2 Oil 4SA each 8Cy. 180×220 mm<br>geared to sc. shaft 78½t<br>Aciéries du Nord Vln<br>10½k |
| 508239 **DONAR**<br>DKGM exProf. Hensen–56<br>exClaes Compaen–52<br>Df Esd **Willibald u. Detlef Marsen** W. German<br>RT Lübeck | 490<br>241<br>635 | GL<br>✠Classed LR until 7/52 | **1942**–10 A. Hall & Co. Ltd.—Abn<br>163' 10" 27' 7" 14' 0"<br>27' 5" 15' 0"<br>P36' B24' 1 dk | M<br>G.32896 B.31896<br>1 Ha | Oil 4SA 6Cy. 320×450 mm<br>300bhp NE56<br>Klöckner-Humboldt-Deutz Kln<br>8½k |
| 672186 **DONAS**<br>**Jose Pereira Alvarez** Spanish<br>Df Esd Vigo<br>RT | **135**<br>—<br>— | | **1967** Const. Nav. Santodomingo—Vgo<br>88' 11"<br>76' 2" 20' 4" 11' 3⅞"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 220×280 mm<br>400bhp<br>Klöckner-Humboldt-Deutz Kln |
| 508240 **DONATA**<br>PDRN exDagny–53 exCateli–50<br>**H. Groen**<br>Df RT **N.V. Wijnne & Barends**<br>Groningen Netherland | **200**<br>114<br>250 | BV | **1932** Gebr. van Diepen—Waterhuizen<br>106' 11" 21' 6" 8' 6"<br>... ... ...<br>P34' F14' 1 dk<br>R | M Mchy.aft<br>1 Ho 64'<br>G.12000 B.11000<br>2 Ha (28', 14¾'×14¾')<br>1W Der 2(1½) | Oil 4SA 3Cy. 280×450 mm<br>150bhp 8t<br>Humboldt-Deutzmot. Köln-Deutz<br>8k |
| 540735 **DONATELLA**<br>ICXD<br>606 **POLINNIA—Soc. di Nav. per Azioni**<br>Df Esd<br>Gc Rdr Palermo Italian<br>RT | **17295**<br>10371<br>25884 | AB RI | **1964** Cant. Nav. Breda—Ven<br>630' 6" 79' 5" 32' 9⅜"<br>582' 4" 79' 3" 45' 9"<br>P119' F53' 1 dk<br>RW<br>rf 5" | M Bulk Carrier Mchy.aft<br>5 Ho<br>G.138691 B.115700<br>5 Ha | Oil 2SA 9Cy. 750×1300 mm<br>12600bhp 1688½t<br>S.A. Fiat S.G.M. Tur<br>15k |
| 508241 **DONATELLA**<br>ETAD exSilford–55 exStraum–52<br>exLa Seine–38<br>Df Esd exWesterschelde<br>Gc RT **Fratelli de Nadai**<br>Massawa Ethiopian | *287*<br>*142*<br>— | BV | **1918** U. Zwolsman & Zoon—Workum<br>*122·5'* 23' 4"<br>... ... ...<br>1 dk<br>R | M Ref Mchy.aft<br>2 Ha (31½', 11'×13¼') | Oil 2SA 6Cy. 265×345 mm<br>450bhp NE48<br>Crossley Bros. Ltd. Mch<br>8½k |
| 508242 **DONATELLA PARODI**<br>IBND<br>406 "Amicizia" **Soc. di Nav. p.A.**<br>Df Esd Palermo Italian<br>Gc Rdr Now **AGUA MARINA**<br>RTm See New Entries **No. 1** | **8629**<br>5229<br>12540 | AB RI | **1957** Cant. del Tirreno—Gen<br>483' 3" 62' 9" 29' 1¼"<br>446' 0" 62' 7½" 39' 0"<br>F35' 2 dks<br>RW<br>rf 5" | M CSD<br>6 Ho 63¾', 62¼', 57¼', 35¼', 69¼', 65¼'<br>B.613000<br>6 Ha (stl) (27¼', 35¼', 27¾'×26¼') (15¼'×21¼') (35¼', 27¾'×26¼')<br>Der 4(5) | Oil 2SA 6Cy. 740×1600 mm<br>5500bhp B&W 923t (hvf)<br>Cant. Nav. Riuniti Gen<br>3×200kW 220V d.c.<br>Controllable pitch propeller 15k |
| 541543 **DONAU**<br>DNDZ<br>**Friedrich A. Detjen**<br>Df Esd Hamburg W. German<br>Gc Rdr<br>RTv<br>Now **TOSCA** See New Entries No. 4 | **17836**<br>11279<br>25800 | ✠100A1 SS 12/66<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>Ice class 3<br>✠LMC<br>MN2100 EL m†2$\frac{11}{16}$" | **1963**–10 Flensburger Schiffs. Ges.—Fln<br>626' 9" 81' 0" 31' 10¼"<br>577' 5" 80' 9" 45' 11"<br>P110' F49' 1 dk<br>NS 9BH<br>rf nil WB10172t incl. Topside tanks in holds 4312t | M Bulk Carrier (4P) Mchy.aft<br>7 Ho 47', 83', 43', 83¼', 43', 83¼', 47½'<br>G.1231000<br>7 Ha (stl) (25¼', 46', 25¾', 46', 25¾', 46', 25¾'×31¼')<br>2W Cr 1(2–3) Der 2(3–5) | Oil 2SA 7Cy. 780×1550 mm<br>10500bhp 1400t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>AuxB (ex.g) 114℔<br>✠NAuxB (o.f) 114℔–11/64<br>3×330kW 400V 50c/s a.c. 15k |
| 523888 **DONAU**<br>exAcamar–66 exStarclipper–65<br>exArthur Stove–62<br>Df Esd **Navigation Maritime**<br>Gc Pld **Bulgare**<br>Rdr RT Bulgarian<br>Now **ACAMAR** See New Entries No. **6** | **9999**<br>5189<br>14450 | NV | **1957** Forg. & Ch. de la Méditerranée—La Seyne<br>490' 2" 64' 1" 30' 0"<br>458' 6" 64' 0" 39' 4"<br>P135' B18' F49' 1 dk | M Mchy.aft<br>4 Ho<br>G.600637<br>6 Ha (33½', 33½', 33½', 33½', 32½', 32'×31¼')<br>12W Der 2(10) 10(5) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp Sulzer 1630t<br>Forg. & Ch. de la Méditerranée Hav<br>13k |
| 508243 **DONAU**<br>PDRT<br>**F. & T. Drijfhout**<br>Df E. Wagenborg's **Scheepv. & Exped. Bedr. N.V.**<br>Delfzijl Netherland | **357**<br>208<br>448 | BV | **1953** Scheeps. A. Apol—Wirdum<br>149' 4" 23' 9" 9' 9"<br>23' 7"<br>1 dk | M Mchy.aft<br>2 Ha (27', 34½'×14½')<br>Der 2(2) | Oil 4SA 4Cy. 290×420 mm<br>240bhp 20t<br>Masch. Kiel A.G. Kel<br>9k |
| 508244 **DONAU-S**<br>DGLE exHeijo–62<br>exGeheimra Koenigs–55<br>Df Esd **Ernst Schlierf**<br>Harem/Ems W. German | **230**<br>157<br>354 | GL | **1930** Werf Nobiskrug—Rendsburg<br>*136·4'* 23' 1" 9' 6¼"<br>22' 11" 9' 10"<br>Q27' 1 dk<br>R len 36 & 56 | M<br>1 Ho 75½'<br>B.16500<br>2 Ha<br>2W | Oil 4SA 6Cy. 220×280 mm<br>230bhp NE59<br>Klöckner-Humboldt-Deutz Kln<br>8k |

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| 661532<br>GSYU<br>309793<br>Df Esd<br>Gc Rdr<br>RTm/v | **DONAX**<br><br>**Shell Tankers (U.K.) Ltd.**<br>London British | 42068<br>27379<br>74001 | ✠100A1<br>oil tanker 800' 0"(Incl.BB)<br>(cc) crude oil<br>defined ballasting<br>✠LMC<br>MN3600 EL z†3¼"SQ | 1966-12 Harland & Wolff Ltd.—Bel<br>~~800' 0"~~ 115' 11" 42' 11½"<br>761' 2" 115' 9" 56' 6"<br>F75' 1 dk<br>10BH<br>rf 5" WB14508t incl. 8818t in clean ballast tanks DTI3201t | M Tanker Mchy.aft<br>pt higher tensile steel<br>13 Ta<br>L.3191796<br><br>Cr 1(5) Der 2(10) 2(1) | HeCls. B | Oil 2SA 9Cy. 840 × 1800 mm<br>18000bhp B&W<br>Harland & Wolff Ltd.<br>WTAuxB 465lb Spt 500° F.<br>AuxB 150lb<br>2 × 600kW 440V 60c/s a.c. |
| 509245<br>UWZF<br>M-20986<br>Df Esd<br>Gc | **DONBASS**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 3858<br>1979<br>4864 | | 1952 Stocznia Gdanska—Gdk<br>355' 2" 48' 2" 21' 10½"<br>48' 0" 26' 5"<br>1 dk | S<br>4 Ho<br>G.197868<br>4 Ha (36½', 36½', 36½', × 27')<br>(30½' × 31½')<br>8W Der 8(5) | | C 4Cy. (2) 440 & (2) 950 × 800 mm<br>LP turb<br>2500ihp<br>Z.U.T. Zgoda |
| 509246<br>UKEZ<br>M-16930<br>Df Esd | **DONBASS**<br><br>**U.S.S.R.**<br>Murmansk Russian | 533<br>—<br>190 | | 1956 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157' 0" 31' 8" 11' 5"<br>139' 6" 31' 2" 15' 4" | S Tug | | T 3Cy. 16½" 27⅛" &<br>Wärtsilä Kon. Crichton-Vulcan |
| 509248<br>EDPO<br><br>Df Esd<br>Rdr RT | **DONCOS**<br><br>**Pescanova S.A.**<br>Vigo Spanish | 523<br>—<br>190 | <br><br>BV | 1962 Ast. Construcciones S.A.—Vgo<br>*147·5'* 27' 0"<br>147' 6" 26' 11" 14' 9"<br><br>RW | M Trawler<br><br><br>2 Ha (each 6½' × 3½') | | Oil 4SA 6Cy. 295 × 420 mm<br>950bhp Krupp<br>La Maquinista Terrestre y Marítima |
| 509249<br>CSAX<br>H432<br>Df Esd<br>Gc Rdr<br>RTm/v | **DONDO**<br><br>**SOPONATA Soc.**<br>**Portuguesa de Navios**<br>**Tanques Ltda.**<br>Lisbon Portuguese | 10918<br>6891<br>16584 | ✠100A1 TD 5/67<br>oil tanker<br>✠LMC<br><br>MN1200 EL g† | 1955-1 John Cockerill S.A.—Hbk<br>537' 1" 69' 3" 29' 9½"<br>502' 0" 68' 11" 38' 0"<br>P93' B31' F68' 1 dk<br>RW 14BH<br>rf 4" WB1200t incl. DTf800t | M Tanker Mchy.aft<br>1 Ho 22' 22 Ta<br>L.806711<br><br>Der 5(5) 1(3) | HeCls. BC | Oil 2SA 7Cy. 740 × 1400 mm<br>6000bhp B&W<br>John Cockerill S.A.<br>3AuxB (2 o.f 1 ex.g) 185lb<br>3 × 60kW 110V d.c. |
| 509250<br>MXGB<br>187545<br>Df Esd<br>Gc Rdr<br>RTv | **DONEGAL**<br><br>**Avenue Shipping Co. Ltd.**<br>Trinder, Anderson & Co. Ltd.<br>London British | 6270 ~~6175~~<br>3554 ~~3507~~<br>10207 | ✠100A1 SS 3/65<br><br>✠LMC<br><br>MN1100 EL c†2¼"SQ | 1957-3 A. Stephen & Sons Ltd.—Gls<br>460' 3" 59' 0" ~~27' 2½" 27' 8½~~ 27' 8½"<br>432' 0" 58' 9" 39' 6"<br>F42' 1 dk & S dk, 3rd dk clear of mchy. space<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB2615t incl. DTm1387t | M OSD<br>5 Ho 50½', 77', 46', 73½', 65½'<br><br>5 Ha (stl) (24½', 37½', 18½', 32', 24' × 20')<br>14W Der 1(30) 10(10) 4(5) | | Oil 2SA 5Cy. 670 × 2320 mm<br>5500bhp Doxford<br>A. Stephen & Sons Ltd.<br>db 100lb<br>3 × 200kW 200V d.c. |
| 509251<br>UOSE<br>M-16918<br>Df | **DONETS**<br><br>**U.S.S.R.**<br>Archangel Russian | 2433<br>1395<br>3214 | | 1956 Wärtsilä Kon Crichton-Vulcan—Åbo<br>297' 0" 42' 8" 18' 6"<br>278' 6" 42' 7" 21' 4"<br>1 dk<br>RW | S<br>2 Ho<br>G.139493<br>4 Ha (each 34½' × 19½')<br>9W Der 1(15) 8(5) | | C 4Cy. (2) 14¾" & (2)<br>Wärtsilä Kon. Crichton-Vulcan |
| 680132<br>USAI<br>M-16692<br>Df | **DONETS**<br><br>**U.S.S.R.**<br>Russian | 533<br>—<br>190 | | 1950 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157' 1" 32' 5" 13' 4½"<br>139' 9" 31' 3" 15' 5" | S Tug | | T 3Cy. 16⅛" 27⅛" &<br>Wärtsilä Kon. Crichton-Vulcan |
| 609251<br>UNXO<br>M-16860 | **DONETSK**<br>exStalino-62<br>**U.S.S.R.**<br>Kholmsk Russian | 2536<br>1202<br>3145 | | 1954 Wärtsilä Kon. Crichton-Vulcan—Abo<br>297' 0" 42' 8" 18' 4½"<br>278' 7" 42' 6" 21' 4"<br>P24' B72' F28' 1 dk<br>RW | S<br>2 Ho<br>G.139493<br>4 Ha (each 34½' × 19½')<br>9W Der 1(15) | | C 4Cy. (2) 14¾" & (2)<br>Wärtsilä Kon. Crichton-Vulcan |
| 509252<br>UWTD<br>M-989<br>Df Esd | **DONETZ**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 941<br>429<br>916 | ✠ | 1951-12 Lidingöverken J. A. Åberg—Lidingö<br>201' 10" 31' 6" 14' 1"<br>31' 4" 18' 6"<br>1 dk | M Ref Mchy.aft<br>2 Ho<br>In.35527<br>2 Ha (each 12½' × 10½')<br>4W Der 4(3) | | Oil 2SA 5Cy. 345 × 580 mm<br>Nydqvist & Holm A/B |
| 509254<br>HLHT<br><br>Df Esd<br>Gc Rdr | **DONG HAE**<br>exDonghae-57 exTindra-53<br>exNidardal-50<br>exPhilip Livingston-47<br>**Korea Shipping Corporation**<br>Pusan S. Korean | 7176<br>4370<br>10500 | BROKEN UP AB | 1942 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.520000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>Willamette Irn & Stl Crn<br>3 × 20kW 120V d.c. |
| 525572<br>6KCS<br>BM21063<br>Df Esd<br>Gc Rdr<br>RTh | **DONG MYUNG**<br>exNordstern-65<br>**Korea Shipping Corporation**<br>Pusan S. Korean | 8681<br>~~4757~~ 4762<br>11437 | <br><br>GL | 1955 Flensburger Schiffs.-Ges.—Fln<br>470' 8" 60' 5" 28' 2"<br>433' 2" 60' 4" 39' 4"<br>F40' 2 dks<br>RW | M (12P) CSD<br>5 Ho 55', 72½', 71', 60½', 57½<br>G.623300 B.579200<br>5 Ha (32½', 47½', 34', 34', 34' × 26½')<br>12W Der 2(20) 12(3-5) | | Oil 2SA 7Cy. 700 × 1200 mm<br>4200bhp<br>Masch. Augsburg-Nürnberg<br>4 × 230, 230, 230, 240 W |
| 539274<br>6KSH<br>BM21281<br>Df Esd<br>Gc Rdr | **DONG SAN**<br>exLoong An-66 exWoodlock-64<br>exTran Ninh-55<br>exHenri Mouhot-50<br>exAinslie Park-46<br>**Hyop-Sung Shipping Corp.**<br>Pusan S. Korean | 2878<br>1653<br>4624 | BV<br><br>✠Classed LR until 12/52 | 1943-12 Foundation Maritime Ltd.—Pictou<br>328' 0" 46' 6" 20' 10"<br>310' 0" 46' 4" 24' 6"<br>P31' B76' F34' 1 dk | S<br>G.209399 B.195279<br>4 Ha (32½', 31½' × 22') (34', 34' × 24')<br>8W Der 1(25) | | T 3Cy. 20" 31" & 55" × 39"<br>1176bhp<br>Canada Irn Fdries |

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|---|---|---|---|---|---|---|
| 641417<br>6KAD<br>IM1626<br>Dl Rdr | **DONG YANG**<br>**Korea Marine Transport Corp.**<br>Inchon S. Korean | 1599<br>952<br>2570 | AB | 1964 Korea S.B. & Eng. Corp.—Pusan<br>271′ 2″ 40′ 5″ 17′ 4⅜″<br>249′ 3″ 40′ 3″ 20′ 4″<br>P63′ F26′ 1 dk<br>rf 4″ | M Mchy.aft<br>2 Ho<br>B.110000<br>2 Ha | Oil 4SA 6Cy. 430×620 mm<br>1600bhp 194t<br>Niigata Eng. Co. Ltd. Niigata |
| 508255<br>GGHH<br>301420<br>Dl Esd<br>Gc Rdr<br>RTv | **DONGA**<br>**Elder Dempster Lines Ltd.**<br>Glasgow British | 8986<br>5259<br>11530 | ✠100A1 ~~CS 5/64~~<br>DTsmf & 'tween dk tanks amids & aft—vegetable oil<br>✠LMC CS 12/68<br>MN1170 EL c†2⅛″SQ | 1960–6 Lithgows Ltd.—P.Gl<br>465′ 0″ 63′ 1″ 27′ 9½″<br>440′ 0″ 62′ 9″ 39′ 6″<br>P34′ F41′ 2 dks, 3rd dk in No. 3 hold<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 6″ WB2495t incl. DTsmf1472t | M<br>5 Ho 65¼′, 56½′, 67¼′, 32¾′ DT, 32¾′ DT, 30′ DT, 30′ DT, 82¾′, 67¼′<br>B.617657<br>5 Ha (stl) (31½′, 33½′, 38¾′, 38¾′, 33½′×22′)<br>14W Der 1(50) 4(15) 2(7½) 6(5) 2(3) | Oil 2SA 4Cy. 750×1500 mm exhaust 500 mm<br>5850bhp B&W 1151t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 100℔<br>4×165kW 220V d.c. 14k |
| 538600<br>VMCS<br>191871<br>Esd Gc<br>Rdr<br>RTv | **DONGARA**<br>exWangara-66<br>**Government of Western Australia State Shipping Service**<br>Fremantle British | 3411<br>1915<br>~~4180~~<br>3570 | ✠100A1 ~~SS 8/62~~<br>SS 10/67<br>✠LMC<br>MN288 EL s 1$\frac{9}{16}$″SQ | 1954–1 N.S.W. Govt. E. & S.B.—N.S.W.<br>318′ 5″ 46′ 2″ 18′ 7½″<br>300′ 0″ 46′ 0″ 21′ 6″<br>P&B142′ F73′ 1 dk<br>RW 5BH len 67<br>rf 3″ WB489t | TM Ref<br>3 Ho 48′, 74′, 60′<br>G.159850 B.149350 In.7050<br>3 Ha (21′×16′) (42′, 38′×20′)<br>11W Der 1(20) 10(5) | 2 Oil 4SA each 8Cy. 350×535 mm<br>1440bhp 264t (d.o)<br>Walkers Ltd. Maryborough<br>3×150kW 220V d.c. 11½k |
| 509256<br>PDSB<br>Dl Esd<br>RTm | **DONGEBORG**<br>**E. Wagenborg's Scheepv. & Exped. Bedr. N.V.**<br>Delfzijl Netherland | 399<br>230<br>512 | BV | 1961 Schpsw. "Appingedam"—Apg<br>159′ 1″ 26′ 3″ 9′ 9¼″<br>144′ 4″ 25′ 11″ 10′ 7″<br>1 dk<br>RW<br>rf 2″ | M Mchy.aft<br>1 Ho 98¼′<br>G.27501 B.25509<br>2 Ha (38′, 38′×15¼′)<br>2W Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>220bhp 29t (d.o)<br>Appingedammer Brons. Apg<br>2×5kW 110V d.c. 8¾k |
| 538980<br>PDSL<br>RT | **DONI**<br>exWilja-67<br>**Rederij "Doni"**<br>N.V. Scheepvaartbedr. "Gruno"<br>Groningen Netherland | 289<br>177<br>275 | BV | 1939 Noord. Ned. Schps.—Gro<br>124′ 7″ 21′ 2″ 8′ 1¾″<br>… … …<br>1 dk<br>R len 51 | M Mchy.aft<br>G.16000 B.15000 | Oil 2SA 3Cy. 240×360 mm<br>8t<br>Appingedammer Brons. Apg<br>7k |
| 521091<br>SFGZ<br>10380<br>Dl Esd<br>RT | **DONIA**<br>exSandön-65 exWilhelmine-63<br>**C. O. Fhager**<br>Donsö Swedish | 349<br>171<br>425 | BV | 1949 N.V. Scheeps. Unie—Gro<br>146′ 0″ 24′ 6″ 9′ 6″<br>… … …<br>1 dk len 51 | M Mchy.aft<br>1 Ho<br>G.22000 B.21000<br>2 Ha (each 27¾′×15¼′)<br>2W Der 2(3) | Oil 4SA 6Cy. 260×340 mm<br>265bhp 34t<br>Motorenw. Mannheim Mhm<br>8¼k |
| 596529<br>TKGI<br>Dl Esd<br>RT | **DONIBANE**<br>exCasamance-64<br>**Armement So. Lu. Co.—Lecuona**<br>Bayonne French | 446<br>239<br>— | BV | 1959 At. & Ch. de la Manche—Dpe<br>*158·0′* 24′ 4″ 10′ 8″<br>24′ 2″ 12′ 10″<br>1 dk<br>RW len 62 | M Fishing | 2 Oil 4SA each 12Cy. 150×180 mm geared to sc. shaft<br>Soc. Surgèrienne de Cons. Méc. Surgères |
| 505058<br>IMEQ<br>126<br>Esd Pld<br>Rdr RT | **DONIPPO**<br>exAquacrete-62<br>exPoole Channel-59<br>**"Castelsardo" Società di Navigazione S.p.A.**<br>Cagliari Italian | 1297<br>657<br>1580 | RI<br>✠Classed LR until 11/62 | 1949–5 J. Crown & Sons Ltd.—Sld<br>235′ 1″ 36′ 0″ 15′ 4½″<br>224′ 4″ 35′ 9″ 16′ 3″<br>PonQ57′ Q144′ F25′ 1 dk<br>RW | S Mchy.aft<br>4 Ho<br>G.71179 B.69183 | T 3Cy. 16″ 25″ & 45″×33″<br>750ihp (o.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>9½k |
| 541085<br>ICBI<br>2865<br>Dl Esd<br>Gc Rdr<br>RTm/h | **DONIZETTI**<br>exAustralia-63<br>**"Italia" Soc. per Azioni di Nav.**<br>Genoa Italian | 13226<br>7392<br>7559 | ✠100A1 ~~SS 6/63~~<br>SS 10/67<br>✠LMC<br>**Lloyd's RMC**<br>MN2800 EL h†2⅜″SQ<br>AB RI | 1951–4 C.R.D. Adriatico—Tri<br>528′ 5″ 69′ 4″ 26′ 8½″<br>485′ 0″ 69′ 3″ 42′ 0″<br>B&F423′ 3 dks, 4th dk in Nos. 1 & 2 holds<br>RW 9BH<br>WB2477t incl. Tunnel tanks 695t<br>rf 16″ | TM (552P) Ref<br>Topsides special quality steel<br>5 Ho 72¼′, 45¼′, 36¾′, 54¼′, 72¼′<br>G.332000 B.293000 In.6585<br>5 Ha (stl) (20¼′×16¼′) (22¾′, 17′, 14′×19½′) (13′×16¼′)<br>12W Der 2(15) 10(3) | 2 Oil 2SA each 10Cy. 720×1250 mm<br>14000bhp 1374t (hvf)<br>C.R.D. Adriatico Tri<br>2AuxB 100℔ ~~e (ex.g) 100℔~~<br>5×345kW 220V d.c. 18k<br>2e (ex.g) 100℔ |
| 500837<br>Dl Esd<br>RTm/v | **DONNA**<br>exAlbatross-67<br>**Suasam S.A.**<br>Panama Panamanian | 1049<br>556<br>1450 | ✠100A1 TD 10/67<br>Str. nav. ice<br>✠LMC<br>MN200 EL n 1$\frac{11}{16}$″ | 1942–12 Lindholmens Varv A/B—Got<br>235′ 5″ 37′ 6″ 15′ 7½″ (motor)<br>14′ 4¾″ (sail)<br>206′ 10″ 37′ 5″ 16′ 5″<br>P39′ B59 F43′ 1 dk<br>RW 3BH conv training ship 67<br>rf 28″ WB302t | M Geophysical Research Ship Mchy.aft<br>3 Ho 57′, 49¼′, 37¾′<br>G.87409 B.79713<br>1 Ha (stl) (27½′×16½′)<br>1 Ha (w) (31½′×16½′)<br>1 Ha (stl) (23½′×16½′)<br>4W Der 4(5) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp ✠NE2/57 192t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>db 71℔<br>3×40kW 220V d.c. 9k |
| 670964<br>323921 | **DONNA F**<br>**Omstead Fisheries 1961 Ltd.**<br>Chatham Canadian | 112<br>82<br>— | | 1966 Hike Metal Products Ltd.—Wheatley<br>*61·8′* 22′ 0″<br>… … …<br>1 dk | M Fishing | Oil 6Cy. 5½″×6½″<br>325bhp<br>Caterpillar Tractor Co. Peoria<br>10k |
| 599261<br>WA7364<br>253393<br>Dl Esd<br>Pld Rdr<br>RT | **DONNA FOSS**<br>**Foss Launch & Tug Co.**<br>Tacoma United States | 287<br>121<br>— | | 1944 Barbee Marine Yards Inc.—Sea<br>*117·6′* 28′ 2″ 13′ 6½″<br>118′ 0″ 28′ 0″ 14′ 6″<br>1 dk<br>BK14″ | Wood M Tug | Oil 4SA 8Cy. 405×510 mm<br>1200bhp 118t<br>Enterprise Engine & Fdry Co. S.Fo |
| 599262<br>JWTB<br>Dl Esd | **DÖNNABUEN**<br>**Birger Åkeröy and others**<br>Sandnessjöen Norwegian | 218<br>86<br>— | | 1958 Kvernenes Skibs.—Brandasund<br>119′ 6″ 23′ 1″<br>23′ 0″ 12′ 0″<br>1 dk len 63 | M Fishing Mchy.aft | Oil 2SA 4Cy. 280×420 mm<br>400bhp NE61<br>Wichmann Mtrf. Rub |

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| **509263**<br>VGQF<br>134015<br>Df Esd<br>Gc Rdr<br>RTh/v | **DONNACONA**<br>exW. Grant Morden<br>**Canada Steamship Lines Ltd.**<br>Montreal Canadian | **8611**<br>6086<br>13800 | ✠100A– Lake SS 4/66<br>Great Lakes & River St. Lawrence service<br>**LMC**<br>EL (g†) | **1914**–5 Western D.D. & S.B. Co. Ltd.—Pt.A<br>625' 0" 59' 2" 21' 0½"<br>604' 0" 59' 0" 32' 0"<br>F44' 1 dk<br>R 4BH<br>rf 3" WB5844t | S Mchy.aft<br>6 Ho 90', 48', 96', 48', 96', 97'<br>38 Ha (stl) (each 12'×37') | T 3Cy. 24" 39" & 65"×42"<br>2200ihp<br>American S.B. Co.<br>2 SB 170lb hs(7150) fcf<br>NBmade40refitted4/47<br>2×20kW 115V d.c. |
| **535611**<br>JWSC | **DÖNNAVÆRING**<br>exTerningen–65<br>**Birger Åkeröy Partrederi**<br>Sandnessjöen Norwegian | ~~494~~ 236<br>~~70~~ 102<br>— | NV | **1958** Aukra Bruk A/S—Aukra<br>123' 0" ~~106' 7"~~ 23' 1"<br>95' 6" 23' 0" 11' 6"<br>1 dk<br>len 67 | M Fishing Mchy.aft<br>1 Ho<br>2 Ha (4¾'×3½') (9¾'×7½')<br>1W Der 1(8) | Oil 2SA 5Cy. 280×420 mm<br>500bhp Emade58refitted<br>Wichmann Mtrf. |
| **535603**<br>JXAU<br>Df Esd | **DØNNLAND**<br>exTerje Werner–63<br>**Birger Åkeröy Partrederi**<br>Sandnessjöen Norwegian | **283**<br>152<br>— | NV | **1958** Brödrene Lothe A/S—Hgs<br>127' 7" 23' 5" 10' 10"<br>23' 4" 12' 0"<br>1 dk<br>len 65 | M Fishing Mchy.aft<br>2 Ha (3'×4½') (8¾'×6½')<br>Der 2 | Oil 2SA 8Cy 260×400 mm<br>800bhp NE66<br>Alpha-Diesel A/S |
| **509264**<br>EDLT<br>Esd | **DONOSTIA**<br>exDorcas<br>**Luis Pérez Sánchez**<br>San Sebastian Spanish | **176**<br>84<br>— | ✠Classed LR until 11/21 | **1906**–12 Cook, Welton & Gemmell Ltd.—Bev<br>*104·9'* 21' 5"<br>… … …<br>R | S Trawler | T 3Cy. 10" 16½" & 27"×24"<br>Amos & Smith |
| **661112**<br>GSZA<br>309732<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DONOVANIA**<br>oil tanker<br>**Shell Tankers (U.K.) Ltd.**<br>London British | **39042**<br>25151<br>69760 | ✠100A1<br>oil tanker<br>(cc) crude oil<br>defined ballasting<br>✠**LMC**<br>MN3648 EL y†3$\frac{5}{16}$"SQ | **1966**–10 Kockums M/V A/B—Mmo<br>794' 2" 110'3" 42' 11½"<br>760' 0" 110'0" 56' 0"<br>P71' F76' 1 dk<br>10BH<br>rf 5" WB14893t incl. 7908t in clean ballast tanks DTsf4456t | M Tanker Mchy.aft<br>pt higher tensile steel<br>15 Ta<br>L.2922140 HeCls. B<br>Der 2(10) 2(1) | Oil 2SA 9Cy. 900×1550 mm<br>18240bhp Sulzer<br>Kockums M/V A/B<br>WTAuxB 455lb Spt<br>WTAuxB 142lb<br>2×600kW 450V 60c/s a.c. |
| **509265**<br><br>158671 | **DONPACO**<br><br>**Quebec Paper Sales & Transportation Co. Ltd.**<br>Quebec Canadian | **247**<br>195<br>225 | A– ~~Lake SS 4/64~~<br>for service between Donnacona & New York via Lake Champlain at a moulded draught of 7' 0"<br>**LMC** Lake SS 4/68<br>EL (c) | **1935** Geo. T. Davie & Sons Ltd.—Lauzon<br>113' 11" 22' 5" 6' 6"<br>109' 6" 22' 3" 8' 6"<br>B20' F14' Trunk71' 1 dk<br>RW NS 3BH<br>WB28t | M Mchy.aft<br>1 Ho 76'<br>B.19823<br>3 Ha (21', 21', 19'×13½') | Oil 2SA 5Cy. 255×320 mm<br>190bhp<br>Fairbanks, Morse & Co. |
| **541086**<br>UEXX<br>M-26936 | **DONSKOI**<br><br>**U.S.S.R.**<br>Murmansk Russian | **7265**<br>3287<br>9750 | | **1963** Warnowwerft—Warnemünde<br>457' 8" 59' 1" 26' 3"<br>58' 10" 33' 9"<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.393054<br>5 Ha (39', 39', 39', 39'×34½') (36½'×24½')<br>2W Cr 1(5) Der 2(1½) | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Dieselmotorenwerk |
| **509267**<br>MRXB<br>166664<br>Df Esd<br>Pfd RT | **DOONIE BRAES**<br>exGrasby–55<br>**Mrs. M. C. Light**<br>Aberdeen British | **113**<br>44<br>— | Classed LR until 10/51 | **1945** F. Curtis—Charlestown<br>96' 2" 22' 2"<br>… … … | Wood M Fishing | Oil 2SA 4Cy. 265×345 mm<br>Crossley Bros. Ltd. |
| **504208**<br>SZNS<br>2543<br>Df Esd<br>Gc Rdr | **DORA**<br>exBigra–65 exBergechief–64<br>**Cia Maritima Prinkipos S.A.**<br>Piræus Greek | **11771**<br>6878<br>18500 | NV | **1949** Eriksbergs M/V A/B—Got<br>559' 0" 70' 0" 30' 5"<br>69' 9"<br>P114' B35' F62'<br>1 dk | M Tanker Mchy.aft<br>L.863494 HeCls. C | Oil 2SA 8Cy. 740×1400 mm<br>B&W<br>Eriksbergs M/V A/B |
| **507933**<br>5BEG<br>169159<br>Esd Rdr<br>RTm/v | **DORA**<br>exCopsewood–67<br>**Knossos Shipping Co. Ltd.**<br>Famagusta Cyprus | **1272**<br>660 ~~667~~<br>1675 | ✠100A1 SS 9/68 ~~SS 8/68~~<br>✠**LMC**<br>MN128 EL n1$\frac{5}{16}$"SQ | **1951**–11 Burntisland S.B. Co. Ltd.—Bnt<br>226' 1" 35' 6" 15' 8¾"<br>214' 6" 35' 4" 16' 1"<br>Q140' B12' F25' 1 dk<br>RW NS 3BH<br>WB435t | M Mchy.aft<br>3 Ho 50', 48', 44'<br>G.85630 B.78770<br>3 Ha (32'×21½') (32', 30'×23')<br>Der 1(1) | Oil 2SA 4Cy. 340×570 mm<br>640bhp<br>British Polar Engines Ltd.<br>3×35, 22, 22kW 220V d.c. |
| **509268**<br>OYWY<br><br>Df Pfd<br>RT | **DORA**<br><br>**Albert H. Petersen Partrederi**<br>Vejle Danish | **189**<br>98<br>— | BV | **1954** H. C. Christensens Staals.–Marstal<br>108' 2" 21' 4" 9' 0"<br>21' 2"<br>P27' B27' F15' 1 dk | M<br>1 Ho 54'<br>G.10700 B.10300<br>1 Ha (42'×13½')<br>2W Der 2(2) | Oil 2SA 4Cy. 230×400 mm<br>240bhp<br>Alpha-Diesel A/S |
| **660921**<br>OZRQ<br><br>Df Esd<br>Rdr<br>RTm/h/v | **DORA DANIELSEN**<br><br>**Rederiet Otto Danielsen**<br>Copenhagen Danish | **500**<br>281<br>1060 | BV | **1966** E. J. Smit & Zn's Scheeps.—Westerbroek<br>205' 6" 33' 9" 12' 2"<br>183' 8" 33' 6" 20' 0"<br>P12' F9' 1 dk | M Mchy.aft<br>1 Ho 118'<br>G.59046 B.51837<br>1 Ha (stl) (32½'×16½')<br>2 Ha (w) (each 23½'×16½')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Masch. Kiel G.m.b.H.<br>4×58, 58, 18, 10kW 220V d.c. |
| **509270**<br>DCCC<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **DORA FRITZEN**<br><br>**C. Grouven G.m.b.H.**<br>Fritzen Schiffsagentur u. Bereederungs G.m.b.H.<br>Emden W. German<br>Now **STOLT FRITZEN** See New Entries No. 11 | **11234**<br>4445<br>15256 | GL<br>✠Classed LR until 1/60 | **1954**–9 Nordseewerke Emden—Emd<br>542' 0" 68' 5" 29' 1½"<br>503' 8" 68' 3" 37' 5"<br>P106' B43' F69' 1 dk<br>RW conv tanker 60<br>rf nil | M Ore/Oil Carrier (5P) Mchy.aft<br>3 Ho 73¾', 103½', 102½' 21 Ta<br>L.766951 HeCls. BC<br>5 Ha (stl) (48¾', 34½', 34½', 34½', 34½'×24½')<br>Der 3(3½) 3(3) | Oil 2SA 8Cy. 780×1400 mm<br>7200bhp<br>Masch. Augsburg-Nürnberg<br>2×240kW 230V d.c. |

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| 598271<br>DAJQ<br><br>Df Esd<br>RTm | **DORA HORN**<br><br>**Partenreederei Blankenese**<br>Heinr. C. Horn<br>Hamburg W. German | 481<br>199<br>569<br>791<br>444<br>862 | <br><br>GL | **1958** J. J. Sietas Schiffsw.—Ham<br>196′ 3″ 30′ 4″ 10′ 11″/13′ 1″<br>170′ 8″ 18′ 6″<br>F34′ 1 dk & S dk | M Ref OSD/CSD Mchy.aft<br><br>In.31000<br>2 Ha (each 23½′×11¾′)<br>4W Der 4(2) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz | <br>102t (d.o)<br>Kln<br>11½k |
| | Now **LUPITA CASTRO** See New Entries No. **3** | | | | | | |
| 598272<br>DKKY<br><br>Df Esd<br>Rdr RT | **DORA OLDENDORFF**<br><br>**E. L. Oldendorff & Co.**<br>**G.m.b.H.**<br>Lübeck W. German | 2330<br>1205<br>4478<br>3807<br>2538<br>5861 | <br><br>GL | **1954** Orenstein-Koppel & Lbcr. Masch.<br>—Lbc<br>349′ 3″ 48′ 8″ 20′ 2¾″/23′ 10¼″<br>321′ 6″ 48′ 7″ 29′ 6″<br>P20′ F26′ 1 dk & S dk<br>RW | M OSD/CSD<br><br>G.269892 B.241569<br>5 Ha<br>Der 1(25) 1(10) 10(3–5) | Oil 2SA 9Cy. 520×900 mm<br>2700bhp<br>Masch. Augsburg-Nürnberg | <br><br>Aug<br>13½k |
| 599028<br>DJZC<br><br>Df Esd<br>Pld Rdr<br>RTm | **DORA REITH**<br>exDinklage–64<br>**Partenreederei**<br>**m.s. "Dora Reith"**<br>"Orion" Schiff.-Ges. Reith &<br>Co.<br>Hamburg W. German | 1000<br>636<br>1673 | <br><br>GL | **1957** Alfred Hagelstein—Lbc<br>235′ 0″ 35′ 7″ 15′ 3″<br>214′ 4″ 35′ 5″ 17′ 7″<br>Q57′ F30′ 1 dk<br>RW | M (2P) Mchy.aft<br>2 Ho each 69′<br>G.73600 B.69000<br>2 Ha (each 49½′ comb.×19¾′)<br>Der 2(5) 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>3×60, 60, 30kW 380V 50c/s a.c. | <br>(d.o)<br>Kln<br>12k |
| | Now **BRISE II** See New Entries No. **1** | | | | | | |
| 598273<br>OYXF | **DORA VENØ**<br><br>**A/S af 27.7.1964**<br>Niels B. Svendsen<br>Esbjerg Danish | 118<br>47<br>— | | **1961** Assens Skibsværft—Assens<br>85′ 4″ 21′ 4″<br>78′ 4″ 21′ 3½″ 8′ 11″ | Wood M Fishing | Oil 2SA 5Cy.<br>350bhp<br>Alpha-Diesel A/S | <br><br>Fkn |
| 540777<br>SNUT<br><br>Df Esd<br>Gc Pld<br>Rdr RT | **DORADA**<br><br>**Polish Government**<br>**P.P.D. i U.R. "Odra"**<br>Swinoujscie Polish | 1377<br>561<br>— | <br><br>PR | **1964** Stocznia im. Komuny Paryskiej—<br>Gdy<br>227′ 6″ 36′ 1″<br>35′ 11″<br>3 dks | M Stern Trawler | Oil 4SA 6Cy. 15″×20″<br>1600bhp<br>Mirrlees National Ltd.<br>4×240, 160, 120, 120kW 220V d.c. | <br><br><br>13½k |
| 542044<br>IZAA<br>2074<br>Df Esd<br>Gc Rdr<br>RTm/v | **DORADO**<br><br>**Soc. Anon. di Nav.**<br>**Marittima Dorado**<br>Monrovia Liberian | 23297<br>16817<br>38090 | **✠100A1**<br>strengthened for ore cargoes, Nos. 2, 4 & 8 holds may be empty<br>**✠LMC**<br>MN2400 EL r†2$\frac{15}{16}$"SQ | **1964–11** Bremer Vulkan—Vgk<br>700′ 8″ 89′ 10″ 38′ 2″<br>667′ 8″ 89′ 7″ 51′ 8″<br>P131′ F59′ 1 dk<br>NS 11BH<br><br>rf nil WB19670t incl. Topside tanks in holds 4381t No. 4 hold 6019t | M Bulk Carrier Mchy.aft<br>7 Ho 54½′, 110½′, 56½′, 56½′, 56½′, 110′, 56½′<br>G.1800003 B.1771202<br>9 Ha (stl) (28′, 24½′, 24½′, 29½′, 24½′, 29½′, 24½′, 24½′, 29½′×41′)<br>1W Cr 2(2½) 1(2) | Oil 2SA 8Cy. 780×1550 mm<br>12000bhp MAN<br>Bremer Vulkan<br>2AuxB (1 o.f 1 ex.g) 114lb<br>3×368kW 450V 60c/s a.c. | <br>1840t (hvf)<br>Vgk<br><br>15¾k |
| 540331<br>CLCE<br>C2048B<br>Df Esd<br>Gc Pld<br>Rdr | **DORADO**<br><br>**Republica de Cuba**<br>**(Flota Cubana de Pesca)**<br>Havana Cuban | 387<br>168<br>— | **✠100A1** SS 3/68<br>fishing vessel<br>**✠LMC**<br><br>MN140 EL (f) o | **1962–12** Usuki Tekkosho—Saeki<br>155′ 6″ 26′ 2″<br>134′ 6″ 25′ 11″ 12′ 10″<br>P&B58′ F19′<br>4BH<br>rf 10″ WB39t | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×420 mm<br>700bhp<br>Usuki Tekkosho | <br>180t<br>Usuki<br>11½k |
| 598276<br><br>118552<br>RT | **DORADO**<br>exLady Margot<br>Henry **T. van Sluytman**<br>New Amsterdam (Berbice)<br>British | 134<br>77<br>180 | | **1922** Alley & MacLellan Ltd.—Gls<br>*88·5′* 20′ 6″ 8′ 6″<br>20′ 4″<br><br>R | M Barge<br>1 Ho 49′<br><br>1 Ha (28′×10½′)<br>1W Der 1(1) | Oil 2SA 4Cy. 260×330 mm<br>Widdop<br>W. Beardmore & Co. Ltd. | <br>6t<br>Gls<br>7k |
| 662011<br><br>Esd RT | **DORADO I**<br><br>**Pesquera Industrial**<br>**Constancia S.A.**<br>Tambo de Mora Peruvian | 158<br>69<br>— | <br><br>GL | **1966** Ast. Pesquera Ind. Callao—Clo<br>*80·4′* 22′ 0″<br>10′ 9″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>330bhp<br>Caterpillar Tractor Co. | <br><br>Peoria |
| 662012<br><br>Esd RT | **DORADO II**<br><br>**Pesquera Industrial**<br>**Constancia S.A.**<br>Tambo de Mora Peruvian | 158<br>69<br>— | <br><br>GL | **1966** Ast. Pesquera Ind. Callao—Clo<br>*80·4′* 22′ 0″<br>10′ 9″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>330bhp<br>Caterpillar Tractor Co. | <br><br>Peoria |
| 662140<br><br>Esd RT | **DORADO III**<br><br>**Pesquera Industrial**<br>**Constancia S.A.**<br>Tambo de Mora Peruvian | 158<br>69<br>— | <br><br>GL | **1966** Ast. Pesquera Ind. Callao—Clo<br>*80·4′* 22′ 0″<br>10′ 9″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>330bhp<br>Caterpillar Tractor Co. | <br><br>Peoria |
| 672676 | **DORADO IV**<br><br>**Pesquera Industrial**<br>**Constancia S.A.**<br>Tambo de Mora Peruvian | 200<br>89<br>— | <br><br>GL | **1967** Ast. Picsa S.A.—Clo<br>*88·0′* 23′ 2″<br>11′ 4″<br>1 dk | M Trawler | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. | <br><br>Peoria |
| 541958<br>HMKT<br>EM1136<br>Df Esd<br>Gc Rdr<br>RT | **DORAJI**<br><br>**Korea Shipping Corporation**<br>Pusan S. Korean | 938<br>415<br>— | <br><br>AB | **1963** Tosa Zosen Tekkosho—Kochi<br>*186·2′* 31′ 4″ 10′ 0″<br>180′ 5″ 31′ 2″ 13′ 7″<br>B&F168′ 3 dks<br>RW<br>rf 10″ | TM<br>2 Ho<br>B.12000<br>2 Ha | 2 Oil 2SA each 4Cy. 300×600 mm<br>1500bhp<br>Ishikawajima-Harima Hvy Ind. | <br>57t<br>Aio |

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| 650451<br><br><br>Df Esd<br>RT | **DORAMAS**<br>exSertosa Seis-66<br>**Cory Hermanos S.A.**<br>Ceuta Spanish | 184<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN210 EL (b) | 1965-2 Hijos de J. Barreras S.A.—Vgo<br>97' 0" 26' 9" 11' 9½"<br>88' 0" 25' 6" 12' 9"<br>RAD5'<br>3BH<br>WB17t | M Tug | | Oil 2SA 8Cy. 310×490 mm<br>1050bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| 516341<br>OZPB<br><br>Df Esd | **DORCA**<br>exIrmgard-66<br>**H. C. Grube**<br>Marstal Danish | 286<br>148<br>365 | <br><br>GL | 1927 De Vooruitgang D. & J. Boot—Alp<br>141' 7" 21' 8" 11' 4"<br>21' 6"<br>1 dk<br>R len 28 & 52 | M Mchy.aft<br><br>G.19500 B.18000<br><br>2W Der 2 | | Oil 4SA 6Cy. 215×360 mm<br>275bhp NE56<br>Masch. Kiel A.G. |
| 661960<br>GSZE<br>309825<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DORCASIA**<br><br>**Shell Tankers (U.K.) Ltd.**<br>London British | 39505<br>25535<br>69760 | ✠100A1<br>oil tanker 799' 11"(incl.BB)<br>(cc) crude oil<br>defined ballasting<br>✠LMC<br>MN3648 EL y†3$\frac{1}{16}$"U2 | 1967–1 Kockums M/V A/B—Mmo<br>~~799' 11"~~ 110' 3" 42' 11½"<br>760' 0" 110' 0" 56' 0"<br>P71' F76' 1 dk<br>10BH<br>rf 5" WB15102t incl. 7908t in clean ballast | M Tanker Mchy.aft<br>pt higher tensile steel<br>15 Ta<br>L.2922140<br>Der 2(10) 2(1)<br>tanks DTf4478t | <br><br><br>HeCls. B | Oil 2SA 9Cy. 900×1550 mm<br>18240bhp Sulzer<br>Kockums M/V A/B<br>WTAuxB 455lb (Sp)<br>WTAuxB 142lb<br>2×600kW 450V 60c/s a.c. |
| 509278<br>WA4281<br>229229<br>Esd | **DORCHESTER**<br><br>**Casco Trawlers Inc.**<br>Portland, Me United States | 164<br>111<br>— | | 1929 Bethlehem S.B. Corp. Ltd.—Qcy<br>*102·2'* 22' 1"<br>102' 0" 22' 0" 11' 6"<br><br>R | M Trawler<br>1 Ho 30'<br><br>2 Ha | | Oil 2SA 6Cy. 220×255 mm<br>500bhp NE50<br>Fairbanks, Morse & Co. |
| 509279<br>YTEX<br><br>Df Esd<br>Gc Rdr | **DORCOL**<br>exGiorgio-60 exLilian Wald-47<br>**Slobodna Plovidba**<br>Sibenik Yugoslav | 7243<br>4432<br>10821 | <br><br>JR RI | 1944 Permanente (Shpyd No. 2)—<br>Richmond<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk<br>RW | S<br>5 Ho 56', 72½', 50', 45', 70'<br>G.562608 B.499586<br>5 Ha (33½', 34¾', 19¾', 34¾', 34¾'×19¾')<br>10W Der 10(5) | | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×25kW 110V d.c. |
| 651538<br>PDRW<br><br>Df Esd<br>Gc Pfd<br>RTm/v | **DORDRECHT**<br><br>**N.V. Stoomv. Maats.**<br>**"De Maas"**<br>Phs. van Ommeren N.V.<br>Rotterdam Netherland | 24599<br>16262<br>42549 | <br><br>BV | 1965 At. & Ch. de Dunkerque &<br>Bordeaux(France-Gironde)—Dnk<br>646' 0" 95' 2" 36' 6"<br>613' 6" 94' 10" 52' 6"<br>P118' F48' 1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho 56', 79', 52', 78', 52', 78', 55'<br>G.1923897<br>7 Ha (34¾', 34¾', 34¾', 34¾', 61', 61',<br>61'×39½')<br>Der 2(2) 2(1) | | Oil 2SA 9Cy. 750×1320 mm<br>12600bhp<br>S.A. Fiat S.G.M.<br>3×450kW 440V 60c/s a.c. |
| 532037<br>HOAX<br>3637HK<br>Df Esd<br>Rdr | **DOREEN**<br>exSentosa-64<br>exSingapore Pearl-62<br>exJohilla-60<br>**Hongkong Shipping Co.**<br>**(Panama) Ltd.**<br>Panama Panamanian<br>Now **PRIMAL VENTURE** See New Entries No. 6 | *4057*<br>*2398*<br>7520 | CR (Taiwan)<br><br>✠Classed LR until 9/62 | 1937–2 Barclay, Curle & Co. Ltd.—Gls<br>395' 5" 52' 9" 23' 7¾"<br>375' 0" 52' 6" 26' 0"<br>F39' 1 dk & S dk<br>R | S OSD<br>4 Ho<br>G.437650 B.387300<br>6 Ha<br>10W | | T 3Cy. 20" 32" & 52"×42"<br>with dr gearing & hydraul<br><br>Barclay, Curle & Co. Ltd.<br>2×15kW 110V d.c. |
| 541087<br><br>310509<br>Esd Pfd<br>Rdr | **DOREEN ELAINE**<br><br>**Les Products de la Peche de**<br>**la Peninsule Ltée.**<br>Paspebiac Canadian | 128<br>64<br>— | ✠100A1 SS 4/67<br>trawler<br>Str. nav. ice<br>LMC<br>MN56 EL (e) | 1963–5 Marine Industries Ltd.—Srl<br>81' 10" 22' 7"<br>73' 9" 21' 6" 11' 0"<br>F13'<br>4BH<br>rf 50" WB3t | M Trawler | | Oil 2SA 4Cy. 230×<br>hydraulic coupling<br>280bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| 509281<br>PDRU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **DORESTAD**<br><br>**N.V. Amsterdamsche**<br>**Olietransport Maats.**<br>Vereenigd Cargadoorskantoor<br>Amsterdam Netherland | 12495<br>7107<br>18403 | ✠100A1 ~~SS 3/64~~<br>oil tanker TD 11/68<br>✠LMC<br><br>MN1700 EL i†2¾"SQ | 1955–4 Nederl. Dok & Schps. Maats.—<br>Ams<br>555' 7" 72' 11" 29' 6½"<br>532' 6" 72' 9" 38' 3"<br>P115' B26' F51' 1 dk<br>RW 16BH<br>rf nil WB1105t incl. DTf843t | M Tanker Mchy.aft<br>27 Ta<br>L.875516<br><br>Der 3(5) | <br><br>HeCls. BC | Oil 2SA 8Cy. 750×1500 mm<br>8580bhp<br>Gebr. Stork & Co.<br>3AuxB 180lb e (ex.g)<br>4×250, 250, 40, 35kW<br>d.c. |
| 509282<br>LKUA<br><br>Rdr | **DORGASKJÆR**<br><br>**Peter Hepsö**<br>Trondheim Norwegian | 147<br>53<br>— | | 1942 O. T Spjötvold—Kyrksæteröra<br>*95·4'* 22' 5"<br>22' 3"<br><br>len 48 | Wood M Fishing | | Oil 4SA 6Cy. 220×280 mm<br>460bhp NE64<br>Klöckner-Humboldt-Deut |
| 509598<br>BMFD<br><br>Df Esd<br>Gc Rdr | **DORI**<br>exEastern-64<br>exEmpire Dynasty-46<br>**Eddie Steamship Co. Ltd.**<br>Keelung China (Taiwan) | 9728<br>5578<br>13530 | BV<br><br>✠Classed LR until 2/65 | 1944–11 J. L. Thompson & Sons Ltd.—<br>Sld<br>500' 4" 64' 3" 29' 8½"<br>465' 0" 64' 0" 42' 8"<br>P34' F40' 2 dks, 3rd dk except in No. 1<br>RW hold | S Ref CSD<br><br>G.648159 B.534401 In.53132<br>6 Ha (16'×20½') (10½', 27½', 33½', 35½',<br>52½'×21')<br>18W Der 1(80) 1(50) 1(30) | | 2 S Turb dr geared to sc<br>6800shp<br>Richardsons, Westgar |
| 651841<br>OZCO<br><br>Esd Pfd<br>Rdr<br>RTm | **DORI BRES**<br><br>**Rederiet Dori Bres A/S**<br>Rederiet Nielsen & Bresling<br>Copenhagen Danish | 299<br>171<br>820 | <br><br>NV | 1965 Båtservice Verft A/S—Mandal<br>180' 5" 30' 7" 11' 6"<br>164' 0" 30' 6"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 118'<br><br>2 Ha (stl) (each 43½'×19¾')<br>Der 2(3) | | Oil 2SA 6Cy. 240×<br>510bhp<br>Alpha-Diesel A/S<br>3×15, 15, 8½kW 220V d.c.<br>Controllable pitch propeller |

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| 589294<br>ELZI<br>751<br>Df Esd<br>Gc Rdr<br>RT | **DORIAN**<br>**Cia. Nav. Resolute S.A.**<br>Monrovia<br>Liberian | 10486<br>6303<br>14896 | AB | **1956** Harima Zosensho—Aio<br>516′ 7″ 67′ 2″ 30′ 7¾″<br>485′ 7″ 66′ 11″ 42′ 4″<br>F36′ 2 dks<br>RW<br>rf 4″ | S CSD<br>6 Ho<br>B.715000<br>6 Ha | 2 S Turb dr geared to sc. shaft<br>7300shp 3112t (o.f)<br>Ishikawajima Jukogyo Tok |
| 589295<br>OZIL<br>RTm | **DORIANA**<br>exHerta Johanne–41<br>**Hans K. K. Frederiksen Partrederi**<br>Kalundborg<br>Danish | 128<br>83<br>190 | BV | **1930** E. J. Smit & Zoon—Hgz<br>100′ 0″ 18′ 5″ 8′ 0″<br>18′ 3″<br>Q21′ F14′ 1 dk<br>R len 46 | M Mchy.aft<br>1 Ho 59′<br>2 Ha (each 23′×13′)<br>Der 2(1) | Oil 2SA 3Cy. 200×340 mm<br>165bhp NE63<br>Alpha-Diesel A/S Fkn<br>2×—12V |
| 661656<br>6ZTX<br>2582<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DORIC**<br>**Legend Shipping Company S.A.**<br>Monrovia<br>Liberian | 45280<br>31496<br>84070 | AB | **1966** Ishikawajima-Harima Hvy Ind.—Yka<br>835′ 0″ 124′ 2″ 43′ 4½″<br>787′ 5″ 124′ 0″ 57′ 5″<br>P28′ F55′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>11 Ta<br>L.3854053 HeCls. BC<br>Der 2(10) | Oil 2SA 9Cy. 900×1550 mm<br>18500bhp Sulzer 5114t (hvf)–69pd<br>Ishikawajima-Harima Hvy Ind. Aio<br>2×380kW 450V 60c/s a.c. 16k |
| 589296<br>MBLN<br>183560<br>Df Esd<br>Gc Rdr<br>RTv | **DORIC**<br>**Shaw Savill & Albion Co. Ltd.**<br>Southampton<br>British | T.Mk<br>**8297**<br>4566<br>**10271**<br>**10467**<br>6024<br>11482 | ✠**100A1** SS 10/66<br>with freeboard<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL g† | **1949**–7 Fairfield S.B. & E. Co. Ltd.—Gls<br>509′ 8″ 65′ 9″ ~~80′ 11″~~ 29′ 9″/31′ 5″<br>482′ 4″ 65′ 6″ 42′ 11″<br>B214′ F57′ 3 dks, 4th dk in Nos. 2 & 3 holds<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 3″ WB2994t incl. Tunnel tanks 850t DTf407t | TM Ref ~~CSD~~<br>6 Ho, 77½′, 74½′, 68¾′, 52¼′, 49½′, 46′<br>G.180710 B.159310 In.437750<br>1 Ha (w) (26¼′×16¾′) 3 Ha (stl) (34½′×16¾′) (21¼′, 21¼′×17¼′) 2 Ha (w) (26¾′, 21¼′×17¼′)<br>18W Cr 1(3) Der 1(50) 4(12) 6(10) 8(7) | 2 Oil 2SA each 5Cy. 670×2320 mm<br>11600bhp Doxford 2426t (hvf)<br>Fairfield S.B. & E. Co. Ltd. Gls<br>2AuxB 100lb<br>4×300kW 220V d.c. 17k |
| 524350<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/v | **DORIC CHARIOT**<br>exMülheim-Ruhr–67<br>**Marperfecta Cia. Naviera S.A.**<br>Piræus<br>Greek | 13381 ~~13365~~<br>7660 ~~7521~~<br>~~19148~~ | GL<br>✠Classed LR until 9/60 | **1959**–10 Lübecker Flender-Werke—Lbc<br>*556·0′* 66′ 5″ 31′ 7½″<br>66′ 3½″ 43′ 4″<br>P101′ F51′ 1 dk<br>rf 2″ len 65 | M Bulk Carrier (12P) Mchy.aft<br>6 Ho 60¾′, 65½′, 64¼′, 64¼′, 64¼′, 64¼′<br>G.894652<br>6 Ha (stl) (41¼′, 45¾′, 45¾′, 45¾′, 45¾′, 45¾′×32¾′)<br>Der 1(2¾) 1(2) | Oil 2SA 6Cy. 780×1400 mm<br>6750bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×260, 260, 100kW 220V d.c. 15k |
| 589298<br>GHJC<br>302896<br>Esd Gc<br>Pld Rdr<br>RTm/h | **DORIC FERRY**<br>**Atlantic Steam Navigation Co. Ltd.**<br>London<br>British | 2573<br>1097<br>1529 | ✠**100A1** SS 2/66<br>European service south of 61° N. also Mediterranean<br>✠**LMC**<br>MN800 EL w1$\frac{13}{16}$″SQ | **1962**–2 Ailsa S.B. Co. Ltd.—Trn<br>361′ 6″ 55′ 1″ 12′ 9¼″<br>339′ 0″ 52′ 6″ 32′ 6″<br>B128′ 1 dk & S dk<br>RW Coll BH to S dk 12 to 2nd dk<br>rf 6″ WB751t incl. DTsa235t ~~DTsf247t~~ DTsf96t | TM Ferry (35P) OSD<br>Cr 1(20) | 2 Vee Oil 4SA each 16Cy. 9¾″×10½″ with flexible couplings & sr reverse gear<br>4000bhp 258t (d.o)<br>Davey, Paxman & Co. Ltd. Col<br>db 60lb<br>4×150kW 220V d.c. 14k |
| 541088<br>ICIA<br>157<br>Df Esd<br>Gc Rdr<br>RT | **DORIDE**<br>exEstrellita–63<br>exCaltex Riau–59<br>exOtco New York–57<br>**"Tanksarda" S.p.A.**<br>Cagliari<br>Italian<br>Now **NONNO UGO** See New Entries No. 6 | 2124<br>1113<br>3407 | RI | **1947** Platzer Boat Works—Houston<br>286′ 0″ 43′ 2″ 16′ 10½″<br>278′ 0″ 43′ 0″ 20′ 0″<br>P65′ B28′ F28′ 1 dk<br>rf 3″ | TM Tanker Mchy.aft<br>14 Ta<br>L.153640 | 2 Oil 2SA each 5Cy. 355×430 mm<br>1150bhp 87t–5pd<br>Fairbanks, Morse & Co. Beloit<br>10½k |
| 589289<br>5LWT<br>1311<br>Df Esd<br>Gc Rdr | **DORIEFS**<br>**Cia. Nav. Doriefs S.A.**<br>Monrovia<br>Liberian | 6331<br>3765<br>10750<br>8538<br>5165<br>— | ✠**100A1** SS 10/67<br>✠**LMC**<br>MN1078 EL d†2$\frac{3}{16}$″SQ | **1958**–11 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>480′ 6″ 62′ 8″ 27′ 3¾″<br>450′ 0″ 62′ 6″ 40′ 5″<br>F43′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 5″ WB3743t incl. DTa258t DTm1769t | M OSD | Oil 2SA 7Cy. 720×1250 mm<br>5390bhp<br>Sulzer Bros. Ltd. Win<br>~~AuxB 125lb~~ 2AuxB 125lb |
| 589290<br>GTVT<br>185305<br>Df Esd<br>Pld Rdr<br>RTm | **DORINDA**<br>**J. Marr & Son Ltd.**<br>Fleetwood<br>British | 334<br>113<br>— | ✠**100A1** SS 10/67<br>trawler<br>✠**LMC**<br>MN140 EL (f)o | **1955**–11 Cochrane & Sons Ltd.—Sel<br>*132·5′* 26′ 10″<br>127′ 6″ 26′ 6″ 13′ 0″<br>Q67′ F22′<br>RW 4BH<br>rf 36″ BK8″ WB3t | M Trawler<br>1 Ho 35¾′ | Oil 2SA 5Cy. 340×570 mm<br>700bhp 70t (d.o)<br>British Polar Eng. Ltd. Gls<br>2×20kW 110V 11¼k |
| 511779<br>5BEM<br>321077<br>Df Esd<br>Gc Rdr<br>RTh | **DORINE PAPALIOS**<br>exFormentor–67<br>exTheomanna Odigitria–58<br>**Alkon Shipping Co. Ltd.**<br>Aegis Shipping Co. Ltd.<br>Famagusta<br>Cyprus | 8424<br>4916<br>12850 | ✠**100A1** SS 10/64<br>✠**LMC**<br>MN1100 EL d†2$\frac{3}{16}$″SQ | **1956**–3 Bartram & Sons Ltd.—Sld<br>476′ 0″ 62′ 0″ 30′ 1″<br>447′ 0″ 61′ 10″ 40′ 2″<br>F46′ 2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>rf 4″ WB3101t incl. DTm1444t | M CSD<br>4 Ho 70′, 100′, 30′ DT, 72′, 67′ 1TwD28′<br>6 Ha (33¾′, 35′, 35′, 35′, 35′×24′) (12′×16′)<br>Der 1(35) 1(20) 10(5) 2(3) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford (hvf)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>2AuxB 150lb<br>2×45kW 220V d.c. 14k |
| 512228<br>HOZP<br>1002-HK | **DORINTHIA**<br>exOriental Trader–66<br>exFuching–64 exBundaleer–60<br>**Panamanian Oriental S.S. Corp.**<br>Panama<br>Panamanian<br>Now **ARENA** See New Entries No. 8 | *4324*<br>*2343*<br>5585 | ✠**100A1** Dr 12/64<br>✠**LMC**<br>MN338 EL w 1$\frac{13}{16}$″SQ | **1939**–3 Caledon S.B. & E Co. Ltd.—Dun<br>378′ 4″ 50′ 4″ 22′ 7″<br>360′ 0″ 50′ 0″ 27′ 3″<br>P&B147′ F43′ 1 dk<br>R NS 6BH<br>WB1193t incl. Tunnel tanks 183t | S<br>G.285680 B.264250<br>16W Der 1(25) 2(10) 14(5) | T 3Cy. 20½″ 33″ & 54″×42″ & LP turb with dr gearing & hydraulic coupling<br>1825ihp (o.f)<br>J. G. Kincaid & Co. Ltd. Grk<br>2 SB 220lb Spt hs(5406) 6cf 10k |
| 529205<br>9HBL<br>317537<br>Df Esd<br>Gc Rdr | **DORIS**<br>exRegina–64 exNorefoss–61<br>exHöegh Rover–54<br>**Levantine Sea Transports Co. Ltd.**<br>Malta<br>British | 10390<br>6264<br>15482 | AB<br>✠Classed LR until 3/64<br>**BROKEN UP** | **1949**–4 Sir J. Laing & Sons Ltd.—Sld<br>503′ 6″ 67′ 8″ 28′ 11½″<br>475′ 0″ 67′ 4½″ 37′ 4″<br>P94′ B36′ F36′ 1 dk<br>RW<br>rf 1″ | M Tanker Mchy.aft<br>18 Ta | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp 924t<br>Wm. Doxford & Sons Ltd. Sld |

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|---|---|---|---|---|---|---|---|
| 509294<br>ELLI<br>390<br>Df Esd<br>Gc Rdr<br>RT | **DORIS**<br><br>**Doris Companía Naviera**<br>**S.A.**<br>S. G. Embiricos Ltd.<br>Monrovia Liberian | 6042<br>3626<br>— | ✠100A1<br><br>✠LMC<br><br>MN840 | SS 9/67<br><br><br><br>EL c†2½"SQ | 1954–7 Cammell Laird & Co. (S.B. &<br>Eng.) Ltd.—Bkn<br>469' 7" 61' 8" 27' 0¾"<br>440' 7" 61' 5" 39' 10"<br>F41' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB3099t incl. DTm1741t | M OSD | Oil 2SA 6Cy. 720 × 1250 mm<br>4200bhp<br>Sulzer Bros. Ltd.<br>2db 125lb |
| 680651 | **DORIS**<br><br>**Rederi A/B Hildegaard**<br>Lundqvist Rederierna<br>Mariehamn Finnish<br>For later particulars see New Entries No. 5 | 1599<br>752<br>2510<br>—<br>— | 100A1<br>Class contemplated | | A/B Finnboda Varf—Skm<br>307' 9" 47' 8" 16' 8"/21' 6"<br>278' 11" 47' 7" 25' 11" | M OSD/CSD Mchy.aft | Oil 4SA 8Cy. 450 × 550 mm<br><br>Atlas-Mak Masch. |
| 641327<br>DNFL<br><br>Df Esd<br>Pfd Rdr<br>RT | **DORIS**<br><br>**Schiffahrts- und**<br>**Speditionskontor "Elbe"**<br>**G.m.b.H.**<br>Hamburg W. German | 734<br>261<br>869 | | <br><br>GL | 1964 Norderwerft Köser & Meyer—Ham<br>212' 6" 32' 6" 11' 4"<br>195' 3" 32' 2" 11' 6"<br>P64' F28' 1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 320 × 450 mm<br>800bhp<br>Masch. Kiel G.m.b.H. |
| 509296<br>SZUX<br>1041<br>Df Pfd<br>RT | **DORIS**<br><br>**Ktimatonaftiliaki Co. Ltd.**<br>Piræus Greek | 306<br>164<br>600 | | | 1958 Ktimatonaftiliaki Co. Ltd.—Piræus<br>133' 0" 23' 6" 11' 11"<br>119' 8" 23' 5" 13' 1"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 265 × 305 mm<br><br>Enterprise Eng. & Mchy. Co. |
| 509297<br>EDLU<br><br>Esd | **DORIS**<br><br>**Luis Perez Sanchez**<br>Santander Spanish | 174<br>94<br>— | ✠ | | 1897–7 Cochrane & Cooper—Bev<br>*104·8'* 21' 0"<br>... ... ...<br><br>R | Iron S Trawler | T 3Cy. 12" 20" & 33" × 24"<br>370ihp<br>C. D. Holmes & Co. |
| 642250<br>TKJW<br><br>Df Esd<br>Pfd RT | **DORIS**<br><br>**Armement Jean Lancien**<br>Concarneau French | 155<br>52<br>— | | <br><br>BV | 1964 At. & Ch. de La Rochelle-Pallice—<br>LaR-P<br>98' 1" 22' 2"<br>82' 0" 22' 0" 11' 8" | M Trawler<br><br><br>2 Ha (each 3½' × 3½')<br>Der 1(3) | Oil 4SA 6Cy. 220 × 320 mm<br>600bhp<br>Cie. de Const. Méc. |
| 514195<br>DFOL<br><br>Df Esd<br>Pfd RT | **DORIS**<br>exHans–66<br>**Dorothea Apolonia Leffler**<br>Cuxhaven W. German | 115<br>38<br>— | | | 1959 D. & J. Boot Schps.<br>"De Vooruitgang"—Alp<br>83' 2" 20' 7"<br>72' 2" 20' 4" 10' 2" | M Trawler | Oil 4SA 5Cy. 250 × 350 mm<br><br>D. & J. Boot "De Industrie" |
| 670310<br>DGQQ | **DORIS R**<br>exIda–66<br>**Hans Wilhem Rambow**<br>Hamburg W. German | 150<br>97<br>190 | | <br><br>BV | 1930 Schps. Gebr. van Diepen—<br>Waterhuizen<br>*114·1'* 18' 5"<br>... ... ...<br>Q22' 1 dk<br>len 52 deepened 57 | M | Oil 4SA 6Cy. 220 × 330 mm<br>155bhp<br>Masch. Augsburg-Nürnberg |
| 680192<br><br><br>Df Rdr<br>RT | **DORIS YORKE**<br><br>**F. M. Yorke & Sons Ltd.**<br>Vancouver Canadian | ~~2000~~ 2512<br>—<br>— | | | 1967 Victoria Mchy. Depot Co.—Vic<br>325' 0" 56' 8" 11' 0"<br>320' 0" 56' 6" 18' 9"<br>1 dk | TM Barge | 4 Oil 4SA each 8Cy. 6⅞"<br>reduction geared to 2 sc.<br>1020bhp<br>Caterpillar Tractor Co. |
| 650844<br>ZSPO<br>350424<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DORISSIMO**<br><br>**Irvin & Johnson Ltd.**<br>Cape Town S. African | ~~465~~ 179<br>~~86~~ 87<br>— | | | 1964 Rosslauer Schiffs.—Rosslau<br>110' 0" 22' 0"<br>21' 10" 10' 10"<br>F14' 1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240 × 360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht |
| 540332<br>DCZU<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DORNBUSCH**<br>exMargrethe Robbert–63<br>**Deutsche Seereederei**<br>Rostock E. German | 1137<br>589<br>1494 | <br><br>✠Classed LR until 3/65 | DSRK | 1958–4 N.V. Scheeps. v.d. Werf—Deest<br>220' 6" 34' 11" 14' 8"<br>202' 8" 34' 9" 15' 1"<br>Q147' F28' 1 dk<br>RW<br>rf 4" | M Mchy.aft<br>1 Ho<br>G.73650 B.68800<br><br>6W Der 1(15) 6(3–5) | Oil 4SA 6Cy. 385 × 580 mm<br>1150bhp<br>Masch. Kiel A.G. |
| 530189<br>DKFY<br><br>Df Esd<br>Rdr RT | **DORNBUSCH**<br>exRugard–66<br>**Wilhelm Hatecke**<br>Hamburg W. German | 424<br>231<br>717 | | <br><br>GL | 1959 Büsumer Schiffsw. W. & E. Sielaff<br>—Büsum<br>173' 2" 29' 3" 10' 6"<br>165' 0" 29' 1" 11' 10"<br>P52' B41' F30' 1 dk<br>RW | M Mchy.aft<br>1 Ho 104½'<br>G.31000 B.28800<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 420 × 290 mm<br>300bhp<br>Masch. Kiel A.G. |
| 509300<br>DH2312<br><br>Df Esd<br>Rdr RT | **DORNHAI**<br><br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | 134<br>48<br>— | | <br><br>DSRK | 1958 Elbewerft—Boizenburg<br>86' 11" 22' 0" 11' 2"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240 × 360 mm<br><br>Masch. Halberstadt |
| 509301<br><br>M-26857 | **DOROGOBUSH**<br><br>**U.S.S.R.**<br>Murmansk Russian | 7265<br>3287<br>9750 | | | 1961 Warnowwerft—Warnemünde<br>457' 8" 59' 1" 26' 3"<br>58' 10" 33' 9"<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.337150<br>5 Ha (39', 39', 39', 39' × 34½')<br>(36½' × 24½')<br>2W Cr 1(5) Der 2(1½) | Oil 2SA 7Cy. 700 × 1200 mm<br>MAN<br>Dieselmotorenwerk |

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| 509476<br>4XNY<br>ms180<br>Dl Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **DORON**<br>exDundee–66<br>**Mediterranean Lines 1967**<br>**Ltd.**<br>Mediterranean Lines Ltd.<br>**Haifa** Israel | 1752 ~~4781~~<br>880 ~~884~~<br>2900 | ✠100A1 SS 3/62<br>DT(cr) aft end No. 2 hold<br>—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN328 EL s | **1954**–4 Burntisland S.B. Co. Ltd.—Bnt<br>258′ 6″ 43′ 1″ 18′ 10¾″<br>251′ 0″ 43′ 0″ 29′ 2″<br>Q58′ 1 dk & S dk<br>Coll BH to S dk, 4 to 2nd dk<br>rf nil WB607t | M (6P) Ref OSD Mchy.aft<br>2 Ho 53½′, 45′, 2 TwD 69½′, 58′<br>G.133650 B.122960 In.42000<br>2 Ha (each 42¾′×20′)<br>8W Der 2(10) 6(3) | Oil 2SA 9Cy. 340×570 mm<br>1640bhp 176t<br>British Polar Engines Ltd. Gls<br>11k |
| 536486<br>LNYE<br>Dl Esd<br>Gc Rdr<br>RT | **DOROS**<br>exTopeka–67<br>**Marcima Cia. Naviera S.A.**<br>Piræus Greek | 4727 ~~4721~~<br>2749 ~~2761~~<br>7550 | ✠100A1 SS 7/68 ~~SS 7/63~~<br>with freeboard<br>Tunnel side tanks & FPT<br>—oil FP above 150° F.<br>✠LMC<br>✠Lloyd's RMC<br>EL a†2″SQ | **1949**–7 Burmeister & Wain—Cpn<br>428′ 1″ 55′ 2″ 25′ 5¾″<br>400′ 5″ 55′ 0″ 38′ 0″<br>P48′ F42′ 1 dk & S dk, 3rd dk in Nos. 1 & 3 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>WB1852t incl. Tunnel tanks 436t | M Ref OSD<br>5 Ho<br>G.489000 B.441000 In.28195<br>13W Der 1(15) 2(5) 12(3) | Oil 2SA 7Cy. 740×1400 mm<br>5200bhp 1012t<br>Burmeister & Wain Cpn<br>AuxB (ex.g) 100℔ WTAuxB (o.f) 100℔<br>15k |
| 509302<br>SMCA<br>9684<br>Dl Esd<br>Gc Rdr<br>RT | **DOROTEA**<br>**Rederi A/B Fredrika**<br>Erik Högberg<br>Stockholm Swedish | 2413<br>1036<br>3640 | ✠100A1TD 10/68 ~~SS 7/66~~<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN810 EL v 1¾″SQ | **1956**–7 A/B Finnboda Varf—Skm<br>357′ 0″ 47′ 1″ 19′ 5″<br>330′ 11″ 47′ 0″ 27′ 10″<br>Q70′ F77′ 1 dk & S dk<br>Coll BH to S dk 4 to 2nd dk<br>rf 4″ WB184t | M Ref OSD<br>5 Ho<br>G.184660 B.168310 In.50000<br>5 Ha (20¼′, 33½′, 26¾′, 25¾′, 24½′×21′)<br>10W Der 1(30) 4(10) 2(6) 4(5) | Oil 2SA 9Cy. 520×960 mm<br>4050bhp 600t<br>S.A. Fiat S.G.M. Tur<br>15k |
| 509303<br>DGGJ | **DOROTEA**<br>**Heinrich Rust**<br>Hamburg W. German | 150<br>84<br>— | GL | **1930** Gebr. van Diepen—Waterhuizen<br>*109·4′* 18′ 5″<br>8′ 2″<br>1 dk<br>R len 38 & 55 | M | Oil 4SA 6Cy. 215×300 mm<br>180bhp Emade54fitted67<br>Motorenw. Mannheim Mhm |
| 509304<br>SVUD<br>1556<br>Dl Esd<br>Rdr | **DOROTHEA**<br>exJennifer Jane–59<br>exBlairdevon–56<br>**Pan-Ocean Nav. Co. S.A.**<br>Pandelis John Angouras<br>Piræus Greek | 3297<br>2016<br>5630 | **BS**✻ SS 7/64<br>**MBS**✻<br>CT3440 C32 | **1925**–1 Napier & Miller Ltd.—Gls<br>351′ 6″ 48′ 9″ 21′ 0½″<br>337′ 3″ 48′ 6″ 25′ 0″<br>P29′ B104′ F34′ 1 dk<br>R NS 6BH<br>rf 4″ WB1057t | S<br>G.284425 B.256640<br>8W | T 3Cy. 22″ 35½″ & 60″×39″<br>1500ihp (o.f)<br>D. Rowan & Co. Ltd. Gls<br>2 SB 200℔ ND hs(5126) 9k |
| 509305<br>DGGK | **DOROTHEA**<br>**Karl Meier**<br>Hamburg W. German | 139<br>98<br>— | ~~GL~~ | **1927** Henry Scherff—Rathenow<br>*116·8′* 18′ 0″<br>8′ 8″<br>P24′ F18′ 1 dk<br>R len 49 & 57 | Aux | Oil 4SA 3Cy. 215×320 mm<br>110bhp NE38<br>Deutsche Werke A.G. Kel |
| 528678<br>DJVX<br>Dl Esd<br>RT | **DOROTHEA E.**<br>exWaltraud Behrmann–65<br>**Walter Elfers**<br>Hamburg W. German | 422<br>271<br>636 | GL | **1950** Werft Nobiskrug—Rendsburg<br>*157·1′* 24′ 6″ 10′ 7½″<br>24′ 4″ 12′ 2″<br>P30′ F18′ 1 dk<br>RW len 56 | M Mchy.aft<br>G.32017 B.30252<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. Kel<br>8½k |
| 509307<br>OYTO<br>Dl Esd<br>RT | **DOROTHEA NIELSEN**<br>**Tage Jensen**<br>Hirshals Danish<br>Now **SILJA MARTINE** See New Entries No. 4 | 120<br>56<br>— | | **1960** Schpsb. K. Hakvoort—Monnickendam<br>88′ 7″ 20′ 8″<br>… … … | M Fishing Mchy.aft | Oil 2SA 5Cy. 230×400 mm<br>350bhp<br>Alpha-Diesel A/S Fkn |
| 542373<br>9MPL<br>1800<br>Dl Esd<br>Gc Rdr | **DOROTHY**<br>exOakwood–63<br>International **Union Marine Corp.**<br>Monrovia Liberian<br>Now **CARI** See New Entries No. 4 | 11027<br>6467<br>16800 | ✠100A1 SS 8/63<br>oil tanker<br>✠LMC<br>MN1360 EL g†2$\frac{5}{16}$″SQ | **1954**–4 Lithgows Ltd.—P.Gl<br>541′ 0″ 70′ 0″ 30′ 3¾″<br>513′ 0″ 69′ 0″ 37′ 9″<br>P115′ B48′ F52′ 1 dk<br>RW 14BH<br>WB769t incl. DTf459t | M Tanker Mchy.aft<br>21 Ta | Oil 2SA 6Cy. 670×2320 mm<br>7480bhp Doxford 1149t<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 150℔ 13½k |
| 509311<br>WOQM<br>245895<br>Dl Esd<br>Gc | **DOROTHY**<br>exDorothy Boylan–65<br>exArthur Fribourg–58<br>exFlora C.–56<br>exEdward P. Ripley–49<br>**Hudson Waterways Corp.**<br>New York United States | 7256<br>4455<br>10750 | AB<br>**BROKEN UP** | **1944** Permanente (Shpyd No. 2)—Richmond<br>441′ 1″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562608 B.499573<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>11W Der 1(20) 1(15) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1840t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 11k |
| 509309<br>9MTZ<br>324028<br>RTv | **DOROTHY**<br>exEmpire Dorothy–58<br>**Port Swettenham Authority**<br>Penang Malaysian | 260<br>—<br>— | ✻Classed BC until 2/49 | **1945**–10 Cook, Welton & Gemmell Ltd.—Bev<br>*105·9′* 30′ 1″ 12′ 0″<br>… … …<br>1 dk<br>R | S Tug | T 3Cy. 16½″ 28½″ & 47″×30″<br>1000ihp (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>1×35kW 220V d.c. 11k |
| 652480<br>323811 | **DOROTHY AND GAIL**<br>**I. T. Scott**<br>Shelburne Canadian | 156<br>70<br>— | | **1965** Harley S. Cox & Sons—Shelburne<br>*90·0′* 23′ 0″<br>… … …<br>1 dk | Wood M Fishing | Oil 12Cy. 5″×5½″<br>General Motors Corp Det |
| 509310<br>5MJP<br>1648<br>Dl Esd<br>Gc Pfd<br>Rdr RT | **DOROTHY ANN**<br>**The Judith Ann Liberian Transport Corp. Ltd.**<br>Monrovia Liberian | 9690<br>6223<br>15600 | NV | **1962** Nagoya Zosen—Nga<br>*477·1′* 66′ 6″ 28′ 10½″<br>472′ 5″ 66′ 3″ 40′ 0″<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>B&W<br>Hitachi Zosen Osa |

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| 672780<br>509672<br>Esd Rdr<br>RT | **DOROTHY M. O'HARA**<br>**Jeanne D'Arc Inc.**<br>Rockland United States | 196<br>88<br>— | | 1967 Sturgeon Bay S.B. & D.D. Co.—Sturgeon Bay<br>109' 6" 25' 0"<br>... ... ...<br>1 dk | M Trawler Mchy.aft | Oil 4SA 12Cy. 6½"×8"<br>795bhp<br>Caterpillar Tractor Co. |
| 509314<br>WC8857<br>260208<br>Df | **DOROTHY McALLISTER**<br>**McAllister Bros.**<br>New York United States | 158<br>71<br>— | | 1949 Pt. Houston Iron Works Inc.—Houston<br>*88·7'* 23' 1" 10' 2¾"<br>88' 0" 23' 0" 11' 1"<br>1 dk<br>BK4" | M Tug | Oil 2SA 12Cy. 215×255 mm<br>900bhp Emade43fitted58<br>General Motors Corp. |
| 509315<br>VMWB<br>156154<br>Esd Gc<br>RTv | **DORRIGO**<br>**Government of Western Australia State Shipping Service**<br>Fremantle British | 2898<br>1388<br>3081 | ✠100A1 SS 6/65<br>✠LMC<br>Lloyd's RMC<br>MN333 EL s 1$\frac{1}{16}$"SQ | 1946–5 N.S.W. Govt. E. & S.B.—N.S.W.<br>291' 2" 46' 1" 18' 11½"<br>270' 0" 46' 0" 21' 6"<br>2 dks, Platform dk fwd of mchy. space<br>R 4BH<br>rf 3" WB707t incl. Tunnel tanks 81t | S Ref<br>3 Ho 58', 58', 46'<br>G.105886 B.95385 In.12420<br>4 Ha (34'×18') (34'×20') (8'×10') (22'×16')<br>6W Der 1(20) 4(5) 6(3) | C 4Cy. (2) 18¾" & (2) 39½"×4<br>1800ihp Lentz<br>Cockatoo Dks & E. Co. Ltd.<br>2WTB 240lb Spt 220lb<br>2×150kW 225V d.c. |
| 680430<br>Df Esd<br>Rdr RT | **DORRIT LEA**<br>**Rederi-I/S Lea I**<br>Knud I. T. Larsen<br>Copenhagen Danish | ~~499~~ 500<br>~~340~~ 335<br>1335 | 240' 10"<br>BV | 1967 Schps. "Hoogezand" J. Bodewes—Bergum<br>~~240' 4"~~ 39' 0" 12' 2"<br>218' 1" 38' 8" 12' 4"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1000bhp<br>Atlas-Mak Masch. |
| 509317<br>GZFQ<br>183140<br>Df Esd<br>Gc Rdr<br>RTm/v | **DORSET**<br>**Federal Steam Nav. Co. Ltd.**<br>London British | T.Mk<br>7806<br>4532<br>— | ✠100A1 SS 7/67 ~~SS 6/62~~<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN1600 EL e†2¼"SQ | 1949–11 A. Stephen & Sons Ltd.—Gls<br>495' 10" 64' 10" 28' 9½"<br>470' 3" 64' 6" 42' 0"<br>F39' 2 dks, 3rd dk clear of mchy. space<br>RW 6 divisional WTBH in upr 'tween dks Coll BH to U dk 7 to 2nd dk<br>rf 3" DK fwd of mchy. space WB2531t incl. Tunnel tanks 343t | S Ref<br>5 Ho 53½', 70½', 61½', 67½', 65'<br>G.145250 B.134040 In.402920<br>5 Ha (18'×17½') (35½', 30½', 27½', 27½'×20')<br>17W Der 1(50) 16(10) | 3 S Turb dr geared to sc. shaft<br>8000shp<br>A. Stephen & Sons Ltd.<br>2WTB 480lb Spt 460lb<br>db 105lb sg 100lb<br>4×300, 300, 300, 150kW 220V |
| 509318<br>GBVE<br>301304<br>Esd Pfd<br>Rdr RT | **DORSET COAST**<br>**Burns & Laird Lines Ltd.**<br>~~**Coast Lines Ltd.**~~<br>Liverpool British | 1225<br>610<br>1277 | ✠100A1 SS 3/67<br>✠LMC<br>MN252 EL n 1$\frac{1}{16}$"SQ | 1959–5 Ardrossan Dkyd Ltd.—Ard<br>220' 1" 35' 10" 14' 6½"<br>205' 0" 35' 6" 14' 8"<br>P59' R dk fwd of P86' F25' 1 dk<br>R 4BH<br>rf 3" WB225t incl DTf59t | M Mchy.aft<br>3 Ho 33½', 43', 41½'<br>G.76000 B.75000<br>3 Ha (stl) (27½'×19') (30', 29½'×22½')<br>3W Der 3(6) 8(3) | Oil 2SA 7Cy. 360×600 mm<br>1260bhp Sulzer<br>G. Clark & N.E. Mar. (Sld) Ld.<br>4×55, 55, 29, 5kW 220V d.c. |
| 509319<br>GWTP<br>187677<br>Pfd Rdr<br>RT | **DORSETBROOK**<br>**Comben Longstaff & Co. Ltd.**<br>London British | 1328<br>695<br>1734 | ✠100A1 SS 7/66<br>✠LMC<br>MN224 EL n | 1957–11 Clelands (Successors) Ltd.—Wal<br>235' 0" 35' 8" 15' 2¾"<br>220' 7" 35' 6" 15' 6"<br>P59' Q102' F26' 1 dk<br>RW NS 5BH<br>rf 3" WB552t incl. DTm117t | M Mchy.aft<br>G.86000<br>3W Der 3(3) | Oil 2SA 7Cy. 340×570 mm<br>1120bhp<br>British Polar Engines Ltd. |
| 540333<br>OYNG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DORTHE MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish<br>Now **DAUPHINE** See New Entries No. 1 | 12499<br>8440<br>18660 | ✠100A1 SS 10/67<br>strengthened for ore cargoes—alternate holds may be empty<br>✠LMC<br>MN1306 EL g†2$\frac{1}{16}$"SQ | 1952–10 Odense Staalskibs. A/S—Odn<br>526' 9" 68' 5" 32' 4½"<br>497' 2" 68' 3" 44' 11"<br>P99' 1 dk<br>RW 10BH conv tanker 62<br>rf nil WB6355t incl. Topside tanks 2454t DTm730t | M Bulk Carrier Mchy.aft | Oil 4SA 6Cy. 250×300 mm<br>6530bhp<br>Burmeister & Wain<br>2AuxB 180lb |
| 509322<br>DKMR<br>SSR1397<br>Df Esd<br>Gc Rdr | **DORTHE OLDENDORFF**<br>**Egon Oldendorff**<br>Lübeck W. German | ~~7487~~ 7046<br>~~4008~~ 4015<br>12492<br>~~9991~~ 9869<br>~~6231~~ 6105<br>14834 | GL<br>✠Classed LR until 11/64 | 1960–9 N.V. Kon. Maats. "De Schelde"—Fls<br>516' 5" 65' 10" 27' 6"/30' 7½"<br>486' 1" 65' 7" 41' 0"<br>F49' 1 dk & S dk<br>rf nil | M OSD/CSD<br>G.785906 B.703360<br>6 Ha<br>Der 1(30) 1(20) 12(5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>N.V. Kon. Maats. "De Schelde" |
| 680652<br>LNRR<br>Df Esd<br>Rdr RT | **DORTHEA MØGSTER**<br>**Sameiet Lars Møgster**<br>Bergen Norwegian | 495<br>234<br>— | NV | 1967 A/S Ankerløkken Verft—Florö<br>155' 2" 29' 7"<br>123' 2" 29' 6" 15' 11"<br>1 dk | M Fishing | Oil 2SA 8Cy. 280×420 mm<br>2100bhp<br>Wichmann Mtrf. |
| 509323<br>DHEK<br>Df Esd<br>Gc Rdr<br>RTv | **DORTMUND**<br>**Hamburg-Amerika Linie**<br>Hamburg W. German | 7043<br>4117<br>10268 | GL | 1954 Howaldtswerke A.G.—Ham<br>529' 10" 63' 1" 26' 5¼"<br>482' 4" 63' 0" 39' 4"<br>F30' 1 dk & S dk<br>RW<br>rf 4" | S (12P) OSD<br>6 Ho 52½', 69', 82', 63½', 52½', 47½'<br>G.721121 B.656380<br>6 Ha (stl) (29½', 43½', 57½', 44½', 28½', 28½'×18½')<br>Der 1(50) 6(5–10) 14(3–5) | S Turb dr geared<br>9000shp<br>Brown, Bovéri & Cie.<br>3×330, 200, 200kW 220V |
| 509324<br>DFAE<br>Df Esd<br>Gc Rdr<br>RTv | **DORTMUND**<br>**"Nordsee" Deutsche Hochseefischerei G.m.b.H.**<br>Bremerhaven W. German | 565<br>237<br>675 | GL | 1952 A.G. "Weser" Werk Seebeck—Bhn<br>*174·2'* 28' 8" 14' 4"<br>28' 6" 16' 3"<br>F28' H77' 1 dk<br>R<br>rf 33½" | S Trawler<br>1 Ho 52½'<br>4 Ha (each 3½'×3½')<br>1W | T 3Cy. 16¼" 25½" &<br>turb<br>735ihp<br>A.G. "Weser" Werk<br>2×40, 35kW 110V d.c. |
| 509325<br>Df Esd<br>Rdr | **DOS DE DICIEMBRE**<br>**Venezuelan Government**<br>Caracas Venezuelan | 1055<br>—<br>— | | 1955 S.A. des Anc. Ch. Dubigeon—Nts<br>33' 6"<br>... ... ...<br>4 dks | TM Mchy.aft | 2 Oil 4SA each 8Cy.<br>Etab. Duvant |
| 509327<br>JWLW<br>Df Esd | **DÖSCHERHOLMEN**<br>**Gullbrand Olsen**<br>Bergen Norwegian | 236<br>114<br>— | | 1957 Skaalurens Skibsbyggeri—Rosendal<br>122' 6" 22' 1"<br>22' 0" 11' 0"<br>1 dk len 66 | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×300 mm<br>500bhp NE66<br>A/S Bergens M/V |

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|---|---|---|---|---|---|---|
| 601533<br>PJKK<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h/v | **DOSINA**<br>**Curaçaosche Scheepvaart Maats. N.V.**<br>Shell Tankers N.V.<br>Curaçao Netherland (Antilles) | 38818<br>25066<br>69250 | ✠100A1<br>oil tanker<br>(cc)<br>✠LMC<br>MN3780 EL y†3$\frac{9}{16}$"SQ | 1966–11 Rotterdamsche D.D. Maats.—Rot<br>800′ 0″ 110′ 2″ 43′ 5″<br>760′ 0″ 110′ 0″ 56′ 8″<br>P58′ F79′ 1 dk<br>12BH<br>rf 5″ WB13276t incl. 12881t in clean ballast tanks | M Tanker Mchy.aft<br>19 Ta<br>L.2913671 HCls. B<br>Cr 1(5) Der 2(10) | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp 3250t (hvf)–69pd<br>N.V. Mch. & Schps. P. Smit Jr. N.V.<br>ϴ (ex.g) 440℔ Rot<br>2WTAuxB 440℔ Spt 500° F. 415℔<br>2×600kW 440V 60c/s a.c. 16¼k |
| 598328<br>UFSM<br>M-10039<br>Esd Gc<br>Rdr | **DOSTOEVSKY**<br>**U.S.S.R.**<br>Murmansk Russian | 3048<br>~~1420~~ 1299<br>1420 | | 1955 Kieler Howaldtswerke A.G.—Kel<br>278′ 2″ 44′ 0″ 17′ 1″<br>246′ 0″ 43′ 11″ 24′ 2″<br>B&F236′ 1 dk<br>RW | M Stern Trawling Factory Ship<br>5 Ho<br>G.58411 In.52760<br>6 Ha<br>2W Der 2(2) | Oil 2SA 6Cy. 520×900 mm<br>1900bhp<br>Kieler Howaldtswerke A.G. Kel<br>12½k |
| 600641<br>503380<br>Esd RT | **DOUBLE O SEVEN**<br>**J. Ray McDermott & Co. Inc.**<br>New Orleans United States | 609<br>413<br>— | | 1966 McDermott Shpyd—Amelia, La.<br>170′ 0″ 35′ 3″<br>163′ 10″ 35′ 0″ 14′ 0″ | TM Fishing Mchy.aft | 2 Oil<br>1700bhp<br>General Motors Corp. Det |
| 598330<br>TPGH<br>Df Esd<br>Rdr RT | **DOUCE FRANCE**<br>exSunfarer–60<br>**Marseille-Fret**<br>Boulogne French | 300<br>138<br>571 | BV | 1955 D. W. Kremer Sohn—Elmshorn<br>177′ 6″ 27′ 8″ 10′ 6″<br>27′ 6″ 15′ 6″<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ha (each 34¼′×17′)<br>Der 4(3) | Oil 4SA 8Cy. 290×420 mm<br>520bhp 7t<br>Masch. Kiel A.G. Kel<br>10¼k |
| 650576<br>TMPW<br>Df Esd | **DOUCE FRANCE**<br>**Pierre Morvant**<br>Etel French | 225<br>89<br>212 | BV | 1965 Soc. des For. de la Méditerranée—Hav<br>101′ 8″ 23′ 8″<br>86′ 11″ 23′ 6″ 13′ 3″ | M Trawler<br>2 Ha (4¾′×4¾′) (2½′×2½′)<br>Der 2(1) | Oil 4SA 12Cy. 175×180 mm<br>550bhp<br>Soc. Alsacienne Con. Méc. Mulhouse<br>9½k |
| 598331<br>TQBP<br>RTm | **DOUCE MONIQUE**<br>**Kindt, Meininger & Cie.**<br>Etel French | 127<br>44<br>80 | | 1957 Ch. Nav. de Cornouaille—Tréboul<br>*84·1′* 22′ 9″ 11′ 9¾″<br>… … … | Wood M Trawler<br>1 Ho 26½′ | Oil 4SA 8Cy. 220×320 mm<br>600bhp (d.o)<br>Cie. de Const. Méc. Lorient<br>2×20kW 110V d.c. |
| 651358<br>TPFI<br>Df Pld | **DOUCE PAYSE**<br>**J. Bozec & Cie.**<br>Lorient French | 129<br>45<br>— | BV | 1964 Chantiers Querrien—Locmiquelic<br>*75·1′* 22′ 6″<br>… … … | Wood M Fishing<br>2 Ha (each 3′×3′)<br>Der 1(1) | Oil 4SA 6Cy. 220×280 mm<br>460bhp 25½t<br>Klöckner-Humboldt-Deutz Kln<br>10¼k |
| 540034<br>3VAE<br>Df Esd<br>Rdr RT | **DOUGGA**<br>**Cie. Tunisienne de Navigation**<br>Tunis Tunisian | 2111<br>1067<br>— | BV | 1963 Ch. Réunis Loire-Normandie—Gd. Quévilly<br>285′ 1″ 40′ 3″ 18′ 3¼″<br>258′ 0″ 40′ 2″ 23′ 5″<br>2 dks<br>RW | M Ref CSD Mchy.aft | 2 Oil 4SA each 6Cy. 360×450 mm geared to sc. shaft<br>Motorenw. Mannheim Mhm |
| 228697<br>KGIG<br>247213<br>Df Esd<br>Gc | **DOUGLAS VICTORY**<br>exLeslie Lykes–66<br>exDouglas Victory–51<br>**United States Department of Commerce**<br>New Orleans United States | 7607<br>4561<br>10770 | AB | 1945 California S.B. Corp.—L.An<br>455′ 3″ 62′ 2″ 28′ 6⅞″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks | S CSD<br>5 Ho<br>G.568420 B.487146<br>5 Ha<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>1758t (o.f)<br>General Electric Co. Lyn<br>15½k |
| 598334<br>VCRP<br>178676<br>Df Gc<br>Rdr<br>RTm/v | **DOUGLASS HOUGHTON**<br>**Upper Lakes Shipping Ltd.**<br>J. D. Leitch<br>Toronto Canadian | 5107<br>2638<br>7500 | **BS** Lake SS 6/67<br>Great Lakes & River St. Lawrence service<br>**MBS**<br>MN342 | 1899 Globe Iron Works Co.—Clv<br>475′ 0″ 50′ 3″ 19′ 6″<br>456′ 0″ 50′ 0″ 29′ 0″<br>F27′ 1 dk<br>R 3BH<br>rf 3″ | S Mchy.aft<br>4 Ho 96′, 72′, 72′, 88′<br>G.315000 B.292000<br>14 Ha (each 31½′×8′) | Q 4Cy. 18½″ 26½″ 39″ & 56″×42″<br>1900ihp 400t (c)<br>Globe Iron Works Co. Clv<br>2 SB 163℔ hs(4596)<br>2×15, 10kW 110V d.c. 9½k |
| 598983<br>FNRS<br>Df Esd<br>Gc Rdr<br>RTm | **DOUKA**<br>exAleppo–65<br>**Cie. Maritime des Chargeurs Réunis**<br>Dunkirk French | ~~40191~~ 10246<br>~~5614~~ 4895<br>~~15107~~ | BV | 1960 Kockums M/V A/B—Mmo<br>500′ 2″ 65′ 2″ 28′ 7½″<br>467′ 0″ 65′ 0″ 40′ 0″<br>1 dk | M Bulk Carrier Mchy.aft<br>5 Ho each 69′<br>G.690450 B.678100<br>5 Ha (stl) (each 57′×32¼′)<br>10W Der 10(5) | Oil 2SA 6Cy. 700×1200 mm<br>5220bhp MAN 718t (hvf)<br>Kockums M/V A/B Mmo<br>3×240kW 440V 60 c/s a.c. 14k |
| 541089<br>8KKS<br>90242<br>RT | **DOUN MARU No. 502**<br>**Government of Japan (Ministry of Transportation)**<br>Shimonoseki Japanese | 337<br>160<br>— | | 1962 Ujina Zosensho—Hma<br>138′ 9″ 26′ 4″ 11′ 5″<br>131′ 2″ 26′ 3″ 13′ 1″<br>1 dk | M Sludge Carrier Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>450bhp<br>Kanegafuchi Nainenki Tok |
| 598336<br>CSFZ | **DOURO**<br>exBen Bheula<br>**Cia. Portugueza de Pesca**<br>Lisbon Portuguese | 358<br>183<br>— | ✠ | 1907–3 J. Duthie Torry S.B. Co.—Abn<br>*140·3′* 22′ 8″<br>22′ 6″<br>Q73′ F21′<br>BK7½″ | S Trawler<br>B.47000 | T 3Cy. 13″ 22″ & 36″×24″<br>71t<br>Clyne, Mitchell & Co. Ltd. Abn<br>10k |
| 598337<br>PDSA<br>Rdr<br>RTm/v | **DOUWE-S**<br>exPelikaan–61 exPresto<br>**H. Steenstra**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Kampen Netherland | 197<br>90<br>225 | BV | 1936 D. & J. Boot Schps. "De Industrie"—Alp<br>124′ 8″ 21′ 7″ 7′ 0″<br>21′ 5″<br>P31′ F15′ 1 dk<br>R | M Mchy.aft<br>1 Ho 65½′<br>G.12950 B.12280<br>2 Ha (32¾′, 18′×13′)<br>1W Der 2(2) | Oil 4SA 3Cy. 280×400 mm<br>120bhp 6t<br>D. & J. Boot "De Industrie" Alp<br>8k |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|
| 529720<br>303196<br>RTv | **DOVEDALE H**<br>exRiverbridge-67<br>**J. Harker Ltd.**<br>Liverpool British | 306<br>166<br>563 | ✠A1 SS 10/66 ~~SS 10/61~~<br>oil tanker—FP above 150"<br>F. River Mersey Estuary service, limiting point Bar Lightship<br>✠LMC<br>MN68 EL (e) | 1962-5 J. W. Cook & Co. (Wivenhoe) Ltd.—Wvn<br>157' 6" 21' 10"<br>149' 0" 21' 6" 11' 0"<br>Trunk 91' 1 dk<br>7BH<br>rf 4" WB87t | M Tanker Mchy.aft | Oil 4SA 6Cy. 8½"×11½" with coupling & sr reverse gear<br>337bhp<br>Lister Blackstone Mar. Ltd.<br>wtdb 100lb<br>2×15kW 110V d.c. |
| 651078<br>GQQA<br>307813<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DOVER**<br><br>**British Railways Board**<br>London British | 3602<br>1217<br>820 | ✠100A1<br>Channel service from ports in U.K. south of Oban and Harwich/Hook of Holland<br>✠LMC<br>MN2400 EL x1¾"SQ | 1965-6 Swan, Hunter & Wghm Rchdsn—Nwc<br>369' 0" 57' 2" 12' 9"<br>346' 6" 55' 0" 34' 6"<br>B252' 1 dk & S dk, intermediate dk fwd & in mchy. space<br>RW Coll BH to intermediate dk 9 to 2nd dk<br>rf 12" WB460t | TS Ferry (4bth 846dkP) OSD<br>2 Ha (stl) (12'×16') (26'×12') | 2 S Turb dr geared<br>12000shp<br>Wallsend Slpwy & E. Co.<br>2WTB 413lb Spt 650°F.<br>2AuxB 60lb hs9386<br>4×350kW 220V d.c.<br>Thw. thrust contr. pitch prope |
| 509340<br>WC8335<br>252769<br>Df | **DOVER**<br><br>**Pennsylvania Railroad Co.**<br>Cape Charles United States | 573<br>389<br>407 | | 1944 Marietta Mfg Co.—Pt.Pleasant<br>149' 0" 33' 1"<br>141' 0" 33' 0" 18' 10"<br>1 dk<br>rf 30" | S Tug | Unaflow 3Cy. 24½"×24"<br>1200ihp<br>Skinner Engine Co.<br>2×25kW 120V d.c. |
| 506271<br>SLMD<br>10184<br>Df Esd<br>RT | **DOVER**<br>exCaprice-66<br>**John O. S. Pettersson Partrederi**<br>Källö-knipplan Swedish | 134<br>53<br>— | NV | 1961 A/B Djupviks Båtvarv—Djupvik<br>93' 8" 22' 0" 10' 0"<br>.... .... .... | M Trawler<br>1 Ho<br>3 Ha (3½', 4½', 3½'×4') | Oil 4SA 8Cy. 222×292 mm<br>660bhp<br>Lister Blackstone Mar. Ltd.<br>1×4kW 110V d.c. |
| 672014<br>JMGV<br>101998<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOVER MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 38915<br>~~24800~~ 22459<br>58780 | NK | 1967 Ishikawajima-Harima Hvy Ind.—Tok<br>761' 2" 104' 2" 39' 10⅝"<br>728' 4" 104' 0" 63' 8"<br>1 dk | M Bulk/Oil Carrier Mchy.aft | Oil 2SA 8Cy. 900×1550 mm<br>18400bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 509341<br>LMDA | **DOVRE**<br><br>**Jon Brækkan**<br>Namsos Norwegian | 179<br>85<br>260 | BV<br>WRECKED 3/69 | 1944 Noble & Co.—Fraserburgh<br>*113·1'* 22' 4" 12' 0"<br>107' 0"<br>1 dk | Wood M Mchy.aft | Oil 2SA 4Cy. 280×380 mm<br>260bhp [illegible]<br>Wichmann Mtrf. |
| 509344<br>JDRB<br>76223<br>Df Esd<br>Gc Rdr<br>RT | **DOWA MARU**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | 7416<br>4255<br>11087 | NK | 1956 Uraga Dock Co. Ltd.—Yokosuka<br>*425·4'* 59' 9" 28' 1"<br>420' 0" 59' 7" 37' 5"<br>F44' 2 dks<br>RW | M CSD<br>5 Ho<br>G.561058 B.513333<br>5 Ha (29½', 39½', 39½', 39½', 29½'×23½')<br>16W Der 4(10) 16(5) | Oil 2SA 6Cy. 720×1250 mm<br>5400bhp Sulzer<br>Uraga Diesel Kogyo<br>2×136kW 450V a.c. |
| 650707<br>JIXB<br>96505<br>Rdr<br>RTm/h | **DŌWA MARU**<br><br>**Kyowa Sangyo Kaiun K.K.**<br>Osaka Japanese | 1854<br>630<br>2749 | NK | 1964 Hitachi Zosen—Osa<br>271' 0" 40' 10" 18' 2"<br>252' 11" 40' 8" 21' 0"<br>1 dk<br>RW<br>rf 4" | M Mchy.aft<br>3 Ho 55', 55', 53½'<br>G.69782<br>3 Ha (stl) (each 36½'×19½')<br>Der 6(3) | Oil 4SA 8Cy. 450×620 mm<br>1800bhp<br>Niigata Eng. Co. Ltd.<br>2×84kW 445V 60c/s a.c. |
| 670586<br>JLXO<br>99537<br>Esd Rdr<br>RT | **DOWA MARU No. 2**<br><br>**Kyowa Sangyo Kaiun K.K.**<br>Osaka Japanese | 2110<br>738<br>3300 | NK | 1967 Hitachi Zosen—Mukaishima<br>*265·7'* 42' 5" 19' 1"<br>262' 5" 42' 4" 22' 11"<br>1 dk | M Ore Carrier Mchy.aft<br>G.81718<br>3 Ha (each 38'×20½') | Oil 4SA 8Cy. 430×620 mm<br>2000bhp<br>Niigata Eng. Co. Ltd. |
| 533393<br>SXSJ<br>67<br>Esd<br>RTm | **DOXA**<br>exSomme-67<br>**Spyros Papageorgiou & Evangelos Chrisafis**<br>Thessaloniki Greek | 451<br>229<br>585 | ✠100A1 SS 9/66<br>✠LMC<br>MN120 EL g | 1950-11 Henry Scarr Ltd.—Hessle<br>160' 11" 24' 10" 11' 6½"<br>152' 6" 24' 8" 12' 1"<br>P42' Q40' F14' 1 dk<br>RW 3BH<br>rf nil WB178t | M Mchy.aft<br>2 Ho 41½', 40'<br>G.29215 B.26920<br>2 Ha (28½', 27½'×12½')<br>2W Der 2(3) | Oil 2SA 6Cy. 250×420 mm<br>465bhp<br>British Polar Engines Ltd.<br>3×18, 13, 9kW 220V d.c. |
| 509346<br>UDOP<br>M-17038<br>Df Esd<br>Gc Rdr<br>RT | **DOZORNIJ**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 1077<br>—<br>577 | | 1960 Valmet O/Y—Åbo<br>201' 8" 37' 9" 14' 9"<br>180' 6" 37' 8½" 18' 0" | M Salvage Tug<br>2 Ho<br>B.7840<br>2 Ha<br>2W Der 1(10) 1(2) | Oil 2SA 5Cy. 520×700 mm<br>Masch. Augsburg-Nürnbg |
| 509347<br>DECU<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **DRACHENFELS**<br><br>**Deutsche Dampfsch.-Ges. "Hansa"**<br>Bremen W. German | 5781<br>3113<br>10149 | GL | 1953 A.G. "Weser"—Bmn<br>469' 7" 60' 5" 25' 11"<br>60' 3" 39' 4"<br>F44' H73'&24' 1 dk & S dk<br>rf 4" | M Ref OSD<br>4 Ho 63', 131½', 47½', 57½'<br>G.659784 B.585722 In.19697<br>5 Ha (39', 39½', 47½', 49½', 39½'×23')<br>16W Der 1(50) 2(15) 14(3-5) | Oil 2SA 7Cy. 700×1200 mm<br>4070bhp<br>Masch. Augsburg-Nürnbg<br>3×150kW 220V d.c. |
| 509348<br>LNMN<br><br>Df Esd<br>Rdr<br>RTm/h/v | **DRACO**<br><br>**Det Bergenske Dampskibsselskab**<br>Bergen Norwegian | 1335<br>700<br>1960 | NV | 1948 Eriksbergs M/V A/B—Got<br>263' 10" 40' 2" 16' 7¾"<br>245' 6" 40' 0"<br>1 dk & S dk<br>RW<br>rf 3" | M (6P) Ref OSD<br>4 Ho 32½', 42', 32½', 60½'<br>G.118000 B.109140 In.15431<br>4 Ha (22', 26', 18', 30'×16')<br>8W Der 1(20) 2(5) 6(3) | Oil 2SA 5Cy. 500×900 mm<br>1160bhp B&W<br>Eriksbergs M/V A/B<br>2×100kW 220V d.c. |

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| | **DRACO**<br>**S. Kalkassinas & K. Mattianos**<br>Greek<br>Now **TAKIS MYTILINI** See New Entries No. **10** | **378**<br>153<br>576 | | BV | **1947** De Haan & Oerlemans—Heusden<br>184′ 7″ 29′ 10″ 10′ 5″<br>29′ 8″<br>B40′ 1 dk & S dk<br>RW<br>rf nil | M OSD Mchy.aft<br>2 Ho 47½′, 53½′<br>B.45320<br>2 Ha (each 28′×12′)<br>4W Der 1(10) 4(3) | Oil 2SA 6Cy. 290×500 mm<br>600bhp Stork 63t (d.o)<br>Sulzer Bros. Ltd. Win<br>1×37kW 220V d.c. 10½k |
| | **DRACOR DOS**<br>**Government of Spain (Ministerio de Obras Publicas)**<br>Vigo Spanish<br>For later particulars see New Entries No. **9** | **114**<br>—<br>— | **100A1**<br>tug<br>Class contemplated | | Enrique Lorenzo y Cia.—Vgo<br>76′ 2″ 22′ 5″ 7′ 10½″<br>72′ 2″ 21′ 0″ 10′ 0″ | M Tug Mchy.aft | Oil 4SA 6Cy. 270×500 mm<br>Hijos de J. Barreras Vgo |
| 84 | **DRAFIN**<br>exCypress–52<br>**Navalsarda S.p.A.**<br>Cagliari Italian | **495**<br>294<br>850 | | RI | **1908** New York S.B. Corp.—Camden<br>188′ 2″ 30′ 2″ 14′ 0″<br>175′ 2″ 30′ 0″ 15′ 5″<br>F24′ 1 dk<br>R | M Mchy.aft<br>2 Ho<br>G.55171<br>2W | Oil 2SA 6Cy. 310×450 mm<br>720bhp Emade41fitted52 72t<br>Franco Tosi S.p.A. Legnano<br>11k |
| LDPB<br>Df Esd<br>Gc Rdr<br>RTm/h | **DRAFN**<br>**E. B. Aabys Rederi A/S**<br>Oslo Norwegian | **11931**<br>6826<br>18550 | | NV | **1956** Marinens Hovedverft—Horten<br>563′ 5″ 70′ 4″ 30′ 7¾″<br>533′ 6″ 70′ 2″<br>1 dk<br>RW<br>rf 3″ | M Tanker Mchy.aft<br>20 Ta<br>L.852000<br>Der 5(3) | Oil 2SA 6Cy. 700×2320 mm<br>7200bhp Doxford (hvf)<br>Marinens Hovedverft Horten<br>3×200kW 220V d.c. |
| SDKR<br>5911 | **DRAGA**<br>exOaxen-Beta–64<br>exBolinders IV–34<br>**Sand & Grus A/B Jehander**<br>Stockholm Swedish | **114**<br>46<br>140 | | | **1917** Hernösands M/V—Hernösand<br>82′ 6″ 22′ 2″ 13′ 0″<br>22′ 0″<br>1 dk<br>R | M | Oil 2SA 5Cy. 343×406 mm<br>510bhp NE61<br>Seffle M/V Säffle |
| PGXZ | **DRAGA COLOMBIA**<br>**Colombian Government (Empresa de Puertos)**<br>Barranquilla Colombian<br>For later particulars see New Entries No. **1** | **1450**<br>—<br>— | **100A1**<br>hopper dredger<br>Class contemplated | | Verschure & Co.'s Schps—Ams<br>241′ 2″ 40′ 2″ 15′ 4″<br>220′ 0″ 39′ 0″ 18′ 0″ | TM Trailing Suction Hopper Dredger Mchy.aft | 2 Oil 2SA each 6Cy. 300×550 mm<br>N.V. Smit & Bolnes Zierikzee |
| | **DRAGA DE ARENA**<br>exJohn F. McKay–65<br>exCemico-Erie exDu-Val<br>exK. H. Dunbar<br>exFranklin Reinauer<br>exSyracuse Socony<br>**Heating Trade Specialities Corp.**<br>New York United States | **570**<br>394<br>— | | | **1921** John W. Sullivan Co.—Elizabeth, N.J.<br>*188·5′* 28′ 8″ 9′ 10⅞″<br>190′ 0″ 28′ 6″ 12′ 6″<br>1 dk<br>R | TM Tanker | 2 Oil 2SA each 6Cy. 5″×5½″<br>440bhp NE54<br>General Motors Corp. |
| Df Esd<br>Gc Pld<br>Rdr<br>RTm/v | **DRAGON**<br>**General Steam Nav. Co.**<br>Southampton British | **6141** ~~5720~~<br>3023 ~~2788~~<br>2100 ~~2284~~ | ✠**100A1**<br>✠**LMC**<br>MN1874 | EL c†2⅛″U2 | **1967**–6 Dubigeon-Normandie S.A. and At. & Ch. de Bretagne—Nts<br>441′ 8″ 71′ 9″ 15′ 9¾″<br>415′ 0″ 69′ 8″ 38′ 6″<br>B177′ 2 dks, 3rd dk fwd of mchy. space<br>Coll BH to U dk 10 to 2nd dk<br>rf 17″ WB1132t DTf113t DTsa 772t DTmf120t | TM Ferry (850P)<br>Stern door<br>2 Ha (stl) (9½′×17½′) (39½′×19½′) | 2 Vee Oil 4SA each 12Cy. 400×460 mm<br>9467bhp Pielstick 300t (d.o)<br>Ch. de l'Atlantique-St. Nazaire and At. & Ch. de Bretagne Nts<br>3×520kW 400V 50c/s a.c.<br>Thw. thrust propeller fwd<br>Controllable pitch propellers 19k |
| RTm | **DRAGON**<br>**Vaucourt Trading Ltd.**<br>Leith British | **332**<br>124<br>290 | | | **1939** Ferguson Bros. (P.Gl.) Ltd.—P.Gl<br>123′ 0″ 28′ 8″ 10′ 9″<br>28′ 6″ | S Bucket Dredger | T 3Cy. 10″ 16¾″ & 27¾″×20″<br>370ihp<br>Ferguson Bros. (P.Gl.) Ltd. P.Gl |
| HOQC<br>176P<br>Df | **DRAGON DORADO**<br>exTainui–65 exVestria–49<br>**Chagres Co. Panama S.A.**<br>Panama Panamanian | *539*<br>*330*<br>— | ✠**100A1**<br>Str. nav. ice<br>✠**LMC** | SS 6/64<br>EL h | **1945**–10 Kalmar Varv—Kal<br>170′ 6″ 28′ 7″ 11′ 10¾″<br>155′ 2″ 28′ 6″ 12′ 3″<br>P42′ Q58′ RFD19′ 1 dk<br>RW 3BH<br>WB150t | M Mchy.aft | Oil 2SA 8Cy. 250×420 mm<br>510bhp<br>Nydqvist & Holm A/B Thn |
| Df Esd<br>Gc Rdr<br>RT | **DRAGON PARK**<br>exFailaika–67<br>**Pan Ocean Bulk Carriers Ltd.**<br>S. Korean | **31200** ~~30073~~<br>22818 ~~23049~~<br>50934 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>MN2750 | SS 12/65<br>EL v†3 3/16″SQ | **1965**–12 (Fwd & cargo section) Kawasaki Dkyd Co. Ltd.—Kob<br>**1952**–7 (Aft) Bethlehem Stl Co.—Qcy<br>766′ 2″ 102′ 4″ 38′ 8″<br>725′ 0″ 102′ 0″ 52′ 1″<br>Ba38′ F106′ 1 dk<br>10BH<br>WB3836t incl. DTf2439t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>13750shp (o.f)<br>Bethlehem Stl Co. Qcy<br>✠2NWTB 690℔ Spt 850° F. 625℔–12/65<br>hs20062 12k |
| HPYW<br>Df Esd<br>Gc | **DRAGONBOAT**<br>exFortune Bay–67<br>exMandarin Star–67<br>exKooralya–60<br>exFawkner Park–47<br>**Dragon Sea Transport Co. S.A.**<br>Panama Panamanian | 3133<br>1714<br>4624 | ~~✠100A1~~<br>~~✠LMC~~<br>**BROKEN UP** | ~~SS 4/66~~<br>~~EL u~~ | **1944**–1 St. John D.D. & S.B. Co. Ltd.—St.J<br>328′ 0″ 44′ 6″ 20′ 10¼″<br>310′ 0″ 46′ 4″ 25′ 2″<br>P33′ B82′ F34′ 1 dk<br>5BH<br>WB168t | S<br>G.209493 B.195060<br>8W Der 1(10) | T 3Cy. 20″ 31″ & 55″×39″<br>1300ihp 480t (o.f)<br>Canadian Irn Fdries Three Rivers<br>2 SB 200℔ Spt hs(3854) 6cf 10k |

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| 509352<br>IBXI<br>3253<br>Df Esd<br>Gc Rdr<br>RTh | **DRAGONE**<br>exDragon-61 exAstrée-52<br>**"Italnavi" Soc. di Navigazione per Azioni**<br>Compagnia Marittima Carlo Cameli<br>Genoa Itali | 5457<br>2755<br>7895 | AB RI | **1948** Burrard D.D. Co. Ltd.—N.Vcr<br>413' 0" 52' 0" 24' 0"<br>393' 9" 51' 10" 30' 6"<br>P22' B63' F34' 1 dk<br>RW<br>rf 6" | S<br>4 Ho 53½', 65½', 72½', 72½<br>G.336681 B.317801<br>4 Ha (stl) (41½', 47', 52½', 50½' × 34½')<br>8W Der 8(5) | 2 S Turb dr geared to sc. sh<br>2900shp<br>John Inglis Ltd.<br>2 × 200kW 220V d.c. |
| 509353<br>EEHY | **DRAGONERA**<br>exMiramar<br>**Juan Sanchis Sugrañes**<br>Palma, Maj. Spanish | 238<br>133<br>— | | **1945** Ast. de Palma S.A.—Palma, Maj<br>120' 6" 24' 1" 12' 5"<br>... ... ... | Wood M | Oil 4SA 4Cy. 260 × 370 mm<br>Frd. Krupp Germ. A.G. |
| 640145<br>SHXZ<br>10010<br>Rdr<br>RTm | **DRAGÖR**<br>**Svenska Rederi A/B Öresund**<br>Malmö Swedish | 384<br>160<br>180 | BV | **1960** A/S Bergens M/V—Bgn<br>148' 8" 33' 1" 9' 8"<br>32' 11" 13' 4"<br>1 dk | TM Ferry (300P) | 4 Oil 4SA each 6Cy.<br>geared to 2 sc. shafts<br>740bhp<br>A/B Scania-Vabis<br>2 × 132kW 220/380V 50c/s a.c. |
| 509355<br>OXZW<br>Df Esd<br>Gc Pfd<br>Rdr | **DRAGØR MÆRSK**<br>**A/S D/S Svendborg, D/S af 1912 A/S & A. P. Möller**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 3335<br>1540<br>2700<br>4722<br>2432<br>5550 | ✠100A1 SS 1/66<br>✠LMC<br>✠Lloyd's RMC<br>MN1620 EL a†2$\frac{1}{16}$"SQ | **1961**–1 Odense Staalskibs. A/S—Odn<br>435' 2" 58' 2" 19' 10½"/25' 9"<br>402' 7" 58' 0" 29' 1"<br>P20' B&F368' UprF44' 1 dk & S dk, 3rd dk in Nos. 1 & 2 holds<br>Coll BH to S dk 5 to 2nd dk<br>rf 10" DK fwd WB1337t incl. Tunnel tanks 427t | M Ref OSD/CSD<br>In.252175 | Oil 2SA 9Cy. 620 × 1400 mm<br>8100bhp<br>Burmeister & Wain<br>2AuxB (1 o.f 1 ex.g) 100lb |
| 509357<br>PDSQ<br>Df Esd<br>RT | **DRAKA**<br>**L. Davids**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Delfzijl Netherland | 498<br>352<br>737 | BV | **1954** C. Amels & Zoon Scheeps.—Makkum<br>188' 7" 28' 1" 10' 6"<br>170' 7" 27' 10" 11' 11"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 121½'<br>G.38380 B.35380<br>2 Ha (each 47' × 17')<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 480 mm<br>395bhp<br>Motorenw. Mannheim |
| 509359 | **DRAKE**<br>**County Councils of Westmorland & Lancashire**<br>Windermere Ferry Joint Sub-Committee<br>British | 70<br>—<br>— | ✠A SS 3/66<br>for ferry purposes on Lake Windermere<br>**LMC**<br>MN16 | **1954**–7 Lytham S.A. & E. Co. Ltd.—Lytham<br>95' 0" 30' 2" 1' 10"<br>65' 0" 30' 0" 3' 6"<br>1 dk<br>RW 6BH | M Chain Ferry (200P) | 2 Oil 4SA 6Cy. 4" × 4"<br>hydraulic pumps, motor<br>80bhp NE60<br>Leyland Motors Ltd. |
| 509360<br>WAEU<br>248010<br>Df Esd<br>Gc | **DRAKE VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | 7607<br>4563<br>10681 | AB | **1945** Permanente (Shpyd No. 2)—Richmond<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 75', 78', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 45', 36', 36', 24' × 22½')<br>14W | 2 S Turb dr geared to sc. sh<br>6600shp<br>Westinghouse Elec. & Mfg<br>2 × 300kW 240V d.c. |
| 509362<br>THOX<br>Df Esd<br>Pfd<br>RTm | **DRAKKAR**<br>**Edmond Leveau**<br>Dieppe French | 249<br>77<br>— | BV | **1957** Soc. des At. et Forges de L'Ouest—St.N<br>127' 11" 24' 0" 10' 6"<br>111' 6" 23' 7" 13' 11"<br>RW | M Trawler<br>3 Ha (4½', 4½' × 3½') (3½' × 2½')<br>Der 1(1) | Oil 4SA 6Cy. 330 × 410 mm<br>690bhp<br>Ch. Nav. de la Ciotat<br>2 × 18kW 110V d.c. |
| 509363<br>SYIQ<br>1671<br>RTm | **DRAKON II**<br>exDunnottar-62<br>**"Perseus" Co. Piræus**<br>Piræus Greek | 112<br>49<br>— | | **1945** Richards Irn Wks Ltd.—Lwt<br>*92·0'* 22' 4"<br>... ... ...<br>conv fishing 62 | Wood M Tug<br>1 Ho 26'<br>1 Ha (11½' × 6½') | Oil 2SA 4Cy. 265 × 345 mm<br>240bhp<br>Crossley Bros. Ltd.<br>1 × 10kW 220V d.c. |
| 524995<br>3XGB<br>Df Esd<br>Rdr RT | **DRAME OUMAR**<br>exNeve-66<br>Launched as Optimum<br>**Government of the Republic of Guinea**<br>Conakry Guinean | 852<br>279<br>768 | BV | **1961** Mützelfeldtwerft—Cuxhaven<br>246' 8" 36' 2" 12' 9½"<br>226' 3" 36' 1" 13' 1"<br>1 dk & S dk | M Ref OSD Mchy.aft<br>2 Ha (34½'. 38' × 13½')<br>Der 2(5) 2(3) | Oil 4SA 8Cy. 400 × 580 mm<br>1800bhp<br>Klöckner-Humboldt-Deutz |
| 509364<br>154908<br>RT | **DRAMIS**<br>**Marine Industries Ltd.**<br>Sorel Canadian | 109<br>7<br>— | | **1930** Ch. Manseau Ltd.—Srl<br>82' 6" 20' 1"<br>... ... ...<br>R | S Tug | C 2Cy. 13" & 26" × 18"<br>Emade03refitted<br>Cie. Pontbriand Ltd. |
| 509365<br>LARZ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DRAMMENSFJORD**<br>**Den norske Amerikalinje A/S**<br>Oslo Norwegian | 3812<br>2118<br>6400 | NV | **1955** A/B Lindholmens Varv—Got<br>423' 5" 54' 1" 23' 4½"<br>395' 3" 54' 0" 25' 0"<br>P50' B84' F102' 1 dk & S dk, 3rd dk in Nos. 2 & 3 holds<br>RW<br>rf 6" | M (12P) OSD<br>5 Ho 54', 59½', 61½', 61½', 51½'<br>G.416620 B.373370<br>5 Ha (stl) (29½', 32', 32', 32', 32' × 18')<br>16W Der 1(40) 2(12) 14(5) | Oil 2SA 7Cy. 630 × 1300 mm<br>4200bhp<br>A/B Lindholmens Varv<br>3 × 140kW 220V d.c. |
| 509367<br>TFIX<br>Df Esd<br>Rdr RT | **DRANGUR**<br>**Steindor Jonsson**<br>Akureyri Icelandic | 191<br>104<br>— | NV | **1959** A/S Ankerløkken Slip & M.V.—Florö<br>104' 11" 21' 8" 10' 2"<br>92' 2" 21' 7" 11' 0"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 4Cy. 280 × 420 mm<br>400bhp<br>Wichmann Mtrf |

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| 509368 **DRAUGEN**<br>LKPL exDiana–46 exBalder<br>**Ludv. Fladmarks Sönner A/S**<br>Ålesund Norwegian | **207**<br>75<br>— | NV | **1898** W. Lindbergs Verk—Skm<br>*121·5′* 23′ 4″<br>23′ 2″ 10′ 11″<br>1 dk<br>R | S Salvage Ship | C 2Cy. 16″ & 36″×21″<br>(o.f)<br>W. Lindbergs Verk Skm |
| 509369 **DRAVOGRAD**<br>YTEF exEifeltal–60<br>**Omnico Etablissement**<br>Df Esd Slobodna Plovidba<br>Sibenik Yugoslav | **480**<br>210<br>608<br>**785**<br>526<br>1180 | JR | **1951** A.G. "Weser" Werk Seebeck—Bhn<br>187′ 0″ 29′ 6″ 11′ 2¾″/15′ 10½″<br>29′ 4″<br>B34′ F27′ 1 dk & S dk<br>RW | M OSD/CSD<br>1 Ho 98½′<br>G.50033 B.45788<br>2 Ha (34¾′, 33′×16½′)<br>4W Der 4(3) | Oil 4SA 6Cy. 320×480 mm<br>800bhp NE60 44t (d.o)<br>Motorenw. Mannheim Mhm<br>2×18kW 220V d.c. 11½k |
| Now **ADELE COPPOLA** See New Entries No. **1** | | | | | |
| 509371 **DREADNOUGHT**<br>GGWH<br>301590 **Grampian Fishing Co. Ltd.**<br>Df Esd A. Hay<br>Pld Aberdeen British | **163**<br>54<br>— | **✠100A1** SS 6/68 ~~SS 2/64~~<br>trawler<br>**✠LMC**<br>MN97 EL (b) g | **1960–2** Herd & Mackenzie Ltd.—Bck<br>*93·8′* 22′ 4″<br>91′ 8″ 22′ 0″ 11′ 0″<br>F15′<br>RW 4BH<br>rf 42″ BK7″ | M Trawler | Oil 4SA 6Cy. 10¼″×14½″ with sr reverse gear<br>486bhp<br>Ruston & Hornsby Lcn |
| 642326 **DREDGER ZUARI**<br>1182 **Mormugao Port Trust**<br>Df Esd Bombay Indian<br>RT | **1790**<br>861<br>— | **✠100A1**<br>dredger<br>**✠LMC**<br>MN450 EL q | **1965–2** Schps. L. Smit & Zoon—Kinderdijk<br>255′ 1″ 44′ 2″ 15′ 10¾″<br>238′ 9″ 44′ 0″ 19′ 7″<br>1 dk<br>4BH<br>rf nil WB204t | TM Suction Hopper Dredger Mchy.aft | 2 Oil 2SA each 9Cy. 300×550 mm<br>2250bhp<br>N.V. Smit & Bolnes Zierikzee |
| 670256 **DREDGING No. 1**<br>317733 **Government of Hong Kong (Public Works Department)**<br>Esd Hong Kong British | **1154**<br>489<br>1000 | **✠100A1**<br>hopper dredger<br>Waters of Hong Kong Colony service<br>**✠LMC**<br>MN180 EL m (n) 1$\frac{5}{16}$″SQ | **1967–3** H.Kg & Whampoa Dk Co. Ltd.—H.Kg<br>222′ 3″ 40′ 10″ 10′ 6½″<br>210′ 0″ 40′ 0″ 15′ 0″<br>1 dk<br>5BH<br>rf nil WB148t | TM Grab Hopper Dredger Mchy.aft<br>Cr 2(10) | 2 Oil 4SA each 5Cy. 9″×12″ reverse reduction geared<br>900bhp 49½t (d.o)<br>Mirrlees National Ltd. Stckpt<br>3×50kW 220V 50c/s a.c. 10k |
| 509373 **DREDGWELL**<br>WKQP<br>15696 **Westminster Dredging Co. Ltd.**<br>London British | **460**<br>451<br>— | **BS** SS 6/64<br>Harbour service<br>C18 | **1915** J. Constant Kievits & Co. Ltd.—Dordrecht<br>179′ 0″ 34′ 11″ 7′ 9¾″<br>164′ 0″ 34′ 9″ 11′ 6″<br>R 6BH | Bucket Dredger | (o.f)<br>✠db made4/29refitted2/60–185tb |
| 509375 **DRENTHE**<br>PDSW<br>**E. Holwerda Succsrs.**<br>Df Esd E. Wagenborg's Scheepv. &<br>RT Exped. Bedr. N.V.<br>Gasselternijveen Netherland | **469**<br>252<br>570 | BV | **1956** Martin Jansen—Leer<br>160′ 3″ 27′ 5″ 10′ 6″<br>144′ 4″ 27′ 4″ 11′ 8″<br>P41′ B38′ F26′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 96¾′<br>G.31000 B.29500<br>2 Ha (each 37¾′×16½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>390bhp 25t<br>Masch. Kiel A.G. Kel<br>9½k |
| 509376 **DREPANON**<br>HPZS exRion–61 exEsso Ponce–59<br>exGrants Pass–56<br>Df Esd **Alta Shipping Corp.**<br>Gc Rdr Panama Panamanian<br>RTh | **12813**<br>8334<br>22646 | AB | **1959** (Cargo section) Harima Zosensho—Aio<br>**1945** (Fwd & aft sections) Kaiser Co. Inc.—Pld<br>571′ 0″ 75′ 4″ 32′ 11¼″<br>551′ 6″ 75′ 0″ 46′ 9″<br>P108′ B36′ F53′ 1 dk<br>conv tanker 59<br>rf nil | T-E Bulk Carrier Mchy.aft<br>4 Ho<br>7 Ha (stl) | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor 6000shp (Sy) 1966t (o.f)<br>General Electric Co. Lyn<br>14½k |
| Now **PACTRADER** See New Entries No. **9** | | | | | |
| [illegible] **DRESDEN**<br>**U.S.S.R.**<br>Odessa Russian | **32841**<br>16387<br>49370 | **755′ 11″** | **1965** Admiralteiski Shpyd—Len<br>~~772′ 9″~~ 101′ 9″ ~~87′ 9″~~ 38′ 0¼″<br>101′ 6″ 50′ 6″<br>1 dk | S Tanker Mchy.aft<br>20 Ta<br>L.2008776<br>Der 2(2–5) | S Turb<br>19000shp (o.f)<br>17k |
| 509378 **DRESDEN**<br>DIBG<br>**Hamburg-Amerika Linie**<br>Df Gc Hamburg W. German<br>Rdr RTv | **9221**<br>5374<br>13645<br>**12494**<br>~~7907~~ 7079<br>16696 | GL | **1957** A.G. "Weser"—Bmn<br>546′ 6″ 73′ 1″ 28′ 3¾″/31′ 9¾″<br>498′ 8″ 72′ 10″ 33′ 2″<br>2 dks & S dk<br>RW | M (12P) Ref OSD/CSD<br>7 Ho 42′, 44¼′, 57½′, 73¼′, 68′, 47′, 39′<br>In.13064<br>7 Ha (stl) (18¼′×18¼′) (23′, 36¾′, 52½′, 42′, 26¼′, 23½′×19¾′)<br>Der 1(60) 1(30) 10(5–10) 14(3–5) 2(3) | Oil 2SA 10Cy. 740×1600 mm<br>12500bhp (hvf)<br>Frd. Krupp A.G. Essen<br>4×216kW 390V 50c/s a.c. |
| 509379 **DRESDEN**<br>DAVK<br>2014 **Deutsche Seereederei**<br>Df Esd Rostock E. German<br>Gc Rdr<br>RT | **6629**<br>3813<br>9911<br>**9656**<br>5778<br>12795 | DSRK | **1958** Warnowwerft—Warnemünde<br>516′ 5″ 65′ 9″ 27′ 7″/31′ 8″<br>65′ 5″ 42′ 0″<br>2 dks & S dk<br>RW | TM Ref OSD/CSD Mchy.aft | 4 Oil 4SA each 8Cy. 470×660 mm with elec. couplings & gearing to 2 sc. shafts<br>7200bhp<br>Masch. Halberstadt Halberstadt |
| 509380 **DRESDEN**<br>DHXS<br>**Fischkombinat Rostock**<br>Df Esd Rostock E. German<br>Gc Rdr<br>RT | **696**<br>258<br>— | DSRK | **1956** Mathias-Thesen-Werft—Wismar<br>192′ 6″ 29′ 7″ 13′ 2″<br>29′ 5″<br>RW | M Trawler | Oil 4SA 8Cy. 365×550 mm<br>Görlitzer Masch. Görlitz |

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| 509381<br>YTKU<br>90336<br>Df Esd<br>Gc Rdr<br>RT | **DREŽNICA**<br>**Jugoslavenska Linijska**<br>**Plovidba (Yugoslav Line)**<br>Rijeka Yugoslav | 4964<br>2675<br>6460<br>6921<br>4317<br>— | BV JR | 1962 Brodogradiliste "Split"—Spt<br>447′ 4″ 22′ 11″ / —<br>406′ 10″ 61′ 0″ 35′ 5″<br>2 dks | M Ref OSD/CSD<br>G.420000 B.378000 In.62000<br>16W Der 16(3–10) | Oil 2SA 7Cy. 750×1320 mm<br>S.A. Fiat S.G.M. |
| 509382<br>PDTF<br>Df Esd<br>RT | **DRIE GEBROEDERS**<br>**L. Davids**<br>E. Wagenborg's Scheepv. &<br>Exped. Bedr. N.V.<br>Delfzijl Netherland | 500<br>335<br>765 | BV | 1952 Terneuzensche Sch. Maats.—<br>Terneuzen<br>184′ 3″ 29′ 4″ 10′ 5″<br>29′ 2″ | M<br>G.36000 B.32000<br>2 Ha (each 45′×16½′)<br>Der 2(3–5) | Oil 4SA 8Cy. 270×500 mm<br>393bhp<br>N.V. Werkspoor |
| 509383<br>PDTH<br>Df Esd<br>Pfd RT | **DRIE GEBROEDERS**<br>**Rederij Slot N.V.**<br>Den Helder Netherland | 127<br>34<br>— | | 1940 "De Dageraad" (W. J. Boot)—<br>Woubrugge<br>*103·4′* 22′ 5″<br>... ... ... | M Trawler | Oil 4SA 6Cy. 320×480 mm<br>NE57<br>Motorenw. Mannheim |
| 672720<br>TFVG<br>Df Esd<br>Rdr RT | **DRIFA**<br>**Jón Thorarinsson**<br>Reykjavik Icelandic | 109<br>42<br>— | | 1967 Thorgeir & Ellert—Akranesi<br>86′ 0″ 19′ 9″<br>74′ 10″ 19′ 8″ 9′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 6¼″×7½″<br>320bhp<br>Bergius-Kelvin Co. Ltd. |
| 509385<br>VC3041<br>189044<br>Df Esd<br>Pfd Rdr<br>RT | **DRIFT**<br>**Ocean Fisheries Ltd.**<br>Halifax Canadian | 333<br>124<br>— | AB | 1941 American S.B. Co.—Lorain<br>147′ 0″ 26′ 1″<br>128′ 9″ 26′ 0″ 14′ 4″<br>Q62′ F22′<br>RW<br>BK5″ | M Trawler<br>1 Ho 35′<br>2 Ha | Oil 4SA 6Cy. 395×560 mm<br>650bhp<br>Cooper-Bessemer Corp. |
| 536029<br>GWZA<br>334567<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DRILLSHIP**<br>exThorshövdi–67<br>**Drillship Ltd.**<br>London British | 18361<br>13062<br>23250 | NV | 1948 Burmeister & Wain—Cpn<br>639′ 0″ 77′ 4″ 34′ 10″<br>600′ 7″ 77′ 0″ 57′ 3″<br>P139′ UprF48′ LwrF142′ 1 dk<br>RW conv whale oil factory 67<br>rf 6″ | TM Drilling Ship Mchy.aft<br>Der 2(15) 12(10) 2(3) | 2 Oil 2SA each 6Cy.<br>6000bhp<br>Burmeister & Wain<br>6×533. 533, 533, 133, 133,<br>220V d.c. |
| 509386 | **DRIM**<br>**Ivan Milutinovic—PIM**<br>**The Enterprise for**<br>**Waterways**<br>Yugoslav | 300<br>—<br>— | ✠A1 SS 3/66<br>river & estuary service<br>EL d 1½″SQ | 1961–12 Uraga Dock Co.—Yka<br>99′ 6″ 33′ 10″ 4′ 6″<br>98′ 5″ 32′ 10″ 9′ 2″<br>1 dk<br>4BH<br>rf nil WB108t | Suction Dredger<br>Der 1(5) | 1×8kW 220V 50c/s a.c. |
| 652382<br>IBYW<br>660<br>Df Esd<br>Gc Rdr<br>RTv | **DRIN**<br>**SICILARMA Soc. di Nav.**<br>**per Azioni**<br>Palermo Italian | 18071<br>10988<br>26268 | AB RI | 1965 Cant. del Tirreno—Gen<br>659′ 5″ 82′ 3″ 34′ 6½″<br>605′ 3″ 82′ 0″ 45′ 1″<br>P110′ F39′ 1 dk<br>rf 4″ | M Bulk Carrier Mchy.aft<br>7 Ho 75½′, 62′, 62½′, 62½′, 62½′, 62½′,<br>62½′<br>G.1485922<br>7 Ha (stl) (44½′, 42½′, 42½′, 42½′, 42½′,<br>42½′, 42½′×34½′) | Oil 2SA 7Cy. 740×1600 mm<br>10500bhp B&W<br>Cant. Nav. Riuniti<br>2×280kW 450V 60c/s a.c. |
| 509388<br>PDTN<br>Df | **DRITTURA**<br>**K. v.d. Veen**<br>N.V. Wijnne & Barends<br>Groningen Netherland | 190<br>116<br>250 | BV | 1928 J. Vos & Zoon—Gro<br>112′ 1″ 20′ 5″ 8′ 0″<br>20′ 3″<br>P27′ Q7′<br>R | M<br>1 Ho 65½′<br>G.13000 B.12000<br>2 Ha (29½′, 11½′×13′)<br>1W Der 1(1) 1(½) | Oil 4SA 3Cy. 280×350 mm<br>135bhp<br>Appingedammer Brons |
| 640523<br>LCIP<br>Rdr | **DRIVA**<br>**Möre og Romsdal**<br>**Fylkesbåtar**<br>Kristiansund Norwegian | 400<br>214<br>— | NV | 1963 Ulstein M/V A/S—Ulsteinvik<br>160′ 8″ 34′ 8″<br>157′ 6″ 34′ 6″ 13′ 2″<br>1 dk | M Ferry | 4 Oil 4SA each 6Cy.<br>geared to 2 sc. shafts<br>1NE64<br>A/B Volvo-Penta<br>Propellers 1 fwd 1 aft |
| 509389<br>LNEO<br>Df Esd | **DRIVENES**<br>**Oskar Drivenes and others**<br>Bergen Norwegian | 228<br>79<br>— | | 1956 Leirvik Sveis—Lervik<br>111′ 0″ 22′ 7″<br>101′ 7″ 22′ 6″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 4Cy. 300×410 mm<br>A/S Vølund |
| 509391<br>LEJP | **DRÖBAKSUND**<br>exLouise II–53<br>**A/S Bilferjen Dröbak-Hurum**<br>Dröbak Norwegian | 132<br>53<br>— | | 1899 Akers M/V A/S—Osl<br>118′ 0″ 21′ 6″ 9′ 0″<br>... ... ...<br>R | TM Ferry | 2 Oil 2SA each 2Cy.<br>NE53<br>Skandiaverken A/B |
| 540335<br>DHGZ<br>Df Esd | **DROCHTERSEN**<br>exHamburg–63<br>**Johann Pott**<br>Johs. Thode<br>Hamburg W. German | 388<br>210<br>600 | GL | 1950 Schiffsw. A. Pahl—Ham<br>158′ 6″ 24′ 8″ 11′ 2″<br>24′ 6″ 12′ 5″<br>P30′ F14′ 1 dk<br>RW len 55 | M<br>1 Ho 78½′<br>G.30600 B.29000<br>2 Ha (each 37½′×16½′)<br>2W | Oil 4SA 6Cy. 270×360 mm<br>250bhp<br>Klöckner-Humboldt-Deutz |
| 641328<br>SIOR<br>10496<br>Esd Gc<br>Pfd Rdr<br>RTm/h | **DROGDEN**<br>**Svenska RederiA/B Öresund**<br>Malmö Swedish | 707<br>300<br>280 | BV | 1964 Aalborg Værft A/S—Abg<br>180′ 0″ 34′ 11″ 9′ 10″<br>163′ 3″ 34′ 9″ 13′ 9″<br>2 dks | TM Ferry (414P) | 2 Oil 4SA each 5Cy.<br>1000bhp<br>A/B Jönköpings Mek.<br>3×145kW 380V 50c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller |

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| 641953 | **DROGOBICH**<br>**U.S.S.R.**<br>Russian | 3259<br>1569<br>— | | 1962 ……………………Russia<br>1 dk | M Tanker Mchy.aft | Oil |
| 506392<br>Df Esd<br>Gc Rdr | **DROHBYCZ**<br>**U.S.S.R.**<br>Murmansk<br>Russian | 658<br>280<br>450 | | 1956 Stocznia Gdanska—Gdk<br>194′ 4″ 29′ 7″ 13′ 11⅜″<br>175′ 6″ 29′ 6″ 16′ 3″ | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>A/S Atlas Mskfbk. Cpn |
| 640167<br>5MWE<br>1974<br>Df Esd<br>Gc Rdr<br>RT | **DROMON**<br>**Sygnus Shipping Co. S.A.**<br>Monrovia<br>Liberian | 17487<br>11184<br>27480 | AB | 1964 Brodogradiliste III Maj.—Rka<br>643′ 0″ 76′ 3″ 33′ 8⅞″<br>600′ 0″ 76′ 0″ 47′ 6″<br>P114′ F59′ 1 dk<br>RW<br>rf 4″ | M Bulk Carrier Mchy.aft<br>7 Ho<br>B.1192000<br>7 Ha (stl) | Oil 2SA 6Cy. 860×1600 mm<br>12000bhp 3214t<br>Masch. Augsburg-Nürnberg Aug |
| 506395<br>OXUA<br>Pfd Rdr | **DRONNING INGRID**<br>**De Danske Statsbaner**<br>Korsör<br>Danish | 3046<br>1315<br>924 | BV | 1951 Helsingör Skibs. & Msk.—Hsg<br>362′ 2″ 56′ 6″ 13′ 3″<br>56′ 5″ 21′ 1″<br>3 dks<br>rf 10″ | TM Ferry (1500P) | 2 Oil 2SA each 6Cy. 500×900 mm<br>5450bhp B&W 93t (d.o)<br>Helsingör Skibs. & Msk. Hsg<br>4×215kW 220V d.c. 17k |
| 506396<br>SPBG<br>Df Esd<br>RT | **DROP**<br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin<br>Polish | 159<br>57<br>100 | PR | 1952 Stozcnia Polnocna—Gdk<br>106′ 10″ 22′ 2″ 9′ 10″<br>… … …<br>RW | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Schwermasch. Karl Liebknecht Mgd<br>4×66, 18, 6, 3¼kW 110/330V d.c. 9k |
| 506397<br>DDOM<br>Df Esd<br>Rdr RT | **DROSSEL**<br>Argo-Reederei **R. Adler &**<br>**Söhne**<br>Bremen<br>W. German<br>Now **MACKEDON** See New Entries No. 8 | 384<br>164<br>470<br>697<br>464<br>956 | GL | 1958 Adler Werft G.m.b.H.—Bmn<br>195′ 4″ 29′ 8″ 8′ 11″/12′ 6″<br>177′ 3″ 29′ 6″ 16′ 1″<br>B25′ F30′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>1 Ho 110½′<br>G.45332 B.42795<br>1 Ha (83½′×17′)<br>4W Der 1(10) 4(3–5) | Oil 4SA 6Cy. 330×440 mm<br>875bhp 43¾t<br>Henschel Maschb. Ham<br>11¼k |
| 506398<br>LDIE | **DROT**<br>Henrik **Nissen**<br>Harstad<br>Norwegian<br>Now **IS-OLA** See New Entries No. 10 | 178<br>72<br>130 | | 1906 K. Skaaluren—Rosendal<br>103′ 0″ 23′ 2″<br>… … …<br>1 dk<br>conv sailing ship — | Wood M Fishing Mchy.aft | Oil 2SA<br>400bhp NE59<br>Wichmann Mtrf. Rub |
| 530275<br>LGOK<br>Df Esd | **DROTHOLM**<br>exRygrunn–63<br>Kåre **Blakstad Partrederi**<br>Kristiansund<br>Norwegian | 197<br>59<br>— | | 1955 Thaules M/V A/S—Nygård<br>108′ 6″ 23′ 5″<br>96′ 4″ 23′ 4″ 11′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 4Cy. 280×420 mm<br>320bhp<br>Wichmann Mtrf. Rub |
| 506399<br>LKAV<br>Esd Pfd | **DROTLAND**<br>N. Blakstad & **Sønner**<br>Kare Blakstad<br>Kristiansund<br>Norwegian | 153<br>46<br>— | | 1953 Vågland Båtbyggeri A/L—Vågland<br>95′ 0″ 23′ 4″ 11′ 3″<br>87′ 6″ 22′ 5″ 11′ 6″<br>1 dk | Wood M Fishing Mchy.aft<br>1 Ho 45′<br>1 Ha (11′×9′)<br>1W | Oil 2SA 4Cy. 230×400 mm<br>240bhp Alpha<br>Frederikshavns Jernst. & Msk. Fkn<br>9k |
| 506400<br>OGKD<br>100<br>Df Pfd<br>Rdr RT | **DROTTEN**<br>Rederi **A/B Solstad**<br>Mariehamn<br>Finnish | 887<br>460<br>300 | BV | 1928 Oskarshamns M/V & Skepps—Osk<br>185′ 6″ 30′ 10″ 13′ 0″<br>30′ 8″<br>H159t 2 dks<br>R<br>BK7″ | S<br>2W Der 5(1) | T 3Cy. 18⅛″ 29⅛″ & 48″×30″<br>34t (o.f)<br>Oskarshamns M/V & Skepps Osk<br>12k |
| 506401<br>SEBA<br>5044<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **DROTTNING VICTORIA**<br>Svenska **Statens Järnvägar**<br>Trelleborg<br>Swedish | 3594<br>1300<br>704 | BV<br>**BROKEN UP** | 1909 Swan, Hunter & Wghm Rchdsn—Nwc<br>371′ 4″ 51′ 0″ 17′ 5″<br>50′ 10″ 24′ 0″<br>B&F345′ 2 dks<br>R<br>rf 33″ | TS Train Ferry (981P) | T 6Cy. 23½″ 38½″ & 63″×36″<br>5750ihp 150t (o.f)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>3×32kW 65V d.c. 16k |
| 680040 | **DROTTNINGEN**<br>Svenska **Statens Järnvägar**<br>Trelleborg<br>Swedish<br>For later particulars see New Entries No. 4 | 6550<br>—<br>— | **100A1**<br>**for restricted service**<br>**Class contemplated** | Uddevallavarvet A/B—Udv<br>377′ 4″ 59′ 2″ 15′ 6″<br>341′ 3″ 59′ 0½″ 39′ 3″ | TM Train Ferry | 4 Vee Oil 4SA each 6Cy. 400×460 mm<br>Pielstick<br>A/B Lindholmens Varv Got |
| 506402<br>300459<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DROXFORD**<br>**Risdon Beazley Ltd.**<br>R. A. Beazley<br>Southampton<br>British | 1302<br>397<br>— | ✠**100A1** SS 2/68 ~~SS 2/64~~<br>✠**LMC**<br>MN207 EL n1⅞″ | 1958–4 J. Lewis & Sons Ltd.—Abn<br>226′ 0″ 37′ 5″ 16′ 10½″<br>205′ 6″ 37′ 0″ 18′ 0″<br>P&B106′ F39′ 1 dk<br>RW 4BH<br>rf 12″ WB63t | S Salvage Ship Mchy.aft | T 3Cy. 15¾″ 27″ & 44″×27″<br>1150ihp (o.f)<br>J. Lewis & Sons Ltd. Abn<br>SB 225lb hs2800 3cf |
| 506403<br>SPBE<br>Esd RT | **DROZD**<br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin<br>Polish | 159<br>57<br>100 | PR | 1952 Stocznia Polnocna—Gdk<br>106′ 10″ 22′ 2″ 9′ 10″<br>… … …<br>RW | M Fishing | Oil 2SA 3Cy. 400×460 mm<br>300bhp<br>A/B Jönköpings Motfb. Jönköping<br>4×66, 18, 12, 6kW 110/300V d.c. 9k |

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| 672193<br>GXMU<br>334621<br>RTv | **DRUID STONE**<br><br>**Cory Tank Lighterage Ltd.**<br>London British | 236<br>81<br>307 | | 1967 J Bolson & Son Ltd.—Poo<br>119' 0" 25' 9" 7' 6"<br>112' 6" 25' 0" 8' 3"<br>1 dk<br>rf 3" | TM Tanker Mchy.aft<br>3 Ta<br>L.11959 HeCls. C<br>2 Ha (stl) (each 2½'×2½') | 2 Oil 4SA each 6Cy.<br>300bhp<br>Gardner & Sons Ltd.<br>2×20kW 110V d.c. |
| 651931<br>GRVH<br>307987<br>Df Esd<br>Gc Rdr<br>RTm/v | **DRUPA**<br><br>**Shell Tankers (U.K.) Ltd.**<br>London British | 39796<br>26648<br>70383 | ✠100A1<br>oil tanker (cc)—crude oil<br>—defined ballasting<br>✠LMC<br>MN3200 EL y†3$\frac{1}{16}$"SQ | 1966–1 Deutsche Werft A.G.—Ham<br>~~799' 10"~~ 110' 2" 43' 5½" 799' 10" (Incl.BB)<br>761' 0" 110' 0" 56' 9"<br>P65' F78' 1 dk<br>12BH<br>rf 5" WB46274t incl. DTf 3788t and 9395t in clean ballast tanks | S Tanker Mchy.aft<br>pt higher tensile steel<br>21 Ta<br><br>Cr 2(7) Der 2(10) 2(1) | 2 S Turb dr geared to sc. shaft<br>16000shp<br>Stal-Laval Turb. Co.<br>2WTB 685lb Spt 950° F.<br>2×550kW 440V 60c/s a.c. |
| 509405<br>KGJQ<br>248119<br>Df Esd<br>Gc | **DRURY VICTORY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7637<br>4611<br>10681 | <br><br>AB | 1945 Permanente (Shpyd No. 2)—Richmond<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 75', 78', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 45', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. |
| 509406<br>USQF<br>M-3140<br>Df Esd<br>Gc Rdr | **DRUZHBA**<br>Launched as Golden Arrow<br>**U.S.S.R.**<br>Odessa Russian | 25719<br>16568<br>40715 | <br><br>✠Classed LR until 10/62 | 1960–10 Iino S.B. & E. Co. Ltd.—Maizuru<br>705' 0" 96' 5" 35' 9¾"<br>674' 6" 96' 0" 48' 7"<br>P122' F83' 1 dk<br>rf 4" | S Tanker Mchy.aft<br>33 Ta<br>L.1984242 HeCls. BC | 2 S Turb dr geared to sc. shaft<br><br>Hitachi Seisakusho |
| 509407<br>UYBH<br>M-26508<br>Df Esd<br>Gc Rdr | **DRUZHBA**<br><br>**U.S.S.R.**<br>Murmansk Russian | 2803<br>1166<br>1405 | | 1961 Stocznia Gdanska—Gdk<br>277' 8" 45' 4" 18' 2"<br>45' 2" 32' 0"<br>2 dks | M Stern Trawling Factory Ship<br>4 Ho<br>G.57210 In.49194<br>4 Ha<br>2W Der 2(1½) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>Z.U.T. Zgoda |
| 680133<br>UPBX<br>M-16525<br>Df | **DRUZHINNIK**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 533<br>—<br>355 | | 1947 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157' 1" 31' 3" 13' 4½"<br>139' 9" 31' 0" 15' 5" | S Tug<br><br><br><br><br>1W Der 1(½) | T 3Cy. 16$\frac{1}{16}$" 27$\frac{1}{16}$" & 45<br><br>Wärtsilä Kon. Crichton-Vul |
| 680134<br>UDVZ<br>M-22367 | **DRUZHNIJ**<br><br>**U.S.S.R.**<br>Odessa Russian | 844<br>240<br>339 | | 1959 ......................Russia<br>208' 7" 31' 2" 15' 1"<br>31' 0" 17' 11" | D-E Whaler | 4 Oil 4SA each 6Cy.<br>connected to elec. motor<br>sc. shaft |
| 509410<br>GMYJ<br>184036<br>Pfd Rdr<br>RTm/h | **DRYBURGH**<br><br>**G. Gibson & Co. Ltd.**<br>Leith British<br><br><br>For later particulars see New Entries No. 7 | 1593 ~~1152~~<br>893 ~~584~~<br>1380 | <br>✠LR class withdrawn<br>Owners' request 7/67 | 1952–10 Grangemouth Dkyd Co. Ltd.—Gmh<br>260' 6" 38' 1" 14' 7"<br>245' 5" 38' 0" 21' 2"<br>Ba52' 1 dk & S dk<br>RW<br>rf 6" | M (12P) OSD Mchy.aft<br>3 Ho 45½', 54', 44'<br>G.101750 B.94680<br>3 Ha (stl) (29½', 32', 30'×18')<br>6W Der 6(5) | Oil 8Cy. 340×570 mm<br>1520bhp<br>British Polar Engines Ltd.<br>3×60, 60, 40kW 415V 50c/s |
| 540336<br>GQGT<br>167259<br>Df Esd<br>RTv | **DRYDEN**<br>exColumbia Star–63<br>exPatagonia Star–57<br>exDryden–55<br>exColumbia Star–53<br>**Lamport & Holt Line Ltd.**<br>London British | 8408<br>5049<br>9819 | ~~✠100A1~~ ~~Dr 8/64~~<br>~~with freeboard~~<br>~~✠LMC~~<br><br>~~MN1420~~ ~~EL c†2¼"SQ~~<br>**TO BE BROKEN UP** | 1939–5 Burmeister & Wain—Cpn<br>463' 11" 60' 2" 20' 9"<br>440' 6" 60' 0" 39' 0"<br>P30' F54' 2 dks. 3rd dk except in No. 5 hold<br>R 6BH to U dk 1 to 2nd dk<br>rf 6" WB1974t incl. Tunnel tanks 290t | M (6P) Ref<br>5 Ho 74', 63', 60', 56', 75'<br>G.481316 B.471505 In.116471<br>5 Ha (27', 44½', 28', 32½', 25½'×19')<br>16W Der 1(25) 4(7) 12(5) | Oil 2DA 6Cy. 680×1400 mm<br>7100bhp<br>Burmeister & Wain<br>2 AuxB (1 o.f 1 ex.g)<br>3×220V d.c. |
| 509411<br>YTBX<br><br>Df Esd<br>Gc Rdr<br>RTm | **DRŽIĆ**<br><br>**Atlantska Plovidba**<br>Dubrovnik Yugoslav | T.Mk<br>7350<br>4071<br>—<br>10155<br>5894<br>15910 | ✠100A1 SS 1/69 ~~SS 1/65~~<br>strengthened for heavy cargoes<br>✠LMC<br>MN1560 EL f†2¼"SQ<br>JR | 1961–1 Brodogradiliste Split—Spt<br>530' 2" 65' 10" 26' 3¾"/29' 11½"<br>488' 10" 65' 7" 40' 0"<br>P107' F49' 1 dk & S dk<br>Coll BH to S dk 8 to 2nd dk<br>rf 6" WB3991t incl. TwD 100t DTm1085t | M OSD/CSD Mchy.aft<br>9 Ho 45', 60½', 60½', 45', 60½', 42', 16', 16', 16'<br>G.750477 B.691655<br>9 Ha (stl) (29', 36½', 36½', 36½', 36½', 26½', 15½', 15½', 15½'×29½')<br>16W Der 1(30) 1(20) 18(5) 4(3) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp<br>Sulzer Bros. Ltd.<br>2AuxB 1 (o.f 1 ex.g)<br>3×380, 300, 300kW |
| 509412<br>FNRD<br><br>Df Esd<br>Gc Rdr<br>RT | **DU BELLAY**<br><br>**Pétrotankers S.A.**<br>Havre French | 11046<br>6068<br>17153 | <br><br>BV | 1950 At. & Ch. de France—Dnk<br>541' 10" 70' 0" 29' 8"<br>69' 9"<br>P134' B41' F57' 1 dk<br>RW | M Tanker<br>24 Ta<br>L.802000 HeCls. BC<br><br>Der 1(10) 1(7) 2(4) 2(2½) | Oil 2SA 8Cy. 740×1400 mm<br>6000bhp B&W<br>Soc. Forg. & At. du Creusot |
| 509413<br>WA4397<br>229424 | **DU BOIS II**<br><br>**Henry Du Bois Sons Co. Inc.**<br>New York United States | 301<br>204<br>— | | 1930 United D.D.Inc.—Mariner's Harbor<br>128' 0" 27' 0"<br>26' 10"<br>1 dk<br>R | S Tug | T 3Cy. 16½" 25" & 42"×30"<br>950ihp Emadel<br>Burlee D.D. Co. |
| 509414<br>THBX<br><br>Df Esd<br>Pfd RT | **DU CHAFFAULT**<br><br>**Jacques Laurent**<br>La Rochelle French | 194<br>67<br>— | <br><br>BV | 1961 At. & Ch. de la Manche—Dpe<br>113' 1" 22' 6" 10' 0"<br>96' 9" 22' 5" 12' 6" | M Trawler<br><br><br>3 Ha (3½'×3½') | Oil 4SA 6Cy.<br>600bhp<br>Etab. Duvant |

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|---|---|---|---|---|---|---|---|
| 511886<br>W/B4827<br>254797<br>Df Esd<br>Rdr<br>RTm | **DU PONT**<br>exExpansion–65<br>**Du Pont Boat Co.**<br>Seattle United States | **199**<br>145<br>— | | | **1943** Northwestern S.B. Co.—<br>Bellingham<br>*107·1′* 27′ 2″ 12′ 0″<br>106′ 10″ 27′ 0″ 13′ 9″<br>1 dk<br>BK13½″ | Wood TM<br>2 Ho 40′, 12′<br>B.7000<br>2 Ha (10′×6′) (8′×4′) | 2 Oil 4SA each 6Cy. 290×380 mm<br>640bhp 29t (d.o)<br>Atlas-Imperial D.E. Co. Oakland<br>2×30kW 120/240V 60c/s a.c. |
| 537489<br>YTOD<br>Df Esd<br>RT | **DUBA**<br>exUte-Erika–65<br>exWerner Meyburg–61<br>exTransportör II–58<br>**Atlantska Plovidba**<br>Dubrovnik Yugoslav | **296**<br>152<br>424 | | BV JR | **1952** Frank Schiffs. & Masch.—Ham<br>135′ 1″ 22′ 11″ 11′ 2″<br>… … …<br>1 dk<br>RW | M<br>1 Ho 135′<br>1 Ha (59½′×13′)<br>Der 2(2) | Oil 4SA 6Cy. 6Cy. 290×420 mm<br>300bhp (d.o)<br>Masch. Kiel A.G. Kel<br>2×1, ¾kW 24V d.c. |
| 541090<br>PDTR<br>2592<br>Df Esd<br>RT | **DUBHE**<br>exNeeltje Broere–63<br>exNeeltje B–60<br>**P. Smeltekop &**<br>**H. J. Engelsman**<br>E. Wagenborg's Scheepv. &<br>Exped. Bedr. N.V.<br>Delfzijl Netherland | **499**<br>320<br>800 | ✠**100A1**<br>✠**LMC**<br>MN100 | SS 3/67<br>EL h | **1951**–10 De Haan & Oerlemans—<br>Heusden<br>183′ 0″ 28′ 7″ 11′ 5″<br>169′ 3″ 28′ 6″ 12′ 9″<br>P42′ F26′ 1 dk<br>RW 3BH<br>WB178t incl. Dk tank m 10t | M Mchy.aft<br>G.36264 B.33429 | Oil 4SA 8Cy. 190×450 mm<br>500bhp 57t<br>Appingedammer Brons. Apg<br>9k |
| 509416<br>DDBD<br>Df | **DUBHE**<br>exAbro–55<br>**Wilhelm Poppe**<br>Varel W. German | **199**<br>100<br>261 | | BV | **1935** Schps. Waterhuizen J. Pattje—<br>Waterhuizen<br>114′ 10″ 21′ 5″ 8′ 0″<br>8′ 6″<br>P29′ 1 dk<br>R | M Mchy.aft<br>G.12300 B.11500<br>2 Ha (each 29′×12½′) | Oil 2SA 4Cy. 190×350 mm<br>200bhp NE56<br>N.V. Masch. Bolnes Bolnes<br>8½k |
| 509417<br>UBFM<br>M-24834 | **DUBNO**<br>**U.S.S.R.**<br>Odessa Russian | **7265**<br>3287<br>9750 | | | **1960** Warnowwerft—Warnemünde<br>457′ 8″ 59′ 1″ 26′ 3″<br>58′ 10″ 33′ 9″<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.381400<br>5 Ha (39′, 39′, 39′, 39′×34½′)<br>(36¾′×24½′)<br>Cr 3(5) | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Dieselmotorenwerk Ros<br>15½k |
| 509418<br>UBFN<br>M-24845 | **DUBOSARY**<br>**U.S.S.R.**<br>Odessa Russian | **7265**<br>3287<br>9753 | | | **1960** Warnowwerft—Warnemünde<br>457′ 8″ 59′ 1″ 26′ 3″<br>58′ 10″ 33′ 9″<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.381400<br>5 Ha (39′, 39′, 39′, 39′×34½′)<br>(36¾′×24½′)<br>Cr 3(5) 1(3) | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Dieselmotorenwerk Ros<br>15½k |
| 509419<br>Df Esd<br>Gc Rdr | **DUBOSARY**<br>**U.S.S.R.**<br>Murmansk Russian | **658**<br>280<br>450 | | | **1956** Stocznia Gdanska—Gdk<br>194′ 4″ 29′ 7″ 13′ 11⅜″<br>175′ 6″ 29′ 6″ 16′ 3″ | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>A/S Atlas Mskfbk. Cpn |
| 509420<br>YTED<br>Df Esd<br>Rdr | **DUBRAVA**<br>exEgton–57<br>Atlantska **Plovidba**<br>Dubrovnik Yugoslav | **4429**<br>2569<br>7284 | ✠**100A1**<br>✠**LMC** | TD 8/68 ~~Dr 8/64~~<br>EL y<br>JR | **1938**–4 W. Pickersgill & Sons Ltd.—Sld<br>412′ 2″ 53′ 9″ 23′ 3″<br>385′ 6″ 53′ 7″ 26′ 3″<br>P33′ B245′ F42′ 1 dk<br>R 6BH<br>WB1148t | S<br>4 Ho 60′, 87′ comb., 62′, 56′<br>5 Ha (29½′, 30′, 25′, 30′, 30′×20′)<br>Der 8(5) 2(3) | T 3Cy. 21½″ 36½″ & 63″×42″<br>1450ihp (o.f)<br>George Clark (1936) Ltd. Sld<br>2 SB 220lb Spt SB 220lb hs(6154) 8cf<br>2×15, 10kW 110V d.c. |
| 71962<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUBROVNIK**<br>**U.S.S.R.**<br>Odessa Russian | **11290**<br>6080<br>13778 | | | **1967** Brodogradiliste III Maj—Rka<br>522′ 11″ 69′ 10″ 31′ 6¾″<br>486′ 10″ 69′ 8½″ 41′ 4″<br>2 dks | M CSD | Oil 2SA 8Cy. 760×1550 mm<br>12000bhp Sulzer<br>Brodogradiliste III Maj Rka |
| 509421<br>YTTD<br>Df Esd | **DUBROVNIK**<br>Splosna **Plovba**<br>Koper Yugoslav | **5155**<br>3051<br>9150 | ✠**100A1**<br>with freeboard<br>✠**LMC** | SS 6/67<br>EL a†<br>JR | **1938**–2 Lithgows Ltd.—P.Gl<br>448′ 6″ 56′ 2″ 24′ 9″<br>425′ 0″ 56′ 0″ 36′ 9″<br>F34′ 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2624t incl. DTm754t | S OSD<br>4 Ho 65′, 97′ comb., 66′, 74′<br>G.535000 B.496000<br>5 Ha (31½′, 31′, 31′, 31′, 31′×20′)<br>Der 10(5) | T 3Cy. 22½″ 36″ & 65″×48″<br>2500ihp 942t (o.f)<br>D. Rowan & Co. Ltd. Gls<br>2 SB 230lb Spt SB 230lb hs(7525) 9cf<br>2×16, 15kW 110V d.c. |
| 70406<br>DGDS<br>Df Esd<br>Gc Rdr<br>RT | **DUBURG**<br>Partenreederei **m.s.**<br>**"Duburg"**<br>H. Schuldt<br>Hamburg W. German | T.Mk<br>**2649**<br>**1359**<br>**—**<br>**4381**<br>2600<br>6070 | ✠Class **WITHDRAWN**<br>**at Owners' request**<br>**8/68** | **GL** | **1967**–4 Hall, Russell & Co.—Abn<br>374′ 0″ 52′ 10″ ~~24′ 2½″~~24′ 4¾″<br>345′ 0″ 52′ 7″ 30′ 6″<br>F32′ 2 dks<br>RW 6BH<br>rf 6″ WB968t | M Mchy.aft<br>4 Ho 46½′, 77′, 65¼′, 58′<br>G.313923 B.283411<br>4 Ha (stl) (29′×16′) (49½′, 35¾′,<br>31½′×19½′)<br>15W Der 1(60) 2(5–10) 2(3) | Oil 2SA 6Cy. 600×1050 mm<br>5400bhp 1000t (hvf)<br>Masch. Augsburg-Nürnberg Ham<br>2AuxB (1 o.f 1 ex.g) 120lb<br>3×240kW 440V 60c/s a.c. 15¼k |
| 509423<br>DDBY | **DUBURG**<br>exMellum–61 exUsedom<br>**Flensburger Personen-**<br>**Schiffahrt G.m.b.H. & Co.**<br>**K.G.**<br>Flensburg W. German | **125**<br>85<br>— | | GL | **1929** Wilhelmshavener S. & M.—<br>Wilhelmshaven<br>*72·6′* 19′ 1″ 6′ 11″<br>18′ 11″ 8′ 10″<br>B43′ 1 dk<br>R | M | Oil 4SA 4Cy. 240×360 mm<br>150bhp NE39<br>Klöckner-Humboldt-Deutz Kln<br>8k |

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| 509424<br>GMLF<br>161968<br>Rdr<br>RTm | **DUCHESS OF HAMILTON**<br>**Caledonian Steam Packet Co. Ltd.**<br>Glasgow British | 801<br>297<br>155 | | 1932 Harland & Wolff Ltd.—Gls<br>272′ 3″ 35′ 0″ 7′ 7″<br>262′ 0″ 32′ 1″ 10′ 8″<br>2 dks<br>R | TrS (1918P) | 3 S Turb<br>3800shp Parsons<br>Harland & Wolff Ltd.<br>2×25kW 110V d.c. |
| 509426<br>OPDB<br>Esd | **DUCHESSE DE BRABANT**<br>**Pêcheries à Vapeur S.A.**<br>Ostend Belgian | 574<br>192<br>468 | BV | 1956 Béllard, Crighton & Cie.—Ost<br>*172·9′* 30′ 10″<br>... ... ...<br>RW | M Trawler<br>5 Ha (each 3¾′×3½′) | Oil 4SA 8Cy. 340×525 mm<br>1250bhp<br>Soc. d'Elec. et de Méc. (S.E. |
| 509427<br>SPBI<br>Df Esd<br>RT | **DUDEK**<br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin Polish | 158<br>57<br>102 | PR | 1952 Stocznia Polnocna—Gdk<br>106′ 10″ 22′ 2″ 9′ 10″<br>... ... ...<br>RW | M Fishing | Oil 2SA 8Cy. 240×380 mm<br>400bhp Emade[illegible]<br>Schwermasch. Karl Liebkn<br>3×18, 12, 6kW 110/115V d.c. |
| 509428<br>UYSS<br>M-26908 | **DUDINKA**<br>**U.S.S.R.**<br>Murmansk Russian | 7265<br>3287<br>9750 | | 1961 Warnowwerft—Warnemünde<br>457′ 8″ 59′ 1″ 26′ 3″<br>58′ 10″ 33′ 9″<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.393054<br>5 Ha (39′, 39′, 39′, 39′×34½′)<br>(36½′×24½′)<br>2W Cr 4(5) Der 2(1½) | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Dieselmotorenwerk |
| 509430<br>ICDG<br>165<br>Df RT | ~~DUE GOLFI~~ **DUEGOLFI**<br>exKen Waihi–55 exMomba–54<br>**O. Jacomino fu Vincenzo**<br>Torre del Greco Italian | 3132<br>1894<br>5104 | RI<br>✠Classed LR until 10/59 | 1926–3 Burmeister & Wain—Cpn<br>*331·8′* 46′ 7″ 22′ 3½″<br>331′ 0″ 46′ 6″ 25′ 6″<br>P34′ B159′ F34′<br>R | M<br>4 Ho<br>G.282000 B.260500<br>10W Der 4(10) | Oil 4SA 8Cy. 630×2200 mm<br>1870bhp<br>Burmeister & Wain |
| 509432<br>EDDF<br>Df Esd<br>Gc Rdr | **DUERO**<br>**Naviera Pinillos S.A.**<br>Cadiz Spanish | 3312<br>1713<br>— | ✠100A1 SS 9/65<br>✠LMC<br>MN800 EL u | 1961–5 Cia. Euskalduna—Bbo<br>346′ 10″ 47′ 10″ 19′ 4½″<br>318′ 3″ 47′ 7″ 26′ 3″<br>F76′ 2 dks, 3rd dk fwd of mchy. space<br>RW 8BH 'Tween dks except No. 1 lower dk sparred<br>rf 4″ WB525t incl. DTf228t | M Mchy.aft<br>G.213594 B.197516<br>12W Der 4(5) 6(3) 2(2) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp MAN<br>Cia. Euskalduna |
| 509433<br>185042<br>Df Esd<br>Pfd Rdr<br>RT | **DUFF PATON**<br>**Ardrossan Trawling Co. Ltd.**<br>Thomas L. Devlin & Sons Ltd.<br>Glasgow British | 274<br>87<br>— | ✠100A1 SS 11/64<br>trawler<br>✠LMC<br>MN128 EL (d)k | 1956–4 John Lewis & Sons Ltd.—Abn<br>*118·0′* 25′ 4″<br>114′ 4″ 25′ 0″ 12′ 0″<br>Q62′ F19′<br>RW 4BH<br>rf 30″ BK7″ WB8t | M Trawler | Oil 2SA 4Cy. 340×570 mm<br>640bhp<br>British Polar Engines Ltd. |
| 509434<br>MPND<br>169241<br>Df Esd<br>Gc Rdr | **DUFFIELD**<br>**Northern Petroleum & Bulk Freighters Ltd.**<br>Hunting & Son Ltd.<br>Newcastle British | 10199<br>4838<br>13410 | ✠100A1 SS 6/65<br>strengthened for heavy cargoes<br>✠LMC<br>MN890 EL e†2¼″SQ | 1952–10 Smith's Dock Co. Ltd.—Mdb<br>506′ 0″ 67′ 4″ 27′ 3½″<br>480′ 0″ 67′ 0″ 36′ 4″<br>P101′ B50′ F55′ 1 dk<br>RW NS 17BH conv tanker 60<br>WB808t incl. DTf538t | M Bulk Carrier Mchy.aft | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford<br>Hawthorn, Leslie & Co. Ltd.<br>2AuxB 180lb |
| 640580<br>YTHR | **DUGIRAT**<br>exLavcevic 2<br>**Obalna Plovidba "Split"**<br>Split Yugoslav | 150<br>99<br>— | JR | 1950 Brodogradiliste Split—Spt<br>84′ 7″ 22′ 11″ 7′ 6″<br>... ... ...<br>1 dk<br>R | M<br>1 Ho 41½′<br>1 Ha (15′×11½′)<br>Der 1(1) | Oil 2SA 3Cy. 200×340 mm<br>135bhp<br>Burmeister & Wain |
| 651306<br>FNOP<br>Df Esd<br>Pfd Rdr<br>RT | **DUGUAY TROUIN**<br>**Union des Remorqueurs de l'Ocean**<br>St. Nazaire French | 347<br>34<br>— | BV | 1965 At. & Ch. de la Rochelle-Pallice—LaR-P<br>130′ 3″ 31′ 3″<br>117′ 11″ 29′ 10″ 15′ 3″ | M Tug<br>1 Ha (11′×5′)<br>Der 1(3½) | Oil 4SA 8Cy. 400×580 mm<br>2900bhp<br>Klöckner-Humboldt-Deut<br>2×70kW 125/140V d.c. |
| 527391<br>TQKO<br>Df Esd<br>Pfd RT | **DUGUESCLIN**<br>exPentret–67<br>**Armement Guilviniste**<br>Guilvinec French | 103<br>14<br>— | BV | 1957 Demart & Cie.—Concarneau<br>*69·7′* 21′ 4″<br>... ... ...<br>1 dk | Wood M Trawler<br>3 Ha (2¼′×2¼′) (3½′×3′) (2¼′×2¼′) | Oil 4SA 6Cy. 230×300 mm<br>375bhp<br>Etab. Crepelle |
| 660007<br>GPZH<br>308051<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DUHALLOW**<br>**Charter Shipping Co. Ltd.**<br>Hain-Nourse Ltd.<br>London British | 25368<br>16219<br>43112 | ✠100A1<br>strengthened for ore cargoes Nos. 3 & 5 holds may be empty<br>✠LMC<br>MN2900 EL r†2¾″SQ | 1966–3 Fairfield S.B. & E. Co. Ltd.—Gls<br>~~675′ 6″~~ 675′ 0″ (incl.BB) 90′ 0″ 39′ 8¾″<br>641′ 6″ 89′ 9″ 53′ 6″<br>P121′ F61′ 1 dk<br>RW NS 11BH<br>rf 4″ DK fwd WB24234t incl. Comb. btm. & side tanks in holds 6262t & Topside tanks in holds [illegible] | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 840×1800 mm<br>14500bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>2 AuxB (1 o.f 1 ex.g) [illegible] |
| 509437<br>IBOU<br>527<br>Df Esd<br>Gc Rdr | **DUINO**<br>exJean P. Chouteau–47<br>**Fratelli d'Amico**<br>Rome Italian | 7159<br>4343<br>10571 | RI | 1943 Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, pt 3rd dk<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′<br>G.562000 B.499000<br>5 Ha (33½′, 35′, 20′, 35′, 35′×20′)<br>12W Der 5(5) | T 3Cy. 24½″ 37″ & 70″×4<br>2500ihp<br>Joshua Hendy Iron Wks<br>3×20kW 120V d.c. |

1968-69

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| 509438<br>DHNY<br>Df Gc<br>Rdr<br>RTv | **DUISBURG**<br>**Hamburg-Amerika Linie**<br>W. German<br>Hamburg | **2696**<br>1476<br>4749 | GL | **1951** Orenstein-Koppel & Lbcr. Masch.<br>—Lbc<br>362′ 2″ 48′ 8″ 21′ 2¼″<br>48′ 6″ 30′ 10″<br>F38′ 1 dk & S dk<br>RW<br>rf 4″ | M (6P) Ref OSD<br>4 Ho 64′, 75½′, 55′, 52½′<br>G.303100 B.274099<br>4 Ha (34½′, 48¼′, 29¾′, 27½′×20¼′)<br>Der 1(50) 10(3–5) | Oil 2DA 5Cy. 600×1100 mm<br>3600bhp 644t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×144, 144, 118kW 230V 50c/s a.c.<br>14k |
| 652352<br>PDTQ<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DUIVENDRECHT**<br>**N.V. Stoomvaart Mij.**<br>**"De Maas"**<br>Phs. Van Ommeren N.V.<br>Netherland<br>Rotterdam | **24699**<br>16298<br>38917 | BV | **1965** At. & Ch. de Dunkerque &<br>Bordeaux—Dnk<br>657′ 10″ 95′ 2″ 36′ 5¾″<br>613′ 6″ 52′ 6″<br>P115′ F49′ 1 dk<br>rf 4″ | M Bulk Carrier Mchy.aft<br>7 Ho 56¼′, 79′, 52¼′, 78¼′, 52¼′, 78¼′,<br>55¼′<br>G.1923897<br>7 Ha (stl) (34¾′, 34¾′, 34¾′, 34¾′, 70′,<br>70′, 70′×39¼′) | Oil 2SA 9Cy. 750×1320 mm<br>12600bhp 2125t (hvf)<br>S.A. Fiat S.G.M. Tur<br>3×450kW 440V 60c/s a.c. 14½k |
| 509443<br>IMGM<br>808<br>Esd | **DUIZAR**<br>**Luigi Lafragola, Antonio &**<br>**Oliviero Morelli**<br>Italian<br>Naples | **500**<br>260<br>760 | RI | **1956** Navalmeccanica—Senigallia<br>182′ 5″ 32′ 2″ 11′ 4″<br>167′ 4″ 31′ 6″ 12′ 5″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho | Oil 4SA 7Cy. 265×410 mm<br>525bhp Emade54fitted56<br>Ansaldo S.p.A. Gen<br>9¼k |
| 509445<br>KOAJ<br>247439<br>Df Esd<br>Gc | **DUKE VICTORY**<br>**United States Department of**<br>**Commerce**<br>San Francisco United States | **7638**<br>4632<br>10681 | AB | **1945** Permanente (Shpyd No. 2)—<br>Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 75′, 78′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 45′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. |
| 509446<br>MWNW<br>185015<br>Df Esd<br>Pfd Rdr<br>RTv | **DUKE OF ARGYLL**<br>**British Railways Board**<br>British<br>Lancaster | **4797**<br>2274<br>1111 | **✠100A1** ~~CS 10/64~~<br>Channel service from<br>ports in U.K. south of<br>Oban and Harwich-Hook<br>of Holland CS 11/68<br>**✠LMC**<br>MN2100 EL (y)2½″SQ | **1956**–9 Harland & Wolff Ltd.—Bel<br>376′ 1″ 57′ 4″ 14′ 10″<br>354′ 0″ 55′ 0″ 19′ 6″<br>P25′ B200′ F46′ 2 dks, 3rd dk except in<br>RW 12BH mchy. space<br>rf 9″ BK5½″ WB587t | TS (1800P)<br>2 Ho 32′, 32′, 5 TwD 32′, 32′, 46′,<br>74′, 48′<br>B.77520<br>3 Ha (13′, 13′, 18′×18′) | 2 S Turb dr geared<br>10500shp 200t (o.f)<br>Harland & Wolff Ltd. Bel<br>2WTB 428℔ Spt 700° F. hs9414<br>2db 60℔<br>3×240kW 220V d.c. 14k |
| 509448 | **DUKE OF ATHOLL**<br>**Argentine Estates of Bovril**<br>**Ltd.**<br>Buenos Aires Argentine | **356**<br>240<br>— | | **1930** J. I. Thornycroft & Co. Ltd.—Sou<br>160′ 0″ 36′ 1″ 5′ 0″<br>35′ 11″<br>F15′<br>R | TM Barge Mchy.aft<br>Der 2(1) | 2 Oil 2SA each 4Cy. 335×380 mm<br>19t<br>L. Gardner & Sons Ltd. Mch<br>9k |
| 509449<br>GVDY<br>185014<br>Df Esd<br>Pfd Rdr<br>RTv | **DUKE OF LANCASTER**<br>**British Railways Board**<br>British<br>Lancaster | **4797**<br>2274<br>1111 | **✠100A1** CS 2/68~~CS 3/64~~<br>Channel service from<br>ports in U.K. south of<br>Oban and Harwich-Hook<br>of Holland<br>**✠LMC**<br>MN2100 EL (y) 2⅛″SQ | **1956**–8 Harland & Wolff Ltd.—Bel<br>376′ 1″ 57′ 4″ 14′ 10″<br>354′ 0″ 55′ 0″ 19′ 6″<br>P25′ B200′ F46′ 2 dks, 3rd dk except in<br>RW 12BH mchy. space<br>rf 9″ BK5½″ WB587t | TS (1800P)<br>2 Ho 32′, 32′, 5 TwD 32′, 32′, 46′,<br>74′, 48′<br>B.77520<br>3 Ha (13′, 13′, 18′×18′) | 2 S Turb dr geared<br>10500shp 200t (o.f)<br>Harland & Wolff Ltd. Bel<br>2WTB 428℔ Spt 700° F. hs9414<br>2db 60℔ 3e (ex.g) 75℔<br>3×240kW 220V d.c. 14k |
| 509451<br>GVJB<br>185016<br>Df Esd<br>Pfd Rdr<br>RTv | **DUKE OF ROTHESAY**<br>**British Railways Board**<br>British<br>Lancaster | **4138**<br>1671<br>~~944~~<br>954 | **✠100A1** CS 12/64<br>Channel service from<br>ports in U.K. south of<br>Oban and Harwich-Hook<br>of Holland<br>**✠LMC**<br>MN2100 EL (y) 2⅛″SQ | **1956**–12 Wm. Denny & Bros. Ltd.—Dmb<br>376′ 1″ 57′ 4″ 14′ 10″<br>354′ 0″ 55′ 0″ 19′ 6″<br>P27′ B172′ F46′ 2 dks, 3rd dk except in<br>RW 12BH mchy. space<br>rf 9″ BK5½″ WB597t | TS (1400P)<br>2 Ho 32′, 32′, 5 TwD 32′, 32′, 46′,<br>74′, 48′<br>B.78140<br>3 Ha (13′, 13′, 18′×18′) | 2 S Turb dr geared<br>10500shp 200t (o.f)<br>Wm. Denny & Bros. Ltd. Dmb<br>2WTB 428℔ Spt 700° F. 420℔ hs9744<br>2db 60℔<br>3×240kW 220V d.c. 14k |
| 537443<br>Df Esd<br>Rdr RT | **DUKEGAT**<br>exUrsula Schulte–66<br>exSachsenwald–53<br>exSomerville–50<br>**Schulte & Bruns**<br>Hamburg W. German | **4309**<br>2219<br>7938 | GL | **1929** Burmeister & Wain—Cpn<br>*381·2′* 53′ 8″ 24′ 9″<br>... ... 23′ 5″<br>P21′ F28′ H54′ 1 dk & S dk<br>R<br>rf 6″ | TM OSD<br>5 Ho 56¾′, 46′, 46′, 47′, 67′<br>G.454500 B.421600<br>5 Ha (26¼′, 37½′, 30′, 30′, 30′×18′)<br>10W Der 1(30) 10(3) | 2 Oil 4SA each 10Cy. 400×600 mm<br>4200bhp Emade59fitted60 1049t (d.o)<br>Masch. Augsburg-Nürnberg Ham<br>2×140, 120kW 230V d.c. 10½k |
| 509453<br>GHNY<br>302785<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DUKESGARTH**<br>**St. Denis Shipping Co. Ltd.**<br>Cory Maritime Ltd.<br>London British | **10606** ~~10760~~<br>4922 ~~4622~~<br>15376 | **✠100A1** SS 7/66<br>ore carrier<br>**✠LMC**<br>MN880 EL f†2¼″SQ | **1961**–9 Blyth D.D. & S.B. Co. Ltd.—Bly<br>510′ 8″ 70′ 3″ 28′ 0″<br>480′ 0″ 70′ 0″ 36′ 3″<br>P94′ B25′ F49′ 1 dk<br>6BH<br>rf 3″ WB11367t | M Ore Carrier Mchy.aft<br>2 Ho each 144′<br>G.410488 B.408934<br>4 Ha (stl) (each 62′×40′) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 1059½t (hvf)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>2AuxB 100℔<br>3×180kW 220V d.c. 13k |
| 509455<br>PKNB<br>Df Esd<br>RT | **DUKUH**<br>**Republik Indonesia**<br>Departemen Perhubungan<br>Laut<br>Djakarta Indonesian | **677**<br>290<br>900 | ✠Classed LR until 11/64 | **1960–7** Stocznia im. Komuny Paryskiej—<br>Gdy<br>215′ 10″ 34′ 7″ 12′ 2¾″<br>193′ 7″ 34′ 5½″<br>F26′ 1 dk & S dk<br>rf 4″ | M OSD Mchy.aft<br>G.69616 B.63081<br>4W Der 4(3–5) | Oil 2SA 8Cy. 290×490 mm<br>960bhp 86¾t<br>Alpha Diesel A/S Fkn<br>12k |
| 512730<br>191106 | **DULAL**<br>exGelyo Maru–64<br>**A. K. Khan & Co.**<br>Chittagong Pakistan | **390**<br>~~219~~ 227<br>530 | NK | **1957** Ujina Zosensho—Hma<br>151′ 11″ 24′ 9″ 11′ 2″<br>137′ 10″ 24′ 7½″ 13′ 6″<br>1 dk<br>RW | M Mchy.aft<br>G.27334 B.24900<br>1 Ha (66¾′×17′) | Oil 4SA 6Cy. 320×460 mm<br>470bhp 14t<br>Nippon Hatsudoki Kob<br>9½k |

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| 509456<br>CUUQ<br>A1310C<br>Esd | **DULCINHA**<br>**Pascoal & Filhos Ltda.**<br>Aveiro Portuguese | 135<br>38<br>— | ✠Classed LR until 8/65 | 1958–12 Est. Nav. do Mondego—Figueira<br>96' 2" 21' 5"<br>84' 6" 21' 0" 10' 6"<br>RFD21'<br>RW<br>rf 35" BK6" | M Trawler | Oil 4SA 8Cy. 290×420 mm<br>440bhp<br>Masch. Kiel A.G. |
| 509457<br>VJVJ<br>179875<br>Esd Gc<br>Rdr RTv | **DULVERTON**<br>**Government of Western Australia State Shipping Service**<br>Fremantle British | 2411<br>1134<br>3183 | ✠100A1 SS 5/66<br>✠LMC<br>MN333 EL s 1 1/16"SQ | 1948–6 Evans, Deakin & Co. Ltd.—Bsb<br>291' 4" 46' 4" 18' 9"<br>270' 6" 46' 0" 29' 4"<br>P&B134' F31' 2 dks<br>R 5BH<br>rf 3" WB700t incl. Tunnel tanks 82t | S<br>3 Ho 58', 76', 46'<br>G.107351 B.99231 In.15421<br>3 Ha (34'×18') (34'×20') (22'×16')<br>10W Der 1(20) 4(5) 6(3) | C 4Cy. (2) 18¾" & (2) 39½"×<br>1850ihp Lentz<br>Govt. Marine Eng. Wks<br>2WTB 240lb Spt 220lb<br>2×150kW 225V d.c. |
| 509458<br>MXSK<br>187657<br>Esd Pfd<br>Rdr<br>RTm | **DULWICH**<br>**South Eastern Gas Board**<br>D. K. Jacobs<br>London British | 1873<br>996<br>2835 | ✠100A1 SS 5/68 ~~SS 9/65~~<br>✠LMC<br>MN230 EL q 1 1/16"SQ | 1957–10 Hall, Russell & Co. Ltd.—Abn<br>275' 2" 39' 5" 17' 1"<br>261' 6" 39' 4" 18' 6"<br>Q163' B23' F26' 1 dk<br>RW NS 6BH<br>rf nil WB1058t incl. DTf175t | M Mchy.aft<br>3 Ho 60', 54', 49'<br>3 Ha (stl) (37½'×25½') (36', 36'×27') | Oil 2SA 8Cy. 340×570 mm<br>1150bhp<br>British Polar Engines Ltd.<br>3×45kW 220V d.c. |
| 500294<br>6ZNN<br>2426<br>Df Esd<br>Rdr | **DUMAI TRADER**<br>exAdmiral Hardy–65<br>exEmpire Farrar–49<br>exMichael Ferdinand–46<br>**Manchester Navigation Ltd.**<br>Monrovia Liberian | 1929<br>925<br>3125 | BV | 1944 Stettiner Oderwerke—Stn<br>301' 4" 44' 6" 18' 5"<br>44' 4"<br>1 dk & S dk<br>RW | S OSD<br>3 Ho 43½', 70½', 59½'<br>G.192000 B.179000<br>3 Ha (23½', 46½'×18') (46½'×21½')<br>10W Der 1(5) 3(3) | Q 4Cy. (2) 16 1/16" & (2)<br>1200ihp<br>Stettiner Oderwerke<br>2×30kW 220/230V d.c. |
| 513843<br>HPZY<br>4623P<br>Esd | **DUMAS**<br>exVictoria–66 exDumas–65<br>exGunung Mas–64<br>exLampong–59 exKota Nica–51<br>**Transportes Maritimos de San Blas S.A.**<br>Panama Panamanian | 556<br>361<br>465 | | 1946 Albina Eng. & Mach. Wks—Pld<br>181' 1" 29' 1" 8' 6"<br>28' 11"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 305×380 mm<br>Enterprise Eng. & Fdry Co. |
| 509459<br>GGHG<br>301426<br>Df Esd<br>Gc Rdr<br>RTv | **DUMBAIA**<br>**Elder Dempster Lines Ltd.**<br>Glasgow British | T.Mk<br>6385<br>3399<br>10755<br>8876<br>5112<br>11530 | ✠100A1 CS 7/64<br>DTsmf & 'tween dk tanks amids & aft—vegetable oil<br>✠LMC<br>MN1170 EL c†2¼"SQ | 1960–10 Lithgows Ltd.—P.Gl<br>465' 0" 63' 1" ~~27' 9¼" — /27' 9¼"~~<br>440' 0" 62' 9" 39' 9" 26' 8"/27' 9¼"<br>P34' F41' 2 dks, 3rd dk in No. 3 hold<br>RW 7BH<br>rf 6" WB1490t incl. DTsmf1467t | M<br>5 Ho 65½', 56½', 67½', 32½' DT, 32½' DT, 30' DT, 30' DT, 82½', 67½'<br>B.617657<br>5 Ha (stl) (31½', 33½', 38½', 38½', 33½'×22')<br>14W Der 1(50) 4(15) 2(7½) 8(5) 2(3) | Oil 2SA 4Cy. 750×1500 mm 500 mm<br>5850bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>AuxB 100lb<br>4×165kW 220V d.c. |
| 509460<br>TPEH<br>3599LI<br>RT | **DUMBO**<br>exLynnwear–62<br>exSpringwear–59<br>exHumbergate–55<br>exEmpire Chelsea–47<br>**South Star Corp.**<br>Panama Panamanian | 1025<br>577<br>1452 | ~~BS ✻~~ ~~CS 4/64~~<br>~~MBS ✻~~<br>~~MN447~~ ~~Q28~~<br>**WRECKED 11/68**<br>~~SURVEYS OVERDUE—CLASS SUSPENDED 12/67~~ | 1945–2 J. Lewis & Sons Ltd.—Abn<br>212' 6" 32' 10" 15' 2½"<br>202' 0" 32' 7" 15' 8"<br>P39' Q94' B12' F21' 1 dk<br>4BH<br>WB310t | S Mchy.aft<br>G.71560 B.69100<br>3W | T 3Cy. 14" 24" & 40"×27"<br>700ihp<br>J. Lewis & Sons Ltd.<br>SB 200lb hs(1953) |
| 541544<br>IMGB<br>261<br>Esd Rdr<br>RT | **DUMBO**<br>**Lina Renzoni & Ernesto Scartozzi**<br>Ancona Italian | 148<br>72<br>— | RI | 1963 "Navalmeccanica" Cant. Nav. Castellammare—Senigallia<br>113' 2" 21' 4" 10' 0"<br>98' 5" 21' 2" 11' 10"<br>RW | M Trawler | Oil 4SA 6Cy. 265×410 mm<br>450bhp<br>Ansaldo Stab. Mecc. |
| 509461<br>GQTF<br>180941 | **DUMBO**<br>**Hedley-Jennings Shipping Co. Ltd.**<br>London British | 126<br>68<br>— | | 1941 S. Hall—<br>*106·8'* 17' 10"<br>… … …<br>conv yacht 47 | Wood TM | 2 Oil each 12Cy. 180×190 mm<br>NE46<br>Davey Paxman & Co. Ltd. |
| 509462<br>188710<br>Esd Gc<br>RTm/h | **DUMIT**<br>**Government of Canada (Minister of Transport)**<br>Ottawa Canadian | 104<br>48<br>40 | ✠A1 SS 5/67<br>for service in the MacKenzie River & Lakes system to Tuktoyaktuk, N.W.T.<br>**LMC**<br>MN64 EL (a) 1/16" | 1958–8 Allied Builders Ltd.—Vcr<br>Re-erected at Waterways, Alberta<br>71' 2" 21' 5" 2' 6"<br>66' 0" 21' 0" 5' 8"<br>1 dk<br>NS 4BH<br>rf nil | TM Buoy Ship<br>1 Ho 15'<br>1 Ha (1½'×1½')<br>Cr 1(1½) | 2 Oil 4SA each 8Cy.<br>clutch, sr & reverse gear<br>318bhp<br>Cummins Engine Co. Inc.<br>2×15kW 115/230V |
| 661504 | **DUMLE**<br>**Göteborgs Stad (Hamndirektören)**<br>Gothenburg Swedish | 390<br>350<br>— | ✠100A-hopper barge<br>Gothenburg estuary service<br>EL (e) | 1966–7 A. Vuijk & Zonen—Capelle<br>133' 1" 29' 3" 9' 10"<br>131' 1" 28' 2½" 10' 6"<br>RAD24' RFD24' 1 dk<br>2BH<br>rf nil | Hopper Barge<br>1 Ho 82'<br>1 Ha (82'×21') | 1×2kW 25V d.c. |
| 509463<br>TPLZ<br>Df Esd<br>Pfd | **DUMONT D'URVILLE**<br>**Groupement des Mareyeurs Armateurs de Concarneau**<br>Concarneau French | 116<br>18<br>49 | BV | 1956 At. & Ch. de la Manche—Dpe<br>88' 3" 20' 2" 11' 4"<br>86' 11" 20' 1" 11' 10" | M Trawler<br>1 Ha (4'×4') | Oil 4SA 5Cy. 290×360 mm<br>350bhp<br>Cie. de Const. Méc. |

# REGISTER OF SHIPS

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| 509464<br>GMLM<br>181533<br>Df Esd<br>Rdr<br>RTm/h | **DUMRA**<br>**British India Steam Nav. Co. Ltd.**<br>London<br>British | 4867<br>2669<br>4615 | ✠100A1 ~~CS 4/64~~<br>with freeboard<br>✠LMC CS TD 5/68<br>✠Lloyd's RMC<br>EL y 1⅞″SQ | 1946–12 Barclay, Curle & Co. Ltd.—Gls<br>398′ 8″ 54′ 10″ 21′ 11¾″<br>375′ 0″ 54′ 6″ 27′ 0″<br>F37′ 2 dks, 3rd dk in No. 1 hold pt Shade dk<br>R 6BH<br>rf 3″ WB1277t incl. Tunnel tanks 182t DTa183t | M (1098P) Ref<br>4 Ho 66¼′, 57½′, 62½′, 57½<br>G.212330 B.191700 In.6400<br>4 Ha (18′×14′) (27½′, 20′, 17½′×16′)<br>8W Der 4(6) 4(5) | Oil 2SA 5Cy. 600×2000 mm<br>4200bhp Doxford 753t (d.o)<br>Barclay, Curle & Co. Ltd. Gls<br>✠2NAuxB 4/64–120℔<br>3×60kW 220V d.c. 14k |
| 509465<br>GHMC<br>303171<br>Df Esd<br>Gc Rdr<br>RTv | **DUMURRA**<br>**Elder Dempster Lines Ltd.**<br>Liverpool<br>British | T.Mk<br>5932<br>3248<br>9694<br>8238<br>4658<br>10078 | ✠100A1 CS 8/65<br>DTsmf & 'tween dk tanks amids—veg. oil, latex or glycerine<br>✠LMC<br>MN1100 RL c†2⅛″SQ | 1961–7 A. Stephen & Sons Ltd.—Gls<br>460′ 0″ 63′ 3″ ~~26′ 5¼″~~ ~~26′ 11¼″ —/26′ 11¼″~~<br>26′ 4″/26′ 11¼″<br>430′ 0″ 63′ 0″ 38′ 6″<br>P44′ F46′ 2 dks<br>RW 7BH<br>rf 4″ WB2335t | M Ref<br>5 Ho 56¼′, 69¼′, 60′, 30′ DT, 30′ DT, 32½′ DT, 32½′ DT, 69¼′, 56¼′<br>G.621180 B.561010 In.1070<br>5 Ha (stl) (31½′, 37½′, 30′, 37½′, 27½′×22′)<br>16W Der 1(50) 2(10) 2(10) 2(7½) 8(5) 2(3) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford 940⅓t (hvf)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB (1 o.f 1 ex.g) 120℔<br>4×200kW 220V d.c. 14k |
| 509466<br>HAAH<br>Df Esd | **DUNA**<br>**Hungarian Shipping Co. Ltd.**<br>Budapest<br>Hungarian | 1194<br>631<br>1070 | | 1957 "Gheorghiu Dei" Shpyd—Bdp<br>223′ 9″ 32′ 10″ 12′ 6″<br>32′ 8″ 17′ 5″<br>1 dk | TM Mchy.aft<br>G.63056<br>6W Der 6(2½) | 2 Oil 4SA each 8Cy. 216×310 mm<br>800bhp<br>Ganz Waggon & Eng. Wks Bdp<br>9k |
| 509467<br>GVBF<br>185773<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **DUNADD**<br>**St. Andrews Shipping Co. Ltd.**<br>J. & J. Denholm (Management) Ltd.<br>Greenock<br>British | 10682<br>4488<br>14300 | ✠100A1 SS 6/65<br>ore carrier<br>✠LMC<br>MN900 EL f†2¼″SQ | 1955–12 Lithgows Ltd.—P.Gl<br>505′ 0″ 69′ 0″ 27′ 6″<br>480′ 0″ 68′ 9″ 36′ 3″<br>P99′ B28′ F57′ 1 dk<br>RW 8BH<br>rf 4″ WB11822t incl. DTm1116t | M Ore Carrier Mchy.aft<br>5 Ho 71′, 71′, 65¾′, 71′, 35′<br>5 Ha (stl) (61¼′, 61¼′, 61¼′, 61¼′×34′) (13′×19½′)<br>Der 2(5) | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford (hvf)<br>Rowan & Co. Ltd. Gls<br>2AuxB 150℔<br>3×80kW 220V d.c. 13k |
| 680123<br>UVHO<br>RDM-22479 | **DUNAETS**<br>**U.S.S.R.**<br>Ismail<br>Russian | 464<br>—<br>155 | | 1955 Santierul Naval—Gtz<br>145′ 7″ 29′ 6″ 11′ 4½″<br>14′ 5″ | TM Tug | 2 Oil 2SA each 6Cy. 300×500 mm<br>Russia<br>11k |
| 509468<br>SPGV<br>Df Esd<br>Rdr<br>RTm | **DUNAJEC**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin<br>Polish | 486<br>177<br>680 | PR | 1951 Stocznia Gdanska—Gdk<br>196′ 4″ 31′ 3″ 11′ 2¼″<br>31′ 1″<br>2 dks<br>RW | M (2P)<br>2 Ho 44¼′, 54¼′<br>2 Ha (31½′, 39¼′×18′)<br>Der 4(3) | Oil 2SA 6Cy. 250×420 mm<br>540bhp (d.o)<br>Nydqvist & Holm A/B Thn<br>3×30kW 220V d.c. 10k |
| 671343<br>YQAF<br>217<br>Df Esd<br>Gc Rdr<br>RT | **DUNAREA**<br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza<br>Roumanian | 16591<br>5374<br>25450 | ✠100A1<br>ore carrier<br>✠LMC<br>MN2300 EL l†2⅝″SQ | 1967–5 Hitachi Zosen—Inn<br>594′ 3″ 81′ 7″ 31′ 4¾″<br>564′ 4″ 81′ 4″ 42′ 4″<br>P103′ F59′ 1 dk<br>6BH<br>rf 2″ WB22490t incl. DTf2260t | M Ore Carrier Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W<br>Hitachi Zosen Osa<br>db 71℔ e (ex.g) 114℔<br>3×280, 280, 240kW 400V 50c/s a.c. |
| 640995<br>HAAB<br>Df Esd<br>Rdr | **DUNAUJVAROS**<br>**Hungarian Shipping Co. Ltd.**<br>Budapest<br>Hungarian | 1214<br>573<br>1179 | | 1963 Angyalfold Shipyard—Bdp<br>267′ 9″ 34′ 9″ 10′ 2″<br>34′ 7″ 15′ 5″<br>1 dk & S dk | TM OSD | 2 Oil 4SA each 8Cy. 315×450 mm<br>1600bhp<br>Lang Eng. Works Bdp |
| 542586<br>LZFD<br>Df Esd<br>Gc Rdr<br>RT | **DUNAV**<br>exMontana–63<br>**Bulgarian Tanker Fleet**<br>Varna<br>Bulgarian | 13628<br>8084<br>— | ✠100A1 SS 1/65<br>oil tanker<br>✠LMC<br>MN2160 EL i†$2\frac{7}{16}$″SQ | 1961–2 Sir J. Laing & Sons Ltd.—Sld<br>559′ 3″ 72′ 0″ 31′ 1¼″<br>536′ 0″ 71′10½″ 40′ 8″<br>P124′ B37′ F64′ 1 dk<br>15BH<br>rf 4″ WB1552t | M Tanker Mchy.aft<br>26 Ta<br>L.931810 HeCls. BC | Oil 2SA 6Cy. 670×2100 mm<br>10000bhp 1680t–28½pd<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>~~2AuxB (1 o.f 1 ex.g) 180℔~~ 15k<br>2AuxB (o.f) 180℔ (AuxB (ex.g) 180℔) |
| 680124<br>UKVI<br>M-0436 | **DUNAY**<br>**U.S.S.R.**<br>Baku<br>Russian | 663<br>330<br>675 | | 1942 .......................Austria<br>195′ 11″ 29′ 6″ 9′ 10½″<br>29′ 5″ 11′ 7″<br>1 dk | M<br>2 Ho<br>G 30474<br>2 Ha (36¾′, 29¾′×16½′)<br>4W Der 4(1½) | Oil 2SA 6Cy. 290×500 mm<br>Germany<br>10k |
| 680125<br>USYZ<br>M-786<br>Df Esd | **DUNAY**<br>**U.S.S.R.**<br>Vladivostok<br>Russian | 597<br>255<br>526 | ✠ | 1941–7 Cook, Welton & Gemmell Ltd.—Bev<br>164′ 6″ 27′ 8″ 14′ 0½″<br>27′ 6½″ 15′ 0″<br>1 dk<br>conv trawler 48 | M<br>2 Ho<br>G 21635<br>2 Ha (15′, 10′×8¾′)<br>2W Der 2(1½) | Oil<br>NE48<br>8k |
| 652064<br>350461<br>Df Esd<br>RT | **DUNBLANE**<br>**John Ovenstone Ltd.**<br>Cape Town<br>S. African | 98<br>51<br>— | ~~✠100A1~~<br>~~stern trawler~~<br>~~LMC~~<br>MN56 ~~EL d(a)~~<br>✠Class **WITHDRAWN** at Owners' request 5/68 | 1965–12 Barens S.B. & Eng. Corp. Ltd.—Drb<br>75′ 0″ 21′ 9″ 8′ 0″<br>68′ 0″ 21′ 0″ 11′ 0″<br>F24′<br>4BH<br>rf 24″ BK2″ WB15t | M Stern Trawler | Oil 2SA 4Cy. 230×400 mm<br>280bhp<br>Alpha-Diesel A/S Fkn<br>1×3kW 24/32V d.c.<br>Controllable pitch propeller |
| 509470<br>5LCB<br>824<br>Df Esd<br>Gc Rdr<br>RT | **DUNCAN BAY**<br>**Duncan Bay Tankships Ltd.**<br>Monrovia<br>Liberian | 13013<br>7660<br>20476 | AB | 1956 Nat. Bulk Carriers Inc. (Kure Shpyd Div.)—Kur<br>587′ 0″ 84′ 3″ 28′ 7″<br>560′ 0″ 84′ 0″ 41′ 0″<br>P120′ F49′ 1 dk<br>RW<br>rf 3″ | S Pulp Tanker Mchy.aft<br>12 Ta<br>L.853452 HeCls. B | 2 S Turb dr geared to sc. shaft<br>Emade44fitted56<br>9000shp 722t (o.f)–54pd<br>Westinghouse Electric Corp. Pbg<br>15½k |

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|---|---|---|---|---|---|---|
| 509471<br>EEKL | **DUNCANO**<br>**Fernando Varela Grassl**<br>Vigo Spanish | 171<br>111<br>— | | **1943** L. Iglesias Fernandez—Vgo<br>89·3' 21' 4"<br>... ... ... | Wood S | C 2Cy. 9$\frac{1}{16}$" & 18¾"×12½"<br>100ihp |
| 509472<br>GVJY<br>185784<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **DUNCRAIG**<br>**British Steam Shipping Co. Ltd.**<br>J. & J. Denholm (Management) Ltd.<br>Greenock British | 10687<br>4494<br>14300 | ✠100A1 SS 3/66<br>ore carrier<br>✠LMC<br>MN900 EL f†2½"SQ | **1957–3** Lithgows Ltd.—P.Gl<br>505' 1" 69' 0" 27' 6"<br>480' 0" 68' 9" 36' 3"<br>P99' B27' F57' 1 dk<br>RW 8BH<br>rf 4" WB11545t incl. DTm1116t | M Ore Carrier Mchy.aft<br>5 Ho 69½', 71½', 71½', 71½', 34½'<br>5 Ha (stl) (61', 61', 61', 61'×33½')<br>(13½'×20')<br>Der 2(5) | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford<br>D. Rowan & Co. Ltd.<br>2AuxB 150lb<br>3×80kW 220V d.c. |
| 509473<br>GKLA<br>183380<br>RT | **DUNCURLEW**<br>**Newport Screw Towing Co. Ltd.**<br>Newport, Mon British | 186<br>—<br>— | ✠100A1 SS 10/66<br>tug<br>✠LMC<br>MN252 EL (c) | **1962–9** R.Dunston(Hessle)Ltd.—Hessle<br>100' 11" 27' 2" 11' 8½"<br>90' 0" 25' 9" 12' 6"<br>RW 3BH<br>rf 15" BK6" WB61t | M Tug Mchy.aft | Oil 2SA 6Cy. 340×570 mm with<br>couplings & sr reverse gear<br>1260bhp<br>British Polar Engines Ltd. |
| 509475<br><br>161881 | **DUNDAS**<br>exStronghold–49<br>**Grangemouth & Forth Towing Co. Ltd.**<br>Grangemouth British | 150<br>—<br>— | ✠Classed LR until 4/61 | **1931–9** Goole S.B. & R. Co. (1927) Ltd.—Goo<br>103' 3" 23' 6"<br>95' 0" 22' 0" 11' 6"<br>R<br>BK6" | S Tug | C 2Cy. 20" & 42"×27"<br>Amos & Smith Ltd. |
| 680110<br><br>Df Esd<br>Rdr RT | **DUNDRENNAN**<br>**John Ovenstone Ltd.**<br>Cape Town S. African | ~~100~~ 168<br>~~50~~ 71<br>— | | **1966** Globe Engineering Works—C.Tn<br>75' 0" 21' 0" 8' 6"<br>73' 0"<br>2 dks | M Stern Trawler | Oil 4Cy. 240×400 mm<br>375bhp<br>Burmeister & Wain |
| 501651<br><br><br>Df Esd<br>Gc Rdr<br>RT | **DUNDRUM BAY**<br>exAndrea Brövig–66<br>~~**Irish Tankers Ltd.**~~<br>~~British~~<br>**Biddeford Corp. S.A.**<br>Monrovia Liberian | *8988* ~~8986~~<br>*5170* ~~5176~~<br>13690 | ✠100A1 TD 9/68 ~~Dr 2/61~~<br>oil tanker<br>✠LMC<br>EL d†<br>~~OVERDUE SPECIAL SURVEY INCOMPLETE 2/65 CLASS SUSPENDED 12/66~~ | **1948–8** Lithgows Ltd.—P.Gl<br>505' 6" 62' 3" 28' 3½"<br>470' 0" 62' 0" 35' 3"<br>P97' B40' F50' 1 dk<br>RW 13BH<br>WB1215t incl. DTf810t | M Tanker Mchy.aft<br>32 Ta<br>L.653421 HeCls. BC | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford<br>Fairfield S.B. & E. Co. Ltd.<br>2AuxB 150lb |
| 509478<br>DAFZ<br><br>Df Esd<br>RT | **DÜNECK**<br>**H. J. Freudenberg & Söhne**<br>Johs. Thode<br>Hamburg W. German | 424<br>217<br>670 | GL | **1958** Schiffsw. H. Rancke—Ham<br>174' 2" 28' 4" 11' 4½"<br>28' 2" 12' 8"<br>P34' F25' 1 dk<br>RW | M<br>G.32662 B.28318<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>400bhp<br>Klöckner-Humboldt-Deutz |
| 509480<br>GKKT<br>184273<br>Df Esd<br>Gc Pfd | **DUNEDIN STAR**<br>**Blue Star Line Ltd.**<br>London British<br>Now **ROLAND** See New Entries No. 2 | 7344<br>4067<br>10360 | BS✻ SS 10/65<br>centre DTa—veg. oil<br>**MBS✻**<br>✠**Lloyd's RMC**<br>MN1600 CT10172 C42 S38 | **1950–9** A. Stephen & Sons Ltd.—Gls<br>496' 10" 64' 9" 27' 3½"<br>469' 6" 64' 6" 42' 0"<br>P38' F39' 1 dk & S dk, 3rd dk clear of mchy. space<br>RW 7BH<br>rf 3" WB3315t incl. DTsa1002t | S Ref OSD<br>6 Ho 54', 73', 93½', 22', 52½', 74½'<br>G.777920 B.707590 In.222645<br>6 Ha (stl) (24'×16') (35½'×20')<br>(33'×16') (13½'×12')<br>(27½', 24½'×20')<br>18W Der 1(50) 4(10) 14(5) | 3 S Turb dr geared to sc. shaft<br>8800shp<br>A. Stephen & Sons Ltd.<br>2WTB 570lb Spt 520lb<br>db 105lb sg 120lb<br>3×250kW 220V d.c. |
| 641819<br>GOHY<br>305311<br>Pfd Rdr<br>RTm | **DUNELM**<br>**France, Fenwick Tyne & Wear Co. Ltd.**<br>Sunderland British | 132<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN210 EL (b) | **1964–11** R. Dunston (Hessle) Ltd.—Hessle<br>91' 9" 25' 9" 10' 3½"<br>82' 0" 24' 0" 11' 0"<br>3BH<br>rf 21" BK5½" WB29t | M Tug (12P) | Oil 4SA 8Cy. 10½"×14½" with<br>coupling & reverse gear<br>1050bhp<br>Ruston & Hornsby<br>2×30kW 440V 50c/s a.c. |
| 509481<br>GPCG<br>180096<br>Df Esd<br>Gc Rdr<br>RTv | **DUNELMIA**<br>**Metcalfe Shipping Co. Ltd.**<br>Metcalfe, Son & Co.<br>W. Hartlepool British | 4907<br>2872<br>8890 | ✠100A1 SS 8/68 ~~SS 7/64~~<br>✠LMC<br>MN360 EL a†2"SQ | **1952–6** W. Gray & Co. Ltd.—Hpl<br>429' 6" 56' 4" 24' 11½"<br>406' 5" 56' 0" 36' 5"<br>1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB2504t incl. DTm1096t | S (2P) OSD<br>4 Ho 59½', 111½', 26½' DT, 66½', 66'<br>G.560120 B.523540<br>4 Ha (28½', 54' comb., 29½', 29½'×22')<br>11W Der 2(10) 8(5) 1(3) | T 3Cy. 30" 32" & 58"×4'<br>with dr gearing & hydraulic<br>2000ihp<br>Cen. Mar. Eng. Wks<br>2 SB 225lb Spt hs(7100)<br>2×25kW 110V d.c. |
| 509483<br>MATT<br>168686 | **DUNFALCON**<br>exBattleaxe–61 exVanguard–61<br>exEmpire Pine–46<br>**Newport Screw Towing Co. Ltd.**<br>Newport, Mon. British | 252<br>—<br>— | ✻Class **WITHDRAWN** at Owners' request 8/68<br>**BROKEN UP** | **1941–9** Scott & Sons—Bwg<br>114' 6" 26' 1" 12' 10"<br>107' 0" 26' 0" 13' 6"<br>1 dk<br>3BH<br>BK7" WB18t | S Tug | T 3Cy. 16½" 27" & 46"×30"<br>1000ihp<br>Plenty & Son Ltd.<br>SB 220lb hs(2800) |
| 509485<br>MQLX<br>169303<br>RT | **DUNHAWK**<br>exFlying Typhoon–61<br>exEmpire Maisie–47<br>**Newport Screw Towing Co. Ltd.**<br>Newport, Mon British | 244<br>—<br>— | ✠Class **WITHDRAWN** at Owners' request 8/68<br>**BROKEN UP** | **1943–7** Henry Scarr Ltd.—Hessle<br>114' 8" 26' 8" 12' 3½"<br>105' 0" 26' 6" 13' 6"<br>4BH<br>WB47t incl. DTf6t | S Tug | T 3Cy. 16" 26" & 43"×30"<br>1000ihp<br>C. D. Holmes & Co. Ltd.<br>SB 210lb hs(2778) |
| 652278<br>BOYF<br>67220<br>Df Esd<br>Gc Rdr<br>RT | **DUNHUANG**<br>**The People's Republic of China**<br>Canton<br>People's Rep. of China | 8258<br>4702<br>13170<br>**11422**<br>6857<br>15340 | ~~✠100A1~~<br>~~Ice Class 3~~<br>~~✠LMC~~<br>~~MN2100~~ ~~EL g†2½"SQ~~<br>✠Class **WITHDRAWN** at Owners' request 5/68 | **1967–2** Doxford & Sunderland S.B. & E. Co. Ltd.—Doxford Shipyard, Sld<br>522' 11" 70' 3" 27' 10½"/30' 8½"<br>485' 0" 70' 0" 42' 6"<br>F46' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6" DK fwd WB3698t incl. Tunnel tanks 215t DTf1704t | M OSD/CSD | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer<br>G. Clark & N.E.M. Ltd.<br>2 AuxB (1 o.f 1 ex.g)<br>3×340kW 380V 50c/s a.c. |

| | | T.Mk | | | | |
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| 509491<br>GFRE<br>301538<br>Df Esd<br>Gc Rdr<br>RTv | **DUNKWA**<br>**Elder Dempster Lines Ltd.**<br>Liverpool<br>British | 5909<br>3208<br>9716 ~~9704~~<br>8254<br>4653<br>10099 | ✠100A1 CS 2/68 ~~CS 2/64~~<br>DTsmf & 'tween dk tanks amids—veg. oil, latex or glycerine<br>✠LMC<br>MN1140 EL c†2⅛"SQ | **1960**–4 Scotts' S.B. & Eng. Co.—Grk<br>460' 0" 63' 3" ~~26' 4¼"/26' 5¼"~~<br>430' 0" 63' 0" 38' 6" **26' 3¾"**/26' 11¼"<br>P44' F46' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4" WB2430t | M ~~CSD/CSD~~<br>5 Ho 56¼', 69¼', 65', 30' DT, 30' DT, 32½' DT, 32½' DT, 77½', 59½'<br>G.627774 B.577566<br>5 Ha (stl) (31½', 37½', 30', 37½', 27½'×22')<br>16W Der 1(50) 2(20) 2(10) 2(7½) 8(5) 2(3) | Oil 2SA 4Cy. 670×2320 mm<br>5700bhp Doxford 912t (hvf)<br>Scotts' S.B. & Eng. Co. Grk<br>2AuxB (1 o.f 1 ex.g) 120lb<br>4×200kW 220V d.c. 14k |
| 509482<br>MXJZ<br>185790<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm | **DUNKYLE**<br>**St. Andrews Shipping Co. Ltd.**<br>J. & J. Denholm (Management) Ltd.<br>Greenock<br>British | 10687<br>4494<br>15500 | ✠100A1 SS 7/67<br>ore carrier<br>✠LMC<br>MN900 EL f†2¼"SQ | **1957**–12 Lithgows Ltd.—P.Gl<br>505' 1" 69' 0" 28' 11¼"<br>480' 0" 68' 9" 36' 3"<br>P99' B27' F57' 1 dk<br>RW NS in dry cargo hold fwd 8BH<br>rf 4" WB10650t | M Ore Carrier Mchy.aft<br>5 Ho 70¾', 71¼', 72', 70¾', 24¾'<br>G.378126<br>5 Ha (stl) (61¼', 61¼', 61¼', 61¼'×34') (13½'×20')<br>2W Der 2(5) | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford 1491t (hvf)<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 150lb<br>3×80kW 220V d.c. 11½k |
| 509483<br>Df Esd<br>Rdr | **DUNN**<br>exAmstelstad–59<br>exJan Lievens–46<br>exOcean Merchant–43<br>**The People's Republic of China**<br>People's Rep. of China | *7169*<br>*4282*<br>10334 | ✠Classed LR until 9/60 | **1942**–8 Todd-Bath Iron S.B. Corp.—Pld<br>441' 6" 57' 0" 26' 10¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks | S CSD<br>5 Ho<br>G.534448 B.481594<br>5 Ha<br>10W Der 1(40) 1(10) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1248t (o.f)<br>General Mchy. Corp. Hamilton<br>10¼k |
| 680111<br>ZSZG<br>350516<br>Df Esd<br>Rdr RT | **DUNNELLON**<br>**John Ovenstone Ltd.**<br>Cape Town<br>S. African | 100<br>59<br>— | | **1967** Globe Engineering Works—C.Tn<br>75' 0" 21' 0" 8' 6"<br>73' 0"<br>2 dks | M Stern Trawler | Oil 4Cy. 240×400 mm<br>375bhp 25t<br>Burmeister & Wain Cpn<br>10k |
| 509495<br>300483<br>RTv | **DUNNOSE**<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Co. Ltd.**<br>Southampton<br>British | 241<br>—<br>— | ✠100A1 SS 2/67<br>tug<br>Harbour service<br>✠LMC<br>MN268 EL (d) | **1958**–6 J. I. Thornycroft & Co. Ltd.—Sou<br>112' 1" 29' 9" 9' 9"<br>100' 0" 27' 0" 13' 3"<br>RW 5BH<br>rf 21" WB46t | TM Tug | 2 Oil 2SA each 6Cy. 10½"×13½" with flexible couplings, sr & reverse gearing<br>1340bhp 37t (d.o)<br>Crossley Bros. Ltd. Mch<br>3×40, 40, 25kW 220V d.c. 12k |
| 651371<br>SDOE<br>1560<br>Esd Pld<br>Rdr<br>RTm | **DUNÖ**<br>**Filip Höglund Partrederi**<br>Donsö<br>Swedish | 150<br>62<br>— | BV | **1965** Rosslauer Schiffs.—Rosslau<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×300 mm<br>700bhp<br>Nydqvist & Holm A/B Thn |
| 680371 | **DUNOSPREY**<br>**Newport Screw Towing Co. Ltd.**<br>Newport<br>British<br>For later particulars see New Entries No. 2 | 185<br>—<br>— | 100A1<br>tug<br>Class contemplated | R. Dunston (Hessle) Ltd.—Hessle<br>99' 7" 27' 2" 10' 9"<br>90' 0" 25' 9" 12' 6" | M Tug Mchy.aft | Oil 2SA 6Cy. 13¼"×22½"<br>British Polar Engines Ltd. Gls |
| 640907<br>350354<br>Df Rdr<br>RT | **DUNSCORE**<br>**John Ovenstone Ltd.**<br>Cape Town<br>S. African | 100<br>45<br>— | ✠Classed LR until 2/66 | **1964**–7 E. S. Barens & Co. (Pty)—Drb<br>75' 0" 21' 9"<br>64' 9" 21' 0" 10' 6"<br>rf 20" BK6" | M Stern Trawler | Oil 2SA 3Cy. 230×400 mm with hydraulic coupling<br>210bhp B&W Emade60fitted64<br>Alpha-Diesel A/S Fkn<br>Controllable pitch propeller |
| 540337<br>MFUD<br>303641 | **DUNSNIPE**<br>**Newport Screw Towing Co. Ltd.**<br>Newport, Mon.<br>British | 186<br>—<br>— | ✠100A1 SS 3/67<br>tug<br>✠LMC<br>MN252 EL (c) | **1962**–12 R. Dunston (Hessle) Ltd.—Hessle<br>100' 11" 27' 2" 11' 8¾"<br>90' 0" 25' 9" 21' 6"<br>RW 3BH<br>rf 15" BK6' WB61t | M Tug | Oil 2SA 6Cy. 340×570 mm with flexible coupling & sr reverse gear<br>1260bhp 32t<br>British Polar Engines Ltd. Gls<br>11k |
| 518770<br>180044<br>Esd Pld<br>RT | **DUNURE**<br>exKingfisher–66<br>**Puddister & Bennett Shipping Ltd.**<br>St. John's, Nfl<br>Canadian | 493<br>224<br>517 | ✠Classed LR until 9/66 | **1944**–12 Henry Robb Ltd.—Lth<br>170' 0" 27' 1" 10' 4¾"<br>160' 0" 27' 0" 10' 6"<br>P48' Q55' F27' 1 dk<br>RW<br>rf 3" | M Mchy.aft<br>2 Ho 40', 62'<br>G.29753 B.28215<br>2 Ha (27½', 34¾'×14')<br>2W Der 2(3) | Oil 2SA 6Cy. 250×420 mm<br>560bhp 28t (d.o)<br>British Polar Engines Ltd. Gls<br>2×22kW 220V d.c. 10k |
| 680557<br>264 | **DUNVEGAN HEAD**<br>**The South Georgia Co. Ltd.**<br>Chr. Salvesen & Co.<br>Leith<br>British<br>For later particulars see New Entries No. 4 | 4000<br>—<br>6000 | 100A1<br>Class contemplated | Schps. "De Hoop"—Lobith<br>362' 3"<br>343' 3" 51' 10" 28' 11" | M Mchy.aft | Oil 4SA 8Cy. 520×740 mm<br>Masch. Augsburg-Nürnberg Ham |
| 525834<br>FOVB<br>Df Esd<br>Gc Pld<br>Rdr RT | **DUPERRÉ**<br>exNotre Dame Panetière–63<br>**Fourmentin Avisse & Fils**<br>Boulogne<br>French | 522<br>211<br>390 | BV | **1957** A.G."Weser" WerkSeebeck—Bhn<br>178' 5" 29' 4" 14' 0"<br>157' 5" 29' 3" 15' 3"<br>RW | M Trawler<br>4 Ha (each 3½'×3½') | Oil 4SA 6Cy. 420×660 mm<br>1250bhp 150t<br>Klöckner-Humboldt-Deutz Kln<br>13½k |

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| 661578<br>FNSN<br>Df Esd<br>Gc Rdr<br>RT | **DUPLEIX**<br>**Cie. Maritime des Chargeurs Réunis**<br>Dunkirk French | ~~11669~~ 10427<br>~~6168~~ 5791<br>~~13000~~ | | BV | 1966 Ch. Nav. de la Ciotat—La Ciotat<br>517' 8" 71' 8"<br>477' 3" 71' 6½" 41' 0"<br>3 dks<br>RW | M Ref CSD Mchy.aft | Oil 2SA 6Cy. 900×1550 mm<br>13800bhp<br>Cie. de Const. Méc. |
| 509501<br>FORF<br>Df Esd<br>Pfd Rdr<br>RT | **DUPLEIX**<br>**André Fourmentin & Cie.**<br>Boulogne French | 578<br>220<br>465 | | BV | 1955—Béliard, Crighton & Cie.—Ost<br>*181·8'* 31' 6"<br>170' 11" 30' 10" 17' 5"<br>RW | M Trawler<br>5 Ha (each 3½'×3½')<br>Der 1(4) 2(2) | Oil 4SA 8Cy. 340×525 mm<br>1250bhp<br>Soc. d'Elec. & Méc. |
| 509502<br>Df Esd | **DUQUE DE CAXIAS**<br>exOrizaba<br>**Brazilian Government**<br>Rio de Janeiro Brazilian | 6937<br>3420<br>— | ✠Classed LR until 8/32 | | 1918–6 W. Cramp & Sons S. & E.B. Co. —Phl<br>*423·0'* 60' 0"<br>59' 10"<br>3 dks & S dk<br>R | TS Ref OSD | 4 S Turb sr geared to 2 sc.<br>W. Cramp & Sons S. & E. B. Co. |
| 509504<br>EERI<br>RTm | **DUQUE DEL INFANTADO**<br>**Naviera Maritima de Arosa S.A.**<br>Ramon Garcia Reboredo<br>Villagarcia Spanish | 392<br>251<br>520 | ✠100A1<br>✠LMC<br>MN37 | ~~SS 12/63~~<br>SS 12/67<br>EL f | Lch.1948 Cmd.1951–12 Ast. de J. Fernandez Montes—Gjn<br>160' 4" 26' 5"<br>144' 4" 26' 3" 11' 2"<br>P40' F19' 1 dk<br>R NS 4BH<br>rf 7½" WB84t | S Mchy.aft<br>2 Ho each 47'<br>2 Ha (each 32½'×16½')<br>Der 2(2) | T 3Cy. 7½" 13½" & 21<br>250ihp<br>Vda de Martin Martin<br>SB 180lb ND hs(307)<br>2×5kW 110V d.c. |
| 509505<br>GFPZ<br>182978<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DUQUESA**<br>~~Furness-Houlder~~<br>~~Argentine Lines Ltd.~~<br>~~London~~ ~~British~~<br>**Royal Mail Lines Ltd.**<br>Furness Ship Management Ltd.<br>London British | T.Mk<br>7655<br>4423<br>8884<br>9726<br>5813<br>12075 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN1480 | SS 8/65<br>EL e†2¼"SQ | 1949–3 Hawthorn, Leslie & Co. Ltd.—Nwc<br>479' 6" 65' 9" ~~30' 11½"~~ 26' 6½"/30' 11½"<br>461' 0" 65' 6" 37' 10"<br>B&F402' 3 dks, 4th dk clear of mchy. space<br>8BH<br>rf nil WB2146t incl. Tunnel tank 211t DTf346t | S Ref ~~OSD~~<br>7 Ho 58½', 51', 63', 63', 63', 53½', 36½'<br>G.599000 B.591000 In.591830<br>7 Ha (21', 21', 28', 21', 28', 21', 7'×16')<br>20W Der 4(12½) 16(4) | 2 S Turb dr geared to sc.<br>7400shp<br>Hawthorn, Leslie & Co. Ltd.<br>2WTB 480lb Spt 458lb<br>db 100lb<br>3×500, 480, 480kW 220V d.c. |
| 509506<br>EBVY<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **DURANGO**<br>**Naviera Vizcaina S.A.**<br>Bilbao Spanish | 12835<br>6934<br>19241 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1450 | SS 10/66<br>EL h†2⅜"SQ | 1958–6 Empresa Nacl. "Bazan"—Frl<br>565' 11" 71' 4" 30' 3½"<br>530' 0" 71' 1½" 39' 1"<br>P104' B40' F75' 1 dk<br>RW 17BH<br>rf 6" WB517t | M Tanker Mchy.aft<br>27 Ta<br>HeCls. C<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 760×1300 mm<br>7250bhp<br>A/B Götaverken<br>2AuxB (o.f) 180lb<br>WTAuxB (ex.g.) 170lb |
| 509508<br>KGJU<br>247096<br>Df Esd<br>Gc | **DURANGO VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | 7645<br>4618<br>10601 | | AB | 1945 Permanente (Shpyd No. 1)—Richmond<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc.<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. |
| 535516<br>JNIO<br>74521<br>Df Esd<br>Gc Rdr | **DURBAN MARU**<br>exTenko Maru–64<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 7228<br>4100<br>10647 | | NK | 1956 Harima Zosensho—Aio<br>446' 2" 59' 4" 27' 4½"<br>419' 11" 59' 1" 36' 1"<br>F37' 1 dk | M<br>5 Ho<br>G.536618 B.486443<br>5 Ha (31½'×21') (44½', 34½', 44½', 32½'×23½')<br>14W Der 14(5 & 10) | Oil 2SA 7Cy. 720×1250 mm<br>4900bhp<br>Harima Zosensho<br>2×104kW 445V a.c. |
| 652321<br>351066<br>RTv | **DURBAN SERVICER**<br>**BP Southern Africa (Pty) Ltd., Caltex Oil (SA) Ltd., Shell SA (Pty) Ltd., Mobil Oil Southern Africa (Pty) Ltd.**<br>Shell South Africa (Pty) Ltd.<br>Durban S. African | 646<br>615<br>1000 | ✠A1<br>oil tanker<br>F.P. above 150° F.<br>Durban harbour service<br>**LMC**<br>MN96 | EL (i) | 1966–11 Barens S.B. & E. Corp. Ltd.—Drb<br>159' 10" 35' 8" 10' 8"<br>158' 4" 34' 2" 13' 2"<br>1 dk<br>6BH<br>rf nil WB34t | M Oil Barge Mchy.fwd&aft<br>8 Ta<br>L.41126<br>Der 1(1) | 2 Vee Oil 4SA each<br>geared to sc. shaft<br>480bhp<br>Klöckner-Humboldt-Deutz<br>1×60kW 380V 60c/s a.c.<br>Directional propellers |
| 509509<br>PKNC<br>Df Esd<br>RT | **DUREN**<br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | 677<br>280<br>— | ✠Classed LR until 11/64 | | 1960–8 Stocznia im. Komuny Paryskiej —Gdy<br>215' 10" 34' 7" 12' 3"<br>193' 7" 34' 5½" 12' 4"<br>F26' 1 dk & S dk<br>rf 4" | M OSD Mchy.aft | Oil 2SA 8Cy. 290×490 mm<br>960bhp<br>Alpha-Diesel A/S |
| 509512<br>MTVG<br>186253<br>Pfd Rdr<br>RT | **DURHAMBROOK**<br>**Comben Longstaff & Co. Ltd.**<br>London British | 1275<br>641<br>1734 | ✠100A1<br>✠LMC<br>MN220 | SS 1/68 ~~SS 5/64~~<br>EL n | 1955–6 de Haan & Oerleman's Schpsw. —Heusden<br>236' 0" 36' 0" 15' 7½"<br>220' 0" 35' 8" 16' 2"<br>P57' Q95' F31' 1 dk<br>RW NS 5BH<br>rf 3" WB533t incl. DTm129t | M Mchy.aft<br>G.82759<br>3W Der 3(3) | Oil 4SA 8Cy. 420×660 mm<br>1100bhp<br>Klöckner-Humboldt-Deutz |
| 509513 | **DURIAN**<br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | 100<br>—<br>— | | | 1952 Ams. Schp. G. de Vries Lentsch, Jr.—Alp<br>83' 4" 16' 10" 5' 6"<br>16' 8"<br>1 dk | M<br>1 Ho 9½'<br>B.847<br>1 Ha (4½'×3')<br>1W | Oil 4SA 8Cy. 145×203 mm<br>Caterpillar Tractor Co. |

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| 532627<br>YTNT<br>Df Esd<br>Gc Rdr<br>RTh | **DURMITOR**<br>exSilverbeck-65<br>**Jugoslavenska Oceanska Plovidba**<br>Kotor<br>Yugoslav | **9542**<br>5511<br>13850 | **✠100A1** SS 3/68 ~~SS 2/64~~<br>DTsmf—oil FP above 150° F. or vegetable oil<br>**✠LMC**<br>MN880 EL e†2¼"SQ | **1960–2** Bartram & Sons Ltd.—Sld<br>499′ 3″ 63′ 2″ 30′ 7½″<br>467′ 4″ 63′ 0″ 40′ 9″<br>P50′ B100′ F48′ 2 dks<br>RW 7BH<br>rf 4″ WB3569t | M CSD<br>5 Ho 69¾′, 70′, 70′, 77½′, 77½′<br>G.720000 B.644910<br>5 Ha (36′, 37½′, 37½′, 37½′, 37½′×25′)<br>10W Der 2(10) 8(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp 1027t (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB 120℔<br>3×200kW 220V 50c/s a.c. 12k |
| 589515<br>ZADO<br>Df Esd<br>Gc Rdr | **DURRESI**<br>**Albanian Government**<br>Durresi<br>Albanian | **3804**<br>1925<br>4957 | PR | **1961** Stocznia Gdanska—Gdk<br>354′ 4″ 47′ 11″<br>47′ 9″<br>1 dk | S | C 4Cy. (2) 440 & (2) 950×950 mm & LP turb<br>2500ihp (o.f)<br>Z.U.T. Zgoda Swi<br>3×35, 35, 24kW 220V d.c. 12k |
| 533787<br>UNEY<br>M-10060<br>Df Esd<br>Gc Rdr | **DUSCHANBE**<br>exStalinabad<br>**U.S.S.R.**<br>Murmansk<br>Russian | **2998**<br>1238<br>1547 | GL | **1956** Kieler Howaldtswerke A.G.—Kel<br>277′ 3″ 44′ 1″ 18′ 1″<br>246′ 2″ 44′ 0″ 24′ 2″<br>1 dk | M Stern Trawling Factory Ship<br>5 Ho<br>G.58799 In.53608<br>8 Ha<br>2W Der 2(2) | Oil 2SA 6Cy. 520×900 mm<br>1900bhp MAN<br>Kieler Howaldtswerke A.G. Kel<br>12½k |
| 589516<br>UUNU<br>M-9857<br>Df Esd | **DUSHAMBE**<br>exStalinabad-62<br>Launched as Willis C. Hawley<br>**U.S.S.R.**<br>Murmansk<br>Russian | **7176**<br>4380<br>10606 | | **1943** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>5 Ho<br>G.458633<br>5 Ha (33½′, 34¾′, 34¾′, 20′, 29¾′×20′)<br>11W Der 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Iron Fireman Mfg Co. Pld<br>10½k |
| 589517 | **DUSOLA**<br>**Agencia Ultramarina Ltda.**<br>*Panjim*<br>Indian | **168**<br>117<br>— | ~~RI~~ | **1960** Cant. S.p.A. Ing. R. Coronella & C.—Gen<br>107′ 5″ 26′ 4″ 5′ 5″<br>102′ 7″ 26′ 3″ 6′ 7″<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 6Cy. 125×145 mm<br>S.A. Fiat S.G.M. Tur |
| 589518<br>DGHJ<br>Df Esd<br>Gc Rdr<br>RTv | **DÜSSELDORF**<br>Partenreederei **"Düsseldorf"**<br>Hamburg-Amerika Linie<br>Hamburg<br>W. German | **7047**<br>4116<br>10268 | GL | **1953** Howaldtswerke A.G.—Ham<br>529′ 10″ 63′ 1″ 26′ 5¼″<br>39′ 4″<br>F43′ H78′ 1 dk & S dk<br>RW<br>rf 4″ | S (12P) OSD<br>6 Ho 52½′, 69′, 82′, 63¼′, 52½′, 47½′<br>G.696400 B.634350<br>6 Ha (stl) (29¾′, 43¼′, 57¾′ 44½′, 28¾′, 28¾′×18¼′)<br>Der 1(50) 6(5–10) 14(3–5) | 2 S Turb dr geared to sc. shaft<br>9000shp 1500t (o.f)<br>Brown, Boveri & Cie. Mhm<br>3×350, 209, 209kW 230V 50c/s a.c. 17k |
| 589519<br>DERV<br>Df Esd<br>Gc Pfd<br>Rdr<br>RThv | **DÜSSELDORF**<br>"Nordsee" **Deutsche Hochseefischerei G.m.b.H.**<br>Bremerhaven<br>W. German | **973**<br>398<br>976 | GL | **1960** A.G. "Weser" Werk Seebeck—Bhn<br>232′ 7″ 33′ 9″<br>18′ 0″<br>P14′ F46′<br>RW<br>rf 15¾″ | M Trawler<br>4 Ho 11¾′, 42¾′, 29½′, 18′<br>3 Ha (7¼′×5½′) (16′, 16′×5¼′) | Oil 4SA 8Cy. 385×580 mm 1850bhp also Oil 600bhp driving 2 gen. each 465kW 230/400V a.c. connected to elec. motor 570shp (Sy) for secondary propulsion (d.o)<br>Masch. Kiel A.G. Kel<br>1×68kW 230/400V 50c/s a.c.<br>Directional propeller |
| 601540<br>9WXK<br>325004 | **DUSUN**<br>Tan Kyn **Syn & Tan Chua Siong**<br>Kuching<br>Malaysian | **108**<br>47<br>— | | **1954** J. I. Thornycroft & Co. Ltd.—Sng<br>*74·8′* 18′ 9″<br>… … …<br>1 dk | Wood M | Oil 4SA 6Cy. 4¾″×6½″<br>125bhp<br>J. I. Thornycroft & Co. Ltd. Reading<br>7k |
| 640323<br>PDTV<br>Df Esd<br>Rdr RT | **DUTCH ENGINEER**<br>**N.V. "Tankvaart Rotterdam"**<br>Rotterdam<br>Netherland | **499**<br>268<br>— | **✠100A1** SS 4/68<br>oil & chemical tanker<br>Ice Class 3<br>**✠LMC**<br>MN150 EL i 1⅛"SQ | **1964–5** Schps. v/h De Groot & v. Vliet—Slikkerveer<br>172′ 10″ 31′ 10″ 12′ 7½″<br>155′ 10″ 31′ 6″ 13′ 2″<br>P44′ F22′ Trunk 95′ 1 dk<br>8BH<br>rf nil DK fwd WB219t | M Oil/Chemical Tanker Mchy.aft<br>8 Ta<br>L.33435 | Oil 4SA 6Cy. 320×450 mm<br>750bhp 64½t<br>Klöckner-Humboldt-Deutz Kln<br>db 156℔ 11k |
| 541091<br>PDTW<br>Df Esd<br>Rdr RT | **DUTCH MASTER**<br>**N.V. "Tankvaart Rotterdam"**<br>Rotterdam<br>Netherland | **499**<br>271<br>— | **✠100A1** SS 11/67<br>oil & chemical tanker<br>Ice Class 3<br>**✠LMC**<br>MN150 EL i 1⅛"SQ | **1963–10** Schps. v/h De Groot & v. Vliet—Slikkerveer<br>172′ 10″ 31′ 10″ 12′ 7½″<br>155′ 10″ 31′ 6″ 13′ 2″<br>P44′ F22′ Trunk 95′ 1 dk<br>8BH<br>rf nil DK fwd WB219t | M Oil/Chemical Tanker Mchy.aft<br>8 Ta<br>L.33549 | Oil 4SA 6Cy. 320×450 mm<br>750bhp 66t<br>Klöckner-Humboldt-Deutz Kln<br>db 156℔ 11k |
| 652065<br>PDTU<br>12135Z<br>Df Esd<br>Gc Rdr<br>RTv | **DUTCH MATE**<br>**N.V. "Tankvaart Rotterdam"**<br>Rotterdam<br>Netherland | **499**<br>274<br>838 | **✠100A1**<br>oil tanker or chemical cargoes in centre tanks<br>Ice Class 3<br>**✠LMC**<br>MN160 EL j1$\frac{1}{16}$"SQ | **1965–10** Schps. v/h De Groot & v. Vliet—Slikkerveer<br>182′ 2″ 31′ 10″ 12′ 7″<br>163′ 5″ 31′ 6″ 13′ 2″<br>P43′ F23′ Trunk 93′ 1 dk<br>8BH<br>rf nil WB401t | M Oil/Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz Kln<br>db 156℔ |
| 666491<br>PDTX<br>Df Esd<br>Gc Rdr<br>RT | **DUTCH SAILOR**<br>**N.V. "Tankvaart Rotterdam"**<br>Rotterdam<br>Netherland | **500**<br>274<br>837 | **✠100A1**<br>oil tanker or chemical cargoes in centre tanks<br>Ice Class 3<br>**✠LMC**<br>MN160 EL j 1$\frac{1}{16}$"SQ | **1966–3** Schps. v/h De Groot & v. Vliet—Slikkerveer<br>182′ 2″ 31′ 10″ 12′ 7″<br>163′ 5″ 31′ 6″ 13′ 2″<br>P43′ F23′ Trunk 93′ 1 dk<br>8BH<br>rf nil WB405t | M Oil/Chemical Tanker Mchy.aft<br>L.32009 | Oil 4SA 6Cy. 320×450 mm<br>800bhp 76t<br>Klöckner-Humboldt-Deutz Kln<br>db 156℔ |

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| 509520<br>PDTY<br><br>Df Esd<br>RT | **DUURT**<br>exE. & A. Scheer-55<br>**J. C. Bonninga**<br>M. Havinga's Scheepv. &<br>Handelmaats. N.V.<br>Groningen Netherland | 500<br>346<br>850 | ✠100A1<br><br>✠LMC | SS 5/66<br><br><br><br>EL h | 1949–1 V. Zaanlandsche Schp. Maats.—<br>Zaandam<br>185' 1" 28' 6" 11' 3½"<br>170' 0" 28' 5" 12' 7"<br>Q39' F26' 1 dk<br>RW 2BH<br>WB238t | M Mchy.aft<br>1 Ho 113½'<br>G.37600 B.35200<br><br>2W | Oil 4SA 8Cy. 270×500 mm<br>500bhp<br>N.V. Werkspoor |
| 671374<br>PDTS<br><br>Df Esd<br>Rdr RT | **DUURT I**<br><br>**J. C. Bonninga**<br>M. Havinga's Scheepv. &<br>Handel Mij N.V.<br>Groningen Netherland | 500<br>303<br>1155 | ✠100A1<br><br>✠LMC<br><br>MN190 | <br><br><br><br>EL j 1"U2 | 1967–6 Scheeps. "Vooruitgang"—<br>Foxhol<br>208' 4" 34' 1" 12' 9½"<br>188' 3" 33' 10" 13' 0"<br>P&B127' F30' 1 dk<br>3BH<br>rf 4" WB403t | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>950bhp<br>Motorenw. Mannheim<br>2×18, 15kW 220V d.c. |
| 522676<br>PDTZ<br><br>Df Esd<br>RT | **DUURT II**<br>exMartha-64<br>**J. C. Bonninga**<br>M. Havinga's Scheepv. &<br>Handelmaats. N.V.<br>Groningen Netherland | 500<br>306<br>846 | ✠100A1<br><br>✠LMC<br><br>MN120 | SS 5/64<br><br><br><br>EL I | 1956–1 De Groot & van Vliet N.V.—<br>Slikkerveer<br>183' 0" 29' 9" 11' 8½"<br>170' 0" 29' 6" 13' 5"<br>P38' F32' 1 dk<br>RW NS 3BH<br>rf 3" WB108t | M Mchy.aft<br>1 Ho 113½'<br>G.38110 B.35160<br><br>2W Der 2(2) | Oil 4SA 8Cy. 305×480 mm<br>600bhp<br>D. & J. Boot "De Industrie" |
| 542687<br>WMZG<br>245641<br>Df Esd<br>Gc Rdr | **DUVAL**<br>exMount Rainier-63<br>exMaria H-59<br>exGrain Trader-58<br>exSeamonitor-57<br>exGeorge Clement Perkins-51<br>**Gloria Steamship Co.**<br>Wilmington, Del United States | 8584<br>5759<br>12358 | | <br><br>AB | 1944 Permanente (Shpyd No. 1)—<br>Richmond<br>511' 6" 57' 0" 27' 1"<br>487' 3" 56' 11" 37' 5"<br>B75' 2 dks, 3rd dk fwd<br>RW len 62<br>rf 6" | S<br>6 Ho<br>G.702645 B.629170<br>6 Ha<br>10W Der 1(50) 1(15) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Irn & Stl Corp. |
| 509521<br>PKND<br><br>Df Esd<br>RT | **DUWET**<br><br>**P.T. Mahakam Shipping**<br>Djakarta Indonesian | 677<br>280<br>— | <br><br>✠Classed LR until 6/64 | | 1960–8 Stocznia im. Komuny Paryskiej<br>—Gdy<br>215' 11" 34' 7" 12' 2½"<br>193' 7" 34' 5½"<br>F26' 1 dk & S dk<br>rf 4" | M Mchy.aft | Oil 2SA 8Cy. 290×490 mm<br>960bhp<br>Alpha-Diesel A/S |
| 651023<br>SKXE<br>10612<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUX**<br><br>**A/B Ranrederiet**<br>Arne Andersson<br>Smögen Swedish | T.Mk<br>499<br>302<br>1230<br>1275<br>933<br>2270 | | <br><br>BV | 1965 A/B Falkenbergs Varv—<br>Falkenberg<br>239' 5" 37' 1" 12' 3"/17' 6"<br>214' 11" 37' 0" 21' 0"<br>2 dks | M Mchy.aft<br>2 Ho<br><br>2 Ha (each 55¾'×23')<br>4W Der 1(7½) 3(3) | Oil 4SA 8Cy. 320×480 mm<br>1400bhp<br>Motorenw. Mannheim |
| 509523<br>SGCX<br>9387<br>Df Gc<br>RT | **DUX II**<br>exViggen-60<br>**Rederi A/B Jal**<br>Arne Andersson<br>Smögen Swedish | 494<br>286<br>665 | | <br><br>BV | 1952 Karlstads Varv—Karlstad<br>161' 3" 26' 10" 11' 11½"<br>26' 8"<br>1 dk | M Mchy.aft<br>1 Ho 10'<br>G.33800 B.30500<br>2 Ha (29½'×14¾') (39½'×16½')<br>3W Der 1(4½) 1(2½) 2(2) | Oil 2SA 7Cy. 235×420 mm<br>455bhp<br>Nydqvist & Holm A/B |
| 509526<br>UYSA<br>M-26499<br>Df Esd<br>Gc Pfd<br>Rdr | **DVINOLES**<br><br>**U.S.S.R.**<br>Leningrad Russian | 4638<br>2316<br>5882 | | | 1960 Stocznia Gdanska—Gdk<br>406' 5" 54' 11" 22' 4½"<br>54' 9" 27' 7"<br>1 dk<br>RW | M<br>4 Ho<br>G.250170<br>4 Ha (29½', 29½', 29½', 23'×41½')<br>9W Der 1(15) 8(5) | Oil 2SA 5Cy. 720×1250 mm<br>4500bhp<br>Sulzer Bros. Ltd. |
| 509527<br>GCKS<br>181650<br>Df Esd<br>Rdr<br>RTm/h | **DWARKA**<br><br>**British India Steam Nav.**<br>**Co. Ltd.**<br>London British | 4851<br>2672<br>4525 | ✠100A1<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC | CS 7/67<br><br><br><br>EL y 1¼"SQ | 1947–6 Swan, Hunter & Wghm Rchdsn<br>—Nwc<br>398' 7" 54' 9" 21' 11"<br>375' 7" 54' 6" 27' 0"<br>F37' 2 dks, 3rd dk in No. 1 hold pt Shade dk<br>R 6BH<br>rf 3" WB1278t incl. Tunnel tanks 182t DTa184t | M (1081P) Ref<br>4 Ho 66½', 57½', 62½', 57½'<br>G.212380 B.191700 In.7220<br>4 Ha (18'×14') (27½', 20', 17½'×16')<br>8W Der 4(6) 4(5) | Oil 2SA 5Cy. 600×2000 mm<br>4200bhp Doxford<br>Swan, Hunter & Wghm Rchdsn<br>2AuxB 120lb<br>3×60kW 220V d.c. |
| 509528<br>KORS<br>243527<br>Df Esd | **DWIGHT L. MOODY**<br><br>**United States Department of**<br>**Commerce**<br>Pensacola United States | 7202<br>4413<br>10750 | | <br><br>AB | 1943 J. A. Jones Const. Co.—<br>Panama City<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Vulcan Iron Works<br>3×20kW 120V d.c. |
| 509529<br>KTNV<br>244328<br>Df Esd | **DWIGHT W. MORROW**<br><br>**United States Department of**<br>**Commerce**<br>Jacksonville United States | 7225<br>4397<br>10500 | | <br><br>AB | 1943 St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 541092<br><br><br>Esd RT | **DWIWARNA**<br>exOranje-63<br>**Republik Indonesia**<br>Kota Baru Indonesian | 313<br>146<br>152 | <br><br>✠Classed LR until 7/58 | | 1956–12 Schps. "De Hoop"—Hxd<br>113' 3" 23' 2" 8' 3"<br>23' 0" 9' 0"<br>P19' B48' 1 dk<br>RW | TM | 2 Oil 2SA each 3Cy.<br><br>Kromhout Motorenfb. |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 6729083<br>OVQB<br>Esd Rdr<br>RT | **DYBBØL**<br>**Rederiet Union I/S**<br>Sønderborg | Danish | **172**<br>106<br>— | GL | **1967** Husumer Schiffsw.—Husum<br>109′ 8″ 22′ 6″ 4′ 2′<br>96′ 1″ 21′ 8″ 7′ 7″<br>1 dk | M | Oil 4SA 8Cy. 140×180 mm<br>300bhp<br>Motorenw. Mannheim Mhm |
| 509531<br>5LUD<br>1242<br>Df Esd<br>Gc Rdr | **DYNAMIC**<br>**Windward Shipping Co. S.A.**<br>Monrovia | Liberian | Ore<br>**17743**<br>10783<br>46124<br>Oil<br>**30235**<br>21179<br>— | AB | **1958** Kawasaki Dkyd Co. Ltd.—Kob<br>744′ 11″ 100′ 7″ 37′ 7⅝″<br>708′ 8″ 100′ 5″ 50′ 6″<br>P67′ F84′ 1 dk<br>RW<br>rf 6″ | S Ore/Oil Carrier Mchy.aft<br>6 Ho 24 Ta<br>13 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>20250shp 3791t (o.f)<br>Kawasaki Dkyd Co. Ltd. Kob |
| 509535<br>SGKD<br>10133<br>Df Esd<br>RT | **DYNING II**<br>**David Arthursson**<br>Gothenburg | Swedish | **127**<br>44<br>— | NV | **1961** A/B Djupviks Båtvarv—Djupvik<br>93′ 0″ 22′ 0″ 10′ 0″<br>80′ 2″ 21′ 6″ 11′ 10″<br>1 dk | M Fishing | Oil 4SA 6Cy. 300×450 mm<br>360bhp Götaverken<br>A/B Jönköpings Motfb. Jönköping |
| 509536<br>LCSV<br>Df Esd<br>RT | **DYRNESVÅG**<br>exOnderneming I–55<br>exThérese–47<br>**Brödr. Holm**<br>Johannes Holm<br>Kristiansund | Norwegian | **195**<br>72<br>— | R | **1901** Gebr. v.d. Windt—Vla<br>115′ 10″ 20′ 10″<br>... ... ... | M Trawler | Oil 4SA 4Cy. 280×450 mm<br>200bhp NE39<br>Humboldt-Deutzmot. Köln-Deutz |
| 509537<br>LGPB<br>Rdr | **DYRØY**<br>**A/S Troms Fylkes Dampskibsselskab**<br>Tromsö | Norwegian | **346**<br>119<br>— | | **1954** Seutelvens M/V—Fks<br>140′ 0″ 27′ 0″ 11′ 10″<br>26′ 10″<br>P&B80′ F23′ 1 dk<br>BK4½″ | M<br>1 Ho 24′<br>1 Ha (8½′×5¼′)<br>1W | 2 Oil 4SA each 8Cy. 222×292 mm geared to sc. shaft<br>720bhp 20t<br>Blackstone & Co. Ltd. Stamford<br>14k |
| 640324<br>LJFX<br>Df Esd<br>Gc Rdr<br>RTm | **DYVI ANGLIA**<br>~~I/S Car Carrier~~<br>~~Jan-Erik Dyvi~~<br>~~Oslo~~<br>**Sicula Oceanica S.A.**<br>Palermo | ~~Norwegian~~<br>Italian | **499**<br>238<br>725 | NV RI ~~NV~~ | **1964** Trosvik Verksted A/S—Brevik<br>288′ 0″ 48′ 4″ 12′ 4½″<br>246′ 11″ 48′ 3″ 12′ 6″<br>1 dk & S dk | M OSD Mchy.aft<br>G.317000 B.267000 | Oil 4SA 7Cy. 400×600 mm<br>1870bhp 210t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×49¾kW 220V a.c. 15k |
| 659136<br>LNCY<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DYVI ATLANTIC**<br>**Kommandittselskapet A/S Autoshipping & Co.**<br>Jan-Erik Dyvi<br>Oslo | Norwegian | **1979**<br>1032<br>2460 | NV | **1965** Drammen Slip & Verk.—Dmn<br>487′ 6″ 62′ 5″ 16′ 10″<br>423′ 2″ 62′ 4″<br>P55′ F56′ 2 dks & S dk | M Ref OSD Mchy.aft<br>G.1057458<br>Der 2(3) | Oil 2SA 5Cy. 680×1250 mm<br>6000bhp 585t (hvf)<br>Sulzer Bros. Ltd. Win<br>3×190kW a.c. 17k |
| 509538<br>UODO<br>M-22187 | **DZERJINSK**<br>**U.S.S.R.**<br>Tuapse | Russian | **8229**<br>3942<br>11170 | | **1956** ......................Russia<br>477′ 4″ 63′ 1″ 27′ 10½″<br>62′ 10″ 34′ 1″<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19′×13′)<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430×610 mm<br>Skoda Prague<br>12½k |
| 509539<br>UYYQ<br>M-4811 | **DZHANKOI**<br>**U.S.S.R.**<br>Odessa | Russian | **7265**<br>3287<br>9750 | | **1960** Warnowwerft—Warnemünde<br>457′ 8″ 59′ 1″ 26′ 3″<br>58′ 10″ 33′ 9″<br>1 dk | M Ore Carrier Mchy.aft<br>5 Ho<br>G.381400<br>5 Ha (39′, 39′, 39′, 39′×34½′) (36¾′×24½′)<br>Cr 3(5) | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Dieselmotorenwerk Ros<br>15½k |
| 509540<br>UUNS<br>M-16937<br>Df Esd | **DZHARYLGACH**<br>**U.S.S.R.**<br>Novorossisk | Russian | **533**<br>—<br>250 | | **1956** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157′ 0″ 31′ 4″ 11′ 9″<br>139′ 8″ 31′ 2″ 15′ 5″ | S Tug | T 3Cy. 16 11/32″ 27 9/16″ & 45 9/32″×27 9/16″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| 509541<br>SPBH<br>Df Esd<br>RT | **DZIECIOL**<br>**Polish Government**<br>P.P.D. I U.R. "Gryf"<br>Szczecin | Polish | **159**<br>56<br>100 | PR | **1952** Stocznia Polnocna—Gdk<br>106′ 10″ 22′ 2″ 10′ 0″<br>11′ 0″<br>RW | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Schwermasch. Karl Liebknecht Mgd<br>3×66, 18, 6kW 110/330V d.c. 9k |
| 642385<br>SPTV<br>Df Esd<br>Gc Rdr<br>RTm/v | **DZIWOZONA**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin | Polish | **498**<br>189<br>667 | PR | **1964** Stocznia im. Komuny Paryskiej—Gdy<br>199′ 0″ 32′ 10″ 11′ 3½″<br>32′ 8″ 11′ 6″<br>2 dks | M (1P) Mchy.aft<br>2 Ho each 49¼′<br>2 Ha (each 33½′×16¾′)<br>Der 4(3) | Oil 2SA 6Cy. 310×490 mm<br>720bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>3×50kW 230V d.c. 12k |

| 1<br>LR Identity No.<br>Call Sign<br>Official No.<br>Navigational aids | 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross Net Summer Deadwt<br>Gross Net Summer Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type<br>Enginebuilders<br>Boilers Heating surface<br>Aux. electrical generating plant<br>Special propellers |
|---|---|---|---|---|---|---|
| **509545**<br>MJJR<br>169275 | **E. A. EVERARD**<br>exTid 5–50<br>**F. T. Everard & Sons Ltd.**<br>London British | **54**<br>—<br>— | **BS ✳** TD 12/56<br>tug Thames river and estuary service<br>**MBS ✳**<br>MN60 EL (a)C10 | **1943–5** R. Dunston Ltd.—Thorne<br>*65·0'* 17' 2"<br>65' 0" 17' 0" 8' 0"<br>4BH<br>WB8t | M Tug | Oil 2SA 6Cy. 240×345 mm<br>300bhp NE 8/53<br>Newbury Diesel Co. Ltd. |
| **509546**<br>WA4441<br>204664<br>Df Gc<br>Rdr RT | **E. A. S. CLARKE**<br>exH. P. Bope<br>**Pickands, Mather & Co.**<br>Wilmington, Del United States | **6220**<br>4559<br>10600 | AB | **1907** Superior S.B. Co.—Superior<br>*540·0'* 56' 2" 20' 10½"<br>539' 10" 56' 0" 30' 0"<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>16 Ha (stl) (each 11'×37') | Q 4Cy. 17½" 28½" 43½" &<br>2200ihp<br>Superior S.B. Co. |
| **509547**<br>VCJL<br>194458<br>Df Esd<br>Gc Rdr | **E. B. BARBER**<br><br>**Algoma Central Railway**<br>Saulte Ste. Marie Canadian | **10420**<br>7396<br>13181 | **✠100A1** ~~Lake SS 4/65~~<br>Great Lakes service<br>**✠LMC** Lake SS 11/68<br>MN760 EL (e†)2"SQ | **1953–6** Pt. Arthur S.B. Co. Ltd.—Pt.A<br>574' 1" 59' 2" 23' 10½"<br>560' 4" 59' 0" 31' 0"<br>P67' F97' 1 dk<br>RW 2BH<br>WB4586t | S Mchy.aft<br>Self-unloader<br>G.561250 B.559780<br>6W | 3 S Turb dr geared to sc.<br>3800shp<br>Parsons Marine Turb. Co.<br>2WTB 525lb Spt 480lb<br>Thw. thrust propeller fed |
| **511362**<br>5BDE<br>321058<br>Df Esd<br>Gc Rdr<br>RT | **E. D. PAPALIOS**<br>exFenix–66<br>**Agenor Shipping Co. Ltd.**<br>Famagusta Cyprus | **9431**<br>5730<br>14331 | AB<br>✠Classed LR until 7/61 | **1958–5** Mitsubishi Hvy Ind. Reorg.—Kob<br>487' 3" 63' 7" 30' 5¾"<br>454' 5" 63' 4" 41' 2"<br>F44' 2 dks<br>RW<br>rf 4" | M CSD<br>B.682000<br>12W Der 1(15) 12(5) | Oil 2SA 7Cy. 720×1250 mm<br>Sulzer<br>Mitsubishi Hvy Ind. Reorg. |
| **661442**<br>CGDK<br>320967 | **E. E. PRINCE**<br><br>**Government of Canada (Minister of Fisheries)**<br>St. Andrews Canadian<br>For later particulars see New Entries No. 1 | **406**<br>115<br>135 | **100A1**<br>stern trawler<br>Class contemplated | Port Weller D.D. Ltd.—Pt. Weller<br>130' 0" 27' 4" 12' 0"<br>115' 0" 27' 0" 14' 3" | M Stern Trawler | Oil 2SA 5Cy. 290×490 mm<br>Alpha<br>Burmeister & Wain<br>Controllable pitch propeller |
| **529138**<br>SZWI<br>346<br>Df Esd | **E. EVANGELIA**<br>exRedbrook–65 exSaxonStar–61<br>exEmpire Strength–46<br>**Hegif Cia. Nav. S.A.**<br>Andros Greek | **7388**<br>4450<br>10000 | ~~✠100A1~~ ~~SS 2/66~~<br>~~with freeboard~~<br>~~✠LMC~~<br>**WRECKED 10/68** ~~EL b†~~ | **1942–12** Harland & Wolff Ltd.—Bel<br>448' 5" 57' 4" ~~27' 0"~~ 27' 5½"<br>425' 0" 57' 0" 38' 8"<br>2 dks<br>R 6 divisional WTBH in 'tween dks<br>Coll BH to U dk 7 to 2nd dk<br>WB2717t incl DTa1202t | M Ref CSD<br>G.578840 B.531035 In.2130<br>10W | Oil 4SA 6Cy. 740×1500 mm<br>2650bhp<br>Harland & Wolff Ltd.<br>2AuxB 120lb |
| **509548**<br>WA6587<br>239237<br>RTv | **E. F. MORAN, Jr.**<br>exJoseph Meseck–55<br>**Moran Towing Corp.**<br>New York United States | **247**<br>168<br>— | | **1940** H. A. Marvel—Newburgh, N.Y<br>105' 0" 27' 0"<br>97' 7" 26' 11" 13' 2"<br>BK5" | S Tug | Unaflow 3Cy. 25"×28"<br>1200ihp<br>Skinner Engine Co.<br>1×30kW 125V d.c. |
| **509549**<br>VCZJ<br>158501<br>Esd Rdr<br>RT | **E. F. ZWICKER**<br><br>**Riverport S.S. Co. Ltd.**<br>W R. Ritcey<br>Lunenburg Canadian | **167**<br>96<br>— | | **1934** Smith & Rhuland—Lunenburg<br>145' 0" 27' 5" 15' 7"<br>... ... ... | Wood Aux Sr Fishing | Oil 5Cy. 255×370 mm<br>Petters Ltd. |
| **509550**<br>WA4525<br>243830<br>Df Gc<br>Rdr RT | **E. G. GRACE**<br><br>**Interlake S.S. Co.**<br>Pickands, Mather & Co.<br>Wilmington, Del United States | **8758**<br>6472<br>15825 | AB | **1943** American S.B. Co.—Clv<br>*604·8'* 60' 2" 23' 11"<br>605' 0" 60' 0" 35' 0"<br>F54' 1 dk<br>RW<br>rf 3" | S Mchy.aft<br>4 Ho<br>18 Ha (stl) (each 11'×38') | C 4Cy. (2) 21" & (2) 50"×48"<br>2500ihp<br>American S.B. Co. |
| **509551**<br>5MKA<br>1659<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **E. H. BIRD**<br><br>**Atlantic Bulk Trading Corp.**<br>Monrovia Liberian | **15328**<br>9553<br>23145 | **✠100A1** SS 3/67<br>strengthened for heavy cargoes<br>**✠LMC**<br>MN2160 EL I†2½"SQ | **1962–9** Brodogradiliste Split—Spt<br>592' 10" 77' 1" 32' 10¾"<br>554' 8" 76' 10" 46' 6"<br>P126' F65' 1 dk<br>NS 9BH<br>rf nil WB7612t incl. Topside tanks in holds 2761t | M Bulk Carrier Mchy.aft<br>6 Ho 47½', 66½', 65½', 65½', 65½', 65½'<br>G.1030397<br>6 Ha (stl) (31½', 47½', 47½', 47½', 47½, 47½'×42½')<br>Der 4(2) | Oil 2SA 9Cy. 750×1320 mm<br>10800bhp<br>S.A. Fiat S.G.M.<br>AuxB 100lb<br>3×320kW 440V 60c/s a.c. |
| **509553**<br>WA4541<br>205250<br>Df Gc<br>Rdr RT | **E. J. BLOCK**<br>exN. F. Leopold–44<br>exW. R. Woodford<br>**Inland Steel Co.**<br>Chicago United States | **6933**<br>5590<br>11360 | AB | **1908** West Bay City S.B. Co.—W. Bay City<br>*539·1'* 56' 4" 21' 8½"<br>539' 10" 56' 0" 31' 0"<br>F58' 1 dk<br>R<br>rf 3" | D-E Mchy.aft<br>3 Ho<br>16 Ha (stl) (each 11'×34') | 2 Oil 2SA each<br>2848bhp connected to<br>sr geared to sc. shaft<br>[illegible]<br>General Motors Corp |

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|---|---|---|---|---|---|---|
| 509554<br>WA4542<br>137066 | **E. J. CODD**<br>**E. J. Codd Inc.** United States<br>New York | 181<br>75<br>— | | **1903** E. J. Tull—Pocomoke City, Md<br>130′ 0″ 22′ 0″<br>21′ 10″<br>1 dk | Wood M Fishing Mchy.aft<br>1 Ho 14′<br>1 Ha (10′×14′)<br>1W | Oil 2DA 5Cy. 305×380 mm<br>3000bhp NE45 50t<br>Fairbanks, Morse & Co. Beloit<br>10k |
| 509555<br>SLCF<br>828<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **E. J. McCLANAHAN**<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberian | 12232<br>7299<br>17770 | AB | **1956** Rotterdamsche D.D. Maats.—Rot<br>557′ 11″ 70′ 2″ 29′ 9″<br>530′ 0″ 70′ 0″ 39′ 6″<br>P115′ B42′ F70′ 1 dk<br>RW<br>rf 1¼″ | S Tanker Mchy. aft<br>27 Ta<br>L.860244 | 2 S Turb dr geared to sc. shaft<br>8800shp 1735t (o.f)<br>Rotterdamsche D.D. Maats. Rot<br>2×550kW 450V 60c/s a.c. 15½k |
| 509559<br>WB7576<br>235630<br>RT | **E. M. BLACK**<br>**Belair Picton Co.**<br>Wilmington, Del United States | 141<br>71<br>— | | **1936** Gulfport Blr & Wldg Wks.—<br>Pt. Arthur<br>92′ 0″ 22′ 0″<br>… … …<br>rf 24″ | M Tug | Oil 2SA 16Cy. 8¾″×10½″<br>1600bhp Emade44fitted61<br>General Motors Corp. |
| 509560<br>WA9719<br>150786<br>Df Gc<br>Pfd Rdr | **E. M. FORD**<br>exPresque Isle–56<br>**Huron Portland Cement Div.,**<br>**National Gypsum Co.**<br>Wilmington, Del United States | 4538<br>3388<br>6600 | AB | **1898** Cleveland S.B. Co.—Lorain<br>434′ 0″ 50′ 2″ 21′ 0⅛″<br>413′ 8″ 50′ 0″ 28′ 2″<br>P78′ F36′ 1 dk<br>R | S Mchy.aft<br>Self-unloader<br>5 Ho | Q 4Cy. 17″ 25¾″ 39″ & 60″×40″<br>1500ihp 300t (c)<br>Cleveland S.B. Co. Clv<br>10k |
| 509562<br>VJRQ<br>RTv | **E. O. K. GREEN**<br>**Government of New South Wales**<br>Newcastle, N.S.W. British | 846<br>419<br>— | ✠Classed LR until 7/63 | **1960**–7 N.S.W. Govt. E. & S.B.—N.S.W.<br>194′ 11″ 37′ 3″ 11′ 6½″<br>185′ 0″ 36′ 0″ 13′ 6″<br>P44′ 1 dk<br>RW<br>rf nil | TM Grab Hopper Dredger Mchy.aft<br>Cr 2(7) | 2 Oil 2SA each 4Cy. 10½″×13½″ with sr reverse gears & fluid couplings<br>500bhp 39t (d.o)<br>Crossley Bros. Ltd. Mch<br>3×25, 12½, 12½kW 220V d.c. 9k |
| 670587 | **E.P.S.C. BHOLA**<br>**East Pakistan Inland Water Transport Authority**<br>Chittagong Pakistan | 295<br>100<br>76 | **100A1**<br>for restricted service<br>Class contemplated | C. Lühring—Brake<br>124′ 8″ 4′ 3″<br>114′ 10″ 26′ 11″ 8′ 6″ | TM Mchy.aft | 2 Oil 4SA each 12Cy. 5¼″×6¼″<br>Klöckner-Humboldt-Deutz Kln |
| 680256 | **E.P.S.C. MANPURA**<br>**East Pakistan Inland Water Transport Authority**<br>Chittagong Pakistan | 279<br>—<br>— | **100A1**<br>for restricted service<br>Class contemplated | East Pakistan D. & E. Wks—<br>Narayanganj<br>124′ 8″ 28′ 4″<br>114′ 10″ 26′ 11″ 8′ 6″ | TM Mchy.aft<br>Bow door | 2 Oil 4SA each 12Cy. 135×160 mm<br>Klöckner-Humboldt-Deutz Kln |
| 641971<br>AQGF<br>317499<br>Esd Rdr<br>RTv | **E.P.S.C. RAMGATI**<br>**East Pakistan Shipping Corporation**<br>Chittagong Pakistan | 293<br>108<br>76 | ✠**100A1**<br>East Pakistan coasting service<br>✠**LMC**<br>MN100 EL d15/16″SQ | **1964**–8 C. Lühring—Brake<br>124′ 8″ 28′ 4″ 4′ 5½″<br>114′ 10″ 26′ 11″ 8′ 6½″<br>F22′ 1 dk<br>5BH<br>rf nil WB110t | TM (200P) Mchy.aft<br>Bow door<br>1 Ho 29½′<br>1 Ha (stl) (12½′×6½′) | 2 Vee Oil 4SA each 12Cy. 135×160 mm with sr reverse gears<br>500bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×12kW 115V d.c. 8½k |
| 650097<br>AQGG<br>317500<br>Esd Rdr<br>RTv | **E.P.S.C. SANDWIP**<br>**East Pakistan Shipping Corporation**<br>Chittagong Pakistan | 293<br>109<br>76 | ✠**100A1**<br>East Pakistan coasting service<br>✠**LMC**<br>MN100 EL d″15/16SQ | **1964**–11 C. Lühring—Brake<br>124′ 8″ 28′ 4″ 4′ 5½″<br>114′ 10″ 26′ 11″ 8′ 6″<br>F22′ 1 dk<br>5BH<br>rf nil WB110t | TM (200P) Mchy.aft<br>Bow door<br>1 Ho 29½′<br>1 Ha (stl) (12½′×6½′) | 2 Vee Oil 4SA each 12Cy. 135×160 mm<br>500bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×12kW 115V d.c. 8½k |
| 642374<br>AQGD<br>317497<br>Esd Rdr<br>RTv | **E.P.S.C. ZOHRA**<br>**East Pakistan Inland Water Transport Authority**<br>Chittagong Pakistan<br>Now **ALAUDDIN AHMED**<br>See New Entries No. 1 | 961<br>485<br>315 | ✠**100A1**<br>East Pakistan coasting service<br>✠**LMC**<br>MN180 EL k1⅛″SQ | **1965**–1 Jos. L. Meyer—Papenburg<br>182′ 0″ 34′ 3″ 7′ 6½″<br>164′ 1″ 34′ 1½″ 18′ 8″<br>2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf nil WB334t | TM (272P)<br>3 Ho 28′ 29½′, 31¼′<br>3 Ha (11′, 12¾′×11½′) (11′×9¾′)<br>Der 3(2) | 2 Oil 4SA each 6Cy. 220×280 mm with flexible couplings & sr gearing<br>900bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×64kW 230/400V 50c/s a.c. |
| 641885<br>AQGE<br>317478<br>Esd Rdr<br>RTv | **E.P.S.C. ZUBEIDA**<br>**East Pakistan Inland Water Transport Authority**<br>Chittagong Pakistan<br>Now **ABDUL MATIN** See New Entries No. 1 | 961<br>485<br>315 | ✠**100A1**<br>East Pakistan coasting service<br>✠**LMC**<br>MN180 EL k1⅛″SQ | **1965**–1 Jos. L. Meyer—Papenburg<br>182′ 0″ 34′ 3″ 7′ 6½″<br>164′ 1″ 34′ 1½″ 18′ 8″<br>2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf nil WB334t | TM (272P)<br>3 Ho 28′, 29½′, 31¼′<br>3 Ha (11′, 12¾′×11½′) (11′×9¾′)<br>Der 3(2) | 2 Oil 4SA each 6Cy. 220×280 mm with flexible couplings & sr gearing<br>900bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×64kW 230/400V 50c/s a.c. |
| 672279<br>Df Esd<br>Gc Rdr | **E. PUGACHEV**<br>**U.S.S.R.**<br>Russian | 658<br>280<br>450 | | **1956** Stocznia Gdanska—Gdk<br>*185·7′* 29′ 8″ 13′ 11″<br>29′ 6½″ 16′ 3″ | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp<br>A/B Finnboda Varf Skm |
| 525903<br>RTm | **E. R. BAYER**<br>exNo. 6 Dredger–64<br>**Department of Marine & Harbors, South Australia**<br>*Port Adelaide* British | 750<br>—<br>870 | ✠Classed LR until 3/30 | **1926**–7 Poole & Steel Ltd.—Adl<br>*170·0′* 34′ 7″ 8′ 5″<br>34′ 5″<br>R | S Bucket Dredger<br>5W Der 1(2) | T 3Cy. 14″ 22½″ & 37″×27″<br>450ihp 54t (c)<br>Poole & Steel Ltd. Adl<br>2×4kW 110V d.c. 7k |

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| 670705<br>501899 | **E. R. LEVY**<br>**Arthur Levy Boat Service Inc.**<br>Morgan City United States | 196<br>133<br>— | | Cmpl. 1966 American Marine Corp.—N.Os<br>155′ 0″ 36′ 2″ 10′ 4¼″<br>146′ 2″ 36′ 0″ 12′ 6″ | M Supply Ship Mchy.aft | 2 Oil each 2SA geared to sc. sh<br>1530bhp<br>Caterpillar Tractor Co. |
| 640384<br>EEMU<br>Df Esd<br>RT | **E. RODRIGUEZ PELAYO**<br>**Pedro Pelayo S.A.**<br>Huelva Spanish | 155<br>56<br>— | BV | 1964 Hijos de J. Barreras S.A.—Vgo<br>92′ 5″ 22′ 6″<br>82′ 0″ 22′ 3½″ 11′ 2″<br>RW | M Trawler<br>1 Ha (4½′×4½′) | Oil 4SA 6Cy. 210×300 mm<br>510bhp<br>Stork-Jaffe Mcht. |
| 509564<br>ZSQG<br>172568<br>Df Esd<br>RTm | **E. S. STEYTLER**<br>exTheodor Woker–42<br>**Republic of South Africa (Railways & Harbours Administration)**<br>Durban S. African | 620<br>—<br>— | ✠Classed LR until 3/43 | 1939–9 A. & J. Inglis Ltd.—Gls<br>155′ 7″ 35′ 4″ 15′ 6″<br>35′ 2″<br>B43′<br>R<br>rf 12″ | TS Tug<br>1 Ho 13′<br>1 Ha (5½′×8′)<br>1W | T 6Cy. 17″ 29″ & 48″×30″<br>3200ihp<br>Lobnitz & Co. Ltd. |
| 509565<br>WA4866<br>136872 | **E. W. EDWARDS**<br>**McNeal Co. Inc.**<br>Reedville United States | 189<br>84<br>— | | 1901 W. S. Brewster—Bal<br>*122·5′* 20′ 5″<br>... ... ... | Wood M Fishing | Oil<br>450bhp NE— |
| 652387<br>WPHA<br>299839<br>Df Esd<br>Gc Rdr<br>RT | **E. W. THORNTON**<br>**Reading & Bates Exploration Co.**<br>New Orleans United States | 5594<br>3030 | AB | 1965 Levingston S.B. Co.—Orange<br>278′ 0″ 105′ 2″ 20′ 10½″<br>252′ 11″ 105′ 0″ 25′ 0″<br>1 dk<br>rf nil | TD-E Drilling Ship<br>Twin hulls | 3 Oil 2SA each 16Cy.<br>connected to 2 elec. motors<br>General Motors Corp. |
| 509567<br>WC2821<br>216453 | **E. WARREN EDWARDS**<br>**E. Warren Edwards Inc.**<br>New York United States | 198<br>108<br>— | | 1918 Wm. G. Abbott S.B. Co. Milford, Del<br>*125·2′* 21′ 0″<br>... ... ... | Wood M Fishing | Oil 2SA<br>300bhp<br>Fairbanks, Morse & Co. |
| 660416<br>WV4701<br>298925<br>Df Esd<br>Pfd Rdr<br>RT | **E. WHITNEY OLSON, Jr.**<br>**Star & Crescent Towboat Co.**<br>San Diego United States | 196<br>72<br>— | | 1965 San Diego Mar. Cons. Co.—S. Diego<br>*109·7′* 26′ 8″ 13′ 3½″<br>108′ 8″ 26′ 6″ 15′ 3″ | M Tug | 2 Oil SA each 12Cy.<br>sc. shaft<br>2400bhp<br>General Motors Corp. |
| 500047<br>Df Esd<br>Gc Rdr<br>RTv | **E YUNG**<br>exAagtekerk–67<br>**Chinese Maritime Trust Ltd.**<br>China (Taiwan) | 8149<br>4891<br>12565 | AB<br>Classed LR until 4/55 | 1943 Ingalls S.B. Corp.—Pascagoula<br>492′ 0″ 69′ 7″ 29′ 5½″<br>465′ 3″ 69′ 6″ 33′ 11″<br>F44′ 2 dks & S dk<br>RW<br>rf nil | S (12P) OSD<br>4 Ho 73½′, 66′, 66′, 81½′ 1 TwD 60′<br>G.793290 B.720630<br>5 Ha (stl) (36′×20′) (30′, 32½′, 30′, 35′×24′)<br>20W Der 1(40) 1(30) 2(10) 8(5) | 2 S Turb dr geared to sc. sh<br>8500shp<br>Westinghouse E. & M. Co.<br>3×250kW 240V d.c. |
| 660741<br>VJTL<br>317643<br>RTv | **EAGAR**<br>**Queensland Tug Co. Pty. Ltd.**<br>Brisbane British | 232<br>—<br>— | ✠A1<br>tug<br>Moreton Bay service limiting line Cape Moreton—Caloundra<br>✠LMC<br>MN224 EL (c) | 1966–9 Adelaide Ship Cons. Pty. Ltd.—Adl<br>104′ 6″ 28′ 0″ 13′ 7″<br>95′ 0″ 26′ 6″ 14′ 8″<br>1 dk<br>4BH<br>rf 51″ BoxK13″ WB62t | M Tug | Oil 2SA 6Cy. 340×570 mm<br>reduction geared<br>1120bhp Polar<br>✠Emade58fitted66<br>N.S.W. Govt. E. & S.B.<br>2×75kW 240/415V 50c/s a.c. |
| 509568<br>132962<br>Df Esd<br>Pfd RT | **EAGER**<br>**Gamashie Fishing & Marketing Co.**<br>Lowestoft British | 104<br>45<br>— | | 1912 Cochrane & Sons—Sel<br>*88·0′* 19′ 1″ 11′ 6″<br>... ... ...<br>R | M Fishing | Oil 3Cy. 365×510 mm<br>NE54<br>W. H. Podd Ltd. |
| 504209<br>HOHI<br>Df Esd<br>Gc Rdr<br>RT | **EAGLE**<br>exBergehus–66<br>**Soc. Nav. Pan-Europea S.A.**<br>Panama Panamanian | 20216<br>12503<br>33133 | NV | 1955 Rosenberg M/V A/S—Stv<br>659′ 3″ 86′ 2″ 34′ 6″<br>625′ 0″ 86′ 0″ 45′ 9″<br>P154′ B42′ F52′ 1 dk<br>RW | M Tanker Mchy.aft<br>33 Ta<br>L.1563413 HeCls. BC | Oil 2SA 9Cy. 740×1600 mm<br>Burmeister & Wain |
| 526850<br>HODP<br>Df Rdr | **EAGLE**<br>exPacific Wind–65<br>exUnitanker–56<br>exImperial Goderich–54<br>exPetrolite–47<br>**Golden Eagle Refining Co.**<br>Panama Panamanian | *1561*<br>*856*<br>2042 | AB<br>✠Classed LR until 5/55 | 1938–11 Marine Industries Ltd.—Srl<br>239′ 11″ 39′ 2″ 16′ 10½″<br>230′ 0″ 39′ 0″ 18′ 6″<br>P62′ B26′ F39′ 1 dk<br>R<br>rf 6″ | M Tanker Mchy.aft<br>10 Ta<br>L.74490 HeCls. BC | 2 Oil 2SA each 7Cy.<br>geared to sc. shaft<br>1400bhp<br>Fairbanks, Morse & Co. |
| 509570<br>PDUA<br>Df Esd<br>RTm | **EAGLE**<br>exMary Ward–54<br>**K. Kiel**<br>Kamp's Scheepv. & Handelmaats. N.V.<br>Delfzijl Netherland | 388<br>244<br>490 | BV | 1951 "De Waal" N.V.—Zaltbommel<br>147′ 7″ 25′ 1″ 9′ 8½″<br>... ... ...<br>P39′ Q52′ F18′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 91½′<br>G.26500 B.24000<br>2 Ha (each 33′×16′)<br>Der 4(2) | Oil 4SA 6Cy. 290×420 mm<br>360bhp<br>Masch. Kiel A.G.<br>2×10kW 110V d.c. |

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| 5099571 **EAGLE COURIER**<br>WIGF<br>277561 **Eagle Terminal Tankers Inc.**<br>Dt Esd United Maritime Corp.<br>Gc Pfd Wilmington, Del United States<br>Rdr RT | **16443**<br>9925<br>26575 | <br><br>AB | **1958** Ingalls S.B. Corp.—Pascagoula<br>627′ 0″ 83′ 11″ 34′ 3½″<br>597′ 0″ 83′ 6″ 42′ 6″<br>P176′ B50′ F89′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>27 Ta<br>L.1127629 HeCls. B | 2 S Turb dr geared to sc. shaft<br>20460shp 4200t (o.f)<br>Westinghouse Elec. Corp. Phl<br>18k |
| 5099572 **EAGLE POINT**<br>WA7681 exMargot Moran–62<br>241420 exSacagamea–42<br>Dt Rdr **Tug Kevin Moran Inc.**<br>RT Wilmington, Del United States | **211**<br>69<br>— | <br><br>AB | **1942** Levingston S.B. Co.—Orange<br>105′ 0″ 25′ 1″ 12′ 2⅞″<br>100′ 0″ 25′ 0″ 13′ 6″<br>1 dk | D-E Tug | Oil 2SA 12Cy. 215×265 mm 1200bhp<br>connected to elec. motor 70t<br>General Motors Corp. Clv |
| 5099573 **EAGLE TRANSPORTER**<br>KMJE<br>277710 **Eagle Terminal Tankers Inc.**<br>Dt Esd United Maritime Corp.<br>Gc Pfd Wilmington, Del United States<br>Rdr RT | **16442**<br>9925<br>26554 | <br><br>AB | **1958** Ingalls S.B. Corp.—Pascagoula<br>627′ 0″ 83′ 11″ 33′ 0⅝″<br>597′ 0″ 83′ 6″ 42′ 6″<br>P176′ B50′ F89′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>27 Ta<br>L.1127629 HeCls. B | 2 S Turb dr geared to sc. shaft<br>20460shp 4200t (o.f)<br>Westinghouse Elec. Corp. Phl<br>18k |
| 5099574 **EAGLE TRAVELER**<br>WKJP<br>279442 **Sea Transport Corp.**<br>Dt Esd United Maritime Corp.<br>Gc Pfd Wilmington, Del United States<br>Rdr | **19291**<br>11716<br>32036 | <br><br>AB | **1959** Ingalls S.B. Corp.—Pascagoula<br>665′ 8″ 84′ 2″ ~~35′ 3¼″~~ 36′ 6⅝″<br>630′ 0″ 84′ 0″ 46′ 9″<br>P182′ Q167′ B50′ F114′ 1 dk<br>RW<br>rf 3″ | S Tanker Mchy.aft<br>20 Ta<br>L.1466045 HeCls. B | 2 S Turb dr geared to sc. shaft<br>20460shp 3000t (o.f)–105pd<br>Westinghouse Elec. Corp. Lester<br>17½k |
| 5099575 **EAGLE VOYAGER**<br>KESN<br>279824 **Sea Transport Corp.**<br>Dt Esd United Maritime Corp.<br>Gc Pfd Wilmington, Del United States<br>Rdr | **19291**<br>11716<br>31849 | <br><br>AB | **1959** Ingalls S.B. Corp.—Pascagoula<br>665′ 8″ 84′ 2″ 35′ 3¼″<br>630′ 0″ 84′ 0″ 46′ 9″<br>1 dk<br>RW<br>rf 3″ | S Tanker Mchy.aft<br>20 Ta<br>L.1466045 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>20460shp 3000t (o.f)–105pd<br>Westinghouse Elec. Corp. Lester<br>17½k |
| 5099576 **EAGLESCLIFFE HALL**<br>VXZK<br>188893 **La Verendrye Line Ltd.**<br>Dt Esd Hall Corporation of Canada<br>Gc Rdr Montreal Canadian<br>RT | **2334**<br>1562<br>~~4370~~<br>4170 | ✠**100A1** Lake SS 3/66<br>Great Lakes andcoasting service including Newfoundland but not north of Strait of Belle Isle or south of the Port of New York<br>✠**LMC**<br>MN240 EL r 1½″SQ | **1957–4** Grangemouth Dkyd Co. Ltd.—Gmh<br>259′ 0″ 44′ 1″ ~~16′ 6½″~~ 18′ 0¾″<br>253′ 0″ 43′ 10½″ 22′ 6″<br>P40′ F30′ 1 dk<br>NS 3BH<br>rf nil WB769t | TM Mchy.aft | 2 Oil 4SA each 7Cy. 235×330 mm with flexible coupling, sr & reverse gear<br>1200bhp<br>Masch. Augsburg-Nürnberg Aug |
| 5099577 **EARL A. BLOOMQUIST**<br>KGKZ exBelgian Unity–47<br>251436 United States **Department of**<br>Dt Esd **Commerce**<br>Gc Baltimore United States | **7234**<br>5123<br>10735 | <br><br>AB | **1944** New England S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2318t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| 5099578 **EARL SIGURD**<br>MAUX<br>162746 Orkney **Islands Shipping**<br>Rdr RT **Co. Ltd.**<br>Kirkwall British | **226**<br>83<br>127 | <br><br>✠Classed LR until 3/34 | **1931–1** Hall, Russell & Co. Ltd.—Abn<br>118′ 10″ 24′ 2″ 9′ 1″<br>24′ 0″<br>B43′ F31′ 1 dk<br>R | S (200P)<br>1 Ho 27′<br>B.5000<br>1 Ha (6′×6½′)<br>1W Der 1(5) | T 3Cy. 12″ 20″ & 34″×23″<br>28t (c)<br>Hall, Russell & Co. Ltd. Abn<br>10k |
| 6602502 **EARL W. ROSE**<br>320477 **Seward Horlick**<br>Dt Esd St. John's, Nfl Canadian<br>Rdr | **125**<br>85<br>— | | **1965** R. Rodgers—Trinity, Nfl<br>105′ 0″ 23′ 4″<br>… … …<br>1 dk | Wood M Fishing Mchy.aft | Oil 4SA 4Cy. 7″×7¾″<br>Davey, Paxman & Co. Ltd. Col |
| 5099580 **EARL OF ZETLAND**<br>MPMX<br>165251 North of **Scotland, Orkney &**<br>Esd Rdr **Shetland Shipping Co. Ltd.**<br>RTm Aberdeen British | **548**<br>267<br>142 | ✠**100A1** SS 2/67<br><br>✠**LMC**<br><br>EL h | **1939–8** Hall, Russell & Co. Ltd.—Abn<br>166′ 2″ 29′ 1″ 10′ 3½″<br>150′ 0″ 29′ 0″ 12′ 0″<br>P&B90′ F37′ 1 dk<br>R 7BH<br>rf 5″ BK7½″ WB118t incl. DTf21t Tunnel tanks 23t | M (250P)<br>2 Ho 24¾′, 17½′<br>B.9480<br>2 Ha (6¾′, 7½′×8′)<br>1W Der 1(4) | Oil 2SA 6Cy. 340×570 mm<br>840bhp 17t (d.o)<br>British Auxiliaries Ltd. Gls<br>2×50kW 220V d.c. 12k |
| 5099581 **EARLHAM VICTORY**<br>KGLG<br>248166 United States **Department of**<br>Dt Esd **Commerce**<br>Gc San Francisco United States | **7607**<br>4563<br>10681 | <br><br>AB | **1945** Permanente (Shpyd No. 2)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 75′, 78′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 45′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |
| 5099582 **EARLSFIELD**<br>MPFS exCoquetdyke–56<br>169238 **Coast Lines Ltd.**<br>Pfd Liverpool British<br>RTm | **635**<br>333<br>967 | ✠**100A1** SS 6/65<br><br>✠**LMC**<br><br>MN130 EL j | **1952–8** Bodewes Scheeps.—Martenshoek<br>199′ 10″ 30′ 2″ 12′ 1″<br>181′ 6″ 30′ 0″ 13′ 5″<br>P42′ F33′ 1 dk<br>RW 3BH<br>WB272t | M Mchy.aft<br>1 Ho 121¾′<br>G.45300 B.41900<br>2 Ha (each 40′×18′)<br>2W Der 2(3) | Oil 4SA 6Cy. 330×600 mm<br>650bhp 50t (d.o)<br>N.V. Werkspoor Ams<br>2×12kW 110V d.c. 10½k |
| 5099585 **EARNEST**<br>WA3705 exPortugbar–55<br>250969 **Drury & Patrick**<br>Dt Esd Seattle<br>Pfd Rdr United States | **283**<br>93<br>— | | **1943** Barbee Marine Yards Inc.—Sea<br>*117·4′* 28′ 2″ 13′ 6½″<br>118′ 0″ 28′ 0″ 14′ 6″<br>BK14″ | Wood TM Tug | 2 Oil 2SA each 3Cy. 305×380 mm<br>1200bhp 100t<br>Fairbanks, Morse & Co. Beloit |

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| 509586 | **EARNSLAW**<br>**New Zealand Government**<br>**(Railways Department)**<br>*Dunedin* New Zealand | 330<br>155<br>— | | | **1911** J. McGregor & Co. Ltd.—Ddn<br>230' 0" 24' 0" 6' 6"<br>23' 10"<br>2 dks<br>R | TS<br>1 Ho 25½'<br>G.4320<br>1 Ha (11'×8')<br>1W | T 6Cy. 13" 22" & 34"×18"<br>J. McGregor & Co. Ltd. |
| 509588<br>WD5342<br>260038<br>Rdr RT | **EAST HAMPTON**<br>**East Hampton Inc.**<br>Wilmington, Del United States | 198<br>119<br>275 | | | **1950** R. T. C. S.B. Co.—Camden<br>*130·5'* 22' 7"<br>135' 8" 22' 6" 10' 7"<br>1 dk<br>rf 16" | M Fishing Mchy.aft<br>1 Ho 46½'<br>1 Ha (11'×16½')<br>1W | Oil 4SA 8Cy. 305×380 mm<br>800bhp<br>Enterprise Eng. & Fdry Co. |
| 524212<br>WRDA<br>245914<br>Df Esd<br>Gc Pfd<br>Rdr | **EAST HILLS**<br>exMormacwren–65<br>exEagle Wing–47<br>**Westbury S.S. Corp.**<br>New York United States | 6190<br>3571<br>10514 | | AB | **1944** Moore D.D. Co.—Oakland<br>459' 6" 63' 2" 27' 8"<br>435' 0" 63' 0" 31' 6"<br>B79' 2 dks & S dk<br>RW<br>rf nil | S OSD<br>5 Ho 67½', 62½', 70', 70', 71½'<br>G.624000 B.550000<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 509590<br>KACH<br>247510<br>Df Esd<br>Gc | **EAST POINT VICTORY**<br>**United States Department of**<br>**Commerce**<br>Baltimore United States | 7629<br>4610<br>10584 | | AB | **1945** Bethlehem-Fairfield—Bal<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. |
| 509591<br>ELOG<br>466<br>Df Esd<br>Gc Pfd<br>Rdr | **EAST RIVER**<br>**International Navigation**<br>**Corp.**<br>Monrovia Liberian | 12698<br>7622<br>19524 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1550 | SS 1/64<br>EL I†2 1/16"SQ | **1954**–9 John Brown & Co. (Clydebank)<br>Ltd.—Cly<br>571' 4" 72' 4" 31' 7½"<br>535' 6" 72' 0" 41' 0"<br>P120' B41' F58' 1 dk<br>RW 14BH<br>WB1793t incl. DTf1400t | S Tanker Mchy.aft<br>25 Ta | 2 S Turb dr geared to sc. shaft<br>7750shp<br>John Brown & Co. (Clydebank)<br>2WTB 495lb Spt 460lb<br>sg 180lb |
| 538135<br>VPIG<br>317732<br>Df Esd<br>Gc Rdr<br>RTh | **EAST SEA**<br>exVingrom–67<br>**Yick Fung Shipping &**<br>**Enterprises Co. Ltd.**<br>Hong Kong British | 9679<br>5674<br>13330 | | 486' 8" ~~448' 8"~~<br>NV | **1958** A/B Götaverken—Got<br>64' 2" 29' 6"<br>64' 0" 41' 0"<br>F159' 2 dks, 3rd dk in No. 3 hold | M CSD<br>G.720050 B.647310<br>5 Ha (stl) (42½', 41½', 34½', 34½',<br>36½'×22½')<br>14W Der 1(30) 1(15) 4(10) 10(5) 2(3) | Oil 2SA 8Cy. 680×1500 mm<br>6000bhp<br>A/B Götaverken<br>4×200, 200, 200, 80kW 220V |
| 660165<br>GSFA<br>308459<br>Df Esd<br>Gc Rdr<br>RTm/v | **EAST SHORE**<br>**Offshore Marine Ltd.**<br>Rochester British | 669<br>232<br>965 | ✠100A1<br>✠LMC<br>MN320 | EL J 1 1/16"SQ | **1966**–4 Cochrane & Sons Ltd.—Sel<br>165' 6" 38' 4" 11' 0"<br>148' 0" 37' 6" 15' 6"<br>F52' 1 dk<br>7BH<br>rf 18" WB324t | TM Supply Ship Mchy.aft<br>1 Ho 28'<br>Der 2(15) | 2 Oil 4SA each 8Cy.<br>reverse gears<br>1600bhp<br>Blackstone & Co. Ltd.<br>2×150kW 415V 50c/s a.c.<br>Thw. thrust propeller fwd |
| 509593 | **EAST WIND**<br>**The People's Republic of**<br>**China**<br>People's Rep. of China | —<br>—<br>10000 | | | **1960** Kiangnan Dk & Eng. Wks—Shi | M | Oil |
| 519393<br>6ZGL<br>2241<br>Df Esd<br>Gc Rdr | **EASTBOUND**<br>exKorthi–65 exHerald–61<br>exSeaherald–54<br>exGovernor Graves–52<br>exKemp P. Battle–47<br>**International Marine**<br>**Development Corp.**<br>Monrovia Liberian | 7242<br>4450<br>10842 | | AB<br>**BROKEN UP** | **1943** N. Carolina S.B. Co.—Wmn<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.562608 B.499573<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>12W Der 1(50) 1(30) 12(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 509597<br>VCNV<br>195604<br>Df Esd<br>Gc Rdr<br>RT | **EASTCLIFFE HALL**<br>**Hall Corporation of Canada**<br>Montreal Canadian | 3335<br>2614<br>6450 | BS✱<br>Great Lakes and limited<br>coasting service<br>MBS✱<br>MN256 CT2850 C28 S24 | Lake SS 4/67 | **1954**–5 Canadian Vickers Ltd.—Mtl<br>349' 2" 43' 10" 17' 6½"<br>342' 5" 24' 5"<br>P41' F30' 1 dk<br>RW NS 4BH len & deepened 59<br>WB951t | TM Mchy.aft<br>G.159580 B.152700<br>4W | 2 Oil 2SA each 4Cy.<br>sr gearing<br>1280bhp<br>Fairbanks, Morse & Co. |
| 542954<br>5MRT<br>1860<br>Df Esd<br>Gc | **EASTERN ARGO**<br>exYucatan–65 exWyoming–63<br>exMount Evans–63<br>exNational Liberty–59<br>exJohn Paul Jones–54<br>exNikos–53<br>exSarah Orne Jewett–51<br>**Eastern Marine Corp.**<br>Monrovia Liberian | 7241<br>4445<br>10883 | BROKEN UP | AB | **1944** New England SB. Corp.—P.Me<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 55', 70'<br>B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>Der 1(10) 4(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Harrisburg Mchy. Corp.<br>3×20kW 110V d.c. |

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|---|---|---|---|---|---|---|
| 508698<br>ZCUG<br>198811<br>Df Esd<br>Gc Rdr<br>RTm/h | **EASTERN ARGOSY**<br>**The Indo-China Steam Nav. Co. Ltd.**<br>Hong Kong British | **6907**<br>3477<br>8720 | ✠**100A1** SS 12/65<br>tunnel side tanks—veg. oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1680 EL d†2$\frac{3}{16}$"SQ | **1956–4** Wm. Denny & Bros. Ltd.—Dmb<br>467′ 4″ 63′ 2″ 26′ 2″<br>444′ 0″ 63′ 0″ 39′ 0″<br>P43′ 1 dk & S dk, 3rd dk in No. 3 hold<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6″ WB1276t | S (12P) Ref OSD<br>5 Ho 60¾′, 64½′, 62½′, 50′, 68½′<br>In.38270<br>5 Ha (stl) (22½′×18′) (42½′, 25′, 27½′, 25′×20′)<br>Der 1(50) 4(10) 8(7) 4(5) | 2 S Turb dr geared to sc. shaft<br>8400shp (o.f)<br>Wm Denny & Bros. Ltd. Dmb<br>WTB 495℔ Spt 750° F. 470℔ hs16028<br>db 100℔ sg 100℔<br>3×300kW 225V d.c. |
| 661818<br>6ZRY<br>2541<br>Df Esd<br>Gc Rdr | **EASTERN BUILDER**<br>**Eastern Marine Transport Co. Ltd.**<br>Monrovia Liberian | **9803**<br>6335<br>16437 | BV | **1966** Sanoyasu Dockyd Co. Ltd.—Osa<br>73′ 4″ 28′ 8″<br>446′ 2″ 73′ 2″ 39′ 8″<br>P76′ F31′ 1 dk | M Bulk Carrier Mchy.aft<br>4 Ho 67¾′, 87½′. 87½′, 87½′<br>G.745850 B.741610<br>4 Ha (stl) (40½′×17¼′) (60′, 60′, 60′×27¾′)<br>Der 8(15) | Oil 2SA 6Cy. 700×1200 mm<br>7200bhp MAN 1004t (hvf)<br>Kawasaki Dkyd Co. Ltd. Kob<br>3×200kW 445V 60c/s a.c. 14¼k |
| 515218<br>VPIJ<br>317735<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EASTERN CAPE**<br>exHöegh Cape–67<br>**Dominion Nav. Co. Ltd.**<br>Hong Kong British<br>For later particulars see New Entries No. **1** | **9005**<br>5294<br>10400 | **Lloyd's RMC** NV | **1956** Deutsche Werft A.G.—Ham<br>495′ 10″ 64′ 1″ 26′ 7″<br>455′ 0″ 64′ 0″ 38′ 6″<br>P44′ F89′ 2 dks<br>rf 4″ | M (4P) Ref CSD<br>6 Ho 50¾′, 75½′, 56½′, 59′, 55′, 33½′<br>G.675858 B.612327 In.20460<br>6 Ha (stl) (30′, 44¼′, 37′, 39½′, 32′×21′) (14¾′×13′)<br>21W Der 1(30) 4(10) 16(5) | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp 2019t (hvf)<br>Burmeister & Wain Cpn<br>3×240kW 220V d.c. 17½k |
| 650942<br>GQLA<br>304209<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EASTERN CITY**<br>**Reardon Smith Line Ltd.**<br>Sir Wm. Reardon Smith & Sons Ltd.<br>Bideford British | **18620**<br>12232<br>30483 | ✠**100A1**<br>strengthened for ore cargoes, Nos. 1, 3 & 5 holds may be empty<br>✠**LMC**<br>MN1900 EL m†2$\frac{11}{16}$"SQ | **1965–6** Fairfield S.B. & Eng. Co. Ltd.—Gls<br>638′ 9″ 80′ 3″ 34′ 1¾″<br>601′ 0″ 80′ 0″ 45′ 3″<br>P104′ F49′ 1 dk<br>NS 8BH<br>rf nil WB9275t incl. Topside tanks in holds 5246t | M Bulk Carrier Mchy.aft<br>6 Ho 67½′, 77¼′, 78′, 78′, 78′, 72′<br>G.1422825 B.1167410<br>6 Ha (stl) (36′×32′) (54′, 42′, 54′, 42, 45′×40′)<br>12W Der 12(5) | Oil 2SA 6Cy. 760×1550 mm<br>9500bhp Sulzer 1645t (hvf)<br>Fairfield-Rowan Ltd. Gls<br>2AuxB 100℔<br>3×300kW 440V 60c/s a.c. 15k |
| 515219<br>VPII<br>317734<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h/v | **EASTERN CLIFF**<br>exHöegh Cliff–67<br>**Indo-China Steam Nav. Co. Ltd.**<br>Hong Kong British<br>For later particulars see New Entries No. **1** | **9005**<br>5294<br>10400 | **Lloyd's RMC** NV | **1956** Deutsche Werft A.G.—Ham<br>495′ 10″ 64′ 1″ 26′ 7″<br>455′ 0″ 64′ 0″ 38′ 6″<br>P44′ F89′ 2 dks<br>rf 4″ | M (4P) Ref CSD<br>6 Ho 50¾′, 75½′, 56½′, 59′, 51¾′, 33½′<br>G.675858 B.612327 In.20460<br>6 Ha (stl) (30′, 44¼′, 37′, 39½′, 32′×21′) (10′×13′)<br>21W Der 1(30) 4(10) 16(5) | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp 2019t (hvf)<br>Burmeister & Wain Cpn<br>3×240kW 220V d.c. 17¼k |
| 509600<br>DZRR<br>208277<br>Df Esd<br>Gc Rdr | **EASTERN COMET**<br>exChozan Maru–57<br>Eastern **Shipping Lines Inc.**<br>Manila Philippine | **3416**<br>2268<br>5294 | AB | **1957** Sasebo Sempaku Kogyo—Sbo<br>347′ 10″ 49′ 4″ 20′ 11⅜″<br>321′ 6″ 49′ 2½″ 25′ 3″<br>P20′ B55′ F32′ 1 dk<br>rf 2″ | M<br>4 Ho<br>B.229000<br>4 Ha | Oil 4SA 8Cy. 460×690 mm<br>2400bhp 534t<br>Ito Tekkosho Shimizu |
| 542182<br>9MOU<br>1783<br>Df Esd<br>Gc Rdr | **EASTERN ENTERPRISE**<br>exPacific Mariner–66<br>exBardistan–63<br>Mariner **Ocean Transport Co. S.A.**<br>Monrovia Liberian | **7112**<br>4242<br>10180 | ✠**100A1** SS 6/65<br>with freeboard<br>✠**LMC**<br>EL a† | **1942–12** Wm. Doxford & Sons Ltd.—Sld<br>442′ 11″ 56′ 6″ 27′ 4¾″<br>420′ 10″ 56′ 3″ 38′ 1″<br>2 dks<br>NS 5 divisional WTBH in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>WB2674t incl. DTm1205t | M CSD<br>5 Ho<br>G.574590 B.522370<br>5 Ha<br>10W Der 1(58) 1(40) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp 839t<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 120℔ 10½k |
| 671594<br>GXLH<br>334585<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN FREEDOM**<br>**Wm. Brandts (Leasing) Ltd.**<br>World Wide (Shipping) Ltd.<br>London British | **23089**<br>14689<br>38447 | ✠**100A1**<br>strengthened for ore cargoes Nos. 2 & 6 holds may be empty<br>✠**LMC**<br>MN2240 EL l†2⅞"U2 | **1967–7** Ishikawajima-Harima Hvy Ind.—Aio<br>~~607′ 0″~~ 90′ 9″ 38′ 7¾″ 607′ 0″(incl.BB)<br>574′ 2″ 90′ 6½″ 52′ 6″<br>P105′ F48′ 1 dk<br>NS 9BH<br>rf nil WB11526t incl. Comb. btm & side tanks in holds 4855t Topside tanks in holds 4505t | M. Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio<br>AuxB 107℔<br>3×325kW 450V 60c/s a.c. |
| 509602<br>DZXY<br>210081<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN GALAXY**<br>**Eastern Shipping Lines Inc.**<br>Manila Philippine | **8276**<br>4799<br>11393 | AB | **1960** Ishikawajima Jukogyo—Tok<br>*434·0′* 59′ 9″ 28′ 10⅝″<br>426′ 6″ 59′ 8½″ 38′ 1″<br>2 dks | M (4P)<br>5 Ho 52′, 72′, 38′, 75′, 56′<br>5 Ha (stl) (20′×20′) (44′, 36′, 44′, 34′×26′)<br>Der 1(30) 2(10) 5(5) | Oil 2SA 7Cy. 620×1400 mm<br>6300bhp 1370t (hvf)<br>Mitsui Zosen Tmn<br>3×240kW 440V 60c/s a.c. |
| 542588<br>DZXJ<br>211153<br>Df Esd<br>Gc Rdr<br>RTh | **EASTERN JUPITER**<br>exCouesnon–63 exFlat Knot–47<br>**Eastern Shipping Lines Inc.**<br>Manila Philippine | **4147**<br>2065<br>6227 | AB BV | **1946** Southeastern S.B. Corp.—Sav<br>337′ 11″ 50′ 1″ 23′ 5″<br>321′ 4″ 49′ 11″ 29′ 0″<br>P90′ F38′ 2 dks<br>RW<br>rf nil | M Ref Mchy.aft<br>4 Ho 61½′, 78′, 67½′, 12′<br>G.249988 B.227922 In.3577<br>1 Ha (stl) (20′×20′)<br>3 Ha (w) (40′, 40′×20′) (9′×8′)<br>16W Der 3(5) 1(1½) | Oil 2SA 6Cy. 545×700 mm<br>1700bhp 395t (d.o)<br>General Mchy. Corp. Hamilton<br>2×250kW 240V d.c. 11k |
| 650995<br>ZEOO<br>317304<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN KIKU**<br>**Walnut Shipping Co. Ltd.**<br>World-Wide (Shipping) Ltd.<br>Hong Kong British | **12229**<br>7085<br>~~18382~~<br>19021 | ✠**100A1**<br>strengthened for ore cargoes—alternate holds may be empty<br>✠**LMC**<br>MN1680 EL g†2$\frac{3}{16}$"SQ | **1965–5** Hakodate Dock Co. Ltd.—Hak<br>516′ 10″ 74′ 6″ 30′ 9¾″<br>485′ 7″ 74′ 2″ 40′ 10″<br>P102′ F48′ 1 dk<br>RW NS 7BH<br>rf 6″ WB4171t incl. Topside tanks in holds 2471t | M Bulk Carrier Mchy.aft<br>G.840602 B.825842<br>10W Der 10(10) | Oil 2SA 7Cy. 680×1250 mm<br>8400bhp Sulzer 1893t<br>Ishikawajima-Harima Hvy Ind. Aio<br>2AuxB (1 o.f 1 ex.g) 142℔ 14¼k |
| 540338<br>AQFP<br>191085<br>Df Esd<br>RT | **EASTERN MAHIGIR**<br>**Eastern Fisheries Ltd.**<br>M. M. Ispahani Ltd.<br>Chittagong Pakistan | **65**<br>25<br>— | **100A1** SS 7/68<br>fishing vessel<br>**LMC**<br>MN48 EL (a) b<br>~~**SURVEYS OVERDUE 12/66**~~ | **1962–12** Richards Irn Wks Ltd.—Lwt<br>67′ 2″ 17′ 3″<br>60′ 0″ 17′ 0″ 9′ 6″<br>RW 3BH<br>rf 18″ BK3″ WB5t | M Fishing | Oil 4SA 8Cy. 6½″×7¼″ with sr reverse gear<br>240bhp<br>Bergius Co. Ltd. Gls |

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| 509606<br>ZCSH<br>196798<br>Df Esd<br>Gc Rdr | **EASTERN MAID**<br>exWest Breeze–57<br>**The Indo-China Steam Nav. Co. Ltd.**<br>Hong Kong British | 3606<br>1835<br>6237 | ✠100A1 SS 9/65<br>DTa—vegetable oil<br>✠LMC<br>MN480 EL x 1 11/16"SQ | 1955–10 Kawasaki Dockyard Co. Ltd.—Kob<br>384' 6" 53' 3" 21' 6½"<br>354' 4" 53' 2" 31' 6"<br>P22' F37' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 4" WB1233t incl. DTa628t | M (2P) OSD<br>4 Ho 56½', 91', 39¼', 58'<br>G.366082 B.337297<br>4 Ha (31½', 61½', 39½', 34½'×20½')<br>10W Der 1(25) 10(5) | Oil 2SA 8Cy. 520×900 mm<br>2400bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>db 78lb<br>3×220, 220, 100kW 230V d.c. |
| 509607<br>BKAR<br><br>Df Esd<br>Gc Rdr | **EASTERN MARINER**<br><br>**E-Hsiang Steamship Co. Ltd.**<br>Keelung China (Taiwan) | 12330<br>8548<br>19130 | ✠100A1 SS 5/65<br>oil tanker<br>✠LMC<br>MN2000 EL I†2 1/16"SQ | 1960–3 Uddevallavarvet A/B—Udv<br>569' 1" 69' 11" 30' 7¾"<br>539' 8" 69' 9" 39' 8"<br>P112' B41' F72' 1 dk<br>RW 15BH<br>rf 1" WB1726t | M Tanker Mchy.aft<br>1 Ho<br>1 Ha (stl) (9¾'×19¾')<br>Der 1(7½) 1(5) 1(1) | Oil 2SA 8Cy. 760×1500 mm<br>10000bhp Götaverken<br>Uddevallavarvet A/B<br>2WTAuxB primary 710lb<br>secondary 178lb AuxB 17lb<br>2×300kW 230V d.c. |
| 537177<br>DZXU<br>212144<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN MARS**<br>exTyr–67 exMontcalm–57<br>exLa Estancia–51<br>exCape Ducato–47<br>**Eastern Shipping Lines Inc.**<br>Manila Philippine | 5654<br>2984<br>7930 | 100A1 SS 8/66<br>with freeboard<br>LMC<br>EL a†2"SQ | 1944 Pennsylvania Shpyds Inc.—Beaumont<br>412' 4" 60' 1" 24' 9¼"<br>390' 0" 60' 0" 37' 7"<br>1 dk & S dk, 3rd dk except in No. 5 hold<br>2BH to S dk 5 to 2nd dk<br>WB1854t incl. Tunnel tanks 285t DTf164t | M OSD<br>G.500350 B.441950<br>12W Der 1(30) 11(—) | 2 Oil 2SA each 8Cy. 546×7<br>electro-magnetic slip coupling<br>gearing to sc. shaft<br>4375bhp<br>Nordberg Mfg Co.<br>2 db (1 o.f 1 ex.g) 65lb |
| 540339<br>ZCKF<br>316215<br>Df Esd<br>Gc Rdr | **EASTERN MATSU**<br>**World Ore Carriers Ltd.**<br>World-Wide (Shipping) Ltd.<br>Hong Kong British | 13098<br>7683<br>— | ✠100A1 SS 5/67<br>ore carrier<br>✠LMC<br>MN1540 EL I†2 1/16"SQ | 1963–3 Kure Zosensho—Kur<br>549' 11" 74' 5" 30' 5¾"<br>524' 11" 74' 2" 40' 8"<br>P99' F54' 1 dk<br>7BH<br>rf 5" WB16800t incl. DTsf 678t | M Ore Carrier Mchy.aft<br>G.499573<br>16W Der 16(4½) | Oil 7Cy. 680×1250 mm<br>7700bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>AuxB 143lb |
| 503596<br>Df Gc<br>Rdr | **EASTERN MERCURY**<br>exTeh Loo–67<br>exBanshu Maru No. 32–67<br>**Eastern Shipping Lines**<br>Manila Philippine | 802<br>400<br>1091 | | 1942 Hayashikane Zosen—Hikoshima<br>206' 8" 31' 4" 14' 11"<br>31' 2"<br>P71' F27' 1 dk<br>RW | M Fish Carrier Mchy.aft<br>B.34170<br>4W Der 5(1½) | Oil 4SA 4Cy. 430×680 mm<br>800bhp<br>Hayashikane Zosen |
| 514965<br>DUXX<br>211343<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EASTERN METEOR**<br>exHerta Engeline Fritzen–64<br>**Eastern Shipping Lines Inc.**<br>Manila Philippine | 8094<br>5832<br>9852 | AB | 1952 Nordseewerke Emden—Emd<br>471' 4" 57' 9" 24' 11"<br>439' 8" 57' 7" 36' 0"<br>F27' 2 dks<br>RW<br>rf 4" | M (2P) CSD<br>5 Ho 52½', 68¾', 67½', 69½', 67½'<br>G.583687 B.539552<br>5 Ha (stl) (32½', 44½', 36½', 36½', 36½'×28½')<br>12W Der 1(30) 12(5) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp<br>Masch. Augsburg-Nürnberg<br>3×130kW 220V d.c. |
| 507978<br>300997<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN MOBILITY**<br>exCorhampton–65<br>**Zinnia Shipping Co. Ltd.**<br>Hong Kong British | 13195<br>7549<br>19960 | ✠100A1 SS 7/67 ~~SS 6/66~~<br>oil tanker<br>✠LMC<br>MN1900 EL I†2 1/16"SQ | 1959–10 Sir J. Laing & Sons Ltd.—Sld<br>559' 3" 72' 0" 31' 1¾"<br>536' 0" 71' 10½" 40' 8"<br>P122' B37' F64' 1 dk<br>16BH<br>rf 4" WB1497t | M Tanker Mchy.aft | Oil 2SA 6Cy. 700×2320 mm<br>9500bhp<br>Wm. Doxford & Sons (Eng.)<br>2AuxB 180lb |
| 509610<br>ZEOZ<br>315077<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN MOON**<br>exHöegh Silvermoon–60<br>**The Indo-China Steam Nav. Co. Ltd.**<br>Hong Kong British | 5338<br>2998<br>7894 | 100A1 SS 11/64<br>DTsmf—oil FP above 150° F. or vegetable oil<br>LMC<br>MN1020 EL a† | 1947 Burmeister & Wain—Cpn<br>440' 9" 56' 0" 25' 9¾"<br>415' 0" 37' 6"<br>F42' 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2117t incl. DTsmf1190t | M OSD<br>4 Ho 61½', 92½ comb., 75', 72½'<br>G.524000 B.466000<br>4 Ha (32', 72' comb., 35', 35'×20')<br>15W Der 2(10) 8(5) 4(3) | Oil 2SA 9Cy. 620×1150 mm<br>5100bhp<br>Burmeister & Wain<br>2AuxB (o.f) 80lb (ex.g) 110lb<br>3×120kW 220V d.c. |
| 509611<br>ZCSF<br>196793<br>Df Esd<br>Gc Rdr | **EASTERN MUSE**<br>Launched as East Breeze<br>**The Indo-China Steam Nav. Co. Ltd.**<br>Hong Kong British | 3602<br>1906<br>6226 | ✠100A1 SS 11/65<br>DTa—vegetable oil<br>✠LMC<br>MN480 EL x 1 11/16"SQ | 1955–10 Kawasaki Dkyd Co. Ltd.—Kob<br>384' 6" 53' 3" 21' 6½"<br>354' 4" 53' 2" 31' 6"<br>P22' F37' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 4" WB1323t incl. DTa628t | M (2P) OSD<br>4 Ho 56½', 91', 39½', 58'<br>G.366080 B.337300<br>4 Ha (31½', 61½', 39½', 34½'×20½')<br>10W Der 1(25) 10(5) | Oil 2SA 8Cy. 520×900 mm<br>2400bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>db 78lb<br>3×220, 220, 110kW 230V d.c. |
| 660224<br><br>500099<br>Df Esd<br>Rdr RT | **EASTERN PACIFIC**<br><br>**Joseph S. Martinac**<br>Tacoma United States | 724<br>371<br>— | | 1965 J. M. Martinac S.B. Corp.—Tacoma<br>34' 2"<br>149' 6" 34' 0" 17' 6" | M Fishing | Oil 10Cy. 8¾"×10"<br>1800bhp Emade44fitted 6<br>Fairbanks, Morse & Co. |
| 509613<br>DZXP<br>210853<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN PLANET**<br>exLaCordillera–62<br>**Eastern Shipping Lines Inc.**<br>Manila Philippine | 8081<br>4399<br>9245 | ✠100A1 SS 11/66<br>with freeboard<br>DTm—vegetable oil<br>✠LMC<br>EL c†2½"SQ | 1947–3 Wm. Doxford & Sons Ltd.—Sld<br>464' 6" 60' 0" 26' 0½"<br>435' 6" 59' 8" 37' 3"<br>P34' F38' 1 dk & S dk, 3rd dk in No. 1 hold<br>R Coll BH to S dk 6 to 2nd dk<br>WB3459t incl. Tunnel tanks 259t DTm563t | M OSD<br>5 Ho 55½', 74', 46½', 60', 70'<br>G.572261 B.514112<br>6 Ha (29', 31', 26', 31', 28'×22') (18'×8')<br>14W Der 5(10) 1(3) | Oil 2SA 5Cy. 670×2320 mm<br>5150bhp<br>Wm. Doxford & Sons Ltd.<br>AuxB 100lb AuxB (o.f) 100<br>3×150kW 220V d.c. |
| 642045<br><br>322318<br>Esd Pfd<br>Rdr RT | **EASTERN PRIDE**<br>British Colombia Packers Ltd.<br>~~**Eastern Pride Fisheries Ltd.**~~<br>Shelburne ~~British~~ Canadian | 147<br>76<br>— | | 1964 Wagstaff & Hatfield Ltd.—Port Greville<br>95' 0" 23' 3"<br>84' 4" 23' 2" 10' 11"<br>1 dk | Wood M Fishing | Oil 2SA 7Cy. 5¾"×7¼"<br>Fairbanks Morse & Co. |
| 509614<br>VRML<br>191496<br>Df Esd<br>Gc Rdr | **EASTERN QUEEN**<br>**The Indo-China Steam Nav. Co. Ltd. & Dominion Nav. Co.**<br>Hong Kong British | 8644<br>5106<br>8900 | ✠100A1 SS 3/65<br>with fbd Tunnel side tanks—vegetable oil<br>✠LMC<br>MN1680 EL d†2 3/16"SQ | 1950–8 Wm. Denny & Bros. Ltd.—Dmb<br>468' 3" 63' 2" 26' 3½"<br>445' 0" 63' 0" 35' 0"<br>P71' F103' 2 dks<br>RW 7BH<br>rf 6" WB1604t incl. Tunnel tank 175t | S (550P)<br>5 Ho 40½', 67', 60', 50', 68½'<br>G.501750 B.450540<br>1 Ha (w) (20½'×18')<br>4 Ha (stl) (35', 25', 30', 27½'×20')<br>16W Der 1(40) 3(10) 9(7) 4(3) | 2 S Turb dr geared to sc. shaft<br>8400shp<br>Wm. Denny & Bros. Ltd.<br>2WTB 480lb Sup 470<br>db 105lb sg 105lb<br>3×300kW 220V d.c. |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 509815 | **EASTERN RANGER** | 4408 | ✠100A1 | SS 3/67 | 1962–4 J.L.Thompson & Sons Ltd.—Sld | M OSD | Oil 2SA 4Cy. 670×2320 mm |
| VROX | | 2134 | DTsma & tunnel side | | 404′ 0″ 57′ 3″ 23′ 4⅞″ | 4 Ho 56½′, 77½′, 22½′ DT, 67½′, 57½′ | 4600bhp Doxford (hvf) |
| 315126 | **The Indo-China Steam Nav.** | 6952 | tanks—veg. oil or latex | | 380′ 9″ 57′ 0″ 35′ 3″ | | Hawthorn, Leslie (Eng.) Ltd. Nwc |
| Dl Esd | **Co. Ltd.** | | ✠LMC | | F41′ 1 dk & S dk | 5 Ha (29½′, 40′, 17½′, 32½′, 32½′×20′) | 2AuxB 100℔ |
| Gc Rdr | Hong Kong British | | MN920 | EL z 2″SQ | Coll BH to S dk 6 to 2nd dk | 11W Cr 2(3) Der 4(15) 6(5) | 3×275kW 440V 60c/s a.c. |
| RTm/h | | | | | rf 5″ WB1758t incl. Tunnel tanks 204t DTsma753t | | |
| 509816 | **EASTERN ROVER** | 4408 | ✠100A1 | SS 12/66 | 1961–11 J. L. Thompson & Sons Ltd.— | M OSD | Oil 2SA 4Cy 670×2320 mm |
| VRDJ | | 2134 | DTsma & tunnel side | | Sld | 4 Ho 56½′, 77½′, 22½′ DT, 67½′, 57½′ | 4600bhp Doxford (hvf) |
| 315120 | **The Indo-China Steam Nav.** | 6952 | tanks—veg. oil or latex | | 404′ 0″ 57′ 3″ 23′ 4⅞″ | | Hawthorn, Leslie (Eng.) Ltd. Nwc |
| Dl Esd | **Co. Ltd.** | | ✠LMC | | 380′ 9″ 57′ 0″ 35′ 3″ | 5 Ha (29½′, 40′, 17½′, 32½′, 32½′×20′) | 2AuxB 100℔ |
| Gc Rdr | Hong Kong British | | MN890 | EL z 2″SQ | F41′ 1 dk & S dk | Cr 2(3) Der 4(15) 6(5) | 3×275kW 440V 60 c/s a.c. |
| RTm/h | | | | | Coll BH to S dk 6 to 2nd dk | | |
| | | | | | rf 5″ WB1758t incl. Tunnel tanks 204t DTsma753t | | |
| 540341 | **EASTERN SAKURA** | 10421 ~~10569~~ | ✠100A1 | SS 4/67 | 1962–12 Hakodate Dock Co. Ltd.—Hak | M Mchy.aft | Oil 2SA 6Cy. 680×1250 mm |
| VRFU | | 6111 ~~6484~~ | | | 500′ 4″ 71′ 9″ 29′ 2⅞″ | | 6600bhp Sulzer 1259t |
| 316208 | **World Log Carriers Ltd.** | 16372 — | ✠LMC | | 470′ 0″ 71′ 6″ 38′ 10″ | G.747909 B.726038 | Iino S.B. & Eng. Co. Ltd. Maizuru |
| Dl Esd | World-Wide (Shipping) Ltd. | | | | P97′ F42′ 1 dk | | AuxB 142℔ e (ex.g) 142℔ 14¼k |
| Gc Rdr | Hong Kong British | | MN1320 | EL f†2¼″SQ | NS 7BH | 14W Der 8(15) 6(10) | |
| | | | | | rf 6″ WB4715t incl. Topside tanks in Nos. 2, 3 & 4 holds 1548t DTf629t | | |
| 526818 | **EASTERN SATURN** | 5654 | | | 1943 Pennsylvania Shpyds Inc.— | M OSD | 2 Oil 2SA each 6Cy. 545×735 mm |
| DUUJ | exToro–67 exBra-Kar–61 | 2984 | | | Beaumont | | sr geared to sc. shaft |
| 212198 | exCape Blanco–47 | 7970 | | NV | 412′ 5″ 60′ 1″ 24′ 10″ | G.503091 B.444020 | 4150bhp 1414t |
| Dl Esd | **Eastern Shipping Lines Inc.** | | | | 390′ 0″ 59′ 10″ | 5 Ha (24¾′, 33½′, 31½′, 18′, 36′×24′) | Nordberg Mfg Co. Milwaukee |
| Gc Rdr | Manila Philippine | | | | 2 dks & S dk | 12W Der 1(30) | 13½k |
| | | | | | rf 4″ | | |
| 509819 | **EASTERN SHELL** | 1876 | ✠100A1 | Lake SS 4/65 | 1932–4 Swan, Hunter & Wghm Rchdsn | S Tanker Mchy.aft | T 3Cy. 16″ 26½″ & 44″×33″ |
| VDBM | exJohn A. McDougal–50 | 1073 | oil tanker | | —Nwc | 10 Ta | 1000ihp 100t (o.f)–8½pd |
| 181565 | exLakeshell–33 | 2760 | ✠LMC | | 259′ 0″ 43′ 6″ 15′ 3½″ | L.121000 HeCls. BC | Swan, Hunter & Wghm Rchdsn Nwc |
| Dl Esd | **Shell Canada Ltd.** | | | | 253′ 0″ 43′ 4″ 17′ 6″ | | 2 SB 180℔ hs(2554) 4cf 9k |
| Gc Rdr | Toronto Canadian | | | EL q | Q56′ F35′ Trunk 162′ 1 dk | | |
| RT | | | | | R 11BH | | |
| | | | | | WB168t | | |
| 521937 | **EASTERN SKIPPER** | 7027 | ~~BS✱~~ | ~~SS 5/63 (Adv)~~ | 1944–4 United Shpyds Ltd.—Mtl | S CSD | T 3Cy. 24½″ 37″ & 70″×48″ |
| SLIR | exManhattan–64 exTriland–57 | 4320 | ~~with freeboard~~ | | 440′ 2″ 57′ 2″ 26′ 11½″ | 5 Ho 60¾′, 72½′, 50′, 65′, 70′ | 2500ihp 970t (o.f) |
| 996 | exLa Salle Park–46 | 10619 | ~~MBS✱~~ | | 416′ 0″ 56′ 11″ 37′ 4″ | G.531703 B.477249 | Dominion Eng. Wks Ltd. Mtl |
| Dl Esd | Launched as Fort Niagara | | | | 2 dks | 5 Ha (33¾′, 35′, 23′, 35′, 35′×20′) | 3 SB 220℔ Spt hs(7140) |
| Gc Rdr | **Federal Nav. Co. Ltd.** | | ~~MN450~~ | ~~CT6762 C37-S38~~ | R 7BH | 11W Der 10(5) | 2×15kW 110V d.c. 9¼k |
| | Monrovia Liberian | | **TO BE BROKEN UP** | | WB2160t incl. DTs 795t | | |
| 509820 | **EASTERN STAR** | 6523 | ✠100A1 | SS 11/66 | 1951–12 Harland & Wolff Ltd.—Bel | S (12P) Ref OSD | 3 S Turb dr geared to sc. shaft |
| VRFF | **Jebshun Shipping Co. Ltd.** | 3781 | DTsa—vegetable oil | | 461′ 7″ 60′ 0″ 26′ 2″ | 5 Ho 54′, 68¾′, 60¾′, 35′, 62½′ | 7250shp 2006t (o.f) |
| 166502 | ~~**The Indo-China Steam Nav.**~~ | 8654 | ✠LMC | | 435′ 0″ 59′ 9″ 38′ 6″ | G.503250 B.464640 In.25720 | Harland & Wolff Ltd. Bel |
| Dl Esd | ~~**Co. Ltd.**~~ | | ✠Lloyd's RMC | | P38′ F88′ 1 dk & S dk, 3rd dk in Nos. 2, | 5 Ha (stl) (27′×18′) (32½′, 35′, | 2WTB 500℔ Spt 480℔ hs(11604) |
| Gc Rdr | Hong Kong British | | | EL c†2⅛″SQ | 3 & 4 holds | 30′×20′) (25′×18′) | db 100℔ sg 100℔ |
| | | | | | RW Coll BH to S dk 7 to 2nd dk | 10W Der 1(50) 6(10) 10(5) | 4×200kw 225V d.c. 16¼k |
| | | | | | rf 6″ DK fwd of mchy. space WB2768t incl. DTa772t | | |
| 509821 | **EASTERN SUN** | 18810 | ✠100A1 | SS 5/68 ~~SS 7/63~~ | 1955–7 SunS.B.&D.D.Co.—Chester, Pa | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft |
| KFBT | | 11485 | oil tanker | | 641′ 0″ 84′ 5″ 34′ 2″ | 30 Ta 2 Ho 27½′, 50′ | 14850shp 3267t (o.f)–76pd |
| 270025 | **Sun Oil Company** | 30252 | ✠LMC | | 615′ 0″ 84′ 0″ 45′ 0″ | L.1402700 HeCls. BC | Westinghouse Elec. Corp. Phl |
| Dl Esd | Philadelphia United States | | | EL o†2¹¹⁄₁₆″U2 | P130′ B39′ F80′ 1 dk | 1 Ha (stl) (10′×15′) | 2WTB 685℔ Spt 627℔ hs19290 |
| Gc Pld | | | MN2970 | ~~EL o†2¹¹⁄₁₆″SQ~~ | RW 16BH | Der 2(5) 6(2) | 2×400kW 450V 60c/s a.c. 16¼k |
| Rdr | | | | AB | rf 3″ WB2862t incl. DTsf2020t | | |
| RTm | | | | | | | |
| 540342 | **EASTERN TAKE** | 11223 | ✠100A1 | SS 6/67 | 1963–1 Kawasaki Dkyd Co. Ltd.—Kob | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 700×1200 mm |
| VRFZ | | 6806 | strengthened for heavy | | 516′ 9″ 69′ 2″ | | 6600bhp MAN 941t |
| 318212 | **The Medal Shipping Co. Ltd.** | 16309 | cargoes | | 485′ 7″ 68′ 11″ 41′ 0″ | G.765205 B.728622 | Kawasaki Dkyd Co. Ltd. Kob |
| Dl Esd | World-Wide (Shipping) Ltd. | | ✠LMC | | P108′ F45′ 1 dk | | 2AuxB 150℔ 14½k |
| Gc Rdr | Hong Kong British | | MN1320 | EL f†2¼″SQ | NS 7BH | 10W Der 10(10) | |
| RT | | | | | rf 6″ WB5708t | | |
| 509823 | **EASTERN TRADER** | 6914 | ✠100A1 | ~~SS 3/64~~ | 1959–2 Swan, Hunter & Wghm Rchdsn | M (2P) OSD/CSD | Oil 2SA 5Cy. 670×2320 mm |
| ZELS | | 3812 | DTmf—vegetable oil | | —Nwc | 5 Ho 60′, 59′, 55′, 71½′, 72′ | 5600bhp Doxford (hvf) |
| 315044 | **The Indo-China Steam Nav.** | 10828 | ✠LMC | SS 12/68 | 481′ 0″ 62′ 3″ 27′ 7″/30′ 7⅜″ | | Swan, Hunter & Wghm Rchdsn Nwc |
| Dl Esd | **Co. Ltd.** | 8950 | | | 451′ 3″ 62′ 0″ | 5 Ha (33¼′, 33′, 33′, 38½′, 33′×24′) | 2AuxB 100℔ |
| Gc Rdr | Hong Kong British | 5129 | MN1120 | ~~EL d†2¹¹⁄₁₆″SQ~~ | F96′ 1 dk & S dk | Der 1(50) 1(20) 16(10) | 3×330kW 220V d.c. |
| RT | | 12875 | | EL d†2³⁄₁₆″SQ | RW 7BH | | |
| | | | | | rf 5″ WB2926t incl. Tunnel tanks 325t DTm1256t | | |
| 540343 | **EASTERN UME** | 9973 | ✠100A1 | SS 3/67 | 1963–2 Hitachi Zosen—Osa | M CSD | Oil 2SA 7Cy. 620×1400 mm |
| ZCKC | | 6287 | | | 518′ 6″ 63′ 11″ 30′ 6½″ | | 7600bhp B&W 3911t |
| 318214 | **The Citadel Shipping Co.** | 15350 | ✠LMC | | 477′ 1″ 63′ 8″ 40′ 10″ | G.773747 B.714560 | Hitachi Zosen Osa |
| Dl Esd | **Ltd.** | | | | F46′ 2 dks | | AuxB 100℔ 15k |
| Gc Rdr | World-Wide (Shipping) Ltd. | | MN1520 | EL e†2¼″SQ | 8BH to S dk 1 to 2nd dk | 16W Der 1(30) 4(10) 12(5) | |
| | Hong Kong British | | | | rf 4″ WB3574t incl. Tunnel tanks 201t DTma1274t | | |
| | Now **LEIXOES** See New Entries No. 10 | | | | | | |
| 670397 | **EASTERN UNION** | 9365 | | | 1966 Sanoyasu Dockyd Co. Ltd.—Osa | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 700×1200 mm |
| 6ZWR | | 6392 | | | 67′ 5″ 29′ 6″ | 5 Ho 56′, 87′, 56′, 56′, 87′ | 7200bhp MAN (hvf) |
| 2567 | **Eastern Union Marine Corp.** | 16400 | | BV | 459′ 4″ 67′ 3″ 41′ 2″ | G.731096 B.697125 | Kawasaki Dkyd Co. Ltd. Kob |
| Dl Esd | **Inc.** | | | | P106′ Q36′ B20′ F42′ 1 dk | 5 Ha (stl) (31½′, 60¼′, 31½′, 60¼′, | 3×250kW 445V 60c/s a.c. 14¼k |
| Gc Pld | Wah Kwong & Co. (Hongkong) | | | | | 31½′×29½′) | |
| Rdr | Ltd. | | | | rf 8″ | 14W Der 14(5) | |
| | Monrovia Liberian | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 514881<br>DUGV<br>211379<br>Df Esd<br>Gc Rdr<br>RTv | **EASTERN VENUS**<br>exConcordia Herland-64<br>exHerland-64 exStockholt-60<br>exCape Poge-46<br>**Eastern Shipping Lines Inc.**<br>Manila Philippine | ~~9897~~ 5654<br>~~3055~~ 2984<br>7893 | <br><br>AB | 1943 Pennysylvania Shpyds Inc.—<br>Beaumont<br>412′ 3″ 60′ 1″ 24′ 9¾″<br>390′ 0″ 60′ 0″ 28′ 5½″<br>2 dks & S dk<br>rf 4″ | M OSD<br>5 Ho 44′, 58′, 59′, 50′, 58′<br>G.502889 B.443900<br>5 Ha (stl) (24′, 33′, 31′×24′) (24′×18′)<br>(36′×24′)<br>12W Der 1(30) 12(5) | 2 Oil 2SA each 6Cy.<br>electro-magnetic slip coupling<br>gearing to sc. shaft<br>4150bhp<br>Nordberg Mfg Co.<br>2×250kW 120/240V d.c. |
| 533357<br>GMPA<br>305883<br>Df Esd<br>Gc Rdr<br>RT | **EASTFORTUNE**<br>exSollen-63<br>**Ocean Tramping Co. Ltd.**<br>London British | 6354<br>3230<br>10270<br>8809<br>5138<br>12430 | ✠100A1 CS 5/65<br>strengthened for heavy<br>cargoes<br>TwDf—vegetable oil<br>Ice Class 3<br>✠LMC<br>MN1120 EL c†2⅛″SQ | 1961–4 Uddevallavarvet A/B—Udv<br>467′ 2″ 61′ 0″ 26′ 4½″/29′ 8½″<br>431′ 2″ 60′ 9″ 40′ 4″<br>F84′ RAD33′ 1 dk & S dk<br>Coll BH to S dk 8 to 2nd dk<br>rf 2″ WB3086t incl. Tunnel tanks 228t DTmf279t TwDf235t | M (4P) OSD/CSD<br>5 Ho 53½′, 63½′, 57½′, 77½′, 60½′<br>G.616850 B.563150<br>5 Ha (stl) (29½′, 39½′, 39½′, 34½′,<br>49½′×26′)<br>16W Der 5(10) 11(5) | Oil 2SA 6Cy. 760×1500 mm<br>5600bhp Götaverken<br>Uddevallavarvet A/B<br>2AuxB 100lb<br>3×240kW 440V 60c/s a.c. |
| 509626<br>GWWR<br>187674<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **EASTGATE**<br><br>**Turnbull, Scott Shipping**<br>**Co. Ltd.**<br>Turnbull, Scott & Co.<br>London British | 11907<br>6872<br>~~16130~~<br>18924 | ✠100A1 SS 4/66<br>oil tanker<br>✠LMC<br><br>MN1650 EL h†2 1/16″SQ | 1957–11 J. L. Thompson & Sons Ltd.—<br>Sld<br>555′ 10″ 69′ 5″ 29′ 9½″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P115′ B49′ F48′ 1 dk<br>RW 16BH<br>rf 3½″ WB500t | S Tanker Mchy.aft<br>33 Ta<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8250shp<br>Wallsend Slipwy & E. Co.<br>2WTB 570lb Spt 800° F.<br>sg 125lb<br>2×550kW 450V 60c/s a.c. |
| 530770<br>GCHK<br>300609<br>Df Esd<br>Gc Rdr<br>RTv | **EASTGLORY**<br>exSaldanha-67<br>Launched as Sunny Queen<br>**Hemisphere Shipping Co.**<br>**Ltd.**<br>Ocean Tramping Co. Ltd.<br>Leith British | 6399<br>3257<br>10600<br>8995<br>5406<br>12775 | 100A1 SS 10/68~~SS 1/64~~<br><br>LMC<br><br>MN1120 EL d†2 1/16″SQ | 1959–1 Oskarhamns Varv A/B—Osk<br>486′ 9″ 61′ 8″ 26′ 9½″/29′ 11½″<br>441′ 9″ 61′ 6″ 39′ 6″<br>P23′ F51′ 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 4″ WB2220t incl. Tunnel tanks 405t | M OSD/CSD<br>5 Ho 49′, 70′, 64½′, 66′, 69½′<br><br>5 Ha (stl) (31½′, 37½′, 37½′, 37½′,<br>37½′×23′)<br>Der 1(30) 2(10) 14(5) | Oil 2SA 9Cy. 630×1300 mm<br>5600bhp<br>A/B Götaverken<br>AuxB 100lb<br>3×200kW 230V d.c. |
| 509629<br>VDQW<br>174087<br>Esd<br>RTm | **EASTISLE**<br><br>**British Columbia Packers**<br>**Ltd.**<br>Vancouver Canadian | 101<br>56<br>90 | | 1942 Star Shpyd (Mercers) Ltd.—<br>N. Westminster<br>*75·6′* 20′ 7″<br>… … … | Wood M Fishing<br>1 Ho 35½′<br><br>Der 1(3) | Oil 4SA 6Cy. 230×305 mm<br>240bhp<br>Vivian Eng. Wks Ltd.<br>2×4 & 2kW 37V d.c. |
| 652152<br>ZINO<br>317348<br>Df Gc<br>RTm | **EASTORE**<br>exFS-544 exEastore<br>**Ministry of Maritime**<br>**Affairs for the Bahamas**<br>Nassau British | 560<br>262<br>— | <br><br>AB | 1944 Brunswick Mar. Cons. Co.—<br>Brunswick<br>176′ 6″ 32′ 6″ 10′ 0½″<br>… … …<br>1 dk | TM Passenger Tender (800P)<br>Mchy.aft | 2 Oil 2SA each 6Cy.<br>1000bhp<br>General Motors Corp.<br>3×100, 100, 25kW |
| 661639<br><br>323542<br>Esd Rdr<br>RTm/h | **EASTPACK I**<br><br>**Eastern Fisheries Ltd.**<br>Charlottetown Canadian | 170<br>53<br>100 | <br><br>AB | 1966 Ferguson Industries Ltd.—Pictou<br>93′ 2″ 21′ 5″<br>80′ 3″ 21′ 3″ 12′ 7″<br>1 dk | M Trawler<br>1 Ho 21′<br><br>2 Ha (stl) (each 4′×4′) | Vee Oil 2SA 12Cy. 6¼″×8″<br>765bhp<br>Caterpillar Tractor Co.<br>2×25kW a.c. |
| 661827<br><br>323547<br>Esd Rdr<br>RTm/h | **EASTPACK II**<br><br>**Eastern Fisheries Ltd.**<br>Pictou Canadian | 171<br>64<br>100 | <br><br>AB | 1966 Ferguson Industries Ltd.—Pictou<br>93′ 2″ 21′ 5″<br>80′ 3″ 21′ 3″ 12′ 7″<br>1 dk | M Trawler<br>1 Ho 21′<br><br>2 Ha (stl) (each 4′×4′) | Vee Oil 2SA 12Cy. 6¼″×8″<br>765bhp<br>Caterpillar Tractor Co.<br>2×25kW a.c. |
| 516552<br>6ZPR<br>2482<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTPORT**<br>exItalmare-66<br>exHenry V. Alvarado-47<br>**Lloyd's Africa Ltd.**<br>Monrovia Liberian | 7229<br>4349<br>10874 | <br><br>AB | 1943 Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 1″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, pt 3rd dk<br>rf 6″ | M<br>5 Ho 60½′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562658 B.508902<br>5 Ha (33½′, 35′, 20′, 35′, 35′×20′)<br>12W Der 1(20) 1(15) | Oil 2SA 6Cy. 680×1200 mm<br>3600bhp NE49<br>S.A. Fiat S.G.M. |
| 509632<br><br>169251 | **EASTSIDER**<br>exPluto–53<br>**Lawson-Batey Tugs Ltd.**<br>Newcastle British | 175<br>8<br>— | <br><br><br><br>BROKEN UP | 1924 G. & H. Bodewes Scheeps.—<br>Martenshoek<br>*99·6′* 21′ 4″<br>… … …<br>R | S Tug | T 3Cy. 13⅛″ 21¼″ &<br><br>Gebr. Päglow |
| 509633<br>VYWT<br>179108<br>Esd<br>RTm | **EASTVIEW**<br><br>**British Columbia Packers**<br>**Ltd.**<br>Vancouver Canadian | 106<br>68<br>95 | | 1942 Star Shpyd (Mercers) Ltd.—<br>N. Westminster<br>*79·8′* 20′ 1″<br>… … … | Wood M Fishing<br>1 Ho 32½′<br><br><br>Der 1(3) | Oil 6Cy. 230×560 mm<br>240bhp<br>Vivian Eng. Wks Ltd.<br>2×4 & 2kW 37V d.c. |
| 651121<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **EASTWARD**<br><br>**Duke University Marine**<br>**Laboratory**<br>Beaufort United States | 284<br>67<br>245 | <br><br>AB | 1964 Sturgeon Bay S.B. & D.D. Co.—<br>Sturgeon Bay<br>117′ 6″ 28′ 8″ 12′ 11½″<br>104′ 7″ 28′ 6″ 13′ 9″<br>F14′ 1 dk<br>BK8″ | M Oceanographic Research Ship<br><br><br>4 Ha (stl) (4½′, 4½′×3½′) (24′×30′)<br>(24′×24′)<br>Der 1(5) | Oil 2SA 8Cy. 5¼″×7¼″<br>640bhp<br>Fairbanks, Morse & Co.<br>2×100kW 225V 60c/s a.c.<br>Controllable pitch propeller |
| 509634<br>MXKL<br>301425<br>Df Esd<br>Gc Rdr<br>RT<br>RTm/v | **EASTWOOD**<br><br>**Constantine Shipping Co.**<br>**Ltd.**<br>Glasgow British<br>Now PALMAVERA See New Entries No. 12 | 1793<br>905<br>2251 | ✠100A1 SS 8/65<br><br>✠LMC<br><br>MN227 EL q1 1/16″SQ | 1960–10 Ailsa S.B. Co. Ltd.—Trn<br>271′ 0″ 38′ 8″ 17′ 0″<br>250′ 0″ 38′ 6″ 20′ 3″<br>P56′ F30′ 1 dk<br>RW 6BH<br>rf 6″ WB601t incl. DTf61t | M (6P) Mchy.aft<br>3 Ho 40′, 20′, 42′<br>G.112680 B.103860<br>3 Ha (stl) (26′×25′) (52′, 22′×27′)<br>8W Der 2(10) 6(3) | Oil 2SA 8Cy.<br>coupling & sr gearing<br>1135bhp<br>H.Widdop & Co. Ltd.<br>3×90kW 220V d.c. |

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| 509635<br>JOST<br>50437 | **EBA MARU**<br>**Mitsubishi Zosen K.K.**<br>Japanese<br>Tokyo | 102<br>39<br>— | | **1944** Itozaki Zosen Tekkosho—Mihara<br>*73·1′* 21′ 4″<br>... ... ...<br>RW | S Tug | T 3Cy. 13″ 21½″ & $35\frac{13}{16}$″×21½″<br>Miyahara Seisakusho Tmn |
| 509636<br>GKTR<br>185437<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EBANI**<br>**Elder Dempster Lines Ltd.**<br>British<br>Liverpool | 9376<br>5201<br>~~10010~~<br>10360 | ✠100A1 CS 8/68 ~~CS 6/64~~<br>DTsf—vegetable oil<br>✠LMC<br>MN1600 EL e†2¼″SQ | **1952**–6 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>508′ 3″ 64′ 4″ ~~27′ 8″~~ 28′ 2″<br>466′ 4″ 64′ 0″ 36′ 0″<br>P62′ B173′ F44′ 2 dks<br>RW 8BH<br>rf 6″ WB2278t incl. DTsf1166t | M (12P) Ref<br>4 Ho 72′, 80′, 37½′ DT, 37½′ DT, 67½′, 40½′<br>G.578328 B.530273<br>6 Ha (stl) (29¼′, 35′, 12½′, 20′, 32½′, 17½′×20′)<br>18W Der 1(50) 1(30) 1(12) 7(10) 10(5) | Oil 2SA 6Cy. 725×2250 mm<br>8000bhp Doxford 1330t (hvf)<br>Scotts' S.B. & E. Co. Ltd. Grk<br>AuxB 120℔ AuxB 130℔<br>4×180kW 220V d.c. 16k |
| 510290<br>DAGJ<br>10016<br>Df Esd<br>Gc Rdr<br>RTh/v | **EBBA**<br>exElsie Winck-66<br>**Transmarin Hamburg G.m.b.H.**<br>W. German<br>Hamburg | T.Mk 2555<br>1316<br>5200 | ✠100A1 SS 6/65<br>Str. nav. ice<br>✠LMC<br>MN510 EL v 1¾″SQ | **1955**–12 A/B Lindholmens Varv—Got<br>363′ 3″ 49′ 1″ 20′ 4¼″<br>335′ 0″ 49′ 0″ 30′ 3″<br>P25′ F34′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 4″ WB1042t | M (2P) ~~OSD~~<br>2 Ho 140½′, 94½′<br>G.311200 B.288770<br>1 Ha (stl) (32′×17¾′)<br>4 Ha (w) (each 32′×17¾′)<br>Der 1(25) 10(5) | Oil 2SA 7Cy. 520×900 mm<br>2550bhp Götaverken (hvf)<br>A/B Lindholmens Varv Got<br>3×110kW 220V d.c. 12½k |
| 509639<br>OYFR<br>Df Esd<br>Gc Pld<br>Rdr RT | **EBBA MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Danish<br>Copenhagen<br>Now **SERAPHINE** (No. 509639) in the Register | 11711<br>7173<br>17400 | ✠100A1 M 7/67–12mos<br>strengthened for ore cargoes—alternate holds may be empty<br>✠LMC<br>MN1106 EL g†$2\frac{3}{16}$″SQ | **1952**–2 Odense Staalskibs A/S—Odn<br>526′ 9″ 68′ 6″ 30′ 6¼″<br>496′ 0″ 68′ 3″ 37′ 5″<br>RFD59′ B37′ RAD99′ 1 dk<br>NS 10BH conv tanker 62<br>rf nil WB6879t incl. DTf440t DTm624t Topside tanks in holds 2781t | M Bulk Carrier Mchy.aft<br>6 Ho<br>6 Ha (39′, 52′, 30½′, 33½′, 33½′, 29¼′×34′)<br>14W Der 14(5) | Oil 2SA 6Cy. 740×1600 mm<br>5530bhp<br>Burmeister & Wain Cpn<br>2AuxB 180℔ |
| 542192<br>OWYG<br>Df Esd<br>Rdr<br>RTm/h | **EBBA VICTOR**<br>**I/S Ebba Victor**<br>Wonsild & Søn<br>Danish<br>Svendborg | 300<br>191<br>607 | BV | **1964** Frederikshavns V. & T. A/S—Fkn<br>157′ 6″ 30′ 1″ 11′ 0″<br>141′ 9″ 30′ 0″ 11′ 4″<br>P89′ F28′ 1 dk<br>rf 2″ | M Mchy.aft<br>2 Ho 100¼′, 40¼′<br>G.33500 B.29355<br>2 Ha (35½′, 71′ comb.×16½′)<br>2W Der 2(2) | Oil 2SA 5Cy. 240×400 mm<br>300bhp 32½t (d.o)<br>Alpha-Diesel A S Fkn<br>2×12kW 220V d.c.<br>Controllable pitch propeller 9½k |
| 509640<br>9458<br>Rdr RTv | **EBBE**<br>**Ångbåts A/B Kalmarsund**<br>J. B. Jeansson<br>Swedish<br>Kalmar | 116<br>14<br>— | | **1953** Kalmar Varv—Kal<br>78′ 8″ 22′ 1″ 10′ 6″<br>74′ 2″ 22′ 0″ 11′ 6″<br>1 dk<br>RW | M Tug | Oil 2SA 4Cy. 345×580 mm<br>900bhp (d.o)<br>Nydqvist & Holm A/B Thn<br>2×25, 10kW 110V d.c. |
| 509641<br>185838 | **EBBW**<br>**British Transport Docks Board**<br>British<br>Cardiff | 823<br>330<br>970 | ✠ | **1948**–3 C. Hill & Sons Ltd.—Brs<br>184′ 4″ 34′ 1″ 13′ 5″<br>175′ 0″ 34′ 0″ 15′ 3″<br>Q64′ RFD45′ 1 dk<br>R | S Hopper Barge Mchy.aft<br>2 Ho each 33′ | T 3Cy. 15″ 24″ & 40″×27″<br>750ihp 130t (c)<br>Plenty & Son Ltd. Nby<br>1×15kW 110V d.c. 9k |
| 509642<br>IMGR<br>49 | **EBE**<br>**Mario Cirilli & C.**<br>Italian<br>Rimini | 103<br>51<br>— | RI | **1924** Cant. Nav. Riuniti—Pal<br>86′ 9″ 16′ 6″<br>85′ 6″ 16′ 5″ 8′ 3″<br>1 dk<br>R | TM<br>1 Ho | 2 Oil 4SA each 3Cy. 250×350 mm<br>250bhp<br>Benz & Co. Mhm |
| 509643<br>PDUL<br>Df Esd<br>Pld RT | **EBEN HAËZER**<br>**N. van der Plas**<br>Netherland<br>Katwijk a/Zee | 115<br>41<br>— | | **1961** N.V. Stami Schpsb.—Dordrecht<br>90′ 3″ 20′ 7″<br>78′ 3″ 20′ 4″ 10′ 4″ | M Trawler | Oil 4SA 6Cy. 240×260 mm<br>Kromhout Motorenfab. Ams |
| 509644<br>DAKG<br>Df Esd<br>Gc Rdr<br>RTh/v | **EBERHART ESSBERGER**<br>**Partenreederei m.s. "Eberhart Essberger"**<br>John T. Essberger<br>W. German<br>Hamburg | 13222<br>8154<br>19670 | ✠100A1 SS 12/66<br>oil tanker<br>✠LMC<br>MN1572 EL i†$2\frac{7}{16}$″SQ<br>GL | **1958**–12 Deutsche Werft A.G.—Ham<br>560′ 0″ 72′ 0″ 30′ 10¾″<br>530′ 0″ 71′ 0″ 40′ 3″<br>P124′ B40′ F65′ 1 dk<br>RW 14BH<br>rf 2″ WB352t | M Tanker Mchy.aft | Oil 2SA 7Cy. 780×1400 mm<br>7860bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>2AuxB 171℔<br>3×440V 60c/s a.c. |
| 509645<br>DDIX<br>Df Esd<br>Rdr<br>RTm | **EBERSTEIN**<br>**Franz Matthies**<br>W. German<br>Brake | 250<br>152<br>400 | GL | **1961** Jadewerft G.m.b.H.—Wilhelmshaven<br>138′ 8″ 24′ 10″ 8′ 0″<br>128′ 0″ 24′ 7″ 9′ 0″<br>1 dk | M Mchy.aft<br>1 Ho 85¼′<br>G.20000 B.19200<br>1 Ha (67¼′×16½′)<br>2W Der 2(1) | Oil 4SA 6Cy. 215×300 mm<br>250bhp 9½t (d.o)<br>Motorenw. Mannheim Mhm<br>8½k |
| 601778<br>JJ2071<br>97068<br>Rdr RT | **EBISU MARU**<br>**Ebisu Kisen K.K.**<br>Kobe<br>Japanese | 462<br>263<br>704 | | **1965** Kanda Zosensho—Kur<br>162′ 9″ 26′ 8″ 11′ 10″<br>147′ 7″ 26′ 7″ 12′ 10″<br>1 dk | M Mchy.aft<br>1 Ha (72¾′×17′) | Oil 4SA 6Cy. 325×460 mm<br>700bhp<br>Nippon Hatsudoki Kob |
| 509646<br>JJWC<br>58010<br>Df | **EBISU MARU**<br>**Taiyo Gyogyo K.K.**<br>Tokyo<br>Japanese<br>Now **FUJI MARU** See New Entries No. 3 | 195<br>104<br>— | | **1925** Yokohama Dock—Yka<br>114′ 10″ 20′ 6″<br>20′ 4″<br>2 dks<br>R | M Ref<br>G.7060 In.7060<br>1W | Oil 2SA 4Cy. 293×430 mm<br>220bhp 8t<br>Atlas-Diesel Skm<br>8½k |

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| 671576<br>JCTB<br>98212<br>Esd Rdr | **EBISU MARU**<br><br>**K. Yamamoto**<br>Tago Japanese | 193<br>65<br>— | 1966 Miho Zosensho—Shimizu<br>136′ 3″ 21′ 7″<br>128′ 9″ 21′ 6″ 10′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 541959<br>7LJR<br>89153 | **EBISU MARU No. 1**<br><br>**T. Sengoku**<br>Nandau Japanese | 197<br>81<br>— | 1962 Tokushima Zosen Sangyo—<br>Tokushima<br>*98·2′* 23′ 0″<br>22′ 10″<br>1 dk | M Mchy.aft<br>1 Ha (42¼′×13′) | Oil 4SA 5Cy. 270×380 mm<br>250bhp<br>Matsui Tekkosho |
| 641197<br>7KVU<br>88634 | **EBISU MARU No. 3**<br><br>**T. Yamamoto**<br>Nyugawa Japanese | 199<br>123<br>— | 1964 Uwajima Zosen—Uwajima<br>23′ 10″ 10′ 10″<br>96′ 10″ 23′ 8½″ 11′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 5Cy. 275×400 mm<br>150bhp<br>Makita Tekkosho |
| 541545<br>8KYK<br>91518 | **EBISU MARU No. 3**<br><br>**K. Mori**<br>Kasaoka Japanese | 139<br>71<br>— | 1963 Takehara Zosen—Hma<br>95′ 10″ 19′ 2″ 8′ 3″<br>85′ 4″ 19′ 0″ 9′ 2″<br>1 dk | M Mchy.aft<br>1 Ha (44¼′×14½′) | Oil 4SA 4Cy. 250×380 mm<br>Emade—<br>Sumiyoshi Tekkosho |
| 509647<br>JLBJ<br>84609 | **EBISU MARU No. 5**<br><br>**K. Tomita**<br>Osaka Japanese | 315<br>190<br>330 | 1959 Mitsuhama Zosen—Matsuyama<br>134′ 6″ 22′ 1″ 9′ 8″<br>119′ 9″ 21′ 11″ 10′ 7″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Fuji Seisakusho |
| 672015 | **EBISU MARU No. 5**<br><br>**K. Mori**<br>Kasaoka Japanese | 199<br>100<br>350 | 1966 Sokooshi Zosen—Hma<br>121′ 4″ 23′ 0″ 9′ 10″<br>108′ 3″ 22′ 11″ 10′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>370bhp<br>Sumiyoshi Tekkosho |
| 641061<br>JL2087<br>93664 | **EBISU MARU No. 8**<br><br>**Yamamoto Kaiun K.K.**<br>Oshima Japanese | 199<br>100<br>— | 1963 Kurushima Dock Co. Ltd.—Imabari<br>108′ 1″ 23′ 10″ 10′ 10″<br>96′ 10″ 23′ 8″ 11′ 6″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (42¾′×13¾′) | Oil 4SA 6Cy. 270×400 mm<br>280bhp<br>Makita Tekkosho |
| 660552<br>JGMH<br>96325<br>Df Esd<br>Gc Pfd<br>Rdr | **EBISU MARU No. 8**<br><br>**R. Usui**<br>Nakaminato Japanese | 165<br>—<br>— | 1965 Nishii Dock Co. Ltd.—Ise<br>21′ 0″ 8′ 10″<br>104′ 11″ 20′ 11″ 10′ 0″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>650bhp<br>Hanshin Nainenki Kogyo |
| 541960<br>8LQI<br>93238 | **EBISU MARU No. 10**<br><br>**Y. Ebisuno**<br>Osaka Japanese | 142<br>69<br>— | 1963 Wakayama Zosen—Wakayama<br>20′ 9″ 8′ 10″<br>95′ 2″ 20′ 8″ 9′ 10″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (37¾′×16′) | Oil 4SA 6Cy. 240×390 mm<br>250bhp<br>Sumiyoshi Tekkosho |
| 641418 | **EBISU MARU No. 11**<br><br>**Y. Ebisuno**<br>Osaka Japanese | 149<br>69<br>— | 1963 Makihata Zosen—Mukaihigashi<br>108′ 3″ 20′ 9″ 8′ 0″<br>95′ 2″ 20′ 8″ 9′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 240×390 mm<br><br>Sumiyoshi Tekkosho |
| 537013<br>JIKW<br>83653 | **EBISU MARU No. 12**<br>exTsurushima Maru No. 2–64<br>**M. Abe**<br>Kamae Japanese<br>Now **YAMATU MARU No. 12** See New Entries No. 3 | 238<br>136<br>— | 1959 Kishigami Zosen—Hma<br>124′ 6″ 21′ 6″ 9′ 2″<br>111′ 10″ 21′ 4″ 10′ 2″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (52½′×13′) | Oil 4SA 6Cy.<br>200bhp Emade—<br>Kobe Hatsudoki Seizosho |
| 651144<br>8LUU<br>95470<br>Df Esd<br>Gc Rdr | **EBISU MARU No. 12**<br><br>**K. Hashimoto**<br>Hisawa Japanese | 111<br>47<br>— | 1964 Kanazashi Zosensho—Shimizu<br>100′ 9″ 20′ 6″<br>87′ 7″ 20′ 4″ 8′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 220×380 mm<br><br>Niigata Eng. Co. Ltd. |
| 509648<br>7JEA<br>87036<br>Df Esd<br>Pfd Rdr<br>RT | **EBISU MARU No. 15**<br><br>**T. Hatakeyama**<br>Karakuwa Japanese | 290<br>170<br>— | 1961 Usuki Tekkosho—Saiki<br>149′ 6″ 24′ 9″ 11′ 3″<br>133′ 2″ 24′ 7″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 640701<br>JM2062<br>92358 | **EBISU MARU No. 18**<br><br>**T. Aosaki**<br>Kinoe Japanese<br>Now **CHOKYU MARU No. 2** See New Entries No. 3 | 446<br>258<br>— | 1963 Takehara Zosen—Hma<br>141′ 0″ 25′ 0″ 11′ 5″<br>124′ 7″ 24′ 11″ 12′ 10″<br>1 dk | M Mchy.aft<br>1 Ha (50½′×15′) | Oil 4SA 6Cy.<br>580bhp<br>Makita Tekkosho |
| 509649<br>JDYG<br>42110 | **EBISU MARU No. 18**<br>exHakuyo Maru No. 12–55<br>exNikko Maru No. 5<br>exSeiju Maru No. 5<br>**Nakamura Kaiun Y.K.**<br>Tokushima Japanese | 150<br>81<br>— | 1935 Kanazashi Zosensho—Shimizu<br>*95·0′* 19′ 5″<br>... ... ...<br>1 dk<br>R | M Fishing Mchy.aft | Oil 4SA 6Cy.<br>320bhp Emade—<br>Akasaka Tekkosho |

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| 671577<br>JINR<br>100103<br>Dl Pfd<br>Rdr RT | **EBISU MARU No. 21**<br>**Hamasaki Gyogyo K.K.**<br>Nagasaki Japanese | **102**<br>47<br>— | | **1966** Hakata Dock—Fukuoka<br>101′ 6″ 18′ 0″ 7′ 6″<br>93′ 6″ 17′ 9″ 8′ 7″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>460bhp<br>Hanshin Nainenki Kogyo Kob |
| 671578<br>JN2037<br>100104<br>RT | **EBISU MARU No. 22**<br>**Hamasaki Gyogyo K.K.**<br>Nagasaki Japanese | **102**<br>45<br>— | | **1966** Hakata Dock—Fukuoka<br>101′ 6″ 18′ 0″ 7′ 6″<br>93′ 6″ 17′ 9″ 8′ 7″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>460bhp<br>Hanshin Nainenki Kogyo Kob |
| 540344<br>JBJD<br>61055 | **EBISU MARU No. 28**<br>exKoyo Maru No. 2–62<br>exAburatsu Maru No. 2–61<br>**H. Tanaka**<br>Hokudan Japanese | **149**<br>80<br>— | | **1948** Mitsubishi Jukogyo—Hma<br>*101·7′* 19′ 8″<br>19′ 6″<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Minsei Sangyo Tok |
| 540345<br>JJNH<br>91826<br>Dl Esd<br>Gc Pfd<br>Rdr RT | **EBISU MARU No. 37**<br>**S. Honma**<br>Otaru Japanese | **294**<br>141<br>— | | **1962** Narazaki Zosen—Muroran<br>137′ 5″ 26′ 11″ 9′ 10″<br>121′ 4″ 26′ 9″ 11′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>Kinoshita Iron Works Ltd. Akashi |
| 672557<br>JBFU<br>100333<br>Dl Pfd<br>Rdr RT | **EBISU MARU No. 37**<br>**Tada Gyogyo K.K.**<br>Nagasaki Japanese | **102**<br>44<br>— | | **1967** Tokushima Zosen Sangyo—<br>Tokushima<br>104′ 11″ 17′ 11″ 7′ 10″<br>93′ 6″ 17′ 10″ 8′ 7″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>500bhp<br>Kobe Hatsudoki K.K. Nag |
| 672558<br>JM2496<br>100334<br>RT | **EBISU MARU No. 38**<br>**Tada Gyogyo K.K.**<br>Nagasaki Japanese | **102**<br>45<br>— | | **1967** Tokushima Zosen Sangyo—<br>Tokushima<br>104′ 11″ 17′ 11″ 7′ 10″<br>93′ 6″ 17′ 10″ 8′ 7″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>500bhp<br>Kobe Hatsudoki K.K. Nag |
| 671579<br>JRJI<br>99881<br>Dl Pfd<br>Rdr RT | **EBISU MARU No. 58**<br>**H. Tanaka**<br>Kitaawa Japanese | **199**<br>96<br>— | | **1966** Hakata Dock—Fukuoka<br>128′ 0″ 21′ 7″ 9′ 6″<br>114′ 9″ 21′ 6″ 10′ 9″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×440 mm<br>820bhp<br>Akasaka Tekkosho Yaizu |
| 671580<br>JJZC<br>100014<br>Dl Pfd<br>Rdr RT | **EBISU MARU No. 77**<br>**Iwakiri Suisan K.K.**<br>Nagasaki Japanese | **102**<br>45<br>— | | **1966** Hakata Dock—Fukuoka<br>101′ 6″ 18′ 1″ 7′ 0″<br>93′ 6″ 18′ 0″ 8′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 275×400 mm<br>500bhp<br>Kobe Hatsudoki K.K. Kob |
| 671581<br>JM2407<br>100015<br>RT | **EBISU MARU No. 78**<br>**Iwakiri Suisan K.K.**<br>Nagasaki Japanese | **102**<br>45<br>— | | **1966** Hakata Dock—Fukuoka<br>101′ 6″ 18′ 1″ 7′ 0″<br>93′ 6″ 18′ 0″ 8′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 275×400 mm<br>500bhp<br>Kobe Hatsudoki K.K. Kob |
| 509650<br>GKTP<br>185423<br>Dl Esd<br>Gc Rdr<br>RTm/h/v | **EBOE**<br>**Elder Dempster Lines Ltd.**<br>Liverpool British | **9380**<br>5198<br>9997 | **✠100A1** CS 7/68 ~~GS 7/64~~<br>DTsf—vegetable oil<br>**✠LMC**<br>MN1600 EL e†2¼″SQ | **1952**–3 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>508′ 3″ 64′ 4″ 27′ 8″<br>466′ 4″ 64′ 0″ 36′ 0″<br>P62′ B173′ F44′ 2 dks<br>RW 8BH<br>rf 6″ WB2278t incl. DTsf1166t | M (12P) Ref<br>4 Ho 72′, 80′, 37½′ DT, 37½′ DT, 67½′, 40½′<br>G.598000 B.531000<br>6 Ha (stl) (29¼′, 35′, 12½′, 20′, 32½′, 17½′×20′)<br>18W Der 1(50) 1(30) 1(12) 7(10) 10(5) | Oil 2SA 6Cy. 725×2250 mm<br>8000bhp Doxford 1328t (hvf)<br>Scotts' S.B. & E. Co. Ltd. Grk<br>2AuxB 120lb<br>4×180kW 220V d.c. 15½k |
| 509651<br>TUN2040<br>Dl Esd<br>RT | **EBRIE**<br>exCamberene–60<br>**Union des Remorqueurs d'Abidjan**<br>Abidjan Ivory Coast | **153**<br>38<br>74 | BV | **1957** Schulte & Bruns—Emd<br>92′ 6″ 22′ 8″ 10′ 10″<br>… … … | M Tug Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>750bhp 45t<br>Klöckner-Humboldt-Deutz Kln<br>12½k |
| 509652<br>GKDN<br>184843<br>Dl Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EBRO**<br>**Royal Mail Lines Ltd.**<br>~~Furness Ship Management Ltd.~~<br>London British<br>Furness, Withy & Co. Ltd. (Mgrs.) | T.Mk<br>**5627**<br>3196<br>8120<br>7582<br>4421<br>9045 | **✠100A1** SS 12/64<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN900 EL b†2 1/16″SQ | **1952**–6 Harland & Wolff Ltd.—Gls<br>444′ 7″ 58′ 8″ ~~26′ 8″ ——/25′ 6″~~<br>415′ 7″ 58′ 6″ 38′ 4″ 25′ 6″/27′ 1¼″<br>F44′ 2 dks, 3rd dk clear of mchy. space<br>RW 7BH<br>rf 4″ DK fwd of mchy. space WB1723t incl. DTm843t | M (12P) Ref ~~CSD~~<br>5 Ho 63¼′, 80′, 31′, 67¼′, 72¼′<br>G.524020 B.471940 In. 2531<br>5 Ha (24¾′, 38¾′×20′) (13′×18′) (28½′, 28½′×20′)<br>12W Der 1(30) 4(10) 8(5) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>4500bhp 773t (hvf)<br>Harland & Wolff Ltd. Gls<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×135kW 225V d.c. 13½k |
| | Now **FORTUNE VICTORY** See New Entries No. 11 | | | | | |
| 542589<br>MGIX<br>300229<br>Pfd Rdr<br>RTm | **ECCTONIA**<br>**Trent Lighterage Ltd.**<br>Goole British | **658**<br>348<br>**892** | **✠100A1** SS 8/67<br>**✠LMC**<br>MN132 EL i 1 1/16″SQ | **1963**–7 Goole S.B. & R. Co. Ltd.—Goo<br>186′ 4″ 29′ 6″ 12′ 1¾″<br>171′ 6″ 12′ 4″<br>P45′ R dk fwd of P 59′ F23′ 1 dk<br>NS 3BH<br>rf 2″ WB298t | M Mchy.aft<br>1 Ho 106′<br>G.44275 B.42424<br>1W | Oil 4SA 8Cy. 8¾″×11½″ with flexible coupling & sr reverse gear<br>660bhp 29t (d.o)<br>Lister Blackstone Mar. Ltd. Dursley<br>2×16kW 240V 50c/s a.c. 10k |
| 509657<br>181413 | **ECHENEIS**<br>**Government of Queensland (Harbours & Marine Dept.)**<br>Brisbane British | **1148**<br>617<br>1160 | ✠Classed LR until 6/57 | **1953**–10 Walkers Ltd.—Maryborough<br>221′ 5″ 39′ 7″ 13′ 9″<br>214′ 5″ 38′ 1″ 17′ 1″<br>1 dk<br>R<br>rf nil | TS Suction Hopper Dredger<br>Mchy.aft | T 12Cy. 11″ 18½″ & 29½″×16½″<br>1410ihp 150t (o.f)<br>N.S.W. Govt. Dkyd N.S.W.<br>2×10 & 5kW 110V d.c. 10k |

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| 671755<br>7JZW<br>98258<br>Df Esd<br>Gc Rdr | **ECHIGO MARU**<br><br>**Niigata Rinko Kairiku Unso K.K.**<br>Niigata Japanese | 3883<br>2532<br>6279 | NK | 1966 Tsuneishi Zosen—Numakuma<br>351' 6" 53' 11" 22' 3½"<br>326' 5" 53' 9½" 27' 1"<br>1 dk | M Mchy.aft<br>2 Ho 115½', 118'<br>G.291100 B.279517<br>2 Ha (stl) (93½', 94½'×28')<br>12W Der 1(15) 3(10) 1(7) 3(5) | Oil 2SA 8Cy. 450×720 mm<br>4200bhp<br>Mitsubishi Hvy Ind. Co. Ltd.<br>2×160kW 445V a.c. |
| 509658<br>7JGJ<br>87246<br>Rdr | **ECHIGO MARU**<br><br>**Niigata Prefecture**<br>Niigata Japanese | 111<br>29<br>— | | 1962 Niigata Eng. Co. Ltd.—Niigata<br>*81·6'* 22' 0"<br>71' 4" 9' 10" | TM Tug | 2 Oil 4SA each 6Cy. 250×<br>430bhp<br>Niigata Eng. Co. Ltd. |
| 652201<br>JG2249<br>98333<br>Gc | **ECHIREN MARU No. 1**<br><br>**Maruzen Sekiyu Kagaku K.K.**<br>Tokyo Japanese | 206<br>132<br>111 | | 1965 Ishikawajima Ship and Chemical Co.—Tok<br>118' 11" 23' 4" 8' 3"<br>111' 6" 21' 8" 9' 6"<br>1 dk | M Chemical Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>Hanshin Nainenki Kogyo |
| 509661<br>GXDD<br>186560<br>Esd Rdr<br>RT | **ECHO**<br><br>**Bristol Steam Nav. Co. Ltd.**<br>Bristol British | 1131<br>421<br>1468 | ✠100A1 SS 5/66<br>✠LMC<br>MN256 EL p | 1957–12 C. Hill & Sons Ltd.—Brs<br>256' 0" 40' 1" 13' 8½"<br>235' 9" 39' 10" 21' 6"<br>F23' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4" WB493t incl. DTf80t | M Ref OSD Mchy.aft<br>B.84000 In.6150 | Oil 2SA 8Cy. 340×570 mm<br>1280bhp<br>British Polar Engines Ltd. |
| 509660<br>PDUO<br><br>Df Esd<br>Gc Pfd<br>RTm/h/v | **ECHO**<br><br>**N.V. Maats. Vriesvaart**<br>Hudig & Veder N.V.<br>Rotterdam Netherland | T.Mk<br>987<br>359<br>891<br>1830<br>878<br>2170 | BV | 1961 Schps. "De Hoop"—Lobith<br>290' 0" 41' 10" 13' 5½"/18' 9¾"<br>288' 9" 41' 9" 22' 5"<br>2 dks | M Ref Mchy.aft<br>3 Ho 29½', 45½', 43¾' 3 TwD 49¾', 45½', 61½'<br>3 Ha (stl) (each 19½'×16')<br>Der 6(3) | Oil 4SA 8Cy. 390×680 mm<br>1850bhp<br>N.V. Werkspoor<br>3×206kW 440V a.c. |
| 509662<br>ZMKS<br>118978<br>RT | **ECHO**<br><br>**R. A. Mason**<br>Wellington New Zealand | 135<br>88<br>132 | | 1905 W. Brown & Sons—Kaipara<br>*104·3'* 25' 6" 6' 0"<br>25' 4" | Wood Aux T Sr<br>1W | 2 Oil 4SA each 5Cy. 5½"×7"<br>NE(p)55NE(s)53<br>L. Gardner & Sons Ltd. |
| 651519<br><br>317363 | **ECHO BAHAMAS**<br><br>**Echo Bahamas Co. Ltd.**<br>Nassau British | 124<br>52<br>— | | 1964 L. H. Nix Boat Yard—St. Augustine<br>*81·6'* 21' 6"<br>... ... ...<br>1 dk | Wood TM Fishing | 2 Oil each 4Cy. 4½"×5½"<br>Caterpillar Tractor Co. |
| 509663<br>TQXW | **ECHO DE L'OCÉAN**<br><br>**Adrien Jouannic**<br>Etel French | 119<br>32<br>— | BV | 1959 Ch. Herbert & Heraud—Belz<br>*77·2'* 21' 6"<br>... ... ...<br>1 dk | Wood M Fishing<br>2 Ha (each 3½'×3') | Oil 4SA 6Cy. 230×330 mm<br>420bhp<br>Etab. Duvant |
| 509664<br><br>313125<br>Gc Rdr<br>RTm/h | **ECKALOO**<br><br>**Government of Canada (Minister of Transport)**<br>Ottawa Canadian | 165<br>73<br>49 | ✠A1 SS 6/65<br>Mackenzie River service and Lakes system to Tuktoyaktuk, N.W.T.<br>✠LMC<br>MN102 EL (c) ½"SQ | 1961–6 Allied Builders Ltd.—Vcr<br>Re-erected at Hay River<br>114' 6" 22' 6" 4' 1½"<br>110' 6" 22' 0" 5' 8"<br>1 dk<br>NS 7BH len 67<br>rf nil | TM Buoy Ship<br>1 Ho 18'<br>1 Ha (stl) (3½'×4½')<br>Cr 1(2) | 2 Oil 4SA each 8Cy. 5½"×6<br>reverse gear<br>510bhp<br>Rolls-Royce Ltd.<br>2×20kW 120/240V d.c. |
| 509665<br>DEGD<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **ECKENHEIM**<br><br>**Unterweser Reederei G.m.b.H.**<br>Bremen W. German | 7224<br>4150<br>11290 | GL | 1962 A.G. "Weser" Werk Seebeck—Bhn<br>398' 1" 60' 9" 28' 1"<br>377' 4" 60' 8" 37' 3"<br>1 dk<br>RW | M Bulk Carrier Mchy.aft<br>5 Ho 45½', 63', 36¾', 63½', 42'<br>G.442059 B.417135<br>5 Ha (stl) (28¾', 44½', 24½', 44½', 28¾'×31½')<br>Der 2(1) | Oil 4SA 6Cy. 600×1050 mm<br>4050bhp<br>Masch. Augsburg-Nürnberg<br>3×240kW 380V 50c/s a.c. |
| 542690<br>DKRV<br><br>Df Esd<br>Gc Rdr<br>RT | **ECKERNFÖRDE**<br><br>**Hochseefischerei Kiel G.m.b.H.**<br>Kiel W. German | 691<br>190<br>— | GL | 1963 Lübecker Flender-Werke—Lbc<br>210' 8" 33' 6" 14' 5½"<br>180' 6" 33' 4" 16' 5"<br>2 dks | M Stern Trawler | Oil 4SA 8Cy. 385×580 mm<br>also Oil 450bhp driving<br>296kW connected to<br>for secondary propulsion<br>Masch. Kiel G.m.b.H. |
| 509666<br>OFSX<br>996<br>Df Esd<br>Gc Rdr<br>RTm/v | **ECKERÖ**<br><br>**Mariehamns Rederi A/B**<br>F: a Gustaf Erikson<br>Mariehamn Finnish | 2285<br>1078<br>3923 | ✠100A1 SS 3/65<br>Str. nav. Ice<br>✠LMC<br>MN640 EL v | 1953–10 J. & K. Smit's Scheeps.—Kinderdijk<br>355' 6" 46' 7" 16' 6½"<br>326' 5" 28' 4"<br>F77' 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf nil WB532t | M OSD<br>3 Ho 49½', 93½', 91½'<br>G.270466 B.244953<br>5 Ha (27', 30', 32½', 32½', 25½'×23')<br>10W Der 1(15) 4(5) 6(3–5) | Oil 2SA 7Cy. 615×1150 mm<br>3200bhp<br>Gebr. Stork & Co. N.V.<br>3×130, 130, 20kW 220V d.c. |
| 509667<br>DDFB<br><br>Df Esd<br>Gc Rdr<br>RT | **ECKHARDT**<br><br>**Hilda & Otto Eckhardt**<br>Brake W. German<br>Now **HTONE YWA** See New Entries No. **12** | T.Mk 498<br>279<br>—<br>994<br>593<br>— | GL | 1961 Schiffsw. Heinr. Brand K.G.—Oldenburg<br>215' 10" 34' 4" 12' 0"/17' 0"<br>191' 2" 34' 3" 19' 10"<br>1 dk & S dk | M OSD/CSD<br>1 Ho 115'<br>G.76600 B.72700<br>1 Ha (49½'×21')<br>4W Der 4(2–3) | Oil 4SA 8Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz |

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| 541085<br>DEEW<br>Df Esd | **ECKHARDT-FRERS**<br>exHilda Ahrens–63<br>**Partenreederei m/s "Eckhardt-Frers"**<br>Peter Eckhardt-Frers<br>Bremen<br>W. German | 498<br>297<br>760 | GL | **1954** Rolandwerft G.m.b.H.—Bmn<br>*173·2′* 27′ 5″ 11′ 7½″<br>27′ 3″ 13′ 1″<br>P47 B47′ F25′ 1 dk<br>RW len 56 | M Mchy.aft<br>1 Ho 108′<br>G.38000 B.36000<br>2 Ha<br>3W Der 2(3) 1(2) | Oil 4SA 8Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. | 20t<br>Kel<br>10k |
| 652066<br>Df Esd<br>Pfd Rdr | **ECKMUHL**<br>**Armement Coopératif Artisanal Finistérien**<br>Guilvinec<br>French | 122<br>52<br>— | BV | **1965** Ch. de La Perrière—Lorient<br>85′ 4″ 22′ 2″<br>75′ 0″ 22′ 0″ 11′ 4″ | M Trawler<br>2 Ha (each 3½′×3½′)<br>Der 1(2) | Oil 4SA 12Cy. 185×200 mm<br>600bhp<br>Moteurs Baudouin | Msl<br>12k |
| 509669<br>KJFA<br>267144<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ECLIPSE**<br>**Mobil Oil Corp.**<br>New York<br>United States | 16242<br>9883<br>26010 | AB<br>✠Classed LR until 7/58 | **1954**–3 Sun. S.B. & D.D. Co.—Chester, Pa<br>587′ 6″ 82′ 11″ 33′ 3½″<br>566′ 1″ 82′ 6″ 42′ 6″<br>P129′ B39′ F88′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>27 Ta<br>L.1184955 | 2 S Turb dr geared to sc. shaft<br>14850shp<br>De Laval Stm Turb. Co. | 2760t (o.f)<br>Trenton<br>16½k |
| 601024<br>EENE<br>Df Esd<br>Rdr<br>RTm | **ECO GABRIELA**<br>**Naviera Eco S.A.**<br>Bilbao<br>Spanish | **1131**<br>707<br>1912 | **✠100A1**<br>**✠LMC**<br>MN246 EL o1⅜″SQ | **1965**–8 S.A. Juliana Const. Gijonesa—Gjn<br>245′ 1″ 35′ 3″ 11′ 7¾″/—<br>227′ 11″ 35′ 1″ 19′ 0″<br>Ba45′ F29′ 2 dks<br>4BH<br>rf nil WB522t | M CSD Mchy.aft<br>2 Ho 87′, 79′<br>2 Ha (stl) (57′, 47¼′×18¼′)<br>Der 4(5) | Oil 4SA 9Cy. 300×450 mm<br>1230bhp MAN<br>Cia. Euskalduna<br>2×75kW 230V 50c/s a.c. | 130t (d.o)<br>Bbo<br>12k |
| 542482<br>EEEO<br>Df Esd<br>Rdr<br>RTm | **ECO LUISA**<br>Launched as Monte Uno<br>**Naviera Eco S.A.**<br>Bilbao<br>Spanish | **495**<br>322<br>990<br>**1113**<br>698<br>1882 | **✠100A1** SS 2/67<br>**✠LMC**<br>MN246 EL o 1⅜″SQ | **1964**–4 S.A. Juliana Const. Gijonesa—Gjn<br>245′ 1″ 35′ 3″ 11′ 7½″/16′ 4¼″<br>228′ 9″ 35′ 1″ 19′ 0″<br>Ba45′ F29′ 1 dk & S dk<br>4BH<br>rf nil WB471t | M OSD/CSD Mchy.aft<br>2 Ho 82¾′, 78¾′<br>2 Ha (stl) (55′, 45¼′×18¼′)<br>Cr 4(5) Der 4(5) | Oil 4SA 9Cy. 300×450 mm<br>1230bhp MAN<br>Cia. Euskalduna<br>2×56kW 220V 50c/s a.c.<br>Controllable pitch propeller | 130t (d.o)<br>Bbo<br>12k |
| 514835<br>EDBI<br>Df Esd<br>RTm | **ECO MARIA**<br>exHerada–64<br>**Transportes Navales S.A.**<br>Naviera Eco S.A.<br>Bilbao<br>Spanish | **1381**<br>842<br>2012 | **✠100A1** SS 1/67<br>**✠LMC**<br>MN280 EL o | **1960**–4 Astano S.A.—Frl<br>233′ 3″ 37′ 11″ 19′ 9″<br>212′ 3″ 37′ 9″<br>RFD27′ 2 dks<br>R 4BH<br>rf 4″ WB360t | M CSD Mchy.aft<br>2 Ho 63′, 62¼′<br>G.90320<br>2 Ha (stl) (each 42¼′×16½′)<br>4W Der 4(4) | Oil 2SA 5Cy. 350×620 mm<br>1400bhp B&W<br>Soc. Esp. Babcock & Wilcox<br>3×60, 60, 25kW 220V d.c. | 90t (d.o)<br>Bbo<br>12k |
| 520994<br>EDIM<br>Df Esd<br>Pfd Rdr<br>RTm | **ECO MERCEDES**<br>exLa Pared–64<br>**Transportes Navales S.A.**<br>Naviera Eco S.A.<br>El Ferrol<br>Spanish | **1378**<br>862<br>2010 | **✠100A1** SS 5/68 ~~SS 6/64~~<br>**✠LMC**<br>MN280 EL o | **1960**–11 Astano S.A.—Frl<br>233′ 3″ 37′ 11″ 17′ 9½″<br>212′ 3″ 37′ 9″ 22′ 4″<br>RFD27′ 2 dks<br>R 4BH<br>rf 4″ WB360t | M CSD Mchy.aft<br>2 Ho 63′, 62¼′<br>G.90320<br>2 Ha (stl) (each 42¼′×16½′)<br>4W Der 6(5) | Oil 2SA 5Cy. 350×620 mm<br>1400bhp B&W<br>Soc. Esp. Babcock & Wilcox<br>3×60, 60, 15kW 220V d.c. | 90t (d.o.)<br>Bbo<br>12k |
| 540046<br>EDUG<br>Df Esd<br>Gc Rdr<br>RTm | **ECO SOL**<br>Launched as Skagatind<br>**Naviera Eco S.A.**<br>Bilbao<br>Spanish | **492**<br>323<br>999<br>**1093**<br>763<br>1873 | GL | **1963** S.A. Juliana Const. Gijonesa—Gjn<br>245′ 2″ 35′ 11″ 11′ 7½″/16′ 4¼″<br>226′ 5″ 19′ 0″<br>F31′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho 80¾′, 78¾′<br>G.88000 B.78000<br>2 Ha (stl) (61′, 53¼′×18¼′)<br>4W Der 4(5) | Oil 4SA 9Cy. 300×450 mm<br>1230bhp MAN<br>Cia. Euskalduna<br>2×54kW 220V 50c/s a.c.<br>Controllable pitch propeller | 130t (d.o)<br>Bbo<br>12½k |
| 509670<br>OYZC<br>Df Esd<br>Gc Rdr<br>RT | **ECUADOR**<br>Det forenede **Dampskibs-Selskab A/S**<br>Copenhagen<br>Danish<br>Now **EQUADOR**<br>See New Entries **No. 1** | **5325**<br>2967<br>8900 | **✠100A1** SS 7/64<br>Str. nav. ice<br>**✠LMC**<br>MN960 EL b† | **1955**–4 Helsingör Skibs. & Msk.—Hsg<br>455′ 5″ 58′ 8″ 25′ 2″<br>415′ 0″ 58′ 6″ 36′ 9″<br>F91′ 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 3″ WB3136t incl. Tunnel tanks 230t DTsm1402t | M (12P) OSD<br>5 Ho 47¼′, 64′, 68¼′ comb., 73¼′, 52½′<br>5 Ha (27′, 36¾′, 35½′, 32½′, 26¼′×21¼′)<br>Der 1(50) 1(30) 16(5) | Oil 2SA 8Cy. 620×1150 mm<br>4800bhp B&W<br>Helsingör Skibs. & Msk.<br>AuxB 100℔<br>3×240. 240, 160kW 220V d.c. | Hsg |
| 509671<br>KPHD<br>263017<br>Df Rdr | **ECUADOR**<br>**Manuel O. Medina**<br>San Diego<br>United States | **446**<br>219<br>— | | **1951** Nat. Sheet & S.B. Corp.—San Diego<br>*127·3′* 31′ 10″<br>… … … | Wood M Mchy.fwd | Oil 4SA 8Cy. 305×380 mm<br>800bhp<br>General Metals Corp. | S.Fo |
| 641419<br>JDBK<br>93851<br>Df Esd<br>Gc Pfd<br>Rdr | **ECUADOR MARU**<br>Kawasaki Kisen **K.K.** &<br>Asahi Kisen **K.K.**<br>Kobe<br>Japanese | **6843**<br>3717<br>5808 | **✠100A1** SS 3/68<br>466′ 3″(incl.BB)<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2160 EL b†2⅛″SQ<br>NK | **1964**–7 Kawasaki Dkyd Co. Ltd.—Kob<br>~~466′ 3″~~ 60′ 11″ 23′ 11″<br>433′ 1″ 60′ 8½″ 37′ 4″<br>3 dks, 4th dk in Nos. 1 & 2 holds, 2nd, 3rd & 4th dks for light cargoes only<br>NS 6BH<br>rf 19″ WB989t incl. Tunnel tanks 347t DTf227t | M Ref<br>4 Ho<br>G.2368 In.275791<br>4 Ha (22¾′, 23½′, 23½′, 23½′×23′)<br>8W Der 8 | Oil 2SA 9Cy. 700×1200 mm<br>10800bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>WTAuxB 114℔<br>3×440kW 445V a.c. | 2159t<br>Kob<br>20k |
| 509672<br>OZFK<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ECUADORIAN REEFER**<br>**J. Lauritzen**<br>Esbjerg<br>Danish | **4981**<br>2567<br>5900 | **✠100A1** SS 12/66<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1594 EL b†2⅜″SQ | **1962**–3 Aalborg Værft A/S—Abg<br>435′ 9″ 59′ 2″ 26′ 0″<br>400′ 3″ 59′ 0½″ 37′ 5″<br>F103′ 2 dks & S dk, 4th dk in Nos. 1 & 2 holds 'Tween dks for light cargoes only<br>Coll BH to S dk 5 to 2nd dk<br>rf 3″ WB1348t incl. Tunnel tanks 488t DTf98t | TM (12P) Ref OSD<br>4 Ho 77′, 60¼′, 65′, 87′<br>In.276740<br>4 Ha (stl) (21¼′, 23¾′, 21¼′, 21¼′×16½′)<br>Der 8(5) | 2 Oil 2SA each 6Cy. 500×1100 mm<br>7970bhp<br>Burmeister & Wain<br>2AuxB 100℔<br>3×400kW 440V 60c/s a.c. | (hvf)<br>Cpn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 509674 | **EDCA** | 136 | | | 1915 C. Lühring—Brake | M | Oil 4SA 4Cy. 215×380 mm |
| OWGZ | exÖrnen-62 | 72 | | | 88' 11" 21' 5" 10' 6" | 1 Ho | 120bhp NE40 |
| | exWilh. Schiermann-51 | 180 | | ~~GL~~ | ... ... ... | | Deutsche Werke A.G. |
| | exElsfleth | | | | 1 dk | | |
| | **C. P. Henriksen** | | | | R | 1W Der 1(1½) | |
| | Odense Danish | | | | | | |
| 540347 | **EDDA** | 499 | ✠100A1 | SS 2/68 | 1963-1 Arnhemsche Schps. Maats.— | M OSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm |
| PDUR | | 273 | Ice Class 1 | | Ahm | 1 Ho 147¾' | 1200bhp |
| | **N.V. Scheepv. Maats.** | 1050 | ✠LMC | | 234' 4" 34' 2" 12' 6½" | G.76500 B.74500 | Klöckner-Humboldt-Deutz |
| Df Esd | **"Svea"** | | | | 213' 6" 34' 0½" 20' 3" | 2 Ha (stl) (39½'×16½') (51½'×19¾') | 2×65kW 220V d.c. |
| Pfd Rdr | Vereenigd Cargadoorskantoor | | MN240 | EL n 1 1/16"SQ | F21' 1 dk & S dk | Cr 2(3) | Controllable pitch propeller |
| RTm/h/v | Amsterdam Netherland | | | | Coll BH to S dk 2 to 2nd dk | | |
| | | | | | rf 4" WB503t | | |
| 540565 | **EDDA** | 496 | | | 1956 Anc. Ch. Dubigeon—Nts | M OSD/CSD Mchy.aft | Oil 4SA 8Cy. 320×480 mm |
| DNKT | exJomara-65 exNicoto-63 | 224 | | | 212' 7" 32' 11" 11' 11"/— | 2 Ho 65½', 49½' | 1000bhp |
| | **Deutsch-Nordische** | 860 | | ~~BV~~ NV | 188' 11" 32' 10" 19' 4" | G.59000 B.54500 | Motorenw. Mannheim |
| Df Esd | **Schiffahrtsges. m.b.H.** | 913 | | | 1 dk & S dk | 2 Ha (32¾', 49½'×16½') | 2×120kW 220V d.c. |
| Rdr | H. J. Cordes & Co. | 503 | | | | Cr 6(3) | |
| RTm | Hamburg W. German | — | | | | | |
| | Now **ELENI II** See New Entries No. 4 | | | | | | |
| 509677 | **EDDA CORDS** | 2591 | | | 1953 Rickmers Werft—Bhn | M OSD/CSD | 2 Oil 4SA each 8Cy. |
| DEDF | | ~~1457~~ | 1389 | | 408' 0" 52' 0" 20' 3"/24' 6" | | geared to sc. shaft |
| | **Aug. Cords & Cords & Co.** | 5319 | | GL | 379' 11" 51' 10" 31' 2" | G.361580 B.329000 | 3000bhp |
| Df Esd | **G.m.b.H.** | 4642 | | | P28' F40' 1 dk & S dk | 5 Ha | Masch. Kiel A.G. |
| Gc Rdr | Aug. Cords | 2681 | | | RW | Der 1(30) 10(3-5) | |
| | Bremen W. German | 7518 | | | | | |
| 509683 | **EDDYFIRTH** | 2222 | ✠100A1 | TD 11/66 | 1954-2 Lobnitz & Co. Ltd.—Rnf | S Tanker Mchy.aft | T 3Cy. 16" 27½" & 43¾"×2 |
| MQKW | | 841 | oil tanker | | 287' 7" 44' 1" 17' 3½" | 11 Ta | 1750ihp |
| 186012 | **Secretary of State for** | 2215 | ✠LMC | | 270' 0" 44' 0" 18' 6" | HeCls. B | Lobnitz & Co. Ltd. |
| Df Esd | **Defence** | | | | P96' B34' F56' 1 dk | | 2 SB 250lb hs(7520) |
| Pfd Rdr | London British | | MN315 | EL s 1 11/16"SQ | RW 12BH | | |
| RT | | | | | WB188t | | |
| 509684 | **EDDYNESS** | 2172 | ✠100A1 | SS 9/58 | 1954-8 Blyth D.D. & S.B. Co. Ltd.—Bly | S Tanker Mchy.aft | T 3Cy. 16" 27½" & 43¾"×2 |
| GQDJ | | 842 | oil tanker | | 287' 8" 45' 9" 17' 3" | 11 Ta | 1750ihp |
| 186120 | **Secretary of State for** | 2246 | ✠LMC | | 270' 0" 44' 0" 18' 6" | HeCls. B | Lobnitz & Co. Ltd. |
| Df Esd | **Defence** | | | | P96' B34' F56' 1 dk | | 2 SB 250lb hs(7530) |
| Pfd Rdr | London British | | MN315 | EL s 1 11/16"SQ | RW 13BH | | |
| RT | | | | | WB191t | | |
| | | | **LAID UP—OVERDUE SPECIAL SURVEY 9/62 INCOMPLETE** | | | | |
| 509686 | **EDDYROCK** | 2173 | ✠100A1 | Dr 3/66 | 1953-6 Blyth D.D. & S.B. Co. Ltd.—Bly | S Tanker Mchy.aft | T 3Cy. 16" 27½" & 43¾"×2 |
| MPQY | Chip Hwa Shipping & Trading | 881 | oil tanker | | 287' 1" 46' 4" 17' 3½" | | 1750ihp |
| 185898 | ~~**Secretary of State for**~~ Co. Ltd. | 2271 | ✠LMC | | 270' 0" 44' 0" 18' 7" | | Lobnitz & Co. Ltd. |
| Df Esd | ~~**Defence**~~ | | | | P96' B36' F56' 1 dk | | 2 SB 250lb hs(7530) |
| Rdr RT | London British | | MN315 | EL s 1 11/16"SQ | RW 13BH | | |
| | | | | | WB191t | | |
| | Now **ALETTA** See New Entries No. 6 | | | | | | |
| 509687 | **EDDYSTONE** | 475 | ✠100A1 | SS 7/65 | 1954-10 E. J. Smit & Zoon Scheeps.— | M Mchy.aft | Oil 4SA 6Cy. 290×450 mm |
| PDUS | | 287 | | | Westerbroek | | 395bhp |
| | **Rederij m.s. "Eddystone"** | 600 | ✠LMC | | 170' 0" 27' 1" 10' 10½" | | Appingedammer Brons. |
| Df RT | **Gebr. Schothorst** | | | | 150' 11" 26' 11" 11' 0" | | |
| | "Carebeka" N.V. | | MN79 | EL g | P48' Q47' F25' 1 dk | | |
| | Groningen Netherland | | | | RW 3BH | | |
| | | | | | WB208t incl. Dk a27t | | |
| 651471 | **EDELGARD** T.Mk | 500 | | | 1965 Gebr. Schürenstedt—Bardenfleth | M ~~OSD~~ Mchy.aft | Oil 4SA 6Cy. 320×450 mm |
| DDHZ | | 341 | | | 240' 1" 37' 1" 11' 11" | | 1100bhp |
| | **Hans Georg Krüger** | ~~1300~~ | | GL | 216' 6" 36' 9" 20' 2" | G.104000 B.95275 | Masch. Kiel G.m.b.H. |
| Df Esd | Elsfleth W. German | 1332 | | | B38' F20' 1 dk & S dk | 2 Ha | |
| Gc Pfd | | | | | | Der 1(12) | |
| Rdr RT | | | | | | | |
| 651842 | **EDELGARD** | 497 | | | 1965 Krögerwerft G.m.b.H.—Rendsburg | M OSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm |
| DNJV | | 319 | | | 236' 5" 37' 3" 12' 3½" | 1 Ho 159½' 1 TwD 155½' | 990bhp |
| | **Johs. Meyer** | 1265 | | GL | 218' 6" 37' 1" 21' 4" | G.105870 B.93350 | Klöckner-Humboldt-Deutz |
| Df Esd | Hamburg W. German | | | | F22' 1 dk & S dk | 2 Ha (stl) (each 57'×21') | 3×24, 24, 12kW 380V |
| Gc Rdr | | | | | | Cr 2(3) Der 2(3) | |
| RTm/v | | | | | rf nil | | |
| 532819 | **EDELSTEIN** | 274 | | | 1947 Marine Industries Ltd.—Srl | M Trawler | Oil 4SA 8Cy. 330×600 mm |
| LHIV | exSilver Pit-66 | 113 | | | 137' 5" 24' 10" | | 680bhp |
| | exSte. Jeanne de France-62 | — | | BV | ... ... ... | | Burmeister & Wain |
| Df Esd | exVierge Marie-59 | | | | 1 dk | | 3×40kW 110V d.c. |
| Pfd | **Gerhard Midttveit** | | | | | | |
| RTm/h | Bergen Norwegian | | | | | | |
| 509690 | **EDEN** T.Mk | | ✠100A1 | SS 3/65 | 1956-2 Harland & Wolff Ltd.—Bel | M (12P) Ref CSD | Oil 2SA 6Cy. |
| MTMK | | 5641 | | | 444' 7" 58' 8" 27' 7" | 5 Ho 63½', 80', 31', 67½', 72½' | 470 mm |
| 187347 | **Royal Mail Lines Ltd.** | 3182 | ✠LMC | | 416' 3" 58' 6" 38' 5" | G.518770 B.466260 In.3390 | 4500bhp |
| Df Esd | ~~**Furness Ship Management Ltd.**~~ | 8061 | ✠Lloyd's RMC | | F44' 2 dks, 3rd dk clear of mchy. space | 1 Ha (stl) (20½'×18') | Harland & Wolff Ltd. |
| Gc Pfd | London British | 7562 | MN900 | EL b†2 1/16"SQ | RW 7BH | 4 Ha (w) (38½'×20') (13'×18') | 2AuxB (1 o.f 1 ex.g) |
| Rdr | Furness, Withy & Co. Ltd. (Mg s.) | 4380 | | | rf 4" DK fwd WB1714t incl. DTm834t | (31', 25½'×20') | 3×140kW 220V d.c. |
| RTm/h/v | | 9282 | | | | 12W Der 1(30) 4(10) 8(5) | |

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| **EDEN FISHER**<br>James Fisher & Sons Ltd.<br>British<br>RT Barrow | **1173**<br>684<br>1597 | **✠100A1**<br>**✠LMC**<br>MN300 | EL n | **1965–4** N.V. Schps. "Foxhol"—Foxhol<br>237′ 1″ 34′ 9″ 14′ 10½″<br>216′ 7″ 34′ 3½″ 15′ 7″<br>P56′ F27′ R dk fwd of poop 88′ 1 dk<br>RW NS 3BH<br>rf 4″ WB339t incl. TwDa5t | M Mchy.aft | Oil 4SA 6Cy. 400×580 mm<br>1860bhp<br>Klöckner-Humboldt-Deutz Kln |
| **EDENMORE**<br>Furness Withy & Co. Ltd.<br>~~Furness Ship Management Ltd.~~<br>British<br>Dl Esd Gc Pld Rdr RTm/v London | **10792**<br>4610<br>15625 | **✠100A1**<br>ore carrier<br>**✠LMC**<br>MN800 | SS 6/66<br>EL f†2¼″SQ | **1958–4** Blythswood S.B. Co. Ltd.—Gls<br>505′ 1″ 67′ 3″ 29′ 0¼″<br>482′ 0″ 67′ 0″ 36′ 7″<br>P110′ F44′ 1 dk<br>RW 6BH<br>rf 4″ WB11267t incl. DTf1196t | M Ore Carrier Mchy.aft<br>3 Ho 64′, 128′, 128′<br>5 Ha (stl) (each 48′×36¼′)<br>Der 1(5) 1(1½) 1(1) | Oil 2SA 4Cy. 670×2320 mm<br>4000bhp Doxford 1690t (hvf)<br>D. Rowan & Co. Ltd. Gls<br>AuxB 100℔<br>3×150kW 220V d.c. 12k |
| **EDENSIDE**<br>exLones–58 exAnnick–54<br>exEmpire Firth–47<br>North East by East Shipping Co. Ltd.<br>British<br>RTm Sunderland<br>Now **NORTH TRADER** (No. 509693) in the Register | **316**<br>139<br>342 | **✠100A1**<br>**✠LMC** | SS 1/63<br>EL d | **1941–8** Richards Irn Wks Ltd.—Lwt<br>137′ 0″ 24′ 7″ 8′ 10½″<br>130′ 0″ 24′ 6″ 9′ 8″<br>P36′ F13′ 1 dk<br>R 3BH<br>WB75t incl. DTf19t | M Mchy.aft<br>1 Ho 71′<br>G.18780 B.17992<br>2 Ha (20′, 35¾′×14½′)<br>2W Der 2(1½) | Oil 2SA 6Cy. 265×345 mm<br>330bhp 21t (d.o)<br>Crossley Bros. Ltd. Mch<br>8k |
| **EDERA**<br>ICKQ 535<br>Aretusa Soc. per Azioni di Nav.<br>Italian<br>Dl Esd Gc Rdr Palermo | **23300**<br>12103<br>35323 | ✠Classed LR until 10/65 | Rl | **1962–1** Ansaldo S.p.A.—Spz<br>679′ 0″ 92′ 3″ 36′ 0¾″<br>637′ 0″ 91′ 10″ 51′ 7″<br>P131′ F68′ 1 dk<br>RW<br>rf nil | M Mchy.aft<br>6 Ho | Oil 2SA 8Cy. 900×1600 mm<br>16800bhp Fiat 2200t<br>Ansaldo Stab. Mecc. Gen<br>17k |
| **EDESSA**<br>SVOZ 1465<br>exEsso Balder–59 exDollart<br>Greek Tankershipping Co. Ltd.<br>Greek<br>Piræus | **220**<br>116<br>288 | | HR | **1934** Howaldtswerke A.G.—Kel<br>121′ 0″ 23′ 0″ 8′ 0″<br>22′ 10″<br>1 dk<br>rf nil | M Tanker<br>6 Ta<br>HeCls. C | Oil 4SA 4Cy.<br>210bhp 5½t (d.o)–1pd<br>Klöckner-Humboldt-Deutz Kln<br>8k |
| **EDGAR ANDRE**<br>DEVA<br>Deutsche Seereederei<br>E. German<br>Dl Esd Gc Pld Rdr RT Rostock | **5522**<br>2785<br>7575 | | DSRK | **1962** Warnowwerft—Warnemünde<br>472′ 2″ 61′ 3″ 23′ 8″<br>61′ 0″<br>1 dk & S dk<br>RW | M Ref OSD/CSD | Oil 2SA 7Cy. 700×1200 mm<br>5850bhp<br>Dieselmotorenwerk Ros |
| **EDGAR E. CLARK**<br>United States Department of Commerce<br>Dl Esd Pensacola United States | **7176**<br>4380<br>10750 | | AB | **1944** J. A. Jones Const. Co.—Panama City<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>3 dks<br>rf 6″ | S<br>4 Ho<br>B.490000<br>4 Ha | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2837t (o.f)<br>General Mchy. Corp. Hamilton |
| **EDGAR F. LUCKENBACH**<br>exMarine Leopard–61<br>Luckenbach Overseas Corp.<br>Dl Esd Gc Rdr RTm New York United States<br>Now **OVERSEAS EDGAR** See New Entries No. 1 | **10663**<br>7637<br>14827 | | AB | **1946** Kaiser Co. Inc.—Richmond<br>522′ 10″ 71′ 8″ 32′ 10″<br>496′ 7″ 71′ 6″ 43′ 6″<br>P143′ F144′ 4 dks<br>rf nil | S (4P) Ref Mchy.aft<br>7 Ho 40′, 60′, 46′, 46′, 46′, 44′, 34′<br>G.798691 B.704149 In.32000<br>7 Ha (18′, 30′, 30′, 30′, 30′, 30′, 17′×18′)<br>24W Der 1(50) 22(5) | 2 S Turb dr geared to sc. shaft<br>9000shp 2044t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×400kW 240V d.c. 16½k |
| **EDGEWATER**<br>1150<br>International Navigation Corp.<br>Liberian<br>Dl Esd Gc Pld Rdr Monrovia | **12732**<br>7635<br>19536 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN1550 | ~~SS 12/62~~<br>SS 1/68<br>EL i†$2\frac{7}{16}$″SQ | **1957–11** John Brown & Co. (Clydebank) Ltd.—Cly<br>571′ 4″ 72′ 2″ 31′ 7½″<br>535′ 6″ 72′ 0″ 41′ 0″<br>P120′ B41′ F58′ 1 dk<br>RW 13BH<br>rf 4″ WB371t | S Tanker Mchy.aft<br>27 Ta<br>HeCls. C | 2 S Turb dr geared to sc. shaft<br>7750shp (o.f)–47pd<br>John Brown & Co. (Clydebank) Ltd.<br>2WTB 495℔ Spt 750° F. 460℔ hs13150<br>2sg 180℔ 14½k |
| **EDINA**<br>DFVY<br>P. Nagel<br>Dl Esd Rdr RT Haren/Ems W. German | **299**<br>183<br>500 | | GL | **1965** N.V. Scheeps. "Westerbroek"—Westerbroek<br>149′ 5″ 29′ 0″ 8′ 9″<br>137′ 10″ 28′ 8″ 10′ 0″<br>P32′ F20′ 1 dk | M Mchy.aft<br>G.20350 B.19130<br>1 Ha (65½′×19¾′) | Oil 4SA 6Cy. 250×350 mm<br>415bhp<br>Motorenw. Mannheim<br>9¾k |
| **EDINBURGH CASTLE**<br>Union-Castle Mail S.S. Co. Ltd.<br>Cayzer, Irvine & Co. Ltd.<br>Dl Esd Gc Rdr RTm/h/v London<br>British | **27489** ~~27497~~<br>15487 ~~15485~~<br>15847 | **✠100A1**<br>with freeboard<br>**✠LMC** | ~~CS 11/64~~<br>CS 10/68<br>EL t†$3\frac{1}{16}$″SQ | **1948–11** Harland & Wolff Ltd.—Bel<br>747′ 5″ 84′ 0″ 32′ 0¼″<br>701′ 1″ 83′ 6″ 50′ 0″<br>B262′ 3 dks & Shade dk, 4th dk except in No. 7 hold. 5th dk in No. 3 hold<br>R 12BH<br>WB4673t incl. Tunnel tanks 532t | TS (662bth 68dkP) Ref<br>7 Ho 66½′, 60′, 73½′, 57′, 65′, 46′, 52¾′<br>G.615520 B.601820 In.326050<br>7 Ha (13½′×14′) (30¾′, 19′×22′) (10¾′, 21¾′, 16¼′, 16¼′×20′)<br>16W Der 1(30) 4(10) 8(5) 2(3) | 6 S Turb dr geared to 2 sc. shafts<br>35000shp 4930t (o.f)<br>Harland & Wolff Ltd. Bel<br>3WTB 680℔ Spt 630℔ hs(41673)<br>2db 105℔<br>5×1200, 1200, 1200, 900, 900kW 220V d.c.<br>22k |
| **EDISON**<br>PDUX<br>L. Davids<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Dl Esd RT Delfzijl<br>Netherland | **498**<br>324<br>800 | | BV | **1956** Schpsb. Kramer & Booy—Kootstertille<br>184′ 8″ 29′ 6″ 10′ 11″<br>170′ 0″ 29′ 3″ 12′ 2″<br>1 dk<br>RW | M Mchy.aft<br>G.37500 B.34200<br>2 Ha (each 4½′×15′)<br>Der 2(3) | Oil 4SA 6Cy. 320×480 mm<br>500bhp 87t<br>Motorenw. Mannheim Mhm<br>10k |

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| 509704<br>OPDH<br>Df Esd<br>Rdr RT | **EDISON**<br>**Armement & Pêche Maritime S.A.**<br>Ostend Belgian | 220<br>85<br>82 | | BV | 1946 J. Boel & Fils—Tamise<br>*123·1'* 23' 5"<br>... ... ...<br>R | M Trawler<br>4 Ha (each 3'×3')<br>Der 2 | | Oil 4SA 6Cy. 305×470 mm<br>440bhp<br>Soc. d'Elec. & Mec. |
| 672084<br>OVQI<br>Esd Pfd<br>Rdr<br>RTh | **EDITH**<br>**Partrederiet for m.s. "Edith"**<br>Mogens Ubbesen<br>Copenhagen Danish | 299<br>178<br>500 | | 149' 10"<br>BV | 1967 Martin Jansen—Leer<br>~~146' 11"~~ 24' 10" ~~9' 3½"~~ 9' 3¼"<br>134' 6" 24' 7" 10' 5"<br>1 dk | M Mchy.aft<br>1 Ho 93½'<br>G.23030 B.22000<br>1 Ha (stl) (67½'×16½')<br>Cr 2(2½) Der 2(2) | | Oil 2SA 4Cy.<br>340bhp<br>Alpha Diesel A/S<br>Controllable pitch propeller |
| 509710<br>DCGB | **EDITH I**<br>exHorizon–56<br>**Onno & Elsche Henninga**<br>Spetzerfehn W. German | 150<br>~~105~~ 87<br>207 | | BV | 1925 J. Koster, Hzn—Gro<br>*113·5'* 17' 6"<br>17' 4" 7' 3"<br>Q19' F11' 1 dk<br>R len 60 | M Mchy.aft<br>1 Ho 16'<br>1 Ha (6'×6')<br>1W | | Oil ~~4SA 6Cy. [illegible]~~<br>~~200bhp NE58~~ NE58<br>~~Daimler Benz A.G.~~ |
| 662243<br>OZHQ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **EDITH NIELSEN**<br>**D/S A/S Progress**<br>O. Amsinck<br>Copenhagen Danish | T.Mk<br>1580<br>667<br>—<br>2746<br>1401<br>3600 | ✠100A1<br>Ice Class 1<br>✠LMC<br>✠Lloyd's RMC<br>MN660 | EL t 1⅞"U2 | 1967–2 Aalborg Værft A/S—Abg<br>308' 9" 46' 2" —/21' 8½"<br>278' 11" 45' 11" 25' 7"<br>P76' F40' 2 dks<br>5BH<br>rf nil WB466t incl. DTf57t | M (2P) Ref Mchy.aft<br>3 Ho 18½', 68½', 81½'<br>G.176000 B.160000 In.14980<br>4 Ha (stl) (11', 11'×11½') (50½', 57½'×24½')<br>8W Der 1(35) 2(7½) 6(5) | | Oil 2SA 6Cy. 420×900 mm<br>3300bhp B&W<br>N.V. Mch. & Schps. P. Smit<br>WTAuxB 100lb<br>3×312, 312, 188kW 450V |
| 661995<br>OZTB<br>Esd Gc<br>Rdr<br>RTm/h/v | **EDITH TERKOL**<br>**Rederi I/S Terkol II**<br>Niels B. Terkildsen<br>Århus Danish | 499<br>329<br>~~1140~~<br>1123 | ✠100A1<br>oil tanker<br>Ice Class 3<br>✠LMC<br>MN190 | EL k 1⅞"U2 | 1966–11 Krögerwerft G.m.b.H.—Rendsburg<br>211' 6" 32' 3" ~~12' 5"~~ 12' 6"<br>192' 3" 31' 8" 13' 7"<br>P70' F53' 1 dk<br>7BH<br>rf 2" WB237t incl. TwDf52t TwDa85t | M Tanker Mchy.aft<br>8 Ta<br>L.52513 | HeCls. C | Oil 4SA 6Cy. 320×480 mm<br>950bhp<br>Motorenw. Mannheim<br>wtdb 170lb<br>3×40, 40, 27kW 380V |
| 509716<br>FNEN<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EDJELÉ**<br>**Cie. de Navigation Mixte**<br>Marseilles French<br>Now **PETROLASA** See New Entries No. 6 | 22561<br>13519<br>36050 | | BV | 1959 Ch. de l'Atlantique—St.N<br>669' 3" 87' 6" 36' 9½"<br>634' 11" 87' 3" 47' 3"<br>1 dk | S Tanker Mchy.aft<br>26 Ta<br>L.1644878<br>Der 3(5) 2(1) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15000shp<br>Ch. de l'Atlantique<br>3×650, 650, 150kW 400V |
| 509717<br>TMJQ<br>RTm/v | **EDJELEH**<br>**Cie. des Transports par Pipe-Lines au Sahara (Trapsa)**<br>La Skhirra Tunisian | 171<br>48<br>— | | BV | 1960 Ch. Nav. Franco Belges—Villeneuve<br>96' 6" 26' 3"<br>... ... ... | M Tug<br>3 Ha (2¾'×5½') (2¾'×3½') (1½'×2') | | Oil 4SA 6Cy. 343×419 mm<br>1535bhp Nordberg<br>Ch. Nav. de la Ciotat<br>Directional propeller |
| 509718<br>WGAB<br>240028<br>Df Gc<br>Rdr<br>RTm/h/v | **EDMOND J. MORAN**<br>**Moran Towing Corp.**<br>New York United States | 336<br>143<br>— | | AB | 1940 Pennsylvania Shpyds.—Beaumont<br>123' 6" 29' 7" 14' 6½"<br>116' 0" 29' 6" 16' 0"<br>1 dk, 2nd dk fwd & aft<br>BK5½" | D-E Tug | | 2 Oil 2SA each 6Cy.<br>1900bhp driving 2 gen.<br>560V d.c. connected to<br>& geared to sc. shaft<br>General Motors Corp.<br>& Allis Chalmers Mfg Co.<br>4×30, 30, 24, 24kW 125V |
| 509720<br>FPZS<br>Df Esd<br>Rdr | **EDMOND-RENÉ**<br>exCharles Prentout–55<br>**R. Leporc**<br>Fécamp French | 412<br>152<br>797 | | BV | 1948 S.A. des Anc. Ch. Dubigeon—Nts<br>*142·7'* 27' 1"<br>... ... ... | M Trawler<br>5 Ha (3½', 3½', 3½', 3½'×3½') (3½'×2½') | | Oil 2SA 6Cy. 360×600 mm<br>At. & Ch. de la Loire |
| 509721<br>WJ9721<br>277437<br>Df Gc<br>Rdr RT | **EDMUND FITZGERALD**<br>**Columbia Transportation Div. Oglebay Norton Co.**<br>Milwaukee United States | 13632<br>8713<br>25500 | | AB | 1958 Gt. Lakes Eng. Wks.—R.Rouge<br>729' 0" 75' 1" 26' 8½"<br>711' 0" 75' 0" 39' 0"<br>P117' F63' 1 dk<br>RW<br>rf nil | S Mchy.aft<br>3 Ho<br>G.860950 B.809100<br>21 Ha (stl) (each 11'×48') | | 2 S Turb dr geared to sc.<br>7500shp<br>Westinghouse Elec. Corp |
| 509722<br>185476<br>Esd Rdr<br>RT | **EDMUND GARDNER**<br>**Mersey Docks & Harbour Board**<br>Liverpool British | 701<br>202<br>753 | ✠100A1<br>pilot purposes<br>✠LMC<br>MN256 | SS 12/65<br>EL j 1½"SQ | 1953–12 Philip & Son Ltd.—Drt<br>177' 6" 31' 9" 11' 2"<br>165' 0" 31' 6" 14' 9"<br>Q29' B&F139' 1 dk, 2nd dk clear of mchy. space<br>RW 4BH<br>rf 36" BK10" WB54t | D-E Pilot Tender | | 2 Oil 4SA each 8Cy.<br>1280bhp driving 2 gen.<br>365V d.c. connected<br>920shp (WL)<br>Nat. Gas & O. Eng. Co.<br>2×80kW 220V d.c. |
| 526280<br>LAVF<br>Df Rdr<br>RT | **EDMY**<br>exOlter–67<br>**Mikkal Myklebusthaug**<br>Bergen Norwegian | 294<br>139<br>573 | | NV | 1956 At. Duchesne & Bossière—Hav<br>175' 6" 28' 0" 10' 5½"<br>154' 10" 27'10½" 17' 7"<br>1 dk & S dk<br>rf 8" | M OSD Mchy.aft<br>1 Ho<br>G.43000 B.39000<br>2 Ha (each 33½'×14¾')<br>4W Der 4(2½) | | Oil 4SA 8Cy.<br>520bhp<br>Masch. Kiel A.G. |

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| **EDNA**<br>OYKR exUtrecht–36<br>**E. L. Christensen**<br>Danish<br>DI RT Løgstør | **129**<br>69<br>159 | BV | **1918** J. S. Figee—Vla<br>98′ 10″ 21′ 11″ 10′ 4″<br>… … …<br>R | Aux Gl Mchy.aft<br>1 Ho<br>1W Der 1(1½) | Oil 2SA 4Cy. 200×340 mm<br>120bhp Alpha NE50<br>Frederikshavns Jernst. Fkn |
| **EDNA N. CONWAY**<br>HPZN exSaguaro–60<br>**Panama Transoceanic Co. S.A.**<br>Panamanian<br>DI Esd Sc Rdr Panama | **14449**<br>10184<br>23524 | AB | **1960** (Fwd & cargo sections) Blohm & Voss A.G.—Ham<br>**1945** (Aft section) Kaiser Co. Inc.—Pld<br>575′ 0″ 78′ 6″ 31′ 11¾″<br>545′ 0″ 78′ 6″ 42′ 5″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 3½″ | T-E Tanker Mchy.aft<br>27 Ta<br>L.792660<br>Der 2(5) | S Turb driving 1 gen. 5400kW 2370V a.c. connected to elec. motor 6000shp<br>(Sy) 1495t (o.f)–57½pd<br>General Electric Co. Lyn<br>2×400kW 440V 60c/s a.c. 14½k |
| **EDO MARU**<br>JBOT<br>**Nanayo Kisen K.K.**<br>Japanese<br>DI Kobe<br>Now KARA See New Entries No. **1** | **1911**<br>992<br>2753 | NK | **1948** Osaka Zosensho—Osa<br>283′ 11″ 40′ 2″ 17′ 7″<br>270′ 0″ 40′ 0″ 20′ 4″<br>P85′ F29′ 1 dk<br>RW | S Mchy.aft<br>2 Ho<br>G.130384 B.123110<br>2 Ha (34′, 90′×21′)<br>8W Der 2(8) 1(6) | T 3Cy. 16$\frac{9}{16}$″ 27$\frac{15}{16}$″ & 47¼″×31½″<br>1400ihp Emade45fitted48 (o.f)<br>Osaka Zosensho Osa<br>2×25, 15kW 115V d.c. 11k |
| **EDOUARD GOUGY**<br>TOOA<br>**Jean le Bouder**<br>French<br>DI Dieppe | **204**<br>47<br>— | BV | **1948** Bath Iron Wks—Bath, Me<br>*108·6′* 22′ 7″<br>… … … | M Trawler<br>3 Ha (each 3½′×3½′) | Oil 4SA 6Cy. 330×600 mm<br>450bhp<br>Burmeister & Wain Cpn<br>10½k |
| **EDOUARD SIMARD**<br>CYCJ exJ. Edouard Simard–67<br>**Branch Lines Ltd.**<br>Canadian<br>DI Esd Sc Pfd Rdr RT Sorel | **5104**<br>3446<br>7172 | ✠100A1 SS 5/65<br>oil tanker<br>Ice Class 1<br>✠LMC<br>MN800 EL y1⅞″SQ | **1961**–8 Marine Industries Ltd.—Srl<br>412′ 5″ 53′ 8″ 22′ 5½″<br>388′ 0″ 52′ 0″ 28′ 0″<br>P100′ F46′ 1 dk<br>12BH<br>rf nil WB84t | M Tanker Mchy.aft<br>21 Ta<br>L.350000 HeCls. BC | Oil 2SA 7Cy. 500×900 mm<br>4000bhp 231t–12pd<br>Burmeister & Wain Cpn<br>4AuxB 200℔ 13½k |
| **EDOUARD SUENSON**<br>OZXB<br>**A/S Det Store Nordiske Telegraf-Selskab**<br>Danish<br>DI Esd Pfd Rdr RTm/v Copenhagen | **1560**<br>555<br>1105 | ~~✠100A1~~ ~~SS 1/65~~<br>~~awning dk with fbd~~<br>~~✠LMC~~<br>~~EL p~~<br>**TO BE BROKEN UP** | **1922**–10 Orlogsværftet—Cpn<br>260′ 0″ 35′ 3″ 16′ 1″<br>238′ 6″ 35′ 1″ 24′ 2″<br>1 dk (stl-ws) & A dk (stl-ws)<br>R 6BH Coll BH to A dk<br>BK1⅜″ WB353t incl. DTf79t Tunnel tank 30t | S Cable Ship<br>1 Ho 30′<br>1 Ha (6′×6′)<br>Der 1(3) 3(2) | T 3Cy. 16$\frac{15}{16}$″ 28⅜″ & 45$\frac{11}{16}$″×31½″<br>1100ihp (o.f)<br>Orlogsværftet Cpn<br>2 SB 185℔ Spt hs(3337) 4cf<br>db 100℔ |
| **EDRA**<br>IMHO<br>**Navigazione Alto Adriatico S.p.A.**<br>Italian<br>Esd Rdr RTh Trieste | **497**<br>230<br>125 | RI | **1962** Cant. Nav. Felszegi—Tri<br>210′ 0″ 27′ 8″ 8′ 9″<br>183′ 11″ 27′ 6½″ 12′ 0″<br>1 dk, pt 2nd dk<br>RW<br>rf 21¾″ | TM Ferry (490P)<br>1 Ho 31¼′<br>1 Ha (stl) (11′×7¼′)<br>Der 2(1) | 2 Oil 4SA each 6Cy. 300×450 mm<br>2500bhp (d.o)<br>S.A. Fiat S.G.M. Tur<br>2×48kW 220V d.c. |
| **EDUARD ESSBERGER**<br>DAGE<br>**John T. Essberger**<br>W. German<br>Esd Pfd RT Hamburg<br>Now **CABO NEGRO**<br>See New Entries No. **1** | **624**<br>363<br>793 | GL | **1958** D. W. Kremer Sohn—Elmshorn<br>192′ 10″ 28′ 5″ 11′ 9″<br>178′ 4″ 28′ 3″ 12′ 3″<br>P54′ F28′ 1 dk<br>RW | M Tanker Mchy.aft<br>L.38627 | Oil 4SA 8Cy. 290×420 mm<br>700bhp (d.o)<br>Masch. Kiel A.G. Kel<br>2×31kW 115V d.c. 10½k |
| **EDUARD SCHUPP**<br>exMaja–67<br>**J. H. T. Schupp**<br>W. German<br>DI Esd Rdr RTm Hamburg | **1056**<br>524<br>1842<br>**1739**<br>1168<br>2736 | GL | **1957** Travewerft G.m.b.H.—Lbc<br>261′ 0″ 40′ 9″ 13′ 7″/18′ 2″<br>242′ 10″ 40′ 8″ 21′ 10″<br>F23′ 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>2 Ho 84′ comb., 80′ comb.<br>G.127000 B.118110<br>4 Ha (stl) (each 24¾′×18¼′)<br>Der 2(10) 8(5) | 2 Oil 4SA each 8Cy. 290×420 mm geared to sc. shaft<br>1720bhp (d.o)<br>Masch. Kiel A.G. Kel<br>3×75, 75, 32kW 220V d.c. 12½k |
| **EDUARD SURMUS**<br>**U.S.S.R.**<br>Russian<br>Tallinn | **3170**<br>1225<br>1460 | | **1966** ………………Russia<br>277′ 11″ ~~278′ 10″~~ 46′ 0″ ~~18′ 2″~~ 18′ 8¾″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57387<br>3 Ha<br>4W Der 1(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| **EDUARD VEYDENBAUM**<br>URHD<br>**U.S.S.R.**<br>Russian<br>Riga | **3170**<br>1225<br>1301 | | **1960** ………………Russia<br>277′ 10″ 46′ 0″ 18′ 3″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>6W Der 2(5) 4(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>10½k |
| **EDUARD WILDE**<br>UUVQ<br>**U.S.S.R.**<br>Russian<br>Tallin | **1211**<br>448<br>1090 | | **1958** "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 6″<br>32′ 8″ 17′ 5″<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.59082<br>3 Ha (22¾′, 26½′, 20¾′×13′)<br>7W Der 1(10) 6(2½) | 2 Oil 4SA each 8Cy. 216×310 mm<br>1000bhp<br>Ganz Waggon & Eng. Wks Bdp<br>9k |
| **EDUARDO BENOT**<br>EEKZ<br>**Junta de Obras del Puerto de Cadiz**<br>Spanish<br>Cadiz | **111**<br>15<br>— | | **1929** Soc. Española de Const. Nav.—Cdz<br>82′ 0″ 18′ 6″ 7′ 11″<br>… … …<br>R | TM Tug | 2 Oil 2SA each 6Cy. 280×500 mm<br>775bhp 4½t (d.o)<br>Motfbr. "Deutz" Köln-Deutz<br>12k |

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| 509739<br>CUUH<br>LX71C<br>Esd | **EDUARDO LOPES**<br>**Curtinhas, Gomes & Lopes Ltda.**<br>Lisbon Portuguese | 135<br>38<br>— | ✠100A1 SS 9/67 ~~SS 6/66~~<br>trawler<br>✠LMC<br>MN88 EL (a) e | 1958-12 Est. Nav. do Mondego—Figueira<br>96' 2" 21' 5"<br>84' 6" 21' 0" 10' 6"<br>RFD21'<br>RW 4BH<br>rf 35" BK6" WB23t | M Trawler | Oil 4SA 8Cy. 290×420 mm<br>440bhp<br>Masch. Kiel A.G. |
| 509740<br>CSGH | **EDUARDO MARIA**<br>exSanta Barbara Primeiro-54<br>exSanta Barbara-49<br>exExportador-35<br>exArrabida-34 exKing Edward<br>**Eduardo Correia Lopes**<br>Lisbon Portuguese | 245<br>90<br>— | ✠ | 1902-10 Smith's Dock Co. Ltd.—Shl<br>126' 6" 21' 6"<br>... ... ...<br>R | M Trawler | Oil 8Cy. 220×290 mm<br>NE32<br>Blackstone & Co. Ltd. |
| 671270<br>EFNH<br>Df Esd<br>RT | **EDUARDO SANTIAGO**<br>**Eduardo Santiago Rosales**<br>Vigo Spanish | 199<br>88<br>— | BV | 1967 Enrique Lorenzo y Cia.—Vgo<br>106' 2" 20' 11" 10' 8"<br>92' 6" 20' 10" 12' 0"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 315×480 mm<br>600bhp<br>Carmelo Unanue |
| 509741<br>EBVB<br>Esd | **EDUARDO VIEIRA**<br>**Vieira Gonzalez S.A.**<br>Vigo Spanish | 165<br>54<br>— | | 1949 Ast. del Noroeste—Frl<br>*85-0'* 20' 4"<br>... ... ... | M Trawler | Oil 2SA 4Cy. 250×420 mm<br>450bhp<br>Atlas-Diesel |
| 509742<br>LFVB<br>Esd RT | **EDVARD**<br>**Olaf Hanö Partrederi**<br>Namsos Norwegian | 117<br>56<br>200 | | 1882 ......................Bgn<br>*93-0'* 22' 4" 12' 0"<br>... ... ...<br>conv sailing ship— | Wood M Mchy.aft | ~~Oil 2Cy.~~<br>~~120bhp Emade~~<br>~~A/B J. V. Svensons~~<br>Motor<br>Emade |
| 509743<br>DZWF<br>202801 | **EDWARD**<br>**William Lines Inc.**<br>Cebu Philippine | 652<br>367<br>— | AB | 1945 Higgins Industries Inc.—N.Os<br>220' 9" 32' 6" 11' 10½"<br>206' 3" 32' 0" 14' 3"<br>1 dk<br>rf 6" len 52 | TM (300P) Mchy.aft<br>3 Ho 40', 32', 48'<br>3 Ha (20', 20', 12'×16')<br>Der 3(5) | 2 Oil 2SA each 6Cy.<br>1000bhp<br>General Motors Corp.<br>3×100, 100, 25kW 230V |
| 509745<br>WE3123<br>263980<br>Df Esd<br>Gc Rdr<br>RTm/h | **EDWARD B. GREENE**<br>**Cleveland Cliffs S.S. Co.**<br>Cleveland Cliffs Iron Co.<br>Wilmington, Del United States | 11726<br>8730<br>20958 | AB | 1952 American S.B. Co.—Toledo<br>647' 0" 70' 2" 24' 11½"<br>629' 3" 70' 0" 36' 0"<br>P93' F55' 1 dk<br>rf 3" | S Bulk Carrier Mchy.aft<br>4 Ho 102', 120', 120', 120'<br>19 Ha (stl) (each 11½'×46') | 2 S Turb dr geared to sc.<br>7000shp<br>De Laval S. Turb. Co.<br>1×200kW 440V a.c.<br>Thw. thrust propeller |
| 509746<br>KOCT<br>243242<br>Df Esd | **EDWARD BELLAMY**<br>**United States Department of Commerce**<br>Portland, Or United States | 7235<br>5125<br>10439 | AB | 1943 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 509747<br>Df Esd | **EDWARD BRUCE**<br>exSamoine-43<br>Launched as Edward Bruce<br>**United States Department of Commerce**<br>United States | *7219*<br>*4380*<br>20958 | AB | 1943 Bethlehem-Fairfield—Bal<br>441' 6" 57' 0" 27' 9¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 509749<br>CGSW<br>192413<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EDWARD CORNWALLIS**<br>**Government of Canada (Minister of Transport)**<br>Ottawa Canadian | 1965<br>916<br>1413 | BS✱ SS 9/68 ~~SS 10/66~~<br>lighthouse tender<br>Ice strengthening<br>**MBS✱**<br>MN700 CT1989 C28 | 1949-12 Canadian Vickers Ltd.—Mtl<br>259' 0" 43' 7" 18' 0½"<br>240' 7" 43' 6" 20' 6"<br>P&B135' F28' 2 dks<br>RW 7BH<br>rf 4" WB991t incl. Tunnel tanks 48t DTsf130t | TS Lighthouse Tender (12P)<br>3 Ho 41½', 34', 27¾'<br>3 Ha (12', 12'×12') (8¾'×7½')<br>Der 1(20) 2(1½) | S 6Cy. 24"×26"<br>2800ihp<br>Canadian Vickers Ltd.<br>3 SB 220lb Spt ha<br>2×30kW 115V d.c. |
| 509750<br>GSLQ<br>186098<br>Rdr RTv | **EDWARD CRUSE**<br>**Greater London Council**<br>London British | 1818<br>868<br>1876 | ✠100A1 SS 5/67<br>sludge carrier<br>✠LMC<br>MN252 EL r | 1954-7 Lobnitz & Co. Ltd.—Rnf<br>273' 8" 43' 8" 12' 10½"<br>262' 0" 43' 6" 17' 3"<br>1 dk<br>RW 5BH<br>rf 3" WB313t incl. DTf215t | TS Sludge Carrier Mchy.aft<br>2 Ho 74', 64'<br>Der 1(2½) | T 6Cy. 13" 22" & 34"×27"<br>1400ihp<br>Lobnitz & Co. Ltd.<br>2 SB 220lb ha<br>2×25kW 110V d.c. |
| 509751<br>KIRD<br>244260<br>Df Esd | **EDWARD D. WHITE**<br>**United States Department of Commerce**<br>Brunswick United States | 7234<br>4453<br>10700 | AB | 1943 J. A. Jones Const. Co.—Brunswick<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Filer & Stowell Co.<br>3×20kW 120V d.c. |
| 509752<br>SPHB<br>Df Esd<br>Gc Rdr | **EDWARD DEMBOWSKI**<br>exSven Salén-54<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 4750<br>2709<br>9205 | ✠Classed LR until 5/62 PR | 1941-6 Eriksbergs M/V A/B—Got<br>432' 2" 56' 8" 25' 9½"<br>405' 0" 56' 6"<br>F39' 1 dk & S dk<br>RW | M OSD<br>4 Ho<br>G.562245 B.514321<br>5 Ha (31½', 40', 31½', 31½', 30¾'×19¾')<br>12W Der 2(15) 10(5) | Oil 2SA 6Cy.<br>5400bhp<br>Eriksbergs M/V A/B |

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| **EDWARD E. SPAFFORD**<br>United States Department of<br>Commerce<br>Portland, Me United States | 7255<br>4468<br>10735 | AB | 1944 New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2318t (o.f)<br>Harrisburg Mchy. Corp. Harrisburg<br>3×20kW 120V d.c. 10k |
| **EDWARD EVERETT**<br>United States Department of<br>Commerce<br>Portland, Or United States | 7176<br>4374<br>10844 | AB | 1942 Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′ 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Oregon War Industries Pld<br>3×20kW 120V d.c. 10k |
| **EDWARD J. McKEEVER,**<br>Jr.<br>Edward J. McKeever, Jr. Inc.<br>Boston United States | 223<br>104<br>— | | 1910 R. Palmer & Son S.B. Co.—Noank<br>*127·0′* 22′ 4″<br>... ... ...<br>1 dk | Wood M Mchy.aft | Oil 2SA 6Cy. 265×320 mm<br>300bhp NE36<br>Fairbanks, Morse & Co. Beloit |
| **EDWARD L. RYERSON**<br>Inland Steel Co.<br>Chicago United States | 12170<br>7637<br>— | AB | 1960 Manitowoc S.B. Corp.—<br>Manitowoc<br>730′ 0″ 75′ 2″ 26′ 6″<br>712′ 0″ 75′ 0″ 39′ 0″<br>P91′ F47′ 1 dk<br>RW<br>rf nil | S Mchy.aft<br>4 Ho<br>18 Ha (stl) (each 20′×48′) | 2 S Turb dr geared to sc. shaft<br>9900shp 770t (o.f)<br>General Electric Co. Schenectady |
| **EDWARD L. STEINIGER**<br>Dolphin Tanker Corp.<br>Monrovia Liberian | 26216<br>17784<br>— | AB | 1958 Nat. Bulk Carriers Inc (Kure<br>Shpyd Div.)—Kur<br>712′ 3″ 97′ 4″ 39′ 1⅞″<br>684′ 0″ 97′ 0″ 49′ 9″<br>P124′ B41′ F102′ 1 dk<br>RW<br>rf 3″ | S Tanker Mchy.aft<br>33 Ta | 2 S Turb dr geared to sc. shaft<br>13750shp 5572t (o.f)<br>General Electric Co. Lyn |
| **EDWARD R. SQUIBB**<br>United States Department of<br>Commerce<br>Brunswick United States | 7252<br>4447<br>10467 | AB | 1944 J. A. Jones Const. Co.—Brunswick<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2423t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d c. 10k |
| **EDWARD RICHARDSON**<br>United States Department of<br>Commerce<br>Wilmington, N.C. United States | 7176<br>4380<br>10550 | AB | 1943 N.Carolina S.B. Co.—Wmn<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **EDWARD S. HOUGH**<br>United States Department of<br>Commerce<br>San Francisco United States | 7259<br>4482<br>10500 | AB | 1944 Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **EDWARD S. KENDRICK**<br>exH. P. McIntosh–34<br>Ingalls S.B. Corp.<br>Wilmington, Del United States | 6372<br>4989<br>10700 | AB | 1907 West Bay City S.B. Co.—W.Bay<br>City<br>540′ 0″ 54′ 2″ 21′ 5″<br>527′ 9″ 54′ 0″ 31′ 2″<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>G.468750 B.449010<br>16 Ha (stl) (each 12′×35′) | Unaflow 5Cy. 23½″×26″<br>2500ihp NE52 375t (c)<br>Skinner Engine Co. Erie<br>13k |
| **EDWARD SPARROW**<br>United States Department of<br>Commerce<br>New Orleans United States | 7176<br>4380<br>10474 | AB | 1943 Delta S.B. Co. Inc.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2445t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 10k |
| **EDWARD STEVINSON**<br>Stevinson Hardy (Tankers)<br>Ltd.<br>Stevinson, Hardy & Co. Ltd.<br>London British | 31317<br>16910<br>51615 | ✠100A1 SS 5/68 ~~SS 8/65~~<br>oil tanker<br>✠LMC<br>MN3200 EL u†$3\frac{5}{16}$"SQ | 1961–2 Harland & Wolff Ltd.—Bel<br>753′ 6″ 98′ 5″ 40′ 7″<br>717′ 9″ 98′ 0″ 52′ 6″<br>P123′ F70′ 1 dk<br>RW 17BH<br>rf 5″ ~~WB13669t incl. 12461t in clean ballast tanks~~<br>WB11008t incl. 9780t in clean ballast tanks | S Tanker Mchy.aft<br>Der 2(5) 2(1) | 2 S Turb dr geared to sc. shaft<br>16000shp (o.f)<br>Harland & Wolff Ltd. Bel<br>2WTB 703℔ Spt 900° F. 660℔ hs23680<br>sg125℔<br>2×500kW 440V a.c. |
| **EDWARD STONE**<br>Eddystone Shipping Co. Ltd.<br>Rochester British | 196<br>120<br>295 | | 1965 J. W. Cook & Co. (Wivenhoe) Ltd.<br>—Wvn<br>109′ 9″ 21′ 11″ 8′ 4″<br>102′ 6″ 21′ 6″ 9′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 6½″×7½″<br>Bergius-Kelvin Co. Ltd. Gls |
| **EDWARD W. SCRIPPS**<br>United States Department of<br>Commerce<br>Los Angeles United States | 7222<br>4436<br>10572 | AB | 1943 California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1856t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |

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| 509774<br>MBMP<br>183034<br>Df Esd<br>Gc Rdr<br>RTh/v | **EDWARD WILSHAW**<br><br>**Cable & Wireless Ltd.**<br>London British | 2569<br>733<br>2120 | ✠100A1<br>with freeboard<br>✠LMC | SS 3/67<br><br><br><br>EL s 1½" | 1949–6 Swan, Hunter & Wghm Rchdsn<br>—Nwc<br>313' 2" 41' 2" 19' 0"<br>290' 0" 41' 0" 25' 9"<br>B121' 2 dks, 3rd dk fwd<br>RW 3BH to U dk 2 to 2nd dk<br>rf 9" DK in way of cable tanks WB494t incl. DTf97t | TS Cable Ship CSD Mchy.aft<br><br><br><br>1W | T 6Cy. 15½" 26" & 44"×27"<br>1900ihp<br>Swan, Hunter & Wghm Rchdsn<br>3 SB 220lb hs(5000) bf<br>3×110kW 110V d.c. |
| 509775<br>WA4512<br>203449<br>Df Gc<br>Rdr RT | **EDWARD Y. TOWNSEND**<br><br>**Cambria S.S. Co.**<br>Bethlehem Transptn. Corp.<br>Cleveland United States | 7763<br>6179<br>— | | <br><br>AB | 1906 Superior S.B. Co.—Superior<br>*586·5'* 58' 2" 21' 3½"<br>587' 10" 58' 0" 32' 0"<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br><br>18 Ha (stl) (each 12'×36') | Unaflow 3Cy. 30"×28"<br>4000ihp NE54<br>Skinner Eng. Co. |
| | | | | | **BROKE IN TWO AND SANK 10/68** | | |
| 509776<br>KJAJ<br>242631<br>Df Esd | **EDWIN BOOTH**<br><br>**United States Department of Commerce**<br>Portland, Or United States | 7216<br>4441<br>10844 | | <br><br>AB | 1942 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G. 560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3×20kW 120V d.c. |
| 519423<br><br>351051<br>Df Gc<br>Pfd Rdr<br>RT | **EDWIN COOK**<br>exKos 50–65<br>**Union Whaling Co. Ltd.**<br>Durban S. African | 608<br>201<br>— | | <br><br>~~NV~~ | 1951 A/S Stord—Lervik<br>169' 4" 29' 8"<br>29' 6" 18' 1"<br>1 dk<br>RW | S Whaler Mchy.aft | C 4Cy. (2) 14⅛" & (2) 34¼"×3<br><br>A/S Atlas Mskfbk. |
| 509778<br>KGKI<br>242239<br>Df Esd | **EDWIN M. STANTON**<br><br>**United States Department of Commerce**<br>Portland, Or United States | 7226<br>4433<br>10844 | | <br><br>AB | 1942 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 7¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Oregon War Industries<br>3×20kW 120V d.c. |
| 509780<br>DAJM<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **EDWIN REITH** T.Mk<br><br>**Partenreederei m.s. "Edwin Reith"**<br>"Orion" Schiff.-Ges. Reith & Co.<br>~~Hamburg~~ W. German<br>Kiel | ~~2691~~ 2692<br>~~1448~~ 1449<br>4565<br>~~4183~~ 4182<br>~~2460~~ 2462<br>5984 | | <br><br>GL | 1958 Werft Nobiskrug—Rendsburg<br>377' 3" 49' 5" 21' 5"/24' 11"<br>342' 2" 49' 3" 31' 0"<br>P23' F41' 1 dk & S dk<br>RW<br>rf 4" | M (6P) ~~OSD/CSD~~<br>4 Ho 54', 78', 66', 52'<br>G.293310 B.269845<br>4 Ha (stl) (29½', 47½' comb., 35½'. 35½'×19½')<br>Der 1(20) 10(3–5) | 2 Oil 4SA each 8Cy. 40<br>geared to sc. shaft<br>3360bhp<br>Masch. Augsburg-Nürnberg<br>3×150kW 380V 50c/s a.c. |
| 509781<br>KTKK<br>246708<br>Df Esd<br>Gc | **EDWIN S. NETTLETON**<br><br>**United States Department of Commerce**<br>Houston United States | 7250<br>4441<br>10496 | | <br><br>AB | 1944 Todd-Houston S.B. Corp.—<br>Houston<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 509782<br>KOVI<br>243746<br>Df Esd | **EDWIN T. MEREDITH**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7225<br>4436<br>10500 | | <br><br>AB | 1943 Permanente (Shpyd No. 1)—<br>Richmond<br>441' 6" 57' 1" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 509783<br>GBBH<br>187865<br>Df Esd<br>Pfd Rdr<br>RTm | **EDWINA**<br><br>**J. Marr & Son Ltd.**<br>Fleetwood British | 392<br>141<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN202 | SS 2/67<br><br><br><br>EL (f) p | 1958–9 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*138·2'* 27' 10"<br>134' 0" 27' 6" 14' 3"<br>F22'<br>RW 4BH<br>rf 30" BK8" WB30t | M Trawler<br>1 Ho 38'<br><br>5 Ha (5', 5', 5'×3½') (3½', 3½'×3') | Oil 4SA 8Cy. 15"×18"<br>1012bhp<br>Mirrlees, Bickerton & Day<br>2×30kW 110V |
| 542374<br>ONEE<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EEKLO**<br><br>**Armement Belgo-Suisse S.A., J. Boel & Fils S.A. and Cie. Belge d'Expansion Marit "Exmar" S.A.**<br>n.v. UBEM s.a.<br><br>Antwerp Belgian | *26940*<br>*17249*<br>~~30265~~<br>41338 | | <br><br>BV | 1963 J. Boel & Fils—Tamise<br>717' 8" 90' 1" ~~36' 9¾"~~ 38' 3½"<br>676' 3" 89' 11" 53' 2"<br>1 dk<br>RW | M Bulk Carrier (6P) Mchy.aft<br>9 Ho 50½', 80½', 39½', 61½', 39½', 61½', 39½' 73', 39½'<br>G.1791910 B.1620330<br>11 Ha (stl) (27½', 25', 25½', 25½', 39½', 25½', 39½', 25½', 25½', 25½', 25½'×39½')<br>Der 1(5) 1(1½) 1(1) | Oil 2SA 8Cy. 780×1550 mm<br>12000bhp MAN<br>A.C.E.C.<br>3×360kW 440V 60c/s a.c. |
| 541546<br>PDVF<br>12797<br>Df Esd<br>Gc Rdr<br>RT | **EEMHAVEN**<br><br>**N.V. Gebr. van Uden's Scheepv. en Agentuur Maats.**<br>Rotterdam Netherland | T.Mk<br>5915<br>3117<br>10000<br>8314<br>4554<br>10138 | ✠100A1<br>tunnel side tanks—<br>vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1500 | SS 8/67<br><br><br><br><br>EL f†2¼"SQ | 1963–4 van der Giessen-De Noord N.V.<br>—Alb<br>496' 0" 63' 2" 26' 8"/26' 10"<br>455 0" 63' 0" 38' 3"<br>P34' F93' 2 dks<br>Coll BH to U dk 7 to 2nd dk<br>rf nil WB2309t incl. Tunnel tanks 150t DTmf1204t | M (8P) Ref<br>5 Ho 58½', 78½', 40', 69½', 72½'<br>In.18920<br>1 Ha (w) (29½'×23') 4 Ha (stl) (44½', 44½', 37½', 37½'×23')<br>Der 1(40) 1(5–10) 2(3–5–10) 4(3–5) 4(3) | Oil 2SA 6Cy. 750×1550 mm<br>7500bhp<br>Gebr. Stork & Co.<br>AuxB 100lb<br>3×280kW 220V d.c. |
| 509785<br>PDVI<br><br>Df Esd<br>Gc Rdr<br>RTv | **EEMLAND**<br><br>**N.V. tot Voortzetting v.d. Koninklijke Hollandsche Lloyd**<br>Amsterdam Netherland | 4521<br>2525<br>7096 | ✠100A1<br><br>✠LMC<br><br>MN990 | SS 7/66<br><br><br><br>EL a†2¼"SQ | 1953–7 C. v.d. Giessen—Krimpen<br>431' 9" 58' 3" 22' 5½"<br>405' 9" 57' 9" 32' 11"<br>F47' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4" WB552t incl. Tunnel tanks 372t | M (8P) OSD<br>4 Ho 71½', 82½', 72½', 74½'<br>G.474244 B.432939<br>4 Ha (38½', 42½', 42½', 40'×19½')<br>16W Der 1(40) 1(15) 2(10) 14(5) | Oil 2SA 7Cy. 720×1250 mm<br>4950bhp<br>Sulzer Bros. Ltd.<br>AuxB 100lb<br>3×150kW 220V d.c. |

| Ship / Owners | T.Mk | Class | Survey | Build / Dimensions | Hull | Machinery |
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| PDVQ<br>**EEMS**<br>**N.V. C. Bos & Zonen**<br>E. Wagenborg's Scheepv. &<br>Exped. Bedr. N.V.<br>Delfzijl **Netherland** | ~~477~~ 482<br>~~224~~ 247<br>~~818~~ 832<br>849<br>550<br>1181 | | BV | **1956** E. J. Smit & Zn's Scheeps.—<br>Westerbroek<br>209′ 7″ 31′ 8″ 11′ 6″/14′ 2″<br>187′ 0″ 31′ 2″<br>F26′ 1 dk & S dk<br>RW | M (4P) ~~OSD~~ Mchy.aft<br>G.65250 B.58250<br>2 Ha (59½′, 30½′×18′)<br>3W Der 3(3) | Oil 4SA 8Cy. 330×600 mm<br>750bhp 116t (d.o)<br>N.V. Werkspoor Ams<br>4×120V d.c. 11k |
| PDVS<br>**EEMSBORG**<br>**E. Wagenborg's Scheepv.**<br>**& Exped. Bedr. N.V.**<br>Delfzijl **Netherland** | **499**<br>339<br>725 | | BV | **1954** Gebr. Niestern & Co.—Dzl<br>179′ 0″ 29′ 4″<br>165′ 9″ 29′ 2″ 12′ 2″<br>Q51′ F27′ 1 dk<br>RW<br>rf 3″ | M Mchy. aft<br>1 Ho 112¼′<br>G.37850 B.35200<br>2 Ha (each 40½′×17¾′)<br>Der 2(3) | Oil 4SA 8Cy. 270×500 mm<br>395bhp 42t (d.o)<br>N.V. Werkspoor Ams<br>2×8kW 110V d.c. 9k |
| PDVT<br>**EEMSHORN**<br>exTruus-63 exFrans-W-55<br>exTuko-54<br>**G. & R. de Boer**<br>Maritima Scheepv.<br>& Handelmaats **N.V.**<br>Delfzijl **Netherland** | **237**<br>136<br>300 | | BV | **1935** Gebr. van Diepen—Waterhuizen<br>*115·8′* 21′ 11″ 8′ 3¾″<br>21′ 9″ 9′ 0″<br>1 dk<br>R | M<br>G.15540 B.15000<br>2 Ha (29½′, 19½′×13′)<br>Der 1(2) 1(1½) | Oil 4SA 3Cy. 280×350 mm<br>135bhp 8t (d.o)<br>Appingedammer Brons. Apg<br>8k |
| PDVU<br>**EEMSMOND**<br>Rederij **"Eemsmond"**<br>E. Wagenborg's **Scheepv.**<br>& Exped. **Bedr. N.V.**<br>Delfzijl **Netherland** | **499**<br>215<br>820 | ✠**100A1**<br>✠**LMC**<br>MN120 | SS 6/65<br>EL (k) | **1957**–6 E. J. Smit & Zn's Scheeps.—<br>Westerbroek<br>210′ 10″ 30′ 10″ 10′ 10½″<br>189′ 8″ 30′ 2″ 17′ 11″<br>RFD30′ 1 dk & S dk len 65<br>RW Coll BH to S dk 2 to 2nd dk<br>rf nil WB222t | M (2P) OSD Mchy.aft<br>1 Ho 112¼′<br>G.53000 B.50000<br>3W Der 3(4) | Oil 2SA 8Cy. 220×380 mm<br>600bhp ✠NE7/66 35t (d.o)<br>Appingedammer Brons. Apg<br>3×25, 15, 5kW 220V d.c. |
| PDWD<br>**EERBEEK**<br>**C.V. Scheepvaart**<br>**Onderneming**<br>**SUOMI**<br>Spliethoff's<br>Bevrachtingskantoor **N.V.**<br>Amsterdam **Netherland** | **500**<br>329<br>— | ✠**100A1**<br>Ice Class 2<br>✠**LMC**<br>MN188 | SS 7/68<br>EL m 1¼″SQ | **1964**–3 Schps. Gebr. v. Diepen—<br>Waterhuizen<br>226′ 1″ 34′ 5″ 13′ 0¼″<br>205′ 3″ 34′ 1″ 20′ 2″<br>Ba36′ F29′ 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf nil WB270t | M OSD Mchy.aft<br>1 Ho 144¼′<br>G.81390 B.75110<br>4W Der 4(3–5) | Oil 4SA 8Cy. 270×500 mm<br>940bhp<br>N.V. Werkspoor Ams |
| SVUV<br>**EFCHARIS**<br>exCity of Portsmouth-59<br>exSamhain-47<br>Launched as Henry Van Dyke<br>Demetrios **P. Margaronis**<br>Piræus **Greek** | *7249*<br>*4445*<br>10657 | Classed BC until 10/59 | AB | **1943** Bethlehem-Fairfield—Bal<br>441′ 8″ 57′ 1″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd & aft<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562827 B.499816<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 1(50) 1(30) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1043t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10½k |
| SXJF<br>**EFDEMON**<br>exAmsteldiep-61<br>exRobert Fruin-47<br>exThomas A. Hendricks-47<br>Demetrios **P. Margaronis**<br>**& Sons**<br>Piræus **Greek** | **7229**<br>4430<br>10764 | ~~100A1~~<br>~~LMC~~<br>**TO BE BROKEN UP** | ~~SS 9/62~~<br>~~EL a†2 1/16″SQ~~ | **1943** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>7BH<br>WB2956t incl. DTa779t DTsf648t | S<br>G.562608 B.499573<br>10W Der 1(40) 1(10) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1119t (o.f)<br>Iron Fireman Mfg Co. Pld<br>2WTB 250℔ Spt 230℔ hs(10233)<br>10½k |
| SVYJ<br>**EFDROMOS**<br>exMaritsa-66 exLindekerk-61<br>exLorentz-47<br>exAndrew T. Huntington-47<br>Cia. de Nav. para **Viajes**<br>**Mondiales S.A.**<br>Piræus **Greek** | **7232**<br>4371<br>10542 | **100A1**<br>**LMC**<br>MN450 | SS 9/65<br>EL a†2 1/16″SQ | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 2″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW 7BH to U dk 1 to 2nd dk<br>rf 6″ WB1403t | S. Ref<br>G.548742 In.8601<br>12W Der 1(40) 1(10) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1059t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>2WTB 250℔ Spt 450° F. 230℔ hs1036<br>11k |
| TCLZ<br>**EFES**<br>Denizcilik Bankasi **T.A.O.**<br>Izmir Isletmesi<br>Izmir **Turkish** | **518**<br>331<br>— | | GL | **1938** Atlas-Werke A.G.—Bmn<br>145′ 6″ 26′ 6″ 5′ 10½″<br>10′ 4″<br>F16′ 1 dk<br>R | TM Ferry | 2 Oil 4SA each 6Cy. 280×420 mm<br>650bhp<br>Fr. Krupp Germ. A.G. Kel |
| OUNJ<br>**EFFIE MÆRSK**<br>**A/S D/S Svendborg &**<br>**D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen **Danish** | T.Mk<br>**7122**<br>4267<br>10820<br>**10050**<br>6761<br>— | ✠**100A1**<br>DTsf&a, tunnel side tanks & upper APTs—oil FP above 150° F. molasses, vegetable oil or latex<br>FPT—oil FP above 150° F. or latex<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN2240 | SS 11/65<br>EL e†2 $\frac{5}{16}$″SQ | **1955**–10 Odense Stålskibsværft A/S—<br>Odn<br>539′ 2″ 63′ 10″ ~~26′ 11½″/—~~ 27′ 0$\frac{3}{8}$″/ —<br>497′ 0″ 63′ 9″ 41′ 3″<br>P90′ F96′ 1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>Coll BH to S dk 6 to 2nd dk len 65<br>rf 4″ WB4110t incl. DTm1100t DTa892t Tunnel tanks 240t | M Ref ~~OSD/CSD~~<br>6 Ho<br>G.699000 B.636000 In.14030<br>6 Ha (31½′×14′) (44½′×18¾′) (72¼′×20½′) (39¼′×20′) (32¼′×16′) (8½′×14′)<br>20W Der 1(60) 1(15) 20(5) | Oil 2SA 9Cy. 740×1600 mm<br>11200bhp 1467t<br>Burmeister & Wain Cpn<br>2AuxB (1 o.f 1 ex.g) 100℔ 18½k |
| VWZT<br>**EFFIGYNY**<br>exClangula-65<br>**Ambassador Steamships**<br>**Private Ltd.**<br>Cochin **Indian** | **1550**<br>575<br>2157 | ✠**100A1**<br>✠**LMC**<br>MN275 | SS 6/66<br>EL s1 $\frac{9}{16}$″SQ | **1954**–2 Cammell Laird & Co.<br>(S.B. & Eng.) Ltd.—Bkn<br>288′ 11″ 42′ 10″ 17′ 2¼″<br>267′ 0″ 42′ 6″ 25′ 0″<br>B60′ F27′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB350t | S OSD<br>G.147785 B.134180<br>8W Der 1(15) 8(5) | T 3Cy. 19½″ 33″ & 54″×39″<br>1525ihp 245t (o.f)<br>Cammell Laird & Co. (S.B. & E.) Bkn<br>2 SB 220℔ Spt hs(4400) 6cf 13k |

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| 528598<br>SZNJ<br>1825<br>Df Esd<br>Rdr RT | **EFORIA**<br>exEyforia-67<br>exProsperous-65<br>**Varnima Corp.**<br>Piræus Greek<br>Now **CAPTAIN SPYROMILIOS** See New Entries No. 1 | 555<br>33<br>— | <br><br>✠Classed LR until 4/65 | 1942-11 Cochrane & Sons Ltd.—Sel<br>156′ 8″ 33′ 2″ 14′ 9½″<br>142′ 6″ 33′ 0″ 16′ 0″<br>F55′ | S Tug Mchy.aft | T 3Cy. 17″ 28″ & 46″×33″<br><br>C. D. Holmes & Co. Ltd. |
| 509797<br><br><br>Df Esd | **EFORIE**<br>exBerezina-62 exBracondale-34<br>exSeatonia exWar Highway<br>**NAVROM Roumanian Maritime and Fluvial Navigation**<br>Constantza Roumanian | 3474<br>1878<br>— | <br><br>✠Classed LR until 1/35 | 1918-5 J. Blumer & Co.—Sld<br>331·3′ 46′ 10″<br>46′ 8″<br>1 dk<br>R | S | T 3Cy. 25″ 41″ & 68″×45″<br><br>J. Dickinson & Sons Ltd. |
| 518994<br>LAZC | **EFÖY**<br>exKlaksholm-66 exBuba-58<br>exJean Parmentier-57<br>exVondel-34 exMarceline<br>**Ole Knarvik Partrederi**<br>Bergen Norwegian | 207<br>95<br>— | <br><br>NV | 1931 J. Boel & Fils—Tamise<br>121′ 5″ 21′ 1″<br>111′ 7″<br><br>R len 57 | M Trawler | Oil 4SA 4Cy. 270×400 mm<br>300bhp NE62<br>Aabenraa Motfbr. |
| 509798<br>5LZZ<br>1395<br>Df Esd<br>Gc Rdr<br>RTm/h | **EFPLOIA**<br><br>**Efkrisia Cia. Nav. S.A.**<br>Monrovia Liberian | 6209<br>3515<br>11100<br>9002<br>5302<br>13020 | ✠100A1 · ~~SS 10/68~~<br>DTmf—vegetable oil<br>✠LMC SS 2/68<br><br>MN1260 EL d†2$\frac{1}{16}$″SQ | 1959-6 Brodogradiliste III Maj—Rka<br>499′ 8″ 62′ 0″ 26′ 8½″/29′ 7¼″<br>460′ 8″ 61′ 8″ 39′ 5″<br>F56′ 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 6″ WB3887t incl. DTmf1267t Tunnel tanks 313t | M OSD/CSD<br>5 Ho 63½′, 72½′, 40′, 68½′, 66½′<br><br>5 Ha (stl) (31½′, 42½′, 40′, 35′, 35′×23′)<br>Der 1(25) 5(10) 7(5) 1(2) | Oil 2SA 7Cy. 720×1250 mm<br>6300bhp<br>Sulzer Bros. Ltd.<br>2 db 100lb<br>3×350kW 450V 60c/s a.c. |
| 519998<br><br><br>Df Esd | **EFSTATHIOS**<br>exKyriakatsi-66<br>exCannonbury-62<br>exWingrove-61 exMoyle-60<br>exIceland-56<br>**La Naias Cia. Maratima S.A.**<br>Beirut Lebanese | *2896*<br>*1578*<br>4600 | ✠100A1 TD 4/68 ~~SS 8/64~~<br><br>✠LMC<br><br>EL u | 1943-6 Caledon S.B. & E. Co. Ltd.—Dun<br>328′ 0″ 46′ 7″ 20′ 9½″<br>310′ 0″ 46′ 4″ 25′ 2″<br>P33′ B82′ F34′ 1 dk<br>NS 5BH<br>WB805t | S<br><br>G.218050<br><br>8W | T 3Cy. 20″ 31″ & 55″×39″<br>1200ihp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2 SB 200lb hs(5338) ff |
| 652027<br>SVIO<br>301 | **EFSTATHIOS BOBOLAS**<br><br>**G. Mavrikos**<br>Syros Greek | 125<br>68<br>— | | 1962 ........................Syra<br>98′ 5″ 28′ 6″<br>... ... ...<br>1 dk | Wood M | Oil 6Cy.<br>Stork |
| 660619<br>SVCG<br>2667<br>Df Esd<br>Rdr RT | **EFTYHIA**<br><br>**Felicia Ef Cia. Nav. S.A.**<br>Piræus Greek | ~~9844~~ 9854<br>~~5510~~ 5513<br>— | <br><br>BV | 1965 Nosenko Shpyd—Nic<br>510′ 0″ 67′ 7″ 29′ 6″<br>40′ 0″ | M Mchy.aft<br><br><br>6 Ha (11½′×18½′) (42½′×17½′)<br>(44½′, 79½′, 46′×21′) (13′×16′) | Oil 2SA 7Cy. 740×1600 mm<br>8750 bhp B&W |
| 650668<br>6ZGT<br>2249<br>Df Esd<br>Gc Rdr<br>RTv | **EFYRA**<br><br>**Vector Steamship Co. S.A.**<br>Monrovia Liberian | 35527<br>26977<br>67984 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN4140 EL y†3¾″SQ | 1965-6 Uraga Hvy Ind. Ltd.—Yokosuka<br>780′ 11″ 117′ 10″ 40′ 5″<br>748′ 0″ 117′ 5¼″ 41′ 10½″<br>P137′ F66′ 1 dk<br>9BH<br>rf nil WB16542t incl. 10142t in clean ballast tanks DTf3720t | M Tanker Mchy.aft<br><br><br><br>Der 2(10) 1(5) 1(2) 1(1) | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer<br>Uraga Hvy Ind. Ltd.<br>2AuxB 242lb sg 121lb<br>3×350kW 450V 60c/s a.c. |
| 509800<br>IMHR<br>335<br>Df RT | **EGADI**<br>exÖstbornholm-52<br>**Linee Marittime Dell'Adriatico S.p.A.**<br>Ancona Italian | 963<br>526<br>208 | <br><br>RI | 1939 Aalborg Værft A/S—Abg<br>169′ 6″ 31′ 1″ 11′ 6″<br>150′ 0″ 31′ 0″ 19′ 2″<br>B&F115′ 2 dks<br>R<br>rf 8″ | M (300P) | Oil 2SA 6Cy. 340×570 mm<br>1100bhp<br>Atlas-Diesel<br>3×80, 80, 70kW 220V d.c. |
| 509801<br>KFDJ<br>241899<br>Df Esd | **EGBERT BENSON**<br><br>**United States Department of Commerce**<br>Los Angeles United States | 7230<br>4447<br>10807 | <br><br>AB | 1942 California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33½′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Im Wks<br>3×20kW 120V d.c. |
| 509804<br>JWOT<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EGDA**<br><br>**A/S J. Ludwig Mowinckels Rederi**<br>Bergen Norwegian | 5403<br>3086<br>8175 | <br><br>NV | 1957 Eriksbergs M/V A/B—Got<br>435′ 10″ 58′ 1″ 25′ 11½″<br>405′ 0″ 58′ 0″ 38′ 9″<br>P50′ B80′ F99′ 1 dk & S dk, 3rd dk in No. 3 hold<br>RW<br>rf 4″ | M (11P) Ref OSD<br>5 Ho 56½′, 70½′. 55½′, 55′, 58′<br>G.536220 B.481020<br>5 Ha (stl) (31½′, 36½′, 36½′, 36½′, 36½′×20′)<br>18W Der 4(5–15) 12(5) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W<br>Eriksbergs M/V A/B<br>3×200kW 220V d.c. |
| 509805<br>TCXK<br>850<br>Df Esd<br>Gc Rdr<br>RTm | **EGE**<br><br>**Denizcilik Bankasi T.A.O.**<br>Denizyollari Isletmesi<br>Istanbul Turkish | 6042<br>3291<br>2106 | <br><br>AB | 1955 A.G. "Weser" Werk Seebeck—Bhn<br>402′ 5″ 54′ 4″ 18′ 11¼″<br>360′ 5″ 54′ 2″ 27′ 7″<br>B167′ F59′ 3 dks<br>RW<br>rf 4″ | M (567P) Ref<br>4 Ho 54½′, 54½′, 56½′, 56½′<br>B.136000 In.7000<br>4 Ha (stl) (21′×12½′) (25½′×15½′)<br>(18½′×15½′) (14½′×12½′)<br>Cr 3(3) Der 1(25) | Oil 2SA 8Cy. 600×1250 mm<br>4160bhp<br>Masch. Augsburg-<br>4×250, 250, 250, 100kW |
| 660378<br>FNPX<br><br>Df Esd<br>Rdr RT | **EGEE**<br><br>**Société Navale Caennaise (Anct. G. Lamy & Cie.)**<br>Dunkirk French | 3520<br>2068<br>5500 | <br><br>BV | 1965 Schps. "De Waal"—Zaltbommel<br>348′ 6″ 51′ 0″ 20′ 10″<br>327′ 2″ 50′ 10″ 26′ 3″<br>1 dk | M Mchy.aft<br><br><br>3 Ha (46′, 46′×32½′) (45½′×26½′) | Oil 4SA 9Cy. 520×740 mm<br>3620bhp<br>Masch. Augsburg- |

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| **EGER**<br>Harald Stenevik and others<br>Bergen Norwegian | 170<br>61<br>250 | NV | 1955 Bolsønes Verft—Molde<br>110′ 11″ 21′ 7″ 10′ 0″<br>99′ 0″ 21′ 6″ 11′ 0″<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>2 Ha (stl) (38¾′×23½′) (8¼′× [illegible])<br>Der 1(3) | Oil 2SA 6Cy. 255×400 mm<br>360bhp (d.o)<br>Jönköpings Motfb. Jönköping<br>2×24, 12kW 220V |
| **EGERIA**<br>EGERIA Soc. di Nav. per Azioni<br>Palermo Italian | 40695<br>21738<br>63309 | ✠100A1 SS 10/66<br>ore or oil carrier<br>✠LMC<br>MN4600 EL y†3$\frac{5}{16}$″SQ<br>AB RI | 1960–10 Ansaldo S.p.A.—Gen<br>820′ 0″ 106′ 1″ 44′ 9″<br>754′ 1″ 105′ 7½″ 61′ 8″<br>F99′ 1 dk, 2nd dk clear of cargo spaces<br>12BH conv tanker & deepened 66<br>rf nil WB12108t | S Ore/Oil Carrier Mchy.aft<br>HeCls. BC | 2 S Turb<br>21000shp geared to sc. shaft<br>Ansaldo Stab. Mec 4375t (o.f)–124pd<br>2WTB 754lb Spt 850° Gen<br>2 sg 140lb<br>17¾k |
| **EGERÖ**<br>Skjelbreds Rederi A/S<br>Kristiansand Norwegian | 6276<br>3467<br>—<br>8710<br>4998<br>— | NV | 1962 Uddevallavarvet A/B—Udv<br>468′ 3″ 61′ 1″ —/29′ 8½″<br>431′ 2″ 60′ 9″ 40′ 6″<br>1 dk & S dk<br>rf 2″ | M OSD/CSD<br>5 Ho<br>5 Ha (29¼′, 39¾′, 39¾′, 47¼′, 39¾′×26′)<br>16W Der 1(30) 4(10) 8(7½) 4(5) | Oil 2SA 7Cy. 760×1500 mm<br>6550bhp Götaverken<br>Uddevallavarvet A/B Udv<br>4×240, 240, 240, 75kW 220V d.c. |
| **EGERSCHELD**<br>U.S.S.R.<br>Vladivostok Russian | 5524<br>2448<br>4230 | | 1961 Baltic S.B. & Eng. Wks—Len<br>387′ 1″ 55′ 1″ 22′ 0½″<br>54′ 11″ 31′ 3″<br>2 dks | TD-E Ref<br>4 Ho<br>In.190700<br>4 Ha (each 14½′×14½′)<br>10W Der 1(15) 8(3) 1(1½) | 4 Oil 2SA each 10Cy. 207×254 mm connected to elec. motor & geared to 2 sc. shafts<br>16½k |
| **EGERTON**<br>Alexandra Towing Co. Ltd.<br>Liverpool British | 172<br>—<br>— | ✠100A1<br>tug<br>U.K. coasting service<br>✠LMC<br>MN240 EL (c) | 1965–4 W. J. Yarwood & Sons—Northwich<br>102′ 11″ 27′ 1″<br>93′ 0″ 25′ 6″ 12′ 6″<br>3BH<br>rf 21″ BK 6″ WB65t | M Tug | Oil 2SA 8Cy. 10½″×13½″ with flexible coupling & sr gearing<br>1200bhp (d.o)<br>Crossley Bros. Ltd. Mch<br>3×15kW 220V d.c. |
| **EGGEBEK** T.Mk<br>Partenreederei "Eggebek"<br>Peter Döhle<br>Hamburg W. German | 499<br>317<br>~~1143~~<br>1161 | GL | 1961 J. J. Sietas Schiffsw.—Ham<br>223′ 6″ 34′ 6″ 12′ 9½″<br>200′ 2″ 34′ 5½″ 12′ 11″<br>P33′ B25′ 1 dk & S dk<br>rf nil | M ~~OSD~~ Mchy.aft<br>1 Ho 141¾′<br>G.81500 B.72100<br>4 Ha (each 25¾′×19¾′)<br>6W Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>900bhp 59t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×25, 25, 12kW 230V d.c.<br>Directional propeller 11½k |
| **EGGÖY**<br>exAmalia–46<br>Ola Vea Partrederi<br>Haugesund Norwegian | 191<br>84<br>— | | 1917 Gebr. Boot—Leiderdorp<br>126′ 2″ 20′ 6″<br>… … …<br>R len 54 | M Fishing Mchy.aft | Oil 2SA 6Cy. 230×400 mm<br>460bhp NE60<br>Alpha-Diesel A/S Fkn |
| **EGHOLM**<br>I/S Holmen<br>Andreas B. Kromann<br>Marstal Danish | 300<br>178<br>627 | BV | 1967 H. C. Christensens Staalskibsværft—Marstal<br>157′ 6″ 30′ 1″<br>141′ 10″ 30′ 0″ 11′ 4″<br>1 dk | M Mchy.aft | Oil 2SA 5Cy. 240×400 mm<br>425bhp<br>Alpha-Diesel A/S Fkn |
| **EGIL**<br>Karl Garnæ<br>Vadsö Norwegian | 106<br>66<br>160 | | 1942 Farsund Slipp. & M/V—Farsund<br>*83·4′* 20′ 8″ 10′ 0″<br>… … … | Wood M Mchy.aft | Oil 2SA 3Cy. 280×320 mm<br>150bhp<br>Haldorsen & Sönner Rub |
| **EGILL SKALLAGRIMSSON**<br>H/f Kveldúlfur<br>Reykjavik Icelandic | 654<br>242<br>— | ✠100A1 ~~SS 11/62~~<br>trawler SS 1/67<br>✠LMC<br>EL (j)x | 1947–6 Cochrane & Sons Ltd.—Sel<br>193′ 5″ 30′ 2″ 15′ 1½″<br>175′ 0″ 30′ 0″ 16′ 0″<br>Q92′ F34′<br>3BH<br>BK8″ WB62t | S Trawler | T 3Cy. 16½″ 28½″ & 47″×30″<br>1000ihp (o.f)<br>Amos & Smith Ltd. Hul<br>SB 225lb Spt hs(4035) 3c |
| **EGLANTINE**<br>Union Industrielle et Maritime<br>Dunkirk French | ~~19055~~ 18737<br>~~12368~~ 12197<br>~~30643~~ | BV | 1967 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk<br>644′ 11″ 75′ 4″<br>610′ 6″ 75′ 0″ 48′ 3″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>10500bhp B&W<br>Soc. Forg & At. du Creusot Le Creusot |
| **EGLE**<br>exBedford–61<br>Cia. Di Navigazione Giuseppe Mazzini<br>Genoa Italian | 12697<br>7617<br>17310 | ✠Classed LR until 4/61 RI | 1953–6 Lithgows Ltd.—P.Gl<br>555′ 0″ 74′ 0″ 29′ 7″<br>527′ 0″ 73′ 9″ 37′ 6″<br>1 dk<br>RW conv tanker 61 | M Mchy.aft<br>5 Ho | Oil 2SA 7Cy. 750×1500 mm<br>8100bhp<br>J. G. Kincaid & Co. Ltd. Grk<br>15k |
| **EGMONT**<br>Partenreederei T.T."Egmont"<br>~~Partenreederei Geisenburg Benzin A.G.~~<br>Haeger & Schmidt G.m.b.H.<br>Hamburg W. German | 31869<br>18360<br>50305 | ✠100A1 SS 9/65<br>oil tanker<br>✠LMC<br>MN3520 EL v†3$\frac{3}{16}$″SQ<br>GL | 1961–12 Bremer Vulkan—Vgk<br>735′ 0″ 104′ 3″ 40′ 6″<br>703′ 11″ 104′ 0″ 51′ 6″<br>P142′ B35′ F104′ 1 dk<br>RW 16BH<br>rf 3″ WB13685t DTsf5600t | S Tanker Mchy.aft<br>27 Ta<br>L.2103280 HeCls. BC<br>Der 2(3–5) 2(1–2) | 2 S Turb dr geared to sc. shaft<br>17600shp 1677t (o.f)–85pd<br>Bremer Vulkan Vgk<br>2WTB 796lb Spt 870° F. 753lb hs32872<br>2 sg 142lb<br>3×650, 650, 135kW 440V 60c/s a.c.<br>16¼k |

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|---|---|---|---|---|---|---|
| 509820<br>PDWH<br><br>Df Esd<br>Pfd Rdr<br>RT<br>RTm/h/v | **EGMONT**<br><br>**N.V. Visserij Maats.**<br>**"Batavia"**<br>Viss. Onderneming v/h J. C.<br>Pronk N.V.<br>Ymuiden Ne‴ ‴and | 457<br>200<br>340 | | **1960** Scheeps. "De Dageraad"—<br>Woubrugge<br>170' 2" 28' 9" 14' 1½"<br>154' 6" 26' 11" | M Trawler<br><br><br>3 Ha (3½', 3½'×3½') (5½'×11½')<br>Der 1(2) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz<br>4×121, 121, 70, 40kW 220V d. |
| 509821<br>SXGI<br>1760<br>Df Gr | **EGNAT‴**<br>**‴nic Mediterranean**<br>**‴Lines Co. Ltd.**<br>Piræus Greek | 6185<br>3240<br>— | 100A1 CS 3/68 ~~CS 3/64~~<br>Mediterranean service<br>LMC<br><br>MN1260 EL (y)1 11/16"SQ<br>BV | **1960**-7 Ch. Réunis Loire-Normandie—<br>Gd. Quévilly<br>378' 8" 56' 6" 13' 6"<br>348' 9" 56' 5" 21' 2"<br>2 dks with intermediate dk, 4th dk clear of mchy. space<br>9BH<br>rf 10" WB410t incl. DTa127t f126t | TM Ferry (638P) | 2 Oil 2SA each 8Cy. 480×70<br>6300bhp<br>Cie. de Const. Méc.<br>db 71 |
| 513035<br><br><br>Df Esd<br>Gc Rdr<br>RT | **EGNOUSA**<br>exOinoussian Sea-67<br>exDr. Antonis Lemos-66<br>exGiambattista-64<br>exBen B. Lindsey-47<br>**Oinoussai Shipping Co.**<br>Cyprus | 7262<br>4443<br>10874 | <br><br>AB<br>**TO BE BROKEN UP** | **1943** California S.B. Corp.—L.An<br>441' 6" 57' 4" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br><br>rf 6" | S CSD<br>5 Ho 60½', 72½', 50', 65', 70'<br>G.534294 B.474361<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>11W Der 1(50) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks |
| 642449<br>DNGT<br><br>Rdr<br>RTm/h/v | **EGON WESCH**<br>exJiri-65<br>**Jonny Wesch**<br>Hamburg W. German | 1761<br>929<br>3010<br>2783<br>1592<br>4130 | <br><br>GL | **1965** Schiffsw. "Neptun"—Ros<br>*288·7'* 46' 7" 18' 3"/21' 9"<br>25' 3"<br>P65' B31' 1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho 100½', 91½'<br>G.209629 B.193463<br>2 Ha (stl) (each 70½'×24½')<br>8W Der 1(50) 1(20) 8(8) | Oil 4SA 8Cy. 520×740 mm<br>3080bhp<br>Masch. Augsburg-Nürnberg<br>4×175, 175, 135, 135kW |
| 509323<br>GVPP<br>187158<br>Df Esd<br>Gc Rdr<br>RT<br>RTm/h/v | **EGORI**<br><br>**Elder Dempster Lines Ltd.**<br>Liverpool British | T.Mk<br>8241<br>2734<br>~~8010~~ 8315<br>8331<br>4493<br>10593 | ✠100A1 CS 11/65<br>DTm—edible oil<br>✠LMC<br><br>MN1800 EL d†2 1/16"SQ | **1957**-2 Scotts' S.B. & Eng. Co.—Grk<br>509' 0" 64' 4" ~~37' 9"~~ ~~27' 10½"~~<br>465' 0" 64' 0" 35' 0" 24' 6½"/27' 10½"<br>P24' B68' F49' 2 dks<br>RW 8BH<br>rf 6" WB2324t incl. DTm1254t | M (2P)<br>6 Ho 60½', 66½', 27½', 57½', 62½', 42',<br>30' DT, 30' DT<br>6 Ha (stl) (29½', 35', 25', 27½', 30',<br>20'×20')<br>Der 1(50) 8(10) 10(5) 2(3) | Oil 2SA 6Cy. 670×2320 mm<br>9000bhp Doxford<br>Scotts' S.B. & Eng. Co.<br>2AuxB (1 o.f 1 ex.g) 120lb<br>4×180kW 220V d.c. |
| 509824<br>UJYH<br>M-25085 | **EGORJEVSK**<br><br>**U.S.S.R.**<br>Odessa Russian | 7949<br>3298<br>11543 | | **1959** ......................Kherson<br>477' 4" 63' 1" 27' 10½"<br>62' 10" 34' 1"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta<br>L.488333<br>1 Ha (19½'×12½')<br>5W Der 2(5) 2(4) 1(1½) | 2 Oil 2SA each 8Cy. 430×<br>Emade57fitted59 |
| 509825<br>SWGE<br>1559<br>RT | **EGOUMENITSA**<br><br>**Porthmeia of Greece**<br>Piræus Greek | ~~512~~ 522<br>~~409~~ 392<br>— | | **1942** ......................United Kingdom<br>196' 5" 30' 4"<br>... ... ...<br>1 dk | TM Ferry | 2 Oil 4SA each 8Cy.<br>Emade—fitted<br>Z.U.T. Zgoda |
| 509826<br><br>185429<br>RTv | **EGREMONT**<br><br>**The Mayor, Aldermen &**<br>**Burgesses of the County**<br>**Borough of Wallasey**<br>Liverpool British | 566<br>310<br>— | <br><br>✠Classed LR until 1/64 | **1952**-3 Philip & Son Ltd.—Drt<br>147' 0" 34' 1" 7' 4"<br>139' 3" 34' 0" 12' 3"<br>1 dk<br>RW | TM (1342P) | 2 Oil 2SA each 8Cy.<br>1280bhp<br>Crossley Bros. Ltd.<br>2×50kW 220V d.c. |
| 509827<br>GBKE<br>301288<br>Esd Pfd<br>Rdr<br>RTm/v | **EGRET**<br><br>**British & Continental**<br>**Steamship Co. Ltd.**<br>Liverpool British<br>P. A. van Es & Co. N.V. (Mgrs.)<br>Now **TARTAR PRINCE** See New Entries No. 9 | 1187<br>465<br>1432 | ✠100A1 SS 9/68 ~~SS 6/63~~<br><br>✠LMC<br><br>MN360 EL p 1 1/16"SQ | **1959**-1 Travewerft G.m.b.H.—Lbc<br>249' 5" 39' 9" 13' 6½"<br>229' 8" 39' 4½" 21' 4"<br>F19' 1 dk & S dk<br>RW Coll & mchy. BH to S dk 2 to 2nd dk<br>rf 4" WB285t | M OSD Mchy.aft<br>2 Ho 57', 91½'<br>G.105000 B.94500<br>2 Ha (stl) (29½', 59'×16½')<br>6W Der 1(10) 6(5) | Oil 4SA 8Cy. 420×660 mm<br>1800bhp<br>Klöckner-Humboldt-Deutz<br>3×40kW 220V d.c. |
| 509828<br>GJPN<br>303556<br>Df Esd<br>Gc Rdr | **EGTON**<br><br>**Rowland & Marwood's S.S.**<br>**Co. Ltd.**<br>Headlam & Son<br>Whitby British | 7175<br>3939<br>12500<br>9958<br>5698<br>14831 | ✠100A1 SS 7/67<br><br>✠LMC<br><br>MN1328 EL f†2¼"SQ | **1962**-9 Bartram & Sons Ltd.—Sld<br>507' 7" 66' 2" ~~27' 4½"~~ 27' 4"/30' 7"<br>478' 0" 66' 0" 41' 0"<br>F49' 1 dk & S dk<br>NS in holds Coll BH to S dk 9 to 2nd dk<br>rf 4" WB3306t incl. Tunnel tanks 350t DTsmf984t | M OSD/CSD | Oil 2SA 4Cy. 670×2100 mm<br>6640bhp<br>Wm. Doxford & Sons (Eng.)<br>AuxB 120lb |
| 509830<br>JLUD<br>61343 | **EGUCHI MARU No. 5**<br><br>**Nippo Kisen K.K.**<br>Higashiura Japanese | 224<br>113<br>124 | | **1935** Mitsubishi Jukogyo—Hikoshima<br>*120·2'* 21' 0"<br>... ... ...<br>1 dk<br>R | M Mchy.aft<br><br>G.18046 B.15397<br>2 Ha (19½', 19½'×13') | Oil 4SA 6Cy. 250×380 mm<br>270bhp<br>Hanshin Tekkosho |
| 509832<br>MCVB<br>184358<br>Df Esd<br>Gc Rdr<br>RTv | **EGYPTIAN PRINCE**<br><br>**Prince Line Ltd.**<br>Furness Ship Management Ltd.<br>London British<br>Now **NIKOLAS S** See New Entries No. 2 | 3364<br>1574<br>4625 | ✠100A1 SS 4/64<br>with freeboard<br>✠LMC<br><br>MN860 EL w 1 11/16"SQ | **1951**-1 Burntisland S.B. Co. Ltd.—Bnt<br>364' 0" 51' 3" 21' 7½"<br>340' 6" 51' 0" 30' 9"<br>B100' F30' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB1417t incl. DTm492t | M (12P) OSD<br>4 Ho 47½', 74½', 67½', 42½'<br>G.272000 B.245000<br>4 Ha (20½', 37½', 32½', 17½'×16')<br>12W Der 1(25) 2(10) 10(5) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford<br>Hawthorn, Leslie & Co.<br>2AuxB 120lb<br>2×40kW 220V d.c. |

| | | | | | | |
|---|---|---|---|---|---|---|
| 509833<br>SWAI<br>1815<br>Dl Esd<br>Gc Rdr<br>RTm/h | **EGYPTOS**<br>exKrios-61<br>exCoastal Monitor-47<br>**Hellenic Lines Ltd.**<br>P. G. Callimanopulos<br>(Gen. Manager)<br>Piræus Greek | **3805**<br>2123<br>6009 | AB | **1945** Consolidated Stl Corp. Ltd.—<br>Wmg, Cal<br>338′ 8″ 50′ 4″ 23′ 5″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>rf nil | M Ref Mchy.aft<br>3 Ho 43′, 77′, 67′<br>G.249835 B.227730 In.9830<br>3 Ha (stl) (20¼′, 40½′, 40½′×20′)<br>16W Der 1(30) 1(20) 10(5) 2(1½) | Oil 2SA 6Cy. 545×700 mm<br>1870bhp 930t (hvf)<br>General Mchy. Corp. Hamilton<br>3×250, 250, 15kW 230, 230, 115V d.c.<br>10½k |
| 509835<br>JDZB<br>89840<br>Dl Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **EHIKO MARU**<br>**Nippon Suisan K.K.**<br>Japanese<br>Tokyo | **2524**<br>1374<br>2309 | NK | **1962** Mitsui Zosen—Tmn<br>278′ 9″ 44′ 5″ 17′ 5¼″<br>252′ 8″ 44′ 3½″ 28′ 7″<br>2 dks<br>rf 4″ | M Stern Trawler<br>3 Ho 36′, 60′, 51½′<br>In.85815<br>3 Ha (each 7¾′×7¾′)<br>Cr 6(1½) Der 2(3) 4(1½) | Oil 2SA 6Cy. 420×750 mm<br>2400bhp B&W (hvf)<br>Mitsui Zosen Tmn<br>2×250kW 445V 60c/s a.c. 12½k |
| 652531<br>Rdr RT | **EHIME MARU**<br>**Ehime Shosen K.K.**<br>Japanese<br>Matsuyama | **999**<br>—<br>— | | **1965** Kochi Hvy Ind. Ltd.—Kochi<br>34′ 7″ 15′ 9″<br>208′ 4″ 34′ 5″ 17′ 3″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 350×480 mm<br>1100bhp<br>Fuji Seisakusho Tateyama |
| 509836<br>JEQY<br>79827<br>Dl | **EHIME MARU**<br>**Ehime Prefecture**<br>Japanese<br>Matsuyama | **215**<br>106<br>— | | **1957** Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>107′ 3″ 21′ 11″<br>21′ 10″ 10′ 10″<br>1 dk<br>RW | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 326×460 mm<br>450bhp<br>Akasaka Tekkosho Yaizu<br>10k |
| 509837<br>JRTV<br>85317 | **EHIME MARU No. 1**<br>**Daisan Kaiun Y.K.**<br>Japanese<br>Imabari | **386**<br>239<br>— | | **1960** Kishimoto Zosen—Kinoe<br>*148·6′* 23′ 1″ 10′ 8″<br>127′ 11″ 22′ 11″ 11′ 10″<br>1 dk | M Mchy.aft<br>1 Ho<br>1 Ha (83½′×15′) | Oil 2SA 6Cy. 280×420 mm<br>500bhp<br>Makita Tekkosho Takamatsu<br>1×2kW 24V d.c. 10k |
| 509838<br>DHQI<br>Dl Esd<br>Rdr | **EHRENFELD**<br>**Partenreederei m.s.**<br>**"Ehrenfeld"**<br>Hans Krüger G.m.b.H.<br>Hamburg W. German | **1755**<br>~~1177~~ 1046<br>2361 | GL | **1951** Werft Nobiskrug—Rendsburg<br>280′ 0″ 37′ 11″ 16′ 0″<br>37′ 9″ 21′ 5″<br>F28′ 2 dks<br>RW | M Mchy.aft<br>G.126410 B.120170<br>Der 1(10) 3(5) | 2 Oil 4SA each 6Cy. 350×430 mm<br>geared to sc. shaft<br>1600bhp Emade44fitted51 120t<br>Motorenw. Mannheim Mhm<br>12k |
| 509839<br>DECL<br>Dl Esd<br>Gc Rdr<br>RTm/v | **EHRENFELS**<br>**Partenreederei m.s.**<br>**"Ehrenfels"**<br>Deutsche Dampfschiff. Ges.<br>"Hansa"<br>Bremen W. German | **5560**<br>2985<br>10149 | GL | **1953** A.G. "Weser"—Bmn<br>469′ 7″ 60′ 6″ 25′ 11″<br>39′ 4″<br>F44′ H73′ & 24′ 1 dk & S dk<br>rf 4″ | M Ref OSD<br>4 Ho 63′, 131¼′ comb., 47¼′, 57¾′<br>G.659784 B.585722 In.1977<br>5 Ha (39′, 39¼′, 47¼′, 49¾′, 39¼′×23′)<br>16W Der 1(50) 2(15) 14(3–5) | Oil 2SA 7Cy. 700×1200 mm<br>4670bhp 1258t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×450kW 220V d.c. 13½k |
| 662291<br>9GVM<br>316557<br>Dl Esd<br>Gc Pfd<br>Rdr<br>RTh/v | *EHUM*<br>Mankoadze **Fisheries Ltd.**<br>Tema Ghanaian | **697**<br>267<br>363 | | **1965** Leninskaya Kuzmitsa—Kiev<br>178′ 0″ 30′ 9″ 12′ 5½″<br>159′ 11″ 30′ 6″ 15′ 7″<br>P33′ B31′ 1 dk<br>BK 6″ | M Trawler Mchy.aft<br>2 Ho 27½′, 19¾′<br>2 Ha (stl) (each 5′×5¼′)<br>1W Der 1(2) 3(1½) | Oil 4SA 8Cy. 320×480 mm<br>800bhp 139t (d.o)<br>Schwermasch. Karl Liebknecht Mgd<br>3×88kW 220V 50c/s a.c.<br>Controllable pitch propeller 11½k |
| 509841<br>DKLA<br>Dl Esd<br>Gc Rdr | **EIBE OLDENDORFF** T.Mk<br>Egon **Oldendorff**<br>Lübeck W. German | **6067**<br>3358<br>10590 | GL | **1956** Flensburger Schiffs. Ges.—Fln<br>485′ 1″ 60′ 8″ 25′ 9″<br>446′ 3″ 60′ 5″ 37′ 3″<br>P37′ B33′ F49′ 1 dk & S dk<br>RW | M OSD<br>G.584500 B.534800<br>12W Der 1(20) 12(3–5) | Oil 2SA 7Cy. 700×1200 mm<br>4200bhp 1100t<br>Masch. Augsburg-Nürnberg Aug<br>13¾k |
| 670257<br>DDXX<br>Dl Esd<br>Gc Pfd<br>Rdr RT | **EICHSFELD**<br>Deutsche **Seereederei**<br>Rostock E. German | **4313**<br>2285<br>6455<br>**6224**<br>3458<br>7435 | ✠Class **WITHDRAWN**<br>at Owners' request<br>7/68 | **1967**–5 Schps. De Hoop—Lobith<br>446′ 2″ 58′ 3″<br>410′ 1″ 58′ 0½″ 33′ 5″<br>P96′ F44′ 1 dk & S dk<br>RW 2BH to S dk, 6 to 2nd dk<br>rf 7″ WB862t incl. DTf174t | M Ref OSD/CSD Mchy.aft<br>In.11985 | Oil 2SA 6Cy. 700×1400 mm<br>8800bhp<br>Gebr. Stork & Co. Hengelo<br>AuxB 71lb<br>3×288kW 390V 50c/s a.c. |
| 520198<br>306083<br>Dl Esd<br>Gc Rdr<br>RTv | **EID**<br>exLaga-64<br>**Chemical Trader**<br>**(Bahamas) Ltd.**<br>London British | **1870**<br>913<br>2217 | ✠**100A1** ~~SS 12/64~~<br>Tetra-Ethyl-Lead in independent tanks SS 9/68<br>Ice Class 3<br>✠**LMC**<br>MN320 EL r 1½″SQ | **1960**–9 T. van Duijvendijk's Schps.—<br>Lekkerkerk<br>278′ 9″ 40′ 7″ 18′ 1½″<br>255′ 11″ 40′ 2½″ 20′ 6″<br>P57′ F36′ 1 dk<br>6BH<br>rf 3″ WB633t incl. DTf101t | M Chemical Carrier Mchy.aft<br>G.123955 B.116398<br>8W Der 8(3–5) | Oil 2SA 10Cy. 300×550 mm<br>1600bhp Bolnes 158t (d.o)<br>Schps. L. Smit & Zn Kinderdijk<br>3×80kW 110/380V 50c/s a.c. 12½k |
| 911979<br>DFOO<br>NC412<br>Dl Esd<br>Pfd | **EIDELSTEDT**<br>exFrank-66<br>**Peter Wiebling**<br>Cuxhaven W. German | **115**<br>38<br>— | | **1958** D. & J. Boot Schps.<br>"De Vooruitgang"—Alp<br>83′ 2″ 20′ 7″ 9′ 6″<br>72′ 2″ 20′ 4″ 10′ 2″ | M Trawler | Oil 4SA 5Cy. 250×350 mm<br>D. & J. Boot "De Industrie" Alp |
| 509843<br>310418<br>RTm/h | **EIDER**<br>exD.O.T. 78-60<br>**Government of Canada**<br>**(Minister of Transport)**<br>Ottawa Canadian | **1091**<br>669<br>— | | **1944** Sir Wm. Arrol & Co. Ltd.—Gls<br>*217·3′* 38′ 0″<br>37′ 10″<br>1 dk<br>RW conv —<br>rf nil | TM<br>1 Ho 119′<br>1 Ha (76½′ comb.×26′)<br>Cr 1(5) Der 1(30) | 4 Oil 4SA each 12Cy. 7″×7¾″ geared to<br>2 sc. shafts<br>1320bhp (d.o)<br>Davey, Paxman & Co. Ltd. Col<br>4×30kW 220V d.c. |

# REGISTER OF SHIPS

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 509844 | **EIDER** | | 120 | | 1911 J. J. Pattje & Zoon—Waterhuizen | M Mchy.aft | Oil 4SA 6Cy. 150×190 mm |
| DJFJ | exWilhelm | | 65 | | *85·3′* 21′ 4″ | | 195bhp NE61 |
| | **Heinrich Meeder** | | 168 | GL | 8′ 7″ | | Daimler-Benz A.G. |
| | **Wilhelm Tietjen** | | | | F15′ 1 dk | | |
| | Süderstapel | W. German | | | R conv sailing ship — | | |
| 509845 | **EIDERHÖFT** | | 500 | | 1963 Jadewerft G.m.b.H.— | M OSD Mchy.aft | Oil 4SA 6Cy. 320×430 mm |
| DDFX | | | 291 | | Wilhelmshaven | | 500bhp |
| | **Albert Engellandt** | | 1149 | GL | 217′ 6″ 34′ 7″ 12′ 0½″ | G.85440 B.77430 | Motorenw. Mannheim |
| Df Esd | Brake | W. German | | | 196′ 10″ 34′ 5½″ 19′ 0″ | 2 Ha | |
| Rdr RT | | | | | F25′ 1 dk & S dk | | |
| 523184 | **EIDESVÅG** | | 199 | | 1955 Söviknes Skipsbyggeri A/S— | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm |
| LCUM | exMelöyvær–67 | | 67 | | Syvikgrend | | 300bhp |
| | **Arne Eidesvik Partrederi** | | 425 | | 108′ 0″ 22′ 5″ 10′ 0″ | | Klöckner-Humboldt-Deutz |
| Df Esd | Haugesund | Norwegian | | | 99′ 0″ 22′ 4″ 11′ 3″ | | |
| | | | | | 1 dk | | |
| 533486 | **EIDSFJORD** | | 118 | | 1948 Mandals Skibs. & Baat.—Mandal | Wood M Mchy.aft | Oil 4SA 6Cy. 136×185 mm |
| LNLR | exSörtrål–64 | | 41 | | *89·4′* 21′ 1″ | | 325bhp NE63 |
| | **Nils H. Lauritzen** | | — | NV | 85′ 4″ 20′ 11″ | | Caterpillar Tractor Co. |
| Esd | Sortland | Norwegian | | | 1 dk | | |
| 509847 | **EIDSFOSS** | | 13165 | | 1959 Nederl. Dok. & Schps.—Ams | M Tanker Mchy.aft | Oil 2SA 7Cy. 750×1600 mm |
| JXEO | | | 7528 | | 560′ 0″ 72′ 0″ 30′ 8½″ | 27 Ta | 8200bhp |
| | **I/S Eidsfoss** | | 19700 | NV | 535′ 0″ 71′ 10″ 40′ 1″ | L.956547 HeCls. BC | Gebr. Stork & Co. |
| Df Esd | Skibs A/S Thor Thoresens | | | | P135′ B51′ F74′ 1 dk | | 3×300, 300, 100kW 440, 4 |
| Gc Rdr | Linje | | | | | | 60c/s a.c. |
| RTm/h/v | Oslo | Norwegian | | | | | |
| | Now **CIELO ROSSO** See New Entries No. **8** | | | | | | |
| 671756 | **EIFUKU MARU** | | 198 | | 1966 Matsuura Zosen—Kinoe | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm |
| | | | 77 | | 108′ 7″ 25′ 0″ 8′ 10½″ | | 350bhp |
| | **Mikasa Kaiun K.K.** | | 248 | | 96′ 10″ 24′ 11″ 10′ 2″ | | Niigata Eng. Co. Ltd. |
| | Tokuyama | Japanese | | | 1 dk | | |
| 509849 | **EIFUKU MARU No. 1** | | 230 | | 1959 Showa Sempaku Kogyo—Osa | M Mchy.aft | Oil 2SA 4Cy. 260×400 mm |
| | | | 118 | | 126′ 4″ 21′ 6″ 9′ 6″ | | |
| | **C. Kojima** | | 290 | | 115′ 10″ 21′ 4″ 11′ 6″ | | Matsue Nainenki Kogyo |
| | Iejima | Japanese | | | 1 dk | | |
| | | | | | RW | | |
| 509850 | **EIFUKU MARU No. 2** | | 200 | | 1962 Kishimoto Zosen—Kinoe | M Mchy.aft | Oil 2SA 4Cy. 340×380 mm |
| 8KVE | | | 89 | | *98·3′* 22′ 6″ 9′ 10″ | | 200bhp |
| 91977 | **Mihara Kaiun K.K.** | | — | | 96′ 10″ 22′ 4″ 10′ 10″ | G.12854 B.12431 | Makita Tekkosho |
| | Naruto | Japanese | | | 1 dk | 1 Ha (45½′×15½′) | |
| 509851 | **EIFUKU MARU No. 3** | | 350 | | 1960 Tokushima Zosen Sangyo— | M Mchy.aft | Oil 4SA 6Cy. 280×420 mm |
| JASD | | | 192 | | Tokushima | | 550bhp |
| 84649 | **Kuroda Kaiun Y.K.** | | — | | 148′ 7″ 24′ 5″ 11′ 2″ | G.22707 B.20659 | Makita Tekkosho |
| | Anan | Japanese | | | 134′ 6″ 24′ 3″ 12′ 4″ | 1 Ha (64′×15′) | |
| | | | | | 1 dk | | |
| | | | | | RW | | |
| 650658 | **EIFUKU MARU No. 3** | | 250 | | 1964 Sanuki Zosen—Takuma | M Mchy.aft | Oil 4SA 6Cy. 160×200 mm |
| JL2271 | | | 123 | | 108′ 0″ 9′ 10″ | | 300bhp |
| 95417 | **Ando Kaiun K.K.** | | 433 | | 98′ 1″ 29′ 6″ 17′ 4″ | | Niigata Eng. Co. Ltd. |
| | Nio | Japanese | | | 1 dk | 1 Ha (64′×15′) | |
| | | | | | RW | | |
| 509852 | **EIFUKU MARU No. 3** | | 144 | | 1959 Kakimoto Tekko Zosen—Okayama | M Mchy.aft | Oil 2SA 3Cy. 300×340 mm |
| JGBO | | | 80 | | 97′ 5″ 19′ 10″ 8′ 6″ | | |
| 82945 | **E. Miyamoto** | | — | | ... ... ... | | Kishiro Hatsudoki Seizosho |
| | Hinase | Japanese | | | 1 dk | | |
| 507120 | **EIFUKU MARU No. 8** | | 495 | | 1959 Imabari Zosen—Imabari | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm |
| JDHL | exChokyu Maru No. 15–65 | | 286 | | 174′ 11″ 27′ 11″ 12′ 9″ | | 650bhp |
| 82641 | **Toyo Suisan Unko K.K.** | | 854 | | 157′ 5″ 27′ 10″ 14′ 1″ | | Hanshin Nainenki Kogyo |
| Rdr | Saeki | Japanese | | | 1 dk | 1 Ha (72′×17′) | |
| | | | | | RW | | |
| 542691 | **EIFUKU MARU No. 11** | | 300 | | 1963 Kurushima Dock Co. Ltd.—Imabari | M Mchy.aft | Oil 4SA 6Cy. 265×400 mm |
| 8LTX | | | 170 | | 23′ 10″ 10′ 5″ | | 430bhp |
| 93641 | **Hamazaki Kisen K.K.** | | — | | 124′ 7″ 23′ 7½″ 11′ 6″ | | Nippon Hatsudoki |
| | Nakajima | Japanese | | | 1 dk | | |
| | | | | | RW | | |
| 641062 | **EIFUKU MARU No. 11** | | 187 | | 1964 Daiichi Sempaku Giso K.K.—Inn | M Mchy.aft | Oil 2SA 3Cy. 345×380 mm |
| JL2026 | | | 89 | | 22′ 10″ 9′ 2″ | | 180bhp |
| 95456 | **K. Tsunano** | | — | | 91′ 10″ 22′ 8″ 9′ 10″ | | Yamaguchi Tekkosho |
| | Naruto | Japanese | | | 1 dk | 1 Ha (42¾′×14¾′) | |
| | | | | | RW | | |
| 509853 | **EIFUKU MARU No. 15** | | 299 | | 1961 Yamanishi Zosen Tekkosho— | M Fishing Mchy.aft | Oil 4SA 6Cy. 325×400 mm |
| 7JDB | | | 173 | | Ishinomaki | 3 Ho 17¾′, 19½′, 42½′ | 750bhp |
| 87128 | **Sukeichi Sawa** | | — | | 151′ 11″ 25′ 1″ | | Akasaka Tekkosho |
| Df Esd | Iwaki | Japanese | | | 136′ 5″ 24′ 11½″ 11′ 10″ | 3 Ha (each 4½′×4½′) | 3×64, 64, 24kW 220V |
| Gc Pfd | | | | | 1 dk | 1W Der 4(1) | |
| Rdr RTv | | | | | rf 9½″ | | |

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|---|---|---|---|---|---|---|
| 539415<br>JHBG<br>83025 | **EIFUKU MARU No. 17**<br>exYahata Maru–64<br>**Sato Kenzai-ten Y.K.**<br>Oshima<br>Japanese | **443**<br>276<br>— | | **1959** Higaki Shige Zosen—Imabari<br>*152·2′* 24′ 11″<br>24′ 9″ 11′ 6″<br>1 dk<br>len 61 | M Mchy.aft<br>1 Ha (55¾′ × 15½′) | Oil 4SA 6Cy. 280 × 420 mm<br>400bhp Emade—refitted59 15t<br>Makita Tekkosho Takamatsu |
| 540352<br>JJUU<br>88703<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EIFUKU MARU No. 18**<br>**M. Sawa**<br>Iwaki<br>Japanese | **304**<br>157<br>— | | **1963** Yamanishi Zosen Tekkosho—Miyagi<br>153′ 6″ 25′ 4″<br>138′ 1″ 25′ 3″ 11′ 7″<br>1 dk<br>rf 6″ | M Fishing Mchy.aft<br>3 Ho 17¾′, 24¾′, 37½′<br>3 Ha (4′, 4′ × 4′) (4½′ × 4½′)<br>1W Der 1(1) | Oil 4SA 6Cy. 326 × 460 mm<br>750bhp (hvf)<br>Akasaka Tekkosho Yaizu<br>3 × 80, 64, 24kW 230V 60c/s a.c. 11k |
| 672558<br>JHHB<br>101716<br>Df Esd<br>Pfd Rdr | **EIFUKU MARU No. 88**<br>**E. Kado**<br>Hachinohe<br>Japanese | **180**<br>88<br>— | | **1967** Narazaki Zosen—Muroran<br>113′ 9″ 20′ 8″<br>97′ 8″ 20′ 7″ 9′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270 × 400 mm<br>450bhp<br>Hanshin Nainenki Kogyo Kob |
| 678542<br>Gc RT | **8 NOVEMBRE**<br>**Government of the Republic of Guinea**<br>Conakry<br>Guinean | **119**<br>—<br>— | GL | **1967** Abeking & Rasmussen—Lemwerder<br>85′ 9″ 23′ 4″ 8′ 9″<br>78′ 9″ 22′ 0″ 11′ 4″<br>1 dk | M Tug | Oil 4SA 8Cy. 270 × 360 mm<br>800bhp<br>Klöckner-Humboldt-Deutz Kln |
| 509854<br>CXAQ<br>Rdr | **18 DE JULIO**<br>**Uruguayan Government (Administracion Nacional de Puertos)**<br>Montevideo<br>Uruguayan | **310**<br>70<br>— | ✠Classed LR until 4/33 | **1930**–10 C.R.D. Adriatico—Mfl<br>98′ 5″ 31′ 2″ 15′ 7″<br>… … …<br>R<br>BK6½″ | M Tug | Oil 2SA 6Cy. 470 × 820 mm<br>5½t<br>Sulzer Bros. Ltd. Win |
| 671910<br>100962<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **EIGO MARU**<br>**Yamashita-Shinnihon Kisen K.K.**<br>Tokyo<br>Japanese | **26081**<br>~~15240~~ 16447<br>40497 | NK | **1967** Hitachi Zosen—Inn<br>633′ 3′ 97′ 4″ 36′ 2″<br>600′ 5″ 97′ 2″ 53′ 10″<br>B78′ F60′ 1 dk | M Bulk Carrier Mchy.aft<br>5 Ho each 92′<br>G.1878765<br>5 Ha (stl) (62½′ × 40′) (68′, 68′, 68′, 68′ × 45′) | Oil 2SA 8Cy. 740 × 1800 mm<br>13200bhp B&W 2460t (hvf)<br>Hitachi Zosen Osa<br>2 × 400kW 450V 60c/s a.c. 15½k |
| 913221<br>LEDG<br>Df Gc<br>Rdr RT | **EIGUN**<br>exGlobe XII–66<br>Georg **Loköy**<br>Bergen<br>Norwegian | **500**<br>177<br>— | NV<br>*Classed BC until 11/65 | **1949**–11 Smith's Dock Co. Ltd.—Mdb<br>158′ 10″ 27′ 8″ 14′ 0½″<br>148′ 7″ 27′ 7″ 15′ 7″<br>1 dk<br>RW<br>BK7½″<br>conv whaler 66 | M Fishing Mchy.aft<br>3 Ho<br>3 Ha (8′, 10½′, 9¼′ × 11½′)<br>1W Der 1(4½) | Oil 2SA 9Cy. 280 × 420 mm<br>1350bhp NE66<br>Wichmann Mtrf. Rub<br>2 × 59kW 220V 50c/s a.c. |
| 672017<br>JKUF<br>86702<br>Df Esd<br>Gc Pfd<br>Rdr | **EIHAKU MARU**<br>Yokoyama **Kaiun K.K.**<br>Niihama<br>Japanese | **2996**<br>1930<br>5000 | NK | **1967** Hashihama Zosen—Imabari<br>319′ 10″ 51′ 3″ 21′ 4″<br>295′ 3″ 51′ 2″ 25′ 6″<br>1 dk<br>RW | M Mchy.aft<br>G.239117 B.227321<br>2 Ha (75¼′, 85′ × 26¼′) | Oil 2SA 6Cy. 390 × 650 mm<br>2700bhp 474t<br>Kobe Hatsudoki K.K. Nag<br>11½k |
| 509856<br>JLZX<br>89852<br>Df Esd<br>Gc Rdr | **EIHEI MARU**<br>Hokoku **Suisan K.K.**<br>Tokyo<br>Japanese | **1499**<br>786<br>— | | **1962** Nippon Kokan—Shimizu<br>258′ 10″ 42′ 10″ 15′ 11″<br>238′ 10″ 42′ 8″ 18′ 9″<br>1 dk<br>RW | M Fish Carrier Mchy.aft<br>3 Ho<br>G.71159 B.67204<br>4 Ha (7¾′ × 7¼′) (6′, 6′ × 6′) (5½′ × 5½′) | Oil 4SA 7Cy. 470 × 670 mm<br>2100bhp 536t<br>Akasaka Tekkosho Yaizu<br>3 × 240kW 445V a.c. 12k |
| 509857<br>JDXG<br>57210<br>Df Esd<br>Gc Rdr | **EIHO MARU**<br>Kawasaki **Kisen K.K.**<br>Tokyo<br>Japanese | **13859**<br>7667<br>20130 | NK | **1951** Higashi Nippon Jukogyo—Yka<br>576′ 2″ 70′ 10″ 32′ 1¾″<br>534′ 10″ 70′ 0″ 39′ 0″<br>P126′ B48′ F44′ 1 dk<br>conv tanker 65 | M Bulk Carrier Mchy.aft<br>5 Ho<br>G.905789<br>5 Ha (29¼′, 40½′, 40½′, 40½′, 40½′ × 29½′)<br>16W Der 16(5) | Oil 2DA 8Cy. 725 × 1200 mm<br>8000bhp MAN 1293t<br>Higashi Nippon Jukogyo Yka<br>2 × 70, 40kW 115V d.c. 13½k |
| 509859<br>JEAM<br>86240<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIHO MARU**<br>Nippon **Suisan K.K.**<br>Tokyo<br>Japanese | **1282**<br>724<br>— | NK | **1960** Nippon Kokan—Shimizu<br>244′ 2″ 37′ 11″ 15′ 5″<br>218′ 10″ 37′ 9″ 17′ 5″<br>1 dk<br>conv fish carrier 62 | M Fishing Mchy.aft<br>4 Ho<br>4 Ha<br>4W Der 4(1½) | Oil 4SA 8Cy. 430 × 540 mm<br>1800bhp 451t<br>Niigata Eng. Co. Ltd. Niigata<br>3 × 180, 180, 100kW 445V a.c. 13¼k |
| 509860<br>JEMU<br>71792 | **EIHO MARU**<br>Kyokuei **Kaiun K.K.**<br>Tokyo<br>Japanese | **683**<br>410<br>1063 | ~~NK~~ | **1953** Sasebo Sempaku Kogyo—Sbo<br>*175·4′* 30′ 4″ 13′ 3″<br>173′ 9″ 30′ 2″ 14′ 8″<br>P45′ F21′ 1 dk | M Tanker Mchy.aft<br>L.43437 | Oil 4SA 6Cy. 370 × 520 mm<br>850bhp<br>Ito Tekkosho Shimizu<br>10k |
| 540353<br>JKWB<br>71902<br>Rdr | **EIHO MARU**<br>**S. Sugimoto**<br>Muroto<br>Japanese | **466**<br>266<br>— | | **1962** Hirata Zosen—Kochi<br>*152·5′* 25′ 5″ 11′ 4″<br>150′ 2″ 25′ 3″ 12′ 6″<br>1 dk<br>RW | M Mchy.aft<br>G.29806 B.27581<br>1 Ha (78¼′ × 16′) | Oil 4SA 6Cy. 310 × 440 mm<br>630bhp 18t<br>Sumiyoshi Tekkosho Yoshida<br>10½k |
| 541096<br>JGFQ<br>72501 | **EIHO MARU**<br>exTeruyo Maru No. 1–63<br>exShoei Maru–16<br>exYoshitomo Maru No. 23–57<br>Yamaguchi **Shoten K.K.**<br>Shimonoseki<br>Japanese | **158**<br>73<br>— | | **1954** Kanda Zosen—Kur<br>*106·8′* 16′ 2″<br>105′ 0″ 16′ 0″ 11′ 0″<br>P33′ F48′ 1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 280 × 450 mm<br>Emade38refitted54<br>Klöckner-Humboldt-Deutz Kln |

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| 660553<br>JK2283<br>97699<br>Rdr | **EIHO MARU No. 8**<br>**Shoei Kisen K.K.**<br>Onomichi Japanese | 425<br>241<br>660 | | 1965 Koyo Dock—Mihara<br>156' 7" 26' 4" 11' 5½"<br>141' 1" 26' 3" 12' 6"<br>1 dk | M Mchy.aft<br>1 Ha (52½'×13½') | Oil 4SA 6Cy. 290×430 mm<br>650bhp<br>Nippon Hatsudoki |
| 509862<br>JFGT<br>85867 | **EIHO MARU No. 8**<br>**Matsui Kisen K.K.**<br>Hinase Japanese | 289<br>181<br>— | | 1960 Kishigami Zosen—Hma<br>124' 6" 21' 9" 9' 2"<br>111' 10" 21' 7" 10' 2"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>Sumiyoshi Tekkosho |
| 541097<br>8LBG<br>91528 | **EIHO MARU No. 12**<br>**Matsui Kisen K.K.**<br>Hinase Japanese | 454<br>251<br>— | | 1963 Kishigami Zosen—Hma<br>150' 9" 25' 8" 11' 10"<br>148' 6" 25' 7" 12' 10"<br>1 dk | M Mchy.aft<br>1 Ha (66½'×17') | Oil 4SA 6Cy. 330×470 mm<br>720bhp<br>Sumiyoshi Tekkosho |
| 640936<br>8LHL<br>94056<br>Df Esd<br>Gc Pfd<br>Rdr | **EIHO MARU No. 31**<br>**S. Ohkubo**<br>Kamaishi Japanese | 253<br>117<br>— | | 1963 Nippon Kokan—Shimizu<br>140' 1" 24' 4"<br>125' 0" 24' 3" 11' 2"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 325×480 mm<br>800bhp<br>Akasaka Tekkosho |
| 540354<br>JMQD<br>59783 | **EIJO MARU**<br>exKoki Maru-62<br>exJufuku Maru A-Go-58<br>exJufuku Maru-55<br>**J. Tanaka**<br>Kokura Japanese | 150<br>103<br>— | | 1947 Sanko Zosensho—Osa<br>*97·7'* 19' 8"<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Hanshin Tekkosho |
| 500676<br>JQQE<br>82525 | **EIJU MARU No. 2**<br>exAkatsuki Maru-64<br>**Eiju Kaiun K.K.**<br>Fuji Japanese | 290<br>165<br>370 | | 1959 Nakayama Zosen—Kur<br>128' 7" 21' 11" 9' 11"<br>116' 1" 21' 9" 10' 10" | M Mchy.aft<br>1 Ha (69'×13') | Oil 4SA 6Cy. 260×400 mm<br>Kanegafuchi Nainenki |
| 680283<br>JAXQ<br>100559<br>Df Esd<br>Gc Rdr | **EIJYU MARU**<br>**Ichikawa Kisen K.K.**<br>Numakuma Japanese | 2600<br>1567<br>4292 | NK | 1967 Koyo Zosensho—Mihara<br>307' 0" 47' 11" 19' 7"<br>283' 10" 47' 10" 23' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 500×700 mm<br>2500bhp<br>Hanshin Nainenki Kogyo |
| 542370<br>JGLD<br>90948<br>Esd Rdr<br>RT | **EIKEI MARU**<br>**Fuji Kisen K.K.**<br>Tokyo Japanese | 2954<br>1639<br>— | NK | 1963 Setoda Zosen—Setoda<br>*308·8'* 47' 8" 20' 6"<br>296' 2" 47' 6" 24' 7"<br>P116' Q144' B10' F31' 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.210618 B.197551<br>2 Ha (66½', 87½'×23')<br>12W Der 2(20) 4(15) 2(10) | Oil 2SA 6Cy. 450×750 mm<br>2700bhp<br>Kobe Hatsudoki Seizosho<br>2×120kW 450V a.c. |
| 509866<br>JQTH<br>89901<br>Df Esd<br>Gc Rdr | **EIKEI MARU**<br>**Hokoku Suisan K.K.**<br>Tokyo Japanese | 1498<br>792<br>— | NK | 1962 Nippon Kokan—Shimizu<br>258' 10" 42' 1" 15' 11"<br>238' 10" 42' 0" 18' 8"<br>1 dk<br>RW | M Fish Carrier Mchy.aft<br>3 Ho<br>G.71159 B.67204<br>5 Ha | Oil 2SA 6Cy. 390×650 mm<br>2000bhp<br>Akasaka Tekkosho<br>3×240kW 445V a.c. |
| 509867<br>JHTT<br>68235<br>Df Esd<br>Gc Rdr | **EIKEN MARU**<br>**Hachiuma Kisen K.K.**<br>Nishinomiya Japanese | 6362<br>3661<br>9584 | NK<br>✠Classed LR until 10/60 | 1952-3 Uraga Dock Co. Ltd.—Yokosuka<br>447' 8" 58' 5" 26' 1½"<br>420' 9" 58' 3" 32' 10"<br>P31' B131' F40' 2 dks<br>RW | M<br>5 Ho 59', 73½' 50½', 61', 56'<br>G.497691 B.453165<br>5 Ha (33½', 44½', 23½', 36½', 36½'×21')<br>Der 1(29½) 4(10) 8(7) | Oil 2SA 6Cy. 720×1250 mm<br>5400bhp NE61<br>Uraga Diesel Kogyo<br>3×116, 116, 28kW 225V |
| 509868<br>JMJN<br>81473<br>Rdr RT | **EIKI MARU**<br>**Kyodo Shosen K.K.**<br>Tokyo Japanese | 1935<br>1053<br>2808 | NK | 1958 Setoda Zosen—Setoda<br>290' 6" 40' 4" 17' 7½"<br>269' 3" 40' 2" 20' 7"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.130983 B.121271<br>2 Ha (50', 86'×21½')<br>9W Der 6(10) | Oil 4SA 6Cy. 460×690 mm<br>1800bhp<br>Ito Tekkosho<br>2×40kW 225V d.c. |
| 541964<br>7LEE<br>87754 | **EIKI MARU No. 8**<br>**K. Morita**<br>Ito Japanese | 199<br>112<br>— | | 1961 Nakamura Kogyo—Yka<br>*98·2'* 24' 4"<br>24' 2"<br>1 dk | M Tanker Mchy.aft<br>L.12007 | Oil 4SA 4Cy. 260×400 mm<br>210bhp [illegible]<br>Hanshin Nainenki Kogyo |
| 8LTX<br>93641 | **KICHI MARU No. 1**<br>**Hama**<br>Nakajima<br>**K.K.**<br>anese | 199<br>105<br>— | | 1960 Hashihama Zosen—Imabari<br>99' 1" 21' 1" 8' 10"<br>88' 7" 20' 11" 9' 10"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (35½'×13') | Oil 2SA 3Cy. 310×<br>130bhp<br>Nakamura Zosen |
| 641062<br>JL2026<br>95456 | **EIFUKU MARU No. 11**<br>**K. Tsunano**<br>Naruto Japanese | 18<br>89<br>— | | 1965 Kanazashi Zosensho—Shimizu<br>136' 3" 21' 9" 9' 2"<br>114' 6" 21' 8" 10' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×430<br>750bhp<br>Akasaka Tekkosho |
| 509853<br>7JDB<br>87128<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EIFUKU MARU No. 15**<br>**Sukeichi Sawa**<br>Iwaki Japanese | 299<br>173<br>— | | 1961 Yamanishi<br>Ishinomaki<br>151' 11" 25' 1"<br>136' 5" 24' 11½" 11' 10"<br>1 dk<br>rf 9½" | M Fishing Mchy.aft<br>1W | Oil 4SA 6Cy. 325×<br>450bhp<br>Akasaka Tekkosho |

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| 601245<br>JPCL<br>67192<br>Dl Esd<br>Gc Rdr | **EIKO MARU**<br>Sanko Kisen K.K.<br>Amagasaki<br>Japanese | 10562<br>6629<br>16448 | <br><br>NK | 1966 Sanoyasu Dockyd Co. Ltd.—Osa<br>473' 5" 73' 4" 28' 8"<br>446' 3" 73' 2" 39' 9"<br>1 dk<br>RW | M Mchy.aft<br>4 Ho<br>G.767002 B.745495<br>8 Ha (40¼', 40¼'×17½') (60¼', 60¼', 60¼', 60¼', 60¼', 60¼'×27¾")<br>6W Der 4(15) | Oil 2SA 6Cy. 700×1200 mm<br>7200bhp MAN 1034t<br>Kawasaki Dkyd Co. Ltd. Kob<br>2×200kW 445V a.c. 14k |
| 601072<br>JKJC<br>69441<br>Dl Gc<br>Rdr RT | **EIKO MARU**<br>Taihei Kaiun K.K.<br>Osaka<br>Japanese | 2592<br>1591<br>4095 | <br><br>NK | 1966 Hayashikane Zosen—Nag<br>294' 5" 47' 5" 19' 9"<br>272' 4" 47' 3" 23' 3"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.185932 B.173537<br>2 Ha (57¾', 89½'×23')<br>9W Der 3(10) | Oil 4SA 6Cy. 300×440 mm<br>820bhp 253t<br>Akasaka Tekkosho Niigata<br>2×80kW 220V d.c. 12k |
| 509871<br>JJPH<br>89472<br>Esd Rdr<br>RTv | **EIKO MARU**<br>Ikeda Shosen K.K.<br>Osaka<br>Japanese | 1211<br>572<br>1777 | <br><br>NK | 1962 Sanoyasu Dockyd Co. Ltd.—Osa<br>232' 3" 36' 9" 16' 5"<br>213' 2" 36' 8" 18' 8"<br>1 dk | M Mchy.aft<br>1 Ho 122'<br>G.73242 B.67345<br>1 Ha (94¼'×18')<br>6W Der 4(12) | Oil 4SA 6Cy. 400×580 mm<br>1300bhp 114t (hvf)<br>Kinoshita Tekkosho Akashi<br>2×21kW 115V d.c. 11½k |
| 509872<br>JOBC<br>71475<br>Dl Esd<br>Gc Rdr<br>RTm/h/v | **EIKO MARU**<br>Nichiro Gyogyo K.K.<br>Tokyo<br>Japanese | 1140<br>590<br>2642 | <br><br>NK | 1953 Harima Zosensho—Aio<br>*235·9'* 34' 10" 15' 7"<br>229' 8" 34' 9" 17' 9"<br>P68' F26' 1 dk<br>rf 2¼" | M Ref Mchy.aft<br>3 Ho 44', 51¾', 54'<br>G.56221 B.53820<br>3 Ha (7¾', 8', 8'×7¼')<br>4W Der 6(1½) | Oil 2SA 6Cy. 360×600 mm<br>900bhp (d.o)<br>Harima Zosensho Aio<br>2×120kW 220V d.c. 10¼k |
| 640849<br>JJ2005<br>93782<br>Rdr RT | **EIKO MARU**<br>K. Kawamoto<br>Kobe<br>Japanese | 999<br>558<br>1671 | | 1963 Shin Yamamoto Zosen—Kochi<br>*205·3'* 33' 7" 15' 5"<br>183' 8" 33' 5½" 17' 1"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.48946<br>2 Ha (50¼', 54¼'×19¾')<br>4W Der 4(5) | Oil 4SA 6Cy. 380×520 mm<br>1200bhp<br>Nippon Hatsudoki Kob<br>1×27kW 230V a.c. 10½k |
| 509873<br>JFAI<br>02915<br>Rdr | **EIKO MARU**<br>Koei Kisen K.K.<br>Kobe<br>Japanese | 987<br>541<br>1528 | <br><br>NK | 1959 Shikoku Dock Co.—Takamatsu<br>226' 9" 32' 0" 15' 5½"<br>210' 9" 31' 10" 17' 1"<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.63814 | Oil 4SA 6Cy. 380×520 mm<br>1150bhp 107t–25pd<br>Nippon Hatsudoki Kob<br>11½k |
| 601052<br>JQVT<br>57215<br>Rdr | **EIKO MARU**<br>Shin Sanyo Kisen K.K.<br>Kobe<br>Japanese | 780<br>471<br>1313 | <br><br>NK | 1966 Hayashikane Zosen—Smk<br>209' 11" 32' 11" 13' 8"<br>190' 3" 32' 10" 15' 11"<br>1 dk | M Mchy.aft<br>1 Ho<br>1 Ha (106¼'×17¾') | Oil 4SA 6Cy. 350×500 mm<br>1000bhp<br>Akasaka Tekkosho Yaizu<br>2×20kW 105V d.c. 11k |
| 509875<br>TLEL<br>19016<br>Dl Esd<br>Gc Pld<br>Rdr | **EIKO MARU**<br>S. Yamamoto<br>Nishiizu<br>Japanese | 340<br>178<br>— | | 1961 Miho Zosensho—Shimizu<br>159' 9" 25' 11"<br>141' 0" 25' 10" 12' 6"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Akasaka Tekkosho Yaizu<br>10½k |
| 509876<br>7JLD<br>07508<br>Dl Esd<br>Gc Pld<br>Rdr RT | **EIKO MARU**<br>Hokoku Suisan K.K.<br>Tokyo<br>Japanese | 310<br>191<br>— | | 1961 Kanazashi Zosensho—Shimizu<br>155' 6" 25' 1"<br>137' 11" 24' 11" 12' 2"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 326×460 mm<br>750bhp<br>Akasaka Tekkosho Yaizu<br>10½k |
| 601716<br>JK2191<br>15688 | **EIKO MARU**<br>K. Tateishi<br>Bofu<br>Japanese | 200<br>107<br>300 | | 1964 Sasaki Zosen—Kinoe<br>22' 1" 9' 6"<br>101' 8" 22' 0" 10' 6"<br>1 dk | M Mchy.aft<br>1 Ha (54¼'×14¾') | Oil 4SA 6Cy. 200×260 mm<br>280bhp<br>Mitsubishi Hvy Ind. Ltd. Kob<br>8½k |
| 601246<br>JG2362<br>100059<br>Dl Rdr<br>RT | **EIKO MARU**<br>Nippon Kaiji Kogyo K.K.<br>Tokyo<br>Japanese | 199<br>60<br>— | | 1966 Shin-Yamamoto Zosen—Kochi<br>96' 5" 9' 6"<br>86' 11" 28' 10" 12' 5"<br>1 dk<br>RW | TM Tug | 2 Oil 4SA each 6Cy. 370×540 mm<br>2700bhp<br>Fuji Seisakusho Tateyama |
| 601247<br>JJ2056<br>95308 | **EIKO MARU**<br>M. Harada<br>Osaka<br>Japanese | 173<br>128<br>300 | | 1964 Matsuura Zosen—Kinoe<br>23' 0" 8' 3"<br>96' 9" 22' 11" 9' 2"<br>1 dk | M Mchy.aft | Oil 4SA 5Cy. 200×— mm<br>120bhp<br>Shin Mitsubishi Jukogyo Kob |
| 509877<br>JPPJ<br>71975<br>Dl Esd<br>Rdr | **EIKO MARU**<br>Hokkaido Prefecture<br>Wakkanai<br>Japanese | 114<br>47<br>— | | 1956 Miho Zosensho—Shimizu<br>91' 10" 18' 5"<br>82' 0" 18' 4" 8' 10"<br>1 dk<br>RW | M Fishery Training Ship Mchy.aft | Oil 2SA 5Cy. 230×400 mm<br>300bhp<br>Hitachi Zosen Osa<br>9k |
| 509879<br>JKHC<br>72293 | **EIKO MARU No. 3**<br>exKawachi Maru No. 5<br>Hatamoto Kaiun K.K.<br>Ogaki<br>Japanese | 146<br>74<br>— | | 1955 Takehara Zosensho—Takehara<br>*95·5'* 18' 2"<br>... ... ...<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 250×380 mm<br>160bhp<br>Ito Tekkosho Shimizu<br>9k |
| 540355<br>8KWJ<br>92529 | **EIKO MARU No. 3**<br>M. Nagai<br>Kochi<br>Japanese | 146<br>49<br>— | | 1963 Shin Yamamoto Zosen—Kochi<br>83' 10" 20' 2" 8' 10"<br>75' 6" 20' 0" 9' 10"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 3Cy. 309×343 mm<br>160bhp Emade48fitted63<br>Hayashikane Zosen Smk<br>9k |

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| 509881<br>JMCX<br>84698<br>Df Esd<br>Gc Rdr<br>RT | **EIKYO MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 257<br>136<br>— | | **1960** Kanazashi Zosensho—Shimizu<br>133′ 6″ 23′ 5″ 9′ 10″<br>… … …<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×425 mm<br><br>Akasaka Tekkosho |
| 509882<br>JDRX<br>84016<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKYU MARU**<br><br>**Hokoku Suisan K.K.**<br>Tokyo Japanese | 679<br>362<br>— | | **1959** Kanazashi Zosensho—Shimizu<br>193′ 11″ 30′ 8″<br>173′ 10″ 30′ 6″<br><br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>1300bhp<br>Akasaka Tekkosho |
| 509883<br>8JKQ<br>91008<br>Rdr | **EIKYU MARU**<br><br>**H. Ouchi**<br>Hojyo Japanese | 483<br>284<br>— | | **1962** Imabari Zosen—Imabari<br>*159·6′* 26′ 4″ 12′ 1″<br>157′ 5″ 26′ 3″ 13′ 5″<br>1 dk<br>RW | M Mchy.aft<br><br>G.35279 B.32631 | Oil 4SA 6Cy. 320×470 mm<br>650bhp<br>Makita Tekkosho |
| 524461<br>JJDH<br>73378 | **EIKYU MARU No. 20**<br>exMyojin Maru No. 12–63<br>**M. Konno**<br>Ishinomaki Japanese | 298<br>208<br>— | | **1955** Yamanishi Zosen Tekkosho—Ishinomaki<br>*137·8′* 24′ 3″<br>137′ 9″ 24′ 2″ 12′ 4″<br>F19′<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Hanshin Nainenki Kogyo |
| 540356<br>8JMW<br>91812<br>Df Esd<br>Gc Rdr<br>RT | **EIKYU MARU No. 38**<br><br>**Hamaya Suisan K.K.**<br>Nemuro Japanese | 354<br>191<br>— | | **1963** Kanazashi Zosensho—Shimizu<br>166′ 0″ 26′ 1″<br>146′ 0″ 25′ 11″ 12′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br><br>Niigata Eng. Co. Ltd. |
| 650952<br>8KDW<br>95215<br>Df Esd<br>Gc Pfd<br>Rdr | **EIKYU MARU No. 52**<br><br>**Hamaya Suisan K.K.**<br>Nemuro Japanese | 299<br>150<br>— | | **1964** Niigata Eng. Co. Ltd.—Niigata<br>140′ 8″ 26′ 5″ 10′ 5″<br>122′ 0″ 26′ 3″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 200×260 mm<br>860bhp<br>Niigata Eng. Co. Ltd. |
| 671582<br>JDAQ<br>99825<br>Df Esd<br>Gc Rdr | **EIKYU MARU No. 56**<br><br>**Hamaya Suisan K.K.**<br>Nemuro Japanese | 254<br>133<br>563 | | **1967** Niigata Eng. Co. Ltd.—Niigata<br>140′ 6″ 25′ 1″ 9′ 6″<br>124′ 0″ 25′ 0″ 11′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 509884<br>OFIU<br>1239<br>Df Rdr | **EILA**<br><br>**Laiva O/Y Eila**<br>Väinö Haapanen<br>Turku/Åbo Finnish | 441<br>199<br>650 | <br><br>BV | **1947** O/Y Kameka A/B—Naantali<br>142′ 6″ 29′ 4″ 14′ 4″<br>29′ 2″<br>1 dk | Wood M Fishing<br>1 Ho<br><br>2 Ha (each 16¼′×10½′)<br>2W Der 2(1½) | Oil 2SA 8Cy. 220×290 mm<br>320bhp<br>R. A. Lister Ltd. |
| 509885<br>DIOA<br><br>Df Esd<br>Gc Rdr<br>RTv | **EILBEK**<br><br>**Partenreederei "Eilbek"**<br>Knöhr & Burchard Nfl.<br>Hamburg W. German | 2536<br>1271<br>4650<br>3904<br>2117<br>5561 | <br><br>GL | **1956** Orenstein-Koppel & Lbcr. Masch.—Lbc<br>358′ 5″ 48′ 8″ 20′ 7¾″/22′ 10½″<br>329′ 4″ 48′ 7″ 29′ 6″<br>P20′ B31′ 1 dk & S dk<br>RW | S OSD/CSD<br>3 Ho 46′, 95½′, 88½′<br>G.274476 B.251944<br>5 Ha (stl) (27½′, 27½′, 32½′, 27½′, 27½′×20½′)<br>Der 1(30) 1(10) 10(3–5) | C 4Cy. (2) 17$\frac{1}{16}$″ & (2) 37<br>turb<br>2000ihp<br>Christiansen & Meyer<br>1×50kW 220V d.c. |
| 661113<br>GTBU<br>308254<br>Esd Rdr<br>RT | **EILEEN M**<br><br>**Metcalf Motor Coasters Ltd.**<br>T. J. Metcalf<br>London British | 861<br>419<br>1173 | ✠100A1<br><br>✠LMC<br><br>MN250 EL I 1$\frac{1}{16}$″SQ | **1966–7** Burntisland S.B. Co. Ltd.—Bnt<br>200′ 0″ 34′ 7″ 12′ 6″<br>189′ 0″ 34′ 0″ 14′ 0″<br>P53′ Q76′ F19′ 1 dk<br>NS 5BH<br>rf 1″ WB372t incl. DTf87t | M Mchy.aft | Oil 4SA 6Cy. 400×580 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz |
| 509889<br><br>121383<br>RT | **EILEEN WARD**<br><br>**New Zealand Government (Marine Dept.)**<br>Wellington New Zealand | 1023<br>472<br>— | <br><br>✠Classed LR until 12/13<br>**BROKEN UP** | **1909–12** Fleming & Ferguson Ltd.—Psy<br>212′ 8″ 36′ 2″ 13′ 9″<br>36′ 0″<br><br>R | TS Suction Hopper Dredger | T 6Cy. 13″ 23″ & 34″×<br><br>Fleming & Ferguson Ltd. |
| 541965<br>DCAW<br><br>Df Esd<br>Gc | **EILENAU**<br>exDuisburg–63<br>**W. Schuchmann Reederei**<br>Duisburg W. German | 1112<br>474<br>1762<br>1855<br>1025<br>2893 | <br><br>GL | **1951** Gutehoffnungshütte A.G.—Walsum<br>*270·0′* 39′ 7″ 14′ 8″/19′ 4″<br>39′ 5″ 23′ 0″<br>P49′ F26′ 1 dk & S dk<br>RW | TM OSD/CSD Mchy.aft<br><br>G.127140 B.115910<br>2 Ha<br>Der 8(3–5) | 2 Oil 4SA each 6Cy.<br>2400bhp<br>Masch. Augsburg-Nürnberg |
| 672781<br>DDXK<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **EILENBURG**<br><br>**Deutsche Seereederei**<br>Rostock E. German | 5576<br>2980<br>8130<br>8810<br>4991<br>10130 | | **1967** Warnowwerft—Warnemünde<br>492′ 3″ 23′ 9″/27′ 0″<br>452′ 9″ 66′ 3″ 38′ 4″<br>1 dk & S dk | M Ref OSD/CSD | Oil 2SA 8Cy. 700×<br>11200bhp<br>Dieselmotorenwerk |

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| 650665<br>DNIM<br>Df Esd<br>Rdr<br>RTm/v | **EILENBURG**<br>**Reederei Süptitz & Co.**<br>Hamburg W. German | 500<br>334<br>1180 | GL | **1965** Schiffsw. J. J. Sietas—Ham<br>217′ 3″ 34′ 8″ 13′ 1½″<br>194′ 5″ 34′ 6″ 21′ 6″<br>1 dk & S dk | M OSD Mchy.aft<br>G.84400 B.77500<br>2 Ha (each 55′×21′)<br>Der 1(12) 5(3) | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Masch. Kiel G.m.b.H.<br>3×60kW 220/380V | (d.o)<br>Kel<br>12k |
| 661337<br>LHBG<br>Df Esd<br>Gc Rdr<br>RTv | **EILERT RINDE**<br>**A/S Trælandsfos**<br>~~Sandefjord~~<br>Kragero Norwegian | 3879<br>2364<br>5738 | NV | **1966** A/S Framnæs M/V—Sfj<br>365′ 3″ 52′ 2″ 20′ 9″<br>338′ 0″ 52′ 0″ 25′ 0″<br>1 dk<br>rf nil | M Mchy.aft<br>3 Ho 52½′, 91¾′, 93½′<br>G.291937 B.267122<br>3 Ha (stl) (38′×28′) (58¼′ comb., 58¼′ comb.×28′)<br>10W Der 2(10) 8(5) | Oil 2SA 8Cy. 480×700 mm<br>3500bhp<br>Sulzer Bros. Ltd.<br>3×130kW 440V 60c/s a.c. | 380t (hvf)<br>Win<br>13k |
| 532957<br>JNMY<br>93858<br>Df Esd<br>Gc Rdr | **EIMEI MARU**<br>exShunsei Maru–64<br>**Japan Kinkai K.K.**<br>Kobe Japanese | 1991<br>1250<br>2810 | NK | **1958** Shioyama Dkyd Co. Ltd.—Osa<br>271′ 4″ 40′ 2″ 18′ 6″<br>249′ 4″ 40′ 1″ 19′ 8″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.148040 B.138646<br>2 Ha (40⅓′, 83¼′×20¼′)<br>8W Der 4(15) 2(10) | Oil 4SA 6Cy. 430×540 mm<br>1400bhp<br>Niigata Eng. Co. Ltd.<br>2×50kW 230V d.c. | 167t<br>Niigata<br>11½k |
| | Now **NAN TAI** See New Entries No. 6 | | | | | | |
| 509892<br>7L2Y<br>89853<br>Df Esd<br>Gc Rdr<br>RT | **EIMEI MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 545<br>292<br>700 | NK | **1962** Kanazashi Zosensho—Shimizu<br>186′ 8″ 29′ 7″ 12′ 5″<br>165′ 7″ 29′ 6″ 14′ 1″<br>1 dk | M Fishing Mchy.aft<br>3 Ho<br>3 Ha | Oil 4SA 6Cy. 420×600 mm<br>1200bhp<br>Akasaka Tekkosho<br>2×128kW 230V a.c. | 272t<br>Yaizu<br>12½k |
| 509893<br>SETU<br>8957<br>RTm/v | **EINAR**<br>**Göteborgs Bogserings-och Bärgnings A/B**<br>Gothenburg Swedish | 160<br>52<br>— | ✠100A1 SS 4/68 ~~SS 4/64~~<br>tug<br>Str. nav. ice<br>✠LMC<br>MN330 EL (b)¾″ | **1948–4** Lödöse Varf A/B—Löd<br>85′ 4″ 25′ 10″<br>79′ 5″ 25′ 7″ 13′ 9″<br>RW 3BH<br>BK6″ WB50t incl. DTf19t | M Tug & Icebreaker | Oil 2SA 8Cy. 14½″×19″<br>1650bhp ✠NE4/60<br>Crosslev Bros. Ltd.<br>2×85, 25kW 220V d.c.<br>Controllable pitch propeller | (d.o)<br>Mch |
| 509894<br>TFNZ<br>Df Esd<br>Rdr RT | **EINAR HALFDANS**<br>**Volusteinn h/f**<br>Bolungavik Icelandic | 101<br>32<br>— | | **1960** Ernst Thälmann—Brandenburg<br>*75·2′* 19′ 11″<br>… … … | M Fishing | Oil 4SA 8Cy. 180×260 mm<br>400bhp<br>Motorenw. Mannheim | Mhm |
| 509895<br>LEMX<br>Rdr<br>RTm | **EINAR HUND**<br>exTova–54 exHemeöy<br>**A/S Nordlandslinjen**<br>Knut Soleglad<br>Harstad Norwegian | 483<br>215<br>660 | ✠100A1 TD 8/66<br>LMC<br>EL h | **1942–4** Goole S.B. & R. Co. Ltd.—Goo<br>164′ 0″ 27′ 6″ 13′ 4¾″<br>149′ 11″ 15′ 0″<br>F25′ 1 dk<br>R 3BH conv 48<br>WB45t incl. DTf18t | M Mchy.aft<br>1 Ho 91¾′<br>G.31000 B.29000<br>2 Ha (each 27½′×14¾′)<br>2W Der 2(5) | Oil 2SA 6Cy. 280×420 mm<br>800bhp NE64<br>Wichmann Mtrf.<br>2×32, 23kW 220V d.c.<br>Controllable pitch propeller | 45t (d.o)<br>Rub<br>10k |
| 509896<br>TFHS<br>Df Esd<br>Rdr RT | **EINAR OLAFSSON**<br>exArnarnes–52<br>**Rost h/f**<br>Hafnarfirdi Icelandic | 312<br>135<br>— | Classed LR until 4/56 | **1943** J. Noble—Fraserburgh<br>140′ 6″ 26′ 10″<br>128′ 0″ 15′ 0″<br>F25′ | Wood M Fishing | Oil 2SA 5Cy. 305×380 mm<br>500bhp<br>Fairbanks, Morse & Co. | Beloit |
| 509897<br>DHST<br>Df Esd<br>Pd RT | **EINHEIT**<br>**Fischkombinat Rostock**<br>Rostock E. German | 257<br>91<br>— | DSRK | **1950** Volkswerft Stralsund—Stralsund<br>128′ 5″ 24′ 0″ 9′ 2″<br>23′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>Schwermasch. Karl Liebknecht | Mgd |
| 506891<br>DDKN<br>Df Esd<br>Rdr RT | **EINIGKEIT**<br>exCharlotte–66<br>**Fritz Pott & Klaus Blohm**<br>Osten W. German | 417<br>~~253~~ 279<br>~~590~~ 600 | GL | **1950** Elsflether Werft A.G.—Elsfleth<br>*154·2′* 24′ 8″ 10′ 10″<br>24′ 6″ 12′ 0″<br>P39′ F20′ 1 dk<br>RW len 52 & 56 | M<br>1 Ho<br>G.28205 B.25698<br>2W Der 2(2) | Oil 4SA 6Cy. 270×350 mm<br>250bhp<br>Klöckner-Humboldt-Deutz | 12t<br>Kln<br>8k |
| 509898<br>JCHO<br>68031<br>Df Rdr | **EININ MARU**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 7492<br>4549<br>8340 | NK | **1944** Mitsubishi Jukogyo—Kob<br>456′ 3″ 59′ 8″ 25′ 8½″<br>419′ 8″ 59′ 7″ 36′ 5″<br>P57′ F44′ 1 dk<br>RW | M Fish Carrier Mchy.aft<br>4 Ho<br>In.204437<br>3 Ha (each 11¾′×8¾′)<br>10W Der 4(5) 4(3) 1(1½) | Oil 2SA 10Cy. 620×1150 mm<br>5400bhp Emade49refitted58<br>Mitsui Zosen<br>2×30kW 110V d.c. | 2016t<br>Tmn<br>13½k |
| 523769<br>DHPH<br>Df Esd | **EINTRACHT**<br>exStadeland–65<br>**Julius Hauschildt**<br>Küstenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg W. German | 421<br>240<br>647 | GL | **1951** Fr. Lürssen—Bmn<br>*154·2′* 24′ 8″ 11′ 3½″<br>12′ 9″<br>P30′ F15′ 1 dk<br>RW len 56 | M<br>G.30890 B.29300<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. | Kel<br>8½k |
| 509899<br>JMOM<br>94702<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIO MARU**<br>**Hokoku Suisan K.K.**<br>Tokyo Japanese | 1283<br>710<br>1464 | | **1960** Nippon Kokan—Shimizu<br>238′ 6″ 37′ 11″ 15′ 8$\frac{13}{16}$″<br>215′ 10″ 37′ 9″ 17′ 4″<br>1 dk<br>RW | M Fishing Mchy.aft<br>4 Ho<br>G.63178 B.57634<br>4 Ha<br>4W Der 4(1½) | Oil 4SA 8Cy. 430×540 mm<br>1800bhp<br>Niigata Eng. Co. Ltd. | Niigata<br>11¾k |

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| 535843<br>OGPY<br>1341<br>Df Esd<br>Rdr<br>RTm/h | **EIRA**<br>exThéodore Laurent–65<br>**Etelä-Suomen Laiva O/Y**<br>Helsinki/Helsingfors Finnish | 3863<br>1866<br>5769 | BV | **1953** Ch. Nav. Français—Blainville<br>382' 4" 49' 4" 21' 4"<br>362' 8" 49' 3" 28' 6"<br>Q124' B68' F32' 1 dk<br>RW | S Ore Carrier<br>G.247390 B.230580<br>4 Ha (stl) (38½'×28½') (41½', 43½', 43½'×31½')<br>6W Der 6(5) | C 4Cy. (2) 19½" & (2) 41½"<br>2000ihp<br>At. & Ch. de France<br>2×30kW 110V d.c. |
| 509901<br>JAAS<br>78837<br>Rdr RT | **EIRAKU MARU**<br>**Nagata Kaiun K.K.**<br>Kuchinotsu Japanese | 1051<br>573<br>1498 | NK | **1957** Shikoku Dock Ind. Co. Ltd.—Takamatsu<br>*219·3'* 32' 0" 15' 9"<br>216' 6" 31' 10" 18' 1"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.76103 B.72572<br>2 Ha (63', 41½'×16½')<br>6W Der 6(4) | Oil 4SA 6Cy. 370×520 mm<br>950bhp<br>Nippon Hatsudoki<br>2×10kW 100V a.c. |
| 509902<br>XPZZ<br><br>Df Esd<br>Rdr RT | **EIRIKUR JALLUR**<br>**P/f Kollafjørdur**<br>Sigurd Simonsen<br>Thorshavn Faroese | ~~303~~ 264<br>~~448~~ 112<br>— | NV | **1962** Elektrosveis, Alsaker & Ottesen—Sagvåg<br>122' 4" 24' 8"<br>108' 0"<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>3 Ha (3½'×3½') (5½', 5½'×4½')<br>Der 1(2) | Oil 4SA 6Cy. 280×420 mm<br>590bhp<br>Tuxham A/S |
| 509903<br>MAPQ<br>168520<br>Df Esd | **EIRINI**<br>exPatagonia Star–61<br>exNelson Star–58<br>exGothic Star–47<br>exEmpire Castle–46<br>**Gregory Maritime Ltd.**<br>London British | 7402<br>4386<br>11470 | BS✠ TD 7/67<br>with freeboard<br>MBS✠<br>MN530 CT7127 C38 | **1943–1** Harland & Wolff Ltd.—Bel<br>448' 0" 57' 4" 27' 5½"<br>425' 7" 57' 0" 38' 8"<br>F44' 2 dks<br>8BH<br>WB2702t incl. DTs1202t | M CSD<br>G.592270 B.539700<br>10W | Oil 4SA 6Cy. 740×1500 mm<br>2650bhp<br>Harland & Wolff Ltd.<br>2AuxB 120lb |
| 509904<br>6ZXF<br>2681<br>Df Esd<br>Gc Pfd<br>Rdr | **EIRINI L**<br>**Ellialson Transport Inc.**<br>Monrovia Liberian | 10289<br>6133<br>15461 | AB | **1956** Hakodate Dock Co. Ltd.—Hak<br>519' 0" 63' 8" 30' 10"<br>490' 0" 63' 6" 41' 6"<br>P83' B31' F42' 2 dks<br>RW<br>rf 4" | S Mchy.aft<br>6 Ho<br>G.800000 B.740000<br>6 Ha<br>12W Der 2(30) 4(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>8200shp<br>Hitachi Selsakusho |
| 641777<br>EEBT<br><br>Df Esd<br>RTm | **EIRIS**<br>**Manuel Moreda Bermudez**<br>Corunna Spanish | 243<br>111<br>293 | BV | **1964** Astano S.A.—Frl<br>*108·7'* 22' 6"<br>108' 8" 22' 3½" 12' 9" | M Trawler<br>3 Ha (each 3'×3')<br>Der 1 | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz<br>3×15kW 110V d.c. |
| 509906<br>JRWK<br>82140<br>Df Esd<br>Gc Rdr<br>RT | **EIRYU MARU**<br>**Hokoku Suisan K.K.**<br>Tokyo Japanese | 1284<br>753<br>— | | **1959** Kanazashi Zosensho—Shimizu<br>*215·8'* 37' 11" 14' 9"<br>215' 10" 37' 9" 17' 4"<br>1 dk | M Fishing Mchy.aft<br>4 Ho<br>G.68758 B.63425<br>4 Ha<br>4W Der 4(1½) | Oil 4SA 8Cy. 430×540 mm<br>1800bhp<br>Niigata Eng. Co. Ltd.<br>3×184, 184, 100kW 450V a.c. |
| 509907<br>JEWU<br>84314<br>Rdr RT | **EIRYU MARU**<br>exKohmei Maru–61<br>**Japan Kinkai K.K.**<br>Tokyo Japanese | 471<br>261<br>775 | | **1959** Kure Zosensho—Kur<br>157' 0" 25' 7" 11' 6"<br>25' 6" 12' 9"<br>1 dk<br>len 62 | M Mchy.aft<br>G.33549 B.30830<br>1 Ha (85'×14½') | Oil 4SA 6Cy. 290×420 mm<br>520bhp<br>Nippon Hatsudoki |
| 509908<br>7KCG<br>88235<br>Gc Pfd | **EIRYU MARU**<br>**Sanei Kogyo K.K.**<br>Onomichi Japanese | 368<br>179<br>— | | **1961** Innoshima Dock—Inn<br>*134·5'* 24' 1" 10' 10"<br>133' 3" 23' 11" 11' 11"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 275×400 mm<br>450bhp<br>Kanegafuchi Nainenki |
| 651307<br>JK2137<br>95710<br>Rdr | **EIRYU MARU**<br>**Osaka Kihansen Unso K.K.**<br>Numakuma Japanese | 350<br>—<br>541 | | **1965** Fukushima Zosensho—Matsue<br>24' 1" 10' 5"<br>137' 10" 23' 11½" 11' 10"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 260×330 mm<br>Hanshin Nainenki Kogyo |
| 509909<br>JDZJ<br>79093<br>Rdr RT | **EISAN MARU**<br>**Japan Kinkai K.K.**<br>Tokyo Japanese | 700<br>362<br>1096 | | **1957** Kanda Zosensho—Kur<br>196' 3" 30' 4" 13' 5"<br>180' 6" 30' 3" 15' 1"<br>1 dk | M Mchy.aft<br>1 Ha (82½'×16½') | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Nippon Hatsudoki |
| 641160<br>DAZK<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISBÄR**<br>**Institut für Hochseefischerei und Fischverarbeitung**<br>Sassnitz E. German | 616<br>232<br>205 | DSRK | **1963** Elbewerft—Boizenburg<br>160' 5" 30' 6" 11' 6"<br>30' 4" | D-E Stern Trawler | Oil connected to elec. motor<br>Sachsenwerk |
| 540357<br>DENU<br>586<br>Df | **EISBÄR**<br>exHerta II–63 exArctic–58<br>exBanka–55<br>**D. Oltmann**<br>Bremerhaven W. German | 299<br>155<br>431 | BV | **1948** Scheeps "Voorwaarts"—Martenshoek<br>*136·4'* 24' 3" 9' 6"<br>24' 1"<br>P35' Q11' F21' 1 dk | M Mchy. aft<br>G.23000 B.21500<br>2 Ha | Oil 4SA 4Cy. 305×450 mm<br>240bhp<br>D. & J. Boot "De Industrie" |
| 509910<br>JRFN<br>45934 | **EISEI MARU**<br>exNissen Maru No. 5<br>**Shinkai Kisen K.K.**<br>Numakuma Japanese | 503<br>319<br>791 | | **1939** Urabe Zosen Tekkosho—Osa<br>173' 8" 26' 0" 12' 2"<br>25' 10"<br>P40' F23' 1 dk<br>R len 53 | M<br>G.385930 B.353796<br>2 Ha (44½', 39½'×15')<br>2W | Oil 4SA 6Cy. 325×500 mm<br>550bhp<br>Hatsudoki Seisakusho |

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| 509913<br>JPRR<br>66271 | **EISEI MARU**<br>exSeishu Mary No. 2–58<br>**Hokoku Suisan K.K.**<br>Tokyo Japanese | **299**<br>193<br>— | | **1953** Kanazashi Zosensho—Shimizu<br>*126·3′* 23′ 7″<br>23′ 4″ 11′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob<br>10½k |
| 680140<br>JL2959<br>101585 | **EISEI MARU**<br><br>**Maruyoshi Kaiun K.K.**<br>Omishima Japanese | **197**<br>103<br>400 | | **1967** Matsura Zosen—Kinoe<br>125′ 0″ 23′ 0″ 9′ 10″<br>109′ 11″ 22′ 11″ 10′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 275×400 mm<br>350bhp<br>Makita Tekkosho | <br><br>Takamatsu |
| 541547<br>JJGL<br>85746<br>Esd Gc | **EISEI MARU No. 1**<br><br>**T. Fujita**<br>Mihama Japanese | **262**<br>167<br>— | | **1960** Teraoka Zosensho—Nantan<br>*96·0′* 23′ 1″ 7′ 3″<br>22′ 11″ 9′ 10″<br>1 dk len 63 | M Mchy.aft<br><br>G.11301 B.10736<br>1 Ha (48¾′×16½′) | Oil 4SA 3Cy. 340×380 mm<br>150bhp<br>Makita Tekkosho | <br><br>Takamatsu<br>9k |
| 509953<br>JDAQ<br>96190<br>Df Esd<br>Pld Rdr | **EISEI MARU No. 2**<br><br>**Omaezaki Enyo Gyogyo**<br>**Kyodo-Kumiai**<br>Omaezaki Japanese | **259**<br>131<br>— | | **1965** Miho Zosensho—Shimizu<br>146′ 4″ 24′ 8″<br>128′ 2″ 24′ 7″ 11′ 0″<br>1 dk | M Fishing Mchy.aft<br><br><br>1 Ha (42¾′×14¾′) | Oil 4SA 6Cy. 280×440 mm<br>180bhp<br>Niigata Eng. Co. Ltd. | <br><br>Niigata<br>8½k |
| 541098<br>JKGM<br>53387<br>Df Esd<br>Pld Rdr<br>RT | **EISEI MARU No. 3**<br><br>**T. Arakawa**<br>Heda Japanese | **159**<br>64<br>— | | **1963** Miho Zosensho—Shimizu<br>120′ 9″ 24′ 11″<br>96′ 10″ 24′ 9″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br><br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 509914<br>JJPY<br>88510 | **EISEI MARU No. 11**<br><br>**K. Yamauchi**<br>Osaka Japanese | **139**<br>72<br>— | | **1962** Matsuura Zosen—Hma<br>94′ 2″ 19′ 10″ 8′ 0″<br>83′ 8″ 19′ 8″ 8′ 10″<br>1 dk | M Mchy.aft<br><br>G.7416 B.7098<br>1 Ha (45¾′×14½′) | Oil 4SA 4Cy. 250×390 mm<br>180bhp<br>Sumiyoshi Tekkosho | <br><br>Yoshida<br>8½k |
| 509915<br>JJKX<br>91919 | **EISEI MARU No. 12**<br><br>**T. Yamauchi**<br>Futami Japanese | **139**<br>72<br>— | | **1962** Matsuura Zosen—Hiroshima<br>94′ 2″ 19′ 9″ 8′ 0″<br>83′ 8″ 19′ 8″ 8′ 10″<br>1 dk | M Mchy.aft<br><br>G.7416 B.7098<br>1 Ha (45¾′×14½′) | Oil 4SA 4Cy. 250×390 mm<br>180bhp<br>Sumiyoshi Tekkosho | <br><br>Yoshida<br>8½k |
| 509916<br>JJNR<br>90277<br>Df Rdr<br>RT | **EISEN MARU**<br><br>Japan **Kinkai K.K.**<br>Tokyo Japanese | **699**<br>352<br>1084 | | **1957** Kanda Zosensho—Kur<br>196′ 3″ 30′ 4″ 13′ 5″<br>180′ 6″ 30′ 3″ 15′ 1″<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (82¾′×16½′) | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob<br>10k |
| 509917<br>DHXL<br><br>Df Esd<br>Gc Rdr<br>RT | **EISENACH**<br><br>**Forschungsinstitut für**<br>**Hochseefischerei und**<br>**Fischverarbeitung**<br>Rostock E. German | **696**<br>262<br>— | DSRK | **1954** Schiffswerft Neptun—Ros<br>192′ 6″ 29′ 7″ 13′ 2″<br>29′ 5″<br>RW | M Fishery Research Ship | Oil 4SA 8Cy. 365×550 mm<br><br>Görlitzer Masch. | <br><br>Görlitz |
| 671807<br>DEVV<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISENBERG**<br><br>**Deutsche Seereederei**<br>Rostock E. German | **2546**<br>1424<br>3640 | | **1967** Schiffswerft "Neptun"—Ros<br>304′ 9″ 46′ 6″ 19′ 6″<br>275′ 6″ 46′ 5″ 23′ 0″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 480×720 mm<br>2300bhp<br>Dieselmotorenwerk | <br><br>Ros |
| 509918<br>DHXB<br><br>Df Esd<br>Gc Rdr<br>RT | **EISENHÜTTENSTADT**<br><br>**Fischkombinat Rostock**<br>Rostock E. German | **588**<br>221<br>— | DSRK | **1951** Volkswerft Stralsund—Stralsund<br>188′ 7″ 29′ 7″ 13′ 2″<br>29′ 5″ | M Trawler | Oil 4SA 8Cy. 365×550 mm<br><br>Görlitzer Masch. | <br><br>Görlitz |
| 509919<br>DBJP<br><br>RTv | **EISFUCHS**<br><br>**Wasser- und**<br>**Schiffahrtsdirektion**<br>**Hamburg**<br>Cuxhaven W. German | **190**<br>—<br>— | | **1956** J. G. Hitzler Schiffsw.—Lauenburg<br>102′ 8″ 28′ 0″<br>91′ 11″ 26′ 3″ 13′ 6″<br>1 dk | M Icebreaker | Oil 4SA 16Cy. 175×210 mm<br>1100bhp<br>Henschel Maschb.<br>2×28, 18kW 230V d.c.<br>Directional propeller | <br>(d.o)<br>Ham |
| 509920<br>DH2317<br><br>Df Esd<br>Rdr RT | **EISHAI**<br><br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | **134**<br>47<br>— | DSRK | **1958** Elbewerft—Boizenburg<br>86′ 11″ 22′ 0″ 11′ 2″<br>21′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br><br>Masch. Halberstadt | <br><br>Halberstadt |
| 509921<br>JDQF<br>65393<br>Df Esd<br>Gc Rdr | **EISHIN MARU**<br><br>**Hachiuma Kisen K.K.**<br>Nishinomiya Japanese | **7690**<br>4433<br>10949 | NK<br><br>✠Classed LR until 6/63 | **1952–10** Uraga Dock Co. Ltd.—Yokosuka<br>487′ 0″ 61′ 8″ 27′ 11¼″<br>452′ 8″ 61′ 7″ 35′ 1″<br>P24′ B196′ F43′ 2 dks<br>RW | M<br>6 Ho 54¾′, 71½′, 56½′, 32¾′, 58½′, 48′<br>G.595548 B.542684<br>6 Ha (27′×19¾′) (40½′, 35½′, 21¼′, 35½′×23′) (28¼′×19¾′)<br>18W Der 1(29½) 4(10) 14(5) | Oil 2SA 10Cy. 720×1250 mm<br>7300bhp<br>Tamashima Diesel Wks Ltd.<br>3×240, 240, 40kW 225V 60c/s a.c. | <br>1225t (hvf)<br>Tmn<br>16½k |

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| 541099<br>JEIW<br>83963<br>Rdr RT | **EISHIN MARU**<br><br>**Nagata Kaiun K.K.**<br>Kuchinotsu Japanese | 1747<br>968<br>2844 | NK | **1963** Usuki Tekkosho—Saeki<br>271′ 8″ 40′ 6″ 17′ 10″<br>252′ 7″ 40′ 4″ 20′ 10″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.122013 B.113007<br>2 Ha (44¼′, 77¼′×21¼′)<br>6W Der 6(15) | Oil 4SA 6Cy. 450×540 mm<br>1650bhp<br>Nippon Hatsudoki<br>2×20kW 220V a.c. |
| 509922<br>7JLO<br>87534<br>Df Esd<br>Gc Pfd<br>Rdr | **EISHIN MARU**<br><br>**Hokoku Suisan K.K.**<br>Tokyo Japanese | 1495<br>785<br>1964 | | **1961** Nippon Kokan—Shimizu<br>258′ 11″ 42′ 1″ 15′ 10¹¹⁄₁₆″<br>238′ 10″ 42′ 0″ 18′ 8″<br>1 dk<br>RW | M Fishing Mchy.aft<br>5 Ho<br>G.62013 B.65368<br>5 Ha<br>4W Der 4(15) | Oil 4SA 7Cy. 470×570 mm<br>2100bhp<br>Akasaka Tekkosho<br>3×240kW 445V a.c. |
| 512296<br>JRUW<br>85321 | **EISHIN MARU**<br>exKasuga Maru–66<br>exFuku Maru–64<br>**Y. Inoue**<br>Kamae Japanese<br>Now **TERUMITSU MARU** See New Entries No. 3 | 199<br>103<br>— | | **1960** H. Ikeda—Kinoe<br>*96·9′* 22′ 11″<br>22′ 10″ 11′ 5″<br>1 dk | M Mchy.aft<br><br><br>1 Ha (33¼′×14¾′) | Oil 4SA 6Cy. 280×380 mm<br>350bhp Emade—fitted60<br>Akasaka Tekkosho |
| 540358<br><br>91268<br>Esd | **EISHIN MARU**<br><br>**Shiro Miyachi**<br>Mizunogumi K.K.<br>Innoshima Japanese | 146<br>71<br>— | | **1963** Mukaishima Dock Co. Ltd.—Mukaishima<br>88′ 6″ 23′ 2″ 7′ 6″<br>80′ 0″ 23′ 0″ 8′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 2Cy. 330×356 mm<br>Emade55fitted62<br>Hanshin Nainenki Kogyo |
| 509926<br>JCGY<br>79248 | **EISHIN MARU**<br><br>**Kyoei Kogyo K.K.**<br>Kawasaki Japanese | 111<br>74<br>— | | **1957** Daiichi Zosen Tekkosho—Yka<br>96′ 3″ 22′ 4″<br>91′ 10″ 22′ 3″ 7′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 245×360 mm<br>120bhp Emade—refitted62<br>Ikegai Tekkosho |
| 650659<br>JL2227<br>95527<br>Rdr RT | **EISHIN MARU No. 12**<br><br>**Koei Kaiun K.K.**<br>Matsuyama Japanese | 830<br>485<br>984 | | **1964** Kurushima Dock Co. Ltd.—Imabari<br>*183·7′* 30′ 4″ 14′ 5″<br>160′ 8″ 30′ 2″ 15′ 5″<br>1 dk<br>RW | M Tanker Mchy.aft<br><br>L.59787 | Oil 4SA 8Cy. 260×320 mm<br>830bhp<br>Daihatsu Kogyo |
| 671106<br><br><br>Rdr RT | **EISHIN MARU No. 17**<br><br>**Kouei Kaiun K.K.**<br>Matsuyama Japanese | 499<br>319<br>1000 | | **1967** Sasaki Zosen—Kinoe<br>178′ 6″ 29′ 7″ 13′ 1½″<br>160′ 9″ 29′ 6½″ 14′ 5″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 330×460 mm<br>1000bhp<br>Kanegafuchi Nainenki |
| 640850<br>8LOX<br>93365<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISHIN MARU No. 28**<br><br>**Yonekura Suisan K.K.**<br>Wakkanai Japanese | 299<br>147<br>— | | **1963** Shimoda Dock Yard Co. Ltd.—Shimoda<br>146′ 9″ 27′ 3″ 11′ 5″<br>130′ 6″ 27′ 2″ 12′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>950bhp<br>Niigata Eng. Co. Ltd. |
| 509928<br>JLOW<br>65559<br>Df Gc | **EISHO MARU**<br>exAsia Maru–52<br>**Shofuku Kisen K.K.**<br>Tokyo Japanese | 3701<br>2148<br>5025 | NK | **1949** Hitachi Zosen—Osa<br>377′ 4″ 49′ 4″ 21′ 9″<br>354′ 4″ 49′ 3″ 26′ 3″<br>P23′ B80′ F28′ 1 dk | M Ref<br>4 Ho<br>G.253601 B.231832 In.2500<br>4 Ha (26′, 52′, 30½′, 30½′×20′)<br>10W Der 2(10) 8(5) | Oil 4SA 8Cy. 470×700 mm<br>2700bhp NE59<br>Ito Tekkosho<br>2×100kW 110V d.c. |
| 672016<br><br>101565<br>Df Esd<br>Gc Pfd<br>Rdr | **EISHO MARU**<br><br>**Hakusei Kaiun K.K.**<br>Namikata Japanese | ~~2995~~ 2995<br>— 1901<br>~~5000~~ 5159 | NK | **1967** Hashihama Zosen—Imabari<br>319′ 10″ 51′ 3″ 21′ 4″<br>295′ 3″ 51′ 2″ 25′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 390×650 mm<br>2700bhp<br>Kobe Hatsudoki K.K. |
| 509929<br>JCYY<br>75665<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISHO MARU**<br><br>**Hokoku Suisan K.K.**<br>Tokyo Japanese | 1050<br>660<br>1422 | | **1956** Kanazashi Zosensho—Shimizu<br>245′ 5″ 36′ 2″ 15′ 1″<br>193′ 7″ 36′ 1″ 17′ 4″<br>1 dk<br>RW | M Fish Carrier Mchy.aft<br>3 Ho<br>B.57422<br>3 Ha<br>4W Der 4(1½) | Oil 4SA 6Cy. 430×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd.<br>2×128kW 230V a.c. |
| 509930<br>JEYD<br>60884 | **EISHO MARU**<br>exShinsho Maru<br>**I. Fujisaki**<br>Anan Japanese | 875<br>423<br>1458 | | **1948** Sanko Zosensho—Osa<br>*198·2′* 31′ 2″<br>196′ 9″ 17′ 10″<br>P61′ F24′ 1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 350×520 mm<br>NE54<br>Niigata Tekkosho |
| 509932<br>JJWX<br>85278 | **EISHO MARU**<br>exSeikai Maru No. 2–62<br>**Japan Kinkai K.K.**<br>Tokyo Japanese | 340<br>201<br>— | | **1960** Harima Zosensho—Aio<br>139′ 1″ 25′ 0″ 10′ 9¹¹⁄₁₆″<br>127′ 11″ 24′ 11″ 11′ 10″<br>1 dk | M Mchy.aft<br>1 Ho 82′<br>G.22831 B.21330<br>1 Ha (55′×15¾′)<br>3W Der 2(3) 1(2) | Oil 2SA 4Cy. 240×400 mm<br>420bhp Sulzer<br>Harima Zosensho |
| 509933<br>JMOF<br>36638 | **EISHO MARU**<br><br>**Y. Yashika**<br>Kurahashi Japanese | 257<br>135<br>— | | **1930** Mihara Tekko Zosensho—Osa<br>*118·0′* 21′ 0″<br>… … …<br>1 dk<br>R | M Mchy.aft | Oil 2SA 4Cy. 315×320 mm<br>NE40<br>Kishiro Hatsudoki |

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| 509934<br>7KVH<br>89603<br>Gc | **EISHO MARU**<br>Sanpo Unyu K.K.<br>Yokohama | Japanese | **237**<br>149<br>— | | **1961** Watanabe Zosen—Ehime<br>*117·1′* 24′ 5″<br>24′ 3″ 10′ 4″<br>1 dk len 65 | M Tanker Mchy.aft | Oil 4SA 5Cy. 250×400 mm<br>250bhp<br>Makita Tekkosho | Takamatsu |
| 509935<br>JQYW<br>43018 | **EISHO MARU No. 7**<br>Kyowa Kisen K.K.<br>Fukuoka | Japanese | **326**<br>202<br>423 | **BROKEN UP** | **1938** Urabe Zosen Tekkosho—Osa<br>141′ 7″ 23′ 0″<br>22′ 11″ 10′ 5″<br>1 dk<br>R len 55 | M<br>1 Ho 82′<br>1 Ha (67¾′×14′)<br>Cr 2(1) Der 1(2) 1(1) | Oil 4SA 6Cy. 270×370 mm<br>310bhp NE55<br>Hanshin Nainenki Kogyo<br>1×5kW 110V d.c. | (d.o)<br>Kob |
| 509936<br>JGFJ<br>84206 | **EISHO MARU No. 10**<br>Yokohama Yusosen K.K.<br>Yokohama | Japanese | **209**<br>115<br>— | | **1959** Nakamura Kogyo—Yka<br>*111·4′* 23′ 7″<br>23′ 5″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp Emade56fitted59<br>Tateyama Seisakusho | Tateyama<br>9k |
| 509937<br>JFGT<br>86259 | **EISHO MARU No. 11**<br>Yokohama Yusosen K.K.<br>Yokohama | Japanese | **266**<br>180<br>— | | **1960** Nakamura Kogyo K.K.—Yka<br>*121·1′* 24′ 3″<br>24′ 1″ 10′ 10″<br>1 dk len 63 | M Tanker Mchy.aft | Oil 4SA 260×400 mm<br>250bhp<br>Fuji Seisakusho | Tateyama<br>8½k |
| 541966<br>7JIW<br>87282 | **EISHO MARU No. 12**<br>Yokohama Yusosen K.K.<br>Yokohama | Japanese | **152**<br>95<br>— | | **1961** Ito Tekkosho—Yka<br>*94·0′* 22′ 5″<br>22′ 3″ 9′ 2″<br>1 dk | M Tanker Mchy.aft<br>L.10206 | Oil 4SA 3Cy. 250×380 mm<br>120bhp<br>Minsei Sangyo | Tok<br>7k |
| 509938<br>7JHZ<br>86309 | **EISHO MARU No. 13**<br>S. Hayashi<br>Miura | Japanese | **182**<br>108<br>— | | **1961** Hanasaki Zosensho—Yokosuka<br>*89·2′* 23′ 11″<br>23′ 9″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy.<br>180bhp<br>Hanshin Nainenki Kogyo | 7t<br>Kob |
| 650054<br>JG2051<br>92163<br>Gc RT | **EISHO MARU No. 15**<br>Yokohama Yusosen K.K.<br>Yokohama | Japanese | **445**<br>252<br>— | | **1964** Hanasaki Zosensho—Yokosuka<br>134′ 6″ 29′ 8″ 12′ 5″<br>29′ 6″ 12′ 9″<br>1 dk | M Tanker Mchy.aft<br>L.29311 | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Fuji Seisakusho | Tateyama<br>9k |
| 660697<br>JG2311<br>98525 | **EISHO MARU No. 16**<br>Yokohama Yusosen K.K.<br>Yokohama | Japanese | **496**<br>278<br>1074 | | **1965** Hanasaki Zosensho—Yokosuka<br>159′ 2″ 31′ 6″ 12′ 6″<br>148′ 2″ 31′ 5″ 13′ 5″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Hanshin Nainenki Kogyo | Kob |
| 670021<br>JG2398<br>10857<br>Gc | **EISHO MARU No. 21**<br>Yokohama Yusosen K.K.<br>Yokohama | Japanese | **150**<br>97<br>327 | | **1966** Hanasaki Zosensho—Yokosuka<br>107′ 11″ 23′ 1″ 8′ 0″<br>102′ 4″ 23′ 0″ 8′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 230×260 mm<br>230bhp<br>Sumiyoshi Tekkosho | Yoshida |
| 680234<br>JDRJ<br>10185<br>Dl Esd<br>Rdr RT | **EISHO MARU No. 36**<br>Eisho Gyogyo K.K.<br>Kushiro | Japanese | **124**<br>40<br>— | | **1967** Niigata Eng. Co. Ltd.—Niigata<br>107′ 11″ 21′ 8″ 7′ 8″<br>94′ 10″ 21′ 7″ 8′ 6″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>850bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| 671946<br>JMOH<br>10769<br>Dl Esd<br>Rdr RT | **EISHU MARU**<br>Eiwa Kisen K.K.<br>Tokyo | Japanese | **1992**<br>1270<br>3261 | NK | **1966** Shin Yamamoto Zosen—Kochi<br>292′ 4″ 42′ 9″ 18′ 6″<br>269′ 0″ 42′ 8″ 21′ 8″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.152984 B.144120<br>2 Ha (56¼′, 92′×23′)<br>9W Der 1(15) 2(10) | Oil 4SA 6Cy. 460×660 mm<br>2100bhp<br>Hanshin Nainenki Kogyo<br>2×100kW 445V a.c. | 350t<br>Kob<br>12k |
| 509939<br>JKAR<br>79729<br>Dl Esd<br>Gc Pfd<br>Rdr RT | **EISHUN MARU**<br>Ida K.K.<br>Tokyo | Japanese | **7696**<br>4681<br>11807 | NK | **1957** Namura Zosensho—Osa<br>452′ 9″ 60′ 11″ 28′ 8″<br>426′ 0″ 60′ 4″ 37′ 9″<br>Q11′ B7′ F7′ 1 dk | M<br>5 Ho<br>G.595511 B.548597<br>5 Ha (27′, 45′, 27½′, 59¾′, 42½′×23½′)<br>14W Der 4(10) 10(5) | Oil 2SA 6Cy. 700×1200 mm<br>6000bhp MAN<br>Mitsubishi Nippon Hvy Ind.<br>2×150kW 445V a.c. | 1367t<br>Yka<br>14¼k |
| 540359<br>8KXJ<br>92573<br>Rdr RT | **EISHUN MARU**<br>Kurushima Dock K.K.<br>Imabari | Japanese | **491**<br>302<br>— | | **1963** Kurushima Dock Co. Ltd.—Imabari<br>171′ 10″ 26′ 5″ 12′ 2″<br>157′ 5″ 26′ 3″ 13′ 1″<br>1 dk<br>RW | M Mchy.aft<br>G.35350<br>2 Ha (each 85¾′×16½′) | Oil 4SA 6Cy. 290×430 mm<br>620bhp<br>Nippon Hatsudoki | Kob<br>10½k |
| 641954<br>UYXS<br>M-26899 | **EISK**<br>U.S.S.R.<br>Odessa | Russian | **3455**<br>1817<br>4375 | | **1962** Schiffswerft Neptun—Ros<br>341′ 10″ 47′ 4″ 21′ 7½″<br>47′ 2″ 25′ 11″ | M<br>4 Ho<br>G.198293<br>4 Ha (25½′, 25½′, 25½′×23′)<br>(29¾′×19¾′)<br>9W Der 1(15) 2(5) 6(3) | Oil 2SA 6Cy. 570×800 mm<br>5000bhp<br>Masch. Augsburg-Nürnberg | 13¾k |
| 671271<br>ENGX<br>Dl Esd<br>Gc Pfd<br>Rdr RT | **EISK**<br>U.S.S.R.<br>Novorossiisk | Russian | **2657**<br>1139<br>— | | **1967** Volkswerft Stralsund—Stralsund<br>269′ 7″ 16′ 5″<br>239′ 6″ 44′ 7″ 31′ 2″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht | Mgd |

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| 509940<br>DHXO<br><br>Df Esd<br>Gc Rdr<br>RT | **EISLEBEN**<br><br>**Fischkombinat Rostock**<br>Rostock E. German | 696<br>262<br>— | <br><br>DSRK | 1955 Schiffswerft Neptun—Ros<br>192′ 6″ 29′ 7″ 13′ 2″<br>29′ 5″<br><br>RW | M Trawler | | Oil 4SA 8Cy. 365×550 mm<br><br>Görlitzer Masch. |
| 509942<br>DHUQ<br><br>Df Esd<br>Rdr<br>RTm/h/v | **EISVOGEL**<br><br>**Schiffsbergung u. Taucherei**<br>Stralsund E. German | 388<br>—<br>— | <br><br>DSRK | 1955 Mathias-Thesen-Werft— Wismar<br>128′ 7″ 30′ 3″ 12′ 5″<br>30′ 1″ | M Tug & Icebreaker | | Oil 4SA 8Cy. 470×560 mm<br>1530bhp<br>Masch. Halberstadt<br>2×64kW 230V d.c. |
| 509943<br>JDMK<br>71803<br>Esd Gc<br>Pfd Rdr | **EITAI MARU**<br><br>**Hokoku Suisan K.K.**<br>Tokyo Japanese | 474<br>241<br>— | | 1954 Miho Zosensho—Shimizu<br>*154·2′* 26′ 3″<br>150′ 11″ 13′ 1″<br>P77′ F19′ 1 dk<br>RW | M Fishing Mchy.aft | | Oil 4SA 6Cy. 420×600 mm<br>850bhp<br>Akasaka Tekkosho |
| 640848<br>JG2004<br>93104<br>RT | **EITAI MARU**<br><br>**Nippon Kaiyosha K.K.**<br>Yokohama Japanese | 176<br>59<br>— | | 1963 Osaka Zosensho—Osa<br>*95·1′* 27′ 1″ 9′ 2″<br>90′ 3″ 26′ 11″ 12′ 10″<br>RW | TM Tug | | 2 Oil 4SA each 6Cy. 320×38<br>1900bhp<br>Fuji Seisakusho |
| 509944<br>7LMX<br>89263<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EITAN MARU**<br><br>**Hokoku Suisan K.K.**<br>Tokyo Japanese | 534<br>292<br>— | | 1961 Kanazashi Zosensho—Shimizu<br>185′ 9″ 29′ 8″<br>165′ 7″ 29′ 6″ 14′ 1″<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 6Cy. 420×600 mm<br>1200bhp<br>Akasaka Tekkosho |
| 661853<br>JGNW<br>100071<br>Esd Gc<br>Rdr RT | **EITOKU MARU**<br><br>**Japan Kinkai K.K.**<br>Tokyo Japanese | 1999<br>1229<br>4579 | <br><br>NK | 1966 Kanazashi Zosensho—Shimizu<br>296′ 10″ 42′ 9″ 18′ 4″<br>273′ 4″ 42′ 8″ 21′ 8″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.155703 B.143661<br>2 Ha (49½′, 98½′×20½′)<br>9W Der 6(10) | | Oil 4SA 6Cy. 470×820 mm<br>2400bhp<br>Ito Tekkosho<br>2×104kW 450V a.c. |
| 541967<br>7LJZ<br>91557 | **EITOKU MARU**<br><br>**S. Uoi**<br>Ichinomiya Japanese | 287<br>197<br>— | | 1962 Ura Kyodo Zosensho—Awaji<br>*126·9′* 23′ 2″<br>82′ 1″ 23′ 0″ 8′ 3″<br>1 dk len 65 | M Tanker Mchy.aft | | Oil 4SA 6Cy. 260×300 mm<br>330bhp<br>Fuji Seisakusho |
| 509947<br>JNLH<br>35647 | **EITOKU MARU**<br>exDaisho Maru No. 1-57<br>exTaisyo Maru No. 1<br>**K. Kamatani**<br>Toba Japanese | 194<br>100<br>— | | 1929 Harada Zosensho—Osa<br>*95·2′* 20′ 1″<br>... ... ...<br>1 dk<br>R | M Mchy.aft | | Oil 2SA 2Cy. 330×345 mm<br>90bhp<br>Ikegai Iron Works |
| 509948<br>7JVW<br>88045<br>Pfd | **EITOKU MARU**<br><br>**Sanei Kaiun K.K.**<br>Kobe Japanese | 146<br>83<br>— | | 1961 Kanda Zosensho—Kur<br>93′ 10″ 18′ 6″ 7′ 6″<br>... ... ...<br>1 dk<br>RW | M Tanker Mchy.aft | | Oil 4SA 4Cy. 240×360 mm<br>160bhp<br>Usuki Tekkosho |
| 661940<br>JK2335<br>97858<br>Rdr | **EIUN MARU**<br><br>**K. Koike**<br>Ozaki Japanese | 311<br>151<br>600 | | 1966 Koike Zosensho—Kinoe<br>147′ 0″ 25′ 0″ 11′ 5½″<br>132′ 2″ 24′ 11½″ 12′ 6″<br>1 dk | M Mchy aft | | Oil 4SA 6Cy. 280×420 mm<br>500bhp<br>Matsue Nainenki Kogyo |
| 509951<br>JCMP<br>80402<br>Df Esd<br>Gc Rdr<br>RTh | **EIWA MARU**<br><br>**Taiheiyo Kaiun K.K.**<br>Tokyo Japanese<br>Now **AIVA** See New Entries No. 9 | 12642<br>8308<br>19859 | NK<br><br>✠Classed LR until 8/63 | 1958–9 Nagoya Zosen—Nga<br>559′ 8″ 72′ 0″ 31′ 1½″<br>529′ 11″ 71′ 8″ 40′ 0″<br>P120′ B40′ F70′ 1 dk<br><br>rf 6″ | M Tanker Mchy.aft<br>27 Ta<br>L.929421 | <br><br>HeCls, BC | Oil 2SA 7Cy. 760×1550 mm<br>9100bhp Sulzer<br>Uraga Diesel Kogyo<br>2×280kW 450V 60c/s a.c. |
| 509952<br>JLNP<br>80104<br>Df Esd<br>Gc Rdr<br>RT | **EIWA MARU**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | 9159<br>4933<br>13150 | <br><br>NK | 1958 Harima Zosensho—Aio<br>485′ 9″ 63′ 9″ 28′ 11″<br>459′ 4″ 63′ 7″ 39′ 5″<br>2 dks<br>RW | M CSD Mchy.aft<br>4 Ho<br>G.676228 B.610941<br>4 Ha (31½′×21′) (62½′, 62½′, 57½′×26½′)<br>18W Der 4(15) 8(10) | | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp Sulzer<br>Harima Zosensho<br>2×192kW 445V a.c. |
| 509953<br>JIQA<br>87820<br>Df Rdr<br>RTm/h | **EIWA MARU**<br><br>**Kyowa Sangyo Kaiun K.K.**<br>Osaka Japanese | 2152<br>1142<br>3279 | <br><br>NK | 1961 Hitachi Zosen—Mukaishima<br>298′ 6″ 42′ 1″ 18′ 6″<br>275′ 8″ 41′ 11″ 21′ 10″<br>1 dk<br>RW<br>rf 4″ | M Mchy.aft<br>2 Ho 69½′, 115½′<br>G.150971 B.139882<br>2 Ha (41½′, 91½′×21′)<br>9W Der 2(19½) 4(15) | | Oil 4SA 8Cy. 430×<br>2000bhp<br>Niigata Eng. Co. Ltd.<br>2×30kW 230V d.c. |
| 640851<br>JL2093<br>93673<br>Rdr RT | **EIWA MARU**<br><br>**Mikame Kaiun K.K.**<br>Mikame Japanese | 1164<br>593<br>1991 | | 1964 Hashihama Zosen—Imabari<br>232′ 11″ 34′ 7″ 16′ 9″<br>209′ 11″ 34′ 5½″ 18′ 0″<br>1 dk<br>RW | TM Tanker Mchy.aft<br>4 Ta<br>L.78858 | | 2 Oil 4SA each<br>1300bhp<br>Daihatsu Kogyo K.K.<br>2×45, 15kW 105V d.c. |

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| 640360<br>JG2074<br>94694<br>Rdr | **EIWA MARU**<br>**Okimoto Kaiun K.K.**<br>Tokyo Japanese | **463**<br>250<br>— | | **1963** Koyo Dock—Mihara<br>172′ 6″ 26′ 4″ 12′ 2″<br>157′ 5″ 26′ 3″ 13′ 1″<br>1 dk | M Mchy.aft | | Oil 4SA 6Cy. 310×440 mm<br>Niigata Eng. Co. Ltd. | Niigata |
| 509954<br>JQRG<br>82447 | **EIWA MARU**<br>**Saishin Kogyo K.K.**<br>Shimonoseki Japanese | **343**<br>171<br>463 | | **1958** Mukaishima Dock Co. Ltd.—Mukaishima<br>145′ 0″ 24′ 1″<br>129′ 7″ 23′ 11″ 11′ 11″<br>1 dk | M Tanker Mchy.aft | | Oil 4SA 6Cy. 290×410 mm<br>370bhp<br>Hanshin Nainenki Gyogyo | Kob<br>10k |
| 509953<br>JLPI<br>80024<br>Pld | **EIWA MARU**<br>**Sanei Kaiun K.K.**<br>Kobe Japanese | **183**<br>86<br>— | | **1961** Kanda Zosensho—Kur<br>105′ 8″ 20′ 8″ 9′ 6″<br>95′ 2″ 20′ 7″ 10′ 2″<br>1 dk<br>RW | M Tanker Mchy.aft | | Oil 4SA 5Cy. 260×390 mm<br>250bhp<br>Usuki Tekkosho | Usuki<br>9¼k |
| 641269<br>JG2140<br>82502<br>Rdr RT | **EIWA MARU No. 2**<br>**Saishin Kogyo K.K.**<br>Shimonoseki Japanese | **622**<br>323<br>— | | **1964** Fukushima Zosensho—Matsue<br>*166·3′* 28′ 0″ 12′ 9″<br>164′ 0″ 27′10½″ 14′ 1″<br>1 dk<br>RW | M Tanker Mchy.aft | | Oil 4SA 6Cy. 300×430 mm<br>700bhp<br>Matsue Nainenki Kogyo | Matsue<br>10¼k |
| 541968<br>7KYF<br>89090 | **EIWA MARU No. 2**<br>**Kowa Koeki K.K.**<br>Tokyo Japanese | **325**<br>192<br>— | | **1961** Kanmon Zosen—Smk<br>*98·1′* 28′ 4″<br>28′ 2″<br>1 dk | M Tanker Mchy.aft | | Oil 4SA 6Cy. 270×390 mm<br>330bhp<br>Kobe Hatsudoki Seizosho | Kob<br>8½k |
| 541969<br>7KYG<br>89091 | **EIWA MARU No. 3**<br>**Kowa Koeki K.K.**<br>Tokyo Japanese | **325**<br>192<br>— | | **1961** Kanmon Zosen—Smk<br>*98·1′* 28′ 4″<br>28′ 2″<br>1 dk | M Tanker Mchy.aft | | Oil 4SA 5Cy. 260×380 mm<br>250bhp<br>Matsue Nainenki Kogyo | Matsue<br>8¼k |
| 541971<br>7LMB<br>89227 | **EIWA MARU No. 8**<br>**Kowa Koeki K.K.**<br>Tokyo Japanese | **325**<br>188<br>— | | **1961** Kanmon Zosen—Smk<br>*98·1′* 28′ 4″<br>28′ 2″<br>1 dk | M Tanker Mchy.aft | | Oil 4SA 6Cy. 270×390 mm<br>330bhp<br>Kobe Hatsudoki Seizosho | Kob<br>8¼k |
| 541972<br>7LMC<br>89228 | **EIWA MARU No. 10**<br>**Kowa Koeki K.K.**<br>Tokyo Japanese | **325**<br>188<br>— | | **1961** Kanmon Zosen—Smk<br>*98·1′* 28′ 4″<br>28′ 2″<br>1 dk | M Tanker Mchy.aft | | Oil 4SA 6Cy. 270×390 mm<br>330bhp<br>Kobe Hatsudoki Seizosho | Kob<br>8k |
| 541973<br>7LMD<br>89229 | **EIWA MARU No. 11**<br>**Kowa Koeki K.K.**<br>Tokyo Japanese | **324**<br>175<br>— | | **1961** Towa Zosen Tekkosho—Smk<br>*98·1′* 28′ 4″<br>28′ 2″<br>1 dk | M Tanker Mchy.aft | | Oil 4SA 5Cy. 260×400 mm<br>250bhp<br>Matsue Nainenki Kogyo | Matsue<br>7½k |
| 541974<br>7LME<br>89230 | **EIWA MARU No. 12**<br>**Kowa Koeki K.K.**<br>Tokyo Japanese | **324**<br>176<br>— | | **1961** Towa Zosen Tekkosho—Smk<br>*98·1′* 28′ 4″<br>28′ 2″<br>1 dk | M Tanker Mchy.aft | | Oil 4SA 5Cy. 260×400 mm<br>250bhp<br>Matsue Nainenki Kogyo | Matsue<br>7½k |
| 602202<br>JIEQ<br>80216<br>Df Esd<br>Gc Pld<br>Rdr RTv | **EIYO MARU**<br>**Taiyo Shosen K.K.**<br>Tokyo Japanese | **42836**<br>27028<br>71750 | NK | **1965** Mitsubishi Hvy Ind. Ltd.—Nag<br>774′ 4″ 122′ 2″ 41′ 1″<br>731′ 8″ 122′ 0″ 58′ 5″<br>F77′ 1 dk<br>RW<br>rf 2¾″ | M Tanker (1P) Mchy.aft<br>12 Ta<br>L.3320290<br>Der 2(10) | HeCls. BC | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 3441t (hvf)–65pd<br>Mitsubishi Hvy Ind. Ltd. | Nag<br>15½k |
| 509958<br>JMEY<br>80390 | **EIYO MARU**<br>**Nagai Kaiun K.K.**<br>Tokyo Japanese | **474**<br>264<br>750 | | **1957** Takehara Zosen—Hma<br>138′ 0″ 25′ 8″ 11′ 2″<br>134′ 6″ 25′ 7″ 12′ 6″<br>1 dk | M Tanker Mchy.aft | | Oil 4SA 6Cy. 320×340 mm<br>350bhp (d.o)<br>Kinoshita Tekkosho<br>1×5kW 24V d.c. | Akashi |
| 541975<br>8KDF<br>91851<br>Df Esd<br>Gc Pld<br>Rdr RT | **EIYO MARU**<br>**K. Kasagi**<br>Hakodate Japanese | **298**<br>127<br>— | | **1963** Hayashikane Zosen—Smk<br>150′ 3″ 25′ 4″ 11′ 5″<br>131′ 2″ 25′ 3″ 12′ 10″<br>1 dk | M Fishing | | Oil 4SA 6Cy. 330×520 mm<br>Niigata Eng. Co. Ltd. | Niigata |
| 600289<br>JG2470<br>101058<br>Rdr RT | **EIYO MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japanese | **195**<br>83<br>— | | **1967** Nagasaki Zosen—Nag<br>125′ 11″ 22′ 5″ 9′ 1″<br>108′ 7″ 22′ 4″ 10′ 5″<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 6Cy. 280×440 mm<br>850bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| 540169<br>8LGY<br>94006<br>Df Esd<br>Gc Rdr | **EIYO MARU No. 25**<br>**Asahi Gyogyo K.K.**<br>Iwaki Japanese | **253**<br>127<br>— | | **1963** Kanazashi Zosensho—Shimizu<br>143′ 4″ 24′ 10″<br>126′ 5″ 24′ 7″ 10′ 10″<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 6Cy. 300×420 mm<br>Akasaka Tekkosho | Yaizu |
| 541976<br>8LJH<br>91018 | **EIYOSHI MARU No. 2**<br>**Yamada Kaiun K.K.**<br>Marugame Japanese | **466**<br>267<br>— | | **1962** Hirata Zosen—Kochi<br>*152·5′* 25′ 4″<br>25′ 2″<br>1 dk | M Mchy.aft<br>G.29806 B.27581<br>1 Ha (78¼′×16′) | | Oil 4SA 6Cy. 300×420 mm<br>650bhp<br>Kinoshita Tekkosho | Akashi<br>11k |

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| 509960<br>JJUH<br>73747 | **EIYU MARU**<br>exEiyu Maru No. 1–65<br>**K. Tada**<br>Hakata Japanese | 309<br>144<br>— | | | 1955 Kanagawa Zosen—Kob<br>*146·0'* 23' 0"<br>22' 10" 11' 10"<br>1 dk<br>RW len 58 | M Tanker Mchy.aft | | Oil 4SA 6Cy. 280×380 mm<br>280bhp<br>Nippon Hatsudoki |
| 509959<br>JFCA<br>67813 | **EIYU MARU**<br>**Seibu Tanker K.K.**<br>Shimonoseki Japanese | 112<br>69<br>170 | BROKEN UP | | 1952 Kawaminami Kogyo—Koyagishima<br>*92·7'* 17' 8"<br>17' 6"<br>B12' F15' 1 dk | M Tanker | | Oil 4SA 6Cy. 300×350 mm<br>210bhp Emade—fitted62<br>Niigata Tekkosho<br>1×3kW 24V d.c. |
| 543361<br>JMBQ<br>60040 | **EIYU MARU No. 2**<br>exKoan Maru No. 2–62<br>**Eiyu Kaiun K.K.**<br>Osaka Japanese | 676<br>342<br>935 | | | 1941 Fujinagata Zosensho—Osa<br>171' 4" 31' 3" 13' 1"<br>... ... ...<br>P41' 1 dk<br>RW len 57 | M Tanker Mchy.aft<br>8 Ta<br>L.25428 | | Oil 4SA 8Cy. 370×500 mm<br>850bhp<br>Mitsubishi Jukogyo |
| 509961<br>JKKY<br>80317 | **EIYU MARU No. 3**<br>**Eiyu Kaiun K.K.**<br>Tsuna Japanese | 436<br>235<br>— | | | 1957 Kanagawa Zosen—Kob<br>*145·3'* 26' 4"<br>142' 9" 26' 3" 13' 5"<br>1 dk<br>RW | M Tanker Mchy.aft<br>L.28428 | | Oil 4SA 6Cy. 290×400 mm<br>480bhp<br>Nippon Hatsudoki |
| 509962<br>JFDG<br>82830<br>Rdr | **EIYU MARU No. 5**<br>**Eiyu Kaiun K.K.**<br>Tsuna Japanese | 903<br>534<br>1361 | | | 1959 Kanagawa Zosen—Kob<br>207' 0" 31' 4" 15' 2"<br>190' 2" 31' 2" 16' 5"<br>1 dk<br>RW | M Tanker Mchy.aft | | Oil 4SA 6Cy. 380×520 mm<br>1150bhp<br>Nippon Hatsudoki |
| 509963<br>JCIG<br>86589<br>Gc Rdr | **EIYU MARU No. 6**<br>**Eiyu Kaiun K.K.**<br>Osaka Japanese | 927<br>591<br>— | | | 1960 Kanagawa Zosen—Kob<br>210' 9" 31' 8" 15' 1"<br>194' 4" 31' 6" 16' 6"<br>1 dk<br>RW | M Tanker Mchy.aft | | Oil 4SA 6Cy. 380×520 mm<br>1150bhp<br>Nippon Hatsudoki |
| 509964<br>7JRC<br>87786<br>Rdr | **EIYU MARU No. 7**<br>**Eiyu Kaiun K.K.**<br>Osaka Japanese | 951<br>573<br>— | | | 1961 Sanoyasu Dockyard Co. Ltd.—Osa<br>213' 3" 31' 8" 15' 1"<br>197' 8" 31' 6" 16' 6"<br>1 dk<br>RW | M Tanker Mchy.aft | | Oil 4SA 6Cy. 380×520 mm<br>1150bhp<br>Nippon Hatsudoki |
| 509965<br>7LLQ<br>87905<br>Rdr | **EIYU MARU No. 8**<br>**Eiyu Kaiun K.K.**<br>Osaka Japanese | 953<br>569<br>— | | | 1961 Sanoyasu Dockyard Co. Ltd.—Osa<br>213' 3" 31' 7" 15' 0"<br>197' 8" 31' 6" 16' 5"<br>1 dk | M Tanker Mchy.aft<br>L.64555 | | Oil 4SA 6Cy. 380×520 mm<br>1150bhp<br>Nippon Hatsudoki |
| 651843<br>JL2016<br>97321 | **EIYU MARU No. 15**<br>**Shikoku Unyu K.K.**<br>Yawatahama Japanese | 840<br>481<br>1300 | | | 1965 Imai Zosen—Kochi<br>208' 4" 31' 7" 14' 3"<br>190' 1" 31' 5" 15' 9"<br>1 dk<br>RW | M Tanker<br>L.58940 | | Oil 4SA 6Cy. 380×520 mm<br>1200bhp<br>Nippon Hatsudoki |
| 509968<br>JJBH<br>69803<br>Df Esd<br>Gc Pfd<br>Rdr | **EIZAN MARU**<br>**Tokyo Sempaku K.K.**<br>~~**Showa Yusen K.K.**~~<br>Tokyo Japanese | 6837<br>3844<br>10112 | | NK | 1953 Mitsubishi Zosen—Hma<br>456' 2" 59' 9" 26' 4½"<br>426' 6" 59' 8" 32' 9"<br>P23' B167' F35' 2 dks<br>RW | S (5P)<br>6 Ho 54½', 71', 50½', 25', 64½', 53'<br>G.548773 B.506486<br>6 Ha (29', 39', 25'×23½') (19½'×26½')<br>(36', 30½'×23½')<br>14W Der 1(30) 6(10) 10(5) | | 2 S Turb dr geared to sc.<br>5000shp<br>Mitsubishi Zosen<br>3×250, 250, 37½kW 225V |
| 509970<br>JJOK<br>81891<br>Df Esd<br>Rdr RT | **EIZAN MARU**<br>**Manju Kaiun**<br>Kitakyushu Japanese<br>Now **EIZAN** See New Entries No. 6 | 1998<br>1063<br>3044 | | NK | 1960 Hashihama Zosen—Imabari<br>293' 8" 41' 10" 18' 5"<br>269' 0" 41' 8" 21' 10"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.142017 B.130165<br>2 Ha (53½', 85½'×21½')<br>9W Der 2(15) 4(10) | | Oil 4SA 6Cy. 470×670 mm<br>1800bhp<br>Akasaka Tekkosho<br>2×50kW 230V d.c. |
| 509971<br>OYAE<br><br>RTm | **EJNAR MIKKELSEN**<br>exPolstraum–61<br>**Ministry of Greenland**<br>Royal Greenland Trade Department<br>Angmagsalik, Greenland<br>Danish | 117<br>34<br>— | | | 1947 Sõren Frostad—Tõmrefjord<br>102' 1" 21' 0"<br>... ... ...<br>1 dk | Wood M Fishing<br>1 Ha (11½'×6½')<br>Der 1(2) | | Oil 2SA 4Cy. 329×380 mm<br>240bhp NE52<br>Hjelset Motfbr.<br>1×8kW 110V d.c. |
| 652103<br>6ZOX<br>2462<br>Df Esd<br>Gc Rdr<br>RT | **EJNAR THORSEN**<br>**Monthor Shipping Co.**<br>Monrovia Liberian | 38529<br>26982<br>74150 | | NV | 1965 Kockums M/V A/B—Mmo<br>800' 0" 120' 2" 41' 6"<br>778' 0" 120' 0" 55' 9"<br>1 dk | M Tanker Mchy.aft | | Oil 2SA 10Cy. 840×1600 mm<br>19000bhp MAN<br>Kockums M/V A/B |
| 509972<br>LETS<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EK**<br>**Skibs A/S Storli, Skibs A/S Oljetransport & A/S Spesialtank**<br>A/S Rederiet Odfjell<br>Bergen Norwegian | 2791<br>1296<br>3950 | | NV | 1963 A/S Trondhjems M/V—Tdh<br>332' 10" 44' 7" 19' 0½"<br>[306' 3" 44' 6" 22' 4"<br>P97' Q97' B66' F38' 1 dk<br>rf 3" | M Chemical Tanker Mchy.aft<br>12 Ta<br>L.158917 | HeCls. B | Oil 2SA 6Cy. 450×750 mm<br>2240bhp<br>N.V. Werkspoor<br>2×265kW 440V |

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|---|---|---|---|---|---|---|
| 533711<br>DHOX<br>Df Esd<br>Gc Rdr<br>RTv | **EKA DAJA SAMUDERA**<br>exSpreewald–66<br>**Hamburg-Amerika Linie**<br>W. German<br>Hamburg | 5094<br>2867<br>7672 | GL | 1951 Howaldtswerke A.G.—Ham<br>440' 8" 56' 4" 24' 6"<br>56' 2" 38' 10"<br>B71' F32' 1 dk & S dk, pt 3rd dk<br>RW<br>rf 4" | M (10P) OSD<br>5 Ho 59¾', 67½', 60', 70', 54¾<br>G.528415 B.488130<br>5 Ha (29¾', 42¼', 29¾', 42¼', 29¾'×19¾')<br>Der 1(15–50) 16(3–5) | Oil 2SA 6Cy. 700×1200 mm<br>3500bhp 797t<br>Howaldtswerke Ham. A.G. Ham<br>3×140kW 230V d.c. 13k |
| 509974<br>5ZRR<br>1112<br>Esd Rdr<br>RT | **EKATERINI**<br>exDelfini–55 exSyros–51<br>**Kavounides Shipping Co. Ltd.**<br>Greek<br>Piræus | 1082<br>554<br>— | ✠100A1 TD 7/67<br>East Mediterranean service<br>✠LMC<br>MN354 EL (m) | 1941–5 Harland & Wolff Ltd.—Bel<br>205' 2" 33' 2" 14' 0"<br>190' 0" 33' 0" 17' 6"<br>B&F170' 1 dk, 2nd dk clear of mchy. space<br>4BH<br>WB25t | TM<br>1 Ho 21½'<br>1 Ha<br>2W Der 2(5) | 2 Oil 2SA each 6Cy. 369×483 mm<br>2000bhp ✠NE6/55 120t<br>Crossley Bros. Ltd. Mch<br>16k |
| 509975<br>SVMY<br>1145 | **EKATERINI A**<br>exKyriakos K–62<br>**M. M. Armenakis & Co.**<br>Greek<br>Piræus | 277<br>161<br>— | | ....................Perama<br>122' 8"<br>... ... ...<br>1 dk<br>R | Iron TM Ferry | 2 Oil 2DA each 4Cy.<br>Emade—fitted58<br>L. Gardner & Sons Ltd. Mch |
| 670839<br>6ZWW<br>2672<br>Df Esd<br>Gc Rdr<br>RT | **EKATERINI M. GOULANDRIS**<br>**North Seas Carriers Corp. & Sea Spray Bulk Carriers Corp.**<br>Liberian<br>Monrovia | 28774<br>20255<br>52458 | AB | 1966 Ishikawajima-Harima Hvy Ind.—Tok<br>708' 8" 101'10" 39' 7½"<br>672' 7" 101' 8" 59' 1"<br>F41' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.2329000<br>7 Ha (stl) | Oil 2SA 8Cy. 760×1550 mm<br>12800bhp Sulzer 3352t<br>Ishikawajima-Harima Hvy Ind. Aio<br>3×260kW |
| 512478<br>6ZZN<br>2741<br>Df Esd<br>Pd Rdr | **EKBERG**<br>exHylda Lee–67<br>exMaite Smith–66<br>exGranada–64<br>Ekberg **Shipping Corp.**<br>Liberian<br>Monrovia<br>Now **JOSEPH H.** See New Entries No. 7 | 1845<br>1011<br>2820 | BV | 1950 Lübecker Flender-Werke—Lbc<br>296' 0" 43' 4" 17' 9⅞"<br>269' 0" 43' 2"<br>F22' 1 dk & S dk<br>RW | S OSD<br>G.173000 B.157797<br>8W | C 4Cy. (2) 16 9/16" & (2) 35 7/16"×35 7/16"<br>215t (o.f)<br>Flensburger Schiffs. Ges. Fln<br>11½k |
| 672500<br>SKJO<br>10893<br>Df Esd<br>Pd Rdr<br>RT | **EKEFJORD**<br>Kenny Gustafsson Partrederi<br>~~Sten Ivan Jogenfelt~~<br>Swedish<br>Rönnäng | 138<br>49<br>— | NV | 1966 Nya Marstrandsverken A/B—Mtd<br>103' 1" 22' 2" 11' 6"<br>91' 10" 22' 0" 11' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz Kln |
| 691932<br>SMHW<br>1598<br>Df Esd<br>Rdr RT | **EKEN**<br>Frank V. **Börjesson** Partrederi<br>Swedish<br>Fotö | 449<br>~~185~~ 244<br>~~705~~ 900 | BV | 1965 O. Jonssons Torrdocka—Kållandsö<br>172' 1" 26' 0" 11' 5"<br>154' 3" 25' 11" 13' 2"<br>1 dk<br>R | M Tanker Mchy.aft<br>10 Ta<br>L.33000 | Oil 4SA 6Cy. 320×450 mm<br>850bhp<br>Masch. Kiel G.m.b.H. Kel |
| 509978<br>SFAW<br>8337 | **EKEN**<br>exEos–60 exAranäs–58<br>S. N. **Berggren**<br>Swedish<br>Kållandsö | 117<br>61<br>190 | | 1939 G. Groth—Sjötorp<br>84' 8" 22' 8"<br>... ... ...<br>1 dk | Comp Aux Sr | Oil 2SA 2Cy. 300×310 mm<br>100bhp<br>A/B Bolinder-Munktell Eskilstuna |
| 509979<br>SGNQ<br>8570 | **EKENÄS**<br>Karl **Höglund**<br>Swedish<br>Donsö | 168<br>80<br>— | | 1955 A/B Åsi-Verken—Åmål<br>104' 6" 18' 6"<br>92' 3" 18' 4" 8' 4"<br>1 dk<br>len 62 | M Tanker Mchy.aft<br>7 Ta | Oil 4SA 3Cy. 300×410 mm<br>240bhp<br>A/S Vølund Cpn |
| 509980<br>SFIO<br>4129<br>Pld | **EKERÖ**<br>exEjdern–49 exLinköping–41<br>Rederi A/B **Öckerötank**<br>Rolf Eliasson<br>Swedish<br>Öckerö | 180<br>95<br>240 | | 1902 W. Lindbergs A/B—Skm<br>115' 0" 21' 7" 10' 0"<br>21' 5"<br>H20' 1 dk<br>R conv dry cargo ship 49 | M Tanker Mchy.aft<br>6 Ta<br>L.7743 HeCls. C | Oil 4SA 3Cy.<br>240bhp NE55 3t–1½pd<br>A/S Vølund Cpn<br>9k |
| 509981<br>119841 | **EKET**<br>West African **Lighterage & Transport Co. Ltd.**<br>Nigerian<br>Lagos | 394<br>169<br>121 | ✠100A1 SS 9/66<br>Eket & Victoria coasting service at a moulded draught of 4' 9"<br>✠LMC<br>MN120 EL (h) | 1950–2 J. Samuel White & Co. Ltd.—Cws<br>179' 0" 30' 1" 4' 9¼"<br>170' 0" 30' 0" 9' 9"<br>P12' 1 dk<br>R 8BH<br>rf nil WB40t | TM Ferry (1050P)<br>2 Ho 24½', 26'<br>2 Ha (each 5¼'×5¼') | 2 Oil 2SA each 6Cy. 290×345 mm<br>600bhp 10t (d.o)<br>H. Widdop & Co. Ltd. Keighley<br>2×15kW 110V d.c. 11½k |
| 509983 | **EKIMCHAN**<br>**U.S.S.R.**<br>Russian | 3816<br>1888<br>— | | 1957 Stocznia Gdanska—Gdk<br>355' 2" 48' 0" 21' 8¾"<br>47' 10"<br>1 dk<br>RW | S | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb & hydraulic coupling (o.f)<br>Z.U.T. Zgoda Swl |
| 678290<br>UYET | **EKIMCHAN**<br>**U.S.S.R.**<br>Russian<br>Vladivostok | 1772<br>~~558~~ 556<br>— 1660 | | 1966 ....................Kerch<br>274' 2" 39' 6" 15' 3½"<br>39' 3" 17' 6"<br>1 dk | M Tanker Mchy.aft | Oil |
| 509984<br>GOXH<br>300987<br>Esd Rdr | **EKOLE CREEK**<br>**Shell-BP Petroleum Development Co. of Nigeria Ltd.**<br>British<br>London | 158<br>—<br>— | ✠100A1 SS 10/63<br>tug<br>Gulf of Guinea service<br>✠LMC<br>MN192 EL (c) | 1959–9 P. K. Harris & Sons Ltd.—Apl<br>102' 0" 28' 9"<br>92' 0" 27' 0" 9' 0"<br>3BH<br>rf 30" BK1" WB12t | TM Tug | 2 Oil 2SA each 8Cy. 7"×9" with flexible couplings, sr & reverse gear<br>960bhp<br>Crossley Bros. Ltd. Mch |

**SURVEYS OVERDUE—CLASS SUSPENDED 2/68**

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|---|---|---|---|---|---|---|
| 509988<br><br>191652<br>RTv | **EL AMIGO**<br><br>**Curling Lumber Ltd.**<br>St. John's, Nfl Canadian | 250<br>145<br>— | | 1944 Tacoma Boat Building Co.— Tacoma<br>*124·0'* 24' 0"<br>... ... ...<br>1 dk | Wood TM<br>3 Ho 42', 12', 12'<br><br>Der 2(1) | 2 Oil each 8Cy. 8½"×7"<br>1000bhp<br>Cleveland Diesel Corp.<br>2×30kW 110V d.c. |
| 670454 | **EL AMRIA**<br><br>**United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | 2800<br>—<br>3150 | 100A1<br>Class contemplated | Suez Canal Authority—P. Fuad<br>330' 7" 48' 0" 20' 6"<br>301' 9" 47' 9" 27' 6" | M | Oil 4SA 8Cy. 520×740 mm<br><br>Masch. Augsburg-Nürnberg |
| 509990<br>CNBK<br><br>RTm | **EL BARAKA**<br>exEl Hank–47<br>exEmpire Pam–46<br>**Soc. Chérifienne de Remorq. & d'Assistance**<br>Casablanca Moroccan | 260<br>—<br>— | BV<br><br>✻Classed BC until 1/49 | 1945 Cook, Welton & Gemmell Ltd.— Bev<br>111' 10" 30' 1" 14' 10"<br>... ... ...<br>R | S Tug<br><br><br>1 Ha (5'×3') | T 3Cy. 16-1/16" 28-1/16" & 46½"×3<br>1320ihp<br>C. D. Holmes & Co. Ltd.<br>2×10kW 110V d.c. |
| 509991<br>EDEH<br><br>Df Esd<br>Rdr<br>RTm/h | **EL BAZTAN**<br><br>**Naviera del Atlantico S.A.**<br>Cadiz Spanish | 2465<br>1260<br>3558 | ✠100A1 SS 3/65<br><br>✠LMC<br><br>MN700 EL v | 1961–3 Empresa Nacl. "Bazan"—Cdz<br>346' 7" 49' 2" 20' 0¾"<br>321' 6" 49' 0½" 29' 0"<br>RFD35' 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 5" WB559t | M (12P) OSD<br>4 Ho 67½', 58½', 59', 45½'<br>G.223238 B.204053<br>4 Ha (stl) (34', 34', 27½', 27½'×20')<br>6W Der 1(20) 8(3) 4(2) | Oil 2SA 7Cy. 600×1040 mm<br>3500bhp Sulzer<br>La Maquinista Terrestre y<br>db 120lb<br>2×165kW 220V d.c. |
| 641394<br>WT5195<br>288872<br>Df Esd<br>Pfd Rdr<br>RTm | **EL BUEY GRANDE**<br><br>**Twenty Grand Marine Service Inc.**<br>Morgan City United States | 270<br>43<br>— | | 1962 Burton Shipyard Inc.—Pt. Arthur<br>*119·7'* 32' 2" 12' 5½"<br>120' 11" 32' 0" 14' 3"<br>rf 48" | TM Tug | 2 Oil 2SA each 16Cy. 8½"×10"<br>3600bhp<br>General Motors Corp.<br>2×60kW 110/220/440V 60c/s |
| 509992<br>ELVV<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EL CAFETERO**<br><br>**Gulf & Atlantic Shipping Co. S.A.**<br>Gotaas-Larsen Inc.<br>Monrovia Liberian | 2743<br>1262<br>4350 | ✠100A1 SS 8/66<br><br>✠LMC<br>✠Lloyd's RMC<br>MN800 EL w | 1952–12 Deutsche Werft A.G.—Ham<br>364' 1" 47' 2" 21' 11½"<br>335' 4" 31' 6"<br>F42' 1 dk & S dk, 3rd dk in No. 2 hold<br>RW Coll BH to U dk 4 to 2nd dk<br>WB835t | M (4P) Ref OSD<br>3 Ho 24½', 43', 24½', 5 TwD 24½', 30', 24½' 20½', 30'<br>G.270000 B.246130 In.47530<br>4 Ha (24½', 42½', 24½', 24½'×19½')<br>10W Der 2(2½–5) 8(3) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp<br>Masch. Augsburg-Nürnberg<br>3×165kW 230V d.c. |
| 509993<br>EELF | **EL CAUDAL**<br><br>**Sociedad Industrial Asturiana Santa Barbara**<br>Bilbao Spanish | 847<br>621<br>1100 | | 1921 Ast. de Gijon—Gijon<br>213' 8" 29' 10" 14' 6"<br>29' 8"<br>B43' F30' 1 dk<br>R | S<br><br>G.49000 | T 3Cy. 13" 21" & 34"×24"<br>525ihp<br>A. Sanjurjo Badia |
| 509994<br>WA3473<br>242928<br>RT | **EL CERRITO**<br>exCavalcade–51<br>**Hunter Offshore Enterprises Inc.**<br>San Francisco United States | 111<br>56<br>— | | 1943 .....................Sea<br>*70·2'* 21' 1"<br>.... ... ... | Wood M | Oil<br>250bhp |
| 509995<br>EBSG | **EL COMENDADOR**<br><br>**J. Santodomingo & Hijos S.L.**<br>Vigo Spanish | 185<br>93<br>— | | 1957 Constr. Nav. Santodomingo—Vgo<br>*95·7'* 22' 7"<br>... ... ... | Wood S Fishing | T 3Cy.<br>146ihp |
| 509996<br>EAQE | **EL CONDADO**<br><br>**Cia. General de Naveg.**<br>J. L. Navajas<br>Bilbao Spanish | 3082<br>1933<br>5555 | AB<br><br>✻Classed BC until 1/51 | 1920–11 W. Hamilton & Co. Ltd.—P.Gl<br>337' 2" 48' 11" 20' 7½"<br>330' 7" 48' 9" 24' 3"<br>P27' B98' F34' 1 dk<br>R | S<br>5 Ho<br>G.220000 B.205000<br>5 Ha | T 3Cy. 23" 38" & 63"×4<br>1745ihp<br>Dunlop, Bremner & Co. Ltd |
| 509997<br>HRQS<br><br>Df Gc<br>Rdr RT | **EL CONQUISTADOR**<br>exSuderöy VII–61<br>**Cia. Maritima Pesquera S.A.**<br>Puerto Cortes Honduran | 361<br>130<br>— | | 1939 Smith's Dock Co. Ltd.—Mdb<br>147' 6" 26' 5"<br>26' 3"<br>1 dk<br>R | S Whaler Mchy.aft | T 3Cy. 15" 26" & 44"×30"<br><br>Smith's Dock Co. Ltd |
| 542376<br>HPGD<br><br>Df Esd<br>Rdr<br>RTm | **EL CORRAL**<br>exCap Cépet–63<br>**Urrayansi Line Cia. Nav. S.A.**<br>Panama Panamanian | 2103<br>1018<br>2303 | BV | 1948 Marine Industries Ltd.—Srl<br>313' 1" 45' 11" 19' 5"<br>45' 9"<br>P78' F196' 1 dk & S dk<br>R | M Cattle Carrier (4P) Ref OSD Mchy.aft<br>G.224000 B.178000 | Oil 2SA 5Cy. 735×1010 mm<br>3100bhp<br>Nordberg Mfg Co. |
| 537827<br><br>316419<br>Df RTm | **EL D**<br>exVenus–66 exCouronne–61<br>**M. de Goeas**<br>Kingstown, St. Vincent British | 215<br>104<br>325 | BV | 1935 Ziegler Frères—Dnk<br>*110·0'* 20' 7" 10' 7"<br>20' 5"<br>P21' 1 dk<br>R | M Mchy.aft<br>1 Ho 64'<br><br>1 Ha (32'×18')<br>2W Cr 1(2½) | Oil<br>165bhp NE—<br>Caterpillar Tractor Co.<br>1×3½kW 110V a.c. |
| 509998<br>FNFV<br><br>Df Esd<br>Gc Rdr<br>RT | **EL DJEZAIR**<br><br>**Cie. de Navigation Mixte**<br>Marseilles French | 7608<br>4024<br>1890 | BV | 1952 Forg. & Ch. de la Médit.—La Seyne<br>433' 2" 59' 4" 20' 0"<br>59' 2"<br>B85' 3 dks | TS (1088P) Ref Mchy.aft<br>3 Ho 60', 64½', 34½'<br>G.188113 B.167851 In.23652<br>5 Ha (stl) (20½', 20½'×12½') (18½', 18½', 18½'×14½')<br>Cr 2(5) 2(3) | 6 S Turb sr geared to<br>14793shp<br>Forg. & Ch. de la Médit.<br>6×400,400,330,330, |

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|---|---|---|---|---|---|
| 650475 **EL FAYOUM**<br>1051 **United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.)<br>For later particulars see New Entries No. 5 | **2800**<br>—<br>— | **100A1**<br>Class contemplated | Suez Canal Authority—P.Fuad<br>330′ 9″ 48′ 0″<br>301′ 10″ 47′ 11″ 18′ 6″ | M Mchy.aft | Oil 4SA 8Cy. 520×740 mm<br>Masch. Augsburg-Nürnberg Aug |
| 505255 **EL FLAMINGO**<br>GCDO exBritish Defender–65<br>183298 **Trustee Secretaries Ltd.**<br>Df Esd F. C. Strick & Co.<br>Gc Rdr (Newcastle) Ltd.<br>London British | **6138**<br>3335<br>8420 | ✠LR class withdrawn<br>5/67 | **1950–7** Wm. Doxford & Sons Ltd.—Sld<br>422′ 10″ 56′ 4″ 25′ 0¼″<br>400′ 0″ 56′ 0″ 30′ 1″<br>P90′ B46′ F37′ 1 dk<br>RW | M Tanker Mchy.aft<br>24 Ta<br>L.397930 HeCls. B | Oil 2SA 3Cy. 600×2320 mm<br>2250bhp 630t–10pd<br>Wm. Doxford & Sons Ltd. Sld<br>11k |
| 510000 **EL GAITERO**<br>EELI exEssex<br>**Alvaro Diaz Garcia**<br>Gijon Spanish | **163**<br>88<br>— | ✠ | **1894–11** R. Thompson & Sons—Sld<br>*93·8′* 18′ 5″<br>… … …<br>1 dk<br>R | S Mchy.aft | C 2Cy. 11″ & 22″×16″<br>100ihp 10t (c)<br>Hedley & Boyd Shl<br>16k |
| 641270 **EL GEZIRA**<br>STGZ<br>**Sudan Shipping Line Ltd.**<br>Df Esd Port Sudan Sudanese<br>Gc Rdr | **3689**<br>1954<br>4980<br>**5311**<br>3083<br>— | **✠100A1** SS 12/68<br>DTm—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1090 EL y1⅛″SQ | **1964–10** Brodogradiliste Uljanik—Pla<br>395′ 2″ 53′ 11″ 22′ 2½″<br>360′ 11″ 53′ 9½″ 24′ 4″<br>RFD-41′ 1 dk & S dk, 3rd dk in No. 3 hold<br>Coll BH to S dk 6 to 2nd dk<br>rf 4″ DK fwd WB1520t incl. DTm620t | M (12P) Ref OSD<br>4 Ho 54¾′, 77¾′, 48′, 54¾′<br>G.8745 B.8012 In.24438<br>4 Ha (stl) (27½′, 48¼′, 41¼′×21′)<br>(27½′×18¼′)<br>12W Der 1(40) 2(10) 10(5) | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W 605t (hvf)<br>Brodogradiliste Uljanik Pla<br>AuxB 100℔<br>3×200kW 450V 60c/s a.c. 16½k |
| 541978 **EL GIZA**<br>SULI<br>202 **The United Arab Maritime**<br>Df Esd **Co.**<br>Gc Rdr Alexandria Egyptian (U.A.R.)<br>RT | **2030**<br>1216<br>— | GL | **1963** Suez Canal Authority—P.Fuad<br>258′ 1″ 41′ 10″ 21′ 6½″<br>238′ 8″ 41′ 8″ 23′ 7″<br>2 dks<br>RW | M Mchy.aft | Oil 4SA 7Cy. 400×600 mm<br>1470bhp<br>Masch. Augsburg-Nürnberg Aug |
| 510003 **EL GOLÉA**<br>TOZC<br>**Armement Bigouden**<br>Df Esd Guilvinec French | **114**<br>45<br>— | BV | **1959** S.I.C.C. Na.—St.M<br>*73·8′* 22′ 4″<br>… … … | M Trawler<br>5 Ha (3¼′, 3¼′×3¼′) (3′×3′) (2′×2¼′)<br>(7′×6′)<br>Der 1(2) 1(1) | Oil 4SA 8Cy. 185×200 mm<br>389bhp<br>Moteurs Baudouin Msl<br>10½k |
| 541271 **EL GRECO**<br>SVQI exGalaxias–66<br>2015 exNea Hellas–64 exHellas–63<br>RT exMarchioness of Graham–59<br>**Delphi Cruises S.A.**<br>Piræus Greek | **1164**<br>758<br>— | | **1936** Fairfield S.B. & E. Co. Ltd.—Gls<br>245′ 0″ 32′ 7″ 9′ 0″<br>220′ 2″ 30′ 1″ 10′ 8″<br>2 dks<br>R len 59 | TM | 2 Oil 4SA each 8Cy. 300×450 mm<br>NE59<br>Masch. Augsburg-Nürnberg Aug<br>15k |
| 510004 **EL GUANCHE**<br>EBRQ<br>**Cory Hermanos S.A.**<br>Df RT Vigo Spanish | **259**<br>27<br>— | **✠100A1** SS 9/65<br>tug<br>**✠LMC**<br>MN220 EL (d) | **1957–9** Hijos de J. Barreras S.A.—Vgo<br>116′ 6″ 29′ 0″ 12′ 5½″<br>100′ 1″ 27′ 10½″ 13′ 1″<br>F32′<br>RW 4BH<br>rf 21″ BK7″ WB84t incl. DTsf47t | M Tug | Oil 4SA 8Cy. 390×680 mm<br>1100bhp Werkspoor<br>Hijos de J. Barreras S.A. Vgo |
| 671481 **EL HASSANI**<br>**Royale Marocaine de**<br>Df Esd **Navigation**<br>Gc Rdr Tangiers Moroccan<br>RT | ~~2700~~ **2673**<br>— 1572<br>~~6800~~ 3945 | BV | **1967** Soc. Española de Const. Nav.—<br>Bbo<br>310′ 1″ 21′ 11″<br>281′ 6″ 45′ 7½″ 26′ 5″<br>2 dks<br>RW | M Ref CSD Mchy.aft | 2 Oil 4SA each 8Cy. 300×450 mm<br>geared to sc. shaft<br>Masch. Augsburg-Nürnberg Aug |
| 671482 **EL IDRISSI**<br>**Royale Marocaine de**<br>Df Esd **Navigation**<br>Gc Rdr Tangiers Moroccan<br>RT | ~~2700~~ **2673**<br>— 1572<br>~~9800~~ 3923 | BV | **1967** Soc. Española de Const. Nav.—<br>Bbo<br>310′ 1″ 21′ 11″<br>281′ 6″ 45′ 7½″ 26′ 5″<br>2 dks<br>RW | M Ref CSD Mchy.aft | 2 Oil 4SA each 8Cy. 300×450 mm<br>geared to sc. shaft<br>Masch. Augsburg-Nürnberg Aug |
| 642157 **EL JIGUE**<br>CLDW<br>**Republica de Cuba**<br>Df Esd Havana Cuban<br>Gc Rdr | **7014**<br>3701<br>10481<br>**9408**<br>—<br>12952 | **✠100A1**<br>strengthened for heavy cargoes DTs f—veg. oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1920 EL e†2¼″SQ | **1965–3** Soc. Española de Const. Nav.—<br>Sestao<br>514′ 7″ 64′ 9″ 26′ 3″/29′ 9¼″<br>470′ 0″ 64′ 6″ 38′ 6″<br>Ba157′ F48′ 1 dk & S dk<br>3BH to S dk 5 to 2nd dk<br>rf 3″ WB2497t | M Ref OSD/CSD Mchy.aft<br>B.650000 In.40000<br>16W Der 16 | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer 1091t<br>Soc. Española de Const. Nav. Bilbao<br>AuxB 100℔ 16½k |
| 510005 **EL KANEMI**<br>5NAF exSilverdene–60<br>187395 **Nigerian National Shipping**<br>Df Esd **Line Ltd.**<br>Gc Rdr Lagos Nigerian<br>RT | **5660**<br>3149<br>10054 | **✠100A1** SS 5/64<br>DTm and DTa—oil FP above 150° F.<br>**✠LMC**<br>MN880 EL b†2$\frac{1}{16}$″SQ | **1956–5** J. Crown & Sons Ltd.—Sld<br>452′ 5″ 59′ 8″ 25′ 11¾″<br>420′ 0″ 59′ 6″ 38′ 2″<br>P31′ F35′ 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 6″ WB3205t incl. DTa855t DTm761t | M OSD<br>G.608840 B.550806<br>10W Der 10 | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp 990t<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 120℔ 13½k |
| 541548 **EL KARIM**<br>CNCK<br>**Soc. Chérifienne de**<br>Esd Rdr **Remorquage &**<br>RTm **d'Assistance**<br>Casablanca Moroccan | **168**<br>—<br>— | BV | **1963** N.V. Bodewes Schps—<br>Martenshoek<br>95′ 4″ 25′ 4″ 11′ 3″<br>86′ 4″ 23′ 7½″ 12′ 6″<br>RW | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1300bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×25, 15kW 220V d.c. 10½k |

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| 510006<br>CNMK<br>Df Esd<br>Rdr<br>RTm | **EL KÉBIR**<br>**Soc. Chérifienne de Remorquage & d'Assistance**<br>Casablanca Moroccan | 332<br>30<br>— | BV | 1954 A.G. "Weser" Werk Seebeck—Bhn<br>126' 4" 27' 11" 15' 5"<br>27' 9"<br>F27'<br>R | M Tug<br>1 Ho 16½'<br>1 Ha (5'×6½') | Oil 2SA 8Cy. 340×570 mm<br>1650bhp<br>British Polar Engines Ltd.<br>3×50, 50, 15kW 230V d.c. |
| 510008<br>GCFH<br>300890<br>Df Esd<br>Gc Rdr<br>RTm/v | **EL LOBO**<br>**Burmah Oil Trading Ltd.**<br>Bowring S.S. Co. Ltd.<br>London British | 12078<br>6784<br>16600 | ✠100A1 SS 8/67<br>oil tanker<br>✠LMC<br>MN1250 EL h†2 1/16"SQ | 1959–5 Swan, Hunter & Wghm Rchdsn—Wal<br>547' 4" 72' 9" 29' 6¼"<br>515' 0" 72' 6" 39' 6"<br>P124' B36' F65' 1 dk<br>17BH<br>rf 4" WB2888t | M Tanker Mchy.aft<br>27 Ta<br>L.785000 HeCls. BC<br>Der 3(5) 1(4) 2(2) | Oil 2SA 6Cy. 670×2320 mm<br>6250bhp Doxford<br>Wallsend Slpwy & E. Co.<br>2AuxB 180lb<br>3×210kW 220V d.c. |
| 661048 | **EL LOBO IV**<br>**Pesquera Pasamaya S.A.**<br>Chancay Peruvian | 158<br>69<br>— | ~~Ot~~ | 1965 Ast. Pesquera Ind. Callao—Callao<br>*80·7'* 22' 0"<br>10' 9"<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>330bhp<br>Caterpillar Tractor Co. |
| 662141 | **EL LOBO V**<br>**Pesquera Pasamaya S.A.**<br>Chancay Peruvian | 158<br>69<br>— | ~~Ot~~ | 1965 Ast. Pesquera Ind. Callao—Clo<br>*80·7'* 22' 0"<br>10' 9"<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>330bhp<br>Caterpillar Tractor Co. |
| 660760<br>293814<br>RTm | **EL LOBO GRANDE**<br>**Twenty Grand Marine Service Inc.**<br>Morgan City United States | 197<br>134<br>— | | 1964 ........................Pt.Arthur<br>*109·2'* 29' 2" 11' 8¾"<br>110' 5" 29' 0" 13' 5"<br>rf 54" | M Tug | Oil<br>2400bhp<br>2×60kW 110/220/440V |
| 510010 | **EL MANSOUR**<br>exRedeemer–59<br>**Mohamed B. Abdellah Mrani**<br>Tangier Moroccan | 172<br>61<br>— | | 1940 Rowhedge Irn Wks Co. Ltd.—Rowhedge<br>117' 0" 22' 6" 9' 8"<br>22' 4" | Wood M Salvage Ship<br>1 Ho 15'<br>1 Ha (6'×4')<br>Der 1(2) | Oil 7Cy. 250×420 mm<br>British Auxiliaries Ltd. |
| 680519<br>Df Esd<br>Gc Rdr<br>RT | **EL MANSOUR BI LLAH**<br>**Société Marocaine de Navigation Maritime S.A.**<br>Casablanca Moroccan<br>For later particulars see New Entries No. 1 | 1500<br>—<br>— | | 1967 Astano S.A.—Frl<br>268' 1"<br>246' 9" 37' 5" 21' 4"<br>2 dks | M Ref CSD Mchy.aft | Oil 4SA 8Cy. 360×450 mm<br>2200bhp<br>Motorenw. Mannheim |
| 510011<br>EAFF<br>Esd | **EL MANUS**<br>**Manuel Fernandez Rivas and others**<br>Vigo Spanish | 152<br>65<br>— | | 1951 José Campos—Noya<br>*88·6'* 20' 9"<br>... ... ... | Wood S Fishing | T 3Cy.<br>180ihp |
| 640011<br>XCEM<br>Df Esd<br>Gc Rdr<br>RT | **EL MEXICANO**<br>**Transportacion Maritima Mexicana S.A.**<br>Guaymas Mexican | 6634<br>3796<br>—<br>8967<br>5438<br>— | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN1540 EL d 2 1/16"SQ | 1964–10 Ishikawajima do Brasil—Rio<br>477' 4" 64' 1" 26' 0¾"/28' 8½"<br>442' 11" 64' 0" 40' 0"<br>F38' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf nil WB1638t | M Ref OSD/CSD Mchy.aft<br>G.659507 B.595053 In.15890<br>16W Der 1(40) 1(25) 16(5) | Oil 2SA 7Cy. 680×1250 mm<br>7700bhp Sulzer<br>Ishikawajima-Harima<br>AuxB 100lb |
| 517275<br>ODKR<br>Df Esd<br>Rdr<br>RTm/h | **EL MINA**<br>exJohanna–65<br>**Cie. Libanaise Armement et Transports Maritimes**<br>Beirut Lebanese | 1980<br>1351<br>3484 | BV | 1953 G. Renck, Jr. K.G.—Ham<br>*240·9'* 41' 10" 21' 3"<br>41' 7" 23' 8"<br>B53' F27' 2 dks<br>RW<br>rf nil | M (3P) CSD Mchy.aft<br>2 Ho 80½', 75½'<br>G.140952 B.135161<br>4 Ha (28½', 28½', 28½', 24½'×19½')<br>8W Der 1(15) 2(3–5–10) 6(3) | Oil 4SA 8Cy. 385×580 mm<br>1400bhp<br>Masch. Kiel A.G.<br>2×70kW 230V d.c. |
| 660388 | **EL MINIA**<br>**United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | 2800<br>—<br>3150 | 100A1<br>Class contemplated | Suez Canal Authority—P. Fuad<br>330' 7" 48' 0" 20' 6"<br>301' 9" 47' 9" 27' 6" | M | Oil 4SA 8Cy. 520×740 mm<br>Masch. Augsburg- |
| 651675<br>EEWD<br>Df Esd<br>Rdr<br>RTm | **EL MOLINON**<br>**Gumersindo Junquera S.A.**<br>Gijon Spanish | 1997<br>1178<br>3608 | ✠100A1<br>strengthened for heavy cargoes<br>✠LMC<br>MN462 EL s 1 1/16"SQ | 1966–5 S.A. Juliana Const. Gijonesa—Gjn<br>305' 1" 45' 2" 17' 9½"<br>278' 10" 44'11½" 21' 4"<br>P61' F34' 1 dk<br>NS 4BH<br>rf 3" WB804t | M Mchy.aft<br>2 Ho each 100'<br>2 Ha (stl) (66', 68½'×24½')<br>Der 8(3) | Oil 4SA 6Cy. 520×740 mm<br>2310bhp MAN<br>Cia. Euskalduna<br>2×160kW 380V |
| 510013<br>EAQF | **EL MONTECILLO**<br>**Cia. General de Navegacion**<br>J. L. Navajas<br>Bilbao Spanish | 3083<br>1893<br>5555 | ✠Classed BC until 11/49 | 1920–12 Dunlop, Bremner & Co. Ltd.—P.Gl<br>343' 6" 48' 11" 20' 7½"<br>330' 1" 48' 9" 24' 3"<br>P27' B98' F35' 1 dk<br>R | S<br>4 Ho<br>B.228000<br>4 Ha | T 3Cy. 23" 38" & 63"×<br>1745ihp<br>Dunlop, Bremner |

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| **EL MORRO**<br>**The Porto Rico Lighterage Company**<br>Pld Rdr<br>RT San Juan United States | **192**<br>101<br>— | | **1966** Equitable Eqpt. Co.—Madisonville<br>95′ 6″ 29′ 0″ 11′ 9⅜″<br>87′ 0″ 28′ 2½″ 13′ 1⅞″<br>1 dk<br>BK2″ | TM Tug | 2 Oil 4SA each 12Cy. 6½″×8″ reverse reduction geared<br>1530bhp<br>Caterpillar Tractor Co. Peoria |
| **EL NASSER**<br>SUAN<br>**Ministry of War (Port & Lighthouse Administration)**<br>Df Esd<br>Gc Rdr<br>Alexandria Egyptian (U.A.R.) | **658**<br>200<br>— | ✠Classed LR until 8/57 | **1956**–2 Kure Zosensho—Kur<br>160′ 0″ 36′ 3″ 13′ 8½″<br>150′ 11″ 34′ 9″ 16′ 1″<br>F65′<br>rf 11″ | TS Tug | T 6Cy. 380 635 & 1060×700 mm<br>314t<br>Harima S.B. & E. Co. Ltd. Aio<br>13k |
| **EL NAWRAS**<br>**Misr Petroleum Co.**<br>Egyptian (U.A.R.) | **323**<br>153<br>520 | ✠A1 SS 7/63<br>oil tanker—FP above 150° F. River & estuary service<br>✠LMC<br>EL (c) | **1939**–5 G. Brown & Co. (Marine) Ltd.—Grk<br>145′ 10″ 26′ 1″ 10′ 4½″<br>139′ 6″ 26′ 0″ 12′ 0″<br>1 dk<br>R 8BH<br>WB70t incl. DTf52t | S Tanker Mchy.aft<br>6 Ta<br>L.20520 HeCls. C<br>Der 1(1) | C 2Cy. 12″ & 24″×18″<br>300ihp 15t (o.f)–4pd<br>Plenty & Son Ltd. Nby<br>SB140℔ hs(904) 2cf<br>1×1¼kW 110V d.c. 8k |
| **EL NIL**<br>**The United Arab Maritime Co.**<br>Df Esd<br>Gc Rdr<br>Alexandria Egyptian (U.A.R.) | **2737**<br>1439<br>3915 | AB<br>✠Classed LR until 7/57 | **1953**–6 C.R.D. Adriatico—Tri<br>363′ 11″ 49′ 5″ 19′ 11¼″<br>340′ 3″ 49′ 3″ 20′ 7″<br>F36′ 1 dk & S dk<br>RW<br>rf 6″ | M OSD<br>4 Ho<br>G.232709 B.208324<br>4 Ha<br>8W | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp Sulzer 297t<br>C.R.D. Adriatico Tir<br>14½k |
| **EL ORINOCO**<br>**Pesquera "La Guayra"**<br>Df Esd Vigo Spanish<br>RT | **169**<br>58<br>— | BV | **1964** Ast. Santodomingo—Vgo<br>*70·5′* 20′ 6″<br>... ... ... | M Trawler<br>2 Ha (each 3½′×3½′) | Oil 4SA 6Cy. 220×280 mm<br>290bhp<br>Klöckner-Humboldt-Deutz Kln<br>9½k |
| **EL ORZAN**<br>**Jose Deben Sanchez**<br>Df Esd Corunna Spanish<br>Gc RT | **206**<br>76<br>— | BV | **1964** Const. Nav. P. Freire—Vgo<br>115′ 5″ 21′ 11″<br>... ... ...<br>RW | S Trawler<br>2 Ha (each 3½′×3¼′) | T 3Cy. 228, 368 & 619×445 mm<br>240ihp 102t<br>Const. Nav. P. Freire Vgo<br>9k |
| **EL PAMPERO**<br>ELDW<br>**Pampa Shipping Corp.**<br>Df Esd Suisse Atlantique Sociètè, d'Armement Maritime S.A.<br>Gc Rdr<br>Monrovia Liberian | **28373**<br>20829<br>54912 | AB | **1967** Nippon Kokan—Tsu<br>742′ 8″ 102′ 3″ 39′ 2⅜″<br>710′ 0″ 102′ 0″ 57′ 5″<br>P141′ B89′ F56′ 1 dk<br>rf 4″ BK15¾″ | M Bulk Carrier Mchy.aft<br>7 Ho 69′, 88½′, 88½′, 50′, 88½′, 73¾′, 82½′<br>G.2422580<br>1 Ha (stl) (31½′×34½′)<br>11 Ha (stl) (each 29½′×42′) | Oil 2SA 8Cy. 900×1550 mm<br>17600bhp Sulzer 2948t (hvf)<br>Uraga Hvy Ind. Ltd. Tamashima<br>4×425kW 440V 60c/s a.c. 16¼k |
| **EL PARNE**<br>EFKJ<br>**Antonio Desardi Perez**<br>Df Esd Huelva Spanish<br>RT | **251**<br>102<br>— | BV | **1966** Soc. Española de Const. Nav.—Cdz<br>117′ 4″ 23′ 8″ 9′ 10⅛″<br>105′ 0″ 23′ 7½″ 12′ 8″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 270×500 mm<br>825bhp<br>Naval-Stork-Werkspoor Cdz |
| **EL PIONERO**<br>**Manuel Gallardo Montesinos**<br>Esd Cadiz Spanish<br>RTm | ~~260~~ 261<br>— 97<br>175 | BV | **1966** Soc. Española de Const. Nav.—Cdz<br>117′ 4″ 23′ 9″ 8′ 2″<br>105′ 0″ 23′ 8″ 9′ 4″<br>1 dk | M Trawler Mchy.aft<br>2 Ho each 26¼′<br>2 Ha (stl) (each 4′×4′)<br>1 W Der 1(2½) 1(2) | Oil 4SA 6Cy. 270×500 mm<br>825bhp 85t (d.o)<br>Naval-Stork-Werkspoor Cdz<br>3×130, 50, 30kW 220V d.c. 12k |
| **EL PIREO**<br>**Empresa Pesquera Peru S.A.**<br>Esd<br>Chimbote Peruvian | **120**<br>—<br>— | ✠LR class withdrawn 9/67 | **1966**–3 Fabricaciones Metalicas—Clo<br>82′ 8″ 23′ 5″ 9′ 10″<br>70′ 6″ 23′ 0″ 11′ 4″<br>RAD11′ RFD30′ 1 dk<br>Box K | M Fishing | Oil 2SA 12Cy. 4¼″×5″ reverse reduction geared<br>335bhp<br>General Motors Corp. Det |
| **EL PRIORATO**<br>EBYX<br>**Naviera del Atlantico S.A.**<br>Df Esd Cadiz Spanish<br>Rdr<br>RTm/h | **2464**<br>1264<br>3553 | ✠100A1 ~~SS 10/68~~ SS 9/67<br>✠LMC<br>MN700 EL v | **1959**–7 Empresa Nacl. "Bazan"—Cdz<br>346′ 7″ 49′ 2″ 20′ 0¾″<br>321′ 6″ 49′ 0½″ 29′ 4″<br>RFD34′ 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 5″ WB559t | M (12P) OSD<br>4 Ho 67¼′, 58½′, 59′, 45¼′<br>G.223145 B.203974<br>4 Ha (stl) (34¼′, 34¼′, 27½′, 27½′×20′)<br>6W Der 1(20) 8(3) 4(2) | Oil 2SA 7Cy. 600×1040 mm<br>3500bhp Sulzer 435t (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>db 120℔<br>2×165kW 220V d.c. 16½k |
| **EL RANCHO**<br>HOIT<br>exSilvia Onorato–62<br>exCarluccia Viola–54<br>Df Rdr<br>**Urrayansi Line Cia. Nav. S.A.**<br>RT<br>Panama Panamanian | **1554**<br>868<br>2515 | BV | **1948** Cant. Nav. Breda—Ven<br>273′ 1″ 40′ 6″ 17′ 7½″<br>253′ 0″ 40′ 4″ 20′ 2″<br>P37′ F41′ 2 dks, pt 3rd dk | M Cattle Carrier (2P) Mchy.aft | Oil 2SA 6Cy. 460×800 mm<br>1200bhp (d.o)<br>F. Tosi S.p.A. Legnano |
| **EL SALAZAR**<br>EBUA<br>**Naviera del Atlantico S.A.**<br>Df Esd Cadiz Spanish<br>Gc Rdr<br>RTm/h | **2468**<br>1265<br>3505 | ✠100A1 SS 9/66<br>✠LMC<br>MN700 EL v | **1958**–3 Empresa Nacl. "Bazan"—Cdz<br>346′ 8″ 49′ 2″ 20′ 0¾″<br>321′ 6″ 49′ 0½″ 29′ 4″<br>RFD34′ 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>RW Coll BH to S dk to 2nd dk<br>rf 5″ WB592t | M (12P) OSD<br>4 Ho 67¼′, 58½′, 59′, 45¼′<br>G.223145 B.203967<br>4 Ha (stl) (34¼′, 34¼′, 27½′, 27½′×20′)<br>6W Der 1(20) 8(3) 4(2) | Oil 2SA 7Cy. 600×1040 mm<br>3500bhp Sulzer 435t (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>db 120℔<br>3×165, 165, 75kW 220V d.c. 16½k |

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| 510022<br>Esd | **EL SALINERO**<br>exStadland<br>**Banco de Credito Agricola e Industrial de la Republica Dominicana**<br>Santo Domingo Dominican | 218<br>98<br>— | | | 1950 C. Lühring—Brake<br>*106·9'* 19' 10"<br>... ... ...<br>RW | M Mchy.aft | Oil 4SA 6Cy. 215×300 mm Emade42 fted50<br>Motorenw. Mannheim |
| 510023<br>YNBJ<br>Df Esd<br>Gc Rdr | **EL SALVADOR**<br>exFaros-53<br>**Marine Mercante Nicaraguense S.A.**<br>Corinto Nicaraguan | *2440*<br>*1131*<br>3750 | ✠100A1<br>Str. nav. ice<br>✠LMC | SS 5/66<br>EL (v) | 1953-1 A/B Finnboda Varf—Skm<br>357' 8" 47' 0" 19' 5"<br>330' 10" 46' 11" 27' 8"<br>Q70' F82' 1 dk & S dk<br>Coll BH to S dk 4 to 2nd dk<br>rf 4" WB830t incl. Tunnel tanks 156t | M OSD<br>G.257514 B.239157<br>10W Der 1(25) | Oil 2SA 9Cy. 520×960 mm<br>3250bhp<br>S.A. Fiat S.G.M |
| 671107<br>JILT<br>99942<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **EL SALVADOR MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | 9089<br>5619<br>11924 | | NK | 1967 Hitachi Zosen—Mukaishima<br>*435·7'* 68' 5" 30' 0"<br>427' 3" 68' 3" 42' 0"<br>F73' 1 dk | M Ref Mchy.aft<br>5 Ho 48½', 69', 72½', 97', 55½'<br>G.626522 B.576623 In.16458<br>5 Ha (stl) (24½'×20') (46', 46', 43½', 38½'×25')<br>16W Der 1(78) 2(20) 6(10) 8(5) | Oil 2SA 6Cy. 620×1400 mm<br>7200bhp B&W<br>Hitachi Zosen<br>3×240kW 450V 60c/s a.c. |
| 670504<br>Esd Rdr<br>RT | **EL SARGACERO**<br>**Productos del Pacifico S.A.**<br>Ensenada Mexican | 250<br>—<br>580 | | | 1966 Ast. Unidos del Pacifico—Mazatlan<br>110' 0" 7' 6"<br>91' 6" 35' 6" 9' 6"<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 6Cy.<br>reduction geared<br>650bhp<br>Caterpillar Tractor Co. |
| 510026<br>HPIK<br>2402NY<br>Df Esd<br>Gc Rdr | **EL SOL**<br>exKarna Gay exAllthorn<br>**Al-o-Mar Mechanical Engineering Co.**<br>Panama Panamanian | 862<br>530<br>— | **BROKEN UP** | | 1944 Canulette S.B. Co.—Slidell<br>*173·0'* 37' 4" 18' 0"<br>173' 0" 37' 0" 20' 6" | Wood D-E Tug | 2 Oil 4SA each 6Cy.<br>connected to elec. motors<br>Busch-Sulzer Bros. D.E. Co. |
| 510027<br>Df RT | **EL TAHRIR**<br>**Ministry of War (Port & Lighthouse Administration)**<br>Alexandria Egyptian (U.A.R.) | 107<br>30<br>— | | | 1960 Schiffswerft Berlin—Bln<br>105' 6" 19' 5" 5' 3"<br>... ... ...<br>1 dk | TM Firefloat | 2 Oil 4SA each 6Cy.<br>Dieselmotorenwerk |
| 510028<br>SUCX<br>29 | **EL TAIF**<br>**Ministry of War (Port & Lighthouse Administration)**<br>Alexandria Egyptian (U.A.R.) | 160<br>53<br>— | | | 1905 Soc. Esercizio Bacini—Gen<br>107' 0" 20' 5" 7' 6"<br>... ... ...<br>R | S Tug | T 3Cy. 11 1/16" 16½" &<br>Soc. Esercizio Bacini |
| 510029<br>RT | **EL TAURA**<br>exTeulada-59 exDominante-48<br>exFloreal exLenuccia M exUsk<br>**Santa Anna S.A.**<br>Montevideo Uruguayan | 775<br>382<br>1103 | ✠ | | 1891-5 Osbourne Graham & Co.—Sld<br>213' 11" 29' 4" 16' 0"<br>202' 9" 29' 0" 16' 3"<br>P118' F53' 1 dk Well dk<br>R<br>BK7½" | S | T 3Cy. 16½" 26½" & 43½"×<br>G. Clark Ltd. |
| 660701<br>WO5219<br>293598<br>RTm | **EL TIGRE GRANDE**<br>**Twenty Grand Marine Service Inc.**<br>Morgan City United States | 195<br>133<br>— | | | 1963 ....................Pt.Arthur<br>*109·2'* 29' 2" 11' 8½"<br>110' 5" 29' 0" 13' 5"<br>rf 54" | M Tug | Oil<br>2400bhp<br>2×60kW 110/220/440V |
| 527957<br>5BBL<br>321035<br>Df Esd<br>Gc Rdr | **EL TORO**<br>exPlatano-65<br>**Four Winds Carriers Ltd.**<br>Famagusta Cyprus | 5949<br>2802<br>5270 | *Classed BC until 3/51 | AB | 1930-6 Cammell Laird & Co. Ltd.—Bkn<br>434' 9" 56' 2" 25' 9"<br>415' 0" 56' 0" 34' 0"<br>P37' B125' F37' 4 dks | T-E Ref<br>2 Ho<br>In.201000<br>4 Ha<br>8W Der 1(25) | S Turb connected to elec.<br>6750shp<br>B.T.H. Co. Ltd. |
| 660192<br>WS9088<br>288078<br>Df Esd<br>Rdr<br>RTm | **EL TORO GRANDE**<br>**Twenty Grand Marine Service Inc.**<br>Morgan City United States | 270<br>43<br>— | | | 1962 Burton Shpyd Inc.—Pt. Arthur<br>*119·7'* 32' 2" 12' 5½"<br>121' 0" 32' 0" 14' 3"<br>rf 48" | TM Tug | 2 Oil 2SA each 16Cy.<br>3600bhp<br>General Motors Corp.<br>2×60kW 110/220/440V |
| 512622<br>4XNZ<br>MS186<br>Df Esd<br>Gc Rdr | **ELA**<br>exGardøy-67 exAnatina-62<br>**Ships Mediterranean Lines West African Ltd.**<br>Mediterranean Lines Ltd.<br>Haifa **Israel** | 5032<br>2984<br>9500 | | NV | 1939 Öresundsvarvet A/B—Lkr<br>453' 8" 57' 5" 25' 6"<br>430' 6" 57' 3"<br>F32' 1 dk & S dk<br>R | M OSD<br>G.560632 B.511553<br>6 Ha (28', 30½', 28' 30½', 28', 28'×20')<br>12W Der 1(25) 1(20) | 4 Oil 2SA each 6Cy.<br>electro-magnetic slip<br>gearing to sc. shaft<br>4400bhp British Polar<br>Atlas-Diesel |
| 641894<br>EEGH<br>Df Esd<br>Pfd Rdr<br>RT | **ELAI**<br>**Manuel Echevarria Marcuerquiaga**<br>Spanish | 307<br>194<br>— | | BV | 1964 Ast. Luzuriaga—Pjs<br>136' 2" 24' 5"<br>121' 5" 24' 3" 13' 9"<br>RW | M Trawler<br>3 Ha (each 6½'×6½') | Oil 4SA 6Cy.<br>800bhp<br>Motorenw. Mannheim |

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|---|---|---|---|---|---|---|
| 510633<br>KVQO<br>247049<br>Df Esd<br>Gc Rdr<br>RT | **ELAINE**<br>exSpartan–62 exEvicynthia–61<br>exNorcuba–54<br>exPolarus Carrier–50<br>exWilliam R. Lewis–50<br>**Doric Shipping & Trading Corp.**<br>New York United States | **8342**<br>5694<br>12367 | AB<br>**BROKEN UP** | **1944** Todd Houston S.B. Corp.—Houston<br>511′ 6″ 57′ 0″ 27′ 1″<br>487′ 3″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW len 56<br>rf 6″ | S<br>6 Ho<br>B.691000<br>6 Ha | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2554t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>10½k |
| 510634<br>TQDX<br>Df Esd<br>RT | **ELAN**<br>**Tirilly & Cie.**<br>Concarneau French | **151**<br>53<br>— | BV | **1957** S.I.C.C. Na. (Anc. Ch. Mougin)—St.M<br>*88·8′* 22′ 8″<br>… … … | M Trawler | Oil 4SA 6Cy. 270×500 mm<br>Etab. Crepelle Lille |
| 501021<br>6ZDM<br>2164<br>Df Esd<br>Gc Rdr<br>RTm/h | **ELAND**<br>exAnkobra River–64<br>exTrewidden–59<br>exHarlesden–45<br>**Tenes Shipping Co.**<br>Monrovia Liberian | **7261**<br>4735<br>10712 | ✠~~100A1~~ ~~SS 12/64~~<br>~~with freeboard~~<br>~~✠LMC~~<br>**TO BE BROKEN UP** ~~EL at~~ | **1943**–3 Wm. Doxford & Sons Ltd.—Sld<br>442′ 11″ 56′ 6″ 27′ 4¾″<br>420′ 10″ 56′ 3″ 38′ 1″<br>2 dks<br>6 divisional WTBH in ′tween dks<br>R Coll BH to U dk 6 to 2nd dk<br>WB2475t | M CSD<br>5 Ho 63′, 99′, 28¾′, 60¼′, 76½′<br>G.558669 B.508210<br>5 Ha (each 31½′×22′)<br>10W Der 1(35) 2(10) 8(5) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp 1335t (d.o)<br>Wm Doxford & Sons Ltd. Sld<br>2AuxB 120lb<br>3×30, 25, 25kW 110V d.c. 11k |
| 560743<br>301078<br>RTm | **ELAND**<br>**Republic of South Africa (Railways & Harbours Administration)**<br>Durban S. African | **776**<br>281<br>1020 | ✠LR class withdrawn—Owners′ request 6/67 | **1966**–3 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>180′ 10″ 34′ 9″ 13′ 7½″<br>168′ 0″ 33′ 6″ 15′ 6″<br>F23′ 1 dk<br>RW<br>rf nil | M Hopper Barge Mchy.aft<br>1 Ho 61′<br>2 Ha (stl) (3½′×3½′) (3′×2′) | Oil 4SA 6Cy. 12½″×14½″ with sr reverse gear<br>1230bhp 100t<br>Ruston & Hornsby Lcn<br>2×200kW 110/220V d.c. 10½k |
| 510635<br>4XXH<br>MS106<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h | **ELAT**<br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | **19234**<br>11890<br>28328 | ✠**100A1** SS 11/64<br>strengthened for ore cargoes, holds 2 & 7 may be empty<br>Ice Class 3<br>✠**LMC**<br>MN1920 EL n†2⅞″ | **1960**–9 Deutsche Werft A.G.—Ham<br>676′ 2″ 74′ 2″ 32′ 11¼″<br>645′ 7″ 74′ 0″ 48′ 4″<br>P100′ F51′ 1 dk<br>2W NS 11BH len 64<br>rf nil WB10224t incl. Topside tanks in holds 2872t | M Bulk Carrier Mchy.aft<br>8 Ho 62¼′, 62¼′, 62¼′, 62¼′, 47¼′, 62¼′, 62¼′, 62¼′<br>G.1074320<br>8 Ha (stl) (42′, 50¾′, 50¾′, 50¾′, 35½′, 50¾′, 50¾′, 49½′×37½′)<br>2W Der 2(5) 2(2) | Oil 2SA 8Cy. 780×1400 mm<br>9600bhp 1700t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>2WTAuxB (1 o.f 1 ex.g) 100lb<br>3×240kW 440V 60c/s a.c. |
| 540263<br>304225 | **ELATION**<br>**London & Rochester Trading Co. Ltd.**<br>Rochester British | **212**<br>141<br>250 | | **1963** Schps. Gebr. Coops.—Hgz<br>99′ 5″ 22′ 1″ 8′ 2″<br>93′ 7″ 21′ 11½″ 9′ 0″<br>1 dk | M Mchy.aft<br>1 Ho 63½′<br>1 Ha (54¾′×15′) | Oil 4SA 6Cy. 6½″×7¼″<br>180bhp (d.o)<br>Bergius Co. Ltd. Gls |
| 510636<br>TCAS<br>3047<br>Df Esd<br>Gc Rdr<br>RTm/h | **ELAZIG**<br>exMarosa–60<br>**D. B. Deniz Nakliyati T.A.S.**<br>Istanbul Turkish | **2965**<br>1376<br>5020<br>**4836**<br>2476<br>7130 | NV | **1960** Drammen Slip & Verk.—Dmn<br>381′ 6″ 52′ 7″ 21′ 2″/26′ 0″<br>353′ 9″ 52′ 6″ 32′ 1″<br>1 dk & S dk<br>RW | M Ref OSD/CSD Mchy.aft<br>4 Ho 35′, 80′, 76¾′, 59½′<br>4 Ha (stl) (27′, 52′, 52′×22′) (15¾′×18′)<br>Cr 10(5) 2(3) Der 1(25) | Oil 2SA 6Cy. 600×1040 mm<br>4100bhp (d.o)<br>Sulzer Bros. Ltd. Win<br>3×200kW 220/440V 60c/s a.c. |
| 510637<br>KA4549<br>304727<br>Df Gc<br>Rdr RT | **ELBA**<br>**United States Department of Commerce**<br>Wilmington, Del United States | **4781**<br>3444<br>7319 | AB<br>**BROKEN UP** | **1907** American S.B. Co.—Clv<br>440′ 0″ 52′ 3″ 20′ 5⅞″<br>427′ 8″ 52′ 0″ 28′ 5″<br>1 dk<br>R | S Mchy.aft<br>1 Ho<br>G.362000<br>3 Ha | T 3Cy. 22″ 35″ & 58″×42″<br>1500ihp 300t (c)<br>American S.B. Co. Clv<br>11k |
| 541549<br>ICWE<br>546<br>Df Gc<br>Rdr RT | **ELBA**<br>exIsland Transport–63<br>exBritamoil–59<br>~~D'Alesio & Castaldi~~<br>Leghorn Italian<br>**P. G. & M. Castaldi** | **1983**<br>1086<br>2799 | RI<br>✠Classed LR until 4/64 | **1931**–6 Furness S.B. Co. Ltd.—Haverton Hill<br>*250·0′* 43′ 2″ 16′ 2¾″<br>250′ 0″ 43′ 0″ 18′ 0″<br>P62′ F41′ Trunk147′ 1 dk<br>R | S Tanker Mchy.aft<br>10 Ta<br>L.123218 HeCls. B | T 3Cy. 17″ 28″ & 46″×36″<br>1125ihp 208t (o.f)–12pd<br>N.E. Marine Eng. Co. Ltd. Nwc<br>9k |
| 560492<br>OZPH<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELBA**<br>**Det forenede Dampskibs-Selskab A/S**<br>Copenhagen Danish | **500**<br>285<br>1070 | BV | **1966** Rolandwerft G.m.b.H.—Bmn<br>229′ 6″ 36′ 2″ 12′ 5½″<br>206′ 8″ 36′ 1″<br>P37′ F22′ 1 dk & S dk<br>rf 4″ | M OSD Mchy.aft<br>2 Ho 54½′, 90¼′<br>G.98975 B.90660<br>3 Ha (stl) (each 34′×17′)<br>4W Der 1(10) 1(5) 1(2–5) | Oil 4SA 8Cy. 320×450 mm<br>1199bhp 96t (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>3×55kW 220V d.c. 12k |
| 521420<br>IPQM<br>990 | **ELBA FERRY**<br>exLuigi Rizzo–67<br>**Giuseppe Aponte**<br>Naples Italian | ~~382~~ 348<br>~~147~~ 161<br>— | RI | **1929** Cant. Nav. Riuniti—Anc<br>162′ 1″ 25′ 7″ 10′ 5″<br>156′ 10″ 25′ 5″ 13′ 5″<br>F33′ 1 dk<br>R | M | Oil 4SA 8Cy. 320×450 mm<br>1600bhp NE67<br>Atlas-Mak Masch. Kel |
| 513411<br>Df Esd<br>Rdr<br>RTm | **ELBA PRIMO**<br>exGotlänningen–67<br>**Navigazione Arcipelago Meddalenino S.p.A.**<br>Cagliari Italian | ~~582~~ ~~614~~ 490<br>~~199~~ ~~270~~ 165<br>~~270~~ 256 | BV | **1962** Husumer Schiffsw.—Husum<br>198′ 0″ 36′ 0″ 9′ 9¾″<br>190′ 4″ 34′ 6″ 12′ 2″<br>B78′ F40′ 3 dks<br>RW | TM Ferry (600P) | 2 Oil 4SA each 6Cy. 320×480 mm<br>1600bhp 30t (d.o)<br>Motorenw. Mannheim Mhm<br>2×70kW 380V 50c/s a.c. 16k |

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| 510186<br>UFPL<br>M-16874<br>Df Esd | **ELBAN**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 1117<br>524<br>1328 | | 1955 Valmet O/Y—Åbo<br>209' 4" 33' 0" 14' 7"<br>32' 10" 15' 7"<br>P70' F39' 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.57845<br><br>2W Der 2(1) | Oil 2SA 6Cy. 340×570 mm<br><br>Nydqvist & Holm A/B |
| 533272<br>IBKE<br>164<br>Df Gc<br>RT | **ELBANO PRIMO**<br>exSnowden Smith–64<br><br><br>**Cia. di Navigazione Mista**<br>Olbia Italian | 2946 ~~3184~~<br>1556 ~~1719~~<br>1445 | Classed LR until 10/64 RI | 1945 A. Stephen & Sons Ltd.—Gls<br>347' 6" 54' 1" 12' 1"<br>323' 3" 54' 0" 27' 0"<br>1 dk, pt 2nd dk, 3rd dk clear of mchy. space<br>RW conv Admiralty Transport Ferry 47 | TS Mchy.aft<br>Bow doors<br>1 Ho 233'<br>B.88270<br>2W Der 2(15) | T 8Cy. (2) 18½" (2) 31" &<br>3000ihp<br>Fullerton, Hodgarth & Barclay |
| 661313<br>DIYZ<br><br>Df Esd<br>Rdr RT | **ELBDEICH**<br><br>**Max & Kurt Both**<br>Glückstadt W. German | 499<br>298<br>— | GL | 1966 Schiffsw. Hugo Peters—<br>Wewelsfleth<br>212' 8" 32' 11" 12' 3"<br>188' 0" 32' 10" 19' 3"<br>F23' 1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Masch. Kiel G.m.b.H. |
| 510040<br>DCZJ<br><br>Df Esd<br>Gc Rdr<br>RT | **ELBE**<br>exMarmara–62<br>**Deutsche Seereederei**<br>E. German | 2815<br>1398<br>5140 | DSRK | 1953 A.G. "Weser" Werk Seebeck—<br>Bhn<br>379' 8" 52' 1" 20' 10"<br>... ... ...<br>F40' H63' 1 dk & S dk<br>RW | M OSD<br><br>G.299657 B.269452<br><br>10W Der 1(50) 1(15) | 2 Oil 4SA each 9Cy.<br>geared to sc. shaft<br>Masch. Augsburg-Nürnberg |
| 510042<br>PDWN<br><br>Df Esd<br>Gc Rdr<br>RT | **ELBE**<br><br>**L. Smit & Co.'s**<br>**Internationale Sleepdienst**<br>Rotterdam Netherland | 797<br>75<br>— | ✠100A1 SS 6/67<br>tug<br>✠LMC<br><br>~~MN556~~<br>MN362 | 1959–2 J. & K. Smit's Scheeps.—<br>Kinderdijk<br>190' 7" 36' 10" 16' 3½"<br>171' 1" 35' 5" 17' 10"<br>B&F96'<br>RW 3BH<br>rf 29" | M Tug | 2 Oil 4SA each 6Cy.<br>with hydroflex coupling &<br>sc shaft<br>2780bhp MAN<br>J. & K. Smit's Mach. |
| 510044<br>DIZW<br><br>Rdr RT | **ELBE**<br><br>**Both, Harttermann, Krooss**<br>**O.H.G.**<br>Glückstadt W. German | ~~253~~ 310<br>~~88~~ 124<br>— | GL | 1962 Schiffsw. Hugo Peters—<br>Wewelsfleth<br>*120·9'* 41' 0"<br>36' 3" 8' 10"<br>1 dk<br>RW len 68 | TM Ferry | 2 Oil 4SA each 12Cy.<br>340bhp<br>Klöckner-Humboldt-Deutz |
| 510045<br>DH2270<br><br>Df Esd<br>Rdr RT | **ELBE**<br><br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | 133<br>47<br>— | DSRK | 1956 Schiffbau- u. Reparaturwerft—<br>Stralsund<br>86' 11" 22' 0" 11' 7"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br><br>Schwermasch. Karl Liebknecht |
| 670709<br>GWME<br>309977<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ELBE ORE**<br><br>**Scottish Tanker Co. Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>British | 39051<br>30373<br>77800 | AB | 1966 Burmeister & Wain—Cpn<br>817' 7" 105' 9" 47' 0¼"<br>785' 5" 105' 8" 64' 0"<br>P145' F54' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>9 Ho 62¾', 77½', 59', 78¾', 55', 76', 59',<br>78¾', 57¾'<br>G.3120800 B.3069600<br>9 Ha (stl) (39½', 53½', 34¾', 53½', 34¾',<br>53½', 34¾', 53½', 34¾' × 49½')<br>Der 2(5) | Oil 2SA 8Cy. 840×1800 mm<br>16800bhp<br>Burmeister & Wain<br>3×430kW 440V 60c/s a.c. |
| 652454<br><br>2446 | **ELBES III**<br><br>**Elbes Soc. Anon.**<br>Piræus Greek | 98<br>64<br>— | ✠100A1<br>Piræus Harbour—Island<br>of Salamis<br>**LMC**<br>MN60 EL (a) | 1965–9 Hellenic S.B. & Ind. Co. Ltd.—<br>Ambelaki<br>60' 8" 19' 9"<br>56' 7" 19' 8" 4' 5½"<br>Ba18' RAD17' 1 dk<br>7BH<br>rf 2" WB83t | TM Ferry (240P) Mchy.aft | 2 Oil 4SA each 6Cy.<br>flexible couplings &<br>geared<br>300bhp<br>Transport Eqpt (Thornycroft)<br><br>1×20kW 220V d.c. |
| 510047<br>OYTD<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELBJØRN**<br><br>**Den Danske Stat (Ministeriet**<br>**for Handel, Industri og**<br>**Söfart)**<br>Copenhagen Danish | 893<br>259<br>— | | 1954 Frederikshavn V. & F. A/S—Fkn<br>*156·5'* 39' 5"<br>39' 3"<br>2 dks | D-E Icebreaker | 3 Oil 4SA each 8Cy.<br>connected to elec. motors<br>3600bhp<br>A/S Frichs<br>Propellers 1 fwd 1 aft |
| 510048<br>SPBZ<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **ELBLAG**<br>exMonte Cassino–50<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 1284<br>488<br>1699 | PR<br><br>Classed LR until 10/55 | Lch.**1943** Cmd. **1950**–12<br>Paul Lindenau—Memel<br>274' 6" 40' 6" 14' 9½"<br>254' 11" 40' 4" 14' 10"<br>B71' F38' 1 dk & S dk<br>RW | M (12P) OSD<br>3 Ho 47½', 49½', 46½'<br>G.501000 B.451000<br>3 Ha (19', 25', 25' × 15')<br>Der 1(10) 6(5) | 2 Oil 4SA each 6Cy.<br>sr gearing to sc. shaft<br>1660bhp<br>Klöckner-Humboldt-Deutz<br>3×60kW 230V d.c. |
| 510049<br>DIZH<br><br>Df Esd<br>Rdr | **ELBMARSCHEN**<br><br>**Max Both**<br>Hans Böse<br>Glückstadt W. German | 499<br>335<br>818 | GL | 1958 Hugo Peters—Wewelsfleth<br>198' 2" 29' 7" 12' 0"<br>176' 0" 29' 6½" 12' 5"<br>P46' B36' F34' 1 dk<br>RW | M Mchy.aft<br>1 Ho 114½'<br>G.38917 B.36083<br>2 Ha<br>3W Der 3(2–3) | Oil 4SA 8Cy.<br>450bhp<br>Masch. Kiel A.G. |
| 510052<br>UJYN<br>M-22396 | **ELBRUS**<br><br>**U.S.S.R.**<br>Novorossisk Russian | 8229<br>3942<br>11770 | | 1959 ......................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 10" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta<br>L.488333<br>1 Ha (19' × 13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. |

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| **ELBSTRAND** | | 298 | | | 1956 Werft Nobiskrug—Rendsburg | M Mchy.aft | Oil 4SA 6Cy. 290×420 mm | |
| DIMK exHeinz Helmut–65 | | 159 | | | 149′ 6″ 26′ 7″ 8′ 6″ | 1 Ho | 300bhp | |
| **Martin von Rönn** | | 430 | | GL | 134′ 6″ 26′ 3″ 9′ 6″ | G.21286 B.20075 | Masch. Kiel A.G. | Kel |
| Df Esd Johs. Thode | | | | | P31′ F19′ 1 dk | 1 Ha (62¼′×18′) | | 8½k |
| RT Hamburg | W. German | | | | RW | | | |
| **ELBSTROM** | | 497 | | | 1965 H. Rancke—Hamburg-Neuenfelde | M OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| DINKX | | 297 | | | 205′ 3″ 33′ 9″ 12′ 9¾″ | | 900bhp | |
| Heinrich **Nibbe** | | 1110 | | GL | 184′ 7″ 33′ 6″ 20′ 10″ | G.79741 B.72890 | Masch. Kiel G.m.b.H. | Kel |
| Df Esd Kustenschiffahrt **Bauer &** | | | | | F22′ 1 dk & S dk | 3 Ha (each 33′×21¼′) | | 11k |
| Gc Pld **Hauschildt K.G.** | | | | | | Der 2(3) | | |
| Rdr RT Hamburg | W. German | | | | | | | |
| **ELCANO** | | 29197 | ✠100A1 | SS 1/69 | 1964–9 Ast. de Cadiz—Cdz | M Tanker Mchy.aft | Oil 2SA 12Cy. 740×1600 mm | |
| EEDF | | 19647 | oil tanker | | 737′ 0″ 102′ 2″ 39′ 5¾″ | | 16200bhp B&W | |
| **Empresa Nacional "Elcano"** | | — | ✠LMC | | 703′ 3″ 102′ 0″ 52′ 4″ | | La Maquinista Terrestre y Mar. | Bcl |
| Df Esd **de la Marina Mercante** | | | | | P140′ F90′ 1 dk | | ~~2WTAuxB 199℔~~ | |
| Gc Rdr Cadiz | Spanish | | MN3240 | EL u†3⅛″SQ | 10BH | | 2WTAuxB (o.f) 199℔ 2 e (ex.g) 206℔ | |
| RT | | | | | rf nil WB1990t incl. DTf305t | | | |
| **ELCANO** | | 2047 | | | 1955 Hitachi Zosen—Osa | M (547P) | Oil 2SA 7Cy. 500×900 mm | |
| DZME | | 1061 | | | *286·4′* 41′ 2″ 16′ 6⅜″ | 4 Ho 34′, 52′, 44′, 42′ | 2870bhp | (hvf) |
| Everett **S.S. Corp.** | | 2086 | | AB | 262′ 6″ 41′ 0″ 18′ 0″ | | Hitachi Zosen | Osa |
| Pld Manila | Philippine | | | | B59′ F29′ 2 dks | 4 Ha (18′×15′) (24′×16′) (18′×16¼′) (10′×12′) | 2×160kW 230V d.c. | |
| | | | | | rf 4″ | Der 1(20) 2(5) 1(3) | | |
| **ELCH** | | 228 | | | 1923 Jos. L. Meyer—Papenburg | M | Oil 4SA 6Cy. 215×360 mm | |
| DCHC exGerhard–67 | | 143 | | | *125·1′* 19′ 10″ 7′ 6¼″ | | 180bhp NE52 | |
| Helmut **Beister** | | 295 | | BV | 8′ 10″ | G.16500 B.15500 | Masch. Kiel A.G. | Kel |
| Df Esd Hamburg | W. German | | | | Q29′ 1 dk | 2 Ha (each 37½′×14¼′) | | 8k |
| | | | | | R len 52 | Der 1(5) 1(1) | | |
| **ELDA** | | 692 | ✠100A1 | Dr 2/66 | 1942–1 Ardrossan Dockyard Ltd.—Ard | M OSD Mchy.aft | Oil 2SA 7Cy. 340×570 mm | |
| SZUQ exHadrian Coast–67 | | 247 | with freeboard | | 209′ 8″ 33′ 3″ 13′ 7½″ | 2 Ho 41½′, 62½′ | 1120bhp | 59t (d.o) |
| exEmpire Atoll–46 | | 1010 | ✠LMC | | 199′ 0″ 33′ 0″ 21′ 3″ | G.64510 B.62771 | British Auxiliaries Ltd. | Gls |
| Esd Pld E. Daviou, **D. Agoudimos &** | | | | | Ba35′ F23′ 1 dk & S dk | 2 Ha (30′, 34′×15′) | 3×40kW 220V d.c. | 11½k |
| Rdr **A. Klissiounis** | | | | EL m | R NS Coll BH to S dk 3 to 2nd dk | 4W Der 4(5) | | |
| RTm Piræus | Greek | | | | rf 5½″ WB352t | | | |
| **ELDAREN** | | 508 | | | 1938–8 N.V. Schps. v/h De Groot & v. Vliet—Slikkerveer | M Tanker Mchy.aft | Oil 4SA 8Cy. 280×450 mm | |
| SCBD exMuron–41 | | 266 | | | | 8 Ta | 400bhp | 29t (d.o)–1½pd |
| **Government of Sweden** | | 585 | ✠Classed LR until 4/59 | | 174′ 11″ 25′ 10″ 9′ 11¼″ | L.26550 HeCls. C | Humboldt-Deutzmot. | Köln-Deutz |
| Df Esd (Kungliga **Marinförvalt-** | | | | | 165′ 7″ 25′ 9″ 10′ 4″ | | 3×20kW 115V d.c. | 10k |
| Gc Rdr ningen) | | | | | Q56′ F23′ Trunk 87′ 1 dk | Der 1(1) | | |
| RTh/v Stockholm | Swedish | | | | rf 3½″ | | | |
| **ELDBORG** | | 415 | | | 1967 Slippstödin h/f—Akureyri | M Trawler | Oil 4SA 6Cy. 300×450 mm | |
| TFKB | | 191 | | | 143′ 11″ 28′ 3″ | | | |
| Eldborg h/f | | — | | GL | 126′ 9″ 28′ 2½″ 21′ 4″ | | Masch. Augsburg-Nürnberg | Aug |
| Df Esd Hafnarfirdi | Icelandic | | | | 2 dks | | | |
| Pld Rdr | | | | | | | | |
| RT | | | | | | | | |
| **ELDBORG** | | 220 | | | 1964 Bolsønes Verft—Molde | M Fishing Mchy.aft | Oil 4SA 6Cy. 235×330 mm | |
| TFAF | | 88 | | | 110′ 0″ 22′ 7″ 11′ 2″ | | 600bhp | |
| Eldborg h/f | | — | | NV | 101′ 7″ | | Masch. Augsburg-Nürnberg | Aug |
| Df Esd Hafnarfirdi | Icelandic | | | | 1 dk | | | |
| Rdr RT Now **ALBERT** | | | | | | | | |
| See New Entries No. 1 | | | | | | | | |
| **ELDE** | | 138 | | | 1954 Schiffswerft "Neptun"—Ros | M Tug | Oil 4SA 6Cy. 320×480 mm | |
| DHUH | | — | | | 92′ 10″ 20′ 10″ 11′ 10″ | | 635bhp | (d.o) |
| **Schiffsbergung u. Taucherei** | | — | | DSRK | … … … | | Schwermasch Karl Liebknecht | Mgd |
| Df Stralsund | E. German | | | | | | 1×28kW 230V d.c. | |
| RTm/v | | | | | RW | | | |
| **ELDERSLIE** | | 782 | | | 1924 Lobnitz & Co. Ltd.—Rnf | TS Dredger Mchy.aft | T 6Cy. 14″ 22″ & 36″×24″ | |
| | | 289 | | | 189′ 0″ 36′ 8″ 13′ 9″ | | 1000ihp | 70t (c) |
| 147928 **Clyde Port Authority** | | 850 | ✱Classed BC until 3/28 | | 36′ 6″ | | Lobnitz & Co. Ltd. | Rnf |
| Glasgow | British | | | | R | | 2×12 & 8kW 110/220V d.c. | 8k |
| | | | | | rf nil | 2W Der 1(6½) 2(5½) | | |
| **ELDEY** | | ~~353~~ 357 | | | 1967 Stálvik h.f.—Gardahreppi | M Trawler Mchy.aft | Oil 4SA 8Cy. 250×350 mm | |
| TKFE | | — 186 | | | 131′ 6″ 26′ 3″ | | | |
| Eldey h/f | | — | | | 120′ 5″ 25′ 11″ | | Motorenw. Mannheim | Mhm |
| Df Esd Keflavik | Icelandic | | | | 1 dk | | Controllable pitch propeller | |
| Rdr RT | | | | | | | | |
| **ELDJARN** | | 285 | | | 1927 Jarlso Værft—Tbg | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×300 mm | |
| LCYH exGos I–55 | | 108 | | | 131′ 2″ 24′ 8″ | | 780bhp NE64 | |
| Harald **Östervold** | | — | | ~~NV~~ | 114′ 5″ | | A/S Bergens M/V | Bgn |
| Df | Norwegian | | | | 1 dk | | | |
| | | | | | R conv whaler 54 | | | |
| **ELDÖY** | | ~~291~~ T.Mk | | | 1932 Moss Værft & Dokk A/S—Moss | M Fishing Mchy.aft | Oil 2SA 8Cy. 240×400 mm | |
| LFVP | | ~~182~~ 319 | | | 151′ 5″ ~~124·9′~~ 24′ 2″ 12′ 3½″ | | 600bhp NE66 | |
| Ole **Solbjörg A/S** | | — 139 | | NV | … … … | | Alpha-Diesel A/S | Fkn |
| Ålesund | Norwegian | — | | | 1 dk | | | |
| | | | | | R len 68 | | | |

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|---|---|---|---|---|---|---|
| 542692<br>ELWN<br>679<br>Df Esd<br>Gc | **ELEANOR**<br>exChee Lee-64 exEleanor-64<br>exWorldLegion-63 exModoc-56<br>exAmpac Idaho-56<br>exHoward T. Ricketts-51<br>**Alexandra Nav. Corp. Ltd.**<br>Monrovia Liberian | 7244<br>4450<br>10956 | **BROKEN UP** | 1943 California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho<br>G.560000 B.500000<br>5 Ha<br>10W Der 1(50) 1(30) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks |
| 670317<br>PDWP<br><br>Df Esd<br>Rdr RT | **ELECTRON**<br><br>**Reederij m.s. "Electron"**<br>Beck's Scheepvaartkantoor<br>N.V.<br>Groningen Netherland | 383<br>204<br>650 | <br><br>BV | 1966 Schpsw. Bodewes Gruno—Foxhol<br>157' 5" 30' 4" 11' 0"<br>141' 0" 30' 0" 11' 4"<br>1 dk | M Mchy.aft<br><br>G.39909 B.36857 | Oil 2SA 6Cy. 220×380 mm<br>375bhp<br>Appingedammer Brons |
| 510071<br>SWBR<br>1026<br>RT | **ELEFSIS**<br>exIna Lotte Blumenthal-47<br>**Constantine D. Bastas**<br>Piræus Greek | 1549<br>890<br>2390 | <br><br>BV | 1921 Lübecker Masch. Ges.—Lbc<br>261' 8" 37' 9" 15' 9"<br>37' 7"<br>P16' Q75' B114' F29' 1 dk<br>R | S<br><br>G.128000 B.123300<br><br>7W | T 3Cy. 21½" 34½" & 55½"×39"<br><br>Lübecker Masch. Ges. |
| 531577<br>SXOZ<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ELEFTHERIA**<br>exScotland-67<br>Launched as Shetland<br>**Leonidas Govdelas and others**<br>Piræus Greek | 2271<br>998<br>3540 | ✠100A1 TD 4/68 ~~SS 5/68~~<br>with freeboard<br>✠LMC<br>EL u 1½"SQ | 1946-10 Caledon S.B. & E. Co. Ltd.—Dun<br>334' 0" 46' 2" 19' 5½"<br>315' 8" 46' 0" 28' 0"<br>F36' 1 dk & S dk<br>R Coll BH to S dk 5 to 2nd dk<br>rf 6" WB856t incl. Tunnel tanks 180t | M OSD<br>4 Ho 58½', 65½'. 58½' 45'<br>G.216380 B.200140<br>4 Ha (31½'×16') (34', 31½'×22') (24½'×16')<br>8W Der 1(25) 2(7½) 6(3-5) | Oil 4SA 6Cy. 630×1300 mm<br>2000bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>3×137, 137, 91kW 220V d.c. |
| 533101 | **ELEFTHERIA**<br>exSkanseodde-68<br>exAlexandra-48<br>**Ioannis P. Spanoyannakis**<br>Piræus Greek | 772<br>431<br>1200 | <br><br>BV | 1905 Howaldtswerke—Kel<br>*195·3'* 30' 7" 14' 0"<br>... ... ...<br>1 dk<br>R | M | Oil 4SA 8Cy. 290×420 mm<br>690bhp NE54<br>Masch. Kiel A.G. |
| 518343<br>SZPB<br>2749<br>Df Esd<br>Gc | **ELEFTHERIOS**<br>exKäte Grammerstorf-65<br>exBarmbek-49<br>**Elias E. Tomboulis**<br>Greek | 2581<br>1434<br>4970 | ✠<br><br>GL | 1929-12 Flensburger Schiffs. Ges.—Fln<br>353' 4" 46' 2" 21' 9"<br>46' 0" 29' 3"<br>F22' 1 dk & S dk<br>R len 50 | M OSD<br><br>G.274240 B.256925<br><br>10W Der 1(20) 10(3-5) | Oil 4SA 8Cy. 420×660 mm<br>2000bhp NE57<br>Klöckner-Humboldt-Deutz |
| 510072<br>5LSF<br>1192<br>Df Esd<br>Gc Rdr<br>RTh | **ELEFTHEROUPOLIS**<br><br>**Eleftheroupolis Tanker Corp.**<br>Papachristidis Shipping Ltd.<br>Monrovia Liberian | 13066<br>7929<br>19830 | ✠100A1 SS 2/68 ~~SS 1/63~~<br>oil tanker<br>✠LMC<br>MN1720 EL i†2 1/16"SQ | 1958-1 J. Boel & Fils—Tamise<br>560' 0" 72' 0" ~~30' 9½"~~ 31' 7½"<br>538' 2" 71' 8" 39' 8"<br>P116' B40' F66' 1 dk<br>RW 14BH<br>rf nil WB1216t | M Tanker Mchy.aft<br>27 Ta<br>L.907733 HeCls. BC | Oil 2SA 7Cy. 740×1600 mm<br>8600bhp B&W<br>S.A. Cockerill-Ougrée<br>2WTAuxB primary 710lb<br>secondary 192lb Spt Aux B<br>2×325kW 440V 60c/s a.c. |
| 533530<br>SYEB<br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **ELEISTRIA**<br>exSouthern Coast-67<br>exForth-62 exColebrooke-59<br>exSouthern Coast-55<br>**D. Varverakis & Chr. Hadjigeorgiou**<br>Piræus Greek | 869<br>424<br>1415 | BS✳ TD 5/68 ~~SS 10/68~~<br><br>MBS✠<br>MN256 CT1414 C25 | 1943-6 Ardrossan Dkyd Ltd.—Ard<br>243' 0" 35' 2" 14' 0"<br>230' 0" 35' 0" 21' 6"<br>Ba14' B23' F28' 1 dk & S dk<br>4BH<br>rf 6" WB360t | M OSD Mchy.aft<br>2 Ho 77', 70'<br>G.108738 B.98751<br>2 Ha (each 34'×18')<br>6W Der 1(7½) 2(5) 2(3) | Oil 2SA 8Cy. 340×570 mm<br>1280bhp<br>British Auxiliaries Ltd.<br>3×68kW 220V d.c. |
| 532704<br>SYXD<br>2318<br>Df Esd<br>Rdr | **ELEKTRA**<br>exMediterranean II-64<br>exSidi Okba-63<br>**Aegean Steam Nav. Typaldos Bros. Ltd.**<br>Piræus Greek | 5327<br>2934<br>— | | 1947 J. Samuel White & Co. Ltd.—Cws<br>371' 11" 51' 2"<br>51' 0"<br>P&B238' F104' 2 dks | S Ref CSD<br><br>G.167781 B.153837 In.40665<br><br>8W Der 8(5) | 3 S Turb dr geared to sc. shaft<br><br>J. Samuel White & Co. Ltd. |
| 640968<br>SEZQ<br>10494<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ELEKTRA**<br><br>**Rederi A/B Wallenco**<br>O. Wallenius<br>Stockholm Swedish | 499<br>270<br>1005<br>1715<br>1278<br>2200 | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN260 EL p 1 1/16"SQ | 1964-6 A/B Ekensbergs Varv—Skm<br>247' 11" 38' 6" 11' 2"/16' 9½"<br>227' 11" 34' 4½" 24' 10"<br>F33' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4" WB510t | M OSD/CSD Mchy.aft<br>Bow door<br>3 Ho 15½', 56½', 56½' 1 TwD 192½'<br>G.143000 B.130000<br>2 Ha (stl) (64' comb., 45½'×22½')<br>6W Der 6(5) | Oil 4SA 8Cy. 320×480 mm with drive<br>1300bhp<br>Motorenw. Mannheim<br>3×80, 80, 52kW 400V 50c/s a.c.<br>Controllable pitch propeller |
| 671174<br>OVIP<br><br>Esd Pfd<br>Rdr<br>RTm | **ELEKTRA**<br><br>**Tage Klim Partrederi**<br>Skagen Danish | 170<br>81<br>— | | 1967 Rosslauer Schiffs.—Rosslau<br>110' 2" 8' 10½"<br>97' 0" 21' 8" 10' 10"<br>dk<br>rf 23½" BK6" | M Fishing<br>2 Ho 15½', 22½'<br>B.6357<br>2 Ha (stl) (each 5½'×4')<br>Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht<br>2×12, 16kW 220V d.c.<br>Controllable pitch propeller |
| 670738<br><br><br>Df Esd<br>Gc Rdr | **ELEKTROSTAL**<br><br>**U.S.S.R.**<br>Russian | 4846<br>2458<br>— | | 1966 Stocznia Gdanska—Gdk<br>406' 5" 54' 11" 22' 4½"<br>54' 9"<br>1 dk | M | Oil |

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|---|---|---|---|---|---|---|---|
| 301073<br>315507<br>Esd Rdr | **ELELE CREEK**<br>**Shell-BP Petroleum Development Co. of Nigeria Ltd.**<br>Nigerian<br>Lagos | **106**<br>6<br>— | **✠100A1**<br>tug<br>West African coasting service<br>**✠LMC**<br>MN120<br>**IN PORT DAMAGED AND PART SUBMERGED** | SS 2/67<br>EL (a) | **1959–1** R. Dunston Ltd.—Thorne<br>82′ 9″ 20′ 7″ 7′ 6¾″<br>75′ 0″ 20′ 0″ 9′ 0″<br>5BH<br>rf 12″ WB12t | TM Tug | 2 Oil 2SA each 6Cy. 7″×9″ with flexible coupling, clutch, sr & reverse gear<br>600bhp<br>Crossley Bros. Ltd. Mch |
| 534495<br>SVYB<br>2985<br>DY Esd<br>Gc Rdr<br>RTv | **ELENA**<br>exSunland–66 exHörda–54<br>exCape Beale–46<br>**Stanipa Cia. Nav. S.A.**<br>Greek<br>Piræus | **5202**<br>3000<br>7995 | | | **1944** Pennsylvania Shpyds Inc.—Beaumont<br>411′ 7″ 60′ 0″ 24′ 11″<br>59′ 10″<br>2 dks & S dk<br>rf 4″ | M (8P) OSD<br>5 Ho 45′, 58½′, 60¾′, 36′, 58½′<br>G.500105 B.441875<br>5 Ha (stl) (24½′, 33½′, 31¼′, 17¾′, 35¾′×22¾′)<br>10W Der 1(30) 12(5) | 2 Oil 2SA each 6Cy. 545×735 mm sr geared to sc shaft<br>4150bhp 1414t<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 120/240V d.c. 13½k |
| 586716<br>DZWC<br>209511<br>DY | **ELENA**<br>exDon Victoriano–63<br>exVirginia VI<br>**William Lines Inc.**<br>Philippine<br>Cebu | **667**<br>373<br>— | | AB | **1944** Calumet Shpyd & D.D. Co.—Cgo<br>*216·8′* 32′ 0″ 11′ 11¾″<br>205′ 6″ 31′ 10″<br>F26′ 1 dk<br>rf 6″ len 57 | TM (364P) Mchy.aft<br>3 Ho 42′, 30′, 52′<br>B.35000<br>3 Ha (20′, 18′, 10′×16′)<br>Cr 3(5) Der 3(5) | 2 Oil 2SA each 6Cy. 220×265 mm<br>1000bhp 90t (d.o)<br>General Motors Corp. Det<br>3×100, 100, 25kW 230V |
| 502571<br>CAU<br>583<br>DY Esd<br>Gc Rdr | **ELENA D'AMICO**<br>exFrisco–67<br>**D'Amico Società di Navigazione S.p.A.**<br>Italian<br>Rome | **12967**<br>7631<br>19420 | ✠LR class withdrawn 2/67 | RI | **1954–5** Ansaldo S.p.A.—Spz<br>583′ 5″ 75′ 1″ 30′ 8″<br>536′ 5″ 74′ 10″ 39′ 5″<br>P122′ B39′ F84′ 1 dk<br>RW | S Tanker Mchy.aft<br>19 Ta | 2 S Turb dr geared to sc. shaft<br>9500shp 2015t (o.f)<br>Ansaldo S.p.A. Gen<br>15k |
| 671272<br>DY Esd<br>Gc Rdr<br>RT | **ELENA GUERECHA**<br>**Logu S.A.**<br>Pedro Lazcano **Osa**<br>Spanish<br>Bilbao | ~~480~~ **592**<br>— 266<br>650 | | BV | **1967** Maritima de Axpe S.A.—Bbo<br>157′ 5″ 31′ 3″ 15′ 5″<br>134′ 6″ 31′ 2″ 22′ 8″<br>2 dks | M Stern Trawler CSD Mchy.aft | Oil 2SA 8Cy.<br>1160bhp<br>Motorenw. Mannheim Mhm |
| 509030<br>SYMV<br>2297<br>Esd Gc<br>Rdr RT | **ELENA P**<br>exLilli Scarlett–64<br>exHarald Ivers–54 exM608<br>**Christos S. Pagoulatos**<br>Greek<br>Piræus | **1051**<br>748<br>— | | GL | **1944** Neptunwerft Rostock—Ros<br>224′ 0″ 29′ 7″ 9′ 0″<br>29′ 5″ 12′ 0″<br>P56′ F75′ 2 dks | TM Ferry | 2 Oil 4SA each 8Cy. 290×420 mm<br>3000bhp NE54 40t<br>Masch. Kiel A.G. Kel<br>14k |
| 516021<br>SVWQ<br>1015<br>DY Esd<br>Gc Rdr<br>RT | **ELENI**<br>exJalanta–64<br>Vista Rios **Cia. Nav. S.A.**<br>Greek<br>Piræus | **12239**<br>6929<br>18435 | | NV | **1952** Howaldtswerke A.G.—Kel<br>569′ 6″ 71′ 8″ 30′ 9¾″<br>... ... ...<br>P125′ B34′ F62′ 1 dk | M Tanker Mchy.aft<br>21 Ta<br>L.841918 HeCls. B | Oil 2DA 6Cy. 670×1200 mm<br>MAN 1854t–28pd<br>Howaldtswerke A.G. Kel<br>15k |
| 510679<br>SVSO<br>1786<br>DY Esd<br>Gc Rdr | ELENI<br>exGanges–59 exMaribella–55<br>exEmpire Ely–54<br>Cia. de **Nav. Andria S.A.**<br>Greek<br>Piræus | **8420**<br>5016<br>11195 | **100A1**<br>**LMC** | SS 1/65<br>EL c† | **1948** Lübecker Flender-Werke—Lbc<br>476′ 0″ 60′ 8″ 27′ 6″<br>439′ 7″ 60′ 5″ 38′ 1″<br>F77′ 2 dks, 3rd dk in No. 1 hold<br>RW Coll & AP BH to U dk<br>WB1073t incl. DTa808t | S CSD<br>G.580000 B.535000 | C 4Cy. (2) 19⅛″ & (2) 39⅜″×43$\frac{5}{16}$″ & LP turb with dr gearing & hydraulic coupling<br>3300ihp NE&Bmade44fitted10/48<br>1193t (o.f)<br>Danzigerwerft Danzig<br>2WTB 235℔ Spt hs(10066) 11k |
| 514690<br>SVTT<br>1771<br>DY Esd<br>Rdr RTv | **ELENI**<br>exHelicon–66<br>Cia. de **Nav. Alanje S.A.**<br>Greek<br>Piræus | **2577**<br>1069<br>3296 | **✠100A1**<br>with freeboard<br>**✠LMC** | SS 8/66<br>EL v 1¾″SQ | **1947–12** Wm. Hamilton & Co. Ltd.—P.Gl<br>349′ 6″ 48′ 8″ 19′ 10¾″<br>319′ 10″ 48′ 5″ 28′ 5″<br>P147′ B52′ F46′ 1 dk & S dk, 3rd dk in No. 1 hold<br>R Coll BH to S dk 5 to 2nd dk<br>rf 5″ WB239t | M (4P) Ref OSD<br>4 Ho 51¾′, 65¼′, 56¼′, 54′<br>G.211320 B.191320<br>4 Ha (24¾′, 36′, 36′, 24¾′×15′)<br>12W Der 1(25) 4(9) 4(6) 4(3) | Oil 2SA 5Cy. 560×1685 mm<br>3200bhp Doxford 571t (d.o)<br>Fairfield S.B. & E. Co. Ltd. Gls<br>AuxB 105℔<br>3×100kW 220V d.c. 15¼k |
| 541961<br>SVCM<br>2564<br>DY Esd<br>Rdr<br>RTm/h | **ELENI**<br>exGina N.–65 exEichberg–63<br>exBrabant–63<br>exAnita Bolten–60<br>exOscar Gorthon–58<br>**P. A. Stefanis & Co.**<br>Grecomar Shipping Agency<br>Greek<br>Piræus | **1742**<br>968<br>3415 | **✠100A1**<br>with freeboard<br>Str. nav. ice<br>**✠LMC** | ~~Dr 12/65~~<br>TD 8/68<br>EL t | **1939–5** A/S Fredriksstad M/V—Fks<br>300′ 0″ 44′ 0″ 18′ 11″<br>289′ 0″ 43′ 9″ 27′ 3″<br>F22′ 1 dk & S dk<br>RW NS Coll BH & APBH to S dk 2 to 2nd dk<br>WB940t | S OSD<br>2 Ho 128′, 90′<br>G.216170 B.199090<br>5 Ha (24½′×18′) (24½′, 24½′, 24½′, 24½′×31′)<br>10W | C 4Cy. (2) 15⅜″ & (2) 37$\frac{13}{16}$″×34$\frac{7}{16}$″<br>2200ihp 612t (o.f)<br>A/S Fredriksstad M/V Fks<br>2 SB 220℔ Spt hs(4118) 6cf 12k |
| 510081<br>SXEM<br>22 | **ELENI**<br>**Petros Boufes**<br>Greek<br>Samos | **149**<br>86<br>280 | | | **1945** ......................Samos<br>98′ 8″ 25′ 1″<br>... ... ...<br>1 dk | Wood Aux | Oil 2SA 2Cy.<br>90bhp Emade39fitted—<br>Bolinders |
| 510082<br>SXLQ<br>40 | **ELENI**<br>**Thomas Bros. & Co.**<br>Greek<br>Samos | **101**<br>62<br>— | | | **1946** Tygani—Samos<br>74′ 9″ 24′ 2″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 4DA 4Cy.<br>100bhp Emade—fitted48<br>Ansaldo Stab. Mecc. Gen |
| 510083<br>SYNK<br>1364<br>RT | **ELENI I**<br>**E. Karlovitch**<br>Greek<br>Piræus | **117**<br>61<br>— | | | ......................<br>98′ 5″ 17′ 4″<br>... ... ...<br>1 dk<br>R | Iron M | Oil 2SA 2Cy.<br>120bhp Emade—fitted62<br>Skandiaverken A/B Lysekil |

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| 507399<br>Df Esd<br>Gc Rdr<br>RTv | **ELENI F**<br>exCity of Perth-67<br>**Astro Aspirante Cia. Nav. S.A.**<br>Greek | 7547<br>4407<br>10700 | ~~✠100A1~~ ~~SS 4/65~~<br>~~with fwb DTsm & DTa—oil FP above 150° F. or vegetable oil or latex~~<br>~~✠LMC~~<br>~~MN1684~~ ~~EL d¼~~<br>WRECKED 1/68 | **1949-6** Caledon S.B. & E. Co. Ltd.—Dun<br>485' 4" 62' 0" 28' 10½"<br>450' 7" 61' 6" 41' 9"<br>2 dks & S dk, 4th dk in fwd hold<br>R Coll BH to U dk 6 to 2nd dk<br>rf 6" WB3091t incl. DTsm964t DTa664t | S (12P) OSD<br>4 Ho 51½', 108½', —' DT, 38', 75'<br>G.638050 B.582540<br>5 Ha (22½'×18') (59½' comb.×20') (15'×18') (32½', 20'×20')<br>16W Der 1(50) 1(20) 8(10) 8(7) | 3 S Turb sr geared to sc. shaft<br>7920shp<br>Parsons Marine Turb Co.<br>2WTB 300lb Spt 275lb<br>3×30kW 110V d.c. |
| 527529<br>Df Esd<br>Gc Rdr | **ELENI K.**<br>exKashan-66<br>exPersian Ferdowsi-65<br>exGlaucus-62 exMemnon-57<br>exPhillips Victory-46<br>**Ownership in Dispute** | 7698<br>4494<br>10750 | 100A1 SS 7/64<br>**LMC**<br>**Lloyd's RMC**<br>ELc†2¼"SQ<br>**SURVEYS OVERDUE—CLASS SUSPENDED 6/67** | **1945** Permanente (Shpyd No. 2)—Richmond<br>455' 4" 62' 1" 28' 6½"<br>437' 7" 62' 0" 38' 0"<br>F89' 2 dks, 3rd dk in Nos. 2, 3, 4 & 5 holds<br>7BH<br>WB3329t incl. Tunnel tanks 1662t DTf282t | S Ref<br>G.581467 B.500784 In.2272<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2WTB 525lb Spt 473lb |
| 503760<br>SYXN<br>2460<br>Df Esd<br>RT | **ELENI KYRIAKOU**<br>exEleni K-67<br>exBasil-64 exNorman Star-60<br>exCarroll-60 exBalzac-59<br>exAlbion Star-54 exMosdale-54<br>**Helen Shipping Corp. Panama Ltd.**<br>"K" Shipping Enterprises Ltd.<br>Piræus Greek | 2958<br>1657<br>— | ✠100A1 Dr 4/65<br>with freeboard<br>✠LMC<br>MN1608 EL (u) | **1939-10** Burmeister & Wain—Cpn<br>336' 4" 45' 8" 22' 1½"<br>315' 0" 27' 9"<br>F131' 2 dks, sparred 3rd dk in fwd holds for light cargo<br>R Coll BH to U dk 3 to 2nd dk<br>WB556t | M Ref<br>G.178000 B.165000 In.164000<br>8W Cr 3 | Oil 2SA 9Cy. 500×900 mm<br>3400bhp<br>Burmeister & Wain |
| 510086<br>SXNT<br>13 | **ELENI L.**<br>**A. Patsarikas & N. Kligopoulos**<br>Laurium Greek | 158<br>139<br>320 | | **1946** ......................Perama<br>109' 6" 27' 6"<br>... ... ... | Wood Aux Mchy.aft | Oil 4DA 4Cy.<br>Carels |
| 502932<br>SZRS<br>2573<br>Df Esd<br>Gc Rdr<br>RT | **ELENI M**<br>exAtlantic Princess-65<br>**"Minos" Shipping Transports Co. Ltd.**<br>Piræus Greek | 11389<br>6566<br>18148 | AB<br>✠Classed LR until 1/53 | **1949-1** Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>551' 2" 68' 2" 29' 9½"<br>524' 0" 68' 0" 37' 6"<br>P106' B30' F50' 1 dk<br>RW<br>rf 9" | S Tanker Mchy.aft<br>27 Ta | 2 S Turb dr geared to sc. shaft<br>6050shp<br>General Electric Co. |
| 514658<br>SYSY<br>1249<br>RTm | **ELENI M.**<br>exHeleni M.-65<br>exConstantinos-58<br>exAmfiali-34 exNikolaos Sophios exCanari<br>**C. Mitropoulos**<br>Piræus Greek | 297<br>159<br>460 | HR | **1918** Forg. & Ch. de la Médit.—La Seyne<br>*132·3'* 24' 0" 12' 9"<br>23' 10"<br>1 dk<br>R | M<br>3 Ho<br>3 Ha<br>3W Der 3 | Oil 6Cy.<br>240bhp NE50<br>Masch. Augsburg-Nürnberg |
| 542307<br>SZQG<br>Esd Pfd<br>RT | **ELENI R.**<br>exElca-67 exWindsor Queen-65<br>exDevon Coast-63<br>exYewbranch-47<br>exLottie R.-46<br>**E. Rigas & S. Fasoulas**<br>Piræus Greek | 945<br>525<br>— | ✠100A1 SS 3/67<br>✠LMC<br>EL i | **1937-9** Burntisland S.B. Co. Ltd.—Bnt<br>213' 4" 32' 8" 14' 5½"<br>199' 10" 32' 6" 14' 8"<br>Q146' F25' 1 dk<br>R NS 3BH<br>WB475t incl. DTm74t | M Mchy.aft<br>B.72640<br>3W | Oil 2SA 5Cy. 340×570 mm<br>725bp British Polar<br>British Auxiliaries Ltd. |
| 527582<br>SYTW<br>Df Esd<br>Gc Rdr<br>RT | **ELENI S**<br>exPeter Jebsen-63<br>**Marfeliz Cia. Naviera S.A.**<br>Andros Greek<br>Now ROZELBAY See New Entries No. 12 | 2407<br>1317<br>3950<br>3829<br>2150<br>5295 | NV<br>✠Classed LR until 12/50 | **1948-7** Smith's Dock Co. Ltd.—Mdb<br>357' 6" 49' 0" 23' 0"<br>331' 8" 29' 9"<br>P121' F36' 2 dks<br>RW | M CSD Mchy.aft<br>G.293395 B.271960<br>10W Der 1(20) | Oil 2SA 3Cy. 560×2180 mm<br>Doxford<br>Wallsend Slpwy Co. Ltd. |
| 510089<br>OXKE<br>Df Esd<br>Gc Rdr | **ELEO MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 18164<br>10882<br>~~29400~~<br>31000 | ✠100A1 SS 7/68 ~~SS 2/64~~<br>oil tanker<br>✠LMC<br>MN2240 EL m2¼"SQ | **1959-4** Odense Staalskibs. A/S—Odn<br>635' 1" 81' 4" ~~36' 0½"~~ 36' 4½"<br>600' 1" 81' 0" 45' 10"<br>P133' B40' F73' 1 dk<br>13BH<br>rf 2" WB773t | M Tanker Mchy.aft<br>24 Ta<br>L.1352000 | Oil 2SA 9Cy. 740×1600 mm<br>11200bhp<br>Burmeister & Wain<br>3AuxB 180lb Spt |
| 660962<br>Df Esd<br>RT | **ELEONOR Z**<br>**Zagame Hnos.**<br>Mar del Plata Argentine | 100<br>—<br>— | ✠100A1<br>trawler<br>**LMC**<br>MN100 EL (a) | **1966-12** Ast. Anibal Vanoli—Pto Quequen<br>82' 0" 20' 1"<br>70' 11" 20' 0" 10' 2"<br>F15'<br>5BH<br>rf 35" BK7" WB14t | M Trawler Mchy.aft | Oil 4SA 6Cy.<br>500bhp<br>Caterpillar Tractor Co.<br>2×3½, 9kW 380V |
| 541979<br>Df Esd<br>Rdr<br>RTm | **ELEONORA**<br>exElli-67 exRane-63<br>**Stelma Cia. Nav. S.A.**<br>Panama Panamanian | 1364<br>667<br>2000<br>2450<br>—<br>— | ~~BV~~<br>**BROKEN UP** | **1927** Helsingörs Jernsk. & Msk.—Hsg<br>267' 7" 37' 2" 16' 5"/18' 4½"<br>37' 0"<br>1 dk & S dk<br>R | S (8P) OSD/CSD<br>2 Ho 90½', 82'<br>4 Ha (19', 25½', 23½', 21½'×13')<br>Der 1(10) 4(4) 4(3) | T 3Cy. 20" 32" & 52"×36"<br>970ihp<br>Helsingörs Jernsk. & Msk.<br>2×45, 15kW 110V d.c. |
| 510090<br>IJWP<br>647<br>RT | **ELEONORA**<br>exEleonora Onorato-62<br>exAnna Maria L.-52<br>**Maria Minnici in Picardi**<br>Naples Italian | 499<br>280<br>788 | RI | **1947** Cant. Nav. Solimano—Savona<br>180' 5" 29' 5" 12' 9½"<br>165' 4" 29' 3" 14' 2"<br>P57' F23' 1 dk | M Mchy.aft<br>2 Ho<br>G.35000 B.33000 | Oil 2SA 8Cy.<br>640bhp<br>S.A. Fiat S.G.M. |

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| ICXX<br>658<br>DI Esd<br>Gc Rdr<br>RT | **ELEONORA F.**<br>"Fer-Mar" S.p.A.<br>Trieste Italian | 15887<br>9367<br>23770 | ✠Class **WITHDRAWN**<br>at Owners' request<br>3/68 RI<br>~~holds may be empty~~<br>~~Ice Class 3~~<br>~~✠LMC~~<br>~~MN2000~~ ~~EL l½"SQ~~<br>~~RI~~ | 1965–7 Ansaldo S.p.A.—Gen<br>~~624' 11"~~ 75' 0" 624' 11"(incl.BB)<br>579' 10" 74' 9" 45' 11"<br>P108' F112' 1 dk<br>NS 10BH<br>rf nil WB10602t incl. Topside tanks in holds 5084t TwDf228t | M Bulk Carrier Mchy.aft<br>7 Ho | Oil 2SA 7Cy. 740×1600 mm<br>11550bhp B&W<br>Ansaldo Stab. Mecc. Gen<br>AuxB 100℔ |
| DIRL<br>DI Esd | **ELEONORE**<br>exBraunau–50<br>**Heinrich Vor-Schmidthöfen**<br>Dornsbuch W. German | 283<br>145<br>414 | GL | **1938** Werft Nobiskrug—Rendsburg<br>141' 0" 23' 1" 9' 4"<br>22' 11" 11' 1"<br>P30' F17' 1 dk<br>R len 50 | M Mchy.aft<br>G.19010 B.17350<br>2 Ha | Oil 4SA 4Cy. 280×420 mm<br>165bhp<br>Deutsche Werke A.G. Kel<br>8k |
| UQIO<br>DI Esd<br>Gc Rdr | **ELETS**<br>**U.S.S.R.**<br>Archangel Russian | **3812**<br>1888<br>5128 | | **1960** Stocznia Gdanska—Gdk<br>355' 2" 48' 0" 21' 8⅝"<br>47' 10" 26' 3"<br>1 dk<br>RW | S<br>4 Ho<br>G.211748<br>4 Ha (39½', 39½', 28½', 32¾'×27')<br>8W Der 8(5) | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb & hydraulic coupling<br>2500ihp (o.f)<br>Z.U.T. Zgoda Swl<br>12½k |
| DI Esd | **ELETS**<br>exSlettnes–46 exGeier–46<br>**U.S.S.R.**<br>Russian | **1121**<br>632<br>— | | **1924** A.G. Neptun—Ros<br>*221·5'* 34' 11"<br>34' 9"<br>1 dk<br>R | S | T 3Cy. 17$\frac{9}{10}$" 29$\frac{1}{10}$" & 47⅕"×31½"<br>A.G. Neptun Ros |
| DI Pld<br>Rdr RT | **ELEU**<br>**Dillingham Corp.**<br>~~**Hawaiian Tug & Barge Co.**~~<br>Honolulu United States | **297**<br>125<br>— | AB | **1929** Bethlehem S.B. Corp. Ltd.—S.Fo<br>126' 0" 28' 2" 14' 6¾"<br>117' 0" 28' 0" 16' 0"<br>1 dk<br>R | TM Tug | 2 Oil 2SA each 6Cy. 8⅛"×10"<br>2000bhp NE57 137t<br>Fairbanks, Morse & Co. Beloit |
| SZJA | **ELEUSIS**<br>exJeanne<br>Greek **Tankershipping Co. Ltd.**<br>Piræus Greek | **371**<br>297<br>450 | HR | **1906** Ch. Rousseau—Rouen<br>155' 10" 25' 7" 7' 5"<br>152' 7" 25' 6" 9' 1"<br>1 dk<br>R conv dry cargo ship 29 | M Tanker<br>5 Ta<br>L.29664 | 2 Oil SA each 4Cy. 200×400 mm geared to sc. shaft<br>230bhp 30t (d.o)–1pd<br>Ruston & Hornsby Lcn<br>8k |
| GBSH<br>DI Esd<br>Gc Rdr<br>RT | **ELEUTHERA**<br>**Pacific Steam Navigation Co.**<br>~~Furness Ship Management Ltd.~~<br>Liverpool British<br>Furness, Withy & Co. Ltd. (Mgrs.) | **5407**<br>2817<br>— | **✠100A1** SS 8/68 ~~SS 7/68~~<br>**✠LMC**<br>MN900 EL y1⅞"SQ | **1959–5** Hall, Russell & Co. Ltd.—Abn<br>386' 2" 54' 3" 25' 9¾"<br>360' 0" 54' 0" 33' 6"<br>F38' 2 dks<br>RW 5BH to U dk 2 to 2nd dk<br>rf 3" WB982t incl. Tunnel tanks 198t | M Ref<br>G.354000 B.325500 In.2650<br>12W Der 1(25) 4(10) 8(5) | Oil 2SA 4Cy. 620×1400 mm exhaust 470 mm 4500bhp B&W 550t<br>Harland & Wolff Ltd. Gls<br>2AuxB (1 o.f 1 ex.g) 100℔ 13½k |
| EIVO<br>DI Cork | **ELFIE H.**<br>exTaros–63 exTilda–54 exY26<br>**Celtic Coasters Ltd.**<br>Cork Irish Republic | **540**<br>317<br>700 | BV | **1943** Equitable Eqpt. Co.—Madisonville<br>162' 2" 26' 11" 11' 0"<br>26' 9"<br>P49' F26' 1 dk | M Tanker Mchy.aft<br>L.30700 HeCls. C | Oil 2SA 6Cy. 343×406 mm<br>Emade60fitted63 35t–1½pd<br>Seffle M/V Säffle<br>8½k |
| SFDH<br>DI Esd<br>Rdr RT | **ELFNÄS**<br>Rederi A/B **Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish<br>Now **MARLENA**<br>See New Entries No. 1 | **1364**<br>649<br>— | **✠100A1** Dr 10/63<br>oil tanker<br>Str. nav. Ice<br>**✠LMC**<br>EL p1½"SQ | **1949–5** Lindholmens Varv A/B—Got<br>273' 1" 35' 1" 15' 3¼"<br>252' 0" 35' 0" 16' 9"<br>P67' F32' Trunk in well dk 1 dk<br>10BH len 63 (amids)<br>BK4" WB160t incl. DTf30t | M Tanker Mchy.aft<br>L.67000 HeCls. BC | Oil 2SA 6Cy. 360×600 mm<br>900bhp 144t–4pd<br>Sulzer Bros. Ltd. Win<br>AuxB 150℔ 12k |
| OZBX<br>DI Esd<br>Gc Rdr<br>RT | **ELFY NORTH**<br>**Rederiet Northsea I/S**<br>Mogens A. Harttung<br>Copenhagen Danish | **1174**<br>732<br>1518 | BV | **1961** N.V. Scheeps. "Westerbroek"—Westerbroek<br>241' 2" 33' 6" 15' 0"<br>220' 1" 19' 9"<br>2 dks<br>RW | M Ref CSD Mchy.aft<br>G.81290 B.74890 In.2040<br>3 Ha (each 32'×19')<br>6W Der 1(15) 6(5) | Oil 4SA 6Cy. 400×580 mm<br>1250bhp 143t<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| JXDU<br>DI Esd<br>Gc Rdr<br>RT | **ELG VIKING**<br>exSunbear–65<br>**D/S A/S Björn**<br>Thorvald Hansen<br>Oslo Norwegian<br>Now **ELG** See New Entries No. 8 | **4158**<br>2308<br>6070 | NV | **1959** A/S Trondhjems M/V—Tdh<br>366' 8" 49' 4" 25' 8¼"<br>336' 11" 49' 1" 31' 6"<br>2 dks<br>RW<br>rf 3" | M CSD Mchy.aft<br>3 Ho<br>G.296000 B.278000<br>3 Ha (each 44½'×23')<br>12W Der 1(20) 12(5) | Oil 2SA 6Cy. 600×1050 mm<br>3640bhp<br>Masch. Augsburg-Nürnberg Aug |
| HPYG<br>DI Esd<br>Gc | **ELGA**<br>exDespina–53<br>exHenry White–47<br>**Cia. Armadora San Francisco S.p.A.**<br>Panama Panamanian | **7216**<br>4382<br>10500 | AB<br>**BROKEN UP** | **1944** Permanente (Shpyd No. 1)—Richmond<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.562608 B.499573<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10½k |
| SLJA<br>DI Esd<br>Gc Rdr<br>RTv | **ELGAREN**<br>Rederi A/B **Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish | T.Mk<br>**5396**<br>2624<br>7570<br>**8148**<br>4756<br>9060 | **✠100A1** SS 4/66<br>Str. nav. ice at draught not exceeding 23' 7½"<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1500 EL c† | **1957–2** H. C. Stülcken Sohn—Ham<br>469' 9" 63' 3" ~~23' 7½"/26' 0¾"~~<br>430' 11" 63' 0" 38' 0" 23' 5½"/26' 0¾"<br>RAD27' RFD90' 2 dks, Platform dks in Nos. 2 & 4 holds<br>Coll BH to U dk 7 to 2nd dk<br>rf 4" DK fwd WB1505t incl. Tunnel tanks 168t | M (12P) Ref<br>6 Ho 53½', 56¾', 56¾', 43¾', 47¼', 51½'<br>G.441930 B.409290 In.69000<br>6 Ha (stl) (27', 32', 34½', 27', 24½', 32'×20')<br>2W Cr 1(5) 5(3) | Oil 2SA 9Cy. 700×1200 mm<br>7500bhp 1380t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>AuxB 85℔<br>4×200kW 220V d.c. 17k |

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|---|---|---|---|---|---|---|
| 510103<br>UQMM<br>M-27486<br>Df Esd<br>Gc Rdr<br>RT | **ELGAVA**<br><br>**U.S.S.R.**<br>Riga Russian | **3132**<br>1560<br>4334 | | **1961** A/B Gävle Varv—Gfl<br>344' 1" 48' 7" 20' 0"<br>318' 0" 48' 6" 22' 4"<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.205603<br>1 Ha<br>4W Der 2(3) 1(2) 1(1) | Oil 2SA 5Cy. 500×1100 mm<br><br>Burmeister & Wain |
| 504786<br>LFXC<br><br>Df Esd<br>Pfd RT | **ELGHOLM**<br>exBon Germinal–66<br>**A/S Grindhaugs**<br>**Fiskeriselskap**<br>Govert Grindhaug<br>Kopervik Norwegian | **304**<br>121<br>300 | <br><br>BV<br><br><br>**CAPSIZED & SANK 9/68** | **1950** Ch. Nav. de Caen—Blainville<br>137' 5" 24' 8"<br>... ... ...<br>1 dk<br>R | M Fishing<br>2 Ho 26½', 23'<br><br>2 Ha (stl) (9½'×10½') (9½'×13')<br>Cr 1(4) Der 1(5) | Oil 4SA 6Cy. 365×500 mm<br>750bhp<br>Soc. Gen. de Con. Méc. La<br>3×10kW 110V d.c.<br>Controllable pitch propeller |
| 510105<br>LNPB<br><br>Df Gc<br>Rdr RT | **ELGO**<br>exKnurr–61<br>**A/S Grindhaugs**<br>**Fiskeriselskap**<br>Govert Grindhaug<br>Kopervik Norwegian | **478**<br>255<br>575 | <br><br>BV | **1948** Mitsui S.B. & Eng. Co. Ltd.—Tmn<br>170' 10" 28' 5" 14' 6"<br>150' 4" 28' 3" 15' 9" | M Fishing Mchy.aft<br>1 Ho<br>G.27000 B.25000<br>2 Ha (12¾'×9') (44½'×14½')<br>2W Der 1(2½) 1(2) | Oil 2SA 8Cy. 230×400 mm<br>680bhp NE64<br>Alpha-Diesel A/S |
| 510106 | **ELGÖ**<br>exBrittvik–47 exHelga–46<br>exRuthby<br>**Edmund Burke**<br>Dover British | **125**<br>78<br>190 | <br><br>BV | **1920** H. Linds Træskibs—Rödby Havn<br>87' 2" 22' 8" 10' 0½"<br>... ... ...<br>1 dk | Wood Aux Sr | Oil<br>NE46 |
| 542377<br>LMRV<br><br>Df Gc<br>Rdr RT | **ELGÖY**<br>exPol XI–63<br>**A/S Grindhaugs**<br>**Fiskeriselskap**<br>Govert Grindhaug<br>Kopervik Norwegian | **443**<br>205<br>550 | **✻100A1** SS 1/68 ~~SS 6/63~~<br><br>**LMC**<br><br>~~MN100~~ CT495 C16<br>MN180 | **1947**–10 Smith's Dock Co. Ltd.—Mdb<br>157' 1" 27' 7" 14' 4"<br>148' 6" 27' 6" 15' 5"<br>1 dk<br>6BH<br>BK7½" ~~WB179t incl. DTm170t~~<br>WB218t incl. DTm109t | M<br><br>G.24000<br>1 Ha (49½'×13')<br>2W Der 1(3) 1(2) | Oil ~~4SA 6Cy.~~<br>~~flexible coupling &~~<br>~~gears~~ ‡NE1/58<br>~~600bhp Emode~~<br>~~Nat. Gas & O. Eng. Co.~~ |
| 661615<br>OZIX<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ELI MÆRSK**<br><br>**A/S D/S Svendborg & D/S**<br>**af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | **52602**<br>33874<br>97740 | <br>871' 8" (incl.BB)<br>NV | **1966** Odense Staalskibs. A/S—Lindö<br>~~871' 8"~~ 128' 1" 45' 9"<br>826' 10" 127' 11½" 59' 1"<br>P59' F80' 1 dk<br><br>rf 6" | M Tanker Mchy.aft<br>12 Ta<br>L.4086360 HeCls. BC<br><br>Der 2(10) 2(3) | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp<br>Burmeister & Wain<br>3×600, 470, 470kW 440V |
| 510108<br>KFDS<br>242247<br>Df Esd | **ELI WHITNEY**<br><br>**United States Department of**<br>**Commerce**<br>San Francisco United States | **7181**<br>4384<br>10500 | <br><br>AB | **1942** Permanente (Shpyd No. 2)—<br>Richmond<br>441' 6" 57' 1" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G 560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 535222<br>IBEL<br>3375<br>Df Esd<br>Gc Rdr<br>RTm | **ELIA**<br>exTank Duke–65<br>~~Tremari Navigazione S.p.A.~~<br>~~Genoa~~ Italian<br>**Sicula Partenopea di**<br>**Navigazione S.p.A.**<br>Palermo Italian | **11021**<br>6370<br>16510 | <br><br>RI | **1952** Bremer Vulkan—Vgk<br>541' 11" 68' 5" 29' 1"<br>503' 8" 68' 3" 37' 5"<br>P101' B43' F59' 1 dk | M Tanker Mchy.aft<br>19 Ta<br>L.804592 | Oil 2DA 8Cy. 600×1100 mm<br>6500bhp MAN<br>Bremer Vulkan<br>3×150kW 220V d.c. |
| 510109<br>EDOL<br><br>Df Esd<br>RT | **ELIAS**<br><br>**Sabino Martinez Ogando**<br>San Sebastian Spanish | **125**<br>60<br>— | | **1943** Pedro Manuel Egaña—Motrico<br>*87·6'* 20' 5"<br>... ... ... | Wood S Trawler | T 3Cy. 7⅛" 11¾" & 18¾"×14"<br>150ihp<br>José Ant. Lasa |
| 510112<br>SXDH<br>1644<br>Df Esd<br>Pfd Rdr | **ELIAS K.**<br>exArnewood–60<br>exEmpire Highlander–46<br>**George & Panos**<br>**Kouremenos**<br>George Kouremenos<br>Piræus Greek | *2125*<br>*1123*<br>2783 | ~~100A1~~ ~~SS 2/65~~<br><br>~~LMC~~<br><br>**BROKEN UP** ~~EL~~<br><br>~~IN PORT DAMAGED 4/61~~ | **1945** J. Crown & Sons Ltd.—Sld<br>284' 0" 40' 9" 17' 11½"<br>268' 6" 40' 8" 19' 6"<br>P64' Q97' F28' 1 dk<br>NS 4BH<br>WB956t incl. DTm169t | S Mchy.aft<br><br>G.139857 B.135040<br><br>4W | T 3Cy. 17" 27" & 48"×33"<br>1400ihp<br>N.E. Mar. Eng. Co.<br>2 SB 220lb Spt |
| 510113<br>SZPH<br>2642<br>Df Esd<br>Gc Rdr | **ELIAS LEMOS**<br>exPacific Challenger–60<br>**Marvela Cia. Nav. S.A.**<br>Piræus Greek | **10173**<br>6167<br>14729 | <br><br>AB | **1957** Uraga Dock Co. Ltd.—Yokosuka<br>525' 0" 62' 10" 30' 8½"<br>497' 2" 62' 6" 37' 11"<br>P19' F39' 2 dks<br>RW<br>rf 3" | M Mchy.aft<br>6 Ho<br>B.714000<br>6 Ha | Oil 2SA 7Cy.<br>9100bhp Sulzer<br>Uraga Diesel |
| 522582<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELIAS N. PATERAS**<br>exMarkland–67<br>**Adelphotis Cia. Naviera S.A.**<br>Piræus Greek | **11901**<br>4933<br>17500 | **✠100A1** SS 2/66<br>ore carrier<br>**✠LMC**<br><br>MN1640 EL h†2½"SQ | **1952**–9 Eriksbergs M/V A/B—Got<br>559' 6" 70' 0" 30' 4¾"<br>526' 7" 69' 6" 39' 3"<br>P114' B37' F68' 1 dk<br>RW 11BH conv tanker 61<br>rf 1" WB1228t incl. DTf675t | M Ore Carrier Mchy.aft<br>5 Ho 39½', 70½', 70½', 105½', 70½'<br><br>5 Ha (stl) (9½'×13½') (46½', 46½',<br>58½', 58½'×25½')<br>Der 2(5) | Oil 2SA 9Cy. 740×1500 mm<br>8200bhp<br>Eriksbergs M/V A/B<br>2AuxB 142lb<br>3×240, 240, 165kW |

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|---|---|---|---|---|---|---|---|
| 505431<br>SZYO<br>2817<br>Df Esd<br>Gc Rdr<br>RTm/h | **ELIAS P.**<br>exTormo–65 exBruse–64<br>exEkholm–61 exAxel Carl–56<br>**Palbros Maritime Corp.**<br>Piræus Greek | **2287**<br>1156<br>3475 | | BV GL | **1947** Helsingörs Jernsk.—Hsg<br>291′ 4″ 43′ 6″ 19′ 1″<br>43′ 4″<br>B120′ F28′ 1 dk | S (4P)<br>2 Ho 105′, 101¾′<br>G.179200 B.164700<br>4 Ha (27′×18′) (36′, 31½′, 27′×20′)<br>8W Der 1(15) 8(5) | C 3Cy. (2) 15¾″ & 39⅜″×37⅜″ & LP turb.<br>1750ihp 680t (o.f)<br>Helsingörs Jernsk. Hsg<br>3×50, 28, 25kW 110V d.c. 12k |
| 529888<br>SYZM<br>2503<br>Df Esd<br>Gc Pfd<br>Rdr | **ELIAS-XILAS**<br>exRoland–64<br>**Elire Shipping Co. S.A.**<br>Piræus Greek | **6718**<br>3550<br>10560<br>**9060**<br>5463<br>12830 | ✠100A1<br>✠LMC<br>MN1232 | SS 3/66<br>EL d†2 3/16″SQ | **1957–5** Forg. & Ch. de la Gironde—Bdx<br>479′ 0″ 61′ 9″ 26′ 7½″/30′ 1″<br>443′ 3″ 61′ 6″ 39′ 6″<br>P106′ F44′ 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 4″ WB3059t incl. DTm950t | M OSD/CSD Mchy.aft<br>5 Ho 60′, 65′, 62½′, 62½′, 67½′<br>G.623520 B.597430<br>5 Ha (stl) (29′, 40′, 27′, 35′, 40′×25¾′)<br>12W Der 12(5) | Oil 2SA 5Cy. 740×1600 mm<br>6160bhp B&W 916t (hvf)<br>Soc. Forg. & At. de Creusot Le Creusot<br>AuxB 100℔<br>3×180kW 14½k |
| 801372<br>323743<br>RTm | **ELIDE C.**<br>**Elide C. Limitée**<br>Caraquet Canadian | **123**<br>59<br>— | | | **1965** Ch. Nav. Ltd.—Caraquet<br>*81·7′* 21′ 5″<br>… … …<br>1 dk | Wood M Fishing<br>1 Ho 35′<br>2 Ha (each 3′×3′) | Oil 8Cy. 6¼″×8″<br>510bhp (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×5kW 110V d.c. 10k |
| 510116<br>LKGF | **ELIESER 4**<br>**Den indre Sjömannsmission**<br>Bergen Norwegian | **409**<br>254<br>— | | | **1939** Gravdals Skibsbyggeri—Sunde<br>119′ 2″ 27′ 0″<br>26′ 10″ | Wood M Hospital Ship Mchy.aft | Oil 2SA 5Cy. 280×320 mm<br>400bhp NE57<br>Wichmann Mtrf. Rub |
| 560963<br>RT | **ELIGIO B.**<br>**Barufaldi Hnos. (Silos Areneros Buenos Aires S.A.C.)**<br>Buenos Aires Argentine | **499**<br>—<br>1400 | | | **1965** Ast. Argentino Astarsa—Tigre<br>241′ 0″ 31′ 11″ 10 8″<br>230′ 0″ 31′ 3″ 11′ 6″<br>1 dk | M Suction Dredger Mchy.aft | Oil 4SA 7Cy. 300×450 mm<br>490bhp<br>Masch. Augsburg-Nürnberg Aug |
| 510118<br>KLXY<br>243558<br>Df Esd | **ELIHU ROOT**<br>**United States Department of Commerce**<br>Pensacola United States | **7250**<br>4447<br>10750 | | AB | **1943** J. A. Jones Const. Co.—Panama City<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2421t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| 510119<br>KHUW<br>242515<br>Df Esd | **ELIHU THOMSON**<br>**United States Department of Commerce**<br>San Francisco United States | **7181**<br>4384<br>10500 | | | **1942** Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20 , 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| 510120<br>KSNV<br>244401<br>Df Esd<br>Gc | **ELIJAH COBB**<br>**United States Department of Commerce**<br>Portland, Me United States | **7258**<br>4457<br>10735 | | AB | **1944** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2318t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| 534486<br>187718<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ELIKON**<br>exSungate–68<br>~~Kerues Shipping Co.~~<br>~~Nicosia~~ ~~Cyprus~~<br>Kornos Shipping Co. Ltd.<br>Famagusta Cyprus | **5795**<br>3176<br>10810<br>8370<br>5309<br>12657 | ✠100A1<br>✠LMC<br>MN880 | SS 9/66<br>EL c†2⅛″SQ | **1958–1** Burntisland S.B. Co. Ltd.—Bnt<br>462′ 3″ 59′ 11″ 26′ 6¾″/29′ 6″<br>435′ 0″ 59′ 9″ 39′ 4″<br>F40′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB3026t incl. DTm1330t | M OSD/CSD<br>4 Ho 62½′, 114¾′, 30′, DT, 70′, 65′<br>G.674400 B.617800<br>5 Ha (stl) (31½′, 40′, 35′, 35′, 32½′×25′)<br>10W Der 1(25) 4(10) 6(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 1035t (hvf)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>AuxB 100℔<br>3×175kW 220V d.c. 13½k |
| 510123<br>LFVW | **ELIN**<br>**Andreas Moltu Partrederi**<br>Ålesund Norwegian | **146**<br>94<br>240 | | | **1908** K. Skaaluren—Rosendal<br>*99·7′* 24′ 0″<br>… … …<br>1 dk | Wood M Mchy.aft | Oil 2SA 2Cy. 380×410 mm<br>220bhp NE53<br>A/B Bolinder-Munktell Eskilstuna |
| 510126<br>JXPT<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELIN HOPE**<br>**A/S Inger**<br>Jacob Kjöde A/S<br>Bergen Norwegian | **9139**<br>5767<br>13073 | | NV | **1961** Schps. "De Hoop"—Lobith<br>507′ 8″ 61′ 8″ 28′ 11¾″<br>463′ 11″ 38′ 7″<br>2 dks<br>RW<br>rf 4″ | M (8P) CSD<br>5 Ho 72½′, 70′, 46¾′, 53½′, 58½′<br>5 Ha (stl) (36′, 36¼′, 36¼′, 36¼′, 36¼′×24½′)<br>Der 1(30) 12(5) | Oil 2SA 6Cy. 750×1600 mm<br>7500bhp (hvf)<br>Gebr. Stork & Co. Hengelo<br>3×300kW 220V 60c/s a.c. |
| 510129<br>OWAT<br>Df Esd<br>Rdr<br>RTm | **ELIN S**<br>**Rederiet A. E. Sörensen A/S**<br>~~A. E. Sørensen~~<br>Svendborg Danish | **500**<br>233<br>665 | | BV | **1949** Svendborg Skibs.—Svb<br>173′ 7″ 29′ 0″ 11′ 11½″<br>28′ 10″ 15′ 6″<br>P46′ Q96′ F22′ 1 dk<br>RW<br>rf 4″ | M Mchy.aft<br>1 Ho 93½′<br>G.35000 B.32000<br>2 Ha (34′, 40′×18′)<br>Cr 4(2) Der 4(4) | Oil 4SA 6Cy. 270×500 mm<br>500bhp Emade47refitted49 45t (d.o)<br>N.V. Werkspoor Ams<br>3×35, 30, 15kW 220V<br>Directional propeller 11k |
| 510130<br>IBJE<br>435<br>Df Esd<br>Gc Rdr<br>RT | **ELIOS**<br>**"Elios" Soc. per Azioni di Nav.**<br>Palermo Italian | **20725**<br>12217<br>30845 | | ~~AB~~ RI | **1958** Ansaldo S.p.A.—Gen<br>666′ 2″ 86′ 4″ 34′ 5⅜″<br>619′ 6″ 85′11½″ 45′ 8″<br>P166′ B56′ F93′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1517406 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>14500shp 2930t (o.f)–85pd<br>Ansaldo Stab. Mecc. Gen<br>17k |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|
| 527045<br>SXBH<br>2938<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELIRE**<br>exParaguay-65<br>**Mountpleasant Cia. Nav. S.A.**<br>M. A. Karageorgis<br>Piræus Greek | 5554<br>3126<br>—<br>7555<br>4552<br>8380 | ✠100A1 SS 10/66 ~~SS 9/61~~<br>tunnel side tanks Nos. 1 to 4 (p&s)—veg. oil<br>✠LMC<br>EL b†2 1/16"SQ | 1944-9 Harland & Wolff Ltd.—Bel<br>450' 4" 61' 1" 25' 0"/26' 0"<br>425' 0" 61' 0" 38' 0"<br>F41' 1 dk & S dk, 3rd dk in fwd holds<br>Coll BH to U dk 6 to 2nd dk<br>WB2734t incl. Tunnel tanks 1164t | M OSD/CSD<br>G.566931 B.515786<br>14W Der 1(50) 1(20) | Oil 2DA 6Cy. 620×1400 mm<br>6000bhp B&W<br>Harland & Wolff Ltd.<br>AuxB 100lb |
| 510131<br>PDWU<br>Df Esd<br>Rdr RT | **ELISA**<br>exBiscaya-57<br>**H. Pepping**<br>Dammer's & van der Heide's Shipping & Trading Co. Ltd.<br>Rotterdam Netherland | 499<br>313<br>800 | ✠100A1 SS 6/65<br>✠LMC<br>MN200 EL j | 1957-1 N.V. Noord Ned. Schps.—Gro<br>190' 10" 32' 4" 11' 4¾"<br>173' 11" 32' 0" 13' 5"<br>P39' F22' Trunk 67' 1 dk<br>NS 3BH<br>rf 4" DK fwd WB387t | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>650bhp<br>Klöckner-Humboldt-Deutz |
| 510132<br>IBEX<br>3018<br>Df Esd<br>Gc Rdr | **ELISA CAMPANELLA**<br>exLilica-55<br>exDonald W. Bain-49<br>**Tito Campanella Navigazione S.p.A.**<br>Genoa Italian | 7172<br>4385<br>10500 | RI | 1944 J. A. Jones Const. Co.—Brunswick<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk<br>rf nil | M<br>5 Ho 60½', 72½', 50', 45', 70'<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>Der 10(5) | Oil 2SA 6Cy. 680×1200 mm<br>3600bhp NE54<br>S.A. Fiat S.G.M.<br>2×24kW 110V d.c. |
| 672922<br>IBEJ<br>Df Esd<br>Gc Rdr<br>RT | **ELISA F.**<br>**Silos Granaria della Sicilia S.p.A.**<br>Palermo Italian | 28198<br>17456<br>46350 | RI | 1967 Cant. Nav. del Tirreno e Riuniti—Anc<br>707' 0" 96' 8" 36' 2"<br>646' 4" 96' 5" 54' 1"<br>1 dk<br>RW | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 840×1800 mm<br>Cant. Nav. del Tirreno e Riuniti |
| 542693<br>PDWV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELISABET CHRISTINA**<br>**N.V. Visserij Maats. "Kennemerland"**<br>Katwijk a/Zee Netherland | ~~484~~ 345<br>~~232~~ 137<br>— | | 1963 Scheeps. "De Dageraad"—Woubrugge<br>150' 8" 28' 8" 13' 11½"<br>131' 3" 27' 11" 14' 3" | M Trawler<br>1 Ho 60½'<br>In.14126<br>5W Der 3(3) 2(2) | Oil 4SA 8Cy. 320×450 mm<br>Klöckner-Humboldt-Deutz |
| 506183<br>6ZUB<br>2596<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ELISABETH**<br>exCape Sable-66<br>**Jutland Shipping Corp.**<br>Monrovia Liberian | 10530<br>6169<br>13950 | ✠100A1 SS 2/69 ~~SS 3/64~~<br>✠LMC<br>MN1200 EL f†2¼"SQ | 1960-2 Wm. Denny & Bros. Ltd.—Dmb<br>502' 9" 66' 2" ~~30' 1"~~ 30' 7"<br>470' 0" 66' 0" 42' 0"<br>P119' F40' 2 dks<br>NS 7BH to U dk 2 to 2nd dk<br>rf 9" DK WB3554t incl. DTf1406t | S (4P) Mchy.aft<br>5 Ho 63', 49', 37', 78', 56', 28' DT<br>G.758865 B.690698<br>5 Ha (stl) (36', 42½', 32½', 45', 35'×24')<br>14W Cr 2(1) Der 1(25) 4(10) 10(5) | 2 S Turb dr geared to sc. sh<br>6000shp<br>Wm. Denny & Bros. Ltd.<br>2WTB 550lb Spt 800° F.<br>db 105lb<br>3×270kW 220V d.c. |
| 510134<br>DEFT<br>Df Esd<br>Rdr<br>RTh | **ELISABETH**<br>**Helmsing & Co.**<br>Helmsing & Grimm<br>Bremen W. German | 1044<br>494<br>1634 | GL | 1955 Schiffb. Unterweser—Bhn<br>*227-0'* 35' 6" 15' 2"<br>216' 6" 35' 6" 17' 3"<br>P58' B23' 1 dk<br>RW | M Mchy.aft<br>1 Ho 135'<br>G.74362 B.69216<br>4 Ha (each 26½'×18')<br>Der 4(3) | Oil 4SA 6Cy. 385×580 mm<br>1000bhp<br>Masch. Kiel A.G.<br>2×25, 15kW 220V d.c. |
| 510135<br>CSNB<br>Esd Rdr<br>RT | **ELISABETH**<br>**Soc. Nacional dos Armadores de Bacalhau**<br>Lisbon Portuguese | 782<br>509<br>711 | | 1945 Manuel Maria Bolais—Monica, Aveiro<br>*152-1'* 33' 10"<br>33' 8" | Wood M Fishing<br>1 Ho 60'<br>3 Ha (stl) (6½', 5½', 5½'×5½')<br>Der 1(½) | Oil 6Cy. 350×535 mm<br>600bhp<br>Mirrlees, Bickerton & Day<br>2×26, 15kW 110V |
| 510136<br>SHAB<br>9750<br>Df Esd<br>RTm/h | **ELISABETH**<br>**Daniel Johansson**<br>Styrsö Swedish | 499<br>288<br>960 | ✠100A1 SS 3/66<br>Str. nav. ice<br>✠LMC<br>MN168 EL k | 1957-4 Lidingöverken K/B A/B Live—Lidingö<br>198' 9" 33' 0" 12' 0½"<br>178' 10" 32' 9½" 12' 6"<br>P&B105' F26' 1 dk<br>3BH<br>rf 4" WB214t | M Mchy.aft<br>1 Ho 124'<br>G.55300 B.50000<br>2 Ha (41½'×16½') (45½'×19½')<br>5W Der 3(3) 2(2) | Oil 2SA 4Cy. 340×570 mm<br>840bhp<br>Nydqvist & Holm A/B<br>2×32, 10kW 220V d.c. |
| 510137<br>DDKK<br>Df Esd | **ELISABETH**<br>**Theodor Deters u. Margarethe Deters**<br>Barssel W. German | 412<br>264<br>610 | GL | 1950 Abeking & Rasmussen—Lemwerder<br>*155-1'* 24' 9" 11' 2"<br>24' 7" 12' 9"<br>P31' F15' 1 dk<br>RW len 55 | M<br>1 Ho 73½'<br>G.20000 B.19000<br>1 Ha (57½'×16½')<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>250bhp<br>Masch. Kiel A.G. |
| 512706<br>PDXA<br>Df Esd<br>Pfd RT | **ELISABETH**<br>exGeertruida-64<br>exCornelis Roeleveld-59<br>**Jacob den Dulk & Zn.**<br>Scheveningen Netherland | 158<br>81<br>— | | 1918 Scheepswf. Pannevis—Alp<br>*110-0'* 21' 10"<br>21' 8"<br>R len 48 | M Fishing | Oil 4SA 6Cy.<br>Deutsche Werke A.G. |
| 510140<br>PDWX | **ELISABETH**<br>exGloria-39<br>**M. A. de Jong & Zonen**<br>Katwijk a/Zee Netherland | 102<br>47<br>— | | 1913 Gebr. Boot—Leiderdorp<br>*83-0'* 22' 0"<br>... ... ...<br>R | Aux Fishing | Oil 2SA 3Cy. 265×350 mm<br>Kromhout Motorenfab. |

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| [illegible]<br>HPLM<br><br>Df Esd<br>Rdr RT | **ELISABETH A.**<br>exSan Andres–67<br>exYarmouth–66<br>exYarmouth Castle–57<br>exQueen of Nassau–57<br>exYarmouth Castle–54<br>exYarmouth–54<br>**Portside Shipping (Cyprus) Ltd.**<br>Cyprus | 5002<br>2474<br>2090 | AB | 1927 W. Cramp & Sons S. & E.B. Co.—Phl<br>379′ 3″ 55′ 8″ 20′ 1½″<br>365′ 0″ 55′ 6″ 29′ 6″<br>B&F354′ 3 dks<br>R<br>rf 15″ | TS Ref<br>3 Ho<br>In.10250 | 4 S Turb sr geared to 2 sc. shafts<br>75000shp Parsons 991t (o.f)<br>W. Cramp & Sons S. & E.B. Co. Phl<br>18k |
| [illegible]<br>LJJX<br><br>Df Esd<br>Gc Rdr<br>RT | **ELISABETH BAKKE**<br><br>**D/S A/S Jeannette Skinner**<br>Knut Knutsen O.A.S.<br>Haugesund Norwegian | 5450<br>3262<br>8460 | ✠100A1 Dr 12/63<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN1300 EL b†pt2⅜″SQ | 1937–3 A/B Götaverken—Got<br>453′ 3″ 58′ 10″ 25′ 6½″<br>430′ 0″ 58′ 6″ 37′ 6″<br>F36′ 1 dk & S dk, 3rd dk in Nos. 1 & 3 holds<br>R Coll BH to S dk 6 to 2nd dk<br>WB1896t incl. DTf70t DTa310t | M Ref OSD<br>5 Ho<br>G.518190 B.488508 In.91525<br>5 Ha (28′, 32½′, 37¼′, 32½′, 28′ × 18½′)<br>16W Der 1(20) 16(5) | Oil 2SA 5Cy. 750×1700 mm exhaust 600 mm<br>6500bhp ✠NE10/54 1450t<br>Burmeister & Wain Cpn<br>16k |
| [illegible]<br>DEFB<br><br>Df Esd<br>Gc Rdr<br>RTm | **ELISABETH BERGER**<br><br>**A. Zedler**<br>Lübeck W. German | **2374**<br>1204<br>4175<br>**3696**<br>2051<br>5535 | GL | **1954** A.G. "Weser" Werk Seebeck—Bhn<br>354′ 11″ 48′ 6″ 20′ 6″/23′ 8¾″<br>48′ 4″ 29′ 6″<br>P40′ F39′ 1 dk & S dk<br>RW | M OSD/CSD<br>3 Ho 51¾′, 84′, 98½′<br>G.254540 B.225592<br>3 Ha (stl) (32¼′, 57½′ comb., 53′ comb. × 20¼′)<br>10W Der 1(30) 4(5–10) 2(5) 4(3–5) | Oil 2SA 7Cy. 520×960 mm<br>2520bhp 447t (hvf)<br>Borsig A.G. Bln<br>13k |
| [illegible]<br>DHNZ<br><br>Df Esd<br>Gc Rdr | **ELISABETH BORNHOFEN**<br><br>Robert Bornhofen **Reederei**<br>Hamburg W. German | **2351**<br>1197<br>4502 | GL | **1951** Howaldtswerke A.G.—Kel<br>311′ 8″ 47′ 3″ 20′ 8″<br>47′ 1″ 29′ 6″<br>F23′ 1 dk & S dk<br>RW | M (2P) OSD<br>G.264412 B.236724<br>5 Ha (29¾′, 26½′, 26½′, 29¾′, 29¾′ × 21¼′)<br>10W Der 1(20) 10(3–5) | Oil 2SA 7Cy. 520×900 mm<br>2300bhp 504t (d.o)<br>Howaldtswerke A.G. Kel<br>3×110kW 220V d.c. 12½k |
| [illegible]<br>DIQB<br><br>Df Esd<br>RT | **ELISABETH BRÖKER**<br><br>**Walter Bröker**<br>Hans Böse<br>Hamburg W. German | **422**<br>216<br>653 | GL | **1957** Schiffsw. W. Holst—Ham<br>175′ 2″ 27′ 8″ 10′ 10″<br>159′ 4″ 27′ 6½″ 12′ 0″<br>P42′ B38′ F33′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 107½′<br>G.30140 B.28580<br>2 Ha<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp 18t<br>Klöckner-Humboldt-Deutz Kln<br>9½k |
| [illegible]<br>DFRQ<br><br>Df Esd<br>Gc Rdr<br>RTv | **ELISABETH ENTZ**<br><br>Partenreederei **"Elisabeth Entz"**<br>Thomas Entz Tanker G.m.b.H.<br>Rendsburg W. German | Ore<br>**24457**<br>10397<br>36261<br>Oil<br>**24461**<br>14065<br>— | AB GL | **1961** A.G. "Weser"—Bmn<br>700′ 6″ 90′ 0″ 34′ 11⅜″<br>662′ 9″ 89′ 11″ 47′ 7″<br>P164′ B102′ F69′ 1 dk<br>rf 4″ | S Ore/Oil Carrier Mchy.aft<br>4 Ho 91¾′, 111½′, 111½′, 91¾′ 23 Ta<br>G.652164 L.1418260 HeCls. BC<br>8 Ha (32¾′, 37¾′, 37¾′, 37¾′, 37¾′, 37¾′, 37¾′, 32¾′ × 31¼′)<br>Der 2(8) | 2 S Turb dr geared to sc. shaft<br>12700shp 4491t (o.f)–78pd<br>A.G. "Weser" Bmn<br>4×750, 750, 156, 156kW 440V 60c/s a.c.<br>15¾k |
| [illegible] | **ELISABETH FERNSTRÖM**<br><br>A/B A. **K. Fernströms Grantindustrier**<br>Eric K. Fernström<br>Karlshamn Swedish<br>For later particulars see New Entries No. 1 | 44525<br>29100<br>78405 | 100A1<br>Class contemplated | A/B Götaverken—Got<br>848′ 7″ 106′ 0″ 43′ 6¼″<br>810′ 0″ 105′ 9″ 63′ 9″ | M Bulk/Oil Carrier Mchy.aft | Oil 2SA 8Cy. 850×1700 mm<br>A/B Götaverken Got |
| [illegible]<br>DGFL<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELISABETH HENRIETTE SCHULTE**<br>Partenreederei **"Elisabeth Henriette Schulte"**<br>Bernhard Schulte<br>Hamburg W. German | **1924**<br>921<br>3075<br>**2933**<br>1813<br>4315 | GL<br>**WRECKED 9/68** | **1961** P. Lindenau—Kel<br>308′ 5″ 46′ 0″ 18′ 3¼″/22′ 2½″<br>278′ 10″ 45′ 11″ 18′ 4″<br>Q169′ F32′ 1 dk & S dk<br>rf 2″ | M OSD/CSD Mchy.aft<br>2 Ho 93¾′, 96′<br>G.207714 B.194485<br>4 Ha (stl) (each 66′ × 23′)<br>8W Der 1(15) 8(3–5) | Oil 4SA 6Cy. 520×740 mm<br>2250bhp 254½t (d.o)<br>Masch. Augsburg-Nürnberg Ham<br>3×205 205, 56kW 440V 60c/s a.c. 14k |
| [illegible]<br>OZTP<br><br>Df Esd<br>Rdr<br>RTm | **ELISABETH HENTZER**<br>Rederiet Hentzer<br>~~Olaf Hentze Rasmussen~~<br>Rederi A/S Isafold<br>Copenhagen Danish | **300**<br>202<br>740 | NV | **1966** P/F Skála Skipasmidja & Handilsvirki—Skála<br>181′ 8″ 34′ 6″ 10′ 11″<br>163′ 1″ 11′ 0″<br>B37½′ 1 dk & S dk<br>rf 4″ | M OSD Mchy.aft<br>1 Ho 117′<br>G.58351 B.51962<br>2 Ha (stl) (32′, 49½′ × 19½′)<br>3W Der 1(6) 2(3) | Oil 2SA 6Cy. 240×400 mm<br>500bhp 60t (d.o)<br>Alpha-Diesel A/S Fkn<br>3×28, 28, 16kW 220V 50c/s a.c.<br>Controllable pitch propeller 10k |
| [illegible]<br>OXZG<br><br>Df Esd<br>Gc Rdr<br>RT | **ELISABETH MÆRSK**<br><br>A/S D/S Svendborg & **D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish<br>Now **JOSEPHINE**<br>See New Entries No. 1 | **11527**<br>6967<br>17000 | ✠100A1 SS 11/66<br>strengthened for ore cargoes—alternate holds may be empty<br>✠LMC<br>MN958 EL g†$2\frac{5}{16}$″SQ | **1951–6** Odense Staalskibs—Odn<br>526′ 9″ 68′ 4″ 30′ 1″<br>496′ 4″ 68′ 3″ 40′ 4″<br>P99′ B37′ F59′ 1 dk<br>NS 10BH conv tanker 62<br>rf nil WB6291t incl. Topside tanks 2521t DTm695t | M Bulk Carrier Mchy.aft<br>6 Ho<br>G.820000<br>6 Ha (39¼′, 52′, 30½′, 33½′, 33½′, 29¼′ × 34′)<br>14W Der 14(5) | Oil 2SA 6Cy. 740×1600 mm<br>5530bhp 1311t<br>Burmeister & Wain Cpn<br>2AuxB 180℔ 13½k |
| [illegible]<br>DGNO<br><br>Df Esd<br>Gc Rdr<br>RT | **ELISABETH REITH**<br><br>Partenreederei m.s. **"Elisabeth Reith"**<br>"Orion" Schiffahrts-Ges. **Reith** & Co.<br>Hamburg W. German | **1866**<br>1148<br>2805 | GL | **1967** Schiffb. Unterweser—Bhn<br>292′ 2″ 44′ 9″ 17′ 1½″<br>269′ 0″ 44′ 7½″ 20′ 4″<br>F34′ 1 dk<br>RW | M CSD Mchy.aft<br>G.137220 B.130060<br>2 Ha (stl) (each 59′ × 23′)<br>8W Der 1(25) 8(3–5) | Oil 4SA 8Cy. 400×580 mm<br>2200bhp (hvf)<br>Klöckner-Humboldt-Deutz Kln<br>14k |
| [illegible]<br>DGYW | **ELISABETH S.**<br>exIngrid Becker–63 exOliva–51<br>exVoorwaarts–33<br>exGertrud Stein<br>**Sand- und Kiesbaggerei Poppe G.m.b.H.**<br>Rendsburg W. German<br>Now **ANNEMARIE II** See New Entries No. 1 | **197**<br>139<br>245 | | **1921** Frd. Krupp A.G.—Kel<br>*116·1′* 22′ 2″ 7′ 2″<br>7′ 10″<br>Q20′ 1 dk<br>R len 51 | M Mchy.aft<br>1 Ho 81¼′<br>1W | Oil 4SA 6Cy. 215×360 mm<br>180bhp NE50 4t<br>Masch. Kiel A.G. Kel<br>8k |

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| 510151<br>DCFU<br><br>Df Esd<br>Gc Rdr<br>RT | **ELISABETH SCHULTE**<br><br>**Schulte & Bruns Schiff.-Ges.m.b.H.**<br>Schulte & Bruns K.G.<br>Emden W. German | 1554<br>787<br>2520<br>2285<br>1520<br>3366 | GL | 1956 Schulte & Bruns—Emd<br>284' 1" 42' 0" 17' 9"/20' 10⅜"<br>262' 4" 41' 10" 24' 7"<br>P72' B19' F26' 1 dk & S dk<br>RW<br>rf 2" | D-E OSD/CSD Mchy.aft<br>2 Ho 87½', 98'<br>G.161002 B.148147<br>4 Ha (stl) (25½', 31½', 36½', 29½' × 21')<br>8W Der 1(15) 2(5) 6(3) | 4 Oil 2SA (2) 12Cy. (1) 8Cy.<br>200 × 250 mm 2250bhp<br>535, 535, 270, 135kW<br>connected to 2 elec.<br>1200shp (CC) & sc. shaft<br>Klöckner-Humboldt-Deutz |
| 510152<br>TKBO<br><br>Df Esd | **ELISABETH THÉRÈSE**<br><br>**Fétis & Cie.**<br>La Rochelle French | 232<br>65<br>— | BV | 1949 Ch. & At. Aug. Normand—Hav<br>*106·8'* 23' 0"<br>... ... ... | M Trawler | Oil 4SA 8Cy. 270×500 mm<br>720bhp Werkspoor<br>Etab. Crépelle |
| 510153<br>ONEL<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELISABETHVILLE**<br><br>**Cie. Maritime Belge (Lloyd Royal) S.A.**<br>Agence Maritime Internationale<br>Antwerp Belgian | T.Mk<br>*9433*<br>*5330*<br>9002<br>*10576*<br>*5952*<br>9284 | ~~✠100A1~~ ~~SS 10/67~~<br>~~with freeboard~~<br>~~DTm & DTsa—veg. oil~~<br>~~✠LMC~~<br>~~✠Lloyd's RMC~~<br>~~EL 4/~~<br>**TO BE BROKEN UP** | 1949–1 John Cockerill S.A.—Hbk<br>504' 2" 64' 10" 27' 1½"/27' 6½"<br>468' 6" 64' 4" 39' 10"<br>F45' 2 dks, 3rd dk fwd of mchy. space<br>RW 8BH<br>rf 4" WB4391t incl. Tunnel tanks 50t DTa1120t DTm952t DTf161t | M (207P) Ref<br>6 Ho 55½', 79', 52½', 46½', 74½', 44'<br>G.525063 B.480749 In.17678<br>6 Ha (24½' × 16½') (40½', 16½', 16½', 30½' × 19½') (19½' × 16½')<br>16W Der 1(40) 1(20) 4(10) 12(5) | Oil 2DA 8Cy. 590×1250 mm<br>7200bhp B&W<br>John Cockerill S.A.<br>AuxB 105lb<br>4×250kW 220V d.c.<br>Thw. thrust propeller aft |
| 510155<br>IMLF<br>551<br>Rdr RT | **ELISABETTA MONTANARI**<br>**Giannetto, Attilio & Alberto Montanari**<br>Trieste Italian | 499<br>230<br>695 | RI | 1953 Cant. Nav. Felszegi—Tri<br>174' 10" 28' 3" 12' 0"<br>157' 5" 28' 2" 12' 5"<br>P47' F21' 1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta | Oil 4SA 6Cy. 370×560 mm<br>600bhp<br>S.A. Ansaldo |
| 510157<br>LHVD<br><br>Df Esd<br>Gc Rdr<br>RT | **ELISE**<br>exTernöy–55<br>**Bechs Rederi A/S**<br>Tvedestrand Norwegian | 8218<br>4691<br>12313 | NV | 1950 Harland & Wolff Ltd.—Bel<br>487' 5" 59' 6" 27' 6"<br>461' 0" 34' 10"<br>P93' B40' F46' 1 dk<br>RW | M Tanker Mchy.aft<br>23 Ta<br>L.601105 | Oil 6Cy. 740×1500 mm<br>3200bhp B&W<br>Harland & Wolff Ltd.<br>3×40kW 110V d.c. |
| 541981<br>OGIH<br>515 | **ELISE**<br>exFalken–63<br>**Karl Ivar Lindström**<br>Sibbo Finnish | 110<br>69<br>— | BV | 1920 Karl Johansson—Pukavik<br>*85·5'* 22' 2"<br>22' 0"<br>1 dk | Wood M | Oil 4SA 6Cy. 120×140 mm<br>125bhp NE58<br>A/B Volvo-Pentaverken |
| 641761<br>OYKA<br><br>Esd Pfd<br>Rdr RT | **ELISE BRES**<br><br>**Rederiet Elise Bres A/S**<br>Rederiet Nielsen & Bresling<br>Copenhagen Danish | 300<br>179<br>750 | NV | 1964 Båtservice Verft A/S—Mandal<br>180' 5" 30' 7" 10' 10½"<br>163' 8" 30' 6" 11' 0"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 111½'<br>G.55844 B.51254<br>2W Der 2(3) | Oil 2SA 6Cy. 230×400 mm<br>300bhp<br>Alpha-Diesel A/S |
| 510159<br>DCJX<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **ELISE SCHULTE**<br><br>**Partenreederei m.s. "Elise Schulte"**<br>Schulte & Bruns K.G.<br>Emden W. German | 1879<br>1227<br>2986 | GL | 1958 Schulte & Bruns—Emd<br>259' 1" 39' 4" 19' 9"<br>242' 8" 39' 3½" 23' 0"<br>Q121' B22' F24' 2 dks<br>RW<br>rf 2" | M Ref Mchy.aft<br>2 Ho 117', 48½'<br>G.139960 B.128163<br>3 Ha (stl) (26½', 57' comb., 28½' × 18½')<br>8W Der 1(15) 8(5) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1600bhp<br>Masch. Augsburg-Nürnberg<br>2×80kW 400V 50c/s a.c. |
| 510161<br>KUSM<br>244607<br>Df Esd | **ELISHA P. FERRY**<br><br>**United States Department of Commerce**<br>Portland, Or United States | 7253<br>4430<br>10480 | AB | 1943 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 506040<br>6ZGU<br>2250<br>Df Esd<br>Gc | **ELIZA**<br>exCanuk Trader–65<br>exGrande Hermine–60<br>exHaverton Hill–55<br>exKawartha Park–50<br>**Doreen Steamship Corp. S.A.**<br>Monrovia Liberian | 7072<br>4367<br>10740 | ~~BS ✱~~ ~~SS 8/66~~<br>~~with freeboard~~<br>~~MBS✠~~<br>~~MN450 CT6762 C37 S33~~<br>**TO BE BROKEN UP** | 1944–7 Marine Industries Ltd.—Srl<br>440' 6" 57' 2" 27' 8"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>RW NS 7BH<br>WB2152t incl. DTs773t | S CSD<br>G.531223 B.480271<br>10W Der 1(50) 1(30) 10(5) | T 3Cy. 24½" 37" & 70"<br>2500ihp<br>Dominion Eng. Works<br>3 SB 220lb Spt |
| 510165<br>WF2790<br>230548<br>Df RT | **ELIZABETH**<br>exHarmony–61<br>**Interstate Marine Transport Co.**<br>Philadelphia United States | 890<br>520<br>1310 | | 1931 Bethlehem S.B. Corp. Ltd.—Sp.Pt<br>*219·0'* 37' 2" 11' 2"<br>212' 0" 37' 0" 13' 9"<br>1 dk<br>R<br>rf 4" | TM Tanker Mchy.aft<br>10 Ta<br>L.60814 | 2 Oil 4SA each 6Cy.<br>700bhp<br>Electric Boat Co. |
| 510166<br>DZWE<br>205498<br>Df RT | **ELIZABETH**<br><br>**William Lines Inc.**<br>Cebu Philippine | 657<br>365<br>— | AB | 1944 John H. Mathis Co.—Camden<br>217' 0" 32' 2" 11' 11⅞"<br>205' 6" 32' 0" 14' 4"<br>F26' 1 dk<br>rf 6" Jen 52 | TM (295P) Mchy.aft<br>3 Ho 42', 30', 52'<br>B.24000<br>3 Ha (20', 18', 10' × 16')<br>Der 3(5) | 2 Oil 2SA each 8Cy.<br>1000bhp<br>General Motors Corp.<br>3×100, 100, 25kW 230V |
| 510167<br>IMJY<br>150<br>Df RT | **ELIZABETH**<br>exDagny–60<br>**Ubaldo Gennari fu Torquato & C.**<br>Ancona Italian | 588<br>281<br>900 | RI<br>✠Classed LR until 3/60 | 1948–1 Kalmar Varv—Kal<br>171' 11" 28' 6" 13' 11½"<br>156' 4" 28' 5" 15' 6"<br>P42' RFD22' 1 dk | M Mchy.aft<br>1 Ho<br>G.40300 B.37300<br>3W | Oil 2SA 8Cy.<br>510bhp<br>Nydqvist & Holm A/B |

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| 5108337<br>GPFC<br>180747<br>Rdr<br>RTm | **ELIZABETH**<br>exEminence–67<br>**North Atlantic Bulkcargoes Ltd.**<br>Rochester British | 555<br>291<br>740 | ✠100A1<br><br>✠LMC<br><br>MN100 | SS 5/66<br><br><br><br>EL h | 1945–10 J. Lewis & Sons Ltd.—Abn<br>174' 1" 28' 3" 12' 1¾"<br>162' 0" 28' 0" 12' 3"<br>P33' Q72' B9' F22' 1 dk<br>R NS 3BH<br>rf 4" WB189t | M Mchy.aft<br>2 Ho 44', 55'<br>G.36060 B.34660<br>2 Ha (32', 45¾'×16½')<br>2W Der 2(2) | Oil 2SA 5Cy. 320×425 mm<br>500bhp<br>Newbury Diesel Co. Ltd.<br>3×25, 25, 7½kW 220V d.c. | <br>28t (d.o)<br>Nby<br>10k |
| 5403989<br>SKIG<br>10386<br>Df Rdr<br>RTm/h | **ELIZABETH**<br>exElizabeth Roorda<br>**Elon Johansson**<br>Skärhamn Swedish | 494<br>251<br>684 | ✠100A1 SS 3/68 ~~SS 1/64~~<br><br>✠LMC<br><br>MN79 | <br><br><br><br>EL g | 1955–9 Gebr. Bodewes "Volharding"—Foxhol<br>166' 10" 29' 5" 11' 3"<br>153' 4" 27' 3" 11' 5"<br>P42' Q54' F33' 1 dk<br>R 3BH<br>rf nil WB175t | M Mchy.aft<br>1 Ho 101'<br>G.34100 B.32600<br>2 Ha (35¼', 37'×17½')<br>2W Der 2(2) | Oil 4SA 8Cy. 290×420 mm<br>395bhp<br>Masch. Kiel A.G.<br>2×5½kW 110V d.c. | <br>50t (d.o)<br>Kel<br>10k |
| 6411653<br>PDWS<br><br>Df Esd<br>Pld Rdr<br>RT | **ELIZABETH**<br><br>**N.V. Viss. Maats. "Holland"**<br>Vlaardingen Netherland | 326<br>148<br>— | | | 1964 "Scheveningen" Sleep. Maats.—Scheveningen<br>141' 11" 23' 11" 10' 9¾"<br>127' 0" 23' 8" 13' 1" | M Trawler | Oil 4SA 8Cy. 320×450 mm<br><br>Klöckner-Humboldt-Deutz | <br><br>Kln |
| 5403370<br><br>182177<br>Df Esd<br>Pld RT | **ELIZABETH ANN WEBSTER**<br>exAgnes Allen–63<br>**Jacqueline S. Webster**<br>Brixham British | 109<br>48<br>— | | | 1946 Richards Irn Wks Ltd.—Lwt<br>*92·1'* 22' 4" 11' 0"<br>22' 2"<br>1 dk | Wood M Fishing | Oil 2SA 4Cy. 10½"×13½"<br>240bhp<br>Crossley Bros. Ltd.<br>2×5 & 4kW 110V d.c. | <br>20t (d.o)<br>Mch<br>9k |
| 6706604<br><br>328118 | **ELIZABETH ANNE**<br><br>**Elizabeth Ann Ltd.**<br>Lunenburg Canadian | 198<br>89<br>— | | | 1966 Smith & Rhuland—Lunenburg<br>*101·7'* 25' 1"<br>… … …<br>1 dk | Wood M Fishing | Oil 12Cy. 7"×7¾"<br>800bhp<br>Davey, Paxman & Co. Ltd. | <br><br>Col<br>10k |
| 5101770<br>WC3926<br>244247<br>RT | **ELIZABETH BAUER**<br>exR. T. McDow–61<br>exC. R. Haden–61<br>**Bauer Towing Co. Inc.**<br>Galveston United States | 146<br>99<br>— | | | 1943 Decatur Iron & Steel Co.—Decatur<br>85' 0" 24' 2"<br>82' 0" 24' 0" 10' 6"<br>1 dk<br>BK3" | M Tug | Oil 2SA 8Cy. 8½"×10"<br>700bhp<br>General Motors Corp. | <br>70t<br>Det |
| 5101771<br>GXFL<br>187784<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/v | **ELIZABETH BOWATER**<br><br>**Bowater Steamship Co. Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>London British | 3914<br>2018<br>5458 | ✠100A1<br>Str. nav. ice<br>✠LMC<br><br>MN540 | CS 7/66<br><br><br><br>EL v 1$\frac{13}{16}$"SQ | 1958–6 Caledon S.B. & E. Co. Ltd.—Dun<br>325' 2" 50' 3" ~~24' 1"~~ 24' 5⅛"<br>310' 10" 50' 0" 30' 0"<br>P34' F37' 1 dk<br>RW 6BH<br>rf 6" DK fwd WB961t incl. Tunnel tanks 183t | M (4P)<br>4 Ho 58½', 47¼', 49½', 69¾'<br>G.267600 B.248000<br>4 Ha (stl) (29¼', 29¼', 28¼', 29¼'×23')<br>8W Der 8(6) | Oil 2SA 6Cy. 600×1040 mm<br>2700bhp Sulzer<br>Wm. Denny & Bros. Ltd.<br>db 100℔ | <br>610t<br>Dmb<br>12k |
| 6722378 | **ELIZABETH BROERE**<br><br>**Gebr. Broere N.V.**<br>Dordrecht Netherland<br>For later particulars see New Entries No. 1 | 499<br>—<br>— | 100A1<br>oil tanker<br>Class contemplated | | J. G. Hitzler—Lauenburg<br>202' 10" 31' 3"<br>182' 5" 30' 10" 14' 0" | M Tanker Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br><br>Klöckner-Humboldt-Deutz | <br><br>Kln |
| 5101773<br>KVLJ<br>244874<br>Df Esd<br>Gc | **ELIZABETH C. BELLAMY**<br><br>**United States Department of Commerce**<br>Jacksonville United States | 7240<br>4390<br>10500 | | <br><br>AB | 1943 St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.468000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | <br>1834t (o.f)<br>Hamilton |
| 5403372<br><br>166921<br>Df Esd<br>Pld<br>RTm | **ELIZABETH CAROLINE**<br>exDavid Allen–63<br>**A. Stevenson**<br>Stevenson & Sons<br>Penzance British | 112<br>50<br>— | | | 1946 Richards Irn Wks Ltd.—Lwt<br>*92·4'* 22' 4"<br>22' 2" | Wood M Trawler | Oil 4Cy. 265×345 mm<br>240bhp<br>Crossley Bros. Ltd.<br>2×5 & 4kW 110V d.c. | <br>2t (d.o)<br>Mch<br>9k |
| 5106679<br>5MYL<br>2033<br>Df Esd<br>Gc Rdr<br>RTv | **ELIZABETH CONWAY**<br>exEsso Africa–64<br>exStanvac South Africa–62<br>**Commercial Tankers Inc.**<br>Monrovia Liberian | 17354<br>10591<br>26798 | | <br><br>AB | 1953 Mitsubishi Zosen—Nag<br>628' 0" 82' 11" 32' 6¼"<br>601' 2" 82' 6" 42' 6"<br>P130' B38' F82' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>30 Ta<br>L.1293063<br><br>Der 4(5) | 2 S Turb dr geared to sc. shaft<br>13750shp<br>Mitsubishi Zosen<br>2×600kW 440V 60c/s a.c. | <br>2696t (o.f)–75pd<br>Nag<br>16k |
| 5101775<br><br>318338<br>Df Esd<br>Pld RT | **ELIZABETH H. FLETCHER**<br>exToronto–62<br>**Booth Fisheries Canadian Co. Ltd.**<br>St. John's, Nfl Canadian | 271<br>111<br>— | | | 1958 Scheeps. "De Dageraad"—Woubrugge<br>134' 6" 24' 0"<br>118' 10" 23' 11½" 12' 6"<br>RW | M Trawler | Oil 4SA 6Cy. 320×450 mm<br><br>Klöckner-Humboldt-Deutz | <br><br>Kln |
| 5101776<br><br>315953 | **ELIZABETH HELEN**<br><br>**Civic Constructions Ltd.**<br>Port Moresby British | 341<br>161<br>— | | | 1944 State Govt. Dept. of Public Works—Fre<br>*117·5'* 24' 0"<br>… … …<br>1 dk | Wood TM | 2 Oil 4SA each 5Cy. 8"×10½"<br><br>Ruston & Hornsby | <br><br>Lcn |

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| 510177<br>CYDY<br>150232<br>Df Gc<br>Rdr RT | **ELIZABETH HINDMAN**<br>exGeorge Hindman-62<br>exRisacua-53 exAnticosti-48<br>exGlenclova<br>**Hindman Transportation Co. Ltd.**<br>Owen Sound Canadian | 1913<br>1405<br>— | AB<br>✱Classed BC until 12/51 | 1921-4 Midland S.B. Co. Ltd.—Midland<br>253' 8" 42' 8" 17' 2½"<br>246' 0" 42' 6" 21' 1"<br>Q92' F40' 1 dk<br>R<br>rf 3" | M Mchy.aft | Oil 4SA 16Cy. 242×305 mm<br>1746bhp [illegible]<br>General Motors Corp. |
| 510179<br>KGPV<br>247822<br>Df Esd<br>Gc | **ELIZABETH LYKES**<br><br>**Lykes Bros. S.S. Co. Inc.**<br>Corpus Christi United States | ~~8181~~ T.Mk<br>~~4046~~ 6026<br>~~14880~~ 3399<br>—<br>8067<br>4728<br>11330 | AB | 1945 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 28' 6¼"<br>435' 6" 63' 0" 40' 0"<br>B78' 3 dks<br>RW<br>rf nil | S (12P)<br>5 Ho 59', 59', 67', 68', 68'<br>G.580845 B.540824<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>Der 1(50) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp<br>General Electric Co. |
| 650476<br>WHTP<br>500702<br>Df Esd<br>Gc Rdr<br>RTh/v | **ELIZABETH LYKES**<br><br>**Lykes Bros. S.S. Co. Inc.**<br>New Orleans United States | T.Mk<br>7424<br>4008<br>10822<br>10954<br>6324<br>13808 | AB | 1966 Avondale Shpyds Inc.—Avondale<br>540' 0" 76' 2" 27' 11"/31' 7⅜"<br>514' 11" 76' 0" 42' 7⅜"<br>F92' 3 dks<br>RW<br>rf nil | S (4P)<br>6 Ho 62½', 67½', 62½', 62½', 77½', 66'<br>8 Ha (stl) (31½'×20') (40', 35', 35'×27') (42½'×26') (42½', 42½'×16') (32½'×27')<br>Der 1(80) 20(15) | 2 S Turb dr geared to sc. shaft<br>12500shp<br>Westinghouse Elec. Corp.<br>2×750kW 450V 60c/s a.c.<br>Thw. thrust propeller fwd |
| 510181<br><br>301419<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELIZABETH PATON**<br><br>**Ardrossan Trawling Co. Ltd.**<br>Thomas L. Devlin & Sons Ltd.<br>Glasgow British | 220<br>71<br>— | ✠100A1 SS 9/64<br>trawler<br>✠LMC<br><br>MN110 EL (c)‡ | 1960-8 Ardrossan Dkyd Ltd.—Ard<br>*105-7'* 23' 5"<br>104' 5" 23' 0" 12' 0"<br>F14'<br>RW 4BH<br>rf 39" | M Trawler | Oil 2SA 5Cy. 12¼"×13½"<br>550bhp<br>British Polar Engines Ltd. |
| 510183<br>KFEN<br>242557<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ELIZABETHPORT**<br>exNew Orleans-62<br>exEsso New Orleans-61<br>**Litton Industries Leasing Corp.**<br>Wilmington, Del United States | 16395<br>12479<br>15770 | AB | 1962 (Cargo section) Schlieker-Werft Willy H. Schlieker K.G.—Ham<br>1942 (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>627' 2" 78' 2" 27' 1⅛"<br>607' 4" 78' 0" 47' 0"<br>F26' 1 dk<br>RW conv tanker 62<br>rf nil | S Mchy.aft<br>5 Ho each 80'<br>30 Ha (stl) (lengths between 34½' and 37½') (breadths 20 of 17', 10 of 26')<br>Cr 2(27) | 2 S Turb dr geared to sc. shaft<br>10000shp<br>General Electric Co.<br>2×400kW 230V d.c. |
| 510184<br>EDBH<br><br>Df Esd<br>Rdr RT | **ELIZACHO**<br><br>**Pedro Otaegui Malcorra**<br>San Sebastian Spanish | 373<br>212<br>— | BV | 1959 S.A. Balenciaga—Zumaya<br>*130-0'* 24' 10"<br>130' 0" 24' 8" 14' 8" | M Trawler<br>3 Ha (each 3½'×3½') | Oil 4SA 6Cy. 390×680 mm<br>1260bhp<br>N.V. Werkspoor |
| 510185<br>EDCX<br><br>Df Esd<br>RT | **ELIZONDO**<br><br>**Pedro Otaegui Malcorra**<br>San Sebastian Spanish | 373<br>212<br>— | BV | 1959 S.A. Balenciaga—Zumaya<br>*130-0'* 24' 10"<br>130' 0" 24' 8" 14' 8" | M Trawler<br>3 Ha (each 3½'×3½') | Oil 4SA 6Cy. 390×680 mm<br>1260bhp<br>N.V. Werkspoor |
| 680160<br>UTIE<br>M-21200 | **ELIZOVO**<br><br>**U.S.S.R.**<br>Petropavlovsk Russian | 463<br>153<br>324 | | 1960 ......................Russia<br>163' 9" 26' 3" 9' 6"<br>11' 6" | M Fish Carrier<br>2 Ho<br>In. 13700<br>2 Ha (each 11½'×8½')<br>2W Der 2(1½) | Oil 2SA 4Cy. 300×500 mm |
| 535521<br>OGHI<br>375<br>Df Esd<br>Rdr RT | **ELJES**<br>exTeno-67 exHanna-62<br>exOrvar-52 exAgne-51<br>exUskside exMaindy Forest<br>exFirtree<br>**Antti Lempiäinen O/Y**<br>Helsinki/Helsingfors Finnish | 2506<br>1381<br>4100 | ~~✠100A1~~ ~~TD 11/65~~<br>~~✠LMC~~<br>~~EL†~~<br>✠Class WITHDRAWN<br>Reported defects<br>6/12/68 | 1917-8 Craig, Taylor & Co.Ltd.—Stk<br>295' 0" 45' 5" 19' 5"<br>45' 2" 22' 6"<br>P27' B78' F30' 1 dk<br>R NS 4BH<br>WB774t | S<br>2 Ho<br>G.208697 B.186697<br>4 Ha (each 26½'×18½')<br>5W Der 5(3) | T 3Cy. 22" 34" & 60"×39"<br>1400ihp<br>N.E. Mar. Eng. Co. Ltd.<br>2 SB 180lb hs(3916) [illegible] |
| 510188<br>GCRU<br>300697<br>Esd Pfd<br>Rdr<br>RTm/v | **ELK**<br><br>**British Railways Board**<br>Southampton British | 795<br>308<br>855 | ✠100A1 ~~BS 2/64~~<br>U.K. Eire and between River Elbe and Brest<br>✠LMC SS 12/68<br>MN360 EL o 1¼"SQ | 1959-7 Brooke Marine Ltd.—Lwt<br>228' 0" 39' 6" 13' 4½"<br>210' 0" 38' 0" 23' 0"<br>Ba56' F28' 1 dk & S dk<br>RW Coll, AP & mchy. BH to S dk 3 to 2nd dk<br>rf 18" WB280t Incl. DTm41t DTf37t | TM OSD Mchy.aft<br>2 Ho 52', 54'<br>G.78112 B.72774<br>2 Ha (stl) (36'×20') (42'×23') | 2 Oil 2SA each 6Cy.<br>1800bhp<br>Sulzer Bros. Ltd.<br>3×80kW 220V d.c. |
| 510190<br>DNBO<br><br>Df Esd<br>Gc Rdr<br>RT | **ELKE BRIGITTE**<br><br>**Irmgard Vollmers and others**<br>Robert Ruge<br>Hamburg W. German | 499<br>326<br>1200 | GL | 1962 Schiffsw. Hugo Peters—Wewelsfleth<br>217' 1" 33' 7" 12' 1⁵⁄₁₆"<br>198' 10" 33' 5" 18' 11"<br>F18' 1 dk & S dk | M OSD Mchy.aft<br>G.79820 B.71084<br>2 Ha<br>4W Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deut |
| 641654<br>DNGC<br><br>Df Esd<br>RTm | **ELKE FLINT**<br><br>**Flint Gebr. OHG**<br>Hamburg W. German | 299<br>176<br>490 | GL | 1964 Norderwerft Köser u. Meyer—Ham<br>154' 7" 28' 1" 9' 8½"<br>142' 10" 27' 10½" 9' 11"<br>P44' 1 dk<br>RW | M Mchy.aft<br>1 Ho 88½'<br>G.22647 B.20617<br>1 Ha (69½'×18')<br>2W Der 2(2) | Oil 4SA 6Cy. 220×280 mm<br>300bhp<br>Klöckner-Humboldt-Deut<br>1×24kW 220V<br>Thw. thrust propeller |

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| 5411634<br>DAHF<br><br>Df Esd<br>Rdr RTv | **ELKE FRESE**<br>exComet-66<br>exTorsburgen-63<br>**Horst Frese O.H.G.**<br>Hamburg W. German | **499**<br>~~277~~ 271<br>1025 | GL | **1960** Schiffsw. H. Rancke—Ham<br>198′ 2″ 30′ 8″ 13′ 2″<br>30′ 6″ 13′ 4″<br>P&B121′ F24′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 114¾′<br>G.58054 B.51522<br>3W Der 1(3) 2(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp 39¾t<br>Klöckner-Humboldt-Deutz Kln<br>11½k |
| 5101182<br>KGRR<br>247075<br>Df Esd<br>Gc | **ELKO VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | **7607**<br>4563<br>10681 | AB | **1944** Permanente (Shpyd No. 1)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |
| 5101194<br>DGHZ | **ELLA**<br>exEmma Irene-62<br>**Christoph von Holt**<br>Bützfleth W. German | **170**<br>~~106~~ 91<br>226 | GL | **1930** Gebr. van Diepen—Waterhuizen<br>*121·1′* 19′ 1″<br>7′ 10″<br>B10′ F11′ 1 dk<br>R len 34 & 53 | M | Oil 4SA 4Cy. 220×360 mm<br>125bhp NE36<br>Humboldt-Deutzmot. Köln-Deutz |
| 6606654<br>OYNI | **ELLA**<br>**Fru Vera Laursen**<br>~~Aage Laursen Partrederi~~<br>Frederikshavn Danish | **110**<br>57<br>— | BV | **1905** Stocks & Kolbe—Kel<br>*80·4′* 21′ 5″<br>... ... ...<br>1 dk<br>R | AuxGl | Oil 2SA 2Cy. 230×400 mm<br>NE52 Alpha<br>Frederikshavns Jernst Fkn |
| 5101195<br>SFWL<br>8285 | **ELLA FELDT**<br>exJohann Georg-51<br>**Ella & Par Feldt**<br>Par Feldt<br>Hovenäset Swedish | **137**<br>67<br>— | | **1907** Itzehoer Eisenwerk G. Düring—Itzehoe<br>*91·9′* 21′ 5″<br>... ... ...<br>1 dk<br>R len 34 | M Fishing | Motor 2SA 2Cy. 295×330 mm<br>NE43<br>A/S Vølund Cpn |
| 5101196<br>DHHJ<br><br>Df Esd<br>RTm | **ELLA FELDTMANN**<br>**Ilse, Jens u. Ina Feldtmann**<br>~~Partenreederei m.s. "Ella Feldtmann"~~<br>~~Carl-Heinz-Feldtmann~~<br>Hamburg W. German | **340**<br>216<br>465 | GL | **1950** Schiffb. Unterweser—Bhn<br>139′ 5″ 24′ 8″ 9′ 6″<br>10′ 8″<br>P30′ F14′ 1 dk<br>RW len 52<br>rf 2¾′ | M<br>1 Ho 91¾′<br>G.23686 B.22027<br>2 Ha (each 32¾′×16½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>300bhp 67t (d.o)<br>Masch. Kiel A.G. Kel<br>3×1½, 1½, 1kW 24V d.c. 8½k |
| 6401170<br>GMSE<br>305953<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELLA HEWETT**<br>Heward **Trawlers Ltd.**<br>~~R. P. G. Hewett~~ R. P. G. Hewett<br>London British | **567**<br>195<br>— | ✠100A1 SS 4/68<br>trawler<br>✠LMC<br>MN256 EL (l) v | **1964**–3 Charles D. Holmes & Co. Ltd.—Bev<br>*164·0′* 30′ 5″<br>159′ 3″ 30′ 0″ 16′ 3″<br>F28′<br>RW 4BH<br>rf 30″ BK6″ WB45t | M Trawler<br>1 Ha (w) (6′×3¾′)<br>2 Ha (stl) (each 13′×3½′) | Oil 4SA 8Cy. 15″×20″<br>1280bhp 135t (d.o)<br>Mirrlees National Ltd. Stckpt<br>db 100lb<br>4×200, 60, 60, 53kW 200, 220, 220, 220V d.c. 13k |
| 5102018<br>DFTL<br><br>Df Esd<br>Rdr RT | **ELLA OLTMANN**<br>exGunda-66<br>**Partenreederei m/s "Ella Oltmann"**<br>Richard Oltmann<br>Stade W. German | **383**<br>215<br>522 | GL | **1954** Stader Schiffsw.—Stade<br>*158·4′* 27′ 8″ 9′ 8″<br>10′ 10″<br>P30′ F18′ 1 dk<br>RW len 60 | M<br>G.25991 B.25497<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>290bhp<br>Masch. Kiel A.G. Kel<br>9k |
| 5101197<br>SVJQ<br>1372<br>Df Esd<br>RT | **ELLAKI**<br>exReemt-58<br>**John S. Latsis**<br>Piræus Greek | **492**<br>319<br>700 | GL | **1939** Norderwerft Köser & Meyer—Ham<br>*178·0′* 27′ 7″<br>16′ 1″<br>F30′ 1 dk<br>R conv trawler 59 | M | Oil 4SA 6Cy. 330×600 mm<br>650bhp Emade58fitted59<br>N.V. Werkspoor Ams |
| 5101198<br>LDRK | **ELLAN**<br>exElla-54<br>**Ole Holgersen**<br>Kopervik Norwegian | **144**<br>75<br>200 | BV | **1942** Holms Skepps—Råå<br>91′ 10″ 22′ 7″<br>85′ 10″<br>1 dk | Wood Aux Mchy.aft | Oil 2SA 2Cy. 320×370 mm<br>130bhp<br>Skandiaverken A/B Lysekil |
| 5101199<br>THLW<br><br>Df Esd<br>Rdr<br>RTm/h | **ELLÉ**<br>**COBRECAF (Cie. Bretonne de Cargos Frigorifiques)**<br>Concarneau French | **497**<br>218<br>929 | BV | **1962** S.A. des Anc. Ch. Dubigeon—Nts<br>218′ 4″ 31′ 3″ 13′ 0½″<br>190′ 3″ 31′ 2″ 13′ 5″<br>1 dk & S dk | M Ref OSD Mchy.aft<br>2 Ho 58′, 55′ 2 TwD 56¾′, 63′<br>B.49794 In.47322<br>3 Ha (stl) (17′, 14′, 14′×9¾′)<br>4W Der 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp 51½t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×230kW 380V 50c/s a.c. 12k |
| 5101200<br>SICW<br>7680 | **ELLEN**<br>**Carl Olle Båysen**<br>Klöverön Swedish | **203**<br>142<br>320 | ~~BV~~ | **1908** N. P. Petersen—Thurö<br>120′ 7″ 25′ 6″ 12′ 0″<br>... ... ...<br>1 dk | Wood Aux Sr Mchy.aft | Oil 4SA 6Cy. 121×140mm<br>200bhp NE65<br>A/B Volvo-Penta Got |
| 5101201<br>OXSV | **ELLEN BAGGE**<br>exBes-62 exTigea-60 exIda M<br>exSenator Strandes<br>**Erik V. Bagge**<br>Korsør Danish | **296**<br>135<br>— | | **1915** H. C. Stülcken Sohn—Ham<br>130′ 2″ 24′ 2″<br>... ... ...<br>1 dk<br>R conv trawler 45 | M Mchy.aft<br>1 Ho<br>2 Ha (23′, 24′×15½′)<br>2W Der 2(1½) | Oil 2SA 4Cy.<br>NE60<br>Alpha-Diesel A/S Fkn |
| 5101202<br>LDAA<br><br>Df Esd<br>Gc Rdr<br>RT | **ELLEN BAKKE**<br>**D/S A S Lisbeth**<br>Knut Knutsen O.A.S.<br>Haugesund Norwegian | **9516**<br>5550<br>10430 | ✠100A1 ~~SS 1/63~~ SS 12/67<br>✠LMC<br>✠Lloyd's RMC<br>MN1640 EL e†2 7/16″SQ | **1954**–5 A/B Götaverken—Got<br>506′ 6″ 63′ 8″ 28′ 7″<br>465′ 0″ 63′ 6″ 41′ 6″<br>P53′ F106′ 2 dks, 3rd dk except in No. 6 hold<br>RW 7BH<br>WB4117t incl. Tunnel tanks 721t DTf1692t | M Ref<br>7 Ho<br>G.539340 B.488815 In.104790<br>7 Ha (27¾′, 34¾′, 46½′, 34¾′, 18½′, 18½′, 27¼′×18½′)<br>22W Cr 2(3) Der 1(25) 1(15) 4(10) 16(5) | Oil 2SA 9Cy. 760×1500 mm<br>8200bhp 2000t<br>A/B Götaverken Got<br>17k |

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|---|---|---|---|---|---|---|---|
| 510203<br>WA4613<br>242484<br>Df Gc<br>Rdr | **ELLEN BUSHEY II**<br>**Diesel Tanker Ellen Bushey Inc.**<br>Spentonbush Fuel Transport Service Inc.<br>New York United States | 612<br>508<br>700 | | | 1942 Ira S. Bushey & Sons Inc.—Brooklyn<br>*180·7'* 30' 1" 12' 4"<br>180' 2" 30' 0" 13' 3"<br>1 dk<br>len 48 | M Tanker Mchy.aft<br>L.53784 | Oil<br>450bhp<br>Fairbanks, Morse & Co. |
| 540373<br>WI6026<br>290315<br>Df Esd<br>Pfd Rdr<br>RT | **ELLEN FOSS**<br>**Foss Launch & Tug Co.**<br>Seattle United States | 293<br>110<br>— | | | 1943 Calumet Shpyd & D.D. Co.—Cgo<br>*116·0'* 30' 2" 14' 8½"<br>115' 0" 30' 0" 18' 0"<br>1 dk | M Tug | Oil 2SA 7Cy. 16"×20"<br>1225bhp<br>Fairbanks, Morse & Co. |
| 510205<br>DHMC<br>Df Esd<br>Gc Rdr | **ELLEN HUGO STINNES**<br>exSteinweg-66<br>exEllen Hugo Stinnes-64<br>exPacific-51<br>**Hugo Stinnes Transozean Schiffahrt G.m.b.H.**<br>Hamburg W. German | 4052<br>2106<br>6589 | ✠Classed LR until 4/51 | GL | 1914-12 Burmeister & Wain—Cpn<br>380' 0" 51' 6" 23' 0½"<br>51' 5" 25' 6"<br>F42' 1 dk & S dk, pt 3rd dk<br>RW<br>rf 6" | M OSD<br>3 Ho 58½', 92½', 62½<br>G.367225 B.342235<br>1 Ha (w) (25'×15½')<br>1 Ha (stl) (54½'×24')<br>1 Ha (w) (25'×15½')<br>1 Ha (stl) (27'×16½')<br>10W Der 2(15) 10(3–5) | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>3000bhp<br>Burmeister & Wain<br>3×200, 200, 75kW 230V d.c. |
| 510208<br>DNBY<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELLEN KLAUTSCHKE**<br>**Partenreederei "Ellen Klautschke"**<br>Bernhard Schulte<br>Hamburg W. German | 3163<br>2040<br>5012 | | GL | 1962 Orenstein-Koppel & Lbcr. Masch.—Lbc<br>321' 3" 46' 9" 22' 10¾"<br>295' 7" 46' 7" 26' 11"<br>B189' F25' 2 dks<br>rf 2" | M Mchy.aft<br>3 Ho 88½', 71½', 43½'<br>G.243325 B.226261<br>4 Ha (stl) (23½', 32½', 41½', 23½'×23')<br>10W Der 1(15) 1(10) 9(5) | Oil 4SA 8Cy. 520×740 mm<br>2880bhp<br>Masch. Augsburg-Nürnberg<br>4×100, 100, 100, 50kW 440V |
| 510207<br>MLMF<br>164641<br>Df Rdr<br>RTm | **ELLEN M.**<br>exBenguela-46<br>**Metcalf Motor Coasters Ltd.**<br>T. J. Metcalf<br>London British | 534<br>274<br>650 | ✠100A1<br>✠LMC | SS 5/65<br>EL h | 1936-6 Goole S.B. & R. Co. Ltd.—Goo<br>190' 8" 27' 2" 10' 0½"<br>175' 7" 27' 0" 10' 5"<br>P42' Q100' F18' 1 dk<br>R NS 3BH<br>rf 2" WB275t | M Mchy.aft<br>1 Ho 112½'<br>G.34400 B.33350<br>2 Ha (stl) (43½', 42'×15')<br>2W Der 2(1½) | Oil 4SA 7Cy. 280×450 mm<br>408bhp<br>Humboldt-Deutzmot.<br>2×15 & 5kW 220V d.c. |
| 510209<br>OUWH<br>Df Esd<br>Gc Rdr | **ELLEN MÆRSK**<br>**A/S Svendborg**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 3367<br>1832<br>5054<br>4904<br>2754<br>— | ✠100A1<br>tunnel side tanks & DTm—oil FP above 150° F. DTm—vegetable oil or latex<br>✠LMC<br>MN728 | SS 3/65<br>EL x1½"SQ | 1950-5 Mitsui Zosen—Tmn<br>393' 2" 51' 2" 21' 8½"/—<br>360' 11" 31' 0"<br>P17' F79' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB1746t incl. Tunnel tank 136t DTm320t | M OSD/CSD<br>5 Ho<br>G.350000 B.323000<br>5 Ha (27'×17') (35½'×18½') (30¾', 30¾'×18½') (28½'×17')<br>16W Der 4(25) 5(10) 11(5) | Oil 2SA 7Cy. 620×1150 mm<br>3640bhp B&W<br>Mitsui Zosen<br>AuxB 100lb |
| 651555 | **ELLEN MAY**<br>**Scott (Toomebridge) Ltd.**<br>British | 150<br>—<br>200 | | | 1965 Harland & Wolff Ltd.—Bel<br>106' 0" 17' 10" 7' 0"<br>100' 0" 17' 6" 8' 6"<br>1 dk | M Barge Mchy.aft<br>1 Ho 34' | Oil 4SA 6Cy. 4¼"×6"<br>110bhp<br>Gardner & Sons Ltd. |
| 542378<br>318379<br>Esd Pfd<br>Rdr | **ELLEN N. FLETCHER**<br>**Booth Fisheries Canadian Co. Ltd.**<br>St. John's, Nfl Canadian | 310<br>105<br>— | ~~✠100A1~~<br>~~trawler~~<br>~~Str. nav. ice~~<br>~~✠LMC~~<br>~~MN154~~<br>✠Class **WITHDRAWN** at Owners' request 2/68 | ~~EL (d)~~ | 1963-11 G. T. Davie & Sons Ltd.—Lauzon<br>129' 0" 26' 4"<br>115' 0" 26' 0" 14' 3"<br>P8' F20'<br>5BH<br>rf 42" BK9" WB10t | M Trawler<br>1 Ho 29½' | Oil 4SA 7Cy. 305×460 mm<br>770bhp<br>D. & J. Boot "De Industrie"<br>2×30kW 220V 60c/s a.c. |
| 510210<br>OUJZ<br>Df Esd<br>Gc<br>RTm | **ELLEN NIELSEN**<br>**D/S A/S Progress**<br>O. Amsinck<br>Copenhagen Danish<br>Now **DANA**<br>See New Entries No. 1 | 1594<br>827<br>2250 | **BS✱**<br>Ice Class C<br>**MBS✱**<br>MN262 | SS 2/67<br>C26 | 1949-3 Svendborgs Skibs. A/S—Svb<br>285' 0" 40' 7" 16' 2½"<br>262' 0" 40' 6" 18' 5"<br>P25' B60' F25' 1 dk<br>RW 6BH<br>rf 5" WB489t | M (2P)<br>2 Ho 102', 96'<br>G.128000 B.118000<br>4 Ha (28', 32', 28', 28'×18')<br>Der 1(10) 8(3) | Oil 2SA 5Cy. 510×900 mm<br>1310bhp<br>Burmeister & Wain<br>db 100lb<br>2×80kW 220V d.c. |
| 537160<br>OWWZ<br>Df RT | **ELLEN PETER**<br>exTylesand-65 exUlla-56<br>**Fru Eva Sørensen Partrederi**<br>Odense Danish | 259<br>147<br>335 | ✠ | | 1937-6 A/B Lödöse Varf—Lod<br>*129·2'* 23' 8" 12' 0"<br>... ... ...<br>1 dk<br>RW len 48 | M Mchy.aft<br>1 Ho<br>G.15000 B.14000<br>2 Ha (each 26½'×13')<br>2W Der 2(1½) | Oil 2SA 4Cy. 230×400 mm<br>280bhp NE48 Alpha<br>Frederikshavns Jernst. & Mk |
| 510211<br>141961<br>Esd | **ELLENA**<br>**J. & C. Davies**<br>~~**Devotion Fishing Co. Ltd.**~~<br>~~A. Hay~~<br>~~Aberdeen~~ Fleetwood British | 263<br>100<br>— | Classed LR until 10/48 | | 1921 A. Hall & Co. Ltd.—Abn<br>*125·6'* 23' 1"<br>... ... ...<br>R | M Trawler | Oil 6Cy. 14½"×20"<br>NE62<br>A. K. Diesels Ltd. |
| 510212<br>MXKZ<br>301149<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELLENGA**<br>**British India Steam Nav. Co. Ltd.**<br>Trident Tankers Ltd.<br>London British | 23913 ~~24246~~<br>14281 ~~14480~~<br>~~87420~~<br>39348 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3520 | SS 6/65<br>EL rf2 11/16"SQ | 1960-5 Swan, Hunter & Wghm Rchdsn—Wal<br>690' 8" 90' 5" 36' 6½"<br>661' 2" 90' 0" 48' 0"<br>P135' B52' F88' 1 dk<br>RW 16BH<br>rf 5" WB899t | S Tanker Mchy.aft<br>33 Ta<br>L.1809738 HeCls. BC<br>Der 1(7) 2(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>17600shp<br>Wallsend Slpwy & E. Co.<br>2WTB 675lb Spt 850°F.<br>sg 180lb<br>2×750kW 440V 60c/s a.c. |

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|---|---|---|---|---|---|---|---|
| 510084<br>1967<br>Df Esd<br>Gc Rdr | **ELLI**<br>exEleni C–65<br>exMaria Paolina G–62<br>exCapo Miseno–60<br>exLeopold L.-D.–51<br>exAldebaran–47<br>exLeopold L. D.–42<br>**J. Shikiarides**<br>Beirut Lebanese<br>Now **LASSI**<br>See New Entries No. 6 | **5432**<br>3135<br>9060 | | RI | **1933** A/B Götaverken—Got<br>446′ 2″ 56′ 7″ 25′ 0¼″<br>391′ 6″ 56′ 4″ 29′ 5″<br>F35′ 1 dk & S dk<br>R | M (4P) OSD<br>5 Ho 67½′, 55¾′, 30′, 55′, 66′<br>G.534122 B.498981<br>5 Ha (27½′, 28′, 28′, 28′, 28′×24′)<br>10W Der 1(15) 10(5) | Oil 4SA 8Cy. 740×1500 mm<br>2700bhp 980t (d.o)<br>A/B Götaverken Got<br>1×66kW 220V d.c. 12½k |
| 510217<br>SZRK<br>1066 | **ELLI**<br>exElli Toylas–60 exElsi–58<br>exPireefs–48 exStamira–47<br>exStamura–37<br>**Aegean Steam Nav.**<br>**Typaldos Bros. Ltd.**<br>Piræus Greek | **1463**<br>701<br>— | | | **1929** Cant. Nav. Riuniti—Anc<br>*247·5′* 35′ 7″ 22′ 2″<br>35′ 5″<br>2 dks<br>R | S | T 3Cy. 15⅜″ 25¼″ & 41 7/16″×28⅜″<br>(o.f)<br>Cant. Nav. Riuniti Anc |
| 510220<br>DDKO<br>Df Esd | **ELLI AHRENS**<br>**Diedrich Ahrens**<br>Brake W. German | **300**<br>160<br>414 | | GL | **1950** Elsflether Werft A.G.—Elsfleth<br>*130·9′* 24′ 8″ 9′ 7¾″<br>10′ 10″<br>P30′ F15′ 1 dk<br>RW | M<br>G.17420 B.16000<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>250bhp<br>Masch. Kiel A.G. Kel<br>8½k |
| 541980<br>TFIE<br>Df Esd<br>Rdr RT | **ELLIDI**<br>**Midnes h/f**<br>Sandgerdi Icelandic | **191**<br>86<br>— | | NV | **1963** Gravdal Skips—Sunde<br>100′ 2″ 22′ 1″ 10′ 8¾″<br>80′ 7″ 22′ 0″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 210×300 mm<br>450bhp<br>Gebr. Stork & Co. Zwolle |
| 510221<br>5MRR<br>1858<br>Df Esd<br>Gc Rdr | **ELLIN**<br>**Saga Shipping Co. S.A.**<br>Monrovia Liberian | **10312**<br>6106<br>15448 | | AB | **1956** Mitsubishi Hvy Ind. Reorg.—Kob<br>508′ 0″ 66′ 7″ 30′ 8⅛″<br>470′ 0″ 66′ 6″ 41′ 0″<br>P100′ F38′ 2 dks<br>RW<br>rf 4″ | S Mchy.aft<br>5 Ho<br>B.714000<br>5 Ha | 2 S Turb dr geared to sc. shaft<br>7000shp (o.f)<br>Mitsubishi Hvy Ind. Reorg. Kob |
| 510222<br>195021 | **ELLING K**<br>Elling **K Fishing Ltd.**<br>~~Roe Bros. Fishing Co. Ltd.~~<br>Vancouver Canadian | **103**<br>70<br>— | | | **1952** Sterling Shpyds Ltd.—Vcr<br>*69·2′* 20′ 5″<br>... ... ...<br>1 dk | Wood M Fishing | Oil 8Cy. 145×205 mm<br>Caterpillar Tractor Co. Peoria |
| 542379<br>SWXX<br>2293<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELLINIS**<br>exLurline–63<br>Marfuerza **Cia. Maritima S.A.**<br>Piræus Greek | **18564**<br>10066<br>10225 | LR class withdrawn—<br>Owners' request 1/67 | AB | **1932–12** Bethlehem S.B. Corp. Ltd.—Qcy<br>642′ 0″ 79′ 4″ 28′ 2¾″<br>605′ 0″ 79′ 0″ 44′ 6″<br>B410′ F60′ 4 dks, 5th dk in Nos. 1 & 2 holds, Platform dk in No. 2 hold<br>R<br>rf nil | TS (1854P) Ref CSD<br>4 Ho<br>B.211083 In.50645<br>4 Ha<br>6W Der 2(20) | 6 S Turb sr geared to 2 sc. shafts<br>22000shp 4049t (o.f)<br>Bethlehem S.B. Corp. Ltd. Qcy<br>21k |
| 521865<br>SFKY<br>10622<br>Df Esd<br>Rdr<br>RTm/h | **ELLINOR**<br>exMaluca–65<br>Elon **Johansson Partrederi**<br>Skärhamn Swedish | **499**<br>275<br>689 | | BV | **1960** N.V. Scheepswerf Kerstholt—Gro<br>174′ 2″ 28′ 3″ 12′ 0″<br>158′ 5″ 27′ 10″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 105′<br>2 Ha (each 36′×16½′)<br>Der 2(4) | Oil 4SA 8Cy. 305×460 mm<br>600bhp 30t (d.o)<br>Motfbr. "De Industrie" Alp<br>2×7½kW 110V d.c. 11k |
| 510224<br>SHNR<br>8424<br>Df Esd<br>RTm | **ELLINORA**<br>exEllinor–65 exMonica–58<br>exSlamat–40<br>**Tage Davidsson**<br>Hamburgsund Swedish | **396**<br>170<br>470 | ✠100A1<br>**LMC**<br>MN66 | Dr 4/66<br>EL f | **1939–2** Scheeps. v/d Werf—Deest<br>151′ 1″ 25′ 1″ 9′ 9¼″<br>141′ 0″ 24′ 11″ 9′ 10″<br>P37′ Q49′ F20′ 1 dk<br>R NS 3BH<br>WB122t | M Mchy.aft<br>1 Ho 86¼′<br>G.24580 B.23415<br>2 Ha (each 34′×16′)<br>2W Der 2(1½) | Oil 2SA 5Cy. 230×400 mm<br>330bhp NE10/53 B&W 18t<br>Alpha-Diesel A/S Fkn<br>8k |
| 520538<br>Df Esd<br>Gc Rdr<br>RTv | **ELLISPONTOS**<br>exLeeds City–67<br>**Cia. Naviera Kanaris S.A.**<br>Piræus Greek | **8021** ~~8140~~<br>4549 ~~4523~~<br>10532 | ✠100A1<br>✠**LMC**<br>MN800 | SS 12/67<br>EL c†2⅛″SQ | **1955–6** Wm. Doxford & Sons Ltd.—Sld<br>464′ 3″ 59′ 6″ 27′ 1½″<br>436′ 6″ 59′ 2″ 37′ 8″<br>P30′ F42′ 2 dks<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB3037t incl. Tunnel tanks 268t DTm1164t | M CSD<br>5 Ho 63′, 94½′, 26¼′, 73½′, 80¼′<br>G.603682 B.538170<br>5 Ha (each 31½′×22′) | Oil 2SA 4Cy. 700×2320 mm<br>4000bhp 1156t (hvf)<br>Wm. Doxford & Sons Ltd. Sld<br>AuxB 120lb<br>4×110, 110, 110, 35kW 220V d.c. 15k |
| 510225<br>GWJJ<br>300949<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELLORA**<br>British India **Steam Nav. Co. Ltd.**<br>Trident Tankers Ltd.<br>London British | **24009**<br>14363<br>37120 | ✠100A1<br>oil tanker<br>✠**LMC**<br>MN3520 | SS 8/64<br>EL r†2 15/16″SQ | **1959–7** Swan, Hunter & Wghm Rchdsn —Wal<br>690′ 8″ 90′ 5″ 36′ 6¾″<br>661′ 2″ 90′ 0″ 48′ 0″<br>P135′ B52′ F88′ 1 dk<br>RW 16BH<br>rf 5″ WB894t | S Tanker Mchy.aft<br>33 Ta<br>L.1765000 HeCls. BC<br>Der 1(7) 2(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>17600shp 3800t (o.f)–105pd<br>Wallsend Slpwy & E. Co. Wal<br>2WTB 670lb Spt 850° F. 635lb hs27156<br>sg 180lb<br>2×750kW 440V 60c/s a.c. 16½k |

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| 510227<br>5MLN<br>1698<br>Df Esd<br>Gc Rdr<br>RTm | **ELLY**<br>exKollgeir-63<br>**Cia. Farallon de Nav. S.A.**<br>Monrovia Liberian | 11466<br>7023<br>18360 | ✠Classed LR until 9/65 | AB | 1952-6 Erikabergs M/V A/B—Got<br>559' 4" 69' 9" 30' 4½"<br>526' 6" 69' 6" 39' 3"<br>P109' B37' F69' 1 dk<br>RW<br>rf 1" | M Tanker Mchy.aft<br>21 Ta<br>L.888600<br>Der 4(5) 1(1) | Oil 2SA 6Cy. 670×2320 mm<br>6250bhp Doxford<br>Erikabergs M/V A/B<br>4×230, 230, 60, 60kW 220V d.c. |
| 540374<br>PDXD<br>Df Esd<br>Pfd Rdr<br>RT | **ELLY**<br>**W. Kwakkelstein N.V.**<br>Vlaardingen Netherland | 326<br>148<br>— | | | 1963 "Scheveningen" Sleep. Maats.—Scheveningen<br>142' 1" 23' 11" 10' 9½"<br>127' 1" 23' 7½" 13' 1" | M Trawler | Oil 4SA 8Cy. 320×450 mm<br>Klöckner-Humboldt-Deutz |
| 510228<br>PDXJ<br>Df Esd<br>Gc RT | **ELLY**<br>**K. van der Wiel & C. van der Plas**<br>Katwijk a/Zee Netherland | 101<br>33<br>— | | | 1960 Coöp. Ver. Schpsw. "Vooruit" (U.A.)—Zaandam<br>86' 5" 20' 5"<br>80' 6" 9' 5" | M Fishing | Oil 5Cy.<br>N.V. Mch. Bolnes |
| 510229<br>OUHR<br>Df Esd<br>Rdr<br>RTm | **ELLY JENSEN**<br>**Helge K. Jensen**<br>Copenhagen Danish | 299<br>173<br>515 | | BV | 1957 Aissund Skibs—Sønderborg<br>121' 5" 24' 7" 12' 10"<br>106' 0" 24' 6" 15' 8"<br>2 dks<br>rf nil | M CSD Mchy.aft<br>1 Ho 61½'<br>1 Ha (47½'×13')<br>Der 2(2½) | Oil 2SA 4Cy. 230×400 mm<br>265bhp B&W<br>Alpha-Diesel A/S<br>3×553kW 220V d.c.<br>Controllable pitch propeller |
| 672361<br>OVJQ<br>Df Esd<br>Rdr<br>RTm/v | **ELLY LION**<br>**Rederiet Blue Lion A/S**<br>Hecksher & Søn's Eftf.<br>Holbæk Danish | ~~299~~ T.Mk<br>~~406~~ 299<br>~~850~~ 195<br>850 | | BV | 1967 Ørskovs Staalskibsværft—Fkn<br>181' 5" ~~14' 0"~~ 11' 0½"<br>163' 0" 34' 5" 18' 2"<br>2 dks | M<br>2 Ho 43½', 43½'<br>G.60893 B.54363<br>2W Der 1(5) 1(3) | Oil 4SA 8Cy.<br>500bhp<br>Blackstone & Co. Ltd.<br>3×40, 40, 14kW 230V 50c/s a.c. |
| 650563<br>LNQH<br>Df Esd<br>Gc Rdr<br>RTm | **ELM**<br>**Skibs A/S Storli & Skibs A/S Oljetransport**<br>A/S Rederiet Odfjell<br>Bergen Norwegian | 496<br>327<br>1100 | | NV | 1965 Søviknes Skips A/S—Syvikgrend<br>209' 0" 33' 7" 13' 0½"<br>186' 11" 13' 3"<br>1 dk<br>rf 4" | M Tanker Mchy.aft<br>8 Ta | Oil 4SA 8Cy. 320×480 mm<br>1050bhp<br>Motorenw. Mannheim<br>3×50kW 220V 50c/s a.c. |
| 510231<br>SVVC<br>1539 | **ELMA**<br>exAnna-61 exTocogay<br>**Stefanos M. Baxevanis**<br>Piræus Greek<br>Now **KYRIAKI** See New Entries No. 5 | 483<br>170<br>— | | GL | 1945 Cook, Welton & Gemmell Ltd.—Bev<br>164' 6" 27' 10"<br>27' 8" 15' 0"<br>B30' F26' 1 dk | M | Oil 6Cy. 300×500 mm<br>600bhp NE61<br>Russki Diesel |
| 652100<br>LQME<br>Df Esd<br>RT | **ELMAR**<br>**Navemar Soc. Anon. de Nav.**<br>Buenos Aires Argentine | 3496<br>2406<br>— | | BV | 1944 Dravo S.B. Co.—Pittsburgh<br>*327·7'* 51' 0"<br>25' 2"<br>1 dk | TM<br>4 Ha (24'×15½') (38½', 37½'×17½') (13'×19½')<br>Der 2(3) | 2 Oil 2SA each 12Cy.<br>1800bhp<br>General Motors |
| 510233<br>GFSU<br>301412<br>Df Esd<br>Gc Rdr | **ELMBANK**<br>**Bank Line Ltd.**<br>**Andrew Weir & Co. Ltd.**<br>Glasgow British | T.Mk<br>6311<br>3628<br>10218<br>8573<br>5066<br>12281 | ✠100A1 SS 6/67<br>DTma—oil FP above 150° F. or palm oil<br>✠LMC<br>MN1340 EL d†2☆"SQ | | 1960-4 Harland & Wolff Ltd.—Bel<br>483' 4" 62' 9" 26' 2"/29' 2¾"<br>451' 10" 62' 6" 38' 6"<br>P38' F43' 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6" WB1650t incl. DTma149t | M<br>5 Ho 60', 71', 60', 28'DT, 28'DT, 51½', 67'<br>G.668920 B.606990<br>7 Ha (29½', 35', 22½', 15', 30', 30'×22') (8'×15')<br>15W Der 1(25)2(10) 12(5) 2(3) | Oil 2SA 6Cy. 620×1400 mm<br>470 mm 6700bhp<br>Harland & Wolff Ltd.<br>2AuxB 100lb<br>4×175, 175, 175, 20kW |
| 510234<br>VDDW<br>175390<br>Df Esd<br>Gc Rdr<br>RT | **ELMBRANCH**<br>exNorwood Park-45<br>**Branch Lines Ltd.**<br>Sorel Canadian | 3367<br>2442<br>— | BS✳ SS 4/66<br>oil tanker<br>MBS✳<br>MN264 CT2910 C‡ | | 1944-5 Collingwood Shpyds—Clw<br>328' 11" 45' 1" 20' 9"<br>321' 0" 43' 11" 27' 0"<br>P60' F24'<br>13BH len 60<br>WB99t | TM Tanker Mchy.aft<br>10 Ta<br>L.151594 HeCls. C | 2 Oil 2SA each 6Cy.<br>1320bhp<br>Dominion Eng. Wks Ltd.<br>WTAuxB 150lb |
| 510235<br>VGSQ<br>199397<br>Df Gc<br>Rdr RT | **ELMDALE**<br>exStandard Portland Cement-60<br>exClifford F. Moll-33<br>**Redwood Enterprises Ltd.**<br>Westdale Shipping Ltd.<br>Hamilton Canadian | 5448<br>3861<br>8800 | | AB | 1909 Gt. Lakes Eng. Wks.—Ecorse<br>*454·5'* 56' 2" 19' 6½"<br>452' 0" 56' 0" 28' 0"<br>1 dk<br>R | S Mchy.aft<br>G.297000 | T 3Cy. 22½" 36" & 60"×42"<br>1550ihp<br>Gt. Lakes Eng. Wks |
| 541100<br>5MWS<br>1988<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ELMER R. PETERSON**<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberian | 29859<br>18580<br>51080 | | AB | 1964 Odense Staalskibs A/S—Lindö<br>753' 0" 103' 3" 40' 3½"<br>716' 2" 103' 0" 51' 6"<br>P174' B48' F88' 1 dk<br>RW<br>rf 2" | S Tanker Mchy.aft<br>33 Ta<br>L.2094500 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19250shp<br>General Electric Co.<br>2×750kW 450V 60c/s a.c. |

| | | | | | | |
|---|---|---|---|---|---|---|
| 510237<br>GWBD<br>187160<br>Df Esd<br>Gc Rdr<br>RT | **ELMINA PALM**<br>**Palm Line Ltd.** British<br>Liverpool | 5356<br>2648<br>8088 | ✠100A1 SS 12/65<br>✠LMC<br>MN900 EL b†2⅛″SQ | 1957–4 Swan, Hunter & Wghm Rchdsn —Nwc<br>454′ 11″ 60′ 3″ 23′ 5½″<br>425′ 0″ 60′ 0″ 35′ 3″<br>P29′ F79′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf nil WB1078t incl. Tunnel tanks 308t | M (2P) Ref OSD<br>5 Ho 52′, 66′, 64′, 75′, 67′<br>G.528325 B.493175<br>4 Ha (stl) (38½′, 38¾′, 38¾′, 33½′×20′)<br>16W Der 1(40) 2(15) 4(10) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford 652t (hvf)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2AuxB 100℔<br>3×200kW 220V d.c. 14k |
| 510238<br>WQGW<br>245770<br>Df Esd<br>Gc | **ELMIRA VICTORY**<br>**United States Department of Commerce**<br>Portland, Or United States | 7608<br>4551<br>10669 | AB | 1944 Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 75′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 45′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 16k |
| 510242<br>OHZI<br>492<br>RT | **ELNA**<br>exOmar–36 exMars–33<br>exStella exChr. Schierloh<br>exAlbert Mou exSolstraalen<br>**Paul Lindqvist** Finnish<br>Porvoo/Borgå | 338<br>249<br>450 | BV | 1919 Middelfart Skibs.—Middelfart<br>141′ 10″ 30′ 5″ 15′ 0″<br>30′ 3″<br>1 dk | Wood Aux Sr<br>1 Ho<br>Der 2(1½) | Oil 4SA 5Cy. 195×260 mm<br>200bhp NE47 (d.o)<br>Tuxham A/S Cpn |
| 510196<br>SYKZ<br>Df Esd<br>Gc Rdr<br>RT | **ELONA**<br>exKirsti H.–67 exNorseman–53<br>exNyhaug–46<br>**Constantinos Efstathiou** Greek<br>Piræus | 4004<br>2215<br>6550 | NV | 1925 Nakskov Skibsv. A/S—Nkv<br>366′ 1″ 51′ 0″ 22′ 9″<br>50′ 10″<br>P26′ B110′ F35′ 1 dk<br>R | M<br>G.338890 B.305100<br>5 Ha (26½′, 30¾′, 24¼′, 30¾′, 26½′×20′)<br>10W Der 10(3) | Oil 4SA 6Cy. 700×1400 mm<br>2150bhp 972t<br>MAN Emade28refitted48<br>Kockums M/V A/B Mmo<br>4×115, 88, 75, 10kW 220V d.c. 10k |
| 503777<br>ICWM<br>114<br>Df Esd<br>Rdr RT | **ELORO**<br>exBassens–65 exSpramex–58<br>exShellphalte exLeonor<br>**"CIANE-ANAPO"**<br>Compagnia di **Navigazione e Bunkeraggi S.p.A.** Italian<br>Syracuse | 2594<br>1498<br>2937 | BV RI<br>✠Classed LR until 11/59 | 1928–11 Cant. Nav. Triestino—Mfl<br>316′ 0″ 49′ 11″ 13′ 2¼″<br>305′ 0″ 49′ 9″ 15′ 0″<br>Q89′ F29′ Trunk 187′ 1 dk<br>R | TS Tanker Mchy.aft<br>11 Ta<br>L.101886 HeCls. BC | T 6Cy. 12¾″ 20½″ & 33⅞″×24 7/16″<br>1720ihp 239t (o.f)–18½pd<br>Rotterdamsche D.D. Maats. Rot |
| 510245<br>GRLC<br>185403<br>Df Esd<br>Gc Rdr<br>RTv | **ELPENOR**<br>**China Mutual Steam Nav. Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>5713<br>2680<br>~~6470~~ ~~6470~~<br>6450 7425<br>4152<br>9100 | BS✱ SS 4/66<br>DTsf&a—veg. oil poop tank—veg. oil or latex<br>MBS✱<br>✠Lloyd's RMC<br>MN1520 CT8395 C41 S36 | 1954–4 Harland & Wolff Ltd.—Bel<br>487′ 0″ 62′ 4″ ~~24′ 1¾″/28′ 2¼″~~<br>454′ 0″ 62′ 0″ 35′ 0″ 23′ 11¾″/28′ 2¼″<br>P42′ B187′ F46′ 2 dks, 3rd dk in No. 1 hold<br>RW 8BH to U dk 1 to 2nd dk<br>rf 9″ WB4174t incl. Tunnel tanks 182t DTsa1871t DTs f945t | M Ref<br>7 Ho 59′, 72′, 48′, 30′, 81′, 72′, 30′<br>G.603280 B.541090 In.2280<br>2 Ha (stl) (24½′×16′) (35′×22′)<br>2 Ha (w) (23′, 23′×22′)<br>4 Ha (stl) (27′×22′) (27′×18′)<br>(8½′, 8½′×6′)<br>24W Der 1(50) 8(10) 18(5) | Oil 2SA 7Cy. 750×1500 mm exhaust 500 mm<br>7600bhp B&W 1023t (hvf)<br>Harland & Wolff Ltd. Bel<br>AuxB 100℔<br>3×220kW 220V d.c. 16k |
| 510219<br>SXFS<br>2987<br>Df Esd<br>Gc Rdr<br>RTm/v | **ELPIDA**<br>exKaresuando–67<br>**Panagiotis N. Pappis & Nicolaos G. Coucounas** Greek<br>Piræus | 3472<br>1849<br>6150 | ✠100A1 SS 10/64<br>with freeboard<br>✠LMC<br>EL x 2¼″ | 1946–6 A/B Götaverken—Got<br>382′ 10″ 50′ 3″ 22′ 6¾″<br>360′ 0″ 49′ 11″ 32′ 6″<br>F39′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2725t incl. Tunnel tanks 323t DTm1078t | M OSD<br>5 Ho 67½′, 63′, 32½′, 51¼′, 53½′<br>G.359704 B.336912<br>5 Ha (stl) (24¾′, 28′, 16¼′, 25½′, 23¼′×23½′)<br>10W Der 10(3) | Oil 2SA 6Cy. 630×1300 mm<br>3100bhp 1223t (hvf)<br>A/B Götaverken Got<br>AuxB 85℔<br>3×110kW 220V d.c. 13k |
| 510246<br>SXXC<br>50 | **ELPIDA**<br>**A. Kapantais and others** Greek<br>Samos | 149<br>88<br>— | | 1961 ........................Samos<br>87′ 3″ 24′ 4″<br>... ... ...<br>1 dk | Wood M Mchy.aft | Oil 2SA 2Cy.<br>Emade36fitted61<br>Climax |
| 510247<br>ODEA<br>Df Esd<br>Gc Rdr | **ELPIDOFOROS**<br>exRheinhausen–60<br>exEbba Blumenfeld–59<br>exNorth Duchess–56<br>exOreol–54 exBrattdal–41<br>**Palmar Cia. Naviera S.A.** Lebanese<br>Beirut | 4963<br>2906<br>8700 | GL<br>✠Classed LR until 2/57 | 1935–8 Bremer Vulkan—Vgk<br>*414·3′* 55′ 7″ 25′ 0″<br>400′ 0″ 55′ 6″ 36′ 6″<br>F23′ 1 dk & S dk<br>R | M OSD | Oil 2DA 5Cy. 600×1100 mm<br>3400bhp<br>Bremer Vulkan Vgk |
| 517102<br>SZLN<br>1747<br>RTm | **ELPIGAS**<br>exAvance–67 exJean Luc–64<br>exElsa B.–57<br>**Argo (Hellas) Shipping Co. Special S.A.** Greek<br>Piræus<br>Now **KOSMOGAS II** See New Entries No. 6 | 221<br>111<br>108 | BV | 1947 Cant. Nav. Felszegi—Tri<br>122′ 2″ 19′ 10″ 8′ 7″<br>19′ 8″<br>1 dk<br>RW conv dry cargo ship 57 | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br>280bhp NE57 (d.o)<br>Burmeister & Wain Cpn<br>2×40kW 220V d.c.<br>Controllable pitch propeller |
| 505590<br>6ZJB<br>2309<br>Df Esd<br>Gc Rdr | **ELPIS**<br>exBussum–66<br>**Vanguard Tankers Ltd.** Liberian<br>Monrovia | 11936<br>7153<br>17730 | ✠100A1 SS 6/65<br>oil tanker<br>✠LMC<br>MN1130 EL h† | 1955–11 N.V. Wilton-Fijenoord—Sch<br>548′ 9″ 67′ 10″ 30′ 6¾″<br>520′ 0″ 67′ 6″ 38′ 10″<br>P135′ F59′ 1 dk<br>RW 15BH<br>rf 4″ WB300t | M Tanker Mchy.aft<br>24 Ta<br>L.849264 HeCls. BC | Oil 2SA 5Cy. 670×2320 mm<br>5650bhp Doxford 1432t–18½pd<br>N.V. Wilton-Fijenoord Sch<br>2AuxB 180℔ 13½k |
| 540810<br>Df Esd<br>Gc Rdr | **ELPIS**<br>exProodos–65 exSt. Merriel–63<br>exLambrook–51<br>**Loucas G. & Haralampos Matsas** Greek<br>Piræus | *7106*<br>*5169*<br>10260 | BV<br>✠Classed LR until 2/65 | 1942–8 Burntisland S.B. Co. Ltd.—Bnt<br>441′ 0″ 57′ 0″ 27′ 4″<br>412′ 6″ 56′ 8″ 37′ 9″<br>2 dks | M CSD<br>G.574450 B.526550<br>10W Der 1(30) | Oil 2SA 3Cy. 600×2320 mm<br>817t<br>Wm. Doxford & Sons Ltd. Sld<br>11k |

**DAMAGED BY FIRE 6/66—TO BE BROKEN UP**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 519390 | **ELPIS** | | 2474 | | | 1948 Soc. Odero Terni Orlando—Spz | M | Oil 2SA 6Cy. 450×740 mm |
| SVPX | exKorsnes-66 | | 1324 | | | 305' 8" 43' 2" 18' 4½" | 2 Ho 151', 50' | 1350bhp |
| 2786 | exMauranger-54 | | 3130 | | NV | 43' 0" | G. 172664 B.162998 | S.A. Ansaldo |
| Df Esd | **Naftiliaki Etairea "Machi"** | | | **WRECKED 12/67** | | P125' F24' 1 dk | 4 Ha (stl) (34½'×20½') (39½', | 2×115kW 220V d.c. |
| Gc Rdr | **S.A.** | | | | | RW | 39½', 30½'×27½') | |
| RTm/h | Piræus | Greek | | | | rf 5½" | 8W Der 4(5) | |
| 501775 | **ELPIS** | | 878 | ~~✠100A4~~ | ~~TD 10/07~~ | 1941–6 Harland & Wolff Ltd.—Gls | M Mchy.aft | Oil 2SA 4Cy. 407×648 mm |
| | exAngularity-67 | | 460 | | | 211' 0" 33' 2" 13' 5½" | | 800bhp ✠NE12/52 |
| | exEmpire Shoal-46 | | 1150 | ~~✠LMC~~ | | 198' 6" 33' 0" 13' 10" | G.62000 B.59000 | Newbury Diesel Co. Ltd. |
| | **George Tzortzis and others** | | | | | Q121' F28' 1 dk | | |
| | | Greek | | ~~MN160~~ | ~~EL L~~ | NS 5BH | | |
| | | | | **WRECKED 1/68** | | WB317t incl. DTf44t | | |
| 510249 | **ELPIS P** | | 2265 | | | 1938 Stettiner Oderwerke—Stn | S | T 3Cy. 14½" 26½" & 43½" |
| SVNX | exGlobe Traveller-61 | | 1283 | | | *296·8'* 42' 8" | | turb |
| 1464 | exChristiane Schulte-58 | | 3202 | | GL | 19' 0" | G.197241 B.178205 | 1150ihp |
| Df Esd | exSigfried J. Nimtz-54 | | | | | P17' Q100' B118' F26' 1 dk | | Stettiner Oderwerke |
| | exStettiner Grief-52 | | | | | R | 7W Der 7(5) | |
| | **Alex. Printezis &** | | | | | | | |
| | **G. Papadopoulos** | | | | | | | |
| | Piræus | Greek | | | | | | |
| 510250 | **ELQUI** | | 11106 | ✠100A1 | SS 4/65 | 1960–4 Blohm & Voss A.G.—Ham | S Mchy.aft | 2 S Turb dr geared to sc. shaft |
| CBEL | | | 6188 | No. 5 upper side tanks— | | 543' 4" 72' 6" 30' 4" | | 8270shp |
| 1558 | **Cia. Sud-Americana de** | | 17362 | oil FP above 150° F. | | 499' 3" 72' 2" 42' 10" | | Blohm & Voss A.G. |
| Df Esd | **Vapores** | | | ✠LMC | | P101' F48' 1 dk | | 2WTB 782lb Spt 840° F. |
| Gc Rdr | Valparaiso | Chilean | | MN1654 | EL h†2¾"SQ | 8BH | | |
| | | | | | | rf nil WB7425t incl. DTf349t | | |
| 510251 | **ELS TEEKMAN** | | 399 | | | 1962 Schps. "Appingedam"—Apg | M Mchy.aft | Oil 4SA 6Cy. 250×350 mm |
| PDXR | | | 230 | | | 159' 1" 26' 4" 9' 9½" | 1 Ho 98½' | 224bhp |
| | **T. Teekman-Galenkamp &** | | 518 | | BV | 144' 4" 25' 11" 10' 7" | G.27700 B.25600 | Motorenw. Mannheim |
| Df Esd | **J. Teekman** | | | | | P44' F30' 1 dk | 2 Ha (each 38'×15½') | |
| RT | E. Wagenborg's Scheepv. & | | | | | RW | 2W Der 2(2) | |
| | Exped. Bedr. N.V. | | | | | | | |
| | Delfzijl | Netherland | | | | | | |
| 510252 | **ELSA** | | 500 | | | 1957 Scheeps. Bijholt—Foxhol | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm |
| PDXL | | | 319 | | | 183' 0" 29' 10" 11' 7½" | 1 Ho 114' | 660bhp |
| | **N.V. Rederij "Ponza"** | | 875 | | BV | 170' 0" 29' 6" 13' 6" | G.38400 B.35390 | Klöckner-Humboldt-Deutz |
| Df Esd | Scheepv. Kantoor J. Tavenier | | | | | 1 dk | 2 Ha (38', 43½'×18½') | 2×6kW 110V d.c. |
| RTm | N.V. Now **AURORA SECONDA** See New Entries No. 4 | | | | | RW | 2W Der 2(3) | |
| | Zaandam | Netherland | | | | | | |
| 510253 | **ELSA** | | 149 | | | 1914 Västerviks Varv—Västervik | Wood M | Oil 4SA 6Cy. 120×140 mm |
| SKIW | | | 105 | | | *100·0'* 24' 5" 10' 10" | 1 Ho 72½' | 160bhp NE57 |
| 5664 | **Svante H. Lind** | | 225 | | BV | … … … | | A/B Penta |
| RTm | A/B Bröderna Höglund | | | | | 1 dk | | Controllable pitch propeller |
| | Norrköping | Swedish | Now **S. T. METHODIUS** (No. 510253) in the Register | | | | Cr 2(1) | |
| 510256 | **ELSA ESSBERGER** | | 11382 | ~~✠100A1~~ | ~~M 6/65 33 mos.~~ | 1952–12 Deutsche Werft A.G.—Ham | M Tanker Mchy.aft | Oil 2SA 10Cy. 700×1200 mm |
| DIDI | | | 6612 | ~~oil tanker~~ | | 549' 1" 68' 4" 30' 4½" | | 6650bhp |
| | **John T. Essberger** | | 16594 | ~~✠LMC~~ | | 511' 0" 68' 0" 39' 0" | | Masch. Augsburg-Nürnberg |
| Df Esd | Hamburg | W. German | | | | P117' B35' F63' Trunk66' 1 dk | | 2AuxB 171lb |
| Gc Rdr | | | | ~~MN1330~~ | ~~EL gt~~ | RW 14BH | | 3×130kW 230V d.c. |
| RTh/v | | | | **TO BE BROKEN UP** | ~~GL~~ | WB144t | | |
| 650560 | **ELSA F** | | 355 | | | 1964 Karmsund Verft A/S—Nygård | M Mchy.aft | Oil 2SA 8Cy. 240×400 mm |
| XPSE | | | 185 | | | 157' 0" 27' 3" 10' 8½" | 1 Ho | 640bhp |
| | **J. P. Fjallsbak** | | — | | NV | 140' 10" 27' 2½" | | Alpha-Diesel A/S |
| Df Esd | ~~Klakksvik~~ | Faroese | | | | 1 dk | 2 Ha (each 34½'×16½') | 3×20, 12kW 220V 50c/s a.c. |
| Rdr RT | Thorshavn | | | | | rf 6" | 2W Der 2(5) | |
| 510257 | **ELSA JAN** | | 114 | | | 1916 G. & H. Bodewes—Martenshoek | Aux Mchy.aft | Oil 2SA 4Cy. 200×340 mm |
| OYPM | exMinde-61 exFenris-56 | | 58 | | | 92' 0" 19' 2" 11' 6" | | 200bhp Emade51 fitted58 |
| | **Viggo S. Jansen** | | 159 | | | … … … | | Alpha-Diesel A/S |
| | Rudkøbing | Danish | | | | 1 dk | | |
| | | | | | | R conv tug 56 | | |
| 510258 | **ELSA THOLSTRUP** | | 211 | | | 1955 Svendborg Skibs A/S—Svb | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 4Cy. 230×400 mm |
| OUOQ | | | 86 | | | 110' 10" 21' 2" 8' 8" | 1 Ta | 240bhp |
| | **I/S Dansk Flaskegas (Brdr.** | | 130 | | BV | 100' 0" 21' 0" 9' 8" | | Alpha-Diesel |
| Df Gc | **Tholstrup & Co.)** | | | | | P27' 1 dk | | |
| Rdr RT | A/S Trans-Kosan | | | | | RW | | |
| | Middelfart | Danish | | | | | | |
| 510261 | **ELSBORG** | | 12409 | ✠100A1 | SS 2/66 | 1956–12 Hitachi Zosen—Osa | M Tanker Mchy.aft | Oil 2SA 6Cy. 740×1600 mm |
| OUSS | | | 7619 | oil tanker | | 560' 0" 72' 4" 29' 8½" | 27 Ta | 7500bhp B&W |
| | **A/S D/S Dannebrog** | | 19555 | ✠LMC | | 534' 10" 72' 2" 38' 5" | L.920756 HeCls. BC | Hitachi Zosen |
| Df Esd | Weco-Shipping I/S | | | | | P110' B34' F70' 1 dk | | 2WTAuxB primary |
| Gc Rdr | Copenhagen | Danish | | MN1500 | EL i†2 1/16"SQ | RW 14BH | Der 4(5) | 227lb Spt 227lb |
| RTv | Now **ETHALI** See New Entries No. 7 | | | | | rf 5" WB1239t incl. DTf824t | | 3×180kW 440V 60c/s a.c. |
| 510262 | **ELSE** | | 175 | | | 1927 Gebr. van Diepen—Waterhuizen | M | Oil 2SA 5Cy. 150×250 mm |
| DCFD | | | 107 | | | *108·9'* 30' 4" 14' 10" | | NE49 |
| | **Berend Schröder** | | 207 | | | … … … | | Motfbr. Darmstadt |
| | Emden | W. German | | | | 1 dk | | |
| | | | | | | R | | |
| 661806 | **ELSE A-P** | | 300 | | | 1966 Båtservice Verft A/S—Mandal | M OSD Mchy.aft | Oil 2SA 6Cy. 240×400 mm |
| OWVL | | | 174 | | | 180' 5" 30' 7" 10' 2" | 1 Ho 118' 1 TwD 118' | 499bhp |
| | **A-P Coasters** | | 819 | | BV | 164' 1" 30' 6" 11' 8" | G.53783 B.48212 | Alpha-Diesel A/S |
| Df Pld | A. Audun Poulsen | | | | | B8' 1 dk & S dk | 2 Ha (stl) (41½', 43½'×—') | 1×8kW 220V 50c/s a.c. |
| Rdr | Odense | Danish | | | | | 2W Der 2(2½) | |

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| 530252<br>DFZE<br><br>Df<br>RTm | **ELSE G**<br>exRuth-Dieter-66<br>**Gerhard Glockzin**<br>Elsfleth W. German | 299<br>180<br>420 | <br><br>GL | 1950 Hugo Peters—Beidenfleth<br>*110·5′* 23′ 6″ 9′ 2½″<br>9′ 10″<br>P35′ F19′ 1 dk | M<br>1 Ho 91¾′<br>G.24000 B.22000<br>2 Ha (42½′, 31½′×13¾′)<br>2W Der 2(1½) | Oil 4SA 4Cy. 290×420 mm<br>200bhp<br>Masch. Kiel A.G. | <br>10t (d.o)<br>Kel<br>8k |
| 601778<br>OZQH<br><br>Df Esd<br>Pld Rdr<br>RTm/v | **ELSE HORNE**<br><br>**W. A. Olesen Partrederi**<br>Hirshals Danish | 169<br>67<br>226 | | 1966 Rosslauer Schiffs.—Rosslau<br>110′ 2″<br>96′ 11″ 21′ 8″ 10′ 10″ | M Trawler Mchy.aft<br>2 Ho 14¾′, 26¼′<br><br>2 Ha (stl )(each 5′×4′)<br>Der 1(4) | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht<br>2×16, 12kW 220V d.c. | <br>(d.o)<br>Mgd |
| 510266<br>OUVL<br><br>Df Esd<br>Gc Rdr | **ELSE MÆRSK**<br><br>**D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish<br>Now **GERALDINE**<br>See New Entries No. **12** | 3367<br>1832<br>5059<br>4695<br>2662<br>— | ✠100A1 SS 10/64<br>tunnel side tanks & DTm<br>—oil FP above 150° F.<br>DTm—vegetable oil or<br>latex<br>✠LMC<br>MN728 EL x1⅛″SQ | 1950–1 Mitsui S.B. & E. Co. Ltd.—Tmn<br>393′ 2″ 52′ 1″ 21′ 8½″/—<br>360′ 0″ 52′ 0″ 31′ 0″<br>P17′ F79′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB1764t incl. Tunnel tank 136t DTm320t | M OSD/CSD<br>5 Ho<br>G.350000 B.323000<br>5 Ha (27′×17′) (35½′×18¼′)<br>(30¾′, 30¾′×18¼′) (28½′×17′)<br>16W Der 4(25) 5(10) 11(5) | Oil 2SA 7Cy. 620×1150 mm<br>3640bhp B&W<br>Mitsui S.B. & E. Co. Ltd.<br>AuxB 100lb | <br>968t<br>Tmn<br>14½k |
| 526520<br>OXXN<br><br>Df | **ELSE MARIE**<br>exPalmyra-64 exClaus-58<br>**Jørgen P. Paulsen**<br>Grasten Danish | 267<br>138<br>— | <br><br>GL | 1936 C. Lühring—Brake<br>143′ 1″ 23′ 0″ 9′ 7″<br>22′ 10″ 9′ 10″<br>P25′ F15′ 1 dk<br>R len 51 | M Mchy.aft<br>1 Ho<br><br>1 Ha (66½′×13¼′) | Oil 4SA 6Cy. 215×360 mm<br>150bhp<br>Deutsche Werke A.G. | <br><br>Kel |
| 510270<br>OWXC<br><br>Df Esd<br>Rdr<br>RTm | **ELSE PRIVA**<br>exBestevaer-59<br>**Privateksportørers**<br>**Skibstransport A/S**<br>Sönderborg Danish<br>**LAID UP—SURVEYS OVERDUE 10/67** | 285<br>76<br>420 | ✠100A1 SS 10/63<br>with freeboard<br>✠LMC<br><br>EL g | 1941–2 De Haan & Oerlemans—Heusden<br>165′ 9″ 26′ 0″ 9′ 1¼″<br>150′ 11″ 25′ 11″ 15′ 9″<br>1 dk & S dk<br>RW 3BH<br>WB270t | M OSD Mchy.aft<br>1 Ho 98½′<br>G.33850 B.31000<br>2 Ha (each 32¼′×15⅝′)<br>2W Der 2(3) | Oil 4SA 7Cy. 280×450 mm<br>350bhp<br>Klöckner-Humboldt-Deutz<br>2×10, 6½kW 110V d.c. | <br>33t (d.o)<br>Kln |
| 520707<br>ONJH<br><br>Df Esd<br>Pld Rdr<br>RTm/h/v | **ELSE REITH**<br>exPulptrader-66<br>**"Orion" Schiffahrts Ges.**<br>**Reith & Co.**<br>Hamburg W. German | 1882<br>1002<br>2330 | <br><br>GL | 1961 Valmet O/Y Pansion Telakka<br>—Åbo<br>281′ 6″ 40′ 10″ 17′ 8″<br>252′ 8″ 40′ 8″ 20′ 4″<br>P72′ F24′ 1 dk<br>RW | M (2P) Mchy.aft<br><br>G.124000 B.117000<br>2 Ha (stl) (61′, 57′×23½′)<br>8W Der 8(5) | Oil 4SA 8Cy. 400×580 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz<br>3×65, 65, 40kW 220V d.c. | <br>200t (hvf)<br>Kln<br>13k |
| 510271<br>ODTA<br><br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h | **ELSE RETZLAFF**<br><br>**Dr. Erich Retzlaff**<br>Bremen W. German | 1600<br>955<br>2330 | <br><br>GL | 1961 Elsflether Werft A.G.—Elsfleth<br>255′ 3″ 40′ 2″ 17′ 8½″<br>233′ 7″ 40′ 0″ 19′ 0″<br>Q143′ F25′ 1 dk<br>RW | M Mchy.aft<br>2 Ho 72¾′, 80¾′<br>G.113860 B.106860<br>2 Ha (stl) (51¼′, 59′×22¼′)<br>Der 4(3–5) 4(3) | Oil 4SA 8Cy. 385×580 mm<br>1650bhp<br>Masch. Kiel A.G.<br>4×70, 70, 40, 9kW 220V d.c. | <br>(d.o)<br>Kel<br>12k |
| 504159<br>OYBZ<br><br>Df Esd<br>Rdr<br>RTm | **ELSE SKOU**<br>exBenny Skou-66<br>**Skou Navigation A/S**<br>Ove Skou<br>Copenhagen Danish | 4248<br>2404<br>6950 | ✠100A1 SS 3/66<br>with fbd DTm & tunnel<br>side tanks—oil FP above<br>150° F. or veg. oil<br>✠LMC<br>MN1400 EL z | 1951–8 Burmeister & Wain—Cpn<br>417′ 8″ 55′ 7″ 24′ 7¾″<br>390′ 8″ 55′ 6″ 35′ 6″<br>F89′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2459t incl. Tunnel tanks 312t DTm945t | M (12P) OSD<br>4 Ho 48½′, 96½′ comb., 49′, 69¾′<br>G.481630 B.441600<br>5 Ha (29¼′, 37¼′, 37¼′, 35′, 35′×20′)<br>10W Der 2(25) 10(5) | Oil 2SA 8Cy. 740×1400 mm<br>7000bhp<br>Burmeister & Wain<br>✠NAuxB (o.f) 3/66–100lb<br>✠NAuxB (ex.g) 3/61–100lb<br>3×160kW 220V d.c. | <br>904t (hvf)<br>Cpn<br><br><br>17k |
| 641587<br>OXNF<br><br>Esd Gc<br>Rdr<br>RTm/h | **ELSE TERKOL**<br>exChemitrader-65<br>**A/S Chemitankers Inc.**<br>Terkildsen & Olsen A/S<br>Aahus Danish | 500<br>320<br>1014 | ✠100A1 SS 8/68<br>oil tanker<br>Ice Class 3<br>✠LMC<br>MN150 EL k1⅛″SQ | 1964–9 Fr. Lürssen—Vgk<br>206′ 11″ 31′ 7″ 12′ 4″<br>186′ 5″ 31′ 0″ 13′ 5″<br>P54′ F36′ 1 dk<br>8BH<br>rf 2″ WB131t | M Tanker Mchy.aft<br>8 Ta | Oil 2SA 6Cy. 310×490 mm<br>750bhp<br>Alpha-Diesel A/S<br>db 171lb<br>3×40, 40, 16¾kW 380V 50c/s a.c. | <br>(d.o)<br>Fkn |
| 540375<br>DIEE<br><br>Df Esd<br>Rdr RT | **ELSE WULF**<br>exUte Parchmann-63<br>exJan Keiken-58<br>**Hellmut Wulf**<br>Bremen W. German | 499<br>311<br>935 | <br><br>GL | 1953 Pohl & Jozwiak Schiffsw.—Ham<br>177′ 10″ 26′ 4″ 13′ 0¼″<br>127′ 11″ 26′ 3″ 15′ 1″<br>P31′ F21′ 2 dks<br>RW len 53 | M Mchy.aft<br>1 Ho 108¼′<br>G.40500 B.37800<br>2 Ha<br>1W | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz | <br>65t<br>Kln<br>10k |
| 510274<br>OZAE<br><br>Df Esd<br>Rdr<br>RTm | **ELSELIL**<br><br>**Rederiet A. N. Svarrer**<br>Esbjerg Danish | 300<br>155<br>453 | <br><br>BV | 1961 Nordsøværftet—Ringkøbing<br>144′ 1″ 25′ 0″ 9′ 11″<br>128′ 0″ 24′ 11″ 10′ 6″<br>P39′ F23′ 1 dk | M<br>1 Ho 83¼′<br>G.22000 B.20000<br>2 Ha (each 28¾′×15¾′)<br>2W Cr 2(2) | Oil 2SA 4Cy. 230×400 mm<br>300bhp<br>Alpha-Diesel A/S<br>2×5kW 110V d.c.<br>Controllable pitch propeller | <br>17t<br>Fkn<br><br>9½k |
| 510275<br>DGGI<br><br>Df Esd<br>Gc RT | **ELSELOTTE REHDER**<br><br>**Carsten Rehder**<br>Hamburg W. German | 967<br>494<br>1406 | <br><br>GL | 1957 Heinr. Brand—Oldenburg<br>227′ 11″ 35′ 7″ 13′ 10″<br>202′ 11″ 35′ 4″ 15′ 7″<br>P63′ F36′ 1 dk<br>RW | M Mchy.aft<br><br>G.70845 B.68035<br><br>5W Der 1(10) 4(3–5) 4(3) | Oil 4SA 6Cy. 420×660 mm<br>800bhp<br>Klöckner-Humboldt-Deutz | <br>139t<br>Kln<br>12k |
| 510276<br>DLDF<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELSFLETH**<br><br>**Union-Partenreederi m.s.**<br>**"Elsfleth"**<br>Scipio & Co.<br>Bremen<br>W. German | 4555<br>2293<br>4900 | <br><br>GL | 1962 Ch. Nav. des Flandres—Bruges<br>456′ 6″ 56′ 5″ 23′ 7″<br>412′ 6″ 55′ 3½″ 37′ 3″<br>2 dks & S dk, pt 4th dk | M Ref OSD<br>4 Ho 66½′, 68¼′, 55¾′, 71¾′<br>B.294334 In.281719<br>4 Ha (stl) (21′, 21½′, 26′, 21½′×16¼′)<br>Der 8(5) | Oil 2SA 6Cy. 750×1250 mm<br>7200bhp<br>Borsig A.G.<br>3×332kW 110, 220, 380V 50c/s a.c. | <br>(hvf)<br>Bln<br><br>18k |

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| 510277<br>DDQX<br><br>Df Esd<br>Rdr | **ELSFLETH**<br><br>**Unterweser Reederei**<br>**G.m.b.H.**<br>Bremen W. German | 120<br>—<br>— | <br><br>GL | 1961 Ruhrorter Schiffs. & Masch.—<br>Duisburg<br>83' 7" 24' 2"<br>11' 4" | D-E Tug<br><br><br><br>Der 1(½) | 2 Oil 4SA each 8Cy.<br>1030bhp driving 2 gen.<br>500V d.c. connected<br>motors each 675shp<br>Masch. Augsburg-Nürnberg<br>2×26kW 230V 50c/s a.c. |
| 510278<br>DDIF<br><br>Df Esd<br>Pfd Rdr<br>RT | **ELSFLETHERSAND**<br><br>**Partenreederei Elsflethersand**<br>Helmut Meyer<br>Brake W. German | 529<br>290<br>1096<br>974<br>672<br>1725 | <br><br>GL | 1962 Elsflether Werft A.G.—Elsfleth<br>220' 5" 34' 3" 12' 6¾"/16' 3"<br>200' 2" 34' 1½" 19' 0"<br>1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br><br>G.79500 B.70100<br>1 Ha (stl) (49½'×19¾')<br>1 Ha (w) (49½'×19¾')<br>9W Der 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz |
| 510279<br>PDZM<br><br>Df Esd<br>Gc Rdr<br>RT | **ELSHOUT**<br><br>**Nederl. Houtimport Maats.**<br>**"Nehim" N.V.**<br>Spliethoff's<br>Bevrachtingskantoor N.V.<br>Amsterdam Netherland | 500<br>285<br>1053 | ✠100A1 SS 5/65<br>Ice Class 2<br>✠LMC<br><br>MN172 EL m | 1961–7 Schps. Gebr. v. Diepen—<br>Waterhuizen<br>225' 2" 33' 10" 13' 0½"<br>204' 3" 33' 5¼" 20' 3"<br>F24' 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf nil WB256t | M OSD Mchy.aft<br><br>G.72416 B.66095<br><br>4W Der 2(3–5) 2(3) | Oil 4SA 8Cy. 330×600 mm<br>860bhp<br>N.V. Werkspoor |
| 510281<br>WX 7604<br>271940<br>Df Esd<br>Rdr RT | **ELSINORE**<br><br>**Blue Pacific Inc.**<br>Wilmington, Del United States | 358<br>172<br>— | | 1956 National Stl & S.B. Co.—S.Diego<br>127' 0" 30' 6" 13' 0"<br>121' 0" 30' 5" 14' 6"<br>1 dk | M Fishing Mchy.fwd | Oil 2SA 6Cy. 206×254 mm<br>960bhp<br>Fairbanks, Morse & Co. |
| 510535<br>DDVB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELSTER**<br>exErik Banck–64<br>**Deutsche Seereederei**<br>Rostock E. German | 2445<br>1262<br>3962 | DSRK<br><br>✠Classed LR until 12/64 | 1952–3 Helsingborgs Varfs A/B—Hbg<br>361' 7" 47' 8" 19' 9"<br>331' 0" 47' 5"<br>Q78' F81' 1 dk & S dk<br>RW | M OSD<br><br>G.266360 B.241990<br><br>10W Der 1(15) | Oil 2SA 8Cy. 500×1100 mm<br>2950bhp<br>Burmeister & Wain |
| 510282<br>DDOZ<br><br>Df Esd<br>Rdr RT | **ELSTER**<br><br>**Argo Reederei R. Adler &**<br>**Söhne**<br>Bremen W. German<br><br>Now **SAMIOS** See New Entries No. 8 | 408<br>181<br>489<br>696<br>460<br>983 | <br><br>GL | 1958 Adler Werft G.m.b.H.—Bmn<br>195' 4" 29' 8" 8' 11"/12' 6"<br>177' 3" 29' 6" 16' 1"<br>P43' B25' F30' 1 dk & S dk | M Ref OSD/CSD Mchy.aft<br><br>G.42861 B.41372 In.1447<br>1 Ha (82½'×17')<br>4W Der 1(10) 4(3–5) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz |
| 510283<br>DH2272<br><br>Df Esd<br>Rdr RT | **ELSTER**<br><br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | 133<br>47<br>— | <br><br>DSRK | 1956 Schiffbau- u. Reparaturwerft—<br>Stralsund<br>86' 11" 22' 0" 11' 7"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br><br>Masch. Halberstadt |
| 510284<br>DCFE | **ELTERNSEGEN**<br><br>**Hermann Backs**<br>Haren/Ems W. German | 161<br>83<br>216 | <br><br>BV | 1928 A. F. v.d. Werff—Leeuwarden<br>*108·9'* 19' 8"<br>7' 0"<br>Q25' 1 dk<br>R | M | Oil 4SA 3Cy. 280×420 mm<br>165bhp NE36<br>Deutsche Werke A.G. |
| 510187<br>UNHB<br>M-16573 | **ELTON**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 2568<br>1349<br>3144 | | 1949 Crichton-Vulcan A/B—Åbo<br>297' 0" 42' 9" 18' 6½"<br>42' 7" 21' 5"<br>1 dk | S<br>4 Ho<br>G.148287<br>4 Ha (each 34'×19¾')<br>8W Der 8(4) | C 4Cy. (2) 14¾" & (2) 3<br><br>Crichton-Vulcan A/B |
| 510285<br>USVT<br>M-26892 | **ELTON**<br><br>**U.S.S.R.**<br>Murmansk Russian | 2288<br>965<br>1005 | | 1962 Volkswerft Stralsund—Stralsund<br>270' 4" 42' 9" 14' 5"<br>42' 7" 22' 0" | M Fish Carrier<br>3 Ho<br>In.61448<br>3 Ha (each 13'×9¾')<br>4W Der 4(2) | Oil 4SA 8Cy. 365×550 mm<br><br>Görlitzer Masch. |
| 542695<br><br>315420<br>Rdr<br>RTh | **ELTON GRIFFIN**<br><br>**McIlwraith, McEacharn Ltd.**<br>Melbourne British | 292<br>—<br>— | ✠100A1 CS 8/68<br>tug<br>✠LMC<br><br>MN288 EL (e)1 1/16"SQ | 1963–8 Adelaide Ship Const. Ltd.—Adl<br>117' 3" 30' 11" 12' 4½"<br>106' 9" 29' 4½" 14' 5"<br><br>4BH<br>rf 24" BK1½" WB118t | M Tug | Oil 4SA 8Cy. 12¾"×14<br>coupling & sr reverse<br>1440bhp<br>Ruston & Hornsby<br>2×55kW 220V d.c. |
| 510286<br>WE3993<br>264126<br>Df Gc<br>Rdr RT | **ELTON HOYT 2ND**<br><br>**Pickands, Mather & Co.**<br>Wilmington, Del United States | 11198<br>7665<br>— | <br><br>AB | 1952 Bethlehem Sparrows Pt. Shpyd—<br>Sp.Pt<br>*683·0'* 70' 2" 25' 1"<br>682' 9" 70' 0" 37' 0"<br>P94' F60' 1 dk len 57<br>RW<br>rf 3" | S Mchy.aft<br>5 Ho<br><br>21 Ha (stl) (each 11'×35') | 2 S Turb dr geared to sc.<br>7700shp<br>Bethlehem Stl Co. |
| 510287<br>UYYM<br>M-25237 | **ELVA**<br><br>**U.S.S.R.**<br>Tallinn Russian | 1296<br>583<br>1288 | | 1959 "Gheorghiu Dej" Shpyd—Bdp<br>244' 5" 37' 3" 13' 1½"<br>37' 1" 17' 7"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.66957<br>3 Ha (each 26½'×14¾')<br>7W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450<br>1000bhp<br>Lang Eng. Wks |

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| DHET<br>Df Esd<br>RTh | **ELVDIEK**<br>Partenreederei m/s "Elvdiek"<br>~~Paul Oehms~~ Paul Oehms<br>W. German<br>Hamburg | **424**<br>269<br>710 | GL | **1957** Schiffsw. W. Holst—Ham<br>170′ 6″ 29′ 8″ 11′ 3″<br>150′ 11″ 29′ 6″ 12′ 6″<br>P31′ F19′ 1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.31590 B.30018<br>2 Ha (47¾′, 28¾′×16½′)<br>Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×8, 4½kW 110V 9k |
| EDSH<br>Df Esd<br>RT | **ELVIÑA**<br>Antonio Iglesias Carrero<br>Spanish<br>Corunna | **262**<br>132<br>274 | BV<br>✠Classed LR until 5/65 | **1963–3** Astano S.A.—Frl<br>134′ 2″ 22′ 9″<br>115′ 8″ 22′ 5½″ 12′ 10″<br>P3′ F18′<br>rf 46″ BK5″ | M Trawler<br>2 Ha (each 3′×3′)<br>Der 1 | Oil 4SA 8Cy. 295×420 mm<br>900bhp<br>La Maquinista Terrestre y Mar. Bcl<br>11¾k |
| HPWY<br>Df Esd<br>Gc Rdr | **ELVIRA**<br>exOlav Asbjörn–61<br>exJutta Dan–56 exKingman–46<br>exJutta–41<br>**Red Sea Lines S.A.**<br>Panamanian<br>Panama | **1584**<br>846<br>2565 | ~~100A1~~ ~~SS 10/66~~<br>~~Str. nav. ice~~<br>~~LMC~~<br>~~EL q~~ | **1934** Helsingör Jernsk. & Msk.—Hsg<br>304′ 0″ 39′ 8″ 16′ 5¾″<br>287′ 2″ 39′ 6″ 17′ 8″<br>P&B221′ F35′ 1 dk<br>R 4BH<br>WB581t | S<br>G.162000 B.150000<br>10W Der 10(3) | C 4Cy. (2) $14\frac{15}{16}$″ & (2) 31½″×31½″ & LP turb with sr gearing & chain drive<br>1125ihp 475t (o.f)<br>Helsingör Jernsk. & Msk. Hsg<br>2 SB 210lb Spt hs(3999) 4cf 11k |
| | ~~IN PORT DAMAGED—CLASS SUSPENDED 8/69~~ **DAMAGED BY STRANDING 7/68—TO BE BROKEN UP** | | | | | |
| | **ELVIRA EISENSCHNEIDER**<br>Fischkombinat Rostock<br>E. German<br>Rostock | **991**<br>—<br>— | | **1966** Peene Werft—Wolgast<br>177′ 1″ 34′ 9″ 15′ 5″<br>… … …<br>1 dk | M Stern Trawler | Oil<br>1750bhp<br>Dieselmotorenwerk Ros<br>13½k |
| Df Esd<br>RT | **ELVIRITA C**<br>exArie Jr.–64<br>exNeeltje Maria–64<br>exErik Helleskov–62<br>**Organizacion Naviera & Pesquera Uruguaya S.A. (ONPUSA)**<br>Uruguayan<br>Montevideo | **111**<br>52<br>— | | **1960** Ørskovs Staalskibs—Fkn<br>84′ 0″ 19′ 8″<br>… … … | M Trawler | Oil 2SA 5Cy. 230×400 mm<br>Alpha-Diesel A/S Fkn |
| WQUE<br>Df Esd<br>Gc Pfd<br>Rdr | **ELWELL**<br>exOkinawa Bear–62<br>exChina Bear–62 exSirocco–47<br>**Battery Steamship Corp.**<br>James W. Elwell & Co. Inc.<br>United States<br>New York | **8212**<br>4889<br>10660 | AB | **1944** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 1″ 28′ 6⅞″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>rf nil | S<br>5 Ho 60¾′, 61′, 70′, 70′, 72½′<br>G.581000 B.540000<br>5 Ha (stl) (27′, 32½′, 36′, 30′, 30′×20′)<br>Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1749t (o.f)<br>General Electric Co. Lyn<br>3×300kW 240V d.c. 15½k |
| WPXF<br>Df Rdr<br>RTm | **ELWICK BAY**<br>exTorwood–59 exPlympton–48<br>exDartmeet–47 exNorrix–46<br>exEllen M.–36<br>Elwick Bay **Shipping Co. Ltd.**<br>British<br>Kirkwall | 262 ~~278~~<br>128 ~~137~~<br>315 | ✠LR class withdrawn—Owners' request 9/67 | **1930–10** J. Koster Hzn. De Gideon—Gro<br>122′ 0″ 23′ 2″ 8′ 11½″<br>117′ 1″ 23′ 0″ 9′ 7″<br>Q30′ B7′ 1 dk<br>R | M Mchy.aft<br>1 Ho 72′<br>G.16000 B.15350<br>1 Ha (stl) (5½′×8′)<br>2W Cr 1(2) | Oil 4SA 6Cy. 5½″×6″<br>416bhp NE65 13½t (d.o)<br>Caterpillar Tractor Co. Peoria<br>3×1¼, 1¼, ½kW 24V d.c. 9k |
| | **ELWINA McALLISTER**<br>McAllister **Bros. Inc.**<br>Wilmington, Del United States | **139**<br>94<br>— | | **1943** Equitable Eqpt. Co. Inc.—Madisonville<br>*75·9′* 23′ 2″<br>77′ 2″ 23′ 0″ 10′ 4″<br>1 dk<br>BK2½″ | M Tug | Oil 2SA 8Cy. 315×380 mm<br>560bhp 69t<br>National Supply Co. Phl |
| Df Esd<br>Rdr | **ELWOOD**<br>**Kelco Co. Inc.**<br>San Diego United States | **137**<br>100<br>90 | | **1937** ………………….S.Fo<br>87′ 0″ 28′ 0″ 3′ 6″<br>27′ 10″<br>1 dk | Wood TM<br>B.6400<br>1W | 2 Oil 4SA each 6Cy. 130×150 mm<br>280bhp<br>Hall-Scott Motor Car Co. Berkeley<br>7k |
| RTv | **ELY**<br>British Transport **Docks** Board<br>British<br>Cardiff | **1430**<br>595<br>1748 | ✠Classed LR until 9/61 | **1961–1** C. Hill & Sons Ltd.—Brs<br>228′ 2″ 45′ 1″ 14′ 7¼″<br>213′ 5″ 44′ 0″ 17′ 0″<br>Q62′ 1 dk<br>RW<br>rf nil | TM Grab Hopper Dredger Mchy.aft<br>1 Ho 103′<br>Cr 3(6) | 2 Oil 4SA each 6Cy. 10¼″×14½″ with flexible coupling & sr reverse gear<br>1570bhp 48t (d.o)<br>Ruston & Hornsby Lcn<br>2×50kW 220V d.c. 9¾k |
| GPSH<br>Df Esd<br>Gc Rdr<br>RTv | **ELYSIA**<br>**Anchor Line Ltd.**<br>British<br>Glasgow<br>Now **ARMANISTAN**<br>See New Entries **No. 1** | **6499**<br>3226<br>9680<br>**8726**<br>4558<br>11200 | **✠100A1**<br>DTsf—edible oil<br>**✠LMC**<br>MN1800 EL d†$2\frac{3}{16}$″SQ | **1965–3** Hawthorn Leslie (S.B.) Ltd.—Nwc<br>485′ 6″ 63′ 2″ 26′ 1¼″/28′ 5½″<br>452′ 0″ 63′ 0″ 39′ 0″<br>F43′ 1 dk & S dk, 3rd dk in Nos. 2, 3 & 4 holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB1942t incl. DTf905t | M OSD/CSD<br>5 Ho 56¼′, 42¾′, 29¼′ DT, 72′, 72′, 65¼′<br>G.603719 B.550104<br>5 Ha (stl) (31½′, 36′, 45′, 36′, 27′×22′)<br>16W Der 1(30) 16(10) | Oil 2SA 6Cy. 750×1600 mm<br>9000bhp 977t (hvf)<br>Fairfield-Rowan Ltd. Gls<br>AuxB 100lb (o.f) AuxB 120lb (ex.g)<br>4×240kW 440V 60c/s a.c. 16¼k |
| XCEL | **EMANCIPACION**<br>exTrujillo–37 exLake Ogden<br>**Transportes Maritimos y Fluviales S.C.L.**<br>Mexican<br>Vera Cruz | **2162**<br>1304<br>1282 | ✠Classed LR until 10/20<br>**BROKEN UP** | **1918–4** American S.B. Co.—Lorain<br>261′ 0″ 43′ 6″<br>43′ 4″<br>P25′ B64′ F23′ 1 dk<br>R | S<br>G.131000 B.122000<br>6W Der 6(3) | T 3Cy. 20″ 33″ & 54″×40″<br>(o.f)<br>American S.B. Co. Lorain |
| DGHM | **EMANUEL**<br>Hans Schilwe<br>Johs. Thode<br>Hamburg<br>W. German | **149**<br>~~95~~ 85<br>197 | GL | **1910** W. Mulder—Stadskanaal<br>*112·2′* 18′ 11″ 7′ 6″<br>8′ 2″<br>Q11′ 1 dk<br>R len 50 & 56 | M<br>1 Ho 73¾′<br>G.11000<br>1W | Oil 4SA 3Cy. 215×360 mm<br>100bhp NE37<br>Deutsche Werke A.G. Kel<br>6k |

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| **510301**<br>DEFX<br><br>Df Esd<br>RT | **EMANUEL II**<br><br>**Heinrich u. Berty Freisslich**<br>Johs. Thode<br>Bremen W. German | **495**<br>309<br>770 | | <br><br>GL | **1955** Rolandwerft G.m.b.H.—Bmn<br>183' 8" 27' 4" 11' 10"<br>12' 2"<br>P43' F25' 1 dk<br>RW<br>len 58 | M Mchy.aft<br>1 Ho 88½'<br>G.25400 B.23000<br>1 Ha (65½'×16½')<br>2W Der 2(1½–2½) | Oil 4SA 8Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| **640470**<br>SIJV<br>10486<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **EMANUEL HÖGBERG**<br>**Stockholms Rederi A/B**<br>**Svea**<br>Curt Högberg<br>Stockholm Swedish | **34872** ~~35048~~<br>19178 ~~18446~~<br>61100 ~~68000~~ | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3780 | <br><br><br><br>EL w†3¼"SQ | **1964**–5 Eriksbergs M/V A/B—Got<br>773' 10" 105' 9" 40' 1½"<br>740' 11" 105' 6" 53' 6"<br>P142' B39' F76' 1 dk<br>16BH<br>rf 4" WB14932t incl. 11106t in clean ballast tanks DTf2432t | M Tanker Mchy.aft<br>33 Ta<br>L.2427537 HeCls. BC<br><br>Der 2(10) 2(5) 2(1½) | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W<br>Eriksbergs M/V A/B<br>2WTAuxB primary 710lb<br>200lb<br>3×400, 396, 396kW 220/450V |
| **510302**<br>IMMA<br>110<br>Df Esd | **EMANUELA C.**<br>exVasco da Gama–58<br>**Soc. Sarda Armatoriale**<br>**Arbatax S.p.A.**<br>Olbia Italian | **499**<br>253<br>925 | <br><br>✠Classed LR until 6/62 | RI | **1958**–6 Est. Nav. do Mondego—Figueira<br>202' 8" 30' 8" 11' 6½"<br>183' 9" 30' 6" 13' 4"<br>P52' F35' 1 dk<br>RW<br>rf 4" | M Mchy.aft<br>1 Ho 147½'<br>G.40979 B.38010<br><br>3W Der 3(3) | Oil 4SA 6Cy. 330×600 mm<br>650bhp<br>N.V. Werkspoor |
| **510303**<br>IMME<br>108<br>Df Esd | **EMANUELE JUNIOR**<br>exJulius Fock–61<br>**Natale & Emanuele de Giosa**<br>Bari Italian | **381**<br>186<br>390 | | <br><br>RI | **1948** Howaldtswerke A.G.—Ham<br>*143·8'* 26' 5"<br>141' 9" 26' 3" 15' 6"<br>F21'<br>RW | M Trawler<br>2 Ho | Oil 4SA 6Cy. 370×500 mm<br>900bhp NE61<br>Ansaldo Stab. Mecc. |
| **510306**<br>PDXN<br><br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **EMBLA**<br><br>**N.V. Scheepv. Maats.**<br>**"Svea"**<br>Vereenigd Cargadoorskantoor<br>Amsterdam Netherland | **499**<br>273<br>— | ✠100A1<br>Ice Class 1<br>✠LMC<br><br>MN222 | SS 8/66<br><br><br><br>EL n 1 7/16"SQ | **1961**–8 Schps. "De Waal"—Zaltbommel<br>234' 0" 34' 2" 12' 7"<br>213' 5" 34' 0½" 20' 3"<br>F21' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4" WB496t | M OSD Mchy.aft<br>1 Ho 147½'<br>G.78500 B.74500<br>2 Ha (stl) (39½'×16½') (51¼'×19¾')<br>Cr 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1110bhp<br>Klöckner-Humboldt-Deutz<br>2×65kW 220V d.c.<br>Controllable pitch propeller |
| **510307**<br>OZDU<br><br>Df Esd<br>Pfd | **EMBLA**<br><br>**I/S Embla**<br>Rederiet Otto Danielsen<br>Copenhagen Danish | **299**<br>188<br>— | | <br><br>BV | **1962** Ørskovs Staalskibsværft—Fkn<br>157' 11" 28' 5" 10' 2½"<br>141' 9" 11' 4"<br>P36' B28' F26' 1 dk | M Mchy.aft<br>1 Ho 100'<br>G.25000 B.21750<br><br>2W Der 2(2) | Oil 2SA 5Cy. 230×400 mm<br>350bhp<br>Alpha-Diesel A/S |
| **510308**<br>LFWO | **EMBLA**<br><br>**Anton J. Misund**<br>Molde Norwegian | **145**<br>45<br>— | | | **1893** ......................Stangvik<br>98' 0" 21' 10"<br>... ... ... | Wood M Fishing Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br>240bhp NE52<br>Frederikshavns Jernst. & Ma |
| **510309**<br>TCUS<br>2035 | **EMEL**<br>exMeso–57 exKardesler–55<br>exKyle Queen–51<br>exCornish Coast–35 exVolana<br>**Zeki ve Ziya Sönmez Izzet**<br>**Kirtil**<br>Istanbul Turkish | **497**<br>295<br>782 | <br><br>✠Classed LR until 4/60 | | **1913–11** R. Williamson & Son—Wrk<br>181' 0" 27' 1" 13' 5"<br>... ... ...<br>Q103' B9' F22' 1 dk Well dk<br>R<br>BK7" | S Mchy.aft<br>1 Ho 35'<br>G.38000 B.36000<br><br>4W | T 3Cy. 14" 24" & 40"×27"<br><br>Ross & Duncan |
| **510310**<br>UUMJ<br>M-11935<br>Df Esd | **EMELIAN PUGACHEV**<br>Launched as Louis Agassiz<br>**U.S.S.R.**<br>Vladivostok Russian | **7202**<br>4218<br>10618 | | | **1943** Oregon S.B. Corp.—Pld<br>*422·8'* 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks | S<br>5 Ho<br>G.458104<br>5 Ha (33½', 34¾', 34¾', 34¾', 19¾'×19¾')<br>11W Der 1(15) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co. |
| **529524**<br>SZVG<br><br>Df Esd<br>Rdr | **EMERALD**<br>exRinaldo–67<br>**United Maritime Lines Corp.**<br>Piræus Greek | **4119** ~~2957~~<br>2464 ~~1407~~<br>~~4560~~ | ✻100A1 TD 4/68<br>with freeboard<br>✻LMC | ~~SS 6/64~~<br><br><br><br>EL w | **1946**–11 W. Gray & Co. Ltd.—Hpl<br>355' 6" 50' 0" ~~22' 6½"~~<br>335' 0" 49' 10" 32' 8"<br>F30' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 6" WB681t | S (3P) ~~OSB~~<br>5 Ho 51¾', 57½', 30', 47½', 47¼'<br>G.287963 B.266445<br>5 Ha (22¼'×16') (32½'×18') (20'×14½')<br>(27½', 20'×16')<br>10W Der 1(25) 2(10) 6(7) 2(5) | T 3Cy. 23" 38" & 63"×48"<br>2300ihp<br>Cen. Mar. Eng. Wks<br>2 SB 225lb Spt<br>3×30, 22½, 15kW 110V d.c. |
| **510311**<br>MPBW<br>184970<br>Pfd Rdr<br>RTm/h/v | **EMERALD**<br><br>**Gem Line Ltd.**<br>William Robertson Shipowners<br>Ltd.<br>Glasgow British | **1454**<br>714<br>1850 | ✠100A1<br><br>✠LMC<br><br>MN262 | SS 7/67<br><br><br><br>EL o | **1952**–6 Grangemouth Dkyd Co. Ltd.—<br>Gmh<br>241' 3" 38' 6" 14' 11½"<br>225' 0" 38' 0" 19' 6"<br>P60' Q152' F26' 1 dk<br>RW NS 4BH<br>rf 4" WB572t incl. DTf106t | M Mchy.aft<br>2 Ho 48½', 84½'<br>G.93160 B.90260<br>3 Ha (stl) (32'×20') (32', 32'×24')<br>3W Der 3(3) | Oil 2SA 7Cy. 340×570 mm<br>1310bhp<br>British Polar Engines Ltd<br>3×41kW 220V d.c. |
| **521860**<br>PDXQ<br><br>Df Rdr | **EMERALD ISLE**<br>exMalta–65 exRansel–57<br>exPhoenix–55<br>**N.V. Scheepvaartbedr.**<br>**"Gruno"**<br>Amsterdam Netherland | **399**<br>260<br>540 | <br><br>✻Classed BC until 11/49 | AB | **1941**–5 G. J. v.d. Werff's Scheeps.—<br>Westerbroek<br>156' 0" 26' 5" 10' 4"<br>144' 4" 26' 3" 10' 6"<br>P45' Q48' B33' F28' 1 dk<br><br>rf nil | M Mchy.aft<br>1 Ho 88½'<br>B.30000<br>2 Ha (each 32½'×16½') | Oil 4SA 6Cy.<br>360bhp<br>Appingedammer Brons |

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| [illegible]<br>PDXT<br>RT | **EMERALD TRADER**<br>exCawi-66 exAltho–57<br>exMarwit–55 exAlice–52<br>exPiet Hein–47 exFortschritt<br>exPiet Hein<br>**W. J. Oosterveld & N.V. Scheepvaartbedr. "Gruno"**<br>N.V. Scheepvaartbedr. "Gruno"<br>Amsterdam Netherland | **399**<br>204<br>435 | **BS✱**<br><br>**MBS** | Dr 5/64<br><br><br><br>CT363 C16 | **1939–2** N.V. Scheeps "Vooruitgang"—Foxhol<br>153′ 2″ 26′ 2″ 10′ 7″<br>141′ 6″ 26′ 0″<br>P39′ Q49′ F19′ 1 dk<br>R 3BH<br>WB147t | M Mchy.aft<br><br>G.27500 B.26000 | Oil 4SA 8Cy. 280×450 mm<br>400bhp NE43 25t<br>Humboldt-Deutzmot. Köln-Deutz<br>9½k |
| [illegible]<br>FNID | **EMERAUDE**<br>exEmeraude Bertin–60<br>exEmeraude–58<br>**Fétis & Cie.**<br>La Rochelle French | **130**<br>—<br>79 | | | **1949** Ziegler Frères—Dnk<br>*98·5′* 21′ 7″<br>… … … | M Trawler<br><br><br>3 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 300×480 mm<br>430bhp<br>Ziegler Frères Dnk<br>10½k |
| [illegible]<br>FTRB<br>1502<br>RTh | **EMERGO**<br>exPakistan–57 exHeiss<br>**Entreprise Courbot**<br>Marseilles French | **235**<br>66<br>130 | | GL | **1942** Norderwerft Köser & Meyer—Ham<br>*117·6′* 31′ 2″ 3′ 3½″<br>31′ 0″ 7′ 3″<br>1 dk<br>RW | TM Salvage Ship<br>2 Ho each 10′<br><br>2 Ha (stl) (each 10′×7′)<br>1W Cr 1(18) Der 2(5) | 2 Oil 4SA each 6Cy. 215×300 mm<br>400bhp 38½t (d.o)<br>Motorenw. Mannheim Mhm<br>2×75kW 220V 50c/s a.c. 8k |
| [illegible]<br>2FDV<br>[illegible]<br>Dl Esd<br>Gc Rdr<br>RTh | **EMERILLON**<br><br>**Papachristidis Tankers Ltd.**<br>Papachristidis Co. Ltd.<br>Hamilton, Bermuda British | **26968**<br>17172<br>42225 | **✠100A1**<br>oil tanker<br>**✠LMC**<br><br>MN3520 | SS 6/64<br><br><br><br>EL s†3″SQ | **1960–7** Davie S.B. Ltd.—Levis<br>710′ 1″ 96′ 4″ 36′ 8½″<br>680′ 0″ 95′ 11½″ 48′ 7″<br>P136′ B30′ F80′ 1 dk<br>RW 16BH<br>rf 4″ WB13186t incl. 8514t in clean ballast tanks DTf3308t | S Tanker Mchy.aft<br>33 Ta<br>L.1987568 HeCls. BC<br><br>Der 2(5) 2(3) 2(2) | 2 S Turb dr geared to sc. shaft<br>17600shp 4400t (o.f)–86pd<br>Westinghouse Elec. Corp. Phl<br>2WTB 710℔ Spt 624℔ sg 145℔<br>2×600kW 450V 60c/s a.c. 16k |
| [illegible]<br>UYXT<br>[illegible] | **EMETSK**<br><br>**U.S.S.R.**<br>Archangel Russian | **3455**<br>1817<br>4375 | | | **1962** Schiffswerft Neptun—Ros<br>341′ 10″ 47′ 4″ 21′ 7″<br>47′ 2″ 25′ 11″<br><br>9W Der 1(15) 6(3) 2(5) | M<br>4 Ho<br>G.199000<br>4 Ha (29¾′, 29¾′, 29¾ ×19¾′) (25½′×23′) | Oil 2SA 6Cy. 570×800 mm<br>5000bhp<br>Masch. Augsburg-Nürnberg Aug<br>13¾k |
| [illegible]<br>EELY | **EMIL**<br>exAlegria<br>**Enrique Fórmiga Clapés**<br>Barcelona Spanish | **195**<br>176<br>— | | | **1919** Antonio Mari—Torrevieja<br>*104·0′* 28′ 5″<br>… … … | Wood M | Oil 3Cy. 220×350 mm<br>150bhp (d.o)<br>7½k |
| [illegible]<br>DGHP | **EMIL**<br><br>**Petersen & Alpers**<br>Hamburg W. German | **105**<br>2<br>— | | len 36 | **1913** Johann Oelkers—Ham<br>*81·2′* 19′ 4″ 9′ 9″<br>10′ 6″<br>1 dk<br>R | S Tug | C 2Cy. 13¾″ & 26″×$17\frac{11}{16}$″<br>525ihp<br>Christiansen & Meyer Ham |
| [illegible]<br>DGGS<br>Dl Esd<br>RT | **EMIL B.**<br>ex Ch. Bohl–66 exArgonaut–64<br>**Hinrich Badewien**<br>Hamburg W. German | **422**<br>214<br>630 | | GL | **1957** Schiffsw. W. Holst—Ham<br>175′ 2″ 27′ 8″ 10′ 10″<br>159′ 4″ 27′ 7″ 11′ 2″<br>P43′ F31′ 1 dk<br>RW | M<br>1 Ho 106½′<br>G.30800 B.28500<br>2 Ha<br>3W Der 3(2) | Oil 4SA 6Cy. 290×420 mm<br>300bhp 31t<br>Masch. Kiel A.G. Kel<br>9½k |
| [illegible]<br>DKEE<br>Dl Esd<br>Gc Rdr<br>RTm | **EMIL BERGER**<br>exGenoa<br>**A. Zedler**<br>Lübeck W. German | **2289**<br>1254<br>3425 | | GL | Lch.**1942** Cmpl.**1951** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>290′ 4″ 44′ 3″ 17′ 0″<br>44′ 1″ 20′ 8″<br>P52′ B18′ F26′ 1 dk<br>R | M Mchy.aft<br>2 Ho 113′, 90¼′<br>G.157182 B.146076<br>4 Ha (29¼′, 31¼′, 31¼′, 27¼′×20′)<br>8W Der 4(5) 4(3–5) | Oil 4SA 6Cy. 320×480 mm<br>1280bhp NE64 180t (d.o)<br>Motorenw. Mannheim Mhm<br>10k |
| [illegible]<br>DCHW<br>Dl Esd | **EMIL FOX**<br><br>**Leerer Heringsfischerei G.m.b.H.**<br>Leer W. German | **336**<br>147<br>— | | GL | **1956** Jos. L. Meyer—Papenburg<br>141′ 9″ 25′ 5″ 11′ 5″<br>124′ 9″ 25′ 3″ 11′ 6″<br>P19′ Q22′ F27′ 1 dk<br>RW | M Trawler | Oil 4SA 6Cy. 320×480 mm<br>600bhp<br>Motorenw. Mannheim Mhm |
| [illegible]<br>L5451<br>Dl Esd<br>Pld Rdr<br>RT | **EMILE AVRY**<br><br>**Avry Frères**<br>Lorient French | **278**<br>136<br>— | | | **1966** S.I.C.C. Na.—St.M<br>109′ 0″ 25′ 5″<br>92′ 7″ 25′ 4″ 12′ 6″<br>1 dk | M Stern Trawler Mchy.aft<br>1 Ho<br><br>3 Ha (each 3¼′×3¼′) | Oil 4SA 12Cy. 159×203 mm<br>840bhp (d.o)<br>Caterpillar Tractor Co. Peoria<br>3×200kW 220V 12k |
| [illegible]<br>FNGM<br>Dl Esd<br>Gc Rdr | **ÉMILE DELMAS**<br><br>**Soc. Navale Delmas-Vieljeux**<br>La Rochelle French | **6711**<br>3630<br>8858 | | BV | **1959** At. & Ch. de Bretagne—Nts<br>443′ 1″ 59′ 2″ 27′ 1″<br>410′ 2″ 59′ 0¾″ 35′ 5″<br>1 dk & S dk<br>RW | M Ref OSD<br><br><br>5 Ha (27′×19½′) (36′, 36′, 38½′, 33¼′×23′)<br>Der 1(50) 1(35) | Oil 2SA 6Cy. 760×1550 mm<br>8070bhp Sulzer<br>N.V. Kon. Maats. "De Schelde" Fls<br>18k |
| [illegible]<br>TQTF<br>Dl Esd<br>Pld RT | **ÉMILE PRUNIER**<br><br>**Prunier**<br>Concarneau French | **124**<br>42<br>65 | | BV | **1958** At. & Ch. de la Manche—Dpe<br>90′ 3″ 20′ 10″ 11′ 3¾″<br>75′ 6″ 20′ 9″ 12′ 0″<br><br>RW | M Trawler<br><br><br>1 Ha (4′×4′)<br>Der 1(2½) | Oil 4SA 5Cy. 290×360 mm<br>350bhp 27t<br>Cie. de Const. Méc. St. Denis<br>10½k |

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| 510324<br>DIHX<br>Df Esd<br>RT | **EMILIA**<br>**Partenreederei m.s. "Emilia"**<br>A. Kirsten<br>Hamburg W. German | 299<br>158<br>506 | GL | **1958** Erste Donau Dampfschiff-Ges.—Korneuburg<br>161′ 5″ 26′ 0″ 8′ 7″<br>149′ 6″ 25′ 11″ 9′ 4″<br>Q94′ F16′ 1 dk | TM Mchy.aft<br>G.26465 B.24745<br>2 Ha (34½′, 31½′×14½′)<br>2W Der 2(1½) | 2 Oil 4SA each 6Cy. 250×[illegible]<br>300bhp<br>Motorenw. Mannheim |
| 538708<br>SPMZ<br>Esd Gc<br>RT | **EMILIA GIERCZAK**<br>exWda–63<br>**Polish Government**<br>Zasadnicza Szkola Rybolowstwa Morskiego<br>Swinoujscie Polish | 682<br>177<br>— | PR | **1957** Stocznia im. Komuny Paryskiej—Gdy<br>194′ 4″ 29′ 8″<br>176′ 7″ 29′ 6″ 16′ 3″ | S Trawler | C 4Cy. (2) 295 & (2) 590×540 mm<br>H. Cegielski<br>3×25, 25, 12kW 230V d.c. |
| 510326<br>EDNG<br>Esd | **EMILIA MARQUEZ**<br>**Vieira Gonzalez S.A.**<br>Vigo Spanish | 142<br>74<br>— | | **1944** Ast. Cardama—Vgo<br>*81-4′* 19′ 8″<br>... ... ... | M Fishing | Oil 2SA 4Cy. 295×420 mm<br>315bhp<br>La Maquinista Terrestre y Ma |
| 510327<br>SPNW<br>Df Esd<br>Gc Rdr | **EMILIA PLATER**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 6718<br>3672<br>10350 | PR | **1959** Stocznia Gdanska—Gdk<br>504′ 11″ 63′ 9″ 27′ 4½″<br>... ... ...<br>1 dk & S dk<br>RW | M (12P) OSD<br>5 Ho<br>G.636568 B.601006<br>5 Ha (24½′, 47½′, 40½′, 48′, 27½′×21½′)<br>18W Der 1(50) 1(25) 2(10) 14(5) 1(1½) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>N.V. Werkspoor<br>4×320, 320, 320, 80kW 220V d.c. |
| 651696<br>DUGU<br>211506<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EMILIA ROSELLO**<br>**Republic of the Philippines**<br>Manila Philippine | 17374<br>13213<br>27046 | AB | **1965** Osaka Zosensho—Osa<br>579′ 7″ 82′ 0″ 33′ 0½″<br>551′ 2″ 81′ 8″ 46′ 9″<br>P106′ F38′ 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho<br>B.1186000<br>7 Ha | Oil 2SA 6Cy. 740×1600 mm<br>9900bhp B&W<br>Mitsui Zosen |
| 510328<br>EBUC<br>Df Esd<br>RT | **EMILIA VIEIRA**<br>**Eliseo Cadaviz Moreira**<br>Vigo Spanish | 153<br>67<br>122 | BV | **1958** Maritima del Musel S.A.—Gijon<br>*82-0′* 19′ 2″<br>19′ 1″ 12′ 6″ | M Trawler<br>2 Ha (each 3½′×3½′) | Oil 4SA 6Cy. 230×330 mm<br>300bhp<br>Carmelo Unanue |
| 660202<br>EFJG<br>Df Esd<br>RT | **EMILIANO CABOT ALFONSO**<br>**Comercial Pesquera Sudatlantica S.L.**<br>Huelva Spanish | 251<br>102<br>249 | BV | **1965** Soc. Española de Const. Nav.—Cdz<br>117′ 4″ 23′ 9″ 9′ 10½″<br>105′ 0″ 23′ 7½″ 12′ 7″ | M Trawler | Oil 4SA 6Cy. 270×500 mm<br>825bhp Werkspoor<br>Naval-Stork-Werkspoor |
| 510330<br>IMNF<br>397 | **EMILIETTA**<br>**Alberto Wongher**<br>Leghorn Italian | 150<br>78<br>— | ~~RI~~– | **1947** Cant. Nav. Dalmazia & Versilia—Viareggio<br>101′ 7″ 23′ 6″<br>87′ 7″ 23′ 1″ 10′ 7″<br>1 dk | Wood M Fishing | Oil 4SA 4Cy. 320×420 mm<br>450bhp NE64<br>S.A. Ansaldo |
| 510331<br>ICEM<br>798<br>Rdr<br>RTm/h | **EMILIO**<br>exLagan–56 exRondane–51<br>exSaltnes–47<br>exHansestadt Lübeck–46<br>exLübeck–37<br>**Raimondo Rolando**<br>Naples Italian | 1595<br>965<br>3723 | **BROKEN UP** RI | **1925** Schiffs. v. H. Koch A.G.—Lbc<br>273′ 3″ 40′ 8″ 16′ 8½″<br>262′ 2″ 40′ 6″ 18′ 1″<br>P14′ Q77′ B69′ F32′ 1 dk<br>R | S Ref<br>2 Ho<br>G.118440 B.113790 In.128440<br>4 Ha<br>8W Der 2(6) 2(5) 2(3) | T 3Cy. 18½″ 29½″ & 47½″×[illegible]<br>900ihp<br>Lübecker Masch. Ges.<br>2×20, 10kW 110V |
| 510332<br>SXWU<br>1818 | **EMILY**<br>exLuciana Remar–61<br>exLuciana–54<br>**Dimitrios Argyreas & Nikolaos Papanikolaou**<br>~~Piraeus~~ Thessalonica Greek | 287<br>194<br>— | | **1946** Cant. A. Ceccheti—Civitanova Marche<br>121′ 4″ 28′ 4″<br>105′ 4″ 27′ 7″ 13′ 2″ | Wood M | Oil 4SA 6Cy. 265×410 mm<br>S.A. Ansaldo |
| 510334<br>WA4677<br>248262 | **EMILY BROWN**<br>**E. & B. Fishing Corp.**<br>Gloucester United States | 153<br>67<br>— | | **1944** W. A. Robinson Inc.—Ipswich, Mass<br>108′ 0″ 24′ 2″<br>106′ 6″ 24′ 0″<br>1 dk | Wood M Fishing<br>1 Ho 26½′<br>1 Ha (6½′×3½′) | Oil 4SA 6Cy. 330×406 mm<br>400bhp<br>Atlas-Imperial D.E. Co. |
| 510335<br>KIAB<br>243261<br>Df Esd | **EMILY DICKINSON**<br>**United States Department of Commerce**<br>Portland, Me United States | 7230<br>4439<br>10735 | AB | **1943** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>r 16″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.500000<br>5 Ha (33½′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Dominion Eng. Wks Ltd.<br>3×20kW 120V d.c. |
| 510336<br>3035<br>Df Esd<br>Gc Pfd | **EMIN**<br>exTurgut Reis exHizir Reis<br>**Arif Göksu ve Ortagi**<br>Istanbul Turkish | 424<br>233<br>— | | **1912** ...................... Hav<br>163′ 0″ 25′ 10″ 13′ 2″<br>154′ 10″ 25′ 8″ 14′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 4DA 6Cy. 240×360 mm<br>[illegible]<br>Deutsche u. Ausen |
| 510338<br>SIHO<br>10816<br>Df Esd<br>Pfd Rdr<br>RTm | **EMINENT**<br>Anders J. Kristensson<br>~~Anders Kristensson Partrederi~~<br>Rönnäng Swedish | 499<br>280<br>700 | ✠100A1 SS 5/68 ~~SS 3/64~~<br>✠LMC<br>MN100 EL g | **1959**–12 Schpsw. Ton Bodewes N.V.—Franeker<br>168′ 7″ 27′ 6″ 11′ 3″<br>154′ 2″ 27′ 3″ 11′ 5″<br>P37′ R dk fwd of P60′ F24′ 1 dk<br>RW 3BH<br>rf nil WB177t | M Mchy.aft<br>1 Ho 104½′<br>2 Ha (35½′, 37′×17½′)<br>Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>2×10kW 110V d.c.<br>Directional propeller |

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| **EMINÖNÜ**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 900<br>266<br>— | | 1966 Denizcilik Bankasi T.A.O.—<br>Camialti<br>190′ 11″ 55′ 9″ 9′ 6½″<br>173′ 11″ 47′ 7″ 15′ 1″<br>1 dk | M Ferry | 2 Oil 4SA each 6Cy. 300×450 mm<br>geared to sc. shaft<br>1040bhp<br>S.A. Fiat S.G.M. Tur |
| **EMIRGAN**<br>56 **Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 283<br>153<br>— | GL | 1951 L. Smit & Zoon—Kinderdijk<br>106′ 10″ 25′ 0″ 7′ 10½″<br>8′ 10″<br>1 dk | TM Ferry | 2 Oil 2SA each 6Cy. 220×360 mm<br>520bhp<br>Waggon & Maschb. Ham |
| **EMISSOLE**<br>444 **Quinci & Asaro**<br>Esd RT Trapani Italian | 125<br>57<br>— | | 1967 Cant. Nav. Mario Morini—Anc<br>… … … | Wood M Trawler Mchy.aft | Oil 4SA 4Cy.<br>300bhp<br>Ansaldo Stab. Mecc. Gen |
| **EMLAK**<br>**Suez Canal Authority**<br>Suez Egyptian (U.A.R.) | 825<br>392<br>— | ✠A1 SS 1/66<br>Suez Canal service<br>✠LMC<br>MN164 EL (m) 1¼″ | 1960–7 Orenstein-Koppel & Lbcr.<br>Masch.—Lbc<br>147′ 2″ 67′ 7″ 7′ 10½″<br>146′ 0″ 66′ 5″ 11′ 8″<br>1 dk<br>3BH<br>rf nil WB48t | TD-E Floating Crane | 2 Oil 4SA each 8Cy. 235×330 mm<br>820bhp driving 2 gen. each 280kW<br>460V d.c. connected to 2 elec. motors<br>each 349shp 26t<br>Masch. Augsburg-Nürnberg Aug<br>Directional propellers 5k |
| **EMMA**<br>DGHS<br>**Klaus & Andreas Hamann**<br>Hamburg W. German | 158<br>79<br>187 | | 1931 Gebr. van Diepen—Waterhuizen<br>*111·5′* 19′ 10″<br>7′ 7″<br>Q24′ 1 dk<br>R len 37 | M | Oil 4SA 3Cy. 290×420 mm<br>180bhp NE42<br>Deutsche Werke A.G. Kel |
| **EMMA**<br>DGHX exZeemeeuw exSan Hendrik<br>exHaabet<br>**Jonny Kl. Toborg**<br>Hamburg W. German | 139<br>77<br>217 | GL | 1918 G. J. v.d. Werff—Hgz<br>*109·5′* 17′ 4″<br>7′ 9″<br>Q12′ 1 dk<br>R len 34 & 50 | M | Oil 2SA 3Cy. 210×320 mm<br>120bhp NE53<br>Hanseatische Mot. Ges. Ham |
| **EMMA BAKKE**<br>**Skibs A/S Marie Bakke**<br>Dl Esd Knut Knutsen O.A.S.<br>Gc Rdr Haugesund Norwegian | 6442<br>3436<br>8750 | NV | 1962 A/B Götaverken—Got<br>490′ 0″ 65′ 2″ 25′ 9½″<br>450′ 0″ 65′ 0″ 29′ 0″<br>1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>rf 6″ | M Ref OSD<br>6 Ho<br>G.589000<br>6 Ha (25½′, 34½′, 37′, 37′, 37′,<br>23¼′×18½′)<br>8W Cr 2(3) Der 1(40) 6(10) 12(5) | Oil 2SA 7Cy. 760×1500 mm<br>8750bhp<br>A/B Götaverken Got<br>3×400kW 220V d.c. 17k |
| **EMMA FERNSTRÖM**<br>**A/B A. K. Fernströms**<br>Dl Esd **Granitindustrier**<br>Gc Phl Eric K. Fernström<br>Rdr RTv Karlshamn Swedish | 19433 ~~19697~~<br>11504 ~~11884~~<br>32280 | ✠100A1 ~~SS 7/64~~<br>oil tanker SS 12/67<br>✠LMC<br>MN2300 EL o†2¾″SQ | 1960–4 Öresundsvarvet A/B—Lkr<br>657′ 10″ 80′ 9″ 37′ 2¼″<br>616′ 8″ 80′ 6″ 47′ 6″<br>P107′ B31′ F92′ 1 dk<br>15BH<br>rf 1″ WB2644t | M Tanker Mchy.aft<br>30 Ta<br>L.1400000 HeCls. BC | Oil 2SA 10Cy. 760×1500 mm<br>11500bhp 1938t (hvf)–39pd<br>A/B Götaverken Got<br>2AuxB 180℔ e(ex.g) 180℔<br>4×240, 240, 240, 165kW 220V d.c. |
| **EMMA JOHANNA**<br>DARJ<br>Alfred C. **Toepfer**<br>Dl Esd **Schiffahrtsges. m.b.H.**<br>Gc Phd Hamburg W. German<br>Rdr<br>RTm/v | 14653<br>9927<br>20866 | GL | 1960 Rheinstahl Nordseewerke—Emd<br>*551·6′* 69′ 8″ 33′ 3″<br>69′ 6½″ 49′ 3″<br>3 dks<br>len & deepened 65 | M (11P) Mchy.aft<br>5 Ho 53′, 102¼′, 59¼′, 60¼′, 105′<br>G.1025082 B.1009695<br>6 Ha (stl) (36¾′×26¼′) (33¾′, 33¾′,<br>33¾′×28¾′) (36¾′, 36¾′×26¼′)<br>Der 14(5–10) 1 (3) | Oil 2SA 6Cy. 750×1320 mm<br>7200bhp (hvf)<br>Borsig A.G. Bln<br>3×240/160kW 380V 50c/s a.c. 14¾k |
| **EMMA MÆRSK**<br>OYEM<br>**A/S D/S Svendborg &**<br>Dl Esd **D/S af 1912 A/S**<br>Gc Rdr A. P. Möller, Copenhagen<br>RT Copenhagen Danish | 36831<br>23290<br>63730 | ✠100A1<br>oil tanker<br>✠LMC<br>MN4000 EL x†3⅜″SQ | 1964–4 Kockums M/V A/B—Mmo<br>775′ 0″ 109′ 3″ 41′ 5¼″<br>745′ 5″ 109′ 0″ 53′ 3″<br>P133′ B41′ F81′ 1 dk<br>11BH<br>rf 5″ WB13718t incl. 10342t in clean ballast tanks DTsf1462t | S Tanker Mchy.aft<br>17 Ta<br>L.2635000 | 2 S Turb dr geared to sc. shaft<br>20000shp Stal-Laval 4746t (o.f)<br>Kockums M/V A/B Mmo<br>2WTB 700℔ Spt 860°F. 630℔ hs25210<br>sg 164℔ 17k |
| **EMMA METHENITIS**<br>exTransamerica–67<br>exThorshall–60<br>Dl Esd **Emma Navigation Corp.**<br>Gc Rdr ~~Monrovia~~ Greek ~~Liberian~~<br>RTm/h/v Piræus | 3623<br>2039<br>6080 | NV | 1948 Burntisland S.B. Co. Ltd.—Bnt<br>387′ 6″ 53′ 6″ 23′ 8¾″<br>53′ 4″ 34′ 6″<br>F32′ 1 dk & S dk<br>RW | M (12P) OSD<br>4 Ho 63′, 50¾′, 64¼′, 61¼′<br>G.379050 B.340370<br>4 Ha (35′, 30′, 35′, 35′×20′)<br>12W Der 1(30) 3(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp 876t (hvf)<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>3×110kW 220V d.c. 14½k |
| **EMMA RETZLAFF**<br>DDQJ exSeefahrer–60<br>**Dr. Erich Retzlaff**<br>Dl Esd Bremen W. German<br>Rdr<br>RTm/h | 1537<br>849<br>2321 | GL | 1958 Schiffb. Unterweser—Bhn<br>251′ 3″ 38′ 7″ 17′ 5½″<br>38′ 5″ 18′ 10″<br>Q139′ F25′ 1 dk<br>RW | M<br>2 Ho 70¾′, 78¾′<br>G.108732 B.102816<br>2 Ha (stl) (51¼′, 57¾′×21¾′)<br>Der 4(3–5) 4(3) | Oil 4SA 8Cy. 385×580 mm<br>1530bhp (d.o)<br>Masch. Kiel A.G. Kel<br>3×70, 70, 40kW 230V d.c. 12k |
| **EMMA SOPHIE**<br>OXSP exPinafore–67<br>**Arne B. Olsen Partrederi**<br>Esbjerg Danish | 118<br>52<br>— | | 1960 Nordsøværftet—Ringkøbing<br>89′ 11″ 20′ 11″<br>… … … | M Trawler | Oil 2SA 3Cy.<br>Grenaa Motorfb. Grenå |

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| 542696<br>300167<br>Df Esd<br>Pfd Rdr<br>RT | **EMMA WOOD**<br>exGranton Kestrel-63<br>exTeresa Watterston-58<br>**George Wood (Abdn) Ltd.**<br>G. R. Wood<br>Aberdeen British | 197<br>67<br>— | ✠100A1 SS 6/65<br>trawler<br>✠LMC<br>MN108 EL I | 1957-3 Livingston & Co.—Pet<br>*107·4'* 23' 2"<br>103' 0" 23' 0" 12' 0"<br>Q58' F20'<br>RW 4BH<br>rf 45" BK7½" WB5t | M Trawler | Oil 4SA 6Cy. 10½"×14½"<br>540bhp<br>Ruston & Hornsby |
| 510351<br>DJNO<br>Df Esd | **EMMALIES**<br>exAnnemarie-61 exNoordster<br>**Hermann Funk**<br>Zerssen & Co.<br>Hamburg W. German | 248<br>132<br>330 | GL | 1918 W. Rubertus—Gro<br>126' 11" 22' 2" 9' 10"<br>10' 8"<br>Q21' F13' 1 dk<br>R conv sailing ship — len 51 | M<br>G.18500 B.17100<br>2 Ha (31½', 34½'×11½')<br>Der 2(1) | Oil 4SA 6Cy. 215×360 mm<br>195bhp NE51<br>Masch. Kiel A.G. |
| 510352<br>SXWT<br>49 | **EMMANOUEL**<br>**Emm. Tsalapatakis**<br>Samos Greek | 150<br>106<br>— | | 1960 ......................Greece<br>85' 3" 27' 7"<br>80' 8" 27' 5"<br>1 dk | Wood M | Oil 4SA 2Cy.<br>Axelos |
| 526235<br>SYFY<br>2149<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EMMANUEL M.**<br>exOlga-66 exToronto City-63<br>exLeena Dan-56<br>**Astro Naciente Cia. Nav. S.A.**<br>Piræus Greek | 4663<br>2539<br>5705 | ~~100A1~~ ~~SS 8/66~~<br>~~with freeboard~~<br>~~Str. nav. ice~~<br>~~LMC~~<br>~~EL ×~~<br>~~STRANDED 12/67~~<br>**WRECKED 12/67** | 1949-2 Cmpl. 1947 Lch. Boele's Schps. & Mach.—Bolnes<br>Cmpl. by Aalborg Værft—Abg<br>392' 5" 50' 1" 23' 5"<br>362' 6" 50' 0" 31' 8"<br>F37' 2 dks<br>RW 4BH to U dk 3 to 2nd dk<br>WB1717t incl. DTm808t | S CSD<br>G.315200 B.280800<br>14W Der 1(25) 1(15) | C 4Cy. (2) 19 1/16" & (2)<br>LP turb with dr gearing &<br>coupling<br>3000ihp NEmade<br>Burmeister & Wain<br>3WTB 227lb Spt |
| 539155<br>6ZZK<br>2738<br>Df Esd<br>Gc Pfd<br>Rdr | **EMMANUEL MARCOU**<br>exWillowpool-67<br>**Ocean Tramp Tankers Corp. S.A.**<br>Monrovia Liberian | 6070<br>3359<br>—<br>8539<br>5550<br>12950 | ✠100A1 SS 5/65<br>strengthened for heavy cargoes<br>✠LMC<br>MN1000 EL d†2 3/16"SQ | 1960-3 A/B Finnboda Varf.—Skm<br>486' 7" 61' 8" —/29' 11½"<br>441' 9" 61' 6" 39' 6"<br>P27' F51' 1 dk & S dk<br>7BH to S dk 1 to 2nd dk<br>rf 4" WB3825t incl. Tunnel tanks 386t DTma1155t TwDf314t | M OSD/CSD<br>G.659600 B.580900<br>12W Der 12(5) | Oil 2SA 6Cy. 630×1300 mm<br>5000bhp Götaverken<br>A/B Finnboda Varf<br>2AuxB (1 o.f 1 ex.g) 120lb |
| 517521<br>OYGK<br>Esd RT | **EMMY ELIN**<br>exJörgen Steen-64<br>exFrema-52 exQuo Vadis<br>**Harald Flyvbjerg**<br>Korsør Danish | 100<br>67<br>— | | 1924 N.V. Noord Ned. Schps.—Gro<br>*98·5'* 16' 7"<br>16' 5"<br>1 dk<br>R | Aux Mchy.aft | Oil 2SA 3Cy. 200×340 mm<br>NE—<br>Alpha-Diesel A/S |
| 510354<br>PDXS<br>Df Esd<br>RT | **EMMY-S.**<br>**B. J. Swiers & Mrs. Swiers-Mooibroek**<br>"Carebeka" N.V.<br>Groningen Netherland | 500<br>303<br>700 | BV | 1957 Scheepswerf Bijlholt—Foxhol<br>173' 10" 27' 10" 11' 1½"<br>155' 10" 27' 7" 11' 4"<br>1 dk<br>RW | M Mchy.aft<br>2 Ha (34½', 43½'×16½')<br>Der 2(2) | Oil 4SA 7Cy. 290×450 mm<br>395bhp<br>Appingedammer Brons. |
| 660411<br>CLEI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EMPERADOR**<br>**Republica de Cuba (Flota Cubana de Pesca)**<br>Havana Cuban | 705<br>378<br>— | BV | 1965 Ast. de Cadagua—Bbo<br>181' 3" 29' 7" 12' 3½"<br>... ... ...<br>1 dk | M Trawler Mchy.aft<br>3 Ha (each 5½'×5½') | Oil 4SA 9Cy. 300×450 mm<br>1300bhp<br>Masch. Augsburg-Nürnberg |
| 671375<br>PDXY<br>Df Esd<br>Rdr RTv | **EMPIRE**<br>**J. Damhof Jr.**<br>Delfzijl Netherland | 489<br>256<br>1115 | | 1967 Schps. & Rep. Gebr. Sander—Dzl<br>210' 11" 33' 9" 12' 6½"<br>190' 2" 33' 5½" 20' 2"<br>1 dk & S dk | D-E OSD Mchy.aft<br>G.78200 B.70500<br>2 Ha (57½', 36'×19½')<br>3W Der 3(3) | Oil 2SA 12Cy.<br>driving 3 gen. 15, 15,<br>connected to elec. motor<br>Appingedammer Brons.<br>1×10kW 220V d.c. |
| 510359<br>169078 | **EMPIRE ACE**<br>exDiligent-61 exEmpire Ace<br>**Secretary of State for Defence**<br>London British | 249<br>—<br>— | ✠ | 1942-12 Cochrane & Sons Ltd.—Sel<br>111' 8" 28' 5" 12' 4½"<br>88' 0" 24' 9" 12' 6"<br>rf 16" BK2" | S Tug | T 3Cy. 15" 25" & 42"<br>Amos & Smith Ltd. |
| 510365<br>MPSC<br>165260<br>RT | **EMPIRE FRED**<br>**Secretary of State for Defence**<br>London British | 234<br>—<br>— | ✠100A1 ~~SS 6/64~~<br>tug TD 10/68<br>✠LMC<br>EL (d) | 1942-11 A. Hall & Co. Ltd.—Abn<br>112' 10" 27' 1" 11' 7"<br>105' 0" 27' 0" 12' 6"<br>3BH<br>BK7½" WB29t | S Tug | T 3Cy. 16" 25" & 42"<br>900ihp<br>A. Hall & Co. Ltd.<br>SB 200lb hs(2740) |
| 510366<br>MVRF<br>187492<br>Df Gc<br>Rdr RT | **EMPIRE FULMAR**<br>**Ministry of Transport**<br>British India Steam Nav. Co. Ltd.<br>London British | 4262<br>2276<br>— | ~~✠100A~~ ~~SS 5/66~~<br>~~with fbd Non-perishable cargoes Coasting service also to Mauritius & Rodriguez & in the South Pacific tropical zone Shell & weather dks to be specially examined annually~~<br>~~✠LMC~~ **TO BE BROKEN UP**<br>~~MN090~~ ~~EL (v)1½"~~ | 1945-11 Davie S.B. Ltd.—Levis<br>347' 6" 55' 1" 12' 2½"<br>319' 2" 54' 0" 27' 0"<br>1 dk, pt 2nd dk, 3rd dk clear of mchy.space<br>RW 1BH to U dk 2 to 2nd dk<br>rf nil WB2198t incl. DTsf1797t DTa215t | TS Ferry (105P) Mchy.aft<br>Bow doors<br>1 Ho 224'<br>2 Ha (48'×12') (26'×14')<br>2W Der 2(15) | T 8Cy. (2) 18½"<br>5500ihp<br>Canadian Pacific Ry Co<br>2WTB 225lb<br>2×120kW 220V d.c. |

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| **EMPIRE GANNET**<br>MKKZ exTromso–56<br>**Ministry of Transport**<br>Dl Gc British India Steam Nav. Co.<br>Rdr Ltd.<br>RTm London British | 4260<br>2284<br>— | ~~✠100A– SS 6/66~~<br>~~with fbd Non-perishable cargoes Coasting service also to Mauritius & Rodriguez & in the South Pacific tropical zone Shell & weather dks to be specially examined annually~~<br>~~✠LMC~~<br>~~MN990~~<br>~~EL (v)1½" ptWI ptSQ~~<br>TO BE BROKEN UP | 1945–3 Harland & Wolff Ltd.—Bel<br>347′ 6″ 55′ 3″ 12′ 2″<br>322′ 9″ 54′ 0″ 27′ 0″<br>1 dk, pt 2nd dk, 3rd dk clear of mchy. space<br>R 1BH to U dk 2 to 2nd dk<br>rf nil WB2201t incl. DTsf1802t DTa209t | TS Ferry (111P) Mchy.aft<br>Bow doors<br>1 Ho 224′<br>2 Ha (48′×12′) (26′×14′)<br>2W Der 2(15) | T 8Cy. (2) 18½″ (2) 31″ & (4) 38½″×30″<br>5500ihp 1150t (o.f)<br>Lobnitz & Co. Ltd. Rnf<br>2WTB 225℔ hs10650<br>4×60kW 220V d.c. 10k |
| **EMPIRE GREBE**<br>MVOT<br>**Ministry of Transport**<br>Dl Gc British India Steam Nav. Co.<br>RTm Ltd.<br>London British | 4251<br>2322<br>— | ~~✠100A– SS 3/65~~<br>~~with fbd Non-perishable cargoes Coasting service also to Mauritius & Rodriguez & in the South Pacific tropical zone Shell & weather dks to be specially examined annually~~<br>~~✠LMC~~<br>~~EL (v) 1½" ptSQ~~<br>TO BE BROKEN UP | 1945–7 Fairfield S.B. & Eng. Co. Ltd.—Gls<br>347′ 6″ 55′ 1″ 12′ 2½″<br>330′ 0″ 54′ 0″ 27′ 0″<br>1 dk, pt 2nd dk, 3rd dk clear of mchy. space<br>R 1 BH to U dk 2 to 2nd dk<br>rf nil WB2156t incl. DTsf1801t DTa214t | TS Ferry (105P) Mchy.aft<br>Bow doors<br>1 Ho 224′<br>2 Ha (48′×12′) (26′×14′)<br>2W Der 2(15) | T 8Cy. (2) 18½″ (2) 31″ & (4) 38½″×30″<br>5500ihp 1150t (o.f)<br>Blairs Ltd. Gls<br>2WTB 225℔ hs10650<br>4×60kW 220V d.c. 10k |
| **EMPIRE GUILLEMOT**<br>MVRL<br>**Ministry of Transport**<br>Dl Gc British India Steam Nav. Co.<br>Rdr Ltd.<br>RTm London British | 4253<br>2295<br>— | ~~✠100A= SS 11/63~~<br>~~with fbd Non-perishable cargoes Coasting service also to Mauritius & Rodriguez & in the South Pacific tropical zone Shell & weather dks to be specially examined annually~~<br>~~✠LMC~~<br>~~MN990 EL (v) 1½"~~<br>TO BE BROKEN UP | 1945–11 Davie S.B. & R. Co. Ltd.—Lauzon<br>347′ 6″ 55′ 1″ 12′ 2½″<br>319′ 2″ 54′ 0″ 27′ 0″<br>1 dk, pt 2nd dk, 3rd dk clear of mchy.space<br>RW 1 BH to U dk 2 to 2nd dk<br>rf nil WB2198t incl. DTsf1797t DTa215t | TS Ferry (98P) Mchy.aft<br>Bow doors<br>1 Ho 224′<br>2 Ha (48′×12′) (26′×14′)<br>2W Der 2(15) | T 8Cy. (2) 18½″ (2) 31″ & (4) 38½″×30″<br>5500ihp 1150t (o.f)<br>Canadian Pacific Rly Co. Mtl<br>2WTB 225℔ hs12512<br>2×120kW 220V d.c. 10k |
| **EMPIRE GULL**<br>MVRO **Board of Trade Sea Transport Branch**<br>Dl Gc British India Steam Nav. Co.<br>Rdr Ltd.<br>RTm London British | 4258<br>2303<br>— | ✠100A– SS 8/66<br>with fbd Non-perishable cargoes Coasting service also to Mauritius & Rodriguez & in the South Pacific tropical zone Shell & weather dks to be specially examined annually<br>✠LMC<br>MN990 EL (v) 1½" | 1945–10 Davie S.B. Ltd.—Levis<br>347′ 6″ 55′ 1″ 12′ 2½″<br>319′ 2″ 54′ 0″ 27′ 0″<br>1 dk, pt 2nd dk, 3rd dk clear of mchy.space<br>RW 1 BH to U dk 2 to 2nd dk<br>rf nil WB2198t incl. DTsf1797t DTa215t | TS Ferry (105P) Mchy.aft<br>Bow doors<br>1 Ho 224′<br>2 Ha (48′×12′) (26′×14′)<br>2W Der 2(15) | T 8Cy. (2) 18½″ (2) 31″ & (4) 38½″×30″<br>5500ihp 1150t (o.f)<br>Canadian Pacific Rly Co. Mtl<br>2WTB 225℔ hs12512<br>2×120kW 220V d.c. 10k |
| **EMPIRE KITTIWAKE**<br>MVQL<br>**Ministry of Transport**<br>Dl Gc British India Steam Nav. Co.<br>Rdr Ltd.<br>RTm London British | 4258<br>2294<br>— | ~~✠100A– SS 7/66~~<br>~~with fbd Non-perishable cargoes Coasting service also to Mauritius & Rodriguez & in the South Pacific tropical zone Shell & weather dks to be specially examined annually~~<br>~~✠LMC~~ TO BE BROKEN UP<br>~~MN990 EL (v)1½"~~ | 1945–7 Davie S.B. Ltd.—Levis<br>347′ 6″ 55′ 1″ 12′ 2½″<br>319′ 2″ 54′ 0″ 27′ 0″<br>1dk, pt 2nd dk, 3rd dk clear of mchy. space<br>RW 1BH to U dk 2 to 2nd dk<br>rf nil WB2198t incl. DTsf1797t DTa215t | TS Ferry (111P) Mchy.aft<br>Bow doors<br>1 Ho 224′<br>2 Ha (48′×12′) (26′×14′)<br>2W Der 2(15) | T 8Cy. (2) 18½″ (2) 31″ & (4) 38½″×30″<br>5500ihp 1150t (o.f)<br>Canadian Pacific Rly Co. Mtl<br>WTB 225℔ hs12512<br>2×120kW 220V d.c. 10k |
| **EMPIRE NORDIC**<br>GVGB<br>**Ministry of Transport**<br>Gc Rdr Atlantic Steam Nav. Co. Ltd.<br>RT London British | 4295<br>2348<br>2300 | ~~✠A1~~<br>~~with fbd For service U.K. & Eire (excluding west coast of Ireland) also to & from the Baltic & Mediterranean~~<br>~~✠LMC~~<br>~~MN990 EL (v) 1½"SQ~~<br>TO BE BROKEN UP | 1945–6 Blyth D.D. & S.B. Co. Ltd.—Bly<br>347′ 6″ 55′ 0″ 10′ 6½″<br>319′ 4″ 54′ 0″ 27′ 0″<br>1 dk, pt 2nd dk, 3rd dk clear of mchy. space<br>RW 1BH to U dk 2 to 2nd dk<br>rf nil WB1986t incl. DTsf1800t | TS Ferry (12P) Mchy.aft<br>Bow doors<br>1 Ho 215′<br>1 Ha (stl) (26′×15′)<br>2W Der 2(15) | T 8Cy. (2) 18½″ (2) 31″ & (4) 38½″×30″<br>5500ihp 1150t (o.f)<br>Walker Bros. (Wigan) Ltd. Wigan<br>2WTB 225℔ hs(10650)<br>4×60kW 220V d.c. 10k |
| **EMPIRE PETREL**<br>MVQX<br>**Ministry of Transport**<br>Dl Gc British India Steam Nav. Co.<br>Rdr Ltd.<br>RTm London British | 4251<br>2336<br>— | ~~✠100A– SS 6/64~~<br>~~with fbd Non-perishable cargoes Mediterranean, Red Sea & Persian Gulf coasting service Shell & weather dks to be specially examined annually~~<br>~~✠LMC~~<br>~~MN990 EL (v)1½"~~<br>TO BE BROKEN UP | 1945–10 Canadian Vickers Ltd.—Mtl<br>347′ 6″ 55′ 1″ 12′ 2½″<br>319′ 2″ 54′ 0″ 27′ 0″<br>1dk, pt 2nd dk, 3rd dk clear of mchy.space<br>RW 1BH to U dk 2 to 2nd dk<br>rf nil WB2198t incl. DTsf1797t DTa215t | TS Ferry Mchy.aft<br>Bow doors<br>1 Ho 224′<br>2 Ha (48′×12′) (26′×14′)<br>2W Der 2(15) | T 8Cy. (2) 18½″ (2) 31″ & (4) 38½″×30″<br>5500ihp 1150t (o.f)<br>Canadian Vickers Ltd. Mtl<br>2WTB 225℔ hs12512 10k<br>2×120kW 220V d.c. |
| **EMPIRE PIERROT**<br>exSt. Patrick–65<br>exEmpire Pierrot–48<br>RT **Port Authority of Trinidad & Tobago**<br>Port of Spain British | 232<br>—<br>148 | ✠Classed LR until 7/48 | 1943–10 A. Hall & Co. Ltd.—Abn<br>112′ 10″ 27′ 1″ 10′ 11½″<br>26′ 11″<br>R<br>BK7½″ | S Tug | T 3Cy. 16″ 25″ & 42″×27″<br>900ihp 78t (o.f)<br>A. Hall & Co. Ltd. Abn<br>1×4kW 110V d.c. 9k |

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| 510379<br>MCBM<br>165844<br>RT | **EMPIRE ROACH**<br>**Progressive Trading Agency**<br>~~**Ministry of Transport**~~<br>Newcastle British | 716<br>268<br>454 | ✠100A1 SS 1/65<br>with fbd For Government<br>service<br>✠LMC<br>EL (I) 1½" | 1942-10 Swan, Hunter & Wghm Rchdsn<br>—Nwc<br>187' 8" 40' 2" 9' 1½"<br>178' 9" 40' 0" 15' 0"<br>1 dk<br>RW 4BH<br>rf 6" WB91t incl. DTf43t | S Ferry Mchy.aft<br>1 Ho 82½'<br>G.29580 B.27440<br>1 Ha (25½'×12')<br>1W Der 1(25) | T 3Cy. 12" 19" & 31"×21"<br>700ihp<br>Swan, Hunter & Wghm Rchdsn<br>2 SB 180lb hs(2564) 4cf<br>2×10kW 110V d.c. |
| 510380<br>GDPD<br>180224<br>RT | **EMPIRE ROSA**<br>**Secretary of State for Defence**<br>S. Shields British | 292<br>—<br>— | ✠100A1 SS 7/67<br>tug<br>✠LMC<br>EL (e) | 1946-4 Blyth D.D. & S.B. Co. Ltd.—Bly<br>123' 6" 27' 7" 12' 9½"<br>115' 0" 27' 6" 13' 6"<br>3BH<br>BK7" WB46t incl. DTf13t | S Tug | T 3Cy. 15" 25½" & 42"×27"<br>850ihp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>SB 200lb hs(2400) 3cf |
| 510382<br>MVQB<br>187502<br>Df Gc<br>Rdr<br>RTm | **EMPIRE SKUA**<br>**Ministry of Transport**<br>British India Steam Nav. Co. Ltd.<br>London British | 4260<br>2289<br>— | ~~✠100A SS 6/62~~<br>~~with fbd Non-perishable cargoes Coasting service also to Mauritius & Rodriguez & in the South Pacific tropical zone Shelt & weather dks to be specially examined annually~~<br>~~✠LMC~~<br>~~MN990 EL (v) 1½"~~<br>~~SURVEYS OVERDUE 6/66~~<br>TO BE BROKEN UP | 1945-9 Yarrows Ltd.—Esquimalt<br>347' 6" 55' 1" 12' 2½"<br>319' 2" 54' 0" 27' 0"<br>1 dk, pt 2nd dk, 3rd dk clear of mchy.space<br>RW 1 BH to U dk 2 to 2nd dk<br>rf nil WB2197t incl. DTsf1797t DTa214t | TS Ferry (105P) Mchy.aft<br>Bow doors<br>1 Ho 224'<br>2 Ha (48'×12') (26'×14')<br>2W Der 2(15) | T 8Cy. (2) 18½" (2) 31" &<br>5500ihp<br>Dominion Bridge Co. Ltd.<br>2WTB 225lb hs(1265)<br>2×120kW 225V d.c. |
| 510384<br>GCDP<br>181546<br>Df Esd<br>Gc Pfd<br>RT | **EMPIRE STAR**<br>Launched as Empire Mercia<br>**Lamport & Holt Line Ltd.**<br>Blue Star Line Ltd.<br>London British | 11085<br>6679<br>11400 | ✠100A1 SS 8/66<br>with freeboard<br>✱LMC<br>✠Lloyd's RMC<br>EL i† | 1946-12 Harland & Wolff Ltd.—Bel<br>540' 6" 70' 6" 29' 7½"<br>512' 11" 70' 0" 43' 5"<br>P64' B196' F68' 2 dks & S dk, 4th dk in Nos. 2 & 3 holds<br>R Coll BH to S dk 7 to 2nd dk<br>rf 6" WB3291t incl. Tunnel tanks 1651t | TM (12P) Ref OSD<br>6 Ho 77', 79½', 68', 59½', 51', 45½'<br>G.270950 B.239370 In.443159<br>6 Ha (18,' 31½', 22½', 19½', 22½', 17'×18')<br>20W Der 1(50) 4(10) 8(7) 9(5) | 2 Oil 2DA each 8Cy.<br>exhaust 400 mm<br>16000bhp<br>Harland & Wolff Ltd.<br>2AuxB 100lb<br>4×330kW 220V d.c. |
| 510385<br>KGWB<br>248212<br>Df Esd<br>Gc Rdr<br>RT | **EMPIRE STATE**<br>exSparkling Wave-46<br>**Global Bulk Transport Inc.**<br>New York United States | 8263<br>4962<br>10390 | AB | 1945 Moore D.D. Co.—Oakland<br>459' 9" 63' 2" 27' 8"<br>435' 0" 63' 0" 31' 6"<br>B79' 3 dks<br>RW<br>rf nil | S (8P)<br>5 Ho 67½', 61½', 70', 70', 72½'<br>G.606860 B.537850<br>5 Ha (27', 32½', 35', 30', 30'×19½')<br>12W Der 2(30) 4(10) 10(5) | 2 S Turb dr geared to sc. sh<br>6600shp<br>General Electric Co.<br>3×500, 300, 300kW 230V d.c. |
| 650655<br><br><br>Df Esd<br>Gc Rdr | **EMPIRE STATE IV**<br>exHenry Gibbins exBiloxi<br>**United States Department of Commerce**<br>United States | 12069<br>6577<br>5278 | AB | 1943 Ingalls S.B. Corp.—Pascagoula<br>*464·7'* 69' 8" 25' 6½"<br>465' 0" 69' 6" 45' 6"<br>B&F369' 4 dks<br>rf nil | S<br>4 Ho<br>B.103000<br>4 Ha | 2 S Turb dr geared to sc. sh<br>9350shp<br>General Electric Co. |
| 510386<br>MVPP<br>187503<br>Df Gc<br>RTm | **EMPIRE TERN**<br>**Ministry of Transport**<br>British India Steam Nav. Co. Ltd.<br>London British | 4254<br>2277<br>— | ~~✠100A SS 9/64~~<br>~~with fbd Non-perishable cargoes Coasting service also to Mauritius & Rodriguez & in the South Pacific tropical zone Shelt & weather dks to be specially examined annually~~<br>~~✠LMC~~<br>~~MN990 EL (v) 1½"~~<br>TO BE BROKEN UP | 1945-5 Canadian Vickers Ltd.—Mtl<br>347' 6" 55' 1" 12' 2½"<br>319' 2" 54' 0" 27' 0"<br>1dk, pt 2nd dk, 3rd dk clear of mchy. space<br>RW 1BH to U dk 2 to 2nd dk<br>rf nil WB2198t incl. DTsf1797t DTa215t | TS Ferry (105P) Mchy.aft<br>Bow doors<br>1 Ho 224'<br>2 Ha (48'×12') (26'×14')<br>2W Der 2(15) | T 8Cy. (2) 18½" (2) 31" &<br>5500ihp<br>Canadian Vickers Ltd.<br>2WTB 225lb hs(1251)<br>2×120kW 220V d.c. |
| 510387 | **EMPIRE VINCENT**<br>**Government of Thailand**<br>Bangkok Thai | *274*<br>—<br>— | ✠Classed LR until 11/46 | 1944-1 Cochrane & Sons Ltd.—Sel<br>111' 8" 26' 7"<br>... ... ... | S Tug | T 3Cy. 15" 25" & 42"×27"<br>Amos & Smith Ltd. |
| 510389<br>PKGV<br><br>Esd | **EMPOH**<br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 514<br>246<br>715 | | 1954 Schiffs. A. Pahl—Ham<br>*167·0'* 29' 7"<br>164' 0" 29' 6" 12' 2"<br>P94' F25' 1 dk | M Mchy.aft | Oil 4SA 6Cy. 305×380 mm<br>Enterprise Eng. Co. |
| 640543<br>VLJY<br>327553<br>Df Esd<br>Gc Rdr<br>RTv | **EMPRESS OF AUSTRALIA**<br>**Australian Coastal Shipping Commission**<br>Hobart British | 12035<br>6624<br>2880 | ✠100A1<br>for service between Sydney, N.S.W. and Tasmanian ports<br>✠LMC<br>MN2700 EL e†2½"SQ | 1965-1 Cockatoo Dks & E. Co. Pty—Syd<br>445' 0" 70' 7" 20' 0½"<br>404' 1" 70' 0" 41' 6"<br>B144' 2 dks<br>RW Coll BH to U dk 9 to 2nd dk<br>rf 18" WB791t | TM Ferry (250P)<br>2 Ho 29½', 31½' | 2 Oil 2SA each 10Cy.<br>13500bhp<br>Masch. Augsburg-Nürnberg<br>2AuxB (1 o.f 1 ex.g)<br>4×600kW 415V 50 c/s a.c.<br>Thw. thrust contr. pitch |
| 510393<br>GHLA<br>302597<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EMPRESS OF CANADA**<br>**Canadian Pacific Railway Co.**<br>Canadian Pacific Steamships Ltd.<br>London British | 25780<br>13458<br>9400 | ✠100A1 ~~CS 4/66~~<br>tunnel centre tanks—<br>vegetable oil CS 11/68<br>✠LMC<br>✠Lloyd's RMC<br>MN6000 EL s†2¾"SQ | 1961-3 Vickers-Armstrongs (S.B.) Ltd.<br>—Nwc<br>~~650' 0"~~ 86' 9" 29' 0" 650' 0" (incl.BB)<br>600' 0" 86' 6" 48' 0"<br>B&F583' UprB465' 3 dks, 4th dk clear of mchy. space<br>RW Coll BH to U dk 10 to 2nd dk<br>rf 6" DK fwd WB2491t | TS (1125P) Ref<br>5 Ho 54', 54', 54', 51', 66'<br>In.16171<br>5 Ha (stl) (17½'×15½') (24½'×17½') (11½'×13½')(14½'×11½')(14½'×20½')<br>Der 2(10) 10(5) | 6 S Turb dr geared to 2 sc.<br>30000shp<br>Vickers-Armstrongs<br>3WTB 690lb<br>AuxB 200lb<br>5×1500, 1500, 800, 800 |

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| **EMPRESS OF ENGLAND**<br>**Canadian Pacific Railway Co.**<br>Canadian Pacific Steamships Ltd.<br>London<br>British | **24467**<br>13196<br>8910 | ✠100A1 CS 12/64<br>tunnel side tanks—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN6000 EL s†2⅛"SQ | 1957–3 Vickers-Armstrongs (S.B.) Ltd.—Nwc<br>640′ 0″ 85′ 4″ 29′ 0″<br>600′ 0″ 85′ 0″ 48′ 0″<br>B&F579′ UprB490′ 3 dks, 4th dk clear of mchy. space<br>RW Coll BH to U dk 10 to 2nd dk<br>rf 6″ DK fwd WB2804t incl. Tunnel tanks 512t | TS (1068P) Ref<br>5 Ho 54′, 54′, 57′, 60′, 57′<br>In.44142<br>6 Ha (stl) (17¾′×15¾′) (25¼′×18′) (20′×17¼′) (14¾′×10¾′) (14¾′×11¾′) (13¾′×17¼′)<br>Der 2(10) 10(5) | 6 S Turb dr geared to 2 sc. shafts<br>30000shp Parsons 2650t (o.f)<br>Vickers-Armstrongs (Eng.) Ltd. Brw<br>3WTB 690℔ Spt 850° F. hs55130<br>AuxB 200℔ sg 140℔<br>5×1500, 1500, 500, 500, 500kW 225V d.c.<br>21k |
| **EMPREZA**<br>**Empreza Polycultura S.A.**<br>Bahia<br>Brazilian | **113**<br>73<br>— | | 1935 C. Lühring—Brake<br>*80·4′* 18′ 1″<br>… … …<br>R | Aux Mchy.aft | Oil 4SA 3Cy. 210×300 mm<br>Motorenw. Mannheim Mhm |
| **EMPURRA**<br>**Lisnave, Est. Nav. de Lisboa**<br>Lisbon<br>Portuguese | **104**<br>19<br>— | BV | 1967 Lisnave, Est. Nav. de Lisboa—Lis<br>77′ 2″ 21′ 5″ 8′ 10″<br>… … … | M | Oil 4SA 8Cy. 300×450 mm<br>1190bhp<br>Wilton Fijenoord Sch<br>10k |
| **EMS**<br>**Schepers Rhein-See Linie**<br>Duisburg<br>W. German | **424**<br>221<br>570 | GL | 1961 Gutehoffnungshütte A.G.—Walsum<br>177′ 10″ 30′ 7″ 9′ 1″<br>158′ 5″ 30′ 6″ 10′ 0″<br>P43′ F25′ 1 dk | M Mchy.aft<br>1 Ho 91¾′<br>G.28475 B.27492<br>1 Ha (88½′×19½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 235×330 mm<br>300bhp<br>Masch. Augsburg-Nürnberg Aug<br>9½k |
| **EMS ORE**<br>**Transatlantic Bulk Carriers Inc.**<br>Monrovia<br>Liberian | **8200**<br>4668<br>20005 | AB | 1959 Schlieker-Werft Willy H. Schlieker K.G.—Ham<br>546′ 0″ 74′ 1″ 30′ 10½″<br>516′ 10″ 73′ 10″ 40′ 2″<br>P112′ F65′ 1 dk<br>RW<br>rf nil | M Ore Carrier Mchy.aft<br>4 Ho<br>10 Ha (stl) | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W 1960t<br>Frd. Krupp A.G. Essen |
| **EMSLAND**<br>exJakob Oorburg–62<br>**Rudolf Kötter**<br>~~Schulte & Bruns~~<br>Haren/Ems<br>W. German | **400**<br>251<br>525 | BS✳ TD 7/68 ~~SS 6/64~~<br>MBS✳<br>CT364 C16 | 1947–12 Bodewes Scheeps.—Martenshoek<br>153′ 2″ 26′ 1″ 11′ 0″<br>142′ 0″ 26′ 0″<br>P41′ Q47′ F19′ 1 dk<br>RW 3BH<br>WB146t | M Mchy.aft<br>1 Ho 83¼′<br>G.30000 B.27500<br>2 Ha (31½′, 32¼′×16½′)<br>2W Der 2(2) | Oil 4SA 7Cy. 290×450 mm<br>420bhp 45t (d.o)<br>Appingedammer Brons. Apg<br>2×3kW 48V a.c. 9½k |
| **EMSLAND**<br>**"Ems" A.G.**<br>Emden<br>W. German | ~~174~~ 153<br>~~100~~ 66<br>— | GL | 1967 C. Cassens Schiffsw.—Emd<br>117′ 5″ 21′ 4″ 5′ 1″<br>100′ 0″ 20′ 4″ 7′ 6″<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 12Cy. 175×205 mm<br>1100bhp<br>Maybach-Mercedes-Benz Friedrichshafen |
| **EMSSTEIN**<br>**Norddeutscher Lloyd**<br>Bremen<br>W. German | ~~2699~~ 2785<br>~~1408~~ 1447<br>4860 | GL | 1951 Bremer Vulkan—Vgk<br>392′ 4″ 50′ 3″ 21′ 0¾″<br>50′ 1″ 31′ 8″<br>F67′ 1 dk & S dk<br>RW<br>rf 2″ | M (2P) OSD<br>6 Ho 41½′, 55¾′, 63′, 57¾′, 39¼′, 23½′<br>G.357635 B.323890<br>6 Ha (23′, 35½′, 39¼′, 34′, 23½′×15¾′) (7¾′×9¾′)<br>12W Der 1(30) 12(3–5) 1(1) | Oil 2DA 5Cy. 600×1100 mm<br>4000bhp 560t (d.o)<br>Bremer Vulkan Vgk<br>4×100, 100, 100, 15kW 220V d.c. 15k |
| **EMSTANK 6**<br>**Schulte & Bruns**<br>Emden<br>W. German | **414**<br>211<br>591 | GL | 1962 Schulte & Bruns—Emd<br>168′ 11″ 28′ 4″ 8′ 6″<br>157′ 5″ 28′ 2½″ 9′ 10″<br>B39′ F19′ 1 dk | M Tanker Mchy.aft | Oil 4SA 8Cy. 220×280 mm<br>585bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×18kW 400V 50 c/s a.c. |
| **EMSTANK 7**<br>**Schulte & Bruns**<br>Emden<br>W. German | **104**<br>60<br>244 | GL | 1963 Schulte & Bruns—Emd<br>111′ 6″ 18′ 9″ 6′ 1″<br>104′ 11″ 18′ 8″ 7′ 3″<br>1 dk<br>rf nil | M Tanker Mchy.aft | Oil 4SA 8Cy. 130×170 mm<br>200bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×24kW 24V d.c. |
| **EMSTANK 10**<br>**Schulte & Bruns**<br>Emden<br>W. German | **146**<br>81<br>— | GL | 1966 J. Diedrich—Oldersum<br>114′ 9″ 21′ 4″ 6′ 11¾″<br>104′ 11″ 20′ 4″ 7′ 9″<br>P21′ 1 dk | M Tanker Mchy.aft | Oil 4SA 12Cy. 135×160 mm<br>199bhp<br>Klöckner-Humboldt-Deutz Kln |
| **EMSWORTH**<br>**Stephenson Clarke Shipping Ltd.**<br>~~Stephenson Clarke Ltd.~~<br>London<br>British | **1784**<br>929<br>2540 | ✠100A1 SS 9/66<br>✠LMC<br>MN230 EL q | 1950–12 Burntisland S.B. Co. Ltd.—Bnt<br>267′ 0″ 38′ 3″ 17′ 2″<br>253′ 6″ 38′ 0″ 18′ 8″<br>Q139′ F26′ 1 dk<br>RW NS 5BH<br>rf 3″ WB771t | M Mchy.aft<br>4 Ho 38′, 44′, 44′, 44′<br>G.125730<br>4 Ha (stl) (26′×22′) (26½′, 26½′, 26½′×24′)<br>1W Der 1(2) | Oil 2SA 8Cy. 340×570 mm<br>1150bhp 42t (d.o)<br>British Polar Engines Ltd. Gls<br>2×39kW 220V d.c. 11k |
| **EN GEDI**<br>~~Zim Israel Navigation Co. Ltd.~~<br>~~Haifa~~<br>~~Israel~~<br>Zim and Transport Commercial Company<br>Haifa<br>Israel | **23537**<br>14760<br>33444 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN2240 EL p†2⅛"SQ | 1964–7 "Navalmeccanica" Cant. Nav.—Castellammare<br>~~643′ 0″~~ 88′ 10″ 35′ 0″ 643′ 0″ (incl.BB)<br>610′ 3″ 88′ 7″ 50′ 6″<br>P106′ F41′ 1 dk<br>11BH<br>WB14810t Incl. Comb. btm & side tanks in holds 6185t Topside tanks in holds 5004t DTf363t | M Bulk Carrier Mchy.aft<br>7 Ho 43¼′, 86¼′, 51½′, 66½′, 53¾′, 86½′, 42′<br>7 Ha (29½′, 59′ comb., 40′, 49½′, 40′, 59′ comb., 29½′×41½′)<br>Der 2(5) 2(2) | Oil 2SA 8Cy. 750×1320 mm<br>11200bhp (hvf)<br>S.A. Fiat S.G.M. Tur<br>AuxB (o.f) 100℔<br>AuxB (ex.g) 128℔<br>3×400kW 450V 60c/s a.c. |
| **ENA**<br>exClyneforth–66 exThika–51<br>exEmpire Minnow–49<br>**John S. Latsis**<br>Piræus<br>Greek | **262**<br>—<br>— | BS✳ SS 3/63<br>tug<br>MBS✳<br>MN180 EL (d)<br>**SURVEYS OVERDUE 3/67** | 1943–2 Scott & Sons—Bwg<br>114′ 0″ 30′ 1″ 14′ 0″ (aft)<br>105′ 0″ 30′ 0″ 13′ 6″<br>3BH<br>rf 7″ WB29t | S Tug | T 3Cy. 16½″ 27″ & 46″×30″<br>1032ihp 90t (o.f)<br>Plenty & Son Ltd. Nby<br>SB 200℔ hs(2720) ND 11k |

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| 510405<br><br>196569 | **ENA K**<br>exBetty K. II–60<br>**Vagabondia Voyages Ltd.**<br>Nassau British | 375<br>213<br>— | | ……………………U.S.A<br>*158·5′* 23′ 2″<br>23′ 0″<br>1 dk | TM | 2 Oil each 24Cy. 110×125 mm<br>General Motors Corp. |
| 510406<br>UQUB<br>M-21282 | **ENAKIEVO**<br><br>**U.S.S.R.**<br>Zhdanov Russian | 1989<br>984<br>2540 | | 1953 Stocznia Gdanska—Gdk<br>285′ 5″ 40′ 0″ 17′ 9″<br>39′ 10″ 19′ 0″<br>1 dk<br>RW | S Ore Carrier Mchy.aft<br>4 Ho<br>G.116433<br>4 Ha (23½′×18′) (25½′, 25½′, 27½′×26′)<br>8W Der 8(3) | C 4Cy. (2) 370 & (2) 800×90<br><br>Z.U.T. Zgoda |
| 510407<br>SMQA<br>9480<br>Df Esd<br>Gc Rdr<br>RTv | **ENAREN**<br><br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish | 2882<br>1412<br>4440 | ✠100A1 SS 5/67<br>Str. nav. Ice<br>✠LMC<br>✠Lloyd's RMC<br>MN720 EL v 1⅞″SQ | 1954–4 Orenstein-Koppel & Lbcr. Masch.<br>—Lbc<br>362′ 3″ 48′ 10″ 21′ 1⅞″<br>333′ 1″ 48′ 7″ 30′ 10″<br>P19′ F39′ 1 dk & S dk<br>Coll BH to S dk 5 to 2nd dk<br>rf 4″ WB830t incl. Tunnel tanks 230t | M Ref OSD<br>4 Ho 62½′, 74′, 54′, 51½′<br>G.296662 B.269291 In.7050<br>4 Ha (34½′, 48½′, 29½′, 27½′×20½′)<br>10W Der 1(40) 1(25) 4(7½) | Oil 2SA 6Cy. 700×1200 mm<br>3600bhp<br>Masch. Augsburg-Nürnberg<br>3×120kW 220V d.c. |

Now **GOLDEN SWAN** See New Entries No. 5

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| 517735<br>SWLX<br><br>Rdr RTv | **ENARXIS**<br>exJuno–67<br>**P. Callikis and others**<br>Piræus Greek | 969<br>520<br>1332 | ~~✠100A1 SS 6/68 SS 8/64~~<br><br>~~✠LMC~~<br><br>~~STRANDED 12/68 EL m~~ | 1949–8 C. Hill & Sons Ltd.—Brs<br>223′ 10″ 33′ 4″ 13′ 10½″<br>210′ 0″ 33′ 3″ 14′ 4″<br>Q140′ F21′ 1 dk<br>RW 3BH<br>WB289t | M Mchy.aft<br>1 Ho 137½′<br>G.68820 B.64167<br><br>4W Der 1(10) | Oil 2SA 5Cy. 340×570 mm<br>815bhp<br>British Polar Engines Ltd. |

**DAMAGED BY STRANDING 12/68—TO BE BROKEN UP**

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| 510409<br>MVDZ<br>301071<br>Df Esd<br>Rdr RT | **ENCORE**<br>**Selco (Singapore) Ltd.**<br>~~**Secretary of State for Defence**~~<br>~~London British~~<br>Singapore Singapore | 780<br>1<br>— | ✠100A1 SS 5/62<br>tug<br>✠LMC<br><br>EL (J) 1½″ | 1945–5 Cochrane & Sons Ltd.—Sel<br>174′ 4″ 34′ 7″ 15′ 8½″<br>160′ 0″ 34′ 0″ 16′ 6″<br>F72′<br>4BH<br>BK8″ WB119t incl. DTsf59t | S Tug | T 3Cy. 18″ 29½″ & 49″×36″<br>1100ihp<br>C. D. Holmes & Co. Ltd.<br>2 SB 220lb hs(4300) |

**LAID UP—SURVEYS OVERDUE 5/66**

Now **SALVALIANT** See New Entries No. 8

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| 510410<br>PKGX<br><br>Esd | **ENDE**<br><br>**Republik Indonesia**<br>P. T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 545<br>311<br>600 | | 1953 G. Renck, Jr. K.G.—Ham<br>*164·9′* 29′ 8″<br>152′ 6″<br>P87′ F22′ 1 dk<br>RW | M Mchy.aft<br><br>G.41100 B.36900<br>2 Ha (each 34½′×17′)<br>4W Der 2(5) 2(3) | Oil 4SA 6Cy. 305×380 mm<br>350bhp<br>Enterprise Eng. & Fdry Co. |
| 510411<br>WV8612<br>248022<br>Df Esd | **ENDEAVOR**<br><br>**The Ambrose Co.**<br>San Diego United States | 427<br>168<br>— | | 1945 Campbell Machine Co.—San Diego<br>142′ 0″ 29′ 7″<br>29′ 5″<br>1 dk | Wood M Fishing<br><br>In.15400<br>8 Ha<br>1W | Oil 2SA 6Cy. 405×520 mm<br>840bhp<br>Union Diesel Eng. Co. |
| 642251<br>CYWK<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENDEAVOUR**<br><br>**Government of Canada (Minister of National Defence)**<br>Ottawa Canadian | 1496<br>603<br>— | <br>235′ 8″(incl.BB)<br>✠Classed LR until 1/67 | 1965–3 Yarrows Ltd.—Vic<br>~~235′ 8″~~ 38′ 7″<br>207′ 4″ 38′ 6″ 20′ 0″<br>F33′ 1 dk, 2nd dk except in mchy. space<br>rf 36″ | TD-E Oceanographic Ship | 2 Oil 2SA each 9Cy. 8½″×<br>driving 2 gen. each<br>connected to 2 elec.<br>1450shp Fairbanks Mor<br>Canadian Locomotive Co. Lt<br>1×140kW 750V d.c. |
| 672327<br><br>326936 | **ENDEAVOUR**<br><br>**Laurence Sweeney Fisheries Ltd.**<br>W. L. Sweeney<br>Yarmouth Canadian | 183<br>82<br>— | | 1966 A. F. Theriault & Son—Meteghan<br>*95·4′* 24′ 4″<br>… … …<br>1 dk | Wood M Fishing | Oil 10Cy. 5¾″×7¼″<br>800bhp<br>Fairbanks, Morse & Co. |
| 510412<br>WA4712<br>242023<br>Df Gc<br>Rdr RT | **ENDERS M. VOORHEES**<br><br>**United States Steel Corp. Great Lakes Fleet**<br>New York United States | 10294<br>6439<br>17600 | <br><br>AB | 1942 Gt. Lakes Eng. Works—River Rouge<br>639′ 6″ 67′ 2″ 24′ 0″<br>623′ 3″ 67′ 0″ 35′ 0″<br>F54′ 1 dk<br>RW<br>rf 3″ | S Mchy.aft<br>3 Ho<br>G.514386<br>18 Ha (stl) (each 11′×43½′) | 2 S Turb dr geared to sc. sh<br>4400shp<br>De Laval S. Turb. Co. |
| 510413<br>LAYY<br><br>Esd | **ENDRE DYRÖY**<br><br>**Georg Loköy and others**<br>Bergen Norwegian | 166<br>74<br>— | | 1956 Eidsvik Skipsbyggeri—Uskedal<br>110′ 2″ 22′ 4″<br>83′ 9″ 21′ 11½″ 11′ 0″<br>1 dk len 59 | M Fishing Mchy.aft | Oil 2SA 5Cy. 280×420 mm<br>500bhp NE64<br>Wichmann Mtrf. |
| 510414<br>LAMJ<br><br>Df Esd<br>Gc Rdr<br>RT | **ENDURO**<br><br>**Skibs A/S Orenor**<br>Torvald Klaveness<br>Oslo Norwegian | 17818<br>10812<br>23870 | ✠100A1 CS Dr 1/66<br>ore or oil carrier—upper<br>DTf—latex<br>✠LMC<br>MN1700 EL m†2¹¹⁄₁₆″SQ | 1952–8 Fairfield Co. Ltd.—Gls<br>638′ 0″ 80′ 4″ 30′ 7½″<br>602′ 11″ 80′ 0″ 43′ 0″<br>P125′ B36′ F61′ 1 dk<br>RW 11BH<br>WB1364t incl. DTf874t | M Ore/Oil Carrier Ref Mchy.aft<br>pt special quality steel<br>17 Ta<br>L.804742 HeCls. BC<br>G.411600 In.7360<br>4W Der 4(5) | Oil 2SA 6Cy. 750×2500 mm<br>8000bhp Doxford<br>Fairfield Co. Ltd.<br>3AuxB 120lb |
| 510415 | **ENDYMION**<br>exSanta Rita–48<br>**Stag Shipping Lines Inc.**<br>Puerto Cortes Honduran | 287<br>172<br>— | | 1944 New Jersey S.B. Co.—Barber<br>*159·0′* 23′ 2″<br>… … …<br>1 dk | TM | 8 Oil 2SA each 8Cy.<br>geared to 2 sc. shafts<br>General Motors Corp. |

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| 510417<br>EAGE<br>Df | **ENECURI**<br>exManuchu-54<br>**Cia. Naviera Vascongada**<br>Spanish<br>Bilbao | 3205<br>1963<br>5450 | ✠Classed LR until 1/65 | **1921–1** W. Hamilton & Co. Ltd.—P.Gl<br>342′ 4″ 48′ 9″ 20′ 6¾″<br>333′ 6″ 24′ 3″<br>P31′ B97′ F30′ 1 dk<br>R | S<br>G.236683 B.219868<br>1W Der 3(10) 8(5) | T 3Cy. 24″ 40″ & 65″×45″<br>632t (o.f)<br>D. Rowan & Co. Ltd. Gls<br>8½k |
| 510419<br>OWW | **ENÉE**<br>**Union des Remorqueurs de l'Ocean**<br>French<br>Bordeaux | 140<br>0<br>— | BV | **1943** Equitable Eqpt Co.—N.Os<br>*81·2′* 23′ 0″<br>… … … | M Tug | Oil 4SA 8Cy. 305×380 mm<br>700bhp 25t<br>Enterprise Eng. & Fdry Co. S.Fo<br>9k |
| 510420<br>ILDE<br>855 | **ENEO**<br>exCarlo Magno-59<br>exCarlo-56 exG. D'Henry<br>**Soc. Rimorchiatori Napoletani**<br>Itallan<br>Naples | 102<br>11<br>— | **BROKEN UP** RI | **1910** F. Parodi—Pegli<br>84′ 6″ 20′ 2″<br>77′ 0″ 20′ 0″ 11′ 11″ | Wood S Tug | C 2Cy. 19″ & 35″×16″<br>434ihp Emade86fitted10<br>Guppy Nap<br>1×1kW 110V d.c. |
| 512207<br>SPUF<br>11726<br>Df Esd<br>Gc Rdr<br>RT | **ENERGETYK**<br>**Polish Government**<br>Polish Steamship Co.<br>Polish<br>Szczecin | 7751<br>4016<br>12345<br>**10875**<br>6218<br>14145 | PR | **1965** Stocznia Szczecinska—Szn<br>512′ 8″ 67′ 0″ 26′ 10″/29′ 3″<br>66′ 10″ 37′ 5″<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>5 Ho<br>G.744663 B.684947<br>5 Ha (stl) (42′×29½′) (43′, 43′, 43′, 43′×21′)<br>4W Der 1(30) 2(5) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>H. Cegielski Poz<br>3×320, 320, 200kW 400V a.c. 16k |
| 600161<br>UVHC<br>M-1906 | **ENERGICHNIJ**<br>**U.S.S.R.**<br>Russian<br>Riga | 533<br>—<br>250 | | **1956** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157 1″ 32′ 9″ 11′ 10″<br>139′ 9″ 14′ 5″ | S Tug | T 3Cy. 16$\frac{9}{16}$″ 27$\frac{9}{16}$″ & 45$\frac{3}{16}$″×27$\frac{9}{16}$″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| 510423<br>LWO<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h/v | **ENERN**<br>**Thor Dahls Hvalfangerselskap & A/S Örnen**<br>A/S Thor Dahl<br>Norwegian<br>Sandefjord | 908<br>277<br>— | NV | **1952** Moss Værft & Dokk A/S—Moss<br>210′ 0″ 33′ 2″<br>186′ 7″ 33′ 0″<br>1 dk<br>RW | M Whaler | Oil 2SA 6Cy. 545×785 mm<br>2700bhp (d.o)<br>Nordberg Mfg Corp. Milwaukee<br>2×130kW 220V d.c. |
| 510424<br>THBP<br>Gc Pld<br>Rdr | **ENEZ EUSSA**<br>**Département du Finistère (Service Maritime Départemental)**<br>French<br>Brest | 299<br>118<br>— | BV | **1961** Ch. de la Perrière—Lorient<br>141′ 8″ 25′ 0″<br>126′ 0″ 24′ 6″ 12′ 9″<br>P31′ F16′ 1 dk<br>RW | TM<br>1 Ho 31′<br>1 Ha (11¾′×10½′)<br>1W Der 1(1½) | 2 Oil 4SA each 8Cy. 220×320 mm<br>760bhp 9t<br>Cie. de Const. Méc. Lorient<br>11k |
| 510425<br>THMT<br>Df Pld<br>RT | **ENEZ SUN II**<br>**Département du Finistère (Ponts & Chaussées du Port d'Audierne)**<br>French<br>Audierne | 162<br>54<br>— | BV | **1962** Ch. de La Perrière—Lorient<br>*85·4′* 24′ 8″ 9′ 8″<br>… … …<br>2 dks<br>RW | TM Mchy.aft<br>2 Ha (each 9′×13′)<br>Der 1(2) | 2 Oil 4SA each 5Cy. 220×320 mm<br>480bhp<br>Cie. de Const. Méc. Lorient<br>11k |
| 510426<br>THFN<br>Df Esd<br>RT | **ENFANT DES FLOTS**<br>**Alexandre Meillarec**<br>French<br>Etel | 117<br>41<br>— | BV | **1961** S.I.C.C. Na.—St.M<br>*79·4′* 22′ 5″<br>… … …<br>RW | M Trawler<br>6 Ha (2½′, 2½′, 2½′, 2½′×2½′) (3¼′, 3¼′×3¼′)<br>Der 1(2) 1(1) | Oil 4SA 8Cy. 185×220 mm<br>400bhp<br>Moteurs Baudouin Msl<br>10½k |
| 510433<br>CSHM<br>H494<br>Esd Rdr | **ENG. EDUARDO DE ARANTES E OLIVEIRA**<br>**Portuguese Government (Direcção-Geral dos Serviços Hidráulicos do Ministério das Obras Públicas)**<br>Portuguese<br>Lisbon | **1265**<br>620<br>— | ✠Classed LR until 11/64 | **1963–11** Est. Nav. do Mondego—Figueira<br>213′ 4″ 39′ 6″ 14′ 2½″<br>202′ 5″ 37′ 9″ 16′ 9″<br>RAD9′ 1 dk<br>rf nil | TD-E Trailing Suction Hopper Dredger Mchy.aft | 4 Oil 4SA each 8Cy. 8¾″×11½″ with elec. drive through dr gears to 2 sc. shafts<br>Lister Blackstone Mar. Ltd. Dursley |
| 600068<br>GRBU<br>304674 | **ENGADINE**<br>**Secretary of State for Defence**<br>British<br>London<br>For later particulars see New Entries No. 1 | **6384**<br>2848<br>3640 | **100A1**<br>Class contemplated | Henry Robb Ltd.—Lth<br>424′ 2″ 58′ 4″ 22′ 0¾″<br>385′ 0″ 58′ 0″ 35′ 4″ | M | Oil 2SA 5Cy. 680×1250 mm<br>Sulzer<br>Wallsend Slpwy & E. Co. Wal<br>16k |
| 510428<br>DCFM | **ENGELBERT**<br>**Wilhelm Litmeyer**<br>W. German<br>Haren/Ems | 146<br>100<br>217 | BV | **1930** Th. J. Fikkers—Muntendam<br>*100·4′* 20′ 2″<br>6′ 11″<br>1 dk<br>R | M Mchy.aft | Oil 4SA 3Cy. 220×360 mm<br>95bhp NE36<br>Humboldt-Deutzmot. Köln-Deutz |
| 510429<br>PDYB<br>Df | **ENGELINA**<br>exAudrey-61 exFortuna-55<br>exWilja-45 exJantje-35<br>**W. Smit**<br>N.V. Wijnne & Barends<br>Netherland<br>Groningen | **181**<br>122<br>182 | ~~BV~~ | **1909** Gebr. Niestern—Dzl<br>*116·7′* 19′ 6″<br>… … …<br>1 dk<br>R len 59 | M<br>G.10500 B.9800<br>2 Ha (28′×13¾′) (7¾′×7¾′)<br>Der 2(1) | Oil 2SA 2Cy. 240×360 mm<br>114bhp NE44 5t<br>Appingedammer Brons. Apg<br>7½k |

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| 510430<br>PDYA<br>12385<br>Esd Rdr<br>RTm/h | **ENGELINA BROERE**<br>**Gebr. Broere N.V.**<br>Dordrecht Netherland | 499<br>221<br>— | ✠100A1 SS 4/66<br>oil tanker<br>✠LMC<br>MN130 EL j 1⅛"SQ | **1962**-1 J. G. Hitzler—Lauenburg<br>194′ 7″ 28′ 6″ 11′ 6″<br>180′ 1″ 28′ 2½″ 12′ 3″<br>P56′ F32′ 1 dk<br>10BH<br>rf 5″ WB132t | M Tanker Mchy.aft<br>10 Ta<br>L.33020 HeCls. C | Oil 4SA 6Cy. 320×455 mm<br>650bhp<br>Klöckner-Humboldt-Deutz<br>db 150lb<br>3×10, 8, 8kW 110V d.c. |
| 672722 | **ENGENHEIRO SÁ NOGUEIRA**<br>**Administração-Geral do Porto de Lisboa**<br>Lisbon Portuguese | 604 ~~600~~<br>320 —<br>— | A<br>for restricted service<br>Class contemplated | Est. Nav. do Mondego—Figueira<br>115′ 2″ 53′ 10″ 6′ 5″<br>114′ 10″ 52′ 6″ 10′ 2″ | TM Floating Crane | 2 Oil 4SA each 6Cy. 180×280 mm<br>Motorenw. Mannheim |
| 650109<br>CSHT<br>L2928<br>Esd RT | **ENGENHEIRO SANTOS SILVA**<br>**Administração-Geral do Porto de Lisboa**<br>Lisbon Portuguese | 303<br>94<br>— | ✠Classed LR until 9/65 | **1965**-7 Est. Nav. do Mondego—Figueira<br>117′ 8″ 30′ 4″<br>110′ 1″ 29′ 0″ 10′ 6″<br>1 dk<br>RW | M Dredger Mchy.aft | Oil 4SA 6Cy. 250×350 mm<br>Motorenw. Mannheim |
| 541105<br>CSHN<br>H499<br>Esd Rdr<br>RT | **ENGENHEIRO VON HAFE**<br>**Portuguese Government (Direcção-Geral dos Serviços Hidráulicos do Ministério das Obras Públicas)**<br>Lisbon Portuguese | 130<br>14<br>— | ✠Classed LR until 1/66 | **1964**-8 Est. São Jacinto—Aveiro<br>91′ 1″ 24′ 3″<br>84′ 0″ 23′ 0″ 10′ 6″<br>RAD5′<br>RW<br>rf 30″ BK6″ | M Tug Mchy.aft | Oil 4SA 8Cy. 8¾"×11½" with<br>coupling & sr reverse gear<br>Blackstone & Co. Ltd. |
| 642403<br>LMMD | **ENGESUND**<br>exJusti–67 exSandor exVic 93<br>**Herman Stokka**<br>Haugesund Norwegian | 184<br>92<br>230 | ✠100A1 Dr 7/64<br>Scandinavian coasting & Baltic service<br>**LMC**<br>MN53 EL b | **1945** R. Dunston Ltd.—Thorne<br>106′ 0″ 20′ 2″ 8′ 4″<br>100′ 10″ 20′ 0″ 9′ 6″<br>P7′ Q19′ F14′ 1 dk<br>NS 2BH len 64<br>WB1247t | M Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br>265bhp Emade48fitted64<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| 541552<br>TFQI<br>Df Esd<br>Rdr RT | **ENGEY**<br>**Hradfrystistödin h/f**<br>Reykjavik Icelandic | 192<br>79<br>— | | **1963** A/S Framnæs M/V—Sfj<br>101′ 7″ 22′ 1″<br>89′ 9″ 22′ 0″ 11′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 8½"×11½"<br>Lister-Blackstone Mar. Ltd. |
| 510435<br>PKGU<br>Esd | **ENGGANO**<br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 514<br>249<br>— | ~~BV~~ | **1953** Aug. Pahl—Ham<br>184′ 8″ 29′ 6″<br>29′ 4″<br>P94′ F20′ 1 dk | M<br>G.41100 B.36900<br>2 Ha (each 34½′×17′)<br>4W Der 2(5) 2(3) | Oil 4SA 6Cy. 380×480 mm<br>350bhp<br>Enterprise Eng. & Fdry Co. |
| 510436<br>TCWT<br>2743 | **ENGIN**<br>**Et Ve Balik Kurumu Umum Mudurlugu**<br>Istanbul Turkish | 177<br>65<br>— | BV | **1951** Gutehoffnungshütte A.G.—Walsum<br>103′ 7″ 22′ 5″ 8′ 10″<br>... ... ...<br>1 dk | M Fish Carrier Mchy.aft<br>2 Ha (each 7½′×6½′) | Oil 4SA 6Cy. 265×420 mm<br>380bhp<br>Masch. Augsburg-Nürnberg |
| 640327<br>OZJV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENGLAND**<br>**Det forenede Dampskibs-Selskab A/S**<br>Esbjerg Danish | 8221<br>4277<br>1428 | BV | **1964** Helsingör Skibs. & Msk.—Hsg<br>459′ 5″ 63′ 5″ 18′ 1″<br>410′ 0″ 63′ 4″ 39′ 5″<br>4 dks<br>rf 9½″ | TM (463P) Ref<br>2 Ho 50½′, 70½′<br>G.44770 In.38130<br>2 Ha (18½′×9½′) (11½′×22½′)<br>Cr 2(5) | 2 Oil 2SA each 10Cy.<br>15500bhp B&W<br>Helsingör Skibs. & Msk.<br>4×450kW 440V 60c/s a.c. |
| 503913<br>MTQW<br>185503<br>Df Esd<br>Gc Rdr<br>RTm/v | **ENGLISH PRINCE**<br>exBeechmore–65<br>**Johnston Warren Lines Ltd.**<br>Furness Ship Management Ltd.<br>Liverpool British<br>Now **MANDRAKI** See New Entries No. 9 | 3596<br>1707<br>4900 | ✠100A1 SS 3/68 ~~SS 3/63~~<br>DTsm—vegetable oil<br>✠LMC<br>MN660 EL x1⅞"SQ | **1954**-10 Burntisland S.B. Co. Ltd.—Bnt<br>372′ 0″ 52′ 10″ 21′ 9½″<br>345′ 0″ 52′ 7″ 32′ 4″<br>B102′ F31′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3″ WB1005t incl. DTm436t | M (12P) OSD<br>4 Ho 49′, 79½′, 65′, 44′<br>G.309820 B.281670<br>4 Ha (20½′, 40′, 30,′ 17½′×16′)<br>12W Der 1(25) 2(10) 10(5) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp<br>Hawthorn, Leslie (Eng.) Ltd.<br>2AuxB 120lb<br>2×40kW 220V d.c. |
| 510438<br>CYLX<br>188398<br>Df Esd<br>Gc Rdr<br>RTh/v | **ENGLISH RIVER**<br>**Canada Steamship Lines Ltd.**<br>Collingwood Canadian | 6639<br>3661<br>5035 | ✠100A1 Lake SS 4/66<br>Great Lakes, Gulf of St. Lawrence & Newfoundland coasting service<br>✠LMC<br>MN370 EL (z)1⅛"SQ | **1961**-10 Collingwood Shpyds Ltd.—Clw<br>405′ 0″ 60′ 5″ 17′ 0½″<br>380′ 11″ 60′ 0″ 36′ 7″<br>2 dks<br>NS Coll BH to U dk 6 to 2nd dk<br>rf nil WB3670t | M Mchy.aft<br>Side loader<br>1 Ho 360′<br>G.360700 B.345000 | Oil 4SA 8Cy. 390×680 mm<br>1850bhp<br>N.V. Werkspoor<br>2×150kW 550V 60c/s a.c.<br>Controllable pitch propeller |
| 510439<br>MFSS<br>183272<br>Df Esd<br>Gc Pfd | **ENGLISH STAR**<br>**Blue Star Line Ltd.**<br>London British | T.Mk<br>7714<br>4551<br>8977<br>9864<br>5942<br>12808 | ✠100A1 SS 8/64<br>with freeboard<br>DTsf—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>EL g†2⅞"SQ | **1950**-10 Fairfield S.B. & E. Co. Ltd.—Gls<br>505′ 6″ 70′ 3″ 31′ 9″<br>471′ 0″ 70′ 0″ 39′ 9″<br>P45′ B&F392′ 2 dks, 3rd dk except in No. 1 hold, 4th dk in Nos. 2, 3, 4 & 5 holds<br>RW 8BH<br>rf 6″ WB3029t incl. Tunnel tanks 730t DTsf370t | TM (12P) Ref CSD<br>6 Ho 51½′, 55½′, 55′, 67½′, 57½′, 71½′<br>B.148840 In.521404<br>8 Ha (stl) (18¾′×15½′) (28½′, 37½′×20½′) (25′, 11½′, 12½′, 11½′, 12½′×18½′)<br>20W Der 1(30) 2(10) 6(7) 14(5) | 2 Oil 2SA each 5Cy.<br>11600bhp Doxford<br>Fairfield Co. Ltd.<br>2AuxB 100lb<br>4×300kW 220V d.c. |

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| GQFH<br>Df Esd<br>Rdr<br>RTm/h | **ENGLISHMAN**<br>**United Towing Co. Ltd.** British<br>Hull | **574**<br>30<br>— | ✠100A1<br>tug<br>✠LMC<br>MN586 | EL h | **1965–5** Cochrane & Sons Ltd.—Sel<br>146′ 8″ 34′ 9″<br>130′ 0″ 33′ 0″ 16′ 6″<br>B&F80′<br>5BH<br>rf 30″ WB167t | TM Tug | 2 Oil 4SA each 6Cy. 12½″×14½″ with flexible couplings & sr reverse gears (2 speeds)<br>2930bhp<br>Ruston & Hornsby Lcn<br>4×100, 60, 60, 60kW 220V d.c. |
| LNHH | **ENGÖYBUEN**<br>exSagholm–67 exVestrevåg–66<br>exGreta-Ann–62<br>exRambler Rose–49<br>**Kristoffer Kristensen** Norwegian<br>Stavanger | ~~108~~ 104<br>44<br>— | | 87′ 2″ ~~60·0″~~<br>BV | **1910** Smith's Dock Co. Ltd.—Mdb<br>18′ 2″<br>… … …<br>1 dk<br>R | M Mchy.aft<br>2 Ha (13¾′, 12′×8¼′) | Motor 2SA 1Cy. 380×400 mm<br>75bhp NE61 3t<br>Wichmann Mtrf. Rub |
| EDSA | **ENGRACIA TIE**<br>**Francisco Tie Amor** Spanish<br>Corunna | **130**<br>83<br>— | | | **1952** Ast. del Puente—Puentedeume<br>74′ 6″ 21′ 11″<br>… … … | Wood S | T 3Cy. 119, 183 & —×290 mm<br>(o.f) |
| UWFL | **ENGURE**<br>**U.S.S.R.** Russian<br>Riga | **1248**<br>552<br>1299 | | | **1964** Angyalfold Shipyard—Bdp<br>244′ 4″ 37′ 2″ 13′ 1½″<br>37′ 0″ 17′ 5″<br>1 dk | M Mchy.aft<br>3 Ho<br>G.74267<br>3 Ha (each 28¼′×18½′)<br>7W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 mm<br>1000bhp<br>Lang Eng. Works Bdp<br>11½k |
| Esd Pfd<br>Rdr | **ENID SHARON**<br>**Les Produits de la Pêche de la Peninsule Ltée** Canadian<br>Paspebiac | **127**<br>63<br>— | ✠100A1<br>trawler<br>Str. nav. ice<br>✠LMC<br>MN56<br>~~SURVEYS OVERDUE 11/67~~ | SS 3/69<br>EL (e) (a) | **1963–11** Ch. Mar. Paspebiac Inc.—Paspebiac<br>81′ 0″ 22′ 7″<br>73′ 8″ 21′ 6″ 11′ 0″<br>F13′<br>4BH<br>rf 50″ BoxK WB3t | M Trawler | Oil 2SA 4Cy. 230×400 mm with hydraulic coupling<br>280bhp<br>Alpha-Diesel A/S Fkn<br>Controllable pitch propeller |
| KGWV<br>Df Esd<br>Gc | **ENID VICTORY**<br>**United States Department of Commerce** United States<br>San Francisco | **7635**<br>4620<br>10681 | | AB | **1945** Permanente (Shpyd No. 2)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 75′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 45′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Westinghouse Elec. & Mfg. Co. Pbg<br>2×300kW 240V d.c. |
| USDY<br>Df | **ENISEI**<br>**U.S.S.R.** Russian<br>Murmansk | **7503**<br>4251<br>7450 | ✠ | | **1954–9** "De Schelde" N.V.—Fls<br>427′ 1″ 61′ 11″ 26′ 9½″<br>388′ 10″ 61′ 9″ 36′ 9″<br>F47′ 3 dks<br>RW | D-E<br>6 Ho<br>G.321718<br>6 Ha (27½′, 27½′, 33½′, 33½′, 9¼′, 10¼′×24½′)<br>12W Der 2(10) 10(5) | 4 Oil 2SA each 8Cy. 420×500 mm connected to electric motor & sc. shaft<br>"De Schelde" N.V. Fls<br>13½k |
| UOYQ | **ENISEI**<br>exHillegom–34<br>**U.S.S.R.** Russian<br>Archangel | **2246**<br>1159<br>3280 | | | **1916** A. F. Smulders—Sch<br>42′ 1″ 17′ 11″<br>41′ 11″ 20′ 6″<br>1 dk<br>R | S<br>2 Ho<br>G.141930<br>5 Ha (25¼′, 25¼′, 31½′, 31½′, 29½′×18′)<br>8W Der 8(3) | T 3Cy. 20″ 32″ & 52″×39″<br>A. F. Smulders Sch<br>10k |
| UZRP<br>Df Esd | **ENISEI**<br>**U.S.S.R.** Russian<br>Vladivostok | **942**<br>584<br>955 | ✠ | | **1952–8** Lidingöverken J. A. Aberg & Co.—Lidingö<br>201′ 10″ 31′ 6″ 14′ 1″<br>184′ 2″ 31′ 4″ 18′ 6″<br>P54′ Q63′ F24′ 1 dk<br>RW | M Ref Mchy.aft<br>2 Ho<br>In.35527<br>2 Ha<br>4W Der 4(3) | Oil 2SA 5Cy. 345×580 mm<br>Nydqvist & Holm A/B Thn<br>11k |
| Esd | **ENISEI**<br>**U.S.S.R.** Russian<br>Murmansk | **746**<br>261<br>— | ✠ | | **1952–3** Ekensbergs Varv—Skm<br>207′ 0″ 30′ 7″<br>30′ 5″<br>RW | S Trawler | C 4Cy. (2) 11⅝″ & (2) $27\frac{3}{16}$″×$25\frac{3}{16}$″<br>A/B Lindholmens Varv Got |
| UGYX | **ENISEI**<br>**U.S.S.R.** Russian<br>Novorossisk | **695**<br>342<br>180 | | | **1956** ……………………E. Germany<br>187′ 10″ 29′ 6″ 7′ 10″<br>29′ 5″ 13′ 5″ | D-E Trawler<br>2 Ho<br>In.21613<br>2 Ha<br>Cr 2(1) | 2 Oil 4SA each 6Cy. 240×360 mm connected to elec. motor & geared to sc. shaft<br>Schwermasch. Karl Liebknecht Mgd<br>10k |
| UIVZ | **ENISEILES**<br>**U.S.S.R.** Russian<br>Leningrad | **4896**<br>2215<br>5970 | | | **1964** A. Zhdanov—Len<br>399′ 9″ 54′ 11″ 22′ 3″<br>54′ 9″ 27′ 5″<br>1 dk | M<br>4 Ho<br>G.257798<br>4 Ha (43¼′, 43¼′, 43¼′×31½′) (33¼′×26¼′)<br>1W Cr 4(5) Der 1(15) | Oil 2SA 9Cy. 500×1100 mm B&W<br>Bryansk Eng. Wks Bryansk |
| DFXL<br>Df Esd | **ENKA**<br>exClaus Lührs–65<br>exPaul Gährs–62<br>**Erwin Pliefke** W. German<br>Hamburg | **275**<br>141<br>429 | | GL | **1937** Schulte & Bruns—Emd<br>150′ 11″ 25′ 1″ 8′ 10″<br>9′ 10″<br>P28′ F15′ 1 dk<br>R len 50 | M Mchy.aft<br>G.20000 B.19000<br>2 Ha | Oil 4SA 6Cy. 280×450 mm<br>150bhp<br>Humboldt-Deutzmot. Köln-Deutz<br>7½k |
| JFCW<br>Rdr | **ENOKI MARU**<br>**Enomoto Kaiso-ten K.K.** Japanese<br>Tokyo | **198**<br>99<br>— | | | **1960** Fukae Zosen K.K.—Saeki<br>108′ 7″ 23′ 0″ 10′ 6″<br>95′ 2″ 22′ 10″ 11′ 6″<br>1 dk | M Mchy.aft<br>1 Ha (42¾′×15′) | Oil 4SA 5Cy. 256×380 mm<br>210bhp<br>Sumiyoshi Tekkosho Yoshida<br>8k |

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| 510450<br>ODDM<br>Df Esd<br>Gc | **ENOSIS**<br>exBice Costa–60<br>exBianca C.–57<br>exFederico Costa–56<br>exPosillipo–54 exNapoli–48<br>exOtto Mears–47<br>**Enosis Maritime S.A.**<br>**A. Angelicoussis & D. Efthimiou**<br>Beirut Lebanese | 7162<br>4342<br>10854 | AB<br>**BURNT 11/67** | 1943 Permanente (Shpyd No. 2)—Richmond<br>441' 5" 57' 0" 27' 9"<br>417' 0" 56' 10" 37' 3"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72¼', 50', 45', 70', 20' DT<br>G.561588 B.499036<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>12W Der 1(40) 1(15) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Irn & Steel Corp<br>3×20kW 120V d.c. |
| 510451<br>SWXF<br>2047<br>Df Esd<br>Gc Rdr<br>RT | **ENOTIS**<br>exPan–62<br>**Marto Compania S.A.**<br>Piræus Greek | 10529<br>6315<br>14904 | AB | 1956 Harima Zosensho—Aio<br>516' 7" 67' 2" 30' 7½"<br>485' 7" 66' 11" 42' 4"<br>2 dks<br>RW<br>rf 4" | S CSD<br>6 Ho<br>B.715000<br>6 Ha | 2 S Turb dr geared to sc. shaft<br>7300shp<br>Ishikawajima Jukogyo |
| 506222<br>SXET<br>1566<br>Df Esd<br>Gc Rdr | **ENOTIS**<br>exCapetan Kostis–66<br>**Astromerito Cia. Nav. S.A.**<br>Piræus Greek | 8146<br>4671<br>12000 | ✠100A1 SS 8/68 ~~SS 1/64~~<br>✠LMC<br>MN960 EL c†2½"SQ | 1954–3 Swan, Hunter & Wghm Rchdsn—Nwc<br>465' 11" 60' 1" 29' 9½"<br>436' 6" 60' 0" 39' 0"<br>F95' 2 dks<br>RW NS 7BH<br>rf 4" WB2577t incl. Tunnel tanks 168t DTsf860t | M<br>5 Ho 60', 57', 77½', 75', 66', 53' DT<br>G.634525 B.584375<br>5 Ha (33½', 35', 35', 37½', 35'×24')<br>10W Der 1(30) 1(20) 10(10) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp<br>Swan, Hunter & Wghm Rchdsn<br>2AuxB 110lb<br>3×150kW 220V d.c. |
| 510452<br>IBBS<br>511<br>Df Esd<br>Gc Rdr<br>RT | **ENOTRIA**<br>**"Adriatica" Soc. per Azioni di Nav.**<br>Venice Italian | 5173<br>2758<br>2108 | RI | 1951 S.A. Ansaldo—Lgn<br>383' 3" 53' 8" 19' 0½"<br>351' 6" 53' 6" 25' 0"<br>B74' F42' 3 dks | TM (268P) Ref<br>4 Ho<br>B.88073<br>8W Der 1(10) 8(3) | 2 Oil 2SA each 8Cy. 520×90<br>4900bhp<br>S.A. Fiat S.G.M. |
| 510453<br>JLLW<br>77504<br>Df Esd<br>Gc Rdr<br>RTm | **ENOURA MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 4482<br>2611<br>6979 | NK | 1957 Mitsubishi Zosen—Smk<br>*349·7'* 51' 11" 24' 7"<br>344' 6" 51' 10" 30' 2"<br>P39' B71' F38' 1 dk<br>RW<br>rf 7" | M (2P)<br>4 Ho 53½', 73½', 71½', 62½'<br>G.329290 B.300397<br>1 Ha (stl) (29½'×19½') 3 Ha (w) (40½', 42½', 35½'×19½')<br>8W Der 2(10) 6(5) | Oil SA 7Cy. 520×900 mm<br>3000bhp<br>Mitsubishi Nippon Hvy Ind.<br>3×100kW 225V a.c. |
| 510454<br>IMNR<br>552 | **ENRI**<br>**Navigazione E. Sperco S.p.A.**<br>Trieste Italian | 1408<br>797<br>1713 | RI<br>✠Classed LR until 4/55 | 1953–4 Cant. Nav. Giuliano—Tri<br>235' 6" 36' 2" 16' 5"<br>210' 8" 36' 1" 22' 8"<br>RFD28' 1 dk & S dk<br>RW | M ~~OSD~~ CSD<br>3 Ho<br>G.97533 B.88987<br>6W Der 1(6) 6(2½) | Oil 2SA 6Cy. 360×650 mm<br>1050bhp<br>S.A. Fiat S.G.M. |
| 510455<br>IMOC<br>537<br>RT | **ENRICA**<br>**Patrisanda Soc. di Nav. Italo-Sudafricana**<br>Trieste Italian | 451<br>235<br>600 | RI | 1951 Cant. Nav. Martinuzzi—Tri<br>165' 0" 27' 4" 10' 9"<br>150' 10" 27' 3" 11' 2"<br>P44' F21' 1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.28690 HeCls. C | Oil 4SA 7Cy. 265×410 mm<br>400bhp<br>S.A. Ansaldo |
| 528612<br>ICEI<br>3372<br>Df Esd<br>Rdr RT | **ENRICO C**<br>exProvence–65<br>~~Giacomo Costa fu Andrea~~<br>Genoa Italian<br>**Costa Armatori S.p.A.** | 13607<br>7682<br>8169 | BV RI | 1950 Swan, Hunter & Wghm Rchdsn—Nwc<br>579' 0" 73' 2" 26' 0"<br>541' 0" 73' 1" 42' 6"<br>B302' F93' 3 dks, pt 4th dk | TS Ref<br>6 Ho<br>G.243182 B.222460 In.116120<br>6 Ha<br>12W Der 12(5) | 6 S Turb sr geared to 2 sc. s<br>15000shp<br>Parsons Marine Turb. Co. |
| 502432<br>Df Esd<br>Gc Rdr | **ENRICO DANDOLO**<br>exArizona–67<br>**"SIDARMA" Società Italiana di Armamento**<br>Venice Italian | 5513<br>2983<br>9108 | ✠100A1 ~~SS 6/64~~<br>Str. nav. ice SS 10/68<br>✠LMC<br>MN1150 EL b†2$\frac{1}{16}$"SQ<br>RI | 1960–3 Helsingör Skibs. & Msk.—Hsg<br>450' 10" 58' 7" 25' 4½"<br>415' 0" 58' 6" 37' 0"<br>F91' 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 3" WB2443t incl. Tunnel tanks 230t DTsmf1415t | M (12P) OSD<br>6 Ho 47', 63½', 36', 33½', 72½', 52½'<br>G.562000 B.500000<br>5 Ha (26', 36½', 39½', 32½', 26½'×21½')<br>16W Der 1(50) 1(30) 2(10) 12(5) | Oil 2SA 7Cy. 620×1150 mm<br>5750bhp B&W<br>Helsingör Skibs. & Msk.<br>AuxB 114lb e (ex.g)<br>3×280, 172, 172kW 440V |
| 510460 | **ENRIQUE**<br>**Cia. Argentina de Nav. Angel Gardella Ltda.**<br>Buenos Aires Argentine | 205<br>87<br>— | ✠Classed LR until 11/32 | 1929–7 Goole S.B. & R. Co. (1927) Ltd.—Goo<br>*80·2'* 22' 1"<br>... ... ...<br>R | S Tug | T 3Cy. 13½" 22" & 37"×3<br>Earle's S.B. & E. Co. Ltd. |
| 510461<br>EEBI | **ENRIQUE ILLUECA**<br>exD'Urgell exAugusto–40<br>exJaime D'Urgell exNorden<br>**Sucesor Vda de Enrique Illueca S.A.**<br>Valencia Spanish | 998<br>664<br>1380 | ✠ | 1885–9 Boolds Sharer & Co.—Sld<br>230' 6" 27' 3" 16' 6"<br>27' 1"<br>P118' F21' 1 dk Well dk<br>R len 52<br>BK7½" | M<br>G.71199 B.60505<br>6W | Oil 2SA 7Cy. 350×550 mm<br>Emade53fitted–<br>Henschel Maschb. G.m.b.H. |
| 510462<br>EAPT | **ENRIQUE MAYNÉS**<br>exSagunto–52 exMaria Gloria<br>**Francisco Merelo Barbera Beltran**<br>Valencia Spanish | 956<br>559<br>— | ✠<br>**BROKEN UP** | 1875–8 J. Readhead & Co.—Shl<br>221' 1" 29' 0"<br>28' 10"<br>1 dk<br>R | S | C 2Cy. 28" & 50"×3<br>495ihp<br>J. Readhead & Co. |

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| **ENSENADA II**<br>exVan Nostrand–46<br>**Cia. Maritima Industrial y Mercantil S.A.**<br>Ensenada<br>Mexican | **492**<br>237<br>— | | | **1942** Sturgeon Bay S.B. & D.D. Co.—Sturgeon Bay<br>*148·4′* 32′ 0″<br>31′ 10″<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 8Cy. 215×265 mm<br>National Supply Co. Springfield |
| **ENSENADA DE ZAGUSTAN II**<br>**Cooperativa Ur-Gaiñ**<br>Spanish | **130**<br>—<br>— | | | **1965** Ast. Balenciaga—Zumaya<br>... ... ...<br>76′ 5″ 21′ 0″ 11′ 0″<br>1 dk | M Trawler Mchy.aft | Oil<br>440bhp |
| **ENSENADA PORTU CHIQUI**<br>**Ochagavia, Solabarrieta & Cia. S.R.C.**<br>Bilbao<br>Spanish | **194**<br>88<br>— | | BV | **1964** Ast. de Murueta—Murueta<br>109′ 7″ 21′ 1″ 10′ 8″<br>94′ 6″ 21′ 0″ 12′ 0″<br>P87′ F44′ | M Trawler<br>2 Ha (each 3½′×3½′)<br>Der 1(¼) | Oil 2SA 8Cy. 295×420 mm<br>700bhp 84t<br>La Maquinista Terrestre y Mar. Bcl<br>12k |
| **ENSIDESA**<br>**Empresa Nacional "Elcano" de la Marina Mercante**<br>Cadiz<br>Spanish | **4368**<br>2252<br>6428 | ✠100A1<br>✠LMC<br>MN530 | ~~SS 12/64~~<br>SS 11/68<br>EL w$1\frac{13}{16}$"SQ | **1960**–10 Ast. de Cadiz—Cdz<br>382′ 7″ 51′ 4″ 22′ 3¾″<br>354′ 4″ 51′ 2″ 28′ 3″<br>P87′ F44′ 1 dk<br>RW NS 6BH<br>rf 3″ WB1911t incl. DTm491t | M Mchy.aft<br>G.284467 B.270940<br>8W Der 1(25) 8(3) | Oil 2SA 7Cy. 520×900 mm<br>2650bhp Götaverken 81t<br>Empresa Nacional "Elcano" Val<br>12¾k |
| **ENTELLA**<br>**Cossira S.p.A. di Nav.**<br>~~Chimigas Marittima S.p.A.~~<br>Palermo<br>Italian | **705**<br>370<br>1073 | | RI | **1960** I.N.M.A.—Spz<br>225′ 6″ 31′ 3″ 8′ 9″<br>211′ 4″ 31′ 2″ 11′ 2″<br>1 dk | TM Liquefied Gas Carrier Mchy.aft<br>4 Ta | 2 Oil 4SA each 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz Kln |
| **ENTERPRISE**<br>exWilmae Straits–63<br>exSekani–50<br>**R. Y. West & M. Carr**<br>Vancouver<br>Canadian | **174**<br>109<br>— | | | **1943** Fulton Shpyds—Antioch<br>*96·5′* 21′ 5″<br>21′ 3″ | Wood M Fishing | Oil 6Cy. 305×380 mm<br>Enterprise Eng. & Fdry Co. S.Fo |
| **ENTOPAN**<br>exLangleegale–53<br>exEmpire Gale–46<br>Logos **Compania Naviera S.A.**<br>Andros<br>Greek | **7123**<br>4622<br>— | ~~✠100A1~~<br>~~With freeboard~~<br>~~✠LMC~~<br>TO BE BROKEN UP | ~~TD 3/66~~<br>~~EL at~~ | **1941–6** Vickers-Armstrongs Ltd.—Brw<br>447′ 7″ 56′ 2″ 26′ 1¾″<br>425′ 5″ 56′ 0″ 36′ 10″<br>F39′ 2 dks<br>RW NS 5 divisional WTBH in 'tween dks Coll BH to U dk 6 to 2nd dk<br>WB2025t incl. DTm432t | S<br>G.549000 B.501000 | T 3Cy. 23½″ 37½″ & 68″×48″<br>2300ihp 762t (o.f)<br>Fullerton, Hodgart & Barclay Psy<br>2 SB 220lb hs(5830) 8cf 10k |
| **ENTRE RIOS**<br>exRock Hill Victory–47<br>Empresa **Lineas Maritimas Argentinas**<br>Buenos Aires<br>Argentine | **7604**<br>4549<br>10584 | | AB | **1945** Bethlehem-Fairfield—Bal<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.190000 B.162000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 1987t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 15k |
| **ENTRE RIOS**<br>exEsso Entre Rios–63<br>exHooiberg–54<br>**Rio Lujan Navegacion S.C.p.A.**<br>Buenos Aires<br>Argentine | **2180**<br>1340<br>3203 | ✠Classed LR until 3/63 | | **1928–4** Harland & Wolff Ltd.—Bel<br>317′ 2″ 51′ 4″ 13′ 4″<br>305′ 0″ 50′ 0″ 15′ 0″<br>P67′ F34′ Trunk 204′ 1 dk<br>R 7BH<br>rf 6″ | TS Tanker Mchy.aft<br>L.148000 HeCls. B | T 6Cy. 13½″ 23½″ & 36″×27″<br>83t (o.f)–15pd<br>Harland & Wolff Ltd. Gls<br>10k |
| **ENTREPRENANT**<br>**Soc. de Remorquage & de Sauvetage du Nord**<br>Dunkirk<br>French | **207**<br>—<br>— | | BV | **1965** Ziegler Frères—Dnk<br>105′ 11″ 28′ 5″ 9′ 10″<br>95′ 2″ 26′ 3″ 13′ 11″<br>RW | M Tug | Oil 4SA 8Cy. 330×600 mm<br>1250bhp Werkspoor (d.o)<br>Ziegler Frères Dnk<br>2×48kW 110V d.c. 13k |
| **ENTUZIAST**<br>**U.S.S.R.**<br>Vladivostok<br>Russian | **844**<br>239<br>336 | | | **1963** .....................Russia<br>208′ 7″ 31′ 2″ 14′ 5½″<br>31′ 0″ 17′ 11″ | D-E Whaler | 4 Oil 4SA each 6Cy. 318×330 mm connected to elec motor & geared to sc. shaft<br>17½k |
| **ENTUZIAST**<br>**U.S.S.R.**<br>Feodosia<br>Russian | **368**<br>—<br>156 | | | **1954** .....................Russia<br>145′ 7″ 31′ 1″ 11′ 0¼″<br>14′ 5″ | TM Tug | 2 Oil 2SA each 6Cy. 300×500 mm<br>12½k |
| **ENUGU PALM**<br>**Palm Line Ltd.**<br>Liverpool<br>British | **5328**<br>2631<br>7963 | ✠100A1<br>DTm—palm oil<br>✠LMC<br>MN900 | SS 9/66<br>EL b†2⅛"SQ | **1958–6** Swan, Hunter & Wghm Rchdsn—Nwc<br>454′ 11″ 60′ 3″ 23′ 5½″<br>425′ 0″ 60′ 0″ 35′ 3″<br>P29′ F79′ 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf nil WB1967t incl. Tunnel tanks 308t | M (2P) Ref OSD<br>5 Ho 52′, 66′, 36′, 29′DT, 75′, 66′<br>G.524955 B.488640<br>5 Ha (alu) (20¼′, 38½′, 38¾′, 38¾′, 33½′×20′)<br>16W Der 1(40) 4(15) 2(10) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford 421t (hvf)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2db 100lb<br>4×250, 250, 250, 30kW 220V d.c. |
| **ENVIRA**<br>**Nicolaus & Co.**<br>Para<br>Brazilian | *293*<br>*199*<br>— | ✠ | | **1907–10** Murdoch & Murray—P.Gl<br>*145·1′* 31′ 1″<br>... ... ...<br>1 dk & Prom dk<br>R | TS | C 4Cy. 12″ & 24″×18″<br>Ross & Duncan Gls |

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|---|---|---|---|---|---|---|
| 510475<br>OXHE<br><br>Df Esd<br>Gc Rdr<br>RT | **ENY HØJSGAARD**<br><br>**H. V. Højsgaard**<br>Rederiet Otto Danielsen<br>Copenhagen Danish | 1384<br>704<br>1782 | ✠100A1 SS 10/66<br>Ice Class 3<br>✠LMC<br><br>MN326 EL o1⅛"SQ | 1962-7 N.V. Scheeps v.d. Werf.—Deest<br>241' 3" 37' 10" 16' 3½"<br>216' 6" 37' 9" 20' 8"<br>P51' F38' 2 dks<br>4BH<br>rf nil WB411t | M Mchy.aft<br><br>G.92994 B.83775<br>2 Ha (47½', 43½'×18')<br>8W Der 1(15) 8(3) | Oil 4SA 7Cy. 390×680 mm<br>1630bhp<br>N.V. Werkspoor |
| 510476<br>JMFU<br>81065<br>Df Esd<br>Gc Pfd<br>Rdr | **ENYO MARU**<br><br>**Showa Kaiun K.K.**<br>Tokyo Japanese | 12281<br>6627<br>18860 | <br><br>NK | 1958 Nippon Kokan—Yka<br>533' 2" 69' 2" 31' 1"<br>502' 0" 68' 11" 44' 4"<br>1 dk<br>RW | M Mchy.aft<br>6 Ho<br>G.873547<br>6 Ha (18'×19½') (37½', 32½', 43½', 43½', 43½'×29½')<br>20W Der 10(10) 10(5) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W<br>Mitsui Zosen<br>2×88kW 445V a.c. |
| 541533<br>EDWD<br><br>Df Esd<br>RT | **EO**<br><br>**Pescanova S.A.**<br>Vigo Spanish | 203<br>74<br>— | <br><br>BV | 1964 Hijos de J. Barreras S.A.—Vgo<br>107' 7" 25' 8"<br>94' 5" 25' 6" 12' 9"<br><br>RW | M Stern Trawler<br><br><br>7 Ha (each 4½'×4½') | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1000bhp<br>Masch. Augsburg-Nürnberg |
| 527310<br>SGRX<br>9176<br>Rdr RT | **EOL**<br>exPehr Heilzén-65 exRenö-65<br>**Wirens Rederi A/B**<br>Piteå Swedish | *153*<br>—<br>— | | 1944 Tampa Marine Corp.—Tampa<br>86' 7" 22' 10" 10' 10"<br>... ... ... | M Tug | Oil 4SA 6Cy. 330×430 mm<br>650bhp<br>Busch-Sulzer Bros. |
| 510477<br>TQTH<br><br>Df Esd<br>Rdr RT | **EOLE**<br>exEllen Essberger-58<br>**Citerna Maritime S.A.**<br>Havre French | 1422<br>757<br>1725 | <br><br>BV ~~GL~~ | 1958 J. G. Hitzler—Lauenburg<br>251' 0" 37' 6" 15' 3"<br>230' 8" 37' 5" 16' 3"<br>1 dk | M Tanker<br>10 Ta<br>L.86488 HeCls. BC<br><br>Der 1(1) 1(½) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz |
| 641111<br>IBKI<br>624<br>Esd Gc<br>Rdr<br>RTm/v | **EOLIA**<br><br>**Compagnia Siciliana di Armamento**<br>Palermo Italian | 10595<br>6198<br>15025 | <br><br>RI | 1964 Cant. Nav. Riuniti—Pal<br>525' 3" 69' 5" 29' 0"<br>480' 10" 69' 3" 41' 0"<br>Q&B128' 1 dk<br>RW | M Bulk Carrier Mchy.aft<br>5 Ho 64', 65', 74½', 65', 65½'<br>G.1004500<br>5 Ha (stl) (40½', 40½', 50½', 40½', 40½'×31½')<br>10W Der 1(30) 10(5) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W<br>Cant. Nav. Riuniti<br>4×280, 280, 280, 120kW |
| 510479<br>IBII<br>35<br>RT | **EOLO**<br><br>**Navisarma Cia. Siciliana Marittima**<br>Messina Italian | 704<br>268<br>188 | <br><br>RI | 1936 Cant. Nav. Riuniti—Pal<br>194' 0" 29' 11" 11' 7½"<br>177' 7" 29' 10" 17' 4"<br>F28' 2 dks<br>R | S<br>1 Ho | T 3Cy. 17 11/16" 28 1/16" & [illegible]<br>1387ihp<br>Cant. Nav. Riuniti |
| 642252<br><br><br>Df Esd<br>Rdr RT | **EOLO**<br><br>**Pesquerias Dalia S.R.L.**<br>Mar del Plata Argentine | 198<br>79<br>— | <br><br>BV | 1964 Ast. Mestrina S.R.L.—Tigre<br>115' 6" 24' 3"<br>24' 1" | M Trawler<br><br><br>3 Ha (3½', 3½'×3½') (2½'×2½') | Oil 4SA 6Cy. 295×420 mm<br>500bhp<br>Buckau-Wolff |
| 503009<br>SVPV<br>2276 | **EOLOS**<br>exAtomicity-66<br>**A. C. Doucas & T. A. Vianellis**<br>Piræus Greek | 592<br>305<br>725 | HR<br><br>✠Classed LR until 5/66 | 1947-12 Grangemouth Dkyd Co. Ltd.—Gmh<br>183' 7" 27' 7" 11' 6"<br>174' 5" 27' 6"<br>Q109' F19' 1 dk<br>RW | M Mchy.aft<br>1 Ho 110'<br>G.41000 B.37000<br>2 Ha (each 46'×17')<br>2W Der 2 | Oil 2SA 5Cy. 320×420 mm<br>500bhp<br>Newbury Diesel Co. Ltd. |
| 510480<br>OZOV<br><br>Df RT | **EOLUS**<br><br>**Jørgan Roed**<br>Svendborg Danish | 243<br>132<br>315 | <br><br>BV | 1949 Pukaviks Gamla Skepps.—Pukavik<br>112' 10" 26' 0" 13' 0"<br>... ... ...<br>1 dk | Wood M Mchy.aft | Oil 2SA 2Cy. 380×410 mm<br>200bhp<br>A/B Bolinder-Munktell |
| 510481<br>PDYI<br><br>Df Esd<br>Gc<br>RTm/h/v | **EOS**<br><br>**Koninkl. Nederl. Stoomb. Maats. N.V.**<br>Amsterdam Netherland | 1961<br>1188<br>2694 | <br><br>BV | 1952 Gebr. Pot—Bolnes<br>279' 5" 40' 8" 18' 0½"<br>40' 6"<br>P66' F13' 2 dks<br>RW<br>rf 4" | M (2P) Ref Mchy.aft<br>3 Ho 43½', 61½', 57½'<br>B.122640 In.2320<br>3 Ha (stl) (28', 40', 40'×16')<br>10W Der 1(15) 8(6) 2(3) | Oil 2SA 8Cy 360×600 mm<br>1200bhp<br>Sulzer Bros. Ltd.<br>3×90kW 220V d.c. |
| 510483<br>DCFN | **EOS**<br>exRika Annechiena-34<br>**Maria Hermes**<br>Haren/Ems W. German | 191<br>112<br>245 | <br><br>GL | 1928 Sch. Delfzijl v/h Sanders—Dzl<br>*120·7'* 20' 0"<br>7' 7"<br>1 dk<br>R len 51 | M | Oil 4SA 6Cy. 215×300 mm<br>180bhp NE50<br>Masch. Kiel A.G. |
| 510484<br>PKGY<br><br>Esd | **EPAR**<br><br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 514<br>249<br>715 | | 1954 Interessengem. Gleue Reed.—Ham<br>184' 8" 29' 8"<br>184' 6" 29' 6" 12' 1"<br>P93' F33' 1 dk<br>RW | M Mchy.aft<br><br>G.41000 B.36900<br><br>4W | Oil 4SA 6Cy. 305×380 mm<br><br>Enterprise Eng. & Fdry Co |
| 510485<br><br>301816<br>Df Esd<br>Gc Rdr<br>RTv | **EPHESIAN**<br><br>**Sir Thomas Robinson & Son (Grimsby) Ltd.**<br>Grimsby British | 328 ~~350~~<br>102 ~~111~~<br>— | ✠100A1 SS 5/67 ~~SS 1/64~~<br>trawler<br>✠LMC<br><br>MN190 EL (f) o | 1959-10 Cochrane & Sons Ltd.—Sel<br>*130·8'* 26' 7"<br>127' 6" 26' 6" 13' 0"<br>Q67' F34'<br>RW 4BH<br>rf 24" WB29t | M Trawler<br>1 Ho 32½'<br><br><br>1W Der 1(5) 1(2½) | Oil 2SA 5Cy. 340×570 mm<br>950bhp<br>British Polar Engines Ltd<br>3×143, 30, 25kW 220V d.c. |

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| **EPHESOS**<br>exRas Al Ardh-60<br>**Reymar Cia. Nav. S.A.**<br>Liberian<br>Monrovia | 17613<br>10869<br>26855 | AB<br>✠Classed LR until 12/60 | **1949**–6 SunS.B.&D.D.Co.—Chester,Pa<br>628′ 0″ 82′ 8″ 33′ 7¼″<br>601′ 1″ 82′ 6″ 42′ 6″<br>P129′ F84′ 1 dk, 2nd dk fwd & aft<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1269832<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp 2759t (o.f)–73pd<br>General Electric Co. Lyn<br>16k |
| **EPHESTOS**<br>**Vulcan Shipping Co. S.A.**<br>Greek<br>Piræus | 21347<br>14335<br>35234 | AB | **1966** Mitsui Zosen—Chiba<br>671′ 6″ 88′ 8″ 33′ 3½″<br>632′ 0″ 88′ 5½″ 48′ 6″<br>1 dk | M Bulk Carrier Mchy.aft<br>5 Ho<br>7 Ha | Oil 2SA 6Cy. 840×1800 mm<br>13800bhp B&W 2152t<br>Mitsui Zosen Tmn |
| **EPIC**<br>**Hercules Shipping Co. S.A.**<br>Liberian<br>Monrovia | 17749<br>10787<br>46230 | AB | **1958** Kawasaki Dkyd Co. Ltd.—Kob<br>744′ 11″ 100′ 11″ 37′ 2⅝″<br>708′ 8″ 100′ 6″ 50′ 6″<br>P67′ F85′ 1 dk<br>RW<br>rf 6″ | S Ore/Oil Carrier Mchy.aft<br>6 Ho 24 Ta<br>13 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>20250shp 3790t (o.f)<br>Kawasaki Dkyd Co. Ltd. Kob |
| **EPIROS**<br>exToward-62<br>**Ionian Steamship Nav. Co. Ltd.**<br>Greek<br>Piræus | 1769<br>1068<br>— | ✳Classed BC until 12/63 | **1947**–1 Caledon S.B. & E. Co. Ltd.—Dun<br>253′ 8″ 38′ 8″<br>235′ 0″ 38′ 6″ 18′ 0″<br>P&B139′ F33′ 1 dk, 2nd dk fwd of engine room<br>rf 12″ | TM Ref<br>G.94322 B.85028 In.10000<br>6W Der 6(5) | 2 Oil 2SA each 6Cy. 340×570 mm<br>162t<br>British Polar Engines Ltd. Gls<br>12k |
| **EPO**<br>exRödskjæl I-67<br>exRödskjæl-66<br>**Birger Aspen**<br>Norwegian<br>Trondheim | 133<br>65<br>130 | NV | **1914** Kaldnes M/V A/S—Tbg<br>*97·4′* 19′ 1″ 8′ 5¾″<br>... ... ...<br>1 dk<br>RW conv tanker 67<br>rf 24″ | M Live Fish Carrier<br>4 Ta<br>L.4944<br>3 Ha (10½′, 10½′, 8½′×10½′)<br>2W Cr 2(5) Der 2(4) | Oil 2SA 6Cy. 127×142 mm<br>240bhp NE59 27t (d.o)–1pd<br>General Motors Corp. Det<br>2×9kW 110V d.c.<br>Controllable pitch propeller 8k |
| **EPOS**<br>exWeather Explorer-58<br>**Mrs. Evgenia J. Chandris**<br>Greek<br>Piræus | *935*<br>*225*<br>1356 | ✠Classed LR until 6/56 | **1941**–10 Smith's Dock Co. Ltd.—Mdb<br>205′ 2″ 33′ 2″ 14′ 7″<br>190′ 0″ 33′ 0″ 17′ 6″<br>B&F172′ 1 dk<br>RW | S Mchy.aft | T 4Cy. 18½″ 31″ & (2) 38½″×30″<br>233t (o.f)<br>Smith's Dock Co. Ltd. Mdb<br>9k |
| **EPPENDORF**<br>**Hafen-Dampfschiffahrt A.G.**<br>W. German<br>Hamburg | **270**<br>137<br>132 | GL | **1959** Norderwerft Köser & Meyer—Ham<br>98′ 9″ 24′ 7″ 10′ 5″<br>12′ 0″<br>1 dk<br>RW | M Ferry (607P) | Oil 4SA 6Cy. 270×360 mm<br>380bhp (d.o)<br>Klockner-Humboldt-Deutz Kln<br>2×35kW 110V d.c. |
| **EPPLETON HALL**<br>Seaham **Harbour Dock Co.**<br>British<br>Newcastle | **166**<br>27<br>— | **BROKEN UP** | **1914** Hepple & Co. Ltd.—Shl<br>105′ 0″ 21′ 1″ 7′ 6″<br>... ... ...<br>R | S Tug | L 2Cy. 30″×51″<br>500ihp 30t (c)<br>Hepple & Co. Ltd. Shl |
| **EPTANISSOS**<br>exImperia-61<br>exKnikker-29<br>**Michael & Constantinos Kakas**<br>Greek<br>Rhodes | **166**<br>100<br>— | ✠ | **1925**–11 N.V. Boele's Scheepsw.—Bolnes<br>106′ 7″ 18′ 4″<br>10′ 6″<br>1 dk<br>R | TM (230P) | 2 Oil 4SA each 3Cy. 10¼″×14$\frac{3}{16}$″<br>350bhp<br>Masch. Augsburg-Nürnberg Aug |
| **EQUATEUR**<br>**François Le Guen & Cie.**<br>French<br>Camaret | **260**<br>167<br>— | BV | **1962** Ch. Keraudren—Camaret<br>*96·8′* 26′ 4″<br>... ... ... | Wood M Fishing | Oil 4SA 5Cy. 220×320 mm<br>450bhp 50t<br>Cie. de Const. Méc. Lorient<br>9¾k |
| **EQUATOR**<br>**U.S.S.R.**<br>Russian | **3221**<br>1676<br>— | | **1949** ………………… | S Training Ship | Steam |
| **EQUATOR**<br>**N.V. Red. m.s. "Equator"**<br>N.V. Wijnne & Barends<br>Netherland<br>Groningen | **493**<br>255<br>640 | ✠**100A1** SS 9/64<br>✠**LMC**<br>MN75 EL g | **1953**–4 Gebr. Bodewes "Volharding"—Foxhol<br>164′ 2″ 27′ 4″ 11′ 2¼″<br>152′ 11″ 27′ 3″ 11′ 5″<br>P45′ Q51′ F24′ 1 dk<br>RW 3BH<br>WB163t | M Mchy.aft<br>1 Ho 99′<br>G.34000 B.32500<br>2W Der 2 | Oil 4SA 6Cy. 290×450 mm<br>375bhp 40t<br>Appingedammer Brons. Apg<br>10k |
| **EQUATORIAL**<br>exTove Mærsk-67<br>Locafrance **Service S.A.**<br>French<br>Bordeaux | **8773** ~~**8453**~~<br>4959 ~~4869~~<br>~~13160~~ | ✠LR class withdrawn—Owners' request 6/67 | **1954**–11 J. Boel & Fils—Tamise<br>479′ 6″ 63′ 1″ 28′ 5¾″<br>450′ 0″ 63′ 0″ 35′ 6″<br>P98′ Q36′ F57′ 1 dk | M Tanker Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>5530bhp<br>Burmeister & Wain Cpn |

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| 510504<br>PDYJ<br><br>Df Esd<br>RTm/h | **ERASMUSSINGEL**<br><br>**P. A. van Es & Co. N.V.**<br>Rotterdam Netherland | 400<br>213<br>562 | | <br><br>BV | 1960 D. & J. Boot Schps. "De Vooruitgang"—Alp<br>159' 2" 27' 0" 10' 8"<br>142' 9" 26' 9" 10' 11"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 91½'<br>G.27980 B.26180<br>2 Ha (each 31½'×15½')<br>2W Der 2(2) | | Oil 4SA 6Cy. 305×480 mm<br>450bhp<br>D. & J. Boot "De Industrie"<br>2×6kW 110V d.c. |
| 510505<br>CSBC<br>H449<br>Df Esd<br>Gc Rdr<br>RTm/v | **ERATI**<br><br>**SOPONATA, Soc.**<br>**Portuguesa de Navios**<br>**Tanques Ltda.**<br>Lisbon Portuguese | 11253<br>7559<br>16627 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1225 | SS 1/66<br><br><br><br>EL g† | 1958–1 Arsenal do Alfeite—Alfeite<br>537' 3" 69' 2" 29' 9½"<br>502' 0" 68' 11" 38' 0"<br>P93' B32' F68' 1 dk<br>RW 14BH<br>rf 4" WB1219t | M Tanker Mchy.aft<br>22 Ta 1 Ho 22'<br><br><br>Der 5(5) 1(3) | <br><br>HeCls. BC | Oil 2SA 7Cy. 740×1400 mm<br>6125bhp<br>Burmeister & Wain<br>2AuxB 185lb ● (ex.g.)<br>3×60kW 110V d.c. |
| 521121<br>SZOZ<br>2584<br>Df Esd<br>Gc Rdr<br>RTm | **ERATO**<br>exLondon Endurance–65<br>**Mayfair Tankers Ltd.**<br>Piræus Greek | 10081<br>5977<br>15347 | <br><br>✠Classed LR until 6/65 | HR | 1952–4 Sir J. Laing & Sons Ltd.—Sld<br>505' 6" 67' 6" 29' 1"<br>475' 0" 67' 5" 37' 4"<br>P99' B43' F45' 1 dk<br>RW | M Tanker Mchy.aft<br>24 Ta<br>L.737010<br><br>2W Der 2(5) 2(4) | <br><br>HeCls. BC | Oil 2SA 4Cy. 670×2320 mm<br>4250bhp Doxford<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2×45kW 110V d.c. |
| 510516<br>6OBH<br><br>Df Esd<br>Gc | **ERATO**<br>exEretria–67 exKonistra–61<br>exEdwin J. Godkin–47<br>**Katerina Cia. Nav. S.A.**<br>Somali Rep. | 7199<br>4364<br>10900 | | <br><br>AB | 1943 Southeastern S.B. Corp.—Sav<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.563000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 510507<br>DGIL<br>SSR9895<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERATO**<br>exErika Bischoff–62<br>~~**Hans Krüger G.m.b.H.**~~<br>~~Hamburg W. German~~<br>**Partenreederei m/s "Erato"**<br>Hans Krüger G.m.b.H.<br>Hamburg W. German | 1379<br>607<br>—<br>2274<br>1355<br>3446 | | <br><br>GL | 1957 Werft Nobiskrug—Rendsburg<br>306' 5" 40' 7" 19' 11"<br>276' 7" 40' 4" 23' 7"<br>P35' Q83' F24' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br><br>G.162239 B.153026<br>2 Ha<br>8W Der 1(15) 2(10) 7(3) | | Oil 4SA 8Cy. 420×660 mm<br>1650bhp<br>Klöckner-Humboldt-Deutz |
| 510509<br>ICLY<br>529<br>Df Esd<br>Gc Rdr | **ERCOLE**<br><br>**"Nereide" Società per**<br>**Azioni Navigazione**<br>Palermo Italian | 35168<br>20335<br>— | <br><br>✠Classed LR until 10/65 | RI | 1961–12 Ansaldo S.p.A.—Gen<br>807' 4" 106' 1" 39' 10½"<br>751' 9" 105' 7½" 53' 2"<br>P161' F100' 1 dk<br><br>rf nil | S Tanker Mchy.aft<br>14 Ta<br>L.2528550 | <br><br>HeCls. BC | 2 S Turb dr geared to sc. sh<br>21000shp<br>Ansaldo Stab. Macc. |
| 510510<br><br><br>RTh | **ERCOLE**<br><br>**Azienda Esercizio Natanti**<br>Luigi Accinelli<br>La Spezia Italian | 119<br>58<br>— | | | 1962 Cant. Nav. L. Accinelli—Spz<br>81' 5" 22' 9" 10' 0"<br>76' 3" 22' 8" 10' 11" | M Tug | | Oil 4SA 6Cy. 320×500 mm<br>1050bhp Emade<br>Wumag A.G.<br>3×20, 7½, 5kW 110V d.c.<br>Controllable pitch propeller |
| 510511<br>ICEQ<br>261<br>Df Esd<br>Gc Rdr<br>RTv | **ERCTA**<br><br>**Cia. Siciliana di Armamento**<br>Palermo Italian | 6702<br>4038<br>10910 | | <br><br>RI | 1951 Cant. del Tirreno—Gen<br>480' 4" 62' 11" 26' 10½"<br>446' 0" 62' 6" 30' 10"<br>B84' F45' 1 dk & S dk<br>R | M OSD<br>6 Ho 64', 59½', 55', 34½', 68', 64'<br>G.672125 B.611668<br>6 Ha (stl) (27½', 35½', 27½'×26½')<br>(15½'×21½') (35½', 27½'×26½')<br>12W Der 1(30) 12(5) | | Oil 2SA 8Cy. 680×1100 mm<br>4000bhp<br>S.A. Fiat S.G.M.<br>4×200, 200, 110, 110kW |
| 510512<br>EBVI<br><br>Esd | **EREAGA**<br><br>**Juan Muriel Santana**<br>San Sebastian Spanish | 143<br>98<br>— | | | 1949 Ast. G. Riera—Gjn<br>103' 8" 20' 6" 9' 10"<br>... ... ... | M Trawler | | Oil 2SA 6Cy. 180×300 mm<br>270bhp<br>Möller & Jochumsen |
| 650855<br><br><br>Df Esd<br>RT | **EREBUS**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 3330<br>1556<br>4400 | | | 1965 Rauma-Repola O/Y—Rauma<br>344' 10" 48' 7" 20' 5"<br>318' 0" 48' 6" 23' 0"<br>1 dk | M Tanker Mchy.aft | | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W<br>Valmet O/Y Rautpohjan |
| 510513<br>PDYL<br><br>Df Esd<br>RT | **EREBUS**<br><br>**Rederij m.s. "Erebus",**<br>**Gebr. Schothorst**<br>"Carebeka" N.V.<br>Groningen Netherland | 477<br>224<br>600 | ✠100A1<br><br>✠LMC<br><br>MN75 | SS 6/64<br><br><br><br>EL g | 1950–9 E. J. Smit & Zoon Schpsw.—Westerbroek<br>160' 5" 26' 11" 10' 10"<br>147' 7" 26' 9" 11' 0"<br>P46' Q47' F25' 1 dk<br>RW 3BH<br>WB142t | M Mchy.aft<br><br>G.30000 B.28000 | | Oil 4SA 6Cy. 290×450 mm<br>375bhp<br>Appingedammer Brons |
| 510514<br><br>302247<br>Df Esd<br>Pfd Rdr | **EREDENE**<br><br>**Glendee Fishing Co. Ltd.**<br>John A. Lewis<br>Aberdeen British | 216<br>76<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN110 | SS 6/65<br><br><br><br>EL (c) J | 1961–4 J. Lewis & Sons Ltd.—Abn<br>*106-0'* 23' 4"<br>104' 4" 23' 0" 12' 0"<br>F17'<br>RW 4BH<br>rf 39" BK7" | M Trawler<br><br><br><br>Der 1(1½) | | Oil 2SA 5Cy. 12½"×16"<br>550bhp Widdop<br>British Polar Engines Ltd.<br>2×15kW 220V d.c. |
| 510515<br>TCGB<br>26 | **ERENKÖY**<br>exBosphorus No. 70–34<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 567<br>314<br>— | ✠ | <br><br>GL | 1911–8 At. & Ch. de France—Dnk<br>155' 1" 25' 1" 8' 2"<br>11' 9"<br><br>R | TS Ferry | | T 6Cy. 11" 18" & 29"×<br>547ihp<br>At. & Ch. de France |

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| **ERETRIA**<br>**Venetsianos Meletios**<br>Greek<br>Piræus | **298**<br>174<br>— | | **1943** ....................England<br>160' 8" 30' 0"<br>... ... ... | TM Ferry | 2 Oil 2DA each 4Cy.<br>Andritz |
| **ERETRIA**<br>**Sofra Bros. & D. Dimitriadis**<br>Greek<br>Piræus | **119**<br>79<br>— | | **1957** ....................Perama<br>78' 1" 22' 5"<br>... ... ... | Wood TM Ferry | 2 Oil 4SA<br>Germany |
| **EREVAN**<br>**U.S.S.R.**<br>Russian<br>Murmansk | **756**<br>264<br>— | ✠ | **1952–11** Gävle Varv A/B—Gfl<br>207' 0" 30' 8"<br>187' 6" 30' 6" 15' 11"<br>F39' | S Trawler | C 4Cy. (2) 11⅜" & (2) 27$\frac{3}{16}$"×25$\frac{3}{16}$"<br>A/B Finnboda Varf Skm |
| **ERFJORD**<br>exGulos-38 exErfjord-37<br>exGulos-36<br>**A/S Jösenfjord Rutelag**<br>Norwegian<br>Stavanger | **132**<br>69<br>— | | **1904** Kristiansands M/V—Krs<br>*102·9'* 17' 2"<br>... ... ...<br>Q26' B23' F30' 1 dk<br>R len 13<br>BK5" | M | Oil 2SA 4Cy. 280×320 mm<br>NE40<br>Haldorsen & Sönner Rub |
| **ERFURT**<br>**Deutsche Seereederei**<br>E. German<br>Rostock | **6749**<br>3894<br>9911<br>**9641**<br>5768<br>12795 | DSRK | **1958** Warnowwerft—Warnemünde<br>516' 5" 65' 9" 27' 7"/31' 8"<br>65' 3" 42' 0"<br>2 dks & S dk<br>RW | TM Ref OSD/CSD Mchy.aft<br>G.630003 B.586840 In.12291<br>14W Cr 2 Der 5(50) 8(18) 2(5) | 4 Oil 4SA each 8Cy. 470×660 mm with electro-magnetic couplings & gearing to 2 sc. shafts<br>7200bhp 1477t<br>Maschb. Halberstadt Halberstadt<br>14½k |
| **ERFURT**<br>**Fischkombinat Rostock**<br>E. German<br>Rostock | **670**<br>214<br>— | DSRK | **1954** Volkswerft Stralsund—Stralsund<br>192' 0" 29' 7" 13' 2"<br>29' 5" | M Trawler | Oil 4SA 8Cy. 365×550 mm<br>Görlitzer Masch. Görlitz |
| **ERGINA VENTOURI**<br>exParalos-65 exEdenwood-60<br>**Constantinos G. Ventouris**<br>Greek<br>Piræus | **1589**<br>897<br>— | **✠100A1** TD 7/68 ~~SS 3/64~~<br>**✠LMC**<br>EL q | **1943–10** Hall, Russell & Co. Ltd.—Abn<br>258' 10" 39' 1" 17' 5½"<br>254' 0" 38' 9" 18' 8"<br>Q56' B92' F27' 1 dk, 2nd dk in way of No. 3 hold<br>RW 5BH<br>WB613t | M Mchy.aft<br>G.128885 B.119864<br>8W Der 2(8) | Oil 2SA 6Cy. 340×570 mm<br>960bhp Polar 169t<br>British Auxiliaries Ltd. Gls<br>10k |
| **ERIC COOPER**<br>**Costain Blankevoort (U.K.) Dredging Co. Ltd.**<br>British<br>Liverpool | **553**<br>242<br>1043 | **✠100A1**<br>sand carrier Coasting service between Barrow & Anglesey<br>**✠LMC**<br>MN124 EL i | **1965–6** C. Hill & Sons Ltd.—Brs<br>157' 2" 34' 3"<br>148' 0" 33' 8" 15' 3"<br>1 dk<br>4BH<br>rf nil WB118t | M Sand Suction Dredger Mchy.aft<br>1 Ho 45½' | Oil 4SA 6Cy. 8"×10¾" with sr reverse gear<br>620bhp (d.o)<br>Ruston & Hornsby Lcn<br>2×10 & 5kW 240V 50c/s a.c. |
| **ERIC K. FERNSTRÖM**<br>Launched as Eric Fernström<br>**A/B A. K. Fernströms Granitindustrier**<br>Erik K. Fernström<br>Swedish<br>Karlshamn | **27885**<br>17585<br>48850 | **✠100A1** SS 4/67<br>oil tanker<br>**✠LMC**<br>MN2940 EL u†3⅛"SQ | **1963–4** Öresundsvarvet A/B—Lkr<br>724' 2" 101' 3" 38' 8"<br>691' 3" 101' 0½" 49' 8"<br>P106' B28' F87' 1 dk<br>17BH<br>rf 2" WB3092t | M Tanker Mchy.aft<br>45 Ta<br>L.2253325 HeCls. BC<br>Der 4(5) 1(4) 1(2) | Oil 2SA 7Cy. 850×1700 mm<br>14700bhp 3202t (hvf)<br>A/B Götaverken Got<br>2AuxB 180℔<br>4×500, 500, 500, 375kW 450V 60c/s a.c.<br>16k |
| **ERIC & MELVIN**<br>exNina M. Conrad-64<br>**G. J. Furlong**<br>Canadian<br>St. John's, Nfl | **173**<br>135<br>— | | **1923** Ernst S.B. Co. Ltd.—Mahone Bay, N.S<br>124' 2" 26' 10" 15' 6"<br>26' 8" | Wood Aux T Ref<br>B.7950 In.278<br>1W | 2 Oil each 6Cy. 5⅛"×6"<br>NE59 6t<br>Cummins Eng. Co. Columbus<br>9k |
| **ERICA**<br>**Irvin & Johnson Ltd.**<br>S. African<br>Cape Town | **340**<br>100<br>186 | ✠Classed LR until 8/66 | **1965–1** Hall Russell & Co. Ltd.—Abn<br>139' 9" 26' 9"<br>123' 6" 26' 6" 13' 9"<br>F23'<br>RW<br>rf 30" BK6" | M Trawler<br>2 Ho 29', 12½'<br>5 Ha (3'×3½') (3½'×4½') (5¼', 5¼'×3½') (5'×5') | Oil 2SA 7Cy. 310×490 mm with hydraulic coupling<br>840bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>2×40, 25kW 110V d.c.<br>Controllable pitch propeller |
| **ERICA OF EXUMA**<br>**Sir Robert MacAlpine & Sons Ltd.**<br>British<br>London | **137**<br>65<br>— | | **1966** Hollandse Schpsb. Maats.—Groot Ammers<br>117' 0" 24' 4" 4' 6¼"<br>96' 7" 23' 3½" 9' 0"<br>2 dks | M Landing Craft Mchy.aft<br>Bow door | 2 Oil 4SA each 6Cy. 4½"×5½" geared to sc. shaft<br>324bhp<br>Caterpillar Tractor Co. Peoria |
| **ERICE**<br>**"Erice" S.p.A. di Nav.**<br>Italian<br>Palermo | **9701**<br>5796<br>13200 | RI<br>✠Classed LR until 2/62 | **1957–10** "Navalmeccanica" Cant. Nav.—Castellammare<br>494' 0" 64' 6" 29' 4¾"<br>457' 11" 64' 3½" 39' 11"<br>2 dks<br>rf 8" | M Mchy.aft<br>5 Ho<br>G.729957 B.661799<br>10W Der 1(30) 1(15) 1(8) 9(5) | Oil 2SA 7Cy. 750×1320 mm<br>7700bhp 896t<br>S.A. Fiat S.G.M. Tur<br>14½k |
| **ERICH HONECKER**<br>**Fischkombinat Rostock**<br>E. German<br>Rostock | **257**<br>91<br>— | DSRK | **1951** Volkswerft Stralsund—Stralsund<br>128' 6" 24' 0" 8' 10"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>Schwermasch. Karl Liebknecht Mgd |

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| 641380<br>DFBJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERICH OLLENHAUER**<br>**Gemeinwirtschaftliche Hochseefischerei G.m.b.H.**<br>Bremerhaven W. German | 1845<br>800<br>— | GL | 1964 Seebeckwerft—Bhn<br>*245-4'* 41' 5" 15' 9"<br>229' 7" 41' 4" 17' 1"<br>B&F109' 2 dks | TD-E Stern Trawler | 3 Oil 4SA each 8Cy.<br>connected to elec.<br>shafts<br>2700bhp<br>Klöckner-Humboldt-Deu |
| 661443<br>DEID<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERICH RETZLAFF**<br>**Dr. Erich Retzlaff**<br>Bremen W. German | 1598<br>1103<br>2736 | GL | 1966 Elsflether Werft A.G.—Elsfleth<br>281' 6" 41' 5" 16' 9½"<br>255' 11" 41' 4" 18' 4"<br>P62' Q89' F25' 1 dk | M Mchy.aft<br>G.113860 B.106860<br>2 Ha<br>Cr 3 (3) | Oil 4SA 8Cy. 320 × 450 mm<br>2000bhp<br>Atlas-MAK Masch. |
| 510529<br>DGKU<br>Df Esd<br>Gc Rdr<br>RTm/h | **ERICH SCHRÖDER**<br>**Reederei Richard Schröder K.G.**<br>Hamburg W. German | 2144<br>1001<br>3760 | GL | 1956 Norderwerft Köser & Meyer—Ham<br>334' 6" 47' 4" 20' 0"<br>301' 8" 47' 3" 28' 10"<br>1 dk & S dk<br>RW<br>rf 3" | M OSD Mchy.aft<br>3 Ho 47', 77', 77'<br>G.235769 B.216699<br>5 Ha (27½', 52', 52', 52', 52' × 18')<br>Der 1(25) 10(3–5) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2800bhp<br>Masch. Kiel A.G.<br>3 × 100, 100, 80kW 380V |
| 671888<br>DEXG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERICH STEINFURTH**<br>**Fischkombinat Rostock**<br>Rostock E. German | 991<br>315<br>— | | 1967 Peene Werft—Wolgast<br>205' 3" 37' 7" 15' 4"<br>179' 4" 37' 6" 22' 3"<br>2 dks | M Stern Trawler | Oil 2SA 6Cy. 480 × 720 mm<br>1750bhp<br>Dieselmotorenwerk |
| 510530<br>DAZE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERICH WEINERT**<br>**Fischkombinat Rostock**<br>Rostock E. German | 2966<br>1297<br>1662 | DSRK | 1961 Mathias-Thesen-Werft—Wismar<br>281' 4" 44' 3" 17' 5½"<br>44' 1"<br>2 dks<br>RW | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 460 × 720 mm<br>Dieselmotorenwerk |
| 641576<br>UITU<br>M-26949<br>Df Esd<br>Gc Rdr | **ERIDAN**<br>**U.S.S.R.**<br>Kaliningrad Russian | 2435<br>1070<br>852 | | 1963 Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" 16' 1"<br>43' 2" 23' 0"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.33549<br>3 Ha<br>4W Der 2(6) 2(1½) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebkn |
| 510531<br>IMQR<br>109<br>Df Esd<br>RT | **ERIDANIA**<br>exFerrières-62<br>**Morfini S.p.A.**<br>Bari Italian | 901<br>488<br>1112 | RI | 1953 Bijker's Aannemings—Gorinchem<br>225' 11" 32' 5" 13' 4"<br>203' 5" 32' 3" 14' 6"<br>F33' 1 dk | M Tanker Mchy.aft<br>12 Ta | Oil 4SA 8Cy. 400 × 600 mm<br>1050bhp<br>Masch. Augsburg-Nürnberg<br>3 × 60kW 110V d.c. |
| 662157<br>GRYG<br>309770<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ERIDGE**<br>**P. & O. Steam Nav. Co.**<br>Trident Tankers Ltd.<br>London British | 42825<br>27303<br>72692 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4, 6, 8 &10 holds may be empty, or oil cargoes, no holds partially filled except No. 1 & one midship hold empty (cc)<br>✠LMC<br>MN4140 EL z†3 1/16"SQ | 1966-10 Mitsui Zosen—Tmn<br>~~823' 0"~~ 104' 3" 45' 1½" 823' 0"(incl.BB)<br>794' 2" 104' 0" 61' 10"<br>F61' 1 dk<br>RW NS 15BH<br>rf nil WB24412t incl. Comb btm, side & topside tanks in holds 21875t | M Ore/Oil Carrier Mchy.aft<br>11 Ho each 53½' 13 Ta<br>G.2866017 L.2903740 HeCls. BC<br>Der 2(12½) 2(5) 2(1) | Oil 2SA 9Cy. 840 × 1800 mm<br>20700bhp B&W<br>Mitsui Zosen<br>WTAuxB 782lb WTAuxB<br>3 × 700, 550, 550kW 450V<br>e (ex.g) 329lb |
| 510532<br>WE8709<br>222185<br>Gc Rdr<br>RT | **ERIE QUEEN**<br>exAlgomah II-62<br>exBainbridge-36<br>**Myles J. Rosenthal**<br>Cleveland United States | 606<br>338<br>— | | 1922 Rice Bros. Corp.—Boothbay<br>152' 0" 31' 0" 11' 2⅜"<br>139' 0" 30' 0" 14' 8"<br>2 dks<br>R | S CSD Mchy.aft<br>1 Ho 32'<br>1 Ha (8' × 6½') | T 3Cy. 13" 21½" & 35" × 3<br>450ihp<br>Marine Iron Wks. |
| 510533<br>Df | **ERIETTA**<br>**J. S. Latsis**<br>Piræus Greek | 98<br>69<br>— | ✠100A1 SS 5/66<br>Saronic, Corinth & Patros Gulf service<br>**LMC**<br>MN50 EL (a) ½" | 1952-6 Gustafsson & Anderssons Varvs A/B—Lidingö<br>90' 3" 17' 3"<br>17' 0" 5' 3"<br>RFD21' 1 dk<br>4BH<br>BK4" | Aluminium Alloy TM | 2 Oil 4SA each 6Cy.<br>gearing<br>250bhp ✠NE<br>Rolls Royce Ltd. |
| 510534<br>OUSC<br>Pfd | **ERIK**<br>exTaurus exSnapp<br>**Otto Gregersen Partrederi**<br>Fur Danish<br>**Now BENDY See New Entries No. 12** | 315<br>146<br>431 | BV | 1908 A/B Oskarshamns M/V—Osk<br>124' 0" 22' 7" 10' 9"<br>22' 5"<br>Q20' F11' 1 dk<br>R len 28 | M Mchy.aft<br>1 Ho 78'<br>3W | Oil 2SA 5Cy. 230 × 400 mm<br>NE54 Alpha<br>Frederikshavns Jernst. & |
| 650927<br>OXVE<br>Df Esd<br>Rdr<br>RTm | **ERIK BOYE**<br>**I/S Rederiet Erik B. Kromann**<br>Marstal Danish | 499<br>285<br>1050 | BV | 1965 E. J. Smit & Zn's Scheeps.—Westerbroek<br>203' 8" 32' 2" 12' 7½"<br>183' 8" 31' 10" 19' 10"<br>P126' F34' 1 dk & S dk<br>rf nil | M OSD Mchy.aft<br>1 Ho 126'<br>G.57000 B.53000<br>2 Ha (32½' × 15½') (48½' × 16½')<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450 mm<br>800bhp<br>Masch. Kiel G.m.b.H.<br>3 × 15kW 220V d.c. |
| 510538<br>WE5828<br>205783<br>Esd Rdr<br>RT | **ERIK FOSS**<br>exGleaner exST 216 exGleaner<br>**Foss Launch & Tug Co.**<br>Seattle United States | 154<br>73<br>— | | 1908 ......................Bandon, Ore<br>*97-4'* 22' 8"<br>... ... ... | Wood M Tug | Oil 12Cy. 8½" × 10"<br>900bhp NE31<br>General Motors Corp. |

| Ship, owner, flag | Tons | Class | Built, builder, dimensions | Type, holds | Engines |
|---|---|---|---|---|---|
| **ERIK HELLESKOV**<br>OVQU<br>**Rederiet Helleskov**<br>Df Esd Rederiet Otto Danielsen<br>Rdr Copenhagen Danish<br>RTm/h/v | **499**<br>283<br>1048 | BV | **1967** Schps. Gebr. v. Diepen—<br>Waterhuizen<br>203′ 5″ 33′ 10″ 12′ 6″<br>183′ 8″ 33′ 6″ 12′ 8″<br>F38′ 1 dk<br>rf 4″ | M Mchy.aft<br>2 Ho 125′, 70¾′<br>G.59675 B.53488<br>1 Ha (stl) (32½′×16½′)<br>1 Ha (48¾′×17¼′ comb.)<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>800bhp 54t (d.o)<br>Atlas-Mak Masch. Kel<br>2×50kW 220V d.c. 11½k |
| **ERIK JARL**<br>LART<br>~~Det Nordenfjeldske D/S~~<br>~~Trondheim~~ ~~Norwegian~~<br>Df Rdr **Chion Naftiliaki Anon. Etareia**<br>RTm Greek<br>Now **STROVILI** See New Entries No. 11 | **454**<br>181<br>497 | NV | **1955** P. Lindenau Schiffs.—Kel<br>183′ 10″ 29′ 4″ 10′ 6¾″<br>183′ 9″ 29′ 3″ 17′ 4″<br>1 dk & S dk<br>RW<br>rf 5″ | M OSD Mchy.aft<br>2 Ho 53½′, 43¼′ 1 TwD 93¼′<br>G.40400 B.37400<br>2 Ha (each 14¾′×8¾′)<br>4W Der 1(8) 4(3) | Oil 4SA 8Cy. 285×420 mm<br>635bhp 52t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×65kW 230V d.c. 11k |
| **ERIK JØRS**<br>OZDV exAdi-59 exLisel-47 exWolf-39<br>**I/S Danebo**<br>Df Esd Erik Rasmussen<br>RT Marstal Danish | **143**<br>73<br>210 | BV | **1908** Bremer Vulkan—Vgk<br>100′ 2″ 21′ 6″ 10′ 6″<br>... ... ...<br>R | Aux Sp Mchy.aft | Oil 2SA 4Cy. 200×340 mm<br>119bhp NE48<br>Frederikshavns Jernst. & Msk Fkn |
| **ERIK SEYD II**<br>DAHV<br>**Frachtschiff. Erik Seyd**<br>Df Esd Peter Döhle<br>RTh Hamburg W. German | **497**<br>301<br>787 | GL | **1958** Klahn Werft—Bln<br>*177·8′* 29′ 6″ 11′ 1½″<br>12′ 2″<br>P42′ F20′ 1 dk<br>rf nil | M<br>1 Ho 110′<br>G.38000 B.34250<br>2 Ha (30¾′, 50½′×16½′)<br>Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×13, 13, 2½kW 115V d.c. 10k<br>Directional propeller |
| **ERIK SIF**<br>OZMN<br>**Rederi I/S "Sif" II**<br>Df Esd Knud I. Larsen<br>Rdr Copenhagen Danish<br>RTm | **500**<br>316<br>935 | **✠100A1** SS 3/66<br>**✠LMC**<br>MN152 EL j 1⅛″SQ | **1961**–11 E. J. Smit & Zn's Scheeps.—<br>Westerbroek<br>200′ 5″ 30′ 6″ 11′ 11½″<br>182′ 5″ 30′ 2″ 13′ 3″<br>Q50′ F39′ 1 dk<br>RW 3BH<br>rf 6″ WB319t incl. Dk a32t m12t | M Mchy.aft<br>1 Ho 124½′<br>G.40000 B.37000<br>2 Ha (25¼′, 50½′×15¾′)<br>3W Der 3(3) | Oil 4SA 8Cy. 290×420 mm<br>760bhp 70t (d.o)<br>Masch. Kiel A.G. Kel<br>3×10kW 110V d.c. 11k |
| | | **REPAIRS REQUIRED—CLASS SUSPENDED 4/10/68** | | | |
| **ERIKA**<br>DLDW<br>**Hamburg-Südamerik.**<br>Df Esd **Dampfsch.-Ges. Eggert &**<br>Gc Rdr **Amsinck**<br>Bremen W. German | **1971**<br>917<br>3500<br>**3191**<br>1623<br>4862 | GL | **1957** A.G. "Weser" Werk Seebeck—Bhn<br>*298·5′* 46′ 3″ 19′ 11½″/24′ 3″<br>285′ 5″ 45′ 11″ 28′ 1″<br>P70′ F51′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>G.222251 B.200458<br>2 Ha<br>Der 1(25) 1(10) | 2 Oil 4SA each 6Cy. 420×660 mm<br>geared to sc. shaft<br>2500bhp<br>Klöckner-Humboldt-Deutz Kln<br>13k |
| **ERIKA**<br>LEGA<br>**Björn Ottesen**<br>Haugesund Norwegian | **199**<br>85<br>— | GL | **1933** Elsflether Werft A.G.—Elsfleth<br>107′ 11″ 23′ 1″ 10′ 6″<br>10′ 11″<br>Q13′ 1 dk<br>R | M Fishing Mchy.aft | Oil 2SA 3Cy. 280×420 mm<br>240bhp Emade49fitted63<br>Wichmann Mtrf. Rub |
| **ERIKA B**<br>DIGL exHelga-63<br>**Hinrich Badewien**<br>Df Esd Warsingsfehn W. German | **298**<br>158<br>470 | GL | **1954** J. J. Sietas Schiffsw.—Ham<br>147′ 3″ 27′ 1″ 10′ 2″<br>129′ 7″ 26′ 11″ 11′ 2″<br>P30′ F16′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 81½′<br>G.21900 B.20400<br>1 Ha (69′×18′)<br>2W | Oil 4SA 6Cy. 320×450 mm<br>300bhp 20t<br>Klöckner-Humboldt-Deutz Kln<br>9½k |
| **ERIKA DAN**<br>OXDY<br>**J. Lauritzen**<br>Df Esd Esbjerg Danish<br>Gc Pfd<br>Rdr<br>RTm/v | **2648**<br>1333<br>3045 | **✠100A1** SS 3/66<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN580 EL t 1⅜″SQ | **1958–4** Werft Nobiskrug—Rendsburg<br>298′ 7″ 46′ 1″ 20′ 11¾″<br>273′ 8″ 45′ 11″ 25′ 6″<br>F31′ 2 dks<br>NS 6BH<br>rf 4″ WB645t incl. Tunnel tanks 158t | M (36P) Ref<br>4 Ho 40¾′, 45¼′, 47½′, 38¾′<br>G.150000 B.140000 In.2790<br>4 Ha (stl) (23¾′, 28′, 26′, 26′×20′)<br>8W Der 1(35) 1(25) 8(5) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp 530t (d.o)<br>Burmeister & Wain Cpn<br>3×170kW 220V d.c.<br>Controllable pitch propeller 14k |
| **ERIKA SCHULTE**<br>DHEN exIlse E. Gleue-54<br>~~Schulte & Bruns~~<br>Df Esd ~~Hamburg~~ ~~W. German~~<br>Gc Rdr **Schulte & Bruns K.G.**<br>RTm/v Schulte & Bruns<br>Hamburg W. German | **1247**<br>606<br>2420<br>**1970**<br>1143<br>3286 | GL | **1954** Interessengem. Gleue Reed.—Ham<br>*237·2′* 41′ 10″ 17′ 10⅞″/21′ 9¼″<br>41′ 8″ 25′ 3″<br>B41′ F33′ 1 dk & S dk<br>RW<br>rf 4″ | M OSD/CSD Mchy.aft<br>2 Ho 37¼′, 112′<br>G.137810 B.132010<br>4 Ha (23½′, 29½′, 29½′, 23½′×19¾′)<br>Der 1(15) 8(3) | Oil 4SA 7Cy. 400×600 mm<br>1470bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×85kW 230V d.c. 12k |
| **ERIKETTA**<br>SYNJ<br>9 **Konstantinos Koronaios**<br>Salonica Greek | **108**<br>74<br>— | | **1911** ......................Kertch<br>104′ 11″ 20′ 7″ 10′ 6″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 4SA<br>Emade—fitted36<br>Blackstone & Co. Ltd. Stamford |
| **ERIMO**<br>**Diamonds Steam Fishing**<br>Df Esd **Co. Ltd.**<br>Pd Rdr H. L. Taylor Ltd.<br>RT Grimsby British | **273**<br>91<br>— | **✠100A1** SS 6/66<br>trawler<br>**✠LMC**<br>MN140 EL (e)I | **1962**–5 Goole S.B. & R. Co. Ltd.—Goo<br>*117·6′* 25′ 4″<br>115′ 0″ 25′ 0″ 12′ 3″<br>Q66′ F22′<br>RW 4BH<br>rf 21″ BK5″ WB2t | M Trawler | Oil 4SA 6Cy. 15″×18″<br>700bhp<br>Mirrlees, Bickerton & Day Stckpt<br>12k |
| **ERIMO MARU**<br>JLFT<br>**Kyoei Tanker K.K.**<br>Df Esd Kobe<br>Pd RTv Japanese | **2639**<br>1409<br>3776 | NK | **1961** Namura Zosensho—Osa<br>317′ 6″ 45′ 5″ 19′ 7″<br>295′ 3″ 45′ 3″ 23′ 4″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho 50¼′, 102¼′, 47′<br>G.179348 B.167878<br>3 Ha (28′×19′) (81′, 28¾′×20¼′)<br>11W Der 1(30) 6(10) 2(5) | Oil 4SA 8Cy. 470×700 mm<br>2800bhp 222t (d.o)<br>Ito Tekkosho Shimizu<br>2×85kW 445V 60c/s a.c. 13k |

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| 650866<br>8LSZ<br>95538<br>Rdr | **ERIMO MARU**<br><br>**Murakami Kisen K.K.**<br>Hojyo Japanese | 997<br>642<br>1874 | | 1964 Imabari Zosen—Imabari<br>233' 3" 34' 3" 15' 11"<br>213' 2" 34' 1" 17' 6"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.82531 B.76668<br>1 Ha (116½'×18½')<br>6W Der 4(7) | Oil 4SA 6Cy. 380×540 mm<br>1200bhp<br>Makita Tekkosho<br>2×10kW 115V d.c. |
| 662179<br>JH2171<br>98169<br>Rdr RT | **ERIMO MARU**<br><br>**Kawasaki Kensetsu K.K.**<br>Nagoya Japanese | 973<br>531<br>— | | 1966 Miho Zosensho—Shimizu<br>196' 4" 37' 2"<br>183' 9" 37' 1" 17' 2"<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 6Cy.<br>400bhp<br>Hanshin Nainenki Kogyo |
| 510552<br>GFRH<br>187316<br>Df Pfd<br>RTm/v | **ERIMUS CROSS**<br><br>**Tees Towing Co. Ltd.**<br>Wm. Crosthwaite & Son<br>Middlesbrough British | 192<br>—<br>— | ✠100A1 SS 5/68 ~~SS 4/64~~<br>tug<br>✠LMC<br><br>MN220 EL (c) | 1960-1 Scott & Sons (Bowling) Ltd.—Bwg<br>104' 6" 26' 11" 11' 9½"<br>95' 6" 26' 6" 12' 9"<br>RW 3BH<br>rf 24" BK6" | M Tug | Oil 2SA 6Cy. 14½"×19" with<br>coupling & sr reverse gear<br>1100bhp<br>Crossley Bros. Ltd.<br>1×10kW 110V d.c. |
| 510553<br>DCBI<br>166<br>Df Esd<br>Rdr<br>RTm | **ERIN NÜBEL**<br><br>**Emder Dampfercomp. A.G.**<br>Emden W. German<br>Now **TOTILA** See New Entries No. 5 | 827<br>375<br>1528 | GL | 1954 Schulte & Bruns—Emd<br>231' 9" 34' 10" 14' 5"<br>213' 3" 34' 9" 20' 6"<br>P&Q113' 1 dk & S dk<br>RW<br>rf 2" | M OSD Mchy.aft<br>2 Ho 41', 93½'<br>G.97800 B.90700<br>3 Ha (stl) (35½', 41½', 31½'×23')<br>6W Der 1(10) 6(3–5) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz<br>2×60kW 220V d.c. |
| 519278 | **ERITREA**<br>exKarlovo–64 exKongsbru–63<br>**Red Sea Development Corp.**<br>Massawa Ethiopian<br>Now **KARLOVO** See New Entries No. 6 | 1991<br>923<br>3410 | NV | 1954 Trondhjems M/V—Tdh<br>315' 3" 45' 1" 18' 9½"<br>290' 0" 44' 11"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ho<br>G.225300 B.215130<br>4 Ha (34½'×21½') (34½', 34½', 34½'×23½')<br>8W Der 1(15) 8(5) | Oil 2SA 6Cy. 520×700 mm<br>1800bhp<br>Waggon & Maschb. |
| 510558<br>UUNT<br>M-11955<br>Df Esd | **ERIVAN**<br>Launched as Joseph Watt<br>**U.S.S.R.**<br>Vladivostok Russian | 7176<br>4235<br>10606 | | 1943 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 500254<br>DCGH<br>3359<br>Df Esd | **ERJO**<br>exAdelheid Sibum–64<br>exDe Ruyter–57<br>exBergendal–38<br>**Martin & Horst Meyer**<br>Duisburg W. German | 458<br>241<br>640 | BV | 1931 Ind. Maats. De Noord—Alb<br>165' 7" 25' 9" 11' 3"<br>25' 7" 12' 2"<br>P43' F18' 1 dk<br>R | M Mchy.aft<br>1 Ho 111½'<br>G.30419 B.28000<br>2 Ha (each 35½'×15')<br>2W Der 1(3) 1(2) | Oil 4SA 6Cy. 280×510 mm<br>299bhp<br>Motfbr. Deutz A.G. |
| 536699<br>TCRX<br>565<br>Df Esd<br>Gc Rdr<br>RTm | **ERKIN 2**<br>exTrabzon–67 exImperial–49<br>**Turkish Government (Ministry of National Defence)**<br>Istanbul Turkish | 6790<br>4803<br>5015 | AB<br>✠Classed LR until 5/49 | 1938–6 A/S Nakskov Skibsv.—Nkv<br>440' 6" 58' 4" 23' 7½"<br>410' 3" 58' 0" 33' 9"<br>P69' F73' 3 dks<br>R<br>rf 4" | M (526P)<br>4 Ho 39½', 69', 49½', 62½'<br>G.223230 B.202900<br>4 Ha (20½', 22½', 17½', 14½'×16½')<br>8W Der 2(30) 4(3) | Oil 2SA 6Cy. 750×1320 mm<br>6000bhp NE59<br>S.A. Fiat S.G.M.<br>3×240kW 220V d.c. |
| 510559<br>STER<br><br>Df Esd<br>Gc Rdr<br>RT | **ERKOWIT**<br><br>**Sudan Shipping Line Ltd.**<br>Port Sudan Sudanese | 3741<br>1969<br>4950 | ✠100A1 SS 6/67<br>DTm—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1090 EL y 1½"SQ | 1962–7 Brodogradiliste Uljanik—Pla<br>395' 2" 53' 11" 22' 2½"<br>360' 11" 53' 9½" 33' 6"<br>RFD39' 1 dk & S dk, 3rd dk in No. 3 hold<br>Coll BH to S dk 6 to 2nd dk<br>rf 4" DK fwd WB1416t incl. DTm628t | M (12P) Ref OSD Mchy.aft<br>4 Ho 54½', 77½', 48', 54½'<br>G.308838 B.282943 In.24438<br>4 Ha (stl) (27½', 48½', 41½'×21') (27½'×18½')<br>12W Der 1(40) 2(10) 10(5) | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>Brodogradiliste Uljanik<br>AuxB 100lb<br>3×200kW 450V 60c/s a.c. |
| 510560<br>DGRM<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **ERLANGEN**<br><br>**Hamburg-Amerika Linie**<br>Hamburg W. German<br>Now **LAWANTI** See New Entries No. 12 | 6341<br>3641<br>8316 | GL | 1956 Howaldtswerke Hamburg A.G.—Ham<br>510' 3" 60' 9" 26' 2½"<br>461' 0" 60' 6" 38' 7"<br>P39' F86' 1 dk & S dk<br>RW | M (12P) Ref OSD<br>5 Ho 48½', 66½', 76', 76', 63'<br>G.564500 B.503700 In.46337<br>5 Ha (stl) (18½'×16') (39½', 47½', 47½', 39½'×18½')<br>20W Der 1(50) 1(15) 6(5–10) 10(3–5) 2(2) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp<br>Howaldtswerke Ham. A.G.<br>3×275kW 400V 50c/s a.c. |
| 651590<br>DFBS<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ERLANGEN**<br><br>**"Nordsee" Deutsche Hochseefischerei G.m.b.H.**<br>Bremerhaven W. German | 2557<br>1160<br>1590 | GL | 1965 A.G. "Weser" Werk Seebeck—Bhn<br>287' 9" 46' 0"<br>254' 7" 45' 11" 29' 6"<br>2 dks<br>rf 13½" | M Stern Trawler<br>3 Ho 59', 14½', 23'<br>4 Ha (5', 5', 5'×3½') (11½'×5½') | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>3200bhp<br>Masch. Kiel G.m.b.H.<br>2×175kW 230/400V 50c/s a.c.<br>Directional propeller |
| 510561<br>JXSN<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ERLING H. SAMUELSEN**<br><br>**Erling H. Samuelsens Rederi A/S**<br>Erling H. Samuelsen A/S<br>Oslo Norwegian | 16495<br>9305<br>25100 | NV | 1962 Kockums M/V A/B—Mmo<br>577' 4" 74' 10" ~~84' 2½"~~ 35' 6½"<br>540' 0" 74' 9½" 48' 7"<br>1 dk | M Bulk Carrier (2P) Mchy.aft<br>6 Ho each 65½'<br>G.1229660<br>6 Ha (stl) (each 49½'×35½')<br>12W Der 6(10) | Oil 2SA 6Cy. 780×1550 mm<br>8400bhp MAN<br>Kockums M/V A/B<br>3×296kW 440V 60c/s a.c. |
| 510562<br>LNXC<br><br>Df Esd<br>Gc Rdr<br>RTm | **ERLING JARL**<br><br>**Det Nordenfjeldske D/S**<br>Trondheim Norwegian | 2125<br>1140<br>500 | NV | 1949 Cant. Nav. Riuniti—Anc<br>268' 9" 40' 10" 14' 10"<br>245' 6" 40' 8"<br>B33' F99' 3 dks<br>RW<br>rf 16" | M (178P) Ref<br>2 Ho 24½', 40'<br>In.21500<br>2 Ha (11½', 9½'×9½')<br>4W Der 4(3) | Oil 2SA 8Cy. 520×900 mm<br>2500bhp<br>S.A. Fiat S.G.M.<br>3×125kW 220V d.c.<br>Controllable pitch propeller |

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| | **ERMA**<br>The People's Republic of China<br>People's Rep. of China | 3859<br>1818<br>— | | | 1966 G. Dimitrov Shipyard—Varna<br>430′ 0″ 52′ 6″<br>… … …<br>1 dk | M Tanker Mchy.aft<br>15 Ta | Oil | 10½k |
| | **ERMENEGILDA**<br>exGloria M.-54 exGloria C.-48<br>exLuigia Garrè exMornar<br>exRozetta<br>Ciro Mancino di Antonio<br>Naples Italian | 382<br>220<br>492 | **FOUNDERED 2/68** | RI | 1918 G. & H. Bodewes—Martenshoek<br>142′ 8″ 25′ 7″ 11′ 1″<br>132′ 10″ 25′ 5″ 12′ 2″<br>1 dk<br>R | M Mchy.aft<br>1 Ho 75¼′<br>2W | Oil 4SA 6Cy. 265×410 mm<br>300bhp NE44<br>S.A. Ansaldo | 20t<br>Gen<br>8k |
| HOCW<br>Dl RT | **ERMERA**<br>exKorowai-65<br>Timor Nav. Corp. S.A.<br>Panama Panamanian | 2475<br>1396<br>3305 | ✠100A1<br>✠LMC | TD 6/66<br>EL t | 1938–6 A. Stephen & Sons Ltd.—Gls<br>303′ 10″ 45′ 8″ 18′ 10½″<br>290′ 0″ 45′ 0″ 21′ 10″<br>P25′ B90′ F31′ 1 dk<br>R 5BH<br>WB878t incl. DTm195t | S<br>B.154523<br>12W Der 1(25) | T 3Cy. 21½″ 34″ & 56″×39″<br>1500ihp<br>A. Stephen & Sons Ltd.<br>2 SB 200℔ Spt hs(5700) 6cf | 366t (o.f)<br>Gls<br>10k |
| Rdr RT | **ERMINE**<br>CWC Fisheries Inc.<br>Ketchikan United States | 106<br>93<br>— | | | 1943 ……………………Sea<br>*80·0′* 24′ 10″<br>80′ 0″ 24′ 8″ 6′ 8″<br>1 dk | Wood TM Fishing Mchy.aft | 2 Oil each 3Cy.<br>200bhp<br>Superior Engine Co. | |
| POYP<br>Dl Esd<br>RT | **ERMINE**<br>J. van der Plas<br>Katwijk a/Zee Netherland | 101<br>36<br>— | | | 1960 Schpsb. K. Hakvoort—Monnickendam<br>88′ 2″ 20′ 6″<br>… … … | M Fishing Mchy.aft | Oil 2SA 5Cy.<br>N.V. Mch. Bolnes | Krimpen |
| IRCZ<br>553<br>Esd Rdr | **ERMINIO BORIO**<br>exNicola Marchegiani-63<br>Giorgio Melchiorri<br>Rome Italian | 171<br>81<br>— | | RI | 1955 Cant. Nav. ICAN—Pesaro<br>114′ 10″ 22′ 2″<br>94′ 2″ 21′ 5″ 12′ 2″ | M Trawler | Oil 4SA 6Cy. 265×410 mm<br>450bhp<br>Ansaldo Stab. Mecc. | Gen |
| SVNA<br>Dl Esd<br>Gc Rdr | **ERMIS**<br>Cia. Mar. "Samsoc" Ltda.<br>~~Syra~~ Piræus Greek | 9585<br>5727<br>14400 | | AB | 1958 Bartram & Sons Ltd.—Sld<br>507′ 7″ 66′ 2″ 30′ 6″<br>466′ 6″ 66′ 0″ 41′ 0″<br>F49′ 2 dks<br>RW<br>rf 4″ | M CSD<br>5 Ho<br>G.764943 B.670723<br>6 Ha<br>10W Der 1(35) 4(10) 6(5) 2(3) | Oil 2SA 6Cy. 650×2320 mm<br>8000bhp<br>N.E. Mar. Eng. Co. Ltd. | 1524t<br>Wal<br>14¼k |
| Dl Esd<br>Gc RT | **ERMLAND**<br>exStördiek-64<br>Maria Trautmann<br>Duisburg W. German<br>Now **LISA BAHR**<br>See New Entries No. 1 | 298<br>184<br>472 | | GL | 1961 Jadewerft G.m.b.H.—Wilhelmshaven<br>156′ 2″ 28′ 0″ 8′ 10″<br>137′ 10″ 27′ 11″ 9′ 10″<br>P33′ F22′ 1 dk | M Mchy.aft<br>G.22200 B.21000<br>1 Ha (71¼′×18′) | Oil 4SA 6Cy. 290×420 mm<br>250bhp<br>Masch. Kiel A.G. | Kel<br>9½k |
| SVOZ<br>Dl Esd<br>Gc Rdr | **ERMOUPOLIS**<br>Cia. Mar. "Samsoc" Ltda.<br>Syra Greek<br>Now **ANGELIC POWER** See New Entries No. 1 | 9584<br>5727<br>14400 | | AB | 1958 Bartram & Sons Ltd.—Sld<br>507′ 7″ 66′ 2″ 30′ 6½″<br>466′ 6″ 66′ 0″ 41′ 0″<br>F49′ 2 dks<br>RW<br>rf 4″ | M CSD<br>5 Ho<br>G.764943 B.670723<br>6 Ha<br>10W Der 1(35) 4(10) 6(5) 2(3) | Oil 2SA 6Cy. 650×2320 mm<br>8000bhp<br>N.E. Mar. Eng. Co. Ltd. | 1480t<br>Wal<br>14¼k |
| | **ERMOUPOLIS**<br>exGiovanna de Pirro-65<br>exFortuna-58 exPirata<br>Z. Calergis & Co.<br>Piræus Greek | 141<br>101<br>350 | | HR | 1947 Cant. Nav. Filli Accinelli—Italy<br>99′ 10″ 16′ 11″ 8′ 0″<br>88′ 10″ 10′ 0″<br>1 dk | M<br>1 Ho 62′<br>B.9354<br>1 Ha (27′×—′)<br>1W Der 1(1½) | Oil 4SA 6Cy. 210×320 mm<br>150bhp Emade34fitted—<br>Deutzwerke | 10t<br>Kel<br>8k |
| 4ZVF<br>Dl Esd<br>Gc Rdr | **ERNA**<br>exCyrtina-66 exS N A 2-63<br>exVaires-56<br>Cia. Nav. Ritalex Ltd.<br>Monrovia Liberian | 3630<br>1908<br>4965 | | BV | 1948 Burrard D.D. Co. Ltd.—Vcr<br>372′ 7″ 48′ 7″ 20′ 2″<br>48′ 5″<br>P43′ B63′ F40′ 1 dk | S<br>4 Ho<br>G.228497 B.215683<br>4 Ha (36′, 37¾′, 36′, 42¼′×32′)<br>8W Der 8(5) | Uniflow 4Cy. 25″×26″<br>Canadian Vickers Ltd. | 452t (o.f)<br>Mtl<br>11k |
| OUSE<br>RTm | **ERNA**<br>exHertha Helene<br>exKalmarsund IX exHans<br>A/S Danena<br>E. Nygaard<br>Odense Danish | 215<br>79<br>300 | | BV | 1920 Marstal Staalskibs A/S—Marstal<br>113′ 0″ 22′ 7″ 9′ 3″<br>22′ 5″<br>P26′ F16′ 1 dk<br>R len 38 | M Dredger<br>1 Ho 36½′<br>1 Ha (36½′×14′)<br>2W | Oil 2SA 4Cy. 230×400 mm<br>240bhp NE50 B&W<br>Frederikshavns Jernst. & Msk.<br>2×1½kW 24V d.c. | 7½t (d.o)<br>Fkn<br>8k |
| Esd | **ERNA**<br>Elmshorner Schiffahrt G.m.b.H.<br>Elmshorn W. German | 195<br>131<br>250 | | | 1927 D. W. Kremer Sohn—Elmshorn<br>131′ 6″ 21′ 5″<br>7′ 1″<br>F12′ 1 dk<br>R len 57 | M | Oil 4SA 4Cy. 215×360 mm<br>120bhp NE47<br>Deutsche Werke A.G. | Kel |
| DCFP | **ERNA**<br>Christolph Badewien<br>Warsingsfehn W. German | 141<br>95<br>195 | | | 1929 E. J. Smit & Zoon—Hgz<br>103′ 4″ 18′ 8″ 6′ 7″<br>18′ 6″<br>Q21′ 1 dk<br>R len 57 | M<br>1 Ho 55½′<br>G.8500 B.7650<br>1W | Oil 4SA 3Cy. 240×360 mm<br>NE37<br>Humboldt-Deutzmot. | 4t<br>Köln-Deutz<br>7k |

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| 510573<br>WHJK<br>280193<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ERNA ELIZABETH**<br>**Albatross Tanker Corp.**<br>New York United States | 20557<br>12548<br>33185 | AB | 1959 Bethlehem Pacific Coast Stl Corp.<br>—S.Fo<br>661' 0" 90' 3" 34' 5"<br>630' 0" 90' 0" 45' 3"<br>1 dk<br>RW<br>rf 8" | S Tanker Mchy.aft<br>30 Ta<br>L.1574564<br>Der 2(5) | 2 S Turb dr geared to sc.<br>15000shp<br>Bethlehem Stl Co.<br>2×600kW 220V 60c/s a.c. |
| 510576<br>DKNB<br>Esd Gc<br>Pfd Rdr<br>RT | **ERNA OLDENDORFF**<br>**Egon Oldendorff**<br>Lübeck W. German | 2983<br>1706<br>4335 | GL | 1962 Werft Nobiskrug G.m.b.H.—<br>Rendsburg<br>347' 6" 49' 8" 19' 8¼"<br>318' 3" 49' 6½" 21' 8"<br>P95' Q127' F52' 1 dk | M Mchy.aft<br>G.215824 B.201068<br>5 Ha<br>10W Der 2(10) 8(5) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>3000bhp<br>Masch. Augsburg-Nürnberg |
| 652288 | **ERNA PETERS**<br>**Gerd Peters**<br>Emden W. German | 300<br>—<br>— | | 1965 L. Voss—Westerende<br>180' 5" 20' 11"<br>168' 11" 20' 6" 8' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 180×280 mm<br>Motorenw. Mannheim |
| 660608<br>Esd Gc<br>Rdr RT | **ERNABIDE**<br>**Lasa Hermanos y Cia. S.L.**<br>Pasajes Spanish | 183<br>114<br>— | BV | 1965 Ast. Zamacona S.A.—Bbo<br>111' 7"<br>93' 10" 20' 3" 11' 6"<br>1 dk<br>RW | M Trawler Mchy.aft<br>3 Ha (each 3¼'×3') | Oil 4SA 4Cy. 315×480 mm<br>400bhp<br>Carmelo Unanue |
| 540382 | **ERNAKULAM**<br>exTravancore-63<br>**Government of India**<br>Port Authority of Cochin<br>Cochin Indian | 214<br>70<br>— | ✠Classed LR until 10/58 | 1957–4 D. W. Kremer Sohn—Elmshorn<br>29' 9" 12' 0"<br>29' 7"<br>RW | TS Tug | T 6Cy. 310 475 & 750×480 mm<br>Ottensener Eisenwerk |
| 510579<br>GHWQ<br>302891<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ERNE**<br>**Trident Tankers Ltd.**<br>~~**Hain-Nourse Ltd.**—~~<br>~~Trident Tankers Ltd.~~<br>London British | 14244<br>8241<br>20090 | ✠100A1 SS 1/67<br>oil tanker<br>✠LMC<br>MN1760 EL I†2$\frac{1}{16}$"SQ | 1962–2 C. Connell & Co. Ltd.—Gls<br>559' 9" 71' 11" 31' 0½"<br>536' 0" 71' 9" 39' 10"<br>P116' F65' 1 dk<br>17BH<br>rf 4" WB612t | S Tanker Mchy.aft<br>27 Ta<br>L.962360 HeCls. B<br>Der 1(7) 2(5) 2(3) | 2 S Turb dr geared to sc.<br>8800shp<br>Barclay, Curle & Co. Ltd.<br>2WTB 600lb Spt 800° F.<br>2sg 180lb<br>3×550, 550, 200kW 440V |
| 651208<br>GFDK<br>307629<br>Df Esd<br>Gc Rdr<br>RT | **ERNEBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow British | T.Mk<br>7355<br>4137<br>12912<br>10116<br>5902<br>15000 | ✠100A1<br>✠LMC<br>MN1328 EL ††2¼"SQ | 1965–7 Wm. Doxford & Sons<br>(S.B.) Ltd.—Sld<br>508' 4" 67' 3" 27' 6½"/30' 4½"<br>473' 3" 67' 0" 40' 8"<br>F44' 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6" WB4486t incl. Tunnel tanks 469t DTmf1734t | M<br>5 Ho 65', 77', 47', 70', 67', 32' DT<br>G.769778 B.703260<br>5 Ha (stl) (33¾', 45', 45', 35', 35'×25')<br>Der 1(50) 6(10) 10(6) | Oil 2SA 4Cy. 670×2100 mm<br>6640bhp<br>Wm. Doxford & Sons (Eng.)<br>2AuxB 120lb<br>5×250, 250, 250, 20, 5kW |
| 542699<br>304643 | **ERNEST BEVIN**<br>**Greater London Council**<br>London British | 738<br>432<br>— | ✠A1 SS 6/67<br>Woolwich service<br>✠LMC<br>MN200 EL (o) 1⅛" | 1963–7 Caledon S.B. & E. Co. Ltd.—Dun<br>185' 7" 62' 7"<br>184' 0" 61' 0" 8' 9"<br>1 dk<br>RW 4BH<br>rf nil | M Ferry (1030P) | 2 Oil 4SA each 7Cy.<br>flexible couplings<br>1000bhp<br>Mirrlees National Ltd.<br>2×40kW 415V 50c/s a.c.<br>2 Directional propellers |
| 510581<br>GFXD<br>182627<br>Df Esd<br>Gc Rdr<br>RT | **ERNEST HOLT**<br>**The Ministry of Agriculture,**<br>**Fisheries & Food**<br>Grimsby British | 604<br>185<br>— | ✠100A1 SS 1/65<br>trawler<br>✠LMC<br>EL (j) 1$\frac{1}{16}$" | 1948–12 Cochrane & Sons Ltd.—Sel<br>*177·6'* 30' 2"<br>175' 0" 30' 0" 16' 0"<br>Q87' F29'<br>5BH<br>BK8" WB DTsf90t | S Research Trawler | T 3Cy. 15" 25" & 42"×27"<br>900ihp<br>Amos & Smith Ltd.<br>SB 225lb hs(2730) |
| 510582<br>170180<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ERNEST LAPOINTE**<br>**Government of Canada**<br>**(Minister of Transport)**<br>Ottawa Canadian | 1179<br>193<br>415 | ✠Classed LR until 5/43 | 1941–2 Davie S.B. & R. Co. Ltd.—Lauzon<br>184' 6" 36' 2"<br>36' 0"<br>2 dks<br>R<br>rf 9" | TS Icebreaker (8P)<br>1 Ho 30'<br>1 Ha (12'×12')<br>Der 1(5) | C 8Cy. (4) 13" & (4)<br>2000ihp<br>Marine Industries Ltd.<br>2×20kW 110V d.c. |
| 510583<br>WE4810<br>264317<br>Df Esd<br>Gc Rdr<br>RT | **ERNEST R. BREECH**<br>exCharles L. Hutchinson-62<br>**Ford Motor Co.**<br>Detroit United States | 11076<br>8472<br>— | AB | 1952 Defoe S.B. Co.—Bay City<br>637' 11" 67' 2" 24' 4½"<br>624' 2" 67' 0" 35' 0"<br>P89' F54' 1 dk<br>rf 3" | S Bulk Carrier Mchy.aft<br>4 Ho<br>19 Ha (stl) (each 11'×43') | 2 S Turb dr geared to sc.<br>4400shp<br>Bethlehem Stl Co. |
| 510584<br>WE6970<br>265246<br>Df Gc<br>Rdr RT | **ERNEST T. WEIR**<br>**National Steel Corp.**<br>The Hanna Mining Co.<br>Wilmington, Del United States | 12746<br>7968<br>21580 | AB | 1953 American S.B. Co.—Lorain<br>690' 0" 70' 4" 25' 7½"<br>670' 3" 70' 0" 37' 0"<br>P93' F66' 1 dk<br>RW<br>rf 3" | S Bulk Carrier Mchy.aft<br>4 Ho<br>G.781141 B.619300<br>19 Ha (each 11'×44') | 2 S Turb dr geared to sc.<br>7700shp<br>General Electric Co. |
| 510585<br>VYPX<br>178240<br>RTm | **ERNEST TODD**<br>exNorcrest-62<br>**J. H. Todd & Sons Ltd.**<br>Vancouver Canadian | 149<br>85<br>— | | 1942 Anderson & Christofani—S.Fo<br>*92·4'* 21' 5"<br>… … … | Wood M Fishing<br>2 Ho 12', 40'<br>2 Ha (4', 12'×8')<br>Der 1(5) | Oil 6Cy. 305×380 mm<br>400bhp<br>Enterprise Eng. & Fdry Co.<br>1×10kW 110V d.c. |

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| [illegible]<br>EAVJ<br>Df Esd<br>Rdr<br>RTm | **ERNESTO ANASTASIO**<br>**Cia. Trasmediterránea**<br>Valencia Spanish | 7295<br>5460<br>4874 | ✠100A1 SS 6/68 ~~SS 3/64~~<br>✠LMC<br>MN1400 EL z | **1955–7** Union Nav. de Levante—Val<br>413′ 6″ 55′ 0″ 23′ 11½″<br>376′ 6″ 54′ 10″ 36′ 11″<br>RFD44′ 3 dks, 4th dk in Nos. 1 & 2 holds<br>R 1BH to U dk 6 to 2nd dk<br>rf 8″ WB551t incl. DTf39t | TM (396P) Ref<br>4 Ha (20′, 24½′, 18¼′×17¾′) (17¼′×18′)<br>Cr 2(5) 6(3) 2(2) Der 1(20) | 2 Oil 2SA each 7Cy. 620×1150 mm<br>7000bhp B&W 1026t (d.o)<br>Soc. Española de Const. Nav. Bbo<br>db 100℔<br>3×180kW 220V d.c. 18½k |
| [illegible]<br>IBIT<br>3005<br>Df Esd<br>Gc Rdr<br>RT | **ERNESTO FASSIO Jr.**<br>**Villain & Fassio e Cia. Internationale di Genova Soc. Riunite de Nav. S.p.A.**<br>Genoa Italian<br>Now **ALBACRUZ** See New Entries No. **12** | 12607<br>7477<br>19422 | ✠100A1 Dr 6/66<br>oil tanker<br>✠LMC<br>MN2000 EL I†2½″SQ<br>AB RI | **1954–6** Cant. Nav. Riuniti—Anc<br>566′ 2″ 73′ 1″ 31′ 1¼″<br>528′ 3″ 72′ 10″ 39′ 11″<br>P116′ B40′ F66′ 1 dk<br>RW 10BH<br>WB1053t incl. DTf684t | S Tanker Mchy.aft<br>20 Ta | 2 S Turb dr geared to sc. shaft<br>10000shp 2074t (o.f)<br>Cant. del Tirreno Gen<br>2WTB 675℔ Spt 624℔ hs21140<br>sg 171℔ 16k |
| [illegible]<br>[illegible] | **ERNIE SPEARING**<br>exAttunity–67<br>**W. G. S. Crouch & Sons Ltd.**<br>London British | 138<br>56<br>— | LR class withdrawn 11/67 | **1945** S.B. Corp. Ltd.—Walker<br>104′ 0″ 19′ 9″ 7′ 1¼″<br>99′ 7″ 19′ 8″ 8′ 0″<br>Q33′ RFD17′ 1 dk<br>RW | S Tanker Mchy.aft | C 2Cy. 10″ & 20″×15″<br>165ihp (o.f)<br>A. Hall & Co. Ltd. Abn |
| [illegible]<br>DONK | **ERNST**<br>exElsfleth–60<br>**Neue Schleppdampf-schiffsred. Louis Meyer**<br>Hamburg W. German | 188<br>—<br>— | | **1929** Atlas-Werke A.G.—Bmn<br>91′ 3″ 23′ 11″ 11′ 9″<br>23′ 9″<br>1 dk<br>R | S Salvage Tug | T 3Cy. 15″ 22⅞″ & 37¾″×21⅝″<br>980ihp 45t (c)<br>Atlas-Werke A.G. Bmn |
| [illegible]<br>DGSP<br>Df Esd<br>Gc Pld | **ERNST AUGUST**<br>exHause I–64<br>exFrida Thorborg–59<br>exKate Hamm–56<br>**Ernst & Ernst August Kruger**<br>Hamburg W. German | 297<br>158<br>541 | GL | **1937** Schulte & Bruns—Emd<br>*140·4′* 25′ 0″<br>9′ 5″<br>1 dk<br>len 50 | M Mchy.aft<br>G.24300 B.23150<br>2 Ha | Oil 4SA 6Cy. 280×450 mm<br>200bhp<br>Klöckner-Humboldt-Deutz Kln<br>8k |
| [illegible]<br>DNJZ<br>Df Esd<br>Gc Rdr<br>RTh/v | **ERNST DE BUHR**<br>**Ernst de Buhr, OHG**<br>Peter Döhle<br>W. German | 499<br>327<br>1145 | GL | **1965** J. J. Sietas Schiffsw.—Ham<br>217′ 1″ 34′ 7″ 13′ 0″<br>194′ 4″ 34′ 5″ 21′ 6″<br>P49′ Q131′ B46′ F29½′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 137¾′<br>G.84500 B.78700<br>3 Ha (stl) (31½′×20¼′) (35½′, 35½′×25¼′)<br>3W Cr 3(3) | Oil 4SA 6Cy. 320×450 mm<br>900bhp 62t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×58½, 58½, 19½kW 220V a.c.<br>Directional propeller 11k |
| [illegible]<br>DJQA<br>Df Esd<br>Rdr | **ERNST FRIESECKE**<br>**Partenreederei m.s. "Ernst Friesecke"**<br>Peter Döhle<br>Kel W. German | 498<br>311<br>725 | GL | **1955** Werft Nobiskrug—Rendsburg<br>183′ 6″ 27′ 11″ 10′ 9″<br>160′ 5″ 27′ 10″ 12′ 2″<br>P34′ F16′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 106¾′<br>G.35000 B.32000<br>2 Ha (each 49½′×16½′)<br>4W Der 3(2) 1(1) | Oil 4SA 6Cy. 290×420 mm<br>450bhp 25t<br>Masch. Kiel A.G. Kel<br>Directional propeller 10½k |
| [illegible]<br>DAZJ<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm | **ERNST HAECKEL**<br>Institut für **Hochseefischerei u. Fischverarbeitung**<br>Rostock E. German | 1616<br>447<br>639 | DSRK | **1962** Mathias-Thesen-Werft—Wismar<br>222′ 2″ 38′ 9″ 16′ 1″<br>38′ 7″<br>2 dks<br>rf 31″ | M Fishery Research Ship<br>1 Ho 25¼′<br>1 Ha (stl) (3¼′×3¼′)<br>Der 3(1½) | 2 Oil 4SA (i) 8Cy. 365×550 mm (ii) 6Cy. 325×440 mm geared to sc. shaft<br>1420bhp (d.o)<br>Görlitzer Masch. Görlitz<br>3×250, 200, 100kW 220V d.c. |
| [illegible]<br>DEDN<br>Df Esd<br>Gc Rdr | **ERNST MITTMANN**<br>exBornheim–65<br>**Partenreederei m.s. "Ernst Mittmann"**<br>Ernst Jacob<br>Flensburg W. German | 3387<br>1615<br>5365<br>4787<br>2494<br>6765 | GL | **1953** Nordseewerke Emden—Emd<br>398′ 7″ 50′ 10″ 21′ 1″/24′ 2″<br>366′ 6″ 50′ 8″ 30′ 7″<br>P27′ F38′ H67′ 1 dk & S dk | M OSD/CSD<br>4 Ho 51¾′, 82′, 59¾′, 59¾′<br>G.309616 B.280459<br>4 Ha (stl) (27½′, 55′ comb., 32¼′, 32¼′×24½′)<br>10W Der 1(25) 2(5) 8(3–5) | 2 Oil 4SA each 6Cy. 400×580 mm geared to sc. shaft<br>3200bhp NE66<br>Klöckner-Humboldt-Deutz Kln |
| [illegible]<br>DHZY<br>Df Esd<br>Gc Rdr<br>RT | **ERNST-MORITZ-ARNDT**<br>exArchon Gabriel–59<br>exFolke Bernadotte–54<br>exWilfred–49<br>exVernon L. Kellogg–47<br>**Deutsche Seereederei**<br>Rostock E. German<br>Now **KYPROS** See New Entries No. **5** | 6996<br>4264<br>10860 | DSRK | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW | S<br>G.562000 B.499000 | T 3Cy. 24½″ 37″ & 70″×48″<br>2434t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>11k |
| [illegible]<br>DDHY<br>Esd | **ERNST-S**<br>exHude–65<br>**Ernst. S. Glass**<br>Duisburg W. German | 209<br>124<br>318 | GL | **1963** Elsflether Werft A.G.—Elsfleth<br>125′ 8″ 25′ 1″ 7′ 4⅝″<br>114′ 0″ 24′ 7½″ 8′ 4″<br>P30′ F13′ 1 dk | M Mchy.aft<br>1 Ho<br>G.14830 B.13950<br>1 Ha (54¼′×16½′) | Oil 4SA 6Cy. 220×280 mm<br>290bhp<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| [illegible]<br>DEVB<br>Df Esd<br>Gc Pld<br>Rdr RT | **ERNST SCHNELLER**<br>**Deutsche Seereederei**<br>Rostock E. German | 5510<br>2721<br>10300<br>8003<br>4209<br>— | DSRK | **1963** Warnowwerft—Warnemünde<br>466′ 0″ 61′ 0″ 23′ 7″/—<br>60′ 9″<br>1 dk & S dk | M Ref OSD/CSD | Oil 2SA 7Cy. 700×1200 mm<br>Dieselmotorenw. Ros |
| [illegible]<br>DING<br>Df Esd<br>Gc Rdr<br>RTm/h | **ERNST SCHRÖDER**<br>**Reederei Richard Schröder K.G.**<br>Hamburg W. German | 2213<br>1023<br>3760 | GL | **1956** Norderwerft Köser & Meyer—Ham<br>334′ 6″ 47′ 6″ 20′ 0″<br>302′ 2″ 47′ 3″ 28′ 10″<br>1 dk & S dk<br>RW<br>rf 3″ | M OSD Mchy.aft<br>3 Ho 47′, 77′, 77′<br>G.235700 B.216600<br>3 Ha (27¼′, 52′, 52′×18′)<br>Der 1(25) 10(3–5) | 2 Oil 4SA each 8Cy. 385×580 mm geared to sc. shaft<br>2800bhp (d.o)<br>Masch. Kiel A.G. Kel<br>3×100, 100, 80kW 380V 50 c/s a.c. 14½k |

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| 690164<br>UKTM<br>M-11899<br>Df Esd | **ERNST THAELMAN**<br>exEmpire Convention–46<br>exHeidberg–45<br>**U.S.S.R.**<br>Kholmsk Russian | 2749<br>1668<br>— | | | 1943 Helsingborgs Varfs A/B—Hbg<br>298' 1" 41' 4" 18' 4½"<br>41' 2" 26' 9"<br>2 dks | S CSD<br>4 Ho<br>G.128970<br>4 Ha (28½', 30½', 30½' 26'×20')<br>9W Der 1(15) 8(3) | T 3Cy. 20½" 29½" & 25½"×<br>Helsingborgs Varfs A/B |
| 510597<br>DHSH<br>Df Esd<br>RT | **ERNST THÄLMANN**<br>**Fischkombinat Rostock**<br>Rostock E. German | 256<br>90<br>— | | DSRK | 1950 Volkswerft Stralsund—Stralsund<br>128' 7" 24' 1" 8' 10"<br>... ... ...<br>1 dk | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>Buckau-Wolf |
| 501780<br>DHHH<br>Df RT | **ERNST UWE**<br>exAnholt–65 exTwente–61<br>exHenriette–47<br>**Heinrich Husen**<br>Hamburg W. German | 262<br>128<br>345 | | BV | 1935 Gebr. van Diepen—Waterhuizen<br>*123·9'* 22' 6" 8' 5"<br>... ... ...<br>R | M Mchy.aft<br>1 Ho 76¾'<br>G.18000 B.17000<br>2 Ha (32¾', 23'×13')<br>Der 2(1½–2) | Oil 2SA 4Cy. 190×350 mm<br>200bhp NE54<br>N.V. Mtrnfb.<br>1×24V d.c. |
| 650660<br>6ZFO<br>2218<br>Df Esd<br>Gc Rdr<br>RTm/h | **ERO**<br>**Isla Fragancia Cia. Nav. S.A.**<br>Monrovia Liberian | 23535<br>15295<br>38419 | | AB | 1965 Ishikawajima-Harima Hvy Ind.—Aio<br>627' 2" 90' 10" 38' 1½"<br>590' 7" 90' 7" 52' 6"<br>P24' F39' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 60½', 62½', 63', 63', 63', 63', 63'<br>B.1748000<br>7 Ha (stl) (36', 38½', 39½', 39½', 39½', 39½', 39½'×41') | Oil 2SA 8Cy. 760×1550 mm<br>12000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>2×580kW 450V 60 c/s a.c. |
| 650078<br>UPMI<br>M-26281 | **EROFEY KHABAROV**<br>exLedokol 5–66<br>**U.S.S.R.**<br>Russian | 2305<br>—<br>1092 | | | 1964 Admiralteiski Shpyd—Len<br>221' 10" 59' 3" 19' 10"<br>27' 3"<br>2 dks | Tr D-E Icebreaker<br>1 Ho<br>B.8617<br>1 Ha<br>2W Der 2(1½) | 3 Oil with elec. drive |
| 510600<br>DGCV<br>Df Esd<br>RTh | **EROS**<br>**Hermann B. Beck**<br>Hamburg W. German | 498<br>314<br>830 | | GL | 1957 Schiffsw. H. Rancke—Ham<br>189' 0" 30' 5" 11' 8¼"<br>170' 8" 30' 4" 13' 0"<br>P34' F22' 1 dk<br>R | M<br>1 Ho 117½'<br>G.39750 B.37809<br>2 Ha (59', 31½'×18¾')<br>Der 3(2) | Oil 4SA 8Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 510601 | **EROS**<br>**Ibrahim Bin Samza Serafi**<br>Jeddah Saudi Arabian | 209<br>108<br>— | | | 1945 Cant. Nav. Deterni—Rovigno<br>121' 4" 27' 1"<br>101' 4" 26' 7" 11' 2"<br>1 dk | Wood Aux Bkn | Oil 4SA 6Cy. 220×360 mm<br>Emade 35 fitted—<br>Humboldt-Deutzmot. |
| 510602<br>TQWO<br>Df Esd<br>RT | **EROS**<br>**Jules Tulleux**<br>Dunkirk French | 151<br>54<br>— | | BV | 1958 S.I.C.C.Na. (Anc. Ch. Mougin)—St.M<br>*88·8'* 22' 9"<br>... ... ... | M Trawler<br>4 Ha (3½', 3½', 3½'×3½') (4'×2')<br>Der 1(2) 1(1) | Oil 4SA 4Cy. 315×480 mm<br>400bhp<br>Etab Duvant |
| 510606<br>SVAZ<br>1488<br>RT | **ERSI**<br>**M. Passou Bros. & Cont. Valavanis**<br>Piræus Greek | 147<br>58<br>330 | | | 1954 ......................Perama<br>101' 8" 20' 11"<br>... ... ...<br>1 dk | M | Oil 2SA 5Cy.<br>Alpha |
| 672086<br>OVJX<br>Esd<br>Rdr<br>RTm | **ERTHOLM**<br>**Rederiet Østland I/S**<br>Chr. Sonne<br>Christiansø Danish | 197<br>78<br>— | | | 1967 Husumer Schiffsw.—Husum<br>118' 8" 23' 6" 6' 6½"<br>105' 10" 23' 0" 9' 10"<br>1 dk | TM (223P) | 2 Oil 4SA each 8Cy.<br>640bhp<br>Motorenw. Mannheim<br>2×16¾kW 400V 50c/s a.c. |
| 510608<br>LJBD<br>Rdr<br>RTm | **ERTNAN**<br>exDr. Wilhelmi–35 exSpeedos<br>exThe Mascot exRhein<br>**I. H. & A. Neerland**<br>Kristiansund Norwegian | 284<br>96<br>350 | Classed LR until 10/27 | | 1907 G. Seebeck A.G.—Bhn<br>138' 0" 23' 6" 15' 0"<br>23' 4"<br>Q71' F23' 1 dk<br>R | M Trawler Mchy.aft | Oil 2SA 5Cy. 290×480 mm<br>660bhp NE54<br>Alpha-Diesel A/S<br>2×12, 7½kW 110V<br>Controllable pitch propeller |
| 670530<br>LKZX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERVIKEN**<br>**Wallem, Steckmest & Co. A/S**<br>Bergen Norwegian | 45493<br>27424<br>81516 | | NV | 1967 Mitsubishi Hvy Ind. Ltd—Nag<br>770' 4" ~~800' 0"~~ 121' 11" 44' 0½"<br>764' 5" 121' 8½" 58' 5"<br>1 dk | M Tanker Mchy.aft<br>13 Ta<br>10W Der 2(10) 1(5) 2(3) | Oil 2SA 9Cy. 900×1550 mm<br>18600bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd.<br>4×600, 300, 300, 300kW |
| 510610<br>DGJF<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ERWIN SCHRÖDER**<br>**Reederei Richard Schröder K.G.**<br>Hamburg W. German | 2204<br>1026<br>3760 | | GL | 1957 Norderwerft Köser & Meyer—Ham<br>334' 6" 47' 5" 20' 0"<br>302' 3" 47' 3" 28' 10"<br>1 dk & S dk<br>RW<br>rf 3" | M OSD Mchy.aft<br>3 Ho 47', 77', 77'<br>G.236000 B.217000<br>3 Ha (27½', 52', 52'×18')<br>10W Der 1(30) 1(12½) 10(3–5) | 2 Oil 4SA each<br>geared to sc. shaft<br>2800bhp<br>Masch. Kiel A.G.<br>3×100, 80, 58kW |

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|---|---|---|---|---|---|---|
| Rdr RT | **ESAN MARU**<br>**Kawasaki Kensetsu K.K.**<br>Nagoya<br>Japanese | 973<br>531<br>— | | **1966** Miho Zosensho—Shimizu<br>196′ 4″ 37′ 2″<br>183′ 9″ 37′ 1″ 17′ 2″<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 6Cy. 200×260 mm<br>400bhp<br>Hanshin Nainenki Kogyo Kob |
| | **ESASHI MARU**<br>**Government of Japan (Dept. of Railways)**<br>Tokyo<br>Japanese | **162**<br>56<br>50 | | **1947** Nippon Kokan—Yka<br>92′ 3″ 23′ 8″<br>23′ 6″<br>RW | TS Tug | T 6Cy. 11″ 18″ & 30″×18″<br>800ihp 28t (c)<br>Nippon Kokan Yka<br>9k |
| PKGW<br>Esd | **ESAU**<br>**Republik Indonesia**<br>**P.T. Pelajaran Nasional** Indonesia<br>Djakarta<br>Indonesian | 517<br>246<br>720 | BV | **1954** Schiffs. A. Pahl—Ham<br>*166·8′* 29′ 7″<br>29′ 5″<br>1 dk | M Mchy.aft<br>2 Ha (34¼′×17′)<br>Der 2(5) 2(3) | Oil 4SA 6Cy. 305×380 mm<br>350bhp<br>Enterprise Eng. Co. S.Fo<br>9k |
| OYPL<br>Df Esd<br>Pd Rdr<br>RTh/v | **ESBERN SNARE**<br>**Kommanditselskabet af 4.10.1965**<br>Rederiet Kalu-Line A/S<br>Kalundborg<br>Danish | 497<br>285<br>1125<br>**1142**<br>804<br>2140 | NV | **1966** Rolandwerft G.m.b.H.—Bmn<br>239′ 0″ 36′ 5″ 12′ 6¼″/18′ 0½″<br>215′ 4″ 36′ 1″<br>P47′ F29′ 1 dk & S dk<br>rf 2″ | M OSD/CSD Mchy.aft<br>1 Ho 145½′<br>G.93540 B.84140<br>2 Ha (stl) (43¼′, 51¼′×19¾′)<br>2W Der 1(5–15) 1(3) | Oil 4SA 8Cy. 320×450 mm<br>1199bhp 120t (d.o)<br>Atlas-Mak Masch. Kel<br>2×36kW 400V 50c/s a.c. 12¾k |
| OWNO<br>Df Esd<br>Pd Rdr<br>RTv | **ESBJERG**<br>**Den Danske Stat (Generaldirektoratet for Post-og Telegrafvæsenet)**<br>Esbjerg<br>Danish | 400<br>175<br>18 | | **1964** Aalborg Værft A/S—Abg<br>142′ 9″ 35′ 0″ 6′ 10½″<br>128′ 0″ 33′ 11″ 10′ 6″<br>1 dk<br>rf nil | M Ferry (500P) | Oil 2SA 6Cy. 230×400 mm<br>480bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>2×37½kW 220V 50c/s a.c.<br>Controllable pitch propellers 1 fwd 1 aft |
| MSDS<br>Df Esd<br>Gc Pd<br>Rdr<br>RTm/h/v | **ESCALANTE**<br>**Royal Mail Lines Ltd.**<br>~~Furness Ship Management Ltd.~~<br>London<br>British<br>Furness, Withy & Co. Ltd. (Mgrs.) | T.Mk<br>**5656**<br>3194<br>8004<br>**7568**<br>4397<br>**9222** | ✠100A1 SS 11/64<br>✠LMC<br>✠Lloyd's RMC<br>MN900 EL b†2 1/16″SQ | **1955**–12 Harland & Wolff Ltd.—Gls<br>444′ 8″ 58′ 9″ 27′ 7″<br>415′ 6″ 58′ 6″ 38′ 4″<br>F44′ 2 dks, 3rd dk clear of mchy. space<br>RW 7BH<br>rf 4″ DK fwd WB1714t incl. DTm834t | M (12P) Ref CSD<br>5 Ho 63¼′, 80′, 31′, 67¼′, 72¼′<br>G.518770 B.466540 In.3400<br>1 Ha (stl) (20¼′×18′)<br>4 Ha (w) (38¾′×20′) (13′×18′) (31′, 25¾′×20′)<br>12W Der 1(30) 4(10) 8(5) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>4500bhp B&W 846t (hvf)<br>Harland & Wolff Ltd. Gls<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×140kW 220V d.c. 14k |
| EAWD<br>Df Esd<br>Gc Rdr<br>RTm | **ESCATRON**<br>Refineria de **Petroleos de Escombreras S.A.**<br>Cartagena<br>Spanish | **13007**<br>7444<br>18949 | ✠100A1 ~~SS 3/64~~<br>oil tanker TD 12/66<br>✠LMC SS 3/68<br>MN1400 EL h†2⅜″SQ | **1956**–2 Soc. Española de Const. Nav.—Cdz<br>565′ 11″ 71′ 3″ 30′ 2¾″<br>530′ 0″ 71′ 1½″ 39′ 2″<br>P104′ B42′ F76′ 1 dk<br>R 16BH<br>rf 6″ WB1546t incl. DTf1030t | M Tanker Mchy.aft<br>27 Ta<br>L.819066 HeCls. B<br>Der 2(5) 2(2) 2(1½) | Oil 2SA 8Cy. 740×1600 mm<br>7000bhp B&W 2245t (hvf)–23pd<br>Soc. Española de Const. Nav. Bbo<br>2AuxB 180℔<br>4×80, 80, 75, 50kW 110V d.c. 14k |
| ONEO<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ESCAUT**<br>Armement **Deppe Soc. Anon.**<br>Antwerp<br>Belgian | T.Mk<br>*5242*<br>*2781*<br>8792<br>*7900*<br>*4412*<br>10748 | BV | **1960** J. Boel & Fils—Tamise<br>463′ 6″ 63′ 4″ 25′ 8 3/16″/28′ 8½″<br>426′ 6″ 63′ 0″ 37′ 7″<br>2 dks<br>rf 6″ | M (2P) Ref CSD<br>5 Ho 35½′, 61½′, 72¾′, 44¾′, 55½′<br>G.562331 B.490464 In.20836<br>5 Ha (stl) (22′, 47′, 49′, 49′, 44′×24½′)<br>16W Der 1(80) 4(10) 12(5) | Oil 2SA 8Cy. 700×1200 mm<br>6650bhp MAN 928t (hvf)<br>Soc. d'Elec. & de Méc. Ght<br>3×200kW 220V d.c. 15k |
| DEHI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ESCHERSHEIM**<br>Unterweser **Reederei G.m.b.H.**<br>Bremen<br>W. German<br>For later particulars see New Entries No. 7 | ~~23704~~ 26532<br>~~16276~~ 19032<br>~~37788~~ | GL | **1965** Rheinstahl Nordseewerke G.m.b.H.—Emd<br>*725·6′* 89′ 6″<br>89′ 3″ 51′ 7″<br>P109′ F54′ 1 dk len 68 | M Bulk Carrier Mchy.aft<br>7 Ho 61¾′, 82¾′, 55′, 83¾′, 55′, 86½′, 52½′<br>G.1716047<br>7 Ha (stl) (34½′, 55¾′, 31½′, 57¾′, 31½′, 57¾′, 31½′×41½′) | Oil 2SA 7Cy. 780×1550 mm<br>11200bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>14½k |
| EAGO | **ESCOLI**<br>**Aldazábal y Cia.**<br>San Sebastian<br>Spanish | **106**<br>51<br>— | BV | **1946** Ast de T. Ruiz de Velasco—Bbo<br>*73·8′* 17′ 7″<br>… … … | M Trawler<br>3 Ha (2½′, 3¼′, 3¼′×2½′) | Oil 2SA 6Cy. 180×300 mm<br>270bhp 39t<br>A/S Möller & Jochumsen Horsens<br>9k |
| EBSL<br>Df Esd<br>Gc Rdr<br>RTm | **ESCOMBRERAS**<br>Refineria de **Petroleos de Escombreras S.A.**<br>Cartagena<br>Spanish | **13010**<br>7435<br>18949 | ✠100A1 SS 1/68 ~~SS 1/64~~<br>oil tanker<br>✠LMC<br>MN1400 EL h†2⅜″SQ | **1958**–1 Soc. Española de Const. Nav.—Cdz<br>565′ 11″ 71′ 3″ 30′ 2¾″<br>530′ 0″ 71′ 1½″ 39′ 1″<br>P104′ B41′ F76′ 1 dk<br>RW 16BH<br>rf 6″ WB1546t incl. DTf1030t | M Tanker Mchy.aft<br>27 Ta<br>L.819066 HeCls. BptC<br>Der 2(5) 2(2) 2(1½) | Oil 2SA 8Cy. 740×1600 mm<br>7000bhp B&W 2245t (hvf)–23pd<br>Soc. Española de Const. Nav. Bbo<br>2AuxB 180℔<br>4×80, 80, 75, 50kW 110V d.c. 14k |
| DIHF<br>9441<br>Df Esd | **ESDÖRP**<br>exMarwa-65<br>**Peter Goossen**<br>Hamburg<br>W. German | **398**<br>216<br>558 | GL | **1954** J. J. Sietas Schiffsw.—Ham<br>*161·2′* 27′ 1″ 9′ 10¾″<br>26′ 11″ 11′ 2″<br>P30′ F15′ 1 dk<br>RW len 62 | M Mchy.aft<br>G.29330 B.27815<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>500bhp<br>Masch. Kiel A.G. Kel<br>8½k |
| KEUO<br>Df Esd | **ESEK HOPKINS**<br>**United States Department of Commerce**<br>Baltimore<br>United States | **7191**<br>4389<br>10920 | AB<br>**BROKEN UP** | **1942** Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 1″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>Clark Bros. Co. Clv<br>3×20kW 120V d.c. 10k |

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|---|---|---|---|---|---|---|
| **510626**<br>4XXI<br>MS107<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ESHEL**<br>**Zim Israel Navigation Co.**<br>**Ltd.**<br>Haifa Israel | **5828**<br>3146<br>7234 | **✠100A1** SS 1/65<br>strengthened for heavy<br>cargoes DTsf—veg. oil<br>**✠LMC**<br>MN790 EL z | **1961**–1 H. C. Stülcken Sohn—Ham•<br>417' 10" 58' 7" 23' 10"<br>387' 2" 58' 5" 30' 0"<br>P88' F48' 2 dks<br>RW 7BH<br>rf nil WB1442t incl. DTsf330t | M Mchy.aft<br>4 Ho 57', 68', 72', 72'<br>G.395890<br>4 Ha (stl) (29½'×19¾') (46½', 46½',<br>46½'×26½')<br>14W Der 1(40) 4(10) 2(5–15) 8(5) | Oil 2SA 6Cy. 680×1200 mm<br>3950bhp Fiat<br>Borsig A.G.<br>2WTAuxB 114lb<br>3×180kW 220/380V 50c/s a.c. |
| **510627**<br>JMEJ<br>48709 | **ESHIMA MARU**<br>**Fuji Seitetsu K.K.**<br>Himeji Japanese | **166**<br>55<br>— | | **1941** Kumagaigumi Kogyo—Hma<br>94' 4" 22' 0" 10' 6"<br>... ... ... | TS Tug | T 6Cy. 9⅞" 16¼" & 27⅛"<br>600ihp<br>Kishiro Kikai |
| **640171**<br>4XMK<br>MS159<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ESHKOL**<br>**Zim Israel Navigation Co.**<br>**Ltd.**<br>Haifa Israel | **4219**<br>1993<br>—<br>**6269**<br>3281<br>— | **✠100A1** SS 7/68<br>DTsf & tunnel side tanks<br>—vegetable oil<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1752 EL a†2"SQ | **1964**–7 At. & Ch. de Nantes (Bretagne-<br>Loire)—Nts<br>443' 6" 58' 5" 22' 8"/26' 2½"<br>408' 2" 57' 9" 33' 8"<br>P30' F40' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 14" WB1201t incl. Tunnel tanks 130t | M Ref OSD/CSD<br>6 Ho 47½', 65½', 70¾', 42½', 50¾', 17'<br>G.375385 B.344620 In.9888<br>6 Ha (stl) (24¾'×19½') (36¾', 44½',<br>27'×23') (27'×19½') (8'×11')<br>14W Der 1(40) 4(10) 10(5) | 2 Vee Oil 4SA each 12Cy.<br>with hydraulic couplings &<br>to sc. shaft<br>8760bhp Pielstick<br>At. & Ch. de Nantes (Bretagne-<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×210kW 440V 60 c/s a.c.<br>Controllable pitch propeller |
| **510629**<br>TFSA<br>Df Esd<br>Rdr<br>RTm | **ESJA**<br>**Government of Iceland**<br>**(Skipautgerd Rikisins)**<br>Reykjavik Icelandic | **1347**<br>740<br>500 | **BS✳** TD 6/68 ~~Ds 10/64~~<br>with freeboard<br>Ice Class C<br>**MBS✳**<br>MN400 CT1351 C25 | **1939**–9 Aalborg Værft A/S—Abg<br>230' 6" 35' 8"<br>209' 11" 35' 6" 12' 11"<br>F34' 1 dk<br>R 5BH<br>rf 6" WB380t incl. DTs98t | TM (150P) Ref<br>3 Ho 37¾', 31½', 40'<br>2 Ha (22', 12'×12')<br>Der 4(3) | 2 Oil 2SA each 6Cy. 340×<br>2000bhp<br>Atlas-Diesel<br>db 50lb<br>2×110kW 220V d.c. |
| **510630**<br>161023 | **ESK**<br>**Whitby Urban District**<br>**Council**<br>William Wright<br>Whitby British | **129**<br>45<br>150 | **✠100A1** SS 2/66<br>hopper dredger<br>**✠LMC**<br>MN36 EL b | **1936**–10 Henry Robb Ltd.—Lth<br>100' 0" 25' 2" 6' 2¾"<br>95' 0" 25' 0" 7' 6"<br>R 4BH<br>WB17t | M Grab Hopper Dredger Mchy.aft<br>Cr 1(4½) | Oil 4SA 6Cy. 6½"×7½"<br>180bhp ✠NE8/62<br>Bergius-Kelvin Co. Ltd.<br>1×2kW 105V d.c. |
| **510631**<br>GBHV<br>186899<br>Df Esd<br>Gc Rdr<br>RTm | **ESKFIELD**<br>**Northern Petroleum &**<br>**Bulk Freighters Ltd.**<br>Hunting & Son Ltd.<br>Newcastle British<br>Now **TORERO** See New Entries No. 3 | **22084**<br>14069<br>33769 | **✠100A1** SS 9/64<br>oil tanker<br>**✠LMC**<br>MN2320 EL q†2⅛"SQ | **1959**–12 Harland & Wolff Ltd.—Gls<br>736' 9" 80' 11" 35' 3"<br>704' 8" 80' 6" 45' 6"<br>P124' B43' F77' 1 dk<br>RW 16BH len 65<br>rf 4" WB1159t | M Tanker Mchy.aft | Oil 2SA 7Cy. 750×1500 mm<br>500 mm<br>11600bhp<br>Harland & Wolff Ltd.<br>2AuxB 220lb Spt AuxB 220lb<br>3×180kW 220V d.c. |
| **510632**<br>VYJN<br>311755<br>Df Esd<br>Gc Rdr<br>RT | **ESKIMO**<br>**Canada Steamship Lines**<br>**Ltd.**<br>Montreal Canadian | **4462**<br>3086<br>6370 | **✠100A1** ~~Lake SS 9/61~~<br>Great Lakes, Gulf of St.<br>Lawrence & Newfound-<br>land coasting service<br>Str. nav. ice<br>**✠LMC** Lake SS 11/68<br>MN640 EL w 1⅞"SQ | **1959**–5 Davie S.B. Ltd.—Levis<br>360' 4" 51' 4" 22' 3"<br>335' 0" 51' 0" 30' 0"<br>P63' F33' 1 dk, 2nd dk in Nos. 1 & 2 holds<br>NS 6BH<br>rf 4" WB1486t incl. DTf126t | TM Mchy.aft<br>2 Ha (stl) (each 28'×36')<br>2 Ha (w) (each 28'×42') | 2 Oil 2SA each 10Cy.<br>clutch & sr gearing<br>3200bhp<br>Canadian Fairbanks-Morse<br>3×90kW 220V d.c. |
| **642114**<br>RT | **ESKIMO**<br>exNorma exBorregas<br>**Shangri-la Steamship Corp.**<br>**Ltd.**<br>British | **176**<br>119<br>— | | **1943** Daytona Boat Works—Daytona<br>*108·4'* 18' 4" 8' 1⅛"<br>18' 2" | Wood TM Tug | 2 Oil each 8Cy.<br>General Motors Corp. |
| **510633**<br>LGVU<br>Esd | **ESKIMO**<br>**Elling Aarseth & Co. A/S**<br>Ålesund Norwegian | **153**<br>56<br>200 | | **1949** Brastad Skibs—Brattvåg<br>113' 7" 23' 7" 12' 0"<br>23' 5" | Wood M Fishing Mchy.aft<br>1 Ho 36'<br>G.5300<br>1W Der 1(4) | Oil 2SA 7Cy.<br>595bhp NE66<br>Alpha-Diesel A/S |
| **680165**<br>UKKK<br>M-16573 | **ESKIMOS**<br>**U.S.S.R.**<br>Zhdanov Russian | **302**<br>—<br>45 | | **1948** ......................Finland<br>118' 3" 29' 0" 11' 4½"<br>14' 9" | S Tug | T 3Cy. 340 545 & 900×800 mm |
| **510634**<br>TCVJ<br>774<br>Df Esd<br>Gc Rdr<br>RTm/h | **ESKISEHIR**<br>exBjørgsund–53<br>**D.B. Deniz Nakliyati T.A.S.**<br>Istanbul Turkish | **2456**<br>1274<br>4050 | AB | **1953** Moss Værft & Dokk A/S—Moss<br>337' 3" 48' 8" 20' 9"<br>314' 0" 48' 6"<br>F22' 1 dk & S dk<br>RW<br>rf 7" | S (8P) OSD<br>3 Ho 41½', 88¾' comb., 101¾' comb.<br>G.266784 B.238241<br>5 Ha (21½', 25½', 25½', 25½', 23½'×20')<br>10W Der 1(25) | C 4Cy. (2) 16½" & (2)<br>1900ihp<br>Moss Værft & Dokk A/S<br>2×20kW 110V d.c. |
| **510636**<br>EABT<br>Df Esd<br>Rdr | **ESLA**<br>exVillamanrique–52<br>**Castaner y Ortiz S.L.**<br>Cadiz Spanish | **2663**<br>1513<br>2964 | **✠100A1** SS 9/65<br>with freeboard<br>**✠LMC**<br>MN325 EL s | **1952**–2 Soc. Española de Const. Nav.—<br>Cdz<br>292' 4" 43' 2" 18' 11"<br>273' 7" 43' 0" 25' 0"<br>RFD27' 2 dks<br>3 BH to U dk 1 to 2nd dk<br>WB592t | S<br>G.175455 B.153059 | C 4Cy. (2) 19⅛" & (2)<br>1800ihp<br>Union Nav. de Levante<br>2WTB 227lb Spt |
| **510637**<br>PDZB<br>Df Esd<br>RTm | **ESMA-B**<br>**M. Bakker**<br>Groningen Netherland | **350**<br>174<br>416 | BV | **1956** Gutehoffnungshütte Sterkrade—<br>Walsum<br>147' 11" 25' 1"<br>134' 11" 24' 11½" 10' 0"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho each 36'<br>G.22726 B.21343<br>2 Ha (each 33'×16½')<br>Der 2(2) | Oil 4SA 4Cy. 290×420 mm<br>225bhp<br>Masch. Kiel A.G. |

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| 510638<br>FOSB<br>DY Esd<br>Gc Rdr<br>RTm/v | **ESMERALDA**<br>Cie. Auxiliaire de Navigation<br>French<br>Havre | 27990<br>16438<br>43099 | BV | 1957 Ch. de l'Atlantique—St.N<br>723′ 6″ 97′ 6″ 37′ 3″<br>685′ 9″ 97′ 5½″ 49′ 9″<br>P190′ F92′ 1 dk<br>rf 4″ | S Tanker Mchy.aft<br>33 Ta<br>L.2059755 HeCls. B<br>Der 1(11) 1(5) | 2 S Turb dr geared to sc. shaft<br>18700shp CEM-Parsons 4606t (o.f)<br>Ch. de l'Atlantique St.N<br>2×800kW 380V 50c/s a.c. 16½k |
| 510640<br>LQVE<br>4475<br>DY Esd<br>Rdr | **ESMERALDA**<br>exCoralstone–59 exSamlouis–47<br>Launched as Priscilla Alden<br>Cia. Argentina de Nav. de Ultramar S.A.<br>Buenos Aires Argentine | *7261*<br>*4407*<br>10981 | ~~BS~~ ~~SS 11/62~~<br>~~MBS~~<br>~~MN450 CT6798 C37 S36~~<br>TO BE BROKEN UP<br>~~SPECIAL SURVEY INCOMPLETE—CLASS SUSPENDED 5/66~~ | 1943 Bethlehem-Fairfield—Bal<br>441′ 8″ 57′ 1″ 27′ 9¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW 7BH<br>WB2948t incl. DTf648t a760t | S<br>G.562827 B.499816<br>10W Der 1(50) 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1119t (o.f)<br>General Mchy. Corp. Hamilton<br>2WTB 240lb Spt hs(10232) 10k |
| 522235<br>IMRO<br>937<br>DY Esd<br>Rdr RT | **ESMERALDA**<br>exMarie Boettger–67<br>Compagnia Navigazione Sarda S.p.A.<br>Antonio Lussu<br>Cagliari Italian | 1409<br>613<br>1872 | RI ~~GL~~ | 1954 Bayerische Schiffb. G.m.b.H.—Erlenbach<br>252′ 11″ 38′ 10″ 14′ 8½″<br>229′ 8″ 38′ 8½″ 15′ 11″<br>P113′ B79′ F36′ 1 dk<br>RW | M Tanker Mchy.aft<br>15 Ta<br>L.85673 HeCls. BC | Oil 4SA 8Cy. 400×600 mm<br>1460bhp 165t-5½pd<br>Masch. Augsburg-Nürnberg Aug<br>12k |
| 661114<br>DY Esd<br>Rdr | **ESMERALDO DOMINGUEZ**<br>Hijos de Esmeraldo Dominguez Macaya<br>Spanish<br>Cadiz | 345<br>153<br>295 | ~~BV~~ | 1966 Balenciaga S.A.—Zumaya<br>129′ 3″ 25′ 7″ 11′ 0″<br>111′ 11″ 25′ 6″ 13′ 2″<br>1 dk<br>RW | M Trawler Mchy.aft<br>2 Ha (each 4½′×7′)<br>Der 1(3) | Oil 12Cy.<br>765bhp<br>Caterpillar Tractor Co. Peoria<br>12k |
| 540384<br>OGIE<br>1306<br>DY Esd<br>Rdr<br>RTm/h | **ESPA**<br>exMurcia–63 exFoldal–50<br>Etelä-Suomen Laiva O/Y<br>Helsinki/Helsingfors Finnish<br>Now **JANE** See New Entries No. 12 | 2226<br>1126<br>3495 | NV | 1948 A/S Fredriksstad M/V—Fks<br>50′ 7″ 18′ 9″<br>320′ 0″ 50′ 5″<br>1 dk & S dk<br>RW | S OSD<br>G.265700 B.243700<br>5 Ha (each 27′×21′)<br>12W Der 10(3) | C 4Cy. (2) 17 11/16″ & (2) 42½″×39 13/16″<br>3000ihp 750t (o.f)<br>A/S Fredriksstad M/V Fks<br>3×20, 20, 15kW 110V d.c. 14k |
| 661784<br>EFHB<br>M-3-<br>8651<br>DY Esd<br>Gc Rdr<br>RTv | **ESPADARTE**<br>Joaquin Davila y Cia. S.A.<br>Spanish<br>Vigo | 1314<br>633<br>— | ✠100A1<br>stern trawler<br>✠LMC<br>✠Lloyd's RMC<br>MN400 EL I† | 1966–10 Ast. Construcciones S.A.—Vgo<br>235′ 7″ 39′ 2″ 16′ 11⅛″<br>206′ 1″ 38′ 8½″ 24′ 11″<br>F40′ 2 dks<br>RW Coll BH to U dk 3 to 2nd dk<br>rf 13″ BK4″ WB355t | M Stern Trawler Ref Mchy.aft<br>2 Ho 18′, 29½′<br>In.54200<br>2 Ha (stl) (each 11½′×6½′) | Oil 4SA 8Cy. 390×680 mm<br>2000bhp 320t (d.o)<br>Naval-Stork-Werkspoor Cdz<br>3×288, 288, 108kW 380V 50c/s a.c.<br>12½k |
| 510642<br>EABZ<br>Esd | **ESPADIN**<br>Waldino Leiros Mera and others<br>Vigo Spanish | 117<br>56<br>— | | 1951 Francisco González—San Adrian<br>*79·4′* 19′ 4″<br>… … … | Wood S Trawler | T 3Cy. 7½″ 8⅜″ & 18″×14″<br>125ihp (o.f)<br>8¼k |
| 510643<br>FNKG<br>DY Esd<br>Gc Rdr<br>RTm | **ESPADON**<br>Cie. Fabre, Soc. Générale de Transports Maritimes<br>Marseilles French | 4907<br>2545<br>3648 | | 1962 At. & Ch. de Nantes (Bretagne-Loire)—Nts<br>378′ 2″ 52′ 7″ 20′ 0½″<br>350′ 7″ 52′ 0½″ 36′ 0″<br>2 dks<br>rf 14″ | M (4P) Ref<br>4 Ho 61¾′, 52½′, 48′, 68′<br>In.234420<br>4 Ha (stl) (19½′, 19½′, 16′, 19½′×16′)<br>8W Der 2(8) 6(6) | 2 Oil 4SA each 12Cy. 400×460 mm geared to sc. shaft<br>8520bhp Pielstick 450t (d.o)<br>Soc. Gén. de Const. Méc. La Courneuve<br>4×285kW 220V d.c. 19k |
| 510644<br>KGXR<br>240253<br>DY Esd<br>Gc Rdr<br>RT | **ESPARTA**<br>United Fruit Co.<br>New York United States | TMk.<br>4781<br>2096<br>—<br>6573<br>3410<br>6638 | AB | 1945 Gulf S.B. Corp.—Chickasaw<br>455′ 5″ 61′ 3″ —/27′ 1⅞″<br>431′ 2″ 61′ 0″ 35′ 6″<br>B&F247′ 4 dks<br>rf 9″ | TS Ref<br>4 Ho<br>B.333900 In.313070<br>4 Ha<br>12W Der 1(35) 1(10) | 4 S Turb dr geared to 2 sc. shafts<br>13200shp 1512t (o.f)<br>De Laval S. Turb. Co. Trenton<br>18½k |
| 510645<br>LFCY | **ESPEDAL**<br>exTrafik 1–57<br>Kristen Jonassen<br>Stavanger Norwegian | 118<br>51<br>— | | 1892 A/S Fredriksstad M/V—Fks<br>86′ 6″ 18′ 2″ 8′ 0″<br>… … …<br>1 dk<br>R | M Mchy.aft<br>1 Ho<br>Der 1(2) | Oil 2SA 3Cy. 330×360 mm<br>150bhp Emade56fitted65<br>A/S Bergens M/V Bgn |
| 541984<br>DHWR<br>DY Esd<br>Gc Pld<br>Rdr RT | **ESPENHAIN**<br>Deutsche Seereederei<br>Rostock E. German | 8489<br>4297<br>11160 | DSRK | 1962 Warnowwerft—Warnemünde<br>498′ 3″ 63′ 0″ 27′ 3″<br>62′ 10″<br>1 dk<br>RW | M Ore Carrier Mchy.aft | Oil 2SA 7Cy. 700×1200 mm<br>Dieselmotorenwerk Ros |
| 510647<br>EAYJ<br>DY Esd<br>RTm | **ESPENUCA**<br>Salvador Vazquez Crespo<br>Teneriffe Spanish | 153<br>57<br>112 | | 1956 Ast. del Noroeste—Frl<br>89′ 8″ 20′ 7″ 9′ 10″<br>80′ 7″ 19′ 0″ 12′ 1″<br>RW | M Trawler<br>2 Ha (stl)<br>Der 1(1) | Oil 4SA 6Cy. 195×250 mm<br>525bhp 39t (d.o)<br>Tuxham A/S Cpn<br>2×15, 10kW 220V d.c. 9k |
| 530602<br>HOJP<br>DY Esd<br>Gc | **ESPERANCE**<br>exSaint James–66 exGrenoble–61 exHenry George–47<br>St. James Line Co. Inc.<br>Panama Panamanian | 7282<br>4483<br>10715 | BROKEN UP<br>BV | 1942 Oregon S.B. Corp.—Pld<br>442′ 11″ 57′ 0″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>rf 6″ | S<br>5 Ho 60′, 72′, 50′, 44′, 55′<br>G.508320 B.462112<br>5 Ha (33½′, 35′, 20′, 35′, 35′×20′)<br>12W Der 1(40) 1(12) 10(4) | T 3Cy. 24½″ 37″ & 70″×48″<br>2300ihp 1865t (o.f)<br>Oregon War Industries Inc. Pld<br>2×20kW 115V d.c. 10½k |

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| 501900<br>PDZD<br><br>Df RT | **ESPERANCE**<br>exAnne-S-65 exNoordkaap-52<br>**D. P. Geuze**<br>E. Wagenborg's Scheepv. &<br>Expeditbedr. N.V.<br>Poortvliet Netherland | 236<br>113<br>— | BS ✱ Dr 2/64<br><br>MBS ✱<br><br>MN30 EL (d) | 1939-11 J. Vos & Zoon—Gro<br>140' 5" 21' 6" 8' 3½"<br>131' 3" 21' 4" 9' 3"<br>Q33' F16'<br>R 3BH len 60<br>WB47t | M Mchy.aft<br><br>G.13000 B.12300 | Oil 4SA 3Cy. 280×400 mm<br>150bhp<br>Motorenf. "De Industrie" |
| 510648<br>DHAE<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **ESPERANZA**<br><br>**Partenreederei m.s.**<br>**"Esperanza"**<br>Christian F. Ahrenkiel<br>Hamburg W. German<br>Now **CANDIA** See New Entries No. 7 | 3266<br>1759<br>5200<br>4953<br>2847<br>6922 | GL | 1955 Lübecker Flender-Werke—Lbc<br>390' 2" 53' 3" 22' 4⅜"/26' 6¼"<br>358' 2" 53' 2" 33' 4"<br>P22' F46' 1 dk & S dk<br>RW<br>rf nil | M (5P) Ref OSD/CSD<br>4 Ho 71', 77½', 57', 50½'<br>G.350007 B.309657<br>4 Ha (34½', 48½', 36½', 23'×18½')<br>Der 1(50) 1(25) 4(5–10) 8(3–5) | Oil 2SA 6Cy. 720×1250 mm<br>4200bhp<br>Soc. des For. de la Méditerra<br>3×154kW 400V 50c/s a.c. |
| 510649<br><br><br>Df Esd<br>RT | **ESPERANZA DE CADIZ**<br><br>**Jesús Berasaluce Arruti**<br>Cadiz Spanish | 350<br>160<br>— | BV | 1962 Hijos de J. Barreras S.A.—Vgo<br>136' 0" 24' 3" 12' 0"<br>120' 1" 24' 0½" 13' 8" | M Trawler<br><br><br>3 Ha (each 3½'×3½') | Oil 4SA 8Cy. 270×500 mm<br>950bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| 510650<br>EANE<br>Esd | **ESPERANZA**<br>**MONTENEGRO**<br>**Victor Montenegro Feijoo**<br>Vigo Spanish | 173<br>93<br>— | | 1946 Ast. Montenegro—Domayo-Vigo<br>*82·2'* 21' 3" 12' 9"<br>... ... ... | Wood S Trawler | T 3Cy. 7½" 12⅛" & 21⅛"×14"<br>178ihp<br>Talleres Freire |
| 510651<br>IBOC<br>465<br>Df Esd<br>Gc Rdr | **ESPERIA**<br>exAusonia-49<br>**"Adriatica" Soc. per Azioni**<br>**di Nav.**<br>Venice Italian | 9314<br>5368<br>2852 | **100A1** CS 1/65<br>with freeboard<br>**LMC**<br>**Lloyd's RMC**<br>EL e†2⅛"<br>RI | Lch.1941 Cmd.1949-3 C.R.D. Adriatico<br>—Mfl<br>488' 2" 63' 2" 21' 8¾"<br>446' 11" 63' 0" 38' 8"<br>B125' F70' 2 dks, 3rd dk clear of mchy.<br>space, Orlop dk in Nos. 1 & 2 holds<br>RW Coll BH to U dk 7 to 2nd dk<br>WB1710t incl. DTa476t Dtf94t | TM (572P) Ref<br>4 Ho<br>G.122738 B.118713 In.4485<br><br>9W Der 1(15) 8(5) | 2 Oil 2SA each 10Cy. 720×1250<br>12200bhp Sulzer<br>Emade42refitted<br>C.R.D. Adriatico<br>2AuxB 100t made41refitted |
| 660231<br>IMSR<br>659<br>Df Esd<br>Rdr | **ESPERIDE**<br><br>**Società Triestina per La**<br>**Pesca Oceanica S.p.A.**<br>Trieste Italian | 609<br>305<br>580 | RI | 1965 Cant. Nav. Giuliano—Tri<br>193' 7" 29' 6" 13' 2"<br>180' 3" 29' 5" 19' 4"<br>2 dks | M Fishing Mchy.aft<br>2 Ho | Oil 4SA 9Cy. 300×450 mm<br>1310bhp<br>Masch. Augsburg-Nürnberg |
| 516316<br>SYOX<br>221<br>Df Esd<br>Gc Rdr<br>RT | **ESPERIS**<br>exIrish Hawthorn-65<br>**Cia. Argolia de Nav. S.A.**<br>Chios Greek | 12168<br>7025<br>17980 | AB<br>✠LR class withdrawn—<br>Owners' request 9/67 | 1958-2 Fairfield S.B. & Eng. Co. Ltd.—<br>Gls<br>555' 9" 69' 7" 29' 9"<br>531' 0" 69' 3" 39' 0"<br>P115' B47' F50' 1 dk<br>rf 3" | S Tanker Mchy.aft<br>33 Ta<br>L.891200 HeCls. BC | 2 S Turb dr geared to sc. sha<br>8250shp<br>Fairfield S.B. & E. Co. Ltd.<br>3×350, 350, 200kW 220V d.c. |
| 510652<br>6ZNA<br>2413<br>Df Esd<br>Gc Rdr | **ESPEROS**<br><br>**Atlantis Shipping Company**<br>**S.A.**<br>Monrovia Liberian | 10317<br>6101<br>15405 | AB | 1957 Mitsubishi Hvy Ind. Reorg.—Kob<br>508' 0" 66' 7" 30' 8¼"<br>470' 0" 66' 6" 41' 0"<br>P100' F38' 2 dks<br>RW<br>rf 4" | S Mchy.aft<br>5 Ho<br><br>5 Ha | 2 S Turb dr geared to sc. sha<br>7000shp<br>Mitsubishi Hvy Ind. Reorg. |
| 510653<br>SYDD<br>2179<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESPEROS**<br>exEmpire Wansbeck-62<br>exLinz-45<br>**Kavounides Shipping Co.**<br>**Ltd.**<br>Piræus Greek | 3974<br>2469<br>— | GL | 1943 Odense Staalskibs A/S—Odn<br>336' 5" 45' 8" 18' 0"<br>45' 6" 28' 10"<br>F95' 2 dks | M (591P)<br><br><br><br>2W | Oil 2DA 6Cy. 600×900 mm<br>3950bhp<br>Masch. Augsburg-Nürnberg |
| 510654<br><br><br>RT | **ESPEROS II**<br><br>**Vakudim Cia. Nav.**<br>Panama Panamanian | 118<br>35<br>— | | 1957 ......................Syros<br>92' 1" 23' 0"<br>... ... ...<br>1 dk | Wood Aux T Mchy.aft | 2 Oil 4SA each 8Cy.<br>Emade—fitted<br>Deutz |
| 510655<br>PUVQ<br>10022<br>Df Esd<br>Gc Rdr<br>RTm | **ESPIRITO SANTO**<br>exFNP Espirito Santo-54<br>exEspirito Santo-53<br>**Navegacão Mansur. Ltda.**<br><br><br>Rio de Janeiro Brazilian | 10699<br>6296<br>16320 | ✠Classed LR until 9/66 | 1952-5 A/B Lindholmens Varv—Got<br>550' 11" 64' 2" 29' 11½"<br>514' 11" 64' 0" 38' 6"<br>P108' B38' F65' 1 dk<br>RW<br>rf 3" | M Tanker Mchy.aft<br>20 Ta 1 Ho 32½'<br>L.779892<br><br>Der 3(5) 1(1) | Oil 2SA 8Cy. 680×1500 mm<br>6000bhp<br>A/B Götaverken<br>2×165kW 220V d.c. |
| 510656<br><br>317570<br>Df Esd<br>RTh | **ESPIRITO SANTO**<br><br>**South Australian**<br>**Fishermen's Co-operative**<br>**Ltd.**<br>Port Adelaide British | 730<br>469<br>560 | | 1945 Soule Steel Co. & G. Zimmerman—<br>Stockton, Cal<br>*126·9'* 32' 2"<br>124' 9" 32' 0" 15' 3"<br>F44' 1 dk | M Fishing Mchy.fwd<br><br><br>2 Ha (stl) (each 4'×4')<br>2 Ha (w) (each 4'×4')<br>2 Ha (stl) (each 4'×4')<br>Der 1(14) 2(2) | Oil 4SA 6Cy. 355×4<br>760bhp<br>Union Diesel Eng. Co.<br>3×64kW 220V 60c/s a.c. |
| 671848<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ESPRESSO LIGURIA**<br><br>**Soc. Traghetti de**<br>**Mediterraneo S.p.A.**<br>Olbia Italian | ~~2000~~ 1999<br>— 1118<br>~~2000~~ 2927 | RI | 1967 Cant. Nav. "Luigi Orlando"—Lgn<br>343' 6" 57' 6" 15' 5"<br>316' 7" 57' 5" 35' 1"<br>2 dks<br>RW | TM Ferry | 2 Oil 2SA each 8Cy.<br>6800bhp Sulzer<br>C.R.D. Adriatico |

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| [illegible]<br>INSA<br>111<br>Df Esd<br>Gc Rdr<br>RT | **ESPRESSO SARDEGNA**<br>Soc. Traghetti del Mediterraneo S.p.A.<br>Olbia<br>Italian | 1994<br>1098<br>3090 | RI | 1967 Cant. Nav. "Luigi Orlando"—Lgn<br>343' 6" 57' 6" 15' 5"<br>316' 7" 57 5" 35' 1"<br>2 dks<br>RW | TM<br>1 Ho | 2 Oil 2SA each 6Cy. 440×760 mm<br>6800bhp Sulzer<br>C.R.D. Adriatico Tri |
| [illegible]<br>Df Esd<br>Gc Rdr<br>RT | **ESPRESSO SICILIA**<br>Soc. Traghetti del Mediterraneo S.p.A.<br>Olbia<br>Italian | ~~2000~~ 1998<br>— 1118<br>~~2800~~ 2927 | RI | 1967 Cant. Nav. "Luigi Orlando"—Lgn<br>343' 6" 57' 6" 15' 5"<br>316' 7" 57' 5" 35' 1"<br>2 dks<br>RW | TM Ferry | 2 Oil 2SA each 6Cy. 440×760 mm<br>6800bhp Sulzer<br>C.R.D. Adriatico Tri |
| 910657<br>ICVQ<br>943<br>Df Esd<br>Gc Rdr<br>RT | **ESQUILINO**<br>Lloyd Triestino Soc. per Azioni di Nav.<br>Trieste<br>Italian | 6956<br>3970<br>9989 | ✠100A1 SS 8/67<br>DTmf centre—veg. oil sides—veg. oil or latex<br>✠LMC<br>MN2240 EL d†2¼"SQ<br>AB RI | 1963–8 "Navalmeccanica" Cant. Nav.—Castellammare<br>~~505' 8"~~ 65' 11" 25' 9½" 505' 3"(incl.BB)<br>449' 6" 65' 7½" 38' 9"<br>F54' 1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>Coll BH to S dk 7 to 2nd dk<br>rf 4" WB1526t | M OSD<br>5 Ho | Oil 2SA 8Cy. 750×1320 mm<br>11200bhp Fiat<br>Ansaldo Stab. Mecc. Gen<br>AuxB 107lb e(ex.g) 107lb |
| 910659<br>DGNV<br>Df Esd<br>Gc Rdr<br>RTv | **ESSEN**<br>Hamburg-Amerika Linie<br>Hamburg<br>W. German | 6821<br>3982<br>9940 | GL | 1953 Deutsche Werft A.G.—Ham<br>521' 11" 62' 11" 26' 1¾"<br>481' 7" 62' 8" 39' 5"<br>P25' F40' H74' 2 dks & S dk<br>RW<br>rf 6" | S (12P) OSD<br>6 Ho 50¾', 79½', 80½', 65¼', 47½', 41¾'<br>G.711100 B.634993<br>6 Ha (stl) (29¾', 44½', 56', 44¼', 29½', 29½'×18¼')<br>Der 1(50) 6(5–10) 12(3–5) 2(2) | S Turb dr geared to sc. shaft<br>9000shp (o.f)<br>Allgemeine Elec. Ges. Bln<br>3×350, 200, 200kW 230V 50 c/s a.c.<br>16½k |
| 910660<br>DERQ<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h | **ESSEN**<br>"Nordsee" Deutsche Hochseefischerei G.m.b.H.<br>Bremerhaven<br>W. German | 716<br>246<br>734 | GL | 1956 Rickmers Werft—Bhn<br>203' 9" 31' 8"<br>181' 1" 31' 6" 17' 1"<br>P12' F34' 1 dk<br>rf 26¾" | M Trawler<br>1 Ho 48½'<br>4 Ha (4', 7¾', 7¾', 7¾'×4') | Oil 2SA 8Cy. 350×550 mm 1130bhp also Oil 540bhp driving 2 gen. each 385kW 230/380V a.c. connected to elec. motor for secondary propulsion (d.o)<br>Henschel Masch. Ham<br>1×92kW 220/380V 50c/s a.c.<br>Controllable pitch propeller |
| 910661<br>DADN<br>Df Esd<br>RTm/h/v | **ESSEN**<br>Emder Heringsfischerei A.G.<br>Emden<br>W. German | 271<br>123<br>— | GL | 1936 Schulte & Bruns—Emd<br>*117·4'* 24' 8" 10' 4"<br>10' 11"<br>R | M Fishing<br>2 Ho 21¼', 32¾' | Oil 4SA 8Cy. 280×450 mm<br>500bhp (d.o)<br>Humboldt-Deutzmot. Köln-Deutz<br>3×65 15. 6½kW 115V d.c.<br>Controllable pitch propeller |
| 910662<br>GXPK<br>1488<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/h/v | **ESSEQUIBO**<br>Royal Mail Lines Ltd.<br>Furness Ship Management Ltd.<br>London<br>British<br>Now **NINGPO** See New Entries No. 7 | 7785<br>4513<br>~~8769~~<br>9055 | ✠100A1 SS 12/65<br>✠LMC<br>✠Lloyd's RMC<br>MN900 EL b†2 1/16"SQ | 1952–9 Harland & Wolff Ltd.—Gls<br>444' 7" 58' 7" ~~26' 7"~~ 27' 1½"<br>415' 7" 58' 6" 38' 4"<br>F44' 2 dks<br>RW 7BH Coll BH to U dk<br>rf 4" WB1714t incl. DTm834t | M (12P) Ref CSD<br>5 Ho 63¼', 80', 31', 67¼', 72¼'<br>G.524070 B.471950 In.2400<br>1 Ha (stl) (20¼'×18')<br>4 Ha (w) (38¾'×20') (13'×18') (31', 26'×20')<br>12W Der 1(30) 4(10) 8(5) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>4500bhp 1773t (hvf)<br>Harland & Wolff Ltd. Gls<br>2 AuxB (1 o.f 1 ex.g) 100lb<br>3×135kW 225V d.c. 13½k |
| 910663<br>GMML<br>186048<br>Df Esd<br>Gc Rdr<br>RTm/v | **ESSEX**<br>Federal Steam Nav. Co. Ltd.<br>London<br>British | 10936<br>6090<br>12550 | ✠100A1 SS 9/66 ~~SS 7/62~~<br>✠LMC<br>✠Lloyd's RMC<br>MN2300 EL h†2⅜"SQ | 1954–5 John Brown & Co. (Clydebank) Ltd.—Cly<br>525' 10" 70' 2" 30' 7½"<br>490' 0" 70' 0" 44' 6"<br>F51' 2 dks & S dk, 4th dk in fwd holds<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6" WB2725t incl. Tunnel tanks 1235t | M Ref OSD<br>6 Ho 56¼', 64¾', 63¾', 72¼', 60', 36'<br>G.191420 B.186810 In.475920<br>6 Ha (stl) (22', 30', 39¾', 31¼', 31¼', 19'×20')<br>20W Der 1(70) 20(10) | 2 Oil 2SA each 12Cy 580×760mm with sr gearing & electric-magnetic slip couplings to sc. shaft<br>11500bhp Sulzer 2680t (hvf)<br>John Brown & Co. (Clydebank) Ltd.<br>2AuxB 100lb<br>5×300, 300, 300, 300, 150kW 220V d.c.<br>16k |
| 910664<br>JXBJ<br>Df Esd<br>Gc Rdr<br>RTh | **ESSEX**<br>I/S Essex<br>Bj. Ruud-Pedersen<br>Oslo<br>Norwegian | 6451<br>2611<br>10510 | NV | 1958 Haugesund M/V A/S—Hgs<br>427' 0" 57' 3" 25' 7"<br>407' 0" 57' 0" 32' 0"<br>P102' F62' 1 dk | M Ore Carrier Mchy.aft<br>2 Ho 75', 187'<br>G.258500<br>4 Ha (stl) (each 47'×29')<br>Der 1(3) | Oil 4SA 9Cy. 520×740 mm<br>3240bhp 615t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×225kW 440V 60 c/s a.c. 12k |
| 910665<br>MXBT<br>185600<br>Df Esd<br>Pld Rdr<br>RTv | **ESSEX FERRY**<br>British Railways Board<br>Harwich<br>British | 3089 ~~3242~~<br>1477 ~~1502~~<br>1957 | ✠100A1 ~~SS 10/64~~<br>Channel service from ports in U.K. south of Oban & Harwich–Hook of Holland SS 12/68<br>✠LMC<br>MN536 EL y 1⅞"SQ | 1957–1 John Brown & Co. (Clydebank) Ltd.—Cly<br>399' 10" 61' 4" 12' 0¾"<br>382' 0" 58' 6" 19' 0"<br>B&F314' 1 dk<br>RW 9BH<br>rf 7½" WB744t | TM Train Ferry (12P) | 2 Oil 2SA each 6Cy. 480×700 mm<br>2680bhp Sulzer 187t (d.o)<br>John Brown & Co. (Clydebank) Ltd.<br>db 105lb<br>3×125kW 220V d.c. 12¼k |
| 900001<br>300533 | **ESSEX SHORE**<br>Offshore Marine Ltd.<br>Rochester<br>British<br>For later particulars see New Entries No. 1 | 499<br>184<br>810 | 100A1<br>Class contemplated | N.V. Ijsselwerf—Rot<br>166' 2" 36' 11" 12' 3"<br>152' 3" 36' 1" 14' 0" | TM Supply Ship Mchy aft | 2 Oil 4SA each 8Cy. 8¾"×11½"<br>Blackstone & Co. Ltd. Stamford<br>13k |
| 941131<br>JXZC<br>Df Esd<br>Gc Pld<br>Rdr<br>RTh/v | **ESSI CAMILLA**<br>I/S Essi Camilla<br>Bj. Ruud-Pedersen<br>Oslo<br>Norwegian | 35127<br>20833<br>58160 | NV | 1964 Sörviksvarvet A/B—Udv<br>773' 10" 105' 7" 40' 0½"<br>740' 0" 105' 6" 53' 6"<br>P&B171' F80' 1 dk<br>rf 3½" | M Tanker Mchy.aft<br>31 Ta<br>L.2685000 HeCls. BC | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W 4770t (hvf)–68pd<br>Eriksbergs M/V A/B Got<br>3×400kW 440V 60 c/s a.c. 17k |

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| 510667<br>JXFA<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **ESSI FLORA**<br>exEssiflora-63<br>**Skips A/S Ruped & Co.**<br>Bj. Ruud-Pedersen<br>Oslo Norwegian | 11977<br>6020<br>15704 | <br><br>NV | 1959 Rheinstahl Nordseewerke—Emd<br>517' 7" 66' 6" 30' 7½"<br>488' 0" 66' 3" 41' 10"<br>1 dk<br>RW conv dry cargo ship 64 | M Chemical Tanker Mchy.aft<br>16 Ta | Oil 2SA 6Cy. 780×1400 mm<br>5400bhp<br>Masch. Augsburg-Nürnberg<br>3×210kW 440V 60 c/s a.c. |
| 540385<br>JXVZ<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **ESSI GINA**<br><br>**I/S Eskimo**<br>Bj. Ruud-Pedersen<br>Oslo Norwegian | 35630<br>22346<br>55400 | ✠100A1 M 6/68–11mos<br>strengthened for heavy cargoes Nos. 2 & 7 holds may be empty or Nos. 3 & 6 holds may be empty<br>✠LMC<br>MN3000 EL x†3 5/16"SQ | 1963–7 Furness S.B. Co. Ltd.—Haverton Hill<br>800' 1" 101' 8" 39' 1"<br>766' 0" 101' 6" 57' 1"<br>P123' F67' 1 dk<br>RW NS 12BH<br>rf 6" WB24160t incl. Topside tanks in holds 7736t DTsf1737t | M Bulk Carrier Mchy.aft<br>8 Ho 63', 72', 72', 72', 72', 72', 72', 72'<br>G.2514250<br>8 Ha (stl) (36', 48½', 48', 48', 48', 48', 48', 36'×50')<br>Der 2(3) | Oil 2SA 10Cy. 760×1550 mm<br>15000bhp Sulzer<br>Hawthorn, Leslie (Eng.) Ltd.<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×300kW 400V 60 c/s a.c. |
| 502438<br>LGLG<br><br>Df Esd<br>Gc Rdr<br>RTv | **ESSI KARI**<br>exArjeplog-65<br>**Skibs A/S Essi Kari & Co.**<br>Bj. Ruud-Pedersen<br>Oslo Norwegian | 10696<br>5164<br>15380 | NV<br><br>✠Classed LR until 9/65 | 1956–2 A/B Götaverken—Got<br>490' 0" 64' 2" 30' 9½"<br>461' 0" 64' 0" 42' 6"<br>P102' F41' 1 dk<br>conv ore carrier 65<br>rf nil DK | M Chemical Tanker Mchy.aft<br>18 Ta<br>HeCls. B | Oil 2SA 7Cy. 680×1500 mm<br>5250bhp<br>A/B Götaverken<br>3×165kW 220V a.c. |
| 680323<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSI KRISTINE**<br><br>~~Bj. Ruud-Pedersen~~<br>~~Oslo~~ ~~Norwegian~~<br>I/S Essi Kristine<br>Bj. Ruud-Pedersen<br>Oslo Norwegian | ~~44400~~ 41089<br>~~27800~~ 27795<br>76000 | <br>793' 6"<br>NV | 1967 Harland & Wolff Ltd.—Bel<br>~~825' 0"~~ 105' 2" ~~46' 6½"~~ 46' 9½"<br>790' 0" 105' 0" 63' 9"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W<br>Harland & Wolff Ltd. |
| 660801<br>LDRM<br><br>Rdr RT | **ESSO 5**<br><br>**A/S Petrolea**<br>Oslo Norwegian | 146<br>133<br>240 | <br><br>NV | 1965 Johan Drage A/S—Rognan<br>93' 5" 23' 0" 9' 11½"<br>85' 3" 22' 11½" 10' 8"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 5½"×6½"<br>245bhp<br>Caterpillar Tractor Co. |
| 510669<br>LCYW<br><br>Df Esd<br>Rdr<br>RTm | **ESSO 6**<br><br>**A/S Petrolea**<br>Oslo Norwegian | 272<br>94<br>220 | <br><br>NV | 1962 Brattvåg Skipsinnredning &—J. Johansens Sveiseverksted—Brattvåg<br>113' 7" 25' 0" 11' 1½"<br>100' 2" 24' 7" 11' 6"<br>1 dk | M Tanker Mchy.aft<br>8 Ta | Oil 4SA 7Cy. 250×360 mm<br>500bhp<br>A/S Bergens M/V<br>2×30kW 220V 50 c/s a.c.<br>Controllable pitch propeller |

ESSO 11–13 ARTICULATED BARGE UNIT—See also **ESSO OSLO**

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| 510670 | **ESSO 11**<br><br>**A/S Petrolea**<br>Oslo Norwegian | 300<br>253<br>600 | ✠A1 SS 6/66<br>oil tanker or as an articulated oil barge unit<br>Coasting service between Kristiansand and Gothenburg<br>EL (d) | 1962–6 Westermoen Båtbyggeri—Mandal<br>106' 4" 30' 4" 9' 5½"<br>30' 2" 13' 1"<br>1 dk<br>5BH<br>rf 20" WB172t | Articulated Oil Barge (aft unit) | |
| 510671 | **ESSO 12**<br><br>**A/S Petrolea**<br>Oslo Norwegian | 299<br>251<br>635 | ✠A1 SS 6/66<br>oil tanker or as an articulated oil barge unit<br>Coasting service between Kristiansand and Gothenburg<br>EL (d) | 1962–6 Westermoen Båtbyggeri—Mandal<br>106' 4" 30' 3" 9' 5½"<br>30' 2" 13' 1"<br>1 dk<br>5BH<br>rf 20" WB172t | Articulated Oil Barge (middle unit) | |
| 510672 | **ESSO 13**<br><br>**A/S Petrolea**<br>Oslo Norwegian | 340<br>285<br>655 | ✠A1 SS 6/66<br>oil tanker or as an articulated oil barge unit<br>Coasting service between Kristiansand and Gothenburg<br>Ice Class 3<br>EL (e) | 1962–6 Westermoen Båtbyggeri—Mandal<br>121' 8" 30' 3" 9' 5½"<br>120' 5" 30' 2" 13' 1"<br>1 dk<br>5BH<br>rf 20" WB190t | Articulated Oil Barge (fwd unit) | |
| 641130<br>LIZJ | **ESSO 21**<br><br>**A/S Petrolea**<br>Oslo Norwegian | 243<br>197<br>480 | <br><br>NV | 1964 P. Høivolds M/V A/S—Krs<br>113' 2" 24' 1" 9' 8"<br>112' 8" 23' 11½" 10' 10"<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.47200 | Oil 4SA 12Cy. 120×140 mm<br>200bhp<br>Klöckner-Humboldt-Deutz<br>1×10kW 220V 50 c/s a.c. |
| 510673<br>LNEC<br><br>Df Esd<br>Rdr<br>RTm | **ESSO 30**<br><br>**A/S Petrolea**<br>Oslo Norwegian | 308<br>119<br>495 | <br><br>NV | 1948 Glommens M/V—Fks<br>139' 0" 24' 8" 10' 8½"<br>124' 8" 24' 6"<br>P45' F20' 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.14700<br>HeCls. B | Oil 2SA 6Cy. 280×420 mm<br>500bhp NE59<br>Wichmann Mtrf.<br>2×40kW 110V d.c.<br>Controllable pitch propeller |
| 510675<br>LACC<br><br>RTm | **ESSO 37**<br><br>**A/S Petrolea**<br>Oslo Norwegian | 118<br>49<br>155 | <br><br>NV | 1950 Glommens M/V—Fks<br>102' 4" 17' 11" 7' 8"<br>96' 0" 17' 9"<br>1 dk<br>len 60 | M Tanker<br>6 Ta<br>L.5189 | Oil 2SA 6Cy. 5"×5½"<br>220bhp NE60<br>General Motors Corp.<br>1×23kW 110V d.c.<br>Controllable pitch propeller |

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| Df Esd<br>Gc Rdr<br>RT | **ESSO AALBORG**<br>Dansk Esso A/S<br>Copenhagen Danish | 20503<br>11993<br>32370 | ✠100A1<br>oil tanker<br>✠LMC<br>MN2340 | SS 9/64<br>EL p†2⅞"SQ | 1959–6 Odense Staalskibs.—Odn<br>677′ 4″ 83′ 11″ 35′ 2¼″<br>641′ 1″ 83′ 6″ 46′ 6″<br>P142′ B41′ F80′ 1 dk<br>14BH<br>rf 2″ WB1122t | M Tanker Mchy.aft<br>27 Ta<br>L.1535623 | HeCls. BC | Oil 2SA 10Cy. 740×1600 mm<br>11700bhp 2850t–45pd<br>Burmeister & Wain Cpn<br>2WTAuxB primary 710lb secondary 192lb Spt AuxB 180lb<br>15¾k |
| Df Esd<br>Gc Rdr<br>RT | **ESSO ADVANCE**<br>exEsso Talang Akar–63<br>exStanvac Talang Akar–62<br>exTalang Akar–48<br>exTarascon–47<br>Esso Transport Co. Inc.<br>Panama Panamanian | 3930<br>2381<br>4902 | | AB | 1945 Todd-Houston S.B. Corp.—Houston<br>382′ 2″ 48′ 5″ 18′ 11¼″<br>366′ 0″ 48′ 2″ 21′ 10″<br>P84′ B34′ F48′ 1 dk<br>rf nil len 63 | M Tanker Mchy.aft<br>pt liquefied gas carrier<br>16 Ta & 2 Vertical Ta<br>L.254398 | | Oil 2SA 6Cy. 455×635 mm<br>400bhp 153t (d.o)–6pd<br>Nordberg Mfg Co. Milwaukee<br>1×20kW 110V d.c.<br>10½k |
| Df Esd<br>Gc Rdr<br>RT | **ESSO ADVENTURE**<br>exStanvac Adventure–62<br>Esso Transport Co. Inc.<br>Panama Panamanian | 10124<br>5822<br>13822 | | AB | 1960 Schlieker-Werft Willy H. Schlieker K.G.—Ham<br>490′ 0″ 75′ 4″ 24′ 2″<br>470′ 0″ 75′ 0″ 34′ 0″<br>1 dk<br>RW | S Tanker Mchy.aft<br>24 Ta<br>L.724649 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>Emade45fitted60<br>6000shp 853t (o.f)–46pd<br>Westinghouse Elec. Corp.<br>13¾k |
| Df Esd<br>Gc Rdr<br>RT | **ESSO ALSACE**<br>Esso Standard Soc. Anon. Française<br>Havre French | 25451<br>14746<br>38872 | | BV | 1960 Ch. de l'Atlantique—St.N<br>697′ 6″ 94′ 11″ 36′ 1″<br>660′ 0″ 94′ 6″ 47′ 11″<br>1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta<br>L.1833120<br>Der 2(10) 2(5) 2(2) | HeCls. B | 2 S Turb dr geared to sc. shaft<br>CEM Parsons<br>19250shp 4098t (o.f)–102pd<br>Ch. de l'Atlantique St.N<br>17½k |
| Df Esd<br>Gc Rdr<br>RTm/h/v | **ESSO AMSTERDAM**<br>Esso Tankvaart Nederlandse Antillen N.V.<br>~~Aruba~~<br>Oranjestad Netherland (Antilles) | ~~24647~~ 23566<br>~~12685~~ 12900<br>36169 | | AB | 1960 C. v.d. Giessen Schps.—Krimpen<br>693′ 3″ 90′ 3″ 35′ 8⅛″<br>660′ 0″ 90′ 0″ 47′ 0″<br>P140′ B51′ F89′ 1 dk<br>RW<br>rf 4″ | S Tanker Mchy.aft<br>33 Ta<br>L.1561154<br>Der 2(5) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17600shp 1955t (o.f)–92pd<br>N.V. Werkspoor Ams<br>2×700kW 440V 60c/s a.c.<br>17k |
| Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO AMUAY**<br>Creole Petroleum Corp.<br>Maracaibo Venezuelan | 24727<br>17639<br>35328 | | AB | 1959 Mitsui Zosen—Tmn<br>650′ 1″ 91′ 3″ 35′ 11⅝″<br>620′ 0″ 91′ 0″ 47′ 6″<br>P138′ B45′ F86′ 1 dk<br>RW<br>rf 4½″ | S Tanker Mchy.aft<br>30 Ta | | 2 S Turb dr geared to sc. shaft<br>13750shp 5650t (o f)<br>Hitachi Seisakusho Hitachi |
| Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO ANTWERP**<br>Esso Marine (Belgium), S.A.<br>Antwerp Belgian | 40883<br>29291<br>76209 | | AB | 1967 A/S Akers M/V—Osl<br>809′ 0″ 40′ 3½″<br>763′ 0″ 125′ 0″ 54′ 6″<br>1 dk | M Tanker Mchy.aft | | Oil 2SA 9Cy. 840×1800 mm<br>20400bhp B&W<br>Nylands Verksted Osl |
| Df Esd<br>Gc Pfd<br>Rdr | **ESSO ARGENTINA**<br>Esso Transport & Tanker Co. Inc.<br>Panama Panamanian | 29141<br>19005<br>49743 | | AB | 1958 C.R.D. Adriatico—Mfl<br>773′ 2″ 90′ 3″ 41′ 4⅝″<br>740′ 6″ 90′ 0″ 56′ 0″<br>B40′ F89′ 1 dk<br>RW len & deepened 63<br>rf 4½″ | S Tanker Mchy.aft<br>37 Ta<br>L.2230000 | | 2 S Turb dr geared to sc. shaft<br>17600shp Parsons 6280t (o.f)<br>C.R.D. Adriatico Tri<br>15¾k |
| Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO ÅRHUS**<br>Dansk Esso A/S<br>Copenhagen Danish | 16887<br>10013<br>26350 | ✠100A1<br>oil tanker<br>✠LMC<br>MN2240 | SS 7/64<br>EL l†2$\frac{11}{16}$"SQ | 1956–9 Odense Staalskibs.—Odn<br>621′ 11″ 77′ 3″ 34′ 0¾″<br>585′ 0″ 77′ 0″ 44′ 7″<br>P135′ B40′ F47′ 1 dk<br>13BH<br>rf nil WB3341t incl. DTf1118t | M Tanker Mchy.aft<br>24 Ta<br>L.1218344 | HeCls. BC | Oil 2SA 9Cy. 740×1600 mm<br>11200bhp 2555t–39pd<br>Burmeister & Wain Cpn<br>2WTAuxB primary 710lb secondary 192lb Spt 2AuxB 180lb<br>15k |
| Esd Rdr<br>RT | **ESSO ARK**<br>Ark Navigation Co. of Pakistan Ltd.<br>Chittagong Pakistan | 899<br>448<br>— | ✠100A1<br>oil tanker East Pakistan coasting service<br>✠LMC<br>MN229 | SS 7/67<br>EL k1⅛"SQ | 1963-4 Karachi S. & E. Works Ltd.—Krh<br>196′ 9″ 36′ 7″ 10′ 0½″<br>185′ 0″ 36′ 0″ 13′ 3″<br>Ba35′ F23′ 1 dk<br>9BH<br>rf 3″ WB59t incl. DTf35t | TM Tanker Mchy.aft | | 2 Oil 4SA each 5Cy. 9¾″×12½″ with flexible couplings & sr reverse gears<br>1144 bhp<br>Mirrlees National Ltd. Stckpt |
| Df Esd<br>Gc Rdr<br>RT | **ESSO ARUBA**<br>Esso Transport & Tanker Co. Inc.<br>Panama Panamanian | 29993<br>18629<br>47970 | | AB | 1959 Howaldtswerke Ham. A.G.—Ham<br>740′ 0″ 102′ 3″ 39′ 4⅞″<br>705′ 0″ 102′ 0″ 50′ 0″<br>P145′ B47′ F100′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.2102000 | | 2 S Turb dr geared to sc. shaft<br>19000shp 4925t (o.f)<br>Howaldtswerke Ham. A.G. Ham<br>17k |
| Df Esd<br>Gc Rdr<br>RTm/h | **ESSO ATSHAN**<br>exAnina–63 exJarilla–59<br>exAmica–56<br>Esso Sirte Inc.<br>Panama Panamanian | 5010<br>2841<br>7320 | **BROKEN UP** | AB | 1946 A/S Fredriksstad M/V—Fks<br>393′ 3″ 57′ 4″ 23′ 4¾″<br>385′ 0″ 57′ 2″ 28′ 4″<br>P102′ B48′ F67′ 1 dk<br>RW<br>rf 4″ | M Tanker Mchy.aft<br>29 Ta 1 Ho 31½′<br>L.326401 | HeCls. BC | Oil 2SA 6Cy. 545×785 mm<br>2700bhp NE53 1059t–12pd<br>Nordberg Mfg Co. St. Louis<br>11½k |

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| 540387<br>HOKP<br>3877NY<br>Df Esd<br>Gc Rdr | **ESSO AUSTRALIA**<br>exStanvac Australia-63<br>**Esso Transport Co. Inc.**<br>Panama Panamanian | 16996<br>10497<br>26603 | ~~✠100A1~~ ~~SS 11/63~~<br>~~oil tanker~~<br>~~✠LMC~~<br>~~MN2750~~ ~~EL 12¼"SQ~~<br>✠Class WITHDRAWN at Owners' request 4/68 | **1955**–9 John Brown & Co. (Clydebank) Ltd.—Cly<br>629′ 6″ 82′ 11″ 32′ 4½″<br>600′ 0″ 82′ 6″ 42′ 6″<br>P131′ B40′ F84′ 1 dk<br>RW 16BH<br>rf 4″ WB1912t incl. DTsf1315t | S Tanker Mchy.aft<br>30 Ta<br>L.1286922 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp<br>John Brown & Co. (Clydebank)<br>2WTB 965lb Spt 887lb |
| 510687<br>HPKL<br><br>Df Esd<br>Gc Rdr<br>RT | **ESSO AUSTRIA**<br><br>**Esso Transport Co. Inc.**<br>Panama Panamanian | 45445<br>31115<br>78776 | AB | **1962** Ch. de l'Atlantique—St.N<br>851′ 5″ 116′ 9″ 45′ 9″<br>808′ 9″ 116′ 6″ 60′ 4″<br>P157′ B39′ F84′ 1 dk<br>RW<br>rf 4″ | S Tanker Mchy.aft<br>25 Ta<br>L.3456358 | | 2 S Turb dr geared to sc. shaft<br>26500shp<br>Ch. de l'Atlantique |
| 510689<br>HODW<br>3647L<br>Df Esd<br>Gc Rdr<br>RT | **ESSO BALBOA**<br>exEsso Norwich-62<br>**Esso Transport & Shipping Co. Inc.**<br>Panama Panamanian | 30187<br>20928<br>50500 | AB<br>✠Classed LR until 8/63 | **1959**–5 Arsenal de Brest—Brt<br>771′ 3″ 90′ 5″ 41′ 4″<br>741′ 3″ 90′ 0″ 56′ 0″<br>P140′ B40′ F92′ 1 dk, 2nd dk fwd & aft<br>len & deepened 63<br>rf 4″ | S Tanker Mchy.aft<br>22 Ta<br>L.1577842 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17600shp<br>Cie. de Fives-Lille |
| 640908<br><br><br>RTm | **ESSO BALMAIN**<br>Launched as Esso Bee<br>**Esso Standard Oil (Australia) Pty Ltd.**<br>*Sydney* British | 440<br>—<br>660 | ~~✠A1~~<br>~~oil tanker FP above 160° F. Sydney Harbour service~~<br>~~EL (0)~~<br>✠Class WITHDRAWN at Owners' request 4/69 | **1964**–3 A. B. Rea (Sales) Pty Ltd.—N.S.W.<br>116′ 5″ 31′ 5″<br>115′ 0″ 30′ 0″ 15′ 0″<br>1 dk<br>4BH<br>rf 12″ | Swim Oil Barge<br>6 Ta<br>Der 2(1½) | | 1×6kW 240V 50c/s a.c. |
| 672723 | **ESSO BALTICA**<br><br>**Dansk Esso A/S**<br>Copenhagen Danish<br>For later particulars see New Entries No. 1 | 3700<br>—<br>5300 | 100A1<br>oil tanker<br>Class contemplated | A. Vuijk & Zonen—Capelle Kralingscheveer<br>362′ 5″ 53′ 1″ 20′ 0″<br>334′ 7″ 53′ 0″ 24′ 11″ | M Tanker Mchy.aft | | 2 Oil 4SA each 9Cy.<br>geared to sc. shaft<br>Masch. Augsburg-Nürnberg |
| 510690<br>WHMK<br>282272<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ESSO BALTIMORE**<br><br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 30682<br>19143<br>49517 | AB | **1960** Newport Ns S.B. & D.D. Co.—N.Ns<br>740′ 0″ 102′ 3″ 38′ 0½″<br>705′ 0″ 102′ 0″ 50′ 0″<br>P145′ B46′ F101′ 1 dk<br>RW<br>rf 3½″ | S Tanker Mchy.aft<br>35 Ta<br>L.2299000 | | 2 S Turb dr geared to sc. shaft<br>19000shp<br>Newport Ns S.B. & D.D. Co.<br>2×750kW 450V 60c/s a.c. |
| 510691<br>KEAH<br>264791<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ESSO BANGOR**<br><br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 17330<br>10650<br>26780 | AB | **1953** Newport Ns S.B. & D.D. Co.—N.Ns<br>628′ 0″ 82′ 8″ 33′ 6¾″<br>601′ 2″ 82′ 6″ 42′ 6″<br>P126′ F73′ 1 dk, 2nd dk fwd & aft<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1287131<br>Der 6(5) 2(2) | | 2 S Turb dr geared to sc. shaft<br>12500shp<br>Newport Ns S.B. & D.D. Co.<br>3×400, 400, 240kW 450V |
| 650141<br>HOKI<br><br>Df Esd<br>Gc Rdr<br>RT | **ESSO BARCELONA**<br><br>**Esso Transport Co. Inc.**<br>Panama Panamanian | 34542<br>25420<br>66943 | AB | **1965** Mitsubishi Hvy Ind. Ltd.—Kob<br>800′ 0″ 116′ 4″ 41′ 11¾″<br>763′ 0″ 116′ 0″ 54′ 6″<br>P70′ F68′ 1 dk<br>RW<br>rf 3″ | S Tanker Mchy.aft<br>15 Ta<br>L.2924400 | | 2 S Turb dr geared to sc. shaft<br>19000shp<br>Mitsubishi Hvy Ind. Ltd. |
| 640636<br>DNFR<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ESSO BAYERN**<br><br>**Esso Tankschiff Reederei G.m.b.H.**<br>Hamburg W. German | ~~54513~~ 52338<br>~~33178~~ 33095<br>~~90600~~ 91830 | AB GL | **1964** Howaldtswerke Ham. A.G.—Ham<br>869′ 6″ 125′ 4″ 47′ 10½″<br>820′ 9″ 125′ 0″ 62′ 6″<br>P145′ B40′ F169′ 1 dk<br>rf 5¾″ | S Tanker Mchy.aft<br>19 Ta<br>L.3881200<br>Der 2(10) 2(2) | HeCls. B | 2 S Turb dr geared to sc. shaft<br>26500shp<br>Howaldtswerke Ham. A.G.<br>2×1000kW 440V 60c/s a.c. |
| 510692<br>DAJR<br>10095<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ESSO BERLIN**<br><br>**Esso Tankschiff Reederei G.m.b.H.**<br>Hamburg W. German | 24478<br>12981<br>~~86370~~<br>38270 | AB GL | **1958** Deutsche Werft A.G.—Ham<br>693′ 0″ 90′ 4″ 35′ 8¾″<br>660′ 0″ 90′ 0″ 47′ 0″<br>P114′ B52′ F87′ 1 dk<br>RW<br>rf 2″ | S Tanker Mchy.aft<br>33 Ta<br>L.1585041<br>Der 2(5) 2(2) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17600shp<br>Allgemeine Elec. Ges.<br>2×700kW 440V 60c/s a.c. |
| 541986<br>HORO<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO BOGOTA**<br>exEsso Genova-63<br>**Esso Transport & Shipping Co. Inc.**<br>Panama Panamanian | 17612<br>10861<br>27403 | AB | **1949** Newport Ns S.B. & D.D. Co.—N.Ns<br>628′ 0″ 82′ 8″ 33′ 6¾″<br>601′ 2″ 82′ 6″ 42′ 6″<br>P126′ F73′ 1 dk, 2nd dk fwd & aft | S Tanker Mchy.aft<br>30 Ta<br>L.1263499 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp<br>Newport Ns S.B. & D.D. Co. |
| 510695<br>WHML<br>283784<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ESSO BOSTON**<br><br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 30680<br>19144<br>49557 | AB | **1960** Newport Ns S.B.& D.D. Co.—N.Ns<br>740′ 0″ 102′ 3″ 38′ 0½″<br>705′ 0″ 102′ 0″ 50′ 0″<br>1 dk<br>RW<br>rf 3½″ | S Tanker Mchy.aft<br>35 Ta<br>L.2212909<br>Der 2(5) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19000shp<br>Newport Ns S.B. & D.D. Co.<br>2×750kW 450V 60c/s |

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| **ESSO BOURGOGNE**<br>Esso Standard **Soc. Anon.**<br>Française<br>Havre French | **25449**<br>14746<br>38882 | | BV | **1959** Ch. de l'Atlantique—St.N<br>697′ 6″ 94′ 11″ 36′ 1″<br>660′ 0″ 94′ 6″ 47′ 11″<br>1 dk<br>RW | S Tanker Mchy.aft<br><br><br>1 Ha (21¼′×15′)<br>Der 2(7½–10) 1(5) 2(2) | | 2 S Turb dr geared to sc. shaft<br>19250bhp CEM-Parsons (o.f)<br>Ch. de l'Atlantique St.N<br>17½k |
| **ESSO BREMEN**<br>Esso Tankschiff **Reederei**<br>**G.m.b.H.**<br>Hamburg W. German | **32029**<br>17662<br>~~48535~~<br>50900 | | AB GL | **1959** A.G. "Weser"—Bmn<br>740′ 0″ 102′ 5″ 37′ 9″<br>705′ 0″ 102′ 0″ 50′ 0″<br>P151′ B52′ F100′ 1 dk<br><br>rf nil | S Tanker Mchy.aft<br>35 Ta<br>L.2145372<br><br>Der 2(5) 2(2) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19000shp (o.f)–105pd<br>A.G. "Weser" Bmn<br>2×750kW 440V 60c/s a.c. |
| **ESSO BREMERHAVEN**<br>Esso Tankschiff **Reederei**<br>**G.m.b.H.**<br>Hamburg W. German | **605**<br>281<br>866 | | GL | **1958** Husumer Schiffsw.—Husum<br>165′ 7″ 31′ 11″ 12′ 7″<br>157′ 6″ 30′ 10″ 13′ 6″<br>P49′ F39′ 1 dk<br><br>rf 2″ | M Tanker Mchy.aft<br>8 Ta<br>L.31641 | HeCls. C | Oil 4SA 6Cy. 320×450 mm<br>500bhp 18t (d.o)–2pd<br>Klöckner-Humboldt-Deutz Kln<br>2×9¾kW 110V d.c. 9k |
| **ESSO BRIXHAM**<br>Esso Petroleum **Co. Ltd.**<br>London British | **758**<br>311<br>1032 | **✠100A1**<br>oil tanker—FP above 150° F.<br>**✠LMC**<br>MN200 EL k1⅜″SQ | SS 11/65 | **1957–11** Philip & Son Ltd.—Drt<br>196′ 1″ 34′ 5″ 11′ 11½″<br>185′ 0″ 33′ 0″ 13′ 6″<br>P66′ F20′ 1 dk<br>7BH<br>rf 6″ WB128t | M Tanker Mchy.aft<br>8 Ta<br>L.46850<br><br>Der 1(2) | HeCls. C | Oil 4SA 8Cy. 10″×12″ with flexible coupling & sr reverse gear<br>1000bhp 39t (d.o)–3pd<br>English Electric Co. Prs<br>wtdb 300lb<br>2×20kW 110V d.c. 10k |
| **ESSO BROOKLYN**<br>exDartmouth–51<br>Esso Transport &<br>**Shipping Co. Inc.**<br>Panama Panamanian | **10399**<br>6281<br>16424 | | AB | **1943** Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>501′ 8″ 68′ 4″ 30′ 0″<br>487′ 6″ 68′ 0″ 37′ 0″<br>P106′ B34′ F49′ 1 dk<br>RW | S Tanker Mchy.aft<br>24 Ta<br>L.751409 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>7700shp 1781t (o.f)–50pd<br>Bethlehem Stl Co. Fore River<br>15k |
| **ESSO BRUSSELS**<br>Esso Marine **(Belgium) S.A.**<br>Antwerp Belgian | *26467*<br>*16422*<br>40800 | | AB | **1960** Kockums M/V A/B—Mmo<br>699′ 6″ 97′ 3″ 38′ 0⅛″<br>665′ 5″ 97′ 0″ 49′ 3″<br>1 dk<br>RW<br>rf 2″ | S Tanker Mchy.aft<br>44 Ta<br>L.2006530 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>16500shp De Laval 4343t (o.f)–87pd<br>Kockums M/V A/B Mmo<br>17¼k |
| **ESSO BUENOS AIRES**<br>exEssolene–47 exTransoil–38<br>Petromar **Soc. Anon. de**<br>**Nav.**<br>Buenos Aires Argentine | **1572**<br>923<br>2000 | ✠Classed LR until 3/66 | | **1930–2** Cant. Nav. Triestino—Mfl<br>265′ 10″ 40′ 1″ 14′ 0″<br>255′ 0″ 40′ 0″ 16′ 6″<br>F26′ 1 dk<br>R<br>rf 4½″ | M Tanker Mchy.aft<br>1 Ho 24′<br>L.80272 | | Oil 2SA 4Cy. 400×500 mm<br>870bhp 83t (d.o)–2½pd<br>S.A. Fiat S.G.M. Tur<br>3×60kW 220V d.c. 6½k |
| **ESSO CAERNARVON**<br>Esso Petroleum **Co. Ltd.**<br>London British | **1103**<br>525<br>1575 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN194 EL n1½″SQ | SS 11/66 | **1962–7** J. L. Thompson & Sons Ltd.—Sld<br>231′ 4″ 35′ 11″ 14′ 3½″<br>218′ 0″ 34′ 9″ 15′ 10″<br>P60′ F24′ 1 dk<br>10BH<br>rf 6″ WB160t | M Tanker Mchy.aft<br>12 Ta<br>L.72504<br><br>Der 1(2) | | Oil 4SA 8Cy. 10″×12″ with flexible coupling & sr reverse gear<br>969bhp 44t (d.o)–3pd<br>English Electric Co. Newton-le-Willows<br>2×50kW 440V a.c. 10k |
| **ESSO CAMPANA**<br>exCriollo Fiel–38<br>exPunta Benitez–37<br>Petromar **Soc. Anon. de**<br>**Nav.**<br>Buenos Aires Argentine | *2394*<br>*1243*<br>3300 | ✠Classed LR until 12/66 | | **1928–3** Harland & Wolff Ltd.—Bel<br>317′ 2″ 50′ 2″ 13′ 4″<br>305′ 0″ 50′ 0″ 15′ 0″<br>P67′ F34′ Trunk 204′ 1 dk<br>R | TS Tanker Mchy.aft<br><br>L.123675 | | T 6Cy. $13\frac{11}{16}$″ 23½″ & 36″×27″<br>1100ihp 424t (o.f)–17pd<br>Harland & Wolff Ltd. Gls<br>3×25, 15, 15kW 110V d.c. 8½k |
| **ESSO CARACAS**<br>Creole Petroleum **Corp.**<br>Maracaibo Venezuelan | **24088**<br>14394<br>35588 | | AB | **1959** Hitachi Zosen—Inn<br>696′ 0″ 91′ 2″ 35′ 10⅞″<br>666′ 0″ 91′ 0″ 47′ 6″<br>P138′ B45′ F86′ 1 dk<br>RW len 64<br>rf 4½″ | S Tanker Mchy.aft<br>30 Ta | | 2 S Turb dr geared to sc. shaft<br>13750shp (o.f)<br>Hitachi Seisakusho Hitachi |
| **ESSO CARDIFF**<br>Esso Petroleum **Co. Ltd.**<br>London British | **31720**<br>17103<br>50761 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN3800 EL (v)†3⅛″SQ | SS 6/68 | **1963–5** Nederl. Dok & Schps—Ams<br>743′ 1″ 102′ 3″ 39′ 2″<br>705′ 0″ 102′ 0″ 50′ 2″<br>P145′ F104′ 1 dk<br>RW 16BH<br>rf nil WB11495t incl. 5952t in clean ballast tanks DTf3216t | S Tanker Mchy.aft<br>35 Ta<br>L.2362150<br><br>Der 2(10) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19000shp 4880t (o.f)–100pd<br>Nederl. Dok & Schps Ams<br>2WTB 965lb Spt. 860° F. 920lb hs20130<br>sg 215lb<br>2×750kW 450V 60c/s a.c. 17k |

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| 510712<br>YXHC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO CARIPITO**<br>**Creole Petroleum Corp.**<br>Maracaibo Venezuelan | 24727<br>16457<br>36000 | | AB | 1960 Mitsui Zosen—Tmn<br>650' 1" 91' 3" 36' 0¾"<br>620' 0" 91' 0" 47' 7"<br>P138' B45' F86' 1 dk<br>RW<br>rf 4½" | S Tanker Mchy.aft<br>30 Ta | | 2 S Turb dr geared to sc. shaft<br>13750shp<br>Hitachi Seisakusho |
| 672782<br>Df Esd<br>Gc Rdr<br>RTv | **ESSO CASTELLON**<br>**Esso Transport Co. Inc.**<br>Panama Panamanian | 42094<br>—<br>75180 | | | 1967 Empresa Nacl. "Bazan"—Frl<br>809' 7" 125' 2"<br>762' 10" 124'11½" 54' 6"<br>P103' F90' 1 dk<br>RW | M Tanker Mchy.aft<br>5 Ta<br>L.2787056 | | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp<br>Sulzer Bros. Ltd.<br>1×560kW 450V 60c/s a.c. |
| 542383<br>HPBM<br>Df Esd<br>Gc RT | **ESSO CENTRO AMERICA**<br>exEsso Venezuela-62<br>exMontebello-47 exTarauca-45<br>**Esso Transport Co. Inc.**<br>Panama Panamanian | 4596<br>2968<br>4626 | | AB | 1962 (Cargo section) A.G. "Weser"—Bmn<br>1945 (Fwd & aft sections) Todd-Houston S.B. Corp.—Houston<br>382' 3" 48' 4" 19' 10½"<br>366' 0" 48' 2" 32' 9"<br>P84' B35' F48' 1 dk<br>rf nil conv tanker 62 | M Liquefied Gas Carrier Mchy.aft<br>4 Ta<br>L.171900 | | Oil 2SA 6Cy. 455×635 mm<br>1400bhp<br>Nordberg Mfg Co. |
| 510714<br>MWGK<br>187494<br>Df Pfd<br>Rdr RTv | **ESSO CHELSEA**<br>exAmacuro-56<br>**Esso Petroleum Co. Ltd.**<br>London British | 4352<br>1980<br>5374 | **100A1**<br>oil tanker except Nos. 1, 2 & 3 side tanks<br>**LMC**<br>MN360 | Dr 6/64<br>EL x 1$\frac{11}{16}$" | 1945 Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>366' 1" 60' 2" 15' 1½"<br>355' 0" 60' 0" 17' 6"<br>P77' F43' Trunk 240' 1 dk<br>R 8BH<br>rf 3" WB3054t | TS Tanker Mchy.aft<br>11 Ta<br>L.246762<br>Der 1(3) | | T 6Cy. 16" 26" & 43"×27"<br>2000ihp<br>Vulcan Irn Wks<br>2 SB 180lb hs6025 $\text{ft}^2$<br>3×90kW 110V d.c. |
| 510716<br>KEAG<br>264445<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ESSO CHESTER**<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 17327<br>10648<br>27200 | | AB | 1952 Newport Ns S.B. & D.D. Co.—N.Ns<br>628' 0" 82' 8" 32' 5"<br>601' 2" 82' 0" 42' 6"<br>P164' B52' F89' 1 dk, 2nd dk fwd & aft<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta 1 Ho 42'<br>L.1512830<br>1 Ha (stl) (10'×20')<br>Der 6(5) 2(2) | | 2 S Turb dr geared to sc. sh<br>12500shp<br>Newport Ns S.B. & D.D. Co.<br>2×400kW 450V 60c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 510717<br>HOYB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO CHILE**<br>**Esso Transport & Tanker Co. Inc.**<br>Panama Panamanian | 29139<br>19010<br>49628 | | AB | 1957 C.R.D. Adriatico—Mfl<br>773' 2" 90' 3" 42' 10½"<br>740' 6" 90' 0" 56' 0"<br>1 dk<br>RW len & deepened 63<br>rf 4½" | S Tanker Mchy.aft<br>35 Ta<br>L.2230000 | | 2 S Turb dr geared to sc. sh<br>17600shp Parsons<br>C.R.D. Adriatico |
| 510720<br>HOCX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO COLOMBIA**<br>**Esso Transport & Tanker Co. Inc.**<br>Panama Panamanian | 23414<br>14203<br>35793 | | AB | 1955 At. & Ch. de France—Dnk<br>690' 0" 90' 3" 37' 0½"<br>660' 0" 90' 0" 47' 0"<br>P140' B40' F89' 1 dk<br>RW<br>rf 4½" | S Tanker Mchy.aft<br>33 Ta<br>L.1704000 | | 2 S Turb dr geared to sc. sh<br>17600shp<br>Cie. de Fives-Lille |
| 510721<br>HOQO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO COLON**<br>exEsso Stockholm-60<br>**Esso Transport & Shipping Co. Inc.**<br>Panama Panamanian | 17420<br>10730<br>27350 | | AB | 1949 Newport Ns S.B. & D.D. Co.—N.Ns<br>628' 0" 82' 8" 33' 6½"<br>601' 2" 82' 6" 42' 6"<br>P126' F73' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1263499 | HeCls. BC | 2 S Turb dr geared to sc. sh<br>13750shp<br>General Electric Co. |
| 510723<br>HPGB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO CRISTOBAL**<br>exEsso Cuba-62<br>**Esso Transport & Tanker Co. Inc.**<br>Panama Panamanian | 29139<br>18922<br>49846 | | AB | 1957 Mitsubishi Zosen—Nag<br>773' 3" 90' 5" 41' 4¾"<br>740' 6" 90' 0" 56' 0"<br>P140' B40' F89' 1 dk<br>RW len & deepened 63<br>rf 4½" | S Tanker Mchy.aft<br>22 Ta<br>L.1739773 | HeCls. BC | 2 S Turb dr geared to sc. sh<br>17600shp<br>Mitsubishi Zosen |
| 510724<br>KABJ<br>259248<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ESSO DALLAS**<br>exEsso Bermuda-62<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 17578<br>10801<br>27340 | | AB | 1950 Newport Ns S.B. & D.D. Co.—N.Ns<br>628' 0" 82' 8" 32' 5"<br>601' 2" 82' 6" 42' 6"<br>P126' F73' 1 dk, 2nd dk fwd & aft<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta 1 Ho 42'<br>L.1289196<br>1 Ha (stl) (10'×20')<br>Der 2(5) | HeCls. BC | 2 S Turb dr geared to sc. sh<br>12500shp<br>Newport Ns S.B. & D.D. Co.<br>2×400kW 450V 60c/s a.c. |
| 510725<br>OXSY<br>Df Esd<br>Gc Rdr<br>RT | **ESSO DANMARK**<br>**Dansk Esso A/S**<br>Copenhagen Danish | 20925<br>12271<br>34070 | ✠100A1<br>oil tanker<br>✠LMC<br>MN2340 | SS 9/65<br>EL p†2¼"SQ | 1960-10 Odense Staalskibs.—Odn<br>677' 4" 83' 11" 36' 5½"<br>641' 1" 83' 6" 46' 6"<br>P142' B41' F80' 1 dk<br>4BH<br>rf 2" WB1099t | M Tanker Mchy.aft<br>27 Ta<br>L.1535623 | HeCls. BC | Oil 2SA 10Cy. 740×1600 mm<br>11700bhp<br>Burmeister & Wain<br>2WTAuxB primary 712lb<br>secondary 206lb Sat |
| 680721<br>511269<br>Rdr RT | **ESSO DELAWARE VALLEY**<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 198<br>97<br>— | | AB | 1967 Jacksonville Shipyards—Jck<br>105' 0" 29' 2"<br>104' 6" 29' 0" 13' 9" | TM Tug | | 2 Oil 4SA each 12Cy.<br>Caterpillar Tractor Co. |
| 610725<br>PDZK<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ESSO DEN HAAG**<br>**Esso Tankvaart Maats. N.V.**<br>The Hague Netherland | ~~54767~~ 53141<br>~~86223~~ 35383<br>89882 | | AB | 1963 Verolme Dok. & Schpsb.—Rozenburg<br>861' 7" 125' 3" 47' 5¾"<br>820' 0" 125' 0" 62' 6"<br>P145' F169' 1 dk<br>RW<br>rf 6¾" | S Tanker Mchy.aft<br>24 Ta<br>Der 2(10) | | 2 S Turb dr geared to sc.<br>26500shp<br>N.V. Werkspoor<br>2×1000kW 440V 60c/s a.c. |

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| DNON<br>Df Esd<br>Gc Rdr<br>RTh/v | **ESSO DEUTSCHLAND**<br>**Esso Tankschiff Reederei G.m.b.H.**<br>Hamburg W. German | 54440<br>~~88028~~ 34865<br>~~90187~~ 94560 | AB GL | 1963 Howaldtswerke Ham. A.G.—Ham<br>855′ 11″ 125′ 3″ 47′ 10½″<br>830′ 1″ 125′ 0″ 62′ 6″<br>P149′ B44′ F150′ 1 dk<br>rf 6″ | S Tanker Mchy.aft<br>32 Ta<br>L.3881200 HeCls. BC<br>Der 2(10) 2(2) | 2 S Turb dr geared to sc. shaft<br>26500shp 6060t (o.f)–130pd<br>Howaldtswerke Ham. A.G. Ham<br>2×1000kW 440V 60c/s a.c. 17½k |
| GHJO<br>Pd Rdr<br>RTv | **ESSO DOVER**<br>**Esso Petroleum Co. Ltd.**<br>London British | 490<br>200<br>556 | ✠100A1 SS 2/69 ~~SS 4/65~~<br>oil tanker<br>✠LMC<br>MN106 EL h1⅛″SQ | 1961–3 J. Bolson & Son Ltd.—Poo<br>175′ 9″ 27′ 3″ 10′ 8½″<br>153′ 0″ 27′ 0″ 11′ 3″<br>P51′ F21′ Trunk76′ 1 dk<br>7BH<br>rf 3″ WB99t | M Tanker Mchy.aft<br>8 Ta<br>L.25869<br>Der 1(2) | Oil 4SA 5Cy. 9¾″×10½″ with flexible coupling & reverse gear<br>530bhp 25½t (d.o)–2½pd<br>Mirrlees, Bickerton & Day Stckpt<br>2×40kW 220V d.c. 10k |
| GXCR<br>Df Esd<br>Gc Rdr<br>RTv | **ESSO DURHAM**<br>**Esso Petroleum Co. Ltd.**<br>London British | 25673<br>14275<br>40283 | ✠100A1 ~~SS 10/62~~ SS 1/68<br>oil tanker<br>✠LMC 733′ 0″(incl.BB)<br>MN3520 EL (s†)2$\frac{15}{16}$″SQ | 1958–9 Vickers-Armstrongs (S.Bs) Ltd. —Nwc<br>~~733′ 0″~~ 90′ 5″ 36′ 7½″<br>700′ 0″ 90′ 0″ 47′ 0″<br>P140′ F92′ 1 dk<br>RW 18BH len 62<br>rf 4½″ WB8939t incl. 4804t in clean ballast tanks | S Tanker Mchy.aft<br>36 Ta<br>L.1541398 HeCls. BC<br>Der 2(10) | 2 S Turb dr geared to sc. shaft<br>17600shp 4612t (o.f)–93pd<br>Vickers-Armstrongs (Eng.) Ltd. Brw<br>2WTB 965℔ Spt 860° F. 900℔ hs13358<br>2×750kW 400V 60c/s a.c. 16½k |
| GJFU<br>Df Esd<br>Gc Rdr<br>RTv | **ESSO EDINBURGH**<br>**Esso Petroleum Co. Ltd.**<br>London British | 30981<br>17317<br>51332 | ✠100A1 SS 3/67<br>oil tanker<br>✠LMC 743′ 1″(incl.BB)<br>MN3800 EL (v†)3⅛″SQ | 1963–2 Vickers-Armstrongs (S.Bs) Ltd. —Nwc<br>~~743′ 1″~~ 102′ 3″ 39′ 2¼″<br>705′ 0″ 102′ 0″ 50′ 2″<br>1 dk<br>RW 16BH<br>rf nil WB11547t incl. 5994t in clean ballast tanks DTf3223t | S Tanker Mchy.aft<br>35 Ta<br>L.2362150 HeCls. BC<br>Der 2(10) | 2 S Turb dr geared to sc. shaft<br>19000shp 4880t (o.f)–100pd<br>Vickers-Armstrongs (Eng.) Ltd. Brw<br>2WTB 965℔ Spt 800° F. 920℔ hs20130<br>sg 215℔<br>2×750kW 400V 60c/s a.c. 17k |
| HPPD<br>Df Esd<br>Gc Rdr<br>RT | **ESSO EL SALVADOR**<br>exEsso Liverpool–64<br>**Esso Transport Co. Inc.**<br>Panama Panamanian | 21627<br>12985<br>36028 | ✠Classed LR until 9/64<br>AB | 1959–11 C.R.D. Adriatico—Mfl<br>690′ 0″ 90′ 5″ 37′ 0½″<br>660′ 0″ 90′ 0″ 47′ 0″<br>P140′ B40′ F92′ 1 dk<br>RW<br>rf 4″ | S Tanker Mchy.aft<br>30 Ta<br>L.1573572 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17600shp De Laval 4590t (o.f)–93pd<br>C.R.D. Adriatico Tri<br>16½k |
| DAQJ<br>Df Esd<br>Rdr<br>RTh/v | **ESSO EMDEN**<br>**Esso Tankschiff Reederei G.m.b.H.**<br>Hamburg W. German | 998<br>498<br>1571 | GL | 1959 D. W. Kremer Sohn—Elmshorn<br>225′ 3″ 36′ 1″ 14′ 6⅜″<br>209′ 8″ 35′ 9″ 15′ 5″<br>P72′ B59′ F38′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>8 Ta<br>L.71169 HeCls. C<br>Der 1(¾) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp 66½t (d.o)–4¾pd<br>Klöckner-Humboldt-Deutz Kln<br>2×60kW 115V d.c. 12k |
| Rdr RT | **ESSO EMPIRE STATE**<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 198<br>97<br>— | | 1967 Jacksonville Shipyards—Jck<br>105′ 0″ 29′ 2″<br>104′ 6″ 29′ 0″ 13′ 8″ | TM Tug | 2 Oil 4SA each 12Cy. 6¼″×8″ reverse reduction geared<br>Caterpillar Tractor Co. Peoria |
| DARU<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ESSO ESSEN**<br>**Esso Tankschiff Reederei G.m.b.H.**<br>Hamburg W. German | ~~31974~~ 31014<br>~~17589~~ 17870<br>~~48585~~ 50900 | AB GL | 1960 A.G. "Weser"—Bmn<br>740′ 0″ 102′ 5″ 38′ 0½″<br>705′ 0″ 102′ 0″ 50′ 0″<br>P145′ B47′ F108′ 1 dk<br>rf nil | S Tanker Mchy.aft<br>35 Ta<br>L.2145112 HeCls. BC<br>Der 2(8) 2(2) | 2 S Turb dr geared to sc. shaft<br>19000shp 4851t (o.f)–105pd<br>A.G. "Weser" Bmn<br>2×750kW 440V 60c/s a.c. 17½k |
| GSTS<br>Df Esd<br>Gc Rdr<br>RTv | **ESSO EXETER**<br>**Esso Petroleum Co. Ltd.**<br>London British<br>Now **GOOD HOPE** See New Entries No. 1 | 17554<br>10183<br>28233 | ✠100A1 SS 8/64<br>oil tanker<br>✠LMC<br>MN2750 EL n†2¾″SQ | 1955–7 Vickers-Armstrongs (S.Bs) Ltd. —Nwc<br>629′ 8″ 82′ 10″ 33′ 7¾″<br>600′ 0″ 82′ 6″ 42′ 6″<br>P126′ B47′ F84′ 1 dk<br>RW 16BH<br>rf 4½″ WB2023t incl. DTsf1342t | S Tanker Mchy.aft<br>30 Ta<br>L.1286922 HeCls. BC<br>Der 2(10) 4(5) 2(2) | 2 S Turb dr geared to sc. shaft<br>13750shp 2680t (o.f)–65pd<br>Parsons Marine Turb. Co. Wal<br>2WTB 965℔ Spt 897℔ hs14922<br>2×400kW 450V 60c/s a.c. 16k |
| GWFU | **ESSO FAWLEY**<br>**Esso Petroleum Co. Ltd.**<br>London British<br>For later particulars see New Entries No. 3 | 11046<br>6002<br>15500 | 100A1<br>oil tanker<br>Class contemplated | A/B Lindholmens Varv—Got<br>533′ 7″ 72′ 1″ 28′ 0″<br>508′ 0″ 72′ 0″ 37′ 3″ | M Tanker Mchy.aft | 2 Oil 4SA each 12Cy. 400×460 mm geared to sc. shaft<br>A/B Lindholmens Varv Got<br>16¼k |
| Df Esd<br>Gc Rdr<br>RTm/v | **ESSO FENNIA**<br>**O/Y Esso A/B**<br>Helsinki/Helsingfors Finnish | 2668 ~~2829~~<br>1231 ~~1345~~<br>3617 | ✠100A1 SS 6/64<br>oil tanker<br>Ice Class 3<br>✠LMC<br>MN556 EL t1⅛″SQ | 1960–6 Valmet O/Y Pansio Telakka— Åbo<br>302′ 2″ 46′ 0″ 20′ 7″<br>274′ 7″ 45′ 11″ 23′ 0″<br>P96′ F40′ 1 dk<br>9BH<br>rf nil WB241t incl. DTf160t | M Tanker (2P) Mchy.aft<br>15 Ta<br>L.169619 HeCls. BC | Oil 2SA 5Cy. 500×900 mm<br>2780bhp 362t (d.o)–8pd<br>Burmeister & Wain Cpn<br>db 157℔<br>3×220kW 440V 60c/s a.c. 13½k |
| OFQA<br>Df Esd<br>Rdr<br>RTm/v | **ESSO FINLANDIA**<br>**O/Y Esso A/B**<br>Helsinki/Helsingfors Finnish | 939<br>360<br>1075 | BV | 1950 A/B Crichton-Vulcan—Åbo<br>208′ 6″ 32′ 11″ 14′ 5″<br>32′ 9″<br>P72′ F38′ 1 dk | M Tanker Mchy.aft<br>L.56500 | Oil 4SA 8Cy. 350×535 mm<br>810bhp 36t (d.o)–4½pd<br>Assoc. Brit. Oil Eng. Ltd. Stckpt<br>2×60kW 110V d.c. 11k |

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| 652485<br>OGRA<br>1354<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO FLAME**<br>**O/Y Esso A/B**<br>Helsinki/Helsingfors Finnish | 999<br>500<br>1070 | ✠100A1<br>liquefied gas carrier<br>Petroleum gas or ammonia in independent tanks 107lb minus 1° C. side tanks and DTf—cargo oil<br>Ice Class 1<br>✠LMC<br>MN250 EL n 1 1/16"SQ<br>✠Lloyd's RMC (LG) | 1966–3 Valmet O/Y Pansion Tehdas—Åbo<br>244′ 6″ 36′ 1″ 13′ 4½″<br>223′ 1″ 36′ 0″ 15′ 3″<br>P57′ F42′ 1 dk<br>5BH<br>rf 7″ WB689t incl. DTf109t | M Liquefied Gas/Chemical Carrier<br>~~44 Ta~~ Ref<br>11 Ta | Oil 4SA 8Cy. 320×450 mm<br>coupling<br>1250bhp<br>Klöckner-Humboldt-Deutz<br>4×136, 136, 136, 40kW<br>Controllable pitch propeller |
| 510737<br>KEAK<br>266855<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ESSO FLORENCE**<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 17378<br>10700<br>27135 | AB | 1954 Newport Ns S.B. & D.D. Co.—N.Ns<br>628′ 0″ 82′ 8″ 33′ 6½″<br>601′ 2″ 82′ 6″ 42 6″<br>P126′ F73′ 1 dk, 2nd fwd & aft<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta 1 Ho 42′<br>L.1287132<br>1 Ha (stl) (10′×20′)<br>Der 6(5) 2(2) | 2 S Turb dr geared to sc. shaft<br>12500shp<br>Newport Ns S.B. & D.D. Co.<br>2×400kW 450V 60c/s a.c. |
| 510740<br>FOMQ<br><br>Df Esd<br>Gc Rdr<br>RT | **ESSO FRANCE**<br>**Esso Standard Soc. Anon. Française**<br>Havre French | 23802<br>13968<br>35707 | BV | 1955 At. & Ch. de la Loire—St.N<br>694′ 0″ 91′ 1″ 34′ 6½″<br>666′ 0″ 90′ 11″ 48′ 5″<br>P39′ Q121′ B56′ F121′ 1 dk<br>RW | S Tanker Mchy.aft<br>33 Ta<br>HeCls. BC<br>Der 2(4½) 4(9½) 1(7) 2(5½) | 2 S Turb dr geared to sc. shaft<br>CEM-Parsons<br>17850shp<br>At. & Ch. de la Loire |
| 510741<br>DIKL<br>9555<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ESSO FRANKFURT**<br>**Esso Tankschiff Reederei G.m.b.H.**<br>Hamburg W. German | ~~18060~~ 17570<br>~~10437~~ 10192<br>~~26942~~ 23000 | AB GL | 1955 A.G. "Weser"—Bmn<br>630′ 7″ 82′ 10″ 32′ 7½″<br>601′ 2″ 82′ 6″ 42′ 6″<br>P158′ B57′ F82′ 1 dk<br>rf 4½″ | S Tanker Mchy.aft<br>30 Ta<br>L.1286715<br>HeCls. BC<br>Der 2(5) 2(2) | 2 S Turb dr geared to sc. shaft<br>13750shp<br>A.G. "Weser"<br>2×400kW 440V 60c/s a.c. |
| 510742<br>GTYX<br>187495<br>Df Pfd<br>Rdr RTv | **ESSO FULHAM**<br>exTrujillo–56<br>**Esso Petroleum Co. Ltd.**<br>London British | 4352<br>1980<br>5374 | 100A1 Dr 4yrs–11/64<br>oil tanker except Nos. 1, 2 & 3 side tanks<br>**LMC**<br>MN360 EL x 1 13/16"SQ | 1945 Bethlehem Sparrows Pt. Shpyd—Sp. Pt<br>366′ 1″ 60′ 2″ 15′ 1½″<br>355′ 0″ 60′ 0″ 17′ 6″<br>P77′ F43′ Trunk 240′ 1 dk<br>R 8BH<br>rf 3″ WB3054t | TS Tanker Mchy.aft<br>11 Ta<br>L.215333<br>Der 1(3) | T 6Cy. 16″ 26″ & 43″<br>2000ihp<br>Vulcan Irn Wks<br>2 SB 180lb hs6025<br>3×90kW 110V d.c. |
| 680141<br><br>510007<br>Rdr RT | **ESSO GARDEN STATE**<br>**Humble Oil & Refining Co.**<br>Wilmington, Del, United States | 198<br>97<br>— | | 1967 Jacksonville Shipyards—Jck<br>105′ 0″ 29′ 2″<br>104′ 6″ 29′ 0″ 13′ 9″ | TM Tug | 2 Oil 4SA each 12Cy.<br>reduction geared<br>Caterpillar Tractor Co. |
| 510744<br><br>Esd RT | **ESSO GASIKARA**<br>**Esso Standard (Madagascar) Ltd.**<br>Majunga Malagasy | 224<br>78<br>205 | BV | 1962 D.C.A.N.—Diégo Suarez<br>122′ 1″ 22′ 0″ 6′ 10¾″<br>116′ 1″ 21′ 10″ 8′ 9″<br>P10′ B15′ F16′ 1 dk | TM Tanker<br>6 Ta 1 Ho 8′<br>L.8052<br>1 Ha (6½′×3½′)<br>1W Der 2(1) | 2 Oil 4SA each 6Cy.<br>300bhp<br>Moteurs Baudouin |
| 510877<br>ICWG<br>3328<br>Df Esd<br>Gc Rdr<br>RT | **ESSO GENOVA**<br>exEsso Windsor–63<br>**"La Columbia" Società Marittima per Azioni**<br>Genoa Italian | 23581 ~~23007~~<br>14225 ~~13806~~<br>35488 | ✠100A1 SS 11/67<br>oil tanker<br>✠LMC<br>MN3520 EL r†2 13/16"SQ<br>RI | 1958–6 C.R.D. Adriatico—Mfl<br>690′ 0″ 90′ 5″ 35′ 9¾″<br>660′ 0″ 90′ 0″ 47′ 0″<br>P140′ B40′ F92′ 1 dk<br>17BH<br>rf 4″ WB8373t incl. 4893t in clean ballast tanks | S Tanker Mchy.aft<br>30 Ta<br>L.1568105<br>HeCls. BC | 2 S Turb dr geared to sc.<br>17600shp De Laval<br>C.R.D. Adriatico<br>2WTB 965lb Spt 850°F. |
| 510746<br>KIVP<br>273362<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ESSO GETTYSBURG**<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 25186<br>15630<br>39029 | AB | 1957 Newport Ns S.B. & D.D. Co.—N.Ns<br>715′ 0″ 93′ 2″ 37′ 6½″<br>685′ 0″ 93′ 0″ 48′ 7″<br>P155′ F110′ 1 dk<br>RW<br>rf 4½″ | S Tanker Mchy.aft<br>30 Ta<br>L.1783843<br>HeCls. CptB<br>Der 6(5) 4(2) | 2 S Turb dr geared to sc.<br>26500shp<br>Newport Ns S.B. & D.D. Co.<br>2×750kW 450V 60c/s a.c. |
| 510759<br>ONEU<br>1430<br>Df Esd<br>Gc Rdr<br>RT | **ESSO GHENT**<br>exEsso Horizon–64<br>exStanvac Horizon–62<br>**Esso Marine (Belgium) S.A.**<br>Antwerp Belgian | 26416<br>16001<br>41353 | AB<br>✠Classed LR until 5/65 | 1959–10 Kockums M/V A/B—Mmo<br>699′ 6″ 97′ 4″ 38′ 0½″<br>665′ 5″ 97′ 0″ 49′ 3″<br>P46′ F76′ 1 dk<br>rf 2″ | S Tanker Mchy.aft<br>33 Ta<br>L.2006530<br>HeCls. BC | 2 S Turb dr geared to sc.<br>16500shp De Laval<br>Kockums M/V A/B |
| 510747<br>GTXC<br>181566<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO GLASGOW**<br>exWauhatchie–47<br>**Esso Petroleum Co. Ltd.**<br>London British | 10720<br>6120<br>16143 | 100A1 SS 7/66<br>oil tanker<br>**LMC**<br>EL (g†)2 3/16"SQ | 1944 Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 3″ 30′ 2½″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk, 2nd dk in way of mchy. space<br>RW 14BH Cargo tanks renewed 57<br>rf 9″ WB1724t incl. DTf745t | T-E Tanker Mchy.aft<br>26 Ta<br>L.791898<br>HeCls. BC<br>Der 1(5) 6(1) | S Turb 7420shp driving<br>2300V a.c. connected<br>6000shp (Sy)<br>General Electric Co.<br>2WTB 500lb Spt<br>2×400kW 450V 60c/s a.c. |
| 510748<br>KEAI<br>265336<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ESSO GLOUCESTER**<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 17294<br>10652<br>27240 | AB | 1953 Newport Ns S.B. & D.D. Co.—N.Ns<br>628′ 0″ 82′ 8″ 33′ 6½″<br>601′ 2″ 82′ 6″ 42′ 6″<br>P126′ F73′ 1 dk, 2nd dk fwd & aft<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta 1 Ho 42′<br>L.1287131<br>1 Ha (stl) (10′×20′)<br>Der 6(5) 2(2) | 2 S Turb dr geared to sc.<br>12500shp<br>Newport Ns S.B. & D.D. Co.<br>2×400kW 450V 60c/s a.c. |

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| **ESSO GOTHENBURG**<br>exEsso Nederland–62<br>**Esso Rederi A/B** Swedish<br>Stockholm | **17902**<br>10546<br>26753 | AB | **1956** C. v.d. Giessen—Krimpen<br>628′ 0″ 82′ 8″ 32′ $3\frac{3}{4}$″<br>601′ 2″ 82′ 6″ 42′ 6″<br>P125′ B48′ F82′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1299425 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp 2632t (o.f)–80pd<br>Gebr. Stork & Co. Hengelo<br>17k |
| **ESSO GUILDFORD**<br>**Esso Petroleum Co. Ltd.** British<br>London | **23960**<br>12534<br>38104 | **✠100A1** SS 9/65<br>oil tanker 695′ 11″(incl.BB)<br>**✠LMC**<br>MN3520 EL r†$2\frac{13}{16}$″SQ | **1957–7** A.G. "Weser"—Bmn<br>~~695′ 11″~~ 90′ 4″ 37′ 0″<br>660′ 0″ 90′ 0″ 47′ 1″<br>P140′ B41′ F92′ 1 dk<br>RW 15BH<br>rf $4\frac{1}{2}$″ WB8581t incl. 4877t in clean ballast tanks DTsf2765t | S Tanker Mchy.aft<br>30 Ta<br>L.1575800<br>Der 2(5) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17000shp 4692t (o.f)–93pd<br>A.G. "Weser" Bmn<br>2WTB 965℔ Spt 870° F. 930℔ hs19836<br>2×700kW 450V 60c/s a.c. $16\frac{1}{2}$k |
| **ESSO HAMBURG**<br>**Esso Tankschiff Reederei G.m.b.H.** W. German<br>Hamburg | ~~18040~~ 17583<br>~~10564~~ 10251<br>~~28620~~ 27850 | AB GL | **1955** Deutsche Werft A.G.—Ham<br>630′ 7″ 82′ 8″ 32′ $6\frac{7}{8}$″<br>601′ 2″ 82′ 6″ 42′ 6″<br>P158′ B57′ F82′ 1 dk<br>rf $4\frac{1}{4}$″ | S Tanker Mchy.aft<br>30 Ta<br>L.1290163<br>Der 2(5) 2(2) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp 2686t (o.f)–67pd<br>Allgemeine Elec. Ges. Bln<br>2×400kW 440V 60c/s a.c. 17k |
| **ESSO HAMPSHIRE**<br>**Esso Petroleum Co. Ltd.** British<br>London | 48141 ~~49078~~<br>32194 ~~30396~~<br>85175 | **✠100A1** SS 6/67<br>oil tanker<br>**LMC** 861′ 5″(incl.BB)<br>MN5300 EL c*$3\frac{5}{8}$″SQ | **1962–5** Verolme Dok & Schpsb.—Rozenburg<br>~~861′ 5″~~ 112′ 9″ 49′ 1″<br>820′ 0″ 112′ 6″ 62′ 6″<br>P145′ B37′ F109′ 1 dk<br>RW 20BH<br>rf 5″ WB12415t incl. 8816t in clean ballast tanks | S Tanker Mchy.aft<br>39 Ta<br>L.3564872<br>Der 2(10) | HeCls. B | 2 S Turb dr geared to sc. shaft<br>26500shp 9072t (o.f)–132pd<br>N.V. Werkspoor Ams<br>2WTB 965℔ Spt 860° F. 930℔ hs26824<br>2×1000kW 450V 60c/s a.c. $16\frac{1}{2}$k |
| **ESSO HANNOVER**<br>**Esso Tankschiff Reederei G.m.b.H.** W. German<br>Hamburg<br>Now **PETROMAR CORDOBA** See New Entries No. 9 | 24501<br>12997<br>36470 | AB GL | **1960** Deutsche Werft A.G.—Ham<br>693′ 0″ 90′ 4″ 35′ $8\frac{3}{8}$″<br>660′ 0″ 90′ 1″ 47′ 0″<br>1 dk<br>rf 2″ | S Tanker Mchy.aft<br>33 Ta<br>L.1576630<br>Der 2(5) 2(2) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17600shp 2454t (o.f)–88pd<br>N.V. Kon. Maats. "De Scheldt" Fls<br>2×700kW 440V 60c/s a.c. 17k |
| **ESSO HOK UN**<br>**Esso Standard Oil (Hong Kong) Ltd.** British<br>Hong Kong | **1069**<br>661<br>~~1533~~<br>**1740** | **✠A1**<br>oil tanker—oil FP above 150° F. Waters of the Colony of Hong Kong<br>**LMC**<br>MN138 EL (n)$1\frac{7}{16}$″ | **1965–12** H.Kg & Whampoa Dk Co. Ltd.—H.Kg<br>216′ 1″ 45′ 7″<br>210′ 9″ 45′ 0″ 13′ 6″<br>RFD35′ 1 dk<br>8BH<br>rf 4″ WB260t | TM Tanker Mchy.aft<br>4 Ta<br>L.71386<br>Der 3(1) | | 2 Oil 4SA each 6Cy. $7\frac{1}{4}$″×10″ with sr reverse gears<br>690bhp $32\frac{3}{4}$t (d.o)–$2\frac{1}{2}$pd<br>Cummins Eng. Co. Columbus<br>2×35kW 110V d.c. 8k |
| **ESSO HONDURAS**<br>exEsso Dublin–64<br>**Esso Transport Co. Inc.** Panamanian<br>Panama | **21627**<br>12985<br>36021 | AB<br>✠Classed LR until 9/64 | **1960–5** C.R.D. Adriatico—Mfl<br>693′ 1″ 90′ 5″ 35′ $8\frac{7}{8}$″<br>660′ 0″ 90′ 0″ 47′ 0″<br>P140′ B40′ F92′ 1 dk<br>RW<br>rf 4″ | S Tanker Mchy.aft<br>30 Ta<br>L.1573572 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17600shp 4600t (o.f)–93pd<br>C.R.D. Adriatico Tri<br>$16\frac{1}{2}$k |
| **ESSO HOUSTON**<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | **35291**<br>27525<br>67879 | AB | **1964** Newport Ns S.B. & D.D. Co.—N.Ns<br>800′ 0″ 116′ 6″ 42′ $0\frac{1}{8}$″<br>763′ 0″ 116′ 0″ 54′ 6″<br>P171′ B24′ F97′ 1 dk<br>RW<br>rf $3\frac{1}{8}$″ | S Tanker Mchy.aft<br>21 Ta<br>L.3272880<br>Der 2(5) | HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>19000shp 2600t (o.f)–100pd<br>General Electric Co. Lyn<br>2×750, 350kW 450V 60c/s a.c. $16\frac{1}{2}$k |
| **ESSO HUDSON**<br>exEsso Delivery No. 13-55<br>exRome Socony–49<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | **1235**<br>744<br>1730 | AB | **1938** (Cargo section) Bethlehem S.B. Corp.—Sp.Pt<br>**1924** (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>260′ 0″ 40′ 1″ 11″ $6\frac{3}{4}$″<br>252′ 8″ 40′ 0″ 14′ 0″<br>P39′ 1 dk<br>rf 6″ | TM Tanker Mchy.aft<br>14 Ta<br>L.90596 | | 2 Oil 4SA each 6Cy. 229×292 mm<br>NE55 Busch-Sulzer<br>1280bhp 49t (d.o)–4pd<br>Nordberg Mfg Co. Milwaukee<br>2×40, 10kW 115V d.c. $8\frac{1}{2}$k |
| **ESSO HUNTINGTON**<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | **17548**<br>10836<br>26729 | AB | **1953** Newport Ns S.B. & D.D. Co.—N.Ns<br>628′ 0″ 82′ 8″ 33′ $6\frac{3}{4}$″<br>601′ 2″ 82′ 6″ 42′ 6″<br>P126′ F73′ 1 dk, 2nd dk fwd & aft<br>RW<br>rf nil | S Tanker Mchy.aft<br>32 Ta 1 Ho 42′<br>1 Ha (stl) (10′×20′)<br>Der 6(5) 2(2) | | 2 S Turb dr geared to sc. shaft<br>12500shp 2680t (o.f)<br>Newport Ns S.B. & D.D. Co. N.Ns<br>3×400, 400, 240kW 450V 60c/s a.c. |
| **ESSO HYTHE**<br>**Esso Petroleum Co. Ltd.** British<br>London | **856**<br>369<br>1300 | **✠100A1** SS 7/67<br>oil tanker—FP above 150° F.<br>**✠LMC**<br>MN200 EL I $1\frac{7}{16}$″SQ | **1959–5** Henry Scarr Ltd—Hessle<br>209′ 0″ 35′ 3″ 12′ $9\frac{1}{2}$″<br>197′ 0″ 34′ 0″ 14′ 6″<br>P71′ F23′<br>7BH<br>rf 6″ WB136t | M Tanker Mchy.aft<br>8 Ta<br>L.54000<br>Der 1(2) | HeCls. C | Oil 4SA 8Cy. 10″×12″ with flexible coupling & sr reverse gear<br>1000bhp $55\frac{1}{4}$t (d.o)–4pd<br>English Electric Co. Prs<br>wtdb 100℔<br>2×20kW 110V d.c. 10k |
| **ESSO IBICUY**<br>exEl-Petrolero–47<br>**Cia. Naviera La Argentina S.R.L.**<br>Buenos Aires Argentine | **384**<br>134<br>825 | | **1921** Downey S.B. Corp.—Staten Island<br>177′ 1″ 35′ 0″ 10′ 0″<br>34′ 10″<br>F28′<br>R | S Tanker Mchy.aft<br>L.27208 | HeCls. BC | T 3Cy. 13″ 22″ & 36″×24″<br>113t–$8\frac{1}{2}$pd<br>Downey S.B. Corp. Staten Island<br>$6\frac{1}{2}$k |

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| 510765 | **ESSO IPSWICH** | 1103 | ✠100A1 ~~SS 10/64~~ | 1960–11 J. L. Thompson & Sons Ltd.— | M Tanker Mchy.aft | Oil 4SA 8Cy. 10"×12" |
| GHJE | | 525 | oil tanker SS 12/68 | Sld | 10 Ta | coupling & sr reverse gear |
| 302515 | **Esso Petroleum Co. Ltd.** | 1570 | ✠LMC | 231' 4" 35' 11" 14' 3½" | L.74020 | 969bhp |
| Df Esd | London British | | | 218' 0" 34' 9" 15' 10" | | English Electric Co. |
| Pfd Rdr | | | MN194 EL n 1½"SQ | P60' F24' 1 dk | Der 1(2) | |
| RTv | | | | 10BH | | 2×50kW 440V a.c. |
| | | | | rf 6" WB160t | | |

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| 510767 | **ESSO JAMAICA** | 29262 | AB | 1958–12 C.R.D. Adriatico—Tri | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft |
| HPLO | exEsso Southampton-62 | 19467 | | 773' 3" 90' 5" 42' 9¾" | 22 Ta | 17600shp De Laval |
| 3618L | **Esso Transport & Tanker Co. Inc.** | 49850 | ✠Classed LR until 4/64 | 740' 6" 90' 0" 56' 0" | L.1568105 HeCls. BC | C.R.D. Adriatico |
| Df Esd | | | | P140' B40' F92' 1 dk | | |
| Gc Pfd | Panama Panamanian | | | RW len & deepened 63 | | |
| Rdr RT | | | | rf 4" | | |

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| 510768 | **ESSO JAMESTOWN** | 23831 | | 1957 Newport Ns S.B. & D.D. Co.—N.Ns | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft |
| KIYO | | 15233 | | 715' 0" 93' 3" 38' 10½" | 32 Ta | 26500shp |
| 275519 | **Humble Oil & Refining Co.** | 39066 | AB | 685' 0" 93' 0" 48' 7" | L.1783842 HeCls. BC | Newport Ns S.B. & D.D. Co. |
| Df Esd | Wilmington, Del United States | | | P155' F110' 1 dk | | 2×750kW 450V 60c/s a.c. |
| Gc Pfd | | | | RW | Der 6(5) 4(2) | |
| Rdr | | | | rf 4¾" | | |
| RTm | | | | | | |

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| 510769 | **ESSO JERSEY** | 313 | ✠100A1 SS 6/65 | 1961–5 Scott & Sons (Bowling) Ltd.— | M Tanker Mchy.aft | Oil 4SA 4Cy. 8½"×11½" |
| GHJF | | 140 | oil tanker coasting | Bwg | 6 Ta | gear |
| 302640 | **Esso Petroleum Co. Ltd.** | 319 | service, U.K., Eire | 123' 1" 24' 3" 10' 0¾" | L.16032 | 330bhp |
| Pfd Rdr | London British | | (excluding west coast) | 114' 0" 24' 0" 10' 2" | | Lister Blackstone Mar. Ltd. |
| RTv | | | Channel Islands, Isle of | P44' F17' Trunk 55' 1 dk | | 2×40kW 440V a.c. |
| | | | Man and between River | 7BH | | |
| | | | Elbe & Brest | rf 1½" WB68t | | |
| | | | ✠LMC | | | |
| | | | MN66 EL e 1"SQ | | | |

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| 510771 | **ESSO KÖLN** | 32056 | | 1961 Kieler Howaldtswerke A.G.—Kel | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft |
| DAML | | 17468 | | 740' 0" 102' 4" 37' 8½" | 23 Ta | 19000shp |
| 10294 | **Esso Tankschiff Reederei G.m.b.H.** | ~~46974~~ | AB GL | 705' 1" 102' 0" 50' 0" | L.2145115 HeCls. BC | Howaldtswerke Ham. A.G. |
| Df Esd | | 50640 | | P139' B47' F100' 1 dk | | 2×700kW 440V 60c/s a.c. |
| Gc Pfd | Hamburg W. German | | | | Der 2(10) 2(2) | |
| Rdr | | | | rf nil | | |
| RTh/v | | | | | | |

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| 510772 | **ESSO LA GUAIRA** | 7435 | | 1954 C. v.d. Giessen—Krimpen | TS Tanker Mchy.aft | 2 C each 4Cy. (2) 16¾" & |
| YVCB | | 3648 | | 425' 0" 66' 1" 22' 4½" | 16 Ta | 4000ihp |
| | **Cia. de Petroleo Lago** | 10905 | AB | 406' 0" 66' 0" 29' 0" | L.487973 | Rotterdamsche D.D. Maats. |
| Df Esd | Maracaibo Venezuelan | | | P95' F40' 1 dk | | |
| Gc Rdr | | | | RW | | |
| RT | | | | rf 3½" | | |

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| 510774 | **ESSO LANCASHIRE** | 49397 | ✠100A1 SS 10/66 | 1962–10 Kockums M/V A/B—Mmo | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft |
| GHZM | | 33703 | oil tanker | 861' 5" 112' 9" 49' 1½" | 39 Ta | 26500shp |
| 304315 | **Esso Petroleum Co. Ltd.** | 85002 | ✠LMC | 820' 0" 112' 6" 62' 6" | L.3540679 HeCls. BC | Kockums M/V A/B |
| Df Esd | London British | | | P145' B36' F109' 1 dk | | 2WTB 800lb Spt 950° F. |
| Gc Pfd | | | MN5300 EL c*3¾"SQ | RW 19BH | Der 2(5–10) | sg 180lb |
| Rdr | | | | rf 5½" WB12435t incl. 8800t in clean ballast tanks | | 2×1000kW 450V 60c/s a.c. |
| RTv | | | | | | |

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| 510775 | **ESSO LE CAROUBIER** | 2325 | | 1952 Scheeps. v.d. Werf—Deest | M Asphalt Tanker Mchy.aft | Oil 4SA 8Cy. 390×600 mm |
| FNXY | | 1089 | | 304' 3" 42' 1" 15' 11½" | | 1400bhp |
| | **Esso Standard Soc. Anon. Française** | 2731 | ~~BV~~ | … … … | L.13446 | N.V. Werkspoor |
| Df Esd | | | | P64' B34' F41' 3 dks | | |
| Gc Rdr | Rouen French | | | | Der 1(2) 1(½) | |
| RT | Now **ESSO CALOR** See New Entries No. 5 | | | | | |

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| 510777 | **ESSO LEXINGTON** | 25182 | | 1958 Newport Ns S.B. & D.D. Co.—N.Ns | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft |
| KIYP | | 15628 | | 715' 0" 93' 2" 38' 10½" | 30 Ta | 26500shp |
| 276270 | **Humble Oil & Refining Co.** | 39028 | AB | 685' 0" 93' 0" 48' 7" | L.1783842 HeCls. BC | Newport Ns S.B. & D.D. Co. |
| Df Esd | Wilmington, Del United States | | | P155' F110' 1 dk | | 2×750kW 450V 60c/s a.c. |
| Gc Pfd | | | | RW | Der 6(5) 4(2) | |
| Rdr | | | | rf 4¾" | | |
| RTm | | | | | | |

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| 510778 | **ESSO LIBYA** | 48881 | | 1962 Verolme Dok & Schpsb.— | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft |
| HPVW | | 33670 | | Rozenburg | 35 Ta | Werkspoor |
| | **Esso Transport Co. Inc.** | 89956 | AB | 861' 5" 125' 3" 47' 6½" | L.3887300 | 26500shp |
| Df Esd | Panama Panamanian | | | 820' 0" 125' 0" 62' 6" | | N.V. Kon. Maats. "De Schelde" |
| Gc Rdr | | | | P145' B38' F105' 1 dk | | |
| RT | | | | RW | | |
| | | | | rf 6" | | |

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| **ESSO LIEGE**<br>**Esso Marine (Belgium) S.A.**<br>Antwerp Belgian | *31489*<br>*16672*<br>47537 | AB | **1960** Howaldtswerke Ham A.G.—Ham<br>740′ 0″ 102′ 4″ 39′ 4⅞″<br>705′ 1″ 102′ 0″ 50′ 0″<br>P145′ B47′ F100′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>35 Ta<br>L.2144470 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19000shp 5109t (o.f)<br>Howaldtswerke Ham. A.G. Ham<br>17½k |
| **ESSO LIGURIA**<br>**Esso Transport Co. Inc.**<br>Panama Panamanian | **6836**<br>3689<br>10219 | AB | **1954** Cant. del Tirreno—Gen<br>425′ 0″ 63′ 6″ 24′ 1″<br>406′ 0″ 63′ 4″ 31′ 2″<br>P95′ 1 dk<br>rf 3½″ | S Tanker Mchy.aft<br>15 Ta | | 2 S Turb dr geared to sc. shaft<br>3600shp 1171t (o.f)<br>Cant. del Tirreno Gen<br>12k |
| **ESSO LIMA**<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | **17777**<br>10985<br>27335 | AB | **1949** Newport Ns S.B. & D.D. Co.—N.Ns<br>628′ 0″ 82′ 8″ 33′ 6⅝″<br>601′ 2″ 82′ 6″ 42′ 6″<br>P126′ F73′ 1 dk, 2nd dk fwd & aft<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta 1 Ho 42′<br>L.1289196<br>1 Ha (stl) (10′×20′)<br>Der 6(5) 2(2) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>12500shp 2680t (o.f)–73¾pd<br>Newport Ns S.B. & D.D. Co. N.Ns<br>2×400kW 450V 60c/s a.c. 16k |
| **ESSO LINCOLN**<br>**Esso Petroleum Co. Ltd.**<br>London British | **31720**<br>17103<br>50769 | **✠100A1** SS 6/67<br>oil tanker 743′ 1″(incl.BB)<br>**✠LMC**<br>MN3800 EL (v†) 3⅛″SQ | **1962**–9 Nederl. Dok & Schps.—Ams<br>~~743′ 1″~~ 102′ 3″ 39′ 2″<br>705′ 0″ 102′ 0″ 50′ 3″<br>P145′ F104′ 1 dk<br>RW 16BH<br>rf nil WB11448t incl. 5952t in clean ballast tanks DTf3216t | S Tanker Mchy.aft<br>35 Ta<br>L.2362150<br>Der 2(10) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19000shp 4880t (o.f)–100pd<br>Nederl. Dok & Schps. Ams<br>2WTB 965℔ Spt 860° F. 920℔ hs20130<br>sg 215℔<br>2×750kW 450V 60c/s a.c. 17k |
| **ESSO LONDON**<br>**Esso Petroleum Co. Ltd.**<br>London British | **53342**<br>36339<br>94247 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC**<br>MN5300 EL c*3⅝″SQ | **1964**–2 A.G. "Weser"—Bmn<br>~~861′ 4″~~ 125′ 3″ 49′ 1¾″ 861′ 4″(incl.BB)<br>820′ 0″ 125′ 0″ 62′ 6″<br>P144′ B36′ F109′ 1 dk<br>RW 13BH<br>rf 6¼″ WB21877t incl. 10693t in clean ballast tanks DTs7620t | S Tanker Mchy.aft<br>27 Ta<br>L.4256165<br>Der 2(5–10) | HeCls. B | 2 S Turb dr geared to sc. shaft<br>26500shp 9070t (o.f)–130pd<br>A.G. "Weser" Bmn<br>2WTB 967℔ Spt 875° F. 923℔ hs26824<br>sg 199℔<br>2×1000kW 450V 60c/s a.c. 17k |
| **ESSO LORRAINE**<br>**Esso Standard Soc. Anon. Française**<br>Havre French | **32056**<br>19798<br>48424 | BV | **1961** Ch. de l'Atlantique—St.N<br>746′ 8″ 102′ 6″ 38′ 1″<br>47′ 11″<br>1 dk<br>RW | S Tanker Mchy.aft<br>33 Ta<br>Der 2(7½) 3(2) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19250shp CEM-Parsons<br>Ch. de l'Atlantique St.N<br>16¾k |
| **ESSO LYNDHURST**<br>**Esso Petroleum Co. Ltd.**<br>London British | **856**<br>369<br>1300 | **✠100A1** SS 10/66<br>oil tanker—FP above 150° F.<br>**✠LMC**<br>MN200 EL I $1\frac{7}{16}$″SQ | **1958**–4 Henry Scarr Ltd.—Hessle<br>209′ 0″ 35′ 3″ 12′ 9½″<br>197′ 0″ 34′ 0″ 14′ 6″<br>P71′ F23′ 1 dk<br>7BH<br>rf 6″ WB135t | M Tanker Mchy.aft<br>8 Ta<br>L.54000<br>Der 1(2) | HeCls. C | Oil 4SA 8Cy. 10″×12″ with flexible coupling, clutch, & sr reverse gearing<br>1000bhp 55¼t (d.o)–4pd<br>English Electric Co. Prs<br>wtdb 100℔<br>2×20kW 110V d.c. 10k |
| **ESSO MACQUARIE**<br>exLustrous-64<br>**Esso Standard Eastern Tankers Ltd.**<br>Esso International Co-op.<br>Sydney, N.S.W. British | **11301**<br>6504<br>16645 | **✠100A1** TD4-2/67<br>oil tanker<br>**✠LMC**<br>MN1100 EL g†$2\frac{5}{16}$″SQ | **1953**–12 Smith's Dock Co. Ltd.—Mdb<br>529′ 0″ 69′ 10″ 29′ 10½″<br>500′ 11″ 69′ 6″ 38′ 0″<br>P107′ B50′ F60′ 1 dk<br>RW 17BH<br>WB968t incl. DTf640t | M Tanker Mchy.aft<br>27 Ta | | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp 1379t<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>3AuxB (2 o.f 1 ex.g) 180℔ 12½k |
| **ESSO MAINE**<br>exEsso Tug No. 10–55<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States<br>Now ~~JUSTICE McALLISTER~~ See New Entries No. 1<br>**JUSTINE McALLISTER** | **192**<br>97<br>— | AB | **1951** Gulfport S.B. & D.D. Corp.—Pt.Arthur<br>103′ 0″ 25′ 2″ 11′ 7⅝″<br>96′ 8″ 25′ 1″ 12′ 11″<br>1 dk<br>BK2½″ | D-E Tug | | Oil 2SA 12Cy. 220×265 mm 1200bhp driving 1 gen. 814kW 560V d.c. connected to elec. motor 1020shp<br>77t (d.o)<br>General Motors Corp. Clv<br>1×30kW 110V d.c. 12k |
| **ESSO MALAYSIA**<br>**Esso Transport Co. Inc.**<br>Panama Panamanian | **77845**<br>65626<br>190000 | 1062′ 6″(incl.BB) | **1967** Kieler Howaldtswerke A.G.—Kel<br>~~1062′ 2″~~ 155′ 0″ 60′ 5¾″<br>1000′ 0″ 154′ 9″ 77′ 9″<br>1 dk | S Tanker Mchy.aft | | 2 S Turb dr geared to sc. shaft<br>30000shp (o.f)<br>General Electric Co. |
| **ESSO MARACAIBO**<br>**Creole Petroleum Corp.**<br>Maracaibo Venezuelan | **24088**<br>14394<br>— | AB | **1959** Hitachi Zosen—Inn<br>696′ 0″ 91′ 2″ 35′ 10⅞″<br>666′ 0″ 91′ 0″ 47′ 6″<br>P138′ B45′ F86′ 1 dk<br>RW len 64<br>rf 4½″ | S Tanker Mchy.aft<br>30 Ta<br>L. 182500 | | 2 S Turb dr geared to sc. shaft<br>13750shp (o.f)<br>Hitachi Seisakusho Hitachi<br>15k |
| **ESSO MARGARITA**<br>**Cia. de Petroleo Lago**<br>Maracaibo Venezuelan | **7435**<br>3648<br>10905 | AB | **1953** Rotterdamsche D.D. Maats.—Rot<br>425′ 0″ 66′ 4″ 22′ 4½″<br>406′ 0″ 66′ 0″ 29′ 0″<br>P95′ B46′ F41′ 1 dk<br>RW<br>rf 3½″ | TS Tanker Mchy.aft<br>16 Ta<br>L.487973 | | 2 C each 4Cy. (2) 16¾″ & (2) 40″×36⅝″<br>4000ihp 440t (o.f)–31½pd<br>Rotterdamsche D.D. Maats. Rot<br>12k |
| **ESSO MARYLAND**<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | **281**<br>191<br>— | AB | **1962** Jakobson Shpyd Inc.—Oyster Bay<br>110′ 4″ 28′ 2″ 13′ 3⅛″<br>106′ 0″ 28′ 0″ 15′ 0″<br>1 dk | TM Tug | | 2 Oil 2SA each 6Cy. 8⅛″×10″<br>2160bhp 130t (d.o)<br>Fairbanks, Morse & Co.<br>2×100, 60kW 460V 60c/s a.c. |

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| 510792<br>WF2851<br>266400<br>Df Rdr<br>RTm/v | **ESSO MASSACHUSETTS**<br>exEsso Tug No. 20–55<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 251<br>117<br>— | AB | 1953 Levingston S.B. Co.—Orange<br>105' 0" 27' 3" 12' 9½"<br>100' 3" 27' 1" 14' 0"<br>1 dk<br>BK2½" | D-E Tug | | Oil 2SA 16Cy. 220×265 mm<br>driving 1 gen.<br>connected to elec. motor<br>(WL)<br>General Motors Corp.<br>2×30kW 110V d.c. |
| 533837<br><br><br>Esd Gc<br>RT | **ESSO MEGHNA**<br>exStanvac Meghna–64<br>exStanvac Visayas–56<br>exStanvac I–49<br>**Esso Standard Eastern Inc.**<br>*Narayanganj* Pakistan | 741<br>372<br>1015 | AB | 1944 Odenbach S.B. Corp.—Rochester, N.Y<br>182' 6" 30' 10" 12' 0½"<br>179' 4" 30' 0" 13' 6"<br>P39' F61' 1 dk<br>rf nil | TM Tanker Mchy.aft<br>6 Ta<br>L.37685 | | 2 Oil 4SA each 6Cy.<br>geared<br>630bhp<br>Cooper-Bessemer Corp. |
| 672535<br>GXNH<br>334738<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO MERCIA**<br><br>**Esso Petroleum Co. Ltd.**<br>London British | 87002<br>62036<br>166820 | 1010' 2" (incl.BB) | 1967 A.G. "Weser"—Bmn<br>~~1010' 0"~~ 148' 3" 59' 0½"<br>950' 0" 146' 0" 76' 5"<br>F65' 1 dk<br>rf nil | S Tanker Mchy.aft<br>13 Ta<br>L.7639289<br>Cr 1(1½) Der 2(10) | HeCls. B | 2 S Turb dr geared to sc. shaft<br>General Electric<br>30000shp<br>A.G. "Weser"<br>2×1000, 750kW 450V 60c/s a.c. |
| 510794<br>KTSN<br>259357<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ESSO MIAMI**<br>exEsso Havana–61<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 17291<br>10643<br>27320 | AB | 1950 Newport Ns S.B. & D.D. Co.—N.Ns<br>628' 0" 82' 8" 33' 6¾"<br>601' 2" 82' 6" 42' 6"<br>P126' F73' 1 dk, 2nd dk fwd & aft<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta 1 Ho 42'<br>L.1289196<br>1 Ha (stl) (10'×20')<br>Der 6(5) 2(2) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>12500shp<br>Newport Ns S.B. & D.D. Co.<br>2×400kW 450V 60c/s a.c. |
| 652203<br>ICUY<br>3365<br>Df Esd<br>Gc Rdr<br>RT | **ESSO MILANO**<br><br>**"La Columbia" Società**<br>**Marittima per Azioni**<br>Genoa Italian | 39426<br>19783<br>— | RI | 1965 Cant. Nav. Riuniti—Anc<br>800' 0" 117' 1" 40' 0"<br>760' 3" 116' 0" 54' 6"<br>1 dk<br>RW | S Tanker Mchy.aft | | 2 S Turb dr geared to sc. shaft<br>19000shp<br>Cant. Nav. Riuniti |
| 672501<br>GWFH<br>334714 | **ESSO MILFORD HAVEN**<br><br>**Esso Petroleum Co. Ltd.**<br>London British<br>For later particulars see New Entries No. 1 | 11046<br>5999<br>15500 | 100A1<br>oil tanker<br>Class contemplated | A/B Lindholmens Varv—Got<br>533' 7" 72' 1" 28' 0"<br>508' 0" 72' 0" 37' 3" | M Tanker Mchy.aft | | 2 Oil 4SA each 12Cy.<br>geared to sc. shaft<br>A/B Lindholmens Varv |
| 510795<br>HOOQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO MONTEVIDEO**<br><br>**Esso Transport & Shipping Co. Inc.**<br>Panama Panamanian | 17420<br>10730<br>27355 | AB | 1949 Newport Ns S.B. & D.D. Co.—N.Ns<br>628' 0" 82' 8" 33' 6½"<br>601' 2" 82' 6" 42' 6"<br>P126' F73' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1263499 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp<br>General Electric Co. |
| 510796<br>DHGX<br>9613<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ESSO MÜNCHEN**<br><br>**Esso Tankschiff Reederei G.m.b.H.**<br>Hamburg W. German | ~~18038~~ 17579<br>~~10562~~ 10249<br>~~26620~~ 27850 | AB GL | 1956 Deutsche Werft A.G.—Ham<br>630' 7" 82' 8" 32' 6½"<br>600' 0" 82' 6" 42' 6"<br>P158' B57' F82' 1 dk<br>rf 4½" | S Tanker Mchy.aft<br>30 Ta<br>L.1290163<br>Der 2(5) 2(2) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp<br>Allgemeine Elec. Ges.<br>2×400kW 440V 60c/s a.c. |
| 510797<br>ICSE<br>3244<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO NAPOLI**<br><br>**"La Columbia" Società**<br>**Marittima per Azioni**<br>Genoa Italian | 31622<br>18942<br>47497 | AB RI | 1961 Cant. Nav. Riuniti—Anc<br>741' 1" 102' 3" 39' 5½"<br>727' 0" 101' 9" 50' 0"<br>P141' B46' F101' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>35 Ta | | 2 S Turb dr geared to sc. shaft<br>19000shp<br>Cant. del Tirreno |
| 510798<br>WD9406<br>263089<br>Df Rdr<br>RTm/v | **ESSO NEW JERSEY**<br>exEsso Tug No. 12–55<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 192<br>97<br>— | AB | 1952 Gulfport S.B. & D.D. Corp.—Pt. Arthur<br>103' 0" 25' 2" 11' 7½"<br>96' 8" 25' 1" 12' 11"<br>1 dk<br>BK2½" | D-E Tug | | Oil 2SA 12Cy.<br>driving 1 gen.<br>connected to elec.<br>(WL)<br>General Motors Corp.<br>1×30kW 110V d.c. |
| 650630<br>WNDM<br>298216<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ESSO NEW ORLEANS**<br><br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 34833<br>27745<br>67847 | AB | 1965 Newport Ns S.B. & D.D. Co.—N.Ns<br>800' 0" 116' 6" 40' 3½"<br>763' 0" 116' 0" 54' 6"<br>P171' B24' F97' 1 dk<br>RW<br>rf 3½" | S Tanker Mchy.aft<br>21 Ta<br>L.3272840<br>Der 2(5) | HeCls. BplC | 2 S Turb dr geared<br>19000shp<br>General Electric Co.<br>2×750, 350kW |
| 510799<br>KPRF<br>259610<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ESSO NEW YORK**<br><br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 17420<br>10730<br>27335 | AB | 1950 Newport Ns S.B. & D.D. Co.—N.Ns<br>628' 0" 82' 8" 33' 6¾"<br>601' 2" 82' 6" 42' 6"<br>P126' F73' 1 dk, 2nd dk fwd & aft<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta 1 Ho 42'<br>L.1289196<br>1 Ha (stl) (10'×20')<br>Der 6(5) 2(2) | HeCls. BC | 2 S Turb dr geared<br>12500shp<br>Newport Ns S.B. & D.D.<br>2×400kW 450V |

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| **ESSO NEWARK**<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 17378<br>10700<br>27230 | AB | **1952** Newport Ns S.B. & D.D. Co.—N.Ns<br>628′ 0″ 82′ 8″ 33′ 6¾″<br>601′ 2″ 82′ 6″ 42′ 6″<br>P126′ F73′ 1 dk, 2nd dk fwd & aft<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta 1 Ho 42′<br>L.1524073<br>1 Ha (stl) (10′×20′)<br>Der 2(5) | 2 S Turb dr geared to sc. shaft<br>12500shp 2680t (o.f)–78½pd<br>Newport Ns S.B. & D.D. Co. N.Ns<br>2×400kW 450V 60c/s a.c. 16k |
| **ESSO NEWCASTLE**<br>**Esso Petroleum Co. Ltd.**<br>London British | 31729<br>16971<br>51306 | ✠100A1 SS 8/68<br>oil tanker<br>(cc)—all cargo tanks except Nos. 5 & 6 side tanks (p&s)<br>✠LMC<br>MN3800 EL (v†) 3⅛″SQ | **1963**–12 Vickers-Armstrongs (S.Bs) Ltd.—Nwc<br>~~743′ 1″~~ 102′ 3″ 39′ 2¼″ 743′ 1″(incl.BB)<br>705′ 0″ 102′ 0″ 50′ 2″<br>P145′ F104′ 1 dk<br>RW 17BH<br>rf nil WB11547t incl. 5994t in clean ballast tanks DTf3223t | S Tanker Mchy.aft<br>35 Ta<br>L.1739550 HeCls. B<br>Der 2(10) | 2 S Turb dr geared to sc. shaft<br>19000shp 4901t (o.f)–100pd<br>Vickers-Armstrongs (Eng.) Ltd. Brw<br>2WTB 965℔ Spt 860° F. 920℔ hs20130<br>sg 215℔<br>2×750kW 400V 60c/s a.c. 16½k |
| **ESSO NICARAGUA**<br>exEsso Bristol–64<br>**Esso Transport Co. Inc.**<br>Panama Panamanian | 21927<br>13217<br>36117 | AB<br>✠Classed LR until 10/64 | **1958**–6 Howaldtswerke Ham. A.G.—Ham<br>690′ 0″ 90′ 4″ 35′ 7¾″<br>660′ 0″ 90′ 0″ 47′ 1″<br>P140′ B40′ F92′ 1 dk<br>RW<br>rf 4½″ | S Tanker Mchy.aft<br>30 Ta<br>L.1575766 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17600shp 4612t (o.f)–93pd<br>Howaldtswerke Ham A.G. Ham<br>16½k |
| **ESSO NORDICA**<br>**O/Y Esso A/B**<br>Helsinki/Helsingfors Finnish | 2804<br>1323<br>4030 | ✠100A1<br>oil tanker<br>Ice Class 1<br>✠LMC<br>MN556 EL t 1⅝″SQ | **1964**–7 Valmet O/Y Pansion Telakka—Åbo<br>322′ 5″ 46′ 1″ 19′ 10½″<br>296′ 1″ 45′ 11″ 22′ 10″<br>P80′ F41′ 1 dk<br>10BH<br>WB113t | M Tanker (2P) Mchy.aft<br>15 Ta<br>L.184860 | Oil 2SA 5Cy. 500×900 mm<br>2780bhp 202t (d.o)–7pd<br>Burmeister & Wain Cpn<br>2db 171℔<br>2×220kW 440V 60c/s a.c. 13½k |
| **ESSO NORFOLK**<br>exVincennes–46<br>**Esso Transport & Shipping Co. Inc.**<br>Panama Panamanian | 10501<br>6375<br>16635 | AB | **1942** Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 30′ 2″<br>503′ 0″ 67′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 HeCls. BC | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor<br>6000shp (Sy) 1495t (o.f)–50pd<br>General Electric Co. Lyn<br>14½k |
| **ESSO NORWAY**<br>Now **NORWAY** See New Entries No. 8 | *31642*<br>*16666*<br>48205 | AB | **1961** Howaldtswerke Ham A.G.—Ham<br>740′ 0″ 102′ 3″ 38′ 0″<br>705′ 0″ 102′ 0″ 50′ 0″<br>P145′ B47′ F100′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>33 Ta<br>L.2144487 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19000shp 4963t (o.f)–100pd<br>Howaldtswerke Ham. A.G. Ham<br>16½k |
| **ESSO NÜRNBERG**<br>**Esso Tankschiff Reederei G.m.b.H.**<br>Hamburg W. German | 24501<br>12992<br>~~36370~~<br>38270 | AB GL | **1960** Deutsche Werft A.G.—Ham<br>693′ 0″ 90′ 4″ 35′ 8⅜″<br>660′ 0″ 90′ 0″ 47′ 0″<br>P140′ B42′ F87′ 1 dk<br>rf 2″ | S Tanker Mchy.aft<br>33 Ta<br>L.1576630 HeCls. BC<br>Der 2(5) 2(2) | 2 S Turb dr geared to sc. shaft<br>17600shp 2454t (o.f)–88pd<br>N.V. Kon. Maats. "De Schelde" Fls<br>2×700kW 440V 60c/s a.c. 17k |
| **ESSO OSLO**<br>See also **ESSO 11, 12 & 13**<br>**A/S Petrolea**<br>Oslo Norwegian | 185<br>—<br>— | ✠A1 SS 6/66<br>tug Coasting service between Kristiansand & Gothenburg<br>Ice Class 3<br>✠LMC<br>MN135 EL (a) | **1962**–6 Westermoen Båtbyggeri—Mandal<br>87′ 0″ 24′ 11″ 10′ 6¾″<br>79′ 5″ 24′ 7″ 12′ 6″<br>4BH<br>rf 36″ WB48t | TM Tug | 2 Oil 4SA each 6Cy. 8¾″×11½″ with sr reverse gearing<br>674bhp (d.o)<br>Lister Blackstone Mar. Ltd. Dursley<br>db 125℔<br>2×45kW 220V 50c/s a.c. |
| **ESSO OXFORD**<br>**Esso Petroleum Co. Ltd.**<br>London British | 17539<br>10221<br>28175 | ✠100A1 ~~SS 11/62~~ TD 4/68<br>oil tanker<br>✠LMC<br>MN2750 EL n†2¾″SQ | **1953**–12 Cammell Laird & Co. Ltd.—Bkn<br>629′ 8″ 82′ 10″ 33′ 7½″<br>600′ 0″ 82′ 6″ 42′ 6″<br>P126′ B47′ F84′ 1 dk<br>RW 16BH<br>rf 4½″ WB2023t incl. DTs1342t | S Tanker Mchy.aft<br>30 Ta<br>Der 2(10) 4(5) 2(2) | 2 S Turb dr geared to sc. shaft<br>13750shp 2672t (o.f)<br>Cammell Laird & Co. Ltd. Bkn<br>2WTB 965℔ Spt 897℔ hs(14921)<br>2×400kW 450V 60c/s a.c. 16k |
| **ESSO PANAMA**<br>**Esso Transport & Tanker Co. Inc.**<br>Panama Panamanian | 29141<br>19005<br>51028 | AB | **1958** C.R.D. Adriatico—Mfl<br>773′ 2″ 90′ 3″ 42′ 10″<br>740′ 6″ 90′ 0″ 56′ 0″<br>B40′ F87′ 1 dk<br>RW len & deepened 62<br>rf 4½″ | S Tanker Mchy.aft<br>35 Ta<br>L.2230000 | 2 S Turb dr geared to sc. shaft<br>17600shp Parsons 6143t (o.f)<br>C.R.D. Adriatico Tri<br>15½k |
| **ESSO PARENTIS**<br>**Esso Standard Soc. Anon. Française**<br>Havre French | 25274<br>14651<br>37730 | BV | **1958** Ch. de l'Atlantique—St.N<br>697′ 3″ 94′ 8″ 35′ 3½″<br>661′ 0″ 94′ 6″ 47′ 1″<br>1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta<br>Der 7(10) 2(2) | 2 S Turb dr geared to sc. shaft<br>19250bhp CEM-Parsons 4060t (o.f)<br>Ch. de l'Atlantique St.N<br>17¾k |

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| 510817<br><br>147333 | **ESSO PARKGATE**<br>exParkgate–55<br>**Esso Petroleum Co. Ltd.**<br>Liverpool British<br>Now **PARKSTAN**<br>(No. 510817) in the Register | 52<br>24<br>57 | ✠A1<br>oil tanker—portable tanks<br>Southampton Water service<br>✠LMC<br>MN17 | SS 7/63<br><br><br><br>EL (a) | 1925–11 W. J. Yarwood & Sons—Northwich<br>71' 5" 14' 2" 5' 0"<br>70' 11" 14' 1" 5' 3"<br>RW 3BH<br>rf 1½" | M Oil Barge<br><br><br><br>Der 1(1) | | Oil 4SA 6Cy. 4½"×5½" with<br>gear<br>87bhp ✠NE3/62<br>Lister Blackstone Mar. Ltd.<br>1×4kW 110V d.c. |
| 510818<br>WM8201<br>282380<br>Gc RTv | **ESSO PELHAM**<br><br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 175<br>119<br>— | | <br><br>AB | 1960 Southern S.B. Corp.—Slidell<br>85' 0" 26' 6"<br>84' 11" 26' 3" 9' 4"<br>rf 21" | TM Tug | | 2 Oil 2SA each 8Cy. 5½"×7½"<br>1280bhp<br>Fairbanks, Morse & Co.<br>2×45kW 230V 60c/s a.c. |
| 510819<br>GHQM<br>302800<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO PEMBROKESHIRE**<br><br>**Esso Petroleum Co. Ltd.**<br>London British | 49250<br>33708<br>84717 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN5300 | SS 7/66<br><br><br><br>EL c*3⅜"SQ | 1961–11 A.G. "Weser"—Bmn<br>861' 4" 112' 9" 49' 2"<br>820' 0" 112' 6" 62' 6"<br>P145' B37' F109' 1 dk<br>RW 19BH<br>rf 5½" WB 19227t incl. 8809t in clean ballast tanks DTsf6886t | S Tanker Mchy.aft<br>35 Ta<br>L.3535570<br><br>Der 2(5–10) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>26500shp<br>A.G. "Weser"<br>2WTB 965lb Spt 870° F.<br>sg 199lb<br>2×1000kW 450V 60c/s a.c. |
| 510820<br>HPMG<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO PERU**<br><br>**Esso Transport & Tanker Co. Inc.**<br>Panama Panamanian | 29139<br>18933<br>49810 | | <br><br>AB | 1958 Mitsubishi Zosen—Nag<br>773' 3" 90' 5" 41' 4½"<br>740' 6" 90' 0" 56' 0"<br>B40' F81' 1 dk<br>RW len & deepened 63<br>rf 4½" | S Tanker Mchy.aft<br>22 Ta<br>L.2229000 | | 2 S Turb dr geared to sc. shaft<br>17600shp<br>Mitsubishi Zosen |
| 640786<br>HPXW<br><br>Df Esd<br>Gc Rdr<br>RTv | **ESSO PHILIPPINES**<br><br>**Esso Transport Co. Inc.**<br>Panama Panamanian | 34063<br>25152<br>66419 | | <br><br>AB | 1964 Mitsui Zosen—Tmn<br>800' 0" 116' 3" 41' 9½"<br>763' 0" 116' 0" 54' 0"<br>F71' 1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>13 Ta<br>L.2912865 | HeCls. B | Oil 2SA 9Cy. 840×1800 mm<br>20400bhp B&W<br>Mitsui Zosen |
| 510821<br>MWKN<br>186337<br>Rdr RTv | **ESSO POOLE**<br>**Celtic Coasters Ltd.**<br>~~**Esso Petroleum Co. Ltd.**~~<br>~~London~~ ~~British~~<br>Dublin Irish Republic<br>Now **MARY J** See New Entries No. 4 | 754<br>310<br>1046 | ✠100A1<br>oil tanker—FP above 150° F.<br>✠LMC<br>MN180 | SS 4/64<br><br><br><br>EL k1⅜"SQ | 1955–12 Henry Scarr Ltd.—Hessle<br>196' 0" 34' 7" 11' 11½"<br>185' 0" 33' 0" 13' 6"<br>P66' F20' 1 dk<br>7BH<br>rf 6" WB128t | M Tanker Mchy.aft<br>8 Ta<br>L.45000<br><br>Der 1(2) | HeCls. ptBC | Oil 4SA 8Cy. 10"×12" with<br>clutch & reversing sr gear<br>900bhp<br>English Electric Co.<br>db 100lb<br>2×15kW 110V d.c. |
| 510822<br>FPRG<br><br>Df Esd<br>RT | **ESSO PORT JÉROME**<br>exPort-Jérome–52<br>**Esso Standard Soc. Anon. Française**<br>Rouen French | 1952<br>922<br>2650 | | <br><br>BV | 1947 Ch. & At. de St. Nazaire (Penhoët)—Quevilly<br>262' 0" 46' 2" 15' 9½"<br>46' 0" | M Tanker<br><br>L.70630<br><br>Der 1(3) | | Oil 2SA 5Cy. 520×700 mm<br>1160bhp<br>Ch. & At. de St. Nazaire (Pen |
| 510823<br>GBWU<br>300915<br>Df Esd<br>Gc Rdr<br>RTv | **ESSO PORTSMOUTH**<br><br>**Esso Petroleum Co. Ltd.**<br>London British | 25715<br>14308<br>39889 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN3520 | SS 4/66<br><br>733' 0"(incl.BB)<br><br>EL (s†)2⅞"SQ | 1959–7 Vickers-Armstrongs (S.B.) Ltd.—Nwc<br>[illegible] 90' 5" 36' 7½"<br>700' 0" 90' 0" 47' 0"<br>P140' B40' F92' 1 dk<br>RW 18BH len 61<br>rf 4½" WB8614t incl. 4782t in clean ballast tanks DTsf2737t | S Tanker Mchy.aft<br>32 Ta<br>L.1740806<br><br>Der 2(10) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17600shp Parsons<br>Vickers-Armstrongs (Eng.)<br>2WTB 965lb Spt 860° F.<br>2×750kW 450V 60c/s a.c. |
| 510825<br>MWLR<br>87372<br>RT | **ESSO PRESTON**<br><br>**Esso Petroleum Co. Ltd.**<br>London British | 1965<br>721<br>2790 | ✠100A1<br>tanker for bitumen & other oil products FP above 150° F.<br>✠LMC<br>MN234 | TD 11/67<br><br><br><br><br>EL (s) 1 1/16"SQ | 1956–3 Hall, Russell & Co. Ltd.—Abn<br>299' 0" 42' 1" 17' 4½"<br>280' 9" 42' 0" 20' 9"<br>P74' F29' 1 dk<br>11BH<br>rf 3" WB1049t incl. DTf112t | S Tanker Mchy.aft<br>5 Ta<br>L.89168<br><br>Der 2(2) 2(1) | HeCls. BC | T 3Cy. 16½" 28½" & 47"×33"<br>1300ihp<br>Hall, Russell & Co. Ltd.<br>2 SB 225lb Spt<br>2×130kW 440V a.c. |
| 510797<br>ICSE<br>3244<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO**<br>**O RICO**<br>"La Columbi<br>Marittima per A.<br>Genoa<br>er | 25278<br>15445<br>32918 | | <br><br>AB | 1959 C.R.D. Adriatico—Mfl<br>690' 0" 90' 3" 36' 10½"<br>660' 0" 90' 0" 47' 0"<br>P186' F87' 1 dk<br>RW<br>rf 4½" | S Liquefied Gas/Oil Tanker Mchy.aft<br>33 Ta<br>L.1195877 | HeCls. B ptC | 2 S Turb dr geared to sc. shaft<br>17600shp Parsons<br>C.R.D. Adriatico |
| 510798<br>WD9406<br>263089<br>Df Rdr<br>RTm/v | **ESSO NEW JERSEY**<br>exEsso Tug No. 12–55<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 19<br>97<br>— | | | 1967–1 Furness S.B. Co. Ltd. Haverton Hill<br>323' 6" 47' 1" 19' 3"<br>303' 6" 47' 0" 23' 3"<br>P73' F24' 1 dk<br>H | M Tanker Mchy.aft | | Vee Oil 4SA 12Cy.<br>geared<br>1800bhp<br>English Electric Co.<br>3 wtdb (o.f) 100lb<br>2×350kW 440V 60c/s a.c. |
| 650630<br>WNDM<br>298216<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ESSO NEW ORLEANS**<br><br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 34833<br>27745<br>67847 | | <br><br>AB | 1965 B1224t incl. 815t in clean ballast tanks DTf258t<br>800' 0" 116<br>763' 0" 116' 0"<br>P171' B24' F97' 1 dk ewell & Co. Ltd.—<br>RW<br>rf 3½" | TM Oil Reclamation Barge<br>Bow door | | 2 Oil 4SA each 6Cy.<br>gearing<br>170bhp ✠NE3,64<br>Ford Motor Co. |
| 510799<br>KPRF<br>259610<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ESSO NEW YORK**<br><br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 17420<br>10730<br>27335 | | <br><br>AB | 1950 Newport Ns S.B. & D.D. Co.—N.Ns<br>628' 0" 82' 8" 33' 6½"<br>601' 2" 82' 6" 42' 6"<br>P126' F73' 1 dk, 2nd dk fwd & aft<br>RW<br>rf nil | S<br>30 Ta<br>L.1289196<br>1 Ha (stl) (10'× Mchy.aft<br>Der 6(5) 2(2) | | 2 Oil 2SA<br>NE—<br>Atlas Imperial D.E. Co. |

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| **ESSO ROMA**<br>**"La Columbia" Società Marittima per Azioni**<br>Genoa<br>Italian | 23231<br>13931<br>36163 | | AB RI | **1960** C.R.D. Adriatico—Mfl<br>689′ 11″ 90′ 3″ 37′ 0¾″<br>660′ 0″ 90′ 0″ 47′ 0″<br>P140′ B40′ F89′ 1 dk<br>RW<br>rf 4½″ | S Tanker Mchy.aft<br>33 Ta<br>L.1704290<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>16200shp 4300t (o.f)–90pd<br>C.R.D. Adriatico Tri<br>17k |
| **ESSO RØNNE**<br>exTerkol-65<br>**Dansk Esso A/S**<br>Copenhagen<br>Danish | 499<br>318<br>— | ✠100A1<br>oil tanker<br>Ice Class 3<br>✠LMC<br>MN150 | SS 4/68<br>EL k1⅛″SQ | **1963–11** Krögerwerft G.m.b.H.—Rendsburg<br>204′ 9″ 31′ 8″ 12′ 4″<br>184′ 5″ 31′ 0½″ 13′ 5″<br>P52′ F36′ 1 dk<br>8BH<br>rf 2″ WB80t | M Tanker Mchy.aft<br>8 Ta<br>L.46000 | Oil 2SA 6Cy. 310×490 mm<br>750bhp 47t<br>Alpha-Diesel A/S Fkn<br>db 143℔ 11k |
| **ESSO ROTTERDAM**<br>**Esso Tankvaart Nederlandse Antillen N.V.**<br>~~Aruba~~<br>Oranjestad<br>Netherland (Antilles) | ~~24587~~ **23562**<br>~~42657~~ 12117<br>36003 | | AB | **1959** C. v.d. Giessen Schps.—Krimpen<br>693′ 5″ 90′ 2″ 35′ 8⅛″<br>660′ 0″ 90′ 0″ 47′ 0″<br>P140′ B51′ F88′ 1 dk<br>RW<br>rf 4″ | S Tanker Mchy.aft<br>33 Ta<br>L.1553194<br>HeCls. BC<br>Der 2(5) | 2 S Turb dr geared to sc. shaft<br>17600shp 1955t (o.f)–92pd<br>N.V. Werkspoor Ams<br>2×700kW 440V 60c/s a.c. 17k |
| **ESSO SALISBURY**<br>**Esso Petroleum Co. Ltd.**<br>London<br>British | 24008<br>12576<br>38094 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3520 | SS 4/66<br>695′ 11″(incl.BB)<br>EL r†$2\frac{15}{16}$″ | **1957–12** Howaldtswerke Ham. A.G.—Ham<br>~~695′ 11″~~ 90′ 4″ ~~36′ 11½″~~ 37′ 0″<br>660′ 0″ 90′ 0″ 47′ 0″<br>P140′ B40′ F92′ 1 dk<br>RW 16BH<br>rf 4½″ WB8630t incl. 4877t in clean ballast tanks | S Tanker Mchy.aft<br>30 Ta<br>L.1575756<br>HeCls. BC<br>Der 2(5) | 2 S Turb dr geared to sc. shaft<br>17600shp 4612t (o.f)–93pd<br>Howaldtswerke Ham. A.G. Ham<br>2WTB 967℔ Spt 870° F. 925℔ hs19836<br>2×700kW 450V 60c/s a.c. 16½k |
| **ESSO SANTOS**<br>**Esso Transport & Shipping Co.**<br>Panama<br>Panamanian | 17328<br>10668<br>27315 | | AB | **1950** Newport Ns S.B. & D.D. Co.—N.Ns<br>628′ 0″ 82′ 8″ 36′ 6⅝″<br>601′ 2″ 82′ 6″ 42′ 6″<br>P137′ B53′ F82′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1263499<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp 2680t (o.f)–82½pd<br>Newport Ns S.B. & D.D. Co. N.Ns<br>16k |
| **ESSO SCRANTON**<br>**Humble Oil & Refining Co.**<br>Wilmington, Del<br>United States | 10565<br>6391<br>16536 | | AB | **1944** Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 30′ 2″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660<br>HeCls. BC<br>Der 2(5) 6(2½) | S Turb 7240shp driving 1 gen. 4320kW 2400V a.c. connected to elec. motor<br>6600shp (Sy) 1495t (o.f)–50pd<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×525kW 450V 60c/s a.c. 14½k |
| **ESSO SEATTLE**<br>exSaroula-64<br>**Skouras Lines Inc.**<br>New York<br>United States | 19291<br>11716<br>31792 | | AB | **1958** Ingalls S.B. Corp.—Pascagoula<br>665′ 8″ 84′ 3″ 36′ 6⅝″<br>630′ 0″ 84′ 0″ 46′ 9″<br>P155′ B50′ F85′ 1 dk<br>rf 3″ | S Tanker Mchy.aft<br>20 Ta<br>L.1395600<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>20460shp 4245t (o.f)–100pd<br>Westinghouse Elec. Corp. Phl<br>17½k |
| **ESSO SPAIN**<br>**Esso Transport Co. Inc.**<br>Panama<br>Panamanian | *53507*<br>*33990*<br>80534 | | AB | **1962** Howaldtswerke Ham. A.G.—Ham<br>861′ 5″ 125′ 3″ 49′ 3⅛″<br>820′ 0″ 125′ 0″ 62′ 6″<br>P145′ B38′ F105′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>35 Ta<br>L.3881640<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>26500shp 9937t (o.f)–142pd<br>Howaldtswerke Ham. A.G. Ham<br>16¼k |
| **ESSO STOCKHOLM**<br>**Esso Rederi A/B**<br>Stockholm<br>Swedish | 30239<br>16401<br>52440 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3255 | SS 7/65<br>EL v†$3\frac{3}{16}$″SQ | **1961–3** Kockums M/V A/B—Mmo<br>745′ 8″ 102′ 2″ 39′ 4½″<br>705′ 0″ 102′ 0″ 50′ 0″<br>P91′ F111′ 1 dk<br>17BH<br>rf 2″ WB6894t incl. 5158t in clean ballast tanks | S Tanker Mchy.aft<br>36 Ta<br>L.2368830<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>16274shp 4599t (o.f)–85pd<br>De Lavals Ångturbin Skm<br>2WTB 700℔ Spt 865° F. 630℔ hs22134<br>sg 150℔ 16¾k |
| **ESSO STUTTGART**<br>**Esso Tankschiff Reederei G.m.b.H.**<br>Hamburg<br>W. German | ~~32010~~ 31017<br>~~17678~~ 18010<br>~~48025~~ 50420 | | AB GL ~~AB~~ | **1958** Howaldtswerke Ham. A.G.—Ham<br>740′ 0″ 102′ 3″ 37′ 9″<br>705′ 0″ 102′ 0″ 50′ 0″<br>P150′ B51′ F100′ 1 dk<br>rf nil | S Tanker Mchy.aft<br>32 Ta<br>L.2144299<br>HeCls. BC<br>Der 2(5) 2(2) | 2 S Turb dr geared to sc. shaft<br>19000shp 4851t (o.f)<br>Howaldtswerke Ham A.G. Ham<br>2×750kW 440V 60c/s a.c. 17½k |
| **ESSO SWITZERLAND**<br>**Esso Transport & Tanker Co. Inc.**<br>Panama<br>Panamanian | 29141<br>19005<br>49802 | | AB | **1959** C.R.D. Adriatico—Mfl<br>773′ 2″ 90′ 3″ 42′ 10″<br>740′ 6″ 90′ 0″ 56′ 0″<br>P140′ B40′ F88′ 1 dk<br>RW len & deepened 62<br>rf 4½″ | S Tanker Mchy.aft<br>35 Ta<br>L.1739503<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17600shp Parsons 6143t (o.f)–93pd<br>C.R.D. Adriatico Tri<br>16½k |
| **ESSO TEJO**<br>**Esso Standard Portuguesa (Companhia Portuguesa de Petróleos) S.A.R.L.**<br>Lisbon<br>Portuguese<br>For later particulars see New Entries No. 6 | 556 ~~615~~<br>470 ~~469~~<br>917 | A1<br>for restricted service<br>Class contemplated | | Argibay-Soc. de Const. Nav. Ltda.—Lis<br>172′ 11″ 34′ 5″ 10′ 0″<br>167′ 4″ 34′ 2″ 11′ 6″ | TM Barge Mchy.aft | 2 Oil 4SA each 12Cy. 135×160 mm<br>Klöckner-Humboldt-Deutz Kln |

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| 662034<br>IBET<br>3386<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO TORINO**<br><br>**"La Columbia" Società**<br>**Marittima per Azioni**<br>Genoa Italian | 39270<br>19755<br>66740 | 800' 10"(incl.BB)<br>RI | 1966 Cant. Nav. Riuniti—Anc<br>~~[illegible]~~ 116' 10" 40' 10"<br>762' 10" 116' 0" 54' 5"<br>P190' Q85' B23' F79' 1 dk | S Tanker Mchy.aft<br>15 Ta<br>L.8277151<br><br>Der 2(10) | HeCls. B | 2 S Turb dr geared to sc. shaf<br>19000shp De Laval<br>Cant. Del Tirreno<br>2×750kW 450V 60c/s a.c. |
| 540390<br>IBRV<br>3308<br>Df Esd<br>Gc Rdr<br>RT | **ESSO TRIESTE**<br>exEsso Coventry-63<br>**"La Columbia" Soc.**<br>**Marittima per Azioni**<br>Genoa Italian | 23275<br>13897<br>36273 | ✠100A1 SS 8/68 ~~SS 4/64~~<br>oil tanker<br>✠LMC<br><br>MN3250 EL r†2$\frac{11}{16}$"SQ<br>RI | 1959-7 C.R.D. Adriatico—Tri<br>690' 0" 90' 5" 35' 6$\frac{5}{8}$"<br>660' 0" 90' 0" 47' 0"<br>P140' B40' F92' 1 dk<br>17BH<br>rf 4" ~~WB6103t incl. 4893t in clean ballast tanks~~<br>WB5612t incl. 2402t in clean ballast tanks | S Tanker Mchy.aft<br>30 Ta | | 2 S Turb dr geared to sc. shaf<br>17600shp<br>C.R.D. Adriatico<br>2WTB 965lb Spt 860°F. |
| 510861<br>HPMT<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO TRINIDAD**<br><br>**Esso Transport & Tanker**<br>**Co. Inc.**<br>Panama Panamanian | 29141<br>19005<br>49863 | AB | 1959 C.R.D. Adriatico—Mfl<br>773' 2" 90' 3" 41' 4$\frac{3}{8}$"<br>740' 6" 90' 0" 56' 0"<br>1 dk<br>RW len & deepened 62<br>rf 4½" | S Tanker Mchy.aft<br>35 Ta<br>L.2230000 | | 2 S Turb dr geared to sc. shaf<br>17600shp Parsons<br>C.R.D. Adriatico |
| 660773<br><br>317712<br>RTm | **ESSO TSING YI**<br><br>**Esso Standard Oil (Hong**<br>**Kong) Ltd.**<br>Hong Kong British | 1069<br>661<br>~~1532~~<br>1740 | ✠A1<br>oil tanker FP above 150°F.<br>Waters of the Colony of<br>Hong Kong<br>LMC<br>MN138 EL (n)1$\frac{1}{16}$" | 1966-3 H.Kg & Whampoa Dk Co. Ltd.—<br>H.Kg<br>216' 1" 45' 7" 11' 0$\frac{3}{4}$"<br>201' 9" 45' 0" 13' 6"<br>RFD35' 1 dk<br>8BH<br>rf 4" WB260t | TM Tanker Mchy.aft<br>8 Ta<br>L.71386<br><br>Der 3(1) | | 2 Oil 4SA each 6Cy.<br>reverse gears<br>690bhp<br>Cummins Eng. Co.<br>2×35kW 110V d.c. |
| 642132<br>ZENN<br>317296 | **ESSO TSUEN WAN**<br><br>**Esso Standard Oil**<br>**(Hong Kong) Ltd.**<br>Hong Kong British<br><br>Now **THANH HUONG** See New Entries No. 6 | 625<br>315<br>— | ✠100A1<br>oil tanker Waters of the<br>Colony of Hong Kong<br>LMC<br>MN131 EL (l) 1"SQ | 1964-12 H.Kg & Whampoa Dk Co. Ltd.—<br>H.Kg<br>170' 7" 36' 8" 9' 9$\frac{3}{4}$"<br>161' 8" 36' 0" 12' 0"<br>1 dk<br>8BH<br>rf 4" WB133t | TM Tanker Mchy.aft | | 2 Oil 4SA each 6Cy.<br>reverse gears<br>654bhp<br>Cummins Engine Co. |
| 510862<br><br>315793 | **ESSO TUG No. 101**<br><br>**Standard Tankers**<br>**(Bahamas) Co. Ltd.**<br>Port of Spain British | 233<br>63<br>— | | 1907 Skinner S.B. & D.D. Co.—Bal<br>*90-0'* 23' 0"<br>22' 10"<br><br>R | M Tug | | Oil 12Cy. 8½"×10"<br>Emade43fitted—<br>General Motors Corp. |
| 510863<br><br>315794 | **ESSO TUG No. 102**<br><br>**Standard Tankers**<br>**(Bahamas) Co. Ltd.**<br>Port of Spain British | 233<br>63<br>— | | 1907 Skinner S.B. & D.D. Co.—Bal<br>*90-0'* 23' 0"<br>22' 10"<br><br>R | M Tug | | Oil 12Cy. 8½"×10"<br>Emade43fitted—<br>General Motors Corp. |
| 510866<br>GDTE<br>301061<br>Esd Pfd<br>Rdr RTv | **ESSO TYNEMOUTH**<br><br>**Esso Petroleum Co. Ltd.**<br>London British | 501 ~~525~~<br>194 ~~209~~<br>654 ~~652~~ | ✠100A1 ~~SS 4/64~~<br>oil tanker ~~FP above~~<br>~~150°F.~~ SS 12/68<br>✠LMC<br>MN106 EL h 1¼"SQ | 1960-2 J. Bolson & Son Ltd.—Poo<br>170' 8" 28' 0" 11' 7½"<br>159' 8" 26'11½" 12' 10"<br>P58' RFD18' 1 dk<br>8BH<br>rf 3" WB172t | M Tanker Mchy.aft<br>8 Ta<br><br><br>Der 1(2) | HeCls. BC | Oil 4SA 5Cy. 9½"×15¾"<br>coupling & sr reverse ge<br>530bhp<br>Mirrlees, Bickerton & Da<br>db 120lb<br>2×40kW 220V d.c. |
| 510867<br>HPMF<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO URUGUAY**<br><br>**Esso Transport & Shipping**<br>**Co. Inc.**<br>Panama Panamanian | 29139<br>18922<br>49844 | AB | 1958 Mitsubishi Zosen—Nag<br>773' 2" 90' 5" 41' 4$\frac{3}{8}$"<br>740' 6" 90' 0" 56' 0"<br>B40' F81' 1 dk<br>RW len & deepened 63<br>rf 4½" | S Tanker Mchy.aft<br>22 Ta<br>L.2229000 | | 2 S Turb dr geared to sc.<br>17600shp<br>Mitsubishi Zosen |
| 510868<br>IBEY<br>3034<br>Df Esd<br>Gc Rdr<br>RT | **ESSO VENEZIA**<br><br>**"La Columbia" Soc.**<br>**Marittima per Azioni**<br>Genoa Italian | 14991<br>8888<br>21710 | AB RI | 1955 Cant. Nav. Riuniti—Anc<br>589' 9" 77' 5" 31' 4½"<br>558' 2" 77' 1" 41' 2"<br>P123' F66' 1 dk<br>RW | S Tanker Mchy.aft<br>27 Ta | | 2 S Turb dr geared to sc.<br>10600shp<br>Cant. del Tirreno |
| 510871<br>WD7704<br>262671<br>Df Rdr<br>RTm/v | **ESSO VIRGINIA**<br>exEsso Rhode Island-58<br>exEsso Tug No. 11-56<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | 192<br>97<br>— | AB | 1951 Gulfport S.B. & D.D. Corp.—<br>Pt.Arthur<br>103' 0" 25' 2" 11' 7$\frac{3}{8}$"<br>96' 8" 25' 1" 12' 11"<br>1 dk<br>BK2½" | D-E Tug | | Oil 2SA 12Cy.<br>driving 1 gen.<br>connected to elec.<br>(WL)<br>General Motors Corp.<br>1×30kW 110V d.c. |
| 540391<br>GTVE<br>304375<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO WARWICKSHIRE**<br><br>**Esso Petroleum Co. Ltd.**<br>London British | 48049<br>32464<br>84688 | ✠100A1 SS 3/67<br>oil tanker<br>✠LMC<br><br>MN5300 EL c*3¼"SQ | 1962-12 A.G. "Weser"—Bmn<br>861' 4" 112' 9" 49' 2"<br>820' 0" 112' 6" 62' 6"<br>P145' B37' F109' 1 dk<br>RW 19BH<br>rf 5½" WB19257t incl. 8809t in clean ballast tanks DTsf6886t | S Tanker Mchy.aft<br>39 Ta<br>L.2717680<br><br>Der 2(5-10) | HeCls. BC | 2 S Turb dr geared to sc.<br>26500shp<br>A.G. "Weser"<br>2WTB 965lb Spt<br>sg 199lb<br>2×1000kW 450V |

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| **ESSO WASHINGTON**<br>**Humble Oil & Refining Co.**<br>Wilmington, Del United States | **24706**<br>15242<br>39089 | | AB | **1957** Newport Ns S.B. & D.D. Co.—N.Ns<br>715′ 0″ 93′ 3″ 37′ 6¾″<br>685′ 0″ 93′ 0″ 48′ 7″<br>P155′ B46′ F110′ 1 dk<br>RW<br>rf 4⅜″ | S Tanker Mchy.aft<br>30 Ta<br>L.1748000<br>Der 2(5) | | 2 S Turb dr geared to sc. shaft<br>26500shp (o.f)<br>Newport Ns S.B. & D.D. Co. N.Ns<br>2×750kW 450V 60c/s a.c. 18¼k |
| **ESSO WESTMINSTER**<br>**Esso Petroleum Co. Ltd.**<br>London British | **17568**<br>10245<br>28232 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN2750 | TD 12/66<br>EL n†2¾″SQ | **1954**–2 Vickers-Armstrongs Ltd.—Brw<br>629′ 8″ 82′ 10″ 33′ 7¾″<br>600′ 0″ 82′ 6″ 42′ 6″<br>P126′ B47′ F84′ 1 dk<br>RW 16BH<br>rf 4½″ WB2219t incl. DTsf1342t | S Tanker Mchy.aft<br>29 Ta<br>Der 2(10) 4(5) 2(2) | | 2 S Turb dr geared to sc. shaft<br>13750shp 2672t (o.f)<br>Vickers-Armstrongs Ltd. Brw<br>2WTB 965lb Spt 897lb<br>2×400kW 450V 60c/s a.c. 16k |
| **ESSO WINCHESTER**<br>**Esso Petroleum Co. Ltd.**<br>London British | **24559**<br>13924<br>38064 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN3520 | SS 11/66<br>695′ 11″(incl.BB)<br>EL r†2″1⅜SQ | **1958**–2 A.G. "Weser"—Bmn<br>~~695′ 11″~~ 90′ 4″ 37′ 0″<br>660′ 0″ 90′ 0″ 47′ 0″<br>P140′ B40′ F92′ 1 dk<br>RW 16BH<br>rf 4½″ WB3519t | S Tanker Mchy.aft<br>30 Ta<br>L.1575800<br>Der 2(5) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17600shp 4692t (o.f)–93pd<br>A.G. "Weser" Bmn<br>2WTB 967lb Spt 870° F. 930lb hs19836<br>2×700kW 450V 60c/s a.c. 16½k |
| **ESSO WOOLSTON**<br>**Esso Petroleum Co. Ltd.**<br>London British | 856<br>369<br>1300 | **✠100A1**<br>oil tanker—FP above<br>150° F.<br>**✠LMC**<br>MN146 | SS 8/66<br>EL l 1 1/16″SQ | **1958**–2 Henry Scarr Ltd.—Hessle<br>209′ 9″ 35′ 3″ 12′ 9½″<br>197′ 0″ 34′ 0″ 14′ 6″<br>P71′ F23′ 1 dk<br>7BH<br>rf 6″ WB136t | M Tanker Mchy.aft<br>8 Ta<br>L.54000<br>Der 1(2) | | Oil 4SA 8Cy. 10″×12″ with sr reverse reduction gearing<br>730bhp ✠NE11/67 55t (d.o)–4pd<br>English Electric Co. Prs<br>wtdb 100lb<br>2×20kW 110V d.c. 10k |
| **ESSO YORK**<br>**Esso Petroleum Co. Ltd.**<br>London British | **17180** ~~17570~~<br>10072 ~~10249~~<br>28233 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN2750 | ~~SS 8/63~~<br>TD 5/68<br>EL n†2¾″SQ | **1955**–4 Vickers-Armstrongs Ltd.— Walker<br>629′ 8″ 82′ 10″ ~~33′ 7¼″~~ ~~33′ 7¾″~~ 33′ 8″<br>600′ 0″ 82′ 6″ 42′ 6″<br>P126′ B47′ F84′ 1 dk<br>RW 16BH<br>rf 4½″ WB2023t incl. DTsf1342t | S Tanker Mchy.aft<br>30 Ta<br>L.1286922<br>Der 2(10) 4(5) 2(2) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp 2680t (o.f)–65pd<br>Parsons Marine Turb. Co. Wal<br>2WTB 965lb Spt 897lb hs14922<br>~~2×400kW~~ 450V 60c/s a.c. 16k<br>2×500kW |
| **ESSO YORKSHIRE**<br>**Esso Petroleum Co. Ltd.**<br>London British<br>For later particulars see New Entries No. 2 | **53423**<br>35837<br>94241 | | | **1963** Kockums M/V A/B—Mmo<br>861′ 5″ 125′ 3″ 49′ 2½″<br>820′ 0″ 125′ 0″ 62′ 6″<br>P145′ B38′ F105′ 1 dk<br>RW<br>rf 6″ | S Tanker Mchy.aft<br>27 Ta<br>L.3187090<br>Der 2(10) | HeCls. B | 2 S Turb dr geared to sc. shaft Stal-Laval<br>26500shp 9831t (o.f)–130pd<br>Kockums M/V A/B Mmo<br>2×1000kW 450V 60c/s a.c. 16½k |
| **ESSO ZURICH**<br>**Esso Transport Co. Inc.**<br>Panama Panamanian | **37336**<br>28433<br>66612 | | AB | **1965** Mitsui Zosen—Tmn<br>800′ 0″ 116′ 3″ 41′ 9⅞″<br>763′ 0″ 116′ 0″ 54′ 6″<br>P43′ F80′ 1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>12 Ta<br>L.2854000 | | Oil 2SA 9Cy. 840×1800 mm<br>20400bhp B&W 3640t (d.o)<br>Mitsui Zosen Tmn<br>15½k |
| **ESTACIO COIMBRA**<br>ex4 de Outubro-59<br>exEstacio Coimbra<br>**Administração do Porto do Recife**<br>Recife Brazilian | *271*<br>*1*<br>— | ✠ | | **1928**–10 J. I. Thornycroft & Co. Ltd.— Sou<br>*111·5′* 29′ 7″ 16′ 0″<br>… … …<br>R | TS Tug | | C 4Cy. 19″ & 38″×30″<br>(o.f)<br>J. I. Thornycroft & Co. Ltd. Sou |
| **ESTADO DO AMAZONAS**<br>**Companhia de Navegação da Amazonia**<br>Manaus Brazilian<br>For later particulars see New Entries No. 6 | **1260**<br>618<br>2272<br>**1996**<br>1361<br>3273 | **100A1**<br>Class contemplated | | Emaq Eng. Máq. S.A.—Rio<br>259′ 7″ 16′ 3″/20′ 3″<br>241′ 1″ 41′ 0″ 24′ 7″ | M OSD/CSD Mchy.aft | | Oil 2SA 6Cy. 350×620 mm B&W<br>Industrias Villares S.Paulo |
| **ESTE**<br>**Stader Schiffswerft G.m.b.H.**<br>~~Stader Motorschiff. G.m.b.H.~~<br>Küstensch. Bauer & Hauschildt K.G.<br>Stade W. German<br>Now **BREITENBURG** See New Entries No. 10 | **422**<br>211<br>827 | | GL | **1959** Stader Schiffsw.—Stade<br>*169·0′* 31′ 0″ 12′ 4¼″<br>161′ 9″ 30′ 10½″ 12′ 10″<br>1 dk<br>RW | M Mchy.aft<br>G.47815 B.43720<br>3 Ha (55′×23′) (57½′, 25¾′×18′)<br>3W Der 2(2) | | Oil 4SA 8Cy. 290×420 mm<br>300bhp 32¾t<br>Masch. Kiel A.G. Kel<br>9½k |
| **ESTEBRÜGGE**<br>**Seeschiffahrt "Este" G.m.b.H.**<br>Küstensch. Bauer & Hauschildt K.G.<br>Hamburg W. German | **499**<br>361<br>856 | | GL | **1958** J. J. Sietas Schiffsw.—Ham<br>196′ 7″ 31′ 9″ 11′ 9¾″<br>177′ 6″ 31′ 6″ 13′ 4″<br>P32′ F21′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 124¾′<br>G.42450 B.38536<br>2 Ha (each 48¾′×17′)<br>4W Der 4(3) | | Oil 4SA 6Cy. 320×450 mm<br>500bhp NE67 82t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| **ESTEBURG**<br>**Seeschiffahrt "Este" G.m.b.H.**<br>Küstensch. Bauer & Hauschildt K.G.<br>Hamburg W. German | **500**<br>314<br>843 | | GL | **1954** J. J. Sietas Schiffsw.—Ham<br>170′ 3″ 27′ 8″ 14′ 1½″<br>27′ 6″ 15′ 3″<br>P44′ F27′ 2 dks<br>RW | M CSD Mchy.aft<br>G.37900 B.35400<br>Der 2(3) | | Oil 4SA 8Cy. 290×420 mm<br>400bhp (d.o)<br>Masch. Kiel A.G. Kel<br>9k |

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|---|---|---|---|---|---|---|
| 514200<br>DIYD<br><br>Df Esd<br>RTm | **ESTEDEICH**<br>exHans Bülow–65<br>~~Willi Bergner~~<br>~~Hamburg W. German~~<br>Partenreederei m/s "Estedeich"<br>Willi Bergner<br>Hamburg W. German | 423<br>214<br>748 | GL | **1953** Orenstein-Koppel & Lbcr. Masch.<br>—Lbc<br>*170·0'* 27' 9" 11' 5$\frac{7}{16}$"<br>27' 7" 17' 7"<br>F20' H28' 1 dk & S dk<br>RW len 60 | M OSD Mchy.aft<br><br>G.36150 B.32500<br>2 Ha (30½'. 52¼' × 17½')<br>2W Der 3(2) | Oil 4SA 8Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 510887<br>EEMQ | **ESTELA**<br>exSolgull<br>**Comercial Española de Transportes S.A.**<br>Seville Spanish | 165<br>141<br>— | | **1918** Ast. Minguell S.A.—Bcl<br>*96·5'* 23' 0"<br>... ... ... | Wood Aux Sr | Oil<br>240bhp NE35<br>Humboldt-Deutzmot. |
| 540392<br>DIGK<br><br>Df Esd<br>Rdr | **ESTELAND**<br>exAlteland–63<br>**Heinrich Heidhoff**<br>Küstenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg W. German | 499<br>361<br>945 | GL | **1958** J. J. Sietas Schiffsw.—Ham<br>196' 7" 31' 9" 11' 5¾"<br>177' 6" 31' 6" 13' 4"<br>P32' F24' 1 dk<br>RW | M Mchy.aft<br><br>G.42000 B.40000<br>4 Ha (each 23¾' × 17') | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 521679<br>SHUJ<br>9959 | **ESTELLE**<br>exMadzy–65<br>**Ingvald Wikström Partrederi**<br>Åstol Swedish | 299<br>163<br>385 | BV | **1951** Gebr. Niestern & Co.—Dzl<br>142' 11" 23' 1" 9' 2½"<br>... ... ...<br>1 dk | M Mchy.aft | Oil 4SA 4Cy. 290×420 mm<br><br>Masch. Kiel A.G. |
| 510888<br>OGPW<br>531 | **ESTELLE**<br>exMonica–61 exWesta–59<br>exVesta–54<br>**Emil V. Gustafsson**<br>Porvoo/Borgå Finnish | 260<br>173<br>320 | BV | **1922** Schulte & Bruns—Emd<br>137' 1" 23' 1"<br>... ... ...<br>1 dk<br>R len 57 | M Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br>240bhp NE54<br>Alpha-Diesel A/S |
| 510889<br>OXIK<br><br>Df Esd<br>Gc Rdr<br>RT | **ESTELLE MÆRSK**<br><br>**Arnold Mærsk Mackinney Möller**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>3651<br>1878<br>6180<br>5191<br>3231<br>7900 | ✠100A1 ~~SS 10/63~~<br>DTm—molasses or vegetable oil SS 11/68<br>DTm & DTf—oil FP above 150° F. or latex<br>✠LMC<br>MN920 EL y 1 11/16"SQ | **1958**–10 Burmeister & Wain—Cpn<br>411' 11" 54' 2" ~~22' 0½"/—~~ 22' 1½"/25' 8"<br>376' 7" 54' 0" 32' 0"<br>Ba100' F42' 1 dk & S dk<br>Coll & mchy. BH to S dk 6 to 2nd dk<br>rf 4" WB1605t incl. DTm361t DTf163t | M ~~OSD/CSD~~ Mchy.aft<br>5 Ho<br>G.420000 B.384000<br>5 Ha (each 38' × 20')<br>10W Der 2(25) 10(5) 2(1½) | Oil 2SA 8Cy. 500×1100 mm<br>4600bhp<br>Burmeister & Wain<br>2AuxB (1 o.f 1 ex.g) 100lb |
| 651520<br>WV2002<br>298031<br>RTm | **ESTELLE STONE**<br>exLT-1947–65<br>**Stone Towing Line**<br>Wilmington, N.C. United States | 226<br>153<br>— | AB | **1953** Avondale Marine Ways Inc.—Avondale<br>*102·0'* 26' 8" 13' 3¾"<br>100' 3" 26' 6" 14' 10"<br><br>rf nil | M Tug | Oil 2SA 6Cy. 16"×20"<br>1400bhp<br>Fairbanks, Morse & Co.<br>2×40kW 115V d.c. |
| 510890<br>CXBZ<br><br>Df Esd<br>Rdr | **ESTEMAR**<br>exEendracht–56<br>**Montemar S.A. Comercial y Mar.**<br>Montevideo Uruguayan | 2613<br>1446<br>4216 | AB | **1944** American Bridge Co.—Ambridge<br>319' 0" 50' 2" 15' 0¾"<br>307' 9" 50' 0" 17' 6"<br>P177' F126' 1 dk & S dk<br><br>rf nil | TM OSD<br>4 Ho 40', 72', 72', 68'<br>G.240000 B.210000<br>4 Ha( 20½', 35½', 35½', 35½' × 20½')<br>8W Der 8(3) | 2 Oil 2SA each 12Cy.<br>900bhp<br>General Motors Corp.<br>4×100kW 220V d.c. |
| 622274<br><br><br>Df Esd<br>RT | **ESTER CRUZ**<br>Launched as Maria Esther<br>**Francisco Lariño Varela**<br>Corunna Spanish | 350<br>161<br>— | BV | **1963** Maritima del Musel S.A.—Gjn<br>*121·3'* 25' 1"<br>24' 11"<br><br>RW | M Trawler | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz |
| 661483<br>FTQS<br><br>Df Esd<br>Rdr<br>RTv | **ESTEREL**<br><br>**Compagnie Générale Transatlantique**<br>Marseilles French | 1276<br>590<br>1200 | BV | **1966** Soc. des Forges de la Méditerranée—Hav<br>277' 6" 44' 4" 14' 7½"<br>261' 2" 32' 6"<br>1 dk & S dk<br>rf 24" | TM Ref OSD<br>1 Ho 84½' 1 TwD 196½'<br>B.139493 In.4591<br>4 Ha (stl) (36', 36', 23', 23' × 13')<br>Der 1(10) 2(5) | 2 Vee Oil 4SA each 16Cy.<br>4460bhp<br>Soc. des Forges de la Méditerranée<br>3×130kW 380V 50c/s a.c. |
| 510849<br>HPDF<br><br>Pfd RT | **ESTEREL**<br>exPejerey–66 exU.S.A.–66<br>exEsso Suwanee–63<br>exEmpire Lad–46<br>Launched as Empire Garnet<br>**Antco S.A.**<br>Panama Panamanian<br>Now **WESTEREND** See New Entries No. 5 | 331<br>144<br>350 | GL<br>✠Classed LR until 7/63 | **1941**–10 Rowhedge Irn Wks Co. Ltd.—Rowhedge<br>132' 7" 24' 3" 10' 0½"<br>127' 3" 24' 0" 10' 9"<br>P39' F20' 1 dk conv tanker 63 | M Mchy.aft | Oil 2SA 5Cy. 250×420 mm<br>460bhp Atlas<br>British Auxiliaries Ltd. |
| 510893 | **ESTERO**<br>exBallyholme Bay–53<br>exBrowns Bay–52<br>exAnthony Enright–50<br>**Transmaritima Comercial S.A.**<br>Rio de Janeiro Brazilian | *1934*<br>*1143*<br>— | Classed LR until 9/62 | **1943** W. Butler (S.Bs) Inc.—Superior<br>259' 0" 42' 3" 18' 0"<br>250' 0" 42' 1" 20' 5"<br>P22' B68' F26' 1 dk | S | T 3Cy. 19", 32" & 54"×36"<br><br>Prescott Co. Menominee |
| 510894<br>DGIX | **ESTETAL**<br>exKäthe Ritscher–39<br>exSursum Corda–33<br>**Henry Ritscher**<br>Hamburg W. German | 122<br>58<br>160 | | **1926** G. J. v.d. Werff—Hgz<br>101' 8" 17' 6" 6' 11"<br>17' 4" 7' 4"<br>P25'<br>R | M Mchy.aft<br>1 Ho 59'<br><br><br>1W Der 2(1) | Oil 4SA 4Cy. 215×300 mm<br>120bhp NE37<br>Deutsche Werke A.G. |

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| **ESTEVAN**<br>Government of Canada<br>(Minister of Transport)<br>Canadian<br>Ottawa | 1161<br>607<br>625 | | | **1912** Collingwood S.B. Co. Ltd.—Clw<br>200′ 0″ 38′ 0″ 15′ 0″<br>… … …<br>1 dk<br>R | TS Lighthouse Tender (12P)<br>2 Ho 26′, 45′<br>1 Ha (stl) (3′×3′)<br>1 Ha (w) (12½′×12½′)<br>Der 1(20) | T 6Cy. 15″ 25½″ & 42″×26″<br>1500ihp (o.f)<br>Collingwood S.B. Co. Ltd. Clw<br>2×50, 20kW 110V d.c. |
| **ESTEVÃO GOMES**<br>Soc. Nacional dos<br>Armadores de Bacalhau<br>Portuguese<br>Lisbon | 1284<br>652<br>1491 | ✠100A1<br>trawler<br>Str. nav. ice<br>✠LMC<br>MN340 | SS 1/67<br><br><br><br>EL (n)f* | **1950–4** T. van Duijvendijk's Sch.—<br>Lekkerkerk<br>234′ 0″ 36′ 2″ 17′ 6¼″<br>209′ 11″ 36′ 1″ 19′ 0″<br>P27′ F55′<br>R 5BH<br>BK8″ WB402t incl. DTsf165t | M Trawler<br>2 Ho 45½′, 49¾′<br>1 Ha (w) (6¼′×5½′)<br>3 Ha (stl) (each 7′×5½′)<br>Der 1(2½) | Oil 4SA 8Cy. 390×680 mm<br>1000bhp ✠NE10/64 (d.o)<br>N.V. Werkspoor Ams<br>db 105℔<br>3×112, 56, 13kW 220V d.c. |
| **ESTHER**<br>Zim Israel Navigation<br>Co. Ltd.<br>Israel<br>Haifa | 2025<br>1223<br>2985 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN300 | <br><br><br>EL r1½″SQ | **1965–4** Israel Shipyards Ltd.—Hfa<br>276′ 7″ 41′ 4″ 20′ 6¾″<br>246′ 10″ 41′ 0″ 23′ 4″<br>Ba64′ F39′ RDf of B79′ 2 dks<br>4BH<br>rf 2″ WB489t | M Mchy.aft<br>2 Ho each 80′<br>G.141000 B.129000<br>2 Ha (stl) (51¾′, 53¾′×18′)<br>8W Der 2(5–10) 6(3–5) | Oil 4SA 6Cy. 390×680 mm<br>1500bhp 143t (d.o)<br>N.V. Werkspoor Ams<br>3×120kW 450V 60c/s a.c. 12½k |
| **ESTHER**<br>Companhia Comércio e<br>Navegação<br>Brazilian<br>Macau | 126<br>—<br>200 | ✠ | | **1967–11** Industrias Reunidas Caneco—<br>Rio<br>109′ 11″ 25′ 9″ 4′ 11″<br>102′ 4″ 24′ 7″ 7′ 7″ | M Mchy.aft | Oil 4SA 8Cy. 140×180 mm reverse<br>reduction geared<br>Motorenw. Mannheim Mhm |
| **ESTHER**<br>R. D. Nielsen<br>Danish<br>Nörresundby | 100<br>69<br>159 | | | **1919** S. Larsen—Nyköbing<br>87′ 11″ 23′ 2″ 10′ 0″<br>23′ 0″<br>Q19′ | Wood Aux Sr<br>1 Ho 50′<br>G.7342<br>1W | Oil 4SA 3Cy. 245×360 mm<br>NE62 2t<br>A/S Motfb. Gamma Fkn<br>7k |
| **ESTHER ANDREASEN**<br>Firma Holger Andreasen<br>Danish<br>Copenhagen | 499<br>255<br>1050 | | <br><br>GL | **1966** J. J. Sietas Schiffsw.—Ham<br>202′ 8″ 32′ 10″ 13′ 0¼″<br>180′ 5″ 32′ 0″ 20′ 4″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 126½′ 1 TwD 122½′<br>G.69100 B.63300<br>2 Ha (63½′, 34¼′×21′)<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>1100bhp 58t (d.o)<br>Atlas-Mak Masch Kel<br>3×60, 60, 19kW 380V 60c/s a.c.<br>Controllable pitch propeller 12k |
| **ESTHER CHARLOTTE**<br>**SCHULTE**<br>Partenreederei "Esther<br>Charlotte Schulte"<br>Bernhard Schulte<br>W. German<br>Hamburg | 1918<br>946<br>3108<br>2934<br>1799<br>4348 | | <br><br>GL | **1961** Jos. L. Meyer—Papenburg<br>308′ 5″ 46′ 0″ 18′ 3″/22′ 2½″<br>278′ 10″ 45′ 11″ 26′ 3″<br>F24′ 1 dk & S dk<br>rf 2″ | M OSD/CSD Mchy.aft<br>2 Ho 93¾′ 96′<br>G.211094 B.196318<br>4 Ha (stl) (each 66′×23′)<br>8W Der 1(15) 8(3–5) | Oil 4SA 6Cy. 520×740 mm<br>2250bhp 240t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×136, 136, 52kW 440V 60c/s a.c. 13½k |
| **ESTHER LOHSE**<br>exIris Thy-61<br>exDagmar Larsen-51<br>Erling Lohse Partrederi<br>Danish<br>Juelsminde | 109<br>58<br>165 | | <br><br>BV | **1942** Hobro Skibs.—Hobro<br>92′ 4″ 22′ 7″ 10′ 0″<br>… … … | Wood Aux Gl Mchy.aft<br>1 Ho 34′<br>Der 1(5) | Oil 2SA 2Cy. 230×400 mm<br>150bhp NE56<br>Alpha-Diesel A/S Fkn |
| **ESTHER-MARIE**<br>exSigne Anthonisen-66<br>Jens Rasmussen<br>Danish<br>Skagen | 149<br>66<br>— | | <br><br>~~GL~~ | **1960** Ernst Thälmann—Brandenburg<br>101′ 7″ 21′ 9″<br>… … …<br>1 dk | M Trawler | Oil 4SA 8Cy. 240×360 mm<br>420bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **ESTHER MORAN**<br>Moran Towing Corp.<br>United States<br>New York | 426<br>289<br>— | | <br><br>AB | **1963** Jakobson Shpyd Inc.—Oyster Bay<br>120′ 0″ 32′ 9″ 16′ 10⅞″<br>112′ 0″ 31′ 6″ 18′ 9″<br>1 dk<br>BK3″ | TD-E Tug | 2 Oil 2SA each 16Cy. 8¾″×10½″ 3500bhp<br>driving 2 gen. 1210kW 525V d.c.<br>connected to 2 elec. motors<br>Emade—fitted63 331t (d.o)<br>General Motors Corp. Clv<br>4×60, 60, 35, 35kW 125V d.c. |
| **ESTHERITA**<br>Navigazione Generale<br>Siciliana<br>Italian<br>Palermo | 3529<br>1980<br>5610 | ~~✠100A1~~<br>~~oil tanker~~<br>~~✠LMC~~<br>~~MN570~~<br>✠Class **WITHDRAWN**<br>at Owners' request<br>3/68 | ~~SS 2/64~~<br><br><br>~~EL w ptSQ~~<br>~~RI~~<br><br>RI | **1956–3** Cant. Nav. Apuania—Marina di<br>Carrara<br>367′ 0″ 52′ 8″ 19′ 5″<br>344′ 6″ 52′ 6″ 23′ 11″<br>P77′ B34′ F32′ 1 dk<br>12BH<br>rf 1″ WB325t incl. DTf161t | M Tanker Mchy.aft<br>18 Ta<br>L.24400 HeCls. BC<br>Der 2(2) 2(1½) | Oil 2SA 8Cy. 520×960 mm<br>2850bhp 167½t (hvf)–12½pd<br>Fiat S.G.M. Tur<br>2AuxB 185℔<br>3×97½, 97½, 65kW 110V d.c. 13½k |
| **ESTONIA**<br>U.S.S.R.<br>Russian<br>Leningrad | 4871<br>2061<br>1371 | | | **1960** Mathias-Thesen-Werft—Wismar<br>400′ 9″ 52′ 6″ 16′ 11½″<br>52′ 4″ 24′ 11″<br>3 dks<br>RW | TM (333P) Ref<br>2 Ho<br>B.24120 In.6286<br>2 Ha (18¼′×13′) (10′×8¼′)<br>Cr 1(3) 1(1) | 2 Oil 2SA each 6Cy. 370×800 mm<br>10000bhp MAN<br>Dieselmotorenwerk Ros<br>17k |
| **ESTORIL**<br>Diniz Gaspar Lontro<br>Brazilian<br>Rio de Janeiro | 211<br>84<br>— | | | **1956** "Scheveningen" Sleep. Maats.—<br>Scheveningen<br>111′ 7″ 23′ 4″ 9′ 6⅛″<br>97′ 3″ 23′ 0″ 12′ 6″<br>RW | M Trawler | Oil 4SA 6Cy. 270×500 mm<br>N.V. Werkspoor Ams |

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| 510904<br>EDJM<br>Df Esd<br>RT | **ESTORNINO**<br>Enrique Lorenzo & Cia. S.A.<br>Vigo Spanish | 311<br>140<br>— | BV | 1961 Enrique Lorenzo y Cia. S.A.—Vgo<br>126' 0" 22' 7" 11' 9½"<br>109' 6" 22' 3½" 13' 2"<br>RW | M Trawler<br>3 Ha (each 4'×3½') | Oil 4SA 8Cy. 295×420 mm<br>700bhp Krupp<br>La Maquinista Terrestre y Ma |
| 510905<br>JXMI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ESTRELLA**<br>Det Bergenske<br>Dampskibsselskab<br>Bergen Norwegian | 5656<br>3160<br>7850<br>7535<br>4339<br>9600 | NV | 1961 Eriksbergs M/V A/B—Got<br>468' 0" 60' 2" 25' 6¼"/28' 6"<br>430' 0" 60' 0"<br>1 dk & S dk<br>rf 6" | M (12P) Ref OSD/CSD<br>4 Ho 36' 55½', 66¼', 71½'<br>G.397981 B.363840 In.97666<br>9 Ha (stl) (23', 34', 47½'×17')<br>(31½', 31½'×10') (47½'×17')<br>(31½', 31½'×10') (47½'×17')<br>6W Cr 2(5) 6(3) Der 1(30) 6(5) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W<br>Eriksbergs M/V A/B<br>3×280kW 440V 60c/s a.c. |
| 510907<br>LQWO<br>3952<br>Df Gc<br>Rdr RT | **ESTRELLA AUSTRAL**<br>Soc. Anon. Importadora y<br>Exportadora de la<br>Patagonia<br>Buenos Aires Argentine<br>Now **MAR AUSTRAL** See New Entries No. 3 | 2365<br>1519<br>4276 | Classed LR until 11/51 | 1943 Bethlehem Stl Co.—Qcy<br>327' 10" 50' 1" 16' 0"<br>49' 10"<br>1 dk | TM Mchy.aft | 2 Oil 2SA each 12Cy.<br>geared<br>General Motors Corp. |
| 510908<br>EHSZ<br>Df Esd | **ESTRELLA AZUL**<br>exLorenzo I<br>Estrellas Gaditanas S.A.<br>Cadiz Spanish | 267<br>67<br>— | BV | 1950 Enrique Lorenzo y Cia. S.A.—Vgo<br>*112·5'* 22' 0"<br>... ... ...<br>1 dk | M Fishing Mchy.aft<br>2 Ha (each 3½'×3½') | Oil 4SA 6Cy. 350×500 mm<br>450bhp<br>Mirrlees, Bickerton & Day |
| 640115<br>EAPI<br>Df Esd | **ESTRELLA DE ORIENTE**<br>Alejandro Marcaida y otros<br>Bilbao Spanish | 111<br>50<br>— | | 1963 Ast. de Murueta—Murueta<br>88' 3" 20' 10"<br>75' 6" 20' 8" 10' 10"<br>RW | M Trawler | Oil<br>300bhp<br>Moteurs Baudouin |
| 542702<br>Df Esd<br>RT | **ESTRELLA NUEVA**<br>Estrellas Gaditanas S.A.<br>Cadiz Spanish | 371<br>130<br>— | BV | 1963 Enrique Lorenzo y Cia. S.A.—Vgo<br>*121·4'* 24' 9"<br>121' 5" 24' 7" 13' 11"<br>RW | M Trawler<br>3 Ha (each 3½'×3½') | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz |
| 510910<br>L2877TL<br>Esd Rdr<br>RTv | **ESTREMADURA**<br>Cia. dos Caminhos de Ferro<br>Portugueses<br>Lisbon Portuguese | 701<br>424<br>— | ✠Classed LR until 8/62 | 1961–1 Est. Nav. de Viana do Castelo—<br>Viana do Castelo<br>164' 1" 32' 10" 7' 7"<br>147' 8" 31' 2" 10' 4"<br>B36' F27' 1 dk<br>RW<br>rf nil | TM Ferry (1022P) | 2 Oil 4SA each 8Cy<br>1270bhp<br>Masch. Augsburg-Nürnberg<br>2×30kW 220V d.c. |
| 510911<br>EAZH<br>Esd RT | **ESTRIBELA**<br>Andrés Soto Carnero<br>Corunna Spanish | 179<br>92<br>— | BV | 1957 Enrique Lorenzo y Cia. S.A.—Vgo<br>105' 8" 21' 8" 11' 2"<br>91' 10" 21' 4" 12' 3"<br>RW | S Trawler<br>2 Ha | T 3Cy. 216 343 & 584×4<br>220ihp<br>Ponte y Cia. Ltd. |
| 671273<br>OVIV<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ESTRID**<br>Dampskibsselskabet Torm<br>A/S<br>Carl M. Andersen<br>Copenhagen Danish | 15810<br>9142<br>25100 | NV | 1966 Kaldnes M/V A/S—Tbg<br>591' 4" 75' 2" 33' 1½"<br>550' 0" 75' 0" 45' 0"<br>P120' F55' 1 dk<br>rf 2" | M Bulk Carrier Mchy.aft<br>6 Ho 71', 68', 68½', 68½', 66', 71½'<br>G.1089390<br>6 Ha (stl) (each 43½'×38')<br>Cr 3(10) Der 2(1) | Oil 2SA 6Cy. 750×1600 mm<br>10350bhp<br>A/B Götaverken<br>3×450, 335, 335kW 440V |
| 510913<br>EDJQ<br>Df Esd<br>RT | **ESTURION**<br>Enrique Lorenzo & Cia. S.A.<br>Vigo Spanish | 311<br>137<br>— | BV | 1961 Enrique Lorenzo y Cia. S.A.—Vgo<br>126' 0" 22' 7" 11' 9½"<br>109' 6" 22' 3½" 13' 2"<br>RW | M Trawler<br>3 Ha (each 4'×3½') | Oil 4SA 8Cy. 295×420 mm<br>700bhp Krupp<br>La Maquinista Terrestre y |
| 680741<br>FURF<br>Df Esd<br>Rdr | **ETEL**<br>Armement Lambert-Kindt<br>et Consorts<br>Lorient French | 238<br>121<br>— | BV | 1967 At. & Ch. de La Rochelle-Pallice—<br>La R-P<br>98' 0" 25' 3" 12' 6"<br>111' 6" 25' 4"<br>1 dk | M Stern Trawler Mchy.aft | Oil 4SA 8Cy. 240×280 mm<br>Sulzer<br>Cie. de Const. Mec. |
| 511750<br>HPJQ<br>3954HK<br>Df Rdr | **ETERNITY**<br>exFoochow-65<br>Prosperity Steamship Co.<br>S.A.<br>Panama Panamanian | *3394*<br>*1884*<br>3720 | BS✻ SS 2/66<br>MBS✻<br>MN390 CT3500 C31 S31 | 1945–2 W. Gray & Co. Ltd.—Hpl<br>328' 6" 47' 1" 20' 6¾"<br>310' 0" 46' 10" 27' 6"<br>P32' B97' F26' 2 dks<br>6BH<br>WB1085t incl. DT448t | S<br>4 Ho<br>G.208914 B.193375 In.1134<br>4 Ha<br>12W Der 1(30) | T 3Cy. 20" 32" & 56"×42"<br>1950ihp<br>Cen Mar. Eng. Wks<br>3 SB 220lb (Spd) |
| 510915<br>KTUN<br>244608<br>Df Esd | **ETHAN A. HITCHCOCK**<br>United States Department of<br>Commerce<br>San Francisco United States | 7227<br>4445<br>10838 | AB | 1943 Permanente (Shpyd No. 1)—<br>Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rl 6" | S<br>5 Ho 60½', 72½'. 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35' 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Iron & Steel Co.<br>3×20kW 120V d.c. |
| 510916 | **ETHEL B.**<br>exIrene W. Allen-49<br>Compania de Transport Mar<br>Caribe S.A.<br>Havana Cuban | 946<br>592<br>1300 | | 1930 Bethlehem Stl Co.—Sp.Pt<br>*199·7'* 38' 0"<br>37' 10"<br>F19' 1 dk<br>R | TM Tanker Mchy.aft<br>L.57300 HeCls. BC | 2 Oil 4SA each 8Cy.<br>Winton Eng. Mfg Co. |

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| **ETHEL EVERARD**<br>**F. T. Everard & Sons Ltd.**<br>London British | 1599<br>919<br>2601 | ✠100A1<br>✠LMC<br>MN280 EL Q 1$\frac{1}{16}$"SQ | 1966–4 Clelands S.B. Co. Ltd.—Wal<br>279' 2" 41' 0" 16' 8¾"<br>262' 0" 40' 9" 20' 4"<br>P63' F21' 1 dk<br>RW NS 4BH<br>rf 4" WB803t | M Mchy.aft | Oil 2SA 5Cy. 16"×25½"<br>1400bhp<br>Newbury Diesel Co. Ltd. Nby<br>2×100kW 220V d.c. |
| **ETHEL MARY**<br>**Small & Co. (Lowestoft) Ltd.**<br>Hobsons (Lowestoft) Ltd.<br>Lowestoft British | 134<br>56<br>— | | 1957 Richards Irn Wks Ltd.—Lwt<br>*91·6'* 22' 1" 11' 0"<br>88' 10" 22' 0"<br>R | M Trawler | Oil 4SA 6Cy. 10¼"×14½"<br>360bhp (d.o)<br>Ruston & Hornsby Lcn<br>1×12kW 220V d.c. |
| **ETHEL TIBBETTS**<br>exOtco Bayway–66<br>exRoyston–48<br>**Peerless No. 5 Corp.**<br>Boston United States | 1204<br>826<br>1294 | AB | 1944 Todd Galveston D.D. Inc.—Gal<br>249' 6" 37' 1" 12' 6¾"<br>242' 0" 37' 0" 14' 6"<br>P45' F29' 1 dk<br>rf 6" BK1" len 48 | M Tanker Mchy.aft<br>12 Ta<br>L.102942 | Oil 4SA 8Cy 370×510 mm<br>814bhp 58t–3½pd<br>National Supply Co. Phl<br>10k |
| **ETHNOS**<br>**Drake Shipping Co. S.A.**<br>Monrovia Liberian | 10329<br>6131<br>15404 | AB | 1956 Mitsubishi Hvy Ind. Reorg.—Kob<br>508' 0" 66' 8" 30' 8⅛"<br>470' 0" 66' 6" 41' 0"<br>P100' F38' 2 dks<br>RW<br>rf 4" | S CSD Mchy.aft<br>5 Ho<br>B.714000<br>5 Ha | 2 S Turb dr geared to sc. shaft<br>7000shp 3016t (o.f)<br>Mitsubishi Hvy Ind. Reorg. Kob |
| **ETLY DANIELSEN**<br>**I/S O. L. E. & K. Danielsen**<br>Rederiet Otto Danielsen<br>Copenhagen Danish<br>Now **ARDA**<br>See New Entries No. 8 | 1562<br>787<br>2123 | BV | 1959 Schps. "Hoogezand" J. Bodewes —Bergum<br>282' 1" 39' 3" 15' 7"<br>255' 11" 39' 0" 18' 2"<br>P62' B59' F26' 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.108150 B.103540<br>2 Ha (30½'×21¼') (30½'×16¼')<br>8W Der 8(5) | Oil 4SA 8Cy. 400×600 mm<br>1680bhp 160t<br>Masch. Augsburg-Nürnberg Aug<br>12¾k |
| **ETNA**<br>exDescartes–65<br>**Stockholms Rederi A/B Svea**<br>Curt Högberg<br>Stockholm Swedish<br>Now **LSCO BRITON** See New Entries No. 11 | 860<br>506<br>709 | BV | 1959 Ch. Nav. de La Ciotat— La Ciotat<br>204' 1" 30' 7" 13' 2"<br>183' 8" 30' 6"<br>P56' B42' F43' 1 dk | M Liquefied Gas Carrier Mchy.aft<br>8 Ta<br>L.32529 | Oil 4SA 12Cy. 175×210 mm<br>SEMT-Pielstick<br>1000bhp 90 t(d.o)–4pd<br>Soc. Gen. de Const. Méc.<br>La Courneuve<br>2×96kW 110/380V 50c/s a.c. 12k |
| **ETNE**<br>Hardanger<br>**Sunnhordlandske D/S**<br>Bergen Norwegian | 263<br>95<br>— | | 1962 Skaalurens Skibs—Rosendal<br>127' 8" 27' 11" 9' 0½"<br>118' 2" 27' 10" 11' 1"<br>1 dk | M (100P) Mchy.aft<br>1 Ho 45¾'<br>1 Ha (12'×10')<br>Cr 1(4) | Oil 2SA 5Cy. 280×420 mm<br>500bhp (d.o)<br>Wichmann Mtrf. Rub<br>10½k |
| **ETNEA**<br>exIrish Holly–67<br>**"A.N.A.P.O." Cia. de Nav. e Bunkeraggi S.p.A.**<br>Syracuse Italian | 2940<br>1381<br>3350 | ✠Classed LR until 8/67 | 1954–5 W. Gray & Co. Ltd.—Hpl<br>330' 1" 46' 2" 17' 3½"<br>310' 0" 46' 0" 19' 3"<br>Q94' Ba63' F45' Trunk174' 1 dk<br>RW<br>rf 2" | S Tanker Mchy.aft<br>14 Ta<br>L.164780 | T 3Cy. 18¾" 31" & 53"×30"<br>1800ihp 607t (o.f)<br>Smith's Dock Co. Ltd. Mdb<br>2×30kW 110V d.c. 11k |
| | | **DAMAGED BY STRANDING 1/68—TO BE BROKEN UP** | | | |
| **ETNEFJELL**<br>**A/S Dovrefjell**<br>Olsen & Ugelstad<br>Oslo Norwegian | 11481<br>6338<br>16575 | NV<br>✠Classed LR until 6/62<br>**BURNT 11/68** | 1950–8 Eriksbergs M/V A/B—Got<br>518' 4" 65' 4" 31' 0"<br>490' 7" 65' 1"<br>1 dk<br>conv tanker 63<br>rf 1" | M Bulk Carrier Mchy.aft<br>5 Ho 49¼', 57', 69', 68½', 68¼'<br>5 Ha (stl) (34', 36¾', 45½', 45½', 51'×32½')<br>Der 10(10) 1(5) | Oil 2SA 7Cy. 740×1400 mm<br>6300bhp B&W (hvf)<br>Eriksbergs M/V A/B Got<br>3×160, 160, 22kW 110/220V d.c. |
| **ETOILE DU SUD**<br>**Chantiers Navals de Normandie**<br>Lemaistre Frères<br>Fécamp French | 393<br>138<br>— | BV | 1947 Bath Iron Wks Corp.—Bath, Me<br>*142·7'* 27' 1"<br>… … … | M Trawler<br>5 Ha (3½', 3½', 3½', 3½'×3½') (2¾'×3¼') | Oil 2SA 6Cy. 430×610 mm<br>750bhp<br>Baldwin Locomotive Co. Phl<br>12k |
| **ETOR**<br>exPeter K.–65 exRigel–63<br>exHathershus–50 exHarcor–47<br>exEsperance–46<br>**Edvard K. Thordsen**<br>Marstal Danish | 148<br>74<br>215 | BV | 1927 J. J. Pattje & Zonen— Waterhuizen<br>102' 0" 19' 7" 8' 0"<br>19' 5"<br>1 dk<br>R | Aux | Oil 2SA 4Cy. 200×340 mm<br>200bhp NE51<br>A/S Frederikshavns Jernst. & Msk.<br>Fkn |
| **ETRA PRIMA**<br>exEtra–56<br>**Federico Romani & C.**<br>Ancona Italian | 105<br>67<br>— | RI | 1939 Elio Gaetani Civitanova—Marche<br>84' 11" 21' 10" 9' 0½"<br>… … … | Wood Aux | Oil 4SA 6Cy. 215×360 mm<br>Deutsche Werke A.G. Kel |
| **ETRA SECONDA**<br>**Enrico Bruni**<br>Ancona Italian | 290<br>148<br>416 | RI | 1955 Gardano & Giampieri—Porto Recanati<br>143' 9" 24' 10" 9' 8"<br>129' 7" 24' 7" 10' 8"<br>1 dk | M Tanker Mchy.aft<br>4 Ta<br>HeCls. C | Oil 4SA 6Cy. 290×420 mm<br>370bhp<br>Masch. Kiel A.G. Kel<br>9½k |

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| 541988<br>4XMJ<br>MS158<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ETROG**<br>**Zim Israel Navigation Co.**<br>**Ltd.**<br>Haifa Israel | 4219<br>1993<br>5571<br>6269<br>3281<br>7468 | ✠100A1<br>DTsl & tunnel side tanks<br>—vegetable oil<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1752 EL a12"SQ | 1994–4 At. & Ch. de Nantes (Bretagne-Loire)—Nts<br>443' 6" 58' 5" 22' 8"/26' 2½"<br>408' 2" 57' 9" 33' 8"<br>P30' F40' 1 dk & S dk<br>RW Coll BH & AP BH to S dk 5 to 2nd dk<br>rf 14" WB1201t incl. Tunnel tanks 130t DTf207t | M Ref OSD/CSD Mchy.aft<br>6 Ho 47¼', 65½', 70¾', 42½', 50¾', 17'<br>G.375385 B.344620 In.9888<br>6 Ha (stl) 24¾'×19½') (36¾', 44¼', 27'×23') (27'×19½') (6'×11')<br>14W Der 1(40) 4(10) 10(5) | 2 Vee Oil 4SA each 12Cy.<br>through hydraulic coupling<br>gearing<br>8760bhp Pielstick<br>At. & Ch. de Nantes (Bretagne<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×210kW 440V 60c/s a.c.<br>Controllable pitch propeller |
| 530799<br>IMSG<br>569<br>Df Esd<br>Gc Rdr<br>RTm | **ETRUSCO**<br>exSalomo–64<br>exAnton Castens–60<br>exRotersand–55 exMerignac–51<br>exAuguste Maurice<br>**Alessandro Freschi**<br>Leghorn Italian | 921<br>480<br>1340 | ~~GL~~ RI | 1929 At. & Ch. de la Seine (Worms)—Le Trait<br>200' 5" 29' 7" 15' 9"<br>194' 8" 29' 5" 16' 10"<br>1 dk<br>RW len 51 | M (2P) Mchy.aft<br>1 Ho 122¾'<br>2 Ha (stl) (45¼', 40'×17¾')<br>Der 8(2) | Oil 2SA 7Cy. 210×300 mm<br>700bhp NE40 Sulzer<br>Halberg Masch<br>2×112kW 220V d.c. |
| 510928<br>TCLR<br>314<br>Df Esd<br>Rdr<br>RTm | **ETRÜSK**<br>**Denizcilik Bankasi T.A.O.**<br>Denizyollari Isletmesi<br>Istanbul Turkish | 3090<br>1543<br>— | GL | 1938 Neptunwerft Rostock—Ros<br>325' 4" 43' 8" 18' 7½"<br>43' 6" 23' 11"<br>B123' F71' 2 dks<br>R | TS (696P)<br>3 Ho 45½', 54½', 64'<br>G.105673 B.95075<br>3 Ha (12¼'×9¾') (19½'×12¼') (14¾'×9¾')<br>6W Cr 1(2½) 2(1) Der 1(10) | T 6Cy. 16½" 26" &<br>turb with dr gearing &<br>couplings<br>2400ihp<br>Neptunwerft Rostock<br>3×50kW 115V d.c. |
| 651603<br>JCGA<br>98792<br>Df Esd<br>Gc Rdr | **ETSUZAN MARU**<br>**Minami Nippon**<br>**Shosen K.K.**<br>Kagoshima Japanese | 1998<br>1208<br>3200 | NK | 1965 Koyo Dock—Mihara<br>285' 10" 42' 10" 18' 6½"<br>262' 5" 42' 8" 21' 8"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.141047 B.125933<br>2 Ha (47½', 83½'×21')<br>9W Der 2(20) 4(10) | Oil 4SA 6Cy. 470×700 mm<br>2100bhp<br>Ito Tekkosho |
| 510929<br>JPPM<br>69323<br>Df Esd | **ETSUZAN MARU**<br>**Niigata Prefecture**<br>Niigata Japanese | 152<br>67<br>— | | 1956 Niigata Tekkosho—Niigata<br>108' 7" 19' 9"<br>96' 6" 19' 8" 9' 6"<br>1 dk | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>320bhp<br>Niigata Tekkosho |
| 510930<br>GBJH<br>300610<br>Pfd Rdr<br>RTm/v | **ETTRICK**<br>**Geo. Gibson & Co. Ltd.**<br>Leith British<br>For later particulars see New Entries No. 10 | 1144<br>538<br>1390 | ✠100A1 SS 3/64<br>✠LMC<br>MN300 EL q 1$\frac{1}{16}$"SQ | 1959–3 Grangemouth Dkyd Co. Ltd.—Gmh<br>260' 6" 39' 1" 14' 7"<br>245' 0" 38' 0" 22' 2"<br>Ba59' 1 dk & S dk<br>RW NS Coll BH to S dk 5 to 2nd dk<br>rf 4" WB387t incl. DTf21t | M (12P) OSD Mchy.aft<br>3 Ho 45¼', 51¾', 45½'<br>G.101000 B.93000<br>3 Ha (stl) (29¼'×18') (42', 36'×18½') | Oil 2SA 8Cy. 340×570 mm<br>1500bhp<br>British Polar Engines Ltd.<br>3×60, 60, 40kW 415V 50c/s a.c. |
| 510931<br>5LAH<br>778<br>Df Esd<br>Gc Rdr<br>RTm | **ETUDE**<br>exAntelope Hills–56<br>**Caribbean Sulphur Shipping**<br>**Co.**<br>Monrovia Liberian | 7040<br>3900<br>15993 | AB | 1944 Marinship Corp.—Sausalito<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>rf 9" | T-E Chemical Tanker Mchy.aft<br>4 Ta<br>HeCis. BC | S Turb 7240shp driving 1 ge<br>4000V a.c. connected to e<br>6600shp (WL)<br>Elliott Co.<br>1×400kW 440V 60c/s a.c.<br>2×75, 55kW 110V d.c. |
| 518914<br>SZLG<br>2458<br>Df Esd<br>Rdr<br>RTm/h | **EUDORA**<br>exKirsten Torm–64<br>exKirsten–51<br>**Eudora Cia. Nav. S.A.**<br>Piræus Greek | 2358<br>1266<br>3914 | BS✻ SS 8/67<br>Ice Class C<br>MBS✻<br>MN540 CT3447 | 1948–2 J. Readhead & Sons Ltd.—Shl<br>346' 0" 45' 10" 20' 0¼"<br>325' 0" 45' 9" 28' 10"<br>F81' 1 dk & S dk<br>6BH<br>rf 6" WB775t | M (3P) OSD<br>3 Ho 94¼' comb., 51¾', 92½' comb.<br>G.265000 B.264000<br>5 Ha (27', 29½', 27', 27', 22½'×19')<br>Der 1(15) 3(3–5) 2(3) | Oil 2SA 8Cy. 500×900 mm<br>3300bhp<br>Helsingör Skibs. & Mas<br>db 100lb<br>3×80kW 220V d.c. |
| 510933<br>246991<br>Df Esd<br>Gc Rdr | **EUFAULA VICTORY**<br>**United States Department of**<br>**Commerce**<br>Baltimore United States | 7607<br>4551<br>10584 | AB | 1944 Bethlehem-Fairfield—Bal<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. sh<br>6600shp<br>Westinghouse Elec. & Mfg. Co.<br>2×300kW 240V d.c. |
| 671889<br>DEXF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUGEN SCHÖNHAAR**<br>**Fischkombinat Rostock**<br>Rostock E. German | 991<br>315<br>— | | 1967 Peene Werft—Wolgast<br>205' 3" 37' 7" 15' 4"<br>179' 4" 37' 6" 22' 3"<br>2 dks | M Stern Trawler | Oil 2SA 6Cy. 430×720 mm<br>1750bhp<br>Dieselmotorenwerk |
| 532814<br>HORJ<br>122P<br>Esd Rdr<br>RT | **EUGENE**<br>exSouth Sea–67<br>exSilver King–65<br>exSilver Med–60<br>exLormont–53 exSwift<br>**Peseta Shipping Corp. S.A.**<br>Panama Panamanian | 1346<br>795<br>— | ~~✠100A1~~ ~~SS 9/64~~<br>~~with freeboard~~<br>~~✠LMC~~<br>TO BE BROKEN UP ~~EL~~ | 1930–11 Workman, Clark (1928) Ltd.—Bel<br>*216·2'* 35' 1" 13' 11½"<br>215' 0" 35' 0" 21' 6"<br>B61' 2 dks<br>R Coll BH to U dk 4 to 2nd dk<br>WB334t | S CSD<br>B.80000 | T 3Cy. 17½" 29" & 48"×33"<br>950ihp<br>Workman, Clark (1928) Ltd.<br>2 SB 200lb hs(3400) |
| 510934<br>WD7677<br>262344<br>Df Gc<br>Rdr<br>RTm/v | **EUGENE F. MORAN**<br>**Tug Eugene F. Moran Inc.**<br>New York United States | 219<br>149<br>— | AB | 1951 Jakobson Shipyard—Oyster Bay<br>106' 0" 27' 3" 12' 10¾"<br>100' 3" 27' 1" 14' 0"<br>1 dk<br>rf 3" BK2½" | D-E Tug | Oil 2SA 16Cy.<br>driving gen.<br>connected to elec. mot<br>General Motors Corp.<br>2×40, 35kW 125V d.c. |

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| **EUGENE HALE**<br>United States Department of<br>Commerce<br>Portland, Me United States | 7176<br>4380<br>10735 | **BROKEN UP**<br>AB | 1943 New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1734t (o.f)<br>Worthington Corp. Harrison<br>3×20kW 120V d.c. 10k |
| **EUGENE J. BUFFINGTON**<br>United States Steel Corp.<br>Great Lakes Fleet<br>New York United States | 7546<br>5857<br>12210 | AB | 1909 American S.B. Co.—Lorain<br>601′ 1″ 58′ 2″ 21′ 2¼″<br>587′ 10″ 58′ 0″ 32′ 0″<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br>35 Ha (stl) (each 9′×36′) | T 3Cy. 23⅞″ 39⅛″ & 65 3/32″×42″<br>1880ihp 282t (c)<br>American S.B. Co. Lorain<br>10k |
| **EUGENE LYKES**<br>Launched as Ocean Express<br>Lykes Bros. S.S. Co. Inc.<br>United States<br>Tampa | 8191<br>4922<br>11330 | AB | 1945 N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 28′ 6⅛″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>RW<br>rf nil | S (12P) CSD<br>5 Ho 59′ 59′, 67′, 68′, 68′<br>G.580845 B.540824<br>5 Ha (27′, 32½′. 35′, 30′, 30′×20′)<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 1744t (o.f)<br>General Electric Co. Lyn<br>15½k |
| **EUGENE McDERMOTT**<br>exVirgo–67<br>Geomarine Service<br>International Ltd.<br>Nassau British | 476<br>225<br>— | AB | 1966 Todd Shpyds Corp.—Houston<br>165′ 0″ 36′ 2″ ~~42′ 0″~~ 13′ 7⅜″<br>157′ 4″ 36′ 0″ 16′ 0″<br>1 dk | TM Research Ship Mchy.aft | 2 Oil 2SA each 16Cy. 8½″×10″<br>General Motors Corp. La Grange<br>13k |
| **EUGENE P. THOMAS**<br>United States Steel Corp.<br>Great Lakes Fleet<br>New York United States | 7878<br>6150<br>13610 | AB | 1930 Gt. Lakes Eng. Wks.—River Rouge<br>603′ 10″ 60′ 10″ 21′ 8⅜″<br>588′ 6″ 60′ 0″ 32′ 0″<br>1 dk<br>R | M Bulk Carrier Mchy.aft<br>3 Ho<br>G.433159<br>18 Ha (stl) (each 12′×38′) | Oil 4SA 8Cy. 345×420 mm<br>2250bhp NE63<br>Nordberg Mfg. Co. Milwaukee<br>10k |
| **EUGENE SKINNER**<br>United States Department of<br>Commerce<br>Portland, Or United States | 7198<br>4439<br>10844 | AB | 1942 Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. 10k |
| **EUGENE W. PARGNY**<br>United States Steel Corp.<br>Great Lakes Fleet<br>New York United States | 8363<br>6659<br>13700 | ✠100A- ~~SS 4/64~~<br>Great Lakes service<br>✠LMC SS 11/68<br>MN714 EL (f†) | 1917–4 American S.B. Co.—Lorain<br>600′ 0″ 60′ 2″ 21′ 10¾″<br>580′ 0″ 60′ 0″ 32′ 0″<br>F53′ 1 dk<br>R 3BH<br>rf 3″ WB9312t | M Mchy.aft<br>3 Ho<br>35 Ha (stl) | Oil 2SA 8Cy. 545×700 mm sr geared<br>3570bhp ✠NE5/51 200t<br>Lima-Hamilton Corp. Hamilton<br>2WTAuxB 150℔ ✠NAuxB 5/51 11½k |
| **EUGENIA M**<br>exBachland–68<br>Astro Acorde Cia.<br>Naviera S.A.<br>Piraeus Greek | 8999<br>4987<br>12830 | ✠100A1 SS 11/65<br>strengthened for heavy<br>cargoes<br>DTm—edible oil<br>✠LMC<br>MN1328 EL d†2 3/16″SQ | 1961–11 W. Gray & Co. Ltd.—Hpl<br>478′ 7″ 62′ 3″ ~~29′ 7″~~ 29′ 9½″<br>450′ 3″ 62′ 0″ 40′ 0″<br>P106′ F37′ 2 dks<br>7BH to S dk 2 to 2nd dk<br>rf 2″ DK fwd WB3184t incl. DTm1194t | M CSD Mchy.aft<br>5 Ho 63′, 65′, 34¼′, 25′ DT, 66¼′, 60½′<br>G.654910 B.610120<br>5 Ha (stl) (31½′×24′) (35′, 37½′, 35′, 35′×27′)<br>10W Der 4(10) 6(5) | Oil 2SA 4Cy. 670×2100 mm<br>6640bhp 1350t (d.o)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>AuxB (o.f) 100℔<br>AuxB (ex.g) 100℔<br>3×264kW 440V 60c/s a.c. 15k |
| **EUGENIA MORAN**<br>Towboat Betty Moran<br>Corp.<br>Bath United States | 290<br>190<br>— | AB | 1966 Jakobson Shpyd Inc.—<br>Oyster Bay<br>15′ 6⅜″<br>101′ 10″ 28′ 0″ 17′ 1″<br>1 dk | M Tug | Oil 2SA 16Cy. reverse reduction geared<br>2875bhp 172t<br>General Motors Corp. Clv<br>2×60, 40kW |
| **EUGENIE**<br>Launched as World Inheritor<br>Orpheus Tanker Corp.<br>Monrovia Liberian | 34827<br>23754<br>— | ✠100A1<br>oil tanker<br>✠LMC<br>MN3600 EL w†3¼″SQ | 1964–4 Mitsubishi Zosen—Nag<br>774′ 11″ 106′ 0″ 42′ 0½″<br>738′ 3″ 105′ 8″ 54′ 10″<br>P136′ F67′ 1 dk<br>11BH<br>rf nil WB8182t incl. 4090t in clean ballast tanks DTf2104t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>18000shp (o.f)<br>Shin Mitsubishi Hvy Ind. Kob<br>2WTB 705℔ Spt 905° F. 600℔ hs24950 |
| **EUGENIE**<br>exHudson Cape–66<br>E. H. Maritime Poseidon<br>Ltd.<br>Famagusta Cyprus | 2523<br>1426<br>3561 | ✠100A1 SS 10/67<br>✠LMC<br>EL s | 1946–12 Ailsa S.B. Co. Ltd.—Trn<br>305′ 0″ 42′ 4″ 19′ 4¼″<br>288′ 0″ 42′ 0″ 21′ 0″<br>Q183′ F26′ 1 dk<br>R NS 5BH<br>rf 3″ WB901t | S Mchy.aft<br>4 Ho 45½′, 42′, 46′, 43′<br>G.167000 B.164000<br>4 Ha (stl) (32′×25′) (28′, 32′, 30′×30′) | T 3Cy. 18½″ 30½″ & 50″×39″<br>1245ihp (o.f)<br>Ailsa S.B. Co. Ltd. Trn<br>2 SB 220℔ Spt hs(5892) 6cf ND<br>1×15kW 110V d.c. 10k |
| **EUGENIE LIVANOS**<br>Atlantic Oil Carriers Ltd.<br>Monrovia Liberian | 19406<br>12258<br>29402 | AB | 1954 Bethlehem Sparrows Pt. Shpyd—<br>Sp.Pt<br>644′ 8″ 84′ 2″ 34′ 7½″<br>615′ 0″ 84′ 0″ 44′ 0″<br>P124′ B35′ F77′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. shaft<br>15000shp 2192t (o.f)<br>Bethlehem Stl Co. Qcy<br>17k |
| **EUGENIE S. EMBIRICOS**<br>exEugenie S. E.–59<br>Los Santos Cia. Nav. S.A.<br>Andros<br>Greek | 6102<br>3446<br>—<br>9061<br>5260<br>— | ✠100A1 SS 4/66<br>Str. nav. Ice<br>✠LMC<br>MN1080 EL d†2 3/16″SQ | 1957–4 Howaldtswerke Ham. A.G.—Ham<br>490′ 0″ 63′ 1″ 26′ 2½″/29′ 5½″<br>451′ 0″ 62′ 10″ 38′ 11″<br>P28′ F39′ 1 dk & S dk<br>7BH<br>rf nil WB3180t incl. Tunnel tanks 327t DTsm958t | M OSD/CSD | Oil 2SA 6Cy. 780×1400 mm<br>5400bhp MAN<br>Howaldtswerke Ham. A.G. Ham<br>2AuxB 71℔ |

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| 510947<br>HPXS<br>3292L<br>Df Esd<br>RT | **EUGENIO**<br>exSan Salvador–59<br>exRunswick–55<br>**Cia. de Nav. San Rocco S.A.**<br>Panama Panamanian | *4008*<br>*2454*<br>6776 | BV<br>✠Classed LR until 7/56 | **1930–5** J. L. Thompson & Sons Ltd.—Sld<br>379' 2" 51' 0" 22' 7½"<br>364' 0" 50' 9" 25' 6"<br>P33' B222' F33' 1 dk<br>R<br>rf nil | S<br>4 Ho 62½', 84½' comb., 60¾', 58'<br>5 Ha (29½', 30½', 16½', 30½', 30½' × 20') | C 4Cy. (2) 18¾" & (2)<br>1350ihp<br>J. Dickinson & Sons Ltd.<br>2×10kW 110V d.c. |
| 650202<br>ICVV<br>3385<br>Df Esd<br>Gc Rdr<br>RT | **EUGENIO C.**<br>**Costa Armatori S.p.A.**<br>~~**Giacomo Costa fu Andrea**~~<br>Genoa Italian | 30567<br>17772<br>7810 | ✠**100A1**<br>DTsf—vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN12100 EL u†3¼"SQ<br>AB RI | **1966–8** C.R.D. Adriatico—Mfl<br>~~713' 5"~~ 96' 5" 28' 4" 713' 5"(incl.BB)<br>618' 2" 96' 2" 48' 3"<br>B&F614' B425' 2 dks, 3rd & 4th dks clear of mchy. spaces<br>Coll BH to U dk 12 to 2nd dk<br>rf nil WB3813t incl. DTsf679t | TS Ref<br>pt higher tensile steel<br>2 Ho<br>In.29487 | 4 S Turb dr geared to 2 sc.<br>55000shp De Laval<br>C.R.D. Adriatico<br>3WTB 915lb Spt 896° F.<br>sg 150lb<br>5×1700, 1700, 1700, 1700,<br>440/220/127V 60c/s a.c. |
| 510949<br>VMWK<br>179781<br>RTv | **EUGOWRA**<br>**Australian Coastal Shipping Commission**<br>Brisbane British | **584**<br>264<br>633 | ✠**100A1** SS 3/66<br>✠**LMC**<br>EL I | **1948–1** Walkers Ltd.—Maryborough<br>182' 10" 29' 7" 11' 1½"<br>170' 6" 29' 6" 11' 3"<br>Q95' F23' 1 dk<br>R 3BH<br>rf 6" WB171t | M Mchy.aft<br>1 Ho 102'<br>B.30355<br>2 Ha (26½', 28½' × 14')<br>3W Der 1(7½) 2(3) | Oil 4SA 6Cy. 350×535 mm<br>540bhp<br>Walkers Ltd.<br>3×55, 55, 15kW 220V d.c. |
| 510950<br>PDZU<br>Df Esd<br>Gc Rdr<br>RTv | **EUMAEUS**<br>**Ned. Stoomv. Maats. "Oceaan" N.V.**<br>Amsterdam Netherland | T.Mk<br>**5291**<br>2694<br>6490<br>**7562**<br>4163<br>9220 | ✠**100A1** SS 11/65<br>DTs—vegetable oil<br>✠**LMC**<br>**Lloyd's RMC**<br>MN1520 EL d†2¼"SQ | **1953–12** Caledon S.B. & E. Co. Ltd.—Dun<br>487' 2" 62' 4" 24' 1½"/28' 5½"<br>453' 9" 62' 0" 35' 4"<br>P41' B190' F48' 2 dks, 3rd dk in No. 1 hold<br>RW 9BH<br>rf 9" WB4229t incl. DTa 949t DTsm1890t | M Ref<br>7 Ho 58', 71', 48', 30', 80', 58', 29'<br>G.611740 B.548498 In.2900<br>2 Ha (stl) (24½' × 16') (35' × 22')<br>2 Ha (w) (each 23' × 22')<br>3 Ha (stl) (27' × 22') (27' × 18') (9½' × 6½')<br>24W Der 1(50) 8(10) 18(5) | Oil 2SA 7Cy. 750×1500 mm<br>500 mm<br>7000bhp B&W<br>Harland & Wolff Ltd.<br>AuxB 100lb<br>3×220kW 220V d.c. |
| 541556<br>350452<br>Df Esd<br>Rdr RT | **EUME**<br>**Sea Harvest Corporation (Pty) Ltd.**<br>Cape Town S. African<br>Now **HARVEST EUME** See New Entries No. 4 | **199**<br>90<br>— | BV | **1964** Hijos de J. Barreras S.A.—Vgo<br>107' 7" 25' 8"<br>94' 5" 25' 6" 12' 9"<br>RW | M Stern Trawler | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>Masch. Augsburg-Nürnberg |
| 530532<br>6KSP<br>Df Esd<br>Gc Rdr | **EUN HA**<br>exSaigon Maru–66<br>exNorindies–57<br>exSheet Bend–47<br>**Tai Young Shipping Co. Ltd.**<br>Pusan S. Korean | **3881**<br>2177<br>6045 | NK | **1945** Pennsylvania Shpyds Inc.—Beaumont<br>338' 0" 50' 1" 23' 5½"<br>321' 4" 50' 0" 29' 0"<br>P90' F37' 2 dks | M Mchy.aft<br>G.269840 B.246048<br>4 Ha (20', 40½', 40½' × 20') (13½' × 8')<br>12W Der 10(5) 2(3) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp<br>Nordberg Mfg Co. |
| 510952<br>FOKO<br>Df Esd<br>Gc Rdr<br>RTv | **EUPHRATE**<br>**Cie. des Messageries Maritimes**<br>Dunkirk French | **7030**<br>3927<br>7818 | BV | **1955** Forg. & Ch. de la Médit.—La Seyne<br>460' 7" 60' 8" 25' 6"<br>60' 5"<br>P32' B100' F105' 2 dks & S dk<br>RW | TM (12P) Ref OSD<br>4 Ho 39½', 109½', 90½', 47½'<br>G.520800 B.481800 In.5800<br>4 Ha (stl) (26½' × 18½') (81' × 20½') (38', 26' × 18½')<br>14W Der 1(100) 6(10) 6(3) | 2 Oil 2SA each 6Cy.<br>8400bhp<br>Forg. & Ch. de la Médit.<br>3×250kW 220V d.c. |
| 526973<br>HOYD<br>Df Esd<br>Gc | **EUREKA**<br>exSevilliana–66 exPanamolga–65<br>exMartin Johnson–47<br>**Soc. Armadora Eureka International**<br>Panama Panamanian | **7207**<br>4360<br>10816 | AB | **1944** California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>rf 6" | S<br>5 Ho 59', 71½', 47½', 42', 44½'<br>G.562608 B.499573<br>5 Ha (32½', 35', 20', 35', 35' × 20')<br>12W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks |
| 510954<br>ICHE<br>569<br>Df Esd<br>Gc Rdr | **EURO**<br>exFotini Tsavliris–60<br>exFree Merchant–59<br>exMarianthe–58<br>exPacific Wave–57<br>exJules Fribourg–48<br>exJoseph H. Nicholson–47<br>**Cia. Baleniera Italiana S.p.A.**<br>Fratelli D'Amico<br>Rome Italian | **7210**<br>4370<br>10920 | ~~AB~~ RI | **1943** Bethlehem-Fairfield—Bal<br>*422·8'* 57' 1" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk<br>RW | S<br>5 Ho 60½', 72½', 50', 45', 70'<br>G.562827 B.499816<br>5 Ha (30½', 35', 20', 35', 35' × 20')<br>10W Der 5(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 511861<br>ELDO<br>2822<br>Dl Esd<br>Gc Rdr<br>RTm/h/v | **EUROCHEMIST**<br>exFosna–67<br>**Antilles S.S. Co. Ltd.**<br>Monrovia Liberian | 10703 ~~10880~~<br>6451 ~~6297~~<br>16400 | ✠**100A1** ~~Dr 4yrs 9/64~~<br>oil tanker TD 7/68<br>✠**LMC**<br>MN1100 EL g†2⅛"SQ | **1955–5** Smith's Dock Co. Ltd.—Mdb<br>529' 0" 69' 9" 29' 9½"<br>500' 0" 69' 6" 38' 0"<br>P108' B36' F60 1 dk<br>RW 16BH<br>rf 4½" WB216t | M Tanker Mchy.aft<br>27 Ta<br>L.766070 HeCls. BC<br>Der 6(5) 2(1) | Oil 2SA 5Cy.<br>500 mm<br>5500bhp<br>J. G. Kincaid & Co. Ltd.<br>3AuxB 150lb<br>2×250kW 230V d.c. |
| 519766<br>DDQH<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **EUROPA**<br>exKungsholm–65<br>**Norddeutscher Lloyd**<br>Bremen W. German | **21514**<br>11484<br>4201 | ✠**100A1** SS 10/65<br>Str. nav. ice<br>✠**LMC**<br>MN3620 EL l†2¼"SQ | **1953–10** De Schelde N.V.—Fls<br>600' 0" 77' 1" 26' 3½"<br>530' 0" 76' 10" 48' 11"<br>B&F518' 4 dks<br>RW Coll BH to U dk 8 to 2nd dk<br>WB1744t incl. DTsf567t | TM (785P) Ref<br>2 Ho 35½', 73½'<br>G.112673 In.9780<br>2 Ha (stl) (24½', 26½' × 12½')<br>4W Der 4(5) | 2 Oil 2SA each 8Cy.<br>18100bhp<br>Burmeister & Wain<br>2AuxB 114lb<br>6×725, 725, 725, 725,<br>d.c. |
| 510958<br>IBMP<br>571<br>Df Esd<br>Gc Rdr<br>RT | **EUROPA**<br>**Lloyd Triestino Soc. per Azioni di Nav.**<br>Trieste Italian | **11440**<br>6406<br>4758 | ✠**100A1** ~~SS 11/64~~<br>DTsm→oil FP above 150° F. or vegetable oil<br>✠**LMC** CS 10/68<br>✠**Lloyd's RMC**<br>MN3220 EL g†2⅛"SQ<br>AB RI | **1952–10** Ansaldo S.p.A.—Spz<br>521' 7" 68' 4" 24' 10½"<br>475' 0" 68' 0" 38' 7"<br>B303' F108' UprB253' 2 dks, 3rd dk clear of mchy. space, 4th dk in fwd holds<br>RW 9BH<br>WB1827t incl. Tunnel tanks 542t DTa146t | TM (446P) Ref<br>5 Ho<br>G.230620 B.206350 In.15400<br>5 Ha<br>10W Der 2(14½) | 2 Oil 2SA each 10Cy.<br>18100bhp<br>Ansaldo S.p.A.<br>2AuxB 100lb |

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| POZW<br>Dl Esd<br>**EUROPA**<br>J. Tammes<br>N.V. Scheepv. Kant. "Groningen"<br>Groningen<br>Netherland | 257<br>116<br>340 | ~~BV~~ | **1947** N.V. Schpsw. Unie—Gro<br>*125·8'* 23' 1" 8' 8½"<br>... ... ...<br>R<br>rf nil | M<br>1 Ho 70¾'<br>G.15500 B.14700<br>2 Ha (each 31½'×13½')<br>Der 2(2) | Oil 2SA 4Cy. 240×360 mm<br>200bhp 14t (d.o)<br>Appingedammer Brons. Apg<br>9k |
| POZX<br>Rdr<br>**EUROPA**<br>Ned. Stoomsleepdienst v/h van P. Smit, Jr.<br>Rotterdam<br>Netherland | 161<br>—<br>— | | **1960** N.V. Schps. v/h H. H. Bodewes—Millingen<br>94' 8" 27' 6" 8' 5½"<br>85' 1" 26' 3" 11' 5" | TM Tug | 2 Oil 4SA each 8Cy. 210×300 mm<br>31½t<br>Gebr. Stork & Co. Zwolle<br>11½k |
| Pld<br>Rdr<br>**EUROPAFERGEN**<br>I/S "Europafergen"<br>Jan Erik Dyvl<br>Oslo<br>Norwegian | 2209<br>860<br>— | NV | **1960** Marinens Hovedverft—Horten<br>287' 0" 52' 6" 14' 5½"<br>262' 6" 50' 10" 18' 5"<br>1 dk & S dk | TM Ferry (750P) OSD | 2 Oil 2SA each 7Cy. 350×620 mm<br>3920bhp (d.o)<br>Burmeister & Wain Cpn<br>4×145, 145, 145, 36kW 220V a.c.<br>Controllable pitch propellers |
| **EUROPE**<br>Suez Canal Authority<br>Egyptian (U.A.R.) | 234<br>—<br>— | | **1937** Soc. Provençale de Const. Nav.—La Ciotat<br>99' 5" 29' 6" 7' 6"<br>... ... ...<br>R | T D-E Ferry | 2 Oil 4SA each 6Cy. 220×305 mm connected to elec. motors & sc. shafts<br>Cie. de Const. Méc. Sulzer St. Denis<br>Propellers 2 fwd 2 aft |
| GYCD<br>**EUROPIC FERRY**<br>Atlantic Steam Nav. Co. Ltd.<br>London<br>British<br>For later particulars see New Entries No. 1 | 4190<br>1499<br>— | 100A1<br>Class contemplated | Swan Hunter (S.Bs) Ltd.—Nwc<br>451' 4" 69' 1" 15' 0"<br>426' 0" 66' 6" 38' 0" | TM Ferry | 2 Oil 4SA each 16Cy. 400×460 mm<br>A/B Lindholmens Varv Got<br>19¼k |
| Dl Esd<br>Gc Rdr<br>RT<br>**EUROS**<br>Campo Tankers S.A.<br>Monrovia<br>Liberian | 34243<br>26107<br>66911 | AB | **1965** Sasebo Hvy Ind.—Sbo<br>780' 10" 115' 9" 39' 7½"<br>751' 4" 115' 6" 54' 6"<br>F65' 1 dk<br>RW<br>rf 2¾" | S Tanker (1P) Mchy.aft<br>15 Ta<br>Der 2(7) | 2 S Turb dr geared to sc. shaft<br>17500shp (o.f)<br>Ishikawajima-Harima Hvy Ind. Tok<br>1×40kW 445V 60c/s a.c. |
| DGPN<br>Dl Esd<br>Gc Pld<br>Rdr RT<br>**EUROS**<br>Partenreederei m.s. "Euros"<br>Cranzer Fischdampfer A.G.<br>Hamburg<br>W. German | 646<br>221<br>— | GL | **1955** H. C. Stülcken Sohn—Ham<br>208' 7" 30' 0" 18' 0"<br>182' 6" 29' 10"<br>P9' F31' 1 dk<br>RW | M Trawler | 2 Oil 4SA 8Cy. & 6Cy. 320×450 mm geared to sc. shaft<br>1500bhp 218t<br>Klöckner-Humboldt-Deutz Kln<br>13½k |
| TKUG<br>Dl Esd<br>Pld RT<br>**EUROS**<br>Armement Euros (J. Morillon and others)<br>A. Auger<br>La Rochelle<br>French | 226<br>82<br>59 | BV | **1960** Schpsw. Kramer & Booy "De Rietpol"—Spaarndam<br>121' 4" 23' 7"<br>... ... ... | M Trawler<br>2 Ha (each 3½'×3½') | Oil 4SA 6Cy. 320×450 mm<br>600bhp 50t<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| TQZX<br>Dl Esd<br>Gc Rdr<br>RT<br>**EURUS**<br>exEugen Friederich–59<br>Citerna Maritime S.A.<br>Havre<br>French | 944<br>538<br>1250 | BV | **1958** Rolandwerft G.m.b.H.—Bmn<br>216' 7" 31' 3" 14' 1¼"<br>... ... ...<br>1 dk<br>RW | M Tanker<br>Der 1(¾) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 72t<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| SXZK<br>Dl Esd<br>Gc Pld<br>Rdr RT<br>**EURYALUS**<br>Cia. Maritima San Basilio S.A.<br>Piræus<br>Greek | 6123<br>3217<br>—<br>8903<br>5040<br>— | ✠100A1 SS 4/67<br>✠LMC<br>MN1000 EL c†2¼"SQ | **1957–11** De Haan & Oerlemans Schps.—Heusden<br>480' 5" 61' 11" 26' 5¼"/29' 8¾"<br>441' 6" 61 8" 40' 0"<br>RFD40' 1 dk & S dk<br>Coil BH to S dk 8 to 2nd dk<br>rf nil WB3213t | S OSD/CSD<br>G.660000 B.605000<br>10W Der 12(5) | 2 S Turb dr geared to sc. shaft<br>5000shp 1385t (o.f)<br>N V. Werkspoor Ams<br>2WTB 560lb Spt 770° F. 520lb hs8416<br>14½k |
| SXZA<br>Dl Esd<br>Gc Rdr<br>RT<br>**EURYBATES**<br>Cia. Maritima San Basilio S.A.<br>Piræus<br>Greek | 6373<br>3712<br>10218<br>9659<br>5720<br>— | AB | **1961** A.G. "Weser" Werk Seebeck—Bhn<br>533' 7" 62' 8"<br>488' 0" 62' 6" 40' 0"<br>F39' 1 dk & S dk<br>RW<br>rf 6" | S Ref OSD/CSD<br>6 Ho<br>G.726920 B.638517 In.28000<br>6 Ha<br>18W Der 1(50) 1(25) 2(10) 16(5) | 2 S Turb dr geared to sc. shaft<br>7700shp 1850t (o.f)<br>A.G. "Weser" Bmn<br>17k |
| SXOM<br>Dl Esd<br>Gc Pld<br>Rdr RT<br>**EURYDAMAS**<br>Soc. Maritima San Nicolas S.A.<br>Piræus<br>Greek | 8985<br>5373<br>13239 | AB | **1956** A.G. "Weser"—Bmn<br>490' 10" 61' 12" 26' 0"<br>452' 0" 61' 0" 40' 0"<br>F30' 2 dks<br>RW<br>rf 6" | S<br>5 Ho<br>G.668212 B.598080<br>5 Ha<br>10W Der 1(25) 1(15) 10(5) | 2 S Turb dr geared to sc. shaft<br>5060shp 1200t (o.f)<br>A.G. "Weser" Bmn<br>14½k |
| SXJZ<br>Dl Esd<br>Gc Rdr<br>RT<br>**EURYGENES**<br>Cia. Maritima San Basilio S.A.<br>Piræus<br>Greek | 6373<br>3712<br>10218<br>9659<br>5720<br>— | AB | **1961** A.G "Weser" Werk Seebeck—Bhn<br>533' 7" 62' 8" 25' 9⅛"/—<br>488' 0" 62' 6" 40' 0"<br>F39' 1 dk & S dk<br>RW<br>rf 6" | S Ref OSD/CSD<br>6 Ho<br>B.634000 In.28000<br>6 Ha | 2 S Turb dr geared to sc. shaft<br>7700shp (o.f)<br>A.G. "Weser" Bmn |

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| 510970<br>SWBF<br>1742<br>Df Esd<br>Gc Rdr | **EURYLOCHUS**<br>**Cia. Maritima San Basilio**<br>**S.A.**<br>Piræus Greek | 6288<br>3659<br>10265<br>—<br>—<br>— | | AB | 1960 A.G. "Weser" Werk Seebeck—Bhn<br>533' 7" 62' 8" 25' 9½"/—<br>488' 0" 62' 6" 40' 0"<br>F38' 1 dk & S dk<br>RW<br>rf 6" | S Ref OSD/CSD<br>6 Ho<br>G.700960 B.616936 In.28026<br>6 Ha<br>20W Der 1(50) 1(25) 2(10) 18(5) | 2 S Turb dr geared to sc. sh<br>7700shp<br>A.G. "Weser" |
| 510971<br>SWBC<br>1685<br>Df Esd<br>Gc Rdr | **EURYMACHUS**<br>**Cia. Maritima San Basilio**<br>**S.A.**<br>Piræus Greek | 6289<br>3661<br>10265<br>9585<br>5685<br>— | | AB | 1960 A.G. "Weser" Werk Seebeck—Bhn<br>533' 7" 62' 8" 25' 9½"/—<br>488' 0" 62' 6" 40' 0"<br>F38' 1 dk & S dk<br>RW<br>rf 6" | S Ref OSD/CSD<br>6 Ho<br>G.675516 B.591153 In.23637<br>6 Ha<br>22W Der 1(50) 1(25) 22(5) | 2 S Turb dr geared to sc. sh<br>7700shp<br>A.G. "Weser" |
| 510972<br>SXZP<br>1759<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EURYMEDON**<br>**Cia. Maritima San Basilio**<br>**S.A.**<br>Piræus Greek | 8631<br>5327<br>13026 | ✠100A1<br>✠LMC<br>MN1000 | SS 10/65<br>EL c†2½"SQ | 1957-8 De Haan & Oerleman's Schps.—Heusden<br>480' 5" 61' 11" 29' 9½"<br>441' 6" 61' 8" 40' 0"<br>RFD40' 2 dks<br>8BH<br>rf nil WB3363t | S CSD<br>G.660000 B.605000<br>10W Der 12(5) | 2 S Turb dr geared to sc. sh<br>5000shp<br>N.V. Werkspoor<br>2WTB 560lb Spt 770° F. |
| 541370<br>Df Esd<br>Gc Rdr<br>RT | **EURYPIDES**<br>exMarynik-68 exStellanos-64<br>exMary Enid-63 exLowland-59<br>exEmpire Eden-47<br>exKattenturm-45<br>**P. D. Marchessini**<br>**(Far East) Ltd.**<br>Panama Panamanian<br>Name should be **EURIPIDES** See New Entries No. 1 | 1876<br>1010<br>3230 | BS<br>MBS<br>MN216 | SS 3/66<br>CT2640 C29 | 1944 Deutsche Werft A.G.—Ham<br>301' 6" 44' 6" 18' 4½"<br>281' 0" 44' 3" 26' 11"<br>1 dk & S dk<br>7BH<br>WB584t | S OSD<br>G.172110 B.160890<br>10W Der 1(30) | C 4Cy. (2) 16⅛" & (2) 35<br>1080ihp<br>Howaldtswerke A.G.<br>2 SB 215lb Spt hs(3600) |
| 514543<br>SZQE<br>Df Esd<br>Gc Rdr<br>RTv | **EURYSTHEUS**<br>exHeidelberg-67<br>**Cia. Mar. San Basilio S.A.**<br>Piræus Greek<br>Now **UNION EVELYN** (No. 514543) in the Register | 7217<br>4266<br>9694<br>9260<br>5620<br>13026 | | AB | Lch. 1942-Compl. 1953 Deutsche Werft A.G.—Ham<br>517' 0" 63' 0" 26' 1½"/28' 4½"<br>62' 9"<br>F46' H109'&32' 2 dks & S dk<br>RW<br>rf 6" | S (12P) OSD/CSD<br>6 Ho 48½, 51½', 58½', 65', 53½', 49½'<br>G.587347 B.523392<br>6 Ha (19', 33½', 38½', 38½', 33½', 19'×18')<br>Der 1(50) 1(25) 4(3–10) 16(3–5) | 2 S Turb dr geared to sc. sh<br>9177shp<br>Allgemeine Elec. Ges.<br>3×350, 200, 200kW 230V |
| 510973<br>SXOI<br>209<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EURYTAN**<br>**Cia. Maritima San Basilio**<br>**S.A.**<br>Piræus Greek | 9095<br>5403<br>13239 | | AB | 1956 A.G. "Weser" Werk Seebeck—Bhn<br>490' 10" 61' 2" 29' 6½"<br>452' 0" 61' 0" 40' 0"<br>F30' 2 dks<br>RW<br>rf 6" | S<br>5 Ho<br>G.668212 B.598080<br>5 Ha<br>10W Der 1(25) 1(15) 10(5) | 2 S Turb dr geared to sc. sh<br>5060shp<br>A.G. "Weser" |
| 510974<br>EAEA<br>Df | **EUSKAL-ERRIA**<br>**Pesquerias & Secaderos de**<br>**Bacalao de España S.A.**<br>San Sebastian Spanish | 1190<br>492<br>1430 | **CONVERTED FOR USE AS A RIVER BARGE** | | 1927 Soc. Provençale de Const. Nav.—La Ciotat<br>*227·3'* 34' 7"<br>34' 5"<br>R | S Trawler | T 3Cy. 16⅛" 27½" & 45"×2<br>800ihp<br>Soc. Provençale de Const. N |
| 510975<br>DIOG<br>SSR9783<br>Df Esd<br>Pfd Rdr<br>RT | **EUTERPE**<br>exMargaretha Bischoff-62<br>**Partenreederei m.s.**<br>**"Euterpe"**<br>Hans Krüger G.m.b.H.<br>Hamburg W. German | 1033<br>445<br>1545<br>1679<br>1096<br>2258 | | GL | 1956 F. Schichau A.G.—Bhn<br>254' 3" 38' 10" 14' 7"/18' 9"<br>238' 3" 38' 8½" 22' 4"<br>P51' F24' 1 dk & S dk | M OSD/CSD Mchy.aft<br>G.119547 B.105133<br>2 Ha<br>Der 1(20) 8(2–5) | Oil 4SA 6Cy. 420×660 mm<br>1320bhp<br>Klöckner-Humboldt-Deu |
| 519893<br>SXIT<br>314<br>Df Esd<br>Gc Rdr<br>RT | **EUTHALIA**<br>exKymo-65 exAello-55<br>exAdmiral Cunningham-52<br>exSamfairy-47<br>**Concord Trading Corp.**<br>Andros Greek | 7255<br>4372<br>10800 | Classed BC until 6/65 | AB | 1944-3 J. A. Jones Const. Co.—Brunswick<br>441' 8" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd & aft<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 509292<br>5MTL<br>1904<br>Df Esd<br>Gc Rdr | **EVA**<br>exDorington Court-63<br>**Montelindo Cia. Nav. S.A.**<br>Monrovia Liberian | 6046<br>3478<br>10500 | ✠100A1<br>✠LMC<br>MN660 | SS 7/66<br>EL c†2½"SQ | 1957-11 Short Bros.—Sld<br>473' 1" 60' 6" 26' 4"<br>445' 0" 60' 3" 38' 5"<br>F44' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf nil WB2988t incl. DTm1373t | M OSD<br>5 Ho 65½', 100', 30', DT —', DT —', 80', 72½'<br>G.659130 B.610000<br>7 Ha (33½', 35', 22½'×23') (12½', 12½'×12½') (35', 35'×23')<br>10W Der 1(30) 10(10) | Oil 2SA 4Cy. 620×1400 mm<br>470 mm<br>3300bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 150lb<br>3×60, 30, 30kW 220V d.c. |
| 510977<br>LMMM<br>Df Esd<br>Rdr<br>RTm/v | **EVA**<br>exSheaf Arrow-56<br>exEmpire Shepherd-48<br>**A/S D/S Ask**<br>A. Kjerland & Co. A/S<br>Bergen Norwegian | 2078<br>1096<br>2825 | BS✻<br>MBS✻<br>MN162 | SS 6/66<br>CT1849 C28 | 1944-10 Grangemouth Dkyd Co. Ltd.—Gmh<br>282' 0" 40' 0" 17' 9"<br>268' 0" 39' 10" 23' 9"<br>Q168' F26' 1 dk<br>R 4BH<br>WB1045t incl. DT200t | S Mchy.aft<br>4 Ho 45½', 42½', 42½', 35½'<br>G.141230 B.131850<br>3 Ha (31½', 30'×26½') (32'×28')<br>4W Der 4(4½) | T 3Cy. 17" 27" & 48"×33"<br>750ihp<br>N.E. Mar. Eng. Co. (1938) Ltd<br>2 SB 220lb Spt hs(2800)<br>3×20kW 110V d.c. |
| 510978<br>OGFV<br>495<br>Df Esd<br>Gc Rdr<br>RT | **EVA**<br>exTronstad-62<br>**A. Ahlström O/Y**<br>Pori/Björneborg Finnish<br>Henry Nielsen O/Y A/B (Mgrs.) | 1316<br>709<br>2249<br>1995<br>1255<br>2997 | | NV | 1956 P. Lindenau Schiffs. & Msk.—Kel<br>257' 11" 41' 1" —/19' 4½"<br>241' 2" 41' 0" 24' 6"<br>1 dk & S dk<br>rf 2½" | M OSD/CSD Mchy.aft<br>2 Ho<br>G.143000 B.134000<br>4 Ha (27'×21')<br>8W Der 8(5) | Oil 4SA 8Cy. 400×600 mm<br>1600bhp<br>Masch. Augsburg-Nürnb<br>3×65, 36kW 220V d.c. |

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| **EVA**<br>exEva Marie–67 exVega–65<br>exIsle Verte–60<br>exSteve Ahern–58 exDruid–51<br>**Bouchard Navigation Ltd.**<br>Euclide Bouchard<br>Quebec Canadian | **488**<br>289<br>— | ✠ | **1902**–7 Fleming & Ferguson Ltd.—Psy<br>*160·0'* 30' 1"<br>... ... ...<br>1 dk<br>R | TM | 2 Oil each 6Cy. 5"×5½"<br>Emade59fitted63<br>General Motors Corp. Det |
| **EVA**<br>exRuth–62<br>exHinrich-Wilhelm–61<br>exOtto–33<br>Günter **Greiswald**<br>Kiel W. German | **197**<br>101<br>345 | GL | **1902** G. & H. Bodewes—Martenshoek<br>*105·4'* 24' 4" 8' 8"<br>... ... ...<br>1 dk<br>R | M Mchy.aft | Oil 4SA 3Cy. 270×420 mm<br>150bhp NE36<br>Deutsche Werke A.G. Kel |
| **EVA**<br>exSirdar<br>**Constante Freire Veiga**<br>Vigo Spanish | **188**<br>63<br>— | ✠ | **1899**–3 Edwards Bros.—Shl<br>*112·8'* 20' 10"<br>... ... ...<br>R | Iron & Steel S Fishing | T 3Cy. 12½" 19½" & 32"×22½"<br>244ihp (o.f)<br>G. T. Grey Shl<br>10k |
| **EVA**<br>Yam Pacifico **S.A.**<br>Tambo de Mora Peruvian | **120**<br>—<br>— | **✠100A–**<br>fishing vessel<br>Peruvian coastal service<br>**LMC**<br>MN67 EL (a) | **1967**–1 Fabricaciones Metalicas—Clo<br>82' 8" 23' 5" 10' 5"<br>70' 6" 23' 0" 11' 4"<br>RAD11' RFD30' 1 dk<br>3BH<br>rf 18" BoxK | M Fishing | Vee Oil 2SA 12Cy. 4¼"×5" reverse reduction geared<br>335bhp<br>General Motors Corp. Det |
| **EVA BRODIN**<br>Rederi A/B **Disa**<br>~~Erik O. Brodin-Olof Brodin~~<br>~~Stockholm~~ ~~Swedish~~<br>Lars Brodin<br>Stockholm Swedish | **12986**<br>7115<br>19400 | **✠100A1** **SS 7/68**<br>strengthened for ore cargoes, Nos. 2 and 4 holds may be empty<br>**✠LMC**<br>MN1500 EL h†2⅜"SQ | **1963**–8 Oresundsvarvet A/B—Lkr<br>550' 0" 71' 5" 31' 10¼"<br>510' 10" 71' 0" 44' 9"<br>P72' F50' 1 dk<br>NS 8BH<br>rf 2" WB7807t incl. Topside tanks in holds 2084t DTf1493t | M Bulk Carrier Mchy.aft<br>5 Ho<br>G.914025 B.823330<br>5 Ha (51¼', 46¾', 46¾', 46¾', 51½'×35¾')<br>10W Der 10(7½) | Oil 2SA 6Cy. 760×1500 mm<br>7500bhp 1871t (hvf) ~~1871t~~<br>A/B Götaverken Got<br>AuxB 85℔ 15k |
| **EVA MARI**<br>Joaquin **Moyano Roibal**<br>Corunna Spanish | **219**<br>108<br>223 | BV | **1961** Astano S.A.—Frl<br>117' 0" 22' 6" 11' 2"<br>98' 5" 12' 9"<br>RW | M Trawler<br>2 Ha (each 3'×3')<br>Der 1 | Oil 4SA 6Cy. 295×420 mm<br>550bhp<br>La Maquinista Terrestre y Mar. Bcl<br>11¼k |
| **EVA NORDFISK**<br>P.E. Nielsen **Partrederi**<br>Skagen Danish | **123**<br>59<br>— | | **1959** Schpsb. K. Hakvoort—Monnickendam<br>88' 7" 20' 8"<br>... ... ... | M Fishing Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br>Alpha-Diesel A/S Fkn |
| **EVA THINNESEN**<br>exInger Jørg–67<br>exIngrid Pau–66<br>Evald **Thinnesen** ~~**Partrederi**~~<br>Esbjerg Danish | **148**<br>47<br>— | ~~BV~~ | **1960** A/S Svendborg Skibsv.—Svb<br>100' 3" 20' 11"<br>90' 3" 20' 10" 10' 4"<br>1 dk<br>RW | M Trawler<br>2 Ho | Oil 2SA 5Cy. 230×400 mm<br>480bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>2×220V d.c.<br>Controllable pitch propeller |
| **EVA THOLSTRUP**<br>I/S Dansk **Flaskegas**<br>(Brdr. **Tholstrup & Co.)**<br>A/S Trans-Kosan<br>Esbjerg Danish | **500**<br>187<br>760 | BV | **1958** A/S Svendborg Skibsv.—Svb<br>213' 4" 32' 3" 11' 2"<br>198' 5" 32' 2" 18' 9"<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 8Cy. 290×490 mm with hydraulic coupling<br>960bhp<br>Alpha-Diesel A/S Fkn<br>11½k |
| **EVA VESTA**<br>Rederiet **Vesta I/S**<br>Svendborg Danish<br>Johan J. Jensen (Mgr.) | **491**<br>325<br>1285 | BV | **1966** Husumer Schiffsw.—Husum<br>216' 1" 34' 4" 12' 10¼"<br>193' 4" 34' 3" 20' 8"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 137¾' 1 TwD 147¼'<br>G.82050 B.75980<br>2 Ha (stl) (65', 37¼'×20½')<br>5W Der 5(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×25, 25, 20kW 220/380V a.c. 12½k |
| **EVA WINTHER**<br>A/S Vestjysk **D/S**<br>Erik Winther<br>Copenhagen Danish | **1599**<br>974<br>2570 | BV | **1966** Zaanlandse Schps. Maats.—Zaandam<br>268' 3" 44' 4" 16' 3½"<br>244' 5" 43' 11" 20' 6"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.115000 B.107000<br>2 Ha (each 66¾'×19¾')<br>Der 4(3) | Oil 4SA 7Cy. 390×680 mm<br>1750bhp<br>N.V. Werkspoor Ams<br>13½k |
| **EVA WITTE**<br>Hinrich **Witte**<br>Bremen W. German | **419**<br>206<br>630 | GL | **1958** Heinrich Brand—Oldenburg<br>*161·0'* 28' 10" 11' 0"<br>152' 6" 28' 7" 12' 0"<br>P39' F28' 1 dk<br>RW | M Mchy.aft<br>G.29060 B.26650<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz Kln<br>8k |
| **EVAGGELISTRA**<br>exBushwood–58<br>Panagia Navegacion **S.A.**<br>Monrovia Liberian | **2719**<br>1615<br>4360 | **✠100A1** **SS 4/66**<br>**✠LMC**<br>EL t | **1942**–11 S. P. Austin & Son Ltd.—Sld<br>328' 6" 44' 6" 19' 10½"<br>312' 0" 44' 3" 22' 1"<br>Q118' F30' 1 dk<br>NS 5BH<br>WB1374t incl. DTm159t | S Mchy.aft<br>G.205500 B.192000<br>2W Der 1(5) | T 3Cy. 18½" 31" & 52"×39"<br>1400ihp 230t (c)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>2 SB 220℔ hs(3664) 6cf 9½k |

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| 652153<br>USVF<br>M-2/534 | **EVALD TAMMLAAN**<br>**U.S.S.R.**<br>Tallin Russian | 3170<br>1225<br>1268 | | 1962 ......................Russia<br>278' 10" 46' 0" 18' 2"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>7 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430 × 610 mm<br>2000bhp Emade59(fitted60)<br>Skoda |
| 504854<br>6OBM<br>1012<br>Df Esd<br>Gc Rdr<br>RTm | **EVANDROS**<br>exBore V–68<br>exElisabeth Nielsen–61<br>**Marfuente Cia. Nav. S.A.**<br>Mogadishu Somali Rep. | 2412<br>1227<br>3425 | ~~✠100A1~~ ~~SS 3/66~~<br>~~Str. nav. ice~~<br>~~✠LMC~~<br>**BROKEN UP** ~~CL†~~ | 1949–7 S. P. Austin & Son Ltd.—Sld<br>323' 2" 45' 0" 19' 1"<br>307' 6" 44' 10" 20' 3"<br>P27' Q90' B128' F30' 1 dk<br>R 4BH<br>WB638t | S<br>2 Ho 124½', 111½'<br>G.195000 B.181000<br>4 Ha (31½', 33½', 31½', 31½' × 20')<br>Der 4(3) | T 3Cy. 21½" 34" & 62" × 39"<br>1900ihp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2 SB 220lb Spt hs(8290)<br>2 × 30, 10kW 110V d.c. |
| 540096<br>SYML<br>2245<br>Df | **EVANGELIA**<br>exArgo–65 exMarta–62<br>exJydan exHermine<br>exContest<br>**S. G. Halaris**<br>Piræus Greek | 494<br>252<br>669 | HR<br>✠Classed LR until 2/56 | 1879–12 Sir J. Laing—Sld<br>170' 1" 26' 7" 13' 6"<br>26' 5"<br>Q52' B36' F21' 1 dk Well dk<br>R<br>BK7" | Iron M<br>2 Ho<br>G.33365 B.31740<br>3 Ha<br>3W Der 3 | Oil 4SA 6Cy. 350 × 420 mm<br>500bhp Emade43refitted62<br>Motorenw. Mannheim |
| 510991<br>SYGH<br>1908 | **EVANGELIA**<br>**Vasilios Vasiliou**<br>**and Partners**<br>Piræus Greek | 126<br>82<br>— | | 1961 N. Savas Shipyard—Neon Ikonion<br>91' 3" 23' 3"<br>... ... ...<br>1 dk | TM Ferry Mchy.aft | 2 Oil 4SA each 6Cy.<br>Emade50(fitted61)<br>Bussing |
| 510992<br>SVJX<br>1393<br>Df Esd<br>RT | **EVANGELIA II**<br>exCorfell–58<br>**Domestinis S.S. Lines**<br>Piræus Greek | 1716<br>1068<br>— | ~~BS ✱~~ ~~SS 4/68~~<br>~~MBS ✱~~<br>~~CT1703–C97~~<br>**TO BE BROKEN UP** | 1934–10 S. P. Austin & Son Ltd.—Sld<br>265' 0" 39' 6" 17' 4"<br>256' 8" 39' 3" 23' 3"<br>Q150' F24' 1 dk<br>R NS 6BH<br>WB338t incl. DT164t | S Mchy.aft<br>G.128900 B.119877<br>4W | T 3Cy. 16½" 28" & 47" × 33"<br>1091ihp<br>N.E. Marine Eng. Co. Ltd.<br>2 SB 220lb hs(2900) |
| 510995<br>SZXK<br>1278<br>Df Esd<br>RT | **EVANGELISTRIA**<br>exGrassholm–56<br>**Atlantic Fishing Enterprise**<br>**"Evangelistria" S.A.**<br>Piræus Greek | 486<br>240<br>475 | ✠<br>BV | 1943–9 J. Lewis & Sons Ltd.—Abn<br>163' 10" 27' 8" 14' 6"<br>27' 6"<br>F27' 1 dk<br>conv trawler 47 | M Ref<br>B.22000 In.22000<br>2W | Oil 4SA 6Cy. 270 × 500 mm<br>NE61<br>N.V. Werkspoor |
| 541693<br>SZON<br>2565<br>Esd Pfd<br>RT | **EVANGELISTRIA**<br>exNorman Commodore–65<br>exBullfinch–63<br>**K. Koutouvalis and others**<br>Piræus Greek | 436<br>191<br>600<br>630<br>339<br>— | ✠100A1 Dr 3/65<br>with freeboard<br>✠LMC<br>EL j | 1936–12 Caledon S.B. & E. Co. Ltd.—Dun<br>182' 4" 31' 3" 10' 11½"/13' 6½"<br>170' 0" 31' 0" 18' 6"<br>B19' 1 dk & S dk<br>R 2BH to U dk 2 to 2nd dk<br>WB252t | M OSD/CSD Mchy.aft<br>G.47664 B.44664<br>2W | Oil 2SA 6Cy. 250 × 420 mm<br>420bhp<br>British Auxiliaries Ltd. |
| 510996<br>SWEL<br>17 | **EVANGELISTRIA**<br>**Michael Guezis**<br>Lavrion Greek | 115<br>74<br>— | | 1960 ......................Perama<br>87' 0" 25' 4"<br>70' 7" 25' 3"<br>1 dk | Wood Aux | Oil 4SA 2Cy.<br>Elve |
| 510997<br>SVEZ<br>1317<br>Df Esd<br>RT | **EVANGELISTRIA II**<br>exOdin–56<br>exPresident F. D. Roosevelt–50<br>**Atlantic Fishing Enterprise**<br>**"Evangelistria" S.A.**<br>Piræus Greek | 443<br>167<br>— | BV<br>✠Classed LR until 7/50 | 1943–3 J. Crown & Sons Ltd.—Sld<br>151' 9" 27' 8"<br>... ... ... | M Trawler | Oil 2SA 8Cy. 270 × 500 mm<br>NE62<br>N.V. Werkspoor |
| 510998<br>SVGT<br>1347<br>Df Esd<br>RT | **EVANGELISTRIA III**<br>exBürgermeister Smidt–57<br>**Atlantic Fishing Enterprise**<br>**"Evangelistria" S.A.**<br>Piræus Greek | 527<br>198<br>— | BV | 1941 Schiffb. Unterweser—Bhn<br>177' 6" 27' 7" 13' 10"<br>27' 5"<br>F30' | M Trawler<br>1 Ho 33'<br>In.13061 | Oil 2SA 8Cy. 290 × 490 mm<br>NE57<br>Alpha-Diesel A/S |
| 510999<br>SVPL<br>1611<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVANGELISTRIA IV**<br>Continental Seafoods Ltd.<br>~~Atlantic Fishing Enterprise~~<br>~~"Evangelistria" S.A.~~<br>Piræus Greek | 1228<br>584<br>— | BV | 1959 Erste Donau Dampfschiff-Ges.—Korneuburg<br>249' 0" 36' 10"<br>212' 10" 36' 9" 16' 1"<br>1 dk & S dk<br>RW | TM Stern Trawler OSD | 2 Oil 2SA each 6Cy.<br>Alpha-Diesel A/S |
| 537721<br>SYYC<br>2404<br>Df Esd<br>Rdr | **EVANGELISTRIA V**<br>exVatnajökull–64<br>**Atlantic Fishing Enterprise**<br>**"Evangelistria" S.A.**<br>Piræus Greek | 941<br>645<br>— | BV<br>✠Classed LR until 10/64 | 1947–8 Lidingö Nya Varv—Lidingö<br>201' 10" 31' 8"<br>184' 2" 31' 6" 18' 6"<br>P55' Q61' F24' 1 dk | M Ref Mchy.aft<br>In.39700 | Oil 2SA 5Cy. 365 × 570 mm<br>Atlas-Diesel |
| 525487<br>SVYO<br>Df Esd<br>Gc Rdr<br>RT | **EVANGELOS**<br>exNorborn–66 exSolsten–59<br>**El-Pa Maritime Co. Ltd.**<br>Piræus Greek | 10261<br>5830<br>15427 | GL ~~NV~~ | 1954 Barclay, Curle & Co. Ltd.—Whiteinch<br>514' 6" 65' 8" 29' 3"<br>501' 0" 37' 6"<br>P115' B39' F49' 1 dk<br>RW<br>rf 4" | M Tanker Mchy.aft<br>30 Ta<br>L.726000 | Oil 2SA 5Cy. 670 × 2320 mm<br>Doxford<br>Barclay, Curle & Co. Ltd. |

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| DGK<br>Esd<br>Rdr | **EVANGELOS**<br>exMaiotis-61 exPoseidon-48<br>exBerk exNieuwe Maas<br>**Leandros Compania**<br>**Marittima S.A.**<br>Beirut Lebanese | 3911<br>2376<br>— | BV | 1918 N.V. Werf. Conrad—Zaandam<br>*345·8′* 54′ 6″<br>54′ 4″<br>1 dk<br>R | S<br>5 Ha | T 3Cy. 23 7/16″ 38⅜″ & 63″×41⅜″<br>1600ihp 1435t (o.f)<br>Gebr. Stork & Co. Hengelo<br>11k |
| LJIB<br>Esd<br>Rdr<br>Tm/h | **EVANGER**<br>**Westfal-Larsen & Co. A/S**<br>Bergen Norwegian | 7143<br>4010<br>8595 | NV | 1955 Bergens N/V—Bgn<br>443′ 4″ 58′ 2″ 27′ 8¼″<br>400′ 0″ 58′ 0″ 28′ 3″<br>P54′ B85′ F98′ 3 dks<br>RW<br>rf 6″ | M (12P) CSD<br>5 Ho 50¾′, 54¼′, 66½′, 61½′, 51¾′<br>G.485828 B.437062<br>5 Ha (stl) (33¾′, 35′, 35′, 35′, 35′×20′)<br>16W Der 1(30) 4(10) 12(5) | Oil 2SA 7Cy. 740×1400 mm<br>6125bhp 1003t (hvf)<br>Burmeister & Wain Cpn<br>4×165kW 220V d.c. 15½k |
| SVBZ<br>1270<br>RT | **EVANGHELISMOS**<br>exZakynthos<br>**"Doriki" Maritime Co. Ltd.**<br>Piræus Greek | 298<br>181<br>— | | 1917 ....................U.S.A.<br>132′ 6″ 25′ 0″ 15′ 1″<br>... ... ...<br>1 dk<br>R | M | Oil 7Cy.<br>Ansaldo Stab. Mecc. |
| SXRU<br>294 | **EVANGHELISTRIA**<br>**S. D. Megalodikonomou**<br>Piræus Greek | 120<br>93<br>— | | 1944 ....................Suez<br>80′ 0″ 24′ 1″<br>... ... ... | Wood Aux Mchy.aft | Oil 4DA 6Cy.<br>Baudouin |
| SXPA<br>42 | **EVANGHELISTRIA**<br>**Dion Sellinas**<br>Piræus Greek | 106<br>69<br>— | | 1947 ....................Samos<br>81′ 7″ 24′ 8″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 4SA 8Cy.<br>Superior |
| SVAE<br>1243 | **EVANGHELOS P.**<br>**Hondrogianoglou Bros.**<br>Piræus Greek | 119<br>91<br>— | HR | 1913 ....................England<br>104′ 0″ 18′ 9″ 12′ 2″<br>... ... ...<br>1 dk<br>R | M<br>2 Ho<br>2 Ha | Oil 4SA 6Cy.<br>300bhp Emade—fitted53 6t<br>Masch. Kiel A.G. Kel |
| Esd<br>Rdr<br>RT | **EVANTHIA**<br>**Pacific Oil Carriers Corp.**<br>Monrovia Liberian | 38339<br>28603<br>78521 | AB | 1966 Ishikawajima-Harima Hvy Ind.—Yka<br>784′ 6″ 124′ 10″ 42′ 8″<br>761′ 2″ 124′ 8″ 58′ 5″<br>F75′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>9 Ta | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 4181t<br>Ishikawajima-Harima Hvy Ind. Aio |
| WGMT<br>Esd | **EVANTHIE**<br>exWabash-65<br>exNormacmoon-61<br>exWinchester-40<br>**Doric Shipping**<br>**& Trading Corp.**<br>New York United States | 7939<br>4697<br>13125 | AB | 1940 Ingalls S.B. Corp.—Pascagoula<br>492′ 0″ 69′ 7″ 29′ 5″<br>465′ 3″ 69′ 6″ 33′ 11″<br>P39′ 2 dks & S dk<br>rf nil | S OSD<br>5 Ho<br>G.778000 B.704000<br>5 Ha | 2 S Turb dr geared to sc. shaft<br>9350shp 3651t (o.f)<br>General Electric Co. Lyn<br>17½k |
| EEMY | **EVARISTO**<br>exBuffalo<br>**Cia. Española de**<br>**Investigaciones**<br>**Submarinas S.A.**<br>El Ferrol Spanish | 116<br>49<br>— | ✠ | 1894–1 Mackie & Thomson—Gls<br>*80·2′* 18′ 0″<br>... ... ...<br>1 dk<br>R len 96 | S Mchy.aft | C 2Cy. 10″ & 20″×14″<br>(o.f)<br>Muir & Houston Gls |
| EAGV | **EVARISTO CHURRUCA**<br>**Junta de Obras de Puerto**<br>**de Bilbao**<br>Bilbao Spanish | 107<br>33<br>— | | 1953 Ast. de T. Ruiz de Velasco—Bbo<br>88′ 7″ 20′ 2″ 8′ 6″<br>20′ 0″<br>B38′ | M Tug | Oil 2SA 6Cy. 240×370 mm<br>460bhp B&W 8t (d.o)<br>Soc. Esp. Babcock & Wilcox Bbo<br>8k |
| 5NZR<br>2065<br>Esd<br>Rdr<br>RTv | **EVDORI**<br>**Magna Steamship Co. S.A.**<br>Monrovia Liberian | 35774 ~~35526~~<br>27224 ~~26077~~<br>68049<br>MN4140 | ✠100A1<br>oil tanker<br>✠LMC<br>EL y†3⅜″SQ | 1964–11 Uraga Hvy Ind. Ltd.—Yokosuka<br>780′ 11″ 117′ 10″ 40′ 5″<br>748′ 0″ 117′ 5⅓″ 54′ 6″<br>P137′ F66′ 1 dk<br>9BH<br>rf nil WB16518t incl. 10142t in clean ballast tanks DTf3720t | M Tanker Mchy.aft<br>HeCls. BC<br>Der 2(10) 1(5) 1(2) 1(1) | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 3636t (hvf)<br>Uraga Hvy Ind. Ltd. Tamashima<br>2AuxB 242lb sg 121lb<br>3×350kW 450V 60c/s a.c |
| TOEN<br>Esd<br>RT | **EVEL**<br>**Armement Aubert-Jan**<br>~~Robert J. Frédéric~~<br>La Rochelle French | 248<br>79<br>— | BV | 1957 At. & Forges de l'Ouest—St.N<br>127′ 11″ 23′ 11″ 13′ 9¼″<br>111′ 6″ 23′ 8″ 14′ 3″<br>RW | M Trawler<br>Der 1(5) | Oil 4SA 6Cy. 315×480 mm<br>800bhp<br>Etab. Duvant Vin<br>11½k |
| EEMZ | **EVELIA**<br>exEsther exBarracouta<br>exAlsacia exBarracouta<br>exFauvette<br>**Juan Hernández Medina**<br>Las Palmas Spanish | 198<br>172<br>— | | 1869 Nillus & Sons—Hav<br>126′ 4″ 20′ 5″<br>... ... ...<br>R conv yacht — | Iron Aux Sr | Oil 3Cy. 290×350 mm<br>120bhp NE— 6½t (d.o)<br>5k |

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| 534675<br>SXIZ<br>2987<br>Df Esd<br>Rdr<br>RTm/v | **EVELPIS**<br>exSwallow–67<br>exTexelstroom–61<br>exDorrit Clausen–49<br>**Nicolaos Leondaras and others**<br>Piræus Greek | 1376<br>652<br>1995 | **FOUNDERED 1/68** | BV | 1947 Aalborg Værft A/S—Abg<br>280' 3" 41' 0" 15' 8"<br>40' 10"<br>F24' 1 dk & S dk<br>RW<br>rf 3½" | M OSD<br>3 Ho 38½', 60½', 65½'<br>G.146995 B.136650<br>4 Ha (25½', 40½', 25½', 25½'×16½')<br>10W Der 1(15) 10(3) | Oil 2SA 6Cy. 500×900 mm<br>2040bhp<br>Burmeister & Wain<br>3×120, 120, 15kW 220V d.c. |
| 510180<br>WA2751<br>244295<br>RTv | **EVELYN**<br>exElizabeth Moran–67<br>exBartow–57<br>**Marine Towing Inc.**<br>New York United States | 146<br>99<br>230 | | AB | 1943 Decatur Iron & Steel Co.—Decatur<br>85' 11" 24' 2"<br>82' 0" 24' 0" 10' 6"<br>1 dk<br>BK3" | M Tug | Oil 2SA 8Cy. 215×255 mm<br>700bhp<br>General Motors Corp.<br>2×30kW 125V d.c. |
| 522214<br>LEQI | **EVELYN KARIN**<br>exMargunn Børg–65<br>exHelga–55 exNelly<br>**Harald Jacobsen**<br>Narvik Norwegian | 125<br>67<br>— | | | 1911 Gebr. Boot—Leiden<br>88' 8" 21' 8" 8' 11"<br>78' 10"<br>1 dk<br>R | M Fishing Mchy.aft | Oil 2SA 2Cy. 400×450 mm<br>150bhp Emade50<br>Wichmann Mtrf. |
| 511015<br>WA7669<br>250168<br>Df Esd | **EVELYN L. BROWN**<br>exCushmeer–59 exPacific–55<br>exMargee and Pat II–50<br>**Brown Fishing Corp.**<br>Gloucester United States | 196<br>133<br>— | | | 1946 Wheeler S.B. Corp.—Whitestone<br>*104·2'* 23' 5"<br>102' 0" 23' 3" 12' 0"<br>Q49' F14'<br>BK4" | M Trawler<br>1 Ho 31½'<br>2 Ha | Oil 4SA 8Cy. 12"×15"<br>625bhp<br>Enterprise Eng. & Fdry Co. |
| 680041<br>OXKC<br>Df Esd<br>Gc Pld<br>Rdr RT | **EVELYN MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 53227<br>35998<br>100600 | | 880' 8"(incl.BB)<br>NV | 1967 Odense Staalskibs. A/S—Lindö<br>~~880' 8"~~ 127' 11" 46' 3"<br>846' 3" 127' 9" 59' 6"<br>P140' F93' 1 dk<br>rf 7½" | S Tanker Mchy.aft<br>14 Ta<br>L.4343720 HeCls. BC<br>Der 2(10) 2(3) | S Turb dr geared<br>22500shp Stal/Laval<br>Kockums M/V A/B<br>2×225kW 450V 60c/s a.c. |
| 511018<br>WC4759<br>258662 | **EVENING STAR**<br>**Motor Tug Ellen S. Bouchard Inc.**<br>New York United States | 149<br>101<br>— | | | 1949 Alexander Shipyard Inc.—N.Os<br>*81·7'* 25' 0"<br>… … … | M Tug | Oil 2SA 12Cy.<br>900bhp Emade42<br>General Motors Corp. |
| 511020<br>UIBB<br>M-16964<br>Df Esd | **EVENK**<br>**U.S.S.R.**<br>Archangel Russian | 533<br>—<br>358 | | | 1957 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157' 0" 31' 2" 11' 10"<br>139' 9" 31' 0" 15' 5" | S Tug | T 3Cy. 16 5/16" 27 5/16" & 45<br>Wärtsilä Kon. Crichton-Vul |
| 511021<br>185670 | **EVENLODE**<br>**Port of Bristol Authority**<br>Bristol British | 540<br>345<br>— | ✠100A1<br>dredger | SS 11/65<br>EL (J) | 1953–10 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>186' 4" 36' 1"<br>165' 0" 36' 0" 12' 0"<br>1 dk<br>RW 4BH<br>rf nil WB314t | Bucket Dredger | ✠db 180lb<br>1×10kW 110V d.c. |
| 511022<br>UIZA<br>M-17088<br>Df Esd<br>Gc Rdr<br>RT | **EVENSK**<br>**U.S.S.R.**<br>Vladivostok Russian | 3359<br>1550<br>4345 | | | 1963 Rauma-Repola O/Y—Rauma<br>344' 10" 48' 7" 20' 5"<br>48' 5" 23' 1"<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.190064<br>1 Ha<br>3W Der 2(3) 1(1) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain |
| 508831<br>6ZCW<br>2148<br>Df Esd<br>Gc Rdr | **EVER BLESSING**<br>exDelphin–64<br>exChian Breeze–54<br>exT. S. Gold–51<br>**Reliance Marine Corp. S.A.**<br>Monrovia Liberian | 7259<br>4449<br>10865 | **BROKEN UP** | | 1945 New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW | S CSD<br>5 Ho 55½', 72½', 50', 45', 70'<br>G.562338 B.499573<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 1(30) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×15kW 110V d.c. |
| 539653<br>BKCW<br>1099<br>Df Rdr | **EVER FORTUNE**<br>exYpapanti–64<br>exNorth Lady–61<br>exAllerton–57<br>**First Steamship Co. Ltd.**<br>Keelung China (Taiwan) | 6830<br>4487<br>10875 | ✠Classed LR until 7/65<br>**BROKEN UP** | BV | 1941–11 Burntisland S.B. Co. Ltd.—Bnt<br>436' 0" 58' 0" 27' 3"<br>412' 0" 57' 7" 37' 10"<br>2 dks<br>R<br>rf 3½" | S Ref CSD<br>4 Ho 61', 100' comb., 65', 67½'<br>5 Ha (33½', 35', 30', 35', 35'×22')<br>Der 10(5) | T 3Cy. 22½" 36½" & 68"×48"<br>1800ihp<br>D. Rowan & Co. Ltd.<br>2×15kW 110V d.c. |
| 508344<br>5LKX<br>1054<br>Df Esd | **EVER HEALTH**<br>exCyprinia–64<br>exArundel Hill–57<br>exFort Turtle–50<br>**Reliance Marine Corp. S.A.**<br>Monrovia Liberian | 6992<br>4309<br>10410 | ✠100A1<br>with freeboard<br>✠LMC | SS 4/66<br>EL a† | 1943–5 Prince Rupert D.D. & Shipyds—P. Rupert<br>441' 6" 57' 2" 26' 11½"<br>416' 0" 56' 10" 37' 4"<br>2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>6 divisional WTBHs in 'tween dks<br>rf 6" WB2219t incl. DTa765t | S CSD<br>5 Ho 60½', 72½', 50', 65', 70'<br>G.536987 B.476828<br>5 Ha (33½', 35', 29', 35', 35'×20')<br>11W Der 1(50) 1(30) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Dominion Eng. Wks<br>3 SB 220lb Spt<br>2×15kW 110V d.c.<br>— |
| 502919<br>BKCT<br>Df Esd<br>Gc Rdr<br>RT | **EVER PEACE**<br>exAtlantic Grace–65<br>**First Steamship Co. Ltd.**<br>Keelung China (Taiwan) | 10091<br>6094<br>14817 | ✠100A1<br>✠LMC<br>MN1320 | SS 5/65<br>EL f†2½"SQ | 1956–8 Nagoya Zosen—Nga<br>518' 0" 63' 6" 30' 9"<br>485' 6" 63' 3" 41' 7"<br>F47' 2 dks<br>7BH to U dk 1 to 2nd dk<br>rf 4" WB3724t incl. Tunnel tanks 373t DTm1452t | S CSD<br>6 Ho 65½', 78½', 48½', 28½', 61½', 81½'<br>G.773327 B.715423<br>5 Ha (stl) (33½', 43½', 43½', 41', 41'×23') 1 Ha (w) (8'×18')<br>15W Der 1(30) 2(10) 2(7½) 10(5) 1(3) | 2 S Turb dr geared<br>6600shp<br>Mitsubishi Hvy Ind.<br>2WTB 480lb Spt<br>db 100lb<br>4×300, 250, 250 |

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|---|---|---|---|---|---|---|---|
| 902929<br>BKEA<br><br>Dl Esd<br>Gc Rdr | **EVER SURENESS**<br>exAtlantic Guardian-65<br>**First Steamship Co. Ltd.**<br>China (Taiwan)<br>Keelung | **10146**<br>6033<br>10826 | ✠100A1<br><br>✠LMC<br><br>MN1320 | SS 12/64<br><br><br><br>EL f†2¼"SQ | **1957**-2 Nagoya Zosen—Nga<br>518′ 0″ 63′ 6″ 30′ 9″<br>485′ 6″ 63′ 3″ 41′ 7″<br>F47′ 2 dks<br>7BH to U dl 1 to 2nd dk<br><br>rf 4″ WB3682t incl. Tunnel tanks 373t DTm1410t | S CSD<br>6 Ho 65½′, 78½′, 48½′, 28¼′, 61½′, 81¾′<br>G.773327 B.715423<br>5 Ha (stl) (33¾′, 43½′, 43½′, 41′, 41′×23′) 1 Ha (w) (8′×18′)<br>15W Der 1(30) 2(10) 2(7½) 10(5) 1(3) | 2 S Turb dr geared to sc. shaft<br>6600shp 1338t (o.f)<br>Mitsubishi Hvy Ind. Reorg Kob<br>2WTB 460℔ Spt 750° F. 450℔ hs11630<br>db 100℔<br>4×300, 250, 250, 250kW 220V d.c. 14¾k |
| 911025<br>SYRD<br>2218<br>Dl Esd<br>Gc | **EVEREST**<br>exMontrealer-53<br>exL'Alouette-50<br>exFort Romaine-48<br>Worldwide **S.S. Co. Inc.**<br>Greek<br>Piræus | **7131**<br>4241<br>— | ~~✱100A1~~<br><br>~~✠LMC~~<br><br>~~MN450~~<br>**BROKEN UP** | ~~SS 0/65~~<br><br><br><br>~~EL a†2⅛"SQ~~ | **1943**-9 United Shpyds Ltd.—Mtl<br>440′ 6″ 57′ 2″ 27′ 8½″<br>417′ 6″ 56′ 11″ 37′ 4″<br>2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>WB2130t incl. DTs765t | S<br><br>G.517000 B.453000 | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 850t (o.f)<br>Dominion Eng. Wks Ltd. Mtl<br>3 SB 220℔ Spt hs(7140) 10k |
| 911026<br>JHFG<br>53097<br>Dl Esd<br>Gc Rdr<br>RT | **EVEREST MARU**<br><br>**Japan Line Ltd.**<br>Japanese<br>Kobe | ~~29261~~ 29141<br>~~10274~~ 19173<br>47026 | | <br><br>NK | **1959** Mitsubishi Zosen—Nag<br>736′ 7″ 100′ 6″ 37′ 6½″<br>698′ 10″ 100′ 0″ 49′ 10″<br>1 dk<br>RW | S Tanker Mchy.aft<br>36 Ta<br>L.2255380 | 2 S Turb dr geared to sc. shaft<br>17600shp 6335t (o.f)<br>Mitsubishi Zosen Nag<br>2×600kW 450V a.c. 16k |
| 566688<br>JFFU<br>99995<br>Dl Esd<br>Gc Pfd<br>Rdr RT | **EVERETT MARU**<br><br>Daiichi Chuo Kisen **Kaisha**<br>Japanese<br>Tokyo | **9788**<br>6350<br>15355 | | <br><br>NK | **1966** Sanoyasu Dockyd. Co. Ltd.—Osa<br>*450·7′* 69′ 8″ 28′ 1″<br>446′ 3″ 69′ 6″ 39′ 4″<br>P72′ F31′ 1 dk<br>RW<br>rf 4¾″ | M Mchy.aft<br>4 Ho 60¾′, 87¾′, 87¾′, 86′<br>G.709832 B.692598<br>7 Ha (stl) (49½′×32¾′) (68¼′, 68¼′, 68¼′ 68¼′, 66½′, 66½′×25′)<br>3W Cr 2(15) 1(7½) Der 1(15) | Oil 2SA 6Cy. 700×1200 mm<br>7200bhp MAN 1124t (hvf)<br>Kawasaki Dkyd Co. Ltd. Kob<br>3×140kW 445V 60c/s a.c. 14¼k |
| 911027<br>VYNB<br>177817<br>Dl Esd<br>Gc Rdr<br>RTm/v | **EVERETTON**<br>exFred L. Hewitt-47<br>exGraham C. Woodruff-41<br>exM. A. Bradley<br>Scott Misener **Steamships Ltd.**<br>R. Scott Misener<br>Toronto<br>Canadian | **5765**<br>3931<br>9200 | ~~BS~~<br>~~Great Lakes & River St. Lawrence service~~<br>~~MBS~~<br>~~MN270~~<br>**TO BE BROKEN UP** | ~~Lake SS 4/65~~ | **1908** Gt. Lakes Eng. Works—Ecorse<br>482′ 0″ 52′ 3″ 21′ 6½″<br>468′ 4″ 52′ 0″ 30′ 1″<br>1 dk<br>R 3BH<br>rf 2½″ | S Mchy.aft<br>4 Ho 80¾′, 72′, 95¾′, 80¾′<br>B.368000<br>13 Ha (stl) (each 12′×36½′) | T 3Cy. 21$\frac{17}{32}$″ 35$\frac{3}{16}$″ & 53$\frac{3}{16}$″×42″<br>1500ihp 350t (c)<br>Gt. Lakes Eng. Works Det<br>2 SB 180℔ hs(4254) 10k |
| 911028<br>KAEO<br>257807<br>Dl Esd<br>Gc Rdr | **EVERGREEN STATE**<br>exJ. L. Luckenbach-59<br>exLamar-49<br>Global **Bulk Transport Inc.**<br>New York<br>United States | **7959**<br>4656<br>12708 | | <br><br>AB | **1943** Ingalls S.B. Corp.—Pascagoula<br>492′ 0″ 69′ 7″ 29′ 5″<br>465′ 3″ 69′ 6″ 33′ 11″<br>F39′ 2 dks & S dk<br>RW<br>rf nil | S (12P) OSD<br>5 Ho 76½′, 60′, 77½′, 67½′, 82½′<br>G.783965 B.695040<br>5 Ha (36′×19¾′) (30′, 37½′, 30′, 40′×23¾′)<br>20W Der 1(30) 3(10) 16(5) | 2 S Turb dr geared to sc. shaft<br>9350shp 1850t (o.f.)<br>Westinghouse Elec. Corp. Pbg<br>3×250kW 230V d.c. 16½k |
| 911029<br>LMIN | **EVERI**<br><br>Andr. **Haukås**<br>Narvik<br>Norwegian | **190**<br>110<br>250 | | <br><br>BV | **1941** F. Curtis—Par (England)<br>*114·7′* 22′ 5″ 10′ 0″<br>… … …<br>1 dk | Wood M Mchy.aft | Motor 2SA 3Cy.<br>150bhp NE56<br>A/S De Forenede Motorfb. Bgn |
| 522534<br>6ZLX<br>2383<br>Dl Esd<br>Gc Rdr | **EVERLUCKY**<br>exMarionga Maris-65<br>exBir Hakeim-58<br>Launched as Empire Gala<br>Everlucky **Navigation Co. Ltd.**<br>Monrovia<br>Liberian | **9172**<br>5650<br>11664 | <br><br>✠Classed LR until 3/50 | BV | **1946**-4 J. L. Thompson & Sons Ltd.—Sld<br>483′ 0″ 62′ 11″ 29′ 0″<br>… … …<br>P36′ F46′ 2 dks<br>RW | S<br><br>G.667556 B.595589<br><br>14W Der 19(80, 30, 10 & 5) | 2 S Turb dr geared to sc. shaft<br>1387t (o.f)<br>C. A. Parsons & Co. Ltd. Nwc<br>15½k |
| 911030<br>DEBE<br><br>Dl Esd<br>RT | **EVERSAND**<br>exAlice-61<br>Partenreederei **m.s. "Eversand"**<br>Hans Beilken<br>Brake<br>W. German | **425**<br>249<br>800<br>—<br>—<br>— | | <br><br>GL | **1952** Schiffb. Unterweser—Bhn<br>*181·8′* 28′ 0″ 11′ 1″/—<br>27′ 10″ 16′ 5″<br>F22′ 1 dk & S dk<br>RW<br>len 57 | M OSD/CSD Mchy.aft<br>1 Ho 94¾′<br>G.50796 B.44689<br>2 Ha<br>3W Der 3(1¼) | Oil 4SA 6Cy. 320×450 mm<br>450bhp 30t<br>Klöckner-Humboldt-Deutz Kln<br>9½k |
| 911031<br>WYFJ<br>188602<br>Dl Esd<br>Gc Pfd<br>Rdr RT | **EVERTON**<br><br>Consolidated **Fisheries Ltd.**<br>Sir John D. Marsden, Bt.<br>Grimsby<br>British | **884**<br>323<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN261 | SS 8/68 ~~SS 7/68~~<br><br><br><br>EL (I) a* | **1958**-9 Cochrane & Sons Ltd.—Sel<br>*187·6′* 33′ 5″<br>184′ 6″ 33′ 0″ 17′ 3″<br>F36′<br>RW 5BH<br>rf 24″ BK8″ | S Trawler | T 3Cy. 16¾″ 28½″ & 47″×30″<br>1450ihp (o.f)<br>Amos & Smith Ltd. Hul<br>SB 225℔ Spt hs3056 3cf |
| 911032<br>PEAG<br>12580<br>Dl Esd<br>RT | **EVERTSEN**<br>~~Hollandsche Zeereederij~~<br>~~J. Vermaas' Scheepv. Bedr.~~<br>~~N.V.~~<br>~~Rotterdam~~ ~~Netherland~~<br>Cia. Nav. Baan **S.A.**<br>Monrovia<br>Liberian | **608** ~~499~~<br>402 ~~317~~<br>850 | ✠100A1<br><br>✠LMC<br><br>MN150 | SS 7/68<br><br><br><br>EL (I) ~~EL I~~ | **1962**-11 Schps. v/h De Groot & v. Vliet —Slikkerveer<br>184′ 9″ 29′ 9″ 11′ 9″<br>170′ 0″ 29′ 6½″ 13′ 5″<br>F30′ RAD38′ 1 dk<br>RW 3BH<br>rf 3″ WB198t | M Mchy.aft<br>1 Ho 115′<br>G.38667 B.35652<br><br>2W Der 2(3) | Oil 4SA 6Cy. 320×480 mm<br>750bhp 60½t<br>Motorenw. Mannheim Mhm<br>10½k |
| 911033<br>5MMO<br>1725<br>Dl Esd<br>Gc Rdr<br>RT | **EVGENIA**<br>exDona Evgenia-60<br>Prometheus **Nav. Co. Ltd.**<br>Monrovia<br>Liberian | **11208**<br>6611<br>16730 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1290 | SS 7/65<br><br><br><br>EL g†2$\frac{5}{16}$"SQ | **1954**-12 Wm. Doxford & Sons Ltd.—Sld<br>539′ 0″ 70′ 0″ ~~30′ 1″~~ 30′ 10½″<br>505′ 0″ 69′ 9″ 39′ 0″<br>P107′ B43′ F58′ 1 dk<br>RW 17BH<br>WB852t incl. DTf638t | M Tanker Mchy.aft<br>27 Ta<br>L.780740 HeCls. BC | Oil 2SA 5Cy. 700×2320 mm<br>6450bhp 1208t-23pd<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 150℔ 13¾k |

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| 670794<br>SXDK<br>2896<br>Esd Pfd<br>Rdr RT | **EVGENIA**<br><br>**A. Frangistas**<br>Piræus Greek | ~~10601~~ 9354<br>— 5513<br>~~12070~~ | <br><br>BV | **1967** Nosenko Shpyd—Nic<br>*450·9'* 67' 7"<br>40' 6"<br>2 dks | M CSD Mchy.aft<br><br><br>6 Ha (27½'×18¾') (42½'×17¾')<br>(11¾', 79½', 46'×21') (13'×16')<br>Cr 1(60) Der 11(5) | Oil 2SA 6Cy. 740×1600 mm<br>8750bhp B&W<br>Briansk Eng. Works |
| 511034<br>SZVX<br>1082 | **EVGENIA**<br>exAnatoli exTuscarora–46<br>exColzeke Irarra exTuscarora<br>**Ar. Georgacacos & Co.**<br>Piræus Greek<br>Now **ALHELAL** See New Entries No. 8 | 466<br>240<br>750 | HR<br><br>✠Classed LR until 8/47 | **1897** Scott & Co.—Grk<br>200' 6" 26' 11" 14' 0"<br>26' 9"<br>1 dk<br>R conv yacht 46 | M<br>4 Ho<br>G.34000 B.32642<br>4 Ha<br>4W Der 4 | Oil 8Cy. 305×380 mm<br>500bhp NE52 |
| 511035<br>SVNQ<br>252 | **EVGENIA**<br><br>**Ioannis Panagiotopoulos**<br>Salonica Greek | 104<br>57<br>— | | **1958** Homatas—Salonica<br>86' 7" 19' 7"<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 2Cy.<br>Emade51fitted—<br>Skandia |
| 511036<br>5MUB<br>1920<br>Df Esd<br>Gc Rdr | **EVGENIA G**<br><br>**Callosa Cia. Nav. S.A.**<br>Monrovia Liberian | 10053<br>5979<br>15385 | <br><br>AB | **1956** Ishikawajima Jukogyo—Tok<br>521' 5" 62' 6" 30' 7½"<br>491' 2" 62' 4" 41' 4"<br>P139' F45' 2 dks<br>RW<br>rf 4" | S CSD Mchy.aft<br>6 Ho<br>G.781081 B.723179<br>6 Ha<br>12W Der 1(50) 12(5) | 2 S Turb dr geared to sc. shaft<br>8200shp<br>Ishikawajima Jukogyo |
| 511037<br>5LET<br>894<br>Df Esd<br>Gc Rdr<br>RT | **EVGENIA NIARCHOS**<br><br>**Coburg Shipping Co.**<br>Monrovia Liberian | 30158<br>19028<br>47818 | ✠100A1 ~~M 5/67–12mos~~<br>oil tanker SS 5/67<br>✠LMC<br><br>MN4000 EL v†3 1/16"SQ | **1956**–12 Vickers-Armstrongs (S.B.) Ltd.<br>—Brw<br>757' 0" 97' 4" 38' 2¾"<br>726' 6" 97' 2" 52' 0"<br>P160' F92' 1 dk<br>16BH<br>rf 2" WB3290t incl. DTf2375t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>20000shp<br>Vickers-Armstrongs (Eng.) Ltd.<br>3WTB 680lb Spt 860° F.<br>2sg 150lb |
| 539563<br>UTPC<br>M-26153 | **EVGENY NIKISHIN**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 12675<br>6275<br>8200 | | **1962** Admiralteiski Shpyd—Len<br>532' 0" 65' 8" 23' 0½"<br>65' 5" 41' 0" | TM Fish Factory Mchy.aft<br>3 Ho<br>G.111771<br>3 Ha (each 13'×13')<br>10W Der 8(5) 2(3) | 2 Oil 2SA each 8Cy.<br><br>Skoda |
| 511038<br>5MSF<br>1872<br>Df Esd<br>Gc Rdr<br>RTv | **EVI LIVANOS**<br><br>**Monrovia Tanker Co.**<br>Monrovia Liberian<br><br>Now **EVI** See New Entries No. 7 | 13637<br>8185<br>20124 | ✠100A1 SS 5/66<br>oil tanker<br>✠LMC<br><br>MN1650 EL I† | **1957**–7 N.V. Wilton-Fijenoord—Sch<br>565' 2" 73' 11" 30' 6½"<br>538' 1" 73' 8½" 40' 6"<br>P123' F56' 1 dk<br>RW 13BH<br>rf nil WB1716t incl. DTf961t | S Tanker Mchy.aft<br>24 Ta<br>HeCls. BC<br><br>Der 6(5) | 2 S Turb dr geared to sc. shaft<br>8250shp<br>N V. Wilton-Fijenoord<br>2WTB 570lb Spt 800° F.<br>sg 180lb<br>2×400kW 220V d.c. |
| 503714<br>ELCT<br>2803<br>Df Esd<br>Gc Rdr<br>RTv | **EVIE G. CHIMPLES**<br>exBaron Jedburgh–67<br>**Intercontinental Maritime Ltd.**<br>Monrovia Liberian | 8122<br>4756<br>11675 | ✠100A1 SS 7/66<br><br>✠LMC<br><br>MN880 EL b† | **1958**–7 J. Readhead & Sons Ltd.—Shl<br>461' 8" 59' 9" 28' 11"<br>430' 10" 59' 6" 39' 1"<br>F36' 2 dks<br>RW 6BH to U dk 2 to 2nd dk<br>rf 3" WB2542t | M<br>5 Ho 63', 62½', 42½', 70', 70'<br>G.604905 B.542865<br>5 Ha (31½', 31½', 25', 32½', 32½'×23')<br>10W Der 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford<br>Hawthorn Leslie (Eng.) Ltd.<br>AuxB 100lb<br>3×175kW 220V d.c. |
| 542571<br>5MQG<br>1821<br>Df Esd<br>Gc Pfd<br>Rdr | **EVIE W.**<br>exUnity–65 exSerre–63<br>exNational Unity–61<br>exCaptain N. B. Palmer–54<br>exNikoklis–53 exStrathmore–50<br>exAlbert J. Berres–48<br>**Aris Steamship Co. Inc.**<br>Monrovia Liberian<br>Now **EASTERN VENTURE** See New Entries No. 6 | 8562<br>5798<br>12611 | <br><br>AB | **1943** California S.B. Corp.—L.An<br>511' 6" 57' 0" 26' 2½"<br>487' 3" 56' 11" 37' 4"<br>2 dks<br>RW conv tanker 50 len 56 | S<br>6 Ho<br><br><br>6 Ha | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks |
| 511042<br>WODG<br>245672<br>Df Esd<br>Gc Rdr<br>RT | **EVILIZ**<br>exOregonian–54<br>exArkansan–50<br>exJames D. Trask–48<br>**Doric Shipping & Trading Corp.**<br>New York United States | 8370<br>5697<br>12938 | <br><br>AB<br><br>**BROKEN UP** | **1944** Bethlehem-Fairfield—Bal<br>511' 6" 57' 1" 27' 1"<br>487' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW len 55<br>rf 6" | S<br>6 Ho<br>B.599000<br>6 Ha<br>12W Der 1(50) 1(30) 2(10) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp. |
| 511043<br>JXUE<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **EVINA**<br><br>**A/S Sagona**<br>Yngv. Hansen-Tangen<br>Kristiansand Norwegian<br><br>Now **QUELIMANE** See New Entries No. 5 | 6093<br>3403<br>10610<br>**8716**<br>5481<br>12760 | <br><br>NV | **1963** A/B Oskarshamns Varv—Osk<br>485' 0" 61' 8" 26' 9½"/29' 11"<br>440' 0" 61' 6" 39' 6"<br>P23' F40' 1 dk & S dk<br><br>rf 4" | M (7P) OSD/CSD<br>5 Ho 59', 65½', 60¾', 67', 69'<br>G.645100 B.590600<br>5 Ha (stl) (31½', 37½', 37½', 52½', 37½'×23')<br>10W Der 1(30) 1(15) 10(7½) 2(5) | Oil 2SA 8Cy. 630×1300 mm<br>6500bhp<br>A/B Götaverken<br>3×200kW 220V d.c. |
| 511044<br>JWYS<br><br>Df Esd<br>Gc Rdr<br>RT | **EVITA**<br><br>**A/S Uglands Rederi**<br>J. M. Ugland<br>Grimstad Norwegian | 10859<br>4247<br>16250 | ✠100A1 SS 8/66<br>ore carrier<br>✠LMC<br><br>MN900 EL f†2¼"SQ | **1958**–9 Oresundsvarvet A/B—Lkr<br>515' 6" 65' 6" 29' 0¾"<br>486' 3" 65' 4" 37' 11"<br>P107' F67' 1 dk<br>8BH<br>rf 1" WB11285t | M Ore Carrier Mchy.aft<br>4 Ho each 80½'<br><br>4 Ha (stl) (each 60½'×28')<br>Der 5(3) | Oil 2SA 6Cy. 680×1300 mm<br>4500bhp<br>A/B Götaverken<br>2×240kW 220V d.c. |
| 511046<br>UFPW<br>M-12013 | **EVKUN**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 202<br>—<br>— | ✠ | **1955**–9 Nagoya Zosen—Nga<br>96' 11" 24' 0" 8' 6½"<br>88' 7" 23' 11" 10' 6"<br><br>RW<br>rf 10" | S Tug | T 3Cy. 11" 18½" & 29½"<br><br>Nagoya Zosen |

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|---|---|---|---|---|---|---|---|
| 1581<br>DI Esd<br>Gc | **EVMAR**<br>exPalos-63 exCuyano-61<br>exGiga-60 exVenerator-58<br>exRebecca Boone-50<br>**Fundacion Armadora S.A.**<br>Monrovia Liberian | **8184**<br>5374<br>12410 | AB | **1944** Houston S.B. Corp.—Houston<br>57′ 0″ 33′ 7⅝″<br>487′ 3″ 56′ 11″ 37′ 4″<br>1 dk, 2nd dk fwd & aft<br>RW len 60<br>rf 6″ | S<br>6 Ho<br>B.578000<br>6 Ha | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Nat. Transit P. & M. Co. | 1500t (o.f)<br>Oil City |
| SWHN<br>1082<br>RT | **EVOIKOS**<br>**Porthmeia of Greece**<br>Piræus Greek | **531**<br>410<br>— | | ……………………<br>186′ 7″ 36′ 8″<br>… … …<br>1 dk | TM Ferry | 2 Oil<br>Paxman-Ricardo | |
| OZHC<br>DI Esd<br>Rdr<br>RTm | **EVORIAN**<br>exKarin Smits-67<br>**Fru Karin Niepoort**<br>Copenhagen Danish | **455**<br>204<br>731 | ✠100A1 SS 5/68<br>✠LMC<br>MN150 EL j 1⅛″SQ | **1963-8** Schps v/h De Groot & v. Vliet—Slikkerveer<br>195′ 11″ 30′ 6″ 10′ 10¼″<br>177′ 2″ 30′ 2″ 17′ 9″<br>RFD23′ 1 dk & S dk<br>RW Coll & mchy. BH to S dk 1 to 2nd dk<br>rf 3″ WB152t | M OSD Mchy.aft<br>1 Ho 121¾′ 1 TwD 118′<br>G.58000 B.53000<br>2 Ha (stl) (each 38′×18′)<br>4W Der 2(3) | Oil 4SA 6Cy. 320×480 mm<br>750bhp<br>Motorenw. Mannheim<br>2×15kW 110V a.c. | 98t (d.o)<br>Mhm<br>11½k |
| UODE | **EVORON**<br>**U.S.S.R.**<br>Vladivostok Russian | **2289**<br>966<br>1005 | | **1961** Volkswerft Stralsund—Stralsund<br>270′ 4″ 42′ 9″ 14′ 5″<br>42′ 7″ 21′ 11″ | M Fish Carrier<br>3 Ho<br>In.61448<br>3 Ha (each 13′ ×9¾′) | Oil 4SA 8Cy. 365×550 mm<br>Gorlitzer Masch. | Gorlitz<br>11k |
| USNU<br>DI Esd<br>Gc Rdr | **EVPATORIJA**<br>**U.S.S.R.**<br>Sebastopol Russian | **2435**<br>1017<br>890 | | **1962** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.61448<br>3 Ha<br>5W Der 2(6) 2(3) 1(1½) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht | Mgd<br>12½k |
| UWTZ | **EVPATORIJA**<br>**U.S.S.R.**<br>Murmansk Russian | **335**<br>—<br>70 | | **1950** Ruona O/Y—Brahestad<br>130′ 11″ 26′ 11″ 10′ 6″<br>26′ 4″ 11′ 6″ | TS Tug | C 4Cy. 10¼″ & 21¾″×15¾″<br>Ruona O/Y | Brahestad<br>9k |
| SXNI<br>DI Esd<br>Gc Pld<br>RT | **EVRIDIKI**<br>exHermes Protoporos-65<br>exStrassburg-62<br>**Hermes Distant Water Fishing Co.**<br>Theodoros Samourkas<br>Piræus Greek | **566**<br>297<br>— | BV | **1950** A.G. "Weser" Werk Seebeck—Bhn<br>170′ 6″ 28′ 8″ 14′ 3″<br>28′ 6″<br>F34′<br>RW | M Trawler | Oil 4SA 6Cy. 390×680 mm<br>NE63<br>N.V. Werkspoor | 280t<br>Ams<br>11½k |
| SXVA<br>1329<br>DI Esd<br>RT | **EVRIDIKI**<br>exDimitrios<br>exJames E. Hughes<br>exArapaho exY.T. 121<br>Evridiki **S.A.**<br>Piræus Greek<br>Now **FANEROMENI** See New Entries No. 4 | **352**<br>127<br>— | | **1914** Seattle Constr. & D.D. Co.—Seattle<br>140′ 5″ 24′ 4″<br>… … …<br>1 dk<br>R len 60 | M Fishing | Oil 4SA 6Cy. 320×450 mm<br>800bhp Emade58fitted61<br>Klöckner-Humboldt-Deutz | Kln |
| SZMY<br>1531<br>DI Esd<br>RT | **EVRIDIS**<br>exVentkimolos-67 exVridi-65<br>exDjebel-Nador-51 exPascoli<br>Evridis **Cia. Nav. S.A.**<br>Piræus Greek | **2972**<br>1067<br>3778<br>**WRECKED 12/68** | BV | **1943** Soc. Odero Terni Orlando—Muggiano<br>380′ 11″ 49′ 11″ 20′ 2½″<br>49′ 9″<br>B89′ F33′ 2 dks | M Ref<br>G.183000 B.159500 In.15900<br>8W Der 2(25) 4(10) | Oil 2SA 8Cy. 680×1100 mm<br>S.A. Ansaldo | 183t<br>Gen<br>13½k |
| NPC<br>1791<br>DI Esd<br>Gc Rdr<br>RTm | **EVROS**<br>North Atlantic **Shipping Ltd.**<br>Monrovia Liberian | **15983**<br>10468<br>24010 | AB | **1963** Brodogradiliste Split—Spt<br>628′ 2″ 75′ 3″ 35′ 7½″<br>589′ 6″ 74′ 9″ 46′ 3″<br>P125′ F46′ 1 dk<br>RW<br>rf 2″ | M Bulk Carrier Mchy.aft<br>7 Ho 52′, 62′, 66′, 68′, 57′, 55′, 55′<br>G.1178388 B.1045442<br>7 Ha (stl) (27′×26½′) (37′×36′) (37′, 37′, 37′, 37′, 37′×36¾′)<br>14W Der 14(3-10) | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp<br>Sulzer Bros. Ltd.<br>3×350kW 440V 60c/s a.c. | 1579t (hvf)<br>Win<br>16k |
| SWFT<br>1200<br>RT | **EVROS**<br>exCaptain Mikes<br>~~Sot. Moundreas~~<br>~~Piræus~~ ~~Greek~~<br>**George M. Moundreas & Bros. S.A.**<br>Piræus<br>Greek | **455**<br>216<br>— | GL | **1918** Dunlop, Bremner & Co. Ltd.—Gls<br>165′ 0″ 28′ 0″<br>27′ 10″ 12′ 0″<br>1 dk<br>R | M Tanker | Oil 2SA 6Cy. 300×500 mm<br>600bhp NE63<br>Russki-Diesel Wks | Len |
| 1822<br>DI Esd<br>Gc Rdr | **EVVIA**<br>exNational Fortune-61<br>exMandoil-54<br>exHarvey W. Wiley-50<br>**Hellenic Shipping & Industries Co. Ltd.**<br>Monrovia Liberian<br>Now **BLUE SURF** See New Entries No. 1 | **8482**<br>5727<br>12863 | AB | **1943** California S.B. Corp.L.An<br>511′ 8″ 57 0″ 26′ 11½″<br>487′ 3″ 56′ 11″ 37′ 4″<br>B53′ 2 dks<br>RW len & conv tanker 55<br>rf 6″ | S<br>6 Ho 60′, 71′, 59′, 59′, 63′, 69′<br>B.581000<br>6 Ha (33¾′, 30′, 30′, 30′, 35′, 35′×20′)<br>Der 12(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. | 2163t (o.f)<br>Sunnyvale |
| ELFL<br>1960<br>DI Esd<br>Gc Rdr<br>RT | **EVY L**<br>**Elprimero Inc.**<br>Monrovia Liberian | **14800**<br>9735<br>25400 | AB | **1967** Hakodate Dock Co. Ltd.—Hak<br>597′ 3″ 75′ 2″ 30′ 0½″<br>550′ 6″ 75′ 0″ 48′ 3″<br>1 dk<br>RW | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. | Aio |

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| 511054<br>SIHM<br>7569<br>RTm | **EWALD**<br><br>**J. A. L. Andersson**<br>Hallsbäck Swedish | 112<br>65<br>160 | | <br><br>BV | **1915** ........................Vla<br>92' 11" 21' 6"<br>... ... ...<br>1 dk<br>R | Aux<br>2 Ho<br><br>2 Ha (23'×13½') (5½'×7½') | Oil 2SA 2Cy. 330×340 mm<br>120bhp Emade36fitted—<br>A/B Bolinder-Munktell<br>1×24V |
| 511056<br>GXNL<br>187755<br>Esd Pfd<br>Rdr<br>RTm | **EWELL**<br><br>**South Eastern Gas Board**<br>D. K. Jacobs<br>London British | 1877<br>996<br>2835 | ✠100A1<br><br>✠LMC<br><br>MN230 | SS 6/67<br><br><br><br>EL q 1$\frac{1}{16}$"SQ | **1958–4** A. Hall & Co. Ltd.—Abn<br>275' 2" 39' 5" 17' 1"<br>261' 6" 39' 4" 18' 6"<br>Q163' B23 F26' 1 dk<br>RW NS 6BH<br>rf nil WB1058t incl. DTf175t | M Mchy.aft<br>3 Ho 60', 54', 49'<br><br>3 Ha (stl) (37½'×25½') (36', 36'×27') | Oil 2SA 8Cy. 340×570 mm<br>1150bhp<br>British Polar Engines Ltd.<br>3×40kW 220V d.c. |
| 511057<br>WIQD<br>241036<br>Df Esd<br>Gc | **EXAMINER**<br><br>**United States Department of Commerce**<br>New York United States | 6736<br>3963<br>9848 | | <br><br>AB | **1942** Bethlehem Stl Co.—Qcy<br>473' 1" 66' 2" 27 9½"<br>450' 0" 66' 0" 33 4"<br>2 dks & S dk<br>rf 12" | S OSD<br>7 Ho<br>G.602792 B.553246<br>8 Ha<br>20W Der 1(25) | 2 S Turb dr geared to sc. sh<br>8800shp<br>Allis Chalmers Mfg Co. |
| 511058<br>KELX<br>241176<br>Df Esd<br>Gc Pfd<br>RT | **EXANTHIA**<br><br>**United States Department of Commerce**<br>New York United States | 6533<br>3813<br>7838 | | <br><br>AB | **1941** Bath Iron Wks Corp.—Bath, Me<br>420' 0" 60' 3" 27' 7½"<br>400' 0" 60' 0" 39' 4"<br>3 dks<br>RW<br>rf 9" | S<br>6 Ho<br>G.435400 B.403620<br>7 Ha<br>18W Der 1(30) | 2 S Turb dr geared to sc. sh<br>8800shp<br>Bethlehem Stl Co. |
| 511059<br>KHHP<br>249173<br>Df Esd<br>Gc Pfd | **EXBROOK**<br><br>**American Export Isbrandtsen Lines Inc.**<br>New York United States | 6452<br>3811<br>9644 | | <br><br>AB | **1946** Bethlehem Sparrows Pt. Shpyd—Sp. Pt<br>473' 1" 66' 2" 27' 9$\frac{11}{16}$"<br>450' 0" 66' 0" 33' 4"<br>2 dks & S dk<br>RW<br>rf 12" | S Ref OSD<br>7 Ho<br>G.548587 B.532611 In.29872<br>8 Ha<br>20W Der 1(25) | 2 S Turb dr geared to sc. sh<br>8800shp<br>Bethlehem Stl Co. |
| 641243<br><br>313972<br>Esd Pfd<br>Rdr | **EXCEL-O**<br><br>**St. Lawrence Sea Products Co.**<br>Quebec Canadian | 312<br>103<br>— | ✠100A1<br>trawler<br>Str. nav. Ice<br>✠LMC<br>MN144 | SS 7/68<br><br><br><br>EL (d) | **1964–6** G. T. Davie & Sons Ltd.—Lauzon<br>129' 0" 26' 4"<br>115' 0" 26' 0" 14' 3"<br>P8' F20'<br>5BH<br>rf 42" BK9" | M Trawler | Oil 2SA 6Cy. 310×4<br>hydraulic coupling<br>720bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| 511062<br>WGIW<br>240104<br>Df Esd<br>Gc | **EXCELLENCY**<br>exBunker Hill–49<br>exExecutor–47<br>**United States Department of Commerce**<br>New York United States | 6680<br>3922<br>9902 | | <br><br>AB | **1940** Bethlehem Stl Co.—Qcy<br>473' 1" 66' 5" 27' 9$\frac{1}{16}$"<br>450' 0" 66' 0" 33' 4"<br>2 dks & S dk<br>R<br>rf 12" | S OSD<br>7 Ho<br>G.601872 B.551140<br>8 Ha<br>20W Der 2(30) | 2 S Turb dr geared to sc. sh<br>8800shp<br>Bethlehem Stl Co. |
| 511063<br>WIHS<br>240879<br>Df Esd<br>Gc Pfd | **EXCELLER**<br><br>**United States Department of Commerce**<br>New York United States | 6535<br>3838<br>7860 | | <br><br>AB | **1941** Bath Iron Wks Corp.—Bath, Me<br>420' 0" 60' 4" 27' 7$\frac{5}{8}$"<br>400' 0" 60' 0" 39' 4"<br>3 dks<br>RW<br>rf 9" | S<br>6 Ho<br>G.435400 B.403620<br>7 Ha<br>18W Der 1(30) | 2 S Turb dr geared to sc. sh<br>8800shp<br>Bethlehem Stl Co. |
| 511064<br>KYGT<br>243981<br>Df Esd<br>Gc | **EXCELSIOR**<br><br>**American Export Isbrandtsen Lines Inc.**<br>New York United States | 6497<br>3818<br>9849 | | <br><br>AB | **1943** Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>473' 1" 66' 3" 27' 9$\frac{1}{16}$"<br>450' 0" 66' 0" 33' 4"<br>2 dks & S dk<br>RW<br>rf 12" | S OSD<br>7 Ho<br>G.602792 B.552060<br>8 Ha<br>20W Der 1(25) | 2 S Turb dr geared to sc. sh<br>8800shp<br>Bethlehem Stl Co. |
| 511065<br>IMUJ<br>396<br>Df Esd<br>RT | **EXCELSIOR**<br>exPieter Brueghel–61<br>exCoolhaven–60<br>**Vincenzo Cavarretta**<br>Trapani Italian | 499<br>232<br>770 | | <br><br>RI | **1947** N.V. Werf "Gusto"—Sch<br>194' 3" 30' 4" 11' 0"<br>180' 5" 30' 2"<br>F20' 1 dk & S dk | M OSD<br>2 Ho<br>G.59000 B.54000 | Oil 2SA 4Cy. 400×650 mm<br>660bhp<br>N.V. Mchfb. Bolnes |
| 526010<br>PEAH<br><br>Df Esd<br>Pfd<br>RTm | **EXCELSIOR**<br>exOceaan IV–65<br>**N.V. Verre Visserj Maats. (J. J. v. d. Toorn)**<br>Scheveningen Netherland | 195<br>102<br>— | | | **1934** A. Vuijk & Zonen—Kralingscheveer<br>*127·1'* 22' 5"<br>... ... ...<br>R len 48 | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×420 mm<br>300bhp NE46<br>Motorenf. "De Industrie" |
| 511067<br><br><br>Df Esd<br>RT | **EXCELSIOR II**<br>exJeannette–33<br>**N.V. Vissch. Maats. "De Drie Haringen"**<br>Katwijk a/Zee Netherland | 159<br>78<br>— | | | **1930** Gebr. Pot—Bolnes<br>*111·0'* 20' 6"<br>... ... ...<br>R | M Trawler | Oil 4SA 4Cy. 285×420 mm<br>NE45<br>Motorenw. Mannheim |
| 511068<br>WDVF<br>239263<br>Df Esd<br>Gc | **EXCHANGE**<br><br>**United States Department of Commerce**<br>New York United States | 6736<br>3996<br>9400 | | <br><br>AB | **1940** Bethlehem Stl Co.—Qcy<br>473' 1" 66' 3" 27' 1$\frac{1}{16}$"<br>450' 0" 66' 0" 33' 4"<br>2 dks & S dk<br>R<br>rf 12" | S OSD<br>7 Ho<br>G.602792 B.553246<br>8 Ha<br>20W Der 1(25) | 2 S Turb dr geared to sc. sh<br>8800shp<br>Bethlehem Stl Co. |

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| 911069<br>KYHZ<br>244129<br>Df Esd<br>Gc Rdr | **EXCHEQUER**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | 6497<br>3818<br>9849 | | **1943** Bethlehem Sparrows Pt. Shpyd—<br>Sp. Pt<br>AB 473' 1" 66' 3" 27' 9$\frac{1}{16}$"<br>450' 0" 66' 0" 33' 4"<br>2 dks & S dk<br>RW<br>rf 12" | S OSD<br>7 Ho<br>G.602792 B.552060<br>8 Ha<br>20W Der 1(25) | 2 S Turb dr geared to sc. shaft<br>8800shp 2073t (o.f)<br>Bethlehem Stl Co. Qcy<br>16½k |
| 911070<br>KHHS<br>248120<br>Df Esd<br>Gc | **EXCHESTER**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | 6452<br>3802<br>9644 | | **1945** Bethlehem Sparrows Pt. Shpyd—<br>Sp.Pt<br>AB 473' 1" 66' 3" 27' 9$\frac{1}{16}$"<br>450' 0" 66' 0" 33' 4"<br>2 dks & S dk<br>RW<br>rf 12" | S Ref OSD<br>7 Ho<br>G.548587 B.532611 In.29872<br>8 Ha<br>20W Der 1(25) | 2 S Turb dr geared to sc. shaft<br>8800shp 2073t (o.f)<br>Bethlehem Stl Co. Qcy<br>16½k |
| 911071<br>KHHW<br>248747<br>Df Esd<br>Gc | **EXECUTOR**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | 6452<br>3802<br>9644 | | **1945** Bethlehem Sparrows Pt. Shpyd—<br>Sp.Pt<br>AB 473' 1" 66' 3" 27' 9$\frac{11}{16}$"<br>450' 0" 66' 0" 33' 4"<br>2 dks & S dk<br>RW<br>rf 12" | S Ref OSD<br>7 Ho<br>G.548587 B.532611 In.29872<br>8 Ha<br>20W Der 1(25) | 2 S Turb dr geared to sc. shaft<br>8800shp 2073t (o.f)<br>Bethlehem Stl Co. Qcy<br>16½k |
| 911073<br>5LXB<br>1319<br>Df Esd<br>Gc Rdr | **EXEMPLAR**<br>exHektoria–58<br>Exemplar Steamship Co.<br>Monrovia Liberian | 8680<br>5161<br>— | ✠100A1 SS 3/68 ~~SS 8/68~~<br>✠LMC<br>MN900 EL d†2$\frac{3}{16}$"SQ | **1950–12** Lithgows Ltd.—P.Gl<br>505' 6" 62' 4" 26' 11½"<br>470' 0" 62' 0" 35' 3"<br>P97' B40' F50' 1 dk<br>RW NS 13BH<br>WB1468t | M Mchy.aft<br>conv tanker 59 | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford 1310t<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 180lb 13k |
| 911074<br>WFTY<br>238865<br>Df Esd<br>Gc | **EXEMPLAR**<br>exDorothea L. Dix–46<br>exExemplar–42<br>exEmpire Widgeon–42<br>exExemplar–41<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | 6736<br>3996<br>9902 | **BROKEN UP** | **1940** Bethlehem Stl Co.—Qcy<br>473' 1" 66' 5" 27' 9$\frac{9}{16}$"<br>AB 450' 0" 66' 0" 33' 4"<br>2 dks & S dk<br>R<br>rf 12" | S OSD<br>7 Ho<br>G.602792 B.553246<br>8 Ha<br>20W Der 1(25) | 2 S Turb dr geared to sc. shaft<br>8800shp 2073t (o.f)<br>Bethlehem Stl Co. Qcy<br>16½k |
| 911075<br>WOGB<br>238617 | **EXERMONT**<br>exBostonian–49 exExporter–47<br>United States Department of<br>Commerce<br>New York United States | 6675<br>3893<br>9296 | | **1939** Bethlehem Stl Co.—Qcy<br>473' 1" 66' 5" 27' 1$\frac{9}{16}$"<br>AB 450' 0" 66' 0" 33' 4"<br>2 dks & S dk<br>R<br>rf 12" | S OSD<br>7 Ho<br>G.602792 B.552060<br>8 Ha<br>20W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>8800shp 2073t (o.f)<br>Bethlehem Stl Co. Qcy<br>16½k |
| 911077<br>KHIQ<br>24966<br>Df Esd<br>Gc | **EXFORD**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | 6451<br>3810<br>9644 | | **1946** Bethlehem Sparrows Pt. Shpyd—<br>Sp.Pt<br>AB 473' 1" 66' 5" 27' 9$\frac{11}{16}$"<br>450' 0" 66' 0" 33' 4"<br>2 dks & S dk<br>RW<br>rf 12" | S Ref OSD<br>7 Ho<br>G.548587 B.532611 In.29872<br>8 Ha<br>20W Der 1(25) | 2 S Turb dr geared to sc. shaft<br>8800shp 2073t (o.f)<br>Bethlehem Stl Co. Qcy<br>16½k |
| 911078<br>WGBL<br>239997<br>Df Esd<br>Gc | **EXHIBITOR**<br>United States Department of<br>Commerce<br>New York United States | 6736<br>3996<br>9902 | | **1940** Bethlehem Stl Co.—Qcy<br>473' 1" 66' 5" 27' 9$\frac{9}{16}$"<br>AB 450' 0" 66' 0" 33' 4"<br>2 dks & S dk<br>R<br>rf 12" | S OSD<br>7 Ho<br>G.602792 B.553246<br>8 Ha<br>20W Der 1(25) | 2 S Turb dr geared to sc. shaft<br>8800shp 2073t (o f)<br>Bethlehem Stl Co. Qcy<br>16½k |
| 911079<br>KFHT<br>252303<br>Df Esd<br>Gc | **EXILONA**<br>exMinute Man–49<br>exLeedstown–47<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | 6445<br>3793<br>9598 | | **1943** Bethlehem Sparrows Pt. Shpyd—<br>Sp.Pt<br>AB 473' 1" 66' 5" 27' 9$\frac{7}{16}$"<br>450' 0" 66' 0" 33' 4"<br>2 dks & S dk<br>RW<br>rf 12" | S OSD<br>7 Ho<br>G.602792 B.552060<br>8 Ha<br>20W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>8800shp 2071t (o.f)<br>Bethlehem Stl Co. Qcy<br>16½k |
| 911080<br>KAUD<br>241356<br>Df Esd<br>Gc Rdr<br>RT | **EXIRIA**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | 6535<br>3838<br>7860 | **BROKEN UP** | **1942** Bath Iron Wks Corp.—Bath, Me<br>420' 0" 60' 4" 27' 7⅞"<br>AB 400' 0" 60' 0" 39' 4"<br>3 dks<br>RW<br>rf 9" | S<br>6 Ho<br>G.435400 B.403620<br>7 Ha<br>18W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>8800shp 1874t (o.f)<br>Bethlehem Stl Co. Qcy<br>16½k |
| 911081<br>KWEN<br>245078<br>Df Esd<br>Gc Rdr | **EXMINSTER**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | 6450<br>3808<br>9849 | | **1944** Bethlehem Sparrows Pt. Shpyd—<br>Sp.Pt<br>AB 473' 1" 66' 5" 27' 9$\frac{7}{16}$"<br>450' 0" 66' 0" 33' 4"<br>2 dks & S dk<br>RW<br>rf 12" | S OSD<br>7 Ho<br>G.602792 B.552060<br>8 Ha<br>20W Der 1(25) | 2 S Turb dr geared to sc. shaft<br>8800shp 2073t (o.f)<br>Bethlehem Stl Co. Qcy<br>16½k |
| 911082<br>251043<br>Df | **EXMORE**<br>Pennsylvania Railroad Co.<br>Cape Charles United States | 573<br>389<br>407 | | **1944** Marietta Mfg Co.—Pt.Pleasant<br>149' 0" 33' 1"<br>141' 0" 33' 0" 18' 10"<br>1 dk<br>rf 30" | S Tug | Unaflow 3Cy. 24½"×24"<br>1200ihp 413t (o.f)<br>Skinner Engine Co. Erie<br>2×25kW 120V d.c. |

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| 511083<br>KHNF<br>247370<br>Df Esd<br>Gc | **EXMOUTH**<br>exTerre Haute Victory–48<br>**United States Department of Commerce**<br>New York United States | 7642<br>4599<br>10658 | | AB | 1945 Oregon S.B. Corp.—Pld<br>455' 3" 62' 2" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 75', 78', 81', 75'<br>G.523740 B.453210<br>5 Ha (25', 45', 36', 36', 24'×22½')<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc. sh<br>9350shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 650187<br>GNKE<br>306260<br>Df Esd<br>Gc Rdr<br>RTm | **EXNING**<br><br>**Atlantic Shipping & Trading Co. Ltd.**<br>W. J. Tatem Ltd.<br>London British | T.Mk<br>7184<br>4077<br>13840<br>10596<br>6239<br>16000 | ✠100A1<br>DTmf—vegetable oil<br>✠LMC<br><br>MN1920 | EL f†2¼"SQ | 1965–2 Austin & Pickersgill Ltd.—Sld<br>516' 0" 70' 6" 27' 2¾"/29' 11½"<br>480' 0" 70' 0" 40' 3"<br>F49' 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf nil WB4177t incl. DTmf1527t | M<br>5 Ho 70', 75', 50', DT30', 75', 67½' TwD24'<br>7 Ha (35', 45', 35', 15', 45', 35'×28') (10'×15')<br>Der 1(30) 5(10) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>G. Clarke & N.E.M. Ltd.<br>AuxB 100lb<br>3×250kW 440V a.c. |
| 511084<br>KOWD<br>256697<br>Df Esd<br>Gc Rdr | **EXOCHORDA**<br>exDauphin–48<br>**United States Department of Commerce**<br>New York United States | 9644<br>5313<br>7293 | | AB | 1944 Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>473' 1" 66' 5" 27' 9$\frac{1}{16}$"<br>450' 0" 66' 0" 42' 6"<br>3 dks<br>RW<br>rf 12"<br>CONVERTED FOR USE AS A COLLEGE DORMITORY | S Ref<br>6 Ho<br>G.394928 B.379571 In.23409<br>6 Ha<br>16W Der 6(10) | 2 S Turb dr geared to sc. sh<br>8800shp<br>Bethlehem Stl Co. |
| 540394<br>PEAO<br><br>Df Esd<br>Rdr<br>RTm | **EXPANSA**<br><br>**Rederij "Avanti"**<br>Scheepvaartkantoor Holwerda<br>Harlingen Netherland | 499<br>318<br>782 | | BV | 1963 Schps. "Harlingen"—Hrl<br>183' 4" 28' 8" 11' 0"<br>167' 4" 28' 6½" 12' 2"<br>P44' B37' F39' 1 dk<br>RW | M Ref Mchy.aft<br>1 Ho 111¾'<br>G.36120 B.33600 In.26663<br>2 Ha (each 40¾'×16')<br>2W Der 2(1) | Oil 4SA 6Cy. 320×480 mm<br>525bhp<br>Motorenw. Mannheim<br>1×6kW 110V d.c. |
| 511085<br><br><br>Df Esd<br>Rdr RT | **EXPANSION**<br>exDennis Winn<br>exLt. Walter J. Will<br>**Marcel Hart**<br>Papette French | 544<br>330<br>— | | AB | 1944 Northwestern S.B. Co.—Bellingham<br>148' 0" 33' 6" 14' 3"<br>138' 9" 33' 5" 17' 8"<br>1 dk | Wood M | Oil 2SA 5Cy. 16"×20"<br>875bhp<br>Fairbanks, Morse & Co. |
| 671397<br>SMKT<br>10829<br>Df Esd<br>Gc Rdr<br>RTm/v | **EXPECTATION**<br><br>**Rederi A/B Dalen**<br>Jörgen J. Lorentzen<br>Gothenburg Swedish | 11610<br>5982<br>~~16600~~<br>17900 | | NV | 1967 A/S Fredriksstad M/V—Fks<br>543' 8" 67' 7" 28' 11½"<br>500' 1" 67' 6" 40' 0"<br>P128' F49' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>5 Ho 71 , 73½', 75', 75½', 78½'<br>G.820830 B.798680<br>5 Ha (38½', 57', 57', 57', 57'×32¾')<br>Cr 5(10) | Oil 2SA 6Cy. 760×1500 mm<br>7500bhp Götaverken<br>A/S Fredriksstad M/V<br>3×284kW 440V 60c/s a.c. |
| 511087<br>KQNG<br>251971<br>Df Esd<br>Gc Rdr | **EXPEDITOR**<br>exPaul Revere–49<br>exWindsor–47<br>**American Export Isbrandtsen Lines Inc.**<br>New York United States | 6454<br>3918<br>9549 | | AB | 1943 Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>473' 1" 66' 5" 27' 9$\frac{1}{16}$"<br>450' 0" 66' 0" 33' 4"<br>2 dks & S dk<br>RW<br>rf 12" | S OSD<br>7 Ho<br>G.602792 B.552060<br>8 Ha<br>20W Der 2(30) | 2 S Turb dr geared to sc. sh<br>8800shp<br>Bethlehem Stl Co. |
| 511088<br>MSXV<br><br>Esd RTv | **EXPELLER**<br>exBora–45<br>**Secretary of State for Defence**<br>British<br>Now **SABI** See New Entries No. 8 | 317<br>82<br>— | | | 1942 Nobiskrug Werft—Rendsburg<br>127' 0" 26' 5" 10' 9"<br>… … … | M | Oil 8Cy. 380×585 mm<br><br>Motorenw. Mannheim |
| 640927<br>WH4182<br>271807<br>RT | **EXPLOIT**<br><br>**Submarex Corp.**<br>Los Angeles United States | 298<br>190<br>— | | | 1943 Jakobson Shpyd Inc.—Oyster Bay<br>*164-8'* 23' 2" 7' 6¾"<br>163' 2" 23' 0" 14' 3" | M Drilling Ship | Oil<br>1800bhp |
| 511091<br>GHHW<br>301367<br>Df Esd<br>Gc Rdr<br>RTm/v | **EXPLORER**<br><br>**Charente S.S. Co. Ltd.**<br>T. & J. Harrison Ltd.<br>Liverpool British | 7200<br>3754<br>8850 | ✠100A1<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1300 | SS 7/66<br><br><br><br>EL a†2$\frac{1}{16}$"SQ | 1961–3 Nederl. Dok & Schps.—Ams<br>440' 1" 59' 9" 27' 10½"<br>400' 0" 59' 6" 36' 0"<br>P29' F41' 2 dks<br>RW 6BH to U dk 2 to 2nd dk<br>rf 6" DK fwd WB1465t incl. Tunnel tanks 284t | M Ref<br>4 Ho 62', 80', 72', 67'<br>In.3581<br>4 Ha (stl) (29½', 47½', 42¾', 27'×21')<br>Der 1(70) 4(15) 4(10) 4(5) 1(3) | Oil 2SA 5Cy. 760×1550 mm<br>6500bhp<br>Sulzer Bros. Ltd.<br>2AuxB 100lb<br>3×250kW 230V d.c. |
| 511092<br>WDLD<br>239103<br>Df Esd<br>Gc | **EXPLORER**<br><br>**United States Department of Commerce**<br>New York United States | 6736<br>3996<br>9514 | | AB | 1939 Bethlehem Stl Co.—Qcy<br>473' 1" 66' 5" 27' 1$\frac{1}{16}$"<br>450' 0" 66' 0" 33' 4"<br>2 dks & S dk<br>R<br>rf 12" | S OSD<br>7 Ho<br>G.602792 B.553246<br>8 Ha<br>20W Der 1(30) | 2 S Turb dr geared to sc. sh<br>8800shp<br>Bethlehem Stl Co. |
| 511093<br>MLBG<br>303098<br>Df Esd<br>Gc Ptd<br>Rdr<br>RTm/v | **EXPLORER**<br><br>**Department of Agriculture & Fisheries for Scotland**<br>Leith British | 862<br>225<br>489 | | | 1955 A. Hall & Co. Ltd.—Abn<br>202' 9" 32' 9" 14' 2"<br>183' 6" 32' 0" 16' 0"<br>2 dks<br>R | S Fishery Research Ship Mchy.aft | T 3Cy. 16½" 28½" & 47"×3<br>1300ihp<br>A. Hall & Co. Ltd. |
| 528837<br>PJKT<br><br>Df Gc<br>Rdr | **EXPLORER**<br>exR 3–67<br>**Overseas Shipping Corp. N.V.**<br>Willemstadt Netherland (Antilles) | 497<br>150<br>— | ✠100A1<br>Str. nav. ice<br>✠LMC<br><br>MN460 | SS 7/65<br><br><br><br>EL j | 1957–7 Ijsselwerf Schps. & Mch.—Rot<br>Cmpl. Werf de Hoog N.V.—Rot<br>193' 11" 30' 7" 13' 2"<br>167' 4" 30' 6" 15' 9"<br>1 dk<br>RW 4BH len & conv whaler 67<br>rf 49" WB10t | M Survey Ship Mchy.aft | Oil 4SA 10Cy. 400×<br>2300bhp<br>Masch. Augsburg-Nürnb<br>Controllable pitch prope<br>Directional propeller |

# REGISTER OF SHIPS

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| **EXPLORER**<br>Capt. R. Pickard<br>Monrovia Liberian | **166**<br>61<br>— | | **1943** Kewaunee S.B. & E. Corp.—<br>Kewaunee<br>*91·5'* 21' 0"<br>… … …<br>1 dk | M Mchy.aft | Oil 2SA 5Cy. 315×355 mm<br>Kahlenberg Bros. Co. Two Rivers |
| **EXPO**<br>Olof Bjarne Olsson<br>Partrederi<br>Smögen Swedish | **161**<br>72<br>— | BV | **1967** Rosslauer Schiffs.—Rosslau<br>110' 5" 8' 10¼"<br>97' 0" 21' 8" 10' 10"<br>1 dk | M Fishing Mchy.aft | Oil SA<br>750bhp<br>Nydqvist & Holm A/B Thn |
| **EXPORT ADVENTURER**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | **7849**<br>4274<br>—<br>**10366**<br>6086<br>10967 | AB | **1960** New York S.B. Co.—Camden<br>492' 6" 73' 3" —/28' 1⅝"<br>470' 0" 73' 0" 42' 0"<br>F66' 2 dks & S dk<br>RW<br>rf 6" | S Ref OSD/CSD<br>6 Ho<br>G.697710 B.580868 In.24293<br>6 Ha (stl)<br>20W Der 1(50) 20(10) | 2 S Turb dr geared to sc. shaft<br>13750shp 2236t (o.f)<br>General Electric Co. Lyn<br>18½k |
| **EXPORT AGENT**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | **7849**<br>4274<br>—<br>**10640**<br>6552<br>11089 | AB | **1961** National Stl & S.B. Co.—S.Diego<br>492' 6" 73' 2" —/28' 1⅝"<br>470' 0" 73' 0" 42' 2"<br>2 dks & S dk<br>RW<br>rf 6" | S Ref OSD/CSD<br>6 Ho<br>G.699710 B.580868 In.24293<br>6 Ha (stl)<br>20W Der 1(50) 20(10) | 2 S Turb dr geared to sc. shaft<br>13750shp 2236t (o.f)<br>General Electric Co.<br>18½k |
| **EXPORT AIDE**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | **7808**<br>4274<br>—<br>**10640**<br>6552<br>11021 | AB | **1961** National Stl & S.B. Co.—S.Diego<br>492' 6" 73' 2" —/28' 1½"<br>470' 0" 73' 0" 42' 2"<br>F66' 2 dks & S dk<br>RW<br>rf 6" | S Ref OSD/CSD<br>6 Ho<br>G.699710 B.580868 In.24293<br>6 Ha (stl)<br>20W Der 1(50) 20(10) | 2 S Turb dr geared to sc. shaft<br>13750shp 2236t (o.f)<br>General Electric Co. Lyn<br>18½k |
| **EXPORT AMBASSADOR**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | **7808**<br>4274<br>—<br>**10350**<br>6086<br>11020 | AB | **1960** New York S.B. Corp.—Camden<br>492' 6" 73' 3" —/28' 1⅝"<br>470' 0" 73' 0" 42' 2"<br>F66' 2 dks & S dk<br>RW<br>rf 6" | S Ref OSD/CSD<br>6 Ho<br>G.699710 B.580868 In.24293<br>6 Ha (stl)<br>20W Der 1(50) 20(10) | 2 S Turb dr geared to sc. shaft<br>13750shp 2236t (o.f)<br>General Electric Co. Lyn |
| **EXPORT BANNER**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | T.Mk<br>**7939**<br>4466<br>—<br>**10659**<br>6465<br>12629 | AB | **1961** National Stl & S.B. Co.—S.Diego<br>493' 0" 73' 3" —/30' 6¾"<br>470' 0" 73' 0" 42' 2"<br>P154' F67' 3 dks<br>RW<br>rf 6" | S Ref Mchy.aft<br>6 Ho<br>G 763073 B.707673 In.25486<br>6 Ha (stl)<br>21W Cr 2(5) Der 1(60) 8(10) 12(7) | 2 S Turb dr geared to sc. shaft<br>13750shp 3171t (o.f)<br>General Electric Co.<br>18½k |
| **EXPORT BAY**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | T.Mk<br>**7939**<br>4466<br>—<br>**10659**<br>6465<br>12629 | AB | **1961** National Stl & S.B. Co.—S.Diego<br>493' 0" 73' 3" —/30' 6¾"<br>470' 0" 73' 0" 42' 2"<br>P154' F67' 3 dks<br>RW<br>rf 6" | S Ref Mchy.aft<br>6 Ho<br>G.763073 B.707673 In.25486<br>6 Ha (stl)<br>21W Cr 2(5) Der 1(60) 8(10) 12(7) | 2 S Turb dr geared to sc. shaft<br>13750shp 3171t (o.f)<br>General Electric Co.<br>18½k |
| **EXPORT BUILDER**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | T.Mk<br>**7939**<br>4466<br>—<br>**10659**<br>6465<br>12629 | AB | **1962** National Stl & S.B. Co.—S.Diego<br>493' 0" 73' 3" —/30' 6¾"<br>470' 0" 73' 0" 42' 2"<br>P154' F67' 3 dks<br>RW<br>rf 6" | S Ref Mchy.aft<br>6 Ho<br>G.763073 B.707673 In.25486<br>6 Ha (stl)<br>21W Der 1(60) 8(10) 12(7) | 2 S Turb dr geared to sc. shaft<br>13750shp 3171t (o.f)<br>General Electric Co.<br>18½k |
| **EXPORT BUYER**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | T.Mk<br>**7939**<br>4466<br>—<br>**10659**<br>6465<br>12629 | AB | **1962** National Stl & S.B. Co.—S.Diego<br>493' 0" 73' 3" —/30' 6¾"<br>470' 0" 73' 0" 42' 2"<br>P153' F66' 3 dks<br>RW<br>rf 6" | S Ref Mchy.aft<br>6 Ho<br>G.763073 B.707673 In.25486<br>6 Ha (stl)<br>21W Cr 2(5) Der 1(60) 8(10) 12(7) | 2 S Turb dr geared to sc. shaft<br>13750shp 3171t (o.f)<br>General Electric Co.<br>18½k |
| **EXPORT CHALLENGER**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | T.Mk<br>**8128**<br>4465<br>—<br>**11000**<br>6382<br>12525 | AB | **1963** Sun S.B. & D.D. Co.—Chester, Pa<br>493' 0" 73' 3" —/30' 7"<br>470' 0" 73' 0" 42' 2"<br>P154' F67' 3 dks<br>RW<br>rf 6" | S Ref Mchy.aft<br>6 Ho<br>B.732000 In.27000<br>6 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>13750shp 3312t (o.f)<br>General Electric Co. Lyn |
| **EXPORT CHAMPION**<br>American Export<br>Isbrandtsen Lines Inc.<br>New York United States | T.Mk<br>**8128**<br>4465<br>—<br>**11000**<br>6382<br>12525 | AB | **1963** Sun S.B. & D.D. Co.—Chester, Pa<br>493' 0" 73' 3" —/30' 7"<br>470' 0" 73' 0" 42' 2"<br>P166' B22' F66' 3 dks<br>RW<br>rf 6" | S Ref Mchy.aft<br>6 Ho<br>G.739504 B.683510 In.27236<br>6 Ha (stl)<br>20W Cr 2 Der 10(10) 6(7) 2(5) | 2 S Turb dr geared to sc. shaft<br>13750shp 3204t (o.f)<br>General Electric Co. Lyn<br>18½k |

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| **511105**<br>WGKE<br>291731<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXPORT COMMERCE**<br><br>**American Export**<br>**Isbrandtsen Lines Inc.**<br>New York United States | T.Mk<br>8128<br>4465<br>—<br>11000<br>6382<br>12525 | <br><br>AB | **1963** Sun S.B. & D.D Co.—Chester,Pa<br>493′ 0″ 73′ 3″ —/30′ 7″<br>470′ 0″ 73′ 0″ 42′ 2″<br>P154′ F67′ 3 dks<br>RW<br>rf 6″ | S Ref Mchy.aft<br>6 Ho<br>B.732000 In.27000<br>6 Ha (stl) | 2 S Turb dr geared to sc. sh<br>13750shp<br>General Electric Co. |
| **511106**<br>KAAG<br>289947<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXPORT COURIER**<br><br>**American Export**<br>**Isbrandtsen Lines Inc.**<br>New York United States | T.Mk<br>8128<br>4465<br>—<br>11000<br>6382<br>12705 | <br><br>AB | **1962** Sun S.B. & D.D. Co.—Chester, Pa<br>493′ 0″ 73′ 3″ —/30′ 7″<br>470′ 0″ 73′ 0″ 42′ 2″<br>P154′ F67′ 3 dks<br>RW<br>rf 6″ | S Mchy.aft<br>6 Ho<br>B.753000<br>6 Ha (stl) | 2 S Turb dr geared to sc. sh<br>13750shp<br>General Electric Co. |
| **511107**<br>CSHC | **EXPORTADOR**<br>exLiberal Primeiro–38<br>exRio Zezere exMindello II<br>exBaron Ruzette<br>**Soc. de Pesca a Vapor "O Exportador" Ltda.**<br>Lisbon Portuguese | 227<br>87<br>— | <br>✠ | **1909**-11 Mackie & Thomson Ltd.—Gls<br>*121·7′* 21′ 8″<br>... ... ...<br><br>R | S Trawler | T 3Cy. 13″ 21″ & 34″×24″<br><br>W. V. V. Lidgerwood |
| **511108**<br>KHQZ<br>249062<br>Df Esd<br>Gc | **EXPORTER**<br><br>**American Export**<br>**Isbrandtsen Lines Inc.**<br>New York United States | 6452<br>3802<br>9644 | <br><br>AB | **1945** Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>473′ 1″ 66′ 5″ 27′ $9\tfrac{11}{16}$″<br>450′ 0″ 66′ 0″ 33′ 4″<br>2 dks & S dk<br>RW<br>rf 12″ | S Ref OSD<br>7 Ho<br>G.548587 B.532611 In.29872<br>8 Ha<br>20W Der 1(25) | 2 S Turb dr geared to sc. sh<br>8800shp<br>Bethlehem Stl Co. |
| **511109**<br>KGVI<br>252376<br>Df Esd<br>Gc | **EXPRESS**<br>exAdair–47 exExchester–46<br>**American Export**<br>**Isbrandtsen Lines Inc.**<br>New York United States | 6445<br>3793<br>9568 | <br><br>AB | **1944** Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>473′ 1″ 66′ 5″ 27′ $9\tfrac{7}{16}$″<br>450′ 0″ 66′ 0″ 33′ 4″<br>2 dks & S dk<br>RW<br>rf 12″ | S OSD<br>7 Ho<br>G.602792 B.552060<br>8 Ha<br>20W Der 1(30) | 2 S Turb dr geared to sc. sh<br>8800shp<br>Bethlehem Stl Co. |
| **511111**<br>SXWY<br>1893 | **EXPRESS**<br><br>**Greek Coast Lines S.A.**<br>Piræus Greek | 131<br>77<br>— | <br><br>AB | **1961** Cant. Navali L. Rodriquez—Messina<br>91′ 2″ 35′ 2″<br>... ... ...<br>1 dk<br>R | Aluminium Alloy TM Hydrofoil | 2 Oil 4SA each 12Cy.<br>2500bhp<br>Daimler-Benz A.G. |
| **531291**<br>WDWE<br>239355<br>Df Esd<br>Gc Rdr<br>RTm | **EXPRESS BALTIMORE**<br>exEldorado–64<br>exSanta Teresa–63<br>**Commodore Lines Inc.**<br>Wilmington, Del United States | 8205<br>4958<br>9900 | <br><br>AB<br>**BROKEN UP** | **1940** Newport Ns S.B. & D.D. Co.—N.Ns<br>459′ 3″ 63′ 2″ 26′ 10⅜″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B77′ 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho 63′, 56′, 70′, 56′, 59′<br>G.581840 B.519390 In.92800<br>5 Ha (29½′, 30′, 47½′, 30′, 30′×20′)<br>20W Der 14(10) 6(7) | 2 S Turb dr geared to sc. sh<br>6600shp<br>Newport Ns S.B. & D.D. C<br>3×350, 200, 200kW 230V d.c. |
| **538464**<br><br><br>Df<br>RTm/v | **EXPRESS TRADER**<br>exWaiana–66<br>**Intertrader Shipping Co. S.A.**<br>Panama Panamanian<br>Now **WELFARE** See New Entries No. 9 | *3372*<br>*1909*<br>4950 | ✠LR class withdrawn 3/67 | **1937**–3 A. Stephen & Sons Ltd.—Gls<br>335′ 5″ 48′ 7″ 22′ 4½″<br>319′ 0″ 48′ 0″ 26′ 6″<br>P30′ B72′ F33′ 2 dks<br>R<br>rf 3″ | M<br>3 Ho 75¾′, 62¾′, 82½′<br>G.231135 B.222370<br>3 Ha (each 45½′×16′)<br>12W Der 1(20) 6(5) 6(3) | Oil 2SA 6Cy. 600×1040 mm<br>2250bhp Sulzer<br>A. Stephen & Sons Ltd.<br>3×100kW 220V d.c. |
| **542647**<br>KANY<br>249290<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **EXPRESS VIRGINIA**<br>exBonanza–64 exJackson–63<br>exInes–63 exAgwicomet–49<br>exCarrier Dove–47<br>**Virginia Lines Inc.**<br>Wilmington, Del United States | 8280<br>4991<br>10171 | <br><br>AB | **1946** Consolidated Stl Corp.—Wmg, Cal<br>450′ 6″ 63 1″ 27′ 0⅜″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br><br>rf nil | S Ref CSD<br>5 Ho 67½′, 62½′, 70′, 70′, 71′<br>G.616000 B.543000<br>5 Ha (stl) (27′, 32′, 35′, 30′, 30′×20′)<br>Der 3(5–30) 5(10) 2(5–10) 5(5) | 2 S Turb dr geared to sc. sh<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| **511113**<br>WIQX<br>241079<br>Df Esd<br>Gc Rdr<br>RT | **EXTAVIA**<br>exEmpire Oriole–42<br>exExtavia–42<br>**American Export**<br>**Isbrandtsen Lines Inc.**<br>New York United States | 6535<br>3838<br>7860 | <br><br>AB<br>**BROKEN UP** | **1941** Bath Iron Wks Corp.—Bath, Me<br>420′ 0″ 60′ 4″ 27′ 7⅜″<br>400′ 0″ 60′ 0″ 39′ 4″<br>3 dks<br>RW<br>rf 9″ | S<br>6 Ho<br>G.435400 B.403620<br>7 Ha<br>18W Der 1(30) | 2 S Turb dr geared to sc. sh<br>8800shp<br>Bethlehem Stl Co. |
| **511114**<br>WSSI<br>246174<br>Df Esd<br>Gc | **EXTON**<br>exHonduras Victory–48<br>**United States Department of Commerce**<br>New York United States | 7644<br>4626<br>10710 | <br><br>AB | **1944** Permanente (Shpyd No. 1)—Richmond<br>455′ 3″ 62′ 2″ 28′ 6¼″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.523740 B.453210<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc. sh<br>9350shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| **511115** | **EXUBERANT**<br>exSchulau–45<br>**U.S.S.R.**<br>Russian | *172*<br>*27*<br>— | | **1944** Johan Oelkers—Ham<br>*80·0′* 22′ 8″<br>... ... ... | S Tug | C 4Cy. (2) 10½″ & (2)<br><br>Christiansen & Mey |

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| **EXUMA SOUND**<br>exJoseph Medill Patterson–68<br>exBaie Comeau–55<br>**Shallow Draft Bulk Carriers Ltd.**<br>~~Montreal~~ Nassau<br>~~Canadian~~ British | ~~2300~~ 2300<br>~~1475~~ 1634<br>~~3420~~ 3560 | AB | **1954** Atlantic S.B. Co. Ltd.—Npt<br>*251·7′* 44′ 0″ 15′ 5½″<br>252′ 3″ 43′ 10″ 22′ 6″<br>P39′ F29′ 1 dk<br>RW<br>rf nil | TM Mchy.aft<br>2 Ho<br>4 Ha | 2 Oil 2SA each 5Cy. 280×500 mm<br>1200bhp<br>Burmeister & Wain | 109t<br>Cpn |
| **EYAL**<br>exWulp–61 exBlockland–56<br>**Mano Seaways Ltd.**<br>Haifa<br>Israel | **1316**<br>697<br>1835 | GL | **1952** Jos. L. Meyer—Papenburg<br>235′ 0″ 35′ 7″ 16′ 5″<br>35′ 5″ 21′ 0″<br>P52′ 2 dks<br>RW | M CSD Mchy.aft<br>2 Ho 58½′, 66½′<br>2 Ha (each 45¼′×19¾′)<br>6W Der 6(3) | Oil 4SA 6Cy. 390×680 mm<br>1250bhp NE60<br>N.V. Werkspoor<br>4×45, 45, 45, 16kW 220V d.c. | 94t (d.o)<br>Ams<br>11k |
| **EYSTEIN**<br>exHustad I–64 exSigfra–51<br>**Gerhard Midttveit Partrederi**<br>Bergen<br>Norwegian | **185**<br>56<br>— | NV | **1950** Grundvik Treskibs.—Nersnes<br>112′ 6″ 23′ 11″<br>23′ 9″ | Wood M Fishing Mchy.aft | Oil 4SA 6Cy. 300×410 mm<br>NE55<br>A/S Vølund | Cpn |
| **EYSTEIN JARL**<br>**Det Nordenfjeldske D/S**<br>Trondheim<br>Norwegian<br>Now **PANAGIA TOURLIANI** See New Entries No. 1 | **1013**<br>508<br>1200 | NV | **1950** James Lamont & Co. Ltd.—P.Gl<br>236′ 6″ 35′ 3″ 16′ 2″<br>220′ 0″ 35′ 1″<br>P10′ B104′ F93′ 1 dk & S dk, pt 3rd dk<br>RW<br>rf 6″ | M (8P) OSD<br>3 Ho 26′, 40′, 48′ 3 TwD 73′, 104′, 48′<br>G.79725 B.71080<br>3 Ha (15¼′×8½) (17¼′, 19¼′×9¾′)<br>6W Der 1(20) 2(5) 4(3) | Oil 2SA 8Cy. 345×580 mm<br>1440bhp<br>Nydqvist & Holm A/B<br>3×60kW 220V d.c. | 123t (d.o)<br>Thn<br>12k |
| **EYVIND SIF**<br>**Rederi I/S "Sif" XIII**<br>Knud I. Larsen<br>Copenhagen<br>Danish | **500**<br>340<br>1300 | BV | **1967** N.V. Bodewes Schps.—Martenshoek<br>240′ 1″ 39′ 0″ 12′ 2″<br>218′ 1″ 38′ 8″ 12′ 4″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1000bhp<br>Atlas-Mak Masch. | Kel |
| **EZIO**<br>exEdith-Germaine–52<br>**Jean Foucaud**<br>La Rochelle<br>French | **130**<br>60<br>163 | | **1933** J. Boel & Fils—Tamise<br>101′ 8″ 21′ 4″ 11′ 6″<br>… … …<br>R | M Trawler<br>2 Ha (4¼′×4¼′) (2′×1′) | Oil 4SA 6Cy. 285×420 mm<br>380bhp NE49<br>Soc. Gen. de Const. Méc. | La Courneuve |
| **EZRA MEEKER**<br>**United States Department of Commerce**<br>Portland, Or<br>United States | **7180**<br>4370<br>10844 | AB | **1942** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks. 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Oregon War Industries<br>3×20kW 120V d.c. | 1834t (o.f)<br>Pld<br>10k |
| **EZRA SENSIBAR**<br>**Construction Aggregates Corp.**<br>Wilmington, Del<br>United States<br>Now **HYDRO ATLANTIC** See New Entries No. 7 | **4276**<br>2920<br>— | AB | **1905** Maryland Steel Co.—Sp.Pt<br>*300·8* 64′ 2″ 22′ 3⅜″<br>300′ 10″ 64′ 0″ 27′ 1″<br>2 dks<br>RW widened & deepened 61<br>rf 3″ | TD-E Hopper Dredger | 5 Oil each 16Cy. 8½″×10½″ 8000bhp driving 5 gen. each 1100kW 415V d.c. connected to 4 elec. motors each 1350shp (WL) & 2 sc. shafts<br>Emade42fitted61<br>General Motors Corp.<br>2×300kW 230V d.c. | 350t (d.o)<br>Clv |

| 1<br>LR Identity No.<br>Call Sign<br>Official No.<br>Navigational aids | 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer Deadwt<br>Gross<br>Net<br>Summer Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type<br>Enginebuilders<br>Boilers Heating surface<br>Aux. electrical generating plant<br>Special propellers |
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| 511122<br>WA4920<br>237903<br>Df Gc<br>Rdr | **F. A. VERDON**<br>**Diesel Tanker Ellen Bushey Inc.**<br>Spentonbush Fuel Transport Service Inc.<br>New York United States | 768<br>654<br>1025 | | **1938** J. H. Mathis Co.—Camden<br>*205-1'* 31' 8" 11' 6½"<br>205' 1" 31' 6" 13' 0"<br>P10' F20' 1 dk<br>rf 4" | M Tanker Mchy.aft<br>L.63551 | Oil 2SA 5Cy. 8¾"×10"<br>1000bhp Emade fitted—<br>Fairbanks, Morse & Co. |
| 511123 | **F.B. 29**<br>exFjolner-63 exThames VI<br>**A/S Det Forenede Bugserselskab & A/S Em. Z. Svitzer's Bjergnings-Entreprise**<br>Copenhagen Danish | 607<br>530<br>1030 | BS TD 7/68 ~~SS 6/64~~<br>Baltic & coasting service<br>CT598 C24 | **1918** N. of Ireland S.B. Co. Ltd.—Ldy<br>182' 0" 31' 6" 11' 2½"<br>180' 2" 31' 4" 14' 1"<br>R 3BH<br>WB 25t | Barge<br>2 Ho<br>2 Ha (each 53¾'×17¼') | (db 86ft) |
| 611123<br>ZTXA<br>196015<br>Df Esd<br>Pfd Rdr<br>RTm/v | **F. C. STURROCK**<br>**Republic of South Africa (Railways & Harbours Administration)**<br>Durban S. African | 812<br>81<br>— | ✠Classed LR until 8/60 | **1959-7** Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>176' 0" 37' 1" 16' 3"<br>165' 2" 35' 0" 18' 0"<br>B60'<br>R<br>rf 12" | TS Tug<br>1 Ho 13½'<br>1 Ha (6'×5') | T 6Cy. 17" 29" & 48"×30"<br>3347ihp<br>Ferguson Bros. (P.Gl) Ltd. |
| 541112<br>DAZG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **F. C. WEISKOPF**<br>**Fischkombinat Rostock**<br>Rostock E. German | 3011<br>1278<br>1662 | DSRK | **1962** Mathias-Thesen-Werft—Wismar<br>280' 10" 44' 4" 17' 5"<br>44' 2"<br>3 dks | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 460×720 mm<br>Dieselmotorenwerk Rostock |
| 511124<br>WA4944<br>250021<br>Df Rdr<br>RTm | **F. E. LOVEJOY**<br>**Puget Sound Freight Lines**<br>Seattle United States | 613<br>295<br>800 | | **1946** Reliable Welding Wks—Olympia, Wash<br>178' 0" 36' 2"<br>169' 4" 36' 0" 15' 0"<br>1 dk & S dk<br>rf 6" | M OSD Mchy.aft<br>2 Ho 61½', 17½'<br>B.85000<br>1 Ha (20'×10') | Oil 2SA 6Cy. 405×510 mm<br>1200bhp<br>Fairbanks, Morse & Co.<br>2×25, 10kW 125V d.c. |
| 511125<br>KWWI<br>245564<br>Df Esd<br>Gc Rdr | **F. E. WEYERHAEUSER**<br>exJames Kerney-47<br>**Weyerhaeuser Co.**<br>Tacoma United States<br>Now **RELIANCE UNITY** See New Entries No. 9 | 7259<br>4528<br>10793 | AB | **1944** Bethlehem-Fairfield—Bal<br>441' 6" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 48½', 63¾', 84'<br>G.562608 B.499573<br>5 Ha (stl) (33½', 34½', 19¾', 34½', 34½'×19¾')<br>12W Der 2(10) 8(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>National Transit Corp.<br>2×150kW 110/208V 60c/s a.c. |
| 511126<br>WA4951<br>244783<br>RTv | **F. F. CLAIN**<br>exDPC47-46<br>**Hopewell Curtis Bay Co.**<br>Wilmington, Del United States | 146<br>99<br>— | | **1943** Decatur Iron & Steel Co.—Decatur<br>85' 0" 24' 2"<br>82' 0" 24' 0" 10' 6"<br>BK3" | M Tug<br>1W | Oil 2SA 8Cy. 215×255 mm<br>750bhp<br>General Motors Corp. |
| 511127<br>EDMY<br>Df Esd<br>RT | **F. FERRER**<br>Launched as Francisco Ferrer<br>**Ferrer e Hijos, S.R.C.**<br>Marin Spanish | 205<br>92<br>— | BV | **1961** Enrique Lorenzo y Cia.—Vgo<br>104' 2" 20' 11"<br>93' 2" 20' 8" 12' 8"<br>RW | M Trawler<br>2 Ha (each 3½'×3½') | Oil 4SA 6Cy. 315×480 mm<br>600bhp Duvant<br>Carmelo Unanue |
| 511130<br>WRCL<br>249281<br>Df Gc<br>RTm | **F. L. HAYES**<br>**Diesel Tanker M. J. Derby Inc.**<br>New York United States | 1103<br>929<br>1450 | | **1945** Ira S. Bushey & Sons—Brooklyn<br>*240-8'* 37' 2" 12' 1½"<br>239' 6" 37' 0" 14' 6"<br>P53' F19' 1 dk<br>rf 6" | M Tanker Mchy.aft<br>L.85800 HeCls. C<br>Der 1(3) | Oil 2SA 7Cy. 355×430 mm<br>1200bhp<br>Fairbanks, Morse & Co.<br>3×20, 20, 12kW 115/120V d.c. |
| 511132<br>KHGR<br>242190<br>Df Esd | **F. MARION CRAWFORD**<br>**United States Department of Commerce**<br>San Francisco United States | 7181<br>4384<br>10500 | AB | **1942** Permanente (Shpyd No. 1)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Iron Wks<br>3×20kW 120V d.c. |
| 511133<br>EENH | **F. MONTENEGRO**<br>**Junta de Obras del Puerto de Huelva**<br>Huelva Spanish | 235<br>128<br>— | | **1929** Union Nav. de Levante—Val<br>*102-0'* 26' 4" 4' 11"<br>... ... ...<br>R | TM Ferry | 2 Oil 4SA each 8Cy.<br>200bhp<br>Mannheim Benz |

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| **F.N.P.**<br>exGetå II exAktiv I exStjerne<br>exAngelina<br>**Fabrica Nacional de Papel**<br>Montevideo Uruguayan | **362**<br>204<br>— | | **1910** Zeeland Yard—Hansweert<br>*138·9′* 25′ 5″<br>… … …<br>1 dk<br>R | M Mchy.aft | Oil 2SA 2Cy. 380×410 mm<br>Kromhout Works Ams |
| **F. R. HAUBER**<br>**Brown & Root Inc.**<br>Houston United States | **180**<br>122<br>— | | **1956** Gulfport S.B. Corp.—Pt.Arthur<br>25′ 4″<br>100′ 0″ 25′ 2″ 12′ 4″ | TM Tug | 2 Oil 2SA each 12Cy. 5″×5⅓″<br>1800bhp<br>General Motors Corp. Clv |
| **FS-165**<br>**Philippine Steam Nav. Co.**<br>Cebu Philippine | **568**<br>295<br>650 | | **1944** Higgins Industries Inc.—N.Os<br>179′ 10″ 32′ 0″ 11′ 10½″<br>… … …<br>rf 6″ | M (104P)<br>3 Ho 42′, 44′, 26′<br>3 Ha (20′, 26′×16′) (6′×6′)<br>Der 1(5) | 2 Oil 4SA each 6Cy. 305×380 mm geared to sc. shaft<br>800bhp (d.o)<br>Enterprise Eng. Co. S.Fo<br>2×100kW 240V d.c. |
| **FS-167**<br>**Philippine Steam Nav. Co.**<br>Cebu Philippine | **568**<br>295<br>650 | | **1944** Higgins Industries Inc.—N.Os<br>179′ 10″ 32′ 0″ 11′ 10½″<br>… … …<br>rf 6″ | M (104P)<br>3 Ho 42′, 44′, 26′<br>3 Ha (20′, 26′×16′) (6′×6′)<br>Der 1(5) | 2 Oil 4SA each 6Cy. 305×380 mm geared to sc. shaft<br>800bhp (d.o)<br>Enterprise Eng. Co. S.Fo<br>2×100kW 240V d.c. |
| **FS-176**<br>**Philippine Steam Nav. Co.**<br>Cebu Philippine | **568**<br>295<br>650 | | **1944** Higgins Industries Inc.—N.Os<br>179′ 10″ 32′ 0″ 11′ 10½″<br>… … …<br>rf 6″ | M (104P)<br>3 Ho 42′, 44′, 26′<br>3 Ha (20′, 26′×16′) (6′×6′)<br>Der 1(5) 1(3) | 2 Oil 4SA each 6Cy. 305×380 mm geared to sc. shaft<br>800bhp (d.o)<br>Enterprise Eng. Co. S.Fo<br>2×100kW 240V d.c. |
| **FS-177**<br>**Philippine Steam Nav. Co.**<br>Cebu Philippine | **568**<br>295<br>650 | | **1944** Higgins Industries Inc.—N.Os<br>179′ 10″ 32′ 0″ 11′ 10½″<br>… … …<br>rf 6″ | M (104P)<br>3 Ho 42′, 44′, 26′<br>3 Ha (20′, 26′×16′) (6′×6′)<br>Der 1(5) | 2 Oil 4SA each 6Cy. 305×380 mm geared to sc. shaft<br>800bhp (d.o)<br>Enterprise Eng. Co. S.Fo<br>2×100kW 240V d.c. |
| **F. S. BRYANT**<br>**Standard Oil Co. of California**<br>Chevron Shipping Co.<br>San Francisco United States | **8488**<br>4871<br>12610 | AB | **1946** Sun S.B. & D.D. Co.—Chester, Pa<br>459′ 7″ 65′ 2″ 28′ 10⅜″<br>442′ 0″ 65′ 0″ 35′ 0″<br>P98′ B35′ F57′ 1 dk<br>rf 4″ | S Tanker Mchy.aft<br>26 Ta<br>L.604503 HeCls. B | 2 S Turb dr geared to sc. shaft<br>5500shp 1448t (o.f)–35pd<br>General Electric Co. Lyn<br>14k |
| **F. SCHERMBRUCKER**<br>**Republic of South Africa (Railways & Harbours Administration)**<br>East London S. African | **621** ✠<br>—<br>— | | **1938-1** Lobnitz & Co. Ltd.—Rnf<br>155′ 0″ 33′ 1″ 15′ 6″<br>32′ 11″<br>B42′<br>R<br>rf 12″ | TS Tug<br>1 Ho 13′<br>1 Ha (5′×8′)<br>1W | T 6Cy. 17″ 29″ & 48″×30″<br>3390ihp 232t (c)<br>Lobnitz & Co. Ltd. Rnf<br>13½k |
| **F.T. BATES**<br>**Republic of South Africa (Railways & Harbours Administration)**<br>Cape Town S. African | **787**<br>—<br>— | ✠Classed LR until 11/51 | **1950-11** Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>175′ 4″ 35′ 1″ 16′ 4″<br>34′ 11″<br>B58′<br>R<br>rf 12″ | TS Tug<br>1 Ho 13½′<br>1 Ha (5¼′×8′)<br>2W | T 6Cy. 17″ 29″ & 48″×30″<br>3050ihp 430t (o.f)<br>Ferguson Bros. (P.Gl) Ltd. P.Gl<br>13k |
| **F. V. HUNT**<br>**Marine Acoustical Services Inc.**<br>Miami, Fla. United States | **849**<br>333<br>— | AB | **1937** Pusey & Jones Corp.—Wmg<br>14′ 8¼″<br>163′ 0″ 35′ 0″ 17′ 3″<br>1 dk<br>conv mine layer 65<br>rf 13″ | TD-E Cable Ship | 2 Oil 4SA each 6Cy. 14″×16″ 1100bhp connected to 2 elec. motors<br>Winton Eng. Corp. |
| **F. V. MORTENSEN**<br>**Den Danske Stat (Fiskeriministeriet)**<br>Esbjerg Danish<br>Now **HELSING** See New Entries No. 2 | **334**<br>95<br>— | | **1938** A/S Aalborg Msk. & Skibs.—Abg<br>*136·1′* 27′ 2″<br>… … …<br>1 dk<br>R | M Salvage Ship | Oil 4SA 6Cy. 370×740 mm<br>A/S Frichs Aar |
| **F. WERNER**<br>exBishorst-53<br>**Hans Werner**<br>Carsten Rehder<br>Uetersen W. German | **295**<br>151<br>445 | GL | **1939** Hugo Peters—Wewelsfleth<br>144′ 4″ 24′ 8″ 9′ 6¼″<br>10′ 3″<br>1 dk<br>R len 55 | M Mchy.aft<br>G.22200 B.20710<br>2 Ha | Oil 4SA 6Cy. 280×420 mm<br>250bhp<br>Deutsche Werke Kiel A.G. Kel<br>8k |
| **FAARÖY**<br>exEileen Emma–46<br>**Karl Sörensen**<br>Kopervik Norwegian | **104**<br>53<br>— | | **1914** J. Chambers Ltd.—Lwt<br>96′ 0″ 20′ 4″<br>… … … | Wood M Fishing Mchy.aft<br>2 Ha (15′×7¼′) (3¼′×3¼′) | Oil 2SA 3Cy. 285×355 mm<br>120bhp Emade38refitted51<br>Motorfbk. Gideon Molde |
| **FABIAN**<br>exWindward Passage–61<br>exRaila–56<br>**A/R Titanian**<br>Hilmar Reksten<br>Bergen Norwegian<br>Now **FABIA** See New Entries No. 2 | **9000**<br>5001<br>12015 | NV | **1930** (Fwd section) Swan, Hunter & Wghm Rchdsn<br>**1940** (Aft section) A/B Götaverken<br>476′ 3″ 58′ 6″ 27′ 9¾″<br>58′ 3″<br>1 dk<br>RW conv tanker 62<br>rf 4″ | M Bulk Carrier Mchy.aft<br>3 Ho 87′, 83¾′, 100¾′<br>12 Ha (stl) (each 27′×17′) | Oil 2SA 6Cy. 680×1500 mm<br>5200bhp (hvf)<br>A/B Götaverken Got<br>3×150, 110, 50kW 110V d.c. |

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| 522296<br><br><br>Df Esd<br>Gc Rdr | **FABIAN YABUT**<br>exMaria Lemos–67 exMaria II–60<br>exPontoporos–55<br>exLake Nipigon–49<br>exRichmond Park–46<br>**Yabut Ocean Lines**<br>Manila Philippine | 7133<br>4378<br>— | <br><br>✠Classed LR until 4/61 | AB | 1944–8 North Van. Ship Rprs Ltd.—Vcr<br>441′ 6″ 57′ 2″ 27′ 8½″<br>417′ 5″ 56′ 11″ 37′ 4″<br>2 dks<br>RW | S<br><br>G.554000 B.505000 | T 3Cy. 24½″ 37″ & 70″ × 48″<br><br>Canadian Allis-Chalmers Ltd. |
| 511151<br>FNEF<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **FABIOLA**<br><br>**Cie. Auxiliaire de Navigation**<br>Havre French | 32125<br>19367<br>50474 | | BV | 1959 At. & Ch. de France—Dnk<br>772′ 4″ 100′ 10″ 39′ 4″<br>723′ 1″ 100′ 5″ 52′ 6″<br>1 dk<br>rf 6″ | TM Tanker Mchy.aft<br><br>Der 1(12) 2(6) 3(5) 2(1½) | 2 Oil 2SA each 9Cy. 740 × 1600 mm<br>22500bhp B&W<br>Ch. de L'Atlantique<br>3 × 700, 500, 500kW 380V 50c/s a.c. |
| 511152<br>IMVT<br>792 | **FABIOLA**<br>exHamored–54 exFabio–51<br>**Nicola Scotto di Vettimo**<br>Naples Italian | 268<br>199<br>449 | | RI | 1945 Cant. Nav. Giuliano—Tri<br>122′ 8″ 28′ 0″<br>110′ 0″ 27′ 4″ 12′ 8″<br>1 dk | Wood M<br>1 Ho | Oil 4SA 6Cy. 265 × 410 mm<br>300bhp<br>Ansaldo S.p.A. |
| 541854<br>IMVI<br>511<br>Df Esd<br>RTm/v | **FABRIZIO DI FAZIO**<br>exYke–64<br>**Archimede di Fazio**<br>Rome Italian | 380<br>185<br>— | | RI | 1963 N.V. Schps. Gebr. Pot—Bolnes<br>159′ 0″ 24′ 11″ 10′ 10″<br>139′ 1″ 24′ 7″ 13′ 2″<br>P50′ F33′ | M Trawler<br>1 Ho | Oil 4SA 8Cy. 320 × 450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz |
| 511153<br>GPZV<br>182418<br>Df Esd<br>Gc Rdr<br>RTm/v | **FACTOR**<br><br>**Charente S.S. Co. Ltd.**<br>T. & J. Harrison Ltd.<br>Liverpool British | 6533<br>3862<br>9230 | ✠100A1<br><br>✠LMC | SS 5/67<br><br><br><br>EL bt | 1948–4 C. Connell & Co. Ltd.—Gls<br>463′ 10″ 56′ 6″ 26′ 6½″<br>441′ 9″ 56′ 3″ 33′ 0″<br>P36′ B154′ F43′ 2 dks<br>R 7BH<br>rf 4″ WB2923t incl. DTa715t DTf902t | M<br>5 Ho 61′, 86′, 31′, 74′, 66′<br><br>5 Ha (27′, 45′, 15¾′, 40½′, 27′ × 17′)<br>Der 2(15) 2(10) 14(5) | Oil 2SA 5Cy. 670 × 2320 mm<br>5500bhp<br>Barclay Curle & Co. Ltd.<br>AuxB 105lb<br>3 × 150kW 220V d.c. |
| 511154<br>OUJO<br><br>Df Esd<br>Rdr<br>RTm | **FÆRÖ SHELL**<br>Launched as Nautic<br>**A/S Dansk Shell**<br>Copenhagen Danish | 497<br>236<br>725 | ✠100A1<br>oil tanker<br>Str. nav. ice<br>✠LMC<br>MN120 | SS 10/65<br><br><br><br>EL i | 1956–9 Norrköpings Varv & Verks.—Norrköping<br>187′ 6″ 29′ 4″ 11′ 9¾″<br>170′ 7″ 29′ 3″ 12′ 9″<br>P48′ F28′ 1 dk<br>9BH<br>rf 4″ WB27t | M Tanker Mchy.aft<br>8 Ta | Oil 2SA 5Cy. 290 × 490 mm<br>600bhp<br>Alpha-Diesel A/S<br>db 170lb |
| 542926<br>HORC<br>3685<br>RT | **FAGARAS**<br>exBaringo–67 exRita–65<br>exTong Leong–64<br>exMourilyan–63<br>exWyangarie–54<br>**Cia. Nav. Thompson S.A.**<br>Panama Panamanian | *1116*<br>*586*<br>1075 | <br><br>✱Classed LR until 11/63 | | 1938–5 Burmeister & Wain—Cpn<br>226′ 6″ 36′ 10″ 12′ 7¾″<br>215′ 0″ 36′ 6″ 13′ 0″<br>Q107′ B23′ F31′ 1 dk<br>R | M Ref<br><br>G.61000 | Oil 2SA 8Cy. 350 × 620 mm<br><br>Burmeister & Wain |
| 533088<br>LHKJ<br><br>Df Esd<br>Rdr RT | **FAGERBORG**<br>exSkagern–66<br>**A/S Fagerheim**<br>Anders Innvær<br>Haugesund Norwegian | 497<br>289<br>1050 | | BV | 1955 Krögerwerft—Rendsburg<br>244′ 1″ 34′ 4″ 11′ 10½″<br>219′ 10″ 34′ 1″ 18′ 10″<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br><br>G.79179 B.71693<br>2 Ha (stl) (each 52′ × 19½′)<br>3W Cr 1(2) Der 3(3) | Oil 4SA 8Cy. 320 × 480 mm<br>1000bhp<br>Motorenw. Mannheim<br>3 × 58kW 220V d.c. |
| 650589<br>JXKR<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FAGERFJELL**<br>**A/S Falkefjell & A/S Dovrefjell**<br>Olsen & Ugelstad<br>Oslo Norwegian<br>Now **MAJESTIC COLOCOTRONIS** See New Entries No. 10 | 35659<br>19876<br>59300 | | NV | 1965 Eriksbergs M/V A/B—Got<br>775′ 11″ 106′ 2″ 39′ 3½″<br>740′ 0″ 106′ 0″ 53′ 0″<br>1 dk<br>rf 4″ | M Tanker Mchy.aft<br>14 Ta<br>L.2530000 | Oil 2SA 9Cy. 840 × 1800 mm<br>18900bhp B&W<br>Eriksbergs M/V A/B<br>4 × 500, 500, 200, 180kW |
| 542386<br>TFKA<br><br>Df Esd<br>Rdr RT | **FAGRANES**<br><br>**Djúpbáturinn h/f**<br>Isafirdi Icelandic | 144<br>76<br>— | | | 1963 A/S Ankerløkken Verft—Florö<br>84′ 10″ 21′ 8″<br>73′ 6″ 21′ 7½″ 10′ 6″<br>1 dk | M Mchy.aft<br>1 Ho<br><br>1 Ha (9½′ × 5′)<br>1W Der 1(5) | Oil 4SA 6Cy. 8¾″ × 11½″<br>495bhp<br>Lister Blackstone Mar. Ltd. |
| 511157<br>TFSK<br><br>Df Esd<br>Rdr RT | **FAGRIKLETTUR**<br><br>**Fiskaklettur h/f**<br>Hafnarfirdi Icelandic<br>Now **SÆBORG** See New Entries No. 11 | 122<br>49<br>— | | | 1943 ......................Akureyri<br>99′ 1″ 20′ 7″ 11′ 6″<br>... ... ...<br>1 dk | Wood Aux Fishing | Oil<br>400bhp NE59<br>Lister Blackstone Mar. Ltd. |
| 670965<br>4QQQ<br>174347<br>RTm/h | **FAHIM**<br><br>**Ceylon Deep Sea Fishing Co.**<br>Colombo British | 697<br>267<br>291 | | | 1966 Leninskaya Kutznitsa—Kiev<br>*163·7′* 30′ 7″ 12′ 3″<br>... ... ...<br>P&B85′ F30′ 1 dk<br>rf 30″ BK7″ | M Trawler<br>2 Ho 22½′, 19′<br><br>2 Ha (stl) (each 5′ × 5′)<br>Der 1(2) 1(1½) | Oil 8Cy. 320 × 480 mm<br>800bhp<br>Schwermasch.<br>3 × 88kW 230V 50c/s a.c. |
| 651808<br>SIRW<br>10642<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **FAHRENHEIT**<br><br>**Rederi A/B Nordic**<br>F. H. Andersson<br>Stockholm Swedish | 500<br>338<br>640 | | | 1965 A/B Falkenbergs Varv—Falkenburg<br>197′ 6″ 33′ 7″ 11′ 0″<br>180′ 5″ 33′ 6″ 11′ 2″<br>1 dk & S dk | M Liquefied Gas Carrier OSD Mchy.aft<br>4 Ta<br><br>Der 3(2) | Oil 4SA 6Cy. 320 × 480 mm<br>975bhp<br>Motorenw. Mannheim<br>3 × 112kW 380V 50c/s a.c. |

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| **FÄHRMANNSAND**<br>**Hanseatische Kühlschiff-reederei Alnwick Harmstorf & Co.**<br>W. German<br>Hamburg | 965<br>428<br>—<br>1733<br>923<br>— | ✠Lloyd's RMC GL | 1967 Schlichting Werft—Travemünde<br>291′ 0″ 41′ 0″ 13′ 6½″/17′ 1″<br>262′ 6″ 40′ 10″ 22′ 4″<br>B64′ F36′ 1 dk & S dk | M Ref OSD/CSD Mchy.aft<br>In.80715 | Oil 4SA 8Cy. 450×550 mm<br>2750bhp<br>Atlas-Mak Masch. Kel |
| **FAILAKA 20**<br>exCaribia-65<br>**Gulf Fisheries Co. Ltd.**<br>Kuwait<br>Kuwait | 1194<br>587<br>767 | NV | 1953 Mützelfeldtwerft G.m.b.H.—Cuxhaven<br>223′ 1″ 33 0″ 16′ 1½″<br>196′ 10″ 32′ 10″ 23′ 2″<br>F28 2 dks<br>RW | M Ref CSD Mchy.aft<br>2 Ha (16¼′×11½′) | Oil 4SA 8Cy. 385×580 mm<br>1200bhp<br>Masch. Kiel A.G. Kel<br>12k |
| **FAIR HEAD**<br>**Ulster S.S. Co. Ltd.**<br>G. Heyn & Sons Ltd.<br>British<br>Belfast | 1948<br>1002<br>3200 | ✠100A1 SS 4/65<br>tunnel side tanks & DTf—edible oil, vegetable oil & latex<br>Str. nav. ice<br>✠LMC<br>MN340 EL (s)1½″SQ | 1957–3 Arnhemsche Schps. Maats.—Ahm<br>305′ 5″ 42′ 4″ 17′ 8″<br>292′ 7″ 42′ 0″ 26′ 3″<br>F21′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk len 64<br>rf nil WB880t incl. Tunnel tanks 367t DTf99t | M OSD<br>3 Ho 34¾′, 88¼′, 81¾′<br>G.149500 B.140600<br>3 Ha (stl) (24½′, 65½′, 49¼′×19¾′)<br>8W Cr 1(5) Der 4(5) 4(3) | Oil 2SA 4Cy. 600×900 mm<br>1700bhp 234t (d.o)<br>N.V. Werkspoor Ams<br>3×100kW 230V d.c. 12½k |
| **FAIRFIELD**<br>**Ardrossan Trawling Co. Ltd.**<br>Thomas L. Devlin & Sons Ltd.<br>British<br>Aberdeen | 207<br>71<br>— | ✠100A1 SS 9/66<br>trawler<br>✠LMC<br>MN127 EL (c) | 1962–6 J. Lewis & Sons Ltd.—Abn<br>*106·0′* 23′ 4″<br>104′ 4″ 23′ 0″ 12′ 0″<br>F17′<br>RW 4BH<br>rf 39″ BK6″ | M Trawler | Oil 4SA 6Cy. 15″×18″<br>635bhp<br>Mirrlees National Ltd. Stckpt<br>10¼k |
| **FAIRFORD**<br>exGolden Gamma-59<br>exSan Eduardo-56 exTsinan-51<br>**The People's Republic of China**<br>People's Rep. of China | *2994*<br>*2100*<br>3345 | Classed LR until 9/60 | 1930 Taikoo D. & E. Co.—H.Kg<br>324′ 10″ 45′ 2″ 18′ 1¾″<br>310′ 0″ 45′ 0″ 24′ 9″<br>P41′ B97′ F44′ 2 dks<br>R | S<br>G.192583 B.172606<br>8W Der 2(10) | T 3Cy. 20½″ 34 5/32″ & 53″×39″<br>484t (o.f)<br>Taikoo D. & E. Co. H.Kg<br>11k |
| **FAIRISLE**<br>exYugoslavia Victory-65<br>**Panoceanic Tankers Corp.**<br>United States<br>New York | 7653<br>5204<br>10678 | AB | 1944 Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 75′, 78′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 45′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 16k |
| **FAIRLAND**<br>**Coastal Ship Corporation**<br>Wilmington, Del United States | 9014<br>5980<br>7865 | AB<br>✠Classed LR until 7/53 | 1942–9 Gulf S.B. Corp.—Chickasaw<br>*450·1′* 72′ 1″ 25′ 0½″<br>444′ 2″ 72′ 0″ 40′ 2″<br>2 dks<br>RW<br>rf nil | S<br>5 Ho 50′, 78½′, 44′, 78½′, 44½′<br>G.643960 B.569162<br>2 Ha (stl) (each 36′×18′)<br>12 Ha (stl) (each 36′×25′)<br>16W Cr 2(22½) | 2 S Turb dr geared to sc. shaft<br>6500shp (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 16k |
| **FAIRLIGHT**<br>**Port Jackson & Manly S.S. Co. Ltd.**<br>Sydney, N.S.W. British | 140<br>78<br>21 | ✠100A1<br>hydrofoil craft<br>For service in Port Phillip Bay or between Jervis Bay and Port Stephens Bay or in Moreton Bay<br>✠LMC<br>MN440 EL (a) | 1966–9 Cant. Navale L. Rodriquez—Mes<br>95′ 2″ 35′ 2″<br>79′ 10″ 18′ 8½″<br>1 dk<br>RW 4BH<br>rf 37″ | Aluminium Alloy TM Hydrofoil (140P) | 2 Vee Oil 4SA each 12Cy. 175×205 mm sr geared<br>2200bhp 3t (d.o)<br>Maybach Friedrichshafen<br>1×10kW 415V 50c/s a.c. 35k |
| **FAIRMORSE**<br>exSir Ernest Petter-39<br>**Langley Shipping Ltd.**<br>Lunenberg Canadian | 161<br>81<br>— | | 1935 Smith & Rhuland—Lunenberg<br>*118·4′* 26′ 0″<br>... ... ...<br>1 dk | Wood TM Ref Mchy.aft | 2 Oil 2SA each 5Cy. 220×265 mm<br>NE39<br>Fairbanks, Morse & Co. Beloit |
| **FAIRPLAY II**<br>**Fairplay Schleppdampfsch. Reed. R. Borchard G.m.b.H.**<br>Hamburg W. German | 136<br>41<br>— | GL | 1959 Th. Buschmann Schiffsw.—Ham<br>91′ 6″ 23′ 1″ 11′ 0″<br>... ... ...<br>R | M Tug | Oil 4SA 8Cy. 300×450 mm<br>1240bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×90kW 220V d.c.<br>Controllable pitch propeller |
| **FAIRPLAY IV**<br>**Fairplay Schleppdampfsch. Reed. R. Borchard G.m.b.H.**<br>Hamburg W. German | 127<br>39<br>— | GL | 1954 Th. Buschmann Schiffsw.—Ham<br>91′ 6″ 23′ 5″ 11′ 0″<br>85′ 4″ 23′ 3½″ 13′ 4″<br>R | M Tug | Oil 4SA 8Cy. 285×420 mm<br>950bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×50kW 220V d.c.<br>Controllable pitch propeller 12k |
| **FAIRPLAY VI**<br>**Fairplay Schleppdampfsch. Reed. R. Borchard G.m.b.H.**<br>Hamburg W. German | 136<br>39<br>— | GL | 1957 Th. Buschmann Schiffsw.—Ham<br>91 6″ 23′ 5″ 11′ 0″<br>85′ 4″ 23′ 3½″ 13′ 4″<br>R | M Tug | Oil 4SA 7Cy. 300×450 mm<br>950bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×90kW 220V d.c.<br>Controllable pitch propeller |

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| 511173<br>DADQ<br>RTv | **FAIRPLAY VII**<br>**Fairplay Schleppdampfsch.**<br>**Reed. R. Borchard**<br>**G.m.b.H.**<br>Hamburg W. German | 175<br>54<br>— | | GL | 1943 Schps. Delfzijl v/h Sander—Dzl<br>100' 8" 24' 7" 12' 0"<br>... ...<br>R | S Tug | C & 4Cy. (2) 11[illegible]<br>1000ihp<br>Amsterdamsche D.D. [illegible]<br>2 × 7kW 110V d.c.<br>Directional propeller |
| 672379<br>Df Esd<br>Gc Rdr<br>RT | **FAIRPLAY X**<br>**Fairplay Schleppdampfsch.**<br>**Reed. R. Borchard**<br>**G.m.b.H.**<br>Hamburg W. German | 298<br>87<br>— | | GL | 1967 Th. Buschmann Schiffsw.—Ham<br>112' 4" ~~110' 2"~~ 11' 6"<br>98' 5" 28' 3" 18' 0"<br>1 dk | M Tug | Oil 4SA<br>2400bhp<br>Masch. Augsburg-Nürnberg<br>2 × 65kW 220V 50c/s a.c.<br>Directional propeller |
| 640407<br>DNEE<br>Df Esd<br>Rdr<br>RTm/v | **FAIRPLAY XI**<br>exAro–64<br>**Fairplay Schleppdampfsch.**<br>**Reed. R. Borchard**<br>**G.m.b.H.**<br>Hamburg W. German | 173<br>41<br>— | | BV | 1963 Schulte & Bruns—Emd<br>99' 5" 24' 10" 10' 2"<br>88' 7" 24' 7" 11' 2" | M Tug | Oil SA 8Cy. 320 × 450 mm<br>1700bhp<br>Klöckner-Humboldt-Deutz<br>2 × 29kW 400V 50c/s a.c.<br>Directional propeller |
| 511175<br>DIKW<br>Esd Rdr<br>RTm/v | **FAIRPLAY XIV**<br>**Fairplay Schleppdampfsch.**<br>**Reed. R. Borchard**<br>**G.m.b.H.**<br>Hamburg W. German | 136<br>39<br>— | | GL | 1955 Th. Buschmann Schiffsw.—Ham<br>91' 6" 23' 5" 11' 0"<br>85' 4" 23' 3½" 13' 4"<br>R | M Tug | Oil 4SA 8Cy. 285 × 420 mm<br>950bhp<br>Masch. Augsburg-Nürnberg<br>3 × 90kW 220V d.c.<br>Controllable pitch propeller |
| 511176<br>KHTY<br>249072<br>Df Esd<br>Gc Rdr<br>RTm | **FAIRPORT**<br>**Waterman Steamship Corp.**<br>New York United States | 6065<br>3594<br>10400 | | AB | 1946 Gulf S.B. Corp.—Chickasaw<br>468' 8" 63' 2" 27' 5½"<br>445' 4" 63' 0" 31' 3"<br>2 dks & S dk<br>rf nil | S (12P) OSD<br>5 Ho 57', 62½', 77', 72½', 77½'<br>G.643960 B.569162<br>1 Ha (stl) (27' × 20')<br>4 Ha (w) (37½', 45', 37½', 27½' × 20')<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp<br>De Laval S. Turb. Co.<br>2 × 300kW 220/240V d.c. |
| 511177<br>IBJF<br>441<br>Df Esd<br>Gc Rdr<br>RT | **FAIRSEA**<br>exCharger–49 Launched as<br>Rio de la Plata<br>**"Sitmar" Soc. Italiana**<br>**Trasporti Marittimi**<br>Rome Italian | 13317<br>7706<br>5319 | | AB RI | 1941 Sun S.B. & D.D. Co.—Chester, Pa<br>492' 0" 69' 8" 24' 1½"<br>464' 6" 69' 6" 42' 6"<br>B&F 441' 3 dks<br>RW<br>rf nil BK1" | M (1212P)<br>3 Ho<br>B.56000<br>4W | Oil 2SA 12Cy. 535 × 1520 mm<br>9000bhp Doxford<br>Sun S.B. & D.D. Co. |
| 511162<br>6ZNV<br>2434<br>Df Esd<br>Gc Rdr<br>RT | **FAIRSKY**<br>exCastel Forte–58 exAttacker–52<br>exBarnes exSteel Artisan<br>**Fairline Shipping Corp.**<br>Monrovia Liberian | 12464<br>6682<br>— | | AB | 1942 Western Pipe & Steel Co.—S.Fo<br>491' 7" 69' 8" 25' 6½"<br>465' 3" 69' 6" 42' 11"<br>B&F371' 2 dks<br>len 58<br>rf nil | S (1520P)<br>3 Ho<br>B.77000<br>3 Ha | 2 S Turb dr geared to sc. [illegible]<br>9350shp<br>General Electric Co. |
| 526773<br>5MXH<br>2003<br>Df Esd<br>Gc Rdr<br>RT | **FAIRSTAR**<br>exOxfordshire–64<br>**Fairstar Shipping Corp.**<br>Monrovia Liberian | 21619<br>11360<br>7600 | **✠100A1**<br>**✠LMC**<br>MN3600 | CS 10/64<br>EL o†2½"SQ | 1957–2 Fairfield S.B. & E. Co. Ltd.—Gls<br>609' 5" 78' 3" 27' 7"<br>560' 0" 78' 0" 57' 0"<br>F164' 4 dks, 5th & 6th dks clear of mchy. space<br>RW Coll BH to U dk 9 to 2nd dk<br>rf 18" WB4765t Incl. Tunne. tanks 803t DTsf2042t TwDa250t | TS (1922P) Ref | 4 S Turb dr geared to 2 sc. [illegible]<br>18000shp<br>Fairfield S.B. & E. Co. Ltd.<br>2WTB 675lb Spt [illegible]<br>2db 150lb sg 150lb |
| 511178<br>MQYP<br>184044<br>Df Esd<br>Gc Pfd<br>RTm/v | **FAIRTRY I**<br>exFairtry–59<br>**K.M. Corporation (Liberia)**<br>Panama Panamanian | 2605 ~~2605~~<br>984 ~~984~~<br>— | **✠100A1**<br>fishing purposes<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN390 | SS 9/63<br>EL s | 1954–4 J. Lewis & Sons Ltd.—Abn<br>280' 7" 44' 7" 22' 9½"<br>254' 10" 44' 0" 24' 0"<br>B&F231' 1 dk<br>RW 5BH<br>rf 30" WB121t | M Stern Trawling Factory Ship Ref<br>2 Ho 48½', 36½'<br>In.45885<br>2 Ha (stl) (12', 10' × 7½')<br>2W Der 4(2) 1(½) | Oil 2SA 4Cy. [illegible]<br>1950bhp<br>J. Lewis & Sons Ltd.<br>db 105lb ✠ndb(aft) [illegible]<br>4 × 245kW 220V d.c. |
| | | | | **LAID UP— SURVEYS OVERDUE 9/67** | | | |
| 511179<br>GCHM<br>300611<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **FAIRTRY II**<br>**The South Georgia Co. Ltd.**<br>Chr. Salvesen & Co. Ltd.<br>Leith British | 2857<br>1046<br>— | **✠100A1**<br>fishing purposes<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN846 | SS 12/63<br>EL t 1½"SQ | 1959–4 W. Simons & Co. Ltd.—Rnf<br>274' 8" 48' 2" 23' 6½"<br>237' 10" 48' 0" 34' 0"<br>B90' 1 dk & S dk 3rd dk except in Nos. 1 & 2 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 30" | D-E Stern Trawling Factory Ship Ref OSD<br>3 Ho 34', 32', 30'<br>In.46554<br>3 Ha (stl) (8', 8' × 10') (8' × 12½')<br>Der 2(3) 4(2) | 3 Oil 4SA each [illegible]<br>driving 3 gen. each [illegible]<br>connected to elec. [illegible]<br>(WL) & sc. shaft [illegible]<br>Ruston & Hornsby<br>db 150lb<br>3 × 270kW 220V d.c. |
| | | | | **SURVEYS OVERDUE 12/67** | | | |
| 511180<br>GCMH<br>300613<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **FAIRTRY III**<br>**Fresh Frozen Foods Ltd.**<br>Chr. Salvesen & Co. Ltd.<br>Leith British | 2857<br>1046<br>— | **✠100A1**<br>fishing purposes<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN804 | SS 1/65<br>EL t 1½"SQ | 1960–1 Simons-Lobnitz Ltd.—Rnf<br>274' 8" 48' 2" 23' 6½"<br>237' 10" 48' 0" 34' 0"<br>B90' 1 dk & S dk, 3rd dk except in Nos. 1 & 2 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 30" | D-E Stern Trawling Factory Ship Ref OSD<br>3 Ho 34', 32', 30'<br>In.46554<br>3 Ha (stl) (8', 8' × 10') (8' × 12½')<br>Der 2(3) 4(2) | 3 Oil 4SA each [illegible]<br>driving 3 gen. each [illegible]<br>connected to elec. [illegible]<br>(WL) & sc. shaft<br>Ruston & Hornsby<br>2db 150lb<br>3 × 270kW 220V d.c. |
| 511181 | **FAIRUZ**<br>exJagonia–62<br>**Sinai Manganese Co.**<br>Suez Egyptian (U.A.R.) | *322*<br>*266*<br>300 | | | 1944 A. Findlay—Motherwell<br>192' 0" 30' 1" 5' 6½"<br>29' 11"<br>1 dk | TM<br>1 Ho | 2 Oil 4SA each [illegible]<br>Davey, Paxman & Co. [illegible] |

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| **FAIRWAY**<br>Brebner Fishing Co. Ltd.<br>W. Brebner<br>Aberdeen British | 175<br>61<br>— | ~~✠10A1~~<br>~~trawler Subject to~~<br>~~Annual Survey~~<br>~~✠LMC~~<br>~~MN32~~ ~~EL (c)✠~~<br>✠Class **EXPIRED**<br>8/68 | **1958–8** J. & G. Forbes & Co.—<br>Fraserburgh<br>*106·1′* 23′ 6″ 10′ 0″<br>105′ 8″ 23′ 0″ 13′ 0″<br>F20′<br>3BH | Wood M Trawler | Oil 2SA 4Cy. 12½″×18½″<br>410bhp<br>H. Widdop & Co. Ltd. Keighley |
| **FAIRWEATHER**<br>United States Department of Commerce (Coast and Geodetic Survey)<br>United States | **1627**<br>—<br>— | AB | **1967** Jacksonville Shipyards—Jck<br>220′ 8″ 42′ 10″ 13′ 0″<br>189′ 10″ 42′ 0″ 22′ 10″ | TM Hydrographic Ship | 2 Oil 2SA each 12Cy. 8½″×10″<br>General Motors Corp. La Grange<br>Controllable pitch propellers |
| **FAIRWIND**<br>exBuenos Aires–63<br>exSmith Victory–47<br>Southwind Shipping Corp.<br>Monrovia Liberian | **7696**<br>4661<br>10770 | AB<br>**DAMAGED BY STRANDING 2/68—TO BE BROKEN UP** | **1945** Bethlehem-Fairfield—Bal<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′ 45′, 77′, 81′, 75′<br>G.190000 B.162000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 1987t (o.f)<br>Westinghouse Elec. & Mfg. Co. Pbg<br>2×300kW 240V d.c. 15k |
| **FAIRWIND**<br>Fairplay Schleppdampfsch. Reed. R. Borchard G.m.b.H.<br>Hamburg W. German | **1778**<br>826<br>3020<br>**2770**<br>1883<br>4350 | GL | **1956** Ottensener Eisenwerk—Ham<br>*290·6* 44′ 5″ —/22′ 2″<br>288′ 9″ 44′ 3″ 26′ 3″<br>Q50′ B52′ F34′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>3 Ho 55¾′ 88⅓′, 47¼′<br>G.206800 B.192300<br>3 Ha (stl) (30¼′, 56¼′, 30¼′×21¾′)<br>Der 1(20) 8(3–5) | 2 Oil 2SA each 6Cy. 350×550 mm geared to sc shaft<br>2000bhp (d.o)<br>Ottensener Eisenwerk Ham<br>4×235kW 220V d.c. 13k |
| **FAISABAD**<br>U.S.S.R.<br>Odessa Russian | **1908**<br>793<br>3080 | | **1959** Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>309′ 2″ 46′ 2″ 18′ 6¾″<br>284′ 3″ 46′ 1″ 26′ 11″<br>1 dk & S dk | M OSD<br>3 Ho<br>G.170359<br>3 Ha (each 29¾′×21′)<br>6W Der 6(5) | Oil 2SA 6Cy. 560×1000 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>13½k |
| **FAITH**<br>United Tanker Ltd.<br>Monrovia Liberian | **23106**<br>14157<br>36105 | AB | **1959** Ingalls-Taiwan S.B. & D.D. Co.—<br>Keelung<br>700′ 0″ 84′ 2″ 36′ 10¼″<br>675′ 0″ 84′ 0″ 49′ 0″<br>P144′ F83′ 1 dk<br>rf nil | S Tanker Mchy.aft<br>33 Ta<br>L.1719026 HeCls. B | 2 S Turb dr geared to sc. shaft<br>18650shp 4460t (o.f)–110pd<br>Westinghouse Elec. Corp. Essington<br>2×500kW 440V 60c/s a.c. 16½k |
| **FAITHFUL**<br>Secretary of State for Defence<br>British | **473**<br>—<br>— | ✠Classed LR until 10/58 | **1957–12** Yarrow & Co. Ltd.—Gls<br>157′ 3″ 60′ 0″ 11′ 1¼″<br>145′ 0″ 30′ 0″ 15′ 1″<br>RW<br>rf 4″ | D-EP Salvage Tug | 4 Oil 4SA each 12Cy. 7″×7¾″ with electric drive & chain reduction gear to paddles<br>Davey, Paxman & Co. Ltd. Col |
| **FAITHFUL**<br>Bermuda Marine Board<br>Hamilton British<br>For later particulars see New Entries No. 7 | **128**<br>—<br>— | **100A1**<br>**Class contemplated** | N.V. Schps. v/h H. H. Bodewes—<br>Millingen<br>86′ 9″ 22′ 10″ 10′ 3½″<br>80′ 1″ 21′ 8″ 12′ 1″ | M Tug | Oil 2SA 12Cy. 9$\frac{1}{16}$″×10″<br>General Motors Corp. |
| **FAITHLIE**<br>G. A. Beck<br>Aberdeen British | **169**<br>57<br>62 | ✠Classed LR until 5/67 | **1957–5** Montrose Shpyd Ltd.—Mtr<br>*104·5′* 23′ 7″<br>100′ 0″ 23′ 0″ 12′ 6″<br>F18′<br>rf 39″ | Wood M Trawler<br>1 Ho 33½′<br>3 Ha (3¼′, 3¼′, 4½′×3′)<br>Der 1 | Oil 2SA 4Cy. 12½″×18½″<br>440bhp (d.o)<br>H. Widdop & Co. Ltd. Keighley<br>2×7½kW 110V d.c. |
| **FAITO**<br>exOsbur-53 exNautic<br>Vincenzo Frulio<br>Torre del Greco Italian | **1364**<br>736<br>2364 | RI<br>✠Classed LR until 2/54<br>**BROKEN UP** | **1914–2** Kockums M/V A/B—Mmo<br>245′ 11″ 37′ 9″ 18′ 6″<br>243′ 3″ 37′ 5″<br>1 dk & S dk<br>R | S OSD<br>2 Ho<br>G.134780 B.127580<br>4W Der 1(1½) | T 3Cy. 18$\frac{7}{16}$″ 24¾″ & 48$\frac{13}{16}$″×31½″<br>700ihp 140t (o.f)<br>Kockums M/V A/B Mmo<br>9½k |
| **FAJARDO**<br>exHammer-67 exTong Thay–65<br>exPhilip Q-54 exLeong Bee–52<br>exM.T.S. No. 7–49<br>exEmpire Tenby exM.T.S. No. 7<br>exLeng Maru No. 3–45<br>Cia. Nav. Thompson S.A.<br>Panama Panamanian | *828*<br>*400*<br>1172 | | **1943** ....................Japan<br>*192·8′* 33′ 1″ 14′ 8¾″<br>... ... ...<br>1 dk<br>len 57 | M | Oil 4SA 6Cy. 370×510 mm<br>Mitsui Bussan K.K. Yka |
| **FAJARDO**<br>The Porto Rico Lighterage Co.<br>San Juan United States | **192**<br>101<br>— | | **1966** Equitable Eqpt. Co.—Madisonville<br>95′ 6″ 29′ 0″ 11′ 9½″<br>87′ 0″ 28′ 2½″ 13′ 2″<br>1 dk<br>BK2″ | TM Tug | 2 Oil 4SA each 12Cy. 6¼″×8″ reverse reduction geared<br>1530bhp<br>Caterpillar Tractor Co. Peoria |
| **FAKUR**<br>Einar Thorgilsson & Co. h/f<br>Hafnarfirdi Icelandic<br>Now **STEINUNN** See New Entries No. 8 | **144**<br>48<br>— | | **1956** Frederikssund Skibs.—<br>Frederikssund<br>104′ 0″ 22′ 1″ 11′ 2″<br>... ... ...<br>1 dk | Wood M Fishing Mchy.aft | Oil 6SA 230×400 mm with hydraulic coupling<br>Alpha-Diesel A/S Fkn<br>Controllable pitch propeller |

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| 511194<br>GHZZ<br>303200<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FALABA**<br><br>**Elder Dempster Lines Ltd.**<br>Liverpool British | 7703<br>4215<br>8099 | ✠100A1 CS 3/66<br>DTsmf & 'tween dk tanks<br>amids—veg. oil, latex or<br>glycerine<br>✠LMC<br>MN1500 EL ct2⅛"SQ | 1962-5 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>465' 0" 62' 4" 25' 2"<br>430' 0" 62' 0" 36' 0"<br>P31' B80' F39' 2 dks<br>RW NS in Nos. 2, 3 & 4 'tween dks 6BH<br>rf 4" WB2677t incl. DTsmf1526t | M Ref<br>4 Ho 56½', 72', 30' DT, 30' DT, 30' DT,<br>30' DT, 70', 54'<br>G.501635 B.457638 In.9247<br>5 Ha (stl) (27', 37½', 45', 37½',<br>27½'×22')<br>16W Der 1(50) 12(12½) 4(7½) | Oil 2SA 5Cy. 760×1550 mm<br>7500bhp Sulzer<br>Scotts' S.B. & Eng. Co.<br>2AuxB (1 o.f 1 ex.g) 120lb<br>4×200kW 220V d.c. |
| 511196<br>GNWJ<br>167923<br>Df Esd<br>Pfd Rdr<br>RT | **FALAISE**<br><br>**British Railways Board**<br>Southampton British | 2416<br>852<br>620 | A1 CS 1/68 ~~SS 6/64~~<br>Channel service from<br>ports in U.K. south of<br>Oban and Harwich—<br>Hook of Holland<br>LMC<br>MN1700 EL (u)1$\frac{1}{16}$"SQ | 1947 Wm. Denny & Bros. Ltd.—Dmb<br>311' 0" 49' 9" 13' 0"<br>299' 9" 48' 2" 25' 6"<br>B&F239' 1 dk & S dk, pt intermediate dk,<br>4th dk except in mchy. space<br>RW 10BH<br>rf 9" BK3½" WB83t incl. DTsf47t | TS Ferry (700P) OSD<br>1 Ho 34'<br>B.34660<br>2 Ha (stl) (10'×10') (28'×12') | 4 S Turb sr geared to 2 sc.<br>8500shp<br>Wm. Denny & Bros. Ltd.<br>2WTB 490lb Sat 450lb<br>db 60lb<br>3×200kW 225V d.c. |
| 672310 | **FALAKHAN**<br><br>**Government of Iran**<br>**(Ministry of Economy,**<br>**Ports & Navigation**<br>**Organisation)**<br>Bandar Abbas Iranian<br>For later particulars see New Entries No. 1 | 286<br>247<br>— | 100A1<br>for restricted service<br>Class contemplated | Schps. & Mach. "De Liesbosch"<br>—Jutphaas<br>85' 4" 44' 4"<br>44' 3" 8' 2" | Floating Crane | |
| 511197<br>PEBA<br><br><br>Esd Rdr<br>RTh | **FALCO**<br><br>**N.V. "Vola" Transport-**<br>**Maats.**<br>Rotterdam Netherland | 495<br>251<br>984 | <br><br>BV | 1962 N.V. Schps. v/h H. H. Bodewes—<br>Millingen<br>202' 4" 30' 11" 12' 5"<br>187' 0" 30' 10" 13' 1"<br>1 dk | TM Water Tanker | 2 Oil 4SA each 6Cy.<br>750bhp<br>Klöckner-Humboldt-Deutz<br>2×60kW 220V d.c. |
| 511200<br>5MCE<br>1452<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FALCON**<br><br>**Atlantic Bulk Trading Corp.**<br>Monrovia Liberian | 10456<br>6188<br>16470 | <br><br>AB | 1959 Cant. Nav. di Taranto—Tno<br>544' 8" 70' 1" 29' 0¾"<br>507' 5" 69' 8¾" 40' 1"<br>1 dk<br>RW<br>rf 6" | M Bulk Carrier Mchy.aft<br>6 Ho 56', 56½', 61½', 59', 56½', 56½<br>6 Ha (stl) (each 38½'×38')<br>Der 4(2) | Oil 2SA 7Cy. 750×1320 mm<br>7000bhp<br>S.A. Fiat S.G.M.<br>3×220kW 230V d.c. |
| 532903<br>HOCY<br><br>Df Rdr<br>RT | **FALCON**<br>exBerwyn-66<br>exSinclair Milwaukee-64<br>exBert Reinauer-56<br>exProvidence Socony-52<br>**Golden Falcon Corp.**<br>Panama Panamanian | 1242<br>748<br>1772 | <br><br>AB | 1943 (Cargo section) Brewer D.D. Co.—<br>N.Yk<br>1924 (Fwd & aft sections) New York S.B.<br>Corp.—Camden<br>*252·9'* 40' 1" 11' 8¾"<br>252' 8" 40' 0" 14' 0"<br>P39' 1 dk<br>RW<br>rf 6" | TM Tanker Mchy.aft<br>14 Ta<br>L.90596 HeCls. C | 2 Oil 4SA each 6Cy.<br>700bhp<br>McIntosh & Seymour Corp. |
| 511202 | **FALCON**<br>exE. G. B. Riley-50<br>exSeabord No. 1<br>**Compañia de Transporte**<br>**Mar Caribe S.A.**<br>Havana Cuban | 464<br>285<br>575 | | 1929 Bethlehem S.B. Corp. Ltd.—Qcy<br>*160·3'* 33' 2"<br>33' 0"<br>1 dk<br>R | M Tanker Mchy.aft<br><br>L.26000 | Oil 2SA 6Cy. 280×380 mm<br><br>Winton Eng. Co. |
| 515384<br>PEBC<br><br>Df RTm | **FALCON**<br>exHolwierde-64 exRain-55<br>**J. & R. Wester**<br>Groningen Netherland | 353<br>171<br>440 | BS✻ SS 2/64<br><br>MBS✻<br><br>MN60 CT329 C14 | 1948-7 Bodewes Scheeps.—<br>Martenshoek<br>142' 0" 24' 9" 10' 6"<br>133' 7" 24' 7" 8<br>P37' Q45' F20' 1 dk<br>R 3BH<br>WB107t | M Mchy.aft<br>1 Ho 80½'<br>G.25000 B.23000<br>2 Ha (each 28½'×15')<br>2W Der 2(2) | Oil 4SA 6Cy. 280×420 mm<br>300bhp<br>Motorenf. "De Industrie" |
| 508618<br>HOGN<br>4241/RH<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **FALCON REEFER**<br>exDaniela-67<br>**Cia. de Nav. Mianico S.A.**<br>Panama Panamanian | 908<br>336<br>1000<br>1426<br>668<br>1230 | ✠100A1 SS 2/66<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN312 EL o | 1961-9 Soc. des Ch. & At. du Rhin—<br>Strasbourg<br>252' 9" 36' 9" 12' 8¼"/13' 9¾"<br>226' 8" 36' 5" 22' 0"<br>Ba59' F22' 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf 4" WB144t | M Ref OSD/CSD Mchy.aft<br>2 Ho 46½', 77¾'<br>~~In.64678~~ In.57953<br>3 Ha (stl) (each 19'×9')<br>6W Der 6(3) | Oil 2SA 6Cy. 360×600 mm<br>1560bhp<br>Sulzer Bros. Ltd.<br>4×100kW 380V 50c/s a.c. |
| 526077<br>ICFA<br>217<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FALCONE**<br>exOceanus-66<br>**Capo Falcone Soc. di Nav.**<br>**S.p.A.**<br>Cagilari Italian | 15723<br>9558<br>24613 | RI<br><br>✠Classed LR until 9/66 | 1954-10 A/B Lindholmens Varv—Got<br>610' 8" 76' 3" 32' 9½"<br>575' 0" 76' 0" 43' 3"<br>P126' F76' 1 dk<br>conv tanker 66<br>rf 5" | M Bulk Carrier Mchy.aft<br>6 Ho 77', 68', 62', 62', 62', 62'<br>G.1190119 B.1031204<br>6 Ha (stl) (52', 41½', 40', 40', 41½',<br>46'×35½') | Oil 2SA 9Cy. 760×1550 mm<br>8150bhp<br>A/B Lindholmens Varv<br>4×165, 165, 165, 150kW |
| 511203<br>MPRZ<br>185872<br>Esd Pfd<br>Rdr<br>RTm/v | **FALCONER BIRKS**<br><br>**North Thames Gas Board**<br>Stephenson Clarke ~~Ltd.~~ Shipping Ltd.<br>London British | 1762<br>1223<br>2675 | ✠100A1 SS 4/65<br><br>✠LMC<br><br>MN230 EL q1⅛"SQ | 1953-3 Grangemouth Dkyd Co. Ltd.—<br>Gmh<br>270' 6" 39' 7" 17' 0¾"<br>258' 0" 39' 4" 18' 6"<br>Q158' B20' F26' 1 dk<br>RW NS 5BH<br>WB891t incl. DTm169t | M Mchy.aft<br>3 Ho 64½', 56½', 48½'<br>G.127325<br>3 Ha (stl) (43'×23') (38', 30'×27')<br>1W | Oil 2SA 8Cy. 360×600 mm<br>1150bhp Sulzer<br>George Clark (1938) Ltd.<br>2×80kW 220V d.c. |

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| **FALCONERA**<br>Alora Compania Naviera<br>S.A.<br>Monrovia<br>Liberian | 13998<br>8607<br>21402 | AB<br>✠Classed LR until 7/64 | 1960–6 Ishikawajima Jukogyo—Tok<br>578′ 5″ 75′ 8″ 30′ 9¾″<br>548′ 1″ 75′ 5½″ 43′ 8″<br>P110′ F45′ 1 dk<br>rf 3″ | S Bulk Carrier Mchy.aft<br>8 Ho<br>8 Ha | 2 S Turb dr geared to sc. shaft<br>12000shp 3220t (o.<br>Ishikawajima Jukogyo Tok |
| **FALDERNDELFT**<br>Partenreederei m.s.<br>"Falderndelft"<br>Kapt. Gerhard Park<br>Emden<br>W. German | 299<br>180<br>444 | BV | 1966 J. Diedrich—Oldersum<br>*166·7′* 23′ 7″ 8′ 1¾″<br>144′ 5″ 23′ 4″ 9′ 2″<br>P39′ F21′ 1 dk | M Mchy.aft<br>1 Ho 91¾′<br>G.20100 B.19500<br>2W Der 2(2) | Oil 4SA 6Cy. 240×350 mm<br>450bhp 14t (d.o)<br>Atlas-Mak Masch. Kel<br>9¾k |
| **FALERNO**<br>Soc. Partenopea di<br>Navigazione<br>Naples<br>Italian | 742<br>312<br>150 | RI | 1965 Cant. Nav. Pellegrino—Nap<br>196′ 11″ 30′ 7″ 9′ 7″<br>175′ 7″ 30′ 6″ 13′ 6″<br>1 dk, pt 2nd dk<br>RW | TM | 2 Oil 4DA each 6Cy. 300×450 mm<br>2500bhp<br>S.A. Fiat S.G.M. Tur |
| **FALESHTY**<br>U.S.S.R.<br>Odessa<br>Russian | 1908<br>793<br>3080 | | 1959 Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>309′ 1″ 46′ 2″ 18′ 6¾″<br>284′ 3″ 46′ 0″ 26′ 11″<br>1 dk & S dk | M OSD<br>3 Ho<br>G.170359<br>3 Ha (each 29¾′×21′)<br>6W Der 6(5) | Oil 2SA 6Cy. 560×1000 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>13½k |
| **FALGARTH**<br>exCleddia–62<br>R. & J. H. Rea Ltd.<br>Bristol<br>British | 102<br>—<br>— | ✠100A1 SS 4/66<br>tug Coasting service U.K., Eire, Channel Islands, Isle of Man & between River Elbe & Brest; also between Santander & Bergen (including Baltic Sea) from 1st April to 31st October<br>✠LMC<br>MN100 EL (a) | 1958–11 Schpsw. P. de Vries Lentsch—<br>Alp<br>82′ 0″ 22′ 3″ 9′ 1¼″<br>75′ 6″ 21′ 0″ 10′ 2″<br>RW 5BH<br>rf 20″ BK4″ WB7t | M Tug | Oil 4SA 6Cy. 320×450 mm with flexible coupling, dr & reverse gearing<br>500bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×15kW 220V d.c |
| **FALI MARIA**<br>exCelebes–66<br>George Voyatzakis<br>Piræus<br>Greek | 498<br>319<br>640 | ✠100A1 SS 8/66<br>✠LMC<br>EL g | 1947–11 E. J. Smit & Zoon Schps.—<br>Westerbroek<br>168′ 10″ 27′ 5″ 11′ 5″<br>155′ 9″ 27′ 3″<br>P45′ Q50′ F23′ 1 dk<br>RW 4BH<br>WB189t incl. DTf15t | M Mchy.aft<br>1 Ho 97½′<br>G.39000 B.32000<br>2W Der 2(3) | Oil 4SA 8Cy. 290×450 mm<br>500bhp 58t<br>Appingedammer Brons Apg<br>10½k |
| **FALIE**<br>exHolland's Trouw<br>Spencer's Gulf Transport<br>Co. Ltd.<br>PtAdelaide<br>British | ~~229~~ 227<br>~~132~~ 115<br>240 | | 1919 W. Richter-Uitdenbogaardt—<br>Maasluis<br>*109·7′* 21′ 11″<br>… … …<br>1 dk<br>RW | Aux K<br>1 Ho 67′<br>1 Ha (30′×12′)<br>Der 1(1) | Oil 4SA 5Cy. 9″×12″<br>350bhp Emade54fitted57 (d.o)<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>1×32V |
| **FALIRON**<br>exKenneth–66 exRita Mærsk–50<br>exLawrin–46 exPegasus–42<br>exLawrin–41 exRita Mærsk–41<br>Faliron Cia. Nav de Vap.<br>S.A.<br>Piræus<br>Greek | 1880<br>985<br>3500 | BV | 1939 Helsingörs Jernsk. & Msk—Hsg<br>299′ 8″ 43′ 6″ 19′ 10″<br>43′ 4″<br>1 dk & S dk<br>R | S (3P) OSD<br>2 Ho 121½′, 87¾′<br>G.214625 B 198630<br>5 Ha (20½′×18′) (27′, 27′, 27′×20′) (20½′×18′)<br>10W Der 1(15) | C 3Cy. (2) 15¾″ & 39⅜″×37⅜″ & LP turb<br>1750ihp 340t (o.f)<br>Helsingörs Jernsk. & Msk Hsg<br>2×12kW 110V 10k |
| **FALKANGER**<br>Westfal-Larsen & Co. A/S<br>Bergen<br>Norwegian | 16707<br>9140<br>24875 | NV | 1965 Kockums M/V A/B—Mmo<br>577′ 0″ 75′ 0″ 34′ 2¾″<br>540′ 0″ 74′ 9½″ 48′ 7″<br>1 dk<br>rf 2″ | M Bulk Carrier Mchy.aft<br>6 Ho 72′, 67′, 67′, 67′, 67′ 67′<br>6 Ha (stl) (42½′, 44½′, 44½′, 44½′, 44½′, 44½′×35¾′)<br>Der 3(10) 2(5) 2(1½) | Oil 2SA 6Cy. 780×1550 mm<br>9350bhp MAN (hvf)<br>Kockums M/V A/B Mmo<br>4×350, 350, 350, 20kW 440V 60c/s a.c. |
| **FALKE**<br>Deutsche Seereederei<br>Rostock<br>E. German | 983<br>421<br>1572 | DSRK | 1962 Schiffswerft "Neptun"—Ros<br>270′ 2″ 41′ 4″ 14′ 0″<br>41′ 2″<br>1 dk & S dk | M OSD/CSD Mchy.aft | Oil 4SA 6Cy. 470×660 mm<br>Masch. Halberstadt Halberstadt |
| **FALKE**<br>Bruno Görgens<br>Hamburg<br>W. German | 244<br>104<br>355 | GL | 1935 Schiffsw. W. Holst—Ham<br>*128·9′* 20′ 0″ 9′ 2¼″<br>10′ 3″<br>P28′ F20′ 1 dk<br>R conv dredger — len 38 | M<br>G.16000 B.15000<br>1 Ha (56¾′×13′) | Oil 4SA 6Cy. 290×420 mm<br>300bhp NE56<br>Masch. Kiel A.G. Kel<br>7½k |
| **FALKEFJELL**<br>A/S Falkefjell &<br>A/S Dovrefjell<br>Olsen & Ugelstad<br>Oslo<br>Norwegian | 25409<br>15456<br>39925 | NV | 1961 Kieler Howaldtswerke A.G.—Kel<br>707′ 2″ 90′ 3″ 37′ 3″<br>677′ 0″ 90′ 0″ 49′ 3″<br>1 dk<br>rf 4″ | S Tanker Mchy.aft<br>30 Ta<br>L.1878225 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17500shp 4835t (o.f)–77pd<br>Kieler Howaldtswerke A.G. Kel<br>3×600, 600, 200kW 450V 60c/s a.c.<br>15½k |

Now KINI See New Entries No. 6

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| 511212<br>LDUY | **FALKEN**<br>exLibra<br>~~Ole Leirvåg~~ Ingvald Leirvåg<br>Bergen Norwegian | 173<br>81<br>— | ✠Classed LR until 10/01 | 1885-5 Earle's Co. Ltd.—Hul<br>*114·7"* 20' 2"<br>... ... ...<br>R len 50<br>1 dk | Iron M Trawler | Oil 6Cy.<br>300bhp NE38<br>Humboldt Deutzmot. |
| 671074<br>DEJA<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FALKENFELS**<br><br>**K.G. Schiffahrtsges.**<br>**"Falkenfels" MBH & Co.**<br>Deutsche Dampfschiff-<br>fahrtsges. "Hansa"<br>Bremen W. German | 9565<br>5863<br>12356 | GL | 1967 A.G. "Weser"—Bmn<br>499' 6" 67' 1" 30' 6"<br>472' 5" 66' 11" 40' 0"<br>P&B141' F91' 3 dks<br><br>rf nil | M (5P) Ref CSD<br>5 Ho 25', 44½', 82½', 80', 65½'<br>G.721650 B.662350 In.8180<br>5 Ha (stl) (23', 34½', 59', 59', 43½'×21½')<br>24W Cr 2(5) Der 1(150) 8(10) 2(5) | Oil 2SA 7Cy. 780×1550 mm<br>11200bhp<br>Masch. Augsburg-Nürnberg<br>3×280kW 380V 50c/s a.c. |
| 511217<br><br><br>Df Esd<br>Gc Rdr | **FALKENSTEIN**<br><br>**Partenreederei**<br>**m.s. "Falkenstein"**<br>Robert Bornhofen Reederei<br>Hamburg W. German | 5589<br>3141<br>7564 | GL | 1953 H. C. Stülcken Sohn—Ham<br>433' 6" 52' 8" 25' 2"<br>52' 6" 31' 10"<br>B55' F54' H33' 2 dks | D-E (2P) CSD Mchy.aft<br><br>G.400850 B 375850<br>3 Ha (stl) (37½', 62½', 57½'×23')<br>10W Der 1(25) 10(3–5) | 4 Oil 4SA each 8Cy.<br>4600bhp driving 4 gen.<br>connected to elec. motor<br>Masch. Kiel A.G.<br>2×140kW 220V 50c/s a.c. |
| 511218<br>DJOT<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **FALKENSTEIN**<br><br>**Hochseefischerei Kiel**<br>**G.m.b.H.**<br>Kiel W. German | 651<br>216<br>500 | GL | 1955 Kieler Howaldtswerke A.G.—Kel<br>203' 5" 30' 5"<br>180' 6" 30' 2" 16' 6"<br><br>RW | M Trawler | 2 Oil 4SA 8Cy. & 4Cy.<br>geared to sc. shaft<br>1530bhp<br>Kieler Howaldtswerke A.G. |
| 541113<br>DNDL<br><br>Df Esd<br>RTh | **FALKENSTEIN**<br><br>**Helfried Fahje**<br>Otto Fahje & Sohn<br>Hamburg W. German | 424<br>286<br>960 | GL | 1963 Schiffsw. J. J. Sietas—Ham<br>198' 7" 31' 8" 12' 7½"<br>179' 11" 31' 6" 13' 2"<br>P125' B33' F25' 1 dk<br>R | M Mchy.aft<br>1 Ho 121'<br>G.59800 B.52800<br>1 Ha (stl) (30¾'×17')<br>2 Ha (w) (each 65'×17')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz<br>2×12kW 110V d.c. |
| 511219<br>DKQY | **FALKENSTEIN**<br><br>**Kieler Verkehrs A.G.**<br>Kiel W. German | 137<br>86<br>— | GL | 1960 Krögerwerft G.m.b.H.-Rendsburg<br>110' 1" 21' 4" 4' 1½"<br>96' 0" 20' 4" 6' 11"<br>1 dk | M (317P) | Oil 4SA 6Cy. 180×240 mm<br>200bhp<br>Masch. Kiel A.G. |
| 511220<br>LCKW<br><br>Df | **FALKHOLM**<br>exBleiskjær–59 exTraust–58<br>exOevelgönne exMünsterland<br>**Brödr. Vermundsen**<br>**Partrederi**<br>Kopervik Norwegian | 255<br>98<br>— | | 1921 Schiffsw. Masch. A.G.—<br>Wilhelmshavn<br>136' 6" 22' 6" 11' 9½"<br>22' 4"<br>Q72' F18'<br>R | M Salvage Ship Mchy.aft | Oil 2SA 8Cy. 240×400 mm<br>680bhp NE65<br>Alpha-Diesel A/S |
| 511221<br>DEOX<br><br>Df Esd<br>Gc Rdr<br>RT | **FALKLAND**<br><br>**Norddeutsche**<br>**Hochseefischerei A.G.**<br>Bremerhaven W. German | 649<br>267<br>— | GL | 1955 A.G. "Weser" Werk Seebeck—<br>Bhn<br>203' 5" 30' 2"<br>183' 8" 30' 0" 16' 6"<br>P&B101' 1 dk<br>RW | S Trawler | T 3Cy. 16$\frac{1}{16}$" 25$\frac{1}{16}$" &<br>exhaust turb<br>1000ihp<br>A.G. "Weser" Werk Seebeck |
| 511222<br>SLNK<br>10087<br>Df Esd<br>RT | **FALKLAND**<br><br>**Morgan Karlsson Partrederi**<br>Tjörnekalv Swedish | 117<br>41<br>— | NV | 1960 A/B Marstrands M/V—Mtd<br>85' 10" 22' 1" 10' 8"<br>77' 0" 22' 0" 11' 10"<br><br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×350 mm<br>595bhp<br>Motorenw. Mannheim |
| 651488<br>XPRF<br><br>Df Esd<br>Rdr RT | **FALKUR**<br><br>**P/f Skipafelagid Føroyar**<br>Thorshavn Faroese | 300<br>180<br>610 | BV | 1965 H. C. Christensens<br>Staalskibsværft—Marstal<br>157' 5"<br>141' 8" 30' 0" 11' 4"<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 240×400 mm<br>350bhp<br>Alpha-Diesel A/S |
| 511224<br>GSWJ<br>185509<br>Esd Pfd<br>RTm | **FALLOWFIELD**<br>exMedusa–54<br>**Coast Lines Ltd.**<br>Liverpool British | 566<br>265<br>851 | BV | 1953 Gebr. van Diepen—Waterhuizen<br>198' 0" 29' 7" 12' 1"<br>29' 5"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 111½'<br><br>2 Ha (47', 46½ ×17½')<br>Der 2(3) | Oil 4SA 8Cy. 290×420 mm<br>500bhp<br>Appingedammer Brons<br>2×26kW 110V d.c. |
| 511225<br>OFZK<br>1378<br>Df Rdr<br>RT | **FALLSUND**<br>exFleetwing–59<br>**Pargas Kalkbergs A/B**<br>Turku/Åbo Finnish<br><br>Now **HUGO SELMER** See New Entries No. 2 | 1500<br>769<br>2180 | ✠100A1 SS 5/64<br>✠LMC<br><br>MN250 EL p1$\frac{1}{16}$"SQ | 1956-4 Jos. L. Meyer Schiffs.—<br>Papenburg<br>256' 0" 38' 7" 16' 0¾"<br>236' 3" 38' 4½" 16' 9"<br>Q164' F25' 1 dk<br>RW 5BH<br>rf nil WB505t incl. DTf77t | M Mchy.aft<br>2 Ho<br>G.102349 B.98196<br>3 Ha (each 40'×25½')<br>3W Der 3(3) | Oil 4SA 6Cy. 420×600 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz |
| 520705<br>KOJP<br>246897<br>Df Esd<br>Gc | **FALMOUTH**<br>exLetitia Lykes–67<br>exNonpareil–47<br>**Chatham Shipping Corp.**<br>Wilmington, Del United States | 6115<br>3522<br>10534 | AB | 1944 Moore D.D. Co.—Oakland<br>459' 7" 63' 1" 27' 8"<br>435' 0" 63' 0" 31' 6"<br>B79' 2 dks & S dk<br>RW<br>rf nil | S (12P) OSD<br>5 Ho 62', 60', 69½', 70', 59½'<br>G.620318 B.546662<br>1 Ha (stl) (27'×20')<br>4 Ha (w) (32½', 35', 30', 30'×20')<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp<br>General Electric Co. |

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| **FALMOUTH**<br>**Shell-Mex & B.P. Ltd.**<br>London<br>British | 982<br>394<br>1094 | ✠100A1<br>oil tanker<br>✠LMC<br>MN224 EL m1⅜"SQ | 1965–9 Grangemouth Dkyd Co. Ltd.—Gmh<br>201′ 7″ 34′ 5″ 13′ 10″<br>190′ 0″ 34′ 1″ 14′ 9″<br>P54′ F28′ Trunk 104′ 1 dk<br>9BH<br>rf 6″ WB134t | M Tanker Mchy.aft<br>4 Ta<br>Der 1(1½) | Oil 2SA 6Cy. 340×570 mm<br>1120bhp (d.o)<br>British Polar Engines Ltd. Gls<br>db 150℔<br>2×75, 48kW 220V d.c. |
| **FALO**<br>**Government of Gambia**<br>Bathurst<br>Gambia | 164<br>50<br>150 | ~~✠100A1~~<br>~~hopper dredger~~<br>~~Gambian coasting service~~<br>~~✠LMC~~<br>~~MN46~~ ~~EL e~~<br>✠Class **WITHDRAWN** at Owners' request 2/69 | 1967–4 Fairmile Shipyard (Berwick) Ltd.—Berwick<br>112′ 0″ 26′ 4″ 6′ 0″<br>105′ 0″ 25′ 6″ 8′ 0″<br>1 dk<br>4BH<br>rf nil WB26t | M Grab Hopper Dredger Mchy.aft<br>Cr 1 | Oil 4SA 8Cy. 6½″×7¼″ reverse reduction geared<br>230bhp (d.o)<br>Bergius-Kelvin Co. Ltd. Gls<br>1×10kW 220V a.c. |
| **FALPERRA**<br>**José Lorenzo Lorenzo**<br>Vigo<br>Spanish | 172<br>95<br>125 | BV | 1958 Enrique Lorenzo y Cia.—Vgo<br>99′ 11″ 21′ 0″ 10′ 9¾″<br>86′ 6″ 20′ 8″ 12′ 8″<br>RW | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 2SA 6Cy. 190×350 mm<br>300bhp 70t<br>Kromhout Motorenfab. Ams<br>10½k |
| **FALSTAFF**<br>**Hellyer Bros. Ltd.**<br>Hull<br>British | 896<br>323<br>— | ✠100A1 SS 8/67<br>trawler<br>✠LMC<br>MN456 EL (m)b* | 1959–1 Smith's Dock Co. Ltd.—Mdb<br>*194·0′* 34′ 9″<br>191′ 0″ 34′ 6″ 17′ 10″<br>F40′<br>5BH<br>rf 19″ WB12t | D-E Trawler | 2 Oil 4SA each 8Cy. 10″×12″ 2280bhp driving 3 gen. each 481kW 310V d.c. connected to elec. motor 1800shp (WL) & sc. shaft (d.o)<br>English Electric Co. Prs<br>db 180℔<br>3×60kW 220V d.c. 14k |
| **FALSTER**<br>**Ångbåts A/B Ferm**<br>C. J. Höijer<br>Kristinehamn<br>Swedish | 11376<br>6504<br>16325 | ✠100A1 SS 12/67<br>strengthened for ore cargoes. Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN1160 EL g†2 5/16"SQ | 1962–11 A/B Lindholmens Varv—Got<br>500′ 6″ 68′ 11″ 29′ 5″<br>476′ 4″ 68′ 6″ 39′ 6″<br>P95′ F45′ Trunk 336′ 1 dk<br>NS 9BH<br>rf 4″ WB9893t | M Bulk Carrier Mchy.aft<br>7 Ho 38′, 75′, 38′, 38′, 38′, 73¼′, 40½′<br>G.798320<br>7 Ha (stl) (22¼′, 55½′, 25¼′, 25¼′, 25¼′, 55½′, 25¼′×32¼′)<br>Der 1(3) 2(1½) | Oil 2SA 7Cy. 630×1300 mm<br>5800bhp 1402t (hvf)<br>A/B Lindholmens Varv Got<br>AuxB 100℔ e(ex.g) 100℔<br>3×280kW 450V 60c/s a.c. 14½k |
| **FALSTONE**<br>exAmsterdam VI<br>~~Stephenson Clarke Ltd.~~<br>~~Newcastle~~ ~~British~~<br>Stephenson Clarke Shipping Ltd.<br>Newcastle<br>British | 359<br>182<br>500 | BV | 1934 Schps. L. Smit & Zoon—Kinderdijk<br>131′ 0″ 26′ 10″ 11′ 9″<br>124′ 8″ 25′ 6″ 12′ 6″<br>1 dk<br>RW conv hopper barge 66<br>rf nil | M Sludge Carrier Mchy.aft<br>1 Ho 60′<br>1 Ha (stl) (2′×4′) | Oil 4SA 6Cy. 8¾″×11½″<br>337bhp NE64 7t (d.o)–1¼pd<br>Blackstone & Co. Ltd. Stamford<br>3×30, 3, 3kW 220V d.c. 8½k |
| **FAMBO**<br>Rederij m.s. "Harm"<br>N.V. Scheepvaartbedr. "Gruno"<br>Foxhol<br>Netherland | 436<br>207<br>714 | ✠100A1 SS 11/65<br>✠LMC<br>MN120 EL i | 1957–8 Schpsw. Bodewes "Gruno"—Foxhol<br>185′ 3″ 29′ 8″ 11′ 0½″<br>167′ 4″ 28′ 10″ 18′ 0″<br>RFD23′ 1 dk & S dk<br>R Coll BH to S dk 2 to 2nd dk<br>rf nil WB199t | M OSD Mchy.aft<br>2 Ho<br>4 Ha (37¾′, 37¾′, 40¼′, 42¾′×18¾′)<br>Der 2(3) | Oil 4SA 8Cy. 320×450 mm<br>660bhp<br>Klöckner-Humboldt-Deutz Kln |
| **FAMIGLIA MERICA**<br>exSpes Prima–67<br>Vinicola S. Giorgio (VISAG)<br>Genoa<br>Italian | 448<br>200<br>— | RI | 1958 Cant. Nav. Pellegrino—Nap<br>167′ 2″ 25′ 2″ 11′ 0⅝″<br>150′ 6″ 20′ 0½″ 13′ 0″<br>RW len 59 conv tanker 67 | M Wine Tanker<br>12 Ta | Oil 4SA 5Cy. 290×490 mm<br>600bhp<br>Burmeister & Wain Cpn<br>12k |
| **FAMITA**<br>exBlavet-66 exPetit Poilu–61<br>Samele Kåre Misje & Co. & Farnes & Tangen<br>Kåre Misje & Co.<br>Bergen<br>Norwegian | ~~308~~ 279<br>~~121~~ 99<br>300 | BV | 1950 Ch Nav. de Caen—Blainville<br>137′ 1″ 24′ 8″<br>24′ 6″<br>R conv trawler 66 | M Weather Ship<br>1 Ho 41′<br>G.8829<br>2 Ha (each 4′×4′)<br>1W Der 1(25) | Oil 4SA 6Cy. 365×550 mm<br>750bhp MAN 70t (d.o)<br>Soc. Gén. de Const. Méc. La Courneuve<br>2×25kW 110V 50c/s a.c. 12k |
| **FANA**<br>exFanafjord-66 exBengal-63<br>A/S Ocean Transport<br>August Kjerland & Co. A/S<br>Bergen<br>Norwegian | 4275<br>2397<br>7600 | ✠100A1 SS 11/66<br>with freeboard<br>DTs—vegetable oil<br>✠LMC<br>EL b†ptSQ | 1944–11 Eriksbergs M/V A/B—Got<br>462′ 9″ 58′ 8″ 23′ 11¾″<br>430′ 0″ 58′ 6″ 35′ 6″<br>F99′ 1 dk & S dk, intermediate 'tween dks fwd & aft under raised S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 6″ WB2952t incl. Tunnel tanks 323t DTm1016t | M (4P) OSD<br>5 Ho 51¾′, 78¾′, 27½′, 64¾′, 74¾′<br>G.531128 B.482515<br>1 Ha (stl) (24¾′×20′)<br>5 Ha (w) (37½′, 27½′, 37½′, 27½′×20′) (10′×16′)<br>16W Der 1(25) 1(15) 2(7½) 6(5) | Oil 2SA 8Cy. 740×1400 mm<br>6100bhp 2471t (hvf)<br>Eriksbergs M/V A/B Got<br>db 80℔<br>3×165kW 220V d.c. 16k |
| **FANARAAKEN**<br>Fylkesbaatane i Sogn & Fjordane<br>Bergen<br>Norwegian | 590<br>346<br>— | | 1937 A/S Bergens M/V—Bgn<br>167′ 0″ 26′ 6″<br>26′ 4″<br>2 dks & S dk<br>R | S OSD<br>2 Ha (9¾′×6½′) (4½′×5½′) | C 4Cy. (2) 11⅝″ & (2) 27 3/16″×25 3/16″ (o.f)<br>A/S Fredriksstad M/V Fks |
| **FANCIULLA D'ANZIO**<br>exFolgore–57<br>Ugo Biondi<br>Rome<br>Italian | 113<br>51<br>— | | 1956 Guido Rondolini & Figli—Pesaro<br>98′ 5″ 21′ 10 8′ 6⅜″<br>87′ 9″ 21′ 4″ 10′ 4″ | Wood M Trawler | Oil 4SA 4Cy. 265×410 mm<br>Ansaldo Stab. Mecc. Gen |

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| 524743<br>SYXM<br>2423<br>Df RTm | **FANEROMENI**<br>exNarvi-64 exNorby-59<br>exCapitaine Prieur-51<br>**S. Tzavaris &**<br>**M. Petsagourakis**<br>A. Sachinis Marine Enterprises<br>Piræus Greek | 3117<br>1529<br>4600 | | BV | **1922** At. & Ch. de la Seine Marit—<br>Le Trait<br>330' 11" 46' 4" 20' 0"<br>46' 2"<br>Q105' B59' 1 dk<br>R | S<br>4 Ho 45½', 59', 30¾', 30¾'<br>G.180000<br>4 Ha (each 45'×26½')<br>4W Der 4(3) | T 3Cy. 18¼" 30" &<br>1200ihp<br>Schneider & Co.<br>3×15, 10, 8kW 110V d.c. |
| 511238<br>LDVD<br>Esd Rdr<br>RT | **FANGST**<br>exHadarõy<br>**Olav J. Hareide**<br>Ålesund Norwegian | 172<br>69<br>— | | NV | **1915** A/S Rosenberg M/V—Stv<br>125' 0" 19' 10"<br>19' 8"<br>Q10' 1 dk<br>R len 31 & 54<br>BK 6" | M Fishing Mchy.aft<br>1W | Oil 2SA 5Cy. 230×405 mm<br>300bhp NE52<br>Frederikshavns Jernst. & |
| 511239<br>LDVE<br>Rdr | **FANGSTMAND**<br>**A/S Fangstmand**<br>Haakon J. Brandal<br>Ålesund Norwegian | 159<br>49<br>— | | NV | **1917** Jörgensen & Vik—Grimstad<br>*105·9'* 22' 2"<br>... ... ...<br>1 dk | Wood M Fishing Mchy.aft | Oil 2SA 6Cy. 280×420 mm<br>900bhp NE56<br>Wichmann Mtrf. |
| 670344<br>DEIW<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FANGTURM**<br>**K. G. Schiffahrtges.**<br>**"Fangturm" m.b.H. & Co.**<br>Deutsche Damschiffs.-Ges.<br>"Hansa"<br>Bremen W. German | 499<br>126<br>799 | | GL | **1966** Hitzler, J. G.—Lauenburg<br>173' 5" 36' 11" 11' 0"<br>166' 8" 36' 1" 13' 0"<br>F47' 1 dk | TM Supply Ship (12P) Mchy.aft | 2 Oil 4SA each 16Cy.<br>1932bhp<br>Masch. Augsburg-Nürnberg<br>3×140kW 231/400V<br>Thw. thrust propeller |
| 542901<br>SYWD<br>2271<br>Df Esd<br>Rdr RT | **FANI**<br>exSkandinav-63 exHedera-63<br>exMastenen-57 exThor I—53<br>**Dimitrios Coustas &**<br>**Nicolaos Gregoriou**<br>Piræus Greek | 2565<br>1400<br>4050 | | NV | **1938** Framnæs M/V A S—Sfj<br>327' 0" 46' 8" 19' 0"<br>46' 6" 20' 9"<br>P25' B183' F26' 1 dk<br>R | M<br>G.253000 B.224000<br>10W Der 10(5) | Oil 2SA 6Cy. 480×900 mm<br>1500bhp<br>Sulzer Bros. Ltd. |
| 511240<br>5MMX<br>1734<br>Df Esd<br>Rdr | **FANLIL**<br>exFanmar-65 exToxon-62<br>exMontego Sea-61<br>exPacific Explorer-60<br>exGrain Shipper-58<br>exJoel Chandler Harris-56<br>**Lilly Navigation Inc.**<br>Monrovia Liberian | 7259<br>4446<br>10750 | **BROKEN UP** | AB | **1942** Alabama D.D. & S.B. Co.—Mob<br>441' 6" 57' 0" 28' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.562608 B.499573<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>12W Der 1(50) 1(15) 12(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 511241<br>TFQN<br>Df Esd<br>Rdr RT | **FANNEY**<br>**Sildarverksmidjur rikisins**<br>**og Fiskimalanefnd**<br>Reykjavik Icelandic | 138<br>65<br>— | **SUNK BY ICE 5/68** | | **1945** ..........................Tac<br>*80·9'* 23' 4"<br>... ... ... | Wood M Fishing | Oil 2SA<br>320bhp<br>Atlas Diesel |
| 513860<br>OGRF<br>113<br>Df Pfd<br>Rdr<br>RTm | **FANNY HIND**<br>exGute-66<br>**Rederibolaget Hindship**<br>Bröderna Hindersson<br>Ingå Finnish<br>Now **OMA** See New Entries No. 4 | 500<br>198<br>705 | ✠100A1<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>MN174 | SS 8/65<br>EL k | **1947–12** Lödöse Varf A/B—Lod<br>194' 11" 30' 8" 11' 10½"<br>174' 11" 30' 6" 19' 3"<br>1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>WB230t | M OSD Mchy.aft<br>2 Ho 53¼', 52½'<br>G.20015 B.17967<br>2 Ha (each 38'×16')<br>4W Der 2(7) 2(5) | Oil 2SA 6Cy. 340×570 mm<br>870bhp<br>Atlas-Diesel<br>2×60kW 220V d.c.<br>Directional propeller |
| 650696<br>9GUP<br>316537<br>Df Esd<br>Gc Rdr<br>RT | **FANOMA**<br>**The Government of the**<br>**Republic of Ghana**<br>Takoradi Ghanaian | 1514<br>671<br>— | ✠100A1<br>stern trawler<br>✠LMC<br>✠Lloyd's RMC<br>MN470 | EL (o)‡†1¾"SQ | **1965–7** A/S Trondhjems M/V—Tdh<br>231' 7" 37' 6" 15' 9"<br>201' 1" 37' 5" 25' 7"<br>B20' F49' 2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 39" Box K 12" WB333t | M Stern Trawler Ref<br>In.35000 | Oil 2SA 7Cy.<br>2350bhp<br>Burmeister & Wain<br>Controllable pitch |
| 509431<br>Df Esd | **FANOR**<br>exDuero-64 exHyeres-60<br>exBenjamin R. Milam-47<br>**Consorcio Naviero**<br>**(Connavi) S.A.**<br>Uruguayan | 7181<br>4458<br>10820 | **BROKEN UP** | BV | **1943** Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8"<br>417' 9" 56' 11" 37' 4"<br>2 dks | S<br>G.530276 B.480437<br>10W Der 1(50) 1(15) 10(5) | T 3Cy. 24½" 37" &<br>Nat. Pump & Mach. Co. |
| 542309<br>SZIB<br>2255<br>Df Esd<br>Pfd Rdr<br>RT | **FANTASIA**<br>ex York-63 exDuke of York-63<br>**International Cruises S.A.**<br>Piræus Greek | 4576<br>2100<br>748 | ✠100A1<br>Aegean Sea service (including Crete & Rhodes) and Mediterranean Sea service March to November inclusive<br>✠LMC | Dr 11/63<br>EL (w)1¾"SQ | **1935–6** Harland & Wolff Ltd.—Bel<br>358' 9" 52' 2" 14' $8\frac{7}{16}$"<br>337' 1" 52' 0" 19' 6"<br>P56' B&F253' Upr B&F245' 2 dks<br>RW 8BH new fore end 54<br>WB390t incl. DTsm226t | TS (426P)<br>B.57838 | 4 S Turb sr geared<br>9000shp<br>Harland & Wolff Ld.<br>4WTB 225lb |
| 511243<br>EDPJ | **FANTASTICO**<br>exSacha<br>**V. Mariño y Cia.**<br>Vigo Spanish | 254<br>76<br>— | | | **1906** De la Brosse & Fouché—Nts<br>*144·3'* 21' 8"<br>... ... ... | Wood S Trawler | T 3Cy. 11⅛"<br>450ihp<br>De la Brosse & |

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|---|---|---|---|---|---|---|
| **FANWOOD**<br>exA. & J. Doctor Max-64<br>exFanwood-64 exHawaiian<br>Banker-61 exSierra-61<br>exStokes-47<br>**Waterman Steamship Corp.**<br>New York United States<br>Esd Rdr Tm | **8178**<br>4871<br>10632 | | AB | **1944** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 27′ 7¾″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>RW<br>rf nil | S<br>5 Ho 52′, 60½′, 72½′, 72½′, 72<br>G.582000 B.543200<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>14W Der 1(35) | 2 S Turb dr geared to sc. shaft<br>6600shp 1842t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15½k |
| **FÃO**<br>**SUPEL—Sociedade União de Pescarias Lda.**<br>Portuguese<br>Leixoes<br>Esd Rdr | **170**<br>51<br>— | ✠Classed LR until 3/63 | | **1961**–5 Est. Nav. do Mondego—Figueira<br>104′ 3″ 21′ 10″ 10′ 7″<br>88′ 3″ 21′ 4″ 10′ 10″<br>RFD23′<br>RW<br>rf 29″ BK 6″ | M Trawler | Oil 4SA 8Cy. 290×420 mm<br>Masch. Kiel A.G. Kel<br>Controllable pitch propeller |
| **FARAB**<br>**U.S.S.R.**<br>Russian<br>Odessa<br>Esd Rdr | **1909**<br>792<br>3080 | | | **1958** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>309′ 0″ 46′ 3″ 18′ 6¾″<br>284′ 3″ 46′ 1″ 26′ 11″<br>1 dk & S dk | M OSD<br>3 Ho<br>G.170359<br>3 Ha (each 29¾′×21′)<br>6W Der 6(5) | Oil 2SA 6Cy. 560×1000 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo |
| **FARAG**<br>exSomia-66 exAmisia-63<br>**African Shipping Co. Ltd.**<br>Libyan<br>Benghazi<br>Esd RT | **805**<br>506<br>1252 | | GL | **1953** Flensburger Masch.-Anst.—Fln<br>205′ 1″ 28′ 4″ 15′ 3¼″<br>28′ 2″<br>1 dk<br>RW len 55 | M<br>1 Ho 103′<br>G.63496 B.59269<br>3W Der 3(2) | Oil 4SA 8Cy. 290×420 mm<br>39t<br>Masch. Kiel A.G. Kel<br>9k |
| **FARAGLIONE**<br>exHannover-64 exSüllberg<br>exKurisches Haff<br>F. Giuffre<br>Castellammare di Stabia Italian<br>RT | **348**<br>174<br>— | | RI | **1928** Schiffsw. Memel Lindenau & Cie.—Memel<br>*165·4′* 23′ 8″ 6′ 2″<br>161′ 9″ 23′ 6″ 7′ 10″<br>1 dk<br>R | TM<br>1 Ho | 2 Oil 4SA each 6Cy. 240×360 mm<br>560bhp NE41<br>Klöckner-Humboldt-Deutz Kln |
| **FARAH PAHLAVI**<br>Launched as Cyrus The Great<br>**National Iranian Tanker Co.**<br>Liberian<br>Monrovia<br>Esd Gc Rdr RTh | **33700**<br>21669<br>54391 | | BV | **1961** Ch. de l'Atlantique—St.N<br>785′ 10″ 102′ 6″ 39′ 9″<br>102′ 1″<br>1 dk | S Tanker Mchy.aft<br>Der 2(7) 2(2) 2(1) | 2 S Turb dr geared to sc. shaft<br>19250shp Parsons (o.f)<br>Ch. de l'Atlantique St.N<br>2×650kW 440V 60c/s a.c. |
| **FARAHMAND**<br>**BP Tanker Co. Ltd.**<br>British<br>London | **362**<br>—<br>— | ✠100A1<br>tug<br>✠**LMC**<br>MN300 | SS 6/64<br>EL (f)1¼″ | **1960**–7 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>133′ 6″ 33′ 0″ 12′ 6¾″<br>120′ 5″ 31′ 6″ 14′ 3″<br>RW 4BH<br>rf 18″ BK7″ WB43t | M Firefighting Salvage Tug | Oil 2SA 8Cy. 14½″×19″ with sr reverse gear<br>1500bhp (d.o)<br>Crossley Bros. Ltd. Mch<br>2×67kW 220V d.c. |
| **FARAHNAZ**<br>Government of Iran<br>(Ministry of **Economy, Ports and Navigation** Organisation)<br>Bandar Shahpour Iranian<br>Esd Rdr RTh | **248**<br>79<br>— | ✠100A1<br>Persian Gulf & Gulf of Oman service<br>✠**LMC**<br>MN160 | EL c$1\frac{5}{16}$″SQ | **1964**–12 Usuki Tekkosho—Saiki<br>134′ 10″ 24′ 8″<br>123′ 0″ 24′ 7″ 11′ 6″<br>RAD5′ RFD17′ 1 dk<br>4BH<br>rf 8″ BK7″ | M Pilot Tender<br>Der 1(½) | Oil 4SA 6Cy. 320×390 mm with flexible coupling & sr reverse gears<br>800bhp (d.o)<br>Hanshin Nainenki Kogyo Kob<br>3×40kW d.c. |
| **FARALIS**<br>exPitrotos exSeamanor-53<br>exDarel M. Ritter-51<br>**Dolores Shipping Corp.**<br>Monrovia Liberian<br>Esd Gc Rdr | **7181**<br>4423<br>10842 | **BROKEN UP** | AB | **1945** Delta S.B. Co. Inc.—N.Os<br>441′ 6″ 57′ 0″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. |
| **FARALLON**<br>United States **Department of** Commerce<br>Duluth United States<br>Esd Gc | **1117**<br>251<br>— | | AB | **1943** Globe S.B. Co.—Superior<br>*185·5′* 37′ 7″ 18′ 9″<br>185′ 0″ 37′ 6″ 21′ 5″<br>B & F106′ 2 dks | M Tug | 2 Oil 4SA each 6Cy. 405×510 mm sr geared to sc. shaft<br>2340bhp 566t<br>Enterprise Eng. Co. S.Fo |
| **FARAMAN**<br>exAnne-56<br>Soc. **Fouquet-Sacop and** Cie. de **Navigation Daher**<br>Marseilles French<br>Now **ANNIEA** See New Entries No. 6<br>Esd RT | **1192**<br>583<br>1447 | | BV | **1953** Glommens M/V—Fks<br>241′ 6″ 32′ 10″ 14′ 3″<br>32′ 8″<br>P90′ F25′ 1 dk<br>RW | M Wine Tanker Mchy.aft<br>10 Ta | Oil 2SA 6Cy. 345×580 mm<br>1000bhp 140t<br>Nydqvist & Holm A/B Thn<br>11½k |
| **FARANDOLE**<br>Jérôme **Le Berre & Cie.**<br>Douarnenez French<br>RT | **274**<br>132<br>— | | | **1960** Ch. Nav. de Cornouaille—Treboul<br>*108·9′* 28′ 5″<br>… … … | Wood M Fishing<br>6 Ha (2¾′×3¼′) (4′, 4′, 5′×4′) (11′×9¾′) (3′×2¼′) | Oil 2SA 5Cy. 230×400 mm<br>350bhp<br>Burmeister & Wain Cpn<br>8k |
| **FARGE**<br>Unterweser **Reederei** G.m.b.H.<br>Bremen W. German<br>Rdr RT | **114**<br>30<br>— | | GL | **1954** Mützelfeldtwerft G.m.b.H.—Cuxhaven<br>97′ 2″ 22′ 4″<br>22′ 2″ 11′ 2″<br>RW | M Tug<br>Der 1(1½) | Oil 4SA 8Cy. 320×450 mm<br>1320bhp 35t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×28, 18, 5kW 230V d.c. 12k |

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|---|---|---|---|---|---|---|---|---|
| 511255 | **FARIDA** | | 2417 | ✠100A1 | SS 10/65 | 1938-2 A/B Finnboda Varf—Skm | M (2P) Ref OSD | Oil 2SA 9Cy. 520×960 mm |
| SGHN | | | 1046 | Str. nav. ice | | 357' 0" 47' 1" 19' 5" | 5 Ho 45', 49½', 42¾', 42¾', 54' | 4050bhp |
| 9635 | **Stockholms Rederi A/B Svea** | | 3635 | ✠LMC | | 330' 11" 47' 0" 27' 10" | G.183070 B.165800 In.50000 | S.A. Fiat S.G.M. |
| Df Esd | Curt Högberg | | | ✠Lloyd's RMC | | Q70' F77' 1 dk & S dk | 5 Ha (stl) (20½', 33¾', 27', 26', | 3×125kW 230V d.c. |
| Gc Rdr | Stockholm | Swedish | | MN310 | EL v1¾"SQ | Coll BH to S dk 4 to 2nd dk | 24¾'×21') | |
| RTm/h | | | | | | rf 4" WB184t | 10W Der 1(30) 4(10) 2(5) 4(5) | |
| 511257 | **FÄRJAN 2** | | 112 | | | 1907 Södra Varf Plåtslager—Skm | Iron S Ferry (300P) | C 2Cy. 12½" & 25¾"×15¾" |
| SEHU | exLidingöfärjan I | | 62 | | | 86' 11" 27' 5" 9' 6" | | 200ihp |
| 4880 | **Göteborgs Stad** | | — | **BROKEN UP** | | ... ... ... | | Jönköpings M/V |
| | **(Hamndirektören)** | | | | | 1 dk | | 1×3kW 65V d.c. |
| | Gothenburg | Swedish | | | | R | | Propellers 1 fwd 1 aft |
| 511259 | **FARM COVE** | | 327 | ✠100A1 | TD 1/66 | 1939-2 Scott & Sons—Bwg | M Tug | Oil 4SA 6Cy. 15"×18" |
| VKZK | exParmelia-61 exDelavar-54 | | — | tug | | 128' 6" 31' 1" 12' 8" | | 2 ahead speeds |
| 167174 | **J. Fenwick & Co. Pty. Ltd.** | | — | ✠LMC | | 119' 7" 31' 0" 14' 0" | | 1250bhp ✠NE1/62 |
| RTv | Sydney, N.S.W. | British | | | | B40' | | Mirrlees, Bickerton & Day |
| | | | | MN250 | EL (f) | R 3BH | | 3×20, 20, 13½kW 220V d.c. |
| | | | | | | BK6" WB98t | | |
| 670614 | **FARMAND** | | 12957 | | | 1967 A/S Akers M/V—Kragerö | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 740×1600 mm |
| LLAI | | | 7538 | | | 546' 1" 69' 4" 31' 7¾" | 6 Ho 61', 63', 62½', 62½', 62½', 62½' | 9900bhp B&W |
| | **Rederiet Farmand** | | 19300 | | NV | 516' 4" 69' 2" 44' 7" | G.929000 | A/S Akers M/V |
| Df Esd | Anton von der Lippe | | | | | P124' F44' 1 dk | 6 Ha (stl) (37¾'×32') (44½', 45', 45', | 3×365kW 450V 60c/s a.c. |
| Gc Rdr | Tönsberg | Norwegian | | | | | 45', 37½'×34½') | |
| RTh | | | | | | rf 6" | 12W Der 6(5) | |
| 511261 | **FARMINGTON** | | 346 | | | 1951 John H. Mathis Co.—Camden | TM Mchy.aft | 2 Oil 2SA each 6Cy. 4¼"×5" |
| ELHT | | | 214 | | | 151' 4" 28' 8" 7' 6" | 2 Ho | 240bhp |
| 297 | **Farrell Lines Inc.** | | 513 | | AB | 141' 7" 28' 6" 9' 3" | | General Motors Corp. |
| Esd Gc | Monrovia | Liberian | | | | F28' 1 dk | 2 Ha | |
| RT | | | | | | len 61 | | |
| 670395 | **FARMSUM** | | 25465 | ✠100A1 | | 1967-3 Kure Zosensho—Kur | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 780×1550 mm |
| PJKS | | | 17903 | strengthened for ore | | 680' 4" 90' 0" 37' 1¾" | 7 Ho 55¾', 88½', 47½', 64½', 55¾', | 12000bhp MAN |
| 1967-C- | **N.V. Stoomvaart-Maatschappij "Oostzee"** | | 40008 | cargoes Nos. 2 & 6 holds | | 643' 1" 89' 10½" 53' 10" | 97½', 55¾' | Mitsubishi Hvy Ind. |
| 395 | | | | may be empty | | P125' F55' 1 dk | G.1832798 | AuxB 142lb |
| Df Esd | **(Curaçao)** | | | ✠LMC | | NS 10BH | 9 Ha (stl) (33½', 33½', 30¾', 33½', 33½', | 3×400kW 450V 60c/s a.c. |
| Gc Rdr | Curaçao | Netherland | | MN2400 | EL q†2 15/16"U2 | rf nil WB13949t incl. Comb. btm & side | 33½', 33½', 33½', 33½'×42') | |
| RTm/h/v | | (Antilles) | | | | tanks in holds 7417t Topside tanks in | | |
| | | | | | | holds 5369t | | |
| 504600 | **FARNHAM QUEEN** | | 248 | ✠100A1 | SS 5/66 | 1961-10 T. Mitchison Ltd.—Gts | M Trawler | 2 Vee Oil 4SA each 8Cy. |
| GHTT | exBlacktail-65 | | 76 | trawler | | *114·4'* 25' 4" | | geared to sc. shaft |
| 187935 | **Talisman Trawlers (North Sea) Ltd.** | | — | ✠LMC | | 112' 11" 25' 0" 12' 6" | | 792bhp ✠NE(p) 2/67 |
| Df Esd | | | | | | F16' | | Davey, Paxman & Co. Ltd. |
| Pfd Rdr | N. Shields | British | | MN158 | EL (d) I | 4BH | | ~~db 60ft~~ |
| RT | | | | | | rf 36" BK2" WB50t incl. DTsm25t | | 3×95, 95, 20kW 220V d.c. |
| | | | | | | | | Controllable pitch propeller |
| 511263 | **FARO** | | 9938 | | | 1960 Rickmers Werft—Bhn | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 700×1200 mm |
| JXHQ | | | 6124 | | | 504' 7" 60' 8" 30' 10½" | 5 Ho 71', 62½', 62½', 62½', 62½' | 5850bhp |
| | **E. B. Aabys Rederi A/S** | | 14300 | | NV | 459' 8" 60' 4½" 41' 0" | G.654208 | Masch. Augsburg-Nürnberg |
| Df Esd | Oslo | Norwegian | | | | 1 dk | 5 Ha (stl) (45½', 40', 40', 40', 40'×30½') | 3×200kW 440V 60c/s a.c. |
| Gc Rdr | | | | | | RW | 4W Cr 3(5) Der 4(5) | |
| RTm/h | | | | | | rf 4" | | |
| 511265 | **FÅRÖ** | | 149 | | | 1910 J. Frerichs & Co. A.G.— | M | Oil 2SA 2Cy. 350×410 mm |
| SIJO | exBeva-59 exTunö-56 exEte-50 | | 80 | | | Einswarden | 1 Ho 36' | 150bhp NE51 |
| 7473 | exGrete exRufino exGluckstadt | | 200 | | | 99' 0" 21' 5" 11' 0" | | Jönköpings Motfb. |
| | exOrtwin exRotesand | | | | | ... ... ... | | 2×24V |
| RTm | **Anders Sjögren** | | | | | 1 dk | | Controllable pitch propeller |
| | Kappelshamn | Swedish | | | | R | | |
| 511266 | **FARO DE CULLERA** | | 494 | | | 1944 Ast. Atlantida—Val | Wood Aux | Oil 6Cy. 325×440 mm |
| EAGG | | | 383 | | | *173·8'* 33' 4" | | 450bhp |
| | **Manuel Bouzas Garrido** | | — | | | ... ... ... | | Waggon & Masch. |
| | Seville | Spanish | | | | | | |
| 511267 | **FAROS** | | 15579 | | AB | 1961 (Cargo section) | T-E Bulk Carrier Mchy.aft | S Turb 7240shp driving |
| 6ZNY | exEsso Bretagne-60 | | 10553 | | | S.A. Cockerill-Ougrée—Hbk | 8 Ho | 2300V a.c. connected |
| 2437 | exMontezuma Castle-48 | | 22810 | Classed LR until 8/60 | | 1944 (Fwd & aft sections) Kaiser Co. | | 6000shp (Sy) |
| Df Esd | **Mace Shipping Co. S.A.** | | | | | Inc.—Pld | 8 Ha (stl) | General Electric Co. |
| Gc Rdr | Monrovia | Liberian | | | | 620' 0" 75' 5" 30' 7¾" | | |
| RT | | | | | | 600' 0" 75' 0" 43' 0" | | |
| | | | | | | Q108' F71' 1 dk | | |
| | | | | | | RW conv tanker 61 | | |
| 511268 | **FAROUCHE** | | 218 | | | 1958 Ziegler Frères—Dnk | M Tug | Oil 4SA 8Cy. |
| TQUW | | | — | | | 104' 1" 27' 5" 11' 10" | | 860bhp Werkspoor |
| | **Soc. de Remorquage et de Sauvetage du Nord** | | — | | BV | 96' 9" 25' 0" | | Ziegler Frères |
| Df Rdr | | | | | | | 1 Ha (6½'×3¾') | 2×50kW 110V d.c. |
| RTm | Calais | French | | | | RW | | |
| 672167 | **FARPESCA** | | 167 | | | 1967 Const. Nav. Santodomingo—Vgo | M Trawler Mchy.aft | Oil 4SA 6Cy. |
| | | | — | | | 21' 1" | | 490bhp |
| | **Angel Armada Alvarez** | | — | | | 82' 3" 21' 0" 11' 8" | | Klöckner-Humboldt-Deutz |
| Df Esd | Vigo | Spanish | | | | 1 dk | | |
| RT | | | | | | | | |

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| **FARRAPO**<br>Lloyd Brasileiro<br>Patrimonio **Nacional**<br>Porto Alegre Brazilian | **2926**<br>1694<br>— | ✠Classed LR until 1/42 | **1937–12** N.V. Scheeps, "De Klop"—<br>Sliedrecht<br>336′ 4″ 47′ 5″<br>47′ 3″<br>P42′ B88′ F31′ 2 dks<br>R | TM Ref<br>G.219458 B.198161 In.20861<br>10W Der 1(10) 4(3) 6(1½) | 2 Oil 2SA each 7Cy. 350×600 mm<br>231t<br>Gebr. Stork & Co. Hengelo<br>10½k |
| **FARREN**<br>Sierra Leone **Port Authority**<br>Freetown ~~British~~<br>Sierra Leone | **306**<br>—<br>— | ✠Classed LR until 10/56 | **1952–9** Henry Robb Ltd.—Lth<br>120′ 11″ 30′ 1″ 12′ 4½″<br>110′ 0″ 30′ 0″ 14′ 6″<br>RW | TM Tug | 2 Oil 2SA each 4Cy. 340×570 mm<br>1000bhp 42t<br>British Polar Engines Ltd. Gls<br>10½k |
| **FARRINGAY**<br>exEmpire Farringay–46<br>J. H. K. Griffen<br>Charles M. Willie & Co.<br>(Shipping) Ltd.<br>Cardiff British | **461**<br>235<br>525 | **BS✱** SS 7/66<br>coasting service U.K., Eire, Channel Islands & between River Elbe & Brest<br>**MBS✱**<br>MN64 CT444 | **1944–11** Goole S.B. & R. Co. Ltd.—Goo<br>148′ 2″ 27′ 2″ 11′ 0⅝″<br>141′ 0″ 27′ 0″ 14′ 3″<br>P38′ Q86′ F14′ 1 dk<br>4BH<br>WB166t | M Mchy.aft<br>2 Ho each 40′<br>G.25500 B.20500<br>2 Ha (24½′, 26′×14¼′)<br>2W Der 2(1½) | Oil 4SA 8Cy. 6½″×7½″ sr reverse reduction geared<br>330bhp ✠NE10/66<br>Bergius-Kelvin Co. Ltd. Gls |
| **FARRINGFORD**<br>British Railways **Board**<br>Southampton British | **489**<br>322<br>84 | | **1947** Wm. Denny & Bros. Ltd.—Dmb<br>178′ 0″ 49′ 10″ 6′ 0″<br>162′ 0″ 28′ 2″ 10′ 0″<br>1 dk<br>RW | D-EP Ferry (796P) | 2 Oil 4SA each 6Cy. 255×305 mm 660bhp driving 2 gen. each 225kW 350V d.c. connected to 2 elec. motors each 275shp (WL) & to paddles<br>7½t (d.o)<br>English Electric Co. Ltd. Stafford<br>10½k |
| **FARRUCACHO**<br>Angel Armada **Armada**<br>Vigo Spanish | **173**<br>94<br>— | | **1960** Angel Armada........<br>93′ 9″ 22′ 2″<br>... ... ... | Wood M Fishing | Oil 6Cy. 270×500 mm<br>430bhp 55t (d.o)<br>9½k |
| **FARSISTAN**<br>**Strick Line Ltd.**<br>F. C. Strick & Co. Ltd.<br>London British | T.Mk<br>**7444**<br>3790<br>—<br>9400<br>5271<br>— | **✠100A1** SS 5/68 ~~SS 4/68~~<br>**✠LMC**<br>MN1320 EL e†2¼″SQ | **1959–5** J. Readhead & Sons Ltd.—Shl<br>500′ 6″ 63′ 3″ ~~30′ 8¼″~~ — /30′ 8¼″<br>466′ 0″ 63′ 0″ 40′ 4″<br>P47′ F106′ 2 dks<br>RW 7BH to U dk<br>rf 3″ WB1916t incl. DTm1368t | M<br>5 Ho 63′, 99′. 27½′, 77′, 77½′<br>G.717600 B.643400 In.1020<br>5 Ha (stl) (31½′×20′) (50′, 15′, 32½′, 32½′×24′)<br>12W Der 1(55) 1(15) 4(10) 4(7) 4(5) | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford 1130t<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2 AuxB 100lb<br>4×200kW 220V d.c. 14¾k |
| **FART**<br>**Alfons Håkans**<br>Turku/Åbo Finnish | **133**<br>36<br>— | | **1907** Drammens Jernst. & M/V—Dmn<br>89′ 0″ 20′ 1″ 10′ 0″<br>... ... ...<br>1 dk<br>R | M Tug & Icebreaker | 4 Oil 4SA each 6Cy. 127×135 mm geared to sc. shaft<br>800bhp NE60<br>A/S Scania-Vabis Södertälje |
| **FARVATER**<br>**U.S.S.R.**<br>Archangel Russian | **420**<br>88<br>238 | | **1958** O/Y Laivateollisuus A/B—Åbo<br>134′ 0″ 30′ 7″ 14′ 1″<br>115′ 6″ 29′ 5″ 16′ 0″<br>1 dk | Wood M Survey Ship<br>2 Ho<br>B.5270<br>2 Ha<br>2W Der 1(3) 1(1½) | Oil 4SA 8Cy. 240×360 mm<br>Schwermasch. Karl Liebknecht Mgd<br>10k |
| **FASTE JARL**<br>Det Nordenfjeldske **D/S**<br>Trondheim Norwegian | **499**<br>348<br>1225 | NV | **1967** Vaagen Verft—Kyrksæterøra<br>Tröndelag<br>249′ 0″ 40′ 4″ ~~14′ 6″~~ 11′ 10½″<br>229′ 8″ 40′ 2″ 12′ 0″<br>P138′ B49′ 1 dk & S dk<br>rf nil | M OSD Mchy.aft<br>2 Ho 76′, 55′<br>B.110000<br>2 Ha (stl) (25½′, 19½′×13′)<br>1W Cr 1(5) Der 1(20) | Oil 4SA 6Cy. 300×450 mm<br>1700bhp 146t (hvf)–6pd<br>Masch. Augsburg-Nürnberg Aug<br>2×165kW 400V 50c/s a.c.<br>Controllable pitch propeller 13k |
| **FASTNET**<br>Jan Klugkist<br>Neptune Shipping<br>~~Huizum~~ ~~Netherland~~<br>Panama **Panamanian** | **499**<br>325<br>795 | **✠100A1**<br>**✠LMC**<br>MN120 EL i$1\frac{1}{16}$″SQ | **1965–6** Schpsw. "Appingedam"—Apg<br>192′ 3″ 28′ 4″ 11′ 2½″<br>173′ 8″ 28′ 0½″ 12′ 4″<br>P47′ F27′ 1 dk<br>RW 3BH<br>rf nil WB246t | M Mchy.aft<br>1 Ho 121½′<br>G.39370 B.36070<br>1 Ha (stl) (98½′×17¾′)<br>Der 2(5) | Vee Oil 2SA 8Cy. 220×380 mm<br>600bhp 60t (d.o)<br>Appingedammer Brons. Apg<br>3×15, 15, 5kW 110V 11k |
| **FASTOV**<br>U.S.S.R.<br>Odessa Russian | **1869**<br>821<br>3137 | | **1958** Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>309′ 0″ 46′ 0″ 18′ 6¾″<br>284′ 4″ 45′ 11″ 26′ 11″<br>1 dk & S dk | M OSD<br>3 Ho<br>G.171418<br>3 Ha (each 29¾′×21′)<br>8W Der 8(5) | Oil 2SA 6Cy. 560×1000 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>13½k |
| **FASTWIND**<br>exChusen Maru–63 exIzumi<br>Maru–59 exKizan Maru–54<br>Windhouse **S.S. Co. Inc.**<br>Monrovia<br>Liberian | **6946**<br>4798<br>10207 | BV | **1944** Kawaminami Kogyo—<br>Koyagishima<br>458′ 1″ 59′ 9″ 26′ 5¼″<br>420′ 7″ 59′ 8″ 36′ 5″<br>P&B108′ F49′ 1 dk, pt 2nd dk<br>RW | M Mchy.aft<br>4 Ho<br>G.535715 B.494259<br>4 Ha (29½′, 50¼′, 53¼′, 50¼′×25′)<br>18W Der 14(10) | Oil 2SA 8Cy. 520×900 mm<br>3480bhp NE57 MAN 765t<br>Mitsubishi Nippon Hvy Ind. Yka<br>11k |
| **FATAKI**<br>exHanna–67 exMonaco–65<br>exTong Lie–64 exFusus–57<br>exEmpire Tedrita–47<br>Cia. Nav. **Thompson S.A.**<br>Panama<br>Panamanian | *848*<br>*469*<br>1150 | ✠Classed LR until 11/56 | **1946–9** A. & J. Inglis Ltd.—Gls<br>201′ 5″ 32′ 3″ 15′ 0¾″<br>190′ 0″ 32′ 0″<br>1 dk<br>conv tanker 57 | M Mchy.aft<br>6W Der 6(2) | Oil 2SA 4Cy. 340×570 mm<br>72t<br>British Polar Engines Ltd. Gls<br>9½k |

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| 642419<br>AQMA<br>191068<br>Esd RT | **FATEH**<br><br>**Karachi Port Trust**<br>Karachi Pakistan | 997<br>330<br>— | ✠100A1<br>dredger Karachi harbour service & within three miles between November & March<br>✠LMC<br>MN245 EL (n) | 1965–3 Fleming & Ferguson Ltd.—Psy<br>237' 9" 41' 5"<br>200' 0" 40' 0" 15' 0"<br>1 dk<br>RW 5BH<br>rf nil WB89t | TS Bucket Dredger Mchy.aft | T 6Cy. 13" 23" & 34"×33"<br>1360ihp<br>Fleming & Ferguson Ltd.<br>2 SB 200lb hs4013 |
| 511280<br>AQEM<br>168072 | **FATEHABAD**<br>exIkauna-59<br>**East Bengal Steamship Co. Ltd.**<br>Chittagong Pakistan | 6831<br>4032<br>8420 | ~~✠100A— SS 4/66~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~EL a12"SQ~~<br>**TO BE BROKEN UP** | 1941–3 W. Gray & Co. Ltd.—Hpl<br>442' 9" 57' 7" 25' 0"<br>420' 0" 57' 4" 34' 6"<br>P42 B139' F43' 2 dks<br>NS 7BH<br>WB1470t | S<br><br>G.514352 B.473054<br><br>18W Der 1(25) | T 3Cy. 22" 37" & 65"×48" & LP<br>geared & hydraulic coupling<br>3500ihp<br>Cen. Mar. Eng. Wks<br>4 SB 250lb Sgt hs(3000) 1bf |
| 511281<br>UIGQ<br>M-16981<br>Df Esd<br>Gc Rdr | **FATEZH**<br><br>**U.S.S.R.**<br>Odessa Russian | 1869<br>821<br>3137 | | 1958 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>309' 0" 46' 0" 18' 6½"<br>284' 3" 45' 10" 26' 4"<br>1 dk & S dk | M OSD<br>3 Ho<br>G.171418<br>3 Ha (each 29½'×21')<br>8W Der 8(5) | Oil 2SA 6Cy. 580×1100 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan |
| 511282<br>TCWK<br>4080<br>Df Esd<br>Rdr | **FATIH**<br>exSouthgate-55 exVergmor-50<br>exEmpire Brutus-48<br>**Sadikzade Rusen Ogullari Denizcilik Limited Sirketi**<br>Istanbul Turkish | *7209*<br>*4366*<br>10403 | ✠LR class withdrawn 9/67<br><br>**BROKEN UP** | 1943–3 J. L. Thompson & Sons Ltd.—Sld<br>441' 5" 57' 2" 26' 11"<br>416' 0" 56' 11" 38' 4"<br>2 dks<br>RW | S<br><br>G.544373 B.498872<br><br>10W | T 3Cy. 24½" 39" & 70"×48"<br>2500ihp<br>N.E. Mar. Eng. Co. (1938) Ltd. |
| 641568<br>DYFH<br><br>Rdr RT | **FATIMA**<br><br>**Republic of the Philippines**<br>Cebu Philippine | 1870<br>967<br>1269 | AB | 1964 Taiyo Zosen—Nag<br>281' 2" 42' 0" 13' 6"<br>255' 11" 41' 1" 24' 0"<br>B49' F39' 2 dks<br>rf 9" | M<br>3 Ho<br>G.112455 B.104218<br>2 Ha<br>4W Der 1(25) 4(5) | Oil 4SA 7Cy. 470×700mm<br>2450bhp<br>Ito Tekkosho |
| 511284<br>VRMY<br>154085<br>Rdr | **FATSHAN**<br><br>**Yu On Shipping Co. Ltd.**<br>Tsun N'n Chau, C.B.E.<br>Hong Kong British | 2637<br>1557<br>788 | | 1933 Taikoo D. & E. Co. Ltd.—H.Kg<br>250' 0" 45' 8" 10' 6"<br>243' 6" 46' 6" 21' 0"<br>2 dks<br>R | TS<br><br>B.45000 | T 4Cy. 16" 25" & (2) 29"×18"<br><br>Taikoo D. & E. Co. Ltd. |
| 523903<br><br><br>Df Esd<br>RTm/h | **FATTH ALKHAIR**<br>exMolensingel-67<br>**Baghdadi Shipping & Trading Co.**<br>Jeddah Saudi Arabian | 500<br>279<br>678 | BV | 1957 Schpsw. "De Vooruitgang"—Alp<br>178' 0" 28' 7" 10' 3½"<br>160' 0" 28' 5" 11' 6"<br>1 dk<br>R | M Mchy.aft<br><br><br>2 Ha (each 39'×16½')<br>Der 2(2) | Oil 4SA 6Cy. 305×460 mm<br>450bhp<br>D. & J. Boot "De Industrie"<br>2×6kW 110V d.c. |
| 651146<br>OGPU<br>1116<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FAUNA**<br><br>**Rederi A/B Nordfart**<br>Waldemar Höglund<br>Mariehamn Finnish | 1599<br>823<br>2642 | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN420 EL r 1½"SQ | 1965–6 A/B Gävle Varv—Gfl<br>278' 7" 42' 5" 16' 1"<br>255' 9" 42' 3" 19' 8"<br>P60 F25' 1 dk<br>4BH<br>rf 4" DK fwd WB600t | M Mchy.aft<br>2 Ho each 85½'<br><br>2 Ha (stl) (59', 63'×23')<br>Cr 1(15) 2(5) | Oil 2SA 8Cy. 340×570 mm<br>2100bhp<br>Nydqvist & Holm A/B<br>3×140kW 220V a.c. |
| 670258<br>DEIO<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **FAUNA**<br><br>**Dampfschiff.-Ges. "Neptun"**<br>Bremen W. German | 846<br>500<br>1423<br>1443<br>1016<br>2348 | GL | 1966 Schiffb. Unterweser—Bhn<br>240' 7" 37' 10" 13' 2"/17' 8"<br>216' 6" 37' 6" 20' 8"<br>B51' F26' 1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho 37½', 55½'<br>G.107007 B.99258<br>2 Ha (stl) (37½', 55½'×19½')<br>Cr 1(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz |
| 642047<br>LGDV<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FAUSKANGER**<br><br>**Westfal-Larsen & Co. A/S**<br>Bergen Norwegian | 8999<br>5634<br>12550 | NV | 1955 Uddevallavarvet A/B—Udv<br>475' 8" 62' 2" 29' 3"<br>440' 0" 62' 0" 32' 0"<br>B77' F56' 2 dks, 3rd dk in No. 3 hold<br>rf 6" | M Ref CSD<br>5 Ho 62', 70½', 68½', 70½', 78½'<br>G.692200 B.632000<br>5 Ha (stl) (36½', 38½', 36½', 36½', 36½'×20')<br>16W Der 1(30) 4(10) 12(5) 1(2) 1(1) | Oil 2SA 5Cy. 740×1500 mm<br>6250bhp B&W<br>Eriksbergs M/V A/B<br>3×280kW 450V 60c/s a.c. |
| 511287<br>FNIO<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **FAUSTA**<br><br>**Cie. Auxiliaire de Navigation**<br>Havre French | 32177<br>19345<br>50577 | BV | 1961 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk<br>772' 4" 100' 10" 39' 8"<br>723' 1" 52' 6"<br>P207' B49' F108' 1dk<br>rf 6" | TM Tanker Mchy.aft<br>33 Ta<br>L.2327283 HeCls. B<br><br>Der 1(12) 2(6) 3(5) 2(1½) | 2 Oil 2SA each 8Cy. 740×1500<br>22500bhp B&W<br>Ch. de l'Atlantique<br>3×700, 500, 500kW 380V 50c/s |
| 540398<br><br><br>Df Esd<br>Gc Rdr | **FAUZIA B**<br>exHersilia-62 exAutauga<br>**M. A. Bakhashab**<br>Jeddah Saudi Arabian | 3917<br>2218<br>5872 | AB | 1944 Kaiser Cargo Inc.—Richmond<br>338' 8" 50' 1" 23' 5½"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref CSD Mchy.aft<br>3 Ho 42½', 78½', 67½'<br>B.237000 In.9000<br>3 Ha (stl) (20½', 40½', 40½'×20') | Oil 2SA 6Cy. 540×720 mm<br>1700bhp<br>Nordberg Mfg Co. |
| 511291<br>PEBI<br><br>Df Esd<br>RT | **FAVORIET**<br><br>**E. Engelsman**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Delfzijl Netherland | 500<br>290<br>790 | BV | 1957 Schps. "Hoogezand" J. Bodewes—Bergum<br>179' 0" 28' 2" 12' 0"<br>161' 0" 27' 11" 13' 7"<br>1 dk<br>RW | M Mchy.aft<br><br>G.36250 B.32560<br>2 Ha (each 41½'×16')<br>Der 2(2) | Oil 4SA 8Cy. 280×400 mm<br>500bhp<br>Appingedammer Brons |

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| **FAVORIT**<br>**Gustav A. Carlsson**<br>Hamburg W. German | 332<br>184<br>564 | GL | **1962** Scheel & Jöhnk—Ham<br>157′ 10″ 25′ 10″ 7′ 6½″<br>149′ 0″ 25′ 7″ 9′ 0″<br>1 dk | M Tanker Mchy.aft<br>L.20270 | Oil 4SA 6Cy. 250×350 mm<br>350bhp<br>Motorenw. Mannheim Mhm<br>8¼k |
| **FAVORITA**<br>**A/S Uglands Rederi**<br>J. M. Ugland<br>Grimstad Norwegian | 10859<br>4233<br>16325 | ✠100A1 SS 8/67 ~~SS 8/68~~<br>ore carrier<br>✠LMC<br>MN900 EL f†2¼″SQ | **1959–2** Öresundsvarvet A/B—Lkr<br>515′ 6″ 65′ 6″ 29′ 1½″<br>486′ 3″ 65′ 4″ 38′ 0″<br>P107′ F67′ 1 dk<br>8BH<br>rf 1″ WB11375t | M Ore Carrier Mchy.aft<br>4 Ho each 80½′<br>4 Ha (each 60½′×28′)<br>Der 5(3) | Oil 2SA 6Cy. 680×1500 mm<br>4500bhp 1350t (d.o)<br>A/B Götaverken Got<br>2×240kW 220V d.c. 12½k |
| **FAVORITA**<br>exDaressa-64<br>**International Cruises S.A.**<br>Greek<br>Now **KIM HWA** See<br>New Entries No. 5 | 4734<br>2504<br>4260 | ✠100A1 SS 12/66<br>with freeboard<br>✠LMC<br>(✠Lloyd's RMC)<br>MN840 EL y1⅞″SQ | **1950–6** Barclay, Curle & Co. Ltd.—<br>Whiteinch<br>398′ 6″ 54′ 10″ 23′ 1½″<br>375′ 6″ 54′ 6″ 26′ 6″<br>F37′ 2 dks, 3rd dk in No. 1 hold<br>RW 6BH pt Shade dk<br>WB1277t incl. Tunnel tanks 182t DTa183t | M (700P) Ref<br>G.200400 B.180800 In.10900<br>8W Der 1(25) | Oil 2SA 5Cy. 600×2000 mm<br>4200bhp Doxford 731t<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 120lb 14k |
| **FAVORITE**<br>**Great Lakes Towing Co.**<br>Duluth United States | 746<br>393<br>— | | **1919** Gt. Lakes Towing Co.—Clv<br>172′ 6″ 40′ 5″ 12′ 6″<br>164′ 9″ 40′ 0″ 16′ 3″<br>2 dks<br>R | S Tug<br>Der 1(35) | C 2Cy. 25″ & 50″×36″<br>1600ihp 180t (c)<br>Montague Iron Works Montague<br>12k |
| **FAXABORG**<br>Illugi h/f<br>Hafnarfirdi Icelandic | 109<br>43<br>— | **BURNT & SANK 9/68** | **1947** ......................Sweden<br>83′ 4″ 21′ 0″ 8′ 5″<br>... ... ... | Wood M Fishing | Oil 4SA<br>230bhp NE56<br>R. A. Lister & Co. Ltd. Dursley |
| **FAXBORG**<br>exHunzeborg-61 exWeltevreden<br>VII-54 exArgo-46<br>**Rederi I/S Baltic**<br>H. Rasmussen<br>Fakse Ladeplads Danish | 200<br>87<br>270 | BV | **1938** Gebr. Niestern & Co.—Dzl<br>123′ 2″ 21′ 6″ 8′ 2½″<br>... ... ...<br>1 dk<br>R | M Mchy.aft<br>1 Ho 69′<br>2 Ha (21¾′, 30½′×13½′)<br>Der 2(1½) | Oil 2SA 3Cy. 230×400 mm<br>225bhp NE62<br>Alpha-Diesel A/S Fkn<br>1×24V |
| **FAXI**<br>Einar **Thorgilsson & Co. h/f**<br>Hafnarfirdi Icelandic | 212<br>80<br>— | NV | **1963** Brattvåg Skipsinnredning &<br>J. Johansens Sveiseverksted—<br>Brattvåg<br>107′ 4″ 22′ 2″ 10′ 11″<br>93′ 9″ 22′ 0″ 11′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 210×300 mm<br>434bhp<br>Gebr. Stork & Co. Hengelo |
| **FAZLURRAHMAN**<br>exSeko Maru-66<br>Inland **Navigation**<br>**Development Corp.**<br>Chittagong Pakistan<br>Name should be **FAJLUR RAHMAN** See New Entries No. 4 | 487<br>308<br>622 | NK | **1959** Kurushima Dock Co. Ltd.—Imabari<br>172′ 4″ 26′ 5″ 11′ 6″<br>160′ 8″ 26′ 3″ 12′ 9″<br>1 dk<br>RW len 61 | M Mchy.aft<br>G.37081 B.33762<br>1 Ha (90½′×17′)<br>Der 1(3½) | Oil 4SA 6Cy. 290×420 mm<br>520bhp 36t<br>Nippon Hatsudoki Kob<br>9k |
| **FE MONTENEGRO**<br>Victor **Montenegro Feijoo**<br>Vigo Spanish | 173<br>93<br>— | | **1945** Ast. Montenegro—Domayo-Vigo<br>*82·2′* 21′ 3″ 12′ 9″<br>... ... ... | Wood S Trawler | T 3Cy. 7⅞″ 12 9/16″ & 21 11/16″×14 13/16″<br>178ihp 70t(c)<br>Talleres Freire Vgo<br>9k |
| **FEACO**<br>exRefloresco-37<br>**Tropic Fisheries Ltd.**<br>Takoradi Ghanaian | 129<br>53<br>— | | **1924** A. Hall & Co. Ltd.—Abn<br>*90·0′* 20′ 1″<br>... ... ...<br>R | M Fishing | Oil 6Cy. 261×368 mm<br>NE55<br>Ruston & Hornsby Lcn |
| **FEARLESS**<br>exAbqaiq 3-54 exTapline 2-49<br>exRockwing-48<br>**Queensland Tug Co. Pty**<br>**Ltd.**<br>Brisbane British | 249<br>—<br>95 | ✱100A1 SS 6/63<br>tug<br>✱LMC<br>MN180 EL (d) | **1945–4** Midland Shipyards Ltd.—Midland<br>113′ 6″ 30′ 2″ 12′ 5″<br>105′ 0″ 30′ 0″ 13′ 6″<br>RW 3BH<br>BK7″ WB31t | S Tug | T 3Cy. 16½″ 27″ & 46″×30″<br>1000ihp 95t (o.f)<br>Collingwood Shpyds Ltd. Clw<br>SB 200lb hs(2818)<br>1×10kW 110V d.c. 10k |
| **FECONDO**<br>exElli-67 exStad Arnhem-61<br>exGlenpark-52<br>**Maritime Coal Transport**<br>Beirut Lebanese | 5215<br>2914<br>9200 | RI<br>✠LR class withdrawn—<br>Owners' request 12/67 | **1939–11** Lithgows Ltd.—P.Gl<br>447′ 6″ 56′ 2″ 24′ 9″<br>425′ 0″ 56′ 0″ 36′ 9″<br>F39′ 1 dk & S dk<br>R | S OSD<br>G.545000 B.503000 | T 3Cy. 22½″ 36″ & 65″×48″<br>2300ihp 1126t (o.f)<br>Rankin & Blackmore Ltd. Grk<br>10k |
| **FEDALA**<br>**N.V. Motorscheepv. Mij**<br>**Tom v.d. Heide**<br>Dammers & v.d. Heide<br>(Antillen) N.V.<br>~~Willemstad~~<br>Curaçao Netherland<br>(Antilles) | 499<br>248<br>525 | BV | **1952** N.V. Werf. Gusto—Sch<br>224′ 9″ 32′ 1″ 11′ 4″<br>31′ 11″<br>P11′ B19′ 1 dk & S dk | M (12P) Ref OSD Mchy.aft<br>G.46616 B.41850 In.40230<br>2 Ha (each 25½′×15′)<br>4W | Oil 4SA 9Cy. 400×460 mm<br>1000bhp 75t<br>Masch. Augsburg-Nürnberg Aug<br>13k |

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|---|---|---|---|---|---|---|
| 527161<br><br>991<br>Df Esd<br>Gc Rdr | **FEDE**<br>exPatmos-66<br>exAndros Gale-60<br>**Achille Lauro**<br>Naples Italian | 9975<br>5967<br>15357 | AB RI | 1957 Ishikawajima Jukogyo—Tok<br>521' 4" 62' 6" 30' 7¾"<br>492' 2" 62' 4" 41' 4"<br>P16' F35' 2 dks<br>RW<br>rf 4" | S CSD Mchy.aft<br>6 Ho<br>B.722000<br>6 Ha | 2 S Turb dr geared to sc. sha<br>8200shp<br>Ishikawajima Jukogyo |
| 537779<br>6ZPK<br>2475<br>Df Esd<br>Rdr<br>RTm/h | **FEDE**<br>exVelos-64 exSein-61<br>exJames Moore-47<br>**Astrocredo Cia. Nav. S.A.**<br>Pateras Bros. Ltd.<br>Monrovia Liberian | 7233<br>5073<br>10835 | BV | 1943 N. Carolina S.B. Co.—Wmn<br>441' 10" 57' 1" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks | M<br>5 Ho 60', 72', 50' 45', 70'<br>B.459000<br>5 Ha (33½', 34½'×19¾') (19½', 34½', 32¾'×19½')<br>Der 1(50) 1(30) 4(10) 8(5) | Oil 4SA 12Cy 400×460 mm<br>4260bhp NE81<br>AL & Ch. de Bretagne<br>2×100kW 115V d.c. |
| 511315 | **FEDERAL**<br>exCheng Lee-60<br>**Chua Hian Cheng**<br>Penang Malaysian | 226<br>145<br>— | | 1936 Pek Oh Kow—Sng<br>*91·2'* 32' 2"<br>... ... ... | Wood Lr | |
| 511317<br>ZCTR<br>315790<br>Df Esd<br>Gc Rdr<br>RTm | **FEDERAL MAPLE**<br><br>**West Indies Shipping Corp.**<br>Furness, Withy & Co. Ltd.<br>Port of Spain British | 3171<br>1615<br>1900 | ✠100A1 SS 4/66<br><br>✠LMC<br>**Lloyd's RMC**<br>MN680 EL u | 1961-8 Canadian Vickers Ltd.—Mtl<br>298' 0" 51' 8" 15' 6¾"<br>274' 6" 51' 6" 26' 6"<br>B75' 2 dks<br>5BH to U dk 3 to 2nd dk<br>rf 18" WB349t incl. DTf55t | M (50bth 200dkP) Ref<br>3 Ho 32', 62', 40'<br>In 3958<br>3 Ha (stl) (20', 20', 16'×16')<br>Cr 2(3) Der 1(20) 4(5) | 2 Oil 2SA each 10Cy.<br>flexible coupling & sr<br>sc. shaft<br>3400bhp Fairbanks-Morse<br>Canadian Locomotive Co. Ltd.<br>2×350kW 450V 60c/s a.c. |
| 511319<br>ZCTS<br>315791<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **FEDERAL PALM**<br><br>**West Indies Shipping Corp.**<br>Furness, Withy & Co. Ltd.<br>Port of Spain British | 3196<br>1594<br>1900 | ✠100A1 SS 8/65<br><br>✠LMC<br>**Lloyd's RMC**<br>MN680 EL u 1½"SQ | 1961-8 Port Weller D.D. Ltd.—Pt. Weller<br>298' 0" 51' 8" 15' 6¾"<br>274' 6" 51' 6½" 26' 7"<br>B75' 2 dks<br>5BH to U dk 3 to 2nd dk<br>rf 18" WB405t incl. DTf57t | M (50bth 200dkP) Ref<br>3 Ho 32', 62', 40'<br>B.96084 In 3958<br>3 Ha (20', 20', 16'×16')<br>4W Cr 2(3) Der 1(20) 4(5) | 2 Oil 2SA each 10Cy.<br>reverse gear to sc. shaft<br>3400bhp Fairbanks-Morse<br>Canadian Locomotive Co. Ltd.<br>2×350kW 450V 60c/s a.c. |
| 511320<br>VGZZ<br>175594<br>Df Esd<br>Gc Rdr<br>RTm | **FEDERAL PIONEER**<br>exBrazilian Prince-58<br>exOutremont Park-46<br>**Federal Terminals Ltd.**<br>Montreal Canadian | 7158<br>4308<br>10696 | ~~BS✱~~ ~~SS 3/69~~<br><br>~~MBS✠~~<br><br>~~MN450 CT6760 C37 S33~~<br>✱Class **WITHDRAWN** 8/68 | 1944-9 United Shpyds Ltd.—Mtl<br>441' 5" 57' 1" 27' 8½"<br>417' 6" 56' 10" 37' 4"<br>2 dks<br>R 7BH to U dk 1 to 2nd dk<br>rf 6" WB2160t incl. DTs795t | S CSD<br><br>G.553000 B.494000<br>6 Ha (33½', 34½', 14¾', 7½', 29', 34¾'×20')<br>10W Der 2(30) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Dominion Eng. Wks Ltd.<br>3 SB 220lb Spt hs(7140)<br>3×10kW 110V d.c. |
| 680742<br>ONFF<br>47 | **FEDERAL ST. LAURENT**<br><br>**Belcan N.V.**<br>N.V. UBEM S.A.<br>Antwerp Belgian | 19644<br>14012<br>33148 | 100A1<br>Class contemplated<br>For later particulars see New Entries No. 2 | Cockerill Yards Hoboken—Hbk<br>681' 1" 75' 3" 35' 1"<br>645' 0" 75' 0" 49' 0" | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br><br>S.A. Cockerill-Ougrée |
| 672511 | **FEDERAL SCHELDE**<br><br>**Belcan N.V.**<br>U.B.E.M. Union Belge d'Entreprises Maritimes<br>Antwerp Belgian | 19644 ~~20000~~<br>14012 ——<br>33148 ~~33000~~ | 100A1<br>Class contemplated<br>For later particulars see New Entries No. 2 | Cockerill Yards Hoboken—Hbk<br>681' 1" 75' 3"<br>645' 0" 75' 0" 49' 0" | M Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br><br>S.A. Cockerill-Ougrée |
| 512205<br>IBTF<br>3399<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FEDERICAEMME**<br>exFroste-66<br>**Ignazio Messina & C.**<br>Genoa Italian | 1598<br>923<br>3430 | RI<br>✠LR class withdrawn—Owners' request 7/67 | Lch.1941 Cmd.1945-7 A/B Finnboda Varf—Skm<br>322' 4" 44' 8" 18' 10"<br>304' 6" 44' 6"<br>F30' 1 dk & S dk<br>RW | M (2P) OSD<br>4 Ho 42½', 92½', 49½', 28½'<br>G.227000 B.203000<br>5 Ha (20½'×15') (31½', 24½', 24¾', 24¾'×18½')<br>Der 1(25) 2(10) 4(6) 4(5) | 2 Oil 2SA each 7Cy. 340×<br>electro-magnetic slip<br>gearing to sc. shaft<br>2560bhp<br>Atlas-Diesel<br>2×107kW 230V d.c. |
| 651385<br>EEPE<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **FEDERICO BARRERAS**<br><br>**Pesquera Industrial Gallega S.A.**<br>José Barreras Puente<br>Vigo Spanish | 1389<br>810<br>— | ✠100A1<br><br>✠LMC<br>✠**Lloyd's RMC**<br>MN400 EL p 1 1/16"SQ | 1966-1 Corbasa—Snt<br>252' 1" 38' 6" 14' 9½"<br>226' 5" 38' 4½" 20' 10"<br>F26' 2 dks<br>4BH<br>rf 4" WB416t | M Ref Mchy.aft<br><br>In.61100 | Oil 4SA 8Cy. 390×680 mm<br>2000bhp<br>Naval Stork Werkspoor S.A. |
| 511323<br>IBFW<br>3133<br>Df Esd<br>Gc Rdr<br>RT | **FEDERICO C**<br>**Costa Armatori S.p.A.**<br>~~Giacomo Costa fu Andrea~~<br>Genoa Italian | 20416<br>12167<br>5760 | ✠100A1 CS 4/66<br>DTsa—vegetable oil<br>✠LMC<br>~~✠Lloyd's RMC~~<br>MN5720 EL n†2¾"SQ<br>RI | 1958-3 S.A. Ansaldo—Gen<br>605' 8" 78' 11" 28' 4½"<br>533' 6" 78' 9" 43' 7"<br>B325' F73' 5 dks<br>RW 12BH Coll BH to U dk<br>rf 8" DK fwd WB4456t incl. DTs1130t DTsf623t | TS (1259P) Ref<br>5 Ho<br>In.86333 | 4 S Turb dr geared to 2 sc.<br>28600shp<br>Ansaldo Stab. Mecc.<br>4WTB 710lb Spt<br>sg 125lb |
| 511324<br>EBYS<br><br>Df RTm | **FEDERICO FERRER**<br><br>**Federico Ferrer Tuset**<br>Valencia Spanish | 680<br>356<br>933 | BV | 1959 Ast. Neptuno—Val<br>178' 10" 28' 11" 14' 9½"<br>167' 8" 28' 9" 16' 10"<br>1 dk<br>RW<br>rf 2" | M (2P) Mchy.aft<br>2 Ho 39', 47' 2 TwD 49½', 55½'<br><br>2 Ha (each 30¾'×17½')<br>Der 2(2½) | Oil 2SA 6Cy. 340×570 mm<br>1150bhp Atlas Polar<br>Soc. Española de Const. Nav.<br>3×60, 40, 20kW 220V d.c. |
| 511325<br>EDKH<br><br>Df Esd<br>Pfd Rdr | **FEDERICO HEREDIA**<br><br>**Conde, Cobo y Cobano**<br>Vigo Spanish | 970<br>353<br>— | ✠Classed LR until 8/65 | 1949-2 Hijos de J. Barreras S.A.—Vgo<br>208' 4" 32' 6" 14' 5"<br>192' 0" 32' 0" 16' 6"<br>F51'<br>BK7½" | M Trawler<br><br>1W Der 1(3) | Oil 4SA 6Cy. 430×550 mm<br>1050bhp [illegible]<br>Krupp<br>La Maquinista Terrestre |
| 511327<br>CBFS<br><br>Df Esd<br>Gc Rdr | **FEDERICO SCHWAGER**<br><br>**Naviera Coronel S.A.**<br>Valparaiso Chilean | 6492<br>4148<br>9340 | ✠100A1 SS 12/65<br><br>✠LMC<br><br>EL a†2½"SQ | 1948-3 W. Gray & Co. Ltd.—Hpl<br>440' 0" 57' 9" 25' 4"<br>415' 0" 57' 6" 32' 6"<br>P107' F42' 1 dk<br>RW NS 6BH<br>WB2115t | S Mchy.aft<br><br>G.414425 B.396902<br><br>17W Der 16(7½) | T 3Cy. 23" 38" & 65"×48"<br>3250ihp<br>George Clark (1938) Ltd.<br>3 SB 225lb Spt hs |

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| **FEDJE**<br>exNordhordland–65<br>exPreklig–52<br>A/S Bergen-<br>Nordhordland **Trafikklag**<br>Norwegian<br>Bergen | **136**<br>71<br>— | | **1944** Skaarlurens Skibs.—Rosendal<br>*87·7′* 21′ 1″<br>… … …<br>1 dk | Wood M Ferry (200P) Mchy.aft | Oil 2SA 4Cy. 280×320 mm<br>260bhp<br>Haldorsen & Sönner | Rub |
| **FEDOR GRAYROV**<br>U.S.S.R.<br>Russian | **3170**<br>1225<br>— | | **1966** ………………….Russia<br>278′ 10″ 46′ 0″ 18′ 2″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda | Prague<br>13k |
| **FEDOR POLETAEV**<br>U.S.S.R.<br>Russian<br>Odessa | **31294**<br>18948<br>48800 | 744′ 9″(incl.BB)<br>✠Classed LR until 9/66 | **1964–4** Ansaldo S.p.A.—Gen<br>~~744′ 9″~~ 102′ 1″ 38′ 9½″<br>705′ 6″ 101′ 8″ 50′ 11″<br>P147′ B44′ F101′ 1 dk<br>rf 5″ | M Tanker Mchy.aft<br>22 Ta 1 Ho<br>L.2069165<br>1 Ha (13′×13′) | Oil 2SA 9Cy. 900×1600 mm<br>19000bhp<br>S.A. Fiat S.G.M. | Tur |
| **FEDRA**<br>exSallyport–66<br>Naftiki Emporiki **S.A.**<br>Greek<br>Piræus | **757**<br>463<br>— | | **1946** ………………….<br>231′ 3″ 39′ 0″ 5′ 0″ aft<br>… … …<br>conv LCT 66 | TM<br>Bow doors | 4 Oil geared to 2 sc. shafts<br>1840bhp<br>Davey, Paxman | Col<br>12½k |
| **FEDREDGE AJAX**<br>exAjax–66<br>**Pan Asiatic Lines Inc. of Carolus S.A.**<br>Panamanian<br>Panama | **582**<br>41<br>— | AB | **1944** Marietta Mfg Co.—Point Pleasant<br>*142·2′* 33′ 2″ 16′ 3½″<br>141′ 0″ 33′ 0″ 18′ 10″ | S Tug | Unaflow 3Cy. 24½″×24″<br>1200ihp<br>Skinner Engine Co. | 413t (o.f)<br>Erie |
| **FEDREDGE ATLAS**<br>exAtlas–66<br>**Pan Asiatic Lines Inc. of Carolus S.A.**<br>Panamanian<br>Panama | **582**<br>41<br>— | AB | **1944** Marietta Mfg Co.—Point Pleasant<br>*142·2′* 33′ 2″ 16′ 3½″<br>141′ 0″ 33′ 0″ 18′ 10″ | S Tug | Unaflow 3Cy. 24½″×24″<br>1200ihp<br>Skinner Engine Co. | 413t (o.f)<br>Erie |
| **FEDYA GUBANOV**<br>U.S.S.R.<br>Russian<br>Baku | **3821**<br>2002<br>4663 | | **1959** G. Dimitrov Shipyard—Varna<br>430′ 0″ 52′ 6″ 14′ 5″<br>52′ 4″ 18′ 0″<br>1 dk | TM Tanker Mchy.aft<br>15 Ta<br>L.215773 | 2 Oil 2SA each 8Cy. 300×500 mm | Russia<br>10½k |
| **FEGGE**<br>Eigil Pedersen<br>Holger Clemmensen<br>Nyobing M<br>Danish | **149**<br>73<br>225 | BV | **1954** Sören Larsen—Nyköbing<br>104′ 8″ 22′ 11″ 11′ 6″<br>… … …<br>1 dk | Wood Aux<br>1 Ho<br>1 Ha (39¼′×14¾′)<br>1W Der 1(1½) | Oil 2SA 3Cy. 230×400 mm<br>174bhp<br>Alpha-Diesel A/S | Fkn |
| **FEHMARN**<br>Hochseefischerei **Kiel**<br>G.m.b.H.<br>Kiel<br>W. German | **1786**<br>758<br>1050 | GL | **1965** Lübecker Flender-Werke A.G.—<br>Lbc<br>260′ 0″ 41′ 4″ 17′ 7″<br>230′ 0″ 41′ 0″ 26′ 0″<br>2 dks<br>RW<br>rf 16½″ | M Stern Trawling Factory Ship | 2 Oil 4SA each 6Cy. 385×580 mm geared to sc. shaft<br>2900bhp<br>Masch. Kiel G.m.b.H.<br>3×400, 400, 350kW 380V 50c/s a.c.<br>Controllable pitch propeller | 470t (d.o)<br>Kel<br>15k |
| **FEHMARN**<br>German Federal **Govt.**<br>(Bundesminister für Verteidigung)<br>Cuxhaven<br>W. German | **1186**<br>409<br>4 | | **1965** Schiffb. Unterweser—Bhn<br>223′ 1″ 41′ 8″ 13′ 5″<br>196′ 10″ 40′ 8″ 19′ 4″<br>1 dk | TM Salvage Tug | 4 Oil 4SA each 12Cy. geared to 2 sc. shafts<br>3800bhp<br>Motorenw. Mannheim | Mhm<br>16½k |
| **FEHMARN**<br>Carl W. Hanssen<br>Tankschiffahrt<br>Hamburg<br>W. German<br>Now **MATTHIAS** See New Entries No. 6 | **433**<br>205<br>780 | GL | **1929** Deutsche Werke A.G.—Kel<br>*133·8′* 27′ 0″ 13′ 9″<br>26′ 10″ 16′ 5″<br>1 dk | M Tanker Mchy.aft<br>HeCls. C | Oil 4SA 6Cy. 280×420 mm<br>300bhp NE38<br>Deutsche Werke A.G. | -1½pd<br>Kel<br>7k |
| **FEI LING**<br>Hai Ho Conservancy Commission<br>Tientsin<br>People's Rep. of China | **214**<br>47<br>— | *Classed BC until 7/30 | **1926** Kiangnan Dk & Eng. Wks—Shi<br>*98·2′* 23′ 0″<br>… … …<br>R | TS Icebreaker | C 4Cy. 12″ & 25″×15″<br>Kiangnan Dk & Eng. Wks | Shi |
| **FEISTEIN**<br>exVevang exPräsident von Mühlenfels<br>Hans Norland<br>Stavanger<br>Norwegian | **205**<br>84<br>240 | | **1896** Bremer Vulkan—Vgk<br>135′ 0″ 21′ 4″<br>… … …<br>1 dk<br>R len 36 | M Trawler<br>1 Ho<br>1 Ha (35¼′×12¼′)<br>1W Der 1(3) | Oil 2SA 6Cy. 230×400 mm<br>360bhp NE52<br>Frederikshavns Jernst. & Msk. | Fkn |
| **FEITOR JOÃO INACIO**<br>exFeitor João Gonçalves–66<br>Launched as Itaoca<br>**SALMAC–Salicultores de Mossoró Macau Ltda.**<br>Macau<br>Brazilian | **150**<br>—<br>200 | ✠ | **1966–12** Industrias Reunidas Caneco<br>—Rio<br>109′ 4″ 25′ 9″ 4′ 11″<br>102′ 3″ 24′ 7″ 7′ 6″<br>1 dk | M Barge Mchy.aft | Oil 4SA 8Cy. 140×180 mm reverse reduction geared<br>250bhp<br>Motorenw. Mannheim | Mhm |

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| 662135 | **FEITOR JOSÉ RUFINO**<br>**SALMAC—Salicultores de Mossoró Macau Ltda.**<br>Macau Brazilian | 150<br>—<br>200 | ✠ | 1966–12 Industrias Reunidas Caneco—Rio<br>109' 4" 25' 9" 4' 11"<br>102' 4" 24' 7" 7' 7"<br>1 dk | M Barge Mchy.aft | Oil 4SA 8Cy. 140×180 mm<br>reduction geared<br>250bhp<br>Motorenw. Mannheim |
| 511332<br>ICJF<br>451<br>Df Esd<br>Gc Rdr<br>RT | **FELCE**<br>**"Nereide" Soc. per Azioni Navigazione**<br>Palermo Italian | 20519<br>12141<br>31488 | RI | 1958 Ansaldo S.p.A.—Lgn<br>665' 9" 86' 4" 34' 5"<br>620' 8" 86' 0" 43' 4"<br>P138' B45' F77' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. shaft<br>14500shp<br>Ansaldo Stab. Mecc. |
| 651999<br>EFQX<br>RTm | **FELGUERA**<br>**Sociedad Metalúrgica Duro-Felguera S.A.**<br>Gijon Spanish | 436<br>252<br>492 | | 1965 Soc. Met. Duro-Felguera—Gjn<br>165' 1" 26' 4" 11' 1"<br>147' 8" 26' 3" 11' 5"<br>1 dk<br>RW<br>rf 4" | M Mchy.aft<br>2 Ho 46', 47¾'<br>2 Ha (stl) (28¼'×14¼') (35¼'×16¼') | Oil 4SA 8Cy. 270×508 mm<br>825bhp<br>Soc. Española de Const. Nav.<br>2×20kW 220V d.c. |
| 536098<br>IBWF<br>580<br>Df Esd<br>Gc Rdr<br>RT | **FELICE D'AMICO**<br>exTidecrest-66<br>**D'Amico Soc. di Nav. S.p.A.**<br>Rome Italian | ~~6337~~ 8522<br>~~3879~~ 4776<br>— 12538<br>~~8667~~<br>~~4897~~<br>~~12538~~ | RI ~~BV~~ | 1958 Soc. des For. de la Méditerranée—La Seyne<br>474' 0" 61' 6" —/30' 0½"<br>442' 0" 61' 4" 39' 6"<br>B72' F103' 1 dk & S dk<br>RW<br>rf 4" | M OSD/CSD<br>5 Ho 58¼', 66¼', 71¾', 72¾', 67¾'<br>G.633584 B.567720<br>5 Ha (stl) (29'×20¾') (39¾', 39¾', 37¼', 37¼'×26')<br>10W Der 1(50) 1(40) 10(10) | Oil 2SA 9Cy. 720×1250 mm<br>6300bhp Sulzer<br>Soc. des For. de la Méditerranée<br>3×250kW 220V d.c. |
| 511334<br>WA4939<br>240168 | **FELICIA**<br>**C. & F. Fishing Corp.**<br>New Bedford United States | 114<br>46<br>— | | 1940 Miller Boat Works—Brooklyn<br>*91·0'* 20' 11"<br>20' 9"<br>1 dk | Wood M Mchy.aft<br>1 Ho 20¾'<br>2 Ha | Oil 4SA 6Cy. 230×305 mm<br>275bhp |
| 511335<br>IMYW<br>85 | **FELICITA**<br>exKionga<br>**Societa Rimorchiatori Laziali**<br>Civitavecchia Italian | 160<br>58<br>— | RI | 1921 F. Schichau—Elbing<br>105' 2" 21' 4"<br>99' 5" 21' 2" 12' 2"<br>R | S Tug | T 3Cy. 14$\frac{1}{16}$" 22" &<br>600ihp<br>F. Schichau |
| 512291<br>HOYC<br>3933HK<br>Df Rdr | **FELICITY**<br>exFukien-65<br>**Prosperity Steamship Co. S.A.**<br>Panama Panamanian | *3394*<br>*1884*<br>3760 | ✱LR class withdrawn 10/67 | 1946–1 W. Gray & Co. Ltd.—Hpl<br>328' 6" 47' 1" 20' 6¾"<br>310' 0" 46' 10" 27' 6"<br>P32' B97' F26' 2 dks | S CSD<br>G.208914 B.193375<br>12W Der 1(30) | T 3Cy. 20" 32" & 58"×42"<br>1950ihp<br>Cen. Mar. Eng. Wks |
| 511336<br>SOLS<br>RT | **FELIKS**<br>**Polish Government**<br>Zarzad Portu Szczecin<br>Szczecin Polish | 149<br>—<br>— | ✠<br>PR | 1951–5 Norrköpings Varv & Verk.—Norrköping<br>86' 4" 23' 5"<br>... ... ...<br>RW | S Tug | T 3Cy. 11$\frac{1}{16}$" 18¾" &<br>350ihp<br>A/B Finnboda Varf<br>2×8 & 3kW 220/230V d.c. |
| 511337<br>EAFS<br>RT | **FELIPE**<br>exFelipe I<br>**Agencia Maritima Medina S.L.**<br>Bilbao Spanish | 271<br>165<br>295 | BV | 1948 Ast. Murueta S.A.—Murueta<br>*128·4'* 22' 2" 11' 6"<br>22' 0"<br>1 dk | S<br>1 Ha (28¼'×13¼')<br>len 61 | T 3Cy. 6½" 10$\frac{1}{16}$" &<br>125ihp<br>Balenciaga S.A. |
| 511341<br>EDRC<br>Esd | **FELISA RODAL**<br>**Juan Rodal**<br>Vigo Spanish | 117<br>78<br>— | | 1935 Angel Armada—Bouzas<br>*81·4'* 19' 1"<br>... ... ... | Wood M Fishing | Oil 4SA 8Cy.<br>Humboldt-Deutzmot. |
| 511342<br>EDPY<br>Esd RT | **FÉLIX CIRIZA**<br>exPerez Galdos exCairnwell exAlda Bemvinda exUrsula<br>**Casa Ciriza S.A.**<br>San Sebastian Spanish | 143<br>68<br>— | ✠Classed LR until 12/07 | 1895–8 Cochrane & Cooper—Bev<br>*89·5'* 20' 4" 11' 0"<br>... ... ...<br>R | Iron S Trawler | T 3Cy. 11" 17" & 30"×21"<br>300ihp<br>Earle's Co. Ltd. |
| 511343<br>UIDP<br>M-2921 | **FELIX DZERJINSKY**<br>**U.S.S.R.**<br>Odessa Russian | 4871<br>2061<br>1358 | | 1958 Mathias-Thesen-Werft—Wismar<br>400' 9" 52' 6" 17' 1"<br>52' 4" 24' 11"<br>3 dks<br>RW | TM (333P)<br>1 Ho<br>B.19918<br>1 Ha (18¾'×13')<br>Cr 1(3) 1(1) | 2 Oil 2SA each 8Cy.<br>MAN<br>Dieselmotorenwerk |
| 512981<br>TOXS<br>Df Esd<br>RT | **FELIX VALTON**<br>exGermaine Anne Marie-66<br>**Marie Ange Glatre et Consorts**<br>Quimper French | 134<br>43<br>— | BV | 1959 At. & Ch. de la Perrière—Lorient<br>*88·7'* 22' 8"<br>... ... ... | M Trawler<br>2 Ha (each 3¼'×3¼')<br>Der 1(2½) | Oil 4SA 8Cy. 230×330 mm<br>420bhp<br>Etab. Duvant |
| 511346<br>EDQC<br>Df Esd<br>RT | **FELIX VILLAR**<br>**Saturnino Villar Pazo**<br>Vigo Spanish | 208<br>80<br>— | BV | 1962 Const. Nav. P. Freire—Vgo<br>110' 0" 21' 11"<br>95' 2" 21' 9¼" 12' 7"<br>RW | M Trawler<br>2 Ha (each 3¼'×3¼') | Oil 4SA 8Cy. 295×420 mm<br>700bhp Krupp<br>La Maquinista Terrestre y |

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| **FELLOWSHIP**<br>exNeves-55<br>Colby Fish **Selling Co. Ltd.**<br>Lowestoft **British** | 127<br>52<br>— | | **1931** Goole S.B. & R. Co. (1927) Ltd.—Goo<br>*94·1′* 20′ 1″ 12′ 0″<br>... ... ...<br>1 dk<br>R | M Fishing | Oil 4SA 6Cy. 10¼″×14½″<br>NE55<br>Ruston & Hornsby Lcn |
| **FELLS POINT**<br>The Curtis **Bay Towing Company of Delaware**<br>Wilmington Del **United States** | 264<br>180<br>— | | **1956** Equitable Eqpt Co.—Madisonville<br>105′ 0″ 27′ 2″ 13′ 6⅛″<br>97′ 6″ 27′ 0″ 14′ 9″<br>1 dk | M Tug | Oil 2SA 16Cy. 9″×10½″<br>2400bhp (d.o)<br>Alco Products Inc. N.Yk |
| **FELTO**<br>exFairway-65 exFerdia-58<br>**D/S A/S Kongshaug**<br>L. T. Kongshavn<br>Haugesund **Norwegian** | 1385<br>791<br>2000 | BV | **1953** J. J. Sietas Schiffsw.—Ham<br>241′ 9″ 35′ 7″ 17′ 11″<br>219′ 6″ 35′ 5″ 19′ 8″<br>Q150′ B46′ F30′ 2 dks<br>RW | M CSD Mchy.aft<br>G.93647 B.87869<br>2 Ha (34½′, 64½ comb.×19¾′)<br>6W Der 1(15) 4(5) 2(3) | 2 Oil 4SA each 6Cy. 320×480 mm dr geared to sc. shaft<br>1400bhp 146t<br>Motorenw. Mannheim Mhm<br>4×50, 50, 25, 15kW 220V d.c. 12k |
| **FEM**<br>**W. A. de Vries**<br>E. Wagenborg's **Scheepv. & Exped. Bedr. N.V.**<br>Zwartsluis **Netherland** | 399<br>203<br>480 | BV | **1957** Gebr. Bodewes Schps. "Volharding"—Foxhol<br>156′ 9″ 25′ 8″ 9′ 4½″<br>144′ 2″ 25′ 5″ 10′ 4″<br>1 dk<br>RW | M Mchy.aft<br>G.25380 B.24580<br>2 Ha (each 35′×15¼′)<br>Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>250bhp 18t<br>Appingedammer Brons. Apg<br>8½k |
| **FENBORG**<br>**D/S A/S Stokke**<br>N. Chr. Evensen<br>Oslo **Norwegian** | 11010<br>6363<br>17300 | NV | **1958** A/B Götaverken—Got<br>550′ 0″ 66′ 1″ 30′ 2¾″<br>511′ 10″ 66′ 0″ 39′ 3″<br>P131′ B43′ F75′ 1 dk<br>rf 1½″ | M Tanker Mchy.aft<br>20 Ta<br>L.826814 HeCls. BC<br>Der 1(5) 2(3–5) 1(3) 2(1) | Oil 2SA 9Cy. 680×1500 mm<br>6750bhp 1465t (hvf)–23pd<br>A/B Götaverken Got<br>2×200kW 220V d.c. 15k |
| **FENDER**<br>exM.O.W.T. 6-46<br>Mersey **Docks & Harbour** Board<br>Liverpool **British** | 617<br>373<br>145 | ✠A1 SS 4/66<br>river service<br>✠LMC | **1943**-3 Fairfield S.B. & E. Co. Ltd.—Chp<br>125′ 4″ 62′ 7″ 4′ 5¾″<br>125′ 0″ 62′ 5″ 9′ 0″<br>R 4BH conv sailing barge 51<br>rf nil | TS Crane Barge<br>Der 1(60) | S 4Cy. 8½″×12″<br>200ihp ✠NE2/51 25t (o.f)<br>Ferguson Bros. (P.Gl.) Ltd. P.Gl<br>✠NVB 3/63–155℔ hs(450) ND<br>1×7½kW 110V d.c. 3k |
| **FENDO**<br>exEmke-56<br>Marsh Harbour **Shipping** Co. Ltd.<br>Nassau **British** | 237<br>126<br>240 | BV | **1950** N.V. Schps. Doornbos—Tjamsweer<br>137′ 4″ 20′ 5″ 7′ 1″<br>20′ 3″<br>P34′ F24 1 dk | M Mchy.aft<br>1 Ho 76¾′<br>G.13700 B.12606<br>2W Der 2(2) | Oil 4SA 6Cy. 220×260 mm<br>Emade34fitted50 16t<br>Klöckner-Humboldt-Deutz Kln<br>8½k |
| **FENELLA**<br>Isle of **Man Steam Packet** Co. Ltd.<br>Douglas **British** | 1019<br>438<br>867 | ✠100A1 ~~SS 12/64~~<br>Irish Channel service<br>✠LMC SS 11/68<br>EL n1½″SQ | **1951**-12 Ailsa S.B. Co. Ltd.—Trn<br>223′ 0″ 37′ 1″ 12′ 5″<br>210′ 0″ 37′ 0″ 16′ 6″<br>B&F150′ 1 dk<br>R 4BH<br>WB223t | M<br>2 Ho 78′, 58′<br>2 Ha (30′×17′) (26′×12′)<br>Der 4(6) 3(3) | Oil 2SA 7Cy. 340×570 mm<br>1185bhp (d.o)<br>British Polar Engines Ltd. Gls<br>3×60kW 220V d.c. |
| **FENERBAHCE**<br>Denizcilik **Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul **Turkish** | 994<br>455<br>— | AB | **1952** W. Denny & Bros. Ltd.—Dmb<br>239′ 10″ 38′ 0″ 11′ 2″<br>37′ 10″<br>1 dk<br>rf 6″ | TM Ferry | 2 Oil 2SA each 10Cy. 360×600 mm<br>3000bhp Sulzer 69t<br>W. Denny & Bros. Ltd. Dmb |
| **FENICE**<br>Fenice Cia. di **Navigazione S.p.A.**<br>Palermo **Italian** | 15982<br>8421<br>24114 | ✠100A1 SS 9/66<br>✠LMC<br>MN1920 EL l†2⅝″SQ<br>RI | **1962**-8 C.R.D Adriatico—Tri<br>635′ 4″ 76′ 2″ 31′ 11¼″<br>587′ 3″ 75′ 9½″ 45′ 8″<br>P116′ F66′ 1 dk<br>NS 9BH<br>rf nil WB11636t incl. Topside tanks in holds 4412t DTf680t | M Bulk Carrier Mchy.aft<br>6 Ho | Oil 2SA 8Cy. 750×1320 mm<br>9600bhp Fiat<br>C.R.D. Adriatico Tri<br>2AuxB 100℔ |
| **FENICE**<br>exCaen-61<br>exAndrew Pickens-47<br>Marcalibre **Cia. Nav. S.A.**<br>Pateras Bros. Ltd.<br>Panama **Panamanian** | 7265<br>4374<br>10830 | BV | **1943** Southeastern S.B. Corp.—Sav<br>441′ 6″ 57′ 0″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | M<br>5 Ho 60′, 72′, 50′, 45′, 70′<br>G.500130 B.441320<br>5 Ha (33½′, 34½′×19¾′) (19½′, 34½′, 32¾′×19½′)<br>10W Der 1(50) 1(30) 4(10) 8(5) | Oil 4SA 12Cy. 400×460 mm<br>4260bhp NE61 1840t (hvf)<br>At. & Ch. de Bretagne Nts<br>2×100kW 115V d.c. 10k |
| **FENIKS**<br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia **Polish** | 2800<br>1168<br>1416 | PR | **1964** Stocznia Gdanska—Gdk<br>272′ 4″ 45′ 4″ 17′ 0¼″<br>45′ 2″ 32′ 0″<br>2 dks | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>Jugoturbina Karlovac<br>5×250, 250, 250, 250, 24kW 220V d.c. 12½k |
| **FENIX**<br>**Okeansky Ribolov**<br>Bourgas **Bulgarian** | 2435<br>1070<br>860 | | **1964** Volkswerft Stralsund—Stralsund<br>261′ 9″ 43′ 4″ 16′ 5″<br>233′ 0″ 43′ 2″ 22′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1650bhp 510t<br>Schwermasch. Karl Liebknecht Mgd<br>4×270kW 220V d.c. 12½k |

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| 511363<br>SLZG<br>10147<br>Df Esd<br>Pfd Rdr<br>RT | **FENJA**<br><br>**Rederi A/B Eystrasalt**<br>Lennart Kihlberg<br>Gothenburg Swedish | 499<br>308<br>1016 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN160 | SS 3/65<br><br><br><br>EL k | **1961**–1 J. J. Sietas Schiffsw.—Ham<br>202' 6" 31' 9" 12' 10½"<br>183' 9" 31' 6" 13' 3"<br>P&B128' F26' 1 dk<br>3BH<br>rf 4" WB355t | M Mchy.aft<br>1Ho<br>G.61495 B.54265<br>3 Ha (27'×17') (32½', 32½'×18')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz |
| 511366<br>EAXW | **FENLLA**<br><br>**S.I.C.A.R. Ltda. Suministros e Industrias Castro-Rial S.L.**<br>Corcubion Spanish | 140<br>67<br>236 | | | **1956** Marcelo Castro-Rial—Cee<br>84' 5" 23' 2" 10' 3"<br>78' 9" 10' 6"<br>1 dk | Wood M Mchy.aft | Oil 2SA 2Cy. 343×406 mm<br><br>Seffle M/V |
| 511367<br>KHVU<br>247993<br>Df Esd<br>Gc | **FENN VICTORY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7607<br>4563<br>10681 | | <br><br>AB | **1945** Permanente (Shpyd No. 1)—Richmond<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc.<br>6600shp<br>Westinghouse Elec. & Mfg<br>2×300kW 240V d.c. |
| 660046<br>OGRJ<br>1437<br>Df Esd<br>Gc Rdr<br>RTv | **FENNIA**<br><br>**A/B Siljarederiet**<br>Turku/Åbo Finnish | 6179<br>2666<br>1476 | ✠100A1<br>Baltic service<br>Ice Class 1<br>✠LMC<br>MN1728 | <br><br><br><br>EL c†2¼"SQ | **1966**–4 Öresundsvarvet A/B—Lkr<br>420' 9" 64' 7" 16' 5¼"<br>380' 7" 64' 3½" 39' 9"<br>B281' UB227' 1 dk & S dk, 3rd dk except in mchy. space<br>12BH<br>rf 19" WB847t incl. DTf180t | TM Ferry (1200P) OSD | 4 Oil 4SA each 9Cy.<br>with hydraulic couplings<br>8640bhp<br>Ruston & Hornsby<br>4×420kW 380V 50c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust contr. pitch prop |
| 552000<br>OGQR<br>1348<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm | **FENNIA**<br><br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | T.Mk<br>1811<br>807<br>2535<br>2765<br>1394<br>3623 | ✠100A1<br>Ice Class 1<br>✠LMC<br><br>MN680 | <br><br><br><br>EL t1⅞"SQ | **1965**–11 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>300' 5" 46' 1" —/22' 0½"<br>270' 9" 45' 11" 26' 7"<br>F40' RAD67' Trunk 123' 2 dks, 3rd dk except in mchy. space<br>3BH<br>rl 4" WB473t | M Mchy.aft | Oil 2SA 6Cy. 440×780 mm<br>3400bhp Sulzer<br>Wärtsilä Kon. Crichton- |
| 640551<br>USTD<br>M-24873<br>Df Esd<br>Gc Rdr | **FEODOSIA**<br><br>**U.S.S.R.**<br>Sevastopol Russian | 2435<br>1070<br>882 | | | **1953** Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" 16' 1"<br>233' 0" 43' 2" 23' 0"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.61448<br>3 Ha<br>6W Der 2(6) 2(5) 2(1½) | 2 Oil 4SA each 8Cy.<br>1630bhp<br>Schwermasch. Karl Li |
| 511371 | **FEODOSIA**<br><br>**U.S.S.R.**<br>Russian | 1500<br>—<br>— | | | **1950** J. Boel & Fils—Tamise<br>*279·4'* 44' 4"<br>44' 2"<br>2 dks | M Trawler | Oil 4SA 8Cy. 390×680 mm<br><br>N.V. Werkspoor |
| 540399<br>HORA<br><br>Df Esd | **FERAX**<br>exDuburg–63<br>**Blue Ship Line**<br>Panama Panamanian | ~~1705~~ 1735<br>~~871~~ 909<br>3447 | | <br><br>GL | **1950** Howaldtswerke A.G.—Kel<br>329' 0" 43' 6" 17' 8½"<br>43' 4" 25' 11"<br>B23' F15' 1 dk & S dk<br>RW | S OSD<br><br>G.215000 B.188000<br><br>10W Der 1(15) | C 4Cy. (2) 14⅝" & (2)<br>turb<br>1200ihp Lentz<br>Howaldtswerke A.G. |
| 511372<br>JXTB<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FERDER**<br><br>**A/S Antarctic**<br>Anton von der Lippe<br>Tõnsberg Norwegian | 12228<br>7069<br>17870 | | <br><br>NV | **1962** Blohm & Voss A.G.—Ham<br>500' 7" 70' 6" 33' 9¾"<br>462' 7" 70' 3" 46' 5"<br>1 dk | M Bulk Carrier (10P) Mchy.aft<br>7 Ho<br><br>7 Ha (stl) (24⅓'×28⅓') (31⅓', 31⅓', 31⅓', 31⅓', 31⅓', 31⅓'×28⅓')<br>Cr 14(2½–5) Der 14(10) | Oil 2SA 8Cy 700×1200 mm<br>7250bhp MAN<br>Blohm & Voss A.G.<br>3×354kW 440V 60c/s a.c. |
| 511373<br>KUTY<br>244631<br>Df Esd<br>Gc | **FERDINAND A. SILCOX**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7176<br>4380<br>10500 | | <br><br>AB | **1943** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 511374<br>FOCJ<br><br>Df Esd<br>Gc Rdr<br>RTv | **FERDINAND DE LESSEPS**<br><br>**Cie. des Messageries Maritimes**<br>Marseilles French<br>Now **DELPHI** See New Entries No. 12 | 10882<br>5937<br>5949 | | <br><br>BV | **1952** Forg. & Ch. de la Gironde—Bdx<br>492' 5" 64' 4" 24' 5"<br>64' 2"<br>3 dks<br>RW | TM (346P) Ref CSD<br>6 Ho 36½' 52½', 48½', 48½', 50½', 46½'<br>G.328184 B.298356 In.12743<br>6 Ha (stl) (18'×14½') (27'×21½') (12½', 14½'×13½) (27½'×21½') (17½'×15½')<br>18W Der 1(40) 4(8) 2(5) 2(4) 8(3) | 2 Oil 2SA each 5Cy.<br>10300bhp B&W<br>Forg. & At. du Creusot<br>4×360kW 380V 50c/s a.c. |
| 528528<br>DHZX<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **FERDINAND FREILIGRATH**<br>exPrins Willem van Oranje–65<br>**Deutsche Seereederei**<br>Rostock E. German<br>Name should be **F. FREILIGRATH** See New Entries No. 8 | 7312<br>4163<br>7308 | <br><br>✠Classed LR until 10/65 | DSRK | **1953**–9 Boele's Schps. & Masch.—Bolnes<br>461' 11" 62' 4" 25' 9¾"<br>430' 8" 61' 8" 36' 7"<br>F57' 2 dks, 3rd dk fwd of ER<br>RW | M<br><br>G.408132 B.392700<br><br>14W Der 4(10) | Oil 2SA 12Cy.<br>9600bhp<br>N.V. Werkspoor |
| 511376<br>WRMK<br>246036<br>Df Esd<br>Gc | **FERDINAND R. HASSLER**<br><br>**United States Department of Commerce**<br>New Orleans United States | 7261<br>5145<br>10437 | | <br><br>AB | **1944** Delta S.B. Co. Inc.—N.Os<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co<br>3×20kW 120V d.c. |

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| **FERDINAND RETZLAFF**<br>exSeagull-64<br>Dr. Erich Retzlaff<br>Bremen W. German | 1548<br>852<br>2109 | | GL NV | **1963** Astano S.A.—Frl<br>259′ 7″ 39′ 6″ 16′ 8¼″<br>236′ 3″ 39′ 4″ 18′ 0″<br>Q135′ F33′ 1 dk<br>RW | M Mchy.aft<br>Ho 79¾′, 75½′<br>G.108204 B.102272<br>2 Ha (stl) (55¼′×61¼′) (55¼′×23′)<br>8W Der 8(3–5) | Oil 4SA 7Cy. 400×600 mm<br>1600bhp 225t (d.o)<br>Masch. Augsburg-Nürnberg Ham<br>4×88, 88, 88, 26kW 230V 50c/s a.c.<br>10½k |
| **FERDINANDO**<br>exAdriano Cecchetti–51<br>~~Sergio Salvemini~~<br>Molfetta<br>Felice Minutillo<br>Italian | 297<br>162<br>— | | RI | **1948** Cant. Nav. A. Cecchetti—Civitanova<br>123′ 2″ 28′ 6″<br>106′ 4″ 28′ 0″ 13′ 3″<br>1 dk | Wood M<br>1 Ho | Oil 4SA 6Cy. 265×410 mm<br>300bhp<br>S.A. Ansaldo Gen<br>7k |
| **FERGANA**<br>U.S.S.R.<br>Tallinn Russian | 638<br>280<br>901 | | | **1954** Stocznia im. Komuny Paryskiej—Gdy<br>189′ 1″ 29′ 7″ 13′ 11¼″<br>29′ 5″ 15′ 8″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.39058<br>2 Ha (each 33½′×13′)<br>4W Der 4(1½) | Oil 4SA 8Cy. 290×420 mm<br>640bhp<br>Masch. Kiel A.G. Kel<br>10k |
| **FERGUS**<br>exBlue Seal–55 exSable I–48<br>exNorth Trader–47 exSable I–46<br>Gulf & Northern Shipping Co. Ltd.<br>Pictou Canadian | 803<br>542<br>650 | ✠100A1<br>shade deck<br>✠LMC<br>MN255 | SS 5/64<br><br><br>EL j | **1914–6** Bow, McLachlan & Co. Ltd.—Psy<br>191′ 5″ 28′ 8″ 12′ 10″<br>183′ 0″ 28′ 6″ 13′ 0″<br>1 dk & Shade dk<br>R 4BH<br>BK1″ WB63t | M Ref<br>3 Ho 80′, 25′, 66′<br>G.42913 In.4286<br>3 Ha (16½′×13½′) (9¼′×9′) (23¼′×13½′)<br>6W Der 2(5) 1(1½) | Oil 4SA 6Cy. 16″×20″<br>1275bhp ✠NE55 (d.o)<br>General Metals Corp. S.Fo<br>AuxB 100℔<br>2×40kW 110V d.c. 11k |
| **FERJAN II**<br>Akraneskaupstadur<br>Akranesi Icelandic | 251<br>131<br>— | | | **1942** ....................England<br>160′ 0″ 31′ 1″<br>... ... ... | M | 2 Oil 4SA geared to sc. shaft<br>380bhp NE62 & 64<br>Caterpillar Tractor Co. Peoria |
| **FERLO**<br>exOued-Ziz–65<br>Cie. Senegalaise de Navigation<br>Dakar Senegal<br>Now **OUED ZIZ** See New Entries No. 5 | 3856<br>2589<br>3984 | | BV | **1950** Forg. & Ch. de la Médit.—La Seyne<br>337′ 11″ 49′ 3″ 19′ 3¾″<br>49′ 1″<br>P46′ B120′ F37′ 2 dks<br>RW<br>rf 6″ | M (12P) Ref<br>4 Ho 48′, 56¾′ 56¾′ 45¾′<br>G 223045 B.200829 In.3900<br>4 Ha (24′, 41¼′ comb., 24′, 24′×16½′)<br>10W Der 1(27½) 8(5) 2(3) | Oil 2SA 7Cy. 600×1040 mm<br>3500bhp Sulzer 375t (d.o)<br>Forg. & Ch. de la Médit. La Seyne<br>3×130, 130, 105kW 220V d.c. 13k |
| **FERMITA**<br>exMorgedal–64 exEmerald–62<br>Uglands Shipping Co. A/S<br>Jörgensens Rederi A/S &<br>Skips A/S Kysten<br>Ugland Shipping Co. A/S<br>Grimstad Norwegian | 9957<br>5696<br>15895 | | NV | **1953** A/S Framnæs M/V—Sfj<br>515′ 0″ 64′ 2″ 29′ 7½″<br>488′ 4″ 64′ 0″ 38′ 2″<br>1 dk<br>RW<br>rf 1½″ | M Tanker Mchy.aft<br>19 Ta | Oil 2SA 8Cy. 680×1500 mm<br>6000bhp 1114t (hvf)<br>A/B Götaverken Got<br>3×165, 165, 110kW 220V d.c. 13½k |
| **FERNAN**<br>Alzpurua & Minchero S.L.<br>San Sebastian Spanish | 108<br>70<br>— | | | **1940** ....................Noya<br>*77·8′* 18′ 2″<br>... ... ... | Wood S Trawler | T 3Cy. 7½″ 11″ & 18½″×12″<br>150ihp 15t (c)<br>8k |
| **FERNANDA**<br>exVioletta R exGiovanni R<br>exBartolomeo<br>Vittorio Falsita<br>Genoa Italian | 187<br>148<br>— | | | **1908** M. Donnarumma—Torre del Greco<br>113′ 10″ 24′ 1″<br>106′ 7″ 23′ 5″ 11′ 7″<br>1 dk | Wood Aux Bn | Oil 4SA 3Cy. 190×400 mm<br>90bhp Emade38fitted39<br>Klöckner-Humboldt-Deutz Kln<br>7½k |
| **FERNANDES LAVRADOR**<br>Sociedade Nacional dos Armadores de Bacalhau<br>Lisbon Portuguese | 1257<br>680<br>1541 | ✠100A1<br>trawler<br>Str. nav. ice<br>✠LMC<br>MN340 | ~~SS 2/65~~<br>TD 11/68<br><br><br>El (n)f | **1948–7** T. van Duijvendijk's Sch.—Lekkerkerk<br>234′ 0″ 36′ 2″ 17′ 6½″<br>210′ 5″ 36′ 1″ 19′ 0″<br>P26′ F55′<br>R 4BH<br>BK8″ WB240t | M Trawler<br>2 Ho 44′, 44¼′<br>3 Ha (stl) (each 7¼′×5¼′)<br>1 Ha (w) (6½′×5¼′)<br>Der 1(2½) | Oil 4SA 8Cy. 390×680 mm<br>1700bhp ✠NE1/64 (d.o)<br>N.V. Werkspoor Ams<br>db 105℔<br>2×110, 50kW 220V d.c. |
| **FERNANDITO**<br>Empresa Pesquera Peru S.A.<br>Chimbote Peruvian | 120<br>—<br>— | ✠LR class withdrawn 9/67 | | **1966–1** Fabricaciones Metalicas—Clo<br>82′ 8″ 23′ 5″<br>70′ 6″ 23′ 0″ 11′ 4″<br>RAD11′ RFD30′ 1 dk<br>rf 18″ BoxK | M Fishing | Oil 4SA 6Cy. 6¼″×8″ reverse reduction geared<br>380bhp<br>Caterpillar Tractor Co. Peoria |
| **FERNANDITO C.**<br>exJoaquin Costa 2–42<br>Antonio Garcia Alonso<br>Vigo Spanish | 109<br>40<br>— | | | **1931** La Constructora Guipuzcoana—Pjs<br>*78·7′* 17′ 8″ 11′ 2″<br>... ... ...<br>R | S Fishing | T 3Cy. 7¾″ 12⅞″ & 21$\tfrac{1}{16}$″×15⅜″<br>150ihp (o.f)<br>Julio Ciganda Pjs<br>7½k |
| **FERNANDO**<br>exNoreverett–62<br>exStudding Sail–48<br>Philippine Steam Nav. Co.<br>Manila Philippine | 3805<br>2123<br>8190 | **BROKEN UP** | AB | **1945** Pennsylvania Shpyds Inc.—Beaumont<br>338′ 8″ 50′ 3″ 23′ 5½″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>rf 3″ | M Ref Mchy.aft<br>4 Ho 36′, 70′, 60′, 28′<br>G.249835 B.227730 In.9830<br>1 Ha (stl) (20′×20′)<br>3 Ha (w) (40′, 40′×20′) (8′×9′)<br>16W Der 1(30) 5(5) 1(1½) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 702t (hvf)<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 240V d.c. 10k |

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| 511395 | **FERNANDO ESCANO**<br>exZamboanga-J.-50<br>~~Hijos de F. Escano Inc.~~<br>Manila Philippine<br>**Liu Son Shipping Co.** | 573<br>277<br>— | | 1944 Higgins Industries Inc.—N.Os<br>*168·0'* 32' 6"<br>32' 4"<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 8Cy.<br>Enterprise Eng. & Fdry Co. |
| 511396<br>EEHU<br>RTm | **FERNANDO SUAREZ**<br>exSanta Eulalia Virgen-44<br>exColon-34<br>**Vicente Suarez & Cia. S.L.**<br>Vigo Spanish | 371<br>193<br>455 | BV | 1920 Gebr. Fikkers—Martenshoek<br>138' 6" 24' 7" 11' 2"<br>24' 5"<br>P51' F23' 1 dk<br>R<br>rf 12½" | S Mchy.aft<br>1 Ho 83' comb.<br>B.22980<br>2 Ha (23', 19½'×12½')<br>2W Cr 2 Der 2(½) | T 3Cy. 10½" 16½" &<br>265ihp<br>Machfab. Overijn<br>2×3½, 2½kW 110V d.c. |
| 511397<br>PUNC | **FERNAO DIAS**<br>exGuarassu-59 exCanguera-52<br>exSaint Stephen-49<br>**Cinaba Comercio Industria e Navegacao Bandeirante S.A.**<br>Rio de Janeiro Brazilian | 4746<br>2889<br>7430 | ~~BV~~<br>✠Classed LR until 7/46<br>**FOUNDERED 5/68** | 1911-4 W. Hamilton & Co. Ltd.—P.Gl<br>*389·1'* 52' 2"<br>52' 0"<br>2 dks<br>R | S<br>4 Ha<br>Der 10(2) | T 3Cy. 25 1/16" 40 1/16" &<br>2500ihp<br>D. Rowan & Co. |
| 511398<br>LATJ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FERNBANK**<br>**A/S Glittre**<br>Fearnley & Eger<br>Oslo Norwegian | ~~9078~~ T.Mk<br>~~5369~~ 6174<br>~~9900~~ 3528<br>9254 | NV | 1955 Eriksbergs M/V A/B—Got<br>488' 3" 64' 2" ~~28' 1"~~ 27' 1"<br>450' 0" 64' 0" 41' 0"<br>P70' B92' F108' 2 dks, 3rd dk in Nos. 2 & 3 holds | M (12P) Ref ~~CSD~~<br>5 Ho 59¾', 64¼', 34¼', 41', 69¾'<br>G.606365 B.549342 In.27472<br>5 Ha (stl) (32¼', 39¼', 39¼' 39¼', 39¼'×21')<br>20W Der 1(50) 4(5–10) 16(5) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp B&W<br>Eriksbergs M/V A/B<br>3×230kW 220V d.c. |
| 511400<br>JXLL<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FERNBROOK**<br>**A/S Glittre, D/S I/S Garonne & A/S Marina**<br>Fearnley & Eger<br>Oslo Norwegian | ~~6751~~ T.Mk<br>~~3699~~ 4504<br>~~9032~~ 2210<br>6440<br>6609<br>3475<br>— | NV | 1960 Rheinstahl Nordseewerke—Emd<br>455' 2" 59' 5" ~~00' 0½"~~ 23' 9"<br>416' 0" 59' 2½" 35' 7"<br>2 dks 3rd dk in Nos. 3 & 4 holds | M Ref ~~CSD~~<br>4 Ho 53¾', 64', 40¼', 73¾'<br>G.443914 B.422856 In.21429<br>4 Ha (stl) (27¼'×19¾') (46', 46'×21½') (41¼'×19¾')<br>16W Der 1(50) 6(5–10) 2(8) 6(5) 2(3) | Oil 2SA 6Cy. 780×1400 mm<br>7000bhp<br>Masch. Augsburg-Nürnberg<br>3×270, 270, 240kW 440V |
| 540400<br>JXWI<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FERNCAPE**<br>**A/S Glittre & D/S I/S Garonne**<br>Fearnley & Eger<br>Oslo Norwegian | 11131<br>7018<br>12630 | NV | 1963 Burmeister & Wain—Cpn<br>519' 2" 67' 8" 30' 4½"<br>480' 0" 67' 6" 42' 0"<br>P124' F44' 2 dks | M CSD Mchy.aft<br>6 Ho 56', 58', 54¾', 52¼', 72¼', 57'<br>G.840300 B.785000<br>6 Ha (stl) (33¼'×27½') (34¾', 34¾', 34¾', 44¼', 34¾'×32¾')<br>16W Der 4(10) 8(5) 1(3) 2(1) | Oil 2SA 8Cy. 620×1400 mm<br>8700bhp<br>Burmeister & Wain<br>3×280kW 220/440V |
| 670332<br>LKBQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FERNCASTLE**<br>**A/S Glittre, D/S I/S Garonne, A/S Marina, A/S Varild & A/S Standard**<br>Fearnley & Eger<br>Oslo Norwegian | 52510<br>33673<br>— | 871' 10"(incl.BB)<br>NV | 1967 Odense Staalskibs A/S—Lindö<br>~~871' 10"~~ 128' 1" 45' 9½"<br>827' 10" 127' 11" 59' 1"<br>1 dk<br>rf 6" | M Tanker Mchy.aft<br>12 Ta | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer<br>Marinens Hovedværft<br>4×400, 364, 364, 364kW |
| 511402<br>LATL<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FERNCLIFF**<br>**D/S I/S Garonne**<br>Fearnley & Eger<br>Oslo Norwegian | ~~9078~~ T.Mk<br>~~5369~~ 6174<br>~~9900~~ 3529<br>9220 | NV | 1955 Eriksbergs M/V A/B—Got<br>488' 3" 64' 2" ~~28' 1"~~ 27' 0"<br>450' 0" 64' 0" 41' 0"<br>P70' B92' F108' 2 dks, 3rd dk in Nos. 2 & 3 holds | M (12P) Ref ~~CSD~~<br>5 Ho 59¾', 64¼', 34¼', 41', 69¾'<br>G.606365 B.549342 In.27472<br>5 Ha (32¼', 39¼', 39¼', 39¼' 39¼'×21')<br>20W Der 1(50) 4(5–10) 15(5) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp B&W<br>Eriksbergs M/V A/B<br>3×230kW 220V d.c. |
| 511405<br>JWWW<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FERNCRAIG**<br>**A/S Glittre**<br>Fearnley & Eger<br>Oslo Norwegian<br>Now **MANTINIA** See New Entries No. 12 | 22286<br>13174<br>35575 | NV | 1958 Eriksbergs M/V A/B—Got<br>681' 10" 87' 3" ~~35' 10½"~~ 37' 2½"<br>645' 0" 87' 0"<br>P156' B48' F95' 1 dk | M Tanker Mchy.aft<br>33 Ta<br>L.1668866 HeCls. BC | Oil 2SA 10Cy. 740×1600 mm<br>13900bhp B&W<br>Eriksbergs M/V A/B<br>3×280, 280, 220kW 440V |
| 670333<br>LJDT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FERNCREST**<br>**A/S Glittre, D/S I/S Garonne, A/S Marina, A/S Varild & A/S Standard**<br>Fearnley & Eger<br>Oslo Norwegian | 52510<br>33672<br>95750 | 871' 9"(incl.BB)<br>NV | 1966 Odense Staalskibs A/S—Lindö<br>~~871' 9"~~ 128' 1" 45' 9½"<br>827' 10" 127' 11" 59' 0"<br>1 dk<br>rf 6" | M Tanker Mchy.aft<br>12 Ta<br>L.4092000 | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer<br>Marinens Hovedværft |
| 509343<br>ZCVD<br>317134<br>Df Gc<br>Rdr RT | **FERNDALE**<br>exDow Chemical-64<br>exDiamond Alkali-39<br>exLouis R. Davidson<br>**Leadale Shipping Ltd.**<br>Hamilton, Bermuda British | 7069<br>4812<br>9500 | AB | 1912 Gt. Lakes Eng. Wks—Ashtabula<br>*511·1'* 56' 2" 20' 1½"<br>512' 0" 56' 0" 30' 0"<br>F49' 1 dk<br>R | S Mchy.aft<br>Self-unloader<br>5 Ho | T 3Cy. 23 1/16" 37½" &<br>1760ihp<br>Gt. Lakes Eng. Wks |
| 511409<br>MCPZ<br>181146<br>Df Rdr<br>RT | **FERNDENE**<br>**T. G. Irving Ltd.**<br>Andrew Marshall<br>Sunderland British | 313<br>169<br>— | ✠100A1 SS 9/65<br>✠LMC<br>MN72 EL d | 1949-6 Vosper Ltd.—Pts<br>136' 7" 23' 7" 9' 6½"<br>124' 11" 23' 6" 10' 4"<br>P37' RFD21' 1 dk<br>RW 3BH<br>WB73t | M Mchy.aft | Oil 2SA 4Cy.<br>360bhp<br>British Polar Engines |

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| **FERNFIELD**<br>exHaaksbergen-58<br>Coast Lines Ltd.<br>British<br>Liverpool | 561<br>266<br>851 | ✠100A1 SS 9/66<br>✠LMC<br>MN130 EL j | **1954**–11 Gebr. van Diepen—Waterhuizen<br>200′ 0″ 29′ 8″ 12′ 0¾″<br>182′ 0″ 29′ 6″ 13′ 8″<br>P54′ F30′ 1 dk<br>RW 3BH<br>WB254t | M Mchy.aft<br>1 Ho 110′<br>G.37500 B.35300<br>2 Ha (each 45¾′×16¼′)<br>2W Der 2(3) | Oil 4SA 6Cy. 330×600 mm<br>650bhp 69t (d o)<br>N.V. Werkspoor Ams<br>2×28kW 110V d.c. 10k |
| **FERNGATE**<br>A/S Glittre & A/S Varild<br>Fearnley & Eger<br>Norwegian<br>Oslo | ~~6749~~ T.Mk<br>~~3595~~ 4503<br>~~9215~~ 2189<br>6440 | NV | **1961** Rheinstahl Nordseewerke—Emd<br>455′ 1″ 59′ 5″ ~~28′ 0¼″~~ 23′ 9″<br>416′ 1″ 59′ 2½″ 35′ 7″<br>2 dks, 3rd dk in Nos. 3 & 4 holds | M (4P) Ref ~~CSD~~<br>4 Ho 53½′. 54¾′, 64′, 73¾′<br>G.465343 B.444507 In.21429<br>4 Ha (stl) (27½′×19¾′) (46′, 46′×21¼′)<br>(41¼′×19¾′)<br>16W Der 1(50) 6(5–10) 2(8) 6(5) 2(3) | Oil 2SA 6Cy. 780×1400 mm<br>7000bhp 1179t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×270, 270, 240kW 440V 60c/s a.c. 17k |
| **FERNGLEN**<br>A/S Glittre, D/S I/S Garonne,<br>A/S Marina, A/S Varild,<br>A/S Standard &<br>A/B Navigare<br>Fearnley & Eger<br>Norwegian<br>Oslo | 21205<br>13406<br>33022 | NV | **1964** Rheinstahl Nordseewerke—Emd<br>627′ 6″ 86′ 10″ 36′ 11¾″<br>590′ 7″ 86′ 7½″ 50′ 2″<br>P139′ F68′ 1 dk | M Bulk Carrier Mchy.aft<br>8 Ho 50¼′, 48½′, 52½′, 52½′, 55′, 52½′,<br>52½′, 49¾′<br>G 1448641<br>8 Ha (stl) (29¾′, 31¼′, 31½′, 31½′, 31½′,<br>31½′, 31½′, 31½′×39½′)<br>1W Der 2(3) | Oil 2SA 7Cy. 740×1600 mm<br>11600bhp B&W 1912t (hvf)<br>Frd. Krupp Masch. Abt<br>Dieselmotoren Essen<br>3×450, 450, 320kW 440V 60c/s a.c.<br>15k |
| **FERNGROVE**<br>A/S Custodia<br>Fearnley & Eger<br>Norwegian<br>Oslo | 13458<br>7744<br>18518 | NV | **1965** Kaldnes M/V A/S—Tbg<br>541′ 0″ 70′ 6″ 31′ 0¼″<br>520′ 0″ 70′ 0″ 44′ 0″<br>1 dk | M Bulk Carrier Mchy.aft<br>5 Ho 59¾′, 64′, 64′, 64′, 64′<br>6 Ha (stl) (36¾′×32¼′) (42¾′, 42¾′, 42¾′,<br>42¾′. 42¾′×34¾′)<br>Der 12(5–10) | Oil 2SA 7Cy. 750×1320 mm<br>9800bhp<br>S.A. Fiat S.G.M. Tur<br>3×328kW 220/440V 60c/s a.c. |
| **FERNGULF**<br>~~Fearnley & Eger~~<br>~~Norwegian~~<br>~~Oslo~~<br>Skips A/S Kim & A/S Glittre<br>Fearnley & Eger<br>Norwegian<br>Oslo | ~~13700~~ 13731<br>~~8000~~ 7954<br>20000 | NV | **1967** Kaldnes M/V A/S—Tönsberg<br>541′ 5″ ~~541′ 0″~~ 70′ 6″ ~~32′ 0″~~ 32′ 2½″<br>520′ 4″ 70′ 0″ 45′ 6″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 750×1320 mm<br>Fiat S.G.M. Tur |
| **FERNHILL**<br>A/S Glittre<br>Fearnley & Eger<br>Norwegian<br>Oslo | 4905<br>2583<br>8400 | NV | **1948** Eriksbergs M/V A/B—Got<br>434′ 10″ 58′ 1″ 25′ 11½″<br>405′ 8″ 57′ 11″<br>F93′ 1 dk & S dk, 3rd dk in Nos. 2 & 3 holds | M (12P) Ref CSD<br>5 Ho 58′, 96′, 28′ 60′, 67′<br>G.532710 B.480160 In.9000<br>5 Ha (stl) (31½′, 36¾′, 31′, 31½′,<br>31½′×20′)<br>18W Der 1(30) 1(15) 2(5–10) 6(5)<br>10(3–5) | Oil 2SA 7Cy. 740×1400 mm<br>7000bhp B&W 1456t (hvf)<br>Eriksbergs M/V A/B Got<br>3×125kW 220V d.c. 15½k |
| **FERNHURST**<br>Stephenson Clarke Shipping<br>~~Stephenson Clarke Ltd.~~ Ltd.<br>British<br>London | 1328<br>602<br>1760 | ✠100A1 SS 9/68 ~~SS 5/65~~<br>oil tanker<br>✠LMC<br>MN192 EL o 1 7/16″SQ | **1961**–2 Blyth D.D. & S.B. Co. Ltd.—Bly<br>229′ 8″ 40′ 4″ 14′ 0¾″<br>218′ 0″ 39′ 3″ 16′ 9″<br>P67′ F23′ 1 dk<br>9BH<br>rf 3″ WB220t | M Tanker Mchy.aft<br>9 Ta<br>L.81601 HeCls. BC | Oil 2SA 6Cy. 340×570 mm<br>960bhp 71t (d.o)–8½pd<br>British Polar Engines Ltd. Gls<br>db 100lb<br>2×100kW 220V d.c. 10¼k |
| **FERNIE**<br>P. & O. Steam Nav. Co.<br>Hain-Nourse Ltd.<br>London<br>British | 42446<br>28872 ~~28857~~<br>74422 | ✠100A1<br>strengthened for ore cargoes Nos. 2, 4, 6 & 8 holds may be empty (cc)<br>✠LMC<br>MN4140 EL P†3 9/16″U2 | **1967**–6 Mitsui Zosen—Tmn<br>~~825′ 1″~~ 105′ 8″ 44′ 7¾″ 825′ 1″(incl.BB)<br>796′ 0″ 105′ 6″ 61′ 0″<br>F74′ 1 dk<br>RW NS 12BH<br>rf nil DK fwd WB45531t incl. Comb. btm & side tanks in holds 12863t Topside tanks in holds 7963t | M Bulk Carrier Mchy.aft<br>9 Ho 56½′, 67½′, 67½′, 74¼′, 56½′, 74¼′,<br>67½′. 67½′, 67½′<br>G.3072400<br>9 Ha (stl) (33¾′, 47¼′, 47¼′, 56½′, 33¾′,<br>56½′, 47¼′, 47¼′, 47¼′×50¼′)<br>Cr 2(3) Der 2(10) | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W (hvf)<br>Mitsui Zosen Tmn<br>AuxB 114lb<br>3×560kW 450V 60c/s a.c. 16k |
| **FERNLAKE**<br>D/S I/S Garonne<br>Fearnley & Eger<br>Oslo<br>Norwegian | ~~6732~~ T.Mk<br>~~3779~~ 6732<br>~~9100~~ 3778<br>~~9690~~ 9800<br>~~5690~~ 9589<br>~~10070~~ 5689<br>10070 | NV | **1961** A/B Götaverken—Got<br>510′ 2″ 68′ 2″ 26′ 8¼″/28′ 0¾″<br>470′ 0″ 68′ 0″ 30′ 6″<br>1 dk & S dk, 3rd dk in Nos. 2 & 3 holds | M (4P) Ref ~~OSD/CSD~~<br>5 Ho 65′, 41′. 41¾′ 36½′, 70¾′<br>G.617000 B.559651 In.26610<br>5 Ha (stl) (38′, 41½′. 41½′, 41½′,<br>41½′×20¾′)<br>22W Der 1(75) 1(30) 14(10) 8(5) | Oil 2SA 9Cy. 760×1500 mm<br>13400bhp 1977t (hvf)<br>A/B Götaverken Got<br>3×300kW 450V a.c 19¼k |
| **FERNLAND**<br>Skibs A/S Tropic<br>Fearnley & Eger<br>Oslo<br>Norwegian | ~~6335~~ T.Mk<br>~~3244~~ 4112<br>~~8550~~ 1907<br>6115 | NV | **1964** A/S Fredriksstad M/V—Fks<br>429′ 11″ 59′ 8″ ~~26′ 8¼″~~ 22′ 1″<br>396′ 8″ 59′ 6″ 33′ 0″<br>P142′ F50′ 2 dks | M (3P) Ref Mchy.aft<br>4 Ho 59¾′, 68¼′, 63¾′, 73¾′<br>In.22700<br>4 Ha (stl) (36¾′. 44¾′, 44¾′, 44¾′×23′)<br>14W Der 1(50) 8(10) 2(7½) 4(5) | Oil 2SA 6Cy. 680×1500 mm<br>6000bhp Götaverken 1227t (hvf)<br>A/S Fredriksstad M/V Fks<br>3×275kW 440V 16k |
| **FERNLEAF**<br>A/S Glittre, D/S I/S Garonne,<br>A/S Marina, A/S Varild &<br>A/S Standard<br>Fearnley & Eger<br>Oslo<br>Norwegian | 13458<br>7744<br>18518 | NV | **1965** Kaldnes M/V A/S—Tbg<br>541′ 0″ 70′ 6″ 30′ 0¼″<br>520′ 0″ 70′ 0″ 44′ 0″<br>P112′ F46′ 1 dk | M Bulk Carrier Mchy.aft<br>6 Ho 59¾′. 64′, 64′, 64′, 64′, 64′<br>G.901562<br>6 Ha (stl) (36¾′×32¼′) (42¾′, 42¾′, 42¾′,<br>42¾′, 42¾′×34¾′)<br>12W Der 12(5–10) | Oil 2SA 7Cy. 750×1320 mm<br>9800bhp 2335t (hvf)<br>S.A. Fiat S.G.M. Tur<br>3×328kW 220/440V 60c/s a.c. 15½k |

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| 642360<br>JXZN<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FERNMANOR**<br><br>**A/S Glittre, D/S I/S Garonne, A/S Marina, A/S Varild, A/S Standard & Orkla Gruber A/B**<br>Fearnley & Eger<br>Oslo Norwegian | 45536<br>25563<br>69718 | <br><br>NV | 1964 Ishikawajima-Harima Hvy Ind.—Aio<br>800' 0" 119' 4" 40' 6¾"<br>779' 3" 119' 1" 57' 5"<br>P165' 1 dk | M Tanker Mchy.aft<br>13 Ta<br>L.3272880 HeCls. BC | Oil 2SA 9Cy 900×1550 mm<br>20700bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>3×300kW |
| 511423<br>LATG<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FERNMOOR**<br><br>**A/S Glittre**<br>Fearnley & Eger<br>Oslo Norwegian | 7082<br>4099<br>10340 | ✠100A1 SS 7/65<br>DTsma—vegetable oil or latex<br>Tunnel tanks—latex<br>Fwd 'tween dk tank—latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1700 EL f†2½"SQ | 1955–9 C. Connell & Co. Ltd.—Gls<br>511' 10" 64' 3" 27' 10"<br>470' 0" 64' 0" 42' 10"<br>P41' F109' 1 dk & S dk, 3rd dk in Nos. 2 & 3 holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 4" WB3698t incl. Tunnel tanks 304t DTa739t DTm851t TwDf122t | M (12P) Ref OSD<br>5 Ho 56½', 72½', 44', 44', 68½'<br>G.658737 B.595922 In.24978<br>5 Ha (stl) (29½', 38½', 38½', 38½', 33'×21')<br>20W Der 1(50) 4(10) 4(7½) 13(5) | Oil 2SA 6Cy. 750×2500 mm<br>8500bhp Doxford<br>Barclay, Curle & Co. Ltd<br>2AuxB (1 o.f 1 ex.g) 140lb<br>4×200kW 220V d.c. |
| 511424<br>JXMJ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FERNMOUNT**<br><br>**A/S Glittre, D/S I/S Garonne, A/S Marina & A/S Varild**<br>Fearnley & Eger<br>Oslo Norwegian | 21824<br>12879<br>~~34475~~<br>36320 | <br><br>NV | 1961 Uddevallavarvet A/B—Udv<br>687' 2" 88' 3" ~~35' 5½"~~ 36' 9½"<br>650' 0" 88' 0" 47' 0"<br>1 dk | M Tanker Mchy.aft<br>22 Ta<br>L.671186 HeCls. BC | Oil 2SA 12Cy. 760×1500 mm<br>17900bhp Götaverken<br>Uddevallavarvet A/B<br>4×350, 200, 200, 200kW |
| 511425<br>JXWW<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FERNPARK**<br><br>**A/S Glittre, D/S I/S Garonne, A/S Marina, A/S Varild & A/S Standard**<br>Fearnley & Eger<br>Oslo Norwegian | 35278<br>18613<br>57840 | <br><br>NV | 1963 Eriksbergs M/V A/B—Got<br>773' 10" 105' 9" 40' 0½"<br>740' 0" 105' 6" 53' 6"<br>1 dk | M Tanker Mchy.aft<br>29 Ta<br>L.2430000 | Oil 2SA 10Cy. 840×1800 mm<br>23100bhp B&W<br>Eriksbergs M/V A/B<br>3×500, 395, 395kW 440V |
| 511427<br>JWWZ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FERNPOINT**<br><br>**A/S Marina & Orkla Gruber A/B**<br>Fearnley & Eger<br>Oslo Norwegian<br>Now **CORTHIAN** See New Entries No. **12** | 7079<br>3908<br>10722<br>**9450**<br>5458<br>13104 | <br><br>NV | 1958 Rheinstahl Nordseewerke—Emd<br>502' 1" 62' 2" 26' 10$\frac{1}{16}$"/30' 3½"<br>462' 9" 62' 0" 39' 3"<br>P42' B83' F125' 1 dk & S dk, 3rd dk in No. 3 hold<br>RW | M (6P) OSD/CSD<br>6 Ho 58', 71½', 67', 64', 69', 62'<br>G.695401 B.641712<br>6 Ha (32½', 42', 42', 36½', 36½', 32½'×24')<br>16W Der 1(30) 4(5–10) 12(5) | Oil 2SA 9Cy. 700×1200 mm<br>6000bhp<br>Masch. Augsburg-Nürnberg<br>3×210kW 440V 60c/s a.c. |
| 661996<br>LJLA<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **FERNRIVER**<br><br>**A/S Glittre and others**<br>Fearnley & Eger<br>Oslo Norwegian | 29506<br>19515<br>46150 | <br><br>NV | 1967 Doxford & Sunderland S.B. & E. Co.—J. L. Thompson, Sld<br>708' 6" 96' 2" 38' 8½"<br>670' 0" 96' 0" 56' 4"<br>P136' F53' 1 dk<br>rf 3" | M Bulk Carrier Mchy.aft<br>8 Ho 46', 66', 72', 72', 72', 72', 72', 48'<br>G.2110000<br>8 Ha (stl) (26', 36', 42', 42', 42', 42', 42', 27'×43') | Oil 2SA 6Cy. 760×2180 mm<br>14850bhp<br>Doxford & Sunderland S.B.<br>3×450, 450, 320kW 440V |
| 511431<br>LNRA<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FERNSIDE**<br><br>**A/S Glittre**<br>Fearnley & Eger<br>Oslo Norwegian<br>Now **MARIA CARLA D'ARUCO** See New Entries No. 1 | 6748<br>3552<br>9913 | <br><br>NV | 1949 S.A. Ansaldo—Gen<br>488' 7" 64' 2" 26' 11½"<br>455' 0" 64' 0"<br>F97' 1 dk & S dk, 3rd dk in Nos. 2 & 3 holds | M (12P) Ref OSD<br>4 Ho 42', 100' comb., 69', 49'<br>G.669778 B.592499 In.10000<br>5 Ha (stl) (29½', 39½', 39½', 34½', 34½'×21')<br>18W Der 1(40) 1(15) 10(5) 10(3) | Oil 2SA 7Cy. 750×1320 mm<br>9800bhp NE61<br>S.A. Fiat S.G.M.<br>3×200kW 220V d.c. |
| 670519<br>LLDB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **FERNSPRING**<br>**A/S Glittre D/S & I/S Garonne, A/S Marina, A/S Varild, A/S Standard & A/B Navigare**<br>Fearnley & Eger<br>Oslo Norwegian | 29506<br>19485<br>46660 | <br><br>NV | 1967 Doxford & Sunderland S.B. & E. Co.—J. L. Thompson, Sld<br>708' 6" 96' 3" ~~38' 8½"~~ 40' 5½"<br>670' 0" 96' 0" 56' 4"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×2180 mm<br>13500bhp<br>Doxford & Sunderland S.B. |
| 680365<br>LMUE<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **FERNSTAR**<br><br>**A/S Glittre & D/S I/S Garonne**<br>Fearnley & Eger<br>Oslo Norwegian | 55986<br>35098<br>97800 | <br><br>NV | 1967 Hitachi Zosen—Inn<br>835' 7" 128' 10" ~~48' 7"~~ 45' 11½"<br>803' 10" 127' 11" 64' 5"<br>1 dk | M Ore/Oil Carrier Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W<br>Hitachi Zosen |
| 511434<br>JWYQ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FERNSTATE**<br><br>**A/S Marina**<br>Fearnley & Eger<br>Oslo Norwegian | T.Mk<br>**6758**<br>3860<br>9700<br>**9405**<br>5573<br>11660 | ✠100A1 SS 9/67<br>DTm & DTsa—veg. oil or latex<br>Fwd 'tween dk tank—latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1700 EL e†2½"SQ | 1958–8 C. Connell & Co. Ltd.—Gls<br>511' 0" 64' 3" 27' 1½"/30' 0½"<br>470' 0" 64' 0" 41' 6"<br>P46' F116' 1 dk & S dk, 3rd dk in Nos. 2 & 3 holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 4" WB3437t incl. Tunnel tanks 303t DTa705t DTm805t TwDf113t | M (4P) Ref ~~OSD/CSD~~<br>5 Ho 56½', 72', 44', 44', 68½'<br>G.648840 B.589770 In 25090<br>5 Ha (stl) (29½', 38½', 38½', 38½', 33'×21')<br>20W Der 1(50) 4(10) 4(7½) 13(5) | Oil 2SA 6Cy. 750×2500 mm<br>8500bhp Doxford<br>Barclay, Curle & Co. Ltd<br>2AuxB (1 o.f 1 ex.g) 140lb<br>4×200kW 220V d.c. |
| 511435<br>LARQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **FERNVALLEY**<br><br>**A/S Glittre & A/S Marina**<br>Fearnley & Eger<br>Oslo Norwegian<br>Now **KALLIOPI L.** See New Entries No. 6 | **4504**<br>2540<br>6420<br>6133<br>3628<br>8445 | <br><br>NV | 1955 A. Stephen & Sons Ltd.—Gls<br>427' 11" 57' 1" 23' 1½"/27' 0½"<br>402' 2" 56' 11"<br>P46' B85' F72' 1 dk & S dk, 3rd dk in Nos. 1 & 3 holds | M (12P) Ref OSD/CSD<br>5 Ho 47½', 63½', 60', 67½', 65'<br>G.428510 B.388340 In 4870<br>5 Ha (stl) (22½', 34', 27½', 32½', 32½'×18')<br>16W Der 1(30) 4(10) 12(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford<br>A. Stephen & Sons Ltd<br>3×180kW 220V d.c. |

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| **FERNVIEW**<br>A/S Glittre & A/S Marina<br>Fearnley & Eger<br>Oslo<br>Norwegian | **6732**<br>3778<br>9100<br>**9690**<br>5689<br>10070 | NV | **1961** A/B Götaverken—Got<br>510' 2" 68' 2" 26' 8¼"/28' 0¾"<br>470' 0" 68' 0" 30' 6"<br>1 dk & S dk, 3rd dk in Nos. 2 & 3 holds | M (4P) Ref OSD/CSD<br>6 Ho 65', 41', 41¾', 66½', 65', 36½'<br>G.613960 B.556650 In.26610<br>5 Ha (stl) (38', 41½', 41½', 41½',<br>41½ × 20¾')<br>1 Ha (w) (13¾' × 20¾')<br>22W Der 1(75) 1(30) 14(10) 8(5) | Oil 2SA 9Cy. 760 × 1500 mm<br>11300bhp 2124½t (hvf)<br>A/B Götaverken Got<br>3 × 300kW 450V 60c/s a.c. 19k |
| **FERNWAVE**<br>A/S Glittre, D/S I/S Garonne<br>& A/S Marina<br>Fearnley & Eger<br>Oslo<br>Norwegian | **3906**<br>2026<br>6285<br>**6002**<br>3317<br>6815 | NV | **1959** A/S Stord—Lervik<br>415' 10" 57' 2" 22' 7¼"/23' 8½"<br>380' 0" 57' 0" 34 0"<br>P47' B66' F89' 1 dk & S dk | M (5P) Ref OSD/CSD<br>4 Ho 32¼', 40¾', 84', 48'<br>G.404004 B.376189<br>5 Ha (stl) (25¼', 41½', 32', 22¾',<br>32' × 21')<br>16W Der 1(30) 4(10) 12(5) | Oil 2SA 8Cy. 500 × 1500 mm<br>5100bhp B&W 734t (hvf)<br>A/S Akers M/V Osl<br>4 × 275, 275, 230, 70kW 220/440V<br>60c/s a.c. 15½k |
| **FERNWIND**<br>A/S Glittre, D/S I/S Garonne,<br>A/S Marina, A/S Varild,<br>A/S Standard & A/B<br>Navigare<br>Fearnley & Eger<br>Oslo<br>Norwegian | **20322**<br>12121<br>29861 | NV | **1963** Rheinstahl Nordseewerke—Emd<br>631' 0" 84' 7" 34' 0"<br>590' 7" 84' 4" 48' 9"<br>P132' F77' 1 dk | M Bulk Carrier Mchy.aft<br>7 Ho 52¾', 73¾', 52½', 73½', 52½', 73½',<br>52½'<br>G.1355975<br>7 Ha (28¾', 47¼', 28¾', 47¼', 28¾', 47¼',<br>28¾' × 39¼')<br>14W Der 1(5) | Oil 2SA 7Cy. 750 × 1320 mm<br>11000bhp Fiat 1793t (hvf)<br>Borsig A.G. Bln<br>3 × 340kW 220/440V 60c/s a.c. 15k |
| **FERNWOOD**<br>A/S Glittre<br>Fearnley & Eger<br>Oslo<br>Norwegian | **3468**<br>1675<br>5310<br>**5177**<br>2781<br>6790 | NV | **1957** A/S Stord—Lervik<br>397' 6" 53' 7" 21' 4¼"/24' 9½"<br>365' 0" 53' 6" 32' 5"<br>P&Q151' B27' F36' 1 dk & S dk | M Ref OSD/CSD Mchy.aft<br>4 Ho 74', 74', 62¾', 59'<br>G.378815 B.340012 In.5990<br>4 Ha (stl) (29¼', 52', 47¾', 47¾' × 21¼')<br>14W Der 1(30) 4(10) 10(5) | Oil 2SA 8Cy. 540 × 1150 mm<br>4200bhp 728t (hvf)<br>Gebr. Stork & Co. N.V. Hengelo<br>3 × 180kW 220V d.c. |
| **FERONIA**<br>exOrient City-58<br>East & West Steamship Co.<br>(1961)<br>Karachi<br>Pakistan | **5154**<br>2910<br>9040 | **BS✻** Dr 6/65<br>with freeboard<br>**MBS✻**<br>MN414 CT6671 C37 S32 | **1940**-7 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>438' 0" 56' 10" 25' 1"<br>415' 9" 56' 6" 36' 11"<br>F32' 1 dk & S dk<br>7BH<br>WB2099t | S OSD<br>G.541076 B.499925<br>10W | T 3Cy. 24" 39" & 68" × 48"<br>2300ihp 1566t (o.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Nwc<br>NB✻made50fitted52<br>3 SB 220lb Spt hs7840 10½k |
| **FERRER TUR**<br>Juan Ferrer Sánchez<br>Huelva<br>Spanish | **200**<br>79<br>— | BV | **1965** Const. Nav. P. Freire—Vgo<br>104' 8" 23' 2" 9' 6"<br>90' 7" 22'11½" 11' 8"<br>1 dk | M Trawler Mchy.aft | Oil<br>450bhp<br>A/S Volund Cpn |
| **FERRO**<br>Smelet Ferro<br>Lykkes Rederi A/S<br>Trondheim<br>Norwegian | **298**<br>163<br>605 | NV | **1965** Örens M/V—Tdh<br>166' 1" 28' 7" 10' 5½"<br>150' 11" 28' 6½"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho<br>G.48000 B.44000<br>1 Ha (80¾' × 18¾')<br>Der 3(3) | Oil 4SA 12Cy. 6¼" × 8"<br>765bhp (d.o)<br>Caterpillar Tractor Co. Peoria<br>Controllable pitch propeller |
| **FERROCRETE**<br>Greenhithe Lighterage Co.<br>Ltd.<br>London<br>British | **158**<br>70<br>200 | | **1927** J. Pollock, Sons & Co. Ltd.—<br>Faversham<br>104' 0" 21' 6"<br>21' 4"<br>1 dk<br>R | M<br>1 Ho 49'<br>1 Ha (35' × —')<br>1W Der 1(¾) | Oil 2SA 2Cy. 420 × 480 mm<br>J. & C. G. Bolinders M/V A/B Skm<br>7k |
| **FERRY CAPRI**<br>exSchleswig-Holstein-65<br>F. Giufire<br>Castellammare di Stabia Italian<br>CANCEL ALL PARTICULARS | **396**<br>201<br>180 | RI | **1958** Husumer Schiffsw.—Husum<br>150' 6" 29' 0" 6' 0"<br>137' 10" 27' 3" 9' 11"<br>1 dk<br>RW | TM (501P) Mchy.aft | 2 Oil 4SA each 6Cy. 215 × 360 mm<br>480bhp (d.o)<br>Masch. Kiel A.G. Kel<br>2 × 20, 10kW 220/380V a.c.<br>Controllable pitch propellers |
| **FERRYHILL**<br>exMoray Firth-59<br>Aberdeen Coal & Shipping<br>Co. Ltd.<br>Aberdeen<br>British | **567**<br>296<br>740 | **✠100A1** SS 8/66<br>**✠LMC**<br>EL h | **1946**-5 J. Lewis & Sons Ltd.—Abn<br>174' 10" 28' 1" 12' 1½"<br>162' 0" 28' 0" 12' 3"<br>P33' Q72' B9' F22' 1 dk<br>NS 3BH<br>WB189t | M Mchy.aft<br>G.36060 B.34660<br>2W Der 2(2) | Oil 2SA 6Cy. 250 × 420 mm<br>450bhp 28t<br>British Polar Engines Ltd. Gls<br>10k |
| **FERRYMAR III**<br>exTurist Expressen-62<br>exNorden-62 exHalladale-62<br>Ferry Boats Margarita C.A.<br>"Ferrymar"<br>Pampatar<br>Venezuelan | **1441**<br>477<br>— | **✠Class WITHDRAWN**<br>8/68 | **1944**-5 A. & J. Inglis Ltd.—Gls<br>301' 7" 36' 7" 10' 9⅛"<br>283' 10" 36' 6" 17' 6"<br>B&F202' 2 dks<br>8BH<br>WB130t incl. DTsa66t DTsf31t<br>~~SURVEYS OVERDUE—CLASS SUSPENDED 3/66~~ | TS Ferry<br>conv 50 | 4 S Turb sr geared to 2 sc. shafts<br>6500shp 130t (o.f)<br>C. A. Parsons & Co. Ltd. Nwc<br>2WTB 250lb hs12444 17½k |
| **FERTILIA**<br>VETRANSMAR Veneziana<br>Transporti Marittimi S.a.S.<br>Venice<br>Italian | **1598**<br>924<br>2513 | RI | **1956** Cant. Nav. Breda—Ven<br>276' 6" 37' 11" 17' 4⅝"<br>257' 0" 37' 9" 20' 0"<br>P19' B51' F27' 1 dk<br>RW | M<br>4 Ho<br>G.114574 B.103948<br>8W Der 2(10) 8(3) | Oil 2SA 6Cy. 460 × 800 mm<br>1275bhp 86t<br>Franco Tosi S.p.A. Legnano<br>11½k |

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| 511448<br>PEBP<br><br>Df Esd<br>Rdr<br>RTm/h/v | **FES**<br><br>**G. Kuur**<br>Kamp's Scheepv. &<br>Handelmaats. N.V.<br>Groningen Netherland | **498**<br>291<br>960 | ✠100A1 SS 3/67<br><br>✠LMC<br>✠Lloyd's RMC<br>MN287 EL o1¾"SQ | **1962**–4 E. J. Smit & Zn's Scheeps.—<br>Westerbroek<br>249' 11" 35' 1" 12' 2½"<br>223' 5" 34' 5" 19' 10"<br>P54' F33' 1 dk & S dk<br>RW Coll & Mchy. BH to S dk 2 to 2nd dk<br>rf 4" WB367t | M Ref OSD Mchy.aft<br>4 Ho 59¼', 65¼', 86¼', 76¾'<br>G.85000 B.78000 In.25950<br>3 Ha (stl) (6½'×6½') (71' comb.,<br>35½'×19¾')<br>Der 4(10) 2(5) | Oil 2SA 8Cy. 300×500 mm<br>1435bhp Bolnes<br>Schps. L. Smit & Zn<br>3×65kW 220V d.c. |
| 519117<br><br><br>Df Esd<br>Rdr<br>RTm/h/v | **FESTIVITY**<br>exKohima-66<br>**Puntar Maritime S.A.**<br>Panama Panamanian | **5578**<br>3300<br>9300<br>7405<br>4510<br>— | ✠100A1 SS 8/65<br><br>✠LMC<br><br>MN660 EL b†2 1/16"SQ | **1953**–5 Lithgows Ltd.—P.Gl<br>454' 10" 58' 2" 25' 1½"/—<br>430' 7" 58' 0" 37' 4"<br>F41' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2912t incl. DTm1505t | M OSD/CSD<br>4 Ho 68½', 87¾', 33¾' DT, 33¾' DT, 64½',<br>75'<br>G.578288 B.534155<br>5 Ha (31½', 31', 31', 31', 31'×22')<br>10W Der 2(12) 2(10) 6(5) | Oil 4SA 8Cy. 740×1500 mm<br>3300bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 120lb<br>2×40, 30kW 220V d.c. |
| 541994<br>GMJN<br>304695<br>RT | **FESTIVITY**<br><br>**F. T. Everard & Sons Ltd.**<br>London British | 199<br>99<br>— | ✠100A1 SS 8/67<br>U.K. Eire & between River<br>Elbe & Brest<br>✠LMC<br>MN45 EL c | **1963**–9 Fellows & Co. Ltd.—Yar<br>109' 9" 25' 4" 9' 3½"<br>101' 6" 25' 0" 10' 0"<br>Ba22' F10' 1 dk<br>RW 3BH<br>rf nil WB136t | M Mchy.aft<br>1 Ho 59¼'<br>G.13229 B.12362<br>1 Ha (43¾'×17')<br>1W Der 1(1) | Oil 4SA 4Cy. 8¾"×11½" with<br>gear<br>225bhp<br>Lister Blackstone Mar. Ltd. |
| 661228<br>9GUW<br>316544<br>Esd Gc<br>Rdr<br>RTm/h | **FESU**<br><br>**Government of the Republic**<br>**of Ghana**<br>Takoradi Ghanaian<br>Mankoadze Fisheries Ltd. (Mgrs.) | 1077<br>515<br>1417 | ✠100A1<br><br>✠LMC<br>✠Lloyd's RMC<br>MN308 EL m1½"SQ | **1966**–7 Shikoku Dock Co.—Takamatsu<br>215' 10" 36' 2" 14' 9½"<br>196' 10" 36' 1" 17' 5"<br>P64' F26' 1 dk<br>RW 5BH<br>rf 4" WB422t incl. DTf70t | M Fish Carrier Ref Mchy.aft<br>2 Ho 55¾', 52½<br>In.41309<br>2 Ha (stl) (each 9¾'×7½')<br>Der 4(1½) | Oil 2SA 5Cy. 350×620 mm<br>1540bhp B&W<br>Mitsui Zosen<br>2×150kW 445V 50c/s a.c. |
| 511449<br>TCXQ<br>4386<br>Df Esd<br>Gc Rdr<br>RTm/h | **FETHIYE**<br><br>**Sitki Kocman & Selahattin**<br>**Göktug**<br>Istanbul Turkish | 3166<br>1645<br>5121<br>4443<br>3076<br>6243 | ✠100A1 SS 7/65<br>Str. nav. ice<br>✠LMC<br><br>MN672 EL x1 11/16"SQ | **1957**–4 A.G. "Weser" Werk Seebeck<br>—Bhn<br>377' 8" 52' 0" 20' 10"/23' 4½"<br>345' 10" 51' 10" 29' 6"<br>F41' 1 dk & S dk<br>RW 6BH to U dk 1 to 2nd dk<br>rf 4" WB1338t incl. DTf287t | M OSD/CSD Mchy.aft<br>3 Ho 48', 82', 80'<br>G.311590 B.279320<br>3 Ha (stl) (50', 55', 55'×19¾')<br>10W Der 1(50) 1(15) 10(3–5) | 2 Oil 4SA each 8Cy.<br>hydraulic coupling & sr gear<br>sc. shaft<br>3360bhp<br>Masch. Augsburg-Nürnberg<br>3×150, 100, 100kW 230V d.c. |
| 671933<br><br>325746 | **FEUX FOLLETS**<br><br>**Papachristidis Co. Ltd.**<br>Montreal Canadian<br>For later particulars see New Entries No. 4 | 18045<br>13006<br>27100 | 100A1<br>for restricted service<br>Class contemplated | Collingwood Shpyds—Clw<br>730' 0" 75' 3"<br>709' 0" 75' 0½" 39' 8"<br>RW | S Bulk Carrier Mchy.aft | 2 S Turb dr geared to sc. shaft<br><br>Canadian Gen. Elec. Co. Ltd.<br>Peterborough |
| 511450<br>TCBA<br>1920 | **FEVZI-KALKAVAN**<br>exKartaltepe-58<br>exKenan exInonu 2-33<br>exIn-Eunu II exReliance<br>**Ibrahim Kalkavan ve Ziya**<br>**Kalkavan**<br>Istanbul Turkish | 209<br>138<br>260 | ✠<br><br>BV | **1903**–11 Cochrane & Sons—Sel<br>*110·0'* 21' 1"<br>... ... ...<br>1 dk<br>R | M | Oil 2Cy. 545×355 mm<br><br>Skandiaverken A/B |
| 511451<br>TCYD<br>435 | **FEYYAZ**<br><br>**A. & S. Ayral**<br>Istanbul Turkish | 202<br>147<br>— | | **1891**<br>*119·1'* 18' 0"<br>... ... ...<br>1 dk<br>R | M | 2 Oil 2SA each 350×400 mm<br>sc. shaft<br>Emaded&refitted—<br>J. & C. G. Bolinders M/V |
| 527743<br><br><br>Df Esd<br>Pfd Rdr<br>RTh | **FHENIX**<br>exPhønix-67<br>**Roberto Martinetti**<br>Olbia Italian | 494<br>219<br>865 | ✠Class **WITHDRAWN**<br>at Owners' request<br>6/68 | **1956**–4 Uddevallavarvet A/B—Udv<br>216' 4" 33' 7" 12' 4¾"<br>198' 0" 33' 0" 19' 10"<br>RFD23' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 4" WB285t | M OSD Mchy.aft<br>1 Ho 136½' 1 TwD 136½'<br>G.64000 B.58000<br>2 Ha (stl) (26¾'×15') (56'×16')<br>3W Cr 1 Der 2(5) 4(2) | Oil 4SA 6Cy. 385×580 mm<br>1150bhp<br>Masch. Kiel A.G.<br>3×37kW 220V d.c. |
| 511452<br>ICFI<br>531<br>Df Esd<br>Gc Rdr<br>RTm | **FIACCOLA**<br><br>**"Citmar" Cia. Italiana**<br>**Trasporti Marittimi**<br>Venice Italian | 12460<br>7487<br>18900 | RI<br><br>✠Classed LR until 5/65 | **1954**–5 C.R.D. Adriatico—Mfl<br>564' 7" 73' 6" 30' 8½"<br>528' 3" 72' 11" 39' 11"<br>P120' F54' 1 dk<br>RW | M Tanker Mchy.aft<br>21 Ta<br><br><br>Der 6(5) | Oil 2SA 10Cy. 720×1250 mm<br>7000bhp Sulzer<br>C.R.D. Adriatico<br>3×240kW 220V d.c. |
| 511453<br>IBFA<br>2973<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FIAMMA**<br><br>**"Citmar" Cia. Italiana**<br>**Trasporti Marittimi**<br>Genoa Italian | 12451<br>7489<br>19260 | RI<br>✠LR class withdrawn—<br>Owners' request 5/67 | **1953**–6 C.R.D. Adriatico—Mfl<br>564' 7" 73' 6" 30' 8½"<br>528' 3" 72' 11" 39' 11"<br>P120' F54' 1 dk<br>RW | M Tanker Mchy.aft<br>21 Ta<br><br><br>Der 6(5) | Oil 2SA 10Cy. 720×1250 mm<br>7000bhp Sulzer<br>C.R.D. Adriatico<br>3×240kW 220V d.c. |
| 542706<br>GMNU<br>306477<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FIAN**<br><br>**Elder Dempster Lines Ltd.**<br>Liverpool British | 7689<br>4072<br>8150 | ✠100A1 CS 3/68<br>DTsm and 'tween dk<br>tanks amids—veg. oil.<br>latex or glycerine<br>✠LMC<br>MN1480 EL c†2¼"SQ | **1964**–4 Lithgows Ltd.—P.Gl<br>465' 0" 62' 4" 25' 5½"<br>430' 2" 62' 0" 36' 0"<br>P37' B75' F48' 2 dks<br>RW NS in Nos. 1, 2, 3, 4 & 5 'tween dks<br>& No. 2 hold 6BH<br>rf 4" WB2624t incl. DTsmf1511t | M Ref<br>4 Ho 56½', 72', 30' DT, 30' DT, 30' DT,<br>30' DT, 70', 44½'<br>G.513037 B.473955 In.3370<br>5 Ha (stl) (22½'×18') (37½', 45', 32½',<br>27½'×22')<br>16W Der 1(80) 2(30) 4(15) 2(12½) 4(7½)<br>6(5) | Oil 2SA 5Cy. 760×1550 mm<br>7400bhp Sulzer<br>Fairfield-Rowan Ltd.<br>2AuxB (1 o.f 1 ex.g)<br>4×200kW 220V d.c. |

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| **FIAT**<br>P. Hekman<br>N.V. "Asad"<br>Dordrecht<br>Netherland | 500<br>279<br>690 | ✠100A1<br>✠LMC<br>MN80 | SS 5/64<br>EL g | 1956-4 Gebr. Bodewes Schps. "Volharding"—Foxhol<br>168' 7" 27' 6" 11' 2½"<br>155' 1" 27' 3" 11' 5"<br>P39' Q58' F23' 1 dk<br>RW 3BH<br>rf nil WB170t incl. DTf130t | M Mchy.aft<br>1 Ho<br>G.35600 B.34000<br>2W Der 2(2) | Oil 4SA 8Cy. 285×420 mm<br>400bhp 52t<br>Masch. Augsburg-Nürnberg Aug<br>10k |
| **FICARIA**<br>Det forenede Dampskibs-Selskab A/S<br>Esbjerg<br>Danish | 1811<br>855<br>2390 | | BV | 1951 Helsingör Skibs. & Msk.—Hsg<br>331' 8" 46' 0" 18' 4"<br>45' 10"<br>1 dk & S dk<br>rf 4" | M (8P) Ref OSD<br>5 Ho 32¾', 39¼', 46½', 49¼', 44¼'<br>G.144720 B.137330 In.137330<br>5 Ha (20¼'×14') (24¾', 29¼', 20½', 20½'×17')<br>10W Der 1(15) 10(3) | Oil 2SA 8Cy. 500×900 mm<br>3200bhp B&W 188t (hvf)<br>Helsingör Skibs & Msk. Hsg<br>3×80kW 220V d.c. 14½k |
| **FIDELIO**<br>Petroleum Marine Carriers Corporation<br>Monrovia<br>Liberian | 46382<br>36774<br>95648 | | AB | 1966 Ishikawajima-Harima Hvy Ind.—Yka<br>872' 9" 127'11" 44' 10⅛"<br>833' 4" 127' 9" 61' 4"<br>F61' 1 dk<br>rf nil | S Tanker Mchy.aft<br>9 Ta | 2 S Turb dr geared to sc. shaft<br>21000shp 5988t (o.f)<br>Ishikawajima-Harima Hvy Ind. Tok<br>2×780kW |
| **FIDELITY**<br>exComet Beauty-60<br>exAfaea-63 exFagerfiell-62<br>Fidelity Maritime Corp.<br>Monrovia<br>Liberian | 12107<br>7068<br>18503 | | NV | 1953 Kieler Howaldtswerke A.G.—Kel<br>569' 6" 71' 8" 30' 6½"<br>71' 3"<br>P125' B36' F63' 1 dk<br>RW | M Tanker Mchy.aft<br>21 Ta | Oil 2DA 6Cy. 720×1200 mm<br>1897t<br>Kieler Howaldtswerke A.G. Kel<br>14k |
| **FIDELITY**<br>exKindat-63<br>St. Thomas Shipping Co. Inc.<br>Panama<br>Panamanian | 5503<br>3200<br>—<br>7196<br>4287<br>9400 | ✠100A1 with freeboard<br>✠LMC<br>MN660 | SS 6/67 ~~SS 5/62~~<br>EL b†$2\frac{1}{16}$"SQ | 1950-3 Lithgows Ltd.—P.Gl<br>454' 10" 58' 2" 25' 1½"/26' 7½"<br>430' 7" 58' 0" 37 3"<br>F41' 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB3312t incl. DTm1507t | M OSD/CSD<br>4 Ho 68½', 87¾', 36¼' DT, 64½', 75'<br>G.582816 B.535544<br>5 Ha (stl) (each 11½ ×5')<br>10W Der 1(12) 1(10) 3(5) | Oil 2SA 4Cy. 600×2320 mm<br>3200bhp Doxford 944t (d.o)<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 120℔<br>2×35, 23kW 110V d.c. 12k |
| **FIDENTIA**<br>exKepwickhall-66<br>Metcalfe Shipping Co. Ltd.<br>Metcalfe Son & Co.<br>W. Hartlepool<br>British | 5568 ~~5779~~<br>2991 ~~3002~~<br>9480 | ✠100A1<br>✠LMC<br>MN960 | SS 8/65<br>EL b†$2\frac{1}{16}$"SQ | 1956-11 Wm. Doxford & Sons (S.B.) Ltd.—Sld<br>469' 1" 59' 5" 25' 5"<br>435' 0" 59' 2½" 37' 8"<br>F43' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2679t incl. DTm1219t | M OSD<br>5 Ho 63', 89½', 29', 65¾', 84'<br>G.585370 B.528690<br>2 Ha (w) (each 31½'×22')<br>1 Ha (alu) (31½'×22')<br>2 Ha (w) (each 31½'×22')<br>10W Der 1(25) 10(5) 1(3) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp 1100t (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB 120℔<br>3×75, 75, 50kW 220V d.c. 13¾k |
| **FIDES**<br>Scula Oceanica S.A.<br>Palermo<br>Italian | 16100<br>9154<br>— | | AB RI | 1964 C.R.D. Adriatico—San Marco<br>635' 3" 76' 2" 33' 11½"<br>587' 3" 75' 9½" 45' 7"<br>P & B143' F72' 1 dk<br>RW<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.1158775 B.1099409<br>7 Ha<br>1W Der 1(1) | Oil 2SA 9Cy. 750×1320 mm<br>10800bhp Fiat 1444t<br>C.R.D. Adriatico Tri<br>16k |
| **FIDES**<br>exOkeanis-66 exOceana-60<br>exMerchant Royal-51<br>exOcean Trader-47<br>Salinamar S.A.<br>Panama<br>Panamanian<br>Now **DEFIS** See New Entries No. 5 | 7085<br>4341<br>10490 | ✠100A1 with freeboard<br>**LMC** | Dr 1/65<br>EL a† | 1942-7 Todd-Bath Iron S.B. Corp.—P.Me<br>441 6" 57' 0" 26' 10¾"<br>416' 6" 56' 11" 37' 4"<br>2 dks<br>RW 6 divisional WTBH in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 6" WB2334t incl. DTa734t | S<br>5 Ho 60¾', 72½', 32½', 45', 70'<br>G.540747 B.488599<br>6 Ha (33¾', 35', 15', 8', 35', 35'×20')<br>11 W Der 1(50) 1(15) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1068t (o.f)<br>General Mchy. Corp. Hamilton<br>3 SB 220℔ Spt hs(7140) 9cf 10k |
| **FIDRA**<br>The South Georgia Co. Ltd.<br>Chr. Salvesen & Co. Ltd.<br>Leith<br>British<br>Now **AJAX** See New Entries No. 9 | 1333<br>597<br>1504 | ✠100A1<br>✠LMC<br>MN194 | SS 10/66<br>EL n $1\frac{5}{16}$"SQ | 1956-11 James Lamont & Co. Ltd.—P.Gl<br>229' 9" 35' 5" 15' 0¾"<br>215' 0" 35' 0" 15' 4"<br>P35' Q149' F23' 1 dk<br>RW NS 6BH<br>rf 4" WB576t incl. DTf176t | M Mchy.aft<br>3 Ho 44½', 39½', 42½'<br>3 Ha (stl) (27¾'×21¼') (27½', 25½'×22¾')<br>Der 1(5) 2(3) | Oil 2SA 8Cy. 12½"×18½"<br>968bhp (d.o)<br>H. Widdop & Co. Ltd. Keighley<br>2×50kW 220V d.c. |
| **FIDUCIA**<br>exVestri-67 exMarianne-60<br>Transmarina ~~S.K.C.~~ S.n.C.<br>Savona<br>Italian | 11633 ~~11702~~<br>6787 ~~7257~~<br>18000 | ✠Class **WITHDRAWN** at Owners' request 6/68 | RI | 1953-12 Eriksbergs M/V A/B—Got<br>559' 5" 70' 0" 30' 5"<br>526' 6" 69' 9" 39' 3"<br>P111' B37' F69' 1 dk<br>16BH<br>WB1354t incl. DTf675t | M Tanker Mchy.aft<br>27 Ta<br>L.863000<br>Der 6(5) 2(1½) | Oil 2SA 9Cy. 750×1400 mm<br>7290bhp B&W 1479t (hvf)<br>Eriksbergs M/V A/B Got<br>2AuxB 180℔<br>3×230, 230, 145kW 220V d.c. 15¼k |
| **FIDUCIA**<br>Fiducia Schiffahrts-Gesellschaft m.b.H.<br>Reederei J. Jost<br>Flensburg<br>W. German | 2447<br>1641<br>3800 | | GL | 1967 Werft Nobiskrug—Rendsburg<br>338' 3" 44' 5" 19' 5"<br>322' 4" 44' 4" 25' 9"<br>Q170' B55' F39' 1 dk | M Mchy.aft<br>2 Ho 91', 98'<br>G.180000 B.168000<br>2 Ha (stl) (each 65½'×23')<br>4W Der 2(10) 2(3-5) | Oil 4SA 6Cy. 450×550 mm<br>2300bhp 260t (d.o)<br>Atlas-Mak Masch. Kel<br>13½k |
| **FIDUCIA**<br>exWilly Alida-61<br>F. Kuyt & Zonen<br>Katwijk a/Zee<br>Netherland | 119<br>39<br>— | | | 1959 D. & J. Boot Schps. "De Industrie"—Alp<br>83' 5" 20' 8" 10' 2"<br>72' 2" 20' 4" 11' 4"<br>RW | M Trawler | Oil 4SA 5Cy. 250×350 mm<br>D. & J. Boot "De Industrie" Alp |

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| 511463<br>PEBT<br><br>Df Rdr<br>RTm/v | **FIDUCIA II**<br><br>**C. Minnaar N.V.**<br>Ripmeester & Co. N.V.<br>Rotterdam Netherland | 300<br>139<br>360 | | <br><br>BV | 1957 Niestern Schps. Unie N.V.—<br>Hellevoetsluis<br>147' 4" 24' 11" 9' 4½"<br>132' 1" 23' 11½" 9' 10"<br>1 dk<br>RW | M<br>1 Ho 59¾'<br>G.18800 B.17250<br>1 Ha (60'×14½')<br>2W Der 2(1) | Oil 4SA 6Cy. 290×450 mm<br>395bhp<br>Appingedammer Brons.<br>2×10kW 110V d.c. |
| 511464<br><br>183498 | **FIELD**<br><br>**British Road Services Ltd.**<br>Cowes British | 133<br>90<br>— | | | 1949 J. Bolson & Son Ltd.—Poo<br>80' 10" 19' 7"<br>19' 5"<br>1 dk<br>R | TM<br>1 Ho 49'<br><br>1 Ha (43'×15')<br>1W Der 1(30) | 2 Oil each 3Cy. 150×230 mm<br>132bhp<br>Bergius Co. Ltd. |
| 511465<br>DNBD<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FIEPKO TEN DOORNKAAT**<br><br>**Partenreederei "Fiepko Ten Doornkaat"**<br>Bernhard Schulte<br>Hamburg W. German | 3169<br>2051<br>5015 | | <br><br>GL | 1962 Jos. L. Meyer—Papenburg<br>321' 3" 46' 11" 22' 11"<br>295' 7" 46' 7" 26' 7"<br>Q19' B24' F31' 2 dks<br><br>rf 2" | M CSD Mchy.aft<br>3 Ho 88½', 71½', 43'<br>G 243325 B.226261<br>4 Ha (stl) (23¾', 32½', 44½', 23¾'×23')<br>10W Der 1(15) 1(10) 9(5) | Oil 4SA 8Cy. 520×740 mm<br>2880bhp<br>Masch. Augsburg-Nürnberg<br>4×125, 125, 125, 61kW 440V |
| 511467<br>GVZF<br>187309<br>Df Pfd<br>RTm/v | **FIERY CROSS**<br><br>**Tees Towing Co. Ltd.**<br>Wm. Crosthwaite & Son<br>Middlesbrough British | 192<br>—<br>49 | ✠100A1<br>tug<br>✠LMC<br><br>MN220 | SS 10/65<br><br><br><br>EL (c) | 1957–5 Scott & Sons—Bwg<br>104' 6" 26' 11" 11' 9"<br>95' 6" 26' 6" 12' 9"<br><br>R 3BH<br>rf 24" BK6" | M Tug | Oil 2SA 6Cy. 14½"×19" with<br>sr & reverse gear<br>1100bhp<br>Crossley Bros.<br>1×10kW 110V d.c. |
| 541522<br>SYON<br>2126<br>Df Rdr | **FIESTA**<br>exCarina–64 exBarrow Queen–63<br>exMona's Queen–62<br>**International Cruises S.A.**<br>Piræus Greek | 3158<br>1075<br>— | ✠100A1<br>Western Mediterranean coasting, East Mediterranean, Red & Black Sea service, also remainder of Mediterranean March to November & to Casablanca April to October<br>✠LMC | M3/68–9mos.<br><br><br><br><br><br><br><br><br>EL (v)2" | 1946–6 Cammell Laird & Co. Ltd.—Bkn<br>345' 0" 47' 2"<br>325' 10" 47' 0" 18' 0"<br>B223' Upr B239' 2 dks, 3rd dk clear of mchy. space<br>10BH to 2nd dk<br>WB326t | TS Ferry (378P) | 4 S Turb sr geared to 2 sc. shafts<br>8500shp<br>Cammell Laird & Co. Ltd.<br>3WTB 250lb hs(13560) |
| 671463<br>TFNJ<br><br>Df Esd<br>Pfd Rdr<br>RTh | **FIFILL**<br><br>**Einar Thorgilsson & Co. h/f**<br>Hafnarfirdi Icelandic | 347<br>142<br>— | | <br>135' 5"<br>NV | 1967 Kaarbös M/V A/S—Harstad<br>~~135' 4"~~ 25' 10" 12' 5½"<br>120' 7" 25' 7" 12' 11"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 6Cy. 280×420 mm<br>900bhp<br>Wichmann Mtrf.<br>Controllable pitch propeller |
| 670116<br><br><br> | **15 SYEZD VLKSM**<br><br>**U.S.S.R.**<br>Petropavlovsk Russian | 3170<br>1225<br>1460 | | <br>277' 11" | 1966 ......................Russia<br>~~256' 1"~~ 46' 9" 18' 8½"<br>46' 7"<br>2 dks | M Stern Trawling Factory Ship | Oil<br>2000 bhp |
| 511468<br>JGNN<br>85039<br>Df Esd<br>Rdr RT | **52 GOYOZAN MARU**<br><br>**Kamaishi Kairiku Unso K.K.**<br>Kamaishi Japanese | 974<br>476<br>1520 | | <br><br>NK | 1961 Shikoku Dock Ind. Co.—<br>Takamatsu<br>*209·9'* 33' 0" 14' 11"<br>206' 9" 32' 10" 16' 10"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.65015 B.60459<br>1 Ha (99¾'×16½')<br>6W Der 4(7) | Oil 4SA 6Cy. 380×520 mm<br>325bhp<br>Nippon Hatsudoki<br>2×15kW 100V d.c. |
| 671228<br><br>317935 | **FIFTY TWO MILES**<br><br>**G. W. Minns**<br>Nassau British | 143<br>91<br>— | | alt 66 | ......................<br>*110·0'* 18' 2"<br>... ... ...<br>1 dk | Wood TM | 2 Oil each 8Cy. 5½"×8"<br>400bhp NE66<br>Gardner Engines (Sales) Lt |
| 511469<br>SFDT<br>9943<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FIGARO**<br><br>**Rederi A/B Walltank**<br>O. Wallenius<br>Stockholm Swedish<br><br>Now **VISHVA VIVEK** See New Entries No. 7 | 10843<br>6050<br>15010 | ✠100A1<br><br>✠LMC<br><br>MN1260 | SS 6/64<br><br><br><br>EL f†2½"SQ | 1959–8 A.G. "Weser"—Bmn<br>521' 10" 65' 6" 30' 4½"<br>485' 0" 65' 3" 41' 6"<br>F46' 2 dks<br>7BH NS<br>rf 3" WB2927t | M<br>5 Ho 64½', 72½', 74½', 82', 73½'<br>G.775913 B.714428<br>5 Ha (stl) (33½', 43½', 43½', 38½', 38½'×23')<br>12W Der 1(20) 6(7½) 6(5) 1(3) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp<br>Masch Augsburg-Nürnberg<br>WTAuxB 85lb<br>3×215kW 440V 60c/s a.c. |
| 511470<br>GRCR<br>185469<br>RT | **FIGHTING COCK**<br><br>**Liverpool Screw Towing Co. Ltd.**<br>Brian S. Clarke<br>Liverpool British | 218<br>—<br>— | <br><br>✠Classed LR until 7/65 | | 1953–6 Cammell Laird & Co. Ltd.—Bkn<br>105' 7" 26' 11" 12' 4"<br>98' 0" 26' 9" 13' 3"<br>RW<br>BK7½" | S Tug | T 3Cy. 17" 27½" & 45"×30"<br>1200ihp<br>Cammell Laird & Co. Ltd |
| 512738<br>JIKV<br>67126<br>Df Esd<br>Gc Rdr<br>RTm/h | **FIJI MARU**<br>exGekko Maru No. 2–64<br>exGekko Maru–63<br>**Daiwa Kaiun K.K.**<br>Osaka Japanese | 6808<br>3966<br>9635 | | <br><br>~~AB~~ NK | 1951 Hitachi Zosen—Hma<br>446' 10" 57' 7" 27' 7½"<br>420' 0" 57' 5" 34' 5"<br>P25' B129' F39' 2 dks<br>RW<br>rf 3" | M (9P)<br>5 Ho 57', 61', 33¾', 85½', 52½'<br>G.495361 B.445885<br>5 Ha (26¾', 41½', 23', 50½', 23¾'×21½')<br>Der 1(50) 4(10) 8(5) | Oil 2SA 6Cy. 600×1060 mm<br>4000bhp NE59<br>Mitsubishi Zosen<br>2×160kW 220V 60c/s a.c. |
| 511473<br><br>186991<br>Df Esd<br>Pfd RT | **FILBY QUEEN**<br><br>**Talisman Trawlers (North Sea) Ltd.**<br>Lowestoft British | 181<br>65<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN70 | ~~SS 4/66~~<br>SS 12/67<br><br><br>EL (c)h | 1955–1 J. Lewis & Sons Ltd.—Abn<br>*104·0'* 22' 1"<br>100' 0" 22' 0" 10' 9"<br>F18'<br>4BH | M Trawler | Oil 2SA 6Cy. 280×360 mm<br>350bhp<br>Crossley Bros. Ltd. |

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| **FILIA**<br>exYewpark-66 exAvonwood-60<br>**Friendship Corp. S.A.**<br>Eptanisiaki Shipping Co. Ltd.<br>Greek | **1596**<br>826<br>2250 | ✠100A1<br>✠LMC | SS 4/64<br>EL q | **1944-5** Hall, Russell & Co. Ltd.—Abn<br>258′ 0″ 39′ 1″ 17′ 5½″<br>254′ 0″ 38′ 9″ 18′ 8″<br>Q60′ B88′ F27′ 1 dk<br>R 5BH shortened 53<br>WB695t | M Mchy.aft<br>3 Ho 40⅓′, 38′, 81′<br>G.125306 B 116536<br>3 Ha (23¾′×22½′) (18½′×24′)<br>(45′×16¾′)<br>8W Der 3(3) | Oil 2SA 6Cy. 340×570 mm<br>960bhp 180t (d.o)<br>British Auxiliaries Ltd. Gls<br>3×65, 18, 18kW 220V d.c. 10k |
| **FILIA**<br>exObstiné-66 exMenhir-50<br>exNorbihan-49<br>**Lambis Hadjivasiliou**<br>Piræus<br>Greek | **191**<br>49<br>— | | BV | **1943** At. & Ch. de Bretagne S.A.—Nts<br>105′ 0″ 24′ 4″ 12′ 5½″<br>24′ 2″<br>R | S Salvage Tug | T 3Cy. 13½″ 22″ & 36″×26$\frac{3}{16}$″<br>600ihp Emade18fitted43 60t (o.f)<br>Nat. Mar. Eng. Wks Scranton<br>1×10kW 110V d.c. 11k |
| **FILIMON SÂRBU**<br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza<br>Roumanian | **196**<br>84<br>— | | | **1947** Cant. del Mediterraneo—Gen<br>*89·8′* 23′ 4″<br>… … … | M Tug | Oil 4SA 6Cy. 370×560 mm<br>S.A. Ansaldo Gen |
| **FILIPINAS I**<br>**PhilippineBulkShippingInc.**<br>~~Republic of the Philippines~~<br>Manila<br>Philippine | **12949**<br>8516<br>21793 | | AB | **1967** Osaka Zosensho—Osa<br>543′ 0″ 76′ 2″ 31′ 3⅝″<br>511′ 10″ 76′ 1″ 44′ 3″<br>1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>5 Ho<br>G.983000 B.965000<br>5 Ha | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Uraga Hvy Ind. Ltd. Tamashima |
| **FILIPPO**<br>exStina-64 exHoflaan-60<br>**Soc. Navigazione "Tresole"**<br>Cagliari<br>Italian | **500**<br>268<br>780 | ✠Classed LR until 10/65 | RI | **1950-10** De Haan & Oerlemans—Heusden<br>183′ 0″ 28′ 8″ 11′ 5¼″<br>169′ 3″ 28′ 6″ 12′ 8″<br>P40′ F28′ 1dk<br>RW | M Mchy.aft<br>1 Ho 114¾′<br>G.36751 B.33924<br>2W | Oil 4SA 8Cy. 285×420 mm<br>500bhp 59t<br>Masch. Augsburg-Nürnberg Aug<br>10k |
| **FILIUS**<br>exSonja II-64 exHeinrich<br>Parchmann-62<br>exNassauhaven-57<br>**Gezina Schepers**<br>Schulte & Bruns<br>Bremen<br>W. German<br>Now **ANDREA URSULA** See New Entries No. 1 | **385**<br>193<br>522 | *Classed BC until 11/58 | GL | **1946-7** Schps. Waterhuizen J. Pattje—Waterhuizen<br>159′ 6″ 26′ 2″ 8′ 10¼″<br>142′ 1″ 26′ 0″ 10′ 6″<br>Q50′ P40′ F19′ 1 dk | M Mchy.aft<br>1 Ho 88¼′<br>G.26488 B.24200<br>1 Ha (30′×16¼′)<br>2W Der 2(2) | Oil 4SA 6Cy. 290×450 mm<br>300bhp 23t<br>Appingedammer Brons. Apg<br>9k |
| **FILOMENA MATACENA**<br>Caronte **S.p.A.**<br>Messina<br>Italian | ~~950~~ **956**<br>~~400~~ 351<br>~~555~~ 563 | | RI | **1967** Cant. Nav. Cassaro—Mes<br>211′ 7″ 32′ 1″ 9′ 3″<br>32′ 0″ 14′ 5″<br>1 dk | TM Ferry | 2 Oil 4SA each 8Cy. 220×270 mm<br>2600bhp 125t<br>Fiat S.G.M. Tur<br>2×80kW 380V 50c/s a.c. |
| **FILTRIC**<br>exBaron Berwick-65<br>Maureen **Corp.**<br>Piræus<br>Greek | **7541**<br>4296<br>— | ✠100A1<br>✠LMC<br>MN620 | SS 11/65<br>EL b† | **1956-10** J. Readhead & Sons Ltd.—Shl<br>456′ 7″ 57′ 6″ 28′ 7½″<br>425′ 0″ 57′ 3½″ 38′ 1″<br>F38′ 1 dk & S dk<br>R NS Coll BH to S dk 7 to 2nd dk<br>rf 3″ WB2345t incl. DTf575t | S ~~OSD/CSD~~ CSD<br>G.553790 B.502020<br>5 Ha (31½′, 32½′×23′) (23′×18′)<br>(32½′, 32½′×23′) | T 3Cy. 25″ 42″ & 70″×45″ & LP turb with dr gearing & hydraulic coupling<br>3350ihp 960t (o.f)<br>John Readhead & Sons Ltd. Shl<br>3 SB 220lb Spt 580° F. hs9780 9cf |
| **FILYOS**<br>exJuno-54<br>Selim Onur & **Riza Batuk**<br>Istanbul<br>Turkish | **570**<br>296<br>585 | | | **1902** A.G. "Weser"—Bmn<br>*179·8′* 26′ 1″<br>25′ 11″ 12′ 8″<br>Q56′ B41′ F22′ 1 dk<br>R | M<br>G.36000 B.33000 | Oil 4SA 6Cy. 265×410 mm<br>495bhp Emade61fitted63<br>Ansaldo Stab. Mecc. Gen |
| **FIMONA**<br>exSimona-65<br>I/S Sito<br>Hjalmar Röed & Co.<br>Tönsberg<br>Norwegian<br>Now **KATRINA N** See New Entries No. 1 | **10339**<br>5946<br>16155 | | NV | **1953** Uddevallavarvet A/B—Udv<br>532′ 8″ 64′ 2″ 29′ 9½″<br>500′ 8″ 64′ 0″<br>P107′ B42′ F59′ 1 dk | M Tanker Mchy.aft<br>19 Ta<br>L.742000 | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp 1334t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×220V d.c. 13½k |
| **FINA ALLEMAGNE**<br>exPurfina Allemagne-60<br>Petrofina **S.A.**<br>Antwerp<br>Belgian | *13120*<br>*7420*<br>19506 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1720 | SS 6/67<br>EL I†2$\frac{7}{16}$″SQ | **1958-10** J. Boel & Fils—Tamise<br>560′ 0″ 72′ 0″ 30′ 9″<br>538′ 2″ 71′ 8″ 39′ 8″<br>P116′ B40′ F66′ 1 dk<br>14BH<br>rf nil WB1696t | M Tanker Mchy.aft<br>27 Ta 1 Ho<br>L.912246 G.27263 B.22600<br>Der 4(5) | Oil 2SA 7Cy. 740×1600 mm<br>8600bhp B&W (hvf)<br>S.A. Cockerill-Ougrée Seraing<br>2AuxB 180lb Spt e (ex.g) 180lb<br>2×325kW 440V 60c/s a.c. |
| **FINA AMERICA**<br>Petrofina **S.A.**<br>Antwerp<br>Belgian | *21292*<br>*12475*<br>33417 | | AB ~~BV~~ | **1958** Ch. Nav. de La Ciotat—La Ciotat<br>666′ 8″ 87′ 0″ 35′ 4½″<br>628′ 0″ 86′ 0½″ 46′ 1″<br>P135′ B51′ F95′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>20 Ta<br>L.1588500 HeCls. BC<br>Der 1(6) 1(5) 2(3) | 2 S Turb dr geared to sc. shaft<br>15000shp (o.f)-82pd<br>Cie. Elec. Mécanique Le Bourget<br>2×600kW 380V 50c/s a.c. 17k |
| **FINA ANGOLA**<br>exPurfina Angola-60<br>Purfina **Transports**<br>Dunkirk<br>French | **21581**<br>12661<br>33418 | | AB BV | **1959** Ch. Nav. de La Ciotat—La Ciotat<br>666′ 8″ 86′ 10″ 35′ 4½″<br>628′ 0″ 86′ 0½″ 46′ 1″<br>1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>20 Ta<br>Der 2(5) 2(4) 1(2) | 2 S Turb dr geared to sc. shaft<br>15000shp (o.f)<br>Ch. de l'Atlantique St.N<br>2×600kW 380V 50c/s a.c. 17½k |

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| 661578<br>FNSC<br><br>Df Esd<br>Gc Rdr<br>RT | **FINA BELGIQUE**<br><br>**Purfina Transports**<br>Dunkirk French | 48157<br>25991<br>73880 | <br><br>BV | 1966 Ch. Nav de la Ciotat—La Ciotat<br>820' 3" 116' 8" 41' 10"<br>772' 3" 116' 6" 63' 8"<br>1 dk | M Tanker Mchy.aft | | Oil 2SA 9Cy. 840 × 1800 mm<br>20700bhp B&W<br>Ch. de l'Atlantique |
| 511487<br>IBFQ<br>3406<br>Df Esd<br>Gc Rdr | **FINA CANADA**<br><br>**Fina Italiana S.p.A.**<br>Genoa Italian<br>Now **EMMANUEL COLOCOTRONIS** See New Entries No. 5 | 20736<br>12196<br>33250 | AB RI<br><br>✠Classed LR until 4/62 | 1957-1 S.A. Ansaldo—Gen<br>666' 4" 86' 3" 36' 0½"<br>619' 6" 85' 11½" 45' 8"<br>P137' B50' F82' 1 dk<br>rf nil | S Tanker Mchy. aft<br>30 Ta | | 2 S Turb dr geared to sc. shaft<br>14500shp<br>Ansaldo Stab. Mecc. |
| 511488<br>FOYQ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **FINA FRANCE**<br>exPurfina France-60<br>**Purfina Transports**<br>Dunkirk French | 21347<br>12466<br>32821 | <br><br>AB BV | 1957 Ch. Nav. de La Ciotat—La Ciotat<br>666' 9" 86' 10" 34' 10½"<br>628' 3" 86' 8" 45' 6"<br>P128' B21' F83' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>20 Ta<br>L.1517900<br>1 Ha (13½'×21½')<br>Der 2(5) 2(4) 2(2½) | <br><br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15000shp<br>Ch. de l'Atlantique<br>2 × 600kW 380V 50c/s a.c. |
| 511490<br>ICPA<br>3405<br>Df Esd<br>Gc Rdr | **FINA ITALIA**<br>exPurfina Italia-60<br>**Fina Italiana S.p.A.**<br>Genoa Italian<br>Now **JOHN COLOCOTRONIS** See New Entries No. 5 | 21240<br>12539<br>31522 | AB RI<br><br>✠Classed LR until 4/62 | 1956-10 Ansaldo S p.A.—Gen<br>666' 4" 86' 3" 35' 8½"<br>619' 6" 85' 11½" 45' 8"<br>P137' B50' F82' 1 dk<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1517406 | <br><br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>14500shp<br>Ansaldo Stab. Mecc. |
| 511491<br><br><br>Esd<br>RTm | **FINA LOBITO**<br><br>**Cia. de Combustiveis do Lobito (Purfina)**<br>Lobito Portuguese | 303<br>174<br>— | ✠100A1 SS 11/65<br>oil tanker<br>Angola coasting service<br>✠LMC<br>MN66 EL e | 1961-2 Est. São Jacinto S.a.r.l.—Aveiro<br>153' 0" 23' 5" 9 4½"<br>137' 10" 23' 3½" 10' 6"<br>F32' 1 dk<br>RW 9BH<br>rf 3" WB91t | M Tanker Mchy.aft<br><br><br><br>Cr 2(1) Der 1(1) | | Oil 2SA 4Cy. 245 × 330 mm<br>reverse gear<br>330bhp<br>Motorenf. Darmstadt<br>db 150lb<br>2 × 20kW 110/190V 50c/s a.c. |
| 511492<br>ONPU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FINA LUXEMBOURG**<br>exPurfina Luxembourg-60<br>exPurfina Nederland-56<br>**Petrofina S.A.**<br>Antwerp Belgian | *8768*<br>*4867*<br>13077 | ✠100A1 Dr 11/65<br>oil tanker<br>✠LMC<br><br>MN1200 EL d†2¼"SQ | 1955-9 J. Boel & Sons—Tamise<br>488' 8" 63' 2" 28' 5½"<br>459' 0" 63 0" 35' 6"<br>P103' B37' F61' 1 dk<br>9BH<br>rf ½" WB869t incl. DTf615t | M Tanker Mchy.aft<br>15 Ta 1 Ho<br>L.605189 G.13908<br><br>Der 4(5) | | Oil 2SA 7Cy. 740 × 1400 mm<br>6000bhp B&W<br>John Cockerill<br>~~8AuxB (2 o.f 1 ex.g)~~<br>3 × 66kW 115V<br>2AuxB (o.f) 185lb AuxB |
| 641762<br>ONFJ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FINA NORVEGE**<br><br>**Petrofina S.A.**<br>Antwerp Belgian<br><br>For later particulars see New Entries No. 1 | *23905*<br>*13866*<br>36130 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN2940 EL q†2¼"SQ | 1965-1 J. Boel & Sons—Tamise<br>685' 1" 86' 10" 37' 2½"<br>651' 5" 86' 8" 48' 7"<br>P166' F89' 1 dk<br>11BH<br>WB7640t incl.6998t in clean ballast tanks | M Tanker Mchy.aft<br>27 Ta<br>L.1515890<br><br>Cr 2(1) Der 2(5) | <br><br>HeCls. B | Oil 2SA 7Cy. 840 × 1800 mm<br>16700bhp B&W<br>S.A. Cockerill-Ougrée<br>2WTAuxB primary 782lb<br>secondary 206lb Spt<br>AuxB (ex.g) 178lb Spt<br>2 × 700kW 440V 60c/s a.c. |
| 641421<br>FNOD<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FINA SCANDINAVIE**<br><br>**Purfina Transports**<br>Dunkirk French | 35000<br>21503<br>57000 | BV<br><br>✠Classed LR until 5/66 | 1964-12 Burmeister & Wain—Cpn<br>775' 0" 106' 1" 39' 7½"<br>745' 0" 105' 10" 53' 3"<br>P148' F71' 1 dk<br><br>rf 2" | M Tanker Mchy.aft<br>30 Ta<br><br><br>Der 2(10) 2(1) | | Oil 2SA 9Cy. 840 × 1800 mm<br>20700bhp<br>Burmeister & Wain<br>3 × 700kW 440V 50c/s a.c. |
| 525443<br><br><br>Df Esd<br>Pfd RT | **FINALMARINA**<br>exJonquières-67<br>exNonna Rita-64<br>exJonquières-63<br>**Marittima Sarda d'Armamento S.p.A.**<br>Cagliari Italian | ~~1006~~ 979<br>~~420~~ 432<br>1230 | <br><br>RI ~~BV~~ | 1954 Bijker's Aannemings—Gorinchem<br>229' 4" 32' 5" 13' 11"<br>207' 4" 32' 4" 14' 6"<br>P79' F36' 1 dk<br>RW | M Tanker Mchy.aft | | Oil 4SA 8Cy. 400 × 600 mm<br>1050bhp<br>Masch. Augsburg-Nürnberg |
| 511496<br>EAJQ | **FINAMAR**<br><br>**Naviera Vasco-Catalana S.A.**<br>Bilbao Spanish | 689<br>360<br>875 | <br><br>AB | 1955 Ast. T. Ruiz de Velasco—Bbo<br>29' 0" 14' 2½"<br>154' 11" 28' 10½" 15' 9"<br>P49' F26' 1 dk<br>R<br>rf 4" | M Ref Mchy.aft<br>2 Ho 54', 49½'<br>G.44125<br>2 Ha (each 36'×18')<br>4W Cr 4(2) Der 4(2) | | Oil 4SA 6Cy. 350 × 500 mm<br>690bhp<br>Gebr. Stork & Co.<br>2 × 15kW 110V d.c. |
| 511497<br>ICSF<br>3110<br>RT | **FINCOSITA**<br>exIl Vascello-57<br>**Fincosit Società per Azioni**<br>Genoa Italian | 1459<br>589<br>1900 | <br><br>RI | 1957 Verschure & Co. Schps.—Ams<br>257' 8" 40' 7"<br>232' 8" 39' 6" 19' 9"<br>1 dk<br>RW | TS Dredger Mchy.aft<br>1 Ho | | T 6Cy. 375 610 & 1000<br>1110ihp<br>Verschure & Co. Schps.<br>Directional propellers |
| 511498<br>GVZB<br>186868<br>Df Esd<br>Gc Rdr<br>RTm/v | **FINDON**<br>exRondo-61<br>~~Stephenson Clarke Ltd.~~<br>~~Newcastle British~~<br>**Stephenson Clarke Shipping Ltd.**<br>Newcastle British | 3432<br>1733<br>4520 | ✠100A1 SS 4/65<br><br>✠LMC<br><br>MN285 EL u1 [illegible]"SQ | 1957-5 Austin & Pickersgill Ltd.—Sld<br>344' 0" 46' 3" 20' 0"<br>325' 0" 46' 0" 22' 4"<br>Q205' F28' 1 dk<br>RW NS 7BH<br>rf 3" WB1530t incl. DTsm300t | M Mchy.aft<br>4 Ho 43¾', 51½', 56', 49½'<br><br>4 Ha (stl) (28'×25') (30½', 34¾', 34½'×30')<br>Der 4(5) | | Oil 2SA 3Cy. 480<br>1425bhp<br>Wm. Doxford & Sons<br>2AuxB 120lb<br>2 × 45kW 220V d.c. |

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| **FINEO**<br>Società Ligure di Armamento S.p.A.<br>Italian<br>Genoa | **8649**<br>5130<br>12304 | RI | **1959** Cant. Nav. Riuniti—Anc<br>484' 3" 62' 10" 29' 6¼"<br>443' 3" 62' 5" 39' 1"<br>2 dks<br>RW | M CSD<br>6 Ho 64', 59½', 52½', 34½', 67½', 63½'<br>G.655689 B.565782<br>6 Ha (stl) (27¼', 35½', 27½'×28½') (15½'×21½') (35½', 27½'×28½')<br>12W Der 1(30) 12(5) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W 1112t (hvf)<br>Cant. Nav. Riuniti Anc<br>4×200, 200, 200, 120kW 220V d.c. 16k |
| **FINGAL**<br>Commissioners of Northern Lighthouses<br>British<br>Leith | **1342**<br>419<br>609 | ✠Classed LR until 12/64 | **1964-1** Blythswood S.B. Co. Ltd.—Gls<br>239' 0" 40' 4"<br>215' 0" 40' 0" 18' 6"<br>B123' F31' 1 dk, 2nd dk except in mchy. space<br>RW<br>rf 6" BK1½" | TM Lighthouse Tender (12P)<br>2 Ho 45', 33'<br>2 Ha (12'×12') (11¾'×8')<br>Der 1(12) 1(6) 4(3) | 2 Oil 2SA each 6Cy. 340×570 mm<br>2400bhp (d.o)<br>British Polar Engines Ltd. Gls<br>3×90kW 220V d.c. |
| **FINIMA**<br>Nigerian Ports Authority<br>Nigerian<br>Lagos | —<br>—<br>— | **✠100A1**<br>Nigerian coasting service<br>**✠LMC**<br>MN57 EL (a)⅜" | **1963-8** Scheeps. Maats. v/h Firma H. Schouten—Muiden<br>63' 8" 16' 9"<br>57' 9" 15' 9" 7' 3"<br>1 dk<br>4BH | TM Pilot Tender | 2 Oil 4SA each 6Cy. 5½"×7¾" with sr reverse gearing<br>285bhp<br>Gardner & Sons Ltd. Mch |
| | | **SURVEYS OVERDUE—CLASS SUSPENDED 1/68** | | | |
| **FINISTERRE**<br>~~José Luis Santacruz Lopez~~<br>~~Spanish~~<br>~~Coruña~~<br>Remolcadora del Noroeste (Renosa)<br>Corunna<br>Spanish | **292**<br>36<br>154 | BV | **1964** Astano S.A.—Frl<br>114' 8" 26' 9" 11' 4"<br>105' 0" 26' 8" 12' 2" | M Tug<br>1 Ho 21¼'<br>1 Ha (stl) (6½'×6½')<br>Der 1(7) | Oil 2SA 6Cy. 300×550 mm<br>1020bhp Smit-Bolnes (d.o)<br>Empresa Nacional "Elcano" Val<br>2×75kW 380V 50c/s a.c. 12¼k |
| **FINKENAU**<br>Bugsier-, Reederei- und Bergungs-A.-G.<br>W. German<br>Hamburg | **1196**<br>512<br>1730 | GL | **1961** F. Schichau G.m.b.H.- Bhn<br>271' 11" 39' 6" 14' 6"<br>249' 0" 39' 4½" 22' 7"<br>F32' 1 dk & S dk | M OSD<br>G.131720 B.119518<br>3 Ha (stl) (45¼', 36', 36'×17')<br>Der 2(15) 6(3–5) | Oil 4SA 8Cy. 400×580 mm<br>2000bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×125, 125, 75kW 231/400V 50c/s a.c.<br>Thw. thrust propeller aft 12k |
| **FINKWARDER**<br>Deutsche Schiffsbeleihungs-Bank A.G.<br>Hamburg<br>W. German | **266**<br>143<br>440 | GL | **1937** Schiffsw. A. Pahl—Ham<br>141' 4" 25' 0" 8' 10½"<br>24' 10" 10' 10"<br>P29' F14' 1 dk<br>R len 50 | M Mchy.aft<br>1 Ho 91¾'<br>G.21600<br>2 Ha<br>2W Der 2(1½) | Oil 4SA 6Cy. 280×450 mm<br>850bhp 17t<br>Humboldt-Deutzmot. Köln-Deutz 8k |
| Now **VIGGO HINRICHSEN** (No. **511503**) in the **Register** | | | | | |
| **FINLAND**<br>exMarieholm-67<br>Rederiet för **m.s. "Finland"**<br>~~Paul Pålsson~~ O. M. Thore<br>Swedish<br>~~Gothenburg~~<br>Jonstorp | T.Mk<br>**5635**<br>2905<br>9220<br>**8309**<br>4564<br>11600 | **✠100A1** SS 3/68<br>strengthened for heavy cargoes<br>'tween dk tanks amids—vegetable oil or latex<br>Ice Class 3<br>**✠LMC**<br>MN1130 EL c†2¼"SQ | **1963-2** Eriksbergs M/V A/B—Got<br>473' 1" 60' 2" 25' 8¼"/29' 5¼"<br>432' 3" 60' 0" 38' 6"<br>P97' F50' 2 dks<br>7BH<br>rf 6" WB2729t incl. TwDm458t f479t | M (2P) Mchy.aft<br>5 Ho 67', 61½', 61½', 61½', 61½'<br>G.626275 B.572375<br>5 Ha (stl) (36¾'×22½') (44½', 37', 37', 37'×27¾')<br>10W Der 1(60) 2(7½–10) 8(5–7½) | Oil 2SA 5Cy. 740×1400 mm<br>5650bhp B&W 1328t (hvf)<br>Eriksbergs M/V A/B Got<br>AuxB 100lb<br>3×280kW 450V 60c/s a.c. 14¾k |
| **FINLAND**<br>exHarry Coulby<br>Republic **Steel Corp.**<br>Wilson Marine Transit Co.<br>Wilmington, Del United States | **6798**<br>5764<br>— | AB | **1906** Detroit S.B. Co.—Wyandotte<br>*554·1'* 56' 1" 20' 9⅛"<br>556' 10" 56' 0" 31' 0"<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>17 Ha (stl) (each 11'×38½') | T 3Cy. 24" 39$\frac{3}{32}$" & 65$\frac{1}{16}$"×42"<br>1875ihp 226t (o.f)<br>Detroit S.B. Co. Det |
| **FINLAND**<br>Currie Line **Ltd.**<br>Leith<br>British | T.Mk<br>**826**<br>333<br>1298 | **✠100A1** SS 7/65<br>Str. nav. ice<br>**✠LMC**<br>MN266 EL n 1$\frac{5}{16}$"SQ | **1956-11** D. W. Kremer Sohn—Elmshorn<br>225' 4" 36' 5" 14' 3⅝"<br>202' 10" 36' 1" 21' 2"<br>RFD17' 2 dks<br>RW Coll BH to U dk 4 to 2nd dk<br>rf 4" WB214t | M Mchy.aft<br>3 Ho 43½', 43¼', 39¼'<br>G.90489 B.81886<br>3 Ha (stl) (each 27½'×17')<br>6W Der 1(15) 6(3–5) | Oil 2SA 8Cy. 350×550 mm with sr gearing<br>1330bhp 91t (d.o)<br>Henschel-Hamburg Ham<br>2×80kW 230V d.c. 11½k |
| **FINLANDE**<br>Pêcheries de **Bordeaux-**Bassens<br>Bordeaux<br>French | **1431**<br>1014<br>1300 | BV | **1948** Bath Iron Wks Corp.—Bath, Me<br>*225·0'* 38' 7"<br>38' 5"<br>RW | M Trawler<br>4 Ha<br>Der 1(7) | Oil 4SA 6Cy. 500×900 mm<br>1400bhp (d.o)<br>Burmeister & Wain Cpn<br>5×100, 100, 60, 60 50kW 220V d.c. |
| **FINLANDIA**<br>Finska Ångfartygs **A/B**<br>Helsinki/Helsingfors<br>Finnish | **8168**<br>4035<br>1510 | **NV** | **1967** O/Y Wärtsilä A/B—Hfs<br>502' 0" 65' 8" ~~17' 8½"~~ 18' 3½"<br>479' 0" 65' 7" 17' 9"<br>3 dks | TM Ferry (800P) | 4 Oil 4SA each 9Cy. 400×480 mm geared to 2 sc. shafts<br>16400bhp Sulzer 240t (hvf)<br>O/Y Wärtsilä A/B Vasa<br>4×930kW 400V 50c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust propeller fwd 22k |
| **FINLANDIA**<br>exRokin-60<br>J. Stoter<br>Kamp's Scheepv. & Handelmaats. N.V.<br>Zwolle<br>Netherland | **397**<br>252<br>620 | **✠100A1** SS 11/67<br>**✠LMC**<br>MN79 EL g | **1952-7** J. Bodewes "Hoogezand"—Hgz<br>164' 7" 27' 0" 10' 9¼"<br>151' 11" 26' 9" 11' 10"<br>Q38' F27' 1 dk<br>RW 3BH<br>WB158t | M Mchy aft<br>1 Ho 98½'<br>G.27400 B.26300<br>1 Ha (34¼'×16½')<br>Der 2(3) | Oil 4SA 6Cy. 305×460 mm<br>395bhp 37t (d.o)<br>D. & J Boot "De Industrie" Alp<br>2×110V d.c. 10k |

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| 671530<br>OVPX | **FINLANDIA**<br>**Leo Abel Partrederi**<br>Frederikshavn Danish<br>For later particulars see New Entries No. 1 | 300<br>160<br>840 | 100A1<br>Class contemplated | O/Y Laivateollisuus A/B—Åbo<br>183' 8" 34' 2" 10' 11¾"<br>167' 4" 34' 1" 18' 8" | M Mchy.aft | Oil 2SA 7Cy. 240×400 mm<br>Alpha-Diesel A/S |
| 540401<br>IVSE<br>1517<br>RTv | **FINLANDIA**<br>exVortice-62<br>**Soc. Rimorchiatori Riuniti**<br>Genoa Italian | 136<br>18<br>— | RI | 1927 Cant. Nav. Riuniti—Anc<br>87' 1" 22' 4"<br>81' 0" 22' 2" 13' 3"<br>R | S Tug | T 3Cy. 14$\frac{1}{16}$" 22$\frac{13}{16}$" & 37"×24"<br>673ihp<br>Cant. Nav. Riuniti<br>1×1kW 110V d.c. |
| 511511<br>SFUX<br>9264<br>Df Esd | **FINN**<br>**Fru Betty Jansson**<br>Bleket Swedish | 149<br>90<br>200 | BV | 1951 Karlstads Varv—Karlstad<br>95-1' 21' 1" 9' 10"<br>... ... ...<br>1 dk | Aux Sr Mchy.aft | Oil 2SA 4Cy. 200×340 mm<br>180bhp<br>Frederikshavns Jernst. & Msk. |
| 652250<br>OGQL<br>564<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FINN-ENSO**<br>**Enso-Gutzeit O/Y**<br>O/Y Finnlines Ltd.<br>Kotka Finnish | 4718<br>2355<br>7698<br>7722<br>4239<br>9658 | ✠100A1<br>side tanks aft—veg. oil<br>Ice Class 2<br>✠LMC<br>✠Lloyd's RMC<br>MN1440 EL c†2¼"SQ | 1965–12 Wärtsilä Kon. Crichton-Vulcan<br>—Åbo<br>452' 4" 62' 2" 24' 5¾"/27' 9"<br>417' 11" 62' 0" 37' 9"<br>P131' F94' 1 dk & S dk<br>Coll BH & 3BH to S dk 4 to 2nd dk<br>rf 4" WB1073t | M Ref OSD/CSD<br>In.39230 | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan<br>2AuxB (1 o.f 1 ex.g) 114lb<br>Thw. thrust propeller fwd |
| 511512<br>LNBT<br>Df Esd<br>Rdr<br>RTm | **FINN GERMA**<br>**A/S Haugesunds Slip**<br>~~Gerner Mathisen Rederi A/S~~<br>~~Oslo~~ Norwegian<br>Now **FRAKTIV** See New Entries No. 10 | 499<br>238<br>938<br>930<br>554<br>1425 | NV | 1956 Ottensener Eisenwerk—Ham<br>216' 6" 32' 7" 12' 0½"/15' 4"<br>191' 6" 32' 6"<br>P56' F26' 1 dk & S dk | M OSD/CSD Mchy.aft<br>1 Ho 114½'<br>G.68000 B.62000<br>2 Ha (st!) (each 50'×21½')<br>4W Der 1(10) 4(5) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>4×30, 20, 13, 6kW 220V d.c. |
| 660047<br>LEBQ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FINNA**<br>**A/S Uller**<br>Hjalmar Röed & Co.<br>Tönsberg Norwegian | ~~10650~~ 13315<br>~~6674~~ 6416<br>19836 | NV | 1966 Ishikawajima-Harima Hvy Ind.—<br>Nga<br>505' 0" 73' 4" 33' 6¾"<br>476' 2" 73' 2" 44' 5"<br>1 dk | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.846000<br>7 Ha (24½', 44½', 25½', 43', 25½', 45½', 25½'×36½') | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>3×440V 60c/s a.c. |
| 511513<br>OGER<br>1272<br>Df Esd<br>Gc Rdr<br>RT | **FINNALPINO**<br>exBesseggen-61<br>**Merivienti O/Y**<br>O/Y Finnlines Ltd.<br>Helsinki/Helsingfors Finnish | 2883<br>1296<br>4690<br>4595<br>2379<br>5800 | NV | 1958 A/S Stord—Lervik<br>375' 1" 50' 7" 20' 7½"/23' 1½"<br>344' 6" 50' 6" 23' 1½"<br>P&B108' F41' 1 dk & S dk | M OSD/CSD Mchy.aft<br>3 Ho<br>G.288007<br>5 Ha (each 32½'×22')<br>10W Der 1(30) 10(5) | Oil 2SA 7Cy. 540×1150 mm<br>3600bhp<br>Gebr. Stork & Co. N.V.<br>2×256kW 440V 60c/s a.c. |
| 511514<br>GHVE<br>302845<br>Df Esd<br>Gc Rdr<br>RT | **FINNAMORE MEADOW**<br>**Falaise Ore Carriers Ltd.**<br>Mavroleon Bros. (Ship Management) Ltd.<br>London British | 13057<br>5851<br>18420 | ✠100A1 SS 2/66<br>ore carrier<br>✠LMC<br>MN900 EL g†2$\frac{1}{16}$" | 1961–11 Austin & Pickersgill Ltd.—Sld<br>534' 7" 70' 5" 29' 8¾"<br>505' 0" 70' 0" 41' 0"<br>P106' F72' 1 dk<br>5BH<br>rf nil WB15352t | M Ore Carrier Mchy.aft | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford<br>N.E. Mar. Eng. Co. Ltd.<br>AuxB 100lb |
| 511515<br>GHNN<br>302564<br>Df Esd<br>Gc Rdr<br>RT | **FINNAMORE VALLEY**<br>**Falaise Steamship Co. Ltd.**<br>Mavroleon Bros. (Ship Management) Ltd.<br>London British | 7357<br>4011<br>12305<br>10456<br>6161<br>14610 | ✠100A1 SS 3/65<br>strengthened for heavy cargoes except in DTm<br>✠LMC<br>MN1560 EL e†2¼"SQ | 1961–1 N.V. Kon. Maats. "De Schelde"<br>—Fls<br>516' 7" 65' 10" 27' 6"/30' 7¾"<br>468' 1" 65' 7½" 41' 0"<br>F49' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf nil WB2954t incl. Tunnel tanks 402t DTmf1764t | M OSD/CSD | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>N.V. Kon. Maats. "De Schelde"<br>2AuxB 100lb |
| 650371<br>OGKO<br>562<br>Df Esd<br>Gc Pld<br>Rdr RT | **FINNARROW**<br>**Enso-Gutzeit O/Y**<br>O/Y Finnlines Ltd.<br>Kotka Finnish | T.Mk<br>4714<br>2370<br>—<br>7702<br>4245<br>— | ✠100A1<br>side tanks aft—veg. oil<br>Ice Class 2<br>✠LMC<br>✠Lloyd's RMC<br>MN1440 EL c†2¼"SQ | 1965–5 Wärtsilä-Kon. Crichton-Vulcan<br>—Åbo<br>452' 4" 62' 2" 24' 5¾"/27' 9½"<br>417' 11" 62' 0" 37' 9"<br>P131' F94' 1 dk & S dk<br>RW Coll BH & 2BH to S dk 5 to 2nd dk<br>rf 4" WB1136t | M Ref OSD/CSD<br>5 Ho<br>In.39230<br>5 Ha (27', 46½', 41½', 41½'×22½')<br>(21'×12')<br>16W Cr 1(3) Der 1(60) 1(40) 16(5) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan<br>2AuxB (1 o.f 1 ex.g) 114lb |
| 505068<br>LADW<br>Df Esd<br>Gc Rdr<br>RT | **FINNBERG**<br>exBratsberg-66<br>**D/S Finnberg**<br>Hjalmar Röed & Co.<br>Tönsberg Norwegian<br>Now **INDONESIA II** See New Entries No. 1 | 8255<br>4702<br>12310 | NV | 1950 Harland & Wolff Ltd.—Gls<br>487' 4" 59' 6" 27' 6"<br>461' 0" 59' 4" 34' 10"<br>P93' B40' F46' 1 dk<br>RW<br>rf 3" | M Tanker Mchy.aft<br>24 Ta<br>HeCls. BC | Oil 4SA 6Cy. 740×1500 mm<br>3200bhp<br>Harland & Wolff Ltd. |
| 511517<br>OFSZ<br>548<br>Df Esd<br>Gc Rdr<br>RT | **FINNBIRCH**<br>exMartti Ragnar-59<br>**Enso-Gutzeit O/Y**<br>O/Y Finnlines Ltd.<br>Kotka Finnish | 2731<br>1344<br>4910 | ✠100A1 SS 5/66<br>Str. nav. ice<br>✠LMC<br>MN600 EL w | 1953–7 Scheeps. "De Biesbosch"—<br>Dordrecht<br>369' 1" 48' 1" 21' 10"<br>341' 3" 47' 11" 31' 0"<br>F84' 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>WB1050t | M OSD<br>3 Ho<br>G.304169 B.279407<br>4 Ha (31½', 32½', 32½', 32½', 32½'×23¾')<br>10W Der 1(20) 10(5) | Oil 2SA 8Cy. 520×900 mm<br>3000bhp<br>Masch. Augsburg-Nürnberg |
| 511518<br>OFYM<br>544<br>Df Esd<br>Gc Rdr<br>RT | **FINNBOARD**<br>**Enso-Gutzeit O/Y**<br>O/Y Finnlines Ltd.<br>Kotka Finnish | 4323<br>2235<br>7475<br>6499<br>3776<br>9230 | ✠100A1 SS 5/67<br>Str. nav. ice<br>✠LMC<br>MN1000 EL a†2"SQ | 1958–6 A/B Oskarshamns Varv—Osk<br>429' 6" 56' 8" 23' 9¼"/26' 11½"<br>396' 9" 56' 6" 35' 1"<br>F91' RAD39' 1 dk & S dk<br>rf 4" WB1581t incl. Tunnel tanks 297t | M OSD/CSD<br>5 Ho<br>G.482600 B.439600<br>5 Ha (29½', 39½', 34½', 34½', 32½'×20')<br>10W Der 1(25) 4(10) 6(5) | Oil 2SA 6Cy. 700×1200 mm<br>5000bhp MAN<br>Kockums M/V A/B |

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| **FINNBOSTON**<br>Launched as Finnenso<br>**Amer-Tupakka O/Y**<br>O/Y Finnlines Ltd.<br>Helsinki/Helsingfors Finnish | **4717**<br>2367<br>7733<br>**7705**<br>4247<br>9473 | ✠**100A1**<br>side tanks aft—veg. oil<br>Ice Class 2<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1300 EL c†2⅛″SQ | **1964**–12 Wärtsilä Kon. Crichton-Vulcan<br>—Åbo<br>452′ 4″ 62′ 2″ 24′ 6½″/27′ 5½″<br>417′ 11″ 62′ 0″ 37′ 9″<br>P131′ F94′ 1 dk & S dk<br>Coll BH & 3 BH to S dk 4 to 2nd dk<br>rf 4″ WB1029t | M Ref OSD/CSD<br>In.39230 | Oil 2SA 6Cy. 680×1250 mm<br>6500bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>2AuxB (1 o.f 1 ex.g) 114℔ |
| **FINNCLIPPER**<br>**Enso-Gutzeit O/Y**<br>O/Y Finnlines Ltd.<br>Kotka Finnish<br>For later particulars see New Entries No. 7 | **5096**<br>2353<br>7180<br>**7650**<br>3964<br>9178 | ✠**100A1** SS 5/67<br>Ice Class 2<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1300 EL b†2³⁄₁₆″SQ | **1962**–6 Rheinstahl Nordseewerke—Emd<br>445′ 2″ 61′ 9″ 23′ 10¾″/27′ 3¼″<br>412′ 0″ 61′ 4½″ 37′ 5″<br>P145′ F99′ 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB2207t incl. DTsa160t | M Ref OSD/CSD<br>5 Ho<br>G.493206 B.454536 In.37603<br>5 Ha (32¼′, 36¾′, 36¾′, 34½′×20¼′)<br>(23′×13¾′)<br>18W Der 1(60) 8(5–10) 8(5) 2(3) | Oil 2SA 6Cy. 620×1400 mm<br>6500bhp B&W 1508t<br>Frd. Krupp Dieselmotoren Essen<br>WTAuxB 114℔ 16k |
| **FINNEAGLE**<br>**Enso-Gutzeit O/Y**<br>O/Y Finnlines Ltd.<br>Kotka Finnish<br>For later particulars see New Entries No. 7 | **5096**<br>2353<br>—<br>**7650**<br>3964<br>9178 | ✠**100A1** SS 6/67<br>Ice Class 2<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1300 EL b†2³⁄₁₆″SQ | **1962**–5 Rheinstahl Nordseewerke—Emd<br>445′ 2″ 61′ 9″ 23′ 10¾″/27′ 3¼″<br>412′ 0″ 61′ 4½″ 37′ 5″<br>P145′ F99′ 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB2207t incl. DTsa160t | M Ref OSD/CSD<br>5 Ho<br>G.493206 B.454536 In.37603<br>5 Ha (32¼′, 36½′, 36½′, 34½′×20¼′)<br>(23′×13¾′)<br>18W Der 1(60) 8(10) 8(5) 2(3) | Oil 2SA 6Cy. 620×1400 mm<br>6500bhp B&W 1508t<br>Frd. Krupp Dieselmotoren Essen<br>WTAuxB 114℔ 16k |
| **FINNEID**<br>exThelma IV-65<br>**Hjalmar Röed & Co.**<br>Tönsberg Norwegian | **9931**<br>5871<br>15930 | NV<br>**BROKEN UP** | **1948** A/B Götaverken—Got<br>515′ 2″ 64′ 1″ 29′ 7″<br>489′ 7″<br>1 dk | M Tanker Mchy.aft<br>19 Ta<br>L.728000 | Oil 2SA 8Cy. 680×1500 mm<br>6600bhp (hvf)<br>A/B Götaverken Got<br>3×220V d.c. |
| **FINNFIGHTER**<br>**Enso-Gutzeit O/Y**<br>O/Y Finnlines Ltd.<br>Kotka Finnish | **1682**<br>752<br>2530<br>**2727**<br>1398<br>3725 | NV | **1965** Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>300′ 5″ 46′ 0″ 17′ 9½″/21′ 10½″<br>269′ 0″ 45′ 10″ 25′ 11″<br>1 dk & S dk<br>rf 4″ | M OSD/CSD Mchy.aft<br>2 Ho<br>G.182000 B.167000<br>1 Ha (27¾′×25′) 3 Ha (each 32¼′×36′)<br>4W Cr 2(5) Der 1(20) 4(5) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>14½k |
| **FINNFOREST**<br>**Enso-Gutzeit O/Y**<br>O/Y Finnlines Ltd.<br>Kotka Finnish<br>For later particulars see New Entries No. **10** | **5375**<br>2571<br>7610<br>**7947**<br>4193<br>9178 | ✠**100A1** SS 8/68<br>Ice Class 2<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1300 EL c†2¼″SQ | **1963**–6 Rheinstahl Nordseewerke—Emd<br>458′ 5″ 61′ 7″ 23′ 11¼″/27′ 4¼″<br>421′ 3″ 61′ 4″ 37′ 9″<br>P145′ F99′ 1 dk & S dk<br>Coll BH & AP BH to S dk 7 to 2nd dk<br>rf nil WB2262t incl. Tunnel tanks 161t | M Ref OSD/CSD<br>5 Ho<br>G.472000 B.440000 In.37147<br>5 Ha (32¼′, 36½′, 39′, 34¼′×20¼′)<br>(24¼′×13½′)<br>18W Der 1(40) 8(10) 8(5) 2(3) | Oil 2SA 6Cy. 620×1400 mm<br>6500bhp B&W 1362t<br>Frd. Krupp Dieselmotoren Essen<br>AuxB 114℔ 16k |
| **FINNHANSA**<br>**Merivienti O/Y**<br>O/Y Finnlines Ltd.<br>Helsinki/Helsingfors Finnish | **7481**<br>3496<br>— | NV | **1966** O/Y Wärtsilä A/B—Hfs<br>441′ 0″ 65′ 11″ 18′ 9¾″<br>390′ 2″ 65′ 4″ 23′ 11″<br>3 dks | TM Ferry Mchy.aft | 2 Oil 2SA each 8Cy. 560×1000 mm<br>14000bhp Sulzer<br>O/Y Wärtsilä A/B Åbo |
| **FINNHAWK**<br>**Enso-Gutzeit O/Y**<br>O/Y Finnlines Ltd.<br>Kotka Finnish | **4717**<br>2373<br>7733<br>**7705**<br>4253<br>**9473** | ✠**100A1**<br>side tanks aft—veg. oil<br>Ice Class 2<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1300 EL c†2⅛″SQ | **1965**–3 Wärtsilä Kon. Crichton-Vulcan<br>—Åbo<br>452′ 4″ 62′ 2″ 24′ 5¾″/27′ 5½″<br>417′ 11″ 62′ 0″ 37′ 9″<br>P131′ F94′ 1 dk & S dk<br>Coll BH & 3 BH to S dk 4 to 2nd dk<br>rf 4″ WB1136t | M Ref OSD/CSD<br>5 Ho<br>In.39230<br>5 Ha (27′, 46¼′, 41¼′, 41¼′,×22¼′)<br>(21′×11′)<br>16W Cr 1(3) Der 1(60) 1(40) 8(10) 8(5) | Oil 2SA 6Cy. 680×1250 mm<br>6500bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>2AuxB (1 o.f 1 ex.g) 114℔ |
| **FINNKRAFT**<br>**Merivienti O/Y**<br>O/Y Finnlines Ltd.<br>Helsinki/Helsingfors Finnish | **1990**<br>1032<br>3567 | NV | **1956** Rauma-Repola O/Y—Rauma<br>321′ 0″ 46′ 6″ 19′ 1″<br>295′ 4″ 46′ 4″<br>F29′ 1 dk & S dk | M OSD Mchy.aft<br>2 Ho<br>G.238847 B.219881<br>4 Ha (each 33½′×19½′)<br>8W Der 1(15) 8(5) | Oil 2SA 7Cy. 520×900 mm<br>2300bhp MAN 237t<br>Kieler Howaldtswerke A.G. Kel<br>2×170kW 220V d.c. 13k |
| **FINNLARK**<br>**Enso-Gutzeit O/Y**<br>O/Y Finnlines Ltd.<br>Kotka Finnish | **689**<br>273<br>878 | ✠**100A1**<br>tanker Chemicals in<br>cargo tanks Nos. 3 & 4 SG<br>up to 1·8 & No. 5 tank SG<br>up to 1·4<br>Ice Class 1<br>✠**LMC**<br>MN180 EL j 1¹⁄₁₆″SQ | **1966**–1 Valmet O/Y Helsingin<br>Telakka—Hfs<br>187′ 0″ 32′ 2″ 13′ 7¼″<br>170′ 5″ 31′ 9½″ 17′ 0″<br>RAD52′ RFD22′ 1 dk<br>8BH<br>rf 4″ WB157t | M Chemical Tanker Mchy.aft<br>10 Ta<br>L.31000 | Oil 4SA 6Cy. 320×480 mm<br>900bhp<br>Motorenw. Mannheim Mhm<br>2db 100℔<br>Controllable pitch propeller |
| **FINNLITH**<br>Rederi I/S af 3.3.1955<br>Knud I. T. Larsen<br>Ærösköbing Danish<br>Now **SALTA** See New Entries No. **12** | **398**<br>217<br>620 | ✠**100A1** SS 2/67<br>✠**LMC**<br>MN74 EL g | **1956**–12 Schps. "Hoogezand" J.<br>Bodewes—Hgz<br>165′ 8″ 26′ 11″ 10′ 9½″<br>151′ 11″ 26′ 9″ 11′ 10″<br>Q38′ F26 1 dk<br>RW 3BH<br>rf 3¼″ WB158t | M Mchy.aft<br>1 Ho 100′<br>G.28000 B.27000<br>2 Ha (each 34½′×16½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>370bhp 40t (d.o)<br>Masch. Kiel A.G. Kel<br>1×5kW 110V d.c. 10k |
| **FINNMAID**<br>**Merivienti O/Y**<br>O/Y Finnlines Ltd.<br>Helsinki/Helsingfors Finnish | **4720**<br>2363<br>7711<br>7724 ~~7224~~<br>4253<br>9671 | ✠**100A1**<br>Side tanks aft—veg. oil<br>Ice Class 2<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1440 EL c†2⅛″SQ | **1965**–7 Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>452′ 4″ 62′ 2″ 24′ 5¾″/27′ 9¼″<br>417′ 11″ 62′ 0″ 37′ 9″<br>P131′ F94′ 1 dk & S dk<br>Coll BH & 2BH to S dk 5 to 2nd dk<br>rf 4″ WB1136t | M Ref OSD/CSD<br>5 Ho<br>In.39230<br>5 Ha (27′, 46¼′, 41¼′, 41¼′×22¼′)<br>(21′×12′)<br>16W Cr 1(3) Der 2(40) 16(5) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>2AuxB (1 o.f 1 ex.g) 114℔ |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 511524 | **FINNMARKEN** | | 2189 | | | 1956 Blohm & Voss A.G.—Ham | M Ref CSD Mchy.aft | Oil 4SA 10Cy. 320×340 mm |
| LAUV | | | 1091 | | | 266' 9" 41' 5" 14' 9½" | 2 Ho | 2960bhp MAN |
| | **Vesteraalens D/S** | | — | | NV | 246' 0" 41' 4" 23' 6" | | Blohm & Voss A.G. |
| Esd Gc | Stokmarknes | Norwegian | | | | B141' 2 dks, pt 3rd dk | 3 Ha (8', 14', 12'×10') | |
| Rdr RT | | | | | | RW | Der 1(3) 2(1½) | |
| 511526 | **FINNMERCHANT** | | 5391 | ✠100A1 | SS 5/66 | 1953-8 Amsterdamsche D.D. Maats.— | M Ref OSD | Oil 2SA 9Cy. 700×1200 mm |
| OFTA | | | 2778 | Str. nav. ice | | Ams | 2 Ho | 6000bhp |
| 542 | **Enso-Gutzeit O/Y** | | 8590 | ✠LMC | | 465' 2" 58' 8" 25' 2½" | G.518130 B.479240 In.5860 | Masch. Augsburg-Nürnberg |
| Df Esd | O/Y Finnlines Ltd. | | | ✠Lloyd's RMC | | 424' 10" 58' 6" 37' 11" | 5 Ha (34½', 36', 36', 38½' 36'×24½') | |
| Gc Rdr | Kotka | Finnish | | MN1200 | EL bt | F47' 1 dk & S dk | 16W Der 2(25) 16(5) | |
| RT | | | | | | RW Coll BH to S dk 6 to 2nd dk | | |
| | | | | | | WB1739t incl. Tunnel tanks 207t | | |
| 642416 | **FINNMILL** | | 3028 | | | 1965 Valmet O/Y Helsingin Telakka— | M Ref OSD/CSD Mchy.aft | Oil 2SA 6Cy. 500×1100 mm |
| OGKP | exFinnbrod-67 | | 1424 | | | Hfs | 4 Ho | 4600bhp |
| 217 | **Vaasan Höyrymylly O/Y** | | 4637 | | NV | 387' 2" 53' 6" 20' 1"/23' 3¾" | G.340000 | Burmeister & Wain |
| Df Esd | O/Y Finnlines Ltd. | | 4822 | | | 354' 11" 53' 5" 31' 10" | 6 Ha (29½', 38½', 38½'×21½') | |
| Gc Pfd | Vaasa/Vasa | Finnish | 2514 | | | 1 dk & S dk | (36½'×16') (22½', 22½'×7½') | |
| Rdr | | | — | | | rf 4" | Der 1(30) 4(10) 10(5) 1(1) | |
| | Now **CONCORDIA FINN** See New Entries No. 4 | | | | | | | |
| 511527 | **FINNO** | | 299 | | | 1962 P. Höivolds M/V A/S—Krs | M OSD Mchy.aft | Oil 4SA 6Cy. 230×300 mm |
| LCUN | | | 181 | | | 158' 0" 27' 11" 11' 0½" | 1 Ho 100' | 650bhp |
| | **Grislefoss Verk A/S** | | 590 | | NV | 143' 8" 27' 9" 17' 11" | | Masch. Kiel A.G. |
| Df Esd | Mandal | Norwegian | | | | 1 dk & S dk | 2 Ha (stl) (each 35'×12') | 2×20kW 220V 50c/s a.c. |
| Rdr | | | | | | | Der 2(2½) | Controllable pitch propeller |
| RTm | | | | | | | | |
| 660545 | **FINNPARTNER** | | 7458 | | | 1966 O/Y Wärtsilä A/B—Hfs | TM Ferry Mchy.aft | 2 Oil 2SA each 8Cy. 580×100 |
| OGRR | | | 3470 | | | 441' 3" 65' 11" 18' 9" | | 14000bhp Sulzer |
| 1360 | **Amer-Tupakka O/Y** | | 1600 | | NV | 390' 2" 65' 3½" 40' 4" | | O/Y Wärtsilä A/B |
| Df Esd | O/Y Finnlines Ltd. | | | | | 3 dks | | |
| Gc Pfd | Helsinki/Helsingfors | Finnish | | | | rf nil | | |
| Rdr RT | Now **SVEABORG** See New Entries No. 11 | | | | | | | |
| 511529 | **FINNPULP** | | 4049 | | | 1953 Werf. J. Smit Czn.—Alb | M Ref OSD | Oil 2SA 8Cy. 720×1250 mm |
| OFSR | | | 2067 | | | 413' 5" 54' 6" 23' 4" | | 5600bhp |
| 1124 | **Merivienti O/Y** | | 6604 | | BV | 54' 4" | G.375194 B.352236 In.6746 | Sulzer Bros. Ltd. |
| Df Esd | O/Y Finnlines Ltd. | | | | | P26' B319' F27' 1 dk & S dk | 5 Ha (30', 31½', 31½', 31½', 31½'×21½') | |
| Gc Rdr | Helsinki/Helsingfors | Finnish | | | | | 10W Der 1(25) 1(15) 10(5) | |
| RT | Now **GINA** See New Entries No. 2 | | | | | | | |
| 511530 | **FINNSAILOR** | | 4048 | | | 1952 "De Merwede" v. Vliet & Co.—Hxd | M Ref OSD | Oil 2SA 8Cy. 720×1250 mm |
| OFSS | | | 2066 | | | 413' 5" 54' 6" 23' 4" | | 5600bhp |
| 540 | **Enso-Gutzeit O/Y** | | 6604 | | BV | 54' 4" | G.375194 B.352236 In.6746 | Sulzer Bros. Ltd. |
| Df Esd | O/Y Finnlines Ltd. | | | | | P26' B319' F27' 1 dk & S dk | 5 Ha (30', 31½', 31½', 31½', 31½'×21½') | |
| Gc Rdr | Kotka | Finnish | | | | | 10W Der 1(25) 1(15) 10(5) | |
| | Now **GRACIA** See New Entries No. 5 | | | | | | | |
| 641198 | **FINNSEAL** | | 1735 | | | 1964 Wärtsilä Kon. Crichton-Vulcan— | M OSD/CSD Mchy.aft | Oil 2SA 6Cy. 560×1000 mm |
| OGKH | | | 795 | | | Åbo | 2 Ho | 2400bhp Sulzer |
| 557 | **Enso-Gutzeit O/Y** | | 2530 | | NV | 300' 5" 46' 0" 17' 9½"/21' 10½" | G.182463 B.168597 | Wärtsilä Kon. Crichton-Vulc |
| Df Esd | O/Y Finnlines Ltd. | | 2738 | | | 269' 0" 45' 11½" 25' 11" | 4 Ha (27½'×25') (32½', 32½', 32½'×36') | |
| Gc Pfd | Kotka | Finnish | 1399 | | | F39' 1 dk & S dk | 5W Cr 2(5) Der 1(20) 4(5) | |
| Rdr RT | | | 3725 | | | | | |
| 511531 | **FINNSNES** | | 159 | | | 1958 Kaarbös M/V A/S—Harstad | M Ferry Mchy.aft | Oil 4SA 8Cy. 220×280 mm |
| JWXW | | | 51 | | | 94' 5" 28' 3" | | 310bhp |
| | **Finnsnes Ferjeselskap A/S** | | — | | NV | 87' 7" 26' 3" 10' 8" | | Klöckner-Humboldt-Deutz |
| Df | Ove Johnsen | | | | | 1 dk | | |
| | Tromsö | Norwegian | | | | | | |
| 511532 | **FINNSTAR** | | 2914 | ✠100A1 | SS 6/65 | 1955-10 Scheeps. "De Biesbosch"— | M OSD | Oil 2SA 6Cy. 600×1040 mm |
| OFVS | exRaimo Ragnar-59 | | 1383 | Str. nav. ice | | Dordrecht | 3 Ho | 3000bhp |
| 1227 | **Merivienti O/Y** | | 4915 | ✠LMC | | 370' 6" 50' 3" 21' 1" | G.313031 B.287551 | Sulzer Bros. Ltd. |
| Df Esd | O/Y Finnlines Ltd. | | | | | 341' 2" 50' 0" 30' 6" | 5 Ha (31½', 32½', 32½', 32½', 32½'×24½') | WTAuxB 100lb [illegible] |
| Gc Rdr | Helsinki/Helsingfors | Finnish | | MN600 | EL w | F84' 1 dk & S dk | 10W Der 1(20) 10(3) | |
| RT | | | | | | RW 1BH to S dk 4 to 2nd dk | | |
| | | | | | | rf nil WB848t | | |
| 511533 | **FINNTRADER** | | 4022 | | | 1951 De Hoop N.V.—Lobith | M OSD | Oil 2SA 9Cy. 650×1200 mm |
| OFQP | | | 2097 | | | 413' 7" 54' 6" 23' 4" | | 5000bhp [illegible] |
| 1084 | **Rakennustoimisto Jussi** | | 6435 | | BV | 54' 4" | G.379200 B.347520 | Sulzer Bros. Ltd. |
| Df Esd | **Ketola** | | | | | B87' F41' 1 dk & S dk | 5 Ha (31½', 31½', 31½', 31½', 31½'×21½') | |
| Gc Rdr | Helsinki/Helsingfors | Finnish | | | | | 10W Der 1(25) 1(15) 10(5) | |
| RT | | | | | | | | |
| 540403 | **FINNUR FRIDI** | | ~~252~~ 275 | | | 1963 Hatlø Verksted A/S—Ulsteinvik | M Fishing Mchy.aft | Oil 4SA 5Cy. 260×400 mm |
| XPXP | | | ~~95~~ 111 | | | 118' 2" 23' 9" 11' 5½" | | 445bhp |
| | **Gøtu Samvinnufelag** | | — | | NV | 107' 6" 23' 6" 12' 0" | | A/B Jönköpings Mek. |
| Df Esd | J. Fr. Øregård | | | | | 1 dk | | |
| Gc Rdr | Gøtu | Faroese | | | | | | |
| RT | | | | | | | | |
| 511534 | **FINNWAL** | | 134 | | | 1958 Elbewerft—Bolzenburg | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm |
| DH2296 | | | 47 | | | 86' 11" 22' 0" 11' 2" | | |
| | **Fischkombinat Sassnitz** | | — | | DSRK | ... ... ... | | Masch. Halberstadt |
| Df Esd | Sassnitz | E. German | | | | 1 dk | | |
| Rdr RT | | | | | | | | |

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|---|---|---|---|---|---|---|---|
| **FINNWOOD**<br>exOrizaba-59<br>Launched as Ebbella<br>**Enso-Gutzeit O/Y**<br>O/Y Finnlines Ltd.<br>Kotka<br>Finnish | **1184**<br>537<br>2210<br>**1883**<br>1028<br>3117 | | NV | **1956** Ottensener Eisenwerk—Ham<br>275′ 6″ 40′ 0″ 16′ 3¾″/20′ 0″<br>248′ 0″ 39′ 0″ 23′ 7″<br>P79′ F39′ 1 dk & S dk<br>RW<br>rf 2″ | M OSD/CSD Mchy.aft<br>2 Ho<br>G.137500 B.124100<br>4 Ha (28′, 28′, 26′, 26′×21¼′)<br>8W Der 2(10) 6(5) | Oil 4SA 8Cy. 400×600 mm<br>1680bhp<br>Masch. Augsburg-Nürnberg | <br>171t<br>Aug<br>12k |
| **FINSE**<br>**J. M. Johannesen's Rederi A/S**<br>Bergen<br>Norwegian | **3651**<br>2079<br>5360 | | NV | **1964** Cia. Euskalduna—Bbo<br>366′ 5″ 51′ 2″ 20′ 0″<br>335′ 0″ 51′ 0″ 24′ 1″<br>1 dk | M Mchy.aft<br>3 Ho 76′, 82′, 82′<br>3 Ha (stl) (58′, 60¼′, 58′×28′)<br>Der 1(15) 2(10) 10(5) | Oil 4SA 7Cy. 520×740 mm<br>2700bhp<br>Masch. Augsburg-Nürnberg<br>3×121kW 440V 60c/s a.c. | <br>(d.o)<br>Ham |
| **FINSHIP**<br>**A/S Maud & A/S Ulabrand**<br>Hjalmar Röed & Co.<br>Tönsberg<br>Norwegian | **11503**<br>5720<br>16010 | | NV | **1963** Deutsche Werft A.G.—Ham<br>491′ 11″ 70′ 2″ 30′ 5″<br>465′ 11″<br>1 dk | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.743000 B.692000<br>7 Ha (25¼′, 46¾′, 24½′, 44¼′, 24½′, 46¾′, 24½′×35′) | Oil 2SA 7Cy. 680×1250 mm<br>7700bhp Sulzer<br>Masch. Buckau-Wolf<br>3×440V 60c/s a.c. | <br>1256t (hvf)<br>Kel<br>14½k |
| **FINWAL**<br>**Polish Government**<br>P.P.D. i U.R. "Odra"<br>Swinoujscie<br>Polish | **3096**<br>1343<br>— | | PR | **1965** Stocznia im. Komuny Paryskiej—Gdy<br>286′ 2″ 46′ 5″ 17′ 4½″<br>46′ 3″<br>3 dks | M Stern Trawling Factory Ship | Oil 2SA 6Cy. 480×700 mm<br>2250bhp Sulzer<br>Jugoturbina<br>5×320, 320, 250, 250, 33kW 230V d.c. | <br><br>Karlovac<br><br>14k |
| **FIODOR GLADKOV**<br>U.S.S.R.<br>Russian | **10107**<br>5465<br>12500 | | | **1967** Stocznia Gdanska—Gdk<br>*479·5′* 66′ 5″ 29′ 6″<br>469′ 9″ 66′ 3″ 36′ 0″<br>2 dks | M<br>G.674500 | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>H. Cegielski | <br><br>Poz<br>17¼k |
| **FIONA**<br>**Fiona Shipping Co. Inc.**<br>Monrovia<br>Liberian | **16989**<br>10911<br>26512 | ✠**100A1**<br>✠**LMC**<br>MN2020 | ~~SS 12/~~63<br>SS 2/68<br>EL o†2¾″SQ | **1959**–7 Blohm & Voss A.G.—Ham<br>642′ 4″ 82′ 5″ 31′ 6¼″<br>606′ 1″ 82′ 0″ 46′ 7″<br>P121′ F64′ 1 dk<br>RW NS 7BH<br>rf nil WB11331t incl. DTf1105t Topside tanks in holds 4792t | M Bulk Carrier (11P) Mchy.aft<br>9 Ho 67′, 67′, 63′, 63′, 69½′, 66¼′, 32¾′, 33½′, 33½′<br>9 Ha (stl) (34¼′, 33½′, 33½′, 33½′, 33½′, 33½′, 32¾′, 33½′, 33½′×40¼′)<br>Der 2(3–6) 2(2–6) | Oil 2SA 9Cy. 780×1400 mm<br>10100bhp MAN<br>Blohm & Voss A.G.<br>WTAuxB 114℔<br>2×430kW 440V 60c/s a.c. | <br>(hvf)<br>Ham |
| **FIONA**<br>C. van **Wattum & N.V. S. de Graaf & Zn.**<br>E. Wagenborg's Scheepv. & Exped. Bedr. **N.V.**<br>Groningen<br>Netherland | **400**<br>241<br>475 | | BV | **1953** Martenshoekster Schps.—Hgz<br>158′ 1″ 25′ 7″ 9′ 5″<br>25′ 5″<br>P35′ F20′ 1 dk<br>R | M Mchy.aft<br>1 Ho 91¾′<br>G.26000 B.24600<br>2 Ha (each 38′×16¼′)<br>2W Der 2(2) | Oil 4SA 5Cy. 290×450 mm<br>300bhp<br>Appingedammer Brons. | <br>20t (d.o)<br>Apg<br>9½k |
| **FIONIA**<br>Partrederiet **Fionia**<br>Johannes Sørensen<br>Odense<br>Danish | **398**<br>255<br>670 | | BV | **1965** Husumer Schiffsw.—Husum<br>170′ 0″ 28′ 8″ 10′ 8″<br>152′ 9″ 28′ 5″ 12′ 2″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 106¾′<br>G.30510 B.27820<br>1 Ha (stl) (47′×16½′)<br>1 Ha (w) (27′×16½′)<br>Der 3(3) | Oil 4SA 6Cy. 320×490 mm<br>490bhp<br>Masch. Kiel G.m.b.H.<br>Controllable pitch propeller | <br>34t (hvf)<br>Kel<br>12k |
| **FIRBANK**<br>Bank Line **Ltd.**<br>Andrew Weir & Co. **Ltd.**<br>Glasgow<br>British | T.Mk<br>**6168**<br>3472<br>10489<br>**8351**<br>4840<br>12077 | ✠**100A1**<br>DTa—vegetable oil<br>✠**LMC**<br>MN960 | SS 2/65<br>EL c†2⅛″SQ | **1957**–1 Wm. Doxford & Sons (S.B.) Ltd.—Sld<br>487′ 0″ 62′ 3″ 26′ 2″/28′ 7″<br>450′ 0″ 62′ 0″ 38′ 6″<br>F41′ 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6″ WB3155t incl. DTa1435t | M<br>5 Ho 55¼′, 62¼′, 59′, 50′, 81′, 31′ DT, 31′ DT<br>G.642340 B.584705<br>6 Ha (29¼′, 32½′, 25′, 12½′, 30′, 30′×22′)<br>14W Der 1(25) 4(10) 10(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp<br>Wm. Doxford & Sons (Eng.) Ltd.<br>~~2AuxB 120℔~~ 2AuxB (1 o.f 1 ex.g) 120℔<br>4×175, 175, 175, 20kW 220V d.c. | <br>1150t (hvf)<br>Sld<br><br>14k |
| **FIRBRANCH**<br>exMillican Park-45<br>Branch Lines **Ltd.**<br>Sorel<br>Canadian | **2404**<br>1698<br>3570 | **BS✱**<br>oil tanker<br>**MBS✱**<br>MN264<br>**SURVEYS OVERDUE 6/65** | SS 6/61<br>CT1980 C28 | **1944**–9 Marine Industries Ltd.—Srl<br>259′ 0″ 43′ 11″ 18′ 4¾″<br>251′ 6″ 43′ 10″ 20′ 0″<br>P60′ F42′ Trunk146′ 2 dks<br>11BH<br>WB101t | TM Tanker Mchy.aft<br>10 Ta<br>L.151594 HeCls. C | 2 Oil 2SA each 6Cy. 290×500 mm<br>1320bhp<br>Dominion Eng. Wks. Ltd.<br>WTAuxB 150℔ | <br>220t–6½pd<br>Mtl<br>10k |
| **FIRDOUSI**<br>**Karachi Port Trust**<br>Karachi<br>Pakistan | **535**<br>—<br>— | ✠**100A1**<br>tug<br>✠**LMC**<br>MN300 | **SS 9/68** ~~SS 7/63~~<br>EL 1 5/16″ | **1959**–1 Titovo Brodogradiliste—Kraljevica<br>151′ 3″ 34′ 1″<br>141′ 0″ 32′ 9½″ 14′ 6″<br>B&F89′<br>RW 4BH<br>WB30t | M Tug | 2 Oil 4SA each 7Cy. 300×450 mm each with hydraulic coupling & sr gearing to sc. shaft<br>1500bhp<br>Masch. Augsburg-Nürnberg<br>Controllable pitch propeller | <br><br>Aug |
| **FIRE ISLAND**<br>**United States Department of Commerce**<br>Milwaukee<br>United States | **1117**<br>251<br>— | | AB | **1943** Froemming Bros.—Milwaukee<br>*185·5′* 37′ 7″ 18′ 9″<br>185′ 0″ 37′ 6″ 21′ 5″<br>B&F106′ 2 dks | M Tug | 2 Oil 4SA each 8Cy. 370×510 mm sr geared to sc. shaft<br>2320bhp<br>National Supply Co. | <br>566t<br>Springfield |

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| 511547<br><br>302594<br>RTv | **FIREBRACE**<br><br>**Greater London Council**<br>London British | 45<br>22<br>4 | ✠A1 SS 12/65<br>River Thames service<br>✠LMC<br><br>MN92 EL (a) $\frac{1}{16}$" | 1961-2 Saro (Anglesey) Ltd.—<br>Beaumaris<br>69' 9" 14' 0" 4' 6"<br>64' 0" 13' 0" 8' 7"<br>1 dk<br>4BH<br>rf 9" BK½" | TM Firefloat | 2 Oil 4SA each 6Cy.<br>gearing<br>450bhp<br>Dorman & Co. Ltd.<br>1×10½kW 240V 50c/s a.c. |
| 672194<br>GXNU<br>334225 | **FIRETHORN**<br><br>**Thorn Line Finance Ltd.**<br>Liverpool British<br>For later particulars see New Entries No. 1 | 1041<br>611<br>1680 | 100A1<br>Class contemplated | Schps. "Waterhuizen" J. Pattje<br>—Waterhuizen<br>220' 5" 37' 9" 14' 10"<br>204' 0" 36' 9" 17' 0" | M Mchy.aft | Oil 2SA 6Cy. 290×490 mm<br><br>N.V. Werkspoor |
| 511550<br>UYSH<br>M-17028<br>Df Esd<br>Gc Rdr | **FIRIOZA**<br><br>**U.S.S.R.**<br>Odessa Russian | 1908<br>793<br>3080 | | 1959 Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>309' 1" 45' 11" 18' 6¾"<br>284' 3" 45' 9" 26' 11"<br>1 dk & S dk | M OSD<br>3 Ho<br>G.209417<br>3 Ha (each 30'×21')<br>6W Der 6(5) | Oil 2SA 6Cy. 560×1000 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan |
| 511551<br>GBJA<br>300785<br>Pfd<br>RTm | **FIRLE**<br>**Stephenson Clarke Shipping**<br>~~**Stephenson Clarke Ltd.**~~ **Ltd.**<br>London British | 948<br>431<br>1223 | ✠100A1 SS 7/66<br>oil tanker U.K. service including Channel Islands & Eire but excluding west coast of Eire & north of Clyde & Inverness, also to Continent of Europe between River Elbe & Brest<br>✠LMC<br>MN150 EL (I) 1$\frac{1}{16}$" | 1958-12 Henry Scarr Ltd.—Hessle<br>210' 6" 35' 1" 12' 11½"<br>200' 0" 34' 0" 14' 6"<br>P60' RFD29' Trunk 112' 1 dk<br>9BH<br>rf 6" WB201t | M Tanker Mchy.aft<br>8 Ta<br>L.52500<br>HeCls. C | Oil 2SA 4Cy. 340×570 mm<br>750bhp<br>British Polar Engines Ltd.<br>✠nwtdb 3/61-120ft<br>2×60kW 110V d.c.<br>Controllable pitch propeller |
| 672643<br>OVRI<br><br>Esd Gc<br>Rdr RT | **FIRLINGEN**<br><br>**Det forenede Dampskibs-Selskab A/S**<br>Copenhagen Danish | T.Mk 300<br>139<br>~~400~~<br>393 | | 1967 Cant. Nav. Felszegi—Tri<br>167' 7" ~~140' 6"~~ 31' 3" ~~16' 6"~~ 10' 10"<br>BV 106' 10" 31' 2" 18' 9"<br>2 dks | M Ferry Mchy.aft | Oil<br>800bhp<br>Atlas-Mak Masch. |
| 519463<br>DVYA<br><br>Esd Gc | **FIRM PHILIPPINE ANCHORAGE**<br>exDon Mariano-65<br>exKosho Maru-65<br>exRikushin Maru-56<br>**Century Shipping Lines Inc.**<br>Manila Philippine | 2829<br>1694<br>4495 | | 1946 Mitsubishi Jukogyo—Yka<br>321' 6" 45' 4" 24' 1"<br>BV 305' 1" 45' 3" 25' 0"<br>P90' F32' 1 dk<br>R<br>rf nil | M Mchy.aft<br>3 Ho 59', 87½', 43½'<br><br>3 Ha (26½', 74½', 27½'×18½')<br>Der 4(10) 4(7) | Oil 4SA 6Cy. 460×690 mm<br>1800bhp NE60<br>Ito Tekkosho<br>2×40kW 105V d.c. |
| 511553<br>DHSV<br><br>Df Esd<br>RT | **1 MAI**<br><br>**Fischkombinat Rostock**<br>Rostock E. German | 257<br>91<br>— | | 1950 Volkswerft Stralsund—Stralsund<br>128' 7" 24' 0" 9' 2"<br>DSRK ... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br><br>Schwermasch. Karl Liebknecht |
| 511555<br>GSPL<br>169043<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **FIRTH FISHER**<br>exTurkis-54<br>**James Fisher & Sons Ltd.**<br>Barrow British | 979<br>513<br>1252 | * | 1950 Goole S.B. & R. Co. Ltd.—Goo<br>219' 7" 32' 7" 13' 7¼"<br>NV 32' 5"<br>Q136' F18' 1 dk<br>RW | M Mchy.aft<br><br>G.65000 B.61000 | Oil 4SA 6Cy. 320×450 mm<br>NE64<br>Klöckner-Humboldt-Deutz |
| 511556<br>DHDC<br><br>Df Esd<br>Gc Rdr<br>RTm | **FISCHBEK**<br><br>**Partenreederei m.s. "Fischbek"**<br>Knöhr & Burchard Nfl.<br>Hamburg W. German | 2477<br>1243<br>4668<br>3962<br>2583<br>5708 | | 1957 Orenstein-Koppel & Lbcr. Masch.<br>—Lbc<br>GL 365' 4" 48' 9" 20' 1¾"/22' 8¼"<br>337' 7" 48' 6½" 29' 6"<br>P33' F33' 1 dk & S dk<br>RW<br>rf nil | M OSD/CSD<br>3 Ho 49½', 95½', 95½'<br>G.284321 B.257806<br>5 Ha (stl) (32½', 27½', 32½', 29½', 32½'×20½')<br>10W Der 1(25) 1(10) 2(3-5) | Oil 2SA 9Cy. 520×900 mm<br>3000bhp<br>Masch. Augsburg-Nürnberg<br>3×188, 188, 150kW 380V |
| 540407<br>DUTQ<br>4177 | **FISH ADMIRAL**<br><br>**Republic of the Philippines**<br>Marine Development Corp. of the Philippines<br>Manila Philippine | 234<br>121<br>— | | 1962 Shinko Zosen—Ibaragi<br>123' 0" 22' 0" 9' 2"<br>112' 3" 21' 10"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×470 mm<br>650bhp<br>Sumiyoshi Tekkosho |
| 540408<br>DUTT<br><br>RT | **FISH MASTER**<br><br>**Republic of the Philippines**<br>Santa Rosa Fishing Corp.<br>Manila Philippine | 194<br>104<br>— | | 1962 Tosa Zosen Tekkosho—Kochi<br>120' 9" 22' 0" 8' 10"<br>112' 3" 21' 10"<br>1 dk | TM Fishing<br><br>In.10417 | 2 Oil 4SA each 6Cy.<br>500bhp<br>Suction Gas Seisakusho |
| 511558<br><br>303149<br>Rdr RT | **FISHBOURNE**<br><br>**British Railways Board**<br>Portsmouth British | 293<br>117<br>90 | | 1961 Philip & Son Ltd.—Drt<br>166' 3" 43' 0" 6' 0"<br>145' 0" 30' 0" 11' 0"<br>1 dk<br>RW<br>rf nil | M Ferry (175P) | 2 Oil 2SA each 8Cy.<br>640bhp<br>Crossley Bros. Ltd.<br>2×60kW 225V d.c.<br>Directional propeller |

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| **FISHER AMES**<br>**United States Department of Commerce**<br>Portland, Or United States | 7227<br>4428<br>— | AB | 1942 Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. 10k |
| **FISHERSHILL**<br>exEmpire Hilda–49<br>**James Fisher & Sons Ltd.**<br>Barrow British | 292<br>—<br>— | ~~✠100A1~~ ~~SS 6/67~~<br>~~tug~~<br>~~✠LMC~~<br>**BROKEN UP** ~~EL (c)~~ | 1946–5 Blyth D.D. & S.B. Co. Ltd.—Bly<br>123′ 6″ 27′ 8″ 12′ 9½″<br>115′ 0″ 27′ 6″ 13′ 6″<br>3BH<br>BK7″ WB46t incl. DTf13t | S Tug | T 3Cy. 15″ 25½″ & 42″×27″<br>750ihp 134t (o.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>SB 200℔ hs(2400) 3cf 9k |
| **FISHERSTOWN**<br>exEmpire Roger–49<br>**James Fisher & Sons Ltd.**<br>Barrow British | 232<br>—<br>— | ~~✠100A1~~ ~~SS 6/65~~<br>~~tug~~<br>~~✠LMC~~<br>**BROKEN UP** ~~EL (d)~~ | 1944–5 A. Hall & Co. Ltd.—Abn<br>112′ 10″ 27′ 2″ 11′ 7″<br>105′ 0″ 27′ 0″ 12′ 6″<br>3BH<br>BK7½″ WB29t | S Tug | T 3Cy. 16″ 25″ & 42″×27″<br>750ihp 78t (o.f)<br>A. Hall & Co. Ltd. Abn<br>SB 200℔ hs(2940) 3cf 12k |
| **FISK**<br>exGos VI–64 exFalkland–54<br>**Petter J. Aakre**<br>Ålesund Norwegian | ~~577~~ 556<br>~~247~~ 245<br>— | NV | 1942 Kaldnes M/V—Tbg<br>176′ 7″ 29′ 2″ 17′ 0″<br>29′ 0″<br>1 dk<br>conv whaler 64<br>BK8″ | M Fishing Mchy.aft<br>1 Ho<br>1 Ha<br>2W | Oil 4SA 6Cy. 320×450 mm<br>1100bhp NE64<br>Masch. Kiel G.m.b.H. Kel<br>13k |
| **FISKEBAS**<br>**H. Madsen and others**<br>Florø Norwegian | 364<br>172<br>— | NV | 1966 Løland Motorverkstad—Leirvik<br>126′ 4″ 26′ 4″ 11′ 11½″<br>110′ 6″ 26′ 3″ 13′ 3″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 6Cy. 280×420 mm<br>600bhp<br>Wichmann Mtrf. Rub |
| **FISKEBØL**<br>**A/S Vesterålens Trafikklag**<br>Sortland Norwegian | 233<br>95<br>233 | ~~NV~~ | 1966 Kaarbös M/V A/S—Harstad<br>111′ 1″ 29′ 3″ 8′ 10″<br>98′ 5″ 28′ 7″ 12′ 4″<br>B53′ F30′ 1 dk<br>BK3½″ | M Ferry (190P) Mchy.aft | Oil 4SA 5Cy. 250×300 mm<br>650bhp 14½t<br>A/S Bergens M/V Bgn<br>2×50kW 220V 50c/s a.c.<br>Controllable pitch propeller 11½k |
| **FISKERTON**<br>exBalmoral–64<br>**Peter Sleight Trawlers Ltd.**<br>Grimsby British | 199<br>67<br>— | ✠100A1 SS 10/66<br>trawler<br>✠LMC<br>MN123 EL (c) | 1962–4 J. S. Doig (Grimsby) Ltd.—Gms<br>*105·5′* 23′ 4″<br>104′ 0″ 23′ 0″ 11′ 3″<br>Q59′ F17′<br>RW 4BH<br>rf 30″ BK6″ WB5t | M Trawler | Oil 4SA 6Cy. 10¼″×14½″ with flexible coupling & sr reverse gear<br>615bhp<br>Ruston & Hornsby Lcn |
| **FISKSKJER**<br>ex A. Sjong–66<br>Ole **Strand Partrederi**<br>Ålesund Norwegian | 211<br>89<br>— | | 1956 Bolsönes Verft—Molde<br>110′ 0″ 21′ 7″<br>99′ 0″ 21′ 6″ 11′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 3Cy. 280×420 mm<br>240bhp<br>Wichmann Mtrf. Rub |
| **FISKÖ**<br>Mariehamns **Rederi A/B**<br>F:a Gustaf Erikson<br>Mariehamn Finnish | 459<br>178<br>573 | ✠100A1 SS 8/65<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN144 EL k1¼″SQ | 1957–7 Nystads Varv A/B—Nystad<br>200′ 6″ 30′ 9″ 11′ 2½″<br>179′ 10″ 30′ 6″ 19′ 0″<br>1 dk & S dk<br>NS Coll BH to S dk 3 to 2nd dk<br>rf 4″ WB170t | M Ref OSD Mchy.aft<br>2 Ho 55¾′, 57¾′<br>B.40200 In.40200<br>4 Ha (stl) (each 11¼′×7½′)<br>8W Der 8(1) | Oil 2SA 6Cy. 290×490 mm<br>720bhp 90t (d.o)<br>Alpha-Diesel A/S Fkn<br>2×112kW 230V d.c. 11k |
| **FISONS REALF**<br>exAbisko–64<br>A/T Asplund<br>Rönneberg & Galtung<br>Moss Norwegian | 10807<br>4713<br>16585 | ✠100A1 SS 6/65<br>ore carrier<br>Str. nav. ice<br>✠LMC<br>MN1000 EL e†2¼″SQ | 1955–12 A/B Götaverken—Got<br>490′ 0″ 64′ 2″ 30′ 9¼″<br>461′ 0″ 64′ 0″ 42′ 6″<br>P96′ F49′ 1 dk<br>7BH<br>rf 1½″ WB7624t incl. comb. btm & side tanks in holds 6336t DTf698t | M Ore Carrier (4P) Mchy.aft<br>4 Ho each 78¾′<br>G.602340 B.590820<br>8 Ha (stl) (each 29¾′×24¾′)<br>Der 2(5) | Oil 2SA 7Cy. 600×1500 mm<br>5000bhp 1367t (hvf)<br>A/B Götaverken Got<br>AuxB 100℔<br>3×165kW 220V d.c. 14½k |
| **FISTERFJORD**<br>A/S Jösenfjord **Rutelag**<br>Stavanger Norwegian | 142<br>68<br>— | | 1921 H. Gravdal—Opsanger<br>*94·8′* 20′ 5″<br>… … …<br>1dk | Wood M | Oil 2SA 4Cy. 380×400 mm<br>300bhp NE36<br>Haldorsen & Sön Rub |
| **FITO**<br>exForsvik–52<br>Cia. Marit. **Cadagua S.A.**<br>Bilbao Spanish | 1216<br>623<br>2174 | ✠<br>AB | 1944–2 Lindholmens Varv A/B—Got<br>265′ 0″ 40′ 2″ 17′ 2″<br>245′ 0″ 40′ 0″ 17′ 3″<br>1 dk & S dk<br>R<br>rf 2″ | M OSD<br>2 Ho 84′, 70¼′<br>G.153555 B.138420<br>4 Ha (27′, 31′, 27′, 27′×17′)<br>8W Der 4(2½) | Oil 2SA 8Cy. 340×570 mm<br>1310bhp 232t (d.o)<br>Atlas-Diesel Skm<br>10½k |
| **FITZROY**<br>Bundaberg **Harbour Board**<br>Brisbane British | 766<br>316<br>914 | ✠Classed LR until 5/37 | 1925–10 Fleming & Ferguson Ltd.—Psy<br>205′ 3″ 36′ 1″ 12′ 0″<br>35′ 11″ 14′ 2″<br>P&B109′ F18′ 1 dk<br>R<br>rf nil | TS Suction Hopper Dredger<br>1 Ho 49½′<br>1 Ha (4′×4′) | C 4Cy. 17″ & 34″×24″<br>1166ihp 90t (c)<br>Fleming & Ferguson Ltd. Psy<br>1×5kW 110V d.c. 8k |

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| 511569<br>INCL<br>497<br>RT | **FIUME FIORA**<br>exFiora–54<br>**T. Neri**<br>Leghorn Italian | 348<br>252<br>— | | 1943 ......................Canada<br>160' 1" 29' 1"<br>... ... ...<br>1 dk | TrM | 3 Oil (2) 4SA each 6Cy.<br>Motfbr. Deutz<br>(1) 4SA 12Cy. 180×195 mm<br>Richard Paxman |
| 511570<br><br>T7<br>RT | **FIUME MARTA**<br>exMarta–54<br>**Sayed Abdulla Abed**<br>**Senussi Co.**<br>Tripoli Libyan | 345<br>250<br>500 | HR | 1942 ......................Canada<br>160' 1" 30' 2"<br>30' 0"<br>1 dk | TM<br>1 Ho 98½'<br>G.3500<br>1 Ha (82½'×14½') | 2 Oil 4SA each 12Cy.<br>500bhp<br>Richard Paxman |
| 511571<br>IRAV<br>77<br>RTm | **FIUME NERA**<br>exTolfa–55 exNera–54<br>**Cia. di Nav. Mediterranea**<br>Rome Italian | 456<br>310<br>560 | | 1943 ......................Canada<br>192' 6" 30' 7"<br>30' 5"<br>1 dk<br>RW | TM Mchy.aft<br>1 Ho 105'<br>G.31000 B.30000<br>2 Ha (each 36½'×14½')<br>Cr 2(2) | 2 Oil 4SA each 12Cy.<br>1000bhp<br>Richard Paxman<br>2×20, 10kW 110V d.c. |
| 511572<br>PEBZ<br><br>Df Esd<br>RT | **FIVEL**<br><br>**J. Bont**<br>"Carebeka" N.V.<br>Groningen Netherland | 498<br>315<br>625 | ✠100A1SS 3/68 ~~SS 6/64~~<br><br>✠LMC<br><br>MN80 EL g | 1952–3 Foxhol N.V.—Foxhol<br>167' 11" 27' 5" 11' 0¾"<br>154' 8" 27' 3" 11' 1"<br>P43' Q58' F23' 1 dk<br>RW 3BH<br>WB166t | M Mchy.aft<br><br>G.34000 B.32000 | Oil 4SA 6Cy. 320×450 mm<br>398bhp<br>Klöckner-Humboldt-Deutz |
| 511573<br>PECB<br><br>Df Esd<br>RTm | **FIVELBORG**<br>exAbel Tasman–54<br>**E. Wagenborg's Scheepv. &**<br>**Exped. Bedr. N.V.**<br>Delfzijl Netherland | ~~281~~ 275<br>~~131~~ 130<br>346 | <br><br>BV | 1950 Gebr. Niestern & Co.—Dzl<br>131' 10" 23' 1" 8' 10"<br>22' 11"<br>1 dk<br>RW<br>rf nil | M Mchy.aft<br>1 Ho 75½'<br>G.16200 B.15300<br>2 Ha (25', 32½'×13¾')<br>Der 2(2) | Oil 4SA 4Cy. 285×425 mm<br>195bhp<br>Masch. Augsburg-Nürnberg<br>1×3kW 48V d.c. |
| 660068<br>GRZS<br>308013<br>RTv | **FIXITY**<br><br>**F. T. Everard & Sons Ltd.**<br>London British | 200<br>125<br>324 | ✠100A1<br>U.K., Eire, River Elbe—<br>Brest<br>✠LMC<br>MN66 EL c | 1966–1 Fellows & Co. Ltd.—Yar<br>117' 6" 25' 3"<br>110' 3" 25' 0" 9' 6"<br>Ba21' F13' 1 dk<br>RW 3BH<br>rf 3" WB137t | M Mchy.aft<br>1 Ho 72½'<br>G.15542 B.13942<br>1 Ha (stl) (53'×17')<br>1W Der 1(1) | Oil 4SA 4Cy. 8¾"×11½" with<br>gear<br>330bhp<br>Blackstone & Co. Ltd.<br>1×¾kW 24V d.c. |
| 540409<br>UYOM<br>M-27551 | **FIZIK KURCHATOV**<br><br>**U.S.S.R.**<br>Odessa Russian | 12285<br>6903<br>16212 | | 1962 ......................Kherson<br>557' 6" 71' 6" 31' 11"<br>521' 0" 71' 4" 42' 4"<br>2 dks | S<br>6 Ho 1 DT<br>G.716184<br>6 Ha (38¾', 38¾', 38¾', 38¾'×29½')<br>(27½'×21¾') (30½'×23')<br>Cr 12(5) | S Turb<br>13000shp |
| 511575<br>UYYV<br>M-22526 | **FIZIK LEBEDYEV**<br><br>**U.S.S.R.**<br>Odessa Russian | 12016<br>6718<br>16040 | | 1960 ................Kherson<br>557' 6" 71' 6" 31' 11"<br>521' 0" 71' 4" 42' 4"<br>2 dks | S<br>6 Ho 1 DT<br>G.716184<br>6 Ha (38¾', 38¾', 38¾', 38¾'×29½')<br>(27½'×21¾') (30½'×23')<br>20W Der 4(10) 16(5) | S Turb<br>13000shp |
| 511576<br>UYYU<br>M-22509 | **FIZIK VAVILOV**<br><br>**U.S.S.R.**<br>Odessa Russian | 12016<br>6718<br>16040 | | 1960 ...................... Kherson<br>557' 6" 71' 6" 31' 11"<br>521' 0" 71' 4" 42' 4"<br>2 dks | S<br>6 Ho 1 DT<br>G.716184<br>6 Ha (38¾', 38¾', 38¾', 38¾'×29½')<br>(27½'×21¾') (30½'×23')<br>20W Der 4(10) 16(5) | S Turb<br>13000shp |
| 542826<br>LLHD<br><br>Df Esd<br>RT | **FJÆRHOLMEN**<br>exMimi Hansen–64<br>exHinrich Koppelmann–63<br>**I/S Fjærholmen**<br>Vestfold Shipping & Trading A/S<br>Tõnsberg Norwegian<br>Now **SKUDEHOLM** See New Entries **No. 4** | 299<br>166<br>480 | <br><br>GL | 1955 Husumer Schiffsw.—Husum<br>148' 5" 27' 2" 10' 4½"<br>129' 7" 27' 1" 11' 5"<br>P41' F20' 1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.22000 B.21000<br>1 Ha (68½'×16½')<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 511577<br>LANA | **FJÆRLANDSFJORD**<br>exGula–53 exWischhafen<br>**Fylkesbaatane I Sogn og**<br>**Fjordane**<br>Bergen Norwegian | 145<br>68<br>— | | 1943 ......................<br>*89·7'*<br>... ... ...<br>1 dk | M Ferry | Oil 2SA 3Cy. 280×420 mm<br>240bhp NE59<br>Wichmann Mtrf. |
| 511578<br>LMHV<br><br>Rdr | **FJALIR**<br>exKondor–47<br>**Fylkesbaatane I Sogn og**<br>**Fjordane**<br>Bergen Norwegian | 263<br>158<br>— | | 1939 Gebr. Van Diepen—Waterhuizen<br>*125·2'* 23' 1"<br>... ... ...<br>1 dk<br>R | M Mchy.aft | Oil 4SA 4Cy. 280×420 mm<br>200bhp<br>Humboldt-Deutzmot. |
| 511579<br>TFCB<br><br>Df Esd<br>Gc Rdr<br>RT | **FJALLFOSS**<br><br>**H/f Eimskipafélag Islands**<br>Reykjavik Icelandic | 1846 ~~1796~~<br>766 ~~775~~<br>2600 | ✠100A1 SS 9/68 ~~SS 6/68~~<br>Str. nav. ice<br>✠LMC<br><br>MN436 EL s 1¾"SQ | 1954–2 Burmeister & Wain—Cpn<br>305' 5" 44' 5" 17' 6¾"<br>280' 0" 43' 0" 26' 0"<br>Ba48' F31' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB774t | M OSD Mchy.aft<br>2 Ho<br>B.160327<br>4 Ha (each 34'×22')<br>8W Der 1(20) | Oil 2SA 6Cy. 500×900 mm<br>2180bhp<br>Burmeister & Wain |

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| **FJAUGEN**<br>A/B Robert Myrsten<br>Robert Myrsten<br>Slite<br>Swedish | 500<br>318<br>950 | | BV | **1961** Sölvesborgs Varv—Sbg<br>192′ 1″ 33′ 1″ 11′ 3¾″<br>173′ 8″ 32′ 10″ 12′ 8″<br>1 dk | M<br>1 Ho<br>G.32900 B.29000<br>1 Ha (85′×20′)<br>2W Der 2(3) | Oil 4SA 6Cy. 320×480 mm<br>800bhp 68t<br>Motorenw. Mannheim Mhm<br>11k |
| **FJELLANGER**<br>exSilja-65<br>Westfal-Larsen & Co. A/S<br>Bergen<br>Norwegian | 15649<br>8239<br>~~22000~~<br>22010 | | NV | **1962** A/S Bergens M/V—Bgn<br>560′ 6″ 72′ 0″ 34′ 3¾″<br>525′ 7″ 71′ 10″ 48′ 0″<br>P130′ Q105′ B33′ F56′ 1 dk<br>rf 2″ | M Bulk Carrier Mchy.aft<br>Self-unloader<br>6 Ho 64¼′, 65′, 65′, 65′, 65′ 65′<br>G.944883 B.837137<br>6 Ha (stl) (37½′×36¾′) (62¼′, 62¼′, 62¼′, 62¼′, 62¼′×53′)<br>Cr 1(18) | Oil 2SA 8Cy. 760×1500 mm<br>9800bhp 1100t (hvf) 265t (d.o)<br>A/B Götaverken Got<br>4×260, 260, 200, 150kW 440V 60c/s a.c.<br>15½k |
| **FJELLGAR**<br>exLyderhorn-63 exSolund-47<br>Øygarden & Sotra Rutelag L/L<br>Bergen<br>Norwegian | 132<br>70<br>— | | | **1942** A/S Pusnæs M/V—Arendal<br>*94·6′* 17′ 2″<br>17′ 0″<br>1 dk | M | Oil 2SA 6Cy. 280×320 mm<br>300bhp<br>Haldorsen & Sönner Rub |
| **FJELLMAN**<br>exDawlish-53<br>Alf Nygård Partrederi<br>Bergen<br>Norwegian | 258<br>165<br>300 | ✠100A1<br>LMC | Dr 9/65<br>EL d | **1937–10** A. Vuijk & Zonen—Capelle<br>136′ 6″ 23′ 7″ 8′ 6″<br>126′ 6″ 23′ 6″ 9′ 5″<br>Q33′ F15′ 1 dk<br>R 3BH<br>WB77t | M Mchy.aft<br>2 Ha (each 29½′×16¼′)<br>Der 2(2) | Oil 4SA 6Cy. 5⅝″×6½″ with sr gearing<br>325bhp NE8/63<br>Caterpillar Tractor Co. Peoria<br>Controllable pitch propeller 9k |
| **FJORDAAS**<br>Agdesidens Rederi A/S<br>Amt J. Mörland<br>Arendal<br>Norwegian | ~~41078~~ 41079<br>~~27855~~ 27798<br>~~75000~~ 76041 | | NV | **1967** Harland & Wolff Ltd.—Bel<br>825′ 0″ 105′ 2″ ~~42′ 7″~~ 46′ 6¾″<br>790′ 0″ 105′ 0″ 63′ 9″<br>Q102′ B Upr 63′ Lwr 88′ F68′ 1 dk<br>rf 5″ | M Bulk Carrier Mchy.aft<br>2 Ho each 69¾′ 7 Ho each 69′<br>G.3150000<br>9 Ha (stl) (each 45′×54′) | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W 3550t (hvf)<br>Harland & Wolff Ltd. Bel<br>15¾k |
| **FJORDBRIS**<br>Det Stavangerske D/S<br>Stavanger<br>Norwegian | 236<br>95<br>— | | | **1948** Rosenberg M/V A/S—Stv<br>148′ 0″ 22′ 1″<br>21′ 3″<br>B&F110′ 1 dk<br>rf 6″ | TM Ferry (399P)<br>1 Ho 13′<br>1 Ha (7′×4′)<br>1W Der 1(1) | 2 Oil 2SA each 8Cy. 200×300 mm<br>720bhp (d.o)<br>Nydqvist & Holm A/B Thn<br>2×22kW 110V d.c.<br>Controllable pitch propellers 15k |
| **FJORDBUEN**<br>exNyhavn-61 exBergstø-60<br>exRadöy I-49<br>I.O. Helland<br>Bgn<br>Norwegian | 150<br>68<br>225 | | NV | **1943** Ernst Menzer—Ham<br>*101·0′* 21′ 5″<br>96′ 10″<br>1 dk<br>rf 7¾″ conv tanker 49 | M Mchy.aft<br>1 Ho<br>1 Ha (27¾′×10½′)<br>1W Der 1(2) | Oil 2SA 3Cy. 300×360 mm<br>210bhp NE62<br>A/S Bergens M/V Bgn |
| **FJORDDROTT**<br>Det Stavangerske D/S<br>Stavanger<br>Norwegian | 200<br>82<br>— | | | **1939** Rosenberg M/V A/S—Stv<br>145′ 0″ 22′ 0″<br>21′ 10″ 8′ 0″<br>B&F110′ 1 dk<br>rf 6″ | TM Ferry (399P)<br>1 Ho 28′<br>1 Ha (7′×4′)<br>1W Der 1(½) | 2 Oil 4SA each 8Cy. 200×230 mm<br>750bhp (d.o)<br>Humboldt-Deutzmot. Köln-Deutz<br>2×25kW 110V d.c.<br>Controllable pitch propellers 15k |
| **FJORDHOLM**<br>exCarioca-66<br>~~Eilif H. Shotvik Partrederi~~<br>Brönnöysund<br>Norwegian<br>Eilif H. Slotvik Partrederi | ~~109~~ 247<br>~~104~~ 142<br>~~350~~ — | | NV | **1962** Sandnessjöen Slip & Mek. Verk.—Sandnessjöen<br>134′ 4″ 24′ 7″ 10′ 5¼″<br>122′ 1″ 24′ 3″ 11′ 2″<br>P33′ F16′ 1 dk len 68 | M Mchy.aft<br>1 Ho 69′<br>G.14825 B.13465<br>1 Ha (48½′×13′)<br>2W Der 2(2) | Oil 2SA 4Cy. 300×360 mm<br>12t<br>A/S Bergens M/V Bgn<br>9k |
| **FJORDSKÄR**<br>exSpora-65<br>Rune Olsson Partrederi<br>Skärhamn<br>Swedish | 499<br>254<br>625 | ✠100A1<br>✠LMC | SS 3/66<br>EL g | **1949–6** De Haan & Oerlemans—Heusden<br>165′ 8″ 27′ 0″ 10′ 11½″<br>152′ 6″ 26′ 11″ 11′ 1″<br>P41′ Q54′ F22′ 1 dk<br>RW NS 3BH<br>WB184t | M Mchy.aft<br>1 Ho 93½′<br>G.31951 B.28202<br>2 Ha (each 41′×17¼′)<br>2W Der 2(2) | Oil 4SA 8Cy. 305×380 mm<br>415bhp 44t (d.o)<br>Enterprise Eng. & Fdry Co. S.Fo<br>Controllable pitch propeller 10k |
| **FJORDSOL**<br>Det Stavangerske D/S<br>Stavanger<br>Norwegian | 236<br>95<br>— | | | **1948** Rosenberg M/V A/S—Stv<br>148′ 0″ 22′ 1″<br>21′ 11″ 8′ 6″<br>B&F110′ 1 dk<br>rf 6″ | TM Ferry (399P)<br>1 Ho 13′<br>1 Ha (7′×4′)<br>1W Der 1(1) | 2 Oil 2SA each 8Cy. 200×300 mm<br>720bhp (d.o)<br>Nydqvist & Holm A/B Thn<br>2×22kW 110V d.c.<br>Controllable pitch propellers 15k |
| **FLADENGRUND**<br>Fischkombinat Sassnitz<br>Sassnitz<br>E. German | 133<br>47<br>— | | DSRK | **1957** Schiffbau- u. Reparaturwerft—Stralsund<br>86′ 11″ 22′ 0″ 11′ 7″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>250bhp<br>Masch. Halberstadt Halberstadt |

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| 511598<br>TQEA<br><br>Df Esd<br>Pfd RT | **FLAMANT ROSE**<br><br>**Garnier & Cie**<br>Lorient French | 246<br>107<br>— | <br><br>BV | 1957 Ch. & At. Aug. Normand—Hav<br>122' 8" 23' 8" 12' 6½"<br>111' 6" 23' 6" 13' 4"<br><br>RW | M Trawler<br><br><br>4 Ha (3½', 3½', 24½'×3½') (2½'×3½')<br>Der 1(2) 2(½) | Oil 4SA 6Cy. 310×460 mm<br>800bhp<br>Etab. Duvant |
| 670615<br>DDXC<br>2611<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FLÄMING**<br><br>**Deutsche Seereederei**<br>Rostock E. German | 4313<br>2285<br>—<br>6224<br>3458<br>— | ~~✠100A1~~<br>~~DTa—vegetable oil~~<br>~~✠LMC~~<br>~~✠Lloyd's RMC~~<br>~~MN1760~~ ~~[illegible]~~<br>✠Class WITHDRAWN<br>at Owners' request<br>7/68 | 1967-6 Scheeps. de Biesbosch—<br>Dordrecht<br>446' 2" 58' 3"<br>410' 1" 58' 0½" 33' 5"<br>P96' F44' 1 dk & S dk<br>RW 2BH to S dk 6 to 2nd dk<br>rf 7" WB862t incl. DTf174t | M Ref OSD/CSD Mchy.aft<br><br>In.11985 | Oil 2SA 6Cy. 700×1400 mm<br>8800bhp<br>Gebr. Stork & Co.<br>AuxB 71lb<br>3×288kW 390V 50c/s a.c. |
| 670117<br><br><br>Df Esd<br>Gc Rdr<br>RT | **FLAMINGO**<br><br>**U.S.S.R.**<br>**Kaliningrad** Russian | 2435<br>1070<br>850 | | 1966 Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" ~~46' 1"~~ 17' 0½"<br>233' 0" 43' 2" | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil geared to sc. shaft<br>1660bhp |
| 542391<br>DHWC<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **FLAMINGO**<br><br>**Deutsche Seereederei**<br>Rostock E. German | 983<br>421<br>1572<br>1824<br>917<br>2733 | <br><br>DSRK | 1963 Schiffswerft Neptun—Ros<br>270' 7" 41' 4" 13' 11"/18' 9"<br>41' 2"<br>1 dk & S dk | M OSD/CSD Mchy.aft | Oil 4SA 6Cy. 470×660 mm<br>1270bhp<br>Masch. Halberstadt |
| 511602<br>LNUN<br><br>Df Esd | **FLAMINGO**<br>exRoger-Juliette–55 exNjord–35<br>**Hans Knutsvik**<br>Stavanger Norwegian | 198<br>101<br>250 | <br><br>BV | 1916 Wed. C. Boele—Slikkerveer<br>126' 1" 21' 8" 11' 0"<br>117' 5"<br>1 dk<br>R conv dry cargo ship 54 len 63<br>BK9½" | M Fishing<br>1 Ho<br><br>1 Ha (41½'×11')<br>1W Der 1 | Oil 2SA 4Cy. 230×400 mm<br>280bhp [illegible]<br>Alpha-Diesel A/S |
| 662181<br>ICIK<br>664<br>Df Esd<br>Rdr RT | **FLAMINIA**<br><br>**Compagnia Internazionale**<br>**Stoccaggi Prodotti**<br>**Petroliferi (C.I.S.P.A.)**<br>**S.p.A.**<br>Trieste Italian | 1588<br>765<br>2500 | <br><br>AB RI | 1967 Cant. Nav. Felszegi—Tri<br>259' 7" 37' 6" 17' 2"<br>236' 9" 37' 5" 18' 6"<br>1 dk | M Tanker Mchy.aft<br>10 Ta | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1680bhp<br>Motorenw. Mannheim |
| 511606<br>MWKV<br>187124<br>Df Esd<br>Gc Rdr<br>RTv | **FLAMINIAN**<br><br>~~**Westcott & Laurance Line**~~<br>~~**Ltd.**~~ **Ellerman Lines Ltd.**<br>Ellerman & Papayanni Lines<br>Ltd.<br>Liverpool British | 3100<br>1115<br>3552 | ✠100A1 SS 3/64<br><br>✠LMC<br>✠Lloyd's RMC<br>MN760 EL w | 1956-2 Henry Robb Ltd.—Lth<br>351' 4" 52' 4" 20' 3"<br>325' 0" 52' 0" 30' 0"<br>P27' F31' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB550t | M Ref OSD<br>4 Ho 45½', 89½' comb., 47½', 47½'<br>G.209900 B.186900 In 26550<br>5 Ha (13'×15') (42½'×19')<br>(12½', 20'×18') (20'×19')<br>12W Der 1(35) 2(15) 2(10) 8(5) | Oil 2SA 8Cy. 600×1040 mm<br>3800bhp Sulzer<br>Geo. Clark & N.E. Mar.<br>AuxB 100lb<br>3×180kW 220V d.c. |
| 511608<br>TPTX<br><br>Df Esd<br>Pfd<br>RTm | **FLAMME**<br><br>**Armement "La Pêche**<br>**Côtière"**<br>La Rochelle French | 184<br>46<br>— | <br><br>BV | 1956 Ch. Nav. de La Pallice—L.Pl<br>111' 6" 22' 3" 12' 1½"<br>96' 0" 22' 0" 13' 3"<br><br>RW | M Trawler<br>1 Ho<br><br>2 Ha (each 3½'×3½') | Oil 4SA 6Cy. 315×450 mm<br>500bhp<br>Etab. Duvant<br>2×24, 110V d.c. |
| 511609<br>FNRY<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FLANDRE**<br><br>**Compagnie Générale**<br>**Transatlantique**<br>Havre French<br>Now **CARLA C** See New Entries No. 3 | 20477<br>10661<br>5197 | <br><br>BV | 1952 At. & Ch. de France—Dnk<br>599' 8" 80' 4" 26' 2"<br>80' 0"<br>B381' 3 dks<br>RW<br>rf 12½" | TS (823P) Ref<br>4 Ho 37½', 61½', 50½', 60½'<br>B.145294 In.23721<br>4 Ha (stl) (21½', 17½'×17') (15½'×17½')<br>(17½'×15½')<br>8W Cr 6(5) 2(3–5) | 8 S Turb dr geared to 2 sc. shafts<br>42000shp<br>At. & Ch. de Bretagne S.A.<br>4×2000, 2000, 750, 750kW |
| 651359<br>TMUC<br><br>Df Esd<br>Gc Rdr<br>RT | **FLANDRE BRETAGNE**<br><br>**Emile Dudeffant, Emile**<br>**Lhostellier & Roger**<br>**Rouello**<br>Lorient French | 428<br>156<br>354 | <br><br>BV | 1965 Stocznia im Komuny Paryskiej—<br>Gdy<br>155' 6" 27' 4"<br>... ... ... | M Trawler<br><br><br>5 Ha (each 3'×3')<br>Der 1(2½) 1(½) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz |
| 650010<br>SEZX<br>10525<br>Df Esd<br>Rdr RT | **FLANDRIA**<br><br>**A/B Broker**<br>Salénrederierna A/B<br>Gothenburg Swedish | 499<br>312<br>1200 | <br><br>NV | 1964 Hatlø Verksted A/S—Ulsteinvik<br>248' 2" 34' 10" 12' 4½"<br>222' 0" 34' 6"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho<br>G.131733 B.112356<br>1 Ha (45'×29½')<br>1W Der 1(5) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Masch. Kiel G.m.b.H. |
| 511610 | **FLANDRIA**<br>exFrans Nyville–51<br>**Mrs. Nyville-Provoost**<br>Buenos Aires Argentine | 289<br>117<br>— | | 1944 Canadian Morse Co. Ltd.—Mtl<br>*133-4'* 26' 1"<br>25' 11" | Wood M Trawler | Oil 4SA 8Cy. 305×380 mm<br><br>National Supply Co. |
| 511612<br>LKOF | **FLATÖY**<br>exFjordbussen–54<br>**A/S Bergen-Nordhordland**<br>**Trafikklag**<br>Bergen Norwegian | 112<br>51<br>— | | 1941 Kristiansands M/V A/S—Krs<br>92' 1" 18' 5"<br>... ... ...<br>1 dk<br>RW | TM Ferry (207P) | 2 Oil 2SA each 8Cy.<br>330bhp NE49<br>General Motors Corp. |

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| **FLAVIA**<br>Media-61<br>Cia. Genovese di Armamento S.p.A.<br>Genoa<br>Italian | 15465<br>8876<br>— | ✠100A1<br>with freeboard<br>✠LMC<br>MN2970 | SS 11/66<br>EL (j) 2$\frac{1}{16}$"SQ<br>RI | 1947-8 John Brown & Co. Ltd.—Cly<br>556′ 0″ 70′ 4″ 30′ 2¼″<br>500′ 0″ 70′ 0″ 46′ 0″<br>B&F461′ 3 dks, 4th & 5th dks clear of mchy. space<br>R 9BH to U dk 1 to 2nd dk<br>DK fwd of mchy. space WB4349t incl. DTsm258t DTsf1150t Tunnel tanks 1062t TwDa68t | TS (1240P)<br>2 Ho 44¼′, 55¾′<br>G.458895 B.417275<br>2 Ha (stl) (15½′×16½′) (11¼′×18′)<br>20W Der 2(5) 2(2) | 4 S Turb dr geared to 2 sc. shafts<br>15000shp 2003t (o.f)<br>John Brown & Co. Ltd. Cly<br>2WTB 450℔ Spt 750° F. 430℔ 2db 105℔<br>hs32248 sg 100℔<br>5×600, 375, 375, 375, 375kW 220V d.c.<br>18k |
| **FLECHA DE BUENOS AIRES**<br>Alimar S.A.<br>Buenos Aires<br>Argentine | 131<br>77<br>— | | AB | 1962 Cant. Navali L. Rodriquez—Mes<br>91′ 6″ 35′ 2″<br>35′ 0″ 11′ 5″<br>1 dk | Aluminium Alloy TM Hydrofoil | 2 Oil 4SA each 12Cy. 175×205 mm<br>2500bhp 3t<br>Daimler-Benz A.G. Stuttgart |
| **FLECHA DE COLONIA**<br>Launched as Flecha de Montevideo<br>Alimar S.A.<br>Buenos Aires<br>Argentine | 132<br>77<br>— | | AB | 1962 Cant. Navali L. Rodriquez—Mes<br>91′ 6″ 35′ 2″<br>11′ 5″<br>1 dk | Aluminium Alloy TM Hydrofoil | 2 Oil 4SA each 12Cy. 175×205 mm<br>2500bhp 3t<br>Daimler-Benz A.G. Stuttgart |
| **FLECHA DEL LITORAL**<br>Alimar S.A.<br>Buenos Aires<br>Argentine | 132<br>77<br>— | | AB | 1963 Cant. Navali L. Rodriquez—Mes<br>91′ 6″ 35′ 2″<br>35′ 0″ 11′ 5″<br>1 dk | Aluminium Alloy TM Hydrofoil | 2 Oil 4SA each 12Cy. 175×205 mm<br>2500bhp 3t<br>Daimler-Benz A.G. Stuttgart |
| **FLÈCHE**<br>Société Dumez<br>Dunkirk<br>French | 420<br>396<br>— | ✠100A1<br>hopper barge | ~~SS 12/61~~<br>TD 12/67<br>EL (g) | 1948-3 N.V. Werf Gusto—Slikkerveer<br>168′ 10″ 28′ 4″ 10′ 7″<br>165′ 0″ 28′ 3″<br>RW 6BH | Hopper Barge | |
| **FLEETBANK**<br>Bank Line Ltd.<br>Andrew Weir & Co. Ltd.<br>Belfast<br>British | 5690<br>3321<br>8967 | ✠100A1<br>DT—oil FP above 150° F., or vegetable oil or latex<br>✠LMC<br>MN1020 | SS 8/66<br>EL b† | 1953-10 Harland & Wolff Ltd.—Bel<br>449′ 6″ 59′ 4″ 26′ 0¾″<br>425′ 7″ 59′ 0″ 38′ 3″<br>P37′ F37′ 1 dk & S dk, 3rd dk fwd of mchy. space<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6″ WB4154t incl. DTsf1524t DTm1350t | M Ref OSD<br>4 Ho 56½′, 83′, 32′DT, 32′DT, 26¾′DT, 26¾′DT, 47½′, 68′<br>G.561310 B.505490 In.12360<br>7 Ha (29¼′, 31½′, 28¾′, 13′, 28¾′, 28¾×22′) (8′×15′)<br>13W Der 1(25) 14(5) 2(3) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>5100bhp B&W 1040t (d.o)<br>Harland & Wolff Ltd. Bel<br>2AuxB 105℔<br>4×175, 175, 175, 20kW 220V d.c. 14½k |
| **FLEMING**<br>Antonio Campelo Garcia<br>Vigo<br>Spanish | 155<br>75<br>— | | | 1958 Benito Ferradas—Domayo<br>*85·3′* 21′ 6″<br>… … … | Wood M Fishing | Oil 6Cy.<br>450bhp 43t (d.o)<br>9k |
| **FLEMISH KNOT**<br>United States Department of Commerce<br>nnah<br>United States | 3805<br>2123<br>4963 | | AB | 1945 Southeastern S.B. Corp.—Sav<br>338′ 8″ 50′ 1″ 23′ 5″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>rf nil | M Ref Mchy.aft<br>4 Ho 42¾′, 78¼′, 67½′, 30¼′<br>B.238000 In.9000<br>4 Ha (stl) (20¼′, 40½′, 40½′×20′) (9′×8′) | Oil 2SA 6Cy. 545×700 mm<br>1700bhp 975t<br>General Mchy. Corp. Hamilton<br>2×250kW 220V d.c. 10k |
| **FLEMSÖY**<br>Johs. H. Brandal A/S<br>Alesund<br>Norwegian | 180<br>55<br>— | | | 1917 Bolsønes Skibs M/V A/S—Molde<br>116′ 0″ 22′ 6″<br>… … …<br>1 dk<br>len 35 | Wood M Fishing Mchy.aft | Oil 2SA 5Cy. 280×420 mm<br>750bhp NE64<br>Wichmann Mtrf. Rub |
| **FLENSAU**<br>Flensburger Trampreeder Ges. m.b.H.<br>Nissen & Co. K.G.<br>Flensburg<br>W. German | 1509<br>759<br>2820 | | GL | 1950 Flensburger Schiffs. Ges.—Fln<br>282′ 10″ 42′ 8″ 17′ 10″<br>42′ 6″ 25′ 10″<br>B32′ F24′ 1 dk & S dk<br>RW | S OSD Mchy.aft<br>G.169159 B.156833<br>4 Ha<br>8W Der 2(5) | C 4Cy. (2) 14$\frac{9}{16}$″ & (2) 31½″×31½″ & LP turb<br>1200ihp 325t (o.f)<br>Flensburger Schiffs. Ges. Fln<br>11k |
| **FLENSBURG**<br>exAmazonas-62<br>Hamburg-Amerika Linie<br>Hamburg<br>W. German | 3011<br>1419<br>5110<br>4901<br>2754<br>7505 | | NV | 1959 Valmet O/Y—Hfs<br>398′ 9″ 54′ 1″ 20′ 2″/25′ 2″<br>365′ 0″ 53′ 6″ 31′ 0″<br>P155′ F25′ 1 dk & S dk<br>rf nil | M (2P) Ref OSD/CSD Mchy.aft<br>4 Ho 46½′, 73¾′, 67½′, 71½′<br>G.342655 B.320000 In.14500<br>4 Ha (stl) (29¾′, 52¼′, 47½′, 52¼′×21¼′)<br>14W Der 1(50) 1(30) 14(5) | Oil 2SA 7Cy. 500×1500 mm<br>4600bhp B&W 1100t (hvf)<br>Akers M/V Osl<br>3×280kW 440V 50c/s a.c. 15k |
| **FLENSBURG**<br>Hochseefischerei Kiel G.m.b.H.<br>Kiel<br>W. German | 691<br>188<br>— | | GL | 1963 Lübecker Flender-Werke A.G.—Lübeck<br>210′ 8″ 33′ 6″<br>180′ 5″ 33′ 2″ 23′ 2″<br>2 dks<br>RW | M Stern Trawler | Oil 4SA 8Cy. 385×580 mm 1900bhp also Oil 500bhp driving 2 gen. connected to 2 elec. motors for secondary propulsion<br>Masch. Kiel G.m.b.H. Kel |
| **FLETAN**<br>Boulogne Mareyage<br>Boulogne<br>French<br>Now AGRUMA I<br>See New Entries No. 1 | 247<br>73<br>— | | BV | 1942 Ch. Dubigeon—Nts<br>*115·6′* 23′ 6″<br>… … …<br>2 dks | M Trawler<br>4 Ha (4¼′, 4¼′, 4¼′×5′) (5¼′×3½′) | Oil 2SA 4Cy. 360×460 mm<br>500bhp<br>At. & Ch. de la Loire St. Denis<br>10k |
| **FLETERO**<br>exNicaragua Victory-46<br>Empresa Lineas Maritimas Argentinas<br>Buenos Aires<br>Argentine | 7607<br>4562<br>10869 | | AB | 1944 Permanente (Shpyd No. 1)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.523000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp 2812t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c 16k |

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| 511629<br>DINS<br><br>Df Esd<br>Rdr<br>RTm | **FLETH**<br><br>**Christoph Meyer**<br>Hamburg W. German | 499<br>342<br>935 | GL | 1956 J. J. Sietas Schiffsw.—Ham<br>182' 1" 31' 7" 12' 6"<br>164' 1" 31' 6" 13' 4"<br>P44' B36' F28' 1 dk<br>RW | M Mchy.aft<br>1 Ho 113½'<br>G.40500 B.38422<br>2 Ha (27', 52½'×18½')<br>3W Der 3(2) | Oil 4SA 6Cy. 320×480 mm<br>750bhp<br>Klöckner-Humboldt-Deutz |
| 511630<br>TQMT<br><br>Df Esd<br>Pfd RT | **FLEUR D'AJONC**<br><br>**Jean-Paul Joannic (Groupement des Pécheurs Étellois)**<br>Etel French | 112<br>27<br>— | BV | 1958 Ch. Nav. de Cornouaille—Treboul<br>*76·8'* 21' 0"<br>... ... | Wood Aux Fishing<br><br><br>2 Ha (each 3½'×3½')<br>Der 1(1) | Oil 4SA 8Cy. 220×320 mm<br>330bhp<br>Cie. de Const. Méc. |
| 650503<br>PECS<br>13533<br>Df Esd<br>Rdr RT | **FLEVO**<br><br>**J. Bont & H. Dost**<br>"Carebeka" N.V.<br>Groningen Netherland | 500<br>329<br>1000 | ✠100A1<br><br>✠LMC<br><br>MN149 EL k1¼"SQ | 1965–4 Schps. Waterhuizen J. Pattje—Waterhuizen<br>209' 6" 31' 5" 11' 11"<br>192' 8" 30' 10" 13' 3"<br>P57' F38' 1 dk<br>3BH<br>rf 2" WB450t incl. Under dk f43t a33t Dk amids 17t | M Mchy.aft<br>2 Ho<br>G.46105 B.41020<br>3 Ha<br>3W Der 3(5) | Oil 4SA 8Cy. 305×460 mm<br>745bhp<br>D. & J. Boot "De Industrie" |
| 511634<br>PECO<br><br>Df Esd<br>Rdr<br>RTm/v | **FLEVOLAND**<br><br>**Scheepvaart-en Steenkolen Maats.**<br>Rotterdam Netherland | 388<br>192<br>610 | ✠100A1 SS 5/65<br><br>✠LMC<br>✠Lloyd's RMC<br>MN150 EL k | 1955–7 Scheeps. Vooruitgang—Foxhol<br>211' 2" 30' 6" 10' 10¾"<br>190' 2" 30' 2" 18' 1"<br>1 dk & S dk<br>RW 1BH to S dk 4 to 2nd dk<br>rf 8" WB203t | M Ref OSD Mchy.aft<br>3 Ho 30½', 30½', 55'<br>2 TwD 63' comb., 50½'<br>G.39270 B.37900 In.7950<br>2 Ha (stl) (each 35½'×15¾')<br>3 Ha (w) (18¾', 18¾', 39½'×15¾')<br>4W Der 4(3) | Oil 4SA 6Cy. 390×680 mm<br>750bhp<br>N.V. Werkspoor<br>3×40, 40, 20kW 110V d.c. |
| 541114<br>VM2082<br>178474 | **FLINDERS TRADER**<br>exMilford Crouch–63<br>Launched as Leillateah<br>**Flinders Island Shipping Co. Pty Ltd.**<br>Launceston British | 167<br>94<br>— | | 1957 R. M. Crouch & Co.—Adl<br>*103·6'* 19' 2"<br>19' 0"<br>1 dk<br>Jan 61 | Aux K | Oil 4SA 8Cy. 5½"×7½"<br><br>Norris, Henty & Gardner |
| 511638<br>GJJU<br>304392<br>Df Esd<br>Gc Rdr<br>RTm/v | **FLINTSHIRE**<br><br>**Glen Line Ltd.**<br>London British | T.Mk<br>9640<br>4735<br>10255<br>11537<br>6774<br>11365 | ✠100A1 SS 12/66<br>DTsf, tunnel side tanks & 'tween deck tanks aft—vegetable oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>MN3700 EL lt2$\frac{1}{16}$"SQ | 1962–12 C. v.d. Giessen Schps.—Krimpen<br>543' 9" 74' 8" —/30' 1"<br>500' 11" 74' 6" 43' 6"<br>P30' F60' 3 dks, 4th dk in No. 4 hold<br>8BH<br>rf 6" DK fwd WB3841t incl. TwDa332t Tunnel tanks 485t DTsf1144t | M (12P) Ref<br>7 Ho 60¾', 54', 71½', 60½', 68¾', 48½', 22'<br>G.630303 B.569712 In.82019<br>7 Ha (stl) (26'×15¾') (27½', 35½', 25¾', 35½'×23¾') (27½'×19¾') (9¾'×26¾')<br>26W Der 1(40) 4(15) 4(10) 16(5) | Oil 2SA 9Cy. 900×1550 mm<br>18400bhp<br>Sulzer Bros. Ltd.<br>2AuxB 120lb [illegible]<br>3×500kW 220V d.c. |
| 541009<br>LKEE<br><br>Rdr RT | **FLIPPER**<br>exWestfoil–67 exAlei-Gal–65<br>exWestfoil–63<br>**A/S Haanes Rederi**<br>Kr. Haanes<br>Kristiansand Norwegian | 131<br>76<br>— | NV | 1962 Westermoen Hydrofoil A/S—Mandal<br>92' 7" 34' 11"<br>34' 8"<br>1 dk | Aluminium Alloy TM Hydrofoil | 2 Oil 4SA each 12Cy.<br>2700bhp<br>Daimler-Benz A.G. |
| 507917<br>LLBB<br><br>Df Esd<br>Pfd Rdr<br>RT | **FLISTER**<br>exCool Girl–66 exPresthus 2–62<br>**Arnold M. Flister**<br>Måløy Norwegian | 185<br>86<br>250 | NV<br>**FOUNDERED 11/68** | 1943 Skaalurens Skibs.—Rosendal<br>117' 6" 22' 11" 12' 6"<br>105' 4" 22' 9"<br>B&P61' F20' | Wood M Mchy.aft<br><br>G.13000 B.12300<br><br>2W | Oil 2SA 4Cy. 360×380 mm<br>350bhp<br>De Forenede Mtrb. |
| 511640<br>WL2699<br>278545<br>Df Esd<br>Gc Rdr<br>RT | **FLO W.**<br><br>**Great Lakes Dredger & Dock Co.**<br>New York United States | 212<br>144<br>— | AB | 1959 Jakobson Shpyd Inc.—Oyster Bay<br>95' 0" 26' 8"<br>89' 4" 26' 6" 12' 2"<br>1 dk<br>BK4" | M Tug | Oil 2SA 16Cy. 8½"×10"<br>1600bhp<br>General Motors Corp. |
| 511642<br>LCCF<br><br>Esd | **FLÖMANN**<br><br>**A/S Flömann**<br>Hans Flö<br>Ålesund Norwegian | 236<br>96<br>— | NV | 1949 A. M. Liaaen Skibs.—Ålesund<br>134' 0" 23' 1"<br>22' 11" 12' 4"<br>Q46' F28' 1 dk<br>RW<br>rf 5½" | M Fishing Mchy.aft | Oil 2SA 5Cy. 280×420 mm<br>500bhp NE65<br>Wichmann Mtrf. |
| 511643<br>KQKS<br>247261<br>Df Esd<br>Gc Rdr<br>RT | **FLOMAR**<br>exPalmetto State–55<br>exArlie Clark–46<br>**United States Department of Commerce**<br>Wilmington, Del United States | 7147<br>4379<br>10545 | AB | 1945 Southeastern S.B. Corp—Sav<br>441' 6" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.555718 B.494115<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>12W Der 1(15) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 640988<br>EEDI<br><br>Df Pfd | **FLOR DE PRIMAVERA**<br><br>**Elizalde y Peña**<br>San Sebastian Spanish | 115<br>67<br>— | | 1964 Ardeag S.L.—Bbo<br>88' 7" 20' 10"<br>75' 6" 20' 8" | M Trawler | Oil<br>360bhp<br>Moteurs Baudouin |

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| **FLORA**<br>exBardaland–56<br>**Oceanways Co. Inc.**<br>Piræus<br>Greek | 2664<br>1514<br>4575 | **✠100A1**<br>with fbd Tunnel side tanks — oil FP above 150° F.<br>Str. nav. Ice<br>**✠LMC** | SS 2/67<br><br>EL w | **1936**–10 A/B Götaverken—Got<br>370′ 10″ 50′ 2″ 21′ 6″<br>345′ 0″ 50′ 0″ 32′ 3″<br>1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB1450t incl. Tunnel tanks 167t | M Ref OSD<br>G.345699 B.317165 In.6900<br>14W Der 1(35) 1(15) | Oil 2SA 5Cy. 700×1200 mm<br>3340bhp ✠NE6/58<br>Howaldtswerke A.G.<br>db 85℔ | <br>507t<br>Ham<br>14k |
| **FLORA**<br>Dampfschiffahrts-Gesellschaft **"Neptun"**<br>Bremen<br>W. German | 846<br>500<br>1422<br>**1443**<br>1016<br>2345 | | GL | **1966** Schiffb. Unterweser—Bhn<br>240 7″ 37′ 10″ 13′ 2″/17′ 7¾″<br>216′ 6″ 37′ 6″ 20′ 8″<br>F23′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho 37¾′, 55½′<br>G.107007 B.99258<br>2 Ha (stl) (37¾′, 55½′×19¾′)<br>Cr 1(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz | <br>138t (d.o)<br>Kln<br>12½k |
| **FLORA**<br>**A/B Förenade Superfosfatfabriker**<br>Helsingborg<br>Swedish | 680<br>276<br>1060 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>MN252 | SS 6/66<br><br>EL o 1⅜″SQ | **1961**–6 Helsingborgs Varfs A/B—Hbg<br>254′ 6″ 35′ 1″ 12′ 1″<br>230′ 0″ 35′ 0″ 21′ 1″<br>Ba38′ F26′ 1 dk & S dk<br>Coll BH to S dk 4 to 2nd dk<br>rf 2″ WB568t incl. DTa127t | M OSD Mchy.aft<br>1 Ho 132′ 1 TwD 148′<br>G.87000 B.81000<br>2 Ha (stl) (50′, 36′×22¾′)<br>Cr 2(4) | Oil 2SA 6Cy. 340×570 mm<br>1260bhp<br>Nydqvist & Holm A/B<br>3×72, 72, 40kW 400V 50c/s a.c.<br>Controllable pitch propeller | <br>160t (d.o)<br>Thn<br><br>13k |
| Now **TORTOLI** See New Entries No. 5 | | | | | | | |
| **FLORA**<br>**M. Fittipaldi**<br>Naples<br>Italian | 248<br>169<br>— | | | **1946** Cant. Nav. del Mezzogiorno—Nap<br>139′ 5″ 22′ 8″<br>121′ 3″ 22′ 7″ 12′ 1″<br>1 dk | Wood M<br>2 Ho | Oil 2SA 5Cy. 230×400 mm<br>300bhp<br>Burmeister & Wain | <br><br>Cpn<br>8½k |
| **FLORA M**<br>exPolytrader–62<br>exKronprinsessen–46<br>exEmpire Latimer–42<br>Marenviado **Cia. Nav. S.A.**<br>Monrovia<br>Liberian | 7210<br>4372<br>10340 | ~~✠100A1~~<br>~~with freeboard~~<br>~~✠LMC~~<br>**TO BE BROKEN UP** | ~~SS 1/63~~<br><br>~~EL a 2″SQ~~ | **1941**–12 Wm. Doxford & Sons Ltd.—Sld<br>442′ 11″ 56′ 6″ 27′ 4¾″<br>421′ 7″ 56′ 3″ 38′ 1″<br>2 dks<br>NS 6 divisional WTBH in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>WB2676t incl. DTm1205t | M CSD<br>G.585170 B.531720<br>10W Der 1(30) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120℔ | <br>926t<br>Sld<br>10k |
| **FLORA N.**<br>exLycia–65<br>**Diapora S.A.**<br>Piræus<br>Greek | 3534<br>1731<br>4295 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN720 | SS 1/67<br><br>EL v2″SQ | **1954**–9 Wm. Hamilton & Co. Ltd.—P.Gl<br>348′ 4″ 49′ 10″ 23′ 4½″<br>320′ 0″ 49′ 6″ 28′ 6″<br>P29′ F32′ 2 dks, 3rd dk in No. 1 hold<br>RW 6BH<br>WB538t | M Ref<br>4 Ho<br>G.210066 B.192421 In.7166<br>4 Ha<br>12W Der 1(25) 2(10) 2(7) 8(5) | Oil 2SA 4Cy. 600×2320 mm<br>3600bhp<br>D. Rowan & Co. Ltd.<br>2AuxB 120℔ | <br>593t<br>Gls<br>14k |
| **FLORA S.**<br>**L.E. Sörensen**<br>endborg<br>Danish | 399<br>250<br>665 | | BV | **1965** Husumer Schiffsw.—Husum<br>170′ 0″ 28′ 8″ 11′ 0″<br>152′ 9″ 28′ 5″ 12′ 2″<br>P43′ B33′ F23′ 1 dk<br>R | M Mchy.aft<br>1 Ho 106½′<br>G.30510 B.27820<br>2 Ha (stl) (47′, 27′×16½′)<br>3W Cr 3(2) Der 3(3) | Oil 4SA 6Cy. 320×490 mm<br>490bhp<br>Masch. Kiel G.m.b.H.<br>2×15kW 220V d.c.<br>Directional propeller | <br>(d.o)<br>Kel<br><br>10k |
| **RA & JANE**<br>otia **Fisheries Ltd.**<br>unenburg<br>Canadian | 209<br>93<br>— | | | **1964** Clare Industries Ltd.—Meteghan<br>*100·4′* 23′ 1″<br>22′ 11″<br>1 dk | Wood M Fishing | Oil 2SA 8Cy. 5¼″×7¼″<br>Fairbanks Morse & Co. | <br>Beloit |
| **FLORÉAL**<br>**Soc. des Transports Maritimes Pétroliers**<br>Rouen<br>French | 18587<br>11313<br>29540 | | BV | **1958** Odense Staalskibs A/S—Odn<br>656′ 7″ 81′ 3″ 34′ 0″<br>618′ 0″ 81′ 0″ 49′ 9″<br>1 dk<br>RW | M Tanker Mchy.aft<br>1 Ha (15½′×12′)<br>Der 4(5) | Oil 2SA 10Cy. 740×1600 mm<br>12600bhp<br>Burmeister & Wain<br>3×120kW 110V d.c. | <br>(hvf)<br>Cpn<br>16½k |
| Now **MATHEOS** See New Entries No. 9 | | | | | | | |
| **FLOREAL SECONDO**<br>exBeatrice–65<br>exTintern Abbey–60<br>**Vincenzo Pappalardo**<br>Genoa<br>Italian | 2479<br>1500<br>4350 | ✠Classed LR until 10/60 | RI | **1939**–5 W. Gray & Co. Ltd.—Hpl<br>317′ 1″ 45′ 1″ 19′ 11″<br>305′ 0″ 45 0″ 23′ 4″<br>P25′ B71′ F30′ 1 dk<br>R | S<br>4 Ho<br>G.211000 B.198000 | T 3Cy. 20″ 33″ & 55″×39″<br>880ihp<br>Cen. Mar. Eng. Wks | <br>(o.f)<br>Hpl<br>10½k |
| **FLORENCE**<br>exWorld Charm–66<br>exWorld Trust–63<br>exOpequon–56<br>Continental **Oceanic Nav. Corp. Ltd.**<br>Monrovia<br>Liberian | 12890<br>8514<br>21838 | | AB BV ~~AB~~ | **1962** (Cargo section) Hellenic Shipyards —Skaramanga<br>**1943** (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>*555·9′* 75′ 3″ 31′ 11½″<br>551′ 6″ 75′ 0″ 46′ 9″<br>1 dk<br>RW<br>rf nil<br>conv tanker 62 | T-E Bulk Carrier Mchy.aft<br>4 Ho<br>B.945000<br>7 Ha | S Turb 7240shp connected to elec. motor<br>Westinghouse Elec. & Mfg Co. | 1460t (o.f)<br>Phl |
| **FLORENCE**<br>exDe Hoop–65<br>**Institut Français de Pétrole**<br>Georges Horassius<br>La Rochelle<br>French | 397<br>184<br>— | ✠Classed LR until 9/65 | BV | **1955**–7 Zaanlandse Schps. Maats.—Zaandam<br>144′ 9″ 27′ 9″ 9′ 10½″<br>126′ 3″ 27′ 8″ 11′ 2″<br>1 dk<br>conv hospital ship 65 | M Oceanographic Ship Mchy.aft<br>1 Ha (3¼′×3¼′) | Oil 4SA 6Cy. 290×450 mm<br>398bhp<br>Appingedammer Brons. | <br>65t<br>Apg<br>10k |
| **FLORENCE FILBERG**<br>Canadian **Tugboat Co. Ltd.**<br>New Westminster<br>Canadian | 270<br>11<br>— | | | **1944** Barbee Marine Yard—Sea<br>128′ 0″ 28′ 0″ 13′ 0″<br>27′ 10″ | Wood TM Tug<br>2W | 2 Oil 2SA each 6Cy. 305×380 mm<br>1300bhp<br>Fairbanks, Morse & Co.<br>2×60kW 220V d.c. | <br>110t (d.o)<br>Cgo<br>10k |

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| 511655<br>WA5030<br>248709<br>Df Esd | **FLORENCE & LEE**<br>**F. J. Nally Inc.**<br>New Bedford United States | 159<br>83<br>— | | 1945 Somerset Shipyards Inc.—<br>Somerset<br>*89·3'* 22' 8"<br>86' 7" 22' 6" 12' 9"<br>Q33' F13'<br>BK5" | M Trawler<br>1 Ho 28½'<br>2 Ha | Oil 2SA 8Cy. 255×330 mm<br>320bhp<br>Fairbanks, Morse & Co. |
| 521646<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FLORENTINE**<br>exMcKinney Mærsk-67<br>**Interseas Shipping Co. Inc.**<br>Panama Panamanian | 15957<br>10572<br>24540 | ✠100A1 SS 7/64<br>strengthened for ore cargoes, Nos. 2, 4 & 6 upper holds may be all or individually empty<br>✠LMC<br>MN1750 ~~EL 1†1¼"SQ~~<br>EL 1†2⅛"SQ | 1954–10 Odense Staalskibs.—Odn<br>574' 2" 82' 0" ~~38' 6½"~~ 34' 4½"<br>555' 3" 81' 9½" 47' 9"<br>1 dk<br>NS 7BH<br>len, widened, deepened & conv tanker 64<br>DK fwd WB11201t | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.1239000<br>7 Ha (each 33½'×34½')<br>14W Der 14(5) | Oil 2SA 7Cy. 740×1600 mm<br>8700bhp<br>Burmeister & Wain<br>2AuxB (o.f) 180lb Sgr<br>AuxB (ex.g) 180lb |
| 670415<br>LRAF<br>Df Esd<br>Gc Rdr<br>RT | **FLORENTINO AMEGHINO**<br>**Argentine Government (Yacimientos Petroliferos Fiscales)**<br>Buenos Aires Argentine | 7406<br>4670<br>14000 | ✠100A1<br>oil tanker<br>✠LMC<br>MN900 EL b†2⅜"SQ | 1957–7 Ast. Rio Santiago (A.F.N.E.)—<br>Rio Santiago<br>438' 0" 63' 11" 24' 0"<br>406' 10" 63' 8" 32' 2"<br>P101' F60' 1 dk<br>RW 9BH<br>rf nil WB253t | M Tanker Mchy.aft | Oil 2SA 5Cy. 680×1250 mm<br>4500bhp Sulzer<br>Ast Rio Santiago (A.F.N.E.)<br>2WTAuxB 228lb AuxB (ex.g)<br>3×214kW 400V 50c/s a.c. |
| 511659<br>UIVC<br>M-16989<br>Df Esd<br>Gc Rdr | **FLORESCHTY**<br>**U.S.S.R.**<br>Odessa Russian | 1869<br>821<br>3137 | | 1958 Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>309' 0" 46' 0" 18' 6¼"<br>284' 3" 45' 10" 26' 11"<br>1 dk & S dk | M OSD<br>3 Ho<br>G.206417<br>3 Ha (each 30'×21')<br>8W Der 8(3) | Oil 2SA 6Cy. 560×1000 mm<br>Sulzer Bros. Ltd. |
| 511660<br>PKVL | **FLORETA**<br>exKybra-58<br>**Republik Indonesia**<br>P.T. Pelajaran Veteran Indonesia ("Pelvin")<br>Sourabaya Indonesian | *952*<br>*484*<br>1330 | ✠Classed LR until 2/60 | 1926–4 Coaster Const. Co. Ltd.—Mtr<br>205' 5" 31' 1" 12' 6"<br>204' 0" 31' 0" 14' 8"<br>P&B135' F42' 1 dk<br>R | M Mchy.aft<br>B.40800<br>4W | Oil 2SA 6Cy. 330×580 mm<br>Sulzer Bros. Ltd. |
| 511661<br>INEO<br>581 | **FLORETTE**<br>**A. Padolecchia**<br>Viareggio Italian | 112<br>85<br>— | RI | 1921 Fratelli Picchiotti & C.—<br>La Tinaia (Empoli)<br>88' 4" 22' 7"<br>76' 2" 21' 11" 9' 2"<br>1 dk<br>BK6" | Wood Aux Bn | Oil 4SA 4Cy. 210×300 mm<br>135bhp NE52<br>Offic. Mecc. (Eng.) |
| 511662<br>SDXA<br>9130<br>Df Esd<br>Gc<br>RTm/h | **FLORIA**<br>**Stockholms Rederi A/B Svea**<br>Curt Högberg<br>Stockholm Swedish | *2392*<br>*1121*<br>3730 | ✠100A1 SS 5/64<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN608 EL v | 1950–1 A/B Finnboda Varf—Skm<br>357' 0" 47' 0" 19' 6"<br>330' 10" 46' 11" 27' 11"<br>F38' 1 dk & S dk<br>Coll BH to S dk 4 to 2nd dk<br>WB917t incl. Tunnel tanks 157t | M (4P) Ref OSD<br>5 Ho 47½', 47½', 42½', 51½', 54'<br>G.235000 B.220000 In.46348<br>5 Ha (27', 27 , 27', 26', 27'×21')<br>Der 1(20) 4(6) 2(5) 4(3) | 2 Oil 2SA each 8Cy. 340×<br>electro-magnetic sl<br>sr gearing to sc. shaft<br>3040bhp<br>Atlas-Diesel<br>3×130, 130, 87kW 220V d.c. |
| 642004<br>OGPE<br>1424<br>Df Esd<br>Gc Rdr<br>RTm/h | **FLORIA**<br>**Partrederi Floria**<br>Bengt Karlsson<br>Lovisa Finnish | 499<br>266<br>1035 | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN264 EL n 1 1/16"SQ | 1964–9 O/Y Laivateollisuus A/B—Åbo<br>240' 3" 34' 3" 11' 11¾"<br>218' 10" 34' 1½" 20' 5"<br>Ba32' RF22' 1 dk & S dk<br>Coll BH to S dk 4 to 2nd dk<br>rf nil WB428t incl. DTf44t | M OSD Mchy.aft<br>2 Ho 72½', 78½'<br>2 Ha (stl) (52', 60'×21½')<br>Cr 1(8) | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>2×76kW 220V |
| 511663<br>GTCC<br>185516<br>Dr Esd<br>Gc Rdr<br>RTv | **FLORIAN**<br>**Ellerman & Papayanni Lines Ltd.**<br>Liverpool British | 3134<br>1126<br>3550 | ✠100A1 SS 8/68 ~~SS 7/68~~<br>✠LMC<br>✠Lloyd's RMC<br>MN770 EL w | 1955–5 W. Gray & Co. Ltd.—Hpl<br>351' 3" 52' 3" 20' 3"<br>325' 0" 52' 0" 30' 0"<br>P26' F31' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB546t | M Ref OSD<br>4 Ho 45½', 89½' comb., 47½', 47½'<br>G.211385 B.194815 In.25390<br>5 Ha (13'×15') (42½'×19')<br>(12½', 20'×18') (20'×19')<br>12W Der 2(15) 2(10) 8(5) | Oil 2SA 8Cy. [illegible]<br>3850bhp<br>Sulzer Bros. Ltd.<br>AuxB 100lb<br>3×180kW 220V d.c. |
| 511664<br>SPMF<br>Df Esd<br>Gc Rdr | **FLORIAN CEYNOWA**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 6784<br>3801<br>10500 | PR | 1957 Stocznia Gdanska—Gdk<br>504' 11" 63' 9" 27' 4¾"<br>464' 7" 63' 8" 41' 2"<br>1 dk & S dk<br>RW | M (12P) OSD<br>5 Ho<br>G.636568 B.601006<br>5 Ha (24¾', 47½', 40½', 48', 27¾'×21½')<br>18W Der 1(50) 1(25) 2(10) 14(5) 1(1½) | Oil 2DA 8Cy. [illegible]<br>8000bhp [illegible]<br>S.A. Fiat S.G.M.<br>4×240, 240, 240, 15kW 220 |
| 511665<br>PUVG<br>Df Esd | **FLORIANOPOLIS**<br>exFNP Santa Catarina-54<br>exSalte 57-53<br>exSanta Catarina-52<br>exSalte 57-52<br>**Navegação Hispano ~~Brasileiro~~ Brasileira**<br>Rio de Janeiro Brazilian | 1739<br>1033<br>1970 | ✠100A1 SS 10/60<br>oil tanker<br>✠LMC<br>EL q 1 1/16"SQ<br>**SURVEYS OVERDUE 10/64** | 1951–3 Hakodate Dock Co. Ltd.—Hak<br>280' 0" 41' 2" 14' 0"<br>260' 0" 41' 0" 17' 5"<br>P74' F28' Trunk 128' 1 dk<br>RW 10BH<br>rf 3" WB236t incl. DTf75t | M Tanker Mchy.aft<br>10 Ta 1 Ho 23'<br>L.99705 HeCls. BC<br>Der 1(10) 3(3) 2(½) | Oil 4SA 6Cy. [illegible]<br>850bhp<br>Higashi Nippon Jukogyo<br>WTAuxB 227lb<br>2×30kW 115V d.c. |
| 511666<br>WPNJ<br>236789<br>Df Esd<br>Rdr | **FLORIDA**<br>**United States Department of Commerce**<br>Wilmington, Del United States | 8572<br>5032<br>12390 | ✠Classed LR until 3/56 | 1937–10 Sun S.B. & D.D. Co.—Chester, Pa<br>490' 6" 65' 4" 28' 0½"<br>465' 0" 65' 0" 34' 3"<br>P111' B39' F81' 1 dk<br>R<br>rf 6" | M Tanker Mchy.aft<br>27 Ta<br>L.579335 HeCls. BC | Oil 2SA 4Cy. [illegible]<br>4850bhp Doxford<br>Sun S.B. & D.D. Co. |

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| **FLORIDA**<br>Launched as Chiti<br>**Servicio Oceanografico y Pesca**<br>Montevideo Uruguayan | **121**<br>53<br>— | AB | **1962** Ast. de T. Ruiz de Velasco—Bbo<br>91′ 6″ 19′ 9″ 9′ 7″<br>78′ 9″ 19′ 8″ 10′ 6″<br>1 dk<br>RW<br>BK7″ | M Trawler<br>2 Ho<br>2 Ha | Oil 6Cy. 220×280 mm<br>435bhp 37t<br>Klöckner-Humboldt-Deutz Kln |
| **FLORIDA MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | **9003**<br>5114<br>11827 | NK | **1961** Kawasaki Dkyd Co. Ltd.—Kob<br>512′ 9″ 63′ 10″ 28′ 6½″<br>475′ 9″ 63′ 8″ 40′ 1″<br>3 dks | M Ref CSD<br>7 Ho<br>G.663282 B.608297 In.7805<br>7 Ha (27′×17¾′) (42′, 42′, 21′, 42′×23½′) (26½′, 6½′×17¾′)<br>18W 2(25) Der 10(10) 6(5) | Oil 2SA 9Cy. 700×1200 mm<br>9000bhp MAN 1210t<br>Kawasaki Dkyd Co. Ltd. Kob<br>3×200kW 445V a.c. 16½k |
| **FLORIDA STATE**<br>exP. W. Sprague–56<br>exJanet Lord Roper–48<br>**Everglades Steamship Corp.**<br>Miami United States | **6278**<br>3827<br>— | AB | **1943** Bethlehem-Fairfield—Bal<br>411′ 7″ 57′ 0″ 28′ 5¾″<br>388′ 0″ 56′ 11″ 37′ 4″<br>1 dk<br>RW shortened 48<br>rf 6″ | S<br>Self-unloader<br>2 Ho<br>G.436891 B.349512<br>10 Ha<br>4W | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 754t (o.f)<br>Worthington Corp. Harrison<br>11k |
| **FLORIDALAND**<br>exAralizz–66<br>**Rederiet för m.s. Floridaland**<br>Paul Pålsson<br>Gothenburg Swedish | **11925**<br>6860<br>17100 | **✠100A1** SS 10/66<br>strengthened for ore cargoes<br>**✠LMC**<br>MN1500 EL g†$2\frac{5}{16}$″SQ | **1961–9** Öresundsvarvet A/B—Lkr<br>518′ 3″ 71′ 2″ 30′ 10″<br>480′ 9″ 71′ 0″ 42′ 0″<br>P72′ F49′ 1 dk<br>NS 7BH<br>rf 2″ DK fwd WB6836t incl. Topside tanks in holds 2044t DTm953t | M Bulk Carrier Mchy.aft<br>7 Ho 44¼′, 67¼′, 36¾′, 44¼′, 36¾′, 66¼′, 36¾′<br>G.828050<br>9 Ha (stl) (27′, 24½′, 24½′, 27′, 27′, 27′, 24½′, 24½′, 27′×31½′)<br>2W Cr 4(5) Der 2(7) | Oil 2SA 6Cy. 760×1500 mm<br>7500bhp 1570t (hvf)<br>A/B Götaverken Got<br>AuxB 85℔<br>4×320, 320, 250, 60kW 440/220V 60c/s a.c. 15k |
| **FLORIDIAN**<br>**South Atlantic & Caribbean Line Inc.**<br>Wilmington, Del United States | **4680**<br>3371<br>2625 | AB | **1960** Maryland S.B. & D.D. Co.—Bal<br>361′ 0″ 52′ 3″ 15′ 10¾″<br>341′ 0″ 52′ 0″ 17′ 0″<br>1 dk & S dk<br>rf 6″ | TM (6P) OSD<br>1 Ho 338′ | 2 Oil 4SA each 8Cy. 17″×21″<br>4200bhp 156t (d.o)<br>Enterprise Eng. & Mch. Co. S.Fo<br>2×400kW 440V 60c/s a.c. |
| **FLORINA**<br>exZaule–60 exVictor Pagan<br>Greek **Tankershipping Co. Ltd.**<br>Piræus Greek | **1285**<br>711<br>1673 | HR | **1919** Ch. & At. de St. Nazaire (Penhoët) —St.N<br>238′ 5″ 34′ 4″ 14′ 2″<br>226′ 9″ 34′ 2″ 15′ 7″<br>1 dk<br>R<br>rf nil | M Tanker<br>L.68000 HeCls. BC | Oil 4SA 8Cy. 375×550 mm<br>800bhp NE42 150t (d.o)–2pd<br>Motorenw. Mannheim Mhm<br>9½k |
| **FLORIS**<br>exJacoba<br>**W. & S. van der Plas**<br>Katwijk a/Zee Netherland | **101**<br>32<br>— | | **1910** Kalkman—Capelle<br>*79·6′* 21 5″<br>… … …<br>R | M Fishing Mchy.aft | Oil 2SA 6Cy. 190×350 mm<br>NE62<br>N.V. Mch. Bolnes Krimpen |
| **FLORISTAN**<br>**Strick Line Ltd.**<br>F. C. Strick & Co. Ltd.<br>London British | **9470**<br>5227<br>12080 | **✠100A1**<br>**✠LMC**<br>MN2000 EL f†2¼″SQ | **1965–6** J. Readhead & Sons Ltd.—Shl<br>503′ 3″ 67′ 8″ 28′ 7″<br>470′ 0″ 67′ 6″ 39′ 0″<br>F108′ RAD45′ 2 dks<br>RW 6BH<br>rf 3″ DK fwd WB2616t incl. DTf886t | M Ref<br>5 Ho 65′, 39′, 63′, 87′, 97¾′<br>In.8170<br>4 Ha (stl) (31½′×22′) (60′ comb., 47½′, 37½′×24′)<br>Cr 2(7) 3(3) Der 1(180) 4(10) | Oil 2SA 6Cy. 670×2100 mm<br>10000bhp (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB (1 o.f 1 ex.g) 100℔<br>4×245kW 440V 60c/s a.c. |
| **FLORITA**<br>exFlamatt–63 exTsfonit–60<br>exEastport–50<br>exEmpire Roding–47<br>exErnst L.-M. Russ–45<br>Nana Trading **Shipping Co.**<br>Monrovia Liberian | **2957**<br>1747<br>5235 | AB | **1937** Flensburger Schiffs. Ges.—Fln<br>361′ 6″ 52′ 8″ 20′ 2½″<br>338′ 9″ 52′ 6″ 21′ 4″<br>P27′ B&F308′ UprF28′ 1 dk<br>R<br>rf 5″ | S<br>3 Ho<br>G.328000 B.301000<br>5 Ha (25¼′, 36¾′, 25¼′, 25¼′, 25¼′×18½′)<br>Der 1(25) 8(5) 2(3) | T 3Cy. $22\frac{7}{16}$″ 34⅝″ & $56\frac{5}{16}$″×37⅜″ & LP turb with dr gearing & hydraulic coupling<br>2000ihp 625t (o.f)<br>Flensburger Schiffs. Ges. Fln<br>3×25kW 110V d.c. 11½k |
| **FLORRIE**<br>exTottö–66 exIngo–59<br>exKentse–56 exAgnete Kure–54<br>exRoselyne–49<br>**Rederi A/S Alnor**<br>Mortensen & Lange<br>Gråsten Danish<br>Now MAJ See New Entries No. 1 | **249**<br>148<br>270 | BV | **1918** ……………………Gouda<br>125′ 11″ 21′ 11″ 10′ 3″<br>… … …<br>P36′ F20′ 1 dk<br>R<br>BK 6″ len 51 | M<br>1 Ho 70′<br>G.16500 B.15000<br>2 Ha (28¼′, 24¼′×13½′)<br>2W Der 2(1½) | Oil 2SA 3Cy. 230×400 mm<br>180bhp NE48 12t<br>Frederikshavns Jernst. & Msk. Fkn<br>2×40kW 24V d.c. 8k |
| **FLORVÅG**<br>exBjörnefjord–48<br>**Skips A/S Olympia**<br>Bergen Norwegian | **128**<br>71<br>— | | **1942** Pusnaes M V—Arendal<br>*97·4′* 17′ 2″<br>… … …<br>1 dk | M | Oil 4SA 6Cy. 240×360 mm<br>300bhp<br>Klöckner-Humboldt-Deutz Kln |
| **FLOT BLEU**<br>**Arthur Lapierre**<br>~~Sorel~~ Grindstone Canadian | **128**<br>64<br>— | **✠100A1** SS 7/67<br>trawler<br>Str. nav. ice<br>**LMC**<br>MN62 EL (e) | **1962–11** Marine Industries Ltd.—Srl<br>81′ 10″ 22′ 0″<br>73′ 9″ 21′ 6″ 11′ 0″<br>F13′<br>4BH<br>rf 50″ WB3t | M Trawler | Oil 2SA 4Cy. 230×400 mm with hydraulic coupling<br>310bhp<br>Alpha-Diesel A/S Fkn<br>Controllable pitch propeller |

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| 511682<br>DHQC<br><br>Df Esd<br>Rdr | **FLOTTBEK**<br><br>**Partenreederei m.s.**<br>**"Flottbek"**<br>Knöhr & Burchard Nfl.<br>Hamburg W. German<br>Now **CONSTANTINOS** See New Entries No. 1 | 2430<br>1314<br>4485 | <br><br>GL | 1951 Lübecker Masch. Ges.—Lbc<br>349' 3" 48' 8" 20' 2½"<br>48' 7" 29' 6"<br>P32' B32' F35' 1 dk & S dk<br>RW<br>rf nil | M OSD<br>3 Ho 47½', 91½', 91½'<br>G.269811 B.245446<br>5 Ha (27½', 34½', 27½', 27½', 27½'×20½')<br>10W Der 1(25) 1(10) 10(3–5) | Oil 2SA 9Cy. 520×900 mm<br>2700bhp<br>Masch. Augsburg-Nürnberg<br>3×125kW 220V d.c. |
| 511683<br>DICA<br><br>Df Esd<br>Pfd | **FLOTTBEK**<br><br>**Peter Loop**<br>Hamburg W. German | 110<br>38<br>— | | 1952 Eckmanns Werft—Ham<br>*76-8'* 21' 7"<br>21' 5" 10' 8" | Wood M Fishing | Oil 4SA 6Cy. 215×360 mm<br>180bhp<br>Masch. Kiel A.G. |
| 505123<br>DEGP<br><br>Df Esd<br>Rdr RT | **FLOTTE**<br>exBremer Flotte–67<br>**Partenreederei m/s "Flotte"**<br>Hans Beilken<br>Bremen W. German | 376<br>156<br>690 | <br><br>GL | 1956 Schiffb Unterwesser—Bhn<br>173' 9" 27' 11" 11' 6½"<br>157' 2" 27'10½" 16' 9"<br>F25' 1 dk & S dk<br>RW | M OSD Mchy.aft<br><br>G.44039 B.41095<br>1 Ha (80½'×15½')<br>2W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 511684<br>WA5045<br>229198<br>Esd | **FLOW**<br><br>**Trawler Flow Inc.**<br>Gloucester United States | 260<br>115<br>— | | 1929 Bath Iron Wks Corp.—Bath, Me<br>*132-3'* 24' 0"<br>... ... ...<br>1 dk<br>R | M Trawler | Oil 4SA 6Cy. 370×535 mm<br>500bhp<br>Winton Engine Co. |
| 511685<br>HPGA<br>3475GI<br>Df Esd<br>Gc Rdr<br>RT | **FLOWER**<br>exKumasi Palm–60<br>exKumasian–49<br>**Garden City Shipping Co.**<br>**Inc.**<br>Panama Panamanian | 4803<br>2884<br>8240<br>7067<br>4445<br>— | ~~✠100A1~~ ~~SS 4/65~~<br>~~with Ibd DTm — oil FP~~<br>~~above 150° F.~~<br>~~✠LMC.~~<br>~~MN405~~ EL at2"SQ<br>**TO BE BROKEN UP** | 1943–3 Furness S.B. Co. Ltd.—Haverton Hill<br>439' 0" 57' 3" 24' 0"/25' 6"<br>415' 0" 57' 0" 34' 2"<br>F43' 1 dk & S dk<br>5 divisional WTBH in 'tween dks<br>Coll BH to U dk 7 to 2nd dk<br>WB2716t incl. DTm1050t Tunnel tanks 365t | S OSD/CSD<br><br>G.552300 B.504700<br><br>14W Der 1(50) 1(40) | T 3Cy. 23½" 38" & 64"×48"<br>2200ihp<br>Richardsons, Westgarth<br>3 SB 220lb Spt |
| 522821<br>KIEY<br>252446<br>Df Esd<br>Gc | **FLOWER HILL**<br>exMason Lykes–63 exTrego–47<br>**Ocean Freighting &**<br>**Brokerage Corp.**<br>New York United States | 8159<br>4808<br>11330 | <br><br>AB | 1944 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 28' 6½"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br><br>rf nil | S<br>5 Ho 60½', 61', 70', 70', 72½'<br>G.578748 B.541792<br>5 Ha (Stl) (27', 32½', 36', 30', 30'×20')<br>16W Der 1(50) 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 511687<br>KYCD<br>244189<br>Df Esd | **FLOYD BENNETT**<br><br>**United States Department of**<br>**Commerce**<br>San Francisco United States | 7229<br>4451<br>10500 | <br><br>AB | 1943 Permanente (Shpyd No. 1)—Richmond<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.530000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 661364<br>DHEY<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FLUT**<br><br>**Heinrich Pieper**<br>Elsfleth W. German | 772<br>475<br>1476<br>1584<br>1104<br>2579 | <br><br>GL | 1966 C. Lühring—Brake<br>262' 5" 39' 6" 12 9½"/17' 8½"<br>237' 10" 39' 4½" 20 8"<br>P48' F30' 1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho 80½', 82'<br>G.116047 B.107394<br>2 Ha (stl) (each 57'×23')<br>8W Der 1(20) 4(5) 1(3) | Oil 4SA 8Cy. 320×450 mm<br>gear<br>2000bhp<br>Masch. Kiel G.m.b.H.<br>3×100, 75, 37½kW |
| 501436<br>NEAA<br>247417<br>Df Esd<br>Gc Rdr | **FLYER (T-AG 178)**<br>exAmerican Flyer–65<br>exWater Witch–47<br>**United States Department of**<br>**Commerce**<br>Wilmington Del United States | 8327<br>4909<br>10525 | <br><br>AB | 1945 Moore D.D. Co.—Oakland<br>459' 6" 63' 1" 27' 8"<br>435' 0" 63' 0" 40' 6"<br>B79' 3 dks<br>RW<br>rf nil | S<br>5 Ho 67½', 62½', 70', 70', 71½'<br>B.548000<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 16(5) | 2 S Turb dr geared to sc.<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 511694<br>WIDJ<br>240943<br>Df Gc<br>Rdr RTh | **FLYING A**<br><br>**Oil Transport Co. Inc.**<br>New Orleans United States | 1541<br>886<br>2518 | <br><br>AB | 1941 Charleston S.B. & D.D. Co.—Charleston<br>258' 0" 43' 2" 14' 7"<br>244' 8" 43' 0" 17' 6"<br>P59' B32' F25' 1 dk<br>rf 2½" | TM Tanker Mchy.aft<br>12 Ta<br>L.103828 | 2 Oil 4SA each 6Cy.<br>1360bhp<br>De La Vergne Engine Co.<br>2×150kW 230V d.c. |
| 511696<br>KCBE<br>267997<br>Df Esd<br>Gc Rdr<br>RTh | **FLYING A—DELAWARE**<br><br>**Eastern Tank Ship Corp.**<br>Wilmington, Del United States<br><br>Now **DELAWARE GETTY** See New Entries No. 7 | 17054<br>10587<br>27421 | <br><br>AB | 1954 Newport Ns S.B. & D.D. Co.—N.Ns<br>628' 0" 82' 8" 33' 7½"<br>601' 2" 82' 6" 42' 6"<br>P121' B24' F90' 1 dk, 2nd dk fwd & aft<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br><br><br>Der 6(5) | 2 S Turb dr geared<br>12500shp<br>Newport Ns S.B. & D.D. Co.<br>2×400kW 440V |
| 511697<br>KHTS<br>267198<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **FLYING A—NEW YORK**<br><br>**Getty Oil Co.**<br>Wilmington, Del United States<br>Now **NEW YORK GETTY** See New Entries No. 7 | 17054<br>10587<br>27421 | <br><br>AB | 1954 Newport Ns S.B. & D.D. Co.—N.Ns<br>628' 0" 82' 8" 32' 5½"<br>601' 2" 82' 6" 42' 6"<br>P121' B54' F90' 1 dk, 2nd dk fwd & aft<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1313398 HeCls. BC<br><br>Der 6(5) | 2 S Turb dr geared<br>12500shp<br>Newport Ns S.B. & D.D. Co.<br>2×400kW 440V |

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| **FLYING ALBATROSS**<br>Hongkong **Macao**<br>Hydrofoil **Co. Ltd.** British<br>Hong Kong | **127**<br>71<br>— | | | **1964** Cant. Navali L. Rodriquez—Mes<br>91′ 6″ 18′ 7″<br>18′ 5″<br>2 dks | Aluminium Alloy TM Hydrofoil | 2 Oil 4SA each 12Cy. 175×205 mm<br>Daimler-Benz<br>S.A. Fiat S.G.M. Tur |
| **FLYING BREEZE**<br>exB.P. Protector-61<br>exZurmand-55<br>Alexandra **Towing Co. Ltd.** British<br>Liverpool | **460**<br>75<br>— | **✠100A1**<br>tug<br>**✠LMC** | SS 2/66<br><br><br><br>EL (f) | **1938–2** Scott & Sons—Bwg<br>128′ 6″ 32′ 5″ 13′ 0″<br>120′ 0″ 31′ 0″ 14′ 0″<br>B40′<br>R 4BH<br>rf 18″ BK6″ | S Tug (250P) | T 3Cy. 16½″ 27″ & 46″×30″<br>1000ihp 148t (o.f)<br>Plenty & Son Ltd. Nby<br>SB 200lb hs(2580) 3cf<br>3×15, 12, 5kW 110V d.c. 12k |
| Now **NISOS THIRA** See New Entries No. 2 | | | | | | |
| **FLYING CLIPPER**<br>exSouthampton-47<br>American **Export**<br>Isbrandtsen **Lines Inc.**<br>New York United States | T.Mk<br>**6064**<br>3501<br>—<br>**8141**<br>4857<br>10894 | | <br><br>AB | **1944** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″—/28′ 6⅞″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>rf nil | S<br>5 Ho 60¾′, 61′, 70′, 70′, 72½′<br>G.597190 B.542824<br>5 Ha (Stl) (27′, 32½′, 36′, 30′, 30′×20′)<br>16W Der 1(50) 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1744t (o.f)<br>General Electric Co. Lyn<br>3×300kW 240V d.c. 15k |
| **FLYING CLOUD**<br>American **Export**<br>Isbrandtsen **Lines Inc.**<br>New York United States | **6214**<br>3508<br>10199 | | <br><br>AB | **1944** Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1″ 27′ 0¾″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S CSD<br>5 Ho 67½′, 62½′, 70′, 70′, 71¾′<br>G.614110 B.558100<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>16W Der 1(50) 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1711t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |
| **FLYING CLOUD**<br>exVillanova-45<br>Trawler Flying **Cloud Inc.**<br>Irving Usen Trawling Co.<br>Portland, Me United States | **294**<br>142<br>— | | <br><br>AB | **1937** Bath Iron Wks Corp.—Bath, Me<br>*124·4′* 24′ 2″<br>122′ 0″ 24′ 0″ 13′ 6″<br>Q54′ F17′<br>R | M Trawler | Oil 2SA 7Cy. 355×430 mm<br>700bhp 53t<br>Fairbanks, Morse & Co. Beloit |
| **FLYING CLOUD**<br>Liverpool **Trawlers Ltd.**<br>Liverpool, N.S Canadian | **142**<br>63<br>— | | | **1962** McLean's S.B. Ltd.—Lunenburg<br>*83·3′* 23′ 4″<br>23′ 2″<br>1 dk | Wood M Fishing<br>1 Ho 40′<br>2 Ha (stl) (each 5′×5′)<br>Cr 2 | Oil 4SA 8Cy. 6¼″×8″<br>510bhp (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×30kW 110V d.c. |
| **FLYING COCK**<br>Liverpool **Screw Towing**<br>**Co. Ltd.**<br>Brian S. Clarke<br>Liverpool British | **159**<br>—<br>— | ✠Classed LR until 7/65 | | **1960–2** Cammell Laird & Co. (S.B.&Eng.) Ltd.—Bkn<br>95′ 3″ 25′ 11″ 10′ 2½″<br>88′ 0″ 24′ 0″ 12′ 0″<br>RW<br>rf 15″ BK7″ | M Tug | Oil 4SA 6Cy. 12½″×14½″ with flexible coupling & sr reverse gear<br>1080bhp<br>Ruston & Hornsby Lcn |
| **FLYING CONDOR**<br>Hongkong **Macao**<br>Hydrofoil **Co. Ltd.**<br>Hong Kong British | **127**<br>71<br>62 | | | **1966** Cant. Nav. L. Rodriguez—Mes<br>91′ 6″ 18′ 7″<br>79′ 9″ 18′ 5″<br>1 dk<br>R | Aluminium Alloy TM Hydrofoil (127P) | 2 Oil 4SA each 12Cy. 175×205 mm<br>2700bhp Daimler-Benz 3t (d.o)<br>Maybach Friedrichshafen<br>1×30kW 220V 60c/s a.c. 35k |
| **FLYING DART**<br>Gulf Stream **Trawlers Ltd.**<br>Shelburne Canadian | **155**<br>85<br>— | | | **1966** Harley S. Cox & Sons—Shelburne<br>*84·2′* 24′ 0″<br>… … …<br>1 dk | Wood M Fishing | Oil 8Cy. 6⅜″×7½″<br>600bhp<br>Rolls-Royce Ltd. Shrewsbury<br>10k |
| **FLYING DEMON**<br>Clyde **Shipping Co. Ltd.**<br>Glasgow British | **131**<br>—<br>30 | **✠100A1**<br>tug<br>**✠LMC**<br>MN200 | SS 4/68<br><br><br>EL (a) | **1964–4** J. Lewis & Sons Ltd.—Abn<br>92′ 6″ 23′ 7″<br>82′ 0″ 22′ 2″ 11′ 0″<br>3BH<br>rf 18″ BK6″ WB33t | M Tug | Oil 2SA 6Cy. 340×570 mm<br>1000bhp (d.o)<br>British Polar Engines Ltd. Gls<br>2×30kW 220V d.c.<br>Controllable pitch propeller |
| **FLYING DIPPER**<br>Clyde **Shipping Co. Ltd.**<br>Glasgow British | **274**<br>—<br>50 | **✠100A1**<br>tug<br>**✠LMC**<br>MN240 | SS 2/67<br><br><br>EL (d) $1\frac{1}{16}$″SQ | **1958–4** A. & J. Inglis Ltd.—Gls<br>113′ 10″ 29′ 11″ 12′ 3¼″<br>103′ 6″ 28′ 6″ 13′ 5″<br>RW 4BH<br>rf 24″ BK5″ WB52t | M Tug<br>2 Ha (stl) (2½′×2½′) (1½′×1′) | Oil 2SA 7Cy. 340×570 mm with flexible coupling & dr reverse gearing<br>1200bhp (d.o)<br>British Polar Engines Ltd. Gls<br>2×45, 30kW 220V d.c. |
| **FLYING DOLPHIN**<br>Cork Harbour **Commissioners**<br>~~Clyde Shipping Co. Ltd.~~<br>~~Glasgow~~ ~~British~~<br>Cork Irish Republic | **109**<br>—<br>19 | **✠100A1**<br>tug<br>Clyde River and estuary service<br>**✠LMC**<br>MN200 | SS 6/67<br><br><br><br>EL (a) | **1959–6** F. Schichau G.m.b.H.—Bhn<br>87′ 7″ 22′ 11″ 9′ 3″<br>77′ 6″ 21′ 2″ 10′ 0″<br>3BH<br>rf 28″ BK5″ WB16t | M Tug<br>2 Ha (stl) (2¾′×2¾′) (2′×1½′) | Oil 4SA 8Cy. 320×450 mm with clutches, flexible coupling & reverse gearing<br>1000bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×20 & 7kW 220V d.c. |
| Now **SHANDON** See New Entries No. 6 | | | | | | |
| **FLYING DRAGON**<br>United States **Department of**<br>**Commerce**<br>San Francisco United States | **8243**<br>4862<br>6877 | | <br><br>AB | **1945** Moore D.D. Co.—Oakland<br>*438·9′* 63′ 1″ 25′ 9¾″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S Ref<br>5 Ho<br>B.334000 In.334000<br>5 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 1710t (o.f)<br>General Electric Co. ·5k |

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| 511709<br>MXPY<br>300170<br>RTv | **FLYING DRAKE**<br><br>**Clyde Shipping Co. Ltd.**<br>Glasgow British | 176<br>—<br>26 | ✠100A1 SS 3/69 ~~SS 6/66~~<br>tug<br>✠LMC<br>MN208 EL 1$\frac{1}{16}$"SQ | 1957–5 A. & J. Inglis Ltd.—Gls<br>99' 0" 26' 11" 10' 3"<br>87' 5" 25' 0" 12' 0"<br>RW 3BH<br>rf 21" BK5" WB42t incl. DTf10t | M Tug<br>2 Ha (stl) (2½'×2½') (1½'×1') | Oil 2SA 6Cy. 340×570<br>reverse gear<br>1040bhp<br>British Polar Engines Ltd.<br>2×75, 30kW 220V d.c. |
| 511710<br>MXFB<br>185048<br>RTv | **FLYING DUCK**<br><br>**Clyde Shipping Co. Ltd.**<br>Glasgow British | 176<br>—<br>26 | ✠100A1 ~~SS 11/64~~<br>tug SS 12/68<br>✠LMC<br>MN208 EL (b) 1$\frac{1}{16}$"SQ | 1956–10 A. & J. Inglis Ltd.—Gls<br>99' 0" 26' 11" 10' 3"<br>87' 5" 25' 0" 12' 0"<br>RW 3BH<br>rf 21" BK5" WB42t incl. DTf10t | M Tug<br>2 Ha (stl) (2½'×2½') (1½'×1') | Oil 2SA 6Cy. 340×570<br>1040bhp<br>British Polar Engines Ltd.<br>2×75, 30kW 220V d.c. |
| 511711<br>KQPE<br>251664<br>Df Esd<br>Gc Rdr | **FLYING EAGLE**<br>exPonce de Leon–52<br>exVenango–47<br>**American Export**<br>**Isbrandtsen Lines Inc.**<br>New York United States<br>Now **SOUTHERN STAR** See New Entries No. 8 | T.Mk<br>6054<br>3498<br>—<br>8136<br>4858<br>10811 | | 1944 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" —/28' 6⅛"<br>AB 435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>rf nil | S<br>5 Ho 60½', 61 , 70', 70',72½'<br>G.597190 B.542824<br>5 Ha (Stl) (27', 32½', 36', 30', 30'×20')<br>16W Der 1(50) 8(10) 8(5) | 2 S Turb dr geared to sc.<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 511712<br>WDIB<br>241026<br>Df Esd<br>Gc Rdr | **FLYING ENDEAVOR**<br>exRobin Tuxford–57<br>**American Export**<br>**Isbrandtsen Lines Inc.**<br>New York United States | 6478<br>3860<br>11187 | | 1941 Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>AB 479' 8" 66' 6" 28' 11"<br>450' 0" 66' 0" 34' 0"<br>F98' 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho<br>G.670605 B.604340 In.11530<br>5 Ha<br>16W Der 1(30) 1(10) | 2 S Turb dr geared to sc.<br>7000shp<br>Bethlehem Stl Co. |
| 511713<br>KWTI<br>245374<br>Df Esd<br>Gc Rdr | **FLYING ENTERPRISE II**<br>exNoonday–52<br>**American Export**<br>**Isbrandtsen Lines Inc.**<br>New York United States | T.Mk<br>6052<br>3495<br>—<br>8116<br>4854<br>10660 | | 1944 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 27' 11⅜"/28' 6⅛"<br>AB 435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>RW<br>rf nil | S<br>5 Ho 60½', 61', 70', 70', 72½'<br>G.597190 B.542824<br>5 Ha (Stl) (27', 32½', 36', 30', 30'×20')<br>16W Der 1(50) 8(10) 8(5) | 2 S Turb dr geared to sc.<br>6600shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 672857<br>GYDE | **FLYING FALCON**<br><br>**Clyde Shipping Co. Ltd.**<br>Glasgow British<br>For later particulars see New Entries No. 3 | 225<br>—<br>— | 100A1<br>tug<br>for restricted service<br>Class contemplated | James Lamont & Co. Ltd.—P.Gl<br>110' 7" 28' 2" 11' 0"<br>100' 0" 26' 9" 13' 0" | M Tug | Oil 2SA 7Cy. 340×570 mm<br>British Polar Engines Ltd. |
| 511714<br>KBXX<br>241099<br>Df Esd<br>Gc Rdr | **FLYING FISH**<br>exRobin Wentley–57<br>**American Export**<br>**Isbrandtsen Lines Inc.**<br>New York United States | 6479<br>3860<br>11187 | | 1941 Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>AB 479' 8" 66' 6" 28' 11"<br>450' 0" 66' 0" 34' 0"<br>F98' 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho<br>G.670605 B.604340 In.11530<br>5 Ha<br>16W Der 1(30) 1(10) | 2 S Turb dr geared to sc.<br>7000shp<br>Bethlehem Stl Co. |
| 511715<br>DUQE<br><br>Esd | **FLYING FISH M**<br><br>**Republic of the Philippines**<br>Makapugay Fishing Enterprises<br>Manila Philippine | 150<br>94<br>— | | 1961 Geibi Zosen Kogyo—Kur<br>121' 9" 23' 11" 8' 10"<br>112' 2" 22' 0" 11' 0" | TM Fish Carrier Mchy.aft<br>In.9189 | 2 Oil 4SA each 6Cy.<br>500bhp MAN<br>Mitsubishi Nippon Hvy Ind. |
| 670966<br>VPIF<br>317729<br>Rdr<br>RTm | **FLYING FLAMINGO**<br><br>**Hong Kong Macao Hydrofoil Co. Ltd.**<br>Hong Kong British | 139<br>74<br>— | | 1967 Cant. Nav. L. Rodriquez—Mes<br>91' 6" 35' 2"<br>20' 0"<br>2 dks | Aluminuim Alloy TM Hydrofoil (125P) | 2 Oil 4SA each 12Cy.<br>2700bhp Benz<br>Maybach<br>1×30kW 220V 60c/s a.c. |
| 515588<br>WFVY<br>239905<br>Df Esd<br>Gc | **FLYING FOAM**<br>exKings Point–65<br>exHowell Lykes–65<br>exEmpire Pintail–43<br>exHowell Lykes–42<br>**American Export**<br>**Isbrandtsen Lines Inc.**<br>New York United States | 7621<br>4463<br>12828 | | 1940 Federal S.B. & D.D. Co.—Kearny<br>492' 0" 69' 7" 29' 1$\frac{11}{16}$"<br>AB 465' 3" 69' 6" 33' 6"<br>F38' 2 dks & S dk<br>RW<br>rf nil | S OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.799929 B.711562<br>5 Ha (stl) (36'×20') (30', 37½', 30½', 40'×20')<br>16W Der 1(30) | 2 S Turb dr geared to sc.<br>9350shp<br>De Laval S. Turb. Co.<br>3×300kW 240V d.c. |
| 511716<br>GIAT<br>304139<br>Rdr<br>RTm/v | **FLYING FOAM**<br><br>**Clyde Shipping Co. Ltd.**<br>Glasgow British | 184<br>—<br>— | ✠100A1 SS 9/66<br>tug<br>U.K. coasting service<br>✠LMC<br>MN260 EL (c) | 1962–8 Ferguson Bros. (P.Gl) Lts.—P.Gl<br>110' 11" 25' 10" 10' 3½"<br>97' 6" 24' 0" 12' 0"<br>4BH<br>rf 26" BK6" WB39t | M Tug<br>2 Ha (stl) (2½'×2½') (2'×1½') | Oil 2SA 6Cy. 340×570<br>coupling &<br>1350bhp<br>Nydqvist & Holm A.B.<br>2×20kW 220V d.c. |
| 511717<br>WMRD<br>OA462<br>Gc R | **FLYING GULL**<br>exRobin Doncaster–57<br>exEmpire Curlew–42<br>exRobin Doncaster–41<br>**erican Export**<br>New **dtsen Lines Inc.**<br>United States | 6462<br>3910<br>11187 | BROKEN UP | 1941 Bethlehem Stl Co.—Sp.Pt<br>479' 8" 66' 6" 28' 11"<br>AB 450' 0" 66' 0" 34' 0"<br>F98' 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho<br>G.670605 B.604340 In.11530<br>5 Ha<br>16W Der 1(30) 1(10) | 2 S Turb dr geared to sc.<br>7000shp<br>Bethlehem Stl Co. |

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| **FLYING HAWK**<br>exRobin Kettering–57<br>**American Export Isbrandtsen Lines Inc.**<br>New York United States | **6479**<br>3860<br>11187 | AB | **1941** Bethlehem Stl Co.—Sp.Pt<br>479′ 8″ 66′ 6″ 28′ 11″<br>450′ 0″ 66′ 0″ 34′ 0″<br>F98′ 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho<br>G.670605 B.604340 In.11530<br>5 Ha<br>16W Der 1(30) 2(10) | 2 S Turb dr geared to sc. shaft<br>7000shp 2014t (o.f)<br>Bethlehem Stl Co. Bal<br>15½k |
| **FLYING KESTREL**<br>exMetinda IV–49<br>exEmpire Mascot–47<br>**Alexandra Towing Co. Ltd.**<br>Liverpool British | **244**<br>—<br>— | ~~✠100A1~~ ~~SS 11/64~~<br>~~tug~~<br>~~✠LMC~~<br>~~EL (d)~~<br>✠Class **WITHDRAWN 18/10/68** | **1943**–5 Henry Scarr Ltd.—Hessle<br>114′ 2″ 26′ 8″ 12′ 3½″<br>105′ 0″ 26′ 6″ 13′ 6″<br>3BH<br>rf 18″ WB68t incl. DTf6t | S Tug | T 3Cy. 16″ 26″ & 43″×30″<br>1000ihp (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 210lb hs(2778) 3cf<br>2×5kW 110V d.c. 11½k |
| **FLYING MIST**<br>**Clyde Shipping Co. Ltd.**<br>Glasgow British | **184**<br>—<br>— | **✠100A1** SS 10/66<br>tug<br>U.K. coasting service<br>**✠LMC**<br>MN270 EL (c) | **1962**–12 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>110′ 11″ 25′ 10″ 10′ 3½″<br>97′ 6″ 24′ 0″ 12′ 0″<br>4BH<br>rf 26″ BK6″ WB39t | M Tug<br>3 Ha (stl) (2½′×2½′) (2′, 2′×1½′) | Oil 4SA 6Cy. 400×580 mm with fluid drive<br>1350bhp 30t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×20kW 220V d.c.<br>Controllable pitch propeller |
| **FLYING SCOT**<br>J. R. Knox<br>Liverpool, N.S Canadian | **146**<br>84<br>— | | **1964** McLean's S.B. Ltd.—Lunenburg<br>*78·7′* 20′ 4″<br>20′ 2″<br>1 dk | Wood M Fishing<br>1 Ho 30′<br>2 Ha (each 4′×4′) | Oil 8Cy. 5⅛″×6″<br>350bhp (d.o)<br>Rolls-Royce Ltd. Shrewsbury<br>2×2kW |
| **FLYING SKIMMER**<br>**Hongkong Macao Hydrofoil Co. Ltd.**<br>Hong Kong British | **127**<br>71<br>62 | | **1965** Cantiere Navali L. Rodriquez—Mes<br>91′ 6″ 18′ 7″<br>79′ 9″ 18′ 5″<br>1 dk | Aluminium Alloy TM Hydrofoil | 2 Oil 4SA each 12Cy. 175×205 mm<br>Daimler-Benz A.G. Stuttgart |
| **FLYING SPRAY**<br>exCape Nome–51<br>**American Export Isbrandtsen Lines Inc.**<br>New York United States<br>Now **TIA PEPITA** See New Entries No. 7 | **5092**<br>2896<br>8245 | AB | **1944** Pusey & Jones Corp.—Wmg<br>393′ 6″ 60′ 2″ 24′ 9¾″<br>390′ 0″ 60′ 0″ 28′ 5″<br>2 dks & S dk<br>RW<br>rf 4″ | S OSD<br>5 Ho<br>B.446000<br>5 Ha<br>12W Der 12(5) | 2 S Turb dr geared to sc. shaft<br>4400shp 1465t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg |
| **FLYING SPRAY**<br>**Clyde Shipping Co. Ltd.**<br>Glasgow British | **184**<br>—<br>— | **✠100A1** SS 11/66<br>tug<br>U.K. coasting service<br>**✠LMC**<br>MN270 EL (c) | **1962**–9 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>110′ 11″ 25′ 10″ 10′ 3½″<br>97′ 6″ 24′ 0″ 12′ 0″<br>4BH<br>rf 26″ BK6″ WB39t | M Tug<br>3 Ha (stl) (2½′×2½′) (2′, 2′×1½′) | Oil 2SA 6Cy. 340×570 mm with flexible coupling & sr reverse gear<br>1350bhp 30t (d.o)<br>Nydqvist & Holm A/B Thn<br>2×20kW 220V d.c. |
| **FLYING SPRAY**<br>exGrandy–67<br>**C. W. McLeod Fisheries Ltd.**<br>Shelburne Canadian | **144**<br>74<br>— | | **1962** Harley S. Cox & Sons—Shelburne<br>92′ 0″ 23′ 0″<br>… … …<br>1 dk | Wood M Fishing Mchy.aft | Oil 2SA 12Cy. 5″×5½″<br>General Motors Corp. Det |
| **FLYING TRADER**<br>exPetersburg Victory–48<br>**American Export Isbrandtsen Lines Inc.**<br>New York United States<br>Now **TRANSTAR** See New Entries No. 12 | T.Mk<br>**4727**<br>2784<br>—<br>**7331**<br>4470<br>10825 | AB | **1945** California S.B. Corp.—L.An<br>455′ 3″ 62′ 2″ —/28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.564425 B.490798<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc. shaft<br>6600shp 1758t (o.f)<br>Allis-Chalmers Mfg Co. Milwaukee<br>2×300kW 240V d.c. 15k |
| **FLYING WITCH**<br>GHCZ<br>**Clyde Shipping Co. Ltd.**<br>Glasgow British | **116**<br>—<br>— | **✠100A1** SS 7/67<br>tug<br>U.K. coasting service<br>**✠LMC**<br>MN212 EL (a) | **1960**–7 J. L. Thompson & Sons Ltd.—Sld<br>88′ 3″ 23′ 1″<br>77′ 6″ 21′ 2″ 10′ 0″<br>3BH<br>rf 28″ BK5″ WB35t | M Tug<br>3 Ha (stl) (2¾′×2¾′) (2′, 2′×1¼′) | Oil 4SA 8Cy. 320×450 mm with flexible coupling & reverse gear<br>1060bhp 19t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×20kW 220V d.c. |
| **FLYING WIZARD**<br>GHCY<br>**Clyde Shipping Co. Ltd.**<br>Glasgow British | **116**<br>—<br>— | **✠100A1** SS 5/68 ~~SS 7/64~~<br>tug<br>U.K. coasting service<br>**✠LMC**<br>MN212 EL (a) | **1960**–7 J. L. Thompson & Sons Ltd.—Sld<br>88′ 3″ 23′ 1″<br>77′ 6″ 21′ 2″ 10′ 0″<br>3BH<br>rf 28″ BK5″ WB35t | M Tug<br>3 Ha (stl) (2¾′×2¾′) (2′, 2′×1¼′) | Oil 4SA 8Cy. 320×450 mm with flexible coupling & reverse gear<br>1060bhp 19t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×20kW 220V d.c. |
| **FLYNDERBORG**<br>OZKA<br>**A/S D/S Vendila**<br>Weco Shipping I/S<br>Copenhagen Danish | **1400**<br>718<br>2150 | BV | **1965** E. J. Smit & Zn's Scheeps.—Westerbroek<br>264′ 8″ 38′ 10″ 16′ 4¾″<br>233′ 7″ 38′ 8½″ 18′ 8″<br>1 dk<br>rf nil | M Mchy.aft<br>1 Ho 146⅓′<br>G.98000 B.93000<br>2 Ha (stl) (each 55¼′×20¾′)<br>Der 2(5) 2(3) | Oil 4SA 6Cy. 385×580 mm<br>1500bhp (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>3×64kW 380V 50c/s a.c. |

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| 660479<br>OXFI | **FLYVEFISKEN**<br>**A/S D/S Öresund**<br>De Danske Statsbaner<br>Copenhagen Danish | 130<br>75<br>— | NV | 1965 Westermoen Hydrofoil A/S—Mandal<br>91' 7" 19' 1"<br>... ... ...<br>1 dk | Aluminium Alloy TM Hydrofoil | 2 Oil 4SA each 12Cy.<br>2700bhp<br>Daimler-Benz A.G. |
| 503330<br>INDN<br>511 | **FOCA**<br>exB.T. IX–63 exSvartskär–59<br>exB.T. IX–58 exT. 1–51<br>exChant 26–46<br>**Angelo Hopps**<br>Trapani Italian | 400<br>199<br>480 | RI<br>*Classed BC until 10/64 | 1944–4 Goole S.B. & R. Co. Ltd.—Goo<br>148' 2" 27' 2" 10' 1"<br>141' 0" 27' 0" 11' 0"<br>P38' F14' Trunk 82' 1 dk | M Tanker Mchy.aft<br>12 Ta<br>L.20558 | Oil 2SA 5Cy. 250×420 mm<br>325bhp NE58<br>Nydqvist & Holm A/B |
| 511731<br>Df Rdr<br>RT | **FOCA**<br>**Ryan Astilleros**<br>**Argentinos S.A.I.C.**<br>Buenos Aires Argentine | 324<br>185<br>— | | 1930 Nylands Værksted—Osl<br>127' 0" 24' 5"<br>24' 3"<br>R conv whaler — | S Tug | T 3Cy. 15½" 26" & 44"×27"<br>Nylands Værksted |
| 511733<br>SHZT<br>8692<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FOGLARÖ**<br>exRautas–62<br>**Rederi A/B Regulus**<br>K. G. Källström<br>Stockholm Swedish | 8976<br>5244<br>12100 | ✠100A1 SS 3/66<br>ore carrier<br>Carrying oil in wing tanks when no cargo is carried in adjacent centre compartments<br>Str. nav. ice<br>✠LMC<br>EL C† ptSQ | 1945–3 A/B Götaverken—Got<br>488' 9" 59' 5" 27' 9"<br>458' 5" 59' 0" 35' 6"<br>P177' F61' 1 dk<br>RW 8BH<br>WB1129t incl. DTf293t | M Ore/Oil Carrier Mchy.aft<br>4 Ho 73½', 76½', 70½', 70½' 16 Ta<br>G.231239 L.429100<br>8 Ha (stl) (each 24½'×24½')<br>4W | Oil 2SA 6Cy. 680×1500 mm<br>4200bhp<br>A/B Götaverken<br>2AuxB 150lb e (ex.g) 70lb<br>3×110, 110, 50kW 220V d.c. |
| 511734<br>CSBD<br>H457<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FOGO**<br>**SOPONATA Soc.**<br>**Portuguesa de Navios**<br>**Tanques Ltda.**<br>Lisbon Portuguese | 18023<br>12893<br>29017 | ✠100A1 ~~SS 10/63~~<br>oil tanker SS 3/67<br>✠LMC<br>MN2100 EL n†2¾"SQ | 1958–7 S.A. Cockerill-Ougrée—Hbk<br>629' 1" 82' 10" 33' 8½"<br>601' 3" 82' 6" 42' 6"<br>P124' B48' F84' 1 dk<br>RW 14BH<br>rf 4" WB2199t | S Tanker Mchy.aft<br>30 Ta 1 Ho 40½'<br>L.1284496 HeCls. BC<br>Der 4(5) 1(3) | 2 S Turb dr geared to sc. shaft<br>10500shp Westinghouse<br>S.A. Cockerill-Ougrée<br>2WTB 643lb Spt 798° F.<br>hs13662 sg 160lb<br>2×475kW 380V 50c/s a.c. |
| 671736<br>VOVK<br>327977 | **FOGO TRANSPORT**<br>**P. Miller, Jr.**<br>St. John's, Nfl Canadian | 172<br>62<br>— | | 1967 Carpenter's Shipyards Ltd.—Port Union<br>*90·5'* 28' 10"<br>... ... ...<br>1 dk | Wood M Ferry | Oil 16Cy. 4¼"×5"<br>490bhp<br>General Motors Corp. |
| 652225<br>VRAZ<br>317725<br>Df Esd<br>Gc Rdr<br>RTm/h | **FOH KIM**<br>**Lai Fook Kim Shipping Co. Ltd.**<br>Hong Kong British | 4524<br>2320<br>6030 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN770 EL w 1⁹⁄₁₆"U2 | 1966–11 Kanazashi Zosensho—Shimizu<br>372' 8" 54' 7" 22' 5½"<br>314' 6" 54' 5½" 27' 7"<br>P87' F35' 1 dk<br>RW 5BH<br>rf 5" WB1827t incl. Comb. btm & side tanks in holds 483t Topside tanks in holds 401t | M Ref Mchy.aft<br>3 Ho 59', 90½', 92½'<br>In.1769<br>3 Ha (38½', 66½', 66½'×29½')<br>Der 2(15) 3(10) | Oil 2SA 7Cy. 420×900 mm<br>3850bhp B&W<br>Mitsui Zosen<br>AuxB 107lb<br>2×250kW 445V 60c/s a.c. |
| 503969<br>Df Esd | **FOH KONG**<br>exBelinda–66 exMilne Baai–53<br>exFort Rensselaer–48<br>exPhilip Dumaresq–44<br>~~**Caston Shipping Co. Ltd.**~~<br>Panama Panamanian<br>**Transportes Sungwo S.A.** | *1908*<br>*967*<br>2750 | BV | 1944 Pennsylvania Shpyds Inc.—Beaumont<br>258' 9" 42' 1" 17' 11⅛"<br>41' 11"<br>1 dk | S<br>B.117000<br>4 Ha (29½', 32', 24½', 24½'×21') | C 6Cy. (3) 20" & (3) 44"×27"<br>1300ihp<br>Ajax Iron Works<br>2×50kW 110V |
| 641781<br>SNVP | **FOKA**<br>**Polish Government**<br>P.P.D. i U.R. "Odra"<br>Polish | 3096<br>1339<br>— | PR | 1965 Stocznia im. Komuny Paryskiej—Gdy<br>286' 2" 46' 5" 17' 4½"<br>... ... ...<br>3 dks | M Stern Trawling Factory Ship | Oil 2SA 6Cy. 480×700 mm<br>2250bhp Sulzer<br>Z.U.T. Zgoda<br>5×320, 320, 250, 250, 33kW |
| 511735<br>PEDA<br>Df Esd<br>RT | **FOKKE DE JONG SR.**<br>**F. de Jong & Zonen**<br>"Carebeka" N.V.<br>Workum Netherland | 400<br>235<br>513 | BV | 1958 Schpsw. Friesland N.V.—Lemmer<br>159' 0" 26' 2" 9' 7½"<br>144' 4" 25' 11½" 10' 6"<br>1 dk<br>RW | M Mchy.aft<br>G.26840 B.25190<br>2 Ha (each 38'×15½')<br>Der 2(2) | Oil 4SA 7Cy 250×350 mm<br>350bhp<br>D. & J. Boot "De Industrie" |
| 526225<br>LCFW | **FOKUS**<br>exStøbakk Senior–66<br>exOle Solbjorg–64<br>**Oliver Drönen Partrederi**<br>Bergen Norwegian | 236<br>105<br>— | NV | 1951 A. M. Liaaen Skibs.—Ålesund<br>133' 5" 22' 6"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 2SA 6Cy. 230×420 mm<br>360bhp<br>Frederikshavns |
| 541115 | **FOLAGA**<br>exJarmona–63 exFuglehuk–60<br>Jagala–55<br>**Nav. Pan-Europea S.A.**<br>Panamanian | 10875<br>6581<br>— | ✠100A1 TD 7/66<br>oil tanker<br>✠LMC<br>MN1350 EL g†2³⁄₁₆"SQ | 1953–3 A/B Götaverken—Got<br>549' 2" 66' 1" 30' 2"<br>511' 0" 66' 0" 39' 3"<br>P103' B36' F63' 1 dk<br>RW 13BH<br>WB1209t incl. DTf753t | M Tanker Mchy.aft<br>20 Ta | Oil 2SA 9Cy. 680×1500 mm<br>6750bhp<br>A/B Götaverken<br>2AuxB 180lb |
| | ian | 228<br>91<br>— | | 1964 Ulstein M/V A/S—Ulsteinvik<br>111' 8" 28' 0" 8' 4½"<br>97' 1" 27' 10½" 11' 6"<br>1 dk | M Ferry Mchy.aft | Oil 2SA 5Cy.<br>750bhp<br>Wichmann Mfd. |

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| **FOLDENFJORD**<br>Den Norske **Amerikalinje**<br>**A/S**<br>Oslo Norwegian | **3857**<br>2080<br>6400 | NV | **1953** A/B Lindholmens Varv—Got<br>422′ 5″ 54′ 1″ 23′ 4½″<br>395′ 7″ 53′ 10″ 25′ 0″<br>P35′ F90′ 1 dk & S dk, 3rd dk in No. 3 hold<br>RW<br>rf 6″ | M (12P) Ref OSD<br>5 Ho 54′, 58¾′, 61½′, 61½′, 51¾′<br>G.400222 B.359896 In.17340<br>5 Ha (stl) (29¼′×18′) (32′, 32′, 32′, 32′×18′)<br>14W Der 1(25) 2(12) 12(5) | Oil 2SA 7Cy. 630×1310 mm<br>4200bhp 1193t (hvf)<br>A/B Lindholmens Varv Got<br>3×140kW 220V d.c. 14½k |
| **FOLGA**<br>A/S J. Ludwig **Mowinckels**<br>**Rederi**<br>Bergen Norwegian | **6346**<br>3494<br>10925<br>**9038**<br>5653<br>12900 | NV | **1957** Eriksbergs M/V A/B—Got<br>475′ 8″ 62′ 1″ 26′ 4″/29′ 3¼″<br>440′ 0″ 62′ 0″ 40′ 0″<br>P50′ B79′ F98′ 1 dk & S dk, 3rd dk in No. 3 hold<br>RW<br>rf 6″ | M (4P) OSD/CSD<br>5 Ho 62¼′, 70½′, 68′, 63′, 70½′<br>G.709935 B.650340<br>5 Ha (stl) (36¾′, 42′, 36¾′, 36¾′, 36¾′×20′)<br>12W Der 2(5–15) 10(5) | Oil 2SA 5Cy. 740×1600 mm<br>6250bhp B&W 2493t (hvf)<br>Eriksbergs M/V A/B Got<br>3×200kW 220V d.c. |
| **FOLGEFONN**<br>Hardanger **Sunnhordlandske**<br>**Dampskibsselskap**<br>Bergen Norwegian | **197**<br>66<br>— | | **1938** A/S Bergens M/V—Bgn<br>*119·7′* 26′ 7″<br>… … …<br>1 dk<br>R | M Ferry (300P) | Oil 2SA 4Cy. 280×320 mm<br>400bhp NE65 (d.o)<br>Wichmann Mtrf. Rub |
| **FOLGOR**<br>**Bossennec & Drevillon**<br>Camaret French | **245**<br>113<br>— | BV | **1960** Schpsw. & Mchfbk. A. van Bennekum—Sliedrecht<br>108′ 2″ 24′ 11″ 10′ 4″<br>24′ 9″<br>RW | M Fishing Mchy.aft<br>Der 1(3) | Oil 4SA 8Cy. 310×460 mm<br>500bhp<br>Kromhout Motorenfab. Ams |
| **FOLIAS**<br>exFortuna–65<br>**Skips A/S Fortuna**<br>Hans Mogensen<br>Bergen Norwegian | **2356**<br>1009<br>3665 | **✠100A1** SS 5/65<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN810 EL v | **1955**–4 A/B Finnboda Varf—Skm<br>357′ 0″ 47′ 1″ 19′ 6″<br>330′ 0″ 47′ 0″<br>Q70′ F75′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 4″ WB405t incl. Tunnel tanks 193t | M (4P) Ref OSD<br>5 Ho<br>G.187100 B.170570 In.47500<br>3 Ha (stl) (20¼′, 33½′, 26¾′×21′)<br>2 Ha (w) (25¾′, 24½′×21′)<br>10W Der 2(25) 5(6) 6(5) | Oil 2SA 9Cy. 520×960 mm<br>4050bhp 593t (hvf)<br>S.A. Fiat S.G.M. Tur<br>15k |
| **FOLIAS**<br>**S.A. Rocar and others**<br>Vigo Spanish | **1360**<br>660<br>— | **✠100A1**<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN400 EL I†U1 | **1967**–4 Ast. Construcciones S.A.—Vgo<br>235′ 7″ 39′ 2″ 16′ 11⅛″<br>206′ 1″ 38′ 8½″ 24′ 11″<br>F40′ 2 dks<br>RW Coll BH to U dk 3 to 2nd dk<br>rf 13″ BK4″ WB354t | M Stern Trawler Ref Mchy.aft<br>2 Ho 53′, 65′<br>B.54200 In.54200<br>2 Ha (stl) (13¾′×10′) (10½′×6½′)<br>Der 2(3½) | Oil 4SA 8Cy. 390×680 mm<br>2000bhp (d.o)<br>Naval-Stork-Werkspoor Cdz<br>3×288, 288, 108kW 380V 50c/s a.c. 12k |
| **FOLLA**<br>**A/S Namdalens**<br>**Trafikkselskap**<br>Namsos Norwegian | **426**<br>204<br>— | | **1954** Trosvik Verks.—Brevik<br>134′ 6″ 26′ 1″ 11′ 0″<br>25′ 11″ 16′ 8″<br>2 dks | M (250P) Mchy.aft<br>1 Ho 24½′<br>1 Ha (9¼′×6′)<br>Der 1(3) | Oil 2SA 5Cy. 290×490 mm<br>700bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>2×28kW 220V d.c.<br>Controllable pitch propeller |
| **FOLLAFJORD**<br>Peder **Saltvedt Partrederi**<br>Namsos Norwegian | **182**<br>111<br>~~280~~<br>285 | NV | **1967** Schpsw. "Appingedam"—Apg<br>107′ 0″ 23′ 1″ ~~9′ 4″~~ 9′ 3½″<br>96′ 10″ 22′11½″ 10′ 2″<br>1 dk | M Mchy.aft<br>1 Ha (43¼′×14′) | Oil 4SA 6Cy. 137×165 mm<br>300bhp<br>Caterpillar Tractor Co. Peoria<br>Controllable pitch propeller |
| **FOLLESÖY**<br>exBrosme–48 exFrostfart II–43<br>exErnst–42<br>Gunnar Eian **Partrederi**<br>Trondheim Norwegian | ~~117~~ 111<br>~~55~~ 56<br>180 | | **1918** ……………………Söderkoping<br>*89·8′* 20′ 4″ 9′ 6″<br>… … …<br>1 dk | Wood Aux | Oil 2SA 2Cy. 329×380 mm<br>120bhp Emade47fitted56<br>Hjelset Motfbr. Ålesund |
| **FOMALHAUT**<br>Armement **Maurice Onfroy**<br>La Rochelle French | **273**<br>91<br>236 | BV | **1964** Dubigeon-Normandie S.A.—Nts<br>123′ 7″ 24′ 9″<br>106′ 8″ 24′ 6½″ 13′ 9″ | M Trawler<br>5 Ha (4′, 4′, 2½′, 2½′, 2½′×4′) | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz Kln<br>13k |
| **FONG SEONG No. 21**<br>Fung Fuh Fishery **Co. Ltd.**<br>Kaohsiung China (Taiwan) | **170**<br>94<br>73 | CR (Taiwan) | **1967** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>105′ 5″ 20′ 10″ 7′ 9″<br>91′ 3″ 20′ 4″ 9′ 4″<br>1 dk | M Fishing Mchy.aft<br>3 Ho<br>4 Ha | Oil 4SA 6Cy. 275×410 mm<br>390bhp 71t<br>Fuji Seisakusho Tateyama<br>2×60, 40kW 220V a.c. 9½k |
| **FONG TA No. 11**<br>Fong Ta Fishery **Co. Ltd.**<br>Kaohsiung China (Taiwan) | **168**<br>95<br>73 | CR (Taiwan) | **1967** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>105′ 6″ 20′ 10″ 7′ 9″<br>91′ 3″ 20′ 4″ 9′ 1″<br>P49′ F20′ 1 dk | M Fishing Mchy.aft<br>3 Ho 22′, 15′, 13½′<br>4 Ha (4′, 4′, 2½′×3½′) (5½′×4½′) | Oil 4SA 6Cy. 275×410 mm<br>390bhp 77t<br>Fuji Seisakusho Tateyama<br>2×60, 40kW 220V a.c. 10k |
| **FONLEY**<br>exBunan Maru–67<br>exYamadori Maru–61<br>**Conway Shipping Co. Ltd.**<br>**S.A.**<br>Panama Panamanian<br>Now **MARIANNE** See New Entries **No. 9** | **2910**<br>1679<br>4305 | NK | **1938** Mitsubishi Jukogyo—Yka<br>318′ 3″ 45′ 4″ 21′ 10″<br>301′ 10″ 45′ 3″ 26′ 3″<br>P24′ B80′ F33′ 1 dk<br>R | S<br>3 Ho 49¾′, 55¾′, 87¼′<br>G.199875 B.178237<br>4 Ha (24¾′×16½′) (30′, 25′×18′) (22½′×16½′)<br>8W Der 4(5) 4(3) | T 3Cy. $20\frac{11}{16}$″ $34\frac{7}{16}$″ & $57\frac{1}{16}$″×$43\frac{5}{16}$″<br>1300ihp 508t (o.f)<br>Mitsubishi Jukogyo Yka<br>1×20kW 105V d.c.<br>1×12kW 110V d.c. 10k |
| **FONNES**<br>**A. Gullaksen & Sønner**<br>Bergen Norwegian | **437**<br>175<br>— | NV | **1967** Karmsund Verft A/S—Nygård<br>153′ 11″ 28′ 1″<br>137′ 7″ 28′ 0″ 14′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Atlas-Mak Masch. Kel<br>Thw. thrust propellers fwd & aft |

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| 661535<br>EFLT<br>8633<br>RT | **FONTAO**<br>**Pescatún S.A.**<br>Vigo Spanish | 275<br>118<br>— | ✠100A1<br>fishing vessel<br>✠LMC<br>MN160 EL †1⅜"U1 | 1967-4 Enrique Lorenzo y Cia. S.A.—<br>Vgo<br>113' 0" 26' 7" 11' 1"<br>98' 5" 26' 3" 12' 9½"<br>F57' RAD23'<br>RW 6BH<br>rf 15" | M Fishing | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>Masch. Augsburg-Nürnberg<br>3×6, 140, 140kW 380V<br>Controllable pitch propeller |
| 511747<br>FNLX<br>158<br>Df Esd<br>Gc Pfd<br>Rdr | **FONTENAY**<br>exSiam-62<br>~~Cie. d'Armement Maritime S.A.~~ Now FONTEVIVO See New Entries No. 6<br>~~Djibouti French~~<br>**Gem Shipping Co.**<br>Mogadishu Somali Rep. | 10646<br>6283<br>15836 | BV<br>✠Classed LR until 11/62 | 1951-2 Harima Zosensho—Aio<br>537' 6" 67' 4" 30' 3½"<br>505' 11" 67' 0" 38' 1"<br>P106' B40' F77' 1 dk<br>R<br>rf nil | M Tanker Mchy.aft<br>19 Ta<br>L.776305 HeCls. BC<br>1 Ha (18'×13½')<br>Der 2(5) | Oil 2SA 7Cy. 740×1600 mm<br>7200bhp B&W<br>Mitsui Zosen<br>2×200kW 110/220V |
| 511748<br>FOZO<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FONTENOY**<br>**Courtage & Transports S.A.**<br>La Rochelle French | 8967<br>4839<br>13314<br>11911<br>6455<br>16352 | BV | 1957 Forges & Ch. de la Gironde—Bdx<br>554' 6" 68' 7" 27' 7"/31' 4"<br>68' 3"<br>P170' B20' F62' 1 dk & S dk | M (2P) OSD/CSD Mchy.aft<br>G.846141 B.762480<br>5 Ha (stl) (38'×26½') (59½', 47½', 43', 43'×25½')<br>20W Der 1(50) 18(10) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp B&W<br>Soc. Forg. & At. du Creusot<br>3×350kW 120V 60 c/s a.c. |
| 660370<br>EEWG | **FONTIBRE**<br>exLaredo-66<br>Launched as J.C.P.-G. 7<br>**Government of Spain (Ministerio de Obras Públicas)** For later particulars see New Entries No. 3<br>Cadiz Spanish | 970<br>—<br>— | 100A1<br>hopper barge<br>Class contemplated | Soc. Española de Const. Nav.—<br>Cdz<br>200' 2" 39' 0" 13' 3½"<br>190' 4" 37' 8½" 15' 9" | M Hopper Barge Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>Naval-Stork-Werkspoor |
| 511749<br>RT | **FOO AN**<br>**The Foo An S.S. Co. Ltd.**<br>Kaohsiung China (Taiwan) | 335<br>146<br>— | | 1943 ........................U.S.A.<br>164' 6" 23' 3"<br>... ... ...<br>1 dk | TM Mchy.aft | 2 Oil each 3Cy. 387×413 mm<br>NE57<br>Tai Yang Iron Works Co. Ltd. |
| 660699<br>BKAG<br>4061<br>Df Esd<br>Rdr | **FOO HSING**<br>**Foo An Navigation Co.**<br>Kaohsiung China (Taiwan) | 819<br>331<br>1175 | CR (Taiwan) | 1965 Hayashikane Zosen—Smk<br>210' 4" 33' 0" 13' 5"<br>192' 2" 32' 11" 15' 5"<br>1 dk | M Mchy.aft<br>2 Ho 72½', 50½'<br>G.52796 B.47781<br>2 Ha (50½', 30½'×14½') | Oil 4SA 6Cy. 380×550 mm<br>1400bhp<br>Hanshin Nainenki Kogyo<br>2×36kW 225V 60c/s a.c. |
| 671688<br>FNSO<br>Df Esd<br>Gc Rdr<br>RTm | **FORBIN**<br>**Compagnie Maritime des Chargeurs Réunis**<br>Dunkirk French | ~~11670~~ 10427<br>~~6468~~ 5791<br>~~10582~~ | BV | 1967 Ch. Nav. de la Ciotat—La Ciotat<br>515' 11" 71' 8" 31' 10"<br>478' 11" 71' 6" 41' 2"<br>P186' F104' 3 dks<br>rf 4" | M (2P) Ref CSD Mchy.aft<br>5 Ho 47', 63½', 63', 63', 63'<br>G.600000 B.565000 In.10600<br>6 Ha (stl) (24½'×17½') (39½', 39½', 39½', 39½'×20½') (30'×17½') | Oil 2SA 6Cy. 900×1550 mm<br>13800bhp Sulzer<br>Cie. de Const. Méc.<br>3×505kW 380V 50c/s a.c. |
| 511754<br>OFIY<br>112 | **FÖRBY**<br>exDamfoss-47 exSydvaranger<br>**Lojo Kalkverk A/B**<br>Ekenäs Finnish | 160<br>48<br>70 | | 1907 Akers M/V A/S—Osl<br>101' 7" 20' 8" 13' 5"<br>20' 6"<br>B9' 1 dk<br>R | S<br>1 Ho<br>1 Ha (9½'×13½')<br>1W | T 3Cy. 11" 18" & 29"×20"<br>Akers M/V A/S |
| 540413<br>GLYE<br>303893<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FORCADOS**<br>**Elder Dempster Lines Ltd.**<br>Liverpool British | 7689<br>4072<br>8115 | ✠100A1 CS 11/67<br>DTsmf & 'tween dk tanks amids—veg. oil, latex or glycerine<br>✠LMC<br>MN1480 EL c†2⅜"SQ | 1963-11 Lithgows Ltd.—P.Gl<br>465' 0" 62' 4" 25' 5½"<br>430' 2" 62' 0" 36' 0"<br>P37' B75' F48' 2 dks<br>RW NS in Nos. 2, 3, 4 & 5 'tween dks & No. 2 hold 6BH<br>rf 4" WB2624t incl. DTsm1511t | M Ref<br>4 Ho 56½', 72', 30' DT, 30' DT, 30' DT, 30' DT, 70', 44½'<br>G.513328 B.474236 In.3085<br>5 Ha (Stl) (22½'×18') (37½', 45', 32½', 27½'×22')<br>16W Der 1(80) 2(30) 4(15) 2(12½) 4(7½) 6(5) | Oil 2SA 5Cy. 760×1550 mm<br>7400bhp Sulzer<br>Fairfield-Rowan Ltd.<br>2AuxB (1 o.f 1 ex.g) 120lb<br>4×200kW 220V d.c. |
| 511755<br>VJMQ<br>139366<br>RTv | **FORCEFUL**<br>**Queensland Tug Co. Pty Ltd.**<br>Brisbane British | 288<br>1<br>103 | ✠100A1 SS 5/67<br>tug<br>✠LMC<br>EL (e) | 1925-12 A. Stephen & Sons Ltd.—Gls<br>121' 0" 27' 1" 13' 4½"<br>115' 10" 27' 0" 14' 2"<br>R 3BH<br>BK7" WB73t incl. DTf27t | S Tug | T 3Cy. 17½" 29" & 47"×30"<br>900ihp<br>A. Stephen & Sons Ltd.<br>2 SB 175lb hs(2960) sf<br>1×3kW 110V d.c. |
| 511756<br>PEDG<br>Df Esd<br>RT | **FOREL**<br>**J. Buisman**<br>Beck's Scheepvaartkantoor N.V.<br>Groningen Netherland | 350<br>174<br>415 | BV | 1956 Gutehoffnungshütte Sterkrade—Walsum<br>147' 9" 25' 0" 9' 2"<br>134' 10" 24' 11½" 9' 11"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.22800 B.21000<br>2 Ha (each 33'×16½')<br>2W Der 2(2) | Oil 4SA 4Cy. 290×420 mm<br>225bhp<br>Masch. Kiel A.G. |
| 670961<br>GWQE<br>334479<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FORELAND**<br>**Shipping & Coal Co. Ltd.**<br>London British | 23007<br>14007<br>~~25537~~<br>37162 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN2800 EL (q†) 2⅜"U2 | 1967-6 van der Giessen-De Noord N.V.—Krimpen<br>~~673' 2"~~ 89' 9" ~~33' 11"~~ 673' 2"(incl.BB) 37' 1½"<br>629' 2" 89' 7" 51' 4"<br>P115' F49' 1 dk<br>NS 9BH<br>rf nil WB14168t incl. Comb. btm & side tanks in holds 2819t Topside tanks in holds 9340t | M Mchy.aft | Oil 2SA 6Cy. 900×1550 mm<br>14000bhp<br>Sulzer Bros. Ltd.<br>AuxB 100lb<br>3×300kW 450V 60c/s a.c. |
| 514679<br>DIMI<br>Df Esd<br>RTm | **FORELLE**<br>exHelge-64<br>**Heinecke & Co.**<br>Hamburg W. German | 298<br>168<br>443 | GL | 1956 Gebr. Schürenstedt—Bardenfleth<br>143' 0" 27' 8" 10' 0"<br>128' 0" 27' 7" 10' 10"<br>1 dk<br>RW<br>rf 4½" | M Mchy.aft<br>1 Ho 78'<br>G.21578 B.20413<br>2 Ha (35½', 28½'×16½') | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G.<br>3×2½, 1½, 1½kW |

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| **FOREMAN**<br>United Towing Co. Ltd.<br>Hull British | 227<br>19<br>65 | ✠100A1 SS 10/67<br>tug<br>✠LMC<br>MN206 EL (c) | 1959–5 Cook, Welton & Gemmell Ltd.—Bev<br>107′ 2″ 26′ 5″ 11′ 10¾″<br>100′ 0″ 25′ 6″ 12′ 6″<br>RW 3BH<br>rf 24″ BK8″ WB18t | M Tug Mchy.aft | Oil 4SA 8Cy. 12½″×15″ with sr gearing & flexible coupling<br>1030bhp 64t (d.o)<br>Ruston & Hornsby Lcn<br>2×50, 35kW 220V d.c. 12½k |
| **FOREMOST**<br>exForemost-41<br>Adelaide Steamship Industries Pty. Ltd.<br>Fitch & Smith Division of Adelaide Steamship Industries Pty. Ltd.<br>Port Adelaide British | 244<br>12<br>— | ✠Classed LR until 1/62 | 1926–7 A. Hall & Co. Ltd.—Abn<br>112′ 0″ 27′ 1″ 11′ 9″<br>105′ 0″ 27′ 0″ 12′ 6″<br>R<br>BK7½″ | S Tug | T 3Cy. 16″ 25″ & 40″×27″<br>750ihp 115t (c)<br>A. Hall & Co. Ltd. Abn<br>1×2½kW 110V d.c. |
| **FOREMOST 50**<br>British Transport Docks Board<br>Hull British | 380<br>142<br>440 | ✠Classed LR until 2/50 | 1937–2 A. Hall & Co. Ltd.—Abn<br>142′ 0″ 30′ 0″ 9′ 3½″<br>135′ 6″ 29′ 10″ 11′ 0″<br>R<br>rf nil | S Grab Hopper Dredger Mchy.aft<br>Cr 1(4½) | T 3Cy. 12″ 19″ & 31″×22″<br>400ihp (o.f)<br>A. Hall & Co. Ltd. Abn<br>1×4kW 110V d.c. 8½k |
| **FOREMOST 51**<br>Republic of South Africa (Railways & Harbours Administration)<br>East London S. African | 380<br>160<br>618 | ✠ | 1937–4 A. Hall & Co. Ltd.—Abn<br>142′ 0″ 31′ 1″ 9′ 3″<br>30′ 11″<br>R<br>rf nil | S Grab Hopper Dredger Mchy.aft<br>1 Ha (3½′×3′) | T 3Cy. 12″ 19″ & 31″×22″<br>440ihp 60t (c)<br>A. Hall & Co. Ltd. Abn<br>7k |
| **FOREMOST 87**<br>British Transport Docks Board<br>Hull British | 163<br>9<br>— | ✠Classed LR until 3/51<br>BROKEN UP | 1935–7 Scott & Sons—Bwg<br>93′ 6″ 24′ 6″ 9′ 6″<br>87′ 6″ 24′ 4″ 10′ 6″<br>R<br>BK5½″ | S Tug | T 3Cy. 13″ 21″ & 35″×24″<br>500ihp (o.f)<br>Aitchison, Blair Ltd. Cly<br>1×4kW 110V d.c. 10k |
| **FOREMOST 101**<br>James Contracting & Shipping Co. Ltd.<br>London British | 871<br>453<br>1350 | ✠Classed LR until 9/58 | 1939–12 A. Hall & Co. Ltd.—Abn<br>194′ 6″ 33′ 1″ 13′ 9½″<br>185′ 0″ 33′ 0″ 15′ 6″<br>Q66′<br>R | M Hopper Barge Mchy.aft<br>1 Ho 77′<br>1W | Oil 2SA 6Cy. 13½″×22½″<br>960bhp Emade57fitted59 160t (d.o)<br>British Polar Engines Ltd. Gls<br>2×33kW 440V a.c. 8½k |
| **FOREMOST 102**<br>James Contracting & Shipping Co. Ltd.<br>London British | 871<br>453<br>1350 | ✠Classed LR until 9/58 | 1940–1 A. Hall & Co. Ltd.—Abn<br>194′ 6″ 33′ 1″ 13′ 9½″<br>185′ 0″ 33′ 0″ 15′ 6″<br>Q66′<br>R | M Hopper Barge Mchy.aft<br>1 Ho 77′<br>1W | Oil 2SA 6Cy. 13½″×22½″<br>960bhp NE57 160t (d.o)<br>British Polar Engines Ltd. Gls<br>2×33kW 440V a.c. 8½k |
| **FOREMOST PRINCE**<br>James Contracting & Shipping Co. Ltd.<br>London British | 849<br>308<br>— | ✠100A1 SS 2/67<br>hopper dredger<br>Malaysia, Singapore & Indonesian Archipelago service<br>✠LMC<br>EL (l) | 1933–7 Blythswood S.B. Co. Ltd.—Gls<br>195′ 0″ 37′ 7″ 13′ 6¼″<br>185′ 0″ 37′ 6″ 16′ 0″<br>1 dk (stl pt-ws)<br>R 4BH<br>WB244t incl. DTs46t | TS Hopper Dredger<br>1 Ho<br>8W Cr 1(1½) | T 6Cy. 12″ 20″ & 32″×24″<br>1200ihp 60t (o.f)<br>Aitchison, Blair Ltd. Cly<br>2 SB 190℔ hs(3264) 4cf ND<br>2×15kW 110V d.c. 9k |
| **FORERUNNER**<br>exFalkanger-65<br>exWartheland-46<br>Marnacion Cia. Naviera S.A.<br>Piræus Greek | 5327<br>3188<br>8400 | NV | 1943 A/S Nakskov Skibs.—Nkv<br>426′ 3″ 56′ 8″ 25′ 1″<br>400′ 10″ 56′ 6″<br>F34′ 1 dk & S dk | M (12P) OSD<br>5 Ho 65½′, 54′, 59¼′, 61¾′, 70¼′<br>G.496700 B.452000 In.2000<br>5 Ha (35½′, 34½′, 34½′, 34½′, 34½′×20′)<br>11W Der 1(30) 10(5) | Oil 2SA 7Cy. 620×1150 mm<br>3400bhp 1405t (d.o)<br>Burmeister & Wain Cpn<br>3×300, 112, 112kW 220V d.c. 13k |
| **FOREST HILL**<br>N.V. Nationale Tankvaart Maats.<br>Wm. H. Muller & Co.'s Transport Maats. N.V.<br>Rotterdam Netherland | 12718<br>7181<br>19900 | ✠100A1 SS 10/64<br>oil tanker<br>✠LMC<br>MN1500 EL i†$2\frac{7}{16}$″SQ | 1960–3 Verolme Schpsw.—Heusden<br>559′ 10″ 72′ 0″ 29′ 9½″<br>538′ 0″ 71′ 10″ 39′ 4″<br>P121′ F69′ 1 dk<br>RW 15BH<br>rf nil WB434t | M Tanker Mchy.aft<br>27 Ta<br>L.909270 HeCls. BC<br>Der 2(5) 2(3) 1(1) | Oil 2SA 9Cy. 700×1200 mm<br>7500bhp MAN 806½t (hvf)<br>Verolme Machfbk. Ijsselmonde<br>3AuxB 180℔<br>3×300, 300, 120kW 440V 60 c/s a.c.<br>15¼k |
| **FOREST LAKE**<br>N.V. Nationale Tankvaart Maats.<br>Wm. H. Muller & Co.'s Transport Maats. N.V.<br>Rotterdam Netherland | 12718<br>7165<br>19900 | ✠100A1 SS 3/65<br>oil tanker<br>✠LMC<br>MN1500 EL i†$2\frac{7}{16}$″SQ | 1960–8 Verolme Schpsw.—Heusden<br>559′ 10″ 72′ 0″ 29′ 9½″<br>538′ 0″ 71′ 10″ 39′ 4″<br>P121′ F69′ 1 dk<br>RW 15BH<br>rf nil WB434t | M Tanker Mchy.aft<br>27 Ta<br>L.927835 HeCls. BC<br>Der 2(5) 2(3) 1(1) | Oil 2SA 9Cy. 700×1200 mm<br>7500bhp MAN 2020t (hvf)–22pd<br>Verolme Machfbk. Ijsselmonde<br>3AuxB 180℔<br>3×300, 300, 120kW 440V 60 c/s a.c.<br>15k |
| **FOREST PRINCE**<br>Swiftsure Towing Co. Ltd.<br>~~British Columbia Forest Products Ltd.~~<br>Vancouver Canadian | 2724<br>2722<br>— | ✠100A SS 12/64<br>coasting service between Cape Spencer & Portland (Oregon)<br>EL (u) 1½″SQ | 1960–8 Yarrows Ltd.—Vic<br>305′ 9″ 61′ 3″ 11′ 7″<br>299′ 4″ 60′ 0″ 17′ 0″<br>F28′ 1 dk<br>4BH<br>rf nil WB1494t | Log Tipping Pontoon | |

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| 511775<br>PEDF<br>Df Esd<br>Gc Rdr<br>RTm | **FOREST TOWN**<br>**N.V. Nationale Tankvaart Maats.**<br>Wm. H. Müller & Co.'s Transport Maats. N.V.<br>Rotterdam Netherland | 12718<br>7181<br>19300 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1500 | ~~SS 12/64~~<br>SS 2/69<br>EL i†2$\frac{1}{16}$"SQ | 1960–5 Verolme Schpsw.—Alb<br>559' 10" 72' 0" 29' 9½"<br>533' 0" 71' 10" 39' 4"<br>P121' F69' 1 dk<br>RW 15BH<br>rf nil WB434t | M Tanker Mchy.aft<br>L.927835<br>Der 2(5) 2(3) 1(1) | Oil 2SA 9Cy. 700×1200 mm<br>7500bhp MAN<br>Verolme Machfbk.<br>3AuxB (2 o.f 1 ex.g) 180lb<br>3×300, 300, 120kW 440V |
| 511776<br>MNMC<br>185431<br>Df Esd<br>Gc Rdr<br>RTm/v | **FORESTER**<br>**Charente S.S. Co. Ltd.**<br>T. & J. Harrison Ltd.<br>Liverpool British | T.Mk<br>6082<br>3222<br>9184<br>8203<br>4527<br>10320 | ✠100A1<br>DTm—vegetable oil<br>✠LMC<br>MN675 | SS 12/66<br>EL c† | 1952–5 J. Readhead & Sons Ltd.—Shl<br>468' 0" 59' 11" 24' 8½"/26' 10"<br>442' 6" 59' 7" 37' 8"<br>F82' 2 dks, 3rd dk fwd<br>R 8BH<br>rf 6" WB2638t incl. Tunnel tanks 390t DTsm1182t | S<br>5 Ho 50', 88', 35', 80', 60'<br>5 Ha (27', 45', 20', 45', 37½'×22') | T 3Cy. 26½" 44" & 74"<br>with dr gearing & hydraulic<br>3750ihp<br>J. Readhead & Sons Ltd.<br>3 SB 220lb Spt hs(13680)<br>3×50, 50, 20kW 220V d.c. |
| 670967<br>326787<br>RTh | **FORILLON**<br>**Pêcheurs Unis de Quebec**<br>Gaspé Canadian | 123<br>61<br>78 | | | 1966 Entreprises Mar.—Gaspé<br>80' 2" 21' 8"<br>... ... ...<br>F15' 1 dk | Wood M Fishing<br>1 Ho 25½'<br>2 Ha (each 3'×3½')<br>1W Der 1 | Oil 8Cy. 6¼"×8"<br>500bhp<br>Caterpillar Tractor Co.<br>1×7½kW 120V d.c. |
| 511777<br>LDWK<br>RTm | **FORLANDET**<br>exFemern exFoca<br>**A/S Framnæs Mek. Værksted**<br>Sandefjord Norwegian | 201<br>72<br>160 | | NV | 1921 Bokeröens Skibs.—Svelvik<br>114' 1" 21' 8"<br>21' 6" 13' 9½"<br>R<br>rf 26" BK7½" | S Tug<br>1W | T 3Cy. 13½" 22" & 37"<br>102ihp<br>A/S Bergens M/V<br>1×3½kW 100V d.c. |
| 511778<br>GMCK<br>183813<br>RTv | **FORMBY**<br>**Alexandra Towing Co. Ltd.**<br>Liverpool British | 237<br>—<br>— | ✠100A1<br>tug<br>✠LMC | SS 4/67<br>EL (c) | 1951–7 Cochrane & Sons Ltd.—Sel<br>108' 10" 26' 7" 12' 2½"<br>99' 0" 26' 6" 13' 0"<br>R 3BH<br>rf 18" BK7½" WB26t | S Tug | T 3Cy. 15½" 26" & 42"×30"<br>1000ihp<br>C. D. Holmes & Co. Ltd.<br>SB 200lb hs(2332)<br>2×5kW 110V d.c. |
| 511780<br>EDAQ<br>Df Esd<br>Rdr RT | **FORMENTOR**<br>**Castaner y Ortiz S.A.**<br>Valencia Spanish | 682<br>323<br>1182 | | BV | 1950 Empresa Nacional "Elcano"—Sev<br>238' 2" 36' 10" 12' 9¾"<br>215' 10" 36' 9"<br>1 dk & S dk | M OSD Mchy.aft<br>2 Ha (59', 36'×16½')<br>Der 2 | 2 Oil 4SA each 8Cy.<br>hydraulic coupling &<br>shaft<br>1500bhp<br>La Maquinista Terrestre y |
| 511781<br>INFP<br>402 | **FORMICA**<br>**Carlo Figliè & Rosetta Ferrari**<br>Viareggio Italian | 136<br>99<br>— | | RI | 1946 Cant. Dalmazia e Versilia—Viareggio<br>103' 1" 23' 6"<br>90' 3" 23' 2" 9' 6"<br>1 dk | Wood M | Oil 4SA 4Cy. 220×280 mm<br>125bhp<br>Klöckner-Humboldt-Deutz |
| 640564<br>EDEZ<br>RT | **FORNELO**<br>**S.I.C.A.R. Ltda. Suministros e Industrias Castro-Rial S.L.**<br>Corcubion Spanish | 252<br>169<br>— | | | 1960 Astilleros Sicar—Cée<br>114' 10" 25' 0"<br>... ... ...<br>1 dk | Wood S Mchy.aft | T 3Cy. 204 331 & 555×370 mm<br>135ihp<br>Talleres "La Industriosa" |
| 511783<br>JWRF<br>Df Esd<br>Gc Rdr<br>RT | **FORRA**<br>**A/S Turid & Skibs A/S Nea**<br>Bachke & Co.<br>Trondheim Norwegian | 1977<br>1000<br>3500 | | NV | 1957 A/S Trondhjems M/V—Tdh<br>315' 4" 45' 1" 18' 9½"<br>290' 0" 44' 11"<br>1 dk & S dk<br>RW<br>rf 2½" | M OSD Mchy.aft<br>2 Ho<br>G.219000 B.204900<br>4 Ha (34½'×21½') (32½', 34½', 34½'×23½')<br>8W Der 1(18) 2(5) 6(3) | Oil 4SA 8Cy. 400×600 mm<br>1680bhp<br>Masch. Augsburg-Nürnberg |
| 511784<br>GHRH<br>304132<br>Df Esd<br>Gc Rdr<br>RTv | **FORRESBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow British | T.Mk<br>6154<br>3505<br>10371<br>8587<br>5053<br>12380 | ✠100A1<br>DTsmf&a—vegetable oil<br>✠LMC<br>MN1328 | SS 12/66<br>EL d†2$\frac{1}{16}$"SQ | 1962–5 Wm. Doxford & Sons (S.B.) Ltd.—Sld<br>487' 7" 62' 3" 26' 2"/29' 2½"<br>451' 2" 62' 0" 38' 6"<br>P39' F41' 2 dks<br>RW Coll BH to U dk 8 to 2nd dk<br>rf 6" WB4206t incl. DTma1441t f1262t | M<br>5 Ho 55', 62½', 32½', 57½', 83½', 25½'DT, 25½'DT, 25½'DT, 25½'DT, 31'DT, 31'DT<br>G.670020 B.602735<br>7 Ha (29½', 32½', 32½', 12½', 32½', 32½'×22') (8'×15')<br>Der 1(50) 4(10) 10(5) 2(3) | Oil 2SA 4Cy. 670×2180 mm<br>6640bhp<br>Wm. Doxford & Sons (Eng.)<br>2AuxB 120lb<br>4×220, 220, 220, 40kW |
| 671757<br>315002 | **FORREST**<br>**Government of the Falkland Islands**<br>Stanley British<br>For later particulars see New Entries No. 2 | 175<br>70<br>138 | 100A1<br>for restricted service<br>Class contemplated | | J. W. Cook & Co. (Wivenhoe) Ltd.—Wvn<br>86' 0" 22' 10" 8' 0"<br>77' 9" 22' 0" 10' 9" | M Mchy.aft | Oil 4SA 8Cy. 6¾"×7½"<br>Bergius-Kelvin Co. Ltd. |
| 680021<br>327354 | **FORREST GLEN**<br>**Pierce Fisheries Ltd.**<br>Shelburne Canadian | 165<br>92<br>— | | | 1967 Harley S. Cox & Sons—Shelburne<br>*90·0'* 23' 0"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 12Cy. 6¼"×8"<br>665bhp<br>Caterpillar Tractor Co. |
| 511786<br>LGBP | **FÖRST**<br>**Albert Norheim**<br>Harstad Norwegian | 117<br>77<br>170 | | | 1919 Knadalslands Baatbyggeri—Porsgrunn<br>*88·5'* 20' 4"<br>... ... ...<br>1 dk | Wood Aux Sr Mchy.aft | Oil 2Cy. 335×380 mm<br>90bhp NE37<br>Haldorsen & Søn |

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| **FORSVIK**<br>**Ångbåts A/B Ferm**<br>C. J. Höijer<br>Kristinehamn<br>Swedish | **12191**<br>7629<br>~~17365~~<br>17225 | **✠100A1**<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>MN1440 EL g†2 5/16"SQ | **1965–11** Wärtsilä Kon. Crichton-Vulcan—Abo<br>519′ 5″ 71′ 5″ 30′ 0¾″<br>485′ 0″ 71′ 0″ 42′ 8″<br>P98′ F49′ 1 dk<br>NS 10BH<br>rf 4″ WB12271t | M Bulk Carrier Mchy.aft<br>7 Ho 38½′, 74¾′, 39′, 39′, 39′, 72¼′, 42¼′<br>G.903000<br>7 Ha (stl) (28¾′, 54′, 25′, 25′, 25′, 53′, 25′×35′)<br>Cr 4(8) Der 2(1½) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer (hvf)<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×335kW 450V 60c/s a.c. |
| **FORSVIK**<br>exShell S 7–54 exShell VII–47<br>**Rederi A/B Brevik**<br>Rolf Eliasson<br>Öckerö<br>Swedish | **123**<br>66<br>140 | | **1922** De Waal N.V.—Nijmegen<br>101′ 2″ 17′ 7″ 8′ 2″<br>17′ 5″<br>Q27′ 1 dk<br>R | M Oil Barge Mchy.aft<br>4 Ta<br>L.11717 | Motor 2SA 2Cy.<br>150bhp NE54 5t–1pd<br>Skandiaverken Lysekil<br>7k |
| **FORT CARILLON**<br>**Cie. Générale Transatlantique**<br>Havre<br>French<br>Now **TA FU**<br>See New Entries No. 12 | **4887**<br>2660<br>3238 | BV | **1953** At. & Ch. de Bretagne—Nts<br>369′ 8″ 51′ 11″ 21′ 5″<br>51′ 9″<br>3 dks<br>RW<br>rf 13¾″ | M (12P) Ref CSD<br>4 Ho 69′, 64½′, 52½′, 53¾′<br>In.202410<br>4 Ha (stl) (14½′, 15¼′, 12¾′, 12¾′×16′)<br>8W Der 8(3) | Oil 2SA 10Cy. 625×1150 mm<br>6000bhp B&W 995t (hvf)<br>Ch. & At. de St. Nazaire (Penhoët) St.N<br>3×230kW 220V d.c. 16k |
| **FORT CARILLON**<br>exFosdyke Trader–61<br>exEmpire Fathom–46<br>**Jean P. Desgagnés**<br>Quebec<br>Canadian | **393**<br>178<br>— | ✳Classed BC until 1/67 | **1945–1** Henry Scarr Ltd.—Hessle<br>148′ 2″ 27′ 2″ 9′ 6¾″<br>141′ 0″ 27′ 0″ 11′ 0″<br>P38′ F14′ Trunk 82′ 1 dk | M Mchy.aft | Oil 4SA 7Cy. 220×290 mm sr geared<br>280bhp<br>Blackstone & Co. Ltd. Stamford |
| **FORT CAROLINE**<br>**Cie. Générale Transatlantique**<br>Havre<br>French<br>Now **CUZCO** See New Entries No. 11 | **5001**<br>2724<br>3181 | BV | **1956** Ch. & At. de Provence—Port de Bouc<br>377′ 0″ 51′ 11″ 21′ 5″<br>345′ 1″ 51′ 9″ 36′ 0″<br>3 dks<br>rf 13¾″ | M (12P) Ref<br>4 Ho 73¾′, 59¾′, 52½′, 54′<br>In.205140<br>4 Ha (stl) (17′, 13′, 13′, 12¾′×16′)<br>8W Der 8(3) | Oil 2SA 10Cy. 620×1150 mm<br>6000bhp 1032t (hvf)<br>Ch. & At. de St. Nazaire (Penhoët) St.N<br>3×250kW 220V d.c. 16½k |
| **FORT CHAMBLY**<br>Canada **Steamship Lines Ltd.**<br>Montreal<br>Canadian | **5852**<br>3833<br>8605 | **✠100A1** ~~Lake SS 4/65~~<br>Winters in the Great Lakes Lake SS 10/68<br>Ice Class 3<br>**✠LMC**<br>MN1200 EL a†2″SQ | **1961–4** Collingwood Shpyds—Clw<br>462′ 11″ 56′ 5″ 23′ 7″<br>441′ 4″ 56′ 0½″ 32′ 0″<br>P90′ F51′ 2 dks<br>NS 5BH<br>rf 6″ WB2364t | M (4P) Mchy.aft<br>1 Ho 300′<br>4 Ha (stl) (30′, 45′, 70′, 45′×26′) | 4 Oil 2SA (2) 8Cy. (2) 10Cy. 8⅛″×20″ with sr gearing to sc. shaft<br>7200bhp (d.o)<br>Fairbanks, Morse & Co. Beloit<br>2×400kW 550V 60 c/s a.c.<br>Controllable pitch propeller 17½k |
| **FORT CHARLOTTE**<br>exBuffalo Park–45<br>**Secretary of State for Defence**<br>London<br>British | **7201**<br>3791<br>8572 | ✠LR class withdrawn—Owners' request 9/67<br>**BROKEN UP** | **1944–4** North Van. Ship Rprs Ltd.—N.Vcr<br>441′ 6″ 57′ 2″ 26′ 11½″<br>416′ 0″ 56′ 10″ 37′ 4″<br>2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds. 4th dk in Nos. 2, 3 & 4 holds<br>RW | S Ref<br>In.110793 | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>John Inglis Co. Ltd. Tto |
| **FORT CONSTANTINE**<br>Ministry of **Transport**<br>Secretary of State for Defence<br>London<br>British | **7230**<br>4184<br>— | ✠Classed LR until 8/62 | **1944–4** Burrard D.D. Co. Ltd.—Vcr<br>441′ 6″ 57′ 2″ 26′ 11½″<br>416′ 0″ 56′ 10″ 37′ 4″<br>2 dks, 3rd & 4th dks except in mchy. space<br>RW | S Ref CSD<br>In.94466 | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Canadian Allis-Chalmers Ltd. Mtl |
| **FORT CRÈVECŒUR**<br>**Cie. Générale Transatlantique**<br>Havre<br>French | **5020**<br>2698<br>3172 | BV | **1962** Ch. & At. de Provence—Port de Bouc<br>373′ 6″ 51′ 11″ 21′ 5″<br>346′ 2″ 51 10″ 36′ 1″<br>3 dks<br>rf 13¾″ | M (12P) Ref<br>4 Ho 73½′, 59½′, 52¾′, 53¾′<br>In.207086<br>4 Ha (stl) (17′, 13′, 13′, 13′×16′)<br>8W Der 8(3) | Oil 2SA 6Cy. 600×2000 mm<br>7800bhp Doxford 1070t (hvf)<br>Ch. & At. de Provence Msl<br>3×300, 300, 250kW 380V 50c/s a.c.<br>17½k |
| **FORT D'ORLEANS**<br>**Cie. Générale Transatlantique**<br>Havre<br>French | **5020**<br>2698<br>3172 | BV | **1962** Ch. & At. de Provence—Port de Bouc<br>373′ 6″ 51′ 11″ 21′ 5″<br>346′ 2″ 51′ 10″ 36′ 1″<br>3 dks<br>rf 13¾″ | M (12P) Ref<br>4 Ho 73½′, 59½′, 52¾′ 53¾′<br>In.207086<br>4 Ha (stl) (17′, 13′, 13′, 13′×16′)<br>Der 8(3) | Oil 2SA 6Cy. 600×2000 mm<br>7800bhp Doxford (hvf)<br>Ch. & At. de Provence Msl<br>3×300, 300, 250kW 380V 50c/s a.c.<br>17½k |
| **FORT DAUPHIN**<br>**Cie. Générale Transatlantique**<br>Havre<br>French<br>Now **MARBELLA** (No. 511799) in the Register | **5038**<br>2803<br>4035 | BV | **1949** A. Stephen & Sons Ltd.—Gls<br>401′ 10″ 52′ 6″ 22′ 4″<br>52′ 4″<br>B&F267′ 3 dks<br>RW<br>rf 9¾″ | TM (12P) Ref<br>5 Ho 51¾′, 40′, 25′, 55¾′, 69¾′<br>In.198550<br>5 Ha (stl) (14′×13′) (16½′, 14′, 14′, 14′×15′)<br>10W Der 4(5) 6(3) | 2 Oil 2SA each 8Cy. 600×1040 mm<br>8000bhp Sulzer 807t (d.o)<br>A. Stephen & Sons Ltd. Gls<br>3×250kW 220V d.c. 16½k |
| **FORT DE FRANCE**<br>**Cie. Générale Transatlantique**<br>Havre<br>French | **5014**<br>2743<br>3187 | BV | **1961** Ch. & At. de Provence—Port de Bouc<br>373′ 6″ 51′ 11″ 21′ 5″<br>346′ 2″ 51′ 10″ 36′ 1″<br>3 dks<br>rf 13¾″ | M (12P) Ref<br>4 Ho 73¾′, 59¾′, 52¾′, 53¾′<br>In.201294<br>4 Ha (stl) (17′, 13′, 13′, 13′×16′)<br>Der 8(3) 1(2) | Oil 2SA 6Cy. 600×2000 mm<br>7800bhp Doxford (hvf)<br>Ch. & At. de Provence Msl<br>3×300, 300, 250kW 380V 50c/s a.c.<br>17½k |

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| 511801<br>FOCZ<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **FORT-DESAIX**<br><br>**Cie. Générale**<br>**Transatlantique**<br>Havre French<br>Now TA FONG<br>See New Entries No. 12 | 4886<br>2669<br>3238 | BV | **1953** Ch. & At. de Provence—<br>Port de Bouc<br>369' 8" 51' 11" 21' 5"<br>51' 9"<br>B118' 3 dks<br>RW<br>rf 13½" | M (12P) Ref CSD<br>4 Ho 69', 64½', 52½', 53½'<br>In.204916<br>4 Ha (stl) (14½', 15½', 12½', 12½'×16')<br>8W Der 8(3) | Oil 2SA 10Cy. 625×1150 mm<br>6000bhp<br>Ch. & At. de St. Nazaire<br>(Penhoët)<br>3×230kW 220V d.c. |
| 511802<br>MALJ<br>180002<br>Df Esd<br>Gc Rdr<br>RT | **FORT DUNVEGAN**<br><br>**Secretary of State for**<br>**Defence**<br>London British | 7243<br>4062<br>— | ~~✠100A1~~ ~~SS 7/64~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~EL a†2 1/16"SQ~~<br>TO BE BROKEN UP | **1944–4** Burrard D.D. Co. Ltd.—Vcr<br>441' 6" 57' 2" 26' 11½"<br>416' 0" 56' 10" 37' 4"<br>2 dks, 3rd & 4th dks except in mchy. space<br>RW 6 divisional WTBH in upr 'tween dks Coll BH to U dk 6 to 2nd dk<br>WB2177t incl. DTa753t | S Ref<br><br>In.114130 | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Canadian Allis-Chalmers Ltd.<br>2WTB 250lb Spt 230lb |
| 511805<br>KVNQ<br>244935<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **FORT FETTERMAN**<br><br>**Chas. Kurz & Co. Inc.**<br>Keystone Shipping Co.<br>Wilmington, Del United States | 12634<br>8411<br>20077 | AB | **1958** (Cargo section) Newport News S.B. & D.D. Co.—N.Ns<br>**1943** (Fwd & aft sections) Alabama D.D. & S.B. Co.—Mob<br>571' 6" 75' 2" 30' 3½"<br>551' 0" 75' 0" 39' 3"<br>P108' B36' F94' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>27 Ta<br>L.967590 HeCls. BC<br>Der 4(2) | S Turb 7240shp driving 1 gen.<br>2300V a.c. connected to elec.<br>7000shp(Sy)<br>General Electric Co.<br>2×525kW 440V 60 c/s a.c. |
| 511806<br>FNHU<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **FORT FLEUR D'EPÉE**<br><br>**Cie. Générale**<br>**Transatlantique**<br>Havre French | 5014<br>2741<br>3172 | BV | **1961** Ch. & At. de Provence—<br>Port de Bouc<br>373' 6" 51' 11" 21' 5"<br>346' 2" 51' 10" 36' 1"<br>3 dks<br>rf 13½" | M (12P) Ref<br>4 Ho 73½', 59½', 52½', 53½'<br>In.207086<br>4 Ha (stl) (17', 13', 13', 13'×16')<br>8W Der 8(3) 1(2) | Oil 2SA 6Cy. 600×2000 mm<br>7800bhp Doxford<br>Ch. & At. de Provence<br>3×300, 300, 250kW 380V |
| 511807<br>FOXF<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **FORT FRONTENAC**<br><br>**Cie. Générale**<br>**Transatlantique**<br>Havre French | 4990<br>2764<br>3149 | BV | **1958** Ch. & At. de Provence—<br>Port de Bouc<br>377' 0" 51' 11" 21' 5"<br>346' 1" 51' 10" 36' 1"<br>3 dks<br>rf 13½" | M (12P) Ref<br>4 Ho 73½', 59½', 52½', 53½'<br>In.211889<br>4 Ha (stl) (17½', 13', 13', 13'×16')<br>Der 8(5) | Oil 2SA 6Cy. 600×2000 mm<br>7800bhp Doxford<br>Ch. & At. de Provence<br>3×300, 300, 250kW 220V d.c. |
| 511808<br>VDKV<br>176118<br>Df Esd<br>Gc Rdr<br>RTh/v | **FORT HENRY**<br><br>**Canada Steamship Lines Ltd.**<br><br>Montreal Canadian | 5729<br>3707<br>8457 | ✠100A1 Lake SS 4/66<br>Great Lakes & River St.<br>Lawrence service<br>✠LMC<br>MN990 EL a†2"SQ | **1955–5** Collingwood Shpyds Ltd.—Clw<br>461' 7" 56' 5" 23' 9½"<br>440' 0" 56' 0" 32' 0"<br>P96' F65' 2 dks<br>NS 5BH<br>rf 6" WB2292t incl. DTf187t | S (4P) Mchy.aft<br>3 Ho 89', 90', 112'<br><br><br>6 Ha (9', 10', 10', 10', 10', 10'×30') | S Turb dr geared<br>4950shp<br>J. Inglis<br>2WTB 525lb Spt 515lb<br>2×300kW 550V 60 c/s a.c. |
| 511809<br>KIEC<br>248735<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **FORT HOSKINS**<br><br>**Tankships Inc.**<br>New York United States | 15221<br>11268<br>25585 | AB | **1961** (Cargo section) Verolme Scheeps. Heusden—Heusden<br>**1945** (Fwd & aft sections) Kaiser Co. Inc.—Pld<br>633' 6" 75' 4" 32' 8½"<br>613' 0" 75' 0" 43' 9"<br>P108' B40' F77' 1 dk<br>RW<br>rf 3½" | T-E Tanker Mchy.aft<br>30 Ta<br>L.1284067 HeCls. BC | S Turb 7240shp driving 1 gen.<br>5400kW 2300/2370V a.c.<br>elec. motor 6000shp(Sy)<br>General Electric Co.<br>2×400, 75kW 450, 115/120V<br>Thw. thrust propeller fwd |
| 511810<br>WA5014<br>215754<br>RTm | **FORT JOHNSON**<br>exF. L. Jenkins–56<br>exHoward Greene–47<br>exCatawba<br>**White Stack Towing Corp.**<br>Charleston United States | 149<br>102<br>— | | **1917** Baltimore S.B. & D.D. Co.—Bal<br>*89·3'* 22' 5"<br>89' 10" 22' 4" 12' 0"<br><br>RW | M Tug | Oil 2SA 16Cy. 8½"×10"<br>1150bhp NE—<br><br>2×30kW 120V d.c. |
| 640426<br>FNMG<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **FORT JOSEPHINE**<br><br>**Cie. Générale**<br>**Transatlantique**<br>Havre French | 5457<br>2953<br>4626 | BV | **1964** Ch. & At. de Provence—Port de Bouc<br>410' 2" 55' 11" 25' 0½"<br>377' 4" 55' 9" 36' 11"<br>4 dks<br>rf 13½" | M (12P) Ref<br>4 Ho 55½', 44½', 70½', 65½'<br>In.233360<br>4 Ha (stl) (19½', 20½', 30', 20½'×17')<br>Der 8(5) | Oil 2SA 4Cy. 670×2140 mm<br>7300bhp Doxford<br>Les At. de Provence<br>3×380kW 380V 50c/s a.c. |
| 511811<br>MXLN<br>180495<br>Df Esd<br>Gc Rdr<br>RT | **FORT LANGLEY**<br>Launched as Montebello Park<br>**Secretary of State for**<br>**Defence**<br>London British | 7221<br>3889<br>7543 | ✠100A1 SS 7/67<br>with freeboard<br>✠LMC<br>EL a†2 1/16"SQ | **1945–5** Victoria Mchy Depot Co. Ltd.—Vic<br>441' 6" 57' 2" 26' 11½"<br>416' 0" 56' 10" 37' 4"<br>2 dks, 3rd & 4th dks except in mchy. space<br>RW 6 divisional WTBH in upper 'tween dks Coll BH to U dk 6 to 2nd dk<br>WB794t incl. DTa376t | S<br><br>G.545000 B.486000 | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Canadian Allis-Chalmers Ltd.<br>2WTB 250lb Spt 230lb |
| 511812<br><br>313905<br>Esd Gc<br>Pfd Rdr<br>RTm | **FORT LANGLEY**<br><br>**Government of Canada**<br>**(Department of Public**<br>**Works)**<br>New Westminster Canadian | 1788<br>717<br>— | ✠100A1 SS 8/65<br>hopper dredger<br>✠LMC<br><br>MN792 EL p 1 1/16"SQ | **1961–8** Burrard D.D. Co. Ltd.—Vcr<br>237' 11" 45' 11" 16' 3"<br>222' 1" 45' 0" 19' 1"<br>1 dk<br>4BH<br>rf nil WB462t | TD-E Suction Hopper Dredger<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy.<br>3960bhp driving 2 gen.<br>600V d.c. connected to elec.<br>each 550shp geared to 2sc.<br>N.V. Werkspoor |

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| **FORT LAUDERDALE**<br>exMargaret Matton–58<br>**Port Everglades Towing Co. Ltd.**<br>Port Everglades United States<br>Now EVENING LIGHT See New Entries No. 7 | 138<br>93<br>— | AB | **1946** John E. Matton & Son Inc.—Cohoes<br>88' 0" 23' 4" 10' 6"<br>82' 3" 23' 0" 11' 10"<br>1 dk<br>BK3" | M Tug | Oil 4SA 6Cy. 16"×20"<br>1200bhp 88t<br>Enterprise Eng. & Fdry Co. S.Fo<br>12k |
| **FORT LAUZON**<br>**Maritime Agency Inc.— Agence Maritime Inc.**<br>Quebec Canadian | 988<br>555<br>1750 | **✠100A1** SS 5/68<br>Ice Class 1<br>**✠LMC**<br>MN264 EL (m) 1 3/16"SQ | **1964**–7 Marine Industries Ltd.—Srl<br>216' 11" 34' 10" 15' 5½"<br>196' 2" 34' 0½" 17' 5"<br>P50' F31' 1 dk<br>3BH len 65<br>rf nil | M Ref Mchy.aft<br>1 Ho 108'<br>1 Ha (65'×20')<br>2W Der 2(10) | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz Kln<br>db 50℔ 12½k |
| **FORT LIBERTÉ**<br>exMartin B.–62<br>exDonnacona No. 3–60<br>~~Mrs. R. E. M. Langlois—~~<br>Quebec Canadian<br>**Charles Truchon & Fils Inc.** | 384<br>250<br>— | Classed LR until 9/59 | **1929** Davie S.B. & Rep. Co. Ltd.—Lauzon<br>149' 0" 30' 1" 8' 0½"<br>139' 6" 30' 0" 10' 0"<br>1 dk<br>R | TM Mchy.aft<br>1 Ho 93'<br>B.19475 | 2 Oil 2SA each 4Cy. 255×320 mm<br>Emade41fitted42 6½t<br>Fairbanks, Morse & Co. Beloit<br>7½k |
| **FORT LOUISBOURG**<br>**National Sea Products Ltd.**<br>~~Ocean Fisheries Ltd.~~<br>~~Lunenburg~~ Canadian<br>Halifax | 168<br>84<br>— | | **1951** Smith & Rhuland Ltd.—Lunenburg<br>103' 0" 23' 4" 14' 0"<br>23' 2"<br>1 dk | Wood M Fishing | Oil 6Cy. 330×405 mm<br>Cooper-Bessemer Corp. Grove City<br>9k |
| **FORT NIAGARA**<br>**Cie. Générale Transatlantique**<br>Havre French | 4990<br>2764<br>3159 | BV | **1958** Ch. & At. de Provence— Port de Bouc<br>377' 0" 51' 11" 21' 5"<br>346' 1" 51' 10" 36' 1"<br>3 dks<br>rf 13¾" | M (12P) Ref<br>4 Ho 73¾', 59¾', 52¾', 53¾'<br>In.211889<br>4 Ha (stl) (17¼, 13', 13', 13'×16')<br>Der 8(3) | Oil 2SA 6Cy. 600×2000 mm<br>7800bhp Doxford 1150t (hvf)<br>Ch. & At. de Provence Msl<br>3×300, 300, 250kW 220V d.c. 19¾k |
| **FORT PINE**<br>**United States Department of Commerce**<br>United States | *7133*<br>*4257*<br>10384 | ✠<br>AB | **1942**–7 Burrard D.D. Co. Ltd.—Vcr<br>441' 6" 57' 2" 26' 11½"<br>416' 0" 56' 11" 37' 4"<br>2 dks<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.507000 B.455000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 580t (c)<br>Dominion Eng. Wks Ltd. Mtl<br>3×20kW 120V d.c. 9k |
| **FORT PREVEL**<br>exReyneld V–60 exVenosta–56<br>exC.Y. 509–42 exVenosta–41<br>**Maritime Agency Inc.— Agence Maritime Inc.**<br>Quebec Canadian | 319<br>262<br>— | ✠Classed LR until 10/47 | **1917**–5 Cochrane & Sons Ltd.—Sel<br>*135·3'* 23' 6"<br>23' 4"<br>R conv trawler 56 | M | Oil 2SA 12Cy. 5"×5½"<br>Emade53fitted56<br>General Motors Corp. Det |
| **FORT RAMEZAY**<br>**Maritime Agency Inc.— Agence Maritime Inc.**<br>Quebec Canadian | 986<br>541<br>1750 | **✠100A1** SS 6/67<br>Ice Class 1<br>**✠LMC**<br>MN264 EL (m) 1 3/16"SQ | **1963**–5 Marine Industries Ltd.—Srl<br>217' 3" 34' 9"<br>196' 3" 34' 0" 17' 6"<br>P50' F31' 1 dk<br>3BH len 65<br>rf nil | M Ref Mchy.aft<br>1 Ho 108¼'<br>G.55500 B.51500 In.1782<br>1 Ha (64¼'×14')<br>2W Der 2(10) | Oil 4SA 8Cy. 320×450 mm<br>1320bhp 105t<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| **FORT RICHELIEU**<br>**Cie. Générale Transatlantique**<br>Havre French<br>Now MARLINDA (No. 511821) in the Register | 5081<br>2817<br>4144 | BV | **1952** Ch. & At. de Provence— Port de Bouc<br>402' 11" 52' 4" 22' 4½"<br>52' 2"<br>F266' 3 dks<br>RW<br>rf 9¾" | TM (12P) Ref<br>5 Ho 52¼', 42¾', 49¾', 57¼', 69'<br>In.204634<br>5 Ha (stl) (14½'×14') (16¾', 14½', 14½', 14½'×16')<br>10W Der 4(5) 6(3) | 2 Oil 2SA each 8Cy. 600×1040 mm<br>8000bhp Sulzer 945t (d.o)<br>Forg. & Ch. de la Médit. Hav<br>3×250kW 220V d.c. 16½k |
| **FORT ROSALIE**<br>**Secretary of State for Defence**<br>London British | 7332<br>3815<br>7620 | **100A1** TD 8/68 ~~SS 4/64~~<br>with freeboard<br>**✠LMC**<br>EL a†2 1/16"SQ | **1945** United Shpyds Ltd.—Mtl<br>441' 6" 57' 2" 24' 11½"<br>416' 0" 56' 11" 37' 4"<br>2 dks, 3rd dk in No. 4 hold<br>RW 7BH<br>WB2104t incl. DTa742t | S | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp (o.f)<br>Dominion Eng. Wks Ltd. Mtl<br>3 SB 220℔ Spt hs(10023) 9cf |
| **FORT ROSS**<br>**Fort Ross Fishing & Packing Co. Ltd.**<br>~~J. R. Cooney~~<br>Vancouver Canadian | 272<br>158<br>— | ✱Classed BC until 4/50 | **1938**–6 Leary Bros.—Dayspring<br>126' 0" 28' 7"<br>118' 0" 12' 0"<br>B31<br>BK9" | Wood M | Oil 8Cy. 6¼"×8"<br>Emade54fitted64<br>Caterpillar Tractor Co. Peoria |
| **FORT ROYAL**<br>**Cie. Générale Transatlantique**<br>Havre French<br>Now ICA See New Entries No. 11 | 4996<br>2721<br>3192 | BV | **1956** Ch. & At. de Provence— Port de Bouc<br>377' 0" 51' 10" 21' 5"<br>345' 11" 51' 9" 36' 0"<br>3 dks<br>rf 13¾" | M (12P) Ref<br>4 Ho 73¾', 59¾', 52½', 54'<br>In.211800<br>4 Ha (stl) (17', 13', 13', 12¼'×16')<br>8W Der 8(3) | Oil 2SA 6Cy. 600×2000 mm<br>6000bhp Doxford 1020t (hvf)<br>Ch. & At. de Provence Msl<br>3×250kW 220V d.c. 16½k |
| **FORT ST. CATHERINE**<br>**Buckingham Tanker Co. Ltd.**<br>J. & J. Denholm (Management) Ltd.<br>London British | 49440<br>30207<br>~~79876~~<br>83863 | **✠100A1**<br>oil tanker 832' 0"(incl.BB)<br>**✠LMC**<br>MN4200 EL b*3 9/16"SQ<br>AB RI | **1966**–10 C.R.D. Adriatico—Mfl<br>~~832' 0"~~ 128' 2" ~~42' 4¼"~~ 43' 8¼"<br>778' 4" 127' 9" 55' 9"<br>P151' F90' 1 dk<br>RW 8BH<br>rf nil WB17108t incl. 9825t in clean ballast tank DTf2710t | M Tanker Mchy.aft<br>13 Ta<br>L.3576368 HeCls. BC<br>Cr 1(10) 2(7) | Oil 2SA 10Cy. 900×1600mm<br>21000bhp Fiat 4448t (hvf)–70pd<br>C.R.D. Adriatico Tri<br>2WTAuxB 455℔ AuxB(ex.g) 170℔ Spt<br>2 sg 227℔<br>3×960, 500, 500kW 450V 60c/s a.c. 16¼k |

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| 541116<br>CYMS<br>313968<br>Df Esd<br>Gc Rdr<br>RTh/v | **FORT ST. LOUIS**<br>**Canada Steamship Lines Ltd.**<br>Montreal Canadian | 5947<br>3736<br>8365 | ✠100A1 Lake SS 12/67<br>Winters in the Gt. Lakes<br>Ice Class 3<br>✠LMC<br>MN1200 EL o†2"SQ | 1963-8 Davie S.B. Ltd.—Lauzon<br>466' 4" 56' 4" 23' 8"<br>441' 3" 56' 0" 32' 0"<br>P90' F52' 2 dks<br>NS 5BH<br>rf 6" WB2679t incl. DTf230t | M (4P) Mchy.aft<br>3 Ho 120', 90', 92'<br>4 Ha (stl) (30', 42½', 55', 45'×27') | 4 Oil 2SA (2) 8Cy. & (2) 10Cy.<br>combined with sr gearing<br>6000bhp<br>Canadian Locomotive Co. Ltd.<br>3×250kW 550V 60c/s a.c.<br>Controllable pitch propeller |
| 511828<br>FORZ<br>Df Esd<br>Gc Rdr<br>RTm/v | **FORT SAINT PIERRE**<br>**Cie. Générale Transatlantique**<br>Havre French | 5001<br>2724<br>3172 | BV | 1956 Ch. Réunis Loire-Normandie—Quevilly<br>374' 0" 52' 0" 21' 5"<br>345' 11" 51' 9" 36' 0"<br>4 dks<br>rf 13½" | M (12P) Ref<br>4 Ho 73½', 59½,' 52½', 54'<br>In.211800<br>4 Ha (stl) (17', 13', 13', 12½'×16')<br>8W Der 8(3) | Oil 2SA 10Cy. 620×1150 mm<br>6000bhp B&W<br>Ch. de l'Atlantique<br>3×250kW 220V d.c. |
| 511829<br>MAMT<br>180649<br>Df Esd<br>Gc Rdr<br>RT | **FORT SANDUSKY**<br>**Secretary of State for Defence**<br>London British | 7288<br>3764<br>7580 | 100A1 TD 7/66<br>with freeboard<br>✠LMC<br>EL a†$2\frac{1}{16}$"SQ | 1945 United Shpyds Ltd.—Mtl<br>441' 6" 57' 2" 26' 11½"<br>417' 4" 56' 11" 37' 4"<br>2 dks<br>RW 6 divisional WTBH in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>WB2098t incl. DTa742t | S | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Dominion Eng. Wks. Ltd.<br>3 SB 220lb Spt hs(10823) |
| 511830<br>VDKN<br>198005<br>Df Esd<br>Gc Rdr<br>RTm | **FORT SEVERN**<br>exBara-55<br>**Rupert's Land Trading Co. Ltd.**<br>Winnipeg Canadian | 373<br>257<br>477 | ✠100A1 SS 10/67<br>✠LMC<br>MN60 EL f | 1954-11 Grol's Scheeps.—Zuidbroek<br>159' 0" 25' 6" 9' 6"<br>144' 6" 25' 5" 10' 4"<br>P33' Q9' F23' 1 dk<br>RW 3BH<br>WB145t | M Mchy.aft<br>1 Ho 95½'<br>G.26225 B.24760<br>2 Ha (each 38'×17')<br>2W Der 1(5) 1(2) | Oil 4SA 5Cy. 290×450 mm<br>300bhp<br>Appingedammer Brons.<br>3×7kW 110V d.c. |
| 672878 | **FORT SHEVCHENKO**<br>**U.S.S.R.**<br>Russian | 685<br>280<br>642 | | 1952 Stocznia im. Komuny Paryskiej—Gdy<br>189' 1" 29' 7" 13' 10"<br>170' 10" 29' 6" 15' 8"<br>1 dk | M<br>2 Ho<br>G.37400<br>2 Ha (each 33¾'×13')<br>4W Der 4(3) | Oil 4SA 8Cy. 315×450 mm<br>640bhp<br>Lang Eng. Works |
| 641132<br>FNHM<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv/m | **FORT TRINITÉ**<br>**Cie. Générale Transatlantique**<br>Havre French | 5457<br>2953<br>4636 | BV | 1964 Ch. & At. de Provence—Port de Bouc<br>410' 2" 55' 11" 25' 0¾"<br>55' 9"<br>4 dks<br>rf 13½" | M (12P) Ref<br>4 Ho 56½', 44½', 70½', 65½'<br>In.230217<br>4 Ha (19½', 20½', 30', 20½'×17')<br>Der 8(5) | Oil 2SA 4Cy. 670×2100 mm<br>7300bhp Doxford<br>Les At. de Provence<br>3×380kW 380V 50c/s a.c. |
| 651490<br>VDJL<br>323001<br>Df Esd<br>Gc Rdr<br>RT | **FORT WILLIAM**<br>**Canada Steamship Lines Ltd.**<br>Montreal Canadian | 6792<br>4339<br>— | ✠100A1 Lake SS 5/66<br>Great Lakes & River St.<br>Lawrence service<br>✠LMC<br>MN1200 EL (b†)2"SQ | 1965-5 Davie S.B. Ltd.—Lauzon<br>488' 7" 56' 5" 21' 6"<br>465' 10" 56' 0" 35' 6"<br>P99' 2 dks<br>NS 3BH<br>rf 6" WB3000t | M Mchy.aft | 4 Oil 2 SA (2) each 8Cy. 8½"×<br>(2) each 10Cy. 8½"×20"<br>geared to sc. shaft<br>6000bhp<br>Canadian Locomotive Co. Ltd.<br>3×200kW 550V 60c/s a.c.<br>Controllable pitch propeller |
| 511833<br>VGFZ<br>188391<br>Df Esd<br>Gc Rdr<br>RTh/v | **FORT YORK**<br>**Canada Steamship Lines Ltd.**<br>Montreal Canadian | 6021<br>3534<br>8703 | ✠100A1 ~~Lake SS 10/64~~<br>Great Lakes & River St.<br>Lawrence service<br>✠LMC Lake SS 7/68<br>MN1210 EL a†2"SQ | 1958-4 Collingwood Shpyds Ltd.—Clw<br>461' 8" 56' 5" 23' 9"<br>439' 9" 56' 0½" 32' 0"<br>P98' F51' 2 dks<br>NS 5BH<br>rf 6" WB2478t | S (4P) Mchy.aft<br>4 Ho 107', 72', 77', 57'<br>5 Ha (stl) (20½', 45', 45', 45', 10'×26') | S Turb dr geared<br>6050shp<br>J. Inglis<br>2WTB 565lb Spt 800°F.<br>db 60lb<br>2×300kW 550V 60c/s a.c. |
| 500928<br>KWTJ<br>245375<br>Df Esd<br>Gc Rdr<br>RTm | **FORTALEZA**<br>exAlcoa Runner-66<br>exSea Nymph-47<br>**Motorships of Delaware Inc.**<br>New York United States<br>Now **GRETHE** (No. 500928) in the Register | 8232<br>4881<br>11091 | AB | 1944 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 28' 7"<br>435' 6" 63' 0" 40' 0"<br>B79' 2 dks, 3rd dk fwd<br>rf 1" | S (8P) CSD<br>5 Ho 60½', 61', 70', 70', 72½'<br>G.532929 B.497737<br>5 Ha (27', 32½', 36', 30', 30'×20')<br>16W Der 1(50) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 511834<br>PUJK | **FORTALEZA**<br>**Serviços de Navegação da Amazonia e de Administração do Porto do Para**<br>Para Brazilian | 951<br>625<br>— | | 1913 Jonker & Stans—Hendrik-I-A<br>*244·0'* 45' 0"<br>44' 10"<br>1 dk & 2 Shade dks<br>R | TM<br>B.46000 | 2 Oil 2SA each 5Cy.<br>NE—<br>Sulzer Bros. Ltd. |
| 540415 | **FORTALEZA**<br>exC.O. 403-63<br>**Brazilian Government (Departmento Nacional de Portos, Rios e Canais)**<br>Rio de Janeiro Brazilian | 108<br>4<br>— | ✠100A1 SS 11/66<br>tug<br>Brazilian coasting service<br>✠LMC | 1960-1 Schps. & Mach. "De Klop"—Sliedrecht<br>86' 8" 21' 2" 9' 2½"<br>... ... ... | M Tug | Oil 2SA 8Cy. 190×250 mm<br>geared<br>N.V. Mach. Bolnes |
| 511835<br>INFI<br>3040<br>RTh | **FORTE**<br>**Società Rimorchiatori Riuniti**<br>Genoa Italian | 212<br>29<br>— | RI | 1941 Cant. Nav. del Quarnaro—Fiume<br>107' 11" 26' 4"<br>100' 1" 26' 2" 13' 6" | S Tug | C 4Cy. (2) 375 & (2) 800×<br>927ihp<br>Cant. Nav. Riuniti<br>2×8kW 110V d.c. |
| 672362<br>GXYQ<br>303545 | **FORTH**<br>**Grangemouth & Forth Towing Co. Ltd.**<br>Grangemouth British<br>For later particulars see New Entries No. 1 | 184<br>—<br>— | A1<br>tug for restricted service<br>Class contemplated | Scott & Sons (Bowling) Ltd.—Bwg<br>99' 6" 27' 8" 11' 5"<br>90' 0" 25' 6" 13' 0"<br>RW | M Tug | Oil 2SA 6Cy. 13½"×20"<br>British Polar Engines Ltd. |

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| | **FORTH BRIDGE**<br>Bowring **S.S. Co. Ltd.**<br>London British<br>For later particulars see New Entries No. 1 | **28467**<br>19748<br>48692 | **100A1**<br>Class contemplated | Verolme Dok & Schpsb.—<br>Rozenburg<br>678′ 0″ 98′ 2″ 39′ 4″<br>638′ 3″ 98′ 0″ 56′ 0″ | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 900×1550 mm<br>Sulzer<br>N.V. Kon. Maats. "De Schelde" Fls |
| GTBJ<br>Dl Esd<br>Gc Rdr<br>RTh | **FORTHFIELD**<br>Northern **Petroleum & Bulk Freighters Ltd.**<br>Hunting & Son Ltd.<br>Newcastle British | **12129**<br>6919<br>18150 | **✠100A1** SS 2/64<br>oil tanker<br>**✠LMC**<br>MN1650 EL h†2⁵⁄₁₆″SQ | **1955–4** Hawthorn, Leslie (S.Bs.) Ltd.—<br>Nwc<br>555′ 9″ 69′ 5″ 29′ 9¼″<br>530′ 0″ 69′ 3″ 39′ 0″<br>P115′ B59′ F48′ 1 dk<br>RW 16BH<br>rf 3½″ WB316t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>8250shp (o.f)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2WTB 570lb Spt 525lb hs14579<br>sg 135lb<br>2×550kW 440V 60c/s a.c. |
| Dl Esd<br>Rdr RT | **FORTIS**<br>Mid-Central Fish **Co. of**<br>Maine<br>Bath **United States** | **446**<br>263<br>— | BV | **1947** Bath Iron Wks Corp.—Bath, Me<br>*138·6′* 27′ 1″<br>26′ 11″ | M Trawler | Oil 4SA 6Cy. 430×610 mm<br>750bhp<br>Baldwin Locomotive Co. Phl |
| PEDJ<br>Dl Rdr<br>RTm | **FORTO**<br>exVeenenburgh–61<br>exBatavier VII–37<br>R. Pilon<br>Maritima **Scheepv. & Handel**<br>Maats. N.V.<br>Appingedam **Netherland** | **370**<br>175<br>506 | BV | **1927** J. Koster Hzn.—Gro<br>153′ 4″ 23′ 11″ 11′ 1½″<br>23′ 9″<br>P43′ F20′ 1 dk<br>R | M Mchy.aft<br>G.27070 B.20700<br>1 Ha (64¾′×11′)<br>1W Der 2(2) | Oil 4SA 6Cy. 270×500 mm<br>370bhp NE46 22t (d.o)<br>N.V. Werkspoor Ams<br>9k |
| RTv | **FORTO**<br>**United Towing Co. Ltd.**<br>~~**Ellerman's Wilson Line Ltd.**~~<br>Hull **British** | **180**<br>4<br>— | ~~**✠100A1**~~ ~~Dr 10/63~~<br>~~tug~~ ~~SS 11/67~~<br>~~River service~~<br>~~**✠LMC**~~<br>~~EL (c) 15/16″~~<br>**TO BE BROKEN UP** | **1939–1** Cook, Welton & Gemmell Ltd.—<br>Bev<br>107′ 8″ 25′ 8″<br>100′ 0″ 25′ 6″ 12′ 0″<br>R 3BH<br>rf 18″ BK7″ WB16t | S Tug<br>1 Ha (7′×6½′) | T 3Cy. 15″ 24″ & 40″×27″<br>650ihp 113t (c)<br>Amos & Smith Ltd. Hul<br>SB 180lb hs(1845) ND<br>1×2kW 110V d.c. |
| DJKU<br>Dl Esd<br>Gc Phl<br>Rdr RTv | **FORTUNA**<br>**UK Tankschiff.-Reederei**<br>**G.m.b.H.**<br>Hamburg **W. German** | **35931**<br>21193<br>53700 | **✠100A1**<br>oil tanker<br>**✠LMC** 755′ 7″(incl.BB)<br>MN3520 EL w†3¼″SQ<br>GL | **1966–1** Howaldtswerke Ham A.G.—<br>Ham<br>~~755′ 7″~~ 105′ 11″ 38′ 1″<br>721′ 2″ 105′ 9″ 59′ 6½″<br>F64′ 1 dk<br>9BH<br>rf nil WB25300t incl. 23770t in clean ballast tanks | S Tanker Mchy.aft<br>5 Ta<br>L.2321964 HeCls. BC<br>Der 2(10) 4(1) | 2 S Turb dr geared to sc. shaft<br>17600shp 3465t (o.f)–86pd<br>Howaldtswerke Ham A.G. Ham<br>2WTB 996lb Spt 932° F. 939lb hs15650<br>2×650kW 450V 60c/s a.c. 16¾k |
| Dl Esd<br>Gc Rdr<br>RT | **FORTUNA**<br>exVolunteer State–55<br>exSamuel L. Cobb–46<br>Alaska **Steam Ship Co.**<br>Seattle **United States** | **7210**<br>4418<br>10500 | AB | **1944** Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.503410<br>5 Ha (33¾′, 35′ 20′, 35′, 35′×20′)<br>12W Der 1(50) 1(15) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1816t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10½k |
| DEHX<br>Dl Esd<br>Gc Rdr<br>RTh/v | **FORTUNA**<br>Dampfs. **Gesellschaft**<br>**"Neptun"**<br>Bremen **W. German** | ~~**848**~~ **869**<br>508<br>1420<br>**1444**<br>1025<br>2435 | GL | **1966** Schiffb. Unterweser—Bhn<br>240′ 8″ 37′ 9″ 13′ 2″/17′ 8″<br>216′ 6″ 37′ 5″ 20′ 8″<br>F23′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho 37¾′, 55½′<br>G.107876 B.100051<br>2 Ha (stl) (37¾′, 55½′×19¾′)<br>Cr 1(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1500bhp 138t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>12½k |
| DCFZ<br>Dl Esd | **FORTUNA**<br>exWalter<br>**Egon Ehring**<br>Rhaudermoor **W. German** | **300**<br>175<br>434 | GL | **1917** J. J. Sietas Schiffsw.—Ham<br>*137·5′* 23′ 0″ 10′ 10″<br>22′ 10″<br>P14′ F20′ 1 dk<br>R len 34, 51, 54 & 66 | M<br>1 Ho 80¼′<br>G.23000 B.21000<br>2 Ha<br>2W | Oil 4SA 6Cy. 270×360 mm<br>280bhp NE53<br>Klöckner-Humboldt-Deutz Kln<br>8k |
| DGKB<br>Df | **FORTUNA**<br>**Hans-Peter Funck**<br>Hamburg **W. German** | **227**<br>111<br>313 | GL | **1939** J. J. Sietas Schiffsw.—Ham<br>131′ 3″ 22′ 5″ 8′ 1″<br>22′ 3″ 8′ 10″<br>P33′ F20′ 1 dk<br>R | M Mchy.aft<br>1 Ho 72¼′<br>G.11100<br>2 Ha<br>2W | Oil 4SA 4Cy. 280×420 mm<br>200bhp<br>Deutsche Werke A.G. Kel<br>7k |
| | **FORTUNA**<br>Solminihac **Hermanos & Cia.**<br>Valparaiso **Chilean** | **224**<br>148<br>— | **✠** | **1906–11** Montrose S.B. Co.—Mtr<br>*111·9′* 20′ 7″<br>… … …<br>1 dk<br>R | S Mchy.aft | C 2Cy. 14″ & 28″×18″<br>Crabtree & Co. Ltd. Yar |
| DISM<br>RT | **FORTUNA**<br>**Helmut Kardel**<br>Glückstadt **W. German** | **210**<br>106<br>295 | GL | **1937** D. W. Kremer Sohn—Elmshorn<br>*127·8′* 22′ 2″<br>8′ 2″<br>P26′ B18′ 1 dk<br>R len 50 | M Mchy.aft<br>G.12095 B.12095<br>2 Ha | Oil 4SA 4Cy. 280×420 mm<br>150bhp<br>Deutsche Werke A.G. Kel<br>8k |
| LDWO<br>Dl Esd<br>Rdr RT | **FORTUNA**<br>**A/S Rieber & Co.**<br>Tromsö **Norwegian** | **187**<br>60<br>— | | **1885** Chr. Christensen—Sfj<br>*107·2′* 22′ 2″<br>22′ 0″<br>1 dk<br>conv fishing 50 | Wood M Sealer Mchy.aft<br>1 Ho<br>1 Ha (12′×8′)<br>1W | Oil 2SA 5Cy. 280×420 mm<br>500bhp NE59 16t<br>Wichmann Mtrf. Rub<br>9k |

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| 511848<br>DCGA | **FORTUNA**<br><br>**Hellmuth F. H. Wulf**<br>Hamburg W. German | 136<br>44<br>180 | | **1925** Braker Heringsfisch. A.G.—<br>Elsfleth<br>95' 10" 21' 6" 9' 8"<br>... ... ...<br>1 dk<br>R | M<br>1 Ho 73½'<br><br>2 Ha (22½', 35½'×12½')<br>Der 2(½) | Oil 4SA 6Cy. 190×260 mm<br>100bhp NE47<br>Bohn & Kähler<br>1×½kW 12V d.c. |
| 507577<br>DGPW<br><br>Df Esd<br>Rdr RT | **FORTUNA II**<br>exClaus Schriewer–66<br>**Hermann Haak**<br>Johs. Thode<br>Hamburg W. German | 425<br>247<br>670 | GL | **1955** Mützelfeldtwerft G.m.b.H.—<br>Cuxhaven<br>178' 0" 26' 11" 10' 8"<br>26' 9" 12' 2"<br>P30' F20' 1 dk<br>RW len 63 | M Mchy.aft<br>1 Ho 81½'<br>G.25000 B.23000<br>1 Ha (63'×15½')<br>2W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 521430<br>IPSZ<br>225<br>Df Esd<br>Rdr RT | **FORTUNATA**<br>exLuisa d'Alì–65<br>exChristina Banck–60<br>exEdda–55 exVinga–47<br>exAasne–40<br>**Salvatore Scuderi**<br>Catania Italian | 1572<br>889<br>2985 | RI | **1931** Oskarshamns Varv A/B—Osk<br>274' 6" 40' 3" 18' 7½"<br>259' 11" 40' 1"<br>Q26' B161' F21' 1 dk & S dk<br>R | S OSD<br>2 Ho<br>G.175000 B.160000<br><br>6W Der 1(15) | T 3Cy. 18$\frac{1}{16}$" [illegible]<br>turb with dr gearing & [illegible]<br>coupling<br>743ihp<br>Oskarshamns Varv A/B |
| 511850<br><br><br>Df RT | **FORTUNATE**<br>exEmpire Griffin–47<br>**Cory Hermanos S.A.**<br>Santa Cruz de Tenerife<br>Spanish | *258*<br>—<br>— | **BS**✳ Dr 6/65<br>tug Harbour service<br>**MBS**✠<br><br>MN200 EL (d) C16 | **1943–6** Scott & Sons—Bwg<br>114' 0" 30' 2" 11' 11½"<br>105' 0" 30' 0" 13' 6"<br>3BH<br>BK7" WB29t | S Tug | T 3Cy. 16½" 27" & 46"×30"<br>1000ihp<br>Plenty & Son Ltd.<br>SB 200lb hs(2720) NO |
| 511852<br>INGJ<br>1221 | **FORTUNATO PADRE**<br><br>**Domenico Savatta**<br>Porto Empedocle Italian | 165<br>128<br>— | ~~RI~~ | **1943** Cant. Cooperativa—Civitanova<br>Marche<br>103' 5" 24' 2"<br>101' 4" 24' 0" 9' 11"<br>1 dk | Wood Aux | Oil 4SA 4Cy. 250×350 mm<br>160bhp<br>Motorenw. Mannheim |
| 512199<br>HOLK<br>469-HK<br>Df Esd<br>Gc Rdr<br>RTm | **FORTUNE**<br>exFrontier–66<br>exPort Capetown–59<br>exAlbatross–58<br>exEmpire Galena–47<br>exWeserstrom–45<br>**Summit Nav. Co. Ltd.**<br>Panama Panamanian | *2020*<br>*830*<br>2956 | ~~100A1~~ ~~SS 2/68~~<br>~~with freeboard~~<br>~~LMC~~<br><br>BROKEN UP ~~EL s~~ | **1943** John Cockerill S.A.—Ant<br>301' 1" 44' 5" 18' 3½"<br>280' 4" 44' 4" 26' 11"<br>P23' F31' 1 dk & S dk<br>R 2BH to S dk 4 to 2nd dk<br>rf 5" WB604t | S (2P) OSD<br>3 Ho 43¾', 57½', 59¾'<br>G.171704 B.154713<br>3 Ha (21½', 44¾', 44¾'×17½')<br>10W Der 6(5) 2(3) | C 4Cy. (2) 16$\frac{1}{16}$" & (2) 35[illegible]<br>1200ihp<br>Rheinmetall-Borsig A.G.<br>2WTB 216lb Spt hs(3270)<br>2×18, 16kW 220V d.c. |
| 523773<br>VRAI<br>317707<br>Df Esd<br>Gc Rdr | **FORTUNE ENTERPRISE**<br>exMiyotama Maru–66<br>**Continental Nav. &**<br>**Enterprises Ltd.**<br>Hong Kong British | 7696<br>4541<br>10425 | ✠100A1 SS 12/65<br>DTma—oil FP above<br>150° F.<br>✠LMC<br>MN1080 EL c†2½"SQ | **1953–3** Mitsubishi Hvy Ind. Reorg.—<br>Kob<br>468' 4" 60' 7" 27' 2"<br>433' 1" 60' 4½" 33' 10"<br>P24' B182' F41' 2 dks<br>RW 8BH<br>rf 6" WB2861t incl. DTma1208t Tunnel tanks 135t | M<br>6 Ho<br>G.603990 B.554824<br>6 Ha<br>18W Der 1(30) 4(10) | Oil 2SA 7Cy. 720×1250 mm<br>5400bhp<br>Mitsubishi Hvy Ind. Reorg<br>2AuxB (1 o.f 1 ex.g) 142lb |
| 530892<br>HOFK<br>4159-HK<br>Df Esd<br>Rdr | **FORTUNE MARINER**<br>exSampiero Corso–67<br>**Fortune Navigation Maritime**<br>**(Panama) Inc.**<br>Panama Panamanian | 4041<br>1701<br>946 | BV<br><br>BROKEN UP | **1936** Ch. & At. de Provence—<br>Port de Bouc<br>*329·7'* 47' 9" 17' 7¾"<br>47' 7" 27' 6"<br>P33' F73' 2 dks<br>R<br>rf 15½" | TS (922P)<br>2 Ho 28½', 45½'<br>B.60680<br>3 Ha (19¾'×10') (20'×13½')<br>(17½'×12½')<br>6W Der 1(15) 2(7) 4(5) | 2 S Turb dr geared<br>5200shp Parsons<br>Forg. & Ch. de la Médit.<br>3×75kW 220V d.c. |
| 504385<br>9VLR<br>181576<br>Df Esd<br>Rdr | **FORTUNE TRADER**<br>exBharatbhushan–67<br>exSilvertarn–54 exRiodene–51<br>**Phoenix Enterprise**<br>**(Singapore) Ltd.**<br>Singapore Singapore | 4860 ~~4880~~<br>2860 ~~2857~~<br>8910 | ✠100A1 SS 4/65<br>with freeboard DTm—<br>vegetable oil<br>✠LMC<br>EL a†2"SQ | **1947–2** W. Gray & Co. Ltd.—Hpl<br>429' 10" 56' 4" 25' 0½"<br>406' 6" 56' 0" 36' 5"<br>1 dk & S dk<br>NS Coll BH to S dk 6 to 2nd dk<br>WB2647t incl. DTm1060t | S OSD<br><br>G.562513 B.524296 | T 3Cy. 23" 36" & 65"×4[illegible]<br>1950ihp<br>Cen. Mar. Eng. Wks<br>2 SB 225lb Spt hs(3594) [illegible] |
| 511855<br>VRBW<br>156014<br>Esd Rdr | **FORTUNE WIND**<br>exSilver Gulf–61 exCorinda–61<br>**Continental Navigation &**<br>**Enterprises Ltd.**<br>Hong Kong British | 3376<br>1930<br>4922 | ✠100A1 TD 4/68 ~~Dr 9/68~~<br><br>✠LMC<br><br>MN440 EL v | **1937–4** Short Bros. Ltd.—Sld<br>356' 10" 48' 4" 22' 6"<br>340' 0" 48' 0" 25' 0"<br>P33' B208' F27' 2 dks<br>R 6BH<br>WB967t | M Ref<br><br>G.296481 B.268961 In.5510<br><br>16W Der 1(25) | Oil 2SA 3Cy. 560×2150 mm<br>2200bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120lb |
| 527870<br>6ZGS<br>2248<br>Df Esd<br>Gc | **FORWARD**<br>exAtlantic Master–65<br>exPinios–64<br>exRobert L. Hague–47<br>**Venus Maritime Corp.**<br>Monrovia Liberian | 7218<br>4422<br>10865 | AB<br>BROKEN UP | **1944** California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br><br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.526608 B.499573<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 511856<br><br>302248<br>Esd Pfd<br>Rdr RT | **FORWARD GRACE**<br><br>**Forward Motor Trawlers Ltd.**<br>P. & J. Johnstone Ltd.<br>Aberdeen British | 215<br>71<br>— | ✠100A1 SS 8/65<br>trawler<br>✠LMC<br><br>MN100 EL (c) J | **1961–5** A. J. Mitchell & Co.—Pet<br>*106·1'* 24' 4"<br>103' 0" 24' 0" 11' 9"<br>F17'<br>RW 4BH<br>rf 33" BK7" | M Trawler | Oil 4SA 6Cy. 12"×15"<br>500bhp<br>Nat. Gas & O. Eng. Co. [illegible] |

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| MCJC<br>Rdr RT | **FORWARD PRIDE**<br>**Forward Motor Trawlers Ltd.**<br>P. & J. Johnstone Ltd.<br>Aberdeen<br>British | **212**<br>68<br>— | ✠100A1 trawler<br>✠LMC<br>MN100 | SS 8/64<br><br><br><br>EL (c) J | **1960–4** A. J. Mitchell & Co.—Pet<br>*106·1′* 24′ 4″<br>103′ 0″ 24′ 0″ 11′ 9″<br>F17′<br>RW 4BH<br>rf 33″ BK7″ | M Trawler | Oil 4SA 6Cy. 12″×15″<br>500bhp<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>db 50lb |
| LDRO<br>Rdr RT | **FOSEN**<br>**Fosen Trafikklag A/S**<br>Trondheim<br>Norwegian | **387**<br>178<br>— | | | **1955** Trondhjems M/V—Tdh<br>129′ 2″ 24′ 1″<br>… … …<br>2 dks<br>RW | M Ref<br>In.1200<br>1 Ha (18′×6½′) | Oil 4SA 6Cy. 320×480 mm<br>500bhp<br>Motorenw. Mannheim Mhm |
| LJAS | **FOSENÖY**<br>exDolly-35<br>**Njöten & Synnevaag**<br>Karl Njöten<br>Bergen<br>Norwegian | **106**<br>69<br>— | | <br><br>BV | **1917** ……………………Assens<br>*102·4′* 20′ 11″<br>99′ 10″<br>1 dk | Wood M Mchy.aft<br>2 Ha (13½′×8¼′) (13½′×8′) | Oil 2SA 2Cy. 330×340 mm<br>120bhp Emade38fitted55<br>J. & C. G. Bolinders M/V A/B Skm |
| Df Esd<br>Gc Rdr<br>RT | **FOSHAN**<br>exJulius Fucik-65 exVolta-54<br>**The People's Republic of China**<br>People's Rep. of China | **5082**<br>2670<br>6995 | | | **1949** Forg. & Ch. de la Médit—La Seyne<br>424′ 10″ 59′ 1″ 23′ 11″<br>58′ 11″<br>B99′ F48′ 2 dks & S dk | S OSD<br>4 Ho<br>G.419469 B.385158<br>5 Ha<br>16W Der 1(40) 1(20) | 3 S Turb sr geared to sc. shaft<br>Emade35refitted49 940t (o.f)<br>Forg. & Ch. de la Médit La Seyne<br>13½k |
| LDVG | **FOSNAR**<br>exFarmanden I-48<br>exSterkenils<br>**Mikal B. Leikvoll Partrederi**<br>Bergen<br>Norwegian<br>Now **KAKI** See New Entries No. 1 | **196**<br>106<br>235 | | | **1913** Akers M/V—Osl<br>120′ 7″ 20′ 1″ 9′ 6″<br>… … …<br>1 dk<br>R len 55 | M Mchy.aft<br>2 Ho<br>2 Ha (15′, 30′×11′)<br>2W Der 1(3½) 1(2½) | Oil 2SA 4Cy. 330×380 mm<br>240bhp NE53<br>Hjelset Motfbk. Ålesund<br>8½k |
| LARO<br>Df Esd<br>Rdr RTh | **FOSNAVÅG**<br>exLe Touquet-62<br>Fosnavåg **Havfiske A/S**<br>Ålesund<br>Norwegian | **405**<br>166<br>460 | | <br><br>NV | **1949** Ch. Nav. de Caen—Blainville<br>158′ 0″ 24′ 7″ 12′ 10¾″<br>142′ 8″ 24′ 6″ 13′ 11″<br>1 dk<br>R len & conv trawler 62 | M Mchy.aft<br>2 Ho 32¾′, 49¼′<br>G.20000 B.18000<br>2 Ha (21½′, 28½′×13′)<br>Der 1(5) 2(3) | Oil 2SA 5Cy. 305×380 mm<br>500bhp Emade43fitted63 (d.o)<br>Fairbanks, Morse & Co. Cgo<br>2×50, 25kW 220V d.c. |
| LACH<br>Df Esd<br>Gc Rdr<br>RTm/v | **FOSSANGER**<br>**Westfal-Larsen & Co. A/S**<br>Bergen<br>Norwegian | **16683**<br>9113<br>24875 | | <br><br>NV | **1965** Kockums M/V A B—Mmo<br>577′ 0″ 75′ 0″ 34′ 2¾″<br>540′ 0″ 74′ 9½″ 48′ 7″<br>1 dk<br>rf 2″ | M Bulk Carrier Mchy.aft<br>6 Ho 72′, 67′, 67′, 67′, 67′, 67′<br>G.1135000<br>6 Ha ( stl) (42½′, 44½′, 44½′, 44½′, 44½′, 44½′×35¾′)<br>Der 3(10) 2(5) 2(1½) | Oil 2SA 6Cy. 780×1550 mm<br>9350bhp MAN (hvf)<br>Kockums M/V A/B Mmo<br>4×350, 350, 350, 20kW 440V 60c/s a.c. |
| LFAQ<br>Df Esd<br>Gc Rdr<br>RTm/v | **FOSSUM**<br>**Løvenskiold & Høyers** Rederi<br>Fredrik Høyer<br>Skien<br>Norwegian | **3879**<br>2364<br>5850 | | <br><br>NV | **1966** A/S Framnæs M/V—Sfj<br>365′ 4″ 52′ 2″ 20′ 9″<br>338′ 0″ 52′ 0″ 25′ 0″<br>1 dk | M Mchy.aft<br>3 Ho 44′, 92′, 94′<br>G.292000 B.270000<br>5 Ha (stl) (38′, 29′, 29′, 29′, 29′×28′)<br>10W Der 2(10) 8(5) | Oil 2SA 8Cy. 480×700 mm<br>3500bhp 400t (hvf)<br>Sulzer Bros. Ltd. Win<br>3×130kW 440V 60c/s a.c.<br>Directional propeller 13k |
| ZCXF<br>Df Esd<br>Gc Pld<br>Rdr RT | **FOSTER ENTERPRISE**<br>exHadsund-63<br>exRichard Bröhan-59<br>Foster Enterprise **Co. Ltd.**<br>Georgetown, Cayman Is<br>British<br>Now **HAWTHORNE ENTERPRISE** See New Entries No. 1 | **999**<br>579<br>1685 | | | **1958** Alfred Hagelstein—Lbc<br>235′ 3″ 36′ 1″ 15′ 5″<br>214′ 4″ 35′ 5″ 17′ 7″<br>Q66′ B28′ F34′ 1 dk, 2nd dk aft<br>RW | M Mchy.aft<br>1 Ho 139′<br>G.71100 B.70500<br>8W Der 2(5) 6(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 109t<br>Klöckner-Humboldt-Deutz Kln<br>11½k |
| ZCXD<br>Df Esd | **FOSTER TRADER**<br>exJohnny-58<br>Foster Trader **Co. Ltd.**<br>Georgetown, Cayman Is<br>British | **499**<br>318<br>850 | ~~✠100A1~~<br>~~✠LMC~~<br>~~MN100~~<br>**FOUNDERED 6/68** | ~~SS 1/64~~<br><br><br><br>~~EL 1~~ | **1950–6** Gebr. van Diepen—Waterhuizen<br>184′ 4″ 28′ 4″ 11′ 9″<br>172′ 0″ 28′ 3″ 13′ 5″<br>Q45′ F32′ 1 dk<br>RW 3BH<br>WB220t | M Mchy.aft<br>1 Ho 98½′<br>G.36500 B.34500<br>2W Der 2(3) | Oil 4SA 8Cy. 300×480 mm<br>540bhp 45t<br>N.V. Werkspoor Ams<br>10k |
| Df Esd<br>Gc Pld<br>Rdr | **FOTINI**<br>**Alfotrin Ltd.**<br>Monrovia<br>Liberian | **10493**<br>6171<br>15992 | | <br><br>AB | **1957** Nippon Kokan—Shimizu<br>515′ 0″ 67′ 3″ 30′ 11½″<br>480′ 0″ 67′ 0″ 41′ 6″<br>P98′ Q83′ B23′ F42′ 2 dks<br>rf 4″ | S CSD Mchy.aft<br>5 Ho<br>G.805669 B.727623<br>5 Ha (stl) (33½′, 37½′, 37½′, 37½′ 37½′×—′)<br>10W Der 4(10) 6(5) | 2 S Turb dr geared to sc. shaft<br>7000shp 2404t (o.f)<br>Mitsubishi Hvy Ind. Reorg. Kob<br>14¾k |
| ELDJ<br>Df Esd<br>Gc Rdr<br>RT | **FOTINI L**<br>**Elcapitaine Inc.**<br>Monrovia<br>Liberian | **36365**<br>27193<br>72500 | | | **1967** Hakodate Dock Co. Ltd.—Hak<br>858′ 2″ 106′ 3″ 43′ 11⅝″<br>800′ 0″ 106′ 0″ 60′ 0″<br>1 dk | M Mchy.aft | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer<br>Uraga Hvy Ind. Ltd. Tamashima |

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| 511872<br>FOUN<br>Df Esd<br>Gc Rdr<br>RTm | **FOULAYA**<br>**Cie. de Navigation Fruitière**<br>Nantes French | 3739<br>2063<br>4150 | BV | **1957** Ch. Réunis Loire-Normandie—Gd. Quevilly<br>372' 2" 50' 8" 23' 3"<br>345' 10" 50' 6" 34' 6"<br>1 dk & S dk | M (12P) Ref OSD<br>4 Ho 62¼', 49¼', 49¼', 57¾'<br>In.183560<br>4 Ha (stl) (each 19¾'×13¾')<br>8W Der 1(30) 8(5) | Oil 2SA 7Cy. 620×1150 mm<br>5750bhp B&W<br>Ch. de l'Atlantique |
| 641527<br>TKGT<br>Df Esd<br>RT | **FOULQUE**<br>**CODEPEC**<br>Armement Aubert-Jan<br>Concarneau French | 225<br>89<br>212 | BV | **1964** Soc. des For. de la Méditérranée—Hav<br>101' 8" 23' 9"<br>86' 11" 23' 5" 13' 3" | M Fishing<br>8 Ha (each 4½'×4½')<br>Der 2(1) | Oil 4SA 12Cy. 175×180 mm<br>550bhp<br>Soc. Alsacienne Con. Méc. |
| 540417<br>CYJV<br>318301<br>Df Esd<br>Pfd Rdr<br>RTm/v | **FOUNDATION VALIANT**<br>**Foundation Co. of Canada Ltd.**<br>~~Foundation Maritime~~<br>Halifax Canadian<br>M.I.L. Tug & Salvage Ltd. (Mgrs.) | 317<br>3<br>194 | | **1963** Davie S.B. Ltd.—Lauzon<br>126' 0" 28' 8" 12' 6"<br>115' 0" 28' 6" 15' 6" | TM Tug<br>1 Ho 16'<br>1 Ha (stl) (5'×8')<br>Der 1(3) | 2 Oil 2DA each 5Cy. 8¼"×10"<br>1650bhp<br>Canadian Fairbanks-Morse<br>2×40kW 550V 60c/s a.c. |
| 511875<br>310208<br>Df Esd<br>Rdr<br>RTm/v | **FOUNDATION VALOUR**<br>**Foundation Co. of Canada Ltd.**<br>~~Foundation Maritime~~<br>Halifax Canadian<br>M.I.L. Tug & Salvage Ltd. (Mgrs.) | 247<br>88<br>85 | | **1958** Davie S.B. Ltd.—Levis<br>97' 8" 29' 4" 10' 6½"<br>90' 0" 28' 1½" 13' 10" | M Tug<br>1 Ho 8'<br>1 Ha (5'×8') | Oil 2SA 8Cy. 8¼"×10"<br>1333bhp<br>Fairbanks, Morse & Co.<br>2×60kW 550V 60c/s a.c. |
| 511876<br>318290<br>RTm/v | **FOUNDATION VANGUARD**<br>**Foundation Co. of Canada Ltd.**<br>~~Foundation Maritime~~<br>Halifax Canadian<br>M.I.L. Tug & Salvage Ltd. (Mgrs.) | 207<br>—<br>94 | | **1962** Davie S.B. Ltd.—Levis<br>98' 5" 27' 10" 10' 6"<br>88' 8" 26' 10" 13' 5" | M Tug<br>1 Ho 8'<br>1 Ha (stl) (3'×4') | Oil 2SA 6Cy. 8¼"×10"<br>1000bhp<br>Fairbanks, Morse & Co.<br>2×30kW 550V 60c/s a.c. |
| 511877<br>302619<br>RTm/v | **FOUNDATION VENTURE**<br>exDragonet–61<br>**Foundation Co. of Canada Ltd.**<br>~~Foundation Maritime~~<br>Halifax Canadian<br>M.I.L. Tug & Salvage Ltd. (Mgrs.) | 470<br>93<br>142 | AB | **1939** Blyth D.D. & S.B. Co. Ltd.—Bly<br>*138·2'* 30' 7" 10' 4¾"<br>135' 0" 30' 6" 16' 0"<br>2 dks<br>R | M Salvage Ship<br>1 Ho 38'<br>1 Ha (14½'×9')<br>Cr 1(10) | Oil 2SA 8Cy. 8¼"×10"<br>1333bhp NE64<br>Canadian Locomotive Co. Ltd.<br>3×60, 60, 25kW 550V 60c/s a.c. |
| 511878<br>VYCK<br>177717<br>Df Esd<br>Rdr RT | **FOUNDATION VERA**<br>exMaritime Guardian–48<br>exRockhill–47<br>**Foundation Co. of Canada Ltd.**<br>~~Foundation Maritime~~<br>Halifax Canadian<br>M.I.L. Tug & Salvage Ltd. (Mgrs.) | 254<br>96<br>— | ✱Classed BC until 1/50 | **1945–9** Midland Shipyards Ltd.—Midland<br>113' 6" 30' 0" 12' 4"<br>… … … | S Tug | T 3Cy. 16½" 27" & 46"×30"<br>Collingwood Shpyds Ltd. |
| 511879<br>314082<br>Esd Rdr<br>RTm/v | **FOUNDATION VIBERT**<br>**Foundation Co. of Canada Ltd.**<br>~~Foundation Maritime~~<br>Halifax Canadian<br>M.I.L. Tug & Salvage Ltd. (Mgrs.) | 236<br>—<br>— | AB | **1961** P. K. Harris & Sons Ltd.—Apl<br>96' 3" 29' 3" 13' 0¾"<br>88' 0" 28' 0" 14' 6"<br>1 dk<br>BK2" | TM Tug<br>1 Ho 11'<br>1 Ha (5'×8') | 2 Oil 2SA each 4Cy. 8¼"×10"<br>1333bhp<br>Fairbanks, Morse & Co.<br>2×50kW 550V 60c/s a.c. |
| 511880<br>318291<br>RTm/v | **FOUNDATION VICEROY**<br>**Foundation Co. of Canada Ltd.**<br>~~Foundation Maritime~~<br>Halifax Canadian<br>M.I.L. Tug & Salvage Ltd. (Mgrs.) | 207<br>15<br>98 | | **1962** Davie S.B. Ltd.—Levis<br>98' 5" 27' 10" 10' 6"<br>88' 8" 26' 10" 13' 5" | M Tug<br>1 Ho 7½'<br>1 Ha (stl) (3'×4') | Oil 2SA 6Cy. 8¼"×10"<br>1000bhp<br>Fairbanks, Morse & Co.<br>2×30kW 550V 60c/s a.c. |
| 511881<br>188996<br>Df Esd<br>Rdr<br>RTm/v | **FOUNDATION VICTOR**<br>**Foundation Co. of Canada Ltd.**<br>~~Foundation Maritime~~<br>Halifax Canadian<br>M.I.L. Tug & Salvage Ltd. (Mgrs.) | 244<br>84<br>93 | | **1956** Davie S.B. Ltd.—Lauzon<br>97' 8" 29' 4" 11' 0"<br>90' 0" 28' 1½" 13' 10" | M Tug<br>1 Ho 7½'<br>1 Ha (5'×8') | Oil 2SA 8Cy. 8¼"×10"<br>1333bhp<br>Fairbanks, Morse & Co.<br>2×60kW 550V 60c/s a.c. |
| 511882<br>VGZG<br>310187<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **FOUNDATION VIGILANT**<br>exAbeille 26–58<br>**Foundation Co. of Canada Ltd.**<br>~~Foundation Maritime~~<br>Halifax Canadian<br>M.I.L. Tug & Salvage Ltd. (Mgrs.) | 719<br>93<br>300 | AB | **1952** Ch. & At. de St. Nazaire (Penhoët)—St.N<br>178' 10" 32' 8" 15' 0"<br>164' 0" 32' 6" 16' 0"<br>F98' 1 dk<br>RW<br>BK8" | M Salvage Tug<br>1 Ho 33'<br>1 Ha (13'×9')<br>1W Der 1(5) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>3000bhp MAN<br>Soc. Gén. de Con. Méc.<br>3×100, 100, 20kW 220V a.c. |
| 511883<br>318284<br>RTm/v | **FOUNDATION VIGOUR**<br>**Foundation of Canada Engineering Corporation Ltd.**<br>~~Foundation Maritime~~<br>Halifax Canadian<br>M.I.L. Tug & Salvage Ltd. (Mgrs.) | 207<br>15<br>18 | | **1962** Davie S.B. Ltd.—Levis<br>98' 5" 27' 10" 10' 6"<br>88' 8" 26' 10" 13' 5" | M Tug<br>1 Ho 7½'<br>1 Ha (stl) (3'×4') | Oil 2SA 6Cy. 8¼"×10"<br>1000bhp<br>Fairbanks, Morse & Co.<br>2×30kW 550V 60c/s a.c. |

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| **FOUNDATION VIKING**<br>Foundation of Canada Engineering Corporation Ltd.<br>~~Foundation Maritime~~<br>Halifax Canadian<br>M.I.L. Tug & Salvage Ltd. (Mgrs.) | 207<br>15<br>98 | | | 1962 Davie S.B. Ltd.—Levis<br>98′ 5″ 27′ 10″ 10′ 6″<br>88′ 8″ 26′ 10″ 13′ 5″ | M Tug<br>1 Ho 7½′<br>1 Ha (stl) (3′×4′) | Oil 2SA 6Cy. 8⅛″×10″<br>1000bhp (d.o)<br>Fairbanks, Morse & Co. Beloit<br>2×30kW 550V 60c/s a.c. |
| **FOUNDATION VIM**<br>A. D. Ross & Co. Ltd.<br>~~Foundation Maritime~~<br>Halifax Canadian<br>M.I.L. Tug & Salvage Ltd. (Mgrs.) | 207<br>15<br>98 | | | 1962 Davie S.B. Ltd.—Levis<br>98′ 5″ 27′ 10″ 10′ 6″<br>88′ 8″ 26′ 10″ 13′ 5″ | M Tug<br>1 Ho 7½′<br>1 Ha (stl) (3′×4′) | Oil 2SA 6Cy. 8⅛″×10″<br>1000bhp (d.o)<br>Fairbanks, Morse & Co. Beloit<br>2×30kW 550V 60c/s a.c. |
| **FOUNDATION VISCOUNT**<br>A. D. Ross & Co. Ltd.<br>~~Foundation Maritime~~<br>Halifax Canadian<br>M.I.L. Tug & Salvage Ltd. (Mgrs.) | 207<br>15<br>98 | | | 1962 Davie S.B. Ltd.—Levis<br>98′ 5″ 27′ 10″ 10′ 6″<br>88′ 8″ 26′ 10″ 13′ 5″ | M Tug<br>1 Ho 7½′<br>1 Ha (stl) (3′×4′) | Oil 2SA 6Cy. 8⅛″×10″<br>1000bhp (d.o)<br>Fairbanks, Morse & Co. Beloit<br>2×30kW 550V 60c/s a.c. |
| **400-C**<br>Argentine Government (Ministry of Public Works)<br>Buenos Aires Argentine | 670<br>—<br>— | | | 1966 Ast. Argentino Astarsa—Tigre<br>231′ 4″ 45′ 11″<br>10′ 0″ | TM Dredger | 2 Oil 4SA each 8Cy. 210×300 mm<br>1362bhp<br>N.V. Werkspoor Ams |
| **FOUR LAKES**<br>Tanker "Four Lakes" Inc.<br>Wilmington, Del United States | 12569<br>8062<br>19902 | | AB | 1959 (Cargo section) American Bridge Div. United States Steel Corp.—Orange<br>1944 (Fwd & aft sections) Alabama D.D. & S.B. Co.—Mob<br>572′ 0″ 75′ 4″ 30′ 2″<br>551′ 6″ 75′ 0″ 39′ 3″<br>P108′ B36′ F77′ 1 dk<br>RW<br>rf 3½″ | T-E Tanker Mchy.aft<br>27 Ta<br>L.792660 | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor<br>6000shp (Sy) 1495t (o.f)–50pd<br>General Electric Co. Lyn<br>14½k |
| **FOURAH**<br>Sierra Leone Port Authority<br>Freetown ~~British~~<br>Sierra Leone | 306<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN200 EL (e)<br>**REPAIRS REQUIRED—CLASS SUSPENDED 4/10/68** | SS 12/65 | 1952–6 Henry Robb Ltd.—Lth<br>120′ 11″ 30′ 1″ 12′ 4½″<br>110′ 0″ 30′ 0″ 14′ 6″<br>R 4BH<br>WB102t incl. DTf75t | TM Tug Mchy.aft<br>1W Der 1(10) | 2 Oil 2SA each 4Cy. 340×570 mm<br>1000bhp 142t (d.o)<br>British Polar Engines Ltd. Gls<br>2×95, 25kW 220V d.c. 10½k |
| **FOURAH BAY**<br>Elder Dempster Lines Ltd.<br>Liverpool British | 7704<br>4226<br>8139 | ✠100A1<br>DTsmf & 'tween dk tanks amids—veg. oil, latex or glycerine<br>✠LMC<br>MN1500 EL c†2⅛″SQ | CS 12/65 | 1961–12 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>465′ 0″ 62′ 4″ 25′ 2″<br>430′ 0″ 62′ 0″ 36′ 0″<br>P31′ B80′ F39′ 2 dks<br>RW NS in Nos. 2, 3 & 4 'tween dks 6BH<br>rf 4″ WB2688t incl. DTsmf1526t | M Ref<br>4 Ho 56¼′, 72′, 30′ DT, 30′ DT, 30′ DT, 30′ DT, 70′, 54′<br>G.501895 B.457889 In.9317<br>5 Ha (stl) (27′, 37½′, 45′, 37½′, 27½′×22 )<br>16W Der 1(50) 12(12½) 4(7½) | Oil 2SA 5Cy. 760×1550 mm<br>7500bhp 916t (hvf)<br>Sulzer Bros. Ltd. Win<br>2AuxB (1 o.f 1 ex.g) 120lb<br>4×200kW 220V d.c. 16k |
| **14 JULY**<br>Iraqi Maritime Transport Co. Ltd.<br>Basra Iraq | 3832<br>2044<br>5952<br>5701<br>3239<br>7957 | ✠100A1<br>✠LMC<br>MN1080 EL z 1$\frac{15}{16}$″SQ | SS 6/67 | 1962–5 Hitachi Zosen—Osa<br>414′ 10″ 56′ 3″ 21′ 10¾″/25′ 10½″<br>382′ 0″ 56′ 0″ 32′ 3″<br>Ba118′ F39′ 1 dk & S dk<br>RW Coll & mchy. BH to S dk 7 to 2nd dk<br>rf nil WB1971t incl. DTm643t DTf126t | M (4P) OSD/CSD Mchy.aft<br>4 Ho 56½′, 82′, 47′, 47′<br>G.418750 B.391190<br>4 Ha (stl) (33¾′×21¼′) (68′, 32¾′, 32¾′×23¼′)<br>Der 1(60) 1(30) 8(5) | Oil 2SA 6Cy. 620×1400 mm<br>5400bhp B&W (d.o)<br>Hitachi Zosen Osa<br>3×280kW 390V 50c/s a.c. 15½k |
| **14 RAMADHAN**<br>exKassim–63<br>Iraqi Maritime Transport Co. Ltd.<br>Basra Iraq | 3832<br>2045<br>5959<br>5701<br>3239<br>7964 | ✠100A1<br>✠LMC<br>MN1080 EL z 1$\frac{15}{16}$″SQ | SS 11/66 | 1962–8 Hitachi Zosen—Osa<br>414′ 10″ 56′ 3″ 21′ 10¾″/25′ 10½″<br>382′ 0″ 56′ 0″ 32′ 3″<br>Ba118′ F39′ 1 dk & S dk<br>RW Coll & mchy. BH to S dk 7 to 2nd dk<br>rf nil WB1971t incl. DTm643t DTf126t | M (4P) OSD/CSD Mchy.aft<br>4 Ho 56½′, 82′, 47′, 47′<br>G.418750 B.391190<br>4 Ha (stl) (33¾′×21¼′) (68′, 32¾′, 32¾′×23¼′)<br>10W Der 1(60) 1(30) 8(5) | Oil 2SA 6Cy. 620×1400 mm<br>5400bhp B&W 594t (d.o)<br>Hitachi Zosen Osa<br>3×280kW 390V 50c/s a.c. 15½k |
| **FOX TERRIER**<br>exAcklam Cross–65<br>Mediterranean Salvage & Towage Co. Ltd.<br>Malta British | 150<br>6<br>— | ~~✠100A1~~<br>~~tug~~<br>~~✠LMC~~<br>~~MN162~~ ~~EL (b)~~<br>**FOUNDERED 2/69** | ~~SS 6/67~~ | 1933–9 Hall, Russell & Co. Ltd.—Abn<br>98′ 0″ 22′ 1″ 11′ 0¼″<br>90′ 0″ 22′ 0″ 11′ 6″<br>1 dk (stl-ws)<br>R 3BH<br>BK7½″ | D-E Tug | 2 Oil 4SA each 6Cy. 8¾″×11½″ 810bhp driving 2 gen. 218kW 250V d.c. connected to elec. motor & sc. shaft<br>600shp (CC) ✠NE2/65 20t<br>Lister Blackstone Stamford<br>2×13kW 110V d.c.<br>Thw. thrust propeller aft 10k |
| **FOXTONGATE**<br>Hull Gates Shipping Co. Ltd.<br>S. F. Craggs & Co. Ltd.<br>Goole British | 718<br>359<br>— | ✠100A1<br>✠LMC<br>MN198 EL 1$\frac{1}{16}$″SQ | SS 12/68 | 1963–11 Goole S.B. & R. Co. Ltd.—Goo<br>197′ 0″ 30′ 3″ 11′ 11¾″<br>186′ 9″ 30′ 0″ 12′ 3″<br>P51′ F19′ R dk fwd of P57′ 1 dk<br>NS 3BH<br>rf 2″ WB293t | M Mchy.aft | 2 Oil 4SA each 6Cy. 8¾″×11½″ with sr reverse gearing<br>990bhp<br>Lister Blackstone Mar. Ltd. Dursley |
| **FOYLE CHANNEL**<br>exQueen's Channel–58<br>exPort of London Authority Hopper No. 13<br>Londonderry Port & Harbour Commissioners<br>Londonderry British | 566<br>216<br>— | ✠Classed LR until 6/55 | | 1911–10 Ferguson Bros.—P.Gl<br>*173·7′* 32′ 1″ 11′ 8″<br>173′ 9″ 32′ 0″ 13′ 5″<br>F18′ 1 dk<br>R | S Hopper Barge | T 3Cy. 15½″ 25½″ & 42″×27″<br>Ferguson Bros. P.Gl |

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| 511895<br>144712 | **FOYLE ENTERPRISE**<br>exJ. Hannay Thompson-62<br>**Londonderry Port & Harbour Commissioners**<br>Londonderry British | 625<br>228<br>— | ✠Classed LR until 6/62 | 1930–12 Fleming & Ferguson Ltd.—Psy<br>176' 7" 30' 2" 13' 1"<br>170' 0" 30' 0" 15' 0"<br>1 dk<br>R | S Hopper Barge<br>1W | T 3Cy. 15" 24" & 40"×27"<br>Fleming & Ferguson Ltd. |
| 511896<br>GTNG<br>185562<br>Df Esd<br>Gc Rdr<br>RTv | **FOYLEBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Belfast British | 5671<br>3219<br>8975 | ✠100A1 SS 8/68 ~~SS 3/64~~<br>DT—oil FP above 150° F. or vegetable oil or latex<br>✠LMC<br>MN1020 EL b†2$\frac{1}{10}$"SQ | 1955–8 Harland & Wolff Ltd.—Bel<br>455' 0" 59' 3" 26' 0¾"<br>425' 0" 59' 0" 38' 3"<br>P37' F40' 1 dk & S dk, 3rd dk fwd of mchy. space<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6" WB4154t incl. DTsmf1524t DTa1350t | M Ref OSD<br>4 Ho 56½', 83', 32'DT, 32'DT, 32'DT, 32'DT, 26¾'DT, 26¾'DT, 47¼', 68'<br>G.561310 B.505490 In.12360<br>7 Ha (29½', 31½', 28¾', 13¼', 28¾', 28¾'×22') (8'×15')<br>15W Der 1(25) 14(5) | Oil 2SA 6Cy. 620×1400 mm<br>470 mm<br>5100bhp<br>Harland & Wolff Ltd.<br>2AuxB 100lb<br>4×175, 175, 175, 20kW 220V d.c. |
| 511897<br>GXMC<br>187196<br>RTv | **FOYLEMORE**<br>**Rea Towing Co. Ltd.**<br>~~**Johnston Warren Lines Ltd.**~~<br>~~**Furness, Withy & Co. Ltd.**~~<br>Liverpool British | 208<br>—<br>— | ✠100A1 SS 8/66<br>tug<br>✠LMC<br>MN254 EL (c) | 1958–8 W. J. Yarwood & Sons Ltd.—Northwich<br>103' 6" 27' 9" 11' 9½"<br>95' 0" 26' 6" 13' 0"<br>RW 3BH<br>rf 24" BK6" WB24t | M Tug | Oil 4SA 7Cy. 15"×20" with<br>gearing<br>1270bhp<br>Ruston & Hornsby<br>3×35, 35, 10kW 220V d.c. |
| | Now **FOYLEGARTH** See New Entries No. 10 | | | | | |
| 511899<br>CSPR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FOZ DO MONDEGO**<br>**"Lusitania" Cia. Portuguesa de Pesca**<br>Figueira da Foz Portuguese | 1247<br>643<br>1393 | ✠100A1 SS 2/65<br>trawler<br>Str. nav. Ice<br>✠LMC<br>MN240 EL (o) f* | 1953–4 Est. Nav. do Mondego—Figueira<br>234' 5" 36' 2" 17' 1½"<br>210' 9" 36' 1" 18' 8"<br>P21' F48'<br>R 7BH<br>BK8" WB224t | M Trawler<br>2 Ho each 44¾'<br>In.44125<br>4 Ha (stl) (7¾'×6') (7¾'×5¾') (7'×3½') (2½'×2½')<br>Cr 1 Der 1(6) | Oil 2SA 6Cy. 350×620 mm<br>1200bhp<br>Burmeister & Wain<br>db 105lb<br>4×125, 57, 35, 13kW 220V d.c. |
| 511900<br>CSGM<br>B246<br>Esd | **FOZ DO VOUGA**<br>**Reboques e Transportes Maritimos Lda.**<br>Aveiro Portuguese | 104<br>4<br>— | ✠100A1 SS 6/67<br>tug for service between Casablanca and Cape Finisterre also Mediterranean<br>LMC<br>MN104 EL (a) | 1959–4 Est. Nav. do Mondego—Figueira<br>84' 0" 21' 6" 8' 0½"<br>77' 1" 20' 10" 9' 10"<br>RW 4BH<br>rf 27" BK6" WB19t | M Tug | Oil 4SA 8Cy. 290×420 mm<br>reverse gearing<br>520bhp<br>Masch. Kiel A.G. |
| 511901<br>KIIF<br>247102<br>Df Esd<br>Gc Rdr | **FRA BERLANGA**<br>**United Fruit Co.**<br>New York United States | T.Mk<br>4781<br>2096<br>—<br>6573<br>3410<br>6638 | AB | 1945 Gulf S.B. Corp.—Chickasaw<br>455' 5" 61' 2" —/27' 1⅛"<br>431' 2" 61' 0" 35' 6"<br>B&F247' 4 dks<br>rf 9" | TS Ref<br>4 Ho<br>B.333900 In.313070<br>4 Ha<br>12W Der 1(35) 1(10) | 4 S Turb dr geared to 1 sc.<br>13200shp<br>De Laval S. Turb. Co. |
| 651746<br>TKPQ<br>Df Esd<br>RT | **FRAI LANN**<br>**Armement A. Menesguen**<br>Camaret French | 151<br>94<br>— | BV | 1964 A. Peron—Camaret<br>*80·1'* 22' 4"<br>... ... ... | Wood M Fishing<br>4 Ha (2½', 3½'×2½') (4½'×5') (6'×3½') | Oil 4SA 12Cy. 135×180 mm<br>225bhp<br>Klöckner-Humboldt-Deutz |
| 502393<br>LFZD<br>Df Esd<br>RT | **FRAKTO**<br>exAries-66<br>~~**A/S Haugesunds Slip**~~<br>~~Haugesund~~ ~~Norwegian~~<br>**Knut Sætre**<br>Bergen Norwegian | 489 ~~497~~<br>276 ~~272~~<br>814 | ✠100A1 SS 9/67<br>✠LMC<br>MN130 EL h 1$\frac{1}{10}$" | 1951–9 Scheeps. "Westerbroek"—Westerbroek<br>179' 10" 29' 1" 12' 0½"<br>164' 9" 28' 11" 13' 10"<br>P40' F25' 1 dk<br>RW 3BH<br>WB259t | M Mchy.aft<br>1 Ho 107½'<br>G.36900 B.34300<br>2W Der 2(3) | Oil 4SA 6Cy. 330×600 mm<br>650bhp<br>N.V. Werkspoor |
| 511904<br>RTm | **FRAM**<br>exVoid-55 exAnneglena-50<br>**Motorfabriken "Ellehøj"**<br>Knud Knudsen<br>Danish | 177<br>92<br>216 | 100A1 SS 11/65<br>for service in the Baltic, North Sea to 61° N. & to line Orkneys-Shetlands in west, English Channel, Bristol Channel, St. George's Channel & Irish Sea to line St. Mathieu Point—Carnsore Point in south & to line Whitehead—Port Patrick in north<br>LMC<br>EL (b)<br>**IN PORT DAMAGED 3/66** | 1931 Sch. Delfzijl v/h Sander—Dzl<br>112' 10" 20' 1" 6' 10½"<br>106' 7" 19' 11" 7' 8"<br>Q32' RFD11' 1 dk<br>R NS 3BH<br>WB18t | M Mchy.aft<br>1 Ho 63½'<br>G.12000 B.11000<br>3 Ha (29', 29', 16'×19')<br>1W Der 1(1½) 1(1) | Oil 4SA 3Cy. 260×250 mm<br>120bhp NE42<br>N.V. Werkspoor<br>1×1kW 24V d.c. |
| 511905<br>TQIM<br>Df Esd<br>RT | **FRAM**<br>**Armement Sauvet & Cie.**<br>La Rochelle French | 164<br>57<br>— | BV | 1957 Ch. Nav. de La Pallice—L.Pl<br>111' 6" 22' 6" 11' 6½"<br>96' 0" 22' 0" 12' 2"<br>RW | M Trawler<br>2 Ha (each 3½'×3½') | Oil 4SA 5Cy. 315×450 mm<br>500bhp<br>Etab. Duvant |
| 540419<br>TFCQ<br>Df Esd<br>Rdr RT | **FRAMNES**<br>**Kaupfelag Dyrfirdinga**<br>Thingeyri Icelandic | 165<br>58<br>— | ~~NY~~ | 1963 Vaagland Båtbyggeri—Vaagland<br>96' 2" 22' 2"<br>83' 9" 22' 0" 11' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 8¾"×11½"<br>495bhp<br>Lister Blackstone Mar. Ltd. |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|
| **FRAMPTONDYKE**<br>**Klondyke Shipping Co. Ltd.**<br>British<br>Hull | **1599**<br>1075<br>2650 | ✠100A1<br>✠LMC<br>MN360 | EL g 1$\frac{7}{16}$"SQ | **1964**–9 Goole S.B. & R. Co. Ltd.—Goo<br>281′ 6″ 41′ 9″ 16′ 9″<br>260′ 0″ 41′ 6″ 20′ 4″<br>Q57′ F29′ RFD27′ 1 dk<br>NS 4BH<br>rf 9″ WB800t | M Mchy.aft<br>2 Ho 84′, 90′<br>2 Ha (stl) (61½′, 66½′×26′)<br>Der 6(3) | Oil 4SA 8Cy. 15″×20″<br>1800bhp (d.o)<br>Mirrlees National Ltd. Stckpt<br>3×80, 80, 40kW 220V d.c. |
| **FRAMY**<br>exRandesund–59<br>exVeritas–47 exDomino<br>exTransport I exDomino<br>exOnafors exPolvo<br>exHammar<br>**Frans Myklebusthaug Partrederi**<br>Norwegian<br>Bergen | **283**<br>163<br>350 | | BV<br>len 14 | **1907** Bergsunds M/V A/B—Skm<br>129′ 0″ 22′ 7″ 9′ 7″<br>125′ 0″<br>1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.18000<br>1 Ha (55¾′×13¾′)<br>2W Der 1(12) 1(5) | Oil 2SA 5Cy. 220×370 mm<br>230bhp Emade42refitted47<br>Burmeister & Wain Cpn |
| **FRANCA C.**<br>exRoma–52 exMedina–49<br>~~Giacomo Costa fu Andrea~~<br>Italian<br>Genoa<br>**Costa Armatori S.p.A.** | **6822**<br>3618<br>2121 | | RI | **1914** Newport Ns S.B. & D.D. Co.—N.Ns<br>427′ 8″ 55′ 2″ 18′ 2″<br>406′ 0″ 54′ 2″ 33′ 6″<br>2 dks<br>R | M (570P) Ref CSD<br>3 Ho<br>G.43490 B.41866 In.6460<br>6W | Oil 2DA 6Cy. 640×1160 mm<br>4200bhp Emade49fitted52 1000t<br>S.A. Fiat S.G.M. Tur<br>15k |
| **FRANCA GUIDA**<br>exFranca–53 exGiorgina–52<br>exCyrnos exAdriana<br>**Elena Guida fu Michele**<br>Italian<br>Naples<br>Now **ARA** See New Entries No. 8 | **294**<br>172<br>346 | | RI | **1918** J. J. Bodewes—Pannerden<br>144′ 2″ 24′ 5″ 10′ 2″<br>130′ 6″ 24′ 4″ 10′ 10″<br>P28′ F13′ 1 dk<br>R | M Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 265×410 mm<br>300bhp Emade45refitted51<br>S.A. Ansaldo Gen |
| **FRANCE**<br>**Cie. Générale Transatlantique**<br>French<br>Havre | **66348**<br>36063<br>13740 | | AB BV | **1961** Ch. de l'Atlantique—St.N<br>1035′ 2″ 110′ 11″ 34′ 5″<br>951′ 6″ 110′ 7″ 80′ 8″<br>B&F944′ 6 dks<br>rf 16″ | QS (2033P) Ref<br>4 Ho<br>In.14000<br>4 Ha (stl) (22¼′×9¾′) (24½′, 22¼′, 22½′×16½′)<br>Der 4(8) | 16 S Turb sr geared to 4 sc. shafts<br>160000shp CEM-Parsons 9050t (o.f)<br>Ch. de l'Atlantique St.N<br>7×2250. 2250, 2250, 2250, 2250, 2250, 750kW 440V 60c/s a.c. 31k |
| **FRANCE**<br>**Rederi A/S Isafold**<br>Danish<br>Copenhagen | **299**<br>191<br>555 | | BV | **1966** Ørskovs Staalskibsværft—Fkn<br>157′ 11″ 10′ 3″<br>141′ 8″ 28′ 4″ 11′ 4″<br>P34′ B27′ F28′ 1 dk<br>rf nil | M Mchy.aft<br>1 Ho 100′<br>G.25000 B.21750<br>2 Ha (each 35½′×16½′)<br>2W Der 2(2) | Oil 2SA 5Cy. 230×400 mm<br>360bhp 39t (d.o)<br>Alpha-Diesel A/S Fkn<br>3×8kW 220V d.c.<br>Controllable pitch propeller 9½k |
| **FRANCE I**<br>**French Government (Service des Navires Météorologiques Stationnaires)**<br>French<br>La Rochelle | **1886**<br>389<br>640 | | BV | **1959** Soc. des For. de la Méditerranée —Hav<br>250′ 8″ 41′ 3″<br>219′ 10″ 41′ 1″ 23′ 6″<br>B146′ 2 dks | TD-E Weather Ship<br>2 Ha (each 3½′×2½′)<br>Der 2 | 3 Oil 4SA each 8Cy. 9¾″×10½″ 2500bhp connected to 2 elec. motors & sc. shafts<br>Ruston 220t<br>Davey, Paxman & Co. Ltd. Col<br>14¾k |
| **FRANCE II**<br>**French Government (Service des Navires Météorologiques Stationnaires)**<br>French<br>La Rochelle | **1886**<br>389<br>650 | | BV | **1959** Soc. des For. de la Méditerranée —Hav<br>250′ 8″ 41′ 3″<br>219′ 10″ 41′ 2″ 23′ 6″<br>B146′ 2 dks | TD-E Weather Ship<br>2 Ha (each 3½′×2½′)<br>Der 2 | 3 Oil 4SA each 8Cy. 9¾″×10½″ 2500bhp connected to 2 elec. motors & sc. shafts<br>Ruston 220t<br>Davey, Paxman & Co. Ltd. Col<br>14¾k |
| **FRANCE MARU**<br>**Kawasaki Kisen K.K.**<br>Japanese<br>Kobe | **11042**<br>6203<br>13972 | | NK | **1967** Kawasaki Dkyd Co. Ltd.—Kob<br>*518·4′* 74′ 4″ 31′ 5″<br>511′ 10″ 74′ 2″ 43′ 8″<br>1 dk | M Ref<br>6 Ho 58¼′, 71½′, 73¼′, 68′, 68′, 58¼′<br>G.752093 B.680043 In.16606<br>6 Ha (stl) (27′×17¼′) (41½′×21½′) (44½′, 44½′, 44½′×26′) (26½′×19½′)<br>20W Der 4(15) 8(10) 4(5) | Oil 2SA 8Cy. 780×1400 mm<br>13200bhp MAN 1447t (hvf)<br>Kawasaki Dkyd Co. Ltd. Kob<br>3×280kW 445V 60c/s a.c. 22¾k |
| **FRANCES A. SMALL**<br>**Bulk Navigation & Towing Co. Inc.**<br>United States<br>Wilmington, Del<br>Now **JOHN A. DOWNS** See New Entries No. 7 | **438**<br>193<br>— | | AB | **1966** Fraser Shpyds Inc.—Superior<br>16′ 11″<br>112′ 0″ 31′ 6″ 18′ 9″<br>1 dk<br>BK3″ | TM Tug | 2 Oil 2SA each 16Cy. 9$\frac{1}{16}$″×10″<br>5380bhp<br>General Motors Corp. |
| **FRANCES ANN**<br>**Pike Corporation of America**<br>United States<br>Los Angeles | **174**<br>82<br>— | | | **1943** Wm. J. Cryer & Son—<br>*96·6′* 21′ 2″<br>21′ 0″ | Wood M | Oil 6Cy.<br>400bhp<br>Atlas Imperial D.E. Co. Oakland |
| **FRANCES GERALDINE**<br>**D. F. Adams**<br>Canadian<br>Lunenburg | **192**<br>86<br>200 | | | **1944** Smith & Rhuland—Lunenburg<br>*131·4′* 27′ 0″<br>… … … | Wood Aux Sr Fishing | Oil 4SA 6Cy. 330×405 mm<br>400bhp (d.o)<br>Atlas Imperial D.E. Co. Oakland |

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| 511921<br><br><br>Df Esd | **FRANCES MARIE**<br><br>**Estrella Blanca de Panama**<br>**S.A.**<br>Panama Panamanian | 242<br>122<br>— | <br><br><br><br>FOUNDERED 12/68 | 1942 Martinolich S.B. Co.—S.Fo<br>*94·9'* 26' 0"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 4SA 6Cy. 320×435 mm<br><br>National Supply Co. |
| 540420<br><br>318913<br>Df Esd<br>Pfd Rdr<br>RT | **FRANCES R.**<br><br>**Ritcey Brothers**<br>**(Fisheries) Ltd.**<br>W. R. Ritcey<br>Lunenburg Canadian | 177<br>105<br>— | | 1962 A. F. Theriault & Son—Meteghan<br>98' 6" 23' 8"<br>23' 6"<br>1 dk | Wood M Fishing Mchy.aft | Oil 2SA 12Cy. 5"×5¾"<br><br>General Motors Corp. |
| 511922<br>ZSNB<br>180831<br>Esd RT | **FRANCES REPETTO**<br>exVoorbok–54<br>exChristopher and Errol–47<br>**Kromdraal Visserye**<br>**(Elendoms) BpK**<br>Cape Town S. African | 316<br>98<br>— | | 1944 Clare S.B. Co. Ltd.—Meteghan<br>*133·4'* 26' 0"<br>25' 10"<br><br>conv yacht 47 | Wood M Fishing | O[illegible] 4Cy. 305×380 mm<br><br>Nat. Gas & O. Eng. Co. |
| 511923<br>SHJN<br>9613<br>Df Esd<br>Gc Rdr<br>RTm/h | **FRANCES SALMAN**<br><br>**Swedish Gulf Line A/B**<br>Gothenburg Swedish | 3846<br>1922<br>6110 | <br><br>NV | 1955 Uddevallavarvet A/B—Udv<br>416' 6" 54' 8" 22' 2¾"<br>385' 0" 54' 6" 34' 10"<br>P78' B45' F59' 1 dk & S dk<br><br>rf 2" | M OSD Mchy.aft<br>2 Ho 86½', 151½'<br>G.386810 B.361930<br>3 Ha (stl) (39½', 40¾', 40¾' × 22')<br>12W Der 3(10) 3(5) | Oil 2SA 6Cy. 760×1500 mm<br>5600bhp Götaverken<br>Uddevallavarvet A/B<br>3×184kW 440V 60c/s a.c. |
| 511924<br>WJ7103<br>275588<br>Rdr RT | **FRANCES TURECAMO**<br><br>**Frances Turecamo Inc.**<br>**Wilmington, Del United States** | 146<br>99<br>— | | 1957 Jakobson Shpyd Inc.—Oyster Bay<br>90' 5" 24' 10"<br>... ... ... | M Tug | Oil 2SA 16Cy. 8½"×10"<br>1600bhp<br>General Motors Corp. |
| 511925<br>5MCU<br>1468<br>Df Esd<br>Gc Rdr<br>RTm/h | **FRANCESCA**<br><br>**Francesca Shipping Co. Inc.**<br>Monrovia Liberian | 17088<br>11026<br>26600 | ✠100A1 SS 1/69 ~~SS 1/64~~<br><br>✠**LMC**<br><br>MN2020 EL o†2¾"SQ | 1960–1 Blohm & Voss A.G.—Ham<br>642' 4" 82' 5" 31' 6½"<br>606' 1" 82' 0" 46' 7"<br>P121' F64' 1 dk<br>RW NS 7BH<br><br><br>rf nil WB11331t incl. DTf1105t Topside tanks in holds 4792t | M Bulk Carrier (11P) Mchy.aft<br>9 Ho 66½', 66½', 64', 64', 69½', 66½', 32¾', 33½', 33½'<br>G.1272966<br>9 Ha (stl) (34½', 33¾', 33¾', 33¾', 33¾', 33¾', 32¾', 33½', 33½' × 40½')<br>2W Der 2(3–6) 2(2–6) | Oil 2SA 9Cy. 780×1400 mm<br>10100bhp M.A.N<br>Blohm & Voss A.G.<br>WTAuxB 114lb<br>2×430kW 440V 60c/s a.c. |
| 511926<br>IMLX<br>553 | **FRANCESCA E VALERIA**<br>exPadovani–60 exElsa–54<br>**Domenico Padovani**<br>Rimini Italian | 125<br>90<br>— | <br><br>RI | 1939 Domenico Bellicchi—Rimini<br>87' 10" 26' 1"<br>... ... ...<br>1 dk | Wood Aux Trb | Oil 4SA 4Cy. 215×300 mm<br>120bhp<br>Deutsche Werke A.G. |
| 538633<br>6ZAH<br>2081<br>Df Esd<br>Rdr RT | **FRANCESCA MARIS**<br>exWarora–64<br>**Marsana Cia. Nav. S.A.**<br>Monrovia Liberian<br><br>Now **NICOLAS A** See New Entries No. 10 | 3635<br>1947<br>5530 | ✠100A1 SS 7/65<br><br>✠**LMC**<br><br>EL w 1⁹⁄₁₆"SQ | 1948–7 Burntisland S.B. Co. Ltd.—Bnt<br>364' 0" 50' 0" 22' 5½"<br>345' 6" 49' 9" 25' 0"<br>P48' B209' F34' 1 dk, 2nd dk in No. 1 hold<br>RW 6BH<br>WB954t | M<br>4 Ho 59', 68', 65', 62'<br>G.302320 B.273650<br>4 Ha (stl) (24¾', 27½', 27½', 25' × 20')<br>12W Der 1(20) 4(8) 4(5) 1(3) | Oil 2SA 3Cy. 520×2080 mm<br>1780bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>2AuxB 120lb<br>3×15kW 110V d.c. |
| 511927<br>IBJD<br>397<br>Df Gc<br>Pfd Rdr | **FRANCESCO BARBARO**<br>exCarnaro–55<br>**Armatrice Santa Teresa**<br>**S.p.A.**<br>Venice Italian | 8004<br>4890<br>10852 | AB RI<br><br>✠Classed LR until 6/55<br><br>BROKEN UP | 1943 C.R.D. Adriatico—Tri<br>498' 8" 62' 0" 26' 3"<br>469' 6" 59' 1" 34' 3"<br>P93' B34' F23' 2 dks<br>RW conv tanker—<br>rf 3" | M Mchy.aft<br>5 Ho<br>G.589934 B.541820<br>5 Ha<br>14W Der 13(5) 1(3) | Oil 2DA 6Cy. [illegible]<br>7300bhp<br>S.A. Fiat S.G.M. |
| 511928<br>ITZF<br>294 | **FRANCESCO BERTACCA**<br>exSant' Ambrogio–56<br>**Giuseppe Lombardi**<br>Viareggio Italian | 497<br>215<br>720 | <br><br>RI | 1944 Erie Concrete & Steel Supply Co.—Erie<br>167' 4" 30' 10"<br>157' 0" 29' 10" 12' 3"<br>1 dk | TM<br>3 Ho | 2 Oil 4SA each 6Cy.<br>600bhp<br>Union Diesel Eng. Co. |
| 511930<br>ICVH<br>118<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **FRANCESCO CRISPI**<br>exSkotland–62<br>**"Messana" Soc. di Nav.**<br>Messina Italian | ~~42755~~ 12920<br>~~7183~~ 7295<br>19571 | RI<br><br>✠Classed LR until 8/63 | 1957–3 Mitsui Zosen—Tmn<br>559' 11" 70' 6" 31' 9½"<br>530' 0" 70' 2½" 40' 3"<br>P123' B37' F79' 1 dk<br><br>rf 6" | M Tanker Mchy.aft<br>24 Ta<br>HeCls. BC | Oil 2SA 7Cy. [illegible]<br>8750bhp B&W<br>Mitsui Zosen<br>2×160kW 115V d.c. |
| 511931<br>INGX<br>212 | **FRANCESCO DELLA**<br>**MONICA**<br>exFrancesco–54<br>**Vincenzo Della Monica**<br>Salerno Italian | 415<br>303<br>— | <br><br>RI | 1946 Cant. Della Monica—Marina di Vietri<br>155' 11" 31' 1"<br>130' 3" 30' 6" 14' 10"<br>1 dk | Wood Aux<br>1 Ho | Oil 4SA 4Cy. 265×410 mm<br>200bhp<br>S.A. Ansaldo |
| 511932<br>IBWJ<br>432<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FRANCESCO MOROSINI**<br><br>**"Sidarma" Soc. Italiana**<br>**di Armamento S.p.A.**<br>Venice Italian | 6710<br>4010<br>9883 | ✠100A1 SS 8/65<br>with fbd DT—oil FP<br>above 150° F.<br>**LMC**<br>EL c†<br>RI | 1948–6 C.R.D. Adriatico—Mfl<br>471' 4" 60' 8" 26' 1½"<br>439' 0" 60' 6" 38' 10"<br>F74' 1 dk & S dk 3rd dk in No. 1 hold<br>RW Coll BH to S dk 8 to 2nd dk<br>WB2973t incl. DTm1275t | M Ref OSD<br>7 Ho<br>G.586480 B.491963 In.43000<br>18W Der 1(50) 1(20) 18(5) | Oil 2DA 6Cy. [illegible]<br>4800bhp<br>S.A. Fiat S.G.M.<br>db 100lb |

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| **FRANCESCO NULLO**<br>Polish Government<br>Polish Ocean Lines<br>Gdansk Pollsh | 5668<br>3127<br>9660<br>8620<br>4861<br>— | ✠Classed LR until 1/66<br>PR | 1964–2 Stocznia im. Komuny Paryskiej —Gdy<br>500′ 8″ 63′ 10″ 25′ 4″/—28′ 9″<br>464′ 7″ 63′ 8″ 38′ 3″<br>F99′ 1 dk & S dk<br>rf 6″ | M OSD/CSD<br>5 Ho<br>G.656387 B.613624<br>5 Ha (29¼′×23′) (45½′, 45½′, 39¾′, 39¾′×29½′)<br>18W Der 1(50) 1(30) 1(12) 5(10) 10(5) 2(1½) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>H.Cegielski Poz<br>3×420, 420, 250kW 220/380V a.c. 16k |
| **FRANCHE COMTE**<br>Soc. Française de Transports Pétroliers<br>Dunkirk French | 47777<br>23763<br>70007 | AB BV | 1965 Ch. Nav. de La Ciotat—La Ciotat<br>832′ 10″ 114′ 5″ 42′ 7½″<br>775′ 6″ 114′ 2″ 64′ 0″<br>P223′ F90′ 1 dk<br>rf 6″ | S Tanker Mchy.aft<br>14 Ta<br>HeCls. BC<br>Cr 2(1½) Der 2(10) 2(2½) | 2 S Turb dr geared to sc. shaft<br>21000shp 3868t (o.f)<br>Cie. "Elec.-Mécanique" Le Bourget<br>2×850kW 380V 50c/s a.c. 17k |
| **FRANCHINA FASSIO**<br>Villain & Fassio e Cia. Internazionale di Genova Soc. Riunite di Nav. S.p.A.<br>Genoa Italian | 3486<br>1960<br>3022 | ✠100A1 SS 9/65<br>✠LMC<br>✠Lloyd's RMC<br>MN934 EL x ptSQ<br>RI | 1953–10 H. C. Stülcken Sohn—Ham<br>378′ 6″ 51′ 4″ 20′ 7¼″<br>343′ 1″ 51′ 2″ 30′ 3″<br>P&B285′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>WB1292t incl. Tunnel tanks 848t | M Ref OSD<br>5 Ho<br>In.180020<br>10W Der 4(7½) 6(5) | Oil 2SA 7Cy. 700×1200 mm<br>4670bhp 827t<br>Masch. Augsburg-Nürnberg Aug<br>wtdb 142℔ 16½k |
| **FRANCIA**<br>Società Rimorchiatori Riuniti<br>Genoa Italian | 182<br>26<br>— | RI | 1956 Cant. Nav. Solimano—Savona<br>93′ 2″ 24′ 1″ 12′ 3⅝″<br>84′ 8″ 24′ 0″ 14′ 9″<br>RW | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1045bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×14kW 110V d.c. |
| **FRANCINA**<br>N.V. Visserij Maats. "Insulinde"<br>B. G. Lammens<br>Katwijk a/Zee Netherland | 260<br>118<br>— | | 1956 A. de Jong N.V.—Vla<br>133′ 2″ 23′ 11″ 10′ 11″<br>119′ 2″ 23′ 7″ 12′ 5″ | M Trawler | Oil 4SA 8Cy. 270×500 mm NE66<br>Klöckner-Humboldt-Deutz Kln |
| **FRANCINE MÆRSK**<br>A/S D/S Svendborg & D/S af 1912 A/S<br>A. P. Möller, Copenhagen<br>Copenhagen Danish<br>Now **RODI** See New Entries No. 2 | 17103<br>10281<br>26400 | ✠100A1 SS 10/65<br>oil tanker<br>✠LMC<br>MN2240 EL I†2$\frac{11}{16}$″SQ | 1955–5 Odense Staalskibs. A/S—Odn<br>622′ 7″ 77′ 3″ 34′ 0¾″<br>585′ 0″ 77′ 0″ 44′ 7″<br>P130′ B40′ F74′ 1 dk<br>13BH<br>rf nil WB3317t | M Tanker Mchy.aft<br>24 Ta<br>L.1195000<br>HeCls. BC | Oil 2SA 9Cy. 740×1600 mm<br>11200bhp 2957t–40pd<br>Burmeister & Wain Cpn<br>4AuxB (3 o.f 1 ex.g) 180℔ Spt 15¾k |
| **FRANCIS A. WARDWELL**<br>United States Department of Commerce<br>SanFrancisco United States | 7214<br>4435<br>10500 | AB | 1943 Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. 10k |
| **FRANCIS ANNE**<br>Gerald Villiers<br>Concarneau French | 158<br>53<br>— | BV | 1963 At. & Ch. de La Rochelle-Pallice—La R-P<br>98′ 5″ 22′ 2″<br>82′ 0″ 22′ 0″ 11′ 10″ | M Trawler<br>3 Ha (3¼′, 3¼′×3½′) (3¼′×3¼′)<br>Der 1(3) | Oil 4SA 8Cy. 158×203 mm<br>517bhp 35t<br>Caterpillar Tractor Co. Peoria<br>11k |
| **FRANCIS BATEY**<br>Blyth Tug Co. Ltd.<br>J. F. Batey<br>Newcastle British | 151<br>7<br>— | ✠Classed LR until 2/60<br>BROKEN UP | 1914–9 Hepple & Co. Ltd.—Shl<br>*95·3′* 21′ 2″ 11′ 4″<br>95′ 0″ 21′ 0″ 11′ 9″<br>R<br>BK6½″ | S Tug | C 2Cy. 20″ & 42″×27″<br>Hepple & Co. Ltd. Shl |
| **FRANCIS DRAKE**<br>exNova Scotia-62<br>Dominion Nav. Co. Ltd.<br>H. C. Sleigh Ltd.<br>Liverpool British | 7743<br>4285<br>6140 | ✠100A1 ~~CS 12/63~~<br>with freeboard CS 1/68<br>✠LMC<br>✠Lloyd's RMC<br>EL (c†)2$\frac{1}{16}$″SQ | 1947–8 Vickers-Armstrongs Ltd.—Nwc<br>440′ 6″ 61′ 2″ 25′ 6″<br>415′ 7″ 61′ 0″ 34′ 9″<br>B234′ F44′ 2 dks, 3rd dk clear of mchy. space<br>RW 7BH<br>DK fwd of mchy. space WB1307t incl. DTsm106t | S (130P) Ref<br>4 Ho 59′, 70½′, 63½′, 63½′<br>G.301000 B.263000 In.52930<br>4 Ha (24½′×16′) (30½′×18′) (18¾′, 12¼′×16′)<br>12W Der 2(10) 10(6) | 3 S Turb HP dr geared IP & LP sr geared to sc. shaft<br>6000shp 1120t (o.f)<br>Vickers-Armstrongs Ltd. Brw<br>3WTB 470℔ Spt 455℔ hs(18096)<br>2×550kW 220V d.c. 15k |
| **FRANCIS DRAKE**<br>United States Department of Commerce<br>Los Angeles United States | 7176<br>4380<br>10807 | AB | 1942 California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1853t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **FRANCIS E. WARREN**<br>United States Department of Commerce<br>Portland, Or United States | 7176<br>4364<br>10439 | AB | 1943 Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 10k |
| **FRANCIS GLATRE**<br>M. A. Glatre<br>Concarneau French | 117<br>43<br>— | BV | 1959 S.I.C.C.Na. (Anc. Ch. Mougin)—St.M<br>*76·1′* 22′ 4″<br>… … … | M Trawler<br>2 Ha (each 3¼′×3¼′)<br>Der 1(2) | Oil 4SA 6Cy. 220×280 mm<br>435bhp<br>Klöckner-Humboldt-Deutz Kln<br>10¾k |

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| 511948<br>EIQC<br>180468 | **FRANCIS HALLINAN**<br>exForemost 105–49<br>exEmpire Greta–47<br>~~Cork Harbour~~ L. E. Adams<br>~~Commissioners~~<br>Cork Irish Republic | 296<br>—<br>134 | ✠100A1<br>tug<br>✠LMC | SS 11/66<br><br><br>EL (e) | 1946-2 Cochrane & Sons Ltd.—Sel<br>123' 6" 27' 7" 12' 9"<br>115' 0" 27' 6" 13' 6"<br>R 3BH<br>BK7" WB46t incl. DTf13t | S Tug | T 3Cy. 13" 20" & 34"×30"<br>525ihp<br>Franklin Mach. & Fdry Co.<br>SB 220lb hs(1786)<br>1×10kW 110V d.c. |
| 511950<br>WA6678<br>247435 | **FRANCIS L. MACPHERSON**<br>exJunojaes<br>**Salvatore Curcuru**<br>Gloucester United States | 144<br>98<br>— | | | 1945 Frank Sample, Jr.—Boothbay Harbor<br>*90·0'* 21' 6"<br>... ... ...<br>1 dk | Wood M | Oil<br>425bhp<br>Atlas-Imperial D.E. Co. |
| 511951<br>KFFO<br>242118<br>Df Esd | **FRANCIS LEWIS**<br>**United States Department of Commerce**<br>San Francisco United States | 7228<br>4438<br>10500 | | AB | 1942 Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 511954<br>WNBL<br>269146<br>Df Gc<br>Rdr | **FRANCIS S. BUSHEY**<br>**Diesel Tanker F. L. Hayes Inc.**<br>New York United States | 1528<br>1388<br>2500 | | AB | 1955 Ira S. Bushey & Sons Inc.—Brooklyn<br>*247·6'* 42' 9" 14' 10½"<br>248' 0" 42' 8" 16' 6"<br>P49' F33' 1 dk<br>rf 4" | M Tanker Mchy.aft<br>12 Ta | Oil 2SA 10Cy. 210×250 mm<br>1600bhp<br>Fairbanks, Morse & Co. |
| 511955<br>135604 | **FRANCIS SAMUELSON**<br>**Tees & Hartlepools Port Authority**<br>Stockton British | 140<br>58<br>— | ✳Classed BC until 2/48 | | 1924 Smith's Dock Co. Ltd.—Mdb<br>90' 0" 22' 8"<br>... ... ...<br>R | S Salvage Tug | T 3Cy. 12½" 20" & 34"×24"<br>Smith's Dock Co. Ltd. |
| 511958<br>PEDW<br>Df Esd<br>Rdr<br>RTm/h | **FRANCISCA**<br>**Scheepvaart Maats. "Holnor" N.V.**<br>J. B. Hoekstra Scheepvaart N.V.<br>Rotterdam Netherland | 499<br>281<br>1083 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN200 | SS 2/67<br><br>EL m 1½"SQ | 1962–7 Schps. Gebr. v. Diepen—Waterhuizen<br>225' 2" 33' 10" 13' 0¼"<br>204' 3" 33' 5½" 20' 2"<br>Ba25' F25' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil WB282t incl. DTsf32t | M OSD Mchy.aft<br>1 Ho 136½'<br>G.65865 B.60839<br>3 Ha (75¾', 75¾'×23½') (32¼'×18')<br>4W Der 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>2×10kW 110V d.c. |
| 526445<br>Df Esd<br>Rdr RT | **FRANCISCO DE MIRANDA**<br>exOrebić–67<br>**Cia. Anon. Nav. de Transporte y Turismos**<br>Maracaibo Venezuelan | 979<br>478<br>748 | | BV JR | 1959 Brodogradiliste "J. L. Mosor"—Trogir<br>212' 3" 32' 0" 13' 1$\frac{1}{16}$"<br>194' 0" 30' 8" 20' 0"<br>2 dks<br>RW | M<br>2 Ha (9½'×6½') (17¾'×11½') | Oil 2SA 6Cy. 480×700 mm<br>1800bhp Sulzer<br>Jugoturbina |
| 680193 | **FRANCISCO I. MADERO**<br>**Petroleos Mexicanos**<br>Copatzacoalcos Mexico<br>For later particulars see New Entries No. 4 | 12758<br>7563<br>19500 | 100A1<br>oil tanker<br>Class contemplated | | Ishikawajima-Harima Hvy Ind.—Nga<br>560' 0" 72' 4" ~~29' 6"~~ 26' 11½"<br>535' 0" 72' 3" 39' 8" | M Tanker Mchy.aft | Oil 2SA 7Cy. 680×1250 mm<br>Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 504501<br>DZZG<br>Df Esd<br>Pfd Rdr<br>RTm/v | **FRANCISCO KL**<br>exBirka–67<br>**KL Lines Inc.**<br>Litonjua & Co. Inc.<br>Manila Philippine | *1296*<br>*649*<br>2125 | ~~✠100A1~~<br>~~with freeboard~~<br>~~Str. nav. ice~~<br>~~✠LMC~~<br>✠Class **WITHDRAWN** 10/1/69 | ~~SS 10/64~~<br><br>~~ELT~~ | Lch.1944 Cmd.1945–7 Öresundsvarvet A/B—Lkr<br>280' 4" 38' 1" 16' 3"<br>265' 0" 38' 0" 24' 4"<br>1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>WB416t | S (8P) OSD<br>2 Ho 98', 92',<br>G.142000 B.127000<br>4 Ha (22'×13') (28', 24'×14') (18'×13')<br>Der 1(10) 2(5) 6(3) | T 3Cy. 18½" 29½" & 49"×36"<br>975ihp<br>Öresundsvarvet A/B<br>2 SB 199lb Spt<br>1×15kW 115V d.c. |
| 511960<br>KUZK<br>244711<br>Df Esd<br>Gc | **FRANCISCO M. QUINONES**<br>**United States Department of Commerce**<br>San Francisco United States | 7176<br>4380<br>10500 | **BROKEN UP** | AB | 1944 Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 511961<br>EEOG<br>Esd | **FRANCISCO MARQUEZ FALQUE**<br>**F. Marquez Falque C.L.**<br>Vigo Spanish | 112<br>69<br>— | | | 1943 P. Freire S.L.—Vgo<br>*78·1'* 18' 7"<br>... ... ... | Wood S Trawler | T 3Cy. 7" 10¾" & 18"×15"<br>120ihp |
| 511962<br>PUUX<br>Esd Pfd<br>RTm/h | **FRANCISCO MATARAZZO**<br>**Soc. Anon. Industrias Reunidas F. Matarazzo**<br>Santos Brazilian | 4904<br>2872<br>8920 | ✠100A1<br>with freeboard<br>✠LMC | SS 4/63<br><br>EL a†2"SQ | 1947–7 W. Gray & Co. Ltd.—Hpl<br>429' 10" 56' 4" 25' 0½"<br>406' 0" 56' 0" 36' 5"<br>1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2680t incl. DTm1096t | S OSD<br>5 Ho 60¾', 112½', 67½', 67', 18'<br>G.573000 B.533000<br>6 Ha (29½', 32½', 32½', 30', 30'×22') (8½'×15¾')<br>Der 10(5) 1(3) | T 3Cy. 23" 38" & 65"×48"<br>2500ihp<br>Cen. Mar. Eng. Wks<br>✠2NSB-7/62 225lb Spt<br>2×15kW 110V d.c. |
| 511963<br>EEMR<br>Esd | **FRANCISCO PIZARRO**<br>**Antonio Ruiz Gonzalez**<br>Vigo Spanish | 170<br>111<br>— | | | 1943 F. Montenegro—Vgo<br>*85·0'* 21' 4"<br>... ... ... | Wood S Trawler | T 3Cy. 7¾" 11⅞" & 18"×15"<br>185ihp<br>M. Sanjurjo |

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| **FRANCISCO Y BEGOÑA**<br>D. Nemesio Uriondo & D. Salustiano Cendoya<br>Bermeo Spanish | 200<br>—<br>— | | **1966** Ardeag S.L.—Bbo<br>103′ 3″ 21′ 5″<br>94′ 6″ 21′ 4″ 11′ 10″<br>Q49′ F18′ 1 dk<br>RW | M Trawler Mchy.aft<br>2 Ho 23′, 11½′<br>3 Ha (alu) (each 3¼′×3¼′)<br>Der 2(5) | Oil<br>480bhp<br>3×30kW 220V 50c/s a.c. | 60t (d.o)<br>10¼k |
| **FRANCISKA HENDRIK FISSER**<br>Fisser Kom. Ges.<br>Emden W. German<br>Now WILDROSE See New Entries No. 5 | 6179<br>3246<br>9843 | GL | **1952** Nordseewerke Emden—Emd<br>471′ 5″ 57′ 10″ 25′ 0″<br>57′ 8″ 36′ 0″<br>F27′ 1 dk & S dk<br>RW | M OSD<br>G.583037 B.535691<br>5 Ha<br>12W Der 1(30) 12(5) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp<br>Masch. Augsburg-Nürnberg | 821t<br>Aug<br>12½k |
| **FRANCO**<br>Giacomo Maran<br>Trieste Italian | 119<br>83<br>— | RI | **1945** Cant. Nav. Clodia—Chioggia<br>88′ 6″ 23′ 7″<br>75′ 9″ 23′ 1″ 9′ 7″<br>1 dk | Wood Aux Sr<br>1 Ho 39½′<br>1 Ha (13½′×7½′) | Oil 2SA 4Cy. 200×340 mm<br>180bhp<br>Fredrikshavns Jernst. & Msk. | Fkn<br>6k |
| **FRANCO PIERACCINI**<br>exEgbert Wagenborg–66<br>~~Adalio Pieraccini~~ Manlio Pagan<br>~~Savona~~ Chiogga Italian | 496<br>198<br>718 | RI | **1950** Terneuzensche Schb. Maats.—Terneuzen<br>*199·1′* 31′ 4″ 10′ 8″<br>194′ 3″ 31′ 2″<br>1 dk & S dk<br>RW<br>rf nil | M OSD Mchy.aft<br>1 Ho 122′ 1 TwD 137¾′<br>2 Ha (29½′, 57′ comb.×18′)<br>Der 6(3) | Oil 2SA 6Cy. 290×450 mm<br>600bhp<br>Sulzer Bros. Ltd.<br>3×15, 12, 8kW 110V d.c. | (d.o)<br>Win |
| **FRANCO ZETA**<br>Compagnia Armatoriale Panarea S.p.A.<br>Palermo Italian | 9368<br>5609<br>13412 | AB RI | **1957** Cant. del Mediterraneo—Gen<br>483′ 1″ 65′ 11″ 30′ 1″<br>459′ 4″ 64′ 9½″ 39′ 10″<br>2 dks<br>RW<br>rf 5″ | M CSD<br>5 Ho<br>B.64000<br>5 Ha | Oil 2SA 5Cy. 670×2320 mm<br>5700bhp Doxford<br>Ansaldo Stab. Mecc. | 1139t<br>Gen |
| **FRANCOIS BLANC**<br>exBothnia–67<br>exNordbornholm–60<br>Société des Bains de Mer de Monaco<br>Monte Carlo Monaco | 770<br>425<br>200 | BV | **1939** Aalborg Værft A/S—Abg<br>169′ 6″ 31′ 1″ 10′ 9″<br>30′ 11″ 19′ 2″<br>2 dks<br>R | M<br>2 Ho<br>G.14000 B.12000<br>2 Ha (10½′×10½′) (10′×10′)<br>Der 1(5) 1(1½) | Oil 2SA 6Cy. 340×570 mm<br>1100bhp<br>Atlas-Diesel | 29t<br>Skm<br>14k |
| **FRANÇOIS BUISMAN**<br>exMirfak-N.–63<br>Rederij "Fortuna"<br>W. F. Kampman's Bevrachtingsbedrijf<br>Zwartsluis Netherland | 497<br>235<br>832 | AB<br>✠Classed LR until 12/63 | **1949–7** Bodewes Scheeps.—Martenshoek<br>211′ 7″ 31′ 11″ 11′ 6″<br>188′ 10″ 31′ 7″ 11′ 9″<br>F20′ 1 dk & S dk<br>R<br>rf nil | M OSD Mchy.aft<br>1 Ho 115′<br>G.62944 B.57909<br>2 Ha (each 37′×18¼′)<br>4W Der 4(2) | Oil 4SA 6Cy. 330×600 mm<br>600bhp<br>N.V. Werkspoor | 66t<br>Ams<br>10¼k |
| **FRANÇOIS L. D.**<br>Louis Dreyfus & Cie.<br>Dunkirk French | 16516<br>9827<br>23030 | AB BV | **1962** Ch. Nav. de La Ciotat—La Ciotat<br>616′ 10″ 75′ 2″ 31′ 8¼″<br>577′ 5″ 74′ 10″ 45′ 11″<br>P102′ F34′ 1 dk<br>rf nil | M Ore Carrier Mchy.aft<br>7 Ho 50½′, 77½′, 51¾′, 80½′, 51¾′, 80½′, 40¼′<br>10 Ha (stl) (30′×36′) (26′, 28′, 40′, 28′, 28′, 40′, 28′, 28′, 28′×45′)<br>Der 1(4) 3(1½) | Oil 2SA 7Cy. 760×1500 mm<br>8860bhp Götaverken<br>Soc. des For. de la Méditerranée<br>3×370kW 440V 60c/s a.c. | (hvf)<br>Hav<br>16¼k |
| **FRANÇOIS LE BRISE**<br>Copropriété S.N.C. Le Brise<br>Soc. Navale Caennaise (Anct. G. Lamy & Cie.)<br>Caen French<br>Now BERGUM See New Entries No. 10 | 2343<br>1134<br>3323 | BV | **1957** At. & Ch. de Bretagne—Nts<br>278′ 5″ 43′ 10″ 19′ 6¼″<br>254′ 7″ 43′ 7½″ 22′ 10″<br>P88′ B15′ F28′ 1 dk | M Mchy.aft<br>G.142047 B.135976<br>3 Ha (35′, 34′, 33′×24½′)<br>6W Der 6(4½) | Oil 4SA 6Cy. 460×660 mm<br>1572bhp MAN<br>At. & Ch. de Bretagne | 165t<br>Nts<br>10k |
| **FRANÇOIS-MARIE**<br>Fredrik Kvilhaug<br>~~André Guérillon~~<br>~~Dieppe~~ ~~French~~<br>Egersund Norwegian<br>Now KVITHAUG See New Entries No. 10 | 221<br>64<br>— | BV | **1957** Ch. & At. Aug. Normand—Hav<br>*106·8′* 23′ 0″<br>… … … | M Trawler<br>4 Ha (3¾′, 3¾′×3½′) (3¾′×2½′) (3¼′×2¾′) | Oil 4SA 7Cy. 300×450 mm<br>710bhp NE61<br>Masch. Augsburg-Nürnberg | 45t<br>Aug<br>11k |
| **FRANÇOIS MUSIN**<br>Rederij Boels N.V.<br>Ostend Belgian | 154<br>60<br>— | BV | **1948** Béliard, Crighton & Cie.—Ost<br>114′ 10″ 22′ 8″ 9′ 6″<br>22′ 6″<br>F16′ | M Trawler<br>3 Ha (3′, 2¾′, 4′×3½′)<br>Der 1(1) 1(½) | Oil 2SA 6Cy. 250×330 mm<br>400bhp<br>Sulzer Bros. Ltd. | 36t<br>Win<br>12½k |
| **FRANÇOIS QUERE**<br>exDrudge–48<br>"Les Abeilles", Soc. de Remorq. & de Sauvetage<br>Havre French | 418<br>272<br>— | **BROKEN UP** | **1887** Armstrong Mitchell—Nwc<br>129′ 0″ 35′ 2″<br>35′ 0″<br>R | S Salvage Ship Mchy.aft | T 3Cy. 12″ 19½″ 32″×20″<br>250ihp<br>Wallsend Slpwy Co.<br>1×5kW 110V d.c. | 45t (c)<br>Wal<br>8k |
| **FRANCOIS-SYLVIE**<br>E. Chiasson<br>Caraquet Canadian | 123<br>59<br>— | | **1966** Ch. Nav. Ltd.—Caraquet<br>*81·6′* 21′ 5″<br>… … …<br>1 dk | Wood M Fishing | Oil 12Cy. 5¼″×6″<br>535bhp<br>Cummins Eng. Co. | Columbus<br>11k |
| **FRANÇOISE CHRISTINE**<br>François Salaun & Cie.<br>Camaret French | 213<br>73<br>— | BV | **1958** Ch. A. Tertu—Le Fret<br>*91·4′* 26′ 8″<br>… … … | Wood M Fishing<br>2 Ha (each 3½′×3½′)<br>Der 1(1½) | Oil 4SA 4Cy. 315×480 mm<br>500bhp<br>Etab. Duvant | 27t<br>Vln<br>9k |

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| 511975<br>TQNU<br><br>Df Esd<br>RT | **FRANÇOISE GISÈLE**<br><br>**Armement Bonnor & Consorts**<br>Lorient French | 111<br>34<br>— | BV | 1958 Ch. Bonnec—Lorient<br>*73·1'* 21' 8"<br>... ... ... | Wood M Fishing<br><br><br>2 Ha (each 3½'×3') | Oil 4SA 8Cy. 175×180 mm<br>330bhp<br>Soc. Alsacienne Con. Méc. |
| 641655 | **FRANCOLI**<br><br>**Remolques & Navegacion S.A.**<br>Spanish | 85<br>—<br>— | ~~100A1~~<br>~~tug~~<br>~~Class contemplated~~ | 1964 Enrique Lorenzo y Cia.—Vgo<br>76' 1" 19' 10"<br>65' 7" 19' 8" 9' 6" | M Tug | Oil 4SA 6Cy. 320×480 mm<br><br>Motorenw. Mannheim |
| 511976<br>GTKX<br>185519<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FRANCONIA**<br>exIvernia-62<br>~~**Cunard S.S. Co. Ltd.**~~<br>~~Cunard Line Ltd.~~<br>~~Liverpool~~ ~~British~~<br>**Cunard Line Ltd.**<br>Liverpool British | 21406 ~~22637~~<br>11042 ~~11791~~<br>8472 | ✠100A1 CS 1/68 ~~CS 6/64~~<br><br>✠LMC<br><br>MN4900 EL o†3"SQ | 1955-6 John Brown & Co. (Clydebank) Ltd.—Cly<br>608' 3" 80' 4" 28' 6⅞"<br>570' 0" 80' 0" 46' 3"<br>B&F511' Upr B334' 3 dks, 4th & 5th dks clear of mchy. space<br>RW Coll BH to U dk 9 to 2nd dk<br>rf 6" WB2748t incl. DTsm767t DTsf631t | TS (900P) Ref<br>1 Ho 63', 2 TwD 55½', 52'<br>G.306260 B.265590 In.14120<br>3 Ha (17¾'×15½') (27', 13½'×17½')<br>14W Der 2(10) 6(5) | 4 S Turb dr geared to 2 sc.<br>24500shp<br>John Brown & Co. (Clydebank)<br>4WTB 605lb Spt 800° F.<br>4×750kW 225V d.c. |
| 511977<br>FNJH<br><br>Rdr RT | **FRANCOYSE DE GRACE**<br><br>**Pilotes du Havre**<br>Havre French | 292<br>62<br>— | BV | 1958 Ch. Augustin Normand—Hav<br>140' 1" 24' 4" 11' 2¾"<br>126' 4" 24' 2" 20' 2"<br>2 dks<br>RW | D-E Pilot Tender Mchy.aft | 2 Oil 4SA each 12Cy.<br>1200bhp connected to 2 elec.<br>sc. shaft<br>Soc. Alsacienne Con. Méc. |
| 527338<br>SPIH<br><br>Df Esd<br>RT | **FRANEK ZU-BRZYCKI II**<br>exDar-205-66<br>exPelikan-64<br>**Polish Government**<br>Zasadnicza Szkola Rybolowstwa Morskiego<br>Darlowo Polish | 165<br>65<br>98 | PR | 1953 Stocznia Polnocna—Gdk<br>106' 10" 22' 1" 9' 11½"<br>11' 0"<br>1 dk | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Buckau Wolf<br>2×18, 16kW 110V d.c. |
| 511978<br>PEDO<br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **FRANK**<br>exMagnolia-62<br>**N.V. Vischhandel Reed., Ijsf. & Koelhuis v/h Frank Vrolijk**<br>Scheveningen Netherland | 445<br>178<br>— | ✠Classed LR until 1/63 | 1940-4 Cook, Welton & Gemmell Ltd.—Bev<br>164' 0" 27' 7"<br>27' 5"<br>F27'<br>R | M Trawler | Oil 4SA 6Cy. 390×680 mm<br>750bhp<br>N.V. Werkspoor<br>3×26, 12, 8kW 220V |
| 511981<br>KTVS<br>244474<br>Df Esd | **FRANK A. MUNSEY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7181<br>4398<br>10500 | AB | 1943 Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 511982<br>VGZT<br>189894<br>Df Esd<br>Gc Rdr<br>RTm/v | **FRANK A. SHERMAN**<br><br>**Port Weller Dry Docks Ltd.**<br>Toronto Canadian | 15157<br>11108<br>23000 | ✠100A1 Lake SS 9/66<br>Great Lakes & River St. Lawrence service<br>✠LMC<br>MN1650 EL (I†)2¾"SQ | 1958-7 Port Weller Dry Docks Ltd.—Pt.W<br>681' 3" 72' 5" 25' 9"<br>663' 4" 71' 11" 37' 1"<br>Ba99' F67' 1 dk<br>RW 4BH<br>rf 3" WB10717t incl. Comb. btm & side tanks in holds 9848t | S Mchy.aft<br>6 Ho 93', 78', 78', 78', 78', 84'<br>G.985481<br>18 Ha (stl) (each 14'×55') | 2 S Turb dr geared to sc.<br>8250shp<br>John Inglis Co. Ltd.<br>2WTB 560lb Spt 850° F.<br>wtdb 150lb<br>2×500kW 550V 60c/s a.c. |
| 511983<br><br><br>Df Esd | **FRANK A. VANDERLIP**<br>exSambuff-44<br>Launched as Frank A. Vanderlip<br>**United States Department of Commerce**<br>United States | *7219*<br>*4380*<br>10920 | AB<br><br>**BROKEN UP** | 1943 Bethlehem-Fairfield—Bal<br>441' 6" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 511984<br>WA5146<br>243425<br>Df Gc<br>Rdr RT | **FRANK ARMSTRONG**<br>Launched as Pilot Knob<br>**Pickands, Mather & Co.**<br>Wilmington, Del United States | 9057<br>6793<br>15880 | AB | 1943 Gt. Lakes Eng. Wks—Ashtabula<br>*603·8'* 60' 2" 23' 11¼"<br>604' 0" 60' 0" 35' 0"<br>F51' 1 dk<br>RW<br>rf 3" | S Mchy.aft<br>4 Ho<br><br>18 Ha (stl) (each 11'×38') | Uniflow 5Cy. 27"×30"<br>4400ihp<br>Nordberg Mfg Co. |
| 539102<br>GZCR<br>164310<br>Rdr RT | **FRANK ATKINSON**<br>exWilliam M. Clarke-63<br>**Humber Pilots' Steam Cutter Co. Ltd.**<br>Hull British | 579<br>199<br>— | ✠100A1 TD 9/68 ~~Dr 2/64~~<br>pilot purposes<br>✠LMC<br>EL I | 1937-1 Smith's Dock Co. Ltd.—Mdb<br>171 0" 30' 2" 13' 0"<br>157' 5" 30' 0" 14' 6"<br>B&F80' 2 dks<br>R 4BH<br>BK8" WB85t incl. DT80t | S Pilot Tender | T 3Cy. 13½" 22" & 36"×<br>675ihp<br>Smith's Dock Co. Ltd.<br>SB 200lb hs(1980) |
| 651386<br>VCYG<br>325544<br>Df Esd<br>Gc Rdr<br>RTh | **FRANK BRODERICK**<br><br>**Northern Transportation Co. Ltd.**<br>Vancouver Canadian | 1618<br>1037<br>1200 | | 1965 Yarrows Ltd.—Vic<br>229' 2" 43' 2" 10' 6"<br>207' 6" 42' 0" 11' 6"<br>1 dk | TM Supply Ship<br>1 Ho 90'<br><br>2 Ha (stl) (30', 4'×18') | 2 Oil 2SA each 16Cy.<br>3280bhp<br>General Motors Corp.<br>2×100kW 450V 60c/s a.c. |

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| **C. EMERSON**<br>**States Department of**<br>**merce**<br>ncisco United States | 7226<br>4455<br>10500 | AB | **1943** Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. 10k |
| **DELMAS**<br>a<br>**Navale**<br>**as-Vieljeux**<br>elle French | 6799<br>4194<br>7920 | BV | Lch.**1942** Cmd.**1949** Ch. & At. de St.<br>Nazaire—St.N<br>458′ 10″ 56′ 8″ 23′ 7¾″<br>56′ 3″<br>P31′ B91′ F32′ 2 dks<br>len 64 | M<br>G.439000 B.399000<br>5 Ha (29¼′×19′) (3½′, 48½′, 29¼′,<br>34′×24¾′)<br>Der 1(40) 1(20) 4(10) 16(5) | Oil 2SA 8Cy. 620×1150 mm<br>4090bhp B&W 856t<br>Ch. & At. de St. Nazaire St.N<br>14½k |
| **DIXON**<br>**an Dredge & Dock**<br>Canadian | 133<br>44<br>— | ✠ | **1920**–2 Philip & Son Ltd.—Drt<br>*88·5′* 21′ 1″ 10′ 6″<br>… … …<br>R | S Tug | C 3Cy. 15″ & 32″×24″<br>450ihp<br>Philip & Son Ltd. Drt<br>2×15 & 3kW 110/120V d.c. |
| **E. TAPLIN**<br>es W. Kotcher<br>**d S.S. Co.**<br>**gton, Del** United States | 4650<br>3446<br>7600 | AB | **1907** American S.B. Co.—Lorain<br>*427·2′* 52′ 2″ 20′ 6⅜″<br>427′ 8″ 52′ 0″ 28′ 5″<br>1 dk<br>R<br>rf 3″ | S Mchy.aft<br>4 Ho 66′, 72′, 72′, 78′<br>G.345000 B.310000<br>23 Ha (stl) (each 9′×35′) | T 3Cy. 22″ 35″ & 58″×42″<br>1500ihp 275t (c)<br>American S.B. Co. Clv<br>2×20, 15kW 120V d.c. 11½k |
| **FLOWERS**<br>**States Department of**<br>**merce**<br>ola United States | 7263<br>5156<br>9664 | AB | **1945** J. A. Jones Const. Co.—<br>Panama City<br>441′ 6′ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>rf 6″ | S<br>4 Ho<br>B.498000<br>4 Ha | T 3Cy. 24½″ 37″ & 70½″×48″<br>2500ihp 2860t (o.f)<br>Filer & Stowell Co. Milwaukee<br>10k |
| **H. BROWN**<br>~~**Yukon Navigation**~~<br>~~**Ltd.**~~<br>~~Canadian~~<br>**Yukon Ocean Ser-**<br>**s Ltd.**<br>al Canadian | 8040<br>5524<br>6900 | ✠100A1<br>Vancouver–Skagway<br>DTsf-oil Nos. 1, 2 & 3 side tanks (p&s)—oil FP above 100° F., Nos. 4 & 5 side tanks (p&s)—oil FP above 125° F.<br>✠LMC<br>MN1120 EL a†2″SQ | **1965**–9 Canadian Vickers Ltd.—Mtl<br>394′ 1″ 71′ 10″ 20′ 0¾″<br>371′ 0″ 70′ 0″ 36′ 6″<br>1 dk<br>NS 9BH<br>rf 3″ WB1780t | TM Mchy.aft<br>3 Ho 57½′, 60′, 87½′<br>7 Ha (stl) (35¾′, 52¾′, 52¾′, 52¾′, 52¾′,<br>52¾′, 52¾′×27′)<br>Cr 1(36) Der 1(3) 2(1) | 2 Oil 2SA each 7Cy. 500×700 mm<br>5600bhp Polar (hvf)<br>Nydqvist & Holm A/B Thn<br>2AuxB 50lb<br>3×375kW 575V 60c/s a.c. |
| **H. CAVEN**<br>**can Dredging Co. Inc.**<br>elphia United States | 126<br>85<br>— | | **1941** Ira S. Bushey & Sons Inc.—<br>Brooklyn<br>83′ 5″ 22′ 6″ 8′ 2″<br>… … … | M Tug | Oil 2SA 7Cy. 355×430 mm<br>805bhp<br>Fairbanks, Morse & Co. Beloit |
| **K HARVEY**<br>49-65<br>**Whaling Co. Ltd.**<br>n S. African | 617<br>202<br>— | NV | **1951** Drammen Slip & Verks.—Dmn<br>169′ 4″ 29′ 8″<br>29′ 6″ 18′ 1″<br>1 dk<br>RW | S Whaler | C 4Cy. (2) 14 9/16″ & (2) 34¼″×32⅕″<br>(o.f)<br>A/S Fredriksstad M/V Fks |
| **NK J. HUMPHREY**<br>**Charles Transportation**<br>**Ltd.**<br>Canadian | 3643<br>2266<br>4200 | **A1** Lake SS 5/66<br>with fbd River & Gulf of St. Lawrence service<br>**LMC**<br>MN360 EL (u) 1 11/16″SQ | **1943** Kaiser Co. Inc.—Vcr, Wash<br>327′ 9″ 50′ 0″ 15′ 0⅜″<br>316′ 9″ 49′11½″ 25′ 6″<br>1 dk, 2nd dk aft<br>NS 5BH conv 52<br>WB1384t | TM Mchy.aft<br>2 Ho 120′ 136′<br>G.205000 B.200000<br>7 Ha (16′, 16′, 16′, 16′, 16′, 16′×30′)<br>(24′×26′) | 2 Oil 2SA each 12Cy. 215×255 mm<br>sr geared<br>1800bhp 110t (d.o)<br>General Motors Corp. La Grange<br>db 80lb<br>3×150kW 220V d.c. 10½k |
| **NK J. SPRAGUE**<br>**States Department of**<br>**merce**<br>ancisco United States | 7176<br>4380<br>10500 | AB<br>**BROKEN UP** | **1943** Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. 10k |
| **NK JAMIESON**<br>**, Aldermen &**<br>**esses of the County**<br>**ugh of Preston**<br>British | 146<br>—<br>— | ✠100A1 SS 6/68 ~~SS 5/64~~<br>tug<br>Harbour & river service<br>✠LMC<br>MN148 EL (b) | **1956**-8 Henry Robb Ltd.—Lth<br>92′ 7″ 24′ 7″ 9′ 6¼″<br>86′ 0″ 23′ 0″ 11′ 6″<br>RW 3BH<br>rf 15″ BK7″ WB37t incl. DTf16t | TM Tug | 2 Oil 2SA each 5Cy. 10½″×13½″<br>740bhp 20t<br>Crossley Bros. Ltd. Mch<br>10k |
| **K JOSEPH IRWIN**<br>**States Department of**<br>**merce**<br>eles United States | 7227<br>4445<br>10711 | AB | **1942** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1853t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **K L**<br>**R. Leysen & Co. N.V.**<br>Belgian | *485*<br>*299*<br>610 | BV | **1963** S.A.B.A.R.N.—Bruges<br>173′ 8″ 26′ 11″ 8′ 7″<br>162′ 5″ 26′ 9″ 10′ 2″<br>1 dk | M Mchy.aft<br>2 Ho 56′, 60′<br>G.34076 B.31588<br>2 Ha (40¾′, 46¾′×19½′)<br>2W Der 2(2) | 2 Oil 2SA each 6Cy. 5″×5⅗″ geared to<br>sc. shaft<br>380bhp 25t (d.o)<br>General Motors Corp. Det<br>10k |

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| 514337<br>WA5164<br>251162<br>RT | **FRANK L. COYNE**<br>exHarry R. Conners–63<br>exFrederick A. Russell–51<br>**Oswego River Towing Line Inc.**<br>Albany United States | 137<br>93<br>— | | 1946 Wheeler S.B. Corp.—Whitestone<br>*80-6'* 23' 2"<br>80' 11" 23' 0" 10' 4"<br>1 dk | M Tug | Oil 4SA 6Cy. 330×430 mm<br>650bhp<br>Busch Sulzer Bros. |
| 511996<br>DIIF<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **FRANK LEONHARDT** T.Mk<br><br>**Partenreederei m.s. "Frank Leonhardt"**<br>Leonhardt & Blumberg<br>Hamburg W. German | 6145<br>3354<br>~~10540~~<br>10974 | GL | 1955 Flensburger Schiffs. Ges.—Fln<br>485' 1" 60' 7" 25' 8¾"<br>446' 2" 60' 4" 37' 3"<br>B79' F49' 1 dk & S dk<br>RW | M (9P) OSD<br>5 Ho 60½', 77', 59', 59', 70½'<br>G.585100 B.543900<br>5 Ha (stl) (34½', 52½', 34', 36½', 34'×26½')<br>Der 1(20) 12(3–5) | Oil 2SA 7Cy. 700×1200 mm<br>4200bhp<br>Masch. Augsburg-Nürnberg<br>4×150, 150, 150, 10kW 220V d.c. |
| 511997<br>WFZO<br>245540<br>Df Esd<br>Gc<br>RTv | **FRANK LYKES**<br>exFair Wind–47<br>**Lykes Bros. S.S. Co. Inc.**<br>New Orleans United States | ~~8448~~ T.Mk<br>~~4866~~ 6028<br>~~11330~~ 3399<br>—<br>8067<br>4728<br>11330 | AB | 1944 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 1" 28' 6¼"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>RW<br>rf nil | S (12P) CSD<br>5 Ho 59', 59', 67', 68', 68'<br>G.580845 B.540824<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 1(50) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp<br>General Electric Co. |
| 642400<br>GPME<br>306266<br>Df Esd<br>Rdr<br>RTm/v | **FRANK M**<br><br>**Metcalf Motor Coasters Ltd.**<br>T. J. Metcalf<br>London British | 1307<br>579<br>1590 | ✠100A1<br>oil tanker<br>✠LMC<br>MN264 EL o 1$\frac{1}{16}$"SQ | 1965–2 Burntisland S.B. Co. Ltd.—Bnt<br>232' 0" 37' 3" 14' 8"<br>218' 0" 36' 0" 17' 9"<br>P63' F25' Trunk 126' 1 dk<br>11BH<br>rf nil WB448t incl. DTsf301t | M Tanker Mchy.aft | 2 Oil 4SA each 8Cy.<br>reverse geared to sc. shaft<br>1320bhp<br>Blackstone & Co. Ltd.<br>db 100ft<br>2×160, 55kW 220V d.c. |
| 511999<br>KTVM<br>244437<br>Df Esd | **FRANK NORRIS**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7176<br>4380<br>10500 | AB | 1943 Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 75', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 512000<br>KSNR<br>246433<br>Df Esd<br>Gc | **FRANK P. REED**<br><br>**United States Department of Commerce**<br>Portland, Me United States | 7254<br>4443<br>10735 | AB | 1944 New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Harrisburg Mchy. Corp.<br>3×20kW 120V d.c. |
| 533973<br>WB3313<br>244507<br>Df Gc<br>Rdr RT | **FRANK PURNELL**<br>exSteelton–66<br>Launched as Pilot Knob<br>**Pickands, Mather & Co.**<br>Wilmington, Del United States | 8421<br>6120<br>14909 | AB | 1943 Gt. Lakes Eng. Wks—Ashtabula<br>620' 7" 60' 2" 23' 11½"<br>604' 0" 60' 0" 35' 0"<br>F51' 1 dk<br>RW<br>rf 3" | S Mchy.aft<br>Self-unloader<br>4 Ho<br><br>16 Ha (stl) (each 11'×38') | T 3Cy. 24" 41½" & 68"×42"<br>2500ihp<br>Gt. Lakes Eng. Wks |
| 512002<br>WB3726<br>208561<br>Df Gc<br>Rdr RT | **FRANK R. DENTON**<br>exThomas Walters–53<br>**Ingalls S.B. Corp.**<br>Wilmington, Del United States | 7763<br>6153<br>12800 | AB | 1911 American S.B. Co.—Lorain<br>605' 0" 58' 2" 21' 2"<br>587' 10" 58' 0" 32' 0"<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br><br>35 Ha (stl) (each 9'×36') | T 3Cy. 24" 39" & 65½"×42"<br>2000ihp<br>American S.B. Co. |
| 512004<br>PEDP<br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **FRANK VROLIJK**<br><br>**N.V. Vischhandel Reed., Ijsf. & Koelhuis v/h Frank Vrolijk**<br>Scheveningen Netherland | 274<br>126<br>— | | 1957 Schps. "De Hoop" v/h Gebr. Boot—Leiden<br>132' 4" 25' 1"<br>118' 2" 24' 11" 9' 11"<br>RW | M Trawler | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz<br>2×22, 16kW 110V |
| 512005<br>WA5159<br>244221<br>RTv | **FRANK W. SPENCER**<br><br>**Atlantic Towing Co.**<br>Savannah United States | 142<br>96<br>— | | 1943 G. Lawley & Son Corp.—Neponset<br>*80-8'* 24' 2"<br>82' 0" 24' 0" 10' 6"<br><br>BK3" | M Tug | Oil 2SA 8Cy. 215×250 mm<br>800bhp<br>General Motors Corp.<br>2×30kW 115V d.c. |
| 512007<br>VCTM<br>313963<br>Df Esd<br>Gc Rdr | **FRANKCLIFFE HALL**<br><br>**Hall Corporation of Canada**<br>Montreal Canadian | 17819<br>12602<br>— | ✠100A1 Lake SS 8/67<br>Great Lakes & River St. Lawrence service<br>✠LMC<br>MN2000 EL (o†)2¾"SQ | 1963–5 Davie S.B. Ltd.—Lauzon<br>730' 2" 75' 4" 26' 3"<br>708' 10" 74' 11½" 39' 1"<br>Ba109' F57' 1 dk<br>NS 3BH<br>rf 3" WB11227t | S Mchy.aft | 2 S Turb dr geared to sc. shaft<br>10000shp<br>John Inglis Co. Ltd.<br>2WTB 575lb Spt 780° F. |
| 662246<br>OYUB<br><br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **FRANKEKLINT**<br><br>**Partrederiet 1964**<br>G. Drøhse<br>Rudkøbing Danish | 300<br>182<br>748 | BV | 1966 Frederikshavn V. & T. A/S—Fkn<br>175' 7" 31' 6" 10' 11¾"<br>158' 0" 31' 2"<br>1 dk<br><br>rf nil | M Mchy.aft<br>1 Ho 111½'<br>G.55049 B.50220<br>1 Ha (stl) (81½'×19½')<br>2W Der 2(5) | Oil 2SA 6Cy. 240×400 mm<br>510bhp<br>Alpha-Diesel A/S<br>2×30kW 220/330V a.c.<br>Controllable pitch propeller |
| 512008<br>DFLA<br><br>Df Esd<br>Gc Pfd<br>RT | **FRANKEN**<br><br>**Cuxhavener Hochseef. G.m.b.H.**<br>Cuxhaven W. German | 542<br>215<br>— | GL | 1951 Nordseewerke Emden—Emd<br>*171-9'* 28' 4"<br>28' 2" 16' 1"<br>F32' 1 dk<br>RW | S Trawler<br><br><br><br>1W | T 3Cy. 15½" 25¼"<br>850ihp<br>Ottensener Eisenwerk |

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| **FRANKFORD**<br>exLoksang-61<br>**Ocean Tramping Co. Ltd.**<br>Hong Kong British | 3324<br>1865<br>3730 | ✠100A1<br>with freeboard<br>✠LMC | SS 6/67<br>EL u | **1946**-3 Short Bros. Ltd.—Sld<br>328′ 0″ 47′ 0″ 20′ 6¾″<br>310′ 5″ 46′ 10″ 27′ 6″<br>P33′ B97′ F29′ 2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>WB1165t incl. Tunnel tanks 63t DTm444t | S (6P) CSD<br>4 Ho 43′, 52½′, 43′, 51′<br>G.202024 B.186414<br>5 Ha (stl) (18′×16′) (31½′×18′)<br>(8¾′×12′) (22½′, 22½′×18′)<br>6W Der 1(30) 4(10) 4(5) 2(2) | T 3Cy. 21½″ 34″ & 62″×39″<br>2300ihp<br>George Clark (1938) Ltd.<br>3 SB 220lb Spt hs(10038) 9cf<br>2×30kW 110V d.c. 12k |
| **FRANKFURT**<br>**Hamburg-Amerika-Linie**<br>Hamburg W. German | **5940**<br>3759<br>6700<br>**7680**<br>5005<br>8800 | | GL | **1967** Howaldtswerke Ham A.G.—Ham<br>442′ 11″ 63′ 5″ 24′ 5″/28′ 4″<br>400′ 4″ 63′ 4″ 36′ 3″<br>P127′ F75′ 1 dk & S dk | M Ref OSD/CSD | Oil 2SA 7Cy. 700×1200 mm<br>8400bhp<br>Masch. Augsburg-Nürnberg Ham |
| **FRANKLIN H. KING**<br>**United States Department of Commerce**<br>Los Angeles United States | **7251**<br>**4461**<br>**10578** | **BROKEN UP** | AB | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1856t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **FRANKLIN REINAUER II**<br>**R.T.C. No. Fifty-One Corporation**<br>New York United States | **674**<br>**458**<br>**1609** | | | **1943** Odenbach S.B. Corp.—Rochester, N.Y.<br>*175·9′* 30′ 2″ 11′ 2¼″<br>175′ 10″ 30′ 0″ 13′ 6″<br>P36′ F20′ 1 dk<br>rf nil | TM Tanker Mchy.aft<br>6 Ta<br>L.32403 | 2 Oil 2SA each 6Cy. 255×310 mm<br>480bhp 44t<br>Fairbanks, Morse & Co. Beloit<br>9k |
| **FRANKO**<br>Franko & Hugo **Bluhm**<br>Posthausen W. German | **212**<br>**129**<br>— | | GL | **1965** Gebr. Schlömer Schiffsw.—Oldersum<br>*127·9′* 23′ 7″ 7′ 5″<br>8′ 6″<br>P30′ F14′ 1 dk | M<br>G.12889<br>1 Ha | Oil 4SA 12Cy. 135×160 mm<br>300bhp<br>Klöckner-Humboldt-Deutz Kln<br>10k |
| **FRANKRIG**<br>A/S Det **Dansk-Franske D/S**<br>E. Hahn-Petersen<br>Copenhagen Danish | **3405**<br>1804<br>5730 | **✠100A1**<br>Str. nav. ice<br>**✠LMC**<br>MN800 | SS 8/66<br>EL y 1⅛″SQ | **1956**-10 Rickmers Werft—Bhn<br>422′ 4″ 52′ 0″ 21′ 5″<br>386′ 4″ 51′ 10″<br>P22′ F41′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4″ WB1120t incl. Tunnel tanks 258t | M OSD<br>4 Ho<br>G.359000 B.331000<br>4 Ha (36½′, 73¼′, 31¾′, 31¾′×22½′)<br>10W Der 1(65) 1(30) 4(10) 6(5) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp MAN<br>Bremer Vulkan Vgk<br>AuxB 142lb e (ex.g) 142lb |
| **FRANO SUPILO**<br>Jugoslavenska **Linijska**<br>Plovidba (**Yugoslav Line**)<br>Rijeka Yugoslav | **2284**<br>1040<br>2954 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN592 | SS 6/65<br>EL u<br>JR | **1961**-5 Brodogradiliste Titovo—Kraljevica<br>348′ 5″ 46′ 9″ 13′ 8¼″<br>312′ 8″ 46′ 7″<br>F37′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 8″ WB275t | M Ref OSD<br>G.185496 B.169957 In.4020<br>10W Der 4(10) 4(5) 2(3) | Oil 2SA 6Cy. 600×1040 mm<br>2960bhp Sulzer 446t<br>Jugoturbina Karlovac<br>2AuxB 86lb 16½k |
| **FRANQUELIN**<br>exGriffon-67<br>Quebec & **Ontario Transportation Co. Ltd.**<br>Montreal Canadian | **3542**<br>2613<br>5736 | **✠100A1**<br>Great Lakes & limited coasting service between Belle Isle & New York<br>**LMC**<br>MN376 | Lake SS 4/67<br>EL u 1½″SQ | **1955**-9 Port Weller Dry Docks Ltd.—Pt.W<br>349′ 2″ 43′ 10″ 18′ 0″<br>342′ 10″ 43′ 8″ 25′ 5″<br>P44′ F28′ 1 dk<br>NS 5BH len & deepened 60<br>rf nil WB1314t | M Mchy.aft<br>5 Ho 56′, 58′, 78′, 46′, 46′<br>G.167996 B.167900<br>6 Ha (stl) (30′, 40′, 24′, 30′, 30′, 22′×26′) | Oil 2SA 10Cy. 206×508 mm with hydraulic couplings sr geared<br>1880bhp NEmade44refitted55 57½t (d.o)<br>Fairbanks, Morse & Co. Beloit<br>wtdb 300lb<br>2×100kW 220V d.c. 10½k |
| **FRANS BÖHMER**<br>N.V. Reederij **"Nautiek"**<br>W. Böhmer's Scheepvaartbedrijf<br>Rotterdam Netherland<br>Now RAZIE (No. 512019) in the Register | **500**<br>268<br>1000 | **✠100A1**<br>**✠LMC**<br>MN172 | SS 3/63<br>EL (m) 1⅜″ | **1954**-1 N.V. Scheeps. Vooruitgang—Foxhol<br>223′ 1″ 32′ 5″ 12′ 6½″<br>201′ 9″ 32′ 4″<br>F25′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 6″ WB228t | M OSD Mchy.aft<br>2 Ho 36′, 101′<br>G.71650 B.67000<br>2 Ha (21¾′×16½′) (79½′×20′)<br>6W Der 1(3) 2(2) | Oil 4SA 8Cy. 330×600 mm<br>860bhp 90t (d.o)<br>N.V. Werkspoor Ams<br>3×40, 27, 15kW 115V d.c. 11k |
| **FRANS GORTHON**<br>Rederi A/B **Gylfe**<br>Stig Gorthon<br>Helsingborg Swedish | T.Mk<br>**2120**<br>1034<br>3575<br>**3369**<br>1959<br>4715 | **✠100A1**<br>Ice Class 2<br>**✠LMC**<br>MN512 | **SS 7/68** ~~SS 5/64~~<br>EL (u) 1⅞″ptSQ | **1956**-8 J. Boel & Fils—Tamise<br>334′ 5″ 43′ 11″ —/22′ 4¾″<br>318′ 11″ 43′ 9½″ 27′ 6″<br>Q76′ F31′ 1 dk & S dk<br>RW Coll BH to U dk 5 to 2nd dk len 64<br>rf 4″ WB1212t incl. Tunnel tank 118t DTm315t | M (1P)<br>4 Ho 84¾′, 15′, 40¾′, 97¾′<br>G.228980 B.212070<br>5 Ha (21¾′×18′) (30½′, 26′, 28½′, 26′×21′)<br>10W Der 1(20) 10(5) | Oil 2SA 6Cy. 520×900 mm<br>~~2770bhp~~ 2560bhp 549t (hvf)<br>A/B Götaverken Got<br>3×110kW 220V d.c. 13k |
| **FRANS HALS**<br>U.S.S.R.<br>Murmansk Russian<br>Name should be **FRANS GALS** See New Entries No. **4** | **5025**<br>2162<br>2600 | **✠LR** class withdrawn—Owners' request 1/68 | | **1965**-10 N.V. Kon. Maats. "De Schelde"—Fls<br>339′ 11″ 54′ 7″ 18′ 0½″<br>298′ 7″ 54′ 6″ 37′ 1″<br>2 dks, 3rd dk sparred in Nos. 1, 2 & 3 holds, 4th dk sparred in Nos. 1 & 2 holds<br>rf 4″ DK fwd | M Fish Factory<br>In.125760 | Oil 2SA 8Cy. 480×700 mm<br>3000bhp Sulzer<br>N.V. Kon. Maats. "De Schelde" Fls<br>Controllable pitch propeller |
| **FRANS MICHAEL**<br>**Mo & Domsjö A/B**<br>Erik Kempe<br>Domsjö Swedish | **209**<br>**1**<br>— | | | **1917** Bergsunds M/V A/B<br>103′ 1″ 26′ 10″<br>... ... ...<br>R | S Tug & Icebreaker | T 3Cy. 13″ 21½″ & 34⅜″×23⅜″<br>100t<br>Bergsunds M/V A/B Skm<br>10½k |

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|---|---|---|---|---|---|---|---|
| 512023<br><br><br>Df Esd<br>Rdr RT | **FRANS VAN SEUMEREN**<br><br>**N.V. Rederij Theodora**<br>Uithoorn Netherland | 498<br>216<br>730 | | BV | 1955 Noord Ned. Schps.—Gro<br>185' 4" 27' 8" 11' 2"<br>27' 6"<br>1 dk | M Tanker Mchy.aft<br><br>L.28959 | Oil 4SA 8Cy. 320×450 mm<br>650bhp<br>Klöckner-Humboldt-Deutz |
| 512026<br>DLAO<br><br>Df Esd<br>RTv | **FRANZ DOERENKAMP**<br><br>**Partenreederei m.s. "Franz Doerenkamp"**<br>Dampfsch. Ges. "Neptun"<br>Bremen W. German<br>Now **PELIAS** See New Entries No. 3 | 741<br>335<br>1293 | | GL | 1955 Werft Nobiskrug—Rendsburg<br>233' 9" 35' 4" 13' 6½"<br>209' 11" 35' 2" 21' 2"<br>F19' 1 dk & S dk<br>RW<br>rf 2" | M OSD Mchy.aft<br>2 Ho 27½', 61'<br>G.91710 B.84635<br>2 Ha (stl) (27½', 61'×18')<br>6W Der 6(3–5) | Oil 4SA 6Cy 420×580 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz<br>3×60, 60, 15kW 220V |
| 650407<br>DCQZ<br><br>Df Esd<br>Rdr RT | **FRANZ HELD**<br><br>**Johann Held**<br>Haren/Ems W. German | 250<br>122<br>541 | | GL | 1964 M. Jansen—Leer<br>156' 10" 29' 3" 10' 0"<br>137' 10" 29' 0½" 17' 5"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho<br>G.44000 B.38000<br>1 Ha (75½'×16½') | Oil 4SA 6Cy. 250×300 mm<br>300bhp<br>Motorenw. Mannheim |
| 512027<br>DGKE<br><br>Df Esd<br>RT | **FRANZ HOLM**<br><br>**Johann Janssen**<br>Hamburg W. German | 280<br>133<br>522 | | GL | 1937 Schulte & Bruns—Emd<br>147' 7" 25' 1" 10' 2"<br>24' 11" 15' 5"<br>P29' F16' 1 dk & S dk<br>R len 52 | M OSD Mchy.aft<br><br>G.22285<br>2 Ha | Oil 4SA 6Cy. 280×450 mm<br>220bhp<br>Humboldt-Deutzmot. |
| 512030<br>DGKF | **FRANZISKA**<br>exWilhelmine<br>**Klaus Grube**<br>Hamburg W. German | 174<br>94<br>— | | GL | 1909 G. J. v.d. Werff—Hgz<br>*116·8'* 17' 8"<br>7' 7"<br>P24' 1 dk<br>R len 52 | M Mchy.aft | Oil 4SA 4Cy. 230×350 mm<br>125bhp NE38<br>Motorenw. Mannheim |
| 512031<br>VYPP<br>177418<br>Esd Rdr<br>RTh | **FRASER CROWN**<br>exIsabella Stewart–59<br>**Canadian Tugboat Co. Ltd.**<br>New Westminster Canadian | 100<br>—<br>— | | | 1943 Reliable Welding Wks—Olympia<br>74' 0" 20' 0" 8' 2"<br>19' 10" | M Tug<br><br><br><br>2W | Oil 12Cy. 6½"×8"<br>765bhp NE61<br>Caterpillar Tractor Co.<br>1×60kW 220V d.c. |
| 512032<br>INKT<br>420 | **FRATELLI CIOTTA**<br><br>**Nicolo Ciotta**<br>~~Trapani~~ Italian<br>Porto Ercole | 189<br>158<br>— | | RI | 1921 Cant. Bonifacio—Castellammare<br>118' 1" 24' 10"<br>103' 4" 24' 3" 10' 10"<br>1 dk | Wood Aux Bn<br>1 Ho | Oil 4SA 6Cy. 215×310 mm<br>180bhp Emade[illegible]<br>S.A. Ansaldo |
| 512033<br>INCO<br>354 | **FRATELLI NERI**<br>exPorto Palo<br>**Fratelli Neri**<br>Leghorn Italian | 135<br>12<br>— | | RI | 1937 Cant. Nav. Riuniti—Gen<br>88' 4" 22' 6" 12' 5"<br>81' 1" 22' 2" 13' 3"<br><br>R | S Salvage Tug | T 3Cy. 14½" 22½" & 37"×30"<br>606ihp<br>Cant. Nav. Riuniti |
| 640448<br>ILZR<br>443<br>Df RT | **FRATELLI PERALTA**<br>exDianto exBlond Messidor<br>exColbart exEpave<br>**Pietro Peralta**<br>Trapani Italian | 370<br>171<br>— | | RI | 1939 ......................Danzig<br>*149·2'* 20' 6"<br>132' 10" 20' 4" 13' 9"<br>1 dk<br>R | M Fishing | Oil 4SA 6Cy. 365×550 mm<br>700bhp<br>Diesel Motor Buan |
| 661640<br>LHPC<br><br>Df Esd<br>Rdr<br>RTm/h/v | **FRATERNIA**<br><br>**Stener S. Müllers Rederi A/S**<br>Bergen Norwegian | 498<br>311<br>1239 | | NV | 1966 Hatlø Verksted A/S—Ulsteinvik<br>248' 6" 35' 10" 12' 4"<br>223 1" 34' 9" 12' 6"<br>B109' F49' 1 dk & S dk<br>rf 2" | M Mchy.aft OSD<br>Side loader<br>1 Ho 143' 2 TwD 176½', 78'<br>G.117800 B.92840<br>3 Ha (stl) (45½'×23') (18'×12½') (8½'×8½')<br>1W Der 1(5) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Atlas-Mak Masch.<br>2×86½kW 380V 50c/s a.c.<br>Controllable pitch propeller |
| 512035<br>SHZB<br>10016<br>Df Esd<br>RT | **FRATERNITE**<br>exViolette Erica–50<br>**A. W. Bövik**<br>Stockevik Swedish | 498<br>240<br>640 | ✠Classed LR until 4/64 | BV | 1947–10 Schps. "Westerbroek"—Westerbroek<br>168' 6" 27' 9" 11' 4½"<br>153' 10" 27' 7" 11' 6"<br>P41' Q52' F26' 1 dk<br>RW | M Mchy.aft<br>1 Ho 91½'<br>G.32300 B.30500<br>2 Ha (each 32½'×16½')<br>2W Der 2(3) | Oil 4SA 6Cy. 305×450 mm<br>420bhp Emade[illegible]<br>Motorenf. "De Industrie" |
| 540421<br>5MPP<br>1804<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **FRATERNITY**<br><br>**Fraternity Shipping Corp.**<br>Monrovia Liberian | 7471<br>4294<br>11975<br>10382<br>6249<br>14400 | ✠100A1 SS 8/68<br>strengthened for heavy cargoes<br>DTml—vegetable oil<br>Ice Class 3<br>✠LMC<br>MN1560 EL ft2½"SQ | | 1963–8 Brodogradiliste III Maj.—Rka<br>533' 1" 65' 11" 26' 11"/30' 0½"<br>485' 7" 65' 7½" 40' 4"<br>P27' F55' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 6" WB4043t incl. Tunnel tanks 369t<br>DTmf1410t | M OSD/CSD<br>5 Ho 72½', 75½', 43', 80', 70½'<br>1 TwD 18'<br><br>5 Ha (stl) (36', 40½', 40½', 40½' 35½'×25') 1 Ha (w) (14'×10')<br>Der 1(30) 1(15) 12(5) 1(4) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>Brodogradiliste III Maj<br>2AuxB (1 o.f 1 ex.g)<br>3×320kW 450V 60c/s a.c. |
| 512036<br>DLAC<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **FRAUENFELS**<br><br>**Deutsche Dampfschiff-Ges. "Hansa"**<br>Bremen W. German | 5772<br>3049<br>10149 | | GL | 1953 A.G. "Weser"—Bmn<br>469' 8" 60' 6" 25 11"<br>60' 3" 39' 4"<br>F44' H73' & 24' 1 dk & S dk<br><br>rf 4" | M (4P) Ref OSD<br>4 Ho 63', 131½' comb., 47½', 57½'<br>G.653215 B.580181<br>5 Ha (39', 39½', 47½', 49½', 39½'×23')<br>16W Der 1(50) 2(15) 14(3–5) | Oil 2SA 7Cy. 700×1200 mm<br>4670bhp<br>Masch. Augsburg-Nürnberg<br>3×450kW 220V d.c. |
| 512037<br>DINC<br>9752<br>Df Esd<br>RTh | **FRAUKE**<br><br>**Paul Heinrich**<br>Peter Döhle<br>Hamburg W. German | 499<br>329<br>846 | | GL | 1956 J. J. Sietas Schiffsw.—Ham<br>192' 11" 29' 4" 10' 10"<br>29' 2½" 12' 5"<br>P43' F21' 1 dk<br>RW len 61 | M Mchy.aft<br>1 Ho 127'<br>G.33000 B.30000<br>2 Ha (each 50½'×19½')<br>3W Der 4(2) | Oil 4SA 6Cy. 320×450 mm<br>460bhp<br>Klöckner-Humboldt-Deutz<br>Directional propeller |

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| **FRAUKE**<br>Leerer Heringsfischerei G.m.b.H. W. German<br>Leer | 216<br>98<br>— | | GL | **1936** Schulte & Bruns—Emd<br>115′ 7″ 23′ 0″ 10′ 8″<br>22′ 10″ 10′ 10″<br>Q13′ 1 dk<br>R | M Fishing | Oil 4SA 6Cy. 280×450 mm<br>250bhp<br>Humboldt-Deutzmot. Köln-Deutz |
| **FRAUKE CATHARINA**<br>Georg Peterson W. German<br>Rendsburg | 499<br>305<br>1050 | | GL | **1967** Schiffsw. Hugo Peters—Wewelsfleth<br>212′ 8″ 33′ 3″ 12′ 3″<br>187′ 0″ 32′ 10″ 19′ 3″<br>P130′ F22′ 1 dk<br>RW<br>rf 4″ | M Mchy.aft<br>1 Ho 91′<br>G.63111 B.58040<br>2 Ha (each 35¼′×19½′)<br>3W Der 3(3) | Oil 4SA 8Cy. 320×450 mm<br>730bhp 33½t (d.o)<br>Atlas-Mak Masch. Kel<br>3×15kW 230/400V 50c/s a.c. |
| **FRAUKE DANZ** T.Mk<br>Karl Heinrich & Anne Marie Danz W. German<br>Hamburg | 500<br>331<br>— | | GL | **1965** Husumer Schiffswerft—Husum<br>210′ 0″ 34′ 4″ 12′ 10″<br>187′ 4″ 34′ 3″ 19′ 9″<br>F31′ 1 dk & S dk<br>RW | M ~~OSD~~ Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz Kln |
| **FRAY LUIS BELTRAN**<br>exEva Peron-55<br>Argentine Government (Yacimientos Petroliferos Fiscales) Argentine<br>Buenos Aires | *12741*<br>*7396*<br>19089 | ✠Classed LR until 7/60<br>**BURNT & SANK 5/68** | | **1952–4** Cammell Laird & Co. Ltd.—Bkn<br>566′ 1″ 71′ 2″ 31′ 2″<br>531′ 0″ 71′ 0″ 39′ 0″<br>P121′ B45′ F79′ 1 dk<br>RW | S Tanker Mchy.aft<br>27 Ta<br>L.821396 | 2 S Turb dr geared to sc. shaft<br>1935t (o.f)–42pd<br>Cammell Laird & Co. Ltd. Bkn<br>14k |
| **FRECCIA ATLANTICA**<br>exSirena-67<br>~~Aliscafi S.p.A.~~ Italian<br>Trapani<br>Società Aliscafi Sud | 127<br>~~66~~ 70<br>— | | RI | **1960** Cant. Navali L. Rodriquez—Mes<br>91′ 6″ 35′ 2″<br>78′ 4″ 20′ 0″ 11′ 8″<br>1 dk | Aluminium Alloy TM Hydrofoil | 2 Oil 4SA each 12Cy. 175×205 mm<br>2700bhp<br>Daimler-Benz A.G. Stuttgart |
| **FRECCIA D'ORO**<br>Aliscafi S.p.A. Italian<br>Messina | 131<br>77<br>— | | RI | **1959** Cant. Navali L. Rodriquez—Mes<br>91′ 6″ 20′ 0″<br>79′ 9″ 19′ 10″<br>1 dk | Aluminium Alloy TM Hydrofoil | 2 Oil 4SA each 12Cy. 175×205 mm<br>2700bhp<br>Daimler-Benz A.G. Stuttgart |
| **FRECCIA DEL MEDITERRANEO**<br>~~S.A.S. "Società Aliscafi Sud~~ Società Aliscafi Sud<br>~~Comm. A. de Filippi~~<br>Trapani Italian | 133<br>78<br>— | | RI | **1963** Cant. Navali L. Rodriquez—Mes<br>91′ 6″ 20′ 0″<br>79′ 9″ 19′ 10″<br>1 dk | Aluminium Alloy TM Hydrofoil | 2 Oil 4SA each 12Cy. 175×205 mm<br>2700bhp<br>Daimler-Benz A.G. Stuttgart |
| **FRECCIA DELLE ISOLE**<br>Soc. Navigazione Alta Velocità (S.N.A.V.)<br>Messina Italian | 134<br>79<br>62 | | RI | **1966** Cant. Navali L. Rodriquez—Mes<br>91′ 6″ 20′ 0″<br>79′ 9″ 19′ 10″<br>1 dk | Aluminium Alloy TM Hydrofoil | 2 Oil 4SA each 12Cy. 175×205 mm<br>2500bhp<br>Daimler-Benz A.G. Stuttgart |
| **FRECCIA DI MESSINA**<br>exFlecha de Oriente-63<br>Soc. Navigazione Alta Velocità (S.N.A.V.)<br>Messina Italian | 122<br>68<br>— | | AB RI | **1959** Cant. Navali L. Rodriquez—Mes<br>91′ 2″ 20′ 0″<br>79′ 5″ 19′ 10″<br>1 dk<br>R | Aluminium Alloy TM Hydrofoil<br>(110P) | 2 Oil 4SA each 12Cy. 175×205 mm<br>2700bhp (d.o)<br>Daimler-Benz A.G. Stuttgart |
| **FRECCIA DI REGGIO**<br>exFlecha del Caribe-64<br>Soc. Navigazione Alta Velocità (S.N.A.V.)<br>Messina Italian | 122<br>68<br>— | | AB RI | **1959** Cant. Navali L. Rodriquez—Mes<br>91′ 2″ 20′ 0″<br>79′ 5″ 19′ 10″<br>1 dk<br>R | Aluminium Alloy TM Hydrofoil<br>(140P) | 2 Oil 4SA each 12Cy. 175×205 mm<br>2700bhp 3t (d.o)<br>Daimler-Benz A.G. Stuttgart |
| **FRECCIAMARE**<br>exViscol-50<br>Ottavio Novella<br>Genoa Italian | 1098<br>563<br>1500 | Classed LR until 1/50 | RI | **1916–8** Craig, Taylor & Co. Ltd.—Stk<br>220′ 0″ 34′ 8″<br>210′ 0″ 34′ 6″ 16′ 6″<br>P45′ F40′ Trunk 125′ 1 dk<br>R | S Tanker Mchy.aft<br>7 Ta<br>L.49442 HeCls. BC | T 3Cy. 15″ 25″ & 40″×27″<br>700ihp 70t (o.f)–10pd<br>McKie & Baxter Gls<br>9k |
| **FRECO**<br>Rederi A/S Isafold<br>Frederikshavn Danish | 300<br>186<br>555 | | | **1967** Ørskovs Staalskibsværft—Fkn<br>157′ 11″ 28′ 5″ 9′ 10″<br>141′ 11″ 28′ 4″ 11′ 4″<br>P43′ B28′ F28′ 1 dk | M Mchy.aft<br>1 Ho 87¼′<br>G.25000 B.21750<br>2 Ha (each 35½′×16¼′)<br>2W Der 2(2) | Oil 2SA 5Cy. 230×400 mm<br>425bhp 32t (d.o)<br>Alpha-Diesel A/S Fkn<br>3×8, 6, 6kW 220V d.c.<br>Controllable pitch propeller 10k |
| **FRED A. MANSKE**<br>exJ. S. Ashley-62<br>American S.S. Co. Inc.<br>Boland & Cornelius<br>Buffalo United States | 6993<br>5835<br>9340 | | AB | **1909** American S.B. Co.—Lorain<br>524′ 0″ 54′ 2″ 20′ 5⅞″<br>511′ 9″ 54′ 0″ 30′ 2″<br>1 dk<br>R | S Mchy.aft<br>Self-unloader<br>6 Ho<br>26 Ha (stl) (each 9′×35′) | Unaflow 5Cy. 23½″×26″<br>2500ihp NE52 (o.f)<br>Skinner Eng. Co. Erie |
| **FRED. H. BILLUPS**<br>Marine Caribbean Lines Inc.<br>Monrovia Liberian | 2887<br>1877<br>2215 | | AB | **1960** Bijker's Aannemings—Gorinchem<br>325′ 10″ 46′ 6″ 16′ 9½″<br>301′ 7″ 46′ 5″ 24′ 7″<br>1 dk<br>RW<br>rf 6″ | M Liquefied Gas Carrier Mchy.aft<br>19 Ta<br>L.90548 | Oil 4SA 10Cy. 390×680 mm<br>2100bhp 290t (d.o)–6pd<br>N.V. Werkspoor Ams<br>13k |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|
| 512050<br>KIPT<br>247215<br>Df Esd<br>Gc | **FRED HERRLING**<br><br>**United States Department of**<br>**Commerce**<br>Jacksonville United States | 7240<br>4390<br>10500 | AB | **1945** St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3 × 20kW 120V d.c. |
| 512051<br>WGMQ<br>240200<br>Df Esd<br>Gc | **FRED MORRIS**<br>exOtus exFred Morris<br>**United States Department of**<br>**Commerce**<br>New Orleans United States | 6829<br>4010<br>— | AB | **1940** Federal S.B. & D.D. Co.—Kearny<br>396·4' 60' 2" 27' 6¾"<br>395' 0" 60' 0" 37' 8"<br>2 dks & S dk<br>RW | S OSD<br>5 Ho<br>B.447000<br>5 Ha | 2 S Turb dr geared to sc. shaft<br>4400shp<br>De Laval S. Turb. Co. |
| 512052<br>KWOU<br>245242<br>Df Esd<br>Gc | **FRED MORRIS**<br>exCape Lilibeo-47<br>**United States Department of**<br>**Commerce**<br>New Orleans United States | 6688<br>4067<br>9047 | AB | **1944** Consolidated Stl Corp.—Wmg, Cal<br>417' 9" 60' 1" 27' 7¾"<br>395' 0" 60' 0" 37' 8"<br>3 dks<br>RW<br>rf 4" | S Ref CSD<br>5 Ho<br>B.455000 In.3000<br>5 Ha | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Joshua Hendy Irn Wks |
| 650231<br>FNOC<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **FRED SCAMARONI**<br><br>**Cie. Générale**<br>**Transatlantique**<br>Marseilles French | 6743<br>3627<br>1043 | BV | **1966** Soc. des For. de la Méditerranée<br>—La Seyne<br>377' 3" 58' 6" 15' 8"<br>347' 1" 58' 5" 21' 8"<br>3 dks<br>rf 23½" | TM (1420P) | 4 Oil 4SA each 8Cy.<br>geared to 2 sc. shafts<br>14880bhp Pielstick<br>Ch. de l'Atlantique<br>4 × 650kW 380V 50c/s a.c.<br>Controllable pitch propeller<br>Directional propeller fwd |
| 642437<br>DKNQ<br><br>Df Esd<br>Gc Rdr<br>RT | **FREDENHAGEN**<br><br>**Lübeck Linie A.G.**<br>Lübeck W. German<br><br><br>For later particulars see New Entries No. 8 | 986<br>491<br>1535<br>1583<br>944<br>2424 | GL | **1964** Lübecker Flender-Werke—Lbc<br>233' 0" 42' 1" 12' 11½"/21' 0½"<br>208' 8" 42' 0" 23' 2"<br>P47' F24' 1 dk & S dk | M OSD/CSD Mchy.aft<br><br>G.110571 B.108488<br>2 Ha<br>Cr 1(5) Der 2(5–10) | Oil 4SA 8Cy. 400 × 500 mm<br>1850bhp<br>Masch. Augsburg-Nürnberg |
| 672924 | **FREDERIC B. INGRAM**<br><br>**Janfield Ltd.**<br>Hamilton British<br>For later particulars see New Entries No. 1 | 450<br>—<br>— | 100A1<br>tug<br>Class contemplated | Cochrane & Sons Ltd.—Sel<br>127' 8" 32' 9"<br>112' 0" 31' 0" 15' 6" | TM Tug | 2 Oil 4SA each 8Cy.<br><br>Ruston & Hornsby |
| 512057<br>KYPR<br>244291<br>Df Esd<br>Gc | **FREDERIC C. HOWE**<br><br>**United States Department of**<br>**Commerce**<br>Pensacola United States | 7176<br>4380<br>10750 | AB | **1943** J. A. Jones Const. Co.—<br>Panama City<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>3 dks<br>rf 6" | S<br>4 Ho<br>B.490000<br>4 Ha | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp. |
| 512058<br>KSEE<br>242637<br>Df Esd | **FREDERIC REMINGTON**<br><br>**United States Department of**<br>**Commerce**<br>San Francisco United States | 7227<br>4442<br>10500 | AB | **1943** Permanente (Shpyd No. 1)—<br>Richmond<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3 × 20kW 120V d.c. |
| 512059<br>KYUQ<br>246774<br>Df Esd<br>Gc | **FREDERIC W. GALBRAITH**<br><br>**United States Department of**<br>**Commerce**<br>Jacksonville United States | 7256<br>4455<br>10500 | AB | **1944** St. Johns River S.B. Co. Inc.—Jck<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3 × 20kW 120V d.c. |
| 671934 | **FREDERICK CARTER**<br><br>**Government of Canada**<br>**(Minister of Transport)**<br>St. John's, Nfl Canadian<br>For later particulars see New Entries No. 2 | 11000<br>—<br>5000 | 100A1<br>for restricted service<br>Class contemplated | Davie S.B. Ltd.—Lauzon<br>486' 1" 71' 2" 20' 0"<br>450' 0" 69' 0" 27' 0" | TM Train Ferry | 4 Oil 4SA each 12Cy.<br>to 2 sc. shafts<br>Crossley Bros. Ltd. |
| 512063<br>KIHE<br>247016<br>Df Esd<br>Gc | **FREDERICK E.**<br>**WILLIAMSON**<br>**United States Department of**<br>**Commerce**<br>Pensacola United States | 7261<br>4459<br>9664 | AB | **1944** J. A. Jones Const. Co.—<br>Panama City<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>3 dks<br>rf 6" | S<br>4 Ho<br>B.500000<br>4 Ha | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp. |
| 512064<br>KXYY<br>243936<br>Df Esd | **FREDERICK H. NEWELL**<br><br>**United States Department of**<br>**Commerce**<br>Houston United States | 7244<br>4396<br>10488 | AB<br>**BROKEN UP** | **1943** Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3 × 20kW 120V d.c. |

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| **FREDERICK HUGHES**<br>exBerwyn Baron–66<br>exGrouville–64<br>exErrol–58 exKestor–39<br>G. V. Blake<br>London British | 311<br>160<br>400 | ✠100A1 TD 5/68 ~~SS 5/68~~<br>✠LMC<br>MN60 EL e | **1936–9** Goole S.B. & R. Co. Ltd.—Goo<br>135′ 0″ 24′ 8″ 9′ 6½″<br>130′ 0″ 24′ 6″ 9′ 8″<br>P34′ Q47′ F15′ 1 dk<br>R 3BH<br>WB147t | M Mchy.aft<br>1 Ho 82½′ comb.<br>G.21700 B.20750<br>2 Ha (29′, 34½′×15′)<br>2W | Oil 4SA 6Cy. 280×450 mm<br>350bhp ✠NE1/38 16½t (d.o)<br>Humboldt-Deutzmot. Köln-Deutz<br>2×7 & 4kW 220V d.c. 8½k |
| **FREDERICK L. BLAIR**<br>Island Shipping Co. Ltd.<br>St. John's, Nfl Canadian | 246<br>143<br>— | | **1964** R. & L. Grandy—Fortune<br>119′ 10″ 26′ 2″ 12′ 2″<br>26′ 0″<br>1 dk | Wood M | Oil 4SA 6Cy. 7¼″×10″<br>455bhp<br>Cummins Engine Co. Columbus |
| **FREDERICK LYKES**<br>Lykes Bros. S.S. Co. Inc.<br>United States | T.Mk<br>**7189**<br>3840<br>—<br>**10723**<br>6159<br>13710 | AB | **1966** Avondale Shpyds Inc.—<br>Avondale<br>540′ 0″ 76′ 2″ —/31′ 7⅛″<br>514′ 11″ 76′ 0″ 42′ 8″<br>3 dks<br>RW<br>rf nil | S<br>6 Ho<br>G.807000 B.749000<br>8 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>12500shp 2752t (o.f)<br>De Laval Turbine Inc. Trenton<br>2×750kW |
| **FREDERICK T. EVERARD**<br>F. T. Everard & Sons Ltd.<br>London British | 2488<br>1280<br>— | ✠100A1 ~~SS 11/68~~ SS 3/68<br>✠LMC<br>MN320 EL s | **1954–9** Goole S.B. & R. Co. Ltd.—Goo<br>306′ 5″ 42′ 2″ 17′ 11½″<br>285′ 0″ 42′ 0″ 19′ 3″<br>P72′ Q103′ F26′ 1 dk<br>RW NS 4BH<br>WB972t incl. DTm309t | M Mchy.aft | Oil 2SA 6Cy. 405×650 mm<br>1600bhp<br>Newbury Diesel Co. Nby |
| **FREDERICK VICTORY**<br>United States Department of Commerce<br>Baltimore United States | 7607<br>4551<br>10584 | AB | **1944** Bethlehem-Fairfield—Bal<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2838t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. |
| **FREDERIK HENDRIK**<br>Steenkolen-Handelsvereeniging N.V.<br>Utrecht Netherland | 135<br>—<br>— | ✠100A1 ~~SS 11/68~~ SS 12/68<br>tug<br>✠LMC<br>MN130 EL (b) | **1957–5** Schps. "De Hoop"—Hxd<br>96′ 6″ 21′ 10″ 9′ 4¾″<br>88′ 3″ 20′ 10″ 11′ 1″<br>4BH<br>BK6″ WB4t | M Tug | Oil 4SA 6Cy. 330×600 mm<br>650bhp 30t (d.o)<br>N.V. Werkspoor Ams<br>Controllable pitch propeller |
| **FREDERIK ZHOLIO KYURI**<br>•<br>U.S.S.R.<br>Odessa Russian | 12285<br>6874<br>16215 | | **1961** ......................Kherson<br>557′ 6″ 71′ 6″ 31′ 11″<br>521′ 0″ 71′ 4″ 42′ 4″<br>2 dks | S<br>6 Ho 1 DT<br>G.716184<br>6 Ha (38¾′, 38¾′, 38¾′, 37¾′×30¼′) (27¼′×20¼′) (30½′×23½′)<br>Cr 12(5) | S Turb<br>13000shp (o.f)<br>19k |
| **FREDERIKSBORG**<br>Rederiet Neptun<br>C. K. Hansen<br>Copenhagen Danish | 1400<br>719<br>2150 | BV | **1965** Schps. Gebr. v. Diepen—<br>Waterhuizen<br>264′ 8″ 38′ 10″ 16′ 4¾″<br>233′ 7″ 38′ 8½″ 18′ 8″<br>1 dk<br>rf nil | M Mchy.aft<br>1 Ho 146½′<br>2 Ha (stl) (each 55¼′×20¾′)<br>Der 2(5) 2(3) | Oil 4SA 6Cy. 385×580 mm<br>1500bhp (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>3×64kW 380V 50c/s a.c. |
| **FREDRIK RAGNE**<br>exFredborg–61<br>Theodore Efstathiou & Co.<br>Piræus Greek<br>Now ANASTASSIA<br>See New Entries No. 1 | 2039<br>1001<br>3613 | ✠100A1 SS 3/65<br>Str. nav. ice<br>✠LMC<br>MN390 EL t 1¾″SQ | **1952–7** Orenstein-Koppel & Lbcr.<br>Masch.—Lbc<br>299′ 2″ 42′ 1″ 18′ 8¾″<br>290′ 1″ 42′ 0″ 27′ 6″<br>RFD52′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk len 61<br>WB667t | M OSD<br>G.175520 B.157818 | Oil 2SA 6Cy. 520×900 mm<br>1950bhp 426t<br>Masch. Augsburg-Nürnberg Aug<br>13k |
| **FREE AMERICA**<br>exMonarch of the Seas–66<br>Fargo Shipping Co.<br>Wilmington, Del United States | 8210<br>4976<br>10438 | AB | **1943** Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 2″ 27′ 7¾″<br>435′ 0″ 63′ 0″ 40′ 6″<br>B79′ 3 dks<br>RW<br>rf nil | S (7P) Ref CSD<br>5 Ho 67½′, 62½′, 47½′, 70′, 71′<br>G.584997 B.514088 In.13260<br>5 Ha (stl) (27′, 32½′, 35′, 30′, 30′×20′)<br>17W Der 2(30) 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1710t (o.f)<br>General Electric Co. Lyn<br>2×300kW 120/240V d.c. 16k |
| **FREE ENTERPRISE I**<br>exFree Enterprise–64<br>Townsend Car Ferries Ltd.<br>Dover British | 2607<br>890<br>450 | ✠100A– CS 8/66<br>English Channel service & to Hull, also between River Elbe & Brest<br>✠LMC<br>MN1388 EL (u) 1½″SQ | **1962–4** N.V. Werf "Gusto"—Sch<br>316′ 6″ 53′ 9″ 12′ 11½″<br>278′ 0″ 52′ 0″ 18′ 4″<br>B190′ 1 dk & S dk, 3rd dk clear of mchy. space<br>Coll BH to S dk 9 to 2nd dk<br>rf 6″ BK 2″ on flat keel WB199t incl. DTa89t DTsf87t | TM Ferry (2bth 848dkP) OSD | 2 Oil 4SA each 12Cy. 450×660 mm<br>6940bhp 125t (d.o)<br>J. & K. Smit's Mach. Kinderdijk<br>3×320kW 445V 50c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust propeller fwd 18k |
| **FREE ENTERPRISE II**<br>Stanhope S.S. Co. Ltd.<br>Dover British | 4122<br>1801<br>840 | ✠100A–<br>Channel service from ports in U.K. south of Oban & Harwich/River Elbe<br>✠LMC<br>MN1540 EL (y) 1¹¹⁄₁₆″SQ | **1965–5** N.V. Werf. "Gusto"—Sch<br>354′ 9″ 60′ 4″ 13′ 3½″<br>323′ 2″ 58′ 8½″ 31′ 9″<br>B128′ 1 dk & S dk, 3rd dk except in mchy. space<br>11BH<br>rf 9″ WB610t incl. DTsa96t DTsmf308t DTsf158t | TM Ferry (2bth 998dkP) OSD | 2 Oil 4SA each 12Cy. 450×660 mm<br>7700bhp MAN (d.o)<br>J. & K. Smit's Scheepw. Kinderdijk<br>3×440kW 415V 50c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust propeller fwd 19k |

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| 661146<br>GSNA<br>307718<br>Esd Pfd<br>Rdr RT | **FREE ENTERPRISE III**<br><br>**Stanhope Steamship Co. Ltd.**<br>Dover British | 4657<br>1899<br>826 | ✠100A–<br>Channel service from ports in U.K. south of Oban & Harwich/River Elbe<br>✠LMC<br>MN2308 EL (a†)1 1/16"SQ | 1966–7 N.V. Werf "Gusto"—Sch<br>385' 6" 62' 7" 13' 3½"<br>355' 10" 61' 0" 33' 7"<br>B72' 1 dk & S dk, 3rd dk except in mchy. space<br>11BH<br>rf 9" WB289t | TM Ferry (80bth 1120dk P) OSD<br>Bow & stern doors | 4 Oil 4SA (2) 12Cy. (2) 8Cy.<br>450 × 660 mm with hydraulic<br>geared to 2 sc. shafts<br>11540bhp MAN<br>J. & K. Smit's Machinefabrieken<br>3 × 580kW 415V 50c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 501044<br>5BAZ<br>321027<br>Df Esd<br>Rdr | **FREE NAVIGATOR**<br>exNewdene–65<br>exAlexandros Tsavliris–64<br>exFree Enterprise–59<br>exGranny Suzanne–58<br>exMalmesbury–55<br>exOcean Valley–49<br>**Kantara Shipping Ltd.**<br>Tsavliris (Shipping) Ltd.<br>Famagusta Cyprus | 7165<br>4300<br>10550 | ~~✠100A4~~ ~~SS 4/66~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~[illegible] 2"SQ~~<br>✠Class **WITHDRAWN** at Owners' request 12/68 | 1942–1 Todd-California S.B. Corp.—Richmond<br>441' 6" 57' 0" 26' 11"<br>416' 0" 56' 10" 37' 4"<br>2 dks 6 divisional WTBH in 'tween dks<br>RW Coll BH to U dk 6 to 2nd dk<br>WB2332t incl. DTa734t | S CSD<br>4 Ho 60¾', 72½', 32½' DT, 17½' DT, 45', 70'<br>G.513834 B.464376<br>6 Ha (33¾', 35', 15', 7½', 35', 35' × 20')<br>10W Der 1(30) 1(15) 10(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>General Mchy. Corp.<br>3 SB 220lb hs(7140) 9f<br>2 × 14kW 120V d.c. |
| 512076<br>LAUT<br><br>Df Esd<br>Gc Rdr<br>RT | **FREE STATE**<br><br>**Skibs A/S Orenor**<br>Torvald Klaveness<br>Oslo Norwegian | 19624<br>11930<br>~~29067~~<br>30140 | ✠100A1 CS 12/64<br>ore or oil carrier<br>✠LMC<br><br>MN1850 EL n†2¾"SQ | 1956–6 Fairfield S.B. & Eng. Co. Ltd.—Gls<br>639' 7" 80' 5" ~~84' 11½"~~ 35' 11½"<br>603' 6" 80' 0" 47' 0"<br>P129' B39' F69' 1 dk<br>RW 10BH<br>rf nil WB27030t | S Ore/Oil Carrier Mchy.aft<br>4 Ho 20 Ta<br>G.412150 L.986367 HeCls. BC<br>8 Ha<br>2W Der 2(5) | 2 S Turb dr geared to sc. shaft<br>9250shp<br>Fairfield S.B. & Eng. Co. Ltd.<br>2WTB 683lb Sot 832° F.<br>sg 225lb |
| 512077<br>5BAW<br>321032<br>Df Esd<br>Rdr | **FREE TRADER**<br>exFotini Tsavliris–62<br>exMandasor–61<br>exEmpire Malacca–46<br>**Kantara Shipping Ltd.**<br>Tsavliris (Shipping) Ltd.<br>Famagusta Cyprus | 7061<br>4176<br>10150 | BV<br><br>✠Classed LR until 2/66 | 1944–8 W. Gray & Co. Ltd.—Hpl<br>446' 4" 56' 3" 26' 9"<br>425' 0" 56' 0" 37' 8"<br>F40' 2 dks<br>R | S<br>6 Ho 63', 61½', 56¾', 25¾', 62', 64½'<br>G.499637 B.464176<br>6 Ha (31½', 31', 31', 13', 31', 31' × 20')<br>12W 5(10) 7(5) | T 3Cy. 24½" 39" & 70" × 48"<br>2500ihp<br>Duncan Stewart & Co. Ltd.<br>3 × 15kW 110V d.c. |
| 512078<br>5MEP<br>1515<br>Df Esd<br>Gc Pfd<br>Rdr | **FREEDOM**<br><br>**United Tanker Ltd.**<br>Monrovia Liberian | 23106<br>14157<br>36058 | <br><br>AB | 1960 Ingalls-Taiwan S.B. & D.D. Co.—Keelung<br>700' 0" 84' 2" 38' 4½"<br>675' 0" 84' 0" 49' 0"<br>P144' F83' 1 dk<br>rf nil | S Tanker Mchy.aft<br>32 Ta | 2 S Turb dr geared to sc. shaft<br>18650shp<br>Westinghouse Elec. Corp.<br>2 × 500kW 440V 60c/s a.c. |
| 512079<br>WP2622<br>262968<br>Esd<br>RTh | **FREEDOM**<br>exAggressor–60<br>**Sun King Inc.**<br>Wilmington, Del United States | 377<br>198<br>340 | | 1951 Martinolich S.B. Co.—S.Diego<br>*116·9'* 29' 0"<br>28' 10"<br>1 dk | Wood M Mchy.fwd | Oil 8Cy. 305 × 380 mm<br>800bhp •<br>General Metals Corp. (Enterprise Division)<br>3 × 100, 100, 60kW 220V |
| 540552<br>HOWO<br>3708<br>Df | **FREEDOM VENTURE**<br>exJayshree–65<br>exDemeterton–63<br>**Interocean Nav. Co. Inc.**<br>Wah Kwong & Co. (Hong Kong) Ltd.<br>Panama Panamanian | 4872<br>2930<br>—<br>6899<br>4252<br>9947 | ✠100A1 SS 12/66<br>with freeboard<br>✠LMC<br><br>MN378 EL a† | 1944–3 Burntisland S.B. Co. Ltd.—Bnt<br>436' 0" 58' 0" 25' 8½"/27' 3"<br>412' 0" 57' 7" 37' 10"<br>1 dk & S dk<br>R NS Coll BH to S dk 6 to 2nd dk<br>WB2800t incl. Tunnel tanks 428t | S OSD/CSD<br>5 Ho 65', 98', 25¾', 67', 74¾'<br><br>5 Ha (31½', 31', 13', 31', 31' × 20')<br>Der 5(5) | T 3Cy. 23½" 40¾" & 70½" × 48"<br>2100ihp<br>D. Rowan & Co. Ltd.<br>3 SB 220lb hs(7240)<br>2 × 15kW 110V d.c. |
| 516554<br>6ZMR<br>2403<br>Df Esd<br>Gc Rdr | **FREEPORT**<br>exItalsole–65<br>exFort la Traite–48<br>**Lloyd's Africa Ltd.**<br>Monrovia Liberian | 6973<br>4189<br>10363 | AB<br><br>✠Classed LR until 5/59 | 1942–12 W. Coast S.B. Ltd.—Vcr<br>441' 6" 57' 0" 27' 8¾"<br>417' 0" 56' 10" 37' 4"<br>2 dks<br>RW<br>rf 6" | M<br>5 Ho 60', 72', 49½', 45', 68', 20' DT<br>G.540444 B.497070<br>5 Ha (33¾', 35', 20', 35', 35' × 20')<br>12W Der 1(25) 1(12) | Oil 2SA 6Cy. 680 × 1200 mm<br>3600bhp NE49<br>S.A. Fiat S.G.M. |
| 512081<br>OZCE<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **FREESIA**<br><br>**Det forenede Dampskibs-Selskab A/S**<br>Odense Danish | 2683<br>1302<br>3005 | ✠100A1 SS 1/66<br>Ice Class 3<br>✠LMC<br><br>MN690 EL w | 1961–8 Frederikshavns V. & F. A/S—Fkn<br>362' 5" 51' 1" 20' 2½"<br>328' 1" 50' 10" 30' 6"<br>RFD36' 1 dk & S dk, 3rd dk fwd of mchy. space<br>Coll BH to S dk 6 to 2nd dk<br>rf 4" WB446t | M (12P) Ref OSD<br>5 Ho 39½', 48½', 50¾', 44½', 46'<br>In.160000<br>5 Ha (20', 26¾', 20½', 20', 20' × 17¼')<br>10W Der 1(15) 2(5) 8(3) | Oil 2SA 6Cy. 500 × 1100 mm<br>3450bhp B&W<br>Helsingør Skibs. & Msk.<br>AuxB 142lb<br>3 × 425, 425, 213kW 440 |
| 542395<br>GMOA<br>306475<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FREETOWN**<br><br>**Guinea Gulf Line Ltd.**<br>~~Elder Dempster Lines Ltd.~~<br>Liverpool British | 7689<br>4072<br>8115 | ✠100A1 CS 4/68<br>DTsmf & 'tween dk tanks amids—vegetable oil, latex or glycerine<br>✠LMC<br>MN1480 EL c†2¾"SQ | 1964–2 Lithgows Ltd.—P.Gl<br>465' 0" 62' 4" 25' 5½"<br>430' 2" 62' 0" 36' 0"<br>P37' B75' F48' 2 dks<br>RW NS in Nos. 2, 3, 4 & 5 'tween dks & No. 2 hold 6BH<br>rf 4" WB2624t incl. DTsmf1511t | M Ref<br>4 Ho 56½', 72', 30' DT, 30' DT, 30' DT, 30' DT, 70', 44½'<br>G.513037 B.473955 In. 3370<br>5 Ha (stl) (22½' × 18') (37½', 45', 32½', 27½' × 22')<br>16W Der 1(80) 2(30) 4(15) 2(12½) 4(7½) 6(5) | Oil 2SA 5Cy. 760 × 1550 mm<br>7400bhp Sulzer<br>Fairfield-Rowan Ltd.<br>2AuxB (1 o.f 1 m.g)<br>4 × 200kW 220V d.c. |
| 671274<br>PJKG<br>SINA68<br>Df Esd<br>RTm | **FREGATA**<br><br>**Government of the Netherlands Antilles**<br>Willemstad Netherland (Antilles) | 135<br>23<br>— | ✠100A1<br>fishing vessel<br>LMC<br><br>MN36 EL 1/16"U1 | 1967–5 Bideford Shpyd Ltd.—Bid<br>56' 0" 16' 7" 6' 9"<br>48' 5" 15' 11½" 8' 8"<br>RFD14'<br>4BH<br>BK7" | M Fishery Research Ship<br>1 Ho 9½'<br><br>3 Ha (18', 18' × 18') (4' × 3') | Oil 4SA 6Cy.<br>reduction geared<br>180bhp<br>Caterpillar Tractor Co.<br>2 × 12kW 120V |

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| **FREGATE**<br>exShamrock II-56<br>**Soc. Nouvelle des Pêcheries de la Pérriere**<br>French<br>Lorient | **392**<br>144<br>— | <br><br>BV | **1950** At. & Ch. de France—Dnk<br>*142·9'* 27′ 1″<br>26′ 11″ | M Fishing<br><br><br>4 Ha (each 3¼′×3¼′)<br>Der 1(5) 2(1) | Oil 2SA 6Cy. 360×600 mm<br>750bhp<br>Cie. de Constr. Méc. St.Denis<br>11k |
| **FREI FREI**<br>**Herederos de Constante Freire**<br>Rodrigo Freire<br>Spanish<br>~~Vgo~~ Bouzas | **820** 1046<br>— 549<br>650 | <br><br>BV | **1967** Maritima del Musel S.A.—Gjn<br>192′ 3″ 34′ 6″<br>164′ 0″ 34′ 5″ 23′ 7″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 8Cy.<br>1910bhp<br>Masch. Augsburg-Nürnberg |
| **FREIA**<br>**De Danske Statsbaner**<br>Danish<br>Kalundborg | **1464**<br>508<br>241 | ✠100A1SS 2/67 ~~Dr 12/61~~<br>Skagerak-Kattegat Great Belt & the Baltic west of Bornholm<br>Str. nav. ice<br>✠**LMC**<br>MN560 EL (r) 1$\frac{11}{16}$″ | **1936–9** Aalborg Msk. & Skbs—Abg<br>256′ 6″ 41′ 5″ 13′ 1″<br>244′ 6″ 40′ 8″ 18′ 1″<br>Prom dk&F190′ 2 dks<br>R 7BH<br>rf 4″ BK8″ WB333t incl. DTf65t a60t | TM Ferry (1000P) | 2 Oil 4SA each 8Cy. 400×750 mm<br>2800bhp 55t (d.o)<br>Burmeister & Wain Cpn<br>~~2db 85ft~~ db 85ft<br>3×170kW 220V d.c.<br>15k |
| **FREIBURG**<br>**Hamburg-Amerika Linie**<br>W. German<br>Hamburg | **3270**<br>1773<br>4984<br>**4924**<br>2839<br>6776 | <br><br>GL | **1957** Lübecker Flender-Werke—Lbc<br>390′ 3″ 53′ 3″ 22′ 5″/26′ 6″<br>358′ 3″ 53′ 2″ 33′ 3″<br>P39′ B71′ F47′ 1 dk & S dk<br>RW 12BH | M (12P) OSD/CSD<br>4 Ho 71¼′, 78′, 57½′, 50¾′<br>G.347679 B.307593<br>4 Ha (stl) (34½′, 48¼′, 36¾′, 23′×18¼′)<br>12W Der 1(60) 4(5–10) 8(3–5) | Oil 2SA 6Cy. 720×1250 mm<br>4200bhp 678t (hvf)<br>Sulzer Bros. Ltd. Win<br>3×193kW 380V 50 c/s a.c.<br>14¾k |
| **FREIBURG I. BR.**<br>**"Nordsee" Deutsche Hochseefischerei G.m.b.H.**<br>W .German<br>Bremerhaven | **2557**<br>1160<br>1590 | <br><br>GL | **1965** A.G. "Weser" Werk Seebeck—Bhn<br>287′ 9″ 46′ 0″<br>254′ 7″ 45′ 11″ 29′ 6″<br>2 dks<br>rf 13¾″ | M Stern Trawler<br>3 Ho 59′, 14¾′, 23′<br><br>4 Ha (5′, 5′, 5′×3¾′) (11½′×5½′) | 2 Oil 4SA each 8Cy. 385×580 mm geared to sc. shaft<br>3200bhp<br>Masch. Kiel G.m.b.H. Kel<br>2×175kW 230/400V 50 c/s a.c.<br>Controllable pitch propeller |
| **FREIENFELS**<br>**Partenreederei m.s. "Freienfels"**<br>**Deutsche Dampfschiff. Ges. "Hansa"**<br>Bremen<br>W. German | **5755**<br>3106<br>10149 | <br><br>GL | **1953** A.G. "Weser"—Bmn<br>469′ 7″ 60′ 6″ 25′ 11″<br>60′ 3″ 39′ 4″<br>F34′ H73′&24′ 1 dk & S dk<br>rf 4″ | M Ref OSD<br>4 Ho 63′, 131¼′ comb., 47¼′, 57¾′<br>G.660315 B.586575 In.1800<br>5 Ha (39′, 39¼′, 47¼′, 49¾′, 39¼′×23′)<br>16W Der 1(50) 2(15) 14(3–5) | Oil 2SA 7Cy. 700×1200 mm<br>4670bhp 1258t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×450kW 220V d.c.<br>13¾k |
| **FREIGHT CONSOLIDATOR**<br>**Miami Terminal Transport**<br>Panamanian | **960**<br>428<br>548 | **100A1** SS 9/66<br>non-perishable cargoes Forservice betweenCape Hatteras & Trinidad<br>**LMC**<br>MN518 EL I 1$\frac{3}{16}$″SQ | **1945** Brown S.B. Co.—Houston<br>213′ 6″ 38′ 0″ 8′ 3¼″<br>191′ 3″ 34′ 0″ 18′ 3″<br>2 dks<br>Coll BH to U dk 3 to 2nd dk<br>rf nil WB223t incl. DTa122t | TM Mchy.aft<br>1 Ho 180′<br><br>3 Ha (stl) (2½′, 2½′×2′) (20′×14′) | 2 Vee Oil 2SA each 16Cy. 8¾″×10½″<br>3200bhp (d.o)<br>General Motors Corp.<br>2×100kW 440V 60 c/s a.c. |
| **FREIGHT FORWARDER**<br>exEl Salvador Run–61<br>**Caribbean Terminal Co.**<br>Panama<br>Panamanian | **950**<br>485<br>625 | **100A1** Dr 6/61<br>non-perishable cargoes For servicebetween Cape Hatteras & Trinidad<br>**LMC**<br>MN518 EL I 1$\frac{3}{16}$″SQ<br>**LAID UP—SURVEYS OVERDUE 6/65** | **1945** Brown S.B. Co.—Houston<br>203′ 6″ 34′ 6″ 8′ 3¼″<br>198′ 0″ 34′ 0″ 18′ 3″<br>1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf nil WB290t incl. DTa122t DTf91t | TM OSD Mchy.aft<br>1 Ho 186′<br><br>3 Ha (stl) (2½′, 2½′×2′) (2½′×2½′) | 2 Vee Oil 2SA each 16Cy. 8¾″×10½″<br>3200bhp (d.o)<br>General Motors Corp. Clv<br>2×100kW 440V 60 c/s a.c. |
| **FREIGHT TRANSPORTER**<br>exHenry M. Flagler–64<br>exFlagler Odeca–64<br>exHenry M. Flagler–61<br>exColumbia Heights–47<br>exHenry M. Flagler–42<br>**Odecca Terminal Co.**<br>Panama<br>Panamanlan | **3239**<br>1177<br>2007 | <br><br>AB | **1914** W. Cramp & Sons S. & E.B. Co.—Phl<br>353′ 0″ 59′ 0″ 15′ 8″<br>337′ 3″ 57′ 0″ 22′ 0″<br>1 dk & S dk<br>R | TS Ferry (10P) OSD<br>1 Ho 320′<br><br>3 Ha (stl) (18′, 18′×10′) (6′×4′) | T 6Cy. 20″ 32½″ & 54″×36″<br>2200ihp (o.f)<br>W. Cramp & Sons S. & E.B. Co. Phl<br>3×100kW 110V d.c. |
| **FREIHEIT**<br>exJakob Pollmann–54<br>**Walter H. Bröhan**<br>Bremen<br>W. German | **425**<br>299<br>635 | <br><br>GL<br><br>len 57 | **1950** Rolandwerft G.m.b.H.—Bmn<br>*157·2′* 24′ 8″ 10′ 11″<br>24′ 6″ 11′ 10″<br>P30′ F14′ 1 dk<br>R | M Ref<br>1 Ho 111½′<br>G.22000 B.20000 In.22000<br>2 Ha (28′, 49¼′×16½′)<br>2W Der 3(2) | Oil 4SA 6Cy. 290×420 mm<br>300bhp 9t<br>Masch. Kiel A.G. Kel<br>9k |
| **FREIHEIT**<br>**Walter Kloppenburg**<br>Peter Döhle<br>Brake<br>W. German | **198**<br>113<br>321 | <br><br>GL | **1960** J. J. Sietas Schiffsw.—Ham<br>126′ 8″ 28′ 6″ 7′ 10½″<br>8′ 10″<br>1 dk | M Mchy.aft<br>1 Ho 89½′<br>G.15485 B.14201<br>1 Ha (55¾′×16′)<br>Der 1(2) | Oil 4SA 6Cy. 220×280 mm<br>230bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>Directional propeller 8k |
| **FREIHERR VOM STEIN**<br>**Hans-Rainer Numssen**<br>Johs. Thode<br>Hamburg<br>W. German | **299**<br>154<br>525 | <br><br>GL<br><br>len 53 | **1936** Schulte & Bruns—Emd<br>*140·4′* 25′ 1″ 10′ 6″<br>24′ 11″ 11′ 8″<br>P29′ F15′ 1 dk<br>R | M Mchy.aft<br>1 Ho 93½′<br>G.23940 B.23500<br>2 Ha<br>2W | Oil 4SA 6Cy. 280×450 mm<br>200bhp<br>Humboldt-Deutzmot. Köln-Deutz<br>8½k |

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| 650719<br><br><br>Df Esd<br>RT | **FREIJEIRO**<br><br>**Manuel Vásquez Paredes**<br>Huelva Spanish | 158<br>66<br>— | <br><br>BV | 1965 Ast. Luzurlaga—Pjs<br>92′ 6″ 22′ 4″<br>82′ 0″ 22′ 2″ 11′ 2″ | M Trawler<br><br><br>3 Ha (4½′×4½′) (2½′, 2½′×2½′) | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>600bhp<br>Moteurs Baudouin |
| 512094<br>EDSV<br><br>Esd | **FREIRE GESTOSO**<br><br>**José Pena Vale**<br>Vigo Spanish | 178<br>92<br>— | | 1947 Const. Nav. P. Freire—Vgo<br>*86·9′* 21′ 1″<br>... ... ... | Wood S Trawler | T 3Cy. 7½″ 12¾″ &<br><br>Const. Nav. P. Freire |
| 512095<br>EGZP<br><br>Esd RT | **FREIRE RODRIGUEZ**<br><br>**Conde, Cobo & Cobano**<br>Vigo Spanish | 189<br>73<br>— | <br><br>BV | 1950 Const. Nav. P. Freire—Vgo<br>*86·9′* 21′ 3″<br>... ... ... | Wood S Trawler<br><br><br>2 Ha | T 3Cy. 8$\frac{1}{16}$″ 13$\frac{1}{16}$″ & 22″<br>205ihp<br>Const. Nav. P. Freire |
| 512096<br>EFFV<br><br>Esd RT | **FREIRE VAZQUEZ**<br><br>**Conde, Cobo & Cobano**<br>Vigo Spanish | 189<br>73<br>— | <br><br>BV | 1948 Const. Nav. P. Freire—Vgo<br>*86·9′* 21′ 3″<br>... ... ... | Wood S Trawler<br><br><br>2 Ha | T 3Cy. 8$\frac{1}{16}$″ 13$\frac{1}{16}$″ & 22″<br>230ihp<br>Const. Nav. P. Freire |
| 512097<br>OGHF<br>1299<br>Df Esd<br>Gc Pfd<br>Rdr | **FREJ**<br>exIngga Dan–62<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish<br><br>Now **KATERINA** See New Entries No. 12 | 946<br>544<br>1365 | ✠100A1 SS 11/64<br>Str. nav. Ice<br>✠LMC<br><br>MN168 EL m 1$\frac{1}{16}$″SQ | 1956–7 A/S Svendborg Skibs.—Svb<br>218′ 6″ 33′ 1″ 15′ 3½″<br>195′ 3″ 33′ 0″ 19′ 8″<br>F30′ 2 dks<br>RW Coll BH to U dk 3 to 2nd dk<br>rf 3″ WB389t incl. DTf63t | M CSD Mchy.aft<br>1 Ho 133¾′<br>G.65593 B.59681<br><br>6W Der 6(5) | Oil 2SA 7Cy.<br>hydraulic coupling<br>840bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| 512098<br>SEFG<br>6029<br>Rdr RT | **FREJ**<br><br>**Norrlands Skogsägares**<br>**Cellulosa A/B**<br>Köpmanholmen Swedish | 212<br>—<br>— | <br><br>✠Classed LR until 12/54 | 1918–9 Ekenbergs Varv—Skm<br>*110·0′* 24′ 1″ 14′ 1″<br>23′ 11″<br>1 dk<br>R<br>BK6½″ | S Tug & Icebreaker | T 3Cy. 14″ 22$\frac{1}{16}$″ & 38″<br><br>Motala Verks Nya A/B |
| 512099<br><br>10725<br>Rdr<br>RTv | **FREJ**<br><br>**Gävle Stuveri A/B**<br>Gävle Swedish | 204<br>—<br>— | ✠100A1 SS 2/65<br>tug Baltic service<br>Ice Class 1<br>✠LMC<br>MN252 EL (c) $\frac{13}{16}$″SQ | 1960–11 A/B Gävle Varv—Gfl<br>91′ 11″ 27′ 4″ 11′ 9½″<br>80′ 5″ 26′ 3″ 15′ 9″<br>RAD6″<br>3BH<br>WB32t | M Tug & Icebreaker (75P) | Oil 2SA 6Cy. 340×570 mm<br>1260bhp<br>Nydqvist & Holm A/B<br>2×40kW 230V 50 c/s a.c.<br>Controllable pitch propeller |
| 512102<br>OZAN<br><br>Df RT | **FREM**<br><br>**August Andersen**<br>Ålborg Danish | 100<br>62<br>— | <br><br>BV | 1939 Sören Larsen—Nyköbing<br>88′ 0″ 22′ 10″ 10′ 6″<br>... ... ...<br>1 dk | Wood M | Oil 2SA 3Cy. 230×400 mm<br>NE51<br>Fredrikshavns Jernst. |
| 512103<br>PEED<br><br>Df RT | **FREMA**<br>exMeteoor–52<br>**F. de Jonge**<br>N.V. Wijnne & Barends<br>Groningen Netherland | 197<br>124<br>272 | 100A1 TD 9/68 ~~SS 7/64~~<br>Mediterranean, Black Sea<br>& Red Sea service, also<br>European & North West<br>African coasting service<br>inc. Azores<br>**LMC**<br>EL b | 1931 J. Vos & Zoon—Gro<br>116′ 0″ 20′ 8″ 9′ 0″<br>108′ 11″ 20′ 6″<br>P33′ F14′ 1 dk<br>R 3BH<br>WB26t | M Mchy.aft<br><br>G.13500 B.13000<br><br>1W Der 2(1) | Oil 2SA 3Cy. 280×350 mm<br>135bhp<br>Appingedammer Brons |
| 512104<br>VKZC<br>140239 | **FREMANTLE**<br><br>**Government of Western**<br>**Australia—(Engineer for**<br>**Harbours & Rivers,**<br>**Fremantle)**<br>Fremantle British | 345<br>179<br>— | <br><br>✠Classed LR until 7/56 | 1954–3 Mort's Dock & Eng. Co. Ltd.—Syd<br>143′ 0″ 35′ 5″<br>136′ 0″ 34′ 0″ 10′ 2″<br>Q50′ 1 dk<br>RW | M Grab Hopper Dredger Mchy.aft | Oil 2SA 5Cy.<br><br>Crossley Bros. Ltd. |
| 512105<br>GXSK<br>301127<br>Df Esd<br>Gc RT | **FREMANTLE STAR**<br><br>**Blue Star Line Ltd.**<br>London British | 8403<br>4949<br>12171 | ✠100A1 SS 1/65<br>DTsf—edible oil<br>✠LMC<br>✠Lloyd's RMC<br>MN2660 EL g†2$\frac{1}{16}$″SQ | 1960–4 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>519′ 0″ 70′ 3″ 30′ 0″<br>470′ 0″ 70′ 0″ 45′ 10″<br>F53′ 1 dk & S dk, 3rd dk except in No. 5 hold, 4th dk in Nos. 2 & 3 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ DK fwd WB2231t incl. DTs in No. 1 hold 477t | M (6P) Ref OSD<br>5 Ho 60¾′, 79′, 70′, 77½′, 67½′<br>In.331999<br>5 Ha (stl) (27½′, 35′, 27½′, 27½′, 27½′×18′)<br>Cr 5(5) 4(3) Der 2(15) 2(10) | Oil 2SA 8Cy.<br>500 mm 13300bhp<br>Harland & Wolff Ltd.<br>2AuxB 49ft<br>4×330kW 220V d.c. |
| 512107<br>VYYY<br>188397<br>Df Esd<br>Gc Rdr<br>RTh/v | **FRENCH RIVER**<br><br>**Canada Steamship Lines**<br>**Ltd.**<br>Montreal Canadian | 6637<br>3658<br>5035 | ✠100A1 Lake SS 3/66<br>Great Lakes, Gulf of St.<br>Lawrence & Newfoundland coasting service<br>✠LMC<br>MN370 EL (z) 1¾″SQ | 1961–8 Collingwood Shpyds Ltd.—Clw<br>404′ 1″ 60′ 5″ 17′ 0¾″<br>380′ 10″ 60′ 0″ 36′ 6″<br>1 dk<br>Coll BH to U dk 6 to 2nd dk<br>rf nil WB3670t incl. DTs3427t | M Mchy.aft<br>Side loader<br>1 Ho 360′<br>G.360700 B.343500 | Oil 4SA 8Cy.<br>1850bhp<br>N.V. Werkspoor<br>2×150kW 550V<br>Controllable pitch propeller |
| 512108<br>TKBE | **FRÈRES FEYDEL**<br>exPrésident Briand–51<br>**Simon Gaury and others**<br>La Rochelle French | 227<br>95<br>— | | 1932 J. Boel & Fils—Tamise<br>*109·3′* 21′ 2″<br>21′ 0″<br><br>R | M Trawler | Oil 4SA 6Cy.<br><br>Motorenf. Deutz |

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| **FRESCO**<br>Union des Remorqueurs d'Abidjan<br>Abidjan<br>Ivory Coast | 322<br>39<br>— | BV | **1957** Soc. des For. de la Méditerranée—Hav<br>118′ 1″ 27′ 1″ 12′ 2″<br>… … … | M Tug<br>1 Ha (7¾′×7¾′)<br>Der 1(1½) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| **FRESENA**<br>Partenreederei m.s. "Fresena"<br>Schulte & Bruns<br>Loga<br>W. German | 500<br>318<br>1280 | GL | **1965** Schulte & Bruns—Emd<br>227′ 8″ 36′ 7″ 11′ 8″<br>209′ 11″ 36′ 1″ 19′ 0″<br>F19′ 1 dk & S dk | M OSD Mchy.aft<br>G.93707 B.85530<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Masch. Kiel G.m.b.H. Kel<br>11k |
| **FRESENBURG**<br>Fruchtreed. Harald Schuldt & Co.<br>Hamburg<br>W. German | **2636**<br>1305<br>4264<br>3982<br>2138<br>5578 | GL | **1960** Kieler Howaldtswerke A.G.—Kel<br>356′ 1″ 48′ 8″ 20′ 8″/24′ 1¼″<br>328′ 1″ 48′ 7″ 29′ 10″<br>P21′ F35′ 1 dk & S dk<br>RW | M (4P) Ref OSD/CSD<br>4 Ho 57′, 82′, 52½′, 47¼′<br>G.263792 B.245653 In.9906<br>4 Ha (stl) (32′, 39′, 29¾′, 29¾′×20¼′)<br>10W Der 1(50) 1(25) 10(5) | Oil 2SA 5Cy. 700×1200 mm<br>3400bhp MAN 452t (hvf)<br>Kieler Howaldtswerke A.G. Kel<br>3×150kW 380V 50c/s a.c. 14k |
| **FRESHWATER**<br>British Railways Board<br>Southampton<br>British | 363<br>146<br>81 | | **1959** Ailsa S.B. Co. Ltd.—Trn<br>164′ 0″ 42′ 6″ 6′ 0″<br>145′ 0″ 30′ 0″ 10′ 0″<br>1 dk<br>RW<br>rf nil | M Ferry (620P) | 2 Oil 2SA each 8Cy. 7″×9″<br>640bhp 9t (d.o)<br>Crossley Bros. Ltd. Mch<br>2×60kW 225V d.c.<br>Directional propellers 1 fwd 1 aft 10½k |
| **FRESNEDO**<br>Launched as J.C.P.-D. 5<br>Government of Spain (Ministerio de Obras Públicas)<br>Bilbao<br>Spanish | 710<br>228<br>— | **✠100A1**<br>hopper dredger Iberian Peninsula coasting service within 25 miles off shore<br>**✠LMC**<br>**MN165** **EL i(j)1½″U2** | **1966–9** Soc. Española de Const. Nav.—Bbo<br>188′ 8″ 34′ 7″ 10′ 10½″<br>173′ 11″ 34′ 5½″ 13′ 1″<br>RAD13′ 1 dk<br>4BH<br>rf nil WB149t | M Suction Hopper Dredger Mchy.aft | Oil 4SA 6Cy. 270×500 mm with clutches & geared to sc. shaft & dredge pump<br>825bhp Werkspoor<br>Naval-Stork-Werkspoor Bbo<br>3×80kW 380V 50c/s a.c. |
| **FREUNDSCHAFT**<br>Deutsche Seereederei<br>Rostock<br>E. German | **6743**<br>3878<br>10070<br>**9643**<br>5758<br>13000 | DSRK | **1957** Warnowwerft—Warnemünde<br>516′ 6″ 65′ 9″ 27′ 6¾″/31′ 8½″<br>65′ 4″ 42′ 0″<br>2 dks & S dk<br>RW | TM Ref OSD/CSD Mchy.aft | 4 Oil 4SA each 8Cy. 470×660 mm geared to 2 sc. shafts<br>7200bhp<br>Maschb. Halberstadt Halberstadt |
| **FREUNDSCHAFT**<br>Fischkombinat Rostock<br>Rostock<br>E. German | 257<br>93<br>— | DSRK | **1951** Volkswerft Stralsund—Stralsund<br>128′ 7″ 24′ 0″ 8′ 10″<br>23′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **FREY**<br>exSeefalke–65<br>Peter Ebeling<br>~~Johs. Thode~~<br>Hamburg<br>W. German | 299<br>185<br>480 | GL | **1955** Jadewerft G.m.b.H.—Wilhelmshaven<br>156′ 2″ 28′ 0″ 8′ 9″<br>137′ 10″ 27′ 11″ 9′ 10″<br>P31′ F20′ 1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.22000 B.21000<br>1 Ha (72¾′×18′) | Oil 4SA 6Cy. 290×420 mm<br>300bhp NE58<br>Masch. Kiel A.G. Kel<br>9½k |
| **FREY**<br>Bror-Erik Rask<br>Porvoo/Borgå<br>Finnish | 151<br>81<br>250 | | **1889** Sixten Groth—Sjötorp<br>*95·6′* 22′ 4″ 9′ 6″<br>… … …<br>1 dk<br>conv lighter — | Comp M Mchy.aft | Oil |
| **FREYA** T.Mk<br>Kapt. Anton Boyksen<br>Peter Döhle<br>Brake<br>W. German | **499**<br>306<br>1171 | GL | **1962** J. J. Sietas Schiffsw.—Ham<br>228′ 4″ 35′ 7″ 12′ 5½″<br>206′ 9″ 35′ 5″ 19′ 10″<br>P37′ B28′ F30′ 1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ho 165¼′, 147¾′<br>G.88700 B.79300<br>4 Ha (each 36¼′×21′)<br>6W Der 6(3) | Oil 4SA 6Cy. 320×450 mm<br>900bhp 77¼t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| **FREYFAXI**<br>Launched as Faxi<br>Sementverksmidja Rikisins<br>Akranesi<br>Icelandic | **1041**<br>612<br>1400 | NV | **1966** Aukra Bruk A/S—Aukra<br>213′ 4″ 39′ 8″ 13′ 1½″<br>195′ 3″ 39′ 4″ 14′ 9″<br>P45′ F26′ 1 dk<br>rf 2″ | M Cement Carrier Mchy.aft<br>1 Ho 120′<br>G.63000 B.54000<br>1 Ha (stl) (120′×27¾′)<br>Cr 1(5) | Oil 4SA 8Cy. 320×450 mm<br>1150bhp 160t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×80kW 380V 50c/s a.c.<br>Controllable pitch propeller 12k |
| **FRIBORG**<br>exStavborg–65<br>exStarfighter–63<br>exTrudvang–59<br>Skips A/S Venborg<br>Frimann Skeie<br>Kopervik<br>Norwegian | **1999**<br>1162<br>3100 | NV | **1949** A/S Bergens M/V—Bgn<br>299′ 4″ 41′ 2″ 17′ 3¾″<br>279′ 11″ 41′ 0″ 19′ 11″<br>P29′ B26′ F72′ 1 dk<br>RW<br>len 60 | M Mchy.aft<br>2 Ho 83¾′, 103¼′<br>G.140570 B.132830<br>4 Ha (stl) (31′, 31′, 50′, 30′×23′)<br>1 Ha (w) (30′×23′)<br>8W Der 8(3) | Oil 4SA 8Cy. 400×580 mm<br>2300bhp NE63 200t (d o)<br>Klöckner-Humboldt-Deutz Kln<br>3×150kW 220V d.c. 11k |
| **FRIDA**<br>exFernanda–55<br>Petromar Soc.r.l.<br>Venice<br>Italian | 351<br>187<br>— | RI | **1944** S.A. Ernesto Breda—Ven<br>165′ 4″ 27′ 0″<br>154′ 10″ 26′ 11″ 9′ 2″<br>1 dk | TM Tanker<br>8 Ta | 2 Oil 4SA each 5Cy. 260×410 mm<br>200bhp<br>S.A. Ansaldo Gen |

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| 512126<br>OUSY<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **FRIDA DAN**<br><br>**J. Lauritzen**<br>Esbjerg Danish | 2676<br>1367<br>3160 | ✠100A1 SS 4/67<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN576 EL s 1 13/16"SQ | 1957-5 Werft Nobiskrug—Rendsburg<br>300' 7" 46' 1" 21' 0"<br>271' 9" 45' 11" 25' 6"<br>RFD31' 2 dks<br>NS 4BH<br>rf 4" WB657t incl. Tunnel tanks 170t | M (12P) Ref<br>2 Ho 86½' comb., 96½' comb.<br>G.151475 B.140010 In.19570<br>4 Ha (stl) (23¾', 28', 26', 26'×20')<br>Der 1(25) 8(5) | Oil 2SA 5Cy. 500×1100 mm<br>2880bhp<br>Burmeister & Wain<br>3×170kW 220V d.c. |
| 512137<br>DABO<br><br>Df Esd | **FRIDEL**<br>exFriedel-67<br>**Partenreederei m.s. "Fridel"**<br>Richard Garbers<br>Hamburg W. German | 425<br>233<br>736 | GL | 1960 J. J. Sietas Schiffsw.—Ham<br>171' 6" 29' 0" 11' 9¾"<br>151' 5" 28' 10" 12' 9"<br>P29' F17' 1 dk<br>RW | M<br>1 Ho 101¾'<br>G.32403 B.29166<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 512128<br>SXPI<br>1945<br>Df Esd<br>RTm/v | **FRIDIOTIS**<br>exIle Sainte Marie-61<br>exLyngaa-49 exTitan-47<br>**Zacharis Bros. & Co.**<br>Piræus Greek<br>Now **COSMAS** See New Entries No. 3 | 1106<br>540<br>1680 | BV | 1943 Schiffb. Unterweser—Wsm<br>*239·3'* 34' 7" 14' 9"<br>34' 5"<br>P&B154' F33' 1 dk<br>R | TM<br>3 Ho 50½', 100', 13¾'<br>G.93000 B.85000<br>4 Ha (37½', 33¾', 31¾'×18') (13'×10') | 2 Oil 4SA each 6Cy. 285×<br><br>Masch. Augsburg-Nürnberg |
| 512129<br>DGKM | **FRIDMARIWALT**<br><br>**Heinrich Eckhoff's Succrs.**<br>Hamburg W. German<br>Now **BERND-BIRGIT**<br>See New Entries No. 1 | 147<br>90<br>— | GL | 1928 H. v.d. Werf—Stadskanaal<br>*115·8'* 18' 2"<br>7' 2"<br>Q23' 1 dk<br>R len 56 | M Mchy.aft | Oil 4SA 4Cy. 215×360 mm<br>120bhp NE36<br>Deutsche Werke A.G. |
| 542712<br>TQIR<br><br>Df Esd<br>Pfd RT | **FRIDRIKA**<br><br>**Armement Prouveze and others**<br>Concarneau French | 176<br>60<br>109 | BV | 1963 Haarlemsche Schps. Maats.—Haarlem<br>100' 1" 22' 4"<br>82' 10" 22' 0" 11' 10" | M Trawler<br><br><br>2 Ha (each 3½'×4½')<br>Der 1(2) | Oil 4SA 6Cy. 260×280 mm<br>475bhp<br>Etab. Crépelle |
| 672427<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FRIDTJOF NANSEN**<br><br>~~A. I. Langfeldt & Co.~~<br>~~Kristiansand~~ ~~Norwegian~~<br>**I/S Fridtjof Nansen**<br>A. I. Langfeldt & Co.<br>Kristiansand Norwegian | ~~2850~~ 2757<br>~~1390~~ 1374<br>2900 | NV | 1967 Kristiansands M/V A/S—Krs<br>297' 1" 46' 1" 19' 4½"<br>272' 6" 45' 11" 23' 0"<br>P85' B59' F49' 1 dk<br><br>rf nil | M Liquefied Gas Carrier Mchy.aft<br>6 Ta<br>L.105944<br><br>Der 1(2) | Oil 2SA 7Cy. 360×600 mm<br>1820bhp<br>Sulzer Bros. Ltd.<br>3×232kW 440V 60c/s a.c.<br>Controllable pitch propeller |
| 503739<br>6ZSO<br>2557<br>Df Esd<br>Gc Rdr | **FRIEDA**<br>exDealmouth-66<br>exSeaway Star-62 exJanina-60<br>exEleonora Mærsk-58<br>**Aaron Maritime Co. Ltd.**<br>Monrovia Liberian | 9694 ~~9605~~<br>5809 ~~5771~~<br>14574 | ✠100A1 SS 2/69 ~~SS 8/69~~<br>✠LMC<br><br>MN1350 ~~EL g†2 1/16"SQ~~<br>EL ††2 1/16"SQ | 1949-1 Furness S.B. Co. Ltd.—Haverton Hill<br>523' 0" 68' 5" 27' 4"<br>495' 7" 67' 6" 36' 5"<br>P100' B35' F27' 1 dk<br>9BH conv tanker 60<br>WB5428t incl. Topside tanks in holds 2086t | M Mchy.aft | Oil 2SA 6Cy. 740×1400 mm<br>4850bhp<br>Burmeister & Wain<br>2AuxB 180lb |
| 512130<br>DGKO<br><br>Df Esd | **FRIEDA**<br>exKatharina-36 exAdele-35<br>exFriedrich<br>**Fritz Heinr. Pott**<br>Johs. Thode<br>Hamburg W. German | 175<br>117<br>245 | GL | 1911 C. Lühring—Brake<br>121' 4" 19' 1" 8' 3"<br>18' 11" 8' 10"<br>P15' 1 dk<br>R conv sailing ship 24 len 52 | M Mchy.aft | Oil 4SA 2Cy. 280×450 mm<br>120bhp NE38<br>Deutsche Werke A.G. |
| 512131<br>DIWX | **FRIEDA**<br><br>**Elmshorner Schiffahrt G.m.b.H.**<br>Elmshorn W. German | 156<br>96<br>200 | | 1927 D. W. Kremer Sohn—Elmshorn<br>121' 4" 21' 8" 7' 3"<br>21' 6"<br>Q11' 1 dk<br>R 1BH | M<br>1 Ho 72½'<br>B.12000 | Oil 4SA 4Cy. 215×300 mm<br>75bhp NE48<br>Motorenw. Mannheim |
| 661785<br>DAPK<br><br>Df Esd<br>Rdr<br>RTm/h/v | **FRIEDA GRAEBE**<br><br>**Günther Graebe**<br>Hamburg W. German | 499<br>335<br>1150 | GL | 1966 J. J. Sietas Schiffsw.—Ham<br>222' 10" 12' 11"<br>200' 2" 34' 5½" 20' 6"<br>P213' B21' 1 dk & S dk | M OSD Mchy.aft<br>2 Ho<br>G.86000 B.78700<br>2 Ha (stl) (39½'×21') (70¾'×25') | Oil 4SA 6Cy. 230×450 mm<br>900bhp<br>Klöckner-Humboldt-Deutz<br>3×112kW 220/380V 50c/s a.c. |
| 512136<br>DGTB<br><br>Df Esd | **FRIEDA WILCKENS**<br><br>**Wilfried Wilckens**<br>Hamburg W. German | 499<br>324<br>708 | GL | 1955 J. J. Sietas Schiffsw.—Ham<br>*181·5'* 29' 3" 10' 10"<br>29' 1" 12' 6"<br>P29' F17' 1 dk<br>RW len 64 | M Mchy.aft<br>1 Ho 98½'<br>G.41166 B.38366<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 220×400 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 527216<br>DHOT<br><br>Df Esd<br>RT | **FRIEDEL RABELER**<br>exPaula-64<br>**Heino u. Theodor Rabeler**<br>Hamburg W. German | 283<br>140<br>394 | GL | 1951 Stader Schiffsw.—Stade<br>*126·9'* 24' 7" 9' 4"<br>24' 5" 10' 4"<br>P30' F18' 1 dk<br>RW | M Mchy.aft<br><br>G.21543 B.19814<br>2 Ha | Oil 4SA 6Cy. 270×360 mm<br>250bhp<br>Klöckner-Humboldt-Deutz |
| 512138<br>DHWT<br>2293<br>Df Esd<br>Gc Rdr<br>RT | **FRIEDEN**<br><br>**Deutsche Seerederei**<br>Rostock E. German | 6744<br>3883<br>9911<br>9646<br>5763<br>12795 | DSRK | 1957 Warnowwerft—Warnemünde<br>518' 5" 65' 9" 27' 7½"/31' 8½"<br>65' 3" 42' 0"<br>2 dks & S dk<br>RW | TM Ref OSD/CSD Mchy.aft | 4 Oil 4SA each 8Cy.<br>geared to 2 sc. shafts<br>7200bhp<br>Maschb. Halberstadt |

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| **FRIEDERIKE**<br>**Kapt. Karl-August Severin**<br>W. German<br>Brake | 250<br>152<br>384 | | GL | 1962 Jadewerft G.m.b.H.—<br>Wilhelmshaven<br>138′ 8″ 24′ 10″ 8′ 0″<br>128′ 0″ 24′ 7″ 9′ 0″<br>P28′ F18′ 1 dk<br>RW | M Mchy aft<br>G.20000 B.19000<br>1 Ha (67½′ × 16½′) | Oil 4SA 6Cy. 215 × 300 mm<br>250bhp<br>Motorenw. Mannheim | Mhm<br>8k |
| **FRIEDERIKE TEN DOORNKAAT**<br>**Partenreederei m.s. "Friederike Ten Doornkaat"**<br>Bernhard Schulte<br>Hamburg<br>W. German | 1943<br>928<br>3070<br>2942<br>1800<br>4310 | | GL | 1964 P. Lindenau—Kel<br>309′ 4″ 46′ 1″ 18′ 3¼″/22′ 2½″<br>278′ 8″ 45′ 11″ 28′ 8″<br>Q183′ F36′ 1 dk & S dk<br>rf 2″ | M OSD/CSD Mchy.aft<br>2 Ho 93¾′, 96′<br>G.207714 B.194485<br>2 Ha (stl) (each 66′ × 23′)<br>8W Der 1(25) 8(3–5) | Oil 4SA 7Cy. 520 × 740 mm<br>2700bhp<br>Masch. Augsburg-Nürnberg<br>3 × 168, 168, 63kW 440V 60c/s a.c. | 300t (hvf)<br>Ham<br>14½k |
| **FRIEDJO**<br>exSilke-64 exInadi-58<br>exDicky W-55<br>exZwaantiena-53<br>**Klaus Hartlef**<br>Rendsburg<br>W. German | 160<br>74<br>205 | | BV | 1929 N.V. Scheeps. Delfzijl v/h Sander—<br>Dzl<br>101′ 8″ 19′ 10″ 7′ 4″<br>19′ 8″ 8′ 2″<br>Q33′ RFD12′ 1 dk<br>R | M Mchy.aft<br>1 Ho 59′<br>2 Ha (26¼′, 14′ × 11¾′)<br>1W Der 2(½) | Oil 4SA 3Cy. 270 × 340 mm<br>120bhp<br>Appingedammer Brons.<br>1 × 24V d.c. | 4½t (d.o)<br>Apg<br>6½k |
| **FRIEDRICH BURMESTER**<br>**Chr. Burmester K.G.**<br>Hamburg<br>W. German | 380<br>—<br>— | | | 1963 J. G. Hitzler—Lauenburg<br>219′ 11″ 29′ 7″<br>212′ 4″ 29′ 4″ 7′ 3″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 320 × 450 mm<br>Klöckner-Humboldt-Deutz | Kln |
| **FRIEDRICH BUSSE**<br>**Fischereiges. F. Busse & Co. K.G.**<br>F. Busse O.H.G.<br>Bremerhaven<br>W. German | 589<br>240<br>— | | GL | 1950 Rickmers Werft—Bhn<br>194′ 2″ 29′ 0″<br>28′ 10″ 16′ 5″<br>F28′ 1 dk | S Trawler | T 3Cy. $14\frac{3}{16}$″ $21\frac{5}{8}$″ & $35\frac{7}{16}$″ × $25\frac{5}{8}$″ & LP turb<br>875ihp<br>Ottensener Eisenwerk | Ham |
| **FRIEDRICH ENGELS**<br>**U.S.S.R.**<br>Batum<br>Russian | 8229<br>3942<br>11800 | | | 1957 ………………….Russia<br>477′ 4″ 63′ 1″ 27′ 10½″<br>62′ 11″ 34′ 2″<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19′ × 13′)<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430 × 610 mm | 12¼k |
| **FRIEDRICH ENGELS**<br>**Fischkombinat Rostock**<br>Rostock<br>E. German | 256<br>90<br>— | | DSRK | 1950 Volkswerft Stralsund—Stralsund<br>128′ 5″ 24′ 1″ 8′ 11″<br>23′ 11″<br>1 dk | M Fishing | Oil 4SA 8Cy. 240 × 360 mm<br>300bhp<br>Schwermasch. Karl Liebknecht | Mgd |
| **FRIEDRICH WOLF**<br>**Fischkombinat Rostock**<br>Rostock<br>E. German | 3000<br>1279<br>1145 | | DSRK | 1962 Mathias-Thesen-Werft—Wismar<br>281′ 10″ 44′ 5″ 17′ 4″<br>44′ 3″<br>2 dks | M Stern Trawling Factory Ship | Oil 4SA 8Cy. 470 × 660 mm<br>2000bhp<br>Masch. Halberstadt | Halberstadt |
| **FRIENDLY STAR**<br>exFirsby-52<br>**Soc. de Pêcherie Africaine**<br>Agadir<br>Moroccan | 117<br>40<br>— | Classed LR until 11/51 | | 1946 G. Hall Ltd.—Ply<br>96′ 4″ 22′ 6″ 11′ 6″<br>… … … | Wood M Fishing | Oil 2SA 4Cy. 265 × 345 mm<br>Crossley Bros. Ltd. | Mch |
| **FRIENDSHIP**<br>~~Thomas Stone (Shipping)~~<br>~~Ltd.~~ **Fostersons Co. Ltd.**<br>~~Guernsey~~<br>Georgetown, Cayman Is.<br>British | 560<br>273<br>860 | ✠100A1<br>✠LMC<br>MN130 | SS 9/66<br>EL j | 1957–9 Schps. Gebr. v. Diepen—<br>Waterhuizen<br>200′ 4″ 30′ 8″ 11′ 9¼″<br>181′ 3″ 30′ 2″ 13′ 5″<br>P54′ F29′ 1 dk<br>RW 3BH<br>rf 4″ WB271t | M Mchy.aft<br>1 Ho 120¾′<br>G.37500 B.35000<br>2 Ha (each 46′ × 16½′)<br>2W Der 2(3) | Oil 4SA 6Cy. 330 × 600 mm<br>650bhp<br>N.V. Werkspoor<br>2 × 7kW 110V d.c. | 57t (d.o)<br>Ams<br>10½k |
| **FRIER**<br>**Frierfjordens Iskasse**<br>Porsgrunn<br>Norwegian | 110<br>—<br>— | | ~~NV~~ | 1959 Fa.G. de Vries Lentsch Schpsw. "Het Fort"—Nieuwendam<br>72′ 4″ 21′ 7″ 9′ 5″<br>65′ 11″ 20′ 9½″ 13′ 3″<br>1 dk | M Tug & Icebreaker | Oil 4SA 8Cy. 320 × 450 mm<br>1200bhp NE67<br>Klöckner-Humboldt-Deutz | 17t<br>Kln<br>10k |
| **FRIERFJORD**<br>exCape Lopez-47<br>**Den Norske Amerikalinje A/S**<br>Oslo<br>Norwegian | 5243<br>3002<br>7967 | | NV | 1944 Pennsylvania Shpyds Inc.—<br>Beaumont<br>412′ 3″ 60′ 2″ 24′ 9¾″<br>390′ 6″ 59′ 11″ 28′ 5½″<br>2 dks & S dk<br>rf 4″ | M (12P) OSD<br>5 Ho 58½′, 58′, 60′, 49′, 67¾′<br>G.502340 B.440748<br>5 Ha (stl) (24¾′ × 24′) (33¾′ × 24¼′) (31½′, 18′, 36′ × 24′)<br>10W Der 1(30) 12(5) | 2 Oil 2SA each 6Cy. 545 × 735 mm with electro-magnetic couplings & sr gearing to sc. shaft<br>4150bhp<br>Nordberg Mfg Co.<br>2 × 250kW 220V d.c. | 1352t (hvf)<br>Milwaukee<br>14k |
| **FRIESENSTEIN**<br>**Norddeutscher Lloyd**<br>Bremen<br>W. German | T.Mk 7485<br>4430<br>9604<br>10481<br>6348<br>12585 | | GL | 1967 Lübecker Flender-Werke A.G.—<br>Lbc<br>531′ 6″ 74′ 2″ —/32′ 7″<br>503′ 8″ 73′ 10″ 43′ 8″<br>B142′ F66′ 2 dks & S dk | M Ref ~~OSD/CSD~~<br>7 Ho 74′, 68′, 73¼′, 76′, 71′, 63′, 31′<br>G.767721 B.702820 In.26126<br>9 Ha (stl) (29½′ × 19½′) (41½′, 49¾′ × 23′) (47′. 47′ × 19½′) (47′, 47′ × 16¼′) (14¼′ × 11¼′) (24¾′ × 19½′)<br>14W Cr 4(5) Der 1(80) 8(10) 2(5) | Oil 2SA 8Cy. 860 × 1600 mm<br>18400bhp<br>Bremer Vulkan<br>3 × 340kW 440V 60c/s a.c. | (hvf)<br>Vgk<br>21k |

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| 512153<br>DDHN<br><br>Df Esd<br>Gc Rdr | **FRIESIA**<br>~~Heinrich Klopp~~ Horzt Becker<br>~~Partenreederei Friesia~~<br>~~Heinrich Klopp~~<br>Brake W. German | 499<br>280<br>—<br>995<br>589<br>— | <br><br>GL | 1961 Heinr. Brand—Oldenburg<br>213' 3" 34' 4" 17' 1"/—<br>34' 1" 19' 10"<br>P40' 1 dk & S dk | M OSD/CSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>999bhp<br>Klöckner-Humboldt-Deutz |
| 652291<br>PEEQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **FRIESLAND**<br><br>**N.V. Bureau Wijsmuller**<br>Ymuiden Netherland | 599<br>107<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN400 EL (i) | 1965–12 Schpsw. Kramer & Booy—Kootstertille<br>158' 5" 34' 1" 13' 5"<br>143' 3" 33' 0" 17' 0"<br>F86'<br>5BH<br>rf 49" WB12t | M Tug | 2 Oil 2SA each 4Cy.<br>flexible coupling & dr gearing<br>shaft 2000bhp<br>N.V. Werkspoor<br>Controllable pitch propeller |
| 512156<br><br><br>Rdr RTv | **FRIESLAND**<br><br>**N.V. Scheepv. en Bergings Maats. G. Doeksen & Zonen**<br>Terschelling Netherland | 591<br>370<br>— | <br><br>✠Classed LR until 11/58 | 1956–6 Schpsw. P. de Vries Lentsch—Alp<br>170' 9" 30' 9"<br>159' 2" 30' 8" 11' 8"<br>F20' 1 dk<br>RW | M (1250P) | Oil 4SA 6Cy. 330×600 mm<br>650bhp<br>N.V. Werkspoor<br>3×25, 15, 15kW 220V d.c. |
| 651591<br>DNJY<br><br>Df Esd<br>Rdr<br>RTv | **FRIESLAND** T.Mk<br><br>**Partenreederei m.s. "Friesland"**<br>Peter Döhle<br>Hamburg W. German | 495<br>343<br>1371 | <br><br>GL | 1965 Schlichting-Werft—Lbc<br>226' 1" 35' 3" 12' 6"<br>207' 3" 34' 9" 19' 8"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 152½'<br>G.94400 B.83800<br>2 Ha (stl) (each 57'×19½')<br>Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>900bhp<br>Masch. Kiel G.m.b.H.<br>3×25, 25, 12½kW 220V d.c.<br>Directional propeller |
| 523966<br>OYQS<br><br>RTh | **FRIESLAND**<br>exRømø–68 exMönkeberg–64<br>exKatharina–51<br>**Lindinger Holding Co. A/S**<br>Rederiet Lindinger A/S<br>Havneby Danish<br>Now **LUDDE I** See New Entries No. 4 | 160<br>100<br>— | <br><br>GL | 1939 Howaldtswerke Ham. A.G.—Ham<br>87' 11" 20' 4" 8' 4"<br>20' 2" 9' 8"<br>Q34' 1 dk | M Ferry | Oil 4SA 6Cy 280×420 mm<br>240bhp<br>Deutsche Werke A.G. |
| 512159<br>JXSB<br><br>Df Esd<br>Rdr<br>RTm | **FRIGG**<br><br>**Ragnvald Falck A/S**<br>Botvid Ohlsson<br>Oslo Norwegian<br>Now **MIRANA**<br>See New Entries No. 1 | 1200<br>719<br>1885 | <br><br>NV | 1962 A/B Falkenbergs Varv—Falkenberg<br>251' 6" 38' 8" 15' 8¾"<br>232' 11" 38' 7" 18' 0"<br>1 dk | M Mchy.aft<br>2 Ho 82', 80'<br>2 Ha (stl) (each 58½'×21½')<br>Der 4(3) | Oil 2SA 6Cy. 340×570 mm<br>1270bhp<br>Nydqvist & Holm A/B<br>3×45kW 440V 60c/s a.c. |
| 652486<br>SGRM<br>10652<br>Df Esd<br>Pfd Rdr<br>RTm | **FRIGG** T.Mk<br><br>~~Ångefartygs A/B Kjell~~<br>~~H. Linde~~<br>~~Stockholm~~ ~~Swedish~~<br>Partrederiet för m.s. "Frigg"<br>Kenneth Eliasson<br>Skärhamn Swedish | 499<br>314<br>1112 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN240 EL n$1\frac{1}{16}$"SQ | 1965–12 Kalmar Varv—Kalmar<br>234' 5" 36' 2" 12' 2½"<br>215' 1" 36' 1" 20' 2"<br>F23' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 6" DK fwd WB530t | M ~~OSD~~ Mchy.aft<br>1 Ho 150½'<br>G.101140 B.88810<br>2 Ha (stl) (40', 54'×19½')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450<br>gearing<br>1200bhp<br>Masch. Kiel G.m.b.H.<br>2×75kW 230V d.c.<br>Controllable pitch propeller |
| 541119<br>DNEA<br><br>Df Esd<br>Gc Rdr<br>RT | **FRIGGA**<br><br>**Seereederei "Frigga" A.G.**<br>Hamburg W. German | ~~26044~~ 25431<br>~~45346~~ 15025<br>38075 | <br><br>GL | 1963 Rheinstahl Nordseewerke—Emd<br>721' 2" 88' 3" 35' 0"<br>679' 10" 87' 11" 51' 2"<br>P154' F111' 1 dk | M Bulk Carrier Mchy.aft<br><br>G.1717293<br>9 Ha | Oil 2SA 9Cy. 760×1400 mm<br>10300bhp<br>Masch. Augsburg-Nürnberg |
| 672089<br>OVOM<br><br>Df Esd<br>Rdr<br>RTm/v | **FRIGGA**<br><br>**A/S Em. Z. Svitzer's Bjergnings-Entreprise**<br>Korsør Danish | 191<br>—<br>— | <br><br>BV | 1967 A/S Svendborg Skibsv.—Svb<br>97' 4" 26' 6" 9' 10"<br>87' 4" 26' 3" 12' 4"<br>1 dk | M Salvage Ship & Icebreaker<br>1 Ho 11'<br><br>1 Ha (4'×7')<br>Cr 1(4) | Oil 4SA 8Cy. 320×450 mm<br>2300bhp<br>Klöckner-Humboldt-Deutz<br>2×100, 60kW 220/380V |
| 542396<br>SGQK<br>10447<br>Df Esd<br>Gc Rdr<br>RT | **FRIGION**<br><br>**Rederiet för m.s. "Frigion"**<br>Åke Högberg<br>Stockholm Swedish | 499<br>249<br>815 | ✠100A1 SS 7/68<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN298 EL p$1\frac{1}{16}$"SQ | 1963–12 Scheeps. "De Biesbosch"—Dordrecht<br>269' 0" 36' 7" 12' 2½"<br>236' 3" 36' 3" 21' 11"<br>Ba37' F36' 1 dk & S dk<br>Coll BH to S dk 4 to 2nd dk<br>rf 4" WB446t incl. DTf23t | M Ref OSD Mchy.aft<br><br>In.69889 | Oil 2SA 9Cy. 300×550 mm<br>1490bhp<br>N.V. Smit & Bolnes<br>3×104kW 440V d.c. |
| 512160<br>ICOG<br>120<br>Df Esd<br>Gc<br>RT | **FRIGO AFRICA**<br>exFlora Marsano–57<br>exFort Royal–51<br>**Compagnia Generale di Navigazione S.p.A.**<br>Andrea Marsano & Sons<br>Cagliari Italian | 4223 ~~3249~~<br>2424 ~~4786~~<br>2930 | ~~RI~~<br><br>✠Classed LR until 6/49<br>**BROKEN UP** | 1935–12 A/B Götaverken—Got<br>356' 10" 48' 7" 20' 2½"<br>334' 7" 48' 3" 26' 10"<br>P22' B85' 2 dks & S dk<br>R | TM Ref OSD<br>3 Ho<br>B.187000 In.185570 | 2 Oil 4SA each 8Cy.<br>3480bhp<br>A/B Götaverken |
| 512161<br>PVHR<br><br>Df Esd | **FRIGO AMERICA**<br>exGenale–57 exSomalia–49<br>exSan Bruno–49<br>**Empresa de Nav. Alianca S.A.**<br>Rio de Janeiro Brazilian | 3538<br>2094<br>3355 | BV<br><br>✻Classed BC until 2/55 | 1920–10 Workman, Clark & Co. Ltd.—Bel<br>336' 0" 46' 4" 23' 8"<br>324' 0" 46' 0" 31' 9"<br>P37' B103' F40' 4 dks<br>R | S Ref<br><br>B.111000 In.118250 | T 3Cy. 24½", 41½" &<br><br>Workman, Clark & Co. |

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| **FRIGO ASIA**<br>exGiuba-57 exLa Perla I-49<br>exLa Perla-47<br>Empresa de **Nav. Alianca S.A.**<br>Rio de Janeiro Brazilian | **3672**<br>2189<br>3180 | ✠Classed LR until 2/55 | BV **1925-7** Cammell Laird & Co. Ltd.—Bkn<br>355′ 11″ 48′ 1″ 23′ 8½″<br>324′ 0″ 47′ 9″ 31′ 9″<br>P56′ B108′ F40′ 4 dks<br>R | S Ref<br>B.120000 In.117040 | T 3Cy. 24¾″ 41½″ & 69″×48″<br>811t (o.f)<br>Cammell Laird & Co. Ltd. Bkn<br>13k |
| **FRIGO ITALIA**<br>exAndreina Marsano-57<br>exFort de France-51<br>**Compagnia Generale di Navigazione S.p.A.**<br>Andrea Marsano & Sons<br>Cagliari Italian | **4225**<br>2500<br>2941 | ✠Classed LR until 10/41<br>**BROKEN UP** | ~~RI~~ **1935-11** Odense Staalskibs A/S—Odn<br>356′ 9″ 48′ 7″ 20′ 2″<br>334′ 7″ 48′ 6″ 34′ 9″<br>3 dks<br>R | TM Ref<br>3 Ho<br>B.187000 In.190000 | 2 Oil 4SA each 8Cy. 550×1000 mm<br>3480bhp 968t<br>Burmeister & Wain Cpn<br>15k |
| **FRIGO PRINCE**<br>Launched as Arctic Prince<br>**Sakomas A/S**<br>Einar Reiss<br>Oslo Norwegian | **299**<br>135<br>487 | | **1964** At. Duchesne & Bossière—Hav<br>189′ 0″ 30′ 6″ 10′ 8½″<br>BV 168′ 11″ 30′ 2″<br>1 dk & S dk | M Ref OSD Mchy.aft<br>4 Ho<br>2 Ha (each 20½′×11¼′)<br>Der 4(2) | Oil 4SA 12Cy. 175×180 mm<br>945bhp (d.o)<br>Soc. Alsacienne Con. Mec. Mulhouse<br>2×150kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| **FRIGOMARE**<br>**Sakomas A/S**<br>Einar Reiss<br>Oslo Norwegian | **298**<br>135<br>487 | | **1964** At. Duchesne & Bossière—Hav<br>189′ 0″ 30′ 5″ 10′ 8¾″<br>NV 168′ 11″ 30′ 4″ 18′ 6″<br>1 dk & S dk | M Ref OSD Mchy.aft<br>2 Ho<br>In.28030<br>2 Ha (each 20½′×11¼′)<br>Der 4(2) | Oil 4SA 6Cy. 300×450 mm<br>890bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×150kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| **FRIGORA**<br>Samelerederiet **Frigora**<br>Christian Haaland<br>Haugesund Norwegian | **1227**<br>564<br>1300 | | **1957** Soc. des. Ch. & At. du Rhin—Strasbourg<br>BV 243′ 5″ 33′ 7″ 15′ 1″<br>216′ 6″ 33′ 5½″ 20′ 8″<br>P&B59′ F82′ 2 dks<br>rf 4″ | M Ref CSD Mchy.aft<br>2 Ho 53′, 76¾′<br>In.60000<br>3 Ha (stl) (each 18′×9′)<br>6W Der 6(3) | Oil 4SA 8Cy. 385×580 mm<br>1450bhp 250t (d o)<br>Masch. Kiel A.G. Kel<br>4×70kW 220V d.c. 13k |
| **FRIGORIFICO GUALEGUAYCHU No. 1**<br>exFaraon exIbera<br>Frigorifico **Gualeguaychu Soc. Anon.**<br>Gualeguaychu Argentine | **442**<br>325<br>— | | **1929** D. W. Kremer Sohn—Ham<br>*191·3′* 36′ 0″<br>35′ 10″<br>1 dk<br>R | TM Ref Mchy.aft | 2 Oil 4SA each 6Cy. 200×300 mm<br>Motorenw. Mannheim Mhm |
| **FRIGRO**<br>Rederij **"Frigro"**<br>Leeuwarden Netherland | **422**<br>219<br>458 | | **1957** N.V. Schpsw. Janssen—Druten<br>167′ 0″ 26′ 6″ 9′ 6½″<br>BV 152′ 6″ 26′ 3″ 10′ 5″<br>1 dk<br>RW | M Mchy.aft<br>G.26950 B.24900<br>2 Ha (each 38′×15¾′)<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>360bhp 33t<br>Masch. Kiel A.G. Kel<br>9½k |
| **FRIHAV**<br>exTriton 18-52<br>Jacob **J. Jacobsen**<br>Haugesund Norwegian | **175**<br>88<br>250 | | **1908** L. N. D. Hilst & Co.—Rot<br>103′ 11″ 20′ 6″ 10′ 0″<br>BV 98′ 11″<br>1 dk<br>R conv tug 52 | Aux Mchy.aft<br>1 Ho<br>G.10000<br>1 Ha (39¼′×11¼′)<br>1W Der 1(4) | Oil 2SA 2Cy. 400×450 mm<br>180bhp Emade38refitted60<br>Wichmann Mtrf. Rub |
| **FRIJSENBORG CASTLE**<br>Weco Shipping **I/S**<br>Copenhagen Danish<br>Now **FRIJSENBORG** See New Entries No. 11 | ~~393~~ T.Mk<br>~~211~~ 392<br>~~1010~~ 210<br>1010 | | **1967** Frederikshavns V. & T. A/S—Fkn<br>194′ 8″ 12′ 0″<br>BV 173′ 11″ 34′ 9″ 12′ 1″<br>P33′ B12′ F17′ 1 dk & S dk<br>rf 3″ | M ~~OSD~~ Mchy.aft<br>1 Ho 120¼′ 1 TwD 129¼′<br>G.72400 B.66600<br>2 Ha (stl) (33¾′, 49½′×21′)<br>3W Der 3(3-5) | Oil 2SA 8Cy. 240×400 mm<br>680bhp 53t (d.o)<br>Alpha-Diesel A/S Fkn<br>3×50, 35, 35kW 220/380V 50c/s a.c.<br>Controllable pitch propeller 11k |
| **FRILAND**<br>exHjelmen-66 exStrandöy-57<br>exPresident Tubman-54<br>Ola H. Økland **Partrederi**<br>Haugesund Norwegian | **216**<br>114<br>270 | | **1939** G. Renck. Jr.—Ham<br>126′ 0″ 22′ 4″ 8′ 8″<br>120′ 5″ 22′ 2″<br>P27′ B27′ F16′ 1 dk<br>R | M<br>G.14000 B.13300<br>2W | Oil 2SA 3Cy. 300×360 mm<br>150bhp NE57 8t<br>A/S De Forenede Motorfb. Bgn<br>7½k |
| **FRIMA**<br>exHerm-L-66 exRudolf-60<br>**Heinrich Husen**<br>Lubeck W. German | **243**<br>128<br>330 | | **1929** Gebr. van Diepen—Waterhuizen<br>*124·3′* 19′ 10″ 8′ 1″<br>BV 9′ 1″<br>P30′ F11′ 1 dk<br>R len & deepened 52 | M<br>2 Ha (19′, 43¼′×15′)<br>Der 2(1) | Oil 4SA 6Cy. 240×360 mm<br>225bhp NE52<br>Klöckner-Humboldt-Deutz Kln<br>7½k |
| **FRIMAR**<br>Compañia **Vasco-Cantabrica de Nav. S.A.**<br>Valencia Spanish | **1661**<br>939<br>2340 | ✠**100A1**<br>Ice Class 2<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN660 EL s1$\frac{9}{16}$″SQ | **1966-12** Union Nav. de Levante—Val<br>285′ 5″ 45′ 5″ 18′ 4½″<br>257′ 6″ 45′ 3″ 26′ 7″<br>Ba64′ F29′ 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>RW NS Coll BH to S dk 5 to 2nd dk<br>rf nil WB267t incl. DTf26t | M Ref OSD Mchy.aft<br>~~In.105900~~ In.93457 | Oil 2SA 6Cy. 420×900 mm<br>3300bhp B&W<br>La Maquinista Terrestre y Mar. Bcl<br>3×200kW 380V 50c/s a.c. |
| **FRIO CARRIER**<br>I/S **"Frio Carrier"**<br>S. L. Paulsen<br>Bergen Norwegian | **499**<br>345<br>1170<br>**1189**<br>753<br>2010 | | **1967** M. Kleven M/V—Ulsteinvik<br>267′ 2″ ~~269′ 0″~~ 39′ 5″ ~~12′ 5¾″/16′ 4½″~~<br>NV 240′ 1″ 39′ 4″ 21′ 2″ 12′ 6½″/16′ 4½″<br>1 dk & S dk | M Ref OSD/CSD Mchy.aft<br>In.71300<br>3 Ha (stl) (each 24′×15′)<br>3W Der 3(3) | 2 Oil 4SA each 12Cy. 248×267 mm geared to sc. shaft<br>2500bhp 319t (d.o)<br>Mirrlees National Ltd. Stckpt<br>3×158, 158, 50kW 440V 60c/s a.c.<br>Controllable pitch propeller 16k |

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| 512172<br>5LPX<br>1132<br>Df Esd<br>Gc Rdr<br>RT | **FRISIA**<br>exUniverse Challenger-60<br>**Universe Tankships Inc.**<br>Monrovia Liberian | 51321<br>36077<br>87446 | | AB | **1957** Nat. Bulk Carriers Inc. (Kure Shpyd Div.)—Kur<br>854' 9" 125' 5" ~~48' 11"~~ 48' 7½"<br>815' 0" 125' 0" 61' 3"<br>P192' Q140' B32' F110' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>84 Ta<br>L.4140644 | HeCls. BC | 2 S Turb dr geared to sc.<br>19250shp<br>General Electric Co. |
| 538539<br>DCAI<br><br>Df Esd<br>Gc Rdr | **FRISIA**<br>exWaldemar Peter-65<br>**Christian F. Ahrenkiel**<br>~~Knud Knudsen Reederei~~<br>Hamburg W. German<br>Now **DIMITRA**<br>See New Entries No. 11 | 1490<br>743<br>2539<br>2322<br>1447<br>3519 | | GL | **1953** Rickmers Werft—Bhn<br>257' 10" 42' 0" 19' 2"/23' 1"<br>240' 5" 41' 11" 27' 9"<br>P45' Q142' F36' 1 dk & S dk<br>RW | M (7P) OSD/CSD Mchy.aft<br>2 Ho 84", 70½'<br>G.170500 B.156800<br>2 Ha (stl) (each 51'×21½')<br>Der 1(5) 8(3–5) | | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2000bhp<br>Klöckner-Humboldt-Deutz<br>2×100kW 230V d.c. |
| 512173<br>DFAO<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **FRISIA**<br><br>**Nordatlantische Hochseefischerei G.m.b.H.**<br>"Nordsee" Deutsche Hochseefischerei A.G.<br>Cuxhaven W. German | 581<br>242<br>734 | BROKEN UP | GL | **1953** A.G. "Weser" Werk Seebeck—Bhn<br>198' 1" 28' 8" 15' 0"<br>28' 6" 16' 3"<br>F28' 1 dk<br>RW<br>rf 33½" | S Trawler<br>1 Ho 52½'<br><br>4 Ha (each 4'×4') | | T 3Cy. 15" 24" &<br>with LP turb<br>A.G. "Weser" Werk<br>2×20kW 110V 50c/s a.c. |
| 512174<br>VJCL<br>315964<br>Df Esd<br>Rdr<br>RTh | **FRISIA**<br>exAlbert D.-56<br>**W. N. Cunningham**<br>Port Moresby British | 349<br>164<br>440 | ✠100A1 SS 9/68 ~~SS 4/66~~<br>✠LMC<br>MN60 | EL e | **1950–1** Hoogezand J. Bodewes—Hgz<br>155' 1" 24' 4" 9' 6"<br>139' 5" 24' 2" 9' 7"<br>P40' Q49' F18' 1 dk<br>RW 3BH<br>WB91t | M Mchy.aft<br>1 Ho 89'<br>2 Ha (each 32½'×15½')<br>Der 2(2) | | Oil 4SA 6Cy. 290×400 mm<br>300bhp<br>Motorenf. "De Industrie"<br>1×6kW 110V d.c. |
| 512176<br>DCMM | **FRISIA III**<br><br>**Akt.-Ges. Reederei Norden-Frisia**<br>Norderney W. German | 478<br>210<br>— | | GL | **1960** Jos. L. Meyer—Papenburg<br>*168·3'* 29' 0" 6' 7"<br>154' 2" 28' 10" 9' 10"<br>1 dk | TM | | 2 Oil 4SA each 6Cy.<br>870bhp<br>Klöckner-Humboldt-Deutz |
| 512177<br>DCWQ | **FRISIA IV**<br><br>**Akt.-Ges. Reederei Norden-Frisia**<br>Norderney W. German | 413<br>184<br>— | | GL | **1953** Jos. L. Meyer—Papenburg<br>*157·4'* 27' 7"<br>153' 5" 26' 7" 8' 10"<br>1 dk<br>RW | TM | | 2 Oil 4SA each 6Cy.<br>600bhp<br>Klöckner-Humboldt-Deutz |
| 651698<br>DCSB<br><br>Esd Rdr | **FRISIA V**<br><br>**Akt.-Ges. Reederei Norden-Frisia**<br>Norderney W. German | 627<br>508<br>— | | GL | **1965** Jos. L. Meyer—Papenburg<br>144' 4" 40' 7" 5' 3"<br>137' 10" 39' 4" 9' 6"<br>1 dk | TM Ferry Mchy.aft | | 2 Oil 4SA each 12Cy.<br>850bhp<br>Klöckner-Humboldt-Deutz |
| 542397<br>OYYL | **FRISK**<br>exFri-63 exCarlsö-61<br>exDrochtersen-53 exDirk<br>**Osvald H. Madsen**<br>Stubbekøbing Danish | 130<br>59<br>156 | | | **1916** A. de Jong—Vla<br>88' 6" 21' 8"<br>21' 6" 9' 10"<br>1 dk<br>R | Aux Mchy.aft | | Oil 4SA 2Cy. 280×450 mm<br>100bhp NE31<br>Humboldt-Deutzmot. |
| 512180<br>PEEV<br>12593<br>Df Esd<br>Rdr<br>RTm/h/v | **FRISO**<br><br>**Jan Klugkist**<br>Neptune Shipping<br>~~Huizum Netherland~~<br>Panama Panamanian | 500<br>314<br>750 | ✠100A1 SS 5/66<br>✠LMC<br>MN120 | EL I | **1962–7** Schps. & Rep. Gebr. Sander—Dzl<br>186' 7" 29' 7" 11' 0½"<br>166' 9" 29' 2½" 12' 2"<br>P45 F30' 1 dk<br>RW 3BH<br>rf nil WB274t | M Mchy.aft<br>1 Ho 114½'<br>G.37500 B.33625<br>1 Ha (95½'×17½')<br>Der 2(5) | | Vee Oil 2SA 8Cy.<br>600bhp<br>Appingedammer Brons<br>3×12, 12, 3kW 110V d.c. |
| 512181<br>GCSA<br>300859<br>Pfd<br>RTm | **FRISTON**<br>**Stephenson Clarke Shipping**<br>~~**Stephenson Clarke Ltd.**~~ **Ltd.**<br>London British | 948<br>431<br>1223 | ✠100A1 SS 8/67<br>oil tanker U.K. service including Channel Islands & Eire but excluding west coast of Eire & north of Clyde & Inverness, also to Continent of Europe between River Elbe & Brest<br>✠LMC<br>MN150 EL (I) 1 1/16" | | **1959–4** Henry Scarr Ltd.—Hessle<br>210' 6" 35' 1" 12' 11½"<br>200' 0" 34' 0" 14' 6"<br>P60' RFD29' Trunk 112' 1 dk<br>9BH<br>rf 6" WB201t | M Tanker Mchy.aft<br>8 Ta<br>L.52500 | HeCls. C | Oil 2SA 4Cy.<br>750bhp<br>British Polar Engines<br>wtdb 120lb<br>2×60kW 110V d.c.<br>Controllable pitch |
| 512182<br>SEMT<br>9883<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FRITHIOD**<br>oil tanker<br>**Stockholms Rederi A/B Svea**<br>Curt Högberg<br>Stockholm Swedish | 15674<br>9191<br>25900 | ✠100A1 SS 12/63<br>oil tanker<br>✠LMC<br>MN1750 EL k†2 1/16"SQ | | **1958–11** Eriksbergs M/V A/B—Got<br>605' 6" 77' 2" 32' 4½"<br>570' 9" 77' 0" 42' 9"<br>P109' B41' F72' 1 dk<br>11BH<br>rf 2" WB1861t | M Tanker Mchy.aft<br>19 Ta<br>L.930000<br>1 Ha (stl) (11'×14')<br>Der 3(5) | HeCls. B | Oil 2SA 7Cy.<br>8750bhp B&W<br>Eriksbergs M/V A/B<br>2AuxB 180lb<br>3×280, 280, 220kW |
| 640806<br>LJMS<br><br>Df Esd<br>Gc Rdr<br>RTm | **FRITO**<br><br>**Botvid Ohlsson**<br>Oslo Norwegian | 1200<br>730<br>1980 | | NV | **1964** A/B Falkenbergs Varv—Falkenberg<br>253' 8" 38' 8" 15' 8½"<br>234' 11" 38' 7" 18' 0"<br>1 dk | M Mchy.aft<br>2 Ho 80', 82'<br><br>2 Ha (stl) (58½', 60'×21½')<br>Der 4(3) | | Oil 2SA 6Cy.<br>1270bhp<br>Nydqvist & Holm A/B<br>3×45kW 440V |

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| **FRITRE**<br>Botvid Ohlsson<br>Oslo Norwegian | 2831<br>1780<br>4435 | NV | 1967 Fr. Lürssen—Vgk<br>314' 4" 45' 9" ~~20' 10"~~ 20' 11¼"<br>287' 0" 45' 7" 25' 9"<br>P62' F36' 1 dk | M Mchy.aft<br>2 Ho 92', 108'<br>G.214300 B.203891<br>2 Ha (stl) (68', 74¾'×29¼')<br>4W Der 4(5) | Oil 4SA 8Cy. 400×580 mm<br>2300bhp 240t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×85kW 440V a.c. 13k |
| **FRITZ HECKERT**<br>Freier Deutsche Gewerkschafts Bund<br>Deutsche Seereederei<br>Rostock E. German | 8120<br>3654<br>1800 | DSRK | 1961 Mathias-Thesen-Werft—Wismar<br>463' 1" 57' 8" 18' 3"<br>57' 5"<br>4 dks<br>RW | TM & GT (377P) | 6 free piston gas generators 2SA 340×904 mm & 2 gas turb dr geared<br>2900shp Pescara Turbinfabrik Dresden<br>& 2 Oil Engines 2SA each 8Cy. 480×720 mm<br>Dieselmotorenwerk Ros<br>17k |
| **FRITZ HOMANN**<br>Kämpf & Co. K.G.<br>Bremerhaven W. German | 1319<br>547<br>780 | GL | 1962 Rickmers Werft—Bhn<br>250' 11" 36' 5" 16' 4⅞"<br>222' 5" 36' 1" 23' 11"<br>2 dks<br>rf 47" | M Stern Trawler | Oil 4SA 8Cy. 400×580 mm 1800bhp also 2 Oil 300bhp driving 2 gen. connected to 2 elec. motors for secondary propulsion (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×120kW 220V d.c.<br>Controllable pitch propeller |
| **FRITZ RAABE**<br>exMaria Althoff-57<br>Fritz Raabe Reederei<br>Bremen W. German | 398<br>252<br>620 | GL | 1951 Flensburger Masch. Anst.—Fln<br>160' 11" 24' 8" 10' 9½"<br>24' 6" 12' 5"<br>P30' F15' 1 dk<br>RW len 54 | M<br>1 Ho 101¾'<br>G.28828 B.28099<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>250bhp 20t<br>Masch. Kiel A.G. Kel<br>9k |
| **FRITZ REUTER**<br>exDubreka-62<br>Deutsche Seereederei<br>Rostock E. German | 4850<br>2626<br>— | DSRK | 1947 Forg. & Ch. de la Médit.—La Seyne<br>375' 11" 52' 2" 21' 2"<br>51' 8"<br>P23' B108' F115' 3 dks | TM Ref<br>B.197327 In.197327<br>8W | 2 Oil 2SA each 8Cy. 520×900 mm<br>5200bhp MAN 619t<br>Soc. Gen. de Con. Méc. La Courneuve<br>15k |
| **FRITZ SCHINDLER**<br>exK.3<br>Oelwerke Julius Schindler G.m.b.H.<br>Hamburg W. German | 274<br>139<br>400 | | 1898 Schiffs. v. H. Koch—Lbc<br>*115·2'* 26' 5" 11' 4"<br>13' 1"<br>1 dk<br>R | Aux Tanker<br>6 Ta<br>L.14000 HeCls. C | C 2Cy. 10¼" & 18⅛"×11$\frac{13}{16}$"<br>110ihp 40t (c)–2pd<br>H. Paucksch Landsberg<br>5k |
| **FRITZ THYSSEN**<br>"Hugga" Seeschiffahrt G.m.b.H.<br>Hamburg W. German | 35492<br>22111<br>54200 | GL | 1965 Blohm & Voss A.G.—Ham<br>776' 0" 105' 3" 38' 0"<br>727' 0" 105' 0" 58' 0"<br>1 dk<br>P154' F82'<br>rf nil | M Bulk Carrier Mchy.aft<br>9 Ho 57½', 73', 45¼', 73¾', 45¼', 73¾', 45¼', 73¾', 42½'<br>G.2334923<br>9 Ha (stl) (29½', 49¼', 29½', 49¼', 29½', 49¼', 29½', 49¼', 29½'×45¼')<br>Der 2(3) | Oil 2SA 9Cy. 780×1550 mm<br>14400bhp MAN 2220t (hvf)<br>Blohm & Voss A.G. Ham<br>4×460, 460, 340, 72kW 400V 50c/s a.c.<br>15¾k |
| **FRIVOLITY**<br>F. T. Everard & Sons Ltd.<br>London British | 199<br>98<br>— | ✠100A1 SS 8/67<br>U.K., Eire & between River Elbe & Brest<br>✠LMC<br>MN45 EL c | 1963–5 Fellows & Co. Ltd.—Yar<br>109' 9" 25' 4" 9' 3¼"<br>101' 6" 25' 0" 10' 0"<br>Ba22' F10' 1 dk<br>RW 3BH<br>WB130t | M Mchy.aft<br>1 Ho 59½'<br>G.13304 B.12437<br>1 Ha (43'×17')<br>1W Der 1(1) | Oil 4SA 4Cy. 8¾"×11½" with reverse reduction gear<br>225bhp 12t<br>Lister Blackstone Mar. Ltd. Dursley<br>8k |
| **FRIXOS**<br>exEsso Den Haag-59<br>exHobkirk's Hill-46<br>Sealanes Shipping Co. S.A.<br>Monrovia Liberian | 15020<br>10157<br>23170 | AB | 1960 (Cargo section) Nederl. Dok & Schps.—Ams<br>1944 (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>586' 3" 75' 3" 33' 1⅜"<br>566' 1" 75' 0" 47' 4"<br>P83' 1 dk<br>RW conv tanker 60<br>rf 6" | T-E Mchy.aft<br>8 Ho<br>8 Ha | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor 6000shp (Sy) 2471t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg |
| **FRO**<br>A/S D/S Fro<br>August Kjerland & Co. A/S<br>Bergen Norwegian | 1198<br>853<br>2225 | NV | 1967 Schiffswerft Neptun—Ros<br>257' 10" 37' 10" 16' 7¼"<br>234' 5" 19' 4"<br>1 dk<br>rf 6" | M Mchy.aft<br>2 Ho<br>G.100000 B.93000<br>2 Ha (61', 63'×20½')<br>4 W Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1600bhp 162t<br>Atlas-Mak Masch. Kel<br>3×84, 84, 20kW 380V 50c/s a.c. 11½k |
| **FRÓDAKLETTUR**<br>Jon Gislason s/f<br>Hafnarfirdi Icelandic<br>Now DRANGEY See New Entries No. 9 | 251<br>108<br>— | NV | 1964 A/S Ankerløkken Verft—Florö<br>111' 0" 23' 8" 12' 2"<br>97' 1" 23' 7" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 8¾"×11½"<br>660bhp<br>Blackstone & Co. Ltd. Stamford |
| **FRODE JARL**<br>Det Nordenfjeldske D/S<br>Trondheim Norwegian | 499<br>349<br>1225 | NV | 1967 Brödrene Lothe A/S—Hgs<br>249' 0" 40' 3" ~~14' 0"~~ 11' 10½"<br>229' 7" 40' 2" 12' 0"<br>P138' B49' 1 dk & S dk | M Ref OSD Mchy.aft<br>2 Ho 76', 55'<br>B.110000 In.11650<br>2 Ha (stl) (25½', 19½'×13')<br>1W Cr 1(5) Der 1(20) | Oil 4SA 8Cy. 300×450 mm<br>1700bhp 146t (hvf)–6pd<br>Masch. Augsburg-Nürnberg Aug<br>2×165kW 400V 50c/s a.c.<br>Controllable pitch propeller 13k |

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| 537662<br>LAQB<br><br>Df Esd<br>Rdr RT | **FRODE VIKING**<br>exVardö–67<br><br>**Skibs A/S Ingse & Co.**<br>M. R. Forland<br>Bergen Norwegian | 935<br>468<br>1330 | <br><br>NV | 1954 Moss Værft & Dokk—Moss<br>226' 7" 34' 8" 15' 9½"<br>210' 0" 34' 6"<br>P70' F16' 1 dk & S dk<br>RW<br>rf 6" | M Ref OSD Mchy.aft<br>2 Ho<br>G.82555 B.73834 In.1560<br>3 Ha (16', 20', 16'×14')<br>6W Der 1(18) 2(4) 4(3) | Oil 4SA 7Cy. 420×<br>785bhp<br>Soc. Gén. de Const.<br><br>3×70, 22kW 220V d.c. |
| 512194<br>LCCX<br><br>Df Esd<br>Gc Pfd<br>Rdr | **FROL**<br><br>**A/S Turid**<br>Bachke & Co.<br>Trondheim Norwegian | 1948<br>1082<br>3650 | <br><br>NV | 1962 A/S Trondhjems M/V—Tdh<br>325' 6" 45' 0" 18' 9"<br>300' 3" 44' 11"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br><br>G.229980 B.214830<br><br>8W Der 1(15) 2(5) 6(3) | Oil 4SA 8Cy. 400×<br>1680bhp<br>Masch. Augsburg-Nürnberg |
| 512195<br>UKRR<br>M-16959<br>Df Esd<br>Gc Rdr | **FROLOVO**<br><br>**U.S.S.R.**<br>Odessa Russian | 1869<br>821<br>3137 | | 1957 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>309' 0" 46' 0" 18' 7"<br>284' 3" 45' 11" 26' 11"<br>1 dk & S dk | M OSD<br>3 Ho<br>G.209417<br>3 Ha (each 30'×21')<br>8W Der 8(5) | Oil 2SA 6Cy. 560×<br><br>Sulzer Bros. Ltd. |
| 512196<br><br>186549<br>RTv | **FROME**<br><br>**Port of Bristol Authority**<br>Bristol British | 542<br>236<br>680 | ✠100A1 SS 6/68 ~~SS 4/64~~<br>hopper barge<br>✠LMC<br><br>MN124 EL h | 1956–9 C. Hill & Sons Ltd.—Brs<br>175 0" 30' 4" 11' 0"<br>165' 5" 28' 3" 13' 3"<br>1 dk<br>RW 5BH<br>rf nil WB75t | TM Hopper Barge Mchy.aft | 2 Oil 2SA each 6Cy.<br>geared<br>620bhp<br>British Polar Engines Ltd.<br>2×40kW 110V d.c. |
| 680484 | **FRONTENAC**<br><br>**Canada Steamship Lines Ltd.**<br>Montreal Canadian<br>For later particulars see New Entries No. 5 | 18000<br>13500<br>26690 | 100A1<br>for restricted service<br>Class contemplated | Davie S.B. Ltd.—Lauzon<br>729' 7" 75' 3" 26' 5½"<br>709' 2" 75' 0" 39' 8" | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×<br><br>Sulzer Bros. Ltd. |
| 512197<br>WA5198<br>223078<br>Df Esd<br>Gc Rdr<br>RTm/h | **FRONTENAC**<br><br>**Cleveland-Cliffs S.S. Co.**<br>Cleveland-Cliffs Iron Co.<br>Wilmington, Del United States | 7898<br>5980<br>13857 | <br><br>AB | 1923 Gt. Lakes Eng Wks.—River Rouge<br>605' 0" 60' 2" 21' 8½"<br>588' 6" 60' 0" 32' 0"<br>1 dk<br>R<br>rf 3" | S Bulk Carrier Mchy.aft<br>4 Ho 102', 120', 120', 96'<br><br>18 Ha (stl) (each 12'×38') | 2 S Turb dr geared to sc.<br>5000shp NE54<br>De Laval S. Turb. Co.<br>1×200kW 440V a.c. |
| 512198<br>KCPG<br>247134<br>Df Esd<br>Gc | **FRONTENAC VICTORY**<br><br>**United States Department of Commerce**<br>Baltimore United States | 7643<br>4596<br>10584 | <br><br>AB | 1945 Bethlehem-Fairfield—Bal<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81 ,75'<br>G.520000 B.453000<br>5 Ha (25', 24', 36 , 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc.<br>6600shp<br>Westinghouse Elec. & Mfg<br>2×300kW 240V d.c. |
| 536848<br>SVXV<br>2837<br>Df Esd<br>Gc Rdr<br>RT | **FROSSINI**<br>exTrinidad–66<br>exCape Meredith–47<br>**Astrovalia Cia. Nav. S.A.**<br>Piræus Greek | 6815<br>3938<br>9064 | 100A1 SS 6/64<br>with freeboard<br>**LMC**<br><br>EL (a†)$2\frac{1}{16}$"SQ | 1943 Consolidated Stl Corp.—Wmg, Cal<br>417' 11" 60' 2" 27' 7½"<br>395' 9" 60' 0" 37' 9"<br>3 dks<br>RW 7BH<br>WB1657t incl. Tunnel tanks 158t | S CSD<br><br>G.505000 B.447000<br><br>14W Der 1(30) | 2 S Turb dr geared to sc.<br>4400shp<br>Westinghouse Elec. & Mfg<br>2WTB 498lb Spt 475lb |
| 637396<br>SXHH<br>1810<br>Df Esd<br>RT | **FROSSO MANOLO**<br>exEurope–66 exUrania–65<br>exChateau Lafite–61<br>**Red Star Shipping & Trading Corp.**<br>John S. Latsis<br>Piræus Greek<br>Now **NOURA** See New Entries No. 11 | 1987<br>962<br>2642 | <br><br>BV | 1949 Forg. & Ch. de la Médit.—Hav<br>292' 11" 39' 5" 19' 6"<br>... ... ...<br>1 dk | S | C 2Cy. 23½" & $35\frac{7}{16}$"×<br><br>Forg. & Ch. de la Médit. |
| 513577<br>LHLZ<br><br>Df Esd<br>Gc Pfd | **FROST**<br>exGreenland–66 exDolphin<br>**Paul Gjerde**<br>Ålesund Norwegian | 298<br>101<br>— | <br><br>✠Classed LR until 12/62<br>**BURNT 4/68** | 1944–11 Clare S.B. Co. Ltd.—Meteghan<br>140' 0" 26' 7"<br>126' 0" 26' 0" 15' 0"<br>P39' F20' | Wood M Fishing | Oil 2SA 5Cy.<br>385bhp<br>Alpha-Diesel A/S |
| 512202<br>JXLS<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FROSTA**<br><br>**A/S J. Ludwig Mowinckels Rederi**<br>Bergen Norwegian | ~~20858~~ 22485<br>~~14200~~ 13567<br>37985 | <br><br>NV | 1961 Bremer Vulkan—Vgk<br>664' 9" 89' 11" 37' 7"<br>637' 10" 89' 7" 47' 11"<br>1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>30 Ta<br>L.1677428 HeCls. BC<br><br>Der 3(7½) 1(3) | 2 S Turb dr geared to sc.<br>16000shp<br>Brown, Boveri & Cie<br>2×590kW 440V |
| 651810<br>LCDQ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FROSTFONN**<br><br>**I/S Frostfonn**<br>Sigval Bergesen<br>Stavanger Norwegian | 4183<br>1924<br>4883 | <br><br>NV | 1965 Ch. Nav de La Ciotat—La Ciotat<br>363' 8" 50' 4" 21' 10½"<br>330' 3" 50' 2" 26' 3"<br>1 dk<br><br>rf 6" | M Liquefied Gas Carrier (2P) Mchy.aft<br>6 Ta<br>L.147000<br>Der 2(5) | Oil 2SA 6Cy.<br>3450bhp B&W<br>Soc. Forg. & At.<br><br>3×320kW 440V |
| 512206<br>TKJJ<br><br>RT | **FROU FROU**<br><br>**A. Le Gall & Cie.**<br>Douarnenez French | 274<br>100<br>— | | 1960 Ch. Alfred Le Gall—Douarnenez<br>*115-0'* 26' 7"<br>... ... ... | Wood M Fishing<br><br><br>6 Ha (3'×3½') (4', 4'×4') (5'×4') (12'×9½') (2½'×2½') | Oil 4SA 4Cy.<br>400bhp<br>Etab. Duvant |

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| **FROXA**<br>**Herederos de F. Rey y Hermanos Gestoso Costas**<br>Vigo<br>Spanish | **1360**<br>660<br>— | **✠100A1**<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN400 EL I†U1 | **1967-3** Ast. Construcciones S.A.—Vgo<br>235′ 7″ 39′ 2″ 16′ 11⅛″<br>206′ 1″ 38′ 8½″ 24′ 11″<br>F40′ 2 dks<br>RW Coll BH to U dk 3 to 2nd dk<br>rf 13″ BK4″ WB354t | M Stern Trawler Ref Mchy.aft<br>In.54200 | Oil 4SA 8Cy. 390×680 mm<br>2000bhp<br>Naval-Stork-Werkspoor Cdz<br>3×288, 288, 108kW 380V 50c/s a.c. |
| **FRØYAFERJA**<br>**Fosen Trafikklag A/S**<br>Trondheim<br>Norwegian | **221**<br>112<br>— | ~~NV~~ | **1964** Skaalurens Skibs.—Rosendal<br>102′ 0″ 31′ 2″ 8′ 8¾″<br>94′ 1″ 31′ 1″ 11′ 6″<br>1 dk | M Ferry Mchy.aft | Oil 4SA 6Cy. 6¼″×8″<br>450bhp<br>Caterpillar Tractor Co. Peoria |
| **FRØYVARDEN**<br>**Albert Hammernes and others**<br>Trondheim<br>Norwegian | **203**<br>115<br>— | len 67 | **1959** A. Eidsvik Skipsbyggeri—Uskedal<br>113′ 0″ 22′ 5″<br>22′ 0″ 11′ 6″ | M Fishing Mchy.aft | Oil 2SA 4Cy. 315×380 mm<br>280bhp<br>Brødr. Brunvoll Molde |
| **FRU INGER**<br>**Fosen Trafikklag A/S**<br>Trondheim<br>Norwegian | **461**<br>225<br>— | | **1949** A/S Stord—Lervik<br>153′ 0″ 27′ 7″<br>27′ 5″<br>1 dk<br>RW | M | Oil 2SA 6Cy. 370×485 mm<br>1012bhp<br>Crossley Bros. Ltd. Mch |
| **FRUBEL AFRICA**<br>**S.A. Belgian Fruit Lines**<br>~~N.V. UBEM S.A. n.v. UBEM s.a.~~<br>Antwerp<br>Belgian | **5154**<br>2652<br>5039 | AB | **1967** J. Boel & Fils—Tamise<br>443′ 4″ 59′ 2″ 22′ 4¾″<br>406′ 10″ 59′ 0″ 37′ 5″<br>3 dks & S dk<br>rf nil | M Ref OSD<br>4 Ho 78½′, 63¼′, 63¼′, 77′<br>B.325260 In.321690<br>4 Ha (each 25¾′×17′)<br>8W Der 8(5) 1(3½) | Oil 2SA 8Cy. 700×1200 mm<br>10680bhp MAN 1800t (hvf)<br>A.C.E.C. Ght<br>4×290kW 440V 60c/s a.c. 21k |
| **FRUBEL AMERICA**<br>**Belgian Fruit Lines S.A.**<br>~~N.V. UBEM S.A. n.v. UBEM s.a.~~<br>Antwerp<br>Belgian | *5186*<br>*2717*<br>4746 | AB | **1965** J. Boel & Fils—Tamise<br>439′ 7″ 59′ 2″ 21′ 8$\frac{11}{16}$″<br>406′ 10″ 59′ 1″ 37′ 5″<br>2 dks & S dk<br>rf nil | M (2P) Ref OSD<br>4 Ho 79½′, 67½′, 67½′, 70½′<br>B.314030 In.314000<br>4 Ha (each 25¾′×17′)<br>Der 8(5) | Oil 2SA 7Cy. 700×1200 mm<br>9350bhp MAN (hvf)<br>A.C.E.C. Ght<br>4×390kW 440V 60c/s a.c. 20k |
| **FRUBEL ASIA**<br>**Belgian Fruit Lines S.A.**<br>~~N.V. UBEM~~ S.A.<br>Antwerp<br>Belgian | **5154**<br>2652<br>5039 | | **1967** J. Boel & Fils—Tamise<br>443′ 4″ 59′ 2″ 20′ 6″<br>406′ 10″ 59′ 1″ 37′ 5″<br>4 dks | M Ref<br>4 Ho 78½′, 63¼′, 63¼′, 77′<br>4 Ha (each 25¾′×17′) | Oil 2SA 8Cy. 700×1200 mm<br>10680bhp MAN<br>A.C.E.C. Ght |
| **FRUBEL EUROPA**<br>**Belgian Fruit Lines S.A.**<br>~~N.V. UBEM S.A. n.v. UBEM s.a.~~<br>Antwerp<br>Belgian | *5186*<br>*2717*<br>4746 | AB | **1965** J. Boel & Fils—Tamise<br>439′ 7″ 59′ 2″ 21′ 8$\frac{11}{16}$″<br>406′ 10″ 59′ 0½″ 35′ 5″<br>2 dks & S dk<br>rf nil | M (2P) Ref OSD<br>4 Ho 79½′, 67½′, 67½′, 70½′<br>B.314030 In.314000<br>4 Ha (each 25¾′×17′)<br>Der 8(5) | Oil 2SA 7Cy. 700×1200 mm<br>9350bhp MAN (hvf)<br>A.C.E.C. Ght<br>4×390kW 440V 60c/s a.c. 20k |
| **FRUBEL OCEANIA**<br>**Belgian Fruit Lines S.A.**<br>N.V. UBEM S.A.<br>Antwerp<br>Belgian<br>For later particulars see New Entries No. 1 | **5154**<br>2652<br>5039 | | **1967** N.V. Boelwerf S.A.—Tamise<br>443′ 4″ 59′ 2″ 20′ 6$\frac{1}{16}$″<br>406′ 10″ 59′ 1″ 37′ 5″<br>2 dks & S dk | M Ref OSD<br>4 Ho 78½′, 63¼′, 63¼′, 77′<br>4 Ha (each 25¾′×17′) | 2 Oil 2SA each 8Cy. 700×1200 mm<br>10630bhp MAN<br>A.C.E.C. Ght |
| **FRUBEL PRINSES PAOLA**<br>**Belgian Fruit Lines S.A.**<br>~~N.V. UBEM S.A. n.v. UBEM s.a.~~<br>Antwerp<br>Belgian | **5154**<br>2652<br>5039 | AB | **1967** J. Boel & Fils—Tamise<br>443′ 4″ 59′ 2″ 22′ 4¾″<br>406′ 10″ 59′ 1″ 37′ 5″<br>3 dks & S dk | M Ref OSD<br>4 Ho 78½′, 63¼′, 63¼′, 77′<br>B.325260 In.321690<br>4 Ha (each 25¾′×17′)<br>Der 8(5) 1(3½) | Oil 2SA 8Cy. 700×1200 mm<br>10680bhp MAN 1800t (hvf)<br>A.C.E.C. Ght<br>4×290kW 440V 60c/s a.c. 21k |
| **FRUCUBA**<br>exIce Bird-57<br>**Republica de Cuba**<br>Empressa Consolidada de Nav. Mambisa<br>Havana<br>Cuban | **875**<br>475<br>1100 | BV | **1956** Soc. des Ch. & At. Rhin—Strasbourg<br>212′ 0″ 32′ 11″ 14′ 9½″<br>32′ 9″<br>B&Q60′ F33′ 2 dks | M Ref CSD Mchy.aft<br>In. 40004<br>6W Der 6(2) | Oil 4SA 6Cy. 385×580 mm<br>99t<br>Masch. Kiel A.G. Kel<br>12½k |
| **FRUEN**<br>exHöegh Transporter-65<br>**Olsen Daughter A/S**<br>Oslo<br>Norwegian | **15593**<br>8203<br>22075 | NV | **1962** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk<br>584′ 2″ 74′ 10″ 31′ 1½″<br>548′ 0″ 74′ 6″ 44′ 3″<br>1 dk<br>rf 4″ | M Bulk Carrier Mchy.aft<br>4 Ho 102¾′, 96½′, 98¾′, 101′<br>G.1195432<br>4 Ha (stl) (51¾′, 46′, 46′, 55′×27½′)<br>Cr 2(8) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W (hvf)<br>Soc. Forg. & At. du Creusot Le Creusot<br>2×400kW 440V 60c/s a.c. 14½k |
| **FRUIT DE LA MER**<br>**Jean Mallet and others**<br>Etel<br>French | **147**<br>50<br>— | BV | **1963** Ch. Herbert & Heraud—Pont Lorois<br>*81·7′* 22′ 4″<br>22′ 2″ | Wood M Fishing<br>2 Ha (each 3½′×3½′)<br>Der 1(1) | Oil 4SA 12Cy. 185×200 mm<br>480bhp<br>Moteurs Baudouin Msl<br>11k |

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| 512220<br>UVPK<br>M-21238 | **FRUNZE**<br><br>**U.S.S.R.**<br>Odessa Russian | 8229<br>3942<br>11080 | | 1955 ........................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 11" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br><br>Skoda |
| 512221<br>UYSI<br>M-17039<br>Df Esd<br>Gc Rdr<br>RT | **FRYANOVO**<br><br>**U.S.S.R.**<br>Izmail Russian | 1908<br>793<br>3079 | | 1960 Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>308' 11" 46' 0" 18' 6¾"<br>284' 3" 45' 11" 26' 11"<br>1 dk & S dk | M OSD<br>3 Ho<br>G.151359<br>3 Ha (each 30'×21')<br>6W Der 6(5) | Oil 2SA 6Cy. 560×1000 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan |
| 512222<br>UOLJ<br>M-16958<br>Df Esd<br>Gc Rdr<br>RT | **FRYAZINO**<br><br>**U.S.S.R.**<br>Odessa Russian | 1869<br>821<br>3137 | | 1957 Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>309' 0" 46' 0" 18' 7"<br>284' 4" 45' 11" 26' 11"<br>1 dk & S dk | M OSD<br>3 Ho<br>G.206417<br>3 Ha (each 30'×21')<br>8W Der 8(5) | Oil 2SA 6Cy. 560×1000 mm<br><br>Sulzer Bros. Ltd. |
| 512223<br>LMMX | **FRYDENLUND**<br><br>**Saltens D/S**<br>Bodö Norwegian | 166<br>53<br>— | | 1943 ........................Gls<br>*111·0'* 25' 1"<br>... ... ... | Wood M Ferry | Oil 2SA 7Cy. 220×320 mm<br>350bhp NE54<br>Bergens M/V |
| 651457<br><br><br>Df Esd<br>Gc Rdr | **FRYDERYK CHOPIN**<br><br>**U.S.S.R.**<br>Tallinn Russian | ~~10639~~ 14368<br>~~6824~~ ~~2400~~ 7480<br>— 9796 | | 1965 Stocznia Gdanska—Gdk<br>543' 1" ~~542' 10"~~ 69' 11" ~~36' 6½"~~ 26' 6"<br>... ... ... | M Fish Factory Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>7200bhp B&W<br>H. Cegielski |
| 651844<br>DFSG<br><br>Df Esd<br>Gc Rdr<br>RTv | **FRYKEN** T.Mk<br><br>**Ahlmark Schiffahrts G.m.b.H.**<br>Knud Knudsen Reederei<br>Rendsburg W. German | 499<br>329<br>1250 | GL | 1965 Krögerwerft G.m.b.H.—Rendsburg<br>236' 5" 37' 3" 12' 2"<br>218' 7" 37' 1" 21' 4"<br>F22' 1 dk & S dk | M ~~OSD~~ Mchy.aft<br><br>G.105872 B.93351<br>2 Ha | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz |
| 512224<br>SVCF<br>1308<br>RT | **FRYNI**<br>exCarmen–55 exY 23–48<br>**Greek Tankershipping Co. Ltd.**<br>Piræus Greek | 485<br>326<br>700 | BV | 1943 Equitable Eqpt Co. Inc.—<br>Madisonville<br>*155·2'* 27' 1" 15' 0"<br>... ... ...<br>P49' F29' 1 dk<br>rf nil | M Tanker Mchy.aft<br><br>L.29782 | Oil 4SA 6Cy. 305×380 mm<br>400bhp<br>Enterprise Eng. & Fdry Co. |
| 512226 | **FU CHIANG**<br><br>**Ming Sung Shipping Co.**<br>Shanghai<br>People's Rep. of China | 866<br>347<br>650 | | 1943 ........................<br>*196·5'* 34' 6"<br>34' 4" | TM | 2 Oil 2SA each 10Cy.<br><br>Fairbanks, Morse & Co. |
| 540195<br>BNDM<br>1922<br>Df Esd<br>Rdr<br>RTm | **FU JEN**<br>exBrunsberg–65<br>exFort Saint Louis–63<br>exOregon Express–50<br>**Ta Cheng Marine Co. Ltd.**<br>Keelung China (Taiwan) | ~~4279~~ 4321<br>~~2360~~ 2536<br>4200 | GL CR (Taiwan)<br><br>✠Classed LR until 6/63 | 1945–10 Öresundsvarvet A/B—Lkr<br>376' 6" 51' 2" 23' 8½"<br>350' 0" 51' 0" 34' 0"<br>B&F236' 2 dks, platform dk in fwd holds<br>R | M (12P) Ref<br>4 Ho 63', 66½', 66', 51½'<br>In.227920<br>4 Ha (stl) (27'×11½') (27'×19')<br>(20', 20'×11½')<br>10W Der 2(5) 8(3) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp<br>Sulzer Bros. Ltd.<br>4×160kW 220V d.c. |
| 512304<br>BNFK<br>1865<br>Df Esd<br>Rdr | **FU TAI**<br>exFukuchizan Maru–64<br>exTatsuyasu Maru–57<br>**New Taiwan Marine Transportation Co. Ltd.**<br>Keelung China (Taiwan) | 2829<br>1502<br>4410 | CR (Taiwan) | 1944 Nagoya Zosen—Nga<br>321' 5" 45' 2" 21' 1"<br>305' 0" 45' 0" 25' 0"<br>P17' B75' F27' 2 dks | M<br>3 Ho<br>G.197016 B.188188<br>4 Ha (23½'×15½') (33½', 28½'×19')<br>(23½'×15½')<br>8W Der 1(10) 8(5) | Oil 4SA 6Cy.<br>1800bhp NE37<br>Ito Tekkosho<br>3×35, 35, 15kW |
| 503599<br>HPTY<br>4236<br>Df Esd<br>Gc Rdr | **FU YANG**<br>exBanshu Maru No. 36–67<br>**Cheh An Nav. Co. S.A.**<br>Panama Panamanian<br>Now **LEVEL** See New Entries No. 1 | 999<br>559<br>1811 | CR (Taiwan) | 1945 Hayashikane Zosen—Hikoshima<br>225' 7" 34' 5" 16' 11"<br>209' 11" 34' 3" 18' 0"<br>P69' F30' 1 dk<br>RW | M Fish Carrier Mchy.aft<br>3 Ho<br>B.47690 In.54115<br>3 Ha<br>4W Der 6(3) | Oil 2SA 4Cy.<br>800bhp<br>Hayashikane Zosen<br>2×50, 30kW |
| 512227<br><br>315072 | **FU YUNG SHAN**<br><br>**Shell Co. of Hong Kong Ltd.**<br>Hong Kong British | 456<br>356<br>— | ✠100A1 SS 6/68 ~~SS 4/64~~<br>oil tanker—FP above 150° F. For service between Hong Kong & Macao<br>~~LMC~~ EL (g) 1"<br>✠LMC | 1960–6 H.Kg & Whampoa Dk Co. Ltd.—<br>H.Kg<br>144' 0" 34' 8" 9' 9"<br>34' 0" 11' 6"<br>1 dk<br>5BH<br>WB258t | ~~Oil Barge~~ TM | 2 Oil 4SA each<br>500bhp<br>Klöckner-Humboldt-Deutz<br>1×5 kW 110V d.c.<br>2 Directional propellers |

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| **FUCINATORE**<br>**"ITALSIDER" Alti Forni e Acciaierie Riunite Ilva e Cornigliano S.p.A.**<br>"Sidermar" S.p.A.<br>Genoa Italian | **12790**<br>7094<br>19082 | ✠**100A1** SS 12/66<br>✠**LMC**<br>MN1460 EL i†2$\frac{7}{16}$"SQ<br>AB RI | **1959–4** Ansaldo S.p.A.—Spz<br>573' 8" 68' 11" 32' 6"<br>531' 7" 68' 7" 43' 4"<br>P105' F58' 1 dk<br>RW NS 9BH<br>rf 6" WB7429t incl. Topside tanks in holds 2550t | M Bulk Carrier Mchy.aft<br>6 Ho 59½', 59½', 60', 59½', 59½ , 59½'<br>G.869439<br>6 Ha (stl) (each 40¾'×37¾')<br>Der 2(6) 2(3) 2(1) | Oil 2SA 7Cy. 750×1320 mm<br>7300bhp Fiat 1300t (hvf)<br>Ansaldo Stab. Mecc. Gen<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×200kW 220V d.c. 14½k |
| **FUEI MARU**<br>**Shinwa Kaiun K.K.**<br>Tokyo Japanese | **35289**<br>10688<br>56684 | NK | **1965** Ishikawajima-Harima Hvy. Ind.—Tok<br>732' 5" 104' 2" 38' 10"<br>698' 10" 104' 0" 57' 9"<br>1 dk | M Ore Carrier Mchy.aft<br>4 Ho<br>G.1167084<br>4 Ha (each 105'×29¾') | Oil 2SA 6Cy. 900×1250 mm<br>15000bhp Sulzer 4167t<br>Ishikawajima-Harima Hvy Ind. Aio<br>15¾k |
| **FUEI MARU**<br>**Ube Kosan K.K.**<br>Ube Japanese | **2848**<br>1552<br>3858 | NK | **1945** Uraga Dock—Yokosuka<br>325' 6" 45' 4" 19' 10"<br>305' 0" 45' 3" 25' 0"<br>P90' F32' 1 dk<br>RW | M Cement Carrier Mchy.aft<br>6 Ho<br>G.194229 B.182179<br>10W | Oil 4SA 6Cy. 435×640 mm<br>1300bhp NE56 159t<br>Ito Tekkosho Shimizu<br>1×160kW 230V a.c. 9½k |
| **FUEL TRANSPORT**<br>exFuel Transporter–59<br>exTexaco Chief–55<br>exCyclo Chief–47<br>**Hall Corporation of Canada**<br>Montreal Canadian | **2500**<br>1422<br>3925 | ✠**100A1** Lake SS 5/65<br>oil tanker Great Lakes & Gulf of St. Lawrence service with occasional voyages to Newfoundland<br>✠**LMC**<br>EL r | **1930–5** Furness S.B. Co. Ltd.—Haverton Hill<br>*250·0'* 43' 4" 21' 9¾"<br>250' 0" 43' 0" 24' 6"<br>P63' F39' Trunk 148' 1 dk<br>R 11BH<br>WB451t incl. DTf109t | S Tanker Mchy.aft<br>10 Ta<br>L.162033 HeCls. BC | T 3Cy. 19" 33" & 54"×42"<br>1500ihp 451t (o.f)–17pd<br>N.E. Mar. Eng. Co. Ltd. Nwc<br>2 SB 200lb hs(5170) 6cf 9¾k |
| **FUENCISLA**<br>Launched as J.C.P.-D. 4<br>**Spanish Govt. (Ministerio de Obras Públicas)**<br>Bilbao Spanish | **710**<br>228<br>— | ✠**100A1**<br>hopper dredger<br>Iberian Peninsula coasting service within 25 miles off shore<br>✠**LMC**<br>MN165 EL i (j) 1½"SQ | **1966–8** Soc. Española de Const. Nav.—Bbo<br>188' 8" 34' 7" 10' 10"<br>173' 11" 34' 5½" 13' 1"<br>RAD13' 1 dk<br>4BH<br>rf nil WB147t | M Suction Hopper Dredger Mchy.aft | Oil 4SA 6Cy. 270×500 mm with clutches and geared to sc. shaft and dredge pump<br>825bhp<br>Naval-Stork-Werkspoor Bbo<br>3×80kW 380V 50c/s a.c. |
| **FUENO**<br>**Rederiet Fueno I/S**<br>Friis & Frederiksen<br>Odense Danish | **296**<br>187<br>430 | NV<br>len 66 | **1965** Ulstein M/V A/S—Ulsteinvik<br>141' 10" 24' 4" 10' 2"<br>128' 4" 24' 3" 11' 8"<br>P31' F13' 1 dk | M Mchy.aft<br>1 Ho 91¾'<br>G.21500 B.19500<br>1 Ha (75½'×14¾')<br>2W Der 2(2) | Oil 4SA 6Cy. 5½"×6½"<br>300bhp 16t (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×17kW 220V a.c. 10k |
| **FUENSANTA**<br>Launched as J.C.P.-D. 6<br>**Spanish Govt. (Ministerio de Obras Públicas)**<br>Bilbao Spanish | **710**<br>229<br>— | ✠**100A1**<br>hopper dredger<br>Iberian Peninsula coasting service within 25 miles off shore<br>✠**LMC**<br>MN165 EL i (j) 1½"U2 | **1966–11** Soc. Española de Const. Nav.—Bbo<br>188' 8" 34' 7" 10' 10½"<br>173' 11" 34' 5½" 13' 1"<br>RAD13' 1 dk<br>4BH<br>rf nil WB149t | M Suction Hopper Dredger Mchy.aft | Oil 4SA 6Cy.270×500 mm with clutches & geared to sc. shaft & dredge pump<br>825bhp Werkspoor<br>Naval-Stork-Werkspoor Cdz<br>3×80kW 380V 50c/s a.c. |
| **FUERTEVENTURA**<br>**Cia. Trasmediterranea**<br>Las Palmas Spanish | **574**<br>271<br>311 | ~~✠100A1 SS 12/64~~<br>~~shelter dk with fbd~~<br>~~✠LMC~~<br>TO BE BROKEN UP ~~EL h~~ | **1912–4** Smith's Dock Co. Ltd.—Mdb<br>167' 0" 25' 11" 10' 11"<br>160' 0" 25' 0" 18' 3"<br>1 dk & S dk (teak)<br>R 4BH<br>WB107t | S (38P) OSD<br>G.17764 B.16423<br>2 Ha (12'×10¾') (8¾'×10½')<br>2W Cr 2(2) 2(1½) | T 3Cy. 13" 22" & 36"×26"<br>500ihp 83t (o.f)<br>Smith's Dock Co. Ltd. Mdb<br>SB 180lb hs(1940) 3cf ND 10k |
| **FUERZA**<br>C. L. Hansons **Stuveri A/B**<br>Gothenburg Swedish | **103**<br>14<br>— | ✠**100A1** SS 6/66<br>tug<br>✠**LMC**<br>EL (d) | **1947–5** Öresundsvarvet A/B—Lkr<br>77' 7" 20' 7" 9' 9"<br>72' 2" 20' 4" 10' 10"<br>3BH<br>BK5⅛" WB26t incl. DTf12t | M Tug | Oil 2SA 7Cy. 250×420 mm<br>665bhp 19½t (d.o)<br>Atlas-Diesel Skm<br>1×15kW 110V d.c.<br>Controllable pitch propeller 11k |
| **FUGAKU MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | **35219**<br>12588<br>55988 | NK | **1965** Ishikawajima-Harima Hvy Ind.—Tok<br>731' 8" 104' 2" 38' 9"<br>698' 10" 104' 0" 57' 9"<br>1 dk | M Ore Carrier (2P) Mchy.aft<br>1 Ho 59¾'<br>G.1165124<br>4 Ha (stl) (each 105'×29½') | Oil 2SA 6Cy. 900×1250 mm<br>15000bhp Sulzer 4115t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>2×480kW 450V 60c/s a.c. 15k |
| **FUGO MARU**<br>Shinwa Kaiun **K.K.**<br>Tokyo Japanese | ~~24649~~ **24574**<br>~~13709~~ 13740<br>~~34433~~ 36126 | NK | **1964** Ishikawajima-Harima Hvy Ind.—Aio<br>*597·2'* 90' 8" 34' 5"<br>590' 7" 90' 6" 52' 6"<br>1 dk<br>RW | M Mchy.aft<br>5 Ho<br>G.1627166<br>5 Ha (53½', 67¾', 67¾', 67¾', 67¾'×41') | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer 1523t<br>Ishikawajima-Harima Hvy Ind. Aio<br>2×340kW 450V a.c. 14½k |
| **FUJI**<br>Mitsubishi **Shintaku Ginko K.K.**<br>Tokyo Japanese | **2801**<br>1425<br>— | NK | **1965** Mitsubishi Hvy Ind. Ltd.—Smk<br>300' 11" 43' 9" 13' 9"<br>272' 4" 43' 8" 20' 4"<br>2 dks | M Ferry Mchy.aft | Oil 2SA 7Cy. 520×900 mm<br>4900bhp MAN 189t<br>Kawasaki Dkyd Co. Ltd. Kob<br>18k |

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| 512237<br>JHQN<br>68029<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJI MARU**<br><br>**Shinwa Kaiun K.K.**<br>Tokyo Japanese | **6247**<br>3611<br>9449 | NK<br><br>✠Classed LR until 5/60 | **1952**-3 Uraga Dock Co. Ltd.—Yokosuka<br>447′ 5″ 58′ 7″ 26′ 1½″<br>420′ 0″ 58′ 5″ 32′ 10″<br>P30′ B131′ F40′ 2 dks<br>RW | M<br>5 Ho<br>G.464531 B.422436<br>5 Ha (33½′, 49½′, 26½′, 36½′, 36½′ × 21′)<br>10W Der 1(39) | Oil 2SA 7Cy. 720×1250 m<br>5000bhp Sulzer<br>Tamashima Kogyo<br>2×200kW 220V a.c. |
| 512238<br>JNHV<br>85416<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJI MARU**<br><br>**Fukoku Kaiun K.K.**<br>Tokyo Japanese | **5486**<br>3171<br>8194 | <br><br>NK | **1960** Hakodate Dock Co. Ltd.—Hak<br>409′ 5″ 57′ 7″ 24′ 6″<br>380′ 7″ 57′ 5″ 30′ 6″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.406402 B.388992<br>3 Ha (20′ × 18½′) (86′, 86′ × 23½′)<br>16W Der 1(118) 8(15) 2(10) | Oil 2SA 6Cy. 600×1050 m<br>4500bhp MAN<br>Mitsubishi Nippon Hvy Ind<br>2×160kW 445V a.c. |
| 680796<br>JDSI<br>101023<br>Df Esd<br>Gc Pfd<br>Rdr | **FUJI MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | ~~3960~~ 3914<br>—<br>3900 | <br><br>NK | **1967** Mitsui Zosen—Tmn<br>52′ 6″ 19′ 7″<br>308′ 5″ 52′ 5″ 32′ 1″<br>2 dks<br>RW | M Stern Trawling Factory Ship<br>Mchy.aft | Oil 2SA 9Cy. 420×700 m<br>4400bhp B&W<br>Mitsui Zosen |
| 512240<br>JMLD<br>80398<br>Df Esd<br>Gc Rdr | **FUJI MARU**<br><br>**Yukiteru Kaiun K.K.**<br>Japanese | **1997**<br>1261<br>2806 | <br><br>NK | **1958** Shioyama Dkyd Co. Ltd.—Osa<br>*252·6′* 40′ 2″ 18′ 6″<br>249′ 4″ 40′ 1″ 19′ 8″<br>P190′ Q47′ B16′ F30′ 1 dk<br>RW | M Mchy.aft<br>2 Ho 57′, 108½′<br>G.148006 B.128613<br>2 Ha (40½′, 83½′ × 20½′)<br>8W Der 1(40) 4(15) 2(10) | Oil 4SA 6Cy. 430×540 m<br>1400bhp<br>Niigata Eng. Co. Ltd<br>2×50kW 220V d.c. |
| 672560<br>JKZT<br>102016<br>Df Esd<br>Gc Rdr<br>RT | **FUJI MARU**<br><br>**Fukada Salvage K.K.**<br>Osaka Japanese | **983**<br>320<br>— | <br><br>NK | **1967** Ishikawajima Ship & Chemical Co. —Tok<br>244′ 8″ 44′ 9″<br>224′ 0″ 44′ 8″ 21′ 2″<br>1 dk | M Tug | Oil 4SA 10Cy. 400×460 m<br>4400bhp Pielstick<br>Ishikawajima-Harima Hvy Ind |
| 660700<br>JL2437<br>97597<br>Rdr RT | **FUJI MARU**<br><br>**Ehime Kaiun K.K.**<br>Imabari Japanese | **861**<br>504<br>1559 | | **1966** Imabari Zosen—Imabari<br>209′ 9″ 31′ 7″ 15′ 9″<br>190′ 3″ 31′ 6″ 16′ 9″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 380×550 m<br>1200bhp<br>Makita Tekkosho |
| 512241<br>JRCY<br>60543<br>RT | **FUJI MARU**<br><br>**Kyushu Shosen K.K.**<br>Nagasaki Japanese | **596**<br>271<br>— | | **1948** Fujinagata Zosensho—Osa<br>*172·6′* 27′ 6″<br>27′ 4″<br>2 dks<br>RW | M | Oil 4SA 8Cy. 370×500 m<br>850bhp<br>Mitsubishi Jukogyo |
| 512242<br>JQOT<br>75328 | **FUJI MARU**<br><br>**Ehime Kaiun K.K.**<br>Imabari Japanese | **464**<br>255<br>— | | **1956** Imabari Zosen—Imabari<br>178′ 2″ 26′ 5″ 11′ 0″<br>26′ 3″ 13′ 1″<br>1 dk<br>len 56 | M Mchy.aft<br><br><br>1 Ha (61′ × 15½′) | Oil 4SA 6Cy. 320×460 m<br>450bhp<br>Nippon Hatsudoki |
| 512244<br>JPRQ<br>81769 | **FUJI MARU**<br><br>**Fuji Shoji K.K.**<br>Numakuma Japanese | **352**<br>194<br>500 | | **1958** Kansai Zosen—Osa<br>140′ 2″ 24′ 4″ 11′ 4″<br>127′ 11″ 24′ 3″ 12′ 2″<br>1 dk | M Mchy.aft<br><br><br>1 Ha (62½′ × 16½′) | Oil 4SA 6Cy. 265×400 m<br>320bhp<br>Nippon Hatsudoki |
| 512245<br>8JOH<br>89430 | **FUJI MARU**<br><br>**Yamazaki Kisen K.K.**<br>Osaka Japanese | **342**<br>189<br>— | | **1961** Hirata Zosen—Kochi<br>*132·7′* 23′ 10″ 10′ 4″<br>23′ 8″<br>1 dk<br>RW len 64 | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 m<br>450bhp<br>Fuji Seisakusho |
| 512243<br>8KFC<br>90517<br>Df Esd<br>Gc Pfd<br>Rdr | **FUJI MARU**<br><br>**Shizuoka Prefectural Office**<br>Shizuoka Japanese | **331**<br>111<br>— | | **1962** Miho Zosensho—Shimizu<br>*126·3′* 23′ 6″ 10′ 5½″<br>124′ 7″ 23′ 4″ 11′ 10″<br>1 dk<br>RW | D-E Fishing Mchy.aft | 2 Oil 4SA each 5Cy.<br>connected to 2 elec.<br>shaft<br>MAN<br>Kawasaki Dkyd Co. Ltd |
| 512248<br>JPLF<br>81316 | **FUJI MARU**<br><br>**Fuji Kaiso K.K.**<br>Kagoshima Japanese<br>Now **EJJO MARU** See New Entries No. 3 | **265**<br>144<br>275 | | **1958** Ujina Zosensho—Hma<br>123′ 5″ 21′ 1″ 9′ 3″<br>108′ 3″ 20′ 11″ 10′ 2″<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (51½′ × 13½′) | Oil 4SA 4Cy. 270×40<br>210bhp<br>Kinoshita Tekkosho |
| 512246<br>JLIS<br>81239 | **FUJI MARU**<br><br>**Tenno Kaiun K.K.**<br>Namikata Japanese | **260**<br>137<br>— | | **1958** Uchida Zosen—Ise<br>122′ 2″ 21′ 5″ 10′ 2″<br>108′ 7″ 21′ 4″ 11′ 2″<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (33½′ × 12½′) | Oil 4SA 6Cy.<br>280bhp<br>Kanegafuchi |
| 502630<br>JNQJ<br>84653 | **FUJI MARU**<br>exAsahi Maru No. 2–64<br>**Fuji Kaiun K.K.**<br>Tokushima Japanese | **257**<br>131<br>— | | **1960** Tokushima Zosen Sangyo—Tokushima<br>130′ 9″ 20′ 9″ 9′ 2″<br>118′ 2″ 20′ 7″ 10′ 4″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy.<br>350bhp<br>Makita Tekkosho |
| 512249<br>JGIS<br>67021 | **FUJI MARU**<br><br>**Sekiyu Kairiku Unyu K.K.**<br>Tokyo Japanese | **227**<br>86<br>— | | **1927** Osaka Zosensho—Osa<br>*124·6′* 22′ 4″<br>22′ 2″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy.<br>400bhp<br>Hanshin Nainenki |

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| **FUJI MARU**<br>**S. Kaneko**<br>Hondo<br>Japanese | **199**<br>103<br>400 | **1967** Matsura Zosen—Kinoe<br>125′ 0″ 23′ 0″ 9′ 10″<br>109′ 11″ 22′ 11″ 10′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 275×400 mm<br>350bhp<br>Makita Tekkosho Takamatsu |
| **FUJI MARU**<br>**Matsufuji Shoji G.K.**<br>Nagasaki<br>Japanese | **188**<br>80<br>— | **1961** Usuki Tekkosho—Usuki<br>107′ 10″ 21′ 1″<br>97′ 1″ 21′ 0″ 9′ 10″<br>1 dk | M Mchy.aft<br>G.9041 B.7911<br>1 Ha (37½′×11′) | Oil 4SA 4Cy. 260×400 mm<br>200bhp Emade—fitted61<br>Fuji Seisakusho Tateyama<br>9k |
| **FUJI MARU**<br>exTaga Maru–63<br>**T. Muraoka**<br>Hakata<br>Japanese | **181**<br>98<br>— | **1958** Mitsuhama Zosen—Matsuyama<br>108′ 2″ 19′ 9″ 8′ 4″<br>19′ 8″ 9′ 2″<br>1 dk<br>len 60 | M Tanker Mchy.aft | Oil 4SA 6Cy. 240×380 mm<br>250bhp<br>Makita Tekkosho Takamatsu |
| **FUJI MARU**<br>**Nippon Kaiyosha K.K.**<br>Yokohama<br>Japanese | **151**<br>41<br>— | **1961** Namura Zosensho—Osa<br>91′ 9″ 24′ 9″ 8′ 6″<br>... ... ...<br>RW | TM Tug | 2 Oil 4SA each 8Cy. 235×330 mm<br>MAN<br>Mitsubishi Nippon Hvy Ind. Yka |
| **FUJI MARU**<br>**Muroran Tsusen K.K.**<br>Muroran<br>Japanese | **102**<br>38<br>— | **1960** Narazaki Zosen—Muroran<br>*72·8′* 22′ 4″<br>... ... ... | TM Tug Mchy.aft | 2 Oil 4SA each 250×380 mm<br>740bhp<br>Matsui Tekkosho Ise<br>11k |
| **FUJI MARU No. 1**<br>exFuji Maru–56<br>**Ataka Sangyo K.K.**<br>Tokyo<br>Japanese | **411**<br>286<br>— | **1954** Miho Zosensho—Shimizu<br>*148·2′* 25′ 9″<br>25′ 7″ 13′ 1″<br>F15′ 1 dk | M Fishing Mchy.aft<br>In.9072 | Oil 4SA 6Cy. 400×570 mm<br>750bhp 169t<br>Akasaka Tekkosho Yaizu<br>7k |
| **FUJI MARU No. 1**<br>**Fuji Gyogyo K.K.**<br>Namisaki<br>Japanese | **300**<br>107<br>— | **1966** Usuki Tekkosho—Fukuoka<br>138′ 5″ 26′ 8″ 11′ 5″<br>123′ 4″ 26′ 7″ 12′ 9″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>1200bhp<br>Mitsubishi Hvy Ind. Ltd. Kob |
| **FUJI MARU No. 1**<br>**Engan Yusosen K.K.**<br>Tokyo<br>Japanese | **106**<br>62<br>130 | **1949** Hayashikane Zosen—Smk<br>95′ 10″ 16′ 5″ 8′ 4″<br>... ... ...<br>P42′ F16′ 1 dk<br>RW | M Tanker<br>4 Ta<br>L.5085 | Oil 2SA 4Cy.<br>200bhp 6t<br>Hayashikane Zosen Smk<br>8k |
| **FUJI MARU No. 2**<br>**Fuji Unyu K.K.**<br>Japanese | **374**<br>200<br>— | **1960** Tokushima Zosen Sangyo—Tokushima<br>147′ 4″ 24′ 7″ 11′ 2″<br>134′ 6″ 24′ 5″ 12′ 4″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 290×410 mm<br>500bhp 18t<br>Hanshin Nainenki Kogyo Kob |
| **FUJI MARU No. 2**<br>**Yamayuki Kaiun Soko K.K.**<br>Kagoshima<br>Japanese | **265**<br>144<br>275 | **1958** Ujina Zosensho—Hma<br>123′ 5″ 21′ 1″ 9′ 3″<br>108′ 3″ 20′ 11″ 10′ 2″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (51¼′×13′) | Oil 4SA 4Cy. 270×400 mm<br>220bhp 8t<br>Kinoshita Tekkosho Akashi<br>9k |
| **FUJI MARU No. 2**<br>exKatsuura Maru No. 3–59<br>**Mikame Suisan K.K.**<br>Mikame<br>Japanese | **187**<br>67<br>194 | **1958** Uwajima Zosen—Uwajima<br>114′ 2″ 22′ 7″ 7′ 10″<br>22′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 290×410 mm<br>370bhp 35t<br>Hanshin Nainenki Kogyo Kob<br>9½k |
| **FUJI MARU No. 3**<br>**Fuji Kaiso K.K.**<br>Kagoshima<br>Japanese | **365**<br>218<br>448 | **1959** Koyo Dock—Mihara<br>137′ 11″ 23′ 8″ 10′ 0″<br>124′ 7″ 23′ 7″ 11′ 2″<br>1 dk | M Mchy.aft<br>1 Ha (52¼′×13¾′) | Oil 4SA 6Cy. 280×420 mm<br>350bhp 18t<br>Nippon Hatsudoki Kob<br>10k |
| **FUJI MARU No. 3**<br>**K. Shishii**<br>Mihara<br>Japanese | **196**<br>109<br>— | **1964** Kishimoto Zosen—Kinoe<br>121′ 5″ 21′ 4″ 9′ 2″<br>95′ 2″ 9′ 10″ | M Mchy.aft<br>1 Ha (50¾′×15′) | Oil 2SA 3Cy. 351×375 mm<br>150bhp Emade57fitted64<br>Uemura Tekkosho<br>8k |
| **FUJI MARU No. 3**<br>exTokko Maru–61<br>**Fuji Unyu K.K.**<br>Osaka<br>Japanese | **161**<br>61<br>240 | **1957** Tokushima Zosen Sangyo—Tokushima<br>104′ 9″ 18′ 8″ 8′ 6″<br>18′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>190bhp<br>Matsue Nainenki Matsue<br>9k |
| **FUJI MARU No. 5**<br>**Fuji Kaiso K.K.**<br>Kagoshima<br>Japanese | **361**<br>164<br>— | **1960** Koyo Dock—Mihara<br>143′ 0″ 25′ 1″ 10′ 10″<br>127′ 11″ 24′ 11″<br>1 dk | M Mchy.aft<br>1 Ha (54½′×15¾′) | Oil 4SA 6Cy. 320×460 mm<br>470bhp 20t<br>Nippon Hatsudoki Kob |
| **FUJI MARU No. 5**<br>**Fuji Unyu K.K.**<br>Osaka<br>Japanese | **286**<br>118<br>380 | **1958** Tokushima Zosen Sangyo—Tokushima<br>*124·6′* 21′ 4″ 9′ 10″<br>... ... ...<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>420bhp<br>Hanshin Nainenki Kogyo Kob<br>10½k |

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| 512269<br>7JHK<br>86275 | **FUJI MARU No. 5**<br><br>**Fuji Yuso K.K.**<br>Yokohama | Japanese | 127<br>74<br>— | | 1961 Shimoda Dock Yard Co. Ltd.—<br>Shimoda<br>*89·3'* 20' 8"<br>20' 6"<br>1 dk | M Tanker Mchy.aft | | Oil 4SA 4Cy.<br>120bhp<br>Yanagihara Tekkosho |
| 512270<br>7JQB<br>87761<br>Rdr | **FUJI MARU No. 6**<br><br>**Fuji Unyu K.K.**<br>Osaka | Japanese | 909<br>477<br>— | | 1961 Tokushima Zosen Sangyo—<br>Tokushima<br>*195·8'* 32' 2" 14' 11"<br>193' 6" 32' 1" 16' 11"<br>1 dk | M Tanker Mchy.aft<br><br>L.56504 | | Oil 4SA 380×550 mm<br>1200bhp<br>Hanshin Nainenki Kogyo |
| | **SUNK BY COLLISION 6/68** | | | | | | | |
| 517994<br>JBSJ<br>85612<br>Rdr RT | **FUJI MARU No. 7**<br>exKakuwa Maru–63<br>**Fuji Unyu K.K.**<br>Osaka | Japanese | 993<br>548<br>— | NK | 1961 Sasebo Sempaku Kogyo—Sasebo<br>222' 6" 33' 8" 15' 4"<br>203' 6" 33' 6" 16' 10"<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.69182 | | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd.<br>1×15kW 115V d.c. |
| 512271<br>8JFD<br>89990 | **FUJI MARU No. 7**<br><br>**Yamayuki Kaiun Soko K.K.**<br>Kagoshima<br>Now **MISAKI MARU** No. 3 See New Entries No. 3 | Japanese | 421<br>241<br>— | | 1962 Koyo Dock—Mihara<br>156' 8" 26' 5" 11' 5"<br>141' 0" 26' 3" 12' 6"<br>1 dk | M Ref Mchy.aft<br><br>G.23237 B.22884<br>1 Ha (63'×16½') | | Oil 4SA 6Cy. 290×430 mm<br>530bhp<br>Nippon Hatsudoki |
| 541120<br>8KLK<br>90325 | **FUJI MARU No. 8**<br><br>**Y. Yamada**<br>Takashima | Japanese | 437<br>241<br>— | | 1963 Kishimoto Zosen—Kinoe<br>161' 2" 25' 8" 11' 5"<br>144' 4" 25' 7" 12' 6"<br>1 dk | M Mchy.aft | | Oil 4SA 6Cy. 355×425 mm<br>Emade[illegible]<br>Kobe Hatsudoki Seizosho |
| 512272<br>JAUP<br>76328<br>Rdr | **FUJI MARU No. 8**<br>exFukusho Maru No. 6–59<br>exTokuseki Maru No. 8–58<br>**Fuji Unyu K.K.**<br>Osaka | Japanese | 418<br>207<br>— | | 1957 Tokushima Zosen Sangyo—<br>Tokushima<br>*143·2'* 24' 1" 12' 2"<br>... ... ...<br>1 dk | M Tanker Mchy.aft | | Oil 4SA 6Cy. 320×420 mm<br>450bhp<br>Hanshin Nainenki Kogyo |
| 660432<br>JI2178<br>99417<br>Rdr RT | **FUJI MARU No. 11**<br><br>**Fuji Unyu K.K.**<br>Numadare | Japanese | 777<br>468<br>1300 | | 1965 Hashihama Zosen—Imabari<br>199' 5" 29' 7" 14' 9"<br>183' 9" 29' 6" 15' 6"<br>1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta | | Oil 4SA 8Cy. 260×330 mm<br>1000bhp<br>Hanshin Nainenki Kogyo<br>2×24kW 225V a.c. |
| 640937<br>8LZI<br>94660<br>Df Esd<br>Gc Rdr<br>RT | **FUJI MARU No. 20**<br><br>**E. Sima**<br>Tokyo | Japanese | 114<br>49<br>— | | 1963 Azuma Zosen—Yokosuka<br>107' 3" 19' 2"<br>91' 10" 19' 0" 8' 10"<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 6Cy. 260×400 mm<br><br>Niigata Eng. Co. Ltd. |
| 640938<br>8LZJ<br>94661<br>Df Esd<br>Gc Rdr<br>RT | **FUJI MARU No. 21**<br><br>**G. Hamaki**<br>Tokyo | Japanese | 114<br>49<br>— | | 1963 Azuma Zosen—Yokosuka<br>107' 3" 19' 2"<br>91' 10" 19' 0" 8' 10"<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 6Cy. 260×400 mm<br><br>Niigata Eng. Co. Ltd. |
| 516628<br>JPSG<br>81774 | **FUJIEI MARU**<br>exIzumi Maru No. 1–63<br>**F. Takise**<br>Kushimoto | Japanese | 134<br>63<br>— | | 1958 Kanagawa Zosen—Kob<br>105' 7" 16' 6" 8' 6"<br>16' 5" 9' 2"<br>1 dk<br>RW len 59 | M Tanker Mchy.aft | | Oil 4SA 4Cy. 230×380 mm<br>150bhp<br>Nippon Hatsudoki |
| 512273<br>JPVG<br>82207 | **FUJIFUKU MARU**<br><br>**Fujiwara Unyu K.K.**<br>Osaka | Japanese | 306<br>156<br>436 | | 1958 Mitsuhama Zosen—Matsuyama<br>137' 10" 23' 1" 10' 6"<br>124' 7" 22' 11" 11' 5"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (57¾'×13') | | Oil 2SA 4Cy. 350×270 mm<br>240bhp<br>Kishiro Hatsudoki |
| 652532<br>ZZ2099<br>99142<br>Rdr RT | **FUJIHIRO MARU**<br><br>**Tanigawa Kaiun K.K.**<br>Nantan | Japanese | 497<br>315<br>1030 | | 1965 Tokushima Zosen Sangyo—<br>Tokushima<br>29' 0"<br>163' 10" 28' 10" 14' 5"<br>1 dk<br>RW | M Tanker Mchy.aft | | Oil 4SA 6Cy. 320×4[illegible]<br><br>Kobe Hatsudoki Seizosho |
| 512275<br>8JIR<br>89363<br>Rdr RT | **FUJIHISA MARU**<br><br>**Seno Kisen K.K.**<br>Namikata | Japanese | 1122<br>650<br>1800 | | 1962 Imabari Zosen—Imabari<br>233' 3" 34' 4" 16' 3"<br>213' 2" 34' 1" 17' 10"<br>1 dk<br>RW | M Tanker Mchy.aft<br>4 Ta<br>L.77940 | | Oil 4SA 6Cy. [illegible]<br>1200bhp<br>Makita Tekkosho<br>2×15kW 115V d.c. |
| 512276<br>7LLY<br>89414<br>Rdr | **FUJIHO MARU**<br><br>**Fujiwara Unyu K.K.**<br>Osaka | Japanese | 436<br>256<br>— | | 1961 Kurushima Dock Co. Ltd.—Imabari<br>155' 11" 26' 5" 11' 6"<br>141' 0" 26' 3" 12' 6"<br>1 dk<br>RW | M Mchy.aft<br><br>G.29488 B.27192<br>1 Ha (65'×16½') | | Oil 4SA 6Cy. [illegible]<br>530bhp<br>Nippon Hatsudoki |
| 512277<br>JMRV<br>79232<br>Df Esd<br>Gc Rdr | **FUJIKAWA MARU**<br><br>**Kawasaki Kisen K.K.**<br>Kobe | Japanese | 13314<br>8807<br>21092 | NK | 1957 Uraga Dock Co. Ltd.—Yokosuka<br>582' 5" 72' 4" 31' 7½"<br>551' 2" 72' 2" 40' 5"<br>P48' B48' F73' 1 dk<br>RW | M Tanker Mchy.aft<br>27 Ta<br>L.979130 | HeCls. C | Oil 2SA 7Cy. [illegible]<br>9100bhp Sulzer<br>Uraga Diesel Kogyo<br>2×300kW 450V a.c. |

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| **FUJIKAWA MARU**<br>Fujikawa Kisen K.K.<br>Imabari<br>Japanese | 390<br>229<br>— | | 1960 Takehara Zosen—Hma<br>156′ 10″ 23′ 9″ 10′ 10″<br>141′ 0″ 23′ 7″ 12′ 2″<br>1 dk | M Mchy.aft<br>1 Ha (67¾′×14¾′) | | Oil 4SA 6Cy. 300×420 mm<br>420bhp<br>Kinoshita Tekkosho | 12t<br>Akashi |
| **FUJIMI MARU**<br>Tokyo Shizai K.K.<br>Tokyo<br>Japanese | 282<br>131<br>384 | | 1958 Shimoda Dock—Shimoda<br>134′ 4″ 23′ 1″ 9′ 9½″<br>121′ 5″ 22′ 11″ 10′ 9″<br>1 dk | M Tanker Mchy.aft | | Oil 4SA 6Cy. 270×400 mm<br>Sumiyoshi Tekkosho | Yoshida |
| **FUJISAN MARU**<br>Mitsui-O.S.K. Lines K.K.<br>Osaka<br>Japanese | 42670<br>17307<br>69389 | NK | 1966 Mitsui Zosen—Tmn<br>790′ 9″ 114′ 4″ 40′ 4″<br>761′ 3″ 114′ 2″ 59′ 10″<br>1 dk | M Ore Carrier Mchy.aft<br>2 Ho<br>G.1384199<br>4 Ha (111¼′, 127½′, 127½′, 111¼′×33′) | | Oil 2SA 8Cy. 840×1800 mm<br>18400bhp B&W<br>Mitsui Zosen | 3721t<br>Tmn<br>15k |
| **FUJISAN MARU**<br>Iino Kaiun K.K.<br>Tokyo<br>Japanese | 20323<br>14087<br>33105 | NK | 1957 Harima Zosensho—Aio<br>663′ 4″ 87′ 5″ 34′ 3″<br>630′ 0″ 87′ 0″ 45′ 6″<br>P135′ B44′ F81′ 1 dk<br>RW | S Tanker (2P) Mchy.aft<br>30 Ta<br>L.1562410 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15000shp<br>Ishikawajima Jukogyo<br>2×500kW 445V 60c/s a.c. | 3552t (o.f)–82pd<br>Tok<br>16k |
| **FUJISEI MARU No. 1**<br>exFujisei Maru No. 3–65<br>exFuji Maru No. 1–59<br>exFuji Maru No. 7<br>Hokkaido Gyogyo Kosha K.K.<br>Tokyo<br>Japanese | 184<br>76<br>— | | 1947 Niigata Tekkosho—Niigata<br>*109·5′* 19′ 8″<br>19′ 6″ 10′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft<br>len 59 | | Oil 4SA 6Cy. 300×420 mm<br>400bhp Emade57refitted59<br>Sumiyoshi Tekkosho | Yoshida<br>9k |
| **FUJISEI MARU No. 3**<br>Fuji Suisan K.K.<br>Yaizu<br>Japanese | 295<br>158<br>— | | 1963 Kanazashi Zosensho—Shimizu<br>153′ 8″ 25′ 5″<br>136′ 1″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. | Niigata |
| **FUJISEI MARU No. 5**<br>Fuji Suisan K.K.<br>Yaizu<br>Japanese | 284<br>151<br>— | | 1967 Kanazashi Zosensho—Shimizu<br>149′ 11″ 25′ 0″ 9′ 10″<br>132′ 10″ 24′ 11″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 6Cy. 280×440 mm<br>850bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **ISEI MARU No. 5**<br>Fuji Suisan K.K.<br>Yaizu<br>Japanese | 240<br>126<br>— | | 1961 Kanazashi Zosensho—Shimizu<br>134′ 11″ 23′ 10″<br>117′ 4″ 23′ 7½″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 6Cy. 300×420 mm<br>650bhp<br>Akasaka Tekkosho | 131t<br>Yaizu<br>10k |
| **FUJISHIMA MARU**<br>exStandard Maru No. 5–62<br>Kyowa Kaiun K.K.<br>Yoshiumi<br>Japanese | 384<br>249<br>533 | | 1957 Hashihama Zosen—Hashihama<br>150′ 0″ 25′ 2″ 11′ 2″<br>141′ 0″ 25′ 0″ 12′ 6″<br>P34′ F17′ 1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.25300 | | Oil 4SA 6Cy. 320×450 mm<br>470bhp<br>Hanshin Nainenki Kogyo | –1½pd<br>Kob<br>11k |
| **FUJISHIMA MARU**<br>Kato Kaiun K.K.<br>Kagoshima<br>Japanese | 372<br>163<br>— | | 1961 Honda Zosen—Saeki<br>146′ 0″ 24′ 5″ 10′ 0″<br>132′ 8″ 24′ 3″ 11′ 2″<br>1 dk<br>RW | M Mchy.aft | | Oil 4SA 6Cy. 270×390 mm<br>Matsu Tekkosho | Ise |
| **FUJISHIMA MARU**<br>Fujioka Sekiyu-ten K.K.<br>Nagasaki<br>Japanese | 254<br>110<br>— | | 1960 Taiyo Zosen—Nag<br>129′ 1″ 22′ 6″ 9′ 10″<br>114′ 10″ 22′ 4″ 10′ 10″<br>1 dk<br>RW | M Tanker Mchy.aft | | Oil 4SA 6Cy. 270×400 mm<br>340bhp<br>Kobe Hatsudoki Seizosho | 16t<br>Kob<br>8½k |
| **FUJISHIMA MARU No. 3**<br>Kato Kaiun K.K.<br>Kagoshima<br>Japanese | 300<br>171<br>— | | 1962 Kurushima Dock Co. Ltd.—Imabari<br>140′ 9″ 23′ 9″ 10′ 6″<br>124′ 7″ 23′ 7½″ 11′ 6″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (63′×15′) | | Oil 4SA 6Cy. 265×400 mm<br>400bhp<br>Nippon Hatsudoki | Kob<br>9½k |
| **FUJITOKU MARU**<br>Fujitoku Kisen K.K.<br>Takamatsu<br>Japanese | 1994<br>1154<br>3300 | NK | 1967 Yamamoto Tekkosho—Osa<br>*273·3′* 42′ 9″ 18′ 4½″<br>269′ 0″ 42′ 8″ 21′ 8″<br>1 dk<br>RW | M Mchy.aft<br>G.91783 B.89346<br>2 Ha (56¼′, 91¾′×24¾′) | | Oil 4SA 6Cy. 460×680 mm<br>2100bhp<br>Nippon Hatsudoki | 423t<br>Kob<br>12k |
| **FUJITOKU MARU**<br>Fujitoku Kisen K.K.<br>Takamatsu<br>Japanese | 654<br>396<br>— | | 1964 Koyo Dock—Mihara<br>188′ 10″ 29′ 7″ 13′ 9″<br>170′ 7″ 29′ 6″ 14′ 5″<br>1 dk | M Mchy.aft | | Oil 4SA 6Cy. 325×460 mm<br>800bhp<br>Nippon Hatsudoki | 44t<br>Kob<br>10¾k |

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| 542000<br>8KHU<br>93406<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJIURA MARU No. 3**<br><br>**Daien Reizo K.K.**<br>Shimizu Japanese | 481<br>242<br>— | | 1963 Miho Zosensho—Shimizu<br>177′ 6″ 31′ 0″<br>156′ 10″ 30′ 10″ 13′ 1″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 400×570 mm<br>1200bhp<br>Akasaka Tekkosho |
| 640853<br>8KIR<br>93514<br>Df Esd<br>Gc Rdr | **FUJIURA MARU No. 5**<br><br>**Daien Reizo K.K.**<br>Shimizu Japanese | 111<br>47<br>— | | 1963 Miho Zosensho—Shimizu<br>101′ 9″ 19′ 9″<br>88′ 7″ 19′ 8″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 200×280 mm<br><br>Hanshin Nainenki Kogy |
| 641656<br>8KIS<br>93515<br>Df Esd<br>Gc Rdr | **FUJIURA MARU No. 7**<br><br>**Daien Reizo K.K.**<br>Shimizu Japanese | 111<br>47<br>— | | 1963 Miho Zosensho—Shimizu<br>101′ 9″ 19′ 9″<br>88′ 7″ 19′ 8″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 200×280 mm<br><br>Hanshin Nainenki Kogy |
| 650781<br>8LLG<br>95115<br>Df Esd<br>Gc Rdr | **FUJIURA MARU No. 8**<br><br>**Daien Reizo K.K.**<br>Shimizu Japanese | 351<br>184<br>— | | 1964 Miho Zosensho—Shimizu<br>162′ 9″ 26′ 4″<br>144′ 0″ 26′ 3″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>1000bhp<br>Akasaka Tekkosho |
| 670932<br>JNJC<br>98201<br>Df Esd<br>Gc Rdr | **FUJIURA MARU No. 11**<br><br>**K. Nakamura**<br>Shimizu Japanese | 403<br>213<br>— | | 1966 Miho Zosensho—Shimizu<br>178′ 3″ 27′ 0″<br>159′ 3″ 26′ 11″ 12′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1300bhp<br>Niigata Eng. Co. Ltd. |
| 512288<br>7LHM<br>90400<br>Df Esd<br>Pfd Rdr<br>RT | **FUJIYOSHI MARU No. 1**<br><br>**Fujiyoshi Gyogyo K.K.**<br>Yaizu Japanese | 240<br>124<br>— | | 1962 Kanazashi Zosensho—Shimizu<br>136′ 2″ 24′ 1″<br>120′ 0″ 23′ 11½″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 512289<br>JNDY<br>80605<br>Df | **FUKAE MARU**<br><br>**Government of Japan**<br>Ministry of Education<br>Kobe Japanese | 151<br>50<br>— | | 1958 Hayashikane Zosen—Smk<br>104′ 5″ 21′ 1″ 8′ 3″<br>95′ 2″ 20′ 11″ 11′ 4″<br>1 dk | M Training Ship | Oil 4SA 6Cy. 290×410 mm<br>450bhp<br>Hanshin Nainenki Koge |
| 512290<br>7KPK<br>85736 | **FUKI MARU**<br><br>**Koyo Kaiun-sha Y.K.**<br>Kitakyushu Japanese | 382<br>191<br>— | | 1961 Hirata Zosen—Kochi<br>*140-0′* 23′ 10″ 10′ 10″<br>139′ 10″ 23′ 8″ 11′ 10″<br>1 dk<br>RW | M Mchy.aft<br><br>B.20553<br>1 Ha (74¾′ × 14¾′) | Oil 4SA 6Cy. 310×440 m<br>450bhp<br>Fuji Seisakusho |
| 512292<br>JMIT<br>64846<br>Df Esd<br>Rdr RT | **FUKIHARU MARU**<br><br>**Eguchi Kisen K.K. &**<br>**Yamashita-Shinnihon**<br>**Kisen K.K.**<br>Kobe Japanese | 2032<br>1057<br>2881 | NK | 1949 Mitsubishi Jukogyo—Yka<br>296′ 6″ 41′ 2″ 19′ 7″<br>278′ 9″ 41′ 0″ 21′ 4″<br>P21′ B82′ F28′ 1 dk<br>RW | M<br>5 Ho<br>G.128068 B.114832<br>4 Ha (19′, 27½′, 21½′, 19′ × 16½′)<br>10W Der 2(10) | Oil 4SA 6Cy. 430×6<br>1200bhp NE57<br>Hanshin Nainenki Koge<br>1 × 30kW 105V d.c. |
| 512293<br>JLZR<br>80381<br>Rdr | **FUKOKU MARU**<br><br>**Sanei Sempaku K.K.**<br>Kobe Japanese | 1599<br>872<br>2482 | NK | 1958 Taiyo Zosen—Nag<br>272′ 1″ 39′ 6″ 16′ 10″<br>254′ 3″ 39′ 4″ 19′ 8″<br>P77′ F32′ 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.117373 B.110108<br>2 Ha (44½′, 85½′ × 20½′)<br>8W Der 4(10) 2(5) | Oil 4SA 6Cy. 435×6<br>1400bhp<br>Kobe Hatsudoki Seiz<br>2 × 21kW 115V d.c. |
| 512294<br>7LAO<br>81122<br>Rdr RT | **FUKU MARU**<br><br>**Daito Kaiun Y.K.**<br>Muroran Japanese | 499<br>254<br>— | | 1962 Hakodate Dock Co. Ltd.—Hak<br>171′ 3″ 28′ 3″<br>154′ 2″ 28′ 2½″ 13′ 6″<br>1 dk | M Tanker Mchy.aft<br><br>L.35350 | Oil 4SA 6Cy. 300×4<br>650bhp<br>Kinoshita Tekkosh |
| 540428<br>8JRZ<br>92111 | **FUKU MARU**<br><br>**Niu Shoten K.K.**<br>Osaka Japanese | 200<br>86<br>— | | 1963 Fukushima Zosensho—Matsue<br>109′ 3″ 22′ 2″ 9′ 10″<br>96′ 10″ 22′ 0″ 10′ 10″<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 4Cy. 340×4<br><br>Matsue Nainenki Kog |
| 670558 | **FUKU MARU**<br><br>**M. Tanaka**<br>Oozaki Japanese | 199<br>93<br>330 | | 1965 Ikeda Zosen—Hma<br>125′ 0″ 21′ 5″ 9′ 5½″<br>111′ 3″ 21′ 4″ 9′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 2<br>320bhp<br>Hanshin Nainenki K |
| 512297<br>8KEF<br>90445<br>Esd Gc<br>Rdr | **FUKU MARU No. 1**<br><br>**S. Fukumura**<br>Nansei Japanese | 240<br>131<br>— | | 1962 Kanazashi Zosensho—Shimizu<br>137′ 2″ 24′ 1″ 9′ 10″<br>120′ 0″ 23′ 11″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 3<br>650bhp<br>Hanshin Nainenki K |

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| **FUKU MARU No. 3**<br>L Yamashita<br>Muroto<br>Japanese | **338**<br>181<br>— | | **1967** Kanazashi Zosensho—Shimizu<br>162′ 6″ 25′ 7″ 10′ 5″<br>144′ 7″ 25′ 6″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×460 mm<br>900bhp<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| **FUKU MARU No. 3**<br>exFukuju Maru No. 7–65<br>T. Fukumura<br>Nansei<br>Japanese | **310**<br>188<br>— | | **1960** Kanazashi Zosensho—Shimizu<br>155′ 7″ 25′ 1″ 10′ 8″<br>136′ 2″ 24′ 11″ 12′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>650bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob<br>10½k |
| **FUKU MARU No 3**<br>T. Fukumura<br>Owase<br>Japanese | **299**<br>181<br>— | | **1960** Kanazashi Zosensho—Shimizu<br>150′ 3″ 25′ 1″ 10′ 8″<br>130′ 9″ 24′ 11″ 12′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>Hanshin Nainenki Kogyo | <br>Kob |
| **FUKU MARU No. 5**<br>L Yamashita<br>Muroto<br>Japanese | **253**<br>130<br>— | | **1965** Kanazashi Zosensho—Shimizu<br>141′ 9″ 24′ 9″ 9′ 6″<br>124′ 7″ 24′ 7″ 11′ 1″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. | <br>Niigata |
| **FUKU MARU No. 7**<br>exKaiho Maru No. 10–65<br>exKaium Maru–60<br>Fukumaru **Gyogyo K.K.**<br>Nansei<br>Japanese | **303**<br>146<br>— | | **1957** Miho Zosensho—Shimizu<br>149′ 3″ 28′ 0″<br>123′ 0″ 23′ 7″ 12′ 0″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>750bhp<br>Akasaka Tekkosho | <br><br>Yaizu<br>9¾k |
| **FUKU MARU No. 8**<br>Masao **Fukushima**<br>Muroto<br>Japanese | **253**<br>—<br>— | | **1965** Miho Zosensho—Shimizu<br>143′ 0″ 24′ 8″ 9′ 6″<br>125′ 0″ 24′ 7″ 11′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. | <br>Niigata |
| **FUKU MARU No. 8**<br>exNikko Maru No. 8–62<br>Fukumaru **Gyogyo K.K.**<br>Nansei<br>Japanese | **222**<br>92<br>— | | **1953** Miho Zosensho—Shimizu<br>*107·9′* 21′ 10″<br>105′ 0″ 21′ 8″ 11′ 0″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 335×470 mm<br>Akasaka Tekkosho | <br>Yaizu |
| **FUKU MARU No. 11**<br>Masao **Fukushima**<br>Muroto<br>Japanese | **289**<br>160<br>— | | **1962** Kanazashi Zosensho—Shimizu<br>151′ 5″ 24′ 10″<br>133′ 0″ 24′ 7″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>650bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob<br>10½k |
| **FUKU MARU No. 12**<br>F. Yamashita<br>Muroto<br>Japanese | **253**<br>127<br>— | | **1964** Kochiken Zosen—Kochi<br>*126·6′* 24′ 5″ 10′ 0″<br>24′ 3″ 11′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Hanshin Nainenki Kogyo | <br>150t<br>Kob<br>11k |
| **FUKU MARU No. 18**<br>Daien Reizo **K.K.**<br>Shimizu<br>Japanese | **260**<br>130<br>— | | **1964** Miho Zosensho—Shimizu<br>142′ 2″ 25′ 0″<br>123′ 8″ 24′ 11″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×330 mm<br>800bhp<br>Hanshin Nainenki Kogyo | <br>144t<br>Kob<br>10k |
| **FUKUCHO MARU No. 11**<br>T. Suzuki<br>Karakuwa<br>Japanese<br>Now RYOEI MARU No. 15 See New Entries No. 3 | **250**<br>138<br>— | | **1959** Miho Zosensho—Shimizu<br>133′ 9″ 23′ 6″<br>118′ 0″ 23′ 4″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>550bhp<br>Akasaka Tekkosho | <br><br>Yaizu<br>10½k |
| **FUKUCHO MARU No. 13**<br>T. Suzuki<br>Karakuwa<br>Japanese | **340**<br>182<br>— | | **1961** Miho Zosensho—Shimizu<br>141′ 5″ 26′ 1″<br>141′ 0″ 25′ 11″ 12′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×570 mm<br>750bhp<br>Niigata Eng. Co. Ltd. | <br><br>Niigata<br>10½k |
| **FUKUCHO MARU No. 18**<br>T. Suzuki<br>Karakuwa<br>Japanese | **275**<br>127<br>— | | **1964** Miho Zosensho—Shimizu<br>149′ 5″ 25′ 0″<br>131′ 0″ 24′ 11″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×470 mm<br>750bhp<br>Sumiyoshi Tekkosho | <br><br>Yoshida<br>11k |
| **FUKUEI MARU**<br>Japan Kinkai **K.K.**<br>Tokyo<br>Japanese | **1845**<br>1039<br>2719 | NK<br><br>Classed LR until 7/56 | **1938** Osaka Zosensho—Osa<br>285′ 4″ 40′ 2″ 17′ 7¼″<br>270′ 0″ 40′ 0″ 20′ 4″<br>1 dk<br>RW | S Mchy.aft<br>2 Ho<br>G.129712 B.117553<br>3 Ha (35¾′, 86′×21′) (10′×6′)<br>9W Der 1(25) | T 3Cy. 18″ 29½″ & 50″×39″<br>1650ihp<br>Kubota Iron Works<br>2×18kW 105V d.c. | <br>283t (c)<br>Osa<br>11k |

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| 512308<br>KSAU<br>OT7065 | **FUKUEI MARU**<br>exFukuei Maru No. 10-59<br>**Okinawa Kisen K.K.**<br>Naha Japanese | 798<br>445<br>— | NK | 1936 Mihara Zosensho—Osa<br>*185·0'* 31' 2"<br>185' 0" 31' 0" 17' 0"<br>P17' B41' F22' 1 dk<br>RW | M<br>G.54032 B.50430<br>2 Ha (each 35½'×16') | Oil 4SA 8Cy. 370×500 mm<br>840bhp NE44<br>Hitachi Zosen |
| 512309<br>JFMN<br>86236<br>Rdr | **FUKUEI MARU**<br>**Shibuzawa Soko K.K.**<br>Tokyo Japanese | 445<br>226<br>— | | 1960 Kurushima Dock Co. Ltd.—<br>Imabari<br>165' 11" 26' 5" 11' 6"<br>150' 11" 26' 3" 12' 9"<br>1 dk<br>RW | M Mchy.aft<br>G.54032 B.50430<br>1 Ha (72½'×16½') | Oil 4SA 6Cy. 290×430 mm<br>530bhp<br>Nippon Hatsudoki |
| 512310<br>JQLL<br>81454 | **FUKUEI MARU No. 1**<br>**K. Ohashi**<br>Yasuura Japanese | 424<br>219<br>600 | | 1959 Kishigami Zosen—Hma<br>159' 6" 24' 9" 11' 3½"<br>144' 7" 24' 7" 12' 5"<br>1 dk | M Mchy.aft<br>1 Ha (68½'×16½') | Oil 4SA 6Cy. 320×460 mm<br>450bhp<br>Sumiyoshi Tekkosho |
| 512311<br>JHAR<br>42973 | **FUKUEI MARU No. 12**<br>**Fukuei Kaiun K.K.**<br>Aomori Japanese | 269<br>112<br>— | | 1937 Mihara Zosensho—Osa<br>125' 8" 22' 0" 9' 10"<br>... ... ...<br>1 dk<br>R | M Tanker Mchy.aft<br>L.9145 | Oil 2SA 4Cy. 380×430 mm<br>280bhp<br>Kishiro Hatsudoki |
| 512312<br>JDQT<br>85958 | **FUKUEI MARU No. 18**<br>**Nishii Kisen K.K.**<br>Osaka Japanese | 173<br>101<br>— | | 1960 Hankai Zosensho—Sakai<br>21' 6" 9' 10"<br>96' 9" 21' 4" 10' 5"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 4Cy. 270×460 mm<br>Makita Tekkosho |
| 512313<br>JDEX<br>88726<br>Df Esd<br>Rdr RT | **FUKUHO MARU**<br>**Fukuho Suisan K.K.**<br>Nagasaki Japanese | 1863<br>1065<br>3008 | NK | 1961 Taiyo Zosen—Nag<br>278' 6" 41' 4" 18' 6½"<br>255' 11" 41' 2" 21' 6"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.1339490 B.126568<br>2 Ha (38½', 87½'×18½')<br>Der 4(20) 2(15) | Oil 2SA 6Cy. 390×550 mm<br>2000bhp<br>Kobe Hatsudoki Seizosho<br>2×50kW 225V d.c. |
| 542001<br>JRLY<br>79144 | **FUKUHO MARU**<br>exMiko Maru-63<br>**K. Abe**<br>Hakata Japanese | 361<br>226<br>— | | 1958 Tsuneishi Zosensho—Hma<br>*139·3'* 23' 0" 10' 8"<br>22' 10"<br>1 dk<br>len 60 | M Mchy.aft<br>1 Ha (52½'×13½') | Oil 2SA 3Cy. 391×420 mm<br>200bhp<br>Kochi Nainenki Kogyo |
| 512314<br>8JSL<br>89649<br>Df Esd<br>Pfd Rdr<br>RT | **FUKUHO MARU**<br>**Marue Suisan K.K.**<br>Iwaki Japanese | 276<br>144<br>— | | 1962 Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>133' 10" 24' 10"<br>119' 5" 24' 7" 11' 0"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>600bhp<br>Niigata Eng. Co. Ltd. |
| 680143<br>Rdr RT | **FUKUHO MARU No. 2**<br>**K. Morita**<br>Hikigawa Japanese | 470<br>191<br>700 | | 1967 Matsura Zosen—Kinoe<br>154' 2" 28' 3" 13' 5"<br>137' 10" 28' 2" 14' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×430 mm<br>900bhp<br>Hanshin Nainenki Kogyo |
| 650954<br>JCRY<br>96828<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUHO MARU No. 2**<br>**Marue Suisan K.K.**<br>Iwaki Japanese | 299<br>143<br>— | | 1964 Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>148' 11" 25' 9" 10' 2"<br>131' 2" 25' 7" 11' 10"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×460 mm<br>850bhp<br>Niigata Eng. Co. Ltd. |
| 650232<br>8KPJ<br>92460<br>Df Esd<br>Pfd Rdr<br>RTm/v | **FUKUHO MARU No. 61**<br>**Fukuho Suisan K.K.**<br>Nagasaki Japanese | 122<br>54<br>— | | 1963 Taiyo Zosen—Nag<br>107' 6" 18' 5" 8' 5"<br>95' 2" 18' 4" 9' 4"<br>1 dk<br>rf 1" | M Fishing Mchy.aft<br>5 Ho 4½', 6½', 7½', 8', 8½'<br>5 Ha (3', 6½', 7', 7½', 6'×7½')<br>Der 1(3) 1(2) | Oil 4SA 6Cy.<br>420bhp<br>Akasaka Tekkosho<br>1×3kW 35V d.c. |
| 650233<br>92461<br>Esd<br>RTm/v | **FUKUHO MARU No. 62**<br>**Fukuho Suisan K.K.**<br>Nagasaki Japanese | 122<br>55<br>— | | 1963 Taiyo Zosen—Nag<br>107' 6" 18' 5" 8' 5"<br>95' 2" 18' 4" 9' 4"<br>1 dk<br>rf 1" | M Fishing Mchy.aft<br>5 Ho 4½', 6½', 7½', 8', 8½'<br>5 Ha (3', 6½', 7', 7½', 6'×7½')<br>Der 1(3) 1(2) | Oil 4SA 6Cy.<br>420bhp<br>Akasaka Tekkosho<br>1×3kW 35V d.c. |
| 512317<br>JQKS<br>68722<br>Df Esd<br>Pfd Rdr | **FUKUI MARU**<br>**Fukui Prefecture**<br>Tsuruga Japanese | 115<br>49<br>— | | 1960 Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>96' 9" 18' 11"<br>... ... ...<br>1 dk | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy.<br>340bhp<br>Niigata Eng. Co. Ltd. |
| 541562<br>8JDV<br>90711<br>Df Esd<br>Gc Rdr | **FUKUI MARU No. 2**<br>**Fukuiken Gyogyo Kosha**<br>Fukui Japanese | 112<br>43<br>— | | 1963 Kanazashi Zosensho—Shimizu<br>101' 4" 19' 10" 7' 6"<br>88' 10" 19' 8" 8' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy.<br>Akasaka Tekkosho |

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| **FUKUI MARU No. 3**<br>Fukuiken Gyogyo Kosha<br>Japanese<br>Fukui | 300<br>114<br>341 | **1965** Hayashikane Zosen—Nag<br>143' 4" 27' 6" 11' 11"<br>123 4" 26' 6" 12' 9"<br>1 dk | M Trawler | Oil 4SA 6Cy. 330×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. | Tok |
| **FUKUI MARU No. 5**<br>Fukuiken Gyogyo Kosha<br>Japanese<br>Fukui | 300<br>137<br>341 | **1965** Hayashikane Zosen—Nag<br>143' 4" 27' 6" 11' 11"<br>124' 4" 26' 6" 12' 9"<br>1 dk | M Trawler | Oil 4SA 6Cy. 330×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. | Tok |
| **FUKUICHI MARU No. 3**<br>S. Kondo<br>Japanese<br>Yaizu | 416<br>228<br>— | **1962** Miho Zosensho—Shimizu<br>173' 11" 27' 4"<br>154' 6" 27' 3" 13' 1"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. | Niigata<br>11½k |
| **FUKUICHI MARU No. 8**<br>exShinho Maru No. 21–66<br>I. Inoue<br>Japanese<br>Sukumo | 435<br>235<br>680 | **1959** Kanda Zosensho—Kur<br>167' 0" 26' 5" 11' 8"<br>26' 4" 12' 9"<br>1 dk | M Mchy.aft<br>1 Ha (72¾'×16½') | Oil 4SA 6Cy. 310×460 mm<br>580bhp<br>Nippon Hatsudoki | 27t<br>Kob |
| **FUKUICHI MARU No. 8**<br>S. Kondo<br>Japanese<br>Yaizu | 288<br>112<br>— | **1961** Miho Zosensho—Shimizu<br>150' 11" 24' 10"<br>132' 10" 24' 7" 11' 10"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | Niigata<br>10½k |
| **FUKUICHI MARU No. 8**<br>S. Kondo<br>Japanese<br>Yaizo | 157<br>62<br>— | **1948** Showa Zosensho—Shimizu<br>*100·4'* 19' 8"<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>Niigata Tekkosho | Niigata |
| **FUKUICHI MARU No. 18**<br>S. Kondo<br>Japanese<br>Yaizu | 252<br>141<br>— | **1959** Miho Zosensho—Shimizu<br>133' 9" 23' 6"<br>118' 0" 23' 3½" 11' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | Niigata<br>10½k |
| **FUKUICHI MARU No. 31**<br>S. Kondo<br>Japanese<br>Yaizu | 267<br>140<br>— | **1966** Miho Zosensho—Shimizu<br>145' 0" 25' 0"<br>126' 7" 24' 11" 11' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **KUICHI MARU No. 33**<br>Fukuichi Gyogyo K.K.<br>Japanese<br>Yaizu | 191<br>65<br>— | **1965** Miho Zosensho—Shimizu<br>136' 6" 21' 9"<br>112' 11" 21' 8" 10' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **FUKUJIN MARU**<br>Kimoto Kisen K.K.<br>Japanese<br>Hakata | 498<br>278<br>— | **1959** Hakata Zosen—Hakata<br>*160·1'* 27' 10"<br>27' 8"<br>1 dk | M Mchy.aft<br>1 Ha (74¾'×17½') | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Nippon Hatsudoki | Kob |
| **FUKUJIN MARU**<br>exNikki Maru–57<br>Fukujin Kisen K.K.<br>Japanese<br>Hakata | 375<br>247<br>— | **1940** Ishiguro Zosensho—Yonago<br>*146·3'* 23' 0"<br>22' 10"<br>1 dk<br>len 57 | M Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>Akasaka Tekkosho | Yaizu |
| **FUKUJIN MARU No. 15**<br>Ishikawa Kisen K.K.<br>Japanese<br>Shimotsu | 407<br>222<br>650 | **1959** Takehara Zosen—Hma<br>144' 4" 26' 3" 11' 6"<br>133' 0" 25' 9" 12' 7"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (66'×18¼') | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Kinoshita Tekkosho | Akashi |
| **FUKUJIN MARU No. 16**<br>Ishikawa Kisen K.K.<br>Japanese<br>Shimotsu | 528<br>308<br>— | **1960** Takehara Zosen—Hma<br>*162·1'* 26' 5" 12' 5"<br>26' 3" 13' 9"<br>1 dk<br>len 62 | M Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>420bhp<br>Kinoshita Tekkosho | Akashi<br>10½k |
| **FUKUJU MARU**<br>Tao Kozan K.K.<br>Japanese<br>Tomei | 166<br>79<br>— | **1955** Ujina Zosensho—Hma<br>*98·9'* 18' 4"<br>... ... ...<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (42¾'×13¼') | Oil 2SA 4Cy. 361×432 mm<br>200bhp Emade—fitted55<br>Nippon Hatsudoki | Akashi<br>8½k |
| **FUKUJU MARU**<br>J. Ueda<br>Japanese<br>Hinase | 109<br>65<br>— | **1960** Kakimoto Tekko Zosen—Okayama<br>91' 10" 19' 10" 7' 6"<br>... ... ...<br>1 dk | M Mchy.aft | Oil 2SA 3Cy. 320×350 mm<br>Kakimoto Tekko Zosen | Okayama |

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| 512332<br>JJSH<br>75920<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUJU MARU No. 1**<br><br>**F. Okumura**<br>Miyama Japanese | 385<br>200<br>— | | 1957 Kanazashi Zosensho—Shimizu<br>154' 2" 24' 7" 16' 8"<br>137' 9"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350 x 500 mm<br><br>Hanshin Nainenki Kogyo |
| 512333<br>JAHE<br>70589 | **FUKUJU MARU No. 2**<br><br>**Takimoto Kaiun K.K.**<br>Esumi Japanese | 132<br>77<br>— | | 1954 Matsuura Zosen—Hma<br>*87-0'* 17' 1"<br>16' 11"<br>P36' F15' 1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 5Cy. 260 x 380 mm<br>220bhp<br>Hanshin Nainenki Kogyo |
| 512334<br>JKXY<br>80020 | **FUKUJU MARU No. 3**<br><br>**Takimoto Kaiun K.K.**<br>Esumi Japanese | 192<br>113<br>144 | | 1958 Matsuura Zosen—Hma<br>105' 11" 19' 3" 7' 10"<br>95' 3" 19' 1" 8' 10"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260 x 400 mm<br>210bhp<br>Hanshin Nainenki Kogyo |
| 512335<br>JKYR<br>80021 | **FUKUJU MARU No. 5**<br><br>**Takimoto Kaiun K.K.**<br>Esumi Japanese | 192<br>113<br>144 | | 1958 Matsuura Zosen—Hma<br>*116-7'* 19' 3" 7' 10"<br>19' 1" 8' 10"<br>1 dk<br>len 62 | M Tanker Mchy.aft | Oil 4SA 4Cy. 260 x 400 mm<br>210bhp<br>Hanshin Nainenki Kogyo |
| 512336<br>8JOJ<br>89434<br>Rdr | **FUKUJU MARU No. 6**<br><br>**Takimoto Kaiun K.K.**<br>Susami Japanese | 419<br>193<br>— | | 1962 Matsuura Zosen—Hma<br>158' 0" 24' 5" 11' 6"<br>143' 8" 24' 3" 12' 6"<br>1 dk | M Tanker Mchy.aft<br><br>L.25285 | Oil 4SA 6Cy. 300 x 420 mm<br>580bhp<br>Sumiyoshi Tekkosho |
| 672785<br>JDPJ<br>101287<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUJU MARU No. 7**<br><br>**K. Okumura**<br>Owase Japanese | 338<br>182<br>— | | 1967 Kanazashi Zosensho—Shimizu<br>162' 6" 25' 7" 10' 5"<br>144' 7" 25' 6" 11' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350 x 500 mm<br>900bhp<br>Hanshin Nainenki Kogyo |
| 531790<br>7TPX<br>87653<br>Df Esd<br>Rdr RT | **FUKUJU MARU No. 7**<br>exSeiju Maru No. 5–65<br>**K. Okumura**<br>Miyama Japanese | 239<br>139<br>— | | 1961 Usuki Tekkosho—Saeki<br>137' 3" 23' 10" 10' 4"<br>119' 8" 23' 7½" 11' 3"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320 x 450 mm<br>650bhp<br>Hanshin Nainenki Kogyo |
| 660812<br><br><br>Rdr RT | **FUKUJU MARU No. 8**<br><br>**K. Ozaki**<br>Nagasaki Japanese | 395<br>230<br>575 | | 1965 Matsuura Zosen—Kinoe<br>24' 0" 10' 10"<br>137' 10" 23' 11" 12' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy.<br>600bhp<br>Matsue Nainenki Kogyo |
| 542003<br>8KWT<br>92545<br>Df Esd<br>Gc Rdr | **FUKUJU MARU No. 8**<br><br>**S. Kakutani**<br>Muroto Japanese | 192<br>96<br>— | | 1963 Kanazashi Zosensho—Shimizu<br>128' 0" 22' 9" 9' 2"<br>109' 11" 22' 7½" 10' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280 x 440 mm<br><br>Niigata Eng. Co. Ltd. |
| 540429<br>8KEL<br>90757<br>Rdr RT | **FUKUJU MARU No. 11**<br><br>**F. Okumura**<br>Miyama Japanese | 1519<br>953<br>— | | 1962 Shikoku Dock Co.—Takamatsu<br>235' 9" 34' 6" 10' 2"<br>213' 2" 34' 5" 15' 11"<br>3 dks<br>RW | M Ferry Mchy.aft | Oil 4SA 6Cy. 380 x 550 mm<br>1300bhp<br>Hanshin Nainenki Kogyo |
| 640176<br>8KIA<br>93419<br>Df Esd<br>Rdr | **FUKUJU MARU No. 18**<br><br>**H. Okumura**<br>Miyama Japanese | 112<br>51<br>— | | 1963 Kanazashi Zosensho—Shimizu<br>101' 4" 19' 10"<br>88' 11" 19' 8" 8' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 5Cy. 260 x 400 mm<br><br>Hanshin Nainenki Kogyo |
| 651491 | **FUKUJYU MARU No. 8**<br><br>**S. Sugishita**<br>Ito Japanese | 147<br>—<br>250 | | 1964 Tokyo Zosensho—Tok<br>97' 9" 22' 4" 7' 6½"<br>93' 6" 22' 2" 8' 6"<br>1 dk | M Mchy.aft | Oil 2SA 3Cy. 210 x 230 mm<br><br>Hanshin Nainenki Kogyo |
| 512338<br>JFCF<br>86005<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUKAWA MARU**<br><br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | 13726<br>3131<br>21772 | <br><br>NK | 1960 Kawasaki Dkyd Co. Ltd.—Kob<br>572' 3" 74' 4" 31' 1"<br>538' 2" 74' 2" 41' 0"<br>1 dk<br>RW | M Ore Carrier Mchy.aft<br>3 Ho<br>G.479659<br>6 Ha (each 45' × 29½')<br>12W Der 12(5) | Oil 4SA 6Cy. 780 x 1450 mm<br>7500bhp<br>Kawasaki Dkyd Co. Ltd.<br>2 × 240kW 445V a.c. |
| 642256<br>8LRW<br>95033<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUKYU MARU No. 1**<br><br>**Fukukyu Gyogyo K.K.**<br>Yaizu Japanese | 392<br>209<br>— | | 1964 Kanazashi Zosensho—Shimizu<br>171' 6" 27' 1" 11' 2"<br>152' 7" 26' 11" 12' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370 x 540 mm<br><br>Niigata Eng. Co. Ltd. |
| 661537<br>JNAR<br>92151<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUKYU MARU No. 2**<br><br>**Fukukyu Gyogyo K.K.**<br>Yaizu Japanese | 192<br>86<br>— | | 1966 Kanazashi Zosensho—Shimizu<br>136' 3" 21' 9" 9' 2"<br>114' 6" 21' 8" 10' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280 x 400 mm<br>750bhp<br>Niigata Eng. Co. Ltd. |

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| **FUKUKYU MARU No. 5**<br>**Fukukyu Gyogyo K.K.**<br>Yaizu Japanese | 349<br>200<br>— | **1960** Kanazashi Zosensho—Shimizu<br>160′ 5″ 25′ 5″ 10′ 10″<br>25′ 3″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>750bhp<br>Niigata Eng. Co. Ltd. Niiga |
| **FUKUKYU MARU No. 8**<br>**Fukukyu Gyogyo K.K.**<br>Yaizu Japanese | 408<br>249<br>— | **1961** Kanazashi Zosensho—Shimizu<br>170′ 9″ 27′ 8″<br>151′ 6″ 27′ 6″ 13′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. Niigata<br>10½k |
| **FUKUKYU MARU No. 11**<br>exTokuei Maru No. 8–64<br>**Fukukyu Gyogyo K.K.**<br>Yaizu Japanese | 179<br>90<br>— | **1955** Osaka Zosen—Osa<br>*105·6′* 20′ 9″<br>103′ 4″ 20′ 8″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>450bhp<br>Hanshin Nainenki Kogyo Kob<br>9½k |
| **FUKUKYU MARU No. 12**<br>**Fukukyu Gyogyo K.K.**<br>Yaizu Japanese | 372<br>199<br>— | **1967** Kanazashi Zosensho—Shimizu<br>163′ 8″ 26′ 7″ 10′ 11″<br>146′ 0″ 26′ 6″ 12′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>1050bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **FUKUMA MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 106<br>49<br>84 | **1958** Kukinoumi Zosen—Wakamatsu<br>107′ 11″ 17′ 11″ 7′ 8″<br>96′ 6″ 17′ 9″ 8′ 10″<br>1 dk<br>rf 13¾″ | M Fishing Mchy.aft<br>5 Ho 10¼′, 6½′, 8¾′. 6½′, 6½′<br>2 Ha (each 3¼′×3¾′) | Oil 4SA 6Cy. 260×400 mm<br>340bhp (hvf)<br>Niigata Eng. Co. Ltd. Niigata<br>1×10kW 115V d.c. 10k |
| **FUKUOKA MARU**<br>**Gyogyo Kosha K.K.**<br>Fukuoka Japanese | 373<br>196<br>— | **1966** Miho Zosensho—Shimizu<br>167′ 9″ 27′ 0″<br>148′ 9″ 26′ 11″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>1000bhp<br>Akasaka Tekkosho Yaizu |
| **FUKUOKA MARU**<br>**Fukuoka Prefecture**<br>Fukuoka Japanese | 358<br>205<br>— | **1956** Miho Zosensho—Shimizu<br>157′ 2″ 24′ 8″<br>138′ 1″ 24′ 7″ 12′ 7″<br>1 dk | M Fishing | Oil 4SA 6Cy. 370×520 mm<br>650bhp (hvf)<br>Akasaka Tekkosho Yaizu<br>3×64, 64, 12kW 220V 60c/s a.c. 10½k |
| **FUKURIKI MARU No. 11**<br>exKoshin Maru No. 11–61<br>**Fukuyo Kisen K.K.**<br>Tosho Japanese | 335<br>149<br>550 | **1958** Takehara Zosen—Hma<br>146′ 0″ 23′ 0″ 10′ 10″<br>134′ 6″ 22′ 11″ 11′ 10″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>420bhp<br>Kinoshita Tekkosho Akashi |
| **FUKURYU MARU No. 11**<br>**K. Nishikawa**<br>Yaizu Japanese | 192<br>82<br>— | **1966** Kanazashi Zosensho—Shimizu<br>136′ 0″ 26′ 0″<br>113′ 0″ 21′ 6″ 10′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **FUKURYU MARU No. 11**<br>exBan-ei Maru No. 2–55<br>**K. Nishikawa**<br>Yaizu Japanese | 159<br>81<br>— | **1946** Nippon Kokan—Shimizu<br>*101·0′* 19′ 8″<br>… … …<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×350 mm<br>240bhp<br>Akasaka Tekkosho Yaizu |
| **FUKURYU MARU No. 21**<br>**K. Nishikawa**<br>Yaizu Japanese | 274<br>142<br>— | **1964** Kanazashi Zosensho—Shimizu<br>148′ 5″ 25′ 1″<br>131′ 2″ 25′ 0″ 11′ 3″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **FUKUSEI MARU**<br>**Seiho Kaiun K.K.**<br>Namikata Japanese | 895<br>594<br>1500 | **1965** Asakawa Zosen—Imabari<br>207′ 4″ 31′ 7″ 15′ 9″<br>190′ 3″ 31′ 5″ 16′ 9″<br>1 dk<br>RW | M Tanker Mchy.aft<br>4 Ta | Oil 4SA 6Cy. 380×540 mm<br>1200bhp<br>Kinoshita Tekkosho Akashi<br>1×10kW 110V d.c. 12¼k |
| **FUKUSEI MARU No. 15**<br>**Fukusei Suisan K.K.**<br>Miura Japanese | 315<br>189<br>— | **1960** Yamanishi Zosen Tekkosho—Ishinomaki<br>151′ 11″ 25′ 1″<br>132′ 10″ 24′ 7″ 11′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Hanshin Nainenki Kogyo Kob |
| **FUKUSEKI MARU No. 5**<br>**K. Nishikawa**<br>Yaizu Japanese | 191<br>95<br>— | **1965** Kanazashi Zosensho—Shimizu<br>128′ 0″ 22′ 9″ 9′ 2½″<br>110′ 0″ 22′ 8″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. Niigata |

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| **671546**<br>JDTP<br>[illegible]<br>Df Esd<br>Gc Rdr | **FUKUSEKI MARU No. 15**<br><br>**K. Nishikawa**<br>Yaizu Japanese | **299**<br>158<br>— | | **1967** Miho Zosensho—Shimizu<br>156' 4" 25' 4"<br>137' 10" 25' 3" 11' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280 x 440<br>750bhp<br>Niigata Eng. Co. Ltd. |
| **512352**<br>7JNZ<br>87743<br>Df Esd<br>Pfd Rdr | **FUKUSEKI MARU No. 15**<br><br>**K. Nishikawa**<br>Yaizu Japanese | **290**<br>156<br>— | | **1961** Miho Zosensho—Shimizu<br>150' 11" 24' 10"<br>24' 8"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310 x 440<br>650bhp<br>Niigata Eng. Co. Ltd. |
| **641271**<br>8LJL<br>94171<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUSHIMA MARU**<br><br>**Fukushima Prefecture**<br>**Education Committee**<br>Iwaki Japanese | **315**<br>139<br>— | | **1964** Hitachi Zosen—Mukaishima<br>*127·9'* 24' 5" 9' 10"<br>127' 11" 24' 3" 11' 6"<br>1 dk<br>RW | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 320 x 450<br>650bhp<br>Hanshin Nainenki Kogyo<br>2 × 60kW 220V 60c/s a.c. |
| **512353**<br>JBUO<br>71146<br>Df Esd<br>Rdr | **FUKUSHIMA MARU**<br><br>**Fukushima Prefecture**<br>**Education Committee**<br>Onohama Japanese | **221**<br>138<br>— | | **1954** Tohoku Dockyard Co. Ltd.—<br>Shiogama<br>*110·9'* 21' 10"<br>108' 4" 21' 8" 10' 10"<br>B7' F20' 1 dk<br>RW | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 340 x 500<br><br>Hanshin Nainenki Kogyo |
| **512355**<br>JEAY<br>79100<br>Esd Rdr<br>RT | **FUKUSHIRO MARU**<br><br>**Tochiki Kisen K.K.**<br>Tokyo Japanese | **1562**<br>840<br>2305 | <br><br>NK | **1957** Kyushu Zosen—Wakamatsu<br>266' 11" 39' 6" 16' 9"<br>246' 1" 39' 4" 19' 8"<br>P18' Q35' B16' F33' 1 dk<br>RW<br>rf 9" | M Mchy.aft<br>2 Ho<br>G.309059 B.290742<br>2 Ha (36½', 87½' × 19½')<br>9W Der 6(9½') | Oil 4SA 7Cy. 430 x 620<br>1400bhp<br>Hanshin Nainenki Kogyo<br>2 × 50kW 115V d.c. |
| **512357**<br>JICK<br>76360<br>RTv | **FUKUSHO MARU**<br><br>**Tokuyama Unyu K.K.**<br>Tokuyama Japanese | **379**<br>214<br>500 | | **1957** Ujina Zosensho—Hma<br>148' 6" 24' 8"<br>136' 1" 24' 7" 12' 5"<br>1 dk<br>RW<br>rf 4" | M<br>1 Ho 84½'<br><br>1 Ha (66½' × 16') | Oil 4SA 6Cy. 320 x 460<br>470bhp<br>Nippon Hatsudoki<br>1 × 3kW 105V d.c. |
| **650896**<br>JLGM<br>96262<br>Esd Pfd<br>Rdr | **FUKUSHO MARU**<br><br>**T. Saito**<br>Yaizu Japanese | **111**<br>36<br>— | | **1964** Miho Zosensho—Shimizu<br>112' 6" 19' 1"<br>90' 2" 19 0" 9' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 200 x 270<br><br>Akasaka Tekkosho |
| **660668**<br>JIZU<br>98805<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUSHO MARU No. 1**<br><br>**M. Mifuku**<br>Yamakawa Japanese | **192**<br>74<br>— | | **1965** Miho Zosensho—Shimizu<br>135' 5" 21' 9"<br>113' 6" 21' 8" 10' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280 x 440<br>750bhp<br>Niigata Eng. Co. Ltd. |
| **512360**<br>JCJH<br>72553 | **FUKUSHO MARU No. 2**<br><br>**Fuji Kaiun Soho K.K.**<br>Nagasaki Japanese | **426**<br>210<br>— | | **1945** Kawaminami Kogyo—Imari<br>*153·5'* 26' 1"<br>25' 11"<br>1 dk<br>RW len 55 | M Mchy.aft | Oil 2SA 4Cy. 500 x 580<br>400bhp Emade&refitte<br>Kitagawa Tekkosho |
| **512361**<br>JPVK<br>82208 | **FUKUSHO MARU No. 5**<br><br>**I. Matsushita**<br>Matsumava Japanese | **428**<br>265<br>— | <br><br>**BROKEN UP** | **1936** Osaka Tekkosho—Osa<br>*158·8'* 24' 3"<br>24' 1"<br>1 dk<br>R | M Mchy.aft<br><br><br>1 Ha (75½' × 14½') | Oil 4SA 6Cy.<br>420bhp NE58<br>Kinoshita Tekkosho |
| **542713**<br>7LRX<br>92772 | **FUKUSHO MARU No. 5**<br><br>**Fukusho Kisen K.K.**<br>Setoda Japanese | **389**<br>213<br>— | | **1963** Setoda Zosen—Setoda<br>*142·5'* 25' 1" 10' 10"<br>141' 0" 24' 11½" 11' 10"<br>1 dk<br>RW | M Mchy.aft<br><br>G.25179 B.23872<br>1 Ha (73½' × 17') | Oil 4SA 6Cy. 270 x 400<br>550bhp<br>Hanshin Nainenki Kogyo |
| **512362**<br>JFQE<br>78577 | **FUKUSHO MARU No. 10**<br><br>**Asahi Kaiun Y.K.**<br>Utsumi Japanese | **488**<br>271<br>— | | **1957** Ujina Zosensho—Hma<br>172' 11" 26' 11" 12' 5"<br>159' 1" 26' 10" 13' 5"<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (74½' × 17') | Oil 4SA 6Cy. 350 x 500<br>600bhp<br>Kinoshita Tekkosho |
| **512363**<br>JEQX<br>84473 | **FUKUSHO MARU No. 11**<br><br>**Fukusho Kisen K.K.**<br>Ube Japanese | **496**<br>271<br>— | | **1960** Ujina Zosensho—Hma<br>175' 6" 27' 8" 12' 9"<br>159' 2" 27' 6" 13' 11"<br>1 dk | M Mchy.aft<br><br>G.32666 B.30795 | Oil 4SA 500 x 580<br><br>Hanshin Nainenki Kogyo |
| **650234**<br>JM2204<br>95876<br>Rdr RT | **FUKUSHO MARU No. 12**<br><br>**Fukusho Kisen K.K.**<br>Ube Japanese | **504**<br>202<br>— | | **1964** Ujina Zosensho—Hma<br>164' 4" 29' 7" 12' 2"<br>147' 7" 29' 6" 13' 1"<br>1 dk<br>conv dry cargo ship 65 | M Chemical Tanker Mchy.aft<br><br>L.12007 | Oil 4SA 6Cy. 280 x 20<br>700bhp<br>Hanshin Nainenki Kogyo |

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| **FUKUTOKU MARU No. 5**<br>exKoei Maru No. 5–66<br>H. Sakakiya<br>Shimokamagari<br>Japanese | 425<br>259<br>— | | **1944** Endo Zosensho—Osa<br>*155·8'* 23' 1"<br>22' 11" 12' 11"<br>1 dk<br>RW | M<br>1 Ha (82'×16½')<br>len 54 | Oil 4SA 6Cy. 310×480 mm<br>450bhp NE55<br>Ito Tekkosho Shimizu<br>9¾k |
| **FUKUTOKU MARU No. 7**<br>I. Kameya<br>Karakuwa<br>Japanese | 339<br>182<br>— | | **1961** Miho Zosensho—Shimizu<br>159' 6" 25' 10"<br>141' 2" 25' 7" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>750bhp<br>Sumiyoshi Tekkosho Yoshida<br>10¼k |
| **FUKUTOKU MARU No. 8**<br>Fukutoku Gyogyo K.K.<br>Karakuwa<br>Japanese | 253<br>124<br>— | | **1963** Miho Zosensho—Shimizu<br>133' 3" 24' 9"<br>126' 7" 24' 7" 11' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×470 mm<br>700bhp<br>Sumiyoshi Tekkosho Yoshida<br>10¼k |
| **FUKUTOKU MARU No. 21**<br>R. Kobayashi<br>Yaizu<br>Japanese | 239<br>126<br>— | | **1961** Miho Zosensho—Shimizu<br>139' 3" 23' 10"<br>121' 4" 23' 8" 11' 2"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×470 mm<br>650bhp<br>Sumiyoshi Tekkosho Yoshida<br>10½k |
| **FUKUTOKU MARU No. 22**<br>S. Kobayashi<br>Yaizu<br>Japanese | 192<br>97<br>— | | **1964** Kanazashi Zosensho—Shimizu<br>128' 0" 22' 10" 9' 2"<br>110' 0" 22' 8" 10' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **FUKUTOMI MARU**<br>K. Arai<br>Numakuma<br>Japanese | 476<br>293<br>709 | | **1958** Tsuneishi Zosensho—Numakuma<br>169' 2" 26' 1" 11' 10"<br>154' 3" 25' 11" 13' 1"<br>1 dk | M Mchy.aft<br>2 Ha (30', 37½'×14¾') | Oil 2SA 4Cy. 438×470 mm<br>380bhp Emade—refitted58<br>Makita Tekkosho Takamatsu<br>10k |
| **FUKUTOMO MARU No. 1**<br>Nakafuku Kisen K.K.<br>Innoshima<br>Japanese | 237<br>111<br>— | | **1961** Innoshima Dock—Inn<br>*112·7'* 20' 6" 9' 6"<br>111' 3" 20' 4" 10' 6"<br>P39' B10' F18' 1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.14022<br>HeCls. B | Oil 4SA 6Cy. 270×380 mm<br>-1½pd<br>Matsui Tekkosho Ise<br>11½k |
| **FUKUUN MARU No. 5**<br>exNishi Nippon Maru No. 8–52<br>Y. Fujisawa<br>Imabari<br>Japanese | 292<br>182<br>— | | **1944** Yamamoto Zosen Tekkosho-- Kochi<br>*123·8'* 23' 0"<br>22' 10"<br>1 dk<br>RW conv tug 52 len 57 | M Tanker Mchy.aft | Oil 2SA 3Cy. 395×592 mm<br>NE52<br>Hatsudoki Seisakusho Kob |
| **FUKUUN MARU No. 8**<br>Fujisawa Kisen K.K.<br>Imabari<br>Japanese | 649<br>369<br>— | | **1961** Imabari Zosen—Imabari<br>194' 4" 28' 1" 12' 9"<br>176' 10" 27' 11" 14' 3"<br>1 dk | M Tanker Mchy.aft<br>L.45839 | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Makita Tekkosho Takamatsu<br>12k |
| **FUKUUN MARU No. 11**<br>Fujisawa Kisen K.K.<br>Imabari<br>Japanese | 997<br>564<br>1876 | | **1965** Imabari Zosen—Imabari<br>233' 3" 34' 3" 16' 10"<br>213' 2" 34' 1" 17' 6"<br>1 dk<br>RW | M Tanker Mchy.aft<br>L.84897 | 2 Oil 4SA each 6Cy. 260×330 mm<br>geared to sc. shaft<br>1400bhp 60t<br>Hanshin Nainenki Kogyo Kob<br>11½k |
| **FUKUWA MARU**<br>Heiwa Kisen K.K.<br>Tokyo<br>Japanese | 1876<br>920<br>3287 | NK | **1965** Hashihama Zosen—Imabari<br>277' 10" 41' 6" 18' 1"<br>255' 11" 41' 4" 20' 6"<br>1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta<br>L.125897 | 2 Oil 4SA each 6Cy. 310×380 mm<br>geared to sc. shaft<br>2000bhp 137t<br>Niigata Eng. Co. Ltd. Niigata<br>2×72kW 450V a.c. 12k |
| **FUKUYAMA MARU No. 2**<br>Fukuyama Kaiun K.K.<br>Kochi<br>Japanese | 200<br>96<br>— | | **1952** Imai Zosen—Kochi<br>109' 3" 21' 5" 9' 10"<br>96' 10" 21' 4" 10' 4"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>Emade53fitted62<br>Ikegai Tekkosho Tok |
| **FUKUYO MARU**<br>S. Hayashi<br>Ondo<br>Japanese | 498<br>243<br>750 | | **1957** Ujina Zosensho—Hma<br>172' 11" 27' 0" 12' 5"<br>158' 2" 26' 11" 13' 6"<br>1 dk<br>RW | M Mchy.aft<br>G.35986 B.32031<br>1 Ha (73'×15¾') | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Nippon Hatsudoki Kob<br>11¼k |
| **FUKUYO MARU No. 1**<br>Fukushima Gyogyo K.K.<br>Iwaki<br>Japanese | 313<br>117<br>370 | | **1965** Azuma Zosen—Yokosuka<br>145' 9" 26' 5" 11' 5"<br>130' 6" 26' 3" 12' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×380 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **FUKUYO MARU No. 31**<br>Fukuoka Gyogyo K.K.<br>Fukuoka<br>Japanese | 102<br>46<br>— | | **1966** Hakata Dock—Fukuoka<br>101' 6" 18' 0" 7' 6"<br>93' 6" 17' 9" 8' 7"<br>1 dk | M Fishing | Oil 4SA 6Cy. 250×400 mm<br>430bhp<br>Akasaka Tekkosho Yaizu |

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| 671585<br>JM2313<br>100285<br>RT | **FUKUYO MARU No. 32**<br><br>**Fukuoka Gyogyo K.K.**<br>Fukuoka Japanese | 102<br>46<br>— | **1966** Hakata Dock—Fukuoka<br>101′ 6″ 18′ 0″ 7′ 6″<br>93′ 6″ 17′ 9″ 8′ 7″<br>1 dk | M Fishing | Oil 4SA 6Cy. 250×400 mm<br>430bhp<br>Akasaka Tekkosho |
| 640177<br>JM2072<br>92294 | **FUKUYOSHI MARU**<br><br>**F. Miyazaki**<br>Matsushima Japanese | 252<br>129<br>— | **1963** Kanda Zosensho—Kur<br>125′ 9″ 21′ 5″ 9′ 9″<br>111′ 6″ 21′ 4″ 10′ 6″<br>1 dk | M Mchy.aft<br><br>G.14444 B.12890<br>1 Ha (73′×15½′) | Oil 4SA 6Cy. 270×400 mm<br>320bhp<br>Matsue Nainenki Kogyo |
| 512376<br>8JKT<br>91012 | **FUKUYOSHI MARU**<br><br>**Kurokawa Kaiun K.K.**<br>Nakashima Japanese | 241<br>126<br>— | **1962** Koyo Dock—Mihara<br>108′ 3″ 21′ 6″ 9′ 4″<br>96′ 9″ 21′ 4″ 10′ 2″<br>1 dk | M<br><br>G.8264 B.7663 | Oil 4SA 6Cy. 265×400 mm<br>320bhp<br>Nippon Hatsudoki |
| 640363<br>8KLW<br>92285 | **FUKUYOSHI MARU**<br><br>**K. Yoshino**<br>Kagoshima Japanese | 133<br>64<br>— | **1963** Honda Zosen—Saeki<br>95′ 2″ 19′ 1″ 7′ 4″<br>84′ 4″ 19′ 0″ 8′ 2″<br>1 dk | M Mchy.aft<br><br><br>1 Ha (27½′×12½′) | Oil 4SA 5Cy. 240×390 mm<br>230bhp Emade—[illegible] |
| 640178<br>8KHY<br>93410<br>Df Esd<br>Gc Rdr | **FUKUYOSHI MARU No. 1**<br><br>**Fukuyoshi Maru K.K.**<br>Yaizu Japanese | 264<br>132<br>— | **1963** Kanazashi Zosensho—Shimizu<br>148′ 10″ 24′ 10″<br>131′ 7″ 24′ 7″ 10′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×440 mm<br><br>Niigata Eng. Co. Ltd. |
| 512377<br>JNGN<br>74686 | **FUKUYOSHI MARU No. 5**<br><br>**Meiyo Shosen K.K.**<br>Osaka Japanese | 331<br>202<br>— | **1956** Hashihama Zosen—Imabari<br>152′ 4″ 23′ 2″ 9′ 10″<br>23′ 0″ 11′ 6″<br>1 dk len 59 | M Mchy.aft<br><br><br>1 Ha (55′×13½′) | Oil 4SA 6Cy. 290×410 mm<br>350bhp<br>Hanshin Nainenki Kogyo |
| 661538<br>JMYH<br>98149<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUYOSHI MARU No. 5**<br><br>**E. Misaki**<br>Yaizu Japanese | 253<br>129<br>— | **1966** Kanazashi Zosensho—Shimizu<br>139′ 11″ 24′ 9″ 9′ 6″<br>124′ 3″ 24′ 8″ 11′ 1″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 508512<br>JGXR<br>86603<br>Rdr | **FUKUYOSHI MARU No. 8**<br>exDaisho Maru No. 8–65<br>**Meiyo Shosen K.K.**<br>Osaka Japanese | 467<br>272<br>— | **1960** Koyo Dock—Mihara<br>165′ 6″ 26′ 5″ 11′ 4″<br>149′ 3″ 26′ 3″ 12′ 5″<br>1 dk | M Mchy.aft<br><br><br>1 Ha (66½′×14½′) | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Nippon Hatsudoki |
| 519086<br>JNEX<br>84798 | **FUKUYOSHI MARU No. 8**<br>exKoei Maru–64<br>**K. Nagame**<br>Shimonoseki Japanese | 195<br>82<br>— | **1960** Niihama Zosensho—Anan<br>*105·7* 21′ 8″<br>21′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×400 mm<br>200bhp<br>Makita Tekkosho |
| 512380<br>JNOA<br>73407<br>Df | **FUKUYOSHI MARU No. 12**<br><br>**S. Suzuki**<br>Karakuwa Japanese | 357<br>227<br>— | **1955** Miho Zosensho—Shimizu<br>157′ 1″ 24′ 6″<br>24′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Akasaka Tekkosho |

Now **KOSHIN MARU No. 5** See New Entries No. 3

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| 512381<br>JDVN<br>70861<br>Df | **FUKUYOSHI MARU No. 15**<br><br>**Nemuro Daiichi Gyogyo**<br>**Seisan Kumiai**<br>Yaizu Japanese | 297<br>166<br>— | **1954** Niigata Tekkosho—Niigata<br>*134·7′* 23′ 7″<br>23′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Niigata Tekkosho |
| 680380<br>JRHU<br>102629<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUYOSHI MARU No. 15**<br><br>**Fukuyoshi Maru K.K.**<br>Yaizu Japanese | 276<br>139<br>— | **1967** Kanazashi Zosensho—Shimizu<br>153′ 6″ 25′ 0″ 9′ 10″<br>136′ 5″ 24′ 11″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>850bhp<br>Niigata Eng. Co. Ltd. |
| 512382<br>JLHJ<br>59405<br>Df | **FUKUYOSHI MARU No. 16**<br>exKaitoku Maru–60<br>**M. Tamatoshi**<br>Kikai Japanese | 167<br>80<br>— | **1948** Miho Zosensho—Shimizu<br>*108·3′* 19′ 8″<br>… … …<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. [illegible]<br>320bhp<br>Niigata Tekkosho |
| 515594<br>JDEL<br>82632 | **FUKUYOSHI MARU No. 17**<br>exHoyo Maru–66<br>exKogane Maru–61<br>exChiyoda Maru No. 8–61<br>exFuji Maru No. 8–59<br>**Nagami Kaiun K.K.**<br>Kitakyushu Japanese | 367<br>201<br>502 | **1959** Mitsuhama Zosen—Matsuyama<br>148′ 5″ 23′ 1″ 10′ 10″<br>22′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. [illegible]<br>420bhp<br>Nippon Hatsudoki |
| 542004<br>7JEC<br>87038<br>Df Esd<br>Rdr RT | **FUKUYOSHI MARU No. 18**<br><br>**S. Suzuki**<br>Karakuwa Japanese | 361<br>201<br>— | **1961** Miho Zosensho—Shimizu<br>*144·0′* 26′ 7″<br>26′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. [illegible]<br>750bhp<br>Niigata Eng. Co. Ltd. |

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| **FUKUYOSHI MARU No. 18**<br>exFukko Maru No. 2–56<br>**Kyoei Unyu K.K.**<br>Hakodate Japanese | 149<br>75<br>— | | **1948** Fujinagata Zosensho—Osa<br>*98·4′* 19′ 8″<br>… … …<br>1 dk<br>RW | M Fishing Mchy.aft<br>3 Ha (each 4¼′×5¼′) | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Niigata Tekkosho Niigata<br>8½k |
| **FUKUYOSHI MARU No. 20**<br>K. Kato<br>Shiogama Japanese | 240<br>130<br>— | | **1962** Niigata Eng. Co. Ltd.—Niigata<br>137′ 5″ 24′ 5″ 9′ 6″<br>123′ 0″ 24′ 3″ 10′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. Niigata<br>10¼k |
| **FUKUYOSHI MARU No. 21**<br>S. Suzuki<br>Karakuwa Japanese | 185<br>73<br>— | | **1964** Uchida Zosen—Ise<br>24′ 11″ 9′ 1″<br>111′ 6″ 21′ 0″ 10′ 5″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Hanshin Nainenki Kogyo Kob |
| **FUKUYOSHI MARU No. 25**<br>exAshu Maru–65<br>N. Kato<br>Shiogama Japanese | 297<br>160<br>— | | **1955** Hitachi Zosen—Mukaishima<br>*129·6′* 24′ 0″<br>129′ 7″ 23′ 11″ 12′ 1″<br>P50′ F22′ 1 dk | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Hanshin Nainenki Kogyo Kob<br>10k |
| **FUKUYOSHI MARU No. 32**<br>B. Kanenari<br>Iwaki Japanese | 285<br>149<br>674 | | **1967** Niigata Eng. Co. Ltd.—Niigata<br>144′ 8″ 25′ 7″ 10′ 4″<br>129′ 10″ 25′ 6″ 11′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×460 mm<br>950bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **FUKUYOSHI MARU No. 35**<br>Fukuyoshi Maru **K.K.**<br>Yaizu Japanese | 354<br>196<br>— | | **1962** Kanazashi Zosensho—Shimizu<br>165′ 10″ 25′ 9″<br>146′ 11″ 25′ 7″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>900bhp<br>Akasaka Tekkosho Yaizu |
| **FUKUYOSHI MARU No. 35**<br>exFuku Maru No. 8–65<br>Nemuro **Daiichi Gyogyo Seisan Kumiai**<br>Nemuro Japanese | 240<br>131<br>— | | **1959** Kanazashi Zosensho—Shimizu<br>*120·4′* 23′ 6″ 9′ 10″<br>118′ 2″ 23′ 4″ 11′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>650bhp<br>Kobe Hatsudoki Kob<br>10k |
| **FUKUYOSHI MARU No. 83**<br>T. Inki<br>Ajisaki Japanese | 142<br>61<br>— | | **1966** Nagasaki Zosen—Nag<br>110′ 10″ 19′ 5″ 8′ 3″<br>80′ 2″ 19′ 4″ 9′ 8″<br>1 dk | M Fish Carrier Mchy.aft | Oil 4SA 6Cy. 280×410 mm<br>670bhp<br>Kanegafuchi Nainenki Tok |
| **FUKUZAKI MARU**<br>**Osaka Zosensho**<br>Tokyo Japanese | 3902<br>2239<br>5721 | NK | **1963** Osaka Zosensho—Osa<br>357′ 4″ 51′ 9″ 23′ 9″<br>331′ 5″ 51′ 6″ 25′ 11″<br>P82′ F30′ 1 dk<br>RW<br>rf 6″ | M Mchy.aft<br>3 Ho 59′, 98½′, 69′<br>G.266390 B.254008<br>3 Ha (38½′, 69′, 46¾′×23½′)<br>8W Der 4(9) | Oil 2SA 6Cy. 390×650 mm<br>2000bhp 470t (d.o)<br>Kobe Hatsudoki Seizosho Kob<br>2×85kW 445V 60c/s a.c. 11¼k |
| **FUKUZU MARU No. 5**<br>T. Marumoto<br>Muroto Japanese | 112<br>45<br>— | | **1963** Tokushima Zosen Sangyo—Tokushima<br>19′ 10″ 7′ 10″<br>89′ 11″ 19′ 8″ 8′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>Daihatsu Kogyo Osa |
| **FUKYU MARU No. 25**<br>K. Kondo<br>Yaizu Japanese | 240<br>136<br>— | | **1962** Kanazashi Zosensho—Shimizu<br>136′ 2″ 24′ 1″<br>120′ 0″ 23′ 11½″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. Niigata<br>10k |
| **FUKYU MARU No. 28**<br>exDaiyu Maru No. 3–65<br>exFukyu Maru No. 18–62<br>K. Kondo<br>Yaizu Japanese | 179<br>77<br>— | | **1955** Kanazashi Zosensho—Shimizu<br>*105·9′* 20′ 4″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×420 mm<br>500bhp 61t<br>Niigata Tekkosho Niigata<br>9¾k |
| **FULANI**<br>**Elder Dempster Lines Ltd.**<br>Liverpool British | 7689<br>4072<br>8150 | ✠100A1 CS 1/68<br>DTsm & 'tween dk tanks amids—veg. oil, latex or glycerine<br>✠LMC<br>MN1480 EL c†2⅛″SQ | **1964**–1 Lithgows Ltd.—P.Gl<br>465′ 0″ 62′ 4″ 25′ 5¼″<br>430′ 2″ 62′ 0″ 36′ 0″<br>P37′ B75′ F48′ 2 dks<br>RW NS in Nos. 2, 3, 4 & 5 'tween dks & No. 2 hold 6BH<br>rf 4″ WB2624t Incl. DTsmf1511t | M Ref<br>4 Ho 56¼′, 72′, 30′ DT, 30′ DT, 30′ DT, 30′ DT, 70′, 54′<br>G.513037 B.473955 In.3370<br>5 Ha (stl) (22½′×18′) (37½′, 45′, 32½′, 27½′×22′)<br>16W Der 1(80) 2(30) 4(15) 2(12½) 4(7½) 6(5) | Oil 2SA 5Cy. 760×1550 mm<br>7400bhp Sulzer 914t (hvf)<br>Fairfield-Rowan Ltd. Gls<br>2AuxB (1 o.f 1 ex.g) 120lb<br>4×200kW 220V d.c. 16k |

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| 512389<br>ODJB<br>Df Esd<br>Gc | **FULCHERA**<br>exFrancis N.-59 exAugustin Le Borgne-56 exAlpina-52<br>exReiher-48<br>**Cia. Nav. Paoliana S.A.**<br>Lebanese | 1350<br>620<br>— | BV<br>Classed LR until 2/53<br>**BROKEN UP** | **1938** Howaldtswerke A.G.—Kel<br>261' 7" 38' 7"<br>243' 7" 38' 5" 22' 11"<br>B67' F25' 1 dk & S dk<br>R | M OSD<br>G.112254 B.106994<br>4 Ha (22½'×13½') (26½', 20½'×13½') (12½'×11½')<br>7W Der 1(10) | Oil 4SA 6Cy.<br>1200bhp<br>Masch. Augsburg-Nürnberg |
| 512390<br>HPDA<br>4610-60<br>Df Esd<br>Gc Rdr | **FULDA**<br>exWaikawa-60<br>exParkdale Park-46<br>**Fulda Marine Corp.**<br>Panama Panamanian | 7172<br>4394<br>10270 | CR (Taiwan)<br>✠Classed LR until 3/66 | **1944**-5 W. Coast S.B. Ltd.—Vcr<br>439' 6" 57' 2" 26' 11½"<br>416' 0" 56' 10" 37' 4"<br>2 dks<br>RW | S CSD<br>B.464720<br>10W Der 1(20) | T 3Cy. 24½" 37" &<br>2500ihp<br>Dominion Eng. Works Ltd.<br>3×15kW 115V d.c. |
| 512391<br>INLA<br>602<br>RTm | **FULGOR**<br>exFlying Swordfish-57<br>exEmpire Pixie-46<br>**D. Tripcovich & C. Soc. di Nav. Rimorchi e Salvataggi per Azioni**<br>Trieste Italian | 266<br>15<br>— | RI<br>✱Classed BC until 4/59 | **1942**-11 Goole S.B. & R. Co. Ltd.—Goo<br>114' 6" 26' 1" 12' 10"<br>107' 0" 26' 0" 13' 6"<br>BK 7" | S Tug<br>1 Ho | T 3Cy. 16" 26" &<br>1000ihp<br>G. Fletcher & Co. Ltd. |
| 512392<br>MKYQ<br>181792<br>Esd Pfd<br>Rdr<br>RTm/v | **FULHAM VIII**<br>**Central Electricity Generating Board**<br>Stephenson Clarke ~~Ltd.~~ Shipping Ltd.<br>London British | 1773<br>1103<br>2630 | ✠100A1 SS 8/64<br>✠LMC<br>MN296 EL q 1$\frac{1}{16}$"SQ | **1947**-12 Burntisland S.B. Co. Ltd.—Bnt<br>272' 0" 39' 6" 17' 5½"<br>257' 0" 39' 4" 18' 9"<br>Q158' B23' F28' 1 dk<br>R NS 5BH<br>rf nil WB857t incl. DTm190t | M Mchy.aft<br>3 Ho 60½', 51', 49'<br>G.122910<br>3 Ha (stl) (36'×20½') (34½', 34½'×28')<br>1W | 2 Oil 4SA each 12Cy.<br>hydraulic coupling<br>shaft<br>1480bhp<br>Mirrlees, Bickerton & Day<br>db 25lb<br>3×50, 50, 18kW 220V d.c. |
| 512393<br>GFKY<br>182844<br>Esd Pfd<br>Rdr<br>RTm/v | **FULHAM IX**<br>**Central Electricity Generating Board**<br>Stephenson Clarke ~~Ltd.~~ Shipping Ltd.<br>London British | 1759<br>898<br>2560 | ✠100A1 SS 7/65<br>✠LMC<br>EL q 1$\frac{1}{16}$"SQ | **1948**-9 Burntisland S.B. Co. Ltd.—Bnt<br>272' 0" 39' 6" 17' 5½"<br>257' 0" 39' 4" 18' 9"<br>Q158' B23' F28' 1 dk<br>R NS 5BH<br>rf nil WB943t incl. DTm190t | M Mchy.aft<br>3 Ho 60½', 51½', 42½'<br>G.119760<br>3 Ha (stl) (36'×20½') (34½', 34½'×28')<br>1W | Oil 2SA 8Cy.<br>magnetic coupling<br>1520bhp<br>British Polar Engines Ltd.<br>db 25lb<br>3×50, 50, 18kW 220V |
| 512394<br>MADV<br>182862<br>Esd Pfd<br>Rdr<br>RTm/v | **FULHAM X**<br>**Central Electricity Generating Board**<br>Stephenson Clarke ~~Ltd.~~ Shipping Ltd.<br>London British | 1759<br>898<br>2598 | ✠100A1 SS 8/65<br>✠LMC<br>EL q 1$\frac{1}{16}$"SQ | **1948**-10 Hall, Russell & Co. Ltd.—Abn<br>274' 6" 39' 6" 17' 6½"<br>257' 0" 39' 4" 18' 9"<br>Q157' B23' F28' 1 dk<br>R NS 5BH<br>rf nil WB948t incl. DTm190t | M Mchy.aft<br>3 Ho 60½', 51½', 42½'<br>G.119700<br>3 Ha (stl) (36'×20½') (34½', 34½'×28')<br>1W | Oil 2SA 8Cy.<br>magnetic coupling<br>1520bhp<br>British Polar Engines Ltd.<br>db 25lb<br>3×50, 50, 18kW 220V |
| 509840<br>6ZSV<br>2564<br>Df Esd<br>Gc Rdr | **FULLMOON**<br>exEian Maru-66<br>~~Fullmoon Maritime Corp.~~<br>Monrovia Liberian<br>**Fullmon Maritime Corp.** | 6478<br>3701<br>9796 | BV NK<br>✠Classed LR until 6/63 | **1951**-10 Harima Zosensho—Aio<br>449' 8" 58' 7" 26' 8"<br>419' 10" 58' 5" 33' 5"<br>P27' B139' F39' 2 dks<br>RW | M<br>5 Ho 57½', 66½', 47½', 66½', 60'<br>G.504627 B.454520<br>5 Ha (31½'×19½') (39½', 31½', 42', 36¾'×23')<br>Der 1(29½) 4(10) 6(5) | Oil 2SA 7Cy.<br>4900bhp<br>Harima Zosensho<br>4×180, 180, 40, 40kW |
| 512398<br><br><br>Esd RT | **FULMAR**<br>**Trinidad Northern Areas Ltd.**<br>*Port of Spain* British<br>Now **RIVTOW ROGUE** See New Entries No. 11 | 161<br>86<br>— | ✠Classed LR until 3/62 | **1958**-3 Sprostons Ltd.—Georgetown, Dem<br>91' 11" 25' 3" 10' 3"<br>84' 0" 23' 3" 10' 6"<br>rf 23" | M Tug | 2 Oil 4SA each 12Cy.<br>sc. shaft<br>Caterpillar Tractor Co. |
| 512399<br>OYOT<br><br>RTm | **FULTON**<br>**R. B. H. Nielsen**<br>Ålborg Danish | 106<br>69<br>160 | | **1915** L. Johansen—Marstal<br>92' 8" 22' 11"<br>... ...<br>1 dk | Wood Aux Sr<br>1 Ho 45'<br>2 Ha (16½', 19¾'×13')<br>Der 1(1) | Oil 4SA 6Cy.<br>180bhp NE62<br>A/B Scania-Vabis<br>Controllable pitch |
| 512400<br>JPRJ<br>45433<br>Df Gc<br>Pfd Rdr | **FUMI MARU**<br>exHumi Maru<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 399<br>162<br>— | | **1938** Hakodate Dock Co. Ltd.—Hak<br>*154-4'* 25' 4"<br>147' 6" 25' 3" 14' 0"<br>1 dk<br>R Ien 54 | M Whaler Mchy.aft | Oil 2SA 8Cy.<br>2350bhp NE34<br>Hayashikane Zosen |
| 512404<br>JLHL<br>85168<br>Df Esd<br>Gc Rdr<br>RT | **FUMI MARU No. 5**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 430<br>125<br>— | NK | **1960** Hayashikane Zosen—Smk<br>187' 9" 28' 11"<br>172' 10" 28' 9" 15' 3"<br>1 dk | M Whaler | Oil 2SA 7Cy.<br>3150bhp<br>Hayashikane Zosen |
| 512405<br>7JKD<br>87456<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUMI MARU No. 6**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 399<br>117<br>— | NK | **1961** Hayashikane Zosen—Smk<br>178' 11" 27' 5"<br>162' 10" 27' 3" 14' 6"<br>1 dk | M Whaler | Oil 2SA 7Cy.<br>3150bhp<br>Hayashikane Zosen |
| 512407<br>JABR<br>67468<br>Df Gc<br>Pfd Rdr | **FUMI MARU No. 11**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 424<br>150<br>— | NK | **1951** Hayashikane Zosen—Smk<br>175' 7" 27' 8"<br>157' 5" 27' 6" 14' 9"<br>F11' 1 dk<br>RW | M Whaler Mchy.aft<br>1 Ho 22'<br>1 Ha (3½'×3½')<br>2W | Oil 2SA 8Cy.<br>2000bhp<br>Hayashikane Zosen |

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| **FUMI MARU No. 12**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 473<br>176<br>— | | NK | **1951** Hayashikane Zosen—Smk<br>175′ 7″ 27′ 6″<br>157′ 5″ 27′ 4″ 14′ 9″<br>1 dk<br>RW | M Whaler Mchy.aft<br>1 Ho 23¼′<br>1 Ha (3½′×3½′)<br>2W | Oil 2SA 8Cy. 480×720 mm<br>2000bhp 138t<br>Hayashikane Zosen Smk<br>14k |
| **FUMI MARU No. 15**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 471<br>176<br>— | | NK | **1952** Hayashikane Zosen—Smk<br>175′ 7″ 27′ 8″<br>157′ 5″ 27′ 6″ 14′ 9″<br>F11′ 1 dk<br>RW | M Whaler Mchy.aft<br>1 Ho 23¼′<br>1 Ha (3½′×3½′)<br>2W | Oil 2SA 8Cy. 480×720 mm<br>2350bhp 138t<br>Hayashikane Zosen Smk<br>14k |
| Now **FUMI** See New Entries No. 6 | | | | | | |
| **FUMI MARU No. 16**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 599<br>199<br>— | | NK | **1954** Hayashikane Zosen—Smk<br>*179·4′* 30′ 3″<br>173′ 11″ 30′ 1″ 16′ 9″<br>1 dk<br>RW | M Whaler Mchy.aft<br>2 Ho | Oil 2SA 10Cy. 490×720 mm<br>3000bhp 215t<br>Hayashikane Zosen Smk<br>2×120kW 230V d.c. 15k |
| **FUMI MARU No. 17**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 648<br>224<br>— | | NK | **1955** Hayashikane Zosen—Smk<br>203′ 2″ 31′ 0″<br>187′ 2″ 30′ 10″ 16′ 5″<br>1 dk<br>RW | M Whaler Mchy.aft<br>2 Ho | Oil 2SA 10Cy. 490×720 mm<br>3000bhp 220t<br>Hayashikane Zosen Smk<br>2×120kW 230V d.c. 15k |
| **FUMI MARU No. 18**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 650<br>211<br>— | | NK | **1956** Hayashikane Zosen—Smk<br>203′ 3″ 31′ 0″<br>180′ 5″ 30′ 10″ 16′ 5″<br>1 dk<br>RW | M Whaler Mchy.aft<br>2 Ho | Oil 2SA 10Cy. 490×720 mm<br>3000bhp 253t<br>Hayashikane Zosen Smk<br>2×120kW 230V d.c. 15k |
| **FUMIKAWA MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | 35068<br>11521<br>56379 | | NK | **1966** Ishikawajima-Harima Hvy Ind.—Aio<br>732′ 5″ 104′ 2″ 38′ 9″<br>698′ 10″ 104′ 0″ 57′ 9″<br>F65′ 1 dk<br>RW<br>rf ½″ BK1½″ | M Ore Carrier (2P) Mchy.aft<br>4 Ho 137¾′, 131¼′, 131¼′, 105′<br>G.1168677<br>4 Ha (stl) (each 105′×29½′) | Oil 2SA 6Cy. 900×1550 mm<br>15000bhp Sulzer 3846t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>3×370, 370, 80kW 450V 60c/s a.c. 15k |
| **FUNAKAWA MARU**<br>**Akita-Prefecture**<br>Akita Japanese | 375<br>189<br>— | | | **1967** Miho Zosensho—Shimizu<br>154′ 10″ 26′ 0″<br>136′ 1″ 25′ 11″ 12′ 4″<br>F27′ 1 dk | M Fishery Training Ship Mchy.aft<br>1 Ho 30′<br>1 Ha (5′×5′)<br>Der 2(1) | Oil 4SA 6Cy. 300×440 mm<br>820bhp<br>Akasaka Tekkosho Yaizu<br>2×130, 100kW 220V 50c/s a.c. 10½k |
| **FUNAKAWA MARU**<br>**Akita Prefecture**<br>Funakawa Japanese | 290<br>122<br>— | | | **1956** Yamanishi Zosen Tekkosho—Ishinomaki<br>124′ 0″ 21′ 8″<br>21′ 6″<br>1 dk<br>RW | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 340×500 mm<br>500bhp<br>Hanshin Nainenki Kogyo Kob<br>9¾k |
| **FUNATAMA MARU**<br>**S. Kanesaka**<br>Yokohama Japanese | 132<br>84<br>234 | | | **1959** Daiichi Zosen Tekkosho—Yka<br>100′ 1″ 21′ 9″ 7′ 6″<br>21′ 7″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 250×280 mm<br>160bhp Emade49fitted59<br>Ikegai Tekkosho Tateyama<br>7k |
| **FUNCHAL**<br>**Empresa Insulana de Navegação**<br>Lisbon Portuguese | 9824<br>5972<br>— | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2760 EL e†2$\frac{7}{16}$″SQ | SS 11/65 | **1961**–10 Helsingör Skibs & Msk.—Hsg<br>501′ 3″ 62′ 7″ 20′ 3½″<br>454′ 5″ 62′ 6″ 30′ 0″<br>B&F454′ 2 dks, 3rd dk fwd of mchy.<br>RW 8BH space<br>rf 6″ WB744t | TS (400P) Ref<br>In.24400 | 4 S Turb dr geared to 2 sc. shafts<br>13800shp (o.f)<br>Parsons Marine Turb. Co. Wal<br>2WTB 650℔ Spt 850° F. 640℔ hs14152<br>AuxB 100℔ sg 114℔ 20k |
| **FUNCTION**<br>**London & Rochester Trading Co. Ltd.**<br>Rochester British | 212<br>141<br>250 | | | **1963** Schps. Gebr. Coops—Hgz<br>99′ 8″ 22′ 1″ 8′ 2″<br>93′ 8″ 22′ 0″ 9′ 0″<br>1 dk | M Barge Mchy.aft<br>1 Ho 63½′<br>1 Ha (54¾′×15′) | Oil 4SA 6Cy. 6½″×7½″<br>180bhp (d.o)<br>Bergius Co. Ltd. Gls |
| **FUNDADOR**<br>exFrigus-57<br>**República de Cuba**<br>~~**Empresa Consolidada de Nav. Mambisa**~~<br>Havana Cuban<br>Empresa Navegacion Mambisa (Mgrs.) | 863<br>588<br>730 | **✠100A1**<br>**Str. nav. ice**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN192 EL I 1½″SQ | SS 11/65 | **1955**–12 Orenstein-Koppel & Lbcr. Masch.—Lbc<br>217′ 5″ 32′ 7″ 12′ 0½″<br>192′ 0″ 32′ 6″<br>F21′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 2″ WB260t | M Ref OSD Mchy.aft<br>In.46400<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 290×490 mm<br>960bhp 176t<br>Alpha-Diesel A/S Fkn<br>11½k |
| **FÜNFJAHRPLAN**<br>**Fischkombinat Rostock**<br>Rostock E. German | 257<br>91<br>— | | DSRK | **1951** Volkswerft Stralsund—Stralsund<br>128′ 6″ 24′ 0″ 8′ 10″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>Buckau-Wolf Mgd |
| **FUNG WONG SHAN**<br>**Shell Co. of Hong Kong Ltd.**<br>Hong Kong British | 281<br>107<br>— | **✠Class WITHDRAWN**<br>at Owners' request<br>4/69 | | **1955**–5 Taikoo Dkyd & Eng. Co.—H.Kg<br>134′ 9″ 25′ 2″ 8′ 2½″<br>127′ 0″ 24′ 6″ 9′ 0″<br>Ba35′ F14′ Trunk 65′ 1 dk<br>8BH<br>rf 1″ WB58t incl. DTf26t | M Tanker Mchy.aft | Oil 2SA 6Cy. 180×230 mm with sr gearing<br>240bhp<br>Crossley Bros. Ltd. Mch<br>(db 100℔) |

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| 514492 | **FURAT**<br>exHazim–66<br>**Government of Iraq**<br>**(Directorate General of**<br>**Ports & Navigation)**<br>Basrah Iraq | 462<br>8<br>— | ✠100A1 ~~SS 12/62~~<br>tug SS 2/63<br>✠LMC<br><br>MN243 EL (g)1½" | 1954–6 Scott & Sons—Bwg<br>135' 1" 34' 6" 13' 8"<br>125' 1" 33' 0" 14' 6"<br>B44'<br>3BH<br>BK7" WB53t | S Tug | T 3Cy. 17" 28" & 48"×3<br>1350ihp<br>Plenty & Son Ltd.<br>SB 200lb hs(3370) 4d |
| 512425<br>LDXU<br><br>Df Esd<br>RT | **FURENAK**<br><br>**D/S Furenak A/S**<br>Paal Aarseth<br>Ålesund Norwegian | 158<br>49<br>— | | 1918.........................Rosendal<br>116' 5" 22' 2"<br>... ... ...<br><br>len 55 | Wood M Fishing | Oil 2SA 4Cy.<br>300bhp NE49<br>Crossley Bros. Ltd. |
| 512426<br>SGMW<br>10250<br>Df Esd<br>Rdr RT | **FURENÄS**<br><br>**Karl Höglund**<br>Donsö Swedish | 374<br>210<br>560 | <br><br>BV | 1962 O. Jonssons Torrdocka—<br>Källandsö<br>147' 6" 22' 8" 10' 6"<br>22' 6"<br>1 dk len 64 | M Tanker Mchy.aft<br>10 Ta<br>L.27000 | Oil 4SA 8Cy. 220×28<br>585bhp<br>Klöckner-Humboldt-Deu |
| 512429<br>FNGL<br><br>Df Rdr<br>RTm/h | **FURET IV**<br><br>**Entreprises de Remorquage,**<br>**de Sauvetage et**<br>**d'Acconage**<br>Sète French | 212<br>78<br>— | <br><br>BV | 1959 Schpsw. Kramer & Booy "De<br>Rietpol"—Spaarndam<br>104' 11" 29' 6" 11' 1½"<br>91' 10" 28' 1" 13' 1"<br><br>RW | M Tug | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>1600bhp<br>Klöckner-Humboldt Deu<br>2×43kW 220V d.c. |
| 522647<br>TXBK | **FURET VI**<br>exMarseillais 2–67<br>**Entreprises de Remorquage,**<br>**de Sauvetage et**<br>**d'Acconage**<br>Marseilles French | 138<br>—<br>— | <br><br>BV | 1929 Ch. & At. de Provence—<br>Port de Bouc<br>75' 6" 22' 4" 15' 9"<br>22' 2" | S Tug | T 3Cy. 16½" 27" & 44"×2<br><br>Soc. Provençale de Con |
| 522646<br>TMWU<br><br>RTv | **FURET VII**<br>exMarseillais 1–66<br>**Entreprises de Remorquage,**<br>**de Sauvetage et**<br>**d'Acconage**<br>Marseilles French | 123<br>28<br>— | <br><br>BV | 1948 Béliard, Crighton & Cie.—Ost<br>87' 1" 22' 4" 12' 11"<br>22' 2"<br><br><br>R | M Tug<br><br><br>1 Ha (8½'×5') | Oil 2SA 6Cy. 360×600<br>900bhp<br>Sulzer Bros. Ltd.<br>2×22kW 110V d.c. |
| 512430<br>INLN<br>212 | **FURETTO**<br>exFuret III<br>**A. Cirrincione**<br>Palermo Italian | 197<br>12<br>— | <br><br>RI | 1923 Lübecker Masch. Ges.—Lbc<br>112' 6" 22' 11"<br>... ... ...<br>R | S Tug | T 3Cy. 370, 590 & 900×<br>612ihp<br>Lübecker Masch. Ges. |
| 671527<br><br>EB2414<br>RT | **FURIA**<br><br>**Vicente Boluda Mari**<br>Valencia Spanish | 76<br>—<br>— | ✠A1<br>tug Cartagena harbour<br>service<br>✠LMC<br>MN252 EL (a) | 1966–11 Ast. Neptuno—Val<br>73' 3" 23' 4"<br>65' 0" 22' 0½" 10' 2"<br>RW 3BH<br>rf 39" BK5" | M Tug | Oil 4SA 6Cy. 320×48<br>1260bhp<br>Motorenw. Mannheim<br>2×20, 7kW 220V d.c.<br>Controllable pitch prop |
| 512433<br><br><br>Df Esd | **FURMANOV**<br><br>**U.S.S.R.**<br>Russian | 1869<br>812<br>3100 | | 1960 Wärtsilä Kon. Crichton Vulcan—<br>Åbo<br>309' 0" 46' 0" 18' 7"<br>284' 4" 45' 11"<br>1 dk & S dk | M OSD | Oil 2SA 6Cy. 560×100<br><br>Sulzer Bros. Ltd. |
| 512435<br>SVLG<br>2782<br>Df Esd<br>Pfd Rdr<br>RTm | **FURSUND EFTYCHIA**<br>exFursund–66<br>**Nicolaos C. Kozanitas**<br>Piræus Greek | 1082<br>619<br>1610 | <br><br>GL | 1956 Abeking & Rasmussen—<br>Lemwerder<br>224' 8" 34' 10" 16' 0"<br>203' 5" 34' 9" 17' 0"<br>P&Q155' F25' 1 dk<br>RW | M Mchy.aft<br>1 Ho 132'<br>G.77682 B.68855<br>1 Ha (28½' comb.×19½')<br>6W Der 1(10) 6(3–5) | Oil 4SA 6Cy. 385×58<br>1050bhp<br>Masch. Kiel A.G.<br>3×60kW 220V d.c. |
| 538650<br>OGBS<br>1436<br>Df Esd<br>Pfd Rdr<br>RTm | **FURUHOLM**<br>exWasaland–66 exSkarpö–60<br>exGlückauf<br>**Rederi A/B Nidarholm**<br>**Laivanvarustamo O/Y**<br>Turku/Åbo Finnish | 3452<br>1890<br>4340 | 100A1 SS 5/65<br>Str. nav. Ice<br>LMC<br><br>EL v | Lch. 1944 Cmd. 1948–4<br>A/B Oskarshamns Varv—Osk<br>344' 5" 48' 11" 20' 7½"<br>321' 6" 48' 10" 23' 7"<br>P23' Q147' F30' 1 dk<br>RW NS 7BH<br>WB1051t incl. Tunnel tanks 189t Dk tanks 107t | S<br>5 Ho 41', 39½', 60', 44½', 41'<br>G.237000 B.221000<br>5 Ha (stl) (26½'×29½'/23½') (26½', 36',<br>26½', 26½'×29½')<br>Der 10(3) | C 4Cy. (2) 16½' & (2)<br>turb with dr gearing<br>coupling<br>1800ihp<br>Rheinmetall-Borsig A.G.<br>3WTB 213lb Spt<br>3×110, 55, 55kW |
| 532392<br>JEXD<br>79300<br>Df Esd<br>Gc Rdr<br>RT | **FURUTAKA MARU**<br>exMaya Maru–67<br>exShinsei Maru No. 2–65<br>**Mibae Shosen K.K.**<br>Goshiki Japanese | 3251<br>1938<br>5250 | <br><br>NK | 1957 Kure Zosensho—Kur<br>343' 4" 49' 4" 20' 5"<br>321' 6" 49' 2½" 24' 7"<br>1 dk | M<br>3 Ho<br>G.232825 B.218523<br>4 Ha (29½', 39½', 34½', 29½'×19½')<br>8W Der 1(30) 4(10) 4(5) | Oil 2SA 8Cy. 480×<br>2400bhp<br>Uraga Diesel Kog<br>2×70kW 230V d.c. |
| 512437<br>VYLB<br>178207<br>Rdr RT | **FURY STRAITS**<br>exRosario Straits–54<br>exSenator–49<br>**Straits Towing Ltd.**<br>Vancouver Canadian | 181<br>44<br>— | | 1944 Wilmington Boat Wks Inc.—<br>Wmg, Cal<br>90' 3" 24' 2" 12' 3"<br>... ... ... | Wood M Tug | Oil 6Cy. 355×43<br>Cooper Bess<br>Fairbanks, Morse & Co. |

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| **FUSARO**<br>exManana-60<br>exWilhelm Numssen-59<br>**Antonio Scotto d'Antuono**<br>Italian<br>Naples | 500<br>235<br>845 | RI | **1954** Hilgers A.G.—Rheinbrohl<br>168′ 8″ 26′ 8″ 13′ 5″<br>151′ 6″ 26′ 6″ 15′ 1″<br>1 dk<br>RW | M<br>1 Ho | Oil 4SA 6Cy. 320×450 mm<br>450bhp<br>Klöckner-Humboldt-Deutz | Kln |
| **FUSASHIMA MARU**<br>**Kokuyo Kaiun K.K.**<br>Japanese<br>Osaka | 4546<br>2727<br>6876 | NK | **1960** Hitachi Zosen—Mukaishima<br>382′ 3″ 52′ 9″ 22′ 11″<br>357′ 2″ 52′ 6″ 29′ 6″<br>1 dk<br>RW | M Mchy.aft<br>4 Ho<br>G.331006 B.301553<br>4 Ha (34¾′, 39′, 39′, 39′×24½′)<br>8W Der 6(8) | Oil 2SA 6Cy. 500×1100 mm<br>3450bhp B&W<br>Hitachi Zosen<br>2×64kW 450V a.c. | 703t<br>Sakurajima<br>12¾k |
| **FUSASHIMA MARU No. 2**<br>**Kokuyo Kaiun K.K.**<br>Japanese<br>Osaka | 4576<br>2778<br>6793 | NK | **1961** Hitachi Zosen—Mukaishima<br>382′ 3″ 52′ 6″ 22′ 11″<br>357′ 8″ 52′ 5″ 29′ 6″<br>1 dk<br>RW | M Mchy.aft<br>4 Ho<br>G.334290 B.302789<br>4 Ha (28¼′, 48¼′, 48¼′, 27½′×24½′)<br>12W Der 12(8) | Oil 2SA 6Cy. 500×1100 mm<br>3450bhp B&W<br>Hitachi Zosen<br>2×64kW 450V a.c. | 751t<br>Osa<br>12¾k |
| **FUSHIMI MARU**<br>**Saito Kinzoku K.K.**<br>Japanese<br>Shimonoseki | 273<br>94<br>— | | **1949** Mitsubishi Jukogyo—Nag<br>*127·6′* 23′ 7″<br>… … …<br>RW | M Trawler | Oil 4SA 6Cy. 350×520 mm<br>500bhp<br>Mitsubishi Jukogyo | Smk |
| **FUSHU MARU**<br>**Nippon Yusen Kaisha**<br>Japanese<br>Tokyo | ~~34509~~ 34460<br>~~9013~~ 8968<br>55214 | NK | **1965** Mitsubishi Hvy Ind. Ltd.—Hma<br>734′ 11″ 104′ 6″ 38′ 5″<br>692′ 4″ 104′ 4″ 57′ 5″<br>1 dk<br>rf 1½″ | M Ore Carrier (2P) Mchy.aft<br>3 Ho 133′, 133′, 265¾′<br>G.1168920<br>10 Ha (stl) (37′, 37′, 37′, 33¾′, 37′, 37′, 33¾′, 37′, 37′, 37′×29½′) | Oil 2SA 6Cy. 900×1550 mm<br>15000bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd.<br>2×450kW 450V 60c/s a.c. | 3650t (hvf)<br>Kob<br>15k |
| **FUSO MARU**<br>**Fuso Kaiun K.K.**<br>Japanese<br>Kobe<br>Now **SHIN AH** See New Entries No. 12 | 1507<br>725<br>2261 | NK | **1959** Osaka Zosensho—Osa<br>253′ 7″ 38′ 3″ 17′ 4″<br>234′ 6″ 38′ 1″ 19′ 4″<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.95562 | Oil 4SA 8Cy. 400×560 mm<br>1500bhp<br>Fuji Seisakusho<br>2×20kW 115V d.c. | 107t<br>Tateyama<br>11k |
| **FUSO MARU No. 25**<br>**Abashiri Gyogyo Kumiai**<br>Japanese<br>Kushiro<br>Now **JUKYU MARU** See New Entries No. 3 | 146<br>72<br>— | | **1957** Narazaki Zosen—Muroran<br>104′ 7″ 20′ 4″<br>101′ 7″ 20′ 3″ 5′ 4″ | M Trawler | Oil 4SA 6Cy. 310×440 mm<br>500bhp<br>Niigata Eng. Co. Ltd. | Niigata<br>9½k |
| **FUTABA MARU**<br>**Futaba Kaiun K.K.**<br>Japanese<br>Tokyo | 1913<br>1028<br>2903 | NK | **1960** Hitachi Zosen—Mukaishima<br>285′ 4″ 40′ 10″ 18′ 1″<br>262′ 5″ 40′ 8″ 20′ 11″<br>P76′ B53′ F59′ 1 dk<br>RW | M (2P) Mchy.aft<br>2 Ho 60¾′, 114¾′<br>G.134088 B.124674<br>2 Ha (36¾′, 89½′×21′)<br>9W Der 2(15) 4(10) | Oil 4SA 6Cy. 430×620 mm<br>1280bhp<br>Hanshin Nainenki Kogyo<br>2×30kW 230V d.c. | 308¾t (d.o)<br>Kob<br>11½k |
| **FUTABA MARU**<br>exMaiko Maru-63<br>**Kansai Kisen K.K.**<br>Japanese<br>Osaka | 1080<br>532<br>— | | **1948** Mitsubishi Jukogyo—Hma<br>205′ 0″ 32′ 4″ 10′ 6″<br>196′ 10″ 32′ 2″ 15′ 9″<br>F48′ 2 dks<br>RW | M<br>G.22345 B.19556 | Oil 2SA 6Cy. 370×550 mm<br>1150bhp<br>Mitsubishi Jukogyo<br>2×40kW 220V d.c. | 19t<br>Yka<br>12k |
| **FUTABA MARU No. 2**<br>**Futaba Kaiun K.K.**<br>Japanese<br>Tokyo | 1910<br>979<br>2887 | NK | **1962** Hitachi Zosen—Mukaishima<br>285′ 4″ 40′ 10″ 17′ 11″<br>262′ 5″ 40′ 8″ 21′ 0″<br>1 dk<br>RW | M (2P) Mchy.aft<br>2 Ho 60¾′, 114¾′<br>G.133137 B.123743<br>2 Ha (36¾′, 89½′×21′)<br>Der 6(20) | Oil 4SA 6Cy. 430×620 mm<br>1280bhp<br>Hanshin Nainenki Kogyo<br>2×30kW 230V d.c. | 308t (d.o)<br>Kob<br>11k |
| **FUTABA MARU No. 3**<br>**Futaba Kaiun K.K.**<br>Japanese<br>Tokyo | 1914<br>978<br>2884 | NK | **1962** Hitachi Zosen—Mukaishima<br>285′ 4″ 40′ 10″ 17′ 11″<br>262′ 5″ 40′ 8″ 21′ 0″<br>1 dk<br>RW | M (2P) Mchy.aft<br>2 Ho 60¾′, 114¾′<br>G.133137 B.123743<br>2 Ha (36¾′, 89½′×21′)<br>Der 6(20) | Oil 4SA 6Cy. 430×620 mm<br>1280bhp<br>Hanshin Nainenki Kogyo<br>2×30kW 230V d.c. | 308t (d.o)<br>Kob<br>11k |
| **FUTABA MARU No. 25**<br>**Futaba-Gumi Kaiso-Ten K.K.**<br>Yokohama<br>Japanese | 117<br>81<br>— | | **1952** Daiichi Zosen Tekkosho—Yka<br>*88·9′* 20′ 8″<br>20′ 6″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 4Cy. 220×360 mm<br>120bhp Emade49refitted52<br>Niigata Tekkosho | Niigata<br>8k |
| **FUTABA MARU No. 27**<br>**Shunpei Suzuki**<br>Yokohama<br>Japanese | 182<br>118<br>— | | **1960** Daiichi Zosen Tekkosho—Yka<br>*106·4′* 22′ 11″<br>22′ 9″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 2Cy.<br>160bhp Emade—fitted60 | 7k |
| **FUTABA MARU No. 28**<br>**Futaba-Gumi Kaiso-Ten K.K.**<br>Yokohama<br>Japanese | 190<br>121<br>— | | **1961** Daiichi Zosen Tekkosho—Yka<br>*107·9′* 23′ 0″<br>22′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 250×380 mm<br>210bhp<br>Niigata Eng. Co. Ltd. | Niigata<br>7½k |

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| 651779<br>JG2212<br>96340 | **FUTABA MARU No. 36**<br>**Futaba-Gumi Kaiso-Ten K.K.**<br>Yokohama Japanese | 148<br>96<br>270 | | **1964** Daiichi Zosen Tekkosho—Yka<br>99′ 5″ 24′ 8″ 7′ 6″<br>94′ 2″ 23′ 8″ 8′ 0″<br>1 dk | M Mchy.aft<br>G.9641 B.9041 | Oil 2SA 2Cy. 250×380<br>120bhp<br>Toyo Tekkosho |
| 512451<br>JFJY<br>81586 | **FUTAJIMA MARU No. 21**<br>**Futajima Kaiun G.K.**<br>Wakamatsu Japanese | 375<br>225<br>570 | | **1958** Harima Zosensho—Aio<br>144′ 6″ 27′ 6″ 11′ 0¾″<br>134′ 6″ 26′ 11″ 12′ 4″<br>1 dk | M Mchy.aft<br>1 Ha (58½′×17′) | Oil 2SA 5Cy. 240×400<br>375bhp Sulzer<br>Harima Zosensho |
| 661248<br>10086<br>JGXS<br>Df Esd<br>Gc Pfd<br>Rdr | **FUUKO MARU**<br>**Oyama Kaiun K.K.**<br>Tokyo Japanese | 2997<br>1861<br>4800 | NK | **1966** Kasado Dock Co. Ltd.—<br>Kudamatsu<br>316′ 7″ 48′ 8″ 20′ 9″<br>295′ 3″ 48′ 6″ 25′ 3″<br>1 dk | M Mchy.aft<br>G.217610 B.198470<br>2 Ha (75½′, 85′×24½′) | Oil 4SA 6Cy. 470×620<br>2400bhp<br>Ito Tekkosho |
| 512452<br>JDYO<br>69797<br>Df Esd<br>Gc Pfd<br>Rdr | **FUYO MARU**<br>**Showa Kaiun K.K.**<br>~~**Nihon Yusosen**~~<br>Tokyo Japanese | 6821<br>4829<br>9804 | NK | **1952** Wakodate Dock Co. Ltd.<br>456′ 1″ 60′ 3″ 26′ 0″<br>425′ 6″ 60′ 0″ 32′ 6″<br>P22′ B165′ F32′ 2 dks<br>RW | M<br>G.555339 B.501613<br>6 Ha (59½′×19½′) (39½′, 31½′×21′)<br>(23½′×19½′) (36¾, 27¾′×21′)<br>12W Der 2(15) | Oil 2SA 7Cy. 720×1200<br>5400bhp MAN<br>Mitsubishi Nippon Hvy |
| 512453<br>JITJ<br>87578<br>Esd Gc<br>Rdr | **FUYO MARU**<br>**Azuma Kaiun K.K.**<br>Tokyo Japanese | 2627<br>1303<br>4023 | NK | **1961** Nipponkai Jukogyo—Toyama<br>302′ 10″ 46′ 1″ 20′ 3″<br>278′ 10″ 45′ 11″ 23′ 11″<br>1 dk<br>RW | M Cement Carrier Mchy.aft<br>G.115197 | Oil 4SA 6Cy. 470×700<br>2100bhp<br>Ito Tekkosho<br>2×150kW 200V 60c/s |
| 512454<br>JBKT<br>62852<br>RT | **FUYO MARU**<br>exFuji Maru–60<br>**Taiyo Kisen K.K.**<br>Tokyo Japanese | 694<br>425<br>918 | | **1949** Mitsubishi Jukogyo—Yka<br>206′ 10″ 28′ 11″ 13′ 4½″<br>189′ 0″ 28′ 10″ 13′ 10″<br>P41′ Q74′ B15′ F17′ 1 dk<br>RW len 53 | M Mchy.aft<br>1 Ho 119¾′<br>G.48714 B.35266<br>2 Ha (24¾′, 36½′×17′)<br>6W | Oil 4SA 6Cy. 370×520<br>600bhp NE53<br>Ito Tekkosho |
| 512455<br>JMDQ<br>60043 | **FUYO MARU**<br>exAkebono Maru–56<br>**Sanyo Kaiun K.K.**<br>Tokyo Japanese | 565<br>303<br>885 | NK | **1948** Nippon Kokan—Yka<br>*184·7′* 27′ 7″ 12′ 4″<br>182′ 6″ 27′ 6″ 14′ 0″<br>1 dk<br>RW len 53 | M Mchy.aft<br>G.41424 B.39058<br>2 Ha (each 35½′×15¾′) | Oil 4SA 6Cy. 350×520<br>750bhp<br>Niigata Tekkosho |
| 512456<br>7JTL<br>86666 | **FUYO MARU**<br>**Fuyo Kisen K.K.**<br>Kobe Japanese | 437<br>257<br>— | | **1961** Kurushima Dock Co. Ltd.—Imabari<br>156′ 0″ 26′ 5″ 11′ 6″<br>141′ 0″ 26′ 3″ 12′ 5″<br>1 dk<br>RW | M Mchy.aft<br>G.29488 B.27192<br>1 Ha (65′×16½′) | Oil 4SA 6Cy. 290×430<br>530bhp<br>Nippon Hatsudoki |
| 542006<br>7JQV<br>87778 | **FUYO MARU**<br>**Tomishima Unyu K.K.**<br>Osaka Japanese | 185<br>103<br>— | | **1961** Hirata Zosen—Kochi<br>*96·5′* 21′ 0″<br>20′ 10″<br>1 dk | M Mchy.aft<br>G.11654 B.10312 | Oil 4SA 5Cy. 250×380<br>210bhp Emade<br>Akasaka Tekkosho |
| 662270<br>JG2365<br>100088<br>Df Gc<br>Pfd Rdr<br>RTv | **FUYO MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 167<br>70<br>171 | | **1966** Wakamatsu Zosen K.K.—<br>Wakamatsu<br>111′ 6″ 21′ 9″ 9′ 6″<br>95′ 10″ 21′ 8″ 10′ 5″<br>1 dk<br>rf 6″ | M Fishing<br>1 Ho 36′<br>2 Ha (3½′×3½′) (7¾′×5½′)<br>Der 1(1½) 2(1) | Oil 4SA 6Cy. 250×320<br>650bhp<br>Niigata Eng. Co. Ltd.<br>1×30kW 110V d.c. |
| 512459<br>JBBG<br>64817<br>RT | **FUYO MARU No. 2**<br>exKobe Maru–57<br>**Sanyo Kaiun K.K.**<br>Tokyo Japanese | 731<br>373<br>1010 | NK | **1949** Yamamoto Zosen Tekkosho—<br>Kochi<br>*186·0′* 30′ 0″ 13′ 8″<br>183′ 9″ 29′ 11″ 15′ 1″<br>P67′ F16′ 1 dk<br>RW | M Mchy.aft<br>G.48734 B.41742<br>2 Ha (22¾′×14¾′) (45¾′×16½′) | Oil 4SA 6Cy. 375×530<br>600bhp NE51<br>Hanshin Nainenki |
| 651420<br>JCVJ<br>96184<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUYO MARU No. 2**<br>**Z. Ozaki**<br>Shizuoka Japanese | 297<br>152<br>— | | **1964** Kanazashi Zosensho—Shimizu<br>153′ 9″ 25′ 5″ 9′ 10″<br>136′ 1″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440<br>Niigata Eng. Co. Ltd. |
| 512460<br>7KYD<br>86887<br>Esd Rdr<br>RT | **FUYO MARU No. 3**<br>**Sanyo Kaiun K.K.**<br>Tokyo Japanese | 1475<br>763<br>— | NK | **1961** Tohoku Shipbuilding Co. Ltd.—<br>Shiogama<br>253′ 9″ 38′ 10″ 16′ 11″<br>236′ 3″ 37′ 9″ 19′ 4″<br>P32′ F16′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 151′<br>G.94714<br>2 Ha (51¾′, 52½′×23′)<br>5W Der 4(5) | Oil 4SA 6Cy. 440×620<br>1600bhp<br>Akasaka Tekkosho |
| 641272<br>JG2073<br>94683<br>Esd Gc<br>Rdr RT | **FUYO MARU No. 5**<br>**Sanyo Kaiun K.K.**<br>Tokyo Japanese | 874<br>430<br>1338 | NK | **1963** Tohoku Zosen—Shiogama<br>214′ 10″ 32′ 7″ 14′ 5″<br>196′ 10″ 32′ 6″ 16′ 5″<br>P59′ B43′ F41′ 1 dk | M Mchy.aft<br>1 Ho 120′<br>G.66780<br>1 Ha (105′×17′) | 2 Oil 4SA each<br>geared to sc. shaft<br>1200bhp MAN<br>Mitsubishi Nippon<br>2×60kW 225V a.c. |

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| **FUYO MARU No. 7**<br>**Sanyo Kaiun K.K.**<br>Tokyo<br>Japanese | **1999**<br>1116<br>3297 | NK | **1966** Koyo Dock—Mihara<br>286′ 0″ 42′ 9″ 18′ 7½″<br>262′ 6″ 42′ 8″ 21′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 470×670 mm<br>2200bhp<br>Akasaka Tekkosho Yaizu |
| **FUYO MARU No. 8**<br>**Sanyo Kaiun K.K.**<br>Tokyo<br>Japanese | **2424**<br>1363<br>— | NK | **1967** Nipponkai Jukogyo—Toyama<br>282′ 2″ 49′ 4″ 18′ 9″<br>266′ 2″ 49′ 3″ 26′ 3″<br>2 dks | M Mchy.aft<br>G.91077<br>4 Ha (32¾′×27½′) (57½′, 57½′×8¾′) (46′×27½′) | Oil 4SA 6Cy. 470×670 mm<br>2200bhp 90t<br>Akasaka Tekkosho Yaizu<br>12k |
| **FUYU MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo<br>Japanese | **13985**<br>4006<br>21337 | NK | **1961** Ishikawajima-Harima Hvy Ind.—Tok<br>569′ 3″ 75′ 0″ 30′ 1¼″<br>538′ 1″ 74′ 9½″ 40′ 8″<br>1 dk<br>RW<br>rf nil | M Ore Carrier (4P) Mchy.aft<br>2 Ho each 187′<br>G.513053<br>4 Ha (stl) (each 71¼′×29½′)<br>16W Der 16(5) | Oil 2SA 7Cy. 700×1200 mm<br>7000bhp MAN 1475t (hvf)<br>Mitsubishi Nippon Hvy Ind. Yka<br>2×176kW 445V 60c/s a.c. 13½k |
| **FUZAN MARU**<br>**Shinwa Kaiun K.K. &**<br>**Manno Kisen K.K.**<br>Osaka<br>Japanese | **9418**<br>5774<br>18099 | NK | **1966** Nipponkai Jukogyo—Toyama<br>476′ 11″ 71′ 0″ 28′ 3″<br>446′ 3″ 70′ 10″ 37′ 9″<br>P91′ F35′ 1 dk | M Bulk Carrier Mchy.aft<br>4 Ho 60¾′, 88½′, 88½′, 88½′<br>G.677990 B.650100<br>4 Ha (33¾′×29½′) (64′, 64′, 64′×34½′)<br>12W Der 4(15) | Oil 2SA 6Cy. 700×1200 mm<br>7200bhp MAN 874t (d.o)<br>Kawasaki Dkyd Co. Ltd. Akashi<br>2×225kW 445V 60c/s a.c. 14k |
| **FUZAN MARU**<br>**Miyachi Kisen K.K.**<br>Kobe<br>Japanese | **8839**<br>4938<br>12620 | NK | **1958** Nagoya Zosen—Nga<br>482′ 7″ 62′ 6″ 28′ 3½″<br>452′ 10″ 62′ 4″ 39′ 4″<br>P110′ B29′ F42′ 2 dks | M Mchy.aft<br>5 Ho<br>G.675995 B.623066<br>4 Ha (33¾′, 57¾′, 57¾′, 52½′×24½′)<br>16W Der 2(20) 2(10) 12(5) | Oil 2SA 6Cy. 720×1250 mm<br>5600bhp Sulzer 763t<br>Uraga Diesel Kogyo Tamashima<br>2×80kW 445V a.c. 14k |
| **FUZELHAS**<br>**SUPEL—Sociedade União de Pescarias Ltda.**<br>Leixões<br>Portuguese | **135**<br>38<br>— | ✠Classed LR until 8/60 | **1959–5** Est. Nav. do Mondego—Figueira<br>96′ 2″ 21′ 5″ 9′ 2″<br>84′ 6″ 21′ 0″ 10′ 6″<br>RFD21′<br>RW<br>rf 35″ BK6″ | M Trawler | Oil 4SA 8Cy. 290×420 mm<br>Masch. Kiel A.G. Kel |
| **FYLKIR**<br>Fylkir h/f<br>Reykjavik<br>Icelandic | **292**<br>134<br>— | NV | **1967** N.V. Scheeps. v.d. Werf—Deest<br>123′ 6″ 25′ 0″ 12′ 4⅝″<br>110′ 7″ 24′ 11″ 13′ 0″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 8¾″×11½″<br>800bhp<br>Blackstone & Co. Ltd. Stamford |
| **FILLA**<br>**Ministry of Greenland**<br>Royal Greenland Trade Department<br>Godthåb, Greenland<br>Danish<br>Now **ARCTIC FREEZER** See New Entries No. 4 | **123**<br>88<br>160 | | **1922** N. P. V. Dreyer—Nyborg<br>*93·4′* 24′ 1″ 8′ 5″<br>… … …<br>1 dk | Wood Aux Sr Mchy.aft | Oil 2SA 3Cy. 200×340 mm<br>174bhp NE64 (d.o)<br>Alpha-Diesel A/S Fkn |
| **FYLLASBANK**<br>Norddeutsche Hochseefischerei A.G.<br>Bremerhaven<br>W. German | **1599**<br>583<br>— | GL | **1966** A.G. “Weser” Werk Seebeck—Bhn<br>269′ 0″ 44′ 8″<br>268′ 4″ 44′ 7″ 27′ 3″<br>2 dks, 3rd dk fwd & aft | M Stern Trawler | Oil 4SA 12Cy. 400×500 mm<br>3000bhp<br>Klöckner-Humboldt-Deutz Kln<br>12¼k |
| **FYLRIX**<br>**J. R. Rix & Sons Ltd.**<br>Hull<br>British | **637**<br>418<br>930 | **✠100A1** SS 7/66<br>**✠LMC**<br>MN120 EL I | **1962–5** Schpsw. “Appingedam”—Apg<br>203′ 1″ 28′ 2″ 11′ 8¼″<br>185′ 1″ 28′ 0½″ 15′ 1″<br>P42′ R dk fwd of P60′ F27′ 1 dk<br>RW NS 3BH len 67<br>rf nil WB243t | M Mchy.aft<br>G.43630 B.40230<br>2W Der 2(3) | Oil 2SA 8Cy. 220×380 mm<br>600bhp 55t<br>Appingedammer Brons. Apg<br>10½k |
| **FYN**<br>**De Danske Statsbaner**<br>Korsör<br>Danish | **2941**<br>1191<br>856 | BV | **1947** Burmeister & Wain—Cpn<br>353′ 9″ 56′ 7″ 13′ 1″<br>56′ 5″<br>1 dk<br>RW<br>rf 10″ | TM Train Ferry (1500P) | 2 Oil 2SA each 6Cy. 500×900 mm<br>5450bhp (d.o)<br>Burmeister & Wain Cpn<br>4×215kW 220V d.c. |
| **FYNSHAV**<br>**De Danske Statsbaner**<br>Fåborg<br>Danish | **500**<br>142<br>202 | BV | **1964** A/S Svendborg Skibsv.—Svb<br>189′ 4″ 41′ 4″ 4′ 6″<br>175′ 2″ 35′ 1″ 13′ 11″<br>2 dks<br>rf 10″ | TM Ferry (500P) Mchy.aft | 2 Oil 2SA each 8Cy. 240×400 mm<br>1280bhp 28t (d.o)<br>Alpha-Diesel A/S Fkn<br>3×65kW 380V 50c/s a.c. 13k |
| **FYR**<br>**Soc. Anon. Industrial y Comercial Hoffmann**<br>Valdivia<br>Chilean | **158**<br>79<br>— | | **1911** Framnæs M/V—Sfj<br>*100·4′* 18′ 4″<br>… … …<br>R | S | T 3Cy. 11″ 18″ & 29″×24″<br>A/S Fredriksstad M/V Fks |

| 1<br>LR Identity No.<br>Call Sign<br>Official No.<br>Navigational aids | 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer Deadwt<br>Gross<br>Net<br>Summer Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHIN<br>Engines<br>Total horsepower Type<br>Enginebuilders<br>Boilers Heating surface<br>Aux. electrical generating<br>Special propellers |
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| 512473<br>WA4246<br>203979<br>Df Gc<br>Rdr<br>RTm/v | **G. A. TOMLINSON**<br>exD. O. Mills–60<br>**Tomlinson Fleet Corporation**<br>Wilmington, Del United States | 6598<br>4850<br>11020 | AB | 1907 Gt. Lakes Eng. Wks—Ecorse<br>58' 2" 20' 11½"<br>540' 10" 58' 0" 31' 1"<br>1 dk<br>R | S Bulk Carrier Mchy.aft<br>Self-unloader<br>5 Ho 96', 60', 72', 60', 75'<br>29 Ha (stl) (each 9'×36') | T 3Cy. 24" 37" &<br>1900ihp<br>Gt. Lakes Eng. Wks<br>2×200kW 120V d.c. |
| 540434<br>CGBO<br>318534<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **G. B. REED**<br><br>**Fisheries Research Board of Canada**<br>Ottawa Canadian | 769<br>363<br>— | ✠100A1 SS 1/67<br>trawler<br>Str. nav. ice<br>✠LMC<br>MN200 EL (j) x 1¼"SQ | 1962–11 Yarrows Ltd.—Vic<br>177' 6" 32' 4" 12' 3"<br>164' 6" 32' 0" 16' 0"<br>Q90' F30' 1 dk, 2nd dk except in mchy. space<br>RW 4BH<br>rf 18" WB12t | M Fishery Research Ship<br>2 Ho 22', 12'<br>In.715<br>2 Ha (stl) (6', 4½'×4½')<br>2W Cr 1(5) 2(2) | Oil 2SA 8Cy.<br>hydraulic coupling<br>1000bhp<br>Alpha-Diesel A/S<br>2×120kW 440V 60 c/s<br>Controllable pitch |
| 512475<br>LAIX<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **G. C. BRÖVIG**<br><br>**Partrederiet Brövigtank**<br>Th. Brövig<br>Farsund Norwegian | 10917<br>6206<br>16345 | ✠100A1 TD 1/67<br>oil tanker<br>✠LMC<br>MN1120 EL g†2 1/16"SQ | 1951–10 Wm. Hamilton & Co. Ltd.—P.Gl<br>530' 7" 68' 4" 29' 10"<br>499' 0" 68' 0" 38' 6"<br>P108' B44' F58' 1 dk<br>RW 14BH<br>WB376t | M Tanker Mchy.aft<br>25 Ta<br>L.795707<br>Der 3(5) 1(3½) | Oil 2SA 5Cy.<br>5600bhp Doxford<br>D. Rowan & Co. Ltd.<br>2AuxB 180lb<br>2×150kW 110V d.c. |
| 541053<br><br>320741<br>Esd Pfd<br>Rdr | **G. C. COLONIAL II**<br>exCap David–67<br>**Marcel Hubert**<br>Paspebiac Canadian | 129<br>65<br>— | ✠100A1 SS 9/67<br>trawler<br>Str. nav. ice<br>✠LMC<br>MN56 EL (e) | 1963–6 Ch. Mar. Paspebiac Inc.—<br>Paspebiac<br>81' 10" 22' 7" 8' 6"<br>73' 8" 21' 6" 11' 0"<br>F13'<br>4BH<br>rf 50" Box K WB3t | M Trawler | Oil 2SA 4Cy.<br>hydraulic coupling<br>280bhp<br>Alpha-Diesel A/S<br>Controllable pitch |
| 672265<br><br>328381 | **G. C. GLOBAL**<br>**Canapro Ltd.**<br>Grindstone Canadian<br>For later particulars see New Entries No. 12 | 130<br>65<br>— | 100A1<br>trawler<br>Class contemplated | Ch. Mar. Paspebiac Inc.—<br>Paspebiac<br>82' 2" 22' 7"<br>73 8 21' 6" 11' 0" | M Trawler Mchy.aft | Oil 4SA 8Cy. 6¼"×8"<br>Caterpillar Tractor Co. |
| 670417<br><br>320755 | **G. C. JEWEL**<br>**Canapro Ltd.**<br>Grindstone Canadian<br>For later particulars see New Entries No. 3 | 151<br>64<br>— | 100A1<br>trawler<br>Class contemplated | Ch. Mar. Paspebiac Inc.—<br>Paspebiac<br>89' 2" 22' 8" 9' 6"<br>78' 9" 21' 8" 11' 0" | M Trawler | Oil 4SA 8Cy. 6¼"×8"<br>Caterpillar Tractor Co. |
| 671935<br><br>328384 | **G. C. MacDONALD**<br>**Canapro Ltd.**<br>Grindstone Canadian<br>For later particulars see New Entries No. 12 | 130<br>65<br>— | 100A1<br>trawler<br>Class contemplated | Ch. Mar. Paspebiac Inc.—<br>Paspebiac<br>82' 2" 22' 7"<br>73' 8" 21' 6" 11' 0" | M Trawler Mchy.aft | Oil 4SA 8Cy. 6¼"×8"<br>Caterpillar Tractor Co. |
| 522083<br><br>319722<br>Esd Pfd<br>Rdr | **G. C. MARC II**<br>exMarc II–67<br>**Canapro Ltd.**<br>Grindstone Canadian | 128<br>64<br>— | ✠100A1 SS 9/67<br>trawler<br>Str. nav. ice<br>LMC<br>MN62 EL (e) | 1962–9 Marine Industries Ltd.—Srl<br>81' 10" 22' 0"<br>73' 9" 21' 6" 11' 0"<br>F13'<br>4BH<br>rf 50" WB3t | M Trawler | Oil 2SA 4Cy.<br>hydraulic coupling<br>310bhp<br>Alpha-Diesel A/S<br>Controllable pitch |
| 512476<br>ZTZM<br>315372<br>Df Esd<br>Rdr RT | **G. C. SCULLY**<br>exBusen 4–61<br>**Union Whaling Co. Ltd.**<br>Durban S. African | 481<br>153<br>— | NV | 1949 Kaldnes M/V—Tbg<br>158' 0" 29' 1" 15' 0"<br>... ... ...<br>1 dk<br>RW | S Whaler | C 4Cy. (2) 13¾" &<br>Kaldnes M/V |
| 541564<br>PGXW | **G.D.H. I**<br><br>**Philippine Government (Bureau of Public Works)**<br>Manila Philippine | 480<br>208<br>— | ✠100A1<br>hopper dredger<br>✠LMC<br>MN90 EL g 1" | 1963–4 Verschure & Co.'s Scheeps.—Ams<br>136' 8" 32' 3"<br>128' 7" 32' 1½" 13' 0"<br>1 dk<br>4BH<br>rf nil WB61t | M Grab Hopper Dredger Mchy.aft | Oil 4SA 7Cy.<br>coupling &<br>450bhp MAN<br>J. & K. Smit's Mach. |
| 512479<br>DCHN<br><br>RTm/h | **G. F. ZIMMERMANN**<br><br>**"Grosser Kurfürst" Heringsfischerei G.m.b.H.**<br>Emden W. German | 215<br>102<br>— | GL | 1934 F. Schichau—Danzig<br>107' 11" 23' 1" 10' 0"<br>10' 10"<br>Q11' 1 dk<br>RW | M Fishing<br>2 Ho 41', 13'<br>22 Ha | Oil 4SA 6Cy.<br>300bhp<br>Motorenw. Mannheim<br>2×10 & 5kW |
| 642182<br>VC4818<br>322511 | **G.G.M.**<br><br>**Fishermen's Loan Board of New Brunswick**<br>Caraquet Canadian | 123<br>59<br>— |  | 1964 Ch. Naval Ltd.—Caraquet<br>81·8' 21' 4"<br>21' 2"<br>1 dk | Wood M Fishing | Oil 16Cy. 4¼"×5"<br>General Motors |

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| **G. G. POST**<br>exJohn Anderson-32 exLuzon<br>**Silloc Ltd.**<br>Port Colborne Canadian | 3598<br>2351<br>5400 | AB | 1902 Chicago S.B. Co.—Cgo<br>366′ 0″ 48′ 2″ 21′ 5⅜″<br>353′ 8″ 48′ 0″ 28′ 1″<br>1 dk<br>R | S Mchy.aft<br>Self-unloader<br>3 Ho<br>3 Ha | T 3Cy. 20 1⁄16″ 33½″ & 55⅝″×40″<br>1200ihp 240t (c)<br>Chicago S.B. Co. Cgo<br>11k |
| **G. H. CORLISS**<br>**United States Department of Commerce**<br>San Francisco United States | 7181<br>4384<br>10500 | AB | 1942 Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′ 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.468000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. |
| **G. M. DANEKER**<br>**Emder Heringsfischerei A.G.**<br>Emden W. German | 287<br>136<br>— | GL | 1955 Schulte & Bruns—Emd<br>*131·1′* 25′ 4″<br>11 ′2″<br>P20′ Q20′ F11′ 1 dk | M Fishing<br>2 Ho 28′, 39¼′<br>30 Ha | Oil 4SA 6Cy. 320×480 mm<br>600bhp (d.o)<br>Motorenw. Mannheim Mhm<br>3×80, 24, 10kW 380V 50c/s a.c. |
| **G. M. McALLISTER**<br>exSpindletop-64<br>**McAllister Bros. Inc.**<br>New York United States | 224<br>113<br>— | | 1951 Levingston S.B. Co.—Orange<br>100′ 0″ 26′ 1″ 11′ 3¾″<br>95′ 0″ 26′ 0″ 12′ 6″<br>1 dk<br>BK2″ | D-E Tug | Oil 2SA 12Cy. 220×265 mm 1185bhp connected to elec. motors sr geared to sc. shaft 98t<br>General Motors Corp.<br>12k |
| **G. MONTCALM**<br>**N. Harvey**<br>Quebec Canadian | 149<br>113<br>— | | 1939 J. Desgagné—Charlevoix<br>*87·5′* 27′ 6″<br>… … … | Wood Aux Ctr | Oil 4SA 6Cy. 215×280 mm<br>Masch. Augsburg-Nürnberg Aug |
| **G. O. SARS**<br>**Den Norske Stat (Fiskeridirektoratet)**<br>Bergen Norwegian | 595<br>178<br>— | NV | 1950 Pusnæs M/V—Arendal<br>170′ 6″ 28′ 8″ 17′ 0″<br>28′ 6″<br>F29′ 1 dk, 2nd dk fwd<br>RW<br>BK2½″ | M Fishery Research Ship Mchy.aft<br>1 Ho 16½′<br>2 Ha (8¾′×4′) (3½′×5′)<br>2W Der 1(5) | 2 Oil 2SA each 6Cy. 265×345 mm geared to sc. shaft<br>1200bhp 140t (d.o)<br>Crossley Bros. Ltd. Mch<br>3×70, 40, 21kW 220V d.c. 11k |
| **G.P. 2**<br>**Compania Shell de Venezuela Ltd.**<br>Maracaibo Venezuelan | 1409<br>1118<br>1210 | ✠A1 SS 10/59<br>Lake Maracaibo service<br>EL (p) | 1952–10 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>158′ 8″ 80′ 1″ 7′ 6″<br>158′ 0″ 80′ 0″ 10′ 0″<br>1 dk<br>4BH<br>WB DTs1726t | Drilling Barge | |
| | | **LAID UP—SURVEYS OVERDUE 10/63** | | | |
| **G.P. 4**<br>**Compania Shell de Venezuela Ltd.**<br>Maracaibo Venezuelan | 1424<br>1122<br>1662 | ✠A1 SS 7/59<br>Lake Maracaibo service<br>EL (p) | 1954–5 N.V. Werf "Gusto"—Slikkerveer<br>158′ 11″ 80′ 8″ 7′ 1″<br>158′ 0″ 80′ 0″ 10′ 0″<br>1 dk<br>5BH<br>WB DTs1300t | Drilling Barge | |
| | | **SURVEYS OVERDUE 7/63** | | | |
| **G.P. 5**<br>**Compania Shell de Venezuela Ltd.**<br>Maracaibo Venezuelan | 1434<br>—<br>— | ✠A1 SS 4/59<br>Lake Maracaibo service<br>EL (p) | 1955–3 N.V. Werf "Gusto"—Sch<br>158′ 9″ 80′ 9″ 8′ 0″<br>158′ 0″ 80′ 0″ 10′ 0″<br>1 dk<br>5BH<br>rf nil WB DTs1300t | Drilling Barge | |
| | | **LAID UP—SURVEYS OVERDUE 4/63** | | | |
| **G.P. 6**<br>**Compania Shell de Venezuela Ltd.**<br>Maracaibo Venezuelan | 1434<br>—<br>— | ✠A1 SS 12/59<br>Lake Maracaibo service<br>EL (p) | 1955–11 N.V. Werf "Gusto"—Sch<br>158′ 9″ 80′ 9″ 7′ 0½″<br>158′ 0″ 80′ 0″ 10′ 0″<br>1 dk<br>5BH<br>rf nil WB DTs1300t | Drilling Barge | |
| | | **LAID UP—SURVEYS OVERDUE 12/63** | | | |
| **G.P. 8**<br>**Compania Shell de Venezuela Ltd.**<br>Maracaibo Venezuelan | 1430<br>1122<br>— | ✠A1 SS 11/64<br>Lake Maracaibo service<br>EL (p) | 1958–2 N.V. Werf "Gusto"—Slikkerveer<br>158′ 11″ 80′ 10″ 7′ 0¾″<br>158′ 0″ 80′ 0″ 10′ 0″<br>1 dk<br>5BH<br>rf nil WB DTs1300t | Drilling Barge | |
| **G.P. 9**<br>**Compania Shell de Venezuela Ltd.**<br>Maracaibo Venezuelan | —<br>—<br>— | ✠A1 SS 1/67<br>Lake Maracaibo service<br>EL (p) | 1958–12 N.V. Werf "Gusto"—Slikkerveer<br>200′ 0″ 100′ 0″ 6′ 10″<br>199′ 0″ 99′ 0″ 10′ 0″<br>1 dk<br>5BH len & widened 67<br>WB DTs1300t | Drilling Barge | |

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| 512498 | **G.P. 10**<br><br>**Companía Shell de**<br>**Venezuela Ltd.**<br>Maracaibo Venezuelan | 1508<br>1183<br>— | ✠A1 SS 3/65<br>Lake Maracaibo service<br><br><br>EL (p) | 1958-12 N.V. Werf "Gusto"—Sch<br>168' 11" 80' 10" 6' 10"<br>168' 0" 80' 0" 10' 0"<br>1 dk<br>5BH<br>WB DTs1300t | Drilling Barge | |
| 506750<br>VGTZ<br>168870<br>Esd Rdr<br>RTv | **G. R. VELIE**<br>exCerium-67<br>**Continental Explosives Ltd.**<br>Vancouver Canadian | 532<br>248<br>565 | ✠100A1 TD 12/66<br><br>✠LMC<br><br>EL h | 1943-12 Goole S.B. & R. Co. Ltd.—Goo<br>181' 2" 28' 6" 10' 9½"<br>170' 0" 27' 0" 12' 2"<br>P45' F26' 1 dk<br>R 4BH<br>rf 2" WB272t | M Mchy.aft<br>1 Ho 105½'<br>G.23000 B.23000<br>2 Ha (37½', 46½'×19½')<br>Der 2(1½) | Oil 2SA 5Cy. 250 × 420 mm<br>460bhp<br>British Auxiliaries Ltd.<br>2×15kW 220V d.c. |
| 506465<br>EIWG<br>400421<br>Df Esd<br>RTm/h | **G. R. VELIE**<br>exCarnissesingel-66<br>**Marine Transport Services**<br>**Ltd.**<br>Cork Irish Republic | 506<br>287<br>750 | <br><br>BV | 1958 D. & J. Boot Schpsw.<br>"De Vooruitgang"—Alp<br>178' 0" 28' 7" 10' 4½"<br>160' 0" 28' 5" 11' 6"<br>P49' F30' 1 dk<br>RW | M Ref<br>1 Ho 104½'<br>G.35486 B.33367<br>2 Ha<br>Der 2(2) | Oil 4SA 6Cy. 305 × 460 mm<br>450bhp<br>D. & J. Boot "De Industrie"<br>2×6kW 100V d.c. |
| 512499<br>5LWB<br>1293<br>Df Esd<br>Gc Rdr<br>RT | **G. S. LIVANOS**<br><br>**Ocean Tanker Line Ltd.**<br>Monrovia Liberian | 25988<br>16797<br>~~41179~~<br>44214 | <br><br>AB | 1958 Newport Ns S.B. & D.D. Co.—N.Ns<br>712' 2" 93' 2" 36' 7½"<br>682' 0" 93' 0" 48' 6"<br>P138' B36' F89' 1 dk<br>RW<br>rf 8" | S Tanker Mchy.aft<br>33 Ta<br>L.1745010 HeCls. BC | 2 S Turb dr geared to sc. sh<br>22000shp<br>De Laval S. Turb. Co. |
| 530563<br>CGGQ<br>192760<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **G.S.S. No. 1**<br>exSt. Catharines-67<br>**Government of Canada**<br>**(Minister of Transport)**<br>Ottawa Canadian | 1895<br>575<br>995 | ~~✠A— CS 10/62~~<br>~~with freeboard~~<br>~~For Government service~~<br>~~✠LMC~~<br>~~EL (r)~~<br><br>~~SURVEYS OVERDUE 10/66~~<br>TO BE BROKEN UP | 1943-7 Yarrows Ltd.—Esquimalt<br>301' 4" 36' 8" 14' 4½"<br>285' 3" 36' 6" 24' 6"<br>B43' 2 dks, 3rd dk clear of mchy. space<br>RW 12BH conv 50<br>WB264t incl. DTa50t DTm197t | TS Weather Ship<br><br><br><br>Der 1(1) | T 8Cy. (2) 16" (2) 31" &<br>5000ihp<br>Dominion Bridge Co. Ltd.<br>2WTB 225lb [illegible]<br>2×80kW 250V d.c. |
| 531473<br>CGSK<br>156503<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **G.S.S. No. 2**<br>exSaurel-67<br>~~**Government of Canada**~~<br>~~**(Minister of Transport)**~~<br>~~Ottawa Canadian~~<br>**Steel Factors Ltd.**<br>Ottawa Canadian | 1176<br>418<br>844 | <br><br>✠Classed LR until 5/33<br><br>BROKEN UP | 1929-12 Canadian Vickers Ltd.—Mtl<br>200' 0" 42' 0" 17' 10"<br>... ...<br>1 dk<br>RW<br>rf 6" | TS Icebreaker (4P)<br>1 Ho 20'<br><br>1 Ha (7'×11½')<br>Der 1(15) | T 6Cy. 20½" 32" & 52" × 36"<br>3000ihp<br>Canadian Vickers Ltd.<br>2×13½kW 110V d.c. |
| 651747<br>EELG<br><br>Df Esd<br>Rdr RT | **G. SORRIBES**<br>Launched as Sorribes y Diego<br>**Gabriel Sorribes Perris**<br>Huelva Spanish | 211<br>138<br>— | <br><br>BV | 1964 Ast. Luzuriaga—Pjs<br>114' 10" 20' 4"<br>... ... ...<br><br>RW | M Trawler<br><br><br>2 Ha (each 3½'×3½') | Oil 5Cy. 250 × 300 mm<br>560bhp<br>Nydqvist & Holm A/B |
| 652323<br><br><br>Df Esd<br>Gc Rdr<br>RTm | **G.T.O. 1**<br><br>**Soc. Giulianova Tortoreto**<br>**Oceanica Pesca S.p.A.**<br>Pescara Italian | 609<br>291<br>670 | <br><br>RI | 1965 Soc. Esercizio Cant.—Viareggio<br>196' 1" 30' 1" 12' 2"<br>173' 5" 30' 0½" 15' 1"<br>P11' Q7' B14' F16' 1 dk | M Trawler<br>2 Ho each 36'<br><br>2 Ha (each 5'×5')<br>Der 1(3) 1(1½) | Oil 4SA 8Cy. 320 × 420 mm<br>1300bhp<br>Ansaldo Stab. Mecc.<br>3×220V 50c/s a.c. |
| 660813<br><br><br>Df Esd<br>Gc Rdr<br>RT | **G.T.O. 2**<br><br>**Soc. Giulianova Tortoreto**<br>**Oceanica Pesca S.p.A.**<br>Pescara Italian | ~~609~~ 610<br>291<br>670 | <br><br>RI | 1966 Soc. Esercizio Cant.—Viareggio<br>196' 1" 30' 1" 12' 2"<br>173' 5" 30' 0½" 15' 1"<br>1 dk<br>RW | M Trawler Mchy.aft<br>2 Ho each 36'<br><br>2 Ha (each 5'×5')<br>Der 1(3) 1(1½) | Oil 4SA 8Cy. 320 × 420 mm<br>1300bhp<br>Ansaldo Stab. Mecc. |
| 672645<br><br><br>Df Esd<br>Gc Rdr<br>RT | ~~G.T.O. 3~~ **G.T.O. TERZO**<br><br>**Soc. Giulianova Tortoreto**<br>**Oceanica Pesca S.p.A.**<br>Pescara Italian | ~~610~~ 613<br>~~291~~ 299<br>550 | <br><br>RI | 1967 Soc. Esercizio Cant.—Viareggio<br>196' 1" 30' 1" 12' 2"<br>173' 5" 30' 0½" 15' 1"<br>1 dk<br>RW | M Trawler Mchy.aft | Oil 4SA 8Cy. 320 × 420 mm<br>1300bhp<br>Ansaldo Stab. Mecc. |
| 650432<br><br>306316 | **G.W. 92**<br><br>**Wimpey (Marine) Ltd.**<br>London British | 900<br>898<br>— | ✠100A SS 11/68<br>~~Mediterranean Sea~~<br>~~service~~<br><br>EL (I) | 1964-12 Verolme Schpsw.—Heusden<br>150' 2" 60' 2"<br>150' 0" 60' 0" 11' 0"<br>1 dk<br>5BH<br>rf nil WB503t | Pontoon | |
| 650361<br><br>306730 | **G.W. 93**<br><br>**Wimpey (Marine) Ltd.**<br>London British | 683<br>683<br>— | ✠100A<br>North Sea service & U.K.<br>coasting<br><br>EL (j) | 1964-12 Appledore S.B. Ltd.—Apl<br>120' 2" 60' 2"<br>120' 0" 60' 0" 11' 0"<br>1 dk<br>5BH<br>rf nil | Pontoon | |
| 661445<br><br>308215 | **G.W. 102**<br><br>**Wimpey (Marine) Ltd.**<br>London British | 915<br>915<br>— | ✠100A1<br>North Sea service<br><br><br>EL I | 1966-6 Clelands S.B. Co. Ltd.—Wal<br>150' 3" 60' 3" 8' 3"<br>150' 0" 60' 0" 11' 0"<br>1 dk<br>7BH<br>rf nil | Barge | |
| 670164<br><br>309799 | **G.W. 107**<br><br>**Wimpey (Marine) Ltd.**<br>London British | 2316<br>2312<br>— | ✠100A1<br><br><br><br>EL K2"U2 | 1967-1 Verolme Schpsw.—Alb<br>200' 11" 70' 11" 12' 6½"<br>200' 0" 70' 0" 18' 0"<br>1 dk<br>5BH<br>rf nil WB3630t | Pontoon | |

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| **G.W. 111**<br>**Wimpey (Marine) Ltd.** British<br>London | 168<br>168<br>— | ✠100A1<br>U.K. coasting service<br>EL A | 1966–12 Appledore S.B. Ltd.—Apl<br>100′ 1″ 30′ 2″ 5′ 1½″<br>100′ 0″ 30′ 0″ 7′ 0″<br>1 dk<br>4BH<br>rf nil | Pontoon | |
| **G.W. 112**<br>**Wimpey (Marine) Ltd.** British<br>London | 168<br>168<br>— | ✠100A<br>U.K. coasting service<br>EL A | 1967–2 Appledore S.B. Ltd.—Apl<br>100′ 1″ 30′ 2″<br>100′ 0″ 30′ 0″ 7′ 0″<br>1 dk<br>4BH<br>rf nil | Pontoon | |
| **G.W. 122**<br>exNeptunus-67<br>~~St. George's Tug & Transportation Co. Ltd.~~ ~~British~~<br>~~Hamilton~~<br>**Wimpey (Marine) Ltd.** British<br>~~Hamilton~~ London | 108<br>—<br>— | ✠100A1 SS 2/68 ~~SS 5/64~~<br>tug Windward & Leeward Islands, Netherlands Antilles & Guyana service<br>✠LMC<br>EL (a)¾″ | 1947–7 Jonker & Stans Scheeps.—Hendrik-I-A<br>83′ 7″ 21′ 3″ 8′ 11″<br>76′ 1″ 19′ 8″ 10′ 10″<br>RW 4BH<br>WB12t incl. DTf 3t | M Tug | Oil 4SA 6Cy. 270×500 mm sr geared<br>430bhp 29t (d.o)<br>N.V. Werkspoor Ams<br>1×5kW 110V d.c. |
| **G. W. GOETHALS**<br>**United States Department of Commerce**<br>Portland, Or United States | 7235<br>4437<br>10844 | AB | 1942 Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. 10k |
| **G. W. JACKSON**<br>**G. W. Jackson, G. E. Jackson & L. R. Jackson**<br>Port Dover Canadian | 109<br>80<br>— | | 1964 S. G. Powell Shpyd Ltd.—Dunnville<br>70′ 2″ 23′ 8″ 4′ 0″<br>21′ 10″<br>1 dk | TM Fishing | 2 Oil each 6Cy. 4½″×5½″<br>Caterpillar Tractor Co. Peoria |
| **G.W.R. No. 1**<br>**British Transport Docks Board**<br>Cardiff British | 827<br>329<br>970 | ✠<br>**BROKEN UP** | 1933–4 C. Hill & Sons Ltd.—Brs<br>184′ 2″ 34′ 1″ 13′ 5″<br>175′ 0″ 34′ 0″ 15′ 3″<br>Q64′ F44′ 1 dk<br>R | S Hopper Barge Mchy.aft<br>2 Ho each 33′ | T 3Cy. 15″ 24″ & 40″×27″<br>750ihp 140t (c)<br>Plenty & Son Ltd. Nby<br>1×10kW 110V d.c. 9k |
| **G.W.R. No. 2**<br>**British Transport Docks Board**<br>Cardiff British | 827<br>329<br>970 | ✠<br>**BROKEN UP** | 1933–6 C. Hill & Sons Ltd.—Brs<br>184′ 2″ 34′ 1″ 13′ 5″<br>175′ 0″ 34′ 0″ 15′ 3″<br>Q64′ F45′ 1 dk<br>R | S Hopper Barge Mchy.aft<br>2 Ho each 33′ | T 3Cy. 15″ 24″ & 40″×27″<br>750ihp 140t (c)<br>Plenty & Son Ltd. Nby<br>1×10kW 110V d.c. 9k |
| **G. W. ROGERS**<br>exOcean Gull exBallindalloch<br>exWest Hope<br>**Canadian Dredge & Dock Ltd.**<br>Toronto Canadian | 172<br>1<br>— | ✠Classed LR until 7/25 | 1919–5 Crabtree & Co. Ltd.—Yar<br>*88·5′* 21′ 2″ 11′ 0″<br>… … …<br>RW | M Tug | Oil 2SA 7Cy. 290×490 mm<br>920bhp Emade59fitted62 (d.o)<br>Burmeister & Wain Cpn<br>2×30kW<br>Controllable pitch propeller |
| **G. W. WHITEMAN**<br>exLa Boca-53 exAdler-42<br>**George W. Whiteman**<br>New Orleans United States | 523<br>221<br>— | | 1921 Pensacola S.B. Co.—Pca<br>*129·1′* 30′ 4″<br>134′ 8″ 30′ 0″ 19′ 2″<br>2 dks<br>R<br>rf 26″ BK6″ | S Tug | T 3Cy. 18″ 30″ & 48″×33″<br>1400ihp (o.f)<br>Hooven, Owens & Rentschler Hamilton, Ont |
| **GAASTERDYK**<br>**N.V. Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)**<br>Rotterdam Netherland | 7222<br>3794<br>10200 | ✠100A1 SS 8/65<br>DTsf—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN2080 EL f†2¼″SQ | 1960–10 Rotterdamsche D.D. Maats.—Rot<br>534′ 3″ 67′ 7″ 26′ 11″<br>487′ 6″ 67′ 5″ 41′ 0″<br>F48′ 1 dk & S dk, 3rd dk except in No. 6 hold<br>Coll BH to S dk 7 to 2nd dk<br>rf 6″ DK fwd WB2535t incl. DTsf691t | M Ref OSD<br>6 Ho 47¼′, 59½′, 73¾′, 73¾′, 63′, 44½′<br>G.667943 B.613011 In.33157<br>6 Ha (stl) (22½′×18′) (35¾′, 42′, 42′, 34¼′, 23½′×23¾′)<br>24W Der 2(75) 20(5) | Oil 2SA 8Cy. 750×1600 mm<br>10400bhp 1329t (hvf)<br>Gebr. Stork & Co. Hengelo<br>AuxB 100℔ e (ex.g) 100℔<br>3×230kW 220V d.c. 17k |
| **GAASTERKERK**<br>exReed Victory-46<br>**N.V. Ver. Nederl. Scheepv. Maats.**<br>The Hague Netherland | 7637<br>4661<br>10366 | 100A1 SS 1/66<br>tunnel side tanks—oil FP above 150° F. or vegetable oil when no oil fuel in adjacent tanks<br>LMC<br>EL c†2⅛″SQ | 1945 Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 2″ 28′ 6¾″<br>437′ 8″ 62′ 0″ 38′ 0″<br>F89′ 2 dks, 3rd dk in Nos. 2 & 3 holds<br>RW 7BH<br>rf nil WB3310t incl. Tunnel tanks 1648t DTf270t | S (8P) CSD<br>5 Ho 57½′, 45′, 78′, 69′, 75′<br>G.564840 B.490765<br>3 Ha (stl) (25′, 24′, 36′×22¼′)<br>2 Ha (w) (36′, 24′×22¼′)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>8500shp 1662t (o.f)<br>General Electric Co. Schenectady<br>2WTB 500℔ Spt 465℔ hs(14817)<br>2×300kW 120/240V d.c. 16½k |
| **GAASTERLAND**<br>**N.V. tot Voortzetting van den Koninklijke Hollandsche Lloyd**<br>Amsterdam Netherland | 4375<br>2424<br>7175 | ✠100A1 SS 5/68 ~~SS 6/68~~<br>with freeboard<br>✠LMC<br>MN1000 EL a† | 1950–12 A. Vuijk & Zonen—Capelle<br>430′ 0″ 58′ 2″ 22′ 5″<br>406′ 2″ 58′ 1″ 24′ 0″<br>1 dk & S dk, intermediate 'tween dk fwd under raised S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4″ WB1737t | M (4P) OSD<br>4 Ho 71½′, 82¾′, 72¼′, 74¾′<br>G.475827 B.426656<br>4 Ha (38¾′, 42½′, 42½′, 40′×19¾′)<br>16W Der 1(40) 1(15) 16(5) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp 1068t (hvf)<br>Sulzer Bros. Ltd. Win<br>AuxB 105℔<br>3×150kW 220V d.c. 14k |

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|---|---|---|---|---|---|---|
| 512511<br>IBQV<br>722<br>Df Esd<br>Gc RT | **GABBIANO**<br>exNicolaou Georgios–52<br>exFrederick Tresca–47<br>exPropus exFrederick Tresca<br>**Achille Lauro**<br>Naples Italian | 7167<br>4362<br>10750 | <br><br>RI | 1944 St. Johns River S.B. Co.—Jck<br>441′ 5″ 57′ 0″ 27′ 8½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, pt 3rd dk | M<br>5 Ho<br>G.567370 B.505746 | Oil 4SA 6Cy. 740×<br>3000bhp<br>Harland & Wolff Ltd. |
| 650188<br><br>317243<br>RTv | **GABO**<br><br>**Howard Smith Industries**<br>**Pty. Ltd.**<br>Melbourne British | 251<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN317 EL (d)1"SQ | 1965–6 Adelaide Ship Cons. Ltd.—Adl<br>106′ 3″ 28′ 2″ 12′ 10½″<br>96′ 3″ 26′ 8½″ 15′ 0″<br><br>4BH<br>rf 24″ BK1½″ WB77t | M Tug | Oil 4SA 8Cy. 12½″×14½″<br>& sr reverse gear<br>1584bhp<br>Ruston & Hornsby<br>2×95kW 415V 50c/s a.c. |
| 512512<br>PEFL<br><br>Df Esd<br>Gc Rdr<br>RT | **GABONKUST**<br><br>**N.V. Stoomv. Maats.**<br>**"Nederland"**<br>Amsterdam Netherland | 3413<br>1736<br>4732 | ✠100A1 SS 6/65<br>DTa—vegetable oil<br>✠LMC<br>**Lloyd's RMC**<br>MN660 EL x 2¼"SQ | 1955–7 Howaldtswerke A.G.—Ham<br>388′ 7″ 51′ 3″ 21′ 0½″<br>356′ 0″ 51′ 1″ 30′ 2″<br>P27′ F43′ 1 dk & S dk, 3rd dk in fwd hold<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 5″ WB1121t incl. DTa537t | M Ref OSD<br><br>G.299912 B.277035 In.2359<br><br>12W Der 1(35) 8(3, 5, 10) 4(3–5) | Oil 2SA 7Cy.<br>3300bhp<br>Gebr. Stork & Co.<br>AuxB 71lb |
| 512513<br>EAFD | **GABRIEL**<br>exNuevo-Gabriel–54<br>**Pesqueras Gabriel**<br>**Gonzalez S.R.C.**<br>Huelva Spanish | 160<br>104<br>— | | 1944 Hijos de Antonio Ferradas—Vgo<br>*86·9′* 19′ 11″<br>… … … | Wood S Trawler | T 3Cy. 7¼″ 14⅛″<br>160ihp<br>Talleres Erasso |
| 512514<br>PUVZ<br><br>Df Esd<br>Gc Rdr<br>RTm | **GABRIEL DA FONSECA**<br><br>**Petroleo Brasileiro S.A.-**<br>**Petrobras Frota Nacional**<br>**de Petroleiros**<br>Rio de Janeiro Brazilian | 4744<br>2434<br>6602 | ✠100A1 SS 6/64<br>oil tanker<br>✠LMC<br><br>MN728 EL y | 1959–1 Ottensener Eisenwerk—Ham<br>403′ 1″ 53′ 4″ 23′ 10½″<br>369′ 1″ 53′ 2″ 28′ 6″<br>P98′ F70′ 1 dk<br>RW 12BH<br>rf 4″ WB490t | M Tanker Mchy.aft<br>15 Ta 1 Ho 42½′<br>L.247118 HeCls. BC<br><br>Der 2(5) 1(3) 1(2) | Oil 2SA 7Cy.<br>3640bhp<br>Masch. Augsburg-<br>AuxB 200lb<br>2×100kW 115V d.c. |
| 512515<br>THNU<br><br>Df Esd<br>RT | **GABRIEL-DE-CLIEU**<br>**Robert Saint Sans.**<br>~~**Soc. Nouvelle d'Armement**~~<br>~~**Collen & Rimbert Frères**~~<br>Dieppe French | 221<br>64<br>— | <br><br>BV | 1946 Ch. & At. Aug. Normand—Hav<br>*106·8′* 23′ 0″<br>… … … | M Trawler<br><br><br>4 Ha (3½′, 3½′×3½′) (3½′×2½′)<br>(3½′×2½′)<br>Der 1(½) | Oil 4SA 6Cy.<br>750bhp NE61<br>Klöckner-Humboldt- |
| 512517<br>ICVG<br>3234<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GABRIELE**<br>exAris–61 exCornwood–59<br>**Emilio Canale**<br>Genoa Italian | 2677<br>1640<br>4100 | RI<br><br>✠Classed LR until 10/61 | 1940–9 S. P. Austin & Son Ltd.—Sld<br>321′ 11″ 44′ 6″ 19′ 4″<br>305′ 10″ 44′ 3″ 21′ 6″<br>Q117′ F36′ 1 dk | S Mchy.aft<br>4 Ho<br>G.202350 B.190210<br><br>8W | T 3Cy. 18½″ 29″ & 52″×<br>735ihp<br>N.E. Mar. Eng. Co. |
| 650545<br>DNIE<br><br>Df Esd<br>Rdr RTv | **GABRIELE WEHR** T.Mk<br><br>**Oskar Wehr**<br>Hamburg W. German | 499<br>334<br>1182 | <br><br>GL | 1964 J. J. Sietas Schiffsw.—Ham<br>211′ 4″ 34′ 8″ 12′ 5″<br>191′ 3″ 34′ 6″ 21′ 6″<br>P48′ B38′ F26′ 1 dk & S dk | M (2P) ~~OSD~~ Mchy.aft<br>1 Ho 139½′ 1 TwD 137½′<br>G.84400 B.77550<br>2 Ha (stl) (55′, 40½′×20½′)<br>4W Der 1(4) 3(3) | Oil 4SA 6Cy.<br>900bhp<br>Klöckner-Humboldt-<br>3×58, 58, 20kW |
| 513051<br><br>9<br>Df Esd<br>RT | **GABRIELLA**<br>exGigeri–65 exKörnerwall–58<br>exKoningshaven–56<br>**Società Navigazione**<br>**Monfalconese**<br>Monfalcone Italian | 499<br>242<br>780 | <br><br>BV RI | 1947 Werf Gusto—Sch<br>184′ 5″ 30′ 4″ 11′ 0″<br>180′ 5″ 30′ 2″<br>F14′ 1 dk & S dk | M OSD<br>2 Ho<br>G.59000 B.54000 | Oil 2SA 4Cy.<br>760bhp<br>N.V. Mchfb. Bolnes |
| 512518<br>ORDB | **GABRIELLE-MARIA**<br><br>**Rederij Lambregt**<br>Ostend Belgian | 128<br>37<br>— | | 1931 Figee Landsvelvaren—Vla<br>*85·3′* 20′ 8″<br>… … …<br><br>R | M Fishing | Oil<br>NE60<br>Klöckner-Humboldt- |
| 660008<br>LZFR<br>63<br>Esd Gc<br>Rdr | **GABROVO**<br><br>**Navigation Maritime**<br>**Bulgare**<br>Varna Bulgarian | 1701<br>779<br>3027 | | 1965 G. Dimitrov—Varna<br>*286·2′* 44′ 5″ 15′ 6″<br>44′ 4″ 18′ 6″<br>2 dks | M CSD<br>3 Ho | 2 Oil 4SA each<br>geared to sc. shaft<br>2000bhp<br>3×100, 100, 25kW |
| 512519<br>EDSQ<br><br>RT | **GABY**<br><br>**Lorenzo Justo Zabala**<br>Valencia Spanish | 349<br>182<br>— | <br><br>BV | 1963 Ast. Neptuno—Val<br>134′ 11″ 24′ 9″ 11′ 2½″<br>123′ 3″ 24′ 7″ 12′ 6″<br>1 dk<br>RW | M Mchy.aft<br><br><br>2 Ha (each 22½′×12½′)<br>Der 2(½) | Oil 4SA 6Cy.<br>NE—<br>Klöckner-Humboldt- |
| 512520<br>OSGA | **GABY**<br><br>**Henri Desaever & Frans**<br>**Verhaeghe**<br>Ostend Belgian | 131<br>44<br>— | | 1930 Béllard, Crighton & Cie.—Ost<br>*91·8′* 19′ 8″<br>… … …<br><br>R | M Trawler | Oil 4SA 4Cy.<br><br>Motfbr. "Deutz" |
| 512521<br>TQHV<br><br>Esd RT | **GABY BERNARD**<br><br>**Olazabal & Rodriguez**<br>Bayonne French | 127<br>59<br>— | | 1957 Soc. Franco Nav. & Routière—Bdx<br>*81·0′* 23′ 0″<br>… … … | M Fishing | 2 Oil 4SA each<br>geared to sc. shaft<br>Moteurs Baudouin |

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| **GADUS**<br>Gadus A/S<br>Ålesund<br>Norwegian | 1531<br>610<br>1600 | NV | **1967** A/S Akers M/V—Tdh<br>263′ 5″ ~~263′-6″~~ ~~18′-4″~~ 18′ 4½″<br>231′ 8″ 43′ 9″ 27′ 1″<br>F212′ 2 dks<br>rf 6″ Box K | M Stern Trawling Factory Ship Mchy.aft<br>2 Ho 106½′, 59′<br>1 Ha (stl) (97¾′ × 13½′)<br>2W Der 2(12) | 4 Oil each 4SA (2) 8Cy. 240 × 310 mm (2) 6Cy. 240 × 310 mm all geared to sc. shaft<br>3730bhp 793t (d.o)<br>O/Y Wärtsilä A/B Åbo<br>2 × 575kW 380V 50c/s a.c.<br>Controllable pitch propeller 14k |
| **GAELIC FERRY**<br>Atlantic Steam Nav. Co. Ltd.<br>London<br>British | 2756<br>887<br>1641 | ✠100A1 SS 2/68<br>European service south of 61° N. also Mediterranean<br>✠LMC<br>MN1040 EL x $1\frac{13}{16}$″SQ | **1964**-1 Swan, Hunter & Wghm Rchdsn —Nwc<br>364′ 9″ 56′ 1″ 13′ 6¼″<br>344′ 0″ 53′ 6″ 33′ 6″<br>B105′ 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 6″ WB1190t incl. DTsf644t | TM Ferry (28P) OSD<br>1 Ho 98′<br>1 Ha (stl) (31¼′ × 18½′) | 2 Oil 2SA each 10Cy. 360 × 600 mm<br>5200bhp 300t<br>Sulzer Bros. Ltd. Win<br>db 60lb<br>3 × 240kW 220V d.c.<br>Thw. thrust contr. pitch propeller fwd 16k |
| **GAGA**<br>U.S.S.R.<br>Russian | 2370<br>1246<br>— | | **1952** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>*278·6′* 42′ 8″<br>42′ 6″<br>1 dk | S | C 4Cy. (2) 14$\frac{15}{16}$″ & (2) 32¼″ × 32¼″<br>Wärtsilä Kon. Crichton-Vulcan Åbo |
| **GAGE LUND**<br>Chevron Transport Corp.<br>Chevron Shipping Co.<br>Monrovia<br>Liberian | 18125<br>11165<br>28276 | AB | **1951** Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>624′ 8″ 84′ 2″ 33′ 5⅝″<br>595′ 0″ 84′ 0″ 44′ 0″<br>P121′ B33′ F76′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1328377 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp 2600t (o.f)–65pd<br>Bethlehem Stl Co. Qcy<br>2 × 400kW 450V 60c/s a.c. 16k |
| **GAGLIARDO**<br>exSicilia II° exBurrasca<br>exLionell<br>Carmelo Picciotto<br>Messina<br>Italian | 146<br>61<br>— | RI | **1912** Nylands Verksted—Osl<br>102′ 8″ 18′ 11″<br>97′ 3″ 18′ 10″ 11′ 10″<br>R | S Tug | T 3Cy. 292 469 & 487 × 558 mm<br>331ihp<br>Nylands Verksted Osl |
| **GAGNE TA CROUTE**<br>Paul Valer & Cie<br>Etel<br>French | 146<br>36<br>— | BV | **1956** Ch. Herbert & Heraud—Etel<br>*79·6′* 22′ 7″<br>… … … | Wood M Fishing<br>2 Ha (each 3′ × 3¼′) | Oil 4SA 8Cy. 220 × 320 mm<br>500bhp 25t<br>Cie. de Const. Méc. Lorient<br>9½k |
| **GAI FLORÉAL**<br>A/S Nordfangst<br>Ure Nordhus<br>Hammerfest<br>Norwegian | 270<br>91<br>— | BV | **1948** Marine Industries Ltd.—Srl<br>136′ 11″ 24′ 7″<br>… … …<br>1 dk | M Trawler<br>4 Ha (3½′, 3½′, 3¼′ × 3½′) (3′ × 3′)<br>Der 1(2) 1(1) | Oil 4SA 8Cy. 330 × 600 mm<br>600bhp<br>Burmeister & Wain Cpn<br>9½k |
| **GAIA**<br>Ejnar Nygaard<br>Århus<br>Danish | 400<br>146<br>700 | | **1966** Limfjords Værftet A/S—Ålborg<br>158′ 0″ 30′ 4″<br>… … …<br>rf 4″ | M Sand Pump Hopper Dredger<br>1 Ho 35¼′<br>1 Ha (33½′ × 19¾′) | Oil 2SA 6Cy.<br>300bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>3 × 10kW 220V d.c.<br>Controllable pitch propeller |
| **GAINES MILL**<br>Chas. Kurz & Co. Inc.<br>Keystone Shipping Co.<br>Wilmington, Del United States | 12180<br>8693<br>19789 | AB | **1958** (Cargo section) Alabama D.D. & S.B. Co.—Mob<br>**1943** (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>572′ 0″ 75′ 3″ 30′ 1¾″<br>551′ 6″ 75′ 0″ 39′ 3″<br>P108′ B35′ F77′ 1 dk<br>RW<br>rf 10″ | T-E Tanker Mchy.aft<br>27 Ta<br>L.972741 HeCls. B<br>Der 4(2) | S Turb 7240shp driving 1 gen. 5400kW 2300V a.c. connected to elec. motor 6000shp(Sy) 1586t (o.f)–50pd<br>General Electric Co. Lyn<br>2 × 525kW 440V 60 c/s a.c. 14¼k |
| **GAINESVILLE VICTORY**<br>United States Department of Commerce<br>Los Angeles<br>United States | 7612<br>4555<br>10712 | AB | **1944** California S.B. Corp.—L.An<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.520000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′ × 22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2 × 300kW 240V d.c. 16k |
| **GALAA**<br>Ministry of War (Port & Lighthouse Administration)<br>Alexandria Egyptian (U.A.R.) | 107<br>30<br>— | | **1960** Schiffswerft Berlin—Bln<br>105′ 6″ 19′ 5″ 5′ 3″<br>… … …<br>1 dk | TM Firefloat | 2 Oil 4SA each 6Cy. 180 × 260 mm<br>Dieselmotorenwerk Ros |
| **GALAL EL DESOUKI**<br>The United Arab Maritime Co.<br>Alexandria<br>Egyptian (U.A.R.) | 1286<br>610<br>1400 | GL | **1961** "Gheorghiu Dej" Shpyd—Bdp<br>244′ 6″ 37′ 2″ 14′ 2″<br>219′ 10″ 37′ 1″ 17′ 4″<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 315 × 450 mm<br>1000bhp<br>Láng Eng. Works Bdp |

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| 512538<br><br>191435<br>Df<br>RTm | **GALALI**<br>exMuharraq–60<br>exAnna Coppedge<br>**Caltex Shipping Co. Ltd.**<br>Hong Kong British | 234<br>1<br>— | <br><br>AB | 1945 Gulfport S.B. Corp.—Pt. Arthur<br>102′ 2″ 24′ 1″ 11′ 6½″<br>96′ 0″ 24′ 0″ 12′ 6″<br>1 dk<br>BK2″ | D-E Tug | Oil 2SA 12Cy.<br>driving one gen.<br>connected to<br>1020shp (WL)<br>General Motors Corp.<br>2×30 24kW 125V d.c. |
| 540435<br>THXM<br><br>Df Esd<br>Pfd RT | **GALANTRY II**<br>exBeatrice–63<br>**Soc. de Pêche et de Congélation de St. Pierre et Miquelon**<br>St. Pierre & Miquelon French | 301<br>134<br>— | <br><br>BV | 1956 "Scheveningen" Sleep. Maats. Scheveningen<br>140′ 7″ 23′ 8″ 13′ 1″<br>125′ 7″ 23′ 7″ 13′ 2″<br>RW | M Trawler | Oil 4SA 8Cy. 305×460 mm<br>600bhp<br>Motorenf. "De Industrie" |
| 512539<br>INOF<br>208<br>Esd | **GALAS**<br>exSottorf–57 exDrossel–55<br>exHorneck<br>**Cap. Settimo Spampinato**<br>Catania Italian | 998<br>595<br>1651 | | 1924 F. Schichau—Elbing<br>239′ 11″ 33′ 6″ 14′ 6″<br>33′ 4″<br>P14′ B65′ F31′ 1 dk<br>R | S<br>G.82853 B.76072<br>7W Der 2(½) | T 3Cy. 15″ 26½″ & 38½″×<br>600ihp<br>F. Schichau |
| 540436<br>ICOH<br>3301<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GALASSIA**<br><br>**"ITALSIDER" Alti Forni e Accialerie Riunite Ilva e Cornigliano S.p.A.**<br>"Sidermar" S.p.A.<br>Genoa Italian<br>For later particulars see New Entries No. 6 | 23184<br>12059<br>35378 | ✠100A1 SS 4/67<br><br>✠LMC<br><br>MN3360 EL r†2$\frac{11}{16}$″SQ<br>AB RI | 1963–3 Ansaldo S.p.A.—Spz<br>679′ 0″ 92′ 3″ 38′ 5½″<br>637′ 0″ 91′ 10″ 51′ 7″<br>P131′ F68′ 1 dk<br>NS 9BH<br>rf nil WB16268t incl. DTm1520t DTsf339t | M Bulk Carrier Mchy.aft<br>6 Ho 66½′, 69½′, 71½′, 69½′, 72½′, 72½′<br>G.1559990<br>6 Ha (stl) (each 46′×46′)<br>Der 6(7) 2(6) 2(1)<br>Topside tanks in holds 5627t | Oil 2SA 8Cy. 900×1600 mm<br>16800bhp<br>S.A. Fiat S.G.M.<br>2AuxB (1 o.f 1 ex.g)<br>3×600kW 440V 60 c/s a.c. |
| 512541<br>DIAI<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GALATA**<br><br>**Bock, Godeffroy & Co.**<br>Hamburg W. German | 2676<br>1506<br>5046 | <br><br>GL | 1952 Lübecker Flender-Werke—Lbc<br>379′ 1″ 52′ 8″ 20′ 9″<br>52′ 6″ 30′ 6″<br>F27′ 1 dk & S dk<br>RW | M (8P) OSD<br><br>G.331269 B.301464<br>5 Ha (27½′, 37½′, 28′, 30½′, 30½′×18′)<br>10W Der 1(40) 1(15) 10(3–5) | Oil 2SA 5Cy. 680×1250 mm<br>3000bhp<br>Waggon & Maschb. |
| 512542<br>LZEB<br>64<br>RT | **GALATA**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 161<br>78<br>205 | | 1958 G. Dimitrov Shipyard—Varna<br>117′ 0″ 21′ 10″ 9′ 2″<br>21′ 4″ 9′ 6″<br>1 dk | M Mchy.aft<br>1 Ho 57′<br>G.10025 B.9319<br><br>Cr 1(1) | Oil 4SA 6Cy. 240×360 mm<br><br>Schwermasch. Karl Liebknecht |
| 527167<br><br><br>Df Esd<br>Rdr RT | **GALATEA**<br>exPatria–67<br>**Cia. de Nav. Molinamar S.A.**<br>Panama Panamanian | 2094<br>1139<br>3175 | <br><br>GL | 1947 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>296′ 7″ 42′ 11″ 18′ 5½″<br>21′ 4″<br>P29′ B72′ F28′ 1 dk | S<br><br>G.159435 B.148410<br>4 Ha (34½′×19½′)<br>8W Der 8 | C 4Cy. (2) 15″ & (2) 32½″<br>1000ihp<br>Wärtsilä Kon. Crichton- |
| 512544<br>IQAJ<br>962 | **GALATEA**<br>exMaria Antonietta–54<br>**Ciro Mancino**<br>Naples Italian | 500<br>272<br>760 | <br><br>RI | 1947 Cant. Giuseppe Pagan—Ven<br>157′ 5″ 28′ 4″ 13′ 4½″<br>137′ 10″ 28′ 3″ 14′ 9″<br>1 dk | M Mchy.aft<br>2 Ho | Oil 4SA 6Cy. 320×480 mm<br>502bhp NE50<br>Motorenw. Mannheim |
| 512545<br>FOXN<br><br>Df Esd<br>Gc Rdr | **GALATÉE**<br><br>**Soc. Nav. Caennaise (Anct. G. Lamy & Cie.)**<br>Caen French | 5237<br>2600<br>7228 | <br><br>BV | 1957 Ch. Réunis Loire-Normandie—Nts<br>422′ 7″ 49′ 10″ 21′ 9½″<br>397′ 0″ 49′ 9″ 28′ 7″<br>1 dk<br>RW | M Ref<br><br>In.8472<br>4 Ha (each 45½′×28¾′)<br>Der 8(5) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>5120bhp<br>Soc. Gen. de Const. Méc. |
| 640855<br>YQPS<br>447GI<br>Df Esd<br>Gc Rdr<br>RTm/h | **GALATI**<br><br>**Ministerul Industriel Alimentare**<br>Galatz Roumanian | 3631<br>2056<br>2037 | ✠100A1 SS 7/66<br>stern trawler<br>Ice Class 3<br>✠LMC<br>MN498 EL (u) 1¾″SQ | 1964–4 Hitachi Zosen—Osa<br>305′ 5″ 51′ 4″ 16′ 3″<br>278′ 10″ 51′ 2″ 29′ 10″<br>2 dks<br>Coll BH to U dk 7 to 2nd dk<br>rf 7″ WB1166t incl. Tunnel tanks 640t | M Stern Trawling Factory Ship<br>2 Ho 65½′, 29½′<br><br>2 Ha (each 8¾′×8¾′)<br>Der 4(5) | 2 Oil 4SA<br>(i) 6Cy. 280×500 mm<br>(ii) 7Cy. 280×500 mm<br>couplings & sr gearing<br>2250bhp B&W<br>Hitachi Zosen<br>db 100ft<br>3×640, 160, 160kW<br>Controllable pitch propeller |
| 512546 | **GALATI**<br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian | ~~3096~~ 2099<br>~~2086~~ 973<br>— 3199<br>3090<br>2086<br>4429 | | 1960 Santierul Naval—Gtz<br>330′ 1″ 45′ 8″ 21′ 7½″<br>298′ 7″ 45′ 6″<br>2 dks | M CSD Mchy.aft | Oil 2SA 5Cy. 580×<br>2500bhp Sulzer<br>Reshita Eng. Works |
| 512547<br>ELZH<br>750<br>Df Esd<br>Gc Rdr | **GALATIA**<br><br>**Ades S.S. Co. S.A.**<br>Monrovia Liberian | 9462<br>5873<br>14473 | ✠100A1 SS 4/66<br><br>✠LMC<br><br>MN920 EL d†2$\frac{5}{16}$″SQ | 1956–4 Mitsubishi Hvy Ind. Reorg.—Kob<br>487′ 2″ 63′ 7″ ~~30′ 6″~~ 31′ 2½″<br>454′ 5″ 63′ 4″ 41′ 2″<br>F45′ 2 dks<br>NS 7BH<br>rf 4″ WB2019t incl. Tunnel tanks 229t | M CSD<br>5 Ho 69′, 86½′, 60½′, 65½′, 82′<br>G.759000 B.697647<br>5 Ha (33½′, 47½′, 34′, 39½′, 36½′×23′)<br>12W Der 1(15) 12(5) | Oil 2SA 6Cy. 720×<br>4600bhp Sulzer<br>Mitsubishi Hvy Ind. Reorg.<br>db 100ft<br>2×220kW 230V d.c. |
| 661097<br><br>296856<br>Esd<br>RTm | **GALAXIE**<br><br>**Galaxie Marine Inc.**<br>Morgan City United States | 107<br>73<br>— | | 1964 St. Charles Stl Wks—St. Charles<br>*68-4′* 22′ 2″<br>… … …<br>F15′ | M Fishing<br>1 Ho 28′ | Oil 4SA 6Cy.<br>300bhp<br>Caterpillar Tractor Co.<br>1×20kW 110/220V |

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| **GALAXY**<br>exBrest-60 exJohn McLean-47<br>**Patt Manfield & Co. Ltd.**<br>Panama Panamanian<br>Now **ELIOS** See New Entries No. 6 | **7285**<br>4026<br>10691 | BV | **1942** Permanente (Shpyd No. 1)—Richmond<br>442′ 11″ 57′ 1″ 27′ 8″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW | S CSD<br>5 Ho 60½′, 72½′, 37½′, 44½′, 70′<br>G.443721 B.393708<br>5 Ha (33½′, 35′, 20′, 35′, 35′×20′)<br>10W Der 1(50) 1(15) 12(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1825t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>10½k |
| **GALAXY**<br>exPioneer Iloilo-67<br>exQuezon-65<br>**Galaxy Lines Inc.**<br>Manila Philippine | **2136**<br>1071<br>— | NK | **1943** Lake Washington Shpyds Ltd.—Washington<br>41′ 3″ 15′ 0″<br>291′ 8″ 41′ 1″ 24′ 4″<br>2 dks | TM | 4 Oil 2SA each 10Cy. geared to 2 sc. shafts<br>4440bhp<br>Fairbanks, Morse Cgo<br>15½k |
| **GALAXY**<br>exManoula-65<br>**Cia. Panavess Inc.**<br>Honduran | **780**<br>470<br>— | | **1945** ......................Florida, U.S.A.<br>184′ 6″ 34′ 0″ 8′ 5″<br>33′ 10″ | TM | 2 Oil<br>Cooper Bessemer Cgo |
| **GALDACANO**<br>**Auxiliar de Transportes Maritimos S.A.**<br>Santander Spanish | **682**<br>332<br>— | **✠100A1** CS 3/65<br>tanker<br>Sulphuric acid in centre tanks<br>**✠LMC**<br>MN128 EL k | **1961–3** S.A. Corcho Hijos—Snt<br>201′ 1″ 34′ 0″ 12′ 4″<br>183′ 9″ 33′ 9½″ 14′ 9″<br>P55′ F37′ 1 dk<br>RW 9BH<br>rf 3″ WB653t | M Oil/Chemical Tanker Mchy.aft | Oil 2SA 4Cy. 340×570 mm<br>640bhp Polar<br>Soc. Española de Const. Nav. Cdz |
| **GALDAMES**<br>exAldam-38 exGaldames-38<br>**Auxiliar Maritima Soc. Anon.**<br>Bilbao Spanish | **3337**<br>2013<br>5140 | ✠Classed LR until 1/64 | **1918–9** Ast. del Nervion—Bbo<br>337′ 11″ 47′ 1″ 20′ 9″<br>325′ 6″ 47′ 0″ 24′ 11″<br>P31′ B80′ F39′ 1 dk<br>R | S<br>G.273000 B.244000 | T 3Cy. 24″ 40″ & 65″×45″<br>(o.f)<br>Ast. del Nervion Bbo<br>12k |
| **GALEA**<br>**Clemente Campos y Cia. S.A.**<br>San Sebastian Spanish | **3333**<br>1974<br>5000 | ~~✠100A1~~ ~~SS 10/64~~<br>~~✠LMC~~<br>~~EL u~~<br>✠Class **WITHDRAWN** 11/68 | **1918–4** Ast. del Nervion—Bbo<br>338′ 9″ 47′ 1″ 20′ 9¾″<br>325′ 6″ 47′ 0″ 24′ 11″<br>P31′ B80′ F39′ 1 dk<br>R NS 7BH<br>WB948t | S<br>4 Ho 57½′, 53½′, 57¾′, 49′<br>G.243239 B.217207<br>4 Ha (each 24¼′×17¼′)<br>8W Der 4(12) 4(6) 4(4) | T 3Cy. 24″ 40″ & 65″×45″<br>1500ihp (o.f)<br>Ast. del Nervion Bbo<br>2 SB 180lb ND 6cf<br>3×15, 15, 10kW 110V d.c. 7½k |
| **GALENA**<br>exLever's Bend-55<br>**United States Department of Commerce**<br>Seattle United States | **3805**<br>2123<br>6090 | AB | **1945** W. Butler (S.Bs.) Inc.—Dul<br>338′ 8″ 50′ 1″ 23′ 5″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>rf nil | M Ref Mchy.aft<br>4 Ho 42¼′, 78¾′, 67½′, 30¾′<br>G.248520 B.237930 In.9830<br>4 Ha (20¼′, 40½′, 40½′×20′) (9′×8′)<br>12W Der 1(30) 1(20) | Oil 2SA 8Cy. 520×700 mm<br>1700bhp 975t<br>Busch Sulzer Bros. St. Louis<br>2×250kW 220V d.c. 10k |
| **GALGAS**<br>**Pagan Steamship Corp. Ltd.**<br>Nassau British | **1109**<br>556<br>767 | AB | **1959** D. W. Kremer Sohn—Elmshorn<br>215′ 11″ 33′ 9″ 15′ 7⅝″<br>195′ 3″ 33′ 7½″ 18′ 10″<br>P58′ F32′ 1 dk<br>RW<br>rf 5″ | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 6Cy. 420×660 mm<br>1150bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×125kW 380V 50c/s a.c. 12k |
| **GALGOI-IPARRA**<br>**Rosario Zulaica y Cia.**<br>Bilbao Spanish | **230**<br>74<br>— | BV | **1965** Ast. de Murueta—Murueta<br>118′ 2″<br>105′ 0″ 22′ 8″<br>1 dk | M Trawler Mchy.aft<br>2 Ha (each 3½′×3½′)<br>Der 1(1) | 2 Oil 4SA each 8Cy. 185×200 mm geared to sc. shaft<br>800bhp<br>Moteurs Baudouin Msl<br>11½k |
| **GALIBI**<br>**French Government (Service Technique des Phares & Balises)**<br>La Rochelle French | **105**<br>33<br>— | BV | **1965** Dubigeon-Normandie S.A.—Gd. Quévilly<br>86′ 11″ 21′ 6″ 7′ 10¾″<br>21′ 4″<br>1 dk<br>RW | M Buoy Ship Mchy.aft<br>1 Ha<br>Der 1(4) 1(2) | Oil 4SA 8Cy. 185×200 mm<br>400bhp<br>Moteurs Baudouin Msl<br>11k |
| **GALIBIER**<br>**Armement Dhellemmes Frères**<br>Concarneau French | **116**<br>18<br>49 | BV | **1956** At. & Ch. de la Manche—Dpe<br>88′ 3″ 20′ 2″ 11′ 6″<br>73′ 10″ 20′ 1″ 11′ 8″ | M Trawler<br>1 Ha (4′×4′)<br>Der 1(1) | Oil 4SA 6Cy. 220×320 mm<br>440bhp NE59 48t<br>Cie. de Const. Méc. Lorient<br>10k |
| **GALICH**<br>**U.S.S.R.**<br>Vladivostok Russian | **1248**<br>551<br>1324 | | **1963** Angyalfold Works—Bdp<br>244′ 4″ 43′ 9″ 13′ 2″<br>43′ 8″ 17′ 6″<br>1 dk | M Mchy.aft<br>3 Ho<br>G.73879<br>3 Ha (each 28½′×18¼′)<br>7W Der 1(10) 6(3) | Oil 4SA 8Cy. 315×450 mm<br>1000bhp<br>Lang Eng. Works Bdp<br>10¼k |
| **GALICIA**<br>exHabana-64 exAlfonso XIII<br>**Pescanova S.A.**<br>Vigo Spanish | **10413**<br>5922<br>8065 | BV<br>✠Classed LR until 3/62 | **1923–8** Soc. Española de Const. Nav.—Bbo<br>500′ 0″ 62′ 7″ 28′ 9″<br>480′ 0″ 60′ 10″ 35′ 9″<br>2 dks & S dk<br>R conv dry cargo ship 64 | TS Fish Factory Ref OSD<br>G.344320 B.273690<br>7 Ha (9¼′, 9¼′, 9¼′, 9¼′, 9¼′, 9¼′, 9′×9¾′)<br>Der 12(5–8) | 4 S Turb sr geared to 2 sc. shafts<br>9200shp 2500t (o.f)<br>Soc. Española de Const. Nav. Frl<br>12k |

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| 661854<br><br><br>Esd RT | **GALICIA**<br><br>**Blue Pacific Fishing S.A.**<br>Pucusana Peruvian | 120<br>—<br>— | ~~✠100A~~<br>~~fishing vessel~~<br>~~Peruvian coastal service~~<br>~~LMC~~<br>~~MN76~~ ~~EL (m)~~<br>✠Class **WITHDRAWN**<br>4/68 | **1966**–9 Fabricaciones Metalicas—Clo<br>82' 8" 23' 5" 8' 10"<br>70' 6" 23' 0" 11' 4"<br>RAD11' RFD30' 1 dk<br>3BH<br>rf 18" BoxK | M Fishing | Oil 4SA 6Cy. 6½"×8"<br>geared<br>380bhp<br>Caterpillar Tractor Co. |
| 512559<br><br><br>Df Esd<br>Gc Rdr | **GALICZ**<br><br>**U.S.S.R.**<br>Murmansk Russian<br>Name should be **GALICH** See New Entries No. 11 | 658<br>280<br>450 | | **1956** Stocznia Gdanska—Gdk<br>194' 4" 29' 7" 13' 11⅛"<br>175' 6" 29' 6½" 16' 3" | S Trawler | C 4Cy. (2) 330 & (2) 770<br><br>A/S Atlas Mskfbk. |
| 670739 | **GALIFAN BATARSHIN**<br><br>**U.S.S.R.**<br>Russian | 3170<br>1225<br>— | | **1966** .......................Russia<br>277' 10" 46' 0" 18' 3"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57387<br>3 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda |
| 672082<br>4XMU<br>MS192<br>Df Esd<br>Gc Rdr<br>RT | **GALILA**<br>Launched as Cinnamon Bay<br>**Zim Israel Navigation Co.**<br>**Ltd.**<br>Haifa Israel | T.Mk<br>3023<br>~~8047~~ 1806<br>5561<br>4925<br>~~8872~~ 3160<br>7027 | AB GL ~~AB~~ | **1967** Orenstein-Koppel & Lbcr. Masch.<br>—Lbc<br>404' 10" 21' 1"/24' 10½"<br>372' 5" 54' 6" 31' 7"<br>2 dks | M Mchy.aft | Oil 2SA 6Cy. 600×— mm<br>5400bhp<br>Masch. Augsburg-Nürnb |
| 512561<br><br>168617<br>Df Esd<br>Gc Rdr<br>RTv | **GALILÆAN**<br><br>**Sir Thomas Robinson**<br>**& Son (Grimsby) Ltd.**<br>Grimsby British | 328 ~~330~~<br>102 ~~111~~<br>— ~~456~~ | ✠100A1 SS 4/68 ~~SS 6/63~~<br>trawler<br>✠**LMC**<br><br>MN190 EL (f) o | **1959**–9 Cochrane & Sons Ltd.—Sel<br>*130-8'* 26' 7"<br>127' 6" 26' 6" 13' 0"<br>Q67' F24'<br>RW 4BH<br>rf 24" WB29t | M Trawler<br>1 Ho 32½'<br><br>3 Ha (w) (4', 4', 4'×4')<br>1 Ha (stl) (4'×4')<br>1W Der 1(5) 1(2½) | Oil 2SA 5Cy. 340×570 mm<br>950bhp<br>British Polar Engines Ltd.<br>2×30, 25kW 220V d.c. |
| 670085<br>FTNA<br><br>Df Esd<br>RT | **GALILÉE**<br><br>**Société Corouge, Scaviner**<br>**& Chauchet S.A.**<br>Lorient French | 439<br>178<br>365 | BV | **1965** Stocznia im. Komuny Paryskiej—<br>Gdy<br>*146-6'*<br>... ... ...<br>1 dk | M Trawler<br><br><br>5 Ha<br>Der 1(2½) 1(½) | Oil 4SA 8Cy. 320×450<br>1200bhp<br>Klöckner-Humboldt-Deu |
| 512563<br>ICGH<br>3091<br>Df Esd<br>Gc Rdr<br>RTm | **GALILEO FERRARIS**<br>exHenri-Poincaré–57<br>**"Italia" Soc. per Azioni**<br>**di Nav.**<br>Genoa Italian | 8101<br>4835<br>10355<br>—<br>—<br>— | **Lloyd's RMC**<br>BV RI | **1953** Ch. & At. de St. Nazaire<br>(Penhoët)—St. N<br>534' 10" 64' 4" 27' 10"/—<br>502' 11" 64' 3" 32' 8"<br>B32' F53' 2 dks & S dk<br>RW | TM (12P) Ref OSD/CSD<br>6 Ho 58½', 65½', 71½', 64', 64', 64'<br>B.419081 In.16943<br>6 Ha (stl) (20½'×16½') (31½', 21½', 26½', 31½', 21½'×19½')<br>16W Der 1(39½) 1(19½) 4(8) 12(5) | 2 Oil 2SA each 8Cy. 7<br>11200bhp Sulzer<br>Cie. de Const. Méc.<br>3×240kW 225V d.c. |
| 641013<br>UYDI<br>M-3450<br>Df Esd<br>Gc Pfd<br>Rdr | **GALILEO GALILEI**<br><br>**U.S.S.R.**<br>~~Odessa~~ Russian<br>Novorossisk | 31295<br>18948<br>48933 | 744' 9"(incl.BB)<br>✠Classed LR until 2/67 | **1964**–10 Ansaldo S.p.A.—Gen<br>~~744' 9"~~ 102' 1" 38' 9½"<br>705' 8" 101' 8½" 50' 11"<br>P147' B44' F101' 1 dk<br><br>rf 5" | M Tanker Mchy.aft<br>22 Ta 1 Ho<br>L.2072555<br>1 Ha (13'×13') | Oil 2SA 9Cy. 900×18<br>19000bhp Fiat<br>Ansaldo Stab. Mecc. |
| 541125<br>ICGN<br>3295<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALILEO GALILEI**<br><br>**Lloyd Triestino Soc. per**<br>**Azioni de Nav.**<br>Genoa Italian | 27907<br>15764<br>9336 | ✠100A1 CS 2/67<br>700' 11"(incl.BB)<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN8800 EL t†3½"SQ<br>AB RI | **1963**–3 C.R.D. Adriatico—Mfl<br>~~700' 11"~~ 94' 2" 28' 3½"<br>619' 1" 93' 10" 47' 10"<br>B421' F107' Upper B383' 2 dks, 3rd & 4th<br>13BH dk except in mchy. space<br>rf 17" WB2784t | TS (1700P) Ref<br>4 Ho<br>In.6040 | 4 S Turb with dr gearing<br>44000shp De Laval<br>C.R.D. Adriatico<br>3WTB 810lb Spt 870°<br>sg 142lb |
| 512565<br>ELXG<br>698<br>Df Esd<br>Gc Rdr | **GALINI**<br><br>**Vygla Steamship Co. S.A.**<br>Monrovia Liberian | 9462<br>5873<br>14531 | ✠100A1 SS 10/64<br><br>✠**LMC**<br><br>MN920 EL d†2³⁄₁₆"SQ | **1955**–12 Mitsubishi Hvy Ind. Reorg.—<br>Kob<br>487' 1" 63' 7" 30' 6"<br>454' 5" 63' 3" 41' 2"<br>F45' 2 dks<br>NS 7BH<br>rf 4" WB2019t incl. Tunnel tanks 229t | M CSD<br>5 Ho 69', 86½', 60½', 65½', 82'<br>G.759000 B.697647<br>5 Ha (33½', 47½', 34', 39½', 36½'×23')<br>12W Der 1(15) 12(5) | Oil 2SA 6Cy. 720×125<br>4600bhp Sulzer<br>Mitsubishi Hvy Ind. Re<br>AuxB 100lb<br>2×220kW 230V d.c. |
| 529272<br>SXIE<br>2965<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GALINI**<br>exRembrandt–67<br>**Galini Cia. Nav. S.A.**<br>Piræus Greek | 8104<br>4477<br>~~12940~~<br>15750 | ✠100A1 SS 9/65<br><br>✠**LMC**<br><br>MN800 EL e†2½"SQ | **1960**–8 Smith's Dock Co. Ltd.—Mdb<br>491' 10" 63' 3" 27' 8"<br>461' 0" 63' 0" 41' 9"<br>P95' F41' 1 dk & S dk<br>Coll & mchy. BH to S dk 5 to 2nd dk<br>rf nil WB2923t | M ~~GT~~ OSD Mchy.aft<br>5 Ho 65', 72', 64', 72', 75'<br><br>5 Ha (stl) (38½', 40', 40', 40', 40'×24')<br>Der 4(10) 6(5) | Vee Oil 4SA 14Cy.<br>flexible coupling<br>6000bhp Pielstick<br>A/B Lindholmens Var<br><br>AuxB 100lb<br>4×200, 200, 75, 75kW<br>Controllable pitch prop |
| 512566<br>SVUY<br>1617<br>Df Esd<br>Gc | **GALINI**<br>exWind–59 exAtlantic Wind–53<br>exHenry M. Robert–46<br>**Aspasia Shipping**<br>**Corporation**<br>Piræus Greek | 7266<br>4504<br>10865 | AB<br><br>**BROKEN UP** | **1944** Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br><br>rf 6" | S<br>5 Ho 67½', 72½', 50', 55', 70'<br>G.562608 B.499573<br>5 Ha (33½', 35', 20', 35', 35'×20') | T 3Cy. 24½" 37" & 70"<br>2500ihp<br>Iron Fireman Mfg Co<br>3×20kW 120V d.c. |

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| **GALIOLA**<br>exAdjutant-66<br>**Cove Shipping Co. Ltd.**<br>Nassau British | **1366**<br>441<br>1420 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN360 | SS 5/65<br>EL q | **1954**–5 S. P. Austin & Son Ltd.—Sld<br>259' 10" 40' 1" 15' 2½"<br>246' 0" 40' 0" 23' 9'<br>1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 6" WB288t | M Ref OSD<br>3 Ho 42', 58', 68'<br>G.99100 B.93400 In.10450<br>4 Ha (stl) (20'×14') (29'×20') (24'×18') (9'×10')<br>6W Der 1(20) 6(5) | Oil 2SA 6Cy. 480×700 mm<br>1800bhp<br>Sulzer Bros. Ltd<br>3×97kW 220V d.c. | <br>133t (d.o)<br>Win<br>13k |
| **GALIPETANT**<br>**Guennec & consorts**<br>~~Daniel Robic & Cie.~~<br>Etel French | **123**<br>37<br>— | | BV | **1963** Ch. Herbert & Heraud—Pont Lorois<br>*78·6'* 21' 4"<br>21' 2" | Wood M Fishing<br>2 Ha (each 3'×3¼')<br>Der 1(1½) | Oil 4SA 6Cy. 220×280 mm<br>435bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln<br>9½k |
| **GALLE**<br>exEl Nasser-61<br>**Oceanic Transport Corp. Ltd.**<br>~~London~~ ~~British~~<br>Singapore Singapore<br>Now **MARIELISA** See New Entries No. 5 | **1721**<br>650<br>1630 | **✠100A1**<br>**✠LMC**<br>MN340 | SS 9/63<br>EL r 1⅞"SQ | **1954**–12 Grangemouth Dkyd Co. Ltd.—Gmh<br>282' 1" 44' 1" 14' 2"<br>260' 0" 44' 0" 22' 3"<br>Ba62' F38' 1 dk & S dk<br>RW 3BH to S dk 1 to 2nd dk<br>WB391t | M OSD Mchy.aft<br>2 Ho 74¼', 87½'<br>G.136800 B.123150<br>2 Ha (24½', 42½'×19¼')<br>7W Cr 6(2) | Oil 2SA 5Cy. 500×900 mm<br>1700bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>3×90kW 220V d.c. | <br>250t (d.o)<br>Grk<br>11½k |
| **GALLETTA**<br>exPembroke Trader–66<br>exCity of Doncaster–61<br>exSamshire–47 exSamara–43<br>Launched as Emma Lazarus<br>**Doreen Steamship Corp. S.A.**<br>Monrovia Liberian | *7253*<br>*4370*<br>10657 | Classsed BC until 4/66 | NV | **1943** Bethlehem-Fairfield—Bal<br>441' 8" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45' 70', 20' DT<br>G.562827 B.499816<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 1(50) 1(30) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | <br>1043t (o.f)<br>Hamilton<br>10½k |
| **GALLIA**<br>**Rederi A/B Svenska Lloyd**<br>Torgeir Christoffersen<br>Gothenburg Swedish<br>For later particulars see New Entries No. 6 | **3763**<br>2021<br>4570 | **✠100A1**<br>DTm—wine FP<br>150° F.<br>Ice Class 2<br>**✠LMC**<br>MN580 | SS 4/66<br>above<br>EL v 1¾"SQ | **1961**–4 A/B Lindholmens Varv—Got<br>349' 1" 47' 8" 22' 9¾"<br>321' 10" 47' 6" 30' 3"<br>P12' F40' 2 dks<br>6BH<br>rf 4" WB1062t incl. DTm199t | M (5P) Mchy.aft<br>5 Ho 40¼', 35¾', 42½', 40¼', 42½'<br>G.241550 B.221120<br>5 Ha (stl) (25¼'×21¼') (26¾', 33½', 33½', 33½'×37½')<br>Cr 4(5) 1(3) | Oil 2SA 8Cy. 520×900 mm<br>2900bhp Götaverken<br>A/B Lindholmens Varv<br>3×140kW 230V d.c. | <br>246t (hvf)<br>Got<br>15k |
| **GALLIANO GENNARI**<br>exS. Gennaro<br>Giovanni **Sferlazzo**<br>Porto Empedocle Italian | **104**<br>73<br>— | | RI | **1947** Luigi Orbano—Salerno<br>87' 7" 20' 6" 10' 6"<br>74' 5" 20' 4" | Wood Aux Mchy.aft | Oil 4SA 4Cy. 230×280 mm<br>125bhp<br>Motfbr. "Deutz" | <br><br>Köln-Deutz<br>7k |
| **GALLIC BRIDGE**<br>**Clarkson & Co. Ltd.**<br>J.I. Denholm (Management) Ltd.<br>Glasgow British | **42774**<br>28404<br>75305 | **✠100A1**<br>strengthened for ore cargoes, Nos. 2 & 8 holds may be empty (cc)<br>**✠LMC**<br>MN3314 | <br><br><br>**UMS**<br>EL y†3⅜"SQ | **1967**–8 Lithgows Ltd.—P.Gl<br>805' 0" 105' 10" 45' 2"<br>776' 6" 105' 8" 61' 6"<br>F63' 1 dk<br>RW NS 12BH<br>rf 5" WB23679t incl. Comb. btm & side tanks in holds 10557t Topside tanks in holds 9411t | M Bulk Carrier Mchy.aft<br>pt higher tensile steel<br>9 Ho 63', 70½', 61½', 74', 61½', 74', 61½', 74', 61½'<br>G.3100436 B.3042885<br>9 Ha (stl) (40½', 47', 37', 49¼', 37', 49¼', 37', 49¼', 37'×50') | Oil 2SA 8Cy. 840×1800 mm<br>16570bhp B&W 4012t (hvf)<br>J. G. Kincaid & Co. Ltd.<br>AuxB 250℔<br>3×650, 600, 600kW 440V 60c/s a.c. | <br>247t (d.o)<br>Grk<br><br>15k |
| **GALLIÉNI**<br>**Cie. des Messageries Maritimes**<br>Marseilles French | ~~4718~~ 4576<br>~~2414~~ 2376<br>~~4173~~ | | BV | **1954** Ch. & At. de Provence—Port de Bouc<br>378' 3" 52' 10" 20' 6¼"<br>52' 8"<br>P118' B40' F59' 2 dks<br>RW | M CSD Mchy.aft<br>3 Ho 54¾', 79', 73¾'<br>G.271033 B.246394<br>3 Ha (20½', 41½', 32'×19¾')<br>10W Der 1(32) 4(5) 6(3) | Oil 2SA 5Cy. 620×1150 mm<br>3000bhp<br>Schneider & Cie.<br>3×180kW 220V d.c. | <br>461t (hvf)<br>Le Creusot<br>12½k |
| **GALLIONS REACH**<br>**Port of London Authority**<br>London British | **795**<br>304<br>1008 | ~~✠100A1~~<br>~~hopper dredger~~<br>~~✠LMC~~<br>~~MN138~~<br>✠Class **WITHDRAWN** at Owners' request 7/68 | ~~Dr 4/64~~<br><br><br>~~EL k~~ | **1936**–9 Henry Robb Ltd.—Lth<br>188' 0" 35' 11"<br>178' 0" 34' 0" 15' 6"<br>Q68' F49'<br>R 4BH<br>rf nil WB98t | S Grab Hopper Dredger Mchy.aft<br>1 Ho 60'<br>Cr 3(5½) | T 3Cy. 15½" 26" & 42"×30"<br>900ihp<br>C. D. Holmes & Co. Ltd.<br>SB 200℔ hs(2490) 3cf ND<br>2×30kW 220V d.c. | <br>109t (o.f)<br>Hul<br><br>10½k |
| **GALLUS I**<br>Soc. Azuréenne **Transports, Affrètements Maritimes**<br>Nice French | **324**<br>157<br>— | | BV | **1962** Ch. Maritimes du Midi—La Seyne<br>157' 6" 31' 10" 6' 1"<br>141' 1" 31' 2" 10' 8"<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 6Cy. 185×200 mm<br>620bhp<br>Moteurs Baudouin | <br>27t<br>Msl<br>12k |
| **GALLUZZO**<br>~~G. Lo Schiavo~~<br>~~Naples~~ ~~Italian~~<br>Società Rimorchiatori Napoletani<br>Naples Italian | **222**<br>28<br>65 | ✠Classed LR until 5/63 | RI | **1961**–6 Cant. Nav. M. & B. Benetti—Viareggio<br>106' 4" 26' 4" 14' 9⅛"<br>98' 1" 26' 3"<br>RFD19'<br>RW<br>rf 29" BK6" | S Tug<br>Der 1(2) | T 3Cy. 15" 25½" & 42"×27"<br>800ihp<br>G. Clark (Sld) Ltd.<br>2×5kW 220V d.c.<br>Directional propeller | <br>(o.f)<br>Sld |
| **GALTSTRÖM**<br>exAmo<br>**Svenska Cellulosa A/B**<br>Elje Mossberg<br>Munksund Swedish | **117**<br>—<br>— | | | **1883** Motala Co.—Motala<br>82' 0" 19' 5" 11' 10"<br>19' 3"<br>RW | Iron M Tug & Icebreaker | Oil 2SA 4Cy. 340×570 mm<br>1000bhp NE57<br>Nydqvist & Holm A/B<br>Controllable pitch propeller | <br>41t (d.o)<br>Thn |

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| 514845<br>HOEE<br><br>Df Esd<br>Gc Rdr | **GALVESTON MERCHANT**<br>exHerbjørn–66 exGrenanger–62<br>exCape Falcon–47<br>**Galveston Merchant S.A.**<br>Panama Panamanian<br><br>Now **INDONESIAN STAR** See New Entries No. 6 | 5223<br>3054<br>8000 | <br><br>NV | 1944 Pennsylvania Shipyards Inc.—<br>Beaumont<br>412' 3" 60' 1" 24' 9¾"<br>390' 0" 59' 11" 28' 5½"<br>2 dks & S dk<br>rf 4" | M (8P) OSD<br>5 Ho 59', 59', 49', 49½', 65¾'<br>G.500000 B.442700<br>5 Ha (stl) (24¾', 33½', 31½', 18' 36'×24')<br>12W Der 1(30) 12(5) | 2 Oil 2SA each 6Cy.<br>electro-magnetic slip<br>gearing to sc. shaft<br>4150bhp<br>Nordberg Mfg Co.<br>2×250, 220kW 220V d.c. |
| 512578<br>MXZJ<br>300830<br>Df Esd<br>Gc Rdr<br>RT | **GALWAY**<br><br>**Avenue Shipping Co. Ltd.**<br>Trinder, Anderson & Co. Ltd.<br>London British | T.Mk<br>7167<br>4141<br>11561<br>9539<br>5689<br>12781 | ✠100A1 SS 5/67<br>825' 3"<br>✠LMC 496' 8"<br><br>MN1100 ~~EL e(†)2¼"GO~~<br>EL (e†)2¼" | 1959-2 Smith's Dock Co. Ltd.—Mdb<br>~~409' 0"~~ 60' 6" 26' 5"/28' 1"<br>~~440' 8"~~ 60' 3" ~~30' 9"~~ 38' 10"<br>F41' 2 dks, 3rd dk in Nos. 1 & 3 holds<br>RW Coll BH to U dk 7 to 2nd dk len 67<br>rf nil WB2982t incl.DTm1444t | M<br>5 Ho 53', 76½', 50½', 74½', 68'<br><br>5 Ha (stl) (26¾', 37½', 21½', 32',<br>26½'×23')<br>Der 1(30) 1(10) 4(5) | Oil 2SA 5Cy.<br>5500bhp Doxford<br>Hawthorn, Leslie (Eng.) Ltd.<br>AuxB 100lb<br>3×180/200kW 220V d.c. |
| 505815<br><br>400221<br>RTm | **GALWAY BAY**<br>exCalshot–64<br>**Port & Liner Services**<br>**(Ireland) Ltd.**<br>Limerick S.S. Co. Ltd.<br>Galway Irish Republic | 702<br>353<br>— | <br><br>✠Classed LR until 11/31 | 1930–1 J. I. Thornycroft & Co. Ltd.—Sou<br>*147·8'* 33' 1" 12' 0"<br>32' 11"<br>2 dks<br>R<br>BK 8" | TM Tender (423P) | 2 Oil 2SA each 8Cy.<br>800bhp NE64<br>N.V. Mch. Bolnes<br>2×35kW 220V d.c.<br>Directional propellers |
| 640485<br>AQFW<br>191104<br>RT | **GAMA**<br><br>**Chittagong Port Trust**<br>Chittagong Pakistan | 249<br>59<br>— | ✠100A1 SS 12/68<br>Bay of Bengal service<br>✠LMC<br><br>MN87 EL d | 1964–4 Karachi S. & E. Works Ltd.—<br>Krh<br>112' 11" 30' 0"<br>102' 0" 29' 6½" 11' 0"<br>1 dk<br>4BH<br>rf 5" WB58t | TM Buoy Ship Mchy.aft | 2 Oil 4SA each 8Cy.<br>434bhp<br>Masch. Augsburg-Nürnberg |
| 512579<br><br><br>RT | **GAMACRUZ**<br>exA.M.P. 23<br>**Estrella Maritima S.A. de**<br>**Nav. y Com.**<br>Buenos Aires Argentine | 350<br>333<br>830 | ✠100A1 SS 7/66<br>oil tanker—FP above 150° F. For River Parana service & to La Plata Carrying homogeneous cargoes<br>EL (q) | 1928–7 G. Brown & Co.—Grk<br>*150·0'* 27' 10" 14' 9"<br>149' 7" 27' 0"<br>Trunk 80' 1 dk<br>6BH<br>WB22t | Oil Barge<br>10 Ta<br>L.30900 HeCls. C ✠db 7/28-150lb | |
| 661028<br>TRP2020<br><br>Df Esd<br>Rdr RT | **GAMBA**<br><br>**Shell Gabon**<br>Port Gentil Gabon | 347<br>105<br>258 | <br><br>BV | 1966 Dubigeon-Normandie S.A.—<br>Gd. Quevilly<br>133' 3" 5' 0"<br>119' 5" 31' 2" 8' 7"<br>1 dk | TM Tanker Mchy.aft | 2 Oil 4SA each 6Cy.<br>700bhp<br>Caterpillar Tractor Co. |
| 512580<br>EDQZ<br><br>Df Esd<br>RT | **GAMBA**<br><br>**José Pena Vale**<br>Corunna Spanish | 215<br>102<br>— | <br><br>BV | 1962 Astano S.A.—Frl<br>*98·5'* 22' 2"<br>98' 6" 22' 0" 12' 7"<br><br>RW | S Trawler<br><br><br>2 Ha (each 3'×3')<br>Der 1 | T 3Cy. 228 360 &<br>240ihp<br>Const. Nav. P. Freire |
| 534763<br><br><br>Df Esd<br>Rdr | **GAMBARIS**<br>exTong Hin–67 exSzechuen–67<br>**Africa Shipping Co. Ltd.**<br>Panama Panamanian | *3028*<br>*1656*<br>2600 | <br><br>✱Classed BC until 7/66 | 1946–7 Caledon S.B. & E. Co. Ltd.—Dun<br>318' 6" 46' 4" 18' 0"<br>298' 0" 46' 0" 25' 0"<br>P&B189' F66' 2 dks<br>R<br>rf 2" | M (101P) Ref CSD<br>4 Ho 51½', 72', 36', 44¾'<br>G.170775 B.154629 In.2372<br>4 Ha (16'×14') (31½', 27'×16')<br>(13½'×12')<br>10W Der 1(18) 2(10) 4(5) 4(2) | Oil 2SA 4Cy.<br>1900bhp Sulzer<br>A. Stephen & Sons<br>3×74kW 220V d.c. |
| 542007<br>TQKE<br><br>Df Esd<br>RT | **GAMBAS**<br>exBon Retour–63<br>**Armement Gambas**<br>Camaret French | 120<br>47<br>— | <br><br>BV | 1957 Ch. Joseph Keraudren—Camaret<br>*70·0'* 23' 4"<br>23' 2" | Wood Aux Fishing | Oil 4SA 8Cy.<br>320bhp<br>Cié. Gén. des Moteurs |
| 536441<br>HOST<br>3454HK<br>Df Esd<br>Gc Rdr | **GAMBELA**<br>exPaceco–65 exGavina–65<br>exTong Han–64<br>exMaetsuycker–60<br>**Cia. Nav. Thompson S.A.**<br>Panama Panamanian | 4272<br>2405<br>3430 | | 1936 Nederl. Dok Maats.—Ams<br>375' 6" 52' 6" 20' 5"<br>52' 4"<br>3 dks<br>R | M<br><br>G.200194 B.191808<br><br>8W Der 1(15) | Oil 4SA 8Cy.<br><br>N.V. Werkspoor |
| 533539<br>LKCJ<br><br>Df Gc<br>Rdr<br>RTh | **GAMBLER**<br>exSouthern Gambler–67<br>Launched as Pescal<br>**A. Osmundsvåg A/S**<br>Måløy Norwegian | 480<br>198<br>— | <br><br>✱Classed BC until 2/67 | 1950–5 Smith's Dock Co. Ltd.—Mdb<br>158' 10" 27' 7" 14' 0½"<br>144' 5" 27' 6" 15' 5"<br>1 dk<br>RW conv whaler 67<br>BK7½" | M Fishing Mchy.aft<br>3 Ho 20½', 18', 20½'<br><br>1 Ha (stl) (9½'×9½')<br>1 Ha (alu) (3½'×7½')<br>1 Ha (stl) (9½'×9½')<br>Cr 1(5) 2(2½) | Oil 4SA 8Cy.<br>1320bhp NE<br>Klöckner-Humboldt-Deutz<br>2×74, 47kW 220V<br>Controllable pitch propeller |
| 536455<br>HPBX<br><br>Df Esd<br>Rdr | **GAMBOMA**<br>exPadola–66 exGalula–65<br>exTong Poh–64 exCerion–56<br>**Cia. Nav. Thompson S.A.**<br>Panama Panamanian | *2593*<br>*1385*<br>3846 | BV<br><br>✠Classed LR until 4/56 | 1938–12 Smith's Dock Co. Ltd.—Mdb<br>321' 4" 42' 0" 21' 1½"<br>305' 9" 41' 9" 25' 1"<br>Ba55' B28' F41' 2 dks<br>R | M Mchy.aft<br><br><br><br>8W Der 8(1½) | Oil 4SA 8Cy.<br><br>N.V. Werkspoor |

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| **GAME COCK V**<br>**Liverpool Screw Towing Co. Ltd.**<br>Brian S. Clarke<br>Liverpool<br>British | **218**<br>—<br>— | ✠Classed LR until 7/65 | **1953–7** Cammell Laird & Co. Ltd.—Bkn<br>105' 7" 28' 7" 12' 4"<br>98' 0" 26' 9" 13' 3"<br>RW 3BH<br>BK7½" | S Tug | T 3Cy. 17" 27½" & 45"×30"<br>1200ihp (o.f)<br>Cammell Laird & Co. Ltd. Bkn |
| **GAMEL**<br>exFonnland-67 exFonland-62<br>exKristiane Jacobsen-61<br>exGrip-60<br>**G. Meling & Sönner**<br>Stavanger<br>Norwegian | **199**<br>99<br>— | | **1915** Moss Værft—Moss<br>131' 1" 21' 6" 10' 6"<br>... ... ...<br>1 dk<br>R len 40<br>rf 12" BK6¼" | M Buoy Ship Mchy.aft<br>1 Ho<br>1 Ha (31½'×12')<br>Der 1(3) | Oil 2SA 3Cy.<br>225bhp Emade39fitted61 Wichmann<br>M. Haldorsen & Søn Rub<br>9k |
| **GAMIN DE PARIS**<br>**René Barzic & Consorts**<br>Concarneau<br>French | **121**<br>53<br>81 | BV | **1958** Ch. Nav. Franco-Belges—Villeneuve<br>*79·3'* 21' 10"<br>... ... ... | M Trawler<br>2 Ha (each 3½'×3½')<br>Der 1(2½) | Oil 4SA 6Cy. 270×500 mm<br>430bhp 30t<br>Etab. Crepelle Lille<br>10k |
| **GAMLI ANDRASS**<br>**P/f Falk**<br>O. J. Jensen<br>Thorshavn<br>Faroese | **272**<br>97<br>— | NV | **1960** Søviknes Skibs A S—Syvikgrend<br>126' 1" 24' 7" 11' 10¾"<br>111' 0"<br>1 dk | M Fishing Mchy.aft<br>4 Ha (3¾', 3¾'×3½') (5¼', 5¼'×4¼')<br>1W Der 1(1½) | Oil 4SA 5Cy. 300×410 mm<br>550bhp<br>A/S Vølund Cpn |
| **GAMLI SMIRIL**<br>exSmiril-67<br>**Föroya Lögting**<br>Thorshavn<br>Faroese | **299**<br>104<br>— | **BS** SS 12/63<br>Ice strengthening<br>**MBS**<br>MN60 CT352 | **1932** Frederikshavn V. & F.—Fkn<br>126' 0" 24' 1"<br>115' 0" 24' 0" 14' 3"<br>B40' F23' 1 dk<br>R 6BH<br>BK6½" | S | T 3Cy. 12¼" 19" & 31"×18"<br>300ihp (o.f)<br>Helsingörs Jernsk. & Msk. Hsg<br>SB 200℔ hs(1115) ND |
| **LAID UP— SURVEYS OVERDUE 12/67** | | | | | |
| **GAMMA**<br>**O. Bjørn-Jensen & Co.**<br>E. Randrup Christensen<br>Copenhagen<br>Danish | **399**<br>230<br>997 | | **1966** Rolandwerft G.m.b.H.—Bmn<br>193' 3" 34' 6" 12' 2"<br>173' 11" 34' 5½" 20' 2"<br>1 dk & S dk<br>rf 2" | M OSD Mchy.aft<br>1 Ho 120' comb.<br>G.68700 B.61700<br>2 Ha (stl) (46¾', 27½'×21¼')<br>3W Der 3(5) | Oil 4SA 6Cy. 320×450 mm<br>800bhp 120t (d.o)<br>Atlas-Mak Masch. Kel<br>2×36kW 400V 50c/s a.c. 11k |
| **GAMMASEH**<br>exTong Peng-67 exCrista-57<br>**Africa Shipping Co. Ltd. S.A.**<br>Panama<br>Panamanian | *2614*<br>*1406*<br>3831 | ✠Classed LR until 4/59 | **1938**–12 N.V. Werf. "Gusto"—Sch<br>321' 6" 42' 0" 21' 2¼"<br>305' 9" 41' 9" 25' 1"<br>Ba55' B28' F40' 2 dks<br>R | M Mchy.aft<br>4 Ho<br>4 Ha (21½', 21½', 25½', 25½'×17')<br>8W Der 8(1½) | Oil 4SA 6Cy. 500×1100 mm<br>1600bhp 1121t<br>N.V. Werkspoor Ams<br>10½k |
| **GAMO**<br>exFernando<br>Empresa de **Navegaçao Infante D. Henrique Ltda.**<br>Porto<br>Portuguese | **322**<br>237<br>— | | **1921** L. Basilio—Funchal<br>*129·8'* 30' 10"<br>... ... ...<br>1 dk | Wood Aux Sr | Oil 3Cy. 350×250 mm<br>NE43<br>Sweden |
| **GAMOV**<br>**U.S.S.R.**<br>Vladivostok<br>Russian | **533**<br>—<br>190 | | **1949** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157' 1" 32' 6" 13' 1½"<br>139' 9" 15' 5" | S Tug | T 3Cy. 16 9/16" 27 9/16" & 45 3/16"×27 9/16"<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| **GAMSOLO**<br>exTong Jit-66 exSinkiang-66<br>**Asia Selatan Enterprises Ltd.**<br>Panama<br>Panamanian | *3029*<br>*1669*<br>2600 | ✱Classed BC until 9/66 | **1946**–7 Scotts' S.B. & E. Co. Ltd.—Grk<br>321' 0" 46' 4" 18' 0¾"<br>298' 0" 46' 0" 25' 0"<br>P&B189' F66' 2 dks<br>R<br>rf 2" | M (12P) Ref CSD<br>4 Ho 51¼', 72', 36', 44¾'<br>G.173448 B.163909 In.2000<br>4 Ha (16'×14') (31½', 27'×16') (13½'×12')<br>10W Der 1(20) 2(10) 4(5) 4(2) | Oil 2SA 4Cy. 480×1660 mm<br>1800bhp Doxford 208t (hvf)<br>Scotts' S.B. & E. Co. Ltd. Grk<br>3×75kW 220V d.c. 12½k |
| **GAMTOOS**<br>**Republic of South Africa (Dept. of Commerce & Industries)**<br>Cape Town<br>S. African | **797**<br>377<br>165 | **✠100A–** SS 3/67<br>**✠LMC**<br>EL k | **1937**–11 Scott & Sons—Bwg<br>199' 1" 30' 11" 13' 11¼"<br>190' 0" 30' 9" 14' 1"<br>Q105' B15' F46' 1 dk<br>R 3BH<br>WB308t | S (96P) Mchy.aft<br>2 Ho 32¾', 42'<br>2 Ha (15¾', 20½'×18')<br>4W Der 4(3) | T 3Cy. 15" 25½" & 41"×30"<br>820ihp 165t (c)<br>Aitchison, Blair Ltd. Cly<br>SB 200℔ hs(2224) 3cf ND<br>2×12½, 2½kW 110V d.c. 9k |
| **GAND**<br>**Cie. Nationale Belge de Transports Maritimes S.A.**<br>Armement Deppe S.A.<br>Antwerp<br>Belgian | T.Mk<br>*5209*<br>*2758*<br>8789<br>*7888*<br>*4402*<br>10745 | **✠100A1** SS 2/67<br>side tanks aft & DTf—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1330 EL c†2⅛"SQ | **1962**–3 J. Boel & Fils—Tamise<br>463' 8" 63' 4" 25' 8¼"/28' 8⅝"<br>427' 7" 63' 0" 37' 7"<br>P21' F70' 2 dks<br>7BH<br>rf 6" WB2429t incl. Comb.DB&DTma316t | M (4P) Ref<br>5 Ho 35½', 61½', 72¾' 44¾', 55½'<br>G.530125 B.458469 In.20623<br>5 Ha (stl) (22', 47', 49', 49', 44¾'×24½')<br>16W Der 1(80) 4(10) 12(5) | Oil 2SA 8Cy. 700×1200 mm<br>6650bhp MAN 1014t (hvf)<br>A.C.E.C. Ght<br>2AuxB (1 o.f. 1 ex.g) 100℔<br>3×200kW 220V d.c. 16k |
| **GANDA**<br>**Cia. Colonial de Navegação**<br>Lisbon<br>Portuguese | **5895**<br>3311<br>9270 | **✠100A1** SS 9/66<br>**with freeboard**<br>**✠LMC**<br>EL b† | **1948**–2 Burntisland S.B. Co. Ltd.—Bnt<br>442' 11" 59' 0" 25' 11¾"<br>415' 7" 58' 7" 38' 0"<br>F35' 2 dks & S dk<br>RW NS Coll BH to S dk 6 to 2nd dk<br>WB2718t incl.DTa1021t | M Ref OSD<br>G.534158 B.480838 In.8800<br>14W Der 1(30) 1(10) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp 808t<br>Wm. Doxford & Sons Ltd. Sld<br>db 105℔ 13k |
| **GANDARA**<br>**Government of Ceylon (Dept. of Fisheries)**<br>Colombo<br>British | **238**<br>71<br>— | ✠LR class withdrawn—Reported defects 3/67 | **1964**–8 Ladjedelnica Piran—Piran<br>109' 5" 24' 0" 11' 4"<br>93' 0" 23' 11½" 12' 4"<br>F47'<br>rf 23" | M Stern Trawler | Oil 2SA 6Cy. 230×400 mm<br>460bhp Alpha<br>"Litostroj" Ljubljana |

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| 512590<br>PKUS<br><br>Esd Gc<br>RT | **GANDARIA**<br><br>**Republik Indonesia**<br>P.T. Pelajaran Nasional<br>Indonesia<br>Djakarta Indonesian | 839<br>332<br>957 | | 1962 Brodogradiliste "Ivan Cetinic"—Korcula<br>227' 8" 34' 6" 12' 7½"<br>198' 10" 34' 5" 20' 0"<br>1 dk & S dk | M OSD Mchy.aft | Oil 2SA 8Cy. 290×690 mm<br>B&W Alpha<br>"Litostroj" |
| 512591<br>PKCL<br><br>Df | **GANDENG**<br>exAkitu Maru–46<br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | 619<br>224<br>— | | 1940 Tama S.B. Co. Ltd.—Tama<br>171' 11" 27' 7" 14' 11"<br>... ... ... | S Tug | T 3Cy. 14 11/16" 25 3/16" &<br><br>Maniwa Dock |
| 512592<br>VWSP<br>1066<br>Df Esd<br>Gc Rdr | **GANDHI JAYANTI**<br>exHannington Court–63<br>**Jayanti Shipping Co. Ltd.**<br>The Shipping Corporation of India Ltd.<br>Bombay Indian | 6266<br>3467<br>10920 | AB<br>✠LR class withdrawn—Owners' request 1/68 | 1954–12 Bartram & Sons Ltd.—Sld<br>476' 1" 62' 0" 27' 0"<br>445' 0" 61' 10" 40' 3"<br>F48' 1 dk & S dk<br>RW | M OSD<br><br>G.669230 B.594800<br><br>10W Der 1(30) 10(10) | Oil 4SA 6Cy. 740×1500 mm<br>3300bhp<br>J. G. Kincaid & Co. Ltd |
| 512593<br>SLMA<br>9467<br>Df Esd<br>Pfd Rdr<br>RTm/v | **GANDIA**<br><br>**Rederi A/B Svenska Lloyd**<br>Torgeir Christoffersen<br>Gothenburg Swedish<br>Now **RAJAH** See New Entries No. **2** | 1865<br>872<br>3250 | ✠100A1 SS 5/64<br>Str. nav. ice<br>✠**LMC**<br><br>MN450 EL u | 1954–3 A/B Lindholmens Varv—Got<br>328' 11" 44' 4" 18' 5½"<br>304' 10" 44' 3" 27' 2"<br>F81' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 2" WB623t | M (4P) OSD<br>2 Ho 116½', 88½'<br>G.226205 B.203744<br>4 Ha (29½', 35½', 29½', 29½'×19¾')<br>8W Der 8(5) | Oil 2SA 6Cy. 520×900 mm<br>2250bhp<br>A/B Lindholmens Varv<br>3×75kW 220V d.c. |
| 512595<br>FOHN<br><br>Df Esd<br>Gc Rdr<br>RTv | **GANGE**<br><br>**Cie. des Messageries Maritimes**<br>Dunkirk French | 6929<br>3856<br>8156 | BV | 1953 Forg. & Ch. de la Médit.—La Seyne<br>460' 7" 60' 8" 25' 11¾"<br>60' 5"<br>P32' B100' F46' 2 dks & S dk<br>RW | TM (12P) Ref OSD<br>5 Ho 40', 41½', 36', 91½', 47½'<br>G.533594 B.484092 In.5789<br>5 Ha (stl) (29½', 41½', 21½', 38½', 26½'×18½')<br>14W Der 1(60) 2(10) 10(3) | 2 Oil 2SA each 6Cy. 720×<br>8400bhp Sulzer<br>Forg. & Ch. de la Médit.<br>3×250kW 220V d.c. |
| 540437<br>JECV<br>92056<br>Df Esd<br>Gc Rdr<br>RT | **GANGES MARU**<br><br>**Mitsui-O.S.K. Lines K.K. & Baba Daiko Shosen K.K.**<br>Tokyo Japanese | 5234<br>3030<br>7155 | NK | 1963 Usuki Tekkosho—Saeki<br>408' 5" 54' 8" 23' 10"<br>380' 7" 54' 6" 32' 6"<br>2 dks | M Mchy.aft<br>4 Ho<br>G.398563 B.355055<br>4 Ha (29'×16½') (57¾', 55', 42'×21½')<br>16W Der 2(50) 3(15) 4(5) | Oil 2SA 6Cy. 660×1050 mm<br>5000bhp MAN<br>Mitsubishi Nippon Hvy In<br>2×160kW 445V a.c. |
| 534624<br>LDDG<br><br>Esd | **GANGSTAD JUNIOR**<br>exSvanaug Elise–66<br>**Trygve Gangstad Partrederi**<br>Molde Norwegian | 152<br>39<br>— | | 1953 Söviknes Skibs. A/S—Ålesund<br>98' 3" 23' 11"<br>91' 8" 23' 8" 11' 3"<br>1 dk | Wood M Fishing Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br>240bhp<br>Fredrikshavns Jernst. & M |
| 512598<br>LAXB<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **GANJA**<br><br>**Leif Erichsens Rederi A/S & D/S A/S Forto**<br>Leif Erichsen<br>Bergen Norwegian | 8742<br>5160<br>12546 | NV | 1956 Ch. de l'Atlantique—St.N<br>474' 8" 61' 7" 29' 11½"<br>442' 0" 61' 6" 39' 6"<br>P53' Q49' B41' F49' 2 dks, 3rd dk in Nos. 3 & 5 holds<br>rf 4" | M (6P) CSD<br>5 Ho 57', 63½', 69', 58', 60½'<br>G.656790 B.586230<br>5 Ha (stl) (29', 39½', 39½', 39½' 29½'×26')<br>16W Der 1(30) 2(10) 14(5) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp<br>Cie. de Const. Méc.<br>4×200, 200, 200, 50kW 22 |
| 512599<br>LNKK<br><br>Df Esd<br>Rdr<br>RTh | **GANN**<br>exMarina–60 exBrand VI–60<br>exCort Adeler–54 exKing–50<br>exTroubadour–48<br>exWarrior exVanadis<br>**Unge Sjömenns Kristelige Forening**<br>Stavanger Norwegian | 1604<br>839<br>2200 | ✠<br><br>NV | 1924–3 Frd. Krupp Germ. A.G.—Kel<br>238' 0" 35' 1" 15' 9"<br>210' 0" 34' 11" 19' 6"<br>2 dks & S dk<br>R conv yacht 48 | TM Training Ship OSD<br><br><br><br>Der 1(2) | 2 Oil 4SA each 6Cy. 46<br>1650bhp<br>Frd. Krupp Germ. A.G. |
| 512601<br>SYPV<br>834<br>Df Esd<br>Gc Rdr | **GANNET**<br>exRouen<br>exGeorge G. Meade–47<br>**Bahia Salinas Cia. Nav. S.A.**<br>Andros Greek | 7297<br>4336<br>10748 | BV | 1942 California S.B. Corp.—L.An<br>441' 6" 57' 2" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>RW<br>rf 6" | S<br>5 Ho 60', 72½', 50', 45', 70'<br>G.562608 B.499573<br>5 Ha (33½', 35', 20', 30', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×15kW 110V |
| 512602<br><br>310134<br><br>RTm/h | **GANNET**<br>exD.O.T. 76<br>**Government of Canada (Minister of Transport)**<br>Ottawa Canadian | 1083<br>482<br>509 | | 1944 Sir Wm. Arrol & Co. Ltd.—Gls<br>*220-0'* 38' 0"<br>37' 10"<br>1 dk<br>RW conv —<br>rf nil | TM<br>1 Ho 127½'<br><br>1 Ha (80½' comb.×26')<br>Der 1(30) 2(3) | 4 Oil 4SA each 12Cy. 7<br>2 sc. shafts<br>1320bhp<br>Davey, Paxman & Co. Lt<br>4×30kW 230V d.c. |
| 512603<br>GTTG<br>187369<br>Esd Pfd<br>Rdr<br>RTm/v | **GANNET**<br><br>~~**General Steam Navigation Co. Ltd.**~~<br>~~London British~~<br>**Clyde Lake Shipping Ltd.**<br>S. G. Lake<br>London British<br>Now **SARAH** See New Entries No. **9** | 923<br>339<br>955 | ✠100A1 SS 12/64<br><br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN256 EL n 1 1/16"SQ | 1956–3 Grangemouth Dkyd Co. Ltd.—Gmh<br>232' 5" 37' 1" 12' 10½"<br>215' 0" 36' 6" 20' 6"<br>1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 6" WB220t | M Ref OSD<br>3 Ho 42½', 46', 54'<br>G.68150 B.64000 In.3850<br>3 Ha (stl) (20', 30', 26'×17')<br>6W Der 1(15) 6(5) | Oil 2SA 8Cy. 340×570 mm<br>1280bhp<br>British Polar Engines Lt<br>3×80kW 220V d.c. |
| 512604<br>9MSC<br>199506 | **GANNET**<br><br>**Director of Marine, Malaysia**<br>Penang Malaysian | 127<br>41<br>150 | | 1954 Henry Robb Ltd.—Lth<br>99' 10" 25' 6" 7' 0"<br>95' 0" 25' 0" 7' 6"<br><br>R | M Hopper Dredger Mchy.aft | Oil 4SA 8Cy. 130×180 mm<br>160bhp<br>Gleniffer Engines Lt<br>1×7½kW 110V d.c. |

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| **GANNSFJORD**<br>**Skips A/S Hidlefjord**<br>Kornelius Olsen<br>Stavanger Norwegian | **10989**<br>6394<br>17330 | | NV | **1955** A/B Götaverken—Got<br>549′ 0″ 66′ 1″ 30′ 2¾″<br>511′ 10″ 66′ 0″ 39′ 3″<br>P103′ B39′ F63′ 1 dk<br>RW | M Tanker Mchy.aft<br>20 Ta<br>L.825000 | Oil 2SA 9Cy. 680×1500 mm<br>6750bhp 1600t<br>A/B Götaverken Got<br>14½k |
| **GANTHI IV**<br>**H. E. Ahlström Partrederi**<br>Gothenburg Swedish | **172**<br>77<br>— | | BV | **1966** Rosslauer Schiffs.—Rosslau<br>110′ 5″ 21′ 7″<br>96′ 11″ 21′ 8″ 10′ 10″ | M Trawler Mchy.aft<br>3 Ha (4′, 4′×3′) (4½′×4¼′)<br>Der 1(1½) | Oil 4SA 6Cy. 250×300 mm<br>900bhp<br>Nydqvist & Holm A/B Thn<br>11k |
| **GANYMEDES**<br>**Koninkl. Nederl. Stoomb. Maats. N.V.**<br>Amsterdam Netherland | **6236**<br>3507<br>7744 | | BV | **1962** N.V. Schps. Gebr. Pot—Bolnes<br>455′ 11″ 57′ 8″ 24′ 1⁵⁄₁₆″<br>417′ 0″ 57′ 6″ 31′ 3″<br>2 dks<br>RW len 66<br>rf 4″ | M (12P) CSD<br>4 Ho 45′, 87¾′, 85¼′, 75¾′<br>G.403500 B.368160<br>4 Ha (stl) (25¾′×16½′) (55½′, 55½′, 38¾′×19¾′)<br>12W Der 1(75) 1(30) 4(9) 6(6) 2(3) | Oil 2SA 7Cy 630×1350 mm<br>6000bhp 306t (hvf)<br>Gebr. Stork & Co. Hengelo<br>3×170kW 220V d.c. 16¼k |
| **GANYO MARU**<br>exHakuyu Maru No. 5–61<br>K.Okata<br>Ondo Japanese | **323**<br>189<br>— | | | **1960** Kammon Zosen—Smk<br>*98·1′* 28′ 3″<br>28′ 1″ 13′ 2″<br>1 dk | M Tanker Mchy.aft<br>L.21189 | Oil 4SA 4Cy. 250×380 mm<br>250bhp 20t<br>Ikegai Tekkosho Kawasaki<br>6k |
| **GARCIA ESPIN**<br>Fernando **Garcia Hernandez**<br>Malaga Spanish | **134**<br>75<br>— | | | **1960** Manuel Ripoll—Alicante<br>*81·9′* 23′ 9″<br>23′ 7″ | Wood Aux Fishing | Oil 4Cy. 250×375 mm<br>450bhp 32t (d.o)<br>7½k |
| **GARCIA LIMON**<br>exSan Juan Bosco–58<br>Garcia Limon **S.A.**<br>Huelva Spanish | **124**<br>65<br>— | | | **1949** Ansorena & Cia.—Malaga<br>76′ 5″ 20′ 4″<br>... ... ... | Wood M Fishing | Oil 4Cy. 225×365 mm<br>200bhp (d.o) |
| **GARCIA MUNTE**<br>Compañia **Naviera Española S.A.**<br>Barcelona Spanish | ~~9997~~ **9395**<br>— 5744<br>—**14467** | | BV | **1967** Ast. del Noroeste—Frl<br>506′ 9″<br>465′ 9″ 65′ 7″ 39′ 4″<br>2 dks | M | Oil 2SA 5Cy. 740×1600 mm<br>8200bhp B&W<br>La Maquinista Terrestre y Mar Bcl |
| **GARCIANI**<br>**Nicomedes Garcia**<br>Santander Spanish<br>For later particulars see New Entries No. 2 | **8303**<br>6000<br>14538 | **100A1**<br>Class contemplated | | Cia. Euskalduna—Bbo<br>478′ 0″ 61′ 4″ 30′ 10¼″<br>439′ 10″ 61′ 2″ 39′ 4″ | M Ref Mchy.aft | Oil SA 7Cy. 700×1200 mm<br>MAN<br>Cia. Euskalduna Bbo |
| **GARDAR**<br>exSweetheart<br>**Idr. Halstensen**<br>Bergen Norwegian | **240**<br>85<br>— | | | **1885** Hewett & Co.—Lon<br>126′ 10″ 20′ 1″<br>... ... ...<br>1 dk<br>R len 50 | Iron M Fishing Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br>245bhp NE48<br>Frederikshavns Jernst. & Msk. Fkn |
| **GARDAR**<br>exHringsjá–63<br>exSigurdur Pétur–61<br>exSiglunes–53 exFalkur–45<br>exGlobe IV exNorröna 1<br>**Haldor Snorrason**<br>Reykjavik Icelandic | **179**<br>118<br>— | | NV | **1912** A/S Akers M/V—Osl<br>*98·9′* 19′ 4″<br>19′ 2″ 12′ 4″<br>1 dk<br>R | M Fishing Mchy.aft | Oil 4SA 6Cy. 222×292 mm<br>495bhp NE64<br>Blackstone & Co. Ltd. Stamford |
| **GARDEN CITY**<br>exGenevieve Lykes–64<br>exValencia–47<br>**T. J. Stevenson & Co. Inc.**<br>New York United States | **8189**<br>4827<br>11330 | | AB | **1944** N. Carolina S.B. Co.—Wmn<br>459′ 0″ 63′ 3″ 28′ 6⅞″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>rf nil | S CSD<br>5 Ho 67¼′, 61¾′, 70′, 70′, 72½′<br>G.578748 B.541792<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>16W Der 1(50) | 2 S Turb dr geared to sc. shaft<br>6600shp 1744t (o.f)<br>General Electric Co. Lyn<br>3×300kW 230V d.c. 15½k |
| **GARDEN CITY**<br>exLe Moyne d'Iberville–68<br>**Atlantic Maritime Co.**<br>Monrovia Liberian | ~~6933~~ **6793**<br>~~3825~~ 3846<br>~~9422~~ **9573** | | BV | **1949** Forg. & Ch. de la Gironde—Bdx<br>487′ 10″ 61′ 11″ 27′ 3″<br>61′ 8″<br>F28′ 2 dks & S dk<br>RW<br>rf 7¾″ | M Ref OSD<br>5 Ho 29½′, 81¼′, 56¾′, 74½′, 68½′<br>G.526605 B.475455 In.16873<br>5 Ha (stl) (27′, 38¾′, 30′, 32¾′, 27½′×19¾′)<br>16W Der 6(8) 10(5) | Oil 2SA 10Cy. 720×1250 mm<br>Emade47fitted49 Sulzer<br>7000bhp 975t (hvf)<br>Cie. de Const. Méc. St. Denis<br>3×180kW 220V d.c. 15½k |
| **GARDEN STATE**<br>exBuckeye State–57<br>exOglethorpe Victory–49<br>**Global Bulk Transport Inc.**<br>New York United States | **7645**<br>4615<br>10595 | | AB | **1945** Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>RW<br>rf nil | S (2P)<br>5 Ho 57½′, 45′, 78′, 81′, 75′<br>G.565740 B.500270<br>5 Ha (24¼′, 22½′, 34½′, 34½′, 23½′×22¼′)<br>12W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>9350shp 1758t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>3×300kW 230V d.c. 16½k |
| **GARDNO**<br>**The People's Republic of China**<br>People's Rep. of China | **2630**<br>1300<br>3200 | | | **1956** Stocznia Szczecinska—Szn<br>310′ 8″ 44′ 5″ 18′ 5″<br>293′ 9″ 44′ 3½″ 20′ 6″<br>1 dk<br>RW | S | C 4Cy. (2) 455 & (2) 980×980 mm<br>(o.f)<br>Z.U.T. Zgoda Swl |
| **GARDNO**<br>**Polish Government**<br>P.P.D.I U.R. "Odra"<br>Swinoujscie Polish | **797**<br>323<br>506 | | PR | **1962** Stocznia im. Komuny Paryskiej—Gdy<br>201′ 4″ 32′ 4″ 14′ 6″<br>32′ 2″ 17′ 0″ | M Trawler | Oil 4SA 6Cy. 460×580 mm<br>1375bhp<br>Klöckner-Humboldt-Deutz Kln<br>12½k |

# REGISTER OF SHIPS

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| 512624<br>INPO<br>770<br>RTm | **GARGANO**<br>**Soc. Rimorchiatori**<br>**Napoletani**<br>Naples Italian | 160<br>32<br>48 | RI | **1955** Cant. Nav. Off. Mec. di Venezia—Ven<br>94' 2" 22' 5" 13' 1½"<br>... ... ... | S Tug<br>Der 1(1½) | T 3Cy. 11½" 18" & 29½"<br>673ihp<br>Cant. Nav. Off. Mec. di<br>1×5kW 110V d.c.<br>Directional propeller |
| 512626<br>LLMI<br><br>Df Esd<br>Rdr RT | **GARGIA**<br>exBoston Canberra-55<br>exVan der Weyden-51<br>**Hammerfest Havfiske A/L**<br>Hammerfest Norwegian | 374<br>126<br>— | ✠100A1 SS 8/66<br>trawler<br>✠LMC<br>EL (e) n | **1946**-11 Cook, Welton & Gemmell Ltd.—Bev<br>158' 6" 25' 8"<br>142' 4" 25' 6" 13' 6"<br>Q72' F22'<br>RW 5BH len 58<br>BK8" | S Trawler | T 3Cy. 12½" 21" & 34"<br>700ihp<br>C. D. Holmes & Co. Ltd.<br>SB 200lb hs(2436) |
| 516762<br>VWYV<br>191147<br>Df Esd | **GARIB NAWAZ**<br>exSukh Jag Ganga-67<br>exJag Ganga-66<br>**Sukh-Sagar Shipping Pvt. Ltd.**<br>Bombay Indian<br>Now **ALLY** See New Entries No. 3 | 1527<br>830<br>2008 | ✠100A1 SS 11/64<br>DTm—vegetable oil<br>✠LMC<br>MN200 EL p 1¾"ptSQ | **1951**-5 Naka Nippon Jukogyo—Kob<br>243' 0" 40' 1" 15' 5½"<br>225' 0" 40' 0' 20' 0"<br>F26' 1 dk, 2nd dk in No. 2 hold & mchy. space<br>R NS 4BH<br>WB364t | M<br>4 Ho 40½', 23½', 36½', 38½'<br>G.103000 B.94800<br>4 Ha (each 19½'×16½')<br>8W Der 1(7½) 8(3) | Oil 4SA 8Cy. 395×<br>1000bhp<br>Naka Nippon Jukogyo<br>WTAuxB(p)128lb<br>(WTAuxB(s)128lb)<br>2×90kW 230V 50c/s a.c. |
| 529296<br>OYZQ<br><br>Df Esd<br>RTm | **GARIBALDI**<br>exRenate S-65 exDüvelsbek-61<br>**N. R. Christensen**<br>A. E. Sörensen<br>Svendborg Danish | 399<br>219<br>570 | GL | **1957** Husumer Schiffsw.—Husum<br>163' 1" 27' 3" 11' 4½"<br>144' 1" 27' 0½"<br>P29' F19' 1 dk<br>RW<br>rf 4" | M Mchy.aft<br>1 Ho 105'<br>2 Ha (each 39½'×16½')<br>Cr 2(2) Der 2(3) | Oil 4SA 6Cy. 290×420 mm<br>290bhp<br>Masch. Kiel A.G.<br>2×5kW 24V d.c.<br>Directional propeller |
| 641173<br><br>320064<br>Rdr<br>RTm | **GARIBALDI II**<br><br>**British Columbia Govt.**<br>**(Department of Highways)**<br>Victoria Canadian | 337<br>229<br>— | | **1964** McKenzie Barge & Derrick Co. Ltd.—Vcr<br>110' 0" 41' 1" 6' 6"<br>100' 0" 41' 0" 10' 6"<br>1 dk | TM Ferry (400P) | 2 Oil 4SA each 6Cy.<br>400bhp<br>Cummins Engine Co.<br>2×25kW 230V 60c/s a.c. |
| 512631<br>SUFL<br><br>RT | **GARII**<br><br>**Suez Canal Authority**<br>Egyptian (U.A.R.) | 140<br>—<br>— | | **1944** Decatur Iron & Steel Co.—Decatur<br>86' 3" 23' 0" 9' 6"<br>... ... ... | M Tug | Oil 2SA 6Cy. 330×430 mm<br>Busch Sulzer Bros. |
| 640329<br><br>319712<br>Esd Pfd<br>Rdr RT | **GARLAND**<br><br>**Scotia Trawlers Ltd.**<br>Shelburne Canadian | 331<br>160<br>— | ✠Classed LR until 12/64 | **1963**-10 St. John S.B. & D.D. Co. Ltd.—St.J<br>116' 6" 26' 4"<br>99' 0" 26' 3" 14' 2"<br>B&F81'<br>rf 32" BoxK8" | M Stern Trawler | Oil 4SA 8Cy. 8½"×11½"<br>gears<br>Lister Blackstone Mar. Ltd. |
| 512633<br>SFDG<br>10204<br>Df Esd<br>Pfd Rdr<br>RTm/v | **GARM**<br><br>**Stockholms Rederi**<br>**A/B Svea**<br>Curt Högberg<br>Stockholm Swedish | T.Mk 1599<br>853 ~~857~~<br>2460 | ✠100A1 SS 8/66<br>Ice Class 1<br>✠LMC<br>MN484 EL t 1½"SQ | **1961**-10 Helsingborgs Varfs A/B—Hbg<br>307' 9" 45' 3" 16' 7½"<br>277' 11" 45' 1½" 25' 7"<br>P76' F41' 1 dk & S dk<br>Coll & mchy. BH to S dk 4 to 2nd dk<br>rf 2" WB643t incl. DTf70t | M (2P) ~~OSD~~ Mchy.aft<br>2 Ho 85½', 93½'<br>G.184199 B.175523<br>2 Ha (stl) (each 59½'×23½')<br>Cr 1(10) 3(5) | Oil 2SA 5Cy. 480×<br>2420bhp<br>S.A. Fiat S.G.M.<br>3×102½kW 220/440V |
| 512634<br>OXDU<br><br>Df Esd<br>Rdr RT | **GARM**<br><br>**A/S Em. Z. Svitzer's**<br>**Bjergnings-Entreprise**<br>Kalundborg Danish | 144<br>—<br>85 | BV | **1958** Schiffsw. A. Bonné—Ham<br>98' 5" 24' 1" 12' 0"<br>88' 7" 23' 11"<br>1 dk | M Salvage Tug<br>1 Ho 9½'<br>1 Ha (4'×8')<br>Der 1(4) | Oil 4SA 8Cy. 320×<br>1400bhp<br>Klöckner-Humboldt-D<br>2×50kW 220V d.c. |
| 540438<br>LLMB<br><br>Df Esd<br>Rdr<br>RTm | **GARMO**<br><br>**Paal Wilson & Co. A/S**<br>Bergen Norwegian<br>Now **LISBETH** See New Entries No. 4 | 297<br>176<br>590 | NV | **1963** A/S Westermoen Båtbyggeri—Mandal<br>158' 5" 27' 11" 11' 0"<br>143' 8" 27' 9" 11' 2"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 100'<br>G.42155 B.38230<br>2 Ha (27½', 46'×12')<br>2W Der 2(2½) | Oil 4SA 6Cy. 230×<br>650bhp<br>Masch. Kiel A.G.<br>2×20kW 220V 50c/s a.c.<br>Controllable pitch prop |
| 661162<br>LIAK<br><br>Df Gc<br>Rdr RT | **GARNES**<br><br>**A/S Kristian Jebsens Rederi**<br>Bergen Norwegian | 2556<br>1471<br>3617 | NV | **1966** Fr. Lürssen—Vgk<br>314' 4" 45' 9" 18' 0½"<br>285' 8" 45' 7" 21' 4"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.181000 B.175000<br>2 Ha (each 74½'×29½') | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2080bhp<br>Normo Gruppen A/S |
| 512636 | **GARNOCK**<br><br>**Irvine Harbour Co.**<br>*Irvine* British | 78<br>—<br>— | ✠~~100A1~~ SS 7/68 ~~SS 6/64~~<br>tug<br>Clyde Estuary service<br>✠LMC<br>MN65 EL (a) | **1956**-12 G. Brown & Co. (Marine) Ltd.—Grk<br>78' 5" 21' 11" 8' 2½"<br>71' 9" 21' 0" 9' 3"<br>RW 4BH<br>rf 18" BK5½" WB24t | M Tug | Oil 4SA 8Cy.<br>324bhp<br>Blackstone & Co. Ltd. |

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| **GAROET**<br>**Koninklijke Rotterdamsche Lloyd n.v.**<br>Netherland<br>Rotterdam | **9823**<br>5572<br>12220 | | BV | **1948** N.V. Wilton-Fijenoord—Sch<br>515' 4" 62' 9" 30' 10⅜"<br>62' 6"<br>F103' 3 dks<br>RW | TM Ref<br>5 Ho 70¼', 80½', 73¾', 72', 66½'<br>B.587684 In.3678<br>5 Ha (33½', 38¾'×19¾') (47'×25')<br>(33½', 27½'×19¾')<br>17W Der 2(49) 6(10) 6(5) 8(3) | 2 Oil 2SA each 6Cy. 720×1250 mm<br>8400bhp 1700t (hvf)<br>Sulzer Bros. Ltd. Win<br>3×225kW 220V d.c. 16k |
| **GARONNE**<br>**P. & O. Steam Nav. Co.**<br>Trident Tankers Ltd.<br>British<br>London | 24907 ~~24513~~<br>14251 ~~14562~~<br>~~97303~~ | ✠100A1<br>oil tanker<br>✠LMC<br>MN3520 | SS 1/65<br>EL r†2$\frac{11}{16}$"SQ | **1959**–12 Vickers-Armstrongs (S.B.)<br>Ltd.—Nwc<br>690' 3" 90' 5" 36' 7"<br>661' 2" 90' 0" 48' 0"<br>P135 B52' F88' 1 dk<br>16BH<br>rf 5" WB896t | S Tanker Mchy.aft<br>33 Ta<br>L.1799774 HeCls. BC<br>Der 1(7) 3(5) 2(1) | 2 S Turb dr geared to sc. shaft<br>17600shp 3900t (o.f)<br>Vickers-Armstrongs (Eng.) Ltd. Brw<br>2WTB 700℔ Spt 850° F. 610℔ hs22784<br>sg 180℔<br>2×750kW 440V 60c/s a.c. 16k |
| **GARONNE**<br>exKitty-H.-58<br>**Kamp's Scheepv. & Handelmaats. N.V.**<br>Netherland<br>Groningen | 390<br>236<br>470 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN64 | SS 2/68 ~~SS 6/64~~<br>EL g | **1955**–9 Scheeps. Westerbroek—<br>Westerbroek<br>165' 7" 25' 9" 10' 1⅞"<br>146' 0" 25' 5" 10' 3"<br>P48' F17' Rdk83' 1 dk<br>RW 3BH<br>rf 5" WB253t | M Mchy.aft<br>1 Ho 90¼'<br>G.28100 B.26150<br>1 Ha (68½'×15¾')<br>2W Der 2(3) | Oil 4SA 6Cy. 285×420 mm<br>320bhp 27t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>1×10kW 110V d.c. 9¼k |
| **GAROUFALIA**<br>exAgioi Anargyroi–65<br>exAlphard–64<br>**Astrobelo Cia. Nav. S.A.**<br>Greek<br>Piræus | **5613**<br>3205<br>9300 | ✠100A1<br>✠LMC | Dr 3/64<br>EL a† | **1937**–10 Deutsche Werft A.G.—Ham<br>451' 3" 58' 9" 24' 0½"<br>425' 0" 58' 7" 27' 2"<br>P24' B&F395' Upr F36' 1 dk, 2nd dk in<br>R 7BH No. 3 hold & mchy. space<br>WB2968t incl. DTm1385t | M<br>5 Ho each 75'<br>G.562706 B.514565<br>5 Ha (each 33¾'×22')<br>14W Der 1(30) | Oil 2SA 6Cy. 680×1200 mm<br>3300bhp 755t<br>Masch. Augsburg-Nürnberg Aug<br>11½k |
| **GARRY**<br>exGoldaxe<br>A/S Garry<br>Johanne Seberg<br>Norwegian<br>Haugesund | **298**<br>130<br>400 | | BV | **1916** Smith's Dock Ltd.—Mdb<br>*130·5'* 23' 6" 13' 0"<br>130' 0" 23' 4"<br>F32' 1 dk<br>BK8" | M Mchy.aft<br>1 Ho<br>G.34000 B.29000<br>1 Ha (47½'×13¼')<br>2W Der 2(3) | Oil 2SA 3Cy. 280×420 mm<br>300bhp NE61 27t<br>Wichmann Mtrf. Rub<br>9k |
| **GARRYBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>British<br>Glasgow | T.Mk<br>**6307**<br>3619<br>10272<br>**8571**<br>5054<br>12335 | ✠100A1<br>DTa—oil FP above<br>150° F., or palm oil<br>✠LMC<br>MN1340 | SS 6/66<br>EL d†2$\frac{3}{16}$"SQ | **1958**–4 Harland & Wolff Ltd.—Bel<br>483' 4" 62' 9" 26' 2"/29' 2¾"<br>451' 10" 62' 6" 38' 6"<br>P39' F43' 2 dks<br>RW Coil BH to U dk 7 to 2nd dk<br>rf 6" WB2975t incl. DTa1494t | M<br>5 Ho 60', 71', 60', 51¾', 67'<br>G.668920 B.606990<br>6 Ha (29¼', 35', 22½', 30', 30'×22')<br>(8'×15')<br>15W Der 1(25) 2(10) 12(5) 2(3) | Oil 2SA 6Cy. 620×1400 mm exhaust<br>470 mm<br>6700bhp B&W 1183t (hvf)<br>Harland & Wolff Ltd. Bel<br>2AuxB 100℔<br>4×175, 175, 175, 20kW 220V d.c. 15k |
| **GARSEM**<br>**U. Dredging Co. Ltd.**<br>British<br>London | **182**<br>144<br>— | ✠100A1<br>UK coasting service | SS 5/65<br>EL c | **1961**–8 J. R. Hepworth & Co. (Hull)<br>Ltd.—Paull<br>106' 3" 30' 4"<br>106' 0" 30' 0" 7' 0"<br>1 dk<br>3BH<br>rf nil WB52t | Grab Dredger Pontoon<br>Cr 1(7½) | 2×120, 35kW 420/440V 50c/s a.c. |
| **GARY**<br>exDiana M–61<br>Vittorio Rossetti<br>Italian<br>Leghorn | **436**<br>176<br>551 | | RI | **1956** D. W. Kremer Sohn—Elmshorn<br>173' 10" 29' 8" 8' 7"<br>160' 0" 29' 6" 9' 3"<br>P54' F33' 1 dk | TM Tanker (2P) Mchy.aft<br>6 Ta<br>HeCls. C | 2 Oil 4SA each 6Cy. 250×350 mm<br>620bhp 36t (d.o)–2pd<br>Motorenw. Mannheim Mhm<br>2×30kW 110V d.c. 10½k |
| **GARY ROBERTS**<br>Air Swift Ltd.<br>British<br>Nassau | **149**<br>108<br>— | | | **1942** ......................United States<br>*110·3'* 18' 7"<br>... ... ...<br>1 dk | Wood TM | 2 Oil 4SA each 6Cy. 5¾"×8"<br>NE58<br>Caterpillar Tractor Co. Peoria |
| **GARZAN**<br>exAsia-60<br>**D.B. Deniz Nakliyati T.A.S.**<br>Turkish<br>Istanbul | **12499**<br>7221<br>18500 | ✠100A1<br>oil tanker<br>✠LMC<br>MN2000 | SS 8/67 ~~SS 9/63~~<br>EL i†2$\frac{7}{16}$"SQ | **1959**–3 A/S Nakskov Skibsv.—Nkv<br>559' 10" 72' 2" 30' 2¼"<br>535' 5" 72' 0" 39' 3"<br>P115' B44' F74' 1 dk<br>RW 13BH<br>rf 4" WB134t | M Tanker (8P) Mchy.aft<br>21 Ta<br>L.895000 HeCls. BC | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp 1298t (d.o)–33½pd<br>Burmeister & Wain Cpn<br>2WTAuxB primary 710℔<br>secondary 192℔ Spt 192℔<br>AuxB 170℔<br>3×320kW 110/440V 60c/s a.c. 15½k |
| **GASCOGNE**<br>Armement Aubert-Jan<br>~~Robert J. Frédéric~~<br>French<br>La Rochelle | **220**<br>73<br>— | ✠Classed LR until 1/65 | BV | **1963**–5 Haarlemsche Schps. Maats.—<br>Haarlem<br>117' 2" 23' 3" 12' 5"<br>98' 5" 22' 11½" 13' 1"<br>F18'<br>rf 37" BK6" | M Trawler<br>4 Ha (4', 4'×3½') (1½', 1½'×1½')<br>Der 1(1½) | Oil 4SA 8Cy. 270×500 mm<br>580bhp 49t<br>N.V. Werkspoor Ams<br>12k |
| **GASCOYNE**<br>exSouthern Breeze-50<br>**Cheynes Beach Holdings Ltd.**<br>British<br>Fremantle | **344**<br>123<br>— | ✻Classed BC until 12/56 | | **1936**–6 Bremer Vulkan—Vgk<br>146' 6" 26' 1" 12' 3½"<br>133' 3" 26' 0" 14' 6"<br>1 dk<br>R<br>BK7½" | S Whaler Mchy.aft<br>1W | T 3Cy. 16" 26" & 44"×26"<br>132t (o.f)<br>Bremer Vulkan Vgk<br>12k |

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| 538089<br>5RFE<br><br>Df Esd<br>Gc Pfd<br>RTh/v | **GASIKARA**<br>exVille de Manakara-64<br>exPierre Eugene de Caplane-59<br>**Soc. Malgache de**<br>**Transports Maritimes**<br>Tamatave Malagasy | 6057<br>3587<br>11120 | BV | 1950 Ch. & At. de St. Nazaire (Penhoët)<br>—St.N<br>424' 11" 56' 7" 23' 7"<br>56' 5"<br>2 dks<br>R | M (12P)<br>5 Ho 59', 70½', 44½', 54½', 62½'<br><br>5 Ha (33½'×21½') (36', 21½', 36', 33½'×24½')<br>Der 1(40) 1(20) 4(10) 10(5) | Oil 2SA 8Cy. 620×1150 mm<br>6000bhp<br>Ch. & At. de St. Nazaire<br>4×133, 133, 133, 20kW 220 |
| 512650<br><br><br>RTh/v | **GASMER**<br><br>**M. B. Dredging Co. Ltd.**<br>London British | —<br>104<br>— | ✠A1 SS 5/68 ~~SS 1/64~~<br>river & harbour service<br><br>EL a | 1955-2 Harland & Wolff Ltd.—<br>N.Woolwich<br>86' 0" 24' 9" 4' 5½"<br>85' 0" 23' 11" 6' 11"<br>1 dk<br>4BH | Grab Dredger Pontoon<br><br><br><br>Cr 1(4½) | |
| 512651<br>DARB<br><br>Esd Rdr | **GASOEL IV**<br><br>**Norddeutsche Bunkerges**<br>**G.m.b.H.**<br>Hamburg W. German | 162<br>86<br>— | GL | 1960 Norderwerft Koser & Meyer—Ham<br>*128·9'* 20' 9"<br>20' 8" 8' 0"<br>Q33' F17' 1 dk<br>len 65 | M Tanker Mchy.aft | Oil 6Cy. 215×300 mm<br>265bhp<br>Motorenw. Mannheim |
| | Now **NORDBUNKER VII** See New Entries No, 12 | | | | | |
| 512652<br>DIOO | **GASOEL V**<br><br>**Norddeutsche Bunkerges**<br>**G.m.b.H.**<br>Hamburg W. German | 109<br>65<br>— | GL | 1961 Norderwerft Köser & Meyer—Ham<br>*93·2'* 20' 4"<br>20' 2" 7' 5"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 215×300 mm<br>200bhp<br>Motorenw. Mannheim |
| | Now **NORDBUNKER IV** See New Entries No. 12 | | | | | |
| 512653<br>TKVR<br><br>Esd | **GASPAR**<br><br>**Jean Audo**<br>Etel French | 122<br>51<br>— | BV | 1960 S.I.C.C. Na.—St.M<br>82' 2" 22' 5"<br>… … … | M Trawler<br><br><br>4 Ha (3½', 3½'×3½') (3'×3') (2½'×1½')<br>Der 1(2) 1(1) | Oil 4SA 8Cy. 185×200 mm<br>400bhp<br>Moteurs Baudouin |
| 512654<br>INPG<br>343 | **GASPARE**<br>exRora Head-58<br>exBrooktown-37<br>exBlackcock-37<br>**Gaspare Russo**<br>Trapani Italian | 462<br>265<br>603 | RI<br>✠Classed LR until 11/58 | 1921-10 Day, Summers & Co. Ltd.—Sou<br>171' 6" 25' 8" 11' 6½"<br>165' 6" 25' 6" 12' 0"<br>Q95' B11' F23' 1 dk Well dk<br>R | M Mchy.aft<br>1 Ho 91'<br>B.27327<br><br>2W Der –(1½) | Oil 2SA 5Cy. 280×500 mm<br>500bhp [illegible]<br>Harland & Wolff Ltd. |
| 512655<br>VDTQ<br>179588<br>Df Gc<br>Rdr<br>RTm/v | **GASPEDOC**<br><br>**Steel Factors Ltd.**<br>Fort William Canadian | 3638<br>2384<br>4280 | AB | 1944 Todd Galveston D.D. Inc.—Gal<br>327' 9" 50' 2" 15' 0"<br>309' 0" 50' 0" 25' 2"<br>2 dks<br><br>rf 3" | TM<br>3 Ho 45', 94', 58'<br>G.253250 B.185622<br>4 Ha (stl) (each 31'×20')<br>4W Der 4(5) | 2 Oil each 12Cy. 215×<br>3600bhp<br>General Motors Corp. |
| | Now **WITSHOAL** See New Entries No. 6 | | | | | |
| 512656<br>WA5253<br>239432<br>RTh | **GASPEE**<br><br>**Providence Steamboat Co.**<br>Providence United States | 201<br>136<br>— | | 1940 Providence Steamboat Co.—<br>Providence<br>*94·0'* 24' 1" 12' 6"<br>… … …<br>1 dk | M Tug | Oil 2SA 10Cy. 8½"×10"<br>1800bhp NE60<br>Fairbanks, Morse & Co.<br>2×25kW 150V d.c.<br>Directional propeller |
| 512657<br>VYDB<br>300866 | **GASPESIEN**<br>exRoc-60<br>**North Shipping &**<br>**Transportation Ltd.**<br>R. Duval<br>Quebec Canadian | 837<br>441<br>981 | | 1945 Blyth D.D. & S.B. Co. Ltd.—Nwc<br>172' 6" 30' 1" 10' 1"<br>29' 11"<br>2 dks<br>RW conv ferry 66 | TM Cattle Carrier<br>2 Ho 44', 12'<br><br>2 Ha (each 12'×12')<br>Der 1(5) 2(2½) 1(2) | 2 Oil 2SA each 8Cy.<br>900bhp<br>Crossley Bros. Ltd.<br>2×60, 50kW 220V d.c. |
| 512658<br>PEFY<br><br>Df RT | **GASSELTE**<br>exJura-62<br>**A. Brouwer**<br>"Carebeka" N.V.<br>Gasselternijveen Netherland | 249<br>117<br>310 | BV | 1935 Schps. "De Gideon" J. Koster<br>Hzn.—Gro<br>136' 7" 21' 7" 9' 0"<br>… … …<br>P29' B10' F14' 1 dk<br>R len 52 | M Mchy.aft<br>1 Ho<br>G.16500 B.14800<br>2 Ha (29', 14'×12½')<br>2W Der 2(2) | Oil 2SA 3Cy. 240×<br>150bhp<br>Appingedammer Bros. |
| 542716<br>JXXG<br><br>Df Esd<br>Gc Rdr<br>RTh | **GASTON MICARD**<br><br>**Gaston Micard**<br>Sig. S. Årstads Rederi A/S<br>Bergen Norwegian | 1199<br>574<br>1500 | NV | 1964 Jos. L. Meyer—Papenburg<br>222' 3" 41' 0" 16' 6"<br>203' 5" 37' 10" 18' 4"<br>P69' F56' 1 dk<br><br>rf 2" | M Liquefied Gas Carrier Mchy.aft<br>6 Ta<br>L.49441<br><br>Der 2(1½) | Oil 4SA 8Cy.<br>1650bhp<br>Mirrlees National Ltd.<br>3×150kW 380V |
| | Now **EVANGELISTA TORRICELLI** See New Entries No. 1 | | | | | |
| 512660<br>UPNJ<br>M-595<br>Df | **GATCHINA**<br>exLeo exLandes-34<br>**U.S.S.R.**<br>Leningrad Russian | 1443<br>547<br>1985 | ✱Classed BC until 5/40 | 1920 Hawthorns & Co. Ltd.—Lth<br>256' 7" 39' 0" 17' 9"<br>38' 10"<br>2 dks<br>R | S<br>3 Ho<br>G.98352<br>3 Ha (18½'×13½') (24½'×14½') (14½'×13½')<br>8W Der 8(2) | T 3Cy.<br><br>Hawthorns & Co. Ltd. |
| 512663<br><br><br>Df Esd<br>Gc Rdr | **GATCHINA**<br><br>**U.S.S.R.**<br>Murmansk Russian | 658<br>280<br>450 | | 1956 Stocznia Gdanska—Gdk<br>194' 4" 29' 7" 13' 11½"<br>175' 6" 29' 6½" 16' 3" | S Trawler | C 4Cy.<br><br>A/B Finnboda Varf |

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| **GATCO ALABAMA**<br>**Gulf Atlantic Towing Corp.**<br>Jacksonville United States | 194<br>78<br>111 | | AB | 1957 Gulfport S.B. Corp.—Pt.Arthur<br>103′ 0″ 25′ 3″<br>96′ 4″ 25′ 1½″ 12′ 11″<br>BK2½″ | M Tug | Oil 2SA 12Cy. 8½″×10″<br>1240bhp 88t (d.o)<br>General Motors Corp. Clv<br>2×30kW 110V d.c. |
| **GATCOMBE**<br>Southampton, Isle of Wight & South of England Royal Mail Steam Packet Co. Ltd.<br>Southampton British | ~~513~~ 489<br>~~156~~ 155<br>— | ✠Classed LR until 7/64 | | 1960–7 J. I. Thornycroft & Co. Ltd.—Sou<br>136′ 0″ 35′ 1″ 10′ 0″<br>123′ 0″ 32′ 0″ 14′ 6″<br>F70′<br>RW<br>rf 12″ | TM Tug & Tender (250P) | 2 Oil 2SA each 8Cy. 10½″×13½″ with sr gearing<br>1800bhp 59t (d.o)<br>Crossley Bros. Ltd. Mch<br>3×50kW 220V d.c. 12½k |
| **GATEWAY CITY**<br>exIberville–47<br>**Coastal Ship Corporation**<br>Wilmington, Del United States | 9006<br>6930<br>7785 | | AB | 1943 Gulf S.B. Corp.—Chickasaw<br>*450·1′* 72′ 1″ 25′ 0½″<br>444′ 2″ 72′ 0″ 40′ 2″<br>2 dks<br>RW<br>rf nil | S<br>5 Ho<br>G.648507 B.573231<br>14 Ha<br>16W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>6600shp 860t (o.f)<br>General Electric Co. Lyn<br>16k |
| **GATO III**<br>**Cia. Pesquera la Punta S.A.**<br>Chancay Peruvian | 158<br>69<br>— | | GL | 1965 Ast. Pesquera Ind. Callao—Callao<br>*80·7′* 22′ 0″<br>11′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>330bhp<br>Caterpillar Tractor Co. Peoria |
| **GATO IV**<br>**Cia. Pesquera la Punta S.A.**<br>Chancay Peruvian | 158<br>69<br>— | | GL | 1966 Ast. Pesquera Ind. Callao—Callao<br>*80·7′* 22′ 0″<br>11′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 420×660 mm<br>330bhp<br>Caterpillar Tractor Co. Peoria |
| **GATUN LOCKS**<br>Gatun Cia. Nav. **Panamena S.A.**<br>Panama Panamanian | 13025<br>7882<br>20447 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1500 | SS 3/66<br>EL I†$2\frac{7}{16}$″SQ | 1958–5 Cant. del Tirreno—Gen<br>560′ 0″ 74′ 6″ 31′ 0¼″<br>528′ 3″ 74′ 2″ 39′ 10″<br>P114′ B36′ F68′ 1 dk<br>10BH<br>rf 3″ WB698t | M Tanker Mchy.aft<br>20 Ta<br>L.973900 HeCls. BC | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W 1790t–26pd<br>Cant. Nav. Riuniti Anc<br>~~2WTAuxB 270lb AuxB 178lb~~ 15k<br>2WTAuxB 270lb Spt<br>AuxB (ex.g) 178lb |
| **GAUCHITO**<br>exHorskog–65<br>Gauchito **Cia. Nav. S.A.**<br>Monrovia Liberian<br>For later particulars see New Entries No. 4 | 11110<br>6591<br>16570 | | NV | 1951 Greenock Dkyd Co. Ltd.—Grk<br>543′ 2″ 69′ 4″ 29′ 9¾″<br>69′ 1″<br>P114′ B39′ F48′ 1 dk<br>RW | M Tanker Mchy.aft<br>L.786000 HeCls. B | Oil 2SA 5Cy. 670×2320 mm<br>1518t–20pd<br>Wallsend Slpwy Co. Ltd. Wal<br>13½k |
| **GAUCHO**<br>Launched as Vega<br>Navegação **Minuano S/A**<br>Rio de Janeiro Brazilian | 1260<br>618<br>2272<br>2000<br>1360<br>3273 | 100A1<br>Class contemplated | | Industrias Reunidas Caneco—Rio<br>259′ 6″ 41′ 1″ —/20′ 3″<br>241′ 1″ 41′ 0″ 24′ 7″ | M OSD/CSD Mchy.aft | Oil 2SA 7Cy. 360×600 mm<br>Sulzer<br>Ishikawajima do Brasil Rio |
| **GAUENSIEK**<br>exEms–61<br>Heinz-Hugo **Schildt**<br>Hamburg W. German | 211<br>91<br>265 | | GL | 1934 Gutehoffnungshutte A.G.—Walsum<br>124′ 11″ 22′ 5″ 7′ 6½″<br>22′ 3″ 8′ 2″<br>P31′ F18′ 1 dk<br>R | M Mchy.aft<br>1 Ho 72¼′<br>G.14500 B.13700<br>2 Ha<br>1W | Oil 4SA 4Cy. 285×420 mm<br>150bhp NE54 9t<br>Masch. Augsburg-Nürnberg Aug<br>7½k |
| **GAULTOIS**<br>**Gaultois Fisheries Ltd.**<br>S. G. Lake<br>St. John's, Nfl Canadian | 203<br>117<br>— | | | 1952 Newfoundland Shpyds—Clarenville<br>104′ 0″ 23′ 4″ 14′ 0″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×405 mm<br>Cooper-Bessemer Corp. Mt Vernon |
| **GAUPÖY**<br>exAre–60 exHarriet–49<br>exUrsula–39 exBromberg<br>Einar Oldervoll **Partrederi**<br>Bergen Norwegian | 279<br>138<br>350 | | NV | 1920 Deutsche Werke A.G.—Kel<br>145′ 2″ 24′ 2″ 12′ 9½″<br>134′ 6″ 24′ 0″<br>F18′ 1 dk<br>R Ien 25 & 40 | M Mchy.aft<br>2 Ha (30¾′, 21½′×15′) | Oil 4SA 5Cy. 270×400 mm<br>400bhp NE65<br>Aabenraa Motorfabrik Åbenrå |
| **GAUSDAL**<br>**Skibs A/S Gausdal & A/S Vesterhav**<br>Boe & Pedersen<br>Oslo Norwegian | 20757<br>12254<br>33580 | | NV | 1965 Uddevallavarvet A/B—Udv<br>644′ 1″ 85′ 4″ 35′ 8¼″<br>605′ 0″ 85′ 0″ 48′ 0″<br>1 dk<br>rf 2¾″ | M Bulk Carrier (2P) Mchy.aft<br>7 Ho 63¾′, 64¾′, 67¼′, 62¼′, 67¼′, 65′, 71¼′<br>7 Ha (stl) (43′×36¼′) (43′, 43′, 43′, 43′, 43′, 43′×41½′)<br>Der 7(8) | Oil 2SA 7Cy. 740×1600 mm<br>10500bhp B&W (hvf)<br>Uddevallavarvet A/B Udv<br>3×340kW 440V 60c/s a.c. |

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| 512673<br>OZBB<br>Df Esd<br>Gc Rdr<br>RTv | **GAUTATYR**<br>**Rederi A/S "Myren"**<br>Holm & Wonsild<br>Copenhagen Danish | **4846**<br>2555<br>8830<br>**6933**<br>4010<br>10270 | ✠100A1 SS 1/67<br>strengthened for heavy cargoes<br>DTmf—vegetable oil<br>✠LMC<br>MN1010 EL a†2"SQ | **1962**-1 A/S Nakskov Skibsv.—Nakskov<br>437' 11" 57' 8" 25' 8"/28' 3½"<br>405' 0" 57' 6" 36' 9"<br>P24' F47' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" DK fwd WB2881t incl. DTmf1346t | M OSD/CSD<br>4 Ho 66', 82½' comb., 34'DT, 65½', 63'<br>G.529900 B.481300<br>5 Ha (30', 36½', 36½', 36½', 31½'×22')<br>12W Der 1(20) 4(10) 8(5) | Oil 2SA 7Cy. 620×1150 mm<br>5050bhp<br>Burmeister & Wain<br>2AuxB (1 o.f 1 ex.g)<br>3×200kW 200V d.c. |
| 512674<br>UTNH<br>M-25234 | **GAUYA**<br>**U.S.S.R.**<br>Riga Russian | **1211**<br>448<br>1065 | | **1960** "Gheorghiu Dej" Shpyd—Bdp<br>229' 7" 32' 10" 12' 6"<br>32' 8" 17' 5"<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.59082<br>3 Ha (22½', 26½', 20½'×13')<br>7W Der 1(10) 6(2½) | 2 Oil 4SA each 8Cy.<br>1000bhp<br>Ganz Waggon & Eng. Wks |
| 512675<br>2497Z<br>Df Esd<br>RT | **GAVILAN**<br>exAstrid-54<br>**Cia. de Nav. Caribbean**<br>**Cargo Carriers S.A.**<br>Panama Panamanian | **1743**<br>1022<br>— | RI | **1924** Kjöbenhavns Flydk. & Skibs—Cpn<br>273' 0" 40' 1" 18' 6"<br>39' 11"<br>P15' Q75' B105' F31' 1 dk<br>R | S<br>2 Ho<br>G.156000 B.141000 | T 3Cy. 18" 28½" & 48"×32"<br>825ihp<br>Kjöbenhavns Flydk. & Skibs |
| 512676<br>MNXR<br>185292<br>Df Esd<br>Pfd Rdr<br>RTm | **GAVINA**<br>**P. & J. Johnstone Ltd.**<br>Aberdeen British | **316**<br>109<br>— | ✠100A1 SS 7/65<br>trawler<br>✠LMC<br>MN154 EL (e) n | **1953**-5 Cochrane & Sons Ltd.—Sel<br>*127·7'* 26' 7"<br>123' 6" 26' 6" 13' 0"<br>Q67' F21'<br>RW 4BH<br>BK8" | M Trawler<br>1 Ho 34½'<br>4 Ha (4½', 4½', 3½', 3½'×3½')<br>1W | Oil 4SA 7Cy. 380×455 mm<br>772bhp<br>Mirrlees, Bickerton & Day<br>db 100ft<br>2×20kW 110V d.c. |
| 512677 | **GAVINA**<br>exSannskjell-58<br>exEinar Kittelsa-54<br>exSkudesnes-49<br>**Alada S.A.**<br>Santa Isabel (Fernando Po)<br>Spanish | **276**<br>120<br>300 | | **1941** Pusnes M/V A/S—Arendal<br>125' 4" 22' 2" 11' 6"<br>... ... ...<br>P45' LowF15' 1 dk | M Tanker Mchy.aft | Oil 2SA 3Cy. 290×500 mm<br>NE49<br>Möller & Jochumsen |
| 512679<br>OAZG | **GAVIOTA**<br>**Terminal Maritimo**<br>**Frederick Snare Corp.**<br>Callao Peruvian | **180**<br>—<br>— | | **1938** D. W. Kremer Sohn—Elmshorn<br>*92·8'* 21' 4"<br>... ... ...<br>R | M Firefloat | Oil 2SA 5Cy. 290×500 mm<br>Sulzer Bros. Ltd. |
| 671169<br>317575<br>Esd Rdr<br>RTv | **GAWLER**<br>**Marine Board of Devonport**<br>Port Adelaide British | **217**<br>—<br>162 | ✠100A1<br>tug<br>✠LMC<br>MN226 EL 11/16"U1 | **1967**-6 Adelaide Ship Cons. Pty. Ltd.—Adl<br>98' 9" 27' 10" 13' 6"<br>89' 3" 26' 6" 14' 11"<br>1 dk<br>4BH<br>rf 32' BoxK WB94t | M Tug<br>1 Ha (4½'×3½') | Oil 4SA 8Cy. 10"×12"<br>1130bhp<br>English Electric Co.<br>2×30kW 220V d.c. |
| 512681<br>SPKD<br>Df Esd<br>RT | **GAWRON**<br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin Polish | **183**<br>77<br>110 | PR | **1956** Stocznia Polnocna—Gdk<br>113' 0" 22' 3"<br>99' 6" 21' 11½" 11' 10"<br>RW | M Fishing | Oil 4SA 8Cy. 240×380 mm<br>300bhp<br>Schwermasch. Karl Lie<br>3×18, 12, 6kW 115V d.c.<br>1×66kW 330V d.c. |
| 512682<br>KUCU<br>244465<br>Df Esd<br>Gc | **GAY HEAD**<br>**United States Department of Commerce**<br>Boston United States | **1117**<br>251<br>723 | AB | **1943** General Ship & E. Wks—Bos<br>*185·5'* 37' 7" 18' 9"<br>185' 0" 37' 6" 21' 5"<br>B&F106' 2 dks | M Tug | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2320bhp<br>National Supply Co. |
| 512683<br>WA5262<br>252510<br>Gc Rdr<br>RT | **GAY HEAD**<br>**New London Freight Lines Inc.**<br>New York United States | **617**<br>287<br>— | | **1944** Federal S.B. & D.D. Co.—Kearney<br>204' 0" 34' 0" 8' 0"<br>33' 10<br>1 dk | M | Oil 2SA 16Cy.<br>3600bhp<br>General Motors Corp. |
| 512632<br>6ZYA<br>2702<br>Df Esd<br>Rdr | **GAYO**<br>exGarlinge-67<br>**Playamar S.A.**<br>Monrovia Liberian | **2907** ~~2979~~<br>1674 ~~1679~~<br>4628 | ✠100A1 SS 2/64<br>✠LMC<br>EL u1 11/16"SQ | **1951**-11 W. Gray & Co. Ltd.—Hpl<br>340' 2" 46' 6" 20' 6"<br>320' 0" 46' 4" 24' 4"<br>P30' B74' F33' 1 dk<br>RW NS 6BH<br>rf 1½" WB976t | S<br>4 Ho 62½', 52', 60½', 54'<br>G.223875 B.210170<br>4 Ha (each 31½'×22')<br>6W Der 6(5) | T 3Cy. 20" 31" & 55"×36"<br>1250ihp<br>Cen. Mar. Eng. Wks<br>2 SB 225lb Spt |
| 670302<br>LJVR<br>Df Esd<br>Gc Rdr<br>RT | **GAZANIA**<br>**A/S Rederiet Odfjell**<br>Bergen Norwegian | **2863**<br>1392<br>3137 | NV | **1967** Moss Værft & Dokk A/S—Moss<br>297' 1" 46' 1" 20' 1"<br>272' 6" 45' 11" 23' 0"<br>1 dk | M Liquefied Gas Carrier Mchy.aft<br>6 Ta | Oil 2SA 7Cy.<br>1820bhp<br>Sulzer Bros. Ltd.<br>3×230kW 440V |
| 512688<br>CSGL<br>Esd | **GAZELA PRIMEIRO**<br>exGazela<br>**Parceria Geral de Pescarias Ltda.**<br>**Bensaude & Cia. Ltda.**<br>Lisbon Portuguese | **324**<br>221<br>— | | **1901** J. M. Mendes—Setubal<br>156' 7" 26' 7"<br>26' 5" | Wood Aux Sr Fishing<br>1 Ho 46½'<br>1 Ha (stl) (8½'×6½') | Oil 4SA 4Cy.<br>220bhp<br>Motorenw. Mannh |

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| **GAZELLE**<br>**Skibs A/S Selje & Skibs**<br>**A/S Hassel**<br>A/S Rederiet Odfjell<br>Norwegian<br>Bergen | **1837**<br>875<br>1620 | BV | **1965** At. & Ch. du Havre—Hav<br>265′ 4″ 39′ 5″ 15′ 2″<br>243′ 8″ 39′ 2″<br>1 dk<br>rf 4″ | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 8Cy. 400×600 mm<br>2140bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×200kW 220V 50c/s a.c. |
| **GAZELLE**<br>exMado-54<br>**H. P. Hazenberg**<br>**N.V. Scheepvaartbedr. "Gruno"**<br>Netherland<br>Koog | **198**<br>123<br>230 | BV | **1932** N.V. Scheeps. "Vooruitgang"—Foxhol<br>111′ 6″ 21′ 1″ 7′ 9″<br>20′ 11″<br>P30′ F11′ 1 dk<br>R | M Mchy.aft<br>1 Ho 66′<br>G.11301 B.10700<br>2 Ha (14¾′, 28′×12½′)<br>1W Der 2 (1) | Oil 4SA 3Cy. 280×450 mm<br>150bhp Emade30refitted32 8½t<br>Humboldt-Deutzmot. Köln-Deutz<br>7k |
| **GAZELLE**<br>exGoldrune-51 exRunic-49<br>**Vectis Shipping Co. Ltd.**<br>British<br>London | **166**<br>125<br>250 | | **1904** A. J. Otto & Zonen—Krimpen<br>*90·3′* 23′ 4″ 8′ 6″<br>23′ 2″<br>R | TM Barge Mchy.aft<br>1 Ho 60′<br>G.13000 B.12500<br>1 Ha (48′×14′)<br>1W Der 1(2) | 2 Oil 4SA each 4Cy. 150×230 mm<br>NE53 4½t<br>Bergius Co. Ltd. Gls<br>8k |
| **GAZI OSMAN PASA**<br>**Denizcilik Bankasi T.A.O.**<br>**& D. B. Deniz Nakliyati**<br>**T.A.S.**<br>Turkish<br>Istanbul | **3652**<br>1994<br>5221 | AB | **1961** Mitsubishi Zosen—Smk<br>349′ 9″ 49′ 4″ 21′ 11¼″<br>328′ 1″ 49′ 2″ 27′ 11″<br>P16′ F26′ 2 dks<br>RW<br>rf 3″ | M (6P) CSD<br>4 Ho 58¾′, 66½′, 55¼′, 54½′<br>G.236502 B.219516<br>4 Ha (stl) (32¼′×17¾′) (32¼′, 32¼′, 32¼′×19¾′)<br>8W Der 1(25) 8(5) | Oil 2SA 5Cy. 600×1040 mm<br>3200bhp Sulzer 381t (hvf)<br>Uraga Diesel Kogyo Tamashima<br>3×150kW 115/230V d.c. 13k |
| **GDANSK**<br>**U.S.S.R.**<br>Russian<br>~~Odessa~~<br>Novorossisk | **32841**<br>16387<br>49370 | | **1965** Baltic S.B. & Eng. Wks—Len<br>756′ 3″ 101′ 9″ ~~37′ 9″~~ 38′ 1″<br>101′ 6″ 50′ 8″<br>1 dk | S Tanker Mchy.aft<br>20 Ta<br>L.1915722<br>Der 2(2–5) | S Turb<br>19000shp (o.f)<br>17k |
| **GDANSK**<br>**Polish Government**<br>**Polish Ocean Lines**<br>Polish<br>Gdansk | **2668**<br>1379<br>3970 | PR | **1954** Stocznia Gdanska—Gdk<br>374′ 0″ 48′ 8″ 20′ 8″<br>48 6″ 30′ 2″<br>1 dk & S dk<br>RW | M Ref OSD<br>5 Ho<br>G.258957 B.243524<br>5 Ha (24¾′, 32¼′, 23′, 25½′, 25½′×19¾′)<br>10W Der 1(18) 11(3) | Oil 2SA 9Cy. 600×1050 mm<br>3800bhp Sulzer 701t<br>C.R.D. Adriatico Tri<br>4×130, 130, 130, 20kW 220V d.c. 14k |
| **GDANSK**<br>**Gerner Mathisen Rederi A/S**<br>Norwegian<br>Oslo | **1200**<br>850<br>2215 | 244′ 0″<br>NV | **1967** Stocznia Gdanska—Gdansk<br>~~243′ 11″~~ 42′ 9″ ~~16′ 3½″~~ 16′ 4″<br>219′ 11″ 42′ 8″ 19′ 4″<br>P61′ F38′ 1 dk | M<br>2 Ho 69′, 86½′<br>G.106725 B.94576<br>2 Ha (stl) (51¼′×23′) (74¾′×26½′)<br>4W Der 2(10) 2(5) | Oil 4SA 8Cy. 320×450 mm<br>1600bhp 150t (d.o)<br>Atlas-Mak Masch. Kel<br>3×72kW 380V 50c/s a.c. 12k<br>Controllable pitch propeller |
| **GDOV**<br>**U.S.S.R.**<br>Russian<br>ropavlovsk | **1199**<br>448<br>1088 | | **1954** "Gheorgiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 6″<br>32′ 8″ 17′ 5″<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.59032<br>3 Ha (each 22¾′×13′)<br>6W Der 6(2) | 2 Oil 4SA each 8Cy. 216×310 mm<br>800bhp<br>Ganz Waggon & Eng. Wks Bdp<br>9½k |
| **GDYNIA**<br>**U.S.S.R.**<br>Russian<br>Odessa | **32841**<br>16387<br>49370 | | **1964** Admiralteiski Shpyd—Len<br>756′ 3″ 101′ 9″ 37′ 9″<br>101′ 6″ 50′ 8″<br>1 dk | S Tanker Mchy.aft<br>20 Ta<br>L.1915722<br>Der 2(2–5) | S Turb<br>19000shp (o.f)<br>17k |
| **GDYNIA**<br>**Gerner Mathisen Rederi A/S**<br>Norwegian<br>Oslo | **1200**<br>850<br>2217 | 244′ 0″<br>NV | **1967** Stocznia Gdanska—Gdansk<br>~~243′ 11″~~ 42′ 9″ ~~16′ 3½″~~ 16′ 4¼″<br>219′ 11″ 42′ 8″ 19′ 4″<br>P61′ F38′ 1 dk | M Mchy.aft<br>2 Ho 69′, 86½′<br>G.106725 B.94576<br>2 Ha (stl) (51¼′×23′) (74¾′×26½′)<br>4W Der 2(10) 2(5) | Oil 4SA 8Cy. 320×450 mm<br>1600bhp 150t (d.o)<br>Atlas-Mak Masch. Kel<br>3×72kW 380V 50c/s a.c.<br>Controllable pitch propeller 12k |
| **GDYNIA II**<br>**Polish Government**<br>**Polish Steamship Co.**<br>Polish<br>Szczecin | **3420**<br>1770<br>5300<br>**5535**<br>3050<br>6000 | | **1967** Stocznia Szczecinska—Szn<br>406′ 6″ 55 9″ 21′ 1½″/22′ 7″<br>55′ 7″ 32′ 6″<br>1 dk & S dk | M OSD/CSD<br>4 Ho<br>G.339400 B.310000<br>4 Ha | Oil 2SA 7Cy. 550×1200 mm<br>4900bhp<br>H. Cegielski Poz<br>16k |
| **GEARY AND GRAHAM**<br>**Romkey Fishing Co. Ltd.**<br>Canadian<br>Lunenburg | **227**<br>109<br>— | | **1965** Snyder Shipyard Ltd.—Dayspring, N.S<br>*104·3′* 25′ 1″<br>… … …<br>1 dk | Wood M Fishing | Oil 5Cy. 8⅛″×10″<br>Canadian Locomotive Co. Ltd. Kin |
| **GEBE OLDENDORFF**<br>exAngeline-57 exDione-55<br>**Egon Oldendorff**<br>W. German<br>Lübeck | **1528**<br>846<br>2383 | NV | **1940** Porsgrund M/V—Porsgrunn<br>254′ 9″ 37′ 9″ 17′ 5¾″<br>37′ 7″ 20′ 3″<br>P66′ B14′ F29′ 1 dk | S Mchy.aft<br>1 Ho 163¼′<br>G.120420 B.113640<br>4 Ha<br>4W | C 2Cy. 13¾″ & 27⅝″×27⅝″ & LP turb<br>700ihp (o.f)<br>Porsgrund M/V Porsgrunn<br>9½k |
| **GEBEL ATAQA**<br>**Misr Petroleum Co.**<br>Egyptian (U.A.R.) | **397**<br>200<br>715 | **✠100A1** Dr 11/64<br>oil tanker—FP above 150° F. River and estuary service<br>**✠LMC**<br>MN53 EL (g) | **1931–9** G. Brown & Co.—Grk<br>*150·0′* 29′ 1″ 11′ 2″<br>150′ 0″ 29′ 0″ 12′ 9″<br>1 dk<br>R 7BH<br>WB88t incl. DTf66t | S Oil Barge Mchy.aft<br>6 Ta<br>L.25204<br>Der 1(1½) | C 2Cy. 14″ & 28″×20″<br>300ihp 20t (o.f)–4pd<br>Plenty & Son Ltd. Nby<br>SB 140lb hs904 2cf<br>1×1¾kW 110V d.c.<br>Controllable pitch propeller 8k |

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| 652292<br>DCSK<br><br>Df Esd<br>Pfd Rdr<br>RTv | **GEBINA**<br><br>**Joh. Schöning**<br>Haren W. German | 250<br>127<br>587 | GL | 1965 M. Jansen—Leer<br>156' 10" 28' 9" 10' 0½"<br>137' 10" 28' 7" 17' 4"<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 320×450<br>550bhp<br>Masch. Kiel G.m.b.H. |
| 512699<br>4XXD<br>MS100<br>Df Esd<br>Gc Rdr<br>RTm/h | **GEDERA**<br><br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | 5624<br>2937<br>8770<br>8237<br>4833<br>10295 | ✠100A1 SS 7/65<br>DTsm—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1080 EL ct | 1960–8 Bremer Vulkan—Vgk<br>473' 0" 62' 2" 23' 6"/25' 10½"<br>435' 11" 62' 0" 36' 0"<br>P29' F39' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf nil WB2203t incl. Tunnel tanks 266t | M Ref OSD/CSD<br>5 Ho 43', 67', 66', 75', 60'<br>G.607629 B.556281 In.865<br>5 Ha (stl) (18', 40½', 39½', 35', 25'×20')<br>18W Der 1(40) 4(5–15) 2(5–10) 10(5) 2(3) | Oil 2SA 6Cy. 720×1250<br>5400bhp MAN<br>Bremer Vulkan<br>2AuxWTB (1 o.f 1 ex.g.)<br>3×200kW 440V 60c/s a.c. |
| 680324<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEDSER** T.Mk<br><br>**Moltzau Line A/S**<br>Gedser Danish<br>P. H. Arentsen (Mgr.) | ~~4000~~ 3939<br>— 1982<br>1050 | 377' 0"<br>NV | 1967 Schiffb. Unterweser—Bhn<br>~~377' 4"~~ 59' 8" 15' 7"<br>377' 11" 58' 5" 37' 1"<br>2 dks | TM Ferry | 2 Oil 4SA each 12Cy.<br>11500bhp<br>Masch. Augsburg-Nürnberg<br>Controllable pitch propellers |
| 540440<br>OUVS<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **GEDSER**<br><br>**Moltzau Line A/S**<br>Gedser Danish<br>Now FALSTER See New Entries No. 1 | 2494<br>1217<br>— | NV | 1963 Orenstein-Koppel & Lbcr. Masch.—Lbc<br>305' 10" 53' 2" 13' 1"<br>275' 8" 52' 1½" 17' 7"<br>2 dks & S dk | TM Ferry (1000P) OSD | 4 Oil 4SA each 8Cy.<br>geared to 2 sc. shafts<br>8000bhp<br>Motorenw. Mannheim<br>3×500kW 380V 50c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust propeller |
| 512700<br><br>61776<br>RTv | **GEELONG**<br><br>**Geelong Harbor Trust Commissioners**<br>Geelong British | 262<br>—<br>— | ✠Classed LR until 2/57 | 1955–11 W. J. Yarwood & Sons Ltd.—Northwich<br>110' 0" 29' 2" 10' 6"<br>104' 0" 28' 0" 13' 3"<br>RW | M Tug | Oil 2SA 7Cy. 340×570<br>British Polar Engines Ltd. |
| 512701<br>PEGN<br><br>Df Esd<br>RT | **GEERT**<br><br>**H. W. Nienhuis**<br>N.V. Wijnne & Barends<br>Winschoten Netherland | 353<br>171<br>425 | BV | 1956 J. Vos & Zoon—Gro<br>144' 4" 25' 3" 9' 5½"<br>134' 0" 24' 11" 11' 6"<br>1 dk<br>RW | M Mchy.aft<br>2 Ha (30½', 31'×14½')<br>Der 2(2) | Oil 4SA 4Cy. 290×450<br>220bhp<br>Appingedammer Brons |
| 512702<br>DIJH<br><br>Df Esd<br>Gc Rdr<br>RT | **GEERT HOWALDT** T.Mk<br><br>**Bernhard Howaldt Reederei**<br>Hamburg W. German | 5344<br>3084<br>9939 | GL | 1955 Nordseewerke Emden—Emd<br>471' 4" 57' 10" 24' 11⅝"<br>57' 8" 35' 11"<br>F37' 1 dk & S dk<br>RW | M OSD<br>G.582222 B.534619<br>5 Ha<br>10W Der 1(15) 10(5) | Oil 2SA 6Cy. 700×1200<br>4000bhp<br>Masch. Augsburg-Nürnberg |
| 512703<br>PEGJ<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **GEERTJE BUISMAN**<br><br>**R. Buisman's Kon. Fabriek N.V.**<br>~~W. F. Kampman's Bevrachtingsbedrijf~~<br>Zwartsluis Netherland<br>Vereenigd Cargadoorskantoor (Mgrs.) | 1174<br>621<br>1921<br>1900<br>1185<br>2970 | AB | 1958 Schulte & Bruns—Emd<br>263' 0" 39' 6" 15' 6"/21' 6"<br>242' 8" 39' 4" 23' 0"<br>F17' 1 dk & S dk<br>RW<br>rf 2" | M OSD/CSD Mchy.aft<br>3 Ho 26½', 54½', 33½' 3 TwD 26½', 54½', 33½'<br>B.125000<br>3 Ha (stl) (28½', 59' comb., 28½'×18½')<br>Der 8(3–5) | Oil 4SA 8Cy. 390×680<br>1700bhp<br>N.V. Werkspoor |
| 504652<br>DCSW<br><br>Df Esd<br>RT | **GEERTJE K**<br>exBloemgracht-66<br>**Heinrich Kromminga**<br>~~Schulte & Bruns~~<br>Rhaudermoor W. German | 495<br>308<br>800 | ✠100A1 SS 6/64<br>Str. nav. ice<br>✠LMC<br>MN100 EL i | 1956–3 Martenshoekster Schps.—Hgz<br>189' 9" 29' 5" 11' 6¾"<br>172' 3" 29' 0½" 12' 11"<br>P39' F33' 1 dk<br>RW 3BH<br>rf 3" WB234t | M Mchy.aft | Oil 4SA 8Cy. 270×500<br>500bhp<br>N.V. Werkspoor |
| 512704<br>PEGK<br><br>Df Esd<br>RT | **GEERTRUID MARGARETHA**<br>**Rederij "Viribus Unitis"**<br>c.v. Terwogt & Lagers<br>Amsterdam Netherland | 499<br>328<br>940 | ✠100A1 SS 4/66<br>✠LMC<br>MN132 EL i | 1957–10 Zaanlandse Schps. Maats.—Zaandam<br>193' 4" 29' 7" 11' 9"<br>176' 10" 29' 4" 13' 0"<br>P37' F34' 1 dk<br>3BH<br>rf 1" WB365t | M Mchy.aft<br>1 Ho<br>G.38900 B.36800<br>2W Der 2 | Oil 4SA 8Cy. 320×480<br>660bhp<br>Klöckner-Humboldt-Deutz |
| 542717<br>PEGM<br><br>Df Esd<br>Pfd Rdr<br>RT | **GEERTRUIDA**<br><br>**Jac. den Duik & Zonen**<br>Scheveningen Netherland | 319<br>143<br>— | | 1963 "Scheveningen" Sleep. Maats.—Scheveningen<br>142' 1" 23' 11" 10' 9½"<br>127' 2" 23' 7½" 13' 1" | M Trawler | Oil 4SA 8Cy.<br>Klöckner-Humboldt-Deutz |
| 641381<br>GMOJ<br>306441<br>Df Esd<br>Gc Rdr<br>RTm/h | **GEESTBAY**<br><br>**Geest Industries Ltd.**<br>Capt. I. S. McLean<br>Boston British | 7891<br>4265<br>8010 | ✠100A1<br>488' 3"(incl.BB)<br>✠LMC<br>✠Lloyd's RMC<br>MN2100 EL d†2⅒ *SQ | 1964–7 Nederl. Dok. & Schps.—Ams<br>~~488' 8"~~ 61' 9" 28' 10½"<br>442' 11" 61' 6" 38' 5"<br>RFD45' 2 dks<br>NS 7BH<br>rf 6" DK fwd WB1276t incl. Tunnel tanks 494t | M (12P) Ref<br>5 Ho 83½', 50', 36½', 48½', 51½'<br>In.327752<br>3 Ha (stl) (23'×19') (23', 23'×16½')<br>1 Ha (w) (14'×15')<br>1 Ha (stl) (23'×19')<br>10W Der 2(10) 8(5) | Oil 2SA 7Cy. 750×1500<br>10500bhp Sulzer<br>N.V. Werkspoor<br>2AuxB (1 o.f 1 ex.g.)<br>4×440kW 450V 60c/s a.c. |

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| **GEESTCAPE**<br>**Geest Industries Ltd.**<br>Capt. I. S. McLean<br>Boston<br>British | T.Mk<br>**4338**<br>2056<br>3800<br>**7679**<br>4119<br>8240 | **✠100A1**<br>489′ 7″(incl.BB)<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2100 EL d†2$\frac{3}{16}$″SQ | **1966–9** Scotts' S.B. & Eng. Co. Ltd.—Grk<br>~~489′ 7″~~ 63′ 2″ 21′ 1¼″/28′ 10″<br>442′ 0″ 63′ 0″ 38′ 4″<br>RFD47′ 2 dks, 2nd dk cargo loading not to exceed 100 c.ft/ton<br>RW 7BH<br>rf 6″ DK fwd WB1595t incl. Tunnel tanks 477t | M (12P) Ref<br>5 Ho 83½′, 50′, 36½′, 48¾′, 52′<br>In.337892<br>5 Ha (stl) (22½′×19′) (27¾′, 22½′×16½′) (13½′×18¾′) (22¾′×19′)<br>10W Der 2(12) 8(5) | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer 1538t (hvf)<br>G. Clark & N.E.M. Ltd. Sld<br>2AuxB (1 o.f 1 ex.g) 100lb<br>4×400, 400, 400, 200kW 450V 60c/s a.c.<br>21k |
| **GEESTDAM**<br>**Waling van Geest & Zn.**<br>'s Gravenzande<br>Netherland | **482**<br>283<br>400 | BV | **1958** Schps. C. Amels & Zoon—Makkum<br>176′ 1″ 24′ 3″ 9′ 4½″<br>23′ 11½″ 9′ 11″<br>1 dk<br>RW len 66 | M (70P) Mchy.aft<br>G.18600 B.17400<br>1 Ha (64′×14¾′)<br>Der 4(2) | Oil 2SA 8Cy. 190×350 mm<br>400bhp 30t<br>N.V. Mch. Bolnes Krimpen<br>11k |
| **GEESTDIEP**<br>**Waling van Geest & Zn.**<br>'s Gravenzande<br>Netherland | **487**<br>293<br>— | BV | **1961** A. Vuyk & Zonen—Capelle<br>179′ 5″ 24′ 6″ 9′ 4⅜″<br>24′ 5″ 9′ 10″<br>1 dk<br>len 66 | M (70P) Mchy.aft<br>1 Ha (64′×15¼′)<br>Der 2(2) | Oil 2SA 8Cy. 190×350 mm<br>400bhp<br>N.V. Mch. Bolnes Krimpen<br>10k |
| **GEESTDIJK**<br>**Waling van Geest & Zn.**<br>'s Gravenzande<br>Netherland<br>For later particulars see New Entries No. 1 | **318**<br>144<br>608 | BV | **1956** Niestern Schps. Unie N.V.—Hellevoetsluis<br>147′ 0″ 24′ 2″ 9′ 2″<br>132′ 0″ 23′ 11½″ 13′ 0″<br>1 dk | M Mchy.aft<br>G.18947 B.17390<br>1 Ha (60′×14¾′)<br>Der 4(2) | Oil 2SA 8Cy. 190×350 mm<br>400bhp<br>Mch. Bolnes c/h V. Cappellen Bolnes<br>10k |
| **GEESTE**<br>**Unterweser Reederei G.m.b.H.**<br>Bremen<br>W. German | **194**<br>—<br>— | GL | **1966** N.V. Schps. v/h H. H. Bodewes—Millingen<br>92′ 6″ 26′ 11″ 14′ 11″<br>86′ 3″ 26′ 3″ 17′ 1″<br>1 dk | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1320bhp 39t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×40, 25kW 220V d.c.<br>Directional propeller 11k |
| **GEESTEMÜNDE**<br>**Bugsier-, Reederei-u. Bergungs-A.G.**<br>Bremerhaven<br>W. German | **6507**<br>3778<br>9798<br>**9392**<br>5616<br>12000 | GL | **1956** Nordseewerke Emden—Emd<br>534′ 9″ 62′ 10″ 26′ 3″/29′ 5½″<br>493′ 8″ 62′ 8″ 39′ 8″<br>2 dks & S dk<br>RW | M (8P) Ref OSD/CSD<br>G.681710 B.622195 In.7062<br>7 Ha (stl) (27½′×19¾′) (45½′, 55′, 44¾′, 34′, 28¾′×24½′) (9¾′×16½′)<br>Der 1(30) 4(10) 2(5–10) 14(3–5) | Oil 2SA 6Cy. 750×2500 mm<br>8600bhp Doxford (hvf)<br>N.V. Wilton-Fijenoord Sch<br>3×350, 230, 15kW 220/380V 50c/s a.c.<br>Thw. thrust propeller aft 17k |
| **GEESTHAVEN**<br>**Geest Industries Ltd.**<br>Capt. I. S. McLean<br>Boston<br>British | **8042**<br>4308<br>8253 | **✠100A1**<br>**✠LMC** 489′ 7″(incl.BB)<br>**✠Lloyd's RMC**<br>MN2100 EL d†2$\frac{3}{16}$″SQ | **1966–12** Scotts' S.B. & Eng. Co. Ltd.—Grk<br>~~489′ 7″~~ 63′ 2″ 28′ 10¼″<br>442′ 0″ 63′ 0″ 38′ 4″<br>RFD47′ 2 dks<br>RW 7BH<br>rf 6″ DK fwd WB1595t incl. Tunnel tanks 447t | M Ref<br>In.337892 | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer<br>G. Clark & N.E.M. Ltd. Sld<br>2AuxB (1 o.f 1 ex.g) 100lb<br>4×400, 400, 400, 200kW 450V 60c/s a.c. |
| **ESTLAND**<br>**Waling van Geest & Zn.**<br>'s Gravenzande<br>Netherland | **1937**<br>1001<br>2119 | BV | **1960** Schps. Fa. C. Amels & Zoon—Makkum<br>328′ 1″ 44′ 11″<br>295′ 2″ 44′ 4″ 26′ 3″<br>2 dks & S dk | GT Ref OSD Mchy.aft<br>In.139157<br>2 Ha (each 35¾′×16¼′)<br>2W Der 2(3) | 4 free piston gas generators 2SA 340×904 mm & 1 gas turb dr geared to sc. shaft<br>3400shp 476t<br>N.V. Werkspoor Ams<br>Brown, Boveri & Cie. Mhm<br>17k |
| **GEESTPORT**<br>**Geest Industries Ltd.**<br>Capt. I. S. McLean<br>Boston<br>British | **7891**<br>4265<br>8010 | **✠100A1**<br>488′ 3″(incl.BB)<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2100 EL d†2$\frac{3}{16}$″SQ | **1964–11** Nederl. Dok. & Schps.—Ams<br>~~488′ 8″~~ 61′ 9″ 28′ 10¾″<br>422′ 11″ 61′ 6″ 38′ 5″<br>RFD45′ 2 dks, 2nd dk suitable for light cargoes only when portable dk cover is removed<br>7BH<br>rf 6″ DK fwd WB1586t incl. Tunnel tanks 494t | M (12P) Ref<br>5 Ho 83¼′, 50′, 36¼′, 48¾′, 51¾′<br>In.327752<br>3 Ha (stl) (23′×19′) (23′, 23′×16½′)<br>1 Ha (w) (14′×15′)<br>1 Ha (stl) (23′×19′)<br>10W Der 2(10) 8(5) | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer 1538t (hvf)<br>N.V. Werkspoor Ams<br>2AuxB (1 o.f. 1 ex.g) 100lb<br>4×440kW 450V 60c/s a.c. 21k |
| **GEESTSLUIS**<br>**Waling van Geest & Zn.**<br>'s Gravenzande<br>Netherland | **487**<br>293<br>400 | BV | **1962** A. Vuyk & Zonen—Capelle<br>179′ 5″ 24′ 6″ 9′ 4½″<br>24′ 5″ 9′ 10″<br>F33′ Q59′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 93¾′<br>G.22638 B.21627<br>1 Ha (68′×15¾′)<br>2W Der 2(2) | Oil 2SA 8Cy. 190×350 mm<br>400bhp 30t<br>N.V. Mch. Bolnes Krimpen<br>10k |
| **GEESTSTAR**<br>**Waling van Geest & Zn.**<br>'s Gravenzande<br>Netherland | **1972**<br>1001<br>1998 | BV | **1960** Schps. v/h De Groot & v. Vliet—Slikkerveer<br>325′ 9″ 44′ 11″ 13′ 11½″<br>295′ 3″ 44′ 3½″ 18′ 9″<br>2 dks & S dk | GT Ref OSD Mchy.aft<br>In.138000<br>2 Ha (each 37′×16¼′)<br>2W Der 2(3) | 4 free piston gas generators 2SA 340×904 mm & 1 gas turb dr geared to sc. shaft<br>3400shp 500t<br>N.V. Werkspoor Ams<br>Brown, Boveri & Cie. Mhm<br>17k |
| **GEESTSTROOM**<br>**Waling van Geest & Zn.**<br>'s Gravenzande<br>Netherland<br>For later particulars see New Entries No. 1 | **318**<br>135<br>360 | BV | **1954** A. Apol—Wirdum<br>144′ 0″ 23′ 4″ 9′ 2″<br>23′ 2″<br>P37′ F24′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 63¾′<br>G.17900 B.16100<br>1 Ha (60¾′×14½′)<br>3W Der 2(3) | Oil 4SA 6Cy. 285×420 mm<br>420bhp 28t<br>Masch. Augsburg Nürnberg Aug<br>9½k |
| **GEFION**<br>**Skibs A/S Gylfe**<br>Ek. Evensen<br>Oslo<br>Norwegian | **15999**<br>9539<br>24900 | NV<br>✠Classed LR until 6/64 | **1957–12** Kockums M/V A/B—Mmo<br>606′ 6″ 77′ 3″ 32′ 4½″<br>570′ 10″ 77′ 0″ 42′ 9″<br>P110′ B22′ F72′ 1 dk<br>rf 1″ | S Tanker Mchy.aft<br>24 Ta<br>L.1201150 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8300shp 2374t (o.f)–56pd<br>De Laval Kockums Skm & Mmo<br>2×450kW 450V a.c. 15½k |

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| 512720<br>YBCJ | **GEGER**<br>**Perusahaan Negara Garam**<br>Kalianget Indonesian | 379<br>207<br>590 | | ~~BV~~ | 1953 G. J. v.d. Werff's Scheeps.—Westerbroek<br>*169·0'* 29' 8"<br>... ... ...<br>1 dk & S dk | M OSD Mchy.aft<br>2 Ha (32½', 30½'×16½')<br>Der 2(6) 2(3) | Oil 4SA 6Cy. 270×500<br>430bhp<br>N.V. Werkspoor |
| 520895<br>BMDM<br>099<br>Df Esd<br>Gc<br>RTm/h/v | **GEH YUNG**<br>exLindi-66<br>exEl Salvador Victory-47<br>**Chinese Maritime Trust**<br>Keelung China (Taiwan) | 7634<br>4581<br>10730 | | AB | 1944 Oregon S.B. Corp.—Pld<br>455' 3" 62' 2" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S (12P) Ref<br>5 Ho 57½', 45', 78', 81', 75'<br>G.554824 B.486626<br>3 Ha (stl) (25', 24', 36'×22½')<br>2 Ha (w) (36', 24'×22½')<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc.<br>8500shp<br>Westinghouse Elec. & Mfg<br>2×300kW 120/240V d.c.<br>Thw. thrust propeller |
| 512722<br>DEFG<br>Df Esd<br>Rdr RT | **GEIER**<br>**Argo Reederei**<br>**R. Adler & Söhne**<br>Bremen W. German | 672<br>285<br>925<br>1112<br>623<br>1274 | | GL | 1954 Adler Werft G.m.b.H.—Bmn<br>*214·4'* 34' 6" 12' 2"/14' 4"<br>226' 0" 34' 4" 19' 2"<br>B40' F30' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>G.71000 B.63000<br>2 Ha<br>6W Der 1(10) 6(3-5) | Oil 2SA 8Cy. 350×500<br>1330bhp<br>Waggon-& Maschb. |
| 514131<br>DNII<br>RT | **GEIER**<br>exHammal-65<br>**Philipp Holzmann A.G.**<br>Hamburg W. German<br>Now **KHALDOON** See New Entries No. 2 | 363<br>13<br>244 | ✠100A1<br>tug<br>✠LMC | SS 10/66<br>EL (f) 1½" | 1948-8 Scott & Sons—Bwg<br>128' 6" 31' 1" 13' 0½"<br>119' 8" 31' 0" 14' 0"<br>B40'<br>3BH<br>BK6" WB68t incl. DT19t | S Tug | T 3Cy. 16½" 27" & 46"×<br>1000ihp<br>Plenty & Son Ltd.<br>SB 200lb hs(2580) |
| 513001<br>LMCN<br>Df RT | **GEILA**<br>exGert Hansen-67<br>**Leif Jenset Partrederi**<br>Molde Norwegian | ~~450~~ 160<br>~~69~~ 76<br>~~260~~ — | | BV | 1958 H. C. Christensens Staal. af 1949 —Marstal<br>109' 11" 21' 4" 10' 3"<br>100' 0" 21' 3"<br>1 dk<br>RW | Aux Mchy.aft | Oil 2SA 3Cy. 230×400<br>210bhp<br>Alpha-Diesel A/S |
| 542008<br>8LCA<br>92870 | **GEINAN MARU No. 1**<br>**Geinan Kisen K.K.**<br>Ondo Japanese | 366<br>203<br>— | | | 1963 Kanda Zosensho—Kur<br>157' 5" 24' 4" 10' 8"<br>141' 0" 24' 3" 11' 8"<br>1 dk | M Mchy.aft<br>G.24968 B.23025<br>1 Ha (72½'×15') | Oil 4SA 6Cy. 290×430<br>550bhp<br>Nippon Hatsudoki |
| 512724<br>TFED<br>Df Esd<br>Rdr<br>RT | **GEIR**<br>**Sildar &**<br>**Fiskimjølsverksmidjan h/f**<br>Reykjavik Icelandic | 655<br>241<br>— | ✠100A1<br>trawler<br>✠LMC | SS 10/64<br>EL (J)x | 1947-10 Cook, Welton & Gemmell Ltd. —Bev<br>194' 5" 30' 1" 15' 1½"<br>175' 0" 30' 0" 16' 0"<br>Q92' F34'<br>R 5BH<br>BK8" WB68t | S Trawler<br>2 Ho<br>4 Ha (stl)<br>Der 4(3) | T 3Cy. 16½" 28½" & 47"×<br>1250ihp<br>C. D. Holmes & Co. Ltd.<br>SB 225lb hs(4030)<br>2×80, 60kW 220V d.c. |
| 512725<br>LLFB | **GEIR-FINN**<br>**Jakob Myrestrand**<br>Måløy Norwegian | 104<br>37<br>— | | | 1944 Brattvåg Båtbygg—Brattvåg<br>*88·1'* 20' 0"<br>... ... ...<br>len 49 | Wood M Fishing Mchy.aft | Oil 2SA 4Cy.<br>260bhp NE50 Wichm<br>Haldorsen & Sönner |
| 512726<br>JWVS<br>Df Esd<br>Rdr<br>RTm | **GEIR JOHANSEN**<br>**J. M. Johansen A/S**<br>Svolvær Norwegian | 253<br>104<br>— | | | 1958 A/S Ankerløkken Slip. & M/V—Florö<br>127' 2" 23' 3" 11' 0"<br>23' 0" 12' 0"<br>1 dk len 66 | M Fishing Mchy.aft<br>2 Ho<br>3 Ha (stl) (8½', 8½'×6½') (3½'×3½')<br>Cr 1(11) Der 1(3) | Oil 2SA 4Cy. 280×420<br>400bhp<br>Wichmann Mtrf.<br>1×30kW 24V d.c. |
| 512727<br>JXWE<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GEIRA**<br>**Leif Erichsens Rederi A/S &**<br>**D/S A/S Forto**<br>Leif Erichsen<br>Bergen Norwegian | 11030<br>6256<br>15900 | | NV | 1963 A/B Götaverken—Got<br>508' 0" 68' 2" 31' 1"<br>470' 3" 68' 0" 33' 3"<br>P129' Q91' B25' F106' 2 dks, 3rd dk in Nos. 3 & 4 holds<br>rf nil | M (4P) CSD Mchy.aft<br>6 Ho 55½', 57½', 55½', 56½', 56½', 48½'<br>6 Ha (stl) (31½', 32', 32', 32', 32', 32'×26½')<br>20W Der 1(30) 2(10) 18(5) 2(3) | Oil 2SA 8Cy. 760×1300<br>7500bhp<br>A/B Götaverken<br>4×300, 300, 300, 130kW |
| 512728<br>LJNY<br>RT | **GEIRANGER**<br>**Forsikrings- A/S Vesta**<br>Ålesund Norwegian | 245<br>85<br>95 | | | 1937 Trondhjems M/V —Tdh<br>125' 9" 27' 0" 8' 6"<br>26' 10" 12' 0"<br>B64' 1 dk<br>R<br>BK6½" | M Ferry<br>1 Ho 20'<br>1 Ha (8'×5½')<br>1W | Oil 2SA 4Cy. 340×570<br>640bhp<br>Atlas Diesel |

**STRANDED & SANK 8/66—RAISED BUT SANK IN PORT 8/67**

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|---|---|---|---|---|---|---|---|
| 514524<br>TFIY<br>Df Esd<br>Rdr RT | **GEIRFUGL**<br>exHedinn-66<br>**Fiskanes h/f**<br>Grindavik Icelandic | 145<br>48<br>— | | NV | 1960 Søviknes Skibs. A/S—Syvikgrend<br>92' 4" 21' 1" 10' 8½"<br>81' 8" | M Fishing | Oil 4SA 6Cy. 210×300<br>400bhp<br>Gebr. Stork & Co. |
| 511024<br>LKSZ<br>Df Esd<br>RTh | **GEIRODD**<br>exEverard Christina-64<br>**Gudmund Grindhaug**<br>**Partrederi**<br>Kopervik Norwegian | 223<br>112<br>280 | | BV | 1949 "De Dageraad" W. J. Boot—Woubrugge<br>122' 3" 23' 0"<br>110' 10" 22' 10"<br>RW | M Trawler<br>1 Ho 51½'<br>1 Ha (31½'×10½')<br>Cr 1(3) Der 1(2) | Oil 4SA 6Cy. 300×<br>360bhp<br>Motorenf. "De Indust<br>4×68, 7½, 7½, 5kW |

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| **GEISHA**<br>Gerner Mathisen Rederi A/S<br>Oslo Norwegian | 1200<br>850<br>2215 | 244′ 0″<br>NV | 1967 Stocznia Gdanska—Gdansk<br>~~243′ 11″~~ 42′ 9″ ~~16′ 8½″~~ 16′ 4¼″<br>219′ 11″ 42′ 8″ 19′ 4″<br>P61′ F38′ 1 dk | M Mchy.aft<br>2 Ho 69′, 86½′<br>G.106725 B.94576<br>2 Ha (stl) (51¼′×23′) (74¾′×26¼′)<br>4W Der 2(10) 2(5) | Oil 4SA 8Cy. 320×450 mm<br>1600bhp 150t (d.o)<br>Atlas-Mak Masch. Kel<br>3×72kW 380V 50c/s a.c.<br>Controllable pitch propeller 12k |
| **GEITUNG**<br>exStar XXV-54 exSkudd 6-46<br>exHector 8-35<br>H. Håkonsen Partrederi<br>Skudeneshavn Norwegian | 298<br>121<br>— | NV | 1930 Kaldnes M/V—Tbg<br>136′ 10″ 25′ 1″ 14′ 0″<br>122′ 6″ ... ...<br>1 dk<br>R | M Fishing Mchy.aft<br>2 Ha (17¼′, 8½′×10¾′) | Oil 4SA 6Cy. 320×450 mm<br>1100bhp NE67<br>Atlas-Mak Masch. Kel |
| **GEIYO MARU**<br>Shinsei-sha K.K.<br>Shimonoseki Japanese | 295<br>126<br>— | | 1951 Matsuura Zosen—Hma<br>124′ 7″ 22′ 4″ 10′ 6″<br>22′ 2″<br>P42′ F16′ 1 dk<br>RW | M<br>G.16916 B.14126<br>1 Ha (47½′×12′)<br>Der 2(3) | Oil 4SA 6Cy. 290×430 mm<br>380bhp Emade—refitted51<br>Hatsudoki Seisakusho Kob<br>9½k |
| **GEIYO MARU No. 1**<br>exJoo Maru-64<br>H. Sumido<br>Kurahashi Japanese | 419<br>258<br>— | | 1961 Ujina Zosensho—Hma<br>*156·1′* 24′ 8″<br>24′ 6″<br>1 dk<br>len 65 | M Mchy.aft<br>1 Ha (63¼′×15¼′) | Oil 4SA 6Cy. 290×460 mm<br>580bhp<br>Hanshin Nainenki Kogyo Kob<br>11k |
| **GEIYO MARU No. 2**<br>T. Sumido<br>Kurahashi Japanese | 293<br>167<br>— | | 1961 Ujina Zosensho—Hma<br>*135·1′* 22′ 11″<br>22′ 9″<br>1 dk | M Mchy.aft<br>1 Ha (75′×16½′) | Oil 4SA 6Cy. 290×430 mm<br>400bhp<br>Nippon Hatsudoki Kob<br>11k |
| **GEIYO MARU No. 5**<br>Y. Kadoto<br>Kurahashi Japanese | 299<br>159<br>433 | | 1959 Ujina Zosensho—Hma<br>140′ 9″ 23′ 1″ 9′ 10″<br>124′ 7″ 22′ 11″ 10′ 10″<br>1 dk | M Mchy.aft<br>1 Ha (66½′×14′) | Oil 4SA 6Cy. 290×420 mm<br>380bhp<br>Nippon Hatsudoki Kob |
| Now **HOUN MARU No. 1** See New Entries No. 3 | | | | | |
| **GEIYO MARU No. 7**<br>Geiyo Kisen K.K.<br>Kurahashi Japanese | 269<br>153<br>— | | 1962 Ujina Zosensho—Hma<br>139′ 5″ 23′ 1″ 10′ 2″<br>124′ 7″ 22′ 11½″ 11′ 2″<br>1 dk | M Mchy.aft<br>G.20059 B.18222 | Oil 4SA 6Cy. 290×430 mm<br>400bhp 16t<br>Nippon Hatsudoki Kob |
| **GEIZER**<br>U.S.S.R.<br>Murmansk Russian | 4699<br>2270<br>2570 | ✠Classed LR until 11/66 | 1965-4 Burmeister & Wain—Cpn<br>337′ 0″ 52′ 7″ 18′ 2¾″<br>298′ 7″ 52′ 6″ 36′ 5″<br>RFD33′ 2 dks, 3rd dk sparred in Nos. 1, 2 & 3 holds, 4th dk sparred in Nos. 1 & 2 holds<br>rf 8″ DK fwd | M Fish Factory Ref<br>In.119911 | Oil 2SA 6Cy. 500×900 mm<br>3100bhp<br>Burmeister & Wain Cpn<br>Controllable pitch propeller |
| **GEJA**<br>exAktjo-56<br>L. Fekkes<br>Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Delfzijl Netherland | 200<br>97<br>269 | BV | 1937 Gebr. Niestern & Co.—Dzl<br>122′ 1″ 21′ 6″ 8′ 0″<br>... ... ...<br>1 dk<br>R | M Mchy.aft<br>G.13173 B.12600<br>2 Ha (32½′, 21¾′×13½′)<br>Der 1(1½) 1(1) | Oil 2SA 3Cy. 240×360 mm<br>150bhp 11t<br>Appingedammer Brons. Apg<br>8½k |
| **GEKKO**<br>Ceylon Navigation & Salvage Co. Ltd.<br>Calcutta Indian | 240<br>48<br>— | | 1916 Burn & Co. Ltd.—Cal<br>*120·6′* 23′ 0″<br>... ... ...<br>R | TS Tug | C 4Cy. 15″ & 30″×21″<br>Emade92refitted61<br>Cox & Co. Fal |
| **GEKKO MARU**<br>Sanko Kisen K.K.<br>Amagasaki Japanese | 77041<br>49610<br>128000 | NK | 1967 Hitachi Zosen—Sakai<br>149′ 9″ 48′ 6″<br>899′ 0″ 149′ 7″ 70′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 12Cy. 840×1800 mm<br>27600bhp B&W<br>Hitachi Zosen Osa |
| **GEKKO MARU**<br>Tokyo Tanker K.K.<br>Tokyo Japanese | 24612 ~~25292~~<br>16253 ~~16961~~<br>41201 | ✠Classed LR until 1/65<br>AB NK | 1959-10 Kawasaki Dkyd Co. Ltd.—Kob<br>710′ 0″ 92′ 11″ 37′ 3″<br>672′ 7″ 92′ 6½″ 48′ 7″<br>P135′ B39′ F81′ 1 dk<br>RW<br>rf 6″ | S Tanker Mchy.aft<br>33 Ta<br>L.1987305 | 2 S Turb dr geared to sc. shaft<br>16500shp 4047t (o.f)<br>Kawasaki Dkyd Co. Ltd. Kob<br>2×640kW 450V 60c/s a.c. 16½k |
| **GEKKO MARU**<br>Marubishi Unyu Y.K.<br>Kobe Japanese | 140<br>38<br>— | | 1961 Yamamoto Zosen Tekkosho—Kochi<br>90′ 6″ 24′ 3″ 7′ 10″<br>... ... ...<br>RW | TM Tug | 2 Oil 4SA each 6Cy. 300×430 mm<br>1100bhp<br>Fiji Seisakusho Tateyama<br>10½k |
| **GEKKO MARU**<br>Tokai Tanker K.K.<br>Yokkaichi Japanese | 120<br>63<br>— | | 1954 Uchida Zosen—Ise<br>*85·8′* 23′ 0″<br>85′ 3″ 22′ 11″ 8′ 2″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×390 mm<br>180bhp<br>Ito Tekkosho Shimizu<br>7½k |
| **GEKKO MARU**<br>Nippon Suisan K.K.<br>Tokyo Japanese | 116<br>48<br>112 | | 1963 Kukinoumi Zosen—Wakamatsu<br>110′ 4″ 18′ 1″<br>97′ 5″ 18′ 0″ 8′ 10″<br>1 dk<br>rf 9⅞″ | M Fishing Mchy.aft<br>4 Ho 8¼′, 8¾′, 8¾′, 8¾′<br>2 Ha (each 3¼′×3¾′) | Oil 4SA 6Cy. 260×400 mm<br>420bhp (hvf)<br>Niigata Eng. Co. Ltd. Niigata<br>1×15kW 115V d.c.<br>Controllable pitch propeller |

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| 508354<br>ILWD<br>666<br>Df Pfd<br>RTm | **GELA**<br>exD. A. Azuni–67<br>**Atlas Soc. di Nav. S.p.A.**<br>Palermo Italian | 827<br>465<br>886 | RI | 1946 S.A. Ansaldo Cant. Nav. Cerusa—Gen<br>228' 5" 36' 2" 11' 1"<br>206' 8" 36' 0" 16' 4"<br>F31' 1 dk<br>R | TM Mchy.aft<br>2 Ho<br>G.561000 B.502000<br>3 Ha (19¾', 29¼', 19¾'×17¾')<br>Cr 6(2) Der 1(7) 6(2) | 2 Oil 4SA each 7Cy.<br>700bhp<br>S.A. Ansaldo<br>3×10, 10, 6kW 120V d.c. |
| 541126<br>PEHC<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GELDERLAND**<br><br>**N.V. Bureau Wijsmuller**<br>Ymuiden Netherland | 598<br>108<br>— | AB | 1963 Schpsw. Kramer & Booy—Kootstertille<br>158' 9" 34' 0" 15' 6½"<br>142' 7" 33' 0" 18' 0"<br>1 dk | M Tug | 2 Oil 2SA each 6Cy.<br>geared to sc. shaft<br>1600bhp<br>N.V. Werkspoor<br>Controllable pitch propeller |
| 512742<br>UNGW<br>M-12031 | **GELENDZHIK**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 1571<br>674<br>885 | | 1956 Burmeister & Wain—Cpn<br>238' 7" 37' 10" 14' 1½"<br>214' 11" 37' 9" 19' 0"<br>1 dk | M Fish Carrier Mchy.aft<br>2 Ho<br>In.46898<br>2 Ha (each 13¾'×10')<br>5W Der 1(5) 4(2) | Oil 2SA 6Cy.<br>Burmeister & Wain |
| 680144<br><br><br>Df Esd<br>Gc Rdr<br>RTv | **GELMIREZ**<br><br>**Pescanova S.A.**<br>Jose Fernandez<br>Vigo Spanish | 3000<br>—<br>3200 | | 1967 Ast. Construcciones S.A.—Vgo<br>360' 1" 46' 0" 17' 0¾"<br>328' 1" 45' 11" 27' 1"<br>F128' 2 dks | M Stern Trawler Mchy.aft<br>4 Ho 81½', 88', 41¾', 90'<br>4 Ha (stl) (14½', 14½'×3') (4½', 4½'×4½')<br>6W Der 6(3) | Oil 4SA 12Cy.<br>4000bhp<br>Klöckner-Humboldt-Deutz<br>4×381kW 380V 50c/s a.c. |
| 660204<br>EFKG<br><br>Df Esd<br>RT | **GELO**<br><br>**Comercial Pesquera Sudatlantica S.L.**<br>Huelva Spanish | 251<br>102<br>249 | BV | 1965 Soc. Española de Const. Nav.—Cdz<br>117' 4" 23' 9" 9' 10¼"<br>105' 0" 23' 7½" 12' 8" | M Trawler | Oil 4SA 6Cy.<br>825bhp<br>Naval-Stork-Werkspoor |
| 542009<br>PEHH<br><br>Df Esd<br>Pfd Rdr<br>RT | **GELRIA**<br><br>**N.V. Zeevisserij Maats. "Limburgia"**<br>Ymuiden Netherland | 144<br>54<br>— | | 1963 Schpsb. K. Hakvoort—Monnickendam<br>97' 5" 21' 6"<br>84' 10" 21' 4" 11' 0" | M Trawler | Oil 4SA 8Cy.<br>N.V. Mch. Bolnes |
| 512744<br>DIGT<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **GELSENKIRCHEN**<br><br>**F. Boehm & Co. G.m.b.H.**<br>"Nordsee" Deutsche Hochseefisch. G.m.b.H.<br>Hamburg W. German | 650<br>261<br>724 | GL | 1954 A.G. "Weser" Werk Seebeck—Bhn<br>203' 5" 30' 2" 14' 4½"<br>30' 0" 16' 5"<br>P11' F36' 1 dk<br>R<br>rf 33½" | S Trawler<br>1 Ho 41'<br>4 Ha (each 4'×4') | T 3Cy. 14⅛" 21¼" &<br>exhaust turb<br>750ihp<br>A.G. "Weser" Werk<br>2×28kW 220V 50c/s a.c. |
| 528154<br>6ZIX<br>2305<br>Df Esd<br>Gc Rdr<br>RT | **GEM**<br>exPolyeagle–65 exAvance–59<br>**Mercuria Transportation Co. Inc.**<br>Monrovia Liberian | 10381<br>6261<br>16050 | ✠100A1 TD4 9/66<br>oil tanker<br>✠LMC<br>MN1200 EL f†2½"SQ | 1952–4 Kockums M/V A/B—Mmo<br>533' 4" 63' 2" 29' 10½"<br>500' 0" 63' 0" 38' 6"<br>P95' B40' F67' 1 dk, 2nd dk clear of cargo tanks<br>12BH<br>WB477t | M Tanker Mchy,aft<br>20 Ta<br>L.788330 HeCls. C | Oil 2DA 6Cy.<br>6000bhp MAN<br>Kockums M/V A/B<br>2AuxB 180lb |
| 527639<br>ELGW<br>274<br>Df Esd<br>Gc Rdr<br>RT | **GEM STAR**<br>exPetroking–66<br>**Gem Navigation Co.**<br>Monrovia Liberian | 21576<br>14590<br>38264 | AB | 1953 Nat. Bulk Carriers Inc. (Kure Shpyd Div.)—Kur<br>673' 0" 92' 4" 34' 9½"<br>645' 0" 92' 0" 46' 0"<br>P120' B42' F102' 1 dk<br>RW<br>rf 3" | S Tanker Mchy.aft<br>30 Ta<br>L.1590160 | 2 S Turb dr geared<br>17600shp<br>General Electric Co. |
| 509625<br><br><br>Df Esd<br>Gc Rdr | **GEMA**<br>exEastern Venture–67<br>exCape Sable–58<br>**P.T. Gesuri Lloyd**<br>Indonesian | *4476*<br>*2723*<br>7340 | BV<br>✠Classed LR until 7/59<br>**BROKEN UP** | 1936–3 Lithgows Ltd.—P.Gl<br>388' 0" 53' 0" 22' 11"<br>373' 11" 52' 9" 27' 11"<br>P34' B108' F39' 1 dk<br>R | S<br>4 Ho 60', 80', 19' DT, 68', 65'<br>G.380399 B.348435<br>5 Ha (27', 32½', 15¾', 32½', 27½'×18')<br>10W Der 4(5) 1(3) | T 3Cy. 25" 41" &<br>1980ihp<br>D. Rowan & Co. Ltd.<br>2×15, 12kW 110V d.c. |
| 531704<br>HOKU<br><br>Df Gc<br>Pfd Rdr<br>RT | **GEMESIF**<br>exSebastiano Venier–66<br>exIlliria–55<br>**Naviera Gemesif Ltda. S.A.**<br>Panama Panamanian | 7943<br>4856<br>10852 | AB RI<br>✠Classed LR until 7/55 | 1943–9 C.R.D. Adriatico—Tri<br>498' 8" 62' 0" 26' 3"<br>470' 0" 59' 1" 34' 2"<br>P100' B44' F54' 1 dk<br>RW conv tanker 55<br>rf 3" | M Mchy.aft<br>5 Ho<br>B.542000<br>5 Ha | Oil 2DA 6Cy.<br>7300bhp<br>S.A. Fiat S.G.M. |
| 512745<br>ICVE<br>3285<br>Df Esd<br>Gc Rdr<br>RT | **GEMINI**<br><br><br>**"Esperide" Società di Navigazione**<br>Genoa Italian | 23177<br>12043<br>38889 | ✠100A1 SS 12/66<br>✠LMC<br>MN3360 EL r†$2\frac{11}{16}$"SQ<br>AB RI | 1962–9 Ansaldo S.p.A.—Gen<br>679' 0" 92' 3" 38' 5½"<br>637' 0" 91' 10" 51' 7"<br>P131' F68' 1 dk<br>NS 9BH<br>rf nil WB16268t incl. DTm1520t DTsf339t Topside tanks in holds 5627t | M Bulk Carrier Mchy.aft<br>6 Ho<br>B.1559000<br>6 Ha | Oil 2SA 8Cy.<br>16800bhp<br>Ansaldo Stab.<br>2AuxB |
| 671702<br><br>412<br>Esd RT | **GEMINI I**<br><br>**Domenico Placenti**<br>Trapani Italian | 126<br>42<br>— | | 1966 Cant. Nav. Mario Morini—Anc<br>96' 9" 22' 9" 8' 2"<br>75' 5" 22' 3" 10' 5"<br>1 dk | Wood M Trawler Mchy.aft | Oil 4SA 6Cy.<br>375bhp<br>Klöckner-Humboldt |

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| **GEMINUS**<br>Società per Azioni Rimorchiatori Riuniti "Panfido & C."<br>Venice<br>Italian | **152**<br>20<br>— | | RI | **1966** N.V. Schps. v/h H. H. Bodewes—Millingen<br>92′ 10″ 27′ 6″ 10′ 11″<br>86′ 2″ 26′ 3″ 15′ 3″<br>1 dk | M Salvage Tug<br>Der 2(1) | 2 Oil 4SA each 8Cy. 220×280 mm<br>1200bhp 40t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×75kW 220/380V 50c/s a.c.<br>2 Directional propellers fwd 12k |
| **GEMLIK**<br>**Denizcilik Bankasi T.A.O.**<br>Denizyollari Isletmesi<br>Istanbul<br>Turkish | **1926**<br>983<br>632 | **✠100A1**<br>for service between all European, Mediterranean & Black Sea ports<br>**✠LMC**<br>MN760 | SS 12/65<br>ELq | **1952–12** Boele'sSchps.&Mach.—Bolnes<br>281′ 0″ 40′ 4″ 12′ 6″<br>255′ 3″ 40′ 0″ 15′ 11″<br>B&F184′ 1 dk, 2nd dk clear of ER<br>RW 7BH<br>WB72t | TM (591P)<br>1 Ho 60¾′<br>G.20977 B.18000<br>1 Ha (20′×10¾′)<br>2W Cr 1(3) | 2 Oil 2SA each 8Cy. 420×750 mm<br>3800bhp B&W 98t (d.o)<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>db 71℔<br>4×135, 135, 135, 38kW 115/230V d.c.<br>16k |
| **GEMMA**<br>exWadal–65<br>Van Nievelt, **Goudriaan & Co.'s Stoomvaart Maats. (Hamburg) G.m.b.H.**<br>Hamburg<br>W. German | **3514**<br>1806<br>5366<br>**5058**<br>2787<br>7293 | | GL | **1958** Elsflether Werft A.G.—Elsfleth<br>393′ 0″ 52′ 7″ 22′ 2½″/25′ 11¾″<br>357′ 0″ 52′ 6″ 32′ 10″<br>1 dk & S dk<br>RW | M (6P) OSD/CSD<br>4 Ho 61¾′, 89¼′, 50¼′, 63¾′<br>G.374496 B.334204<br>4 Ha (stl) (34½′, 64¼′ comb., 32¼′, 34½′×21¾′)<br>Der 1(29½) 1(10) 2(5–10) 6(5) 2(3–5) | Oil 2SA 5Cy. 680×1200 mm<br>4250bhp (hvf)<br>Borsig A.G. Bln<br>3×150kW 220V d.c. 14½k |
| **GEMMA**<br>"VEGA" **Cia. Siciliana di Navigazione S.p.A.**<br>Messina<br>Italian | **1599**<br>911<br>3157 | | RI | **1961** Cant. Nav. Cassaro—Mes<br>324′ 6″ 46′ 1″ 17′ 8⅜″<br>300′ 8″ 45′ 11″<br>1 dk & S dk | M OSD Mchy.aft<br>3 Ho<br>G.220000 B.203000<br>8W Der 1(15) 8(8) | Oil 2SA 6Cy. 450×740 mm<br>1500bhp 190t<br>Ansaldo Stab. Mecc. Gen<br>13k |
| **GEMMA**<br>Deutsche **Seereederei**<br>Rostock<br>E. German | **617**<br>230<br>840 | | DSRK | **1958** VEB Peene-Werft—Wolgast<br>194′ 6″ 32′ 3″ 11′ 10″<br>32′ 1″ 19′ 0″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 94¼′<br>G.54738 B.51518<br>Cr 2 | Oil 4SA 8Cy. 320×480 mm<br>550bhp 36t<br>Schwermasch. Karl Liebknecht Mgd<br>10k |
| **GEMMA**<br>Stern-Linie **Hemmersam u.** Hornemann<br>Lübeck<br>W. German<br>Now **SIBA BARI** See New Entries No. 8 | **320**<br>115<br>505 | | GL | **1952** Werft Nobiskrug—Rendsburg<br>169′ 10″ 26′ 7″ 9′ 6¼″<br>26′ 5″ 16′ 9″<br>1 dk & S dk<br>RW | M Cattle Carrier OSD Mchy.aft<br>G.32010<br>2 Ha | Oil 4SA 8Cy. 290×420 mm<br>500bhp (d.o)<br>Masch. Kiel A.G. Kel<br>2×15, 7½kW 110V d.c. |
| **GEMSTONE**<br>Gemstone **Shipping Corp.**<br>Monrovia<br>Liberian | **6213**<br>4340<br>—<br>~~9007~~<br>~~5447~~<br>~~13284~~ | **✠100A1**<br>**✠LMC**<br>MN1350 | SS 12/65<br>EL d†2$\frac{3}{16}$″SQ | **1957–4** Nordseewerke Emden—Emd<br>503′ 4″ 62′ 4″ 26′ 3¼″/29′ 7″<br>462′ 11″ 62′ 0″ 39′ 3″<br>F102′ 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 4″ DK fwd WB3141t incl. Tunnel tanks 509t DTm1438t | M OSD/~~CSD~~<br>5 Ho 61′, 72′, 41½′, 70½′, 52′<br>5 Ha (stl) (32′, 44½′, 44½′, 36¾′, 36¾′×23′)<br>Der 1(30) 1(15) 2(10) 12(5) | Oil 2SA 6Cy. 780×1400 mm<br>6750bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>WTAuxB 114℔<br>3×440V 60c/s a.c. |
| **GEN-EI MARU**<br>Kyoei **Tanker K.K.**<br>Kobe<br>Japanese | **7751**<br>4449<br>11617 | | NK | **1958** Ishikawajima Jukogyo—Tok<br>459′ 0″ 59′ 10″ 28′ 10¾″<br>426′ 6″ 59′ 8½″ 38′ 1″<br>2 dks<br>RW<br>rf 4″ | M<br>5 Ho 65½′, 79½′, 52½′, 39¼′, 59′<br>G.558504 B.510970<br>5 Ha (27′×19¾′) (49¾′, 47¼′, 28¾′, 39′×23′)<br>Der 4(10) 10(2) | Oil 2SA 7Cy. 720×1250 mm<br>6500bhp Sulzer 1264t (hvf)<br>Uraga Diesel Kogyo Tamashima<br>2×80kW 450V 60c/s a.c. 15¼k |
| **GEN MARU No. 5**<br>R. Seki<br>Toi<br>Japanese | **138**<br>82<br>— | | | **1959** Sugane Zosensho—Yka<br>*97·2′* 22′ 5″<br>… … …<br>1 dk | M Mchy.aft<br>1 Ha (51¾′×18′) | Oil 4SA 4Cy. 220×360 mm<br>Emade49refitted59<br>Niigata Tekkosho Niigata |
| **GENC**<br>exMiralay Nazim Bey–38<br>exColibri exRouge Gorge<br>Ali Pandir & **Refik Can**<br>Istanbul<br>Turkish | **329**<br>157<br>420 | | | **1920** Forg. & Ch. de la Medit.—La Seyne<br>*132·2′* 24′ 0″ 13′ 6″<br>… … …<br>1 dk<br>R | M | Oil<br>Emade—refitted59<br>Burmeister & Wain Cpn |
| **GENCA**<br>C.V. Scheepvaart Onderneming **"Genca"**<br>Spliethoff's Bevrachtingskantoor **N.V.**<br>Amsterdam<br>Netherland | **498**<br>282<br>1041 | **✠100A1**<br>Ice Class 2<br>**✠LMC**<br>MN172 | SS 4/65<br>EL m 1¼″SQ | **1961–7** N.V. Bodewes Schps.—Martenshoek<br>225′ 2″ 33′ 10″ 13′ 0¾″<br>204′ 4″ 33′ 5½″ 20′ 2″<br>F26′ 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf nil WB261t | M OSD Mchy.aft<br>G.75419 B.69023 | Oil 4SA 8Cy. 330×600 mm<br>860bhp 79t<br>N.V. Werkspoor Ams<br>10½k |
| **GENCLIK**<br>D.B. Deniz Nakliyati **T.A.S.**<br>Istanbul<br>Turkish | **8985**<br>5423<br>12680 | **✠100A1**<br>**✠LMC**<br>MN1680 | SS 7/65<br>EL d†2$\frac{3}{16}$″SQ | **1961–5** Nav. di Taranto—Tno<br>494′ 11″ 62′ 11″ 29′ 4″<br>459′ 0″ 62′ 8″ 39′ 0″<br>F38′ 2 dks<br>RW 7BH to U dk 1 to 2nd dk<br>rf 6″ WB3058t incl. DTma1268t | M (8P)<br>5 Ho 58′, 66¼′, 67′, 54¾′, 72′<br>G.665676 B.607936<br>5 Ha (stl) (31½′×19¾′) (42¼′, 42¼′, 42¼′, 42¼′×26¼′)<br>10W Der 1(30) 16(5) | Oil 2SA 7Cy. 750×1320 mm<br>8400bhp 774t (hvf)<br>S.A. Fiat S.G.M. Tur<br>2db 100℔<br>3×250kW 115/230V d.c. 16½k |
| **GENEPESCA I**<br>Cia. Generale **Italiana della** Grande Pesca<br>Leghorn<br>Italian | **1654**<br>940<br>1799 | | RI | **1950** C.R.D. Adriatico—Tri<br>250′ 11″ 39′ 0″<br>227′ 10″ 38′ 9″ 20′ 7″<br>P60′ F64′<br>RW | M Trawler<br>4 Ho | Oil 2SA 6Cy. 450×740 mm<br>1200bhp Emade42fitted50 559t<br>C.R.D. Adriatico Tri<br>12k |

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|---|---|---|---|---|---|---|---|
| 512760<br>IBSR<br>602<br>Rdr RT | **GENEPESCA II**<br>**Cia. Generale Italiana della Grande Pesca**<br>Leghorn Italian | 1650<br>855<br>1826 | | RI | **1950** C.R.D. Adriatico—Tri<br>250' 11" 39' 0"<br>227' 0" 38' 9" 20' 7"<br>P60' F64'<br>RW | M Trawler<br>4 Ho | Oil 2SA 6Cy. 450 x [illegible]<br>1200bhp [illegible]<br>S.A. Fiat S.G.M. |
| 512761<br>IVEX<br>3<br>RT | **GENEPESCA III**<br>exAmba Aradam–47<br>exUmberto Lupi–36<br>**Cia. Generale Italiana della Grande Pesca**<br>Gaeta Italian<br>Now **ANIENE I** See New Entries No. 1 | 406<br>192<br>— | | RI | **1932** Soc. Ital. E. Breda—Ven<br>168' 11" 24' 5"<br>154' 3" 24' 3" 13' 2"<br>P10' F26'<br>R | M Trawler<br>2 Ho | Oil 4SA 6Cy. 370 x [illegible]<br>600bhp NE54<br>Ansaldo S.p.A. |
| 512762<br>INQH<br>299<br>Df<br>RT | **GENEPESCA IV**<br>exMinerva–48<br>**Cia. Generale Italiana della Grande Pesca**<br>Leghorn Italian | 1227<br>684<br>— | **BROKEN UP** | RI | **1937** Ch. & At. de St. Nazaire (Penhoët) —Quevilly<br>232' 11" 34' 7"<br>218' 0" 34' 5" 19' 7"<br>P5' Q73' F46'<br>R | M Trawler<br>2 Ho | Oil 4SA 6Cy. 450 x [illegible]<br>1200bhp B&W<br>Ch. & At. de St. Nazaire |
| 512763<br>INQJ<br>500<br>Esd Pfd<br>Rdr RT | **GENEPESCA V**<br>exCharles Prentout–59<br>exNordhav 4–55<br>**Cia. Generale Italiana della Grande Pesca**<br>Leghorn Italian<br>Now **QUINTUS** See New Entries No. 10 | 628<br>296<br>591 | | RI | **1951** H. C. Stülcken Sohn—Ham<br>191' 1" 29' 5"<br>169' 11" 29' 3" 16' 2"<br>F33'<br>RW<br>BK7½" | M Trawler<br>1 Ho | Oil 2SA 6Cy. 350 x [illegible]<br>1000bhp<br>Waggon & Masch. |
| 512764<br>IQRC<br>310<br>RT | **GENEPESCA VI**<br>exMariska–48 exVirginia<br>**Cia. Generale Italiana della Grande Pesca**<br>Leghorn Italian<br>Now **AFRICA I** See New Entries No. 9 | 711<br>463<br>— | ✠Classed LR until 12/29 | RI | **1921–11** Nakskov Skibs A/S—Nkv<br>177' 10" 31' 2"<br>169' 3" 31' 0" 14' 3"<br>R | M Trawler<br>1 Ho<br>conv dry cargo ship 48 | Oil 2SA 4Cy. 360 x [illegible]<br>660bhp NE48<br>S.A. Fiat S.G.M. |
| 640736<br>INQO<br>547<br>Df Esd<br>Gc Rdr<br>RT | **GENEPESCA VIII**<br>**Cia. Generale Italiana della Grande Pesca**<br>Leghorn Italian | 1370<br>661<br>529 | | RI | **1963** Cant. Nav. Breda—Ven<br>240' 11" 36' 10" 15' 2"<br>210' 7" 36' 1" 17' 10"<br>Q23' B61' 2 dks<br>RW | D-E Trawler<br>2 Ho<br>In.19988<br>2W Der 2(3) | 3 Oil 4SA each [illegible] connected to elec. shaft<br>S.A. Fiat S.G.M. |
| 642257<br>INQL<br>571<br>Df Esd<br>Gc Rdr<br>RT | **GENEPESCA IX**<br>**Cia. Generale Italiana della Grande Pesca**<br>Leghorn Italian | 1370<br>661<br>528 | | RI | **1964** Cant. Nav. Breda—Ven<br>240' 11" 36' 10" 15' 2"<br>210' 7" 36' 1" 17' 10"<br>Q23' B61' 2 dks<br>RW | D-E Trawler<br>2 Ho<br>In.19988<br>2W Der 2(3) | 3 Oil 4SA each [illegible] connected to elec. shaft<br>S.A. Fiat S.G.M. |
| 650012<br>INQS<br>575<br>Df Esd<br>Gc Rdr<br>RT | **GENEPESCA X**<br>**Cia. Generale Italiana della Grande Pesca**<br>Leghorn Italian | ~~1370~~ 1378<br>~~660~~ 667<br>529 | | RI | **1964** Cant. Nav. Breda—Ven<br>240' 11" 36' 10" 15' 1"<br>210' 7" 36' 1" 17' 10"<br>Q23' B61' 2 dks<br>RW | D-E Trawler<br>2 Ho<br>In.19988<br>2W Der 2(3) | 3 Oil 4SA each [illegible] connected to elec. shaft<br>S.A. Fiat S.G.M.<br>Controllable pitch [illegible] |
| 512765<br>WE6002<br>225237<br>Rdr RT | **GENERAL**<br>**Mariner Steamship Co. Inc.**<br>New York United States | 634<br>366<br>920 | | | **1925** Bethlehem S.B. Corp. Ltd.—S.Fo<br>176' 6" 32' 2" 12' 2"<br>170' 0" 32' 0" 14' 0"<br>1 dk<br>R<br>rf 6" | D-E Mchy.aft<br>conv tanker 57 | 2 Oil 4SA each [illegible] connected to elec. [illegible]<br>Atlas Imperial Eng. [illegible] |
| 651649 | **GENERAL VIII**<br>**Thames & General Lighterage Ltd.**<br>London British | 94<br>—<br>— | ✠Class **WITHDRAWN** at Owners' request 10/68 | | **1965–10** R. Dunston Ltd.—Thorne<br>81' 7" 20' 5"<br>74' 0" 20' 0" 10' 0" | M Tug | Oil 4SA 8Cy. [illegible]<br>Mirrlees National Ltd. |
| 670223<br>DUIK<br>212012<br>Gc Rdr<br>RT | **GENERAL AGUINALDO**<br>**Republic of the Philippines**<br>General Shipping Co. Inc.<br>Manila Philippine | 14822<br>11391<br>24664 | | AB | **1966** Uraga Hvy Ind. Ltd.—Yokosuka<br>569' 3" 83' 1" 31' 2½"<br>539' 6" 83' 0" 45' 3"<br>1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>6 Ho<br>G.1126324<br>6 Ha<br>Der 2(10) 10(5) | Oil 2SA 6[illegible]<br>9200bhp Sulzer<br>Uraga Hvy Ind. Ltd. |
| 512767<br>ELBR<br>140<br>Df Esd<br>Gc | **GENERAL ARTIGAS**<br>exFort Nashwaak–48<br>**Oceanic Transport Corp.**<br>Monrovia Liberian | 6992<br>4242<br>10820 | ✠Classed LR until 10/65<br>**BROKEN UP** | AB | **1943–2** Burrard D.D. Co. Ltd.—Vcr<br>441' 6" 57' 2" 27' 8¼"<br>416' 0" 56' 10" 37' 4"<br>2 dks<br>RW | S CSD<br>5 Ho<br>G.505138 B.451010<br>6 Ha<br>10W Der 10(5) | T 3Cy. 24½" 37" & [illegible]<br>2500ihp<br>Dominion Eng. Wks |
| 512770 | **GENERAL BAGRAMIAN**<br>exCleopatra exElder–35<br>exCleopatra<br>**U.S.S.R.**<br>Russian | 1936<br>848<br>— | | | **1920** Reiherstieg Schiffs.—Ham<br>*258-6'* 37' 8"<br>37' 6"<br>1 dk<br>R | S Mchy.aft | T 3Cy. 16½" 27½" & [illegible]<br>Reiherstieg Masch. |

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| **GENERAL BEM**<br>exDona Aniceta-50<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia<br>Polish | **5307**<br>3003<br>8580 | PR<br>✠Classed LR until 1/55 | **1940**-1 C.R.D. Adriatico—Tri<br>439′ 5″ 55′ 8″ 25′ 3″<br>55′ 6″ 29′ 0″<br>F35′ 1 dk & S dk | M (12P) OSD<br>5 Ho<br>G.488040 B.444989<br>5 Ha (33½′, 33¾′, 28¾′, 33¾′, 32¾′ × 20′)<br>12W Der 1(30) 12(5) | Oil 2SA 8Cy. 730 × 1250 mm<br>7600bhp 1525t (d.o)<br>C.R.D. Adriatico Tri<br>5 × 120, 75, 75, 75, 15kW 220V d.c. 14k |
| **GENERAL BOCHAROV**<br>**U.S.S.R.**<br>Novorossisk<br>Russian | **15255**<br>8839<br>20800 | | **1966** Brodogradiliste III Maj—Rka<br>610′ 3″ 77′ 0″ 30′ 2⅛″<br>570′ 10″ 76′ 9″ 41′ 0″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 8Cy. 740 × 1600 mm<br>12000bhp B&W<br>Brodogradiliste "Uljanik" Pla |
| **GENERAL CAPINPIN**<br>exGeneral Segundo-67<br>exCotabato J.<br>**Aboitez Shipping Co.**<br>Manila<br>Philippine | **761**<br>380<br>571 | | **1944** Wheeler S.B. Corp.—<br>Whitestone, N.Y<br>217′ 0″ 32′ 0″<br>… … …<br>2 dks<br>len | TM Mchy.aft | 2 Oil 2SA each 6Cy. 220 × 265 mm<br>General Motors Corp. Det |
| **GENERAL CHERNAKHOVSKY**<br>exBochum-46<br>**U.S.S.R.**<br>Russian | **6121**<br>3772<br>— | ✠Classed LR until 2/34 | **1922**-2 A.G. Vulkan—Ham<br>*450·0′* 58′ 2″<br>58′ 0″<br>2 dks<br>R | S | T 3Cy. 31½″ 52⅔″ & 84¼″ × 59 13/16″ & LP turb with dr gearing<br>A.G. Vulkan Ham |
| **GENERAL COLOCOTRONIS**<br>exVestvard-67<br>**Astro Constante Cia. Nav. S.A.**<br>Piræus<br>Greek | **11916**<br>6879<br>18178 | NV | **1955** Smith's Dock Co. Ltd.—Mdb<br>555′ 5″ 71′ 4″ 29′ 8¼″<br>530′ 0″ 71′ 0″ 39′ 0″<br>P123′ B37′ F62′ 1 dk<br>RW<br>rf 3½″ | M Tanker Mchy.aft<br>27 Ta<br>HeCls. C | Oil 2SA 7Cy. 750 × 2000 mm<br>7600bhp 1600t (hvf)–28pd<br>J. G. Kincaid & Co. Ltd. Grk<br>3 × 50kW 110V d.c. 14k |
| For later particulars see New Entries No. 1 | | | | | |
| **GENERAL DE JESUS**<br>exGeneral Lim-62<br>exGeneral Malvar<br>**Cebu-Bohol Ferry Co. Inc.**<br>Manila<br>Philippine | **756**<br>394<br>585 | | **1944** Wheeler S.B. Corp.—Whitestone, N.Y<br>217′ 0″ 32′ 0″<br>31′ 10″<br>2 dks<br>len — | TM Mchy.aft | 2 Oil 2SA each 6Cy. 220 × 265 mm<br>General Motors Corp. Det |
| **GENERAL DEL PILAR**<br>exMactan-67<br>exMasthead Knot-57<br>**General Shipping Co. Inc.**<br>Manila<br>Philippine | **3805**<br>2123<br>6060 | AB | **1945** Consolidated Stl Corp.—Wmg, Cal<br>338′ 8″ 50′ 4″ 23′ 5″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>rf nil | M Ref Mchy.aft<br>4 Ho 42′, 77′, 65′, 31′<br>B.237000<br>3 Ha (stl) (20′, 40′, 40′ × 20′)<br>1 Ha (w) (8′ × 9′)<br>Der 1(30) 10(5) 2(1½) | Oil 2SA 6Cy. 545 × 735 mm<br>1700bhp 975t (hvf)<br>Nordberg Mfg. Co. Milwaukee<br>2 × 250kW 120/240V d.c. 10k |
| **ÉRAL DUFOUR**<br>ndal-51<br>**Ca. de Navigation Trans-océanique Suisse S.A.**<br>Keller Shipping Ltd.<br>Basle<br>Swiss | **4779**<br>2585<br>7710 | ✠**100A1** SS 12/66<br>with freeboard<br>DTsf—oil FP above 150°F.<br>✠**LMC**<br>EL z 1 15/16″SQ | **1949**-5 Hall, Russell & Co. Ltd.—Abn<br>406′ 5″ 60′ 4″ 23′ 10″<br>370′ 0″ 60′ 0″ 37′ 6″<br>P80′ F71′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>WB2304t incl. DTsf891t | M OSD Mchy.aft<br>G.526414 B.488099<br>12W Der 1(25) 2(10) 10(5) | Oil 2SA 4Cy. 600 × 2320 mm<br>3250bhp Doxford 702t<br>Richardsons, Westgarth Hpl<br>2AuxB 120lb 12½k |
| **GENERAL GUISAN** T.Mk<br>Helica S.A.<br>Suisse Atlantique Soc. d'Arm. Marit. S.A.<br>Basle<br>Swiss | **6347**<br>3379<br>11050 ~~10850~~<br>**9233**<br>5182<br>~~12820~~<br>13280 | ✠**100A1** SS 7/65<br>✠**LMC**<br>MN1120 EL d†2 3/16″SQ | **1957**-8 Brodogradiliste III Maj—Rka<br>502′ 0″ 62′ 0″ 26′ 8½″/29′ 6″<br>460′ 8″ 61′ 8″ 39′ 4″<br>F55′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2643t incl. DTm1284t | M (7P) OSD/CSD<br>5 Ho 63½′, 72¼′, 40′, 66′, 66¼′<br>G.664000 B.601000<br>5 Ha (31½′, 42½′, 40′, 35′, 35′ × 23′)<br>14W Der 4(5–10) 8(3–5) 2(3) | Oil 2SA 8Cy. 720 × 1250 mm<br>5600bhp Sulzer 960t (hvf)<br>C.R.D. Adriatico Tri<br>AuxB (ex.g) 85lb AuxB 100lb<br>3 × 190, 190, 130kW 220V d.c. 15k |
| **GENERAL KARBYSHEV**<br>**U.S.S.R.**<br>Novorossisk<br>Russian | **15250**<br>8840<br>20412 | | **1967** Brodogradiliste "Split"—Spt<br>611′ 0″ 77′ 0″ 30′ 3½″<br>570′ 11″ 76′ 9½″ 41′ 0″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 8Cy. 740 × 1600 mm<br>12000bhp B&W<br>Brodogradiliste "Uljanik" Pla |
| **GENERAL KRAVTSOV**<br>**U.S.S.R.**<br>Novorossisk<br>Russian | **15255**<br>8840<br>20800 | | **1966** Brodogradiliste III Maj—Rka<br>610′ 3″ 77′ 0″ 30′ 2″<br>570′ 10″ 76′ 9½″ 41′ 0″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 8Cy. 740 × 1600 mm<br>12000bhp B&W<br>Brodogradiliste "Uljanik" Pla |
| **GENERAL LAS HERAS**<br>exPresidente Peron-55<br>**Argentine Government (Yacimientos Petroliferos Fiscales)**<br>Buenos Aires<br>Argentine | *12741*<br>*7396*<br>19089 | ✠Classed LR until 7/60 | **1951**-8 Cammell Laird & Co. Ltd.—Bkn<br>566′ 1″ 71′ 2″ 31′ 1½″<br>531′ 0″ 71′ 0″ 39′ 0″<br>P121′ B45′ F79′ 1 dk<br>RW | S Tanker Mchy.aft<br>27 Ta<br>L.821396 | 2 S Turb dr geared to sc. shaft<br>1935t (o.f)–42pd<br>Cammell Laird & Co. Ltd. Bkn<br>14k |
| **GÉNÉRAL LECLERC**<br>**Nouvelle Cie. de Paquebots**<br>Bordeaux<br>French | **9500**<br>5287<br>5226 | BV | **1951** Ch. & At. de St. Nazaire (Penhoët) —St.N<br>479′ 3″ 61′ 11″ 22′ 9″<br>… … …<br>B232′ F25′ 2 dks<br>RW<br>rf 9″ | TM (631P) Ref<br>4 Ho 44½′, 60′, 49¼′, 62½′<br>B.246535 In.17812<br>4 Ha (20¼′ × 13′) (27¼′, 19¼′, 22½′ × 18′)<br>8W Cr 2(3) Der 2(8) 6(5) | 2 Oil 2SA each 8Cy. 620 × 1155 mm<br>8800bhp B&W 1209t (d.o)<br>Schneider & Cie. Le Creusot<br>4 × 240kW 220V d.c. 16k |
| GÉNÉRAL LECLERCQUE See New Entries No. 9 | | | | | |

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| 512784 | **GENERAL LECLERC** | | 280 | | 1951-5 Wm. Denny & Bros. Ltd.—Dmb | M Quarter P Mchy.aft | Oil 2SA 6Cy. 285×345 |
| | | | 212 | | 147' 0" 34' 1" 4' 9" | | by gearing to quarter |
| 184424 | **United Africa Co. Ltd.** | | — | ✠Classed LR until 10/53 | ... ... ... | | Crossley Bros. Ltd. |
| RT | London | British | | | 1 dk | | |
| 512785 | **GÉNÉRAL LECLERC** | | 273 | | 1939 ......................Danzig | M Trawler | Oil 4SA 6Cy. 400×460 |
| THBF | | | 147 | | 151' 6" 27' 0" | | 900bhp Emade |
| | **E. & A. Gautier Frères & Cie.** | | — | BV | ... ... ... | | Krupp Dieselmotoren |
| Df Esd | Lorient | French | | | | 5 Ha (4', 4', 4', 3', 4½'×4') | |
| RT | | | | | | Der 1(3) 1(1) | |
| 512786 | **GENERAL LIM** | | 8975 | | 1960 Uraga Dock Co.—Yokosuka | M | Oil SA 7Cy. 720×1250 |
| DZGG | | | 5404 | | 472' 6" 62' 2" 29' 1½" | 5 Ho | 6300bhp Sulzer |
| 210124 | **Republic of the Philippines** | | 12749 | AB | 446' 2" 62' 0" 38' 10" | B.587000 | Uraga Diesel Kogyo |
| Df Esd | General Shipping Co. Inc | | | | 2 dks | 5 Ha | |
| Gc Rdr | Manila | Philippine | | | RW | | |
| RT | | | | | rf 3" | | |
| 512787 | **GENERAL LUKBAN** | | 742 | | 1944 Wheeler S.B. Corp.— | TM Mchy.aft | 2 Oil 2SA each 6Cy. |
| DZGP | exGeneral del Pilar | | 372 | | Whitestone, N.Y. | | |
| 202938 | **Cebu-Bohol Ferry Co. Inc.** | | 614 | | 217' 0" 32' 0" | | General Motors Corp. |
| Df | Manila | Philippine | | | ... ... ... | | |
| | | | | | 2 dks len— | | |
| 512789 | **GENERAL MALVAR** | | 762 | | 1944 Wheeler S.B. Corp.— | TM Mchy.aft | 2 Oil 2SA each 6Cy. |
| DZGM | exGeneral Lukban | | 426 | | Whitestone, N.Y | | |
| 202684 | **Cebu-Bohol Ferry Co. Inc.** | | 617 | | 217' 0" 32' 0" | | General Motors Corp. |
| | Manila | Philippine | | | ... ... ... | | |
| | | | | | 2 dks len— | | |
| 512790 | **GÉNÉRAL MANGIN** | | 12457 | | 1953 Ch. & At. de St. Nazaire | TM (864P) Ref | 2 Oil 2SA each 9Cy. |
| FNYX | | | 6741 | | (Penhoët)—St.N | 5 Ho 51¾', 42½', 22½', 62½', 55' | 9600bhp B&W |
| | **Nouvelle Cie. de Paquebots** | | 5789 | BV | 531' 6" 64' 8" 22' 9" | B.215224 In.24957 | Ch. & At. de St. Nazaire |
| Df Esd | Marseilles | French | | | 64' 5" | 5 Ha (17½'×16') (17½'×17½') (9½'×13') | 4×405, 405, 345, 345kW |
| Gc Rdr | | | | | B213' F104' 3 dks | (22½'×17½') (16¾'×15½') | |
| RTm | | | | | RW | 10W Der 2(8) 6(5) 2(3) | |
| | | | | | rf 8" | | |
| 660965 | **GENERAL MARTIN** | | 12443 | ✠100A1 | 1967-7 Empresa Nacl. Bazan—Frl | M Tanker Mchy.aft | Oil 2SA 7Cy. 760×1550 |
| LRMG | **GUEMES** | | 7518 | oil tanker | 564' 8" 71' 4" 30' 2¾" | | 10500bhp Sulzer |
| | **Argentine Government** | | 19350 | ✠LMC | 530' 0" 71' 1½" 39' 2" | | Empresa Nacional |
| Df Esd | **(Yacimientos Petroliferos** | | | | P104' B40' F58' 1 dk | | 2WTAuxB 200lb |
| Gc Rdr | **Fiscales)** | | | MN2100 EL h†2¾"U2 | 13BH | | 2×336kW 380V 50c/s |
| RT | Buenos Aires | Argentine | | | rf 6" WB797t | | |
| 512791 | **GENERAL MARU No. 6** | | 228 | | 1960 Nakamura Kogyo—Yka | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 |
| JGPK | | | 120 | | *98·3'* 24' 5" | | 250bhp |
| 85921 | **General Bussan K.K.** | | — | | 98' 3" 24' 3" 11' 2" | | Fuji Seisakusho |
| | Tokyo | Japanese | | | 1 dk | | |
| 512792 | **GENERAL MARU No. 7** | | 321 | | 1962 Shimoda Dock Yard Co. Ltd.— | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 |
| 8JBG | | | 178 | | Shimoda | | 350bhp |
| 89930 | **General Bussan K.K.** | | — | | 132' 10" 27' 0" 10' 9" | | Fuji Seisakusho |
| | Tokyo | Japanese | | | 125' 11" 25' 7" 11' 6" | | |
| | | | | | 1 dk | | |
| 512793 | **GENERAL MOJICA** | | 734 | | 1944 Wheeler S.B. Corp.— | TM Mchy.aft | 2 Oil 2SA each 6Cy. |
| DZGA | exGeneral Mascardo | | 423 | | Whitestone, N.Y | | |
| 202820 | **Cebu-Bohol Ferry Co. Inc.** | | 614 | | 217' 0" 32' 0" | | General Motors Corp. |
| Df | Manila | Philippine | | | ... ... ... | | |
| | | | | | 2 dks len— | | |
| 512794 | **GENERAL MOSCONI** | | 1279 | | 1944 Ast. Argentino Astarsa—Tigre | TM Tanker Mchy.aft | 2 Oil 2SA each 5Cy. |
| LRBE | | | — | | *264·8'* 34' 4" 17' 2½" | 10 Ta | |
| 916F | **Argentine Government** | | 2529 | | 34' 2" | L.101693 HeCls. C | Sulzer Bros. Ltd. |
| Df Esd | **(Yacimientos Petroliferos** | | | | P83' B38' F25' 1 dk | | |
| RT | **Fiscales)** | | | | | | |
| | Buenos Aires | Argentine | | | | | |
| 512796 | **GENERAL PANFILOV** | | 7216 | | 1944 Permanente (Shpyd No. 2)— | S | T 3Cy. 24½" 37" & |
| UUOM | exGeorge E. Goodfellow-44 | | 4382 | | Richmond | 5 Ho | 2500ihp |
| M-11969 | **U.S.S.R.** | | 10655 | | 441' 6" 57' 0" 27' 8" | G.458633 | Joshua Hendy |
| Df Esd | | Russian | | | 417' 9" 56' 11" 37' 4" | 5 Ha (33½', 34½', 34½', 34½', 19½'×19½') | |
| Gc | | | | | 2 dks | 11W Der 1(15) 10(5) | |
| 512797 | **GÉNÉRAL PAU** | | 265 | | 1915 Montrose S.B. Co.—Mtr | S | T 3Cy. 11" 17" & |
| | **Soc. Industrielle de la Côte** | | 120 | | 131' 3" 25' 0" 7' 0" | 1 Ho 67½' | |
| | **Ouest de Madagascar** | | 295 | | 24' 10" | | W. Beardmore & Co. |
| | Majunga | Malagasy | | | Q40' | | |
| | | | | | R | 1W Der 1(2) | |
| 512798 | **GENERAL PUEYRREDON** | | *12742* | | 1951-4 Cammell Laird & Co. Ltd.—Bkn | S Tanker Mchy.aft | 2 S Turb dr geared to |
| LRSH | | | *7313* | | 566' 1" 71' 2" 31' 2" | 27 Ta | |
| 1443F | **Argentine Government** | | 19089 | ✠Classed LR until 7/60 | 531' 0" 71' 0" 39' 0" | L.821396 | Cammell Laird & Co. |
| Df Esd | **(Yacimientos Petroliferos** | | | | P121' B45' F79' 1 dk | | |
| Gc Rdr | **Fiscales)** | | | | RW | | |
| RT | Buenos Aires | Argentine | | | | | |

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|---|---|---|---|---|---|
| **GENERAL QUEIPO DE LLANO**<br>Julia Marquinez Llarrasa<br>Huelva Spanish | 145<br>94<br>— | | 1940 Hijos de J. Barreras—Vgo<br>*83·8'* 20' 0"<br>… … … | Wood S Trawler | T 3Cy. 8" 13⅛" & 20"×16"<br>(o.f) |
| **GENERAL RACHIMOW**<br>Polish Government<br>P.P.D. "Dalmor"<br>Gdynia Polish | 2798<br>1163<br>1408 | PR | 1965 Stocznia Gdanska—Gdk<br>272' 4" 45' 4" 17' 0½"<br>… … …<br>2 dks | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 480×700 mm<br>2400bhp<br>Z.U.T. Zgoda Swi<br>5×250, 250, 250, 250, 24kW 220/230V d.c.<br>12½k |
| **GENERAL SAN MARTIN**<br>Argentine Government (Yacimientos Petroliferos Fiscales)<br>Buenos Aires Argentine | *12759*<br>*7408*<br>19089 | ✠Classed LR until 12/60 | 1951–1 Cammell Laird & Co. Ltd.—Bkn<br>566' 1" 71' 2" 31' 1½"<br>531' 0" 71' 0" 39' 0"<br>P121' B45' F79' 1 dk<br>RW | S Tanker Mchy.aft<br>27 Ta<br>L.821396 | 2 S Turb dr geared to sc. shaft<br>1935t (o.f)–42pd<br>Cammell Laird & Co. Ltd. Bkn<br>14k |
| **GENERAL SAN MARTIN**<br>Argentine Government (Secretaria da Marina)<br>Grupo Naval Antartico<br>Buenos Aires Argentine | 3640<br>955<br>— | | 1954 A.G. "Weser" Werk Seebeck—Bhn<br>277' 9" 62' 5" 22' 8"<br>62' 2"<br>2 dks<br>RW | TD-E Icebreaker | 4 Oil 4SA each 9Cy. 400×600 mm connected to elec. motors & 2 sc. shafts<br>Masch. Augsburg-Nürnberg Aug |
| **GENERAL SIKORSKI**<br>Polish Government<br>Polish Ocean Lines<br>Gdansk Polish | 6785<br>3800<br>10153 | PR | 1957 Stocznia Gdanska—Gdk<br>504' 11" 63' 9" 27' 2¼"<br>464' 7" 63' 8" 41' 2"<br>1 dk & S dk<br>RW | M (12P) OSD<br>5 Ho<br>G.636568 B.601006<br>5 Ha (24¾', 47¼', 40¼', 48', 27¾'×21½')<br>18W Der 1(50) 1(25) 2(10) 14(5) 1(1½) | Oil 2DA 8Cy. 680×1200 mm<br>8000bhp Emade53fitted57<br>S.A. Fiat S.G.M. Tur<br>4×240, 240, 240, 15kW 220V d.c. 16k |
| **GENERAL SKODUNOVIC**<br>U.S.S.R.<br>Novorossisk Russian | 15250<br>8839<br>20800 | | 1966 Brodogradiliste III Maj.—Rka<br>610' 3" 77' 0" 30' 2¼"<br>570' 10" 76' 9" 41' 0"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W<br>Brodogradiliste "Uljanik" Pla |
| **GENERAL TSAKALOTOS**<br>exMaria Parodi exWilliam I. Chamberlain–47<br>Chatham Shipping Co.<br>Piraeus Greek | 7184<br>4357<br>10874 | AB<br>**BROKEN UP** | 1944 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.564154 B.501092<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 1(50) 1(15) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 11k |
| **GENERAL WALTER**<br>exDenis Davydov–47<br>exEmpire Nidd–46 exMinden–45<br>Polish Government<br>Polish Ocean Lines<br>Gdansk Polish | 4668<br>2676<br>6080<br>**6522**<br>3901<br>— | PR<br>Classed LR until 7/51 | 1943 Danziger Werft—Gdk<br>436' 5" 55' 2" 24' 8¾"/—<br>55' 0" 38' 0"<br>1 dk & S dk | M (8P) OSD/CSD<br>5 Ho<br>G.488710 B.437116<br>5 Ha (22½'×16½') (31', 20½', 31'×19¾') (23'×16½')<br>14W Der 1(25) 2(5) 12(3) | Oil 2DA 8Cy. 600×1000 mm<br>5600bhp 476t<br>Masch. Augsburg-Nürnberg Aug<br>3×180, 160, 160kW 220V d.c. 14k |
| **GENERAL ZHDANOV**<br>U.S.S.R.<br>Novorossisk Russian | 15254<br>8840<br>20800 | | 1966 Brodogradiliste "Split"—Spt<br>611' 0" 77' 0" 30' 2¼"<br>570' 11" 76' 9" 41' 0"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W<br>Brodogradiliste "Uljanik" Pla |
| **GENERALE GARIBALDI**<br>Fratelli Neri<br>Leghorn Italian | 172<br>16<br>— | RI | 1958 Cant. Nav. M. & B. Benetti—Viareggio<br>93' 0" 23' 6" 13' 9"<br>85' 0" 23' 5½" 14' 9"<br>RW | S Tug | T 3Cy. 13½" 23" & 38"×27"<br>675ihp Emade39fitted58 (o.f)<br>Amos & Smith Ltd. Hul<br>11k |
| **GENERALE ORSINI**<br>exVittoria–54 exLittoria–47<br>Monti, Sirabella & Cuomo<br>Naples Italian | 185<br>122<br>— | RI | 1935 Cant. Nav. Pellegrino—Nap<br>105' 4" 20' 8"<br>96' 6" 20' 7" 7' 3"<br>1 dk<br>R | TM | 2 Oil 4SA each 3Cy. 265×410 mm<br>600bhp Emade40fitted—<br>S.A. Ansaldo Gen |
| **GENEROSA**<br>Generosa Santos Vilar<br>Vigo Spanish | 110<br>—<br>— | | 1963 Ast. Santodomingo—Vgo<br>79' 8" 20' 6"<br>67' 3" 20' 4" 10' 8"<br>RW | M Trawler | Oil 4SA 6Cy. 220×280 mm<br>Klöckner-Humboldt-Deutz Kln |
| **GENEROSO MARQUEZ**<br>Francisco Marquez y Cia. S.L.<br>Vigo Spanish | 176<br>62<br>— | | 1959 Const. Nav. P. Freire—Vgo<br>*93·1'* 22' 4"<br>… … … | Wood S Fishing | T 3Cy.<br>177ihp 85t (o.f)<br>8½k |

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|---|---|---|---|---|---|---|
| 537965<br>KVBP<br>244703<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **GENEVA**<br>exVicksburg-64 exGulfvictor-61<br>exVicksburg-48<br>**Intercoastal Fleet United States Steel Corporation**<br>New York United States | 6778<br>3794<br>16326 | AB | **1943** Sun S.B. & D.D. Co.—Chester, Pa<br>523' 6" 68' 2" 29' 5½"<br>503' 0" 68' 0" 39' 3"<br>P108' F53' 1 dk<br>RW<br>rf 9" conv tanker 64 | T-E Bulk Carrier (4P) Mchy.aft<br>4 Ho 86½', 73', 73', 73'<br>4 Ha (68', 58½', 58½', 58½' × 27½')<br>Cr 1(25) | S Turb 7240shp driving<br>450V a.c. connected<br>6000shp<br>Westinghouse Elec. & Mfg.<br>1 × 525kW 450V a.c. |
| 512815<br>HBDN<br>63<br>Df Esd<br>Gc Rdr<br>RT | **GENEVE**<br>**Cie. de Navigation Transoceanique Suisse S.A.**<br>Keller Shipping Ltd.<br>Basle Swiss | 6440<br>3570<br>10835<br>9338<br>5445<br>— | ✠100A1 SS 5/65<br>DTsmf—veg. oil or latex.<br>Tunnel side tanks veg. oil<br>✠LMC<br>MN1260 EL d†2 4/15"SQ | **1960**-4 Brodogradiliste III Maj—Rka<br>501' 8" 62' 0" 26' 7½"/29' 6½"<br>460' 8" 61' 8" 39' 4"<br>F61' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 6" WB3854t incl. Tunnel tanks 305t DTmf1286t | M OSD/CSD | Oil 2SA 7Cy. 720×1250<br>6300bhp<br>Sulzer Bros. Ltd.<br>2AuxB (1 o.f 1 ex.g) |
| 670712<br><br><br>Df Esd<br>Gc Rdr | **GENEVIEVE LYKES**<br>**Lykes Bros. S.S. Co. Inc.**<br>United States | 11400<br>6600<br>13694 | | **1967** Avondale Shpyds Inc.—Avondale<br>540' 0" 76' 2" 31' 6"<br>514' 0" 76' 0" 42' 6"<br>2 dks<br>RW | S CSD | 2 S Turb dr geared to sc.<br>12500shp<br>De Laval Turbine Inc. |
| 515955<br>VGLY<br>153176<br>RT | **GENIA**<br>exImperial Namu-64<br>exMarvolite-46<br>**W. E. Cackette**<br>Vancouver Canadian | 143<br>55<br>111 | ✠Classed LR until 10/30 | **1926**-7 Burrard D.D. Co. Ltd.—Vcr<br>95' 0" 19' 1" 6' 6"<br>18' 11"<br>Q36' 1 dk<br>R | M Tanker Mchy.aft<br>8 Ta<br>L.5014 HeCls. BC | Oil 4SA 6Cy. 415×340<br>[illegible]<br>Washington Irn Wks |
| 670740<br><br><br>Df Esd<br>Gc Rdr<br>RT | **GENICHESK**<br>**U.S.S.R.**<br>Russian | 11081<br>5745<br>12800 | | **1966** ....................Kherson<br>510' 9" 67' 11" 29' 9"<br>459' 4" 67' 8" 40' 4"<br>2 dks | M Mchy.aft<br>5 Ho<br>G.650831 B.623130<br>9 Ha<br>Cr 13(5) | Oil 2SA 7Cy. 740×1600<br>9000bhp B&W<br>Bryansk Eng. Wks<br>3 × 300kW 400V a.c. |
| 512817<br><br><br>Df Esd<br>RT | **GENICHESK**<br>**U.S.S.R.**<br>Murmansk Russian | 658<br>280<br>450 | | **1956** Stocznia Gdanska—Gdk<br>194' 4" 29' 7" 13' 11¾"<br>175' 6" 29' 6½" 16' 3" | S Trawler | C 4Cy. (2) 330 & (2) 770<br>800ihp<br>A/S Atlas Mskfbk. |
| 652404<br>6ZNH<br>2420<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **GENIE**<br>**Fidelity Shipping Co. Ltd.**<br>Monrovia Liberian | 19421<br>12741<br>35339 | AB | **1965** Uraga Hvy Ind. Ltd.—Yokosuka<br>633' 3" 89' 5" 36' 7⅞"<br>584' 0" 89' 3" 51' 9"<br>P112' F50' 1 dk<br>RW<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho<br>G. 1514848<br>7 Ha | Oil 2SA 9Cy. 760×1550<br>14500bhp Sulzer<br>Uraga Hvy Ind. Ltd. |
| 512818<br>EHYJ<br><br>Df Esd<br>Rdr | **GENIL**<br>exVillacastin-52<br>**Castañer y Ortiz S.A.**<br>Cadiz Spanish | 2664<br>1513<br>— | ✠100A1 SS 1/66<br>with freeboard<br>✠LMC<br>MN324 EL s | **1952**-7 Soc. Española de Const. Nav.—Cdz<br>292' 5" 43' 4" 18' 11"<br>273' 7" 43' 3" 25' 0"<br>F27' 2 dks<br>RW 3BH to U dk 1 to 2nd dk<br>WB138t | S | C 4Cy. (2) 19 1/16" & (2)<br>1800ihp<br>Union Nav. de Levante<br>2WTB 227lb Spt |
| 512819<br>INQZ<br>3413<br>Df RT | **GENITO**<br>exTeutonia-57 exStrib-52<br>exSkandinavia-50 exFrankrig-49<br>exOslo-46 exPrins Knud-46<br>**Raimondo Gamba & Michele Borgogna**<br>Genoa Italian | 1390<br>793<br>2117 | RI<br>✠Classed LR until 12/52<br><br>**BROKEN UP** | **1922**-2 Kalundborg Skibs.—Kalundborg<br>244' 0" 37' 2" 17' 6"<br>233' 0" 37' 0" 17' 11"<br>P17' B50' F29' 1 dk<br>R | S<br>2 Ho<br>G.98779 B.90335<br>4W Der 4(25) | T 3Cy. 16 1/16" 26¾" &<br>655ihp<br>Steen & Kaufmann |
| 512820<br>DHGA | **GENIUS**<br>**August G. Runge**<br>Glückstadt W. German | 207<br>105<br>— | | **1933** Hugo Peters—Beidenfleth<br>*116·5'* 22' 1"<br>9' 5"<br>1 dk<br>R len 50 & 66 | M | Oil 4SA 6Cy. 215×300<br>180bhp NE52<br>Masch. Kiel A.G. |
| 512821<br>JLKM<br>62877<br>Df Esd<br>Gc Rdr<br>RT | **GENKAI MARU**<br>**Kotani Kaiun G.K.**<br>Tokyo Japanese | 2346<br>1324<br>3527 | NK | **1949** Nagoya Zosen—Nag<br>*291·8'* 44' 4" 19' 10"<br>288' 8" 44' 3" 23' 5"<br>P21' B79' F24' 1 dk<br>RW | M<br>4 Ho<br>G.157579 B.145224<br>4 Ha (21½' × 15½') (31½', 26½', 21' × 18')<br>10W Der 1(30) | Oil 4SA 7Cy.<br>1800bhp NE37<br>Akasaka Tekkosho<br>2 × 15kW 105V d.c. |
| 650955<br>JDXI<br>96829<br>Df Esd<br>Gc Rdr<br>RT | **GENKAI MARU No. 8**<br>**H. Takahashi**<br>Iwaki Japanese | 111<br>51<br>— | | **1964** Yamanishi Zosen Tekkosho—Ishinomaki<br>102' 6" 19' 10" 7' 4"<br>88' 11" 19' 8" 8' 10"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy.<br>Fuji Seisakusho |
| 640364<br>8KNW<br>92209<br>Df Pfd<br>Rdr | **GENKAI MARU No. 33**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 124<br>55<br>— | | **1963** Hayashikane Zosen—Smk<br>107' 11" 19' 1" 7' 9"<br>95' 2" 19' 0" 9' 4" | M Trawler | Oil 4SA 6Cy.<br>Kobe Hatsudoki |

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|---|---|---|---|---|
| **GENKAI MARU No. 35**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 124<br>55<br>— | 1963 Hayashikane Zosen—Smk<br>107′ 11″ 19′ 1″ 7′ 9″<br>95′ 2″ 19′ 0″ 9′ 4″ | M Trawler | Oil 4SA 6Cy. 270×400 mm<br>Kobe Hatsudoki Seizosho Kob |
| **GENKAI MARU No. 36**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 124<br>55<br>— | 1963 Hayashikane Zosen—Smk<br>107′ 11″ 19′ 1″ 7′ 9″<br>95′ 2″ 19′ 0″ 9′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>Kobe Hatsudoki Seizosho Kob |
| **GENKAI MARU No. 37**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 125<br>54<br>— | 1963 Hayashikane Zosen—Smk<br>107′ 11″ 19′ 1″ 7′ 9″<br>95′ 2″ 19′ 0″ 9′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>Kobe Hatsudoki Seizosho Kob |
| **GENKAI MARU No. 38**<br>**G. Takahashi**<br>Japanese | 253<br>125<br>— | 1963 Miho Zosensho—Shimizu<br>143′ 0″ 24′ 8″<br>125′ 0″ 24′ 7″ 11′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×430 mm<br>700bhp 137t<br>Fuji Seisakusho Tateyama<br>10½k |
| **GENKAI MARU No. 38**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 125<br>55<br>— | 1963 Hayashikane Zosen—Smk<br>107′ 11″ 19′ 1″ 7′ 9″<br>95′ 2″ 19′ 0″ 9′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>Kobe Hatsudoki Seizosho Kob |
| **GENKAI MARU No. 39**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 125<br>54<br>— | 1963 Hayashikane Zosen—Smk<br>107′ 11″ 19′ 1″ 7′ 9″<br>95′ 2″ 19′ 0″ 9′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>Kobe Hatsudoki Seizosho Kob<br>10½k |
| **GENKAI MARU No. 51**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 123<br>56<br>— | 1963 Hayashikane Zosen—Smk<br>107′ 11″ 19′ 1″ 7′ 9″<br>95′ 2″ 19′ 0″ 9′ 4″ | M Trawler | Oil 4SA 6Cy. 270×400 mm<br>Kobe Hatsudoki Seizosho Kob |
| **GENKAI MARU No. 52**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 122<br>55<br>— | 1963 Hayashikane Zosen—Smk<br>107′ 11″ 19′ 1″ 7′ 9″<br>95′ 2″ 19′ 0″ 9′ 4″ | M Trawler | Oil 4SA 6Cy. 270×400 mm<br>Kobe Hatsudoki Seizosho Kob |
| **GENKAI MARU No. 53**<br>**Taiyo Gyogyo K.K.**<br>Fukuoka Japanese | 124<br>50<br>— | 1964 Hayashikane Zosen—Smk<br>107′ 11″ 19′ 1″ 7′ 9″<br>95′ 2″ 19′ 0″ 9′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 260×400 mm<br>Kobe Hatsudoki Seizosho Kob |
| **GENKAI MARU No. 55**<br>**Taiyo Gyogyo K.K.**<br>Fukuoka Japanese | 124<br>50<br>— | 1964 Hayashikane Zosen—Smk<br>107′ 11″ 19′ 1″ 7′ 9″<br>95′ 2″ 19′ 0″ 9′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 260×400 mm<br>Kobe Hatsudoki Seizosho Kob |
| **GENKAI MARU No. 56**<br>**Taiyo Gyogyo K.K.**<br>Fukuoka Japanese | 120<br>43<br>— | 1964 Hayashikane Zosen—Smk<br>107′ 11″ 19′ 2″ 7′ 9″<br>95′ 2″ 18′ 8″ 9′ 3″<br>1 dk | M Fishing | Oil 4SA 6Cy. 260×400 mm<br>Kobe Hatsudoki Seizosho Kob |
| **GENKAI MARU No. 57**<br>**Taiyo Gyogyo K.K.**<br>Fukuoka Japanese | 120<br>45<br>— | 1964 Hayashikane Zosen—Smk<br>107′ 11″ 19′ 2″ 7′ 9″<br>95′ 2″ 18′ 8″ 9′ 3″<br>1 dk | M Fishing | Oil 4SA 6Cy. 260×400 mm<br>Kobe Hatsudoki Seizosho Kob |
| **GENKAI MARU No. 58**<br>**Taiyo Gyogyo K.K.**<br>Fukuoka Japanese | 110<br>43<br>— | 1964 Hayashikane Zosen—Smk<br>104′ 2″ 18′ 5″ 7′ 6″<br>91′ 6″ 18′ 4″ 9′ 2″<br>1 dk | M Fishing | Oil 4SA 6Cy. 260×400 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **GENKAI MARU No. 59**<br>**Taiyo Gyogyo K.K.**<br>Fukuoka Japanese | 110<br>45<br>— | 1964 Hayashikane Zosen—Smk<br>104′ 2″ 18′ 5″ 7′ 6″<br>91′ 6″ 18′ 4″ 9′ 2″<br>1 dk | M Fishing | Oil 4SA 6Cy. 260×400 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **GENKAI MARU No. 66**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 123<br>51<br>— | 1964 Hayashikane Zosen—Smk<br>107′ 11″ 19′ 1″ 7′ 9″<br>95′ 2″ 19′ 0″ 9′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 260×400 mm<br>Kobe Hatsudoki Seizosho Kob |
| **GENKAI MARU No. 67**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 123<br>50<br>— | 1964 Hayashikane Zosen—Smk<br>107′ 11″ 19′ 1″ 7′ 9″<br>95′ 2″ 19′ 0″ 9′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 260×400 mm<br>Kobe Hatsudoki Seizosho Kob |

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| 650240<br>8KQV<br>95847<br>Df Pfd<br>Rdr | **GENKAI MARU No. 68**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 123<br>50<br>— | | **1964** Hayashikane Zosen—Smk<br>107' 11" 19' 1" 7' 9"<br>95' 2" 19' 0" 9' 4"<br>1 dk | M Fishing | Oil 4SA 6Cy. 260×405 mm<br>Kobe Hatsudoki Seizosho |
| 650241<br><br>95848 | **GENKAI MARU No. 69**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 123<br>50<br>— | | **1964** Hayashikane Zosen—Smk<br>107' 11" 19' 1" 7' 9"<br>95' 2" 19' 0" 9' 4"<br>1 dk | M Fishing | Oil 4SA 6Cy. 260×405 mm<br>Kobe Hatsudoki Seizosho |
| 650901<br>JAWC<br>95865<br>Df P'd<br>Rdr | **GENKAI MARU No. 71**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 120<br>43<br>— | | **1964** Hayashikane Zosen—Smk<br>107' 11" 19' 2" 7' 9"<br>95' 2" 18' 8" 9' 2"<br>1 dk | M Fishing | Oil 4SA 6Cy. 260×405 mm<br>Kobe Hatsudoki Seizosho |
| 650902<br><br>95866 | **GENKAI MARU No. 72**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 120<br>43<br>— | | **1964** Hayashikane Zosen—Smk<br>107' 11" 19' 2" 7' 9"<br>95' 2" 18' 8" 9' 2"<br>1 dk | M Fishing | Oil 4SA 6Cy. 260×405 mm<br>Kobe Hatsudoki Seizosho |
| 661774<br>JCCI<br>98828<br>Df Pfd<br>Rdr | **GENKAI MARU No. 73**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 172<br>60<br>— | | **1965** Hayashikane Zosen—Smk<br>110' 3" 22' 5" 9' 6"<br>97' 2" 22' 4" 10' 10"<br>1 dk | M Trawler | Oil 4SA 6Cy. 250×320 mm<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 660702<br><br>98829<br>Df Pfd<br>Rdr | **GENKAI MARU No. 75**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 173<br>63<br>— | | **1965** Hayashikane Zosen—Smk<br>110' 3" 22' 5" 9' 6"<br>97' 2" 22' 4" 10' 10"<br>1 dk | M Trawler | Oil 4SA 6Cy. 250×320 mm<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 661029<br>JHGY<br>98843<br>Df Esd<br>Pfd Rdr<br>RT | **GENKAI MARU No. 76**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 172<br>63<br>— | | **1966** Hayashikane Zosen—Nag<br>110' 3" 22' 5" 9' 6"<br>98' 2" 22' 4" 10' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 m<br>650bhp<br>Daihatsu Kogyo |
| 661030<br>JM2254<br>98844<br>Df Esd<br>Pfd Rdr<br>RT | **GENKAI MARU No. 77**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 172<br>64<br>— | | **1966** Hayashikane Zosen—Nag<br>110' 3" 22' 5" 9' 6"<br>98' 2" 22' 4" 10' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 m<br>650bhp<br>Daihatsu Kogyo |
| 650956<br>ICFB<br>144<br>Df Esd<br>Gc Rdr<br>RTv | **GENNARGENTU**<br>**Italian State Railways**<br>~~**Italian Government (Ferrovie dello Stato-Servizio Materiale e Trazione)**~~<br>Civitavecchia Italian | 4887<br>2102<br>2130 | <br><br>RI | **1965** Cant. Nav. Riuniti—Anc<br>400' 6" 57' 6" 18' 1"<br>360' 11" 56' 1" 40' 8"<br>5 dks<br>RW<br>rf 11½" | TM Ferry (1000P) | 2 Oil 2SA each 6Cy.<br>8000bhp<br>S.A. Fiat S.G.M.<br>3×652kW 440V 60c/s a.c.<br>Controllable pitch prope<br>Thw. thrust propellers |
| 512823<br>LQBA<br>603<br>RTm/h | **GENOVA**<br><br>**Flota Argentina de Navegacion Fluvial**<br>Buenos Aires Argentine | 1507<br>859<br>1825 | | **1930** Harland & Wolff Ltd.—Gls<br>287' 9" 43' 1" 12' 0"<br>42' 11"<br>Q24' B46' F28' 1 dk<br>RW | TM<br>4 Ho each 59'<br>G.80000 B.77000<br>4 Ha (each 28'×16')<br>Der 2(5) 6(3½) 1(1) | 2 Oil 4SA each 6Cy.<br>1180bhp<br>Harland & Wolff Ltd.<br>2×99, 66kW 220V d.c. |
| 512824<br>INQU<br>503<br>Df Esd<br>RT | **GENOVA**<br>exBoreas<br>**Sicula Navi Traghetto S.p.A. di Navigazione (SINTRA)**<br>Palermo Italian | 497<br>216<br>819 | RI<br><br>✠Classed LR until 9/63 | **1952–4** Scheeps. "Westerbroek"—Westerbroek<br>214' 0" 31' 8" 11' 11½"<br>190' 3" 31' 6"<br>Ba39' F32' 1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ho<br>B.57560<br><br>4W | Oil 4SA 8Cy.<br>1000bhp<br>Masch. Kiel A.G. |
| 512825<br>EEPJ<br><br>Df | **GENOVEVA-F.**<br>exCabo San Martin–32<br>exLa Giralda<br>**Federico G. Fierro Soc. Anon.**<br>San Esteban de Pravia Spanish | 1905<br>1079<br>2315 | BV<br><br>✠Classed LR until 4/31 | **1892** Bartram, Haswell & Co.—Sld<br>252' 2" 36' 1" 19' 10"<br>35' 11"<br>2 dks & A dk<br>R<br>BK 9" | S<br><br>G.112000<br>4 Ha (each 22½'×19')<br>Der 4(2½) | T 3Cy. 19½", 31½" &<br>675ihp<br>J. Dickinson |
| 515312<br>JGQD<br>58722<br>Df Esd<br>Pfd | **GENPUKU MARU No. 61**<br>exHokoku Maru No. 21-65<br>**I. Kaneko**<br>Ikitsuki Japanese | 113<br>52<br>— | | **1947** Hitachi Zosen—Osa<br>*86·5'* 18' 1"<br>... ... ....<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy.<br>275bhp NE35<br>Kanegafuchi Diesel |
| 512827<br>JECQ<br>59515 | **GENPUKU MARU No. 63**<br>exKanei Maru–61<br>**Toyo Gyogyo K.K.**<br>Ikitsuki Japanese | 152<br>56<br>— | | **1947** Mitsubishi Jukogyo—Hma<br>*101·7'* 19' 8"<br>19' 6"<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy.<br>250bhp<br>Ibaragi Kiki Seisakusho |

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| **GENPUKU MARU No. 68**<br>exGenpuku Maru No. 62–65<br>exMarutaka Maru No. 12–61<br>**Terukuni Shoji Y.K.**<br>Japanese<br>Nitsuki | **177**<br>112<br>— | | **1947** Ishikawajima Jukogyo—Tok<br>*104·3′* 19′ 8″<br>19′ 6″ 10′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>380bhp NE52<br>Niigata Tekkosho | 71t<br>Niigata<br>9¾k |
| **GENPUKU MARU No. 81**<br>**Kanei Bussan K.K.**<br>Japanese<br>Tokyo | **1499**<br>747<br>— | NK | **1966** Shikoku Dock Co.—Takamatsu<br>*226·7′* 40′ 1″<br>224′ 9″ 40′ 0″ 18′ 9″<br>1 dk | M Stern Trawler Mchy.aft | Oil 2SA 8Cy. 350×620 mm<br>2640bhp<br>Hitachi Zosen | 566t<br>Osa<br>13k |
| **GENPUKU MARU No. 81**<br>**Toyo Gyogyo K.K.**<br>Japanese<br>Nagasaki | **235**<br>107<br>— | | **1956** Taiyo Zosen—Nag<br>121′ 9″ 24′ 4″<br>108′ 3″ 24′ 3″ 11′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Niigata Tekkosho | Niigata<br>10¼k |
| **GENPUKU MARU No. 82**<br>**Toyo Gyogyo K.K.**<br>Japanese<br>Nagasaki | **102**<br>53<br>— | | **1956** Taiyo Zosen—Nag<br>100′ 11″ 17′ 10″<br>88′ 7″ 17′ 8½″ 8′ 5″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 290×410 mm<br>370bhp<br>Kanegafuchi Nainenki | Tok<br>9¾k |
| **GENRYO MARU No. 18**<br>**A. Onishi**<br>Japanese<br>Nakari | **240**<br>132<br>— | | **1962** Kanazashi Zosensho—Shimizu<br>137′ 2″ 24′ 1″ 9′ 10″<br>120′ 0″ 23′ 11″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>Akasaka Tekkosho | Yaizu |
| **GENRYO MARU No. 21**<br>**T. Onishi**<br>Japanese<br>Nakari | **253**<br>129 | | **1963** Kanazashi Zosensho—Shimizu<br>138′ 11″ 24′ 1″ 9′ 10″<br>121′ 10″ 23′ 11½″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>Akasaka Tekkosho | Yaizu |
| **GENRYO MARU No. 28**<br>**T. Onishi**<br>Japanese<br>Nakari | **253**<br>127<br>— | | **1964** Kanazashi Zosensho—Shimizu<br>143′ 5″ 24′ 10″ 9′ 6″<br>126′ 5″ 24′ 7″ 10′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>700bhp<br>Akasaka Tekkosho | Yaizu<br>10¼k |
| **GENSHIN MARU No. 27**<br>**Hamawaki**<br>Japanese<br>Nagasaki | **102**<br>45<br>— | | **1966** Hakata Dock—Fukuoka<br>101′ 6″ 18′ 1″ 7′ 6″<br>93′ 6″ 18′ 0″ 8′ 6″<br>1 dk | M Fishing | Oil 4SA 6Cy. 250×320 mm<br>450bhp<br>Niigata Eng. Co. Ltd. | Tok |
| **GENSHIN MARU No. 28**<br>**Y. Hamawaki**<br>Japanese<br>Nagasaki | **102**<br>45<br>— | | **1966** Hakata Dock—Fukuoka<br>101′ 6″ 18′ 1″ 7′ 6″<br>93′ 6″ 18′ 0″ 8′ 6″<br>1 dk | M Fishing | Oil 4SA 6Cy. 250×320 mm<br>450bhp<br>Niigata Eng. Co. Ltd. | Tok |
| **GENSHO MARU No. 18**<br>**S. Shiratsuchi**<br>Japanese<br>Nakaminato | **239**<br>140<br>— | | **1962** Usuki Tekkosho—Usuki<br>137′ 3″ 23′ 8″ 10′ 9″<br>119′ 8″ 23′ 7″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | Niigata<br>10½k |
| **GENTILE DA FABRIANO**<br>**Linee Marittime Dell' Adriatico S.p.A.**<br>Italian<br>Ancona | **2204**<br>1195<br>621 | RI | **1962** Cant. Nav. Apuania—Marina di Carrara<br>312′ 0″ 41′ 1″ 12′ 4″<br>280′ 6″ 41′ 0″ 18′ 8″<br>B91′ 2 dks<br>RW<br>rf 10″ | TM Ferry (600P)<br>1 Ho 45′<br>1 Ha (stl) (19′ comb.×9¾′)<br>Cr 1(3) | 2 Oil 2SA each 5Cy. 480×640 mm<br>4860bhp<br>S.A. Fiat S.G.M.<br>4×115kW 440V 60c/s a.c. | (d.o)<br>Tur<br>19½k |
| **GENYO MARU**<br>**Taiyo Shosen K.K.**<br>Japanese<br>Tokyo | **3987**<br>2216<br>— | NK | **1966** Hayashikane Zosen—Nag<br>359′ 11″ 53′ 4″ 22′ 0″<br>331′ 4″ 53′ 2″ 27′ 1″<br>1 dk | M Mchy.aft<br>G.290605 B.273584<br>3 Ha (40¾′×24½ ) (73¾′, 46¾′×29½′) | Oil 2SA 6Cy. 450×750 mm<br>3800bhp<br>Kobe Hatsudoki K.K. | 479t<br>Nag<br>12½k |
| **GENYO MARU**<br>**Kita Nippon Kisen K.K.**<br>Japanese<br>Tokyo | **873**<br>472<br>1333 | NK | **1957** Kurushima Dock Co. Ltd.—Imabari<br>223′ 5″ 31′ 6″ 14′ 2″<br>205′ 0″ 31′ 5″ 15′ 9″<br>1 dk len 61 | M Mchy.aft<br>2 Ho<br>G.65332 B.59823<br>2 Ha (each 51¼′×14¾′)<br>4W Der 4(5) | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Nippon Hatsudoki<br>2×12kW 105V a.c. | 40t<br>Kob<br>11k |
| **GENYO MARU**<br>**Fukuoka Prefecture**<br>Japanese<br>Fukuoka | **274**<br>133<br>517 | | **1956** Hayashikane Zosen—Smk<br>131′ 9″ 23′ 0″<br>116′ 10″ 22′ 11½″ 11′ 10″<br>1 dk<br>RW<br>rf 12″ | M Fishery Training Ship Mchy.aft | Oil 4SA 5Cy. 350×500 mm<br>550bhp<br>Akasaka Tekkosho<br>2×50kW 230V | (hvf)<br>Yaizu |

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| 512836<br>JKIE<br>73580<br>RTv | **GENYO MARU**<br>exKaiyo Maru No. 32–58<br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 136<br>67<br>108 | | **1955** Hayashikane Zosen—Smk<br>*98·4'* 19' 5"<br>19' 4"<br>1 dk<br>rf 9½" | M Fishing Mchy.aft<br>5 Ho 7', 6½', 6½', 8½', 8½'<br>3 Ha (4½'×2') (2½', 2½'×2½') | Oil 4SA 6Cy. 280×420 m<br>400bhp<br>Niigata Tekkosho<br>2×10 & 5kW 115V d.c. |
| 540253<br>THXZ<br><br>Df Esd<br>Rdr RT | **GÉO ANDRÉ**<br>exChristiad–64<br>**Armement A. Guelfi**<br>La Rochelle French | 548<br>231<br>285 | BV | **1963** S.A. des Anc. Ch. Dubigeon—Nts<br>164' 6" 31' 8" 12' 5½"<br>153' 8" 31' 7½" 15' 9"<br>1 dk | M Fishing Mchy.aft<br>1 Ha (6½'×6½') | 2 Oil 4SA each 12Cy.<br>geared to sc. shaft<br>1150bhp<br>Moteurs Baudouin |
| 536037<br>6ZIS<br>2300<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GEODOR**<br>exThorstar–65 exSheratan–56<br>**Nimor Corp.**<br>Monrovia Liberian | 12235<br>7377<br>18560 | ✠100A1 TD 10/66<br>oil tanker<br>✠LMC<br>MN1600 EL h†2½"SQ | **1953–8** Nederl. Dok & Scheeps. Maats.—<br>Ams<br>556' 0" 72' 11" 29' 6½"<br>532' 6" 72' 9" 38' 3"<br>P115 B36' F57' 1 dk<br>RW 17BH<br>WB1105t incl. DTf843t | M Tanker Mchy.aft<br>20 Ta<br>L.875516<br>Der 5(3) | Oil 2DA 7Cy. 720×1250 m<br>8000bhp<br>Gebr. Stork & Co.<br>2AuxB 180lb<br>3×250, 250, 150kW 220V |
| 680268<br>UWRH<br>M-19042 | **GEOKCHAY**<br><br>**U.S.S.R.**<br>Baku Russian | 3398<br>1735<br>4016 | | **1960** ........................Russia<br>393' 9" 52' 6" 13' 9"<br>52' 4" 21' 4" | TM<br>4 Ho<br>G.193702<br>4 Ha (39', 45½', 45½', 45½'×26½') | 2 Oil 2SA each 8Cy. |
| 670974<br>VJGA<br>317268<br>Esd RT | **GEOPOTES V**<br><br>**Australian Dredging & General Works Pty. Ltd.**<br>Melbourne British | 1737<br>872<br>2362 | BV | **1959** Schps. L. Smit & Zoon—<br>Kinderdijk<br>*243·5'* 44' 1"<br>238' 8" 19' 6"<br>1 dk | TM Trailing Suction Hopper<br>Dredger<br>1 Ho 99½'<br>Der 2(10) 1(6) | 2 Oil 4SA each 8Cy.<br>2200bhp<br>N.V. Werkspoor<br>3×90kW 220V 50c/s a.c.<br>Thw. thrust contr. pitch |
| 670975<br>PEHR<br><br>Df Esd<br>Rdr RTv | **GEOPOTES VI**<br><br>**Koninklijke Maats. Tot Het Uitvoeren Van Openbare Werken Adriaan Volker, N.V.**<br>Sliedrecht Netherland | 5146<br>3274<br>7972 | BV | **1963** Schps. L. Smit & Zoon—<br>Kinderdijk<br>*333·7'*<br>321' 6" 29' 6"<br>1 dk | TM Trailing Suction Hopper<br>Dredger | 2 Oil 2SA<br>(i) 12Cy. 300×550 mm<br>(ii) 14Cy. 300×550 mm<br>4420bhp<br>N.V. Smit & Bolnes<br>2×400kW 380V 50c/s a.c.<br>Thw. thrust contr. pitch |
| 670976<br>PEHS<br><br>Esd Rdr<br>RTv | **GEOPOTES VII**<br><br>**Koninklijke Maats. Tot Het Uitvoeren Van Openbare Werken Adriaan Volker, N.V.**<br>Sliedrecht Netherland | 3860<br>2063<br>5413 | BV | **1963** N.V. Mch. & Schps. P. Smit, Jr.—<br>Rot<br>*298·4'*<br>283' 1" 29' 10"<br>1 dk | TM Trailing Suction Hopper<br>Dredger<br>Der 1(10) 3(5) | 2 Oil 2SA each 10Cy.<br>3400bhp<br>N.V. Smit & Bolnes<br>2×400kW 380V 50c/s a.c.<br>Thw. thrust propeller |
| 670977<br>PEHQ<br><br>Df Esd<br>Rdr RTv | **GEOPOTES VIII**<br><br>**Koninklijke Maats. Tot Het Uitvoeren Van Openbare Werken Adriaan Volker, N.V.**<br>Sliedrecht Netherland | 5157<br>3249<br>7972 | BV | **1964** Schps. L. Smit & Zoon—<br>Kinderdijk<br>*333·7'*<br>321' 6" 29' 6"<br>1 dk | TM Trailing Suction Hopper<br>Dredger | 2 Oil 4SA<br>(i) 12Cy. 300×550 mm<br>(ii) 14Cy. 300×550 mm<br>4420bhp<br>N.V. Smit & Bolnes<br>2×400kW 380V 50c/s a.c.<br>Thw. thrust contr. pitch |
| 671376<br>PEHP<br><br>Esd Gc<br>Rdr RTv | **GEOPOTES IX**<br><br>**Koninklijke Maats. Tot Het Uitvoeren van Openbare Werken Adriaan Volker N.V.**<br>Rotterdam Netherland | 7822<br>4208<br>7803 | BV | **1966** N.V. Werf "Gusto"—Sch<br>413' 5" 22' 3¾"<br>377' 4" 68'10½" 33' 10"<br>1 dk | TM Trailing Suction Hopper<br>Dredger Mchy.aft<br>Cr 2(10) 1(6) | 2 Oil 2SA each 16Cy.<br>6000bhp<br>N.V. Smit & Bolnes<br>2×570kW 380V 50c/s a.c.<br>Thw. thrust propeller |
| 670479<br>DEIM<br><br>Esd Rdr<br>RT | **GEORG**<br><br>**Diersch & Schröder**<br>Bremen W. German | 494<br>240<br>940 | | **1966** Bayerische Schiffb. G.m.b.H.—<br>Erlenbach<br>203' 5" 29' 7" 10' 1"<br>196' 2" 29' 6" 12' 4"<br>1 dk | M Tanker Mchy.aft | Oil SA 6Cy.<br>550bhp<br>Atlas-Mak Masch. |
| 512839<br>LKVL | **GEORG**<br>exSeestern<br>**Olav Hunnestad Partrederi**<br>Namsos Norwegian | 116<br>41<br>170 | | **1903** J. & H. Gehlsen—Glückstadt<br>95' 2" 20' 8" 14' 0"<br>... ... ...<br>len 55 | Wood M Fishing Mchy.aft | Oil 2SA 3Cy.<br>240bhp NE50<br>Wichmann Mtf. |
| 506886<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GEORG BÜCHNER**<br>exCharlesville–67<br>**Deutsche Seereederei**<br>Rostock E. German | *10946*<br>*5995*<br>9128 | ✠100A1 SS 10/65<br>with treeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN1850 EL f† | **1951–3** John Cockerill S.A.—Hbk<br>504' 2" 64' 10" 27' 6½"<br>468' 9" 64' 4" 39' 10"<br>F45' 2 dks, 3rd dk fwd of mchy. space<br>RW 8BH<br>rf 4" WB4391t incl. Tunnel tanks 50t DTa1120t DTm952t DTf161t | M (248P) Ref<br>6 Ho 55¾', 79', 52¼', 46¾', 74½', 44'<br>G.475113 B.438911 In.18110<br>6 Ha (24½'×16½') (40¾', 16½', 16½', 30½'×19¾') (19½'×16½')<br>16W Der 1(40) 1(20) 4(10) 12(5) | Oil 2DA 8Cy.<br>9250bhp B&W<br>John Cockerill S.A.<br>AuxB 105lb<br>4×240kW 230V d.c.<br>Thw. thrust propeller |

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| **GEORG SCHUMANN**<br>**Deutsche Seereederei**<br>E. German<br>Rostock | 5500<br>—<br>—<br>7990<br>—<br>— | | 1966 Warnowwerft—Warnemunde<br>419′ 11″ 61′ 0″ —/28′ 0″<br>… … …<br>1 dk & S dk | M OSD/CSD | Oil<br>5850bhp<br>Dieselmotorenwerk Ros<br>15k |
| **GEORG STAGE**<br>Stiftelsen **Georg Stages** Minde<br>Copenhagen<br>Danish | 298<br>185<br>— | | 1935 Frederikshavn V. & F.—Fkn<br>168′ 0″ 27′ 11″ 13′ 0″<br>27′ 9″<br>1 dk<br>R | Aux Training Ship Mchy.aft | Oil 2SA 2Cy. 295×400 mm<br>112bhp (d.o)<br>Möller & Jochumsen Horsens<br>2×8 & 6kW 110V d.c. 5k |
| **GEORGE**<br>exSemara II-51 exMarigo-50<br>exAccelerate-48 exWalling<br>exToteco<br>**Maritima Venezolana de Navegacion S.A.**<br>La Guaira<br>Venezuelan | 449<br>233<br>— | | 1921 Kyle & Purdy—City Island<br>*127·0′* 32′ 6″<br>… … …<br>2 dks<br>R | S | C 2Cy. 18″ & 38″×26″<br>(o.f)<br>J. A. Sullivan & Co. N.Yk |
| **GEORGE V**<br>France, Fenwick **Tyne & Wear Co. Ltd.**<br>Newcastle<br>British | 217<br>31<br>— | ✠100A1 TD 12/66<br>tug<br>LMC<br>MN216 EL (c) | 1915–1 J. P. Rennoldson & Sons Ltd.—Shl<br>114′ 0″ 24′ 7″ 12′ 3″<br>106′ 0″ 24′ 6″ 13′ 3″<br>R 5BH<br>BK7″ WB20t | M Tug (65P) | Oil 2SA 12Cy. 215×255 mm with sr gearing<br>1080bhp NEmade43refitted8/54 (d.o)<br>General Motors Corp. Clv<br>2×30kW 110V d.c. |
| **GEORGE A. DAVIDSON**<br>Tanker Facilities **Corp.**<br>Monrovia<br>Liberian | 24992<br>15743<br>42174 | AB | 1959 Mitsubishi Zosen—Nag<br>713′ 5″ 97′ 5″ 37′ 11½″<br>675′ 0″ 97′ 0″ 48′ 3″<br>P91′ B34′ F128′ 1 dk<br>RW<br>rf 4″ | S Tanker Mchy.aft<br>29 Ta | 2 S Turb dr geared to sc. shaft<br>17600shp (o.f)<br>Mitsubishi Zosen Nag<br>2×625kW 450V 60c/s a.c. |
| **GEORGE A. SLOAN**<br>exHill Annex-43<br>United States **Steel Corp.**<br>Bradley **Fleet**<br>New York<br>United States | 9706<br>7300<br>15112 | AB | 1943 Gt. Lakes Eng. Wks—River Rouge<br>620′ 6″ 60′ 3″ 23′ 11¾″<br>604′ 0″ 60′ 0″ 35′ 0″<br>F52′ 1 dk<br>RW<br>rf 3″ | S Mchy.aft<br>Self-unloader<br>4 Ho<br>G.458785<br>16 Ha (stl) (each 11′×38¾′) | T 3Cy. 24″ 41″ & 68″×42″<br>2500ihp 435t(c)<br>Gt. Lakes Eng. Wks Ecorse<br>11k |
| **GEORGE ADE**<br>United States **Department of Commerce**<br>nsacola<br>United States | 7176<br>4380<br>10750 | AB<br>TO BE BROKEN UP | 1944 J. A. Jones Const. Co.—Panama City<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2305t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **GEORGE ANSON**<br>exNewfoundland-62<br>Dominion **Nav. Co. Ltd.**<br>H.C. Sleigh Ltd.<br>Liverpool<br>British | 7743<br>4285<br>6140 | ✠100A1 ~~CS 10/62~~<br>with freeboard CS 12/67<br>✠LMC<br>✠Lloyd's RMC<br>EL (c†)$2\frac{1}{16}$″SQ | 1948–2 Vickers-Armstrongs—Nwc<br>440′ 6″ 61′ 2″ 25′ 6¼″<br>415′ 8″ 61′ 0″ 34′ 9″<br>B234′ F44′ 2 dks, 3rd dk clear of mchy. space<br>RW 7BH<br>WB678t incl. DTf296t | S (130P) Ref<br>4 Ho 59′, 70½′, 68½′, 63½′<br>G.301000 B.268000 In.52930<br>4 Ha (24½′×16′) (30½′×18′) (18¾′, 12½′×16′)<br>12W Der 2(10) 10(6) | 3 S Turb HP dr geared IP & LP sr geared to sc. shaft<br>6000shp 1120t (o.f)<br>Vickers-Armstrongs Ltd. Brw<br>3WTB 470℔ Spt 440℔ hs(18096)<br>2×550kW 220V d.c. 15k |
| **GEORGE B. CORTELYOU**<br>United States **Department of Commerce**<br>San Francisco<br>United States | 7181<br>4384<br>10500 | AB | 1943 Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.520000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. |
| **GEORGE B. McCLELLAN**<br>United States **Department of Commerce**<br>San Francisco<br>United States | 7258<br>4471<br>10500 | AB | 1942 Richmond S.B. Corp.—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.520000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1853t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **GEORGE BIRNIE**<br>Western **Transportation Co.**<br>Portland, Or<br>United States | 440<br>277<br>— | | 1945 Brown S.B. Co. Inc.—Houston<br>145′ 0″ 33′ 11″<br>33′ 9″ | TM Tug<br>4W | 2 Oil 2SA each 10Cy. 215×255 mm<br>3200bhp<br>Fairbanks, Morse & Co. Beloit |
| **GEORGE CALLITSIS**<br>exMonksville-64 exEbony-58<br>Athanassios & **Petros** Callitsis<br>Piraeus<br>Greek | 421<br>232<br>690 | HR<br>✠Classed LR until 8/64 | 1947–10 Scott & Sons—Bwg<br>148′ 1″ 24′ 7″ 12′ 6″<br>142′ 6″ 24′ 6″<br>Q79′ B7′ F22′ 1 dk<br>BK 6″ | M Mchy.aft<br>2 Ho 37½′, 49½′<br>G.26000 B.23600<br>2 Ha (24′×14¾′) (32¼′×14¾′)<br>2W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp NE57 16t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×60, 35kW 220V d.c. 12k |
| **GEORGE CAMPBELL**<br>Littlehampton **Harbour Board**<br>Littlehampton<br>British | 39<br>28<br>— | ✠A1 SS 7/65<br>Littlehampton harbour<br>service<br>EL (a)⅝″ | 1961–10 Bay Wharf Const. Co.—Lon<br>50′ 7″ 17′ 1″ 2′ 8″<br>50′ 0″ 16′ 6″ 6′ 0″<br>Trunk 31′ 1 dk<br>2BH<br>rf nil | Dredger | |

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| 512854<br>KKCG<br>242571<br>Df Esd | **GEORGE CHAFFEY**<br>**United States Department of Commerce**<br>Los Angeles United States | 7176<br>4380<br>10711 | | AB | **1942** California S.B. Co.—L.An<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.520000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 512855<br>KGJS<br>242191<br>Df Esd | **GEORGE CHAMBERLAIN**<br>**United States Department of Commerce**<br>Portland, Or United States | 7176<br>4374<br>10844 | | AB | **1942** Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.520000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>Filer & Stowell Co.<br>3×20kW 120V d.c. |
| 512856<br>5LTI<br>1221<br>Df Esd<br>Gc Rdr<br>RT | **GEORGE CHAMPION**<br>**Universe Tankships Inc.**<br>Monrovia Liberian | 51320<br>36089<br>87416 | | AB | **1958** Nat. Bulk Carriers Inc. (Kure Shpyd Div.)—Kur<br>854' 9" 125' 3" 46' 11"<br>815' 0" 125' 0" 61' 3"<br>P192' Q140' B32' F110' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>42 Ta<br>L.4143238 | HeCls. BC | 2 S Turb dr geared to sc<br>19250shp<br>General Electric Co. |
| 512857<br>300352<br>Df Esd<br>Pfd<br>RTh | **GEORGE CRAIG**<br>Launched as John Watterston<br>**George Craig & Sons Ltd.**<br>G. Craig<br>Aberdeen British | 197<br>67<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN108 | SS 3/66<br>EL (c)i | **1957**–11 Livingston & Co.—Pet<br>*107·4'* 23' 2"<br>103' 0" 23' 0" 12' 0"<br>Q58' F20'<br>RW 4BH<br>rf 45" BK7½" WB5t | M Trawler | | Oil 4SA 6Cy. 10½"×1<br>reverse gear<br>540bhp<br>Ruston & Hornsby<br>2×10kW 110V d.c.<br>Thw. thrust propeller at |
| 512858<br>WNQE<br>245807<br>Df Esd<br>Gc Rdr | **GEORGE CRILE**<br>**United States Department of Commerce**<br>San Francisco United States | 7249<br>4454<br>10500 | | AB | **1944** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.520000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 512862<br>KKWX<br>243270<br>Df Esd | **GEORGE D. PRENTICE**<br>**United States Department of Commerce**<br>San Francisco United States | 7176<br>4380<br>10720 | | AB | **1943** Permanente (Shpyd No. 1)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.520000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>Willamette Irn & Stl Co<br>3×20kW 120V d.c. |
| 512863<br>KIWD<br>244100<br>Df Esd | **GEORGE DEWEY**<br>**United States Department of Commerce**<br>Jacksonville United States | 7231<br>4435<br>10500 | | AB | **1943** St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 512865<br>KKKJ<br>242818<br>Df Esd | **GEORGE E. BADGER**<br>**United States Department of Commerce**<br>Wilmington, N.C United States | 7227<br>5602<br>10550 | | AB | **1943** N. Carolina S.B. Co.—Wmn<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 512866<br>KIEX<br>243140<br>Df Esd | **GEORGE E. PICKETT**<br>**United States Department of Commerce**<br>Houston United States | 7244<br>4396<br>10380 | | AB | **1943** Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 512868<br>5LGG<br>933<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GEORGE F. GETTY**<br>**Hemisphere Transportation Corp.**<br>Monrovia Liberian | 33705<br>21396<br>53917 | ✠Classed LR until 2/64 | AB | **1957**–1 Ch. de l'Atlantique—St.N<br>785' 10" 102' 6" 41' 4"<br>749' 8" 102' 0½" 53' 0½"<br>P154' F94' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>36 Ta 1 Ho 49'<br>L.2577939<br>1 Ha (stl) (14½'×27½')<br>Der 4(7) 4(5) 2(2) | HeCls. BC | 2 S Turb dr geared to<br>19250shp<br>Ch. de l'Atlantique<br>2×650kW 450V d.c. |
| 512869 | **GEORGE F. McGRAW**<br>exMexpet–54<br>**Astilleros Dominicanos C por A**<br>Dominican | 237<br>161<br>— | | | **1915** Staten Island S.B. Co.—Pt. Richmond<br>108' 0" 24' 5" 11' 0"<br>24' 3"<br>R | S Tug<br>2W | | C 2Cy. 13" & 30"×<br>Staten Island S.B. Co |
| 512870<br>KLBL<br>243414<br>Df Esd | **GEORGE F. PATTEN**<br>**United States Department of Commerce**<br>Portland, Or United States | 7174<br>4399<br>10735 | | AB | **1943** New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | | T 3Cy. 24½" 37" & 7<br>2500ihp<br>General Mchy. Co<br>3×20kW 120V d.c. |
| 512871<br>KOCD<br>243176<br>Df Esd<br>Rdr | **GEORGE FLAVEL**<br>**United States Department of Commerce**<br>Portland, Or United States | 7176<br>4380<br>10439 | **BROKEN UP** | AB | **1943** Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | | T 3Cy. 24" 37" & 7<br>2500ihp<br>Iron Fireman Mfg Co<br>3×20kW 120V d.c. |

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| **GEORGE G. CRAWFORD**<br>exLe Grand S. de Graff<br>**United States Steel Corp.**<br>**Great Lakes Fleet**<br>New York United States | **7699**<br>6376<br>12790 | <br><br>AB | **1907** American S.B. Co.—Lorain<br>605′ 8″ 60′ 3″ 21′ 4⅞″<br>592′ 10″ 60′ 0″ 32′ 0″<br>F50′ 1 dk<br>R<br>rf 3″ | S Mchy.aft<br>3 Ho<br><br>18 Ha (stl) (each 11′×38′) | T 3Cy. 22½″ 37½″ & 65″×42″<br>1880ihp<br>American S.B. Co. | <br>277t (c)<br>Clv<br>10k |
| **GEORGE GALE**<br>**United States Department of Commerce**<br>New Orleans United States | **7197**<br>4392<br>10660 | <br><br>AB | **1942** Delta S.B. Co. Inc.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>American S.B. Co.<br>3×20kW 120V d.c. | <br>1834t (o.f)<br>Clv<br>10k |
| **GEORGE GERSHWIN**<br>**United States Department of Commerce**<br>Los Angeles United States | **7222**<br>4416<br>10572 | <br><br>AB | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. | <br>1856t (o.f)<br>Sunnyvale<br>10k |
| **GEORGE GIPP**<br>**United States Department of Commerce**<br>San Francisco United States | **7254**<br>4458<br>10500 | <br><br>AB | **1943** Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. | <br>1834t (o.f)<br>Sunnyvale<br>10k |
| **GEORGE H. EVANS**<br>exHinemoa–67<br>**Hydro-Electric Commission Tasmania**<br>Wellington New Zealand | **6911**<br>3478<br>1026 | ✠Class **WITHDRAWN**<br>4/68 | **1946**–12 Vickers-Armstrongs Ltd.—Brw<br>419′ 4″ 58′ 6″ 17′ 0½″<br>400′ 0″ 58′ 0″ 29′ 0″<br>B&F384′ 2 dks, 3rd dk in holds<br>RW Coll BH to S dk 9 to 2nd dk<br>rf 12″ WB1379t incl. Tunnel tank 64t DTsf456t | TT-E (833P)<br>4 Ho 42¾′, 65¼′, 40½′, 65¼′<br>B.81920<br>4 Ha (stl) (9′, 22½′, 20¼′, 11′×10′)<br>8W Der 8(5) | 2 S Turb driving 2 gen. each 5120kW 3150V a.c. connected to 2 elec. motors each 13000shp (Sy)<br>Brown-Curtis B.T.H. Co.<br>4WTB 465℔ Spt 425℔ hs(28420)<br>3×350kW 220V d.c. | <br>616t (o.f)<br>Rugby<br><br>21k |

**~~SURVEYS OVERDUE—CLASS SUSPENDED 12/67~~**

**CONVERTED FOR USE AS A FLOATING POWER-HOUSE**

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| **GEORGE H. PENDLETON**<br>**United States Department of Commerce**<br>Baltimore United States | **7238**<br>4461<br>10920 | <br><br>AB | **1943** Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 0″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Ellicott Mchy. Corp.<br>3×20kW 120V d.c. | <br>1819t (o.f)<br>Bal<br>10k |
| **GEORGE HINDMAN**<br>exBaird Tewksbury–62<br>exWilliam D. Crawford–53<br>**dman Transportation Co. Ltd.**<br>wen Sound Canadian | **6962**<br>4819<br>10600 | AB<br><br>✠Classed LR until 2/19<br><br>**BROKEN UP** | **1914**–5 American S.B. Co.—Lorain<br>524′ 0″ 54′ 2″ 30′ 0″<br>511′ 9″ 54′ 0″ 30′ 2″<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br><br>16 Ha | T 3Cy. 23½″ 36½″ & 63¼″×42″<br>1800ihp<br>American S.B. Co. | <br>360t (c)<br>Lorain<br>9k |
| **GEORGE IRVIN**<br>**East Fisheries Ltd.**<br>Irvin & Johnson Ltd.<br>Cape Town S. African | **535**<br>184<br>320 | <br><br>✠Classed LR until 11/56 | **1954**–1 Cook, Welton & Gemmell Ltd.—Bev<br>173′ 6″ 28′ 1″<br>155′ 0″ 28′ 0″ 15′ 4″<br>Q84′ F27′<br>R<br>rf 27″ BK8″ | S Trawler<br>2 Ho 34′, 11½′<br>In.11433<br>5 Ha (3′×3½′) (3½′×4′) (5¼′, 5¼′×3½′) (4¼′×5′) | T 3Cy. 14½″ 24″ & 40″×27″<br>850ihp<br>C. D. Holmes & Co. Ltd.<br>1×20kW 110V d.c. | <br><br>Hul<br>10½k |
| **GEORGE KENTNER**<br>Booth Fisheries **Canadian Co. Ltd.**<br>St. John's, Nfl Canadian | **312**<br>104<br>— | <br>✠LR class withdrawn—<br>Owners' request 2/68 | **1965**–6 G. T. Davie & Sons Ltd.—Lauzon<br>129′ 0″ 26′ 5″<br>115′ 0″ 26′ 0″ 14′ 3″<br>P8′ F20′ 1 dk<br>rf 42″ BK9″ | M Trawler | Oil 4SA 7Cy. 305×460 mm<br>770bhp<br>D. & J. Boot "De Industrie" | <br><br>Alp |
| **GEORGE L. FARLEY**<br>**United States Department of Commerce**<br>Portland, Me United States | **7259**<br>4459<br>10735 | <br><br>AB | **1944** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Harrisburg Mchy. Corp.<br>3×20kW 120V d.c. | <br>2318t (o.f)<br>Harrisburg<br>10k |
| **GEORGE L. PARKHURST**<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberian | **39965**<br>27486<br>69225 | AB<br><br>✠Classed LR until 4/65 | **1960**–9 Sörviksvarvet A/B—Udv<br>824′ 8″ 116′ 2″ 43′ 7½″<br>782′ 0″ 116′ 0″ 56′ 0″<br>P159′ B42′ F88′ 1 dk<br>RW<br>rf 6″ | S Tanker Mchy.aft<br>25 Ta | 2 S Turb dr geared to sc. shaft<br>22000shp<br>De Laval S. Turb. Co.<br>2×750kW 450V 60c/s a.c. | <br>(o.f)<br>Trenton |
| **GEORGE LIVANOS**<br>**Atlantic Oil Carriers Ltd.**<br>Panama Panamanian | **18790**<br>11592<br>29402 | <br><br>AB | **1954** Bethlehem Stl Co.—Qcy<br>644′ 8″ 84′ 2″ 34′ 7½″<br>615′ 0″ 84′ 0″ 44′ 0″<br>P152′ B44′ F81′ 1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. shaft<br><br>Bethlehem Stl Co. | <br>2192t (o.f)<br>Qcy<br>17k |

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| 540443<br>VXRJ<br>304498<br>Df Gc<br>Rdr<br>RTm/v | **GEORGE M. CARL**<br>exMatthew Andrews–63<br>exFred G. Hartwell–51<br>**Scott Misener Steamships Ltd.**<br>R. Scott Misener<br>Port Colborne Canadian | 10418<br>7405<br>14600 | | AB | 1923 American S.B. Co.—Lorain<br>617' 0" 64' 2" 21' 7"<br>604' 1" 64' 0" 33' 0"<br>1 dk<br>R<br>rf 2½" | S Bulk Carrier Mchy.aft<br>4 Ho 120', 108', 108', 117'<br>35 Ha (stl) (each 9' × 47') | T 3Cy. 25½" 41" &<br>2600ihp<br>American S.B. Co. |
| 512888<br>SYLG<br>329<br>Df Esd<br>Gc Rdr | **GEORGE M. EMBIRICOS**<br>exWavecrest–62<br>**Compania de Nav. Ensenada S.A.**<br>Andros Greek | 8818<br>4945<br>12600 | | BV | 1956 Forg. & Ch. de la Méditerranée—La Seyne<br>474' 11" 61' 8"<br>441' 11" 61' 5" 39' 5"<br>P124' Q91' B20' F107' 2 dks | M CSD Mchy.aft<br>G.675394 B.605050<br>5 Ha<br>10W Der 1(50) 1(40) 6(10) 4(5) | Oil 2SA 8Cy. 720 × 1250 mm<br>5600bhp Sulzer<br>Forg. & Ch. de la |
| 512889<br>WF7895<br>268564<br>Df Gc<br>Rdr RT | **GEORGE M. HUMPHREY**<br>**National Steel Corp.**<br>The Hanna Mining Co.<br>Wilmington, Del United States | 14034<br>10528<br>24964 | | AB | 1954 American S.B. Co.—Lorain<br>710' 0" 75' 11" 25' 11"<br>690' 0" 75' 0" 37' 6"<br>P128' B&F76' 1 dk<br>RW<br>rf 3" | S Mchy.aft<br>4 Ho<br>G.650000<br>19 Ha (each 17' × 48') | 2 S Turb dr geared to sc.<br>9350shp<br>General Electric Co. |
| 512891<br>VYSW<br>154498<br>Esd Rdr<br>RT | **GEORGE M. McKEE**<br>**Marine Industries Ltd.**<br>Sorel Canadian | 221<br>51<br>— | ✠Classed LR until 6/33 | | 1928–5 Davie S.B. & R. Co. Ltd.—Levis<br>107' 9" 26' 1"<br>… … …<br>R | M Tug | Oil 2SA 5Cy. 405 × 510 mm<br>Fairbanks, Morse & Co. |
| 512892<br>WA6528<br>202910<br>Df Gc<br>Rdr | **GEORGE M. STEINBRENNER**<br>exSaturn–59 exJohn Sherwin–58<br>**The Kinsman Marine Transit Co.**<br>George M. & Henry Steinbrenner<br>Wilmington, Del United States | 6490<br>5495<br>10250 | | AB | 1906 West Bay City S.B. Co.—W. Bay City<br>*520-5'* 54' 2" 21' 4⅜"<br>521' 9" 54' 0" 31' 2"<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>16 Ha (stl) (each 12' × 35') | T 3Cy. 22½" 36½" &<br>1600ihp<br>Detroit S.B. Co. |
| 650398<br>321574 | **GEORGE OHIKERE**<br>**Nigerian Ports Authority**<br>Lagos Nigerian | 154<br>41<br>— | ✠A1<br>tug<br>Nigerian river & harbour service<br>✠LMC<br>MN276 | EL (b) | 1965–3 Henry Robb Ltd.—Lth<br>93' 11" 25' 8"<br>85' 0" 24' 3" 12' 0"<br>5BH<br>rf 14" BK6" WB50t | TM Tug | 2 Oil 2SA each 6Cy.<br>sr reverse gears<br>1380bhp<br>British Polar Engines Ltd |
| 512896<br>KXLD<br>243749<br>Df Esd | **GEORGE P. GARRISON**<br>exBelgian Liberty–47<br>exGeorge P. Garrison–45<br>**United States Department of Commerce**<br>New York United States | 7247<br>5135<br>10516 | | AB | 1943 Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3 × 20kW 120V d.c. |
| 512897<br>GHPE<br>303172<br>Df Esd<br>Gc Rdr<br>RT | **GEORGE PEACOCK**<br>**Pacific Maritime Services Ltd.**<br>~~Furness Ship Management Ltd.~~<br>Liverpool British<br>Furness, Withy & Co. Ltd. (Mgrs.) | 18564 ~~10153~~<br>10986 ~~11307~~<br>30267 | ✠100A1<br>oil tanker<br>✠LMC<br>MN2320 | SS 9/65<br>EL n†2½"SQ | 1961–7 Harland & Wolff Ltd.—Bel<br>643' 3" 80' 11" 35' 7½"<br>611' 0" 80' 6" 45' 6"<br>P134' B38' F50' 1 dk<br>RW 14BH<br>rf 4" WB1236t | M Tanker Mchy.aft<br>27 Ta<br>L.1346454 HeCls. BC | Oil 2SA 7Cy. 750×<br>500 mm<br>11600bhp<br>Harland & Wolff Ltd.<br>2WTAuxB 250lb Sat<br>AuxB 250lb |
| 512900<br>WSPS<br>246298<br>Df Esd<br>Gc | **GEORGE POMUTZ**<br>**United States Department of Commerce**<br>New Orleans United States | 7176<br>4330<br>10444 | | | 1944 Delta S.B. Co. Inc.—N.Os<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"<br>2500ihp<br>Willamette Irn & Stl<br>3 × 20kW 120V d.c. |
| 540444<br>WA5327<br>253672<br>Df RT | **GEORGE R.**<br>**Brown & Root Inc.**<br>Houston United States | 143<br>49<br>— | | ~~AB~~ | 1944 Smith Shipyards Inc.—Pca<br>*78·9'* 23' 2"<br>80' 11" 23' 0" 10' 4"<br>BK2½" | M Tug | Oil 2SA 6Cy. 12½"×<br>650bhp<br>Clark Bros. Co. |
| 512902<br>WA4735<br>222830<br>Df Gc<br>Rdr RT | **GEORGE R. FINK**<br>exErnest T. Weir–53<br>exWorrell Clarkson–36<br>**Hanna Furnace Corp.**<br>The Hanna Mining Co.<br>Wilmington, Del United States | 8203<br>6789<br>13800 | | AB | 1923 Toledo S.B. Co.—Toledo<br>600' 0" 60' 2" 21' 7"<br>588' 0" 60' 0" 32' 1"<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>35 Ha (stl) (each 9' × 38') | T 3Cy. 25½" 41½" &<br>2300ihp<br>Toledo S.B. Co. |
| 512903<br>144563<br>Df Esd<br>Pfd RT | **GEORGE R. WOOD**<br>exDoreen Johnston–60<br>exAdastral–46 exWilliam Gillett<br>**Ailsa Craig Fishing Co. Ltd.**<br>George R. Wood<br>Aberdeen British | 209<br>74<br>— | | | 1919 Ritchie, Graham & Milne—Gls<br>*116·0'* 22' 1" 12' 1"<br>… … …<br>R | M Trawler | Oil 4SA 6Cy.<br>NE60<br>A. K. Diesels Ltd. |
| 512904<br>KFFZ<br>242134<br>Df Esd | **GEORGE READ**<br>**United States Department of Commerce**<br>San Francisco United States | 7232<br>4447<br>10500 | | AB | 1942 Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>Joshua Hendy Irn Wks<br>3 × 20kW 120V d.c. |

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| **GEO. S. LONG**<br>exDiana H. Ponchelet-48<br>exDexter W. Fellows-47<br>**Weyerhaeuser Co.**<br>Tacoma United States<br>Now **RELIANCE HARMONY** See New Entries No. 12 | 7288<br>4443<br>10793 | AB | **1944** Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 0″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 48½′, 63¾′, 84′<br>G.562608 B.499573<br>5 Ha (stl) (33¼′, 34½′, 19¾′, 34½′, 34½′×19¾′)<br>12W Der 2(10) 8(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>Filer & Stowell Co. Milwaukee<br>2×150kW 110/208V 60c/s a.c. 11½k |
| **GEORGE SKOURAS**<br>exLoch Frisa-63 exMarleen-49<br>Launched as Ottawa Maycliff<br>**Constantinos Skouras**<br>Piræus Greek | 328<br>115<br>330 | HR<br>✠Classed LR until 7/63 | **1946–6** Morton Eng. & D.D. Co. Ltd.—Qbc<br>151′ 0″ 27′ 1″ 13′ 0″<br>140′ 7″ 27′ 0″<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ho 46′, 42¾′<br>B.32000<br>3 Ha (28¼′, 21¼′, 8¼′×—′)<br>2W Cr 1 Der 2(3) 1(1) | Oil 4Cy. 300×500 mm<br>400bhp NE63 15t<br>Skoda<br>2×15, 12kW 110V |
| **GEORGE VANCOUVER**<br>**United States Department of Commerce**<br>Portland, Or United States | 7226<br>4431<br>10844 | AB | **1942** Kaiser Co. Inc.—Vcr, Wash<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **GEORGE VERGOTTIS**<br>**Franconia Sea Transport Ltd.**<br>Monrovia Liberian | 30647<br>19277<br>55790 | AB | **1966** Mitsubishi Hvy. Ind. Ltd.—Kob<br>775′ 0″ 104′ 6″ 40′ 5½″<br>738′ 3″ 104′ 4″ 53′ 4″<br>P91′ F56′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>17 Ta | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 3799t<br>Mitsubishi Hvy Ind. Ltd. Kob |
| **GEORGE W.**<br>**Pacific Towboat Co.**<br>Seattle United States | 117<br>41<br>— | CONDEMNED & DISMANTLED | **1889** ……………………Pld<br>*100·0′* 20′ 0″ 9′ 3″<br>… … … | Wood M Tug | Oil 4SA 6Cy. 370×455 mm<br>480bhp NE37<br>Atlas-Imperial D.E. Co. Oakland |
| **GEORGE W. BANTA**<br>**Plaquemine Towing Corp.**<br>Baton Rouge United States | 267<br>119<br>— | | **1954** Avondale Marine Ways Inc.—Westwego<br>*94·8′* 30′ 0″<br>… … … | TM Tug | 2 Oil 2SA each 12Cy. 215×255 mm<br>2400bhp<br>General Motors Corp. Clv |
| **GEORGE W. McCRARY**<br>**United States Department of Commerce**<br>San Francisco United States | 7211<br>4432<br>10500 | AB<br>BROKEN UP | **1942** Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **D. WHITLOCK II**<br>Diesel Tanker **Ira S. Bushey** Inc.<br>Spentonbush Fuel Transport Service Inc.<br>New York United States | 987<br>792<br>1400 | | **1941** R.T.C. S.B. Corp.—Camden<br>*213·0′* 37′ 1″ 12′ 11½″<br>213′ 6″ 37′ 0″ 14′ 6″<br>P52′ B16′ F20′ 1 dk | M Tanker Mchy.aft<br>L.74490 | Oil 2SA 7Cy. 335×430 mm<br>805bhp 406t–3½pd<br>Fairbanks, Morse & Co. Beloit<br>9k |
| **GEORGE WYTHE**<br>**United States Department of Commerce**<br>Baltimore United States | 7240<br>4440<br>10920 | AB | **1942** Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 1″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>Worthington Corp. Harrison<br>3×20kW 120V d.c. 10k |
| **GEORGEL**<br>exTrojan Seaman-54<br>exStrathcape-52<br>exDonald S. Wright-49<br>**Central Navigation Corp.**<br>Monrovia Liberian | 7253<br>4458<br>10851 | AB<br>BROKEN UP | **1945** Delta S.B. Co. Inc.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562608 B.499573<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10½k |
| **GEORGES FREGER**<br>Vve. Bourgain-**Duval**<br>Fécamp French | 279<br>106<br>512 | ~~BV~~ | **1950** Ch. Nav. de Caen—Blainville<br>*129·7′* 24′ 7″<br>… … … | M Trawler<br>3 Ha (3½′, 3½′×3½′) (3½′×3¼′)<br>Der 1(3) | Oil 4SA 6Cy. 365×550 mm<br>720bhp 74t<br>Soc. Gén. de Con. Méc. La Courneuve<br>11½k |
| **GEORGES HEBERT**<br>R. Dallaire<br>Quebec Canadian | 227<br>177<br>— | | **1956** Ch. Mar. de St. Laurent—St. Laurent<br>*96·3′* 29′ 5″<br>… … …<br>1 dk | Wood M | Oil 6Cy. 8¾″×10½″<br>Emade41fitted56<br>Fairbanks, Morse & Co. Beloit |
| **GEORGES LETZER**<br>exForemost 106-49<br>exEmpire Martha-47<br>Remorquage **Letzer Soc. Anon.**<br>Antwerp Belgian | 294<br>45<br>— | ✠100A1 ~~SS 11/64~~<br>tug SS 11/68<br>✠LMC<br>MN440 EL (e) | **1945–11** Cochrane & Sons Ltd.—Sel<br>123′ 6″ 27′ 7″ 12′ 9″<br>115′ 0″ 27′ 6″ 13′ 6″<br>5BH<br>BK 7″ WB33t | M Tug | Oil 4SA 8Cy. 400×580 mm<br>2200bhp ✠NEmade62fitted64<br>Klöckner-Humboldt-Deutz Kln |

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| 512923<br>TMWG<br><br>Rdr<br>RTm/v | **GEORGES PIAT**<br><br>**Port Autonome du Havre**<br>Havre French | 205<br>—<br>— | BV | **1948** Forg. & Ch. de la Médit.—Hav<br>118' 7" 23' 0" 9' 2"<br>... ... ...<br><br>RW | M Tug<br><br><br><br>Der 2(5) | Oil.4SA 6Cy. 380×600 mm<br>900bhp<br>Cie. de Con. Méc.<br>2×98, 25kW 220V d.c. |
| 541128<br>LZDJ<br><br>Df Esd<br>Gc Rdr<br>RT | **GEORGI BENKOVSKI**<br>exLa Estancia-63<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | *9486*<br>*5957*<br>13600 | ✠Classed LR until 4/64 | **1960–4** Soc. des For. de la Méditerranée—La Seyne<br>463' 2" 61' 3" 30' 6½"<br>439' 1" 61' 0" 40' 6"<br>P87' F43' 2 dks<br>rf 3" | M CSD Mchy.aft<br><br>G.730017 B.625785<br><br>10W Der 10(5) | Oil 2SA 7Cy. 630×1300 mm<br>5800bhp Götaverken<br>Soc. des For. de la Méditerr |
| 512924<br><br><br>Esd | **GEORGI BENKOVSKI**<br><br>**Schiffswerft Varna**<br>Varna Bulgarian | 150<br>—<br>— | | **1957** Schiffsw. Linz A.G.—Linz<br>*91·8'* 23' 1"<br>... ... ...<br>1 dk | TM Tug | 2 Oil 2SA each 6Cy. 230×<br><br>Masch. Andritz A.G. |
| 512478<br>LZDU<br>59<br>Df Esd<br>Rdr | **GEORGI DIMITROV**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 898<br>372<br>— | | **1957** G. Dimitrov Shipyard—Varna<br>205' 6" 30' 8" 9' 10"<br>30' 6"<br>3 dks | M<br>1 Ho 31½'<br>B.5754<br>1 Ha (6½'×9½') | Oil 4SA 8Cy. 320×480 mm<br><br>Schwermasch. Karl Liebkn |
| 512925<br>LZDL<br><br>Df Esd<br>Gc Rdr | **GEORGI SAVA RAKOVSKY**<br>exWillesden–62<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | *8556*<br>*4649*<br>— | ✠100A1 SS 3/65<br><br>✠LMC<br><br>MN1100 EL d†2$\frac{4}{16}$"SQ | **1961–3** Barclay, Curle & Co. Ltd.—Gls<br>465' 3" 63' 3" 29' 3½"<br>435' 0" 63' 0" 40' 6"<br>F39' 2 dks<br>RW 8BH<br>rf 6" WB3270t incl. DTmf 1476t Dk fwd 195t | M | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>AuxB 100lb |
| 670103 | **GEORGI VASILIEV**<br><br>**U.S.S.R.**<br>Izmail Russian | 2952<br>1302<br>3516 | | **1966** Santierul Naval—Galatz<br>330' 4" 47' 4" ~~10' 9"~~ 18' 11½"<br>... ... ... | M | Oil |
| 514286<br>5MHA<br>1581<br>Df Esd<br>Gc Rdr | **GEORGIA**<br>exHari–65 exMyriam III–61<br>exArtemidi–57<br>exAnne Butler–54<br>exFrank E. Spencer–51<br>**Asopos Shipping Co. S.A.**<br>Monrovia Liberian | 7255<br>4460<br>10840 | **BROKEN UP** | **1945** Delta S.B. Co. Inc.—N.Os<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br><br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.562608 B.499573<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 512926<br>JXTF<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **GEORGIA**<br>exCarina–62<br>**A/S Gerrards Rederi & A/S Gerrards Rederi II**<br>Kristiansand Norwegian<br>Now **AKBAR**<br>See New Entries No. 10 | 6709<br>3784<br>10770<br>9199<br>5578<br>12878 | ✠100A1 SS 10/63<br>DTsm—vegetable oil<br>Str. nav. ice<br>✠LMC<br>MN1200 EL d†2$\frac{4}{16}$"SQ | **1958–12** Brodogradiliste Split—Spt<br>502' 1" 62' 0" 26' 6"/29' 6½"<br>460' 8" 61' 8" 39' 4"<br>Ba80' F43' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6" WB3890t incl. DTm591t | M OSD/CSD Mchy.aft<br>5 Ho 54', 55', 71½', 78½', 46½'<br>G.680940 B.607160<br>5 Ha (stl) (27', 40', 40', 52½', 27½'×24½')<br>12W 1(60) 2(10) 13(5–10) | Oil 2SA 6Cy. 750×1320 m<br>6000bhp<br>S.A. Fiat S.G.M.<br>2db (1 o.f 1 ex.g) 100lb<br>3×250kW 440V 60c/s a.c. |
| 501043<br>SZTT<br>1004 | **GEORGIA**<br>exAlexandros T–64<br>exBotzos–55 exPavlos G–54<br>exGinetto–47 exIrma Calzi–37<br>exSpadaccino–35<br>exTamazer I–34 exNeufchatel<br>exTisserand<br>**John Yianniotis & Co.**<br>Piræus Greek | 1112<br>734<br>— | HR | **1920** Ch. Dubigeon—Nts<br>229' 7" 34' 2" 14' 8"<br>34' 0"<br>P74' F30' 1 dk<br>R | M Mchy.aft<br>4 Ho<br>G.63000<br>4 Ha<br>4W Der 4 | Oil 4SA 6Cy. 400×— mm<br>770bhp [illegible]<br>Waggon & Maschb. |
| 512928<br>JBWA<br>75653<br>Df Esd<br>Gc Rdr<br>RTm | **GEORGIA MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 7702<br>4296<br>11065 | NK<br><br>✠Classed LR until 7/63 | **1956–12** Mitsubishi Nippon Hvy Ind.—Yka<br>449' 7" 60' 8" 28' 2"<br>420' 8" 60' 4½" 37' 5"<br>F37' 2 dks<br>RW<br>rf 3½" | M (2P)<br>5 Ho 52½', 66½', 65½', 70½', 62½'<br>G.571567 B.527795<br>5 Ha (stl) (27'×19½') (44½', 39½', 42', 38½'×23')<br>16W Der 6(10) 4(5) | Oil 2SA 6Cy. 700×1200 m<br>4700bhp MAN<br>Mitsubishi Nippon Hvy In<br>2×136kW 445V 60c/s a.c. |
| 640900<br><br>320252<br>Rdr<br>RTh | **GEORGIA TRANSPORTER**<br>**Shields Nav. Ltd.**<br>~~**McKenzie Barge & Marine Ways Ltd. Coal Island Ltd.**~~<br>Vancouver Canadian | 142<br>97<br>250 | | **1963** McKenzie Barge & Derrick Co.—Vcr<br>80' 0" 28' 1"<br>77' 1" 28' 0" 7' 1"<br>1 dk<br>rf nil | TM Mchy.aft<br><br><br><br>Cr 1(4) | 2 Oil each 6Cy. 4½"×5½"<br>360bhp<br>Caterpillar Tractor Co.<br>1×1½kW 32V d.c. |
| 512930<br>VCGB<br>176116<br>Df Esd<br>Gc Rdr<br>RTh/v | **GEORGIAN BAY**<br><br>**Canada Steamship Lines Ltd.**<br>Montreal Canadian | 11392<br>8116<br>16270 | ✠100A1 Lake SS 6/67<br>Great Lakes service<br>✠LMC<br><br>MN1035 EL (i†)2$\frac{4}{16}$"SQ | **1954–4** Collingwood Shpyds Ltd.—Clw<br>619' 4" 68' 2" 24' 5½"<br>600' 4" 68' 0" 35' 1"<br>P125' F70' 1 dk<br>NS 3BH<br>rf 3" WB7516t incl. DTf449t | S Bulk Carrier (4P) Mchy.aft<br>6 Ho 59', 70', 70', 75', 70', 78'<br><br>17 Ha (stl) (each 11'×43½') | 3 S Turb dr geared to sc<br>5175shp<br>J. Inglis Co. Ltd.<br>2WTB 525lb Sup [illegible]<br>db 30lb<br>2×350kW 220V 60c/s a.c. |
| 532739<br>SVQV<br>2806<br>Df Esd<br>Gc Rdr<br>RTm/h | **GEORGIAN GLORY**<br>exSighaug–66<br>**Rubystar Shipping Corp.**<br>Piræus Greek | 16563<br>8892<br>25350 | AB | **1962** Kockums M/V A/B—Mmo<br>577' 0" 75' 0" 34' 2½"<br>540' 0" 74' 10" 48' 7"<br>P120' F53' 1 dk<br>rf 2" | M Bulk Carrier Mchy.aft<br>6 Ho 72', 65½', 65½', 65½', 65½', 65½'<br>G.1139320 B.1122080<br>6 Ha (stl) (each 52½'×35½')<br>Der 1(3) 2(1½) 1(1) | Oil 2SA 6Cy. [illegible]<br>6845bhp MAN<br>Kockums M/V A/B<br>3×300kW 440V 60c/s a.c. |

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| **GEORGIAN VALOUR**<br>exSylvafield-65<br>**Pantheon Corp.**<br>Monrovia<br>Liberian | 11110~~10873~~<br>6466 ~~6344~~<br>16678 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1440 | TD4-4/67<br>EL h†2 3/16"SQ | **1953**-9 Wm Doxford & Sons Ltd.—Sld<br>546' 10" 70' 4" ~~30' 4¼"~~ 30' 11⅛"<br>515' 0" 70' 0" 39' 0"<br>P129' B44' F44' 1 dk<br>RW 17BH<br>WB909t incl. DTf616t | M Tanker Mchy.aft<br>27 Ta | Oil 2SA 6Cy. 700×2320 mm<br>7750bhp 1245t<br>Wm Doxford & Sons Ltd. Sld<br>2AuxB 150℔ 13½k |
| **GEORGIANA**<br>**Panamanian Enterprise S.A.**<br>Monrovia<br>Liberian | ~~9500~~ 9387<br>— 6007<br>~~46000~~ 16227 | | BV | **1967** Sanoyasu Dockyd Co. Ltd.—Osa<br>29' 0"<br>446' 3" 71' 6" 39' 8"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Uraga Hvy Ind. Ltd. Tamashima |
| **GEORGINA V. EVERARD**<br>**F. T. Everard & Sons Ltd.**<br>London<br>British | 2487<br>1284<br>3245 | ✠100A1<br>✠LMC<br>MN320 | SS 5/65<br>EL s | **1955**-7 Goole S.B. & R. Co. Ltd.—Goo<br>306' 4" 42' 6" 17' 11½"<br>285' 0" 42' 0" 19' 3"<br>P72' Q103' F26' 1 dk<br>RW NS 5BH<br>rf 4" WB972t incl. DTm309t | M Mchy.aft<br>G.161571 B.154137<br>8W Der 8(3) | Oil 2SA 6Cy. 407×648 mm<br>1600bhp 189t<br>Newbury Diesel Co. Ltd. Nby<br>10k |
| **GEORGINA WILSON**<br>exFairy Cove-67<br>**James Wilson**<br>W. Hartlepool<br>British | 182<br>61<br>— | ✠Classed LR until 7/56 | | **1955**-4 Henry Scarr Ltd.—Hessle<br>*102·2'* 22' 2" 12' 0"<br>100' 0" 22' 0"<br>F17'<br>RW<br>rf 12" BK7" | M Trawler | Oil 6Cy. 265×345 mm<br>350bhp 45t (d.o)<br>Crossley Bros. Ltd. Mch<br>1×5kW 220V d.c. 10½k |
| **GEORGIOS**<br>**Livanos Bros. Maritime Co. Ltd.**<br>Piræus<br>Greek | 7564<br>4658<br>11050 | ✠100A1<br>✠LMC<br>MN500 | SS 9/65<br>EL b†2 1/16"SQ | **1951**-7 W. Gray & Co. Ltd.—Hpl<br>457' 6" 57' 10" 27' 11¾"<br>431' 0" 57' 6" 38' 4"<br>F41' 2 dks<br>RW Coll BH to U dk<br>WB2557t incl. DTm593t | S CSD<br>5 Ho 63', 62½', 52½', 70', 70'<br>G.602880 B.560235<br>5 Ha (31½', 32½', 26', 33', 33'×22')<br>10W Der 2(10) 8(5) | T 3Cy. 24½" 39" & 70"×48"<br>2500ihp 1406t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2SB (p&s) 225℔ Spt<br>NSB (c) 7/57-225℔ Spt<br>hs(10680) 9cf<br>2×25kW 110V d.c. 11k |
| **GEORGIOS**<br>exMarylise-67 exJumièges-63<br>**Korthion Shipping Co.**<br>Monrovia<br>Liberian | 1911<br>1050<br>2607 | | AB BV | **1948** Ch. & At. de St. Nazaire (Penhöet)<br>—Quevilly<br>296' 2" 39' 6" 17' 3"<br>39' 4"<br>P40' Q78' B58' F29' 1 dk | S<br>G.119000 B.113000<br>4 Ha (each 16½'×24')<br>Der 8(5) | T 3Cy. 17 11/16" 30¾" & 52¾"×35 7/16"<br>1200ihp 175t (o.f)<br>At. & Ch. de France Dnk |
| **GEORGIOS**<br>exManchester Prospector-60<br>exVigør-53<br>**Dr. M. Sarlis & Co.**<br>Greek | 1529<br>790<br>2354<br>—<br>—<br>— | 100A1<br>with freeboard<br>**LMC**<br>MN216 | SS 10/66<br>EL r 1½"SQ | **1948** A/S Langesunds M/V—<br>Langesund<br>258' 0" 41' 8" 17' 3½"/19' 10"<br>250' 1" 41' 6" 25' 10"<br>F27' 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>WB518t | S OSD/CSD<br>G.165110 B.151090<br>8W | C 2Cy. 16¾" & 33 7/16"×33 7/16" & LP turb<br>1090ihp 377t (o.f)<br>A/S Langesunds M/V Langesund<br>2 SB 227℔ Spt hs(3683) 4cf 10½k |
| **GEORGIOS**<br>exElectro-67<br>exWilliamstown-46<br>**Dimitrios G. Gaetanos and others**<br>Piræus<br>Greek | 793<br>447<br>1056 | ✠100A1<br>✠LMC | SS 9/67<br>EL j | **1937**-10 N.V. Scheeps. v.d. Werf—<br>Deest<br>198' 10" 29' 2" 13' 0½"<br>187' 0" 29' 0" 13' 6"<br>P42' Q81' F21' 1 dk<br>R 4BH<br>rf 7" WB285t | M Mchy.aft<br>2 Ho 71', 79'<br>G.57282 B.55279<br>2 Ha (40¼', 44'×20')<br>2W Der 2(3) | Oil 2SA 5Cy. 340×570 mm<br>800bhp ✠NE46 26t (d.o)<br>British Polar Engines Ltd. Gls<br>2×30 & 5kW 110V d.c. 9k |
| **GEORGIOS**<br>exMilborne-64 exGoldcreek-51<br>exSpringcreek-48<br>exEmpire Creek-46<br>**S. Skordalakis**<br>Piræus<br>Greek | 332<br>153<br>430 | ~~✠100A1~~<br>~~✠LMC~~<br>✠Class **WITHDRAWN**<br>at Owners' request<br>7/68 | ~~SS 8/64~~<br>~~EL e~~ | **1941**-4 J. Pollock, Sons & Co. Ltd.—<br>Faversham<br>136' 0" 25' 2" 9' 10"<br>130' 7" 25' 0" 10' 9"<br>P37' F19' 1 dk<br>NS 3BH<br>WB188t | M Mchy.aft<br>1 Ho 77'<br>G.18360 B.16950<br>1 Ha (52½'×16')<br>2W | Oil 2SA 6Cy. 265×345 mm<br>330bhp 16t<br>Crossley Bros. Ltd. Mch<br>8k |
| **GEORGIOS**<br>exRallis P.<br>**N. Zevgolis & Co.**<br>Piræus<br>Greek | 257<br>161<br>— | | HR | **1919** ....................<br>137' 8" 23' 8" 13' 5"<br>... ... ...<br>R | M<br>2 Ho<br>2 Ha<br>2W Der 2 | Oil 4SA 6Cy.<br>300bhp<br>Klöckner-Humboldt-Deutz Kln |
| **GEORGIOS**<br>**E. Varvaraki & A. Sarri**<br>Piræus<br>Greek | 150<br>114<br>280 | | HR | **1945** Zante—Greece<br>89' 3" 32' 5"<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 2DA 4Cy.<br>Emade—fitted45<br>Klöckner-Humboldt-Deutz Kln |
| **GEORGIOS**<br>exHelena-60<br>**A. Petras & Sons**<br>Salonica<br>Greek | 150<br>90<br>— | | HR | **1931** J. Boot—Woubrugge<br>111' 5" 20' 9" 9' 5"<br>... ... ...<br>R | M | Oil 4Cy.<br>NE—<br>Motorenw. Mannheim Mhm |
| **GEORGIOS F.**<br>exKilhampton-48<br>**Foustanos Bros.**<br>Syra<br>Greek | 867<br>429<br>830 | Classed LR until 1/53 | AB | **1943** Pullman Car Co.—Cgo<br>184' 6" 33' 2" 12' 9½"<br>176' 6" 33' 0" 14' 0"<br>B&F170' 1 dk<br>rf 9" conv 48 | TM Mchy.aft<br>3 Ho<br>G.53000 B.49000<br>3 Ha | 2 Oil 2SA each 12Cy. 215×255 mm<br>1800bhp 80t<br>General Motors Corp. Det |

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| 512940<br>SVRW<br>150<br>Df Esd<br>Gc | **GEORGIOS F. ANDREADIS**<br>exMichael Casey–47<br>**Stratis G. Andreadis**<br>Chios Greek | 7176<br>4380<br>10865 | AB | **1943** Permanente (Shpyd No. 1)—Richmond<br>441' 6" 57' 0" 27' 8"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S CSD<br>5 Ho 60¾', 72½', 50', 45 , 70', 20' DT<br>G.562000 B.499543<br>5 Ha (34½', 34½', 34½', 33½', 19½' × 19½')<br>9W Der 10(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2200ihp<br>Joshua Hendy Irn Wks<br>3 × 20kW 120V d.c. |
| 527170<br><br><br>Df RT | **GEORGIOS HATZIOANNOU**<br>exPatria–68<br>**Demitrios Hatzioannou**<br>Piræus Greek | 331 ~~345~~<br>171 ~~468~~<br>~~446~~ | BS ✳ SS 7/65<br>MBS ✳<br>MN60 CT297 C16 | **1938**–1 Fochol N.V.—Foxhol<br>142' 6" 24' 10" 9' 7½"<br>133' 4" 24' 7" 9' 11"<br>P35' Q47' F22' 1 dk<br>R 3BH<br>WB124t | M Mchy.aft<br>1 Ho 164½'<br>G.30000 B.28000<br>2W Der 2 | Oil 4SA 6Cy. 285 × 425 mm<br>300bhp<br>Motorenw. Mannheim |
| 521377<br>SZXY<br>2679 | **GEORGIOS HOUNTAS**<br>exLucio Polo–65<br>**D. & F. Hountas**<br>Piræus Greek | 289<br>188<br>— | | **1945** Cant. Voltolina Felice—Chioggia<br>129' 5" 28' 11"<br>112' 3" 28' 6" 13' 5"<br>1 dk | Wood M | Oil 4SA 6Cy. 240 × 380 mm<br>Klöckner-Humboldt-Deutz |
| 539566<br>SZGA<br>2556<br>Esd Pfd<br>RT | **GEORGIOS KONTOS**<br>exYewcroft–65<br>exProtoporos–60<br>exYarmouth Trader–59<br>exFriargate–50<br>**Kontos Bros.**<br>Piræus Greek | 943<br>515<br>1180 | ✠100A1 SS 10/63<br>✠LMC<br>MN168 EL I<br>**LAID UP—SURVEYS OVERDUE 10/67** | **1946**–3 Goole S.B. & R. Co. Ltd.—Goo<br>209' 4" 31' 6" 13' 7½"<br>200' 6" 31' 3" 13' 11"<br>Q134' F19' 1 dk<br>RW NS 4BH<br>WB275t | M Mchy.aft<br>G.65589 B.62408<br>2W | Oil 2SA 6Cy. 320 × 425 mm<br>600bhp<br>Newbury Diesel Co. Ltd |
| 502931<br>SZIR<br>2306<br>Df Esd<br>Gc Rdr<br>RT | **GEORGIOS M**<br>exAtlantic Prince–64<br>**"Minos" Shipping Transports Co. Ltd.**<br>Piræus Greek | **10928**<br>6545<br>18148 | AB<br>✠Classed LR until 1/53 | **1948**–12 Bethlehem Sparrows Pt. Shpyd—Sp. Pt<br>551' 2" 68' 2" 29' 9½"<br>524' 0" 68' 0" 37' 6"<br>P106' B30' F50' 1 dk<br>RW<br>rf 9" | S Tanker Mchy.aft<br>27 Ta 1 Ho 36'<br>1 Ha (11½' × 14½') | 2 S Turb dr geared to sc. s<br>6050bhp Emade43fitted8<br>General Electric Co. |
| 536530<br>SVXK<br>2839<br>Df Esd<br>Gc Rdr<br>RT | **GEORGIOS M.**<br>exTorrens–66<br>**Dimitra Cia. Nav. S.A.**<br>~~M. A. Karageorgis~~<br>Piræus Greek<br>E. T. Kollintzas (Mgr.) | 6713<br>4090<br>10300 | ✠100A1 SS 6/67<br>with freeboard<br>DTm & tunnel side & centre tanks—oil FP above 150° F.<br>✠LMC<br>EL e†2½"SQ | **1939**–5 Kockums M/V A/B—Mmo<br>498' 6" 62' 5" 27' 7½"<br>470' 0" 62' 0" 39' 7"<br>P42' F44' 1 dk & S dk, 3rd dk except in aft holds<br>RW Coll BH to S dk 6 to 2nd dk<br>WB3704t incl. DTsm1142t Tunnel tanks 1122t | TM OSD<br>G.707000 B.649000<br>17W Der 1(25) | 2 Oil 2DA each 7Cy.<br>9700bhp MAN<br>Kockums M/V A/B<br>AuxB 100lb |
| 519695<br>SUKS<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GEORGIOS M. II**<br>exKronoholm–67<br>**Greek Maritime Exploitation Co. (NEK) Ltd.**<br>Piræus Greek | 16605 ~~16697~~<br>9773 ~~9654~~<br>~~25500~~ | ✠100A1 SS 6/67<br>oil tanker<br>✠LMC<br>MN2240 EL I†2⅜"SQ | **1958**–8 Eriksbergs M/V A/B—Got<br>616' 0" 79' 3" 33' 3"<br>580' 0" 79' 0" 43' 9"<br>P112' B41' F78' 1 dk<br>17BH<br>rf 2" WB1336t | M Tanker Mchy.aft<br>30 Ta 1 Ho 41½'<br>L.1246000 HeCls. BC<br>1 Ha (9½' × 15¾')<br>Der 4(5) 2(1½) | Oil 2SA 9Cy. 740 × 1600 mm<br>11200bhp B&W<br>Eriksbergs M/V A/B<br>2AuxB 180lb<br>3 × 300, 280, 280kW 450V |
| 512942<br>ODCC<br>B.710<br>Df Esd<br>Rdr | **GEORGIOS M II**<br>exStirlingville–59 exStirling–36<br>**"Everest" Compania Maritima S.A.**<br>Loucas G. Matsas<br>Beirut Lebanese | 5028<br>3092<br>9215 | ~~✠100A1 SS 11/64~~<br>~~with freeboard~~<br>~~DT—vegetable oil~~<br>~~✠LMC~~<br>~~EL a†2"SQ~~<br>**BURNT & SANK 11/68** | **1935**–10 W. Doxford & Sons Ltd.—Sld<br>427' 9" 54' 3" 25' 6½"<br>411' 6" 54' 0" 37' 2"<br>1 dk & S dk<br>R NS Coll BH to S dk 6 to 2nd dk<br>WB2601t incl. DTm1236t | M OSD<br>G.554630 B.499090<br>11W Der 10(5) | Oil 2SA 3Cy. 520 × 2000 mm<br>1800bhp<br>W. Doxford & Sons Ltd.<br>2AuxB 120lb |
| 537452<br>SVPY<br>2783<br>Df Esd<br>Gc Rdr<br>RT | **GEORGIOS NTANES**<br>exEdith Christensen–66<br>exUruguay–65<br>**Ntanina Cia. Nav. S.A.**<br>M. A. Karageorgis<br>Piræus Greek | 3565<br>2074<br>5775<br>**4654**<br>2992<br>6448 | BV<br>**BURNT 3/68** | **1943** Helsingörs Jernsk. & Msk.—Hsg<br>374' 0" 50' 7" 21' 6½"/23' 4"<br>50' 5"<br>F26' 1 dk & S dk<br>R | M OSD/CSD<br>5 Ho 47', 49', 24', 27' DT, 65', 48'<br>G.333830 B.313200<br>5 Ha (25¾', 33½', 31½', 29', 26¾' × 19½')<br>10W Der 1(15) 10(3–5) | Oil 2SA 8Cy. 500 × 900 mm<br>2650bhp B&W<br>Helsingörs Jernsk. & Msk.<br>3 × 110, 80, 80kW 220V d.c. |
| 507985<br>5MRH<br>1848<br>Df Esd<br>Gc Rdr | **GEORGIOS P.**<br>exCorinthiakos–64<br>exAndros Valley–60<br>exAmalias–57<br>exCasino–55 exNatico–54<br>exWilliam E. Pendleton–48<br>**Aurora Cia. Nav. S.A.**<br>Monrovia Liberian | **8531**<br>5696<br>12435 | AB<br>Now PACSTAR See New Entries No. 1 | **1943** Delta S.B. Co. Inc.—N.Os<br>511' 6" 57' 0" 26' 2½"<br>487' 3" 56' 11" 37' 4"<br>2 dks<br>RW len & conv tanker 56<br>rf 6" | S<br>6 Ho<br>B.612000<br>6 Ha | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>General Mchy. Corp. |
| 523221<br><br><br>Df Esd<br>RT | **GEORGIOS S**<br>exMerak–67<br>**M. Gigilinis**<br>Thessaloniki Greek | 498<br>259<br>675 | ✠100A1 SS 3/68 ~~SS 6/64~~<br>✠LMC<br>EL h | **1947**–12 Gebr. van Diepen Waterhuizen<br>172' 6" 28' 5" 11' 3½"<br>159' 1" 28' 3" 11' 6"<br>P34' Q96' F29' 1 dk<br>RW 3BH<br>WB210t | M Mchy.aft<br>1 Ho 101'<br>G.35000 B.33750<br>2W | Oil 4SA 6Cy. 300 × 450 mm<br>400bhp<br>N.V. Werkspoor |
| 537710<br>SWZA<br>2037<br>Df Esd<br>RT | **GEORGIOS V.**<br>exVassiliki–66 exStrijpe–62<br>**George Vakalopoulis**<br>Colocotronis Ltd.<br>Piræus Greek | 463<br>199<br>640 | AB<br>✳Classed BC until 9/49 | **1940**–7 Haarlemsche Schps. Maats.—Haarlem<br>175' 6" 27' 8" 11' 2½"<br>162' 7" 27' 6" 11' 4"<br>P42' F20' 1 dk<br>rf 2" | M Mchy.aft<br>1 Ho 101½'<br>G.33800 B.32200<br>2W | Oil 4SA 8Cy. 270 × 500 mm<br>500bhp NE47<br>N.V. Werkspoor |
| 512949<br>SYLC<br>2059<br>Df RT | **GEORGIOS VENTOURIS**<br>exHerriesdale–62<br>exCromarty Firth–57<br>**Constantinos G. Ventouris**<br>Piræus Greek | 471<br>263<br>— | ✠100A1 Dr 9/65<br>✠LMC<br>EL h | **1937**–2 J. Lewis & Sons Ltd.—Abn<br>168' 2" 28' 1" 12' 2½"<br>161' 5" 28' 0" 12' 4"<br>P35' Q57' B9' F23' 1 dk<br>R NS 3BH<br>WB210t | M Mchy.aft<br>G.35380 B.34500<br>2W Der 2(2) | Oil 2SA 6Cy. 250 × 420 mm<br>420bhp<br>British Auxiliaries Ltd |

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| **GEORGIS PROIS**<br>Marfo Compania S.A.<br>Monrovia Liberian | **15414**<br>9648<br>25055 | AB | **1967** Fujinagata S.B. & E. Co. Ltd.—Osa<br>579′ 5″ 76′ 4″ 32′ 6¾″<br>551′ 2″ 76′ 1½″ 45′ 9″<br>P108′ F40′ 1 dk<br>rf 4″ | M Bulk Carrier Mchy.aft<br>6 Ho<br>G.1195000 B.1053000<br>6 Ha | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer 1802t<br>Uraga Hvy Ind. Ltd. Tamano<br>3×328kW |
| **GEORGIUS AGRICOLA**<br>Geophysik Leipzig<br>Rostock E. German | **990**<br>290<br>370 | | **1967** Peenewerft Wolgast—Wolgast<br>205′ 4″ 35′ 0″ 15′ 5″<br>177′ 3″ 34′ 9″ 22′ 4″<br>2 dks | M Research Ship | Oil 2SA 6Cy. 480×720 mm<br>1400bhp<br>Dieselmotorenwerk Ros |
| **GEOWILKA**<br>exMontbéliard–66<br>exJames Devereux–47<br>Cia. de Nav. Miramar S.A.<br>Piræus Greek | **7250**<br>4356<br>10777 | BV | **1944** Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>B.465042<br>10W Der 1(50) 1(15) 8(5) 2(3) | T 3Cy. 24½″ 37″ & 70″×48″<br>1871t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>10½k |
| | | | **DAMAGED BY STRANDING 12/67—TO BE BROKEN UP** | | |
| **GERA**<br>Deutsche Seereederei<br>Rostock E. German | **6759**<br>3907<br>9911<br>**9632**<br>5769<br>12795 | DSRK | **1960** Warnowwerft—Warnemünde<br>515′ 9″ 65′ 9″ 27′ 7″/31′ 8″<br>65′ 4″ 42′ 1″<br>2 dks & S dk<br>RW | TM OSD/CSD Mchy.aft | 4 Oil 4SA each 8Cy. 470×660 mm geared to 2 sc. shafts<br>7200bhp<br>Maschb. Halberstadt Halberstadt |
| **GERA**<br>Fischkombinat Rostock<br>Rostock E. German | **943**<br>291<br>— | DSRK | **1959** Peene Werft—Wolgast<br>215′ 3″ 33′ 9″ 15′ 3″<br>33′ 7″ | M Trawler | Oil 4SA 8Cy. 365×550 mm<br>Görlitzer Masch. Görlitz |
| **GERALDINE**<br>exSlidre–65 exSunway–55<br>exKong Alf–55 exScotland<br>Cia. de Nav. Louise S.A.<br>Panama Panamanian | **815**<br>464<br>1350 | ~~NV~~ | **1921** Bokeröens Skibs.—Svelvik<br>212′ 0″ 31′ 2″ 13′ 3½″<br>203′ 7″ 30′ 11″<br>P63′ F29′ 1 dk<br>R len 56 | M Mchy.aft<br>1 Ho<br>G.62000 B.60000<br>2 Ha<br>4W Der 1(12) 4(3) | Oil 4SA 6Cy. 330×440 mm<br>850bhp NE56<br>Henschel Maschinenbau Ham<br>9k |
| **GERALDINE**<br>Aurora Fishing Corp.<br>New Bedford United States | **136**<br>93<br>— | | **1957** Harvey F. Gamage—S. Bristol, Me<br>*83·0′* 21′ 2″<br>… … … | Wood M | Oil<br>480bhp |
| **GERALDTON MARU**<br>Kawasaki Kisen K.K.<br>Kobe Japanese | **19566**<br>5945<br>28322 | NK | **1966** Kawasaki Dkyd Co. Ltd.—Kob<br>608′ 1″ 90′ 5″ 29′ 3″<br>574′ 3″ 90′ 3″ 43′ 8″<br>1 dk | M Mchy.aft<br>8 Ho<br>G.589263<br>8 Ha (each 40¼′×29½′) | Oil 2SA 7Cy. 700×1200 mm<br>8750bhp MAN 2086t<br>Kawasaki Dkyd Co. Ltd. Kob<br>3×160kW 445V a.c. 15½k |
| **GERAMS**<br>M. B. Dredging Co. Ltd.<br>London British | —<br>122<br>— | A1 harbour and estuary service SS 1/69 ~~SS 10/64~~ | **1952**–5 Bay Wharf Construction Co.—<br>Lon<br>86′ 6″ 24′ 4″ 6′ 3″<br>24′ 2″<br>1 dk<br>R 4BH | Grab Dredger Pontoon<br>Cr 1(4½) | |
| **GERANIA**<br>exRiseley–67<br>Galini Shipping Co. S.A.<br>Piræus Greek | **6424**<br>3467<br>11230 | ✠100A1 SS 3/65<br>✠LMC<br>MN660 EL c†2⅛″SQ | **1957**–1 Swan, Hunter & Wghm Rchdsn<br>—Nwc<br>470′ 8″ 61′ 3″ 26′ 3″<br>440′ 0″ 61′ 0″ 39′ 1″<br>F41′ 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 3″ WB2721t incl. DTa351t DTf560t | M OSD Mchy.aft<br>G.643450 B.604250<br>10W Der 10(3) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford 946t<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2AuxB 150℔ 12k |
| **GERARD**<br>exAntiope exTherese<br>exAntiope exPalanga<br>exEdda<br>Julius Chan & Co.<br>Rabaul | **194**<br>97<br>240 | | **1921** F. Krupp A.G.—Kel<br>*112·2′* 24′ 8″<br>24′ 6″<br>Q23′ F14′<br>R | Aux Sr<br>1 Ho 61′<br>2 Ha (14′, 16′×10′)<br>Der 2(3) | Oil 2SA 4Cy. 265×340 mm<br>240bhp Emade44fitted54 (d.o)<br>Crossley Bros. Ltd. Mch<br>1×4kW 240V 50c/s a.c. |
| **GERARD L. D.**<br>Louis Dreyfus & Cie.<br>Dunkirk French | **21536**<br>9430<br>32701 | BV | **1963** Soc. des For. de la Méditerranée<br>—La Seyne<br>652′ 11″ 87′ 3″ 35′ 0″<br>623′ 5″ 86′ 11½″ 49′ 10″<br>1 dk<br>rf 4″ | M Ore Carrier Mchy.aft<br>3 Ho each 132′<br>G.689770<br>9 Ha (stl) (each 34¼′×33′)<br>Der 2(5) 2(3) 2(1½) | Oil 2SA 8Cy. 760×1500 mm<br>10100bhp Götaverken 1390t (hvf)<br>Soc. des For. de la Méditerranée Hav<br>3×300kW 440V 60c/s a.c. 14k |
| **GERARDINA**<br>N.V. Verre Viss. Maats<br>(J. J. Van der Toorn)<br>Scheveningen Netherland | **311**<br>119<br>— | | **1957** "Scheveningen" Sleep. Maats.—<br>Scheveningen<br>140′ 7″ 24′ 0″ 10′ 3″<br>125′ 7″ 23′ 7″ 13′ 2″<br>RW | M Trawler | Oil 4SA 8Cy. 320×480 mm<br>Motorenw. Mannheim Mhm |

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| 652586<br>EETW<br><br>Df Esd | **GERARDO TORO**<br><br>**Toro y Betolaza S.A.**<br>Bilbao Spanish | 374<br>245<br>— | ✠100A1<br><br>✠LMC<br><br>MN104 EL e | 1965–11 Ast. de Murueta—Murueta<br>148' 3" 25' 0" 11' 1½"<br>131' 2" 24' 11" 12' 2"<br>P30' F20' 1 dk<br>RW 4BH<br>rf nil WB63t incl. DTf38t | M Mchy.aft | Vee Oil 4SA 12Cy.<br>reverse geared<br>520bhp<br>Klöckner-Humboldt-Deu<br>2×7½kW 110V d.c |
| 522691<br>SYOM<br>2689<br>Df Esd<br>Rdr | **GERASIMOS L.**<br>exMartha Russ–65<br>**Spyros Lalis & Co.**<br>Piræus Greek | 1550<br>699<br>2755 | <br><br>GL | 1950 Lübecker Flender-Werke—Lbc<br>295' 7" 43' 4" 17' 9¾"<br>43' 2" 25' 11"<br>F21' 1 dk & S dk<br>RW | S OSD<br><br>G.167355 B.160397<br>4 Ha<br>Der 8(3–5) | C 4Cy. (2) 14 3/16" &<br>turb<br>1200ihp<br>Ottensener Eisenwerk |
| | **CAPSIZED & SANK 11/68** | | | | | |
| 512957<br>SHUB<br>9949<br>Df Esd<br>RT | **GERD**<br><br>**Lars J. Nilsson**<br>Hönö Swedish<br>Now **VINTERLAND** See New Entries No. 1 | 115<br>40<br>— | | 1959 A/B Göteborgs Varv—Got<br>87' 9" 21' 2" 10' 2"<br>85' 2" 21' 0" 11' 10"<br>1 dk | M Trawler | Oil 4SA 5Cy. 300×410 mm<br>375bhp<br>A/S Vølund |
| 512958<br>LKVR<br><br>Esd | **GERD-ANNA**<br><br>**Brödrene Kildal**<br>Karl L. Kildal<br>Bodö Norwegian | ~~150~~ 168<br>~~49~~ 42<br>— | | 1954 Brastad M/V—Vestnes<br>102' 10" 22' 0" 13' 0"<br>... ... ...<br>1 dk<br>len 58 | Wood M Fishing Mchy.aft | Oil 2SA 4Cy. 330×380 mm<br>240bhp<br>Hjelset Motfbr. |
| 541130<br>DIMY<br><br>Df Esd | **GERD-HENDRIK-BOS**<br>exH. Günther Bülow–63<br>**Okaline de Buhr**<br>Hamburg W. German<br>Now **DORIS H** See New Entries No. 12 | 497<br>346<br>788 | <br><br>GL | 1956 Hugo Peters—Wewelsfleth<br>198' 1" 29' 7" 10' 9½"<br>175' 11" 29' 6" 12' 0"<br>P36' F23' 1 dk<br>RW | M Mchy.aft<br><br>G.38945 B.37039<br>2 Ha | Oil 4SA 8Cy. 290×420 mm<br>490bhp<br>Masch. Kiel A.G. |
| 540447<br>OZGY<br><br>Df Esd<br>Gc Rdr<br>RT | **GERD MÆRSK**<br><br>**A/S D/S Svendborg &**<br>**D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 36847<br>23285<br>~~60650~~<br>63630 | ✠100A1 SS 9/68<br>oil tanker<br>✠LMC<br><br>MN4000 EL x†3¾"SQ | 1963–9 Kockums M/V A/B—Mmo<br>775' 0" 109' 3" 41' 5½"<br>745' 5" 109' 0" 53' 3"<br>P133' B41' F81' 1 dk<br>11BH<br>rf 5" WB13348t incl. 10342t in clean ballast tanks DTsf1462t | S Tanker Mchy.aft<br>17 Ta<br>L.2635000 | 2 S Turb dr geared to sc.<br>20000shp Stal-Laval<br>Kockums M/V A/B<br>2WTB 700lb Spt 860° F.<br>sg 164lb |
| 651699<br>DCSC<br><br>Df Esd<br>Rdr RT | **GERD SIBUM**<br><br>**Hermann u.**<br>**Stephan Sibum**<br>Haren/Ems W. German | ~~499~~<br>~~340~~<br>~~950~~ | T.Mk<br>492<br>294 GL<br>950 | 1965 Schiffsw. M. Jansen—Leer<br>193' 6" 32' 4" 11' 7"<br>174' 2" 32' 2" 13' 1"<br>P36' F20' 1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>500bhp<br>Motorenw. Mannheim |
| 640524<br>DDFU<br><br>Df Esd<br>Rdr RT | **GERD WISKOW**<br><br>**Fritz Wiskow**<br>Brake W. German | 297<br>192<br>— | <br><br>GL | 1963 Jadewerft G.m.b.H.—<br>Wilhelmshaven<br>142' 3" 26' 5" 8' 8¾"<br>131' 3" 26' 3" 9' 8"<br>P28' F15' 1 dk | M Mchy.aft<br>1 Ho 90½'<br>G.23200<br>1 Ha (70½'×16½')<br>2W Der 2(1½) | Oil 4SA 6Cy. 215×300 mm<br>250bhp<br>Motorenw. Mannheim |
| 512963<br>DDNX<br><br>Esd<br>RTm | **GERDA**<br><br>**Partenreederei m.s. "Gerda"**<br>August G. Runge<br>Kiel W. German | 148<br>84<br>180 | | 1913 C. Lühring—Brake<br>*93·8'* 21' 3" 9' 8"<br>21' 1" 10' 3"<br>Q13' 1 dk<br>R conv fishing 57 | M Salvage Ship<br>1 Ho 52¼'<br><br>1 Ha (34½'×13')<br>Der 1(5) | Oil 4SA 6Cy. 220×360 mm<br>200bhp NE35<br>Humboldt-Deutzmot.<br>1×4½kW 110V d.c. |
| 503752<br>DFTU<br><br>Df Esd<br>Rdr | **GERDA FREESE**<br>exBasbeck–67<br>**Heinz Freese**<br>Hamburg W. German | 423<br>255<br>694 | <br><br>GL | 1956 Stader Schiffsw.—Stade<br>*160·8'* 29' 1" 11' 10"<br>150' 11" 28' 11" 12' 9"<br>P34' F21' 1 dk | M<br>1 Ho 93¾'<br>G.31080 B.29315<br>2 Ha (39¾', 36'×18')<br>Der 1(2) | Oil 4SA 8Cy. 290×420 mm<br>520bhp<br>Masch. Kiel A.G. |
| 512972<br>DCEE<br><br>Df Esd | **GERDA K**<br>exGerhard Elfring–65<br>**Wilhelm u.**<br>**Hermann Kahrs**<br>Hamburg W. German | 299<br>185<br>480 | <br><br>GL | 1956 Jadewerft G.m.b.H.—<br>Wilhelmshaven<br>156' 2" 28' 0" 8' 8"<br>137' 10" 27' 11" 9' 10"<br>P43' F25' 1 dk<br>RW | M Mchy.aft<br>1 Ho 79¾'<br>G.22000<br>1 Ha (73'×18')<br>2W Der 2(1¾) | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 671148<br>LKIX<br><br>Df Esd<br>Rdr RT | **GERDA MARIE**<br><br>**Martin Sæle Partrederi**<br>Bergen Norwegian | ~~464~~ 375<br>~~195~~ 154<br>— | <br><br>NV | 1967 Søviknes Verft A/S—Syvikgrend<br>141' 7" 28' 1"<br>124' 8" 28' 0" 14' 8"<br>1 dk | M Fishing Mchy.aft<br><br><br>2 Ha (each 9¾'×9¾') | Oil 4SA 6Cy.<br>1100bhp<br>Atlas-Mak Masch.<br>Controllable pitch |
| 671398<br>OVOK<br><br>Df Esd<br>Pfd Rdr<br>RTm/h | **GERDA PRIVA**<br><br>**Privateksportørers**<br>**Skibstransport A/S**<br>Sønderborg Danish | 499<br>324<br>921 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN160 EL ]1 1/16"U2 | 1967–5 Schps. v/h de Groot & v. Vliet—<br>Slikkerveer<br>188' 1" 29' 10" 12' 6"<br>169' 11" 29' 6" 13' 6"<br>P38' F77' 1 dk<br>3BH<br>rf 3" WB215t | M Mchy.aft<br>1 Ho 115½' 1 TwD 52½'<br>G.49000 B.46695<br>2 Ha (each 41¼'×18¾')<br>2W Der 2(3) | Oil 4SA 6Cy.<br>800bhp<br>Motorenw. Mannheim<br>2×20kW 220V |
| 661962<br>OZRG<br><br>Df Esd<br>Rdr<br>RTm | **GERDA RARBERG**<br><br>**Taarbæk Coasters I/S**<br>Albrecht & Boserup<br>Tårbæk Danish | 300<br>178<br>608 | <br><br>BV | 1966 H. C. Christensens Staal-<br>skibsværft—Marstal<br>157' 6" 30' 4" 10' 11¾"<br>141' 9" 30' 0" 11' 4"<br>P35' B50' F26' 1 dk | M Mchy.aft<br>1 Ho 96¼'<br>G.33410 B.28700<br>2 Ha (each 35¼'×16½')<br>2W Der 2(3) | Oil 2SA 5Cy.<br>460bhp<br>Alpha-Diesel A/S<br>3×24, 24, 11kW<br>Controllable pitch |

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| **GERDA SCHNELL**<br>exSelma Nimtz-63<br>**Partenreederei m/s "Gerda Schnell"**<br>**H. P. Vith & A. Hanse G.m.b.H.**<br>Flensburg W. German | **2635**<br>1304<br>4620 | BV | **1956** Kieler Howaldtswerke A.G.—Kel<br>355′ 9″ 48′ 8″ 20′ 9″<br>328′ 1″ 48′ 7″ 21′ 7″<br>B59′ F39′ 1 dk & S dk<br>RW | M OSD Mchy.aft<br>G.297881 B.270053<br>4 Ha<br>10W Der 1(24¾) 1(14¾) 2(9¾) 8(4¾) | 2 Oil 4SA each 8Cy. 320×450 mm geared to sc. shaft<br>2640bhp NE63<br>Klöckner-Humboldt-Deutz Kln<br>8k |
| **GERDI**<br>exDejrö-55<br>exCrown of Denmark<br>**A. O. Jörgensen**<br>Copenhagen Danish | **140**<br>86<br>185 | BV | **1918** O. Schmidt—Staadskanaal<br>107′ 10″ 19′ 0″ 9′ 0″<br>18′ 10″<br>1 dk<br>R | Aux Gl<br>1 Ho 63¾′<br>G.10000 B.9000<br>1W Der 2(1) | Oil 2SA 2Cy. 330×390 mm<br>120bhp NE51 3t<br>A/S Hundested Motorfbk. Hundested<br>9k |
| **GERDIENTJE JANNIE**<br>**Gebr. Pronk**<br>Scheveningen Netherland | **123**<br>44<br>— | | **1964** Coöp Ver. Schpsw. "Vooruit"—<br>—Zaandam<br>92′ 6″ 21′ 4″<br>78′ 9″ 20′ 8″ 10′ 4″ | M Fishing | Oil 4SA 6Cy. 216×300 mm<br>Gebr. Stork & Co. Zwolle |
| **GEREMIA**<br>exMaria Susanna-65<br>exAnnalisa-63 exPelayo<br>**"GARIBALDI" Soc. Cooperativa di Nav. a Resp. Ltda.**<br>Genoa Italian | **2479**<br>1387<br>3420 | ✠Classed LR until 1/59<br>RI | **1947**-10 Wm. Doxford & Sons Ltd.—Sld<br>352′ 0″ 50′ 0″ 19′ 0½″<br>330′ 6″ 49′ 9″ 19′ 4″<br>1 dk & S dk | M OSD<br>4 Ho | Oil 2SA 5Cy. 600×2000 mm<br>4100bhp<br>Wm. Doxford & Sons (Eng.) Ltd. Sld |
| **GERES**<br>**SOPONATA Soc. Portuguesa de Navios Tanques Ltda.**<br>Lisbon Portuguese | 18033 ~~17623~~<br>12868 ~~12457~~<br>28925 ~~26986~~ | **✠100A1** SS 12/66<br>oil tanker<br>**✠LMC**<br>MN2100 EL n†2¾″SQ | **1962**-10 Arsenal do Alfeite—Alfeite<br>629′ 0″ 82′ 9″ 32′ 4¼″<br>601′ 3″ 82′ 6″ 42′ 6″<br>P131′ B47′ F81′ 1 dk<br>RW 15BH<br>rf 4″ WB2232t | S Tanker Mchy.aft<br>1 Ho 40¼′<br>Der 4(5) 1(3) | 2 S Turb dr geared to sc. shaft<br>10500shp (o.f)<br>S.A. Cockerill-Ougrée Seraing<br>2WTB 643lb Spt 797° F. 576lb hs13662<br>sg 150lb<br>2×560kW 380V 50c/s a.c. |
| **GERFRIED**<br>**H. Suhr**<br>Hamburg W. German | **298**<br>161<br>443 | GL | **1937** Schulte & Bruns—Emd<br>156′ 10″ 25′ 1″ 9′ 5″<br>9′ 10″<br>1 dk<br>R len 50 | M Mchy.aft | Oil 4SA 6Cy. 280×450 mm<br>270bhp<br>Humboldt-Deutzmot. Köln-Deutz |
| **GERHARD EKKENGA**<br>**Emder Heringsfischerei A.G.**<br>Emden W. German | **300**<br>143<br>— | GL | **1957** Schulte & Bruns—Emd<br>138′ 1″ 25′ 5″ 8′ 2″<br>127′ 6″ 23′ 3″ 11′ 6″<br>P22′ Q22′ F12′ 1 dk | M Fishing Mchy.aft<br>2 Ho 28′, 39¼′<br>30 Ha | Oil 4SA 6Cy. 320×480 mm<br>600bhp (d.o)<br>Motorenw. Mannheim Mhm<br>3×80, 24, 10kW 380V 50c/s a.c. |
| **GERHARD JACOBS**<br>exChristoph Kleemeyer-62<br>exMarieluise-51<br>**"Maris" Kustenschiffahrts G.m.b.H. & Co.**<br>Brake W. German | **208**<br>107<br>370 | GL | **1934** C. Lühring—Brake<br>*118·2′* 20′ 0″ 9′ 5″<br>19′ 10″ 9′ 10″<br>1 dk<br>R len 51 | M Mchy.aft<br>G.14500<br>2 Ha | Oil 4SA 6Cy. 215×300 mm<br>200bhp NE62<br>Motorenw. Mannheim Mhm<br>6½k |
| **GERHARD-K**<br>Adolf. & Gerhard **Krahwinkel**<br>Rhaudermoor W. German | **297**<br>176<br>— | GL | **1967** Gebr. Schlomer Schiffs—<br>Oldersum<br>*119·2′* 23′ 6″<br>8′ 1″ | M | Oil 4SA 6Cy. 240×350 mm<br>300bhp<br>Atlas-Mak Masch. Kel |
| **GERINA**<br>exVarenna-67<br>**A/S Gerrards Rederi & A/S Gerrards Rederi II**<br>Kristiansand Norwegian | **25920**<br>15361<br>40900 | NV | **1960** Öresundsvarvet A/B—Lkr<br>700′ 2″ 96′ 3″ ~~36′ 1⅛″~~ 37′ 5″<br>670′ 0″ 96′ 0″ 48′ 3″<br>P169′ Q117′ B50′ F82′ 1 dk | TM Tanker Mchy.aft<br>31 Ta<br>L.2030000 HeCls BC | 2 Oil 2SA each 8Cy. 760×1500 mm<br>2000bhp 3803t-70pd<br>A/B Götaverken Got<br>15¼k |
| **GERLAND**<br>exFarland-63<br>**A/S Gerrards Rederi**<br>Kristiansand Norwegian | **6458**<br>2617<br>10460 | NV | **1959** Haugesund M/V A/S—Hgs<br>426′ 5″ 57′ 3″ 25′ 7¼″<br>407′ 0″ 57′ 0¾″ 32′ 0″<br>P107′ B42′ F63′ 1 dk<br>rf nil | M Ore Carrier Mchy.aft<br>2 Ho 70¾′, 177¼′<br>G.258000<br>4 Ha (each 47¼′×29¼′)<br>Der 2(1½) | Oil 2SA 5Cy. 630×1300 mm<br>3350bhp Götaverken 224t (hvf)<br>Uddevallavarvet A/B Udv<br>1×280kW 440V 60c/s a.c. |
| **GERLAUG**<br>exSuzanne Faroult-67<br>exCôte de Grace-59<br>**Olav Fonnes**<br>Bergen Norwegian | **229**<br>102<br>286 | BV | **1950** N.V. Scheeps. Unie—Gro<br>130′ 10″ 22′ 0″<br>… … …<br>1 dk | M<br>2 Ha (21½′, 27′×13′)<br>Der 2(2) | Oil 4SA 6Cy. 285×420 mm<br>300bhp 28t<br>Masch. Augsburg-Nürnberg Aug<br>10k |
| **GERLINDE**<br>exOldenburg-65<br>**Walter & John Gräpel**<br>Hamburg W. German | **490**<br>243<br>660 | GL | **1953** Heinr. Brand—Oldenburg<br>180′ 5″ 28′ 7″ 11′ 6″<br>28′ 6″ 12′ 9″<br>P34′ F24′ 1 dk<br>R<br>rf nil | M<br>1 Ho 105¼′<br>G.37400 B.33200<br>2 Ha (stl) (36′, 49¼′×16¾′)<br>4W Der 1(3) 1(2) 1(1) | Oil 4SA 6Cy. 320×450 mm<br>500bhp 22t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×40. 15, 5kW 220V<br>Directional propeller 9½k |

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| 512978<br>LCRD<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **GERMA**<br><br>**A/S Gerrards Rederi**<br>Kristiansand Norwegian | 2334<br>1241<br>3800 | NV | 1962 Kristiansands M/V A/S—Krs<br>337' 2" 47' 1" 19' 8½"<br>310' 0" 47' 0"<br>F28' 1 dk & S dk<br><br>rf 3½" | M OSD Mchy.aft<br>4 Ho 46', 43¾', 39½', 35½'<br>G.250000 B.239000<br>4 Ha (stl) (35½', 37½', 37½', 35½'×22')<br>8W Der 8(5) | Oil 2SA 4Cy. 500×1300 mm<br>2400bhp B&W<br>A/S Akers M/V<br>3×150kW 440V 60c/s a.c. |
| 661855<br>DCIA<br><br>Df Esd<br>Rdr RT | **GERMA**<br><br>**Gerhard & Marga Gerdes**<br>Haren/Ems W. German<br>Now **GERMANN** See New Entries No. 4 | 300<br>—<br>— | GL | 1966 C. Cassenswerft—Emd<br>178' 5" 11' 1½"<br>160' 8" 31' 2" 18' 0"<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim |
| 512980<br>VCJP<br>171875 | **GERMAIN L. TRANSPORT**<br><br>**G. L. Boily**<br>Quebec Canadian | 115<br>88<br>— | **BURNT 7/65** | 1939 Amable Lavoie—Charlevoix<br>*72·6'* 26' 2"<br>... ... ...<br>1 dk | Wood Aux Ctr Mchy.aft | Oil 6Cy. 130×165 mm<br>Emade[illegible]<br>Buda Co. |
| 512982<br>DFTI<br><br>Df Esd<br>RTh | **GERMANE**<br><br>**Friedrich Hilck**<br>Peter Döhle<br>Stade W. German | 368<br>185<br>537 | GL | 1954 Stader Schiffsw.—Stade<br>165' 4" 24' 9" 9' 7½"<br>24' 8" 11' 0"<br>P30' F16' 1 dk<br>RW len 60 | M Mchy.aft<br>1 Ho 105'<br>G.24850 B.23110<br>2 Ha (49½', 29½'×16½')<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>290bhp<br>Masch. Kiel A.G.<br>Directional propeller |
| 512984<br>SVDD<br>1301<br>Df Esd<br>Gc Rdr<br>RTm/h | **GERMANIA**<br>exKittiwake–55<br>**Hellenic Lines Ltd.**<br>P. G. Callimanopulos, Gen.<br>Manager<br>Piræus Greek | 2016<br>841<br>3415 | ✠100A1<br>with freeboard<br>✠LMC<br>SS 6/67<br>EL † | 1946–4 Burntisland S.B. Co. Ltd.—Bnt<br>308' 0" 43' 2" 19' 3"<br>290' 0" 43' 0" 28' 3"<br>F63' 1 dk & S dk<br>R Coll BH to S dk 4 to 2nd dk<br>rf 6" WB679t | S OSD<br>5 Ho 34', 43¾', 26½', 46', 42'<br>G.210000 B.191000<br>5 Ha (12', 30', 16', 22', 20'×18')<br>Der 1(20) 4(5) 1(2½) | T 3Cy. 20½" 34½" & 57"×42"<br>1600ihp<br>D. Rowan & Co. Ltd.<br>3 SB 220lb Spt [illegible] |
| 512985<br>DEQC<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **GERMANIA**<br><br>**Nordatlantische**<br>**Hochseefischerei G.m.b.H.**<br>"Nordsee" Deutsche<br>Hochseefischerei A.G.<br>Cuxhaven W. German | 654<br>259<br>735 | GL | 1956 A.G. "Weser" Werk Seebeck—Bhn<br>203' 5" 30' 2" 17' 9"<br>183' 8" 30' 0"<br><br>R<br>rf 33½" | S Trawler<br>1 Ho 56½<br><br>4 Ha (4', 9½', 9½', 6½'×4') | T 3Cy. 16½" 25½" & 41[illegible]<br>LP turb 255shp<br>A.G. "Weser" Werk Seebe<br>2×35kW 110V d.c. |
| 680531<br>DIWS<br>1558<br>Df Esd<br>Gc Rdr<br>RT | **GERMANIA**<br><br>**Olga Koppelmann & Sohn**<br>Schulau W. German | T.Mk 424<br>302<br>1100 | GL | 1966 Krögerwerft G.m.b.H.—Rendsburg<br>205' 8" 35' 2" ~~10' 9¼"~~ 12' 10"<br>185' 5" 35' 1½"<br>1 dk & S dk | M ~~OSD~~ Mchy.aft<br><br>G.81000 B.74101<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz |
| 512987<br>DDKB<br><br>Df Esd<br>RT | **GERMANIA**<br><br>**Erich Paetsch**<br>Brake W. German | 282<br>178<br>380 | GL | 1962 Schiffsw. Heinr. Brand K.G.—<br>Oldenburg<br>*148·3'* 24' 8" 8' 2"<br>24' 7" 9' 0"<br>P30' F17' 1 dk | M Mchy.aft<br><br>G.21000 B.18000<br>1 Ha (75½'×16½') | Oil 4SA 6Cy. 215×300 mm<br>250bhp<br>Motorenw. Mannheim |
| 512988<br>DARS<br>10259<br>Df Esd<br>RTm | **GERMANIA**<br><br>**Carsten von Holt**<br>Hamburg W. German | 102<br>30<br>— | | 1959 Schiffsw. H. Rancke—Ham<br>86' 10" 20' 9"<br>... ... ...<br><br>R | M Fishing<br>1 Ho 18'<br><br>1 Ha (stl) (3½'×3½') | Oil 4SA 6Cy. 270×360 mm<br>280bhp<br>Klöckner-Humboldt-Deutz<br>1×4kW 24V d.c.<br>Directional propeller |
| 680545<br><br><br>Df Esd<br>Rdr RTv | **GERMEK**<br><br>**A/S Gerrards Rederi**<br>Kristiansand Norwegian | ~~499~~ 497<br>~~365~~ 366<br>1030<br>1199<br>~~825~~ 827<br>2200 | | 1967 Kristiansands M/V A/S—Krs<br>233' 0" ~~234' 0"~~ 12' 4"/17' 5"<br>211' 5" 37' 7" 20' 7"<br>P57' B40' F42' 1 dk & S dk | M OSD/CSD<br>2 Ho 80', 76½'<br>G.100000 B.88000<br>2 Ha (stl) (55', 57'×23')<br>4W Der 3(10) 3(5) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Atlas-Mak Masch.<br>2×68kW 380V a.c. |
| 542638<br>TCCE<br><br>Df Esd<br>Gc Rdr<br>RT | **GERMIK**<br>exBerge Racine–67<br>**Deniz Nakliyati T.A.S.**<br>Istanbul Turkish | ~~37705~~ 37925<br>~~22470~~ 22695<br>~~60985~~ 60935<br>~~68880~~ | NV | 1964 Ch. de l'Atlantique—St.N<br>796' 11" 109' 10" 40' 7¾"<br>753' 3" 109' 7" 53' 8"<br>P183' B44' F95' 1 dk | M Tanker Mchy.aft<br>22 Ta<br>L.2660000 HeCls. BC | Oil 2SA 10Cy.<br>16800bhp B&W<br>Ch. de l'Atlantique |
| 640989<br>FNMP<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GERMINAL**<br><br>**Soc. des Transports**<br>**Maritimes Pétroliers**<br>Rouen French | 35694<br>19608<br>54498 | BV | 1964 Ch. Nav. de la Ciotat—La Ciotat<br>800' 2" 104' 3" 40' 0½"<br>754' 7" 104' 0" 53' 6"<br>1 dk | M Tanker Mchy.aft<br><br><br>1 Ha (9¾'×9¾')<br>Der 2(10) 2(2) | Oil 2SA 10Cy.<br>23100bhp B&W<br>Ch. de l'Atlantique<br>3×600, 600, 400kW |
| 542718<br>DCMC<br>3425<br>Df Esd<br>RT | **GERMO**<br>exInsulaner–63 exLelie–60<br>**Herbert Suhr**<br>Gauensiek W. German | 150<br>85<br>210 | BV | 1931 J. T. Wilmink & Co. Scheep.—Gro<br>*106·7'* 20' 0" 7' 5"<br>19' 10"<br>1 dk<br>R | M Mchy.aft | Oil 2SA 2Cy.<br>100bhp NE43<br>Appingedammer |

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| **GERMON**<br>exSvealand-66<br>**Seven Seas Shipping Corp.**<br>Liberian<br>Monrovia | 1381<br>708<br>2395<br>2170<br>1230<br>3106 | | GL | 1951 H. C. Stülcken Sohn—Ham<br>284′ 8″ 41′ 1″ 17′ 10⅝″/20′ 9″<br>40′ 11″<br>F15′ 1 dk & S dk<br>RW<br>rf 4″ | M (2P) OSD/CSD<br>3 Ho 58½′, 79′ comb., 58½′<br>G.155000 B.148000<br>3 Ha (stl) (38¾′, 58′ comb.,<br>35½′×16½′)<br>Der 1(15) 4(5) 4(3) | 2 Oil 4SA each 6Cy. 400×460 mm<br>geared to sc. shaft<br>2400bhp 172t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×100kW 230V d.c. 12k |
| **GERMONT**<br>exSunbeam-65 exBowplate-54<br>exCape Boyer-46<br>**A/S Gerrards Rederi**<br>Norwegian<br>Kristiansand | 5222<br>3035<br>8000 | | NV | 1944 Pennsylvania Shpyds Inc.—<br>Beaumont<br>412′ 1″ 60′ 1″ 24′ 9¾″<br>390′ 0″ 59′ 11″<br>2 dks & S dk<br>rf 4″ | M (8P) OSD<br>5 Ho 45′, 58½′, 60¾′, 36¾′, 58½′<br>G.500000 B.441000<br>5 Ha (24¾′×24′) (33¾′×24¼′) (31½′, 18′,<br>36′×24′)<br>12W Der 1(30) 12(5) | 2 Oil 2SA each 6Cy. 545×735 mm sr<br>geared to sc. shaft<br>4150bhp 1506t (d.o)<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 110/220V d.c. 14k |
| **GERNIC**<br>exMorgana-67<br>**A/S Gerrards Rederi &**<br>**A/S Gerrards Rederi II**<br>Norwegian<br>Kristiansand | 10163<br>5228<br>15250 | | NV | 1961 Kaldnes M/V A/S—Tbg<br>500′ 4″ 65′ 2″ 28′ 7¾″<br>468′ 0″ 65′ 0″ 40′ 0″<br>1 dk | M Bulk Carrier Mchy.aft<br>6 Ho each 57′<br>G.701900<br>6 Ha (stl)<br>12W Der 12(5) 1(3) 1(1) | Oil 2SA 6Cy. 700×1200 mm<br>5220bhp MAN 898t (hvf)<br>Kockums M/V A/B Mmo<br>3×313kW 440V a.c. 13k |
| **GERO-DIAMANTIS**<br>**L & G. Issidoros &**<br>**M. A. Kalliki & Sons**<br>Greek<br>Chios | 149<br>92<br>250 | | | 1948 .....................Samos<br>89′ 6″ 25′ 6″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 4DA 4Cy.<br>Carels & v.d. Kerchove Ght |
| **GERO-GEORGAKIS**<br>**Spyridonos Myltiadi**<br>**Theodorazon**<br>Greek<br>Laurium | 442<br>224<br>— | | | 1929 .....................England<br>177′ 1″ 30′ 10″<br>... ... ...<br>1 dk<br>R | Iron M | 2 Oil geared to sc. shaft<br>Harland & Wolff Ltd. |
| **GERO MICHALOS**<br>exUskside-65<br>Launched as Empire Warner<br>**N. Michalos & Sons**<br>**Maritime Co. Ltd.**<br>Greek<br>Chios | 2920<br>1654<br>4495 | ~~✠100A1~~<br>~~✠LMC~~<br>MN198<br>**STRANDED & SANK 5/68** | ~~SS 6/67~~<br>~~EL u1$\frac{1}{16}$″SQ~~ | 1946–6 Ailsa S.B. Co. Ltd.—Trn<br>328′ 0″ 46′ 6″ 20′ 9½″<br>310′ 5″ 46′ 5″ 25′ 2″<br>P33′ B82′ F34′ 1 dk<br>R NS 5BH<br>WB913t | S<br>3 Ho 58′, 67′, 106′<br>G.231000 B.219000<br>4 Ha (32′×22′) (34′, 34′×24′)<br>(32′×22′)<br>6W Der 6(5) | T 3Cy. 20″ 31″ & 55″×39″<br>1100ihp 615t (o.f)<br>Ailsa S.B. Co. Ltd. Trn<br>2 SB 200℔ hs(3840) 6cf 9½k |
| **GERO-PANAGIOTIS**<br>**Ioannis Zisopoulos**<br>Greek<br>Piræus | 171<br>131<br>— | | | 1944 .....................Egypt<br>97′ 8″ 25′ 3″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 6Cy.<br>Motorenw. Mannheim Mhm |
| **GEROI BRESTA**<br>**U.S.S.R.**<br>Russian<br>Odessa | 32484<br>15830<br>49370 | | | 1966 Admiralteiski Shpyd—Len<br>756′ 3″ 101′ 9″ 37′ 9″<br>99′ 7″ 50′ 8″<br>1 dk | S Tanker Mchy.aft<br>20 Ta<br>L.1915722<br>Der 2(2–5) | S Turb geared to sc. shaft<br>19000shp (o.f)<br>17k |
| **GEROI MEKHTI**<br>exSumgait exStalin<br>**U.S.S.R.**<br>Russian<br>Baku | 6256<br>2991<br>10261 | | | 1934 .....................Russia<br>435′ 1″ 55′ 2″ 25′ 5″<br>55′ 0″ 29′ 6″<br>1 dk<br>R | TM Tanker<br>34 Ta<br>L.447227 | 2 Oil 2SA each 6Cy. 540×900 mm<br>Russia<br>11½k |
| **GEROICHESKY**<br>**U.S.S.R.**<br>Russian<br>Odessa | 535<br>—<br>212 | | | 1959 Santierul Naval—Gtz<br>156′ 6″ 32′ 2″ 12′ 10″<br>16′ 5″ | TM Tug | 2 Oil 2SA each 6Cy. 300×500 mm<br>11k |
| **GEROKARAGEORGIS**<br>**Dimitrios Karageorgis**<br>Greek<br>Laurium | 147<br>87<br>— | | | 1917 .....................<br>113′ 1″ 22′ 9″<br>... ... ...<br>1 dk<br>R | Iron M | Oil 4Cy.<br>Emade—fitted60<br>Crossley Bros. Ltd. Mch |
| **GEROLD**<br>exZeus II-63<br>**Wübbo Dübbelde u.**<br>**Gerhard Free**<br>W. German<br>Leer | 423<br>287<br>675 | | GL | 1950 Heinr. Brand—Oldenburg<br>*138·4′* 24′ 8″ 11′ 4″<br>24′ 6″ 13′ 1″<br>P32′ F21′ 1 dk<br>RW len 55 | M<br>G.30443 B.28889<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. Kel<br>8½k |
| **GEROMAC I**<br>**Geromac S.A.**<br>Argentine<br>Buenos Aires | 182<br>—<br>— | | BV | 1967 Mestrina S.A.—Tigre<br>109′ 9″ 24′ 2″ 10′ 8″<br>97′ 9″ 24′ 1″ 12′ 2″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 230×250 mm reverse<br>reduction geared<br>600bhp Fiat<br>Grandes Motores Diesel Cordoba |
| **GERONA**<br>exTelena-42<br>**Cia. Española de Petroleos**<br>**S/A**<br>Spanish<br>Santa Cruz de<br>Tenerife | 7853<br>4847<br>10851 | ✠100A1<br>oil tanker<br>✠LMC<br>MN840 | SS 4/66<br>EL b†2½″ | 1927–3 New Waterway S.B. Co.—Sch<br>456′ 0″ 59′ 6″ 26′ 8″<br>440′ 0″ 59′ 0″ 32′ 9″<br>P99′ B34′ F61′ 1 dk<br>R 15BH<br>WB493t incl. DTf284t | M Tanker Mchy.aft<br>21 Ta<br>L.429600 | Oil 2SA 7Cy. 620×1150 mm<br>3500bhp ✠NE57 730t–13pd<br>Soc. Española de Const. Nav. Bbo<br>✠NWTAuxB 4/64–180℔<br>3×80, 35, 35kW 110V d.c. 10k |

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| 512995<br>SVVE<br>1599 | **GERONICOLIS**<br>Grigorios N. Kavadas & Co.<br>Piræus Greek | 116<br>57<br>— | | 1959 Perama—Piræus<br>72' 10" 24' 3"<br>... ... ... | Wood Aux | Oil 2SA 1Cy.<br>J. & C. G. Bolinders M/V |
| 512996<br>JXGW<br>Df Esd<br>Gc Rdr<br>RTh | **GERORE**<br>**A/S Gerrards Rederi & A/S**<br>**Gerrards Rederi II**<br>Kristiansand Norwegian | 6665<br>2521<br>10400 | NV | 1959 A/S Kristiansands M/V—Krs<br>427' 0" 57' 2" 25' 9½"<br>407' 0" 57' 0" 32' 0"<br>P115' F64' 1 dk<br>rf nil | M Ore Carrier Mchy.aft<br>2 Ho 70¾', 177'<br>G.257500<br>4 Ha (stl) (each 47½'×29½')<br>1W Der 1(2) | 2 Oil 4SA each 8Cy. 15"×19"<br>sc. shaft<br>Mirrlees, Bickerton & Day<br>3×225kW 440V 50c/s a.c. |
| 650697<br>VLKW<br>317246<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **GERRINGONG**<br>**Bulkships Pty. Ltd.**<br>**Associated Steamships**<br>**Pty Ltd.**<br>Melbourne British | 14504<br>7133<br>21260 | ✠100A1<br>ore carrier<br>✠LMC<br>MN2100 EL k‡2 1/16"SQ | 1965–6 Whyalla S.B. & Eng. Works—<br>Wya<br>582' 1" 74' 6" 32' 9½"<br>551' 10" 74' 0" 43' 0"<br>P120' F71' 1 dk<br>RW 12BH<br>rf nil WB8969t | M Ore Carrier Mchy.aft<br>9 Ho each 40'<br>G.675770<br>9 Ha (stl) (each 30'×35')<br>Cr 2(3) 2(1) | Oil 2SA 7Cy. 760×1500 mm<br>10500bhp Sulzer<br>Commnw'th Gov. E. Wks<br>AuxB 100lb<br>3×450kW 415V 50c/s a.c. |
| 650013<br>PEHZ<br>Df Esd<br>Pfd Rdr<br>RT | **GERRITJE**<br>**Firma Gebr. Verwij**<br>Scheveningen Netherland | 138<br>46<br>— | | 1964 Coöp. Ver. Schpsw. "Vooruit"—<br>Zaandam<br>96' 2" 22' 2"<br>81' 8" 20' 0" 11' 2" | M Fishing | Oil 4SA 8Cy. 210×300 mm<br>Gebr. Stork & Co. |
| 512998<br>ISJT<br>780 | **GERRY**<br>exTonino L.A.M.E.–56<br>exTonino C.–54<br>exLetizia–51 exIlnea I–37<br>exQuintino V–36<br>exMonte Moro–35<br>exQuinto V–34 exPoolton<br>exOliver exStanley Force<br>**Armando Lavina Scotto**<br>Naples Italian | 380<br>267<br>493 | RI<br>✠Classed LR until 11/21 | 1890–3 R. Williamson & Son—Wrk<br>154' 10" 23' 8" 11' 1½"<br>151' 11" 23' 6" 11' 3"<br>Q48' B10' F20' 1 dk Well dk<br>R | Iron & Steel M Mchy.aft<br>2 Ho<br>2W Der 2(2) | Oil 4SA 6Cy. 285×420 mm<br>300bhp Emade47fitted–<br>S.A. Ansaldo |
| 537439<br>HOYP<br>Df Esd<br>RTh | **GERRY-MAY**<br>exUrsula Heinemeier–67<br>exTankleichter Seeve<br>**Compania Naviera**<br>**Marbonita**<br>Panama Panamanian<br>Now **SPALMATORI JUNIOR** See New Entries No. 1 | 745<br>478<br>1245 | GL | 1935 Deschimag Werk Seebeck—Wsm<br>221' 2" 39' 2" 12' 6"<br>39' 1" 18' 4"<br>1 dk & S dk<br>RW conv lighter 55 | M (3P) OSD Mchy.aft<br>2 Ho each 66½'<br>G.88286 B.82107<br>2 Ha (stl) (each 51½' comb.×23')<br>5W Der 5(3) | Oil 4SA 8Cy. 320×480 mm<br>1000bhp NE55<br>Motorenw. Mannheim<br>2×11½, 8kW 120V d.c. |
| 650362<br>OYUX<br>Df Esd<br>Rdr<br>RTm | **GERSØ**<br>**I/S Viksø**<br>Wilh. Chr. Bech<br>Horsens Danish | 300<br>191<br>770 | BV | 1964 Frederikshavns V. & T. A/S—Fkn<br>175' 6" 31' 6" 10' 11¾"<br>158' 0" 31' 2"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 111½'<br>G.56000 B.52000<br>1 Ha (stl) (83¾'×19¾')<br>2W Der 2(3) | Oil 2SA 6Cy. 240×400 mm<br>500bhp<br>Alpha-Diesel A/S |
| 513000<br>PEIG<br>10946<br>Df Esd<br>RT | **GERSOM**<br>**G. Leinenga**<br>"Carebeka" N.V<br>Delfzijl Netherland | 400<br>222<br>600 | ✠100A1 SS 4/66<br>✠LMC<br>MN79 EL g | 1958–3 Schps. "Hoogezand" J.<br>Bodewes—Hgz<br>165' 9" 30' 4" 10' 9½"<br>151' 11" 26' 9" 11' 10"<br>Q38' F27' 1 dk<br>RW 3BH<br>rf 4" WB158t | M Mchy.aft<br>G.27400 B.26300 | Oil 4SA 6Cy. 290×450 mm<br>395bhp<br>Appingedammer Brons |
| 513003<br>OYOY<br>Df Esd<br>Rdr<br>RTm | **GERT STÆRKE**<br>**R. Stærke Kristensen**<br>Ommel Danish | 460<br>243<br>650 | BV | 1953 H. C. Christensens Staal. af 1949<br>—Marstal<br>173' 11" 24' 8" 11' 0"<br>... ... ...<br>1 dk<br>RW len 61 | M Mchy.aft<br>1 Ho<br>G.34000<br>1 Ha (105¾' comb.×16¾')<br>Der 2(3) | Oil 2SA<br>300bhp NE64<br>Alpha-Diesel A/S<br>3×5kW 27V<br>Controllable pitch propel |
| 513004<br>DGLM | **GERTHA**<br>exWilhelm exErna<br>exWestphal exBaldur<br>exGertrud<br>**Gerhard Mau**<br>Hamburg W. German | 149<br>101<br>— | BV | 1911 ......................Hgz<br>*114·1'* 17' 11"<br>8' 10"<br>1 dk<br>R conv sailing ship—len 56 | M | Oil 4SA 3Cy. 215×360 mm<br>105bhp NE36<br>Deutsche Werke A.G. |
| 513007<br>DCHF | **GERTRUD**<br>exOtto–47<br>**Josef Schöning**<br>Haren/Ems W. German<br>Now **HEIN** See<br>New Entries No. 4 | 185<br>97<br>285 | GL | 1928 "De Vooruitgang" D. & J. Boot—<br>Alp<br>*122·3'* 19' 10"<br>7' 7"<br>Q27' F10' 1 dk<br>R len 51 | M | Oil 4SA 6Cy. 215×360 mm<br>180bhp NE30<br>Masch. Kiel A.G. |
| 519025<br>OXFY | **GERTRUD**<br>exKnape–65 exTine<br>exJannetje Margaretha<br>~~Aage Laursen~~ **Fru Vera Laursen**<br>Frederikshavn Danish | 107<br>55<br>160 | BV | 1916 Gebr. J. S. & G. Figel—Vla<br>93' 10" 21' 6"<br>... ... ...<br>1 dk | Wood M | Oil 2SA 3Cy. [illegible]<br>135bhp Emade<br>A/S Frederikshavns |

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| **GERTRUD II**<br>exFrederik Fischer exEdith<br>**Hinrich C. Jungclaus**<br>Hamburg W. German | 249<br>164<br>345 | | GL | **1919** Kalundborg Skibs A/S—Kalundborg<br>*124·4′* 22′ 7″ 9′ 0″<br>9′ 5″<br>B12′ F16′ 1 dk<br>R len 52 | M<br>1 Ha (67′×14′) | Oil 4SA 6Cy. 210×320 mm<br>150bhp NE36<br>Deutsche Werke A.G. Kel<br>6¾k |
| **GERTRUD FRITZEN**<br>**Johs. Fritzen & Sohn**<br>Fritzen Schiffsagentur u. Bereederungs G.m.b.H.<br>Emden W. German | Ore<br>**16785**<br>3755<br>22438<br>Oil<br>**18210**<br>10684<br>— | **✠100A1**<br>ore carrier<br>Carrying oil in combined side & btm tanks when no cargo is carried in adjacent centre compartments<br>Str. nav. Ice<br>**✠LMC**<br>MN2000 | SS 10/64<br>EL I†2⅜″SQ<br>GL | **1955**–12 Nordseewerke Emden—Emd<br>625′ 10″ 77′ 11″ 31′ 11″<br>580′ 9″ 77′ 9″ 45′ 11″<br>P121′ F76′ 1 dk<br>5BH<br>rf nil WB27148t incl. Comb. btm & side tanks 24812t DTf1855t | S Ore/Oil Carrier (9P) Mchy.aft<br>2 Ho 152½′, 217½′ 16 Ta<br>G.448257 L.854872 HeCls. BC<br>10 Ha (stl) (each 25′×23½′)<br>2W Der 2(5) 1(3) 4(2) 2(1) | 2 S Turb dr geared to sc. shaft<br>10000shp 2161t (o.f)<br>Siemens-Schuckert Werke Mülheim<br>2WTB683℔ Spt 673℔ hs17050<br>✠nsg 2/61–242℔<br>4×550, 500, 130, 130kW 230V d.c. 15k |
| **GERTRUD HARREN**<br>**Gertrud & Paul Harren O.H.G.**<br>Hamburg W. German | 324<br>193<br>755 | | GL | **1964** Schiffsw. H. Rancke—Ham<br>186′ 10″ 28′ 6″ 10′ 8″<br>169′ 2″ 28′ 3″ 17′ 9″<br>1 dk & S dk<br>rf nil | M OSD Mchy.aft<br>1 Ho 118′<br>G.50481 B.41479<br>1 Ha (95¼′×17′)<br>Der 2(2) | Oil 4SA 6Cy. 270×360 mm<br>450bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×9½kW 110V 9½k |
| **GERTRUD HAUSCHILDT**<br>Partenreederei **Gertrud Hauschildt**<br>Küstenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg W. German | T.Mk<br>**499**<br>319<br>**1150**<br>994<br>687<br>— | | GL | **1966** J. J. Sietas Schiffsw.—Ham<br>215′ 11″ 34′ 5″ ~~13′ 2″~~ 13′ 5″ / —<br>194′ 5″ 34′ 4″ 20′ 4″<br>F22′ 2 dks | M Mchy.aft<br>G.82000 B.75200<br>2 Ha<br>Cr 1(8) | Oil 4SA 6Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| **GERTRUD RUSS**<br>**Schiffahrt. u. Assekuranz Ges. E. Russ & Co.**<br>Hamburg W. German | **1412**<br>614<br>2106 | | BV GL | **1960** Werft Nobiskrug—Rendsburg<br>306′ 4″ 40′ 6″ 15′ 4″<br>276′ 7″ 40′ 4″ 23′ 7″<br>F36′ 1 dk & S dk<br>rf 2″ | M Ref OSD Mchy.aft<br>3 Ho 55½′, 38′, 87¼′ comb.<br>G.145918 B.135092 In.20886<br>3 Ha (stl) (32′×17¾′) (19′×17′) (68¼′ comb.×17¾′)<br>8 W Der 1(25) 1(10) 8(3–5) | Oil 4SA 8Cy. 400×460 mm<br>2160bhp 146t (d.o)<br>Schlieker-Werft Ham<br>3×100kW 400V 50c/s a.c. 13½k |
| **GERTRUD TEN DOORNKAAT**<br>Partenreederei **"Gertrud Ten Doornkaat"**<br>Bernhard Schulte<br>Hamburg W. German | **3169**<br>2050<br>5008 | | BV GL | **1962** Jos. L. Meyer—Papenburg<br>321′ 3″ 46′ 11″ 22′ 11″<br>295′ 7″ 46′ 7″ 26′ 7″<br>Q19′ B24′ F31′ 2 dks<br>rf 2″ | M CSD Mchy.aft<br>3 Ho 88½′, 71¼′, 43′<br>G.243325 B.226261<br>4 Ha (stl) (23¾′, 32½′, 41¼′, 23¾′×23′)<br>10W Der 1(15) 1(10) 9(5) | Oil 4SA 8Cy. 520×740 mm<br>2880bhp 282t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>4×125, 125, 125, 61kW 440V 60c/s a.c.<br>14¼k |
| **ERTRUD THERESE**<br>asaborg–65<br>**orence Navigation Co.**<br>onrovia Liberian | **6610**<br>3723<br>—<br>**9251**<br>5432<br>— | **✠100A1**<br>~~DTsm—vegetable oil~~<br>Str. nav. ice<br>**✠LMC**<br>MN1200 | SS 10/63<br>EL d†2$\frac{1}{16}$″SQ | **1958**–10 Brodogradiliste Split—Spt<br>502′ 6″ 62′ 0″ 26′ 6″/29′ 7″<br>460′ 8″ 61′ 8″ 39′ 4″<br>Ba80′ F43′ 1 dk & S dk<br>RW 7BH to U dk 1 to 2nd dk<br>rf 6″ WB3663t incl. DTm511t | M OSD/CSD Mchy.aft<br>G.684500 B.608800<br>10W Der 1(60) 2(10) 10(5) | Oil 2SA 6Cy. 750×1320 mm<br>6000bhp 1530t<br>S.A. Fiat S.G.M. Tur<br>2AuxB (1 o.f 1 ex.g) 100℔ 14½k |
| **GERTRUDE GRIGG**<br>**Government of India**<br>Cochin Indian | **685**<br>356<br>— | ✠Classed LR until 4/42 | | **1937**–10 W. Simons & Co. Ltd.—Rnf<br>166′ 0″ 33′ 1″ 12′ 9″<br>32′ 11″<br>R | TS Suction Hopper Dredger Mchy.aft<br>1 Ho 16′<br>1 Ha (3′×3½′) | T 6Cy. 11″ 18½″ & 30″×21″<br>68t (o.f)<br>W. Simons & Co. Ltd. Rnf<br>10k |
| **GERTRUDE WIENER**<br>**Tankreederei de Vries & Co. K.G.**<br>Hamburg W. German | **1735**<br>1052<br>2750 | | GL | **1961** Bayerische Schiffb. G.m.b.H.—Erlenbach<br>285′ 5″ 38′ 9″ 15′ 4″<br>275′ 7″ 38′ 6½″ 20′ 2″<br>P71′ F31′ 1 dk | M Tanker Mchy.aft<br>10 Ta<br>L.86874 HeCls. C | 2 Oil 2SA each 9Cy. 245×330 mm geared to sc. shaft<br>1400bhp 208t–6pd<br>Motorenf. Darmstadt Darmstadt<br>12½k |
| **GERVASE SLEIGH**<br>exRygja-56<br>**Dominion Nav. Co. Ltd.**<br>**H. C. Sleigh Ltd.**<br>Hong Kong British | **10422**<br>6306<br>16220 | **100A1**<br>oil tanker<br>**LMC**<br>MN1100 | SS 8/64<br>EL f†2¼″ | **1951** Nederl. Dok & Schps. Maats.—Ams<br>502′ 4″ 68′ 0′ 28′ 4¾″<br>495′ 0″ 67′ 9″ 36′ 5″<br>P104′ B35′ F46′ 1 dk<br>14BH<br>rf 3″ WB914t incl. DTf652t | M Tanker Mchy.aft<br>24 Ta<br>L.755400<br>1 Ha (stl) (10′×12′)<br>Der 3(5) | Oil 2DA 6Cy. 660×1200 mm<br>5500bhp 1187t (d.o)–21pd<br>Gebr. Stork & Co. Hengelo<br>3AuxB (2 o.f 1 ex.g) 180℔<br>2×200kW 220V d.c. 13½k |
| **GERWI**<br>**Kommandittselskapet Harwi**<br>**Rolf Wigands Rederi**<br>Bergen Norwegian | **17826**<br>10720<br>25867 | | NV | **1960** A/S Bergens M/V—Bgn<br>625′ 6″ 72′ 1″ 33′ 3″<br>590′ 8″ 71′ 10″ 48′ 0″<br>1 dk len 65<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 66½′, 63′, 65½′, 65′, 65′, 65′, 65′<br>G.1209000<br>7 Ha (41¼′×29½′) (46′, 46′, 46′, 46′, 46′, 40′×36′)<br>Der 1(6) 6(5) | Oil 2SA 7Cy. 760×1550 mm<br>9100bhp (hvf)<br>Sulzer Bros. Ltd. Win<br>3×312kW 440V 60c/s a.c. |
| **GESA MEINKEN**<br>exPlanet-61<br>**Ernst Meinken**<br>**Küstenschiffahrt Bauer & Hauschildt K.G.**<br>Hamburg W. German | **400**<br>261<br>640 | | GL | **1951** G. Renck Jr. K.G.—Ham<br>161′ 1″ 24′ 8″ 10′ 11″<br>24′ 6″ 12′ 4″<br>P36′ F23′ 1 dk<br>RW len 53 | M Mchy.aft<br>1 Ho 101¾′<br>G.30000 B.29000<br>2 Ha (each 36′×16½′)<br>Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz Kln<br>8k |

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| 513023<br>DHSJ<br>Df Esd<br>RT | **GESCHWISTER SCHOLL**<br>**Fischkombinat Rostock**<br>Rostock E. German | 256<br>78<br>— | DSRK | 1950 Rosslauer Schiffswerft—Rosslauer<br>125′ 7″ 24′ 0″ 10′ 8″<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×380 mm<br>Schwermasch. Karl Liebkn |
| 513026<br>DNCK<br>Df Esd<br>Rdr RT | **GESINE**<br>**Wilhelm Baumgarten O.H.G.**<br>Hamburg W. German | 425<br>258<br>834 | GL | 1962 Schiffsw. H. Rancke—Ham<br>197′ 2″ 30′ 8″ 11′ 11½″<br>177′ 2″ 30′ 4″ 12′ 2″<br>P&B123′ F23′ 1 dk<br>RW | M Mchy.aft<br>G.54173 B.49653<br>3 Ha<br>3W Der 1(3) 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 650154<br>1141 | **GESINE**<br>**Gustav Schulna**<br>Elisabethfehn W. German | 300<br>—<br>— | | 1964 L. Voss—Westerende<br>154′ 3″ 20′ 10″<br>150′ 2″ 20′ 6″ 7′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 130×180 mm<br>Henschel-Werke A.G. |
| 538959<br>DKFK<br>Df Esd<br>RT | **GESINE H**<br>exWilhelm–65<br>**Johann Henninga**<br>Walther Lass<br>Hamburg W. German | 424<br>236<br>650 | GL | 1955 Hugo Peters—Wewelsfleth<br>*155-1′* 28′ 4″ 10′ 11″<br>12′ 2″<br>P35′ F16′ 1 dk<br>RW | M<br>1 Ho 97½′<br>B.28970<br>2 Ha (each 35½′×18′)<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>390bhp<br>Masch. Kiel A.G.<br>1×24V d.c. |
| 513028<br>EAMC<br>Esd | **GESTOSO ALVAREZ**<br>Launched as Nuevo Chicha<br>**Manuel Gestoso Costas**<br>Vigo Spanish | 170<br>87<br>140 | | Lch. 1953 Cmpl. 1958 Astano S.A.—Frl<br>104′ 11″ 19′ 4″<br>89′ 2″ 19′ 0½″ 12′ 2″<br>RW | M Trawler | Oil 4SA 6Cy. 250×350 mm<br>325bhp<br>Macarium Werkenmotore |
| 513029<br>EAMD<br>Esd | **GESTOSO MERA**<br>Launched as Nuevo Chucho<br>**Manuel Gestoso Costas**<br>Vigo Spanish | 170<br>87<br>140 | | Lch. 1953 Cmpl. 1958 Astano S.A.—Frl<br>104′ 11″ 19′ 4″<br>89′ 2″ 19′ 0½″ 12′ 2″<br>RW | M Trawler | Oil 4SA 6Cy. 250×350 mm<br>325bhp<br>Macarium Werkenmotore |
| 539465<br>HOED<br>Df Esd<br>Gc Rdr | **GESURI**<br>exYamashita Maru–66<br>**Tristan Shipping Co. S.A.**<br>Panama Panamanian | 6294<br>3671<br>9435 | BV NK | 1951 Uraga Dock Co. Ltd.—Yokosuka<br>449′ 6″ 58′ 7″ 26′ 1½″<br>420′ 9″ 58′ 5″ 32′ 10″<br>P30′ B131′ F34′ 2 dks<br>RW | S<br>G.498930 B.466425<br>5 Ha (34½′, 39½′, 34½′, 39½′, 34½′×20½′)<br>10W | 2 S Turb dr geared to sc. sh<br>4000shp<br>Ishikawajima Jukogyo |
| 661054<br>PEIK<br>Df Esd<br>Rdr | **GEULBORG**<br>**E. Wagenborg's Scheepv. en Expeditiebedr. N.V.**<br>Delfzijl Netherland | 399<br>251<br>550 | BV | 1966 Schps. & Rep. Gebr. Sander—Dzl<br>175′ 10″ 28′ 6″ 9′ 0″<br>157′ 5″ 27′ 11″ 10′ 4″<br>1 dk | M Mchy.aft<br>G.29050 B.27680<br>2 Ha (each 39½′×17½′)<br>Der 2(3) | Oil 4SA 6Cy.<br>325bhp<br>Motorenw. Mannheim |
| 640909<br>LJUD<br>Df Esd<br>Rdr RT | **GEVOBULK**<br>**Sild & Fiskeindustri A/S**<br>Gerh. Voldnes A/S<br>Ålesund Norwegian | 493<br>—<br>820<br>828<br>517<br>1180 | NV | 1964 Gerh. Voldnes A/S—Fosnavåg<br>183′ 2″ 31′ 4″ 12′ 1½″/16′ 6½″<br>166′ 0″ 31′ 2″ 19′ 0″<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho 60½′, 43½′ 1 TwD 110½′<br>G.57000 B.55000<br>2 Ha (stl) (each 41½′×16½′)<br>Der 2(5) | Oil 2SA 7Cy. 280×420 mm<br>800bhp<br>Wichmann Mtrf.<br>2×60kW 220V 50c/s a.c. |
| 651812<br>LANB<br>Df Esd<br>Rdr RT | **GEVOTANK**<br>**Gerh. Voldnes A/S**<br>Ålesund Norwegian | 497<br>361<br>1150 | NV | 1965 Gerh. Voldnes A/S—Fosnavåg<br>219′ 2″ 31′ 3″ 13′ 0½″<br>199′ 4″ 31′ 2″ 13′ 6″<br>1 dk<br>rf 4″ | M Tanker Mchy.aft<br>8 Ta<br>Der 1(1½) | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Masch. Kiel G.m.b.H.<br>2×56kW 220V 50c/s a.c. |
| 525667<br>LAKA<br>Df Esd<br>Gc Rdr<br>RTh/v | **GEZINA BRÖVIG**<br>exNorsk Skald–64<br>exCastor–60<br>**A/S Selvaagbygg**<br>Th. Brövig<br>Farsund Norwegian | 11177<br>6306<br>16350 | ✠100A1<br>oil tanker<br>✠LMC<br>TD4–12/66<br>EL f†2½″SQ | 1951–12 C. Connell & Co. Ltd.—Gls<br>537′ 4″ 67′ 5″ 29′ 3½″<br>506′ 1″ 67′ 0″ 37′ 2″<br>P101′ B43′ F62′ 1 dk, 2nd dk clear of cargo tanks<br>RW 14BH<br>WB1039t incl. DTf723t | M Tanker Mchy.aft<br>21 Ta<br>L.781260 HeCls. BC<br>Der 1(7) 1(3) | Oil 2SA 4Cy. 750×2500 mm<br>5500bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>2AuxB 180lb<br>2×150, 55kW 110V d.c. |
| 529275<br>89<br>Esd | **GHEDEM**<br>exRemex–67<br>exMurten–56 exElsa–50<br>**De Marzo Bros**<br>Massawa Ethiopian | 487<br>201<br>— | ✠<br>RI | 1941–7 Hall, Russell & Co. Ltd.—Abn<br>164′ 3″ 27′ 7″ 14′ 3″<br>150′ 6″ 27′ 5″ 15′ 0″<br>F27′ 1 dk<br>conv trawler 48 | M Mchy.aft<br>2 Ho<br>G.38000 B.35000<br>4W Der 2(3) 2(1½) | Oil 4SA 6Cy. 320×480 mm<br>500bhp NE57<br>Klöckner-Humboldt-Deut |
| 670118 | **GHEORGE GHEORGIU-DEJ**<br>**U.S.S.R.**<br>Odessa Russian<br>Name should be GEORGE GEORGIU-DEZH. See New Entries No. 9 | 32841<br>16387<br>49370 | | 1966 Admiralteiski Shpyd—Len<br>756′ 3″ 101′ 9″ 37′ 9″<br>99′ 7″ 50′ 8″<br>1 dk | S Tanker Mchy.aft<br>20 Ta<br>L.1915722<br>Der 2(2–5) | S Turb<br>19000shp |
| 542010<br>6ZII<br>2290<br>Df Esd<br>Gc Rdr | **GHERANIA**<br>**Adriatic Shipping Corporation**<br>Monrovia Liberian | 30650<br>20857<br>55437 | AB | 1963 Ishikawajima-Harima Hvy Ind.—Tok<br>738′ 3″ 106′ 0″ 40′ 1½″<br>731′ 7″ 105′ 7½″ 52′ 6″<br>P80′ F70′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>26 Ta | 2 S Turb dr geared<br>12500shp<br>Ishikawajima-Harima |

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| **GHERESTOS**<br>**Adriatic Shipping Corporation**<br>Monrovia<br>Liberian | **32231**<br>21921<br>59223 | | AB | **1964** Ishikawajima-Harima Hvy Ind.—Tok<br>773′ 7″ 105′ 10″ 42′ 1⅜″<br>731′ 8″ 105′ 8″ 54′ 10″<br>P136′ F70′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>13 Ta | 2 S Turb dr geared to sc. shaft<br>12500shp (o.f)<br>Ishikawajima-Harima Hvy Ind. Tok |
| **GHIKAS**<br>exAgnete Torm–64<br>exAgnete–51<br>**Pindos Shipping Corp.**<br>Piræus<br>Greek | **2358**<br>1265<br>3927 | ✱Classed BC until 5/65 | BV | **1948–6** W. Pickersgill & Sons Ltd.—Sld<br>347′ 0″ 45′ 10″ 20′ 0¼″<br>325′ 0″ 45′ 9″ 28′ 10″<br>F75′ 1 dk & S dk | M OSD<br>G.265000 B.246000 | Oil 2SA 8Cy. 495×895 mm<br>735t<br>Helsingör Skibs & Msk. Hsg<br>14k |
| **GHIONA**<br>**Adriatic Shipping Corporation**<br>Monrovia<br>Liberian | **30650**<br>20857<br>55437 | | AB | **1963** Ishikawajima-Harima Hvy Ind.—Tok<br>771′ 0″ 105′ 11″ 40′ 1¾″<br>731′ 8″ 105′ 8″ 52′ 6″<br>P80′ F70′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>26 Ta | 2 S Turb dr geared to sc. shaft<br>12500shp (o.f)<br>Ishikawajima-Harima Hvy Ind. Tok |
| **GHISLAIN**<br>exGhislain-Marie–67<br>exSappho–66 exFalster–60<br>**Euclide Bouchard Ltd.**<br>Euclide Bouchard<br>Quebec<br>Canadian | **1134**<br>530<br>1504 | ✠100A1<br>Str. nav. ice<br>✠LMC | SS 10/66<br>EL m | **1949–6** Goole S.B. & R. Co. Ltd.—Goo<br>217′ 5″ 33′ 2″ 16′ 5″<br>200′ 6″ 33′ 0″ 18′ 6″<br>Q53′ F30′ 1 dk<br>RW NS 4BH<br>WB380t | M Mchy.aft<br>G.70135 B.66713<br>2W | Oil 2SA 5Cy. 340×318 mm<br>815bhp 208t<br>Atlas-Diesel Skm<br>10k |
| **GIACOMO PADRE**<br>exAmalia Arena–60 exJanus–54<br>**Guido Cattaneo**<br>Trapani<br>Italian | **344**<br>179<br>— | | | **1940** G. B. Codecasa—Viareggio<br>138′ 4″ 29′ 0″<br>121′ 0″ 28′ 4″ 13′ 3″ | Wood Aux Sr | Oil 4SA 4Cy. 265×410 mm<br>S.A. Ansaldo Gen |
| **GIADA**<br>exBrook–65<br>**Alba Società di Armamento**<br>~~Salvatore Giannone~~<br>Naples<br>Italian | **1595**<br>924<br>3186 | | RI | **1949** Lübecker Masch. Ges.—Lbc<br>287′ 5″ 43′ 4″ 17′ 9⅝″<br>267′ 9″ 43′ 2″ 25′ 11″<br>P20′ F24′ 1 dk & S dk<br>RW | S OSD<br>2 Ho<br>G.188805 B.167720 | C 4Cy. (2) 15$\frac{9}{16}$″ & (2) 33½″×33½″<br>1250ihp 450t (o.f)<br>Lübecker Masch. Ges. Lbc<br>12k |
| **GIANCARLO ZETA**<br>Cia. Armatoriale **"PANAREA" S.p.A.**<br>Palermo<br>Italian | **9363**<br>5609<br>11370 | | AB RI | **1957** Cant. Del Mediterraneo—Gen<br>483′ 3″ 65′ 11″ 30′ 1″<br>459′ 6″ 64′ 9½″ 39′ 10″<br>F31′ 2 dks<br>RW<br>rf 5″ | M CSD<br>5 Ho<br>5 Ha | Oil 2SA 5Cy. 670×2320 mm<br>5700bhp Doxford 1139t<br>Ansaldo Stab. Mecc. Gen |
| **GIANG ANN**<br>Heap Eng Moh **S.S. Co. Ltd.**<br>Singapore<br>Singapore | **412**<br>99<br>576 | | BV | **1958** H. Kg & Whampoa Dk Co. Ltd.—H.Kg<br>167′ 7″ 31′ 7″ 10′ 2$\frac{9}{16}$″<br>155′ 0″ 31′ 6″ 18′ 6″<br>1 dk & S dk | M OSD Mchy.aft<br>2 Ho each 40′<br>B.15500<br>2 Ha (alu) (each 26′×16′)<br>2W Der 1(5) 3(3) | Oil 4SA 7Cy. 9″×12″<br>530bhp 42t (d.o)<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>2×50kW 220V d.c. 10k |
| **GIANG LEE**<br>Heap Eng Moh **S.S. Co. Ltd.**<br>Singapore<br>Singapore | **412**<br>99<br>576 | | BV | **1958** H. Kg & Whampoa Dk Co. Ltd.—H.Kg<br>167′ 7″ 31′ 7″ 10′ 2$\frac{9}{16}$″<br>155′ 0″ 31′ 6″ 18′ 6″<br>1 dk & S dk | M OSD Mchy.aft<br>2 Ho each 40′<br>B.15500<br>2 Ha (alu) (each 26′×16′)<br>2W Der 1(5) 3(3) | Oil 4SA 7Cy. 9″×12″<br>530bhp 42t (d.o)<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>2×50kW 220V d.c. 10k |
| **GIANG SENG**<br>exHwa Hsiang–49<br>**Chan Kim Lim**<br>Singapore<br>Singapore | **533**<br>333<br>690 | Classed LR until 9/55 | BV | **1941** ....................Japan<br>177′ 0″ 27′ 6″ 12′ 3⅜″<br>27′ 4″ 13′ 6″<br>P64′ F23′ 1 dk<br>R<br>rf nil | M Mchy.aft<br>1 Ho 97¼′<br>G.33140 B.32000<br>1 Ha (60′×14′)<br>4W Der 4(2) | Oil 4SA 6Cy. 350×525 mm<br>400bhp Emade44fitted— 30t (d.o)<br>Japan<br>2×35, 15kW 110V d.c. 10k |
| **GIANIS DIMAKIS**<br>**Dimitris Dimakis**<br>Mytilini<br>Greek | **107**<br>86<br>— | | | **1945** ....................Greece<br>90′ 2″ 21′ 11″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 2SA 2Cy.<br>J. & C. G. Bolinders M/V |
| **GIANKAROS**<br>exActivity–66<br>**M. Gigilinis & D. Kalkasinas**<br>Thessaloniki<br>Greek | **350**<br>178<br>452 | Classed LR until 6/66 | HR | **1931–10** G. Brown & Co.—Grk<br>*135·2′* 24′ 7″ 10′ 0″<br>135′ 0″ 24′ 6″<br>Q81′ B9′ F18′ 1 dk Well dk<br>R | M Mchy.aft<br>1 Ho 80′<br>G.25184 B.23985<br>2 Ha<br>2W Der 2(1½) | Oil 2SA 6Cy. 240×345 mm<br>300bhp Emade49refitted62 30t<br>Newbury Diesel Co. Ltd. Nby<br>8½k |
| **GIANNAKAS**<br>exStella Marina–65<br>exBajamar–62<br>exStella Marina–60<br>exBajamar–57<br>**Cia. Mar. Goldwood S.A.**<br>Panama<br>Panamanian | **2841**<br>1271<br>3900 | | BV | **1931** Akers M/V A/S—Osl<br>343′ 9″ 48′ 2″ 22′ 0¾″<br>48′ 0″<br>F38′ 1 dk & S dk<br>R | TM OSD<br>G.226000 B.207000<br>8W Der 6(7) | 2 Oil 4SA each 6Cy. 590×110 mm<br>B&W 650t<br>Akers M/V A/S Osl<br>13k |

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| **513042**<br>ILUT<br>879<br>RTm | **GIANNI ATTANASIO**<br>exCostanza–61<br>exAlfred Plymi–58<br>exCastle Combe–53<br>**Mario Attanasio**<br>Naples Italian | **600**<br>336<br>982 | RI<br><br>✠Classed LR until 10/59 | **1936–12** C. Hill & Sons Ltd.—Brs<br>190' 0" 27' 9" 12' 2½"<br>184' 9" 27' 6" 14' 6"<br>F21' 1 dk<br>R len 55 | M Mchy.aft<br>2 Ho 45', 76'<br><br>2 Ha (27', 54½'×16')<br>Der 1(1–5) 2(1) | Oil 4SA 7Cy. 320×380<br>500bhp<br>Ruston & Hornsby<br>2×21kW 220V d.c. |
| **521122**<br>SZPF<br>2583<br>Df Esd<br>Gc Rdr<br>RTm | **GIANNINA**<br>exLondon Glory–65<br>**Mayfair Tankers Ltd.**<br>Piræus Greek | **10081**<br>5977<br>15347 | HR<br><br>✠Classed LR until 6/65 | **1952–3** Sir J. Laing & Sons Ltd.—Sld<br>505' 6" 67' 6" 29' 1"<br>475' 0" 67' 5" 37' 4"<br>P99' B43' F45' 1 dk<br>RW | M Tanker Mchy.aft<br>24 Ta<br>L.737010<br><br>2W Der 2(5) 2(4) | Oil 2SA 4Cy. 670×2320<br>4250bhp<br>Wm. Doxford & Sons Ltd.<br>2×45kW 110V d.c. |
| **513044**<br>ODIW<br><br>Df Esd<br>Gc Rdr | **GIANNIS**<br>exAvisbay–62 exNewbrough–55<br>**Aegean Navigation Co. Inc.**<br>Beirut Lebanese | *5270*<br>*2990*<br>8980 | **✠100A1** TD 8/65<br>with freeboard<br>**✠LMC**<br><br>MN500 EL a†2"SQ | **1941–2** Short Bros. Ltd.—Sld<br>450' 0" 56' 6" 25' 0"<br>425' 0" 56' 2" 36' 2"<br>1 dk & S dk<br>NS Coll BH to S dk 6 to 2nd dk<br>WB2680t incl. DTm1120t DTf13t | M OSD<br><br>G.558487 B.505888<br><br>12W Der 2(10) 10(5) | Oil 2SA 3Cy. 600×2320<br>2500bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120lb |
| **513045**<br><br>317417<br>Df Esd<br>Gc Rdr<br>RT | **GIANT II**<br><br>**Inter Seas Maritime**<br>**Services Ltd.**<br>Nassau British<br>Now **MAHI See New Entries No. 2** | **802**<br>222<br>— | <br><br>BV | **1944** Winslow Marine—Winslow, Wash<br>184' 0" 34' 0"<br>180' 0" 33' 0" 14' 4"<br><br>conv tug 66 | TM Cable Ship | 2 Oil 4SA each 8Cy. 10½"<br>1900bhp<br>Cooper-Bessemer Corp. |
| **511459**<br>INSM<br>3403<br>Df Esd<br>Pfd Rdr<br>RT | **GIANVITTORIOEMME**<br>exFidra–66<br>**Ignazio Messina & C.**<br>Genoa Italian | **1454**<br>783<br>2540 | RI<br>✠LR class withdrawn—<br>Owners' request 9/67 | **1939–4** A/B Finnboda Varf—Skm<br>287' 4" 39' 7" 17' 10½"<br>270' 0" 39' 6" 26' 0"<br>F29' 1 dk & S dk<br>RW | M OSD<br><br>G.150000 B.141000 | 2 Oil 2SA each 5Cy. 340<br>electro-magnetic slip<br>gearing to sc. shaft<br>1750bhp<br>Atlas-Diesel |
| **513046**<br>SGLI<br>10283<br>Df Esd<br>Rdr RT | **GIBB**<br><br>**Rederi A/B Hållandia**<br>Folke Hållander<br>Örnsköldsvik Swedish | **280**<br>78<br>— | **✠100A1** SS 9/66<br>tug<br>Baltic service<br>Ice Class 1<br>**✠LMC**<br>MN330 EL (d) | **1962–3** A/B Åsi-Verken—Åmål<br>98' 6" 29' 0"<br>90' 1" 28' 2½" 15' 9"<br><br>4BH<br>BK4" WB33t | M Tug | Oil 2SA 6Cy. 340×570<br>1650bhp<br>Nydqvist & Holm A/B<br>Controllable pitch |
| **513047**<br>KWIR<br>245182<br>Df Esd<br>Gc RTv | **GIBBES LYKES**<br>exOrpheus–47<br>**Lykes Bros. S.S. Co. Inc.**<br>New Orleans United States | ~~8168~~ T.Mk<br>~~4806~~ 6026<br>~~14830~~ 3399<br>—<br>8068<br>4728<br>11330 | <br><br>AB | **1944** N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 28' 6⅛"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>rf nil | S (12P) CSD<br>5 Ho 59', 59', 67', 68', 68'<br>G.580845 B.540824<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 1(50) 16(5) | 2 S Turb dr geared to sc.<br>6000shp<br>General Electric Co. |
| **513048**<br><br>123755 | **GIBEL DERIF**<br>exCaid–49<br>exRochester Queen–34<br>exGertrude–32<br>**M. H. Bland & Co. Ltd.**<br>Gibraltar British | **271**<br>121<br>— | | **1906** A. W. Robertson & Co.—Lon<br>*125·0'* 26' 8"<br>… … …<br>1 dk<br>R | TS | C 4Cy. (2) 12" & (2) 24"<br><br>A. W. Robertson & Co. |
| **652405**<br>VGBY<br>325685<br>Esd Gc<br>Rdr<br>RTm | **GIBRALTAR STRAITS**<br>tug<br>**Straits Towing Ltd.**<br>Vancouver Canadian | **601**<br>47<br>— | **✠100A1**<br>tug<br>**✠LMC**<br><br>MN768 EL (h)1½"SQ | **1965–12** Yarrows Ltd.—Vic<br>142' 6" 35' 10" 16' 6"<br>127' 6" 34' 0" 18' 10½"<br>F51' 1 dk<br>5BH<br>rf 53" BK8" WB188t | TM Tug<br><br><br>1 Ha (stl) (5½'×9')<br>Der 1(5) | 2 Oil 2SA each 12Cy.<br>with sr reverse<br>3840bhp<br>Canadian Locomotive<br>2×75kW 450V 60c/s a.c. |
| **513594**<br>HPHX<br>3759BM<br>Df Esd<br>Gc Rdr<br>RT | **GIBSON ISLAND**<br>exGrepa–63<br>**Soc. Nav. Pan-Europea S.A.**<br>Panama Panamanian | **9769**<br>5867<br>15901 | <br><br>NV | **1952** Framnæs M/V—Sfj<br>515' 0" 64' 1" 29' 7½"<br>489' 6" 63' 10" 38' 2"<br>P97' B41' F60' 1 dk<br>RW | M Tanker Mchy.aft<br>19 Ta<br>L.727000 | Oil 2SA 8Cy. 680×<br><br>A/B Götaverken |
| **672091**<br>TFYL<br><br>Df Esd<br>Rdr RT | **GIDEON**<br><br>**Gideon h/f**<br>Vestmannaeyjum Icelandic | **256**<br>104<br>220 | | **1967** Elbewerft—Boizenburg<br>110' 10" 8' 10½"<br>97' 1" 23' 7" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy.<br>660bhp<br>Blackstone & Co. Ltd. |
| **680234**<br>UBAB<br>M-19807 | **GIDROSTROY 18**<br><br>**U.S.S.R.**<br>Nakhodka Russian | **487**<br>—<br>157 | | **1956** ……………………Shanghai<br>146' 0" 30' 10" 10' 7½"<br>· 14' 5" | TM<br><br><br><br><br>1W Der 1(3) | 2 Oil SA each 6Cy.<br>NE80 |
| **509891**<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h | **GIESSE**<br>exFinnskog–67<br>exEilert Rinde–65 exBellami–59<br>**Transmarina S.n.C.**<br>Savona Italian | ~~12280~~ 11864<br>~~7019~~ 7055<br>19260 | <br><br>NV RI ~~NV~~ | **1954** Uddevallavarvet A/B—Udv<br>567' 7" 69' 9" 30' 8½"<br>530' 8"<br>P111' B42' F67' 1 dk | M Tanker Mchy.aft<br>22 Ta<br>L.883000 | Oil 2SA 7Cy. 760×<br>6650bhp<br>Uddevallavarvet A.B.<br>3×220V d.c. |

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| **GIESSENKERK**<br>N.V. Vereenigde<br>**Nederlandsche Scheepv.**<br>**Maats.**<br>The Hague Netherland | T.Mk<br>**6460**<br>3771<br>9050<br>8329<br>4982<br>10961 | BV | **1956** C. v.d. Giessen Schps.—Krimpen<br>495′ 3″ 63′ 2″ ~~29′ 4 1/16″~~ 26′ 5″/29′ 4⅛″<br>455′ 0″ 63′ 0″ 38′ 6″<br>P58′ B92′ F50′ 3 dks<br>RW<br>rf 4¾″ | M (12P) Ref ~~CSD~~<br>3 Ho 61¾′, 68¼′, 78¾′ 2 TwD each 70¼′<br>G.516301 B.508310 In.13750<br>3 Ha (stl) (25¾′×17¾′)<br>(43½′, 33′×20¾′)<br>18W Der 1(120) 1(50) 4(10) 14(5) | Oil 2SA 8Cy. 740×1600 mm<br>9000bhp B&W 1556t (hvf)<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>3×280kW 220V d.c. 17k |
| **GIEV**<br>exHolland II-54 exHolland-52<br>**Mehdi Karoon**<br>Khorramshahr Iranian | **460**<br>128<br>— | Classed LR until 12/64 | **1945** Cook, Welton & Gemmell Ltd.—<br>Bev<br>164′ 2″ 27′ 5″ 12′ 0″<br>22′ 0″ 15′ 0″<br>F24′ | S Salvage Tug<br>1 Ho<br>1 Ha | T 3Cy. 13½″ 23″ & 38″×26½″<br>18t (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>9k |
| **GIEWONT**<br>exCeres-63<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | **10570** ~~10701~~<br>6213 ~~6265~~<br>**16370** ~~16663~~ | PR<br>✠Classed LR until 8/62 | **1951–12** Furness S.B. Co. Ltd.—<br>Haverton Hill<br>523′ 0″ 67′ 10″ 29′ 0¾″<br>497′ 0″ 67′ 6″ 36′ 5″<br>P102′ B35′ F62′ 1 dk<br>RW | M Tanker Mchy.aft<br>21 Ta<br>L.797086 HeCls. BC | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford 1475t–22pd<br>Richardsons, Westgarth Hpl<br>3×60, 60, 5kW 110V d.c. 13k |
| **GIGANT**<br>Launched as Zircon<br>**P. M. Anthonisen**<br>Skagen Danish | **171**<br>80<br>— | BV | **1967** Rosslauer Schiffs.—Rosslau<br>110′ 2″ 8′ 10¼″<br>97′ 0″ 21′ 8″ 10′ 10″<br>1 dk | M Trawler | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **GIGINA**<br>exAlice Torm-54 exAlice-51<br>**Cantieri Navali del Golfo**<br>La Spezia Italian | **1236**<br>725<br>1960 | RI<br>✱Classed BC until 8/55<br>**BROKEN UP** | **1924–5** Nakskov Skibs. A/S—Nkv<br>247′ 2″ 36′ 2″ 15′ 3″<br>235′ 0″ 36′ 0″ 15′ 9″<br>P13′ Q65′ B102′ F30′ 1 dk<br>R | S<br>2 Ho 96′, 64′<br>G.111000 B.105000<br>4 Ha (23′, 26¾′, 21′, 23′×16′)<br>Der 4(1) | T 3Cy. 15¾″ 25⅝″ & 41½″×26¾″<br>589ihp (o.f)<br>Ottensener Mach. Altona<br>1×5kW 110V d.c. 9½k |
| **GIGJA**<br>Gigja h/f<br>Reykjavik Icelandic | **343**<br>143<br>— | NV | **1967** Kaarbös M/V A/S—Harstad<br>135′ 4″ 25′ 10″ 12′ 5½″<br>120′ 7″ 25′ 7″ 12′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 6Cy. 280×420 mm<br>600bhp<br>Wichmann Mtrf. Rub |
| **GIJIGA**<br>U.S.S.R.<br>Kaliningrad Russian | **3170**<br>1225<br>**1460** | | **1965** ......................Russia<br>278′ 10″ 46′ 0″ 18′ 2″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>G.57387<br>3 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>13k |
| **GIJON**<br>vero exHowdenshire<br>**a C. Fernández**<br>**tanero**<br>Ferrol Spanish | **230**<br>127<br>— | ✠ | **1893–1** Cochrane & Cooper—Bev<br>*101·2′* 26′ 10″<br>... ... ...<br>1 dk<br>R | Iron S Mchy.aft | C 2Cy 14″ & 26″×20″<br>200ihp 18t (o.f)<br>C. D. Holmes & Co. Hul<br>8k |
| **GIJSBERT BASTIAAN**<br>exKatwijk III-57<br>**G. & H. Schaap &**<br>**H. Krijgsman**<br>Katwijk a/Zee Netherland | **143**<br>66<br>— | | **1903** A. Vuijk & Zonen—Capelle<br>*100·3′* 21′ 11″<br>... ... ...<br>R | M Mchy.aft | Oil 4SA 4Cy. 305×460 mm<br>NE57<br>D. & J. Boot "De Industrie" Alp |
| **GIJSBERT JAN**<br>exDe Verwachting-62<br>Fa. van der **Plas**<br>Katwijk a/Zee Netherland | **106**<br>52<br>— | | **1898** Bonn & Mees—Rot<br>*88·5′* 20′ 4″<br>... ... ...<br>R | M | Oil 4SA 6Cy. 290×420 mm<br>360bhp NE52 (d.o)<br>Masch. Kiel A.G. Kel<br>2×7½, 6¾kW 110V d.c. |
| **GIJSBERT WILLEM**<br>Firma Gebr. **Verwij**<br>Scheveningen Netherland | **138**<br>46<br>— | | **1964** Coöp. Ver. Schpsw. "Vooruit"—<br>Zaandam<br>96′ 2″ 22′ 2″<br>81′ 8″ 22′ 0″ 11′ 2″ | M Fishing | Oil 4SA 8Cy. 210×300 mm<br>Gebr. Stork & Co. Zwolle |
| **GIJSBERTHA**<br>**P. Varkenvisser**<br>Gebr. van Duyvenbode<br>Katwijk a/Zee Netherland | **116**<br>41<br>— | | **1960** Zaanlandse Schps. Maats.—<br>Zaandam<br>90′ 3″ 21′ 0″<br>... ... ... | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×260 mm<br>Kromhout Motorenfab. Ams |
| **GIL**<br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin Polish | **184**<br>77<br>110 | PR | **1956** Stocznia Polnocna—Gdk<br>113′ 0″ 22′ 3″ 8′ 7½″<br>99′ 6″ 21′ 11½″ 11′ 10″<br>RW | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Buckau-Wolf Mgd<br>5×66, 18, 6, 6, 3¼kW 115/330V d.c. 9k |
| **GIL EANNES**<br>**Grémio dos Armadores de**<br>**Navios da Pesca do**<br>**Bacalhau**<br>Lisbon Portuguese | **3467**<br>1805<br>— | **✠100A1** SS 4/67 ~~SS 4/63~~<br>Str. nav. Ice<br>**LMC**<br>MN560 EL u 1 1/16″SQ | **1955–5** Est. Nav. de Viana do Castelo<br>—Viana do Castelo<br>323′ 6″ 45′ 2″ 18′ 0⅝″<br>291′ 0″ 45′ 0″ 26′ 3″<br>B&F274′ 2 dks<br>RW 6BH<br>rf 6″ WB199t | TM Hospital & Depot Ship<br>G.69264<br>8W Der 1(5¾) 6(2¾) 4(1½) | 2 Oil 2SA each 7Cy. 407×508 mm<br>2800bhp 500t<br>Fairbanks, Morse & Co. Beloit |

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| 540449<br><br><br>Df RT | **GILDA**<br>exGrampian Coast-63<br>exEmerald Queen-47<br>**S. Coccolo & Figli**<br>Monfalcone Italian | 439<br>233<br>620 | RI<br><br>✠Classed LR until 6/63 | 1937-5 Ind. Maats. "De Noord"—Alb<br>169' 1" 26' 5" 10' 9"<br>159' 0" 26' 3" 11' 10"<br>Q43' F23' 1 dk<br>R | M Mchy.aft<br>1 Ho 109'<br>G.32105 B.31000<br><br>2W | Oil 4SA 8Cy. 280 x 450<br>400bhp<br>Humboldt-Deutzmot. |
| 513060<br>DIJX<br><br>Df Esd | **GILDA**<br><br>**Gilda & Birgit Schepers**<br>Hamburg W. German | 298<br>159<br>360 | <br><br>GL | 1955 J. J. Sietas Schiffsw.—Ham<br>137' 1" 26' 11" 10' 2"<br>26' 9" 11' 2"<br>P30' F18' 1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (69' × 18') | Oil 4SA 6Cy. 320 x 450<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 542402<br>LALP<br><br>Rdr RT | **GILDESKÅL**<br><br>**Saltens D/S**<br>Bodö Norwegian | 488<br>222<br>— | | 1963 Storviks M/V—Kristiansund<br>153' 8" 31' 0"<br>137' 10" 30' 10" 17' 7"<br>1 dk | TM Ferry Mchy.aft | 2 Oil 2SA each 4Cy.<br><br>Wichmann Mtrt. |
| 513061<br><br><br>Esd | **GILI GENTENG**<br><br>**Republik Indonesia**<br>Perusahaan Garam dan Soda<br>Negeri<br>Kalianget Indonesian | 1012<br>450<br>— | <br><br>✠Classed LR until 6/64 | 1955-8 Schps. De Waal—Zaltbommel<br>250' 6" 36' 11" 15' 5¾"<br>229' 8" 36' 9" 22' 8"<br>Ba40' F29' 1 dk & S dk<br>RW<br>rf 4" | M OSD Mchy.aft | Oil 4SA 10Cy. 390 x 680<br>1380bhp<br>N.V. Werkspoor |
| 513062<br>5MJW<br>1655<br>Df Esd<br>Gc Rdr | **GILIA**<br>exStanvac Palembang-62<br>**International Marine**<br>**Development Corp. Liberia**<br>Monrovia Liberian | 13763<br>9342<br>23100 | <br><br>AB | 1962 (Fwd & Cargo sections) Nippon<br>Kokan—Tsu<br>1945 (Aft section) Bethlehem-<br>Sparrows Pt. Shpyd—Sp.Pt<br>564' 9" 75' 4" 32' 3"<br>550' 8" 75' 0" 46' 9"<br>B34' 1 dk, 2nd dk aft<br>RW<br>rf 3½" | S Bulk Carrier Mchy.aft<br>5 Ho<br>B.1028000<br>5 Ha<br><br><br><br>conv tanker 62 | 2 S Turb dr geared to sc.<br>7700shp<br>Bethlehem Stl Co. |
| 513063<br>ZSJN<br>181001<br>Df Esd<br>RT | **GILIA**<br><br>**Irvin & Johnson Ltd.**<br>Cape Town S. African | 515<br>177<br>376 | <br><br>✠Classed LR until 5/47 | 1946-5 Hall, Russell & Co. Ltd.—Abn<br>176' 1" 28' 2"<br>... ... ...<br><br>R<br>rf 36" | S Trawler<br>2 Ho 30', 13'<br><br>5 Ha (each 3¾' × 3¾') | T 3Cy. 14½" 25" & 42"<br>900ihp<br>Hall, Russell & Co. Ltd.<br>1 × 10kW 110V d.c. |
| 513064<br>YBCO<br><br>Esd | **GILIJANG**<br><br>**Republik Indonesia**<br>Perusahaan Garam dan Soda<br>Negeri<br>Kalianget Indonesian | 997<br>454<br>— | <br><br>✠Classed LR until 5/65 | 1954-11 Schps. De Waal—Zaltbommel<br>250' 6" 36' 11" 15' 5¾"<br>230' 0" 36' 10" 22' 7"<br>Ba40' F29' 1 dk & S dk<br>RW | M OSD Mchy.aft | Oil 4SA 10Cy. 390 x 680<br>1380bhp<br>N.V. Werkspoor |
| 641425<br><br>305829<br>Esd | **GILLATION**<br><br>**London & Rochester Trading**<br>**Co. Ltd.**<br>Rochester British | 195<br>135<br>250 | | 1964 London & Rochester Trading Co.<br>Ltd.—Strood<br>103' 6" 22' 3" 8' 0"<br>22' 1"<br>1 dk | M Mchy.aft<br>1 Ho 66½'<br><br>1 Ha (56' × 15') | Oil 4SA 6Cy. 6½" x 7½"<br>180bhp<br>Bergius-Kelvin Co. Ltd. |
| 540450<br>GMJE<br>304694<br>Esd Gc<br>Pfd RT | **GILLIAN EVERARD**<br><br>**Clydesdale Shipowners Co.**<br>**Ltd.**<br>F. T. Everard & Sons Ltd.<br>London British | 1598<br>990<br>— | ✠100A1 SS 11/67<br><br>✠LMC<br><br>MN300 EL q 1$\frac{1}{16}$"SQ | 1963-9 Clelands S.B. Co. Ltd.—Wal<br>266' 6" 39' 3" 16' 11½"<br>252' 1" 39' 0" 18' 0"<br>P27' R dk fwd of P144' Ba37' F30' 1 dk<br>NS 5BH<br>rf 4" WB837t incl. Dk tanks m 75t | M Mchy.aft<br><br>G.121240 B.115090<br><br>6W Der 6(3) | Oil 2SA 8Cy. 340 x<br>1500bhp Polar<br>Nydqvist & Holm A/B |
| 651421<br>ZSTV<br>350434<br>Df Esd<br>Gc Rdr<br>RT | **GILLIAN GAGGINS**<br><br>**South Atlantic Islands**<br>**Development Co. Ltd.**<br>Tristan Investments (Pty) Ltd.<br>Cape Town S. African | 794<br>394<br>1180 | ✠100A1<br>fishing vessel<br>✠LMC<br>✠Lloyd's RMC<br>MN270 EL i | 1965-10 Barens Shipbuilding &<br>Engineering Corp. Ltd.—Drb<br>162' 6" 32' 7" 11' 6"<br>140' 0" 32' 6" 21' 6"<br>2 dks<br>3BH<br>rf 12" BK4" | M Fishing Ref Mchy.aft<br><br>In.14500<br><br>Cr 1(3) 2(1½) | 2 Vee Oil 4SA each<br>flexible couplings &<br>1348bhp<br>Davey Paxman & Co.<br>Controllable pitch |
| 513065<br>GFHB<br>301821<br>Df Esd<br>Gc Pfd<br>Rdr | **GILLINGHAM**<br><br>**Wendover Fishing Co.**<br>**(Grimsby) Ltd.**<br>Consolidated Fisheries Ltd.<br>Grimsby British | 427<br>139<br>— | ✠100A1 SS 5/64<br>trawler<br>✠LMC<br><br>MN224 EL (g)q | 1960-1 Goole S.B. & R. Co. Ltd.—Goo<br>*139·7'* 28' 5"<br>137' 3" 28' 0" 14' 3"<br>F27'<br>RW 4BH<br>rf 15" BK7" | M Trawler | Oil 4SA 8Cy. 15" x<br>1120bhp<br>Mirrlees, Bickerton & |
| 513066<br>VYTV<br>178776<br>Rdr RT | **GILLKING**<br>exColumbia King-47<br>**Ocean Cement Ltd.**<br>New Westminster Canadian | 105<br>36<br>— | | 1942 Columbia Constr. Co.—L.An<br>*84·1'* 21' 4"<br>... ... ... | Wood M Tug | 2 Oil each 16Cy.<br>shaft<br>960bhp NEM<br>General Motors Co. |
| 513067<br>MDVU<br>302228<br>Df Esd<br>Pfd Rdr<br>RT | **GILMAR**<br><br>**Devanha Fishing Co. Ltd.**<br>W. Wood<br>Aberdeen British | 215<br>74<br>— | ✠100A1 ~~SS 12/64~~<br>trawler SS 2/69<br>✠LMC<br><br>MN110 EL (c)j | 1960-10 J. Lewis & Sons Ltd.—Mtr<br>*106·0'* 23' 1"<br>104' 4" 23' 0" 12' 0"<br>F17'<br>RW 4BH<br>rf 39" BK7" | M Trawler | Oil 2SA 5Cy. 10<br>550bhp Widdop<br>British Polar Engines |

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| **GILSLAND**<br>Stephenson **Clarke Ltd.**<br>London British | 5222<br>2639<br>8727<br>**7315**<br>4137<br>10200 | ✠100A1<br>DTm—vegetable oil<br>✠LMC<br>MN1328 | SS 6/66<br>EL a†2″SQ | 1961-10 Burntisland S.B. Co. Ltd.—Bnt<br>450′ 0″ 56′ 7″ 24′ 10″/27′ 8½″<br>421′ 0″ 56′ 6″ 36′ 6″<br>Ba82′ F37′ 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 3″ DK fwd WB2791t incl. DTm1159t | M OSD/CSD Mchy.aft<br>5 Ho 56′, 60′, 30′, 29½′DT, 54′, 53½′<br>G.538430 B.493190<br>5 Ha (stl) (31½′, 35′, 35′, 35′, 35′×20′)<br>10W Der 1(30) 2(10) 3(5) | Oil 2SA 4Cy. 670×2100 mm<br>6640bhp 1000t (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×240kW 440V 60c/s a.c. 15k |
| New **MARDULCE** See New Entries No. 2 | | | | | | |
| **GIMADA**<br>Pacific Island **Barges Ltd.**<br>Port Moresby British | **210**<br>70<br>— | | | 1955 Cleland (Successors) Ltd.—Wal<br>*105·0′* 26′ 0″<br>... ... ...<br>1 dk | TM | 2 Oil each 8Cy. 5½″×7¾″<br>L. Gardner & Sons Ltd. Mch |
| **GIMLE**<br>Skibs **A/S Gylfe**<br>Ew. Evensen<br>Oslo Norwegian | **35537**<br>18916<br>59310 | | NV | 1965 A/S Tangen Verft/Stord Verft—Lervik<br>774′ 11″ 105′ 11″ 40′ 5¼″<br>742′ 2″ 105′ 9″ 54′ 6″<br>P189′ Q139′ B49′ F84′ 1 dk | M Tanker Mchy.aft<br>18 Ta<br>L.2483000 HeCls. BC | Oil 2SA 9Cy. 840×1800 mm<br>B&W 4500t (hvf)–65pd<br>A/S Akers M/V Osl<br>3×300kW 450V a.c. 16½k |
| **GIMLE**<br>exStefan–66<br>**S. A. G. Beck**<br>Årøsund Danish | **497**<br>273<br>940 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN144 | SS 4/63<br>EL ǀ | 1955–4 Sölvesborgs Varvs—Sbg<br>185′ 2″ 33′ 2″ 12′ 0″<br>167′ 4″ 32′ 10″ 12′ 6″<br>P&B97′ F22′ 1 dk<br>RW 3BH<br>rf 4″ WB315t | M Mchy.aft<br>G.50000 B.45000<br>4W Der 4(2–3) | Oil 2SA 6Cy. 290×490 mm<br>720bhp 70t<br>Alpha-Diesel A/S Fkn<br>Controllable pitch propeller 11k |
| **GIMLEKOLLEN**<br>exGard–63<br>A/S Haanes **Rederi**<br>Kr. Haanes & Leif M. Haanes<br>Kristiansand Norwegian | **13044**<br>7494<br>19950 | | NV | 1963 Tangen Verft—Kragero<br>556′ 11″ 72′ 0″ 30′ 10″<br>525′ 0″ 71′ 10″ 40′ 1″<br>1 dk | M Tanker Mchy.aft<br>30 Ta | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W (hvf)<br>A/S Akers M/V Osl<br>2×380kW 440V 50c/s a.c. |
| **GIMLETUN**<br>exMostum–65<br>A/S Haanes **Rederi**<br>Kr. Haanes & Leif M. Haanes<br>Kristiansand Norwegian | **6186**<br>3484<br>10588<br>**8791**<br>5155<br>12702 | | NV | 1958 Deutsche Werft A.G.—Ham<br>480′ 0″ 61′ 8″ 26′ 8½″/29′ 11½″<br>442′ 5″ 61′ 6″<br>1 dk & S dk | M (2P) OSD/CSD<br>5 Ho 46′, 65¾′, 71¼′, 69′, 69′<br>G.653000 B.595000<br>5 Ha (stl) (29¾′, 39¼′, 44¼′, 39¼′ 39¼′×24′)<br>Der 1(30) 2(10) 16(5) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×200kW 230V d.c. |
| **GIMLEVANG**<br>A/S Haanes **Rederi**<br>Kr. Haanes & Leif M. Haanes<br>Kristiansand Norwegian | **42450**<br>26275<br>~~78600~~<br>79582 | | NV | 1967 Mitsui Zosen—Tmn<br>800′ 0″ 121′ 2″ ~~39′ 0″~~ 43′ 7¼″<br>770′ 0″ 121′ 0″ 56′ 6″<br>P167′ F79′ 1 dk | M Tanker Mchy.aft<br>14 Ta<br>L.3319591 HeCls. BC | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W 3000t (hvf)-65pd<br>Mitsui Zosen Tmn<br>3×560kW 450V 60c/s a.c. 16k |
| **GIMMEI MARU**<br>[illegible]ka Unyu **K.K.**<br>[illegible]aka Japanese | **461**<br>207<br>615 | | | 1950 Nippon Kokan—Yka<br>174′ 4″ 24′ 9″ 10′ 2″<br>163′ 0″ 24′ 7″ 12′ 2″<br>P49′ F27′ 1 dk<br>RW len 60 | M Tanker Mchy.aft<br>6 Ta<br>L.25285 | Oil 4SA 6Cy. 280×380 mm<br>320bhp 30t<br>Akasaka Tekkosho Yaizu<br>1×7kW 105V d.c. 8½k |
| **GIMMI FASSIO**<br>Villain & Fassio e **Cia.**<br>Internazionale di **Genova**<br>Soc. Riunite di **Nav. S.p.A.**<br>Genoa Italian | **7115**<br>3945<br>10654 | ✠100A1<br>DTa—vegetable oil<br>✠LMC<br>MN1400 | SS 6/67<br>EL d†2$\frac{3}{16}$″SQ<br>AB RI | 1959–5 Ansaldo S.A.—Gen<br>500′ 6″ 63′ 10″ 26′ 1¼″<br>459′ 4″ 63′ 8″ 39′ 9″<br>F51′ 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 7″ WB3143t incl. Tunnel tanks 185t DTa900t | M OSD<br>5 Ho<br>G.641436 B.577296<br>5 Ha<br>18W | Oil 2SA 7Cy. 750×1320 mm<br>7000bhp 1150t<br>S.A. Fiat S.G.M. Tur<br>2AuxB (1 o.f 1 ex.g) 100℔ 16k |
| **GINES CERDÁ**<br>exNunthorpe Hall<br>Eduardo **Coll Diaz**<br>Santa Cruz de Tenerife<br>Spanish | **230**<br>105<br>180 | | | 1909 Smith's Dock Co. Ltd.—Shl<br>*133·8′* 22′ 1″ 11′ 6″<br>... ... ...<br>R conv cargo ship — len 45 | M Trawler<br>2 Ho 26¼′, 23′<br>4 Ha (each 3¼′×3¼′) | Oil 8Cy. 295×420 mm<br>600bhp NE— 75t (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>2×40, 30kW 110V d.c. 10k |
| **GINEVRA**<br>exJole Benelli–67<br>exVindex–61 Launched as Ferax<br>Società Italiana **Trasporti**<br>Navali S.p.A.<br>Ancona Italian | **497**<br>262<br>814 | | RI | 1958 "Navalmeccanica" Cant. Nav.—Senigallia<br>180′ 6″ 31′ 7″ 11′ 8⅞″<br>167′ 4″ 31′ 6″ 13′ 0″<br>RW | M Mchy.aft<br>1 Ho<br>G.39055 B.36063<br>5W Der 5(2½) | Oil 4SA 6Cy. 320×450 mm<br>600bhp 40t<br>Klöckner-Humboldt-Deutz Kln<br>11½k |
| **GINEVRA FASSIO**<br>Villain & Fassio e **Cia.**<br>Internazionale di **Genova**<br>Soc. Riunite di **Nav. S.p.A.**<br>Genoa Italian | **21252**<br>12508<br>31455 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3200 | CS 6/67<br>EL p†2$\frac{13}{16}$″SQ<br>AB RI | 1959–3 Ansaldo S.p.A.—Gen<br>662′ 2″ 86′ 3″ 35′ 8¾″<br>620′ 8″ 85′11½″ 45′ 8″<br>P138′ B45′ F82′ 1 dk<br>16BH<br>rf nil WB3690t incl. DTsf2880t | S Tanker Mchy.aft<br>30 Ta<br>L.1510840 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>16000shp 3300t (o.f)–80pd<br>Ansaldo Stab. Mecc. Gen<br>2WTB 668℔ Spt 842°F. 626℔ hs26027<br>sg 135℔ 17k |
| **GINGA MARU**<br>exUnzen Maru–54<br>**Government of Japan**<br>(Ministry of **Transporta-tion)**<br>Tokyo<br>Japanese | **3191**<br>1168<br>2024 | | | 1942 Mitsubishi Jukogyo—Yka<br>320′ 3″ 47′ 9″ 16′ 11″<br>301′ 10″ 47′ 7″ 24′ 3″<br>P44′ F94′ 2 dks | M Training Ship<br>1 Ho<br>G.93700 B.83600<br>4 Ha (15½′×13′) (20′, 20′×14¾′) (12½′×13′)<br>8W | Oil 2SA 6Cy. 520×700 mm<br>2100bhp NE54<br>Mitsubishi Jukogyo Yka<br>10½k |
| **GINGA MARU No. 2**<br>T. Kawasaki<br>Kurahashi<br>Japanese | **200**<br>96<br>— | | | 1963 Kyoei Kogyo—Kur<br>98′ 0″ 21′ 5″ 9′ 10″<br>96′ 10″ 21′ 4″ 10′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 5Cy. 270×400 mm<br>280bhp<br>Matsui Tekkosho Ise<br>8½k |

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| 519863<br>HOIS<br>4154-VI<br>Df Esd<br>Gc Rdr<br>RTm/v | **GINGER**<br>exKvikkjokk-67<br>**Cia. Nav. Miguelda S.A.**<br>Panama Panamanian<br>Now **TRESFLORES**<br>See New Entries No. **12** | *3471*<br>*1850*<br>6150 | ✠100A1<br>with freeboard<br>✠LMC | SS 6/67<br><br><br><br>EL x 2½" | **1945**-10 A/B Götaverken—Got<br>382' 10" 50' 3" 22' 6¾"<br>360' 0" 50' 0"<br>F39' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2723t incl. Tunnel tanks 323t DTm1078t | M OSD<br>5 Ho 67¼', 63', 32½', 51½', 53½'<br>G.359704 B.336912<br>7 Ha (stl) (24½', 16½', 28', 16½', 25½', 16½', 23½'×23½')<br>10W Der 10(3) | Oil 2SA 6Cy.<br>3100bhp<br>A/B Götaverken<br>AuxB<br>3×110kW 220V d.c. |
| 651605<br>TPKV<br>96374<br>Df Esd<br>Gc Rdr<br>RT | **GINKAI MARU**<br><br>**Nihonkai Kisen Kaisha**<br>Tokyo Japanese | **4028**<br>2606<br>6003 | | <br><br>NK | **1965** Usuki Tekkosho—Saiki<br>360' 3" 52' 8" 21' 8½"<br>334' 5" 52' 6" 26' 7"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.299717 B.264614<br>3 Ha (34½', 66¾', 66¾'×23½')<br>11W Der 2(20) 8(10) | Oil 2SA 6Cy.<br>3300bhp<br>Mitsubishi Hvy Ind. Ltd.<br>2×128kW 445V a.c. |
| 513076<br>JAGH<br>91856<br>Df Esd<br>Gc Rdr<br>RTm | **GINKO MARU**<br><br>**Sanko Kisen K.K.**<br>Amagasaki Japanese | **21501**<br>12807<br>33776 | | <br><br>NK | **1962** Ishikawajima-Harima Hvy Ind.—Aio<br>654' 3" 88' 9" 35' 6"<br>613' 6" 88' 7" 47' 11"<br>P142' F58' 1 dk | M Tanker Mchy.aft<br>19 Ta<br>L.1550565 HeCls. BC | Oil 2SA 8Cy.<br>16000bhp Sulzer<br>Ishikawajima-Harima<br>2×525kW 450V |
| 513077<br>DLAT<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **GINNHEIM**<br><br>**Unterweser Reederei**<br>**G.m.b.H.**<br>Bremen W. German | **9718**<br>6753<br>14050 | | <br><br>GL | **1955** Flensburger Schiffs. Ges.—Fln<br>516' 9" 63' 8" 29' 7"<br>472' 6" 63' 4" 39' 4"<br>P94' B26' F5' 2 dks, pt 3rd dk<br>RW | M Mchy.aft<br>6 Ho 46', 53½', 57½', 57½', 57½', 54¾'<br>G.685225 B.635810<br>6 Ha (stl) (each 36¾'×26½')<br>12W Der 12(3–5) | Oil 2SA 8Cy.<br>4200bhp<br>Borsig A.G.<br>4×270, 270, 155, |
| 640008<br><br>502812<br>Df Esd<br>Gc Rdr<br>RTm/h | **GINNY**<br>exAdvance-63<br>**Standard Products Co. Inc.**<br>Reedville United States | **757**<br>515<br>— | | <br><br>~~BV~~ | **1944** Willamette Iron & Steel Co.—Pld<br>184' 6" 33' 9" 13' 0½"<br>180' 0" 33' 0" 14' 0"<br>rf 9" | TM Tug | 2 Oil 4SA each 6Cy.<br>1900bhp<br>American Loco. Co.<br>3×100, 60, 60kW |
| 661722<br>JGRP<br>100075<br>Df Esd<br>Gc Rdr | **GINREI MARU**<br><br>**Taiyo Kaiun Sangyo K.K.**<br>Tokyo Japanese | **3885**<br>2190<br>5924 | | <br><br>NK | **1966** Kurushima Dock Co. Ltd.—Imabari<br>*335·5'* 52' 6" 21' 5"<br>331' 5" 52' 5" 26' 3"<br>1 dk<br>RW | M Mchy.aft<br>3 Ho 64', 97¾', 63½'<br>G.272842 B.259493<br>3 Ha (stl) (46', 73½', 46½'×25')<br>12W Der 4(15) | Oil 2SA 6Cy.<br>3300bhp B&W<br>Mitsui Zosen<br>2×120kW 445V |
| 513079<br>JQUI<br>85902<br>Df Esd<br>Gc Pfd<br>Rdr | **GINRYU MARU**<br><br>**Taiheiyo Kisen K.K.**<br>Tokyo Japanese | **4222**<br>2143<br>—<br>**5943**<br>3345<br>9124 | | <br><br>NK | **1960** Kasado Dock Co. Ltd.—Kasadoshima<br>412' 11" 55' 3" 23' 9"/26' 3"<br>384' 0" 55' 1" 34' 2"<br>1 dk & S dk | M OSD/CSD<br>5 Ho<br>G.412583 B.366603<br>5 Ha (24¾', 44½', 22½', 42½', 32½'×20½')<br>14W Der 4(10) 10(5) | Oil 2SA 7Cy.<br>3300bhp MAN<br>Mitsubishi Nippon<br>2×100kW 445V a.c. |
| 513081<br>JEPL<br>81395 | **GINRYU MARU**<br><br>**Osaka Kihansen Unso K.K.**<br>Numakuma Japanese | **296**<br>178<br>— | | <br><br><br><br>len 61 | **1959** Tosa Zosen Tekkosho—Kochi<br>145' 2" 22' 0" 10' 2"<br>130' 6" 21' 10" 10' 11"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>1 Ha | Oil 4SA 6Cy.<br>330bhp<br>Ito Tekkosho |
| 640706<br>JK2020<br>92752<br>Rdr | **GINRYUZAN MARU**<br><br>**Nichiei Kaiun K.K.**<br>Kitakyushu Japanese | **500**<br>288<br>800 | | | **1964** Kishigami Zosen—Hma<br>174' 3" 27' 11" 12' 8"<br>157' 5" 27' 10" 14' 1"<br>1 dk | M Mchy.aft<br>1 Ho<br>1 Ha (75¾'×19¾') | Oil 4SA 6Cy.<br>820bhp<br>Sumiyoshi Tekkosho |
| 641273<br>JFAU<br>95288<br>Df Esd<br>Gc Rdr | **GINSEI MARU**<br><br>**Takuyo Kaiun K.K.**<br>Osaka Japanese | **2786**<br>1724<br>4344 | | <br><br>NK | **1964** Nagoya Zosen—Nga<br>*292·6'* 47' 8" 29' 9"<br>288' 8" 47' 6½"<br>P68' F32' 1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.208881 B.194478<br>3 Ha (47½', 48½', 48½'×22')<br>9W Der 6(5) | Oil 4SA 6Cy.<br>2700bhp B&W<br>Hitachi Zosen<br>2×100kW 445V a.c. |
| 513082<br>7LJI<br>89138 | **GINSEI MARU**<br><br>**Shinmarubishi Kaiun K.K.**<br>Kobe Japanese | **164**<br>49<br>— | | | **1961** Koyo Dock—Mihara<br>92' 10" 25' 1" 8' 6"<br>82' 0" 24' 11" 11' 5" | TM Tug | 2 Oil 4SA each<br>1600bhp<br>Hanshin Nainenki |
| 513085<br>ICFX<br>605<br>Df Esd<br>Gc RT | **GIOACCHINO LAURO**<br>exLuther S. Kelly-47<br>**Achille Lauro**<br>Naples Italian | **7158**<br>4303<br>10874 | <br><br><br><br>BROKEN UP | <br><br>RI | **1943** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk | S<br>5 Ho<br>G.562000 B.499000 | T 3Cy. 24½"<br>2500ihp<br>Willamette |
| 540451<br>7KLK<br>88798 | **GION MARU No. 8**<br><br>**Y. Masui**<br>Yonozu Japanese | **182**<br>78<br>— | | | **1963** Kishimoto Zosen—Kinoe<br>93' 6" 21' 5" 9' 6"<br>86' 11" 21' 4" 10' 6"<br>1 dk | M Mchy.aft<br>1 Ha (39'×14½') | Oil 4SA 4Cy.<br>160bhp |
| 652206<br>JM2129<br>94932<br>Rdr | **GION MARU No. 10**<br><br>**Y. Masui**<br>Ohita Japanese | **311**<br>184<br>500 | | | **1965** Kishimoto Zosen—Kinoe<br>23' 1"<br>124' 8" 22' 11" 11' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy.<br>Kobe Hatsudoki K.K. |

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| **GION MARU No. 21**<br>Gion Kaiun K.K.<br>Usuki<br>Japanese | 499<br>269<br>880 | | **1967** Fukuoka Zosen—Fukuoka<br>177' 11" 28' 7" 12' 11"<br>160' 9" 28' 6" 14' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 300×440 mm<br>820bhp<br>Akasaka Tekkosho Yaizu |
| **GIORDANA**<br>exMaria Cristina exCarla<br>exFede<br>A. Puglisse<br>Naples<br>Italian | 371<br>256<br>— | RI | **1946** Cant. Italia—Viareggio<br>132' 2" 29' 3" 13' 3"<br>... ... ...<br>1 dk | Wood M | Oil 4SA 6Cy. 265×410 mm<br>Ansaldo S.A. Gen |
| **GIORDANO BRUNO**<br>U.S.S.R.<br>Odessa<br>Russian | 31294<br>18948<br>48933 | 744' 9"(incl.BB)<br>✠Classed LR until 11/66 | **1964–7** Ansaldo S.p.A.—Gen<br>~~744' 9"~~ 102' 1" 38' 9½"<br>705' 6" 101' 8" 50' 11"<br>P147' B44' F101 1 dk<br>rf 5" | M Tanker Mchy.aft<br>22 Ta 1 Ho<br>L.2069129 G.32384<br>1 Ha (13'×13') | Oil 2SA 9Cy. 900×1600 mm<br>19000bhp<br>S.A. Fiat S.G.M. Tur<br>16k |
| **GIORGIS**<br>exLairdsrock-66<br>exBelgian Coast-47 exGlen-46<br>Pericles K. Varvates &<br>N. Karanicolaou<br>Piræus<br>Greek | 471<br>234<br>715 | ✠100A1 SS 4/67<br>✠LMC<br>MN100 EL h | **1935–7** Hawthorn, Leslie & Co. Ltd.—Nwc<br>171' 0" 27' 1" 11' 3¼"<br>163' 0" 27' 0" 12' 4"<br>P45' F22' 1 dk<br>R 3BH<br>WB228t | M Mchy.aft<br>G.33000 B.31000 | Oil 4SA 6Cy. 320×450 mm<br>500bhp ✠NE12/57 21t<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| **GIORGOS TSAKIROGLOU**<br>exPantanassa-61<br>exCaptain K. Papazoglou-54<br>exSpetsae-47<br>Launched as Thomas L. Haley<br>Efthia Cia. Nav. S.A.<br>Beirut<br>Lebanese | 7240<br>4390<br>10850 | AB | **1945** St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **GIOSUÈ BORSI**<br>"Tirrenia" Soc. per Azioni di Nav.<br>Naples<br>Italian | 3133<br>1601<br>3892 | RI | **1946** Soc. Odero Terni-Orlando—Spz<br>385' 5" 50' 0" 20' 10"<br>354' 0" 49' 10" 21' 9"<br>F39' 1 dk & S dk | M OSD<br>5 Ho<br>B.142000 | Oil 2SA 8Cy. 680×1100 mm<br>4375bhp 466t<br>S.A. Ansaldo Gen<br>14½k |
| **GIOVANNA COSTA**<br>exBeavercove-63<br>exMaplecove-56<br>exBeavercove-52<br>~~Giacomo Costa fu Andrea~~<br>Genoa<br>Italian<br>sta Armatori S.p.A. | 9622<br>5797<br>10860 | RI<br>✠Classed LR until 5/64 | **1947–8** Fairfield S.B. & E. Co. Ltd.—Gls<br>497' 6" 64' 4" 29' 8¾"<br>465' 0" 64' 0" 42' 8"<br>P33' F40' 2 dks, 3rd dk except in No. 1 hold | T-E Ref<br>6 Ho<br>G.645137 B.599015 In.163530<br>20W Der 1(30) | 2 S Turb connected to elec. motor & sc. shaft 1065t (o.f)<br>C. A. Parsons & Co. Ltd. Nwc<br>16k |
| **GIOVANNA MONTANARI**<br>exJuve-66 exDienai-63<br>exPunta Stilo-57 exLariven-52<br>exRance<br>G. & A. Montanari & C.<br>Trieste<br>Italian | 1481<br>784<br>— | RI | **1921** Arsenal de Lorient—Lorient<br>242' 8" 38' 3"<br>230' 7" 38' 1" 20' 6"<br>P61' B25' F49' 1 dk<br>R | M Tanker Mchy.aft<br>12 Ta | Oil 4SA 9Cy. 370×560 mm<br>1350bhp Emade55fitted57<br>Ansaldo Stab. Mecc. Gen<br>11¾k |
| **GIOVANNELLA D'AMICO CHEMIST**<br>exGiovannella D'Amico-65<br>D'Amico Società di Navigazione S.p.A.<br>Palermo<br>Italian | 12983<br>7676<br>19315 | RI<br>✠Classed LR until 9/60 | **1959–3** Cant. Nav. Breda—Ven<br>557' 6" 72' 4" 30' 9"<br>524' 11" 72' 0" 40' 0"<br>P125' B37' F75' 1 dk<br>rf 4" | M Chemical Tanker Mchy.aft<br>27 Ta<br>L.890301 HeCls. B | Oil 2SA 9Cy. 750×1320 mm<br>9000bhp 1700t–34pd<br>S.A. Fiat S.G.M. Tur<br>15k |
| **GIOVANNI AGNELLI**<br>"Carbosider" Società di Navigazione S.p.A.<br>Palermo<br>Italian | 11258<br>5988<br>16370 | AB RI<br>✠Classed LR until 3/62 | **1956–3** S.A. Ansaldo—Spz<br>542' 11" 68' 11" 30' 5½"<br>502' 0" 68' 7" 40' 1"<br>P108' B21' F52' 1 dk<br>RW<br>rf 6" | M Bulk Carrier (6P) Mchy.aft<br>6 Ho 56', 56', 61', 61', 56', 56'<br>G.734448<br>6 Ha (stl) (each 38'×38½')<br>Der 2(3–5) 2(1) | Oil 2SA 7Cy. 750×1320 mm<br>5500bhp 930t (hvf)<br>S.A. Fiat S.G.M. Tur<br>4×125kW 220V d.c. 14¾k |
| **GIOVANNI ANSALDO**<br>"Carbocoke" Società di Navigazione S.p.A.<br>Palermo<br>Italian | 11268<br>5995<br>~~16137~~<br>16052 | AB RI<br>✠Classed LR until 5/60 | **1956–9** S.A. Ansaldo—Spz<br>542' 11" 68' 11" 30' 5½"<br>502' 0" 68' 7" 40' 1"<br>P108' F52' 1 dk<br>RW<br>rf 6" | M Mchy.aft<br>6 Ho 60¾', 60¾', 59', 60¾', 60¾', 60¾'<br>G.713262<br>6 Ha (stl) (each 38'×38') | Oil 2SA 7Cy. 750×1320 mm<br>5500bhp 800t (hvf)<br>S.A. Fiat S.G.M. Tur<br>4×125kW 220V d.c. 14k |
| **GIOVANNI d'AMICO**<br>exFerndale-67<br>D'Amico Società di Navigazione S.p.A. A.R.L.<br>Rome<br>Italian | ~~6813~~ 6833<br>~~3921~~ 3960<br>9911 | RI ~~NV~~ | **1948** S.A. Ansaldo—Gen<br>488' 6" 64' 2" 26' 11½"<br>63' 11"<br>F97' 1 dk & S dk, 3rd dk in Nos. 2 & 3 holds | M (12P) Ref OSD<br>5 Ho 42', 100', —', 69', 49'<br>G.669778 B.592499 In.7530<br>5 Ha (stl) (29¼', 39¼', 39¼', 34½', 34½'×21')<br>18W Der 1(40) 1(15) 10(5) 10(3) | Oil 2SA 7Cy. 750×1320 mm<br>9800bhp NE63 1279t (hvf)<br>S.A. Fiat S.G.M. Tur<br>3×200kW 220V d.c. 16½k |
| **GIOVANNI DA PROCIDA**<br>V. Di Maggio<br>Palermo<br>Italian | 235<br>184<br>— | ~~RI~~ | **1944** Cant. Francesco di Mauro—Vietri<br>120' 5" 25' 10"<br>109' 11" 25' 2" 12' 3"<br>1 dk | Wood M<br>2 Ho | Oil 2SA 4Cy. 200×340 mm<br>180bhp<br>Burmeister & Wain Cpn<br>7k |

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| 513100<br>IBLR<br>537<br>Df Esd<br>Gc Rdr<br>RT | **GIOVANNI GRIMALDI**<br>**Grimaldi Compagnia di Navigazione S.A.**<br>Palermo Italian | 16137<br>9198<br>23986 | AB RI | 1962 C.R.D. Adriatico—San Marco<br>635' 0" 76' 1" 33' 11¼"<br>587' 3" 75' 9½" 45' 7"<br>P113' F54' 1 dk<br>RW<br>rf nil | M Mchy.aft<br>7 Ho<br>G.1158775 B.1099409<br>7 Ha<br>2W Der 2(2) | Oil 2SA 9Cy. 750×1320<br>10800bhp Fiat<br>C.R.D. Adriatico |
| 513101<br>IJSQ<br>186 | **GIOVANNI LERTORA**<br>exAngeletta exMinnie<br>exMario<br>**Salvatore Perrotta**<br>Savona Italian | 270<br>140<br>365 | | 1914 G. Donnarumma—Castellammare Stabia<br>126' 5" 26' 6" 12' 1½"<br>113' 0" 23' 7" 12' 9"<br>1 dk | Wood Aux Bkn<br>1 Ho | Oil 4SA 6Cy. 210×315<br>180bhp NE47<br>S A. Ansaldo |
| 521616<br>INXR<br>418<br>Df RT | **GIOVANNI PELLERANO**<br>exMaaskade–65 exHavik–60<br>exKijkduin–48 exTatkraft<br>**Fernando Maggiani**<br>Viareggio Italian | 469<br>236<br>541 | BV RI | 1941 Gebr. Bodewes Volharding—Foxhol<br>157' 5" 26' 1" 12' 4"<br>142' 0" 25' 11" 13' 8"<br>1 dk | M<br>1 Ho 90½'<br>G.32500 B.31000<br>2W Der 2(2) | Oil 4SA 6Cy.<br>400bhp<br>N.V. Werkspoor |
| 513103<br>IBOT<br>481<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **GIOVANNI QUEIROLO**<br>**Sicula Sarda di Nav. S.p.A.**<br>Palermo Italian | 11182<br>5933<br>~~16230~~<br>16324 | AB RI | 1960 Navalmeccanica Cant. Nav.—Castellammare<br>546' 4" 68' 11" 28' 10½"<br>502' 0" 68' 7" 40' 2"<br>P108' B18' F45' 1 dk<br>RW<br>rf 5" | M Bulk Carrier (9P) Mchy.aft<br>7 Ho each 60½'<br>B.734000<br>7 Ha (stl) (each 40½'×38')<br>Der 2(6) 2(1½) 2(1) | Oil 2SA 7Cy. 750×1320<br>5425bhp<br>S.A. Fiat S.G.M.<br>4×125kW 220V d.c. |
| 513104<br>INZN<br>1119 | **GIOVANNI TERZO**<br>exGiovanni–54 exBeatrice–33<br>exFortunato exEgidio G.<br>**Minutillo Corderia Mastrofilips & Co.**<br>Molfeta Italian | 140<br>103<br>— | | 1905 G. Benetti—Viareggio<br>97' 1" 24' 2"<br>... ... ...<br>1 dk | Wood Aux Bn | Oil 4SA 3Cy. 190×400<br>Emade—<br>Klöckner-Humboldt-Deutz |
| 513106<br>INWN<br>1<br>RTm | **GIOVANNI TRICOLI**<br>**Antonio Tricoli**<br>Crotone Italian | 499<br>283<br>830 | RI | 1956 Cant. Nav. M. & B. Benetti—Viareggio<br>183' 2" 28' 5" 12' 10"<br>158' 5" 28' 3" 14' 1"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>Der 4(2½) | Oil 4SA 7Cy.<br>525bhp<br>Ansaldo S.p.A. |
| 513107<br>ITND<br>2476<br>RT | **GIOVANNINA CALI**<br>exSalvatore–54<br>**Diego Cali**<br>Genoa Italian | 263<br>140<br>283 | RI | 1946 Cant. del Mediterraneo—Gen<br>145' 4" 23' 0" 9' 6"<br>133' 3" 22' 11" 10' 5"<br>1 dk<br>conv tanker — len 65 | M Mchy.aft<br>2 Ho | Oil 4SA 8Cy.<br>500bhp Emade<br>Motorenw. Mannheim |
| 513108<br>IBGY<br>382<br>Df Esd<br>Gc Rdr<br>RT | **GIOVE**<br>**ASTRA S.p.A.**<br>Palermo Italian | 8687<br>5274<br>12461 | RI | 1956 Cant. Nav. Riuniti—Pal<br>484' 7" 62' 7" 29' 1½"<br>444' 3" 62' 6" 39' 0"<br>2 dks<br>RW | M<br>6 Ho<br>G.660686 B.612307<br>12W Der 12(5) | Oil 2SA 7Cy.<br>5500bhp<br>S.A. Fiat S.G.M. |
| 503329<br>INYA<br>54<br>RT | **GIRAFFA**<br>exB.T. VIII–63 exChant 9–46<br>**Daniele Corvetta and others**<br>Ravenna Italian<br>Now **LISERT** See New Entries No. 7 | 391<br>184<br>465 | RI<br>✱Classed BC until 2/49 | 1944–5 Henry Scarr Ltd.—Hessle<br>148' 2" 27' 3" 10' 6"<br>141' 0" 27' 0" 11' 0"<br>P38' F14' Trunk 82' 1 dk | M Tanker Mchy.aft<br>L.17000 | Oil 2SA 5Cy.<br>300bhp NE52<br>Frederikshavns |
| 513112<br>TQMQ<br><br>Df Esd<br>RT | **GIRAGLIA**<br>exTaifoen–57 exDora–57<br>exUni-F.–51<br>**Soc. Méditerranéenne de Cabotage**<br>Nice French | 384<br>176<br>440 | BV<br>✠Classed LR until 11/58 | 1949–7 Scheepsw. A. Apol—Wirdum<br>149' 5" 24' 4" 10' 0½"<br>138' 4" 23' 5" 10' 2"<br>P35' Q57' F21' 1 dk<br>RW | M Mchy.aft<br>1 Ho 88¾'<br>G.23300 B.23000<br>2 Ha (39½', 26½'×13')<br>2W Der 2(2) | Oil 4SA 6Cy.<br>395bhp NE57<br>Motorenw. Mannheim |
| 513113<br>THIJ<br><br>Df Esd<br>RT | **GIRALDA**<br>**L. Lebon & G. Toublanc**<br>La Rochelle French | 212<br>71<br>— | BV | 1961 At. & Ch. de la Rochelle-Pallice—LaR-P<br>124' 8" 23' 8"<br>104' 1" 22' 8" 9' 5"<br>RW | M Trawler<br>2 Ha (each 3½'×4½')<br>Der 1 | Oil 4SA 8Cy.<br>750bhp Sulzer<br>Cie. de Const. Méc. |
| 513114<br>CSKX<br>H475<br>Esd | **GIRAO**<br>exGorgulho–48 exOceaan–35<br>**Empresa Insulana de Navegação**<br>Lisbon Portuguese | 425<br>244<br>— | ✠100A1 SS 8/64<br>6 separate tanks amidships for oil when adjacent holds are empty<br>✠LMC<br>EL f | 1931–10 J. Smit & Zoon—Foxhol<br>156' 11" 25' 7" 10' 5½"<br>148' 7" 25' 4" 11' 4"<br>P41' F19' 1 dk<br>R 3BH<br>WB155t | M Mchy.aft | Oil 4SA 6Cy.<br>420bhp<br>Motorenw. Mannheim |
| 513115<br><br>252578<br>Df | **GIRARD POINT**<br>**Gulf Oil Corporation**<br>Philadelphia United States | 145<br>98<br>— | | 1944 Platzer Boat Works—Houston<br>86' 5" 23' 2" 9' 6"<br>80' 11" 23' 0" 10' 4"<br>BK3" | M Tug | Oil 2SA 6Cy.<br>650bhp<br>Clark Bros. Co. |
| 513116<br>WA5398<br>241464<br>RT | **GIRARD POINT**<br>exD. D. De Bardeleben–47<br>**Sea Bees T-12 Inc.**<br>New York United States | 136<br>65<br>— | | 1942 Equitable Eqpt. Co.—Madisonville<br>75-9' 23' 2" 9' 0"<br>77' 0" 23' 0" 10' 4"<br>1 dk<br>BK2½" | M Tug | Oil 4SA 8Cy.<br>560bhp<br>National Supply Co. |

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| **IRESUN**<br>Aconcagua-48<br>**enizcilik Bankasi T.A.O.**<br>**enizyollari Isletmesi**<br>Turkish<br>tanbul | **6790**<br>4803<br>4113 | AB<br>✠Classed LR until 3/46 | 1938-4 Nakskov Skibs A/S—Nkv<br>440' 6" 58' 4" 23' 7½"<br>410' 3" 58' 0" 33' 9"<br>P69' F73' 3 dks<br>R<br>rf 4" | M (472P)<br>4 Ho 39¼', 69', 49¼', 62¼'<br>G.205896 B.184526<br>4 Ha (20¾', 22¾', 17½', 14¼'×16¾')<br>10W Cr 4(3) Der 2(30) | Oil 2SA 6Cy. 750×1320 mm<br>6600bhp NE60<br>S.A. Fiat S.G.M.<br>3×240kW 220V d.c. | 1385t (d.o)<br>Tur<br>14k |
| **ISELA**<br>Synnöve-67<br>Flicia-65 exPalermo-62<br>Cotentin-52 exRock-38<br>**arustamo Gisela**<br>elsinki/Helsingfors Finnish | **385** ✠<br>206<br>450 | BV | 1934-1 Hawthorn, Leslie & Co. Ltd.—<br>Nwc<br>156' 0" 24' 1" 10' 0"<br>R ... ... ...<br>1 dk<br>R len 57 | M Mchy.aft<br>1 Ho<br>G.26000 B.23000<br>2 Ha (26', 44'×14')<br>2W Der 2(1½) | Oil 4SA 4Cy. 290×410 mm<br>280bhp NE54<br>A/S Vølund | 16t<br>Cpn<br>8½k |
| **ISELA**<br>Hildegard Bülow-59<br>**ohannes Hadler**<br>**Küstenschiffahrt Bauer &**<br>**Hauschildt K.G.**<br>W. German<br>ollmar | **286**<br>150<br>374 | GL | 1950 Hugo Peters—Wewelsfleth<br>141' 1" 23' 4" 10' 3½"<br>23' 2" 11' 6"<br>P26' F18' 1 dk<br>RW len 52 | M Mchy.aft<br>1 Ho 85¼'<br>G.21000 B.18300<br>2 Ha (44¼', 26¼'×15')<br>2W Der 2(1¼) | Oil 4SA 6Cy. 215×360 mm<br>180bhp<br>Masch. Kiel A.G. | 12t (d.o)<br>Kel<br>8k |
| **GISELA BARTELS**<br>**Gerhard Bartels**<br>Hamburg W. German | **367**<br>190<br>— | GL | 1956 Schiffsw. H. Rancke—Ham<br>181' 5" 28' 6" 9' 6"<br>163' 5" 28' 3" 10' 6"<br>P46' F28' 1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz | Kln |
| **GISELA FLINT**<br>**Adolf Flint Reederei**<br>Hamburg W. German | **299**<br>177<br>460 | GL | 1961 Alfred Hagelstein—Lbc<br>154' 7" 27' 7"<br>141' 5" 8' 10"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 75½'<br>G.22390 B.20599<br>1 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 220×280 mm<br>370bhp<br>Klöckner-Humboldt-Deutz<br>1×50kW 24V | 23½t (d.o)<br>Kln<br>10k |
| **GISELA HAPPKE**<br>exAchilles-62<br>**Siegfried Happke**<br>Johs. Thode<br>Hamburg W. German | **498**<br>351<br>840 | GL | 1951 Schiffsw. A. Pahl—Ham<br>*165·3'* 25' 8" 11' 10"<br>15' 1"<br>P33' Q102' B13' F20' 2 dks<br>RW len 57 | M CSD Mchy.aft<br>1 Ho 103¼'<br>G.36400 B.34450<br>2 Ha<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>400bhp<br>Klöckner-Humboldt-Deutz | 18t<br>Kln<br>9½k |
| **GISELA RUSS**<br>**Partenreederei m.s. "Gisela**<br>**Russ"**<br>Ernst Russ<br>amburg W. German | **1329**<br>610<br>2090 | GL | 1953 Werft Nobiskrug—Rendsburg<br>295' 8" 40' 4" 15' 4¼"<br>40' 2" 23' 8"<br>B36' 1 dk & S dk<br>RW<br>rf 2" | M OSD Mchy.aft<br>2 Ho 87¼', 87¼' comb.<br>G.144490 B.135320<br>3 Ha (stl) (63¾' comb., 32', 32'×17¾')<br>Der 1(15) 1(10) 8(3–5) | Oil 4SA 9Cy. 385×580 mm<br>1575bhp<br>Masch. Kiel A.G.<br>3×75, 75, 45kW 220V d.c. | (d.o)<br>Kel<br>12k |
| **ISELA VENNMANN**<br>on Roberto-65<br>rkhard Bröhan-63<br>**Partenreederei m/s**<br>**"Gisela Vennmann"**<br>H.P. Vith<br>Flensburg W. German | **1323**<br>608<br>2279<br>**2067**<br>1312<br>3238 | GL | 1955 Paul Lindenau—Kel<br>258' 0" 42' 0" 16' 9½"/20' 6"<br>241' 6" 25' 5"<br>P55' Q150' B23' F46' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>G.143539 B.131669<br>2 Ha<br>8W Der 2(10) 8(5) | Oil 4SA 8Cy. 420×660 mm<br>1650bhp<br>Klöckner-Humboldt-Deutz | 197t<br>Kln<br>12k |
| **GISELLA**<br>exGos X-63<br>**Vauvert Carriers Corp.**<br>Panama Panamanian | **593**<br>208<br>— | | 1947 Kaldnes M/V—Tbg<br>176' 5" 30' 4" 15' 10"<br>30' 2" 17' 7"<br>1 dk<br>RW | S Whaler | T 3Cy. 19" 32½" & 56"×27"<br>Akers M/V A/S | (o.f)<br>Osl |
| **GISLI ÁRNI**<br>Sjoli h/f<br>Reykjavik Icelandic | **355**<br>169<br>— | NV | 1966 Kaarbös M/V A/S—Harstad<br>130' 2" 25' 10" 12' 7¼"<br>115' 8" 25' 8" 12' 11"<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>2 Ha (6½', 7¾'×5') | Oil 2SA 7Cy. 280×420 mm<br>700bhp<br>Wichmann Mtrf. | Rub |
| **GISNA**<br>**A/S Turid**<br>Bachke & Co.<br>Trondheim Norwegian | **6030**<br>3120<br>11000<br>**8865**<br>5128<br>13100 | NV | 1960 A/B Ekensbergs Varv.—Skm<br>485' 0" 61' 8" 26' 9½"/29' 11¾"<br>441' 7" 61' 6" 30' 6"<br>1 dk & S dk | M OSD/CSD<br>5 Ho<br>G.652000 B.612000<br>5 Ha (31¼', 37¼', 37¼', 52¼', 34¾'×23')<br>16W Der 1(25) 16(5) | Oil 2SA 6Cy. 620×1400 mm<br>5400bhp<br>Burmeister & Wain | 1600t<br>Cpn<br>15k |
| **GISO MARU No. 41**<br>**T. Okuchi**<br>Owase Japanese | **484**<br>303<br>650 | | 1956 Hashihama Zosen—Hashihama<br>*165·6'* 26' 5" 11' 6"<br>26' 3" 13' 0"<br>1 dk<br>len 62 | M Mchy.aft<br>G.36233 B.34291<br>1 Ha | Oil 4SA 6Cy. 320×460 mm<br>470bhp<br>Nippon Hatsudoki | Kob<br>10k |
| **GISO MARU No. 42**<br>**Okuchi Kisen K.K.**<br>Owase Japanese | **798**<br>411<br>— | | 1963 Ujina Zosensho—Hma<br>200' 2" 31' 7" 14' 3"<br>180' 5" 31' 6" 15' 9"<br>1 dk | M Mchy.aft<br>1 Ho<br>G.53714 B.50111<br>1 Ha (108'×18') | Oil 4SA 6Cy. 325×460 mm<br>760bhp<br>Nippon Hatsudoki | Kob<br>10k |
| **GISSUR HVITI**<br>**kar Valdimarsson**<br>Hornafirdi Icelandic | **350**<br>—<br>450 | | 1967 Sønderborg Skibsv.—Sønderborg<br>124' 9"<br>98' 4" 24' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA<br>825bhp<br>Motorenw. Mannheim<br>Controllable pitch propeller | Mhm |

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| **850564**<br>LDQV<br><br>Esd Rdr<br>RT | **GISUND**<br><br>**Trygve Thomassen**<br>Tromsø Norwegian | **236**<br>103<br>— | | **1965** M. Kleven M/V—Ulsteinvik<br>105′ 0″ 23′ 5″<br>97′ 0″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | | Oil 2SA 6Cy.<br>**660bhp NE68**<br>Alpha-Diesel |
| **513130**<br>PEIV<br><br>Df Esd<br>Rdr<br>RTm/h | **GITANA**<br>exJaarstroom-62 exGitana-60<br>**Fratelli Coccolo**<br>Italian | **500**<br>283<br>1030 | BV | **1957** N.V. Noord Ned. Schps.—Gro<br>203′ 5″ 30′ 10″ 12′ 8½″<br>183′ 8″ 30′ 6″ 13′ 3″<br>P&Q114′ B16′ F34′ 1 dk<br>rf nil | M Mchy.aft<br>2 Ho 128′, 70½′<br>G.54500 B.51500<br>2 Ha (47½′×18½′) (30½′×19′)<br>4W Der 4(3) | | Oil 4SA 6Cy.<br>750bhp<br>Masch. Kiel A.G. |
| **542720**<br>OZEU<br><br>Df Esd<br>Rdr RT | **GITTE GINGE**<br><br>**Ginge Shipping Line A/S (Ginge-Raadvad A/S Holger Nielsen & Co.)**<br>Rederiet Otto Danielsen<br>Copenhagen Danish | **1255**<br>739<br>1830 | ✠100A1 SS 5/68<br>Ice Class 3<br>✠LMC<br><br>MN240 EL o 1⅝″SQ | **1963-7** Schps. Gebr. v. Diepen—Waterhuizen<br>251′ 11″ 37′ 6″ 15′ 0″<br>226′ 5″ 37′ 1″ 17′ 0″<br>P59′ F40′ 1 dk<br>4BH<br>rf nil WB493t incl. Dk a13t | M Mchy.aft<br>2 Ha (67½′, 41½′×19½′)<br>G.83000 B.82000<br><br>3W Der 3(3) | | Oil 4SA 8Cy<br>1200bhp<br>Klöckner-Humboldt-Deutz |
| **509689**<br>OWPJ<br><br>Df Esd<br>RTm | **GITTE PEDERSEN**<br>exEdelgard-64<br>**Rederiet Laurits Møller**<br>Blæsbjerg & Co.<br>Løgstør Danish | **293**<br>138<br>495 | GL | **1950** H. C. Stülcken Sohn—Ham<br>164′ 1″ 25′ 10″ 9′ 9″<br>25′ 8″ 15′ 1″<br>F20′ 1 dk & S dk<br>R len 51 | M OSD<br>1 Ho 98½′<br><br>2 Ha (34½′, 38½′×16½′)<br>Der 2(2) | | Oil 4SA 6Cy.<br>250bhp<br>Masch. Kiel A.G.<br>2×11 & 6kW 380V |
| **542012**<br>OZFD<br><br>Df Esd<br>Rdr<br>RTm | **GITTELIL**<br><br>**Rederiet A. N. Svarrer**<br>Esbjerg Danish | **400**<br>232<br>615 | BV | **1963** Nordsøværftet—Ringkøbing<br>164′ 1″ 27′ 0″ 10′ 6″<br>146′ 1″ 26′ 11″ 11′ 6″<br>P39′ B33′ F23′ 1 dk | M Mchy.aft<br>1 Ho 101′<br>G.30600 B.27900<br>2 Ha (each 38¾′×16½′)<br>2W Der 2(2½) | | Oil 2SA 5Cy.<br>350bhp<br>Alpha-Diesel A/S<br>2×5kW 110V d.c.<br>Controllable pitch propeller |
| **513132**<br>ICTV<br>3182<br>Df Esd<br>Gc Rdr<br>RT | **GIUANIN FASSIO**<br><br>**Villain & Fassio e Cia. Internazionale di Genova Soc. Riunite di Nav. S.p.A.**<br>Genoa Italian | **7114**<br>3945<br>10649 | ✠100A1 SS 6/67<br>DTma—vegetable oil<br>✠LMC<br><br>MN1400 EL d†2⅛″SQ<br>AB RI | **1959-8** Ansaldo S.p.A—Gen<br>500′ 5″ 63′ 10″ 26′ 1½″<br>459′ 2″ 63′ 8″ 39′ 9″<br>F51′ 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 7″ WB3143t incl. Tunnel tanks 185t DTma900t | M OSD<br>5 Ho<br>G.641436 B.577296<br>5 Ha<br>18W Der 1(30) 1(15) 1(8) 15(5) | | Oil 2SA 7Cy.<br>7000bhp<br>S.A. Fiat S.G.M.<br>2AuxB (1 o.f 1 ex.g) |
| **513133**<br>INZD<br>948<br>Df Esd<br>RT | **GIUCA**<br>exBernhard-60<br>**Antonio Pugliese**<br>Naples Italian | **499**<br>236<br>829 | RI | **1952** Schiffsw. Max Sieghold—Bhn<br>169′ 2″ 26′ 11″ 13′ 1½″<br>153′ 1″ 26′ 9″ 15′ 1″<br>P37′ F22′ 2 dks<br>RW | M (2P) Mchy.aft<br>1 Ho 90½′<br>G.34949 B.31930<br>1 Ha (74½′×16′)<br>2W Cr 4(3) Der 2(3) | | Oil 4SA 8Cy.<br>480bhp<br>Masch. Kiel A.G. |
| **513136**<br>IUMM<br>107<br>RTm | **GIULIA PRIMA**<br>exStamura-61<br>**Compagnia di Navigazione Mista**<br>Cagliari Italian<br>Now **ROBERTA NAPOLEONE** See New Entries **No. 9** | **680**<br>368<br>1280 | RI | **1952** Cant. Gardano & Giampieri—Porto Recanati<br>189′ 11″ 32′ 4″ 13′ 1½″<br>174′ 6″ 32′ 1″ 14′ 0″<br>P40′ F20′ 1 dk<br>RW | M Tanker Mchy.aft<br>10 Ta<br>L.165000<br><br>Der 1(½) | HeCls. C | Oil 4SA 6Cy.<br>600bhp<br>S.A. Ansaldo<br>2×10kW 110V d.c. |
| **513138**<br>IOEF<br>663 | **GIULIANA**<br>exGiuliana Sina-67<br>**Soc. Italiana di Navigazione Adriatica S.I.N.A.**<br>Trieste Italian | **399**<br>210<br>649 | RI | **1952** Cant. Nav. Pellegrino—Nap<br>154′ 8″ 25′ 1″ 13′ 4″<br>141′ 9″ 24′ 11″ 14′ 2″<br>P46′ F21′ 1 dk<br>RW | M Tanker Mchy.aft<br>6 Ho | | Oil 2SA 6Cy.<br>480bhp<br>S.A. Fiat S.G.M. |
| **513137**<br>IBKD<br>2910<br>Df Esd<br>Gc Rdr<br>RT | **GIULIANA FASSIO**<br>exPrinsdal-51<br>**Villain & Fassio e Cia. Internazionale di Genova Soc. Riunite di Nav. S.p.A.**<br>Genoa Italian | **3225**<br>1772<br>3030 | RI | **1948** Öresundsvarvet A/B—Lkr<br>340′ 7″ 47′ 3″ 20′ 2⅞″<br>315′ 0″ 46′ 11″ 29′ 4″<br>P28′ F40′ 2 dks<br>RW | M Ref<br>4 Ho<br>G.176711<br><br>8W Der 8(5) | | Oil 2SA 10Cy.<br>3650bhp<br>A/B Götaverken |
| **513139**<br>ICAV<br>2897<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **GIULIO CESARE**<br><br>**"Italia" Soc. per Azioni di Nav.**<br>Genoa Italian | **27078**<br>14596<br>8803 | ✠100A1 SS 11/64<br><br>LMC<br>✠Lloyd's RMC<br>MN5000 EL r†2 11/16″SQ<br>AB RI | **1951-9** C.R.D. Adriatico—Mfl<br>680′ 7″ 87′ 6″ 28′ 0″<br>618′ 3″ 87′ 3″ 49′ 3″<br>B&F580′ Upr B446′ 3 dks, 4th dk clear of ER, 5th dk fwd of ER & in No. 4 hold<br>RW 11BH<br>WB3820t incl. DTsf362t | TM (1186P) Ref<br>Topsides—special quality steel<br>5 Ho 63½′, 56½′, 53½′, 67½′, 70½′<br>G.251018 B.200140 In.37600<br>5 Ha (14½′×14½′) (24′×21¾′) (15½′, 15½′×13¾′) (12¾′×14½′)<br>20W Der 1(30) 20(5) | | 2 Oil 2DA each 12Cy.<br>25000bhp<br>S.A. Fiat S.G.M.<br>2AuxB 100lb<br>5×750kW 220V d.c. |
| **513140**<br>IOEG<br>884<br>Df | **GIUNCHIGLIA**<br>exGranö-61 exRex-56<br>exSpröit-39 exBraatt II<br>~~**Giuseppe Loos**~~ **Guiseppe Looz**<br>Naples Italian | **497**<br>289<br>807 | RI | **1918** A/S Rosenburg M/V—Stv<br>179′ 6″ 28′ 2″ 13′ 3″<br>169′ 10″ 28′ 0″ 14′ 6″<br>P56′ F26′ 1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.33000 | | Oil 4SA 6Cy.<br>600bhp<br>Motorenw. Mannheim |
| **503658**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | ~~**GIUSEPPE V**~~ **GIUSEPPE U**<br>exKyknos-67 exBarbro Bratt-65<br>exSkotfoss-61<br>exMåkefjell-58<br>**P. Ursino**<br>Naples Italian | ~~1334~~ **1474**<br>~~807~~ 797<br>~~2518~~ 2513 | **BV RI** ~~BV~~ | **1948** J. Crown & Sons Ltd.—Sld<br>258′ 7″ 42′ 0″ 17′ 7½″<br>41′ 10″<br>Q55′ 1 dk & S dk<br>RW | S OSD<br><br>G.162473 B.148721<br><br>8W | | T 3Cy.<br><br>N.E. Mar. Eng. Co. |
| **513141**<br>INZH<br>427<br>Esd RT | **GIUSEPPE ASARO**<br><br>**Luciano, Salvatore, Nicolo' and Giuseppe Asaro**<br>Trapani Italian | **128**<br>65<br>— | | **1962** Dante Castracani & C.—Anc<br>99′ 9″ 27′ 0″ 8′ 5½″<br>81′ 1″ 25′ 8″ 10′ 8″ | Wood M Trawler | | Oil 4DA 6Cy.<br><br>Motorenw. Mannheim |

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| **GIUSEPPE BARRACO**<br>exAso-64 exFederico-56<br>exG. B. Codecasa-51<br>Giuseppe Barraco<br>Trapani Italian | 141<br>71<br>— | RI | 1945 G. B. Codecasa—Viareggio<br>104' 7" 24' 4"<br>97' 9" 23' 0" 8' 11"<br>1 dk | Wood M | Oil 4SA 4Cy. 215×360 mm<br>128bhp NE56<br>Masch. Kiel A.G. Kel |
| **GIUSEPPE BOTTIGLIERI**<br>exAmarone-57<br>exGudrun Torm-54<br>exGudrun-51<br>Giovanni Bottiglieri<br>Torre del Greco Italian | 1586<br>924<br>2390 | RI<br>✱Classed BC until 5/57 | 1924 Howaldtswerke A.G.—Kel<br>260' 8" 38' 1" 16' 9"<br>249' 4" 38' 0" 17' 6"<br>P26' Q77' B96' F35' 1 dk<br>R | S<br>2 Ho<br>G.130000 B.120000 | T 3Cy. 17½" $28\frac{9}{16}$" & $46\frac{1}{16}$"×$33\frac{1}{16}$"<br>800ihp (o.f)<br>Howaldtswerke A.G. Kel<br>9½k |
| **GIUSEPPE D'AMATO**<br>exErnst S.-58 exBelos-54<br>~~Umberto d'Amato~~<br>~~Torre del Greco~~ ~~Italian~~<br>Mario Starita<br>Naples Italian | 2812<br>1534<br>5300 | RI<br>✠Classed LR until 8/59 | 1929-11 R. Thompson & Sons Ltd.—Sld<br>333' 0" 46' 7" 22' 4¼"<br>320' 0" 46' 3"<br>1 dk & S dk<br>R | S (4P) OSD<br>5 Ho<br>G.294700 B.270800<br>10W | T 3Cy. 24" 34" & 65"×42"<br>1850ihp 607t (o.f)<br>G. Clark Ltd. Sld<br>10½k |
| **GIUSEPPE DORMIO**<br>exRio-57 exGyro-53<br>exRoberta<br>Ditta Giuseppe Dormio<br>Bari Italian | 291<br>146<br>414 | RI | 1927 Gebr. Stocker & Co.—Ant<br>144' 0" 24' 2" 8' 6"<br>138' 1" 24' 0" 9' 6"<br>1 dk<br>R | M Cement Carrier<br>1 Ho 78¾'<br>len 28 | Oil 2SA 5Cy. 225×330 mm<br>350bhp NE54<br>Motfbr. Darmstadt Darmstadt |
| **GIUSEPPE GARIBALDI**<br>Launched as Maria Adelaide<br>U.S.S.R.<br>Odessa Russian | 20659<br>12700<br>32017 | ✠Classed LR until 11/62 | Lch.1959-6 Cmd.1961-9 Ansaldo S.p.A. —Gen<br>666' 3" 86' 3" 34' 4¾"<br>620' 10" 85' 11½" 45' 8"<br>P138' B45' F82' 1 dk<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.151848 HeCls. BC<br>2W Der 2(5) | 2 S Turb dr geared to sc. shaft<br>(o.f)<br>Ansaldo Stab. Mecc. Gen<br>15½k |
| **GIUSEPPE GHEZZANI**<br>Silvio Ghezzani<br>Leghorn Italian | 196<br>18<br>— | RI | 1960 Campanella-Ascenso S.p.A.—Savona<br>102' 3" 26' 4" 11' 11¾"<br>89' 2" 26' 3" 14' 3"<br>RW | S Tug | T 3Cy. 13½" 23" & 38"×27"<br>850ihp Emade44fitted60 (o.f)<br>C. D. Holmes & Co. Ltd. Hul |
| **GIUSEPPE GIULIETTI**<br>"Garibaldi" Soc. Coop. di Nav. a Resp. Ltda.<br>Genoa Italian | 17519<br>9801<br>26811 | AB RI<br>✠Classed LR until 5/65 | 1954-7 S.A. Ansaldo—Gen<br>630' 2" 82' 5" 32' 11¾"<br>593' 10" 82' 0" 43' 3"<br>P146' B50' F78' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>26 Ta | 2 S Turb dr geared to sc. shaft<br>12564shp 2234t (o.f)<br>Ansaldo Stab. Mecc. Gen<br>16¼k |
| **GIUSEPPE IRRERA**<br>exNeptune 3-58 exFrance-39<br>Soc. per Azioni Sarda Rimorchiatori<br>Cagliari Italian | 120<br>4<br>— | RI | 1909 Jonker & Stans—Hendrik-I-A<br>90' 0" 18' 11" 9' 8"<br>86' 2" 18' 7" 10' 2"<br>R | S Tug | T 3Cy. $11\frac{7}{16}$" $18\frac{5}{16}$" & $29\frac{15}{16}$"×$21\frac{11}{16}$"<br>350ihp (o.f)<br>Alblasserdam Masch. Alb |
| **GIUSEPPE MAGRI**<br>T. Neri<br>Leghorn Italian | 161<br>39<br>— | RI | 1960 Cant. Nav. M. & B. Benetti—Viareggio<br>92' 10" 23' 6"<br>83' 8" 23' 5" 14' 9" | M Tug | Oil 4SA 8Cy. 320×480 mm<br>1050bhp<br>Motorenw. Mannheim Mhm<br>11¾k |
| **GIUSEPPE ORLANDO**<br>Fratelli Neri<br>Leghorn Italian | 164<br>26<br>— | RI | 1956 Ansaldo S.p.A.—Lgn<br>93' 0" 23' 6" 13' $9\frac{13}{16}$"<br>85' 0" 23' 5½" 14' 9" | S Tug | T 3Cy. 13½" 23" & 38"×27"<br>750ihp Emade40refitted56 (o.f)<br>C. D. Holmes & Co. Ltd. Hul |
| **GIUSEPPE PIAGGIO**<br>Soc. Carmelo Noli fu Giovanni<br>Savona Italian | 177<br>48<br>— | RI | 1964 Cant. Nav. M. & B. Benetti-Viareggio—Viareggio<br>91' 0" 24' 0" 10' 6"<br>82' 0" 23' 11" 13' 1"<br>RW | M Tug | Oil 4SA 6Cy. 300×450 mm<br>1600bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×30, 30, 15kW 220V d.c. |
| **GIUSEPPE RICCARDI**<br>exGranny Marigo-61<br>exSüllberg-60 exEastide-56<br>exSpringtide-53<br>S.A.N.A. Societa Abbruzzese di Navigazione per Azioni<br>Venice Italian | 1588<br>937<br>2570 | RI<br>✠Classed LR until 11/61 | 1937-7 Short Bros. Ltd.—Sld<br>259' 11" 40' 4" 17' 7"<br>250' 0" 40' 0" 20' 2"<br>P83' F20' 1 dk<br>R | S Mchy.aft<br>1 Ho 154'<br>G.110885 B.104423<br>4 Ha (23¾', 26¾', 26¾', 23'×18')<br>8W Der 4(2) | T 3Cy. 16" 25" & 45"×23"<br>875ihp 322t (o.f)<br>N.E. Mar. Eng. Co. Ltd. Nwc<br>1×15kW 110V d.c. 9k |
| **GIUSEPPE VERDI**<br>U.S.S.R.<br>Odessa Russian | 31133<br>18876<br>48933 | 744' 9"(incl.BB)<br>✠Classed LR until 3/67 | 1964-12 Ansaldo S.p.A.—Gen<br>~~744' 9"~~ 102' 1" 38' 9½"<br>705' 6" 101' 8" 50' 11"<br>P147' B44' F101' 1 dk<br>rf 5" | M Tanker Mchy.aft<br>22 Ta 1 Ho<br>L.2069129 G.32384<br>1 Ha (13'×13') | Oil 2SA 9Cy. 900×1600 mm<br>19000bhp Fiat<br>Ansaldo Stab. Mecc. Gen<br>16k |
| **GIUSEPPEEMME**<br>exBravo-67 exAkslasund-52<br>exAtlas<br>Ignazio Messina & C.<br>Genoa Italian | 1593<br>861<br>2916 | RI ~~NV~~ | Lch. 1939 Cmpl. 1943 Gebroeders Pot—Bolnes<br>312' 6" 42' 4" 18' 6"<br>285' 0" 42' 2"<br>P33' F15' 1 dk & S dk<br>R | M OSD<br>4 Ho 45', 56¼', 49¾', 53¾'<br>G.177750 B.164250<br>4 Ha (29¼', 36', 29¼', 27'×18')<br>8W Der 1(10) 3(5) 4(3) | Oil 2SA 6Cy. 500×900 mm<br>1780bhp B&W 119t<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>3×90kW 220V d.c. 12k |

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| 513153 | **GIUSEPPINA**<br>exBarbro–53 exGulöy–48<br>**Fratelli de Nadai**<br>Buno de Nadai<br>Massawa Ethiopian | 579<br>243<br>— | 100A1<br><br>LMC<br><br>MN269 | TD 8/68 ~~SS 8/64~~<br><br><br><br>EL h | **1942** Collingwood Shpyds Ltd.—Clw<br>163' 11" 27' 7" 13' 9½"<br>151' 6" 27' 6" 15' 0"<br>P47' F25' 1 dk<br>RW 3BH<br>WB613t | M Ref Mchy.aft<br><br>G.30000 B.28000 In.20813 | Oil 4SA 8Cy. 320×450 mm<br>1344bhp ✠NE9/64<br>Klöckner-Humboldt-Deutz |
| 641063<br>TFNI<br><br>Df Esd<br>Pfd Rdr<br>RT | **GJAFAR**<br><br>**Rafn Kristjánsson and others**<br>Vestmannaeyjum Icelandic | 249<br>102<br>— | | <br><br>BV | **1964** Schpsw. "De Beer"—Zaandam<br>110' 11" 23' 10" 10' 7½"<br>97' 1" 23' 1½" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×280 mm<br>590bhp<br>Kromhout Motorenfab. |
| 513157<br>LEWV | **GJEMNES**<br><br>**Möre og Romsdal**<br>**Fylkesbåtar**<br>Kristiansund Norwegian | 184<br>61<br>72 | | | **1949** A/S Stord—Lervik<br>113' 6" 26' 2" 8' 0"<br>26' 0"<br>B47' 1 dk | M Ferry | Oil 2SA 6Cy. 265×345 mm<br>510bhp Emade4/71<br>Crossley Bros. Ltd. |
| 513159<br>LJZK<br><br>Df Esd<br>Gc Rdr<br>RT | **GJERTRUD BAKKE**<br><br>**D/S A/S Lisbeth**<br>Knut Knutsen O.A.S.<br>Haugesund Norwegian | 6076<br>3523<br>8750 | ✠100A1<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN1640 | SS 5/67<br><br><br><br>EL c† | **1950**–3 A/B Götaverken—Got<br>475' 3" 58' 9" 25' 8½"<br>450' 10" 58' 5" 38' 0"<br>F94' 1 dk & S dk, 3rd dk fwd of mchy. space, fruit dk in No. 3 hold<br>Coll BH to S dk 6 to 2nd dk<br>WB2013t incl. Tunnel tanks 290t DTf68t | M Ref OSD<br><br>G.455314 B.410159 In.96800<br><br>16W Der 1(20) | Oil 2SA 9Cy. 760×1500 mm<br>8200bhp<br>A/B Götaverken |
| 513160<br>OYDE<br><br>Df Esd<br>Gc Pfd<br>Rdr | **GJERTRUD MÆRSK**<br><br>**A/S D/S Svendborg & D/S**<br>**af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 17071<br>10208<br>~~26600~~<br>27930 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1750 | SS 2/65<br><br><br><br>EL I†2 11/16"SQ | **1960**–4 Odense Staalskibs. A/S—Odn<br>637' 3" 74' 3" 35' 3¾"<br>601' 1" 74' 0" 44' 10"<br>P130' B40' F74' 1 dk<br>14BH<br>rf 2" WB716t | M Tanker Mchy.aft<br>27 Ta<br>L.1238000 | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp<br>Burmeister & Wain<br>3AuxB (o.f) 180lb Sgt<br>AuxB (ex.g) 180lb |
| 641426<br>EEGX<br><br>Df Esd<br>Pfd Rdr<br>RTh | **GLACIAR AZUL**<br><br>**Transportes Fruteros del**<br>**Mediterraneo S.A.**<br>**"Trafrume"**<br>Valencia Spanish | 1505<br>865<br>1721 | | <br><br>BV | **1964** Astano S.A.—Frl<br>250' 11" 37' 7" 16' 4½"<br>229' 8" 37' 5" 21' 4"<br>2 dks<br>RW | M Ref CSD Mchy.aft<br>2 Ho<br>B.74241 In.74241<br>2 Ha (stl) (51½', 32½'×16½')<br>6W Der 1(15) 6(3) | Oil 4SA 8Cy. 360×450 mm<br>2200bhp<br>Motorenw. Mannheim<br>1×68kW 230/400V |
| 640958<br>EEDQ<br><br>Df Esd<br>Pfd Rdr<br>RTh | **GLACIAR BLANCO**<br><br>**Transportes Fruteros del**<br>**Mediterraneo S.A.**<br>**"Trafrume"**<br>Valencia Spanish | 1505<br>865<br>1721 | | <br><br>BV | **1964** Astano S.A.—Frl<br>250' 11" 37' 7" 16' 4½"<br>229' 8" 37' 5" 21' 4"<br>2 dks<br>RW | M Ref CSD Mchy.aft<br>2 Ho<br>B.74241 In.74241<br>2 Ha (stl) (51½', 32½'×16½')<br>6W Der 1(15) 6(3) | Oil 4SA 8Cy. 360×450 mm<br>2200bhp<br>Motorenw. Mannheim<br>1×68kW 230/400V |
| 650617<br>EENM<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **GLACIAR GRIS**<br><br>**Transportes Fruteros del**<br>**Mediterraneo S.A.**<br>**"Trafrume"**<br>Valencia Spanish | 1600<br>918<br>1877 | | <br><br>BV | **1965** Astano S.A.—Frl<br>268' 0" 37' 7" 16' 4½"<br>246' 9" 37' 5" 21' 4"<br>2 dks<br>RW | M Ref Mchy.aft<br>2 Ho<br>B.84596 In.84596<br>2 Ha (stl) (64½', 32½'×16½')<br>6W Der 1(15) 6(3) | Oil 4SA 8Cy. 360×450 mm<br>2200bhp<br>Motorenw. Mannheim<br>1×68kW 230/400V |
| 661484<br>EFAG<br><br>Df Esd<br>Rdr RT | **GLACIAR NEGRO**<br><br>**Transportes Fruteros del**<br>**Mediterraneo S.A.**<br>**"Trafrume"**<br>Valencia Spanish | 1600<br>918<br>— | | <br><br>BV | **1966** Astano S.A.—Frl<br>251' 0"<br>229' 8" 37' 5" 21' 4"<br>2 dks | M Ref CSD Mchy.aft | Oil 4SA 8Cy. 360×450 mm<br>2200bhp<br>Motorenw. Mannheim |
| 660243<br>EEVS<br><br>Df Esd<br>Pfd Rdr<br>RTh | **GLACIAR ROJO**<br><br>**Transportes Fruteros del**<br>**Mediterraneo S.A.**<br>**"Trafrume"**<br>Valencia Spanish | 1599<br>917<br>1877 | | <br><br>BV | **1965** Astano S.A.—Frl<br>250' 11" 37' 7" 16' 4½"<br>229' 8" 37' 5" 21' 4"<br>2 dks<br>RW | M Ref CSD Mchy.aft<br>2 Ho<br><br>2 Ha (stl)<br>Der 1(15) 6(3) | Oil 4SA 8Cy. 360×450 mm<br>2200bhp<br>Motorenw. Mannheim |
| 642353<br>EEKG<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **GLACIAR VERDE**<br><br>**Transportes Fruteros del**<br>**Mediterraneo S.A.**<br>**"Trafrume"**<br>Valencia Spanish | 1600<br>918<br>1877 | | <br><br>BV | **1965** Astano S.A.—Frl<br>268' 0" 37' 7" 16' 4½"<br>246' 9" 37' 5" 21' 4"<br>2 dks<br>RW | M Ref Mchy.aft<br>2 Ho<br>B.84596 In.84596<br>2 Ha (stl) (64½', 32½'×16½')<br>6W Der 1(15) 6(3) | Oil 4SA 8Cy. 360×450 mm<br>2200bhp<br>Motorenw. Mannheim<br>1×68kW 230/400V |
| 513161<br>VGMW<br>176902<br>Esd Rdr | **GLACIER QUEEN**<br>exCoquitlam–58<br>**Alaska Cruise Lines Ltd.**<br>Vancouver Canadian | 1833<br>990<br>906 | <br><br>✱Classed BC until 12/53 | | **1944**–9 Smith's Dock Co. Ltd.—Mdb<br>253' 6" 36' 7" 14' 2½"<br>225' 0" 36' 6" 25' 0"<br>2 dks | S Ref<br><br>G.23000 B.21000 | T 4Cy. 18½" 31" & 2<br><br>Smith's Dock Co. Ltd. |
| 513162<br>IOFA<br>591<br>RTm | **GLADIATOR**<br><br>**D. Tripcovich & C. Soc. di**<br>**Nav. Rimorchi e**<br>**Salvataggi per Azioni**<br>Trieste Italian | 115<br>22<br>— | <br><br>✠Classed LR until 12/60 | RI | **1956**–11 Mützelfeldtwerft—Cuxhaven<br>97' 2" 23' 5" 10' 10½"<br>84' 4" 22' 2½" 11' 2"<br><br>RW<br>rf 33" BK6" | M Tug | Oil 4SA 8Cy. 320×4<br>1000bhp<br>Klöckner-Humboldt- |

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| **GLADONIA**<br>**J. Wharton (Shipping) Ltd.**<br>Goole British | 658<br>348<br>892 | ✠100A1<br>✠LMC<br>MN132 | SS 11/68<br>EL i 1$\frac{1}{16}$″SQ | 1963–9 Goole S.B. & R. Co. Ltd.—Goo<br>186′ 4″ 29′ 9″ 12′ 1¾″<br>171′ 6″ 29′ 6″ 12′ 4″<br>P45′ R dk fwd of P59′ F23′ 1 dk<br>NS 3BH<br>rf 2″ WB298t | M Mchy.aft<br>1 Ho 106¼′ | Oil 4SA 8Cy. 8¾″×11½″ with flexible coupling & sr reverse gear<br>660bhp (d.o)<br>Lister Blackstone Mar. Ltd. Dursley<br>2×16kW 240V 50c/s a.c. |
| **GLADSTONE**<br>**Alexandra Towing Co. Ltd.**<br>Liverpool British<br>Now **ARCHIMEDE S** See New Entries No. 9 | 237<br>—<br>— | ~~✠100A1~~<br>~~tug~~<br>~~✠LMC~~<br>✠Class **WITHDRAWN** 5/68 | SS 12/63<br>~~EL (e)~~ | 1951–9 Cochrane & Sons Ltd.—Sel<br>108′ 10″ 26′ 8″ 12′ 2½″<br>99′ 0″ 26′ 6″ 13′ 0″<br>R 3BH<br>rf 18″ BK7½″ WB26t | S Tug | T 3Cy. 15½″ 26″ & 42″×30″<br>1000ihp (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 200℔ hs(2332) 3cf ND<br>2×5kW 110V d.c. 12k |
| **GLADSTONE STAR**<br>**Salient Shipping Co. (Bermuda) Ltd.**<br>London British | T.Mk<br>**8371**<br>**4973**<br>**—**<br>**10635**<br>6385<br>**12158** | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN2250 | SS 6/67<br>EL f†2¼″SQ | 1957–10 Bremer Vulkan—Vgk<br>516′ 4″ 70′ 3″ 30′ 5″<br>469′ 10″ 70′ 0″ 42′ 10″<br>F100′ 2 dks, 3rd dk except in aft hold, 4th dk in Nos. 2 & 3 holds<br>Coll BH to U dk 6 to 2nd dk 6 divisional WTBH in 'tween dks<br>rf 6″ WB1688t | M (6P) Ref CSD<br>5 Ho 60¾′, 74′, 75′, 77½′, 67½′<br>In.410000<br>5 Ha (stl) (27′×18′) (45′, 35′, 32½′, 27½′×20′)<br>Der 1(50) 1(15) 2(10) 9(5) 8(3) | Oil 2SA 10Cy. 780×1400 mm<br>11250bhp (hvf)<br>Bremer Vulkan Vgk<br>2AuxB 100℔<br>4×300kW 220V 17k |
| **GLADYS BOWATER**<br>**Bowater Steamship Co. Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>London British | 3917<br>2020<br>~~5475~~<br>5620 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN540 | CS 4/67<br>EL v 1$\frac{13}{16}$″SQ | 1959–1 Wm. Denny & Bros. Ltd.—Dmb<br>325′ 0″ 50′ 3″ ~~24′ 1″~~ 24′ 5¼″<br>310′ 10″ 50′ 0″ 30′ 0″<br>P34′ F35′ 1 dk<br>RW 6BH<br>rf 6″ DK fwd WB1014t incl. Tunnel tanks 179t | M (4P)<br>4 Ho 58½′, 47¼′, 49½′, 69¾′<br>G.264980 B.247600<br>4 Ha (stl) (each 29¼′×23′)<br>8W Der 8(6) | Oil 2SA 6Cy. 600×1040 mm<br>2700bhp Sulzer 623t (d.o)<br>Wm. Denny & Bros. Ltd. Dmb<br>db 100℔<br>3×180kW 220V d.c. 12k |
| **GLADYS PAULINE**<br>**Mersey Vessels Ltd.**<br>Shelburne Canadian | 163<br>101<br>— | | | 1965 W. C McKay & Sons Ltd.—Shelburne<br>*87·0′* 23′ 0″<br>… … …<br>1 dk | Wood M Fishing | Oil 7Cy. 5¼″×7¼″<br>560bhp<br>Fairbanks, Morse & Co. Beloit<br>9k |
| **GLAFKI**<br>**Vox Steamship Co. S.A.**<br>Monrovia Liberian | 15282<br>10055<br>22160 | ✠100A1<br>strenthened for ore cargoes Nos. 2 & 4 holds may be empty<br>✠LMC<br>MN1800 | EL k†2$\frac{9}{16}$″SQ | 1964–3 Ch. de l'Atlantique—St.N<br>584′ 9″ 75′ 0″ 31′ 0¼″<br>551′ 2″ 74′ 8½″ 44′ 3″<br>P107′ F42′ 1 dk<br>NS 8BH<br>rf 4″ WB9627t incl. Topside tanks in holds 4864t | M Bulk Carrier Mchy.aft<br>6 Ho 72′, 67¾′, 66¼′, 66¼′, 66¼′, 66¼′<br>6 Ha (stl) (45′×29½′) (44′, 44′, 44′, 44′, 44′×36′)<br>Der 1(4) 1(1) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W (hvf)<br>Ch. de l'Atlantique St.N<br>AuxB 85℔ e (ex.g) 85℔<br>3×300kW 450V a.c. |
| **GLAFKI**<br>**killes Frangistas Shipping & Fishing Co. Ltd.**<br>A. Frangistas<br>Piræus Greek<br>For later particulars see New Entries No. 1 | 3170<br>1225<br>— | | | 1966 ......................Kherson<br>255′ 10″ 45′ 11″ 18′ 8½″ 32′ 10″<br>2 dks | M Stern Trawling Factory Ship | Oil<br>2000bhp<br>Kherson<br>13k |
| **GLAISDALE**<br>exKildale-61 exDerwenthall-52<br>**Headlam & Sons S.S. Co. Ltd.**<br>Headlam & Son<br>Whitby British<br>Now **RAMA LESMANA** See New Entries No. 6 | 4934<br>2789<br>8860 | ✠100A1 with freeboard<br>✠LMC<br>MN510 | Dr 6/66<br>EL a† | 1940–4 Wm. Doxford & Sons Ltd.—Sld<br>441′ 10″ 54′ 4″ 25′ 6½″<br>416′ 9″ 53′ 11″ 37′ 7″<br>F41′ 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB2637t incl. DTm1252t | M OSD/CSD<br>G.548000 B.508000 | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp 591t<br>Wm. Doxford & Sons Ltd. Sld<br>~~2AuxB 120℔~~ AuxB 120℔ |
| **GLAISDALE H**<br>**John Harker Ltd.**<br>Hull British | 303<br>164<br>505 | | | 1961 J. Harker Ltd.—Knottingley<br>140′ 3″ 22′ 0″ 10′ 0½″<br>135′ 0″ 21′ 9″ 11′ 3″<br>1 dk<br>RW<br>rf 3″ | M Tanker Mchy.aft<br>Der 1(1½) | Oil 4SA 4Cy. 10¼″×14½″<br>240bhp (d.o)<br>Ruston & Hornsby Lcn<br>1×15kW 110V<br>Controllable pitch propeller |
| **GLANELY**<br>**Atlantic Shipping & Trading Company Ltd.**<br>W. J. Tatem Ltd.<br>London British | T.Mk<br>**5526**<br>3020<br>10560<br>**8091**<br>4604<br>12000 | ✠100A1<br>DTmf—vegetable oil<br>✠LMC<br>MN960 | SS 9/68 ~~SS 6/64~~<br>EL c†2⅛″SQ | 1960–7 Austin & Pickersgill Ltd.—Sld<br>468′ 8″ 59′ 8″ 26′ 4¾″/28′ 7½″<br>435′ 11″ 59′ 6″ 38′ 6″<br>F44′ 2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>rf nil WB2278t incl. DTmf1412t | M<br>6 Ho 69¼′, 90′, 32½′, 65′, 67½′, 24′<br>6 Ha (34¾′, 37½′, 35′, 35′, 35′×24′) (7½′×11½′)<br>Der 1(30) 5(10) 1(2) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp Doxford (hvf)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>2AuxB 100℔<br>3×185kW 220V d.c. |
| **GLANMIRE**<br>exLairdsbank-63<br>**British & Irish Steam Packet Co. Ltd.**<br>Cork Irish Republic | 814<br>314<br>789 | ~~BS ✱~~<br>~~MBS ✱~~<br>~~MN280~~<br>**BROKEN UP** | ~~SS 12/63~~<br>~~CT1219 C24~~ | 1936–9 Harland & Wolff Ltd.—Bel<br>236′ 6″ 37′ 2″ 13′ 0″<br>225′ 4″ 37′ 0″ 13′ 9″<br>P59′ B&F158′ 1 dk<br>R 5BH<br>rf 6″ WB280t | TM<br>3 Ho 44′, 56′, 40′<br>B.69000<br>3 Ha (14′×10′) (22′×14′) (15′×12′)<br>Der 1(5) 2(3) | 2 Oil 2SA each 5Cy. 350×620 mm<br>1400bhp 137t (d.o)<br>Harland & Wolff Ltd. Bel<br>3×40kW 220V d.c. 13½k |
| **GLANNÖY**<br>exPollan-64<br>**Paul Blikfeldt**<br>Tromsø Norwegian | 152<br>52<br>— | | | 1956 Iver Hagen Båtbyggeri—Hjelset<br>103′ 8″ 25′ 2″<br>86′ 11″ 24′ 1½″ 11′ 10″<br>1 dk | Wood M Fishing Mchy.aft | Oil 2SA 4Cy. 280×420 mm<br>Wichmann Mtrf. Rub |

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|---|---|---|---|---|---|---|
| 650015<br>GQCE<br>305432<br>Esd Pfd<br>Rdr<br>RTh/v | **GLANTON**<br><br>**Sharp Steamship Co. Ltd.**<br>Newcastle British | 1594<br>979<br>2620 | ✠100A1<br><br>✠LMC<br><br>MN268 EL q1$\frac{1}{16}$"SQ | 1965-1 Clelands S.B. Co. Ltd.—Wal<br>264' 9" 39' 3" 17' 0½"<br>250' 0" 39' 0" 18' 0"<br>P27' Rdk f P142' F29' 1 dk<br>NS 5BH<br>rf 4" WB791t | M Mchy.aft<br>3 Ho 61 , 52½', 56'<br>G.119600 B.113530<br>3 Ha (stl) (36'×23½') (33', 32½'×25') | Oil 2SA 6Cy. 340×570 mm<br>1340bhp<br>British Polar Engines Ltd.<br>3×50kW 220V d.c. |
| 513171<br>SZVE<br>1048<br>RT | **GLAROS**<br>exThesalia exBeryl<br>**Kavounides Shipping Co. Ltd.**<br>Piræus Greek | 548<br>383<br>— | <br><br>HR | 1913 Scott & Co.—Grk<br>183' 11" 25' 0" 14' 3"<br>24' 10"<br>2 dks<br>R | TM<br>1 Ho 19½'<br><br>1 Ha<br>1W | 2 Oil 2SA each 5Cy.<br>840bhp<br>Crossley Bros. Ltd. |
| | | | **DAMAGED BY COLLISION 12/66** | | | |
| 513172<br>MKXX<br>164567<br>Df RTh | **GLAS ISLAND**<br>exLady Stella-55<br>**T. J. Palmer**<br>Stornoway British | 211<br>103<br>250 | | 1935 J. Pollock, Sons & Co. Ltd.—Faversham<br>104' 0" 23' 7" 8' 5½"<br>23' 5"<br>1 dk<br>R | TM Mchy.aft<br>1 Ho 60'<br>G.12660 B.12210<br>1 Ha (42'×14')<br>2W Der 1(3) | 2 Oil 4SA (i) 3Cy.<br>(ii) 4Cy.<br>200bhp<br>W. H. Allen, Sons & Co. Ltd.<br>Bergius Co. Ltd.<br>2×2 & 1kW 24V d.c. |
| 513173<br>LPCA<br>751<br>RTm/h | **GLASGOW**<br><br>**Flota Argentina de Navegacion Fluvial**<br>Buenos Aires Argentine | 1507<br>859<br>1825 | | 1929 A. & J. Inglis Ltd.—Gls<br>287' 9" 43' 2" 12' 0"<br>43' 0"<br>P37' B46' F29' 1 dk<br>RW | TM<br>4 Ho each 59'<br>G.87000 B.85000<br>4 Ha (each 28'×16')<br>Der 2(5) 6(3-5) | 2 Oil 4SA each 6Cy.<br>1180bhp<br>Harland & Wolff Ltd.<br>2×99, 66kW 220V d.c. |
| 513174<br>TSOE | **GLAZIC**<br>exCommerce<br>**Soc. des Grands Travaux de Marseille**<br>St. Nazaire French | 119<br>—<br>69 | | 1913 Wed. C. Boele & Zonen—Slikkerveer<br>91' 10" 18' 8" 11' 2"<br>... ... ...<br>R | S Salvage Tug | T 3Cy. 11$\frac{1}{16}$" 18$\frac{1}{16}$" &<br>Alblasserdam Masch. |
| 513175<br>UDVR<br>M-22377 | **GLEB USPENSKI**<br><br>**U.S.S.R.**<br>Sevastopol Russian | 3170<br>1225<br>1301 | | 1959 ......................Russia<br>287' 10" 46' 0" 17' 9"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>6W Der 2(7½) 2(3) 2(1½) | Oil 2SA 8Cy.<br>2000bhp |
| 513176<br>UZNZ<br>M-19860 | **GLEB USPENSKI**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 1712<br>1008<br>3030 | | 1951 J. Boel & Fils—Tamise<br>302' 0" 44' 4" 18' 7"<br>44' 2"<br>2 dks | M<br>3 Ho<br>G.167887<br>3 Ha (22', 39½', 39½'×20½')<br>11W Der 1(15) 10(5) | Oil 4SA 8Cy.<br>N.V. Werkspoor |
| 513177<br>GPXD<br>185765<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **GLEDDOCH**<br><br>**Scottish Ore Carriers Ltd.**<br>J. & J. Denholm (Management) Ltd.<br>Greenock British | 6859<br>2788<br>9150 | ✠100A1 SS 12/66<br><br>✠LMC<br><br>MN540 EL a†2"SQ | 1953-5 Lithgows Ltd.—P.Gl<br>427' 0" 57' 3" 25' 3½"<br>407' 0" 57' 0" 32' 3"<br>P103' B25' F47' 1 dk<br>RW NS except in No. 1 hold 8BH<br>rf 4" WB6211t | S Mchy.aft<br>5 Ho 30½', 50½', 52', 52½', 56'<br>G.39657 B.35059 Ore 221508<br>5 Ha (stl) (11½'×20') (47', 47', 47', 47'×30')<br>5W Der 2(5) | T 3Cy. 26" 44" &<br>3000ihp<br>Rankin & Blackmore Ltd.<br>3 SB 220lb Spt<br>2×50kW 220V d.c. |
| 530623<br>5BEK<br>321072<br>Df Esd | **GLEE**<br>exAthenian-67<br>exSaint Lô-63<br>exJames Buchanan-47<br>**Arta Shipping Co. Ltd.**<br>Famagusta Cyprus | 7237<br>4361<br>10799 | <br><br>BV | 1942 California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>RW | S (12P)<br>5 Ho<br>G.507296 B.464160<br>5 Ha (33½', 34½', 19½', 34½', 34½'×19½')<br>10W Der 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>Joshua Hendy |
| 542014<br>GMDU<br>303414<br>Esd Rdr<br>RTm | **GLEN GOWER**<br><br>**South Wales Sand & Gravel Co. Ltd.**<br>L. B. Bevan<br>Swansea British | 552<br>195<br>595 | ✠100A1 **SS 5/68**<br>sand carrier<br>✠LMC<br><br>MN132 EL h | 1963-5 F. Smit v/h Smit & Zoon—Foxhol<br>169' 7" 30' 0" 12' 0¾"<br>154' 2" 29' 6½" 13' 2"<br>P47' F23' 1 dk<br>RW 3BH<br>rf 6" WB165t | M Sand Suction Dredger Mchy.aft<br>1 Ho 54'<br><br>1 Ha (54'×21')<br>2W Der 2(3) | Oil 4SA 8Cy.<br>gear<br>660bhp<br>Lister Blackstone<br>2×15kW 220V d.c. |
| 513179<br>GHKV<br>302158<br>Esd<br>RTm | **GLEN HAFOD**<br><br>**South Wales Sand & Gravel Co. Ltd.**<br>L. G. Bevan<br>Swansea British | 552<br>195<br>595 | ✠100A1 SS 12/64<br>sand carrier<br>✠LMC<br><br>MN132 EL h | 1960-12 F. Smit v/h Smit & Zoon—Foxhol<br>169' 7" 30' 0" 12' 0¾"<br>154' 2" 29' 6½" 13' 2"<br>P47' F23' 1 dk<br>RW 3BH<br>rf 6" WB162t | M Sand Suction Dredger Mchy.aft<br>1 Ho 54'<br><br>1 Ha (54'×21')<br>2W Der 2(3) | Oil 4SA 8Cy.<br>gear<br>660bhp<br>Lister Blackstone<br>2×15kW 220V d.c. |
| 513181<br><br>300179<br>Rdr<br>RTm | **GLEN SANNOX**<br><br>**Caledonian Steam Packet Co. Ltd.**<br>Glasgow British | 1107<br>388<br>301 | | 1957 Ailsa S.B. Co. Ltd.—Trn<br>256' 6" 46' 3" 7' 6½"<br>238' 0" 44' 0" 13' 0"<br>1 dk<br>RW | TM Ferry (1100P)<br><br><br><br>Cr 1(7½) | 2 Oil 2SA each<br>4400bhp<br>Sulzer Bros. Ltd.<br>3×100kW 220V d.c. |
| 513182<br>MBUR<br>301390<br>Rdr<br>RTm | **GLEN SHIEL**<br><br>**Hay Hamilton Ltd.**<br>Glasgow British | 195<br>89<br>265 | ✠100A1 ~~SS 6/68~~<br>SS 10/67<br>✠LMC<br><br>MN62 EL b pt¾" pt1$\frac{1}{16}$" | 1959-7 Livingston & Co.—Pet<br>109' 5" 23' 7" 9' 8½"<br>100' 9" 22' 3" 10' 0"<br>P30' F16' 1 dk<br>RW NS 3BH<br>rf 1" BK5" WB44t | M Mchy.aft<br>1 Ho 59½'<br><br>1 Ha (42'×14')<br>Der 1(3) | Oil 2SA 4Cy.<br>hydraulic &<br>310bhp<br>Alpha-Diesel A/S<br>Controllable |

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|---|---|---|---|---|---|
| **GLEN URQUHART**<br>exSimultaneity-65 exNelly-54<br>**Glen Scheepv. Maats. N.V.**<br>N.V. "Trias"<br>Rotterdam Netherland | 494<br>248<br>750 | ✠100A1 SS 12/64<br>✠LMC<br>EL h | **1949-7** N.V. Scheeps. "Vooruitgang"—Foxhol<br>168′ 5″ 28′ 4″ 11′ 4¼″<br>161′ 8″ 28′ 2″ 11′ 8″<br>P36′ Q97′ F30′ 1 dk<br>R 3BH<br>WB199t | M Mchy.aft<br>2 Ho each 98½′<br>G.11302 B.10549<br>2 Ha (each 35¾′×16½′)<br>Der 2(1½) | Oil 4SA 8Cy. 290×450 mm<br>500bhp 51t (d.o)<br>Appingedammer Brons. Apg<br>10k |
| Now **AGHIOS FANOURIOS** See New Entries No. **8** | | | | | |
| **GLENALMOND**<br>**Glen Line Ltd.**<br>London British | T.Mk<br>**9639**<br>**4050**<br>**9504**<br>**12299**<br>6570<br>**10560** | ✠100A1<br>DTsf and a and TwDa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN3780 EL k†$2\frac{7}{16}$″SQ | **1966-9** Mitsubishi Hvy Ind. Ltd.—Nag<br>**563′ 7″(incl.BB) 77′ 10″ 28′ 9″/30′ 0″**<br>**522′ 0″ 77′ 6″ 44′ 0″**<br>P192′ F94′ 2 dks, 3rd dk in Nos. 3, 4 & 5 holds<br>8BH<br>rf 6″ DK in No. 2 hold WB5449t incl. DTsf1143t DTsa918t and TwDa173t | M Ref<br>6 Ho 38¼′, 60′, 68¾′, 63¼′, 63¼′, 63¾′<br>G.751000 B.693000 In.25142<br>6 Ha (stl) (27′, 33′×20′) (45′, 39′<br>39′×33¼′) (30′×26′)<br>16W Cr 6(5) Der 1(60) 2(10) 10(5) | Oil 2SA 9Cy. 900×1550 mm<br>18900bhp Sulzer 2012t (hvf)<br>Mitsubishi Hvy Ind. Ltd. Nag<br>2WTAuxB (o.f) 140℔ e (ex.g) 185℔<br>4×650, 640, 320, 320kW 415V 50c/s a.c.<br>21k |
| **GLENBRIDE**<br>exLady Sylvia-63<br>**Alliance & Dublin Consumers Gas Co.**<br>Dublin Irish Republic | 370<br>181<br>426 | ✠100A1 SS 7/64<br>✠LMC<br>MN114 EL e | **1952-4** Philip & Son Ltd.—Drt<br>147′ 4″ 25′ 1″ 9′ 9½″<br>136′ 2″ 25′ 0″ 10′ 9″<br>P37′ F21′ 1 dk<br>R NS 3BH<br>rf 5″ WB158t | M Mchy.aft<br>1 Ho 82¼′<br>G.21528 B.19260<br>3 Ha (26¼′, 26¼′, 12¼′×16½′)<br>2W Der 2(1½) | Oil 2SA 6Cy. 265×345 mm<br>570bhp 15¾t (d.o)<br>Crossley Bros. Ltd. Mch<br>1×6kW 110V d.c. 10½k |
| Now **ALDERNEY TRADER** See New Entries No. **11** | | | | | |
| **GLENCLOY**<br>**G. & G. Hamilton Ltd.**<br>Hay Hamilton Ltd.<br>Glasgow British | 200<br>101<br>255 | ✠100A1<br>U.K., Eire, Channel Islands & Isle of Man service<br>✠LMC<br>MN62 EL b | **1966-6** Scott & Sons (Bowling) Ltd.—Bwg<br>109′ 4″ 23′ 11″ 8′ 9¼″<br>100′ 4″ 23′ 0″ 9′ 0″<br>P27′ RFD18′ 1 dk<br>RW NS 3BH<br>rf 1″ BK5″ WB42t | M Mchy.aft | Oil 2SA 4Cy. 230×400 mm with hydraulic coupling<br>310bhp<br>Alpha-Diesel A/S Fkn<br>2×4kW 250V 50c/s a.c.<br>Controllable pitch propeller 9k |
| **GLENCOE**<br>exTeal-63<br>**D. Frampton & Co. Ltd.**<br>St. John's, Nfl Canadian | 1148<br>480<br>1134 | ✠100A1 TD 8/68 ~~SS 8/64~~<br>✠LMC<br>MN202 EL n | **1947-10** Goole S.B. & R. Co. Ltd.—Goo<br>226′ 6″ 36′ 3″ 14′ 0¾″<br>215′ 0″ 36′ 0″ 14′ 2″<br>P65′ Q62′ B18′ F24′ 1 dk, 2nd dk in mchy. space<br>5BH<br>WB460t incl. DTsm163t | M Mchy.aft<br>G.63611 B.60907<br>4W Der 1(10) | Oil 2SA 7Cy. 340×570 mm<br>1120bhp 85t<br>British Polar Engines Ltd. Gls<br>10½k |
| **GLENCULLEN**<br>exWalcheren-63<br>**Alliance & Dublin Consumers' Gas Co.**<br>Dublin Irish Republic | 410<br>221<br>530 | BV | **1952** Scheeps. A. Apol—Wirdum<br>149′ 3″ 23′ 9″ 10′ 9¾″<br>23′ 7″<br>P47′ Q48′ F21′ 1 dk<br>RW<br>rf nil | M Mchy.aft<br>1 Ho 88½′<br>G.27000 B.26000<br>2 Ha (28¾′, 33¾′×14½′)<br>2W Der 2(3) | Oil 4SA 6Cy. 290×420 mm<br>390bhp 50t (d.o)<br>Masch. Kiel A.G. Kel<br>1×3kW 50V d c 9k |
| Now **LADY SABINA** See New Entries No. 8 | | | | | |
| **GLENEAGLES**<br>**Ocean Lines Ltd.**<br>Hamilton, Bermuda British | 8582<br>4739<br>12690 | **BS✳** Lake SS 7/67<br>Great Lakes & River St. Lawrence service<br>**MBS✳**<br>CT8658 C33 | **1925-9** Midland S.B. Co. Ltd.—Midland<br>596′ 0″ 60′ 2″ 21′ 10½″<br>582′ 0″ 60′ 0″ 32′ 1″<br>F48′ 1 dk<br>R 4BH<br>rf 3″ WB5319t incl. Comb. btm & side tanks in holds 4763t | S Mchy.aft<br>Self-unloader<br>4 Ho 108′, 104½′, 107½′, 98½′<br>23 Ha (each 12′×38¾′) | T 3Cy. 24½″ 41½″ & 72″×48″<br>2800ihp Emade18fitted25<br>Hooven, Owen & Rentschler<br>Hamilton, Ont<br>3 SB 190℔ hs(9042)<br>3×375kW 550V 60c/s a.c. |
| **GLENEARN**<br>**Glen Line Ltd.**<br>Liverpool British | T.Mk<br>**7315**<br>2987<br>6210<br>**8888**<br>4874<br>9500 | **BS** Dr 7/64<br>**MBS**<br>**RMC**<br>CT10350 C42 S37 | **1938** Caledon S.B. & E. Co. Ltd.—Dun<br>507′ 0″ 66′ 4″ ~~30′ 6″~~ — /30′ 6″<br>476′ 3″ 66′ 0″ 38′ 0″<br>P45′ B208′ F47′ 2 dks, 3rd dk clear of mchy. space<br>R 8BH<br>rf 12″ WB2295t incl. DTsa560t | TM (17P) Ref<br>6 Ho 60½′, 75′, 66′, 27′, 75′, 73½′<br>G.644571 B.580663 In.66240<br>6 Ha (21¾′×15¼′) (36½′, 23¼′, 22¼′,<br>26¼′×21¼′) (22½′×17¼′)<br>24W Der 1(50) 1(20) 2(10) 4(7) 10(5) 10(3) | 2 Oil 2DA each 6Cy. 620×1400 mm<br>12000bhp 1610t (hvf)<br>Burmeister & Wain Cpn<br>AuxB 100℔ 2e (ex.g) 100℔<br>4×300, 300, 220, 220kW 220V d.c. 17k |
| **GLENFALLOCH**<br>**Glen Line Ltd.**<br>London British | T.Mk<br>**9640**<br>4735<br>10353<br>**11537**<br>6774<br>11445 | ✠100A1 SS 1/67<br>DTsf, tunnel side tanks & 'tween dk tanks aft—veg. oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>MN3600 EL i†$2\frac{7}{16}$″SQ | **1963-1** Fairfield S.B. & Eng. Co. Ltd.—Gls<br>543′ 9″ 74′ 8″ —/31′ 1″<br>500′ 11″ 74′ 6″ 43′ 6″<br>P30′ F60′ 3 dks, 4th dk in No. 4 hold<br>8BH<br>rf 6″ DK fwd WB3494t incl. Tunnel tanks 482t DTsf1147t | M (12P) Ref<br>7 Ho 60¾′, 54′, 71½′, 60½′, 68¾′, 48½′, 22′<br>In.82615<br>7 Ha (stl) (26¼′×16′) (27½′, 35¾′, 26′,<br>35¾′, 27½′×24′) (9¾′×26¾′)<br>Der 1(40) 4(15) 4(10) 16(5) | Oil 2SA 9Cy. 900×1550 mm<br>18000bhp (hvf)<br>Sulzer Bros. Ltd. Win<br>2AuxB 120℔ 3e(ex.g) 120℔<br>3×500kW 220V d.c. |
| **GLENFINLAS**<br>**Glen Line Ltd.**<br>London British | T.Mk<br>**9293**<br>4018<br>**10060**<br>**12094**<br>6558<br>11120 | ✠100A1<br>DTsf & a and TwDa—vegetable oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>MN4500 EL j†$2\frac{9}{16}$″SQ | **1967-1** John Brown & Co. (Clydebank) Ltd.—Cly<br>~~563′ 11″~~ 77′ 9″ —/30′ 0″ 563′ 11″(Incl.BB)<br>521′ 0″ 77′ 6″ 44′ 0″<br>P192′ F94′ 2 dks, 3rd dk in Nos. 3, 4 & 5 holds<br>RW 8BH<br>rf 6″ DK in way No. 2 hold WB5326t incl. DTsf1140t DTsa910t TwDa174t | M Ref<br>6 Ho 38¼′, 60′, 68¾′, 63¼′, 63¼′, 63¾′<br>G.751000 B.693000 In.27086<br>6 Ha (stl) (27′, 33′×20′) (45′, 39′,<br>39′×33¼′) (30′×26′)<br>16W Cr 6(5) Der 1(60) 1(20) 10(5) | Oil 2SA 9Cy. 840×1800 mm<br>22500bhp 2086t (hvf)<br>Burmeister & Wain Cpn<br>2WTAuxB 120℔<br>4×620, 620, 325, 325kW 415V 50c/s a.c.<br>21k |
| **GLENFYNE**<br>**G. & G. Hamilton Ltd.**<br>Hay Hamilton Ltd.<br>Glasgow British | 200<br>100<br>249 | ✠100A1<br>U.K., Eire, Channel Islands and Isle of Man service<br>✠LMC<br>MN56 EL b | **1965-4** Scott & Sons (Bowling) Ltd.—Bwg<br>109′ 4″ 23 11″ 8′ 9¼″<br>100′ 4″ 23′ 0″ 9′ 0″<br>P27′ RFD18′ 1 dk<br>RW NS 3BH<br>rf 1″ BK5″ WB42t | M Mchy.aft<br>1 Ho 57¾′<br>G.12510 B.11961<br>1 Ha (45½′×14′)<br>1W Der 1(3) | Oil 2SA 4Cy. 230×400 mm with hydraulic coupling<br>280bhp 9t (d.o)<br>Alpha-Diesel A/S Fkn<br>2×5kW 250V 50c/s a.c.<br>Controllable pitch propeller 9½k |
| **GLENGAIRN**<br>**Wood & Bruce Ltd.**<br>David Wood<br>Aberdeen British | 228<br>76<br>— | ✠100A1 SS 9/68 ~~SS 8/64~~<br>trawler<br>✠LMC<br>MN126 EL (d) j | **1960-10** Hall, Russell & Co. Ltd.—Abn<br>*108·5′* 24′ 1″<br>106′ 0″ 23′ 9″ 12′ 0″<br>F17′<br>4BH<br>rf 19″ BK6″ | M Trawler | Oil 2SA 4Cy. 340×570 mm<br>630bhp<br>British Polar Engines Ltd. Gls<br>db 50℔ |

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|---|---|---|---|---|---|---|---|---|
| | | | T.Mk | | | | | |
| 513199 | **GLENGARRY** | | 7362 ~~9449~~ | **BS** ✱ | SS 2/67 | **1940**-5 Burmeister & Wain—Cpn | TM (17P) Ref | 2 Oil 2DA each 6Cy. |
| GNCS | exEmpire Humber-46 | | 2971 ~~4887~~ | | | 507' 0" 66' 4" ~~30' 0"~~ — /30' 6" | 6 Ho 60½', 75', 66', 27', 75', 73½' | 12000bhp |
| 181037 | exHansa-46 exMeersburg | | 6200 ~~9470~~ | **MBS** ✱ | | 476' 3" 66' 0" 38' 0" | G.637587 B.570115 In.69387 | Burmeister & Wain |
| Df Esd | exGlengarry | | 9311 | **RMC** | | P70' B215' F53' 3 dks | 6 Ha (21½'×15½') (36½', 23½', 22½', | AuxB 100lb |
| Gc Rdr | **Glen Line Ltd.** | | 4811 | MN2400 | CT9915 C37 | R 8BH | 26½'×21½') (22½'×17½') | 4×300, 300, 220, 220kW |
| RTv | Liverpool | British | 9470 | | | rf 12" WB2059t incl. DT560t | 24W Der 1(50) 1(20) 2(10) 4(7) 10(5) 10(3) | |
| 513200 | **GLENGYLE** | | T.Mk | **BS** | TD 6/68 ~~Dr 4/64~~ | **1940** Caledon S.B. & E. Co. Ltd.—Dun | TM (17P) Ref | 2 Oil 2DA each 6Cy. |
| GBMZ | | | 7318 | | | 507' 0" 66' 4" ~~30' 6½"~~ — /30' 6½" | 6 Ho 60½', 75', 66', 27', 75', 73½' | 12000bhp |
| 166293 | **Glen Line Ltd.** | | 2987 | **MBS** | | 476' 3" 66' 0" 38' 1" | G.646450 B.580301 In.69387 | Burmeister & Wain |
| Df Esd | Liverpool | British | 6290 | **RMC** | | P45' B208' F47' 2 dks, 3rd dk clear of | 6 Ha (21½'×15½') (36½', 23½', 22½', | AuxB 100lb |
| Gc Rdr | | | 8887 | MN2400 | CT10350 C42 | R 8BH mchy. space | 26½'×21½') (22½'×17½') | 4×300, 300, 220, 220kW |
| RTv | | | 4889 | | S37 | rf 12" WB2291t incl. DTsa560t | 24W Der 1(50) 1(20) 2(10) 2(7) 10(5) 10(3) | |
| | | | 9580 | | | | | |
| 513201 | **GLENISLA** | | 279 | ✠100A1 | SS 10/67 | **1959**-3 J. Lewis & Sons Ltd.—Abn | M Trawler | Oil 2SA 4Cy. |
| GCSU | | | 92 | trawler | | *121·0'* 25' 10" | | 640bhp |
| 167956 | **Wood & Bruce Ltd.** | | — | ✠LMC | | 118' 6" 25' 6" 12' 9" | | British Polar Engines |
| Df Esd | David Wood | | | | | F20' | | |
| Pfd Rdr | Aberdeen | British | | MN128 | EL (e) m | RW 4BH | | |
| | | | | | | rf 30" BK7" | | |
| 513202 | **GLENLYON** | | T.Mk | ✠100A1 | SS 11/66 | **1962**-10 Nederl. Dok & Schps.—Ams | M (12P) Ref | Oil 2SA 9Cy. |
| GJKE | | | 9640 | DTsf, tunnel side tanks | | 543' 9" 74' 8" ~~30' 1"~~ — /30' 1" | 7 Ho 60½', 54', 71½', 60½', 68½', 48½', 22' | 18000bhp |
| 304336 | **Glen Line Ltd.** | | 4735 | & 'tween dk tanks aft— | | 500' 11" 74' 6" 43' 6" | G.630044 B.571443 In.82019 | Sulzer Bros. Ltd. |
| Df Esd | London | British | 10255 | vegetable oil or latex | | P30' F60' 3 dks, 4th dk in No. 4 hold | 7 Ha (stl) (26½'×16') (27½', 35½', 26' | 2AuxB 120lb |
| Gc Pfd | | | 11537 | ✠LMC | | 8BH | 35½'×24') (27½'×20') (20'×27') | 3×500kW 220V d.c. |
| Rdr | | | 6774 | ✠Lloyd's RMC | | | 20W Der 1(40) 4(15) 4(10) 16(5) | |
| RTm/v | | | 11355 | MN3600 | EL i†2$\frac{1}{16}$"SQ | rf 6" Dk fwd WB3856t incl. TwDa347t Tunnel tanks 485t DTsf1144t | | |
| 513203 | **GLENMONT** | | 102 | | | **1943** Russel Bros. Ltd.—Owen Sound | M Tug | Oil 8Cy. 230×305 mm |
| | | | 34 | | | 75' 11" 20' 1" 9' 0" | | 320bhp |
| 178534 | **Government of Canada (Minister of Public Works for the Province of Newfoundland)** | | — | | | … … … | | Vivian Engine Works |
| | St. John's, Nfl | Canadian | | | | | | |
| 513204 | **GLENMOOR** | | T.Mk | ✠100A1 | SS 12/67 | **1953**-2 Hawthorn, Leslie & Co. Ltd.—Nwc | M | Oil 2SA 4Cy. |
| GQDG | | | 5386 | | | | 4 Ho 63', 102½', 26½' DT, 63', 76' 1 TwD 20½' | 3300bhp Doxford |
| 185852 | ~~**Moor Line Ltd.**~~ | | 2815 | ✠LMC | | 449' 1" 58' 3" 26' 2"/28' 10" | | Hawthorn, Leslie & Co. |
| Df Esd | ~~**Walter Runciman & Co. Ltd.**~~ | | 9802 | | | 423' 0" 58' 0" 38' 1" | G.593200 B.535660 | 2AuxB 150lb |
| Gc Rdr | ~~London—Glasgow~~ | ~~British~~ | 7792 | MN660 | EL b†2$\frac{1}{16}$"SQ | F40' 2 dks | 5 Ha (stl) (31½', 31½', 28½', 31½' | 2×40kW 220V d.c. |
| RT | **Anchor Line Ltd.** | | 4464 | | | RW Coll BH to U dk 6 to 2nd dk | 31½'×22') | |
| | Runciman Shipping Ltd. | | 10747 | | | | 11W Der 4(10) 4(5) 3(3) | |
| | Glasgow | British | | | | rf 5½" WB3073t incl. Tunnel tanks 525t DTm1050t | | |
| 513206 | **GLENOGIL** | | 220 | | | **1902**-10 Mackie & Thomson—Gls | S Trawler | T 3Cy. 12½" |
| | | | 88 | | | *115·4'* 21' 7" | | |
| 115716 | **R. A. Colby Cubbin** | | — | ✠Classed LR until 11/07 | | 21' 5" | | W. V. V. Lidgerwood |
| Df Esd | Peel | British | | | | | | |
| | | | | | | R | | |
| | | | | | | BK7½" | | |
| 513207 | **GLENOGLE** | | T.Mk | ✠100A1 | SS 10/66 | **1962**-9 Fairfield S.B. & Eng. Co. Ltd.—Gls | M (12P) Ref | Oil 2SA 9Cy. |
| GJKH | | | 9640 | DTsf, tunnel side tanks | | | 7 Ho 60½', 54', 71½', 60½', 68½' 48½', 22' | 18000bhp |
| 304350 | **Glen Line Ltd.** | | 4735 | & 'tween dk tanks aft— | | 543' 9" 74' 8" 29' 8½"/30' 1" | G.618107 B.559734 In.83831 | Sulzer Bros. Ltd. |
| Df Esd | London | British | 10354 | veg. oil or latex | | 500' 11" 74' 6" 43' 6" | 7 Ha (stl) (26½'×16') (27½', 35½', 26', | 2AuxB 120lb |
| Gc Rdr | | | 11537 | ✠LMC | | P30' F60' 3 dks, 4th dk in No. 4 hold | 35½'×24') (27½'×20') (9½'×26½') | 3×500kW 220V d.c. |
| RTm/v | | | 6774 | ✠Lloyd's RMC | | 8BH | 26W Der 1(40) 4(15) 4(10) 16(5) | |
| | | | ~~10660~~ | MN3600 | ELI †2$\frac{1}{16}$"SQ | rf 6" DK fwd WB3494t incl. Tunnel tanks 482t DTsf1147t | | |
| | | | 11455 | | | | | |
| 513208 | **GLENORCHY** | | T.Mk | **BS** | TD 10/67 ~~Dr 7/63~~ | **1941** Caledon S.B. & E. Co. Ltd.—Dun | TM (19P) Ref | 2 Oil 2DA each |
| GBLL | exPriam-48 | | 7015 | | | 512' 9" 66' 4" ~~30' 6½"~~ — /30' 6½" | 6 Ho 62½', 72½', 69', 45', 60', 65½' | 12000bhp B&W |
| 168821 | **Glen Line Ltd.** | | 3068 | **MBS** | | 476' 4" 66' 0" 38' 0" | G.646921 B.585595 In.79166 | J. G. Kincaid & Co. |
| Df Esd | Liverpool | British | 5410 | **RMC** | | P45' B214' F52' 2 dks, 3rd dk fwd of | 6 Ha (20½'×15½') (36½', 23½', 22½', | AuxB 100lb |
| Gc Rdr | | | 8983 | MN2400 CT10128 C42 S37 | | R 8BH mchy. space | 26½'×21½') (22½'×17½') | 4×220kW 220V d.c. |
| RTv | | | 4822 | | | rf 12" WB3362t incl. DTsa1616t | 24W Der 1(50) 1(20) 2(10) 4(7) 10(5) 10(3) | |
| | | | 9500 | | | | | |
| 513209 | **GLENPARK** | | T.Mk | ✠100A1 | SS 3/66 | **1956**-10 C. Connell & Co. Ltd.—Gls | M | Oil 2SA 4Cy. |
| GVJZ | | | 5872 | | | 468' 0" 61' 9" ~~27' 5½"/29' 6"~~ 27' 5½"/29' 11½" | | 3500bhp Doxford |
| 185782 | **Denholm Line Steamers Ltd.** | | 3260 | ✠LMC | | 430' 7" 61' 6" 39' 2" | G.622130 B.570830 | Barclay, Curle & Co. |
| Df Esd | J. & J. Denholm (Management) Ltd. | | 10750 | | | P42' F93' 2 dks | | db 100lb |
| Gc Rdr | | | 7962 | MN700 | EL c†2½"SQ | Coll BH to U dk 7 to 2nd dk | 16W Der 16(5) | |
| | Greenock | British | 4716 | | | rf 4" WB3351t incl. DTm1554t | | |
| | | | ~~12024~~ | | | | | |
| | | | 12312 | | | | | |

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| **GLENROCK**<br>exFreedom First-64 exArgo-62<br>**Hudson Shipping Corp.**<br>Panama **Panamanian** | **498**<br>253<br>810 | ✠<br>BV | **1943-11** Cochrane & Sons Ltd.—Sel<br>185′ 8″ 29′ 4″ 15′ 0″<br>29′ 2″<br>1 dk<br>len & conv trawler 52 | M<br>3 Ho<br>3 Ha (22′, 22′ × 12′) (10′ × 8′) | Oil 4SA 6Cy. 350 × 535 mm<br>NE52<br>Mirrlees, Bickerton & Day Stckpt<br>12½k |
| Now **SEA ENTERPRISE** See New Entries No. **12** | | | | | |
| **GLENSHIRA**<br>**Hay Hamilton Ltd.**<br>Glasgow **British** | **153**<br>72<br>190 | | **1953** Scott & Sons—Bwg<br>86′ 6″ 20′ 3″ 9′ 6½″<br>20′ 1″<br>P24′ F13′<br>R<br>rf 1″ | M Mchy.aft<br>1 Ho 46′<br>G.9500<br>1 Ha (36¾′ × 13¼′)<br>1W Der 1(4½) | Oil 2SA 5Cy. 180 × 300 mm<br>270bhp 10t (d.o)<br>British Polar Engines Ltd. Gls<br>2 × 3 & 2kW 110V d.c. 8k |
| **GLENSTRUAN**<br>**Glenstruan Fishing Co. Ltd.**<br>P. & J. Johnstone Ltd.<br>Aberdeen **British** | **183**<br>62<br>— | ✠100A1 SS 1/67<br>trawler<br>✠LMC<br>MN108 EL (c)l | **1958-7** A. J. Mitchell & Co.—Pet<br>*106·2′* 23′ 4″<br>103′ 0″ 23′ 0″ 11′ 6″<br>F20′<br>RW 4BH<br>rf 27″ BK7″ WB5t | M Trawler | Oil 4SA 6Cy. 10½″ × 14½″ with clutch, sr & reverse gear<br>540bhp<br>Ruston & Hornsby Lcn |
| **GLENVALLEY**<br>**Marine Industries Ltd.**<br>Sorel **Canadian** | **102**<br>44<br>— | | **1944** Canadian D. & D. Co. Ltd.—Kin<br>82′ 0″ 20′ 0″<br>… … … | M Tug | Oil 6Cy. 305 × 380 mm<br>Enterprise Eng. & Fdry Co. S.Fo |
| **GLENWOOD**<br>**Maltuna Fisheries Ltd.**<br>~~D. Frampton & Co. Ltd.~~<br>~~St. John's, Nfl~~ **Canadian**<br>St. Andrew's | **329**<br>193<br>— | ✠Classed LR until 9/64 | **1945-6** Govt. of Newfoundland—Clarenville<br>*124·7′* 28′ 1″ 12′ 7″<br>129′ 3″ 27′ 10″ 12′ 8″<br>1 dk | Wood M | Oil 4SA 8Cy. 230 × 305 mm<br>Vivian Diesels & Munitions Vcr |
| **GLENWOOD**<br>**Tug Glenwood Inc.**<br>New York **United States** | **152**<br>103<br>— | | **1965** Ira S. Bushey & Sons Inc.—Brooklyn<br>*83·7′* 25′ 2″ 10′ 6⅛″<br>84′ 6″ 25′ 0″ 11′ 6″<br>1 dk | M Tug | Oil 2SA 10Cy. 8⅛″ × 10″<br>1800bhp<br>Fairbanks, Morse & Co. Beloit |
| **GLETCHER**<br>**U.S.S.R.**<br>Murmansk **Russian** | **4699**<br>2270<br>2570 | ✠LR class withdrawn—Owners' request 1/68 | **1965-7** Burmeister & Wain—Cpn<br>337′ 0″ 52′ 7″ 18′ 3″<br>298′ 7″ 52′ 6″ 36′ 5″<br>RFD33′ 2 dks, 3rd dk sparred in Nos. 1, 2 & 3 holds, 4th dk sparred in Nos. 1 & 2 holds<br>rf 8″ DK fwd | M Fish Factory<br>In.119911 | Oil 2SA 6Cy. 500 × 900 mm<br>3100bhp<br>Burmeister & Wain Cpn<br>Controllable pitch propeller |
| **GLIDE LAKE**<br>**K. Parmiter**<br>St. John's, Nfl **Canadian** | **107**<br>27<br>— | | **1925** Armstrong Whitworth S.B.—Nwc<br>79′ 5″ 18′ 0″ 4′ 4″<br>17′ 10″<br>R | TM Tug | 2 Oil 4SA each 6Cy. 145 × 205 mm<br>240bhp NE49 7t (d.o)<br>Caterpillar Tractor Co. Peoria<br>9k |
| **GLIMFORS**<br>exGlimfjord-57<br>exErna R exDievenow<br>Ernst Nilsson **Partrederi**<br>Rönnäng **Swedish** | **329**<br>169<br>440 | BV | **1915** Cæsar Wolheim—Cosel sur Oder<br>144′ 7″ 22′ 5″ 9′ 6″<br>22′ 3″<br>1 dk<br>R conv tanker 57 | M Mchy.aft<br>1 Ho<br>2 Ha (30¼′, 36′ × 14¾′)<br>2W Der 2(2½) | Oil 4SA 8Cy. 220 × 280 mm<br>390bhp NE59<br>Klöckner-Humboldt-Deutz Kln<br>9½k |
| **GLINKA**<br>**U.S.S.R.**<br>Kholmsk **Russian** | **1237**<br>481<br>795 | | **1951** "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 1″<br>32′ 8″ 17′ 4″<br>1 dk | TM Mchy.aft<br>2 Ho<br>B.36800<br>2 Ha (each 22½′ × 13′)<br>4W Der 4(2) | 2 Oil 4SA each 6Cy. 320 × 480 mm<br>NE61<br>Schwermasch. Karl Liebknecht Mgd<br>9½k |
| **GLITRA**<br>**The South Georgia Co. Ltd.**<br>Chr. Salvesen & Co. Ltd.<br>Leith **British** | **992**<br>511<br>1165 | ✠100A1 SS 8/67<br>✠LMC<br>MN170 EL m | **1952-10** Clelands (Successors) Ltd.—Wal<br>220′ 6″ 32′ 8″ 13′ 8¾″<br>205′ 6″ 32′ 6″ 13′ 11″<br>P55′ Q134′ F20′ 1 dk<br>RW NS 4BH<br>rf 3″ WB318t | M Mchy.aft<br>2 Ho 60′, 71′<br>2 Ha (stl) (37½′, 47¾′ × 20′)<br>Der 2(3) | Oil 2SA 5Cy. 340 × 570 mm<br>850bhp (d.o)<br>British Polar Engines Ltd. Gls<br>2 × 50kW 220V d.c. |
| **GLITTVÅG**<br>**Nils A. Eriksson Partrederi**<br>Gothenburg **Swedish** | **142**<br>67<br>— | NV | **1962** L. H. Salthammer Båtbyggeri—Vestnes<br>95′ 0″ 22′ 1″<br>82′ 10″ 22′ 0″ 11′ 0″ | M Fishing Mchy.aft | Oil 4SA 8Cy. 250 × 350 mm<br>Skandiaverken A/B Lysekil |
| **GLIWICE**<br>exLida-50<br>**Polish Government**<br>Polish Steamship Co.<br>Gdansk **Polish** | **1446**<br>788<br>2087 | PR<br>✠Classed LR until 4/51 | **1938-10** Swan, Hunter & Wghm Rchdsn—Nwc<br>252′ 10″ 38′ 8″ 16′ 8¾″<br>240′ 0″ 38′ 6″ 18′ 2″<br>P&B144′ F30′ 1 dk<br>R<br>rf 26″ | S (2P)<br>4 Ho 39¼′, 46′, 39¼′, 41′<br>G.127450 B.119180<br>4 Ha (29¼′, 31¾′, 23′, 25′ × 19¼′)<br>Der 8(3) | C 2Cy. 17″ & 34″ × 28″ & LP turb with dr gearing & hydraulic coupling<br>1050ihp 286t (c)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2 × 20, 15kW 115V d.c. 10k |

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| 542403<br><br><br>Df Esd<br>Gc Rdr<br>RTm/v | **GLOBAL ADVENTURER**<br>exSunnaas-63<br>**Brown & Root, Panama S.A.**<br>Panama Panamanian | 9622<br>3644<br>5350 | <br><br>NV | 1952 Caledon S.B. & E. Co. Ltd.—Dun<br>500' 6" 64' 3" 21' 3½"<br>470' 10" 64' 2" 35' 6"<br>1 dk<br>R conv tanker 63 | M Mchy.aft<br>2 Ho 131½', 134½'<br><br>2 Ha (stl) (26½', 36'×19½')<br>Cr 1(175) 2(10) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford<br>Vickers-Armstrongs Ltd.<br>6×110/280V 50c/s a.c./d.c. |
| 503706<br>ELEM<br>2812<br>Df Esd<br>Gc Rdr<br>RTv | **GLOBAL TRADER**<br>exBaron Belhaven-67<br>**Evie Navigation Co. Ltd.**<br>Monrovia Liberian | *5977*<br>*3077*<br>10130<br>**8150**<br>4739<br>**11675** | ✠100A1 SS 12/64<br><br>✠LMC<br><br>MN880 EL b† | 1960-1 J. Readhead & Sons Ltd.—Shl<br>461' 8" 59' 9" 26' 5½"/29' 4½"<br>430' 10" 59' 6" 39' 1"<br>F36' 1 dk & S dk<br>RW 6BH<br>rf 3" WB2512t | M OSD/CSD<br>5 Ho 63', 62½', 42½', 70', 70'<br>G.604905 B.542865<br>5 Ha (31½', 31½', 25', 32½', 32½'×23')<br>10W Der 1(25) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford<br>Hawthorn Leslie (Eng.) Ltd.<br>AuxB 100lb<br>3×175kW 220V d.c. |
| 501989<br>HPNQ<br>3239L<br>Df Esd<br>Gc Rdr | **GLOBAL VENTURE**<br>exAntiope-64 exJessmore-58<br>exEmpire Faith-46<br>**Glory Carriers Inc.**<br>Wah Kwong & Co. (Hong Kong) Ltd.<br>Panama Panamanian | *7061*<br>*4244*<br>10350 | BV<br><br>✱Classed BC until 10/64 | 1941-6 Barclay, Curle & Co. Ltd.—Gls<br>432' 0" 57' 5" 27' 6"<br>410' 7" 57' 3" 38' 0"<br>F25' 2 dks<br>R | M CSD<br>6 Ho 60½', 60', 35', 30', 35', 69½'<br>G.533000 B.494000<br>6 Ha (29', 30', 15', 15', 30', 30'×22')<br>12W Der 4(5) 2(3) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>2×25kW 115V d.c. |
| 513228<br>PEJD<br><br>Df | **GLOBE**<br><br>**Joh. Beck**<br>Beck's Scheepvaartkantoor N.V.<br>Groningen Netherland | 387<br>181<br>— | ✠100A1 SS 3/64<br><br>✠LMC<br><br>EL e | 1948-10 Foxhol N.V.—Foxhol<br>143' 8" 25' 3" 9' 6½"<br>137' 0" 25' 1" 9' 8"<br>P39' Q45' F22' 1 dk<br>RW 3BH<br>WB121t | M Mchy.aft<br>1 Ho 87½'<br>G.23350 B.22800<br><br>2W Der 2 | Oil 4SA 5Cy. 290×450 mm<br>300bhp<br>Appingedammer Brons. |
| 513234<br>KOOY<br>243503<br>Df Esd<br>Gc Rdr<br>RTm | **GLOBE CARRIER**<br>exWorld Crusader-61<br>exWorld Transport-59<br>exCharlestown-56<br>**Intercontinental Carriers Inc.**<br>New York United States<br>Now **OVERSEAS CARRIER** (No. 513234) in the Register | 12793<br>8380<br>22755 | <br><br>AB | 1959 (Cargo section) Harima S.B. & Eng. Co. Ltd.—Aioi<br>1943 (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>572' 0" 75' 3" 32' 11½"<br>551' 6" 75' 0" 46' 9"<br>P85' 1 dk, 2nd dk fwd & aft<br>conv tanker 59<br>rf nil | T-E Bulk Carrier (1P) Mchy.aft<br>4 Ho 52', 96', 96', 96'<br><br>7 Ha (stl) (31½' 30', 25', 25', 30', 30', 30'×35') | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (Sy)<br>General Electric Co.<br>2×525kW 110/440V |
| 513235<br>KSVO<br>297748<br>Df Esd<br>Gc Rdr<br>RTm | **GLOBE EXPLORER**<br>(Fwd)<br>exCaribbean Star-60<br>exOcean Nora-57<br>exSeatiger-57<br>exKettleman Hills-51<br>(Aft)<br>exAppomattox-65<br>exAmoco Carolinas-63<br>exPan-Carolinas-56<br>exAppomattox-48<br>**Sea Liberties Inc.**<br>Maritime Overseas Corp.<br>New York United States<br>Now **OVERSEAS EXPLORER** See New Entries **No. 7** | 13810<br>9021<br>23029 | <br><br>AB | 1960 (Cargo section) Verolme United Shpyds—Botlek<br>1944 (Fwd section) Marinship Corp.—Sausalito<br>1943 (Aft section) Sun S.B. & D.D. Co.—Chester, Pa<br>572' 0" 75' 2" 32' 11½"<br>551' 6" 75' 0" 46' 9"<br>P85' 1 dk, 2nd dk fwd & aft<br>joined 65<br>rf nil | T-E Bulk Carrier (6P) Mchy aft<br>6 Ho 61', 58½', 58½', 58½' 58½', 58½'<br><br>6 Ha (stl) (each 48½'×37½') | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (Sy)<br>General Electric Co.<br>2×525kW 110/440V |
| 513236<br>KVLI<br>244888<br>Df Esd<br>Gc Rdr<br>RTm | **GLOBE PROGRESS**<br>exWorld Challenger-61<br>exWorld Treasure-59<br>exWallowa-56<br>**Overseas Oil Carriers Inc.**<br>New York United States<br>Now **OVERSEAS PROGRESS** See New Entries **No. 7** | 13037<br>8755<br>22755 | <br><br>AB | 1959 (Cargo section) Harima S.B. & Eng. Co.—Aioi<br>1943 (Fwd & aft sections) Kaiser Co. Inc.—Pld<br>571' 9" 75' 3" 32' 11½"<br>551' 6" 75' 0" 46' 9"<br>P85' 1 dk, 2nd dk fwd & aft<br>conv tanker 59<br>rf nil | T-E Bulk Carrier (1P) Mchy.aft<br>4 Ho 52', 96', 96', 96'<br><br>7 Ha (stl) (31½', 30', 25', 25', 30', 30', 30'×35') | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (Sy)<br>General Electric Co.<br>2×525kW 110/440V |
| 530566<br>WBCC<br>289436<br>Df Esd<br>Gc Rdr<br>RTm | **GLOBE TRAVELER**<br>exSt. Christopher-64<br>exThorunn-61<br>exHonningsvaag-47<br>**Ocean Clippers Inc.**<br>New York United States<br>Now **OVERSEAS TRAVELER** (No. 530566) in the Register | 15148<br>11227<br>24847 | <br><br>AB | 1962 (Fwd & cargo sections) Ste. des Chantiers Réunis Loire-Normandie—Grand Quevilly<br>1945 (Aft section) Alabama D.D. & S.B. Co.—Mob<br>565' 6" 78' 8" 33' 3½"<br>545' 0" 78' 6" 46' 9"<br>P98' 1 dk, 2nd dk fwd & aft<br>conv tanker 62<br>rf nil | T-E Bulk Carrier Mchy.aft<br>4 Ho<br><br>7 Ha (stl) (34½', 29½', 29½', 29½', 29½', 29½', 28½'×37½') | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (Sy)<br>General Electric Co.<br>2×525kW 110/440V |
| 542404<br>SPTC<br><br>Df Esd<br>Gc Rdr<br>RT | **GLOGOW**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 2872<br>1535<br>4568<br>4425<br>2482<br>— | PR<br><br>✠Classed LR until 5/65 | 1964-1 Stocznia Szczecinska—Szn<br>372' 6" 51' 0" 20' 10"/—<br>343' 4" 50' 10" 31' 2"<br>F33' 1 dk & S dk<br>rf nil | M Ref OSD/CSD<br>4 Ho<br>B.233000 In.25200<br>4 Ha (38½', 46', 36½'×21½') (20½'×14½')<br>12W Der 1(25) 13(5) | Oil 2SA 8Cy.<br>4600bhp B&W<br>Brodogradiliste "3 Maj"<br>3×320, 320, 150kW |
| 542721<br>WJMP<br>287682<br>Df Esd<br>Gc Rdr<br>RT | **GLOMAR II**<br>exCuss II-63<br>**Global Marine Inc.**<br>Galveston United States | 2801<br>2125<br>— | <br><br>AB | 1962 Equitable Eqpt. Co.—Madisonville<br>267' 8" 58' 2" 16' 0½"<br>262' 8" 58' 0" 22' 0"<br>2 dks<br>rf 9" | TD-E Drilling Ship | 2 Oil 4SA each<br>connected to 2<br>Cummins Eng. Co. |

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| **GLOMAR III**<br>exCuss III-63<br>**Global Marine Inc.**<br>Galveston United States | **2860**<br>2126<br>— | AB | **1962** Equitable Eqpt. Co.—Madisonville<br>267' 8" 58' 2" 16' 0½"<br>262' 8" 58' 0" 22' 0"<br>2 dks<br>rf 9" | TD-E Drilling Ship | 2 Oil 4SA each 12Cy. 5½"×6" 1260bhp<br>connected to 2 elec. motors 296t<br>Cummins Eng. Co. Columbus |
| **GLOMAR IV**<br>exCuss IV-63<br>**Global Marine Inc.**<br>Galveston United States | **2851**<br>2128<br>— | AB | **1963** Equitable Eqpt. Co.—Madisonville<br>267' 8" 58' 2" 16' 0½"<br>262' 8" 58' 0" 22' 0"<br>2 dks<br>rf 9" | TD-E Drilling Ship | 2 Oil 4SA each 12Cy. 5½"×6" 1260bhp<br>connected to 2 elec. motors 296t<br>Cummins Eng. Co. Columbus |
| **GLOMAR V**<br>exCuss V-63<br>**Global Marine Inc.**<br>Galveston United States | **2832**<br>2133<br>— | AB | **1963** Equitable Eqpt. Co.—Madisonville<br>267' 8" 58' 2" 16' 0½"<br>262' 8" 58' 0" 22' 0"<br>2 dks<br>rf 9" | TD-E Drilling Ship | 2 Oil 4SA each 12Cy. 5½"×6" 1260bhp<br>connected to 2 elec. motors 372t<br>Cummins Eng. Co. Columbus |
| **GLOMAR CONCEPTION**<br>**Global Marine Inc.**<br>Galveston United States | **5925**<br>3972<br>6543 | AB | **1967** Levingston S.B. Co.—Orange<br>392' 11" 65' 2" 21' 0¼"<br>380' 0" 65' 0" 26' 9"<br>P106' B22' F58' 1 dk<br>rf 15" | TD-E Drilling Ship Mchy.aft | 6 Oil 4SA each 6¼"×8" 5400bhp driving<br>6 gen. each 630kW 770V d.c. connected to 6 elec. motors each 750shp<br>(Sy) & 2 sc. shafts 1103t<br>Caterpillar Tractor Co. Peoria<br>3×500kW 440V 60c/s a.c. 12k |
| **GLOMAR GRAND ISLE**<br>**Global Marine Inc.**<br>Galveston United States | **5926**<br>4001<br>6543 | AB | **1967** Levingston S.B. Co.—Orange<br>392' 11" 65' 2" 21' 0¼"<br>380' 0" 65' 0" 26' 9""<br>P106' B22' F58' 1dk<br>rf 15" | TD-E Drilling Ship Mchy.aft | 6 Oil 4SA each 6¼"×8" 5400bhp driving<br>6 gen. each 630kW 770V d.c. connected to 6 elec. motors each 750shp<br>(Sy) & 2 sc. shafts 1103t<br>Caterpillar Tractor Co. Peoria<br>3×500kW 440V 60c/s a.c. 12k |
| **GLOMAR NORTH SEA**<br>exPunta Morocoto-66<br>**Global Marine Inc.**<br>Galveston United States | **4255**<br>2260<br>— | AB | **1951** Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>380' 7" 64' 2" 20' 7⅛"<br>360' 10" 64' 0" 24' 6"<br>P90' F39' 1 dk<br>conv ore carrier 66<br>rf nil | TS Drilling Ship Mchy.aft | C 8Cy. (4) 17" & (4) 40"×30" 671t (o.f)<br>American S.B. Co. Clv<br>12½k |
| **GLOMAR SIRTE**<br>exPunta Bailen-65<br>**Global Marine Inc.**<br>Galveston United States | **4277**<br>2343<br>— | AB | **1956** Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>380' 7" 64' 2" 19' 10⅛"<br>360' 0" 64' 0" 24' 6"<br>1 dk<br>RW conv ore carrier 65<br>rf nil | TS Drilling Ship Mchy.aft | Unaflow 8Cy. 23"×26"<br>3500ihp 918t (o f)<br>Skinner Eng. Co. Erie |
| **GLOMAR TASMAN**<br>exPunta Aramaya-66<br>**Global Marine Inc.**<br>Galveston United States | **4356**<br>2451<br>— | AB | **1950** Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>64' 2" 19' 11¾"<br>360' 10" 64' 0" 24' 6"<br>P90' F39' 1 dk conv ore carrier 65<br>rf nil | TS Drilling Ship Mchy.aft | C 8Cy. (4) 17" & (4) 40"×30"<br>3860ihp 671t (o.f)<br>American S.B. Co. Clv<br>12½k |
| **GLOMFJOR**<br>exGamel-48<br>**Hj. Kristensen and others**<br>Bodö Norwegian | **165**<br>63<br>— | BV<br>**CONDEMNED** | **1942** ......................England<br>*113·9'* 22' 6"<br>... . ... ...<br>1 dk | Wood M Fishing Mchy.aft<br>2 Ha (11½'×9¾') (16¼'×9¾') | Oil 2SA 4Cy. 230×400 mm<br>240bhp NE49<br>Frederikshavns Jernst. Fkn |
| **GLOMFJORD**<br>**Henry Kristensen and others**<br>~~Kristiansund~~ Norwegian<br>Bodö | **254**<br>100<br>— | | **1967** Vaagland Båtbyggeri—Vågland<br>110' 1" 25' 5"<br>97' 3" 25' 1" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 7Cy. 240×400 mm<br>650bhp<br>Aabenraa Motorfabrik Åbenrå |
| **GLORIA**<br>exGrosvenor Trader-66<br>exLaurenskerk-60<br>exAnthony Leeuwenhoek-47<br>exDavid Wilmot-47<br>**Progress Marine Enterprises Ltd.**<br>Famagusta Cyprus | **7277**<br>4477<br>10486 | ~~100A1~~ ~~SS 7/66~~<br>~~DTs No. 4 hold—veg. oil~~<br>~~LMC~~<br>~~EL (at)2 1/16"SQ~~<br>**TO BE BROKEN UP** | **1943** Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 10" 37' 4"<br>2 dks, 3rd dk in Nos. 2 & 3 holds<br>7BH<br>WB2935t incl. DTa760t DTsf648t | S<br>G.557089 B.494452<br>12W Der 1(40) 1(10) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1059t (o.f)<br>Iron Fireman Mfg Co. Pld<br>2WTB 250lb Spt 230lb hs(10233) 11k |
| **GLORIA**<br>exMihalis Angelos-65<br>exClervaux-60 exAnvers-52<br>exBelgian Seaman-46<br>exEmpire Masefield-42<br>**Celestial Shipping Corp. S.A.**<br>Panama Panamanian | **7024**<br>4293<br>— | ✠Classed LR until 7/66<br>**BROKEN UP** | **1941**-10 Swan, Hunter & Wghm Rchdsn—Wal<br>447' 6" 56' 2" 26' 3"<br>425' 0" 56' 0" 36' 10"<br>F39' 2 dks<br>RW | S CSD<br>G.540062 B.496126<br>10W Der 1(30) | T 3Cy. 23" 39" & 66" ×45"<br>2100ihp 1144t (o.f)<br>Swan Hunter & Wghm Rchdsn Nwc<br>10k |

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| 513241<br>JXTC<br><br>Df Esd<br>Rdr<br>RTm | **GLORIA**<br><br>**Gerner Mathisen Rederi A/S**<br>Oslo Norwegian | 1197<br>707<br>2325 | NV | **1932** Aukra Bruk A/S—Aukra<br>253' 6" 38' 9" 16' 11½"<br>230' 1" 38' 8"<br>1 dk | M Mchy.aft<br>2 Ho 78½', 85½'<br>G.127000 B.116000<br>4 Ha (stl) (24', 23½', 28', 26'×23')<br>Der 2(5) 5(4) | Oil 4SA 6Cy. 383×580 mm<br>1450bhp<br>Masch. Kiel A.G.<br>2×67kW 220V 50c/s a.c. |
| 513242 | **GLORIA**<br>exArnulv–52<br>exCarl F. Herlofson–51<br>**Empresa de Navegacao Alianca S.A.**<br>Rio de Janeiro Brazilian | 849<br>435<br>1370 | | **1948** Glommens M/V—Fks<br>196' 10" 31' 4" 15' 9½"<br>31' 2"<br>1 dk | M Mchy.aft | Oil 2SA 5Cy. 340×575 mm<br>Atlas-Diesel |
| 540051<br>DEFV<br><br>Df Esd<br>RTm | **GLORIA**<br>exAmasis–65 exHeye–63<br>exMax Arlt–63<br>**Walter u. John Gräpel**<br>Hamburg W. German | 463<br>261<br>699<br>826<br>536<br>1380 | GL | **1955** Jos. L. Meyer—Papenburg<br>171' 1" 30' 3" 10' 5"/15' 4"<br>150' 9" 30' 2" 17' 6"<br>B43' F30' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>4 Ho 49½', 44½', 71½', 74½'<br>G.45700 B.42500<br>1 Ha (stl) (28½'×16½') 1 Ha (w) (30½'×16½') 1 Ha (stl) (45½'×16½') 1 Ha (w) (59'×16½')<br>4W Der 8(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz<br>3×20, 18, 6kW 220V d.c.<br>Directional propeller |
| 513243<br>EISC<br>400147<br>Df RTm | **GLORIA**<br>exGracia<br>**George Kearon Ltd.**<br>Dublin Irish Republic | 446<br>249<br>580 | BV ~~NM~~ | **1951** C. Lühring—Brake<br>162' 11" 24' 8" 10' 3½"<br>148' 11" 24' 6" 11' 0"<br>1 dk<br>RW len 55 | M Mchy.aft<br>1 Ho 87'<br><br>2 Ha (36', 39'×15½')<br>Der 2(3) | Oil 4SA 6Cy. 290×420 mm<br>395bhp<br>Masch. Kiel A.G.<br>1×4kW 220V d.c. |
| 641164<br>YXIG<br><br>RT | **GLORIA**<br><br>**Terminales Maracaibo C.A.**<br>Maracaibo Venezuelan | 309<br>77<br>— | AB | **1959** Burton S.B. Co.—Pt.Arthur<br>*96·0'* 13' 5½"<br>96' 0" 26' 4" 14' 6"<br>1 dk<br>BK2½" | M Tug | Oil 2SA 16Cy. 8½"×10½"<br>1440bhp [illegible]<br>General Motors Corp. |
| 503950<br><br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **GLORIA L.**<br>exBelgia–67<br>**Martinez, Pereira y Cia. S.A. Naviera**<br>Chilean | *1496*<br>*633*<br>2502 | ✠100A1 SS 2/66<br>Str. nav. Ice<br>✠LMC<br>MN330 EL s1⁴⁄₁₀"SQ | **1957–11** Ch. Navals de Bruges—Bruges<br>288' 6" 42' 8" 17' 4½"<br>265' 6" 42' 4" 25' 6"<br>F25' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 3" WB583t incl. DTsa32t | M (7P) OSD<br>2 Ho 93½', 82'<br>G.160015 B.141129<br>4 Ha (36½', 30', 27½', 30'×19½')<br>2W Cr 2(5) 1(3) Der 1(10) 1(7) | Oil 4SA 8Cy. 420×<br>gearing<br>1650bhp<br>Klöckner-Humboldt-Deutz<br>3×150, 150, 100kW 220V |
| 513245<br>EELE | **GLORIA M. DE RICOMA**<br>exCalich–56<br>**Jose Maria Ricoma Marti**<br>Tarragona Spanish | 150<br>92<br>— | **BURNT & SUNK 1/69** | **1943** A. Castellanos—Alicante<br>*86·6'* 22' 11"<br>... ... ... | Wood Aux | Oil 6Cy.<br>400bhp<br>A. Castellanos |
| 513246<br>PEJK<br><br>Df Esd<br>Rdr RT | **GLORIA MARIS**<br><br>**Rederij "Gloria Maris"**<br>C. Holscher's Sheepvaartbedr. (Holscher Shipping) N.V.<br>Rotterdam Netherland | 1457<br>713<br>1978 | BV | **1957** N.V. Schps. v/h De Groot & v. Vliet—Slikkerveer<br>254' 3" 38' 9" 15' 5"<br>229' 8" 38' 5" 17' 9"<br>1 dk<br>RW | M Mchy.aft<br><br>G.92440 B.87330<br>2 Ha (70½', 36½'×21½')<br>Der 6(3) | Oil 4SA 8Cy. 390×<br>1100bhp<br>N.V. Werkspoor |
| 513247<br>JLDY<br>80085<br>Df Esd<br>Gc Rdr<br>RTm | **GLORIA MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 8471<br>4838<br>11516 | NK<br>✠Classed LR until 7/63 | **1958–2** Mitsubishi Nippon Hvy Ind.—Yka<br>479' 11" 62' 7" 29' 2½"<br>449' 6" 62' 4" 38' 8"<br>F44' 2 dks, 3rd dk in Nos. 2 & 3 holds<br>RW<br>rf 3½" | M (4P)<br>4 Ho 57', 71½', 73½', 42' DT, 67½'<br>G.627715 B.569050<br>5 Ha (stl) (27'×19½') (44½', 42', 49½', 36½'×23')<br>16W Der 2(20) 4(10) 10(5) | Oil 2SA 6Cy. 780×1400<br>8200bhp MAN<br>Mitsubishi Nippon Hvy<br>3×180kW 445V 60c/s a.c. |
| 513248<br>SVPJ<br>1481<br>Df Esd<br>Gc | **GLORIANA**<br>exTeni–53 exPort Albany–51<br>exSampler–47<br>Launched as William C. Lane<br>**Mid-Atlantic Shipping Co. Ltd.**<br>Piræus Greek | 7229<br>4423<br>10900 | ~~BS~~ SS 10/65<br>~~MBS~~<br>~~MN450 CT 6798 C37 S33~~<br>TO BE BROKEN UP | **1943** Oregon S.B. Corp.—Pld<br>441' 8" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>NS 7BH<br>WB2962t incl. DTf652t a 762t | S CSD<br><br>G.540384 B.482968<br>Hatch covers in 'tween dks dispensed with<br>11W Der 1(20) 1(15) | T 3Cy. 24½" 37" & 70"<br>2500ihp<br>Iron Fireman Mfg Co.<br>2WTB 240lb Spt |
| 670396<br>6ZWM<br>2662<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORIC**<br><br>**Virgo Shipping Company S.A.**<br>Monrovia Liberian | 48747<br>35346<br>82547 | AB | **1966** Kure Zosensho—Kur<br>834' 2" 124' 3" 43' 7½"<br>787' 5" 124' 0" 57' 5"<br>P30' F56' 1 dk<br>rf nil | M Ore/Oil Carrier Mchy.aft<br>4 Ho 12 Ta | Oil 2SA 9Cy.<br>20700bhp Sulzer<br>Ishikawajima-Harima<br>2×380kW |
| 524504<br>HOJT<br>4289BA<br>Df Esd<br>Gc Rdr<br>RTv | **GLORY**<br>exNabob–67<br>**Chi-Shihi Nav. Corp. S.A.**<br>Panama Panamanian | ~~7802~~ 7922<br>4581<br>12800 | GL | **1943** Seattle-Tacoma S.B. Corp.—Tac<br>491' 11" 69' 6" 29' 4½"<br>69' 4" 42' 6"<br>F43' 1 dk & S dk | S (8P) OSD<br>5 Ho 78½', 60½', 77', 67½', 70'<br>G.799428 B.731088<br>5 Ha (36'×20') (30', 55', 45', 40'×24')<br>20W Der 1(50) 2(15) 20(3–5) | S Turb dr geared<br>6800shp<br>Richardsons, Westgarth<br>4×300, 300, 150, |

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| **GLORY**<br>Erven K. Veenma<br>N.V. Wijnne & Barends<br>Groningen **Netherland**<br>Now KARIN See New Entries No. 10 | 323<br>148<br>380 | **BS✱**<br>**MBS✱**<br>MN48 | TD 10/67<br>CT298 C14 | **1939–2** G. & H. Bodewes Scheeps.—Martenshoek<br>140' 2" 24' 2" 9' 3½"<br>125' 0" 24' 0" 9' 4"<br>P37' Q42' F16' 1 dk<br>R 3BH<br>WB101t | M Mchy.aft | Oil 2SA 4Cy. 275×370 mm<br>240bhp<br>N.V. Mchfb. Bolnes Bolnes |
| **GLORY No. 1**<br>exTomei Maru–67<br>exToko Maru–63<br>**Cheh An Nav. Co. S.A.**<br>Panama Panamanian<br>Now **HI CHON** (No. 536354) in the Register | **2095**<br>1093<br>2798 | | NK | **1948** Nagoya Zosen—Nga<br>*271·2'* 41' 2" 19' 1"<br>270' 0" 41' 0" 20' 9"<br>P161 F33' 1 dk<br>RW | M Mchy.aft<br>G.130064 B.120530<br>3 Ha (18¼', 43½', 25'×13½') | Oil 4SA 8Cy. 435×640 mm<br>Emade56fitted64<br>1850bhp 230t<br>Ito Tekkosho Shimizu<br>12k |
| **GLORY No. 2**<br>exAntonio Regidor–67<br>exKomata–67<br>**Cheh An Nav. Co. S.A.**<br>Panama Panamanian | *3545*<br>*1992*<br>5305 | **✠100A1**<br>**✠LMC** | ~~SS 10/6~~3<br>CS TD 11/68<br>EL v 1¾"SQ | **1947–4** A. Stephen & Sons Ltd.—Gls<br>345' 2" 50' 6" 22' 4¼"<br>325' 0" 50' 0" 26' 0"<br>P&B162' F39' 1 dk<br>RW NS in lower part of holds 5BH<br>rf 3" WB941t | M<br>3 Ho 75¾', 49½', 54¼'<br>G.254695 B.248425<br>3 Ha (stl) (45½', 47¾', 49¾'×20')<br>12W Der 1(25) 12(5) | Oil 2SA 6Cy. 600×1040 mm<br>2410bhp Sulzer 329t (d.o)<br>A. Stephen & Sons Ltd. Gls<br>4×100kW 220V d.c. 11k |
| **GLORY OF THE SEAS**<br>exGull Banker–64<br>exSanta Nora–47<br>exAlden Besse–47<br>**Battery Steamship Corp.**<br>**James W. Elwell & Co. Inc.**<br>New York **United States** | **8258**<br>4832<br>10670 | | AB | **1944** N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 28' 6⅞"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>rf nil | S<br>5 Ho 60¾', 61' 70', 70', 72½'<br>G.582845 B.542824<br>5 Ha (27', 32½', 36', 30', 30'×20')<br>16W Der 1(50) | 2 S Turb dr geared to sc. shaft<br>6600shp 1744t (o.f)<br>General Electric Co. Lyn<br>3×300kW 240V d.c. 15½k |
| **GLOUCESTER**<br>Mediterranean **Navigation Co. S.A.**<br>Panama Panamanian | 521<br>254<br>— | | | **1919** A. D. Story—Essex, Mass<br>*164·3'* 29' 1"<br>28' 11"<br>P93' | Wood S Trawler | T 3Cy. 15" 22" & 38"×24"<br>(o.f)<br>Portland Co. P.Me |
| **GLOUCESTER CITY**<br>**Bristol City Line (Canada) Ltd.**<br>**Charles Hill & Sons**<br>Bristol **British**<br>Now **ST. JOHN** See New Entries No. 2 | **5581**<br>3031<br>8500 | **✠100A1**<br>**✠LMC**<br>MN828 | **SS 2/67**<br>EL b†2$\frac{1}{16}$"SQ | **1954–9** J. Readhead & Sons Ltd.—Shl<br>449' 4" 58' 0" 25' 0"<br>425' 0" 57' 11" 38' 1"<br>F85' 1 dk & S dk, 3rd dk in Nos. 1 & 5 holds<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 3" WB3086t incl. DTa880t DTm900t | S (5P) OSD<br>4 Ho 51¾', 86½', 45' DT, 30' DT, 45', 60'<br>G.572250 B.508600<br>5 Ha (24¾', 50', 15', 40', 22½'×22')<br>14W Der 2(12) 2(10) 10(5) | T 3Cy. 27" 45" & 76"×48" & LP turb with dr gearing & hydraulic coupling<br>4600ihp 1106t (o.f)<br>J. Readhead & Sons Ltd. Shl<br>3 SB 220lb Spt hs(13698) 12cf<br>2×35kW 220V d.c. 13½k |
| **GLOUCESTERSHIRE**<br>exCingalese Prince–64<br>exGallic–62<br>exCingalese Prince–60<br>**Bibby Line Ltd.**<br>**Bibby Bros. & Co.**<br>Liverpool **British** | T.Mk<br>**6382**<br>3625<br>9700<br>**8640**<br>5051<br>10515 | **✠100A1**<br>with lbd DTsm & APT—oil FP above 150° F. or veg. oil or latex<br>**✠LMC** | CS 7/66<br>EL d†2$\frac{5}{16}$"SQ | **1950–9** Vickers-Armstrongs Ltd.—Nwc<br>470' 10" 63' 3" 27' 5⅛"/26' 9"<br>440' 8" 63' 0" 41' 1"<br>F44' 2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>RW 7BH<br>rf 6" WB2783t incl. DTsm1195t | M (8P)<br>5 Ho 60¾', 78½', 59½', 59½', 51½'<br>G.603000 B.540000<br>5 Ha (27'×16') (38', 24½', 29¾', 27'×20')<br>16W Der 1(25) 4(10) 12(6) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford 3550t (hvf)<br>Vickers-Armstrongs Ltd. Brw<br>3 AuxB (2 o.f 1 ex.g) 120lb<br>4×60kW 220V d.c. 15k<br>NAuxB p (o.f) 3/68–120lb |
| **GLOWE**<br>Deutsche **Seereederei**<br>Rostock **E. German** | **299**<br>171<br>600 | **✠LR** class withdrawn—Owners' request 10/67 | DSRK | **1966–4** Grol's Scheepswerven—Zuidbroek<br>157' 6" 30' 2" 11' 0¼"<br>141' 2" 30' 3" 11' 4"<br>P&B79' F23' 1 dk<br>rf 5" | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>540bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **GLOXINIA**<br>**Stag Line, Ltd.**<br>**Joseph Robinson & Sons ~~(Management) Ltd.~~**<br>N. Shields **British** | **7665**<br>3943<br>10350 | **✠100A1**<br>**✠LMC**<br>MN880 | **SS 4/67**<br>EL c† | **1958–5** J. Readhead & Sons Ltd.—Shl<br>479' 8" 60' 3" 25' 6¾"<br>450' 0" 60' 0" 33' 7"<br>Q320' F39' 1 dk<br>RW NS 9BH<br>rf 3" WB3797t incl. DTm1086t Topside tanks in holds 480t | M Bulk Carrier Mchy.aft<br>6 Ho 33¾', 64½', 57½', 57½', 52½', 27½'<br>G.486590 B.458860<br>6 Ha (stl) (16'×28') (37½', 37½', 37½', 32½'×36') (16'×30')<br>12W Der 12(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 900t (hvf)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>AuxB 120lb<br>3×60, 60, 40kW 220V d.c. 13k |
| **GLÜCK AUF**<br>**Ernst Meeuw**<br>Brake **W. German** | **146**<br>100<br>— | | ~~GL~~ | **1911** W. Mulder—Stadskanaal<br>109' 1" 18' 0" 7' 7"<br>7' 11"<br>1 dk<br>R | M | Oil 4SA 6Cy. 140×180 mm<br>175bhp NE64<br>Motorenw. Mannheim Mhm |
| **GLÜCKAUF**<br>**Heinrich Mörker**<br>Haren/Ems **W. German** | **145**<br>102<br>253 | | | **1930** W. Wolthuis—Sappemeer<br>*108·2'* 19' 6"<br>9' 9"<br>1 dk<br>R | M | Oil 2SA 5Cy. 160×270 mm<br>150bhp NE56<br>Motorenf. Darmstadt Darmstadt |
| **GLÜCKSBURG**<br>**H. Schuldt**<br>Hamburg **W. German** | T.Mk<br>**2649**<br>1358<br>4470<br>**4381**<br>2599<br>6085 | ~~✠100A1~~<br>~~✠LMC~~<br>~~MN1080~~<br>✠Class **WITHDRAWN** at Owners' request 3/69 | ~~EL w 1$\frac{13}{16}$"SQ~~ | **1967–7** Hall, Russell & Co. Ltd.—Abn<br>374' 0" 52' 10" ~~—/24' 2½"~~ 20' 6"/24' 5"<br>345' 0" 52' 7" 30' 6"<br>F32' 2 dks<br>RW 6BH<br>rf 6" WB968t | M Mchy.aft | Oil 2SA 6Cy. 600×1050 mm<br>5400bhp<br>Masch. Augsburg-Nürnberg Ham<br>2AuxB (1 o.f 1 ex.g) 120lb<br>3×240kW 440V 60c/s a.c. |

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| 513259<br>DJOH<br><br>Df Esd<br>Gc Rdr<br>RT | **GLÜCKSBURG**<br><br>**Hochseefisch. Kiel G.m.b.H.**<br>Kiel W. German | 651<br>217<br>500 | | GL | 1955 Kieler Howaldtswerke A.G.—Kel<br>203' 5" 30' 5"<br>180' 6" 30' 2" 16' 6"<br>F38' 1 dk<br>RW | M Trawler | 2 Oil 4SA 8Cy. & 4Cy.<br>geared to sc. shaft<br>1530bhp<br>Kieler Howaldtswerke A.G. |
| 513260<br>DJCS | **GLÜCKSBURG**<br><br>**Förde-Reederei G.m.b.H.**<br>Flensburg W. German | 146<br>94<br>— | | GL | 1959 Husumer Schiffsw.—Husum<br>110' 0" 21' 3"<br>96' 0" 20' 4" 7' 5"<br>1 dk | M | Oil 4SA 6Cy. 180×240 mm<br>140bhp<br>Masch. Kiel A.G. |
| 641763<br>DJNM<br>SK101<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLÜCKSTADT**<br><br>**Hochseefischerei Kiel G.m.b.H.**<br>Kiel W. German | 923<br>350<br>— | | GL | 1964 Lübecker Flender-Werke A.G.—Lbc<br>210' 8" 33' 9" 15' 1"<br>180' 5" 33' 2" 23' 10"<br>2 dks | M Stern Trawler | Oil 4SA 8Cy. 385×580 mm<br>also Oil 500bhp driving<br>nected to 2 elec. motors<br>ary propulsion<br>Masch. Kiel G.m.b.H. |
| 640476<br>UEEP<br>M-25283 | **GLUKHOV**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 1248<br>552<br>1324 | | | 1963 Angyalfold Shipyard—Bdp<br>244' 4" 37' 2" 13' 2"<br>37' 0" 17' 6"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.73879<br>3 Ha (each 28½'×18')<br>7W Der 1(10) 6(3) | Oil 4SA 8Cy. 315×450 mm<br>1600bhp<br>Lang Eng. Works |
| 513262<br>LEAF<br><br>Rdr | **GLUTRA**<br><br>**Möre og Romsdal Fylkesbåtar**<br>Molde Norwegian | 262<br>81<br>— | | | 1956 A/S Glommens M/V—Fks<br>125' 3" 29' 1"<br>116' 1" 29' 0" 12' 0"<br>1 dk | M Ferry Mchy.aft | Oil 2SA 6Cy. 280×420 mm<br>480bhp<br>Wichmann Mtrf. |
| 513263<br>HPOD<br><br>Df Esd<br>Gc | **GLYFADA**<br>exDorado-60 exJohn G. Tod-47<br>**Glyfada Cia. Nav. S.A.**<br>Panama Panamanian | 7244<br>4396<br>— | | AB | 1944 Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.550000 B 500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 660742<br>GSMH<br>308801<br>Df Esd<br>Gc Rdr | **GLYNTAF**<br>Launched as East Breeze<br>~~Glynafon Shipping Co. Ltd.~~<br>~~Cardiff British~~<br>**Garth Shipping Co. Ltd.**<br>**Idwal Williams & Co. Ltd.**<br>**Cardiff British** | 16329<br>9487<br>25567 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 or Nos. 1, 4 & 6 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN1925 | EL k†2 1/16"SQ | 1966-3 Hakodate Dock Co. Ltd.—Hak<br>573' 4" 75' 3" 34' 2"<br>540' 0" 75' 0" 48' 3"<br>P102' F46' 1 dk<br>NS 9BH<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho 45', 60½', 61½', 44½', 61½', 61½', 64½'<br>G.1157811 B.1126866<br>7 Ha (stl) (20½'×19½') (30½', 30½', 25', 30½', 30½', 30½'×31½')<br>14W Der 14(10) | Oil 2SA 6Cy. 760×1550 mm<br>9627bhp Sulzer<br>Ishikawajima-Harima Hvy<br>AuxB 100lb<br>4×180kW 445V 60c/s a.c. |
| | | | | | DK fwd WB11963t incl. Comb. btm & side tanks in holds 3525t Topside tanks in holds 2973t | | |
| 680235<br>UJSO<br>M-22335 | **GNEVNIJ**<br><br>**U.S.S.R.**<br>Odessa Russian | 844<br>240<br>339 | | | 1958 ........................Russia<br>208' 7" 31' 2" 15' 1"<br>31' 0" 17' 11" | D-E Whaler | 4 Oil 4SA each 6Cy.<br>connected to elec. motor<br>sc. shaft |
| 513266<br>OWJE<br><br>Rdr RT | **GNIBEN**<br><br>**H. Poulsen & Co. A/S**<br>Hammerhavnen Danish | 236<br>92<br>312 | | BV | 1957 H. C. Christensens Staal. af 1949—Marstal<br>121' 11" 24' 8" 9' 10"<br>111' 7" 24' 3" 10' 10"<br>1 dk<br>RW | Aux Mchy.aft | Oil 4SA 3Cy. 300×410 mm<br>330bhp<br>A/S Vølund |
| 513257<br>SPLY<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **GNIEZNO**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 2556<br>1408<br>3124 | | PR | 1957 Stocznia Szczencinska—Szn<br>310' 8" 44' 5" 18' 1"<br>293' 9" 44' 3½" 20' 6"<br>P113' Q76' B48' F121' 1 dk<br>RW<br>rf 39" | S (2P)<br>4 Ho 46', 47½', 49½', 39½'<br>G.148515 B.139065<br>4 Ha (stl) (27½'×24½') (32½', 32½'×30½') (24½'×23')<br>8W Der 8(5) | C 4Cy. (2) 455 & (2)<br>1700ihp<br>Z.U.T. Zgoda<br>2×28kW 220V d.c. |
| 513891<br>LHXX<br><br>Df RTm | **GNY**<br>exH. A. Hermansson-66<br>exAlbatros-50 exFarmsum-47<br>**Gunnar & John Glasö**<br>Ålesund Norwegian | ~~163~~ 155<br>~~103~~ 93<br>200 | | BV | 1946 Gebr Coops—Hgz<br>114' 7" 20' 0" 8' 0"<br>109' 7"<br>P24' F15' 1 dk<br>RW | M Ref Mchy.aft<br>1 Ho 72½'<br>In.13000<br>2 Ha (16½', 32½'×14½')<br>Der 2(1½) | Oil 3Cy. 255×400 mm<br>180bhp NE60<br>Jönköpings Motfb.<br>2×1½, ¾kW 24V<br>Controllable pitch propeller |
| 513268<br><br>12618<br>Df Esd<br>Rdr RT | **GOA**<br><br>**Portuguese Government (Ministry for Overseas Provinces)**<br>Lourenço Marques Portuguese | 1745<br>885<br>— | | | 1962 Verschure & Co. Schps.—Ams<br>255' 1" 44' 0" 15' 11½"<br>238' 8" 43' 11½" 19' 6"<br>1 dk | TM Suction Dredger Mchy.aft | 2 Oil 2SA each 8Cy.<br><br>Schps. L. Smit & Zoon |
| 652068<br><br><br>Df Esd<br>Gc Rdr<br>RT | **GOA**<br>**Missao de Estudos Bioceanologicos e de Pesca de Angola**<br>Luanda Portuguese | 436<br>278<br>150 | ✠100A1<br>trawler<br>**LMC**<br>MN210 | EL m 1"SQ | 1967-3 Sorefame—Lobito<br>119' 10" 28' 11" 11' 4"<br>103' 3" 28' 6" 14' 3"<br>F63' 1 dk<br>3BH<br>rf 39" WB56t | M Research Trawler | Oil 4SA 8Cy.<br>1050bhp ✠<br>Ruston & Hornsby<br>2×140, 100kW<br>Controllable pitch propeller |

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|---|---|---|---|---|---|---|
| **GOBI**<br>exPerny-66 exNarvik-61<br>**Gunnar M. Kathenes Partrederi**<br>Bergen<br>Norwegian | 238<br>133<br>360 | NV | **1945** Karlstads M/V—Karlstad<br>119' 4" 24' 1" 10' 7"<br>108' 0"<br>1 dk | M Mchy.aft<br>1 Ho<br>G.16000<br>1 Ha (43¼'×13¾')<br>2W Der 2 | Oil 4SA 6Cy. 270×360 mm<br>375bhp NE52<br>Klöckner-Humboldt-Deutz | Kln |
| **GODAFOSS**<br>**H/f Eimskipafelag Islands**<br>Reykjavik<br>Icelandic | **2905**<br>1620<br>2675 | **✠100A1** SS 9/65<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>El. u | **1948–3** Burmeister & Wain—Cpn<br>310' 7" 46' 1" 21' 3¾"<br>290' 6" 46' 0" 21' 10"<br>F33' 2 dks, 3rd dk in Nos. 1, 2 & 3 holds<br>RW Coll BH to U dk 5 to 2nd dk<br>BK3" WB597t incl. Tunnel tanks 14t | M Ref CSD<br>4 Ho<br>G.160000 In.80000<br>4 Ha (each 30¼'×18')<br>8W Der 1(20) | Oil 2SA 9Cy. 500×900 mm<br>2950bhp<br>Burmeister & Wain<br>2db 100lb | 325t<br>Cpn<br>14k |
| New **ARIMATHIAN** See New Entries No. 2 | | | | | | |
| **GODAVERY**<br>**Cie. des Messageries Maritimes**<br>Dunkirk<br>French | **6936**<br>3810<br>8953 | BV | **1955** Ch. & At. de Provence—Port de Bouc<br>488' 8" 61' 9" 26' 0"<br>61' 6"<br>B109' F51' 2 dks & S dk | M (6P) Ref OSD<br>5 Ho 54', 72', 38½', 74¼, 56¼'<br>G.575400 B.523100 In.4235<br>5 Ha (stl) (29¼', 43½', 23', 41', 23'×19½')<br>14 Der 1(60) 1(30) 4(10) 10(5) | Oil 2SA 9Cy. 740×1600 mm<br>8300bhp<br>Soc. Forg. & At. du Creusot<br>3×250kW 220V d.c. | 1355t (hvf)<br>Le Creusot<br>16k |
| **GODEFROY DE BOUILLON**<br>**Mid-Central Fish Co. of Maine**<br>Bath<br>United States | **446**<br>263<br>— | BV | **1947** Bath Iron Wks Corp.—Bath, Me<br>*138·6* 27' 1"<br>26' 11"<br>F25' | M Trawler | Oil 4SA 6Cy. 430×610 mm<br>750bhp<br>Baldwin Locomotive Co. | Phl |
| **GODEN WIND**<br>**Robert Claussen**<br>Panama<br>Panamanian | **105**<br>35<br>— | GL | **1947** Stader Schiffsw—Stade<br>*88·0'* 21' 1"<br>10' 7"<br>len 57 | M Trawler | Oil 4SA 6Cy. 250×350 mm<br>350bhp NE62<br>Motorenw. Mannheim | Mhm |
| **GODERICH**<br>exPathfinder-64<br>exSamuel Mather<br>**Upper Lakes Shipping Ltd.**<br>John D. Leitch<br>Toronto<br>Canadian | **7907**<br>5608<br>11300 | | **1906** Detroit S.B. Co.—Wyandotte<br>537' 10" 60' 2" 21' 3¾"<br>60' 0" 31' 0"<br>1 dk<br>R<br>rf 3" | S Bulk Carrier Mchy.aft<br>4 Ho 108', 96', 97', 102'<br>16 Ha (stl) (each 12'×38') | T 3Cy. 23⅛" 38" & 63⅛"×42"<br>1800ihp<br>Detroit S.B. Co.<br>2×60kW 110V d.c. | (c)<br>Det |
| **GODETIA**<br>**Irvin & Johnson Ltd.**<br>Cape Town<br>S. African | **515**<br>177<br>376 | ✠Classed LR until 7/47 | **1946–8** Hall Russell & Co. Ltd.—Abn<br>176' 1" 28' 2"<br>28' 0"<br>R<br>rf 36" | S Trawler<br>2 Ho 30', 13'<br>5 Ha (each 3¾'×3¾') | T 3Cy. 14¾" 25" & 42"×27"<br>900ihp<br>Hall, Russell & Co. Ltd.<br>1×10kW 110V d.c. | Abn |
| **ODINN**<br>draken-66<br>**rgunarfelagid h/f**<br>eykjavik<br>Icelandic | **139**<br>—<br>— | NV | **1963** Ulstein M/V A/S—Ulsteinvik<br>91' 11" 24' 4"<br>80' 6" 23 0" 12' 8"<br>1 dk | M Tug & Icebreaker | Oil 4SA 6Cy. 300×450 mm<br>820 bhp<br>Masch. Augsburg-Nürnberg | Aug |
| **GOEI MARU No. 5**<br>**H. Tsunoda & S. Takei**<br>Muroto<br>Japanese | **254**<br>132<br>— | | **1963** Usuki Tekkosho—Usuki<br>138' 11" 24' 4" 10' 4"<br>123' 0" 23' 7½"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×420 mm<br>650bhp Emade—fitted63<br>Usuki Tekkosho | Usuki<br>10½k |
| **GOEI MARU No. 6**<br>**S. Takei**<br>Muroto<br>Japanese | **254**<br>136<br>— | | **1963** Usuki Tekkosho—Usuki<br>143' 2" 24' 2" 10' 2"<br>124' 7" 23' 11½" 11' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>650bhp<br>Usuki Tekkosho | Usuki<br>10k |
| **GOËLAND I**<br>**Soc. "Les Goelands"**<br>Martigues<br>French | **201**<br>—<br>— | | **1955** S.A. des Anc. Ch. Dubigeon—Nts<br>105' 7" 24' 8" 10' 10"<br>24' 6" | M Tug<br>1 Ho 19½'<br>1 Ha (8¼'×8¼')<br>1W Der 1(2) | Oil 2SA 6Cy. 360×600 mm<br>900bhp<br>At. & Ch. de la Loire | 70t<br>St. Denis<br>11½k |
| **GOELO**<br>exH 13 N<br>**Knut Sörensen and others**<br>Kopervik<br>Norwegian | **198**<br>86<br>— | BV | **1922** Ch. Nav. de St. Malo—St.M<br>111' 4" 26' 1" 11' 8"<br>98' 0"<br>1 dk | Wood M Fishing | Oil 2SA 4Cy. 320×320 mm<br>240bhp NF49<br>Haldorsen & Sönner | Rub |
| **GOENAGA**<br>**Goenaga Hermanos**<br>Spanish | **190**<br>—<br>— | | **1964** Balenciaga S.A.—Zumaya<br>*91·9'* 24' 9"<br>91' 11" 24' 7" 12' 2" | M Trawler | Oil 4SA 6Cy. 270×360 mm<br>Klöckner-Humboldt-Deutz | |
| **GOEREE**<br>**N.V. Scheepv. Maats. "Triton"**<br>Wm. Ruys & Zonen<br>Rotterdam<br>Netherland | **12914**<br>7028<br>18760 | ~~BV~~ | **1963** van der Giessen-De Noord N.V.—Krimpen<br>525' 3" 72' 0" 31' 2"<br>495' 5" 71' 4½" 43' 8"<br>P104' F36' 1 dk<br>rf nil | M Ore Carrier Mchy.aft<br>5 Ho 63', 72½', 72½', 72½', 75¼'<br>G.933587<br>5 Ha (stl) (36', 47½', 47½', 47½' 47½'×35')<br>12W Der 12(5) | Oil 2SA 6Cy. 750×1600 mm<br>7500bhp<br>Gebr. Stork & Co. N.V.<br>3×300kW 440V 60c/s a.c. | 1046t (hvf)<br>Hengelo<br>14½k |

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|---|---|---|---|---|---|---|
| 513278<br>Df RT | **GOEREE**<br>exDiet-56 exNanjo-54<br>exJemo-52 exMerel-52<br>exZwaluw-48 exAnnie-47<br>**Transports Fluviaux**<br>Bordeaux French | 204<br>104<br>265 | ~~BV~~ | 1927 Noord Ned.-Scheeps.—Gro<br>*107·7'* 22' 6" 7' 11½"<br>... ... ...<br>1 dk<br>R | M Mchy.aft<br>2 Ha (25½', 20½'×14')<br>Der 1(2) 1(1½) | Oil 2SA 4Cy. 310×350 mm<br>160bhp<br>Appingedammer Brons |
| 513279<br>UKEQ<br>M-11752<br>Df | **GOGOL**<br>exEmpire Yare-46<br>exWadai-45<br>**U.S.S.R.**<br>Petropavlovsk Russian | 4825<br>2287<br>4235 | Classed LR until 8/49 | 1922 Reiherstieg Schiffs.—Ham<br>375' 6" 50' 4" 18' 11"<br>50' 2" 26' 3"<br>2 dks<br>R conv dry cargo ship — | S Training Ship<br>4 Ho<br>G.107145<br>4 Ha (23', 20½', 18½', 18½'×16½')<br>9W Der 1(10) 8(3) | Q 4Cy. 21½" 32¹⁄₁₆" 47½"<br>Reiherstieg Schiffs. |
| 513280<br>UFSI<br>M-10027<br>Esd Gc<br>Rdr | **GOGOL**<br>**U.S.S.R.**<br>Murmansk Russian | 3050<br>1289<br>1415 | ~~GL~~ | 1955 Kieler Howaldtswerke A.G.—Kel<br>278' 2" 44' 0" 17' 1"<br>246' 0" 43' 11" 24' 2"<br>B&F236' 1 dk<br>RW | M Stern Trawling Factory Ship<br>5 Ho<br>In.58411<br>8 Ha<br>2W Der 2(2) | Oil 2SA 6Cy. 520×900 mm<br>1900bhp MAN<br>Kieler Howaldswerke A.G. |
| 513281<br>JFER<br>84110<br>Df Esd<br>Gc Rdr<br>RT | **GOH SHU MARU**<br>**Goyo Kisen K.K.**<br>Kobe Japanese | 8265<br>4905<br>10697 | NK | 1959 Kawasaki Dkyd Co. Ltd.—Kob<br>469 3" 59' 11" 26' 8"<br>434' 5" 59' 9" 38' 4"<br>2 dks, pt 3rd dk<br>RW | M Ref<br>6 Ho<br>G.601023 B.552369 In.8970<br>6 Ha (24½'×21') (48½', 28', 28', 44½', 28'×23½')<br>16W Der 2(25) 2(10) 12(5) | Oil 2SA 6Cy. 700×1200 mm<br>5600bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3×170kW 225V d.c. |
| 672926<br>JDPU<br>101015<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOHKO MARU**<br>**General Kaiun K.K.**<br>Tokyo Japanese | 62501<br>40000<br>107600 | NK | 1967 Mitsui Zosen—Tmn<br>843' 2" 129' 5" 50' 10"<br>807' 1" 129' 2" 73' 5"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 10Cy. 840×1800 mm<br>23000bhp B&W<br>Mitsui Zosen |
| 513282<br>JMJG<br>81472<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GOHO MARU**<br>**Iino Kaiun K.K.**<br>Tokyo Japanese | 28376<br>20775<br>46998 | NK | 1958 Harima Zosensho—Aio<br>734' 2" 100' 4" 36' 10½"<br>698' 10" 100' 1" 49' 10"<br>P132' B44' F54' 1 dk<br>RW | S Tanker (2P) Mchy.aft<br>36 Ta<br>L.2302548 HeCls. BC | 2 S Turb dr geared to sc.<br>17600shp<br>Ishikawajima Jukogyo<br>2×600kW 450V 60c/s a.c. |
| 660326<br>JM2216<br>94764 | **GOHO MARU**<br>**Shinto Unyu K.K.**<br>Japanese | 165<br>—<br>— | | 1965 Osaka Zosensho—Osa<br>25' 1" 7' 10"<br>93' 6" 24' 11" 11' 8"<br>RW | TM Tug | 2 Oil 4SA each 8Cy.<br>1500bhp<br>Fuji Seisakusho |
| 513283<br>JIRF<br>87559<br>Df Esd<br>Gc Rdr<br>RT | **GOHSHU MARU**<br>**General Kaiun K.K.**<br>Tokyo Japanese | 29841<br>20936<br>45224 | NK | 1961 Mitsui Zosen—Tmn<br>726' 7" 100' 3" 37' 8¾"<br>695' 7" 99' 9" 49' 9"<br>P132' B42' F87' 1 dk<br>RW | M Liquefied Gas/Oil Tanker<br>Mchy.aft<br>36 Ta<br>L.2186304 HeCls. BC | Oil 2SA 8Cy. 840×1800 mm<br>16800bhp B&W<br>Mitsui Zosen<br>3×370kW 450V a.c. |
| 513284<br>PUVR<br>Df Esd<br>Gc Rdr | **GOIANIA**<br>exFNP Goiaz-54 exGoiaz-53<br>**Petróleo Brasileiro S.A.**<br>**Petrobrás Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazilian | 13542<br>7801<br>20570 | ✠100A1 TD 2/65<br>oil tanker<br>✠LMC<br>MN1600 EL J†2½"SQ | 1952-7 Nederl. Dok & Schps.—Ams<br>581' 6" 75' 11" 30' 2"<br>551' 3" 75' 5" 39' 3"<br>P126' F58' 1 dk<br>RW 14BH<br>WB1368t incl. DTf835t | M Tanker Mchy.aft<br>21 Ta 1 Ho 37½'<br>L.952890<br>Der 1(5) 1(4) 1(1½) | Oil 2DA 7Cy. 720×1200 mm<br>8000bhp<br>Nederl. Dok & Schps.<br>2AuxB 180lb<br>3×35kW 110V d.c. |
| 513286<br>YTAG<br>Df RTh | **GOILO**<br>**Jugoslavenska Tankerska Plovidba**<br>Zadar Yugoslav | 473<br>211<br>570 | BV JR | 1957 Brodogradiliste III Maj—Rka<br>162' 0" 26' 4" 12' 6"<br>143' 0" 26' 3" 13' 9"<br>P44' F22' 1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.20827 HeCls. B | Oil 4SA 8Cy. 270×400 mm<br>420bhp<br>Jugoturbina<br>2×31½kW 220V d.c. |
| 542440<br>8KGO<br>93388<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOJUHACHI KAIKATA MARU**<br>**Gonemon Osawa**<br>Shimizu Japanese | 2801<br>1820<br>— | NK | 1963 Miho Zosensho—Shimizu<br>321' 6" 48' 8" 18' 9"<br>288' 9" 48' 6" 19' 8"<br>1 dk & S dk | M OSD Mchy.aft | Oil 2SA 6Cy.<br>2400bhp<br>Niigata Eng. Co. Ltd. |
| 513288<br>7JZX<br>86068<br>Rdr | **GOKO MARU**<br>**Goko Kaiun K.K.**<br>Kure Japanese | 127<br>47<br>— | | 1961 Ujina Zosensho—Hma<br>86' 9" 20' 3"<br>78' 9" 20' 1" 8' 6"<br>1 dk | M Mchy.aft<br>1 Ha (37½'×13') | Oil 2DA 5Cy.<br>210bhp Emade—<br>Kanegafuchi |
| 513289<br>JMNV<br>74240 | **GOKO MARU No. 8**<br>**Goto Unyu K.K.**<br>Nagasaki Japanese | 256<br>138<br>350 | | 1956 Koyo Dock—Mihara<br>118' 5" 21' 5"<br>108' 3" 21' 4" 11' 2"<br>2 dks | M Mchy.aft<br>1 Ha (47'×13') | Oil 4SA 6Cy.<br>250bhp<br>Akasaka Tekkosho |
| 513290<br>3338 | **GÖKSU**<br>**Mustafa Alis "Gäksu" Sükrü**<br>Istanbul Turkish | 128<br>63<br>— | | 1961 Celiktrans Deniz Insaat—Ist<br>102' 6" 21' 5" 9' 0½"<br>... ... ...<br>1 dk | M Mchy.aft | Oil 2SA 4Cy.<br>Burmeister & Wain |

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|---|---|---|---|---|---|
| GOL<br>I/S Gol<br>August Kjerland & Co. A/S<br>Bergen Norwegian | 500<br>330<br>—<br>1123<br>775<br>2068 | NV | 1965 Schiffswerft Neptun—Ros<br>247′ 10″ 37′ 10″ 16′ 9½″<br>224′ 7″<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho<br>2 Ha (each 57′×20½′)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1300bhp<br>Klöckner-Humboldt-Deutz Kln |
| GOLAB<br>Polish Government<br>P.P.D. i U.R. "Gryf"<br>Szczecin Polish | 184<br>78<br>108 | PR | 1956 Stocznia Polnocna—Gdk<br>113′ 0″ 22′ 3″ 8′ 7½″<br>99′ 6″ 21′ 11½″ 11′ 10″<br>1 dk<br>RW | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Buckau-Wolf Mgd<br>5×66, 18, 12, 6, 3½kW 115/330V d.c. 9k |
| GOLAP<br>Commissioners for the Port of Calcutta<br>Calcutta Indian | 156<br>—<br>40 | ~~✠100A1~~<br>~~tug Calcutta service~~<br>~~✠LMC~~<br>~~MN200~~ ~~EL (b)~~<br>✠Class WITHDRAWN at Owners' request 4/68 | 1967–2 Richards (Shipbuilders) Ltd.—Lwt<br>90′ 0″ 26′ 4″ 11′ 0″<br>80′ 6″ 26′ 0″ 12′ 0″<br>B20′ 1 dk<br>RW 3BH<br>rf 21″ WB15t | TM Tug Mchy.aft | 2 Oil 4SA each 5Cy. 235×330 mm reverse reduction geared<br>1000bhp 25t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×55kW 400V 50c/s a.c. 9k |
| GOLAR ARROW<br>Arrow Shipping Corp.<br>Gotaas-Larsen Inc.<br>Monrovia Liberian | ~~15600~~ 14875<br>— 9980<br>25350 | NV | 1967 Mitsubishi Hvy Ind. Ltd.—Kob<br>32′ 10″<br>555′ 6″ 77′ 1″ 47′ 7″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. Kob |
| GOLAR BOW<br>Arrow Shipping Corp.<br>Gotaas-Larsen Inc.<br>Monrovia Liberian | 15600<br>—<br>25350 | | 1967 Mitsubishi Hvy Ind. Ltd.—Kob<br>32′ 10″<br>545′ 7″ 110′ 0″ 44′ 7″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. Kob |
| GOLAR COAL<br>exSkauholt-66<br>Gotaas-Larsen Ltd.<br>Gotaas-Larsen Inc.<br>Nassau British | 18255<br>10761<br>27625 | NV | 1961 Mitsubishi Zosen—Nag<br>649′ 10″ 75′ 4″ 32′ 1¾″<br>621′ 0″ 74′11½″ 45′ 11″<br>1 dk<br>rf 4″ len 65 | M Bulk Carrier (2P) Mchy.aft<br>7 Ho 62½′, 69′, 69′, 69′, 69′, 69′, 69′<br>G.1123010<br>7 Ha (stl) (33¾′, 49′, 49¾′, 49¾′, 49¾′, 49¾′, 49¾′×37¼′)<br>Der 3(1) | Oil 2SA 7Cy. 760×1550 mm<br>9100bhp Sulzer 529½t (hvf)<br>Uraga Diesel Kogyo Tamashima<br>3×280kW 440V 60c/s a.c. 16½k |
| GOLAR FRUIT<br>Golarfruit Inc.<br>Gotaas-Larsen Inc.<br>Monrovia Liberian | 5687<br>3156<br>6090 | NV | 1965 A/S Framnæs M/V—Sfj<br>420′ 1″ 56′ 1″ 25′ 6″<br>390′ 0″ 56′ 0″ 37′ 0″<br>3 dks, 4th dk in Nos. 1 & 2 holds<br>RW | M (2P) Ref<br>5 Ho 77′, 60¾′, 55¾′, 77′, 72¼′<br>B.252730 In.258520<br>4 Ha (stl) (24′, 23¼′, 24¼′, 23¼′×14½′)<br>Der 8(5) | Oil 2SA 7Cy. 680×1250 mm<br>8400bhp Sulzer 1327t (hvf)<br>Masch. Buckau-Wolf Kel<br>3×432kW 450V 60c/s a.c. 19k |
| GOLAR GRAIN<br>exSkauvaag-66<br>Gotaas Larsen Ltd.<br>Gotaas-Larsen Inc.<br>Nassau British | 18258<br>10763<br>27625 | NV | 1961 Mitsubishi Zosen—Nag<br>649′ 10″ 75′ 4″ 32′ 1¾″<br>75′ 0″ 45′ 11″<br>1 dk<br>rf 4″ len 65 | M Bulk Carrier (2P) Mchy.aft<br>7 Ho 62½′, 69¾′, 69¾′, 69¾′, 69¾′, 69¾′, 69¾′<br>7 Ha (stl) (33¾′, 49′, 49¾′, 49¾′, 49¾′, 49¾′, 49¾′×37¼′)<br>Der 3(1) | Oil 2SA 7Cy. 760×1550 mm<br>9100bhp Sulzer (hvf)<br>Uraga Diesel Kogyo Yamashima<br>3×280kW 440V 60c/s a.c. 16¾k |
| GOLAR JEANNE-MARIE<br>exJeanne-Marie-65<br>Ocean Oil Associates Inc.<br>Gotaas-Larsen Inc.<br>Monrovia Liberian | 25337<br>16928<br>40054 | ✠100A1 SS 4/67<br>oil tanker<br>✠LMC<br>MN3300 EL s†3″SQ | 1958–1 Kawasaki Dkyd Co. Ltd.—Kob<br>710′ 0″ 92′ 11″ 38′ 0½″<br>672′ 7″ 92′ 6½″ 48′ 7″<br>P135′ B39′ F81′ 1 dk<br>17BH<br>rf 6″ WB2547t incl. DTsf1213t | S Tanker Mchy.aft<br>33 Ta<br>L.1938824 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>16500shp 5184t (o.f)–82pd<br>Kawasaki Dkyd Co. Ltd. Kob<br>2WTB 690lb Spt 850° F. 635lb hs20328<br>2×560kW 440V 60c/s a.c. 17k |
| GOLAR LIZ<br>Ocean Oil Transport<br>Gotaas-Larsen Inc.<br>Monrovia Liberian | 53908<br>41864<br>— | NV | 1966 Kawasaki Dockyd Co. Ltd.—Kob<br>849′ 8″ 131′ 4″ 46′ 9″<br>803′ 10″ 131′ 2″ 67′ 7″<br>1 dk | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>24000shp (o.f)<br>Kawasaki Dockyd Co. Ltd. Kob |
| GOLAR MARTITA<br>exMartita-66<br>Ocean Oil Carriers Inc.<br>Gotaas-Larsen Inc.<br>Monrovia Liberian | 25342<br>16933<br>40225 | ✠100A1 SS 6/67 ~~SS 7/63~~<br>oil tanker<br>✠LMC<br>MN3300 EL s†3″SQ | 1958–7 Kawasaki Dkyd Co. Ltd.—Kob<br>710′ 0″ 92′ 11″ 36′ 8¾″<br>672′ 7″ 92′ 6½″ 48′ 7″<br>P135′ B39′ F81′ 1 dk<br>17BH<br>rf 6″ WB2547t incl. DTsf1213t | S Tanker Mchy.aft<br>33 Ta<br>L.1938824 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>16500shp 5178t (o.f)–81pd<br>Kawasaki Dkyd Co. Ltd. Kob<br>2WTB 690lb Spt 850° F. 635lb hs21358<br>2×560kW 440V 60c/s a.c. 17k |
| GOLAR NEL<br>Trygve Gotaas A/S<br>Gotaas-Larsen A/S<br>Tvedestrand Norwegian | T.Mk ~~6000~~ 4902<br>— 2435<br>~~6400~~ 7090 | NV | 1967 Drammen Slip & Verk.—Dmn<br>456′ 11″ ~~456′ 0″~~ 59′ 2″ ~~25′ 11″~~ 25′ 11½″<br>426′ 6″ 59′ 1″ 38′ 2″<br>4 dks | M Ref Mchy.aft | Oil 2SA 9Cy. 680×1250 mm<br>12000bhp Sulzer<br>Sulzer Bros. Ltd. Win |

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| 670993<br>6ZWL<br>2661<br>Df Esd<br>Gc Rdr<br>RT | **GOLAR NIKKO**<br><br>**Twin Ocean Operation Inc.**<br>Monrovia Liberian | 53514<br>41840<br>111790 | <br><br>NV | 1966 Ishikawajima-Harima Hvy Ind.—Yka<br>849' 0" 128' 2" 55' 0¾"<br>803' 10" 127' 11" 75' 6"<br>1 dk | S Tanker Mchy.aft | 2 S Turb dr geared to sc.<br>23500shp<br>Ishikawajima-Harima Hvy |
| 651462<br>ZIOP<br>317367<br>Df Esd<br>Gc Pfd<br>RTv | **GOLAR NOR**<br><br>**Sterling Tankers Ltd.**<br>Gotaas-Larsen Inc.<br>Nassau British | 57517<br>37601<br>101936 | <br><br>NV | 1965 Kawasaki Dkyd Co. Ltd.—Kob<br>849' 8" 131' 6" ~~48' 6½"~~ 51' 0¾"<br>803' 10" 131' 3" 67' 7"<br>1 dk | S Tanker Mchy.aft | 2 S Turb dr geared to sc.<br>24000shp<br>Kawasaki Dkyd Co. Ltd.<br>2×760kW 440V 60c/s a.c. |
| 672151<br>ELAR<br>2760<br>Df Esd<br>Gc Rdr<br>RTv | **GOLAR OBO**<br><br>**Oriole Shipping Corp.**<br>Monrovia Liberian | ~~34790~~ 34827<br>~~93031~~ 24020<br>64100 | <br><br>NV | 1967 Kawasaki Dkyd Ltd.—Kob<br>105' 10" 43' 0"<br>754' 7" 105' 7" 64' 0"<br>1 dk<br>rf 25½" | M Bulk/Oil Carrier Mchy.aft<br>7 Ho each 78¾'<br>7 Ta<br>Der 4(10) 6(5) 2(2) | Oil 2SA 8Cy. 860×1600<br>18400bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3×560, 400, 400kW 440V |
| 527172<br>HPCF<br><br>Df Esd<br>Gc Pfd<br>Rdr | **GOLAR PATRICIA**<br>exPatricia–65<br>**Ocean Oil Operation Inc.**<br>Gotaas-Larsen Inc.<br>Panama Panamanian | 15724<br>9333<br>26012 | AB<br><br>✠Classed LR until 3/66 | 1953–1 Kawasaki Dkyd Co. Ltd.—Kob<br>631' 4" 83' 7" 31' 4½"<br>593' 2" 83' 4" 44' 4"<br>P134' B44' F82' 1 dk<br>conv tanker 66<br>rf 6" | S Bulk Carrier Mchy.aft<br>5 Ho<br>5 Ha | 2 S Turb dr geared to sc.<br>12000shp<br>Kawasaki Dkyd Co. Ltd.<br>2×450kW 440V 60c/s a.c. |
| 532997<br>5MND<br>1740<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GOLAR SIRI**<br>exSiri–65<br>**Ocean Oil International Inc.**<br>Gotaas-Larsen Inc.<br>Monrovia Liberian | 31363<br>21171<br>53249 | <br><br>NV | 1963 Kawasaki Dkyd Co. Ltd.—Kob<br>756' 4" 103' 8" 39' 4½"<br>718' 6" 103' 4" 52' 4"<br>P162' Q102' B46' F69' 1 dk | S Tanker Mchy.aft<br>20 Ta<br>L.2585000 HeCls. BC | 2 S Turb dr geared to sc.<br>18000shp<br>Kawasaki Dkyd Co. Ltd.<br>2×640kW 440V 60c/s a.c. |
| 650144<br>6ZCV<br>2147<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GOLAR SOLVEIG**<br>Launched as Solveig<br>**Ocean Oil Traders Inc.**<br>Gotaas-Larsen Inc.<br>Monrovia Liberian | 29704<br>21137<br>56516 | <br><br>NV | 1965 Kawasaki Dkyd Co. Ltd.—Kob<br>744' 9" 105' 9" 39' 7½"<br>711' 11" 105' 7" 55' 9"<br>1 dk | S Tanker Mchy.aft | 2 S Turb dr geared to sc.<br>18000shp<br>Kawasaki Dkyd Co. Ltd.<br>2×640kW 440V 60c/s a.c. |
| 651574<br>LALJ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GOLAR TRYG**<br><br>**Trygve Gotaas A/S**<br>Gotaas-Larsen A/S<br>Tvedestrand Norwegian | 5775<br>3185<br>6075 | <br><br>NV | 1965 A/S Framnæs M/V—Sfj<br>420' 1" 56' 1" 25' 6"<br>390' 0" 56' 0" 37' 0"<br>3 dks, 4th dk in Nos. 1 & 2 holds | M Ref CSD<br>4 Ho 67½', 55½', 51', 72½'<br>In.259040<br>4 Ha (stl) (25½', 24½', 24½', 24½'×15½')<br>Der 4(5) | Oil 2SA 7Cy. 680×1250 mm<br>8400bhp Sulzer<br>Masch. Buckau-Wolf<br>3×432kW 450V a.c. |
| 513292<br><br>184222 | **GOLD**<br><br>**London & Rochester Trading Co. Ltd.**<br>Rochester British | 120<br>82<br>220 | | 1951 Wm. Weatherhead & Sons Ltd.—Berwick<br>*85-0'* 20' 1"<br>... ... ...<br>1 dk | M Mchy.aft<br>1 Ho 56'<br>1 Ha (47½'×13') | Oil 4SA 4Cy. 150×230 mm<br>88bhp<br>Bergius Co. Ltd. |
| 532265<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **GOLD ADORER**<br>exBoundary–67 exSherwood–63<br>exLilian Cord–61<br>exLaila Dan–57<br>exMaule–46 exLaila<br>**Seven Seas Transport Inc.**<br>Panama Panamanian | *1766*<br>*968*<br>2825 | 100A1 SS 1/66<br>with freeboard<br>Str. nav. ice<br>**LMC**<br>EL s<br>**STRANDED 2/69** | 1936 Helsingors Jernsk. & Msk.—Hsg<br>306' 7" 41' 8" 18' 8½"<br>290' 6" 41' 6" 26' 9"<br>1 dk & S dk<br>R NS Coll BH to S dk 3 to 2nd dk<br>rf 6" WB597t | S OSD<br>4 Ho 120', 120', 74½', 74½'<br>G.188800 B.177400<br>5 Ha (20½'×16½') (27', 27', 27'×18') (20½'×16½')<br>10W Der 1(15) 10(5) | C 3Cy. (2) 15½" & (1)<br>turb with reduction<br>1700ihp<br>Helsingörs Jernsk. &<br>2 SB 220lb Sat<br>2×22kW 220V d.c. |
| 513293<br>GWKX<br>168175<br>Df Esd<br>Gc Rdr<br>RTh | **GOLD RANGER**<br><br>**Secretary of State for Defence**<br>London British | 3324<br>1549<br>3943 | ✠100A1 Dr 4yrs–5/64<br>oil tanker<br>After cargo tank—FP above 150°F.<br>✠**LMC**<br>EL v 2 1/16" | 1941–7 Caledon S.B. & E. Co. Ltd.—Dun<br>355' 4" 48' 4" 20' 2½"<br>336' 0" 48' 0" 22' 6"<br>P129' F80' 1 dk, 2nd dk clear of cargo tanks<br>R 13BH<br>WB479t incl. DTa114t f152t | M Tanker Mchy.aft<br>L.142641 HeCls. BC<br>1 Ha (stl) (20½'×10')<br>Der 1(7) 1(2) 2(1) | Oil 2SA 4Cy.<br>2800bhp<br>Wm. Doxford & Sons<br>2AuxB 150lb<br>2×25kW 110V d.c. |
| 528210<br>ELWY<br>690<br>Df Esd | **GOLD SKY**<br>exPopi K.–67 exInes–62<br>exNordeflinge–55<br>exLucy Borchard–50<br>exEmpire Melody–46<br>**Astrovlanis Cia. Nav. S.A.**<br>Monrovia Liberian | 2808<br>1658<br>4640 | ~~✠100A1~~ ~~TD 4/67~~<br>~~✠LMC~~<br>—<br>**FOUNDERED 12/68** ~~EL~~ | 1942–11 Grangemouth Dkyd Co. Ltd.—Gmh<br>327' 11" 46' 6" 20' 10½"<br>310' 0" 46' 4" 25' 2"<br>P33' B82' F34' 1 dk<br>NS 6BH<br>WB803t | S<br>G.212659 B.202055<br>6W Der 6(5) | T 3Cy. 20" 31" & 55"<br>1200ihp<br>N.E. Mar. Eng. Co.<br>2 SB 200lb |
| 513294<br>ELPE<br>490<br>Df Esd<br>Gc Rdr | **GOLD STAR**<br>exSan Juan–61 exImperial<br>Charlottetown–54<br>exEsso Portsmouth–48<br>exSag Harbor–46<br>**Ocean Marine Ltd.**<br>Monrovia Liberian | 11873<br>7481<br>18440 | 100A1 SS 4/66<br>strengthened for heavy cargoes<br>**MBS**<br>MN1320 EL (ht) 2 1/16"SQ | 1944 Sun S.B. & D.D. Co.—Chester, Pa<br>523' 6" 68' 2" 32' 9½"<br>503' 6" 68' 0" 47' 3"<br>1 dk<br>NS 8BH conv tanker 61<br>rf 9" WB7304t incl. Topside tanks 4318t | T-E Bulk Carrier Mchy.aft<br>5 Ho 22½', 73', 73', 73', 80'<br>G.800870<br>5 Ha (stl) (16½', 48½', 48½', 48½', 48½'×30') | S Turb driving 1 gen.<br>connected to elec.<br>(Sy)<br>Westinghouse Elec.<br>2WTB 475lb Sat<br>2×525kW 125-400 |

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| **GOLDEN ALPHA**<br>exRiver Clarence–60<br>**The Lambda Shipping Co. Ltd.**<br>Hong Kong British | 5031<br>2662<br>8705 | ✠Classed LR until 11/60<br>**BROKEN UP** | BV | **1943–5** Cockatoo Dks & E. Co. Pty Ltd.—Syd<br>449′ 2″ 56′ 8″ 24′ 5½″<br>425′ 0″ 56′ 6″ 27′ 5″<br>F43′ 1 dk & S dk | S Ref OSD<br>G.439808 B.403149<br>10W Der 1(20) | T 3Cy. 24½″ 40½″ & 67″×48″ & LP turb with dr gearing & hydraulic coupling 860t (o.f)<br>Cockatoo Dks & E. Co. Pty Ltd. Syd<br>11k |
| **GOLDEN ARROW**<br>exBardal–67<br>**Aquila Tankers S.A.**<br>Monrovia Liberian | **22941**<br>13525<br>36760 | | NV | **1959** Eriksbergs M/V A/B—Got<br>682′ 5″ 87′ 3″ 36′ 8″<br>645′ 0″ 87′ 0″ 48′ 6″<br>P156′ B47′ F91′ 1 dk<br>rf 8″ | M Tanker Mchy.aft<br>33 Ta<br>L.1703951 HeCls. BC | Oil 2SA 10Cy. 740×1600 mm<br>12500bhp B&W 3578t (hvf)–48pd<br>Eriksbergs M/V A/B Got<br>3×340, 340, 220kW 440V 60c/s a.c. |
| **GOLDEN BAY**<br>**Tarakohe Shipping Co. Ltd.**<br>D. O. Whyte<br>Wellington New Zealand | 1657<br>807<br>1418 | ✠100A1<br>✠LMC<br>MN256 | SS 7/66<br>EL p | **1954–5** Henry Robb Ltd.—Lth<br>245′ 5″ 42′ 1″ 14′ 0½″<br>230′ 9″ 42′ 0″ 18′ 0″<br>P67′ F44′ 1 dk<br>RW 3BH<br>WB577t | TM Cement Carrier Mchy.aft<br>Self-unloader<br>2 Ho each 92′<br>G 60360<br>1 Ha (w) (6′×15½′)<br>2 Ha (stl) (each 80′×12′)<br>1W Der 1(5) | 2 Oil 2SA each 4Cy. 340×570 mm with electro-magnetic couplings<br>1280bhp 72t (d.o)<br>British Polar Engines Ltd. Gls<br>4×125, 60, 60, 60kW 220V d.c. 10½k |
| **GOLDEN BEAR**<br>**Pacific Far East Line Inc.**<br>San Francisco United States | T.Mk<br>**9100**<br>5307<br>—<br>**12421**<br>7456<br>14323 | | AB | **1955** Bethlehem Stl Co —S.Fo<br>*529·6′* 76′ 2″ —/31′ 7¾″<br>528′ 6″ 76 0″ 44′ 6″<br>F80′ 3 dks<br>RW<br>rf nil | S Ref<br>7 Ho<br>B.722000 In.88000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>19250shp 2635t (o.f)<br>De Laval S. Turb. Co. Trenton |
| **GOLDEN BEAR**<br>**United States Department of Commerce**<br>United States | **6200**<br>2742<br>— | | | **1945** Walsh-Kaiser Co. Inc.—Providence<br>*384·8′* 58′ 2″<br>384′ 9″ 58′ 0″ 28′ 6″<br>F136′ 2 dks, 3rd dk fwd<br>rf nil | TT-E<br>3 Ho<br>B.116000<br>3 Ha | 2 S Turb 6600shp connected to elec. motors<br>1611t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg |
| **GOLDEN BUFFALO**<br>exKana Maru No. 2–66<br>exShinko Maru–61<br>Golden Buffalo **Shipping** Corp.<br>Panama Panamanian | 2651<br>1420<br>3947 | | NK | **1938** Uraga Dock Co. Ltd.—Uraga<br>*297·8′* 45′ 0″ 20′ 4½″<br>295′ 0″ 44′ 10″ 23′ 9″<br>P28′ B75′ F27′ 2 dks<br>RW | M<br>G.182614 B 164099<br>4 Ha (24¾′×16′) (39¾′×19′) (25′, 25′×16′) | Oil 2SA 6Cy. 480×700 mm<br>2700bhp NE61 301t<br>Mitsubishi Hvy Ind. Reorg. Kob<br>12k |
| **GOLDEN CAPE**<br>Harbour Line Ltd.<br>~~Hongkong Salvage & Towage Co. Ltd.~~<br>~~Hong Kong~~ British<br>London | 525<br>88<br>— | **100A1**<br>tug<br>**LMC**<br>MN600 | TD 2/67<br>EL (h) 1¼″ | **1942** Deloe S.B. Co.—Bay City<br>143′ 5″ 33′ 1″ 15′ 6¾″<br>135′ 1″ 33′ 0″ 17′ 1″<br>F42′<br>6BH<br>WB57t | D-E Tug | 2 Oil 2SA each 12Cy 8½″×10½″ 3000bhp driving 2 gen. each 605kW 560V d.c. connected to 2 elec. motors each 765shp<br>General Motors Corp. Clv |
| **GOLDEN CITY**<br>exTamele–67<br>Guan Guan **Shipping Ltd.**<br>Singapore Singapore | 7173<br>4127<br>8110 | **BS**✻<br>with freeboard<br>**MBS**✻<br>MN1040 CT7542 C38 S34 | CS 9/65 | **1945–1** Cammell Laird & Co. Ltd.—Bkn<br>452′ 5″ 58′ 8″ 26′ 1¾″<br>425′ 3″ 58′ 6″ 38′ 1″<br>P49′ F47′ 2 dks<br>RW 7BH<br>rf 3″ WB2505t incl. DTs1026t | TM (36P) Ref<br>4 Ho 65′, 60½′, 30′DT. 30′DT, 30′DT, 30′DT, 30′DT, 30′DT, 66′, 65½′<br>G.462000 B.415000 In.9070<br>5 Ha (22½′×18′) (35½′, 35½, 35½′, 35½′×21′)<br>14W Der 2(50) 1(12) 10(10) 6(5) | 2 Oil 2SA each 3Cy. 600×2320 mm<br>5950bhp 908t (d.o)<br>Wm. Doxford & Sons Ltd. Sld<br>db 120lb<br>3×180kW 220V d.c. 13½k |
| **GOLDEN CITY**<br>exWen Hsing–51<br>Au Ming Sueng<br>China (Taiwan) | *417*<br>*228*<br>— | | | **1934** Kiangnan Dk & Eng. Wks—Shi<br>*137·2′* 23′ 1″<br>… … …<br>1 dk<br>R | TM | 2 Oil 4SA each 6Cy. 300×380 mm Emade33fitted34<br>Masch. Augsburg-Nürnberg Aug |
| **GOLDEN COMET**<br>Bonny **Shipping Co. Ltd.**<br>Sir R. Ropner & Co. Ltd.<br>Guernsey British<br>Now **GOLDEN STAR**<br>See New Entries No. 6 | 1279<br>665<br>1174 | ✠100A1<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN364 | SS 12/64<br>EL n 1 5/16″SQ | **1960–11** Schps. "De Waal"—Zaltbommel<br>237′ 3″ 34′ 6″ 14′ 8¾″<br>214′ 3″ 34′ 5½″ 20′ 10″<br>Ba56′ F25′ 2 dks<br>4BH<br>rf 4″ WB197t | M Ref Mchy.aft<br>In.60158<br>6W Der 1(8) 5(2½) | Oil 4SA 8Cy. 400×600 mm<br>1820bhp 220t<br>Masch. Augsburg-Nürnberg Ham<br>14k |
| **GOLDEN CROSS**<br>Newport Screw **Towing Co.** Ltd.<br>Middlesbrough British<br>Now **DUNHERON**<br>See New Entries No. 7 | 132<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN150 | SS 10/67<br>EL (a) | **1955–7** Scott & Sons—Bwg<br>86′ 3″ 23′ 11″ 10′ 3¾″<br>80′ 6″ 23′ 6″ 11′ 0″<br>RW 3BH<br>rf 18″ BK6″ | M Tug | Oil 2SA 4Cy. 14½″×19″ sr geared<br>750bhp (d.o)<br>Crossley Bros. Ltd. Mch |
| **GOLDEN DOUBLOON**<br>exAstrid–66<br>Treasure Ship Inc.<br>Ft. Lauderdale United States | *250*<br>*144*<br>285 | | BV | **1949** Djursvik Varv—Djursvik<br>*110·4′* 25′ 7″ 12′ 6″<br>… … … | Wood M Mchy.aft<br>Der 2 | Oil 2SA 3Cy. 350×410 mm Emade46fitted56 (d.o)<br>A/B Jönköpings Motfb. Jönköping |
| **GOLDEN DRAGON No. 1**<br>Chong Shing Ocean Enterprise Corp.<br>Kaohsiung China (Taiwan) | 1900<br>1006<br>— | | CR (Taiwan) | **1967** Miho Zosensho—Shimizu<br>257′ 6″ 41′ 1″ 27′ 3″<br>233′ 8″ 41′ 0″ 19′ 0″<br>2 dks | M Stern Trawler Mchy.aft<br>2 Ho 59′, 58′<br>G.60741 B.56645<br>2 Ha (each 9¾′×9¾′)<br>4W Der 2(3) 2(2) | 2 Oil 4SA each 12Cy. 220×300 mm geared to sc. shaft<br>2800bhp MAN 578t<br>Kawasaki Dkyd Co. Ltd. Akashi<br>2×150kW 450V d.c.<br>2×256kW 445V a.c.<br>Controllable pitch propeller 14k |

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| 513305<br>SZOL<br>343<br>Df Esd<br>Gc Rdr<br>RTm | **GOLDEN EAGLE**<br><br>**Petromar S.A.**<br>Andros Greek | 21049<br>12934<br>32256 | <br><br>AB | 1956 Mitsubishi Hvy Ind. Reorg—Kob<br>662' 0" 87' 4" ~~34' 4½"~~ 35' 9¼"<br>630' 0" 86' 11" 45' 5"<br>P128' B37' F81' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc.<br>13750shp Westinghouse<br>Mitsubishi Hvy Ind. Reorg<br>2×500kW 450V 60c/s a.c. |
| 514333<br>5LYU<br>1364<br>Df Esd<br>Gc Pfd<br>Rdr | **GOLDEN EAGLE**<br>exHarry Jeffries-67<br>**Cosmic Shipping &**<br>**Enterprises Inc.**<br>Monrovia Liberian | 15396<br>10101<br>24700 | ✠100A1 SS 8/67<br>oil tanker<br>✠LMC<br><br>MN1630 EL k†2 1/16"SQ | 1959-3 A/B Lindholmens Varv.—Got<br>610' 6" 76' 3" 32' 9½"<br>576' 0" 76' 0" 43' 3"<br>P125' F77' 1 dk<br>11BH<br>rf 4" WB1509t | M Tanker Mchy.aft<br>24 Ta<br>L.1173000 HeCls. BC | Oil 2SA 9Cy. 760×1500 mm<br>8150bhp<br>A/B Lindholmens Varv.<br>2AuxB 150lb |
| 523823<br>ZFGA<br>186166<br>Df Esd<br>Gc Rdr<br>RTh | **GOLDEN FALCON**<br>exElaine-66 exMobil Light-64<br>exStanvac India-62<br>**Stratford Shipping Ltd.**<br>Nassau British | 17297<br>10201<br>26638 | ✠100A1 ~~SS 10/63~~<br>oil tanker SS 7/66<br>✠LMC<br><br>MN2750 EL n†2¼"SQ | 1954-12 Cammell Laird & Co. (S. & E.)<br>Ltd.—Bkn<br>628' 1" 82' 10" 33' 7½"<br>600' 0" 82' 6" 42' 6"<br>P131' B39' F84' 1 dk<br>RW 17BH<br>WB1928t incl. DTsf1342t | S Tanker (12P) Mchy.aft<br>30 Ta 1 Ho 42'<br>L.1261282 HeCls. BC<br>1 Ha (stl) (10'×20')<br>Der 4(5) 2(3) | 2 S Turb dr geared to sc.<br>13570shp<br>Cammell Laird & Co.<br>2WTB 965lb Spt |
| 670968<br><br>400553<br>Esd Rdr | **GOLDEN FLEECE**<br><br>**J. A. Tully**<br>Dublin Irish Republic | 107<br>69<br>— | <br><br>BV | 1966 Ch. H. Heraud—Lorient<br>*71-4'* 21' 5"<br>… … …<br>1 dk | Wood M Fishing<br><br><br>2 Ha (7'×4½') (4½'×2½') | Ven Oil 4SA 12Cy. 6"×6"<br>360bhp<br>Moteurs Baudouin |
| 513307<br>SFCA<br>8944<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN GATE**<br><br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish | T.Mk<br>6591<br>3279<br>8530<br>9033<br>5394<br>9420 | ✠100A1 TD 6/68 ~~SS 6/63~~<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN2800 EL e†2¼"SQ | 1948-4 Kockums M/V A/B—Mmo<br>500' 4" 64' 1" 28' 0"<br>465' 10" 63' 11" 39' 10"<br>P69' F98' 3rd dk except in Nos. 1 & 5 holds, 4th dk in No. 3 hold intermediate 'tween dk aft under raised S dk<br>Coll BH to S dk 6 to U dk<br>WB1990t incl. Tunnel tanks DTf132t | TM Ref<br>7 Ho<br>G 581720 B.549980 In.142420<br>7 Ha (27', 28½', 28½', 28½', 28½', 28½', 26½'×21')<br>Cr 2(5) 12(3) | 2 Oil 2DA each 7Cy.<br>14000bhp<br>Kockums M/V A/B |
| 515653<br>ELCF<br>2791<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN HAWK**<br>exMaria P-67<br>exHugo Hammar-67<br>**Corinthian Shipping Inc.**<br>Monrovia Liberian | 21851<br>13214<br>34080 | <br><br>NV | 1957 A/B Götaverken—Got<br>685' 10" 86' 3" 34' 7½"<br>652' 0" 86' 0" 47' 0"<br>P144' B46' F69' 1 dk | S Tanker Mchy.aft<br>27 Ta<br>HeCls. BC | 2 S Turb dr geared to sc.<br>13750shp<br>De Lavals Ångturbin |
| 513309<br>VDLJ<br>193679<br>Df Esd<br>Gc Rdr<br>RTm/h | **GOLDEN HIND**<br>exImperial Woodbend-54<br>**Mohawk Nav. Co. Ltd.**<br>R. A. Campbell<br>Montreal Canadian | 12304<br>8532<br>16432 | ✠100A1 Lake SS 7/67<br>Great Lakes & River St. Lawrence service<br>✠LMC<br>MN1035 EL (i) 2 1/16"SQ | 1952-4 Collingwood Shpyds Ltd.—Clw<br>620' 0" 69' 2" 24' 5½"<br>600' 0" 68' 0" 35' 0"<br>P125' F61' Trunk 308' 1 dk<br>RW 3BH conv tanker 54<br>WB6693t | S Bulk Carrier Mchy.aft<br>4 Ho 109', 96', 95', 115'<br><br>16 Ha (stl) (each 11'×44') | 3 S Turb dr geared to sc.<br>5175shp<br>John Inglis Co. Ltd.<br>2WTB 525lb Spt 490lb<br>db 15lb<br>2×300kW 230V 60c/s a.c. |
| 535078<br>HPEN<br>3998-YJ<br>Df Esd<br>Gc Rdr | **GOLDEN ISLAND**<br>exTakashima Maru-67<br>exSouth Hope-57<br>exLyngheim-56 exKontum-55<br>exCapitaine do Huu Vi-50<br>exCamp Debert-46<br>Launched as Hector Park<br>**The Golden Buffalo**<br>**Shipping Corp.**<br>Panama Panamanian | 2926<br>1628<br>4624 | BV<br><br>✠Classed LR until 4/53 | 1944-1 Foundation Maritime Ltd.—<br>Pictou<br>328' 0" 46' 6" 20' 10½"<br>46' 4"<br>P31' B76' F34' 1 dk, pt 2nd dk | M Mchy.aft<br><br>G.211800 B.198739<br>4 Ha (32'×22') (34'×32') (34'×24') (32'×22')<br>8W Der 1(25) | Oil 4SA 6Cy. 450×640 mm<br>1650bhp NE58<br>Nippon Hatsudoki |
| 510709<br><br>186089<br>Df Esd<br>Gc Rdr<br>RTv | **GOLDEN JAY**<br>exEsso Canterbury-68<br>**Camelot Shipping Ltd.**<br>Nassau British | 17543<br>10234<br>28220 | ✠100A1 TD 3/68 ~~SS 3/63~~<br>oil tanker<br>✠LMC<br><br>MN2750 EL n†2¼"SQ | 1954-7 Vickers-Armstrongs Ltd.—Brw<br>629' 8" 82' 10" 33' 7½"<br>600' 0" 82' 6" 42' 6"<br>P126' B47' F84' 1 dk<br>RW 16BH<br>rf 4½" WB2023t incl. DTsf1342t | S Tanker Mchy.aft<br>30 Ta<br><br><br>Der 2(10) 4(5) 2(2) | 2 S Turb dr geared to sc.<br>13750shp<br>Vickers-Armstrongs Ltd.<br>2WTB 965lb Spt<br>2×400kW 450V 60c/s a.c. |
| 535286<br>9VKP<br>168877<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEN LION**<br>exTarkwa-67<br>**Guan Guan Shipping Ltd.**<br>Singapore Singapore | 7414<br>4303<br>7620 | BS✱ CS 7/65<br><br>MBS<br><br>MN880 CT7491 C39 S35 | 1944-4 Caledon S.B. & E. Co. Ltd.—Dun<br>458' 0" 59' 4" 26' 1"<br>425' 0" 59' 0" 36' 5"<br>P33' F38' 2 dks<br>RW 8BH<br>rf 6" WB1387t | M (135P)<br>7 Ho 49', 81', 33¾'DT, 33¾'DT, 44¾', 24¾', 44½', 62½', 49½'<br>G.485000 B.441000 In.6067<br>9 Ha (19½'×14') (31½', 9'×20') (8'×7') (10½'×13') (8'×7') (20½'×18') (31¼'×20') (22½'×18')<br>20W Der 1(50) 1(30) 1(12) 2(10) 6(7) 12(5) | Oil 4SA 8Cy.<br>4400bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>db 120lb<br>3×180kW 220V d.c. |
| 670786<br>LLBA<br><br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN MASTER**<br><br>**Skibs A/S Golden West**<br>Oslo Norwegian<br>Now STEPHANITOR See New Entries No. 12 | 30422<br>22140<br>54200 | <br><br>NV | 1967 Rheinstahl Nordseewerke—Emd<br>730' 0" 93' 8" ~~49' 4½"~~ 42' 4½"<br>683' 0" 93' 6" 57' 5"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy.<br>13800bhp B&W<br>Frd. Krupp Masch.<br>Dieselmotoren |
| 535346<br>HOFY<br>1390-HK<br>Df Rdr | **GOLDEN MOUNTAIN**<br>exTatsuharu Maru-67<br>**Golden Mountain Shipping**<br>**Co.**<br>Panama Panamanian | 6281<br>3697<br>8022 | NK<br><br>✱Classed BC until 4/44 | 1939 Mitsubishi Jukogyo—Kob<br>433' 10" 56' 2" 25' 4"<br>405' 0" 56' 0" 30' 9"<br>P61' B147' F47' 2 dks<br>R | M Ref<br>4 Ho<br>G.429142 B.398607 In.5711<br>7 Ha<br>14W Der 10(6) 4(4) | Oil 2SA 6Cy.<br>3450bhp<br>Hitachi Zosen<br>2×50kW 105V d.c. |

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| **GOLDEN OCEAN**<br>exLombardus-65<br>exSamodra Mas-64<br>exDominic-62<br>exHickory Stream-47<br>**Hong Kong South Sea Shipping Co. Ltd.**<br>Hong Kong British | 3827<br>2223<br>5876 | **100A1**<br><br>**LMC** | SS 7/67<br>EL v 1$\frac{11}{16}$"SQ | **1945** Consolidated Stl Corp.—Wmg, Cal<br>338′ 8″ 50′ 3″ 23′ 5½″<br>321′ 11″ 50′ 0″ 29′ 1″<br>P90′ F41′ 2 dks<br>Coll BH to U dk 8 to 2nd dk<br>WB1011t incl. Tunnel tanks 44t | M Ref CSD Mchy.aft<br>G.247354 B.234200 In.8830<br>16W Der 1(30) 1(20) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 862t<br>Nordberg Mfg Co. Milwaukee<br>wtdb 100℔ 10k |
| **GOLDEN PARK**<br>exLa Cruz-67<br>**Pan Ocean Bulk Carriers Ltd.**<br>Pusan S. Korean | 31254<br>22819<br>53313<br>MN2750 | ✠100A1<br>oil tanker<br>✠LMC | SS 10/65<br>EL v†3$\frac{3}{16}$"SQ | **1965–10** (Fwd & cargo sections)<br>Kure Zosensho—Kur<br>**1952–9** (Aft section) Bethlehem Stl Co.<br>—Qcy<br>766′ 2″ 102′ 4″ 38′ 8″<br>725′ 0″ 102′ 0″ 52′ 1″<br>B35 F104′ 1 dk<br>10BH<br>WB3836t incl. DTf2439t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>12500shp (o.f)<br>Bethlehem Stl Co. Qcy<br>✠2NWTB10/65–690℔ Spt 850° F. 625℔<br>hs20062 sg 125℔ |
| **GOLDEN ROSE**<br>exChepo-64 exBonde-61<br>exPeter Lassen-47<br>**Eastern Carriers Inc.**<br>Panama Panamanian | 7211<br>4516<br>10900 | **BROKEN UP** | BV | **1944** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW | S<br>G.562000 B.499000 | T 3Cy. 24½″ 37″ & 70″×48″<br>1819t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>10½k |
| **GOLDEN ROSE VI**<br>Industrial **Tambo de Mora S.A.**<br>Tambo de Mora Peruvian | 200<br>89<br>— | | GL | **1967** Ast. Picsa S.A.—Clo<br>*88·0′* 23′ 2″<br>23′ 1″ 11′ 5″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. Peoria |
| **GOLDEN ROSE VII**<br>Industrial **Tambo de Mora S.A.**<br>Tambo de Mora Peruvian | 200<br>89<br>— | | GL | **1967** Ast. Picsa S.A.—Clo<br>*88·0′* 23′ 2″<br>23′ 1″ 11′ 5″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. Peoria |
| **GOLDEN SCARAB**<br>**Industrial Development Bank**<br>~~Scarab Fishing Ventures Ltd.~~<br>Halifax, N.S. Canadian | 981<br>507<br>— | | | **1964** G. T. Davie & Sons Ltd.—Lauzon<br>170′ 6″ 36′ 5″<br>152′ 6″ 35′ 6″ 19′ 2″<br>2 dks | M Fishing | Oil 2SA 10Cy. 206×254 mm<br>Canadian Locomotive Co. Kin |
| **GOLDEN SPRING**<br>exOrinoco-64<br>Guan Guan **Shipping Ltd.**<br>Singapore Singapore | 7333<br>4150<br>7885 | ✠100A1<br>with freeboard<br>DTm—vegetable oil<br>Str. nav. ice<br>✠LMC<br>~~✠Lloyd's RMC~~ | SS 2/65<br>EL b† | Lch.**1943** Cmd.**1945–6** Kockums M/V A/B<br>—Mmo<br>445′ 0″ 57′ 1″ 26′ 2½″<br>418′ 0″ 57′ 0″ 37′ 8″<br>F87′ 3 dks<br>7BH to U dk<br>WB2675t incl. Tunnel tanks 318t DTm767t | TM Ref<br>G.437000 B.403000 In.93920 | 2 Oil 2SA each 6Cy. 680×1200 mm<br>6540bhp 1534t<br>Kockums M/V A/B Mmo<br>16k |
| **GOLDEN STAR**<br>exIron King-67<br>Golden Star **Shipping Co.**<br>Panama Panamanian | *4833*<br>*2708*<br>7909 | ~~✠100A1~~<br>~~with freeboard~~<br>~~✠LMC~~<br>✠Class **WITHDRAWN** at Owners' request 11/68 | ~~SS 11/63~~<br>~~EL z 1$\frac{11}{16}$"SQ~~ | **1936–10** Lithgows Ltd.—P.Gl<br>407′ 4″ 56′ 2″ 23′ 10″<br>390′ 0″ 56′ 0″ 34′ 6″<br>F38′ 1 dk & S dk<br>R NS Coll BH to S dk 6 to 2nd dk<br>rf 2″ WB2689t incl. DTf297t Topside tanks 1048t | S OSD Mchy.aft<br>4 Ho 53′, 67′, 105′, 18′<br>G.400000 B.384000<br>5 Ha (36′, 36′, 36′, 30′, 15′×28′)<br>Der 1(25) 2(7½) 8(5) | Q 4Cy. 24″ 34½″ 50″ & 71″×48″ & exhaust turb driving steam compressor<br>2800ihp (o.f)<br>D. Rowan & Co. Ltd. Gls<br>3WTB 250℔ Spt hs(6213)<br>2×90, 50kW 220V d.c. 10½k |
| **GOLDEN STAR**<br>Cromar Lines **of Florida Inc.**<br>Puerto Cortez Honduran | 357<br>—<br>— | | | **1944** George Lawley & Son, Corp.—<br>Neponset, Mass<br>165′ 0″ 23′ 5″ 8′ 0½″<br>23′ 4″ 11′ 6″ | TM | 2 Oil |
| **GOLDEN STATE**<br>exMarie Hamill-56<br>exLegion Victory-51<br>**States Marine Lines Inc.**<br>New York United States | 7598<br>4588<br>10772 | | AB | **1944** Permanente (Shpyd No. 1)—<br>Richmond<br>455′ 3″ 62′ 2″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S (6P)<br>5 Ho 57½′, 45′, 78′, 81′, 75′<br>G.523740 B.453210<br>5 Ha (24½′, 22½′, 34½′, 34½′, 23½′×22½′)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 230V d.c. 15½k |
| **GOLDEN WONDER**<br>exAmazonas-64<br>Guan Guan **Shipping Ltd.**<br>Singapore Singapore | 7332<br>4150<br>7885 | ✠100A1<br>with freeboard<br>DTm—vegetable oil<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC | SS 3/65<br>EL b† pt2$\frac{3}{8}$"SQ | Lch. **1943** Cmd. **1945–7** Kockums M/V<br>A/B—Mmo<br>445′ 0″ 57′ 1″ 26′ 2½″<br>418′ 0″ 57′ 0″ 37′ 8″<br>F87′ 3 dks<br>7BH to U dk<br>WB2675t incl. Tunnel tanks 318t DTm767t | TM Ref<br>G.424000 B.403000 In.93920 | 2 Oil 2SA each 6Cy. 680×1200 mm<br>6540bhp 1534t<br>Kockums M/V A/B Mmo<br>~~db 100℔~~ 16k |

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| 513305<br>SZOL<br>343<br>Df Esd<br>Gc Rdr<br>RTm | **GOLDEN EAGLE**<br>**Petromar S.A.**<br>Andros Greek | 21049<br>12934<br>32256 | AB | 1956 Mitsubishi Hvy Ind. Reorg—Kob<br>662' 0" 87' 4" ~~84' 4½'~~ 35' 9¾"<br>630' 0" 86' 11" 45' 5"<br>P128' B37' F81' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc.<br>13750shp Westinghouse<br>Mitsubishi Hvy Ind. Reorg<br>2×500kW 450V 60c/s a.c. |
| 514333<br>5LYU<br>1364<br>Df Esd<br>Gc Pfd<br>Rdr | **GOLDEN EAGLE**<br>exHarry Jeffries–67<br>**Cosmic Shipping &**<br>**Enterprises Inc.**<br>Monrovia Liberian | 15396<br>10101<br>24700 | ✠100A1 SS 8/67<br>oil tanker<br>✠LMC<br>MN1630 EL k†2$\frac{7}{16}$"SQ | 1959–3 A/B Lindholmens Varv.—Got<br>610' 6" 76' 3" 32' 9½"<br>576' 0" 75' 0" 43' 3"<br>P125' F77' 1 dk<br>11BH<br>rf 4" WB1509t | M Tanker Mchy.aft<br>24 Ta<br>L.1173000 HeCls. BC | Oil 2SA 9Cy. 760×1500 mm<br>8150bhp<br>A/B Lindholmens Varv.<br>2AuxB 150lb ⊕(ex.g) 750 |
| 523823<br>ZFGA<br>186166<br>Df Esd<br>Gc Rdr<br>RTh | **GOLDEN FALCON**<br>exElaine–66 exMobil Light–64<br>exStanvac India–62<br>**Stratford Shipping Ltd.**<br>Nassau British | 17297<br>10201<br>26638 | ✠100A1 ~~SS 10/63~~<br>oil tanker SS 7/66<br>✠LMC<br>MN2750 EL n†2½"SQ | 1954–12 Cammell Laird & Co. (S. & E.) Ltd.—Bkn<br>628' 1" 82' 10" 33' 7½"<br>600' 0" 82' 6" 42' 6"<br>P131' B39' F84' 1 dk<br>RW 17BH<br>WB1928t incl. DTsf1342t | S Tanker (12P) Mchy.aft<br>30 Ta 1 Ho 42'<br>L.1261282 HeCls. BC<br>1 Ha (stl) (10'×20')<br>Der 4(5) 2(3) | 2 S Turb dr geared to sc.<br>13570shp<br>Cammell Laird & Co.<br>2WTB 965lb Spt 897lb |
| 670968<br>400553<br>Esd Rdr | **GOLDEN FLEECE**<br>**J. A. Tully**<br>Dublin Irish Republic | 107<br>69<br>— | BV | 1966 Ch. H. Heraud—Lorient<br>71·4' 21' 5"<br>… … …<br>1 dk | Wood M Fishing<br>2 Ha (7'×4½') (4½'×2½') | Ven Oil 4SA 12Cy. 6"×6"<br>360bhp<br>Moteurs Baudouin |
| 513307<br>SFCA<br>8944<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN GATE**<br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish | T.Mk<br>6591<br>3279<br>8530<br>9033<br>5394<br>9420 | ✠100A1 TD 6/68 ~~SS 6/63~~<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN2800 EL e†2¼"SQ | 1948–4 Kockums M/V A/B—Mmo<br>500' 4" 64' 1" 28' 0"<br>465' 10" 63' 11" 39' 10"<br>P69' F98' 3rd dk except in Nos. 1 & 5 holds, 4th dk in No. 3 hold intermediate 'tween dk aft under raised S dk<br>Coll BH to S dk 6 to U dk<br>WB1990t incl. Tunnel tanks DTf132t | TM Ref<br>7 Ho<br>G 581720 B.549980 In.142420<br>7 Ha (27', 28½', 28½', 28½', 28½', 28½', 26½'×21')<br>Cr 2(5) 12(3) | 2 Oil 2DA each 7Cy.<br>14000bhp<br>Kockums M/V A/B |
| 515653<br>ELCF<br>2791<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN HAWK**<br>exMaria P–67<br>exHugo Hammar–67<br>**Corinthian Shipping Inc.**<br>Monrovia Liberian | 21851<br>13214<br>34080 | NV | 1957 A/B Götaverken—Got<br>685' 10" 86' 3" 34' 7½"<br>652' 0" 86' 0" 47' 0"<br>P144' B46' F69' 1 dk | S Tanker Mchy.aft<br>27 Ta<br>HeCls. BC | 2 S Turb dr geared to sc.<br>13750shp<br>De Lavals Ångturbin |
| 513309<br>VDLJ<br>193679<br>Df Esd<br>Gc Rdr<br>RTm/h | **GOLDEN HIND**<br>exImperial Woodbend–54<br>**Mohawk Nav. Co. Ltd.**<br>R. A. Campbell<br>Montreal Canadian | 12304<br>8532<br>16432 | ✠100A1 Lake SS 7/67<br>Great Lakes & River St. Lawrence service<br>✠LMC<br>MN1035 EL (i) 2$\frac{1}{16}$"SQ | 1952–4 Collingwood Shpyds Ltd.—Clw<br>620' 0" 69' 2" 24' 5½"<br>600' 0" 68' 0" 35' 0"<br>P125' F61' Trunk 308' 1 dk<br>RW 3BH conv tanker 54<br>WB6693t | S Bulk Carrier Mchy.aft<br>4 Ho 109', 96', 95', 115'<br>16 Ha (stl) (each 11'×44') | 3 S Turb dr geared to sc.<br>5175shp<br>John Inglis Co. Ltd.<br>2WTB 525lb Spt 490lb<br>db 15lb<br>2×300kW 230V 60c/s a.c. |
| 535078<br>HPEN<br>3998-YJ<br>Df Esd<br>Gc Rdr | **GOLDEN ISLAND**<br>exTakashima Maru–67<br>exSouth Hope–57<br>exLyngheim–56 exKontum–55<br>exCapitaine do Huu Vi–50<br>exCamp Debert–46<br>Launched as Hector Park<br>**The Golden Buffalo Shipping Corp.**<br>Panama Panamanian | 2926<br>1628<br>4624 | BV<br>✠Classed LR until 4/53 | 1944–1 Foundation Maritime Ltd.—Pictou<br>328' 0" 46' 6" 20' 10½"<br>46' 4"<br>P31' B76' F34' 1 dk, pt 2nd dk | M Mchy.aft<br>G.211800 B.198739<br>4 Ha (32'×22') (34'×32') (34'×24') (32'×22')<br>8W Der 1(25) | Oil 4SA 6Cy. 450×640 mm<br>1650bhp NE58<br>Nippon Hatsudoki |
| 510709<br>186089<br>Df Esd<br>Gc Rdr<br>RTv | **GOLDEN JAY**<br>exEsso Canterbury–68<br>**Camelot Shipping Ltd.**<br>Nassau British | 17543<br>10234<br>28220 | ✠100A1 TD 3/68 ~~SS 3/63~~<br>oil tanker<br>✠LMC<br>MN2750 EL n†2½"SQ | 1954–7 Vickers-Armstrongs Ltd.—Brw<br>629' 8" 82' 10" 33' 7½"<br>600' 0" 82' 6" 42' 6"<br>P126' B47' F84' 1 dk<br>RW 16BH<br>rf 4½" WB2023t incl. DTsf1342t | S Tanker Mchy.aft<br>30 Ta<br>Der 2(10) 4(5) 2(2) | 2 S Turb dr geared to sc.<br>13750shp<br>Vickers-Armstrongs Ltd.<br>2WTB 965lb Spt 897lb<br>2×400kW 450V 60c/s a.c. |
| 535286<br>9VKP<br>168877<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEN LION**<br>exTarkwa–67<br>**Guan Guan Shipping Ltd.**<br>Singapore Singapore | 7414<br>4303<br>7620 | **BS✳** CS 7/65<br>**MBS**<br>MN880 CT7491 C39 S35 | 1944–4 Caledon S.B. & E. Co. Ltd.—Dun<br>458' 0" 59' 4" 26' 1"<br>425' 0" 59' 0" 36' 5"<br>P33' F38' 2 dks<br>RW 8BH<br>rf 6" WB1387t | M (135P)<br>7 Ho 49', 81', 33½'DT, 33½'DT, 44½', 24½', 44½', 62½', 49½'<br>G.485000 B.441000 In.6067<br>9 Ha (19½'×14') (31½', 9'×20') (8'×7') (10½'×13') (8'×7') (20½'×18') (31½'×20') (22½'×18')<br>20W Der 1(50) 1(30) 1(12) 2(10) 6(7) 12(5) | Oil 4SA 8Cy.<br>4400bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>db 120lb<br>3×180kW 220V d.c. |
| 670786<br>LLBA<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN MASTER**<br>**Skibs A/S Golden West**<br>Oslo Norwegian<br>Now **STEPHANITOR** See New Entries No. 12 | 30422<br>22140<br>54200 | NV | 1967 Rheinstahl Nordseewerke—Emd<br>730' 0" 93' 8" ~~49' 4½"~~ 42' 4½"<br>683' 0" 93' 6" 57' 5"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy.<br>13800bhp B&W<br>Frd. Krupp Masch.<br>Dieselmotoren |
| 535346<br>HOFY<br>1390-HK<br>Df Rdr | **GOLDEN MOUNTAIN**<br>exTatsuharu Maru–67<br>**Golden Mountain Shipping Co.**<br>Panama Panamanian | 6281<br>3697<br>8022 | NK<br>✳Classed BC until 4/44 | 1939 Mitsubishi Jukogyo—Kob<br>433' 10" 56' 2" 25' 4"<br>405' 0" 56' 0" 30' 9"<br>P61' B147' F47' 2 dks<br>R | M Ref<br>4 Ho<br>G.429142 B.398607 In.5711<br>7 Ha<br>14W Der 10(6) 4(4) | Oil 2SA 6Cy.<br>3450bhp NEM<br>Hitachi Zosen<br>2×50kW 105V d.c. |

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| **GOLDEN OCEAN**<br>exLombardus-65<br>exSamodra Mas-64<br>exDominic-62<br>exHickory Stream-47<br>**Hong Kong South Sea Shipping Co. Ltd.**<br>Hong Kong British | 3827<br>2223<br>5876 | **100A1**<br>**LMC** | SS 7/67<br>EL v 1¹³⁄₁₆"SQ | **1945** Consolidated Stl Corp.—Wmg, Cal<br>338′ 8″ 50′ 3″ 23′ 5½″<br>321′ 11″ 50′ 0″ 29′ 1″<br>P90′ F41′ 2 dks<br>Coll BH to U dk 8 to 2nd dk<br>WB1011t incl. Tunnel tanks 44t | M Ref CSD Mchy.aft<br>G.247354 B.234200 In.8830<br>16W Der 1(30) 1(20) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 862t<br>Nordberg Mfg Co. Milwaukee<br>wtdb 100℔ 10k |
| **GOLDEN PARK**<br>exLa Cruz-67<br>**Pan Ocean Bulk Carriers Ltd.**<br>Pusan S. Korean | 31254<br>22819<br>53313<br>MN2750 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 10/65<br>EL v†3³⁄₁₆"SQ | **1965**–10 (Fwd & cargo sections)<br>Kure Zosensho—Kur<br>**1952**–9 (Aft section) Bethlehem Stl Co.<br>—Qcy<br>766′ 2″ 102′ 4″ 38′ 8″<br>725′ 0″ 102′ 0″ 52′ 1″<br>B35 F104′ 1 dk<br>10BH<br>WB3836t incl. DTf2439t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>12500shp (o.f)<br>Bethlehem Stl Co. Qcy<br>✠2NWTB10/65-690℔ Spt 850° F. 625℔<br>hs20062 sg 125℔ |
| **GOLDEN ROSE**<br>exChepo-64 exBonde-61<br>exPeter Lassen-47<br>**Eastern Carriers Inc.**<br>Panama Panamanian | 7211<br>4516<br>10900 | **BROKEN UP** | BV | **1944** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW | S<br>G.562000 B.499000 | T 3Cy. 24½″ 37″ & 70″×48″<br>1819t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>10½k |
| **GOLDEN ROSE VI**<br>**Industrial Tambo de Mora S.A.**<br>Tambo de Mora Peruvian | 200<br>89<br>— | | GL | **1967** Ast. Picsa S.A.—Clo<br>*88·0′* 23′ 2″<br>23′ 1″ 11′ 5″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. Peoria |
| **GOLDEN ROSE VII**<br>**Industrial Tambo de Mora S.A.**<br>Tambo de Mora Peruvian | 200<br>89<br>— | | GL | **1967** Ast. Picsa S.A.—Clo<br>*88·0′* 23′ 2″<br>23′ 1″ 11′ 5″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. Peoria |
| **GOLDEN SCARAB**<br>**Industrial Development Bank**<br>~~[illegible] Fishing Ventures Ltd.~~<br>Halifax, N.S. Canadian | 981<br>507<br>— | | | **1964** G. T. Davie & Sons Ltd.—Lauzon<br>170′ 6″ 36′ 5″<br>152′ 6″ 35′ 6″ 19′ 2″<br>2 dks | M Fishing | Oil 2SA 10Cy. 206×254 mm<br>Canadian Locomotive Co. Kin |
| **GOLDEN SPRING**<br>exOrinoco-64<br>**Guan Guan Shipping Ltd.**<br>Singapore Singapore | 7333<br>4150<br>7885 | **✠100A1**<br>with freeboard<br>DTm—vegetable oil<br>Str. nav. ice<br>**✠LMC**<br>~~✠Lloyd's RMC~~ | SS 2/65<br>EL b† | Lch.1943 Cmd.1945–6 Kockums M/V A/B<br>—Mmo<br>445′ 0″ 57′ 1″ 26′ 2½″<br>418′ 0″ 57′ 0″ 37′ 8″<br>F87′ 3 dks<br>7BH to U dk<br>WB2675t incl. Tunnel tanks 318t DTm767t | TM Ref<br>G.437000 B.403000 In.93920 | 2 Oil 2SA each 6Cy. 680×1200 mm<br>6540bhp 1534t<br>Kockums M/V A/B Mmo<br>16k |
| **GOLDEN STAR**<br>exIron King-67<br>**Golden Star Shipping Co.**<br>Panama Panamanian | *4833*<br>*2708*<br>7909 | ~~✠100A1~~<br>~~with freeboard~~<br>~~✠LMC~~<br>✠Class **WITHDRAWN** at Owners' request 11/68 | ~~SS 11/68~~<br>~~EL z 1¹³⁄₁₆"SQ~~ | **1936**–10 Lithgows Ltd.—P.Gl<br>407′ 4″ 56′ 2″ 23′ 10″<br>390′ 0″ 56′ 0″ 34′ 6″<br>F38′ 1 dk & S dk<br>R NS Coll BH to S dk 6 to 2nd dk<br>rf 2″ WB2689t incl. DTf297t Topside tanks 1048t | S OSD Mchy.aft<br>4 Ho 53′, 67′, 105′, 18′<br>G.400000 B.384000<br>5 Ha (36′, 36′, 36′, 30′, 15′×28′)<br>Der 1(25) 2(7½) 8(5) | Q 4Cy. 24″ 34½″ 50″ & 71″×48″ & exhaust turb driving steam compressor<br>2800ihp (o.f)<br>D. Rowan & Co. Ltd. Gls<br>3WTB 250℔ Spt hs(6213)<br>2×90, 50kW 220V d.c. 10½k |
| **GOLDEN STAR**<br>**Cromar Lines of Florida Inc.**<br>Puerto Cortez Honduran | 357<br>—<br>— | | | **1944** George Lawley & Son, Corp.—<br>Neponset, Mass<br>165′ 0″ 23′ 5″ 8′ 0½″<br>23′ 4″ 11′ 6″ | TM | 2 Oil |
| **GOLDEN STATE**<br>exMarie Hamill-56<br>exLegion Victory-51<br>**States Marine Lines Inc.**<br>New York United States | 7598<br>4588<br>10772 | | AB | **1944** Permanente (Shpyd No. 1)—<br>Richmond<br>455′ 3″ 62′ 2″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S (6P)<br>5 Ho 57½′, 45′, 78′, 81′, 75′<br>G.523740 B.453210<br>5 Ha (24½′, 22½′, 34½′, 34½′, 23½′×22½′)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 230V d.c. 15½k |
| **GOLDEN WONDER**<br>exAmazonas-64<br>**Guan Guan Shipping Ltd.**<br>Singapore Singapore | 7332<br>4150<br>7885 | **✠100A1**<br>with freeboard<br>DTm—vegetable oil<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC** | SS 3/65<br>EL b† pt2⅜"SQ | Lch. 1943 Cmd. 1945–7 Kockums M/V<br>A/B—Mmo<br>445′ 0″ 57′ 1″ 26′ 2½″<br>418′ 0″ 57′ 0″ 37′ 8″<br>F87′ 3 dks<br>7BH to U dk<br>WB2675t incl. Tunnel tanks 318t DTm767t | TM Ref<br>G.424000 B.403000 In.93920 | 2 Oil 2SA each 6Cy. 680×1200 mm<br>6540bhp 1534t<br>Kockums M/V A/B Mmo<br>~~db 100℔~~ 16k |

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| 513315<br>DEEL<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDENFELS**<br><br>**Deutsche Dampfschiff. Ges.**<br>**"Hansa"**<br>Bremen W. German | 6886<br>3956<br>9655 | <br><br>GL | 1954 A.G. "Weser"—Bmn<br>511' 1" 62' 8" 27' 1½"<br>456' 11" 62' 4" 39' 5"<br>B29' F41' 2 dks & S dk<br><br>rf 4" | M (12P) Ref OSD Mchy.aft<br>4 Ho 46', 49½', 164' 51½'<br>G.658849 B.594088 In.7310<br>5 Ha (23', 27½', 34', 73½', 26½'×21½')<br>22W Der 1(165) 2(30) 4(15) 14(3–5)<br>2(3) | 2 Oil 2DA each 7Cy.<br>geared to sc. shaft<br>(I) Emade43<br>(II) Emade43<br>9000bhp<br>Sulzer Bros. Ltd.<br>4×200kW 220V d.c. |
| | Now **QUELIN** See New Entries No. 6 | | | | | |
| 516781<br>HPMS<br><br>Df Esd<br>Gc | **GOLDFIELD**<br>exJaguar–66<br>exStad Maassluis–62<br>exBibury–51<br>exEmpire Ballad–46<br>**Olamar S.A.**<br>Panama Panamanian | 6582<br>4484<br>9730 | ✠100A1 TD 2/67<br>with freeboard<br>✠LMC<br><br>EL a†2"SQ | 1942–3 Bartram & Sons Ltd.—Sld<br>432' 0" 56' 7" 26' 6½"<br>410' 0" 56' 4" 36' 8"<br>2 dks<br>6 divisional WTBH in tween dks<br>Coll BH to U dk 6 to 2nd dk<br>WB2005t incl. Tunnel tanks 339t | S<br><br>G.474000 B.440000 | T 3Cy. 24" 39" & 68"×<br>2400ihp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>3 SB 220lb hs(7398) |
| | Now **POSEIDONE** (No. 516781) in the Register | | | | | |
| 651586<br><br>317366 | **GOLDFINGER**<br>exGolden Dragon–65<br>**Roberts Shipping Co. Ltd.**<br>Nassau British | 147<br>61<br>— | | ……………………<br>*105·1'* 19' 8"<br>… … …<br>1 dk | Wood TM | 2 Oil each 6Cy. 4½"×5"<br>Emade43/fitted–<br>General Motors Corp. |
| 513316<br>DUSJ | **GOLDFISH**<br><br>**Republic of the Philippines**<br>Jugador Fishing Corp.<br>Manila Philippine | 136<br>81<br>— | | 1961 Geibi Zosen Kogyo—Kur<br>102' 0" 22' 6" 9' 4"<br>92' 6" 22' 0" 11' 0"<br>1 dk | TM Fishing Mchy.aft | 2 Oil 4SA each 6Cy.<br>500bhp<br>Suction Gas Seisakusho |
| 529596<br>HPWF<br><br>Df Esd<br>Gc Rdr<br>RT | **GOLDRILL 5**<br>exGalveston Lumberman–67<br>exRio Guayas–66<br>exBen Froemming–47<br>**E. Z. Trading Corp. Ltd.**<br>Panama Panamanian | 3805<br>2123<br>6020 | <br><br>AB | 1947 Froemming Bros. Inc.—Milwaukee<br>338' 8" 50' 4" 23' 6"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>RW<br>rf nil | M (8P) Ref Mchy.aft<br>4 Ho 61', 77', 66', 28'<br>G.251536 B.229440 In.9830<br>4 Ha (stl) (20½', 40½', 40½'×20') (9'×8')<br>14W Der 1(30) 1(20) | Oil 2SA 8Cy. 520×700 mm<br>1700bhp<br>Busch-Sulzer Bros. D.E. Co.<br>2×250kW 240V d.c. |
| 652002<br><br><br>Df Esd<br>Pfd RT | **GOLDSTAR**<br><br>**Machinefabriek &**<br>**Technische Handel Mij**<br>**H. Zwart N.V.**<br>Netherland | 110<br>90<br>— | | 1965 Schpsw. "De Rietpol"<br>J. E. Verharen—Spaarndam<br>89' 3" 20' 8"<br>20' 4" 11' 2" | M Fishing | Oil 2SA 6Cy. 190×300 mm<br><br><br>N.V. Mch. Bolnes |
| 513317<br>6ZOG<br>2445<br>Df Esd<br>Gc Rdr<br>RTm | **GOLDSTONE**<br>Launched as Moonstone<br>**Goldstone Shipping Corp.**<br>Monrovia Liberian | 6406<br>3704<br>—<br>~~8684~~<br>~~5144~~<br>~~12050~~ | ✠100A1 ~~SS 11/62~~<br>SS 12/66<br>✠LMC<br><br>MN1470 EL d†2 1/16"SQ | 1958–5 Cant. Nav. di Taranto—Tno<br>487' 8" 62' 4" 26' 7½"/29' 6"<br>450' 0" 62' 0" 39' 3"<br>F99' 1 dk & S dk<br>RW 8BH<br>rf 6" WB2159t incl. DTa1418t | M OSD/~~CSD~~<br>5 Ho 52½', 74½', 64½', 59½', 60½'<br>G.680356 B.616611<br>5 Ha (stl) (26½'×19½') (34½', 34½', 34½', 27½'×26½')<br>12W Der 1(30) 1(15) 4(10) 10(5) | Oil 2SA 7Cy. 750×1320 mm<br>7350bhp<br>S.A. Fiat S.G.M.<br>~~2db 100lb~~ 2AuxB<br>3×180kW 450V 60c/s a.c. |
| 513319<br>GBYL<br>182119<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **GOLFITO**<br><br>**Elders & Fyffes Ltd.**<br>Glasgow British | T.Mk<br>6824<br>3445<br>4940<br>8313<br>4293<br>5800 | BS✱ CS 11/65<br><br>MBS✱<br>RMC✱<br>MN2100 CT8370 C40 S35 | 1949–12 A. Stephen & Sons Ltd.—Gls<br>447' 4" 62' 4" ~~26' 8"~~ 24' 9½"/26' 3"<br>415' 0" 62' 0" 34' 9"<br>B&F415' 3 dks, 4th dk fwd of mchy. space<br>RW 7BH<br>rf 12" BK2" Dk fwd of mchy. space WB1787t incl. Tunnel tanks 272t | TS (99P) Ref ~~CSD~~<br>4 Ho 55', 62', 66', 51'<br>G.204000 In.203900<br>4 Ha (13½'×14') (23½', 15½', 15½'×16')<br>8W Der 8(5) | 4 S Turb dr geared to 2 sc<br>10500shp Parsons<br>A. Stephen & Sons Ltd.<br>3WTB 500lb Spl 470lb<br>3×500kW 220V d.c. |
| 513320<br>EEXA | **GOLFO DE VIZCAYA**<br><br>**Ramon Moreno Astor**<br>Santander Spanish | 128<br>68<br>— | | 1943 J. Rodriguez—Vgo<br>*82·0'* 21' 4"<br>… … … | Wood S | C 2Cy. 8 11/16" & 17 1/16"×<br>80ihp<br>Talleres Lapostill |
| 513321<br>IBSM<br>121<br>Df Esd<br>Gc Rdr<br>RT | **GOLFO DI AUGUSTA**<br>exDodin Marsano–57<br>exFort Frederick–48<br>**Compagnia Generale di**<br>**Navigazione S.p.A.**<br>Andrea Marsano & Sons<br>Cagliari Italian | 6967<br>4175<br>10393 | <br><br>✠Classed LR until 11/48<br><br>**BROKEN UP** | 1942–12 North Van. Ship Rprs Ltd.<br>N.Vcr<br>441' 5" 57' 2" 26' 11½"<br>416' 0" 56' 10" 37' 3"<br>2 dks<br>RW | S<br>5 Ho<br>G.549000 B.470000 | T 3Cy. 24½" 37" & 70"×<br>2500ihp<br>Dominion Eng. Wks Ltd. |
| 513322<br>IBGE<br>124<br>Df Esd<br>Gc Rdr | **GOLFO DI**<br>**CASTELLAMMARE**<br>exSan Amado–56<br>**Compagnia Generale di**<br>**Navigazione S.p.A.**<br>Andrea Marsano & Sons<br>Cagliari Italian | 7082<br>4104<br>11199 | <br><br>✠Classed LR until 2/57<br><br>**BROKEN UP** | 1935–2 Blythswood S.B. Co. Ltd.—Gls<br>463' 9" 60' 2" 26' 1½"<br>422' 6" 60' 0" 32' 0"<br>P95' B45' F32' 1 dk<br>R | M Tanker Mchy.aft<br>21 Ta<br>L.533185 HeCls. C | Oil 4SA 8Cy.<br>4700bhp B&W<br>J. G. Kincaid & Co. Ltd. |
| 513323<br>IBKB<br>109<br>Df Esd<br>Gc RT | **GOLFO DI GENOVA**<br>exJimmy Marsano–57 exRhea–54<br>**Compagnia Generale di**<br>**Navigazione S.p.A.**<br>Andrea Marsano & Sons<br>Cagliari Italian | 7635<br>1846<br>11386 | <br><br><br><br>**BROKEN UP** | 1928 At. & Ch. du Sud-Ouest—Bdx<br>462' 7" 62' 2" 26' 5½"<br>442' 11" 62' 0" 34' 2"<br>1 dk<br>R conv tanker 53 | TM Mchy.aft<br>4 Ho | 2 Oil 4SA each 6Cy.<br>3400bhp<br>Burmeister & Wain |
| 513324<br>ICSG<br>122<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLFO DI NAPOLI**<br>exMatteo Marsano–57<br>exLiguria–49<br>exPeregrine White–47<br>**Compagnia Generale di**<br>**Navigazione S.p.A.**<br>Andrea Marsano & Sons<br>Cagliari Italian | 7172<br>4355<br>10874 | <br><br>AB RI | 1943 New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.563000 B.499000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>Harrisburg Mchy Co.<br>3×20kW 120V d.c. |

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| **GOLFO DI PALERMO**<br>**Siderurgica Sicula di Navigazione S.p.A.**<br>Andrea Marsano & Sons<br>Palermo Italian | **12858**<br>6962<br>20876 | AB RI | **1960** Ansaldo S.p.A.—Lgn<br>573′ 10″ 68′ 11″ 32′ 8″<br>531′ 8″ 68′ 7″ 43′ 4″<br>1 dk<br>RW<br>rf 6″ | M Bulk Carrier Mchy.aft<br>6 Ho<br>B.877000 | Oil 2SA 7Cy. 757×1320 mm<br>7700bhp Fiat<br>Ansaldo Stab. Mecc. | 1109t<br>Gen |
| **GOLFSTRAUM**<br>exBraunsfeld-66<br>**I/S Golfstraum**<br>**Anders Utkilens Rederi A/S**<br>Bergen Norwegian | **1200**<br>723<br>1910 | GL | **1957** Abeking & Rasmussen—Lemwerder<br>225′ 6″ 37′ 7″ 16′ 6″<br>203′ 5″ 18′ 0″<br>P44′ Q82′ F24′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 133′<br>G.86620 B.81648<br>2 Ha<br>6W Der 6(3) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz | 105t<br>Kln<br>11¾k |
| **GOLFSTRIM**<br>**U.S.S.R.**<br>Murmansk Russian | **4699**<br>2270<br>2570 | ✠Classed LR until 3/67 | **1964–12** Burmeister & Wain—Cpn<br>337′ 0″ 52′ 7″ 18′ 2¾″<br>298′ 7″ 52′ 6″ 36′ 5″<br>RFD33′ 2 dks, upper sparred dk in Nos. 1, 2 & 3 holds, lower sparred dk in Nos. 1 & 2 holds<br>rf 8″ DK | M Fish Factory Ref<br>In.119911 | Oil 2SA 6Cy. 500×900 mm<br>3100bhp<br>Burmeister & Wain<br>Controllable pitch propeller | Cpn |
| **GOLFSTROM**<br>exSiegerland-66 exVeleda-60<br>**Henry Külper**<br>Hamburg W. German | **498**<br>245<br>700 | GL | **1953** Gebr. Schürenstedt—Bardenfleth<br>174′ 3″ 28′ 4″ 11′ 3″<br>157′ 3″ 28′ 3″ 12′ 7″<br>P37′ F21′ 1 dk<br>R | M Mchy.aft<br>2 Ho each 40′<br>G.32600 B.30810<br>2 Ha (each 40′×17¾′)<br>4W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>585bhp<br>Masch. Kiel A.G. | 41t (d.o)<br>Kel<br>10k |
| **GOLIA**<br>**"Corrado" Soc. di Navigazione**<br>Genoa Italian | **137**<br>13<br>— | RI | **1944** Equitable Eqpt. Co.—Madisonville<br>86′ 0″ 23′ 1″<br>80′ 11″ 22′ 11″ 10′ 4″ | M Tug | Oil 4SA 8Cy. 305×381 mm<br>700bhp<br>Enterprise Eng. Fdry Co. | S.Fo |
| **GOLIAF**<br>**U.S.S.R.**<br>Vladivostok Russian | **829**<br>—<br>405 | | **1940** ......................Russia<br>171′ 6″ 37′ 9″ 15′ 1″<br>19′ 0″ | M Salvage Tug<br>1 Ho<br>B.5300<br>1 Ha<br>1W Der 1(5) | 2 Oil 4SA each 6Cy. 318×330 mm<br>NE58 | 14k |
| **GOLIAT**<br>**Polish Government**<br>Zarzad Portu **Szczecin**<br>Szczecin Polish | **227**<br>61<br>— | PR | **1965** Stocznia Polnocna—Gdk<br>104′ 0″<br>... ... ...<br>1 dk | M Tug | Oil 2SA 5Cy. 480×700 mm<br>1500bhp<br>Z.U.T. Zgoda<br>2×100kW 400V | Swl<br>13k |
| **GOLIATH**<br>**Bugsier-, Reederei- u. Bergungs-A.G.**<br>Hamburg W. German | **143**<br>40<br>— | GL | **1941** Deutsche S. & M.—Bhn<br>95′ 3″ 23′ 0″ 6′ 11″<br>22′ 10″ 8′ 6″<br>1 dk | TM Salvage Tug<br>Der 1(5) | 2 Oil 2SA each 6Cy. 240×360 mm<br>600bhp<br>Klöckner-Humboldt-Deutz<br>2×50 & 7kW 220V d.c. | (d.o)<br>Kln<br>10k |
| **GOLINA**<br>exTuko-64<br>**G. Duiker**<br>**N.V. Wijnne & Barends**<br>Delfzijl Netherland | **384**<br>205<br>475 | BV | **1955** G. J. v.d. Werff's Schps.—Westerbroek<br>160′ 1″ 25′ 7″ 9′ 6″<br>144′ 4″ 25′ 5″ 10′ 4″<br>P38′ F24′ 1 dk<br>RW | M Mchy.aft<br>G.26400 B.24500<br>2 Ha (each 34¼′×15′)<br>Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>220bhp<br>Appingedammer Brons. | Apg<br>9k |
| **GOLLENES**<br>exWillem van der Zwan-66<br>exAmsterdam-62<br>Konrad **Kvalsvik Partrederi**<br>Ålesund Norwegian | **357**<br>171<br>— | | **1955** Schpsb. & Rep. "De Hoop"—Leyden<br>141′ 7″ 25′ 8″ 9′ 2¼″<br>121′ 1″ 25′ 7″ 13′ 0″<br>RW | M Fishing | Oil 4SA 8Cy. 320×450 mm<br>1000bhp NE62<br>Klöckner-Humboldt-Deutz | Kln |
| **GOLONDRIN**<br>Cristina Suardiaz **Valdés**<br>Gijon Spanish | **284**<br>179<br>305 | | **1957** Ast. del Cantabrico—Gjn<br>137′ 4″ 24′ 0″<br>125′ 0″ 23′ 10″ 9′ 4″<br>1 dk | M Mchy.aft<br>2 Ha (21¾′, 29′×13¼′)<br>Der 1(1½) | Oil 2SA 6Cy. 190×350 mm<br>300bhp<br>Kromhout Motorenfab. | 22t (d.o)<br>Ams<br>9½k |
| **GOLOVNOY**<br>**U.S.S.R.**<br>Odessa Russian | **535**<br>—<br>212 | | **1959** Santierul Naval—Gtz<br>149′ 10″ 30′ 10″ 12′ 10″<br>16′ 5″ | TM Tug<br>1W Der 1(3) | 2 Oil 2SA each 6Cy. 300×500 mm | 11k |
| **GOLTASTEIN**<br>exSouthern Strife-64<br>**Partrederiet Goltastein**<br>Knut Golten<br>Oslo Norwegian | **419** ~~478~~<br>182 ~~184~~<br>— | NV<br>✱Classed BC until 10/64 | **1945–8** Smith's Dock Co. Ltd.—Mdb<br>148′ 0″ 26′ 4″ 13′ 5½″<br>138′ 9″ 26′ 3″ 14′ 9″<br>1 dk<br>R conv whaler<br>rf 21″ BK8″ | M Fishing Mchy.aft<br>3 Ho<br>3 Ha (11′, 8′, 9′×11′) | Oil 2SA 16Cy. 222×267 mm<br>1400bhp Emade43refitted66<br>General Motors Corp.<br>2×55, 24kW 220V 50c/s a.c. | Clv<br>15k |
| **GOLTASUND**<br>**K. & O. Golten**<br>K. Golten<br>Bergen Norwegian | **112**<br>44<br>200 | | **1945** L. Björgen—Höylandsbygd<br>100′ 0″ 21′ 4″ 12′ 0″<br>... ... ...<br>1 dk<br>ien 52 | Wood M Fishing Mchy.aft<br>2 Ha (12½′×7½′) (6½′×6½′)<br>2W Der 1(2½) | Oil 2SA 4Cy. 230×400 mm<br>240bhp NE52<br>Frederikshavns Jernst. & Msk. | Fkn |

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|---|---|---|---|---|---|---|---|
| 672328 | **GOLUB MIRA** | 699 | | | 1967 ..................Russia | M Trawler | Oil 4SA 8Cy. 320×480 mm |
| | | 252 | | | 178' 0" 30' 6" 12' 2" | 2 Ho | |
| | **U.S.S.R.** | 331 | | | 30' 5" 15' 6" | In.12450 | Schwermasch. Karl Liebkn |
| | Russian | | | | | 2 Ha | |
| | | | | | | 2W Der 1(2) 1(1½) | |
| 651558 | **GOLZWARDERSAND** | 500 | | | 1965 H. Brand—Oldenburg | M OSD/CSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm |
| DDIS | | 265 | | | 226' 4" 35' 11" 12' 1½"/16' 9¼" | 2 Ho each 48¾' | 1200bhp |
| | **Partenreederei** | 1062 | | GL | 200' 6" 35' 3" 19' 1" | G.80900 B.72850 | Klöckner-Humboldt-Deutz |
| Df Esd | **Golzwardersand** | 999 | | | 1 dk & S dk | 2 Ha (stl) (each 48¾'×21½') | |
| Gc Pfd | Helmut Meyer | 597 | | | | Der 1(10) 3(3–4) | |
| Rdr RTv | Brake W. German | 1850 | | | | | |
| 513333 | **GOMATI** | 746 | | | 1950 Yarrow & Co. Ltd.—Gls | SP | T 3Cy. 16" 25½" & 41"× |
| | | 370 | | | 226' 0" 32' 1" 4' 9" | | |
| 191143 | **Government of India** | — | ✠Classed LR until 3/51 | | 31' 11" | | Yarrow & Co. Ltd. |
| | Calcutta Indian | | | | 1 dk | | |
| 519201 | **GOMEI MARU** | 6286 | | NK | 1951–12 Nagoya Zosen—Nga | S | 2 S Turb dr geared to sc. shaft |
| JHCK | exKomei Maru-63 | 3579 | | | 449' 0" 58' 7" 26' 2½" | 5 Ho | 4000shp |
| 67876 | **Goyo Kisen K.K.** | 9858 | ✠Classed LR until 6/60 | | 420' 9" 58' 5" 32' 10" | G.471029 B.428263 | Uraga Dock Co. Ltd. |
| Df Esd | Tokyo Japanese | | | | P30' B131' F40' 2 dks | 5 Ha (33¾', 49¾', 26½', 36¾', 36¾'×21') | 2×40kW 225V a.c. |
| Gc Rdr | | | | | RW | 12W Der 1(35) 4(10) 8(5) | |
| RT | | | | | | | |
| 513334 | **GOMEL** | 1200 | | | 1953 "Gheorghiu Dej" Shpyd—Bdp | TM Mchy.aft | 2 Oil 4SA each 8Cy. |
| UQXM | | 449 | | | 229' 7" 32' 10" 12' 5¼" | 3 Ho | 1000bhp |
| M-19493 | **U.S.S.R.** | 1088 | | | 32' 8" 17' 5" | G.59929 | Ganz Waggon & Eng. Wks |
| | Petropavlovsk Russian | | | | 1 dk | 3 Ha (each 22½'×13') | |
| | | | | | | 6W Der 2(10) 4(2) | |
| 513336 | **GOMERA** | 127 | | | 1956 Ch. Chaufféteau—Sables | Wood M Fishing | Oil 4SA 8Cy. 150×180 mm |
| TPTL | | 41 | | | d'Olonnes | | 320bhp |
| | ~~**Armement André**~~ | — | | ~~BV~~ | *77·8'* 22' 9" | | Soc. Surgèrienne |
| Df Esd | ~~**Dhellemmes**~~ Taipa & Aizpuria | | | | ... ... ... | 5 Ha (4'×4½') (5½', 5½', 5½', 5½'×3½') | 2×50kW 220, 380V 50c/s a.c. |
| RTm | Concarneau French | | | | | | |
| 671089 | **GONÇALO** | 6254 | | | 1967 Verolme Est. Reunidos do Brasil | M OSD/CSD Mchy.aft | Oil 2SA 7Cy. 620×1400 mm |
| PUAC | exCampos-68 | 3366 | | | —Jacuacanga | | 8400bhp B&W |
| | **Cia. Paulista de Comercio** | 10200 | | | 466' 10" 64' 2" 26' 11½"/— | | Industrias Villares |
| Df Esd | **Maritimo** | — | | | 426' 6" 64' 0" 40' 2" | | |
| Gc Rdr | Rio de Janeiro Brazilian | — | | | 2 dks & S dk | | |
| RT | | 12200 | | | | | |
| 513341 | **GONCHAROV** | 2805 | | | 1960 Stocznia Gdanska—Gdk | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 480×700 mm |
| UAAG | | 1192 | | | 279' 5" 45' 4" 18' 2" | 4 Ho | 2400bhp |
| M-26412 | **U.S.S.R.** | 1384 | | | 45' 2" 32' 0" | G.57210 In.49194 | Sulzer Bros. Ltd. |
| Df Esd | Murmansk Russian | | | | 2 dks | 4 Ha (15¾', 15¾'×6½') (4', 4'×4') | |
| Gc Rdr | | | | | | 2W Der 2(1½) | |
| 527987 | **GONDAR** | 535 | | | 1949 Marstrand M/V A/B—Mtd | M Ref OSD Mchy.aft | Oil 2SA 6Cy. 250×410 mm |
| ETAS | exPleven-64 exKolåstind-61 | 220 | | | *184·6'* 29' 8" 12' 4½" | | 950bhp |
| | **Red Sea Development** | 700 | | NV | 29' 6" | | Nydqvist & Holm A/B |
| | **Corp.** | | | | 1 dk & S dk | Cr 2 | |
| | Ethiopian | | | | RW | | |
| | Now **PLEVEN** See New Entries No. 6 | | | | | | |
| 672728 | **GONDOMAR** | 3000 | | | 1967 Ast. Construcciones S.A.—Vgo | M Stern Trawler Mchy.aft | Oil 4SA 12Cy. 400×500 mm |
| | | — | | | 360' 1" 46' 0" 17' 1" | 3 Ho 75½', 92', 42½' | 4000bhp |
| | **Pescanova S.A.** | 3200 | | | 328' 1" 45' 11" 27' 1" | B.17657 In.116539 | Klöckner-Humboldt-Deutz |
| Df Esd | Vigo Spanish | | | | F108' 2 dks | 4 Ha (stl) (13', 13'×10') (5', 5'×5') | 4×380kW 380V 50c/s a.c. |
| Gc Rdr | | | | | | 6W Der 6(3) | |
| RTv | | | | | | | |
| 513339 | **GONDOMAR** | 160 | | | 1962 Enrique Lorenzo y Cia.—Vgo | M Trawler | Oil 4SA 4Cy. 250×375 mm |
| EDSG | | 57 | | | 94' 2" 20' 4" | | 300bhp |
| | **José Pereira Alvarez** | — | | | 80' 5" 20' 2" 12' 3" | | Juaristi |
| Esd RT | Vigo Spanish | | | | | | |
| | | | | | RW | | |
| 640292 | **GONDUL** | 1599 | ✠100A1 | SS 4/68 | 1964–4 A/B Finnboda Varf—Skm | M (2P) OSD Mchy.aft | Oil 2SA 5Cy. 480×840 mm |
| SFBX | | 841 | Ice Class 1 | | 307' 9" 45' 3" 16' 7¾" | 2 Ho 85½', 93¾' | 2420bhp |
| 10479 | **Rederiet för m.s. "Gondul"** | 2440 | ✠LMC | | 277' 11" 45' 1½" 25' 7" | G.184200 B.175500 | S.A. Fiat S.G.M. |
| Df Esd | Curt Högberg | | | | P76' F41' 1 dk & S dk | 2 Ha (stl) (each 59¼'×23¾') | 3×128kW 220/440V 50c/s a.c. |
| Pfd Rdr | Stockholm Swedish | | MN484 | EL t 1¾"SQ | Coll & mchy. BH to S dk 3 to 2nd dk | 2W Cr 2(5) Der 1(5/20) 1(5) | |
| RTm/v | | | | | rf 2" WB674t incl. DTsf110t | | |
| 541570 | **GONEI MARU No. 21** | 294 | | | 1963 Miho Zosensho—Shimizu | M Fishing Mchy.aft | Oil 4SA 6Cy. 325×465 mm |
| 8LEH | | 144 | | | 156' 4" 25' 4" | | 750bhp |
| 89769 | **G. Yoshida** | — | | | 134' 6" 25' 3" 11' 6" | | Akasaka Tekkosho |
| Df Esd | Iwaki Japanese | | | | 1 dk | | |
| Gc Pfd | | | | | | | |
| Rdr | | | | | | | |
| 650243 | **GONEI MARU No. 25** | 253 | | | 1964 Nishii Dock Co. Ltd.—Ise | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm |
| JCIR | | 132 | | | *126·9'* 24' 10" 9' 10" | | 700bhp |
| 94249 | **G. Yoshida** | 300 | | | 126' 11" 24' 7" 11' 0" | | Hanshin Nainenki Kog |
| Df Esd | Nakanosaku Japanese | | | | 1 dk | | |
| Gc Pfd | | | | | RW | | |
| Rdr | | | | | | | |

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| **GONETS**<br>**U.S.S.R.**<br>Archangel Russian | 533<br>—<br>250 | | **1957** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157′ 1″ 31′ 2″ 11′ 10″<br>139′ 9″ 31′ 0″ 15′ 5″ | S Tug<br>1W Der 1(1) | T 3Cy. 16$\frac{17}{32}$″ 27$\frac{9}{16}$″ & 45$\frac{9}{32}$″×27$\frac{9}{16}$″<br>Wärtsilä Kon. Crichton-Vulcan Åbo |
| **GONZALES LINES**<br>Launched as Comandante Andreas Gonzales<br>**Republica de Cuba**<br>**Empresa Consolidada de Nav. Mambisa**<br>Caibarien Cuban | **9732**<br>5698<br>— | | **1963** Stocznia Gdanska—Gdk<br>*465·5′* 63′ 7″<br>63′ 4″<br>2 dks | M | Oil 6Cy. 760×1550 mm<br>Sulzer<br>H. Cegielski Poz |
| **GONZALO**<br>exRegent Caribou–66<br>**Bowring S.S. Co. Ltd.**<br>London British | **12072**<br>7213<br>17610 | ~~✠100A1~~ ~~Dr 4 yrs 3/63~~<br>~~oil tanker~~<br>~~✠LMC~~<br>MN1120 ~~El h12⅜″SQ~~<br>**TO BE BROKEN UP** | **1951**–4 Blythswood S.B. Co. Ltd.—Gls<br>544′ 6″ 70′ 9″ 30′ 1¼″<br>517′ 0″ 70′ 6″ 38′ 0″<br>P108′ B48′ F53′ 1 dk, 2nd dk clear of cargo tanks<br>RW 18BH<br>rf 4″ WB465t | M Tanker Mchy.aft<br>30 Ta<br>L.875612 HeCls. B<br>Der 1(5) 2(4) 4(2) | Oil 2SA 5Cy. 670×2320 mm<br>5600bhp Doxford 1079t (hvf)–23pd<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 180℔<br>3×45kW 110V d.c. 12k |
| **GONZENHEIM**<br>exUnterweser I–49<br>**Unterweser Reederei G.m.b.H.**<br>Bremen W. German | **3228**<br>2369<br>4950 | GL | Lch.**1942** Cmpl.**1949** Cmpl. by A.G. "Weser" Werk Seebeck—Bhn<br>313′ 8″ 44′ 0″ 21′ 6½″<br>43′ 10″ 28′ 11″<br>P54′ F32′ 1 dk len 52 | M Mchy.aft<br>4 Ho 43¼′, 62¼′, 57′, 29½′<br>G.247080 B.225674<br>4 Ha (stl) (29½′, 37½′, 39¼′, 16½′×23′)<br>4W | Oil 4SA 6Cy.400×460mm<br>1200bhp 179t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×180, 180, 55kW 110V d.c. 9½k |
| **GOOD EDDIE**<br>exNational Strength–67<br>exKapetanissa–64<br>exVirginia G.–60 exKatingo–55<br>exAsuncion de Larrinaga–51<br>exSea Triumph–48<br>exSamoland–47<br>**Nationwide Communication Carriers Inc.**<br>New York United States | *7281*<br>*4452*<br>10865 | AB<br>Classed LR until 5/55<br>**BROKEN UP** | **1944** J. A. Jones Const. Co.—Brunswick<br>441′ 6″ 57′ 0″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>Filer & Stowell Co. Milwaukee<br>3×20kW 120V d.c. |
| **GOOD FAITH**<br>exTranscanada–67 exYvonne–57<br>**Solon Shipping Co. Ltd.**<br>Famagusta Cyprus<br>**George M. Moundreas & Bros. S.A. (Mgrs.)** | **3934**<br>1841<br>5693 | **✠100A1** SS 1/67<br>with freeboard<br>DTma—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL z | **1945**–12 A/B Lindholmens Varv—Got<br>440′ 11″ 53′ 1″ 23′ 1¾″<br>412′ 0″ 53′ 0″ 34′ 3″<br>1 dk & S dk, 3rd dk in No. 3 hold Intermediate 'tween dk under raised S dk fwd<br>RW Coll BH to S dk 8 to 2nd dk<br>DK fwd of mchy. space WB1380t incl. Tunnel tanks 149t | TM (12P) Ref OSD<br>5 Ho 51¾′, 50¾′, 81′, 59′, 56′<br>G.363646 B.325986 In.5940<br>6 Ha (stl) (26′×12½′) (32′, 32′, 32′, 32′, 18′×18′)<br>14W Der 1(25) 1(10) | 2 Oil 2SA each 9Cy. 500×900 mm<br>6300bhp 950t (d.o)<br>Eriksbergs M/V A/B Got<br>4×145, 145, 145, 100kW 220V d.c. 17k |
| **GOOD HOPE**<br>exBodin–66 exWillmar–63<br>exNormundo–56 exAlfa–52<br>Frangmouge **Cia. Nav. S.A.**<br>George Moundreas & Bros. S.A.<br>Piræus Greek | **2641**<br>1345<br>4600 | **✠100A1** SS 12/64<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>EL v 1¾″SQ | **1949**–7 W Pickersgill & Sons Ltd.—Sld<br>346′ 4″ 48′ 4″ 20′ 11¾″<br>325′ 0″ 48′ 0″ 31′ 0″<br>F34′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>WB1191t | M OSD<br>G.292000 B.268000 | Oil 2SA 6Cy. 500×900 mm<br>1800bhp 392t<br>J. G. Kincaid & Co. Ltd. Grk<br>2AuxB 120℔ 12k |
| **GOOD HOPE CASTLE**<br>**Union-Castle Mail S.S. Co. Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>London British | **10538**<br>4235<br>~~11121~~<br>11034 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN6944 EL k†2$\frac{9}{16}$″SQ | **1965**–12 Swan, Hunter & Wghm Rchdsn—Wal<br>592′ 9″ 77′ 5″ 31′ 0¾″<br>545′ 0″ 77′ 3″ 46′ 2″<br>P62′ B182′ F50′ 3 dks, 4th dk in Nos. 2, 3 & 4 holds<br>9BH<br>rf 12″ DK fwd WB286t | TM Ref<br>7 Ho 47½′, 61′, 64′, 37′, 50′, 62′, 44′<br>In.380313<br>7 Ha (stl) (15¾′×15′) (24¼′, 33½′, 23¾′, 25½′, 25½′×24′) (26′×18′)<br>Der 1(40) 6(15) | 2 Oil 2SA each 8Cy. 900×1550 mm<br>34720bhp Sulzer (hvf)<br>(p) Wallsend Slpwy & E. Co. Wal<br>(s) Barclay, Curle & Co. Ltd. Gls<br>2AuxB 90℔<br>7×1400, 250, 250, 250, 250, 250, 250kW 440V 60c/s a.c. |
| **GOOD PHILIPPINE ANCHORAGE**<br>exKaritane–65<br>**Century Shipping Lines S.A.**<br>Panama Panamanian<br>Now **AMARIA** See New Entries No. 7 | *2534*<br>*1274*<br>3410 | **✠100A1** TD 11/65<br>**✠LMC**<br>EL s1$\frac{9}{16}$″SQ | **1939**–2 Henry Robb Ltd.—Lth<br>289′ 6″ 45′ 7″ 19′ 4½″<br>275′ 0″ 45′ 0″ 21′ 6″<br>Q&B146′ F28′ 1 dk<br>R NS except in upper portion of holds<br>4BH<br>WB846t incl. DTm145t Tunnel tanks 74t | TM<br>G.151800 B.143800<br>10W Der 1(25) | 2 Oil 2SA each 5Cy. 340×570 mm<br>1600bhp 732t<br>Atlas-Diesel Skm<br>AuxB 140℔ 9k |
| **GOOD WILLIE**<br>exNational Success–67<br>exYau Lin–65 exSeamist–61<br>exPacific Tide–60<br>exPacific Wind–59<br>exSea Wind–57<br>exWilliam A. Dobson–49<br>**Nationwide Communication Carriers Inc.**<br>New York United States | **7255**<br>4468<br>10959 | BV | **1944** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562608 B.499573<br>5 Ha (33′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1131t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **GOODWILL**<br>**A. C. Hoff**<br>Rotterdam Netherland<br>Now **COMMODORE GOODWILL** See New Entries No. 7 | **500**<br>288<br>920 | **✠100A1** ~~SS 12/62~~ SS 3/68<br>**✠LMC**<br>MN167 EL k | **1958**–4 J. Vos & Zoon—Gro<br>195′ 11″ 32′ 6″ 12′ 4¾″<br>181′ 1″ 31′ 10″ 19′ 8″<br>1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf nil WB398t | M OSD Mchy.aft<br>G.67320 B.62800 | Oil 4SA 7Cy. 300×450 mm<br>835bhp 76t<br>Masch. Augsburg-Nürnberg Aug<br>12½k |

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| 513350<br>PEJP<br>12693<br>Df Esd<br>Rdr RT | **GOODWILL MERCHANT**<br>**A. C. Hoff**<br>Rotterdam Netherland | 468 499<br>262 281<br>— | ✠100A1 SS 5/67<br>✠LMC<br>MN233 EL I 1⅛"SQ | **1962**-12 E. J. Smit & Zn's Scheeps.—Westerbroek<br>196′ 8″ 33′ 7″ 12′ 8¼″<br>184′ 2″ 33′ 0″ 20′ 1″<br>1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf nil WB398t | M OSD Mchy.aft<br>G.73015 B.69205 | Oil 4SA 8Cy. 300×450 mm<br>1165bhp<br>Masch. Augsburg-Nürnberg |
| 513351<br>PEJO<br><br>Df Esd<br>Rdr RT | **GOODWILL TRADER**<br>**A. C. Hoff**<br>Rotterdam Netherland | 500<br>277<br>970 | ✠100A1 SS 6/66<br>✠LMC<br>MN233 EL I 1⅛"SQ | **1961**-6 E. J. Smit & Zn's Scheeps. Westerbroek<br>196′ 8″ 33′ 5″ 12′ 6½″<br>184′ 1″ 32′ 10″ 20′ 1″<br>1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf nil WB384t | M OSD Mchy.aft<br>G.73000 B.69000 | Oil 4SA 8Cy. 300×450 mm<br>1165bhp<br>Masch. Augsburg-Nürnberg |
| 661990<br>PEJQ<br>14060<br>Df Esd<br>Rdr RT | **GOODWILL TRAVELLER**<br>**A. C. Hoff**<br>Rotterdam Netherland | 499<br>285<br>1100 | ✠100A1<br>✠LMC<br>MN240 EL m1½"U2 | **1966**-11 N.V. Nieuwe Noord Ned. Schps.—Gro<br>217′ 9″ 35′ 1″ 12′ 5″<br>200′ 7″ 34′ 5½″ 20′ 2″<br>F24′ 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf 4″ WB540t incl. DTf31t | M OSD Mchy.aft<br>G.88500 B.85600 | Oil 4SA 8Cy. 300×450 mm<br>1200bhp<br>Masch. Augsburg-Nürnberg<br>4×24, 18, 18, 15kW 110V d.c. |
| 513355<br><br>300388 | **GOOLE BIGHT**<br>**British Transport Docks Board**<br>Goole British | 325<br>123<br>327 | ✠Classed LR until 11/58 | **1958**-3 W. J. Yarwood & Sons Ltd.—Northwich<br>119′ 8″ 28′ 10″ 10′ 0½″<br>112′ 0″ 28′ 0″ 11′ 0″<br>Q40′ RFD32′ 1 dk<br>RW<br>rf nil | M Grab Dredger Mchy.aft | Oil 4SA 8Cy. 8¾″×11½″<br>480bhp<br>Lister Blackstone Mar. Ltd.<br>2×38kW 110V d.c. |
| 513356<br>SFVU<br>10301<br>Df Esd<br>Gc Rdr<br>RTv | **GOONAWARRA**<br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish | 8164<br>4364<br>10980<br>**11272**<br>6378<br>12350 | ✠100A1 SS 2/66<br>DTsf—vegetable oil<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN2000 EL g†2⅛"SQ | **1962**-7 A/B Lindholmens Varv—Got<br>512′ 10″ 68′ 2″ 28′ 8″~~/30′ 7″~~ /31′ 0¾″<br>472′ 1″ 68′ 0″ 44′ 0″<br>P23′ B88′ F44′ 2 dks & S dk, 4th dk in Nos. 2 & 5 holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB4681t incl. DTsa255t DTm2048t | M Ref OSD/CSD<br>6 Ho 66¾′, 58′, 63′, 60¾′, 63′, 41′<br>G.536760 B.499200 In.184225<br>6 Ha (stl) (36½′, 34½′, 37½′, 40′×21½′) (38½′×19½′) (22¾′×19½′)<br>8W Cr 3(5) 2(3) Der 1(100) 3(10) | Oil 2SA 8Cy. 760×1500 mm<br>10000bhp Götaverken<br>A/B Lindholmens Varv<br>AuxB 85lb<br>5×440V 60c/s a.c. |
| 650339<br><br>322894 | **GOOSE BAY No. 1**<br>**Goose Bay Draggers Ltd.**<br>Yarmouth Canadian | 192<br>88<br>— | | **1964** A. F. Theriault & Son—Meteghan<br>*94·8′* 24′ 4″<br>24′ 2″<br>1 dk | Wood M Fishing | Oil 12Cy. 6¼″×8″<br>Caterpillar Tractor Co. |
| 513359<br>KVUX<br>244979<br>Df Esd<br>Gc Rdr<br>RTh | **GOPHER STATE**<br>exMathew Luckenbach-59<br>exSea Perch-47<br>**States Marine Lines Inc.**<br>New York United States | 7870<br>4601<br>12708 | AB | **1944** Ingalls S.B. Corp.—Pascagoula<br>492′ 0″ 69′ 7″ 29′ 5″<br>465′ 3″ 69′ 6″ 33′ 11″<br>F39′ 2 dks & S dk<br>RW<br>rf nil | S (12P) OSD<br>5 Ho 76½′, 60′, 77½′, 67½′, 82½′<br>G.783965 B.695040<br>5 Ha (36′×19¾′) (30′, 37½′, 30′, 40′×23¾′)<br>20W Der 1(30) 3(10) 16(5) | 2 S Turb dr geared to sc. shaft<br>9350shp<br>Westinghouse Elec. & Mfg Co.<br>3×250kW 230V d.c. |
| 513360<br>SPON<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOPLANA**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 499<br>244<br>950 | PR | **1959** Stocznia im. Komuny Paryskiej—Gdy<br>216′ 0″ 32′ 8″ 12′ 1½″<br>193′ 6″ 32′ 6″<br>1 dk & S dk<br>rf 39″ | M (2P) OSD Mchy.aft<br>2 Ho 54½′, 62½′<br>G.67543 B.60874<br>2 Ha (each 39¼′×18′)<br>Der 4(3) | Oil 2SA 8Cy. 290×490 mm<br>960bhp<br>Alpha-Diesel A/S<br>3×45kW 230V d.c. |
| 513358<br>SNSN<br><br>Df Esd<br>Gc Rdr<br>RT | **GOPLO**<br>**Polish Government**<br>P.P.D. i U.R. "Odra"<br>Swinoujscie Polish | 797<br>323<br>506 | PR | **1962** Stocznia im. Komuny Paryskiej—Gdy<br>201′ 4″ 32′ 4″ 14′ 6″<br>32′ 2″ 17′ 0″ | M Trawler | Oil 4SA 6Cy. 460×580 mm<br>1375bhp<br>Klöckner-Humboldt-Deutz<br>4×184, 160, 100, 22kW 230V |
| 671110<br>YTQW<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GORAN KOVAČIĆ**<br>**Jugoslavenska Linijska Plovidba (Yugoslav Line)**<br>Rijeka Yugoslav | ~~8736~~ T.M.<br>~~4907~~ 6174<br>~~7700~~ 3285<br>— —<br>— 8359<br>— 4564<br>— | JR | **1967** Brodogradiliste III Maj—Rka<br>493′ 4″ 65′ 10″ 23′ 9″/—<br>453′ 9″ 65′ 8″ 37′ 9″<br>1 dk & S dk | M OSD/CSD<br>18W Der 1(25) 6(10) 10(5) 2(3) | Oil 2SA 6Cy. 750×1600 mm<br>9600bhp<br>Gebr. Stork & Co. |
| 513362<br>YTCC<br><br>Df Esd<br>Gc Rdr<br>RTh | **GORANKA**<br>**Splosna Plovba**<br>Koper Yugoslav | 6470<br>3402<br>10570<br>**9263**<br>5564<br>12690 | BV JR | **1958** Brodogradiliste Uljanik—Pla<br>489′ 9″ 61′ 10″ 25′ 10⅛″/29′ 1″<br>448′ 8″ 61′ 8″ 39′ 0″<br>1 dk & S dk<br>RW<br>rf 6″ | M (9P) OSD/CSD<br>6 Ho 53¾′, 67′, 73½′, 51¼′, 71½′, 23½′<br>6 Ha (36′, 39′, 44½′, 50¾′, 39½′, 13′×26′)<br>Der 2(10) 14(5) | Oil 2SA 5Cy. 740×1600 mm<br>6250bhp B&W<br>Brodogradiliste Uljanik<br>3×200kW 230V d.c. |
| 513363<br>CUYK<br>LX77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GORAZ**<br>**"Arrasto" Cia. de Pesca do Centro de Portugal S.A.R.L.**<br>Lisbon Portuguese | 461<br>203<br>— | ✠Classed LR until 11/66 | **1962**-6 Est. Nav. de Vianado Castelo—Vianado Castelo<br>165′ 9″ 29′ 2″ 14′ 7½″<br>152′ 0″ 28′ 8½″ 15′ 5″<br>P13′ F27′<br>RW<br>rf 27′ BK7″ | M Trawler | Oil 2SA 5Cy. 360×600 mm<br>900bhp<br>Sulzer Bros. Ltd. |

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| **GORCH FOCK**<br>**German Federal Government (Bundesminister für Verteidigung)**<br>Kiel W. German | **1499**<br>882<br>— | | **1958** Blohm & Voss A.G.—Ham<br>267′ 3″ 39′ 5″ 15′ 11¼″<br>230′ 4″ 39′ 4½″ 23′ 11″<br>2 dks, 3rd dk fwd | Aux Training Ship Mchy.aft | Oil 4SA 6Cy. 300×380 mm<br>880bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>4×60kW 230V d.c.<br>Controllable pitch propeller |
| **GORCH FOCK**<br>**Hafen-Dampfschiffahrt A.G.**<br>Hamburg W. German | **980**<br>478<br>106 | GL | **1963** J. J. Sietas Schiffsw.—Ham<br>180′ 6″ 34′ 3″ 10′ 4″<br>166′ 2″ 34′ 0″ 14′ 5″<br>2 dks, 3rd dk fwd & aft | TM (650P) CSD | 2 Oil 4SA each 6Cy. 300×450 mm<br>1490bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×80kW 380V 50c/s a.c. |
| **GORCH FOCK**<br>**Hinrich Brümmer**<br>Hamburg W. German | **299**<br>181<br>— | GL | **1966** J. J. Sietas Schiffsw.—Ham<br>164′ 0″ 9′ 4¾″<br>147′ 8″ 28′ 3″ 10′ 4″<br>B33′ F20′ 1 dk | M Mchy.aft | Oil 4SA 220×280 mm<br>290bhp<br>Klöckner-Humboldt-Deutz Kln |
| **GORD**<br>**Mr. Safariyan and others**<br>Abadan Iranian | **345**<br>112<br>— | **✠100A1** SS 10/66<br>tug<br>**✠LMC**<br>MN180 EL (f) 1″ | **1954**–9 Harima Zosensho—Aio<br>128′ 0″ 29′ 8″ 10′ 10″<br>118′ 1″ 29′ 6″ 14′ 1″<br>Raised P 11′ 1 dk, 2nd dk clear of ER<br>RW 3BH<br>WB26t incl. DTsa14t | S Tug | T 3Cy. $14\frac{15}{16}$″ 25″ & 41¾″×$27\frac{5}{16}$″<br>1000ihp (o.f)<br>Harima Zosensho Aio<br>WTB 228lb hs(2749) 12k |
| **GORDELIVY**<br>**U.S.S.R.**<br>Ilichevsk Russian | **535**<br>—<br>212 | | **1959** Santierul Naval—Gtz<br>150′ 3″ 30′ 10″ 14′ 5″<br>16′ 5″ | TM Tug | 2 Oil 2SA each 6Cy. 300×500 mm<br>11k |
| **GORDIAN**<br>**A/R Titanian, R/A Hadrian & R/A Nerva**<br>Hilmar Reksten<br>Bergen Norwegian | ~~10689~~ 10526<br>~~6353~~ 6234<br>~~15250~~ 15950 | NV | **1959** A.G. "Weser"—Bmn<br>521′ 8″ 65′ 5″ 30′ 4½″<br>485′ 0″ 65′ 3″ 41′ 6″<br>2 dks<br>rf 3″ | M (8P) CSD<br>5 Ho 67¼′, 75½′, 76′, 74¼′, 71½′<br>G.816000 B.757000<br>5 Ha (stl) (33¾′, 43½′, 43½′, 38½′, 38½′×23′)<br>Der 1(30) 6(10) 2(7½) 6(5) 1(3) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>4×200, 200, 200, 50kW 450V 60c/s a.c. |
| **GORDIJ**<br>**U.S.S.R.**<br>Odessa Russian | **844**<br>240<br>339 | | **1959** ......................Russia<br>208′ 7″ 31′ 2″ 15′ 1″<br>31′ 0″ 17′ 11″ | D-E Whaler | 4 Oil 4SA each 6Cy. 318×330 mm connected to elec. motor & geared to sc. shaft<br>17¼k |
| **GORDON C. LEITCH**<br>**Weller Dry Docks Ltd.**<br>Canadian | **12460**<br>9112<br>18800 | **BS✻** ~~Lake SS 6/64~~<br>Great Lakes & River St. Lawrence service<br>**MBS✻** Lake SS 7/68<br>MN1000 CT11644 C40 S35 | **1952**–11 Midland Shipyards Ltd.—Midland<br>663′ 6″ 67′ 3″ 23′ 8¾″<br>647′ 2″ 67′ 0″ 35′ 0″<br>F60′ 1 dk<br>RW 3BH<br>rf 3″ WB5023t | S Mchy.aft<br>6 Ho 78′, 72′, 72′, 96′, 72′, 84′<br>G.812000 B.785000<br>18 Ha (stl) (each 11′×49′)<br>6W | S 5Cy. 27″×36″<br>5000ihp Skinner 464t (o.f)<br>Canadian Vickers Ltd. Mtl<br>2WTB 325lb Spt 315lb hs(11514)<br>2×300kW 440V 60c/s a.c. 12½k |
| **GORDY**<br>**U.S.S.R.**<br>Riga Russian | **1152**<br>—<br>605 | | **1960** Valmet O/Y Pansion Telakka—Åbo<br>200′ 9″ 38′ 9″ 15′ 1″<br>181′ 6″ 37′ 9″ 18′ 10″<br>1 dk | M Salvage Tug<br>1 Ho<br>1 Ha (8½′×4′)<br>2W Der 1(10) 1(1½) | Oil 4SA 7Cy. 520×740 mm<br>Masch. Augsburg-Nürnberg Aug<br>14½k |
| **GORDY**<br>**U.S.S.R.**<br>Sochi Russian | **535**<br>—<br>212 | | **1958** Santierul Naval—Gtz<br>30′ 11″ 12′ 8″<br>136′ 2″ 16′ 5″ | TM Tug<br>1W Der 1(3) | 2 Oil 2SA each 6Cy. 300×500 mm<br>11k |
| **GOREC**<br>**U.S.S.R.**<br>Odessa Russian | **509**<br>30<br>223 | | **1958** Stocznia im. Komuny Paryskiej—Gdy<br>155′ 6″ 33′ 2″ 11′ 9¾″<br>140′ 5″ 31′ 10″ 15′ 5″ | S Tug<br>1W Der 1(1) | C 4Cy. (2) 295 & (2) 690×640 mm<br>H. Cegielski Poz<br>10½k |
| **GORECHJE**<br>**U.S.S.R.**<br>Russian | **2435**<br>1070<br>— | | **1966** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>... ... ... | M Stern Trawling Factory Ship | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>Schwermasch. Karl Liebknecht Mgd<br>12½k |
| **GORENJSKA**<br>exThomas G.-54 exLeo-51<br>**Losinjska Plovidba**<br>Rijeka Yugoslav | **915**<br>582<br>1312 | **100A1** SS 7/68 ~~SS 6/64~~<br>with freeboard<br>**LMC**<br>MN120 EL (l) $1\frac{1}{16}$″<br>JR | **1947**–5 C.R.D. Adriatico—Trl<br>200′ 4″ 32′ 7″ 15′ 6¾″<br>184′ 4″ 32′ 6″ 18′ 10″<br>P&B50′ RFD20′ 1 dk, 2nd dk in way of mchy. space<br>RW 5BH<br>WB225t | M Mchy.aft<br>G.58000 B.54000 | Oil 4SA 6Cy. 370×560 mm<br>600bhp 85t<br>S.A. Ansaldo Gen<br>11k |
| **GOREY**<br>exMarne-63<br>~~Shipping Ltd.~~<br>Jersey British<br>**Grandport Shipping Ltd.** | **427**<br>252<br>622 | BV | **1949** Sch. Delfzijl v/h Sander—Dzl<br>160′ 9″ 24′ 8″ 11′ 5″<br>24′ 6″<br>P40′ Q43′ F14′ 1 dk | M Mchy.aft<br>1 Ho 100′<br>B.28900<br>2W Der 2(2) | Oil 4SA 8Cy. 270×500 mm<br>27½t<br>N.V. Werkspoor Ams<br>11k |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|---|
| 680743<br>5TAA<br>14497<br>Df Esd<br>Rdr<br>RTm/h/v | **GORGOL**<br>Now **ISOLE** See New Entries No. 12<br>**Société Mauritanienne**<br>**d'Armement à la Pêche**<br>COBRECAF (Cie. Bretonne de<br>Cargos Frigorifiques)<br>Port Etienne Mauretanian | 852<br>343<br>1195<br>1520<br>759<br>1695 | | BV | 1967 Schps. "De Waal" N.V.—<br>Zaltbommel<br>271' 4" 38' 10" 13' 4"/15' 9¼"<br>241' 1" 38' 9" 21' 4"<br>1 dk & S dk | M (10P) Ref OSD/CSD<br>Mchy.aft<br>3 Ho 57', 47', 45'<br>In.75000<br>3 Ha (stl) (each 24'×13')<br>6W Der 6(3) | Oil 4SA 16Cy.<br>2500bhp<br>Soc. Alsacienne Con.<br>3×200, 200, 88kW 380V |
| 527638<br>ELIO<br>318<br>Df Esd<br>Gc Rdr<br>RT | **GORGONA**<br>exPetro Emperor-67<br>**Gorgona S.S. Corp.**<br>Monrovia Liberian | 21577<br>14590<br>38239 | | AB | 1953 Nat. Bulk Carriers Inc. (Kure Shpyd<br>Div.)—Kur<br>673' 0" 92' 4" 34' 9½"<br>645' 0" 92' 0" 46' 0"<br>P120' B42' F102' 1 dk<br>RW<br>rf 3" | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared<br>17600shp<br>General Electric Co. |
| 513374<br>IOGG<br>539<br>Esd Pfd<br>RT | **GORGONA**<br>exAgnes Essberger-63<br>~~Ettore Castaldi~~<br>Leghorn Italian<br>**P. G. & M. Castaldi** | 485<br>229<br>575 | | GL RI | 1952 D. W. Kremer Sohn—Elmshorn<br>173' 0" 29' 6" 8' 5½"<br>159' 11" 29' 4" 9' 3"<br>P43' F26' 1 dk<br>RW | TM Tanker Mchy.aft | 2 Oil 4SA each 6Cy.<br>360bhp<br>C. Jastram |
| 513375<br>HKLA<br><br>Df Esd<br>Gc Rdr | **GORGONA**<br><br>**Colombian Government**<br>Cartagena Colombian | 393<br>99<br>— | ✠Classed LR until 7/64 | | 1955–1 Lidingöverken J. A. Åberg & Co.<br>—Lidingö<br>151' 2" 29' 7"<br>136' 2" 29' 6" 12' 4"<br>F65' 1 dk<br>BK6" | TM Lighthouse Tender | 2 Oil 2SA each 7Cy.<br>910bhp<br>Nydqvist & Holm A/B |
| 513376<br>CSCY<br>H376<br>Esd Gc | **GORGULHO**<br><br>**Empresa Insulana de**<br>**Navegaçao**<br>Lisbon Portuguese | 1196<br>645<br>1245 | ✠100A1<br><br>✠LMC | SS 10/65<br><br><br><br>EL n | 1949–3 Grangemouth Dkyd Co. Ltd.—<br>Gmh<br>236' 0" 35' 4" 14' 6½"<br>220' 3" 35' 0" 15' 0"<br>PonQ74' Q141' F26' 1 dk<br>RW 5BH<br>DK in No. 3 DB tank WB293t | TM Ref Mchy.aft | 2 Oil 4SA each 8Cy.<br>1440bhp<br>Mirrlees, Bickerton & Day |
| 671998<br><br><br>Df Esd<br>Gc Rdr<br>RT | **GORI**<br><br>**U.S.S.R.**<br>Novorossiisk Russian | 15255<br>8840<br>20412 | | | 1967 Brodogradiliste "Split"—Spt<br>611' 0" 77' 0" 30' 3½"<br>570' 11" 76' 9½" 41' 0"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W<br>Brodogradiliste "Uljanik" |
| 672213<br>UBHQ<br>RDM-<br>25401 | **GORIATCHY**<br><br>**U.S.S.R.**<br>Odessa Russian | 535<br>—<br>211 | | | 1959 Santierul Naval—Gtz<br>150' 1" 30' 10" 12' 5½"<br>16' 5" | TM Tug | 2 Oil 2SA each 6Cy. |
| 513377<br>UYOC<br>M-26871 | **GORIZONT**<br><br>**U.S.S.R.**<br>Odessa Russian | 4404<br>811<br>3083 | | | 1961 Schiffswerft Neptun—Ros<br>344' 2" 47' 4" 27' 11"<br>47' 2" 33' 6" | M Training Ship<br>2 Ho<br>G.115162<br>2 Ha (19', 23½'×16½')<br>5W Cr 1(2) Der 1(15) 4(5) | Oil 2SA 6Cy. 570×800 mm<br><br>Masch. Augsburg-Nürnberg |
| 513378<br>GHQC<br>302779<br>Df Esd<br>Gc Rdr<br>RTm/v | **GORJISTAN**<br><br>**Strick Line Ltd.**<br>F. C. Strick & Co. Ltd.<br>London British | T.Mk<br>7124<br>3820<br>10627<br>9449<br>5297<br>13150 ~~13176~~ | ✠100A1<br><br>✠LMC<br><br>MN2000 | SS 4/65<br><br><br><br>EL e†2¼"SQ | 1961–11 J. Readhead & Sons Ltd.—Shl<br>500' 6" 63' 3" 30' 8"<br>466' 0" 63' 0" 40' 4"<br>P47' F106' 2 dks<br>RW 7BH<br>rf 3" WB1768t incl. DTmf1220t | M Ref<br>5 Ho 63', 94½', 37', 78', 77½'<br>G.712150 B.641850 In.8970<br>5 Ha (stl) (31½'×20') (50'×24')<br>(17½'×28') (32½', 32½'×24')<br>12W Der 1(65) 1(15) 4(10) 4(7) 4(5) | Oil 2SA 6Cy. 670×2100 mm<br>9200bhp<br>Wm. Doxford & Sons<br>2AuxB (1 o.f 1 ex.g)<br>4×245kW 220V d.c. |
| 513379<br>UVPQ<br>M-1265 | **GORKY**<br><br>**U.S.S.R.**<br>Tuapse Russian | 8229<br>3942<br>11680 | | | 1955 ......................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 10" 34' 1"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br>4000bhp |
| 641274<br>SPTL<br><br>Df Esd<br>Gc Rdr<br>RT | **GORLICE**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdansk Polish | 2870<br>1546<br>4575 | <br><br>✠Classed LR until 9/65 | PR | 1964–6 Stocznia Szczecinska—Szn<br>372' 6" 51' 0" 20' 9½"<br>343' 4" 50' 10" 31' 1"<br>F33' 1 dk & S dk<br>rf n'l | M (4P) Ref OSD<br>4 Ho<br>G.278880 B.258155 In.24540<br>4 Ha (38½', 48', 36½'×21½') (20½'×14½')<br>12W Der 1(25) 12(5) | Oil 2SA 8Cy. 500×1100 mm<br>4600bhp B&W<br>Brodogradiliste "Uljanik"<br>3×320, 320, 150kW |
| 513380<br>DHXV<br><br>Df Esd<br>Gc Rdr<br>RT | **GÖRLITZ**<br><br>**Fischkombinat Rostock**<br>Rostock E. German | 943<br>291<br>— | | <br><br>DSRK | 1960 Peene Werft—Wolgast<br>215' 3" 33' 10" 15' 3"<br>33' 8" 18' 9" | M Trawler Mchy.aft | Oil 4SA 8Cy.<br>920bhp<br>Görlitzer Maschinenbau |
| 513381<br>UZUX<br>M-20996<br>Df Esd | **GORLOVKA**<br><br>**U.S.S.R.**<br>Zhdanov Russian | 1946<br>979<br>2540 | | | 1952 Stocznia Gdanska—Gdk<br>285' 5" 40' 0" 17' 9"<br>39' 10" 19' 0"<br>1 dk<br>RW | S Ore Carrier Mchy.aft<br>4 Ho<br>G.231594<br>4 Ha (23½'×18') (25½', 25½, 27½'×26')<br>8W Der 8(3) | C 4Cy.<br>1300ihp<br>Z.U.T. Zgoda |
| 513382<br>LANJ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GORM**<br><br>**Skibs A/S Gylfe**<br>Eiv. Evensen<br>Oslo Norwegian<br>Now **ATLAS ENTERPRISE** See New Entries No. 6 | 11730<br>6822<br>18350 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1246 | SS 12/64<br><br><br><br>EL h†2¼"SQ | 1952–12 Eriksbergs M/V A/B—Got<br>559' 4" 70' 0" 30' 4½"<br>525' 11" 69' 10" 39' 3"<br>P114' B37' F68' 1 dk<br>11BH<br>WB1228t incl. DTf675t | M Tanker Mchy.aft<br>19 Ta<br>L.861700 | Oil 2SA 8Cy.<br>6230bhp B&W<br>Eriksbergs M/V A/B<br>2AuxB<br>3×140kW 220V d.c. |

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| **GORNIK**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin<br>Polish | 7750<br>4016<br>12116<br>10853<br>6219<br>14100 | PR | 1966 Stocznia Szczecinska—Szn<br>513′ 4″ 67′ 2″ 26′ 9¼″/29′ 0″<br>66′ 11″ 41′ 0″<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>5 Ho 72¼′, 63¼′, 60¾′, 60¾′, 68¼′<br>9 Ha (stl) (40¼′×29½′) (42¾′, 42¾′, 42¾′, 42¾′ 42¾′, 42¾′, 42¾′, 42¾′×21′)<br>Der 1(30) 2(5) | Oil 2SA 5Cy. 760×1550 mm<br>7200bhp Sulzer 1220t (hvf)<br>H. Cegielski Poz<br>2×320kW 380V a.c.<br>1×200kW 220V a.c. 15¼k |
| **GORNO-ALTAISK**<br>U.S.S.R.<br>Vladivostok<br>Russian | 3725<br>1809<br>4150 | | 1963 Schiffswerft Neptun—Ros<br>347′ 2″ 47′ 10″ 21′ 6″<br>47′ 8″ 26′ 4″<br>2 dks | M<br>4 Ho<br>G.203660<br>4 Ha (22½′×32½′) (29¼′, 29¼′×33¾′) (28¾′×32½′)<br>8W Der 8(5) | Oil 2SA 6Cy. 570×800 mm<br>MAN<br>Dieselmotorenwerk Ros<br>12½k |
| **GORNOZAVODSK**<br>U.S.S.R.<br>Vladivostok<br>Russian | 1571<br>674<br>885 | | 1956 Burmeister & Wain—Cpn<br>238′ 6″ 37′ 10″ 14′ 1¾″<br>214′ 11″ 37′ 9″ 19′ 0″<br>1 dk | M Fish Carrier Mchy.aft<br>2 Ho<br>In.46898<br>2 Ha (each 14′×10′)<br>5W Der 1(5) 4(2) | Oil 2SA 6Cy. 350×620 mm<br>1700bhp<br>Burmeister & Wain Cpn<br>10¾k |
| **GORNOZAVODSK**<br>U.S.S.R.<br>Kholmsk<br>Russian | 1194<br>446<br>1040 | | 1950 "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 5½″<br>32′ 8″ 17′ 5″ | TM<br>3 Ho<br>G.54102<br>3 Ha (each 22¾′×13′)<br>6W Der 2(10) 4(2) | 2 Oil 4SA each 6Cy. 320×480 mm<br>NE62<br>Schwermasch. Karl Liebknecht Mgd<br>9½k |
| **GÓRNY SLASK**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin<br>Polish | 11014<br>5849<br>15600 | ✠ | 1967–11 Stocznia Szczecinska—Szn<br>513′ 0″ 67′ 1″ ~~30′ 5½″~~ 30′ 2⅛″<br>474′ 1″ 66′ 11″ 41′ 2″ | M Mchy.aft | Oil 2SA 6Cy. 680×1250 mm<br>Sulzer<br>H. Cegielski Poz |
| **GORODETSKI**<br>U.S.S.R.<br>Murmansk<br>Russian | 3812<br>1888<br>5113 | | 1959 Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 8⅝″<br>47′ 10″<br>1 dk<br>RW | S<br>4 Ho<br>G.265885<br>4 Ha (39¼′, 39¼′, 28¼′, 32¾′×27′)<br>8W Der 8(3) | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb & hydraulic coupling<br>2500ihp (o.f)<br>Z.U.T. Zgoda Swi<br>12½k |
| **GORONGOSA**<br>Direcção dos **Serviços de Marinha da Provincia de Moçambique**<br>Lourenco Marques Portuguese | 508<br>—<br>— | ~~✠100A1~~<br>~~tug~~<br>~~✠LMC~~<br>~~MN640~~ ~~EL 1¼″U1~~<br>✠Class **WITHDRAWN at Owners' request 12/68** | 1967–2 Lisnave, Est. Nav. de Lisboa—Lis<br>149′ 2″ 31′ 2″ 12′ 0″<br>137′ 10″ 29′ 6″ 14′ 9″<br>B&F78′<br>4BH<br>rf 30″ WB82t | TM Firefighting Tug Mchy.aft | 2 Oil 2SA each 8Cy. 290×400 mm sr geared<br>3200bhp<br>Werkspoor N.V. Ams<br>3×290, 290, 60kW 380V 50c/s a.c. |
| **GORREDYK**<br>Nederl.-Amerik. Stoomv. Maats. (**Holland-Amerika Lijn)**<br>Rotterdam Netherland | 7298<br>3804<br>10100 | **✠100A1** **SS** 1/68<br>DTs f—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2080 EL f†2¼″SQ | 1963–1 N.V. Wilton-Fijenoord—Sch<br>534′ 5″ 67′ 8″ 26′ 11″<br>487′ 6″ 67′ 5″ 41′ 0″<br>F48′ 1 dk & S dk, 3rd dk except in No. 6 hold<br>Coll BH to S dk 7 to 2nd dk<br>rf 6″ DK fwd WB2550t incl. DTsf691t | M Ref OSD<br>6 Ho 47¼′, 59½′, 73¾′, 73¾′, 63′, 44½′<br>G.653191 In.44322<br>6 Ha (stl) (22½′×18′) (35½′, 42′, 42′×23½′) (34′×19¾′) (23½′×23½′)<br>20W Der 2(75) 2(10) 18(5) | Oil 2SA 8Cy. 780×1550 mm<br>10400bhp MAN 1248t (hvf)<br>N.V. Wilton-Fijenoord Sch<br>AuxB 100℔ e (ex.g) 128℔<br>3×250kW 220V d.c. 17k |
| **GOS IV**<br>R. Hareide<br>~~Bergen~~<br>Ålesund<br>Norwegian<br>Now **TAMPEN** See New Entries No. 12 | 498<br>161<br>— | | 1950 Kaldnes M/V—Tbg<br>161′ 9″ 29′ 1″ 15′ 1″<br>28′ 11″ 16′ 9″<br>1 dk<br>RW | S | T 3Cy. 19″ 32½″ & 56″×27″<br>2300ihp (o.f)<br>Kaldnes M/V Tbg |
| **GOSCHEN**<br>**Government of India**<br>Madras<br>Indian | 970<br>377<br>485 | ✠Classed LR until 4/31 | 1929–9 D. & W. Henderson & Co. Ltd.—Gls<br>258′ 1″ 38′ 1″ 7′ 6″<br>37′ 11″<br>1 dk & Prom dk<br>R | TS<br>G.42538 B.40910<br>2W Der 1(3) | 2 S Turb sr geared<br>73t (o.f)<br>Yarrow & Co. Ltd. Gls<br>10k |
| **GOSEI MARU**<br>**Fuso Kaiun K.K.**<br>Kobe<br>Japanese | 2880<br>1501<br>4281 | NK | 1959 Kurushima Dock Co. Ltd.—Imabari<br>308′ 5″ 47′ 8″ 20′ 7″<br>284′ 8″ 47′ 6″ 24′ 3″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.206450 B.190700<br>2 Ha (58¼′, 82¾′×23′)<br>8W Der 4(10) 4(5) | Oil 4SA 8Cy. 490×700 mm<br>2400bhp 355t<br>Hanshin Nainenki Kogyo Kob<br>2×40kW 110V d.c. 12k |
| **GOSFORTH**<br>Burnett Steamship **Co. Ltd.**<br>Newcastle<br>British | 5675 ~~5836~~<br>2706 ~~2807~~<br>~~7580~~<br>8127 | **✠100A1** SS 4/67<br>strengthened for heavy cargoes<br>**✠LMC**<br>MN820 EL y 1⅞″SQ | 1962–1 Hall, Russell & Co. Ltd.—Abn<br>410′ 3″ 56′ 5″ 24′ 3⅜″<br>383′ 0″ 55′ 6″ 31′ 0″<br>P92′ F40′ 1 dk<br>RW NS 7BH<br>rf nil WB2400t incl. Topside tanks 805t DTf284t | M Mchy.aft<br>4 Ho 69¾′, 59′, 61′, 63′<br>4 Ha (stl) (48¾′×30′) (38¾′, 38¾′, 38¾′×35′)<br>Der 8(5) | Oil 2SA 6Cy. 600×1040 mm<br>4100bhp (hvf)<br>Sulzer Bros. Ltd. Win<br>AuxB 100℔<br>3×130kW 220V d.c. |
| **GOSLAR**<br>exFranz-59<br>exFranz Ohlrogge-58<br>**Hamburg-Amerika Linie**<br>Hamburg<br>W. German | 3293<br>1716<br>5487<br>5326<br>3020<br>7057 | GL | 1956 Rickmers Werft—Bhn<br>426′ 5″ 52′ 1″ 20′ 11½″/24′ 2½″<br>385′ 10″ 51′ 10″ 31′ 2″<br>1 dk & S dk<br>RW<br>rf 4″ | M (4P) OSD/CSD<br>5 Ho 50¼′, 50¼′, 76¼′, 73¾′, 52½′<br>G.397930 B.359129<br>5 Ha (stl) (27¼′, 31¾′, 45¾′, 45¾′, 27¼′×19½′)<br>Der 1(50) 4(5–10) 10(3–5) | Oil 2SA 6Cy. 680×1200 mm<br>3600bhp (hvf)<br>Borsig A.G. Bln<br>3×130kW 230V 50c/s a.c. 14½k |

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| 513399<br>GNSY<br>184707<br>Esd Pfd<br>Rdr<br>RTm/v | **GOSPORT**<br>**Stephenson Clarke Shipping**<br>**~~Stephenson Clarke Ltd.~~ Ltd.**<br>London British | 1824<br>901<br>2395 | ✠100A1 SS 9/68 ~~SS 9/64~~<br>✠LMC<br>MN230 EL q 1½"SQ | 1952-10 S. P. Austin & Son Ltd.—Sld<br>262' 0" 38' 9" 17' 0"<br>249' 4" 38' 6" 22' 6"<br>Q160' Ba47' F23' 1 dk<br>RW NS 7BH<br>WB816t incl. DTsa33t DTm170t | M Mchy.aft<br>4 Ho 34', 37½', 41½', 37½'<br>G.113850<br>4 Ha (stl) (22½'×20') (22½', 26½', 26½'×25')<br>1W Der 1(3) | Oil 2SA 8Cy. 360×5<br>1150bhp Sulzer<br>George Clark (1938) Ltd.<br>2×80kW 220V d.c. |
| 515000<br>LCMK<br><br>Df Esd<br>Pfd RT | **GOSSINGEN**<br>exHette Margaretha-65<br>**Partrederiet Gossingen**<br>Knut Huse<br>Molde Norwegian | 246<br>109<br>— | NV | 1953 "De Dageraad" W. J. Boot—Woubrugge<br>118' 6" 23' 1"<br>104' 7" 23' 0" 12' 5"<br>1 dk<br>RW | M Trawler Mchy.aft | Oil 2SA 8Cy. 240×4<br>680bhp NE66<br>Alpha-Diesel A/S |
| 680043 | **GÖSTA**<br>**Göteborgs Bogserings & Bargnings A/B**<br>Gothenburg Swedish<br>For later particulars see New Entries No. 1 | 220<br>—<br>— | 100A1<br>tug<br>Class contemplated | Cochrane & Sons Ltd.—Sel<br>96' 11" 29' 6"<br>86' 0" 27' 9" 15' 0" | M Tug | Oil 4SA 9Cy. 12½"×14"<br>Ruston & Hornsby |
| 525253<br>DKMX<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **GÖSTA BERLING**<br>exEscapade-67<br>exGösta Berling-67<br>exNils Holgersson-67<br>**Partenreederei m/s "Gösta Berling"**<br>**Travemunde-Trelleborg-Linie (T.T. Linie) G.m.b.H.**<br>Lübeck W. German | 3529<br>1532<br>600 | GL | 1962 Hanseatische Werft—Ham<br>360' 11" 50' 1" 14' 8"<br>328' 1" 49' 3" 33' 7"<br>Q72' B57' 2 dks | TM Ferry (900P)<br>1 Ha (9¾'×16½')<br>2W Der 2(3) | 2 Oil 4SA each 12Cy.<br>7200bhp Pielstick<br>Ottensener Eisenwerk<br>4×250kW 380V 50c/s a.c.<br>Thw. thrust propeller fwd |
| 513400<br>SJFN<br>7851<br>Df Esd<br>Pfd Rdr<br>RTm | **GÖTA LEJON**<br>**Göteborgs Stad (Hamndirektören)**<br>Gothenburg Swedish | 1319<br>—<br>670 | BV | 1932 Eriksbergs M/V A/B—Go<br>186' 8" 49' 5" 21' 0"<br>49' 3"<br>2 dks<br>R | S Icebreaker<br>Der 1(3) | T 3Cy. 16½" 27" & 44½"×3<br>T 3Cy. 22½" 36" & 58½"×3<br>3200ihp<br>Eriksbergs M/V A/B<br>2×20, 10kW 110V d.c.<br>Propellers 1 fwd 1 aft |
| 513401<br>HPSX<br><br>Df Esd<br>Gc Rdr<br>RT | **GÖTA RIVER**<br>**Cia. Atlantica Pacifica S.A.**<br>Panama Panamanian | 22424<br>13921<br>36950 | NV | 1962 Eriksbergs M/V A/B—Got<br>682' 6" 87' 3" 36' 7½"<br>645' 0" 87' 0" 48' 6"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 10Cy. 740×160<br>B&W<br>Eriksbergs M/V A/B |
| 513402<br>DACA<br><br>Df Esd<br>RT | **GÖTALAND**<br>**Partenreederei m.s. "Götaland"**<br>Mathies Reederei K.G.<br>Hamburg W. German<br>Now **WALTER KAY** See New Entries No. 5 | 493<br>222<br>915 | GL | 1958 D. W. Kremer Sohn—Elmshorn<br>205' 10" 31' 7" 12' 2½"<br>188' 10" 31' 6" 19' 10"<br>B38' F16' 1 dk & S dk<br>RW<br>rf 4" | M (2P) OSD Mchy.aft<br>1 Ho 113¾'<br>G.65127 B.56786<br>2 Ha (stl) (27', 46½'×14')<br>6W Der 6(2-3) | Oil 4SA 6Cy. 385×580 mm<br>800bhp<br>Masch. Kiel A.G.<br>3×60kW 230V d.c. |
| 661641<br>SKVG<br>10735<br>Df Esd<br>Pfd Rdr<br>RT | **GÖTALAND**<br>**Arne Berntsson Partrederi**<br>Öckerö Swedish | 152<br>55<br>132 | NV | 1966 A/B Marstrandsverken—Mtd<br>103' 2" 22' 2" 11' 6"<br>92' 2" 22' 0" 11' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Masch. Kiel G.m.b.H. |
| 541136<br>VWSL<br>1068<br>Df Esd<br>Gc Rdr<br>RT | **GOTAMA JAYANTI**<br>**Jayanti Shipping Co. Ltd.**<br>The Shipping Corporation of India Ltd.<br>Bombay Indian | 21632<br>13807<br>~~22250~~<br>36496 | ✠100A1 CS 3/68<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN1800 EL o†2¾"SQ | 1963-4 Mitsubishi Zosen—Nag<br>627' 0" 90' 2" 33' 7½"<br>600' 5" 89' 10½" 48' 7"<br>P111' F51' 1 dk<br>NS 10BH<br>rf 1" WB13201t incl. Topside tanks in holds 4766t DTf1242t | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>Uraga Diesel Kogyo<br>AuxB 100lb e (ex.g) |
| 513405<br>DEBM<br><br>Df Esd<br>RT | **GÖTEBORG**<br>exAnn-Christin-61<br>**Rudolf-Fiedler**<br>Hamburg W. German | 424<br>264<br>640 | GL | 1952 Schiffsw. Rönnebeck—Bmn<br>*155·5'* 24' 8" 10' 6"<br>24' 6" 12' 9"<br>P39' F19' 1 dk<br>RW len 56 | M<br>1 Ho 100½'<br>G.31770 B.29652<br>2 Ha<br>Der 3(2) | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 513406<br>DHXN<br><br>Df Esd<br>Gc Rdr<br>RT | **GOTHA**<br>**Fischkombinat Rostock**<br>Ros E. German | 696<br>262<br>— | DSRK | 1954 Schiffswerft Neptun—Ros<br>192' 6" 29' 7" 13' 2"<br>29' 5" 16' 5"<br>RW | M Trawler Mchy.aft | Oil 4SA 8Cy. 385×5<br>920bhp<br>Görlitzer Masch. |
| 640427<br>OZIE<br><br>Df Esd<br>Pfd Rdr<br>RTh | **GOTHA**<br>**Partrederiet Gotha**<br>J. Gotfred Jensen A/S<br>Aarhus Danish | 299<br>197<br>540 | BV | 1963 Westermoen Båtbyggeri—Mandal<br>157' 10" 28' 5" 10' 3"<br>141' 9" 28' 4" 11' 4"<br>1 dk | M Mchy.aft<br>1 Ho 100½'<br>G.24000 B.21000<br>2 Ha (each 35½'×16½')<br>Der 2(2½) | Oil 2SA 5Cy. 230×400 mm<br>350bhp<br>Alpha-Diesel A/S<br>2×15kW 230V a.c. |
| 513408<br>MAUQ<br>182351<br>Df Esd<br>Gc Rdr<br>RTv | **GOTHIC**<br>**Shaw Savill & Albion Co. Ltd.**<br>Southampton British | T.Mk<br>12179<br>5909<br>11130<br>15109<br>7836<br>12127 | ✠100A1 CS 1/66<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN3680 EL (Jt) 2¾" | 1948-12 Swan, Hunter & Wghm Rchdsn—Wal<br>561' 0" 72' 3" ~~29' 7"~~ 29' 7½"/30' 8½"<br>530' 0" 72' 0" 43' 5"<br>P64' B244' F70' 3 dks, 4th dk in Nos. 2 & 3 holds<br>RW 8BH<br>rf 6" WB3985t incl. Tunnel tanks 1465t DTf303t | TS (95P) Ref<br>6 Ho 76½', 79½', 62½', 59½', 59½', 39½'<br>G 156797 B.145642 In.512078<br>6 Ha (16½', 32½'×16½') (21½', 21½'×17½') (24½'×16½') (16½'×17½')<br>21W Der 1(50) 8(12) 5(7) 8(5) | 6 S Turb, HP & IP<br>geared to 2 sc. shafts<br>18400shp<br>Wallsend Slipway Co. Ltd.<br>2WTB 570lb Sup<br>db 130lb sg 14<br>4×500, 500, 400, 400kW |

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| **GOTHLAND**<br>Currie Line Ltd.<br>Leith<br>British | 16664<br>8543<br>24300 | ✠100A1 SS 11/65<br>ore carrier<br>✠LMC<br>MN1080 EL j†2½″SQ | 1961–12 Lithgows Ltd.—P.Gl<br>595′ 2″ 74′ 0″ 31′ 11½″<br>565′ 0″ 73′ 9″ 42′ 9″<br>P101′ F53′ 1 dk<br>RW 8BH<br>rf nil WB16336t | M Ore Carrier Mchy.aft<br>6 Ho 80′, 80′, 80′, 80′, 80′, 29′<br>6 Ha (stl) (58¾′, 58¾′, 58¾′, 58¾′, 58¾′×33′) (4′×9′)<br>Der 2(3) 2(1½) | Oil 2SA 5Cy. 620×1400 mm exhaust 470 mm<br>5400bhp B&W (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 100℔<br>3×210kW 220V d.c. |
| **GOTHONG**<br>exCap Spartel–63<br>exCap Gris Nez–56<br>Carlos A. Gothong & Co.<br>Cebu<br>Philippine | 1390<br>636<br>2280<br>2349<br>1272<br>— | ~~BV~~<br>✠Classed LR until 3/53 | 1950–11 Sölvesborgs Varvs—Sbg<br>291′ 4″ 40′ 7″ 16′ 11″/—<br>40′ 5″<br>F26′ 1 dk & S dk<br>RW | M OSD/CSD<br>G.135375 B.123550<br>8W | Oil 2SA 7Cy. 500×700 mm<br>278t<br>Atlas-Diesel Skm<br>14k |
| **GOTLAND**<br>Rederi A/B Gotland<br>Sven Axelsson<br>Visby<br>Swedish | 2774<br>1186<br>— | NV | 1964 Schps. & Mach. "De Merwede"—Hxd<br>305′ 9″ 53′ 10″ 13′ 8″<br>275′ 7″ 53′ 2″ 32′ 2″<br>2 dks & S dk | TM Ferry (1223P) OSD | 4 Oil 4SA each 16Cy. 215×260 mm geared to 2 sc. shafts<br>8000bhp (d.o)<br>N.V. Werkspoor Ams<br>3×500kW 220V<br>2 Controllable pitch propellers<br>Directional propeller fwd |
| **GOTLANDIA**<br>Rederi A/B Gotland<br>Sven Axelsson<br>Visby<br>Swedish | 1414<br>457<br>375 | ✠100A1<br>short international voyages<br>Ice Class 3<br>✠LMC<br>MN920 EL r1½″SQ | 1965–7 A/S Langesunds M/V—Langesund<br>232′ 11″ 47′ 10″ 12′ 2¼″<br>212′ 3″ 46′ 3″ 32′ 2″<br>1 dk & S dk, 2nd dk except in mchy. space<br>12BH<br>rf 6″ WB208t | TM Ferry (600P) OSD | 2 Oil 4SA each 8Cy. 360×450 mm with Vulcan couplings & sr gears<br>4800bhp (d.o)<br>Motorenw. Mannheim Mhm<br>3×210kW 380V 50c/s a.c.<br>Thw. thrust propeller fwd |
| **GOTT MIT UNS**<br>Bernhard Wessels, Jr.<br>Haren/Ems<br>W. German | 212<br>136<br>— | BV | 1929 Scheepswerf "De Hoop"—Lobith<br>*128·9′* 20′ 11″ 7′ 0″<br>20′ 9″ 8′ 4″<br>P28′ F14′ 1 dk<br>R len & widened 56 | M<br>2 Ha | Oil 2SA 4Cy. 225×330 mm<br>165bhp NE56<br>Motorenf. Darmstadt Darmstadt<br>7k |
| **GOTTE**<br>J. Kuginis<br>S. African | 243<br>139<br>— | | 1957 A. Le Gall & Fils—Douarnenez<br>*93·8′* 25′ 7″<br>… … … | Wood Aux Fishing | Oil 4SA 6Cy. 230×300 mm<br>Etab Crepelle Lille |
| Now **FREDERIK** See New Entries No. 9 | | | | | |
| **GOTTHILF HAGEN**<br>Wasser-u. Schiffahrtsdirektion<br>Bremen<br>Bremerhaven<br>W. German | 763<br>258<br>— | GL | 1959 Jos. L. Meyer—Papenburg<br>180′ 8″ 31′ 3″ 13′ 0″<br>164′ 0″ 31′ 2″ 17′ 2″<br>2 dks | TD-E Pilot Tender (48P) | 3 Oil 4SA each 6Cy. 185×200 mm 1605bhp driving 3 gen. each 330kW 350V d.c. connected to 3 elec. motors each 620shp (CC) & 2 sc. shafts<br>Maybach Friedrichshafen<br>3×90kW 115V d.c. |
| **ÖTTINGEN**<br>Hamburg-Amerika Linie<br>Hamburg<br>W. German | 6341<br>3640<br>8316 | GL | 1955 Howaldtswerke Ham. A.G.—Ham<br>510′ 3″ 60′ 9″ 26′ 2¼″<br>461′ 0″ 60′ 6″ 38′ 7″<br>P39′ F86′ 1 dk & S dk, pt 3rd dk<br>RW | M (12P) Ref OSD<br>5 Ho 48¼′, 66¼′, 76′, 76′, 63′<br>G.564500 B.503700 In.28959<br>5 Ha (stl) (18¼′×16′) (39¼′, 47¼′, 47¼′, 39¼′×18¼′)<br>20W Der 1(50) 1(15) 8(5–10) 10(3–5) 2(2) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp 1333t (hvf)<br>Howaldtswerke Ham. A.G. Ham<br>3×275kW 400V 50c/s a.c. 17k |
| Now **TWADIKA** See New Entries No. 10 | | | | | |
| **GOUDREAU**<br>exMichigan–66<br>Providence Shipping Co. Ltd.<br>Sault Ste. Marie<br>Canadian | 7767<br>5416<br>10700 | 100A1 Lake SS 4/65<br>Great Lakes & River St. Lawrence service<br>LMC<br>MN342 EL (d†) | 1906 Great Lakes Eng. Wks.—Ecorse<br>550′ 0″ 56′ 2″ 21′ 0″<br>538′ 4″ 56′ 0″ 31′ 1″<br>F50′ 1 dk<br>R NS 4BH<br>rf nil | S Mchy.aft | T 3Cy. 23½″ 37″ & 63″×42″<br>1900ihp 270t (c)<br>American S.B. Co. Clv<br>2 SB 200℔ hs5162<br>2×60kW 220V d.c. 10½k |
| **GOUVERNEUR GÉNÉRAL ÉBOUÉ**<br>Caisse Centrale de la France d'outremer<br>Fort de France<br>French | 206<br>78<br>— | | 1957 C. A. Dupret—Gujan Mestras<br>*94·8′* 25′ 11″<br>… … … | Wood M Fishing | Oil 4SA 8Cy. 230×300 mm<br>Etab. Crepelle Lille |
| **GOUWEBORG**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Delfzijl<br>Netherland | 394<br>224<br>506 | BV | 1958 Schpsw. C. Amels & Zn—Makkum<br>159′ 0″ 26′ 2″ 9′ 7¾″<br>144′ 4″ 25′11½″ 10′ 6″<br>1 dk<br>rf 2″ | M Mchy.aft<br>1 Ho 124½′<br>G.26840 B.25190<br>2 Ha (each 38′×15¼′)<br>Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>220bhp 30t (d.o)<br>Appingedammer Brons. Apg<br>2×5kW 110V d.c. 9½k |
| **GOVERNOR**<br>Charente S.S. Co. Ltd.<br>T. & J. Harrison Ltd.<br>Liverpool<br>British | 8202<br>4389<br>9770 | ✠100A1 SS 8/67<br>DTm—vegetable oil<br>✠LMC<br>MN960 EL c† | 1952–12 Wm. Doxford & Sons Ltd.—Sld<br>463′ 8″ 59′ 5″ 26′ 6″<br>435′ 6″ 59′ 2″ 37′ 10″<br>F89′ 2 dks, 3rd dk in Nos. 1 & 2 holds<br>R Coll BH to U dk 6 to 2nd dk<br>rf 6″ WB3143t incl. Tunnel tanks 358t DTsm1266t | M CSD<br>5 Ho 56′, 76′, 34′, 78′, 60′<br>5 Ha (27′, 44¾′, 18½′, 44¾′, 26¼′×22′)<br>Der 1(60) 1(40) 4(15) 4(10) 6(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp (hvf)<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 150℔<br>3×50, 50, 20kW 220V d.c. 13k |
| **GOVERNOR MILLER**<br>United States Steel Corp.<br>Great Lakes Fleet<br>New York<br>United States | 8240<br>6072<br>13560 | AB | 1938 American S.B. Co.—Lorain<br>610′ 9″ 60′ 2″ 22′ 1½″<br>593′ 10″ 60′ 0″ 32′ 6″<br>F52′ 1 dk<br>R<br>rf 3″ | S Mchy.aft<br>3 Ho<br>G.419767<br>18 Ha (stl) (each 11′×38′) | 2 S Turb dr geared to sc. shaft<br>2300shp 238t (c)<br>De Laval S. Turb. Co. Trenton<br>10k |

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| 513424<br>Df | **GOVERNOR MURPHY**<br>**Roque Javellana**<br>Philippine | 168<br>68<br>— | | 1944 Birchfield Boiler Inc.—Tac<br>*91·5'* 21' 1"<br>... ... ...<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 215×285 mm<br>National Supply Co. |
| 513425<br>Df | **GOVERNOR ROOSEVELT**<br>**Roque Javellana**<br>Philippine | 168<br>68<br>— | | 1944 Birchfield Boiler Inc.—Tac<br>*91·5'* 21' 1"<br>... ... ...<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 215×285 mm<br>National Supply Co. |
| 513426<br>Df | **GOVERNOR SMITH**<br>**Visayan Transportation Co. Inc.**<br>Philippine | 665<br>432<br>835 | | 1944 John H. Mathias Co.—Camden<br>*166·3'* 32' 0"<br>... ... ...<br>1 dk | TM (258P) Mchy.aft<br>4 Ho 35', 30', 51¾', 16'<br>4 Ha (20½'×10½') (25', 10½'×16½')<br>(5½'×4½')<br>Der 1(12) 2(5) | 2 Oil 2SA each 6Cy.<br>1000bhp<br>General Motors Corp.<br>3×100, 100, 25kW 120/240V |
| 513427<br>Df | **GOVERNOR STIMSON**<br>**Roque Javellana**<br>Philippine | 168<br>68<br>— | | 1943 Birchfield Boiler Inc.—Tac<br>*91·5'* 21' 0"<br>... ... ...<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 215×285 mm<br>National Supply Co. |
| 513430 | **GOVERNOR WRIGHT**<br>exNaddodd–52 exKilkenzie–48<br>**Southern Lines Inc.**<br>Manila Philippine | 732<br>322<br>— | | 1943 Pullman Standard Car Mfg Co.—Cgo<br>*178·6'* 33' 0"<br>... ... ...<br>1 dk & S dk | TM OSD | 2 Oil 2SA each 12Cy.<br>General Motors Corp. |
| 661723<br>JL2529<br>99721<br>Rdr RT | **GOWA MARU**<br>**Rakugo Shoun K.K.**<br>Namikata Japanese | 999<br>506<br>1950 | | 1966 Hashihama Zosen—Imabari<br>209' 11" 34' 6" 16' 10"<br>34' 5" 18' 1"<br>1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta | Oil 4SA 6Cy. 260×320 mm<br>1300bhp<br>Daihatsu Kogyo<br>2×32kW 230V a.c. |
| 680336 | **GOWANBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow British<br>For later particulars see New Entries No. 1 | 10370<br>6020<br>15400 | 100A1<br>Class contemplated | Harland & Wolff Ltd.—Bel<br>513' 3" 67' 8" 30' 7½"<br>475' 0" 67' 6" 41' 0" | M | Oil 2SA 6Cy. 620×1870 mm<br>B&W<br>Harland & Wolff Ltd. |
| 513431<br>GHSZ<br>303174<br>Rdr RTv | **GOWER**<br>**Alexandra Towing Co. Ltd.**<br>Liverpool British | 152<br>—<br>—<br>— | ✠100A1 SS 10/65<br>tug<br>United Kingdom coasting service<br>✠LMC<br>MN173 EL (b) 1" | 1961–7 W. J. Yarwood & Sons Ltd.—Northwich<br>95' 6" 25' 6"<br>86' 0" 24' 0" 11' 9"<br>RW 3BH<br>rf 21" BK7" WB22t | M Tug Mchy.aft | Oil 2SA 8Cy. 10½"×13½"<br>865bhp<br>Crossley Bros. Ltd.<br>2×35kW 220V d.c.<br>Controllable pitch propelle |
| 513432<br>MYDC<br>187676<br>RT | **GOWERA**<br>**Gray, Mackenzie & Co. Ltd.**<br>London British | 210<br>63<br>— | ✠100A1 SS 7/65<br>Persian Gulf service also coasting to Ras al Hadd & Gwadar<br>✠LMC<br>MN58 | 1957–8 Clelands (Successors) Ltd.—Wal<br>110' 0" 26' 8" 4' 11½"<br>102' 3" 26' 0" 6' 0"<br>P31' 1 dk<br>3BH<br>rf nil BK3½" on FK & at sides WB58t | TM Landing Craft Mchy.aft<br>Bow door | 2 Oil 4SA each 8Cy.<br>reverse gear<br>288bhp<br>Gardner & Sons Ltd. |
| 513434<br>LW3544<br>1791F | **GOYA**<br>**Argentine Government (Yacimientos Petroliferos Fiscales)**<br>Buenos Aires Argentine | 1752<br>1600<br>— | ✠Classed LR until 5/63 | 1960–12 Ast. Argentino Astarsa—Tigre<br>295' 8" 49' 11" 8' 0"<br>283' 2" 49' 2½" 11' 2"<br>Ba70' 1 dk<br>rf nil | TM Tanker Mchy.aft | 2 Oil 2SA each 6Cy.<br>Sulzer Bros. Ltd. |
| 503248<br>JCZQ<br>70939<br>Df | **GOYO MARU**<br>exAzuma Maru No. 15–63<br>**Goyo Suisan K.K.**<br>Tokyo Japanese | 339<br>184<br>— | | 1953 Hayashikane Zosen—Smk<br>148' 6" 24' 0"<br>23' 10"<br>P39' F17' 1 dk<br>RW | M Fishing Mchy.aft<br>B.11437 | Oil 2SA 6Cy.<br>650bhp<br>Hayashikane Zosen |
| 513435<br>JRRF<br>83809<br>RT | **GOYO MARU No. 1**<br>**Goyo Kaiun K.K.**<br>Osaka Japanese | 265<br>143<br>— | | 1959 Mukaishima Dock Co. Ltd.—Mukaishima<br>120' 3" 21' 6" 9' 10"<br>106' 7" 21' 4" 10' 8"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy.<br>270bhp<br>Nippon Hatsudoki |
| 513436<br>7LLM<br>87890 | **GOYO MARU No. 11**<br>**Goyo Kaiun K.K.**<br>Osaka Japanese | 407<br>238<br>— | | 1961 Imabari Zosen—Imabari<br>157' 2" 25' 1" 11' 6"<br>141' 0" 24' 11" 12' 6"<br>1 dk | M Mchy.aft<br>G.27278 B.25744<br>1 Ha (65½'×15½') | Oil 4SA 6Cy.<br>500bhp<br>Makita Tekkosho |
| 640060<br>JI2010<br>93262<br>Rdr | **GOYO MARU No. 18**<br>**Goyo Kaiun K.K.**<br>Osaka Japanese | 490<br>300<br>— | | 1963 Imabari Zosen—Imabari<br>167' 8" 25' 8" 11' 10"<br>150' 11" 25' 7" 13' 1"<br>1 dk<br>RW | M Mchy.aft<br>G.41106 B.38705<br>1 Ha (90½'×17½') | Oil 4SA 6Cy.<br>650bhp<br>Makita Tekkosho |

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| **GOZEN**<br>Ahmet ve Mustafa **Gozen**<br>Turkish<br>Istanbul | **149**<br>—<br>300 | | **1967** Gesan Shipyard—Sutluce<br>114′ 8″ 23′ 6″ 8′ 6″<br>104′ 8″ 23′ 5½″ 9′ 4″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>300bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **GÖZTEPE**<br>exBosphorus No. 69–34<br>Denizcilik **Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Turkish<br>Istanbul | **567**<br>314<br>— | ✠<br>GL | **1911**–7 At. & Ch. de France—Dnk<br>*155·7′* 25′ 1″ 8′ 2″<br>... ... ...<br>1 dk<br>R | TS Ferry | T 6Cy. 11″ 18″ & 29″×18″<br>At. & Ch. de France Dnk |
| **GRAAF-VISART**<br>exSelle Bruun exWalcheren II<br>Union de Remorquage et de Sauvetage **S.A.**<br>Belgian<br>Zeebrugge | **137**<br>24<br>— | | **1940** Howaldtswerke A.G.—Ham<br>87′ 0″ 25′ 0″ 10′ 8″<br>... ... ... | M Tug | Oil 4SA 6Cy. 320×450 mm<br>NE60<br>Klöckner-Humboldt-Deutz Kln |
| **GRAAL-MURITZ**<br>Deutsche **Seereederei**<br>E. German<br>Rostock | **439**<br>174<br>563 | DSRK | **1956** Elbewerft—Boizenburg<br>163′ 8″ 27′ 2″ 10′ 5″<br>12′ 4″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>400bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **GRAB No. 1**<br>Leith **Dock Commissioners**<br>British<br>Leith | **121**<br>107<br>— | **✠100A** SS 5/67<br>pontoon<br>EL (a) | **1928**–2 Ramage & Ferguson Ltd.—Lth<br>*70·1′* 28′ 1″<br>70′ 0″ 28′ 0″ 7′ 6″<br>1 dk<br>R 3BH<br>BK8″ WB DTs46t | Crane Pontoon<br>Cr 1(40) 1(5) | |
| **GRAB DREDGER No. 2**<br>Commissioners for the Port of Calcutta<br>Indian<br>Calcutta | **1415**<br>600<br>1500 | ✠Class **WITHDRAWN**<br>at Owners' request<br>5/68 | 1966–6 Blyth D.D. & S.B. Co. Ltd.—Bly<br>224′ 0″ 45′ 5″ 14′ 0″<br>210′ 0″ 45′ 0″ 17′ 9″<br>1 dk<br>RW 4BH<br>rf nil WB99t | TM Grab Hopper Dredger<br>Mchy.aft | 2 Oil 4SA each 6Cy. 300×450 mm sr reverse geared<br>1780bhp 50t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×149, 149 49kW 220V d.c. 9¾k |
| **GRAB DREDGER No. 2**<br>Aberdeen **Harbour Board**<br>British<br>Aberdeen | **268**<br>104<br>— | ✠Class **WITHDRAWN**<br>at Owners' request<br>2/69 | **1931**–4 A. Hall & Co. Ltd.—Abn<br>124′ 0″ 27′ 1″ 9′ 7¾″<br>115′ 0″ 27′ 0″ 11′ 0″<br>1 dk<br>R 4BH<br>WB20t | S Grab Hopper Dredger Mchy.aft<br>1 Ha (3′×2¾′)<br>1W | T 3Cy. 10″ 16¼″ & 27″×20″<br>300ihp 30t (c)<br>A. Hall & Co. Ltd. Abn<br>SB 210℔ hs(925) 2cf ND<br>1×3½kW 110V d.c. 7½k |
| **GRABWELL**<br>Cork Harbour Commissioners<br>Irish Republic<br>Cork | **251**<br>115<br>— | **✠100A1** SS 11/66<br>hopper dredger<br>**✠LMC**<br>EL d | **1935**–12 A. Hall & Co. Ltd.—Abn<br>*115·1′* 28′ 1″ 9′ 5¾″<br>115′ 0″ 27′ 0″ 11′ 1″<br>1 dk<br>R 4BH<br>WB20t | S Grab Hopper Dredger Mchy.aft<br>Cr 1(3½) | T 3Cy. 10″ 16″ & 26″×18″<br>300ihp<br>A. Hall & Co. Ltd. Abn<br>SB 180℔ hs(915) 2cf ND<br>1×1kW 100V d.c. |
| **GRACE**<br>exBruce M–65 exEliza–61<br>exCorfleet–59<br>Quadros Cia. **Nav. S.A.**<br>Lebanese<br>Beirut | *1803*<br>*1015*<br>2650 | BV HR<br>✠Classed LR until 7/64 | **1934**–6 S. P. Austin & Son Ltd.—Sld<br>269′ 4″ 39′ 6″ 17′ 4″<br>256′ 7″ 39′ 3″ 18′ 9″<br>Q150′ F25′ 1 dk<br>R | S Mchy.aft<br>G.128900 B.119877<br>4 Ha (37¼′, 30′, 35½′, 18½′×27′)<br>4W Der 8(3) | T 3Cy. 16½″ 28″ & 47″×33″<br>840ihp 160t (o.f)<br>N.E. Mar. Eng. Co. Ltd. Sld<br>9½k |
| **GRACE**<br>Kato Kisen **K.K.**<br>Japanese<br>Kobe | **1060**<br>626<br>— | | **1963** Mitsubishi Zosen—Smk<br>210′ 9″ 32′ 11″ 9′ 6″<br>190′ 2″ 32′ 10″ 13′ 5″<br>2 dks | M Mchy.aft | Oil 2SA 6Cy. 420×700 mm<br>2400bhp<br>Niigata Eng. Co. Ltd. Niigata<br>2×128kW 445V a.c. 15½k |
| **GRACE I**<br>William Lines Inc.<br>Philippine<br>Cebu | **653**<br>367<br>— | AB<br>len 52 | **1944** Sturgeon Bay S.B. & D.D. Co.—Sturgeon Bay<br>217′ 6″ 32′ 2″ 11′ 11⅞″<br>205′ 6″ 32′ 0″ 14′ 3″<br>F26′ 1 dk<br>rf 6″ | TM (302P) Mchy.aft<br>3 Ho 42′, 30′, 52′<br>3 Ha (20′, 18′, 10′×16′)<br>Der 3(5) | 2 Oil 2SA each 6Cy. 220×265 mm<br>1000bhp 74t (d.o)<br>General Motors Corp. Det<br>3×100, 100, 25kW 230V |
| **GRACE BOEHNER**<br>exGrace D. Boehner<br>H. W. C. **Gillett Ltd.**<br>Canadian<br>St. John's, Nfl | **148**<br>103<br>— | | **1919** Boehners Ltd.—West La Have<br>*112·7′* 26′ 1″ 12′ 0″<br>... ... ...<br>1 dk | Wood Aux T Sr Mchy.aft<br>2 Ho 40′, 10′ | 2 Oil 4SA each 5Cy. 6″×9″<br>220bhp (i) Emade41fitted47 (d.o)<br>(ii) Emade50fitted56<br>Bergius Co. Ltd. Gls<br>1×1kW 32V d.c. |
| **GRACE MORAN**<br>Berkley Curtis Bay **Co.**<br>United States<br>Wilmington, Del | **290**<br>190<br>— | AB | **1967** Jakobson Shpyd Inc.—Oyster Bay<br>15′ 6⅝″<br>101′ 10″ 28′ 0″ 17′ 1″ | M Tug | Oil 2SA 16Cy. $9\frac{1}{16}$″×10″ reverse reduction geared<br>2875bhp 172t<br>General Motors Corp. Clv<br>2×60, 40kW |
| **GRACIA**<br>Gerner Mathisen **Rederi A/S**<br>Norwegian<br>Oslo | **1197**<br>708<br>2345 | NV | **1963** Aukra Bruk A/S—Aukra<br>253′ 6″ 38′ 9″ 17′ 0″<br>226′ 3″ 38′ 8″<br>1 dk | M Mchy.aft<br>2 Ho 78¾′, 85¼′<br>4 Ha (stl) (24′, 23¾′, 28′, 26′×23′)<br>Der 2(5) 5(4) | Oil 4SA 6Cy. 385×580 mm<br>1450bhp<br>Masch. Kiel A.G. Kel<br>2×67kW 220V 50c/s a.c. |

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| 507028<br>ELEV<br>2848<br>Df Esd<br>RTm/v | **GRACIOSA**<br>exChili-67<br>**Veracruz Shipping Co.**<br>Monrovia Liberian | ~~4046~~ 6638<br>~~8912~~ 3720<br>8513 | BV | **1950** Burmeister & Wain—Cpn<br>475' 8" 61' 5" 25' 9"<br>61' 2"<br>F45' 1 dk & S dk<br>RW<br>rf 5½" | TM (12P) Ref OSD<br>5 Ho 64½', 72½', 65', 81½', 62½<br>G.520851 B.463171 In.61951<br>5 Ha (stl) (27', 39½', 20', 37½', 27½'×17½')<br>14W Der 6(10) 8(5) | 2 Oil 2SA each 6Cy.<br>7100bhp<br>Burmeister & Wain<br>3×200kW 220V d.c. |
| 650588<br>PEJW<br><br>Df Esd<br>RT | **GRADA WESTERS**<br><br>**W. Westers**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Groningen Netherland | 400<br>233<br>— | BV | **1965** Scheepsw. "Friesland" N.V.—Lemmer<br>162' 7" 26' 8" 9' 7½"<br>147' 11" 26' 3" 10' 8"<br>1 dk | M Mchy.aft<br><br>G.28124 B.26409<br>2 Ha (each 38'×15½')<br>Der 2(2) | Oil 4SA 6Cy. 250×350 mm<br>350bhp<br>Motorenw. Mannheim |
| 513456<br>VDRT<br>174156<br>RTm/v | **GRAEME STEWART**<br><br>**McAllister-Pyke Salvage Ltd.**<br>Montreal Canadian | 348<br>—<br>— | | **1908** Manitowoc D.D. Co.—Manitowoc<br>*116·8'* 28' 0"<br>27' 10"<br><br>R | S Salvage Tug | T 3Cy. 15" 25" & 42"×30"<br>[illegible]<br>Collingwood S.B. Co. |
| 541137<br>OWVU<br><br>RTm | **GRÆSHOLM**<br>exElli-63 exHans Voss-53<br>exArkona-47 exErnestine<br>exHollandia exTröndelsee<br>**E. V. E. Petersen Partrederi**<br>Frederikshavn Danish | 178<br>93<br>250 | BV GL | **1920** Frd. Krupp A.G.—Kel<br>124' 7" 22' 2"<br>22' 0" 7' 10"<br>1 dk<br>R len 53 | M<br>2 Ho 16½', 49½'<br><br>2 Ha (9½', 49½'×16½')<br>Der 1(5) | Oil 4SA 2Cy. 280×450 mm<br>120bhp NE32<br>Humboldt-Deutzmot. |
| 670665<br>GRYH<br>309940<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRAFTON**<br><br>**P. & O. Steam Nav. Co.**<br>Trident Tankers Ltd.<br>London British | 43330<br>27004<br>73829 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4, 6, 8 & 10 holds may be empty OR oil cargoes—no hold partially filled except No. 1 (cc)<br>✠**LMC**<br>MN4140 EL z† 3$\frac{1}{16}$"SQ | **1967**–4 Hitachi Zosen—Sakai<br>823' 6" 104' 3" 45' 5½"<br>798' 0" 104' 0" 62' 6"<br>F70' 1 dk<br>NS 16BH<br>rf 2" WB25742t incl. Comb. btm, side & topside tanks in holds 22865t | M Bulk/Oil Carrier Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W<br>Hitachi Zosen<br>2WTAuxB primary<br>secondary<br>3×700, 550, 550kW 450V |
| 513457<br>VLVF<br><br>RTv | **GRAFTON**<br><br>**Government of New South Wales**<br>Sydney, N.S.W British | 959<br>331<br>2260 | | **1917** N.S.W. Govt Dykd—N.S.W<br>226' 1" 34' 0" 13' 6"<br>33' 10"<br>R<br>rf nil | S Hopper Barge Mchy.aft | T 3Cy. 12½" 21" & 36"×27"<br>600ihp<br>Wallsend Slpwy & E. Co.<br>2×7, 5½kW 110V d.c. |
| 513458 | **GRAGOATA**<br><br>**Cia. Cantareira e Viação Fluminense**<br>Rio de Janeiro Brazilian | *444*<br>*198*<br>— | ✠Classed LR until 11/24 | **1924**–7 W. Denny & Bros. Ltd.—Dmb<br>*165·0'* 42' 1"<br>… … …<br>R | S Ferry | C 8Cy. 11" & 22"×14"<br>McKie & Baxter<br>Propellers 1 fwd 1 aft |
| 513459<br><br>154990 | **GRAHAM BELL**<br><br>**Government of Canada (National Harbours Board)**<br>Quebec Canadian | 250<br>37<br>— | ✠Classed LR until 11/32 | **1929**–7 Davie S.B. & Rep. Co. Ltd.—Levis<br>106' 0" 26' 0" 11' 3"<br>… … …<br>R | S Tug | T 3Cy. 14½" 24" & 40"×27"<br>800ihp<br>Earle's Co. Ltd.<br>1×7½kW 110V d.c. |
| 660494<br>YTQD<br><br>RTh | **GRAHOVO**<br><br>**Jugoslavenska Tankerska Plovidba**<br>Zadar Yugoslav | 368<br>214<br>500 | JR | **1953** Brodogradiliste "Split"—Spt<br>142' 9" 27' 3" 10' 10"<br>134' 6" 25' 11" 11' 10"<br>B47' F28' 1 dk<br>R | M Tanker Mchy.aft<br>8 Ta<br>L.21047 HeCls. C | Oil 2SA 5Cy. 230×400 mm<br>350bhp<br>Burmeister & Wain<br>2×7½kW 110V d.c.<br>Controllable pitch propeller |
| 641427<br>GNLU<br>305255<br>Df Esd<br>Gc Rdr<br>RTm | **GRAIGWERDD**<br><br>**Graig Shipping Co. Ltd.**<br>Idwal Williams & Co. Ltd.<br>Cardiff British | 18618<br>11897<br>28370 | ✠100A1<br>strengthened for ore cargoes. Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>MN1894 EL m†2$\frac{11}{16}$"SQ | **1964**–8 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>610' 6" 82' 10" 33' 4½"<br>571' 1" 82' 6" 47' 3"<br>P103' F53' 1 dk<br>RW NS 9BH<br>rf 4" DK fwd WB11355t incl. Comb. btm & side tanks in holds 5391t Topside tanks in holds | M Bulk Carrier Mchy.aft<br>7 Ho 60', 60', 64', 60', 64', 60', 66'<br>7 Ha (stl) (36', 39', 39', 39', 39', 39', 39'×42') | Oil 2SA 6Cy. 760×1550 mm<br>9470bhp Sulzer<br>Scotts' S.B. & Eng. Co. Ltd.<br>2AuxB (1 o.f 1 ex.g)<br>3×450kW 440V |
| 513464<br>GXST<br>186880<br>Df Esd<br>Gc Rdr | **GRAINTON**<br><br>**Carlton S.S. Co. Ltd. and Cambay S.S. Co. Ltd.**<br>Chapman & Willan Ltd.<br>Newcastle British | T.Mk<br>**5941**<br>3354<br>11241<br>**8472**<br>5313<br>12306 | ✠100A1 SS 4/67<br>✠**LMC**<br>MN630 EL c† | **1958**–10 Short Bros. Ltd.—Sld<br>473' 8" 60' 3" ~~28' 5"/28' 0¼"~~<br>445' 0" 60' 0" 38' 6" 26' 4½"/28' 0½"<br>F38' 2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 6" WB3173t incl. DTm1358t | M<br>5 Ho 31½', 56½', 92½', 30' DT, 67½' 65'<br>6 Ha (15½', 30½', 30', 32½', 30', 30'×23')<br>Der 12(5) | Oil 2SA 3Cy.<br>3150bhp Doxford<br>N.E. Mar Eng. Co. Ltd.<br>2AuxB<br>2×40kW 110V d.c. |
| 513468<br><br>301588<br>Esd Pfd<br>Rdr<br>RTh | **GRAMPIAN CREST**<br><br>**River Ness Fishing Co. (1955) Ltd.**<br>G. Craig<br>Aberdeen British | 211<br>72<br>— | ✠100A1 SS 8/68 ~~SS 5/64~~<br>trawler<br>✠**LMC**<br>MN134 EL (d)J | **1960**–1 Henry Scarr Ltd.—Hessle<br>*108·9'* 24' 1"<br>106' 0" 23' 9" 12' 0"<br>Q58' F19'<br>RW 4BH<br>rf 12" BK6" | M Trawler | Oil 4SA 6Cy.<br>coupling & sr reverse<br>670bhp<br>Ruston & Hornsby<br>2×15kW 220V d.c. |
| 513469<br><br>302241<br>Esd Pfd<br>Rdr<br>RTh | **GRAMPIAN GLEN**<br><br>**George Craig & Sons Ltd.**<br>G. Craig<br>Aberdeen British | 214<br>74<br>— | ✠100A1 SS 8/65<br>trawler<br>✠**LMC**<br>MN136 EL (c)J | **1961**–2 J. Lewis & Sons Ltd.—Abn<br>*106·0'* 23' 4"<br>104' 4" 23' 0" 12' 0"<br>F17'<br>RW 4BH<br>rf 39" BK7" | M Trawler | Oil 4SA 6Cy.<br>coupling & sr reverse<br>681bhp<br>Ruston & Hornsby<br>2×15kW 220V d.c. |

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| **GRAMPIAN HILL**<br>George Craig & Sons Ltd.<br>G. Craig<br>Aberdeen British | 214<br>74<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN136 | SS 5/65<br>EL (c)j | 1960–12 J. Lewis & Sons Ltd.—Abn<br>*106·0′* 23′ 4″<br>104′ 4″ 23′ 0″ 12′ 0″<br>F17′<br>RW 4BH<br>rf 39″ BK7″ | M Trawler | Oil 4SA 6Cy. 12½″×15″<br>coupling & sr reverse gea.<br>681bhp<br>Ruston & Hornsby<br>2×15kW 220V d.c. |
| **GRAMPUS**<br>Gulfshore Towing Co. Inc.<br>Galveston United States | 197<br>134<br>— | | | 1956 Gulfport S.S. & D.D. Corp.—<br>Pt. Arthur<br>105′ 0″ 27′ 2″ 12′ 8⅜″<br>100′ 3″ 27′ 1″ 14′ 0″<br>1 dk<br>BK2½″ | M Tug | Oil 2SA 16Cy. 222×266 mm<br>1700bhp Emade43fitted56 83t (d.o)<br>General Motors Corp. Clv<br>3×60, 60, 20kW 120/220V d.c. |
| **GRAMPUS**<br>Government of India<br>Calcutta Indian | 133<br>—<br>— | ✠Classed LR until 4/38 | | 1930–3 Burn & Co. Ltd.—Cal<br>*80·0′* 22′ 0″ 8′ 0″<br>21′ 10″<br>R | TS Tug | C 4Cy. 13″ & 27″×18″<br>20t (c)<br>Bow, McLachlan & Co. Ltd. Psy<br>9k |
| **GRAN CANARIA**<br>exFredrika–65<br>Franz Haniel & Cie. G.m.b.H.<br>Oldenburg-Portug. Dampfsch.<br>Rhed. Kusen, Heitmann &<br>Cie. K.G.<br>Hamburg W. German | 2885<br>1420<br>4390 | ✠Classed LR until 12/65 | GL | 1957–12 A/B Finnboda Varf—Skm<br>375′ 8″ 50′ 8″ 20′ 6″<br>345′ 0″ 50′ 6″ 30′ 0″<br>P131′ F36′ 1 dk & S dk<br>rf 3″ | M Ref OSD<br>In.50000 | Oil 2SA 5Cy. 620×1150 mm<br>4550bhp B&W<br>Eriksbergs M/V A/B Got |
| **GRAN LEMPIRA**<br>exLempira–59 exBari–59<br>Flota Mercante Gran Centro<br>Americana S.A.<br>Matias de Galvez Guatemalan | 1816<br>1073<br>2604 | | GL | 1959 Schiffswerft Neptun—Ros<br>282′ 2″ 39′ 4″ 19′ 0″<br>39′ 2″ 22′ 4″<br>2 dks<br>RW | M (2P) CSD Mchy.aft<br>2 Ho each 84½′<br>2 Ha (stl) (55′, 60½′×20½′)<br>Der 8(5) | Oil 4SA 8Cy. 420×660 mm<br>1650bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>5×80, 80, 55, 55, 24kW 380V 50c/s a.c. |
| **GRAN MARIÑELA**<br>José San Martin Zabaleta<br>Ondarroa Spanish | 160<br>—<br>— | | | 1967 Balenciaga S.A.—Zumaya<br>94′ 6″<br>85′ 4″ 20′ 4″ 11′ 6″<br>1 dk | M Trawler | Oil<br>450bhp |
| **GRAN ORINOCO**<br>exJ. F. Gaffney–66<br>Bunkers C.A.<br>Puerto Ordaz Venezuelan | 614<br>509<br>700 | | | 1945 Ira S. Bushey & Sons Inc.—<br>Brooklyn<br>*180·7′* 30′ 1″ 12′ 4″<br>180′ 2″ 30′ 0″ 13′ 3″<br>P34′ F25′ 1 dk len 47 | M Tanker<br>L.46000 | Oil<br>450bhp 11½t–2½pd<br>Fairbanks, Morse & Co.<br>10k |
| **GRAN RIO**<br>N.V. Scheepvaart Maats.<br>Suriname<br>Paramaribo Netherland (Surinam) | 990<br>591<br>1200 | | AB | 1957 Bijker's Aannemings—Gorinchen<br>225′ 1″ 39′ 11″ 13′ 4¼″<br>203′ 3″ 32 10″ 19′ 2″<br>2 dks<br>RW | M (2P) CSD Mchy.aft<br>3 Ho 134′ comb.<br>2 Ha (58¾′ comb., 29¼′×17¼′)<br>Der 3(5) | Oil 4SA 6Cy. 330×600 mm<br>942bhp (d.o)<br>N.V. Werkspoor Ams<br>3×40kW 220V d.c. |
| **GRANADA**<br>Segovia Compania Naviera<br>S.A.<br>Monrovia Liberian | 10180<br>5992<br>15996 | | AB | 1956 Kawasaki Dkyd Co. Ltd.—Kob<br>527′ 11″ 68′ 0″ 29′ 0⅛″<br>498′ 8″ 67′ 7″ 41′ 8″<br>P109′ B71′ F41′ 1 dk<br>RW<br>rf 6″ | S Mchy.aft<br>5 Ho<br>G.775000 B.750000<br>5 Ha | 2 S Turb dr geared to sc. shaft<br>7000shp 2100t (o.f)<br>Kawasaki Dkyd Co. Ltd. Kob<br>15k |
| **GRANADERO**<br>exChelsea Victory–46<br>Empresa Lineas Maritimas<br>Argentinas<br>Buenos Aires Argentine | *7692*<br>*5069*<br>10650 | | AB | 1945 Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 3″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.523000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>9350bhp 2812t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 16k |
| **GRANAT**<br>U.S.S.R.<br>Kaliningrad Russian | 3170<br>1225<br>1268 | | | 1960 ......................Russia<br>277′ 10″ 46′ 0″ 18′ 2″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>11k |
| **GRAND BAHAMA**<br>exRomsdal–62<br>William Shipping Co. Inc.<br>Monrovia Liberian | 494<br>224<br>— | 100A1<br>Florida and Bahamas service<br>LMC<br>MN300 | SS 10/67<br>EL g | 1950 Glommens M/V A/S—Fks<br>163′ 10″ 25′ 1″ 10′ 0″<br>149′ 1″ 24′ 0″ 17′ 1″<br>B24′ Ba31′ 2 dks<br>RW 5BH<br>BK4″ WB22t | M (225P)<br>1 Ho 20¼′<br>1 Ha (stl) (4′×6¼′)<br>2W Der 1(1½) | Oil 4SA 6Cy. 360×450 mm<br>1500bhp ✠NE4/63 21t (d.o)<br>Motorenw. Mannheim Mhm<br>2×45kW 220V d.c.<br>1×115kW 220V 60c/s a.c.<br>Controllable pitch propeller 14k |
| **GRAND BARON**<br>Bonavista Cold Storage Co.<br>Ltd.<br>St. John's, Nfl Canadian<br>For later particulars see New Entries No. 1 | 539<br>233<br>— | 100A1<br>stern trawler<br>Class contemplated | | Port Weller D.D. Ltd.—<br>Pt. Weller<br>144′ 8″ 33′ 2″ 11′ 5¾″<br>121′ 9″ 32′ 10″ 15′ 9″ | M Stern Trawler | Oil 2SA 12Cy. $9\frac{1}{16}$″×10″<br>General Motors Corp. La Grange<br>12½k |

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| 513483<br>311838<br>Esd Pfd<br>Rdr<br>RTh | **GRAND BAY**<br>exBay–60<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl Canadian | 211<br>140<br>178 | | **1945** John H. Mathis Co.—Camden<br>*99·5'* 23' 1"<br>96' 2" 23' 0" 13' 2"<br>BK4½" | M Trawler<br>1 Ho 31'<br>2 Ha (each 4'×3')<br>Cr 1(1½) | Oil 4SA 6Cy. 13"×16"<br>550bhp<br>Atlas-Imperial D.E. Co.<br>2×10kW 115V d.c. |
| 651677<br>TMPX<br>Df Esd<br>Pfd Rdr<br>RTv | **GRAND-BÉ**<br>**Armement Prodhomme**<br>St. Malo French | 145<br>48<br>— | BV | **1965** Ch. de la Perrière—Lorient<br>98' 0" 22' 6"<br>86' 0" 22' 4" 12' 2" | M Trawler<br>1 Ho 34½'<br>2 Ha (alu) (each 3½'×3½')<br>Der 1(2½) 1(1) | Oil 4SA 12Cy. 185×220 mm<br>600bhp<br>Moteurs Baudouin<br>2×20kW 110V d.c.<br>Controllable pitch propeller |
| 513484<br>TPGF | **GRAND-BERNARD**<br>**Armement J. Le Berre**<br>Douarnenez French | 224<br>97<br>— | | **1955** Ch. A. Tertu—Le Fret<br>*89·8'* 27' 1"<br>... ... ...<br>1 dk | Wood Aux Fishing | Oil 4SA 6Cy. 230×300 mm<br>Etab. Crepelle |
| 520458<br>TQZG<br>L5912<br>Df Esd<br>RT | **GRAND-CECE**<br>exLe Bon Samaritain–65<br>**Roger Jeanneau**<br>Lorient French | 117<br>35<br>— | BV | **1959** Ch. "Union & Travail"—Sables d'Olonne<br>*75·0'* 21' 7"<br>... ... ... | Wood M Fishing | Oil 4SA 7Cy. 230×300 mm<br>315bhp<br>Etab. Crepelle |
| 671936<br>VGGX<br>328732 | **GRAND COUNT**<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl Canadian<br>For later particulars see New Entries No. 1 | 540<br>235<br>— | 100A1<br>stern trawler<br>Class contemplated | Port Weller D.D. Ltd.—Pt. Weller<br>... ... ...<br>121' 9" 32' 10" 15' 9" | M Stern Trawler | Oil 2SA 12Cy. 9½"×10"<br>General Motors Corp. |
| 508825<br>6ZBA<br>2100<br>Df Esd<br>Gc | **GRAND DOLPHIN**<br>exEver Strength–67<br>exDelphi–64<br>exNorth Heaven–54<br>exRoy James Cole–51<br>**Oceanic Transportation Inc.**<br>Monrovia Liberian | 7253<br>4449<br>10874 | AB | **1945** J. A. Jones Const. Co.—Brunswick<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S CSD<br>5 Ho 55¾', 72½', 50', 45', 70', 20' DT<br>B.499000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×15kW 110V d.c. |
| 513485<br>311839<br>Esd Pfd<br>Rdr<br>RTh | **GRAND DUKE**<br>exRush–60<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl Canadian | 212<br>141<br>178 | | **1945** John H. Mathis Co.—Camden<br>*99·5'* 23' 2"<br>96' 2" 23' 0" 13' 2"<br>Q39' F19'<br>BK4½" | M Trawler<br>1 Ho 31'<br>2 Ha (each 4'×3')<br>Cr 1(1½) | Oil 4SA 6Cy. 13"×16"<br>550bhp<br>Atlas-Imperial D.E. Co.<br>2×10kW 115V d.c. |
| 513486<br>5MIN<br>1620<br>Df Esd<br>Gc Rdr<br>RTm | **GRAND EXPLORER**<br>exPenn Explorer–62<br>exCatherine–57<br>exLaura Bridgman–51<br>**Friendship Nav. Corp.**<br>Monrovia Liberian | 7257<br>4450<br>10866 | AB<br>**BROKEN UP** | **1944** J. A. Jones Const. Co.—Brunswick<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70'<br>G.562608 B.499573<br>5 Ha (33¾' 35', 20', 35', 35'×20')<br>12W Der 1(30) 1(15) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×15kW 110V d.c. |
| 541138<br>ELQV<br>533<br>Df Esd<br>RTm | **GRAND FAITH**<br>exAndros Laurel–63<br>exAchileus–57 exRosario–54<br>exTristram Dalton–47<br>**Faith Nav. Corp.**<br>Monrovia Liberian | 7011<br>4297<br>10920 | **BROKEN UP**<br>AB | **1942** Bethlehem-Fairfield—Bal<br>441' 7" 57' 1" 27' 9¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S CSD<br>5 Ho 60¾', 72½', 50', 45', 70'<br>G.562827 B.499816<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>12W Der 2(50) 4(30) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Worthington Corp.<br>3×15kW 110V d.c. |
| 520945<br>5MWA<br>1970<br>Df Esd<br>Gc Rdr<br>RTm | **GRAND GRACE**<br>exLisa B–64 exOcean Alice–61<br>exPacific Isle–59<br>exBarbara Michel–59<br>exOcean Alice–59<br>exBarbara Michel–54<br>exSeaglamor–54<br>exThomas W. Murray–51<br>**Grace Nav. Corp.**<br>Monrovia Liberian | 7238<br>4432<br>10885 | AB<br>**BROKEN UP** | **1945** Southeastern S.B. Corp.—Sav<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½' 50', 45', 70'<br>G.562608 B.497573<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 1(50) 1(15) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×15kW 110V d.c. |
| 513487<br>HREK<br>2180<br>Df Gc<br>RTh | **GRAND HAVEN**<br>**T. J. McCarthy Steamship Co.**<br>**USCAN Transport Bahamas Ltd.**<br>Puerto Cortes Honduran | 2320<br>1678<br>— | AB | **1903** Craig S.B. Co.—Toledo<br>316' 0" 54' 5"<br>307' 0" 54' 0" 20' 0"<br>2 dks<br>R<br>rf nil | TS Ferry | T 6Cy. 22" 37" & 61"×36"<br>4000ihp<br>Craig S.B. Co. |
| 521850<br>6ZOS<br>2457<br>Df Esd<br>Gc Rdr<br>RT | **GRAND INTEGRITY**<br>exMalmanger–65<br>**Integrity Carriers Inc.**<br>Monrovia Liberian | 10863<br>6512<br>17170 | NV | **1950** Kockums M/V A/B—Mmo<br>533' 3" 63' 2" 32' 3½"<br>62' 11" 46' 6"<br>1 dk<br>conv tanker 62 | M Bulk Carrier Mchy.aft<br>G.727000 B.711000<br>6 Ha<br>10W Der 10(5) | Oil 2DA 6Cy. 720×1250 mm<br>MAN<br>Kockums M/V A/B |

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| **GRAND JUSTICE**<br>**Grand Navigation Corp.**<br>Monrovia Liberian | 10329<br>6808<br>16332 | AB | **1967** Sanoyasu Dockyd Co. Ltd.—Osa<br>484′ 0″ 67′ 5″ 29′ 8⅞″<br>459′ 4″ 67′ 3″ 41′ 2″<br>P95′ F33′ 1 dk<br>rf 1″ | M Bulk Carrier Mchy.aft<br>5 Ho 59′, 70¼′, 70¾′, 70¾′, 70¾′<br>G.804971 B.717940<br>5 Ha (stl) (29½′, 42′, 42′, 42′, 42′ × 29½′)<br>10W Der 4(10) 6(5) | Oil 2SA 6Cy. 680 × 1250 mm<br>7200bhp Sulzer 1500t (hvf)<br>Uraga Hvy Ind. Ltd. Tamashima<br>3 × 236kW 15k |
| **GRAND KNIGHT**<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's Nfl Canadian<br>For later particulars see New Entries No. 3 | 539<br>234<br>— | **100A1**<br>stern trawler<br>Class contemplated | Port Weller D.D. Ltd.—Pt. Weller<br>... ... ...<br>121′ 9″ 32′ 10″ 15′ 9″ | M Stern Trawler | Oil 2SA 12Cy. 9$\frac{1}{16}$″ × 10″<br>General Motors Corp. La Grange |
| **GRAND LARGE**<br>**Le Mouroux & Cie.**<br>Quimper French | 231<br>85<br>— | BV | **1966** S.I.C.C. Na.—St.M<br>109′ 11″ 9′ 1″<br>92′ 2″ 25′ 5″ 12′ 6″ | M Stern Trawler<br>3 Ha (3½′, 3½′, 3′ × 3′) | Oil 4SA 8Cy. 255 × 300 mm<br>770bhp<br>Etab. Duvant Vln<br>12k |
| **GRAND LOYAL**<br>exVictoria Loyal–67<br>exPaulia–66 exAvristan–63<br>**Victoria Ocean Transport Ltd.**<br>Monrovia Liberian | 7112<br>4248<br>10200 | ✠**100A1** Dr 3/66<br>with freeboard<br>✠**LMC**<br>EL a† | **1942**–7 Wm. Doxford & Sons Ltd.—Sld<br>442′ 11″ 56′ 6″ 27′ 4¾″<br>421′ 10″ 56′ 3″ 38′ 1″<br>2 dks<br>6 divisional WTBH in 'tween dks<br>Coll BH to S dk 6 to 2nd dk<br>WB2676t incl. DTm1205t | M CSD<br>G.574590 B.522370<br>10W Der 1(40) | Oil 2SA 3Cy. 600 × 2320 mm<br>2500bhp 839t<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 120℔ 10½k |
| **GRAND LOYALTY**<br>exBangor–68 exBeatrice–64<br>exWheatland–47<br>**Loyalty Shipping Corp.**<br>Panama Panamanian | 8269<br>4961<br>10831 | AB<br>✠Classed LR until 5/51 | **1944** N. Carolina S.B. Co.—Wmn<br>459′ 2″ 63′ 2″ 28′ 6⅞″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>rf nil | S Ref<br>5 Ho 60¾′, 61′, 70′, 70′, 72½′<br>G.560000 B.526000 In.10000<br>5 Ha (stl) (27′, 32½′, 35′, 30′, 30′ × 20′)<br>Der 8(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1743t (o.f)<br>General Electric Co. Lyn<br>3 × 300kW 240V d.c. 16k |
| **GRAND MANAN**<br>**J. D. Irving Ltd.**<br>St. John, N.B. Canadian | 1443<br>896<br>210 | ✠**100A1**<br>for service between Black's Harbour, N.B., & Grand Manan Island<br>✠**LMC**<br>MN264 EL I1$\frac{3}{16}$″SQ | **1965**–9 Saint John S.B. & D.D. Co. Ltd.—St.J<br>172′ 10′ 42′ 2″ 10′ 0″<br>155′ 0″ 40′ 0″ 27′ 6″<br>2 dks<br>8BH<br>rf 36″ WB393t incl. DTf46t DTa142t | TM Ferry (100P)<br>1 Ha (stl) (20′ × 11′)<br>Der 1(3) | 2 Oil 4SA each 8Cy. 8¾″ × 11½″ with sr gearing<br>1320bhp 45t (d.o)<br>Blackstone & Co. Ltd. Stamford<br>db 50℔<br>2 × 100kW 440V 60c/s a.c. 11k |
| **GRAND MANAN III**<br>exArcadia<br>**Saint John Tug Boat Co. Ltd.**<br>S. John, N.B. Canadian | 579<br>323<br>— | **DISMANTLED** | **1926** Newport Ns S.B. & D.D. Co.—N.Ns<br>185′ 10″ 27′ 7″ 11′ 6″<br>27′ 5″<br>1 dk<br>R conv yacht— | TM<br>1 Ho 10½′<br>1 Ha<br>2W Der (3) | 2 Oil each 12Cy. 215 × 255 mm<br>Emade44fitted51 70t<br>General Motors Corp. La Grange<br>15k |
| **GRAND MONARCH**<br>**Bonavista Cold Storage Co. Ltd.**<br>~~Bathurst, N.B~~<br>St. John's, Nfl Canadian | 324<br>146<br>— | ✠**100A1**<br>stern trawler<br>✠**LMC**<br>MN150 EL (j)(e) | **1963**–12 Bathurst Marine Ltd.—Bathurst, N.B.<br>136′ 9″ 24′ 5″<br>122 6″ 24′ 4″ 12′ 9″<br>B22′ F41′<br>5BH len 66<br>rf 38″ BK6″ WB27t | M Stern Trawler<br>1 Ho 38′<br>2 Ha (each 5¼′ × 4′) | Oil 4SA 7Cy. 13″ × 16″<br>750bhp 45t (d.o)<br>Cooper-Bessemer Corp. Ont<br>2 × 30kW 220V 60c/s a.c.<br>Controllable pitch propeller 11k |
| **GRAND PRIDE**<br>exVictoria Pride–67<br>exElectra–67<br>exCaltex Nantes–61<br>exCaltex Istanbul–56<br>exFort Stanwix–52<br>**P.S. Li (Holdings) & Co. Inc.**<br>Monrovia Liberian | 14418<br>10033<br>24412 | AB | **1962** (Cargo section) Rheinstahl Nordseewerke—Emd<br>**1945** (Fwd & aft sections) Kaiser Co. Inc.—Pld<br>601′ 3″ 75′ 2″ 33′ 0⅞″<br>580′ 9″ 75′ 0″ 47′ 6″<br>P84′ B35′ 1 dk<br>RW conv tanker 62<br>rf 9″ | T-E Bulk Carrier Mchy.aft<br>6 Ho<br>6 Ha (stl) | S Turb connected to elec. motor<br>7240shp 2240t (o.f)<br>General Electric Co. Lyn |
| **GRAND PRINCE**<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl. Canadian<br>For later particulars see New Entries No. 1 | 535<br>218<br>— | **100A1**<br>stern trawler<br>Class contemplated | Port Weller D.D. Ltd.—Pt.Weller<br>144′ 8″ 33′ 2″ 11′ 5¾″<br>121′ 9″ 32′ 10″ 15′ 9″ | M Stern Trawler | Oil 2SA 12Cy. 9$\frac{1}{16}$″ × 10″<br>General Motors Corp. La Grange<br>12½k |
| **GRAND RAPIDS**<br>**Grand Trunk Milwaukee Carferry Co.**<br>Muskegon United States | 2942<br>1488<br>— | AB | **1926** Manitowoc S.B. Co.—Manitowoc<br>*347·9′* 56′ 6″ 17′ 6⅛″<br>348′ 0″ 56′ 0″ 21′ 6″<br>2 dks<br>R | TS Ferry (16P) | T 6Cy. 20$\frac{7}{32}$″ 34″ & 56$\frac{1}{32}$″ × 36″<br>2700ihp 214t (o.f)<br>Manitowoc S.B. Co. Manitowoc<br>2 × 60kW 120V d.c. 14½k |
| **GRAND STAR**<br>exMercantile Wave–64<br>exWestchester–63<br>exZuiderzee–61<br>exPeach Tree State–54<br>exElwin F. Knowles–47<br>**Orient Star Navigation Corp.**<br>Kaohsiung China (Taiwan) | ~~7212~~ 7214<br>~~4411~~ 4732<br>10735 | AB CR (Taiwan)<br>**BROKEN UP** | **1945** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′ × 20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″ × 48″<br>2500ihp 2318t (o.f)<br>General Mchy. Corp. Hamilton<br>3 × 20kW 120V d.c. 10k |

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| 501184<br>5MGZ<br>1580<br>Df Esd<br>Gc Rdr | **GRAND TRUST**<br>exVictoria Faith–67<br>exAlly–66 exAsato–61<br>exHallanger–59<br>exMechanicsville–48<br>**Victoria Ocean Transport Ltd.**<br>Monrovia Liberian | **14159**<br>9560<br>23119 | AB | **1961** (Cargo section) Rheinstahl Nordseewerke—Emd<br>**1943** (Fwd & aft sections) Kaiser Co. Inc.—Pld<br>601' 1" 75' 2" 31' 10½"<br>580' 9" 75' 0" 47' 6"<br>Q96' B40' 1 dk<br>RW conv tanker 61 | T-E Bulk Carrier Mchy.aft<br>G.1067498<br>14W Der 14(5) | S Turb connected to<br>7240shp<br>General Electric Co. |
| 512929<br><br><br>Df Esd<br>Gc | **GRAND VIRTUE**<br>exGeorgia S.M.–66<br>exAndros Heights–59<br>exYpsilou–57 exSeaglobe–53<br>exSunwave–52<br>exWilliam W. McKee–51<br>**Virtue Navigation Corp.**<br>China (Taiwan) | **7262**<br>4458<br>10840 | AB<br>**BROKEN UP** | **1945** Delta S.B. Co. Inc.—N.Os<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.562608 B.499573<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 1(50) 1(15) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 542159<br>CYMD<br>319967<br>Df Esd<br>Gc Rdr<br>RTm/h | **GRANDE HERMINE**<br>exNewbrunswicker–67<br>**Papachristidis Co. Ltd.**<br>Montreal Canadian | **18192**<br>12243<br>26400 | **✠100A1** Lake SS 6/67<br>Great Lakes & River St. Lawrence service<br>**✠LMC**<br>MN1980 EL (o†)2½"SQ | **1963–5** Saint John S.B. & D.D. Co. Ltd. —St.J<br>730' 0" 75' 5" 26' 6"<br>709' 0" 75' 0" 39' 2"<br>Ba106' F61' 1 dk<br>4BH<br>rf nil WB12551t incl. Comb. btm & side tanks in holds 10282t DTf1055t | S Mchy.aft<br>6 Ho 87', 84', 84', 84', 84', 114'<br>G.1229340<br>19 Ha (stl) (each 17'×47') | 2 S Turb dr geared to sc. shaft<br>9900shp<br>General Electric Co.<br>2WTB 520lb Spt 750° F.<br>wtdb 185lb<br>2×500kW 575V 60c/s a.c. |
| 540461<br>HBDT<br>72<br>Df Esd<br>RT | **GRANDSON**<br>exVärmland–63<br>**Keller Shipping Ltd.**<br>Basle Swiss | **1140**<br>—<br>1645 | AB | **1952** J. J. Sietas Schiffsw.—Ham<br>223' 1" 33' 0" 16' 6¾"<br>200' 3" 32' 10" 19' 0"<br>2 dks<br>RW<br>rf 4" | M CSD Mchy.aft<br>2 Ho<br>B.71000<br>2 Ha | Oil 4SA 8Cy. 385×580 mm<br>1000bhp<br>Masch. Kiel A.G. |
| 513497<br>OXSG<br><br>Esd Pfd<br>Rdr | **GRANE**<br><br>**Köbenhavns Havnevæsen**<br>Copenhagen Danish | **99**<br>—<br>— | **✠100A1** SS 5/67<br>tug<br>Str. nav. ice<br>**✠LMC**<br>MN142 EL (a) | **1951–3** Svendborg Skibsv.—Svb<br>84' 0" 21' 7" 9' 3"<br>74' 0" 21' 6" 10' 9"<br>RFD13'<br>RW 5BH<br>rf 9" BK6" WB44t | M Tug<br>1 Ho 10½'<br>1 Ha (3½'×6')<br>1W | Oil 4SA 6Cy. 330×600 mm<br>710bhp<br>Burmeister & Wain<br>2×30, 10kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| 540462<br>HORQ<br>3686<br>Df Esd<br>Gc Rdr | **GRANEFORS**<br>exFriedenau–63 exGranefors–54<br>exSelma Salén–49<br>**Naviera Nuevamar S.A.**<br>Panama Panamanian | **6114**<br>3597<br>9341<br>8811<br>6247<br>11806 | AB<br>✠Classed LR until 10/55 | **1948–5** Franco Tosi S.p.A.—Tno<br>473' 0" 61' 4" 25' 10½"/29' 8"<br>410' 6" 57' 4"<br>F98' 1 dk & S dk<br>RW<br>rf 6" | M (12P) Ref OSD/CSD<br>6 Ho 57½', 62½', 50¾', 45¾', 55¾', 58½'<br>G.554449 In.618185<br>6 Ha (25', 38', 30½', 27½', 35½', 30½'×26¾')<br>18W Der 1(20) 18(5) | Oil 2DA 7Cy. 640×1180 mm<br>8400bhp<br>S.A. Fiat S.G.M.<br>3×160kW 220V d.c. |
| 513499<br>MVXT<br>187101<br>Esd Pfd<br>RTm | **GRANGEFIELD**<br>exStatensingel–55<br>**Tyne-Tees Steam Shipping Co. Ltd.**<br>Newcastle British | **504**<br>256<br>750 | BV | **1954** Scheeps. v.d. Werf—Deest<br>174' 9" 28' 0" 11' 9¾"<br>158' 4" 27' 11" 13' 0"<br>P39' F19' 1 dk<br>RW | M Mchy.aft<br>1 Ho 106'<br>2 Ha (each 39½'×15½')<br>Der 2(3) | Oil 4SA 8Cy. 305×460 mm<br>504bhp<br>D. & J. Boot "De Industrie"<br>2×7kW 220V d.c. |
| 513500<br>GNWQ<br>181152<br>RTm | **GRANGETOWN**<br><br>**France, Fenwick Tyne & Wear Co. Ltd.**<br>Sunderland British | **176**<br>19<br>— | **100A1** SS 12/64<br>tug U.K., Eire & between River Elbe & Brest<br>**LMC**<br>MN140 EL (b) | **1943** American S.B Co.—Blo<br>86' 6" 24' 2" 9' 7½"<br>82' 0" 24' 0" 10' 6"<br>4BH<br>BK6" WB23t | M Tug (12P) | Vee Oil 2SA 8Cy.<br>geared<br>750bhp<br>General Motors Corp.<br>2×30kW 110V d.c. |
| 641199<br>LKRN<br><br>Df Esd<br>Gc Rdr | **GRANHEIM**<br><br>**A/S Hakedal & A/S Tank**<br>Hjalmar Björge<br>Oslo Norwegian | **13248**<br>7459<br>20200 | NV | **1964** A/S Fredriksstad M/V—Fks<br>557' 0" 74' 0" 30' 5½"<br>535' 0" 73' 10" 39' 10"<br>P133' 1 dk | M Tanker Mchy.aft<br>38 Ta<br>L.652935 HeCls. BC | Oil 2SA 7Cy. 760×1500 mm<br>8750bhp Götaverken<br>A/S Fredriksstad M/V |
| 640778<br>SNUU<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRANIK**<br><br>**Polish Government**<br>P.P.D. I U.R. "Gryf"<br>Szczecin Polish | **1377**<br>561<br>571 | PR | **1964** Stocznia im. Komuny Paryskiej—Gdy<br>227' 6" 36' 1" 16' 7"<br>35' 11" 24' 9"<br>3 dks | M Stern Trawler | Oil 4SA 6Cy. 15"×20"<br>1600bhp<br>Mirrlees National Ltd.<br>4×240, 180, 120, 120kW |
| 513502<br>ODER<br>2332<br>Df Esd<br>Gc RT | **GRANIKOS**<br>exGranville–61<br>exJoseph J. Kinyoun–46<br>**Granikos Shipping Corp.**<br>Beirut Lebanese | **7282**<br>4177<br>10900 | **BROKEN UP** | **1944** Permanente (Shpyd No. 2)—Richmond<br>439' 10" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks | S<br>5 Ho 67½', 72½', 50', 55', 70'<br>G.522440 B.463241<br>5 Ha (33½', 34¾', 19¾', 34¾', 34¾'×19¾')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks |
| 680655<br>LNPI<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **GRANIT**<br><br>**A/S Granit**<br>Leidulf Grönnevet<br>Ålesund Norwegian | ~~533~~ T.Mk<br>~~240~~ 532<br>~~700~~ 219<br>700 | NV | **1967** Aukra Bruk A/S—Aukra<br>163' 1" 31' 7"<br>144' 4" 31' 6" 16' 9"<br>B36' 1 dk & S dk | M Fishing ~~OSD~~ Mchy.aft<br>2 Ho 23½', 51¾'<br>B.19776<br>2 Ha (stl) (5½'×4½') (7'×7') | Oil 4SA 6Cy.<br>1100bhp<br>Motorenw. Mannheim<br>2×75kW 220V 50c/s a.c.<br>Controllable pitch propeller |

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| **GRANITA IV**<br>exKeynes-66<br>**Torsten Johannisson**<br>Gothenburg Swedish | **1563**<br>826<br>2230 | ✠Classed LR until 1/67 | **1946-3** S. P. Austin & Son Ltd.—Sld<br>269′ 11″ 36′ 6″ 16′ 10¼″<br>257′ 6″ 36′ 3″ 18′ 1″<br>Q157′ F27′ 1 dk<br>RW<br>rf nil | S Mchy.aft<br>4 Ho 40½′, 42¾′, 38¼′, 33¾′<br>G.104040<br>4 Ha (stl) (26′×21′) (26′, 25′, 25′×23′)<br>1W Der 1(2½) | T 3Cy. 17″ 27″ & 48″×36″<br>950ihp 120t (c)<br>N.E. Marine Eng. Co. (1938) Ltd. Sld<br>1×10kW 110V d.c. 10½k |
| **GRANITZ**<br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | **2581**<br>1218<br>1350 | DSRK | **1964** Volkswerft—Stralsund<br>261′ 10″ 43′ 4″ 19′ 1″<br>23′ 0″<br>2 dks | M Fish Carrier Ref | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1340bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **GRANITZ**<br>**Deutsche Seereederei**<br>Rostock E. German | **298**<br>171<br>600 | ✠LR class withdrawn—Owners' request 10/67 | **1966-1** Scheepswerf Bijlholt N.V.—Foxhol<br>157′ 9″ 30′ 2″ 11′ 0″<br>141′ 2″ 30′ 0″ 11′ 4″<br>P&B79′ F23′ 1 dk<br>rf 5″ | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>540bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **GRANLI**<br>exBrisk-53<br>**Skips A/S La France og Vestmanröd**<br>O. G. Gjessens Eftf. & Sev. G. Sörensen<br>Skudeneshavn Norwegian | **1599**<br>856<br>2500 | NV<br>**BROKEN UP** | **1923** Akers M/V A/S—Osl<br>265′ 0″ 39′ 8″ 16′ 11″<br>39′ 6″<br>P30′ B65′ F29′ 1 dk<br>R | S<br>2 Ho 90′, 86′<br>G.123900 B.114900<br>4 Ha (28¾′, 28¾′, 28¾′, 26¾′×18′)<br>5W Der 2(5) 1(4) 2(3) | T 3Cy. 19″ 31″ & 53″×36″<br>354t (c)<br>Akers M/V A/S Osl<br>9k |
| **GRANÖ**<br>exPolaris-63 exFredrika-57<br>**Mariehamns Rederi A/B**<br>Fa Gustaf Erikson<br>Mariehamn Finnish | **1978**<br>940<br>3660 | ✠100A1 TD 7/68 ~~SS 6/63~~<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL u | **1945-7** Lch. **1942** Cmd. A/B Finnboda Varf—Skm<br>335′ 10″ 44′ 8″ 18′ 9½″<br>318′ 0″ 44′ 6″ 27′ 3″<br>F30′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 3″ WB641t | M OSD<br>4 Ho 38¾′, 92½′, 56½′, 42½′<br>G.222870 B.203700<br>5 Ho (20¼′×15′) (31½′, 27¾′, 29¼′, 24¾′×18½′)<br>10W Der 1(20) | 2 Oil 2SA each 7Cy. 340×570 mm with electro-magnetic slip couplings & sr gearing to sc. shaft<br>2800bhp 422t<br>Atlas-Diesel Skm<br>14k |
| **GRANÖ**<br>exPoseidon-65 exValkyria-46<br>**Bröderna Wiberg**<br>Husum Swedish | **251**<br>77<br>— | BV | **1930** A/B Finnboda Varf—Skm<br>*98·4′* 26′ 3″<br>... ... ...<br>1 dk<br>R | S Tug | T 3Cy. 14⅜″ 23¾″ & 39″×27″<br>900ihp (o.f)<br>A/B Oskarshamns M/V Osk<br>1×30kW 225V<br>1×5½kW 110V |
| **GRANTON**<br>exNordingen-65 exAsk<br>**Arthur L. Midtgaard**<br>Norwegian | **133**<br>50<br>— | | **1903** Mjellem & Karlsen—Bgn<br>115′ 0″ 19′ 1″<br>18′ 11″<br>1 dk<br>R len 53 | M Fishing<br>1W | Oil 2SA 3Cy. 280×420 mm<br>240bhp NE52 25t<br>Wichmann Mtrf. Rub<br>9½k |
| **GRANTON FALCON**<br>~~W. Carnie Ltd.~~ **Joe Croan Ltd.**<br>Granton British | **272**<br>86 | ✠100A1 SS 8/68 ~~SS 7/64~~<br>trawler<br>✠LMC<br>MN128 EL (d)k | **1956-5** John Lewis & Sons Ltd.—Abn<br>*118·0′* 25′ 4″<br>114′ 4″ 25′ 0″ 12′ 0″<br>Q62′ F19′<br>RW 4BH<br>rf 30″ BK7″ WB8t | M Trawler | Oil 2SA 4Cy. 340×570 mm<br>640bhp 48t<br>British Polar Engines Ltd. Gls<br>11k |
| **GRANTON HARRIER**<br>~~W. Carnie Ltd.~~ **Joe Croan Ltd.**<br>Granton British | **212** ~~217~~<br>65 ~~66~~ | ✠100A1 SS 6/66<br>trawler<br>✠LMC<br>MN138 EL (c)j | **1962-5** Livingston & Co.—Pet<br>*109·0′* 24′ 4″<br>106′ 8″ 24′ 0″ 12′ 0″<br>F17′<br>RW 4BH<br>rf 45″ BK6″ WB5t | M Trawler | Oil 4SA 6Cy. 10¼″×14½″ with sr reverse gear<br>691bhp<br>Ruston & Hornsby Lcn |
| **GRANTON MERLIN**<br>~~W. Carnie Ltd.~~ **Joe Croan Ltd.**<br>Granton British | **235**<br>77<br>— | ✠100A1 ~~SS 12/64~~<br>trawler SS 6/68<br>✠LMC<br>MN134 EL (c)j | **1960-7** Hall, Russell & Co. Ltd.—Abn<br>*108·0′* 24′ 1″<br>106′ 0″ 23′ 9″ 12′ 0″<br>F17′<br>RW 4BH<br>rf 19″ BK6″ | M Trawler | Oil 4SA 5Cy. 12½″×14½″ with sr reverse gear<br>655bhp 28t<br>Ruston & Hornsby Lcn<br>10½k |
| **GRANTON OSPREY**<br>~~W. Carnie Ltd.~~ **Joe Croan Ltd.**<br>Granton British | **230**<br>78<br>— | ✠100A1 SS 8/68 ~~SS 6/64~~<br>trawler<br>✠LMC<br>MN144 EL (c)j | **1960-5** Henry Scarr Ltd.—Hessle<br>*108·7′* 24′ 1″<br>106′ 0″ 23′ 9″ 12′ 0″<br>Q58′ F18′<br>RW 4BH<br>rf 12″ BK6″ | M Trawler | Oil 4SA 6Cy. 12½″×15″ with flexible coupling & sr reverse gear<br>720bhp<br>Ruston & Hornsby Lcn |
| **GRANUAILE**<br>**Commissioners of Irish Lights**<br>Liverpool British | **1149**<br>411<br>— | ✠100A1 SS 3/68 ~~SS 1/64~~<br>✠LMC<br>MN396 EL n1⅝″ | **1948-7** A. & J. Inglis Ltd.—Gls<br>230′ 4″ 37′ 6″ 16′ 1¾″<br>211′ 2″ 37′ 4″ 18′ 2″<br>B102′ F35′ 1 dk, 2nd dk clear of mchy. spaces<br>RW 6BH to U dk 1 to 2nd dk<br>rf 9″ WB137t incl. DTf24t Tunnel tanks 26t | TS Lighthouse Tender<br>1 Ho 40′<br>3W Der 1(12) | T8 Cy. (2) 13½″ (2)23″ & (4)25″×18″<br>2200ihp 321t (o.f)<br>Lobnitz & Co. Ltd. Rnf<br>2 SB 200lb hs6278 6cf 13½k |

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| 513513<br>OGDK<br>1394<br>Df Esd<br>Gc Rdr<br>RT | **GRANVIK**<br><br>**Pargas Kalkbergs A/B**<br>Turku/Åbo Finnish | 1599<br>653<br>2596 | ✠100A1 SS 5/65<br>Ice Class 3<br>✠LMC<br><br>MN312 EL r 1½"SQ | 1961–3 Wärtsila Kon. Crichton-Vulcan<br>—Åbo<br>298' 0" 40' 10" 16' 2¾"<br>269' 0" 40' 8" 19' 0"<br>P57' F35' 1 dk<br>NS except in No. 1 hold 4BH<br>rf 3" WB683t | M Cement Carrier Mchy.aft<br>Self-unloader<br>G.91555<br>1 Ha (14'×11')<br>1W Der 1(1½) | Oil 2SA 6Cy. 380×600 mm<br>1560bhp<br>Sulzer Bros. Ltd. |
| 513515<br>LGDC | **GRANVIN**<br><br>**Hardanger Sunnhordlandske**<br>**Dampskibsselskap**<br>Bergen Norwegian | 115<br>47<br>— | | 1931 Mjellem & Karlsen—Bgn<br>*89·9'* 18' 7"<br>... ... ...<br>1 dk<br>R | M (150P)<br>1 Ho 18¾'<br><br>1 Ha (6'×4½')<br>Der 1 | Oil 2SA 2Cy. 380×415 mm<br>150bhp<br>J. & C. G. Bolinders M/V A/B |
| 513516<br>GDWH<br>301016<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRANWOOD**<br><br>**Wm. France, Fenwick & Co.**<br>**Ltd.**<br>London British | 8025 ~~8182~~<br>4368 ~~4388~~<br>10800 | ✠100A1 SS 9/68 ~~SS 9/64~~<br>Str. nav. ice<br>✠LMC<br><br>MN1260 EL c†2¾"SQ | 1959–10 J. Readhead & Sons Ltd.—Shl<br>487' 1" 61' 3" 26' 0"<br>455' 0" 61' 0" 36' 1"<br>F43' 1 dk<br>RW 8BH<br>rf 3" WB3974t | M Mchy.aft<br><br>G.553020 B.496885<br><br>10W Der 2(10) 8(5) | Oil 2SA 7Cy. 720×1250 mm<br>6300bhp<br>G. Clark & N.E. Mar. (Sld) Ltd.<br>2AuxB 100lb |
| 513517<br>LLON | **GRASÖY**<br>exAmos–49 exNissan–46<br>exLidan–42<br>**Harald Strand Partrederi**<br>Ålesund Norwegian | 114<br>76<br>180 | BV | 1937 Sixten Groth—Sjötorp<br>*81·5'* 22' 8" 9' 6"<br>... ... ...<br>1 dk | Comp M | Oil 4SA 4Cy.<br>200bhp NE66<br>A/S Motfb. Gamma |
| 513518<br><br>185505<br>Rdr RTv | **GRASSENDALE**<br><br>**British Transport Docks**<br>**Board**<br>Liverpool British | 677<br>269<br>900 | ✠Classed LR until 11/55 | 1954–10 Henry Scarr Ltd.—Hessle<br>164' 11" 34' 2" 12' 6"<br>156' 0" 34' 0" 14' 0"<br>Q60' 1 dk<br>RW<br>rf nil | M Grab Hopper Dredger Mchy.aft<br>1 Ho 56'<br><br><br>Cr 2(5) | Oil 4SA 8Cy. 260×370 mm<br>750bhp<br>Ruston & Hornsby<br>2×50kW 220V d.c. |
| 513519<br>GNYK<br>185462<br>RT | **GRASSGARTH**<br><br>**Rea Towing Co. Ltd.**<br>Liverpool British | 231<br>—<br>— | ✠100A1 SS 5/65<br>tug<br>✠LMC<br><br>MN189 EL (c) | 1953–2 A. Hall & Co. Ltd.—Abn<br>103' 1" 26' 8" 11' 10"<br>96' 0" 26' 6" 12' 9"<br>B35'<br>8BH<br>BK7½" WB34t | S Tug Mchy.aft | T 3Cy. 16" 25" & 42"×30"<br>1120ihp<br>A. Hall & Co. Ltd.<br>SB 225lb ND hs(2530) |
| 513520<br>SFPH<br>9197 | **GRASSY**<br><br>**Einar A. Grass and others**<br>Gravarne Swedish | *107*<br>*45*<br>140 | | 1950 Studseröds Varv—Studseröd<br>*86·6'* 21' 8" 10' 2"<br>... ... ... | Wood M Fishing | Oil<br>315bhp<br>Skandiaverken A/B |
| 680221<br>DLXC<br><br>Df Esd<br>Gc Rdr<br>RT | **GRATIA**<br><br>**Bremer Schiffahrtskontor**<br>**Brink & Co.**<br>Flensburg W. German<br>Reederei J. Jost (Mgrs.) | 2377<br>1615<br>3770 | GL | 1967 Werft Nobiskrug—Rendsburg<br>315' 6" 44' 4" 19' 4¾"<br>289' 6" 44' 3½" 22' 1"<br>Q170' F35' 1 dk | M Mchy.aft | Oil 4SA 6Cy. 450×550 mm<br>2300bhp<br>Atlas-Mak Masch. |
| 513521<br>SMFK<br>10819<br>Df RTm | **GRATIA**<br>exArctic–55 exPacific–52<br>**H. A. Hermansson**<br>Hällevik Swedish | 271<br>119<br>340 | BV | 1946 Noord Ned. Schps.—Gro<br>134' 10" 23' 2" 8' 8"<br>23' 0"<br>P36' F18' 1 dk | M Mchy.aft<br>1 Ho 78¾'<br>G.19000 B.17000<br>2 Ha (24½', 31'×13¾')<br>2W Der 2(2) | Oil 2SA 4Cy. 240×360 mm<br>240bhp<br>Appingedammer Brons.<br>1×1½kW 24V |
| 662084<br>LJEU<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRATIAN**<br><br>**R/A Julian**<br>Hilmar Reksten<br>Bergen Norwegian | 51417 52603<br>36816 35058<br>95450 ~~95448~~ | ✠100A1<br>oil tanker 837' 0"(incl.BB)<br>✠LMC<br><br>MN5400 EL d*3 11/16"U2 | 1967–1 A.G. "Weser"—Bmn<br>~~837' 0"~~ 124' 3" 48' 10"<br>802' 3" 124' 0" 62' 10"<br>P139' F82' 1 dk<br>8BH<br>rf 6" WB21589t incl. 8414t in clean ballast tanks DTf7110t | S Tanker Mchy.aft<br>12 Ta<br>L.3922000 | 2 S Turb dr geared to sc. sh<br>22500shp<br>General Electric Co.<br>2WTB 1000lb Spt 950°F<br>3×800, 800, 50kW 450V |
| 651847<br>DFTF<br><br>Df Esd<br>RT | **GRAUERORT**<br><br>**Heinz Waller**<br>Stade W. German | 297<br>179<br>— | BV | 1965 J. Diedrich—Oldersum<br>150' 3" 23' 6" 8' 2"<br>138 7" 23' 4" 9' 2"<br>P32' 1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×360 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 513523<br>DH2299<br><br>Df Esd<br>Rdr RT | **GRAUWAL**<br><br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | 134<br>48<br>— | DSRK | 1958 Elbewerft—Boizenburg<br>86' 11" 22' 0" 11' 2"<br>12' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>250bhp<br>Masch. Halberstadt |
| 513524<br>PUUY<br>2793 | **GRAVATAI**<br>exEsso Porto Alegre–57<br>exEscatawpa–47<br>**Brasilmar Meridional de**<br>**Navegacao Ltda.**<br>Rio de Janeiro Brazilian | 1134<br>581<br>1450 | AB | 1944 E. Coast Shpyds Inc.—Bayonne<br>220' 11" 37' 2" 14' 0"<br>213' 6" 37' 0" 14' 6"<br>P45' F29' 1 dk<br><br>rf 6" | M Tanker Mchy.aft<br>12 Ta<br>L.71407 | Oil 2SA 5Cy.<br>860bhp<br>Fairbanks, Morse & Co. |

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| **GRAVEL MARU**<br>**Daiko Unyu K.K.**<br>Yokohama Japanese | 299<br>146<br>— | | 1961 Hashihama Zosen—Imabari<br>131′ 3″ 24′ 8″ 10′ 5″<br>118′ 1″ 24′ 7″ 11′ 8″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.19882<br>1WDer 1(3) | Oil 4SA 6Cy. 290×430 mm<br>530bhp<br>Nippon Hatsudoki Kob<br>1×5kW 105V d.c. 9½k |
| **GRAVELAND**<br>**N.V. tot Voortzetting v.d. Koninklijke Hollandsche Lloyd**<br>Amsterdam Netherland | 4378<br>2426<br>7136 | ✠100A1 SS 6/68 ~~SS 7/63~~<br>with freeboard<br>tunnel side tanks—veg. oil<br>✠LMC<br>MN1000 EL a† | 1951–6 A. Vuijk & Zonen—Capelle<br>430′ 0″ 58′ 2″ 22′ 6″<br>404′ 11″ 57′ 11″ 32′ 0″<br>1 dk & S dk, Intermediate ′tween dk fwd under raised S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4″ WB541t incl. Tunnel tanks 397t | M (4P) OSD<br>4 Ho 71½′, 82¾′, 72¼′, 74¾′<br>G.470733 B.420999<br>4 Ha (38¾′, 42½′, 42½′, 40′×19¾′)<br>16W Der 1(40) 1(15) 16(5) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp 1068t (d.o)<br>Sulzer Bros. Ltd. Win<br>AuxB 105℔<br>3×150kW 220V d.c. 14k |
| **GRAVELER**<br>**Lincoln & Hull Water Transport Co. Ltd.**<br>Hull British | 130<br>88<br>— | | 1915 Goole S.B. & R. Co. Ltd.—Goo<br>*118·5′* 16′ 1″<br>15′ 11″<br>F15′ 1 dk<br>R | S Mchy.aft | C 2Cy. 9″ & 18″×12″<br>T. G. Hosking Ltd. Lon |
| **GRAVISIA**<br>**Union Navale & Worms Cie. Maritime & Charbonnière**<br>Worms Cie. Maritime & Charbonnière<br>Dunkirk French | 12946<br>6961<br>18361 | AB BV | 1963 Ch. & At. de Provence—Port de Bouc<br>539′ 5″ 69′ 1″ 31′ 4⅜″<br>508′ 8″ 68′ 11″ 43′ 8″<br>1 dk<br>RW<br>rf 2″ | M Ore Carrier Mchy.aft<br>4 Ho<br>G.888360 B.790726<br>8 Ha (34½′, 34½′, 35¾′, 35¾′, 35¾′, 35¾′, 33½′, 33½′×29½′)<br>Der 2(5) 1(2) | Oil 2SA 4Cy. 700×2320 mm<br>7000bhp Doxford 1015t<br>Ch. & At. de Provence Msl<br>15¼k |
| **GRAYFISH**<br>**Huxley Fishing Co. Ltd.**<br>G. D. Claridge<br>Lowestoft British | 160<br>55<br>— | ✠Classed LR until 10/62 | 1961–3 R. Dunston Ltd.—Thorne<br>*94·3′* 21′ 6″<br>93′ 0″ 21′ 3″ 10′ 0″<br>Q54′ F14′<br>RW<br>rf 12″ BK 5″ | M Trawler | Oil 4SA 6Cy. 10¼″×14½″<br>Ruston & Hornsby Lcn |
| **GRAZIA**<br>exWellingdorf–63<br>**Società Industria Armatoriale Pesca Atlantica (S.I.A.P.A.)**<br>Palermo Italian | 568<br>199<br>— | BROKEN UP | 1950 Howaldtswerke A.G.—Kel<br>188′ 5″ 28′ 4″<br>28′ 2″<br>P5′ B24′ F28′<br>RW | S Trawler | T 3Cy. 15¾″ 24 7/16″ & 40 1/16″×25⅝″<br>850ihp (o.f)<br>Howaldtswerke A.G. Kel<br>11k |
| **GRAZIA**<br>exNordanhav–64 exUndine–55<br>**Andelsrederiet för m.s. "Grazia"**<br>I.J. Hätting<br>~~[illegible]~~<br>[illegible]iestad Swedish | 437<br>263<br>600 | GL | 1952 C. Lühring—Brake<br>162′ 1″ 24′ 8″ 10′ 6″<br>24′ 6″ 11′ 1″<br>P34′ Q55′ F16′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 98½′<br>B.30000<br>2 Ha (33¾′, 40¼′×16½′)<br>len 53 2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>360bhp 15t<br>Masch. Kiel A.G. Kel<br>10k |
| **GRAZIA BOTTIGLIERI**<br>exWinchester Princess–66<br>exMary K–65 exBeatrice N.–53<br>exEmpire Beatrice–49<br>Giovanni **Bottiglieri**<br>Torre del Greco Italian | 6740 ~~7039~~<br>4157 ~~4280~~<br>10750 | ~~✠100A1~~ ~~SS 2/64~~<br>~~✠LMC~~<br>~~EL at~~<br>TO BE BROKEN UP ~~RI~~ | 1943–4 Lithgows Ltd.—P.Gl<br>447′ 7″ 56′ 2″ 27′ 10¾″<br>425′ 11″ 56′ 0″ 36′ 10″<br>F39′ 2 dks<br>5 divisional WTBH in ′tween dks<br>Coll BH to U dk 6 to 2nd dk<br>WB1583t | S<br>5 Ho<br>G.527959 B.484201 | T 3Cy. 23¼″ 37½″ & 68″×48″<br>2200ihp 948t (o.f) 403t (c)<br>✠NEmade42fitted45<br>John Brown & Co. Ltd. Cly<br>3 SB 220℔ Spt hs(7248) 9cf 10½k |
| **GRAZIA PELLEGRINO**<br>**Ciro Pellegrino & Figlio**<br>Naples Italian | 1113<br>533<br>1626 | ✠100A1 ~~Dr 4yrs–12/63~~<br>oil tanker TD 3/68<br>✠LMC<br>MN175 EL m<br>RI | 1951–3 Cant. Nav. Pellegrino—Nap<br>217′ 7″ 34′ 11″ 17′ 6″<br>197′ 10″ 34′ 9″ 19′ 2″<br>P49′ F28′ 1 dk<br>RW 10BH<br>WB86t incl. DTf35t | M Tanker Mchy.aft<br>8 Ta<br>L.72659 HeCls. BC | Oil 2SA 5Cy. 360×650 mm<br>875bhp 83½t–3¾pd<br>S.A. Fiat S.G.M. Tur<br>AuxB 185℔ 10½k |
| **GRAZIELLA**<br>Riverais Le Gloahec-Formaz<br>Etel French | 118<br>30<br>— | BV | 1956 Ch. Espoir Sablais—Sables d'Olonne<br>*77·3′* 22′ 9″<br>... ... ... | Wood M Trawler<br>2 Ha (each 3¼′×3¾′) | Oil 4SA 8Cy. 220×320 mm<br>330bhp<br>Cie. de Constr. Méc. Lorient<br>9k |
| **GRAZIELLA M.**<br>**S.N.A.I. Soc. Nav. Alta Italia**<br>Venice Italian | 350<br>213<br>655 | | 1959 Cant. Nav. Soc. Nettuno—Reggio Emilia<br>190′ 4″ 31′ 0″ 5′ 10⅞″<br>187′ 2″ 30′ 11″ 6′ 11″<br>P23′ F13′ 1 dk | TM Tanker Mchy.aft<br>8 Ta | 2 Oil 4SA each 6Cy. 190×240 mm<br>360bhp 17t–1pd<br>Fab. Mot. Lombardini Reggio Emilia<br>10k |
| **GRAZIELLA ZETA**<br>exMontiron–66<br>exGraziella Zeta–64<br>**Compagnia Armatoriale Italiana**<br>Venice Italian | 1595<br>906<br>3253 | RI | 1958 Cant. Nav. Cassaro—Mes<br>324′ 5″ 46′ 0″ 17′ 8¾″<br>300′ 7″ 45′ 11½″<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>3 Ho | Oil 2SA 6Cy. 450×740 mm<br>1500bhp Fiat<br>Ansaldo S.p.A. Gen<br>13k |
| **GRAZIELLINA**<br>exFedje–58<br>**Mediterranea Petroli di Navigazione S.p.A.**<br>Cagliari Italian | 485<br>234<br>650 | RI | 1944 Glommens M/V—Fks<br>170′ 3″ 25′ 7″ 11′ 3″<br>153′ 9″ 25′ 4″ 11′ 10″<br>P48′ F17′ 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.27400 HeCls. BC | Oil 4SA 8Cy. 280×450 mm<br>500bhp 40t (d.o)–1½pd<br>Klöckner-Humboldt-Deutz Kln<br>2×18, 11kW 110V d.c. 9k |

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| 513535<br>PEKE<br>Df | **GRÉ**<br>exTine-56 exIris-55<br>exZeemeeuw-50<br>**D. & D. G. Snoodijk**<br>N.V. Wijnne & Barends<br>Wieringen Netherland | 200<br>121<br>265 | BV | 1937 N.V. Noord Ned. Schps.—Gro<br>113' 0" 21' 2" 9' 0"<br>21' 0"<br>P27' F13' 1 dk<br>R | M Mchy.aft<br>1 Ho 71'<br>G.14000 B.13400<br>2 Ha (19¾, 31¼'×13')<br>2W Der 2(1½) | Oil 2SA 3Cy. 240×360 mm<br>150bhp<br>Appingedammer Brons. |
| 513536<br>TPZB<br>RTm | **GRÉ**<br>exRini exJupiter-W-51<br>exFiducia-47<br>**Allaire & Dupin**<br>Nantes French | 148<br>81<br>150 | BV | 1928 N.V. Noord Ned Schps.—Gro<br>103' 4" 17' 9" 7' 6"<br>17' 7"<br>Q28' F9' 1 dk<br>R | M<br>1 Ho 63¾'<br>G.9500 B.9000<br>2 Ha (29½', 10½'×10½')<br>1W Cr 1(5) Der 1(1½) | Oil 4SA 2Cy. 280×350 mm<br>120bhp<br>Appingedammer Brons. |
| 513538<br>KIYW<br>248435<br>Df Esd<br>Gc | **GREAT FALLS VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | 7607<br>4563<br>10681 | AB | 1945 Permanente (Shpyd No. 2)—Richmond<br>*455·3'* 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 75', 78', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 45', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 523757<br>HOGT<br>Df Esd<br>Rdr | **GREAT FORTUNE**<br>exMiyajima Maru-67<br>**Great Fortune Nav. Co. S.A.**<br>Panama Panamanian | 3696<br>1983<br>— | BV NK<br>Classed LR until 4/59 | 1949 Ishikawajima Jukogyo—Tok<br>367' 4" 51' 2" 22' 9"<br>341' 3" 51' 0" 26' 7"<br>P21' B157' F33' 1 dk, pt 2nd dk<br>RW | M<br>G.272144 B.252461<br>5 Ha (23'×19½') (34¾', 22½', 30', 30'×20½')<br>Der 6(5) 4(10) 1(20) | Oil 4SA 8Cy. 490×720 mm<br>2800bhp NE59<br>Hanshin Nainenki Kogyo |
| 537401<br>6ZQU<br>2511<br>Df Esd | **GREAT PEACE**<br>exUranos-66 exAstron-62<br>exMarna-54 exSt. Croix-51<br>exRobert G. Harper-47<br>**Great Fortune Nav. Co. S.A.**<br>~~Monrovia~~ ~~Liberian~~<br>Keelung China (Taiwan) | 7150<br>4390<br>— | AB | 1942 Oregon S.B. Corp.—Pld<br>*422·8'* 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>RW | S | T 3Cy. 24½" 37" & 70"×48"<br>General Mchy. Corp. |
| 513539<br>181894 | **GREAT SCOTT**<br>**Mrs. A. Caulfield & Mabel Scott**<br>London British | 150<br>121<br>— | | 1943 Tough Bros. Ltd.—Teddington<br>*106·8'* 17' 10"<br>... ... ...<br>1 dk<br>conv yacht 50 | Wood TM | 2 Oil each 6Cy. 108×127 mm<br>Gray Marine Motor Co. |
| 513542<br>PEKF<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GREBBEDYK**<br>**N.V. Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)**<br>Rotterdam Netherland | 7259<br>3797<br>10100 | ✠100A1 SS 10/67<br>DTsf—veg. oil<br>✠LMC<br>✠Lloyd's RMC<br>MN2080 EL f†2¼"SQ | 1962-7 N.V. Wilton-Fijenoord—Sch<br>534' 5" 67' 8" 26' 11"<br>487' 6" 67' 5" 41' 0"<br>F48' 1 dk & S dk, 3rd dk in No. 6 hold<br>Coll BH to S dk 7 to 2nd dk<br>rf 6" DK fwd WB2540t incl. DTsf694t | M Ref OSD<br>6 Ho 47½', 59½', 73¾', 73¾', 63', 44½'<br>G.653191 B.598516 In.44322<br>6 Ha (stl) (22½'×18') (35½', 42', 42'×23½') (34'×19¾') (23½'×23½')<br>20W Der 2(75) 2(10) 18(5) | Oil 2SA 8Cy. 780×1350 mm<br>10400bhp MAN<br>N.V. Wilton-Fijenoord<br>AuxB 100lb<br>3×250kW 220V d.c. |
| 513545<br>TMXZ<br>Df Esd<br>RT | **GRÈBE**<br>**Mlle. Garnier**<br>Lorient French | 220<br>60<br>— | BV | 1949 Ch. & At. Aug. Normand—Hav<br>*109·5'* 22' 7"<br>... ... ... | M Trawler<br>4 Ha (3½', 3½', 3½'×3½') (3½'×2¾')<br>Der 1(5) | Oil 4SA 6Cy. 365×550 mm<br>450bhp<br>Ch. & At. Aug. Normand |
| 513547<br>IOLM<br>3153<br>RTv | **GRECIA**<br>**Soc. Rimorchiatori Riuniti**<br>Genoa Italian | 125<br>29<br>— | RI | 1959 Cant. Nav. Solimano—Savona<br>78' 9" 21' 9" 11' 5¾"<br>68' 11" 21' 8" 12' 6"<br>RW | M Tug | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz<br>2×14kW 110V d.c. |
| 513549<br>SYDN<br>327<br>Df Esd<br>Gc Rdr | **GRECIAN EMBLEM**<br>**Olinares Compania Naviera S.A.**<br>~~Andros~~ ~~Greek~~<br>Monrovia Liberian | 9411 ~~9764~~<br>5594 ~~5611~~<br>13983 | ✠100A1 SS 4/67<br>✠LMC<br>MN1240 EL e†2¼"SQ | 1957-9 Blythswood S.B. Co. Ltd.—Gls<br>504' 0" 63' 4" 30' 10¾"<br>471' 0" 63' 2" 41' 8"<br>F43' 2 dks<br>RW 7BH<br>rf 4" WB2761t incl. Tunnel tanks 308t | M CSD<br>5 Ho 54', 68', 72', 72', 71'<br>G.711900 B.640310<br>5 Ha (stl) (each 38'×26')<br>10W Der 1(30) 10(5) | Oil 2SA 5Cy. 700×2320 mm<br>6200bhp Doxford<br>Scotts' S.B. & Eng. Co.<br>AuxB 120lb<br>3×225kW 220V d.c. |
| 540463<br>SYKI<br>328<br>Df Esd<br>Gc Rdr | **GRECIAN FLAME**<br>**Compania Roblon de Oro**<br>Andros Greek | 15389<br>10301<br>21920 | ✠100A1 SS 1/67<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN1800 EL k†2 5/16"SQ | 1962-10 Ch. de l'Atlantique—St.N<br>584' 9" 75' 0" 32' 10½"<br>551' 2" 74' 8" 44' 4"<br>P107' F44' 1 dk<br>RW NS 8BH<br>rf 4" WB9751t incl. Topside tanks in holds 4988t | M Bulk Carrier Mchy.aft<br>6 Ho 72', 67¾', 66', 66', 66', 66'<br>G.1192050<br>6 Ha (stl) (45'×29½') (44', 44', 44', 44', 44'×36')<br>12W Der 12(5) | Oil 2SA 8Cy. 740×1600 mm<br>9000bhp B&W<br>Ch. de l'Atlantique<br>AuxB 85lb<br>3×325kW 110/440V |
| 513551<br>SVRG<br>286<br>Df Esd<br>Gc Rdr | **GRECIAN ISLES**<br>**Cia. Maritima Villa Nova S.A.**<br>~~Andros~~ ~~Greek~~<br>Monrovia Liberian | 8881 ~~9173~~<br>5452 ~~5486~~<br>12941 | ✠100A1 SS 5/66<br>Str. nav. ice<br>✠LMC<br>MN1068 EL d†2 5/16"SQ | 1957-5 Lübecker Flender-Werke—Lbc<br>485' 7" 61' 10" 29' 10½"<br>450' 1" 61' 6½" 39' 6"<br>P37' F51' 2 dks<br>RW 7BH<br>rf nil WB2382t incl. Tunnel tanks 367t DTm419t | M<br>6 Ho 61', 79', 50', 64', 75', 25'<br>G.683770 B.628384<br>5 Ha (stl) (29½', 52½', 29½', 36½', 36½'×26½') 1 Ha (w) (26½'×16½')<br>12W Der 1(30) 12(5) 2(2) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp<br>Masch. Augsburg-Nürnberg<br>✠NAuxB 6/62-115lb<br>3×200kW 220V d.c. |

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| **GRECIAN LIGHT**<br>Little Bear **S.A.**<br>~~Liberian~~<br>~~Monrovia~~<br>Greek | 15381 ~~15573~~<br>10297 ~~10094~~<br>~~21920~~ | ✠**100A1** **SS** 3/67<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>Ice Class 3<br>✠**LMC**<br>MN1800 EL k†2$\frac{9}{16}$"SQ | **1963**–1 Ch. de l'Atlantique—St.N<br>584' 9" 75' 0" 31' 1"<br>551' 2" 74' 8" 44' 4"<br>P107' F44' 1 dk<br>RW NS 8BH<br>rf 4" WB9751t incl. Topside tanks in holds 4988t | M Bulk Carrier Mchy.aft<br>6 Ho 72', 67¾', 66', 66', 66', 66'<br>G.1192050<br>6 Ha (stl) (45'×29½') (44', 44', 44', 44', 44'×36')<br>12W Der 12(5) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W 1550t (hvf)<br>Ch. de l'Atlantique St.N<br>AuxB 85℔<br>3×325kW 110/440V 60c/s a.c. 15k |
| **GRECIAN MED**<br>exHeathmore-61<br>exHickory Mount–48<br>Cia. Maritima **Med. Ltda.**<br>Piræus Greek | 3825<br>2096<br>5938 | **BS** TD 4/68 ~~SS 1/69~~<br>**MBS**<br>**RMC**<br>MN340 CT3743 | **1945** Consolidated Stl Corp.—Wmg, Cal<br>338' 6" 50' 4" 23' 4¾"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>5BH<br>WB1163t incl. DTf198t | M Ref Mchy.aft<br>G.256000 B.234000 In.8532<br>16W Der 1(30) 1(20) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 862t<br>Nordberg Mfg Co. Milwaukee<br>9½k |
| **GRECIAN VALOUR**<br>Olinares **Compania Naviera S.A.**<br>Andros Greek | 9132<br>5562<br>12919 | ✠**100A1** SS 1/67<br>Str. nav. ice<br>✠**LMC**<br>MN1068 EL d†2$\frac{9}{16}$"SQ | **1957**–10 Lübecker Flender-Werke—Lbc<br>485' 7" 61' 10" 29' 10¾"<br>450' 1" 61' 6" 39' 6"<br>P57' F51' 2 dks<br>RW 7BH<br>rf nil WB2382t Incl. Tunnel tanks 367t DTm419t | M<br>6 Ho 61', 79', 50', 64', 75', 25'<br>G.683770 B.628384<br>5 Ha (stl) (29¾', 52¾', 29¾', 36¾', 36¾'×26¼') 1 Ha (w) (26¼×16¼')<br>13W Der 1(30) 10(5) 2(3) 2(2) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp 1068t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>✠NAuxB 1/62–115℔<br>3×200kW 220V d.c. 14¾k |
| **GRECOCRUZ**<br>**Shell Uruguay Ltd.**<br>Montevideo Uruguayan | *334*<br>*307*<br>575 | ✠**100A1** Dr 4yrs–1/66<br>oil tanker—FP above 150° F. Montevideo harbour service<br>EL (f) | **1931**–7 Lobnitz & Co. Ltd.—Rnf<br>*150·1'* 27' 2"<br>150' 0" 27' 0" 10' 3"<br>1 dk<br>R 10BH<br>rf 3" | Oil Barge<br>8 Ta<br>L.19000 HeCls. C<br>Der 2(1) | 15t (o.f)<br>✠db7/31–150℔ |
| **GREECE VICTORY**<br>United States **Department of** Commerce<br>Los Angeles United States | **7658**<br>4632<br>10716 | AB | **1944** California S.B. Corp.—L.An<br>455' 3" 63' 1" 28' 6¾"<br>436' 8" 62' 0" 38' 0"<br>B87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22¼')<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 16k |
| **GREELEY VICTORY**<br>United States **Department of** Commerce<br>San Francisco United States | **7637**<br>4603<br>10681 | AB | **1945** Permanente (Shpyd No. 2)—Richmond<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22¼')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. |
| **GREEN**<br>Deep **Sea Fishing Co.**<br>Liverpool British | **102**<br>37<br>— | | **1910** Akers M/V A/S—Osl<br>99' 0" 18' 0" 9' 0"<br>... ... ...<br>1 dk<br>R | S Whaler | T 3Cy. 12" 18" & 30"×18"<br>Akers M/V A/S Osl |
| **GREEN BAY**<br>exMarine Marlin–65<br>Central Gulf **S.S. Corp.**<br>New Orleans United States | **11021**<br>7349<br>— | AB | **1945** Kaiser Co. Inc.—Vcr, Wash<br>*497·2'* 71' 8" 32' 9⅞"<br>496' 7" 71' 6" 43' 6"<br>P143' F144' 4 dks<br>rf nil | S Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9900shp 2065t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>17k |
| **GREEN BAY VICTORY**<br>United States **Department of** Commerce<br>Portland, Or United States | **7643**<br>4609<br>10636 | AB | **1945** Oregon S.B. Corp.–Pld<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22¼')<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 18k |
| **GREEN COVE**<br>exSanta Cristina–61<br>exFlying Arrow–57<br>Central Gulf **S.S. Corp.**<br>New Orleans United States | **8274**<br>4966<br>10197 | AB | **1945** Moore D.D. Co.–Oakland<br>459' 6" 63' 1" 27' 0¾"<br>435' 0" 63' 0" 40' 6"<br>B79' 3 dks<br>RW<br>rf nil | S CSD<br>5 Ho 67½', 62½', 70', 70', 71¾'<br>G.614110 B.558100<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 1(50) 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1171t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |
| **GREEN DALE**<br>exOcean Deborah–61<br>exLafayette–55 exTrousdale–47<br>Central Gulf **S.S. Corp.**<br>New Orleans United States | **8199**<br>4820<br>10950 | AB<br>**BROKEN UP** | **1944** N. Carolina S.B. Co.–Wmn<br>459' 6" 63' 2" 28' 6⅞"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>RW<br>rf nil | S<br>5 Ho 60¾', 61 , 70', 70', 72½'<br>G.582845 B.542824<br>5 Ha (27', 32½', 36', 30', 30'×20')<br>16W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>6600shp 1710t (o.f)<br>General Electric Co. Lyn<br>3×300kW 240V d.c. 16k |
| **GREEN FOREST**<br>exGeneral W. M. Black–67<br>Central Gulf **S.S. Corp.**<br>New Orleans United States | ~~12486~~ **10577**<br>~~8697~~ 6490<br>— | AB | **1944** Kaiser Co. Inc.—Richmond<br>520' 0" 71' 8" 29' 9⅞"<br>496' 7" 71' 6" 43' 6"<br>P143' F144' 4 dks<br>rf nil | S Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9900shp 2065t (o.f)<br>Westinghouse Elec. & Mfg. Co. Pbg<br>17k |
| **GREEN HARBOUR**<br>exCooper Union Victory–51<br>Central Gulf **S.S. Corp.**<br>New Orleans United States | **9500**<br>6376<br>13346 | AB | **1945** California S.B. Corp.–L.An<br>545' 3" 62' 1" 27' 0¾"<br>526' 6" 62' 0" 38' 0"<br>F87' 2 dks, 3rd dk in Nos. 4 & 5 holds<br>rf nil len 61 | S<br>6 Ho<br>B.670000<br>6 Ha<br>16W Der 1(50) 1(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 2260t (o.f)<br>Allis-Chalmers Mfg Co. Milwaukee<br>15k |

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| 513564<br>KEDG<br>247079<br>Df Esd<br>Gc Rdr | **GREEN ISLAND**<br>exTappanzee–59<br>exBlack Dragon–57<br>exMormacspruce–55<br>exMuncie Victory–51<br>**Central Gulf S.S. Corp.**<br>New Orleans United States | 9465<br>6302<br>13222 | | AB | **1945** Permanente (Shpyd No. 2)—<br>Richmond<br>545' 3" 62' 1" 27' 0¾"<br>526' 6" 62' 0" 38' 0"<br>F87' 2 dks, 3rd dk in Nos. 4 & 5 holds<br>rf nil len 62 | S<br>6 Ho<br>B.670000<br>6 Ha<br>14W Der 1(60) 1(30) 14(5) | 2 S Turb dr geared to sc.<br>6600shp<br>General Electric Co. |
| 510589<br>KGWZ<br>248700<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEN LAKE**<br>exErnie Pyle–65<br>**Central Gulf S.S. Corp.**<br>New Orleans United States | 11021<br>7358<br>15673 | | AB | **1945** Kaiser Co. Inc.—Vcr, Wash<br>*501·6"* 71' 8" 32' 9¾"<br>496' 7" 71' 6" 43' 6"<br>P142' F144' 2 dks<br>rf nil | S Mchy.aft<br>6 Ho<br>B.809000<br>7 Ha (stl) | 2 S Turb dr geared to sc.<br>9900shp<br>Joshua Hendy Irn Wks |
| 513566<br>KHZB<br>247158<br>Df Esd<br>Gc Rdr<br>RTm | **GREEN MOUNTAIN STATE**<br>exFlagstaff Victory–49<br>**States Marine Lines Inc.**<br>New York United States | 7641<br>4631<br>10772 | | AB | **1945** California S.B. Corp.—L.An<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>RW<br>rf nil | S (3P) CSD<br>5 Ho 57½', 45', 78', 81', 75'<br>G.566180 B.500350<br>5 Ha (24½', 22½', 34½', 34½', 23½' × 22½')<br>12W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc.<br>6600shp<br>General Electric Co.<br>2×300kW 230V d.c. |
| 513567<br>KAOD<br>248050<br>Df Esd<br>Gc Rdr | **GREEN POINT**<br>exSanta Alicia–60<br>exSeasplendor–57<br>exAgwidawn–49 ExCoringa–47<br>**United States Department of Commerce**<br>New Orleans United States | 6125<br>3535<br>10621 | **BROKEN UP** | AB | **1945** Moore D.D. Co.—Oakland<br>459' 6" 63' 1" 27' 8"<br>435' 0" 63' 0" 40' 6"<br>B79' 2 dks & S dk<br>RW<br>rf nil | S OSD<br>5 Ho 67½', 62¾', 70', 70', 71¾'<br>G.623492 B.551002<br>5 Ha (27', 32½', 35', 30', 30' × 20')<br>16W Der 2(30) 4(10) 10(5) | 2 S Turb dr geared to sc.<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 514455<br>KKPR<br>247322<br>Df Esd<br>Gc Rdr<br>RT | **GREEN RIDGE**<br>exHawaiian Educator–64<br>exSea Hare–47<br>**Central Gulf S.S. Corp.**<br>New Orleans United States | 7897<br>4588<br>12585 | | AB | **1945** Ingalls S.B. Corp.—Pascagoula<br>492' 0" 69' 9" 29' 5"<br>465' 3" 69' 6" 42' 6"<br>F39' 2 dks & S dk<br>rf nil | S OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.791729 B.716160<br>5 Ha (36' × 20') (30', 32½', 30', 35' × 24')<br>16W Der 1(30) | 2 S Turb dr geared to sc.<br>9350shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 522475<br>KPCT<br>24870<br>Df Gc<br>Rdr RT | **GREEN SPRINGS**<br>exMarine Carp–68<br>**Central Gulf S.S. Corp.**<br>New Orleans United States | 12420<br>8536<br>— | | AB | **1945** Kaiser Co. Inc.—Vcr, Wash<br>520' 0" 71' 8" 26' 0⅞"<br>496' 7" 71' 6" 43' 6"<br>P143' F144' 4 dks<br>rf nil | S Mchy.aft | 2 S Turb dr geared to sc.<br>9900shp<br>Joshua Hendy Irn Wks |
| 513570<br>KQKI<br>247950<br>Df Esd<br>Gc Rdr<br>RT | **GREEN VALLEY**<br>exOuachita Victory–49<br>**Central Gulf S.S. Corp.**<br>New Orleans United States | 9482<br>6352<br>13245 | | AB | **1945** California S.B. Corp.—L.An<br>545' 3" 62' 1" 27' 0½"<br>526' 6" 62' 0" 38' 0"<br>F87' 2 dks, 3rd dk in Nos. 4 & 5 holds<br>rf nil len 62 | S CSD<br>6 Ho<br>B.670000<br>6 Ha<br>16W 1(50) 1(5) | 2 S Turb dr geared to sc.<br>6600shp<br>Allis-Chalmers Mfg Co. |
| 541574<br>319937<br>Df Esd<br>Pfd Rdr<br>RT | **GREEN WATERS**<br>**W. S. Savage**<br>St. Andrews Canadian | 181<br>84<br>— | | | **1963** Bathurst Marine Ltd.—<br>Bathurst, N.B<br>91' 10" 22' 6"<br>80' 0" 22' 0" 12' 0" | M Stern Trawler | Oil 2SA 24Cy. 4½"×5"<br>General Motors Diesel Lt |
| 680118<br>WBAO<br>508060<br>Df Esd<br>Gc Rdr<br>RT | **GREEN WAVE**<br>exGeneral C. G. Morton–67<br>**Central Gulf S.S. Corp.**<br>New Orleans United States | T.Mk<br>8044<br>4704<br>—<br>10562<br>6535<br>— | | AB | **1944** Kaiser Co. Inc.—Richmond<br>520' 0" 71' 8" ~~—/32' 9¼"~~25' 9¼"/32' 9¼"<br>496' 7" 71' 6" 43' 6"<br>P143' F144' 4 dks<br>rf nil | S Mchy.aft | 2 S Turb dr geared to sc.<br>9900shp<br>Westinghouse Elec. & Mfg |
| 513572<br>303815<br>Esd<br>RTm | **GREENDALE H**<br>**John Harker Ltd.**<br>Hull British | 309<br>160<br>535 | | | **1962** J. Harker Ltd.—Knottingley<br>141' 3" 22' 0" 10' 1½"<br>135' 0" 21' 9" 11' 3"<br>1 dk<br>RW<br>rf 3" | M Tanker Mchy.aft<br>8 Ta<br>L.50000 HeCls. C | Oil 4SA 5Cy. 8"×10"<br>276bhp<br>Ruston & Hornsby<br>1×15kW 110V |
| 513575<br>MCPN<br>183733<br>Df Esd<br>Gc Rdr<br>RTm | **GREENFORD**<br>exAmakura–61<br>**Peninsular Shipping Co. Ltd.**<br>Ocean Tramping Co. Ltd.<br>Liverpool British | 2964<br>1549<br>3803 | ✠100A1<br>with freeboard<br>✠LMC<br>MN340 | SS 7/66<br>EL v 2¼" | **1949–6** Smith's Dock Co. Ltd.—Mdb<br>351' 0" 47' 4" 20' 2"<br>325' 6" 47' 0" 28' 10"<br>P35' B96' F36' 1 dk & S dk, 3rd dk in No. 1 hold<br>RW Coll BH to S dk 4 to 2nd dk<br>WB6773t | S (9P) OSD<br>3 Ho 44½', 86½', 110'<br>G.239444 B.217664<br>5 Ha (22½', 39', 13', 27½', 16½' × 16')<br>10W Der 1(25) 1(15) 10(5) | T 3Cy. 21" 35" & 60"×39"<br>1700ihp<br>Smith's Dock Co. Ltd<br>2 SB 220lb Sat<br>2×30kW 220V d.c. |
| 513576<br>GKCE<br>304348<br>Df Esd<br>Gc Rdr<br>RTm/h | **GREENLAND**<br>**Shipping & Coal Co. Ltd.**<br>London British | 2200<br>1161<br>— | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN441 | SS 10/66<br>EL r 1½"SQ | **1962–9** Austin & Pickersgill Ltd.—Sld<br>285' 0" 43' 1" 18' 3½"<br>265' 0" 42' 0" 19' 6"<br>P67' F30' R dk fwd of poop 136' 1 dk<br>RW NS 8BH<br>rf 3" WB816t incl. DT1114t | M Mchy.aft<br>4 Ho 38', 42', 52', 28'<br>G.139270 B.133170<br>4 Ha (stl) (26' × 21') (28', 36', 17½' × 28')<br>4W Der 4(3) | Oil 2SA 9Cy.<br>2205bhp Polar<br>Nydqvist & Holm AB<br>3×49½kW 220V d.c. |

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| **GREENPORT**<br>exItalcielo–65<br>exWalter Wyman–47<br>**Lloyd's Africa Ltd.**<br>Monrovia<br>Liberian | **7097**<br>4339<br>10874 | AB | **1944** Permanente (Shpyd No. 1)—<br>Richmond<br>441′ 6″ 57′ 1″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, pt 3rd dk<br>rf 6″ | M<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.561950 B.508999<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>12W Der 1(20) 1(15) | Oil 2SA 6Cy. 680×1200 mm<br>NE50 1383t<br>S.A. Fiat S.G.M. Tur<br>13k |
| **GREENVILLE VICTORY**<br>**United States Department of Commerce**<br>Los Angeles<br>United States | **7655**<br>4630<br>10702 | AB | **1944** California S.B. Corp.—L.An<br>*439·1′* 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. |
| **GREG YORKE**<br>**Aqua Transportation Ltd.**<br>F. M. Yorke & Son Ltd.<br>Vancouver<br>Canadian | **2443**<br>1229<br>— | AB | **1964** Allied Shipbuilders Ltd.—Vcr<br>325′ 0″ 56′ 8″ 12′ 7⅞″<br>320′ 0″ 56′ 6″ 18′ 9″<br>1 dk<br>rf 5″ | TM Ferry | 2 Oil 4SA each 16Cy. 160×200 mm<br>2000bhp 106t<br>N.V. Werkspoor Ams |
| **GREGERSÖ**<br>**Mariehamns Rederi A/B**<br>F:a Gustaf Erikson<br>Mariehamn<br>Finnish | **3875**<br>2159<br>5637 | **✠100A1**<br>Ice Class 1*<br>**✠LMC**<br>MN800 EL w 1$\frac{13}{16}$″U2 | **1967**–3 O/Y Wärtsilä A/B—Åbo<br>335′ 0″ 52′ 0″ 24′ 10″<br>318′ 9″ 51′ 10″ 30′ 6″<br>F40′ 1 dk, 2nd dk in No. 2 hold<br>6BH<br>rf 4″ WB1018t | M Mchy.aft<br>4 Ho 49¼′, 53¾′, 55′, 55′<br>G.288619 B.268636<br>4 Ha (stl) (27½′×19½′) (39¾′, 39¾′, 39¾′×36′)<br>Der 4(5) | Oil 2SA 5Cy. 560×1000 mm<br>4000bhp Sulzer 539t (d.o)<br>O/Y Wärtsilä A/B Åbo<br>AuxB 85℔<br>3×256kW 450V 60c/s a.c.<br>Controllable pitch propeller |
| **GREGOR PATON**<br>Ardrossan **Trawling Co. Ltd.**<br>Thomas L. Devlin & Sons Ltd.<br>Glasgow<br>British | **273**<br>88<br>— | **✠100A1** SS 2/67<br>trawler<br>**✠LMC**<br>MN128 EL (d)k | **1958**–1 J. Lewis & Sons Ltd.—Abn<br>*118·0′* 25′ 4″<br>115′ 0″ 25′ 0″ 12′ 0″<br>Q62′ F20′<br>RW 4BH<br>rf 30″ BK7″ WB8t | M Trawler | Oil 2SA 4Cy. 340×570 mm<br>640bhp 30t<br>British Polar Engines Ltd. Gls<br>10½k |
| **GREGORY**<br>exSea Scout–63<br>exDagmar Salén–63<br>John **S. Latsis**<br>Piraeus<br>Greek | **11580**<br>6766<br>16530 | **✠100A1** Dr 4yrs–9/65<br>oil tanker<br>**✠LMC**<br>MN1300 EL g† | **1952**–1 Bremer Vulkan—Vgk<br>541′ 1″ 68′ 5″ ~~29′ 1″~~ 29′ 11¼″<br>504′ 6″ 68′ 3″ 37′ 5″<br>P101′ B43′ F68′ 1 dk<br>RW 12BH<br>WB827t incl. DTf545t | M Tanker Mchy.aft<br>L.788583 HeCls. C | Oil 2DA 8Cy. 600×1100 mm<br>6500bhp 1250t–22pd<br>Bremer Vulkan Vgk<br>2AuxB 180℔ 14½k |
| **GREGORY VAKULENTCHUK**<br>**U.S.S.R.**<br>Novorossisk<br>Russian | **8229**<br>3942<br>11770 | | **1955** ....................Russia<br>477′ 4″ 63′ 1″ 27′ 10½″<br>62′ 10″ 34′ 2″<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19′×13′)<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430×610 mm<br>4000bhp |
| **GREIF**<br>...o Reederei **Richard Adler & Söhne**<br>Bremen<br>W. German | **499**<br>253<br>976 | GL | **1963** A.G. "Weser" Werk Seebeck—<br>Bhn<br>229′ 7″ 35′ 3″ 11′ 10″<br>218′ 1″ 35′ 1″ 19′ 0″<br>P48′ B19′ F31′ 1 dk & S dk<br>RW | M OSD Mchy.aft<br>G.79030 B.70480<br>2 Ha<br>3W Cr 1(10) 3(3) | Oil 4SA 6Cy. 400×580 mm<br>1500bhp 118t<br>Klöckner-Humboldt-Deutz Kln<br>14k |
| **GREIF**<br>exGorm–57<br>Lübeck **Linie A.G.**<br>Lübeck<br>W. German | **113**<br>—<br>— | BV | **1938** Svendborg Skibs.—Svb<br>*82·2′* 21′ 2″<br>... ... ...<br>F13′ 1 dk<br>R | M Tug | Oil 2SA 5Cy. 340×570 mm<br>950bhp<br>Atlas-Diesel Skm |
| **GREIFEN BERGERIES**<br>**U.S.S.R.**<br>Russian<br>**CANCEL ALL PARTICULARS** | **3165**<br>1307<br>— | | **1965** ....................Russia<br>256′ 1″ 46′ 9″<br>46′ 7″<br>2 dks | M Stern Trawling Factory Ship | Oil<br>2000bhp<br>13k |
| **GREIFFENFELS**<br>exNijmegen–50 exGreiffenfels–46<br>Deutsche **Dampfschiff.-Ges. "Hansa"**<br>Bremen<br>W. German | **6312**<br>3781<br>9506 | GL | **1945** Nederl. Schps. Maats.—Ams<br>476′ 6″ 60′ 7″ 25′ 5¼″<br>60′ 4″ 38′ 1″<br>P22′ B&F412′ 1 dk & S dk, pt 3rd dk<br>rf 4″ | M (4P) OSD<br>5 Ho 65½′, 78¾′, 55′, 73½′, 68¼′<br>G.604460 B.548730<br>5 Ha (29¾′, 47¼′, 18¼′, 29¾′, 31½′×19½′)<br>16W Der 1(50) 1(30) 4(5–10) 10(3–5) | Oil 2SA 6Cy. 700×1200 mm<br>4200bhp NE61 1816t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×200kW 220V d.c. 12k |
| **GREIFSWALD**<br>Deutsche **Seereederei**<br>Rostock<br>E. German | **434**<br>180<br>558 | DSRK | **1955** Peene-Werft—Wolgast<br>164′ 3″ 26′ 10″ 10′ 6″<br>26′ 8″ 12′ 4″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>400bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **GREMAS**<br>**M. B. Dredging Co. Ltd.**<br>London<br>British | **50**<br>39<br>— | ~~✠A1~~ ~~SS 12/65~~<br>~~river & estuary service~~<br>~~EL (a)½*~~<br>✠Class **WITHDRAWN** at Owners' request 8/68 | **1957**–10 Harland & Wolff Ltd.—<br>N. Woolwich<br>60′ 1″ 18′ 8″ 3′ 3″<br>60′ 0″ 18′ 6″ 5′ 0″<br>1 dk<br>3BH<br>rf nil WB15t | Grab Dredger<br>Cr 2(4) | |
| **GREMUCHIJ**<br>**U.S.S.R.**<br>Odessa<br>Russian | **844**<br>240<br>339 | | **1959** ....................Russia<br>208′ 7″ 31′ 2″ 14′ 6½″<br>31′ 0″ 17′ 11″ | D-E Whaler | 4 Oil 4SA each 6Cy. 318×330 mm<br>17½k |

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| 680239<br>UBHO<br>RDM-<br>23887 | **GREMUCHIJ**<br>**U.S.S.R.**<br>Yalta Russian | 534<br>—<br>212 | | **1959** Santierul Naval—Gtz<br>150' 3" 31' 0" 12' 9½"<br>16' 5" | TM Tug<br>1W Der 1(3) | | 2 Oil 2SA each 6Cy. |
| 513588<br>JWRC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GRENA**<br>**A/S J. Ludwig Mowinckels Rederi**<br>Bergen Norwegian<br>Now **SOFIA D'AMICO** (No. 513588) in the Register | 13065<br>7604<br>19900 | NV | **1958** Bremer Vulkan—Vgk<br>560' 0" 71' 10" 31' 1½"<br>532' 0" 71' 8" 40' 8"<br>P115' B45' F64' 1 dk<br>RW<br>rf 4" | M Tanker Mchy.aft<br>22 Ta<br>L.942663<br>Der 3(5) 1(2) | HeCls. BC | Oil 2SA 7Cy. 780×1400 mm<br>7860bhp MAN<br>Bremer Vulkan<br>3×200kW 230V d.c. |
| 640637<br>OZJP<br>Df Gc<br>RTm | **GRENAA**<br>**A/S Grenaa-Hundested Færgefart**<br>Hundested Danish | 3077<br>1480<br>— | BV | **1964** Schiffb. Unterweser—Bhn<br>322' 8" 58' 3" 14' 5"<br>295 3" 58' 0" 18' 6"<br>2 dks & S dk | TM Ferry (1500P) OSD | | 2 Oil 4SA each 10Cy.<br>8000bhp<br>Masch. Augsburg-Nürnberg<br>3×490kW 380V 50c/s a.c.<br>Controlable pitch propeller<br>Thw. thrust propeller fwd |
| 513589<br>187000<br>Df Esd<br>Pfd | **GRENADA**<br>**Dagon Fishing Co. Ltd.**<br>G. D. Claridge<br>Lowestoft British | 205<br>70<br>— | ✠Classed LR until 5/58 | **1955-6** Cochrane & Sons Ltd.—Sel<br>*104·7'* 23' 4"<br>102' 6" 23' 0" 11' 3"<br>Q58' F17'<br>RW BK 7" | M Trawler | | Oil 4SA 6Cy. 317×381 mm<br>Ruston & Hornsby |
| 513590<br>DZTX<br>203598 | **GRENADIER**<br>**Luzon Stevedoring Corp.**<br>Manila Philippine | 272<br>133<br>— | **WRECKED 8/68** | **1943** Tampa Marine Corp.—Tampa<br>114' 1" 25' 1" 12' 2"<br>107' 4" 24' 11" 13' 8" | M Tug<br>3W | | Oil 4SA 8Cy. 405×510 mm<br>Enterprise Eng. & Fdry Co. |
| 642049<br>JXZO<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GRENANGER**<br>**Westfal-Larsen & Co. A/S**<br>Bergen Norwegian | 12872<br>7336<br>19980 | NV | **1964** Eriksbergs M/V A/B—Got<br>599' 11" 71' 11" 31' 0¼"<br>530' 0" 71' 4" 40' 3"<br>P135' B46' F75' 1 dk<br>rf 2" | M Tanker Mchy.aft<br>35 Ta<br>L.908300<br>Der 2(7½) 3(5) 5(3) 4(1½) | HeCls. BC | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Eriksbergs M/V A/B<br>3×300, 280, 280kW 440V |
| 513591<br>OXQE<br>Df Esd<br>Pfd RT | **GRENEN**<br>**Kaj Asbjørn Sørensen Partrederi**<br>Skagen Danish | 149<br>59<br>— | BV | **1960** A/S Svendborg Skibsv.—Svb<br>100' 3" 20' 11"<br>90' 3" 20' 10" 10' 4"<br>1 dk<br>RW | M Trawler | | Oil 2SA 8Cy. 240×400 mm<br>680bhp NE65<br>Alpha-Diesel A/S |
| 513592<br>CGCG<br>134547<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GRENVILLE**<br>**Government of Canada (Minister of Transport)**<br>Ottawa Canadian | 497<br>232<br>285 | ✠ | **1915-5** Polson Irn Works Co. Ltd.—Tto<br>155' 0" 30' 11" 11' 9"<br>... ... ...<br>1 dk<br>R<br>rf 13" | S Lighthouse Tender (10P) Mchy.aft<br>1 Ho 25½'<br>1 Ha (9½'×8½')<br>Der 1(8) | | T 3Cy. 14" 22½" & 38"×26"<br>900ihp<br>Polson Irn Works Co. Ltd.<br>2×15, 10kW 115V d.c. |
| 513593<br>KKOJ<br>242931<br>Df Esd | **GRENVILLE M. DODGE**<br>**United States Department of Commerce**<br>San Francisco United States | 7251<br>5164<br>10500 | AB | **1943** Permanente (Shpyd No. 1)—Richmond<br>441 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Iron & Steel Corp.<br>3×20kW 120V d.c. |
| 539296<br>ELYU<br>737<br>Df Esd<br>Gc | **GRETA**<br>exWorld Cheer-66<br>exWorld Thrift-62<br>exYamhill-56<br>~~Continental Oceanic Nav. Corp. Ltd.~~<br>~~Monrovia Liberian~~<br>**Outer Ocean Nav. Ltd.**<br>China (Taiwan) | 12901<br>8483<br>21939 | AB | **1962** (Cargo section) Hellenic Shipyards—Skaramanga<br>**1343** (Fwd & aft sections) Kaiser Co. Inc.—Pld<br>*555·9'* 75' 3" 31' 11½"<br>551' 6" 75' 0" 46' 9"<br>1 dk<br>RW conv tanker 62<br>rf nil | T-E Bulk Carrier Mchy.aft<br>4 Ho<br>B.945000<br>7 Ha | | S Turb connected to elec<br>7240shp<br>General Electric Co. |
| 529365<br>SZPO<br>2528<br>Df Esd<br>Gc Rdr<br>RTm/h | **GRETA**<br>exReykjafoss-65<br>exGemito-51<br>**Dorikat Special Shipping Co. Ltd.**<br>Theodore N. Katsoulis<br>Piræus Greek | 2553<br>1451<br>3070 | **100A1** TD 5/68 ~~SS 2/65~~<br>with freeboard<br>**LMC**<br>EL s | **1947** Franco Tosi S.p.A.—Tno<br>295' 0" 41' 6" 19' 6½"<br>270' 5" 41' 5" 27' 3"<br>B62' 2 dks<br>RW Coll BH to S dk 5 to 2nd dk<br>WB451t | M CSD<br>4 Ho 42', 67', 35', 46'<br>G.162000 B.151510<br>4 Ha (stl) (24½', 41', 24½', 24½'×19½')<br>10W Der 1(25) 10(4) | | Oil 2SA 6Cy. 530×<br>1460bhp<br>Franco Tosi S.p.A.<br>db 171ft<br>2×75, 60kW 110V d.c. |
| 516942<br>PEKG<br>Df Esd<br>RTm | **GRETA**<br>exJan-65<br>**J. Schokkenbroek**<br>N.V. Scheepv. Bedr. "Poseidon"<br>Groningen Netherland | 500<br>329<br>850 | BV | **1952** Hoogezand J. Bodewes—Hgz<br>187' 0" 30' 0" 11' 10"<br>29' 10"<br>P49' F27' 1 dk<br>R | M (2P) Mchy.aft<br>1 Ho<br>G.39000 B.32500<br>2 Ha (59' comb., 49½'×17')<br>3W Der 3(3) | | Oil 4SA 8Cy.<br>550bhp<br>Appingedammer Brons<br>2×6kW 110V d.c. |
| 513597<br>OGEP<br>1071<br>RT | **GRETA**<br>exVestnorge-61 exOslofjord<br>**Rederibolaget "Greta"**<br>Mariehamn Finnish | 280<br>146<br>275 | | **1923** A/S Framnæs M/V—Sfj<br>101' 11" 23' 7" 8' 6"<br>96' 0"<br>1 dk<br>R | M Lighter Mchy.aft<br>2 Ha (17½', 15½'×19') | | Oil 2SA 4Cy.<br>250bhp<br>Klöckner-Humboldt- |

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| **GRETAFIELD**<br>**Hunting Steamship Co. Ltd.**<br>Hunting & Son Ltd.<br>Newcastle British | 10856<br>5897<br>15843 | ✠100A1 strengthened for heavy cargoes<br>✠LMC<br>MN1100 | SS 10/65<br>EL f†2¼″SQ | 1952–10 Furness S.B. Co. Ltd.—Haverton Hill<br>523′ 0″ 67′ 10″ 28′ 11″<br>496′ 11″ 67′ 6″ 36′ 5″<br>P103′ B34′ F37′ 1 dk<br>RW 9BH conv tanker 61<br>rf 3″ WB5726t incl. DTf453t Topside tanks in way of holds 1659t | M Bulk Carrier Mchy.aft | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford<br>Hawthorn, Leslie & Co. Ltd.<br>2AuxB 150℔ | Nwc<br>13k |
| **GRETCHEN MÜLLER**<br>**Otto A. Müller**<br>Hamburg W. German<br>Now **TRASMAR** See New Entries No. 9 | 997<br>528<br>1415 | | GL | 1951 Howaldtswerke A.G.—Kel<br>215′ 11″ 34′ 6″ 14′ 6¾″<br>34′ 4″ 16′ 11″<br>P59′ F26′ 1 dk<br>RW<br>rf 4″ | M Mchy.aft<br>1 Ho 140¼′<br>G.69000 B.65000<br>4 Ha (stl) (20¼′, 27′, 27′, 27′×18′)<br>Der 4(2) | Oil 4SA 6Cy. 400×460 mm<br>1000bhp Emade41fitted51<br>Frd. Krupp Germ. A.G.<br>2×40kW 220V d.c. | 60t (d.o)<br>Kel<br>12k |
| **GRETCHEN VON ALLWÖRDEN**<br>**August von Allwörden**<br>~~Peter Döhle~~ Johs. Thode<br>Osten/Oste W. German | 339<br>180<br>495 | | GL | 1950 Rickmers Werft—Bhn<br>*138·4′* 25′ 0″ 10′ 10″<br>24′ 10″ 12′ 0″<br>P29′ F20′ 1 dk<br>RW len 52 | M<br>1 Ho 92′<br>G.25239 B.23827<br>2 Ha (40′, 41¼′×16½′)<br>Der 2(2) | Oil 4SA 6Cy. 270×360 mm<br>250bhp<br>Klöckner-Humboldt-Deutz | (d.o)<br>Kln<br>8k |
| **GRETE BÜSCHER**<br>**Wilhelm Büscher**<br>Bremen W. German | 416<br>268<br>670 | | GL | 1950 Rolandwerft G.m.b.H.—Bmn<br>*149·8′* 24′ 9″ 11′ 3½″<br>24′ 8″ 12′ 9″<br>1 dk<br>RW len 53 | M<br>2 Ho 23′, 42½′<br>G.28800 B.26250<br>2 Ha<br>Der 3(2) | Oil 4SA 6Cy. 290×420 mm<br>360bhp<br>Masch. Kiel A.G. | (d.o)<br>Kel<br>8¾k |
| **GRETE DETERS**<br>exMorgan Wedlin–65<br>**Reederei Theodor u. Margaretha Deters**<br>Barssel W. German | 497<br>259<br>960 | | BV | 1956 Heinr. Brand—Oldenburg<br>186′ 8″ 32′ 10″ 12′ 6″<br>167′ 4″ 32′ 9″ 19′ 5″<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>G.65000 B.60000<br>2 Ha | Oil 4SA 8Cy 290×420 mm<br>760bhp<br>Masch. Kiel A.G. | Kel<br>11k |
| **GRETE-GUNDA**<br>exRebena–67<br>**Gerhard Elsen**<br>Stade W. German | 424<br>235<br>735 | | GL | 1957 Stader Schiffsw.—Stade<br>167′ 4″ 29′ 3″ 11′ 2¾″<br>150′ 11″ 28′ 10½″ 12′ 9″<br>P46′ Q63′ B46′ F25′ 1 dk<br>RW | M Mchy.aft<br>G.41812 B.39740<br>2 Ha<br>3W Der 3(2) | Oil 4SA 8Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. | Kel<br>9¼k |
| **GRETE HAUSCHILDT**<br>**Julius Hauschildt**<br>**Küstenschiffahrt Bauer & Hauschildt K.G.**<br>Hamburg W. German | 424<br>258<br>689 | | GL | 1963 J. J. Sietas Schiffsw.—Ham<br>187′ 8″ 31′ 6″ 10′ 6″<br>167′ 4″ 31′ 4″ 11′ 2″<br>1 dk | M<br>G.33200 B.29800<br>2 Ha<br>Cr 1(5) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz | Kln<br>9k |
| **GRETE KRÖNKE**<br>exTeun–66<br>**rtenreederei m.s. Grete Krönke**<br>D. Krönke<br>Stade W. German | 500<br>336<br>824 | | BV | 1952 Werf de Noord—Alb<br>187′ 0″ 28′ 8″ 11′ 7″<br>28′ 6″ 11′ 10″<br>P40′ Q58′ F28′ 1 dk | M Mchy.aft<br>1 Ho 110′<br>G.37192 B.34289<br>2W | Oil 4SA 8Cy. 270×510 mm<br>500bhp<br>N.V. Werkspoor | 45t<br>Ams<br>10k |
| **GRETE NIELSEN**<br>exThorkil Lund–65<br>**Rederi I/S af 5.11.1964**<br>O. Amsinck<br>Copenhagen Danish<br>Now **SONAVATI** See New Entries No. 7 | 1281<br>613<br>2145<br>1999<br>1163<br>3105 | ✠100A1 Ice Class 3<br>✠LMC<br>MN378 | SS 3/67<br>EL q | 1960–1 Terneuzensche Schps. Maats.—Terneuzen<br>267′ 1″ 41′ 7″ 16′ 3½″/20′ 3½″<br>241′ 10″ 41′ 4″ 24′ 3″<br>F37′ 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf nil WB444t | M OSD/CSD Mchy.aft<br>2 Ha (stl) (each 56¾′×20½′)<br>Der 1(15) 8(5) | Oil 4SA 9Cy. 400×600 mm<br>1890bhp<br>Masch. Augsburg-Nürnberg<br>2×100kW 220V d.c. | (d.o)<br>Ham<br>13½k |
| **GRETE SKOU**<br>**Ove Skou Rederi A/S**<br>Ove Skou<br>Copenhagen Danish | 4211<br>2316<br>7000 | ✠100A1 DTmf & tunnel side tanks—oil FP above 150° F. or vegetable oil<br>✠LMC<br>MN1310 | SS 7/64<br>EL z 1 13/16″SQ | 1959–7 Helsingör Skibs. & Msk.—Hsg<br>416′ 4″ 56′ 6″ 23′ 11¾″<br>382′ 3″ 56′ 5″ 35′ 2″<br>F89′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2608t incl. Tunnel tanks 242t DTmf990t | M (12P) OSD<br>4 Ho 46¼′, 86¾′ comb., 59′, 58½′<br>G.471170 B.434080<br>5 Ha (stl) (27′, 37½′, 32½′, 37½′, 37½′×20¼′)<br>14W Der 2(25) 2(10) 12(5) | Oil 2SA 8Cy. 620×1150 mm<br>6550bhp B&W<br>Helsingör Skibs. & Msk.<br>2AuxB 100℔<br>3×200kW 220V d.c. | 950t (hvf)<br>Hsg<br>16½k |
| **GRETE TERKOL**<br>**Rederi I/S Terkol II**<br>Niels B. Terkildsen<br>Århus Danish | 498<br>329<br>1100 | ✠100A1 oil tanker<br>Ice Class 3<br>✠LMC<br>MN190 | EL k 1⅛″U2 | 1966–9 Krögerwerft G.m.b.H.—Rendsburg<br>210′ 0″ 32′ 3″ 12′ 6½″<br>192′ 3″ 31′ 8″ 13′ 7″<br>P70′ F53′ 1 dk<br>7BH<br>rf 2″ WB237t incl. TwDf52t a83t | M Tanker Mchy.aft<br>8 Ta<br>L.52000 HeCls. C | Oil 4SA 6Cy. 320×480 mm<br>950bhp<br>Motorenw. Mannheim<br>~~wtdb 100℔~~ wtdb 170℔<br>3×40, 40, 27kW 380V 50c/s a.c. | (d.o)<br>Mhm |
| **GRETE THERESA**<br>**Tankskibsrederi Herning**<br>~~Reder G. K. Lysgaard~~<br>Århus Danish<br>Fru V. T. Lysgaard (Mgr.) | 500<br>330<br>1120 | ✠100A1 oil tanker<br>Ice Class 3<br>✠LMC<br>MN160 | EL 1 15/16″U2 | 1967–8 Krögerwerft G.m.b.H.—Rendsburg<br>211′ 6″ 32′ 3″ 12′ 5½″<br>192′ 3″ 31′ 8″ 13′ 7″<br>P74′ F53′ 1 dk<br>7BH<br>rf 2″ WB248t incl. TwDf52t TwDsa95t | M Tanker Mchy.aft<br>8 Ta<br>L.52337 HeCls. B | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim<br>wtdb 170℔<br>3×40, 40, 27kW 380V 50c/s a.c. | Mhm<br>10¾k |
| **GRETE WALTER**<br>**Fischkombinat Rostock**<br>Rostock E. German | 991<br>—<br>— | | | 1967 Peene Werft—Wolgast<br>177′ 1″ 34′ 9″ 15′ 5″<br>… … …<br>1 dk | M Stern Trawler | Oil<br>1750bhp<br>Dieselmotorenwerk | Ros<br>13½k |

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| 500928<br>KWTJ<br>245375<br>Df Esd<br>Gc Rdr<br>RTm | **GRETHE**<br>exFortlaeza-68<br>exAlcoa Runner-66<br>exSea Nymph-47<br>**Motorships of Delaware Inc.**<br>New York United States | 8232<br>4881<br>11091 | | AB | **1944** N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 28' 7"<br>435' 6" 63' 0" 40' 0"<br>B79' 2 dks, 3rd dk fwd<br>rf 1" | S (8P) CSD<br>5 Ho 60¾', 61', 70', 70', 72½'<br>G.532929 B.497737<br>5 Ha (27', 32½', 36', 30', 30' × 20')<br>16W Der 1(50) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp<br>General Electric Co.<br>2 × 300kW 240V d.c. |
| 513609<br>OXUI | **GRETHE KROGH**<br>**C. Schmidt-Olsen**<br>Frederikshavn Danish | 108<br>48<br>— | | | **1959** Peters' Scheepsbouw—<br>Dedemsvaart<br>90' 7" 19' 4"<br>... ... ... | M Fishing | Oil 2SA 5Cy.<br>Alpha-Diesel A/S |
| 504280<br>DAPT<br>Df Esd<br>Gc Rdr<br>RTm | **GRETHE REITH**<br>exBerolina-64<br>**Partenreederei m.s. "Grethe Reith"**<br>"Orion" Schiff.-Ges. Reith & Co. Now **SEELAND** See New Entries No. 10<br>Hamburg W. German | 999<br>622<br>1663 | | GL | **1959** Alfred Hagelstein—Lbc<br>234' 11" 35' 7" 15' 4¾"<br>214' 4" 35' 5" 17' 7"<br>1 dk<br>RW<br>rf 31" | M (2P) Mchy.aft<br>2 Ho each 69¾'<br>G.74100 B.70500<br>2 Ha (each 47' comb. × 19¾')<br>8W Der 8(3½) | Oil 4SA 8Cy. 320 × 450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>3 × 60, 60, 30kW 380V |
| 671276<br>PEKK<br>Df Esd<br>Rdr RT | **GRETINA HOLWERDA**<br>**H. & P. Holwerda**<br>Scheepvaartkantoor Holwerda<br>Heerenveen Netherland | 399<br>236<br>565 | | | **1967** Schpsw. "Appingedam"—Apg<br>163' 3" 26' 3" 9' 10"<br>147' 0" 25' 11" 10' 8"<br>1 dk | M (2P) Ref Mchy.aft<br>1 Ho<br>G.29100 B.27200<br>1 Ha (83' × 17')<br>Der 2(3) | Oil 4SA 5Cy. 210 × 300 mm<br>400bhp<br>Gebr. Stork & Co.<br>2 × 110V d.c. |
| 513610<br>DGFB<br>1410<br>Df Esd<br>Rdr | **GRETKE OLDENDORFF**<br>exMary Robert Müller-61<br>**Egon Oldendorff**<br>Lübeck W. German | 1598<br>1002<br>2424 | | GL | **1953** Ottensener Eisenwerk—Ham<br>287' 10" 39' 5" 15' 11"<br>261' 6" 39' 4" 17' 5"<br>P76' Q117' F29' 1 dk<br>RW | M Mchy.aft<br>G.121000 B.114000<br>4 Ha<br>Der 1(12) | 2 Oil 2SA each 8Cy.<br>geared to sc. shaft<br>1800bhp<br>Ottensener Eisenwerk |
| 513611<br>KIZJ<br>247295<br>Df Esd<br>Gc | **GRETNA VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | 7664<br>4610<br>10681 | | AB | **1945** Permanente (Shpyd No. 2)—<br>Richmond<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24' × 22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2 × 300kW 240V d.c. |
| 513612<br>TFRB<br>RTm | **GRETTIR**<br>**Government of Iceland (Vita og Hafnarmál)**<br>Reykjavik Icelandic | 286<br>74<br>— | ✠100A1<br>dredger<br>✠LMC | SS 4/64<br>EL (r) | **1947-5** Fleming & Ferguson Ltd.—Psy<br>145' 5" 29' 0"<br>125' 0" 28' 0" 10' 6"<br>R 4BH | S Bucket Dredger Mchy.aft | C 2Cy. 15" & 30" × 20"<br>240ihp<br>Fleming & Ferguson Ltd.<br>SB 140lb ha(900) 2cf |
| 513613<br>DFUE<br>Df Esd<br>RT | **GREUNDIEK**<br>exWesterschelde-61<br>exJutland-53<br>**Capt. Hans Segeler**<br>Grünendeich W. German | 342<br>162<br>420 | | GL | **1948** Noord Nederl. Schps.—Gro<br>144' 4" 24' 7" 9' 6½"<br>24' 5" 9' 10"<br>P43' Q82' F21' 1 dk | M<br>1 Ho 82'<br>G.23300<br>2 Ha<br>2W | Oil 4SA 6Cy. 285 × 420 mm<br>300bhp<br>Masch. Augsburg-Nürnberg |
| 513615<br>LKXD<br>Df Esd<br>Gc Rdr<br>RT | **GREY MASTER**<br>**I/S Master**<br>Skibs. A/S Golden West<br>Oslo Norwegian | 12662<br>6500<br>18000 | | NV | **1961** A/S Fredriksstad M/V—Fks<br>546' 2" 67' 2" 32' 11½"<br>500' 11" 67' 0" 43' 6"<br>1 dk | M Mchy.aft<br>6 Ho<br>G.861000 B.784000<br>6 Ha (stl) (each 36¾' × 33½')<br>17W Der 12(5) 4(3) 2(1) | Oil 2SA 6Cy. 760 × 1500 mm<br>7500bhp Götaverken<br>A/S Fredriksstad M/V<br>3 × 240kW 440V a.c. |
| 515345<br>351067<br>Esd Rdr<br>RT | **GREYVILLE**<br>exHolland-66<br>**Durban Lines (Pty) Ltd.**<br>Durban S. African | 1505<br>792<br>1258 | ✠100A1<br>✠LMC<br>MN140 | SS 8/66<br>EL o1½" | **1951-6** Amsterdamsche D.D. Maats.—<br>Ams<br>254' 0" 38' 2" 12' 2½"<br>230' 0" 38' 0" 19' 0"<br>P50' F45' 1 dk<br>RW 5BH<br>rf nil WB421t/ ncl. DTf87t | M Mchy.aft<br>2 Ho 41¾', 82½'<br>G.94713 B.88401<br>2 Ha (stl) (26', 82' × 20')<br>6W Der 1(15) 4(5) 2(3) | Oil 4SA 8Cy. 350 × 600 mm<br>900bhp<br>Gebr. Stork & Co.<br>3 × 55kW 220V d.c.<br>2 × 10kW 115V d.c. |
| 513618<br>UISW<br>M-22284 | **GRIBOJEDOV**<br>**U.S.S.R.**<br>Kaliningrad Russian | 3170<br>1225<br>1301 | | | **1958** ......................Russia<br>277' 10" 46' 0" 18' 3"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>6W Der 2(6) 2(3) 2(1½) | Oil 2SA 8Cy. 430 × 610 mm<br>2000bhp |
| 513619<br>UKAR<br>M-611 | **GRIBOJEDOV**<br>exAstrid Thorden-47<br>**U.S.S.R.**<br>Leningrad Russian | 1774<br>757<br>2748 | ✠ | | **1937-7** A/B Crichton-Vulcan—Åbo<br>305' 10" 42' 4" 18' 7½"<br>42' 2"<br>1 dk & S dk<br>R | M OSD<br>2 Ho<br>G.167569<br>4 Ha (29¾', 19½', 22½', 22½' × 17¾')<br>9W Der 1(10) 8(3) | 2 Oil 2SA each 8Cy.<br>electro-magnetic<br>gearing to sc. shaft<br>Atlas-Diesel |
| 513620<br>Df Esd<br>Gc Rdr | **GRIDINO**<br>**U.S.S.R.**<br>Murmansk Russian | 658<br>280<br>450 | | | **1956** Stocznia Gdanska—Gdk<br>194' 4" 29' 7" 13' 11¾"<br>175' 6" 29' 6½" 16' 3" | S Trawler | C 4Cy. (2) 330 & (2)<br>1000ihp<br>A/B Finnboda Varf |
| 513624<br>SVZT<br>1098<br>Df Esd<br>Gc Rdr | **GRIGORIOS C. III**<br>exMichael Anagnos-47<br>**Hellenic Lines Ltd.**<br>P. G. Callimanopulos, Gen. Mgr.<br>Piræus Greek | 7227<br>4465<br>10500 | | AB | **1944** New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S (12P) CSD<br>5 Ho 60½', 72½', 49¾', 64¾', 69½'<br>G.562608 B.499573<br>5 Ha (33½', 34¾', 19¾', 34¾', 35' × 19¾')<br>13W Der 1(5-50) 1(5-15) 3(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>Harrisburg Mchy. Corp.<br>3 × 20kW 110V d.c. |
| 520082<br>SZWH<br>2638<br>Df Esd<br>Gc Rdr<br>RTm/h | **GRIGOROUSA**<br>exLa Manche-65 exPenhir-61<br>**George N. Iatrou and others**<br>Piræus Greek | 1549<br>780<br>1900 | | BV | **1952** At. & Ch. de Bretagne—Nts<br>272' 4" 39' 3" 14' 9"<br>39' 1"<br>P68' B18' F29' 1 dk Well dk<br>RW | M (5P) Mchy.aft<br>3 Ho 45¾', 49½', 48'<br>3 Ha (stl) (27½' × 17') (29½' × 19¾') (38' × 19')<br>6W Der 2(5) 3(3) | Oil 4SA 8Cy.<br>2000bhp MAN<br>At. & Ch. de Bretagne<br>3 × 220V d.c. |

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| **GRIGORY ACHKANOV**<br>U.S.S.R.<br>Novorossisk<br>Russian | ~~15250~~ 15254<br>~~8840~~ 8839<br>~~20800~~ 20740 | | | **1965** Brodogradiliste "Split"—Spt<br>611' 0" 77' 0" ~~30' 2¼"~~ 30' 3½"<br>570' 11" 76' 9" 41' 0"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W<br>Brodogradiliste Uljanik Pla |
| **GRIGORY LYSENKO**<br>U.S.S.R.<br>Russian | 13639<br>7344<br>10119 | | | **1966** Stocznia Gdanska—Gdk<br>542' 10" 69' 11" 26' 6¾"<br>69' 8" | M Fish Factory Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>7200bhp B&W<br>H. Cegielski Poz |
| **GRIGORY ORDJONIKIDZE**<br>U.S.S.R.<br>Vladivostok<br>Russian | 4871<br>2061<br>1372 | | | **1959** Mathias-Thesen-Werft—Wismar<br>400' 9" 52' 6" 17' 0"<br>52' 4" 24' 11" | TM (333P)<br>1 Ho<br>B.20659<br>1 Ha (18¼'×13')<br>1W Cr 1(3) 1(1) Der 1(1) | 2 Oil 2SA each 6Cy. 570×800 mm<br>8000bhp<br>Masch. Augsburg-Nürnberg Aug<br>18½k |
| **GRIGORY SHELIKHOV**<br>U.S.S.R.<br>Klaipeda<br>Russian | 3170<br>1225<br>1460 | | | **1964** .....................Russia<br>277' 10" 46' 0" 18' 2"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(6) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| **GRIM**<br>**Stockholms Rederi A/B**<br>**Svea**<br>Curt Högberg<br>Stockholm<br>Swedish | T.Mk<br>**1599**<br>681<br>2400<br>**2755**<br>1422<br>3000 | ✠**100A1**<br>Ice Class 1<br>✠**LMC**<br>MN484 | SS 8/67<br>EL t 1⅛"SQ | **1962–7** A/B Finnboda Varf—Skm<br>307' 9" 45' 3" 16' 7⅜"/18' 10¾"<br>277' 11" 45' 1½" 25' 7"<br>P76' F41' 2 dks<br>Coll & Mchy. BH to U dk 3 to 2nd dk<br>rf 2" WB685t incl. DTf112t | M (2P) Mchy.aft<br>2 Ho 85¼', 93¾'<br>G.180835 B.172194<br>2 Ha (stl) (each 59¾'×23¾')<br>4W Cr 1(10) 3(5) | Oil 2SA 5Cy. 480×640 mm<br>2420bhp 433t (d.o)<br>S.A. Fiat S.G.M. Tur<br>3×102kW 220/440V 60c/s a.c. 13k |
| **GRIMALDI**<br>**D/S Solnæs A/S**<br>Chr. Andersen<br>Copenhagen<br>Danish | **499**<br>299<br>1060 | | | **1967** N.V. Bodewes Schps.—<br>Martenshoek<br>202' 1" 33' 10" 12' 6"<br>183' 8" 33' 6"<br>P&Q127' B39' F29' 1 dk<br>rf 4" | M Mchy.aft<br>1 Ho 126¼'<br>G.60700 B.55100<br>2 Ha (stl) (32½'×16½') (48¾'×17¼')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp 45t (d.o)<br>Atlas-Mak Masch. Kel<br>4×19, 19, 18, 10kW 220V d.c. 11k |
| **GRIMLAND**<br>**Partrederiet för**<br>**m.s. "Grimland"**<br>Per Liliegren<br>Landskrona<br>Swedish | **17226**<br>10139<br>26700 | ✠**100A1**<br>strengthened for ore cargoes, alternate holds may be empty<br>✠**LMC**<br>MN1700 | **SS** 12/68<br>EL m†2$\frac{11}{16}$"SQ | **1964–12** Öresundsvarvet A/B—Lkr<br>607' 9" 78' 11" 32' 2¾"<br>578' 2" 78' 9" 46' 7"<br>P93' F61' 1 dk<br>NS 7BH<br>rf 2" WB10645t incl. Topside tanks in holds 4012t DTf1067t | M Bulk Carrier Mchy.aft<br>7 Ho 52¾', 83¾', 47¼', 57¾', 47¼', 83¾', 49¾'<br>G.1200000 B.1158210<br>7 Ha (stl) (31½', 63', 31½', 31½', 31½', 63', 31½'×35¼')<br>Der 12(10) | Oil 2SA 7Cy. 760×1300 mm<br>8500bhp 1835t (hvf)<br>A/B Götaverken Got<br>AuxB 100℔<br>3×330, 330, 115kW 440V 60c/s a.c. |
| **IMSBY TOWN**<br>**Consolidated Fisheries Ltd.**<br>Sir John D. Marsden, Bt.<br>Grimsby<br>British | **711**<br>256<br>— | ✠**100A1**<br>trawler<br>✠**LMC**<br>MN207 | SS 5/67<br>EL (h)y | **1953–7** Cochrane & Sons Ltd.—Sel<br>*181·2'* 31' 2"<br>178' 1" 31' 0" 16' 3"<br>Q96' F33'<br>RW 5BH<br>BK8" WB14t | S Trawler | T 3Cy. 16" 27½" & 45"×30"<br>1120ihp (o.f)<br>Amos & Smith Ltd. Hul<br>SB 225℔ Spt hs(3970) 3cf |
| **GRIMSHOLM**<br>**Karl Karlsen**<br>Tromsö<br>Norwegian | **237**<br>91<br>— | | NV | **1955** Brastad Skipsbyggeri A/S—<br>Brattvåg<br>122' 4" 23' 2"<br>22' 11" 12' 0"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 4Cy. 280×420 mm<br>320bhp<br>Wichmann Mtrf. Rub |
| **GRIMSÖY**<br>**Johnny Richardsen**<br>**Partrederi**<br>Tromsö<br>Norwegian | **247**<br>123<br>— | | | **1956** A/S Ankerløkken Slip. & M/V—<br>Florö<br>117' 4" 23' 1"<br>23' 0" 12' 0"<br>1 dk<br>len 67 | M Fishing Mchy.aft | Oil 2SA 4Cy. 329×380 mm<br>280bhp<br>Hjelset Motfbk. Ålesund |
| **GRIMUR KAMBAN**<br>**Poul Hansen**<br>Thorshavn<br>Faroese | **291**<br>118<br>— | | NV | **1959** Hatlös M/V—Ulsteinvik<br>123' 2" 24' 8" 11' 11⅝"<br>111' 6" 24' 5½" 12' 6"<br>1 dk | M Fishing Mchy.aft<br>2 Ho 12', 47½'<br>2 Ha (stl) (each 5¼'×4¼')<br>Der 1(2) | Oil 2SA 6Cy. 230×400 mm<br>420bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>2×39, 15kW<br>Controllable pitch propeller |
| **GRINDWAL**<br>**Fischkombinat Sassnitz**<br>Sassnitz<br>E. German | **134**<br>48<br>— | | DSRK | **1958** Elbewerft—Boizenburg<br>86' 11" 22' 0" 11' 2"<br>12' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>250bhp<br>Masch. Halberstadt Halberstadt |
| **GRINNELL VICTORY**<br>**United States Department of Commerce**<br>San Francisco<br>United States | **7637**<br>4008<br>10681 | | AB | **1945** Permanente (Shpyd No. 2)—<br>Richmond<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22¼')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |

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| 513634<br>LKRI | **GRINNÖY**<br><br>**Jonas P. Sörgård Partrederi**<br>Trondheim Norwegian | 135<br>59<br>— | | 1941 Gravdals Skibs.—Bgn<br>*100·2'* 22' 10"<br>... ... | Wood M Mchy.aft<br>1 Ho<br><br><br>Der 1(2½) | Oil 2SA 2Cy.<br>150bhp<br>Haldorsen & Sönner |
| 672835<br>LLFW<br><br>Rdr<br>RTh | **GRIP**<br><br>**Møre og Romsdal**<br>**Fylkesbåtar**<br>Kristiansund Norwegian | 180<br>81<br>— | NV | 1967 Storeviks M/V—Kristiansund<br>98' 11" 31' 3" 8' 9½"<br>93' 6" 31' 1½" 11' 6"<br>1 dk | M Ferry (115P) Mchy.aft | Oil 4SA 3Cy. 270×400 mm<br>345bhp<br>Aabenraa Motorfabrik<br>2×26½kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| 513635<br>SMFA<br>9672<br>Df Gc<br>Rdr<br>RTm/v | **GRIPEN**<br><br>**Svenska Rederi A/B**<br>**Öresund**<br>Malmö Swedish | 2030<br>908<br>345 | BV | 1956 Aalborg Værft A/S—Abg<br>232' 7" 42' 9" 12' 2"<br>215' 6" 42' 7" 19' 0"<br>2 dks | TM (1396P) | 2 Oil 2SA each 10Cy.<br>3800bhp<br>Nydqvist & Holm A/B<br>4×160kW 400V 50c/s a.c.<br>Controllable pitch propeller |
| 513636<br>SLQT<br>9753<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GRIPSHOLM**<br><br>**A/B Svenska Amerika**<br>**Linien**<br>Erik Wijk<br>Gothenburg Swedish | 23216<br>11489<br>4600 | ✠100A1 SS 10/66<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN3240 EL o†2¾"SQ | 1957–4 Ansaldo S.p.A.—Gen<br>631' 3" 81' 10" 27' 3½"<br>550' 8" 81' 8" 50' 5"<br>B&F547' 5 dks, 6th dk fwd of ER<br>RW 11BH<br>rf 24" WB2434t incl. TwDa212t DTsf436t | TM (778P) Ref<br><br>In.6900<br>3 Ha (stl) (24½', 24', 13'×13')<br>Der 4(5) | 2 Oil 2SA each 9Cy.<br>16200bhp<br>A/B Götaverken<br>2AuxB 114lb<br>5×700kW 450V 60c/s a.c. |
| 513637<br><br>164270<br>Df Esd<br>Rdr RT | **GRIQUA COAST**<br>exAnglian Coast-55<br>**Thesen's Steamship Co.**<br>**Ltd.**<br>Cape Town S. African | 599<br>269<br>940 | ✠LR class withdrawn<br>10/67<br>**SCUTTLED 3/68** | 1935–10 S. P. Austin & Son Ltd.—Sld<br>205' 0" 32' 0" 13' 2½"<br>195' 10" 31' 10" 20' 3"<br>Ba36' F25' 1 dk & S dk<br>R | TM OSD Mchy.aft<br>1 Ho 118'<br>G.65800 B.62000<br><br>4W | 2 Oil 2SA each 5Cy.<br>650bhp<br>British Auxiliaries Ltd. |
| 513638<br>MXZL<br>187729<br>Df Esd<br>Pfd | **GRIT**<br><br>**F. T. Everard & Sons Ltd.**<br>London British<br>Now **ELENI** See New Entries No. 4 | 2739<br>1322<br>3350 | ✠100A1 SS 4/63<br>oil tanker<br>✠LMC<br><br>MN320 EL t 1¾"SQ | 1958–2 Goole S.B. & R. Co. Ltd.—Goo<br>310' 1" 45' 3" 18' 10½"<br>290' 0" 45' 0" 19' 10"<br>P73' F48' Trunk 158' 1 dk<br>RW 13BH<br>rf 4" WB498t incl. DTf284t | M Tanker Mchy.aft | Oil 2SA 6Cy. 407×540 mm<br>1600bhp<br>Newbury Diesel Co. Ltd.<br>2db 180lb |
| 542018<br><br>304494<br>Esd | **GRITWOOD**<br><br>**Wm. France, Fenwick & Co.**<br>**Ltd.**<br>London British | 987<br>594<br>— | | 1963 Boele's Schps. & Mchf.—Bolnes<br>199' 11" 38' 10" 12' 5"<br>190' 4" 38' 6½" 15' 6"<br>1 dk | M Suction Dredger Mchy.aft<br>1 Ho 65'<br><br>1 Ha (65'×24') | Oil 2SA 4Cy. 380×400 mm<br><br>Skandiaverken A/B |
| 513639<br><br><br>Df Esd<br>Gc | **GRJAZOVETS**<br><br>**U.S.S.R.**<br>Murmansk Russian | 688<br>225<br>— | ✠ | 1956–4 A/B Ekensbergs Varv—Skm<br>207' 0" 30' 7"<br>180' 6" 30' 6" 15' 11"<br>F40'<br>RW<br>BK8" | S Trawler | C 4Cy. (2) 11½" & (2)<br><br>A/B Lindholmens Varv |
| 534588<br>TFZJ<br><br>Df Esd<br>Rdr RT | **GRJOETY**<br>exSusanna-67<br>exSusanne Reith<br>**Björgun h/f**<br>Reykjavik Icelandic | 999<br>623<br>— | GL | 1958 Alfred Hagelstein—Lbc<br>235' 4" 35' 7" 15' 4½"<br>... ...<br>1 dk pt 2nd dk | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz |
| 513640<br>YTKV<br>92632<br>Df Esd<br>Gc Rdr<br>RT | **GROBNIK**<br><br>**Jugoslavenska Linijska**<br>**Plovidba (Jugoslav Line)**<br>Rijeka Yugoslav | 4964<br>2675<br>—<br>6921<br>4317<br>— | BV JR | 1962 Brodogradiliste Split—Spt<br>447' 4" 61' 3" 22' 11"/ —<br>406' 10" 61' 0" 35' 5"<br>1 dk & S dk | M Ref ~~OSD~~ OSD/CSD<br><br>G.420000 B.378000 In.62000<br><br>16W Der 16(3, 5–10) | Oil 2SA 7Cy. 750×1320 mm<br>640bhp<br>S.A. Fiat S.G.M. |
| 651521<br>UGRM<br>M-26520 | **GRODEKOVO**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 4846<br>~~2460~~ 2457<br>~~6176~~ 5868 | | 1965 Stocznia Gdanska—Gdk<br>406' 5" 54' 11" 22' 4½"<br>54' 9" 27' 9"<br>1 dk<br>RW | M<br>4 Ho<br>G.265417<br>4 Ha (41½'×23', 29½', 29½', 29½')<br>9W Der 1(15) 8(5) | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>H.Cegielski |
| 680240<br>UTIT<br>M-12195 | **GRODEKOVO**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 463<br>153<br>274 | | 1961 ......................Russia<br>170' 1" 26' 3" 9' 2"<br>11' 6" | M Fish Carrier<br>2 Ho<br>In.12360<br>2 Ha (each 9½'×11½')<br>2W Der 2(1½) | Oil 2SA 4Cy. 300×500 mm |
| 513641<br>UOUC<br>M-22183 | **GRODNO**<br><br>**U.S.S.R.**<br>Tuapse Russian | 8229<br>3942<br>11770 | | 1956 ......................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 10" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br>4000bhp<br>Skoda |
| 513642<br><br><br>Df Esd<br>Gc Rdr | **GRODNO**<br><br>**U.S.S.R.**<br>Murmansk Russian | 658<br>280<br>450 | | 1956 Stocznia Gdanska—Gdk<br>194' 4" 29' 7" 13' 11¾"<br>175' 6" 29' 6½" 16' 3" | S Trawler | C 4Cy. (2) 330 & (2)<br><br>A/B Finnboda Varf |

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| **GRODZIEC**<br>exCetus-62 exKajtum-59<br>**Polish Government**<br>**Polish Steamship Co.**<br>Szczecin<br>**Polish** | **3379**<br>1770<br>6040 | PR<br>✠Classed LR until 3/63 | **Lch.1943 Cmd.1945-4** A/B Götaverken—Got<br>382′ 10″ 50′ 3″ 22′ 6¾″<br>360′ 0″ 50′ 0″<br>F39′ 1 dk & S dk<br>R<br>rf 47″ | M OSD<br>5 Ho 67¼′, 62¼′, 32¼′, 51¼′, 52½′<br>G.359704 B.336912<br>7 Ha (24¾′, 16¼′, 28′, 16¼′, 19′, 16¼′, 23¼′×23½′)<br>10W Der 10(3) | Oil 2SA 5Cy. 630×1300 mm<br>3200bhp 1225t (d.o)<br>A/B Götaverken Got<br>3×110, 110, 75kW 230V d.c. 12½k |
| **GROENLAND**<br>**Pecheries de Bordeaux**<br>Bassens<br>Bordeaux<br>**French** | **2262** 1706<br>~~1145~~ 727<br>~~1481~~ | BV | **1967** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx<br>278′ 10″ 17′ 5″<br>246′ 0″ 44′ 7″ 27′ 7″<br>B82′ 2 dks | M Stern Trawler<br>3 Ho 34′, 38½′, 33′<br>2 Ha (stl) (5½′×13′) (17¾′×9¾′)<br>Der 2(1) | 2 Oil 4SA each 12Cy. 220×300 mm geared to sc. shaft<br>3740bhp<br>Masch. Augsburg-Nürnberg Aug<br>2×320kW 380V 50c/s a.c.<br>Controllable pitch propeller 16k |
| **GROENVELD II**<br>**J. G. Eigelaar**<br>Cape Town<br>**S. African** | **100**<br>63<br>— | | **1962** Lonn & Halvorsen Ltd.—C Tn<br>72′ 0″ 24′ 3″<br>69′ 1″ 23′ 3″ 9′ 10″<br>F18′ 1 dk | Wood M Trawler Mchy.aft<br>Der 1(3) | Oil 4SA 8Cy. 6¼″×8″<br>380bhp<br>Caterpillar Tractor Co. Peoria<br>2×1kW 24V d.c. 10¾k |
| **GROMKIJ**<br>**U.S.S.R.**<br>Zhdanov<br>**Russian** | **534**<br>—<br>212 | | **1958** Santierul Naval—Gtz<br>149′ 10″ 30′ 11″ 12′ 10″<br>16′ 5″ | TM Tug<br>1W Der 1(3) | 2 Oil 2SA each 6Cy. 318×330 mm<br>11k |
| **GROMOVOY**<br>**U.S.S.R.**<br>Odessa<br>**Russian** | **534**<br>—<br>212 | | **1959** Santierul Naval—Gtz<br>149′ 10″ 30′ 11″ 12′ 10″<br>16′ 5″ | TM Tug<br>1W Der 1(3) | 2 Oil 2SA each 6Cy. 300×500 mm<br>11k |
| **GRONINGEN**<br>N.V. Bureau **Wijsmuller**<br>Ymuiden<br>**Netherland** | **598**<br>108<br>— | AB | **1963** Schpsw. Kramer & Booy—Kootstertille<br>158′ 9″ 33′ 1″ 15′ 6¾″<br>142′ 7″ 33′ 0″ 18′ 0″<br>F65′ 1 dk | M Tug | 2 Oil 4SA each 4Cy. 290×400 mm geared to sc. shaft<br>2000bhp 390t<br>N.V. Werkspoor Ams |
| **GRONINGEN**<br>exJaarstroom-60<br>exGroningen-59<br>**Rederij Groningen**<br>**N.V. Scheepvaartkantoor "Groningen"**<br>Groningen<br>**Netherland**<br>Now **NGOMBE** See New Entries No. 8 | **500**<br>283<br>1030 | BV | **1957** N.V. Noord Ned. Schps.—Gro<br>203′ 5″ 30′ 10″ 12′ 8¼″<br>183′ 9″ 30′ 6″ 13′ 3″<br>1 dk<br>rf nil | M Mchy.aft<br>2 Ho 128′, 70½′<br>G.54590 B.51390<br>2 Ha (47½′×18¾′) (30¼′×19′)<br>Der 4(3) | Oil 4SA 6Cy. 385×580 mm<br>750bhp 72t (d.o)<br>Masch. Kiel A.G. Kel<br>11k |
| **GRONITAS**<br>exDuurt-56 exHeron-54<br>**J. Koopman &**<br>**K. J. Westers**<br>**N.V. Scheepv. Bedr. "Gruno"**<br>Groningen<br>**Netherland**<br>Now **ROBERT** (No. 513650) in the Register | **279**<br>122<br>310 | **BS✻** Dr 11/62<br>**MBS✻**<br>MN44 CT250 C14 | **1938-6** Gebr. van Diepen—Waterhuizen<br>133′ 6″ 23′ 1″ 8′ 9″<br>123′ 7″ 22′ 11″ 9′ 4″<br>Q37′ F19′ 1 dk<br>R 3BH<br>WB97t | M Mchy.aft<br>1 Ho 66¾′<br>G.17000 B.16000<br>2 Ha<br>2W Der 1(2) 1(1½) | Oil 2SA 4Cy. 220×380 mm<br>220bhp ✠NE10/61 8½t (d.o)<br>Appingedammer Brons. Apg<br>8½k |
| **GRØNLAND**<br>**A/S Det Dansk-Franske D/S**<br>E. Hahn-Petersen<br>Copenhagen<br>**Danish** | **2018**<br>875<br>3100<br>3142<br>1527<br>— | **✠100A1** SS 10/68 ~~SS 4/65~~<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN690 EL u 1$\frac{1}{16}$″SQ | **1961-9** Werft Nobiskrug—Rendsburg<br>336′ 0″ 48′ 2″ 18′ 7¼″/—<br>301′ 8″ 48′ 0″ 26′ 7″<br>P110′ F41′ 1 dk & S dk<br>Coll BH to S dk 5 to 2nd dk<br>rf nil WB978t incl. Tunnel tanks 43t | M Ref OSD/CSD Mchy.aft<br>B.170191 In.10106<br>8W Der 9 | Oil 2SA 6Cy. 500×1100 mm<br>3450bhp B&W 502t<br>Frd. Krupp Dieselmotoren Essen<br>Aux B 100lb. ⊖(ex.g) 100lb 13k |
| **GRÖNLAND**<br>**Norddeutsche Hochseefischerei A.G.**<br>Bremerhaven<br>**W. German** | **1075**<br>416<br>— | GL | **1961** A.G. Weser Werk Seebeck—Bhn<br>*241·0′* 36′ 9″<br>36′ 7″ 24′ 0″<br>Ien 64 | M Stern Trawler | Oil 4SA 6Cy. 520×740 mm<br>2160bhp 295t<br>Masch. Augsburg-Nürnberg Aug<br>15k |
| **GRÖNNEBEK**<br>**Clauss & Co.**<br>**Knöhr & Burchard Nfl.**<br>Hamburg<br>**W. German** | **2485**<br>1365<br>4808 | GL | **1954** Orenstein-Koppel & Lbcr. Masch.—Lbc<br>358′ 5″ 48′ 8″ 20′ 7½″<br>328′ 2″ 48′ 6″ 29′ 6″<br>P33′ B23′ F39′ 1 dk & S dk<br>RW | S OSD<br>3 Ho 46′, 95¼′, 82′<br>G.274476 B.251944<br>5 Ha (27½′, 27½′, 32¼′, 27½′, 27½′×20¼′)<br>10W Der 1(30) 1(10) 10(3-5) | C 4Cy. (2) 18$\frac{5}{16}$″ & (2) 39⅜″×39⅜″ & LP turb & hydraulic coupling<br>2000ihp 675t (o.f)<br>Ottensener Eisenwerk Ham<br>1×30kW 110V d.c. 12k |
| **GRØNØY**<br>**Walter Tharaldsen Partrederi**<br>Bodö<br>**Norwegian** | **152**<br>46<br>— | | **1950** Edv. Løvfall—Løfallstrand<br>98′ 6″ 20′ 6″<br>... ... ...<br>Ien 61 | Wood M Fishing Mchy.aft | Oil ~~2SA 3Cy.~~<br>~~220bhp~~ NE67<br>~~Alpha-Diesel A/S~~ Fkn |
| **GRØNTVEDT**<br>**Hjalmar Grøntvedt**<br>Trondheim<br>**Norwegian** | **182**<br>62<br>— | | **1954** Grøtvaagen Verft.—Trøndelag<br>109′ 0″ 24′ 2″<br>97′ 0″ 23′ 6″ 12′ 3″ | Wood M Fishing Mchy.aft | Oil 2SA 8Cy. 220×320 mm<br>440bhp<br>A/S Bergens M/V Bgn |

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| 513656<br>LMZH | **GRØNVÅG**<br>exGröyven–62<br>**Sigfred Pedersen Partrederi**<br>Bodö Norwegian | ~~469~~ 189<br>~~59~~ 70<br>— | 114' 10" | 1947 Söviknes Skibs.—Ålesund<br>~~109' 7"~~ 23' 5"<br>... ... ... | Wood M Fishing Mchy.aft | Oil 2SA 8Cy. 265×345<br>480bhp<br>Crossley Bros. Ltd. |
| 513657<br>ZSGK<br>191939<br>Df Esd<br>RT | **GROOT CONSTANTIA**<br>**National Trawling & Fishing Co. Ltd.**<br>Irvin & Johnson Ltd.<br>Cape Town S. African | 453<br>151<br>251 | ✠Classed LR until 8/58 | 1956–2 Cook, Welton & Gemmell Ltd.—Bev<br>157' 6" 27' 4"<br>141' 0" 27' 0" 14' 0"<br>Q77' F26'<br>R<br>rf 33" BK8" | S Trawler<br>2 Ho 27¼', 12'<br>5 Ha (3'×3¼') (3¼'×4') (5¼', 5¼'×3¼') (3¼'×5¼') | T 3Cy. 13" 23" & 37"×26"<br>650ihp<br>C. D. Holmes & Co. Ltd.<br>1×10kW 110V d.c. |
| 513658<br>SWZT<br>2313<br>Df Esd<br>Gc Rdr<br>RT | **GROOTE BEER**<br>exMarianna IV–65<br>exGroote Beer–64<br>exCosta Rica Victory–47<br>**John S. Latsis**<br>Piræus Greek | 9892<br>5701<br>— | AB | 1944 Permanente (Shpyd No. 1)—Richmond<br>455' 3" 62' 2" 21' 5½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S (800P)<br>B.24295 | 2 S Turb dr geared to sc. shaft<br>9350shp<br>General Electric Co. |
| 513659<br>ZTJM<br>191938<br>Df Esd<br>RT | **GROOTE SCHUUR**<br>**East Fisheries Ltd.**<br>Irvin & Johnson Ltd.<br>Cape Town S. African | 453<br>151<br>251 | ✠Classed LR until 8/58 | 1955–7 Cook, Welton & Gemmell Ltd.—Bev<br>157' 6" 27' 4"<br>141' 0" 27' 0" 14' 0"<br>Q77' F26'<br>R<br>rf 33" BK8" | S Trawler<br>2 Ho 27¼', 12'<br>5 Ha (3'×3¼') (3¼'×4') (5¼', 5¼'×3¼') (3¼'×5¼')<br>Der 1(¼) | T 3Cy. 13" 23" & 37"×26"<br>650ihp<br>C. D. Holmes & Co. Ltd.<br>1×10kW 110V d.c. |
| 513660<br>PELD<br>Df Esd<br>Gc Rdr<br>RTv | **GROOTEKERK**<br>exGonzaga Victory–46<br>**N.V. Vereenigde Nederl. Scheepv. Maats.**<br>Amsterdam Netherland | 7647<br>4678<br>10373 | 100A1 SS 6/66<br>tunnel side tanks No. 4 hold—vegetable oil<br>**LMC**<br>EL c†2¼"SQ | 1945 Oregon S.B. Corp.—Pld<br>455' 3" 62' 2" 28' 6¾"<br>436' 7" 62' 0" 38' 0"<br>F89' 2 dks, 3rd dk in Nos. 2 & 3 holds<br>RW 7BH<br>rf nil WB2312t incl. Tunnel tanks 648t DTf282t | S (8P) CSD<br>5 Ho 57¼', 45', 78', 69', 75'<br>G.565010 B.488985<br>3 Ha (stl) (25', 24', 36'×22½')<br>2 Ha (w) (36', 24'×22½')<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>8500shp<br>General Electric Co.<br>2WTB 525lb Sgt 479lb<br>2×300kW 120/240V d.c. |
| 513661<br>ZSTC<br>179895<br>Df Esd<br>RT | **GROOTVLEI**<br>**National Trawling & Fishing Co. Ltd.**<br>Irvin & Johnson Ltd.<br>Cape Town S. African | 492<br>184<br>384 | ✠Classed LR until 10/53 | 1948–4 Cochrane & Sons Ltd.—Sel<br>178' 2" 28' 2"<br>28' 0"<br>rf 24" | S Trawler<br>1 Ho 41¼'<br>5 Ha (3¼'×3¼') (3¼'×3¼') (5¼', 5¼'×5¼') (6'×4') | T 3Cy. 15" 25" & 42"×27"<br>950ihp<br>Amos & Smith Ltd.<br>1×10kW 110V d.c. |
| 513662<br>DDRU | **GRÖPELINGEN**<br>**Unterweser Reederei G.m.b.H.**<br>Bremen W. German | 105<br>—<br>— | GL | 1959 Jadewerft G.m.b.H.—Wilhelmshaven<br>*74·8'* 20' 7"<br>71' 2" 20' 4" 8' 8" | M Tug | Oil 4SA 8Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz<br>2×10kW 230V d.c. |
| 513663<br>VMZG<br>191415<br>RTm | **GROPER**<br>**Government of Queensland (Harbours & Marine Dept.)**<br>Brisbane British | 738<br>228<br>— | ✠Classed LR until 5/58 | 1954–8 Fleming & Ferguson Ltd.—Psy<br>200' 6" 37' 1" 10' 0"<br>176' 6" 37' 0" 14' 0"<br>R<br>rf nil | TS Bucket Dredger Mchy.aft<br>Cr 1(3) | T 6Cy. 11" 19" & 30"×22"<br>715ihp<br>Fleming & Ferguson Ltd.<br>2×12½kW 110V d.c. |
| 513664<br>UFRP<br>M-16858<br>Df Esd | **GROSNEFT**<br>**U.S.S.R.**<br>Murmansk Russian | 1117<br>524<br>1260 | | 1954 Valmet O/Y—Åbo<br>226' 5" 33' 0" 13' 4"<br>209' 4" 32' 10" 15' 10"<br>P70' F39' 1 dk | M Tanker Mchy.aft<br>4 Ta<br>L.77728 | Oil 2SA 6Cy. 340×570 mm<br>Nydqvist & Holm A/B |
| 516059<br>EBZA<br>Df RT | **GROSSA**<br>exIndunaval Tercero–67<br>**Transportes Fruteros del Mediterraneo S.A. "TRAFRUME"**<br>Bilbao Spanish | 570<br>—<br>— | BV | 1959 Indunaval S.A.—Bbo<br>*166·8'* 29' 8"<br>165' 8" 29' 6½" 13' 1"<br>2 dks | M Mchy.aft<br>1 Ho<br>3 Ha (26', 48½', 4'×13')<br>Der 6(3) | Oil 4SA 8Cy. 320×480 mm<br>1200bhp<br>Motorenw. Mannheim |
| 513665<br>DAUE<br>Df Esd<br>Rdr RT | **GROSSE FISCHERBANK**<br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | 133<br>47<br>— | DSRK | 1957 Schiffbau- u. Reparaturwerft—Stralsund<br>86' 11" 22' 0" 11' 7"<br>12' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>250bhp<br>Masch. Halberstadt |
| 671045 | **GROSSER BELT**<br>**Fischkombinat Rostock**<br>Rostock E. German | 644<br>—<br>— | | 1966 Elbewerft—Boizenburg<br>145' 4" 32' 10" 11' 6"<br>... ... ...<br>1 dk | M SternTrawling Factory Ship | Oil<br>1000bhp<br>Schwermasch. Karl |
| 513667<br>DAEJ<br>Esd<br>RTm/h/v | **GROSSER KURFÜRST**<br>**"Grosser Kurfürst" Heringsf. G.m.b.H.**<br>Emden W. German | 241<br>94<br>— | GL | 1935 Schulte & Bruns—Emd<br>*114·7'* 23' 0" 10' 6"<br>10' 8"<br>1 dk<br>R | M Fishing Mchy.aft<br>2 Ho 21¼', 32¾'<br>24 Ha | Oil 4SA 8Cy.<br>500bhp<br>Humboldt-Deutz<br>3×65, 23, 10kW 115V |

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| **GROSVENOR COURT**<br>exHaig Court-56<br>exKathleen Moller-51<br>**The People's Republic of China**<br>People's Rep. of China | *522*<br>*351*<br>841 | Classed LR until 11/60 | **1943** Levingston S.B. Co.—Orange<br>162′ 11″ 27′ 2″ 11′ 6 3⁄16″<br>155′ 0″ 27′ 0″ 12′ 10″<br>P43′ F27′ Trunk 90′ 1 dk | M Tanker Mchy.aft<br>L.31810 | Oil 4SA 6Cy. 305×380 mm<br>35t–1½pd<br>Enterprise Eng. & Fdry Co. S.Fo<br>9k |
| **GROTANGER**<br>**Magne Arvesen Partrederi**<br>Harstad Norwegian | **~~274~~ 252**<br>**~~102~~ 111**<br>— | | **1957** Haugsdal Skips.—Strusshamn<br>126′ 5″ 23′ 1″<br>23′ 0″ 12′ 0″<br>1 dk<br>len 66 | M Fishing Mchy.aft | Oil 2SA 4Cy. 280×420 mm<br>Wichmann Mtrf. Rub |
| **GROTEDYK**<br>**N.V. Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)**<br>Rotterdam Netherland | 7251<br>3816<br>10200 | **✠100A1** SS 9/67<br>**DTsf—vegetable oil**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2080 EL f†2¼″SQ | **1962–8** Rotterdamsche D.D. Maats.—Rot<br>534′ 5″ 67′ 8″ 26′ 11″<br>487′ 6″ 67′ 5″ 41′ 0″<br>F48′ 1 dk & S dk, 3rd dk except in No. 6 hold<br>Coll BH to S dk 7 to 2nd dk<br>rf 6″ DK fwd WB2535t incl. DTsf691t | M Ref OSD<br>6 Ho 47¼′, 59½′, 73¾′, 73¾′, 63′, 44½′<br>G.653191 B.598516 In.37223<br>6 Ha (stl) (22½′×18′) (35½′, 42′, 42′×23½′) (34′×19¾′) (23½′×23½′)<br>20W Der 2(75) 20(5) | Oil 2SA 8Cy. 750×1600 mm<br>10400bhp 1248t (hvf)<br>Gebr. Stork & Co. Hengelo<br>AuxB 100lb e (ex.g) 123lb<br>3×230kW 220V d.c. 17k |
| **GRÖTNES**<br>exGrimsbåen-64 exLiatrål-63<br>**Kåre Andreassen**<br>Tromsö Norwegian | 155<br>42<br>— | | **1957** Löland Motorverkstad A/L—Leirvik<br>96′ 2″ 22′ 1″<br>83′ 9″ 22′ 0″ 11′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 3Cy. 280×400 mm<br>240bhp<br>Wichmann Mtrf. Rub |
| **GRÖTTA**<br>**Gisli Thorsteinsson**<br>Reykjavik Icelandic | **~~226~~184**<br>~~88~~ 67<br>— | NV | **1963** Kaarbös M/V A/S—Harstad<br>109′ 6″ 22′ 4″ 11′ 5″<br>97′ 2″ 22′ 2″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 6Cy. 280×420 mm<br>600bhp (d.o)<br>Wichmann Mtrf. Rub<br>2×25kW 220V d.c. |
| **GROTTE DE PORT NISCOP**<br>**Adolphe Joannic**<br>Etel French | 107<br>30<br>— | BV | **1958** Ch. Herbert & Héraud—Etel<br>*73·2′* 21′ 4″<br>… … … | Wood M Fishing<br>2 Ha (each 3¼′×3′)<br>Der 1(2) | Oil 4SA 6Cy. 230×330 mm<br>300bhp<br>Etab. Duvant Vln<br>9½k |
| **GROUVILLE**<br>exEscaut-65<br>**Marine Enterprises (Malta) Ltd.**<br>**Maltese National Lines Ltd.**<br>~~Jersey~~ Malta British<br>Now **RACHEL PACE** See New Entries No. 11 | 384<br>182<br>583 | BV | **1947** Haarlemsche Schps. Maats.—Haarlem<br>160′ 9″ 24′ 9″ 10′ 11″<br>24′ 7″<br>P39′ F13′ 1 dk | M Mchy.aft<br>1 Ho 100′<br>B.24372<br>2W Der 2(2½) | Oil 4SA 8Cy. 270×500 mm<br>27½t<br>N.V. Werkspoor Ams<br>11k |
| **GROVE CITY VICTORY**<br>**United States Department of Commerce**<br>San Francisco United States | 7635<br>4691<br>10681 | AB | **1945** Permanente (Shpyd No. 2)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B 453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Westinghouse Elec. Corp. Pbg<br>2×300kW 240V d.c. 15k |
| **GROVEDALE**<br>exDonald B. Gillies-63<br>exJoseph G Butler, Jr.-35<br>**Redwood Enterprises Ltd.**<br>**Westdale Shipping Ltd.**<br>Hamilton Canadian | 7367<br>5233<br>10820 | AB | **1905** American S.B. Co.—Lorain<br>545′ 0″ 55′ 2″ 20′ 11½″<br>532′ 10″ 55′ 0″ 31′ 0″<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br>G.380000<br>32 Ha (each 9′×35′) | T 3Cy. 23½″ 38⅛″ & 63 3⁄16″×42″<br>1800ihp 400t (c)<br>American S.B. Co. Clv |
| **GROVEDALE H**<br>**John Harker Ltd.**<br>Hull British | 365<br>171<br>600 | | **1966** J. Harker Ltd.—Knottingley<br>165′ 6″ 22′ 0″ 10′ 0″<br>156′ 0″ 21″ 9′ 11′ 3″ | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×350 mm<br>400bhp<br>Motorenw. Mannheim Mhm |
| **GROVER C. HUTCHERSON**<br>**United States Department of Commerce**<br>Jacksonville United States | 7248<br>4443<br>10500 | AB | **1944** St. Johns River S.B. Co.—Jck<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **GROVERORT**<br>**Johannes Suhr**<br>Stade W. German | 424<br>251<br>690 | GL | **1957** Stader Schiffsw.—Stade<br>169′ 3″ 29′ 0″ 11′ 7″<br>150′ 11″ 28′ 10½″ 12′ 10″<br>1 dk | M<br>G.31080 B.29315<br>2 Ha | Oil 4SA 8Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. Kel<br>9½k |
| **GROZNIJ**<br>**U.S.S.R.**<br>Odessa Russian | 844<br>240<br>339 | | **1959** ……………………Russia<br>208′ 7″ 31′ 2″ 15′ 1″<br>31′ 0″ 17′ 11″ | D-E Whaler | 4 Oil 4SA each 6Cy. 318×330 mm connected to elec. motor & geared to sc. shaft<br>17¼k |
| **GROZNY**<br>**U.S.S.R.**<br>Odessa Russian | 8229<br>3942<br>9050 | | **1954** ……………………Russia<br>477′ 4″ 63′ 1″ 27′ 10½″<br>62′ 10″ 34′ 2″<br>P104′ B59′ F89′ 1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.532653 G.39482<br>1 Ha (19′×13′)<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430×610 mm<br>4000bhp 446t–10½pd<br>Russia<br>12½k |

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| 661214 | **GROZNY**<br>U.S.S.R.<br>Russian | 1250<br>557<br>— | | 1965 Angyalfold Works—Bdp<br>244' 4" 37' 2" 15' 4½"<br>... ... ...<br>1 dk | M | Oil |
| 540470<br>SPSU<br>Df Esd<br>Gc Rdr<br>RTv | **GRUDZIADZ**<br>Polish Government<br>Polish Ocean Lines<br>Gdynia Polish | 2872<br>1535<br>4561 | PR<br>✠Classed LR until 8/65 | 1963–8 Stocznia Szczecinska—Szn<br>372' 6" 51' 0" 20' 10"<br>343' 4" 50' 10" 37' 2"<br>F33' 1 dk & S dk<br>rf nil | M Ref OSD<br>4 Ho<br>G.278880 B.258155 In.24540<br>4 Ha (38½', 48', 36½'×21½')<br>(20½'×14½')<br>12W Der 1(25) 12(5) | Oil 2SA 8Cy. 500×1100 mm<br>4600bhp B&W<br>"Uljanik"<br>3×320, 320, 150kW 380V a.c. |
| 640450<br>UJKC<br>U1395<br>Df Esd<br>Gc Rdr | **GRUMANT**<br>U.S.S.R.<br>Murmansk Russian | 4699<br>2270<br>— | ✠LR class withdrawn—<br>Owners' request 7/67 | 1964–12 Burmeister & Wain—Cpn<br>337' 0" 52' 7" 18' 2½"<br>298' 7" 52' 6" 36' 5"<br>RFD 33' 2 dks, upper sparred dk in Nos. 1, 2 & 3 holds, lower sparred dk in Nos. 1 & 2 holds<br>rf 8" | M Fish Factory<br>In.119911 | Oil 2SA 6Cy. 500×900 mm<br>3100bhp<br>Burmeister & Wain<br>Controllable pitch propeller |
| 671277<br>UMXC<br>Df Esd<br>Gc Pld<br>Rdr RT | **GRUMANT**<br>U.S.S.R.<br>Murmansk Russian | 3361<br>1537<br>4300 | | 1967 Schiffswerft Neptun—Ros<br>343' 5" 21' 6"<br>314' 11" 47' 11" 26' 4"<br>2 dks | M | Oil 2SA 6Cy. 570×800 mm<br>3250bhp MAN<br>Dieselmotorenwerk |
| 513681<br>SGBN<br>9200<br>Df Esd<br>Gc Rdr<br>RT | **GRUNDSUNDA**<br>Rederi A/B Fredrika<br>Erik Högberg<br>Stockholm Swedish | 2394<br>1127<br>3730 | ✠100A1 SS 2/65<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN608 ~~EL v~~<br>EL v ptU2 | 1950–10 A/B Finnboda Varf—Skm<br>357' 0" 47' 2" 19' 6"<br>330' 10" 47' 0" 27' 11"<br>F38' 1 dk & S dk<br>Coll BH to S dk 4 to 2nd dk<br>rf 4" WB917t incl. Tunnel tanks 157t | M Ref OSD<br>G.188655 B.173680 In.46500<br>10W Der 1(20) | 2 Oil 2SA each 8Cy. 340×<br>electro-magnetic slip cou<br>gearing to sc. shaft<br>3040bhp<br>Atlas-Diesel |
| 513275<br>LMLW<br>RTm | **GRUNNVÅG**<br>exGodøy–65 exSunmöre–62<br>exMarga–47<br>Peder Arnesen<br>Hammerfest Norwegian | 219<br>117<br>310 | NV | 1937 Gebr. van Diepen—Waterhuizen<br>128' 2" 20' 11" 7' 0"<br>20' 9"<br>P38' F16' 1 dk<br>R | M Mchy.aft<br>1 Ho 78'<br>2 Ha (19½', 36'×13')<br>2W Der 2(3) 1(2) | Oil 2SA 4Cy. 230×400 mm<br>310bhp [illegible]<br>Alpha-Diesel A/S<br>3×1½ ,1½ ,1kW 24V d.c.<br>Directional propeller |
| 513682<br>PELH<br>Df RT | **GRUNO**<br>E., P. E., J. P. and H. A. Beck<br>Beck's Scheepvaartkantoor N.V.<br>Groningen Netherland | 400<br>210<br>610 | ✠100A1 SS 5/68 ~~SS 5/63~~<br>✠LMC<br>MN79 EL g | 1955–2 N.V. Smit v/h J. Smit & Zoon—Foxhol<br>165' 8" 26' 11" 10' 9½"<br>151' 11" 26' 9" 11' 10"<br>Q38' F26' 1 dk<br>RW 3BH<br>rf 4" WB158t | M Mchy.aft<br>1 Ho 100½'<br>G.28500 B.27200<br>2W Der 2(2) | Oil 4SA 6Cy. 290×450 mm<br>395bhp<br>Appingedammer Brons. |
| 513683<br>SELK<br>6403 | **GRUNO**<br>Bogser & Sjötransport<br>Stockholm Swedish | 130<br>94<br>— | | 1914 ......................Martenshoek<br>*99·8'* 17' 8"<br>... ...<br>R | M | Motor<br>160bhp<br>Kromhout Motorenfab. |
| 680716<br>Df Esd<br>Gc Rdr<br>RT | **GRUNWALD**<br>Polish Government<br>Polish Ocean Lines<br>Gdansk Polish | ~~8700~~ 6913<br>— 3673<br>—<br>~~10169~~ 10188<br>— 5797<br>— | NV | 1967 Helsingör Skibs. & Msk.—Hsg<br>503' 7" 65' 1" 27' 10½"/—<br>454' 5" 64'11½" 39' 8"<br>1 dk & S dk, 3rd dk in 2nd & 3rd holds | M OSD/CSD | Oil 2SA 7Cy. 620×1400 mm<br>7650bhp B&W<br>Helsingör Skibs. & Msk. |
| 513685<br>YTDG<br>Df Esd<br>Gc | **GRUZ**<br>exIndian City–57<br>Atlantska Plovidba<br>Dubrovnik Yugoslav | *7067*<br>*4349*<br>10319 | BS✳ SS 7/67<br>with freeboard<br>MBS✳<br>MN450 CT6920 C37 S32<br>JR | 1944–3 Bartram & Sons Ltd.—Sld<br>447' 0" 56' 4" 26' 9"<br>425' 0" 56' 0" 37' 8"<br>F36' 2 dks<br>R 7BH<br>WB1850t | S CSD<br>6 Ho 60', 61', 56', 16', 61', 62½'<br>G.548469 B.496155<br>6 Ha (31½', 31', 31', 13', 31', 31'×20')<br>12W Der 5(10) 5(5) 2(3) | T 3Cy. 24½" 39" & 70"×48"<br>2500ihp<br>N.E. Mar Eng. Co. (1938) Lt<br>3 SB 220lb Spt hs(7320)<br>2×15kW 110V d.c. |
| 513686<br>UPOV<br>M-2424<br>Df Esd<br>Gc Rdr | **GRUZIA**<br>exSobieski–50<br>U.S.S.R.<br>Odessa Russian | 11030<br>6302<br>5577 | ✠ | 1939–5 Swan, Hunter & Wgham Rchdsn—Nwc<br>511' 2" 67' 4" 25' 5"<br>67' 1" 36' 1"<br>3 dks & Shade dk<br>R | TM (760P)<br>5 Ho<br>G.189888<br>5 Ha (22½'×13½') (33½'×20½')<br>(12½'×13½') (32½', 20'×19½')<br>10W Der 4(5) 6(3) | 2 Oil 2DA each 8Cy. 450×<br>J. G. Kincaid & Co. Ltd |
| 680244<br>UWRY<br>RDM-<br>25402 | **GRYADUSHCHIJ**<br>U.S.S.R.<br>Odessa Russian | 534<br>—<br>212 | | 1960 Santierul Naval—Gtz<br>136' 2" 30' 11" 12' 5½"<br>16' 5" | M Tug | Oil 2SA 6Cy. 300×500 mm<br>[illegible] |
| 513687<br>LKEO | **GRY II**<br>Hans Sæternes<br>Kristiansund Norwegian | 103<br>43<br>135 | | 1939 Anders Kjösvik—Grötvågen<br>91' 5" 19' 6" 12' 0"<br>... ... ...<br>1 dk<br>len 55 | Wood M Fishing<br>2 Ha (4½'×4½') (16½'×7½')<br>1W Der 1(1½) | Oil 2SA 2Cy. 275×400 mm<br>150bhp NE62<br>A/S Heimdalmotor |

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| **GRYF**<br>exFinndana–67<br>exHansa Express–66<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | **2977**<br>1534<br>1096 | PR ~~NV~~ | **1962** Hanseatische Werft—Ham<br>315′ 0″ 52′ 1″ 14′ 7¾″<br>294′ 7″ 52′ 0″ 33′ 9″<br>2 dks & S dk<br>len 63 | TM Ferry OSD | 2 Oil 2SA each 6Cy. 500×700 mm<br>5760bhp<br>Nydqvist & Holm A/B Thn |
| **GRYF POMORSKI**<br>**Polish Government**<br>Dalekomorskie Bazy Rybackie<br>Szczecin Polish | **13872**<br>6444<br>9645 | | **1966** Stocznia Gdanska—Gdk<br>542′ 11″ 69′ 11″<br>69′ 9″ 37′ 11″<br>2 dks | M Fish Factory Mchy.aft<br>5 Ho 5 TwD<br>18W | Oil 2SA 6Cy. 620×1400 mm<br>7200bhp B&W 2961t<br>H.Cegielski Poz<br>15k |
| **GRYME**<br>exEdrie<br>**McCullum Sales Ltd.**<br>Vancouver Canadian | **123**<br>97<br>— | | ......................<br>*92·0′* 18′ 0″ 9′ 0″<br>.... .... ....<br>len 40 | Wood M Mchy.aft | Oil 12Cy. 4¼″×5″<br>NE63<br>General Motors Corp. Det |
| **GRZEGORZ**<br>**Przedsiebiorstwo Robot Czerpalnych & Podwodnych**<br>Gdansk Polish | **131**<br>—<br>— | PR | **1964** Schiffs. "Edgar Andre"—Mgd<br>94′ 4″ 21′ 5″<br>21′ 4″<br>1 dk | M Tug | Oil 4SA 6Cy. 320×480 mm<br>400bhp<br>Schwermasch. Karl Liebknecht Mgd<br>3×27, 27, 7kW 230V d.c. 10k |
| **GRZYWACZ**<br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin Polish | **184**<br>78<br>108 | PR | **1956** Stocznia Pólnocna—Gdk<br>113′ 0″ 22′ 3″ 8′ 7½″<br>99′ 6″ 21′ 11½″ 11′ 10″<br>1 dk<br>RW | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Masch. Buckau-Wolf Kel<br>5×66, 18, 6, 6, 3½kW 110/330V d.c. 9k |
| **GSHATSK**<br>**U.S.S.R.**<br>Vladivostok Russian | **3725**<br>1809<br>4150 | | **1963** Schiffswerft Neptun—Ros<br>347′ 2″ 47′ 10″ 21′ 6″<br>47′ 8″ 26′ 4″<br>2 dks | M<br>4 Ho<br>G.203660<br>4 Ha (22¼′×32½′) (29¼′, 29¼′×35¾′)<br>(29′×32½′)<br>8W Der 8(5) | Oil 2SA 6Cy. 570×800 mm<br>Masch. Augsburg-Nürnberg Ham<br>12½k |
| **GUADALAJARA**<br>exBalla–61 exGresham–37<br>exMargretian<br>Transportacion **Maritima Mexicana S.A.**<br>Vera Cruz Mexican | **2571**<br>1503<br>4780 | NV<br>✠Classed LR until 11/60<br>**BROKEN UP** | **1923–11** C. Hill & Sons Ltd.—Brs<br>314′ 0″ 43′ 6″ 22′ 7¾″<br>297′ 7″ 24′ 0″<br>F26′ 1 dk & S dk<br>R | M OSD Mchy.aft<br>G.275099 B.264782<br>10W Der 1(26) | Oil 2SA 6Cy. 545×700 mm<br>NE48 MAN 224t<br>General Mchy. Corp. Hamilton<br>11k |
| **GUADALEST**<br>Cia. Valenciana de Remolcadores **S.A.**<br>Barcelona Spanish | **120**<br>—<br>— | | **1965** Union Nav. de Levante—Bcl<br>85′ 4″ 22′ 6″ 8′ 0″<br>74′ 6″ 21′ 4″ 9′ 10″<br>1 dk<br>RW | M Tug | Oil 4SA 8Cy. 285×425 mm<br>500bhp<br>Masch. Augsburg-Nürnberg Aug<br>Controllable pitch propeller |
| **GUADALUPE**<br>(Cargo section)<br>exEsso Chattanooga–63<br>exEsso Trenton–47<br>(Fwd & aft sections)<br>exHenry M. Dawes–63<br>exSignal Hills–48<br>Sabine Towing & **Transportation Co. Inc.**<br>Baltimore United States | **10380**<br>6908<br>16660 | AB | **1941** (Cargo section) Sun S.B. & D.D Co.—Chester, Pa<br>**1945** (Fwd & aft sections) Marinship Corp.—Sausalito<br>525′ 6″ 68′ 4″ 29′ 9⅞″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW joined 63<br>rf 9″ | T-E Tanker Mchy aft<br>26 Ta<br>L.792660 | S Turb 7240shp driving 1 gen. 6600kW 4400V a.c. connected to elec. motor 7240shp (WL) 1470t (o.f)–50pd<br>Elliott Co. Jeannette<br>2×525kW 440V 60c/s a.c. 15k |
| **GUADALUPE**<br>Launched as Monasterio de Guadalupe<br>Cia. Trasatlantica **Española S.A.**<br>Barcelona Spanish | **10226**<br>8023<br>8366 | ✠**100A1** SS 2/66<br>with freeboard<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1460 EL (et) 2½″ | **1953–3** Soc. Española de Const. Nav.—Bbo<br>487′ 4″ 62′ 5″ 26′ 3½″<br>457′ 4″ 62′ 0″ 39′ 8″<br>F88′ 2 dks, 3rd dk except in No. 6 hold<br>R 8BH<br>DK fwd of mchy. space WB1307t | M (353P) Ref<br>5 Ho 48½′, 71′, 46′, 43′, 57½′<br>G.390806 In.15300<br>6 Ha (24½′, 32¼′, 27′, 10½′, 9¾′, 16′×19¾′)<br>Cr 1(40) 2(10) 12(3) Der 16(5) | Oil 2SA 10Cy. 720×1250 mm<br>7300bhp Sulzer 1146t (hvf)<br>Soc. Española de Const. Nav. Bbo<br>✠NWTAuxB 7/64–100lb<br>AuxB 100lb<br>3×220kW 220V d.c. 16½k |
| **GUADELOUPE**<br>exCanteleu–53<br>**Cie. Générale Transatlantique**<br>Bordeaux French | **4294**<br>2089<br>~~5802~~<br>6155 | ✠**100A1** SS 6/65<br>with fbd Tunnel side tanks & DTsf—wine FP above 150° F.<br>**LMC**<br>**Lloyd's RMC**<br>MN800 EL z 2¼″SQ | **1949–7** Davie S.B. & R. Co. Ltd.—Lauzon<br>420′ 6″ 55′ 2″ ~~22′ 3″~~ 22′ 9″<br>395′ 6″ 55′ 0″ 33′ 5″<br>F46′ 2 dks & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2318t incl. Tunnel tanks 1028t DTsf413t | M Ref OSD<br>5 Ho 49¾′, 45′, 38½′, 31¼′, 41¾′<br>G.328000 B.285000 In.15400<br>5 Ha (stl) (33¼′, 32½′, 20 , 30′, 22½′×17¾′) 1 Ha (w) (7½′×17¾′)<br>Der 5(5) 1(4) | Oil 2SA 8Cy. 600×1040 mm<br>Emade47fitted49 Sulzer<br>4000bhp 430t (d.o)<br>Forg. & Ch. de la Médit. Hav<br>3×225kW 220V d.c. 13½k |
| **GUANABARA**<br>**Companhia de Navegação** Lloyd Brasileiro<br>Rio de Janeiro Brazilian | **3996**<br>1978<br>6100 | ✠**100A1** SS 3/66<br>DTm & DTf—veg. oil<br>✠**LMC**<br>MN920 EL z 1$\frac{15}{16}$″SQ | **1960–5** Valmet O/Y—Hfs<br>416′ 0″ 54′ 8″ 22′ 2¾″<br>386′ 5″ 54′ 6″ 34′ 10″<br>P79′ F49′ 1 dk & S dk<br>Coll & 2BH to S dk 5 to 2nd dk<br>rf 1″ WB1545t incl. DTm515t DTf154t | M OSD/CSD Mchy.aft | Oil 2SA 8Cy. 500×1100 mm<br>4600bhp<br>Burmeister & Wain Cpn<br>AuxB 100lb |

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| 513696<br><br><br>Df Esd<br>Rdr | **GUANAHACABIBES**<br>exBacaladero I-61 exArktis-61<br>**Cia. Industrias Cubanas**<br>**Bacaladera y Similares**<br>**S.A.**<br>Havana Cuban | 319<br>103<br>— | | 1950 Howaldtswerke A.G.—Kel<br>*128·9'* 26' 0" 11' 10"<br>... ... ...<br><br>RW | M Fishing Mchy.aft | Oil 2SA 6Cy. 290 x 500 mm<br><br>Halberg Maschb. |
| 513697<br>EEQG | **GUANCHINERFE**<br><br>**José Rull Munté and others**<br>Teneriffe Spanish | 168<br>121<br>— | | 1920 A. Rodriguez & Cia.—LaP<br>*94·2'* 26' 2"<br>... ... ... | Wood Aux Sr | Oil 6Cy. 210 x 320 mm<br>270bhp NE—<br>Hanseatische Mot. Ges. |
| 650606<br>BDGI<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GUANG MING**<br><br>**The People's Republic of**<br>**China**<br>Canton<br>People's Rep. of China | 7314<br>4177<br>12446<br>10435<br>6375<br>— | ~~✠100A1~~<br>~~strengthened for heavy~~<br>~~cargoes~~<br>~~✠LMC~~<br>~~MN1320~~ ~~EL e[2]*OQ~~<br>✠Class **WITHDRAWN**<br>3/68 | 1965–5 N.V. Kon. Maats. "De Schelde"<br>—Fls<br>516' 5" 65' 10" 27' 6"/30' 7¾"<br>469' 4" 65' 7½" 41' 0"<br>F49' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf nil WB3939t incl. Tunnel tanks 401t DTmf 1764t | M OSD/CSD | Oil 2SA 6Cy 680 x 1250 mm<br>6600bhp Sulzer<br>N.V. Kon. Maats. "De Schelde"<br>AuxB 105lb |
| 513698<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GUANGHUA**<br>exSlapy-60 exMarianna-60<br>exHighland Princess-59<br>**The People's Republic of**<br>**China**<br>People's Rep. of China | *14216*<br>*8516*<br>8811 | <br><br>✠Classed LR until 3/62 | 1930–2 Harland & Wolff Ltd.—Bel<br>544' 6" 69' 2" 28' 8½"<br>520' 0" 69' 0" 43' 9"<br>B97' F155' 4 dks<br>R | TM Ref<br><br>B.555470 In.521000<br><br>18W | 2 Oil 2DA each 8Cy.<br>B&W<br>Harland & Wolff Ltd. |
| 513699<br>PUVT<br><br>Df Esd<br>Gc Rdr<br>RTm | **GUAPORE**<br>exFNP Maranhão-54<br>exMaranhão-53<br>**Petróleo Brasileiro S.A.**<br>**Petrobrás Frota Nacional**<br>**de Petroleiros**<br>Rio de Janeiro Brazilian | 10696<br>6298<br>16320 | ✠100A1 Dr 4yrs–3/66<br>oil tanker<br>✠LMC<br><br>MN1200 EL f†ptSQ | 1952–10 A/B Lindholmens Varv—Got<br>550' 11" 64' 2" 29' 11½"<br>515' 3" 64' 0" 38' 6"<br>P108' B36' F65' 1 dk<br>RW 12BH<br>WB137t | M Tanker Mchy.aft<br>20 Ta 1 Ho 31'<br>L.779892<br><br>Der 3(5) 1(1) | Oil 2SA 8Cy. 680 x 1500 mm<br>6000bhp<br>A/B Götaverken<br>2AuxB 150lb<br>2 x 165kW 220V d.c. |
| 671725 | **GUARANI**<br><br>**Government of Paraguay**<br>**(Flota Mercante del**<br>**Estado)**<br>Asunción Paraguayan<br>For later particulars see New Entries No. 3 | 995<br>—<br>1030 | 100A1<br>Class contemplated | Ast. de T. Ruiz de Velasco S.A.<br>—Bbo<br>241' 5" 37' 1" 12' 0"<br>214' 11" 36' 1" 20' 0" | M Mchy.aft | Oil 4SA 8Cy.<br><br>Motorenw. Mannheim |
| 513703<br>PUZS<br><br>Df Gc<br>RT | **GUARAPE**<br><br>**Companhia Paulista de**<br>**Comercio Maritimo**<br>Santos Brazilian | 3276<br>1863<br>— | <br><br>BV | 1944 Bethlehem Hingham—Hingham<br>*309·0'* 50' 2" 15' 0¾"<br>309' 0" 50' 0" 25' 0"<br>2 dks | TM Mchy.aft | 2 Oil 2SA each 12Cy.<br><br>General Motors Corp. |
| 513704<br>PUZU | **GUARAUNA**<br>exVaruna-52<br>**Companhia Paulista de**<br>**Comercio Maritimo**<br>Santos Brazilian | 1750<br>1150<br>— | <br><br>BV | 1942 Dravo Corporation—Pbg<br>*322·0'* 50' 0"<br>49' 10"<br>2 dks | TM | 2 Oil 4SA each 12Cy.<br>NE45<br>General Motors Corp. |
| 513705<br><br>192759<br>RTv | **GUARD MAVOLINE**<br><br>**Rail & Water Terminal of**<br>**Montreal Ltd.**<br>Halifax Canadian | 465<br>358<br>— | | 1941 A. & J. Inglis Ltd.—Gls<br>*153·6'* 27' 7" 13' 0"<br>... ... ...<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 48'<br><br>2 Ha (each 20' x 12')<br>Cr 1(5) 1(2½) | Oil 4DA 12Cy.<br>420bhp<br>General Motors Corp.<br>3 x 15, 9, 8kW d.c. |
| 510917<br><br>187688<br>Esd Pfd<br>RTh | **GUARDIAN CARRIER**<br>exEthel Everard-63<br>**New Zealand Cement**<br>**Holdings Ltd.**<br>Dunedin New Zealand | 1539<br>694<br>1686 | ✠100A1 **SS** 3/68 ~~SS 1/64~~<br><br>✠LMC<br><br>MN247 EL o | 1957–12 Grangemouth Dkyd Co. Ltd.—<br>Gmh<br>240' 11" 38' 2" 15' 8½<br>225' 0" 37' 10" 16' 0"<br>P58' Q108' F21' 1 dk<br>RW NS 5BH<br>rf 4" WB551t incl. DTm206t | M Cement Carrier Mchy.aft<br>2 Ho 56', 62'<br><br><br>Der 1(3) 1(1½) 1(1) | Oil 2SA 6Cy. 340 x 570 mm<br>1235bhp<br>Nydqvist & Holm A.B<br>3 x 50, 50, 25kW 220V d.c. |
| 513707<br>YVFX<br><br>Df Esd<br>Gc Rdr<br>RTm | **GUARICO**<br>exMette Skou-57<br>**Cia. Anon. Venezolana de**<br>**Nav.**<br>La Guaira Venezuelan | 4237<br>2325<br>6514 | ✠100A1 SS 10/65<br>tunnel side tanks and<br>DTsm—oil FP above<br>150° F. or veg. oil<br>Str. nav. ice<br>✠LMC<br>MN1240 EL z ptSQ | 1953–11 Kieler Howaldtswerke A.G.—<br>Kel<br>415' 5" 56' 6" 23' 9½"<br>382' 3" 56' 5" 35' 8"<br>F91' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2553t incl. DTm986t Tunnel tanks 262t | M (12P) OSD<br>5 Ho 29½', 35½', 33', 33', 33'<br>G.456375 B.420672<br>5 Ha (29½', 35½', 33', 33', 33' x 20')<br>12W Der 2(25) 12(5) | Oil 2DA 8Cy.<br>6200bhp MAN<br>Kieler Howaldtswerke A.G.<br>db 100lb<br>3 x 200kW 230V d.c. |
| 523464<br>EAHX<br><br>Df Esd<br>RTm | **GUARNIZO**<br>exMiguel Fleta-66<br>**Ignacio Vega Leguina**<br>Santander Spanish | 527<br>280<br>758 | ✠100A1 SS 9/64<br><br>✠LMC<br><br>MN160 EL i | 1953–10 Ast. G. Riera S.A.—Gjn<br>190' 11" 28' 4"<br>175' 4" 26' 11" 14' 1"<br>P35' F24' 1 dk<br>RW NS 4BH len 56<br>rf 2" WB230t | M Mchy.aft<br>2 Ho each 54'<br><br>2 Ha (30½', 32½' x 16½')<br>Der 4(1½) | Oil 4SA 6Cy.<br>1100bhp<br>Klöckner-Humboldt-Deutz<br>2 x 20kW 110V d.c. |
| 513708<br>PUGA<br><br>Df Esd<br>Gc | **GUARUJA**<br><br>**Companhia de Navegaçao**<br>**Bahiana**<br>Salvador Brazilian | 3847<br>2114<br>5000 | BV<br><br>✠Classed LR until 1/64 | 1960–7 Stocznia Gdanska—Gdk<br>355' 2" 48' 1" 21' 9½"<br>331' 6" 47' 11" 26' 3"<br>P27' B74' F37' 1 dk, 2nd dk in Nos. 1, 2 &<br>3 holds<br>rf 6" | S | C 4Cy.<br>exhaust turb<br>shaft<br>Z.U.T. Zgoda |

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| **GUASA**<br>Republica de Cuba<br>(Flota Cubana de Pesca)<br>Havana Cuban | 1139<br>524<br>2100 | BV | **1965** Ast. Construcciones S.A.—Vgo<br>210′ 1″ 37′ 10″ 24′ 1⅜″<br>184′ 9″ 37′ 5″<br>2 dks<br>RW | M Stern Trawler | Oil 4SA 8Cy. 390×680 mm<br>1850bhp Werkspoor 300t<br>Hijos de J. Barreras S.A. Vgo<br>12¾k |
| **GUATEMALA MARU**<br>Kawasaki Kisen K.K.<br>Kobe Japanese | 8938<br>5412<br>10738 | NK | **1966** Hitachi Zosen—Mukaishima<br>*435·7′* 68′ 5″ 28′ 1″<br>426′ 6″ 68′ 3″ 41′ 0″<br>B67′ F85′ 1 dk<br>RW<br>rf 4¾″ BK11¾″ | M (2P) Ref<br>5 Ho 48½′, 69′, 72½′, 72½′, 48½′<br>G.351595 B.328783 In.15680<br>5 Ha (stl) (23½′×20¼′) (46¼′, 46¼′, 43¾′, 37¾′×25¼′)<br>16W Cr 8(5) 8(3) Der 1(75) 2(20) 6(10) 8(5) | Oil 2SA 6Cy. 620×1400 mm<br>6120bhp B&W 910t (hvf)<br>Hitachi Zosen Osa<br>3×240kW 450V 60c/s a.c. 15¾k |
| **GUAXINDIBA SHELL**<br>Cia. de Navegaçao Shell-Mex do Brasil<br>Rio de Janeiro Brazilian | 273<br>127<br>146 | ✠100A– SS 6/67<br>oil tanker—FP above 150° F. Rio de Janeiro harbour service at a moulded draught of 4′ 11″<br>✠LMC<br>MN64 EL (e) ¾″ | **1950–1** W. J. Yarwood & Sons—Northwich<br>139′ 10″ 30′ 1″ 5′ 9″<br>134′ 3″ 30′ 0″ 5′ 11″<br>Q36′ F22′ 1 dk<br>R 10BH<br>WB19t | TM Tanker Mchy.aft<br>10 Ta<br>Der 1(1) | 2 Oil 4SA each 8Cy. 150×180 mm sr geared<br>320bhp 5t (d.o)<br>Gleniffer Engines Ltd. Gls<br>1×12½kW 110V d.c.<br>Directional propellers 9k |
| **GUAYANA**<br>Rederi A/B Nordstjernan<br>A. A. Johnson<br>Stockholm Swedish | 7152<br>4214<br>7890 | ✠100A1 SS 7/67<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>EL b† | **1948–5** A/B Götaverken—Got<br>455′ 5″ 56′ 7″ 26′ 2″<br>429′ 11″ 56′ 5″ 37′ 3″<br>F86′ 3 dks<br>7BH to U dk 1 to 2nd dk<br>WB1702t incl. Tunnel tanks 394t | TM Ref<br>G.452000 B.413000 In.85081 | 2 Oil 2SA each 6Cy. 630×1300 mm<br>7000bhp 1357t<br>A/B Götaverken Got<br>17k |
| **GUAYANA**<br>exArgo–63<br>Compania Anonima Venezolana de Navegacion<br>Ciudad Bolivar Venezuelan | 3541<br>2136<br>5280 | AB | **1963** Cia. Euskalduna—Bbo<br>366′ 3″ 51′ 1″ 20′ 1″<br>335′ 0″ 51′ 0″ 24′ 0″<br>1 dk<br>rf nil | M Mchy.aft<br>3 Ho 69′, 82′, 82′<br>G.259294 B.247252<br>3 Ha (stl) (57½′, 60′, 57½′×28′)<br>12W Der 1(15) 2(10) 10(5) | Oil 4SA 7Cy. 520×740 mm<br>2700bhp 335t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×150kW 440V 60c/s a.c. 12k |
| **GUAYRA**<br>Flota Argentina de Navegacion Fluvial<br>Buenos Aires Argentine | 785<br>448<br>— | | **1930** A. & J. Inglis Ltd.—Gls<br>182′ 1″ 36′ 0″ 6′ 3″<br>… … …<br>1 dk & Prom dk<br>RW | TM (115P) | 2 Oil 4SA each 6Cy. 310×550 mm<br>800bhp (d.o)<br>Harland & Wolff Ltd. Gls<br>3×35kW 220V d.c. |
| **GUBERTA BORISA**<br>U.S.S.R.<br>Russian | 3170<br>1225<br>— | | **1965** ……………………Russia<br>277′ 10″ 46′ 0″ 18′ 2″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |

Name should be **GUBERTAS BORISA** See New Entries **No. 3**

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| **GUDARZ**<br>Mehdi Karoon<br>Khorramshahr Iranian | 345<br>112<br>— | ✠Classed LR until 12/64 | **1954–9** Harima Zosensho—Aio<br>128′ 0″ 31′ 0″ 10′ 10″<br>118′ 1″ 29′ 6″ 14′ 1″<br>Raised Poop 11′ 1 dk, 2nd dk clear of ER<br>RW | S Tug | T 3Cy. $14\frac{13}{16}$″ 25″ & 41¾″×$27\frac{5}{16}$″<br>900ihp (o.f)<br>Harima Zosensho Aio<br>12k |
| **GUDBJÖRG**<br>Hrönn h/f<br>Isafirdi Icelandic | 256<br>104<br>220 | | **1967** Elbewerft—Boizenburg<br>110′ 10″ 8′ 10¼″<br>97′ 1″ 23′ 7″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy.<br>660bhp<br>Blackstone & Co. Ltd. Stamford |
| **GUDBJÖRG**<br>Arnar h/f<br>Sandgerdi Icelandic | 206<br>77<br>— | NV | **1963** A/B Marstrands M/V—Mtd<br>104′ 8″ 22′ 1″ 11′ 0″<br>93′ 6″ 21′ 11″ 11′ 10″<br>1 dk | M Fishing | Oil 4SA 8Cy. 240×260 mm<br>625bhp<br>Kromhout Motorenfab. Ams |
| **GUDBJÖRG**<br>Hrönn h/f<br>Isafirdi Icelandic | 110<br>32<br>— | | **1963** Djupviks Båtvarv A/B—Djupvik<br>91′ 10″ 22′ 10″ 8′ 4″<br>82′ 0″ 22′ 8″ 10′ 6″<br>1 dk | Wood M Fishing | Oil 2SA 6Cy. 222×292 mm<br>Lister Blackstone Mar. Ltd. Dursley |

Now **MATTHILDUR** See New Entries **No. 11**

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| **GUDJON SIGURDSSON**<br>exPétur Ingjaldsson–65<br>exBergur–62<br>exGudmundur Thorlakur–58<br>Sigurdur P. Oddsson<br>Vestmannaeyjum Icelandic | 100<br>41<br>— | | **1946** ……………………Oskarshamn<br>*76·3′* 18′ 8″<br>… … … | Wood M Fishing | Oil 2SA<br>300bhp NE54<br>Alpha-Diesel A/S Fkn |

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| 513713<br>SLFA<br>9454<br>Df Esd<br>Gc Rdr<br>RT | **GUDMUNDRÅ**<br>**Rederi A/B Fredrika**<br>Erik Högberg<br>Stockholm Swedish | *2557*<br>*1096*<br>3640 | ✠100A1 SS 10/63<br>~~Str. nav. ice~~<br>✠LMC<br>✠Lloyd's RMC<br>MN650 EL v | 1954-1 A/B Finnboda Varf—Skm<br>357' 8" 47' 2" 19' 5"<br>330' 11" 46' 11" 27' 10"<br>Q70' F82' 1 dk & S dk<br>Coll BH to S dk 4 to 2nd dk<br>WB851t incl. Tunnel tanks 193t | M Ref OSD<br>G.232985 B.216790 In.49170<br>10W Der 1(25) | Oil 2SA 9Cy. 520×960 mm<br>3250bhp<br>S.A. Fiat S.G.M. |
| 513714<br>XPYX<br>Df Esd<br>Pfd Rdr<br>RT | **GUDMUNDUR**<br>**N. J. Mortensen A/S**<br>Tvöroyri Faroese | 266<br>108<br>— | BV | 1961 At. & Ch. de la Manche—Dpe<br>119' 3" 23' 10" 10' 10"<br>102' 4" 23' 8" 12' 4"<br>1 dk | M Trawler | Oil 4SA 6Cy. 280×410 mm<br>400bhp<br>A/S Motfb. Gamma |
| 513716<br>TFQW<br>Df Esd<br>Rdr RT | **GUDMUNDUR PÉTURS**<br>**Baldur h/f**<br>Bolungarvik Icelandic | 249<br>80<br>— | | 1958 Volkswerft Stralsund—Stralsund<br>126' 11" 24' 0"<br>... ... ... | M Trawler | Oil<br>800bhp<br>Motorenw. Mannheim |
| 513717<br>TFBD<br>Df Esd<br>Rdr RT | **GUDMUNDUR THORDARSON**<br>**Baldur Gudmundsson**<br>Reykjavik Icelandic | 209<br>67<br>— | | 1957 Haugsdal Skipsbyggeri—Strusshamn<br>104' 6" 22' 10"<br>93' 0" 22' 7½" 11' 5"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 4Cy. 280×420 mm<br>320bhp<br>Wichmann Mtrf. |
| 513720<br>T25 | **GUDRUN**<br>exRagnhild-35<br>**Abdallah Nazem Gandour**<br>Tripoli Lebanese | 1174<br>648<br>1820 | | 1919 A/S Fredriksstad M/V—Fks<br>239' 0" 36' 1" 15' 1½"<br>35' 11"<br>P20' B62' F26' 1 dk<br>R | S<br>G.94000 B.86000<br>4W | T 3Cy. 16½" 26" & 44"×30"<br>A/S Fredriksstad M/V |
| 640331<br>TFKF<br>Df Esd<br>Rdr RT | **GÚDRUN**<br>**Asar h/f**<br>Hafnarfirdi Icelandic | 231<br>87<br>— | NV | 1964 Brattvåg Skipsinnredning & J. Johansens Sveiseverksted—Brattvåg<br>110' 5" 22' 2" 10' 10½"<br>97' 0" 22' 0"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 4Cy. 280×420 mm<br>600bhp<br>Wichmann Mtrf. |
| 513721<br>DGMV | **GUDRUN**<br>**Erich Hanke**<br>Hamburg W. German | 179<br>118<br>245 | BV | 1909 J. Frerichs & Co. A.G.—Einswarden<br>*105·6'* 21' 4"<br>10' 3"<br>P20' 1 dk<br>R len 52 | Aux | Oil 4SA 4Cy. 220×330 mm<br>133bhp Emade36fitted—<br>Fahrzeug & Motorenw. |
| 513722<br>JXBC<br>Df Esd<br>Gc Rdr<br>RT | **GUDRUN BAKKE**<br>**D/S A/S Golden Gate**<br>Knut Knutsen O.A S.<br>Haugesund Norwegian | 9740<br>5685<br>10500 | NV | 1958 A/B Götaverken—Got<br>506' 8" 65' 1" 28' 7"<br>465' 0" 65' 0" 41' 6"<br>3 dks, 4th dk in No. 3 hold<br>rf 6" | M Ref<br>7 Ho<br>G.613000 B.434375 In.141625<br>7 Ha (25½', 33½', 43', 33½', 18½', 18½', 22½'×18½')<br>20W Cr 2(3) Der 1(40) 1(15) 4(10) 16(5) | Oil 2SA 9Cy. 760×1500 mm<br>10650bhp<br>A/B Götaverken |
| 533526<br>DNJV<br>RT | **GUDRUN BONERTZ**<br>exSouthern Boxer-65<br>exBusen 7-60 exCarnarvon-56<br>**Hans Bonertz**<br>Hamburg W. German<br>Now **ÖLSAUGER V** See New Entries No. 4 | 578<br>230<br>— | GL<br>✱Classed BC until 1/65 | 1950-5 A. & J. Inglis Ltd.—Gls<br>179' 2" 31' 1" 16' 1"<br>160' 0" 31' 0" 17' 6"<br>1 dk<br>RW conv whaler 65<br>BK8" | S Mchy.aft<br>1W | T 4Cy. 18½" 31" & (2) 36"<br>1800ihp Emade40fitted<br>N.E. Mar. Eng. Co. (1938) |
| 661798<br>TFFI<br>Df Esd<br>Rdr RT | **GUDRUN GUDLEIFSDOTTIR**<br>**Midfell h/f**<br>Hnifsdal Icelandic | ~~264~~ 208<br>~~114~~ 77<br>— | | 1965 Elbewerft—Boizenburg<br>*103·6'* 23' 8"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 222×292 mm<br>600bhp<br>Lister Blackstone Mar. Ltd |
| 513723<br>TFVI<br>Df Esd<br>Rdr RT | **GUDRÚN JÓNSDÓTTIR**<br>**Gunnvör h/f**<br>Isafirdi Icelandic | 156<br>56<br>— | | 1962 Flekkefjord Slip & Mask.—Flekkefjord<br>95' 10" 22' 3"<br>83' 9" 22' 0" 11' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 8¾"×11½"<br>495bhp<br>Lister Blackstone Mar. Ltd |
| 672538<br>OVJF<br>Df Esd<br>Rdr RT | **GUDRUN NORDFISK**<br>**I/S Nordfisk**<br>P. E. Nielsen<br>Skagen Danish | 125<br>65<br>— | | 1967 Schpsb. K. Hakvoort—Monnickendam<br>91' 11" 20' 8"<br>80' 0" 20' 4" 10' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 7Cy.<br>590bhp<br>Alpha-Diesel A/S |
| 641358<br>TFKK<br>Df Esd<br>Pfd Rdr<br>RT | **GUDRÚN THORKELSDÓTTIR**<br>exJón Kjartansson-67<br>**Jón Kjartansson h/f**<br>Eskifirdi Icelandic | 278<br>118<br>— | ~~NV~~ | 1963 Kaabös M/V A/S—Harstad<br>119' 4" 24' 0" 12' 6"<br>105' 3" 23' 10"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 6Cy. 280×420 mm<br>600bhp<br>Wichmann Mtrf. |
| 650190<br>SGKE<br>10564<br>Df Esd<br>Pfd Rdr<br>RTm/v | **GUDUR**<br>**Stockholms Rederi A/B Svea**<br>Curt Högberg<br>Stockholm Swedish | 1599<br>809<br>2480 | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN484 EL t1¾"SQ | 1965-2 A/B Finnboda Varf—Skm<br>307' 9" 45' 3" 16' 7¾"<br>277' 11" 45' 1½" 25' 7"<br>P76' F41' 1 dk & S dk<br>Coll & mchy. BH to S dk 3 to 2nd dk<br>rf 2" WB674t incl. DTf110t | M (2P) OSD Mchy.aft<br>2 Ho 85½', 93½'<br>2 Ha (stl) (each 59½'×23½')<br>Cr 2(5) Der 2(5-20) | Oil 2SA 5Cy.<br>2420bhp<br>S.A. Fiat S.G.M.<br>3×136kW 220/440V |

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| **GUDVANGEN**<br>**Fylkesbaatane i Sogn & Fjordane**<br>Bergen<br>Norwegian | 313<br>132<br>— | | 1954 A/S Bergens M/V—Bgn<br>*123·0'* 30' 5"<br>119' 8" 30' 4" 12' 0"<br>1 dk | M Ferry Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>660bhp<br>Klöckner-Humboldt-Deutz Kln |
| **GUDVILL**<br>exHolberg-61<br>**D/S A/S Gudvin**<br>H. Gjerpen & Co.<br>Oslo<br>Norwegian | 2333<br>1368<br>3777<br>**3809**<br>2118<br>5295 | NV<br>✠Classed LR until 12/50 | 1949-1 Smith's Dock Co. Ltd.—Mdb<br>357' 6" 49' 0" 19' 0½"/22' 10⅞"<br>331' 10" 48' 10" 29' 9"<br>P120' F30' 1 dk & S dk<br>RW | M (6P) OSD/CSD Mchy.aft<br>3 Ho 94½', 92¼', 42½<br>G.291902 B.270562<br>5 Ha (each 27'×26')<br>10W Der 1(20) 10(5) | Oil 2SA 3Cy. 560×2160 mm<br>2100bhp Doxford 530t (d.o)<br>Wallsend Slpwy & E. Co. Ltd. Wal<br>3×75kW 220V d.c. 13k |
| **AMYNA** See New Entries No. **1** | | | | | |
| **GUDVIN**<br>exStavern-66<br>**D/S A/S Gudvin and Others**<br>H. Gjerpen & Co.<br>Oslo<br>Norwegian | **6499**<br>3465<br>—<br>**9048**<br>4966<br>12450 | **✠100A1** SS 10/67<br>tunnel side tanks—vegetable oil when no other oil in adjacent tanks<br>Str. nav. ice<br>**✠LMC**<br>MN1280 EL d†2$\frac{3}{16}$"SQ | 1958-7 Swan, Hunter & Wghm Rchdsn —Wal<br>484' 7" 64' 2" 27' 0¾"/30' 5½"<br>452' 1" 64' 0" 40' 0"<br>P33' F97' 1 dk & S dk<br>7BH<br>rf 4" WB2817t incl. Tunnel tanks 1114t | M (6P) OSD/CSD<br>5 Ho 51', 72', 71½', 66', 66'<br>G.646910 B.580900<br>5 Ha (stl) (24¾'×20') (37¼', 34¾', 32'×24') (29½'×20')<br>16W Der 1(25) 1(10) 6(5) | Oil 2SA 6Cy. 670×2320 mm<br>6400bhp Doxford 1814t (hvf)<br>Wallsend Slpwy Co. Ltd. Wal<br>AuxB (o.f) 120℔<br>✠NAuxB (ex.g) 11/65-120℔<br>3×180kW 220V d.c. 15¼k |
| **GUDVOR**<br>exStaholm-62 exBlack Swan-60<br>exStaholm-57<br>**D/S A/S Gudvin**<br>H. Gjerpen & Co.<br>Oslo<br>Norwegian | **5520**<br>3094<br>8840 | **✠100A1 SS** 5/68 ~~SS 5/63~~<br>DTsm—oil FP above 150° F. or vegetable oil<br>**✠LMC**<br>MN1000 EL c†2⅛"SQ | 1954-9 Swan, Hunter & Wghm Rchdsn —Wal<br>461' 1" 60' 7" 25' 7½"<br>431' 0" 60' 6" 38' 9"<br>P37' F94' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2494t incl. Tunnel tanks 263t DTm1032t | M (6P) OSD<br>5 Ho 51½', 70', 59', 72', 64'<br>G.557550 B.504756<br>5 Ha (stl) (24¾'×20') (36½', 33½', 32', 28½'×21')<br>16W Der 1(25) 10(5) | Oil 2SA 5Cy. 670×2320 mm<br>5000bhp 1912t (hvf)<br>Wallsend Slpwy Co. Ltd. Wal<br>AuxB 120℔<br>3×175kW 220V d.c. 14½k |
| **GUEDEL**<br>**Régie Départementale du Morbihan**<br>Cie. Morbihannaise de Nav.<br>Nantes<br>French | 233<br>58<br>120 | BV | 1930 L. Duteil & Cie.—Nts<br>*107·3'* 23' 1" 7' 3½"<br>… … …<br>1 dk<br>R | M (500P)<br>1 Ho 28¼'<br>1 Ha (stl) (16¾'×7½')<br>Der 1(3) | Oil 4SA 6Cy. 275×420 mm<br>350bhp 10t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>1×3kW 110V d.c. 10k |
| **GUENOLA**<br>Ferdinard & **Henri Valle and Pierre Maney**<br>Sables d'Olonne<br>French | 103<br>24<br>— | | 1956 Ch. Donnart—Concarneau<br>*69·7'* 21' 6"<br>… … … | Wood M Fishing | Oil 4SA 6Cy. 230×300 mm<br>Etab. Crepelle Lille |
| **GUER-AIKE**<br>exPunta Paramo-66<br>exFrancis Chorin-58<br>exAndrew Jackson Higgins-55<br>Argentine **Government (Yacimientos Carboniferos Fiscales)**<br>Buenos Aires<br>Argentine | 2798<br>2143<br>4400 | | 1945 Missouri Valley B. & I. Wks—Evansville<br>327' 9" 50' 2" 16' 4"<br>50' 0"<br>2 dks | TM Mchy.aft<br>G.164000 B.147600<br>8W Der 10(10) 2(2) | 2 Oil 2SA each 12Cy. 215×255 mm<br>607t<br>General Motors Corp. Det<br>10k |
| **GUERNICA**<br>**Naviera Vizcaina S.A.**<br>Bilbao<br>Spanish | **21608**<br>9107<br>33104 | **✠100A1** SS 10/66<br>oil tanker<br>**✠LMC**<br>MN3100 EL p†2$\frac{13}{16}$"SQ | 1952-11 Empresa Nac. "Bazan"—Frl<br>664' 11" 87' 6" 35' 3"<br>629' 11" 87' 1½" 46' 8"<br>P138' B42' F82' 1 dk<br>RW 16BH<br>rf 6" WB6124t incl. 3246t in clean ballast tanks | S Tanker Mchy.aft<br>28 Ta<br>L.1476159 HeCls. BC<br>Der 2(5) 2(3) 2(2½) | 2 S Turb dr geared to sc. shaft<br>15500shp 3090t (o.f)-75pd<br>Parsons Marine Turb. Co. Wal<br>2WTB 690℔ Spt 850° F. 610℔ hs20830<br>2 sg 150℔<br>2×600kW 440V 60c/s a.c. 16¼k |
| **GUERNIKA 'KO ARBOLA**<br>**Marcelo Ensunza**<br>Vigo<br>Spanish | 400<br>200<br>525 | | 1967 Const. Nav. Santodomingo—Vgo<br>148' 9"<br>131' 3" 27' 4½" 14' 2"<br>1 dk<br>rf 3" | M Trawler Mchy.aft<br>1 Ho 70¼'<br>B.40000<br>3 Ha (stl) (7'×6') (2½'×2½') (7'×6') | Oil SA<br>1200bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>4×165, 30, 30, 30kW 110/440V d.c. 12k |
| **GUERVEUR**<br>**Régie Départementale du Morbihan**<br>Cie Morbihannaise de Navigation<br>Nantes<br>French | 457<br>173<br>— | BV | 1966 Ch. de la Perrière—Lorient<br>147' 1"<br>130' 6" 33' 2" 19' 4"<br>1 dk | TM Ferry Mchy.aft<br>1 Ha (7¾'×9')<br>Der 2(4) | 2 Oil 4SA each 6Cy. 250×280 mm<br>1200bhp<br>Soc. Crépelle Lille<br>13k<br>12k |
| **GUET N'DAR**<br>**Société Senegalaise d'Armement à la Pêche**<br>Dakar<br>Senegal | 257<br>95<br>550 | BV | 1966 Chantiers Krebo—Concarneau<br>*93·4'*<br>… … …<br>1 dk | Wood M Fishing<br>8 Ha<br>Der 1(¾) | Oil 4SA 12Cy. 175×180 mm<br>600bhp 70t<br>Soc. Alsacienne de Const. Méc. Mulhouse<br>11k |
| **GUGLIELMO MARCONI**<br>**Lloyd Triestino Soc. per Azioni di Nav.**<br>Genoa<br>Italian | **27905**<br>15762<br>9490 | **✠100A1** CS 10/67<br>700' 11"(incl.BB)<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN8800 EL t†3⅛"SQ<br>AB RI | 1963-10 C.R.D. Adriatico—Mfl<br>~~700' 11"~~ 94' 2" 28' 4¾"<br>619' 1" 93' 10" 47' 9"<br>B421' F107' UprB383' 2 dks, 3rd & 4th dk except in mchy. space<br>13BH<br>rf 17" WB2784t | TS (1700P) Ref<br>4 Ho<br>In.5650 | 4 S Turb dr geared to sc. shaft<br>44000shp De Laval (o.f)<br>C.R.D. Adriatico Tri<br>3WTB 810℔ Spt 878° F. 740℔ hs48069<br>sg 142℔ 24k |
| **GUGLIELMO OBERDAN**<br>**Luigi Micucci**<br>Pescara<br>Italian | 152<br>99<br>— | | 1938 Luigi Anconetani—Portocivitanova<br>94' 4" 26' 1"<br>… … …<br>1 dk | Wood Aux Sr | Oil 2SA 2Cy. 300×310 mm<br>Emade46fitted —<br>J. & C. G. Bolinders M/V Skm |

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| 651717 | **GUI-HAI 151**<br>**The People's Republic of China**<br>Wanpoo<br>People's Rep. of China | 212<br>78<br>— | NK | **1965** Shikoku Dock Co.—Takamatsu<br>*110-8'* 24' 5" 7' 10"<br>108' 2" 24' 3" 9' 6"<br>1 dk<br>RW | M Mchy.aft<br>G.10347 B.9641<br>2 Ha (each 8½' × 8½') | Oil 4SA 6Cy. 270 × 406 mm<br>600bhp<br>Hanshin Nainenki Kogyo |
| 651718 | **GUI-HAI 152**<br>**The People's Republic of China**<br>Wanpoo<br>People's Rep. of China | 212<br>78<br>— | NK | **1965** Shikoku Dock Co.—Takamatsu<br>*110-8'* 24' 5" 7' 10"<br>108' 2" 24' 3" 9' 6"<br>1 dk<br>RW | M Mchy.aft<br>G.10347 B.9641<br>2 Ha (each 8½' × 8½') | Oil 4SA 6Cy. 270 × 406 mm<br>600bhp<br>Hanshin Nainenki Kogyo |
| 651719 | **GUI-HAI 153**<br>**The People's Republic of China**<br>Wanpoo<br>People's Rep. of China | 212<br>78<br>— | NK | **1965** Shikoku Dock Co.—Takamatsu<br>*110-8'* 24' 5" 7' 10"<br>108' 2" 24' 3" 9' 6"<br>1 dk<br>RW | M Mchy.aft<br>G.10347 B.9641<br>2 Ha (each 8½' × 8½') | Oil 4SA 6Cy. 270 × 406 mm<br>600bhp<br>Hanshin Nainenki Kogyo |
| 650244<br>ZENE<br>317293<br>Rdr RT | **GUIA**<br>**Far East Hydrofoils Co. Ltd.**<br>Hong Kong British | 134<br>71<br>— | **100A1** SS 11/68<br>hydrofoil craft—Hong Kong—Macao service<br>**LMC**<br>MN460 EL (a) | **1964**–10 Hitachi Zosen—Kawasaki<br>90' 5" 19' 8"<br>81' 1" 19' 2"<br>1 dk<br>4BH<br>rf 37" | Aluminium Alloy TM Hydrofoil | 2 Vee Oil 4SA each 12Cy.<br>2300bhp with flexible<br>reverse gears & magnetic<br>Mercedes-Benz<br>Ikegai Tekkosho |
| 513742<br>IRGI<br>750 | **GUICCIARDINI**<br>exNuova Italia–55<br>**V. Mastropasqua & Figli**<br>Molfetta Italian | 115<br>91<br>— | | **1922** G. Deternovaz—Rovigno<br>91' 6" 24' 1"<br>79' 9" 23' 3" 9' 2" | Wood Aux Sr | Oil 4SA 4Cy. 210 × 300 mm<br>NE51<br>Officine Meccaniche |
| 642186<br>GNWK<br>306183<br>Df Pfd<br>Rdr<br>RTv | **GUIDESMAN**<br>**Helmsman Shipping Co. Ltd.**<br>C. Rowbotham & Sons (Management) Ltd.<br>London British | 799<br>379<br>1172 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>MN190 EL k | **1964**–11 Drypool Eng. & D.D. Co. Ltd.—Hul<br>203' 0" 30' 10" 12' 9¾"<br>190' 8" 30' 6" 14' 0"<br>P49' F31' Trunk 111' 1 dk<br>8BH<br>rf 3" WB189t | M Tanker Mchy.aft<br>10 Ta<br>L.52935 | Vee Oil 2SA 12Cy.<br>950bhp Brons<br>Drypool Eng. & D.D. Co. Ltd.<br>db 120lb |
| 670871<br>5TGH<br>PE67<br>Df Esd<br>Pfd Rdr<br>RT | **GUIDIMAKA**<br>**Government of Mauritania**<br>Soc. Mauritanienne d'Armement & de Pêche (S.O.M.A.P.)<br>Port Etienne Mauritanian | 279<br>133<br>— | BV | **1966** S.I.C.C.Na.—St.M<br>109' 1"<br>92' 6" 24' 7" 12' 5"<br>1 dk | M Stern Trawler Mchy.aft | Oil 4SA 12Cy.<br>reduction geared<br>Soc. Alsacienne Con. Méc. |
| 503335<br>WA2653<br>229342<br>RT | **GUIDING LIGHT**<br>exBabe Sears–63<br>**Anthony Figuenick**<br>Gloucester United States | 106<br>72<br>— | | **1930** A. D. Story—Essex, Mass<br>*86-9'* 21' 6"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 4DA 6Cy. 280 × 380 mm<br>275bhp<br>Union Diesel Eng. Co. |
| 513744<br>WCRH<br>239064<br>Df Esd<br>Gc | **GUIDING STAR**<br>exSanta Isabel–48<br>exEmpire Egret–42<br>exNightingale–41<br>**United States Department of Commerce**<br>New York United States | 8223<br>5343<br>9503 | AB | **1939** Newport Ns S.B. & D.D. Co.—N.Ns<br>*439-0'* 63' 2" 25' 10¾"<br>435' 0" 63' 0" 31' 6"<br>B77' 2 dks & S dk<br>RW<br>rf nil | S Ref OSD<br>5 Ho<br>B.490000<br>5 Ha | 2 S Turb dr geared to sc.<br>6600shp<br>Newport Ns S.B. & D.D. Co. |
| 671191<br>IOMO<br>417<br>Esd Rdr<br>RT | **GUIDO**<br>**Bigoni & Tesei**<br>Ancona Italian | 109<br>32<br>— | | **1967** Cant. Nav. Mario Morini—Anc<br>92' 6" 22' 7" 7' 10"<br>70' 6" 21' 9" 10' 5"<br>1 dk | Wood M Trawler Mchy.aft | Oil 4SA 6Cy.<br>Motorenw. Mannheim |
| 513746<br>IBGQ<br>339<br>Df Esd<br>Gc Rdr<br>RTv | **GUIDO DONEGANI**<br>**"Carbogas" Soc. di Nav. S.p.A.**<br>Palermo Italian | 11252<br>5986<br>16404 | AB RI<br>✠Classed LR until 12/63 | **1955**–12 Ansaldo S.p.A.—Spz<br>542' 11" 68' 11" 30' 5½"<br>502' 0" 68' 7" 40' 1"<br>P108' F52' 1 dk<br>RW<br>rf 6" | M Bulk Carrier Mchy.aft<br>6 Ho<br>G.734240<br>6 Ha | Oil 2SA 7Cy. 750 × 1320 mm<br>5500bhp<br>Fiat Stab. Mecc. |
| 513747<br>IOMP<br>186 | **GUIDO VERNI**<br>**G. Monaco and others**<br>Olbia Italian | 199<br>141<br>— | RI | **1946** Cola Rizziero—Gabicce<br>113' 10" 24' 4"<br>97' 5" 23' 10" 11' 0"<br>1 dk | Wood Aux | Oil 4SA 6Cy. 240 × 360 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 650590<br>EEPA<br>RT | **GUILLERMITA**<br>**Jose Vaqueriza**<br>San Sebastian Spanish | 107<br>59<br>— | | **1964** Ardeag S.L.—Bbo<br>88' 4" 20' 10"<br>75' 5" 20' 8" 10' 4"<br>RW | M Trawler | Oil 6Cy.<br>150bhp Baudouin<br>Motores Volné |

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| **GUILLERMO**<br>exRebeverett-62<br>exCoastal Buccaneer-48<br>**Philippine Steam Nav. Co.**<br>Manila Philippine | 3981<br>2364<br>8190 | **BROKEN UP** | AB | **1945** Consolidated Stl Corp.—Wmg, Cal<br>338′ 8″ 50′ 4″ 23′ 5″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>rf nil | M Ref Mchy.aft<br>4 Ho 36′, 70′, 60′, 28′<br>G.249835 B.227730 In.9830<br>1 Ha (stl) (20′×20′)<br>3 Ha (w) (40′, 40′×20′) (8′×9′)<br>16W Der 1(30) 6(5) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 702t (hvf)<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 240V d.c. 10k |
| **GUILLERMO CHAVEZ**<br>**FELISOLA**<br>**Republica de Cuba**<br>Havana Cuban | 113<br>41<br>— | ✠LR class withdrawn<br>4/67 | | **1963–12** Angyalföld Works—Bdp<br>95′ 0″ 22′ 8″ 10′ 1½″<br>85′ 6″ 21′ 4″ 10′ 8″<br>RAD6′ RFD11′<br>3BH<br>WB17t | M Tug | Oil 4SA 8Cy. 315×450 mm<br>865bhp<br>Lang Eng. Works Bdp |
| **GUIMARÀES**<br>**Pereira Mendes & Cia.**<br>Leixões Portuguese | 169<br>48<br>— | ✠100A1<br>trawler<br>**✠LMC**<br>MN120 | SS 9/65<br>EL (b) h | **1961–8** Est. São Jacinto—Aveiro<br>107′ 7″ 23′ 0″ 9′ 2¼″<br>93′ 5″ 22′ 7½″ 11′ 8″<br>F22′<br>RW 4BH<br>rf 31″ BK7″ | M Trawler | Oil 2SA 6Cy. 290×420 mm through friction coupling<br>600bhp<br>Masch. Kiel A.G. Kel<br>Controllable pitch propeller |
| **GUIMARAS**<br>exSidi-Aich-64<br>**Compania Maritima**<br>Manila Philippine | 2386<br>1116<br>1775<br>3555<br>1868<br>2621 | | AB BV | **1957** At. & Ch. de Bretagne—Nts<br>323′ 6″ 48′ 9″ 20′ 0½″/—<br>295′ 3″ 48′ 7″ 31′ 2″<br>F82′ 1 dk & S dk<br>rf 8″ | M Ref OSD/CSD<br>4 Ho 57′, 46′, 46′, 23½′<br>G.157085 B.141200 In.16238<br>4 Ha (24¾′, 29′, 22¼′×16½′) (16½′×9¾′)<br>8W Der 2(12) 4(8) | Oil 2SA 4Cy. 600×2000 mm<br>4000bhp Doxford (hvf)<br>Ch. de Provence Msl<br>4×120, 120, 100, 100kW 220V d.c. 15¼k |
| **GUIMERA**<br>exBulby exGeorge Darby<br>Gumersindo **Roura S.L.**<br>Corunna Spanish | 369<br>187<br>— | Classed LR until 7/31 | | **1918** Bow, McLachlan & Co. Ltd.—Psy<br>*141·8′* 23′ 4″<br>… … …<br>R | S Trawler | T 3Cy. 12½″ 21″ & 35″×26″<br>940ihp 150t (o.f)<br>Fawcett, Preston & Co. Ltd. Liv<br>10k |
| **GUINEEKUST**<br>**N.V. Stoomv. Maats.**<br>**"Nederland"**<br>N.V. Hollandsche Stoomb.<br>Maats.<br>Amsterdam Netherland<br>Now **EEMSTROOM** See New Entries No. 3 | 3349<br>1711<br>4743 | ✠100A1<br>DTsa & tunnel side tanks.<br>No. 4 hold—vegetable oil<br>**✠LMC**<br>MN660 | SS 11/64<br>EL x 2⅛″SQ | **1955–2** A. Vuijk & Zonen—Capelle<br>388′ 4″ 51′ 2″ 21′ 0⅝″<br>356′ 0″ 50′ 10″ 30′ 2″<br>P30′ F44′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4¾″ WB893t incl. Tunnel tanks 540t | M (8P) OSD<br>4 Ho 65¼′, 71¼′, 68¾′, 64¼′<br>G.297946 B.271693<br>4 Ha (29¼′×14¾′) (41¼′, 41¼′, 29¾′×18′)<br>12W Der 1(35) 4(5–10) 8(3–5) | Oil 2SA 6Cy. 680×1250 mm<br>3300bhp 725t (hvf)<br>N.V. Werkspoor Ams<br>AuxB 100℔<br>3×150kW 220V d.c. 14½k |
| **GUISA**<br>Republica de **Cuba**<br>Havana Cuban | 7000<br>3693<br>10403<br>9390<br>5238<br>12873 | ✠100A1<br>strengthened for heavy cargoes DTsf—veg. oil<br>Ice Class 2<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1920 | EL e†2¼″SQ | **1966–10** Soc. Española de Const. Nav.—Cdz<br>514′ 7″ 64′ 9″ 26′ 3″/29′ 9¼″<br>470′ 0″ 64′ 6″ 38′ 6″<br>Ba149′ F48′ 1 dk & S dk<br>RW 3BH to S dk, 5 to 2nd dk<br>rf 3″ WB2454t | M Ref OSD/CSD<br>In.40000 | Oil 2SA 6Cy. 760×1500 mm<br>9600bhp<br>Soc. Española de Const. Nav. Cdz<br>AuxB 100℔<br>3×300kW 440V 60c/s a.c. |
| **GULA**<br>**Fylkesbaatane i Sogn &**<br>**Fjordane**<br>Bergen Norwegian | 581<br>317<br>— | | | **1954** Mjellem & Karlsen—Bgn<br>152′ 0″ 28′ 4″<br>136′ 11″ 28′ 2″ 10′ 7″<br>2 dks | M Mchy.aft<br>2 Ha (each 11¾′×7¼′) | Oil 4SA 8Cy. 320×450 mm<br>660bhp<br>Klöckner-Humboldt-Deutz Kln |
| **GULBENE**<br>**U.S.S.R.**<br>Tallin Russian | 3743<br>1808<br>4234 | | | **1964** Schiffswerft Neptun—Ros<br>347′ 2″ 47′ 10″ 21′ 6″<br>47′ 8″ 26′ 4″<br>2 dks | M<br>4 Ho<br>G.204049<br>4 Ha (23′×32¾′) (29½′, 29½′×34¼′) (23′×31¾′)<br>8W Der 4(5) 4(3) | Oil 2SA 6Cy. 570×800 mm<br>MAN<br>Dieselmotorenwerk Ros<br>14½k |
| **GÜLDENSAND**<br>**Emil Hemmersam**<br>Lübeck W. German | 874<br>316<br>900<br>**1485**<br>798<br>1500 | | GL | **1961** Schlichting & Co.—Lbc<br>266′ 5″ 37′ 5″ 12′ 9⅜″/15′ 11½″<br>237′ 11″ 21′ 4″<br>F27′ 1 dk & S dk | M Ref OSD/CSD Mchy.aft<br>3 Ho 52¾′, 51¼′, 45¼′<br>G.68000<br>3 Ha (stl) (23½, 23½′, 19¾′×13′) | Oil 4SA 8Cy. 420×660 mm<br>1650bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×100kW 220V d.c. 14½k |
| **GULETTE**<br>exGolfstraum-66<br>ex Eric Reckmann-64<br>**I/S Gulette**<br>Rasmus Ellingsen & Co.<br>Oslo Norwegian | ~~793~~ T.Mk<br>~~316~~ **822**<br>~~1820~~ 367<br>~~1314~~ ~~1020~~ 1290<br>~~786~~ **1313**<br>~~2125~~ 787<br>~~2091~~ 2125 | | GL | **1953** Werft Nobiskrug—Rendsburg<br>243′ 6″ 34′ 1″ ~~/17′ 9½″~~ 13′ 6¼″/17′ 9½″<br>224′ 7″ 33′ 9″<br>B38′ F26′ H20′ 1 dk & S dk<br>RW | M ~~OSD/CSD~~ Mchy.aft<br>2 Ho 75½′, 72¼′<br>G.93439 B.87226<br>2 Ha (54½′, 50¼′×25½′)<br>8W Der 8(3) | Oil 4SA 8Cy. 385×580 mm<br>1240bhp 114t (hvf)<br>Masch. Kiel A.G. Kel<br>12k |
| **GULF BANKER**<br>**Gulf & South American**<br>**S.S. Co. Inc.**<br>New Orleans United States | 9459<br>5815<br>11368 | | AB | **1964** Avondale Shipyards Inc.—Avondale<br>494′ 8″ 69′ 2″ 30′ 1⅛″<br>470′ 0″ 69′ 0″ 41′ 7″<br>2 dks<br>RW<br>rf nil | S (12P) Ref CSD<br>5 Ho 70′, 60′, 58′, 57′, 64′<br>B.568000 In.17000<br>5 Ha (stl) (31½′×18′) (32½′, 37½′, 30′, 30′×25′)<br>Der 1(60) 4(15) 2(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>11000shp 2053t (o.f)<br>General Electric Co. Lyn<br>2×600kW 440V 60c/s a.c. |

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|---|---|---|---|---|---|---|---|
| 513757<br>GHGN<br>302593<br>Df Esd<br>Gc Rdr<br>RT | **GULF BRITON**<br>**Britama Tankers Ltd.**<br>~~Watts, Watts & Co. Ltd.~~<br>London British<br>Watts, Watts Management Ltd. (Mgrs.) | 26596<br>16258<br>~~40603~~<br>42869 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3800 | SS 12/65<br>EL s†3"SQ<br>AB | 1961–3 Furness S.B. Co. Ltd.—Haverton Hill<br>714' 8" 95' 8" 36' 7¾"<br>681' 0" 95' 3" 48' 6"<br>P134' B46' F96' 1 dk<br>17BH<br>rf 6" WB2869t incl. DTsf1355t | S Tanker Mchy.aft | 2 S Turb dr geared to sc.<br>19000 shp Brown-Bover<br>Richardsons Westgarth<br>2WTB 680lb Spt 850° F.<br>sg 160lb |
| 513758<br>GHGM<br>302859<br>Df Esd<br>Gc Rdr<br>RT | **GULF DANE**<br>**Britama Tankers Ltd.**<br>~~Watts, Watts & Co. Ltd.~~<br>London British<br>Watts, Watts Management Ltd. (Mgrs.) | 26652<br>16327<br>42969 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3800 | SS 3/67<br>EL s†3"SQ | 1961–12 Furness S.B. Co. Ltd.—Haverton Hill<br>714' 8" 95' 8" 38 1½"<br>681' 0" 95' 3" 48' 6"<br>P134' B46' F96' 1 dk<br>17BH<br>rf 6" WB2869t incl. DTsf1355t | S Tanker Mchy.aft<br>33 Ta<br>L.1952805 HeCls. BC | 2 S Turb dr geared to sc.<br>19000shp<br>Richardsons Westgarth<br>2WTB 680lb Spt 850° F.<br>sg 160lb |
| 671161<br><br>507302<br>Df Esd<br>Gc Rdr<br>RT | **GULF EXPLORER**<br>**Gulf Mississippi Marine Corp.**<br>New Orleans United States | 191<br>129<br>— | | | 1967 Southern S.B. Corp.—Slidell<br>125' 0"<br>115' 0" 32' 0" 18' 6"<br>1 dk | TM Tug | 2 Oil SA each 8Cy.<br>reduction gearing<br>1600bhp<br>Fairbanks Morse & Co. |
| 672927<br>LMFB<br><br>Esd Pfd<br>Rdı RT | **GULF EXPLORER**<br>**A/S Sunnmørstraal**<br>Ålesund Norwegian | 173<br>55<br>— | | GL | 1967 Schiffs. Oberwinter—Oberwinter<br>88' 7" 23' 2" 8' 2"<br>... ... ...<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 240×250 mm<br>600bhp<br>Atlas-Mak Masch.<br>Controllable pitch propeller |
| 542410<br>WLDN<br>294625<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **GULF FARMER**<br>**Gulf & South American S.S. Co. Inc.**<br>Galveston United States | 9459<br>5815<br>11368 | | AB | 1964 Avondale Shipyards Inc.—Avondale<br>494' 8" 69' 2" 30' 1½"<br>470' 0" 69' 0" 41' 7"<br>2 dks<br>RW<br>rf nil | S (12P) Ref CSD<br>5 Ho 70', 60', 58', 57', 64'<br>B.568000 In.17000<br>5 Ha (stl) (31½'×18') (32½', 37½', 30', 30'×25')<br>Der 1(60) 4(15) 2(10) 10(5) | 2 S Turb dr geared to sc.<br>11000shp<br>General Electric Co.<br>2×600kW 440V 60c/s a.c. |
| 540471<br>GHGK<br>304438<br>Df Esd<br>Gc Rdr<br>RT | **GULF FINN**<br>**Britama Tankers Ltd.**<br>~~Watts, Watts & Co. Ltd.~~<br>London British<br>Watts, Watts Management Ltd. (Mgrs.) | 26652<br>16328<br>40600 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3800 | SS 3/68<br>EL s†3"SQ | 1963–3 Furness S.B. Co. Ltd.—Haverton Hill<br>714' 8" 95' 8" 36' 7¾"<br>681' 0" 95' 3" 48' 6"<br>P134' B46' F96' 1 dk<br>17BH<br>rf 6" WB2869t incl. DTsf1355t | S Tanker Mchy.aft | 2 S Turb dr geared to sc.<br>19000shp Brown-Bover<br>Richardsons Westgarth<br>2WTB 680lb (Spt 850° F.<br>sg 160lb |
| 642051<br><br>322138<br>Esd Pfd<br>Rdr RTh | **GULF GALLANT**<br>**Industrial Enterprises Inc.**<br>~~Prince Edward Island Industrial Corp.~~<br>Charlottetown Canadian<br>T. J. Flood (Mgr.) | 183<br>61<br>77 | ✠100A1<br>stern trawler<br>✠LMC<br>MN99 | EL (b) | 1965–6 Bathurst Marine Ltd.—Bathurst, N.B<br>94' 0" 22' 1"<br>80' 0" 22' 0" 12' 0"<br>B20' F32' RAD32'<br>5BH<br>rf 52" BK4½" WB16t | M Stern Trawler<br>1 Ho 31½'<br>2 Ha (stl) (8'×4') (2'×1½')<br>Der 1(3) | Oil 4SA 7Cy. 250×380 mm<br>495bhp<br>A/S Bergens M/V<br>2×30, 20kW 110/220V<br>Controllable pitch propeller |
| 670166 | **GULF GEORGETOWN**<br>**Fishermen's Loan Board of P.E.I.**<br>Charlottetown Canadian | 518<br>249<br>— | 100A–<br>stern trawler<br>Class contemplated | | Bathurst Marine Ltd.—Georgetown, P.E.I<br>128' 6" 28' 1"<br>110' 6" 28' 0" 21' 5½" | M Stern Trawler Mchy.aft | Oil 4SA 8Cy. 250×300 mm<br>A/S Bergens M/V |
| | For later particulars see New Entries No. 1 | | | | | | |
| 661643<br><br>328753<br>Esd Pfd<br>Rdr RTh | **GULF GERD**<br>**Industrial Enterprises Inc.**<br>~~Prince Edward Island Industrial Corp.~~<br>~~Fishermen's Loan Board of P.E.I.~~ T. J. Flood<br>Charlottetown Canadian | 520<br>269<br>190 | ✠100A–<br>stern trawler<br>✠LMC<br>MN156 | EL (o) | 1967–8 Bathurst Marine Ltd.—Georgetown, P.E.I.<br>129' 0" 28' 1"<br>109' 0" 28' 0" 21' 6"<br>F54' 2 dks<br>3BH<br>rf 24" BK4" WB136t | M Stern Trawler Mchy.aft<br>2 Ho 51½', 27½'<br>1 Ha (stl) (9½'×6')<br>Der 1(3) | Oil 4SA 6Cy. 250×300 mm<br>780bhp<br>A/S Bergens M/V<br>2×40kW 220V 60c/s a.c.<br>Controllable pitch propeller |
| 660274<br><br>326858<br>Esd Pfd<br>Rdr RT | **GULF GRENADIER**<br>**Industrial Enterprises Inc.**<br>~~Department of Industry & Natural Resources~~<br>~~Gulf Garden Foods Ltd.~~<br>Charlottetown Canadian<br>T. J. Flood (Mgr.) | 504<br>244<br>— | ✠100A–<br>stern trawler<br>✠LMC<br>MN156 | EL (f) (o) | 1966–5 Bathurst Marine Ltd.—Georgetown, P.E.I.<br>129' 0" 28' 1"<br>109' 0" 28' 0" 21' 6"<br>F54' 2 dks<br>3 BH<br>rf 24" BK4" WB139t | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 250×300<br>gearing<br>780bhp<br>A/S Bergens M/V<br>2×40kW 220V 60c/s a.c. |
| 642260<br><br>322139<br>Esd Pfd<br>Rdr RTh | **GULF GUARD**<br>**Industrial Enterprises Inc.**<br>~~Prince Edward Island Industrial Corp.~~<br>Charlottetown Canadian<br>T. J. Flood (Mgr.) | 183<br>59<br>77 | ✠100A1<br>stern trawler<br>✠LMC<br>MN99 | EL (b) | 1965–7 Bathurst Marine Ltd.—Bathurst, N.B<br>94' 0" 22' 1"<br>80' 0" 22' 0" 12' 0"<br>B20' F32' RAD 32'<br>5BH<br>rf 52" BK4½" WB16t | M Stern Trawler<br>1 Ho 31½'<br>2 Ha (stl) (8'×4') (2'×1½')<br>Der 1(3) | Oil 4SA 7Cy. 250×380 mm<br>495bhp<br>A/S Bergens M/V<br>2×30, 20kW 110/220V<br>Contollable pitch propeller |
| 641569<br><br>322118<br>Esd Pfd<br>Rdr RTh | **GULF GULL**<br>**Industrial Enterprises Inc.**<br>~~Prince Edward Island Industrial Corp.~~<br>Charlottetown Canadian<br>T. J. Flood (Mgr.) | 182<br>62<br>77 | ✠100A1<br>stern trawler<br>✠LMC<br>MN99 | EL (b) | 1964–11 Bathurst Marine Ltd.—Bathurst, N.B.<br>94' 0" 22' 1"<br>80' 9" 22' 0" 12' 0"<br>B20' F32' RAD32'<br>5BH<br>rf 52" BK4½" WB16t | M Stern Trawler<br>1 Ho 31½'<br>2 Ha (stl) (8'×4') (2'×1½')<br>Der 1(3) | Oil 4SA 7Cy. 250×380<br>495bhp<br>A/S Bergens M/V<br>2×30, 20kW 110/220V<br>Controllable pitch propeller |

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| **ULF GUNN**<br>**ndustrial Enterprises Inc.**<br>~~rince Edward Island Industrial Corp.~~<br>Charlottetown Canadian<br>T. J. Flood (Mgr.) | 504<br>244<br>— | ✠100A-<br>stern trawler<br>✠LMC<br>MN156 | EL (f) (o) | **1966**–8 Bathurst Marine Ltd.—<br>Georgetown, P.E.I.<br>129′ 0″ 28′ 1″<br>109′ 0″ 28′ 0″ 21′ 6″<br>F54′ 2 dks<br>3BH<br>rf 24″ WB139t | M Stern Trawler Mchy.aft | | Oil 4SA 6Cy. 250×300 mm<br>780bhp<br>A/S Bergens M/V Bgn<br>2×40kW 110/220V 60c/s a.c.<br>Controllable pitch propeller 11k |
| **ULF HANSA**<br>**Nedgulf Tankers N.V.**<br>Vinke & Co.<br>Rotterdam Netherland | 31350<br>19177<br>47620 | | AB | **1962** Deutsche Werft A.G.—Ham<br>741′ 9″ 101′ 6″ 38′ 0″<br>705′ 0″ 101′ 3″ 50′ 5″<br>1 dk<br>rf 5″ | S Tanker Mchy.aft<br>33 Ta<br>L.2318220 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19000shp 4946t (o.f)–110pd<br>General Electric Co.<br>2×700kW 450V 60c/s a.c. 17k |
| **ULF HOLLANDER**<br>**Nedgulf Tankers N.V.**<br>Vinke & Co.<br>Rotterdam Netherland | 27139<br>16625<br>42600 | | AB | **1962** Uddevallavarvet A/B—Udv<br>723′ 11″ 97′ 5″ 36′ 9¾″<br>685′ 0″ 97′ 0″ 49′ 3″<br>P148′ B44′ F91′ 1 dk<br>rf 4″ | S Tanker Mchy.aft<br>23 Ta<br>L.2068947 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17500shp 4876t (o.f)–95pd<br>General Electric Co. Lyn<br>2×600kW 450V 60c/s a.c. 17k |
| **GULF ITALIAN**<br>**Nedgulf Tankers N.V.**<br>Vinke & Co.<br>Rotterdam Netherland | 31350<br>19177<br>47840 | | AB | **1962** Deutsche Werft A.G.—Ham<br>741′ 9″ 101′ 6″ 38′ 0″<br>705′ 0″ 101′ 3″ 50′ 5″<br>P174′ B48′ F86′ 1 dk<br>rf 5″ | S Tanker Mchy.aft<br>33 Ta<br>L.2318279 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19000shp 5152t (o.f)–105pd<br>General Electric Co.<br>2×700kW 450V 60c/s a.c. 17k |
| **GULF IVY**<br>exKam-67<br>**Puerto Petroleum Carriers Ltd.**<br>Toronto Canadian<br>Gulf of Georgia Towing Co. Ltd. (Mgrs.) | 386<br>213<br>486 | ✠Classed LR until 11/41 | | **1938**–8 Canadian Vickers Ltd.—Mtl<br>141′ 7″ 29′ 0″ 9′ 1¾″<br>28′ 10″<br>rf 29″ | TM Tug<br>1 Ho 27′<br>1 Ha (10½′×8′) | | 2 Oil 2SA each 4Cy. 290×500 mm<br>960bhp 125t (d.o)<br>Sulzer Bros. Ltd. Win<br>3×35, 35, 12½kW 220V d.c. 11k |
| **GULF JOAN**<br>**Cortez Marine Ltd.**<br>Gulf of Georgia Towing Co. Ltd.<br>Vancouver Canadian | 661<br>43<br>390 | | | **1945** Marietta Mfg Co.—Point Pleasant<br>*142·7′* 33′ 0″<br>… … …<br>B15′ 1 dk<br>rf 30″ | M Tug<br>1 Ho 23′<br>3 Ha (stl) (4½′×3′) (2½′×2½′) (3½′×3½′)<br>Cr 1(5) | | 4 Oil each 12Cy. 6¼″×8″ geared to sc. shaft<br>3060bhp NE65 370t (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×75kW 440V 60c/s a.c. 15k |
| **ULF KING**<br>**ulf Mississippi Marine Corp.**<br>New Orleans United States | 191<br>129<br>— | | | **1966** Southern S.B. Corp.—Slidell<br>125′ 0″<br>115′ 0″ 32′ 0″ 18′ 6″<br>1 dk | TM Tug | | 2 Oil SA each 8Cy. with reverse reduction gearing<br>1600bhp<br>Fairbanks Morse & Co. Beloit |
| **GULF MASTER**<br>**Mississippi Transportation Co. Inc.**<br>New Orleans United States | 199<br>135<br>— | | | **1966** Main Iron Works Inc.—Houma<br>105′ 0″ 30′ 7″ 11′ 8″<br>100′ 4″ 30′ 0″ 12′ 11″<br>1 dk<br>BK3″ | TM Tug | | 2 Oil 2SA each 12Cy. 8½″×10″<br>2000bhp 137t<br>General Motors Corp. La Grange |
| **GULF MERCHANT**<br>**Gulf & South American S.S. Co. Inc.**<br>New Orleans United States | 9475<br>5853<br>11368 | | AB | **1965** Avondale Shipyards Inc.—<br>Avondale<br>494′ 8″ 69′ 2″ 30′ 1⅛″<br>470′ 0″ 69′ 0″ 41′ 7″<br>2 dks<br>RW<br>rf nil | S (12P) Ref CSD<br>5 Ho 70′, 60′, 58′, 57′, 64′<br>B.564000 In.17000<br>5 Ha (stl) (31½′×18′) (32½′, 37½′, 30′, 30′×25′)<br>Der 1(60) 4(15) 2(10) 10(5) | | 2 S Turb dr geared to sc. shaft<br>11000shp 2039t (o.f)<br>Westinghouse Elec. Corp. Phl<br>2×600kW 440V 60c/s a.c. |
| **GULF SCOT**<br>**Britama Tankers Ltd.**<br>~~Watts, Watts & Co. Ltd.~~<br>London British<br>Watts, Watts Management Ltd. (Mgrs.) | 26652<br>16327<br>40603 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3800 | SS 5/66<br>EL s†3″SQ | **1961**–9 Furness S.B. Co. Ltd.—Haverton Hill<br>714′ 8″ 95′ 8″ 36′ 7¾″<br>681′ 0″ 95′ 3″ 48′ 6″<br>P134′ B46′ F96′ 1 dk<br>17BH<br>rf 6″ WB2869t incl. DTsf1355t | S Tanker Mchy.aft<br>33 Ta<br>L.1952805 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19000shp 4596t (o.f)–99pd<br>Richardsons Westgarth (Hpl) Hpl<br>2WTB 680lb Spt 850° F. 620lb hs26620<br>sg 160lb 17k |
| **GULF SHIPPER**<br>**Gulf & South American S.S. Co. Inc.**<br>Houston United States | 9475<br>5853<br>11368 | | AB | **1964** Avondale Shipyards Inc.—<br>Avondale<br>494′ 8″ 69′ 2″ 30′ 1⅛″<br>470′ 0″ 69′ 0″ 41′ 7″<br>2 dks<br>RW<br>rf nil | S (12P) Ref CSD<br>5 Ho 70′, 60′, 58′, 57′, 64′<br>B.564000 In.17000<br>5 Ha (stl) (31½′×18′) (32½′, 37½′, 30′, 30′×25′)<br>Der 1(60) 4(15) 2(10) 10(5) | | 2 S Turb dr geared to sc. shaft<br>11000shp 2039t (o.f)<br>Westinghouse Elec. Corp. Phl<br>2×600kW 440V 60c/s a.c. |

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| 680642<br><br>504025<br>Esd RT | **GULF SHORE**<br><br>**J. Ray McDermott & Co.<br>Inc.**<br>New Orleans United States | **609**<br>413<br>— | | **1966** McDermott Shpyd—Amelia, La.<br>170' 0" 35' 3"<br>163' 10" 35' 0" 14' 0" | TM Fishing Mchy.aft | | 2 Oil<br>1700bhp<br>General Motors Corp. |
| 670972<br>WU5174<br>505193<br>Df Rdr<br>RT | **GULF SQUIRE**<br><br>**Gulf Mississippi Marine<br>Corp.** | **147**<br>100<br>— | AB | **1966** Main Iron Wks Inc.—Houma<br>27' 4"<br>95' 6" 27' 0" 12' 2"<br><br>BK2½" | TM Tug | | 2 Oil 4SA each 12Cy.<br>reduction geared<br>1700bhp<br>Caterpillar Tractor Co. |
| 670299<br><br>501693 | **GULF STREAM**<br><br>**Caspary-Wendell Inc.**<br>Corpus Christi United States | **279**<br>190<br>— | | **1965** Burton Shipyard Inc.—<br>Pt. Arthur, Tex.<br>38' 2" 9' 9½"<br>154' 7" 38' 0" 12' 0" | TM | | 2 Oil each 12Cy.<br>1530bhp<br>Caterpillar Tractor Co. |
| 650742<br>WA7454<br>241106<br>RT | **GULF STREAM**<br>exLynn<br>**Willard-Daggett Inc.**<br>Portland, Me United States | **170**<br>115<br>— | | **1941** Bethlehem Stl Co.—Qcy<br>*102·5'* 22' 2"<br>22' 0" | M Trawler | | Oil 4SA 6Cy. 12½"×14"<br>375bhp<br>New London Ship & Eng Co. |
| 661906<br><br><br>Df RT | **GULF STREAM 7**<br><br>**Republic of the Philippines**<br>Manila Philippine | **163**<br>58<br>135 | NK | **1965** Usuki Tekkosho—Fukuoka<br>*96·5'* 21' 1"<br>97' 5" 21' 0" 9' 10"<br>1 dk<br>BK | M Fishing | | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Usuki Tekkosho |
| 513768<br>PELS<br>12514<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GULF SWEDE**<br><br>**Nedgulf Tankers N.V.**<br>Vinke & Co.<br>Rotterdam Netherland | **27139**<br>16936<br>42777 | AB | **1962** Uddevallavarvet A/B—Udb<br>723' 9" 97' 5" 36' 9¾"<br>685' 0" 97' 0" 49' 5"<br>P148' B44' F91' 1 dk<br>rf 4" | S Tanker Mchy.aft<br>23 Ta<br>L.2068947 | HeCls. BC | 2 S Turb dr geared to sc.<br>17500shp<br>General Electric Co.<br>2×600kW 450V 60c/s a.c. |
| 640788<br>KRHI<br>296404<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GULF TRADER**<br><br>**Gulf & South American<br>S.S. Co. Inc.**<br>Mobile United States | **9475**<br>5853<br>11368 | AB | **1964** Avondale Shipyards Inc.—<br>Avondale<br>494' 8" 69' 2" 30' 1⅛"<br>470' 0" 69' 0" 41' 7"<br>2 dks<br>RW<br>rf nil | S (12P) Ref CSD<br>5 Ho 70', 60', 58', 57', 64'<br>B.564000 In.17000<br>5 Ha (stl) (31½'×18') (32½', 37½', 30', 30'×25')<br>Der 1(60) 4(15) 2(10) 10(5) | | 2 S Turb dr geared to sc.<br>11000shp<br>Westinghouse Elec. Corp.<br>2×600kW 440V 60c/s a.c. |
| 513770<br>CYJF<br>157359<br>Df Esd<br>Gc Rdr<br>RT | **GULF TRANSPORT**<br>exBritamoco–59<br>**Hall Corporation of Canada**<br>Montreal Canadian | **2174**<br>1218<br>3380 | ✠100A1 ~~Lake SS 4/64~~ Lake SS 4/68<br>oil tanker<br>Great Lakes & River & Gulf of St. Lawrence service<br>✠**LMC**<br>EL q | **1932–6** Furness S.B. Co. Ltd.—Haverton Hill<br>*250·0'* 43' 2" 18' 1½"<br>250' 0" 43' 0" 25' 6"<br>P62' F41' Trunk 147' 1 dk<br>R 11BH deepened 60<br>WB288t | S Tanker Mchy.aft<br><br>L.123218 | HeCls. BC | T 3Cy. 17" 28" & 46"×<br>940ihp<br>N.E. Mar. Eng. Co. Ltd.<br>2 SB 180lb hs(3600) |
| 513771<br>KKKX<br>247309<br>Df Esd<br>Gc Rdr | **GULFBEAR**<br>exGulfshore–57 exSomme–47<br>**Blackships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del United States | **12811**<br>8274<br>20105 | AB | **1957** (Cargo section) Bethlehem Stl. Co.—Bal<br>**1945** (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>572' 0" 75' 2" 30' 1½"<br>551' 6" 75' 0" 39' 3"<br>P108' B39' F77' 1 dk<br>RW<br>rf 4" | T-E Tanker Mchy.aft<br>27 Ta<br>L.1003529 | HeCls. B | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (5y)<br>Westinghouse Elec. & |
| 513772<br>KXFE<br>243657<br>Df Esd<br>Gc Rdr | **GULFBEAVER**<br>exGulfmeadows–57<br>exGreat Meadows–48<br>**Blackships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del United States | **12716**<br>8214<br>— | AB | **1957** (Cargo section) Bethlehem Stl. Co.—Bal<br>**1943** (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>*552·5'* 75' 4" 30 2"<br>551' 6" 75' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 4" | T-E Tanker Mchy.aft<br>27 Ta<br>L.792660 | HeCls. B | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (5y)<br>General Electric Co. |
| 513773<br>KIMH<br>279334<br>Df Esd<br>Gc Rdr | **GULFCREST**<br><br>**Blackships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del United States | **18700**<br>12157<br>30806 | AB | **1959** Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>644' 10" 84' 5" 34' 7½"<br>615' 0" 84' 0" 44' 0"<br>P124' B35' F77' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta | | 2 S Turb dr geared<br>15000shp<br>Bethlehem Stl Co. |
| 513774<br>WPIR<br>245727<br>Df Esd<br>Gc Rdr | **GULFDEER**<br>exGulfland–57<br>exMoor's Fields–48<br>**Blackships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del United States | **12842**<br>8408<br>20104 | AB | **1957** (Cargo section) Bethlehem Stl. Co.—Bal<br>**1944** (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>*552·5'* 75' 4" 30' 1½"<br>551' 6" 75' 0" 39' 3"<br>P108' B36' F74' 1 dk<br>RW<br>rf 4" | T-E Tanker Mchy.aft<br>27 Ta<br>L.1003631 | HeCls. B | S Turb 7240shp<br>2300V a.c.<br>6000shp (5y)<br>Westinghouse Elec. |

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| **GULFJAGUAR**<br>exGulfhaven-58<br>Spring Hill-47<br>**Blackships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del **United States** | **12652**<br>8109<br>— | AB | **1958** (Cargo section) Maryland S.B. & D.D. Co.—Bal<br>**1944** (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>*552·5'* 75' 2" 30' 2"<br>551' 6" 75' 0" 39 3"<br>P108' B36' F74' 1 dk<br>RW<br>rf 3½" | T-E Tanker Mchy.aft<br>27 Ta<br>L.988858 | HeCls. B | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor 6000shp (Sy) 1479t (o.f)-46pd<br>Westinghouse Elec. & Mfg Co. Pbg<br>14½k |
| **GULFKING**<br>**Blackships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del **United States** | **20915**<br>13306<br>33008 | AB<br>✠Classed LR until 3/60 | **1957-10** Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>661' 0" 90' 5" 34' 5"<br>630' 0" 90' 0" 45' 3"<br>P137' B37' F84' 1 dk<br>rf 8" | S Tanker Mchy.aft<br>30 Ta<br>L.1560000 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15000shp 2892t (o.f)-78pd<br>Bethlehem Stl Co. Qcy<br>16½k |
| **GULFKNIGHT**<br>**Blackships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del **United States** | **20914**<br>13300<br>33008 | AB<br>✠Classed LR until 3/60 | **1958-8** Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>661' 0" 90' 5" 34' 5"<br>630' 0" 90' 0" 45' 3"<br>P137' B37' F84' 1 dk<br>rf 8" | S Tanker Mchy.aft<br>30 Ta<br>L.1560000 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15000shp 2950t (o.f)-75pd<br>Bethlehem Stl Co. Qcy<br>16½k |
| **GULFLION**<br>exGulfray-58 exBushy Run-47<br>**Blackships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del **United States** | **12651**<br>8106<br>19897 | AB | **1958** (Cargo section) Maryland S.B. & D.D. Co.—Bal<br>**1944** (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>*552·5'* 75' 4" 30' 2"<br>551' 6" 75' 0" 39' 3"<br>P108' B36' F74' 1 dk<br>RW<br>rf 3½" | T-E Tanker Mchy.aft<br>27 Ta<br>L.988559 | HeCls. B | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor 6000shp (Sy) 1479t(o.f)-46pd<br>Westinghouse Elec. & Mfg Co. Pbg<br>14½k |
| **GULFLUBE**<br>**Gulf Oil Corporation**<br>Philadelphia **United States** | **8197**<br>4926<br>12799 | AB | **1948** Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>471' 7" 64' 2" 28' 5¾"<br>450' 0" 64' 0" 34' 10"<br>P92' B35' F40' 1 dk<br>RW<br>rf 6" | S Tanker Mchy.aft<br>28 Ta<br>L.571290 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>6050shp 1073t (o.f)-43pd<br>Westinghouse Elec. & Mfg Co. Phl<br>15½k |
| **GULFOBA**<br>exUnoba-58<br>Gulf Petroleum **S.A.**<br>Puerto Cortes **Honduran** | **634**<br>322<br>1023 | AB | **1943** Odenbach S.B. Corp.—Rochester, N.Y.<br>180' 0" 30' 2" 11' 2¼"<br>175' 10" 30' 0" 13' 6"<br>P36' F20' 1 dk<br>rf nil | TM Tanker Mchy.aft<br>6 Ta<br>L.45118 | | 2 Oil 2SA each 6Cy. 255×320 mm<br>480bhp 36t<br>Fairbanks, Morse & Co. Beloit<br>7k |
| **GULFOIL**<br>**Blackships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del **United States** | **18776**<br>12279<br>29239 | AB | **1960** Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>644' 10" 84' 5" 34' 7½"<br>615' 0" 84' 0" 44' 0"<br>1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15000shp 2551t (o.f)-78pd<br>Bethlehem Stl Co. Qcy<br>16¾k |
| **GULFPANTHER**<br>exGulfwell-57<br>exFort William-48<br>**Blackships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del **United States** | **12565**<br>8087<br>19910 | AB | **1957** (Cargo section) Ingalls S.B. Corp.—Pascagoula<br>**1944** (Fwd & aft sections) Kaiser Co. Inc.—Pld<br>*552·5'* 75' 4" 30' 2"<br>551' 6" 75' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>rf 3½" | T-E Tanker Mchy.aft<br>27 Ta | HeCls. B | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor 6000shp (Sy) 1449t (o.f)-50pd<br>General Electric Co. Lyn<br>14½k |
| **GULFPRIDE**<br>**Blackships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del **United States** | **18700**<br>12157<br>29239 | AB | **1959** Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>644' 10" 84' 5" 33' 4¾"<br>615' 0" 84' 0" 44' 0"<br>F77' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta | | 2 S Turb dr geared to sc. shaft<br>15000shp 2520t (o.f)<br>Bethlehem Stl Co. Qcy |
| **GULFPRINCE**<br>**Blackships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del **United States** | **20914**<br>13300<br>33008 | AB<br>✠Classed LR until 3/60 | **1958-3** Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>661' 0" 90' 5" 35' 7⅜"<br>630' 0" 90' 0" 45' 3"<br>P137' B37' F84' 1 dk<br>rf 8" | S Tanker Mchy.aft<br>30 Ta<br>L.1560000 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15000shp 2892t (o.f)-78pd<br>Bethlehem Stl Co. Qcy<br>16½k |
| **GULFQUEEN**<br>**Blackships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del **United States** | **20914**<br>13300<br>33008 | AB<br>✠Classed LR until 3/60 | **1957-12** Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>661' 0" 90' 5" 34' 5"<br>630' 0" 90' 0" 45' 3"<br>P137' B37' F84' 1 dk<br>rf 8" | S Tanker Mchy.aft<br>30 Ta<br>L.1560000 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15000shp 2892t (o.f)-78pd<br>Bethlehem Stl Co. Qcy<br>16½k |

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| 513788<br>KKIX<br>247557<br>Df Esd<br>Gc Rdr | **GULFSEAL**<br>exGulfkey-58 exKathio-48<br>**Delships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del United States | 12670<br>8105<br>19758 | AB | 1958 (Cargo section) Maryland S.B. & D.D. Co.—Bal<br>1945 (Fwd & aft sections) Alabama D.D. & S.B. Co.—Mob<br>*552·2'* 75' 3" 30' 4½"<br>551' 6" 75' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 3½" | T-E Tanker Mchy.aft<br>33 Ta | HeCls. BC | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (Sy)<br>General Electric Co. |
| 513789<br>KCEA<br>264224<br>Df Esd<br>Gc Rdr | **GULFSERVICE**<br>**Gulf Oil Corporation**<br>Philadelphia United States | 11369<br>6920<br>17728 | AB | 1952 Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>551' 2" 68' 4" 29' 9½"<br>524' 0" 68' 0" 37' 6"<br>P106' B30' F49' 1 dk<br>RW<br>rf 9" | S Tanker Mchy.aft<br>30 Ta<br>L.818393 | HeCls. BC | 2 S Turb dr geared to sc.<br>7700shp<br>Bethlehem Stl Co. |
| 513790<br>WJLP<br>280223<br>Df Esd<br>Gc Rdr | **GULFSOLAR**<br>**Blackships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del United States | 18700<br>12157<br>29150 | AB | 1959 Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>644' 10" 84' 5" 34' 7½"<br>615' 0" 84' 0" 44' 0"<br>1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta | | 2 S Turb dr geared to sc.<br>15000shp<br>Bethlehem Stl Co. |
| 513791<br>KEJD<br>282849<br>Df Esd<br>Gc Rdr | **GULFSPRAY**<br>**Delships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del United States | 18776<br>12215<br>29150 | AB | 1960 Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>644' 10" 84' 5" 34' 7½"<br>615' 0" 84' 0" 44' 0"<br>1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta | | 2 S Turb dr geared to sc.<br>15000shp<br>Bethlehem Stl Co. |
| 513792 | **GULFSPRAY**<br>**Rafael Pinedo**<br>Barranquilla Colombian | 395<br>217<br>— | | 1927 Sun S.B. & D.D. Co.—Chester, Pa<br>*136·4'* 27' 0"<br>... ... ...<br>1 dk<br>R | TM | | 2 Oil 4SA each 6Cy. [illegible]<br>NE39<br>Atlas Imperial D.E. Co. |
| 513794<br>KGXM<br>287186<br>Df Esd<br>Gc Ptd<br>Rdr RT | **GULFSUPREME**<br>**Gulf Oil Corporation**<br>Philadelphia United States | 19030<br>12534<br>30806 | AB | 1961 Bethlehem Stl Co.—Sp.Pt<br>644' 10" 84' 5" 34' 7½"<br>615' 0" 84' 0" 44' 0"<br>1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1424600 | HeCls. BC | 2 S Turb dr geared to sc.<br>15000shp<br>Bethlehem Stl Co. |
| 513795<br>KKIW<br>247767<br>Df Esd<br>Gc Rdr | **GULFTIGER**<br>exGulfhorn-58<br>exRoxbury Hill-47<br>**Blackships Inc.**<br>Gulf Oil Corporation<br>Wilmington, Del United States | 12668<br>8137<br>19906 | AB | 1958 (Cargo section) Ingalls S.B. Corp.—Pascagoula<br>1945 (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester. Pa<br>572' 0" 75' 4" 30' 2"<br>551' 6" 75' 0" 39' 3"<br>P108' B36' F77' 1 dk<br>RW<br>rf 3½" | T-E Tanker Mchy.aft<br>27 Ta<br>L.988806 | HeCls. B | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (Sy)<br>Westinghouse Elec. & |
| 513797<br>SGQR<br>8494<br>Df<br>RTm | **GULL-BRITT**<br>exBorgila-51<br>**Kurt Olsson**<br>Flatvarp Swedish | 365<br>224<br>512 | ✠100A1 TD 4/68 ~~SS 4/64~~<br>✠LMC<br>MN66 EL f 1$\frac{1}{16}$" | Lch.1941 Cmd.1945–7 Oskarshamns Varv A/B—Osk<br>156' 0" 27' 2" 11' 4½"<br>138' 0" 27' 0" 12' 4"<br>P24' 1 dk<br>R NS 3BH<br>BK6½" WB108t | M Mchy.aft<br>1 Ho 85'<br>2 Ha (36', 32½' × 16')<br>Der 2(2) | | Oil 2SA 5Cy. [illegible]<br>330bhp ✠NE8/52<br>Fredrikshavns Jernst. &<br>1 × 3kW 24V d.c.<br>Controllable pitch propelle |
| 517485<br>LMKK<br>Df Esd<br>Rdr<br>RTm/h | **GULLA**<br>exJolita-64 exHelvik-59<br>exHalvdan Jarl-57<br>**I/S Gulla**<br>Lars Rej Johansen<br>Horten Norwegian<br>Now **ANSI** See New Entries No. 6 | 497<br>298<br>720 | NV<br>✠Classed LR until 10/49<br>len 59 | 1947–4 C.R.D. Adriatico—Mfl<br>180' 5" 26' 11" 11' 1"<br>165' 6" 26' 9"<br>P50' F23' 1 dk | M Mchy.aft<br>2 Ho 52½'. 55'<br>G.23380 B.22080<br>2W Der 1(3½) 2(3) | | Oil 2SA 4Cy. [illegible]<br>470bhp<br>C.R.D. Adriatico<br>2 × 220V d.c. |
| 640910<br>TFYG<br>Df Esd<br>Rdr RT | **GULLBERG**<br>**Gullberg h/f**<br>Seydisfirdl Icelandic | 162<br>57<br>— | | 1964 Skipavidgerdir h/f—Vestmannaeyjum<br>99' 10" 22' 4"<br>99' 9" 22' 2"<br>1 dk | Wood M Fishing Mchy.aft | | Oil 4SA 8Cy. [illegible]<br>625bhp<br>Kromhout Motoren |
| 513799<br>TFCH<br>Df Esd<br>Rdr RT | **GULLFAXI**<br>**Gullfaxi h/f**<br>Neskaupstad Icelandic | 180<br>68<br>— | | 1962 Ringens Båtvarv—Mtd<br>105' 0" 22' 7" 10' 9"<br>95' 2" 21' 11½" 11' 4"<br>1 dk | Wood M Fishing Mchy.aft | | Oil 4SA 8Cy. [illegible]<br>Klöckner-Humboldt-Deutz |
| 513800<br>LHOZ<br>Df Esd<br>Rdr RT | **GULLFINNUR**<br>exGullfinnur II-66<br>**Oskar Drivenes Partrederi**<br>Bergen Norwegian | 314<br>106<br>— | NV | 1960 Søviknes Skips A/S—Syvikgrend<br>126' 0" 24' 7" 11' 10½"<br>111' 0"<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 5Cy. [illegible]<br>550bhp<br>A/S Vølund |

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| **GULLFJELL**<br>**Per Håland Jr. A/S**<br>Egersund Norwegian | 182<br>111<br>280 | NV | 1967 Schpsw. "Appingedam"—Apg<br>107′ 0″ 23′ 1″ ~~9′ 4″~~ 9′ 3½″<br>96′ 10″ 22′11½″ 10′ 2″<br>1 dk | M Mchy.aft<br>1 Ho 63′<br>G.13216 B.12493<br>1 Ha (stl) (43¼′×14′)<br>1W Der 3(5) | Oil 4SA 6Cy. 137×165 mm<br>335bhp 14t (d.o)–1pd<br>Caterpillar Tractor Co. Peoria<br>10k |
| **GULLFJORD**<br>exVrakaren I-56<br>exHanestrom I-53 exTorgny<br>**Rederi A/B Wetternfrakt**<br>Johan Fredriksen<br>Baskarp Swedish | 237<br>117<br>310 | | 1912 Thorskog M/V—Thorskog<br>104′ 0″ 22′ 11″ 9′ 10″<br>10′ 6″<br>1 dk<br>R | M Mchy.aft | Oil 2SA 3Cy. 350×410 mm<br>240bhp NE58<br>A/B Jönköpings Motfb. Jönköping |
| **GULLFONN**<br>exBergesild-62 exMartha-57<br>**A. Gullaksen & Sønner**<br>Bergen Norwegian | 231<br>89<br>250 | NV | 1948 "De Dageraad" (W. J. Boot)—<br>Woubrugge<br>122′ 5″ 23′ 0″<br>111′ 7″<br>1 dk | M Fishing<br>1 Ho<br>1 Ha (2¼′×9¾′)<br>1W Der 1(2) | Oil 2SA 5Cy. 280×420 mm<br>500bhp NE65<br>Wichmann Mtrf. Rub |
| **GULLFOSS**<br>**H/f Eimskipafélag Islands**<br>Reykjavik Icelandic | 3858<br>2160<br>1850 | ✠100A1 SS 5/68 ~~SS 6/63~~<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN970 EL (w) 1$\frac{13}{16}$″SQ | 1950–5 Burmeister & Wain—Cpn<br>355′ 0″ 47′ 9″ 17′ 9″<br>330′ 4″ 47′ 6″ 28′ 0″<br>B&F186′ 2 dks, 3rd dk in No. 1 hold<br>Sparred 3rd dk in Nos. 3, 4 & 5 holds<br>Coll BH to U dk 7 to 2nd dk<br>BK3″ WB892t incl. DTa79t DTm104t | M (209P) Ref CSD<br>B.40730 In.58400<br>6W Der 1(15) | Oil 2SA 12Cy. 500×900 mm<br>4000bhp 366t<br>Burmeister & Wain Cpn<br>2db (1 o.f 1 ex.g) 71ft 15½k |
| **GULLKRONA**<br>**Pargas Kalkbergs A/B**<br>Turku/Åbo Finnish | 999<br>504<br>1386 | ✠100A1 SS 5/67<br>Str. nav. ice<br>✠LMC<br>MN192 EL n | 1958–7 Valmet O/Y—Hfs<br>227′ 0″ 35′ 6″ 13′ 11″<br>205′ 5″ 35′ 5″ 14′ 6″<br>P53′ Q73′ F24′ 1 dk<br>4BH<br>rf nil WB289t | M Mchy.aft<br>G.68510 B.61560<br>Cr 2(3) | Oil 2SA 8Cy. 290×490 mm<br>960bhp 70t<br>Alpha-Diesel A/S Fkn<br>11k |
| **GULLMARTANK**<br>exHake-55 exOaxen VIII–43<br>exStege exMars<br>**A/B Gullmartank**<br>Hedly Ferm<br>Lysekil Swedish | 141<br>70<br>160 | | 1897 Arentz & Rosenfeldt—Cpn<br>98′ 10″ 20′ 8″ 9′ 10″<br>20′ 6″<br>P39′ 1 dk<br>R conv tug 55 | M Tanker<br>4 Ta<br>G.7000 | Oil<br>185bhp NE58<br>A/B Volvo-Penta Got |
| **GULLVER**<br>**Gullberg h/f**<br>Seydisfirdi Icelandic | 264<br>114<br>— | | 1965 Elbewerft—Boizenburg<br>*103·8′* 23′ 8″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 222×292 mm<br>Lister Blackstone Mar. Ltd. Dursley |
| **GULLVOR**<br>exTrellevik-66<br>**Nils Andersson**<br>Lidköping Swedish | 198<br>108<br>275 | BV | 1950 O. Jonssons Varv—Kållandsö<br>105′ 1″ 22′ 8″ 10′ 4″<br>… … …<br>1 dk | Wood M Mchy.aft<br>2 Ha (each 19′×13½′)<br>Der 2 | Oil 2SA 2Cy. 380×400 mm<br>210bhp<br>Skandiaverken A/B Lysekil |
| **GULLVOR**<br>exOden-60<br>Dan Östen **Larsson**<br>Vänersborg Swedish<br>Now **SKANDIA** See New Entries No. 11 | 139<br>82<br>210 | | 1898 ……………………Harge<br>*89·5′* 22′ 4″ 10′ 0″<br>… … …<br>1 dk | Comp Aux Sr Mchy.aft | Oil 2SA 2Cy. 320×370 mm<br>150bhp NE50<br>Skandiaverken A/B Lysekil |
| **GUMANNIJ**<br>**U.S.S.R.**<br>Odessa Russian | 844<br>240<br>339 | | 1959 ……………………Russia<br>208′ 7″ 31′ 2″ 15′ 1″<br>31′ 0″ 17′ 11″ | D-E Whaler | 4 Oil 4SA each 6Cy. 318×330 mm<br>connected to elec. motor & geared to<br>sc. shaft<br>17¼k |
| **GUMRYONG**<br>exGold Dragon-61<br>Hyop-Sung **Shipping Corp.**<br>Inchon S. Korean | 610<br>382<br>795 | ✠Classed LR until 1/64 | 1956–11 Cheoy Lee Shpyd—H.Kg<br>183′ 0″ 29′ 9″ 11′ 6″<br>170′ 5″ 29′ 0″ 13′ 0″<br>P38′ F17′ 1 dk<br>R<br>rf 6″ | M (5P) Mchy.aft<br>2 Ho 57½′, 58½′<br>B.36705<br>2 Ha (each 42½′×22′)<br>2W Der 2(2½) 1(1) | Oil 4SA 6Cy. 270×360 mm with sr<br>gearing<br>560bhp 50½t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×60, 25kW 220V d.c. 9k |
| **GUN**<br>exTuuri-52 exOptima-47<br>Ture **Åkerberg**<br>Mariehamn Finnish | 153<br>97<br>225 | | 1907 Porin Konepaja—Pori<br>100′ 11″ 20′ 5″ 9′ 0″<br>… … …<br>1 dk<br>R | M Mchy.aft<br>1 Ho<br>2 Ha (24½′, 19½′×10½′) | Oil 4Cy.<br>Emade42refitted47<br>Klöckner-Humboldt-Deutz Kln |
| **GUNBORG**<br>**K. M. Wallenius**<br>Porvoo/Borgå Finnish | 127<br>72<br>190 | | 1948 ……………………Borgå<br>94′ 5″ 24′ 4″ 10′ 2½″<br>… … …<br>1 dk | Wood M | Oil |
| **GUNDA** T.Mk<br>Hermann u. Gerda<br>Koppelmann<br>Hamburg W. German | 499<br>324<br>— | GL | 1966 J. J. Sietas Schiffsw.—Ham<br>222′ 10″ 34′ 7″ 12′ 11″<br>200′ 2″ 34′ 5½″ 20′ 6″<br>F22′ 1 dk & S dk | M OSD Mchy.aft<br>G.86500 B.79300<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz Kln<br>11k |

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| 513817<br>DENG<br><br>Df RT | **GUNDA**<br>exBeja-60 exMutatie-56<br>exLoolersgracht-53<br>exOmlandia-50<br>**Befrachtungskontor Schöning G.m.b.H. & Co. K.G.**<br>Düsseldorf W. German | 385<br>227<br>510 | BV<br><br>✱Classed BC until 10/59 | 1933-11 Bodewes Scheeps.—Martenshoek<br>153' 1" 26' 2" 10' 2"<br>26' 0" 10' 6"<br>P37' Q49' F19' 1 dk<br>R | M Mchy aft<br>G.26000 B.25500<br>2 Ha | Oil 4SA 6Cy. 280 x 470 mm<br>295bhp<br>Humboldt-Deutzmot. |
| 500250<br>DKEY<br><br>Df RT | **GUNDA-GISELA**<br>exAdele Hagenah-65<br>exPeter Ahrens-59<br>exAlbert Friesecke-58<br>exWilhelm<br>**Rudolf Kahrs**<br>Hamburg W. German | 294<br>138<br>430 | GL | 1909 J. Frerichs & Co. A.G.—Einswarden<br>141' 1" 23' 0" 9' 6"<br>22' 10" 10' 9"<br>P33' F19' 1 dk<br>R | M<br>1 Ho 78½'<br>G.22000<br>2 Ha<br>2W | Oil 4SA 6Cy. 290 x 420 mm<br>300bhp NE52<br>Masch. Kiel A.G. |
| 680044 | **GUNER KALAYCI**<br>**Ilkel Denizcilik Işletmesi Kollektif Sirketi, Huseyin Kalaycı ve Ortakları**<br>Istanbul Turkish | 260<br>—<br>430 | | 1967 Deniz Inşaat Kizaklari—Fener<br>143' 0" 25' 9" 10' 4"<br>129' 1" 25' 8" 11' 2"<br>1 dk | M Mchy.aft | Oil 2SA 4Cy.<br>220bhp<br>Alpha-Diesel A/S |
| 513822<br>VWZR<br>144270<br>RTv | **GUNGA**<br>~~**Commissioners for Port of Calcutta**~~ **Cochin Port Trust**<br>Calcutta Indian<br>For later particulars see New Entries No. **12** | 4285<br>2393<br>4000 | **✠Class WITHDRAWN at Owners' request 10/68** | 1921-9 W Simons & Co. Ltd.—Rnf<br>371' 0" 57' 8" 18' 5½"<br>362' 0" 57' 6" 24' 6"<br>1 dk<br>R 7BH | TS Suction Hopper Dredger | T 6Cy. 20" 32" & 54" x 27"<br>2500ihp<br>W. Simons & Co. Ltd.<br>4SB 180lb hs(10382)<br>2 x 50kW 220V d.c. |
| 513823<br>SHLU<br>8419<br>Df Rdr<br>RTm | **GUNHILD H**<br>exÖstanfors-62 exSigbritt-58<br>**Rederiet för "Gunhild H"**<br>Allan Hansson<br>Falkenberg Swedish | 499<br>240<br>660 | ✠100A1 Dr 3/65<br><br>✠LMC<br><br>EL g | 1940-3 "Foxhol" N.V.—Foxhol<br>168' 0" 27' 8" 11' 2"<br>153' 3" 27' 7" 11' 4"<br>P41' Q52' F27' 1 dk<br>RW 3BH<br>WB197t | M Mchy.aft<br>1 Ho 93½'<br>G.35000 B.32300<br>2 Ha (each 32½' x 15')<br>2W Der 2(1½) | Oil 4SA 8Cy. 290 x 450 mm<br>480bhp<br>Appingedammer Brons |
| 513824<br>OWZY<br><br>Df Esd<br>Gc Rdr<br>RTm | **GUNHILD TORM**<br><br>**Dampskibsselskabet Torm A/S**<br>Carl M. Andersen<br>Copenhagen Danish | 6694<br>3394<br>10400<br>**9261**<br>5024<br>12650 | ✠100A1 SS 3/67<br>DTm—oil FP above 150° F. or vegetable oil or latex<br>Tunnel side tanks—oil FP above 150° F.<br>Str. nav. ice<br>✠LMC<br>MN1500 EL d†2½"SQ | 1958-1 Burmeister & Wain—Cpn<br>480' 10" 61' 8" 26' 8"/30' 1"<br>441' 6" 61' 6" 39' 6"<br>F98' RAD35' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 4" WB3085t incl Tunnel tanks 319t DTm784t | M (5P) OSD/CSD<br>5 Ho 54', 63½', 52½', 69½, 67½'<br>G.621150 B.564950<br>5 Ha (27' x 23') (37½', 37½', 52½', 39½' x 25½')<br>12W Der 1(40) 4(10) 12(5) | Oil 2SA 6Cy. 740 x 1600 mm<br>7500bhp<br>Burmeister & Wain<br>✠NAuxB (o.f)<br>AuxB (ex.g) 100lb<br>3 x 200kW 220V d.c. |
| 523951<br>SERW<br>8474<br>Df Esd<br>Rdr RT | **GUNILLA**<br>exMonica-65 exGunilla-61<br>**Karl A. I. Kristiansson**<br>Skärhamn Swedish | 382<br>222<br>540 | BV<br><br>✠Classed LR until 3/54 | Lch.1940 Cmd.1945-7 Oskarshamns Varv A/B—Osk<br>160' 7" 27' 4" 11' 4½"<br>... ... ...<br>1 dk<br>len 54 | M Mchy.aft<br>1 Ho<br>G.29000 B.26000<br>2 Ha (each 37½' x 14½') | Oil 4SA 6Cy. 290 x 420 mm<br>NE65<br>Masch. Kiel A.G. |
| 513825<br>SDBW<br>10246<br>Df Esd<br>Gc Rdr<br>RTm/v | **GUNILLA BILLNER**<br><br>**Billners Rederi A/B**<br>Kjell Billner<br>Gothenburg Swedish | 12899<br>7390<br>~~19900~~<br>20840 | ✠100A1 SS 5/67<br>oil tanker<br>✠LMC<br>MN1800 EL l†2¹⁄₁₆"SQ | 1962-2 Kockums M/V A/B—Mmo<br>557' 9" 72' 0" ~~31' 0"~~ 31' 1½"<br>526' 2" 71' 9½" 40' 1"<br>P99' B37' F102' 1 dk<br>14BH<br>rf 1" WB1254t | M Tanker (2P) Mchy.aft<br>27 Ta<br>L.960110 HeCls. BC<br>Der 3(5) 1(2) 1(1) | Oil 2SA 8Cy. 780 x 1400 mm<br>9000bhp MAN<br>Kockums M/V A/B<br>2AuxB 150lb<br>3 x 290kW 450V 60c/s a.c. |
| 513826 | **GUNN**<br>exYamaska-59<br>exYamaska Park-51<br>**The People's Republic of China**<br>People's Rep. of China<br>Now **HOPING SAN SHI** See New Entries No. 8 | *7151*<br>*4214*<br>10384 | ✱Classed BC until 8/60 | 1944-8 Marine Industries Ltd.—Srl<br>440' 2" 57' 2" 26' 11½"<br>417' 6" 56' 10" 37' 4"<br>2 dks<br>RW | S<br>G.534821 B.482373 | T 3Cy. 24½" 37" & 70" x 48"<br>2500ihp<br>Dominion Eng. Wks Ltd |
| 513827<br>SFTW<br>8359<br>RT | **GUNN**<br><br>**Gottfrid Svensson**<br>Djupekås Swedish | 248<br>145<br>340 | BV | 1939 Sölvesborgs Varvs—Sbg<br>138' 4" 23' 2" 10' 6"<br>... ... ...<br>1 dk<br>R len 57 | M Mchy.aft | Oil 4SA 6Cy. 250 x 400 mm<br>360bhp NE59<br>A/B Jönköpings Mek |
| 513828<br>OGTZ<br><br>Df RT | **GUNN-MARIE**<br>exStina-55 exIrma<br>**Bruno Granström**<br>~~Porvoo/Borgå~~ Lovisa Finnish | 160<br>85<br>200 | GL | 1906 G. H. Thyen—Brake<br>106' 0" 21' 6" 10' 6"<br>... ... ...<br>P20' 1 dk<br>R len 44 | M Mchy.aft | Oil 2SA 6Cy. 127 x 142 mm<br>220bhp NE57<br>General Motors Corp |
| 513829<br>TFYW<br><br>Df Esd<br>Rdr RT | **GUNNAR**<br><br>**Gunnar H/f**<br>Reydarfirdi Icelandic | 249<br>80<br>— | | 1959 Volkswerft Stralsund—Stralsund<br>126' 11" 24' 0"<br>... ... ... | M Trawler | Oil<br>800bhp<br>Motorenw. Mannheim |

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| **GUNNAR BRÖVIG**<br>Partrederiet **Brövigtank**<br>Th. Brövig<br>Farsund<br>Norwegian | 9882<br>5836<br>15740 | NV<br>✠Classed LR until 3/53 | 1949–9 Öresundsvarvet A/B—Lkr<br>510′ 10″ 66′ 0″ 29′ 10″<br>485′ 0″ 65′ 9″ 36′ 9″<br>P101′ B40′ F73′ 1 dk | M Tanker Mchy.aft<br>19 Ta<br>L.722090<br>Der 1(10) 2(5) 2(1–4) 1(3) | Oil 2SA 8Cy. 680×1500 mm<br>5600bhp 1075t (hvf)–22pd<br>A/B Götaverken Got<br>2×110kW 220V d.c. 14k |
| **GUNNAR KNUDSEN**<br>A/S **Borgestad**<br>Porsgrunn<br>Norwegian | 11023<br>6329<br>17420 | NV | 1954 A/B Götaverken—Got<br>549′ 4″ 66′ 1″ 30′ 2″<br>511′ 10″ 66′ 0″ 39′ 3″<br>P103′ B36′ F56′ 1 dk<br>RW | M Tanker Mchy.aft<br>26 Ta<br>L.827000 | Oil 2SA 9Cy. 680×1500 mm<br>6750bhp<br>A/B Götaverken Got<br>14½k |
| **GUNNAR LANGVA**<br>exShika–52<br>Bjarne G. **Longva**<br>Ålesund<br>Norwegian | 320<br>127<br>— | NV<br>BC class withdrawn | 1929 Smith's Dock Co. Ltd.—Mdb<br>141′ 5″ 24′ 4″<br>24′ 2″<br>1 dk<br>R len 52 | M Fishing Mchy.aft | Oil 2SA 7Cy. 250×430 mm<br>520bhp Emade42refitted52<br>British Auxiliaries Ltd. Gls |
| **GUNNAREN**<br>exSeibon–67<br>Johan M. **Wilhelmsson** Partrederi<br>Fisketången<br>Swedish | 107<br>42<br>— | BV | 1960 Fa. S. Seymonsbergen Werf "Concordia"—Ams<br>87′ 8″ 21′ 1″ 7′ 10″<br>… … … | M Trawler<br>4 Ha<br>Der 1 | Oil 4SA 6Cy. 222×292 mm<br>495bhp<br>Lister Blackstone Mar. Ltd. Dursley<br>11k |
| **GUNNET**<br>Leith **Dock Commissioners**<br>Leith<br>British | 143<br>41<br>— | ✠100A1<br>tug<br>Firth of Forth service —limiting line Kirkcaldy —Portobello<br>✠LMC<br>MN240 EL (a) | 1967–4 J. Lewis & Sons Ltd.—Abn<br>87′ 0″ 25′ 2″<br>83′ 0″ 24′ 0″ 10′ 6″<br>5BH<br>rf 9″ WB32t | TM Tug | 2 Oil 4SA each 6Cy. 8″×10¾″<br>1200bhp 13t (d.o)<br>Ruston & Hornsby Lcn<br>3×30, 30, 25kW 220V d.c.<br>Directional propellers 10½k |
| **GUNNY**<br>exBia–64<br>Rederi A/B **Sally**<br>Algot Johansson<br>Mariehamn<br>Finnish | 11321<br>6571<br>17260 | ✠100A1 Dr 1/65<br>oil tanker<br>✠LMC<br>EL g† | 1951–11 John Cockerill S.A.—Hbk<br>540′ 9″ 66′ 2″ 30′ 3½″<br>512′ 5″ 65′ 11″ 39′ 3″<br>P102′ B38′ F64′ 1 dk<br>11BH<br>rf 1½″ WB694t | M Tanker Mchy.aft<br>20 Ta<br>L.814438 HeCls. BC<br>Der 2(5) 3(2) 1(1) | Oil 2SA 9Cy. 680×1500 mm<br>6750bhp 1545t (hvf)–28pd<br>A/B Götaverken Got<br>2AuxB 150lb<br>3×200, 200, 110kW 220V d.c. 14½k |
| **GUNPATEE**<br>D. M. **Akoojee & M. C.** Jadwet<br>Moulmein<br>Burmese | *305*<br>*272*<br>— | | 1918 H. Rookmanund—Moulmein<br>*126·0′* 26′ 11″<br>… … … | Wood Bk | |
| **GÜNTHER**<br>Anni u. **Günther Bartels**<br>Johs. Thode<br>Hamburg<br>W. German | 424<br>266<br>660 | GL | 1955 Schiffs. H. Rancke—Ham<br>*174·5′* 26′ 8″ 11′ 2″<br>145′ 7″ 26′ 7″ 12′ 0″<br>P30′ F14′ 1 dk<br>RW len & deepened 62 | M Mchy.aft<br>1 Ho 93′<br>G.34558 B.28692<br>2 Ha<br>2W | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| **GÜNTHER RUSS**<br>Partenreederei **"Günther Russ"**<br>Ernst Russ<br>Hamburg<br>W. German | 17994<br>10527<br>26850 | GL | 1959 A.G. "Weser"—Bmn<br>630′ 7″ 82′ 8″ 32′ 7½″<br>600′ 0″ 82′ 6″ 42′ 7″<br>1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta<br>L.1255280 HeCls. BC<br>Der 2(10) 2(5) 2(3) | S Turb dr geared<br>12500shp 3690t (o.f)–73pd<br>A.G. "Weser" Bmn<br>2×450kW 440V 60c/s a.c.<br>Thw. thrust propeller 17k |
| **GÜNTHER SCHULTE**<br>exKurt Arlt–63<br>**Schulte & Bruns**<br>Emden<br>W. German | 1813<br>1111<br>2766 | GL | 1953 Jos. L. Meyer—Papenburg<br>254′ 11″ 41′ 2″ 19′ 7″<br>239′ 6″ 41′ 0″ 22′ 7″<br>P65′ F23′ 2 dks<br>RW<br>rf nil | M Mchy.aft<br>2 Ho 80¾′, 75¼′<br>G.130220 B 124360<br>4 Ha (stl) (each 23½′×21¼′)<br>8W Der 1(15) 8(3) | Oil 4SA 8Cy. 420×660 mm<br>1650bhp 260t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>4×80, 80, 60, 50kW 230V d.c. 12k |
| **GUNTUR**<br>exSodok–47<br>exEmpire Barkis–46<br>Madam **Dolly Seah**<br>London<br>British | 340<br>139<br>423 | ✠Classed LR until 6/62 | 1944–8 Rowhedge Irn Wks Co. Ltd.—Rowhedge<br>152′ 0″ 23′ 8″ 9′ 3½″<br>141′ 3″ 9′ 7″<br>P42′ F22 1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta | Oil 2SA 4Cy. 250×420 mm<br>9t–1½pd<br>British Auxiliaries Ltd. Gls<br>8½k |
| **GUNTUR 2**<br>exCaltex 92–66 exGinouse–54<br>Cia. de Nav. **Ohtan S.A.**<br>Panama<br>Panamanian | 635<br>408<br>1015 | | 1944 Odenbach S.B. Corp.—Rochester, N.Y.<br>182′ 5″ 30′ 2″ 11′ 2½″<br>179′ 4″ 30′ 0″ 13′ 6″<br>P38′ F23′ 1 dk | TM Tanker Mchy.aft<br>6 Ta<br>L.38130 | 2 Oil 4SA each 6Cy. 230×265 mm<br>630bhp 441t–2pd<br>Cooper-Bessemer Corp. Grove City<br>9k |
| **GUNUNG DJATI**<br>exEmpire Orwell–59<br>exEmpire Doon–49<br>exPretoria–45<br>P.T. Perusahaan **Pelajaran "Arafat"**<br>Djakarta<br>Indonesian | 17891<br>9981<br>— | GL<br>Classed LR until 10/64 | 1936 Blohm & Voss K.a.A.—Ham<br>576′ 9″ 72′ 4″ 26′ 5⅞″<br>541′ 4″ 72′ 2″ 44′ 6″<br>B&F431′ UprB159′ 3 dks, 4th dk clear of mchy. space, 5th dk fwd<br>RW<br>rf nil | TS (2106P) CSD<br>10W | 6 S Turb sr geared to 2 sc. shafts<br>11000shp 1936t (o.f)<br>Blohm & Voss K.a.A. Ham<br>17k |

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| 513841<br>PKUC<br>Df Esd<br>Gc Rdr<br>RT | **GUNUNG GUNTUR**<br>**P. N. Djakarta Lloyd**<br>Djakarta Indonesian | 4209<br>2785<br>— | GL<br>✠Classed LR until 7/65 | 1961-1 Hakodate Dock Co. Ltd.—Hak<br>357' 0" 52' 9" 21' 4½"<br>328' 8" 52' 6" 26' 3"<br>P88' F34' 1 dk, 2nd dk except in No. 1<br>rf 3" hold | M Mchy.aft | Oil 2SA 5Cy. 600×1050 mm<br>3300bhp MAN<br>Mitsubishi Nippon Hvy Ind. |
| 513842<br>PKUB<br>Df Esd<br>Gc Rdr | **GUNUNG KERINTJI**<br>**P. N. Djakarta Lloyd**<br>Djakarta Indonesian | 4214<br>2441<br>— | GL<br>✠Classed LR until 7/65 | 1961-3 Hakodate Dock Co. Ltd.—Hak<br>357' 0" 52' 9" 21' 4½"<br>328' 8" 52' 6" 26' 3"<br>P88' F34' 1 dk, 2nd dk except in No. 1<br>rf 3" hold | M Mchy.aft | Oil 2SA 5Cy. 600×1050 mm<br>3300bhp MAN<br>Mitsubishi Nippon Hvy Ind. |
| 513844<br>PKUA<br>Df Esd<br>Gc Rdr<br>RT | **GUNUNG TAMBORA**<br>P.N. Djakarta Lloyd<br>~~Republik Indonesia~~<br>Djakarta Indonesian | 4214<br>2441<br>— | GL<br>✠Classed LR until 7/65 | 1961-5 Hakodate Dock Co. Ltd.—Hak<br>357' 0" 52' 9" 21' 4½"<br>328' 8" 52' 6" 26' 3"<br>P88' F34' 1 dk, 2nd dk except in No. 1<br>rf 3" hold | M Mchy.aft | Oil 2SA 5Cy. 600×1050 mm<br>3300bhp MAN<br>Mitsubishi Nippon Hvy Ind. |
| 504955<br>JWMM<br>Df Esd<br>Gc Rdr<br>RTm/h | **GUNVOR**<br>exBotne-66<br>**Henrex A/S**<br>Gunnar Henriksen<br>Oslo Norwegian | 6000<br>3317<br>10500<br>8674<br>5238<br>12705 | NV | 1957 A/B Oskarshamns Varv—Osk<br>485' 0" 61' 8" 26' 8"/29' 11"<br>440' 0" 61' 6" 39' 6"<br>P46' F52' 1 dk & S dk | M OSD/CSD<br>5 Ho<br>G.649000 B.590000<br>5 Ha (stl) (31½', 37½', 37½', 52½', 34½'×23')<br>16W Der 1(30) 1(10) 16(5) | Oil 2SA 9Cy. 700×1200 mm<br>6000bhp MAN<br>Kockums M/V A/B<br>3×400kW 230V d.c. |
| 503389<br>JWML<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GUNVOR BRÖVIG**<br>exBeaulieu-64<br>**A/S Selvaagbygg**<br>Th. Brövig<br>Farsund Norwegian | 12111<br>6930<br>18500 | NV | 1957 Marinens Hovedverft—Horten<br>565' 5" 70' 2" 30' 7½"<br>533' 5" 70' 0" 39' 4"<br>P50' B44' F75' 1 dk | M Tanker Mchy.aft<br>20 Ta<br>HeCls. BC<br>Der 1(5) 2(3) 2(1½) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford 1400<br>Marinens Hovedverft<br>4×240, 240, 240, 200kW 440 |
| 513846<br>OXGG<br>Df Esd<br>Gc Pfd<br>Rdr | **GUNVOR MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 16093<br>9495<br>26880 | ✠100A1 SS 6/64<br>oil tanker<br>✠LMC<br>MN1750 EL I†2††"SQ | 1959-9 Odense Staalskibs.—Odn<br>621' 11" 74' 4" 34' 0½"<br>586' 1" 74' 0" 44' 7"<br>P130' B40' F74' 1 dk<br>13BH<br>rf 2" WB714t | M Tanker Mchy.aft<br>24 Ta<br>L.1181000 | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp<br>Burmeister & Wain<br>3AuxB (o.f) 180lb Sgt<br>AuxB (ex.g) 180lb |
| 501151<br>LCPW<br>Df Esd<br>Rdr | **GUNVOR STRÖMER**<br>exAlk-64 exGunhild K.-61<br>**Rolf Strömers Rederi**<br>Oslo Norwegian<br>Now **PANAGIOTIS**<br>See New Entries No. 5 | 500<br>239<br>923<br>935<br>548<br>1445 | NV | 1955 Ottensener Eisenwerk—Ham<br>216' 6" 32' 7" 12' 0½"/15' 3½"<br>191' 4" 32' 6" 19' 3"<br>B16' F25' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>1 Ho<br>G.67000 B.60000<br>2 Ha (46', 44'×18½')<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz |
| 660910<br>EEVR<br>Df Esd<br>Rdr RT | **GURE AMA**<br>**Ondarrutarra S.A.**<br>Gijon Spanish | ~~483~~ 530<br>~~238~~ 284<br>~~476~~ | BV | 1965 Maritima del Musel S.A.—Gjn<br>151' 8" 13' 0"<br>131' 0" 27' 4½" 14' 5"<br>1 dk<br>RW | M Trawler Mchy.aft<br>3 Ha (each 7½'×6') | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz |
| 513847<br>EDZS<br>Esd RT | **GURE AMETZA**<br>exTuscan<br>**Olasaboa S.L.**<br>San Sebastian Spanish | 177<br>79<br>— | ✠Classed LR until 6/13 | 1905-8 Cook, Welton & Gemmell Ltd.—Bev<br>*101·3'* 20' 11"<br>... ... ...<br>R | S Trawler | T 3Cy. 11½" 19½" & 32"×22"<br>375ihp<br>C. D. Holmes & Co. |
| 670743<br>Df Esd<br>Gc Rdr<br>RT | **GURIA**<br>**U.S.S.R.**<br>Russian | 2435<br>1070<br>850 | | 1966 Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" 16' 1"<br>233' 0" 42' 2" 23' 0"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.33550<br>3 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. 320×4<br>geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Lie<br>4×270kW 200V d.c. |
| 680246<br>UGPN<br>M-21452 | **GURIEV**<br>**U.S.S.R.**<br>Baku Russian | 1002<br>392<br>176 | | 1963 G. Dimitrov Shipyard—Varna<br>206' 9" 30' 7" 9' 10"<br>30' 5" 19' 2" | M Ferry<br>1 Ho<br>B.9535<br>1 Ha<br>3W Cr 1(1) Der 3(1) | Oil 4SA 8Cy. 320×450 mm<br>Schwermasch Karl Lie |
| 680247<br>USIB<br>M-27816 | **GURIEV**<br>**U.S.S.R.**<br>Astrakhan Russian | 862<br>214<br>355 | | 1964 ......................Russia<br>181' 9" 31' 2"<br>31' 0" | D-E Fish Carrier<br>1 Ho<br>In.12713<br>1 Ha<br>Cr 1(2½) | 2 Oil 4SA each 8Cy. 2<br>connected to elec. mo<br>sc. shaft |
| 513849<br>Df Esd<br>Gc Rdr | **GURIEV**<br>**U.S.S.R.**<br>Murmansk Russian | 678<br>245<br>500 | | 1957 Stocznia Gdanska—Gdk<br>194' 4" 29' 7" 14' 2½"<br>178' 8" 29' 6½" 16' 3" | S Trawler | C 4Cy. (2) 295 & (2) 6<br>H. Cegielski |

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|---|---|---|---|---|---|
| **GURJEVSK**<br>U.S.S.R.<br>Russian | 2435<br>1070<br>850 | | **1966** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.33550<br>3 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>4×270kW 220V d.c. 11¾k |
| **GURO**<br>exGabriel Faroult-64<br>John Johannessen<br>Haugesund<br>Norwegian | ~~227~~ 199<br>~~108~~ 100<br>295 | BV | **1949** De Waal N.V.—Zaltbommel<br>129′ 1″ 22′ 0″ 9′ 4″<br>118′ 1″ 21′ 9″<br>P33′ F18′ 1 dk<br>R | M Mchy.aft<br>1 Ho 71½′<br>G.13484 B 12007<br>2 Ha (21¾′. 27¼′×13′)<br>2W Der 2(3) | Oil 4SA 6Cy. 285×420 mm<br>300bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×1½kW 24V d.c. 10k |
| **GURZUF**<br>Launched as Delian Spirit<br>U.S.S.R.<br>Odessa<br>Russian | 16349<br>9423<br>25250 | | **1961** Nederl. Dok & Schps.—Ams<br>619′ 6″ 76′ 8″ 32′ 10½″<br>76′ 6″ 42′ 7″<br>1 dk<br>RW | M Tanker Mchy.aft<br>30 Ta 1 Ho<br>L.1204376 G.27086<br>1 Ha (13′×10½′)<br>1W Der 1(6) | Oil 2SA 8Cy. 750×1600 mm<br>Stork<br>Nederl. Dok & Schps. Ams<br>14¾k |
| **GURZUF**<br>U.S.S.R.<br>Kaliningrad<br>Russian | 2435<br>1070<br>852 | | **1963** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.33550<br>3 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>4×270kW 220V d.c. 11¾k |
| **GURZUF**<br>U.S.S.R.<br>Murmansk<br>Russian | 658<br>280<br>450 | | **1956** Stocznia Gdanska—Gdk<br>194′ 4″ 29′ 7″ 13′ 11⅜″<br>175′ 6″ 29′ 6½″ 16′ 3″ | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>A/B Finnboda Varf Skm |
| **GUSTAF AF KLINT**<br>Government of Sweden (Kungliga Sjöfartsstyrelsen)<br>Stockholm<br>Swedish | 485<br>—<br>— | | **1941** A/B Finnboda Varf—Skm<br>170′ 9″ 28′ 7″ 15′ 5″<br>28′ 5″<br>P(p)49′ P(s)38′ 1 dk<br>len — | M Survey Ship | Oil 2SA 4Cy. 340×570 mm<br>54t<br>Atlas-Diesel Skm |
| **GUSTAF WASA**<br>exOsterdalarne<br>Turisttrafik, Sjöholm & Persson<br>Leksand<br>Swedish | 127<br>89<br>— | | **1876** W. Lindbergs M/V—Skm<br>*94·5′* 17′ 6″<br>… … …<br>1 dk<br>R | Iron TM | 2 Oil 4SA each 2Cy.<br>470bhp Emade51fitted60 |
| **GUSTAV DAHRENDORF**<br>Now VALPARAISO See New Entries No. 11<br>~~einwirtschaftl.~~<br>~~Hochseefischerei G.m.b.H.~~<br>~~erhaven W. German~~<br>Empresa Pesquera Harling Ltda.<br>San Antonio Chilean | 640<br>285<br>— | ~~GL~~ | **1955** Rickmers Werft—Bhn<br>*185·5′* 29′ 0″<br>175′ 6″ 27′ 6″ 16′ 9″<br>P63′ F30′ 1 dk<br>RW | D-E Fishing | 2 Oil 4SA (i) 6Cy. 420×660 mm (ii) 8Cy. 220×280 mm connected to elec. motor & sc. shaft<br>1530bhp<br>Klöckner-Humboldt-Deutz Kln |
| **GUSTAV MEYER**<br>German Federal Government (Bundesverkehrs-minister)<br>Emden<br>W. German | 515<br>144<br>— | | **1966** Jadewerft G.m.b.H.—Wilhelmshaven<br>160′ 1″ 31′ 5″ 10′ 5¾″<br>147′ 7″ 31′ 2″ 15′ 3″<br>1 dk | M Buoy Ship | 2 Oil 4SA each 8Cy. 220×280 mm geared to sc. shaft<br>750bhp<br>Klöckner-Humboldt-Deutz Kln |
| **GUSTAV VASA**<br>H. Meijer, Lion Ferry A/B<br>Halmstad<br>Swedish | 3801<br>1482<br>900 | ✠100A1<br>Baltic & Kattegat service<br>Ice Class 3<br>✠LMC<br>MN1600 EL x1⅜″SQ | **1965–4** Werft Nobiskrug—Rendsburg<br>361′ 7″ 58′ 11″ 14′ 4″<br>327′ 1″ 57′ 9″ 21′ 11¾″<br>P12′ B&F300′ 1 dk, 2nd dk except in mchy. space<br>13BH<br>rf 20″ WB396t incl. DTsf141t DTsa53t | TM Ferry (1000P) Mchy.aft | 2 Vee Oil 4SA each 16Cy. 300×450 mm and 2 Oil 4SA each 9Cy. 300×450 mm through hydraulic couplings & sr gearing to 2 sc. shafts<br>8000bhp 235t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×464kW 380V 50c/s a.c.<br>Thw. thrust contr. pitch propeller fwd<br>20k |
| **GUSTAVE C**<br>exBéthune-61<br>Robert Colombier<br>Bordeaux<br>French | 2636<br>1413<br>3380 | BV<br>**BROKEN UP** | **1948** At & Ch. de la Loire—Nts<br>322′ 6″ 43′ 7″ 18′ 3″<br>43′ 5″<br>P27′ Q92′ B62′ F25′ 1 dk | S<br>G.164593 B.147879<br>4 Ha (31¾×27′/17¾′) (40½′×27′) (33¾′×27′) (30′×27′/23′)<br>8 W | T 3Cy. 20″ 33 1/16″ & 59 11/16″×41⅛″<br>1600ihp 304 t(o.f)<br>At. & Ch. de la Loire St.N<br>9k |
| **GUTENFELS**<br>Deutsche Dampfsch. Ges. "Hansa"<br>Bremen<br>W. German<br>Now JILIN See New Entries No. 3 | 6804<br>3986<br>9922 | GL | **1954** A.G. "Weser"—Bmn<br>511′ 1″ 62′ 7″ 27′ 1½″<br>456′ 11″ 62′ 4″ 39′ 4″<br>B29′ F41′ 2 dks & S dk<br>rf 4″ | M (11P) Ref OSD Mchy.aft<br>4 Ho 46′, 49¾′. 164′ comb., 51¾′<br>G.658849 B.594088 In.7310<br>5 Ha (23′, 27½′, 34′, 73½′, 26¼′×21¼′)<br>22W Der 1(165) 2(30) 4(15) 14(3–5) 2(3) 1(2) | 2 Oil 2DA each 6Cy. 530×800 mm geared to sc. shaft<br>9000bhp 1379t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>4×900kW 220V d.c. 17¼k |
| **GUTHOLZ**<br>exElmo-65 exLaika-52<br>exStanley Baldwin-47<br>Werner Holzmann<br>Hamburg<br>W. German | 143<br>83<br>210 | | **1915** W. Beardmore & Co.—Dalmuir<br>*106·4′* 21′ 0″ 7′ 0″<br>… … …<br>R | M Mchy.aft | Oil 2SA 2Cy. 310×380 mm<br>120bhp Emade44refitted52<br>A/B Bolinder-Munktell Eskilstuna |

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| 513863<br>PELT<br><br>Df Esd<br>Pfd Rdr<br>RTm | **GUUS**<br>exAriadne-62<br>**N.V. Verre Visserij Maats.**<br>**(J.J. v.d. Toorn)**<br>Scheveningen Netherland | 246<br>117<br>— | | 1956 Scheepsw. "De Rietpol"—<br>Spaarndam<br>119' 9" 24' 1"<br>100' 0" 23' 11½" 12' 6"<br>R | M Trawler | Oil 4SA 6Cy. 320×480 mm<br>500bhp<br>Motorenw. Mannheim |
| 513865<br>VXNW<br>179264<br>Gc Pfd<br>Rdr<br>RTm | **GUY BARTHOLOMEW**<br><br>**St. Charles Transportation**<br>**Co. Ltd.**<br>Quebec Canadian | 3636<br>2216<br>4200 | A1 ~~Lake SS 5/64~~<br>with fbd River and Gulf of<br>St. Lawrence service<br>**LMC** Lake SS 4/68<br>MN360 EL (u) 2½" | 1943 Chicago Bridge & Iron Co.—Seneca<br>327' 10" 50' 2" 15' 0½"<br>308' 6" 50' 0" 25' 0"<br>1 dk, pt 2nd & 3rd dks<br>NS 3BH to U dk 2 pt BH to 2nd dk<br>conv 48<br>rf nil WB DTsf1470t | TM Mchy.aft<br>2 Ho 120', 136'<br>G.205000 B.200000<br>7 Ha (24', 16', 16', 16', 16', 16'×30')<br>(24'×26') | 2 Oil 2SA each 12Cy.<br>geared<br>1800bhp<br>General Motors Corp.<br>db 80ft<br>3×150kW 220V d.c. |
| 680966<br><br><br>Df Esd<br>Rdr | **GUY MARIE LOUISE**<br><br>**Armement Gérard Villiers**<br>Concarneau French | 235<br>82<br>— | | 1967 S.I.C.C. Na.—St.M<br>109' 0"<br>92' 7" 25' 5" 12' 6"<br>1 dk | M Stern Trawler Mchy.aft | Oil 4SA 12Cy. 159×203 mm<br><br>Caterpillar Tractor Co. |
| 538083<br>FNQR<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **GUYANE**<br>exVille de Djibouti-65<br>**Cie. Générale**<br>**Transatlantique**<br>Dunkirk French | 7062<br>4316<br>8607 | BV | 1955 At. & Ch. de la Seine Mtme—<br>Le Trait<br>*428·7'* 60' 2" 25' 7½"<br>415' 8" 60' 0" 35' 7"<br>2 dks | M (6P) Ref CSD<br>pt bulk wine carrier<br>5 Ho 46½', 61½', 24', 61½', 59½'<br>L.5827<br>5 Ha (stl) (29½', 36', 17½', 37½'<br>32½'×19½')<br>Der 1(50) 1(30) 10(10) 2(5) | Oil 2SA 5Cy. 740×1600 mm<br>6250bhp B&W<br>Ch. & At. de St. Nazaire (Pen<br>3×235, 170, 170kW 440V |
| 511658<br>TOPB<br><br>Df Esd<br>RT | **GUYENNE**<br>exFlores-64<br>**Transports Maritimes du**<br>**Sud-Ouest**<br>Guy Garrouste<br>Bordeaux French | 500<br>272<br>870 | ✠100A1 SS 10/66<br><br>✠LMC<br><br>MN100 EL j | 1957-10 Schps. Gebr. v. Diepen—<br>Waterhuizen<br>200' 4" 30' 8" 11' 9½"<br>181' 3" 30' 2" 13' 5"<br>P54' F29' 1 dk<br>RW 3BH<br>rf 4" WB271t | M Mchy.aft<br>1 Ho 121½'<br>G.37650 B.35000<br><br>2W Der 2(3) | Oil 2SA 10Cy. 190×350 mm<br>gearing<br>500bhp<br>N.V. Mch. Bolnes |
| 513867<br>TCGM<br>24 | **GÜZELHISAR**<br>exBosphorus No. 68-54<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 453<br>252<br>— | ✠<br><br>GL | 1911-7 Hawthorn, Leslie & Co. Ltd.—Nwc<br>*152·3'* 26' 1" 8' 2"<br>… … …<br>1 dk<br>R | TS Ferry | T 6Cy. 10½" 16" & 28"×18"<br>440ihp<br>Wallsend Slpwy Co. Ltd. |
| 513869<br>UNGV<br>M-12040<br>Df Esd<br>Gc Rdr | **GVARDEISK**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 3550<br>1727<br>3830 | | 1956 Schps. & Mch. "De Klop"—<br>Sliedrecht<br>376' 7" 46' 1" 21' 4"<br>343' 2" 46' 0" 27' 0"<br>2 dks<br>RW | M Fish Carrier<br>4 Ho<br>In.165026<br>4 Ha (each 14'×11½')<br>8W Der 8(3) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>N.V. Kon. Maats. "De Sche |
| 513870<br>UREV<br>M-21303<br>Df Esd<br>RT | **GVARDEISK**<br><br>**U.S.S.R.**<br>Tallinn Russian | 638<br>280<br>901 | | 1953 Stocznia im Komuny Paryskiej—<br>Gdy<br>188' 6" 29' 9" 12' 4"<br>29' 7" 15' 8"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.37646<br>2 Ha (each 33½'×12½')<br>4W Der 4(1½) | Oil 4SA 8Cy. 290×420 mm<br>640bhp<br>Masch. Kiel A.G. |
| 661856<br>FNSF<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **GWENOLA**<br><br>**Cie. Auxiliaire de**<br>**Navigation**<br>Dunkirk French | 57514<br>36210<br>101130 | BV | 1966 Ch. de l'Atlantique—St.N<br>919' 4" 122' 8" 47' 2½"<br>882' 1" 122' 0" 62' 4"<br>P213' F130' 1 dk<br>rf 4" | M Tanker (11P) Mchy.aft<br>12 Ta<br>L.4294915 HeCls. B<br>Cr 4(1½) | Oil 2SA 12Cy. 840×1800 mm<br>27720bhp B&W<br>Ch. de l'Atlantique<br>3×850, 850, 500kW 440V |
| 672428<br>OVQS<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GYDA**<br><br>**Dampskibsselskabet Torm**<br>**A/S**<br>Carl M. Andersen<br>Copenhagen Danish | 15810<br>9142<br>25030 | NV | 1967 Kaldnes M/V A/S—Tbg<br>591' 5" 75' 2" 33' 1½"<br>550' 0" 75' 0" 45' 0"<br>P42' F95' 1 dk<br>rf 2" | M Bulk Carrier Mchy.aft<br>6 Ho 74½', 67½', 68½', 68½' 65½', 71'<br>G.1089390 B.1035430<br>6 Ha (stl) (each 43½'×37½')<br>Cr 5(10) | Oil 2SA 6Cy. 750×1600 mm<br>10350bhp<br>A/B Götaverken<br>3×450, 340, 340kW 440V |
| 516640<br>DGXF<br><br>Df Esd<br>Pfd Rdr<br>RT | **GYDA**<br>exJ. C. Ertel-66 exLise-56<br>exCetus-53 exMoto-36<br>**H. F. Cordes & Co.**<br>Hamburg W. German | 3228<br>1806<br>5157 | BV<br><br>✠Classed LR until 12/63 | 1920-4 Murdoch & Murray Ltd.—P.Gl<br>*347·8'* 43' 10" 21' 2"<br>43' 8" 25' 9"<br>P47' Q124' F31' 1 dk Well dk<br>R len 59 | M<br><br>G.193358 B.176310<br>5 Ha (36½', 35½', 28'×31½') (28'×31½')<br>(28'×30')<br>8W | Oil 4SA 7Cy. 400×600 mm<br>1470bhp NE58<br>Masch. Augsburg-Nürnb |
| | Now **GYDA C** See New Entries No. 10 | | | | | |
| 513875<br>TFKJ<br><br>Df Esd<br>Pfd<br>Rdr RT | **GYLFI**<br><br>**Government of Iceland**<br>**(Skipautgerd Rikisins)**<br>Reykjavik Icelandic | 696<br>267<br>— | ✠100A1 SS 12/61<br>trawler<br>✠LMC<br>MN322 EL (k)y<br>**SURVEYS OVERDUE** 12/65 | 1952-3 Goole S.B. & R. Co. Ltd.—Goo<br>202' 0" 30' 8" 15' 0"<br>185' 0" 30' 6" 16' 0"<br>Q91' F40'<br>RW 4BH<br>BK8" WB13t | M Trawler | Oil 4SA 6Cy. 430×460 mm<br>1610bhp<br>Ruston & Hornsby<br>PrB 105ft |
| 513877<br>JDVM<br>62539<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GYOKUEI MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 10357<br>5927<br>11370 | NK | 1944 Mitsubishi Jukogyo—Yka<br>*499·9'* 66' 11" 28' 1"<br>489' 5" 66' 8" 47' 1"<br>2 dks<br>RW conv tanker 60<br>rf 4½" | M Fish Factory Mchy.aft<br>4 Ho 63', 100', 63½', 80'<br>G.135574 B.122719<br>5 Ha (17', 8½'×14½') (11½'×16½')<br>(20'×14½') (10½'×11½')<br>Der 2(20) 2(10) 8(5) | Oil 2SA 6Cy. 700×1200 mm<br>5000bhp NE81<br>Kawasaki Dkyd Co. Ltd.<br>5×230V d.c. |
| 630781<br>JM2478<br>102196<br>RT | **GYOKUHO MARU**<br><br>**Shinitto Unyu K.K.**<br>Kita-Kyushu Japanese | 185<br>63<br>— | | 1967 Osaka Zosensho—Osa<br>9' 1"<br>92' 1" 26' 11" 12' 8"<br>1 dk<br>RW | TM Tug | 2 Oil 4SA each 6Cy.<br>2300bhp<br>Fuji Seisakusho |

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| **GYOKUKAI MARU**<br>Mitsui-O.S.K. Lines K.K.<br>Tokyo Japanese | 3982<br>2505<br>6147 | | NK | 1961 Usuki Tekkosho—Saiki<br>360′ 3″ 52′ 7″ 21′ 9″<br>334′ 4″ 52′ 6″ 26′ 7″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.294843 B.277151<br>3 Ha (34½′, 66½′. 66½′×23½′)<br>11W Der 2(20) 8(10) | Oil 4SA 6Cy. 450×720 mm<br>3300bhp 386t<br>Mitsubishi Hvy Ind. Ltd. Kob<br>2×128kW 445V a.c. 12½k |
| **GYOKURYU MARU**<br>Taiheiyo Kisen K.K.<br>Tokyo Japanese | 10363<br>4165<br>15226 | | NK | 1964 Ishikawajima-Harima Hvy Ind.—Nga<br>481′ 11″ 67′ 5″ 26′ 11″<br>449′ 6″ 67′ 3″ 37′ 5″<br>1 dk<br>RW | M Ore Carrier Mchy.aft<br>3 Ho<br>G.557761<br>3 Ha (68¾, 82¾′, 82¾′×28½′)<br>12W Der 2(10) 10(5) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer 1178t<br>Ishikawajima-Harima Hvy Ind. Aio<br>2×184kW 445V a.c. 13¾k |
| **GYOKUSAN MARU**<br>Nippon Yusen Kaisha<br>Tokyo Japanese | 2652<br>1350<br>3409 | | NK | 1960 Namura Zosensho—Osa<br>317′ 3″ 44 1″ 19′ 8″<br>295′ 3″ 43′ 11″ 22′ 7″<br>1 dk, pt 2nd dk<br>RW<br>rf 2¾″ | M Ref<br>3 Ho 55′, 96′, 53¼′<br>G.171571 B.161324<br>3 Ha (30¼′×16½′) (66′, 34′×18¾′)<br>8W Der 2(12) 6(5) | Oil 4SA 8Cy. 470×700 mm<br>2700bhp 272t (hvf)<br>Ito Tekkosho Shimizu<br>2×120kW 445V 60c/s a.c. 12¾k |
| **GYOKUYO MARU**<br>Tamanaka Kisen K.K.<br>Tamashima Japanese | 337<br>159<br>551 | | | 1958 Takehara Zosen—Hma<br>148′ 4″ 23′ 0″ 10′ 10″<br>135′ 10″ 22′ 11″ 11′ 9″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp Emade48refitted58 11t<br>Shikoku Kikai Ehime |
| **GYPSUM COUNTESS**<br>Gypsum Transportation Ltd.<br>London British | 8240<br>4020<br>10720 | ✠100A1<br>✠LMC<br>MN660 | SS 4/65<br>EL b†$2\frac{1}{16}$″SQ | 1960–11 At. & Ch de la Seine Mtme—Le Trait<br>445′ 10″ 64′ 4″ 24′ 11″<br>423′ 0″ 64′ 0″ 31′ 4″<br>P99′ F81′ 1 dk<br>RW 4BH<br>rf nil WB4068t incl. Comb. btm & side tanks 541t DTs1984t | S (4P) Mchy.aft<br>Self-unloader<br>4 Ho 58′, 77′, 105′, 77′<br>G.373592<br>4 Ha (stl) (10′×20′) (42′ comb., 63′ comb., 42′ comb.×34′)<br>Der 2(7) 2(3) | 2 S Turb dr geared to sc. shaft<br>3300shp (o.f)<br>General Electric Co. Lyn<br>2WTB 500lb Spt 840° F. 470lb hs6842<br>2×250kW 440V 60c/s a.c. |
| **GYPSUM DUCHESS**<br>Gypsum Transportation Ltd.<br>London British | 8180<br>4323<br>10677 | ✠100A1<br>✠LMC<br>MN660 | ~~SS 2/64~~<br>SS 11/68<br>EL b†$2\frac{1}{16}$″SQ | 1956–11 Deutsche Werft—Ham<br>441′ 1″ 64′ 4″ 24′ 11″<br>423′ 0″ 64′ 0″ 31′ 4″<br>P99′ F81′ Trunk 245′ 1 dk<br>RW 4BH<br>rf nil WB3831t incl. Comb. btm & side tanks 541t DTs1769t DTf523t | S (4P) Mchy.aft<br>Self-unloader<br>4 Ho 48′, 77′, 105′, 77′<br>G.384483<br>4 Ha (stl) (9¼′×20′) (42′ comb., 63′ comb., 42′ comb.×34′)<br>Der 2(3) | 2 S Turb dr geared to sc. shaft<br>3300shp 721t (o.f)<br>General Electric Co. Lyn<br>2WTB 500lb Spt 842° F. 470lb hs6852<br>2×250kW 440V 60c/s a.c. 13k |
| **GYPSUM EMPRESS**<br>Gypsum Transportation Ltd.<br>London British | 8180<br>4323<br>10677 | ✠100A1<br>✠LMC<br>MN660 | SS 3/68 ~~SS 8/64~~<br>EL b†$2\frac{1}{16}$″SQ | 1956–4 Deutsche Werft—Ham<br>441′ 1″ 64′ 4″ 24′ 11″<br>423′ 0″ 64′ 0″ 31′ 4″<br>P99′ F81′ Trunk 245′ 1 dk<br>RW 3BH<br>rf nil WB3831t incl. Comb. btm & side tanks 541t DTs1769t DTf523t | S (4P) Mchy.aft<br>Self-unloader<br>4 Ho 48′, 77′, 105′, 77′<br>G.384483<br>4 Ha (stl) (9¼′×20′) (42′ comb., 63′ comb., 42′ comb.×34′)<br>Der 2(3) | 2 S Turb dr geared to sc. shaft<br>3300shp 721t (o.f)<br>General Electric Co. Lyn<br>2WTB 500lb Spt 470lb hs6852<br>2×250kW 440V 60c/s a.c. 13k |
| **GYPSUM PRINCE**<br>Gypsum Transportation Ltd.<br>London British | 7969<br>4223<br>10588 | ✠100A1<br>✠LMC | SS 3/67<br>EL (b†) $2\frac{1}{16}$″SQ | 1947–6 Federal S.B. & D.D. Co.—Kearny<br>436′ 0″ 64′ 2″ 24′ 5″<br>423′ 0″ 64′ 0″ 31′ 4″<br>P99′ F80′ Trunk 252′ 1 dk<br>RW 4BH<br>rf nil WB4142t incl. DTs2224t DTf533t | S (4P) Mchy.aft<br>Self-unloader<br>4 Ho 48′, 77′, 105′, 77′<br>G.369072<br>4 Ha (stl) (12′×20′) (42′ comb., 63′ comb., 42′ comb.×34′)<br>6W Der 2(3) | 2 S Turb dr geared to sc. shaft<br>2700shp 751t (o.f)<br>General Electric Co. Lyn<br>2WTB 500lb Spt 470lb hs(7326)<br>2×200kW 440V 60c/s a.c. 12½k |
| **GYPSUM QUEEN**<br>Gypsum Transportation Ltd.<br>London British | 7969<br>4223<br>10569 | ✠100A1<br>✠LMC | SS 1/67<br>EL b†$2\frac{1}{16}$″SQ | 1947–5 Federal S.B. & D.D. Co.—Kearny<br>436′ 0″ 64′ 1″ 24′ 5″<br>423′ 0″ 64′ 0″ 31′ 4″<br>P99′ F80′ Trunk 252′ 1 dk<br>RW 4BH<br>rf nil WB4142t incl. DTs2224t DTf533t | S (4P) Mchy.aft<br>Self-unloader<br>4 Ho 48′, 77′, 105′, 77′<br>G.369072<br>4 Ha (stl) (12′×20′) (42′ comb., 63′ comb., 42′ comb.×34′)<br>6W Der 2(3) | 2 S Turb dr geared to sc. shaft<br>2700shp 751t (o.f)<br>General Electric Co. Lyn<br>2WTB 500lb Spt 470lb hs(7326)<br>2×200kW 440V 60c/s a.c. 12½k |
| **GYPSY LADY**<br>J. P. Bragg<br>Bombay Indian | 115<br>47<br>— | | | ....................<br>92′ 0″ 22′ 7″<br>... ... ...<br>1 dk | Wood M | Oil 2SA 4Cy. 265×345 mm<br>Crossley Bros. Ltd. Mch |
| **GYPTIS**<br>exGertrud-60<br>Cie. de Navigation Daher<br>Marseilles French | 2155<br>1024<br>3572<br>3201<br>1663<br>— | | BV | 1955 Nordseewerke Emden—Emd<br>315′ 0″ 46′ 0″ 19′ 11½″/—<br>285′ 6″ 45′ 10″ 29′ 3″<br>F49′ 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>2 Ha (55′, 57½′×16½′)<br>Der 1(50) 1(15) 8(5) | 2 Oil 4SA each 6Cy. 420×660 mm geared to sc. shaft<br>2500bhp 134½t<br>Klöckner-Humboldt-Deutz Kln<br>12½k |
| **GYRO**<br>exStyrbjörn-50<br>Olof Olsson<br>Donsö Swedish | 142<br>88<br>200 | | | 1913 C. J. Wennbergs M/V—Karlstad<br>98′ 7″ 17′ 8″ 9′ 6″<br>17′ 6″<br>1 dk<br>R conv dry cargo ship 50 len 63 | Iron M Tanker | Oil 2SA 3Cy.<br>180bhp NE61<br>Alpha-Diesel A/S Fkn |
| **GYURGYAN**<br>U.S.S.R.<br>Baku Russian | 3821<br>2002<br>4643 | | | 1960 G. Dimitrov Shipyard—Varna<br>430′ 0″ 52′ 6″ 14′ 5″<br>52′ 4″ 18′ 0″<br>1 dk | TM Tanker Mchy.aft<br>15 Ta<br>L.216480 | 2 Oil 2SA each 8Cy. 300×500 mm<br>Russki-Diesel Wks Len<br>10½k |

| 1<br>LR Identity No.<br>Call Sign<br>Official No.<br>Navigational aids | 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross Net Summer Deadwt<br>Gross Net Summer Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stro<br>Total horsepower Type Fu<br>Enginebuilders Whe<br>Boilers Heating surface Furna<br>Aux. electrical generating plan<br>Special propellers |
|---|---|---|---|---|---|---|
| 661828<br>VXZR<br>326459<br>Df Esd<br>Gc Pfd<br>Rdr RT | H 1070<br>Canadian General Electric Co. Ltd.<br>St. John, N.B. Canadian | 21200<br>13424<br>30360 | ✠100A1<br>Strengthened for ore cargoes, Nos. 3, 5 & 7 holds may be empty or oil except in Nos. 2 & 4 holds<br>Ice Class 1<br>✠LMC<br>MN2750 EL o†2¼"SQ | 1966–7 St. John S.B. & D.D. Co. Ltd.—St.J<br>690' 6" 75' 3" 36' 0"<br>649' 0" 75' 0" 48' 0"<br>P111' F55' 1 dk<br>NS 10BH<br>rf nil WB39470 incl. DTf2809t 15164t in Nos. 3, 5, 6 & 7 holds | S Ore/Oil Carrier Mchy.aft | 2 S Turb dr geared to sc. shaf<br>13750shp<br>Canadian General Electric Co.<br>Peterboroug<br>2WTB 710lb Spt 850° F.<br>sg 140lb<br>3 × 600, 600, 400kW 450V<br>Thw. thrust contr. pitch prope |
| 513890<br>153067 | H.A.B.<br>C. E. Dufour<br>Quebec Canadian | 116<br>84<br>— | | 1926 Hylas Boudreault—Anse St.Jean<br>*84·0'* 24' 7"<br>… … …<br>1 dk | Wood M | Oil 2SA 4Cy. 215 × 255 mm<br>Fairbanks Morse & Co. |
| 513893<br>181644 | H.A.M. 111<br>Hollandse Aaneming Maats. S.A. (Eiendoms) Bpk<br>S. African | 574<br>400<br>— | ~~✠100A1~~ ~~SS 4/64~~<br>~~dredger~~<br>✠Class WITHDRAWN at Owners' request 7/68 | 1947–8 Lobnitz & Co. Ltd.—Rnf<br>186' 6" 35' 1" 8' 3"<br>170' 0" 34' 0" 12' 6"<br>RW<br>4BH | Bucket Dredger<br>Cr 1(4) Der 2(2) | ✠ndb 8/47-180lb |
| 513894<br>PEMR<br>Rdr RT | H.A.M. 302<br>Hollandsche Aanneming Maats. N.V.<br>The Hague Netherland | 1719<br>896<br>2362 | BV | 1955 Schps. L. Smit & Zoon—Kinderdijk<br>*241·0'* 44' 2"<br>238' 8" 43' 11½" 19' 6"<br>1 dk | TM Suction Dredger<br>1 Ha (4½' × 8½') | 2 Oil 2SA each 8Cy.<br>2000bhp<br>Schps. L. Smit & Zn |
| 513895<br>PEMT<br>Esd Rdr RT | H.A.M. 305<br>Hollandsche Aanneming Maats. N.V.<br>The Hague Netherland | 2859<br>1460<br>— | BV | 1961 Schps. L. Smit & Zoon—Kinderdijk<br>*294·5'* 52' 7"<br>288' 8" 52' 6" 24' 0"<br>1 dk | TM Suction Dredger | 2 Oil 2SA each 10Cy.<br>2500bhp<br>Schps. L. Smit & Zn |
| 513896<br>PEMO<br>12656<br>Esd Rdr RT | H.A.M. 306<br>Hollandsche Aanneming Maats. N.V.<br>The Hague Netherland | 2857<br>1464<br>— | BV | 1962 Schps. L. Smit & Zoon—Kinderdijk<br>310' 0" 52' 7"<br>288' 8" 52' 6" 24' 0"<br>1 dk | TM Suction Hopper Dredger Mchy.aft<br>Der 2(10) 1(3½) | 2 Oil 2SA (1) 14Cy.<br>12Cy. 300 × 550 mm<br>2720bhp<br>Schps. L. Smit & Zn |
| 672843<br>323922<br>Esd RT | H. A. STEWART<br>C. Stewart<br>Chatham Canadian | 117<br>84<br>— | | 1967 Hike Metal Products Ltd.—Wheatley<br>*67·2'* 22' 0" 6' 9"<br>… … …<br>1 dk | M Trawler | Oil 4SA 6Cy. 5½" × 6½"<br>335bhp<br>Caterpillar Tractor Co. |
| 516223<br>WU7902<br>211825 | H. B. COPPEDGE<br>exInvincible–65<br>Florida Towing Corp.<br>Jacksonville United States | 197<br>118<br>— | | 1913 Skinner S.B. & D.D. Co.—Bal<br>*95·1'* 26' 4" 12' 0½"<br>101' 10" 26' 3" 12' 11"<br>1 dk<br>R | S Tug | C 2Cy. 19" & 40" × 28"<br>1100ihp<br>Northwest Eng. Wks |
| 513897<br>WA5705<br>235788<br>RTv | H. C. JEFFERSON<br>Glenburnie Curtis Bay Co.<br>Wilmington, Del United States | 204<br>139<br>— | | 1937 Pusey & Jones Corp.—Wmg<br>95' 0" 24' 2"<br>88' 0" 24' 0" 14' 7"<br>1 dk<br>R<br>rf 18" | M Tug<br>1W | Oil 4SA 12Cy. 9" × 10½"<br>1800bhp NE59<br>Alco Products Ltd. |
| 513899<br>KKQE<br>248737<br>Df Esd<br>Gc Pfd<br>Rdr RT | H. D. COLLIER<br>Standard Oil Co. of California<br>Chevron Shipping Co.<br>San Francisco United States | 10246<br>6115<br>16430 | AB | 1945 Sun S.B. & D.D. Co.—Chester, Pa<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.807746 HeCls. BC | S Turb 7240shp driving 1 p<br>2300V a.c. connected to<br>6000shp (5y)<br>Westinghouse Elec. & Mfg Co. |
| 513900<br>WD7395<br>262035<br>Rdr RT | H. F. DE BARDELEBEN III<br>Coyle Lines Inc.<br>Wilmington, Del United States | 352<br>160<br>— | | 1951 A. V. Walker Shpyd—Pascagoula<br>*106·0'* 30' 0"<br>… … …<br>1 dk | TM Tug | 2 Oil 2SA each 10Cy.<br>3200bhp NE58<br>Fairbanks, Morse & Co. |
| 513901<br>VKFM<br>RTv | H. F. SEARL<br>Government of New South Wales (Public Works Dept.)<br>British | 139<br>14<br>— | ✠Classed LR until 4/51 | 1950–8 N.S.W. Govt. E. & S.B.—N.S.W.<br>99' 8" 22' 3" 9' 6½"<br>93' 9" 21' 3½ 10' 6"<br>RW<br>rf 12" | M Tug | Oil 4SA 8Cy.<br>480bhp<br>Ruston & Hornsby<br>2 × 7½kW 110V d.c. |

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| **H. G. WILLIAMS**<br>exTasley-65<br>Gulf Atlantic Towing Corp.<br>Jacksonville United States | **573**<br>389<br>386 | | **1944** Marietta Mfg Co.—Pt. Pleasant<br>149′ 0″ 33′ 1″ 16′ 3½″<br>141′ 0″ 33′ 0″ 18′ 10″<br>1 dk | M Tug | Oil 2SA 6Cy. 21½″×29″<br>2000bhp Emade44fitted63 (d.o)<br>Nordberg Mfg Co. Milwaukee<br>1×250kW 110/220V d.c.<br>1×250kW 110/220V 60c/s a.c. |
| **H. H. RAYMOND**<br>United States Department of Commerce<br>Pensacola United States | **7243**<br>4461<br>10750 | AB | **1944** J. A. Jones Const. Co.—<br>Panama City<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′. 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2305t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **H. I. KRØYER**<br>exGitte Danielsen-63<br>I/S Rederiet H.I. Krøyer<br>Rederiet Otto Danielsen<br>Svendborg Danish | **299**<br>189<br>555 | BV<br>**SUNK AFTER EXPLOSION 3/68** | **1962** Ørskovs Staalskibsværft—Fkn<br>157′ 11″ 28′ 5″ 10′ 3″<br>141′ 9″ 20′ 5″<br>1 dk | M Mchy.aft<br>1 Ho 100′<br>G.25000 B.22000<br>2W Der 2(2) | Oil 2SA 5Cy. 230×400 mm<br>300bhp 33t<br>Alpha-Diesel A/S Fkn<br>9½k |
| **H. M. KNUDSEN**<br>exKos 40-62<br>Union Whaling Co. Ltd.<br>Durban S. African | **446**<br>157<br>— | **BS✳** SS 1/65<br>whaling purposes<br>**MBS✳**<br>MN414 CT495 C16 | **1948**-8 Smiths' Dock Co. Ltd.—Mdb<br>157′ 0″ 27′ 7″ 14′ 0½″<br>144′ 4″ 27′ 6″ 15′ 6″<br>1 dk<br>6BH<br>BK7½″ WB8t | S Whaler Mchy.aft | C 4Cy. (2) 14 11/16″ & (2) 34¼″×32½″<br>2300ihp (o.f)<br>Smith's Dock Co. Ltd. Mdb<br>2WTB 220℔ Spt hs(4931) |
| **H. M. WRANGELL**<br>Skibs A/S Corona<br>H. M. Wrangell & Co. A/S<br>Haugesund Norwegian | **47013**<br>31777<br>87200 | NV | **1967** Öresundsvarvet A/B—Lkr<br>831′ 7″ 128′ 2″ 43′ 10″<br>800′ 6″ 128′ 0″ 57′ 9″<br>1 dk<br>rf nil | M Tanker Mchy.aft<br>13 Ta<br>L.3660485 HeCls. BC | Oil 2SA 10Cy. 850×1700 mm<br>22000bhp 3850t (hvf)<br>A/B Götaverken Got<br>3×650kW 440V 60c/s a.c. 16½k |
| **H. OLSEN SENIOR**<br>exHelgöyfjord-67<br>Nils Olsen<br>Tromsö Norwegian | **166**<br>75<br>— | NV | **1956** Sörstrandens Skipsbyggeri A/L—<br>Vestnes<br>95′ 6″ 21′ 4″<br>21′ 3½″ 11′ 0″<br>1 dk len 63 | M Fishing Mchy.aft | Oil 2SA 3Cy. 360×380 mm<br>220bhp<br>Hjelset Motfbk. Ålesund |
| **H. ØSTERVOLD**<br>exThorkild-66<br>Harald Østervold<br>Bergen Norwegian | **593**<br>215<br>— | NV | **1952** A/S Framnæs M/V—Sfj<br>162′ 6″ 29′ 8″<br>… … …<br>1 dk<br>RW conv whaler 66 | M Fishing Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1400bhp NE66<br>Atlas-Mak Masch. Kel |
| **H. P. PRIOR**<br>Det forenede Dampskibs-selskab A/S<br>Aalborg Danish | **3277**<br>1747<br>770 | BV | **1950** Helsingör Skibs & Msk.—Hsg<br>341′ 2″ 48′ 11″ 16′ 0⅜″<br>48′ 9″<br>F300′ 3 dks<br>rf 12″ | TM (1500P)<br>2 Ho 69½′, 40′<br>2 Ha (10¾′×17¾′) (12¾′×24¾′)<br>4W Der 2(3) | 2 Oil 2SA each 9Cy. 500×900 mm<br>7770bhp B&W 140t (d.o)<br>Helsingör Skibs. & Msk. Hsg<br>4×240, 240, 200, 200kW 220V d.c. 20k |
| **H. PUEBLA**<br>exPuebla<br>Benigno Alonso Moran S.A.<br>Gijon Spanish | **143**<br>63<br>— | | **1945** Cia. Euskalduna—Bbo<br>*86·0′* 19′ 8″<br>… … … | M Fishing | Oil 6Cy.<br>300bhp (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>10½k |
| **H. R. HUMPHREYS**<br>H. R. Humphreys Inc.<br>New York United States | **198**<br>115<br>— | | **1919** Humphrey's Rlys Inc.—Weems, Va<br>*126·1′* 20′ 8″<br>20′ 6″<br>1 dk | Wood M Fishing | Oil 4Cy. 355×455 mm<br>300bhp |
| **H. R. MacMILLAN**<br>Canadian Pacific (Bermuda) Ltd.<br>Hamilton Bermuda<br>For later particulars see **New Entries No. 2** | **21461**<br>11941<br>28300 | **100A1**<br>Class contemplated | Mitsubishi Hvy Ind. Ltd.—Hma<br>593′ 10″ 95′ 9″ 34′ 3″<br>557′ 9″ 51′ 8″ | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>Sulzer<br>Mitsubishi Hvy Ind. Ltd. Kob |
| **H. SALIH BEŞER**<br>Beşerler Kollektif Sirketi<br>Istanbul Turkish | **149**<br>—<br>300 | | **1967** Gesan Shipyard—Sutluce<br>114′ 8″ 23′ 6″ 8′ 6½″<br>104′ 8″ 23′ 5½″ 9′ 4″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 222×292 mm<br>337bhp<br>Blackstone & Co. Ltd. Stamford |
| **H. SAWYER**<br>Republic of South Africa (Railways & Harbours Administration)<br>Cape Town S. African | **113**<br>—<br>— | ✠ | **1952**-12 W. J. Yarwood & Sons—<br>Northwich<br>90′ 0″ 19′ 1″ 9′ 2″<br>82′ 0″ 19′ 0″ 10′ 6″<br>R<br>rf 12″ | S Tug | T 3Cy. 9½″ 15″ & 25″×18″<br>276ihp 38t (c)<br>W. J. Yarwood & Sons Northwich |

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|---|---|---|---|---|---|---|
| 513923<br>LBBR<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **H. U. SVERDRUP**<br>**Den Norske Stat**<br>**(Forsvarets Forsknings-**<br>**institutt)**<br>Horten Norwegian | 295<br>137<br>— | NV | 1960 Örens M/V—Tdh<br>127' 7" 26' 0" 10' 10"<br>111' 6" 24' 11½" 13' 0"<br>1 dk | M Oceanographic Ship (10P)<br>Mchy.aft<br>1 Ho 16½'<br>1 Ha (stl) (6'×7½')<br>Cr 1(1½) Der 1(3) | Oil 2SA 6Cy. 280×420 mm<br>600bhp<br>Wichmann Mtrf.<br>2×30kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| 541140<br>GMOE<br>304659<br>RTm | **H. W. WILKINSON**<br>**Hall (Marine) Ltd.**<br>London British | 187<br>85<br>260 | | 1963 J. W. Cook & Co. (Wivenhoe) Ltd.<br>—Wvn<br>99' 9" 22' 2" 8' 0"<br>93' 0" 22' 0" 9' 2"<br>1 dk | M Barge Mchy.aft<br>1 Ho 37'<br>1 Ha (37'×14½') | Oil 4SA 4Cy. 5¾"×7½"<br>120bhp<br>Bergius Co. Ltd. |
| 513924<br>KYPC<br>245400<br>Df Esd<br>Gc | **H. WEIR COOK**<br>**United States Department of**<br>**Commerce**<br>San Francisco United States | 7212<br>4380<br>10500 | AB<br>**BROKEN UP** | 1944 Permanente (Shpyd No. 2)—<br>Richmond<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3×20kW 120V d.c. |
| 513925<br>VYWJ<br>179073<br>RTm | **H. & L.**<br>**H. & L. Towing Ltd.**<br>Vancouver Canadian | 148<br>44<br>— | | 1942 Anderson & Cristofani—S.Fo<br>92·3' 21' 6"<br>... ... ... | Wood M Tug | Oil 4SA 6Cy. 305×355 mm<br>600bhp NE51<br>Enterprise Eng. & Fdry Co. |
| 513926<br>VNDN<br>RT | **HA LONG**<br>**Cuc Van Tai Thuy Bo Giao**<br>**Thong Van Tai**<br>Haiphong N. Vietnam | 707<br>205<br>— | | 1961 Schiffswerft "Neptun"—Ros<br>181' 7" 36' 2" 12' 5½"<br>36' 0"<br>1 dk | TS Salvage Ship | T 6Cy. 330 540 & 860×580 mm<br>Görlitzer Masch. |
| 513928<br>XVJM<br>Esd Pfd<br>RT | **HA LONG**<br>**South Seas Shrimp Co.**<br>Saigon S. Vietnam | 100<br>41<br>74 | | 1962 Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>97' 3" 17' 9"<br>85' 4" 17' 8½" 8' 10" | M Fishing Mchy.aft<br>3 Ha (each 3½'×3½')<br>Der 1(2) | Oil 4SA 6Cy. 260×400 mm<br>320bhp<br>Niigata Eng. Co. Ltd. |
| 504549<br>LJUK<br>Df Esd<br>Rdr RT | **HAAKON HANSEN**<br>exBjarni Olafsson–67<br>**Tormod Hanssen ~~&~~**<br>**~~Bård Bendiksen~~**<br>Harstad Norwegian | 652<br>212<br>— | ✠100A1 ~~SS 3/64~~<br>trawler SS 11/68<br>✠LMC<br>EL (j) x | 1947–7 J. Lewis & Sons Ltd.—Abn<br>193' 6" 30' 2" 15' 1½"<br>178' 0" 30' 0" 16' 0"<br>Q93' F34'<br>RW 4BH<br>BK8" WB59t | S Trawler | T 3Cy. 16½", 28½" & 47"×32"<br>1250ihp<br>J. Lewis & Sons Ltd.<br>SB 225lb ~~Opt~~ hs(4035) |
| 513929<br>LAXW<br>Df Esd | **HAAKON HATLØY**<br>**Haakon Hatløy Partrederi**<br>Kopervik Norwegian | 264<br>104<br>— | | 1956 Thaules M/V A/S—Nygård<br>140' 7" 23' 5"<br>... ... ...<br>1 dk<br>len 62 | M Fishing Mchy.aft | Oil 2SA 6Cy. 280×420 mm<br>450bhp<br>Wichmann Mtrf. |
| 513930<br>USPZ<br>M-25252 | **HAAPSALU**<br>**U.S.S.R.**<br>Tallinn Russian | 1309<br>603<br>1320 | | 1960 "Gheorghiu Dej" Shpyd.—Bdp<br>244' 5" 37' 3" 13' 1½"<br>37' 1" 17' 6"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.73667<br>3 Ha (each 28½'×18½')<br>7W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 mm<br>1600bhp<br>Lang. Eng. Wks |
| 513931<br>PEMF<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **HAARLEM**<br>**Vissch. Onderneming v/h**<br>**J. C. Pronk N.V.**<br>Ymuiden Netherland | 311<br>140<br>172 | | 1961 "Scheveningen" Sleep. Maats.—<br>Scheveningen<br>142' 0" 23' 11" 11' 1½"<br>127' 1" 23' 7" 13' 10"<br>RW | M Trawler | Oil 4SA 8Cy. 320×450 mm<br>1000bhp Krupp<br>Klöckner-Humboldt-Deutz<br>3×117, 22, 20kW 110V d.c. |
| 526351<br>LLRF<br>Df Esd<br>RTm | **HAASTEIN**<br>exOnderneming II–64<br>**~~Firma Peder Næss~~**<br>**~~(Johanne Næss)~~**<br>Skudeneshavn Norwegian<br>**Peder Næss A/S** | 287<br>123<br>— | | 1953 D. & J. Boot "De Industrie"—Alp<br>132' 2" 23' 1"<br>22' 11" | M Trawler | Oil 4SA 6Cy. 305×460 mm<br>680bhp<br>D & J. Boot "De Industrie"<br>2×9, 7½kW 110V<br>Controllable pitch propeller |
| 513932<br>LFAR | **HAAVARD**<br>exKveldulv–61 exSörkap–49<br>exHobarth exErling<br>**Olav Lervåg**<br>Bergen Norwegian | 152<br>76<br>220 | **DAMAGED BY STRANDING 12/68—TO BE BROKEN UP** | 1908 Framnæs M/V—Sfj<br>113' 4" 18' 2" 11' 0"<br>... ... ...<br>len 57 | M Fishing<br>1 Ha (23'×8')<br>1W Der 1 | Oil 4SA 4Cy. 255×400 mm<br>240bhp NE55<br>A/S Motfbk. Gamma |
| 513933<br>GDKH<br>300884<br>RTv | **HABAB**<br>**Kuwait Oil Co. Ltd.**<br>London British | 387<br>—<br>— | ✠100A1 SS 6/67<br>tug<br>✠LMC<br>MN300 EL (f) 1"SQ | 1959–5 Clelands (Successors) Ltd.—Wal<br>131' 2" 32' 5" 13' 6"<br>120' 0" 31' 0" 14' 6"<br>B39' RFD21'<br>RW 3BH<br>rf 15" BK6" WB77t | M Tug | Oil 2SA 8Cy. 14¼"×9"<br>coupling, sr & reverse<br>1500bhp<br>Crossley Bros. Ltd.<br>2×75kW 110V d.c. |
| 513935<br>CLBH<br>Df Esd<br>Gc Rdr<br>RT | **HABANA**<br>**República de Cuba**<br>Empresa Consolidada de Nav.<br>Mambisa<br>Havana Cuban | 2945<br>1608<br>— | | 1960 Atlantic Shipbuilding Co. Ltd.—<br>Npt<br>334' 3" 45' 1" 20' 3½"<br>310' 0" 45' 0" 26' 4"<br>2 dks<br>RW | M Mchy.aft | 2 Oil 4SA each<br>geared to sc. shaft<br>Davey Paxman & Co. |

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| **HABARI**<br>**Cement Carriers S.A.**<br>Panama Panamanian | **1828**<br>1766<br>— | ✠**A1**<br>~~Tanga Harbour service~~<br>Dubai Harbour service | **1966–8** Howaldtswerke Ham A.G.—Ham<br>173′ 5″ 69′ 0″<br>173′ 3″ 68′ 11″ 19′ 8″ | Cement Storage Pontoon | |
| **HABICHT**<br>~~Reederei R. Adler &~~<br>**Madam Dolly Seah**<br>~~Bremen~~ ~~W. German~~<br>Singapore Singapore | **691**<br>303<br>861<br>1122<br>635<br>1211 | GL | **1954** Adler Werft G.m.b.H.—Bmn<br>226′ 0″ 34′ 8″ 12′ 2″/14′ 4″<br>200′ 5″ 34′ 6″ 19′ 2″<br>P38′ F23′ 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>G.65895 B.58995<br>2 Ha<br>6W Der 1(10) 6(3–5) | Oil 2SA 8Cy. 350×550 mm<br>400bhp 91t<br>Waggon & Maschb. Ham<br>12k |
| **HABOMAI MARU No. 12**<br>**Habomai Gyogyo K.K.**<br>Nemuro Japanese | **299**<br>160<br>— | | **1963** Kanazashi Zosensho—Shimizu<br>155′ 5″ 25′ 5″ 9′ 10″<br>137′ 11″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 340×470 mm<br>Fuji Seisakusho Tateyama |
| **HABOMAI MARU No. 23**<br>**Habomai Gyogyo K.K.**<br>Muroto Japanese | **299**<br>149<br>— | | **1963** Miho Zosensho—Shimizu<br>156′ 4″ 25′ 4″<br>137′ 10″ 25′ 3″ 11′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 340×470 mm<br>850bhp<br>Fuji Seisakusho Tateyama<br>10¾k |
| **HABOMAI MARU No. 31**<br>**Habomai Gyogyo K.K.**<br>Nemuro Japanese | **230**<br>156<br>— | | **1965** Kanazashi Zosensho—Shimizu<br>155′ 5″ 25′ 4″ 9′ 10″<br>137′ 11″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×480 mm<br>950bhp<br>Fuji Seisakusho Tateyama |
| **HABOMAI MARU No. 33**<br>**Habomai Gyogyo K.K.**<br>Nemuro Japanese | **299**<br>155<br>— | | **1965** Miho Zosensho—Shimizu<br>156′ 10″ 25′ 4″<br>137′ 10″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×480 mm<br>950bhp<br>Fuji Seisakusho Tateyama |
| **HABORO MARU**<br>**Keihoku Kaiun K.K.**<br>Rumoi Japanese | **2595**<br>1391<br>3839 | NK | **1961** Kurushima Dock Co. Ltd.—Imabari<br>308′ 6″ 45′ 5″ 19′ 6″<br>284′ 9″ 45′ 3″ 22′ 11″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.180317 B.166756<br>2 Ha (72′, 71¼′×21½′)<br>8W Der 4(10) 4(5) | Oil 4SA 7Cy. 470×700 mm<br>2400bhp 116t<br>Ito Tekkosho Shimizu<br>2×45kW 110V d.c. 13k |
| **HACHIO MARU No. 5**<br>exTenyo Maru–62<br>**G. Suzuki**<br>Kamo Japanese | **195**<br>87<br>— | | **1947** Kawasaki Jukogyo—Osa<br>109′ 11″ 19′ 8″ 9′ 8″<br>95′ 10″ 19′ 7″<br>F15′ 1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp Emade48refitted—<br>Niigata Tekkosho Niigata<br>8k |
| **HACHIO MARU No. 8**<br>exShunyo Maru–64<br>**G. Suzuki**<br>Kamo Japanese | **283**<br>110<br>— | | **1950** Niigata Tekkosho—Niigata<br>128′ 11″ 23′ 1″<br>117′ 5″ 23′ 0″ 10′ 11″<br>F15′ 1 dk<br>RW | M Fishing Mchy.aft<br>1W | Oil 2SA 5Cy. 330×500 mm<br>500bhp NE52 8t<br>Hayashikane Zosen Smk<br>9k |
| **HACHIRYU MARU No. 3**<br>**M. Suenaga**<br>Ogatsu Japanese | **240**<br>130<br>— | | **1961** Niigata Eng. Co. Ltd.—Niigata<br>137′ 6″ 24′ 5″<br>121′ 1″ 24′ 3″ 10′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp 135t<br>Niigata Eng. Co. Ltd. Niigata<br>10½k |
| **HACHIRYU MARU No. 8**<br>**M. Suenaga**<br>Ogachi Japanese | **193**<br>70<br>468 | | **1967** Niigata Eng. Co. Ltd.—Niigata<br>137′ 0″ 21′ 7″ 9′ 6″<br>112′ 9″ 21′ 6″ 10′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **HACHIRYU MARU No. 17**<br>**S. Watanabe**<br>Oshika Japanese | **263**<br>138<br>— | | **1961** Niigata Eng. Co. Ltd.—Niigata<br>137′ 6″ 24′ 4″ 9′ 6″<br>121′ 5″ 24′ 3″ 10′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp 137t<br>Niigata Eng. Co. Ltd. Niigata<br>10½k |
| **HACKNEY**<br>**Central Electricity Generating Board**<br>Stephenson Clarke ~~Ltd.~~ Shipping Ltd.<br>London British | **1739** ~~**1782**~~<br>922 ~~923~~<br>— ~~2690~~ | ✠**100A1** SS 8/68 ~~SS 6/65~~<br>✠**LMC**<br>EL q | **1952–3** S.P. Austin & Son Ltd.—Sld<br>270′ 6″ 39′ 6″ 17′ 1½″<br>257′ 0″ 39′ 4″ 18′ 6″<br>Q158′ B23′ F24′ 1 dk<br>R NS 5BH<br>WB942t incl. DTm180t | S Mchy.aft<br>3 Ho 62′, 51½′, 46½′<br>G.126800<br>3 Ha (stl) (41¼′×25¾′) (32′, 30′×27′)<br>1W | T 3Cy. 16½″ 27″ & 47″×33″<br>950ihp 107t (o.f) ~~97t (e)~~<br>George Clark (1938) Ltd. Sld<br>SB 220lb Spt hs(3241) 3cf ~~db 105lb~~<br>3×15, 15, 8kW 220V d.c. 10½k |
| **HADA**<br>**A/S J. Ludwig Mowinckels Rederi**<br>A/S Aurland<br>Bergen Norwegian | **11974**<br>6813<br>18150 | ✠**100A1** SS 7/66<br>oil tanker<br>✠**LMC**<br>MN1276 EL h†2⅜″SQ | **1956–4** Blyth D.D. & S.B. Co. Ltd.—Bly<br>556′ 4″ 72′ 3″ 29′ 11¼″<br>528′ 6″ 72′ 0″ 38′ 9″<br>P105′ B37′ F71′ 1 dk<br>RW 16BH<br>rf 1½″ WB366t | M Tanker Mchy.aft<br>24 Ta 1 Ho 15¾′<br>L.850548 HeCls. BC<br>Der 3(5) 1(4) 1(1) | Oil 3SA 9Cy. 720×1250 mm<br>6380bhp 1338t (hvf)<br>Sulzer Bros. Ltd. Win<br>2AuxB 150lb e (ex.g) 150lb<br>2×250kW 220V d.c. |

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| 513945<br>PEMJ<br><br>Df Esd<br>Rdr RT | **HADA II**<br><br>**K. E. M. Sint-Andersson**<br>N.V. Handel & Scheepv. Maats.<br>"Pioneer"<br>Rotterdam Netherland | 500<br>295<br>840 | ✠100A1 SS 9/65<br><br>✠LMC<br><br>MN120 EL I | 1957-7 N.V. Schps. v/h De Groot & v.<br>Vliet—Slikkerveer<br>185' 10" 29' 10" 11' 8½"<br>169' 11" 29' 6½" 13' 5"<br>P37' F32' 1 dk<br>RW 3BH<br>rf 3" WB227t | M Mchy.aft<br>1 Ho 98½'<br>G.36750 B.34600<br><br>2W Der 2(3) | Oil 4SA 8Cy. 305×460 mm<br>600bhp<br>D. & J. Boot "De Industrie" |
| 541141<br>4XMI<br>MS157<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HADAR**<br><br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | 4219<br>1993<br>5571<br>6269<br>3281<br>7468 | ✠100A1 SS 5/68<br>DTsf & tunnel side tanks<br>—vegetable oil<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1752 EL a†2"SQ | 1964-3 At. & Ch. de Nantes<br>(Bretagne Loire)—Nts<br>443' 6" 58' 5" 22' 8"/26' 2½"<br>408' 2" 57' 9" 33' 8"<br>P30' F40' 1 dk & S dk<br>RW Coll BH & APBH to S dk 5 to 2nd dk<br><br>rf 14" WB1201t incl. Tunnel tanks 130t DTf207t | M Ref OSD/CSD Mchy.aft<br>6 Ho 47½', 65½', 70¾', 42½', 50¾', 17'<br>In.9888<br>6 Ha (stl) (24½'×19½') (36¾', 44½',<br>27'×23') (27'×19½') (6'×11')<br>Der 1(40) 4(10) 10(5) | 2 Vee Oil 4SA each 12Cy.<br>with hydraulic couplings<br>to sc. shaft<br>8760bhp Pielstick<br>At. & Ch. de Nantes (Bretagne<br><br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×210kW 440V 60c/s a.c.<br>Controllable pitch propeller |
| 533563<br><br><br>Df Gc<br>Rdr RT | **HADARFISK**<br>exSouthern Setter-67<br>exSetter 1-60<br>**Hallbjørn Hareide**<br>Ålesund Norwegian | T.Mk<br>577<br>239<br>— | ✱Class WITHDRAWN<br>5/68<br>NV<br><br><br><br>~~SURVEYS OVERDUE 11/64~~ | 1948-10 A. & J. Inglis Ltd.—Gls<br>173' 0" 31' 1" 15' 7½"<br>160' 0" 31' 0" 17' 6"<br>1 dk<br>RW 5BH conv whaler 67<br>WB52t | ~~S Whaler~~ Mchy.aft<br>M Fishing | Oil<br>NE67 |
| 528840<br>LKOJ<br><br>Df Esd<br>Rdr RT | **HADARØY**<br>exR 6-66 exBusen 5-60<br>**Hallbjørn Hareide**<br>Ålesund Norwegian | ~~695~~ T.Mk<br>~~344~~ 598<br>~~—~~ 251<br>— | <br><br>NV | 1952 A. & J. Inglis Ltd.—Gls<br>108' 11" 29' 8" 15' 1½"<br>... ... ...<br>1 dk & S dk<br>RW conv whaler 66 | M Fishing ~~OSD~~ Mchy.aft<br>1 Ho 18'<br><br>1 Ha (6½'×3½') | Oil 4SA 6Cy. 320×450 mm<br>1100bhp NE67<br>Atlas-Mak Masch. |
| 661055<br>LJFW<br><br>Df Esd<br>Rdr<br>RTm | **HADARVAAG**<br><br>**Hallbjørn Hareide Partrederi**<br>Ålesund Norwegian | 200<br>137<br>460 | <br><br>NV | 1966 Hjørungavåg Verksted A/S—<br>Hjørungavåg<br>130' 1" 26' 3" 11' 1¾"<br>114' 2" 26' 2½" 11' 10"<br>P39½' F18' 1 dk<br>rf 21½" BK4¾" | M Mchy.aft<br>1 Ho 83'<br>G.17000 B.15000<br>1 Ha (56'×14¾')<br>2W Der 1(7) 1(2½) | Oil 4SA 6Cy. 6½"×8"<br>400bhp<br>Caterpillar Tractor Co.<br>2×20kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| 640939<br>GMYH<br>306006<br>RTv | **HADI**<br><br>**Kuwait Oil Co. Ltd.**<br>London British | 411<br>—<br>122 | ✠100A1 SS 3/68<br>tug<br>✠LMC<br><br>MN300 EL (f)1¼"SQ | 1964-6 Scott & Sons (Bowling) Ltd.—<br>Bwg<br>132' 0" 33' 1" 13' 11½"<br>120' 0" 31' 6" 14' 3"<br>B43' RFD20' RAD5'<br>RW 3BH<br>rf 18" BK6" WB66t | M Tug<br><br><br>2 Ha (stl) (1½'×2') (3'×3') | Oil 2SA 8Cy. 14½"×19"<br>coupling & sr reverse<br>1500bhp<br>Crossley Bros. Ltd.<br>2×60kW 110V d.c. |
| 651639<br><br><br>RT | **HADI**<br><br>**Cooperative Orientale Petrole**<br>Suez Egyptian (U.A.R) | 160<br>—<br>— | <br><br>GL | 1965 Timsah S.B. Co.—Ismailia<br>98' 5" 28' 5" 7' 1"<br>89' 1" 28' 2½" 11' 6" | TM Tug | 2 Oil 4SA each 8Cy.<br>1600bhp<br>Klöckner-Humboldt-Deutz |
| 526568<br>ODKS<br>3359<br>Df Esd<br>Gc RT | **HADIA**<br>exOrreholm-65 exMataura-62<br>**Mena Shipping & Tourist Agency (Aflaki & Leheta)**<br>Beirut Lebanese | 1952<br>949<br>3545 | <br><br>NV | 1949 Smith's Dock Co. Ltd.—Mdb<br>326' 1" 46' 11" 18' 11½"<br>46' 9"<br>F20' 1 dk & S dk<br>RW | S OSD<br><br>G.239000 B.222000<br>4 Ha (27', 47¾, 31½', 29½'×22') | C 4Cy. (2) 14⅛" & (2)<br>1400ihp<br>Smith's Dock Co. Ltd. |
| 526640<br>SYWX<br>2390<br>Df Esd<br>Rdr RT | **HADIES**<br>exOsterbotten-63<br>exAndré-Moyrand-52<br>**M. N. Kapottas & K. J. Strevlos**<br>Piræus Greek | 2448<br>1319<br>3590 | BV<br><br>✠Classed LR until 12/38 | 1927-2 At. & Ch. de France—Dnk<br>300' 4" 45' 9" 18' 1½"<br>45' 7"<br>1 dk<br>R | M<br><br><br>4 Ha (43½', 43½', 29½', 29½'×16½')<br>Der 8(3) | Oil 4SA 6Cy. 500×1250 mm<br>1000bhp<br>Burmeister & Wain |
| 540474<br>PKUV<br><br>Df Esd<br>Gc Rdr | **HADJI AGUS SALIM**<br><br>**P. N. Djakarta Lloyd**<br>Djakarta Indonesian | 6813<br>3763<br>— | GL<br><br>✠Classed LR until 4/66 | 1963-1 Stocznia Szczecinska—Szn<br>505' 5" 63' 10" 27' 2½"<br>464' 10" 63' 7½" 41' 2"<br>F46' 1 dk & S dk, 3rd dk in Nos. 2 & 3 holds<br>rf 5" | M OSD | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>H. Cegielski |
| 513951<br>5MRA<br>1841<br>Df Esd<br>Gc Rdr<br>RTm | **HADJITSAKOS**<br><br>**Pilgrim Shipping Co. Ltd.**<br>Monrovia Liberian | 10713 ~~10583~~<br>6451 ~~6369~~<br>15145 | ✠100A1 SS 7/65<br><br>✠LMC<br><br>MN1320 EL f†2½"SQ | 1956-4 A.G. "Weser"—Bmn<br>521' 8" 65' 5" 30' 4½"<br>485' 0" 65' 3" 41' 6"<br>F46' 2 dks<br>RW 7BH to U dk 1 to 2nd dk<br>rf 3" WB3690t incl. DTm1423t | M CSD<br>5 Ho 66½', 76½', 30½', 71½', 73½',<br>1 Tw D28'<br>5 Ha (stl) (33½', 43½', 43½', 38½',<br>38½'×23')<br>Der 1(30) 2(10) 2(7½) 10(5) 1(3) | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford<br>Hawthorn, Leslie (Eng.) Ltd.<br>2AuxB 100lb<br>3×200kW 220V d.c. |
| 513952<br>WJTU<br>245576<br>Df Esd<br>Gc | **HADLEY F. BROWN**<br><br>**United States Department of Commerce**<br>Portland, Me United States | 7176<br>4380<br>10735 | <br><br>AB | 1944 New England S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾' 72½', 50', 45, 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Vulcan Iron Works<br>3×20kW 120V d.c. |

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| **HADO**<br>exReliable–61<br>A. Hartsema<br>Kamp's Scheepv. &<br>Handelmaats. N.V.<br>Bellen<br>Netherland | 399<br>269<br>575 | | BV | 1952 G. J. v.d. Werff's Scheeps.—<br>Westerbroek<br>160′ 5″ 26′ 8″ 10′ 6½″<br>26′ 6″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 99′<br>G.28600 B.27400<br>2 Ha (27′, 39¾′×16½′)<br>Der 2(2) | | Oil 4SA 6Cy. 305×460 mm<br>400bhp 58t (d.o)<br>D. & J. Boot "De Industrie" Alp<br>1×5kW 110V d.c. 10k |
| **HADRA**<br>Shell Bermuda (Overseas)<br>Ltd.<br>London<br>British | 12169<br>6983<br>18125 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | ~~SS 11/62~~<br>TD4 11/67<br>EL h†2$\frac{9}{16}$″SQ | 1954–6 Smith's Dock Co. Ltd.—Mdb<br>555′ 8″ 69′ 5″ 29′ 9½″<br>530′ 0″ 69′ 3″ 39′ 0″<br>P114′ B59′ F45′ 1 dk<br>RW 16BH<br>rf 3½″ WB319t | S Tanker Mchy.aft<br>33 Ta<br>L.890493<br>1 Ha (stl) (8′×8′)<br>Der 3(5) 4(1) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8250shp 1642t (o.f)–48pd<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2WTB 570℔ Spt 525℔ hs(14574)<br>sg 125℔<br>2×550kW 450V 60c/s a.c. 14½k |
| **HADRIAN**<br>R/A Diocletian<br>Hilmar Reksten<br>Bergen<br>Norwegian | 40835<br>26329<br>68238 | | NV | 1959 (Fwd & aft sections)<br>A.G. "Weser"—Bmn<br>1967 (Cargo section)<br>Mitsubishi Hvy Ind. Ltd.—Nag<br>854′ 0″ 102′ 4″ 42′ 9″<br>102′ 0″ 50′ 0″<br>P154′ B36′ F100′ 1 dk<br>rf nil | S Tanker Mchy.aft<br>12 Ta<br>L.3075035<br>Der 2(10) | HeCls. BC | S Turb dr geared<br>19000shp 6603t (o.f)–100pd<br>A.G. "Weser" Bmn<br>2×700kW 440V 60c/s a.c. 16k |
| **HADRIANIA**<br>Shell Bermuda (Overseas)<br>Ltd.<br>London<br>British | 12160<br>6976<br>18175 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | TD4–3/67<br>EL h†2$\frac{9}{16}$″SQ | 1954–11 Smith's Dock Co. Ltd.—Mdb<br>555′ 8″ 69′ 5″ 29′ 10½″<br>530′ 0″ 69′ 3″ 39′ 0″<br>P114′ B59′ F50′ 1dk<br>RW 16BH<br>rf 3½″ WB319t | S Tanker Mchy.aft<br>33 Ta<br>L.890493<br>1 Ha (stl) (8′×8′)<br>Der 3(5) 4(1) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8250shp 1646t (o.f)–48pd<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2WTB 570℔ Spt 525℔ hs(14579)<br>sg 125℔<br>2×550kW 450V 60c/s a.c. 14½k |
| **HADSUND**<br>exNordanö–65 exMangen–61<br>Cia. de Nav. Vapel S.A.<br>Piræus<br>Greek | 1563<br>751<br>2190 | ✠100A1<br>with freeboard<br>Str. nav. ice<br>✠LMC | SS 5/65<br>EL r | 1946–12 Helsingborgs Varfs A/B—Hbg<br>271′ 10″ 40′ 8″ 15′ 8″<br>258′ 4″ 23′ 3″<br>B30′ 1 dk, except in aft hold & S dk<br>RW NS 3BH to S dk 1 to 2nd dk<br>WB474t | S OSD<br>G.136850 B.129025<br>8W | | T 3Cy. 17$\frac{11}{16}$″ 26$\frac{9}{16}$″ & 47¼″×33$\frac{1}{16}$″ & exhaust turb driving steam compressor<br>1100ihp 300t (o.f)<br>Helsingborgs Varfs A/B Hbg<br>2 SB 220℔ Spt hs(3554) 4cf 11k |
| **HAFDIS**<br>Bragi h/f<br>Breiddalsvik<br>Icelandic | 196<br>93<br>— | | | 1967 Stálvik h/f—Gardahreppi<br>102′ 0″ 22′ 3″<br>91′ 9″ 22′ 0″ 11′ 0″<br>1 dk | M Fishing Mchy.aft<br>2 Ha (stl) (3¼′×3¼′) (8′×5′)<br>Der 1(3) | | Oil 4SA 8Cy. 180×260 mm<br>555bhp (d.o)<br>Motorenw. Mannheim Mhm<br>2×40, 36kW 220V 11¾k |
| **HAFLIDI**<br>exGardar Thorsteinsson–51<br>Bæjarutgerd<br>Siglufjardarkaupstadar<br>Siglufirdi<br>Icelandic | 677<br>262<br>— | ✠100A1<br>trawler<br>✠LMC | SS 11/65<br>EL (j) y | 1948–6 Cook, Welton & Gemmell Ltd.—<br>Bev<br>199′ 6″ 30′ 1″ 15′ 1″<br>180′ 1″ 30′ 0″ 16′ 0″<br>Q94′ F33′<br>RW 4BH<br>BK8″ WB74t | S Trawler | | T 3Cy. 16½″ 28½″ & 47″×30″<br>1200ihp (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 225℔ Spt hs(4035) 3cf |
| **HAFNIA**<br>Skibs A/S William Hansens<br>Rederi II<br>William Hansen<br>Bergen<br>Norwegian | ~~13208~~ 12579<br>~~6903~~ 6411<br>~~49880~~ 19890 | | NV | 1963 Uddevallavarvet A/B—Udv<br>555′ 0″ 70′ 2″ 31′ 9¾″<br>520′ 0″ 70′ 0″ 41′ 3″<br>P186′ F57′ 1 dk<br>rf 2″ | M Bulk Carrier Mchy.aft<br>7 Ho 48½′, 48¼′, 51¼′, 51¼′, 51¼′, 53¼′, 48¼′<br>G.950805 B.836030<br>7 Ha (each 32′×34¾′)<br>14W Der 7(10) 7(5) | | Oil 2SA 6Cy. 760×1500 mm<br>7500bhp Götaverken 1450t (hvf)<br>Uddevallavarvet A/B Udv<br>3×300kW 450V 60c/s a.c. 14½k |
| **HAFÖRNINN**<br>exLónn–66<br>Sildarverksmidjur Rikisins<br>Siglufirdi<br>Icelandic | 2462<br>1196<br>3700 | | NV | 1957 Haugesund M/V A/S—Hgs<br>330′ 7″ 44′ 7″ 18′ 9½″<br>305′ 6″ 44′ 6″ 22′ 4″<br>1 dk<br>rf 3″ | M Tanker Mchy.aft<br>6 Ta<br>L.156000 | | Oil 2SA 5Cy. 500×1100 mm<br>2100bhp (d.o)<br>Burmaieter & Wain Cpn<br>2×100kW 440V 60c/s a.c. |
| **HAFRSFJORD**<br>exBohus 1–53 exEngelbrekt–51<br>Ole Hilde<br>Stavanger<br>Norwegian | 180<br>80<br>275 | | | 1901 O. A. Brodin—Skm<br>100′ 0″ 22′ 0″ 8′ 0⅗″<br>95′ 11″ 21′ 10″<br>F11′ H46t 1 dk<br>R | M Mchy.aft<br>1 Ha (36′×11½′)<br>2W | | Oil 2SA 2Cy. 350×410 mm<br>150bhp NE47<br>Jönköpings M/V Jönköping |
| **HAFRÚN**<br>exJón Trausti–62<br>Röst h/f<br>Raufarhöfn<br>Icelandic | 249<br>80<br>— | | | 1959 Volkswerft Stralsund—Stralsund<br>126′ 11″ 24′ 0″<br>… … … | M Trawler | | Oil 4SA<br>800bhp<br>Motorenw. Mannheim Mhm |
| **HAFSTEN**<br>exGullmar–37 exBleking–34<br>Per E. A. Jonsson<br>Malmö<br>Swedish | *256*<br>*196*<br>365 | | | 1920 Næstved Jernbeton Skibsv.—<br>Næstved<br>*114·7′* 27′ 8″ 14′ 5″<br>… … …<br>1 dk | Wood Aux Sr | | Oil 2SA 2Cy. 380×400 mm<br>210bhp NE48<br>Skandiaverken A/B Lysekil |

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| 513965<br>TFPW<br><br>Df Esd<br>Rdr RT | **HAFTHÓR**<br><br>**Rikisabygdasjodur**<br>Reykjavik **Icelandic** | **249**<br>80<br>— | | **1959** Volkswerft Stralsund—Stralsund<br>126' 11" 24' 0"<br>... ... ... | M Trawler | Oil<br>800bhp<br>Motorenw. Mannheim |
| 513966<br>TFCR<br><br>Df Esd<br>Rdr RT | **HAFTHOR**<br>exJon Valgeir–57<br>**Isbjörninn h/f**<br>Reykjavik **Icelandic**<br>Now **ANDVARI** See New Entries No. 11 | **100**<br>41<br>— | | **1946** ..........................Djupvik<br>*77·8'* 19' 0"<br>... ... ...<br>1 dk | Wood Aux Fishing | Oil<br>390bhp NE60<br>Lister |
| 513967<br>JCKX<br>84283<br>Df Esd<br>Rdr RTv | **HAGANE MARU**<br><br>**Ikeda Shosen K.K.**<br>Osaka **Japanese** | **1610**<br>855<br>2409 | NK | **1960** Namura Zosensho—Osa<br>271' 11" 39' 6" 16' 11"<br>254' 3" 39' 4" 19' 8"<br>1 dk | M Mchy.aft<br>2 Ho 63', 102½'<br>G.114561 B.106827<br>2 Ha (44½', 85½ × 20½')<br>Der 1(18½) 1(14½) | Oil 4SA 6Cy. 470 × 680 mm<br>1600bhp<br>Kinoshita Tekkosho<br>2 × 21kW 115V d.c. |
| 513969<br>VGRP<br>134250<br>Df Esd<br>Gc Rdr<br>RTh/v | **HAGARTY**<br>exJ. H. G. Hagarty<br>**Canada Steamship Lines**<br>**Ltd.**<br>Toronto **Canadian** | **7462**<br>5704<br>11612 | ~~BS~~ ~~Lake SS 7/64~~<br>~~Great Lakes & River St.~~<br>~~Lawrence service~~<br>~~MBS~~ **BROKEN UP**<br>~~MN432~~ | **1914** Collingwood S.B. Co. Ltd.—Clw<br>550' 0" 58' 4" 21' 8"<br>529' 0" 58' 0" 31' 0"<br>F47' 1 dk<br>R 4BH | S Mchy.aft<br>6 Ho 72', 60', 66', 66', 60', 75'<br>30 Ha (stl) (each 9' × 36') | T 3Cy. 24" 40" & 66" × 42"<br>2400ihp<br>Collingwood S.B. Co. Ltd.<br>3 SB 185lb hs(5760) NB&N<br>2 × 30, 20kW 115V d.c. |
| 672381<br>DHHD<br><br>Df Esd<br>Gc Rdr | **HAGEN**<br><br>**Hamburg-Amerika-Linie**<br>Hamburg **W. German** | **5665**<br>3493<br>6700<br>**7384**<br>4752<br>8800 | GL | **1967** Rheinstahl Nordseewerke—Emd<br>445' 6" 63' 5" —/28' 1½"<br>401' 6" 63' 3½" 36' 3"<br>P127' F75' 1 dk & S dk | M Ref OSD/CSD | Oil 2SA 7Cy. 700 × 1200 mm<br>8400bhp<br>Masch. Augsburg-Nürnberg |
| 513970<br>DFNP<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **HAGEN**<br><br>**"Nordsee" Deutsche**<br>**Hochseefischerei A.G.**<br>Cuxhaven **W. German** | **967**<br>391<br>— | GL | **1959** A.G. "Weser" Werk Seebeck—<br>Bhn<br>232' 7" 33' 10" 14' 9"<br>203' 5" 33' 9" 18' 0"<br>P14' F46' 1 dk<br>rf 15½" | M Trawler<br>4 Ho 11½', 42½', 29½', 18'<br>3 Ha (7½' × 5½') (16', 16' × 5½') | Oil 4SA 8Cy. 385 × 580 mm<br>Oil 600bhp driving 2 gen.<br>230/400V connected to<br>570shp (Sy) for secondary<br>Masch. Kiel A.G. |
| 513971<br><br>247366<br>Df Esd<br>Gc | **HAGERSTOWN VICTORY**<br><br>**United States Department of**<br>**Commerce**<br>Baltimore **United States**<br>Now **CHATHAM** See New Entries No. 1 | **7607**<br>4551<br>10584 | AB | **1945** Bethlehem-Fairfield—Bal<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24' × 22½')<br>14W | 2 S Turb dr geared to sc. sh<br>6600shp<br>Westinghouse Elec. & Mfg<br>2 × 300kW 240V d.c. |
| 513972<br>PEMP<br>240<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HAGNO**<br><br>**N.V. Maats. Vriesvaart**<br>Hudig & Veder N.V.<br>Rotterdam **Netherland** | **499**<br>217<br>560 | BV | **1960** Schps. "De Hoop"—Lobith<br>256' 0" 37' 4" ~~16' 4"~~ ~~—/16' 1"~~ 12' 0"<br>236' 2" 36' 3" 20' 6"<br>2 dks | M Ref ~~CSD~~ Mchy.aft OSD/~~CSD~~<br>2 Ho 68½', 54½' 2 TwD 75½', 70½'<br>In.105810<br>2 Ha (stl) (28½', 32½' × 13½')<br>4W Der 4(2) | Oil 4SA 8Cy. 390 × 680 mm<br>1850bhp<br>N.V. Werkspoor<br>3 × 160kW 220V d.c. |
| 513973<br>SKZW<br>8107 | **HAGÖ**<br>exCally–47<br>**Ture Larsson**<br>Gerlesborg **Swedish** | **222**<br>145<br>325 | BV | **1936** Värmlands Rederi Skeppsvarv.—<br>Karlstad<br>123' 0" 22' 11" 10' 0"<br>... ... ...<br>1 dk<br>R len 53 | M Mchy.aft | Oil 2SA 2Cy. 400 × 460 mm<br>200bhp NE51<br>A/B Jönköpings Motfb. |
| 672928<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAGOROMO MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka **Japanese** | **24154**<br>15361<br>38800 | NK | **1967** Maizuru Jukogyo—Maizuru<br>90' 0" 36' 8"<br>600' 5" 89' 11" 54' 5"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 740 × 1600 mm<br>11500bhp B&W<br>Hitachi Zosen |
| 651494<br>JJ-2049<br>93891<br>Rdr RT | **HAGOROMO MARU**<br><br>**Tamai Shosen K.K.**<br>Kobe **Japanese** | **2965**<br>1296<br>4290 | NK | **1964** Ishikawajima-Harima Hvy Ind.—<br>Nagoya<br>*284·5'* 50' 0" 19' 0½"<br>278' 10" 49' 10" 24' 9"<br>1 dk, pt 2nd dk<br>RW | TM Sludge Carrier Mchy.aft<br>G.127377 | 2 Oil 4SA each 6Cy.<br>1800bhp<br>Fuji Seisakusho |
| 513975<br>JHGW<br>87797<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAGUE MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka **Japanese** | **9295**<br>5531<br>11956 | NK | **1961** Mitsubishi Hvy Ind. Reorg.—Kob<br>512' 3" 63' 10" 30' 2½"<br>475' 9" 63' 8" 41' 0"<br>2 dks, pt 3rd dk<br>RW | M Ref<br>6 Ho<br>G.698633 B.648062 In.8970<br>6 Ha (27' × 20') (44½', 39½', 42',<br>42' × 25½') (27½' × 20')<br>20W Der 1(30) 1(20) 6(10) 14(5) | Oil 2SA 6Cy. 900 × 1550 mm<br>13000bhp Sulzer<br>Mitsubishi Hvy Ind. Reorg.<br>3 × 210kW 445V a.c. |
| 513976<br>JJFV<br>73440<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAGUROSAN MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo **Japanese** | **9637**<br>5819<br>11189 | NK<br>✠Classed LR until 3/65 | **1955–6** Mitsui Zosen—Tmn<br>513' 8" 64' 7" 27' 11½"<br>475' 9" 64' 4" 41' 0"<br>F44' 2 dks, 3rd dk except in aft hold<br>RW<br>rf 6" | M Ref CSD<br>6 Ho<br>G.710730 B.632328 In.14800<br>6 Ha (26½' × 19½') (49', 36½', 26½',<br>47½' × 23') (25½' × 19½')<br>18W Der 1(35) 4(15) 2(10) 12(5) | Oil 2SA 9Cy. 740 × 1600 mm<br>11250bhp B&W<br>Mitsui Zosen<br>3 × 230kW 225V d.c. |

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| **HAHNENTOR**<br>~~Schlüssel Reederei K.G.~~<br>~~Schlüssel Reederei O.H.G.~~<br>~~Bremen~~ ~~W. German~~<br>Partenreederei m/s **"Hahnentor"**<br>Schlüssel Reederei K.G<br>Bremen W German | **23512**<br>16678<br>34650 | GL | **1965** A.G. "Weser"—Bmn<br>697′ 3″ 88′ 10″ 33′ 3⅜″<br>662′ 9″ 88′ 7″ 49′ 9″<br>1 dk | M Bulk Carrier (12P) Mchy.aft<br>7 Ho 53½′, 120′, 53½′, 70′, 53½′, 120′, 41¾′<br>G.1730597 B.1708278<br>7 Ha (stl) (39′, 77¾′ comb., 33½′, 50¼′, 33½′, 78′ comb., 33½′ × 39½′)<br>Der 2(3) | Oil 2SA 7Cy. 740 × 1600 mm<br>10500bhp B&W (hvf)<br>Frd. Krupp Masch. Abt Dieselmotoren Essen<br>3 × 340kW a.c. 15k |
| **HAI AN**<br>exKyung Nam-61<br>**Shinhan Shipping Co. Ltd.**<br>Inchon S. Korean | **1146**<br>561<br>1558 | ✠Classed LR until 8/62 | **1957-3** Cheoy Lee Shpyd—H. Kg<br>206′ 2″ 33′ 9″ 13′ 6″<br>189′ 3″ 33′ 0″ 17′ 0″<br>P47′ F21′ 1 dk<br>RW<br>rf 3″ | M Mchy.aft<br>2 Ho 65′, 70′<br>2 Ha (each 40′ × 20′)<br>Der 2(3) | Oil 4SA 8Cy. 320 × 450 mm<br>910bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2 × 60kW 220V d.c. |
| **HAI CHEH**<br>exCity of Philadelphia-46<br>exLake Elsmere<br>**The People's Republic of China**<br>People's Rep. of China | **2606**<br>1432<br>3230 | | **1919** Gt. Lakes Eng. Wks—Ashtabula<br>*253·5′* 43′ 8″<br>43′ 6″<br>P32′ B65′ F24′ 1 dk<br>R | S<br>G.130000 B.116000 | T 3Cy. 21″ 35⅛″ & 59″ × 42″<br>(o.f)<br>Gt. Lakes Eng. Wks Ashtabula |
| **HAI CHIANG**<br>Yong Long **Steamship** Co. Ltd.<br>Kaohsiung China (Taiwan) | **937**<br>460<br>— | CR (Taiwan) | **1964** Shikoku Dock Co.—Takamatsu<br>225′ 0″ 35′ 7″ 14′ 9″<br>208′ 4″ 35′ 5″ 16′ 9″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.66145 B.60812<br>2 Ha (59′, 30¾′ × 19¾′) | Oil 4SA 6Cy. 455 × 640 mm<br>1800bhp 127t (o.f)<br>Nippon Hatsudoki Kob<br>2 × 64kW 225V 60c/s a.c. |
| **HAI CHIEN**<br>Launched as Tai Sun<br>China Merchants **Steam Nav.** Co. Ltd.<br>Keelung China (Taiwan) | **9771**<br>5236<br>13375 | AB CR (Taiwan) | **1963** Taiwan Shipbldg Corp.—Keelung<br>524′ 11″ 67′ 1″ 31′ 1¼″<br>488′ 10″ 66′ 11″ 41′ 10″<br>F87′ 3 dks<br>rf 4″ | M (26P) Ref CSD<br>6 Ho<br>G.710740 B.644990 In.14126<br>6 Ha (stl) (29¼′, 38½′, 39′, 28′, 39′, 28′ × 21¾′)<br>Der 1(30) 6(10) 12(5) | Oil 2SA 9Cy. 780 × 1400 mm<br>12000bhp 1834t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3 × 225kW 450V 60c/s a.c. |
| **HAI CHING**<br>Taiwan Fisheries **Research** Institute<br>Keelung China (Taiwan) | **133**<br>55<br>— | | **1954** Miho Zosensho—Shimizu<br>103′ 7″ 19′ 0″<br>18′ 10″<br>B18′ 1 dk<br>RW | M Fishery Research Ship Mchy.aft<br>Der 1(2) | Oil 4SA 6Cy. 300 × 420 mm<br>Akasaka Tekkosho Yaizu<br>10k |
| **HAI CHU**<br>ather-59 exLieutenant ené Guillon-54<br>Hong Kong **Pacific Shipping Co.**<br>Panama Panamanian | **858**<br>372<br>920 | | **1933** S.A. des Anc. Ch. Dubigeon—Nts<br>*179·2′* 33′ 0″<br>32′ 10″<br>1 dk<br>R | Aux Sr | Oil 4SA 6Cy. 285 × 420 mm<br>NE48<br>Soc. Gen. de Const. Méc. La Courneuve |
| **HAI DAH**<br>exLombok-63<br>exPittston Victory-47<br>China Merchants **Steam Nav.** Co. Ltd.<br>Keelung China (Taiwan) | **7642**<br>4480<br>10626 | **100A1** TD4-10/66<br>tunnel side tanks Nos. 4A & 4B—vegetable oil<br>**LMC**<br>EL (c†)2⅛″SQ<br>CR (Taiwan) | **1945** Bethlehem-Fairfield—Bal<br>455′ 4″ 62′ 1″ 28′ 6¾″<br>437′ 0″ 62′ 0″ 38′ 0″<br>F89′ 2 dks, 3rd dk in Nos. 2, 3, & 4 holds<br>7BH<br>WB3312t incl. Tunnel tanks 1648t DTf282t | S<br>5 Ho<br>G.560100 B.485830<br>5 Ha (22¼′ × 25′) (22¼′ × 24′) (22¼′, 22¼′ × 36′) (22¼′ × 33′)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1430t (o.f)<br>Westinghouse Elec. & Mfg. Co. Pbg<br>2WTB 525℔ Spt 479℔ hs(14817)<br>2 × 300kW 120/240V d.c. 15k |
| **HAI FAH No. 3**<br>Hai Fah Fishery **Co. Ltd.**<br>Kaohsiung China (Taiwan) | **185**<br>95<br>79 | CR (Taiwan) | **1967** Hsin Kao S.B. Corp.—Kaohsiung<br>104′ 11″ 20′ 10″ 8′ 1″<br>91′ 3″ 20′ 4″ 9′ 1″<br>P49′ F20′ 1 dk | M Fishing Mchy.aft<br>3 Ho 22′, 15′, 13½′<br>4 Ha (4′, 4′, 4′ × 3½′) (2¾′ × 2¾′) | Oil 4SA 6Cy. 270 × 410 mm<br>390bhp 68t<br>Fuji Seisakusho Tateyama<br>2 × 60, 40kW 220V a.c. 10k |
| **HAI FOO**<br>Jyi Hsin **Shipping Co. Ltd.**<br>Kaohsiung China (Taiwan) | **315**<br>153<br>— | | **1936** ......................<br>23′ 4″<br>... ... ...<br>1 dk<br>R | M | Oil SA 4Cy. 344 × 394 mm<br>Nippon Hatsudoki Kob |
| **HAI FU**<br>exAlphacca-64<br>exChanute Victory-47<br>China Merchants **Steam Nav.** Co. Ltd.<br>Keelung China (Taiwan) | **7635**<br>4459<br>10717 | AB CR (Taiwan)<br>Classed LR until 1/53 | **1945** California S.B. Corp.—L.An<br>455′ 3″ 62′ 2″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.566453 B.486210<br>5 Ha (22¼′ × 25′) (22¼′ × 24′) (22¼′, 22¼′ × 36′) (22¼′ × 33′)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1364t (o.f)<br>General Electric Co. Lyn<br>2 × 300kW 120/240V d.c. 16k |
| **HAI HING**<br>Brusgaard **Kiösteruds** Skibs A/S<br>Brusgaard, Kiösterud & Co.<br>Drammen Norwegian | **3439**<br>1918<br>3925 | NV | **1950** Lindholmens Varv A/B—Got<br>351′ 0″ 47′ 2″ 20′ 7″<br>325′ 7″ 47′ 0″<br>F76′ 2 dks<br>RW | M (12P)<br>4 Ho 55′, 58′, 55¾′, 49′<br>G.214585 B.189445<br>4 Ha (24¼′, 24¼′, 20′, 20′ × 16½′)<br>9W Der 8(5) | Oil 2SA 9Cy. 520 × 900 mm<br>3300bhp Lindholmens 418t (hvf)<br>Karlstads M/V Karlstad<br>3 × 110kW 220V d.c. 14½k |

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| 522668<br>BFHH<br>1859<br>Df Esd<br>Gc Rdr<br>RTh | **HAI HO**<br>exMartaban-64<br>**China Merchants Steam Nav.**<br>**Co. Ltd.**<br>Kaohsiung China (Taiwan) | 5139<br>3000<br>9895 | **BS✠**<br>**MBS✠**<br>MN1150 CT8087 C39 S34<br>CR (Taiwan) | SS 4/66 | **1950-1** W. Denny & Bros. Ltd.—Dmb<br>461' 6" 60' 10" 26' 1"<br>439' 0" 60' 6" 39' 0"<br>F41' 1 dk & S dk<br>7BH<br>WB3144t incl. DTm1305t | S OSD<br>G.572000 B.526650<br>5 Ha (26½', 30', 24', 33', 30'×20')<br>16W Der 1(50) 4(10) 6(5) 8(3) | 3 S Turb sr geared to sc.<br>5500shp Parsons<br>W. Denny & Bros. Ltd.<br>2WTB 480lb Spt 480lb<br>2AuxB 155lb<br>3×80kW 220V d.c. |
| 513986<br>XNYS | **HAI HSIA**<br>exYuen Sang-46<br>**China People's Steam Nav.**<br>**Co.**<br>People's Rep. of China | 3179<br>1743<br>— | ✠Classed LR until 1/47 | | **1923-12** H.Kg & Whampoa Dock Co. Ltd.—H.Kg<br>324' 6" 46' 1"<br>45' 11"<br>2 dks<br>R | S | T 3Cy. 23" 38" & 63"×48"<br>H.Kg & Whampoa Dk Co. Ltd. |
| 642053<br>BFHJ<br>1850<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **HAI HSIN**<br>**China Merchants Steam Nav.**<br>**Co. Ltd.**<br>Keelung China (Taiwan) | 9794<br>5212<br>13393 | AB CR (Taiwan) | | **1964** Taiwan S.B. Corp.—Klg<br>525' 6" 67' 1" 31' 1½"<br>488' 10" 66' 11" 41' 10"<br>B100' F101' 3 dks<br>rf 4" | M (24P) Ref<br>6 Ho 69½', 67½', 67½', 56½', 55½', 50½'<br>G.710740 B.644990 In.14680<br>6 Ha (stl) (29½', 38½', 39', 28', 39', 28'×21½')<br>18W Der 1(30) 6(10) 12(5) | Oil 2SA 9Cy. 780×1400 mm<br>12000bhp<br>Masch. Augsburg-Nürnberg<br>3×225kW 450V 60c/s a.c. |
| 513988<br>BHAY<br>1562<br>Df Esd<br>Gc Pfd<br>Rdr | **HAI HUI**<br>**China Merchants Steam Nav.**<br>**Co. Ltd.**<br>Keelung China (Taiwan) | 2372<br>1436<br>2922 | AB CR (Taiwan) | | **1961** Ingalls-Taiwan S.B. & D.D. Co.—Klg<br>288' 9" 42' 9" 17' 11"<br>268' 2" 42' 7" 18' 9"<br>P75' F42' 1 dk<br>rf nil | M Tanker Mchy.aft<br>15 Ta<br>L.133012 HeCls. C<br>Der 2(1½) | Oil 2SA 8Cy. 360×600 mm<br>Emade[illegible]<br>2080bhp<br>Sulzer Bros. Ltd.<br>2×100kW 450V 60c/s a.c. |
| 504088<br>BFHR<br>1856<br>Df Esd | **HAI JEN**<br>exBenfruit-64<br>exFrubel Annika-56<br>exBrarena-54<br>**China Merchants Steam Nav.**<br>**Co. Ltd.**<br>Keelung China (Taiwan) | 3200<br>1666<br>2950 | CR (Taiwan) NV | | **1948** Oskarshamns Varv A/B—Osk<br>342' 0" 47' 2" 20' 7"<br>315' 0" 47' 0" 20' 10"<br>F138' 2 dks<br>RW | M Ref<br>4 Ho<br>In.175680<br>4 Ha (each 20½'×16')<br>8W Der 8(3) | Oil 2SA 10Cy. 500×900 mm<br>3400bhp<br>Burmeister & Wain<br>3×160kW 220V d.c. |
| 513989<br>BHAW<br>502<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **HAI KWANG**<br>**China Merchants Steam Nav.**<br>**Co. Ltd.**<br>Kaohsiung China (Taiwan) | 18161<br>12448<br>28642 | AB CR (Taiwan) | | **1956** Kawasaki Dkyd Co. Ltd.—Kob<br>632' 6" 83' 8" 33' 4½"<br>595' 0" 83' 4" 44' 4"<br>P137' F65' 1 dk<br>rf 6" | S Tanker Mchy.aft<br>27 Ta<br>L.1302400 HeCls. BC<br>Der 2(5) | 2 S Turb dr geared to sc.<br>11000shp<br>Kawasaki Dkyd Co. Ltd.<br>2×440kW 450V 60c/s a.c. |
| 513991<br>BFBE<br>Df | **HAI LIAO**<br>exHai Ming-47<br>exSan Antonio-46<br>exLake Ikatan<br>**China People's Steam Nav.**<br>**Co.**<br>People's Rep. of China | 2667<br>1667<br>— | ✠ | | **1920-4** Manitowoc S.B. Co.—Manitowoc<br>*253·5'* 43' 10"<br>43' 8"<br>1 dk<br>R | S | T 3Cy. 21" 35" & 59"×42"<br>Nordberg Mfg Co. |
| 513992<br>LNXK<br>Df Esd<br>Rdr | **HAI MENG**<br>**Bruusgaard, Kiösteruds**<br>**Skibs A/S**<br>Bruusgaard, Kiösterud & Co.<br>Drammen Norwegian | 2881<br>1657<br>3380 | NV | | **1949** Lindholmens Varv A/B—Got<br>312' 6" 45' 2" 20' 1"<br>291' 2" 45' 0"<br>F71' 2 dks | M (12P)<br>4 Ho 50½', 47½', 55½', 37½'<br>G.182960 B.162860<br>4 Ha (28½', 28½', 23½', 19'×18')<br>9W Der 8(5) | Oil 2SA 6Cy. 520×900 mm<br>2150bhp Lindholmens<br>Karlstads M/V<br>3×75kW 220V d.c. |
| 513993<br>BFHV<br>1483<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **HAI MIN**<br>**China Merchants Steam Nav.**<br>**Co. Ltd.**<br>Keelung China (Taiwan) | 7331<br>3877<br>11054 | CR (Taiwan) NK | | **1957** Nipponkai Jukogyo—Toyama<br>433' 10" 59' 9" 28' 1"<br>419' 11" 59' 8" 37' 5"<br>B75' F37' 2 dks | M<br>5 Ho 73½', 69', 62½', 61½', 54½'<br>G.564719 B.517644<br>5 Ha (35½', 44½', 29½', 36½', 36½'×23½')<br>12W Der 2(15) 2(10) 8(5) | Oil 2SA 7Cy. 720×1250 mm<br>6300bhp Sulzer<br>Uraga Diesel Kogyo<br>2×170kW 450V 60c/s a.c. |
| 513994<br>BFHE<br>1473<br>Df Esd<br>Gc Rdr | **HAI OU**<br>exEmpire Cutlass-60<br>exCape Compass-48<br>exEmpire Cutlass-48<br>Launched as Cape Compass<br>**China Merchants Steam Nav.**<br>**Co. Ltd.**<br>Keelung China (Taiwan) | 7368<br>5405<br>7349 | AB CR (Taiwan) | | **1943** Consolidated Stl Corp.—Wmg. Cal<br>*396·5'* 60' 1" 27' 7¾"<br>395' 0" 60' 0" 37' 6"<br>3 dks<br>rf 4" | S (98P)<br>5 Ho 65', 63', 60¾', 60¾', 56½'<br>G.446406 B.395311<br>5 Ha (29½', 31½', 31½', 31½', 31½'×20')<br>Der 1(20) 10(5) | 2 S Turb dr geared to sc.<br>4400shp<br>Joshua Hendy Iron Wks<br>2×300kW 120/240V d.c. |
| 513996<br>199554 | **HAI PHENG**<br>**Ong Jin Lai**<br>Penang Malaysian<br>Now **KUALA KRAI** See New Entries No. 1 | 169<br>91<br>— | | | **1945** ......................Butterworth<br>*87·6'* 22' 11"<br>... ... ...<br>1 dk | Wood M | Oil 4SA 6Cy. 225×330 mm<br>Emade[illegible]<br>Otto Wolfe |
| 650198 | **HAI-PHONG**<br>**The Democratic Republic of**<br>**Vietnam**<br>N. Vietnam | 314<br>80<br>— | | | **1962** Elbewerft—Boizenburg<br>132' 4" 24' 0" 11' 11"<br>23' 10" | M Tanker | Oil 4SA<br>Schwermasch. Karl |

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| **HAI PING**<br>exYoma-64<br>China Merchants **Steam Nav. Co. Ltd.**<br>Kaohsiung China (Taiwan) | **5846**<br>3000<br>9920 | **BS✱**<br>**MBS✱**<br>MN1100 | SS 4/66<br>CT8087 C33 | **1948–4** Wm. Denny & Bros. Ltd.—Dmb<br>463′ 0″ 60′ 10″ 26′ 1¼″<br>439′ 0″ 60′ 6″ 39′ 0″<br>F46′ 1 dk & S dk<br>7BH<br>WB3089t incl. DT1305t | S OSD<br>G.572000 B.526650<br>5 Ha (26½′, 30′, 24′, 33′, 30′×20′)<br>16W Der 1(50) 4(10) 6(5) 8(3) | 3 S Turb sr geared to sc. shaft<br>5500shp 1511t (o.f)<br>Wm. Denny & Bros. Ltd Dmb<br>2WTB 480lb Spt 450lb hs(11464)<br>2AuxB 150lb<br>3×125, 60, 60kW 220V d.c. 14½k |
| **HAI PUNG**<br>exSin Lee-67 exSeiga Maru-65<br>Hai Pung **Marine Corp.**<br>China (Taiwan) | **2113**<br>1146<br>3039 | | CR (Taiwan) | **1942** Dairen Dock—Drn<br>296′ 6″ 41′ 0″ 18′ 0½″<br>278′ 10″ 40′ 11″ 21′ 4″<br>P21′ B71′ F28′ 1 dk | M<br>2 Ho<br>G.72005 B.67328<br>4 Ha (28′, 25¾′, 19¼′, 19¼′×16¼′)<br>8W Der 1(20) | Oil 2SA 6Cy. 435×640 mm<br>1300bhp NE57 580t<br>Ito Tekkosho Shimizu<br>2×20kW 110V d.c. 8½k |
| **HAI RYONG**<br>exTaijin Maru-66<br>Shinhan **Shipping Co. Ltd.**<br>Inchon S. Korean | **2792**<br>1495<br>3917 | | ~~NK~~ | **1949** Hitachi Zosen—Inn<br>316′ 9″ 44′ 4″ 20′ 9″<br>295′ 3″ 44′ 3″ 24′ 0″<br>P21′ B82′ F28′ 1 dk<br>RW | M<br>G.165380 B.151401<br>4 Ha (22′, 30½′, 26¼′, 21¾′×18′)<br>10W | Oil 4SA 6Cy. 430×620 mm<br>1500bhp NE59 198t<br>Hanshin Nainenki Kogyo Kob<br>10k |
| **HAI SENG**<br>Tai Cheng **S.S. Co. Ltd.**<br>Keelung China (Taiwan) | **495**<br>216<br>520 | | | **1931** Mitsubishi Zosen............<br>27′ 5″<br>27′ 3″<br>1 dk<br>R | TM | Oil 2 each 4Cy.<br>(i) 365×410 mm<br>(ii) 406×445 mm<br>Emade&refitted—<br>Japan |
| **HAI SHANG**<br>China Merchants **Steam Nav. Co. Ltd.**<br>Keelung China (Taiwan) | **9489**<br>6597<br>14341 | **✠100A1**<br>**✠LMC**<br>MN1060 | ~~SS 9/68~~<br>SS 11/68<br>EL d†$2\frac{3}{16}$″SQ<br>CR (Taiwan) | **1958–10** Mitsubishi Hvy Ind. Reorg.—Kob<br>488′ 10″ 63′ 8″ 30′ 6″<br>454′ 5″ 63′ 4″ 41′ 2″<br>F44′ 2 dks<br>7BH<br>rf 4″ WB2004t incl. Tunnel tanks 205t | M<br>5 Ho 86′, 84′, 66′, 60½′, 60½′<br>G.740660 B.680170<br>5 Ha (33¾′, 47¼′, 34′, 39¼′, 36¾′×23′)<br>12W Der 2(15) 10(5) | Oil 2SA 7Cy. 720×1250 mm<br>5300bhp Sulzer 910t (hvf)<br>Mitsubishi Hvy Ind. Reorg. Kob<br>db 100lb<br>3×160kW 230V d.c. 14k |
| **HAI SOON**<br>ExKampar-58<br>Republik Indonesia **P.T.** Maskapai Pelajaran "Sang Saka"<br>Djakarta Indonesian | **508**<br>239<br>427 | | | **1930** De Mass N.V.—Sikkerveer<br>173′ 2″ 28′ 10″ 8′ 2¼″<br>28′ 8″<br>B32′ F25′ 1 dk<br>R | M Mchy.aft<br>B.24059<br>2W | Oil 2SA 5Cy. 300×400 mm<br>20t<br>Sulzer Bros. Ltd. Win<br>7k |
| **HAI TAI**<br>China Merchants **Steam Nav. Co. Ltd.**<br>Kaohsiung China (Taiwan) | **3160**<br>1666<br>3733 | **✠100A1**<br>**✠LMC**<br>MN580 | SS 7/67<br>EL u1$\frac{11}{16}$″SQ<br>CR (Taiwan) | **1962–8** Kasado Dock Co. Ltd.—Kudamatsu<br>326′ 1″ 46′ 9″ 19′ 9″<br>298′ 10″ 46′ 7″ 26′ 3″<br>P76′ F34′ 2 dks, 3rd dk in Nos. 1 & 2 holds<br>6BH<br>rf 6″ WB559t | M (24P) Mchy.aft<br>4 Ho 55′, 50½′, 48½′, 44′<br>G.194586 B.182403<br>4 Ha (25½′, 32¼′, 32¼′, 32¼′×20¼′)<br>11W Der 1(25) 10(5) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W 372t (hvf)<br>Mitsui Zosen Tmn<br>AuxB 100lb<br>3×112kW 450V 60c/s a.c. 13½k |
| **TECK ANN**<br>Republik Indonesia **P.T.** Maskapai Pelajaran "Sang Saka"<br>Djakarta Indonesian | **476**<br>243<br>600 | | | **1911** G. Brown & Co.—Grk<br>160′ 1″ 26′ 2″ 11′ 10″<br>26′ 0″<br>1 dk<br>R | TS | 2 steam<br>(o.f) |
| **HAI TSUNG**<br>exKalymnos-61<br>exAndros Glory-60<br>China Merchants **Steam Nav. Co. Ltd.**<br>Keelung China (Taiwan) | **10210**<br>6062<br>15332 | | AB CR (Taiwan) | **1956** Ishikawajima Jukogyo—Tok<br>521′ 4″ 62′ 6″ 30′ 7¾″<br>492′ 2″ 62′ 4″ 41′ 4″<br>P137′ F50′ 2 dks<br>rf 4″ | S CSD Mchy.aft<br>6 Ho<br>G.772162 B.715476<br>6 Ha (29¼′, 32′, 32′, 32′, 32′, 32′×25′)<br>12W Der 1(50) 4(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>8200shp 2154t (o.f)<br>Ishikawajima Jukogyo Tok<br>2×300kW 450V 60c/s a.c. |
| **HAI TUNG**<br>China Merchants **Steam Nav. Co. Ltd.**<br>Keelung China (Taiwan) | **2372**<br>1436<br>2920 | | AB CR (Taiwan) | **1961** Ingalls-Taiwan S.B. & D.D. Co.—Klg<br>288′ 9″ 42′ 9″ 17′ 11″<br>268′ 2″ 42′ 7″ 18′ 9″<br>P93′ F42′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>15 Ta<br>L.133014 HeCls. C<br>Der 2(1½) | Oil 2SA 8Cy. 360×600 mm<br>Emade58fitted61<br>2080bhp 232t (hvf)–10pd<br>Sulzer Bros. Ltd. Win<br>2×100kW 450V 60c/s a.c. 12k |
| **HAI YA**<br>exEmpire Anvil-60<br>exCape Argos-48<br>exEmpire Anvil-48<br>Launched as Cape Argos<br>China Merchants **Steam Nav. Co. Ltd.**<br>Keelung China (Taiwan) | **7026**<br>4958<br>8985 | | AB CR (Taiwan) | **1944** Consolidated Stl Corp.—Wmg. Cal<br>*396·5′* 60′ 1″ 27′ 7⅞″<br>395′ 0″ 60′ 0″ 37′ 8″<br>B76′ 3 dks<br>rf 4″ | S (26 P)<br>5 Ho 65′, 63′, 60¾′, 60¾′, 56′<br>G.494459 B.437508<br>5 Ha (29¼′, 31½′, 31½′, 31½′, 31½′×20′)<br>Der 1(20) 14(5) | 2 S Turb dr geared to sc. shaft<br>4400shp 1241t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>2×300kW 120/240V d.c. 14k |
| **HAI YANG**<br>exAkron Lily-59 exLily<br>Nam Sung **Shipping Co. Ltd.**<br>Pusan S. Korean | **558**<br>242<br>680 | | | **1944** J. K. Welding Co. Inc.—Yonkers<br>176′ 6″ 32′ 2″ 12′ 5⅝″<br>165′ 0″ 32′ 0″ 14′ 3″<br>F26′<br>rf 6″ | TM (12P) Mchy.aft<br>3 Ho 42′, 42′, 26′<br>3 Ha (21′, 27′×18′) (6′×4′)<br>Der 2(4) | 2 Oil 2SA each 6Cy. 220×265 mm<br>1000bhp (d.o)<br>General Motors Corp. Clv<br>2×100kW 220V d.c. |
| **HAI YI**<br>exHornbay-67<br>China Merchants **Steam Nav. Co. Ltd.**<br>Kaohsiung China (Taiwan) | ~~**2770**~~ **2840**<br>~~1431~~ 1533<br>3445 | | CR (Taiwan) GL | **1955** Deutsche Werft A.G.—Ham<br>414′ 3″ 49′ 9″ 20′ 1⅜″<br>373′ 0″ 49′ 7″ 28′ 8″<br>P47′ Q344′ 1 dk & S dk, pt 3rd dk<br>RW | M (8P) Ref OSD<br>In.223464<br>4 Ha (stl) (each 13¾′×17¾′)<br>8W Der 8(3) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp<br>Masch. Augsburg-Nürnberg Aug<br>4×200, 200, 15, 15kW 220V 16½k |

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| 514008<br>BFHY<br>1536<br>Df Esd<br>Gc Rdr<br>RTh | **HAI YUNG**<br>exKarpathos–61<br>exAndros Star–60<br>**China Merchants Steam Nav. Co. Ltd.**<br>Kaohsiung China (Taiwan) | 10205<br>6038<br>15309 | AB CR (Taiwan) | **1956** Ishikawajima Jukogyo—Tok<br>521' 5" 62' 6" 30' 7½"<br>492' 2" 62' 4" 41' 4"<br>P139' F45' 2 dks<br>rf 4" | S Mchy.aft<br>6 Ho<br>G.765032 B.715476<br>6 Ha (29½', 32', 32', 32', 32', 32'×25')<br>12W Der 1(50) 4(10) 8(5) | 2 S Turb dr geared to sc.<br>8200shp<br>Ishikawajima Jukogyo<br>2×300kW 450V 60c/s a.c. |
| 514010<br>VXWK<br>176515 | **HAIDA**<br>**H. Bell-Irving & Co. Ltd.**<br>Vancouver Canadian | 102<br>77<br>— | | **1941** Star Shpyds (Mercer's)—N.Westminster<br>*81·2'* 20' 2"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 2SA 12Cy. 4¼"×5"<br>NE57<br>General Motors Corp. |
| 652504<br>VXLG<br>326535<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAIDA BRAVE**<br>**Kingcome Navigation Co. Ltd.**<br>Vancouver Canadian | 566<br>79<br>— | ✠100A1<br>tug<br>✠LMC<br>MN694 EL (h)1½"SQ | **1966**–4 Halifax Shipyards Ltd.—Hfx<br>*141·0'* 35' 10" 16' 5½"<br>128' 0" 34' 0" 18' 10"<br>F51'<br>5BH<br>rf 45" BK9" WB149t | TM Tug | 2 Oil 4SA each 8Cy.<br>3470bhp<br>N.V. Werkspoor<br>2×120kW 460V 60c/s a.c. |
| 514011<br><br>313783 | **HAIDA CARRIER**<br>**MacMillan, Bloedel Industries Ltd.**<br>Kingcome Navigation Co. Ltd.<br>Vancouver Canadian | 3780<br>3773<br>— | ✠100A1 SS 6/65<br>coasting service between Cape Spencer & Portland, Or.<br>EL (w)2$\frac{1}{16}$"SQ | **1961**–5 Yarrows Ltd.—Vic<br>344' 0" 65' 4"<br>337' 0" 64' 0" 19' 6"<br>F28' 1 dk<br>3BH<br>rf nil WB2113t | Log Tipping Pontoon<br>Cr 2(50) | 2×15 & 2kW 110V 60c/s a.c. |
| 524497<br>VCQS<br>178987<br>Df Esd<br>Gc<br>RTm/h/v | **HAIDA CHIEFTAIN**<br>exN. R. Lang–64 exEscort–54<br>exFoundation Lillian–53<br>**Kingcome Navigation Co. Ltd.**<br>Vancouver Canadian | 561<br>21<br>— | | **1944** Levingston S.B. Co.—Orange<br>*135·5'* 33' 2" 15' 3¼"<br>134' 6" 33' 0" 17' 0"<br>F41' 2 dks | D-E Tug | 2 Oil 2SA each 12Cy.<br>2400bhp connected to<br>& sc. shaft<br>General Motors Corp.<br>2×60kW 110V d.c. |
| 530367<br>VGXK<br>143397<br>RTm/h | **HAIDA MONARCH**<br>exS. D. Brooks–64 ex St. Faith<br>**Kingcome Navigation Co. Ltd.**<br>Vancouver Canadian | 422<br>164<br>— | ✠Classed LR until 3/33 | **1919**–6 Lytham S.B. & E. Co. Ltd.—Lytham<br>*135·3'* 29' 1"<br>28' 11"<br>R | M Tug | Oil 7Cy. 16"×20"<br>1400bhp<br>Fairbanks, Morse & Co.<br>3×30, 30, 10kW 110V d.c. |
| 514014<br>GJFV<br>183284<br>RTv | **HAIL**<br>**Kuwait Oil Co. Ltd.**<br>London British<br>Now **SAEEDI** See New Entries No. **11** | 462<br>14<br>176 | ✠100A1 SS 11/66<br>tug<br>✠LMC<br>MN250 EL (g)1⅛"SQ | **1950**–7 Scott & Sons—Bwg<br>134' 10" 33' 2" 13' 8"<br>125' 0" 33' 0" 14' 6"<br>B44'<br>R 3BH<br>BK7" WB103t incl. DTf17t | S Tug<br>1 Ho 76'<br>1W | T 3Cy. 17" 28" & 46"×32"<br>1250ihp<br>Plenty & Son Ltd.,<br>SB 200lb hs(3340)<br>1×20kW 110V d.c. |
| 540477<br><br>304784<br>Esd | **HAILE SAND**<br>**British Transport Docks Board**<br>Grimsby British | 869<br>348<br>804 | ✠Classed LR until 10/66 | **1963**–9 Richards (Shipbuilders) Ltd.—Lwt<br>157' 1" 39' 4" 13' 8¾"<br>146' 6" 38' 0" 15' 3"<br>Q59' RFD40' 1 dk<br>RW<br>rf nil | M Grab Hopper Dredger Mchy.aft | Oil 4SA 7Cy. 10½"×14½"<br>gear<br>1010bhp<br>Ruston & Hornsby<br>3×36kW 220V d.c. |
| 660685<br>9WXH<br>180171 | **HAILEY**<br>exDanae–59 exTid 155<br>**Sarawak Co. (1959) Ltd.**<br>Kuching Malaysian | 54<br>6<br>— | ✱100A1 SS 10/67<br>tug Sarawak<br>coasting service<br>✱LMC<br>MN56 EL (a)$\frac{11}{16}$" | **1945**–10 W. Pickersgill & Sons Ltd.—Sld<br>71' 9" 18' 0" 6' 0½"<br>65' 0" 17' 0" 8' 0"<br>5BH | M Tug | Oil 4SA 6Cy. 7"×7¾"<br>coupling & reverse reduction<br>to sc. shaft<br>283bhp<br>Davey, Paxman & Co. Ltd. |
| 514015<br>PKVO | **HAILONA**<br>exHai Loong–59 exOualidia–59<br>exHüxter–48<br>**Republik Indonesia P.T. Maskapai Pelajaran "Sang Saka"**<br>Djakarta Indonesian | 1258<br>696<br>— | | **1924** Union Giesserei—Königsberg<br>*231·3'* 35' 10"<br>35' 8"<br>P51' F23' 1 dk<br>R | S Ref<br>G.45000 In.35300<br>4W Der 1(5) | T 3Cy. 18½" 29½" & 47½"<br>Union Giesserei |
| 514016<br>SKDA<br>8813<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HAINAN**<br>**A/B Svenska Ostasiatiska Kompaniet**<br>Kristian von Sydow<br>Gothenburg Swedish | 4743 ~~4743~~<br>2274 ~~2274~~<br>7600 | ✠100A1 SS 5/68 ~~SS 6/63~~<br>with freeboard<br>DTm—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>EL b†2½" | **1946**–11 A/B Götaverken—Got<br>461' 6" 58' 8" 24' 0¾"<br>430' 0" 58' 6" 36' 0"<br>1 dk & S dk, intermediate 'tween dks fwd & aft under raised S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 9" WB2743t incl. Tunnel tanks 342t DTm833t | M (6P) Ref OSD<br>5 Ho 60¾', 68', 20½', 72¼', 74½'<br>G.511512 B.470835 In.24527<br>5 Ha (stl) (24½', 37½', 27½', 37½', 27½'×20')<br>16W Der 1(25) 1(15) 4(7½) 10(5) 2(3) | Oil 2SA 9Cy.<br>6750bhp<br>A/B Götaverken<br>AuxB<br>3×190kW 220V d.c. |
| 506314<br><br><br>Df Esd<br>RTm | **HAINE CAY**<br>exCarasso–67 exCresta–58<br>**Maritima San Andres Ltda.**<br>~~Cartagena~~ Colombian<br>San Andres | 500<br>282<br>673 | BV | **1958** D. & J. Boot "De Industrie"—Alp<br>178' 1" 28' 8" 10' 4½"<br>160' 0" 28' 5" 11' 6"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 104½'<br>2 Ha (each 39½'×16½')<br>Der 2(2) | Oil 4SA 6Cy.<br>450bhp<br>D. & J. Boot "De Industrie" |
| 671111<br>JLZV<br>99555<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAINES MARU**<br>**Kyowa Sangyo Kaiun K.K.**<br>Osaka Japanese | 7337<br>4060<br>10844 | NK | **1967** Maizuru Jukogyo—Maizuru<br>*408·0'* 63' 1" 25' 11"<br>403' 6" 62' 11" 34' 6"<br>P100' F40' 1 dk<br>rf 4" | M Mchy.aft<br>4 Ho 69', 75', 75' 76½'<br>B.471632<br>4W Der 4(8) | Oil 2SA 6Cy.<br>4600bhp B&W<br>Hitachi Zosen<br>3×180kW 450V |

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| **HAIR-ED-DIN BARBAROSSA**<br>exSir Lancelot-62<br>Mrs. Karin Meta Alexa Husseini<br>Hamburg W. German | 296<br>89<br>— | ✠Classed LR until 9/62 | 1942–4 J. Lewis & Sons Ltd.—Abn<br>*126·2'* 23' 7" 15' 1"<br>23' 5"<br>F21'<br>BK7½" | S Trawler | T 3Cy. 12½" 21" & 35"×26"<br>460ihp (o.f)<br>J. Lewis & Sons Ltd. Abn |
| **HAITHABU**<br>exBeate-65<br>Heinrich Beutler<br>Flensburg W. German | 497<br>340<br>777 | GL | 1956 Hugo Peters—Wewelsfleth<br>*186·3'* 29' 7" 10' 8¼"<br>175' 11" 29' 6" 12' 10"<br>P36' F23' 1 dk<br>RW<br>rf 4" | M<br>1 Ho 124'<br>G.38945 B.37939<br>2 Ha (59' comb., 29½'×18')<br>Der 3(2) | Oil 4SA 8Cy. 290×420 mm<br>500bhp (d.o)<br>Masch. Kiel A.G. Kel<br>1×2kW 110V d.c.<br>Controllable pitch propeller 9½k |
| **HAIYONG**<br>exChoki Maru-67<br>Seaview Nav. Corp.<br>Panama Panamanian | 893<br>574<br>1340 | | 1939 Nakata Zosensho—Osa<br>195' 11" 31' 0" 15' 11"<br>187' 0" 30' 10" 17' 5"<br>Q63' B37' F19' 1 dk<br>R | M<br>G.57498 B.56332<br>5W | Oil 4SA 6Cy. 375×530 mm<br>600bhp 45t<br>Hanshin Tekkosho Kob<br>8k |
| | | DAMAGED BY STRANDING 8/67 | | | |
| **HÅJA**<br>Hammerfest Havfiske A/L<br>Hammerfest Norwegian | 465<br>128<br>350 | NV | 1966 A/S Fredriksstad M/V—Fks<br>165' 2" 30' 1" 14' 0"<br>142' 0" 29' 6¼" 15' 0"<br>1 dk & S dk | M Stern Trawler OSD Mchy.aft<br>1 Ho<br>2 Ha (each 7½'×5½') | 2 Oil 4SA each 6Cy. 250×300 mm geared to sc. shaft<br>1560bhp Normo<br>A/S Bergens M/V Bgn |
| **HAJIMA MARU**<br>Yamasho Kaiun K.K.<br>Mihara Japanese | 134<br>35<br>— | | 1964 Innoshima Dock—Inn<br>*86·6'* 23' 1" 7' 10"<br>85' 4" 22' 11½" 10' 10"<br>RW | TM Tug | 2 Oil 4SA each 6Cy. 300×430 mm<br>1200bhp 38t<br>Nippon Hatsudoki Kob<br>10½k |
| **HAKAN**<br>exSinop-63 exLloydcrest-58<br>Hakan Vapuru Donatma Istiraki<br>Istanbul Turkish | *7020*<br>*4911*<br>9925 | ✠Classed LR until 8/63 BV | 1944–4 Lithgows Ltd.—P.Gl<br>447' 7" 56' 2" 26' 3"<br>425' 0" 56' 0" 36' 10"<br>F39' 2 dks | S CSD<br>G.536828 B.495525<br>10W | T 3Cy. 24½" 39" & 70"×48"<br>1298t (o.f)<br>Rankin & Blackmore Ltd. Grk<br>10k |
| **HAKKA MARU**<br>Kambara Kisen K.K.<br>Numakuma Japanese | 1628<br>852<br>2114 | | 1937 Osaka Iron Works Ltd.—Osa<br>257' 10" 39' 2" 15' 10"<br>245' 0" 39' 0" 18' 0"<br>P71' B22' F27' 1 dk<br>R | M Mchy.aft<br>3 Ho<br>G.92164 B.89025<br>3 Ha (each 26'×16½')<br>6W Der 2(5) 4(3) | Oil 4SA 6Cy. 380×540 mm<br>1000bhp NE57 85t<br>Ito Tekkosho Shimizu<br>2×20kW 110V d.c. 9k |
| **HAKKAI MARU**<br>exJingu Maru-67<br>Shosen K.K.<br>Japanese | 17100<br>12117<br>— | ✠Classed LR until 5/65 NK | 1955–10 Harima Zosensho—Aio<br>579' 0" 73' 4" 31' 3¼"<br>546' 4" 73' 2" 40' 4"<br>P123' F75' 1 dk, pt 2nd dk<br>RW<br>rf 5"<br>conv tanker 67 | S Mchy.aft<br>6 Ha (35½', 39¾', 27¼', 27¼', 39¾', 39¾'×29½')<br>Der 1(26) 1(9) 3(5) | 2 S Turb dr geared to sc. shaft<br>9000shp 2324t (o.f)<br>Ishikawajima Jukogyo Tok<br>3×500, 500, 90kW 450V 60c/s a.c. 15k |
| **HAKKAI MARU No. 1**<br>Niigataken Suisan Kosha<br>Niigata Japanese | 111<br>44<br>— | | 1963 Niigata Eng. Co. Ltd.—Niigata<br>106' 10" 19' 6" 7' 10"<br>91' 10" 19' 4" 8' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>Niigata Eng. Co. Ltd. Niigata |
| Now **SUKEYOSHI MARU No. 15** See New Entries No. 3 | | | | | |
| **HAKKO MARU**<br>Akatsuki Kaiun K.K.<br>Osaka Japanese | 993<br>500<br>— | | 1961 Nishii Dock Co. Ltd.—Mie<br>225' 4" 32' 4" 15' 3"<br>206' 9" 32' 2" 16' 9"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>950bhp Emade58fitted61 51t<br>Hanshin Nainenki Kogyo Kob<br>10½k |
| **HAKKO MARU**<br>exShirahige Naru-55<br>exShonen Aikoku Maru<br>exKaiyo Maru<br>Marui Kaiun K.K.<br>Osaka Japanese | 190<br>106<br>— | BROKEN UP | 1933 Mitsubishi Zosen—Hikoshima<br>*111·2'* 18' 0"<br>... ... ...<br>1 dk<br>R | M Fishing<br>len 55 | Oil 4SA 6Cy. 252×380 mm<br>250bhp<br>Niigata Tekkosho Niigata |
| **HAKKO MARU No. 1**<br>Ehime Kaiun Y.K.<br>Yawatahama Japanese | 355<br>193<br>— | | 1961 Awanoura Dock—Yawatahama<br>*136·6'* 22' 11"<br>22' 9"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 280×420 mm<br>500bhp<br>Makita Tekkosho Takamatsu<br>10k |
| **HAKKO MARU No. 15**<br>T. Abe<br>Ishinomaki Japanese | 278<br>151<br>— | | 1957 Yamanishi Zosen Tekkosho—Ishinomaki<br>142' 0" 23' 0"<br>124' 7" 22' 11" 11' 6"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 326×460 mm<br>650bhp 139t<br>Akasaka Tekkosho Yaizu<br>10k |
| **HAKKO MARU No. 25**<br>T. Abe<br>Ishinomaki Japanese | 240<br>134<br>— | | 1962 Yamanishi Zosen Tekkosho—Ishinomaki<br>138' 9" 24' 1"<br>123' 1" 23' 7½" 11' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×470 mm<br>650bhp 145t<br>Akasaka Tekkosho Yaizu<br>11½k |

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| 642055<br>8LMO<br>94186<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAKKO MARU No. 27**<br><br>**T. Abe**<br>Ishinomaki Japanese | 293<br>194<br>— | | 1964 Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>151' 6" 25' 5"<br>134' 6" 25' 3" 11' 6"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>950bhp<br>Akasaka Tekkosho |
| 671589<br>JCMN<br>99209<br>Df Esd<br>Gc Rdr<br>RT | **HAKKO MARU No. 37**<br><br>**Hakko Gyogyo K.K.**<br>Ishinomaki Japanese | 315<br>138<br>772 | | 1966 Niigata Eng. Co. Ltd.—Niigata<br>153' 6" 27' 1" 10' 6"<br>136' 9" 27' 0" 11' 9"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy 310×380 mm<br>1250bhp<br>Niigata Eng. Co. Ltd. |
| 642054<br>JRRX<br>95600<br>Esd Gc<br>Pfd Rdr<br>RT | **HAKKODA MARU**<br><br>**Government of Japan**<br>**(Department of Railways)**<br>Tokyo Japanese | 8314<br>4458<br>— | | 1964 Mitsubishi Hvy Ind. Ltd.—Kob<br>433' 2" 58' 10" 17' 1"<br>403' 6" 58' 9" 23' 8"<br>2 dks<br>RW | TM Train Ferry | 2 Oil 4SA each 16Cy.<br>12800bhp MAN<br>Kawasaki Dkyd Co. Ltd. |
| 514029<br>8JNW<br>83285<br>Rdr<br>RTh | **HAKODATE MARU**<br>exHakodate Maru No. 1-64<br>**Hakodate Shosen K.K.**<br>Hakodate Japanese | 411<br>225<br>676 | | 1963 Hakodate Dock Co. Ltd.—Hak<br>153' 1" 26' 4"<br>137' 10" 26' 3" 13' 1"<br>1 dk<br>rf 4" | M Mchy.aft<br>1 Ho 86'<br>G.28534 B.27581<br>1 Ha (67½'×16½')<br>Der 2(3) | Oil 4SA 6Cy. 280×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd.<br>2×35, 10kW 225V 60c/s a.c. |
| 514028<br>JPRI<br>83258<br>Esd RT | **HAKODATE MARU**<br><br>**Hakodate Prefecture**<br>Hakodate Japanese | 136<br>32<br>— | | 1959 Hakodate Dock Co. Ltd.—Hak<br>92' 9" 23' 9" 7' 2¾"<br>82' 0" 22' 4" 10' 10" | TM Tug | 2 Oil 4SA each 6Cy.<br>800bhp<br>Fuji Seisakusho |
| 650055<br>8LDA<br>93371<br>Df Esd<br>Rdr<br>RTm/h/v | **HAKODATE MARU No. 1**<br><br>**Hakodate Shosen K.K.**<br>Hakodate Japanese | 1901<br>1043<br>2947 | <br><br>NK | 1964 Hakodate Dock Co. Ltd.—Hak<br>283' 10" 41' 9" 19' 8"<br>262' 5" 41' 8" 23' 0"<br>1 dk<br>RW<br>rf 14" | M Ref Mchy.aft<br>3 Ho 39¾', 84', 44'<br>In.9888<br>3 Ha (9¾', 10', 10'×9¾')<br>Der 8(3) | Oil 4SA 7Cy. 470×820 mm<br>2800bhp<br>Ito Tekkosho<br>2×145kW 445V 60c/s a.c. |
| 650868<br>8LDD<br>93375<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HAKODATE MARU No. 2**<br><br>**Hakodate Shosen K.K.**<br>Hakodate Japanese | 1910<br>997<br>3016 | <br><br>NK | 1965 Hakodate Dock Co. Ltd.—Hak<br>283' 10" 41' 9" 19' 8"<br>262' 5" 41' 8" 23' 0"<br>1 dk<br>RW<br>rf 14" | M Ref Mchy.aft<br>3 Ho 39¾', 84', 44'<br>In.100012<br>3 Ha (9¾', 10', 10'×9¾')<br>Der 8(3) | Oil 4SA 7Cy. 470×820 mm<br>2800bhp<br>Ito Tekkosho<br>2×145kW 445V 60c/s a.c. |
| 514030<br>LAKV<br><br>Df Esd<br>Gc Rdr<br>RTm | **HÅKON JARL**<br><br>**Det Nordenfjeldske D/S**<br>Trondheim Norwegian | 2173<br>1101<br>600 | <br><br>NV | 1952 Aalborg Værft A/S—Abg<br>265' 1" 40' 2" 14' 9"<br>245' 0" 40' 0"<br>F90' 2 dks<br>RW<br>rf 11" | M (178P) Ref<br>2 Ho 32½', 31½'<br>In. 23700<br>2 Ha (12½', 12'×10')<br>4W Cr 1(1) Der 1(5) | 2 Oil 2SA each 8Cy.<br>geared to sc. shaft<br>3040bhp<br>Atlas-Diesel<br>3×130kW 220V d.c.<br>Controllable pitch propeller |
| 671704<br>SLKA<br>10864<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HAKONE**<br><br>**A/B Svenska Ostasiatiska**<br>**Kompaniet**<br>Kristian von Sydow<br>Gothenburg Swedish | T.Mk<br>7328<br>3788<br>10300 ~~10640~~<br>10656<br>5781<br>13180 | ✠100A1<br>DTsf & TwDa— veg. oil<br>or latex<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN2400 EL g2$\frac{1}{16}$"U2 | 1967-9 Eriksbergs M/V A/B—Got<br>512' 4" 70' 3" ~~/31' 2¼"~~ 27' 6",31' 2¼"<br>475' 8" 70' 0" 43' 0"<br>F80' 2 dks, 3rd dk clear of No. 2 hold<br>7BH<br>rf 11" WB3459t incl. Topside tanks in holds 513t DTsf618t | M Ref Mchy.aft<br>4 Ho 68½', 60½', 60½', 63'<br>G.732000 B.674000 In.48455<br>2 Ha (stl) (17', 17' comb.×12½')<br>8 Ha (stl) (each 49½'×23½')<br>4W Cr 6(8) 1(5) Der 1(65) 4(10) | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W<br>Uddevallavarvet A/B<br>AuxB 114lb<br>4×340, 340, 290, 290kW<br>Controllable pitch propeller |
| 514032<br>JENF<br>71795<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAKONESAN MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo Japanese | 6927<br>3852<br>10092 | NK<br><br>✠Classed LR until 1/65 | 1954-3 Mitsui Zosen—Tmn<br>504' 5" 63' 7" 27' 3"<br>484' 8" 63' 4" 31' 1"<br>F43' 1 dk & S dk, 3rd dk clear of aft hold<br>RW | M Ref OSD<br>6 Ho<br>G.661162 B.593237 In.14800<br>6 Ha (27'×19½') (41', 38½', 27½', 44', 26½'×23')<br>18W Der 1(35) 4(15) 2(10) | Oil 2SA 9Cy. 740×1600 mm<br>11250bhp<br>Mitsui Zosen<br>3×230kW 225V d.c. |
| 514034<br>JLQE<br>65109<br>Df Esd<br>Gc Rdr | **HAKUBASAN MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo Japanese | 6738<br>3838<br>8709 | NK<br><br>✠Classed LR until 7/65 | 1949-11 Mitsubishi Jukogyo—Nag<br>431' 10" 58' 0" 26' 4½"<br>400' 4" 57' 9" 35' 1"<br>F31' 2 dks<br>RW | M<br>5 Ho<br>G.492000 B.456000<br>5 Ha (27½', 44½'×23') (14'×14½') (47½', 41½'×23')<br>14W Der 2(25) 2(15) 2(10) 4(5) 2(3) | Oil 2SA 7Cy. 500×1100 mm<br>4050bhp B&W<br>Mitsui Zosen<br>3×170kW 225V d.c. |
| 514035<br>KSAK<br>OT1530 | **HAKUGIN MARU**<br><br>**Taisei Kaiun K.K.**<br>Nishinomiya Japanese | 560<br>324<br>779 | <br><br>NK | 1948 Kawasaki Jukogyo—Kob<br>177' 0" 27' 8" 12' 7½"<br>164' 0" 27' 6" 13' 9"<br>P48' F22' 1 dk<br>RW | M Mchy.aft<br><br>G.33802 B.30525<br>2 Ha<br>4W | Oil 4SA 6Cy. 352×520 mm<br>550bhp<br>Nippon Hatsudoki |
| 671344<br>JNQK<br>100838<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAKUHO MARU**<br><br>**Government of Japan**<br>Ministry of Education<br>Tokyo Japanese | 3225<br>954<br>— | | 1966 Mitsubishi Hvy Ind. Ltd.—Smk<br>311' 3" 48' 7" 18' 0"<br>282' 0" 48' 6" 24' 0"<br>1 dk | TD-E Oceanographic Ship | 4 Oil 4SA each 6Cy.<br>4400bhp driving 4<br>connected to 2<br>shafts<br>MAN<br>Mitsubishi Hvy Ind. Ltd. |

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| **AKUHO MARU**<br>**Yagishita Gyogyo K.K.**<br>Miura Japanese | **816**<br>461<br>— | | **1961** Niigata Eng. Co. Ltd.—Niigata<br>216′ 10″ 33′ 7″<br>194′ 10″ 33′ 5½″ 15′ 7″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 430×620 mm<br>1550bhp<br>Niigata Eng. Co. Ltd. | Niigata<br>12k |
| **AKUHO MARU**<br>**Kawasaki Fudosan**<br>Kito Transportation Co. Ltd.<br>Kobe Japanese | **194**<br>62<br>— | | **1962** Osaka Zosensho—Osa<br>104′ 0″ 27′ 1″ 8′ 1″<br>101′ 2″ 26′ 11″ 12′ 6″ | TM Tug | 2 Oil 4SA each 6Cy. 320×380 mm<br>2000bhp<br>Fuji Seisakusho | Tateyama<br>12k |
| **AKUJIN MARU No. 2**<br>**Shiroha Enyo Gyogyo Kyodo Kumiai**<br>Omaezaki Japanese | **342**<br>169<br>— | | **1964** Kanazashi Zosensho—Shimizu<br>157′ 3″ 25′ 5″ 9′ 10″<br>139′ 7″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>900bhp<br>Akasaka Tekkosho | Yaizu<br>11k |
| **AKUREI MARU**<br>**Ishikawa-Ken Enyo Trawl Gyogyo K.K.**<br>Kanazawa Japanese | **991**<br>505<br>— | NK | **1966** Miho Zosensho—Shimizu<br>224′ 9″ 36′ 10″<br>203′ 5″ 36′ 9″ 23′ 11″<br>2 dks | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 470×670 mm<br>2200bhp<br>Akasaka Tekkosho | Yaizu |
| **HAKURYU MARU**<br>**Kyushu Yusen K.K.**<br>Fukuoka Japanese | **498**<br>269<br>— | | **1960** Onomichi Zosen—Onomichi<br>177′ 6″ 28′ 5″ 12′ 11″<br>160′ 9″ 28′ 3″ 14′ 2″<br>1 dk<br>RW | M Mchy.aft<br>G.37575 B.35774<br>1 Ha (82¼′×17′) | Oil 4SA 6Cy. 325×460 mm<br>700bhp<br>Nippon Hatsudoki | Kob<br>11k |
| **HAKURYU MARU**<br>**Yahata Senpaku Yuso Kyodo Kumiai**<br>Kitakyushu Japanese | **405**<br>223<br>— | | **1964** Onomichi Zosen—Onomichi<br>*143·3′* 26′ 5″ 11′ 5″<br>141′ 0″ 26′ 3″ 12′ 6″<br>1 dk<br>RW | M Mchy.aft<br>G.27157 B.25850<br>1 Ha (74¾′×16½′) | Oil 4SA 6Cy. 270×400 mm<br>700bhp<br>Akasaka Tekkosho | Yaizu<br>11¼k |
| **HAKURYU MARU**<br>**Osaka Kihansen Unso K.K.**<br>Numakuma Japanese | **199**<br>95<br>— | | **1960** Koyo Dock—Mihara<br>107′ 11″ 21′ 1″ 9′ 4″<br>96′ 9″ 20′ 11″ 10′ 2″<br>1 dk | M Mchy.aft<br>1 Ha (39¼′×13′) | Oil 4SA 6Cy. 240×400 mm<br>350bhp<br>Ito Tekkosho | Shimizu |
| **HAKURYU MARU No. 30**<br>**Inai Shoten K.K.**<br>Ishinomaki Japanese | **300**<br>141<br>— | | **1965** Niigata Eng. Co. Ltd.—Niigata<br>140′ 6″ 26′ 4″ 10′ 5″<br>122′ 0″ 26′ 3″ 11′ 10″<br>B16′ F110′ 1 dk<br>rf 10″ | M Fishing Mchy.aft<br>3 Ho 24¾′, 23′, 19½′<br>Der 2(15) 2(2) 4(1) | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd.<br>2×40kW 225V 60c/s a.c. | (d.o)<br>Niigata<br>11½k |
| **HAKURYU MARU No. 55**<br>**Iwajiri Gyogyo K.K.**<br>Rikuzentakata Japanese | **500**<br>212<br>— | | **1967** Usuki Tekkosho—Fukuoka<br>173′ 8″ 32′ 2″ 14′ 1″<br>155′ 10″ 32′ 1″ 15′ 8″<br>1 dk | M Fishing | 2 Oil 4SA each 8Cy. 260×320 mm geared to sc. shaft<br>2000bhp<br>Daihatsu Kogyo | Osa |
| **HAKUSAN MARU**<br>**Shinwa Kaiun K.K.**<br>Tokyo Japanese | **2077**<br>1038<br>2502 | NK | **1967** Ujina Zosensho—Hma<br>289′ 8″ 42′ 0″ 19′ 1″<br>269′ 0″ 41′ 11″ 21′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 6Cy. 390×650 mm<br>2700bhp<br>Kobe Hatsudoki Seizosho | Kob |
| **HAKUSAN MARU**<br>exNippo Maru No. 3–66<br>exTokuyo Maru–56<br>**Toyo Unyu K.K.**<br>Mikame Japanese | **1558**<br>779<br>2434 | NK | **1954** Mitsubishi Hvy Ind. Reorg.—Kob<br>255′ 11″ 37′ 3″ 18′ 7″<br>236′ 3″ 37′ 1″ 20′ 6″<br>P66′ B29′ F25′ 1 dk | M Tanker Mchy.aft<br>16 Ta<br>L.94714 | Oil 2SA 6Cy. 480×700 mm<br>1800bhp<br>Mitsubishi Hvy Ind. Reorg.<br>2×20kW 105V d.c. | 2279t<br>Kob<br>12¼k |
| **HAKUSAN MARU**<br>**Yamaichi Kisen K.K.**<br>Kure Japanese | **325**<br>106<br>— | | **1962** Nakayama Zosen—Kur<br>152′ 6″ 23′ 7″ 10′ 2″<br>139′ 7″ 22′ 10½″ 11′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>Kinoshita Tekkosho | Akashi |
| **HAKUSAN MARU**<br>**Ishikawa Prefecture**<br>Kanazawa Japanese | **119**<br>32<br>— | | **1967** Narasaki Zosen—Muroran<br>19′ 4″<br>91′ 9″ 19′ 3″ 8′ 6″<br>1 dk | M Fishery Training Ship<br>1 Ho 19¾′<br>1 Ha (4′×3¼′)<br>Der 2(2) 2(1) | Oil 4SA 6Cy. 175× — mm<br>490bhp<br>Ikegai Tekkosho<br>2×24kW 225V 60c/s a.c.<br>Controllable pitch propeller | Tok<br>11k |
| **HAKUSAN MARU No. 10**<br>**Miyano Kaiun K.K.**<br>Tokyo Japanese | **124**<br>60<br>— | | **1957** Azuma Zosen—Yokosuka<br>*94·2′* 20′ 4″<br>20′ 2″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 250×380 mm<br>160bhp Emade—refitted57<br>Ikegai Tekkosho | Kawasaki<br>8k |
| **HAKUSAN MARU No. 12**<br>**Miyano Kaiun K.K.**<br>Tokyo Japanese | **256**<br>147<br>— | | **1961** Hikari Zosen—Yka<br>*118·9′* 23′ 9″<br>23′ 7″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy.<br>250bhp<br>Fuji Seisakusho | 20t<br>Tateyama<br>9½k |
| **HAKUSEI MARU**<br>**Kyushu Yusen K.K.**<br>Fukuoka Japanese | **479**<br>260<br>— | | **1957** Ujina Zosensho—Hma<br>172′ 9″ 26′ 11″<br>160′ 11″ 26′ 10″ 13′ 5″<br>1 dk<br>RW | M | Oil 4SA 6Cy. 350×500 mm<br>550bhp<br>Hanshin Nainenki Kogyo | Kob<br>11k |

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|---|---|---|---|---|---|---|
| 651848<br>JI2141<br>96571<br>Rdr RT | **HAKUSEI MARU**<br><br>**Tabuchi Kaiun K.K.**<br>Osaka Japanese | 452<br>262<br>230 | <br><br>NK | 1965 Hashihama Zosen—Imabari<br>*141·0'* 27' 1" 9' 8"<br>139' 5" 26' 11" 11' 10"<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft<br><br>L.18328 | Oil 4SA 6Cy. 250×320 mm<br>750bhp<br>Niigata Eng. Co. Ltd.<br>2×24kW 230V a.c. |
| 670684<br>JM2415<br>100289<br>Rdr | **HAKUSEI MARU No. 2**<br><br>**Shoshi Kisen K.K.**<br>Hizen Japanese | 497<br>261<br>400 | <br><br>NK | 1966 Hashihama Zosen—Imabari<br>*146·7'* 28' 7" 9' 8"<br>146' 0" 28' 6" 10' 11"<br>1 dk | M Liquefied Gas Carrier Mchy.aft<br><br>L.237421 | Oil 4SA 8Cy. 260×320 mm<br>850bhp<br>Daihatsu Kogyo |
| 680957<br>JI2248<br>99588<br>Rdr | **HAKUSEI MARU No. 3**<br><br>**Tabuchi Kaiun K.K.**<br>Osaka Japanese | 562<br>317<br>— | <br><br>NK | 1967 Imai Zosen—Kochi<br>*158·9'* 28' 11" 12' 9"<br>157' 5" 28' 10"<br>1 dk | M Liquefied Gas Carrier Mchy.aft<br><br>L.25568 | Oil 4SA 8Cy. 260×320 mm<br>850bhp<br>Daihatsu Kogyo |
| 514048<br>7KWE<br>88617 | **HAKUSHO MARU**<br><br>**Hakusho Kaiun K.K.**<br>Namikata Japanese | 299<br>167<br>— | | 1961 Ohura Zosen—Hakata<br>*131·0'* 22' 1" 9' 10"<br>108' 2" 21' 11" 10' 10"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Makita Tekkosho |
| 652535<br>JM2180<br>98762<br>RT | **HAKUSHU MARU**<br><br>**Kyushu Yusen K.K.**<br>Japanese | 476<br>239<br>100 | | 1965 Taguma Zosen K.K.—Inn<br>26' 8" 8' 3"<br>144' 4" 26' 6" 11' 2"<br>1 dk<br>RW | M Ferry | Oil 4SA 6Cy. 380×550 mm<br>1400bhp<br>Hanshin Nainenki Kogyo |
| 514049<br>JFEN<br>86235<br>Df Esd<br>Gc Rdr<br>RT | **HAKUSUI MARU**<br><br>**Hakusui Kisen K.K.**<br>Tokyo Japanese | 7792<br>3705<br>11191 | <br><br>NK | 1960 Nippon Kokan—Tsu<br>446' 4" 59' 3" 27' 11"<br>419' 11" 59' 1" 37' 5"<br>1 dk<br>RW | M Mchy.aft<br>4 Ho<br>G.492924<br>4 Ha (31½'×21½') (52½', 52½', 52½'×27')<br>14W Der 6(7) 8(5) | Oil 2SA 6Cy. 620×1400 mm<br>6000bhp B&W<br>Mitsui Zosen<br>2×150kW 450V a.c. |
| 514050<br>JDME<br>85957 | **HAKUSUI MARU**<br><br>**Sumitomo Kinzoku Kogyo K.K.**<br>Osaka Japanese | 169<br>39<br>— | | 1960 Mitsubishi Zosen—Smk<br>*88·1'* 24' 11"<br>... ... ... | TM Tug | 2 Oil 4SA each 6Cy. 290×3<br>1100bhp<br>Ito Tekkosho |
| 514051<br>7KCJ<br>88257 | **HAKUTAKA MARU**<br><br>**K. Oritate**<br>Kure Japanese | 348<br>207<br>— | | 1961 Kanda Zosensho—Kur<br>149' 3" 24' 5" 10' 6"<br>132' 10" 24' 3" 11' 6"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 290×430 mm<br><br>Nippon Hatsudoki |
| 514054<br>JIZN<br>68433<br>Df Rdr | **HAKUYO MARU**<br>exSwan-52 exStreefkerk-50<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 6430<br>3925<br>9748 | <br><br>✠Classed LR until 3/67 | 1921-12 Rotterdamsche D.D. Maats.—Rot<br>437' 5" 55' 5" 22' 9"<br>421' 0" 55' 3" 31' 6"<br>P49' B256' F36' 2 dks (stl-U teak s)<br>R | S<br>5 Ho<br>G.534300 B.489258<br>5 Ha (33½', 37½', 22', 35½', 31'×20')<br>11W Der 1(18) | T 3Cy. 26½" 43" & 73"×48"<br>2600ihp<br>Rotterdamsche D.D. Maats.<br>2×25, 20kW d.c.<br>2×60kW a.c. |
| 680432<br><br><br>Gc Pfd<br>Rdr RT | **HAKUYO MARU**<br><br>**Azuma Kaiun K.K.**<br>Tokyo Japanese | ~~4460~~ 1130<br>—<br>1640 | <br><br>NK | 1967 Taguma Zosen—Inn<br>35' 6" 15' 0"<br>216' 6" 35' 5" 18' 4"<br>1 dk<br>RW | TM Cement Carrier Mchy.aft | 2 Oil 4SA each 6Cy. 280×3<br>1400bhp<br>Kobe Hatsudoki Seizosho |
| 652536<br>JLWE<br>97473<br>Rdr RT | **HAKUYO MARU**<br><br>**Hakuyo Kisen K.K.**<br>Hakata Japanese | 947<br>600<br>1825 | | 1965 Imabari Zosen—Imabari<br>216' 7" 34' 3" 15' 5"<br>196' 10" 34' 2" 17' 6"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 380×540 mm<br>1200bhp<br>Makita Tekkosho |
| 514055<br>JFEO<br>83081<br>Rdr | **HAKUYO MARU**<br><br>**Hamada Kisen K.K.**<br>Kobe Japanese | 447<br>267<br>— | | 1959 Awaji Zosen Tekko—Awaji<br>*152·0'* 25' 1" 11' 5½"<br>24' 11" 12' 5"<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (56½'×17')<br>len 60 | Oil 4SA 6Cy. 290×420 mm<br>380bhp<br>Nippon Hatsudoki |
| 514033<br>JJRA<br>58441<br>Df Esd<br>Pfd Rdr<br>RTv | **HAKUYO MARU**<br>exHakozaki Maru-67<br>exNichibei Maru No. 2<br>**Hakuyo Kisen K.K.**<br>Kitakyushu Japanese | 361<br>130<br>237 | <br><br>NK | 1946 Ishikawajima Jukogyo—Tok<br>*150·6'* 25' 2"<br>147' 8" 25' 0" 13' 9"<br><br>R<br>rf 23½" | M Trawler<br>5 Ho 9½', 6½', 7½', 9½', 13½'<br><br>4 Ha (4½', 4½', 4½', 4½'×4½') | Oil 4SA 6Cy. 370×520 mm<br>700bhp NE37<br>Niigata Eng. Co. Ltd.<br>2×30kW 220V d.c. |
| 514056<br>JCQI<br>76095 | **HAKUYO MARU**<br><br>**Y. Yamauchi**<br>Hakata Japanese | 354<br>193<br>— | | 1956 Imabari Zosen—Imabari<br>146' 4" 25' 0"<br>131' 3" 24' 11" 12' 5"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 310×450 mm<br><br>Makita Tekkosho |
| 514058<br>7LJO<br>89150 | **HAKUYO MARU**<br><br>**Koyo Kaiun K.K.**<br>Kobe Japanese | 322<br>207<br>420 | | 1962 Kyushu Zosen—Wakamatsu<br>134' 2" 22' 2" 10' 2"<br>121' 4" 22' 0" 11' 2"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (56½'×17') | Oil 4SA 5Cy. 280×420 mm<br>350bhp<br>Makita Tekkosho |
| 514057<br>JIDU<br>60340 | **HAKUYO MARU**<br><br>**Nikko Kaiun K.K.**<br>Wakamatsu Japanese | 299<br>182<br>— | <br>BROKEN UP | 1940 Endo Zosensho—Osa<br>*129·9'* 22' 6"<br>22' 4"<br>1 dk | M<br><br>1 Ha (64½'×13½')<br><br>len 55 | Oil 2SA 3Cy. 287×420 mm<br>200bhp Emado— |

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| **AKUYO MARU**<br>akuyo Unyu K.K.<br>saka Japanese | 137<br>66<br>— | | | 1960 Geibi Zosen Kogyo—Kur<br>104′ 7″ 17′ 6″ 7′ 4″<br>95′ 2″ 17′ 4″ 8′ 4″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 230×360 mm<br>150bhp<br>Nippon Hatsudoki K.K. | Kob |
| **AKUYO MARU No. 2**<br>akuyo Unyu K.K.<br>saka Japanese<br>Now KEISHO MARU No. 2 See New Entries No. 3 | 198<br>90<br>— | | | 1961 Tosa Zosen Tekkosho—Kochi<br>*98·0′* 23′ 0″<br>22′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×400 mm<br>200bhp<br>Niigata Eng. Co. Ltd. | Niigata<br>8k |
| **AKUYO MARU No. 2**<br>. Nakamoto<br>ndo Japanese | 146<br>66<br>— | | | 1957 Kanda Zosensho—Kur<br>97′ 8″ 19′ 1″ 8′ 9″<br>88′ 6″ 19′ 0″ 9′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 5Cy. 256×380 mm<br>210bhp Emade48refitted57<br>Hitachi Zosen | Osa<br>8k |
| **AKUYO MARU No. 3**<br>. Yamauchi<br>akata Japanese | 574<br>373<br>— | | | 1961 Imabari Zosen—Imabari<br>174′ 11″ 28′ 0″ 12′ 9″<br>157′ 6″ 27′ 10″ 14′ 1″<br>1 dk | M Mchy.aft<br>G.36939 B.34255<br>1 Ha (72¼′×17′) | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Makita Tekkosho | 28t<br>Takamatsu<br>11¾k |
| **AKUYO MARU No. 28**<br>. Shiraishi<br>aizu Japanese | 294<br>154<br>— | | | 1964 Kanazashi Zosensho—Shimizu<br>153′ 8″ 25′ 5″ 9′ 10″<br>136′ 1″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×400 mm<br>780bhp<br>Akasaka Tekkosho | Yaizu<br>10½k |
| **HAKUYU MARU No. 1**<br>Nagai Kaiun K.K.<br>Tokyo Japanese | 498<br>336<br>850 | | | 1960 Towa Zosen Tekkosho—Smk<br>101′ 0″ 28′ 5″<br>98′ 1″ 28′ 3″ 13′ 2″<br>1 dk | M Tanker Mchy.aft<br>L.20306 | Oil 4SA 5Cy. 256×380 mm<br>370bhp Emade45refitted60<br>Nippon Hatsudoki<br>1×5kW 24V d.c. | (d.o)<br>Kob |
| **HAKUYU MARU No. 2**<br>K. Nakamoto<br>Ondo Japanese | 320<br>172<br>— | | | 1960 Towa Zosen Tekkosho—Smk<br>101′ 0″ 28′ 5″ 11′ 6″<br>98′ 2″ 28′ 3″ 13′ 1″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 6Cy.<br>Emade—fitted60<br>Dengyosha Machine Mfg | Tok |
| **HAKUYU MARU No. 22**<br>M. Nakamoto<br>Ondo Japanese | 320<br>182<br>— | | | 1962 Towa Zosen Tekkosho—Smk<br>104′ 10″ 28′ 3″ 11′ 5″<br>28′ 1″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×390 mm<br>330bhp<br>Usuki Tekkosho | 17t<br>Usuki |
| **HAKUZAN MARU**<br>exYoshizumi Maru-63<br>Toyo Unyu K.K.<br>ame Japanese | 669<br>336<br>1063 | | | 1954 Sasebo Sempaku Kogyo—Sasebo<br>*173·9′* 30′ 4″ 13′ 3″<br>173′ 11″ 30′ 2″ 14′ 10″<br>P47′ F21′ 1 dk | M Tanker Mchy.aft<br>L.43437 | Oil 4SA 6Cy. 370×520 mm<br>800bhp<br>Ito Tekkosho | Shimizu<br>10k |
| **KUZAN MARU**<br>orita Shoji Y.K.<br>ase Japanese | 439<br>251<br>— | | | 1962 Kurushima Dock Co. Ltd.—Imabari<br>155′ 11″ 26′ 5″ 11′ 5½″<br>141′ 0″ 26′ 3″ 12′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 300×430 mm<br>Matsue Nainenki Kogyo | Matsue |
| **HALÅS**<br>exBosphorus No. 71-54<br>exWaterwitch<br>Denizcilik Bankasi T.A.O.<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 584<br>339<br>— | ✠ | GL | 1915-4 Fairfield Co. Ltd.—Gls<br>153′ 2″ 26′ 0″ 8′ 2″<br>25′ 10″<br>R | TS Ferry | T 6Cy. 10¾″ 16¾″ & 26″×18″<br>Fairfield Co. Ltd. | Gls |
| **HALAULA VICTORY**<br>United States Department of Commerce<br>San Francisco United States | 7638<br>4616<br>10681 | | AB | 1945 Permanente (Shpyd No. 1)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 2 dks<br>rf nil | S<br>5 Ho 57½′, 45′. 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. | 2882t (o.f)<br>Pbg<br>15k |
| **HALBERSTADT**<br>Deutsche Seereederei<br>Rostock E. German | 6759<br>3896<br>10070<br>9632<br>5758<br>— | | DSRK | 1961 Warnowwerft—Warnemunde<br>516′ 6″ 65′ 7″ 27′ 7″<br>… … …<br>2 dks & S dk<br>RW | TM Ref OSD/CSD Mchy.aft | 2 Oil 4SA each 8Cy. 470×660 mm<br>Masch. Halberstadt | Halberstadt |
| **HALCIENCE**<br>London & Rochester Trading Co. Ltd.<br>Rochester British<br>Now NOBLEZA<br>See New Entries No. 1 | 994<br>541<br>1238 | ✠100A1<br>✠LMC<br>MN150 | SS 4/65<br>EL I | 1949-12 Clelands (Successors) Ltd.—Wal<br>219′ 6″ 32′ 11″ 13′ 5½″<br>205′ 6″ 32′ 6″ 13′ 11″<br>Q134′ F20′ 1 dk<br>RW NS 4BH<br>rf 3″ WB288t | M Mchy.aft<br>2 Ho 61′, 72′<br>G 65957 B.61738<br>2 Ha (40¼′, 51¼′×20′)<br>2W Der 2(3) | Oil 2SA 4Cy. 340×570 mm<br>750bhp<br>British Polar Engines Ltd.<br>3×25, 25, 10kW 220V d.c. | 67t (d.o)<br>Gis<br>10k |
| **HALCYON**<br>exLake Atlin-53<br>exAtwater Park-46<br>Santa Rita Cia. Nav. S.A.<br>Andros Greek | 7163<br>4303<br>10750 | ~~✠100A1~~<br>~~✠LMC~~ | ~~SS 10/65~~<br>~~EL a12 1/16″SQ~~ | 1944-6 W. Coast S.B. Ltd.—Vcr<br>439′ 10″ 57′ 2″ 27′ 8¾″<br>416′ 0″ 56′ 10″ 37′ 4″<br>2 dks<br>RW NS 7BH<br>rf 6″ WB2199t incl. DTa765t | S<br>5 Ho 60′, 71½′, 49′, 44′, 66′<br>G.544000 B.485000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Canadian Allis-Chalmers Ltd.<br>2WTB 250lb Spt 230lb hs(9704)<br>3×15kW 110V | 1693t (o.f)<br>Mtl<br>10½k |

**BEACHED AFTER COLLISION & BROKEN IN TWO 1/69**

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|---|---|---|---|---|---|---|---|
| 542731<br>GMLL<br>304730<br>Df Esd<br>Gc Rdr<br>RTv | **HALCYON DAYS**<br>exEdith Borthen–63<br>**Court Line Ltd.**<br>London British | 12751<br>7241<br>19375 | | NV | 1958 Marinens Hovedverft—Horten<br>560′ 0″ 72′ 0″ 30′ 8¾″<br>531′ 2″ 71′ 10″ 39′ 3″<br>1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>1 Ho 75½′<br>1 Ha (stl) (9′×16′)<br>Der 3(5) 1(1½) | Oil 2SA 6Cy. 650×2300 m<br>8000bhp Doxford<br>Marinens Hovedverft<br>2×310kW 220V d.c. |
| 541143<br>WQGC<br>245922<br>Df Esd<br>Gc Rdr | **HALCYON PANTHER**<br>exSapulpa Victory–63<br>**Halcyon Steamship Co. Inc.**<br>New York United States | 7643<br>5197<br>10702 | | AB | 1944 California S.B. Corp.—L.An<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. sh<br>9350shp<br>Westinghouse Elec. & Mfg C<br>2×300kW 240V d.c. |
| 525029<br>KWWY<br>245474<br>Df Esd<br>Gc Rdr | **HALCYON TIGER**<br>exNew Zealand Victory–67<br>**Halcyon S.S. Co. Inc.**<br>Wilmington, Del United States | 7656<br>4623<br>10711 | | AB | 1944 California S.S. Corp.—L.An<br>*439·1′* 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho<br>B.453000<br>5 Ha | 2 S Turb dr geared to sc. sh<br>9350shp<br>Westinghouse Elec. & Mfg C |
| 524527<br>GGQH<br>301100<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **HALCYON WAVE**<br>exNaess Clansman–67<br>Launched as Snestad<br>**Court Line Ltd.**<br>London British | 16591<br>10331<br>25850 | | NV | 1960 Eriksbergs M/V A/B—Got<br>615′ 10″ 79′ 4″ 33′ 3″<br>79′ 0″ 43′ 9″<br>1 dk<br>rf 2″ | M Tanker Mchy.aft<br>30 Ta<br>L.1250000 HeCls. BC<br>Der 4(5) 2(3) 2(1½) | Oil 2SA 9Cy. 740×1600 mm<br>12500bhp B&W<br>Eriksbergs M/V A/B<br>3×280, 280, 240kW 60c/s a.c. |
| 514077<br>VVSV<br>WB719<br>Esd<br>RTm/h | **HALDIA**<br>**Commissioners for the Port of Calcutta**<br>Calcutta Indian | 265<br>—<br>96 | ✠Classed LR until 7/63 | | 1961–3 Hindustan Shpyd Ltd.—Vgm<br>144′ 10″ 25′ 3″ 8′ 0″<br>125′ 8″ 25′ 0½″ 11′ 9″<br>RFD52′ 1 dk<br>RW<br>rf 6″ | TS Survey Ship | T 6Cy. 9″ 15″ & 25″×20″<br>700ihp<br>Mackie & Baxter<br>1×26kW 220V d.c. |
| 672020 | **HALDUN**<br>**Kayhan Guveli**<br>Istanbul Turkish | 200<br>—<br>— | | | 1967 Denizcilik Ltd. Sti. Tersanesi—Beykoz<br>137′ 8″ 23′ 6″ 8′ 6½″<br>123′ 10″ 23′ 5½″ 9′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 240×380 mm<br>300bhp<br>Schwermasch. Karl Liebkn |
| 514080<br>VDTL<br>193883 | **HALHAWK**<br>**Lady Julie Fisheries Ltd.**<br>~~**Halifax Fisheries Ltd.**~~<br>Halifax Canadian | 220<br>112<br>— | | | 1951 J. McLean & Sons—Mahone Bay<br>*112·4′* 24′ 5″<br>... ... ...<br>1 dk | Wood M Fishing Mchy.aft | Oil 8Cy. 330×405 mm<br>Cooper-Bessemer Corp. |
| 514081<br>MXKN<br>187730<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **HALIA**<br>**Tanker Finance Ltd.**<br>London British<br>Shell Tankers (U.K.) Ltd. (Mgrs.) | 12183<br>6931<br>~~18370~~<br>19172 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | SS 10/66<br>EL h†2 1/16″SQ | 1958–3 Hawthorn Leslie (S.B.) Ltd.—Nwc<br>555′ 9″ 69′ 5″ ~~29′ 9½″~~ 30′ 8″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P115′ B49′ F50′ 1 dk<br>16BH<br>rf 3″ WB316t | S Tanker Mchy.aft<br>33 Ta<br>L.890500 HeCls. BC<br>1 Ha (stl) (8′×8′)<br>Der 3(5) 4(1) | 2 S Turb dr geared to sc. sh<br>8250shp<br>Hawthorn, Leslie (Eng.) Ltd.<br>2WTB 570lb Spt 525lb<br>sg 125lb<br>2×550kW 450V 60c/s a.c. |
| 640969<br>GNCA<br>305228<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **HALIFAX CITY**<br>**The Bristol City Line of Steamships Ltd.**<br>Charles Hill & Sons<br>Bristol British | T.Mk<br>4351<br>2399<br>7253<br>6533<br>3786<br>8580 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN1420 | SS 3/68<br>EL a†2″SQ | 1964–7 Burntisland S.B. Co. Ltd.—Bnt<br>440′ 0″ 57′ 6″ ~~26′ 7″~~ 23′ 7½″/26′ 1″<br>410′ 0″ 57′ 0″ 35′ 0″<br>F88′ 2 dks, 3rd dk in No. 4 hold<br>7BH<br>rf 3″ WB2395t incl. Dk tank a 37t Tunnel tanks 207t TwDa 121t DTf1470t | M (5P)<br>4 Ho 55½′, 44½′ DT, 75′, 70′, 63½′<br>G.502250 B.460100<br>5 Ha (stl) (24½′, 22½′×22′) (50′, 37½′×30′) (35′×22′)<br>17W Cr 1(12) 2(10) Der 4(10) 4(5) | Oil 2SA 6Cy. 680×1250 mm<br>7100bhp Sulzer<br>Fairfield-Rowan Ltd<br>AuxB 100lb<br>3×250kW 440V 60c/s a.c. |
| 640593<br>GMOM<br>305984<br>Df Esd<br>Gc Rdr | **HALIFAX STAR**<br>**Blue Star Line Ltd.**<br>London British | T.Mk<br>5532<br>3066<br>7965<br>7327<br>4199<br>9294 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN2400 | EL c†2⅛″SQ | 1964–6 Bartram & Sons Ltd.—Sld<br>462′ 11″ 63′ 5″ ~~00′ 0″~~ — /29′ 0″<br>424′ 11″ 63′ 0″ 38′ 0″<br>Ba172′ F121′ 2 dks, 3rd dk in Nos. 2 & 3 holds<br>6BH<br>rf 6″ DK fwd WB1891t incl. Tunnel tanks 385t | M (2P) Ref<br>4 Ho 80½′, 72½′, 70′, 92½′<br>In.374871<br>4 Ha (stl) (29½′, 40′, 30′, 30′×18′)<br>Cr 4(3) Der 1(50) 2(10) 2(7) 4(5) | Oil 2SA 8Cy. 760×1550 m<br>12000bhp Sulzer<br>G. Clark (Sld) Ltd.<br>2AuxB (1 o.f 1 ex.g)<br>3×350kW 220V d.c. |
| 514083 | **HALIMAH**<br>exSan Gabriel–54<br>exKwok Hung–49<br>**Indonesia Lloyd**<br>Djakarta Indonesian | 660<br>297<br>— | | | 1944 ......................United Kingdom<br>*180·2′* 38′ 0″<br>37′ 10″<br>1 dk | M<br>G.19000 | Oil 24Cy. |
| 514084<br>PKMH<br>Esd RT | **HALIMUN**<br>**Republik Indonesia**<br>Perusahaan Negara Kereta Api<br>Djakarta Indonesian | 2315<br>1085<br>517 | | BV | 1959 Zaanlandse Schps. Maats.—Zaandam<br>276′ 11″ 41′ 0″ 10′ 2″<br>239′ 6″ 40′ 0″ 25′ 3″<br>3 dks | TM Ferry<br>2 Ha (7′×7′) (11½ ×26′)<br>Der 2(5) 2(1) | 2 Oil 4SA each 8Cy.<br>1590bhp<br>N.V. Werkspoor |
| 514085<br>TCST<br>2417<br>Df Esd | **HALIS KALKAVAN**<br>exHüseyin–59<br>exHermann Schulte–54<br>exBaron Graham–50<br>**Ziya Kalkavan Koll. Sti.**<br>Istanbul Turkish | 3326<br>1930<br>5700 | ✱Classed BC until 12/60 | BV | 1925–11 Napier & Miller Ltd.—Gls<br>348′ 6″ 48′ 5″ 21′ 3″<br>336′ 0″ 48′ 3″ 25′ 6″<br>P36′ B102′ F36′ 1 dk<br>R<br>rf nil | S<br>G.291000 B.264000<br>8W Der 10(5) | T 3Cy. 21½″ 35½″<br>D. Rowan & Co. Ltd |

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| **ALKIDIKI**<br>Signality-67<br>Gigilinis & D. Kalkasinas<br>Greek<br>hessaloniki | 487<br>244<br>630 | ~~✠100A1~~ ~~M 3/66-21 mos.~~<br>~~✠LMC~~<br>~~MN100~~ ~~EL g~~<br>✠Class **WITHDRAWN**<br>Reported defects<br>2/68 | 1937-9 G. Brown & Co. (Marine) Ltd.—<br>Grk<br>164′ 7″ 27′ 8″ 10′ 8½″<br>156′ 0″ 27′ 6″<br>Q98′ F17′ 1 dk<br>R 3BH<br>WB128t | M Mchy.aft<br>G.36000 B.34000 | Oil 2SA 5Cy. 320×400 mm<br>500bhp ✠NEmade37refitted2/61 27t<br>Newbury Diesel Co. Ltd. Nby<br>10¼k |
| **ALKION**<br>alkion h/f<br>estmannaeyjum Icelandic | 264<br>114<br>— | | 1965 Elbewerft—Bolzenburg<br>*103·7′* 23′ 8″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 222×292 mm<br>660bhp<br>Lister Blackstone Mar. Ltd. Dursley |
| **ALLA**<br>Syra-67 exVari-65<br>Evinos-62<br>Andros Eagle-60<br>Aegeus-57<br>Hess Bunker-54<br>Charlotte P. Gilman-51<br>Apsheron-48<br>Charlotte P. Gilman-44<br>Far Eastern Marine<br>Transport Co. Ltd.<br>S. Korean<br>nchon | ~~8394~~ 8392<br>~~6358~~ 6359<br>12247 | AB | 1943 California S.B. Corp.—L.An<br>511′ 6″ 57′ 0″ 26′ 2¾″<br>487′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>rf 6″ len & conv tanker 55 | S<br>6 Ho<br>G.683022 B.610457<br>6 Ha<br>12W Der 12(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2118t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>10k |
| **HALLANGER**<br>Westfal-Larsen & Co. A/S<br>Norwegian<br>Bergen | **20416**<br>12301<br>~~32717~~<br>**34430** | NV | **1960** A/S Rosenberg M/V—Stv<br>659′ 3″ 86′ 3″ ~~84′ 6″~~ **35′ 9⅛″**<br>625′ 0″ 86′ 0″ 45′ 9″<br>1 dk<br>rf 3″ | M Tanker Mchy.aft<br>33 Ta<br>L.1563413 HeCls. BC<br>Der 3(7½) 1(5) 1(1½) | Oil 2SA 12Cy. 740×1600 mm<br>15000bhp 2900t–48pd<br>Burmeister & Wain Cpn<br>4×310, 310, 310, 200kW 440V 60c/s a.c.<br>15¾k |
| **HALLAREN**<br>Rederi A/B Transatlantic<br>Per Carlsson<br>Gothenburg Swedish | 6725<br>3394<br>8760 | ✠100A1 SS 7/64<br>Str. nav. Ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1300 EL d† | 1960-3 A/B Götaverken—Got<br>467′ 6″ 65′ 2″ 23′ 9¼″<br>430′ 0″ 65′ 0″ 39′ 0″<br>P63′ F43′ 1 dk & S dk, 3rd dk except in Nos. 5 & 6 holds, sparred dk in No. 5 hold<br>Coll BH to S dk 8 to 2nd dk<br>rf 6″ DK fwd WB1716t incl. Tunnel tanks 249t DTf115t | M (12P) Ref OSD<br>6 Ho 40¼′, 50½′, 56½′, 64′, 41¼′, 39¾′<br>In.93360<br>6 Ha (stl) (26¾′, 26½′, 34¼′, 32′, 34¼′, 24½′×20′)<br>Der 2(5) 3(3) | Oil 2SA 7Cy. 760×1500 mm<br>6500bhp (hvf)<br>A/B Götaverken Got<br>AuxB 85℔ e (ex.g) 80℔<br>3×256kW 450V 60c/s a.c. |
| **HALLARÖY**<br>exGamel-66<br>Kåre Taknes<br>Kristiansund Norwegian | 168<br>86<br>225 | | 1958 Mandal Slip & M/V—Mandal<br>101′ 1″ 22′ 8″ 11′ 6″<br>… … …<br>1 dk | M Mchy.aft<br>1 Ho<br>1 Ha (34′×11½′)<br>1W Der 1 | Oil 2SA 3Cy. 280×420 mm<br>240bhp<br>Wichmann Mtrf. Rub |
| **LLBORG**<br>llos-66<br>Bruusgaard, Kiösteruds<br>Skibs A/S<br>Bruusgaard, Kiösterud & Co.<br>Drammen Norwegian | 4292<br>2294<br>6635 | ✠100A1 SS 9/65<br>tunnel side tanks—veg. oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1320 EL z 2″SQ | 1956-1 Mitsui Zosen—Tmn<br>417′ 0″ 56′ 8″ 26′ 3½″<br>382′ 3″ 56′ 6″ 35′ 0″<br>F89′ RSD65′ 1 dk & S dk<br>RW NS Coll BH to S dk 5 to 2nd dk<br>rf 4″ WB229t | M (12P) Ref OSD<br>5 Ho 46′, 78¾′, 52½′, 49¼′, 39¼′<br>G.416170 B.374400 In.28760<br>5 Ha (24¾′, 32½′, 32½′, 30′, 25′×21′)<br>16W Der 1(35) 4(10) 12(5) | Oil 2SA 8Cy. 620×1150 mm<br>6600bhp B&W (hvf)<br>Mitsui Zosen Tmn<br>AuxB 71℔ 17k |
| **HALLDIS**<br>Bruusgaard, Kiösteruds<br>Skibs A/S<br>Bruusgaard, Kiösterud & Co.<br>Drammen Norwegian<br>Now **BRAGERNES**<br>See New Entries No. **11** | 4298<br>2101<br>6240<br>**6179**<br>3329<br>7775 | NV | 1960 Taikoo Dkyd & Eng. Co.—H.Kg<br>429′ 1″ 56′ 2″ 22′ 10¼″<br>429′ 5″ 56′ 0″<br>P118′ 1 dk & S dk, 3rd dk in No. 1 hold, pt 4th dk in No. 2 hold | M (6P) Ref OSD/CSD<br>Mchy.aft<br>4 Ho 52¾′, 52¼′, 72¼′, 71′<br>G.374979 B.345955 In.24260<br>4 Ha (stl) (31½′×21′) (40′, 42½′, 45′×24′)<br>14W Der 1(30) 6(10) 8(5) | Oil 2SA 6Cy. 630×1300 mm<br>4800bhp Götaverken 954t (hvf)<br>Uddevallavarvet A/B Udv<br>3×165kW 440V 60c/s a.c. 15k |
| **HALLDOR**<br>Bruusgaard, Kiösteruds<br>Skibs A/S<br>Bruusgaard, Kiösterud & Co.<br>Drammen Norwegian | 3750<br>2058<br>6450 | NV | 1957 A/B Lindholmens Varv—Got<br>423′ 6″ 54′ 2″ 23′ 5″<br>395′ 0″ 54′ 0″<br>P25′ F49′ 1 dk & S dk, 3rd dk in No. 3 hold | M (12P) Ref OSD<br>5 Ho 53¾′, 59′, 62¼′, 62¼′, 52½′<br>G.397768 B.357457 In.17300<br>5 Ha (32¼′, 28¾′, 28¾′, 28¾′, 28¾′×18′)<br>16W Der 1(25) 7(12) 12(5) | Oil 2SA 7Cy. 630×1300 mm<br>4200bhp Götaverken 1090t (hvf)<br>A/B Lindholmens Varv Got<br>3×165kW 220V d.c. 14½k |
| **HALLE**<br>Deutsche Seereederei<br>Rostock E. German | 6723<br>3883<br>9911<br>9632<br>5769<br>12795 | DSRK | 1959 Warnowwerft—Warnemünde<br>516′ 5″ 65′ 9″ 27′ 7″/31′ 8″<br>65′ 7″ 42′ 0″<br>2 dks & S dk | TM Ref OSD/CSD Mchy.aft | 4 Oil 4SA each 8Cy. 470×660 mm geared to 2 sc. shafts<br>7200bhp<br>Maschb. Halberstadt Halberstadt |
| **HALLE**<br>Fischkombinat Rostock<br>Rostock E. German | 696<br>262<br>— | DSRK | 1954 Schiffswerft Neptun—Ros<br>192′ 6″ 29′ 7″ 13′ 2″<br>29′ 5″<br>1 dk<br>RW | M Trawler | Oil 4SA 8Cy. 365×550 mm<br>Görlitzer Masch. Görlitz |
| **HALLFAX**<br>Hall Corporation of Canada<br>Montreal Canadian | 7470<br>5113<br>11000 | ✠100A1 SS 4/66<br>Ice Class 3<br>✠LMC<br>MN660 EL (a†) 1⅛″SQ | 1962-6 Wm. Hamilton & Co. Ltd.—P.Gl<br>445′ 2″ 58′ 3″ 23′ 2½″<br>430′ 0″ 58′ 0″ 30′ 0″<br>Q350′ F45′ 1 dk<br>RW NS 3BH len & Q dk fitted 66<br>rf nil WB3465t | TM Mchy.aft<br>Self-unloader | 2 Oil 2SA each 6Cy. 340×570 mm<br>3300bhp Polar<br>Nydqvist & Holm A/B Thn |

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| 514094<br>OZBG | **HALLING**<br>exAntje Mahler–61 exMagda<br>**J. V. Christensen**<br>Nørresundby Danish | 195<br>122<br>— | | GL | **1906** G. H. Thyen—Brake<br>128' 2" 21' 6" 10' 6"<br>... ... ...<br>1 dk<br>R conv sailing ship–len 44 & 52 | M | Oil 4SA 6Cy. 150×190 mm<br>225bhp NE64<br>Daimler-Benz A.G. |
| 514097<br>LGND<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **HALLVARD**<br><br>**Bruusgaard, Kiösteruds Skibs A/S**<br>Bruusgaard, Kiösterud & Co.<br>Drammen Norwegian | 3799<br>1992<br>6500 | | NV | **1954** Lindholmens Varv A/B—Got<br>423' 4" 54' 1" 23' 5"<br>53' 11"<br>P31' F70' 1 dk & S dk, 3rd dk in No. 3 hold | M (12P) Ref OSD<br>5 Ho 53½', 59', 62½', 62½', 52½'<br>G.397768 B.357457 In.17340<br>5 Ha (32½', 28½', 28½', 28½', 28½'×18')<br>14W Der 1(25) 4(12) 12(5) | Oil 2SA 7Cy. 630×1300 mm<br><br>Lindholmens Varv A/B<br>3×165kW 220V d.c. |
| 514098<br>TFUE<br><br>Df Esd<br>Pfd Rdr<br>RT | **HALLVEIG FRÓDADÓTTIR**<br><br>**Bæjarutgerd Reykjavikur**<br>Reykjavik Icelandic | 609<br>209<br>— | ✠100A1<br>trawler<br>✠LMC | SS 1/66<br><br><br><br>EL (j)1⁂" | **1949**-2 Goole S.B. & R. Co. Ltd.—Goo<br>187' 4" 29' 6" 14' 8¾"<br>170' 0" 29' 4" 15' 6"<br>Q86' F35'<br>RW 4BH<br>BK8" WB54t | M Trawler | Oil 4SA 5Cy. 430×455 mm<br>gearing<br>1340bhp<br>Ruston & Hornsby<br>db 105lb |
| 514100<br>FNKS<br><br>Df Esd<br>Gc Rdr | **HALONIA**<br><br>**Soc. Maritime Nationale & Union Navale**<br>Dunkirk French<br>Now **ILE SAINT LOUIS**<br>See New Entries No. 7 | 11076<br>6584<br>15867 | | BV | **1962** At. & Ch. de Bretagne—Nts<br>498' 8" 65' 11" 30' 2½"<br>470' 1" 65' 7½" 41' 2"<br>P43' B57' F38' 1 dk<br>RW | M Ore Carrier<br><br>G.781976 B.677020<br>5 Ha (42½', 46', 46', 46', 46'×32½')<br>10W Der 10(5) | 2 Oil 4SA each 9Cy.<br>geared to sc. shaft<br>5760bhp Pielstick<br>At. & Ch. de Bretagne |
| 514101<br>OXYU<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HÄLSINGBORG**<br><br>**De Danske Statsbaner**<br>Elsinore Danish | 1047<br>316<br>433 | | BV | **1960** A/S Svendborg Skibv.—Svb<br>265' 5" 43' 11" 11' 10"<br>259' 8" 42' 4" 17' 4"<br>2 dks<br>rf 12" | D-E Train Ferry (800P) | 9 Oil 4SA each 6Cy.<br>driving 5 gen. each<br>connected to 2 elec.<br>650shp (CC) & 2 sc. shafts<br><br>A/S Frichs<br>4×220kW 220V d.c.<br>Propellers 1 fwd 1 aft |
| 514102<br>OYGD<br><br>Esd Pfd<br>Rdr | **HALSSKOV**<br><br>**De Danske Statsbaner**<br>Korsør Danish | 3195<br>1107<br>9842 | | BV | **1956** Helsingör Skibs. & Msk.—Hsg<br>348' 3" 56' 6" 14' 9"<br>344' 6" 56' 5" 23' 3"<br>2 dks<br>RW<br>rf 10" | TM Ferry (1000P) | 2 Oil 2SA each 6Cy.<br>7450bhp B&W<br>Helsingör Skibs. & Msk.<br>4×280kW 220V d.c. |
| 514104<br>DEUJ<br><br>Df Esd<br>Pfd Rdr<br>RT | **HALTENBANK**<br><br>**Norddeutsche Hochseef. A.G.**<br>Bremerhaven W. German | 565<br>237<br>— | **BROKEN UP** | GL | **1951** A.G. "Weser" Werk Seebeck—Bhn<br>188' 10" 28' 8" 15' 7"<br>28' 6" 16' 3"<br>F24' 1 dk<br>RW | S Trawler | T 3Cy. 15" 24" & 39½"×30"<br>1000ihp<br>A.G. "Weser" Werk Seebeck |
| 514107<br>JDFX<br>88903<br>Rdr RT | **HAMA MARU No. 1**<br><br>**Hamasaki Suisan K.K.**<br>Nagasaki Japanese | 999<br>506<br>1600 | | NK | **1961** Taiyo Zosen—Nag<br>227' 8" 33' 7" 15' 0"<br>206' 8" 33' 5½" 16' 9"<br>1 dk<br>RW | M Tanker Mchy.aft<br>4 Ta<br>L.66003 | Oil 4SA 6Cy. 380×540 mm<br>1100bhp<br>Kinoshita Tekkosho<br>2×28kW 225V a.c. |
| 514109<br>8KUL<br>92588<br>Gc | **HAMAKAWA MARU**<br><br>**Hamano Shoten K.K.**<br>Tonosho Japanese | 421<br>273<br>— | | | **1962** Takehara Zosen—Hma<br>150' 10" 23' 10" 10' 10"<br>134' 6" 23' 9½" 12' 2"<br>1 dk | M Mchy.aft<br><br>G.24614 B.23802<br>1 Ha (64½'×14½') | Oil 2SA 6Cy. 300×430 mm<br>650bhp<br>Matsue Nainenki Kogyo |
| 514110<br>7JHH<br>86272 | **HAMAKIYO MARU**<br><br>**K. Kanesaka**<br>Yokohama Japanese | 158<br>89<br>250 | | | **1961** Daiichi Zosen Tekkosho—Yka<br>*96·1'* 21' 8" 8' 10"<br>21' 5"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×380 mm<br>180bhp<br>Usuki Tekkosho<br>1×1kW 24V d.c. |
| 514111<br><br>B1925<br>Df Esd<br>Gc Pfd<br>Rdr | **HAMAL**<br>exTirso–62 exMoto–62<br>exEtal Manor exVan Ostade–50<br>exEmpire Toiler–43<br>**Cia. Nav. General S.A.**<br>Beirut Lebanese | 2964<br>1742<br>4684 | ✠100A1<br><br>✠LMC<br><br>MN153 | SS 11/64<br><br><br><br>EL u1‡‡"SQ | **1942**-6 Ailsa S.B. Co. Ltd.—Trn<br>327' 10" 46' 6" 20' 8½"<br>310' 0" 46' 4" 25' 2"<br>P33' B82' F34' 1 dk<br>5BH<br>WB805t | S<br><br>G.212659 B.202055<br><br>6W Der 6(5) | T 3Cy. 20" 31" & 55"×39"<br>1275ihp<br>Ailsa S.B. Co. Ltd.<br>2 SB 200lb Spt |
| 514112<br>LCSM<br><br>Esd Rdr<br>RT | **HAMARÖY**<br><br>**Saltens D/S**<br>Bodö Norwegian | 457<br>245<br>— | | len 61 | **1951** Trosvik Verks A/S—Brevik<br>152' 10" 23' 0" 13' 1"<br>22' 10"<br>2 dks<br>BK 6" | M Mchy.aft<br>1 Ho 35½'<br><br>1Ha (7½'×5½')<br>1W | Oil 2SA 4Cy. 280×420 mm<br>600bhp<br>Wichmann Mbf. |
| 514113<br>GDME<br>300927<br>RTv | **HAMASAH**<br><br>**Kuwait Oil Co. Ltd.**<br>London British | 387<br>—<br>127 | ✠100A1<br>tug<br>✠LMC<br><br>MN300 | SS 10/66<br><br><br><br>EL (f)1"SQ | **1959**-7 Clelands (Successors) Ltd.—Wal<br>131' 2" 32' 5" 13' 6"<br>120' 0" 31' 0" 14' 6"<br>B39' RFD21'<br>RW 3BH<br>rf 15" BK6" WB77t | M Tug<br><br><br>1 Ha (stl) (3'×3') | Oil 2SA 8Cy.<br>coupling, sr & reverse<br>1500bhp<br>Crossley Bros. Ltd.<br>2×75kW 110V d.c. |

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| **HAMAYOSHI MARU** No. 10<br>**Hamayoshi Suisan K.K.**<br>Fukuoka Japanese | **199**<br>96<br>240 | | **1966** Fukuoka Zosen—Fukuoka<br>132′ 6″ 21′ 9″ 9′ 6″<br>115′ 5″ 21′ 8″ 11′ 0″<br>1 dk | M Fishing | Oil 4SA 6Cy. 280×430 mm<br>750bhp<br>Hanshin Nainenki Kogyo Kob |
| **HAMAYOSHI MARU** No. 20<br>**Hamayoshi Suisan K.K.**<br>Fukuoka Japanese | **202**<br>105<br>— | | **1966** Tokushima Zosen Sangyo—Fukuoka<br>126′ 4″ 21′ 9″<br>113′ 2″ 21′ 8″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×430 mm<br>750bhp<br>Hanshin Nainenki Kogyo Kob |
| **HAMAYOSHI MARU** No. 60<br>Usa Maru No. 6–65<br>**Hamayoshi Suisan K.K.**<br>Fukuoka Japanese | **199**<br>100<br>— | | **1955** Tosa Zosen Tekkosho—Kochi<br>*104·5′* 20′ 3″<br>20′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>400bhp<br>Hanshin Nainenki Kogyo Kob<br>8½k |
| **HAMAYU MARU**<br>Tokai Kisen **K.K.**<br>Tokyo Japanese | **1200**<br>—<br>205 | | **1967** Taguma Zosen—Inn<br>34′ 4″ 10′ 3″<br>203′ 3″ 34′ 3″ 14′ 3″<br>1 dk<br>RW | TM | 2 Oil 4SA each 8Cy. 330×380 mm<br>2820bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **HAMAZEN MARU No. 8**<br>Y. Kumagaya<br>Hachinohe Japanese | **350**<br>131<br>— | | **1967** Usuki Tekkosho—Fukuoko<br>164′ 8″ 28′ 11″<br>148′ 11″ 28′ 10″ 12′ 5″<br>2 dks | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 380×560 mm<br>1600bhp<br>Usuki Tekkosho Usuki |
| **HAMBLE**<br>Shell Mex **& B.P. Ltd.**<br>London British | **1182**<br>530<br>1424 | **✠100A1** SS 5/68<br>oil tanker<br>**✠LMC**<br>MN246 EL n1⅜″ | **1964–4** Henry Robb Ltd.—Lth<br>214′ 10″ 37′ 3″ 14′ 0½″<br>202′ 0″ 36′ 11″ 15′ 6″<br>P57′ F27′ Trunk 118′ 1 dk<br>9BH<br>rf 6″ WB130t | M Tanker Mchy.aft<br>5 Ta<br>Der 1(1½) | Oil 2SA 6Cy 340×570 mm<br>1230bhp (d.o)<br>British Polar Engines Ltd. Gls<br>db 160℔<br>2×75kW 220V d.c. |
| **HAMBURG**<br>Hamburg-**Amerika Linie**<br>Hamburg W. German | ~~5845~~ **5866**<br>~~3681~~ 3702<br>~~6700~~ **6456**<br>~~7570~~ **7586**<br>~~4902~~ 4930<br>~~6800~~ **8730** | GL | **1967** Howaldtswerke Ham A.G.—Ham<br>445′ 7″ 63′ 5″ 24′ 4½″/28′ 1½″<br>401′ 6″ 63′ 4″ 36′ 3″<br>P154′ B34′ F98′ 1 dk & S dk | M (8P) Ref OSD/CSD<br>5 Ho 52½′, 80½′, 64′, 55′, 54½′<br>G.504073 B.457830 In.9800<br>5 Ha (stl) (34½′×16½′) (55′, 41¼′, 41¼′×19¾′) (40′×16½′)<br>19W Cr 1(3) Der 1(60) 14(5–10) 4(3–5) | Oil 2SA 7Cy. 700×1200 mm<br>8400bhp MAN 1117t (hvf)<br>Howaldtswerke Ham A.G. Ham<br>3×325kW 400V 50c/s a.c. 18¾k |
| **HAMBURG MARU**<br>Mitsui-**O.S.K. Lines K.K.**<br>Japanese | **8973**<br>5236<br>11496 | NK | **1957** Mitsubishi Hvy Ind. Reorg.—Kob<br>495′ 5″ 63′ 1″ 29′ 11⅛″<br>459′ 4″ 62′ 11″ 40′ 1″<br>F34′ 2 dks | M Ref CSD<br>6 Ho<br>G.655615 B.604105 In.7801<br>6 Ha (22½′×20′) (43¾′, 36¼′, 26¼′, 46′×23′) (30¼′×20′)<br>18W Der 1(30) 1(20) 6(10) 12(5) | Oil 2SA 7Cy. 760×1500 mm<br>9300bhp Sulzer 1539t<br>Mitsubishi Hvy. Ind. Reorg. Kob<br>3×230kW 445V a.c. 16½k |
| **HAMEN**<br>Tandik–63 Pompey Power–60<br>Hans Utkilen<br>Bergen Norwegian | **1364**<br>646<br>1900 | **✠100A1** SS 6/67<br>**✠LMC**<br>MN240 EL o1$\frac{7}{16}$″SQ | **1949–1** S. P. Austin & Son Ltd.—Sld<br>251′ 11″ 36′ 6″ 15′ 7¾″<br>238′ 4″ 36′ 4″ 16′ 6″<br>P67′ Q164′ F23′ 1 dk<br>NS 6BH<br>WB703t incl. DTm96t | M Mchy.aft<br>G.85200<br>1W Der 1(2) | Oil 2SA 9Cy. 280×420 mm with hydraulic clutch<br>1200bhp ✠NE6/63<br>Wichmann Mtrf. Rub<br>Controllable pitch propeller 10k |
| **HAMERSLEY MARS**<br>Hamersley **Iron Pty. Ltd.**<br>Fremantle British | **220**<br>—<br>— | **✠A1**<br>tug<br>King Bay harbour service<br>**✠LMC**<br>MN340 EL (c) | **1966–7** Adelaide Ship Cons. Pty. Ltd.—Adl<br>104′ 6″ 28′ 0″ 13′ 7″<br>95′ 0″ 26′ 6″ 14′ 8″<br>4BH<br>rf 51″ BoxK 13″ WB100t | M Tug | Vee Oil 4SA 12Cy. 10″×12″<br>1700bhp<br>English Electric Co. Prs<br>2×62½kW 240/415V 40c/s a.c. 11k |
| **HAMILAH**<br>Abu Dhabi **Marine Areas Ltd.**<br>London British | **222**<br>217<br>279 | **✠100A1** SS 3/67<br>Arabian Gulf service<br>EL (d)⅝″ | **1962–11** Clelands S.B. Co. Ltd.—Wal<br>111′ 5″ 37′ 5″<br>110′ 0″ 36′ 0″ 6′ 11″<br>1 dk<br>3BH<br>rf nil | Pontoon | |
| **HAMILDOC**<br>N. M. Paterson **& Sons Ltd.**<br>Fort William Canadian | **3358**<br>2160<br>5370 | **✠100A1** Lake SS 8/67<br>Winters in the Great Lakes<br>Ice Class 3<br>**✠LMC**<br>MN664 EL u1$\frac{13}{16}$″SQ | **1963–8** Davie S.B. Ltd.—Lauzon<br>315′ 0″ 49′ 2″ 21′ 11¾″<br>291′ 0″ 49′ 0″ 26′ 6″<br>P62′ RFD89′ 1 dk<br>NS 5BH<br>rf 3″ WB1205t incl. Topside tanks f 142t | M Mchy.aft<br>3 Ho 56′, 96′, 56′<br>G.256210 B. 242920<br>4 Ha (stl) (each 30′×30′)<br>8W Der 8(5) | 2 Oil 2SA each 10Cy. 8⅛″×20″ with flexible couplings & sr gearing to sc. shaft<br>3320bhp Fairbanks-Morse 414t (d.o)<br>Canadian Locomotive Co. Ltd. Kin<br>3×150kW 550V 60c/s a.c. 13k |
| **HAMILTON**<br>Anthony Radcliffe **S.S. Co.** Ltd.<br>Evan Thomas Radcliffe & Co Ltd.<br>London British | **13315**<br>8006<br>19690 | **✠100A1** SS 6/65<br>oil tanker<br>**✠LMC**<br>MN1820 EL i†2$\frac{7}{16}$″SQ | **1960–7** J Boel & Fils—Tamise<br>560′ 0″ 72′ 0″ 30′ 9¼″<br>537′ 11″ 71′ 8″ 39′ 8″<br>P115′ B38′ F71′ 1 dk<br>14BH<br>rf 4″ WB509t | M Tanker Mchy.aft<br>Der 4(5) | Oil 2SA 7Cy. 760×1550 mm<br>9100bhp Sulzer (hvf)<br>N.V. Kon. Maats. "De Schelde" Fls<br>WTAuxB primary 711℔<br>secondary 199℔ Spt 2AuxB 180℔<br>3×240kW 440V 50c/s a.c. |
| **HAMILTON SLEIGH**<br>Dominion **Nav. Co. Ltd.**<br>H.C. Sleigh Ltd.<br>Hong Kong British | **22119**<br>14646<br>34267 | **✠100A1** SS 5/65<br>oil tanker<br>**✠LMC**<br>MN2800 EL (q†) 2¾″SQ | **1961–3** Blythswood S.B. Co. Ltd.—Gls<br>745′ 2″ 82′ 0″ 34′ 5″<br>702′ 5″ 81′ 8″ 44′ 6″<br>P135′ F79′ 1 dk<br>RW 17BH len 66<br>rf 6″ WB2134t | S Tanker Mchy.aft<br>1 Ha (stl) (13′×19¼′)<br>Der 2(7½) 2(5) | 2 S Turb dr geared to sc. shaft<br>14000shp (o.f)<br>D. Rowan & Co. Ltd. Gls<br>2WTB 710℔ Spt 850° F. 620℔ hs19684<br>sg 125℔<br>2×500kW 440V 60c/s a.c. |

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| 514122<br>GFQE<br>301030<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAMILTON TRADER**<br>**Pacific Trading Co. Ltd.**<br>London British | 12575 ~~10716~~<br>7325 ~~7049~~<br>19715 ~~16600~~ | ✠100A1<br>oil tanker<br>✠LMC<br>MN1820 | SS 9/67<br>EL i†2 1/16"SQ | 1959-12 Blyth D.D. & S.B. Co. Ltd.—Bly<br>560' 0" 72' 2" 30' 0¼"<br>534' 0" 71' 10" 39' 1"<br>P119' B35' F70' 1 dk<br>18BH<br>rf 3" WB5711t | M Tanker Mchy.aft<br>27 Ta | HeCls. BC | Oil 2SA 7Cy. 760×1550 mm<br>9100bhp Sulzer<br>G. Clark & N.E. Mar. (Sd)<br>2AuxB 150lb |
| 514123<br>WEDF<br>248167<br>Df Esd<br>Gc | **HAMILTON VICTORY**<br>**United States Department of**<br>**Commerce**<br>San Francisco United States | 7642<br>5197<br>10681 | | AB | 1945 Permanente (Shpyd No. 1)—<br>Richmond<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 65', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24' × 22½')<br>14W | | 2 S Turb dr geared to sc.<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. |
| 514126<br>GTRX<br>186292<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **HAMINEA**<br>**Shell Bermuda (Overseas)**<br>**Ltd.**<br>London British | 12191<br>6962<br>18104 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | ~~SS 11/63~~<br>TD 4/68<br>EL h†2 1/16"SQ | 1955-10 Smith's Dock Co. Ltd.—Mdb<br>555' 8" 69' 5" 29' 9½"<br>530' 0" 69' 3" 39' 0"<br>P114' B49' F50' 1 dk<br>RW 16BH<br>rf 3½" WB319t | S Tanker Mchy.aft<br>33 Ta<br>L.890493<br>1 Ha (stl) (8'×8')<br>Der 3(5) 4(1) | HeCls. BC | 2 S Turb dr geared to sc.<br>8250shp<br>Hawthorn, Leslie & Co. Ltd.<br>2WTB 570lb Spt 525lb<br>sg 125lb<br>2×550kW 450V 60c/s a.c. |
| 514127<br>GVSS<br>187572<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **HAMINELLA**<br>**Tanker Finance Ltd.**<br>London British<br>Shell Tankers (U.K.) Ltd. (Mgrs.) | 12189<br>6966<br>~~18193~~<br>18963 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | SS 8/65<br>EL h†2 1/16"SQ | 1957-5 Smith's Dock Co. Ltd.—Mdb<br>555' 9" 69' 5" 29' 9½"<br>531' 0" 69' 3" 39' 0"<br>P114' B49' F50' 1 dk<br>16BH<br>rf 3" WB319t | S Tanker Mchy.aft<br>33 Ta<br>L.890500<br>1 Ha (stl) (8'×8')<br>Der 3(5) 4(1) | HeCls. BC | 2 S Turb dr geared to sc.<br>8250shp<br>Hawthorn, Leslie (Eng) Ltd.<br>2WTB 570lb Spt 800° F.<br>sg 125lb<br>2×550kW 450V 60c/s a.c. |
| 672516<br>LMOZ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HAMLET**<br>**Bruusgaard, Kiösteruds**<br>**Skibs A/S**<br>Bruusgaard, Kiösterud & Co.<br>Drammen Norwegian | 29256<br>18731<br>50200 | | NV | 1967 Barclay, Curle & Co. Ltd.—Gls<br>700' 0" 96' 2" ~~38' 6"~~ 41' 2½"<br>664' 0" 96' 0" 56' 6"<br>P104' F38' 1 dk<br>rf 4½" | M Bulk Carrier Mchy.aft<br>8 Ho 51', 72', 60', 72', 60', 72', 60', 72'<br>G.2109709<br>8 Ha (stl) (32'×34') (42', 35', 42', 35',<br>42', 35', 42'×45') | | Oil 4SA 6Cy. 840×1800 mm<br>13800bhp B&W<br>Harland & Wolff Ltd.<br>3×370, 310, 310kW 440V |
| 680971 | **HAMLET**<br>**Svenska Rederi A/B Öresund**<br>~~Peter Justesen & Co. A/S~~<br>~~Helsingør~~ ~~Danish~~<br>For later particulars see New Entries No. 12<br>Malmö Swedish | 2089<br>787<br>600 | 100A1<br>for restricted service<br>Class contemplated | | Fr. Lürssen—Vgk<br>241' 4" 55' 2" 12' 1½"<br>211' 7" 54' 1½" 34' 6" | TM Ferry | | 2 Oil 4SA each 8Cy.<br>Atlas-Mak Masch. |
| 514128<br>SKZE<br>8091 | **HAMLET**<br>**A/B Hamlet**<br>Lars Johansson<br>Skärhamn Swedish | 121<br>76<br>175 | | ~~BV~~ | 1936 Sixten Groths—Sjötorp<br>*77-0'* 22' 8"<br>... ... ...<br>1 dk | Comp Aux Gl<br>1 Ha (24½'×12½') | | Oil 4SA 6Cy. 120×140 mm<br>133bhp NE62<br>A/B Volvo-Penta |
| 514129<br>KXKA<br>243899<br>Df Esd | **HAMLIN GARLAND**<br>**United States Department of**<br>**Commerce**<br>Savannah United States | 7188<br>4411<br>10480 | | AB | 1943 Southeastern S.B. Corp.—Sav<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Vulcan Iron Works<br>3×20kW 120V d.c. |
| 514130<br>DIPD<br>Df Esd<br>RTh | **HAMMABURG**<br>**Gustav Speck**<br>Zerssen & Co.<br>Hamburg W. German | 423<br>216<br>714 | | GL | 1957 Husumer Schiffsw.—Husum<br>173' 0" 28' 7" 10' 9"<br>156' 3" 28' 4" 12' 1"<br>P46' B38' F23' 1 dk<br>RW | M Mchy.aft<br>1 Ho 106½'<br>G.31515 B.29500<br>2 Ha (44½', 30½'×16½')<br>3W Der 3(2) | | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz<br>1×5kW 24V d.c.<br>Thw. thrust propeller |
| 514132<br>3VAG<br>Df Esd<br>Gc RT | **HAMMAMET**<br>exMiliana–62<br>**Cie. Tunisienne de**<br>**Navigation**<br>Tunis Tunisian | 1133<br>439<br>1650 | ✠Classed LR until 11/57 | BV | 1956-4 Rolandwerft G.m.b.H.—Bmn<br>285' 6" 38' 2" 15' 0½"<br>257' 7" 38' 0½" 23' 5"<br>Ba59' F34' 1 dk & S dk<br>RW<br>rf 4" | M OSD Mchy.aft<br>2 Ha (64', 30'×19')<br>Der 1(15) 4(5) 2(3) | | 2 Oil 4SA each 8Cy.<br>sr gearing & hydraulic<br>shaft<br>2000bhp<br>Motorenw. Mannheim |
| 660532<br>DEHN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAMME**<br>**Bremen-Vegesacker**<br>**Fischerei Ges.**<br>Bremen W. German | 770<br>329<br>— | | GL | 1965 Schiffb. Unterweser—Bhn<br>178' 9" 32' 10"<br>157' 5" 23' 0"<br>F46' 2 dks | M Stern Trawler | | Oil 4SA 8Cy. 320×450 mm<br>999bhp<br>Klöckner-Humboldt-Deutz |
| 514134<br>DDMH | **HAMMELWARDEN**<br>**Gerhard Jacobs, Jr.**<br>Brake W. German | ~~174~~ 209<br>~~111~~ 146<br>— | | GL | 1960 C. Lühring—Brake<br>*115-4'* 23' 10" 7' 7"<br>111' 6" 23' 9½" 8' 10"<br>Q27' F17' 1 dk | M Mchy.aft | | Oil 4SA 6Cy. 220×280 mm<br>199bhp<br>Klöckner-Humboldt-Deutz |
| 514135<br>DDKG<br>Df Esd<br>Pfd Rdr<br>RT | **HAMMELWARDERSAND**<br>**Herbert Knabbenhoeft**<br>Helmut Meyer<br>Brake W. German | 499<br>298<br>1164 | | GL | 1961 Elsflether Werft A.G.—Elsfleth<br>220' 0" 34' 3" 12' 6¾"<br>200' 2" 34' 1½" 19' 0"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>G.80000 B.71000<br>2 Ha<br>4W 4(3) | | Oil 4SA 6Cy. 320×450 mm<br>900bhp<br>Klöckner-Humboldt-Deutz |
| 514136<br>OURA<br>Df Esd<br>Rdr RT | **HAMMEREN**<br>**H. Poulsen & Co. A/S**<br>Hammerhavnen Danish | 298<br>109<br>— | | BV | 1962 Husumer Schiffsw.—Husum<br>141' 6" 26' 7" 10' 4½"<br>131' 3" 26' 3" 11' 4"<br>1 dk<br>RW | M Mchy.aft | | Oil 2SA 5Cy. 230×400 mm<br>300bhp<br>Alpha-Diesel A/S |

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| **MMERHAI**<br>**chkombinat Sassnitz**<br>E. German<br>ssnitz | 134<br>48<br>— | DSRK | **1958** Elbewerft—Boizenburg<br>86' 11" 22' 0" 11' 2"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>Masch. Halberstadt Halberstadt |
| **MMERSHUS**<br>**S Dampskibsisk. Paa**<br>**Bornholm af 1866**<br>Danish<br>nne | **2938**<br>1423<br>— | BV | **1965** Jos. L. Meyer—Papenburg<br>283' 5" 47' 6" 12' 7½"<br>260' 10" 47' 4" 17' 5"<br>2 dks | TM Ferry (675P) | 2 Oil 4SA each 12Cy. 400×500 mm<br>800bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>4×192kW 380V 50c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **MMONIA**<br>**mburg-Amerika Linie**<br>W. German | **8095**<br>4723<br>8695<br>**10917**<br>6842<br>12346 | GL | **1965** Blohm & Voss A.G.—Ham<br>539' 2" 72' 9" 28' 6¼"/32' 0"<br>499' 6" 72' 2½" 43' 2"<br>Q85' F89' 2 dks & S dk | M (12P) Ref OSD/CSD<br>6 Ho 53¾', 59¾', 63¾', 79¾', 55¾', 32¼'<br>G.751504 B.679531<br>6 Ha (stl) (40'×16½') (40', 40', 55¾',<br>40'×23') (16½'×11½')<br>Cr 1(3) Der 1(80) 16(5–10) 6(3–5) | Oil 2SA 9Cy. 860×1600 mm<br>18900bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×360kW 380V 50c/s a.c. 21k |
| **MNFJORD**<br>Olof Trätälja–65<br>**stav Sahlning**<br>Swedish<br>pmannebro | **210**<br>111<br>246 | | **1879** P. Larsson—Thorskog<br>104' 0" 21' 8" 10' 7"<br>... ... ...<br>B21' F11'<br>R | Iron M Mchy.aft<br>1 Ho 65½'<br>B.12000 | Oil 2SA 4Cy. 230×400 mm<br>240bhp NE53 Alpha 9t<br>Frederikshavns Jernst. & Msk Fkn<br>8k |
| **MNFJORD**<br>Sirius–45<br>**V. Christensen**<br>Swedish<br>mnsköldsvik | **128**<br>77<br>170 | | **1905** J. S. Figée, Jr.—Vla<br>96' 0" 21' 4"<br>... ... ...<br>1 dk<br>R len 34 conv fishing 53 | M Mchy.aft | Oil 2SA 2Cy. 225×300 mm<br>Emade16fitted28<br>Hanseatische Mot. Ges. Ham |
| **AMNÖ**<br>Nordkap–62 exDoróthea–51<br>**E. H. Lanner Partrederi**<br>Swedish<br>lstervik | **138**<br>63<br>— | | **1906** C. Cassens—Emd<br>*91·4'* 21' 4"<br>... ... ...<br>1 dk<br>R conv sailing ship — len 35 | M Fishing | Oil 2SA 2Cy. 380×400 mm<br>210bhp NE51<br>Bergbolagen A/B Lysekil |
| **AMPTON**<br>exRed Diamond VI–65<br>exNordelfin–57<br>exNordeaster II–53<br>exNina B.–50<br>**Russell Inc.**<br>United States | **162**<br>110<br>— | | **1945** Wheeler S.B. Corp.—Whitestone<br>*91·7'* 22' 10"<br>99' 10" 22' 6" 11' 3" | M Trawler<br>1 Ho 27'<br>2 Ha | Oil 4SA 6Cy. 330×405 mm<br>400bhp<br>Atlas-Imperial D.E. Co. Oakland |
| **AMPTON FERRY**<br>**itish Railways Board**<br>British | **2989**<br>1082<br>1122 | ✠100A1 TD 5/68 ~~SS 5/63~~<br>Channel service from ports in U.K. south of Oban and Harwich–Hook of Holland<br>✠**LMC**<br>MN1100 EL (y) 1⅛"SQ | **1934**–11 Swan, Hunter & Wghm Rchdsn —Nwc<br>360' 0" 63' 2" 12' 6"<br>346' 9" 60' 8" 20' 0"<br>B&F319' 1 dk, 2nd dk at ends<br>R 8BH<br>rf 9" WB677t incl. DTf180t | TS Train Ferry (800P) | 4 S Turb sr geared to 2 sc. shafts<br>5000shp 180t (o.f)<br>Parsons Marine Turb. Co. Wal<br>4WTB 270℔ Spt 250℔ hs(10996)<br>2×60kW 110V d.c. 12½k |
| **AMPTON MARU**<br>**Nippon Yusen Kaisha**<br>Japanese<br>Tokyo | **9231**<br>5377<br>12560 | NK | **1961** Mitsubishi Zosen—Hma<br>513' 8" 64' 2" 30' 8"<br>474' 7" 64' 0" 41' 0"<br>2 dks<br>RW<br>rf 6¾" | M (2P) Ref CSD<br>6 Ho 51¾', 67¾', 73½', 47¼', 73½', 49¾'<br>In.16563<br>6 Ha (stl) (24¾'×14¾') (41½', 39¼',<br>31½', 42'×23') (26¼'×16½')<br>Der 1(30) 6(10) 12(5) | Oil 2SA 9Cy. 750×1500 mm<br>13000bhp 1659t (hvf)<br>Mitsubishi Zosen Nag<br>3×240kW 445V 60c/s a.c. 18¼k |
| **AMPTON ROADS**<br>**National Bulk Carriers Inc.**<br>Wilmington, Del United States | **14351**<br>10335<br>23699 | AB | **1945** Welding Shpyds Inc.—<br>Norfolk, Va<br>556' 0" 80' 3" 31' 7¼"<br>541' 0" 80' 0" 40' 0"<br>P201' F81' 1 dk<br>rf 3" | S Tanker Mchy.aft<br>26 Ta<br>L.1186033 | 2 S Turb dr geared to sc. shaft<br>13400shp 1800t (o.f)–64pd<br>Westinghouse Elec. & Mfg Co. Pbg<br>16k |
| **HAMRABERG**<br>exPáll Pálsson–67<br>exVinur–62<br>Katlar h/f<br>Vestmannaeyjum Icelandic | **101**<br>32<br>— | | **1960** Ernst Thälmann—Brandenburg<br>*75·1'* 19' 11"<br>... ... ... | M Fishing | Oil 4SA 8Cy. 180×260 mm<br>400bhp<br>Motorenw. Mannheim Mhm |
| **HAMRANES**<br>exSaint Expedit–33<br>**A/S N. J. Mortensen**<br>Tvøroyri<br>Faroese | **152**<br>69<br>— | | **1918** Vve. Chantelot & Fils—Fécamp<br>*93·4'* 26' 10"<br>... ... ...<br>1 dk | Wood Aux Sr Fishing | Oil 6Cy. 180×300 mm<br>240bhp NE48<br>Frederikshavns Jernst. Fkn |
| **HAMRAVIK**<br>**Hraðfrystihús Keflavikur h/f**<br>Keflavik<br>Icelandic | **192**<br>80<br>— | NV | **1963** Flekkefjord Slip & Mask.—<br>Flekkefjord<br>100' 5" 22' 1"<br>99' 7" 22' 0" 11' 8"<br>1 dk | M Fishing Mchy.aft<br>1 Ho<br>2 Ha (3¼'×4¼') (7¼'×5¼')<br>1W Der 1 | Oil 4SA 6Cy. 8¾"×11½"<br>495bhp<br>Lister Blackstone Mar. Ltd. Dursley<br>1×18kW 220V d.c. |
| **HAMTUN**<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Co. Ltd.**<br>Southampton<br>British | **318**<br>—<br>88 | ✠A1 SS 11/65<br>tug<br>U.K. & Eire coasting service excluding west coast of Eire<br>✠**LMC**<br>MN270 EL (e) | **1953**–11 J. I. Thornycroft & Co. Ltd.—Sou<br>122' 10" 30' 1" 12' 5¼"<br>112' 0" 30' 0" 14' 0"<br>RW 5BH<br>WB41t | TS Tug | T 6Cy. 13½" 21½" & 35"×27"<br>1500ihp 60t (o.f)<br>J. I. Thornycroft & Co. Ltd. Sou<br>2 SB 200℔ hs(4000) 6cf<br>1×75kW 220V d.c. 12k |

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|---|---|---|---|---|---|---|
| 514149<br>SUJN<br>11/P<br>Esd Pfd<br>RT | **HAMZA I**<br>exLynn Trader–60<br>exHelen Fairplay–51<br>exEmpire Fairplay–49<br>**Fouad Hassan Hamza**<br>Port Said Egyptian (U.A.R.) | *404*<br>*184*<br>463 | **BS ✱** SS 4/63<br>Mediterranean Red Sea<br>& Persian Gulf service<br>**MBS ✱**<br>MN62 CT398 C16<br>**SURVEYS OVERDUE—CLASS SUSPENDED 11/67** | **1945**–1 Goole S.B. & R. Co. Ltd.—Goo<br>148′ 2″ 27′ 2″ 9′ 7″<br>141′ 0″ 27′ 0″ 11′ 0″<br>P38′ F14′ Trunk 82′ 1 dk<br>NS 4BH<br>WB166t | M Mchy.aft<br>G.22863 B.21789<br>2W | Oil 2SA 4Cy. 250×400 mm<br>310bhp NE ✱53<br>British Polar Engines Ltd. |
| 661943<br>6KUU<br>BM21395 | **HAN SAN**<br>**Cheil Tanker Co. Ltd.**<br>Pusan S. Korean | 766<br>558<br>1190 | | **1966** Chosun S.B. Co. Ltd.—Pusan<br>203′ 5″ 29′ 7″ 13′ 9″<br>188′ 10″ 29′ 6″ 14′ 9″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 514150<br>8JCW<br>90628<br>Rdr RT | **HANASAKISAN MARU**<br>**Tokyo Teion Reizo K.K.**<br>Tokyo Japanese | 997<br>505<br>1631 | NK | **1962** Shioyama Dkyd Co. Ltd.—Osa<br>222′ 6″ 35′ 0″ 15′ 9″<br>203′ 5″ 34′ 9½″ 17′ 8″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.71124 B.66427<br>2 Ha (48′, 51½′×17′)<br>4W Der 4(5) | Oil 4SA 6Cy. 400×570 mm<br>1200bhp<br>Akasaka Tekkosho<br>2×24kW 445V a.c. |
| 671075<br>DHHN<br>Df Esd<br>Gc Rdr<br>RTv | **HANAU**<br>**Hamburg-Amerika-Linie**<br>Hamburg W. German | ~~6665~~ 5619<br>~~3493~~ 3354<br>~~6700~~ 6700<br>~~7354~~ 7338<br>~~4762~~ 4730<br>~~8800~~ 8800 | GL | **1967** Rheinstahl Nordseewerke—Emd<br>445′ 6″ 63′ 5″ 24′ 4½″/28′ 1½″<br>401′ 6″ 63′ 4″ 36′ 3″<br>P154′ B34′ F98′ 1 dk & S dk | M (8P) Ref OSD/CSD<br>5 Ho 52½′, 80½′, 64′, 55′, 57¾′<br>G.504073 B.457830 In.9800<br>5 Ha (stl) (34½′×16½′) (55′, 41½′, 41½′×19¾′) (40′×16½′)<br>19W Cr 1(3) Der 1(60) 14(5–10) 4(3–5) | Oil 2SA 7Cy. 700×1200 mm<br>8400bhp<br>Masch. Augsburg-Nürnberg<br>3×325kW 400V 50c/s a.c. |
| 514151<br>SPQX<br>Df Esd<br>Gc Rdr<br>RT | **HANCZA**<br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin Polish | 685<br>223<br>492 | PR | **1960** Stocznia im. Komuny Paryskiej—Gdy<br>194′ 4″ 29′ 7″<br>176′ 8″ 29′ 6″ 16′ 3″ | S Trawler | C 4Cy. (2) 295 & (2)<br>800ihp<br>H. Cegielski<br>3×25, 25, 12kW 230V d.c. |
| 505125<br>DEGL<br>Df Esd<br>Rdr RT | **HANDEL**<br>exBremer Handel–67<br>**Partenreederei m.s. "Handel"**<br>**Hans Beilken**<br>Bremen W. German | 442<br>264<br>822 | GL | **1956** Schiffb. Unterweser—Bhn<br>194′ 4″ 27′11″ 11′ 5½″<br>177′ 11″ 27′10½″ 16′ 9″<br>F25′ 1 dk & S dk<br>RW len 57 | M OSD<br>G.51573 B.47479<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 541144<br>8KZN<br>92715 | **HANEI MARU**<br>**S. Miyamoto**<br>Takehara Japanese<br>Now **KANRIN MARU** See New Entries No. 3 | 145<br>58<br>— | | **1963** Takehara Zosen—Hma<br>99′ 2″ 19′ 1″ 8′ 4″<br>88′ 7″ 19′ 0″ 9′ 2″<br>1 dk | M Mchy.aft<br>G.9189 B.8652 | Oil 4SA 5Cy. 240×390 mm<br>210bhp<br>Sumiyoshi Tekkosho |
| 650708 | **HANEI MARU No. 1**<br>**E. Otama**<br>Sakaide Japanese | 250<br>87<br>394 | | **1964** Sanuki Zosen—Takuma<br>109′ 4″ 25′ 1″ 10′ 2″<br>98′ 1″ 24′ 11½″ 11′ 0″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Makita Tekkosho |
| 514153<br>JCJP<br>79263 | **HANEI MARU No. 3**<br>**Sakae Sekiyu K.K.**<br>Yokosuka Japanese<br>Now **HANEI MARU** See New Entries No. 3 | 136<br>75<br>— | | **1958** Daiichi Zosen Tekkosho—Yka<br>*95·2′* 21′ 8″<br>21′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 245×380 mm<br>150bhp Emade—refitted<br>Ikegai Tateyama |
| 514154<br>MXKJ<br>187655<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **HANETIA**<br>**Tanker Finance Ltd.**<br>London British<br>Shell Tankers (U.K.) Ltd. (Mgrs.) | 12189<br>6966<br>18253 | **✠100A1** SS 2/66<br>oil tanker<br>**✠LMC**<br>MN1650 EL h†2 1/16 *SQ | **1957**–10 Smith's Dock Co. Ltd.—Mdb<br>555′ 9″ 69′ 5″ 29′ 9½″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P114′ B49′ F50′ 1 dk<br>16BH<br>rf 3″ WB502t | S Tanker Mchy.aft<br>33 Ta<br>L.890500 HeCls. BC<br>1 Ha (stl) (8′×8′)<br>Der 3(5) 4(1) | 2 S Turb dr geared to<br>8250shp<br>Hawthorn, Leslie (Eng.)<br>2WTB 570lb Spt 800° F.<br>sg 125lb<br>2×550kW 450V 60c/s a.c. |
| 514155<br>DFUF<br>Df Esd | **HANFRIED**<br>**Ernst Merkens**<br>Stade W. German | 249<br>128<br>364 | GL | **1961** Stader Schiffs.—Stade<br>134′ 7″ 24′ 2″ 8′ 1″<br>126′ 10″ 23′ 9½″ 9′ 2″<br>P31′ F15′ 1 dk | M Mchy.aft<br>1 Ho<br>G.19090 B.17575<br>1 Ha (62½′×16½′) | Oil 4SA 6Cy. 220×280 mm<br>290bhp<br>Klöckner-Humboldt-Deutz |
| 514156<br>VPBP<br>180076<br>Df Esd<br>Rdr | **HANG SANG**<br>exHop Sang–62<br>exEthel Everard–54<br>exEmpire Newfoundland–49<br>**The Indo-China Steam Nav. Co. Ltd.**<br>Hong Kong British<br>Now **HOI SOON** See New Entries No. 5 | 3541<br>1912<br>4150 | **✠100A1** SS 1/66<br>with freeboard<br>**✠LMC**<br>EL u | **1944**–9 W. Gray & Co. Ltd.—Hpl<br>328′ 0″ 46′ 6″ 20′ 10″<br>312′ 0″ 46′ 4″ 24′ 9″<br>P82′ Q197′ F29′ Trunk on U dk 88′ on Q117′<br>R NS 6BH 1 dk<br>rf nil WB1470t | S Mchy.aft<br>4 Ho 40½′, 47½′, 78½′, 38½′<br>G.239000 B.230000<br>4 Ha (24½′×20′) (24½′, 40½′, 22½′×26′)<br>Der 4(15) 4(10) 1(3) | T 3Cy.<br>1500ihp<br>Cen. Mar. Eng. Wks<br>2 SB 200lb Spt<br>2×15kW 110V d.c. |
| 509454<br>Df Esd<br>Gc Rdr<br>RT | **HANG ZHOU**<br>exDukla–65<br>Launched as Solidarität<br>**The People's Republic of China**<br>People's Rep. of China | 6508<br>3778<br>10070 | | **1958** Warnowwerft—Warnemünde<br>518′ 4″ 67′ 6″ 27′ 6″<br>67′ 3″<br>2 dks & S dk<br>RW | TM Ref OSD/CSD | 4 Oil 4SA each<br>elec. coupling &<br>shafts<br>7200bhp<br>Maschb. Halberstadt |
| 640387<br>DDFT<br>Df Esd<br>Pfd Rdr<br>RT | **HANGARD**<br>**Hans Koppelmann**<br>Brake W. German | T.Mk 212<br>118<br>551 | GL | **1963** M. Jansen—Leer<br>156′ 10″ 28′ 9″ 10′ 1″<br>137′ 10″ 28′ 8½″ 17′ 5″<br>P25′ 1 dk & S dk | M ~~OSD~~ Mchy.aft<br>1 Ho<br>G.43340 B.38250<br>1 Ha (75½′×16½′) | Oil 4SA 6Cy.<br>300bhp<br>Motorenw. |

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| **ANGETE**<br>Sodnæs-65<br>Y Hangö Shipowners A/B<br>Finnish<br>ngö | **776**<br>383<br>970 | <br><br>BV | **1950** Svendborg Skibs—Svb<br>193′ 5″ 32′ 2″ 12′ 9″<br>32′ 0″<br>P50′ Q88′ F24′ 1 dk | M Mchy.aft<br>1 Ho 120′<br>G.506000<br><br>3W | Oil 4SA 8Cy. 290×420 mm<br>800bhp NE57<br>Masch. Kiel A.G. | <br>95½t<br>Kel<br>10k |
| **ANIA**<br>Warwickshire-65<br>gean Steam **Navigation**<br>Typaldos Bros. Ltd.<br>Greek<br>eus | **8917**<br>5247<br>9589 | <br><br>✠Classed LR until 6/65 | **1948**–8 Fairfield Co. Ltd.—Gls<br>498′ 0″ 60′ 4″ 27′ 6″<br>470′ 0″ 60′ 0″ 35′ 6″<br>P43′ B190′ F54′ 2 dks, 3rd dk clear of mchy. space<br>RW | S (300P) Ref<br><br>G.551392 B.488082 In.1233<br><br>16W Der 1(35) 2(10) | 2 S Turb dr geared to sc. shaft<br><br>Fairfield Co. Ltd. | <br>1180t (o.f)<br>Gls<br>15½k |
| **ANIEL-**<br>**BUNKERBOOT II**<br>nz Haniel & Cie. G.m.b.H.<br>W. German<br>isburg | **107**<br>60<br>— | <br><br>GL | **1959** J. Braun K.G.—Speyer<br>*101·3′* 19′ 8″<br>19′ 6″ 6′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 8Cy. 140×180 mm<br>232bhp<br>Motorenw. Mannheim | <br><br>Mhm |
| **ANIEL-**<br>**BUNKERBOOT III**<br>nz Haniel & Cie. G.m.b.H.<br>W. German<br>sburg | **180**<br>—<br>— | | **1961** Gutehoffnungshütte A.G.—Walsum<br>103′ 7″ 19′ 11″ 6′ 3″<br>99′ 2″ 19′ 8″ 6′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 8Cy. 140×180 mm<br><br>Motorenw. Mannheim | <br><br>Mhm |
| **ANKA**<br>S.S.R.<br>divostok<br>Russian | **2289**<br>966<br>1005 | | **1961** Volkswerft Stralsund—Stralsund<br>270′ 4″ 42′ 9″ 15′ 11½″<br>42′ 7″ 22′ 0″ | M Fish Carrier<br>3 Ho<br>In.57916<br>3 Ha (each 13′×9¾′)<br>4W Der 4(2) | Oil 4SA 8Cy. 365×550 mm<br><br>Gorlitzer Masch. | <br><br>Gorlitz<br>11k |
| **ANKA SAWICKA**<br>olish Government<br>olish Ocean Lines<br>dynia<br>Polish | **6944**<br>3873<br>10093 | <br><br>PR | **1962** Stocznia Szczecinska—Szn<br>505′ 7″ 64′ 3″ 27′ 1¼″<br>64′ 0″ 31′ 3″<br>1 dk & S dk | M (4P) OSD<br>5 Ho<br>G.589310 B.523580<br>5 Ha (21¼′×24½′) (21¼′×44′) (21¼′×37′) (21¼′×45¼′) (21¼′×27¾′)<br>16W Der 1(50) 1(25) 16(5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>H. Cegielski<br>4×250kW 230V d.c. | <br>1697t<br>Poz<br>17½k |
| **ANNA**<br>Zim Israel **Navigation Co.**<br>Ltd.<br>Haifa<br>Israel | **2025**<br>1223<br>2979<br><br>MN300 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br><br>EL r1½″SQ | **1965**–11 Israel Shipyards Ltd.—Hfa<br>276′ 7″ 41′ 4″ 20′ 6¾″<br>246′ 10″ 41′ 0″ 23′ 3″<br>Ba 64′ F39′ RFD of Ba 79′ 2 dks<br>4BH<br>rf 2″ WB489t | M Mchy.aft | Oil 4SA 6Cy. 390×680 mm<br>1500bhp<br>N.V. Werkspoor | <br><br>Ams |
| **ANNA**<br>ertrud exAdele<br>drich Bernhard **Rass**<br>hen W. German | **222**<br>149<br>345 | <br><br>GL | **1912** J. J. Sietas Schiffsw.—Ham<br>130′ 6″ 21′ 3″ 9′ 6″<br>21′ 1″ 10′ 3″<br>B21′ 1 dk<br>R len 24 & 54 | M<br>1 Ho 78¾′<br>G.18500 B.17500<br>2 Ha<br>2W Der 2(1) | Oil 4SA 6Cy. 250×350 mm<br>200bhp NE44<br>Motorenw. Mannheim | <br>8t<br>Mhm<br>9k |
| **ANNA DREIER**<br>Walter Lindemann<br>Hamburg<br>W. German | **388**<br>210<br>520 | <br><br>GL | **1956** Schiffs. H. Rancke—Ham<br>150′ 0″ 26′ 8″ 9′ 9″<br>145′ 8″ 26′ 7½″ 10′ 1″<br>P32′ F17′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 97¼′<br>G.25618 B.24456<br>2 Ha (41½′, 39½′×16½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz | <br>26t (d.o)<br>Kln<br>9k |
| **ANNA JACOBS**<br>Gerold Jacobs<br>Brake<br>W. German | ~~294~~ 350<br>~~166~~ 236<br>~~461~~ 462 | <br><br>GL | **1963** Martin Jansen—Leer<br>140′ 0″ 24′ 8″ 9′ 2″<br>127′ 11″ 24′ 7″ 10′ 2″<br>P36′ F20′ 1 dk | M Mchy.aft<br>1 Ho<br>G.21800 B.20860<br>1 Ha (67¼′×16½′) | Oil 4SA 8Cy. 220×280 mm<br>250bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln<br>8½k |
| **HANNCHEN ALLERS**<br>exMeta<br>Walter Allers<br>Hamburg<br>W. German | **168**<br>96<br>245 | <br><br>GL | **1913** W. Mulder—Stadskanaal<br>*108·2′* 19′ 2″<br>8′ 0″<br>P21′ F15′ 1 dk<br>R len 51 | M Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>150bhp NE56<br>Klöckner-Humboldt-Deutz | <br><br>Kln |
| **HANNCHEN VOLLMERS**<br>Claudius Vollmers<br>Westfälische Transport A.G.<br>Rendsburg<br>W. German | **250**<br>164<br>392 | <br><br>GL | **1954** Heinr. Brand—Oldenburg<br>140′ 5″ 25′ 7″ 8′ 6½″<br>25′ 5″ 9′ 6″<br>P31′ F19′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 75¼′<br>G.19000 B.17000<br>2 Ha<br>2W Der 2(2) | Oil 4SA 4Cy. 290×420 mm<br>260bhp<br>Masch. Kiel A.G. | <br>10t<br>Kel<br>8½k |
| Now **HANGELA** See New Entries **No. 5** | | | | | | |
| **HANNE DANCOAST**<br>exHanne R-66<br>Rederiet **Dancoast I/S**<br>R. Stærke Kristensen<br>Tuborg Havn<br>Danish | **399**<br>224<br>876 | <br><br>BV | **1965** Frederikshavn V. & T. A/S—Fkn<br>182′ 0″ 32′ 2″ 11′ 7½″<br>165′ 4″ 32′ 0″ 11′ 10″<br>1 dk | M Mchy.aft<br>1 Ho 114′<br><br>1 Ha (stl) (26′×16½′)<br>2 Ha (w) (28¾′, 24′×17¾′)<br>Der 3(3) | Oil 2SA 7Cy. 240×400 mm<br>500bhp<br>Alpha-Diesel A/S<br>3×30kW 220V 50c/s a.c. | <br>(d.o)<br>Fkn |
| **HANNE HANSEN**<br>Hans Chr. Hansen<br>Marstal<br>Danish | **200**<br>109<br>293 | <br><br>BV | **1958** H. C. Christensens Staal. af 1949—Marstal<br>132′ 11″ 21′ 4″ 10′ 0″<br>... ... ...<br>1 dk len 66<br>RW | M Mchy.aft<br>1 Ho 77′<br><br>1 Ha (65¼′×13½′)<br>1W Der 1(2) | Oil 2SA 3Cy. 230×400 mm<br>240bhp<br>Alpha-Diesel A/S<br>4×1½kW 24/220V a.c. & d.c.<br>Controllable pitch propeller | <br>10t<br>Fkn<br><br>9k |

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| 538780 | **HANNE S** | 497 | | **1958** C. Löhring—Brake | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm |
| DDLS | exWesermarsch–65 | 284 | | 200' 7" 32' 11" 12' 2" | 1 Ho 124½' | 500bhp |
| | ~~Wilhelm Schnare~~ | 1015 | GL | 181' 2" 32' 9" 12' 7" | G.59800 B.54600 | Klöckner-Humboldt-Deutz |
| Df Esd | ~~Brake W. German~~ | | | Q128' B39' F33' 1 dk | 2 Ha | |
| Rdr | "Maris" Kustenschiffahrts | | | RW | 6W Der 6(2½) | |
| RTm | G.m.b.H. & Co. | | | | | |
| | Brake W. German | | | | | |
| 660232 | **HANNE SCAN** | 298 | | **1966** Ulstein M/V A/S—Ulsteinvik | M OSD Mchy.aft | Oil 2SA 6Cy. 240×400 mm |
| OZPR | | 214 | | 191' 8" 32' 11" 11' 3½" | 1 Ho | 510bhp |
| | **Scantramp & Co. K/S** | 845 | NV | 173' 11" 32' 9½" 18' 6" | G.61000 B.56000 | Alpha-Diesel A/S |
| Df Esd | Niels Blæsbjerg | | | 1 dk & S dk | 1 Ha (98½'×19½') | 2×36kW 220V 50c/s a.c. |
| Rdr RT | Århus Danish | | | | 2W Der 2(5) | |
| 514172 | **HANNE SKOU** | 4213 | ✠100A1 SS 1/66 | **1958**–8 Helsingör Skibs. & Msk.—Hsg | M (12P) OSD | Oil 2SA 8Cy. 620×1150 mm |
| OXFA | | 2315 | DTm & tunnel side | 416' 5" 56' 6" 23' 11½" | 4 Ho 46½', 86½' comb., 59', 58½' | 6550bhp B&W |
| | **Ove Skou Rederi A/S** | 7000 | tanks— oil FP above | 382' 3" 56' 5" 35' 2" | G.471170 B.434080 | Helsingör Skibs. & Msk. |
| Df Esd | Ove Skou | | 150° F. or vegetable oil | F89' 1 dk & S dk | 5 Ha (27', 37½', 32½', 37½', 37½'×20½') | db (ex.g) 100lb wtdb 100lb |
| Gc Rdr | Copenhagen Danish | | ✠LMC | RW Coll BH to S dk 6 to 2nd dk | 14W Der 2(25) 2(10) 12(5) | 3×200kW 220V d.c. |
| RTm/v | | | MN1310 EL z 1 11/16"SQ | rf 6" WB2608t incl. Tunnel tanks 242t DTm990t | | |
| 514173 | **HANNE THOLSTRUP** | 1043 | | **1962** Jos. L. Meyer—Papenburg | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 8Cy. 320×480 mm |
| OWRL | | 569 | | 218' 5" 31' 6" 11' 10" | | 950bhp |
| | **A/S Trans-Kosan** | 666 | BV | 196' 10" 31' 2" 18' 0" | | Motorenw. Mannheim |
| Df Gc | Copenhagen Danish | | | 2 dks | | 4×115, 115, 115, 60kW 220/400V |
| Rdr | | | | | Der 2(½) | 50c/s a.c. |
| RTm | | | | rf 2" | | |
| 641657 | **HANNELORE** | 424 | | **1964** J. J. Sietas Schiffsw.—Ham | M OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm |
| DNGG | | 270 | | 201' 6" 34' 7" 12' 10⅜" | 1 Ho 131½' | 900bhp |
| | **Klaus-Wilhelm tom Wörden** | 1065 | GL | 180' 6" 34' 5½" 20' 0" | G.72400 B.64800 | Klöckner-Humboldt-Deutz |
| Df Esd | Wilhelm tom Wörden | | | 1 dk & S dk | 3 Ha (29½', 29½', 32½'×21') | |
| Rdr | Hamburg W. German | | | | Der 4(3) | |
| RTm/v | | | | | | |
| 514175 | **HANNES FESEFELDT** | 419 | | **1957** J. J. Sietas Schiffsw.—Ham | M (2P) Mchy.aft | Oil 2SA 4Cy. 290×420 mm |
| DGVW | | ~~875~~ 243 | | 167' 6" 29' 4" 11' 2" | 2 Ho 50½', 24½' | 300bhp |
| | **Gerhard Fesefeldt** | 696 | GL | 147' 8" 29' 2" 12' 8" | G.33000 B.31000 | Masch. Kiel A.G. |
| Df Esd | Hamburg W. German | | | P29' F17' 1 dk | 2 Ha | 2×6½kW 110V |
| RTm | | | | RW | Der 3(2) | Directional propeller |
| 514176 | **HANNES HAFSTEINN** | 255 | | **1963** Kvernenes Skibs—Brandasund | M Fishing Mchy.aft | Oil 4SA 8Cy. 8¾"×11½" |
| TFGD | | 124 | | 123' 5" 23' 1" | 2 Ho | 660bhp |
| | **Hafsteinn h/f** | — | NV | 22' 11½" 12' 0" | | Blackstone & Co. Ltd. |
| Df Esd | Dalvik Icelandic | | | 1 dk | 2 Ha (7½', 10½'×5½') | |
| Rdr RT | | | | len 66 | 1W Der 1 | |
| 670685 | **HANNES KNUPPEL** | 499 | | **1967** J. J. Sietas—Ham | M OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm |
| DHKA | Anna & Hans Knüppel | 314 | | 222' 9" 34' 6" 12' 11" | | 1320bhp |
| | ~~Partenreederei "Hannes-~~ | — | GL | 200' 2" 34' 5" 20' 6" | | Klöckner-Humboldt-Deutz |
| Df Esd | ~~Knüppel"~~ | | | F22' 1 dk & S dk | | |
| Gc Rdr | ~~Hans-Hermann Knüppel~~ | | | | | |
| RT | Hamburg W. German | | | | | |
| 651540 | **HANNES LÜNSTEDT** T.Mk | 500 | | **1965** J. J. Sietas Schiffsw.—Ham | M OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm |
| DNJG | | 332 | | 217' 1" 34' 8" 13' 0" | | 600bhp |
| | **Johannes Lünstedt** | 1128 | GL | 194' 4" 34' 5½" 21' 6" | G.84500 B.78700 | Masch. Kiel G.m.b.H. |
| Df Esd | Küstenschiffahrt Bauer & | | | 1 dk & S dk | 3 Ha | |
| Gc Rdr | Hauschildt K.G. | | | | | |
| RT | Hamburg W. German | | | | | |
| 514179 | **HANNGRID** | 499 | | **1956** Stader Schiffsw.—Stade | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm |
| DFTT | | 286 | | 192' 7" 29' 3" 12' 2" | | 290bhp |
| | ~~Partenreederei~~ Dora Krönke | 905 | GL | 28' 11" 12' 9" | G.53214 B.49847 | Klöckner-Humboldt-Deutz |
| Df Esd | ~~ms. "Hanngrid"~~ | | | 1 dk | 3 Ha | |
| Rdr | ~~Gustav Krönke~~ | | | RW len 67 | | |
| | Stade W. German | | | | | |
| 514370 | **HANNI** | 423 | | **1955** Schiffsw. W. Holst—Ham | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm |
| DIJB | exHasselwerder–65 | 212 | | *167·5'* 27' 8" 10' 10" | 1 Ho 105½' | 300bhp |
| | **Betty u. Rudolf Nagel** | 630 | GL | 175' 2" 27' 6" 11' 6" | G.29787 B.28268 | Klöckner-Humboldt-Deutz |
| Df Esd | Johs. Thode | | | P35' F20' 1 dk | 2 Ha | |
| RT | Hamburg W. German | | | RW | 3W Der 3(2) | |
| 514180 | **HANNI-LENE** | 424 | | **1951** Mützelfeldtwerft G.m.b.H.— | M Mchy.aft | Oil 4SA 6Cy. 230×420 mm |
| DFZS | | 249 | | Cuxhaven | | 250bhp |
| | **Mathilde Behrmann** | 621 | GL | *153·2'* 24' 8" 11' 4" | G.31840 B.30110 | Masch. Kiel A.G. |
| Df Esd | Wilhelm Pekholtz | | | 24' 6" 12' 10" | 2 Ha | |
| | Krautsand W. German | | | P30' F17' 1 dk len 57 | | |
| | | | | RW | | |
| 514181 | **HANNIBAL** | 231 | | **1959** Kähler & Breum—Korsør | M Mchy.aft | Oil 2SA 3Cy. 230×400 mm |
| OXHX | | 127 | | 139' 5" 21' 3" 8' 8" | 1 Ho | 210bhp B&W |
| | **Hans Dahl** | 300 | BV | 21' 0" 9' 7" | G.17000 B.16000 | Alpha-Diesel A/S |
| Df Rdr | K. Em. Hansen | | | 1 dk | 2 Ha (31½', 36'×13½') | |
| RTm | Årøsund Danish | | | RW len 62 | | |
| | | | | BK5" | | |

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|---|---|---|---|---|---|
| **NIBAL**<br>ched as Triton<br>**rnment of Malta**<br>**heries Dept.)**<br>British | **98**<br>38<br>— | ✠**100A1** SS 8/66<br>fishing purposes in the<br>Mediterranean<br>✠**LMC**<br>MN56 EL (a) | **1957**–11 Cant. Nav. M. & B. Benetti—<br>Viareggio<br>77′ 11″ 18′ 10″ 6′ 7″<br>65′ 8″ 18′ 8½″ 9′ 6″<br>RFD15′<br>RW 5BH<br>rf 27″ BK4″ | M Fishing<br>1 Ho 12½′<br>2 Ha (each 2½′×3′)<br>Der 1(2½) | Oil 2SA 4Cy. 230×400 mm<br>280bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>Controllable pitch propeller |
| **NIBAL HAMLIN**<br>ed States **Department of**<br>mmerce<br>and, Me United States | **7183**<br>4394<br>10735 | AB | **1943** South Portland S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1734t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **NIBAL VICTORY**<br>ed States **Department of**<br>mmerce<br>Francisco United States | **7607**<br>4563<br>10681 | AB | **1945** Permanente (Shpyd No. 1)—<br>Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |
| **NNIS TAYLOR**<br>ed States **Department of**<br>mmerce<br>nington, N.C United States | **7176**<br>4380<br>10550 | AB | **1943** N. Carolina S.B. Co.—Wmn<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **NNO GUNTHER**<br>chkombinat **Rostock**<br>tock E. German | **991**<br>—<br>— | | **1966** Peene Werft—Wolgast<br>177′ 1″ 34′ 9″ 15′ 5″<br>… … … | M Stern Trawler | Oil<br>1750bhp<br>Dieselmotorenwerk Ros<br>13½k |
| **ANNOVER**<br>**mburg-Amerika-Linie**<br>**HAPAG)**<br>mburg W. German | **5939**<br>3774<br>6700<br>**7687**<br>5017<br>8800 | GL | **1967** Howaldtswerke Ham. A.G.—Ham<br>445′ 6″ 63′ 5″ 24′ 4½″/28′ 1½″<br>401′ 7″ 63′ 4″ 36′ 3″<br>P154′ B34′ F98′ 1 dk & S dk, pt 3rd dk | M (8P) Ref OSD/CSD<br>5 Ho 52½′, 80½′, 64′, 55′, 57¾′<br>G.504703 B.457830 In.9800<br>5 Ha (stl) (34½′×16½′) (55′, 41¼′<br>41¼′×19¾′) (40′×16½′)<br>19W Cr 1(3) Der 1(120) 14(5–10)<br>4(3–5) | Oil 2SA 7Cy. 700×1200 mm<br>8400bhp MAN 1098t (hvf)<br>Howaldtswerke Ham. A.G. Ham<br>3×325kW 400V 50c/s a.c. 18¾k |
| **ANNOVER**<br>ordsee" **Deutsche**<br>ochseefischerei **A.G.**<br>aven W. German | **565**<br>237<br>675 | GL | **1952** A.G. "Weser" Werk Seebeck—<br>Bhn<br>174′ 3″ 28′ 8″ 14′ 3″<br>28′ 6″ 16′ 3″<br>F28′ 1 dk<br>R<br>rf 33½″ | S Trawler<br>1 Ho 52¼′<br>4 Ha (each 3¾′×3½′) | T 3Cy. 16⅛″ 25$\frac{9}{16}$″ & 41$\frac{5}{16}$″×26″<br>with LP turb<br>1000ihp 303t (c)<br>A.G. "Weser" Werk Seebeck Bhn<br>2×40, 35kW 110V d.c. 11½k |
| **ANNOVERLAND**<br>ugsier-Reederei &<br>Bergungs A.G.<br>amburg W. German | **6991**<br>3824<br>9904<br>**10154**<br>6502<br>12478 | ✠**Lloyd's RMC** GL | **1966** Rheinstahl Nordseewerke—Emd<br>533′ 8″ 26′ 3⅛″/29′ 8½″<br>488′ 11″ 68′ 11″ 39′ 8″<br>F32′ 1 dk & S dk | M (10P) Ref OSD/CSD<br>7 Ho 48¼′, 59¾′, 78¾′, 73½′, 55′, 52½′,<br>13¾′<br>G.730027 B.652743 In.7200<br>7 Ha (stl) (25¼′×19¾′) (35′, 52½′, 44½′,<br>28¾′, 28¾′×26¼′) (9¾′×16½′)<br>22W Der 1(130) 10(5–10) 12(5) | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp 1668t (hvf) 209t (d.o)<br>Sulzer Bros. Ltd. Win<br>3×485kW 380V 50c/s a.c. 18k |
| **HANÖ**<br>exFell-51 exNiagara–45<br>Nils-Erik Götherström<br>Partrederi<br>Kalmar Swedish | **234**<br>139<br>— | BV<br>**CAPSIZED & SANK 11/68** | **1941** Sölvesborgs Varvs—Sbg<br>135′ 10″ 21′ 5″<br>… … …<br>1 dk<br>len 52 | M Mchy.aft | Oil 2SA 2Cy. 380×400 mm<br>180bhp<br>Skandiaverken A/B Lysekil |
| **HANOI**<br>U.S.S.R.<br>Odessa Russian | **32841**<br>16387<br>49385 | | **1963** Admiralteiski Shpyd—Len<br>756′ 3″ 101′ 9″ 37′ 9″<br>101′ 5″ 50′ 6″<br>1 dk | S Tanker Mchy.aft<br>20 Ta<br>L.2008776<br>Der 2(2–5) | S Turb<br>19000shp (o.f)<br>Russia<br>17k |
| **HANOI**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdansk Polish | **6914**<br>3785<br>9796 | PR | **1960** Stocznia Gdanska—Gdk<br>504′ 11″ 63′ 9″ 27′ 4⅜″<br>63′ 7″ 41′ 2″<br>2 dks<br>RW | M Ref (4P) CSD<br>5 Ho<br>G.666687 B.590701<br>5 Ha (24½′, 44′, 37¾′, 42¾′, 42¾′,<br>27¾′×21¼′)<br>16W Der 1(50) 1(25) 2(10) 14(3–5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer 1546t<br>H. Cegielski Poz<br>4×320, 320, 200, 200kW 230V d.c. 16k |
| **HANS**<br>exRegeja-55<br>**Rederij m.s. "Hans"**<br>**Rijmeester & Co. N.V.**<br>Groningen Netherland | **326**<br>146<br>400 | BV | **1936** Foxhol N.V.—Foxhol<br>136′ 10″ 24′ 1″ 8′ 9″<br>23′ 11″<br>P38′ F15′ 1 dk<br>R | M Mchy.aft<br>2 Ho 30′, 26¼′<br>G.20000 B.19000<br>2 Ha (30′, 28½′×14¾′)<br>2W Der 2(1) | Oil 2SA 6Cy. 240×360 mm<br>200bhp 21t<br>Appingedammer Brons. Apg<br>2×3kW 24V d.c. 8k |
| **HANS**<br>John Torkilsen<br>Oslo Norwegian | ~~**135**~~ 147<br>~~90~~ 100<br>~~215~~ | NV | **1916** Gebr. Müller—Hgz<br>104′ 0″ ~~108′ 2″~~ 19′ 8″ 7′ 0″<br>… … …<br>1 dk<br>R | M Lighter Mchy.aft | Motor 2SA 2Cy. 330×360 mm<br>100bhp NE54<br>De Forenede Mtrfb. Bgn |

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|---|---|---|---|---|---|---|
| 652071<br>DNKP<br>Esd<br>RTv | **HANS**<br>**Petersen & Alpers**<br>Hamburg W. German | 135<br>—<br>— | GL | 1965 J. Oelkers—Ham<br>*80·7′* 23′ 9″ 9′ 4″<br>78′ 9″ 23′ 8″ 11′ 6″<br>1 dk | D-E Tug | Oil 4SA 6Cy. 185×<br>driving 1 gen. 415kW<br>nected to elec. motor<br>Maybach<br>2×43kW 220V d.c.<br>Directional propeller |
| 514196<br>DAMW<br>Df Esd<br>RTm/h | **HANS BERNSTEIN**<br>exFranz-Jürgen J. Nimtz–54<br>exFranz-Jürgen–52 exVasco<br>exBrandenburg<br>**Hedwigshütte Kohlen- & Kokswerke A.G.**<br>Hamburg W. German | 2367<br>1358<br>3464 | GL | 1910 Stettiner Oderwerke—Stn<br>323′ 7″ 41′ 2″ 18′ 5¾″<br>41′ 0″ 21′ 8″<br>P24′ B66′ F30′ 1 dk<br>R | M<br>4 Ho 43½′, 55′, 45½′, 45½′<br>G.167165 B.145870<br>4 Ha (31½′×23′) (42′×27½′) (30½′×27½′) (32½′×24½′)<br>4W Der 4(3) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp NE34<br>Klöckner-Humboldt-Deutz<br>3×60, 60, 40kW 230V d.c. |
| 514197<br>DERE<br>BX679<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HANS BÖCKLER**<br>**Gemeinwirtschaftl. Hochseefisch. G.m.b.H.**<br>Bremerhaven W. German | 1561<br>662<br>— | GL | 1961 Lübecker Flender-Werke—Lbc<br>248′ 5″ 37′ 10″ 15′ 5½″<br>217′ 3″ 37′ 8½″ 25′ 3″<br>2 dks | T D-E Stern Trawling Factory Ship | 3 Oil 4SA each 8Cy.<br>2400bhp connected to<br>& 2 sc. shafts<br>Klöckner-Humboldt-Deutz |
| 522764<br>OUKG<br>Df Esd<br>Rdr<br>RTm | **HANS BOYE**<br>exMary Jensen–65<br>**I/S Rederiet Erik B. Kromann**<br>Marstal Danish | 500<br>274<br>800 | BV | 1949 Cant. Nav. di Precenicco—Precenicco (Udine)<br>192′ 0″ 31′ 7″ 12′ 5″<br>31′ 5″<br>P53′ F20′ 1 dk<br>RW<br>rf nil | M Mchy.aft<br>1 Ho 126′<br>G.38400 B.35100<br>2 Ha (each 39½′×14½′)<br>4W Der 2(1½) | Oil 2SA 4Cy. 290×490 mm<br>480bhp NE61<br>Alpha-Diesel A/S<br>2×15kW 110V d.c. |
| 514199<br>OZCR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HANS BROGE**<br>**Det forenede Dampskibs-Selskab A/S**<br>Aarhus Danish | 2927<br>1673<br>1050 | BV | 1939 Helsingörs Jernsk. & Msk.—Hsg<br>324′ 11″ 43′ 2″ 15′ 10½″<br>43′ 0″<br>F52′ 2 dks<br>R len 55<br>rf 4″ | M (1250P)<br>3 Ho 30½′, 73½′, 30½′<br>G.55518 B.49123<br>2 Ha (4½′×8′) (13½′×23′)<br>4W Der 1(15) 3(3) | Oil 2SA 9Cy. 500×900 mm<br>3350bhp B&W<br>Helsingörs Jernsk. & Msk.<br>3×200kW 220V d.c. |
| 652505<br>DLWO<br>Df Esd<br>Gc Rdr<br>RTm/h | **HANS CHRISTOPHERSEN**<br>**H. W. Christophersen**<br>Flensburg W. German | 2121<br>1312<br>3300 | GL | 1965 Werft Nobiskrug—Rendsburg<br>295′ 0″ 44′ 10″ 18′ 9½″<br>269′ 0″ 44′ 4″ 21′ 2″<br>B84′ F54′ 1 dk | M Mchy.aft<br>2 Ho 88′, 86′<br>G.151800 B.142700<br>2 Ha (stl) (each 59½′ comb.×23′)<br>8W Der 1(15) 8(3–5) | Oil 4SA 7Cy. 400×<br>1870bhp<br>Masch. Augsburg-<br>4×100, 100, 100, 28kW |
| 514201<br>JXRE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HANS EGEDE**<br>**A/S Nordtrål**<br>Ove Bergvoll<br>Harstad Norwegian | 984<br>441<br>— | NV | 1962 Rickmers Werft—Bhn<br>220′ 1″ 31′ 7″ 16′ 8½″<br>191′ 11″ 31′ 6″<br>B23′ 1 dk & S dk | M Stern Trawler OSD | Oil 4SA 8Cy. 400×580<br>1665bhp<br>Klöckner-Humboldt-Deutz |
| 524168<br>DLWG<br>Df Rdr<br>RTm | **HANS-GEORG**<br>exMorild–65 exSigborg–58<br>exReze–40<br>**Gebrüder Bohl**<br>Flensburg W. German | 299<br>160<br>493 | ✠100A1 Dr 11/64<br>with freeboard<br>LMC<br>MN80 EL h | 1939–3 A. Vuijk & Zonen—Capelle<br>175′ 10″ 27′ 4″ 9′ 7½″<br>164′ 0″ 27′ 3″ 16′ 3″<br>1 dk & S dk<br>RW 1 additional BH in 'tween dk Coll BH to S dk 2 to 2nd dk<br>WB180t | M OSD Mchy.aft<br>1 Ho 105′<br>G.40874 B.37910<br>2 Ha (each 41½′×15½′)<br>2W Der 2(2) | Oil 2SA 6Cy. 230×400<br>400bhp NE53<br>Frederikshavns Jernst.<br>2×6kW 32V |
| 514203<br>DIEB<br>Df Esd<br>Rdr RT | **HANS GOSCH**<br>**Partenreederei "Hans Gosch"**<br>Cranzer Fischdampfer A.G.<br>Hamburg W. German | 568<br>239<br>— | GL<br>BROKEN UP | 1953 A.G. "Weser" Werk Seebeck—Bhn<br>*174·2′* 28′ 8″<br>28′ 6″ 16′ 3″<br>F28′ 1 dk<br>RW | S Trawler | T 3Cy. 16½″ 25½″ &<br>turb<br>1000ihp<br>A.G. "Weser" Werk |
| 514204<br>DGNQ<br>Df | **HANS GÜNTHER**<br>**Andreas Cassau**<br>Hamburg W. German | 162<br>106<br>230 | GL | 1931 E. J. Smit & Zoon—Hgz<br>109′ 8″ 18′ 5″ 8′ 0″<br>18′ 3″ 8′ 3″<br>Q21′ F14′ 1 dk<br>R len 54 | M Mchy.aft<br>1 Ho 75½′<br>G.15000 B.14500<br>1W | Oil 2SA 4Cy. 180×<br>100bhp NE37<br>Motfbr. Darmstadt |
| 514206<br>DGNS | **HANS HINRICH**<br>**Hans Hinrich Haack**<br>Hamburg W. German | 136<br>73<br>— | GL | 1928 H. van der Werf—Stadskanaal<br>*108·6′* 22′ 6″<br>6′ 7″<br>Q23′ 1 dk<br>R len 51 | M | Oil 4SA 4Cy.<br>100bhp Emden-<br>Humboldt-Deutzmotoren |
| 514207<br>DFAR<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HANS HOMANN**<br>**Kämpf & Co. K.G.**<br>Bremerhaven W. German | 534<br>197<br>390 | GL<br>BROKEN UP | 1953 Schiffb. Unterweser—Bhn<br>183′ 7″ 28′ 1″<br>162′ 6″ 28′ 0″ 16′ 4″<br>F23′ H78′<br>R<br>rf 35″ | S Trawler | T 3Cy. 13½″ 21½″ &<br>turb<br>800ihp<br>A.G. "Weser" Werk<br>2×30, 20kW 110V d.c. |

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| **ANS ISBRANDTSEN**<br>ied Tankers Inc.<br>w York United States | **20066**<br>12218<br>33166 | AB | **1958** Bethlehem Pacific Coast Stl—S.Fo<br>661′ 0″ 90′ 5″ 34′ 5″<br>630′ 0″ 90′ 0″ 45′ 3″<br>P137′ B36′ F81′ 1 dk<br>RW<br>rf 8″ | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. shaft<br>15000shp<br>Bethlehem Stl Co.<br>2×600kW 450V 60c/s a.c. | <br>2971t (o.f)<br>Qcy |
| **ANS JONNY**<br>ylingen-57 exGlup-51<br>s Wilhelmsen<br>nmerfest Norwegian | **111**<br>47<br>— | | **1899** ....................Steinkjær<br>93′ 7″ 19′ 2″<br>... ... ... | Wood Aux Fishing | Oil 4SA 6Cy. 5¾″×8″<br>220bhp NE59<br>Caterpillar Tractor Co. | <br><br>Peoria |
| **ANS LEHMANN**<br>gar Lehmann **Reederei**<br>beck W. German<br>Now **RIVERS** See New Entries No. 10 | **657**<br>413<br>1124 | GL | **1953** Orenstein-Koppel & Lbcr. Masch.<br>—Lbc<br>*165·0′* 27′ 10″ 14′ 10½″<br>27′ 9″ 17′ 7″<br>F20′ 2 dks<br>RW len 56 | M CSD<br>G.47500 B.42000<br>2 Ha<br>3 W Der 3(2) | Oil 2SA 8Cy. 220×330 mm<br>440bhp<br>Klöckner-Humboldt-Deutz | <br>40t<br>Kln<br>9¼k |
| **ANS LEHMANN II**<br>gar Lehmann **Reederei**<br>beck W. German | **~~988~~ 985**<br>~~720~~ 692<br>1590 | GL | **1965** D. W. Kremer Sohn—Elmshorn<br>238′ 5″ 33′ 0″ 13′ 7″<br>217′ 6″ 32′ 10″ 13′ 11″<br>P33′ F15′ 1 dk<br>len 67 | M Mchy.aft<br>1 Ho 168¾′<br>G.80330 B.75510<br>2 Ha (stl) (54′, 70¼′×21′) | Oil 4SA 6Cy. 320×450 mm<br>900bhp<br>Klöckner-Humboldt-Deutz<br>3×24, 24, 5kW 380V 50c/s a.c.<br>Directional propeller | <br>64t (d.o)<br>Kln<br><br>11k |
| **ANS LIEBERECHT**<br>S.S.R.<br>llin Russian | **3162**<br>1307<br>1400 | | **1964** ....................Russia<br>277′ 10″ 46′ 0″ 18′ 9″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.57381<br>3 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br><br>Skoda | <br><br>Prague<br>12½k |
| **ANS MÆRSK**<br>S af 1912 A/S<br>. P. Möller, Copenhagen<br>openhagen Danish | **3656**<br>1882<br>6150<br>**5198**<br>3232<br>— | **✠100A1** SS 7/68 ~~SS 6/63~~<br>DTm—molasses or veg.<br>oil DTm & DTf—oil FP<br>above 150° F. or latex<br>**✠LMC**<br>MN920 EL y 1$\frac{13}{16}$″SQ | **1958–4** Burmeister & Wain—Cpn<br>411′ 11″ 54′ 2″ 22′ 0½″/—<br>376′ 7″ 54′ 0″ 32′ 0″<br>Ba100′ F42′ 1 dk & S dk<br>Coll & mchy. BH to S dk 6 to 2nd dk<br>rf 4″ DK fwd WB1605t incl. DTm361t DTf163t | M OSD/CSD Mchy.aft<br>4 Ho<br>G.420000 B.384000<br>5 Ha (each 38′×20′)<br>11W Der 2(25) 10(5) 2(1½) | Oil 2SA 8Cy. 500×1100 mm<br>4600bhp<br>Burmeister & Wain<br>AuxB (ex.g) 100lb<br>✠NAuxB (o.f) 10/61–100lb | <br><br>Cpn |
| **ANS MAGNE**<br>alo-55 exSiljord 2–37<br>redrikshald II<br>re Reilstad **Partrederi**<br>gesund Norwegian | **112**<br>64<br>120 | | **1894** A/S Fredriksstad M/V—Fks<br>87′ 10″ 17′ 7″<br>17′ 5″<br>1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.37000 B.34000<br>1 Ha (24′×7¼′) | Oil 2SA 1Cy.<br>110bhp Emade48fitted57<br>Haldorsen & Sönner | <br><br>Rub<br>9½k |
| **S MATTHIAS**<br>ohann Kolb-63<br>-Heinz **Voss**<br>rgstaaken W. German | **299**<br>185<br>480 | GL | **1957** Jadewerft G.m.b.H.—<br>Wilhelmshaven<br>156′ 2″ 28′ 0″ 8′ 10″<br>137′ 10″ 27′ 11″ 9′ 10″<br>P31′ F22′ 1 dk | M<br>1 Ho<br>G.22200 B.21000<br>1 Ha (73′×18′) | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. | <br><br>Kel<br>9½k |
| **HANS O.**<br>Hans O. Vindenes<br>Bergen Norwegian | **306**<br>107<br>— | NV | **1957** Thaules M/V A/S—Nygård<br>132′ 2″ 24′ 1″<br>125′ 0″ 24′ 0″ 13′ 0″<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>3 Ha (4¼′, 4¼′×4¾′) (13¼′×8¾′)<br>1W Der 1 | Oil 2SA 7Cy. 280×420mm<br>560bhp<br>Wichmann Mtrf. | <br><br>Rub |
| **HANS OLDENDORFF**<br>Egon Oldendorff<br>Lübeck W. German | **2983**<br>1707<br>4335 | GL | **1962** Werft Nobiskrug—Rendsburg<br>347′ 6″ 49′ 8″ 19′ 8⅛″<br>318′ 3″ 49′ 6½″ 21′ 8″<br>P80′ Q126′ F43′ 1 dk | M Mchy.aft<br>G.215824 B.201068<br>5 Ha<br>10W Der 2(10) 10(5) | 2 Oil 4SA each 6Cy. 400×600 mm<br>geared to sc. shaft<br>3000bhp<br>Masch. Augsburg-Nürnberg | <br><br>1705t<br>Ham<br>14½k |
| **HANS OLIVER**<br>**HØJGAARD**<br>D. P. Højgaard's **Eftf.**<br>Tofte Faroese | **179**<br>58<br>— | NV | **1959** Brattvåg Skipsinnredning &<br>J. Johansen Sveiseverksted—Brattvåg<br>106′ 7″ 22′ 1″<br>98′ 4″ 21′ 11½″ 11′ 4″<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>3 Ha (3¼′×3¼′) (6½′, 6½′×3¾′)<br>1W Der 1 | Oil 2SA 4Cy. 230×400 mm<br>280bhp B&W<br>Alpha-Diesel A/S | <br><br>Fkn<br>9k |
| **HANS OLTMANN**<br>Partenreederei **m.s.**<br>**"Hans Oltmann"**<br>Gerhard Oltmann<br>Hamburg W. German | **497**<br>293<br>820 | GL | **1955** Stader Schiffsw.—Stade<br>30′ 6″ 11′ 2¼″<br>185′ 7″ 30′ 5½″ 12′ 6″<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho 114¾′<br>G.54035 B.50000<br>3 Ha<br>Der 3(2–3) | Oil 4SA 8Cy. 290×420 mm<br>500bhp<br>Masch. Kiel A.G.<br>3×12, 6, 6kW 110V d.c. | <br>(d.o)<br>Kel<br>10k |
| **HANS PETER**<br>nGasen-56 exCarl Röver<br>Peter Witthein<br>hoe W. German | **424**<br>217<br>607 | GL | **1933** Deutsche S. & M. Seebeck—Bhn<br>151′ 4″ 25′ 3″ 14′ 4¼″<br>25′ 1″ 15′ 3″<br>P36′ F25′ 1 dk<br>R | M Trawler<br>G.28777 B.27337<br>2 Ha<br>1W | Oil 4SA 6Cy. 290×420 mm<br>300bhp NE56<br>Masch. Kiel A.G. | <br><br>Kel<br>10½k |

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| 525271<br>OZTA | **HANS PETER**<br>exSaltskär-66 exNina-66<br>exDanafjord-63 exKrossfjord-60<br>exTorswinge-51 exBritannia-48<br>exVarnæs-48 exGebina<br>**N. W. Sørensen**<br>Skive Danish | 202<br>87<br>— | | 1939 Gebr. van Diepen—Waterhuizen<br>128' 11" 23' 2" 8' 3"<br>... ... ...<br>1 dk<br>R | M Mchy.aft<br>1 Ho<br>2 Ha (33½', 21'×13½')<br>2W Der 2(1) | Oil 2SA 5Cy. 230×400 mm<br>325bhp NE58<br>Alpha-Diesel A/S |
| 642262<br>DNHP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HANS PICKENPACK**<br>**Fock & Pickenpack G.m.b.H. & Co.**<br>Hamburg W. German | 1581<br>679<br>— | GL | 1964 Rickmers Werft—Bhn<br>255' 11" 44' 10"<br>226' 5" 44' 7½" 27' 11"<br>F54' 2 dks | M Stern Trawler<br>G.30018 | Oil 4SA 8Cy. 400×500 mm<br>Oil 620bhp driving 1 gen.<br>to elec. motor for<br>pulsion<br>Masch. Augsburg-Nürnberg |
| 542411<br>OXHH<br>Esd Pfd<br>Rdr RT | **HANS PRIESS**<br>**Tage Priess**<br>Nykøbing M Danish | 299<br>191<br>— | BV | 1963 Ørskovs Staalskibsværft—Fkn<br>157' 11" 28' 5" 9' 10½"<br>141' 9" 28' 4" 11' 8"<br>1 dk | M Mchy.aft<br>2 Ha (each 35½'×16½') | Oil 2SA 5Cy. 230×400 mm<br>300bhp<br>Alpha-Diesel A/S |
| 521362<br>DKHF<br>Df Esd<br>RT | **HANS SCHMIDT**<br>exLuciana-64<br>**Flensburger Reederei A.G. von 1961**<br>H. Schmidt & Co.<br>Flensburg W. German | ~~1599~~ 969<br>~~1089~~ 493<br>~~2150~~ 1584<br>1581<br>985<br>2146 | GL | 1953 Kieler Howaldtswerke A.G.—Kel<br>255' 0" 36' 11" 16' 8¾"<br>36' 9" 21' 8"<br>B41' F28' 2 dks<br>RW | M CSD Mchy.aft<br>G.117616 B.105218<br>4 Ha<br>8W Der 1(15) 2(6) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp NE64<br>Masch. Kiel G.m.b.H. |
| 660313<br>OZPS<br>Df Esd<br>Rdr<br>RTh | **HANS SIF**<br>**Rederi I/S "Sif VII"**<br>Knud I. Larsen<br>Copenhagen Danish | 500<br>297<br>1040 | BV<br>~~WRECKED 8/66~~ | 1966 N.V. Bodewes Schps.—Martenshoek<br>203' 5" 33' 9" 12' 2½"<br>183' 8" 33' 5" 20' 0"<br>P59' Q75' B39' F33' 1 dk | M Mchy.aft<br>1 Ho 126½'<br>G.60469 B.54846<br>2 Ha (31½'×15½') (47½'×19½')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Masch. Kiel G.m.b.H.<br>3×15, 15, 10kW 220V d.c. |
| 514223<br>OGEW<br>1401<br>Df Esd<br>Gc Rdr<br>RTm/v | **HANSA**<br>**Rederi Hans von Rettig**<br>Turku/Åbo Finnish | 6030<br>3222<br>10550<br>8796<br>5359<br>12500 | ✠100A1 SS 7/65<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠LMC<br>MN1270 EL c†2¼"SQ | 1961–7 A/B Oskarshamns Varv—Osk<br>486' 9" 61' 8" 26' 7½"/30' 1"<br>441' 9" 61' 6" 39' 6"<br>P23' F51' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 4" WB2171t incl. Tunnel tanks 405t | M OSD/CSD<br>5 Ho 56½', 65', 66½', 66½', 67½'<br>G.65800<br>5 Ha (stl) (31½', 35', 40', 40', 37½'×26½')<br>16W Der 2(10) 14(5) | Oil 2SA 7Cy. 760×1300 mm<br>6350bhp<br>A/B Götaverken<br>~~AuxB 100lb~~ AuxB (comp)<br>3×200kW 440V 60c/s a.c.<br>✠NAuxB (o.f) |
| 672730<br>LMPC<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HANSA**<br>**Nordsjö-Transport**<br>Strandheim & Stensaker<br>Bergen Norwegian | 1199<br>851<br>2224 | NV | 1967 Schiffswerft Neptun—Ros<br>257' 10" 37' 10" ~~16' 8½"~~ 16' 7½"<br>234' 5" 37' 8" 19' 4"<br>P&Q56' B41' F33' 1 dk | M Mchy.aft<br>2 Ho 82', 84'<br>G.100505 B.90353<br>2 Ha (stl) (61', 63'×20')<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy.<br>1600bhp<br>Atlas-Mak Masch.<br>2×85kW 220/380V 50c/s a.c. |
| 671803<br>DHBM<br>Df Esd<br>Gc Rdr<br>RT | **HANSA**<br>**Partenreederei m.s. "Hansa"**<br>Mathies Reederei K.G.<br>Hamburg W. German | ~~990~~ 999<br>528<br>— | GL | 1967 J. J. Sietas Schiffsw.—Ham<br>245' 1" 45' 2" 14' 0"<br>223' 2" 28' 10"<br>1 dk & S dk | M OSD Mchy.aft | Oil 2SA 9Cy. 320×450 mm<br>2200bhp<br>Atlas-Mak. Masch. |
| 641977<br>DNGR<br>Df Esd<br>Gc Rdr<br>RT | **HANSA**<br>**Kapitän Hinrich Horstmann**<br>Renck & Hessenmüller<br>Hamburg W. German | 424<br>299<br>1142 | GL | 1964 Krögerwerft G.m.b.H.—Rendsburg<br>204' 1" 35' 5" 12' 8"<br>185' 9" 35' 1½" 19' 10"<br>F19' 1 dk & S dk | M OSD Mchy.aft<br>G.78847 B.72128<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deut |
| 661365<br>DGLB<br>Esd Pfd<br>Rdr RT | **HANSA**<br>**H. & H. Loop**<br>Hamburg W. German | 137<br>43<br>— | GL | 1966 Schiffsw. H. Rancke—Ham<br>104' 0" 21' 8" 10' 4"<br>88' 7" 21' 4" 11' 6"<br>F16' 1 dk<br>rf 40" BK8" | M Fishing Mchy.aft<br>1 Ho 32½'<br>3 Ha (stl) (each 4'×4') | Oil 4SA 8Cy.<br>540bhp<br>Motorenw. Mannheim<br>Controllable pitch propelle |
| 514227<br>DKMO<br>Df Esd<br>Gc Rdr | **HANSE**<br>**Lübeck Linie A.G.**<br>Lübeck W. German | 6745<br>3821<br>10569<br>9225<br>5697<br>12787 | GL | 1960 Lübecker Flender-Werke—Lbc<br>496' 10" 63' 2" 27' 0½"/30' 4"<br>455' 5" 63' 0" 40' 8"<br>P38' F54' 1 dk & S dk<br>RW | M Ref OSD/CSD<br>G.707159 B.640964 In.10900<br>6 Ha<br>Der 1(50) 1(20) 4(10) 10(5) | Oil 2SA 8Cy. 700×1200 mm<br>6960bhp<br>Masch. Augsburg-Nürnberg |
| 660351<br>DBKP<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **HANSE**<br>**Wasser und Schiffahrtsdirektion Kiel**<br>Kiel W. German | 2771<br>195<br>585 | GL | 1965 Wärtsilä Kon. Sandvikens Skepps.—Hfs<br>245' 1" 57' 1" 19' 2½"<br>224' 10" 54' 9½" 28' 11"<br>F108' 2 dks | T D-E Icebreaker | 4 Oil 2SA each 8Cy.<br>8800bhp driving 4 gen.<br>310V connected to 4<br>each 2200shp (WL)<br>Wärtsilä-Vasa M/Y<br>3×352kW 400V 50c/s a.c.<br>Propellers 2 fwd 2 aft |
| 651373<br>LEBU | **HANSEAT**<br>**Nordsjö-Transport**<br>Strandheim & Stensaker<br>Bergen Norwegian | 1123<br>775<br>2150 | NV | 1965 Schiffswerft Neptun—Ros<br>247' 10" 37' 10" 16' 9½"<br>224' 7"<br>2 dks<br>rf 6" | M CSD Mchy.aft<br>2 Ho<br>G.93000 B.88000<br>2 Ha (each 57'×20½')<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1300bhp<br>Klöckner-Humboldt-Deutz |

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| **ANSEAT**<br>ederei **Söhle K.G.**<br>nseatische<br>Hochseefischerei **A.G.**<br>merhaven W. German | **945**<br>418<br>— | | GL | **1960** Schiffb. Unterweser—Bhn<br>237′ 10″ 34′ 6″ 15′ 2″<br>212′ 3″ 34′ 5½″ 18′ 1″<br>Q110′ F36′ 1 dk<br>RW | M Trawler<br>5 Ha (4½′, 7½′, 7½′, 7½′, 4½′×4½′) | Oil 4SA 8Cy. 400×580 mm 1800bhp also Oil 545bhp driving 1 gen. connected to elec. motor for secondary propulsion (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×200, 100, 100kW 220V d.c. |
| **ANSEAT**<br>**Mewes**<br>mburg W. German | **499**<br>301<br>— | | | **1959** Schiffsw. H. Rancke—Ham<br>83′ 4″ 21′ 0″ 9′ 0″<br>75′ 7″ 20′ 8″ 10′ 2″<br>RW | M Trawler | Oil 4SA 6Cy. 270×360 mm<br>Klöckner-Humboldt-Deutz Kln |
| **ANSEAT**<br>se **Richter**<br>mburg W. German | **379**<br>239<br>552 | | GL | **1950** Pohl & Jozwiak Schiffsw.—Ham<br>*148·8′* 24′ 8″ 10′ 4″<br>… … …<br>P34′ Q57′ F23′ 1 dk<br>RW len 55 | M<br>1 Ho 93½′<br>G.28715 B.27620<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 270×360 mm<br>250bhp 10t<br>Klöckner-Humboldt-Deutz Kln<br>8k |
| **ANSEAT III**<br>Otto Prüss–66<br>Perrigny–62 exS.N.C.F. 1–47<br>es. für **Kiesgewinnung und**<br>**Kiesvertrieb m.b.H.**<br>~~beck~~<br>Hamburg W. German | **1943**<br>1192<br>— | ✠Classed LR until 3/55 | GL | **1946**–9 Grangemouth Dkyd Co. Ltd.—Gmh<br>281′ 4″ 39′ 10″<br>268′ 5″ 39′ 9″ 19′ 3″<br>Q164′ F29′ 1 dk<br>RW conv dry cargo ship 66 | M Suction Dredger Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>1200bhp NE62 200t<br>Motorenw. Mannheim Mhm<br>10k |
| **ANSEATIC**<br>ordsjø-Transport<br>Strandheim & Stensaker<br>ergen Norwegian | **1192**<br>854<br>2260 | | NV | **1966** Schiffswerft Neptun—Ros<br>257′ 11″ 37′ 10″ 16′ 7¼″<br>234′ 5″ 19′ 4″<br>1 dk<br>rf 6″ | M Mchy.aft<br>2 Ho<br>G.100000 B.93000<br>2 Ha (61′, 63′×20½′)<br>Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1600bhp<br>Masch. Kiel G.m.b.H. Kel |
| **HANSEI MARU**<br>Hansei **Gumi K.K.**<br>Tamano Japanese | **489**<br>271<br>— | | | **1961** Takehara Zosen—Hma<br>171′ 11″ 26′ 1″ 11′ 6″<br>154′ 3″ 25′ 11″ 13′ 2″<br>1 dk | M Mchy.aft<br>G.33550 B.31430<br>1 Ha (71½′×16½′) | Oil 4SA 6Cy. 300×600 mm<br>650bhp 27t<br>Kinoshita Tekkosho Akashi |
| **HANSEI MARU**<br>Mori Sangyo **Kaiun K.K.**<br>Osaka Japanese | **451**<br>237<br>— | | | **1962** Ujina Zosensho—Hma<br>165′ 8″ 26′ 4″ 11′ 10″<br>26′ 2″<br>1 dk | M Mchy.aft<br>G.30971 B.29029<br>1 Ha (71¼′×16½′) | Oil 4SA 6Cy. 290×410 mm<br>650bhp 27t<br>Hanshin Nainenki Kogyo Kob |
| **ANSEMANN**<br>bert **K. Brunsvik**<br>nd **others**<br>ndnessjöen Norwegian | **117**<br>50<br>— | | NV | **1941** K. Christensen & Co.—Risör<br>*86·6′* 21′ 5″<br>82′ 9″<br>1 dk | Wood M Fishing Mchy.aft<br>1 Ha (15½′×9¼′) | Oil 2SA 3Cy. 280×420 mm<br>300bhp NE63<br>Wichmann Mtrf. Rub |
| **HANSEN**<br>Sealife **Fisheries Ltd.**<br>~~Buccaneer Fisheries Ltd.~~<br>Shelburne Canadian | **147**<br>81<br>— | | | **1961** W. C. McKay & Sons Ltd.—Shelburne<br>92′ 0″ 23′ 0″<br>… … …<br>1 dk | Wood M Fishing Mchy.aft | 2 Oil 2SA each 6Cy. 5″×5½″ geared to sc. shaft<br>General Motors Corp. Det |
| **HANSFORD**<br>exAchulva–59<br>exElanah Crowell–51<br>The People's **Republic of China**<br>People's Rep. of China<br>Now **HOPING CHI SHI CHI** See New Entries No. 8 | *1935*<br>*1133*<br>2843 | Classed LR until 4/60 | | **1943** W. Butler (S.Bs) Inc.—Superior<br>258′ 10″ 42′ 3″ 18′ 0″<br>205′ 0″ 42′ 1″ 20′ 5″<br>P22′ B70′ F26′ 1 dk | S<br>G.136944 B.121324<br>6W | T 3Cy. 19″ 32½″ & 56″×36″<br>438t (o.f)<br>Prescott Co. Menominee<br>10k |
| **HANSIA**<br>J. R. Sørensen<br>Odense Danish | **288**<br>135<br>265 | | BV | **1961** H. C. Christensens Staalskibsværft—Marstal<br>138′ 7″ 24′ 0″ 9′ 0¼″<br>23′ 7½″ 9′ 8″<br>1 dk len 63 | M Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>290bhp<br>Klöckner-Humboldt-Deutz Kln |
| **HANSNES**<br>Jan **Hansen and others**<br>Tromsö Norwegian | **150**<br>60<br>— | **WRECKED 6/68** | | **1955** Iver Hagens Båtbyggeri—Hjelset<br>88′ 7″ 22′ 8″<br>… … …<br>1 dk | Wood M | Oil 2SA 3Cy.<br>220bhp<br>Brödr. Brunvoll Molde |
| **HANSY**<br>**Andelsrederiet för**<br>**m.s. Hansy**<br>Martin Melanoz<br>Lidköping Swedish | **477**<br>268<br>750 | | BV | **1943** Kalmar Varv—Kal<br>162′ 5″ 29′ 6″ 13′ 7″<br>… … …<br>P32′ F17′ 1 dk<br>RW len 52 | M Mchy.aft<br>1 Ho 114¾′<br>G.34000 B.32800<br>2 Ha (each 37¼′×16½′)<br>Der 2(2) | Oil 2SA 4Cy. 250×420 mm<br>420bhp 14t (d.o)<br>Atlas-Diesel Skm<br>1×10kW 24V d.c. 8½k |
| **HANTAI MARU**<br>Mori Sangyo **Kaiun K.K.**<br>Osaka Japanese | **933**<br>518<br>— | | | **1962** Fukushima Zosensho—Matsue<br>*199·7′* 32′ 4″ 13′ 9″<br>196′ 8″ 32′ 2″ 16′ 5″<br>1 dk<br>RW | M<br>G.69853 B.66992<br>2 Ha (44½′, 53½′×17¾′) | Oil 4SA 6Cy. 380×540 mm<br>1150bhp 76t<br>Kinoshita Tekkosho Akashi<br>11k |

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| 514244<br>Esd | **HANYANG**<br>**Korean Coast Shipping Co. Ltd.**<br>S. Korean | 150<br>57<br>150 | | **1955** Cheoy Lee Shpyd—H.Kg<br>110′ 6″ 19′ 1″ 7′ 6″<br>98′ 0″ 19′ 0″ 8′ 6″<br>RW | M Trawler | Oil 4SA 6Cy. 222×280 m<br>Blackstone & Co. Ltd. |
| 540483<br>8LPI<br>92121 | **HANYO MARU**<br>**Shoyo Kisen K.K.**<br>Osaka Japanese | 188<br>56<br>— | | **1963** Shin Yamamoto Zosen—Kochi<br>90′ 6″ 25′ 8″ 8′ 6″<br>82′ 0″ 25′ 7″ 11′ 10″<br>RW | TM Tug | 2 Oil 4SA each 6Cy. 340×<br>1600bhp<br>Fuji Seisakusho |
| 514245<br>130070<br>RTv | **HAPAI**<br>**Auckland Harbour Board**<br>Auckland New Zealand | 867<br>364<br>— | ✠Classed LR until 6/26<br>**BROKEN UP** | **1909–12** Fleming & Ferguson Ltd.—Psy<br>210′ 9″ 40′ 2″ 12′ 0″<br>40′ 0″<br>R | TS Bucket Hopper Dredger | T 6Cy. 15″ 24″ & 39″×36″<br>800ihp<br>Fleming & Ferguson Ltd.<br>1×15kW 230V d.c. |
| 514246<br>GJYX<br>181860<br>Df Esd<br>Gc Rdr<br>RTm/v | **HAPARANGI**<br>**Federal Steam Nav. Co. Ltd.**<br>New Zealand Shipping Co. Ltd.<br>London British | 11281<br>6650<br>14410 | **✠100A1** SS 7/66<br>with freeboard<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL j†2½″SQ | **1947–8** John Brown & Co. Ltd.—Cly<br>560′ 8″ 70′ 2″ 32′ 7″<br>530′ 10″ 70′ 0″ 47′ 6″<br>F59′ 2 dks & S dk, 4th dk in fwd holds<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6″ DK fwd of mchy. space WB3054t incl. Tunnel tanks 98t | TM Ref OSD<br>6 Ho 60½′, 72½′, 81′, 69′, 68½′, 30½′<br>G.264248 B.252660 In.522650<br>6 Ha (20′, 31½′, 39½′, 31½′, 31½′×20′) (19½′×16′)<br>20W Der 1(50) 20(10) | 2 Oil 2SA each 5Cy. 725×<br>12800bhp Doxford<br>John Brown & Co. Ltd.<br>2AuxB 120lb<br>4×300kW 220V d.c. |
| 514247<br>JDEN<br>86000<br>Esd Rdr<br>RT | **HAPPINESS**<br>**Kato Kisen K.K.**<br>Kobe Japanese | 756<br>451<br>— | | **1960** Sanoyasu Dkyd Co. Ltd.—Osa<br>189′ 11″ 30′ 4″ 8′ 10″<br>175′ 10″ 30′ 2″ 12′ 9″<br>1 dk<br>RW | M Mchy.aft<br>G.9994 B.8970<br>1 Ha (15¼′×13½′) | Oil 4SA 6Cy. 440×640 mm<br>1400bhp<br>Nippon Hatsudoki |
| 671000<br>LKFX<br>Df Esd<br>Gc Rdr | **HAPPY DRAGON**<br>**Halfdan Grieg ~~& Co. A/S~~ Ltd.**<br>Bergen Norwegian | 30815<br>18864<br>47360 | NV | **1967** Austin & Pickersgill Ltd.—Sld<br>712′ 8″ 98′ 1″ 40′ 7″<br>682′ 8″ 98′ 0″ 55′ 6″<br>1 dk<br>rf nil | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 840×1800 mm<br>16100bhp B&W<br>Harland & Wolff Ltd. |
| 680045<br>4XSU<br>MS193<br>RTh | **HAR ADDIR**<br>**"El Yam" Bulk Carriers (1967) Ltd.**<br>Maritime Overseas Corporation<br>Haifa Israel<br>For later particulars see New Entries No. 3 | 42500<br>—<br>76500 | 100A1<br>Class contemplated | Furness S.B. Co. Ltd.—Haverton Hill<br>809′ 0″ 104′ 2″ 47′ 3½″<br>777′ 6″ 104′ 0″ 63′ 0″ | M Bulk Carrier Mchy.aft<br>9 Ho 70′, 70′, 58½′, 70′, 58½′, 70′, 58½′, 70′, 70′<br>G.3001949<br>9 Ha (stl) (52½′×40′) (52½′, 40½′, 52½′, 40½′, 52½′, 40½′, 52½′. 52½′×46′) | Oil 2SA 8Cy. 840×1800 mm<br>B&W<br>Harland & Wolff Ltd. |
| 541695<br>4XST<br>MS182<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HAR BASHAN**<br>exAtlantic Arrow–67<br>exNorthpole–66<br>**"El Yam" Bulk Carriers (1967) Ltd.**<br>Maritime Overseas Corporation<br>Haifa Israel | T.Mk<br>**4708**<br>2509<br>—<br>**6420**<br>3564<br>5521 | **✠100A1** SS 6/68<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1800 EL a†2″SQ | **1963–5** Empresa Nacional "Elcano"—Sev<br>450′ 7″ 57′ 0″ —/25′ 6″<br>410′ 6″ 56′ 9″ 37′ 1″<br>3 dks, 4th dk fwd of mchy. space<br>RW 6BH<br>rf nil WB1258t incl. Tunnel tanks 931t DTf60t | M (12P) Ref<br>4 Ho 68½′, 53½′, 69′, 78½′<br>In.248254<br>8W Der 8(5) | Oil 2SA 6Cy. 760×1550 m<br>9000bhp Sulzer<br>Empresa Nacional "Elcan<br>2WTAuxB (1 o.f 1 ex.g) 1<br>5×340, 340, 340, 340, 50kW |
| 533580<br>4XSR<br>MS181<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HAR BOKER**<br>exPacific Arrow–67<br>exSouthpole–66<br>**"El Yam" Bulk Carriers (1967) Ltd.**<br>Maritime Overseas Corporation<br>Haifa Israel | T.Mk<br>**4708**<br>2509<br>—<br>**6420**<br>3564<br>5521 | **✠100A1** SS 8/68<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1800 EL a†2″SQ | **1963–9** Empresa Nacional "Elcano"—Sev<br>450′ 7″ 57′ 0″ —/25′ 6″<br>410′ 6″ 56′ 9″ 37′ 0″<br>3 dks, 4th dk fwd of mchy. space<br>6BH<br>rf nil WB1258t incl. Tunnel tanks 931t DTf60t | M (12P) Ref<br>4 Ho 68½′, 53½′, 69′, 78½′<br>In.248254<br>4 Ha (each 17′×27½′)<br>8W Der 8(5) | Oil 2SA 6Cy. 760×1550 m<br>9000bhp Sulzer<br>Empresa Nacional "Elcan<br>2WTAuxB (1 o.f 1 ex.g) 1<br>4×340kW 220V d.c.<br>1×50kW 220V d.c. |
| 514252<br>4XSH<br>MS87<br>Df Esd<br>Gc Rdr<br>RTm/h | **HAR CANAAN**<br>**Cargo Ships El-Yam Ltd.**<br>Maritime Overseas Corporation<br>Haifa Israel | 10320<br>6324<br>14887 | **✠100A1** ~~SS 3/62~~<br>Str. nav. ice SS 11/67<br>**✠LMC**<br>MN1068 EL g†2⁵⁄₁₆″SQ | **1957–8** Deutsche Werft—Ham<br>515′ 0″ 66′ 7″ 29′ 6½″<br>477′ 2″ 66′ 3½″ 39′ 3″<br>B64′ F42′ 2 dks<br>RW 8BH<br>rf 3″ WB3182t incl. Tunnel tanks 458t ~~TwDf190t a 448t~~ | M (4P) CSD<br>6 Ho 59′, 59′, 59′, 65½′, 59′, 46′<br>G.785087 B.704249<br>6 Ha (stl) (each 35′×28′)<br>12W Der 1(20) 12(5) 2(1½) | Oil 2SA 8Cy. 700×1200 m<br>5340bhp<br>Masch. Augsburg-Nürnb<br>WTAuxB 114lb<br>WTAuxB (ex.g) 100lb<br>2×200kW 230V d.c. |
| 514253<br>4XSF<br>MS85<br>Df Esd<br>Gc Rdr<br>RTm/h | **HAR CARMEL**<br>**Cargo Ships El-Yam Ltd.**<br>Maritime Overseas Corporation<br>Haifa Israel | 10332<br>6319<br>14965 | **✠100A1** SS 5/67<br>Str. nav. ice<br>**✠LMC**<br>MN1068 EL g†2⁵⁄₁₆″SQ | **1957–1** Deutsche Werft—Ham<br>515′ 0″ 66′ 3″ ~~29′ 6½″~~ 30′ 3½″<br>477′ 2″ 66′ 0″ 39′ 3″<br>B64′ F42′ 2 dks<br>Coll BH to S dk 7 to 2nd dk<br>rf 3″ WB3210t incl. Tunnel tanks 456t TwDf207t a 459t | M (4P) CSD<br>6 Ho 59′, 59′, 59′, 65½′, 59′, 46′<br>6 Ha (stl) (each 35′×28′)<br>Der 1(20) 12(5) 2(1½) | Oil 2SA 8Cy. 700×1200 m<br>5340bhp<br>Masch. Augsburg-Nürnb<br>WTAuxB 114lb<br>WTAuxB (ex.g) 100lb<br>3×200kW 230V d.c. |
| 661857<br>4XSQ<br>MS178<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **HAR CASTEL**<br>**Cargo Ships El-Yam Ltd.**<br>Maritime Overseas Corporation<br>Haifa Israel | 30128<br>17506<br>50065 | AB | **1966** Maizuru Jukogyo—Maizuru<br>687′ 0″ 96′ 0″ 41′ 2½″<br>656′ 3″ 95′ 10″ 56′ 2″<br>P135′ B46′ F64′ 1 dk | M Bulk Carrier Mchy.aft<br>8 Ho 64½′, 71½′, 71½′, 49½′, 49½′, 60½′, 60½′, 55′<br>G.2071489<br>8 Ha (stl) (45′×33½′) (55′, 49½′, 35½′, 34½′, 42½′, 44′, 40′×44½′)<br>Der 1(4) 3(1½) | Oil 2SA 8Cy. 760×1550 m<br>11520bhp Sulzer<br>Maizuru Jukogyo<br>3×500kW 450V 60c/s a.c. |
| 514254<br>4XSG<br>MS86<br>Df Esd<br>Gc Rdr<br>RTm/h | **HAR GILBOA**<br>**Cargo Ships El-Yam Ltd.**<br>Maritime Overseas Corporation<br>Haifa Israel | 10323<br>6319<br>14904 | **✠100A1** SS 5/67<br>Str. nav. ice<br>**✠LMC**<br>MN1068 EL g†2⁵⁄₁₆″SQ | **1957–4** Deutsche Werft—Ham<br>515′ 0″ 66′ 3″ 29′ 6½″<br>477′ 2″ 66′ 0″ 39′ 3″<br>B64′ F42′ 2 dks<br>RW 8BH<br>rf 3″ WB3210t incl. Tunnel tanks 458t TwDf207t a 459t | M CSD<br>6 Ho 59′, 59′, 59′, 65½′, 59′, 46′<br>6 Ha (stl) (each 35′×28′)<br>Der 1(20) 12(5) 2(1½) | Oil 2SA 8Cy. 700×1200 m<br>5340bhp<br>Masch. Augsburg-Nürnb<br>WTAuxB 114lb<br>WTAuxB (ex.g) 100lb<br>3×200kW 230V d.c. |

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| R GILEAD<br>go Ships El-Yam Ltd.<br>rtime Overseas Corporation<br>Israel<br>fa | 6415<br>3278<br>5777 | ✠100A1 SS 3/67<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1630 EL a†2″SQ | 1961–11 Deutsche Werft A.G.—Ham<br>446′ 4″ 56′ 9″ 25′ 5½″<br>404′ 10″ 56′ 5″ 36′ 7″<br>3 dks, 4th dk except in mchy. space<br>6BH<br>rf 4″ DK fwd WB1026t incl. Tunnel tanks 257t | M (6P) Ref<br>In.242788<br>2 Ha (stl) (each 23′×17¾′)<br>2 Ha (w) (each 23′×17¾′)<br>8W Der 8(3–5) | Oil 2SA 9Cy. 700×1200 mm<br>8150bhp 1400t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2 WTAuxB (1 o.f 1 ex.g) 100℔<br>3×440kW 230V d.c. 19k |
| R MERON<br>go Ships El-Yam Ltd.<br>rtime Overseas Corporation<br>Israel<br>fa | 30126<br>17507<br>50071 | AB | 1966 Maizuru S. & E. Co. Ltd.—Maizuru<br>687′ 0″ 96′ 0″ 41′ 2⅝″<br>656′ 3″ 95′ 10″ 56′ 2″<br>P135′ B46′ F64′ 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>8 Ho 64½′, 71¾′, 71¾′, 49½′, 49½′, 60½′ 60½′, 55′<br>G.2072245<br>8 Ha (stl) (45′×33½′) (55′, 49½′, 35¾′, 34½′, 42¾′, 44′, 40′×44½′)<br>Der 1(4) 1(1½) | Oil 2SA 8Cy. 760×1550 mm<br>11520bhp Sulzer 3062t (hvf)<br>Maizuru S. & E. Co. Maizuru<br>3×450kW 450V 60c/s a.c. 14¾k |
| R RAMON<br>go Ships El-Yam Ltd.<br>rtime Overseas Corporation<br>Israel<br>fa | 6415<br>3281<br>5777 | ✠100A1 SS 12/66<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1630 EL a†2″SQ | 1961–10 Deutsche Werft A.G.—Ham<br>446′ 4″ 56′ 9″ 25′ 5½″<br>404′ 10″ 56′ 5″ 36′ 7″<br>3 dks, 4th dk except in mchy. space<br>6BH<br>rf 4″ DK fwd WB1026t incl. Tunnel tanks 257t | M (6P) Ref<br>In.242788<br>4 Ha (stl) (each 23′×17¾′)<br>8W Der 8(3–5) | Oil 2SA 9Cy. 700×1200 mm<br>8150bhp 1400t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2WTAuxB (1 o.f 1 ex.g) 100℔<br>3×440kW 230V d.c. 19k |
| AR SINAI<br>rgo Ships El-Yam Ltd.<br>aritime Overseas Corporation<br>Israel<br>aifa | 19030<br>12665<br>28300 | ✠100A1 SS 9/64<br>strengthened for ore cargoes, Nos. 2, 6 & 8 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN1920 EL o†2¾″SQ | 1961–3 Deutsche Werft A.G.—Ham<br>676′ 2″ 74′ 2″ 35′ 5¾″<br>646′ 0″ 74′ 0″ 48′ 5″<br>P100′ F41′ 1 dk<br>NS 11BH len 64<br>rf nil WB9590t incl. Topside tanks in holds 2835t | M Bulk Carrier (5P) Mchy.aft<br>9 Ho 65½′, 62¼′, 62¼′, 39¼′, 39¼′, 46′, 62¼′, 62¼′, 55¾′<br>3 Ha (stl) (42½′, 51¼′, 51¼′×37′)<br>6 Ha (w) (37¼′, 27½′, 35¼′, 51¼′, 51¼′, 50′×37′) | Oil 2SA 8Cy. 780×1400 mm<br>9600bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2WTAuxB (1 o.f 1 ex.g) 100℔<br>3×300kW 450V 60c/s a.c. |
| AR TABOR<br>Cargo Ships El-Yam Ltd.<br>Maritime Overseas Corporation<br>Israel<br>Haifa | 10320<br>6323<br>14810 | ✠100A1 SS 11/67<br>Str. nav. ice<br>✠LMC<br>MN1068 EL g†$2\frac{5}{16}$″SQ | 1957–12 Deutsche Werft—Ham<br>515′ 0″ 66′ 7″ 29′ 6½″<br>477′ 2″ 66′ 3½″ 39′ 3″<br>B64′ F42′ 2 dks<br>8BH<br>rf 3″ WB3289t incl. Tunnel tanks 458t TwDf207t a459t | M (4P) CSD<br>6 Ho 59′, 59′, 59′, 65½′, 59′, 46′<br>G.786112 B.705487<br>6 Ha (stl) (each 35′×28′)<br>12W Der 1(20) 12(5) 2(1½) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp 1653t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>WTAuxB 114℔<br>WTAuxB(ex.g) 100℔<br>3×200kW 230V d.c. 14½k |
| HARA<br>S.S. Co. Aiginis<br>Piraeus<br>Greek | 232<br>123<br>— | | 1933 ……………………Norway<br>120′ 5″ 21′ 8″ 6′ 10½″<br>… … …<br>2 dks<br>R | S | T 3Cy.<br>(o.f) |
| ARALD HORN<br>dolf A. Oetker<br>mburg<br>W. German | 884<br>347<br>967<br>1359<br>802<br>1341 | GL | 1960 J. J. Sietas Schiffsw.—Ham<br>237′ 0″ 35′ 6″ 12′ 8¼″/14′ 10″<br>221′ 6″ 35′ 5″ 18′ 6″<br>F27′ 1 dk & S dk | M Ref OSD/CSD Mchy.aft<br>In.60000<br>2 Ha (each 23½′×13¼′) | Oil 4SA 6Cy. 400×580 mm<br>1600bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>14k |
| Now WELLINGTON EXPORTER See New Entries No. 5 | | | | | |
| HARALD JARL<br>Det Nordenfjeldske D/S<br>Trondheim<br>Norwegian | 2568<br>1319<br>650 | NV | 1960 A/S Trondhjems M/V—Tdh<br>286′ 9″ 43′ 7″ 15′ 10″<br>261′ 0″ 43′ 6″ 24′ 1″<br>F80′ 2 dks, pt 3rd dk<br>RW<br>rf 12″ | M (224P) Ref Mchy.aft<br>2 Ho 29½′, 39½′<br>In.25000<br>2 Ha (stl) (10′, 18′×10′)<br>Der 1(3) 2(1½) | Oil 2SA 5Cy. 500×1500 mm<br>3450bhp B&W 185t (hvf)<br>A/S Akers M/V Osl<br>3×192kW 380V 50c/s a.c.<br>Controllable pitch propeller 16k |
| HARALD OTTENS<br>exOsric-52 exRymmen<br>exMotala Ström<br>Ewald Ottens<br>Cuxhaven<br>W. German | 1497<br>845<br>2273 | BV | 1919 Limhamns Skepps.—Limhamn<br>251′ 9″ 38′ 0″ 16′ 4¾″<br>37′ 10″ 18′ 6″<br>P21′ B54′ F26′ 1 dk<br>R | M Ref<br>2 Ho 101′, 87′<br>G.111493 B.101639 In.8793<br>4 Ha (31¼′, 39¼′, 29′, 25′×18′)<br>4W Der 3(2) 2(1½) | Oil 4SA 6Cy. 385×580 mm<br>1265bhp NE57 (d.o)<br>Masch. Kiel A.G. Kel<br>3×90kW 380V 50c/s a.c.<br>3×15, 12½, 7½kW 110V d.c. 9½k |
| HARALD RINDE<br>A/S Holmen-Hellefos<br>Kjell Rinde<br>~~Drammen~~<br>Kragerø<br>Norwegian | 3971<br>2391<br>5550 | NV | 1967 Drammen Slip & Verk.—Dmn<br>378′ 2″ 52′ 7″<br>351′ 1″ 52′ 6″ 26′ 6″<br>1 dk<br>rf 4″ | M Mchy.aft<br>3 Ho 55¾′, 88½′, 88½′<br>G.290443 B.270580<br>3 Ha (stl) (38½′, 60′ comb., 60′ comb.×28′)<br>10W Der 1(25) 4(10) 6(5) | Oil 2SA 7Cy. 480×700 mm<br>3000bhp 380t (hvf)<br>Sulzer Bros. Ltd. Win<br>3×130kW 440V 60c/s a.c. 13k |
| HARALD STANGE<br>Skibs A/S Arnstein<br>Harald Stange & Co. A/S<br>Oslo<br>Norwegian | 12788<br>7207<br>19470 | NV | 1959 Marinens Hovedverft—Horten<br>560′ 0″ 72′ 0″ 30′ 8¾″<br>531′ 2″ 71′ 10″ 39′ 3″<br>1 dk<br>RW | M Tanker Mchy.aft<br>29 Ta<br>L.912000<br>Der 3(5) 1(1½) | Oil 2SA 6Cy. 650×2320 mm<br>8000bhp Doxford (hvf)<br>Marinens Hovedverft Horten<br>2×310kW 440V 60c/s a.c. |
| HARALDUR<br>Haraldur Bødvarsson & Co.<br>Akranesi<br>Icelandic | 199<br>77<br>— | NV | 1961 P. Høivolds M/V A/S—Krs<br>104′ 5″ 22′ 7″<br>91′ 10″ 22′ 4″ 11′ 10″ | M Trawler<br>1 Ho<br>1 Ha (6½′×4¾′)<br>Der 1(2½) | Oil 4SA 6Cy. 250×350 mm<br>510bhp<br>Motorenw. Mannheim Mhm<br>1×25kW 110V d.c. |

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| 651905<br>LAGC<br>Rdr RT | **HARAM**<br>Möre og Romsdal<br>Fylkesbåtar<br>Ålesund Norwegian | 349<br>153<br>— | NV | 1965 A/S Ankerløkken Verft—Florö<br>145′ 0″ 31′ 4″ 9′ 9½″<br>131′ 2″ 31′ 2″ 13′ 2″<br>1 dk | TM Ferry Mchy.aft | 2 Oil 4SA each 5Cy.<br>1300bhp<br>A/S Bergens M/V |
| 503959<br>5ZUH<br>196244<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HARAMBEE**<br>exSanta Barbara-67<br>exBelgrano-65<br>East African National Shipping Line Ltd.<br>Southern Line Ltd.<br>Mombasa East African (Kenya) | 6169<br>3776<br>10181 | GL | 1953 Lübecker Flender-Werke—Lbc<br>482′ 0″ 59′ 9″ 25′ 2″<br>59′ 7″<br>F25′ 1 dk & S dk<br>RW<br>rf 8½″ | M (12P) OSD<br>5 Ho 54′, 71½′, 55′, 69′, 86′<br>G.596913 B.533181<br>5 Ha (stl) (34½′, 53½′, 38½′, 46′, 46′×19½′)<br>16W Der 1(25) 16(3–5) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp<br>Masch. Augsburg-Nürnb<br>3×135, 120, 120kW 220V |
| 500823<br>SXCV<br>2933<br>Df Esd<br>Gc Rdr<br>RT | **HARAVGI**<br>exAlbaluz-66<br>exAlbatros-64 exGrammos-60<br>exAndros Mercury-60<br>exEllen H. Jacks-59 exJohn-53<br>exCyrus-50<br>exMission Santa Maria-48<br>John S. Latsis<br>Piræus Greek | 11632<br>7427<br>17928 | AB | 1944 Marinship Corp.—Sausalito<br>564′ 6″ 68′ 1″ 29′ 8½″<br>544′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW len 51<br>rf 9″ | T-E Tanker Mchy.aft<br>29 Ta<br>L.676663 HeCls.BC | S Turb 10000shp<br>motor<br>General Electric Co. |
| 511049<br>SVSJ<br>1438<br>Df Esd<br>RTm/h/v | **HARAVYI A.**<br>exEvridiki II-65 exTzonne-59<br>exVorwarts<br>Haravyi Overseas Fishing Corp.<br>Piræus Greek | 524<br>193<br>434 | BV | 1943 "De Merwede" v. Vliet & Co.—Hxd<br>205′ 9″ 30′ 1″<br>29′ 11″<br>RW len 60 | M Trawler<br>3 Ho 36½′, 19′, 35′<br>4 Ha (stl) (each 4½′×3½′)<br>Der 1(4) | Oil 4SA 6Cy. 420×660 mm<br>1450bhp NE59<br>Klöckner-Humboldt-Deutz<br>3×220V d.c.<br>Controllable pitch propeller |
| 511050<br>SVSM<br>1439<br>Df Esd<br>Gc<br>RTm/h/v | **HARAVYI B.**<br>exEvridiki III-65<br>exRotersand-59<br>Haravyi Overseas Fishing Corp.<br>Piræus Greek | 525<br>193<br>429 | BV | 1944 "De Merwede" v. Vliet & Co.—Hxd<br>205′ 9″ 30′ 1″<br>29′ 11″<br>RW len 60 | M Trawler<br>3 Ho 36½′, 19′, 35′<br>3 Ha (stl) (each 4½′×3½′)<br>Der 1(4) | Oil 4SA 6Cy. 420×660 mm<br>1450bhp<br>Klöckner-Humboldt-Deutz<br>3×220V d.c.<br>Controllable pitch propeller |
| 514271<br>3269<br>Rdr | **HARBIYE**<br>Denizcilik Bankasi T.A.O.<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 781<br>293<br>— | ✠100A1 SS 4/66<br>Bosphorus & Sea of Marmara service<br>✠LMC<br>MN288 EL (n) $1\frac{1}{16}$″ | 1961–9 Fairfield S.B. & Eng. Co. Ltd.—Gls<br>229′ 3″ 44′ 6″ 8′ 8½″<br>210′ 0″ 36′ 0″ 12′ 10″<br>F38′ 1 dk, 2nd dk except in mchy. space<br>RW 6BH<br>rf 12″ | TS Ferry | C 8Cy. (4) 280 & (4)<br>1600ihp<br>Christiansen & Meyer<br>2 SB 225lb hs4926 ft² |
| 511719<br>KWFU<br>245131<br>Df Esd<br>Gc Rdr | **HARBOR HILLS**<br>exFlying Independent-65<br>exCape Domingo-47<br>Sperling Steamship & Trading Corp.<br>New York United States | 6735<br>4580<br>8705 | AB<br>BROKEN UP | 1944 Consolidated Stl Corp.—Wmg, Cal<br>418′ 4″ 60′ 1″ 27′ 7⅞″<br>395′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>RW<br>rf 4″ | S CSD<br>5 Ho 57½′. 59½′, 71′, 60½′, 51′<br>G.499140 B.454050<br>5 Ha (29½′, 31½′ 31½′, 31½′, 31½′×20′)<br>14W Der 1(30) | 2 S Turb dr geared to<br>4400shp<br>Joshua Hendy Irn Wks<br>3×350, 350, 15kW 240V |
| 527786<br>WC5795<br>258916<br>RT | **HARBOR LIGHT**<br>exDoris Moran-66 exPicto-66<br>exLt. Col. John M. Ritchie-49<br>Harbor Towing Corp.<br>New York United States | 215<br>104<br>— | | 1943 Equitable Eqpt Co.—Madisonville<br>105′ 0″ 25′ 2″<br>97′ 10″ 25′ 0″ 12′ 9″<br>1 dk<br>BK6″ | M Tug | Oil 4SA 8Cy.<br>960bhp<br>National Supply Co. |
| 509298<br>WA8887<br>244076<br>Df Esd<br>Gc Rdr<br>RTm/v | **HARBOR STAR**<br>exDoris Moran-66<br>exOiltransco-62<br>Jackson Marine Corp.<br>New York United States | 175<br>119<br>— | AB | 1943 Jakobson Shpyd Inc.—Oyster Bay<br>95′ 0″ 24′ 1″<br>88′ 8″ 24′ 0″ 12′ 6″<br>1 dk<br>BK2″ | M Tug | Oil 4SA 8Cy.<br>1025bhp<br>Rathbun Jones Eng. Co.<br>2×25kW 125V d.c. |
| 671667<br>DGPH<br>10961<br>Df Esd<br>Gc Rdr<br>RTm/v | **HARBURG** T.Mk<br>Partenreederei m.s. "Harburg"<br>Walter Jöhnk<br>Hamburg W. German | 499<br>336<br>1230<br>1150<br>—<br>2100 | GL | 1966 Scheel & Jöhnk—Ham<br>239′ 0″ 37′ 1″ 12′ 1½″/16′ 5″<br>216′ 7″ 36′ 9″ 20′ 4″<br>1 dk & S dk | M ~~OSD/CSD~~ Mchy.aft<br>1 Ho 144½′<br>G.96000 B.88500<br>2 Ha (stl) (57½′×25½′) (39½′×26½′)<br>Cr 3(3) | Oil 4SA 8Cy.<br>1350bhp<br>Motorenw. Mannheim |
| 514274<br>LGHF<br>Df Esd<br>Gc Rdr<br>RTm/h | **HARDANGER**<br>Westfal-Larsen & Co. A/S<br>Bergen Norwegian | 5219<br>2759<br>7610<br>~~7094~~ 6959<br>~~6971~~ 3955<br>8700 | NV | 1954 A/S Bergens M/V—Bgn<br>442′ 0″ 58′ 3″ 25′ 8½″/27′ 8½″<br>400′ 0″ 58′ 0″ 28′ 3″<br>P29′ F83′ 2 dks & S dk<br>RW<br>rf 6″ | M (12P) OSD/CSD<br>5 Ho 50½′, 54½′, 66½′, 61½′, 51½′<br>G.480200 B.431400<br>5 Ha (stl) (33½′, 35′, 35′, 35′, 35′×20′)<br>16W Der 1(30) 4(10) 12(5) | Oil 2SA 7Cy.<br>6125bhp<br>Burmeister & Wain<br>4×165kW 220V d.c. |
| 514275<br>JXEP<br>Rdr<br>RTm | **HARDANGERFJORD**<br>Hardanger Sunnhordlandske Dampskipsselskap<br>Bergen Norwegian | 883<br>411<br>— | | 1959 A/S Stord—Lervik<br>175′ 6″ 35′ 2″ 10′ 2″<br>161′ 8″ 35′ 1″ 13′ 2″<br>1 dk | TM Ferry (420P) Mchy.aft<br>1 Ho 123′<br>1 Ha (13½′×8½′)<br>2W Der 1(2) | 2 Oil 2SA each<br>1400bhp<br>Wichmann Mtf. |

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|---|---|---|---|---|---|---|
| **ARDBAKUR**<br>ikingur-50<br>erdarfelag<br>**kureyringa h/f**<br>ureyri Icelandic | 732<br>250<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN280 | SS 11/67<br>EL (k) y | **1950**–12 A. Hall & Co. Ltd.—Abn<br>202′ 0″ 30′ 2″ 15′ 1″<br>183′ 6″ 30′ 0″ 16′ 0″<br>Q94′ F34′<br>RW 4BH<br>BK8″ WB71t | S Trawler | T 3Cy. 16½″ 28½″ & 47″×30″<br>1550ihp (o.f)<br>A. Hall & Co. Ltd. Abn<br>SB 225℔ Spt hs(3965) 3cf |
| **ARDENBERG**<br>oodwin-62<br>**nguard Transport Ltd.**<br>nrovia Liberian | 1202<br>591<br>1452 | **BS✳**<br>**MBS✳**<br>**Lloyd's RMC**<br>MN384 CT1566 C26 S23 | SS 8/66 | **1948** Caledon S.B. Co. Ltd.—Dun<br>254′ 0″ 38′ 2″ 16′ 10¾″<br>235′ 0″ 38′ 0″ 18′ 0″<br>P&B139′ F33′ 1 dk, 2nd dk fwd of ER<br>R 5BH<br>rf 12″ WB183t | TM Ref<br>3 Ho 39½′, 42½′, 65¾′<br>G.94322 B.85028 In.11510<br>3 Ha (20½′×12½′) (26′, 27½′×14′)<br>6W Der 6(5) 2(3) | 2 Oil 2SA each 6Cy. 340×570 mm<br>1920bhp 162t (d.o)<br>British Polar Eng. Co. Gls<br>2×100kW 220V d.c. 12k |
| Now **PATRICIAN** See New Entries No. 4 | | | | | | |
| **ARDHAUS**<br>Southern Joker-64<br>Krass-52<br>**olf Mögster**<br>rgen Norwegian | 492<br>204<br>— | Classed LR until 12/63 | | **1951** A/S Pusnes M/V—Arendal<br>158′ 0″ 29′ 0″ 15′ 0½″<br>140′ 5″ 28′ 10″ 16′ 8″<br>1 dk<br>RW<br>BK 8″ | M Fishing Mchy.aft | Oil 2SA 7Cy. 280×420 mm<br>1050bhp NE64<br>Wichmann Mtrf. Rub |
| **ARDI**<br>**oc. de Remorquage et de**<br>**Sauvetage du Nord**<br>nkirk French | 359<br>105<br>— | | BV | **1959** Ziegler Frères—Dnk<br>126′ 4″ 33′ 4″ 15′ 0″<br>30′ 10″<br>B18′ F39′<br>RW | M Tug<br>1 Ha (3¾′×6½′)<br>Der 1(1½) | 2 Oil 4SA each 8Cy. 330×600 mm geared to sc. shaft<br>1720bhp Werkspoor 106t (d.o)<br>Ziegler Frères Dnk<br>2×50kW 110V d.c. 13k |
| **ARDINGEN**<br>**ardanger Sunnhordlandske**<br>**Dampskibsselskab**<br>ergen Norwegian | 632<br>271<br>— | | ~~NV~~ | **1966** A/S Ankerløkken Verft—Florö<br>170′ 10″ 37′ 0″ 11′ 0¼″<br>147′ 8″ 36′ 11″ 14′ 1″<br>1 dk<br>BK6¾″ | TM Ferry Mchy.aft | 2 Oil 2SA each 4Cy. 280×420 mm<br>1200bhp<br>Wichmann Mtrf. Rub |
| ~~Now **NORDINGEN** See New Entries No. 6~~ | | | | | | |
| **ARDWICKE GRANGE**<br>**oulder Line Ltd.**<br>oulder Bros. & Co. Ltd.<br>ondon British | T.Mk<br>**7301**<br>3835<br>7480<br>**9234**<br>5086<br>10580 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN1700 | SS 9/65<br>EL f†2¼″SQ | **1961**–3 Hawthorn, Leslie (S.B.) Ltd.—Nwc<br>489′ 0″ 65′ 8″ 24′ 7¼″/29′ 0¼″<br>461′ 0″ 65′ 6″ 35′ 4″<br>B&F404′ F48′ 3 dks, 4th dk in Nos. 2, 3 & 4 holds<br>8BH<br>rf 3¾″ WB825t | S (12P) Ref<br>6 Ho 49½′, 55¾′, 64¼′, 64¼′, 59¼′, 57′<br>In.464670<br>6 Ha (stl) (18½′, 23¾′, 23¾′, 23¾′, 23¾′, 18½′×17′)<br>20W Der 4(12½) 16(4) | 2 S Turb dr geared to sc shaft<br>8350shp 2057t (o.f)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2WTB 605℔ Spt 800°F 515℔ hs9664<br>db 100℔ sg125℔<br>4×500kW 220V d.c. 16k |
| **HARDY MERCHANT**<br>W. Hardy & Co.<br>(Mercantile) Ltd.<br>S. Briggs & Co. (Shipping)<br>d.<br>don British | 481<br>249<br>— | ✠100A1<br>✠LMC<br>MN99 | SS 4/68<br>EL g1⅜″SQ | **1964**–12 Bodewes Schps. "Volharding" —Foxhol<br>165′ 0″ 27′ 10″ 10′ 1¼″<br>151′ 1″ 27′ 7″ 11′ 0″<br>P38′ F23′ 1 dk<br>3BH<br>rf nil WB182t | M Mchy.aft | Oil 4SA 6Cy. 8¾″×11½″ with sr reverse gearing<br>495bhp<br>Blackstone & Co. Ltd. Stamford |
| **ARECRAIG II**<br>ying Buzzard-63<br>The Trustees **of the Harbour**<br>of Dundee<br>Dundee British | 261<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN222 | SS 5/64<br>EL (d) | **1951**–8 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>114′ 11″ 27′ 1″ 12′ 11½″<br>105′ 0″ 27′ 0″ 14′ 0″<br>RW 3BH<br>BK6″ WB32t | S Tug (12P) | C 2Cy. 21″ & 44″×28″<br>1200ihp 88t (o.f)<br>Ferguson Bros. (P.Gl) Ltd. P.Gl<br>SB 130℔ hs(2889) 3cf<br>1×5kW 110V d.c. 11k |
| **HAREID**<br>exLangenæs-50 exFiskeren<br>Haakon Korsnes<br>Ålesund Norwegian | **126**<br>51<br>— | | | **1907** Mjellem & Karlsen—Bgn<br>*106·6′* 19′ 4″<br>19′ 2″<br>Q19′ F23′ 1 dk<br>R len 31<br>BK5″ | M Fishing | Oil 2SA 2Cy. 380×440 mm<br>220bhp NE52<br>Grenaa Motorfb. Grenaa |
| **HAREIDINGEN**<br>exFosnavåg-58 exSilva-50<br>Johan E. Hareide **A/S**<br>Einar Hareide<br>Ålesund Norwegian | 295<br>126<br>— | | NV | **1924** Smith's Dock Co. Ltd.—Mdb<br>*129·6′* 23′ 1″<br>… … …<br>1 dk<br>R len 50 | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>500bhp NE50<br>Klöckner-Humboldt-Deutz Kln |
| Now **NORDINGEN** See New Entries No. 6 | | | | | | |
| **HÅREK**<br>exGråkallen-54 exVarg I-48<br>[illegible]<br>Arthur H. Moen<br>Sandnessjöen Norwegian | 190<br>75<br>200 | | | **1910** Kaldnes P. Slip & M/V—Tbg<br>107′ 8″ 20′ 6″ 12′ 0″<br>… … …<br>1 dk<br>R | M Mchy.aft | Oil 4SA 6Cy. 250×360 mm<br>375bhp NE65<br>Klöckner-Humboldt-Deutz Kln |
| **HAREM**<br>Denizcilik Bankasi **T.A.O.**<br>Şehir Hatlari Isletmesi<br>Istanbul Turkish | 901<br>266<br>— | ✠100A-<br>Bosphorus and Sea of Marmara service<br>✠LMC<br>MN208 | EL (m) | **1965**–11 Denizcilik Bankasi T.A.O.—Camialti<br>192′ 11″ 57′ 7″<br>175′ 3″ 47′ 7″ 15′ 1″<br>1 dk<br>4BH<br>rf 14″ WB180t | M Ferry | 2 Oil 4SA each 6Cy. 300×450 mm sr reverse geared<br>1040bhp<br>✠NEmade57fitted65<br>S.A. Fiat S.G.M. Tur<br>3×30kW 220V d.c.<br>Propellers 1 fwd 1 aft |
| **HARENGUS**<br>**Fisheries Research Board**<br>of Canada<br>Shelburne Canadian | 109<br>74<br>210 | | | **1946** Shelburne S.B. Ltd.—Shelburne<br>84′ 0″ 20′ 0″ 10′ 11″<br>19′ 10″<br>1 dk | Wood TM Fishery Research Ship<br>1 Ho 13′<br>1 Ha (stl) (4′×4′)<br>1W Der 1(2) | 2 Oil each 8Cy. 145×205 mm<br>270bhp 35t (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×32V 8½k |

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|---|---|---|---|---|---|---|---|
| 542023<br>GPSS<br>184041<br>Df Esd<br>Rdr RT | **HARFRY**<br>exTana–63<br>**Hargreaves Coal & Shipping Ltd.**<br>Comben Longstaff & Co. Ltd.<br>London British | **1231**<br>587<br>1555 | ✠100A1<br>✠LMC<br>MN192 | SS 10/67<br>EL n | **1953–3** Clelands(Successors) Ltd.—Wal<br>229' 5" 35' 5" 15' 1½"<br>215' 0" 35' 0" 15' 4"<br>P55' Q135' B15' F21' 1 dk<br>RW NS 5BH<br>WB510t incl. DTf132t | M Mchy.aft | Oil 2SA 6Cy. 340×570 mm<br>960bhp<br>British Polar Engines Ltd.<br>3×50, 50, 25kW 220V d.c. |
| 516317<br>306141<br>Df Esd<br>Pfd Rdr<br>RT | **HARGLEN**<br>exIrish Heather–64<br>**Hargreaves Coal & Shipping Ltd.**<br>Comben Longstaff & Co. Ltd.<br>London British<br>Now **HAWTHORN** See New Entries No. 1 | **1088**<br>620<br>1375 | ✠100A1<br>✠LMC<br>MN192 | SS 6/64<br>EL m | **1952–8** Goole S.B. & R. Co. Ltd.—Goo<br>216' 11" 35' 2" 13' 10½"<br>204' 8" 35' 0" 14' 6"<br>P55' Q54' B15' F25' 1 dk<br>RW NS 4BH<br>WB432t | M Mchy.aft<br>G.66802 B.63960<br>2W | Oil 2SA 6Cy. 340×570 mm<br>960bhp<br>British Polar Engines Ltd. |
| 514285<br>LAYL<br>Df Esd | **HARGUN**<br>exTerje 9–56<br>**Jonn & Rolf Garvik**<br>Bergen Norwegian | **393**<br>143<br>— | | NV | **1936** Deutsche S. & M.—Wsm<br>137' 0" 26' 4" 14' 8"<br>125' 3" 26' 2" 15' 6"<br>1 dk<br>R conv whaler 57 | M Fishing Mchy.aft | Oil 4SA 8Cy. 320×[illegible] mm<br>1200bhp NE67<br>Atlas-Mak Masch. |
| 514287<br>JMTJ<br>65948 | **HARI MARU**<br>**Biwako Kisen Jidosha K.K.**<br>Otsu Japanese | **634**<br>487<br>— | | | **1951** Hitachi Zosen—Osa<br>*176·9'* 29' 7"<br>... ... ...<br>3 dks<br>RW | TM | 2 Oil 4SA each 6Cy.<br>475bhp<br>Niigata Tekkosho |
| 506178<br>SZMA<br>2559<br>Df Esd<br>Gc Rdr | **HARIET**<br>exBlue Dolphin–65<br>exCape Rodney–63<br>**Hariet Eidiki Anonymos Naftiliaki Etairia**<br>Piræus Greek | **6939**<br>4211<br>9550 | ✠100A1<br>with freeboard<br>✠LMC | SS 1/65<br>EL a†2"SQ | **1946–11** Lithgows Ltd.—P.Gl<br>447' 6" 56' 3" 26' 4¼"<br>425' 11" 56' 0" 36' 10"<br>F40' 2 dks<br>Coll BH to U dk 6 to 2nd dk<br>~~WB2694t incl. DTm1015t~~<br>WB1679t incl. DTm1015t | M<br>G.544176 B.498204<br>10W Der 1(25) | Oil 2SA 4Cy. 600×2320 mm<br>3200bhp Doxford<br>D. Rowan & Co. Ltd.<br>2AuxB 120lb |
| 526558<br>SZNA<br>2467<br>Df Esd<br>Gc Rdr<br>RT | **HARILAOS**<br>exOro–64 exButanga–63<br>exMarietta–60<br>**Theo. Papadimitriou**<br>Piræus Greek | **9787**<br>5995<br>15314 | ✠100A1<br>oil tanker<br>✠LMC<br>MN880 | Dr 4yrs–6/63<br>EL e†2½"SQ | **1950–4** Sir J. Laing & Sons Ltd.—Sld<br>503' 4" 67' 8" 29' 0¾"<br>475' 0" 67' 5" 37' 5"<br>P99' F53' 1 dk<br>RW 17BH<br>WB876t incl. DTf434t | M Tanker Mchy.aft<br>27 Ta<br>L.724000 HeCls. BC | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford<br>Hawthorn, Leslie & Co. Ltd.<br>2AuxB 150lb |
| 541146<br>JAUK<br>69438<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HARIMA MARU**<br>exKirishima Maru–63<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | **12449**<br>8276<br>20494 | ✠Classed LR until 2/61 | NK | **1952–10** Harima Zosensho—Aio<br>570' 5" 70' 6" 30' 4¾"<br>536' 0" 70' 3" 38' 8"<br>P126' B44' F82' 1 dk<br>RW conv tanker 63 | S Bulk Carrier Mchy.aft<br>7 Ho<br>G.376914 | 2 S Turb dr geared to sc.<br>8000shp<br>Ishikawajima Jukogyo<br>2×400kW 230V a.c. |
| 502280<br>AQMG<br>169053<br>Df Esd<br>Pfd Rdr | **HARINGHATA**<br>exArdpatrick–66<br>exClan Mackendrick–61<br>exEmpire Pickwick–48<br>**National Shipping Corp.**<br>Karachi Pakistan | **7054**<br>4270<br>10280 | ~~✠100A1~~<br>~~with freeboard~~<br>~~✠LMC~~<br>**TO BE BROKEN UP** | ~~SS 11/65~~<br>~~EL a†2"SQ~~ | **1943–11** J. Readhead & Sons Ltd.—Shl<br>446' 2" 56' 2" 26' 9"<br>425' 0" 56' 0" 37' 8"<br>F39' 2 dks<br>5 divisional WTBH in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>WB1873t incl. Tunnel tank 345t | S CSD<br>G.538766 B.494051<br>13W Der 1(50) 1(40) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>J. Readhead & Sons Ltd.<br>2 SB(p&s) 220lb Spt<br>hs(7974) 9cf |
| 514290 | **HARISSA**<br>exVittoria–51<br>**Hussein Mohamed Fayez & Sons**<br>Jeddah Saudi Arabian | **244**<br>130<br>300 | | | **1949** Soc. Ital. Cost. Esercizio Natanti—Rome<br>116' 10" 25' 5" 11' 10"<br>105' 7" 24' 9"<br>1 dk | Wood M Mchy.aft<br>1W Der 2(2½) | Oil 4SA 5Cy. 250×[illegible] mm<br>250bhp<br>S.A. Fiat S.G.M. |
| 532778 | **HARISSA**<br>exRasa–66 exSilba–66<br>exAdriatico–55<br>exJadran exAsteria<br>**Makle Sikias & Sons**<br>Beirut Lebanese | **215**<br>159<br>— | | JR | **1923** D. Ivanko—Spt<br>*110·2'* 24' 7"<br>... ... ... | Wood Aux Sr<br>G.11640 | Oil 2SA 2Cy. [illegible]<br>Schiffswerfe Linz |
| 514291<br>LLUS<br>Df Esd<br>Rdr | **HARJAN**<br>exMeersburg–56<br>**Harald Johansen**<br>Ålesund Norwegian | **364**<br>107<br>— | | NV | **1938** International S.B. & E. Co. Ltd.—Gdk<br>151' 6" 25' 5" 9' 3"<br>25' 3"<br>P15' Q34' F24' 1 dk<br>R | M Trawler<br>1W | Oil 2SA 8Cy. [illegible]<br>800bhp NE63<br>Wichmann Mtrf. |
| 522583<br>5MTK<br>1903<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HARKLAND**<br>exMarkland–63<br>**Panagua Steamship Corp.**<br>Monrovia Liberian | **5840**<br>3371<br>7243 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN601 | SS 4/66<br>EL y 1¾"SQ | **1953–3** W. Denny & Bros. Ltd.—Dmb<br>391' 0" 57' 8" 24' 0¾"<br>34' 3"<br>P18' B58' F36' 1 dk<br>RW 7BH<br>WB973t | TS<br>G.448090 B.405320<br>10W | C 8Cy. (4) 15¾" & [illegible]<br>3340ihp Fredrikstad<br>Rankin & Blackmore Ltd.<br>2WTB 280lb Sup [illegible] |
| 660259<br>DCVT<br>Esd Rdr<br>RTm | **HARLE RIFF**<br>**Bernhard & Theo Warrings**<br>Schulte & Bruna<br>Hamburg W. German | **298**<br>177<br>750 | | GL | **1965** Flensburger Schiffs. Ges.—Flensburg<br>180' 8" 30' 7" 10' 6¾"<br>162' 5" 30' 2¼" 17' 7"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 124½'<br>G.55000 B.49000<br>1 Ha (stl) (82½'×25¼')<br>2W Der 2(2–3) | Oil 4SA 6Cy. [illegible]<br>550bhp<br>Masch. Kiel G.m.b.H.<br>1×30kW 220V |

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| **RLE-STRAND**<br>erm Kiepe–66<br>Warrings<br>W. German<br>esiel | 298<br>180<br>419 | | GL | 1957 Büsumer Schiffsw. W. & E. Sielaff —Büsum<br>150′ 0″ 26′ 10″ 8′ 6½″<br>137′ 10″ 26′ 8″ 9′ 5″<br>P33′ F21′ 1 dk<br>RW | M Mchy.aft<br>G.21000<br>1 Ha (65½′×17½′) | Oil 2SA 6Cy. 225×330 mm<br>300bhp<br>Motorenf. Darmstadt | Darmstadt<br>8k |
| **RLEY & GAIL**<br>mill R. Griffin<br>British<br>nd Manan | 129<br>63<br>— | | | 1963 Ch. Nav. Ltd.—Caraquet<br>86′ 0″ 21′ 4″ 12′ 0″<br>... ... ...<br>1 dk<br>**BURNT AND SANK 8/68** | Wood M Fishing Mchy.aft | Oil 16Cy. 4¼″×5″<br>445bhp NE67<br>General Motors Corp. | Det |
| **RLINGEN**<br>br. van der Schoot<br>heepvaartkantoor Holwerda<br>Netherland<br>rlingen | 500<br>306<br>680 | | BV | 1956 Martin Jansen—Leer<br>*167·7′* 27′ 5″<br>27′ 4″ 11′ 7″<br>P39′ B36′ F29′ 1 dk<br>RW len 59 | M (3P) Mchy.aft<br>1 Ho 108¾′<br>G.29500 B.27900<br>2 Ha (each 37¾′×16½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>390bhp<br>Masch. Kiel A.G.<br>2×6kW 110V d.c. | 30½t (d.o)<br>Kel<br>9k |
| **ARM**<br>derij m.s. "Harm"<br>~~Scheepvaart-bedr.~~<br>~~eno"~~ Rederij "Bofa"<br>Netherland<br>hol | 492<br>296<br>650 | ✠100A1<br>✠LMC<br>MN72 | SS 6/66<br>EL g | 1950–11 Gebr. Bodewes Volharding—Foxhol<br>156′ 5″ 27′ 5″ 11′ 1″<br>149′ 3″ 27′ 3″ 11′ 2″<br>P43′ Q49′ F25′ 1 dk<br>RW 3BH<br>WB160t | M Mchy.aft<br>1 Ho 95¾′<br>G.34000 B.33000<br>2W Der 2(2) | Oil 4SA 6Cy. 270×500 mm<br>370bhp<br>N.V. Werkspoor | 30t<br>Ams<br>9½k |
| **ARMA**<br>Trijntje–63 exWillem–56<br>Prudentia–53<br>H. Haveman<br>Wagenborg's Scheepv. &<br>Exped. Bedr. N.V.<br>Netherland<br>ussum | 181<br>120<br>167 | | BV | 1925 J. Smit & Zoon—Foxhol<br>114′ 10″ 20′ 7″ 6′ 6¾″<br>20′ 5″<br>P25′ F13′ 1 dk<br>R | M<br>1 Ho 70½<br>G.12000<br>2 Ha (17¾′, 37¾′×16¾′)<br>2W Der 2(1½) | Oil 2SA 2Cy. 240×360 mm<br>NE37<br>Appingedammer Brons. | 5t<br>Apg<br>7k |
| **ARMATTAN**<br>owland Steamship Co. Ltd.<br>& C. Harrison Ltd.<br>British<br>ondon | T.Mk<br>7821<br>4365<br>13042<br>10411<br>6280<br>15700 | ✠100A1<br>✠LMC<br>MN960 | SS 3/67<br>~~DL d†2$\frac{3}{16}$″SQ~~<br>EL (f†) 2$\frac{3}{16}$″SQ | 1959–2 Lithgows Ltd.—P.Gl<br>488′ 4″ 62′ 9″ ~~30′ 4½″~~ — /30′ 1½″<br>451′ 4″ 62′ 6″ 40′ 0″<br>F51′ 2 dks<br>RW 6BH to U dk 1 to 2nd dk len 63<br>rf 6″ ~~WB3702t incl. Tunnel tanks 376t DTm1506t~~<br>WB4151t incl. Tunnel tanks 376t DTm1506t | M<br>5 Ho 65′, 95′, 30′, 67½′, 80′<br>G.671043 B.617819<br>5 Ha (stl) (31½′, 35′, 32½′, 32½′, 32½′×22′)<br>10W Der 1(25) 3(10) 7(5) | Oil 2SA 5Cy. 620×1400 mm exhaust 470 mm<br>4800bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>2db 120℔<br>3×175kW 220V d.c. | 1146t (hvf)<br>Grk<br>13½k |
| **HARMATTAN**<br>acques Pernes & Cie.<br>French<br>uarnenez | 210<br>50<br>— | | | 1955 Le Gall—Douarnenez<br>*91·6′* 25′ 10″<br>... ... ... | Wood M Fishing | Oil 4SA 6Cy. 220×320 mm<br>Cie. de Constr. Méc. | St.Denis |
| **MEN OLDENDORFF**<br>on Oldendorff<br>W. German<br>beck | 30510<br>21882<br>53300 | | GL | 1967 Bremer Vulkan—Vgk<br>701′ 9″ 101′ 10″ 39′ 11½″<br>669′ 11″ 101′ 2½″ 55′ 2″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 860×1600 mm<br>13800bhp MAN<br>Bremer Vulkan | Vgk |
| **HARMON**<br>xStella Maria–67<br>Government of Canada<br>(Minister of Fisheries for<br>the Province of<br>Newfoundland)<br>St. John's, Nfl.<br>Canadian | 272<br>94<br>— | | NV | 1961 Søviknes Skips A/S—Syvikgrend<br>126′ 4″ 24′ 7″ 11′ 11″<br>111′ 0″ 24′ 6″ 12′ 7″<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>3 Ha (3¾′×3¾′) (5¼′×4½′) (6½′×4¼′) | Oil 4SA 6Cy. 300×410 mm<br>450bhp<br>A/S Vølund<br>2×24kW 220V 50c/s a.c. | Cpn<br>10½k |
| **HARMON II**<br>xStella Kristina–67<br>Government of Canada<br>(Minister of Fisheries for<br>the Province of<br>Newfoundland)<br>St. John's, Nfl.<br>Canadian | 272<br>95<br>— | | NV | 1962 Søviknes Skips A/S—Syvikgrend<br>126′ 3″ 24′ 7″ 11′ 11″<br>111′ 0″ 24′ 6″ 12′ 7″<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>3 Ha (3¾′×3¾′) (5¼′×4½′) (6½′×4¼′) | Oil 4SA 6Cy. 300×410 mm<br>450bhp<br>A/S Vølund<br>2×24kW 220V 50c/s a.c. | Cpn<br>10½k |
| **HARMONI**<br>Sameiet Harmoni<br>Halfdan Jakobsen<br>Tromsø<br>Norwegian | 492<br>164<br>— | | NV | 1960 A. M. Liaaen Skips. & M/V—Ålesund<br>145′ 4″ 30′ 2″ 15′ 0¾″<br>131′ 1″ 30′ 0″ 16′ 0″<br>1 dk | M Sealer & Trawler<br>2 Ha (each 8½′×7¼′) | Oil 4SA 8Cy. 400×580 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz | Kln |
| **HARMONIC**<br>Seacrest Shipping Co. S.A.<br>Monrovia<br>Liberian | 45376<br>31670<br>85193 | | AB | 1967 Ishikawajima-Harima Hvy Ind.—Aio<br>835′ 0″ 124′ 3″ 43′ 4½″<br>787′ 5″ 124′ 0″ 57′ 5″<br>P28′ F55′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>10 Ta | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>3×350, 380, 380kW | 5090t<br>Aio |
| **HARMONY**<br>xCities Service Traveler–62<br>osefina Thordén–59<br>rand Bassa Tankers Inc.<br>Monrovia<br>Liberian | 19959<br>12206<br>32340 | ✠100A1<br>oil tanker<br>✠LMC<br>MN4000 | SS 6/64<br>EL p†3$\frac{3}{16}$″ | 1955–2 Uddevallavarvet A/B—Udv<br>667′ 7″ 84′ 4″ 34′ 11½″<br>630′ 0″ 84′ 0″ 46′ 9″<br>P116′ B27′ F84′ 1 dk<br>RW 10BH<br>rf 20″ WB676t incl. DTf213t | S Tanker Mchy.aft<br>20 Ta<br>L.1481125 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>20000shp<br>A/B De Laval Ångturb.<br>2WTB 675℔ Spt 625℔ hs21206<br>2×600kW 450V 60c/s a.c. | 3853t (o.f)–100pd<br>Skm<br>18k |

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| 514299<br>SKDW<br>7623 | **HARNÄS**<br>exWinda-56 exDesag I<br>**Fru G. E. Lorentzon Partrederi**<br>Kalmar Swedish | 142<br>77<br>215 | | **1922** Deutsche Schiff. A.G.—Swn<br>103' 6" 24' 8" 11' 2"<br>... ... ...<br>1 dk | Wood Aux Sr | Oil 2SA 2Cy. 335×405 mm<br>130bhp NE34<br>Skandiaverken A/B |
| 514300<br>DJAA<br>Df Esd<br>Rdr<br>RTm | **HARNIS**<br>**Larsen Reederei G.m.b.H.**<br>Karl Friedrich Larsen<br>Flensburg W. German | 783<br>395<br>1153 | GL | **1953** Flensburger Masch. Anst.—Fln<br>195' 6" 33' 9" 13' 6"<br>33' 6" 15' 1"<br>P43' F22' 1 dk<br>RW<br>rf 4" | M Mchy.aft<br>1 Ho 111½'<br>G.55000 B.50000<br>2 Ha (27', 59½' comb.×21')<br>3W Der 3(2) | Oil 4SA 8Cy. 290×425 mm<br>560bhp<br>Masch. Kiel A.G.<br>1×7kW 110V d.c.<br>Thw. thrust propeller |
| 660841<br>VGVW<br>326548<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAROLD A. JONES**<br>**Vancouver Tug Boat Co. Ltd.**<br>Vancouver Canadian | 518<br>72<br>— | ✠100A1<br>tug<br>✠LMC<br>MN700 EL (g) | **1966-6** Star Shpyd (Mercers) Ltd.—N. Westminster<br>137' 4" 31' 1" 15' 10"<br>123' 9" 31' 0" 17' 5"<br>F21"<br>5BH<br>rf 34" BK8" WB51t | TM Tug | 2 Oil 4SA each 7Cy.<br>3500bhp<br>N.V. Werkspoor<br>2×100kW 480V 60c/s a.c. |
| 514303<br>GMDM<br>183974<br>Df Esd<br>Pfd<br>RTm | **HAROLD CARTWRIGHT**<br>**Pevensey Castle Ltd.**<br>Hobsons (Lowestoft) Ltd.<br>Lowestoft British | 105<br>46<br>— | | **1950** Richards Irn Wks Ltd.—Lwt<br>92' 0" 20' 6" 10' 6"<br>20' 4"<br>1 dk<br>R | M Fishing | Oil 4SA 4Cy. 10½"×14½"<br>240bhp<br>Ruston & Hornsby<br>1×9kW 110V d.c. |
| 514304<br>KAMW<br>247190<br>Df Esd<br>Gc | **HAROLD DOSSETT**<br>**United States Department of Commerce**<br>Brunswick United States | 7257<br>4473<br>10475 | AB | **1945** J. A. Jones Const. Co.—Brunswick<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 514305<br>5LSK<br>1197<br>Df Esd<br>Gc Rdr | **HAROLD H. HELM**<br>**Universe Tankships Inc.**<br>Monrovia Liberian | 51320<br>36082<br>87469 | AB | **1958** Nat. Bulk Carriers Inc. (Kure Shpyd Div.)—Kur<br>854' 9" 125' 5" ~~48' 11"~~ 48' 7¼"<br>815' 0" 125' 0" 61' 3"<br>P192' Q140' B32' F110' 1 dk<br>RW | S Tanker Mchy.aft<br>28 Ta<br>L.4139281 HeCls. BC | 2 S Turb dr geared to sc.<br>19250shp<br>General Electric Co. |
| 541017<br>5MOG<br>1769<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **HAROLD H. JAQUET**<br>exArctic-64 exMeline-63<br>**Lexington Transport Corp.**<br>Monrovia Liberian | 9750<br>5546<br>18803 | AB<br>✠Classed LR until 9/64 | **1958-3** A/B Götaverken—Got<br>560' 0" 74' 8" 31' 0¼"<br>535' 3" 74' 6" 36' 8"<br>P112' F62' 1 dk<br>rf 1" | S Chemical Tanker Mchy.aft<br>3 Ta<br>L.960000 HeCls. BC | 2 S Turb dr geared to sc.<br>9800shp<br>De Lavals Angturbin & A/B Götaverken<br>3×500kW 440V 60c/s a.c. |
| 514306<br>WRHH<br>246122<br>Df Esd<br>Gc | **HAROLD I. PRATT**<br>**United States Department of Commerce**<br>Portland, Me United States | 7176<br>4380<br>10735 | AB | **1944** New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Vulcan Iron Wks<br>3×20kW 120V d.c. |
| 514308<br>WA5647<br>251600<br>Df Gc<br>Rdr | **HAROLD REINAUER**<br>**Reinauer Oil Transport Co. Inc.**<br>Boston United States | 950<br>646<br>1100 | AB | **1947** Liberty Dry Dock Inc.—Brooklyn<br>*223·4'* 32' 2" 12' 10½"<br>222' 9" 32' 0" 15' 6"<br>F28' 1 dk<br>rf 6" len 53 | M Tanker Mchy.aft<br>10 Ta<br>L.90760 | Oil 2SA 5Cy. 355×430 mm<br>575bhp<br>Fairbanks, Morse & Co. |
| 514309<br>VRCW<br>196192<br>Df Esd<br>Gc Rdr | **HAROLD SLEIGH**<br>**Dominion Nav. Co. Ltd.**<br>Hong Kong British | 8555<br>4926<br>12614 | ✠100A1 Dr 4yrs-4/66<br>oil tanker<br>✠LMC<br>MN720 EL c†2¼"SQ | **1952-12** Blythswood S.B. Co. Ltd.—Gls<br>487' 4" 61' 2" 27' 6½"<br>460' 0" 61' 0" 34' 1"<br>P93' B41' F52' 1 dk<br>RW 19BH<br>WB648t incl. DTf434t | M Tanker Mchy.aft<br>27 Ta<br>L.598160<br>1 Ha (8½'×10')<br>Der 2(5) 2(4) | Oil 4SA 6Cy. 740×1500 mm<br>3600bhp B&W<br>J. G. Kincaid & Co. Ltd<br>2AuxB 180lb<br>3×35kW 110V d.c. |
| 514310<br>JXDL | **HARØYBUEN**<br>exCranz I<br>exHannchen Campers<br>**L. & I. Risbakk**<br>Ålesund Norwegian | 161<br>73<br>— | NV | **1949** Schiffsw. W. Holst—Ham<br>101' 6" 21' 1"<br>... ... ...<br>1 dk<br>RW len 66 | M Fishing Mchy.aft<br>1 Ho<br>2 Ha (3½'×3½') (8½'×6½')<br>1W Der 1(2) | Oil 4SA 6Cy. 270×400 mm<br>450bhp NE62<br>Aabenraa Motorfb.<br>2×40kW 220V 50c/s a.c. |
| 514311<br>LLZB | **HARÖYFJORD**<br>**Peder O. Huse and others**<br>Molde Norwegian | 119<br>42<br>— | | **1953** Iver Hagen Båtbyggeri—Hjelset<br>100' 2" 20' 11"<br>... ... ...<br>len 55 | Wood M Fishing Mchy.aft | Oil 2SA 4Cy.<br>240bhp<br>Alpha-Diesel A/S |
| 670480<br>TFPT<br>Df Esd<br>Pfd Rdr<br>RT | **HARPA**<br>**Harpa h/f**<br>Reykjavik Icelandic | 318<br>150<br>— | NV | **1967** N.V. Scheeps. v.d. Werf—Deest<br>123' 6" 25' 0" 12' 4"<br>110' 7" 24' 11" 13' 0"<br>1 dk | M Trawler Mchy.aft<br>2 Ho<br>2 Ha (8½'×5½')<br>1W Der 1(3) | Oil 4SA 8Cy.<br>800bhp<br>Blackstone & Co. Ltd<br>2×40kW 220V 50c/s a.c. |

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| **ARPAGUS**<br>& C. Harrison Ltd.<br>British<br>ndon | T.Mk<br>7579<br>4133<br>12639<br>~~10152~~ 10153<br>~~6057~~ 6057<br>15170 | ✠100A1<br>✠LMC<br>MN960 | SS 12/65<br>EL d†2$\frac{3}{16}$″SQ | **1958–1** Wm. Doxford & Sons (S.B.) Ltd. —Sld<br>485′ 11″ 62′ 3″ ~~29′ 3¾″~~ 26′ 6¾″/29′ 10¼″<br>450′ 0″ 62′ 0″ 39′ 6″<br>F49′ 2 dks<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 8″ WB3428t incl. Tunnel tanks 51t DTm1467t | M ~~CSD~~<br>5 Ho 65′, 95′, 30′, 67½′, 80′<br>G.682650 B.619800<br>5 Ha (stl) (31½′, 35′, 32½′, 32½′, 32½′×22′)<br>10W Der 1(25) 3(10) 7(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp 1109t (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB 120lb<br>3×175kW 220V d.c. 13½k |
| **ARPALYCE**<br>& C. Harrison Ltd.<br>British<br>ndon | T.Mk<br>7579<br>4133<br>—<br>10153<br>6057<br>— | ✠100A1<br>✠LMC<br>MN960 | SS 7/66<br>EL (d†) 2$\frac{3}{16}$″ | **1958–3** Wm. Doxford & Sons (S.B.) Ltd. —Sld<br>540′ 11″ 62′ 3″ ~~28′ 10½″~~ 26′ 6¾″/29′ 10¼″<br>505′ 0″ 62′ 0″ 39′ 6″<br>F49′ 2 dks<br>RW 7BH to U dk 1 to 2nd dk len 67<br>rf 8″ WB3973t incl. Tunnel tanks 51t DTm1479t | M ~~CSD~~<br>6 Ho 66′, 96′, 30′, 56′, 68′, 78′<br>G.789906 B.719594<br>6 Ha (stl) (31½′, 35′, 32½′, 32½′, 32½′, 32½′×22′)<br>12W Der 1(25) 5(10) 7(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp 1109t (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB 120lb<br>3×175kW 220V d.c. 13½k |
| **ARPALYCUS**<br>ational S.S. Co. Ltd.<br>& C. Harrison Ltd.<br>British<br>ondon | T.Mk<br>7562<br>4225<br>12895<br>10212<br>6239<br>15479 | ✠100A1<br>✠LMC<br>MN960 | SS 5/67<br>546′ 3″<br>510′ 0″<br>~~EL d†2$\frac{3}{16}$″SQ~~<br>EL (e†)2$\frac{3}{16}$″SQ | **1959–4** Blyth D.D. & S.B. Co. Ltd.—Bly<br>~~486′ 3″~~ 62′ 3″ ~~29′ 8″ — /28′ 8″~~<br>~~450′ 0″~~ 62′ 0″ 39′ 6″ 26′ 4¼″/29′ 8¼″<br>F51′ 2 dks Coll BH to U dk 7 to 2nd dk<br>RW ~~Coll BH to U dk 6 to 2nd dk~~ len 68<br>rf 3″ WB3490t incl. DTm1453t | M<br>5 Ho 65′, 95′, 30′, 67¼′, 80′<br>G.660560 B.586300<br>5 Ha (stl) (31½′, 35′, 32½′, 32½′ 32½′×22′)<br>10W Der 1(25) 3(10) 7(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp Doxford 1213t (hvf)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>2AuxB 120lb<br>3×175kW 220V d.c. 13½k |
| **ARPEFJELL**<br>xOriente-59 exHarpefjell-54<br>Seahorse Navigation Co. S.A.<br>Greek<br>Piraeus | 4669<br>2615<br>6900<br>~~6507~~ 6518<br>~~3915~~ 4034<br>8100 | | NV | **1953** A/S Fredriksstad M/V—Fks<br>435′ 0″ 58′ 2″ 23′ 8¼″/27′ 0″<br>58′ 0″<br>F89′ 1 dk & S dk<br>RW | M (4P) Ref OSD/CSD<br>3 Ho 54′, 98′, 119½′ 5 TwD 54′, 54′, 54′, 54′, 61¼′<br>G.462950 B.426400 In.60000<br>5 Ha (29¼′, 40¼′, 36¾′, 26¼′, 30½′×22′)<br>16W Der 1(25) 1(15) 8(5) 8(3) | Oil 2SA 6Cy. 680×1500 mm<br>4500bhp 1154t (hvf)<br>A/S Fredriksstad M/V Fks<br>4×140, 140, 140, 110kW 220V d.c. 14¾k |
| **HARPULA**<br>Shell Bermuda (Overseas) Ltd.<br>British<br>London | 12258<br>7002<br>18082 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | TD 6/68 ~~SS 3/64~~<br>EL h†2$\frac{3}{16}$″SQ | **1955–12** Harland & Wolff Ltd.—Bel<br>555′ 9″ 69′ 5″ 29′ 9½″<br>530′ 0″ 69′ 3″ 39′ 0″<br>P116′ B50′ F50′ 1 dk<br>16BH<br>rf 3½″ WB1239t incl. DTf920t | S Tanker Mchy.aft<br>33 Ta<br>L.891200 HeCls. BC<br>1 Ha (stl) (8′×8′)<br>Der 3(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>8250shp 1594t (o.f)–48pd<br>Harland & Wolff Ltd. Bel<br>2WTB 570lb Spt 555lb hs12836<br>sg 135lb<br>2×550kW 450V 60c/s a.c. 14½k |
| **HARRIERSAND**<br>Partenreederei Harriersand<br>Helmut Meyer<br>W. German<br>Brake | 499<br>298<br>1164 | | GL | **1961** Elsflether Werft A.G.—Elsfleth<br>220′ 0″ 34′ 3″ 12′ 6⅜″<br>200′ 2″ 34′ 1½″ 19′ 0″<br>1 dk & S dk | M OSD Mchy.aft<br>2 Ho<br>G.80000 B.71000<br>2 Ha (each 51¼′×19¾′)<br>4W Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| **HARRIET BEECHER STOWE**<br>United States Department of Commerce<br>land, Me United States | 7176<br>4380<br>10735 | **BROKEN UP** | AB | **1943** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1734t (o.f)<br>Vulcan Iron Works Wilkes-Barre<br>3×20kW 120V d.c. 10k |
| **HARRIET C**<br>Nordshell-67 exHato-47<br>Poul Christensen<br>Nakskov Danish<br>Now PROMETHEUS See New Entries No. 2 | 157<br>64<br>174 | | NV | **1942** A/S Pusnes M/V—Arendal<br>108′ 7″ 18′ 3″ 7′ 11″<br>… … …<br>P34′ F11′ 1 dk len 46 | M Tanker Mchy.aft<br>6 Ta<br>L.8100 | Oil 2SA 3Cy. 280×320 mm<br>200bhp 9t (d.o)–½pd<br>Haldorsen & Sönner Rub<br>9k |
| **HARRIET MARU**<br>Mitsui-O.S.K. Lines K.K.<br>Osaka Japanese | 17254<br>5161<br>27735 | | NK | **1962** Uraga Dock Co.—Yokosuka<br>585′ 8″ 85′ 6″ 32′ 4″<br>557′ 10″ 85′ 3½″ 43′ 0″<br>P116′ F52′ 1 dk<br>RW | M Ore Carrier Mchy.aft<br>4 Ho<br>G.590710<br>4 Ha (each 73′×32′) | Oil 2SA 6Cy. 900×1550 mm<br>13000bhp Sulzer 2295t<br>Uraga Diesel Kogyo Tamashima<br>3×176kW 445V a.c. 16k |
| **HARRIET MORAN**<br>exThomas E. Moran–47<br>Tug Marie S. Moran Inc.<br>New York United States | 158<br>62<br>— | | AB | **1938** Defoe B. & M. Works—Bay City<br>94′ 6″ 25′ 2″ 11′ 3½″<br>90′ 4″ 25′ 0″ 12′ 0″<br>1 dk<br>BK5″ | D-E Tug | Oil 2SA 12Cy. 233×266 mm 1200bhp driving 1 gen. 814kW 525V d.c. connected to elec. motor<br>Emade44refitted56 (d.o)<br>General Motors Corp. Det<br>2×35, 30kW 125V d.c. |
| **HARRIET SPEARING**<br>exStourgate-63<br>W. G. S. Crouch & Sons Ltd.<br>London British | 115<br>44<br>136 | ✠Classed LR until 5/55 | | **1924–5** J. Pollock, Sons & Co. Ltd.—Faversham<br>90′ 0″ 19′ 1″ 6′ 10″<br>85′ 0″ 19′ 0″ 7′ 3″<br>Q22′ 1 dk<br>R | M Tanker Mchy.aft<br>8 Ta<br>L.6310 | Oil 2SA 2Cy. 380×410 mm<br>Emade19refitted24 3½t<br>J. & C. G. Bolinders M/VA/B Skm<br>7½k |
| **HARRIET TUBMAN**<br>United States Department of Commerce<br>Portland, Me United States | 7207<br>4440<br>10735 | | AB | **1944** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2318t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **HARRIET VICTORY**<br>Lee-64 exMolenkerk-62<br>ensselaer Victory-47<br>wiser Nav. Corp. Ltd.<br>eelung China (Taiwan) | 7689<br>4504<br>10570 | Classed LR until 4/63 | BV | **1945** California S.B. Corp.—L.An<br>455′ 4″ 62′ 1″ 28′ 6¾″<br>436′ 7″ 62′ 0″ 38′ 0″<br>F89′ 2 dks, 3rd dk in Nos. 2, 3 & 4 holds | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.563453 B.490265<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W Der 1(50) 1(20) | 2 S Turb dr geared to sc. shaft<br>6000shp 1662t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 15k |

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| 501011<br>6ZKV<br>2355<br>Df Esd<br>Gc Rdr | **HARRINGTON TRADER**<br>exAlexander Mærsk–65<br>**Westwaters Shipping Inc.**<br>Monrovia Liberian | 12897<br>7823<br>20150 | ✠100A1 SS 3/64<br>oil tanker<br>✠LMC<br>MN1500 EL I†2⅛"SQ | 1959–5 Mitsui Zosen—Tmn<br>559' 11" 72' 1" 31' 5½"<br>538' 3" 71' 10" 39' 6"<br>P115' B32' F71' 1 dk<br>12BH<br>rf 2" WB1297t incl. DT1936t | M Tanker Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W<br>Mitsui Zosen<br>2AuxB 180lb |
| 514325<br>WB5618<br>204563<br>Df Gc<br>Rdr RT | **HARRIS N. SNYDER**<br>exThunder Bay Quarries–53<br>exJohn J. Boland–39<br>**American S.S. Co. Inc.**<br>Boland & Cornelius<br>Buffalo United States | 6553<br>5450<br>9700 | AB | 1907 Gt. Lakes Eng. Works—Ecorse<br>*511·5'* 54' 1" 20' 7½"<br>512' 0" 54' 0" 30' 1"<br>1 dk<br>R len 36 | S Mchy.aft<br>Self-unloader<br>5 Ho<br>14 Ha (stl) (each 12'×35') | Unaflow 5Cy. 23½"×28"<br>2500ihp NE50<br>Skinner Engine Co. |
| 640457 | **HARRISON**<br>exZulia<br>**Wilson Sons S.A. Com. Ind. e Agencia de Nav.**<br>Rio de Janeiro Brazilian | 150<br>119<br>— | | 1944 United Boat Service Corp.—N.Yk<br>80' 11" 23' 0" 10' 4"<br>22' 10" | M Tug | Oil<br>Fairbanks-Morse |
| 514326<br>GXVB<br>301601<br>Esd Pfd<br>Rdr RTv | **HARROGATE**<br>**British Railways Board**<br>Hull British | 871<br>319<br>955 | ✠100A1 SS 6/67<br>✠LMC<br>MN376 EL o 1⅜"SQ | 1959–2 James Lamont & Co. Ltd.—P.Gl<br>232' 1" 39' 5" 13' 2¾"<br>215' 0" 39' 0" 22' 10"<br>Ba57' F23' 2 dks<br>RW NS Coll & mchy. BH to U dk 3 to 2nd dk<br>rf 3" WB705t incl. DT163t | M Mchy.aft<br>2 Ho 44', 74' 2 TwD 48', 70'<br>G.96000 B.90000<br>2 Ha (stl) (34', 54'×20')<br>4W Der 2(10) 2(7) | Oil 4SA 7Cy. 17"×18" with<br>gear<br>1880bhp<br>Ruston & Hornsby<br>3×70kW 220V d.c. |
| 514327<br>PENQ<br>Df Esd<br>RTm | **HARRY**<br>**H. Tattje**<br>N.V. Scheepvaartkantoor "Groningen"<br>Haren Netherland | 420<br>190<br>685 | BV | 1955 N.V. Scheepsbouw Unie—Gro<br>181' 6" 28' 0"<br>27' 10"<br>1 dk & S dk | M OSD Mchy.aft<br>2 Ho each 108½'<br>G.48500 B.46500<br>2 Ha (48½', 27'×16')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 641245<br>LMBE<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **HARRY BORTHEN**<br>**A/S Oljefart II & Skibs A/S Motortank**<br>Harry Borthen & Co.<br>Oslo Norwegian | 31825<br>18260<br>52500 | NV | 1964 Marinens Hovedverft—Horten<br>749' 11" 102' 5" 39' 9¾"<br>718' 6" 102' 3" 52' 6"<br>1 dk | M Tanker Mchy.aft<br>30 Ta | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer<br>Marinens Hovedverft<br>2×700kW 450V 60c/s a.c. |
| 514328<br>GHXD<br>302465<br>Esd Rdr<br>RT | **HARRY BROWN**<br>**Holms Sand & Gravel Co. Ltd.**<br>T. R. Brown & Sons Ltd.<br>Bristol British | 634<br>289<br>— | ✠100A1 SS 3/66<br>sand carrier<br>Bristol Channel service limiting points seawards Hartland Point to St. Ann's Head<br>✠LMC<br>MN138 EL I 1 1/16"SQ | 1962–2 C. Hill & Sons Ltd.—Brs<br>171' 8" 33' 1" 13' 3½"<br>160' 0" 32' 0" 14' 8"<br>P52' F20' 1 dk<br>RW 4BH<br>rf 2" DK in way of hold WB118t | M Sand Suction Dredger Mchy.aft | Oil 4SA 6Cy. 10½"×14½" with<br>gearing<br>691bhp<br>Ruston & Hornsby |
| 650856<br>6ZID<br>2285<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **HARRY C. WEBB**<br>**Caribbean Sulphur Shipping Co.**<br>Monrovia Liberian | 11867<br>6939<br>21900 | AB | 1965 Verolme Dok & Schpsb.—Rozenburg<br>550' 0" 83' 8" 31' 2⅛"<br>533' 0" 83' 6" 42' 0"<br>P59' F68' 1 dk<br>rf 4½" | S Chemical Tanker Mchy.aft<br>5 Ta | 2 S Turb dr geared to sc.<br>13500shp<br>General Electric Co.<br>2×750kW 440V 60c/s a.c. |
| 514329<br>ZSND<br>172569<br>RTm | **HARRY CHEADLE**<br>**Republic of South Africa (Railways & Harbours Administration)**<br>Durban S. African | 100<br>33<br>— | ✠Classed LR until 4/48 | 1947–1 Gilbert Hamer & Co. Ltd.—Drb<br>81' 9" 17' 6" 7' 6"<br>17' 4"<br>R | S Pilot Tender & Tug | 2 S Turb dr geared to sc.<br>180shp NE37<br>De Laval S. Turb Co. |
| 514330<br>WA5661<br>226742<br>Df Gc<br>Rdr RT | **HARRY COULBY**<br>**Pickands, Mather & Co.**<br>Wilmington, Del United States | 9439<br>7457<br>6120 | AB<br>✠Classed LR until 9/42 | 1927–9 American S.B. Co.—Lorain<br>*615·2'* 65' 2" 22' 5½"<br>615' 10" 65' 0" 33' 0"<br>F66' 1 dk<br>R | S Mchy.aft<br>4 Ho<br>18 Ha (stl) (each 12'×40') | C 2Cy. 10" & 20"×15"<br>5500ihp<br>Plenty & Son Ltd. |
| 514331<br>KKNY<br>247824<br>Df Esd<br>Gc | **HARRY CULBREATH**<br>**Lykes Bros. S.S. Co. Inc.**<br>Tampa United States | 8183<br>4947<br>11330 | AB | 1945 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 28' 6¼"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>rf nil | S (12P) CSD<br>5 Ho 59', 59', 67', 68', 68'<br>G.580845 B.540824<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 1(50) | 2 S Turb dr geared to sc.<br>6000shp<br>General Electric Co. |
| 514332<br>GBNH<br>300782<br>RTm | **HARRY FORD**<br>**Hall (Marine) Ltd.**<br>London British | 132<br>53<br>190 | | 1958 James W. Cook & Co. Ltd.—Wvn<br>90' 9" 21' 5"<br>85' 0" 21' 0" 8' 9"<br>1 dk<br>RW | M Barge Mchy.aft<br>1 Ho 36¾'<br>B.5940<br>1 Ha (36¾'×14') | Oil 4SA 4Cy. 8"×9"<br>88bhp<br>Bergius Co. Ltd. |
| 642056<br>322257<br>Rdr | **HARRY LAKE**<br>**Lake and Lake Ltd.**<br>St. John's, Nfl Canadian | 150<br>96<br>— | | 1964 Newfoundland Shpyds Ltd.—Clarenville<br>107' 0" 23' 2" 10' 10"<br>23' 0"<br>1 dk | Wood M | Oil SA 4Cy. 300×360 mm<br>A/S Bergens MV |

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| **HARRY LUNDEBERG**<br>exKaiser Gypsum-57<br>**Gypsum Carrier Inc.**<br>Panama Panamanian | 10172<br>6829<br>16443 | | AB | **1957** Kure Zosensho—Kur<br>524′ 10″ 72′ 3″ 30′ 1″<br>490′ 0″ 72′ 0″ 41′ 0″<br>P144′ B19′ F65′ 1 dk<br>RW<br>rf 4″ | S Bulk Carrier Mchy.aft<br>Self-unloader<br>4 Ho 75′, 82½′, 75′, 75′<br>G.463056<br>11 Ha (stl) (lengths 20′) (breadths 5 of 38′, 2 of 16½′, 2 of 14′, 2 of 12′)<br>2W Der 2(20) | 2 S Turb dr geared to sc. shaft<br>8500shp Emade46fitted57 1721t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×750, 750, 75kW 440V 60c/s a.c. 15k |
| **HARRY N.**<br>**H. B. Nickerson & Sons Ltd.**<br>Weymouth, N.S Canadian | 185<br>81<br>— | | | **1963** A. F. Theriault & Son—Meteghan<br>*94·2′* 23′ 10″<br>94′ 2″ 23′ 8″ 12′ 10″<br>1 dk | Wood M Fishing Mchy.aft | Oil 2SA 8Cy. 5¼″×7¼″<br>Fairbanks, Morse & Co. Beloit |
| **HARRY RICHARDSON**<br>**Central Electricity Generating Board**<br>Stephenson Clarke ~~Ltd.~~ Shipping Ltd.<br>London British | 1777<br>1198<br>2749 | **✠100A1**<br>**✠LMC**<br>MN236 | SS 10/66<br>EL q1½″SQ | **1950–4** Hall, Russell & Co. Ltd.—Abn<br>270′ 6″ 39′ 6″ 17′ 1½″<br>257′ 0″ 39′ 4″ 18′ 6″<br>Q158′ B20′ F26′ 1 dk<br>RW NS 4BH<br>WB946t incl. DTm169t | M Mchy.aft<br>3 Ho 63¾′, 56′, 49′<br>G.128189<br>3 Ha (43′×26′) (38′, 31′×27′)<br>1W | Oil 2SA 8Cy. 340×570 mm<br>1180bhp 49t (d.o)<br>British Polar Engines Ltd. Gls<br>3×35, 35, 18kW 220V d.c. 11k |
| **HARRY W. ADAMS**<br>**Waterman's Services (Scott) Ltd.**<br>Lunenburg Canadian | 177<br>89<br>225 | | | **1937** Smith & Rhuland—Lunenburg<br>*129·3′* 27′ 0″<br>… … …<br>1 dk | Wood Aux Sr Fishing<br>2 Ho 45′, 18′<br>2 Ha (each 8′×6′)<br>Cr 2(1) | Oil 2SA 6Cy. 255×315 mm<br>300bhp NE38 (d.o)<br>Fairbanks, Morse & Co. Beloit<br>1×25kW 32V a.c. |
| **HARRY W. CROFT**<br>exFred. G. Hartwell<br>**Pickands, Mather & Co.**<br>Wilmington, Del United States | 6379<br>4976<br>10330 | | AB | **1908** Toledo S.B. Co.—Toledo<br>*514·0′* 58′ 2″ 20′ 10⅜″<br>512′ 9″ 58′ 0″ 30′ 0″<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br>15 Ha (stl) (each 12′×37′) | Q 4Cy. 20″ 29″ 42¼″ & 61⅛″×42″<br>2000ihp<br>Toledo S.B. Co. Toledo |
| **HARSTAD**<br>**Jens Bjerklund**<br>Tromsö Norwegian | 230<br>83<br>— | ✠Classed LR until 8/47 | | **1943–6** Wagstaff & Hatfield—Port Greville<br>121′ 6″ 22′ 11″ 11′ 2″<br>22′ 9″ | Wood M<br>1 Ho 11¼′<br>1 Ha (6½′×5¼′)<br>1W | Oil 2SA 6Cy. 355×430 mm<br>500bhp 16t<br>Fairbanks, Morse & Co. Beloit<br>10k |
| **HART**<br>**Tees & Hartlepools Port Authority**<br>W.Hartlepool British | 145<br>—<br>— | ✠Classed LR until 11/62 | | **1958–12** P. K. Harris & Sons Ltd.—Apl<br>103′ 0″ 26′ 11″ 9′ 1″<br>93′ 0″ 25′ 10″ 11′ 9″<br>rf 7″ BK2″ | TM Tug<br>1 Ha (6½′×3½′) | 2 Oil 4SA each 8Cy. 8¾″×11½″<br>1200bhp (d.o)<br>Lister Blackstone Mar. Ltd. Dursley<br>2×46kW 110V d.c. |
| **ARTFORD**<br>**lorida Towing Corp.**<br>acksonville United States | 125<br>85<br>— | | | **1941** Ira S. Bushey & Sons Inc.—Brooklyn<br>*83·4′* 22′ 6″<br>… … … | M Tug | Oil 2SA 7Cy. 355×430 mm<br>805bhp<br>Fairbanks, Morse & Co. Beloit |
| **HARTO**<br>exClara-66<br>exEmma Wilhelmina-62<br>**Harald Bergtun**<br>Molde Norwegian | 287<br>117<br>— | | NV | **1955** N.V. Scheeps. "De Dageraad"—Woubrugge<br>133′ 2″ 23′ 1″<br>118′ 6″ 23′ 0″ 12′ 5″<br>1 dk | M Trawler | Oil 4SA 8Cy. 290×320 mm<br>500bhp (d.o)<br>Appingedammer Brons. Apg |
| **HARTVIG MÆRSK**<br>**A/S D/S Svendborg**<br>A.P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>**3646**<br>1875<br>6180<br>**5189**<br>3224<br>— | **✠100A1**<br>DTm—molasses or veg. oil<br>DTm & DTf—oil above 150° F. or latex<br>**✠LMC**<br>MN920 | SS 11/67<br>FP<br>EL y1$\frac{11}{16}$″SQ | **1957–9** Burmeister & Wain—Cpn<br>411′ 11″ 54′ 2″ 22′ 1¼″/—<br>376′ 7″ 54′ 0″ 32′ 0″<br>Ba100′ F42′ 2 dks<br>Coll & mchy. BH to U dk 6 to 2nd dk<br>rf 4″ DK fwd WB1605t incl. DTm361t DTf163t | M Mchy.aft<br>4 Ho<br>G.420000 B.384000<br>5 Ha (each 38′×20′)<br>10W Der 2(25) 10(5) 2(1½) | Oil 2SA 8Cy. 500×1100 mm<br>4600bhp 1306t<br>Burmeister & Wain Cpn<br>AuxB (ex.g) 100lb<br>✠NAuxB (o.f) 5/60-100lb |
| **HARTWARDEN**<br>**Enno Möllenberg**<br>Brake W. German | 299<br>183<br>739 | | GL | **1965** Scheeps. "Vooruitgang"—Foxhol<br>184′ 9″ 30′ 10″ 10′ 8¾″<br>158′ 5″ 30′ 6″ 17′ 9″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 110′<br>1 Ha (87½′×17¾′)<br>Der 2(2) | Oil 4SA 6Cy. 250×350 mm<br>550bhp (d.o)<br>Motorenw. Mannheim Mhm<br>3×20, 10, 10kW 220V d.c. |
| **HARTWARDERSAND**<br>**Partenreederei "Hartwardersand"**<br>Helmut Meyer<br>Brake W. German | 537<br>276<br>1208<br>**1000**<br>712<br>1960 | | GL | **1965** Elsflether Werft—Elsfleth<br>229′ 0″ 36′ 7″ 12′ 2⅜″/16′ 3¾″<br>204′ 9″ 36′ 1″ 19′ 0″<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho<br>G.88133 B.74469<br>2 Ha (each 50½′×19¾′)<br>4W Der 4(3) | Oil 4SA 8Cy. 380×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz Kln<br>11½k |
| **HARTWIG BUSS**<br>**Partenreederei m.s. "Hartwig Buss"**<br>Peter Döhle<br>Hamburg W. German | 499<br>325<br>— | | GL | **1967** J. J. Sietas Schiffsw.—Ham<br>222′ 9″ 34′ 7″ 12′ 11″<br>200′ 2″ 34′ 5½″ 20′ 6″<br>F22′ 1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz Kln |

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| 514348<br>8JKN<br>91003<br>Esd Rdr<br>RT | **HARUFUKUJIN MARU**<br><br>**Fukushin Kisen K.K.**<br>Hakata Japanese | 1599<br>882<br>2494 | | <br><br>NK | 1962 Kurushima Dock Co. Ltd.—Imabari<br>273' 11" 39' 6" 16' 10"<br>254' 2" 39' 4½" 19' 8"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.116963 B.106580<br>2 Ha (44', 85½'×21½')<br>9W Der 2(15)4(10) | Oil 4SA 6Cy. 450×540 mm<br>1650bhp<br>Nippon Hatsudoki<br>2×30kW 225V d.c. |
| 680784<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HARUKAWA MARU**<br><br>**Harumi Sempaku K.K.**<br>Tokyo Japanese | 3812<br>—<br>6097 | | <br><br>NK | 1967 Shikoku Dock Co.—Takamatsu<br>52' 6" 21' 8"<br>334' 7" 52' 5" 26' 2"<br>1 dk<br>RW | M Mchy.aft<br>3 Ho 61', 105½', 69'<br>G.284637 B.273902<br>3 Ha (stl) (37½'×23') (81½'×28')<br>(41½'×26½')<br>12W Der 2(15) 6(10) | Oil 2SA 6Cy. 450×750 mm<br>3800bhp<br>Kobe Hatsudoki K.K.<br>2×120kW 445V 60c/s a.c. |
| 514350<br>JEDE<br>52858<br>Df | **HARUKAZE MARU**<br>exTairiku Maru No. 1<br>**Kosho Kaiun K.K.**<br>Tokyo Japanese | 782<br>453<br>999 | **BROKEN UP** | <br><br><br><br>len 56 | 1942 Namura Zosensho—Osa<br>219' 2" 29' 6" 13' 2"<br>184' 4" 29' 4" 14' 9"<br>Q71' F22' 1 dk | M Mchy.aft<br>2 Ho<br>G.36076 B.34276<br>1 Ha (71½'×16½')<br>5W Der 4(3) 1(1) | Oil 4SA 6Cy. 340×500 mm<br>750bhp NE—<br>Ito Tekkosho<br>1×7kW 105V d.c. |
| 671134<br><br><br>Df Esd<br>Rdr | **HARUN**<br>**Lübbert Kiepe**<br>~~Lübbert Schöning~~<br>~~Haren/Ems~~ W. German<br>Haren | ~~424~~ 425<br>— 271<br>— 723 | | <br><br>GL | 1967 Ruhrorter Schiffs. & Masch.—<br>Duisburg<br>189' 9" 29' 9" 10' 6"<br>167' 5" 29' 6" 12' 1"<br>1 dk | M Mchy.aft | Oil 4SA 12Cy.<br><br>Motorenw. Mannheim |
| 514351<br>JDWY<br>78755<br>Df Esd<br>Gc Rdr<br>RT | **HARUNA MARU**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 1427<br>718<br>1900 | | <br><br>NK | 1957 Mitsubishi Zosen—Smk<br>256' 2" 37' 10" 17' 7"<br>236' 3" 37' 8" 19' 8"<br>P106' B32' F34' 1 dk | M Ref Mchy.aft<br><br>In.58259<br><br>6W Der 6(3) | Oil 4SA 6Cy. 470×570 mm<br>1600bhp<br>Akasaka Tekkosho |
| 641978<br>JG2021<br>95602<br>RT | **HARUNA MARU**<br>exIzu Maru–65<br>**Showa Yusen K.K.**<br>Tokyo Japanese | 178<br>60<br>— | | | 1964 Koyo Dock—Mihara<br>95' 6" 27' 1"<br>92' 0" 26' 11" 12' 10" | TM Tug | 2 Oil 4SA each 6Cy.<br>2000bhp<br>Fuji Seisakusho |
| 514352<br>7JKJ<br>87478<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HARUNA MARU No. 2**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 1460<br>781<br>2371 | | <br><br>NK | 1961 Hakodate Dock Co. Ltd.—Hak<br>264' 6" 38' 10" 18' 8"<br>242' 9" 38' 8½" 21' 4"<br>1 dk<br>RW | M Ref Mchy.aft<br>3 Ho<br>In.79140<br>3 Ha (9½', 10', 10'×9½')<br>6W Der 6(3) | Oil 4SA 6Cy. 460×590 mm<br>1800bhp<br>Ito Tekkosho<br>2×96kW 230V a.c. |
| 531441<br>JMSO<br>74283<br>Df Esd<br>Gc Rdr<br>RT | **HARUNA MARU No. 3**<br>exSasshu Maru No. 10–64<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 641<br>418<br>— | | | 1956 Miho Zosensho—Shimizu<br>191' 0" 29' 7"<br>167' 11" 29' 6" 14' 7"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 420×500 mm<br>1200bhp<br>Akasaka Tekkosho |
| 534409<br>JKHY<br>62843<br>Df Esd<br>Rdr | **HARUNA MARU No. 5**<br>exSumiyoshi Maru No. 10–65<br>exShinko Maru No. 1<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 499<br>286<br>— | | | 1948 Miho Zosensho—Shimizu<br>*166·8'* 27' 6"<br>27' 5" 13' 11"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>750bhp<br>Niigata Tekkosho |
| 514353<br>JDQJ<br>71490<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HARUNASAN MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo Japanese | 6890<br>3846<br>10090 | <br><br>✠Classed LR until 2/65 | NK | 1954–1 Mitsui Zosen—Tmn<br>504' 5" 63' 7" 27' 3"<br>466' 0" 63' 4" 31' 2"<br>F43' 1dk & S dk, 3rd dk clear of aft hold<br>RW | M Ref OSD<br>6 Ho<br>G.661000 B.594000 In.18300<br>6 Ha (27'×19½') (41', 38½', 27½', 44', 26½'×23')<br>18W Der 1(35) 4(15) 2(10) | Oil 2SA 9Cy. 740×1600 mm<br>11250bhp B&W<br>Mitsui Zosen<br>3×230kW 225V d.c. |
| 650246<br>JJ2045<br>93872<br>Gc Rdr | **HARUSHIO MARU**<br><br>**Awaji Ferryboat K.K.**<br>Higashiura Japanese | 347<br>108<br>— | | | 1964 Mitsubishi Hvy Ind. Ltd.—Smk<br>178' 2" 31' 6" 7' 9"<br>146' 0" 29' 6" 10' 6"<br>1 dk | TM Ferry Mchy.aft | 2 Oil 4SA each 6Cy.<br>1100bhp<br>Kobe Hatsudoki Seizosho |
| 680070<br>JJ2257<br>101891<br>RT | **HARUTA MARU**<br><br>**Naikai Eisen K.K.**<br>Kobe Japanese | 198<br>53<br>— | | | 1967 Towa Zosen Tekkosho—Smk<br>97' 1" 27' 0" 9' 5"<br>95' 1" 26' 11" 12' 5"<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy.<br>2200bhp<br>Hanshin Nainenki Kogyo<br>Directional propellers |
| 542413<br>8HLD<br>93986<br>Esd Rdr<br>RT | **HARUTORISAN MARU**<br><br>**Hosokawa Kaiun K.K.**<br>Ofunato Japanese | 999<br>524<br>1587 | | <br><br>NK | 1963 Tohoku Zosen—Shiogama<br>223' 2" 34' 7" 15' 8"<br>206' 8" 34' 5½" 17' 8"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.74338 B 66957<br>2 Ha (52½'. 51½'×17')<br>6W Der 4(10) | Oil 4SA 6Cy. 430×620 mm<br>1350bhp<br>Hanshin Nainenki Kogyo<br>2×20kW 225V a.c. |
| 514354<br>KRJS<br>247344<br>Df Esd<br>Gc | **HARVARD VICTORY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7635<br>4616<br>10681 | | <br><br>AB | 1945 Permanente (Shpyd No. 2)—<br>Richmond<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 514355<br>LQPH<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **HARVELLA**<br><br>**Estrella Maritima S.A. de Nav. y Com.**<br>Buenos Aires Argentine | 12224<br>6981<br>18168 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1650 | SS 1/65<br><br><br><br>EL h†2 1/16"SQ | 1956–9 Harland & Wolff Ltd.—Bel<br>555' 9" 69' 5" 29' 9½"<br>530' 0" 69' 3" 39' 0"<br>P116' B50' F50' 1 dk<br>RW 16BH<br>rf 3½" WB1239t incl. DT1920t | S Tanker Mchy.aft<br>33 Ta<br>L.890000 HeCls. BC<br><br>Der 3(5) 3(1) | 2 S Turb dr geared to sc. shaft<br>8250shp<br>Harland & Wolff Ltd.<br>2WTB 570lb Sup 800F<br>sg135lb<br>2×550kW 450V 60c/s a.c. |

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| **HARVEST AURORA**<br>exUlla-66<br>**Sea Harvest Corp. (Pty) Ltd.**<br>Cape Town S. African | 199<br>90<br>— | BV | **1964** Hijos de J. Barreras S.A.—Vgo<br>107′ 7″ 25′ 8″<br>94′ 5″ 25′ 6″ 12′ 9″<br>RW | M Stern Trawler | 2 Oil 4SA each 8Cy. 160×180 mm geared to sc. shaft<br>Masch. Augsburg-Nürnberg Aug |
| **HARVEST DAWN**<br>exCatharina Josephine-66<br>~~Sea Harvest Corp. (Pty) Ltd.~~<br>Cape Town S. African<br>**Southern Harvest (Pty) Ltd.** | 149<br>59<br>— | | **1962** D. & J. Boot Schps. "De Industrie" —Alp<br>94′ 9″ 21′ 9″<br>81′ 10″ 21′ 4″ 10′ 0″ | M Trawler | Oil 4SA 7Cy. 255×325 mm<br>D. & J. Boot "De Industrie" Alp |
| **HARVEST DEL MAR**<br>exAvia-66<br>**Sea Harvest Corp. (Pty) Ltd.**<br>Cape Town S. African | 199<br>90<br>— | BV | **1964** Hijos de J. Barreras S.A.—Vgo<br>107′ 7″ 25′ 8″<br>94′ 5″ 25′ 6″ 12′ 9″<br>RW | M Stern Trawler | 2 Oil 4SA each 8Cy. 160×180 mm geared to sc. shaft<br>Masch. Augsburg-Nürnberg Aug |
| **HARVEY S. MUDD**<br>**San Juan Carriers Ltd.**<br>Monrovia Liberian<br>Now **DRYAD** See New Entries **No. 4** | 11412<br>5564<br>31662 | AB | **1956** Nippon Kokan—Yka<br>655′ 0″ 87′ 3″ 34′ 1⅝″<br>625′ 0″ 87′ 0″ 46′ 6″<br>P146′ F57′ 1 dk<br>RW<br>rf 3″ | S Ore Carrier Mchy.aft<br>5 Ho<br>G.540675<br>10 Ha<br>4W Der 4(5) | 2 S Turb dr geared to sc. shaft<br>12500shp 3528t (o.f)<br>Kobe Hatsudoki Seizosho Kob<br>14½k |
| **HARWI**<br>**Kommandittselskapet "Harwi"**<br>**Rolf Wigands Rederi**<br>Bergen Norwegian | 34966<br>18739<br>58555 | NV | **1964** Uddevallavarvet A/B—Udv<br>773′ 10″ 105′ 8″ 40′ 0¾″<br>740′ 11″ 105′ 6″ 53′ 6″<br>P148′ B45′ F72′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>27 Ta<br>L.2445000 HeCls. BC | Oil 2SA 9Cy. 840×1600 mm<br>17100bhp MAN 4543t (hvf)-59pd<br>Kockums M/V A/B Mmo<br>4×500, 400, 400, 400kW 440V 60c/s a.c.<br>15½k |
| **HARWOOD**<br>exKamona-65<br>**Ocean Transport Pty Ltd.**<br>Hetherington Kingsbury Pty Ltd.<br>Sydney, N.S.W. British | 1785<br>856<br>2150 | ✠100A1 SS 8/66<br>✠LMC<br>EL q1 11/16″SQ | **1949-8** Henry Robb Ltd.—Lth<br>248′ 2″ 45′ 6″ 14′ 11½″<br>235′ 5″ 45′ 0″ 16′ 0″<br>P&B121′ F34′ 1 dk<br>RW NS 4BH<br>rf 3″ WB761t incl. DTsm140t Tunnel tanks 47t | M<br>2 Ho<br>G.102000 B.96590<br>2 Ha (stl) (68′, 28′×24′)<br>6W Der 1(25) 4(7½) 2(5) | Oil 2SA 8Cy. 340×570 mm<br>1310bhp 90t (d.o)<br>British Polar Engines Ltd. Gls<br>3×75kW 220V d.c.<br>9½k |
| **HASA HASA**<br>**The Food & Agriculture Organisation of the United Nations**<br>Philippine | 40<br>—<br>— | 100A1<br>trawler<br>Class contemplated | Bideford Shpyd Ltd.—Bid<br>53′ 9″ 16′ 6″<br>45′ 3″ 16′ 0″ 8′ 2″ | M Trawler | Oil 4SA 6Cy. 4½″×5½″<br>Caterpillar Tractor Co. Peoria |
| **HASAN**<br>U.S.S.R.<br>Leningrad Russian | 2463<br>1243<br>3100 | | **1945** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>295′ 0″ 42′ 10″ 18′ 4½″<br>42′ 8″ 21′ 4″<br>1 dk | S<br>2 Ho<br>G.132784<br>4 Ha (each 34½′×19¾′)<br>8W Der 8(3) | C 4Cy. (2) 15″ & (2) 32¼″×32¼″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| **HASELDORF**<br>**Partenreederei m.s. "Haseldorf"**<br>Carsten Rehder<br>Hamburg W. German | 972<br>495<br>1400 | GL | **1957** Heinr. Brand—Oldenburg<br>227′ 11″ 35′ 3″ 13′ 10″<br>202′ 11″ 34′ 6″ 15′ 7″<br>P63′ F36′ 1 dk<br>RW | M Mchy.aft<br>G.70845 B.68035<br>4 Ha<br>5W Der 1(10) 4(3-5) 4(3) | Oil 4SA 6Cy. 420×660 mm<br>800bhp 87½t<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| **HASEWINT**<br>**J. Cremer & A. Tiems**<br>Kamp's Scheepv. & Handelmaats. N.V.<br>Groningen Netherland | 499<br>297<br>780 | BV | **1956** Scheepswerf "Appingedam"—Apg<br>188′ 7″ 28′ 3″ 11′ 1″<br>170′ 7″ 27′ 11″ 12′ 4″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 114¾′<br>G.37000 B.34000<br>2 Ha (each 41½′×16¾′)<br>2W Der 2(3-5) | Oil 4SA 8Cy. 290×450 mm<br>500bhp 50t (d.o)<br>Appingedammer Brons. Apg<br>3×40, 15, 5kW 110V d.c. 10½k |
| **HASHIHAMA MARU**<br>**Hashihama Kaiun K.K.**<br>Imabari Japanese | 2960<br>—<br>5000 | NK | **1967** Kurushima Dock Co. Ltd.—Imabari<br>318′ 11″ 51′ 2″ 20′ 11″<br>295′ 2″ 51′ 1″ 25′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 510×840 mm<br>3000bhp<br>Akasaka Tekkosho Yaizu |
| **HASHURI**<br>U.S.S.R.<br>Korsakov Russian | 402<br>149<br>442 | | **1953** ......................Russia<br>152′ 3″ 26′ 3″ 10′ 7½″<br>26′ 2″ 11′ 6″<br>1 dk | M<br>2 Ho<br>G.16810<br>2 Ha (each 18¼′×11½′)<br>4W Der 4(1½) | Oil 2SA 4Cy. 300×500 mm NE63<br>9k |
| **HASIN-UL-BAHR**<br>exMarco Polo-64<br>**Express Navigation Co.**<br>Chittagong Pakistan | 471<br>240<br>570 | | **1956** Martin Jansen—Leer<br>160′ 2″ 27′ 7″ 10′ 5″<br>144′ 4″ 27′ 5″ 11′ 8″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 290×420 mm<br>390bhp<br>Masch. Kiel A.G. Kel<br>10k |

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| 514366<br><br>667<br>Rdr | **HASKÖY**<br><br>**Denizcilik Bankasi T.A.O.**<br>Izmir Turkish | 512<br>288<br>— | ✠100A1 SS 9/66<br>Gulf of Izmir service<br>LMC<br><br>MN208 EL f | 1962–5 Denizcilik Bankasi T.A.O.—<br>Hasköy<br>154' 6" 33' 9" 7' 6"<br>140' 9" 27' 3" 11' 1"<br>F27' 1 dk<br>RW 4BH<br>rf 16" WB9t | TM Ferry | 2 Oil 4SA each 6Cy.<br>clutches & sr reverse<br>1040bhp NEmade57<br>S.A. Fiat S.G.M. |
| 651101<br>DEHC<br><br>Df Esd<br>Rdr<br>RTm/h/v | **HASLACH**<br><br>**Peter Pförtzsch**<br>Bremen W. German | 500<br>349<br>1294 | GL | 1965 Atlas Werke—Bmn<br>241' 2" 37' 6" 11' 11½"<br>216' 7" 37' 1" 20' 6"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 163½'<br>G.103120 B.94236<br>2 Ha (stl) (each 55'×19½')<br>Der 2(3–5) 2(3) | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Masch. Kiel G.m.b.H.<br>3×28, 28, 8kW 220V d.c. |
| 650247<br>LNMI<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HASSEL**<br><br>**Skibs A/S Storli,**<br>**Skibs A/S Oljetransport &**<br>**Skibs A/S av 1918**<br>A/S Rederiet Odfjell<br>Bergen Norwegian | 2999<br>1432<br>4040 | NV | 1965 A/S Akers M/V—Osl<br>330' 11" 44' 7" 19' 11½"<br>306' 3" 44' 6" 22' 4"<br>P97' B66' F36' 1 dk<br><br>rf 3" | M Tanker Mchy.aft<br>14 Ta<br>L.238000 HeCls. BC | Oil 2SA 5Cy. 420×900 mm<br>2500bhp B&W<br>A/S Akers M/V<br>2×220kW 440V 60c/s a.c. |
| 514368<br>DIDF<br><br>Df Esd<br>Gc Rdr<br>RT | **HASSELBURG**<br><br>**Partenreederei**<br>**m.s. "Hasselburg"**<br>H. Schuldt<br>Hamburg W. German | 4015<br>2257<br>6564<br>5992<br>3495<br>8425 | GL | 1957 Kieler Howaldtswerke A.G.—Kel<br>415' 4" 56' 7" 23' 9"/27' 2"<br>383' 11" 56' 5" 35' 5"<br>P46' B82' F95' 1 dk & S dk | M OSD/CSD<br><br>G.442108 B.401846<br>5 Ha<br>16W Der 1(49) 1(24½) 16(2½–4½) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp MAN<br>Kieler Howaldtswerke A.G. |
| 660297<br>DADF<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **HASSELWERDER**<br>exCity of Le Havre–67<br>exHasselwerder–66<br>**Walter Bartels**<br>Johs. Thode<br>Hamburg W. German | 499<br>324<br>1142 | GL | 1965 J. J. Sietas Schiffsw.—Ham<br>228' 4" 35' 5" 13' 0"<br>206' 8" 35' 4" 19' 10"<br>P47' B46' F29' 1 dk & S dk<br><br>rf nil | M OSD Mchy.aft<br>1 Ho 137½' 1 TwD 13½'<br>G.86400 B.80000<br>3 Ha (stl) (29½'×20½')<br>(35½', 35½'×24½')<br>4W Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>3×60, 60, 19kW 220/380V a.c. |
| 514620<br>OYII<br><br>Df Esd<br>RTm | **HASSERIS**<br>exHela–66 exAntje Jansen–62<br>**Partrederiet Hasseris**<br>N. C. Godiksen<br>Ålborg Danish | 300<br>153<br>410 | GL | 1950 Büsumer Sch. W. & E. Sielaff—<br>Büsum<br>140' 2" 25' 0" 9' 8"<br>… … …<br>1 dk | M<br>1 Ho<br>G.21000 B.20000<br>2 Ha (32½', 23½'×16½')<br>Der 2(2) | Oil 4SA 6Cy. 270×360 mm<br>270bhp<br>Klöckner-Humboldt-Deutz |
| 542025<br>7KEA<br>86480 | **HASSHU MARU No. 1**<br><br>**Hasshu Kisen K.K.**<br>Kochi Japanese | 269<br>152<br>— | | 1960 Kochiken Zosen—Kochi<br>*107'7"* 25' 0"<br>24' 10"<br>1 dk | M | Oil 4SA 6Cy. 303×440 mm<br><br>Ikegai Tekkosho |
| 514371<br>FNJL<br><br>Df Esd<br>Gc Rdr<br>RT | **HASSI MESSAOUD**<br><br>**Cie. Maritime des**<br>**Chargeurs Réunis**<br>Havre French<br>Now **FLORA** See New Entries No. 10 | 32739<br>17438<br>52053 | AB BV | 1962 Ch. Nav. de La Ciotat—La Ciotat<br>758' 8" 99' 8" 40' 11½"<br>711' 11" 99' 5" 54' 9"<br>P164' F82' 1 dk<br>rf 5" | S Tanker Mchy.aft<br>30 Ta<br><br><br>Cr 2(1½) Der 2(7½) 2(2½) | 2 S Turb dr geared to sc. sh<br>21000shp CEM-Parsons<br>Cie. Electro-Mécanique |
| 523270<br>9KCB<br>KT1027<br>Df Esd<br>RT | **HASSIM**<br>exMeridian—64 exBill-S.–59<br>**Alghanim & Hamza Marine**<br>**Transport & Engineering**<br>**Co.**<br>Kuwait Kuwait | 499<br>263<br>684 | ✠100A1 SS 12/64<br><br>✠LMC<br><br>EL h | 1947–8 Gebr. van Diepen—Waterhuizen<br>182' 8" 28' 7" 10' 9½"<br>164' 0" 28' 4" 11' 10"<br>P41' F30' 1 dk<br>RW 3BH<br>WB197t | M Mchy.aft<br><br>G.33904 B.31785 | Oil 4SA 8Cy. 270×500 mm<br>550bhp<br>N.V. Werkspoor |
| | | | **SURVEYS OVERDUE—CLASS SUSPENDED 8/11/68** | | | |
| 514372<br>DCEZ | **HASTEDT**<br>exLedingerland–59 exElla–52<br>**Helmut Ahlering**<br>Bremen W. German | 271<br>131<br>360 | GL | 1908 C. Cassens—Emd<br>126' 7" 23' 0" 10' 0"<br>10' 9"<br>P31' F20' 1 dk<br>R len 52 | M Fishing<br>1 Ho 75½'<br>G.18000 B.17000<br>2 Ha<br>2W Der 2(2) | Oil 2SA 4Cy. 225×330 mm<br>220bhp NE56<br>Motorenf. Darmstadt |
| 661417<br>SECD<br>10697<br>Df Esd<br>Gc Rdr<br>RT | **HASTING**<br><br>**Rederi A/B Hasting**<br>C. O. Hillerström<br>Helsingborg Swedish | 499<br>268<br>955<br>1281<br>758<br>1735 | ✠100A1<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN330 EL o 1⅝"SQ | 1966–11 Sölvesborgs Varv.—Sbg<br>238' 10" 36' 2" 12' 2½"/16' 5½"<br>217' 4" 36' 1" 23' 8"<br>F35' 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf nil DK fwd WB285t | M Ref OSD/CSD Mchy.aft<br>3 Ho 48½', 37½', 48½'<br>In.70900<br>3 Ha (stl) (each 16½'×15½')<br>6W Der 6(3) | Oil 2SA 6Cy. 340×570 mm<br>1650bhp<br>Nydqvist & Holm A/B<br>3×100, 8½, 8½kW 440V |
| 514373<br>KYRI<br>246617<br>Df Esd<br>Gc Rdr<br>RTm | **HASTINGS**<br><br>**Waterman Steamship Corp.**<br>New York United States | 6149<br>3650<br>10400 | AB | 1944 Gulf S.B. Corp.—Chickasaw<br>468' 8" 63' 2" 27' 5½"<br>445' 4" 63' 0" 31' 3"<br>3 dks<br><br>rf nil | S<br>5 Ho 57', 62½', 77½', 72½', 77½'<br>G.645997 B.570873<br>5 Ha (stl) (27', 37½', 45', 37½',<br>27½'×20')<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. sh<br>6000shp<br>General Electric Co.<br>2×300kW 220/240V d.c. |
| 530968<br>GVCC<br>187342<br>Df Esd<br>Gc Rdr<br>RTm/v | **HASTULA**<br>exSan Fabian–66<br>**Shell Bermuda (Overseas)**<br>**Ltd.**<br>London British | 12180<br>6954<br>18215 | ✠100A1 ~~SS 5/64~~<br>oil tanker TD 11/68<br>✠LMC<br><br>MN1650 EL h†2 1/16"SQ | 1956–1 Smith's Dock Co. Ltd.—Mdb<br>555' 9" 69' 5" 29' 10"<br>530' 0" 69' 3" 39' 0"<br>P115' B50' F70' 1 dk<br>RW 16BH<br>rf 3½" WB319t | S Tanker Mchy.aft<br>33 Ta<br>L.890493 HeCls. BC<br>1 Ha (stl) (8'×8')<br>Der 4(5) 4(1) | 2 S Turb dr geared to sc. sh<br>8250shp<br>Hawthorn, Leslie & Co.<br>2WTB 570lb 5sf<br>sg 125lb<br>2×550kW 450V |

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| **HATANGALES**<br>U.S.S.R.<br>Russian<br>Name should be **KHATANGALES** See New Entries **No. 4** | 2921<br>1345<br>— | | 1965 Nystads Varv A/B—Nystad<br>335' 0" 46' 1" 18' 9"<br>305' 2" 45' 11" 22' 6"<br>1 dk | M | Oil 2SA 5Cy. 550×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas<br>Jyväskylä |
| **HATASIA**<br>Shell Bermuda (Overseas) Ltd.<br>London<br>British | 12161<br>6930<br>18140 | ✠100A1 SS 12/64<br>oil tanker<br>✠LMC<br>MN1650 EL h†$2\frac{9}{16}$"SQ | 1956–10 J. L. Thompson & Sons Ltd.—<br>Sld<br>555' 10" 69' 5" 29' 9½"<br>531' 0" 69' 3" 39' 0"<br>P115' B59' F49' 1 dk<br>16BH<br>rf 3½" WB318t | S Tanker Mchy.aft<br>33 Ta<br>L.890000 HeCls. BC<br>1 Ha (stl) (8'×8')<br>Der 3(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>8250shp 1600t (o.f)–50pd<br>Wallsend Slpwy & E. Co. Wal<br>2WTB 570lb Spt 800° F. 540lb hs12836<br>sg 130lb<br>2×550kW 450V 60c/s a.c. 14½k |
| **HATHERSHUS**<br>exMistralen–66<br>H. P. Cleemann **Partrederi**<br>Haderslev<br>Danish | 299<br>171<br>575 | BV | 1964 Sønderborg Skibsv.—Sønderborg<br>154' 7" 28' 11" 10' 1⅛"<br>138' 9" 28'10½" 11' 1"<br>1 dk | M Mchy.aft<br>1 Ho<br>G.23454 B.20761<br>2W Der 2(3) | Oil 2SA 5Cy. 230×400 mm<br>350bhp 30½t<br>Alpha-Diesel A/S Fkn<br>9½k |
| **HATHI**<br>Karachi **Port Trust**<br>Karachi<br>Pakistan | 1765<br>724<br>— | ✠A1<br>Karachi Harbour service<br>✠LMC<br>MN280 EL p1⅝"U2 | 1967–1 Schps. v/h. Jonker & Stans—<br>Hendrik-I-A<br>161' 5" 77' 5" 7' 6"<br>160' 0" 76' 0" 15' 0"<br>1 dk<br>3BH<br>rf nil WB622t | T D-E Floating Crane Mchy.aft<br>Cr 1 | 2 Oil 4SA each 7Cy. 235×330 mm<br>1400bhp driving 2 gen. each 460kW<br>450V connected to 2 elec. motors<br>each 600shp<br>Masch. Augsburg-Nürnberg Aug<br>Directional propellers 5k |
| **HATHOR**<br>Koninkl. **Nederl. Stoomboot Maats. N.V.**<br>Amsterdam<br>Netherland | 2824<br>1469<br>3912 | ✠100A1 SS 5/66<br>✠LMC<br>MN440 EL t 1⅞"SQ | 1952–8 C. v.d. Giessen—Krimpen<br>319' 7" 46' 2" 20' 7½"<br>299' 11" 45' 11" 25' 3"<br>F30' 2 dks, 3rd dk in fwd hold<br>R 5BH<br>rf 3" WB226t | M (4P) Ref CSD<br>4 Ho 47¾', 67¼', 56¼', 41¼'<br>B.173440<br>4 Ha (23¾'. 37½', 37½', 23¾'×14½')<br>12W Der 1(25) 1(15) 2(9) 6(6) 4(3) | Oil 2SA 7Cy. 540×900 mm<br>2200bhp 450t (d.o)<br>Gebr. Stork & Co. Hengelo<br>3×110kW 220V d.c. 14¼k |
| **HATSUE MARU No. 28**<br>exOkiya Maru No. 8–65<br>Taiheiyo **Suisan K.K.**<br>Nemuro<br>Japanese | 339<br>180<br>— | | 1960 Miho Zosensho—Shimizu<br>141' 5" 25' 10"<br>139' 5" 25' 7" 12' 6" | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>800bhp 166t<br>Akasaka Tekkosho Yaizu |
| **HATSUHARU MARU**<br>Osaka **Sempaku K.K.**<br>Osaka<br>Japanese | 1991<br>1068<br>2956 | NK | 1948 Urabe Zosen—Takuma<br>298' 2" 41' 2" 18' 6"<br>278' 8" 41' 0" 21' 4"<br>P21' B73' F28' 1 dk<br>RW | M<br>5 Ho<br>G.133328 B.126938<br>5 Ha (19¼', 28'×16½') (9¾'×13')<br>(25¾', 19¼'×16½')<br>10W Der 1(20) | Oil 4SA 6Cy. 430×620 mm<br>1200bhp NE57 176t<br>Hanshin Nainenki Kogyo Kob<br>2×30kW 105V d.c. 11k |
| **HATSUHIRO MARU**<br>Murakami **Kisen K.K.**<br>Imabari<br>Japanese<br>Now **MEISEI MARU No. 8** See New Entries No. **3** | 352<br>204<br>547 | | 1956 Mitsuhama Zosen—Mitsuhama<br>143' 9" 23' 1" 11' 2"<br>130' 1" 22' 2" 12' 2"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (65'×13¾') | Oil 4SA 6Cy. 260×400 mm<br>320bhp 20t<br>Hanshin Nainenki Kogyo Kob<br>8½k |
| **HATSURYU MARU No. 2**<br>H. Tanamoto<br>Kurahashi<br>Japanese | 299<br>172<br>— | | 1962 Nakayama Zosen—Kur<br>132' 10" 23' 8" 10' 2"<br>119' 10" 22' 7½" 11' 2"<br>1 dk | M Mchy.aft<br>1 Ha (60'×14¾') | Oil 4SA 6Cy. 300×420 mm<br>420bhp 16t<br>Kinoshita Tekkosho Akashi<br>9½k |
| **HATSUSE MARU**<br>Shinko **Kisen K.K.**<br>Kobe<br>Japanese | 433<br>256<br>620 | | 1960 Ehime Zosensho—Imabari<br>25' 9" 11' 6"<br>144' 4" 25' 7" 12' 9"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 290×430 mm<br>530bhp<br>Nippon Hatsudoki Kob<br>1×3kW 35V d.c. 10½k |
| **HATSUSE MARU**<br>S. Miyashita<br>Kurahashi<br>Japanese | 198<br>95<br>— | | 1964 Kyoei Zosen—Kur<br>98' 2" 21' 5" 9' 10"<br>96' 10" 21' 4" 10' 6"<br>1 dk | M Mchy.aft | Oil 4SA 5Cy. 270×400 mm<br>Matsui Tekkosho Ise |
| **HATSUSHIMA MARU**<br>Tonen **Tanker K.K.**<br>Tokyo<br>Japanese | 43265<br>29320<br>72052 | AB NK | 1963 Ishikawajima-Harima Hvy Ind.—<br>Aio<br>795' 8" 108' 5" 46' 8¼"<br>754' 7" 108' 2" 62' 4"<br>P151' B32' F65' 1 dk<br>rf nil | M Tanker Mchy aft<br>22 Ta<br>L.3049610 | Oil 2SA 10Cy. 900×1550 mm<br>22000bhp Sulzer 4629t<br>Ishikawajima-Harima Hvy Ind. Aio<br>2×720kW 450V a.c. 16½k |
| **HATSUSHIO**<br>Imabari **Sempaku Y.K.**<br>Miyakubo<br>Japanese | 296<br>179<br>— | | 1960 Imabari Zosen—Imabari<br>139' 9" 22' 6" 9' 10"<br>124' 7" 22' 4" 11' 2"<br>1 dk | M Mchy.aft<br>1 Ha (62'×13¾') | Oil 4SA 6Cy. 280×420 mm<br>500bhp 11t<br>Makita Tekkosho Takamatsu<br>11¼k |
| **HATSUSHIO MARU**<br>Shinwa **Kaiun K.K.**<br>Tokyo<br>Japanese | 1000<br>491<br>1595 | NK | 1960 Mitsubishi Zosen—Smk<br>224' 5" 34' 11" 15' 9"<br>206' 9" 34' 9" 17' 6"<br>1 dk | M Mchy.aft<br>1 Ho 125½'<br>G.69059 B.62569<br>1 Ha (87½'×16¼')<br>6W Der 4(10) | Oil 4SA 6Cy. 380×540 mm<br>1000bhp 68t<br>Ito Tekkosho Shimizu<br>2×30kW 105V d.c. 10½k |

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| 514383<br>JIJF<br>65996 | **HATSUSHIO MARU**<br>**Senko Kaiun K.K.**<br>Kitakyushu Japanese | 259<br>166<br>— | BROKEN UP | 1944 Mitsubishi Jukogyo—Hma<br>*145·2'* 22' 4"<br>22' 2" 11' 8"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>1 Ha<br>2W Der 1(3) 1(2) | Oil 2SA 3Cy. 387×413 mm<br>400bhp<br>Taisho Tekkosho |
| 514386<br>KKNZ<br>248651<br>Df Esd<br>Gc | **HATTIESBURG VICTORY**<br>**United States Department of Commerce**<br>Los Angeles United States | 7607<br>4607<br>10755 | AB | 1945 California S B. Corp.—L.An<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Allis-Chalmers Mfg Co.<br>2×300kW 240V d.c. |
| 672990<br>Df Esd<br>Gc Rdr | **HATTINGEN**<br>**Hamburg-Amerika-Linie**<br>Hamburg W. German | — 5665<br>— 3493<br>—<br>~~7060~~ 7384<br>~~4750~~ 4752<br>8800 | GL | 1967 Rheinstahl Nordseewerke—Emd<br>445' 6" 63' 5" —/28' 1 1/16"<br>401' 6" 63' 4" 36' 3"<br>1 dk & S dk | M Ref OSD/CSD | Oil 2SA 7Cy. 700×1200 mm<br>8400bhp<br>Masch. Augsburg-Nürnberg |
| 660172<br>8KZZ<br>96777<br>Df Esd<br>Gc Rdr<br>RT | **HATTO MARU No. 58**<br>**Seto Gyogyo K.K.**<br>Wakkanai Japanese | 300<br>151<br>— | | 1965 Niigata Eng. Co. Ltd.—Niigata<br>151' 11" 25' 0" 10' 0"<br>136' 5" 24' 11" 11' 4"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 200×280 mm<br>850bhp<br>Niigata Eng. Co. Ltd. |
| 671590<br>JEQA<br>96804<br>Df Esd<br>Gc Rdr<br>RT | **HATTO MARU No. 82**<br>**Seto Gyogyo K.K.**<br>Wakkanai Japanese | 315<br>151<br>772 | | 1966 Niigata Eng. Co. Ltd.—Niigata<br>154' 6" 27' 2" 10' 6"<br>136' 9" 27' 0" 11' 9"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 310×380 mm<br>1250bhp<br>Niigata Eng. Co. Ltd. |
| 519413<br>LLJM<br>Df RT | **HAUGAGUT**<br>exKos 36–64 exNor II exLome<br>**Mikkel Østervold Partrederi**<br>Bergen Norwegian | ~~379~~ 370<br>~~164~~ 148<br>— | NV | 1942 Moss Værft & Dokk A/S—Moss<br>138' 6" 25' 2"<br>126' 0" 25' 0" 14' 3"<br>1 dk | M Fishing Mchy.aft | Oil 6Cy. 250×300 mm<br>780bhp NE64<br>A/S Bergens M/V |
| 514387<br>LLZN<br>Df Esd<br>RT | **HAUGAR**<br>exRågan–47 exKittiwake–46<br>**A/S Aslaug**<br>Trygve Eriksen<br>Haugesund Norwegian | 412<br>134<br>430 | BV | 1937 Charleston S.B. & D.D. Co.—Charleston<br>147' 9" 28' 7" 14' 6"<br>130' 0" 28' 5"<br>P7' F22' 1 dk<br>R conv trawler 46 | M Mchy.aft<br>1 Ho<br>G.21000<br>2W Der 1(5) 2(3) | Oil 2SA 5Cy. 355×430 mm<br>575bhp<br>Fairbanks, Morse & Co. |
| 514388<br>LMAW<br>Df Rdr<br>RTm | **HAUGESUND**<br>exKilbirnie–47<br>**Det Stavangerske Dampskibsselskab**<br>Stavanger Norwegian | 854<br>329<br>300 | | 1943 Pullman Standard Car Mfg Co.—Cgo<br>189' 8" 33' 0"<br>32' 10" 14' 0"<br>B&F120' 1 dk<br>rf 9" | TM (740P)<br>1W Der 1(2½) | 2 Oil 2SA each 12Cy.<br>1600bhp<br>General Motors Corp.<br>2×80kW 400V 50c/s a.c.<br>1×15kW 110V d.c. |
| 542734<br>LKEK | **HAUGLAND**<br>exLotus–63<br>~~**Sten Stenersen Partrederi**~~<br>~~Bergen Norwegian~~<br>**Magnar Stornes Partrederi**<br>Stokmarknes Norwegian | 107<br>63<br>— | | 1910 ......................Vla<br>88' 5" 21' 6"<br>... ... ...<br>1 dk<br>R | M | Oil 2SA 2Cy. 340×381 mm<br>NE39 Wichmann<br>Haldorsen & Sönner |
| 672731<br>LMMV<br>Df Esd<br>Rdr RT | **HAUGNES**<br>**John Haugnes Partrederi**<br>Kristiansund Norwegian | 182<br>111<br>~~280~~<br>278 | NV | 1967 Scheeps. "Voorwaarts"—Martenshoek<br>107' 0" 23' 1" ~~9' 4"~~ 9' 3½"<br>96' 10" 22' 11½" 10' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 137×165 mm<br>335bhp<br>Caterpillar Tractor Co.<br>Controllable pitch propeller |
| 514389<br>LGUA<br>Df Esd<br>Gc Rdr<br>RTm/h | **HAUGVIK**<br>**Hydros Tankships A/S (Hydrotank)**<br>Oslo Norwegian | 1914<br>921<br>1995 | NV | 1949 Marinens Hovedverft—Horten<br>254' 2" 37' 10" 21' 6"<br>232' 2" 37' 8" 26' 0"<br>1 dk, pt 2nd dk<br>RW | M Liquefied Gas Carrier Mchy.aft<br>1 Ta 1 Ho 21½'<br>2 Ha (stl) (each 16½'×4½') | Oil 5Cy. 545×735 mm<br>1500bhp<br>Nordberg Mfg Co.<br>2×150, 120kW 240V d.c. |
| 514390<br>LLOF | **HAUKAAS**<br>**Hans Dahl**<br>Trondheim Norwegian<br>Now **HANS DAHL** See New Entries No. 4 | 110<br>45<br>— | | 1946 Grötvågen Verft—Kyrksæteröra<br>*84·3'* 22' 0"<br>21' 10" | Wood M Fishing Mchy.aft | Oil 2SA 3Cy. 315×380 mm<br>220bhp NE55<br>Brødrene Brunvoll |
| 514391<br>JXAP<br>Df Esd<br>Gc Rdr<br>RTm/v | **HAUKANGER**<br>**Westfal-Larsen & Co. A/S**<br>Bergen Norwegian | 13133<br>7696<br>20100 | NV | 1958 Burmeister & Wain—Cpn<br>560' 0" 72' 0" 31' 2"<br>535' 0" 71' 10" 40' 1"<br>P131' B43' F72' 1 dk<br>RW<br>rf 4" | M Tanker Mchy.aft<br>29 Ta<br>L.954644 HeCls. BC<br>Der 3(5) 1(3) 1(1) | Oil 2SA 7Cy.<br>8750bhp<br>Burmeister & Wain<br>3×284, 284, 100kW |
| 514392<br>JXSL<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HAUKEFJELL**<br>**A/S Luksefjell & A/S Rudolf**<br>Olsen & Ugelstad<br>Oslo Norwegian | ~~4406~~ T.Mk<br>~~2246~~ 2690<br>~~5556~~ 1335<br>3995<br>3875<br>2089<br>5556 | NV | 1962 Kieler Howaldtswerke A.G.—Kel<br>355' 0" 52' 0" ~~24' 8½"~~ 20' 8½"/24' 8½"<br>322' 1" 51' 2" 29' 6"<br>B58' F45' 2 dks<br>rf 2" | M Ref<br>3 Ho 60½', 89½', 51½' 1 TwD 176½'<br>G.273382 B.255183 In.18320<br>3 Ha (stl) (62½', 62½'×23') (24½'×16½')<br>12W Der 3(25) 6(5) 4(3) | Oil 2SA 6Cy.<br>4000bhp<br>Masch. Augsburg<br>3×164kW 450V |

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| **AUKELI**<br>xRytter-60<br>**et Stavangerske**<br>**Dampskibsselskab**<br>tavanger<br>Norwegian | 482<br>203<br>880 | | NV | 1953 Seutelvens M/V—Fks<br>199′ 10″ 30′ 0″ 12′ 3½″<br>180′ 1″ 29′ 10″<br>1 dk & S dk<br>rf 12″ | M OSD Mchy.aft<br>1 Ho 121¼′<br>G.61000 B.55000<br>2 Ha (stl) (each 35½′×17′)<br>Der 4(5) | Oil 2SA 4Cy. 345×580 mm<br>700bhp (d.o)<br>Nydqvist & Holm A/B Thn<br>3×15, 15, 7½kW 110V d.c. |
| **AUKÖY**<br>xKvedfjord-47<br>**udolf Höiom**<br>romsö<br>Norwegian | 111<br>40<br>130 | | | 1902 Porsgrund M/V—Porsgrunn<br>*102·3′* 17′ 4″ 7′ 0″<br>... ... ...<br>1 dk<br>R len 52 | M Ref | Oil 2SA 3Cy. 320×320 mm<br>180bhp NE47<br>Haldorsen & Sönner Rub |
| **AUKUR**<br>xAustfirdingur-60<br>aunched as Kolbeinn Ungi<br>**arsten Haugen**<br>Hammerfest<br>Norwegian | 645 ~~708~~<br>258 ~~240~~<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN200 | SS 6/64<br>EL (k) y | 1951-7 J. Lewis & Sons Ltd.—Abn<br>204′ 10″ 30′ 2″<br>183′ 6″ 30′ 0″ 16′ 0″<br>Q94′ F34′<br>RW 4BH<br>BK8″ WB7t | S Trawler<br>Der 4(3) | T 3Cy 16½″ 28½″ & 47″×30″<br>1000ihp (o.f)<br>J. Lewis & Sons Ltd. Abn<br>SB 225lb Spt hs(4035) 3cf<br>2×80, 60kW 220V d.c. |
| **AULER**<br>**ames Contracting &**<br>**Shipping Co. Ltd.**<br>ondon<br>British | 143<br>51<br>— | ✠Classed LR until 3/55 | | 1926-8 J. Meyer's S.B. Co.—Zaltbommel<br>104′ 7″ 24′ 0″ 6′ 8″<br>23′ 10″<br>R | S Barge Mchy.aft<br>1W Der 1(1½) | C 2Cy. 13″ & 26″×16″<br>240ihp 37t (o.f)<br>Plenty & Son Ltd. Nby<br>6k |
| **HAURAKI**<br>exNorfolk-53<br>**Federal Steam Nav. Co. Ltd.**<br>**New Zealand Shipping Co. Ltd.**<br>London<br>British | 11272<br>6638<br>14350 | ✠100A1<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC | SS 12/65<br>EL J†2½″SQ | 1947-2 John Brown & Co. Ltd.—Cly<br>560′ 8″ 70′ 2″ 32′ 6¾″<br>530′ 10″ 70′ 0″ 47′ 6″<br>F59′ 2 dks & S dk, 4th dk in fwd holds<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6″ DK fwd of mchy. space WB3054t incl. Tunnel tanks 981t | TM Ref OSD<br>6 Ho 60½′, 72¾′, 81′, 69¼′, 68½′, 30½′<br>G.264248 B.252660 In.522720<br>6 Ha (20′, 31¼′, 39¾′, 31¼′, 31¼′×20′)<br>(19¾′×16′)<br>20W Der 1(50) 20(10) | 2 Oil 2SA each 5Cy. 725×2250 mm<br>12800bhp Doxford 2999t (hvf)<br>John Brown & Co. Ltd. Cly<br>2AuxB 120lb<br>4×300kW 220V d.c. 16k |
| **HAUSTELLUM**<br>**Shell Bermuda (Overseas)**<br>**Ltd.**<br>London<br>British | 12122<br>6949<br>18180 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | TD4-7/67<br>EL h†2$\frac{9}{16}$″SQ | 1954-9 Hawthorn, Leslie (S.Bs) Ltd.—Nwc<br>555′ 8″ 69′ 5″ 29′ 10¼″<br>530′ 0″ 69′ 3″ 39′ 0″<br>P115′ B59′ F48′ 1 dk<br>16BH<br>rf 3½″ WB317t | S Tanker Mchy.aft<br>33 Ta<br>L.890493 HeCls. BC<br>1 Ha (stl) (8′×8′)<br>Der 3(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>8250shp 1648t (o.f)-48pd<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2WTB 570lb Spt 525lb hs14579<br>sg 135lb<br>2×550kW 450V 60c/s a.c. 14½k |
| **HAUSTRUM**<br>**Shell Bermuda (Overseas)**<br>**Ltd.**<br>London<br>British | 12090<br>6943<br>~~18125~~<br>18925 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | TD4-8/67<br>EL h†2$\frac{9}{16}$″SQ | 1954-2 Hawthorn, Leslie & Co. Ltd.—Nwc<br>555′ 8″ 69′ 5″ 29′ 9¼″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P115′ B59′ F45′ 1 dk<br>16BH<br>rf 3½″ WB313t | S Tanker Mchy.aft<br>33 Ta<br>L.890493 HeCls. BC<br>1 Ha (stl) (8′×8′)<br>Der 3(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>8250shp 1648t (o.f)-48pd<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2WTB 570lb Spt 525lb hs14579<br>sg 135lb<br>2×550kW 450V 60c/s a.c. 14½k |
| **HAVALDAN**<br>**D.P. Højgaards Eftf.**<br>Toftir<br>Faroese | ~~273~~ 312<br>~~94~~ 132<br>— | | GL | 1964 Elbewerft—Boizenburg<br>130′ 0″ ~~108′ 0″~~ 24′ 6″<br>24′ 4″ 12′ 1″<br>1 dk<br>len 67 | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>420bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **HAVANA**<br>**U.S.S.R.**<br>Odessa<br>Russian | 32841<br>16387<br>49370 | | | 1964 Admiralteiski Shpyd—Len<br>756′ 3″ 101′ 9″ 38′ 0½″<br>101′ 5″ 50′ 6″<br>1 dk | S Tanker Mchy.aft<br>20 Ta<br>L.1994085<br>Der 2(2-5) | S Turb<br>19000shp (o.f)<br>17k |
| **HAVANA**<br>exBrunshausen-63<br>**U.S.S.R.**<br>Kaliningrad<br>Russian | 3129<br>1619<br>3480 | | GL | 1955 Kieler Howaldtswerke A.G.—Kel<br>422′ 7″ 52′ 0″ 20′ 0″<br>397′ 0″ 51′ 10″ 28′ 4″<br>B&F366′ 1 dk & S dk, pt 3rd dk<br>RW | M Fish Carrier OSD<br>4 Ho<br>In.223500<br>4 Ha (18′, 27½′, 17½′, 18¾′×16½′)<br>8W Der 1(10) 7(5) | Oil 2SA 8Cy. 700×1200 mm<br>5140bhp<br>Kieler Howaldtswerke A.G. Kel<br>17k |
| **HAVANA MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka<br>Japanese | 9375<br>5471<br>11805 | | NK | 1957 Mitsubishi Hvy Ind. Reorg.—Kob<br>512′ 3″ 63′ 8″ 30′ 2¼″<br>475′ 3″ 63′ 2½″ 41′ 0″<br>F39′ 2 dks, pt 3rd dk<br>RW | M Ref CSD<br>6 Ho<br>In.16298<br>6 Ha (27′×20′) (42′, 39¼′, 26¼′,<br>47¼′×23′) (26¼′×20′)<br>18W Der 1(30) 1(20) 6(10) 12(5) | Oil 2SA 9Cy. 760×1550 mm<br>12000bhp Sulzer 1636t<br>Mitsubishi Hvy Ind. Reorg. Kob<br>3×250kW 445V a.c. 17½k |
| **HAVBJØRN**<br>**A/S Meyers Tankrederi**<br>P. Meyer<br>Oslo<br>Norwegian<br>Now **PAMPAMAR** See New Entries No. 7 | 18720<br>10754<br>27380 | | NV | 1960 Kaldnes M/V A/S—Tbg<br>651′ 7″ 80′ 2″ 33′ 7¼″<br>610′ 0″ 80′ 0″ 44′ 6″<br>P121′ F98′ 1 dk<br>conv tanker 62<br>rf 3″ | S Ore/Oil Carrier Mchy.aft<br>33 Ta<br>L.1318790 HeCls. BC<br>Der 4(5) 2(1) | 2 S Turb dr geared to sc. shaft<br>12500shp 3339t (o.f)-80pd<br>Parsons Marine Turb. Co. Wal<br>2×600kW 440V 60c/s a.c. 16¼k |
| **HAVBØR**<br>**A/S Havbør**<br>P. Meyer<br>Oslo<br>Norwegian | 26519<br>14934<br>41800 | | NV | 1963 A/B Götaverken—Got<br>701′ 0″ 96′ 3″ ~~36′ 10½″~~ 38′ 4⅛″<br>670′ 3″ 96′ 0″ 49′ 6″<br>P162′ B50′ F83′ 1 dk<br>rf 2″ | TM Tanker Mchy.aft<br>33 Ta<br>L.2000000 HeCls. BC<br>Der 4(3-5) 2(3) 2(1½) 2(1) | 2 Oil 2SA each 8Cy. 760×1500 mm<br>19000bhp 3350t (hvf)-65pd<br>A/B Götaverken Got<br>3×310kW 440V 60c/s a.c. 16k |

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| 514405<br>XPSM<br><br>Df Esd<br>Rdr RT | **HAVBORGIN**<br>exCape Guardaful–46<br>**P/f Höjgaard & Dahl**<br>Toftir Faroese | 429<br>166<br>— | NV<br><br>✠Classed LR until 12/57 | 1930–6 Cochrane & Sons Ltd.—Sel<br>*140·3'* 24' 6"<br>144' 0" 24' 5" 14' 0"<br>Q75' F22' 1 dk<br>R | M Trawler Mchy.aft<br>2 Ho<br><br>4 Ha (3¾'×2¾') (5¼', 5¼'×3¾')<br>(3¾'×3½')<br>1W Der 1(1½) | Oil 2SA 7Cy. 290×490 mm<br>840bhp NE58<br>Alpha-Diesel A/S |
| 542735<br>JXTD<br><br>Df Esd<br>Pfd RT | **HAVBRAUT I**<br>exJosef Bodden–63<br>**Arne Kalve and others**<br>Bergen Norwegian | 438<br>192<br>— | <br><br>GL | 1949 Flensburger Schiffs. Ges.—Fln<br>157' 8" 26' 5"<br>141' 0" 26' 3" 15' 7"<br>F24' 1 dk<br>RW | M Fishing<br><br><br>2 Ha (32½'×10') (13½'×9¾') | Oil 4SA 6Cy. 320×450 mm<br>1100bhp NE64<br>Masch. Kiel G.m.b.H. |
| 514406<br>LNCD | **HAVBRIS**<br><br>**Olav Håbet Partrederi**<br>Ålesund Norwegian | 136<br>46<br>— | | 1948 Brastad Skips.—Vestnes<br>*98·6'* 21' 7"<br>... ... ... | Wood M Fishing Mchy.aft | Oil 2SA 5Cy.<br>NE66<br>Alpha-Diesel A/S |
| 514407<br>LEBB<br><br>Df Esd<br>Rdr RT | **HAVBRYN**<br><br>**A/S Havbryn**<br>Elling Aarseth & Co. A/S<br>Ålesund Norwegian | 188<br>91<br>— | | 1914 Kristiansands M/V A/S—Krs<br>132' 0" 20' 4"<br>20' 2" 11' 1"<br>1 dk<br>R len 30 & 52<br>BK7½" | M Fishing Mchy.aft<br><br><br><br>1W Der 1(5) | Oil 2SA 8Cy. 220×320 mm<br>400bhp NE55<br>A/S Bergens M/V |
| 533859<br>LAIV<br><br>Df Gc<br>Rdr RT | **HAVDRÖN**<br>exStar XI–67<br>**Kristoffer Drønen Partrederi**<br>Bergen Norwegian | ~~667~~ 633<br>~~825~~ 242<br>— | <br><br>NV | 1951 A. & J. Inglis Ltd.—Gls<br>169' 4" 29' 8" 16' 0"<br>147' 8" 29' 6"<br>1 dk<br>RW conv whaler 67 | M Fishing<br>1 Ho 18'<br><br>1 Ha (6½'×3½') | Oil<br>1500bhp NE67<br>Klöckner-Humboldt-Deutz<br>Controllable pitch propeller |
| 514409<br>LASH<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HAVDROTT**<br><br>**A/S Meyers Tankrederi**<br>P. Meyer<br>Oslo Norwegian | 20364<br>12211<br>32185 | <br><br>NV | 1955 Eriksbergs M/V A/B—Got<br>659' 3" 86' 2" 34' 2"<br>625' 0" 86' 0" 45' 9"<br>P126' B45' F75' 1 dk<br>RW<br>rf 3" | TM Tanker Mchy.aft<br>33 Ta<br>L.1568000 HeCls. BC<br><br>Der 2(5) 2(3) 2(1) | 2 Oil 2SA each 6Cy. 740×1<br>11600bhp B&W<br>Eriksbergs M/V A/B<br>2×345kW 220V d.c. |
| 506663<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **HAVEL**<br>exCeara–64<br>**Deutsche Seereederei**<br>Rostock E. German | 2457<br>1142<br>4176<br>3744<br>2171<br>5476 | <br><br>DSRK | 1958 A/S Langesunds M/V—Langesund<br>349' 3" 47' 1" 19' 6"/22' 11"<br>320' 5" 46' 11"<br>1 dk & S dk<br>RW | M OSD/CSD Mchy.aft | Oil 2SA 5Cy. 500×1500 mm<br>3478bhp B&W<br>A/S Akers M/V |
| 661944<br>DLEH<br><br>Df Esd<br>Pfd Rdr<br>RT | **HAVEL**<br><br>**Schepers Rhein-See-Linie**<br>Duisburg W. German | ~~296~~ 384<br>~~162~~ 245<br>— | <br><br>GL | 1966 Deutsche Ind-Werke A.G.—Bln<br>135' 10" 28' 2" 8' 8½"<br>124' 7" 27'10½" 9' 10"<br>P33' 1 dk | M Mchy.aft<br><br>G.19204 B.18051<br>1 Ha<br>Der 2(2) | Oil 4SA 6Cy. 220×280 mm<br>460bhp<br>Klöckner-Humboldt-Deutz |
| 514410<br>DH2274<br><br>Df Esd<br>Rdr RT | **HAVEL**<br><br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | 133<br>47<br>— | <br><br>DSRK | 1956 Schiffbau- u. Reparaturwerft—<br>Stralsund<br>86' 11" 22' 0" 11' 7"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br><br>Schwermasch. Karl Lie |
| 641825<br>GPMU<br>305857<br>Df Pfd<br>Rdr<br>RTm | **HAVELET**<br><br>**Onesimus Dorey & Sons Ltd.**<br>Guernsey British | 1042<br>562<br>1399 | ✠100A1<br><br>✠LMC<br><br>MN240 EL m 1½"SQ | 1964–10 Schps. Gebr. v Diepen—<br>Waterhuizen<br>216' 11" 33' 9" 14' 10"<br>201' 0" 33' 4" 15' 3"<br>P49' F27' R dk fwd of P83' 1 dk<br>NS 4BH<br>rf 4" WB465t | M Mchy.aft<br>3 Ho 52½', 39¾', 39¾'<br>G.71600 B.68200<br>2 Ha (stl) (38'×18')<br>(61½' comb. ×19¾')<br>3W Der 3(3) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz<br>2×34kW 110V d.c. |
| 514411<br>DACE<br><br>Df Esd<br>Gc Rdr<br>RTv | **HAVELLAND**<br><br>**Hamburg-Amerika Linie**<br>Hamburg W. German | 6646<br>3774<br>8184<br>8798<br>5186<br>10649 | <br><br>GL | 1958 Deutsche Werft A.G.—Ham<br>499' 3" 61' 9" 25' 6½"/29' 5½"<br>461' 10" 61' 6" 38' 5"<br>P35' F95' 2 dks & S dk<br>RW<br>rf 4" | M (12P) Ref OSD/CSD<br>5 Ho 52½', 66½', 80', 79½', 74½'<br>G.535720 B.468340 In.47360<br>6 Ha (stl) (13¾', 15½'×12½')<br>(39¾', 49¾', 33¾', 33¾'×18½')<br>20W Der 1(20) 1(15) 6(5–10) 12(3–5)<br>2(2) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp<br>Masch. Augsburg-Nürnb<br>4×200kW 380V 50c/s a.c. |
| 514412<br>DEEM<br><br>Df Esd<br>Gc Rdr<br>RTv | **HAVELSTEIN**<br><br>**Norddeutscher Lloyd**<br>Bremen W. German | 6903<br>4017<br>9562 | <br><br>GL | 1954 Deutsche Werft A.G.—Ham<br>*525·7'* 62' 8" 26' 0"<br>62' 6" 39' 6"<br>B74' F46' 2 dks & S dk<br>RW len 64 | M (11P) OSD<br>6 Ho 50½', 79', 79¾', 62', 47½', 47½'<br>G.718552 B.640750<br>6 Ha (stl) (29¾', 44½', 56', 44½', 29½',<br>29½'×18½')<br>20W Der 1(50) 1(20) 6(5–10) 14(3–5) | Oil 2SA 9Cy. 780×1550 mm<br>14400bhp NE54<br>Bremer Vulkan<br>3×250kW 230V d.c. |
| 514413<br>OYRR<br><br>Df Esd<br>RT | **HAVET**<br>exEdv. Hansen–58<br>**H. C. D. Hansen**<br>Copenhagen Danish | 100<br>66<br>— | <br><br>BV | 1954 Holbæk Skibs—Holbæk<br>93' 0" 23' 1" 10' 10"<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 2SA 2Cy. 250×420 mm<br><br>Grenaa Motorfabrik |

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| **AVFISK**<br>**yllefjord Fiskeriselskap**<br>**A/S**<br>arstad<br>Norwegian | **210**<br>103<br>150 | NV | **1966** Einar S. Nielsen M/V A/S—Harstad<br>101 6" 23' 1" 11' 0"<br>88' 7" 23' 0" 12' 0"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 4Cy. 280×420 mm<br>430bhp<br>Wichmann Mtfr.<br>2×20kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| **AVFROST**<br>**/S International Gas**<br>**Carriers**<br>Meyer<br>slo<br>Norwegian | ~~9001~~ 8709<br>~~4276~~ 4117<br>~~11350~~ | NV | **1966** Moss Værft & Dokk A/S—Moss<br>463' 8" 63' 1" 31' 2¾"<br>429' 0" 63' 0" 39' 5"<br>P126' B36' F67' 1 dk | M Liquefied Gas Carrier Mchy.aft<br>5 Ta<br>L.394431 HeCls. B | Oil 2SA 7Cy. 700×1200 mm<br>8400bhp MAN 1179t (hvf)<br>Kockums M/V A/B Mmo<br>3×500, 365, 365kW 450V 60c/s a.c. 17k |
| **AVFRU**<br>**/S Meyers Tankrederi**<br>Meyer<br>slo<br>Norwegian | ~~13621~~ **13278**<br>~~6825~~ **6370**<br>20010 | NV | **1967** Ishikawajima-Harima Hvy Ind.—Nga<br>504' 11" 73' 4" 33' 7¼"<br>476' 2" 73' 2" 44' 6"<br>P125' B92' F50' 1 dk | M Bulk Carrier Mchy.aft<br>7 Ho 40½', 58¾', 37¾', 57½', 38', 60¼', 37½'<br>G.840598 B.829757<br>7 Ha (stl) (24¾', 44¼', 25¼', 42¾', 25¼'×36¼') (45¼', 25¼'×52½')<br>Cr 2(16) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer 1695t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>3×365kW 450V 60c/s a.c. 16½k |
| **HAVGAS**<br>**A/S International Gas**<br>**Carriers**<br>P. Meyer<br>Oslo<br>Norwegian | **8996**<br>4151<br>11355 | NV | **1965** Moss Værft & Dokk A/S—Moss<br>463' 8" 63' 1" 31' 2¾"<br>429' 0" 63' 0" 39' 4½"<br>1 dk<br>rf nil | M Liquefied Gas Carrier Mchy.aft<br>3 Ta<br>Der 3(5) 1(2½) 2(1½) | Oil 2SA 7Cy. 700×1200 mm<br>8400bhp MAN (hvf)<br>Kockums M/V A/B Mmo<br>3×500, 365, 365kW 440V 60c/s a.c. |
| **HAVGAST**<br>**A/S Havkong**<br>P. Meyer<br>Oslo<br>Norwegian | **11504**<br>5953<br>16004 | NV | **1963** Deutsche Werft A.G.—Ham<br>491' 11" 70' 2" 30' 5"<br>465' 11" 70' 0" 42' 0"<br>B120' F54' 1 dk | M Bulk Carrier Mchy.aft<br>7 Ho 36¾', 58½', 36¾', 56½', 36¾', 58½', 36¾'<br>G.743490<br>7 Ha (stl) (25¾', 46¼', 24½', 44¼', 24½', 46¾', 24½'×35')<br>Cr 1(15) Der 2(3) 2(2) | Oil 2SA 6Cy. 780×1400 mm<br>7760bhp 1370t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×300kW 440V 60c/s a.c. 14½k |
| **HAVGLANS**<br>nvald **K. Fjelstad**<br>Bergen<br>Norwegian | **395**<br>163<br>— | NV | **1967** Gravdal Skips.—Sunde<br>143' 8" ~~143' 3"~~ 28' 1"<br>128' 3" 28' 0" 14' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Atlas-Mak Masch. Kel |
| **HAVHÖK**<br>exNordhök–65 exSalerno–62<br>exThea Danielsen–59<br>Torsten **Bergström**<br>rseback<br>Swedish | **441**<br>191<br>700 | BV | **1954** A/S Svendborg Skibsv.—Svb<br>182' 0" 27' 8" 12' 0"<br>… … …<br>1 dk<br>RW len 62 | M Mchy.aft<br>1 Ho 108¼' comb.<br>2 Ha (55', 33½'×16½')<br>Der 1(2) 1(1½) | Oil 2SA 4Cy. 290×490 mm<br>480bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>2×110V d.c. |
| **NORDIA** See New Entries No. **9** | | | | | |
| **VIVA**<br>Israel **Navigation Co.**<br>Ltd.<br>Haifa<br>Israel | **2023**<br>1223<br>2979 | ✠**100A1**<br>Ice Class 3<br>✠**LMC**<br>MN300 EL r 1½"SQ | **1966–8** Israel Shipyards Ltd.—Hfa<br>276' 7" 41' 4"<br>246' 10" 41' 0" 23' 4"<br>Ba64' F39' R dk f of Ba79' 2 dks<br>4BH<br>rf 2" WB489t | M Mchy.aft | Oil 4SA 6Cy. 390×680 mm<br>1500bhp<br>N.V. Werkspoor Ams<br>3×100kW 450V 60c/s a.c. |
| **HAVJARL**<br>A/S Havprins<br>P. Meyer<br>Oslo<br>Norwegian | **13612**<br>7982<br>20555 | NV<br>✠Classed LR until 7/62 | **1954–3** Kockums M/V A/B—Mmo<br>544' 7" 72' 4" ~~82' 6"~~ 33' 0⅛"<br>518' 5" 72' 1"<br>1 dk<br>~~len, widened &~~ conv tanker 62<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho 41¼', 56¼', 44½', 62¾', 44½', 62¾', 47¼'<br>7 Ha (stl) (25¼', 48½', 31½', 47¼', 31½'. 47¼', 31½'×34¾')<br>Der 2(4) 2(2) 1(1) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp MAN (hvf)<br>Kockums M/V A/B Mmo<br>3×350, 220, 220kW 380V 50c/s a.c. |
| **HAVJO**<br>A/S Havbör<br>P. Meyer<br>Oslo<br>Norwegian | **6116**<br>3446<br>9200 | NV | **1956** Öresundsvarvet A/B—Lkr<br>469' 1" 64' 2" 26' 6¾"<br>430' 0" 64' 0" 29' 6"<br>1 dk & S dk, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 8" | M (12P) Ref OSD<br>5 Ho 65', 62¼' 89', 56¼', 26'<br>G.686000 In.22000<br>6 Ha (31½'×20') (37½', 33½', 32½', 32½'×22') (10½'×16')<br>22W Der 2(15) 6(10) 12(5) 2(3) | Oil 2SA 8Cy. 760×1500 mm<br>7500bhp (hvf)<br>A/B Götaverken Got<br>3×240kW 220V d.c. 17k |
| **HAVKATT**<br>A/S Havtor<br>P. Meyer<br>Oslo<br>Norwegian | **10438**<br>6612<br>14850 | NV | **1959** Flensburger Schiffs.—Fln<br>518' 0" 63' 7" 30' 5¼"<br>477' 5" 63' 4" 41' 0"<br>P141' F66' 1 dk<br>RW<br>rf 4" | M Bulk Carrier Mchy.aft<br>5 Ho 69', 66¼', 68¼', 68¼', 69½'<br>G.695950 B.667300<br>5 Ha (stl) (each 42'×29½')<br>10W Der 10(5) 2(2) | Oil 2SA 6Cy. 780×1400 mm<br>6750bhp 1155t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>2×375kW 440V 60c/s a.c. 15k |
| **HAVKONG**<br>A/S Havprins<br>P. Meyer<br>Oslo<br>Norwegian | **26574**<br>16610<br>42083 | NV | **1959** A/B Götaverken—Got<br>700' 5" 96' 3" 37' 0¾"<br>670' 0" 96' 0" 49' 6"<br>P160' F82' 1 dk<br>rf 2" | S Tanker Mchy.aft<br>33 Ta<br>L.2012414 HeCls. BC<br>Der 4(3–5) 2(3) 4(1) | 2 S Turb dr geared to sc. shaft<br>19250shp 4208t (o.f)–95pd<br>Parsons Marine Turb. Co. Wal<br>2×700kW 440V 60c/s a.c. 17k |
| **MICHAEL** See New Entries No. **1** | | | | | |
| **HAVKVERN**<br>exAzad–64 exHavkvern–61<br>**Trading Co. Ltd.**<br>Oslo<br>Norwegian | **546**<br>225<br>— | NV | **1955** C. Lühring—Brake<br>184' 11" 28' 1" 11' 9"<br>165' 2" 28' 0"<br>1 dk<br>RW len 61 | M Trawler | Oil 4SA 6Cy. 390×680 mm<br>1260bhp (d.o)<br>N.V. Werkspoor Ams<br>2×125kW 200/400V 50c/s a.c. |

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| **514423**<br>JXOV<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HAVLOM**<br><br>**A/S Havbör**<br>P. Meyer<br>Oslo Norwegian | **9894**<br>5695<br>11724 | <br><br>NV | **1961** Lübecker Flender-Werke A.G.—Lbc<br>505' 3" 64' 1" 29' 1½"<br>464' 8" 63' 10" 39' 0"<br>2 dks, 3rd dk in Nos. 2 & 3 holds<br>RW | M (12P) Ref<br>6 Ho 55', 69½', 62', 71½', 58½, 37½'<br>G.690060 B.635650 In.47135<br>6 Ha (stl) (32½'×20') (49½', 39½', 34½', 39½'×23') (20½'×16½')<br>22W Cr 4(5) Der 1(30) 16(5–10) 2(3) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp<br>Masch. Augsburg-Nürnberg<br>4×312kW 440V 60c/s a.c. |
| **671194**<br>LMBG<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HAVLUR**<br><br>**Hans Otto Meyer**<br>P. Meyer<br>Oslo Norwegian | **499**<br>343<br>645 | <br>196' 5"<br>NV | **1967** A/S Svendborg Skibsv.—Svb<br>~~197' 3"~~ 33' 6" ~~14' 4½"~~ 11' 4¼"<br>180' 5" 33' 5½" 17' 1"<br>B41' F31' 1 dk & S dk | M Liquefied Gas Carrier OSD<br>Mchy.aft<br>4 Ta<br>L.31889<br><br>Der 2(1) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Atlas-Mak Masch.<br>3×64kW 440V 60c/s a.c.<br>Controllable pitch propeller |
| **640986**<br>LIGF | **HAVLYN**<br>exBari IV<br>**Sven Fermann Meyers Rederi**<br>P. Meyer<br>Oslo Norwegian | **500**<br>308<br>919<br>1037<br>695<br>1912 | <br><br>GL | **1964** Schiffswerft Neptun—Ros<br>246' 10" 36' 2" 11' 9½"/17' 1"<br>224' 1" 36' 0" 20' 2"<br>P45' F29' 1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho 76½', 68½'<br>G.87000 B.77000<br>2 Ha (stl) (each 53½'×19¾')<br>Der 4(5) | Oil 4SA 8Cy. 320×450 mm<br>1300bhp<br>Klöckner-Humboldt-Deutz<br>3×80kW 380V 50c/s a.c. |
| **514424**<br>OWKP<br><br>Df Esd<br>Pfd RT | **HAVMAAGEN**<br><br>**Den Danske Stat (Fiskeriministeriet)**<br>Nyborg Danish | **208**<br>63<br>— | | **1944** Nakskov Skibs. A/S—Nkv<br>*102·5'* 23' 1"<br>... ... ... | D-E | 2 Oil 4SA each 6Cy.<br>connected to elec. motor<br>495bhp<br>A/S Frichs |
| **661653**<br>LHQU<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HAVMANN**<br><br>**A/S Havbör**<br>P. Meyer<br>Oslo Norwegian | ~~13486~~ 13278<br>~~6494~~ 6370<br>~~18050~~ | <br><br>NV | **1966** Ishikawajima-Harima Hvy Ind.—Nga<br>504' 11" 73' 4" 33' 6¾"<br>476' 2" 73' 2" 44' 6"<br>P122' B86' F59' 1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho 42¾', 59', 38', 58', 38', 60½', 38'<br>G.840572<br>7 Ha (stl) (25', 44½', 25½', 43', 25½', 45½', 25½'×36½')<br>Cr 2(16) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Ishikawajima-Harima Hvy<br>3×365kW 445V 60c/s a.c. |
| **680769**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAVMØY**<br><br>**A/S Havbör**<br>P. Meyer<br>Oslo Norwegian | ~~42500~~ 42501<br>~~25020~~ 25004<br>~~69700~~ 72600 | <br><br>NV | **1968** Uddevallavarvet A/B—Udv<br>800' 0" 105' 11" 45' 8¾"<br>775' 3" 105' 9" 61' 9"<br>1 dk | M Ore/Oil Carrier Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W<br>Eriksbergs M/V A/B |
| **519282**<br>LCHW<br><br>Df Esd<br>RT | **HAVN**<br>exKongshavn–67<br>exAtle Jarl–55<br>**Brødrene Anda**<br>Stavanger Norwegian | **1190**<br>654<br>1700 | <br><br>NV | **1919** A/S Fredriksstad M/V—Fks<br>240' 3" 36' 1" 15' 2¾"<br>230' 0" 35' 11"<br>1 dk<br>R | S Ref<br>2 Ho<br>G.82134 In.91448<br>4 Ha<br>8W Der 1(10) | T 3Cy. 16½" 26" & 44"×30"<br>132ihp<br>A/S Fredriksstad M/V |
| | | | | **CONVERTED TO A BARGE** | | |
| **514428**<br>JWWT<br><br>Esd<br>RTm | **HAVNØY**<br><br>**Den Norske Stat (Statens Havnevesen)**<br>Oslo Norwegian | **136**<br>38<br>— | | **1958** Hatlos Verksted A/S—Ulsteinvik<br>95' 0" 21' 4"<br>85' 6" 21' 0" 10' 0" | M Tug Mchy.aft<br>1 Ho 26½'<br><br>1 Ha (18'×7½')<br>Der 1(4) | Oil 2SA 4Cy. 280×420 mm<br>400bhp<br>Wichmann Mtrf.<br>2×12 & 8kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| **661406**<br>OGQH<br>1125<br>Df Rdr<br>RTh/v | **HAVNY**<br><br>**Rederi A/B Sally**<br>Algot Johannson<br>Mariehamn Finnish | **498**<br>201<br>825 | <br><br>BV | **1965** Varv. A. Johansson—Mariehamn<br>224' 8" 32' 1" 11' 4½"<br>206' 8" 31' 11½" 19' 0"<br>1 dk & S dk<br>rf 4" | M OSD Mchy.aft<br>1 Ho 132' 1 TwD 126'<br>G.65805 B.61645<br>1 Ha (stl) (43½'×15')<br>Cr 2(3–5) | Oil 4SA 6Cy. 385×580 mm<br>1160bhp<br>Masch. Kiel G.m.b.H.<br>3×100, 100, 35kW 400V |
| **514429**<br>WA5689<br>250035<br>RTm | **HAVOLINE**<br><br>**Texaco Inc.**<br>Wilmington, Del United States | **186**<br>77<br>— | <br><br>AB | **1946** Gulfport Blr & Wldg Wks—Pt.Arthur<br>102' 2" 24' 1" 11' 6½"<br>96' 0" 24' 0" 12' 6"<br>1 dk<br>BK1½" | D-E Tug | Oil 2SA 12Cy.<br>driving 1 gen.<br>connected to elec. motor<br>(CC)<br>General Motors Corp.<br>1×30kW 120V d.c. |
| **514431**<br>XPYW<br><br>Df Esd<br>Pfd Rdr<br>RT | **HAVØRNIN**<br><br>**Firma Peter Weihes Eftf.**<br>Søldafjørdur Faroese | **266**<br>108<br>— | <br><br>BV | **1961** At. & Ch. de la Manche—Dpe<br>118' 8" 23' 10" 10' 10"<br>102' 4" 23' 8" 12' 4"<br>1 dk | M Trawler | Oil 4SA 6Cy. 280×420 mm<br>400bhp<br>A/S Motfb. Gamma |
| **540146**<br>LIYL<br><br>RTm | **HAVPIL**<br>exBari II–64<br>**Per F. Meyers Rederi**<br>P. Meyer<br>Oslo Norwegian | **499**<br>283<br>919<br>1037<br>707<br>1942 | <br><br>NV | **1962** Schiffswerft Neptun—Ros<br>246' 5" 36' 4" 11' 9½"/17' 1"<br>224' 1" 36' 2" 20' 2"<br>P43' F27' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>2 Ho 76½', 68½'<br>G.87069 B.77720<br>2 Ha (stl) (each 53½'×19¾')<br>4W Der 4(5) | Oil 4SA 8Cy. 320×450 mm<br>1300bhp<br>Klöckner-Humboldt-Deutz<br>3×80kW 380V 50c/s a.c. |
| **514432**<br>JWVC<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HAVPRINS**<br><br>**A/S Havprins**<br>P. Meyer<br>Oslo Norwegian<br>Now **STOLT EAGLE** See New Entries No. 7 | **12589**<br>7217<br>19670 | <br><br>NV | **1958** Werf. J. Smit. Czn.—Alb<br>559' 9" 72' 1" 29' 9½"<br>538' 0" 71' 10" 39' 5"<br>P129' F66' 1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>27 Ta<br>L.926625 HeCls. BC<br><br>Der 4(5) 1(3) 2(1) | Oil 2SA 7Cy. 750×1500 mm<br>8600bhp<br>Gebr. Stork & Co. N.V.<br>2×375kW 440V 60c/s a.c. |

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| **AVPYNT**<br>**elf Mathisen Partrederi**<br>omsö Norwegian | **185**<br>87<br>— | | **1964** M. Kleven M/V—Ulsteinvik<br>98′ 2″ 21′ 7″<br>90′ 1″ 21′ 6½″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 3Cy. 280×420 mm<br>300bhp<br>Wichmann Mtrf. Rub |
| **AVRAIS**<br>dsigny–49<br>**eorg Langåker Partrederi**<br>augesund Norwegian | **176**<br>95<br>220 | BV | **1932** Gebr. Pot—Bolnes<br>*109·2′* 19′ 11″<br>107′ 10″<br>1 dk<br>R | M Mchy.aft<br>1 Ho<br>1 Ha (31′×13½′)<br>1W Der 1(2½) | Oil 2SA 3Cy. 280×420 mm<br>240bhp NE59<br>Wichmann Mtrf. Rub |
| **AVRE AUX MAISONS II**<br>. Richard<br>rindstone Canadian | **128**<br>64<br>— | **✠100A1** SS 7/67<br>trawler<br>Str. nav. ice<br>**✠LMC**<br>MN56 EL (e) (a) | **1963–9** Ch. Mar. Paspebiac Inc.—Paspebiac<br>81′ 10″ 22′ 7″ 8′ 6″<br>73′ 9″ 21′ 6″ 11′ 0″<br>F13′<br>4BH<br>rf 50″ Box K WB3t | M Trawler | Oil 2SA 4Cy. 230×400 mm<br>280bhp ✠NE4/64<br>Alpha-Diesel A/S Fkn |
| **HAVSKÅR**<br>**A/S Havkong**<br>P. Meyer<br>Oslo Norwegian | **9380**<br>5599<br>11250 | NV | **1960** Rickmers Werft—Bhn<br>504′ 9″ 61′ 2″ 29′ 5⅝″<br>465′ 11″ 61′ 0″ 38′ 7″<br>2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf nil | M (12P) Ref CSD<br>6 Ho 73½′, 72½′, 78′, 57′, 52¼′, 28¾′<br>G.679075 B.600007 In.20500<br>6 Ha (stl) (36¾′, 42′, 42′, 31½′×22′) (31½′, 9¾′×18′)<br>25W Cr 2(5) Der 1(30) 8(5–10) 12(5) | Oil 2SA 8Cy. 780×1400 mm<br>9300bhp 1307t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×375kW 440V 60c/s a.c. 17¼k |
| **HAVSKJELL**<br>exEmpire Homestead–47<br>**A/S Shellbåtene**<br>Oslo Norwegian | **370**<br>148<br>470 | **✠100A1** ~~Dr 4yrs 9/64~~<br>oil tanker TD 10/66<br>**✠LMC**<br>EL (e) | **1943–2** Rowhedge Irn Wks Co. Ltd.—Rowhedge<br>156′ 6″ 24′ 1″ 9′ 10½″<br>151′ 3″ 24′ 0″ 10′ 9″<br>P39′ F20′ 1 dk<br>RW 9BH len 63<br>rf 14″ WB70t | M Tanker Mchy.aft<br>6 Ta<br>L.13962 | Oil 2SA 5Cy. 250×420 mm<br>460bhp British Polar 20t (d.o)–1½pd<br>British Auxiliaries Ltd. Gls<br>2×30, 25kW 110V d.c. 9k |
| **HAVSKJER**<br>Erling **Soholm Partrederi**<br>Ålesund Norwegian | **170**<br>70<br>175 | NV | **1955** A. M. Liaaen Skibs.—Ålesund<br>106′ 5″ 20′ 8″ 9′ 2¼″<br>96′ 4″ 20′ 6″ 10′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br>240bhp<br>Alpha-Diesel A/S Fkn |
| Now **LANDKJENNING** See New Entries No. 1 | | | | | |
| **HAVSNURP**<br>**A/S Lafjord**<br>Alf Møgster<br>Bergen Norwegian | **377**<br>165<br>— | NV | **1967** Smedvik Mek. Verk—Tjørvåg<br>134′ 10″ 27′ 1″<br>118′ 1″ 27′ 0″ 13′ 11″<br>1 dk<br>BK4¾″ | M Fishing Mchy.aft<br>2 Ho<br>2 Ha (8¼′, 9¾′×10½′)<br>1W Der 1 | Oil 2SA 7Cy .280×420 mm<br>1050bhp<br>Wichmann Mtrf. Rub<br>2×34, 25kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| **HAVSÖ**<br>exHafentor–59 exSchelde–55<br>**H. A. E. Carlsson**<br>A/B Sölvesborgs Skeppsmäkleri & Speditionskontor<br>Hällevik Swedish | **500**<br>252<br>800 | GL | **1953** Heinrich Brand—Oldenburg<br>169′ 1″ 27′ 8″ 12′ 8″<br>27′ 6″ 13′ 7″<br>P36′ Q69′ F22′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 95¼′<br>G.35000 B.33000<br>2 Ha (25′, 49¼′×16¾′)<br>2W Der 3(2) | Oil 4SA 6Cy. 290×420 mm<br>490bhp 23½t (d.o)<br>Masch. Kiel A.G. Kel<br>10½k |
| **HAVSØKI**<br>P/f Vestfelli **A/S**<br>Thorshavn Faroese | **255**<br>87<br>— | NV | **1961** Brattvåg Skipsbyggeri A/S—Brattvåg<br>121′ 5″ 24′ 2″<br>105′ 0″ 24′ 0″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×350 mm<br>460bhp<br>Skandiaverken A/B Lysekil |
| **HAVSTRAUM**<br>exSolheim–67<br>Anders **Utkilens Rederi**<br>Anders Utkilen<br>Bergen Norwegian | **495**<br>217<br>832 | NV | **1962** Seutelvens Verksted—Fks<br>187′ 8″ 28′ 4″ 12′ 1½″<br>171′ 3″ 28′ 2½″ 12′ 10″<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.38000 | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim Mhm |
| **HAVSUL**<br>**A/S Havtör**<br>P. Meyer<br>Oslo Norwegian | **9814**<br>5618<br>11472 | NV | **1959** Lübecker Flender-Werke—Lbc<br>505′ 3″ 64′ 1″ 29′ 1½″<br>464′ 8″ 63′ 10″ 39′ 0″<br>2 dks, 3rd dk in Nos. 2 & 3 holds<br>RW<br>rf 4″ | M (12P) Ref<br>6 Ho 54¼′, 71′, 60¾′, 70′, 59′, 37¾′<br>6 Ha (stl) (36¾′, 49¼′, 39¼′, 39¼′, 39¼′, 17′×23′)<br>Der 1(30) 18(5) 2(3) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×380kW 440V 60c/s a.c. |
| **HAVSUND**<br>exZukunft–51<br>Odd **Olsen Partrederi**<br>Kopervik Norwegian | **194**<br>79<br>— | GL | **1935** J. Sietas Schiffs —Cranz-Neuenfelde<br>106′ 7″ 21′ 4″ 12′ 0″<br>98′ 0″ 21′ 2″<br>1 dk len 51<br>R | M Fishing<br>1 Ha (33¾′×13′) | Oil 4SA 4Cy. 280×450 mm<br>200bhp<br>Humboldt-Deutzmot. Köln-Deutz |
| **HAVTIND**<br>**A/S Havfisk**<br>A. Reinholdtsen<br>Melbu Norwegian | **299**<br>106<br>— | NV | **1960** A/S Ankerløkken Slip & M/V—Florø<br>131′ 10″ 24′ 11″<br>115′ 8″ 24′ 9½″ 13′ 5″<br>1 dk | M Trawler | Oil 2SA 6Cy. 280×420 mm<br>600bhp<br>Wichmann Mtrf. Rub |

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| 514445<br>JXRZ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HAVTJELD**<br><br>**A/S Havprins**<br>P. Meyer<br>Oslo Norwegian | 9639<br>5652<br>10289 | <br><br>NV | 1962 Öresundsvarvet A/B—Lkr<br>469' 0" 64' 2" 30' 2"<br>430' 0" 64' 0" 40' 9"<br>P107' B90' F115' 2 dk, 3rd dk in Nos. 3 & 4 holds<br><br>rf 8" | M (12P) Ref<br>6 Ho 64½', 63', 58½', 64½', 58½', 25'<br>G.645940 B.586400 In.57500<br>6 Ha (stl) (31½'×21½') (37½', 37½', 27½'×22') (30½'×20') (10½'×16')<br>23W Cr 2(5) Der 1(30) 2(5–15) 6(5–10) 10(5) 2(3) | Oil 2SA 8Cy. 760×1500 m<br>10000bhp<br>A/B Götaverken<br>4×350/280kW 440V 60c/s a. |
| 672096<br>LMXG<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HAVTOR**<br><br>**A/S Havtor**<br>P. Meyer<br>Oslo Norwegian | 42506<br>25017<br>72700 | <br><br>NV | 1967 Uddevallavarvet A/B—Udv<br>800' 0" 105' 11" ~~45' 6½"~~ 45' 8¼"<br>775' 3" 105' 9" 61' 9"<br>P162' B33' F62' 1 dk | M Ore/Oil Carrier Mchy.aft<br>11 Ho 61', 53', 53', 53', 53', 53', 53', 53', 53', 53', 45½'<br><br>11 Ha (stl) (39½'×40') (39½', 39½', 39½', 39½', 39½', 39½', 39½', 39½', 39½', 37½'×51½')<br>Der 2(5–10) 2(2½–5) | Oil 2SA 9Cy. 840×1800 m<br>18900bhp B&W<br>Eriksbergs M/V A/B<br>3×600, 440, 440kW 440V |
| 514447<br>LAUA<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HAVTROLL**<br><br>**A/S Havtör**<br>P. Meyer<br>Oslo Norwegian | 5169<br>2948<br>8200 | <br><br>NV | 1956 Eriksbergs M/V A/B—Got<br>434' 10" 58' 1" 25' 11½"<br>405' 0" 58' 0" 38' 9"<br>1 dk & S dk, 3rd dk in No. 2 hold<br><br>rf 4" | M (12P) Ref OSD<br>5 Ho 58½', 97', 28½', 56½', 57½'<br>G.517647 B.473838 In.19637<br>5 Ha (31½', 36½', 31½', 31½', 31½'×20')<br>20W Der 2(15) 18(5) | Oil 2SA 6Cy. 740×1600 m<br>5150bhp B&W<br>Eriksbergs M/V A/B<br>3×280kW 220V d.c. |
| 514448<br>WEBW<br>289119<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAWAII**<br><br>**States Steamship Co.**<br>San Francisco United States | T.Mk<br>9298<br>5439<br>—<br>12691<br>8130<br>14324 | <br><br>AB | 1962 Newport Ns S.B. & D.D. Co.—N.Ns<br>565' 0" 76' 2" —/31' 7½"<br>528' 6" 76' 0" 44' 6"<br>F127' 2 dks, 3rd dk fwd<br><br>rf nil | S (12P) Ref<br>6 Ho 43½', 74½', 67½', 67½', 70½', 55½'<br>B.777000 In.39000<br>6 Ha (stl) (17½'×19½') (37½', 37½', 37½', 37½', 37½'×25½')<br>Der 1(60) 4(20) 7(5) | 2 S Turb dr geared to sc.<br>19250shp<br>Newport News S.B. & D.D.<br>2×750kW 450V 60c/s a.c. |
| 514449<br>JKTW<br>69098<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAWAII MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 9322<br>5424<br>11023 | <br><br>NK | 1952 Naka Nippon Jukogyo—Kob<br>512' 6" 63' 10" 29' 11½"<br>475' 9" 63' 8" 40' 11"<br>F40' 3 dks<br>RW | TM Ref<br>6 Ho<br>G.622033 B.566681 In.11866<br>6 Ha (20½'×20') (41', 34½', 29½', 42½'×23') (26½'×20')<br>20W Der 2(25) 8(10) 10(5) | 2 Oil 2SA each 7Cy. 720×<br>10000bhp<br>Naka Nippon Jukogyo<br>3×320kW 230V d.c. |
| 514450<br>KQUC<br>248802<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAWAII STANDARD**<br>exRock Landing–62<br>**Standard Oil Co. of California**<br>Chevron Shipping Co.<br>San Francisco United States | 10543<br>6365<br>16284 | <br><br>AB | 1945 Alabama D.D. & S.B. Co.—Mob<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 HeCls. BC | S Turb 7240shp driving 1 g<br>2300V a.c. connected to<br>6000shp (Sy)<br>General Electric Co. |
| 514451<br>KPZP<br>249353<br>Df Esd<br>Gc Rdr<br>RT | **HAWAIIAN**<br>exMount Rogers–51<br>**Matson Navigation Co.**<br>San Francisco United States | 14113<br>9938<br>20644 | <br><br>AB | 1946 Kaiser Co. Inc.—Vcr<br>633' 2" 71' 10" 32' 11⅛"<br>606' 0" 71' 6" 43' 6"<br>P143' B30' F68' 1 dk<br>len & conv dry cargo ship 54<br>rf nil conv ore/oil carrier 60 | S Mchy.aft<br>11 Ho<br><br>11 Ha (stl)<br>4W | 2 S Turb dr geared to sc.<br>9900shp<br>Joshua Hendy Irn Wks |
| 514452<br>KKOO<br>247386<br>Df Esd<br>Gc Rdr<br>RT | **HAWAIIAN BUILDER**<br>exSea Blenny–47<br>**Matson Navigation Co.**<br>San Francisco United States | 7895<br>4595<br>12130 | <br><br>AB | 1945 Western Pipe & Stl Co.—S.Fo<br>491' 7" 69' 9" 29' 5"<br>465' 3" 69' 6" 42' 6"<br>F37' 2 dks & S dk<br>rf nil | S OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.705575 B.642560<br>5 Ha (36'×20') (30', 37½', 30½', 40'×24')<br>16W Der 2(30) | 2 S Turb dr geared to sc.<br>9350shp<br>General Electric Co.<br>3×250kW 240V d.c. |
| 514453<br>KCUN<br>252149<br>Df Esd<br>Gc Rdr<br>RT | **HAWAIIAN CITIZEN**<br>exSea Wren–47<br>**Matson Navigation Co.**<br>San Francisco United States | 12589<br>8522<br>10282 | <br><br>AB | 1944 Western Pipe & Stl Co.—S.Fo<br>491' 7" 69' 9" 29' 4⅛"<br>465' 3" 69' 6" 42' 6"<br>1 dk<br>rf nil | S<br>5 Ho<br><br>5 Ha (stl)<br>16W | 2 S Turb dr geared to sc.<br>9350shp<br>General Electric Co. |
| 514456<br>WQUO<br>245860<br>Df Esd<br>Gc Rdr<br>RT | **HAWAIIAN FARMER**<br>exSea Sturgeon–47<br>**Matson Navigation Co.**<br>San Francisco United States | 7865<br>4557<br>12107 | <br><br>AB | 1944 Western Pipe & Stl Co.—S.Fo<br>491' 7" 69' 9" 29' 5"<br>465' 3" 69' 6" 42' 6"<br>F37' 2 dks & S dk<br>rf nil | S OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.682995 B.631636<br>5 Ha (36'×20') (30', 37½', 30½', 40'×24')<br>16W Der 1(30) | 2 S Turb dr geared to sc.<br>9350shp<br>General Electric Co.<br>3×250kW 240V d.c. |
| 542736<br>KVQR<br>249264<br>Df Esd<br>Gc Rdr<br>RT | **HAWAIIAN LEGISLATOR**<br>exCoast Progress–63<br>exNevadan–57<br>exWillis Vickery–51<br>**Matson Navigation Co.**<br>San Francisco United States | 11178<br>7142<br>14860 | <br><br>AB | 1946 Kaiser Co. Inc.—Vcr, Wash<br>522' 10" 71' 8" 32' 9⅛"<br>496' 7" 71' 6" 43' 6"<br>P143' F144' 3 dks, pt 4th & 5th dks<br>rf nil | S Vehicle Carrier Mchy.aft<br>7 Ho<br><br>10 Ha (stl)<br>24W Der 1(50) | 2 S Turb dr geared to sc.<br>9900shp<br>Joshua Hendy Irn Wks |
| 514457<br>KKPX<br>248845<br>Df Esd<br>Gc Rdr<br>RT | **HAWAIIAN MERCHANT**<br>exSea Skimmer–47<br>**Matson Navigation Co.**<br>San Francisco United States | 7882<br>4600<br>12177 | <br><br>AB | 1945 Ingalls S.B. Corp.—Pascagoula<br>491' 7" 69' 9" 29' 5"<br>465' 3" 69' 6" 42' 6"<br>F39' 2 dks & S dk<br>rf nil | S OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.703295 B.639990<br>5 Ha (36'×20') (30', 37½', 30½', 40'×24')<br>16W Der 2(30) | 2 S Turb dr geared to sc.<br>9350shp<br>General Electric Co.<br>3×250kW 240V d.c. |

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| **HAWAIIAN MONARCH**<br>xMarine Dragon–65<br>**Matson Navigation Co.**<br>San Francisco United States | **17807**<br>13859<br>18202 | | AB | **1944** Sun S.B. & D.D. Co.—<br>Chester, Pa<br>*630·5′* 71′ 7″ 32′ 10⅞″<br>631′ 0″ 71′ 6″ 52′ 0″<br>F44′ 3 dks len & deepened 65<br>rf nil | S Mchy.aft<br>4 Ho<br>11 Ha | 2 S Turb dr geared to sc. shaft<br>9900shp 2094t (o.f)<br>General Electric Co. Lyn |
| **HAWAIIAN MOTORIST**<br>xHawaiian Fisherman–62<br>xSea Falcon–47<br>**Matson Navigation Co.**<br>San Francisco United States | **7901**<br>4572<br>— | | AB | **1945** Ingalls S.B. Corp.—Pascagoula<br>491′ 7″ 69′ 9″ 29′ 5″<br>465′ 3″ 69′ 6″ 42′ 6″<br>F39′ 2 dks<br>RW conv dry cargo ship 60<br>rf nil | S Vehicle Carrier<br>5 Ho 76½′, 60′, 77½′, 67½′, 82½′<br>5 Ha (36′×20′) (30′, 37½′, 30½′, 40′×24′)<br>16W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp 3806t (o.f)<br>General Electric Co. Lyn<br>3×250kW 240V d.c. 16½k |
| **HAWAIIAN PRINCESS**<br>**Matson Navigation Co.**<br>Honolulu United States | **3874**<br>3090<br>4400 | | AB | **1967** Bethlehem Stl Corp.—Beaumont<br>338′ 3″ 52′ 2″ 18′ 3½″<br>307′ 6″ 52′ 0″ 20′ 0″<br>B&F257′ 1 dk<br>rf 3″ | TM Mchy.aft<br>3 Ho 78′, 75′, 78′<br>7 Ha (stl) | 2 Oil 4SA each 12Cy. 6¼″×8″<br>1530bhp 148t<br>Caterpillar Tractor Co. Peoria<br>2×350kW |
| **HAWAIIAN QUEEN**<br>xMarine Devil–65<br>**Matson Navigation Co.**<br>San Francisco United States | **17504**<br>13568<br>17898 | | AB | **1944** Sun S.B. & D.D. Co.—<br>Chester, Pa<br>*606·2′* 71′ 7″ 32′ 10⅞″<br>606′ 0″ 71′ 6″ 52′ 0″<br>2 dks len & deepened 65<br>rf nil | S Mchy.aft<br>4 Ho<br>11 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>9900shp 2094t (o.f)<br>General Electric Co. Lyn |
| **HAWAIIAN RANCHER**<br>exSea Ray–47<br>**Matson Navigation Co.**<br>San Francisco United States | **7842**<br>4541<br>12085 | | AB | **1944** Western Pipe & Stl Co.—S.Fo<br>491′ 7″ 69′ 9″ 29′ 5″<br>465′ 3″ 69′ 6″ 42′ 11¼″<br>F37′ 2 dk & S dk<br>rf nil | S OSD<br>5 Ho 76½′, 60′, 77½′, 67½′, 82½′<br>G.682995 B.631636<br>5 Ha (36′×20′) (30′, 37½′, 30½′. 40′×24′)<br>16W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp 3758t (o.f)<br>General Electric Co. Lyn<br>3×250kW 240V d.c. 16½k |
| **HAWAIIAN REFINER**<br>exSea Fiddler–47<br>**Matson Navigation Co.**<br>San Francisco United States | **7843**<br>4576<br>11920 | | AB | **1944** Western Pipe & Stl Co.—S.Fo<br>491′ 7″ 69′ 9″ 29′ 5″<br>465′ 3″ 69′ 6″ 42′ 6″<br>F37′ 2 dks & S dk<br>rf nil | S OSD<br>5 Ho 76½′, 60′, 77½′, 67½′, 82½′<br>G.680823 B.636579<br>5 Ha (36′×20′) (30′, 37½′. 30½′, 40′×24′)<br>16W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp 3672t (o.f)<br>General Electric Co. Lyn<br>3×250kW 240V d.c. 16½k |
| **HAWAIIAN RETAILER**<br>exDade–47<br>**United States Department of Commerce**<br>San Francisco United States | **7940**<br>4604<br>12766 | | AB | **1944** Ingalls S.B. Corp.—Pascagoula<br>491′ 7″ 69′ 9″ 29′ 5″<br>465′ 3″ 69′ 6″ 42′ 6″<br>F39′ 2 dks & S dk<br>rf nil | S OSD<br>5 Ho 76½′, 60′, 77½′, 67½′, 82½′<br>G.815080 B.735050<br>5 Ha (36′×20′) (30′, 37½′, 30½′, 40′×24′)<br>16W Der 2(30) | 2 S Turb dr geared to sc. shaft<br>9350shp 1680t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>3×250kW 240V d.c. 16½k |
| **HAWARDEN BRIDGE**<br>**W. Marshall**<br>Chester British | **297**<br>122<br>350 | | | **1940** Scott & Son—Bwg<br>138′ 0″ 24′ 7″ 10′ 0″<br>24′ 5″<br>P37′ B7′ F17′ 1 dk | M Mchy.aft<br>1 Ho 70′<br>G.10000<br>2 Ha (each 26¼′×14½′)<br>2W Der 2(1¼) | Oil 2SA 4Cy. 320×425 mm<br>400bhp 20t (d.o)<br>Newbury Diesel Co. Ltd. Nby<br>1×2½kW 51/75V d.c. 9k |
| **HAWEA**<br>**Union S.S. Co. of New Zealand Ltd.**<br>Auckland New Zealand<br>For later particulars see New Entries No. 1 | **2926**<br>801<br>2610 | **100A1**<br>Class contemplated | | Taikoo D. & E. Co.—H.Kg<br>366′ 4″ 56′ 1″ 16′ 3¾″<br>338′ 0″ 56′ 0″ 35′ 6″ | TM | 2 Oil 2SA each 10Cy. 500×700 mm<br>British Polar Engines Ltd. Gls<br>17½k |
| **HAWFINCH**<br>**Brixham Trawlers Ltd.**<br>E. A. Parkes<br>Fleetwood British | **314**<br>104<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN148 | SS 5/65<br>EL (f) n | **1956**–12 Henry Scarr Ltd.—Hessle<br>*127·5′* 27′ 1″<br>124′ 6″ 26′ 9″ 13′ 0″<br>Q66′ F21′<br>4BH<br>rf 36″ BK7″ WB14t | M Trawler<br>1 Ho 36′<br>3 Ha (6¼′, 6¼′, 17′ comb.×3¼′)<br>Der 2(2) 1(1) | Oil 2SA 5Cy. 340×570 mm<br>740bhp (d.o)<br>British Polar Engines Ltd. Gls<br>db 100℔<br>3×29, 28, 20kW 220V d.c. |
| **HAWICK**<br>exShetland Trader–63<br>exVrouwepolder–58<br>exMagna Pete–50<br>~~**Shipping Co. Ltd.**~~<br>Leith British<br>**T. Jack & Co. (Shipping) Ltd.** | **444**<br>215<br>625 | **BS✻**<br>**MBS✻**<br>MN78 | SS 8/65<br>CT417 C16 | **1948**–8 Bodewes Scheeps.—<br>Martenshoek<br>153′ 6″ 27′ 2″ 11′ 3½″<br>141′ 8″ 27′ 1″ 11′ 4″<br>P39′ Q49′ F20′ 1 dk<br>RW 3BH<br>rf nil WB171t | M Mchy.aft<br>1 Ho 85¼′<br>G.31000 B.28750<br>2 Ha (stl) (27′, 30¼′×17¼′)<br>2W Der 2(3) | Oil 4SA 6Cy. 300×480 mm<br>390bhp 34t (d.o)<br>N.V. Werkspoor Ams<br>1×6kW 50V d.c. 9½k |
| **HAWKFLIGHT**<br>**Hawkstone Fishing Co. Ltd.**<br>A. W. King<br>Aberdeen British | **174**<br>65<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN95 | SS 6/65<br>EL (b) h | **1961**–3 J. Lewis & Sons Ltd.—Abn<br>*98·6′* 21′ 10″<br>95′ 9″ 21′ 6″ 11′ 0″<br>F14′<br>RW 4BH<br>rf 36″ BK7″ | M Trawler | Oil 4SA 5Cy. 12″×15″ with sr reverse gear<br>475bhp 20t<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>10k |
| **HAWKINS FUDSKE**<br>**United States Department of Commerce**<br>Baltimore United States | **7176**<br>4380<br>10920 | | AB | **1943** Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 0″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |

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| 660347<br>263352<br>RTv | **HAWKINS POINT**<br>exCapmoore<br>**Curtis Bay Towing Co.**<br>Bath United States | 236<br>161<br>— | | 1952 Jakobsen Shpyd Inc.—Oyster Bay<br>*100·0′* 27′ 5″<br>100′ 0″ 26′ 0″ 14′ 4″<br>1 dk<br>BK2½″ | D-E Tug | Oil 2SA 16Cy. 8½″×10″<br>driving 1 gen. connected<br>motor Emade—Elliott<br>General Motors Corp. |
| 641826<br>ZSNX<br>350403<br>Esd Pfd<br>RTm | **HAWTHORN**<br>**Irvin & Johnson Ltd.**<br>Cape Town S. African | 589<br>193<br>195 | ✠Classed LR until 7/66 | 1964-12 Hall, Russell & Co. Ltd.—Abn<br>140′ 6″ 31′ 1″<br>119′ 0″ 31′ 0″ 21′ 4″<br>B19′ 2 dks<br>rf 30″ BK6″ | M Stern Trawler<br>2 Ho 14½′, 31½′<br>4 Ha (5′×5′) (3½′×4′) (5½′, 5½′×3½′) | Oil 4SA 8Cy. 325×370 mm<br>gearing<br>1250bhp<br>W. H. Allen, Sons & Co. Ltd.<br>2×45, 40kW 110V d.c.<br>Controllable pitch propeller |
| 522344<br>ZCXG<br>191667<br>Df Esd | **HAWTHORNE TRADER**<br>exMariaeck-64<br>~~Foster Hawthorne Co. Ltd.~~<br>Georgetown, Cayman Is. British<br>**Hawthorne Enterprise Co. Ltd.** | 990<br>579<br>—<br>1294<br>812<br>1760 | | 1953 Rolandwerft G.m.b.H.—Bmn<br>233′ 3″ 35′ 2″<br>35′ 0″ 20′ 11″<br>F27′ H55′ 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>G.87800 B.80600<br>6W Der 1(15) | Oil 4SA 8Cy. 385×580 mm<br>1400bhp<br>Masch. Kiel A.G. |
| 514474<br>JDFN<br>86049 | **HAYABUSA MARU**<br>**C. Furunaka**<br>Kurahashi Japanese | 272<br>147<br>— | | 1960 Kegoya Dock K.K.—Kur<br>*105·9′* 21′ 11″<br>21′ 9″<br>1 dk | M Mchy.aft<br>1 Ha (53½′×14½′) | Oil 4SA 6Cy. 260×400 mm<br>320bhp<br>Kanegafuchi Nainenki |
| 514475<br>JCTK<br>64920<br>Df Esd<br>RT | **HAYABUSA MARU**<br>**Taiyo Gyogyo K.K.**<br>Nagasaki Japanese<br>Now **KAIKO MARU No. 1** See New Entries No. 3 | 180<br>62<br>— | | 1949 Hayashikane Zosen—Smk<br>104′ 1″ 21′ 7″<br>… … …<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 280×380 mm<br>320bhp<br>Akasaka Tekkosho |
| 671112<br>Df Esd<br>Gc Rdr | **HAYABUSA MARU No. 3**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 275<br>—<br>— | | 1967 Hayashikane Zosen—Nag<br>134′ 10″ 27′ 11″<br>119′ 8″ 27′ 9″ 13′ 0″<br>1 dk | M Fishing Mchy.aft<br>3W Der 1(4½) 2(3) | Oil 4SA 6Cy. 310×380 mm<br>1250bhp<br>Niigata Eng. Co. Ltd.<br>2×128kW 225V 60c/s a.c. |
| 514477<br>JNDA<br>78187 | **HAYASE MARU**<br>exYutaka Maru No. 2-58<br>**M. Dor**<br>Hiroshima Japanese | 241<br>144<br>300 | FOUNDERED 4/67 | 1956 Daiichi Sempaku Kogyo—Osa<br>97′ 10″ 20′ 5″ 10′ 6″<br>… … …<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>1 Ha | Oil 2SA 3Cy. 340×380 mm<br>200bhp<br>Kishimoto Zosen |
| 680291<br>JAEO<br>102208<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAYASHIKANE MARU No. 1**<br>**Hayashikane Sangyo K.K.**<br>Shimonoseki Japanese | 3721<br>2031<br>4590 | | 1967 Hayashikane Zosen—Smk<br>364′ 2″ 53′ 2″ 22′ 6″<br>334′ 7″ 53′ 1″ 27′ 10″<br>2 dks | M Fish Carrier | Oil 4SA 7Cy. 520×1050 mm<br>6000bhp<br>Kobe Hatsudoki Seizosho |
| 514479<br>JMDX<br>84704<br>Df Esd<br>Rdr<br>RTv | **HAYASHIO MARU**<br>**Nippon Salvage K.K.**<br>Tokyo Japanese | 1156<br>380<br>1353 | NK | 1960 Mitsubishi Zosen—Smk<br>219′ 3″ 37′ 6″ 14′ 9″<br>196′ 10″ 37′ 5″ 17′ 4″<br>1 dk<br>rf 15½″ | M Salvage Ship<br>2 Ho 41½′, 48½′<br>G.33384 B.30916<br>1 Ha (w) (17′×11½′)<br>1 Ha (stl) (14′×9½′)<br>4W Der 2(15) | Oil 2SA 8Cy. 480×700 mm<br>3200bhp Sulzer<br>Uraga Diesel Kogyo<br>3×110kW 225V d.c. |
| 514481<br>JASM<br>84921 | **HAYATOMO MARU**<br>**Kokusai Kaiun K.K.**<br>Fukuyama Japanese | 283<br>144<br>— | | 1960 Imai Zosen—Kochi<br>*126·6′* 21′ 8″<br>21′ 6″<br>1 dk | M Mchy.aft<br>1 Ha | Oil 4SA 6Cy. 260×400 mm<br>320bhp<br>Hanshin Nainenki Kogyo |
| 514482<br>7KCF<br>88234 | **HAYATOMO MARU No. 2**<br>**Kokusai Kaiun K.K.**<br>Fukuyama Japanese<br>Now **ASAHI MARU** See New Entries No. 3 | 293<br>140<br>— | | 1961 Koyo Dock—Mihara<br>138′ 1″ 22′ 10″ 10′ 2″<br>124′ 8″ 22′ 7½″ 11′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>Hanshin Nainenki Kogyo |
| 514483<br>TCUK<br>51 | **HAYDARPAŞA**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 561<br>335<br>— | GL<br>✠Classed LR until 3/52 | 1949-2 J. & K. Smit's Scheepv.—Kinderdijk<br>170′ 7″ 27′ 2″ 10′ 2″<br>10′ 10″<br>F19′ 1 dk<br>RW | TS Ferry | T 6Cy. 10 1/16″ [illegible]<br>680ihp<br>Verschure & Co.'s Schee |
| 514484<br>MNWN<br>185854<br>Esd Pfd<br>Rdr<br>RTm/v | **HAYLING**<br>**Stephenson Clarke Shipping** ~~**Stephenson Clarke Ltd.**~~ **Ltd.**<br>London British | 1837<br>891<br>2395 | ✠100A1 SS 6/65<br>✠LMC<br>MN230 EL q 1½″SQ | 1953-2 S. P. Austin & Son Ltd.—Sld<br>262′ 0″ 38′ 9″ 17′ 0″<br>249′ 4″ 38′ 6″ 18′ 4″<br>Q160′ Ba47′ F23′ 1 dk<br>RW NS 7BH<br>rf nil WB825t incl. DTsa42t DTm170t | M Mchy.aft<br>4 Ho 34′, 37½′, 41½′, 37½′<br>G.113650<br>4 Ha (stl) (22½′×22′) (22½′, 26½′, 26½′×25′)<br>4W Der 4(3) | Oil 2SA 8Cy. 360×600 mm<br>1150bhp Sulzer<br>George Clark (1938) Ltd.<br>2×80kW 220V d.c. |
| 514485<br>DCIB | **HAYO**<br>**Herbert P. J. Bartels**<br>Stade W. German | 185<br>104<br>237 | GL | 1922 D. W. Kremer Sohn—Elmshorn<br>*119·8′* 22′ 11″<br>8′ 2″<br>P18′ 1 dk<br>R conv sailing ship 27 len 50 | M | Oil 4SA 6Cy. 230×350 mm<br>150bhp NE38<br>Motorenw. Mannheim |

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| **ZÁM**<br>**ngarian Shipping Co. Ltd.**<br>apest Hungarian | 1187<br>542<br>1265 | | 1958 "Gheorghiu Dej" Shpyd—Bdp<br>263′ 9″ 34′ 10″ 10′ 2″<br>34′ 8″ 15′ 5″<br>1 dk | TM Mchy.aft<br>G.70655<br>8W Der 8(3) | 2 Oil 4SA each 8Cy. 315×450 mm<br>1600bhp 180t<br>Lang Eng. Works Bdp<br>12k |
| **ZAN**<br>**S.S.R.**<br>divostok Russian | 2288<br>965<br>1005 | | 1962 Volkswerft Stralsund—Stralsund<br>270′ 4″ 42′ 9″ 14′ 5″<br>42′ 7″ 22′ 0″ | M Fish Carrier<br>3 Ho<br>In.61448<br>3 Ha (each 13′×9¾′)<br>4W Der 4(2) | Oil 2SA 8Cy. 365×550 mm<br>Gorlitzer Masch. Gorlitz<br>11k |
| **ZEL**<br>lanhattan<br>**rida Towing Corporation**<br>ksonville United States | 249<br>73<br>— | | 1919........................Boa<br>*112·8′* 23′ 8″<br>... ... ...<br>1 dk<br>R | S Tug | T 3Cy.<br>640ihp (o.f) |
| **AZELBANK**<br>**nk Line Ltd.**<br>**drew Weir & Co. Ltd.**<br>asgow British | T.Mk<br>**7597**<br>4218<br>12438<br>**10335**<br>5986<br>15883 ~~15200~~ | ✠**100A1** SS 4/68<br>DTm—vegetable oil or oil FP above 150° F.<br>✠**LMC**<br>MN1400 EL f†2¼″SQ | **1964**–5 Harland & Wolff Ltd.—Bel<br>513′ 3″ 67′ 8″ 27′ 10½″/~~30′ 4″~~ /31′ 2⅛″<br>475′ 0″ 67′ 6″ 41′ 0″<br>F44′ 2 dks<br>7BH<br>rf 6″ WB4046t incl. Tunnel tanks 342t DTm1666t | M<br>5 Ho 71′, 78½′, 50′, 71½′, 65½′, 28½′ DT<br>G.790570 B.723230<br>5 Ha (stl) (33¾′, 45′, 50′, 35′, 30′×26′)<br>16W Der 1(50) 6(10) 10(6) | Oil 2SA 6Cy. 620×1870 mm<br>7000bhp B&W 1500t (hvf)<br>Harland & Wolff Ltd. Bel<br>2WTAuxB (f&a) 100lb<br>5×245, 245, 245, 20, 5kW 220V d.c. 14½k |
| **AZELGARTH**<br>**a Towing Co. Ltd.**<br>erpool British | **230**<br>—<br>400 | ✠**100A1** SS 11/67<br>tug<br>✠**LMC**<br>MN336 EL (d) | **1959**–5 P. K. Harris (Shipbuilders) Ltd. —Apl<br>105′ 0″ 28′ 5″ 14′ 0″<br>97′ 0″ 27′ 0″<br>4BH<br>rf 18″ BK2″ | M Tug | 2 Oil 4SA each 7Cy. 12½″×15″ with fluid couplings, sr and reverse gear to sc. shaft<br>1680bhp 40t<br>Ruston & Hornsby Lcn |
| **AZELGLEN**<br>Castlebay-51 exDayspring<br>**ames Wilson**<br>ckie British | **107**<br>38<br>— | ✠Classed LR until 3/24 | **1918**–1 Fellows & Co. Ltd.—Yar<br>*92·1′* 19′ 1″<br>... ... ...<br>1 dk<br>R | M Fishing | Oil 2SA 5Cy. 10½″×13½″<br>NE60<br>Crossley Bros. Ltd. Mch |
| **AZELMOOR**<br>~~**Moor Line Ltd.**~~<br>~~**Walter Runciman & Co. Ltd.**~~<br>~~London Glasgow British~~<br>**Anchor Line Ltd.**<br>**Runciman Shipping Ltd.**<br>Glasgow **British** | T.Mk<br>**5386**<br>2815<br>9802<br>**7792**<br>4464<br>~~11048~~<br>11499 | ✠**100A1** SS 9/68 ~~SS 3/63~~<br>✠**LMC**<br>MN660 EL b†$2\frac{1}{16}$″SQ | **1954**–3 Hawthorn, Leslie & Co. Ltd.—Nwc<br>449′ 1″ 58′ 2″ 26′ 2″/~~28′ 2¾″~~ 28′ 11⅛″<br>423′ 0″ 58′ 0″ 38′ 0″<br>F40′ 2 dks<br>RW ~~Coll BH to U dk 6 to 2nd dk~~ 7BH<br>rf 5¼″ WB3075t incl. Tunnel tanks 525t DTm1050t | M<br>4 Ho 63′, 102¼′, 26¼′ DT, 63′, 76′, 20½′ DT<br>G.593260 B.535720<br>4 Ha (stl) (each 31½′×22′)<br>11W Der 4(10) 6(5) 2(3) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford 1142t (hvf)<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2AuxB 150lb<br>2×40kW 220V d.c. 12½k |
| **ADMAN**<br>**ted Towing Co. Ltd.**<br>British | **193**<br>—<br>— | ✠**100A1** SS 6/67<br>tug<br>✠**LMC**<br>MN264 EL (c) | **1963**–4 Cochrane & Sons Ltd.—Sel<br>105′ 8″ 29′ 9″ 10′ 7¼″<br>95′ 9″ 28′ 0″ 12′ 0″<br>4BH<br>rf 27″ BK5″ WB34t | TM Tug | 2 Oil 4SA each 8Cy. 8¾″×11½″ with flexible couplings & sr reverse gears<br>1320bhp 39t (d.o)<br>Lister Blackstone Mar. Ltd. Dursley<br>2×35kW 220V |
| **HEADWAY**<br>Kigg Fishing **Company Ltd.**<br>W. Brebner<br>Aberdeen British | **174**<br>62<br>— | ✠Classed LR until 10/67 | **1957**–10 J. & G. Forbes & Co.—Fraserburgh<br>*105·7′* 23′ 6″<br>105′ 8″ 23′ 0″ 13′ 0″<br>F20′<br>3BH | Wood M Trawler | Oil 2SA 4Cy. 12½″×18½″<br>440bhp<br>H. Widdop & Co. Ltd. Keighley |
| **HEATH COCK**<br>Liverpool Screw **Towing Co.** Ltd.<br>Brian S. Clarke<br>Liverpool British | **193**<br>—<br>— | ✠Classed LR until 4/66 | **1958**–2 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>102′ 2″ 27′ 11″<br>95′ 0″ 26′ 0″ 12′ 6″<br>RW<br>rf 15″ BK7½″ | M Tug | Oil 4SA 6Cy. 15″×20″ with flexible coupling sr & reverse gear<br>1170bhp<br>Ruston & Hornsby Lcn |
| **HEATHERGATE**<br>~~Glynwood Nav. Co. Ltd.~~<br>~~British~~<br>Hull Gates Shipping **Co. Ltd.**<br>S. F. Craggs & Co. Ltd.<br>Hull British | **597**<br>293<br>— | ✠**100A1** SS 2/66<br>✠**LMC**<br>MN112 EL i | **1957**–1 Clelands (Successors) Ltd.—Wal<br>179′ 9″ 28′ 9″ 11′ 9″<br>173′ 0″ 28′ 6″ 15′ 6″<br>P49′ F18′ R dk fwd of P62′ 1 dk<br>RW NS 3BH<br>rf 2″ WB240t | M Mchy.aft<br>G.40000 B.37000<br>2W Der 2(2) | Oil 2SA 7Cy. 250×420 mm<br>560bhp 19t<br>British Polar Engines Ltd. Gls<br>9½k |
| **HEBBLE SAND**<br>British Transport **Docks** Board<br>Hull British | **869**<br>348<br>804 | ✠Classed LR until 10/66 | **1963**–12 Richards (Shipbuilders) Ltd.—Lwt<br>157′ 1″ 39′ 4″ 13′ 8½″<br>146′ 6″ 38′ 0″ 15′ 3″<br>Q59′ RFD40′ 1 dk<br>RW<br>rf nil | M Grab Hopper Dredger Mchy.aft | Oil 4SA 7Cy. 10¼″×14½″ with sr reverse gear<br>1010bhp (d.o)<br>Ruston & Hornsby Lcn<br>3×36kW 220V d.c. 9¼k |
| **HÉBÉ**<br>Société **Navale Caennaise**<br>(Anct. G. Lamy & Cie.)<br>Caen French | **5172**<br>2786<br>4492 | BV | **1960** At. & Ch. de Bretagne—Nts<br>387′ 8″ 55′ 10″ 23′ 3¾″<br>357′ 9″ 55′ 0¾″ 36′ 0″<br>2 dks<br>RW | M Ref<br>pt bulk wine carrier<br>8 Ta<br>L.45980 In.230782 HeCls. C<br>4 Ha (each 34½′×18′)<br>Der 2(15) 6(5) | 2 Oil 4SA each 9Cy. 400×460 mm with 2 Vulcan couplings and one reduction gear coupling to sc. shaft<br>S.E.M.T.-Pielstick<br>At. & Ch. de Bretagne Nts |

# REGISTER OF SHIPS

| | | | | | | |
|---|---|---|---|---|---|---|
| 514501<br>GHVD<br>304252<br>Df Esd<br>Gc Rdr<br>RT | **HEBE**<br><br>**British India Steam Nav. Co. Ltd.**<br>London British | 4823<br>2441<br>— | ✠100A1 SS 9/66<br>centre tanks aft—lub. oil<br>✠LMC<br><br>MN1100 EL x1$\frac{11}{16}$"SQ | **1962**-6 Henry Robb Ltd.—Lth<br>379' 3" 55' 2" 22' 1"<br>350' 0" 55' 0" 31' 0"<br>P100' F40' 2 dks<br>3BH to U dk 4 to 2nd dk<br>rf 3" WB871t | M Ref Mchy.aft<br><br>G.264000 B.246850 In.4000<br><br>10W Der 1(25) 1(20) 10(5) | Oil 2SA 5Cy. 680×<br>flexible coupling<br>5500bhp Sulzer<br>Swan Hunter & Wghm<br>2AuxB (1 o.f 1 ex.g) |
| 514502<br>OGFI<br>1283<br>Df Esd<br>Gc Rdr | **HEBE**<br><br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | T.Mk<br>1471<br>680<br>2404<br>2255<br>1165<br>3158 | ✠100A1 SS 6/66<br>Ice Class 1<br>✠LMC<br><br>MN480 EL s1$\frac{3}{16}$"SQ | **1962**-1 Wärtsilä Kon. Crichton-Vulcan —Åbo<br>294' 9" 43' 1" 17' 9$\frac{3}{4}$"/20' 8$\frac{1}{4}$"<br>264' 10" 43' 0" 24' 8"<br>F37' RAD65' 2 dks<br>Coll BH to U dk 3 to 2nd dk<br>rf 4" WB450t | M Mchy.aft | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer<br>Wärtsilä Kon. Crichton |
| 650591<br>LDKB<br><br>Df Esd<br>Rdr<br>RTh | **HEBE**<br><br>**Skips A/S Vågen**<br>Helge R. Myhre<br>Stavanger Norwegian | 499<br>257<br>1018 | <br><br>NV | **1964** A/S Seutelvens Verksted—Fks<br>202' 7" 29' 7" 12' 7"<br>187' 0" 29' 6" 13' 0"<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.45980 HeCls. C | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim<br>3×25, 25, 16kW 220V a.c. |
| 641658<br>DNGO<br><br>Df Esd<br>Rdr RT | **HEBE**<br><br>**Kapt. Hans Lütje**<br>Hamburg W. German | 399<br>218<br>889 | <br><br>GL | **1964** Schiffsw. J. J. Sietas—Ham<br>191' 8" 31' 0" 12' 3"<br>171' 0" 30' 10" 19' 4"<br>1 dk & S dk | M OSD Mchy.aft<br><br>G.60400 B.54800<br>3 Ha<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 514504<br>OXKA | **HEBE**<br>exAnn-Britt-61<br>**Arne Nielsen**<br>Dragør Danish | 297<br>192<br>475 | <br><br>BV | **1946** Karlstad M/V—Karlstad<br>147' 6" 24' 1" 10' 10"<br>... ... ...<br>1 dk<br>len 57 | M Mchy.aft<br>1 Ho<br>G.20000<br>2 Ha (34$\frac{1}{2}$', 37$\frac{1}{2}$'×13')<br>2W Der 2(2) | Oil 2SA 4Cy. 230×400 mm<br>245bhp<br>Frederikshavns Jernst. |
| 514505<br><br>10085 | **HEBE**<br><br>**A/B Bogserkompaniet**<br>Knut A. Andersson<br>Gothenburg Swedish | 84<br>—<br>— | ✠100A1 SS 6/68 ~~SS 5/64~~<br>tug Swedish west coast service<br>Ice Class 3<br>✠LMC<br>MN144 EL (a) | **1960**-10 Kalmar Varv—Kal<br>69' 2" 23' 2" 11' 1"<br>62' 2" 21' 10$\frac{1}{2}$" 12' 1"<br><br>3BH<br>rf 26" BK3" WB23t | M Tug | Oil 2SA 6Cy. 290×490 mm<br>720bhp<br>Alpha-Diesel A/S<br>1×10kW 110V d.c.<br>Controllable pitch propeller |
| 518362<br>DHNO<br><br>Df Esd<br>RT | **HEBE II**<br>exKäthe Jonas-65<br>**Peter Wintzer**<br>Hamburg W. German | 299<br>—<br>580<br>497<br>334<br>860 | <br><br>GL | **1951** J. J. Sietas Schiffsw.—Ham<br>*143·7'* 27' 8" 9' 10"/14' 1$\frac{1}{2}$"<br>27' 6" 15' 3"<br>P33' F17' 1 dk & S dk<br>R | M OSD/CSD<br>1 Ho 82'<br>G.34600 B.32000<br>1 Ha (70$\frac{1}{2}$'×17$\frac{1}{2}$')<br>Der 2(2) | Oil 4SA 8Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G.<br>2×1$\frac{1}{2}$kW 24V d.c.<br>Directional propeller |
| 514506<br>PEOV<br><br>Df RTm | **HEBE NOBEL**<br>exHebe-36<br>**J. & E. A. Kruidhof**<br>Maritima Scheepv. & Handel Maats. N.V.<br>Delfzijl Netherland | 196<br>90<br>245 | <br><br>BV | **1928** J. Koster Hzn.—Gro<br>109' 2" 20' 10" 8' 0"<br>20' 8"<br>1 dk<br>R | M Mchy.aft<br><br>G.11900 B.11500<br>2 Ha (33$\frac{1}{2}$', 13$\frac{3}{4}$'×12$\frac{1}{2}$')<br>Der 1(1$\frac{1}{2}$) 1($\frac{1}{2}$) | Oil 4SA 3Cy. 280×430 mm<br>150bhp<br>Motfbr. "Deutz" |
| 640116<br>GMOV<br>305301<br>Esd Rdr<br>RTm | **HEBRIDES**<br><br>**The Secretary of State for Scotland**<br>David MacBrayne Ltd.<br>Leith British | 2104<br>1145<br>240 | ✠100A1<br>West coast of Scotland and Western Isles service<br>✠LMC<br>MN480 EL (q) 1$\frac{3}{16}$"SQ | **1964**-4 Hall, Russell & Co. Ltd.—Abn<br>235' 0" 46' 3" 9' 0"<br>220' 0" 43' 6" 13' 0"<br>P&B151' Q66' F45' 1 dk<br>10BH<br>rf nil WB105t | TM Ferry (55bth 545dkP)<br><br><br><br>Cr 1(46) | 2 Oil 2SA each 8Cy.<br>2400bhp<br>Crossley Bros. Ltd.<br>4×140kW 220V d.c.<br>Thw. thrust propeller |
| 672930<br>LMOX<br><br>Df Esd<br>Rdr<br>RTm | **HEBRIS**<br><br>**Sameiet Hebris**<br>Helge R. Myhre<br>Stavanger Norwegian | 498<br>353<br>~~1240~~ 1258<br>909<br>502<br>~~1630~~ 1657 | <br><br>NV | **1967** A/S Seutelvens Verksted—Fks<br>218' 5" 29' 7" 13' 5$\frac{3}{8}$"/15' 11$\frac{1}{2}$"<br>204' 1" 29' 6" 19' 10"<br>B62' 1 dk & S dk | M Tanker OSD/CSD Mchy.aft<br>12 Ta<br>L.51560 HeCls. C | Oil 4SA 6Cy. 320×480 mm<br>1100bhp<br>Motorenw. Mannheim<br>3×38kW 220V 50c/s a.c. |
| 514507<br>CYBQ<br>192481<br>Esd Rdr | **HECATE PRINCE**<br>exCloverleaf-60 exCosbur No. 2<br>**Northwest Shipping (1962) Co. Ltd.**<br>Vancouver Canadian | 265<br>140<br>— | | **1942** Gibbs Gas Engine Co.—Jck<br>*130·8'* 25' 0"<br>... ... ...<br>1 dk | Wood M Tug | Oil 4SA 8Cy. 305×380 mm<br>NE34<br>Enterprise Eng. & Fdy Co. |
| 672787<br><br><br>Df Esd<br>Gc Rdr<br>RT | **HECK**<br><br>**United States Government**<br>U.S. Coast & Geodetic Survey<br>United States | 150<br>—<br>— | <br><br>AB | **1966** Jakobson Shpyd Inc.—Oyster Bay<br>... ... ...<br>77' 3" 22' 0" 10' 3"<br>1 dk<br>rf nil | TM Survey Ship | 2 Oil 4SA each<br>reduction geared<br>856bhp<br>Cummins Engine Co.<br>2×60kW |
| 514509<br>GBNK<br>183761<br>Df Esd<br>Gc Rdr<br>RTv | **HECTOR**<br><br>**Ocean Steam Ship Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>7588<br>3274<br>7060<br>9718<br>5260<br>11220 | BS✳ SS 6/66<br>DTsa—vegetable oil<br>MBS✳<br>RMC<br>MN3000 C44 S38 | **1950**-3 Harland & Wolff Ltd.—Bel<br>523' 0" 69' 4" ~~30' 11$\frac{1}{2}$"~~ 25' 5"/30' 11$\frac{1}{8}$"<br>487' 11" 69' 0" 38' 6"<br>P26' B265' F51' 2 dks, 3rd dk except abaft mchy. space<br>RW 9BH<br>rf 9" WB3264t incl. Tunnel tank 150t DTa783t | S Ref<br>7 Ho 44$\frac{3}{4}$', 63', 45', 63', 42', 73$\frac{3}{4}$', 43$\frac{3}{4}$'<br>G.677969 B.614436 In.125270<br>4 Ha (stl) (12'×14') (29'×22') (27'×24') (27'×22')<br>3 Ha (w) (26', 26'×22') (12'×8')<br>24W Der 1(50) 4(10) 4(7) 16(5) | 3 S Turb dr geared<br>14000shp<br>Harland & Wolff Ltd.<br>2WTB<br>db<br>4×550, 350, 350, |

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|---|---|---|---|---|---|
| **CTOR**<br>das<br>inkl. **Nederl. Stoomb.**<br>aats. N.V.<br>terdam **Netherland** | **1906**<br>878<br>2793 | BV | **1944** Gebr. Pot—Bolnes<br>311′ 2″ 42′ 5″ 18′ 6¾″<br>42′ 3″<br>B58′ F31′ 1 dk & S dk<br>R<br>rf 3″ | M (4P) Ref OSD<br>4 Ho 45′, 56′, 49′, 54′<br>B.161200<br>4 Ha (27′, 29½′, 29½′, 27′ × 14′)<br>8W Der 1(25) 2(9) 6(6) | Oil 2SA 6Cy. 500 × 900 mm<br>1900bhp B&W 391t (d.o)<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>3 × 90kW 220V d.c. 12¾k |
| **FAST BIRD** See New Entries No. 5 | | | | | |
| **CTOR**<br>mpfschiffahrts<br>esellschaft **"Neptun"**<br>nen **W. German** | **1203**<br>657<br>1967<br>**1940**<br>1246<br>3094 | GL | **1963** Fr. Lürssen—Vgk<br>273′ 0″ 42′ 4″ 15′ 7⅜″/20′ 1″<br>246′ 1″ 42′ 0″ 23′ 11″<br>F38′ 1 dk & S dk<br>rf 4″ | M OSD/CSD<br>2 Ho each 54′<br>G.142808 B.124053<br>2 Ha (stl) (each 54′ × 19¾′)<br>8W Der 8(3–5) | Oil 4SA 8Cy. 400 × 580 mm<br>2000bhp 931t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2 × 19, 15kW 230/400V 13½k |
| **CTOR**<br>V. Bureau **Wijsmuller**<br>lden **Netherland** | **200**<br>11<br>— | BV | **1958** Schpsw. v/h Jonker & Stans—Hendrik-I-A<br>99′ 1″ 27′ 2″ 10′ 7¾″<br>92′ 3″ 25′ 6½″<br>RW | M Tug | 2 Oil 2SA each 8Cy. 190 × 350 mm with hydraulic coupling & reduction gearing to sc. shaft<br>800bhp 75t<br>N.V. Mach. Bolnes Krimpen<br>13k |
| **CTOR-FRANS**<br>nri Christiaen<br>tend **Belgian** | **109**<br>41<br>— | | **1938** J. Denye—Ost<br>*81·6′* 21′ 8″<br>… … … | Wood M Trawler | Oil 4SA 4Cy. 300 × 450 mm<br>Klöckner-Humboldt-Deutz Kln |
| **CTOR GANNET**<br>shore Marine Ltd.<br>~~ctor Trawlers Ltd.~~<br>~~H. Kerr (Ship Chandlers)~~<br>ndon **British** | **361**<br>136<br>— | ~~✠100A1~~ ~~SS 2/67~~<br>~~stern trawler~~<br>~~✠LMC~~<br>~~MN232~~ ~~EL (f)o~~<br>**CAPSIZED & SANK 11/68** | **1962**–7 P. K Harris & Sons Ltd.—Apl<br>*125·1′* 29′ 11″<br>120′ 6″ 29′ 6″ 14′ 6″<br>F57′<br>3BH<br>rf 34″ BK2″ WB72t incl. DTa37t | M Stern Trawler | Oil 4SA 6Cy. 12″ × 15″ with flexible coupling & sr gearing<br>1160bhp<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>Controllable pitch propeller |
| **CTOR GULL**<br>eapool Ltd.<br>ondon **British**<br>V. H. Kerr (Ship Chandlers) Ltd. (Mgrs.) | **361**<br>114<br>— | **✠100A1** SS 12/67<br>U.K. coastal service south of Oban and Aberdeen<br>**✠LMC**<br>MN232 EL (f) 1⅛″ | **1962**–12 P. K. Harris & Sons Ltd.—Apl<br>130′ 1″ 29′ 11″<br>120′ 6″ 29′ 6″ 14′ 6″<br>F57′<br>3BH conv stern trawler 68<br>rf 34″ BK2″ WB71t incl. DTa37t | M Buoy Ship | Oil 4SA 6Cy. 12″ × 15″ with flexible coupling & sr gearing<br>1160bhp<br>Mirrlees National Ashton/Lyne<br>Controllable pitch propeller |
| **ECTOR HAWK**<br>Hector Whaling **Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>London **British** | **16808**<br>10252<br>25005 | **✠100A1** CS 11/63<br>oil tanker<br>**✠LMC**<br>MN2000 EL l†2⅝″SQ | **1959**–12 J. Boel & Fils—Tamise<br>614′ 1″ 77′ 3″ 33′ 3″<br>577′ 0″ 77′ 0″ 43′ 4″<br>1 dk<br>15BH<br>rf nil WB1865t | M Tanker Mchy.aft<br>30 Ta 1 Ho & DT 32′<br>HeCls. BC<br>1 Ha (12′ × 17′)<br>Der 5(5) 1(1½) | Oil 2SA 8Cy. 740 × 1600 mm<br>10000bhp 2153t (hvf)–28pd<br>Burmeister & Wain Cpn<br>2WTAuxB primary 710℔<br>secondary 192℔ Spt<br>AuxB (ex.g) 180℔<br>3 × 240kW 450V 60c/s a.c. 16¾k |
| **ACAMAR** See New Entries No. 1 | | | | | |
| **TOR HERON**<br>ritish **Tanker Co. Ltd.**<br>ayzer, Irvine & Co. Ltd.<br>London **British** | **12795**<br>7659<br>18650 | **✠100A1** CS 12/63<br>oil tanker<br>**✠LMC**<br>MN2000 EL h†2⅜″SQ | **1959**–5 Arsenal do Alfeite—Alfeite<br>560′ 0″ 69′ 11″ 30′ 8½″<br>530′ 8″ 69′ 9″ 39′ 8″<br>P112′ B41′ F73′ 1 dk<br>16BH<br>rf nil WB1165t | M Tanker<br>28 Ta 1 Ho 31¼′<br>L.878936 HeCls. BC<br>1 Ha (9¾′ × 20′)<br>Der 5(5) 1(2) 1(1) | Oil 2SA 8Cy. 760 × 1500 mm<br>Götaverken<br>10000bhp 1471t (hvf)–39pd<br>Uddevallavarvet A/B Udv<br>2db 150℔<br>3 × 350, 240, 240kW 440V 60c/s a.c. 16k |
| **HEDDERNHEIM**<br>Unterweser **Reederei** G.m.b.H.<br>Bremen **W. German** | **2269**<br>1559<br>4410 | GL | Lch.–**1942** Cmpl.–**1950** A. G. "Weser" Werk Seebeck—Bhn<br>313′ 9″ 44′ 0″ 20′ 0″<br>43′ 10″ 28′ 3″<br>B26′ F26′ 1 dk & S dk | M OSD Mchy.aft<br>4 Ho 44½′, 65′, 59′, 26¼′<br>G.254089 B.235909<br>4 Ha (stl) (29½′, 37½′, 39¼′, 34½′ × 23′)<br>8W Der 8(3) | Oil 4SA 6Cy. 400 × 460 mm<br>1200bhp Emade44fitted— 115t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3 × 80kW 110V d.c. 9k |
| **HEDEKÆR**<br>exTroja-67<br>Peter Erik Olsen<br>Esbjerg **Danish** | **170**<br>81<br>— | | **1967** Rosslauer Schiffsw.—Rosslau<br>110′ 2″ 8′ 10¼″<br>97′ 0″ 21′ 8″ 10′ 10″<br>1 dk<br>rf 23½″ BK6″ | M Fishing<br>2 Ho 15¾′, 22½′<br>B.6356<br>2 Ha (stl) (each 5¼′ × 4′)<br>Der 1(½) | Oil 4SA 8Cy. 240 × 360 mm<br>560bhp 19t (d.o)<br>Schwermasch. Karl Liebknecht Mgd<br>2 × 16,12kW 220V d.c.<br>Controllable pitch propeller 12k |
| **HEDINN**<br>Hreifi h/f<br>Husavik **Icelandic** | **331**<br>134<br>— | NV | **1966** Ulstein M/V A/S—Ulsteinvik<br>130′ 2″ 27′ 0″ 12′ 2″<br>113′ 8″ 26′10½″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Vee Oil 4SA 12Cy. 6¼″ × 8″<br>800bhp<br>Caterpillar Tractor Co. Peoria<br>Controllable pitch propeller<br>Thw. thrust propellers fwd & aft |
| **HEDWIG LÜNSTEDT**<br>Johannes and Werner Lünstedt<br>tenschiffahrt Bauer & Hauschildt K.G.<br>mburg **W. German** | **424**<br>282<br>955 | GL | **1963** Schiffsw. J. J. Sietas—Ham<br>198′ 2″ 34′ 8″ 12′ 9″<br>180′ 6″ 34′ 5½″ 20′ 0″<br>2 dks | M Mchy.aft<br>G.72100 B.65100<br>2 Ha (35½′, 49½′ × 16½′)<br>Der 2(2) | Oil 4SA 6Cy. 320 × 450 mm<br>500bhp<br>Masch. Kiel G.m.b.H. Kel<br>11k |
| **HEDWIG PANNBACKER**<br>hans Paul-39<br>edersachsen-38<br>mina exRebecca<br>ne Pannbacker<br>er Döhle<br>burg **W. German** | **353**<br>190<br>463 | GL | **1917** Pattje & Zonen—Waterhuizen<br>145′ 5″ 27′ 2″ 10′ 10″<br>11′ 4″<br>1 dk<br>RW | M<br>1 Ho 83¼′<br>G.25000 B.21000<br>2 Ha (34½′, 28′ × 16½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 420 mm<br>300bhp NE49 17t (d.o)<br>Masch. Kiel A.G. Kel<br>9k |

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| 514530<br>PEPK<br><br>Df Esd<br>Gc Rdr<br>RTv | **HEEMSKERK**<br><br>**N.V. Vereenigde**<br>**Nederlandsche Scheepv.**<br>**Maats.**<br>The Hague Netherland | 6293<br>3782<br>9697 | ✠100A1 SS 7/64<br>with freeboard DTsm &<br>tunnel side tanks—veget-<br>able oil<br>✠LMC<br>EL d†2 3/16"SQ | 1949-6 Nederl. Schps. Maats.—Ams<br>478′ 8″ 61′ 2″ 27′ 0½″<br>445′ 6″ 61′ 0″ 38′ 7″<br>P43′ F53′ 1 dk & S dk, 3rd dk fwd of mchy. space<br>RW Coll BH to S dk 7 to 2nd dk<br><br>rf 6″ WB3018t incl. Tunnel tanks 307t DTsm1253t | M (12P) Ref OSD<br>5 Ho 62½′, 70½′, 42½′, 66½′, 74′<br>1 TwD 32½′<br>G.637620 B.583935<br>6 Ha (29½′, 34′, 34′, 34′, 34′×18′)<br>(8½′×13′)<br>20W Der 1(40) 1(20) 2(10) 6(5) 12(3) | Oil 2DA 6Cy. 720×1200<br>6600bhp<br>Gebr. Stork & Co. N.V.<br>AuxB 105lb<br>3×160kW 220V d.c. |
| 514531<br>PEPN<br><br>Df Esd<br>RT | **HEEMSKERK**<br><br>**Hollandsche Zeerefd.**<br>J. Vermaas' Scheepv. Bedr.<br>N.V.<br>Rotterdam Netherland | 500<br>307<br>850 | ✠100A1 SS 5/66<br><br>✠LMC UMS<br><br>MN103 EL i | 1955-7 N. V. Schps. v/h de Groot & v.<br>Vliet—Slikkerveer<br>183′ 1″ 29′ 9″ 11′ 8½″<br>170′ 0″ 29′ 6″ 13′ 5″<br>P38′ F32′ 1 dk<br>RW 3BH<br>rf 3″ WB208t | M Mchy.aft<br>1 Ho 115½′<br>G.38000 B.34200<br><br>2W Der 2(3) | Oil 4SA 8Cy. 305×<br>515bhp<br>D. & J. Boot "De Indus |
| 514532<br>PEPO<br>12181<br>Df Esd<br>Rdr RT | **HEENVLIET**<br><br>**Soetermeer Fekkes'**<br>**Cargadoorskantoor N.V.**<br>Rotterdam Netherland | 499<br>260<br>1025 | ✠100A1 SS 5/66<br><br>✠LMC<br><br>MN240 EL i | 1961-5 Schps. Waterhuizen J. Pattje—<br>Waterhuizen<br>219′ 2″ 33′ 5″ 12′ 0½″<br>197′ 9″ 32′ 10″ 19′ 6″<br>1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 2″ WB240t | M OSD Mchy.aft<br><br>G.73700 B.67180<br><br>6W Der 1(10) 5(3-5) | Oil 4SA 6Cy. 400×<br>1200bhp<br>D. & J. Boot "De Indus |
| 514533<br>PEPM<br><br>Df Esd<br>Rdr | **HEERENGRACHT**<br><br>**C. V. Grachtmij**<br>Spliethoff's<br>Bevrachtingskantoor N.V.<br>Amsterdam Netherland | T.Mk<br>499<br>277<br>1053 | ✠100A1 SS 9/67 ~~SS 6/64~~<br>Ice Class 2<br>✠LMC<br><br>MN172 EL m | 1960-6 Schps. Gebr. v. Diepen—<br>Waterhuizen<br>226′ 2″ 33′ 10″ 13′ 0½″<br>204′ 3″ 33′ 5½″ 20′ 2″<br>F24′ 2 dks<br>RW Coll BH to U dk 2 to 2nd dk<br>rf nil WB256t | M Mchy.aft<br><br>G.72416 B.66695<br><br>4W Der 2(3–5) 2(3) | Oil 4SA 8Cy. 330×<br>860bhp<br>N.V. Werkspoor |
| 670483<br>OVJJ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HEERING LOTTE**<br><br>**Cherry Heering Line**<br>Peter F. Heering<br>Copenhagen Danish | T.Mk<br>8227<br>4488<br>13105<br>**11415**<br>6532<br>15615 | ✠100A1<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>✠LMC<br>MN2100 EL g†2 3/16"U2 | 1967-5 A.G. "Weser" Werk Seebeck—<br>Bhn<br>510′ 3″ 71′ 3″ —/30′ 2½″<br>480′ 1″ 71′ 0″ 40′ 8″<br>P154′ F39′ 2 dks<br>RW 7BH<br>rf nil WB2030t incl. Comb. btm & side tanks in holds 1729t | M (4P) Mchy.aft<br><br><br>5 Ha (stl) (36½′, 36½′, 36½′,<br>101½′ comb., 29′×34½′)<br>Der 1(100) 1(30) 12(10) | Oil 2SA 7Cy. 740×<br>10500bhp B&W<br>Frd. Krupp Masch. A<br>Dieselmotoren<br>2AuxB (1 o.f 1 ex.g)<br>3×350, 350, 208kW 440V |
| 514534<br>OZEA<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **HEERING ROSE**<br><br>**Kommanditselskabet af**<br>**26.9.66 (Peter F. S.**<br>**Heering)**<br>Cherry Heering Line<br>Copenhagen Danish | 3052<br>1443<br>4750<br>4581<br>2512<br>6075 | ✠100A1 SS 1/67<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN840 EL x1 13/16"SQ | 1962-4 Helsingör Skibs & Msk—Hsg<br>392′ 2″ 52′ 4″ 19′ 11″/23′ 0″<br>356′ 10″ 52′ 2″ 29′ 4″<br>RFD40′ 1 dk & S dk<br>Coll & mchy. BH to S dk 3 to 2nd dk<br>rf 4″ WB749t incl. DTf98t | M Ref OSD/CSD Mchy.aft<br>3 Ho 65½′, 98½′, 60½′<br>G.265000 B.243000 In.17070<br>3 Ha (stl) (34½′, 69′ comb., 34½′×23′)<br>8W Der 1(35) 6(10) 2(5) | Oil 2SA 6Cy. 500×<br>4200bhp<br>Helsingör Skibs & Msk<br>AuxB 100lb (ex.g)<br>4×200, 200, 200, 100kW |
| 670484<br>OZTT<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HEERING SUSAN**<br><br>**Cherry Heering Line**<br>Peter F. Heering<br>Copenhagen Danish | T.Mk<br>8239<br>4483<br>13105<br>**11425**<br>6526<br>15615 | ✠100A1<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>✠LMC<br>MN2100 EL g†2 3/16"U2 | 1967-1 A.G. "Weser" Werk Seebeck—<br>Bhn<br>510′ 3″ 71′ 3″ 27′ 0″/30′ 2″<br>480′ 1″ 71′ 0″ 40′ 8″<br>P154′ F39′ 2 dks<br>RW 7BH<br>rf nil WB2030t incl. Comb. btm & side tanks in holds 1729t | M (4P) Mchy.aft<br><br>G.879976 B.782513<br>5 Ha (stl) (36½′, 36½′, 36½′,<br>101½′ comb., 29′×34½′)<br>12W Der 1(100) 1(30) 12(10) | Oil 2SA 7Cy. 740×<br>10500bhp B&W<br>Frd. Krupp Masch. A<br><br>2AuxB (1 o.f 1 ex.g)<br>3×350, 350, 208kW 440V |
| | Now **STAR PROCYON** See New Entries No. 10 | | | | | |
| 535766 | **HEET**<br>exThair-66 exTaft-60<br>**Government of Iraq**<br>**(Directorate General of**<br>**Ports & Navigation)**<br>Basrah Iraq | *209*<br>*11*<br>88 | ✠100A1 SS 2/65<br>tug<br>Persian Gulf service<br>✠LMC | 1949-4 Scott & Sons—Bwg<br>110′ 2″ 23′ 6″ 7′ 2¾″<br>103′ 5″ 23′ 0″ 9′ 0″<br><br>3BH<br>WB55t incl. DTf12t | TS Tug | C 4Cy. (2) 11″ & (2)<br>400ihp<br>Plenty & Son Ltd.<br>SB 140lb |
| 670091<br>OZUK<br><br>Df Esd<br>Pfd Rdr<br>RTm/h | **HEGA PRIVA**<br><br>**Privateksportørers**<br>**Skibstransport A/S**<br>Sønderborg Danish | 499<br>323<br>919 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN160 EL j1 1/16"U2 | 1966-12 Schps. v/h De Groot & v. Vliet<br>—Slikkerveer<br>188′ 1″ 29′ 10″ 12′ 6″<br>169′ 11″ 29′ 6″ 13′ 6″<br>P38′ F77′ 1 dk<br>3BH<br>rf 3″ WB215t | M Mchy.aft<br>2 Ho 114½′, 52½′<br><br>2 Ha (each 41½′×18½′)<br>Der 2(3) | Oil 4SA 6Cy.<br>800bhp<br>Motorenw. Mannheim<br>2×20kW 220V |
| 514535<br>JWMQ<br><br>Df Esd<br>Rdr<br>RTm | **HEGG**<br><br>**Skibs A/S Storli & Skibs A/S**<br>**Oljetransport**<br>A/S Rederiet Odfjell<br>Bergen Norwegian | 758<br>366<br>1346 | <br><br>NV | 1957 Haugesund M/V A S—Hgs<br>204′ 1″ 31′ 6″ 14′ 8½″<br>188′ 1″ 31′ 5½″ 13′ 2″<br>1 dk<br>rf nil len 66 | M Tanker Mchy.aft<br>8 Ta<br>L.49000 | Oil 4SA 6Cy.<br>750bhp<br>Motorenw. Mannh<br>2×25kW 110V d.c. |
| 641200<br>4XNE<br>MS148<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **HEHALUZ**<br><br>**Oniyot Tarshish Ltd.**<br>Hakibutz Hameuchad Shipping<br>Co.<br>Haifa Israel | 1965<br>1158<br>2924 | ✠100A1 SS 8/68<br>upper FPTs—veg. oil<br>Ice Class 3<br>✠LMC<br>MN300 EL r 1½"SQ | 1964-8 A Vuijk & Zonen—Capelle<br>276′ 7″ 41′ 4″ 20′ 2½″<br>246′ 4″ 41′ 0″ 23′ 4″<br>Ba65′ F39′ 2 dks<br>4BH<br>rf 2″ WB429t | M Mchy.aft<br>2 Ho each 80′<br>G.133206 B.121585<br>2 Ha (stl) (52′, 54′×18′)<br>8W Der 2(10) 4(5) | Oil 4SA 6Cy.<br>1500bhp<br>N.V. Werkspoor<br>3×97kW 440V |

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| **AN MARU**<br>**pon Yusen Kaisha**<br>Japanese<br>o | **6849**<br>3962<br>9324 | AB NK | **1951** Nishi Nippon Jukogyo—Nag<br>462′ 7″ 59′ 3″ 26′ 4″<br>434′ 1″ 59′ 1″ 32′ 10″<br>P24′ B178′ F33′ 2 dks<br>RW<br>rf 6¼″ | M (6P)<br>6 Ho 54′, 69¾′, 55¾′, 36¼′, 61¼′, 48′<br>G.564199 B.524875<br>6 Ha (stl) (25¾′×19¾′) (39′, 30¾′×23′) (19½′×26¼′) (36¼′, 28′×23′)<br>18W Der 1(30) 4(10) 8(5) 6(3) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp 1236t (hvf)<br>Nishi Nippon Jukogyo Nag<br>3×200kW 115/230V d.c. 13½k |
| **AN MARU**<br>**yo Shoji K.K.**<br>agasaki Japanese | **175**<br>64<br>— | | **1959** Takehara Zosensho—Hma<br>96′ 9″ 24′ 5″ 8′ 6″<br>85′ 4″ 24′ 3″ 11′ 6″ | TM Tug | 2 Oil 4SA each 6Cy. 290×420 mm<br>1040bhp<br>Nihon Hatsudoki Kob |
| **AN MARU**<br>**oto Prefecture**<br>zu Japanese | **116**<br>34<br>— | | **1960** Niigata Eng. Co. Ltd.—Niigata<br>96′ 8″ 18′ 9″<br>... ... ...<br>1 dk | M Fishery Research Ship | Oil 4SA 6Cy. 260×400 mm<br>320bhp<br>Niigata Eng. Co. Ltd. Niigata<br>9k |
| **AN MARU No. 2**<br>oto-Fu Enyo **Gyogyo K.K.**<br>zuru Japanese | **111**<br>45<br>— | | **1963** Niigata Eng. Co. Ltd.—Niigata<br>106′ 10″ 19′ 6″ 7′ 10″<br>104′ 11″ 19′ 4″ 8′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 200×260 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **IAN MARU No. 3**<br>oto-Fu Enyo **Gyogyo K.K.**<br>izuru Japanese | **315**<br>147<br>— | | **1965** Niigata Eng. Co. Ltd.—Niigata<br>146′ 4″ 26′ 4″ 11′ 5″<br>130′ 6″ 26′ 3″ 12′ 9″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 310×380 mm<br>1260bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **EIAN MARU No. 7**<br>**anyo Shoji K.K.**<br>magasaki Japanese | **196**<br>48<br>— | | **1965** Koyo Dock Mihara<br>95′ 2″ 27′ 0″ 9′ 2¼″<br>85′ 4″ 26′ 11″ 12′ 10″<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy. 380×520 mm<br>Nippon Hatsudoki Kob |
| **IDELBERG**<br>**amburg-Amerika-Linie**<br>amburg W. German | **~~5669~~ 5619**<br>~~3509~~ 3462<br>6700<br>**~~7093~~ 7338**<br>~~4739~~ 4725<br>8800 | GL | **1967** Deutsche Werft A.G.—Ham<br>445′ 6″ 63′ 7″ 24′ 4½″/28′ 1½″<br>401′ 7″ 63′ 4″ 36′ 3″<br>P154′ B34′ F98′ 1 dk & S dk | M (8P) Ref OSD/CSD<br>5 Ho 52½′, 80½′, 64′, 55′, 54½′<br>G.504073 B.457830 In.9800<br>5 Ha (stl) (34½′×16½′) (55′, 41¼′, 41¼′×19¾′) (40′×16½′)<br>19W Cr 1(3) Der 1(60) 14(5–10) 14(3–5) | Oil 2SA 7Cy. 700×1200 mm<br>8400bhp 1117t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×325kW 400V 50c/s a.c. 18¾k |
| **IDELBERG**<br>**ordsee" Deutsche**<br>**Hochseefischerei G.m.b.H.**<br>Cuxhaven W. German | **2557**<br>1160<br>1590 | GL | **1964** A.G. "Weser" Werk Seebeck—Bhn<br>287′ 9″ 46′ 0″<br>254′ 7″ 45′ 11½″ 29′ 6″<br>2 dks<br>rf 13¾″ | M Stern Trawler<br>3 Ho 59′, 14¾′, 23′<br>4 Ha (5′, 5′, 5′×3¾′) (11¼′×5¼′) | 2 Oil 4SA each 8Cy. 385×580 mm geared to sc. shaft<br>3200bhp (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>2×175kW 230/400V 50c/s a.c. |
| **HEIDEMARIE**<br>exDora-62 exRurik<br>exBenkaezer<br>Claudius **Mohrfeldt**<br>Hamburg W. German | **141**<br>78<br>178 | | **1912**........................Dzl<br>*101·3′* 20′ 11″<br>... ... ...<br>R | M | Oil 4SA 3Cy. 220×330 mm<br>90bhp NE38<br>Masch. Augsburg-Nürnberg Aug |
| **HEIDRUN**<br>exHafborg-53<br>Run h/f<br>Bolungarvik Icelandic<br>Now **VESTRI See New Entries No. 11** | **101**<br>41<br>— | | **1944** .....................Akureyri<br>*68·6′* 19′ 2″<br>... ... ... | Wood M Fishing | Oil<br>360bhp NE58<br>R. A. Lister Ltd. Dursley |
| **HEIDRUN II**<br>exPáll Pálsson-66<br>Einar **Gudfinnsson h/f**<br>Bolungavik Icelandic | **154**<br>63<br>— | | **1963** Dráttarbrautin—Akransei<br>92′ 11″ 21′ 10″<br>85′ 4″ 21′ 2″ 10′ 9″<br>1 dk | Wood M Fishing | Oil 4SA 6Cy. 240×260 mm<br>470bhp<br>Kromhout Motorenfab. Ams |

**MISSING SINCE 2/68**

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| **HEIKE**<br>Käthe **Kroger**<br>L.F. **Mathies & Co.**<br>Hamburg W. German | **424**<br>197<br>690 | GL | **1956** Schiffsw. H. Rancke—Ham<br>170′ 1″ 27′ 10″ 12′ 4″<br>151′ 7″ 27′ 7″ 12′ 7″<br>P34′ F24′ 1 dk<br>RW | M Mchy.aft<br>G.30049 B.26515<br>2 Ha | Oil 4SA 8Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. Kel<br>9½k |
| **HEIKE BOS**<br>Johannes **Bos**<br>Partenreederei **Bea**<br>Leer W. German | **498**<br>353<br>960 | GL | **1966** Martin Jansen—Leer<br>193′ 6″ 11′ 6¼″<br>174′ 2″ 32′ 2″ 13′ 1″<br>P36′ F20′ 1 dk | M Mchy.aft<br>G.42750 B.39400<br>1 Ha | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz Kln<br>11k |

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| 652072<br>DFSE<br>Df Esd<br>Rdr<br>RTm | **HEIKE SCHLÜTER**<br>**Karl Schlüter**<br>Rendsburg W. German | 496<br>327<br>1190 | GL | 1965 Husumer Schiffswerft—Husum<br>215′ 9″ 34′ 6″ 12′ 9½″<br>193′ 3″ 34′ 3″ 19′ 10″<br>1 dk & S dk<br>rf 4″ | M OSD<br>1 Ho 137¾′ 1 TwD 147¼′<br>G.84000 B.75000<br>2 Ha (stl) (65′, 37½′ × 20½′)<br>Der 5(3) | Oil 4SA 8Cy. 320 × 450 mm<br>1000bhp<br>Klöckner-Humboldt-Deut<br>2 × 25kW 220V a.c.<br>Controllable pitch propelle |
| 514550<br>DJNW<br>Df Esd<br>Gc Rdr<br>RT | **HEIKENDORF**<br>**Hochseefisch. Kiel G.m.b.H.**<br>Kiel W. German | 651<br>218<br>500 | GL | 1955 Kieler Howaldtswerke A.G.—Kel<br>203′ 5″ 30′ 5″<br>180′ 6″ 30′ 2″ 16′ 6″<br>F38′ 1 dk<br>RW | M Trawler | 2 Oil 4SA 8Cy. & 4Cy.<br>geared to sc. shaft<br>1530bhp<br>Kieler Howaldtswerke A.G. |
| 514551<br>DJSY<br>RT | **HEIKENDORF**<br>**Kieler Verkehrs- A.G.**<br>Kiel W. German | 207<br>100<br>197 | GL | 1934 Frd. Krupp Germ. A.G.—Kel<br>*87·3′* 24′ 0″ 8′ 6″<br>9′ 10″<br>1 dk<br>R | M Ferry (302P) | Oil 4SA 6Cy. 280 × 420 mm<br>300bhp<br>Frd. Krupp Germ. A.G. |
| 514552<br>DNAS<br>10409 | **HEIKO WEGENER**<br>**Heinrich Wegener & Sohn**<br>Hamburg W. German | 132<br>73<br>— | GL | 1962 Scheel & Jöhnk—Ham<br>111′ 2″ 20′ 0″<br>19′ 10″ 7′ 5″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 215 × 300 mm<br>200bhp<br>Motorenw. Mannheim |
| 672382<br>Df Esd<br>Gc Rdr<br>RT | **HEILBRONN**<br>**Hamburg-Amerika-Linie**<br>Hamburg W. German | 5863<br>3697<br>6700<br>7586<br>4944<br>8800 | GL | 1967 Deutsche Werft A.G.—Ham<br>445′ 6″ 63′ 8″ 24′ 4¼″/28′ 5″<br>401′ 7″ 63′ 4″ 36′ 3″<br>1 dk & S dk | M Ref OSD/CSD Mchy.aft | Oil 2SA 7Cy. 700 × 1200 mm<br>4800bhp<br>Masch. Augsburg-Nürnberg |
| 514555<br>DGOI<br>Df Esd | **HEIMAT**<br>**Gunther Nagel**<br>Hamburg W. German | 296<br>156<br>140 | GL | 1939 Schiffsw. W. Holst—Ham<br>*142·2′* 22′ 2″ 9′ 4″<br>10′ 2″<br>P28′ F16′ 1 dk<br>R len 51 | M<br>G.22000<br>2 Ha | Oil 4SA 6Cy. 290 × 420 mm<br>300bhp NE52<br>Masch. Kiel A.G. |
| 514556<br>DHMS<br>Df Esd<br>Rdr RT | **HEIMATLAND**<br>**Willi Lührs**<br>Johs. Thode<br>Hamburg W. German | 500<br>333<br>— | GL | 1961 Schiffs. J. J. Sietas—Ham<br>*185·7′* 29′ 2″<br>12′ 10″<br>1 dk<br>len 66 | M Mchy.aft<br>1 Ho 101¾′<br>G.32700 B.29600<br>3W Der 3(2) | Oil 4SA 6Cy. 320 × 450 mm<br>Klöckner-Humboldt-Deut |
| 514558<br>OXHS<br>Df Rdr | **HEIMDAL**<br>**De Danske Statsbaner**<br>Korsör Danish | 1083<br>375<br>438 | BV | 1930 Aalborg Msk. & Skibs—Abg<br>249′ 4″ 38′ 7″ 11′ 5″<br>38′ 5″<br>1 dk<br>R<br>rf 28″ | TM Ferry (600P) | 2 Oil 4SA each 6Cy.<br>1500bhp<br>A/S Frichs<br>3 × 60, 50, 50kW 220V d.c. |
| 514559<br>LDIV<br>Esd Rdr<br>RT | **HEIMEN**<br>**Brödrene Jakobsens Rederi**<br>Helge Jakobsen<br>Tromsö Norwegian | 142<br>47<br>— | | 1929 J. Drage—Rognan<br>96′ 0″ 22′ 7″ 12′ 0″<br>... ... ... | Wood M Fishing Mchy.aft | Oil 2SA 4Cy. 280 × 420 m<br>400bhp [illegible]<br>Wichmann Mtrf. |
| 514560<br>DCAS<br>Esd | **HEIMKEHR**<br>**Jurgen & Eckard Schmidt**<br>Duisburg W. German | 210<br>96<br>256 | GL | 1951 Meidericher Schiffsw.—Duisburg<br>124′ 7″ 21′ 5″ 7′ 6½″<br>8′ 3″<br>P31′ F13′ 1 dk | M Mchy.aft<br>G.21000<br>2 Ha | Oil 4SA 6Cy. 270 × 360 mm<br>250bhp<br>Klöckner-Humboldt-Deut |
| 514561<br>DGOL | **HEIMKEHR**<br>**Gustav Kuhlencord**<br>Hamburg W. German | 175<br>94<br>245 | GL | 1931 Gebr. van Diepen—Waterhuizen<br>*112·7′* 19′ 10″<br>8′ 10″<br>Q26′ 1 dk<br>R len 38 | M Mchy.aft | Oil 4SA 6Cy. 215 × 300 mm<br>180bhp NE31<br>Masch. Kiel A.G. |
| 514562<br>DGOM | **HEIMKEHR**<br>**Hans Stich**<br>Hamburg W. German | 123<br>65<br>197 | | 1930 Gebr. van Diepen—Waterhuizen<br>*103·2′* 19′ 0″<br>6′ 11″<br>Q22′ 1 dk<br>R len 49 | M | Oil 4SA 4Cy. 220 × 300 mm<br>150bhp NE31<br>Klöckner-Humboldt-Deut |
| 509719<br>LKCU<br>Df Esd<br>RT | **HEIMLY**<br>exEdmond-Marie–67<br>**Alr Strømsholm**<br>**Partrederi**<br>Kristiansund Norwegian | 222<br>78<br>— | BV | 1951 Ch. & At. Aug Normand—Hav<br>113′ 6″ 23′ 1″<br>23′ 0″ 13′ 3″<br>R | M Trawler<br>4 Ha (3¾′ × 2½′) (3¾′, 3¾′ × 3½′)<br>(3½′ × 2½′)<br>Der 1(1) | Oil 4SA 6Cy. 300 ×<br>450bhp<br>A. Normand & Cie<br>3 × 10kW 110V |
| 514564<br>LANR | **HEIMSTRAND**<br>exSandeidfjord–54 exBo–53<br>exPeer Gynt–51<br>**Anton Ramfjord**<br>Namsos Norwegian<br>Now **RAMFJORD** See New Entries No. 4 | 122<br>76<br>158 | NV | 1942 Nilsen & Brødrene Moens Baat.—<br>Risör<br>*85·6′* 21′ 4″ 10′ 4½″<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 2SA 3Cy.<br>210bhp [illegible]<br>A/S De Forenede |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **MVIK** | | 297 | | **1962** Nordsoværftet—Ringkøbing | M Mchy.aft | Oil 2SA 4Cy. 230×400 mm | |
| nne Lindinger–67 | | 172 | | 148′ 10″ 25′ 0″ 9′ 10″ | 2 Ho 37′, 34′ | 280bhp | 16¾t (d.o) |
| **ard Vikene** | | 480 | BV | 131′ 10″ 24′11½″ 10′ 6″ | G.22500 B.20500 | Alpha-Diesel A/S | Fkn |
| Norwegian | | | | P39′ F24′ 1 dk | 2 Ha (each 28¾′×15¾′) | Controllable pitch propeller | 9½k |
| gen | | | | | 2W Der 2(2) | | |
| **MWÄRTS** | | **249** | | **1963** J. J. Sietas Schiffsw.—Ham | M Mchy.aft | Oil 4SA 6Cy. 220×280 mm | |
| | | 136 | | 147′ 2″ 24′ 9″ 8′ 8¼″ | 1 Ho 88½′ | 290bhp | 10½t (d.o) |
| **helm & Otto Grigoleit** | | 449 | GL | 134′ 6″ 24′ 7½″ 9′ 8″ | G.19700 B.18100 | Klöckner-Humboldt-Deutz | Kln |
| tenschiffahrt Bauer & | | | | P36′ F20′ 1 dk | 1 Ha (68¾′×15¼′) | | 9k |
| uschildt K.G. | | | | | 2W Der 2(2) | | |
| W. German | | | | | | | |
| nburg | | | | | | | |
| **N GODENWIND** | | **1024** | | **1961** J. J. Sietas Schiffsw.—Ham | TM (860P) | 2 Oil 4SA each 8Cy. 230×300 mm | |
| trum Linjen | | 433 | | 195′ 9″ 36′ 6″ 10′ 6″ | | 1600bhp | |
| n-Dampfschiffahrt A.G. | | 152 | GL | 36′ 4″ 13′ 7″ | | Masch. Kiel A.G. | Kel |
| W. German | | | | 1 dk | | 2×100kW 380V 50c/s a.c. | |
| nburg | | | | | Der 2(1) | | |
| **N HOYER** | **T.Mk** | **3676** | | **1949** Burntisland S.B. Co. Ltd.—Bnt | M (12P) ~~OSD~~ | Oil 2SA 4Cy. 670×2320 mm | |
| Thorsisle–66 | | 2073 | | 387′ 6″ 53′ 6″ 23′ 8¾″ | 4 Ho 47′, 37½′, 48′, 46½′ | 4400bhp | 867t (d.o) |
| nseatische **Reederei** | | — | NV | 53′ 3″ | G.379050 B.340370 | Hawthorn Leslie & Co. Ltd. | Nwc |
| Emil Offen & Co. | | | | F31′ 1 dk & S dk | 4 Ha (35′, 40′, 35′, 35′×20′) | 3×110kW 220V d.c. | 14½k |
| W. German | | | | RW | 12W Der 1(30) 12(5) | | |
| nburg | | | | | | | |
| **EIN OLTMANN** | | **333** | | **1950** Heinr. Brand—Oldenburg | M | Oil 4SA 6Cy. 290×420 mm | |
| La Paloma–61 | | 156 | | *138·4′* 24′ 8″ 9′ 8¼″ | | 360bhp | 14t (d.o) |
| rtenreederei **Hein** | | 458 | GL | 24′ 6″ 10′ 8″ | | Masch. Kiel A.G. | Kel |
| Oltmann | | | | P32′ F18′ 1 dk | 1 Ha (67¼′×15′) | | 8½k |
| ter Döhle | | | | RW | Der 2(2) | | |
| W. German | | | | | | | |
| mburg | | | | | | | |
| **EIN REINHOLD** | | **248** | | **1954** Hugo Peters—Wewelsfleth | M Mchy.aft | Oil 4SA 6Cy. 215×360 mm | |
| xHans Matthias–63 | | 155 | | 138′ 11″ 21′ 7″ 8′ 9½″ | 1 Ho 78¾′ | 220bhp | 8t |
| ans Heinrich **Rheinhold** | | 360 | GL | 138′ 2″ 21′ 5″ 9′ 7″ | G.17000 | Masch. Kiel A.G. | Kel |
| W. German | | | | P25′ F16′ 1 dk | 2 Ha | | 8k |
| usum | | | | RW | 2W Der 1(2) 1(1) | | |
| **HEIN SCHRIEWER** | T.Mk | **499** | | **1966** J. J. Sietas Schiffsw.—Ham | M ~~OSD~~ Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| | | 259 | | 203′ 1″ 32′ 11″ 13′ 0″ | 1 Ho 128′ | 500bhp | 50t |
| Heinrich **Schriewer** | | 1020 | GL | 180′ 6″ 32′ 10″ 20′ 4″ | G.70600 B.64700 | Klöckner-Humboldt-Deutz | Kln |
| hs. Thode | | | | P46′ Q125′ B46′ F26′ 1 dk & S dk | 2 Ha | 3×60kW 380V d.c. | 11k |
| Hamburg W. German | | | | | 3W Der 3(3) | | |
| **IN SIETAS** | | **382** | | **1961** Schiffsw. H. Rancke—Ham | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| | | 188 | | 168′ 11″ 26′ 10″ 9′ 10″ | 1 Ho | 370bhp | |
| nrich **Sietas & Söhne** | | 500 | GL | 149′ 3″ 26′ 8″ 10′ 11″ | G.26650 B.24200 | Klöckner-Humboldt-Deutz | Kln |
| O.H.G. | | | | P32′ F22′ 1 dk | 1 Ha (83¼′×16½′) | | 10k |
| dendeich W. German | | | | RW | | | |
| **HEIN SUHR** | | **294** | | **1958** Klahn-Werft—Bln | M | Oil 4SA 6Cy. 290×420 mm | |
| | | 184 | | *149·6′* 26′ 7″ 8′ 2″ | 2 Ho each 36′ | 300bhp | (d.o) |
| Jonni Suhr | | 454 | GL | 26′ 5″ 9′ 6″ | G.22000 | Masch. Kiel A.G. | Kel |
| Hamburg W. German | | | | P30′ F20′ 1 dk | 2 Ha | 2×1½ & 1kW 24V | 9½k |
| Now **OSTEBRÜCKE** See New Entries No. 7 | | | | RW | Der 2(2) | | |
| **HEIN VON BARGEN** | | **998** | | **1962** Schiffswerft "Neptun"—Ros | M | Oil 4SA 8Cy. 320×450 mm | |
| exH–64 | | 706 | | *234·9′* 36′ 2″ 17′ 0″ | 2 Ho each 77¾′ | 1320bhp | (d.o) |
| Heinrich von **Bargen & Sohn** | | 2020 | GL | 36′ 0″ 20′ 2″ | G.87058 B.77709 | Klöckner-Humboldt-Deutz | Kln |
| O.H.G. | | | | P43′ F27′ 1 dk | 2 Ha (stl) (each 53¼′×19½′) | 4×90, 90, 90, 18kW 380V 60c/s a.c. | |
| Hamburg W. German | | | | R | Der 4(5) | | 10½k |
| **HEINO** | | ~~424~~ T.Mk | | **1964** Schiffsw. J. J. Sietas—Ham | M ~~OSD~~ Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| | | ~~288~~ 424 | | 211′ 4″ 34′ 8″ 12′ 6″ | | 500bhp | |
| Kapt. Jonny **Winter** | | ~~1105~~ 288 | GL | 191′ 3″ 34′ 6″ 20′ 0″ | G.80100 B.72500 | Masch. Kiel G.m.b.H. | Kel |
| Hamburg W. German | | 1153 | | F24′ 1 dk & S dk | 2 Ha | | 10½k |
| **HEINO BRÖHAN** | | **499** | | **1954** Schiffsw. H. Rancke—Ham | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| exDeneb–65 | | 335 | | 176′ 4″ 27′ 8″ 13′ 9½″ | | 475bhp | |
| Harry Bröhan | | 945 | GL | 159′ 5″ 27′ 6″ 15′ 3″ | G.39184 B.36110 | Klöckner-Humboldt-Deutz | Kln |
| Hamburg W. German | | | | Q31′ F23′ 1 dk | 2 Ha | | 10k |
| | | | | RW | | | |
| **HEINRICH** | | **296** | | **1952** Rolandwerft G.m.b.H.—Bmn | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| | | 142 | | 138′ 5″ 24′ 7″ 9′ 8″ | 1 Ho | 300bhp | |
| Gerhard **Schepers** | | 414 | GL | 24′ 5″ 10′ 8″ | G.21000 B.18000 | Klöckner-Humboldt-Deutz | Kln |
| Bremen | | | | P31′ F16′ 1 dk | 1 Ha (59′×18′) | | 8½k |
| W. German | | | | RW | | | |
| **HEINRICH** | | **120** | | **1914** Gebr. E. & M. Coops—Hgz | M | Oil 4SA 4Cy. 215×360 mm | |
| | | 66 | | *91·2′* 19′ 8″ | | 120bhp NE38 | |
| ugust **Buschhardt** | | 167 | GL | … … … | | Deutsche Werke A.G. | Kel |
| W. German | | | | Q15′ 1 dk | | | |
| | | | | R conv sailing ship 25 len 66 | | | |

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|---|---|---|---|---|---|---|---|
| 514579<br>DDLQ<br>141<br>Df Esd<br>Gc Rdr<br>RT | **HEINRICH BRAND**<br><br>**Partenreederei m.s.**<br>**"Heinrich Brand"**<br>Gerd-Ernst de Buhr<br>Elsfleth W. German | 979<br>485<br>1405 | GL | **1958** Heinr. Brand—Oldenburg<br>213' 2" 35' 5" 13' 9½"<br>202' 11" 35' 3" 15' 6"<br>P52' F31' 1 dk<br>RW | M Mchy.aft<br><br>G.70846 B.68034<br>4 Ha<br>Der 2(3–5) | | Oil 4SA 6Cy. 420×980 mm<br>830bhp<br>Klöckner-Humboldt-Deutz |
| 514580<br>DCIE<br><br>Esd<br>RTm/h/v | **HEINRICH BRONS**<br><br>**"Grosser Kurfürst"**<br>**Heringsf. G.m.b.H.**<br>Emden W. German | 196<br>93<br>— | | **1933** Deutsche S. & M.—Bhn<br>99·4' 23' 1" 10' 0"<br>10' 11"<br>1 dk<br>R | M Fishing Mchy.aft<br>2 Ho 32½', 13'<br><br>24 Ha | | Oil 4SA 6Cy. 280×340 mm<br>245bhp NE48<br>Motorenw. Mannheim<br>3×19, 15, 5kW 115V d.c. |
| 640963<br>DNFO<br><br>Esd Pfd<br>Rdr RTv | **HEINRICH ESSBERGER**<br><br>**John T. Essberger**<br>Hamburg W. German | 993<br>396<br>1602 | GL | **1964** Elsflether Werft—Elsfleth<br>211' 10" 34' 3" 17' 0½"<br>193' 7" 34' 1½" 19' 8"<br>B70' F29' 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.53608 | HeCls. C | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>3×87½kW 400V 50c/s a.c. |
| 514583<br>DHQT<br><br>Df Esd<br>Gc Rdr<br>RT | **HEINRICH**<br>**GRAMMERSTORF**<br>exWestfalen–55<br>**Karl Grammerstorf**<br>**Schiffahrts G.m.b.H.**<br>Kiel W. German<br>Now **NORDPARTNER** See New Entries No. 6 | 2609<br>1349<br>4575<br>3917<br>2658<br>5730 | GL | **1951** Howaldtswerke A.G.—Ham<br>356' 7" 47' 0" 20' 5"/23' 5"<br>46' 10" 29' 6"<br>F29' 1 dk & S dk<br>RW | M OSD/CSD<br><br>G.277956 B.263956<br>2 Ha (48¾', 34½'×18½')<br>10W Cr 1(5) Der 2(2) | | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2400bhp NE58<br>Motorenw. Mannheim |
| 514584<br>DAPJ<br>10179<br>Df Esd<br>Rdr RT | **HEINRICH HAUSCHILDT**<br><br>**Julius Hauschildt**<br>Küstenschiff. Bauer &<br>Hauschildt K.G.<br>Hamburg W. German | 425<br>255<br>730 | GL | **1959** J. J. Sietas Schiffsw.—Ham<br>185' 9" 31' 7" 9' 10½"<br>167' 4" 31' 6" 11' 2"<br>P47' F27' 1 dk<br>RW | M Mchy.aft<br>1 Ho 119'<br>G.33550 B.30750<br>2 Ha<br>2W Cr 1(5) Der 2(2) | | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 514585<br>DHZV<br>2315<br>Df Esd<br>Gc Rdr<br>RT | **HEINRICH HEINE**<br>exMar del Plata–58<br>**Deutsche Seereederei**<br>Rostock E. German<br>Now **CLEO 2** See New Entries No. 2 | 7666<br>3644<br>9050 | DSRK<br><br>✠Classed LR until 5/59 | **1938–9** John Cockerill S.A.—Hbk<br>459' 9" 61' 6" 26' 5"<br>434' 11" 61' 4" 30' 2"<br>F50' 2 dks & S dk<br>R | M Ref OSD<br><br>G.524576 B.473218 In.22777<br><br>14W Der 1(30) 1(15) 14(5) | | Oil 2DA 5Cy. 620×1400 mm<br>6000bhp B&W<br>John Cockerill S.A. |
| 514586<br>DFRP<br><br>Df Esd<br>RTm | **HEINRICH HUPFELD**<br>exSabine–62<br>**Kies-und Sandwerk Rudolf**<br>**Hupfeld K.G.**<br>Hamburg W. German | 654<br>431<br>895 | GL | **1953** Hugo Peters—Wewelsfleth<br>186' 7" 28' 0" 13' 8"<br>27' 10" 15' 1"<br>P40' F16' 2 dks<br>R len 54 conv dry cargo ship 60<br>rf nil | M Dredger Mchy.aft<br>2 Ho 23½', 46½'<br><br>2 Ha (23½', 46½'×24½') | | Oil 4SA 8Cy. 290×420 mm<br>290bhp<br>Masch. Kiel A.G.<br>1×90kW 380V 50c/s a.c. |
| 514588<br>DEQY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HEINRICH KERN**<br><br>**Gemeinwirtschaftl.**<br>**Hochseefisch. G.m.b.H.**<br>Bremerhaven W. German | 1244<br>384<br>— | GL | **1961** Lübecker Flender-Werke—Lbc<br>248' 5" 37' 10" 15' 5½"<br>217' 3" 37' 9" 25' 3"<br>Q97' F104' 2 dks | TD-E Stern Trawling Factory Ship | | 3 Oil 4SA each 8Cy.<br>2400bhp connected to<br>2 sc. shafts<br>Klöckner-Humboldt-Deutz |
| 650546<br>DNHY<br><br>Df Esd<br>Rdr RT | **HEINRICH KNÜPPEL** T.Mk<br><br>**Hans-Heinrich Knüppel**<br>Johs. Thode<br>Hamburg W. German | 499<br>332<br>1180 | GL | **1964** J. J. Sietas Schiffsw.—Ham<br>211' 4" 34' 8" 12' 5"<br>191' 3" 34' 6" 21' 6"<br>F22' 1 dk & S dk | M ~~OSD~~ Mchy.aft<br><br>G.84000 B.77900<br>2 Ha | | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 514590<br>DCHQ<br><br>Df Esd<br>Pfd<br>RTm/h/v | **HEINRICH LUTTER**<br><br>**"Grosser Kurfürst"**<br>**Heringsfischerei G.m.b.H.**<br>Emden W. German | 300<br>143<br>— | GL | **1957** Schulte & Bruns—Emd<br>138' 1" 25' 5"<br>127' 6" 25' 3" 11' 6"<br>1 dk | M Fishing Mchy.aft<br>2 Ho 28', 39½'<br><br>30 Ha | | Oil 4SA 6Cy. 320×480 mm<br>600bhp<br>Motorenw. Mannheim<br>3×80, 24, 10kW 380V |
| 514591<br>DHSA<br><br>Df Esd<br>RT | **HEINRICH MANN**<br><br>**Fischkombinat Rostock**<br>Rostock E. German | 258<br>90<br>— | DSRK | **1949** Elbewerft—Boizenburg<br>126' 4" 24' 0" 10' 7"<br>... ... ...<br><br>RW | M Fishing | | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Schwermasch. Karl |
| 514592<br>DERW<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HEINRICH MEINS**<br><br>**Gemeinwirtschaftl.**<br>**Hochseefisch. G.m.b.H.**<br>Bremerhaven W. German | 826<br>347<br>— | GL | **1957** Rickmers Werft—Bhn<br>227' 1" 32' 10"<br>227' 0" 32' 9" 23' 7" | TD-E Stern Trawler | | 2 Oil 4SA each 8Cy.<br>geared to elec. motors<br>1500bhp<br>Klöckner-Humboldt-Deu |
| 517764<br>DFZD<br><br>Df RT | **HEINRICH NAGEL**<br>exJürgen–66<br>**Heinrich Nagel & Sohn**<br>Johs. Thode<br>Stade W. German | 293<br>143<br>442 | GL | **1950** Mützelfeldtwerft G.m.b.H.—<br>Cuxhaven<br>*124·6'* 24' 7" 10' 0½"<br>... ... ...<br>1 dk<br>RW | M<br><br>G.21500 B.18700<br>1 Ha | | Oil 4SA 6Cy.<br><br>Klöckner-Humbol |

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| **EINRICH S**<br>m Schepers & Söhne<br>fleth W. German | 500<br>320<br>1279 | GL | **1964** Schulte & Bruns—Emd<br>227′ 7″ 36′ 5″ 11′ 8¼″<br>209′ 11″ 36′ 1″ 19′ 0″<br>F19′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 151′<br>G.92120 B.80693<br>2 Ha (each 53¼′×19¾′)<br>Der 4(3) | Oil 4SA 8Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>3×15kW 380V 50c/s a.c. | <br>(d.o)<br>Kln<br>10½k |
| **EINRICH SCHMIDT**<br>ensburger Reederei A.G.<br>ederei Heinrich Schmidt<br>ensburg W. German | 1292<br>764<br>1960 | GL | **1963** Flensburger Schiffs. Ges.—Fln<br>244′ 5″ 37′ 3″ 16′ 0½″<br>222′ 3″ 37′ 1″ 17′ 3″<br>Q130′ F22′ 1 dk<br>RW | M Mchy.aft<br>G.89180 B.84730<br>4 Ha<br>4W Der 4(3) | Oil 4SA 6Cy. 385×580 mm<br>1250bhp<br>Masch. Kiel G.m.b.H. | <br>105t<br>Kel<br>12¼k |
| **EINRICH SCHULTE**<br>~~Schulte & Bruns~~<br>~~nden~~ ~~W. German~~<br>artenraederei m.s.<br>"Heinrich Schulte"<br>Schulte & Bruns<br>Emden W. German | 30582<br>21871<br>47657 | GL | **1964** Lübecker Flender-Werke A.G.—Lbc<br>758′ 8″ 99′ 4″ 36′ 9″<br>722′ 2″ 98′ 5″ 53′ 6″<br>P141′ F56′ 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>9 Ho 56½′, 72¼′, 49¼′, 73¼′, 49¼′, 73¼′, 49¾′, 73¼′, 49¾′<br>B.2290567<br>9 Ha (stl) (32¼′, 43½′, 32½′, 44¼′, 32½′, 44¼′, 32½′, 44¼′, 32½′×43¼′) | Oil 2SA 9Cy. 750×1320 mm<br>12600bhp<br>Borsig A.G.<br>3×400, 400, 180kW 230/400V 50c/s a.c. | <br>2042t (hvf)<br>Bln<br><br>15k |
| **EINRICH SCHULTE**<br>Grosser Kurfürst"<br>Heringsfischerei G.m.b.H.<br>nden W. German | ~~327~~ 320<br>145<br>— | GL | Lch.**1943** Cmpl.**1945** Schulte & Bruns—Emd<br>*128·0′* 25′ 5″ 11′ 2″<br>25′ 3″<br>R | M Trawler<br>2 Ho 29½′, 24½′<br>G.199000 B.177000<br>25 Ha | Oil 4SA 8Cy. 320×450 mm<br>550bhp Emade42fitted45<br>Klöckner-Humboldt-Deutz<br>3×66, 15, 12kW 115V d.c. | <br>319t (d.o)<br>Kln<br>11k |
| **EINRICH SUHR**<br>ünter Suhr<br>Stade W. German | 500<br>296<br>1222 | GL | **1965** Stader Schiffsw. G.m.b.H.—Stade<br>224′ 3″ 33′ 10″ 13′ 4″<br>204′ 7″ 33′ 5″ 20′ 0″<br>F26′ 1 dk & S dk | M OSD Mchy.aft<br>G.80200 B.74300<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>950bhp<br>Masch. Kiel G.m.b.H. | <br><br>Kel<br>11k |
| **EINRICH UDO SCHULTE**<br>Reederei Bernhard Schulte A.G.<br>Bernh. Schulte<br>Hamburg W. German | ~~1319~~ T.Mk<br>~~612~~ 1319<br>~~2280~~ 613<br>~~1998~~ 2280<br>~~4370~~ 1998<br>~~3840~~ 1251<br>3340 | BV GL | **1957** P. Lindenau—Kel<br>257′ 10″ 41′ 1″ 15′ 11¼″/20′ 1⅝″<br>241′ 2″ 41′ 0″ 24′ 6″<br>F21′ 1 dk & S dk<br>rf 2″ | M OSD/CSD Mchy.aft<br>2 Ho 79¼′, 77¼′<br>G.143600 B.134240<br>2 Ha (stl) (each 59′×21′)<br>8W Der 8(3–5) | Oil 4SA 8Cy. 400×600 mm<br>1680bhp<br>Masch. Augsburg-Nürnberg<br>3×75, 75, 36kW 220V d.c. | <br>200t (d.o)<br>Aug<br>13k |
| **EINRICH WEGENER**<br>inrich Wegener & Sohn<br>nburg W. German | 172<br>103<br>— | GL | **1964** Scheel & Jöhnk—Ham<br>123′ 5″ 22′ 6″ 6′ 6¾″<br>116′ 8″ 22′ 4″ 7′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 215×300 mm<br>200bhp<br>Motorenw. Mannheim | <br><br>Mhm |
| **EINRICH WESCH**<br>exMari-65<br>Jonny Wesch<br>Hamburg W. German | 1177<br>534<br>1653<br>**1946**<br>1217<br>2874 | GL | **1961** Schiffswerft Neptun—Ros<br>295′ 7″ 39′ 5″ 14′ 7″/18′ 8″<br>39′ 3″ 22′ 4″<br>P51′ F27′ 1 dk & S dk<br>RW | M OSD/CSD<br>2 Ho<br>G.143400 B.131500<br>2 Ha<br>Der 2(20) 8(5) | Oil 4SA 8Cy. 420×660 mm<br>1650bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln<br>12½k |
| **HEINZ BERNHARD**<br>Johannes Brey<br>Stade W. German | 298<br>135<br>374 | GL | **1954** Stader Schiffsw.—Stade<br>*126·5′* 24′ 8″ 9′ 6″<br>11′ 0″<br>P30′ F16′ 1 dk<br>RW | M<br>G.18577<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>290bhp<br>Masch. Kiel A.G. | <br><br>Kel<br>9k |
| **HEINZ BRIESS**<br>Fischkombinat Rostock<br>Rostock E. German | 991<br>315<br>— | | **1967** Peenewerft Wolgast—Wolgast<br>205′ 4″ 15′ 5″<br>177′ 3″ 38′ 5″ 22′ 4″<br>2 dks | M Stern Trawler | Oil 2SA 6Cy. 480×720 mm<br>1750bhp<br>Dieselmotorenwerk | <br><br>Ros |
| **HEINZ-HEINO**<br>exAeolus-56 exHeinz Brey–54<br>Uwe Juls<br>Hamburg W. German | 149<br>106<br>— | BV | **1932** Gebr. Niestern & Co.—Dzl<br>*116·1′* 18′ 11″<br>... ... ...<br>1 dk<br>R len 57 | M | Oil 4SA 2Cy. 270×420 mm<br>100bhp<br>Deutsche Werke A.G. | <br><br>Kel |
| **HEINZ-HELMUT**<br>exThor-65<br>Heinrich Behrens<br>Hamburg W. German | 424<br>217<br>730 | GL | **1958** Schiffsw. H. Rancke—Ham<br>174′ 2″ 28′ 4″ 11′ 3″<br>154′ 11″ 28′ 3″ 12′ 8″<br>P43′ F33′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 104′<br>G.32653 B.28307<br>2 Ha<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>1×2½kW 24V d.c. | <br>21½t<br>Kln<br>9k |
| **HEINZ HORN**<br>Partenreederei m.s.<br>"Heinz Horn"<br>Heinr. C. Horn<br>Hamburg W. German | 696<br>252<br>782<br>**1138**<br>607<br>901 | GL | **1958** J. J. Sietas Schiffsw.—Ham<br>231′ 8″ 33′ 6″ 11′ 9″/12′ 6″<br>203′ 5″ 33′ 5½″ 19′ 4″<br>F26′ 1 dk & S dk | M Ref OSD/CSD Mchy.aft<br>In.51500<br>2 Ha (each 23½′×13¼′)<br>4W Der 4(2) | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz | <br>95t (d.o)<br>Kln<br>12k |

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| 660664<br>DEVJ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HEINZ KAPELLE**<br><br>**Deutsche Seereederei**<br>Rostock E. German | 5242<br>2519<br>7675<br>7992<br>4180<br>10400 | DSRK | **1965** Warnowwerft—Warnemünde<br>466' 9" 61' 4" 23' 8½"/28' 0½"<br>36' 10"<br>1 dk & S dk<br>RW | M OSD/CSD | Oil 2SA 7Cy. 700×1200 mm<br>5850bhp MAN<br>Dieselmotorenwerk |
| 671047 | **HEINZ KAPELLE**<br><br>**Fischkombinat Rostock**<br>Rostock E. German | 991<br>—<br>— | | **1966** Peene Werft—Wolgast<br>177' 1" 34' 9" 15' 5"<br>... ... ...<br>1 dk | M Stern Trawler | Oil<br>1750bhp<br>Dieselmotorenwerk |
| 514602<br>DCKM<br><br>Df | **HEINZ WILHELM**<br>exDija-59 exMargriet-L-56<br>exJans-54<br>**Heinrich Litmeyer**<br>Haren/Ems W. German | 298<br>173<br>389 | BV<br><br>*Classed BC until 1/60 | **1940**-10 G. J. v.d. Werff's Scheeps.—<br>Westerbroek<br>*131·5'* 23' 4" 8' 9½"<br>125' 0" 23' 3" 9' 6"<br>P36' F19' 1 dk | M Mchy.aft<br>1 Ho 77'<br>G.17300 B.16300<br>2 Ha<br>2W Der 2(2) | Oil 4SA 8Cy. 220×280 mm<br>300bhp NE64<br>Klöckner-Humboldt-Deutz |
| 642265<br>8LLZ<br>95113<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HEISHICHI MARU No. 18**<br><br>**K. Suzuki**<br>Yaizu Japanese | 253<br>129<br>— | | **1964** Kanazashi Zosensho—Shimizu<br>141' 9" 24' 10" 9' 6"<br>124' 7" 24' 7" 11' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br><br>Niigata Eng. Co. Ltd. |
| 525220<br>JIRK<br>59308<br>Df | **HEIUN MARU No. 7**<br>exNikko Maru No. 5-65<br>**Hirasho Shoten K.K.**<br>Kamaishi Japanese | 172<br>80<br>— | | **1947** Niigata Tekkosho—Niigata<br>*107·0'* 19' 8"<br>... ... ...<br>RW len 55 | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>380bhp Emade<br>Niigata Tekkosho |
| 517292<br>DHFS<br><br>Esd | **HEIWA**<br>exJohannes Friedrich-63<br>**Heinz Dölling**<br>Hamburg W. German | 148<br>93<br>226 | GL | **1926** Gebr. van Diepen—Waterhuizen<br>110' 10" 18' 10" 6' 7"<br>7' 7"<br>F19' 1 dk<br>R len 55 | M Mchy.aft | Oil 4SA 6Cy. 130×170 mm<br>116bhp NE60<br>Klöckner-Humboldt-Deutz |
| 651608<br>JQEJ<br>96427<br>Df Esd<br>Gc Rdr<br>RTv | **HEIWA MARU**<br><br>**Taiheiyo Kaiun K.K.**<br>Tokyo Japanese | 39401<br>23151<br>67826 | NK | **1965** Mitsubishi Hvy Ind. Ltd.—Hma<br>782' 6" 118' 3" 40' 0"<br>741' 6" 118' 1" 54' 2"<br>1 dk<br>rf 2" | M Tanker (2P) Mchy.aft<br>12 Ta<br>L.2521230<br><br>Der 2(5) 1(1½) | Oil 2SA 9Cy. 850×1800 mm<br>18000bhp<br>Mitsubishi Hvy Ind. Ltd.<br>1×500kW 450V 60c/s a.c. |
| 540493<br>JAJW<br>90640<br>Df Esd<br>Rdr RT | **HEIWA MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo Japanese | 12723<br>7042<br>18464 | NK | **1963** Osaka Zosensho—Osa<br>551' 3" 71' 0" 29' 4"<br>518' 5" 70' 10" 41' 4"<br>1 dk<br>RW | M Mchy.aft<br>6 Ho<br>G.838515 B.813830<br>6 Ha (36'×26½') (43½', 44½', 44½', 44½' 44½'×31½')<br>12W Der 12(5) | Oil 2SA 6Cy. 680×1250 mm<br>6600bhp Sulzer<br>Iino S.B. & Eng. Co. Ltd.<br>2×208kW 445V a.c. |
| 514606<br>JQZA<br>60536<br>Rdr RT | **HEIWA MARU**<br><br>**Kansai Kisen K.K.**<br>Osaka Japanese | 938<br>450<br>— | | **1948** Mitsubishi Jukogyo—Hma<br>*202·1'* 32' 1"<br>31' 11"<br>1 dk<br>RW len 60 | M | Oil 4SA 6Cy. 370×500 mm<br>850bhp<br>Hanshin Nainenki Kogyo |
| 660850<br>JK2339<br>97784 | **HEIWA MARU**<br><br>**M. Mukai**<br>Hiroshima Japanese | 200<br>83<br>268 | | **1965** Matsuura Zosen—Kinoe<br>108' 7" 25' 0" 8' 10½"<br>96' 10" 24' 11" 10' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Hanshin Nainenki Kogyo |
| 514608<br>7KHD<br>86157 | **HEIWA MARU**<br><br>**T. Maruyama**<br>Takamatsu Japanese | 188<br>94<br>— | | **1961** Takehara Zosen—Hma<br>109' 11" 20' 6" 9' 1"<br>20' 4"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (42½'×13½') | Oil 4SA 4Cy. 265×400 mm<br>210bhp<br>Makita Tekkosho |
| 514609<br>7KSL<br>88471 | **HEIWA MARU No. 1**<br><br>**Kawamoto Kaiun K.K.**<br>Uwajima Japanese | 178<br>96<br>200 | | **1961** Uwajima Zosen—Ehime<br>111' 6" 23' 0"<br>98' 2" 22' 10" 9' 10"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br><br>2 Ha | Oil 2SA 4Cy. 330×360 mm<br>180bhp Emade-Kitada |
| 514611<br>JHHY<br>82451<br>Df Pfd<br>Rdr | **HEIWA MARU No. 35**<br><br>**Wada Shoten K.K.**<br>Shimonoseki Japanese | 198<br>110<br>— | | **1958** Uwajima Zosen—Uwajima<br>115' 11" 20' 5" 7' 3"<br>101' 0" 20' 4" 10' 2"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×460 mm<br>400bhp<br>Makita Tekkosho |
| 514612<br>JQRF<br>58881 | **HEIWA MARU No. 38**<br>exMikuni Maru No. 21-62<br>exYuki Maru No. 22-59<br>exKaiun Maru<br>**Wada Shoten K.K.**<br>Shimonoseki Japanese | 167<br>85<br>— | | **1947** Niigata Tekkosho—Niigata<br>*97·7'* 19' 8"<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×380 mm<br>250bhp<br>Niigata Tekkosho |

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| **IYO MARU**<br>pon **Yusen Kaisha**<br>yo<br>Japanese | 6919<br>3899<br>9306 | ~~AB~~ NK | 1951 Nishi Nippon Jukogyo—Nag<br>462′ 7″ 59′ 3″ 26′ 4″<br>434′ 1″ 59′ 1″ 32′ 10″<br>P24′ B178′ F33′ 2 dks<br>RW<br>rf 6¼″ | M (6P)<br>6 Ho 54′, 69¾′, 55¾′, 36¼′, 61¼′, 48′<br>G.562894 B.524170<br>6 Ha (stl) (25¾′×19¾′) (39′, 30¾′×23′) (19½′×26¼′) (36¼′, 28′×23′)<br>18W Der 1(30) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp 1237t (hvf)<br>Nishi Nippon Jukogyo Nag<br>3×200kW 115/230V d.c. 13½k |
| **IYO MARU**<br>ndo **Kaiun K.K.**<br>bari<br>Japanese | 2973<br>1842<br>4768 | NK | 1965 Usuki Tekkosho—Saiki<br>319′ 10″ 49′ 0″ 20′ 8″<br>295′ 3″ 48′ 10″ 25′ 1″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.224743 B.813830<br>2 Ha (72¾′, 82¾′×21¼′)<br>12W Der 8(10) | Oil 2SA 6Cy. 420×700 mm<br>2500bhp 365t<br>Niigata Eng. Co. Ltd. Niigata<br>2×128kW 450V a.c. 11½k |
| **IYO MARU**<br>Kaisei Maru-62<br>Sasshu Maru-56<br>iyo **Sempaku K.K.**<br>be<br>Japanese | 281<br>151<br>— | | 1934 Mitsubishi Zosen—Hikoshima<br>*119·7′* 24′ 0″<br>23′ 10″<br>1 dk<br>R len & conv fishing 59 | M Mchy.aft | Oil 4SA 6Cy. 330×500 mm<br>Niigata Tekkosho Tok |
| **EIYU MARU**<br>to **Kaisoten K.K.**<br>be<br>Japanese | 277<br>143<br>— | | 1957 Koyo Dock K.K.—Mihara<br>128′ 11″ 21′ 5″ 10′ 2″<br>21′ 4″ 11′ 2″<br>1 dk<br>RW len 59 | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>350bhp 17t<br>Kinoshita Tekkosho Akashi<br>9½k |
| **EJO**<br>Fleethörn-65<br>tur **von Holdt**<br>mburg<br>W. German | T.Mk 498<br>293<br>1730 | GL | 1961 Krögerwerft G.m.b.H.—Rendsburg<br>244′ 1″ 34′ 4″ 11′ 10½″<br>220′ 10″ 34′ 1½″ 19′ 8″<br>F27′ 1 dk & S dk | M ~~OSD~~ Mchy.aft<br>2 Ho<br>G.85030 B.77015<br>2 Ha<br>6W Der 6(3) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp 55½t<br>Klöckner-Humboldt-Deutz Kln<br>12½k |
| **EKIYO MARU**<br>okushima **Sekiyu K.K.**<br>saka<br>Japanese | 444<br>267<br>— | | 1948 Yamamoto Zosen Tekkosho—Kochi<br>*142·9′* 24′ 7″<br>24′ 5″<br>1 dk len 60<br>RW | M Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>300bhp 30t<br>Akasaka Tekkosho Yaizu<br>8k |
| **EKKINGEN**<br>Den norske **Stat (Fyrdirektören)**<br>Oslo<br>Norwegian | 196<br>61<br>— | NV | 1913 Moss Værft—Moss<br>*122·8′* 21′ 6″ 10′ 5″<br>120′ 1″<br>1 dk<br>R len 50<br>rf 12″ | M Buoy Ship<br>1 Ho<br>Der 1(5) 1(1) | Oil 2SA 4Cy. 280×420 mm<br>320bhp NE59<br>Wichmann Mtrf. Rub |
| **EKKTIND**<br>A/S **Melbutrål**<br>Reinholdtsen<br>bu<br>Norwegian | 627<br>262<br>— | NV | 1961 A/S Bergens M/V—Bgn<br>151′ 5″ 32′ 9″<br>129′ 6″ 29′ 11″ 15′ 9″<br>2 dks | M Stern Trawler | Oil 4SA 8Cy. 330×600 mm<br>1200bhp<br>N.V. Werkspoor Ams |
| **KTOR**<br>**Smeiet Hektor**<br>ige R. Myhre<br>Stavanger<br>Norwegian | 494<br>280<br>1280 | NV | 1965 A/S Seutelvens Verksted—Fks<br>215′ 3″ 29′ 7″ 13′ 5½″<br>199′ 2″ 29′ 6½″ 13′ 7″<br>1 dk & S dk | M Tanker OSD Mchy.aft<br>8 Ta<br>L.49273<br>HeCls. C | Oil 4SA 6Cy. 320×480 mm<br>975bhp (hvf)-7pd<br>Motorenw. Mannheim Mhm<br>3×38, 38, 36kW 220V a.c. 11k |
| **HEKTOR**<br>Launched as Jade<br>P.M. Anthonisen<br>Skagen<br>Danish<br>Now **SYLFIDEN** (No. 680855) in the Register | 171<br>80<br>— | | 1967 Rosslauer Schiffs.—Rosslau<br>110′ 2″ 8′ 10¼″<br>97′ 0″ 21′ 8″ 10′ 10″<br>1 dk | M Trawler | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **HEKTOS**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors<br>Finnish<br>For later particulars see New Entries No. 10 | T.Mk<br>1467<br>678<br>2404<br>2259<br>1167<br>3158 | ✠100A1 SS 9/68 ~~SS 8/65~~<br>Ice Class 1<br>✠LMC<br>MN480 EL s $1\frac{9}{16}$″SQ | 1961-3 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>294′ 10″ 43′ 1″ 17′ 9¾″/20′ 8¼″<br>264′ 10″ 43′ 0″ 24′ 8″<br>F37′ RAD65′ 2 dks<br>Coll BH to U dk 3 to 2nd dk<br>rf 4″ WB450t | M Mchy.aft<br>G.152130 B.142175<br>4W Cr 2 Der 4(5) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer 200t<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>13½k |
| **HELA**<br>exSalome-66 exStellaria-62<br>Launched as Cambria<br>I/S Hela<br>Wm. Chr. Bech<br>Horsens<br>Danish | 348<br>132<br>520 | GL | 1952 Orenstein-Koppel & Lbcr Masch.—Lbc<br>148′ 5″ 27′ 10″ 11′ 6″<br>27′ 8″<br>H28′ 1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho 78¾′<br>G.36700 B.31500<br>1 Ha (65′×17½′)<br>2W Der 2(2½) | Oil 2SA 8Cy. 240×400 mm<br>550bhp NE64 26t (d.o)<br>Alpha-Diesel A/S Fkn<br>1×3½kW 27V d.c. 9¼k |
| **HELCION**<br>**Shell Bermuda (Overseas) Ltd.**<br>London<br>British | 12091<br>6929<br>18010 | ~~✠100A1~~ ~~SS 5/63~~<br>~~oil tanker~~<br>~~✠LMC~~<br>~~MN1660~~ ~~EL h†2$\frac{9}{16}$″SQ~~<br>**BROKEN UP** | 1954-12 Swan, Hunter & Wghm Rchdsn—Nwc<br>555′ 8″ 69′ 5″ 29′ 10½″<br>530′ 0″ 69′ 4″ 39′ 0″<br>P115′ B59′ F50′ 1 dk<br>RW 16BH<br>rf 3½″ WB1284t incl. DTf964t | T-E Tanker Mchy.aft<br>33 Ta<br>L.891200 HeCls. BC<br>1 Ha (stl) (8′×8′)<br>Der 3(5) 4(1) | 2 S Turb connected to elec. motor & sc. shaft<br>9000shp 1672t (o.f)-48pd<br>B.T.H. Co. Rugby<br>& Wallsend Slpwy Co. Ltd. Wal<br>2WTB 495℔ Spt 450℔ hs(13056)<br>2×550kW 450V 60c/s a.c. 14½k |
| **HELDIA**<br>**Shell Bermuda (Overseas) Ltd.**<br>London<br>British | 12149<br>6940<br>~~18150~~<br>18947 | ✠100A1 SS 8/63<br>oil tanker<br>✠LMC<br>MN1650 EL h†2$\frac{9}{16}$″SQ | 1955-12 Swan, Hunter & Wghm Rchdsn—Wal<br>555′ 9″ 69′ 9″ 29′ 9½″<br>530′ 0″ 69′ 3″ 39′ 0″<br>P115′ B50′ F50′ 1 dk<br>16BH<br>rf 3½″ WB1254t incl. DTf962t | S Tanker Mchy.aft<br>33 Ta<br>L.891200 HeCls. BC<br>1 Ha (stl) (8′×8′)<br>Der 3(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>8250shp 1627t (o.f)-48pd<br>Wallsend Slpwy Co. Ltd. Wal<br>2WTB 565℔ Spt 800° F. 540℔ hs12836<br>sg 125℔<br>2×550kW 450V 60c/s a.c. 14½k |

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| 524374<br>SVXN<br>2838<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HELEANNA**<br>exMunkedal-66<br>**Constantinos S. Efthymiadis**<br>Piræus Greek | 11674<br>7759<br>— | Classed LR until 7/66 | **1954**-1 A/B Götaverken—Got<br>549′ 2″ 66′ 2″ 30′ 2″<br>511′ 9″ 66′ 0″ 39′ 3″<br>P103′ B36′ F63′ 1 dk conv tanker 67<br>RW | M ~~Tanker~~ Mchy.aft<br>20 Ta | Oil 2SA 9Cy. 680×1500<br>6750bhp<br>A/B Götaverken<br>4×140, 140, 110, 80kW |
| 510065<br>SYCH<br>1950 | **HELEANNA**<br>**Constantinos S. Efthymiadis and others**<br>Piræus Greek | ~~909~~ 458<br>~~250~~ 365<br>— | | **1944** Sir Wm. Arrol & Co. Ltd.—Gls<br>192′ 0″ 31′ 0″<br>30′ 10″<br>1 dk<br>RW | TM Ferry Mchy.aft | 2 Oil 4SA each 12Cy.<br>500bhp<br>Davey, Paxman & Co. Ltd. |
| 672153<br>6ZYJ<br>2711<br>Df Esd<br>Gc Rdr<br>RTm/h | **HELEN**<br>**Atlantis Corporation**<br>Monrovia Liberian | 27989<br>20610<br>54853 | AB | **1967** Nippon Kokan—Tsu<br>742′ 10″ 102′ 3″ 39′ 1⅞″<br>710′ 0″ 102′ 0″ 57′ 6″<br>P94′ F52′ 1 dk<br>rf 4″ | M Bulk Carrier Mchy.aft<br>7 Ho 69′, 88¾′, 83¾′, 51¾′, 88¾′, 73¾′, 90½′<br>G.2422783<br>1 Ha (stl) (34½′×31½′)<br>11 Ha (stl) (each 29½′×42′) | Oil 2SA 8Cy. 900×1550<br>17600bhp Sulzer<br>Uraga Hvy Ind. Ltd.<br>2×675kW 450V 60c/s a.c. |
| 514624<br>LEZD<br>Df Esd<br>Rdr<br>RTh | **HELEN**<br>**Skips A/S Vågen**<br>Helge R. Myhre<br>Stavanger Norwegian | 496<br>212<br>866 | NV | **1962** A/S Seutelvens Verksted—Fks<br>193′ 7″ 28′ 4″ 12′ 1″<br>177′ 2″ 28′ 2½″ 12′ 10″<br>P63′ B49′ F33′ 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.40506 HeCls. C | Oil 4SA 6Cy. 320×480<br>800bhp<br>Motorenw. Mannheim<br>3×38, 38, 16kW 220V a.c.<br>Thw. thrust propeller |
| 660704<br>Esd | **HELEN**<br>**Maria Cristina Fertilizer Corporation**<br>Manila Philippine | 419<br>213<br>292 | | **1965** Usuki Tekkosho—Usuki<br>145′ 4″ 26′ 11″ 9′ 2½″<br>131′ 2″ 26′ 10″ 11′ 9″<br>1 dk | M Chemical Carrier Mchy.aft | Oil 4SA 6Cy. 320×480<br>650bhp<br>Usuki Tekkosho |
| 514626<br>OYVL<br>RTm | **HELEN**<br>**A/S Danena**<br>Ejnar Nygaard<br>Odense Danish | 200<br>94<br>290 | | **1937** Gebr. van Diepen—Waterhuizen<br>130′ 10″ 20′ 10″ 9′ 2″<br>… … …<br>1 dk<br>R len 44 conv dry cargo ship 66 | M Dredger<br>1 Ho 39¾′<br>1 Ha (41′×11½′) | Oil 2SA 4Cy. 230×400<br>240bhp NE—<br>Alpha-Diesel A/S<br>2×1kW 24V d.c. |
| 514625<br>PEPS<br>Df | **HELEN**<br>exGruno-48<br>**H. Lugthart**<br>C. Holscher's Scheepvaartbedr. (Holscher Shipping) N.V.<br>Rotterdam Netherland | 199<br>120<br>255 | BV | **1930** J. Vos & Zoon—Gro<br>*107·2′* 20′ 8″ 8′ 11½″<br>20′ 6″<br>P32′ F12′ 1 dk<br>R | M<br>1 Ho 75½′<br>G.15000<br>2 Ha (16½′, 28′×12½′)<br>2W Der 1(1) 1(½) | Oil 4SA 4Cy. 270×340<br>160bhp<br>Appingedammer Brons |
| 514627<br>WA4061<br>237962<br>Df Rdr<br>RTm/v | **HELEN B. MORAN**<br>exDauntless No. 2-55<br>exDauntless No. 12-52<br>**Tug Diana Moran Corp.**<br>Bath United States | 140<br>95<br>— | AB | **1938** Jakobson & Peterson Inc.—Brooklyn<br>86′ 0″ 24′ 2″<br>82′ 0″ 24′ 0″ 10′ 10″<br>1 dk | M Tug | Oil 4SA 6Cy. 405×510<br>1200bhp NE44<br>Enterprise Eng. Corp.<br>1×25kW 120V d.c. |
| 516898<br>VGPP<br>306343<br>Df Gc<br>Rdr RT | **HELEN EVANS**<br>exJames Laughlin-64<br>**Hindman Transportation Co. Ltd.**<br>Owen Sound Canadian | 7534<br>5150<br>11300 | AB | **1906** Gt. Lakes Eng. Wks—Ecorse<br>*538·4′* 56′ 2″ 21′ 1¾″<br>522′ 0″ 56′ 0″ 31′ 1″<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br>G.568000 B.516960<br>16 Ha | T 3Cy. 24½″ 37″ & 70″<br>Emade<br>Filler & Stowel |
| 514628<br>KVWL<br>245029<br>Df Esd<br>Gc Rdr | **HELEN H.**<br>exEsso Charlotte-58<br>exMalvern Hill-46<br>**Winco Tankers Inc.**<br>Wilmington, Del United States | 13268<br>8816<br>21824 | AB | **1960** (Cargo section) Mitsubishi Hvy Ind. Ltd.—Kob<br>**1944** (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>*555·7′* 75′ 3″ 32′ 11½″<br>551′ 6″ 75′ 0″ 46′ 9″<br>1 dk<br>RW conv tanker 60<br>rf nil | T-E Bulk Carrier Mchy.aft<br>4 Ho<br>7 Ha | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (Sy)<br>General Electric Co. |
| 514632<br>KITV<br>242602<br>Df Esd | **HELEN HUNT JACKSON**<br>**United States Department of Commerce**<br>Los Angeles United States | 7263<br>4449<br>10830 | AB | **1942** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60½, 72½′, 50′, 45′, 70′, 20′ DT<br>B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″<br>2500ihp<br>Filer & Stowell Co.<br>3×20kW 120V d.c. |
| 642144<br>293096<br>Df Rdr<br>RT | **HELEN J. TURECAMO**<br>exJohn E. Matton-65<br>**Helen J. Turecamo Inc.**<br>Albany United States | 162<br>110<br>— | AB | **1964** John E. Matton & Son Inc.—Cohoes<br>*85·6′* 25′ 2″ 10′ 9½″<br>86′ 9″ 25′ 0″ 11′ 7″<br>1 dk<br>BK3″ | M Tug | Oil 2SA 10Cy.<br>1800bhp<br>Fairbanks, Morse & Co. |
| 514635<br>311751<br>RTm/v | **HELEN M. McALLISTER**<br>Launched as Stranton<br>**McAllister Towing Ltd.**<br>Montreal Canadian | 152<br>—<br>— | ✠100A1 Lake SS 6/66<br>tug<br>Great Lakes & Gulf of St. Lawrence service<br>✠LMC<br>MN216 EL (c) | **1959**-4 P. K. Harris (Shipbuilders) Ltd.—Apl<br>103′ 0″ 26′ 11″ 10′ 2½″<br>93′ 0″ 25′ 9½″ 11′ 9″<br>4BH<br>BK2″ WB29t | TM Tug | 2 Oil 4SA each<br>flexible coupling<br>1080bhp<br>Lister Blackstone |

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| **LEN P.**<br>antic Maritime<br>nterprises<br>eus Greek | **1033**<br>539<br>1770 | | **1966** Cant. Nav. Solimano—Savona<br>219′ 9″ 36′ 1″ 14′ 4$\frac{1}{16}$″<br>201′ 5″ 36′ 0″ 16′ 4″ | M Tanker Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>1100bhp<br>Motorenw. Mannheim Mhm |
| **LEN S**<br>abel S-67<br>arilou Reinauer-64<br>ermes-56 exGladys Smith<br>**eanic Towing Corp.**<br>mi United States | **118**<br>59<br>— | | **1945** Charles C. Smith & Co.—Houston<br>*78·5′* 20′ 0″<br>19′ 10″ | M Tug | Oil 4SA 8Cy. 305×381 mm<br>800bhp 53t<br>Enterprise Eng. & Fdry Co. S.Fo<br>13k |
| **LENA**<br>msteldyk-67<br>Panama Victory-46<br>**ogressive Mariners S.A.**<br>nama Panamanian | **7648**<br>4607<br>10600 | **Class WITHDRAWN at Owners' request 12/68** | **1944** California S.B. Corp.—L.An<br>455′ 4″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F89′ 2 dks, 3rd dk in Nos. 2 & 3 holds<br>7BH<br>WB3312t incl. Tunnel tanks 1648t DTf282t | S<br>5 Ho 57¾′, 45¼′, 77½′, 81¼′, 75½′<br>G.569223 B.492628<br>3 Ha (stl) (25′, 24′, 36′×22¼′)<br>2 Ha (w) (36′, 24′×22¼′)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>8500shp 1752t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>2WTB 525lb Spt 479lb hs(14817)<br>2×300kW 230V d.c. 17k |
| **LENA**<br>derij **"Helena" (L. van Bruggen)**<br>V. Scheepvaartbedr. "Gruno"<br>oningen Netherland | **500**<br>289<br>1050 | BV | **1959** N.V. Noord Ned. Schps.—Gro<br>203′ 5″ 30′ 10″ 12′ 7½″<br>183′ 8″ 30′ 6″ 13′ 4″<br>1 dk | M Mchy.aft<br>G.55450 B.51500<br>2 Ha (30¼′×18½′) (48¼′×19¼′)<br>Der 2(5) 2(3) | Oil 4SA 6Cy. 330×600 mm<br>650bhp 73t<br>N.V. Werkspoor Ams<br>10k |
| **LENA**<br>Schleswig-33<br>Dronning Thyra<br>**ivanisännistöyhtiö "Kaunis Helena"**<br>aumo/Rauma Finnish | **482**<br>353<br>690 | BV | **1920** A/S I. Koefoed—Faxe<br>155′ 0″ 21′ 5″ 17′ 4″<br>21′ 3″<br>1 dk | Wood Aux Sr Mchy.aft<br>3 Ha (17¼′, 19¼′×14¾′) (15′×13′)<br>Der 3(1½) | Oil 2SA 6Cy. 195×260 mm<br>215bhp NE47<br>A/S Tuxham Cpn |
| **ELENA**<br>osef & Johann **Schöning**<br>eederei J. Schöning<br>aren/Ems W. German | **389**<br>196<br>490 | GL | **1956** Heinr. Brand—Oldenburg<br>160′ 8″ 26′ 4″ 8′ 8″<br>152′ 6″ 26′ 3″ 10′ 6″<br>P36′ Q7′ F23′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 97¼′<br>G.25900 B.24000<br>1 Ha (86¼′×16¼′)<br>2W Der 2(2) | Oil 4SA 6Cy. 320×480 mm<br>295bhp 30t<br>Motorenw. Mannheim Mhm<br>9¾k |
| Now **BARBARA J** See New Entries No. 4 | | | | | |
| **ELENA**<br>ac. den **Dulk en Zonen**<br>Scheveningen Netherland | **283**<br>122<br>— | | **1955** N.V. Sleephelling Maats.—Scheveningen<br>140′ 7″ 23′ 9″ 9′ 6″<br>125′ 8″ 23′ 7″ 11′ 10″<br>RW | M Trawler | Oil 4SA 8Cy. 305×460 mm<br>N.V. Fab. "De Industrie" Alp |
| **LENA**<br>. Navarro<br>arita Venezuelan | **149**<br>149<br>— | | **1889** A. Hood—Shelburne<br>*99·0′* 25′ 4″<br>… … … | Wood Sr | |
| **ELENA**<br>Emil O. Åberg<br>Helsinki/Helsingfors Finnish | **106**<br>67<br>200 | | **1947** ……………………Sipoo<br>92′ 9″ 23′ 7″ 9′ 1″<br>… … … | Wood Aux | Oil |
| **HELENA H.**<br>exEsso Tug No. 104-66<br>exEsso New Hampshire-58<br>exEsso Tug No. 7-55<br>exHazell R. Meseck-46<br>Terminales **Maracaibo C.A.**<br>Venezuelan | *313*<br>*135*<br>— | AB | **1943** H. A. Marvel—Newburgh<br>104′ 0″ 27′ 0″ 12′ 1⅜″<br>97′ 2″ 26′ 11″ 13′ 5″<br>1 dk<br>BK5″ | M Tug | Oil 2SA 16Cy. 220×265 mm<br>1600bhp Emade44fitted65<br>General Motors Corp. Det |
| **HELENA HUSMANN**<br>Franz **Husmann**<br>Haren/Ems W. German | **500**<br>355<br>1299 | GL | **1965** Jos. L. Meyer—Papenburg<br>241′ 1″ 38′ 0″ 12′ 1½″<br>216′ 6″ 37′ 9″ 20′ 8″<br>P53′ F26′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 157½′<br>G.109600 B.98500<br>2 Ha (stl) (each 55′×23′)<br>4W Der 4(3) | Oil 4SA 6Cy. 320×480 mm<br>1100bhp 71t (d.o)<br>Motorenw. Mannheim Mhm<br>12k |
| **HELENA LUPE**<br>exHelena-61<br>Hans Petersen<br>**Weco Shipping I/S**<br>Århus Danish | **296**<br>133<br>380 | ✠Classed LR until 6/58 | **1930-3** Bow, McLachlan & Co. Ltd.—Psy<br>132′ 8″ 22′ 2″ 8′ 6″<br>22′ 0″ 10′ 0″<br>B26′ F15′ 1 dk<br>R len 64 | M Tanker Mchy.aft | Oil 2SA 4Cy.<br>280bhp NE61 (d.o)<br>Alpha-Diesel A/S Fkn |
| **HELENA OLDENDORFF**<br>**E.L. Oldendorff & Co.**<br>**G.m.b.H.**<br>W. German | **21919**<br>15635<br>33561 | GL | **1965** Lübecker Flenderwerke A.G.—Lbc<br>656′ 7″ 86′ 1″ 35′ 0″<br>623′ 5″ 85′ 4″ 51′ 2″<br>P102′ F43′ 1 dk | M Bulk Carrier Mchy.aft<br>G.1646703<br>9 Ha | Oil 2SA 7Cy. 780×1550 mm<br>10800bhp 1709t<br>Masch. Augsburg-Nürnberg Aug<br>15¼k |
| **HELENA SCHEPERS**<br>Bernhard Schepers **OHG**<br>~~Schepers~~<br>Haren/Ems W. German | **299**<br>180<br>500 | GL | **1965** N.V. Scheeps. "Westerbroek"—Westerbroek<br>149′ 2″ 28′ 1″ 8′ 11″<br>137′ 10″ 27′ 11″ 9′ 10″<br>P32′ F20′ 1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>415bhp<br>Motorenw. Mannheim Mhm |

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| 534183<br>ELBZ<br>2787<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HELENA VENIZELOS**<br>exStorstad-66<br>**Ocean Transport Ltd.**<br>Venizelos A.N.E.<br>Monrovia Liberian | ~~20495~~ 20830<br>~~12940~~ 12936<br>33025 | NV | **1958** A/S Rosenberg M/V—Stv<br>659' 3" 86' 3" 34' 6½"<br>625' 0" 86' 0" 45' 9"<br>P146' B42' F84' 1 dk<br>RW<br>rf 3" | S Tanker Mchy.aft<br>30 Ta<br>L.1563000 HeCls. BC<br>Der 2(7½) 2(5) 2(1½) | 2 S Turb dr geared<br>12500shp<br>Harland & Wolff Ltd.<br>3×600, 600, 148kW |
| 514649<br>ODDK<br>B1059<br>Df Esd<br>Rdr | **HELENE**<br>exHelene Kulukundis-59<br>**Aragua Compania Naviera S.A.**<br>Beirut Lebanese | *5500*<br>*3201*<br>10000 | AB<br>✠Classed LR until 9/65<br>**BROKEN UP** | **1938**-7 Short Bros. Ltd.—Sld<br>433' 6" 60' 2" 25' 11½"<br>415' 0" 36' 9"<br>1 dk & S dk<br>R | S OSD<br>G.590335 B.547326<br>11W | T 3Cy. 23½" 38" & 66"×<br>1750ihp<br>N.E. Mar. Eng. Co. |
| 522675<br>HONU<br>3970GI<br>Df Esd<br>Rdr | **HELENE**<br>exBoston L-66 exMartha-64<br>exFrieden-58<br>exLord Cochrane-50<br>exArcwear-37<br>**Cacique Nav. S.A.**<br>Panama Panamanian | 4163<br>2456<br>6500 | BV<br>✠Classed LR until 10/50 | **1934**-1 Short Bros. Ltd.—Sld<br>377' 4" 57' 6" 22' 9"<br>57' 4" 26' 9"<br>P33' B122' F31' 1 dk<br>R | S<br>5 Ho<br>G.346628 B.319975<br>5 Ha<br>10W Der 10 | T 3Cy. 21½" 37" & 62"×<br>1750ihp<br>N.E. Mar. Eng. Co. Ltd. |

**DAMAGED BY STRANDING 7/68—TO BE BROKEN UP**

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| 514653<br>PEPY<br>Df RT | **HELENE**<br>**Visgroothandel Fa. Joh. Kuyten**<br>Bloemendaal Netherland | 115<br>59<br>— | | **1929** G. & H. Bodewes—Hasselt<br>*102·2'* 16' 6" 7' 0"<br>... ... ...<br>1 dk<br>R | M | Oil 4SA 6Cy. 5½"×<br>NE57<br>Caterpillar Tractor Co. |
| 514654<br>OUJE<br>Df Esd<br>Pfd Rdr<br>RTm | **HELENE CLAUSEN**<br>**C. Clausen Dampskibsrederi A/S**<br>C. Clausen<br>Åbenrå Danish | 299<br>126<br>350 | BV | **1955** Norrköpings Varv & Verks.—Norrköping<br>156' 7" 28' 1" 10' 6½"<br>156' 5" 28' 0"<br>1 dk & S dk<br>rf 4" | M Cattle Carrier OSD Mchy.aft<br>1 Ho 82½'<br>G.41050 B.39030<br>2 Ha (each 27'×12½')<br>Der 1(2) | Oil 2SA 4Cy.<br>hydraulic coupling<br>440bhp<br>Alpha-Diesel A/S<br>2×45kW 220V d.c.<br>Controllable pitch |
| 671196<br>OVOR<br>Esd Pfd<br>Rdr | **HELENE JACOBSEN**<br>**Peter Jacobsen**<br>Skagen Danish | 171<br>80<br>— | | **1967** Rosslauer Schiffs.—Rosslau<br>110' 2" 21' 8" 8' 10½"<br>96' 11" 21' 7" 10' 10"<br>1 dk | M Fishing | Oil 4SA 8Cy.<br>578bhp<br>Schwermasch. Karl |
| 514656<br>LCXZ<br>Df Esd<br>Gc Rdr<br>RTm | **HELENE PRESTHUS**<br>exHelene Bakke-60<br>exTrondanger-60<br>**Johs. Presthus**<br>Bergen Norwegian | 6820<br>4125<br>9500 | NV<br>**BROKEN UP** | **1932** Nederl. Schps. Maats.—Ams<br>486' 0" 61' 2" 27' 2"<br>456' 0" 61' 0"<br>P32' F38' 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>R | M (4P) Ref OSD<br>5 Ho 58', 66', 73', 73', 81'<br>G.565400 B.536200 In.119350<br>5 Ha (32½', 39', 39½', 39½', 39½'×24')<br>18W Der 1(25) 14(5) 4(2½) | Oil 2DA 7Cy.<br>6700bhp<br>Gebr. Stork & Co.<br>3×250kW 220V d.c. |
| 514657<br>DHMM<br>Df Esd<br>Gc Rdr<br>RT | **HELENE RUSS**<br>**Schiffahrt- u. Assekuranz-Ges.**<br>E. Russ & Co.<br>Hamburg W. German | 1426<br>619<br>2104 | GL | **1961** Werft Nobiskrug—Rendsburg<br>306' 5" 40' 7" 15' 4½"<br>276' 9" 40' 4" 23' 7"<br>F36' 1 dk & S dk<br>rf 2" | M Ref OSD Mchy.aft<br>3 Ho 54½', 38', 87½' comb.<br>G.142479 B.133510 In.20900<br>3 Ha (stl) (32'×17½') (19½'×16') (66' comb.×17½')<br>Der 1(25) 1(5-10) 7(5) | Oil 4SA 8Cy.<br>2160bhp<br>Willy H.Schlieker K.G.<br>3×100kW 400V |
| 540481<br>DAQY<br>10233<br>Df RT | **HELENE ST**<br>exHanne S.-65 exIlse Wulff-63<br>exNautilus-60 exArusa-55<br>**"MARIS" Kustenschiffahrtsgesellschaft m.b.H. & Co.**<br>Brake W. German | 389<br>226<br>540 | GL<br>✠Classed LR until 9/65 | **1939**-5 N.V. Bodewes Schps.—Martenshoek<br>153' 1" 26' 2"<br>139' 0" 26' 0" 10' 8"<br>P46' Q45' F24' 1 dk<br>R | M Mchy.aft<br>1 Ho 92½'<br>G.30000 B.28000<br>2 Ha<br>2W | Oil 4SA 6Cy.<br>300bhp<br>Klöckner-Humboldt- |
| 542416<br>DDFL<br>Df Esd<br>Rdr | **HELENE WALLER**<br>**Wilhelm Waller**<br>Brake W. German | 499<br>291<br>1673 | GL | **1963** C. Lühring—Brake<br>219' 10" 33' 0" 12' 5"<br>196' 10" 32' 10" 19' 7"<br>1 dk & S dk | M OSD Mchy.aft<br>G.78390 B.75297<br>2 Ha | Oil 4SA 6Cy.<br>500bhp<br>Masch. Kiel G.m.b.H. |
| 660233<br>SLBD<br>10667<br>Df Esd<br>Gc Rdr<br>RT | **HELENIA**<br>**A/B Adviser**<br>Salénrederierna A/B<br>Gothenburg Swedish | 499<br>311<br>1200 | NV | **1966** Hatlø Verksted A/S—Ulsteinvik<br>248' 7" 34' 11" 12' 4½"<br>223' 1" 34' 6" 12' 6"<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 8Cy.<br>1400bhp<br>Masch. Kiel G.m.b.H. |
| 514660<br>GBTM<br>183751<br>Df Esd<br>Gc Rdr<br>RTv | **HELENUS**<br>**Ocean Steam Ship Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>7586<br>3277<br>7060 ~~7036~~<br>9717<br>5263<br>11225 | **BS✳** SS 12/65<br>DTa—vegetable oil<br>**MBS✳**<br>**RMC**<br>MN3000 C44 S38 | **1949**-10 Harland & Wolff Ltd.—Bel<br>523' 0" 69' 4" ~~30' 11½"~~ 25' 5"/30' 11½"<br>487' 11" 69' 0" 38' 6"<br>P26' B265' F51' 2 dks, 3rd dk except abaft mchy. space<br>RW 9BH<br>rf 9" WB3166t incl. Tunnel tanks 150t DTsa783t | S Ref<br>7 Ho 44½', 63', 45', 63', 42', 73½', 43½'<br>G.679839 B.614296 In.125130<br>4 Ha (stl) (12'×14') (29'×22') (27'×24') (27'×22')<br>3 Ha (w) (26', 26'×22') (12'×18')<br>24W Der 1(50) 4(10) 4(7) 16(5) | 3 S Turb dr geared<br>15000shp<br>Harland & Wolff Ltd.<br>2WTB<br>db<br>4×550, 350, 350, |
| 652355<br>SIBN<br>10663<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HELFRID BILLNER**<br>**Billners Rederi A/B**<br>Kjell Billner<br>Gothenburg Swedish | ~~26296~~ 25742<br>~~13370~~ 14025<br>~~42700~~ 45125 | NV | **1966** Kockums M/V A/B—Mmo<br>699' 6" 97' 2" ~~32' 0½"~~ 38' 3½"<br>665' 0" 97' 0½" 49' 3"<br>P179' F99' 1 dk<br>rf 2" | M Tanker (2P) Mchy.aft<br>15 Ta<br>L.1765000 HeCls. BC<br>Der 2(5) 1(4) 1(3) 2(1) | Oil 2SA 10Cy.<br>14500bhp MAN<br>Kockums M/V A/B<br>3×490, 490, |

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| **LGA**<br>Antonius-36<br>**ll Hinsch**<br>nburg W. German | **199**<br>137<br>217 | | **1927** "De Vooruitgang" Scheeps.—Alp<br>*103·3'* 20' 1"<br>8' 6"<br>1 dk<br>R len 55 | Aux | Oil 4SA 2Cy. 215×360 mm<br>90bhp NE37<br>Deutsche Werke A.G. | Kel |
| **LGA**<br>alörn-61 exVico-58<br>**imundur h/f**<br>kjavik Icelandic | **193**<br>63<br>— | NV | **1956** Thaules M/V A/S—Nygård<br>112' 4" 23' 5"<br>99' 3" 23' 4" 11' 11"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 4Cy. 280×420 mm<br>400bhp<br>Wichmann Mtrf. | Rub |
| **LGA**<br>**st Gustafsson**<br>rvoo/Borgå Finnish | **144**<br>91<br>230 | | **1948** .....................Borgå<br>108' 4" 24' 5" 9' 10"<br>... ... ... | Wood M | Oil | |
| **LGA II**<br>**imundur h/f**<br>ykjavik Icelandic | **293**<br>126<br>— | NV | **1967** Kaarbös M/V A/S—Harstad<br>119' 6" 24' 0" 12' 7½"<br>105' 2" 24' 1" 12' 11"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 6Cy. 280×420 mm<br>600bhp<br>Wichmann Mtrf.<br>Controllable pitch propeller | Rub |
| **ELGA BJÖRG**<br>Sigrun-66<br>**gerdarfélag**<br>**Höfdakaupstadar h/f**<br>öfdakaupstad Icelandic | **114**<br>40<br>— | | **1962** Dráttarbrautin—Akransei<br>85' 8" 21' 7"<br>21' 5"<br>1 dk | Wood M Fishing | Oil 4SA 8Cy. 180×260 mm<br>525bhp<br>Motorenw. Mannheim | Mhm |
| **ELGA BRÖHAN**<br>xAlma-63<br>**ido Bröhan**<br>**üstenschiffahrt Bauer &**<br>**Hauschildt K.G.**<br>amburg W. German | **281**<br>142<br>423 | GL | **1938** J. J. Sietas Schiffsw.—Ham<br>137' 3" 22' 0" 9' 6"<br>10' 8"<br>P33' F17' 1 dk<br>RW len 54 | M Mchy.aft<br>1 Ho 82'<br>2 Ha (31¼', 34½'×14½')<br>Der 1(2) 1(1) | Oil 4SA 3Cy. 280×420 mm<br>180bhp<br>Deutsche Werke A.G. | (d.o)<br>Kel |
| **HELGA DAN**<br>**. Lauritzen**<br>sbjerg Danish | **4040**<br>2096<br>5050 | **✠100A1** SS 7/67<br>Str. nav. ice<br>**✠LMC**<br>MN810 EL w 2 1/16"SQ | **1957–7** H. C. Stülcken Sohn—Ham<br>350' 2" 52' 0" 24' 2½"<br>324' 5" 51' 10" 30' 0"<br>RFD66' 2 dks<br>NS 7BH<br>rf 4" WB921t incl. Tunnel tanks 139t | M (11P)<br>4 Ho 37¾', 88½', 51¼', 39¼'<br>G.252000 B.229000<br>5 Ha (stl) (21¼', 28', 28', 28', 21'×20')<br>10W Der 1(35) 4(10) 6(5) | Oil 2SA 7Cy. 500×1100 mm<br>4050bhp<br>Burmeister & Wain<br>3×200kW 220V d.c. | 675t (d.o)<br>Cpn<br>14½k |
| **LGA DEHDE**<br>**rt Dehde**<br>amburg W. German | **247**<br>118<br>423 | GL | **1956** Stader Schiffsw.—Stade<br>*130·2'* 25' 8" 8' 0"<br>130' 4" 9' 2"<br>P31' F16' 1 dk<br>RW | M Mchy.aft<br>G.16700 B.15900<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>275bhp<br>Masch. Kiel A.G. | Kel<br>9k |
| **HELGA ELINE**<br>exElac-65<br>**Kolbjörn Ervik Partrederi**<br>Trondheim Norwegian<br>Now **HELENE MARIE** See New Entries No. **6** | **224**<br>64<br>— | NV | **1958** Bråttvåg Skipsinnredning & J. Johansen Sveiseverksted—Bråttvåg<br>116' 2" 23' 5"<br>103' 8" 23' 0" 12' 0"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 6Cy. 280×420 mm<br>480bhp<br>Wichmann Mtrf. | Rub |
| **HELGA ESSBERGER**<br>~~**John T. Essberger**~~<br>~~Hamburg~~ ~~W. German~~<br>**Partenreederei m.s. "Helga Essberger"**<br>John T. Essberger<br>Hamburg W. German | **44681**<br>29287<br>80720 | **✠100A1**<br>oil tanker 830' 5"(incl.BB)<br>**✠LMC**<br>MN4600 EL a* 3½"U2 | **1967–2** Kieler Howaldtswerke A.G.—Kel<br>~~830' 5"~~ 124' 3" 40' 3"<br>782' 1" 124' 0" 55' 9"<br>P41' F75' 1 dk<br>10BH<br>rf nil WB1618t incl. No. 2 DT fwd 1760t and 11981t in clean ballast tanks | M Tanker Mchy.aft<br>15 Ta<br>L.3295141 HeCls. BC | Oil SA 10Cy. 860×1600 mm<br>23000bhp MAN<br>Kieler Howaldtswerke A.G.<br>WTAuxB 185lb Spt<br>AuxB (ex.g) 256lb Spt 242lb 486° F. | –68pd<br>Kel<br>16½k |
| **HELGA GUDMUNDSDÓTTIR**<br>**Vesturröst h/f**<br>Patreksfirdi Icelandic | **221**<br>88<br>— | NV | **1964** Bolsønes Verft—Molde<br>110' 0" 22' 7" 10' 8¾"<br>101' 7" 10' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 8¾"×11½"<br>660bhp<br>Blackstone & Co. Ltd. | Stamford |
| **HELGA MATTHIESEN**<br>**B. Matthiesen & Co.**<br>**Warnholtz, Schmidt & Co.**<br>Hamburg W. German | **499**<br>318<br>935 | GL | **1960** Hugo Peters—Wewelsfleth<br>203' 0" 31' 6" 11' 11"<br>180' 1" 31' 5½" 13' 7"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 126'<br>G.43000 B.39360<br>2 Ha (47¼', 51¼'×16½')<br>4W Der 4(2) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz | 55t (d.o)<br>Kln<br>10½k |
| **HELGA OLDENDORFF**<br>**Egon Oldendorff**<br>Lübeck W. German | T.Mk<br>**7071**<br>4008<br>—<br>**10052**<br>5965<br>— | GL | **1958** Lübecker Flender-Werke—Lbc<br>511' 6" 66' 7" —/30' 6¼"<br>475' 1" 66' 3½" 39' 3"<br>P26' F37' 2 dks<br>RW | M<br>G.768400 B.666600<br>6 Ha<br>Der 1(20) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp<br>Masch. Augsburg-Nürnberg | Aug<br>14k |

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| 514672<br>DGVJ<br><br>Df Esd<br>Gc Rdr<br>RT | **HELGA RUSS**<br><br>**Schiffahrt-u. Assekuranz-**<br>**Ges. E. Russ & Co.**<br>Hamburg W. German | 1373<br>623<br>2194 | | <br><br>GL | **1957** Werft Nobiskrug—Rendsburg<br>306' 5" 40' 7" 15' 4½"<br>276' 7" 40' 5" 23' 7"<br>F43' 1 dk & S dk<br>RW<br>rf 2" | M Ref OSD Mchy.aft<br>2 Ho 93½' comb., 91½' comb.<br>G.150794 B.142268<br>3 Ha (stl) (64' comb., 32', 32' × 17½')<br>8W Der 1(20) 1(10) 8(3–5) | Oil 4SA 6Cy. 420×<br>1500bhp<br>Klöckner-Humboldt-Deutz<br>3×98kW 400V 50c/s a.c. |
| 514596<br>DDEA | **HELGA S.**<br>exHeinrich Wessels-65<br>exBlinkfüer<br>**Maas Stockfleth**<br>Hamburg W. German<br>Now **SYLVIA-R** See New Entries No. 12 | 212<br>128<br>315 | | <br><br>BV | **1931** Marinewerft.—Wilhelmshaven<br>*110·2'* 23' 4"<br>8' 10"<br>1 dk<br>R len 57 | M<br><br>G.15000 B.14500<br>2 Ha | Oil 4SA 2Cy. 215×<br>150bhp Emaden<br>Masch. Kiel A.G. |
| 661686<br>DCIS<br>3581<br>Esd RT | **HELGA WALLENSTEIN**<br><br>**Arnold Wallenstein**<br>Oldersum W. German | 139<br>79<br>— | | <br><br>GL | **1966** Scheel & Jöhnk—Ham<br>111' 0" 21' 0" 7' 0"<br>104' 0" 19' 8" 8' 0"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 215×<br>225bhp<br>Motorenw. Mannheim |
| 660966<br>DHHW<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HELGA WEHR**<br><br>**Partenreederei m.s.**<br>**"Helga Wehr"**<br>Oskar Wehr<br>Hamburg W. German | 500<br>342<br>1245<br>1190<br>901<br>2243 | | <br><br>GL | **1966** J. J. Sietas—Ham<br>245' 3" 13' 0"/17' 11"<br>222' 1" 33' 5" 21' 6"<br>P49' B20' F40' 1 dk & S dk | M OSD/CSD<br>2 Ho 82½', 78½' 2 TwD each 85½'<br>G.103000 B.92800<br>2 Ha (stl) (57', 59' × 24½')<br>6W Cr 2(3) Der 4(3) | Oil 4SA 8Cy. 320×<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>3×41kW 231/400V 50c/s |
| 514676<br>DAGF<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HELGA WITT**<br><br>**Partenreederei m.s.**<br>**"Helga Witt"**<br>Hinrich Witt G.m.b.H.<br>Hamburg W. German | 3118<br>1504<br>5080<br>4320<br>2330<br>6180 | | <br><br>GL | **1961** Lübecker Flender-Werke A.G.—<br>Lbc<br>378' 8" 52' 9" 21' 0"/23' 3½"<br>344' 6" 52' 6" 29' 10"<br>1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>3 Ho 68', 82', 75½'<br>G.300000<br>3 Ha<br>12W Der 1(30) 6(5–10) 6(3–5) | Oil 2SA 7Cy. 520×<br>4000bhp Fiat<br>Borsig A.G.<br>3×180kW 400V 50c/s a.c. |
| 514677<br>TFZB<br><br>Df Esd<br>Gc Rdr<br>RT | **HELGAFELL**<br><br>**Samband Islenzkra**<br>**Samvinnufélaga**<br>Reykjavik Icelandic | T.Mk<br>1243<br>554<br>—<br>1975<br>1156<br>— | ✠100A1<br><br>✠LMC<br><br>MN320 | SS 6/64<br><br><br><br>EL r | **1954–9** Oskarshamns Varv A/B—Osk<br>289' 4" 40' 7" 20' 5½"<br>270' 0" 40' 6" 25' 0"<br>F32' 2 dks<br>4BH<br>WB1005t incl. Tunnel tanks 107t DTm448t | M<br>2 Ho<br>G.150000 B.138500<br>4 Ha (26', 30', 26', 26' × 16½')<br>8W Der 1(25) 2(5) 6(3) | Oil 2SA 5Cy. 500×<br>1600bhp<br>Nydqvist & Holm A/B |
| 514678<br>LJCO | **HELGANES**<br><br>**Rasmus Rasmussen**<br>Kopervik Norwegian | 145<br>56<br>— | | | **1949** Risör Slipp & Båt.—Risör<br>*99·5'* 22' 10"<br>… … … | Wood M Fishing Mchy.aft<br><br><br>1 Ha (13' × 8½') | Oil 2SA 4Cy. 230×<br>240bhp<br>Frederikshavns Jernst. |
| 514680<br>LGPW<br><br>Esd Rdr<br>RTm | **HELGELAND**<br><br>**Helgeland Trafikkselskap**<br>**A/S**<br>Sandnessjöen Norwegian | 286<br>119<br>— | | | **1954** A/S Stord—Lervik<br>127' 4" 23' 7" 12' 6"<br>113' 1" 23' 6"<br>P&B64' 1 dk<br>BK6½" | M (135P)<br>1 Ho 21½'<br>B.4250<br>1 Ha (9½' × 6½')<br>1W Der 1(5) | Oil 4SA 8Cy. 285×<br>505bhp<br>Masch. Augsburg-Nürnberg<br>2×40kW 220V d.c.<br>Controllable pitch prope |
| 514681<br>TFJX<br><br>Df Esd<br>Pfd Rdr<br>RTh | **HELGI FLOVENTSSON**<br><br>**Floki h/f**<br>Husavik Icelandic | 242<br>132<br>— | | <br><br>NV | **1962** Lindstøls Skibs & Båtbyggeri—<br>Risör<br>112' 1" 23' 2" 11' 8½"<br>100' 0" 23' 0" 12' 0"<br>1 dk | M Fishing<br>2 Ho | Oil 4SA 12Cy. 6½"×<br>765bhp<br>Caterpillar Tractor Co.<br>2×5 & 3kW 110V d.c. |
| 540496<br>DNDD<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HELGOLAND**<br><br>**Hafen Dampfschiffahrts**<br>**A.G.**<br>Hamburg W. German | 2855<br>1044<br>— | | <br><br>GL | **1963** Howaldtswerke Ham. A.G.—Ham<br>300' 3" 47' 8" 13' 11½"<br>269' 0" 46' 11" 18' 0"<br>2 dks, 3rd dk fwd & aft | TM (1500P)<br><br><br><br>Cr 1(1) | 2 Oil 4SA each 12Cy.<br>6000bhp<br>Klöckner-Humboldt-Deutz<br>4×240, 240, 240, 170kW<br>Thw. thrust propeller |
| 652073<br>DSFY<br>A1457 | **HELGOLAND**<br><br>**German Federal**<br>**Govt. (Bundesminister**<br>**für Verteidigung)**<br>Wilhelmshaven W. German | 1100<br>—<br>— | | | **1965** Unterweser Werft—Bhn<br>223' 2" 41' 9" 13' 5"<br>196' 10" 40' 8" 19' 4"<br>2 dks | TM Salvage Tug | 2 Oil<br><br><br>Motorenw. Mannheim |
| 514683<br>DFAQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HELGOLAND**<br><br>**Norddeutsche**<br>**Hochseefischerei A.G.**<br>Bremerhaven W. German | 569<br>239<br>270 | <br><br><br><br>BROKEN UP | <br><br>GL | **1953** A.G. "Weser" Werk Seebeck—Bhn<br>188' 7" 28' 8" 14' 4"<br>168' 8" 28' 7" 16' 3"<br>F28' H77' 1 dk<br>RW | S Trawler<br>1 Ho 52½'<br>In.17191<br><br>1W | T 3Cy. 15" 24"<br>1000ihp<br>A.G. "Weser" Werk Seebeck |
| 680654<br><br><br>Df Esd<br>Rdr RT | **HELGOLAND**<br><br>**Kurt Myrberg and others**<br>~~Gothenburg~~ Swedish<br>Åstol | ~~220~~ 195<br>— 69<br>— | | <br><br>NV | **1967** Bolsønes Verft—Molde<br>110' 4" 24' 7"<br>96' 0" 24' 6" 13' 3"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy.<br>950bhp<br>Motorenw. Mannheim |
| 514684<br>DAIW | **HELGOLAND**<br>exVest-Tank-58<br>**Fr. Jacobsen & Cons.**<br>Hamburg W. German | 141<br>67<br>215 | | <br><br>NV | Lch.**1942** Cmpl.**1949** Ernst Menzer<br>Schiffsw.—Ham<br>104' 4" 21' 5" 6' 11"<br>21' 3" 8' 11"<br>1 dk<br>RW | M Tanker<br>8 Ta | Oil 4SA 4Cy.<br>125bhp<br>Klöckner-Humboldt-Deutz |

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| LGOLAND<br>rt Myrberg<br>tol<br>Swedish | 119<br>42<br>— | | NV | 1960 A/B Marstrands M/V—Mtd<br>86′ 1″ 22′ 1″ 10′ 8″<br>... ... ...<br>1 dk | M Trawler | | Oil 4SA 6Cy. 250×350 mm<br>460bhp<br>Skandiaverken A/B Lysekil |
| LGÖY<br>S Troms Fylkes<br>Dampskibsselskab<br>omsö<br>Norwegian | 285<br>119<br>— | | | 1951 Seutelvens Verks.—Fks<br>124′ 6″ 23′ 3″ 12′ 0″<br>23′ 1″<br>B57′ 1 dk<br>BK4½″ | M<br>1 Ho 23½′<br>1 Ha (5½′×7¼′)<br>1W | | Oil 2SA 7Cy. 250×420 mm<br>450bhp 12t<br>Nydqvist & Holm A/B Thn<br>11k |
| LGØYFJORD<br>ald Olsen Partrederi<br>omsö<br>Norwegian | 224<br>87<br>— | | NV | 1967 Ejnar S. Nielsen M/V A/S—Harstad<br>115′ 0″ 24′ 1″<br>... ... ... | M Fishing Mchy.aft | | Oil 2SA 6Cy. 280×420 mm<br>600bhp<br>Wichmann Mtrf. Rub |
| LICE<br>amele Helice<br>ige R. Myhre<br>avanger<br>Norwegian | 496<br>210<br>778 | | NV | 1960 A/S Seutelvens Verksted—Fks<br>183′ 9″ 28′ 3″ 12′ 1″<br>167′ 4″ 28′ 2½″ 12′ 10″<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.36465 | HeCls. C | Oil 4SA 6Cy. 320×480 mm<br>800bhp 18t (d.o)–2pd<br>Motorenw. Mannheim Mhm<br>3×30, 30, 5kW 110V d.c.<br>Thw. thrust propeller aft 11k |
| w SLAMET DE LAPANBELAS (No. 514689) in the Register | | | | | | | |
| ELIKA<br>aus R. Hansen<br>arstal<br>Danish | 150<br>69<br>240 | | BV | 1956 H. C. Christensens Staal af 1949—Marstal<br>109′ 9″ 21′ 3″<br>100′ 0″ 9′ 8″<br>1 dk | Aux Gl Mchy.aft<br>1 Ho<br>G.11000 B.10000<br>1 Ha (42¼′×13¼′)<br>2W Der 2(2) | | Oil 2SA 4Cy. 230×400 mm<br>240bhp<br>Alpha-Diesel A/S Fkn |
| Now **HELLE RASK** See New Entries No. 12 | | | | | | | |
| ELINDAS<br>elindas Navigation Co.<br>Ltd.<br>agsaysay Lines Inc.<br>onrovia<br>Liberian | 11228<br>6620<br>18702 | | AB | 1967 Hitachi Zosen—Mukaishima<br>511′ 10″ 74′ 3″ 30′ 6⅜″<br>479′ 0″ 74′ 1½″ 42′ 4″<br>P91′ B50′ F46′ 1 dk<br>rf 4″ | M Bulk Carrier Mchy.aft<br>5 Ho each 70¾′<br>G.853069 B.829566<br>5 Ha (stl) (40¼′×28½′) (47¼′, 47¼′, 47¼′, 47¼′×34¼′)<br>10W Der 10(10) | | Oil 2SA 7Cy. 620×1400 mm<br>8400bhp B&W 1246t (hvf)-29pd<br>Hitachi Zosen Osa<br>3×240kW 440V 60c/s a.c. 15¼k |
| ELIOS<br>Brusgaard, Kiösteruds<br>Skibs A/S<br>Brusgaard Kiösterud & Co.<br>Drammen<br>Norwegian | 2882<br>1603<br>3380 | | NV | 1950 Lindholmens Varv A/B—Got<br>312′ 6″ 45′ 0″ 20′ 1″<br>291′ 2″ 44′ 10″<br>F71′ 2 dks | M<br>4 Ho 50¼′, 47¼′, 55¾′, 37¾′<br>G.182390 B.162860<br>4 Ha (28¼′, 28¼′, 23¾′, 19′×18′)<br>9W Der 8(5) | | Oil 2SA 6Cy. 520×900 mm<br>2150bhp 320t (d.o)<br>Karlstads M/V Kristinehamn<br>3×75kW 220V d.c. 13k |
| HELIOS<br>xKongsholm-63<br>Y Oceanfart A/B<br>elsinki/Helsingfors<br>Finnish | 2771<br>1374<br>4625<br>4500<br>2350<br>5905 | | NV | 1957 A/S Stord—Lervik<br>374′ 11″ 50′ 7″ 20′ 5″/23′ 7″<br>344′ 6″ 50′ 6″<br>1 dk & S dk<br>rf 3″ | M OSD/CSD Mchy.aft<br>3 Ho 80¼′ comb., 78′ comb., 41¼′<br>5 Ha (stl) (each 32′×22′)<br>Der 10(5) | | Oil 2SA 7Cy. 540×1150 mm<br>3600bhp (hvf)<br>Gebr. Stork & Co. Hengelo<br>2×200kW 440V 60c/s a.c. |
| ELIOS<br>Dampfschiff.-<br>Ges. "Neptun"<br>Bremen<br>W. German | 1723<br>830<br>2835<br>2501<br>1362<br>3685 | | GL | 1950 Flensburger Schiffs. Ges.—Fln<br>291′ 3″ 42′ 10″ 17′ 9½″/20′ 9″<br>42′ 8″ 25′ 10″<br>B63′ F30′ 1 dk & S dk<br>RW<br>rf 4″ | M (6P) OSD/CSD<br>2 Ho 59¾′, 44¾′<br>G.129000 B.118000<br>2 Ha (stl) (59¾′, 44¾′×17¾′)<br>Der 1(9½) 8(3–6) | | 2 Oil 4SA each 6Cy. 400×460 mm geared to sc. shaft<br>(i) Emade—fitted50<br>(ii) Emade—fitted53<br>2400bhp 247t (d.o)<br>Frd. Krupp A.G. Kel |
| HELIOS<br>U.S.S.R.<br>Vladivostok<br>Russian | 828<br>—<br>342 | | | 1962 ....................Russia<br>171′ 6″ 37′ 9″ 14′ 3″<br>19′ 0″ | D-E Salvage Tug<br>1W Der 1(5) | | 2 Oil 4SA each 6Cy. 318×330 mm connected to elec. motor & geared to sc. shaft<br>13½k |
| HELIOS<br>H. Bakker<br>"Carebeka" N.V.<br>Groningen<br>Netherland | 499<br>298<br>820 | ✠100A1<br>✠LMC<br>MN150 | SS 6/65<br>EL i | 1957–10 Schps. v/h Th. J. Fikkers—Foxhol<br>186′ 10″ 30′ 6″ 11′ 10½″<br>169′ 0″ 30′ 2″ 13′ 2″<br>Q50′ F28′ 1 dk<br>RW 3BH<br>rf 4″ WB311t incl. Dk a38t m10t | M Mchy.aft<br>G.38000 B.36500 | | Oil 4SA 6Cy. 320×480 mm<br>750bhp 61t<br>Motorenw. Mannheim Mhm<br>11½k |
| HELIOS II<br>Wilhelm Bahr<br>~~Partenreederei m.s.~~<br>~~"Helios II" Wilhelm Bahr~~<br>~~Heinrich Bahr~~<br>Hamburg<br>W. German | 249<br>144<br>443 | | GL | 1964 Schiffsw. J. J. Sletas—Ham<br>147′ 2″ 24′ 10″ 8′ 7½″<br>134′ 6″ 24′ 8″ 9′ 8″<br>Q31′ F18′ 1 dk | M Mchy.aft<br>1 Ho<br>G.19500 B.17000<br>1 Ha (69′×15¾′) | | Oil 4SA 6Cy. 220×280 mm<br>290bhp<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| HELISOMA<br>Shell Bermuda (Overseas)<br>Ltd.<br>London<br>British | 12149<br>6936<br>18220 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | SS 3/65<br>EL h†2$\frac{9}{16}$″SQ | 1956–12 Swan, Hunter & Wghm Rchdsn—Wal<br>555′ 9″ 69′ 9″ 29′ 9½″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P115′ B50′ F50′ 1 dk<br>16BH<br>rf 3½″ WB1282t incl. DTf962t | S Tanker Mchy.aft<br>33 Ta<br>L.891000<br>1 Ha (stl) (8′×8′)<br>Der 3(5) 4(1) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8250shp 1600t (o.f)–50pd<br>Wallsend Slpwy & E. Co. Wal<br>2WTB 565℔ Spt 800° F. 540℔ hs12386<br>sg 130℔<br>2×550kW 450V 60c/s a.c. 14½k |
| HELJO<br>Joh. Klepe<br>Haren/Ems<br>W. German | 420<br>246<br>— | | GL | 1966 Schiffsw. Rönnebeck—Bmn<br>204′ 5″ 32′ 1″ 10′ 0″<br>188′ 7″ 31′ 10″ 16′ 11″<br>1 dk & S dk | M OSD Mchy.aft | | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Motorenw. Mannheim Mhm |

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| 527742<br>ONHD<br><br>Df Esd<br>Rdr RT | **HELLA**<br>exPhönix-64<br>**Belgian Baltic Lines N.V.**<br>Antwerp Belgian | *1198*<br>*623*<br>1821 | GL | 1956 Adler Werft G.m.b.H.—Bmn<br>226' 6" 34' 6" 17' 9½"<br>19' 2"<br>Q59 B13' F29' 2 dks<br>RW | M<br><br>G.78456 B.72697<br><br>6W Der 1(10) 1(5) | Oil 2SA 9Cy. 350×350 mm<br>1300bhp<br>Henschel Maschb. |
| 515578<br>DHCN<br><br>Df Esd<br>Rdr RT | **HELLA**<br>exHove-66<br>**Henry & Stella Drewes**<br>Küstenschiffahrt Bauer &<br>Hauschildt K.G.<br>Hamburg W. German | 497<br>338<br>822 | GL | 1957 J. J. Sietas Schiffsw.—Ham<br>193' 1" 29' 4" 10' 10"<br>172' 11" 29' 3" 12' 6"<br>1 dk<br>RW | M<br>1 Ho 110½'<br>G.41706 B.38794<br>2 Ha (each 50½'×19½')<br>Der 4(2) | Oil 4SA 8Cy. 290×420 mm<br>420bhp<br>Masch. Kiel A.G. |
| 670281<br><br><br>Esd RT | **HELLAND II**<br><br>**Pesquera Industrial Helland**<br>**S.A.**<br>Tambo de Mora Peruvian | 188<br>95<br>— | GL | 1966 Ast. Jorge Labarthe—Clo<br>*90·6'* 24' 0"<br>11' 1"<br>1 dk | M Fishing | Oil 4SA 6Cy. 222×292 mm<br>495bhp<br>Lister Blackstone |
| 514699<br>3YAI<br><br>Df Esd<br>Pfd Rdr<br>RT | **HELLAND-HANSEN**<br><br>**Bergen Universitet**<br>**(Geofysisk Institutt)**<br>Bergen Norwegian | 186<br>42<br>— | | 1957 Westermoen Båtbyggeri—Mandal<br>113' 9" 22' 10"<br>101' 4" 22' 8" 11' 7"<br>1 dk | M Research Ship Mchy.aft<br>1 Ho 9½'<br><br>1 Ha (6½'×5')<br>Der 1(4) | Oil 4SA 8Cy. 250×300 mm<br>400bhp<br>A/S Bergens M/V<br>3×36, 12, 5kW 220V 50c/s a.c. |
| 514700<br>SVZP<br>209<br>Df Esd | **HELLAS**<br>Launched as<br>William De Witt Hyde<br>**G. Ch. Lemos**<br>Chios Greek | 7176<br>4380<br>10865 | AB<br>**BROKEN UP** | 1943 New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br><br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70'<br>G.562608 B.499573<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 1(15) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Harrisburg Mchy. Corp.<br>3×20kW 110V d.c. |
| 514701<br>SVWI<br>1885<br>Df Esd<br>Rdr | **HELLAS**<br>exTaroona-59<br>**Aegean Steam Nav.**<br>**Typaldos Bros. Ltd.**<br>Piræus Greek | 4325<br>1772<br>— | ✠Classed LR until 6/61 | 1935–1 A. Stephen & Sons Ltd.—Gls<br>354' 7" 50' 1" 15' 1½"<br>335' 0" 50' 0" 26' 3"<br>B&F323' 3 dks<br>R<br>BK1½" | TS (425P) Ref | 6 S Turb sr geared to 2 sc. sha<br>6000shp<br>A. Stephen & Sons Ltd. |
| 514702<br>SVDU<br>1379<br>Df Esd<br>Gc Rdr | **HELLAS**<br><br>**Transpacific Carriers**<br>**Corporation**<br>Hellenic Lines Ltd.<br>Piræus Greek | ~~2862~~ 2860<br>~~1676~~ 1582<br>4286 | AB | 1956 Iino S.B. & Eng. Co. Ltd.—Maizuru<br>366' 0" 48' 8" 21' 1½"<br>337' 0" 48' 6" 31' 3"<br>B56' F67' 2 dks<br><br>rf 4" | M (12P) Ref<br>4 Ho 48', 87½', 49½', 63½'<br>2 TwD 49½', 52'<br>G.298029 B.282665 In.31191<br>4 Ha (26½', 50½', 33½', 28½'×19½')<br>Der 1(30) 4(5) 8(3) | Oil 2SA 8Cy. 520×900 mm<br>3500bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>1×15kW 220V d.c. |
| 525995<br>SVTU<br>2772<br>Df Esd<br>Rdr | **HELLAS**<br>exOberon-66<br>**Cia. de Nav. Alanje S.A.**<br>Piræus Greek | 2548<br>963<br>3393 | ✠100A1 SS 8/66<br>with freeboard<br>✠LMC<br><br>EL v 1½"SQ | 1948–3 Wm. Hamilton & Co. Ltd.—P.Gl<br>349' 6" 48' 8" 19' 11"<br>320' 0" 48' 6" 28' 5"<br>P18' F36' 1 dk & S dk, 3rd dk in No. 1 hold<br>Coll BH to S dk 5 to 2nd dk<br>WB239t | M Ref OSD/CSD<br>4 Ho 51½', 65½', 56½', 54'<br>G.207080 B.187080 In.5299<br>4 Ha (24½', 36', 36', 24½'×15')<br>12W Der 1(25) 4(9) 4(6) 4(3) | Oil 2SA 5Cy. 560×1980 mm<br>3200bhp Doxford<br>Fairfield Co. Ltd.<br>Cmpl. D. Rowan & Co. Ltd.<br>AuxB 105lb<br>3×100kW 220V d.c. |
| 672452<br>SXCO<br>2873<br>RT | **HELLAS**<br><br>**Alexiades,-Lefakis & Spanos**<br>**(A.L.S. Ltd.)**<br>Piræus Greek | 730<br>483<br>— | AB | 1967 D. C. Anastassiades & A. Ch.<br>Tsortanides—Perama<br>213' 6" 38' 1" 5' 0"<br>195' 3" 32' 0" 8' 3"<br>1 dk | M Ferry Mchy.aft | 2 Oil 4SA each 8Cy. 250×300 mm<br>825bhp geared to sc. shaft<br>Motorenw. Mannheim |
| 514704<br>TPWC<br><br>Df Esd<br>Pfd RT | **HELLÉ**<br>exPasteur-56<br>**Armement Sauvet & Cie.**<br>La Rochelle French | 230<br>77<br>82 | BV | 1946 J. Boel & Fils—Tamise<br>*125·3'* 23' 5"<br>… … … | M Trawler<br><br><br>3 Ha (each 3'×3½') | Oil 4SA 6Cy. 305×470 mm<br>440bhp<br>Soc. d'Elec. & Méc. |
| 672929<br>OVRG<br><br>Esd Pfd<br>Rdr RT | **HELLE ALB**<br>**Albert Jensen A/S**<br>~~**Alb Jensen A/S**~~<br>Copenhagen Danish | ~~487~~ T.Mk<br>~~256~~ 487<br>~~1253~~ 256<br>1253 | 208' 1"<br>GL | 1967 Schulte & Bruns—Emd<br>~~200' 4"~~ 33' 6" 13' 3"<br>188' 4" 33' 5½" 20' 0"<br>B36' 1 dk & S dk | M ~~OSD~~ Mchy.aft<br>1 Ho 124½'<br>G.72007 B.64874<br>2 Ha (stl) (28½'×20½') (65'×23')<br>3W Der 3(3–5) | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim |
| 680770<br>OWIP<br><br>Df Esd<br>Rdr RT | **HELLE DANIA**<br><br>**Partrederiet "Helle Dania"**<br>Riis Shipping<br>Copenhagen Danish | ~~300~~ T.Mk<br>~~175~~ 299<br>~~820~~ 175<br>820 | NV | 1967 Båtservice Verft A/S—Mandal<br>180' 5" 30' 7" ~~11' 5½"~~ 11' 6"<br>164' 0" 30' 6"<br>1 dk & S dk | M ~~OSD~~ Mchy.aft | Oil 2SA 7Cy. 240×400 mm<br>500bhp<br>Alpha-Diesel A/S<br>Controllable pitch propelle |
| 652294<br>OYDH<br><br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **HELLE RIISE**<br><br>**Rederiet "Helle Riise" I/S**<br>Mortensen & Lange<br>Copenhagen Danish | 299<br>158<br>460 | BV | 1965 Nordsøværftet—Ringkøbing<br>144' 1" 25' 0" 9' 10½"<br>127' 10" 24' 11" 10' 6"<br>1 dk | M Mchy.aft<br>1 Ho 75½'<br>G.22000 B.20000<br>1 Ha (62½'×16½')<br>2W Der 2(2) | Oil 2SA 4Cy. 230×400 mm<br>280bhp<br>Alpha-Diesel A/S<br>3×15kW |

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| **HELLE SKOU**<br>**Ove Skou Rederi A/S**<br>Ove Skou<br>Copenhagen Danish | 4207<br>2311<br>7000 | ✠100A1 SS 1/67<br>DTmf & tunnel side tanks<br>—oil FP above 150° F. or<br>veg. oil<br>✠LMC<br>MN1310 EL z1$\frac{13}{16}$"SQ | **1962–3** Helsingör Skibs. & Msk.—Hsg<br>416′ 4″ 56′ 6″ 23′ 11¾″<br>382′ 3″ 56′ 5″ 35′ 2″<br>F89′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2609t incl. Tunnel tanks 243t DTmf990t | M (12P) OSD<br>4 Ho 46¼′, 86¾′ comb., 59′, 58½′<br>G.471170 B.434390<br>5 Ha (stl) (27′, 37½′, 32½′, 37½′, 37½′×20¼′)<br>14W Der 2(25) 4(10) 12(5) | Oil 2SA 8Cy. 620×1150 mm<br>6650bhp B&W 950t (hvf)<br>Helsingör Skibs. & Msk. Hsg<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×200kW 220V d.c. 17k |
| **HELLE THOLSTRUP**<br>**A/S Trans-Kosan**<br>Copenhagen Danish | 300<br>167<br>330 | BV | **1965** A/S Svendborg. Skibsv.—Svb<br>153′ 11″ 26′ 8″ 8′ 10″<br>137′ 10″ 26′ 7″ 9′ 11″<br>P41′ B33′ F26′ 1 dk | M Liquefied Gas Carrier<br>Mchy.aft<br>2 Ta<br>L.2590 | Oil 4SA 8Cy. 178×197 mm<br>450bhp Ruston 45t (d.o)–2pd<br>Davey, Paxman & Co. Ltd. Col<br>10k |
| **HELLEFISK**<br>exMyrland–55 exSydøen–39<br>exLord Harewood–37<br>exJohn Welstead<br>P/R **Brödr. Davik**<br>Sevrin Davik<br>Ålesund Norwegian | 347<br>157<br>400 | NV<br>✠Classed LR until 12/39 | **1918–2** Cochrane & Sons Ltd.—Sel<br>*138·5′* 23′ 8″<br>138′ 3″ 23′ 6″<br>1 dk<br>R | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>850bhp NE66<br>Masch-Kiel G.m.b.H. Kel |
| **HELLENIC BEACH**<br>exOscar Underwood–47<br>**Hellenic Lines Ltd.**<br>P. G. Callimanopulos,<br>Gen. Mgr.<br>Piræus Greek | 7229<br>4448<br>10862 | AB | **1944** California S.B. Corp.—L.An<br>441′ 6″ 57′ 1″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S (12P)<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′<br>G.562608 B.499573<br>5 Ha (39′, 40′, 25′, 40′, 40′×25′)<br>13W Der 1(50) 1(15) 12(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1326t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×75kW 120V d.c. 10½k |
| **HELLENIC CHARM**<br>exMaipo–66 exOriental–47<br>**Universal Cargo Carriers Inc.**<br>Hellenic Lines Ltd.<br>Piræus Greek | 7989<br>4370<br>9970 | **100A1** SS 6/66<br>with freeboard<br>**LMC**<br>**✠Lloyd's RMC**<br>EL c†2⅛″SQ | **1944** Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1″ 27′ 8¼″<br>436′ 2″ 63′ 0″ 40′ 6″<br>B80′ 3 dks<br>RW 7BH<br>WB2092t incl. Tunnel tanks 340t | S Ref CSD<br>G.547340 B.487334 In.31620<br>17W Der 2(30) | 2 S Turb dr geared to sc. shaft<br>6600shp 1721t (o.f)<br>General Electric Co. Lyn<br>2WTB 525℔ Spt 490℔ hs(8810) 15½k |
| **HELLENIC DESTINY**<br>**Transpacific Carriers Corp.**<br>**& Universal Cargo**<br>**Carriers Inc.**<br>Hellenic Lines Ltd.<br>Piræus Greek | 7297<br>4267<br>10591<br>**9550**<br>5770<br>13060 | AB | **1960** Rheinstahl Nordseewerke—Emd<br>507′ 3″ 62′ 3″ 26′ 2¼″/29′ 8¼″<br>469′ 9″ 62′ 0″ 30′ 3″<br>1 dk & S dk<br>RW<br>rf 4″ | M (12P) Ref OSD/CSD Mchy.aft<br>5 Ho 32′, 42′, 42′, 37¾′, 37¾′<br>G.635675 B.581950 In.14921<br>5 Ha (32¼′, 42′, 42′, 36¾′, 36¾′×24′)<br>16W Der 1(50) 1(30) 2(10) 14(5) | Oil 2SA 6Cy. 780×1400 mm<br>7000bhp 113t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×240kW 440V 60c/s a.c. 17k |
| **HELLENIC DOLPHIN**<br>exImperial–65 exFlying Mist–46<br>**Universal Cargo Carriers Inc.**<br>Hellenic Lines Ltd.<br>Piræus Greek | 7989<br>4370<br>9970 | **100A1** Dr 1/66<br>with freeboard<br>**LMC**<br>**✠Lloyd's RMC**<br>EL c†2⅛″SQ | **1944** Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1′ 27′ 8¼″<br>436′ 2″ 63′ 0″ 40′ 6″<br>P39′ Q97′ B58′ F48′ 3 dks<br>RW 7BH<br>WB2092t incl. Tunnel tanks 340t | S (12P) Ref CSD<br>5 Ho 65′, 61½′, 69′, 68½′, 68′<br>G.547340 B.487334 In.31620<br>5 Ha (stl) (27′, 32½′, 35′, 30′, 30′×20′)<br>16W Der 1(30) 1(10) 6(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1721t (o.f)<br>General Electric Co. Lyn<br>2WTB 525℔ Spt 490℔ hs(8810)<br>3×300kW 120/240V a.c./d.c. 15k |
| **HELLENIC GLORY**<br>**Transpacific Carriers Corp.**<br>Hellenic Lines Ltd.<br>Piræus Greek | 7510<br>3903<br>10490 | **✠100A1** SS 10/64<br>DTsm—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1408 EL e†2¼″SQ | **1956–4** Wm. Hamilton & Co. Ltd.—P.Gl<br>486′ 0″ 64′ 2″ 26′ 9¼″<br>450′ 0″ 64′ 0″ 40′ 0″<br>F100′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB3179t incl. Tunnel tanks 265t DTsm1226t | M (12P) Ref OSD<br>5 Ho 63′, 71′, 40′, 67′, 66′<br>G.665685 B.602876 In.31180<br>5 Ha (40½′, 45′, 40′, 40′, 40′×22′)<br>14W Der 5(8–10) 4(5) | Oil 2SA 6Cy. 670×2320 mm<br>7040bhp Doxford 1485t (hvf)<br>Fairfield S.B. & E. Co. Ltd. Gls<br>AuxB 120℔ ✠NWTAuxB10/59–160℔<br>3×200kW 220V d.c. 16k |
| **HELLENIC HALCYON**<br>exCopiapo–66<br>exGolden Gate–46<br>**Universal Cargo Carriers Inc.**<br>Hellenic Lines Ltd.<br>Piræus Greek | 7989<br>4370<br>9970 | **100A1** SS 10/66<br>with freeboard<br>**LMC**<br>**✠Lloyd's RMC**<br>MN1320 EL c†2⅛″SQ | **1943** Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 1″ 27′ 8″<br>436′ 2″ 63′ 0″ 40′ 6″<br>B80′ 3 dks<br>RW 7BH<br>WB2082t incl. Tunnel tanks 340t | S Ref CSD<br>G.547340 B.487334 In.31620<br>17W Der 2(30) | 2 S Turb dr geared to sc. shaft<br>6600shp 1721t (o.f)<br>General Electric Co. Lyn<br>2WTB 520℔ Spt 480℔ hs7826 15½k |
| **HELLENIC HERO**<br>**Universal Cargo Carriers Inc.**<br>Hellenic Lines Ltd.<br>Piræus Greek | 7068<br>4072<br>10976<br>**10280**<br>6137<br>13925 | AB | **1957** Iino S.B. & Eng. Co. Ltd.—Maizuru<br>499′ 0″ 66′ 1″ 27′ 4⅜″/31′ 6½″<br>465′ 0″ 66′ 0″ 41′ 8″<br>B90′ F87′ 1 dk & S dk<br>rf 5½″ | M (12P) Ref OSD/CSD<br>Mchy.aft<br>5 Ho 53½′, 76½′, 46¾′, 81¼′, 71½′<br>G.714019 B.645751 In.36276<br>5 Ha (stl) (26¾′×21¼′) (51¼′×22¾′) (28¾′×21′) (49¾′, 39¼′×22¾′)<br>20W Der 1(50) 1(15) 2(10) 18(5) | Oil 2SA 9Cy. 700×1200 mm<br>8100bhp 1952t (hvf)<br>Mitsubishi Nippon Hvy Ind. Yka<br>1×25kW 220V d.c. 16k |
| **HELLENIC LAUREL**<br>**Transpacific Carriers Corp.**<br>**& Universal Cargo**<br>**Carriers Inc.**<br>Hellenic Lines Ltd.<br>Piræus<br>Greek | 7293<br>4267<br>—<br>**9550**<br>5770<br>10578 | AB | **1961** Rheinstahl Nordseewerke—Emd<br>506′ 11″ 62′ 2″ 26′ 2⅝″/—<br>464′ 7″ 62′ 0″ 30′ 3″<br>F95′ 1 dk & S dk<br>RW<br>rf 4′ | M Ref OSD/CSD<br>5 Ho<br>G.635675 B.581950 In.14921<br>5 Ha | Oil 2SA 6Cy. 780×1400 mm<br>7000bhp 1475t (o.f)<br>Masch. Augsburg-Nürbnberg Aug |
| **HELLENIC LEADER**<br>**Transpacific Carriers Corp.**<br>Hellenic Lines Ltd.<br>Piræus Greek | 6667<br>3966<br>8383<br>**8927**<br>5547<br>10743 | AB | **1962** Kure Zosensho—Kur<br>473′ 0″ 63′ 2″ 25′ 9½″/29′ 6½″<br>434′ 0″ 63′ 0″ 38′ 0″<br>P75′ F81′ 1 dk & S dk<br>RW<br>rf 6″ | M (12P) Ref OSD/CSD<br>Mchy.aft<br>5 Ho 50′, 74½′, 74½′, 75′, 67′<br>G.635675 B.581950 In.14921<br>5 Ha (stl) (29¼′×22′) (47½′, 47½′, 47½′×24′) (27½′×16′)<br>Der 1(50) 1(30) 2(10) 14(5) | Oil 2SA 6Cy 780×1400 mm<br>7800bhp 1250t (hvf)<br>Mitsubishi Nippon Hvy Ind. Yka<br>3×330kW 450V 60c/s a.c. 18k |

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| 518831<br>SYIH<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **HELLENIC MED**<br>exKinpurnie Castle–67<br>exSouth African Sculptor–62<br>exClan Stewart–61<br>**Astro Firme Cia. Naviera S.A.**<br>Piræus Greek | **8121**<br>4154<br>11070 | **BS ✱** SS 11/66<br>**MBS ✱**<br><br>MN2068 CT10185 C42 S36 | **1954**-2 Greenock Dkyd Co. Ltd.—Grk<br>512' 7" 66' 4" 28' 0"<br>476' 10" 66' 0" 40' 8"<br>P34' F42' 1 dk & S dk, 3rd dk in fwd holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4" DK fwd WB1442t incl. DTf166t | S OSD<br>5 Ho 41¾', 87½', 71½', 67½', 62¾'<br>G.827290 B.577200<br>1 Ha (stl) (20½'×18¾')<br>4 Ha (w) (52½', 33', 35¾', 33'×21')<br>16W Der 1(105) 1(40) 1(30) 2(15) 2(7) 12(5) | 3 S Turb dr geared to sc. sha<br>10340shp<br>Parsons Marine Turb Co.<br>2WTB 500lb Spt 480lb<br>db 100lb<br>3×260kW 220V d.c. |
| 514713<br>SWXG<br>2044<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **HELLENIC PIONEER**<br><br>**Universal Cargo Carriers Inc.**<br>Hellenic Lines Ltd.<br>Piræus Greek | **6660**<br>3966<br>8376<br>**8927**<br>5545<br>10736 | <br><br>AB | **1962** Kure Zosensho—Kur<br>473' 0" 63' 2" 25' 9½"/29' 6½"<br>434' 0" 63' 0" 38' 0"<br>F81' 1 dk & S dk<br><br>rf 6" | M (12P) Ref OSD/CSD Mchy.aft<br>5 Ho 55', 75', 75', 75', 75'<br>G.635675 B.581950 In.14921<br>5 Ha (stl) (29½'×22') (47½', 47½', 47½'×24') (27½'×16')<br>Der 1(50) 1(30) 2(10) 14(5) | Oil 2SA 6Cy. 780×1400 mm<br>7800bhp<br>Mitsubishi Nippon Hvy Ind.<br>3×332kW 450V 60c/s a.c. |
| 514714<br>SWIJ<br>1254<br>Df Esd<br>Gc Rdr | **HELLENIC SAILOR**<br>exMongala–54 exKamran–48<br>exMormacwren–47<br>**Hellenic Lines Ltd.**<br>P. G. Callimanopulos, Gen. Mgr.<br>Piræus Greek | *6281*<br>*3700*<br>9698 | **100A1** TD 8/65<br>with fbd No. 1 DTf and DTsa—vegetable oil<br>**~~LMC~~ ~~(LMC)~~ LMC**<br>**Lloyd's RMC**<br>EL c†2¼"SQ | **1939** Sun S.B. & D.D. Co.—Chester, Pa<br>459' 0" 63' 2" 27' 9"<br>436' 0" 63' 0" 40' 5"<br>B80' 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW 2BH to S dk 5 to 2nd dk<br>WB5273t incl. DTsl1920t a1383t | M (12P) Ref OSD<br>5 Ho 74½', 59¾', 82½', 59¾', 57½'<br>G 575000 B.508000 In.28587<br>5 Ha (29¾', 30½'×21') (50¾', 30¾', 30¾'×20½')<br>Der 1(25) 6(10) 11(5) | Oil 2SA 4Cy. 815×2413 mm<br>6000bhp<br>Sun S.B. & D.D. Co.<br>WTAuxB (ex.g) 125lb<br>NAuxB 1/62-90lb<br>4×110/230V d.c. |
| 514715<br>SWDO<br>2173<br>Df Esd<br>Gc Rdr | **HELLENIC SKY**<br>exGilbert Stuart–47<br>**Hellenic Lines Ltd.**<br>P. G. Callimanopulos, Gen. Mgr.<br>Piræus Greek | **7200**<br>4396<br>10680 | <br><br>AB | **1943** Oregon S.B. Corp.—Pld<br>441' 6" 57' 1" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S (12P)<br>5 Ho 60¾', 70', 50', 63½', 70'<br>G.562608 B.499573<br>5 Ha (33', 34¾', 19¾', 34¾', 34¾'×19½')<br>13W Der 1(50) 1(15) 12(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg. Co.<br>3×20kW 120V d.c. |
| 514716<br>SVGL<br>1377<br>Df Esd<br>Gc Rdr | **HELLENIC SPIRIT**<br><br>**Transpacific Carriers Corp.**<br>Hellenic Lines Ltd.<br>Piræus Greek | **7063**<br>4059<br>10979<br>**10279**<br>6127<br>13450 | <br><br>AB | **1957** Iino S.B. & Eng. Co. Ltd.—Maizuru<br>499' 0" 66' 3" 27' 4½"/31' 7¾"<br>465' 0" 66' 0" 41' 8"<br>B90' F87' 1 dk & S dk<br>RW<br>rf 5½" | M (12P) Ref OSD/CSD Mchy.aft<br>5 Ho 53¾', 77', 64¾', 80½', 63½'<br>G.714019 B.645751 In.36276<br>5 Ha (stl) (26¾'×22') (51½', 34'×23¾') (49¾', 39½'×23¾')<br>20W Der 1(50) 1(15) 2(10) 18(5) | Oil 2SA 9Cy. 700×1200 mm<br>9204bhp<br>Mitsubishi Nippon Hvy Ind. |
| 514717<br>SVRO<br>1866<br>Df Esd<br>Gc Rdr<br>RT | **HELLENIC SPLENDOR**<br><br>**Hellenic Lines Ltd. & Transpacific Carriers Corp.**<br>Hellenic Lines Ltd.<br>Piræus Greek | **7293**<br>4267<br>10574 | <br><br>AB | **1959** Rheinstahl Nordseewerke—Emd<br>506' 11" 62' 2" 26' 2¼"<br>464' 7" 62' 0" 30' 3"<br>1 dk & S dk<br>RW<br>rf 4" | M (12P) Ref<br>5 Ho 59½', 72½', 70¾', 57¾', 63'<br>B.667000 In.14000<br>5 Ha (stl) (32', 42', 42', 36¾', 36¾'×26')<br>Der 1(50) 1(30) 2(10) 14(5) | Oil 2SA 6Cy. 760×1400 mm<br>7000bhp<br>Masch. Augsburg-Nürnberg<br>3×240kW 440V 60c/s a.c. |
| 514718<br>SWAU<br>1097<br>Df Esd<br>Gc Rdr | **HELLENIC STAR**<br>exKeith Vawter–47<br>**Hellenic Lines Ltd.**<br>P. G. Callimanopulos, Gen. Mgr.<br>Piræus Greek | **7254**<br>4461<br>10680 | <br><br>AB | **1943** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 1" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S (12P)<br>5 Ho 54¾', 72½', 50', 45', 70'<br>G.562605 B.499573<br>5 Ha (33¾' 35', 20', 35', 35'×20')<br>13W Der 1(50) 1(15) 12(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Iron Wks<br>3×20kW 120V d.c. |
| 500196<br>SYHX<br>2694<br>Df Esd<br>Gc Rdr<br>RTm | **HELLENIC SUNBEAM**<br>exAconcagua–65<br>exOcean Telegraph–46<br>**Universal Cargo Carriers Inc.**<br>Hellenic Lines Ltd.<br>Piræus Greek | **7989**<br>4370<br>9990 | **100A1** SS 2/66<br>with freeboard<br>**LMC**<br>**✠Lloyd's RMC**<br>EL c†2¼"SQ | **1944** Moore D.D. Co.—Oakland<br>459' 6" 63' 1" 27' 8"<br>435' 0" 63' 0" 40' 6"<br>P37' Q80' B55' F50' 3 dks<br>RW 7BH | S (12P) Ref CSD<br>5 Ho 67½', 62½', 70', 70', 71'<br>G.550178 B.482121 In.28334<br>5 Ha (stl) (27', 32½', 35', 30', 30'×30')<br>16W Der 1(30) 2(10) 3(5) 1(4) | 2 S Turb dr geared to sc. sha<br>6600shp<br>General Electric Co.<br>2WTB 520lb Spt 480lb<br>3×300kW 240V d.c. |
| 514719<br>SVFQ<br>1355<br>Df Esd<br>Gc Rdr | **HELLENIC TORCH**<br><br>**Transpacific Carriers Corp.**<br>Hellenic Lines Ltd.<br>Piræus Greek | **7510**<br>3903<br>10657 | **✠100A1** SS 7/65<br>DTsm—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1340 EL e†2¼"SQ | **1956**–11 Wm. Hamilton & Co. Ltd.—P.Gl<br>486' 0" 64' 2" 26' 9½"<br>450' 0" 64' 0" 40' 0"<br>F100' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB3179t incl. Tunnel tanks 265t DTsm1226t | M Ref OSD<br><br>G.665685 B.620876 In.31180<br><br>14W Der 1(50) 1(15) 2(10) 12(5) | Oil 2SA 6Cy. 670×2320 mm<br>6700bhp Doxford<br>Fairfield S.B. & Eng. Co. Ltd<br>2AuxB 120lb |
| 514720<br>SWAT<br>2177<br>Df Esd<br>Gc Rdr | **HELLENIC WAVE**<br>exJohn Ross–47<br>**Hellenic Lines Ltd.**<br>P. G. Callimanopulos, Gen. Mgr.<br>Piræus Greek | **7208**<br>4398<br>10444 | <br><br>AB | **1943** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 1" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.562605 B.499573<br>5 Ha (33¾, 35', 20', 35', 35'×20')<br>13W Der 1(50) 1(15) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 661433<br>DEVQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HELLERAU**<br><br>**Deutsche Seereederei**<br>Rostock E. German | **2546**<br>1424<br>3710 | <br><br>DSRK | **1965** Schiffswerft Neptun—Ros<br>304' 7" 46' 9" 19' 6"<br>22' 11"<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 430×720 mm<br>2300bhp<br>Dieselmotorenwerk |
| 514722<br>JXFE<br><br>Df Esd<br>Rdr RT | **HELLESUND**<br><br>**Skibs A/B Marie Bakke**<br>Knut Knutsen O.A.S.<br>Haugesund Norwegian | **298**<br>136<br>570<br>**676**<br>372<br>910 | <br><br>NV | **1959** Höllen Skibsverft—Höllen<br>187' 0" 29' 7" 10' 3½"/13' 0½"<br>166' 8" 29' 6½"<br>1 dk & S dk<br><br>rf nil | M OSD/CSD Mchy.aft<br>1 Ho<br>G.46000 B.41000<br>3 Ha (12', 26', 26'×11½')<br>Cr 2(5) | Oil 4SA 8Cy. 290×420 mm<br>760bhp<br>Masch. Kiel A.G.<br>3×55, 55, 14kW 220V d.c. |

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|---|---|---|---|---|---|---|---|
| **HELLINIKOS VORRAS** | 499 | ✠100A1 | SS 4/67 | **1947**–4 Kalmar Varv—Kal | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| xTurquoise-66 exJarrix-55 | 303 | Str. nav. ice | | 170′ 6″ 28′ 8″ 11′ 10¾″ | 2 Ho 41′, 55′ | 500bhp ✠NE56 | 35t (d.o) |
| xArne-50 | 716 | ✠**LMC** | | 155′ 3″ 28′ 6″ 12′ 3″ | G.35500 B.33000 | Motfbr. Deutz | Köln-Deutz |
| Helena Theodoru | | | | P42′ Q58′ RDF19′ 1 dk | 2 Ha (each 30′×16¼′) | 2×30kW 110V d.c. | 10k |
| Vavatsioula and others | | MN100 | EL h | NS 3BH | 3W Der 3(2) | | |
| Greek | | | | WB150t | | | |
| **HELLSKJÆR** | 173 | | | **1956** Vaagland Båtbyggeri—Vågland | Wood M Fishing Mchy.aft | Oil 2SA 6Cy. 200×300 mm | |
| | 84 | | | 105′ 1″ 23′ 2″ | | 450bhp NE66 | |
| Petter Yttersian **Partrederi** | — | | | 22′ 7½″ 11′ 4″ | | Wichmann Mtrf | Rub |
| Kristiansund Norwegian | | | | 1 dk | | | |
| | | | | len 66 | | | |
| **HELMA ENTZ** | 12430 | | | **1958** Kieler Howaldtswerke A.G.—Kel | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft | |
| | 7367 | | | 558′ 0″ 72′ 1″ 30′ 6¼″ | 27 Ta | 8360shp | 1770t (o.f)–58pd |
| Partenreederei | 19810 | | GL | 535′ 0″ 71′ 8″ 39′ 8″ | L.927362 HeCls. BC | Siemens-Schuckertwerke | Mülheim |
| **"Helma Entz"** | | | | P138′ B39′ F49′ 1 dk | | 3×400, 400, 75kW 380V 50c/s a.c. | 15k |
| Thomas Entz **Tanker G.m.b.H.** | | | | | | | |
| Rendsburg W. German | | | | | | | |
| **HELMI** | 1198 | | | **1963** Béliard-Murdoch S.A.—Ost | M OSD/CSD Mchy.aft | Oil 4SA 6Cy. 520×740 mm | |
| | 721 | | | 272′ 11″ 43′ 5″ 16′ 5¾″/— | | 2320bhp | 159t |
| Belgian **Baltic Lines N.V.** | 1920 | | GL | 257′ 4″ 43′ 4″ 24′ 3″ | G.132000 B.121000 | Masch. Augsburg-Nürnberg | Aug |
| Antwerp Belgian | **1904** | | | B53′ F33′ 1 dk & S dk | | | 14k |
| | 1308 | | | | 4W Cr 2 Der 1(20) 4(3–5) | | |
| | — | | | | | | |
| **HELMOS** | *5236* | **BS✱** | TD 1/68 ~~SS 4/68~~ | **1941**–6 Wm. Doxford & Sons Ltd.—Sld | M OSD | Oil 2SA 4Cy. 600×2320 mm | |
| exEastern City-62 | *2968* | with freeboard | | 432′ 6″ 55′ 0″ 25′ 2½″ | | 2900bhp | 923t |
| Helmos **Compania Naviera** | 9055 | **MBS✱** | | 414′ 5″ 54′ 10″ 37′ 3″ | G.543520 B.491330 | Wm. Doxford & Sons Ltd. | Sld |
| **S.A.** | | | | F38′ 1 dk & S dk | | AuxB 120℔ | 12½k |
| Beirut Lebanese | | MN560 | CT6572 C37 S32 | 7BH | 11W | | |
| | | | | WB2633t incl. DTsf1012t | | | |
| **HELMSDALE** | 402 | ✠100A1 | SS 6/65 | **1956**–5 Jos. L. Meyer—Papenburg | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| | 188 | | | 153′ 5″ 26′ 5″ 9′ 9½″ | 1 Ho 86′ | 500bhp | 26t (d.o) |
| J. C. **Simpson** | 480 | ✠**LMC** | | 137′ 10″ 26′ 3″ 9′ 10″ | G.24000 B.22080 | Klöckner-Humboldt-Deutz | Kln |
| Northern **Shipping & Trading** | | | | P38′ Q46′ F16′ 1 dk | 2 Ha (each 32¾′×14¾′) | | 10k |
| Co. (Helmsdale) **Ltd.** | | MN100 | EL f | R NS 3BH | 2W Der 2(2) | | |
| Aberdeen British | | | | rf nil WB185t | | | |
| **HELMSMAN** | 531 | ✠100A1 | TD 4–7/66 | **1937**–1 De Groot & Van Vliet— | M Tanker Mchy.aft | Oil 2SA 8Cy. 220×380 mm | |
| exBedale H.-48 exObor-37 | 209 | oil tanker | | Slikkerveer | | 600bhp ✠NE4/62 | |
| Helmsman **Shipping Co. Ltd.** | 836 | ✠**LMC** | | 175′ 6″ 25′ 11″ 12′ 4½″ | | Drypool Eng. & D.D. Co. | Hul |
| C. Rowbotham & Sons | | | | 166′ 0″ 25′ 9″ 14′ 4″ | | db 100℔ | |
| (Management) Ltd. | | MN120 | EL h 1$\frac{1}{16}$″ | 1 dk | | | |
| London British | | | | R 6BH | | | |
| | | | | WB297t incl. Dk 133t | | | |
| **HELMUT** | 139 | | | **1932** Schiffsw. W. Holst—Ham | M | Oil 4SA 4Cy. 215×300 mm | |
| | 78 | | | *109·0′* 18′ 2″ 6′ 6¾″ | 1 Ho 78¾′ | 120bhp NE50 | (d.o) |
| Friedrich **Dreyer** | 217 | | GL | 8′ 2″ | | Motorenw. Mannheim | Mhm |
| Peter Döhle | | | | 1 dk | 2 Ha (36′, 23′×13′) | | |
| Hamburg W. German | | | | RW len 50 | Der 1(1) | | |
| **HELMUTH FELDTMANN** | 499 | | | **1966** J. J. Sietas Schiffsw.—Ham | M OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| | 275 | | | 203′ 1″ 32′ 11″ 13′ 6″ | 1 Ho 126¼′ | 500bhp | 57t (d.o) |
| Partenreederei m.s. **"Helmuth** | 950 | | GL | 180′ 6″ 32′ 10″ 20′ 4″ | G.70600 B.64700 | Klöckner-Humboldt-Deutz | Kln |
| **Feldtmann"** | | | | P36′ B39′ F25′ 1 dk & S dk | 2 Ha (63¼′, 34¼′×21′) | 3×33, 33, 19kW 231/400V a.c. | 11k |
| Heinecke & Co. | | | | | 3W Der 3(3) | | |
| Hamburg W. German | | | | rf 3″ | | | |
| **HELMWOOD** | 3403 | ✠100A1 | SS 5/65 | **1956**–2 Austin & Pickersgill Ltd.—Sld | S Mchy.aft | T 3Cy. 19″ 31″ & 54″×39″ | |
| | 1700 | | | 344′ 0″ 46′ 5″ 19′ 11¾″ | | 1275ihp | 395t (o.f) |
| Wm. France, **Fenwick & Co.** | 4440 | ✠**LMC** | | 325′ 0″ 46′ 0″ 22′ 5″ | G.216300 B.209500 | G. Clark & N.E. Mar. (Sld) Ltd. | Sld |
| Ltd. | | | | Q205′ F28′ 1 dk | | 2 SB 220℔ Spt hs4888 6cf | 10½k |
| London British | | MN261 | EL u 1$\frac{11}{16}$″SQ | RW NS 7BH | 8W Der 8(5) | | |
| Now **LOCARNO** See New Entries No. 1 | | | | rf 3″ WB1530t incl. DTm300t | | | |
| **HELNY** | 498 | | | **1959** Varv. A. Johansson—Mariehamn | M OSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm | |
| | 206 | | | 220′ 8″ 32′ 1″ 11′ 3″ | 1 Ho 120½′ | 1040bhp | 42t (d.o) |
| Rederi **A/B Sally** | 845 | | BV | 206′ 8″ 32′ 0″ | G.65805 B.61645 | Klöckner-Humboldt-Deutz | Kln |
| Algot Johansson | | | | P66′ B16′ F25′ 1 dk & S dk | 2 Ha (each 43¼′×15′) | 3×52, 52, 10½kW 220V d.c. | 13k |
| Mariehamn Finnish | | | | | Cr 2(3) | | |
| | | | | rf 4¾″ | | | |
| **HELOU I** | 123 | | | **1967** Ch. Normands Reunis— | M Trawler | Oil 4SA 6Cy. 6¼″×8″ | |
| | 58 | | | Courseulles | | 380bhp | |
| Pakfreeze | — | | BV | 81′ 4″ 22′ 4″ 7′ 6″ | | Caterpillar Tractor Co | Peoria |
| Beirut Lebanese | | | | 71′ 1″ 21′ 11″ 11′ 5″ | | | |
| | | | | 1 dk | | | |
| **HELOU II** | 123 | | | **1967** Ch. Normands Reunis— | M Trawler | Oil 4SA 6Cy. 6¼″×8″ | |
| | 58 | | | Courseulles | | 380bhp | |
| Pakfreeze | — | | BV | 81′ 4″ 22′ 4″ 7′ 6″ | | Caterpillar Tractor Co. | Peoria |
| Beirut Lebanese | | | | 71′ 1″ 21′ 11″ 11′ 5″ | | | |
| | | | | 1 dk | | | |

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|---|---|---|---|---|---|---|---|
| 514733<br>PEQU<br><br>Df Esd<br>Rdr RT | **HELP**<br><br>**N.V. Bureau Wijsmuller**<br>Ymuiden Netherland | 751<br>243<br>— | ✠100A1<br><br>✠LMC<br><br><br><br>SURVEYS OVERDUE 7/66<br>SOLD TO SHIPBREAKERS | SS 7/62<br><br><br><br>C23 | 1943–12 Smith's Dock Co. Ltd.—Mdb<br>176' 10" 35' 8" 12' 0½"<br>150' 6" 35' 6" 16' 0"<br>B47' F24' 1 dk<br>5BH<br>WB DTs160t | S | T 3Cy. 11½" 19¾" & 34"×30"<br>600ihp<br>Smith's Dock Co. Ltd.<br>SB 225lb hs(2000) |
| 514734<br>OYZX<br><br>Rdr | **HELSINGOR**<br><br>**De Danske Statsbaner**<br>Elsinore Danish | 1123<br>404<br>482 | | <br><br>BV | 1955 Helsingör Skibs. & Msk.—Hsg<br>262' 6" 42' 5" 11' 9"<br>226' 10" 42' 4" 17' 3"<br>1 dk<br>RW<br>rf 12" | D-E Train Ferry (800P) | 6 Oil each 5Cy. 245×400 m<br>4 gen. each 280kW<br>connected to 2 elec.<br>525shp (CC)<br>Helsingör Skibs. & Msk.<br>3×280, 280, 170kW 220V d.c.<br>Propellers 1 fwd 1 aft |
| 652158<br>UIIV<br>M-26993 | **HELTERMAA**<br><br>**U.S.S.R.**<br>Tallin Russian | 3743<br>1808<br>4234 | | | 1964 Schiffswerft Neptun—Ros<br>347' 2" 47' 10" 21' 6"<br>47' 8" 26' 4"<br>2 dks | M<br>4 Ho<br>G.204367<br>4 Ha (32½', 32½', 32½', 31½'×23')<br>8W Der 4(5) 4(3) | Oil 2SA 6Cy. 570×800 mm<br>MAN<br>Dieselmotorenwerk |
| 514736<br>DHOI<br><br>Df Esd<br>Rdr<br>RTm/h/v | **HELUAN**<br><br>**Ernst Komrowski**<br>**Reederei**<br>Hamburg W. German | 1544<br>820<br>2362 | | <br><br>GL | 1951 Deutsche Werft A.G.—Ham<br>270' 7" 39' 4" 15' 8"<br>39' 2" 16' 11"<br>Q89' B53' F26' 1 dk<br>RW | M<br>2 Ho 101', 80½'<br>G.113225 B.105138<br>2 Ha (64½', 56½'×23')<br>5W Der 2(3–5) 3(3) | Oil 4SA 6Cy. 360×450 mm<br>1000bhp NE61<br>Motorenw. Mannheim<br>2×40kW 230V d.c. |
| 514737<br>HBDH<br>44<br>Df Esd<br>Gc Rdr<br>RT | **HELVETIA**<br><br>**Keller Shipping Ltd.**<br>Basle Swiss | 5762<br>3355<br>7620 | ✠100A1<br>DTsm—veg. oil or wine<br>FP above 150° F. tunnel<br>tanks veg. oil<br>✠LMC<br>✠Lloyd's RMC<br>MN980 EL b†2⅜"pt2⅜"SQ | SS 4/67 | 1952–7 C.R.D. Adriatico—Mil<br>448' 1" 59' 6" 24' 4½"<br>410' 5" 59' 5" 37' 5"<br>F47' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2014t incl. DTm900t | M Ref OSD<br><br>G.480211 B.438900 In.10800<br><br>12W Der 1(30) 1(20) 10(8) 4(5) 1(3) | Oil 2SA 7Cy. 720×1250 mm<br>4900bhp<br>Sulzer Bros. Ltd.<br>AuxB 100lb |
| 514738<br>PEQF<br><br>Df Esd<br>RT | **HELVETIA S**<br><br>**J. & C. van der Schoot**<br>N.V. Scheepvaartbedr.<br>"Gruno"<br>Harlingen Netherland | 494<br>266<br>603 | | <br><br>BV | 1956 Martin Jansen—Leer<br>168' 0" 27' 8"<br>147' 7" 27' 4" 11' 10"<br>1 dk | M Mchy.aft<br><br>G.30620 B.30000<br>2 Ha (each 41'×16½')<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>390bhp<br>Masch. Kiel A G |
| 650846<br>OWKY<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HELVIG**<br><br>**Dampskibsselskabet Torm**<br>**A/S**<br>Carl M. Andersen<br>Copenhagen Danish | 21002<br>14443<br>32953 | | <br><br><br>NV | 1965 Rheinstahl Nordseewerke—Emd<br>627' 6" 86' 11" 36' 10"<br>590' 7" 86' 7½" 50' 2"<br>1 dk<br><br>rf nil | M Bulk Carrier Mchy.aft<br>8 Ho 50', 51', 55', 52', 58', 55', 55', 50'<br>G.1448000<br>8 Ha (stl) (29½', 31½', 31½', 31½', 31½', 31½', 31½', 31½'×39½') | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W<br>Frd. Krupp Masch. Abt Die<br><br>3×450V 60c/s a.c. |
| 514739<br>SUJK<br>43<br>Df Esd<br>Gc Rdr<br>RT | **HELWAN**<br><br>**The United Arab Maritime**<br>**Co.**<br>Alexandria Egyptian (U.A.R.) | 1946<br>~~1230~~ 1250<br>2895 | | <br><br>GL | 1960 Schiffswerft Neptun—Ros<br>*279·5'* 39' 7" 18' 9"<br>39' 5" 22' 4"<br>P51' F27' 2 dks | M CSD | Oil 4SA 6Cy. 420×580 mm<br>1650bhp<br>Klöckner-Humboldt-Deutz |
| 514741<br>DDRI | **HEMELINGEN**<br><br>**Unterweser Reederei**<br>**G.m.b.H.**<br>Bremen W. German | 105<br>—<br>— | | <br><br>GL | 1959 Jadewerft G.m.b.H.—<br>Wilhelmshaven<br>74' 10" 21' 7"<br>71' 2" 20' 4" 8' 8"<br>RW | M Tug | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz<br>2×10kW 230V d.c.<br>Directional propeller fwd |
| 530972<br>GPZR<br>185922<br>Df Esd<br>Gc Rdr<br>RTm/v | **HEMICARDIUM**<br>exSan Fernando–65<br>**Shell Bermuda**<br>**(Overseas) Ltd.**<br>London British | 12215<br>7059<br>~~18082~~<br>18847 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1650 EL h†2⁹⁄₁₆"SQ | TD 4–7/66 | 1953–7 Cammell Laird & Co. Ltd.—Bkn<br>555' 7" 69' 4" ~~29' 8½"~~ 30' 7"<br>531' 0" 69' 3" 39' 0"<br>P114' B59' F45' 1 dk<br>RW 16BH<br>rf 3½" WB310t | S Tanker Mchy.aft<br>33 Ta<br>L.892529<br>1 Ha (stl) (8½'×8½')<br>Der 2(5) 2(3) 4(1) | 2 S Turb dr geared to sc. shaft<br>8250shp<br>Cammell Laird & Co. Ltd.<br>2WTB 560lb Spt<br>sg125<br>2×550kW 440V 60c/s a.c. |
| 530977<br>GPZW<br>185863<br>Df Esd<br>Gc Rdr<br>RTm/v | **HEMIDONAX**<br>exSan Florentino–65<br>**Shell Bermuda**<br>**(Overseas) Ltd.**<br>London British | 12215<br>7059<br>~~18008~~<br>18803 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1650 EL h†2⁹⁄₁₆"SQ | Dr 5/66 | 1953–4 Cammell Laird & Co. Ltd.—Bkn<br>556' 7" 69' 4" 29' 8½"<br>531' 0" 69' 3" 39' 0"<br>P114' B59' F45' 1 dk<br>RW 16BH<br>rf 3½" WB310t | S Tanker Mchy.aft<br>33 Ta<br>L.892529<br>1 Ha (stl) (8'×8')<br>Der 2(5) 2(3) 4(1) | 2 S Turb dr geared to sc. shaft<br>8250shp<br>Cammell Laird & Co. Ltd.<br>2WTB 560lb Spt<br>sg125lb<br>2×550kW 450V 60c/s a.c. |
| 514742<br>MSDF<br>186049<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HEMIFUSUS**<br><br>**Shell Bermuda**<br>**(Overseas) Ltd.**<br>London British | 12182<br>6944<br>~~18100~~<br>18746 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1650 EL h†2⁹⁄₁₆"SQ | ~~SS 3/68~~<br>TD4 2/68 | 1954–4 Cammell Laird & Co.<br>(S.B. & Eng.) Ltd.—Bkn<br>555' 7" 69' 4" ~~29' 8½"~~ 30' 7"<br>530' 0" 69' 3" 39' 0"<br>P114' B59' F45' 1 dk<br>RW 16BH<br>rf 3½" WB310t | S Tanker Mchy.aft<br>33 Ta<br>L.892529 HeCls. BC<br>1 Ha (stl) (8'×8')<br>Der 3(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>8250shp<br>Cammell Laird & Co.<br>2WTB 565lb Spt<br>2×550kW 450V 60c/s a.c. |

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| **HEMIGLYPTA**<br>**Shell Bermuda (Overseas) Ltd.**<br>Geelong<br>British | 12180<br>6973<br>18153 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | ~~SS 11/68~~<br>TD 8/68<br>EL h†2$\frac{9}{16}$"SQ | 1955–5 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>555′ 7″ 69′ 5″ 29′ 10¼″<br>530′ 0″ 69′ 3″ 39′ 0″<br>P114′ B59′ F50′ 1 dk<br>RW 16BH<br>rf 3½″ WB310t | S Tanker Mchy.aft<br>33 Ta<br>L.892529<br>1 Ha (stl) (8′×8′)<br>Der 3(5) 4(1) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8250shp 1596t (o.f)–48pd<br>Cammell Laird & Co. (Eng.) Ltd. Bkn<br>2WTB 565℔ Spt 540℔ hs12854<br>sg 135℔<br>2×550kW 450V 60c/s a.c. 14½k |
| **HEMIMACTRA**<br>San Fortunato–64<br>**Shell Bermuda (Overseas) Ltd.**<br>London<br>British | 12278<br>6953<br>~~18219~~<br>18992 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | SS 9/64<br>EL h†2$\frac{9}{16}$"SQ | 1956–6 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>555′ 7″ 69′ 5″ ~~29′ 11¼″~~ 30′ 9¼″<br>530′ 0″ 69′ 3″ 39′ 0″<br>P114′ B53′ F70′ 1 dk<br>16BH<br>rf 3½″ WB310t | S Tanker Mchy aft<br>33 Ta<br>L.892529<br>1 Ha (stl) (8′×8′)<br>Der 2(5) 2(3) 4(1) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8250shp 1723t (o.f)–50pd<br>Cammell Laird (S.B. & Eng.) Ltd. Bkn<br>2WTB 570℔ Spt 800° F.555℔ hs12948<br>sg 125℔<br>2×550kW 450V 60c/s a.c. 14½k |
| **HEMIPLECTA**<br>**Shell Bermuda (Overseas) Ltd.**<br>~~Geelong~~ London<br>London<br>British | 12192<br>6925<br>18116 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | ~~SS 12/63~~<br>TD 1/69<br>EL h†2$\frac{9}{16}$"SQ | 1955–9 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>555′ 7″ 69′ 5″ 29′ 9½″<br>530′ 0″ 69′ 3″ 39′ 0″<br>P114′ B49′ F50′ 1 dk<br>RW 16BH<br>rf 3½″ WB310t | S Tanker Mchy.aft<br>33 Ta<br>L.892529<br>1 Ha (stl) (8′×8′)<br>Der 3(5) 4(1) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8250shp 1624t (o.f)–48pd<br>Cammell Laird & Co. (Eng.) Ltd. Bkn<br>2WTB 565℔ Spt 540℔ hs12854<br>sg 135℔<br>2×550kW 450V 60c/s a.c. 14½k |
| **HEMIR**<br>**Vardarútgerdin h/f**<br>Reykjavik<br>Icelandic | 430<br>—<br>— | | | 1967 Kvina Verft—Kvina<br>134′ 1″ 20′ 9″<br>125′ 11″ 20′ 8″ 14′ 0″<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 8Cy.<br>1000bhp<br>Blackstone & Co. Ltd. Stamford |
| Name should be HEIMIR See New Entries No. 4 | | | | | | | |
| **HEMISINUS**<br>**Tanker Finance Ltd.**<br>London<br>British<br>Shell Tankers (U.K.) Ltd (Mgrs.) | 12207<br>6912<br>18149 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | SS 10/65<br>EL h†2$\frac{9}{16}$"SQ | 1957–8 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>555′ 9″ 69′ 5″ 29′ 9¼″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P114′ B49′ F50′ 1 dk<br>16BH<br>rf 3″ WB494t | S Tanker Mchy.aft<br>33 Ta<br>L.890500<br>1 Ha (stl) (8′×8′)<br>Der 3(5) 4(1) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8250shp 1600t (o.f)–47pd<br>Cammell Laird (S.B. & Eng.) Ltd. Bkn<br>2WTB 570℔ Spt 800° F 555℔ hs12852<br>sg 135℔<br>2×550kW 450V 60c/s a.c. 14½k |
| **HEMISPHERE**<br>exHyperion–65<br>**Hemisphere Steamship Corp.**<br>Monrovia<br>Liberian | 15772<br>9946<br>24850 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1750 | SS 1/68 ~~SS 2/64~~<br>EL k†2$\frac{9}{16}$"SQ | 1959–1 Eriksbergs M/V A/B—Got<br>605′ 6″ 77′ 2″ 32′ 4¼″<br>570′ 9″ 77′ 0″ 42′ 9″<br>P109′ B41′ F72′ 1 dk<br>11BH<br>rf 2″ WB1861t | M Tanker Mchy.aft<br>20 Ta | HeCls. BC | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W 1650t–27pd<br>Eriksbergs M/V A/B Got<br>2AuxB 180℔ e (ex.g) 180℔ 14k |
| **HEMISPHERE**<br>Dagrun–63<br>**emisphere Shipping Co. Ltd.**<br>Ocean Tramping Co. Ltd.<br>London<br>British | 8718<br>5715<br>12730 | | NV | 1957 A/B Oskarhamns Varv—Osk<br>485′ 0″ 61′ 8″ 29′ 11″<br>440′ 0″ 61′ 6″ 39′ 6″<br>2 dks | M (3P) CSD<br>5 Ho 60¼′, 64¼′, 68¾′, 49¾′, 68½′<br>5 Ha (stl) (31½′, 37½′, 37½′ 52½′, 34¾′×23′)<br>Der 1(30) 16(5) | | Oil 2SA 5Cy. 740×1600 mm<br>6250bhp (hvf)<br>Burmeister & Wain Cpn<br>3×230kW 220V d.c. |
| **HEMITROCHUS**<br>San Emiliano–65<br>**Shell Bermuda (Overseas) Ltd.**<br>London<br>British | 12265<br>6922<br>~~18140~~<br>18904 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | SS 9/66<br>EL h†2$\frac{9}{16}$"SQ | 1959–3 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>559′ 7″ 69′ 5″ 29′ 11¼″<br>531′ 1″ 69′ 3″ 39′ 0″<br>P116′ B53′ F70′ 1 dk<br>16BH<br>rf 3″ WB494t | S Tanker Mchy.aft<br>33 Ta<br>L.892528<br>1 Ha (stl) (8′×8′)<br>Der 2(5) 2(3) 4(1) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8250shp 1723t (o.f)–50pd<br>Cammell Laird (S.B. & Eng.) Ltd. Bkn<br>2WTB 570℔ Spt 800° F. 555℔ hs11750<br>sg 125℔<br>2×550kW 450V 60c/s a.c. 14½k |
| **HEMLAND**<br>**Ångf. A/B Tirfing**<br>**Dan-Axel Broström**<br>Gothenburg<br>Swedish | 22671<br>13434<br>~~36777~~<br>38600 | | NV | 1961 Eriksbergs M/V A/B—Got<br>682′ 6″ 87′ 4″ 36′ 7¾″<br>645′ 0″ 87′ 0″ 48′ 6″<br>1 dk<br>rf 3″ | M Tanker Mchy.aft<br>33 Ta 1 Ho 78¼′<br>L.1661842<br>1 Ha (9¼′×16′)<br>Der 2(5) | HeCls. BC | Oil 2SA 10Cy. 740×1600 mm<br>12500bhp B&W 3470t (hvf)–44pd<br>Eriksbergs M/V A/B Got<br>3×400, 280, 280kW 450V 60c/s a.c. 16k |
| **HEMLAND**<br>**Tore J. A. Alexandersson Partrederi**<br>Rönnäng<br>Swedish | 117<br>40<br>— | | NV | 1961 A/B Marstrands M/V—Mtd<br>85′ 8″ 22′ 1″ 10′ 8″<br>… … …<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz Kln |
| Now HELGOLAND See New Entries No. 1 | | | | | | | |
| **HEMLOCK**<br>**Mitsubishi Shoji Kaisha**<br>Tokyo<br>Japanese | ~~9500~~ 9294<br>~~6100~~ 5700<br>15200 | | NK | 1967 Namura Zosensho—Osa<br>472′ 5″ 28′ 1″<br>439′ 7″ 70′ 10″ 37′ 8″<br>1 dk | M Bulk Carrier Mchy.aft | | Oil 2SA 6Cy. 700×1200 mm<br>7200bhp MAN<br>Mitsubishi Hvy Ind. Ltd. Yka |
| **HEMSEFJELL**<br>**A/S Falkefjell**<br>**Olsen & Ugelstad**<br>Oslo<br>Norwegian | 12046<br>6458<br>17250 | | NV | 1959 A/S Fredriksstad M/V—Fks<br>546′ 2″ 64′ 5″ 32′ 1¼″<br>500′ 0″ 64′ 0″ 43′ 6″<br>1 dk<br>rf 1″ | M Bulk Carrier Mchy.aft<br>5 Ho 71¼′, 63′, 65½′, 65½′, 65½′<br>G.777740 B.744260<br>5 Ha (stl) (each 47¼′×32′)<br>1W Der 2(5) | | Oil 2SA 8Cy. 760×1500 mm<br>7500bhp Götaverken 1520t (hvf)<br>A/S Fredriksstad M/V Fks<br>3×168kW 440V 60c/s a.c. 15k |
| Now ADONIS See New Entries No. 1 | | | | | | | |

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| 514750<br>GXCW<br>139161<br>RT | **HEMSLEY I**<br>exScotol–48<br>**Hemsley Bell Ltd.**<br>London British | 1178<br>567<br>1404 | ✠Classed LR until 10/60 | 1916–11 Tyne Iron S.B. Co. Ltd.—Nwc<br>221′ 0″ 35′ 0″ 15′ 1″<br>210′ 0″ 34′ 0″ 16′ 6″<br>P44′ F40′ 1 dk<br>R | S Tanker Mchy.aft<br>4 Ta<br>L.45800 HeCls. BC | T 3Cy. 16″ 26″ & 43″×27″<br>750ihp<br>J. Dickinson & Sons Ltd |
| 660946<br>LZGO<br><br>Df Esd<br>Gc Rdr<br>RT | **HEMUS**<br>**Navigation Maritime Bulgare**<br>~~**Bulgarian United Co. of**~~<br>~~**Shipbuilding & Shipping**~~<br>Varna Bulgarian | 6071<br>3168<br>9100 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN770 EL z $1\frac{11}{16}$″SQ | 1966–4 Hakodate Dock Co. Ltd.—Hak<br>413′ 5″ 57′ 11″ 24′ 11½″<br>387′ 2″ 57 8½″ 33′ 6″<br>F40′ 1 dk<br>RW NS 6BH<br>rf 4″ WB3280t incl. Comb. btm & side tanks in holds 1940t Topside tanks in Nos. 3 & 4 holds 69 | M Mchy.aft<br>4 Ho 64½′, 69′, 59′, 69′<br><br><br>4 Ha (stl) (36¾′×25′) (44¼′, 44¼′,<br>44½′×30′) | Oil 2SA 5Cy. 500×1100 mm<br>3850bhp B&W<br>Mitsui Zosen<br>AuxB 71lb<br>2×170kW 390V 50c/s a.c. |
| 505348<br><br><br>Df Esd<br>Gc Rdr<br>RTm | **HEMUSSITE**<br>exBritta–66<br>**"BULET" State Economic**<br>**Enterprise**<br>Varna Bulgarian | 12754<br>7231<br>19046 | NV | 1953 Harland & Wolff Ltd.—Gls<br>573′ 8″ 73′ 4″ 30′ 8½″<br>541′ 0″ 73′ 3″<br>P117′ B39′ F63′ 1 dk<br>RW | M Tanker Mchy.aft<br>27 Ta<br>L.919325 HeCls. BC<br><br>Der 1(6) 2(5) 1(4) 2(1) | Oil 2SA 6Cy. 750×2000 mm<br>7600bhp<br>Harland & Wolff Ltd.<br>3×100, 75, 75kW 110V d.c. |
| 672453 | **HENA**<br><br>**Commissioners for the Port**<br>**of Calcutta**<br>Calcutta Indian | 180<br>—<br>— | 100A1<br>tug<br>Class contemplated | Garden Reach Workshops Ltd.<br>—Cal<br>90′ 0″ 26′ 4″ 9′ 3″<br>80′ 6″ 26′ 0″ 12′ 0″ | TM Tug | 2 Oil 4SA each 5Cy.<br><br>Masch. Augsburg-Nürnberg |
| 514752<br>ORMK<br><br>RT | **HENDRIK II**<br><br>**Soc. Anon. Entreprises**<br>**Ackermans & Van Haaren**<br>Antwerp Belgian | 114<br>3<br>— | BV | 1955 Ch. & Nav. de Rupelmonde—<br>Rupelmonde<br>93′ 2″ 20′ 5″ 9′ 7″<br>92′ 0″ 20′ 4″ 10′ 10″<br>B39′<br>RW | M Tug Mchy.aft | Oil 4SA 7Cy. 285×420 mm<br>420bhp<br>Masch. Augsburg-Nürnberg |
| 514753<br>PEQI<br><br>Esd RT | **HENDRIK B**<br>exDelta–56<br>**Gebrs. G. & H. Bruins**<br>E. Wagenborg's Scheepv. &<br>Exped. Bedr. N.V.<br>Kampen Netherland | 234<br>130<br>290 | BV | 1934 Gebr. Niestern & Co.—Dzl<br>135′ 8″ 21′ 2″<br>21′ 0″<br>P20′ F13′ 1 dk<br>R len 62 | M Mchy.aft<br>1 Ho 82′<br>G.12500<br>2 Ha (28′, 39′×13′)<br>1W Der 2(1½) | Oil 2SA 3Cy. 240×360 mm<br>150bhp<br>Appingedammer Brons. |
| 514755<br>DCNF<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HENDRIK FISSER**<br><br>**Partenreederei m.s. Hendrik**<br>**Fisser**<br>Fisser & v. Doornum<br>Emden W. German | 8330<br>4596<br>—<br>10925<br>6482<br>14817 | GL | 1961 Rheinstahl Nordseewerke—Emd<br>517′ 9″ 67′ 1″ 27′ 3½″/36′ 9″<br>475′ 10″ 66′ 11″ 40′ 4″<br>F49′ 1 dk & S dk | M OSD/CSD<br><br>G.754495 B.696384<br>7 Ha<br>Der 12(3–5) | Oil 2SA 6Cy. 780×1400 mm<br>5400bhp<br>Masch. Augsburg-Nürnberg |
| 514756<br>PEQC<br><br>Df Esd<br>RTm | **HENDRIK HOLWERDA**<br><br>**Gebr. Holwerda**<br>Heerenveen Netherland | 479<br>259<br>620 | BV | 1957 Martin Jansen—Leer<br>163′ 6″ 27′ 6″ 10′ 8″<br>147′ 7″ 27′ 4″ 11′ 11″<br>P36′ F30′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 99′<br>G.30756 B.29226<br>2 Ha (each 37¾′×16½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>390bhp<br>Masch. Kiel A.G.<br>1×6kW 110V d.c. |
| 680730<br><br><br>Df Esd<br>Pfd Rdr<br>RT | **HENDRIKA JOHANNA**<br><br>**Visserij Mij "Kennemerland"**<br>**N.V.**<br>Netherland | 485<br>275<br>— | | 1967 T. van Duijvendijk's Scheeps.—<br>Lekkerkerk<br>164′ 0″ 30′ 4″ 12′ 6½″<br>142′ 7″ 29′ 5″ 21′ 5″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1600bhp<br>Klöckner-Humboldt-Deutz |
| 514758<br>PEPW<br><br>Df Esd<br>RT | **HENDRIKA MARIA**<br>exFrancina–62<br>**Edzo Smid and another**<br>M. Havinga's Scheepv. &<br>Handelmaats. N.V.<br>Groningen Netherland | 499<br>311<br>800 | BV | 1957 N.V. Schps. "Foxhol"—Foxhol<br>186′ 7″ 29′ 6″ 10′ 11¾″<br>170′ 0″ 29′ 3″ 12′ 2″<br>1 dk<br>RW | M Mchy.aft<br><br>G.37500 B.34200<br>2 Ha (each 42½′×15½′) | Oil 4SA 8Cy. 290×450 mm<br>500bhp<br>Appingedammer Brons. |
| 514759<br>MDGQ<br>183147<br>Esd Pfd<br>Rdr<br>RTm/v | **HENFIELD**<br>**Stephenson Clarke Shipping**<br>~~**Stephenson Clarke Ltd.**~~ **Ltd.**<br>London British | 1098<br>521<br>1530 | ✠100A1 SS 8/66<br><br>✠LMC<br><br>MN228 EL m | 1949–12 Grangemouth Dkyd Co. Ltd.—<br>Gmh<br>225′ 0″ 34′ 6″ 14′ 7½″<br>212′ 5″ 34′ 3″ 15′ 4″<br>P57′ Q58′ B14′ F25′ 1 dk<br>R NS 4BH<br>rf nil WB539t | M Mchy.aft<br>2 Ho each 66′<br>G.71790 B.69700<br>2 Ha (stl) (46′×21′) (46′×22½′)<br>1W | Oil 2SA 6Cy. 340×570 mm<br>1140bhp<br>British Polar Engines Ltd.<br>2×35kW 220V d.c. |
| 514760<br>BHEG | **HENG-CHUN**<br>exTai Hang 4–47<br>Launched as Ottawa Maycove<br>**Taiwan Nav. Co. Ltd.**<br>Keelung China (Taiwan) | 541<br>256<br>— | Classed LR until 6/52 | 1945 Pt. Arthur S.B. Co. Ltd.—Pt.A<br>151′ 0″ 27′ 1″ 11′ $5\frac{11}{16}$″<br>140′ 0″ 27′ 0″ 17′ 6″<br>B46′ 2 dks<br>RW | S Mchy.aft<br>1 Ho 41½′<br>G.30350 B.28240<br><br>2W | T 3Cy. 9″ 16″ & 28″×<br><br>Canadian Vickers Ltd. |
| 514763<br>PEQO | **HENK**<br><br>**Rederij D. Klok,**<br>**M. Schaart & J. Groen**<br>Katwijk a/Zee Netherland | 148<br>74<br>— | | 1918 A. Pronk—Vla<br>96′ 0″ 21′ 10″ 8′ 2″<br>21′ 8″<br><br>R | M Fishing | Oil 4SA 4Cy.<br><br>Motorenf. "De Industr |

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| **ENKO**<br>arald Longva and others<br>arald Longva<br>lesund Norwegian | 159<br>75<br>— | | NV | 1956 A/S Tittelsnes M/V—Tittelsnes<br>106′ 0″ 21′ 1″<br>21′ 0″ 11 2″<br>1 dk<br>len 57 | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>480bhp NE63<br>Aabenraa Motorfabrik Åbenrå |
| **ENNEPIN**<br>xGeorge G. Barnum–37<br>xSocopa<br>edland S.S. Co.<br>artland S.S. Co.<br>Vilmington, Del United States | 6272<br>4826<br>9350 | | AB | 1905 West Bay City S.B. Co.—W. Bay City<br>524′ 0″ 54′ 2″ 20′ $9\frac{7}{8}$″<br>511′ 9″ 54′ 0″ 30′ 2″<br>1 dk<br>R<br>rf 3″ | S Bulk Carrier Mchy.aft<br>Self-unloader<br>7 Ho 66′, 24′, 66′, 54′, 48′, 36′, 57′<br>24 Ha (stl) (each 9′×36′) | T 3Cy. $24\frac{1}{8}$″ $38\frac{1}{16}$″ & 60″×42″<br>1800ihp 375t (c)<br>Detroit S.B. Co. Det<br>3×60kW 120V d.c.<br>Thw. thrust propeller fwd 10k |
| **ENNING**<br>ohan Langeland<br>Partrederi<br>Måløy Norwegian | 121<br>39<br>— | | | 1958 Löland Motorverkstad A/L—Leirvik<br>85′ 1″ 20′ 7″<br>75′ 0″ 20′ 4″ 10′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 3Cy. 315×380 mm<br>220bhp<br>Brødr. Brunvøll Molde |
| **ENNING MÆRSK**<br>A/S D/S Svendborg &<br>D/S af 1912 A/S<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 22089<br>12605<br>~~34500~~<br>36340 | ✠100A1<br>oil tanker<br>✠LMC<br>MN2400 | SS 9/68<br>EL p†$2\frac{7}{8}$″SQ | 1963–11 Odense Staalskibs. A/S—Odn<br>686′ 2″ 83′ 10″ ~~35′ $7\frac{1}{4}$″~~ 36′ $11\frac{1}{2}$″<br>650′ 0″ 83′ 6″ 47′ 6″<br>P94′ B41′ F80′ 1 dk<br>13BH<br>rf 2″ WB3698t incl. 2710t in clean ballast tanks | M Tanker (2P) Mchy.aft<br>25 Ta<br>L.1527000<br>Der 2(5) 2(1) | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp (hvf)<br>Burmeister & Wain Cpn<br>3AuxB 180℔ Spt e (ex.g) 180℔ |
| **HENNING OLDENDORFF**<br>Egon Oldendorff<br>Lübeck W. German | 19935<br>14457<br>30530 | | GL | 1963 Lübecker Flender-Werke A.G.—Lbc<br>656′ 9″ 86′ 1″ 32′ $3\frac{3}{16}$″<br>623′ 5″ 85′ 4″ 47′ 3″<br>P125′ F56′ 1 dk | M Bulk Carrier Mchy.aft<br>G.1492622<br>9 Ha<br>Der 1(3) | Oil 2SA 7Cy. 780×1550 mm<br>10500bhp 1690t<br>Masch. Augsburg-Nürnberg Aug<br>$15\frac{1}{2}$k |
| **HENNINGSDORF**<br>Fischkombinat Rostock<br>Rostock E. German | 671<br>214<br>— | | DSRK | 1955 Volkswerft Stralsund—Stralsund<br>191′ 11″ 29′ 7″ 13′ 2″<br>29′ 5″ | M Trawler | Oil 4SA 8Cy. 365×550 mm<br>920bhp<br>Görlitzer Masch. Görlitz |
| **HENNY-T**<br>J. W. K. Tulp<br>N.V. Wijnne & Barends<br>Groningen Netherland | 493<br>272<br>— | ✠100A1<br>✠LMC<br>MN98 | SS 5/64<br>EL g | 1955–8 N.V. Schpsw. "Foxhol" v.h.—Foxhol<br>169′ 5″ 27′ 11″ 10′ 9″<br>156′ 4″ 27′ 7″ 11′ 9″<br>P38′ Q7′ F25′ 1 dk<br>RW 3BH<br>rf nil WB183t | M Mchy.aft<br>G.34600 B.32200 | Oil 4SA 6Cy. 290×420 mm<br>390bhp 45t<br>Masch. Kiel A.G. Kel<br>$9\frac{1}{2}$k |
| **HENRI ALTAZIN**<br>exLucien Marie–57<br>Armement Altazin<br>Boulogne French | 150<br>47<br>— | | BV | 1947 Bath Iron Wks Corp.—Bath, Me<br>*106·0′* 22′ 7″<br>… … …<br>RW | M Trawler | Oil 4SA 6Cy. 330×600 mm<br>450bhp 32t (d.o)<br>Burmeister & Wain Cpn<br>3×17, 10, 10kW 110V d.c. $10\frac{3}{4}$k |
| **HENRI ANNICK**<br>Sociedade Irpex<br>Brazilian | 328<br>201<br>— | | ~~BV~~ | 1960 Ch. A. Peron—Camaret<br>*107·6′* 26′ 10″<br>… … … | Wood M Fishing | Oil 4SA 12Cy. 175×180 mm<br>560bhp<br>Soc. Alsacienne Con. Méc. Mulhouse<br>$9\frac{1}{2}$k |
| **HENRI CALLOC'H**<br>Pierre Calloc'h<br>Lorient French | 153<br>57<br>— | | BV | 1964 At. & Ch. de la Rochelle-Pallice—LaR-P<br>98′ 0″ 22′ 2″ 9′ 8″<br>82′ 0″ 22′ 0″ 12′ 0″ | M Trawler<br>3 Ha ($3\frac{1}{4}$′, $3\frac{1}{4}$′×$3\frac{1}{2}$′) ($3\frac{1}{4}$′×3′)<br>Der 1(3) | Oil 4SA 12Cy. 185×200 mm<br>600bhp 35t<br>Moteurs Baudouin Msl<br>11k |
| **HENRI DELMAS**<br>Soc. Navale Delmas-Vieljeux<br>La Rochelle French | 7877<br>4274<br>10430 | | BV | 1964 Ch. & At. de Provence—Port de Bouc<br>462′ 11″ 63′ 8″<br>428′ 1″ 63′ 6″ 36′ 5″<br>P27′ B71′ F36′ 2 dks<br>RW | M Ref<br>G.535968 B.482643 In.11795<br>5 Ha ($36\frac{3}{4}$′, $36\frac{3}{4}$′, $36\frac{3}{4}$′, $34\frac{1}{4}$′×23′) ($29\frac{1}{4}$′×$19\frac{3}{4}$′)<br>18W Cr 1(59) 1(34) Der 10(12) 8(5) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp 1493t<br>Cie. de Const. Méc. Mantes<br>16k |
| **HENRI G.**<br>Cie. d'Entreprises Mar. S.A.<br>Monrovia Liberian<br>Now HWANG HO<br>See New Entries No. 1 | 6762<br>3813<br>10597<br>9195<br>5387<br>13029 | ✠100A1<br>Str. nav. Ice<br>✠LMC<br>MN1350 | SS 11/66<br>EL d†$2\frac{3}{16}$″SQ | 1958–8 Nordseewerke Emden—Emd<br>502′ 5″ 62′ 3″ 26′ $2\frac{3}{4}$″/29′ $8\frac{1}{2}$″<br>466′ 4″ 62′ 0″ 39′ 3″<br>P29′ F112′ 1 dk & S dk<br>7BH<br>rf 4″ DK fwd WB3466t | M OSD/CSD<br>5 Ho $59\frac{3}{4}$′, $72\frac{1}{4}$′, $45\frac{3}{4}$′ DT, $70\frac{3}{4}$′, $42\frac{3}{4}$′ DT, $70\frac{3}{4}$′, $70\frac{3}{4}$′<br>G.694766 B.642681<br>6 Ha ($32\frac{1}{4}$′, 42′, 42′, $36\frac{3}{4}$′, $36\frac{3}{4}$′, $32\frac{1}{4}$′×24′)<br>14W Der 1(30) 1(15) 2(10) 12(5) | Oil 2SA 6Cy. 780×1400 mm<br>6750bhp 1180t (hvf)<br>Masch Augsburg-Nürnberg Aug<br>AuxB 114℔<br>3×240kW 440V 60c/s a.c. $15\frac{1}{2}$k |
| **HENRI JEANINE**<br>Henri Cornelis & Henri Charles Lambregt<br>Ostend Belgian | 281<br>103<br>212 | | BV | 1961 Béliard, Crighton & Cie—Ost<br>134′ 6″ 26′ 2″<br>121′ 5″ 25′ 11″ 13′ 7″ | M Trawler<br>3 Ha (each $3\frac{1}{2}$′×$3\frac{1}{2}$′)<br>Der 1 | Oil 4SA 6Cy. 320×450 mm<br>750bhp 88t<br>Klöckner-Humboldt-Deutz Kln<br>$12\frac{1}{2}$k |

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| 514779<br>TQHH<br>Df Esd<br>RTm | **HENRI MICHEL**<br>**Cie. Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Concarneau French | 141<br>47<br>— | BV | 1957 Ch. Krebbs—Concarneau<br>*77·5'* 23' 4"<br>... ... ... | Wood M Fishing<br>1 Ha (3½'×3½')<br>Der 1(1½) | Oil 4SA 8Cy. 175×130 mm<br>450bhp<br>Soc Alsacienne Const.<br>2×50, 45kW 220/380V |
| 510463<br>TMCY<br>Esd Pfd<br>RT | **HENRI RENEE**<br>exEnseigne–65<br>**Claude Turpin**<br>Boulogne French | 121<br>29<br>— | | 1948 St. Pieter Scheepsw.—Hemixen<br>95' 10" 20' 3" 11' 4"<br>20' 2"<br>F21' | M Trawler<br>1W | Oil 4SA 6Cy. 270×380 mm<br>NE52<br>Klöckner-Humboldt-Deutz |
| 514780<br>PEQW<br>10883<br>Df Esd<br>Rdr RT | **HENRICA THEKLA**<br>**Rederij m.s. "Henrica Thekla"**<br>Fa. J. Seven<br>Hoogezand Netherland | 500<br>311<br>920 | ~~✠100A1~~ ~~SS 6/67~~<br>~~✠LMC~~<br>~~MN120~~ ~~EL↓~~<br>**FOUNDERED 2/69** | 1958–2 N.V. Bodewes Schps.—Martenshoek<br>197' 7" 30' 7" 11' 9½"<br>180' 6" 30' 2" 13' 5"<br>P52' F36' 1 dk<br>RW 3BH<br>rf 3" WB315t incl. Dk m12tf30t | M Mchy.aft<br>1 Ho 126½'<br>G.41300 B.38270<br>2W Der 2(3) | Oil 4SA 8Cy. 320×450 mm<br>600bhp<br>Klöckner-Humboldt-Deutz |
| 661230<br>SYMS<br>2876<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **HENRIETTA LATSI**<br>**John S. Latsis-Tankers Special Anonymous Maritime Co. S.A.**<br>Piræus Greek | ~~48083~~ 47115<br>~~26907~~ 26019<br>~~77657~~ — | AB | 1966 Ishikawajima-Harima Hvy Ind.—Yka<br>807' 6" 120' 7" 43' 8"<br>764' 5" 120' 5" 59' 0"<br>P171' F75' 1 dk | M Tanker (4P) Mchy.aft<br>13 Ta<br>L.3351374 HeCls. BC | Oil 2SA 10Cy. 900×1550 mm<br>23000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>4×500, 350, 350, 350kW |
| 534229<br>SYTO<br>2302<br>Df Esd<br>Gc Rdr<br>RT | **HENRIETTA LATSI**<br>exMarianna Latsi–66<br>exStrathmore–63<br>**John S. Latsis**<br>Piræus Greek | 23580<br>13159<br>11000 | ✠100A1 CS 2/66<br>with freeboard<br>✠LMC<br>EL q†2⅜"SQ | 1935–9 Vickers-Armstrongs Ltd.—Brw<br>665' 1" 82' 3" 30' 2"<br>630' 0" 82' 0" 38' 0"<br>B&F493' Upr B319' Upr F81' 3 dks, 4th dk in holds<br>R 11BH 2 to 3rd dk<br>DK fwd of mchy. space WB3859t incl. Tunnel tanks 515t DTsf194t | TS Ref<br>6 Ho<br>G.241405 B.220430 In.186410<br>6 Ha<br>22W | 6 S Turb sr geared to 2 sc. shafts<br>24000shp<br>Vickers-Armstrongs Ltd.<br>6WTB 465lb Spt 450lb |
| 680856<br>OUQN<br>Df Esd<br>Pfd Rdr | **HENRIETTE**<br>**P. M. Anthonisen**<br>Skagen Danish | 171<br>80<br>— | | 1967 Rosslauer Schiffs.—Rosslau<br>110' 2" 8' 10½"<br>97' 0" 21' 8" 10' 10"<br>1 dk | M Trawler | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht |
| 514783<br>Df Esd<br>Pfd Rdr<br>RT | **HENRIETTE**<br>**H. Laplasse**<br>Ostend Belgian | 154<br>60<br>— | | 1948 Beliard, Crighton & Cie.—Ost<br>115' 0" 22' 7" 14' 0"<br>... ... ... | M Trawler | Oil 4SA 3Cy. 380×500 mm<br>Soc. d'Elec. & Méc. |
| 540497<br>OWKL<br>Df Esd<br>Gc Rdr | **HENRIETTE MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>6152<br>3329<br>9162<br>8617<br>4969<br>— | ✠100A1 SS 12/67<br>strengthened for heavy cargoes<br>DTsm—oil FP above 150° F., vegetable oil, latex, molasses or glycerine<br>DTf—oil FP above 150° F. vegetable oil or latex<br>✠LMC<br>MN1960 EL e†2⅜"SQ | 1963–1 Helsingör Skibs. & Msk.—Hsg<br>490' 0" 62' 8" 26' 1½"/30' 9¾"<br>455' 11" 62' 6" 39' 6"<br>Ba148' F94' 2 dks<br>Coll & mchy. space BH to U dk 6 to 2nd dk<br>rf 4" WB2647t incl. DTsm749t | M (4P) Mchy.aft<br>5 Ho 47½', 71', 45½', 71¾' 58½'<br>5 Ha (stl) (31½', 44', 45½', 45½', 45½'×21')<br>Der 1(75) 8(10) 10(5) 2(1½) | Oil 2SA 9Cy. 620×1400 mm<br>9800bhp B&W<br>Helsingör Skibs. & Msk.<br>2AuxB (1 o.f 1 ex.g) |
| 670532<br>DDME<br>Df Esd<br>Gc Rdr<br>RTm | **HENRIETTE R**<br>**Partenreederei m.s. "Henriette R"**<br>Bernhard Warrings<br>Elsfleth W. German | 499<br>323<br>1260<br>1234<br>935<br>2330 | GL | 1966 Gebr. Schürenstedt—Bardenfleth<br>241' 6" 38' 1" 12' 0"/17' 0"<br>216' 7" 37' 9" 20' 8"<br>P44' B54' F26' 1 dk & S dk | M OSD/CSD Mchy.aft<br>1 Ho 164'<br>G.104000 B.93000<br>2 Ha (stl) (each 53'×23')<br>Cr 3(3) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Atlas-Mak Masch. |
| 672619 | **HENRIETTE RETZLAFF**<br>**Dr. Erich Retzlaff**<br>Bremen W. German<br>For later particulars see New Entries No. 1 | 1599<br>—<br>2950 | 100A1<br>Class contemplated | Clelands S.B. Co. Ltd.—Wal<br>302' 6" 43' 9" 17' 0"<br>280' 0" 43' 6" 20' 10" | M Mchy.aft | Oil 4SA 8Cy. 400×580 mm<br>Klöckner-Humboldt-Deutz |
| 514786<br>TKDM<br>Df Esd<br>RT | **HENRIETTE V.**<br>**Comptoir Général de Transports**<br>Marseilles French | 976<br>632<br>1035 | BV | 1953 N.V. Werf. Gusto—Sch<br>224' 7" 32' 1" 13' 0"<br>31' 11"<br>2 dks | M Ref Mchy.aft<br>In.706<br>2 Ha (each 43½'×15')<br>Der 4(3) | Oil 4SA 8Cy. 390×680 mm<br>1100bhp<br>N.V. Werkspoor |
| 514787<br>DCEN<br>Df Esd<br>Gc Rdr<br>RTm/v | **HENRIETTE WILHELMINE SCHULTE**<br>**Schulte & Bruns K.G.**<br>Emden W. German | 7198<br>4197<br>12717<br>10061<br>7040<br>14980 | GL | 1957 Lübecker Flender-Werke—Lbc<br>512' 0" 66' 7" 26' 8"/29' 7"<br>475' 1" 66' 3½" 39' 3"<br>P47' B39' F43' 1 dk & S dk<br>RW<br>rf 3" | M Ore Carrier OSD/CSD<br>6 Ho 59½', 60', 59', 64½', 62½', 62'<br>B.697800<br>6 Ha (stl) (34½'×28') (35' 35', 35', 35', 35'×28')<br>13W Der 1(20) 12(5) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp<br>Masch. Augsburg-Nürnberg<br>3×200kW 400V |
| 518226<br>OYTM | **HENRIK**<br>exKarin Bahnsen–65<br>exPutte Pan–62 exGranita–59<br>exBamboo–53<br>**Andreas B. Kromann Partrederi**<br>Marstal Danish | 366<br>166<br>470 | BV<br>✠Classed LR until 11/53 | 1936–11 Scott & Sons—Bwg<br>*142·2'* 23' 7" 13' 6"<br>23' 4"<br>Q81' B7' F20' 1 dk<br>R<br>BK6" | M Mchy.aft<br>1 Ho<br>G.23150 B.21100<br>2W | Oil 4SA 6Cy.<br>395bhp NE64<br>A/S Vølund |

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| **NRIK SIF**<br>deri I/S **"Sif XIV"**<br>ud I. Larsen<br>penhagen<br>Danish | **500**<br>335<br>1280 | | **1967** E. J. Smit & Zn's Scheeps.—<br>Westerbroek<br>240′ 10″ 38′ 10″ 12′ 2″<br>218′ 1″ 38′ 8″ 20′ 6″<br>F33′ 1 dk | M Mchy.aft<br>1 Ho 151′<br>G.100000 B.92000<br>2 Ha (stl) (69′, 39½′×19¾′)<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>1000bhp 135t (d.o)<br>Atlas Mak-Masch. Kel<br>2×15kW 220V d.c. 12½k |
| **ENRIQUE LAGE**<br>ompanhia de **Navegação**<br>**Lloyd Brasileiro**<br>o de Janeiro<br>Brazilian | **6890**<br>3819<br>— | ✠100A1<br><br>✠LMC<br>✠Lloyd's RMC<br>MN1740 EL e†2¼″SQ | **1962–12** Verolme Est. Reunidos do<br>Brazil—Jacuacanga<br>510′ 0″ 64′ 2″ 27′ 1½″<br>470′ 1″ 64′ 0″ 40′ 1″<br>F45′ 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil ~~WB696t incl. Tunnel tanks 104t~~<br>WB592t | S Ref OSD<br><br>In.12800 | 2 S Turb dr geared to sc. shaft<br>8700shp (o.f)<br>Verolme Machfbk. Ijsselmonde<br>2WTB 560℔ Spt 750° F. 535℔ hs11910 |
| **ENRY**<br>E. J. Henry–60<br>avegacion **Goya S.A.**<br>anama<br>Panamanian | **11615**<br>7240<br>19200 | AB | **1939** Sun S.B. & D.D. Co.—Chester, Pa<br>543′ 10″ 70′ 3″ 30′ 4½″<br>521′ 0″ 70′ 0″ 40′ 0″<br>P104′ B35′ F64′ 1 dk<br>rf 9″ | T-E Tanker Mchy.aft<br>27 Ta<br>L.910343 HeCls. B | S Turb 6030shp connected to elec.<br>motor<br>1387t (o.f)–36½pd<br>General Electric Co. Lyn<br>13k |
| **ENRY I**<br>illiam **Lines Inc.**<br>ebu<br>Philippine | **648**<br>368<br>— | AB | **1944** Higgins Industries Inc.—N.Os<br>219′ 10″ 32′ 6″ 11′ 11⅛″<br>206′ 3″ 32′ 0″ 14′ 3″<br>F26′ 1 dk<br>rf 6″ len 51 | TM (304P) Mchy.aft<br>3 Ho 40′, 38′, 42′<br><br>3 Ha (20′, 20′, 10′×16′)<br>Der 3(5) | 2 Oil 2SA each 6Cy. 220×265 mm<br>1000bhp (d.o)<br>General Motors Corp. Det<br>3×100, 100, 25kW 230V |
| **ENRY BALDWIN**<br>nited States **Department of**<br>Commerce<br>os Angeles<br>United States | **7260**<br>4462<br>10708 | AB | **1942** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1853t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **HENRY BOLTE**<br>Government **of Victoria**<br>(Dept. of **Ports & Harbours)**<br>Melbourne<br>British | **393**<br>109<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN300 EL (g)1¼″ | **1966–1** N.S.W. Govt. E. & S.B.—N.S.W.<br>133′ 7″ 33′ 4″<br>120′ 0″ 31′ 6″ 14′ 3″<br>B43′ RFD17′ RAD5′<br>4BH<br>WB66t | M Tug | Oil 2SA 8Cy. 14½″×19″ with flexible<br>coupling & sr reverse gear<br>1500bhp<br>Crossley Bros. Ltd. Mch |
| **HENRY CLAY**<br>nited States **Department of**<br>Commerce<br>obile<br>United States | **7176**<br>4380<br>10750 | AB | **1942** Alabama D.D. & S.B. Co.—Mob<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **RY D. LINDSLEY**<br>ited States **Department of**<br>Commerce<br>Houston<br>United States | **7256**<br>4460<br>10501 | AB | **1944** Todd-Houston S.B. Corp.—<br>Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.475000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 10k |
| **HENRY EVERLING**<br>Gemeinwirtschaftl.<br>Hochseefisch. **G.m.b.H.**<br>Bremerhaven<br>W. German | **652**<br>273<br>— | ~~Gb~~ | **1955** Rickmers Werft—Bhn<br>197′ 10″ 29′ 0″<br>178′ 2″ 28′ 10″ 16′ 8″<br>1 dk<br>RW | M Trawler Mchy.aft | Oil 4SA 6Cy. 420×660 mm 1250bhp<br>also Oil 310bhp connected to elec.<br>motor for secondary propulsion<br>146t<br>Klöckner-Humboldt-Deutz Kln<br>12½k |
| No **SANTIAGO** See New Entries No. 11 | | | | | |
| **HENRY FORD II**<br>Ford **Motor Co.**<br>Detroit<br>United States | **8708**<br>5924<br>13753 | AB<br><br>✠Classed LR until 1/37 | **1924–8** American S.B. Co.—Lorain<br>611′ 0″ 62′ 2″ 21′ 9⅝″<br>598′ 1″ 62′ 0″ 32′ 0″<br>F60′ 1 dk<br>R<br>rf 3″ | M Mchy.aft<br>3 Ho<br>B.624125<br>18 Ha (stl) (each 12′×40′) | Oil 2SA 4Cy. 600×2320 mm<br>3000bhp Doxford 280t<br>Sun S.B. Co. Chester, Pa<br>11¼k |
| **HENRY FOSS**<br>exLT-815-64<br>Foss **Launch & Tug Co.**<br>Tacoma<br>United States | **602**<br>333<br>— | | **1945** Marietta Mfg Co.—Point Pleasant<br>*142·2′* 33′ 2″<br>141′ 0″ 33′ 0″ 18′ 10″<br>1 dk | M Tug | 2 Oil 4SA each 8Cy. 13½″×16½″ geared<br>to sc. shaft NE65<br>5000bhp<br>Nordberg Mfg Co. |
| **HENRY G. DALTON**<br>Pickands, **Mather & Co.**<br>Wilmington, Del United States | **8532**<br>6814<br>13940 | AB<br><br>✠Classed LR until 9/42 | **1916–5** American S.B. Co.—Lorain<br>*587·2′* 60′ 2″ 22′ 0¼″<br>587′ 10″ 60′ 0″ 32′ 0″<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br><br>31 Ha (stl) (each 9′×43′) | T 3Cy. 24½″ 41″ & 65½″×42″<br>1800ihp (c)<br>American S.B. Co. Lorain |
| **HENRY H. ROGERS**<br>ited States **Steel Corp.**<br>**Great Lakes Fleet**<br>New York<br>United States | **7718**<br>6142<br>12400 | AB | **1906** Chicago S.B. Co.—Cgo<br>601′ 1″ 58′ 2″ 21′ 5″<br>587′ 10″ 58′ 0″ 32′ 0″<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br><br>18 Ha (stl) (each 11′×36′) | T 3Cy. 24″ 39″ & 65½″×42″<br>1800ihp 295t (c)<br>American S.B. Co. Clv<br>10k |

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| 514804<br>WSPW<br>246202<br>Df Esd<br>Gc | **HENRY HADLEY**<br><br>**United States Department of Commerce**<br>Jacksonville United States | 7257<br>4456<br>10500 | AB | **1944** St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3 × 20kW 120V d.c. |
| 514805<br>DJCB<br><br>Df Esd<br>RT | **HENRY HORN**<br><br>**Reederei Heinrich Horn**<br>Heinr. C. Horn<br>Glücksburg W. German<br><br>Now **SAN EXPEDITO** See New Entries No. 6 | 389<br>161<br>468<br>716<br>436<br>656 | GL | **1957** Schlichting & Co.—Lbc<br>185' 6" 29' 3" 10' 10¾"/12' 6"<br>163' 10" 29' 2½" 18' 6"<br>1 dk & S dk | M OSD/CSD<br><br>B.30040<br>2 Ha (each 23' × 11¾')<br>Der 4(3) | Oil 4SA 6Cy. 320 x 450 mm<br>700bhp<br>Klöckner-Humboldt-Deutz |
| 514806<br>KITD<br>242700<br>Df Esd | **HENRY J. RAYMOND**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7225<br>4439<br>10500 | AB | **1943** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3 × 20kW 120V d.c. |
| 514807<br>KXIX<br>243937<br>Df Esd | **HENRY JOCELYN**<br><br>**United States Department of Commerce**<br>Portland, Me United States | 7176<br>4380<br>10735 | AB | **1943** New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Machy. Corp.<br>3 × 20kW 120V d.c. |
| 514809<br>WA7947<br>205285<br>Df Gc<br>Rdr | **HENRY LA LIBERTÉ**<br>exMaryland–54<br>exArthur E. Newbold<br>exJames Corrigan<br>**Buckeye S.S. Co.**<br>Wilmington, Del United States | 6971<br>5482<br>— | AB | **1908** Gt. Lakes Eng. Wks—Ecorse<br>*530·0'* 56' 2" 20' 11"<br>538' 4" 56' 0" 31' 1"<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br><br>30 Ha (stl) (each 9' × 36') | Unaflow C. 6Cy. (3) 21" & (3)<br>2100ihp Emade<br>Skinner Eng. Co. |
| 514812<br>KSBQ<br>252705<br>Df Esd | **HENRY M. TELLER**<br>exChung Shan–47<br>Launched as Henry M. Teller<br>**United States Department of Commerce**<br>San Francisco United States | 7187<br>4403<br>10625 | AB | **1943** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3 × 20kW 120V d.c. |
| 514813<br>KXAE<br>245609<br>Df Esd<br>Gc | **HENRY MEIGGS**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7202<br>4396<br>10500 | AB | **1944** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3 × 20kW 120V d.c. |
| 514814<br>KHMW<br>242347<br>Df Esd | **HENRY MIDDLETON**<br><br>**United States Department of Commerce**<br>Wilmington, N.C. United States | 7268<br>5636<br>10550 | AB | **1942** N. Carolina S.B. Co.—Wmn<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3 × 20kW 120V d.c. |
| 514815<br><br>172903 | **HENRY MILES**<br><br>~~Henry Miles, Jr.~~ **S. G. White** ~~& Malcolm W. Miles~~<br>Sydney, N.S.W. British | 120<br>36<br>— | | **1939** H. Miles—Forster, N.S.W.<br>*80·9'* 20' 10"<br>... ... ... | Wood S Tug | C 2Cy. 11" & 22"×18"<br><br>Bow & McLaughlin |
| 514816<br>WA5797<br>204136<br>Df Gc<br>Rdr RT | **HENRY PHIPPS**<br><br>**United States Steel Corp.**<br>**Great Lakes Fleet**<br>New York United States | 7703<br>6453<br>12400 | AB | **1907** West Bay City S.B. Co.—W. Bay City<br>601' 1" 58' 2" 21' 5½"<br>587' 10" 58' 0" 32' 0"<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br><br>18 Ha (stl) (each 11' × 36') | T 3Cy. 24" 39" & 65"×4<br>1900ihp<br>American S.B. Co. |
| 514817<br>WA5257<br>206623<br>Df Gc<br>Rdr<br>RTm/h | **HENRY R. PLATT, Jr.**<br>exG. A. Tomlinson–59<br>**Gartland S.S. Co.**<br>Wilmington, Del United States | 6361<br>4862<br>9750 | AB | **1909** American S.B. Co.—Lorain<br>*504·0'* 54' 2" 20' 5½"<br>511' 9" 54' 0" 30' 2"<br>1 dk<br>R<br>rf 3" | S Bulk Carrier Mchy.aft<br>4 Ho 90', 96', 96', 93'<br>G.310400<br>30 Ha (stl) (each 9' × 36') | T 3Cy. 23½" 38" & 63"×4<br>1760ihp<br>American S.B. Co.<br>3 × 60, 60, 15kW 125V d.c. |
| 514819<br>KWBZ<br>245084<br>Df Esd | **HENRY S. SANFORD**<br><br>**United States Department of Commerce**<br>Jacksonville United States | 7249<br>4464<br>10500 | AB | **1944** St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>General Mchy. Corp.<br>3 × 20kW 120V d.c. |
| 512867<br>WA5316<br>204225<br>Df Gc<br>Rdr RT | **HENRY STEINBRENNER**<br>exGeorge F. Baker–65<br>**The Kinsman Marine Transit Co.**<br>George M. & Henry Steinbrenner<br>Wilmington, Del United States | 7658<br>6415<br>12400 | AB | **1907** Superior S.B. Co.—Superior<br>601' 1" 58' 4" 21' 5½"<br>587' 10" 58' 0" 32' 0"<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br><br>18 Ha (stl) | T 3Cy. 24" 38" & 65"×4<br>1800ihp<br>American S.B. Co. |

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| **NRY T. RAINEY**<br>**lted States Department of Commerce**<br>rtland, Or<br>United States | **7241**<br>4438<br>10480 | AB | **1943** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 10k |
| **ENRY W. CONANT**<br>Sprite exJohn R. Baylis<br>**Neal-Dobson Co. Ltd.**<br>edville<br>United States | **220**<br>89<br>— | | **1919** Wm. G. Abbott S.B. Co.—Milford, Del<br>*124·4′* 22′ 4″<br>… … …<br>1 dk | Wood M | Oil<br>540bhp |
| **ENRY W. GRADY**<br>**lted States Department of Commerce**<br>unswick<br>United States | **7253**<br>4436<br>10700 | AB | **1943** J. A. Jones Const. Co.—Brunswick<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2423t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **ENRY WARD BEECHER**<br>**lted States Department of Commerce**<br>s Angeles<br>United States | **7255**<br>4469<br>10807 | AB | **1942** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1853t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **ENRYK JENDZA**<br>**olish Government**<br>olish Ocean Lines<br>dynia<br>Polish | **5581**<br>3037<br>8700 | **✠100A1**<br>DTmf—vegetable oil<br>**LMC**<br>**✠Lloyd's RMC**<br>MN1560 EL c†2⅛″SQ | **1966–9** Stocznia Szczecinska—Szn<br>478′ 2″ 60′ 11″ 25′ 2¼″<br>442′ 8″ 60′ 8½″ 37′ 9″<br>F91′ 1 dk & S dk, 3rd dk in No. 3 hold<br>Coll BH to S dk, 8 to 2nd dk<br>rf 6″ WB2220t incl. Tunnel tanks 211t DTmf926t | M Ref OSD<br>In.38950 | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer Emade61refitted66<br>H. Cegielski Poz<br>2 AuxB (1 o.f 1 ex.g) 71lb<br>3×320, 320, 200kW 400V 50c/s a.c. |
| **EORTNESSE**<br>**ees & Hartlepools Port Authority**<br>W. Hartlepool<br>British | **604**<br>321<br>806 | **✠100A1** SS 7/67<br>**✠LMC**<br>MN82 EL i | **1959–6** Lobnitz & Co. Ltd.—Rnf<br>156′ 6″ 43′ 6″ 12′ 1¾″<br>149′ 5″ 35′ 0″ 14′ 0″<br>1 dk<br>5BH<br>rf nil WB30t | TM Hopper Dredger Mchy.aft | 2 Oil 4SA each 4Cy. 8½″×13¾″ with flexible coupling & reverse reduction gear<br>408bhp (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>2×30kW 220V d.c. |
| **HEPING**<br>**The People's Republic of China**<br>People's Rep. of China | **5024**<br>2786<br>— | | **1957** …………………China | S | Steam recip.<br>(o.f) |
| **HEPSØ SENIOR**<br>**Peter Hepsø**<br>rondheim<br>Norwegian | **445**<br>213<br>— | NV | **1967** A/S Hommelvik M/V—Hommelvik<br>140′ 10″ 27′ 1″<br>123′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>1400bhp<br>Motorenw. Mannheim Mhm |
| **ERA**<br>red. Christensen–64<br>**rdanos Shipping & Trading Corp.**<br>Monrovia<br>Liberian | **4574**<br>2542<br>7820 | NV | **1948** J. Readhead & Sons Ltd.—Shl<br>405′ 10″ 60′ 4″ 23′ 11″<br>370′ 0″ 60′ 1″<br>P80′ F61′ 1 dk & S dk<br>R | S (2P) OSD Mchy.aft<br>4 Ho 38′, 57′, 84¼′, 81½′<br>G.527318 B.472620<br>6 Ha (26¾′, 26½′, 26½′, 26½′, 31½′, 26½′×24′)<br>12W Der 2(10) 10(5) | C 4Cy. (2) 17$\frac{11}{16}$″ & (2) 42½″×38¾″<br>3160ihp Fredriksstad 960t (o.f)<br>J. Readhead & Sons Ltd. Shl<br>2×30kW 220V d.c. 11½k |
| **HERA**<br>**Tinfos Papirfabrik**<br>Fredrik Høyer<br>Skien<br>Norwegian | **2815**<br>1598<br>4000 | NV | **1962** Sarpsborg M/V A/S—Greåker<br>300′ 2″ 48′ 1″ 19′ 9½″<br>276′ 0″ 48′ 0″ 23′ 0″<br>P68′ F35′ 1 dk<br>rf 3″ | M Mchy.aft<br>2 Ho 93′, 95′<br>G.202000 B.189000<br>2 Ha (stl) (each 70′ comb.×24½′)<br>8W Der 2(8) 6(5) | Oil 4SA 6Cy. 520×740 mm<br>2160bhp 350t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×160, 86, 60kW 440V 60c/s a.c. 12½k |
| **HERA**<br>exFirelstad–67 exAlice–61<br>**Rederij Hera**<br>N.V. Scheepvaartkantoor Groningen<br>Groningen<br>Netherland | **500**<br>275<br>1000 | ~~**✠100A1**~~ ~~SS 6/65~~<br>~~**✠LMC**~~<br>~~MN188~~ ~~EL i~~<br>**WRECKED 12/68** | **1953–6** Scheeps "Westerbroek"—Westerbroek<br>191′ 1″ 30′ 8″ 12′ 9¼″<br>173′ 10″ 30′ 6″ 13′ 5″<br>P50′ F30′ 1 dk<br>RW 3BH<br>WB289t | M Mchy.aft<br>2 Ho 113¾′, 49¼′<br>G.40000 B.36000<br>3 Ha (50½′×16½′) (30¾′×19′) (30¾′×16½′)<br>Der 3(10) | Oil 4SA 6Cy. 330×600 mm<br>940bhp 70t (d.o)<br>N.V. Werkspoor Ams<br>3×10, 15, 8kW 110V d.c. 12k |
| **HERA**<br>exAnne Lange–62 exFreya–61<br>**Herbert Neelsen**<br>**Küstenschiffahrt Bauer & Hauschildt K.G.**<br>Hamburg<br>W. German | **425**<br>256<br>630 | GL | **1952** C. Lühring—Brake<br>*154·8′* 24′ 8″ 11′ 2″<br>24′ 6″ 12′ 0<br>P43′ Q71′ F23′ 1 dk<br>RW len 56 | M Mchy.aft<br>1 Ho 102¼′<br>G.32000 B.30900<br>2 Ha (26½′, 59¼′×15¾′)<br>3W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>250bhp<br>Masch. Kiel A.G. Kel<br>9k |
| **HERACLES**<br>akendra–61<br>exCharles M. Russell–47<br>**Alberta Shipping Co.**<br>Beirut<br>Lebanese | *7199*<br>*4433*<br>10639 | AB<br>Classed LR until 10/61<br>**BROKEN UP** | **1943** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.536000 B.475000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>12W Der 1(50) 1(16) | T 3Cy 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 10½k |
| **HERACLITOS**<br>exOputa Palm–64<br>exLagos Palm–60<br>exLaposian–49<br>**Skaramanga Shipping Co.**<br>Union Commercial Steamship Co.<br>Piraeus<br>Greek | **5120**<br>2800<br>8450<br>**7356**<br>4482<br>10598 | AB<br>✠Classed LR until 10/64 | **1947–7** S.B. Corp. Ltd.—Sld<br>450′ 0″ 56′ 4″ 24′ 2¼″/27′ 7¾″<br>425′ 0″ 56′ 0″<br>P32′ F38′ 1 dk & S dk<br>RW<br>rf nil | S OSD/CSD<br>5 Ho<br>G.570300 B.525600<br>6 Ha<br>12W Der 1(50) | T 3Cy. 23½″ 37½″ & 68″×48″<br>6600ihp 877t (o.f)<br>Hick, Hargreaves & Co. Ltd. Bolton<br>10½k |

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| 514836<br>OFZL<br>1222<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HERAKLES**<br>exKongsborg-59<br>**O/Y Oceanfart A/B**<br>Helsinki/Helsingfors Finnish | 2859<br>1331<br>4612<br>4486<br>2400<br>5887 | NV | 1957 A/B Ekensbergs Varv—Skm<br>375′ 1″ 50′ 8″ 20′ 5″/23′ 7″<br>344′ 6″ 50′ 5″ 32′ 0″<br>1 dk & S dk<br>rf 3″ | M OSD/CSD Mchy.aft<br>3 Ho 80½′, 78′ comb., 41½′<br>5 Ha (stl) (32′, 32′, 32′, 32½′,<br>32½′×22′)<br>Der 10(5) | Oil 2SA 7Cy. 540×1150 mm<br>3600bhp<br>Gebr. Stork & Co. N.V.<br>2×200kW 440V 60c/s a.c. |
| 651814<br>SHUA<br>10655<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HERAKLES**<br>**Bergnings- & Dykeri A/B**<br>**Neptun**<br>Stockholm Swedish<br>Now **DAN** See New Entries No. 2 | 492<br>129<br>— | ✠100A1<br>tug<br>Ice Class 1<br>✠LMC<br>MN950 EL (h) | 1965–12 Cochrane & Sons Ltd.—Sel<br>145′ 9″ 34′ 11″ 15′ 6½″<br>127′ 6″ 33′ 6″ 16′ 3″<br>F71′<br>4BH<br>rf 15″ BK3″ WB34t | M Tug | 2 Oil 4SA each 9Cy.<br>flexible couplings &<br>shaft<br>4752bhp<br>Ruston & Hornsby<br>db 195ft<br>3×140, 140, 100kW 450V<br>Controllable pitch propelle |
| 661485<br>Df Esd<br>Rdr RT | **HERAKLES**<br>**Government of Poland**<br>Zarzad Portu Gdynia<br>Gdynia Polish | 183<br>53<br>100 | NV | 1966 A/S Svendborg Skibsv.—Svb<br>94′ 2″ 27′ 7″ 10′ 2″<br>85′ 4″ 26′ 3″ 13′ 1″<br>1 dk | M Tug | 2 Oil 4SA each 5Cy.<br>geared to sc. shaft<br>1650bhp<br>Burmeister & Wain<br>4×62½, 62½, 62½, 15kW |
| 514837<br>THME<br>Df Esd<br>RT | **HERAKLES**<br>**Talleux & Pleuvret**<br>Dunkirk French | 169<br>53<br>— | BV | 1962 S.I.C.C. Na.—St.M<br>95′ 8″ 23′ 6″<br>88′ 4″ 23′ 3½″ 11′ 6″<br>RW | M Trawler<br>2 Ha (each 3½′×3½′)<br>Der 1(2) | Oil 4SA 6Cy. 255×300 mm<br>540bhp<br>Etab. Duvant |
| 514840<br>SGRT<br>8650<br>Esd Rdr<br>RTm/v | **HERBERT**<br>**Göteborgs Bogserings &**<br>**Bärgnings A/B**<br>Gothenburg Swedish | 181<br>56<br>— | ✠100A1 TD 4/68 ~~SS 9/64~~<br>tug<br>Str. nav. Ice<br>✠LMC<br>MN365 EL (c) | 1944–4 Eriksbergs M/V A/B—Got<br>89′ 11″ 26′ 10″<br>82′ 0″ 26′ 7″ 14′ 11″<br>RW 3BH<br>BK6″ WB44t incl. DTf19t | M Tug | Oil 4SA 8Cy. 12½″×14½″<br>1825bhp ✠NE9/64<br>Ruston & Hornsby<br>3×135, 55, 30kW 220V d.c.<br>Controllable pitch propeller |
| 671048 | **HERBERT BAUM**<br>**Fischkombinat Rostock**<br>Rostock E. German | 991<br>—<br>— | | 1966 Peene Werft—Wolgast<br>177′ 1″ 34′ 9″ 15′ 5″<br>... ... ...<br>1 dk | M Stern Trawler | Oil<br>1750bhp<br>Dieselmotorenwerk |
| 514841<br>WL3972<br>278780<br>Df Gc<br>Rdr RT | **HERBERT C. JACKSON**<br>**Pickands, Mather & Co.**<br>Wilmington, Del United States | 12752<br>8026<br>— | AB | 1959 Gt. Lakes Eng. Wks—R.Rouge<br>689′ 0″ 75′ 2″ 25′ 8½″<br>670′ 0″ 75′ 0″ 37′ 6″<br>1 dk<br>RW<br>rf 3″ | S Mchy.aft<br>4 Ho<br>20 Ha (stl) (each 11′×48′) | 2 S Turb dr geared to sc.<br>6600shp<br>General Electric Co. |
| 660513<br>307557 | **HERBERT CRAMPIN**<br>**Grimsby Salvage & Towing**<br>**Co. Ltd.**<br>Grimsby British | 44<br>—<br>— | ✠A1<br>tug<br>River Humber service<br>✠LMC<br>MN90 EL (a) | 1966–4 John Harker Ltd.—Knottingley<br>62′ 4″ 18′ 5″ 6′ 0″<br>55′ 5″ 17′ 0″ 7′ 6″<br>3BH<br>rf 12″ BK5″ WB10t | M Tug | Oil 4SA 6Cy. 10½″×14″<br>geared<br>451bhp<br>Ruston & Hornsby<br>2×32kW 440V 50c/s a.c. |
| 527344<br>EIWM<br>400520<br>Df Esd<br>Rdr<br>RTm | **HERBERT D.**<br>exPellworm–66 exPalma–61<br>**Celtic Coasters Ltd.**<br>Dublin Irish Republic | 918<br>405<br>1206 | BV GL | 1953 Bayerische Schiffb. G.m.b.H.—<br>Erlenbach<br>211′ 2″ 32′ 10″ 13′ 0″<br>... ... ...<br>P60′ F26′ 1 dk<br>RW | M Tanker<br>10 Ta<br>Der 2(1) | Oil 4SA 6Cy. 385×580 mm<br>849bhp<br>Masch. Kiel A.G.<br>3×18½, 18½, 8kW 400V a.c. |
| 514842<br>KTFN<br>246584<br>Df Esd<br>Gc | **HERBERT D. CROLY**<br>**United States Department of**<br>**Commerce**<br>Houston United States | 7247<br>4389<br>10508 | AB | 1944 Todd-Houston S.B. Corp—<br>Houston<br>441′ 6″ 57 0″ 27′ 8½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33½′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3×20kW 120V d.c. |
| 514843<br>DAPW<br>10190<br>Df Esd<br>RTm | **HERBERT HORN**<br>**Tiefkühlreederei H.**<br>**Christian Horn K.G.**<br>Heinr. C. Horn<br>Hamburg W. German<br>Now **MARY B** See New Entries No. 9 | 499<br>220<br>646<br>852<br>514<br>840 | GL | 1959 J. J. Sietas Schiffsw.—Ham<br>207′ 3″ 30′ 3″ 10′ 11″/12′ 4″<br>183′ 4″ 30′ 2½″ 18′ 6″<br>1 dk & S dk | M Ref OSD/CSD Mchy.aft<br>In.35300<br>2 Ha (each 23½′×11½′)<br>4W Der 4(2) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz |
| 534595<br>5NAI<br>187569<br>Df Esd<br>Gc Rdr | **HERBERT MACAULAY**<br>exSussex Trader–64<br>**Nigerian National Shipping**<br>**Line Ltd.**<br>Lagos Nigerian | 6041<br>3142<br>10615<br>8449<br>4744<br>11030 | ✠100A1 SS 4/66<br>✠LMC<br>MN880 EL c†2¼″SQ | 1957–5 Wm. Pickersgill & Sons Ltd.—<br>Sld<br>459′ 7″ 59′ 9″ 25′ 9½″<br>435′ 6″ 59′ 6″ 38′ 4″<br>F43′ 1 dk & S dk<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 3″ WB2989t incl. DTm1450t | M OSD/CSD<br>5 Ho<br>G.622170 B.571080<br>5 Ha<br>10W Der 1(25) 4(10) 6(5) 2(2) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford<br>N.E. Mar. Eng. Co. Ltd.<br>AuxB 100lb |
| 671049 | **HERBERT TSCHAPE**<br>**Fischkombinat Rostock**<br>Rostock E. German | 991<br>—<br>— | | 1966 Peene Werft—Wolgast<br>177′ 1″ 34′ 9″ 15′ 5″<br>... ... ...<br>1 dk | M Stern Trawler | Oil<br>1750bhp<br>Dieselmotorenwerk |

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|---|---|---|---|---|---|
| RG<br>-58<br>ns Rederi A/S<br>sand Norwegian | 3312<br>1770<br>3010 | NV | 1950 Öresundsvarvet A/B—Lkr<br>340′ 8″ 47′ 2″ 20′ 2⅞″<br>315′ 8″ 47′ 0″ 29′ 4″<br>P53′ F136′ 2 dks<br>RW<br>rf 6″ | M (8P) Ref<br>4 Ho 64¼′, 69′ 52½′, 44¾′<br>In.178060<br>4 Ha (each 20¼′×16′)<br>8W Der 8(3–5) | Oil 2SA 10Cy. 520×900 mm<br>3650bhp 679t (d.o)<br>A/B Götaverken Got<br>4×140, 140, 140, 90kW 220V d.c. 15½k |
| GOVINA<br>point-65<br>ka Plovidba<br>lik Yugoslav | 8833<br>5156<br>~~11700~~<br>12021 | ✠100A1 SS 4/65<br>DTsm—oil FP above<br>150° F.<br>✠LMC<br>MN660 EL d†2³⁄₁₆″SQ | 1957–3 Bartram & Sons Ltd.—Sld<br>476′ 6″ 61′ 11″ ~~28′ 5¼″~~ 28′ 11¼″<br>446′ 7″ 61′ 9½″ 40′ 2″<br>P33′ F48′ 2 dks<br>RW 7BH<br>rf 4″ WB3272t incl. DTsm1517t | M CSD<br>5 Ho 67′, 67′, 64′, 77′, 69′<br>G.662720<br>5 Ha (31½′, 37½′, 37½′, 35′×25′)<br>(35′×23′)<br>Der 4(10) 6(5) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>AuxB 105lb<br>3×165kW 220V d.c. |
| LANEUM<br>dra Towing Co. Ltd.<br>ol British | 161<br>—<br>— | ✠100A1 SS 2/67<br>tug<br>U.K. coasting service<br>✠LMC<br>MN192 EL (b) | 1962–12 W. J. Yarwood & Sons Ltd.—Northwich<br>100′ 6″ 26′ 6″<br>90′ 0″ 25′ 0″ 12′ 0″<br>3BH<br>rf 24″ BK7″ WB31t | M Tug | Oil 2SA 8Cy. 310×490 mm<br>960bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>2×35kW 220V d.c.<br>Controllable pitch propeller |
| LES<br>l. Nederl. Stoomb.<br>s. N.V.<br>dam Netherland | 5716<br>3160<br>6901 | BV | 1963 N.V. Schps. Gebr. Pot.—Bolnes<br>424′ 0″ 57′ 8″ 24′ 5⅞″<br>385′ 0″ 57′ 6″ 31′ 3″<br>2 dks<br>RW<br>rf 4″ | M (12P) Ref CSD<br>4 Ho 45½′, 70¾′, 70¾′, 76¼′<br>G.330000 B.298000 In.10000<br>4 Ha (stl) (26¾′×16½′) (44¼′, 44¼′, 39¼′×19¾′)<br>12W Der 1(75) 1(30) 4(9) 6(6) 2(3) | Oil 2SA 7Cy. 630×1350 mm<br>6000bhp 306t (hvf)<br>Gebr. Stork & Co. Hengelo<br>3×170kW 220V d.c. 16¼k |
| LES<br>R.<br>pol Russian | 2435<br>1070<br>850 | | 1964 Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>G.38387 In.33549<br>5 Ha<br>4W Der 2(6) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>11¾k |
| ULES<br>un" Dampschiffahrts-<br>ellschaft<br>n W. German | 1174<br>702<br>1988<br>1975<br>1405<br>3115 | GL | 1965 Fr. Lürssen—Vgk<br>272′ 11″ 42′ 0″ 15′ 7⅜″/20′ 1″<br>248′ 4″ 41′ 0″ 24′ 0″<br>1 dk & S dk<br>rf 4″ | M OSD/CSD Mchy.aft<br>2 Ho 54′, 58′<br>G.147820 B.132390<br>2 Ha (stl) (54′, 58′×19¾′)<br>Der 5(3–5) 1(1–4) | Oil 4SA 8Cy. 400×580 mm<br>2000bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>12½k |
| ULES<br>nment of Ceylon<br>bo British | 770<br>328<br>— | | 1929 Philip & Son Ltd.—Drt<br>158′ 0″ 37′ 0″ 15′ 4″<br>36′ 10″<br>B&F84′<br>R | TS Salvage Tug<br>1W Der 1(5) | T 6Cy. 16½″ 27″ & 44″×30″<br>340t (c)<br>Philip & Son Ltd. Drt<br>12k |
| CULES<br>ipcovich & C. Soc. di<br>Rimorchi e<br>lvataggi per Azioni<br>e Italian | 620<br>327<br>— | RI | Lch.1944 Cmpl.1950 Cant. Nav. di Precenicco—Udine<br>177′ 1″ 31′ 4″ 11′ 6″<br>164′ 0″ 31′ 2″ 13′ 9″<br>RW | TM Salvage Tug<br>1 Ho | 2 Oil 2SA each 7Cy. 290×500 mm<br>1600bhp Emade43fitted50<br>Halberg Masch. Ludwigshafen<br>12k |
| CULES<br>mas & Brown<br>pbuilding Inc.<br>rancisco United States | 409<br>120<br>— | | 1907 J. H. Dialogue & Son—Camden<br>*134·9′* 26′ 1″ 13′ 6″<br>... ... ...<br>1 dk<br>R | S Tug | T 3Cy. 17″ 24″ & 41″×30″<br>500ihp (o.f)<br>J. H. Dialogue & Son Camden |
| CULES<br>London Authority<br>British | 310<br>176<br>— | ✠Classed LR until 11/06 | 1903–7 Thames Iron Wks Ltd.—Lon<br>111′ 0″ 44′ 2″ 5′ 6″<br>44′ 0″<br>R<br>rf nil | TS Crane Barge<br>1W Der 1(50) | H 4Cy. 12″×15″<br>120ihp 18t (c)<br>Hunter & English Lon<br>5k |
| CULES<br>XIII-53<br>ial Maritima S.A.<br>rtin Moroccan | 258<br>91<br>— | ✻Classed BC until 3/56 | 1932–6 Smith's Dock Co. Ltd.—Mdb<br>*119·7′* 24′ 1″ 12′ 0″<br>24′ 0″ 13′ 6″<br>1 dk<br>R<br>BK7½″ | S Whaler | T 3Cy. 14″ 23″ & 39″×24″<br>(o.f)<br>Smith's Dock Co. Ltd. Mdb |
| LES<br>Navigation Inc.<br>Canadian | 234<br>137<br>— | | 1906 Polson Irn Wks Co. Ltd.—Tto<br>105′ 0″ 23′ 1″ 9′ 3″<br>... ... ...<br>1 dk<br>R | S | T 3Cy. 13½″ 22″ & 36″×21″<br>Polson Irn Wks Co. Ltd. Tto |
| LES<br>Moran-65<br>elsey-62<br>Towing Co. Inc.<br>United States | 185<br>125<br>— | ✠Classed LR until 3/63 | 1930–6 Spedden S.B. Co. Inc.—Bal<br>*90·6′* 22′ 2″ 13′ 2″<br>85′ 0″ 22′ 0″ 14′ 0″<br>1 dk<br>R<br>BK6″ | M Tug | Oil 4SA 6Cy. 440×660 mm<br>800bhp<br>Rathbun Jones E. Co. Toledo |

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| 642402<br>OYXZ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HERDIS**<br><br>**Dampskibsselskabet Torm**<br>**A/S**<br>Carl M. Andersen<br>Copenhagen Danish | 21004<br>14445<br>32953 | | <br><br>NV | **1965** Rheinstahl Nordseewerke—Emd<br>627′ 7″ 86′ 11″ 36′ 10″<br>590′ 9″ 86′ 7½″ 50′ 2″<br>1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>8 Ho 50′, 51′, 55′, 52′, 58′, 55′, 55′, 50′<br><br>8 Ha (stl) (29½′×39½′) (31½′, 31½′, 31½′, 31½′, 31½′, 31½′, 31½′×39½′) | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W<br>Frd. Krupp Masch. Abt<br><br>3×450V 60c/s a.c. |
| 514860<br>LLLD | **HERDLA**<br>exFjordbussto–54<br>**A/S Bergen-Nordhordland Trafikklag**<br>Bergen Norwegian | 141<br>71<br>— | | | **1946** Kristiansands M/V A/S—Krs<br>97′ 2″ 18′ 5″<br>… … …<br>1 dk<br>RW | TM Ferry (232P) | 2 Oil 4SA each 8Cy.<br>460bhp NE61<br>Klöckner-Humboldt-Deutz |
| 514862<br>TFQA<br>Df Esd<br>Rdr<br>RTm | **HERDUBREID**<br><br>**Government of Iceland**<br>**(Skipautgerd Rikisins)**<br>Reykjavik Icelandic | 366<br>182<br>350 | **BS✳**<br>Ice Class C<br>**MBS✳**<br>**RMC✳**<br>MN130 | SS 2/67<br><br><br><br>CT359 C16 | **1947**–12 G. Brown & Co. (Marine) Ltd.—Grk<br>148′ 6″ 24′ 11″ 10′ 3½″<br>138′ 10″ 24′ 9″ 11′ 0″<br>P56′ F20′ 1 dk<br>R 5BH<br>rf 3″ WB150t | M (12P) Ref Mchy.aft<br>2 Ho 20½′, 49½′<br>In.4067<br>2 Ha (10½′, 12½′×8′)<br>Der 1(10) 1(3) 2(2) | Oil 4SA 7Cy. 350×525 mm<br>650bhp<br>Mirrlees, Bickerton & Day<br>2×35, 15kW d.c. |
| 514863<br>KKRC<br>251777<br>Df Esd<br>Gc Rdr | **HEREDIA**<br><br>**United Fruit Co.**<br>New York United States | T.Mk<br>**4781**<br>2096<br>—<br>**6573**<br>3410<br>7035 | | <br><br>AB | **1947** Newport Ns S.B. & D.D. Co.—N.Ns<br>455′ 5″ 61′ 2″ —/27′ 1″<br>431′ 2″ 61′ 0″ 35′ 6″<br>B&F248′ 4 dks<br>RW<br>rf 9″ | TS Ref<br>4 Ho<br>B.328460 In.311270<br>4 Ha<br>12W Der 1(35) 1(10) | 4 S Turb dr geared to 2 sc.<br>13200shp<br>De Laval S. Turb. Co. |
| 514864<br><br><br>Df Esd<br>Gc | **HEREFORD**<br>exNovor Isobel–58<br>exIvor Isobel–56<br>exFort Ticonderoga–48<br>**The People's Republic of China**<br>People's Rep. of China | *7130*<br>*4263*<br>10384 | <br><br>✳Classed BC until 4/59 | | **1943**–12 United Shpyds Ltd.—Mtl<br>440′ 6″ 57′ 2″ 26′ 11½″<br>416′ 0″ 56′ 10½″ 37′ 4″<br>2 dks<br>RW | S<br><br>G.505000 B.455000 | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Dominion Eng. Wks Ltd. |
| | Now **HOPING WU SHI 1** See New Entries No. 8 | | | | | | |
| 514866<br>GOFG<br>168872<br>Df Esd<br>Gc Rdr<br>RTv | **HEREFORDSHIRE**<br>exPort Hardy–61<br>exHerefordshire–54<br>**Bibby Line Ltd.**<br>Bibby Bros. & Co.<br>Liverpool British | T.Mk<br>**6784**<br>3326<br>7840<br>**8158**<br>4750<br>10700 | **✠100A1**<br><br>**✠LMC** | CS 10/64<br><br><br><br>EL e†2¼″SQ | **1944**–1 Barclay, Curle & Co. Ltd.—Whiteinch<br>492′ 6″ 64′ 4″ 25′ 5½″/29′ 11″<br>465′ 8″ 64′ 0″ 37′ 3″<br>P41′ B177′ F45′ 3 dks<br>RW 7BH<br>rf 6″ WB1742t incl. Tunnel tank 84t | TM (12P) Ref<br>5 Ho 67½′, 67½′, 77½′, 72½′, 70′<br>G.685700 B.606310 In.2200<br>5 Ha (25′×15′) (30′×22′) (22½′×20′) (30′, 30′×22′)<br>16W Der 1(50) 1(20) 2(12) 2 (10) 12(7) | 2 Oil 2SA each 4Cy.<br>9000bhp<br>Barclay, Curle & Co. Ltd.<br>AuxB 105lb<br>3×210kW 220V d.c. |
| 661914<br><br>317193<br>Esd Rdr<br>RTm/v | **HEREKINO**<br><br>**Northland Harbour Board**<br>Whangarei New Zealand | 287<br>—<br>125 | **✠100A1**<br>tug<br>**✠LMC**<br><br>MN420 | <br><br><br><br>EL 1″SQ | **1966**–12 Brooke Marine Ltd.—Lwt<br>115′ 9″ 30′ 5″ 13′ 3″<br>100′ 0″ 29′ 0″ 15′ 3″<br>1 dk<br>4BH<br>rf 42″ BK6″ | M Firefighting Tug | Oil 4SA 6Cy. 15″×20″<br>2100bhp<br>Mirrlees National Ltd.<br>2×50kW 220V d.c. |
| 652390<br>HAAI | **HEREND**<br>Launched as Saganes<br>**Hungarian Shipping Co. Ltd.**<br>Budapest Hungarian | 1247<br>561<br>— | | <br><br>~~GL~~ | **1965** Angyalfold Shipyard—Bdp<br>*244·3′* 37′ 2″<br>37′ 0″ 17′ 5″<br>P57′ F25′ 1 dk | M Mchy.aft | Oil 4SA 8Cy. 315×450 mm<br>1000bhp<br>Lang Eng. Works |
| 514867<br>ZTWT<br>185474<br>Df Esd<br>Rdr RT | **HERERO-COAST**<br>exPoseidon–53<br>**Union S.S. Co. of South Africa Ltd.**<br>Grindrod, Gersigny & Co. (Pty) Ltd.<br>Cape Town S. African | 493<br>243<br>620 | **BROKEN UP** | <br><br>BV | **1950** Gebr. Bodewes Volharding—Foxhol<br>164′ 6″ 27′ 5″ 11′ 0″<br>27′ 3″<br>P43′ Q49′ F23′ 1 dk | M Ref Mchy.aft<br><br>G.32000 In.4697<br><br>2W | Oil 4SA 6Cy. 290×450 mm<br><br>Appingedammer Brons |
| 514868<br>DIPS<br><br>Df Esd<br>Gc Rdr<br>RT | **HERFORD**<br><br>**Lenox Ges. für Schiffahrt u. Aussenhandel m.b.H. & Co.**<br>Hamburg W. German | 1086<br>516<br>1791<br>1709<br>1041<br>2756 | | <br><br>GL | **1957** Travewerft G.m.b.H.—Lbc<br>260′ 6″ 40′ 9″ 14′ 1″/18′ 0½″<br>242′ 9″ 40′ 8½″ 21′ 9″<br>Ba66′ F33′ 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br><br>G.124000 B.118000<br>4 Ha<br>8W Der 2(10) 6(5) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2000bhp<br>Klöckner-Humboldt-Deutz |
| | Now **SIMON BOLIVAR** See New Entries No. 10 | | | | | | |
| 523867<br>OWNZ<br><br>Df Esd<br>Rdr<br>RTm | **HERFRID**<br>exMogens S.–66<br>**Fru E. B. M. Aaberg**<br>Fredericia Danish | 400<br>242<br>531 | | <br><br>BV | **1957** Husumer Schiffsw.—Husum<br>166′ 8″ 27′ 1″ 10′ 1″<br>147′ 8″ 27′ 0″ 11′ 5″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 104½′<br>G.29500 B.27980<br>2 Ha (each 39½′×16½′)<br>2W Der 2(3) | Oil 4SA 6Cy.<br>340bhp<br>Masch. Kiel A.G. |
| 514869<br>OYPZ | **HERI**<br>exTogun–57 exJytka–50<br>exHasa–47 exSpes-Mea–36<br>exRollengeweer<br>**Henry Kristensen**<br>Frederiksværk Danish | 100<br>53<br>— | | | **1895** Gebr. J. & G. Verstockt—Martenshoek<br>92·7′ 16′ 6″<br>… … …<br>R | Aux Aak | Oil 2SA 2Cy.<br>NE43<br>Hundested Motor |

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| **RINGSDORF**<br>utsche **Seereederei**<br>E. German<br>tock | 439<br>174<br>563 | DSRK | **1956** Elbewerft—Boizenburg<br>163′ 8″ 27′ 2″ 10′ 5″<br>27′ 0″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>400bhp<br>Schwermasch Karl Liebknecht Mgd |
| **RINGSHAI**<br>chkombinat **Sassnitz**<br>E. German<br>ssnitz | **134**<br>48<br>— | DSRK | **1958** Elbewerft—Boizenburg<br>86′ 11″ 22′ 0″ 11′ 2″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>250bhp<br>Masch. Halberstadt Halberstadt |
| **RJOLFUR**<br>vernment of **Iceland**<br>Skipautgerd **Rikisins)**<br>Icelandic<br>ykjavik | 495 ~~516~~<br>172 ~~476~~<br>335 | **✠100A1** SS 10/67<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN192 EL h | **1959**–12 N.V. Bodewes Schps.—<br>Martenshoek<br>161′ 7″ 30′ 9″ 11′ 0½″<br>143′ 8″ 29′ 6½″ 15′ 9″<br>F18′ 1 dk<br>RW 6BH<br>rf 12″ WB56t | TM Ref Mchy.aft<br>2 Ho 18¼′, 20½′<br>G.10834 B.10229 In.1907<br>2 Ha (8¾′×8¼′) (16¾′×12¼′)<br>4W Der 2(5) 2(1) | 2 Oil 2SA each 4Cy. 290×490 mm<br>960bhp 8t (d.o)<br>Alpha-Diesel A/S Fkn<br>3×70kW 220V d.c. 13¾k |
| **ERKULES**<br>benhavns **Havnevæsen**<br>Danish<br>penhagen | **882**<br>284<br>— | **✠100A1** SS 8/66<br>for service at Øresund<br>EL (I)1$\frac{3}{16}$″SQ | **1962**–1 Helsingör Skibs. & Msk.—Hsg<br>132′ 3″ 60′ 1″ 6′ 3″<br>131′ 3″ 59′ 0½″ 12′ 6″<br>1 dk<br>4BH<br>rf nil WBDTsa268t f269t | Pontoon for Sheerlegs<br>1 Ho 28′<br>1 Ha (stl) (13′×13′)<br>Der 2(75) 2(15) | |
| **ERKULES**<br>orsk **Bjergningskompagni**<br>A/S<br>Norwegian<br>ergen | **799**<br>267<br>— | NV | **1960** A/S Mjellem & Karlsen—Bgn<br>176′ 7″ 32′ 11″<br>150′ 10″ 32′ 9½″ 18′ 6″<br>1 dk | M Salvage Tug & Icebreaker | 4 Oil 2SA each 12Cy. 200×250 mm belt driven to sc. shaft<br>3500bhp<br>Klöckner-Humboldt-Deutz Kln |
| **ERKULES**<br>**S.S.R.**<br>Russian<br>Archangel | **533**<br>—<br>358 | | **1950** Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>157′ 1″ 32′ 9″ 13′ 2″<br>139′ 9″ 15′ 5″ | S Tug | T 3Cy. $16\frac{9}{16}$″ $27\frac{9}{16}$″ & $45\frac{3}{16}$″×$27\frac{9}{16}$″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| **HERKULES**<br>**S.S.R.**<br>Russian<br>Petropavlovsk | **533**<br>—<br>355 | | **1948** Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>157′ 1″ 31′ 2″ 11′ 10″<br>139′ 9″ 31′ 0″ 15′ 5″ | S Tug<br>1W Der 1(1) | T 3Cy. $16\frac{9}{16}$″ $27\frac{9}{16}$″ & $45\frac{3}{16}$″×$27\frac{9}{16}$″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| **ERKULES**<br>**S.R.**<br>Russian<br>dosia | **464**<br>—<br>157 | | **1957** Santierul Naval—Gtz<br>133′ 10″ 29′ 7″ 12′ 0″<br>14′ 6″ | TM Tug | 2 Oil 2SA each 6Cy. 300×500 mm<br>Emade55fitted57<br>Russki-Diesel Wks Len<br>11k |
| **HERKULES**<br>exJohn P. Frisch exGünther<br>exPräsident Koch<br>Finska **Bergnings A/B**<br>Neptun<br>Helsinki/Helsingfors Finnish | **225**<br>59<br>— | | **1896** Howaldtswerke—Kel<br>113′ 8″ 34′ 11″ 11′ 9¾″<br>… … …<br>1 dk<br>R | S Salvage Ship<br>Der 1(4) | T 3Cy. $12\frac{3}{5}$″ $19\frac{7}{10}$″ & $30\frac{7}{10}$″×$18\frac{1}{10}$″<br>549ihp Emade16fitted32<br>J. C. Tecklenborg Wsm<br>1×60kW 220V d.c. 1×5¾kW 115V d.c. |
| **HERKULES**<br>exST 782 exDPC-27<br>Norddeutscher **Lloyd**<br>Bremen<br>W. German | **130**<br>—<br>— | | **1944** G. Lawley & Son Corp.—Neponset<br>81′ 2″ 24′ 1″ 9′ 1″<br>23′ 11″ | M Tug | Oil 2SA 8Cy. 216×254 mm<br>700bhp 24t (d.o)<br>General Motors Corp. Det<br>2×27½kW 115V d.c. 10½k |
| Now **SATURN** See New Entries **No. 11** | | | | | |
| **HERKULES**<br>C.L. Hansons **Stuveri A/B**<br>Gothenburg<br>Swedish | **102**<br>11<br>— | | **1939** Öresundsvarvet A/B—Lkr<br>77′ 9″ 20′ 5″ 8′ 8″<br>20′ 3″<br>RW | M Tug | Oil 2SA 7Cy. 250×420 mm<br>650bhp 12t (d.o)<br>Atlas-Diesel Skm<br>1×12kW 110V d.c. 12k |
| **HERKULES II**<br>**Polish Government**<br>Zarzad Portu Gdansk<br>Gdansk<br>Polish | **187**<br>53<br>— | NV | **1966** A/S Svendborg Skibsv.—Svb<br>94′ 2″ 27′ 7″ 10′ 2″<br>85′ 4″ 26′ 3″ 13′ 1″<br>1 dk | M Tug | 2 Oil 4SA each 5Cy. 260×400 mm geared to sc. shaft<br>1650bhp<br>Burmeister & Wain Cpn<br>4×62½, 62½, 62½, 15kW 380V a.c. |
| **HERLAND**<br>**Herlof Andersens**<br>**Rederi A/S**<br>Kristiansand<br>Norwegian | ~~498~~ T.Mk<br>~~366~~ 497<br>— 366<br>~~1199~~ 1250<br>~~827~~ 1199<br>~~2230~~ 826<br>2230 | NV | **1967** Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>233′ 6″ 38′ 5″ 12′ 4½″/17′ 5¾″<br>214′ 1″ 37′ 8″ 20′ 8″<br>1 dk & S dk | M ~~OSD/CSD~~ Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Atlas-Mak Masch. Kel |
| **ERLAUG**<br>**A/S Namdalens**<br>**Trafikkselskap**<br>Trondheim<br>Norwegian | **219**<br>84<br>— | | **1955** A/S Trondhjems M/V—Tdh<br>106′ 0″ 20′ 10″ 10′ 0″<br>… … …<br>1 dk<br>RW | M (150P)<br>1 Ho 19¾′<br>1 Ha (9¼′×5′)<br>Der 1(1½) | Oil 2SA 8Cy. 220×320 mm<br>400bhp (d.o)<br>A/S Bergens M/V Bgn<br>2×30kW 220V d.c.<br>Controllable pitch propeller |

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| 514885<br>DCIO<br><br>Df Esd<br>RT | **HERM**<br><br>**Erbengemeinschaft**<br>**Schöning**<br>Haren/Ems W. German<br>Now **GESCHE R** See New Entries No. 9 | 266<br>140<br>350 | | GL | 1941 N.V. Noord Ned. Schps.—Gro<br>*143·0'* 22' 5" 9' 5½"<br>22' 3"<br>P31' F18' 1 dk<br>len 59 | M | Oil 2SA 4Cy. 240×380 mm<br>200bhp<br>Appingedammer Brons |
| 670407<br>DCTY<br>3601<br>Df Esd<br>Gc Rdr<br>RT | **HERM KIEPE**<br><br>**Kiepe Schepers & Co.**<br>Haren/Ems W. German | 300<br>192<br>— | | GL | 1966 C. Cassens Schiffsw.—Emd<br>194' 8" 32' 1" 10' 0½"<br>178' 10" 31' 10" 17' 3"<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim |
| 507185<br>DCDQ<br><br>RT | **HERM-MARGRET**<br>exChristina–65<br>**Johann Schepers**<br>Haren/Ems W. German | 246<br>129<br>320 | | BV | 1928 Van der Werf—Leuwarden<br>*127·4'* 19' 11" 8' 0½"<br>19' 10" 9' 0"<br>1 dk<br>R len 53 | M | Oil 2SA 6Cy. 225×330 mm<br>360bhp NE56<br>Motorenf. Darmstadt |
| 516943<br>DCWT<br><br>Df Esd<br>RT | **HERM-S**<br>exJan–65<br>**Hermann Schepers**<br>Haren/Ems W. German | 425<br>261<br>620 | | GL | 1954 Heinr. Brand—Oldenburg<br>*165·0'* 25' 8" 9' 8½"<br>25' 7" 12' 4"<br>P33' F19' 1 dk<br>RW len & deepened 61 | M Mchy.aft<br><br>G.31540 B.29740<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 514888<br>DCNS | **HERMA**<br><br>**Hermann Schepers**<br>Haren/Ems W. German | 174<br>92<br>— | | BV | 1930 Schps. v/h Th. J. Fikkers—Foxhol<br>*102·6'* 20' 4"<br>8' 6"<br>1 dk<br>R deepened 61 | M | Oil 4SA 3Cy. 220×360 mm<br>100bhp NE36<br>Klöckner-Humboldt-Deutz |
| 501904<br>DIOW<br><br>Df Esd | **HERMA I**<br>exAnnegret–65<br>**Hermann Gronemeier**<br>Hamburg W. German | 423<br>211<br>630 | | GL | 1957 Schiffsw. W. Holst—Ham<br>175' 2" 27' 8" 10' 6"<br>159' 5" 27' 6½" 11' 8"<br>P35' F18' 1 dk<br>RW | M Mchy.aft<br>1 Ho 105½'<br>G.30140 B.28586<br>2 Ha<br>3W Der 3(2) | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 652356<br>DFBR<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **HERMA MARTENS**<br><br>**Geestemünder Reederei**<br>**Helmut Martens K.G.**<br>Bremerhaven W. German<br>For later particulars see<br>New Entries No. 5 | 424<br>281<br>873 | | GL | 1965 Schiffs. Max. Sieghold—Bhn<br>183' 0" 31' 2" 11' 9½"<br>164' 0" 30' 11" 13' 6"<br>P50' F23' 1 dk | M Mchy.aft<br>1 Ho 114¾'<br>G.36680 B.34550<br>2 Ha (stl) (each 42½'×22½')<br>Cr 2(3) | Oil 4SA 6Cy. 320×480 mm<br>330bhp<br>Motorenw. Mannheim<br>2×20kW 220V d.c. |
| 514889<br>ICJV<br>129<br>Df Esd<br>Gc Rdr<br>RTv | **HERMAEA**<br><br>**Italian State Railways**<br>Civitavecchia Italian | ~~4296~~ 4295<br>~~2005~~ 2007<br>~~1310~~ 1310 | | RI | 1961 Cant. Nav. Riuniti—Pal<br>393' 3" 56' 7" 15' 10"<br>360' 11" 55' 1" 24' 1"<br>2 dks & S dk<br>RW<br>rf 12" | TM Train Ferry (905P) OSD | 2 Oil 2SA each 6Cy.<br>8000bhp<br>S.A. Fiat S.G.M.<br>4×300kW 440V 60c/s a.c.<br>Controllable pitch propelle<br>Thw. thrust propeller fwd |
| 680822<br><br><br>Df Esd<br>Pfd RT | **HERMAN**<br>exJaco Mina–68<br>**N.V. Duyn**<br>Katwijk aan/Zee Netherland<br>Now **PRINS JOHAN FRISO** See New Entries No. 8 | 117<br>42<br>— | | | 1963 Coöp. ver Schpsw. "Vooruit"—<br>Zaandam<br>92' 7" 21' 4"<br>78' 9" 20' 8" 10' 4" | M Fisning | Oil 4SA 6Cy. 210×300 mm<br><br>Gebr. Stork & Co. |
| 651209<br>PERG<br><br>Df Esd<br>Rdr RT | **HERMAN BODEWES**<br><br>**Rederij m.s. "Herman**<br>**Bodewes"**<br>Fa. J. Seven<br>Hoogezand Netherland | 500<br>308<br>1150 | ✠100A1<br><br>LMC<br><br>MN212 | EL m1½"SQ | 1965–6 N.V. Bodewes Schps.—<br>Martenshoek<br>226' 1" 35' 1" 13' 0½"<br>205' 3" 34' 1" 20' 2"<br>Ba36' F27' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf nil WB318t | M OSD Mchy.aft<br><br>G.80780 | Oil 4SA 8Cy. 320×450 mm<br>1060bhp ✠<br>Klöckner-Humboldt-Deutz |
| 514891<br>LMJC | **HERMAN JOHNSEN**<br><br>**Bjarne & Håkon Johnsen**<br>Bjarne Johnsen<br>Sortland Norwegian | 223<br>112<br>— | | | 1956 Johan Drage A/S—Rognan<br>110' 2" 23' 7"<br>23' 1" 11' 9"<br>1 dk<br>len 66 | Wood M Fishing Mchy.aft | Oil ~~2SA 3Cy. 260×420 mm~~<br>~~260bhp~~ NE56<br>~~Wichmann-Mot.~~ |
| 514894<br>DCUO<br><br>Df Esd<br>RT | **HERMANN**<br><br>**Stefani Schepers**<br>Haren/Ems W. German<br>Now **OSTLAND**<br>See New Entries No. 1 | 287<br>174<br>414 | | GL | 1950 Jos. L. Meyer—Papenburg<br>*128·4'* 22' 5" 3' 11"<br>8' 10"<br>1 dk<br>RW len 55 | M<br>1 Ho<br>G.21000<br>2 Ha | Oil 4SA 6Cy. 270×360 mm<br>250bhp<br>Klöckner-Humboldt-Deutz |
| 514895<br>DEOG<br><br>Df Esd<br>Gc Rdr | **HERMANN AHLERS**<br><br>**Partenreederei "Hermann**<br>**Ahlers"**<br>Reederei N. Ebeling G.m.b.H.<br>& Co. K.G.<br>Bremerhaven W. German | 626<br>263<br>— | | GL | 1955 Rickmers Werft—Bhn<br>195' 10" 29' 0" 14' 8"<br>181' 6" 28' 10" 16' 8"<br>F33' 1 dk<br>RW | S Trawler<br>1 Ho 52'<br><br><br>1W Der 2(2) | T 3Cy. 14⅛"<br>exhaust turb &<br>1000ihp<br>Ottensener Eisenwerk |
| 652295<br><br><br>Df Esd<br>Rdr<br>RTv | **HERMANN-HANS**<br><br>**Herbert Behrens**<br>Hamburg W. German | 499<br>282<br>— | | GL | 1965 J. J. Sietas Schiffsw.—Ham<br>202' 4" 13' 0"<br>180' 6" 32' 10" 20' 4"<br>1 dk & S dk | M OSD Mchy.aft<br><br>G.71600 B.65600<br>2 Ha | Oil 4SA 6Cy.<br>500bhp<br>Klöckner-Humboldt-Deutz |

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| **RMANN-HELENE**<br>ene Litmeyer<br>en/Ems W. German | 299<br>179<br>— | BV | **1965** J. Diedrich—Oldersum<br>150′ 1″ 23′ 7″ 8′ 2¼″<br>138′ 7″ 23′ 3½″ 9′ 2″<br>1 dk | M Mchy.aft<br>G.20100 B.19340<br>2 Ha (each 31¼′×16½′) | Oil 4SA 8Cy. 220×280 mm<br>390bhp 8½t<br>Klöckner-Humboldt-Deutz Kln<br>10k |
| **RMANN KIEPE**<br>on Kiepe<br>f Schöning<br>en/Ems W. German | 250<br>155<br>— | BV | **1900** Jos. L. Meyer—Papenburg<br>*136·6′* 21′ 11″ 7′ 2¼″<br>8′ 10″<br>P25′ F13′ 1 dk<br>R conv sailing ship 56 len 67 | M | Oil 4SA 6Cy. 220×280 mm<br>190bhp NE56<br>Klöckner-Humboldt-Deutz Kln |
| **RMANN KRAUSE**<br>ederei Söhle K.G.<br>seatische<br>ochseefischerei A.G.<br>merhaven W. German | 645<br>262<br>— | GL | **1955** A.G. "Weser" Werk Seebeck—Bhn<br>*198·1′* 30′ 2″ 14′ 10″<br>183′ 8″ 30′ 0″ 16′ 5″<br>B26′ F36′<br>RW | S Trawler<br>1W | T 3Cy. $16\frac{9}{16}$″ $25\frac{9}{16}$″ & $41\frac{9}{16}$″×26″ with exhaust turb & hydraulic coupling<br>1000ihp (o.f)<br>A.G. "Weser" Werk Seebeck Bhn<br>2×40kW 220/380V a.c. 13k |
| **RMANN LITMEYER**<br>we. Maria Litmeyer<br>ren/Ems W. German | 296<br>137<br>404 | GL | **1951** Jos. L. Meyer—Papenburg<br>*126·6′* 24′ 8″ 9′ 7″<br>10′ 9″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.18750 B.16750<br>1 Ha (55′×16½′) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| **RMANN LÜHMANN** T.Mk<br>rdinand Lühmann K.G.<br>ter Döhle<br>versdorf W. German | 425<br>~~282~~ 281<br>~~1114~~ 1132 | GL | **1965** D. W. Kremer Sohn—Elmshorn<br>202′ 2″ 34′ 5″ 12′ 5½″<br>181′ 3″ 34′ 2″ 20′ 0″<br>1 dk & S dk<br>rf nil | M ~~OSD~~ Mchy.aft<br>1 Ho 114¾′<br>G.75600 B.67000<br>3 Ha (stl) (39¾′, 59½′, 59½′×22¼′)<br>3 Ha (w) (34¾′, 59½′, 59½′×21′)<br>Cr 4(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>10½k |
| **ERMANN RUSS**<br>xSteindamm–64<br>Partenreederei m.s.<br>"Hermann Russ"<br>Ernst Russ<br>Hamburg W. German | 3169<br>1647<br>5374<br>**4859**<br>2876<br>7015 | GL | **1959** Werft Nobiskrug—Rendsburg<br>390′ 4″ 52′ 8″ 21′ 1¾″/24′ 9½″<br>356′ 3″ 52′ 6″ 31′ 2″<br>P37′ B59′ F39′ 1 dk & S dk<br>RW<br>rf 4″ | M OSD/CSD<br>4 Ho 57½′, 96½′, 55′, 52¾′<br>G.333059 B.305241<br>4 Ha (stl) (34½′, 68¾′, 34½′, 34½′×21¼′)<br>10W Der 1(15) 2(5–10) 8(3–5) | 2 Oil 4SA each 8Cy. 420×660 mm geared to sc. shaft<br>3800bhp 597t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×150kW 220V d.c. 14¼k |
| **ERMANN SCHULTE**<br>exAdolph Gleue–54<br>Schulte & Bruns K.G.<br>Hamburg W. German | 1963<br>1087<br>3236 | GL | **1953** G. Renck Jr. K.G.—Ham<br>258′ 4″ 41′ 9″ 21′ 7½″<br>41′ 7″ 25′ 3″<br>B39′ F33′ 2 dks<br>RW<br>rf 4″ | M Ref CSD Mchy.aft<br>2 Ho 37¼′, 112′<br>G.137810 B.132010<br>4 Ha (23½′, 29½′, 29½′, 23½′×19¾′)<br>8W Der 1(15) 8(3) | Oil 4SA 7Cy. 400×600 mm<br>1470bhp 234t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×85kW 230V d.c. 12½k |
| **RMANN SIF**<br>Rederi I/S "Sif" III<br>Knud I. Larsen<br>Copenhagen Danish | 499<br>296<br>1035 | BV | **1963** N.V. Bodewes Schps.—Martenshoek<br>203′ 0″ 32′ 2″ 12′ 8½″<br>183′ 8″ 31′ 10″ 13′ 1″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.57000 B.51000<br>2 Ha (32¼′, 48¾′×15¾′)<br>Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×15, 15, 10kW 110V d.c. |
| **HERMANN SUHR**<br>exPeter Frese–64<br>exWestkust–62<br>Heinz Suhr<br>Hamburg W. German | 499<br>263<br>827 | GL<br>✠Classed LR until 6/63 | **1951–2** Gebr. van Diepen—Waterhuizen<br>188′ 2″ 29′ 7″ 11′ 11″<br>173′ 10″ 29′ 6″ 12′ 0″<br>P41′ B54′ F78′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 110′<br>G.50200 B.47000<br>2 Ha<br>2W Der 2(3) | Oil 4SA 8Cy. 290×450 mm<br>500bhp 45t<br>Appingedammer Brons. Apg<br>10k |
| **HERMANOS**<br>exGowrie–63 exHighland–59<br>exEmpire Galbraith–46<br>exHendrik Fisser 5–45<br>Cia. Naviera Algeo S.A.<br>Piraeus Greek | 2675<br>1395<br>— | GL<br>Classed BC until 8/65 | **1944** Verschure & Co.'s Scheeps.—Ams<br>301′ 6″ 44′ 5″ 19′ 11¼″<br>281′ 3″ 44′ 4″ 26′ 7″<br>2 dks | S<br>G.172110 B.160890<br>10W Der 1(30) 1(10) | C 4Cy. (2) 16½″ & (2) $35\frac{7}{16}$″×$35\frac{7}{16}$″<br>1200ihp 598t (o.f)<br>Verschure & Co.'s Scheeps. Ams<br>10k |
| **HERMANOS DIES COLOME SEGUNDO**<br>José Dies Latorre<br>Valencia Spanish | 118<br>40<br>85 | ✠100A1<br>fishing vessel<br>✠LMC<br>MN80 EL d<br>**CLASS SUSPENDED 6/12/68** | **1966–11** S.A. Juliana Const. Gijonesa-Axpe—Bbo<br>81′ 0″ 21′ 5″ 7′ 7″<br>68′ 11″ 21′ 4″ 10′ 6″<br>B&F29′ 1 dk<br>RW 3BH<br>rf 39″ BK6″ | M Fishing | Oil 4SA 4Cy. 315×480 mm reverse geared<br>400bhp Duvant<br>Emade—refitted66<br>Carmelo Unanue Zumaya<br>3×35, 35, 5kW 115V d.c. |
| **HERMANOS GANDON**<br>Wenceslao Gandon Casal<br>Vigo Spanish | 126<br>58<br>90 | | **1965** Ast. Santodomingo—Vgo<br>83′ 8″ 20′ 7″ 10′ 2″<br>71′ 0″ 20′ 4″ 11′ 0″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>290bhp 27t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>9½k |
| **HERMANOS GARCIA**<br>Roberto Garcia y Hermanos<br>Spanish | 175<br>—<br>— | | **1967** S.A. Juliana Const. Gijonesa-Axpe—Bbo<br>93′ 1″ 22′ 0″ 10′ 2″<br>80′ 5″ 21′ 2″ 11′ 10″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 159×203 mm<br>510bhp<br>Caterpillar Tractor Co. Peoria |

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| 542196<br>EDTX<br><br>Df Esd<br>RT | **HERMANOS PELAYO MALVAREZ**<br>**Alejandro Pelayo Sanchez**<br>Huelva Spanish | 206<br>119<br>— | | BV | 1963 Ast. de Murueta—Murueta<br>94·5' 21' 2"<br>21' 0"<br>RW | M Fishing<br>2 Ha (each 3½'×3½') | Oil 4SA 6Cy. [illegible]<br>550bhp<br>La Maquinista Terrestre y |
| 514907<br>EDIN<br><br>Esd | **HERMANOS PÉREZ SAMPEDRO**<br>**Antonio Pérez Olveira**<br>Huelva Spanish | 103<br>37<br>— | | | 1959 Benito Ferradas—Domayo<br>83' 7" 17' 9"<br>17' 7" | Wood S Fishing | C 2Cy.<br>100ihp |
| 640992<br>EEBS<br><br>Df Esd<br>RT | **HERMANOS SOLABARRIETA**<br>**Leon Solabarrieta Arrizabalaga**<br>Bilbao Spanish | 297<br>171<br>— | | BV | 1964 Balenciaga S.A.—Zumaya<br>108' 0" 20' 11"<br>90' 3" 20' 8" 12' 1"<br>RW | M Trawler<br>2 Ha (each 3½'×3') | Oil 4SA 6Cy. [illegible]<br>550bhp<br>Yeregui Hnos. |
| 514908<br>DCKP<br><br>Df Esd | **HERMAR**<br>exBebox-59<br>**Hermann Schepers**<br>Haren/Ems W. German | 424<br>238<br>600 | ✠100A1<br>✠LMC<br>MN74 | SS 4/64<br>EL g | 1952–5 N.V. Scheeps Unie—Gro<br>173' 8" 26' 5" 10' 3½"<br>155' 10" 26' 3" 11' 4"<br>P41' F24' 1 dk<br>RW 3BH<br>WB169t | M Mchy.aft<br>1 Ho 105'<br>G.28200 B.26800<br>2W Der 2(3) | Oil 4SA 6Cy. [illegible]<br>370bhp<br>N.V. Werkspoor |
| 514909<br>LKIZ<br><br>Df Esd<br>Rdr | **HERMELIN**<br>**Bruusgaard Kiösteruds Skibs A/S**<br>Bruusgaard, Kiösterud & Co.<br>Drammen Norwegian | 1683<br>904<br>2620 | | NV | 1940 H. Kg & Whampoa Dock Co. Ltd. —H.Kg<br>291' 2" 43' 0" 17' 9"<br>270' 5" 42' 10"<br>F74' 1 dk & S dk<br>R | M (8P) OSD<br>2 Ho 105', 91'<br>G.182500 B.167500<br>4 Ha (each 20½'×16')<br>9W Der 8(5) | Oil 2SA 5Cy. [illegible]<br>1700bhp B&W<br>H. Kg & Whampoa Dk Co. |
| 514911<br>PERB<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HERMES**<br>**Koninkl. Nederl. Stoomb. Maats. N.V.**<br>Amsterdam Netherland | 5709<br>3154<br>6897 | | BV | 1962 A. Vuijk & Zonen—Capelle<br>424' 0" 57' 8" 24' 7¼"<br>385' 0" 57' 6" 31' 3"<br>2 dks<br>RW<br>rf 4" | M (12P) Ref CSD<br>4 Ho 45½', 70½', 70½', 76½'<br>G.330000 B.297000 In.10000<br>4 Ha (stl) (26½'×16½') (44½', 44½', 39½'×19¾')<br>12W Der 1(75) 1(30) 4(9) 6(6) 2(3) | Oil 2SA 7Cy. [illegible]<br>6000bhp<br>Gebr. Stork & Co.<br>3×170kW 220V d.c. |
| 514912<br>SXUK<br>1858<br>Df Rdr<br>RT | **HERMES**<br>exPrincess Joan-61<br>**The Hellenic Maritime Transports Co. S.A.**<br>Piræus Greek | 5251<br>3023<br>— | ✠Classed LR until 4/33 | BV HR | 1930–4 Fairfield Co. Ltd.—Gls<br>353·3' 52' 1" 25' 0"<br>51' 10"<br>3 dks<br>R | TS (470P) | 2Q each 4Cy. [illegible]<br>3700ihp<br>Fairfield Co. Ltd. |
| 680274<br>UYXI<br>M-27048 | **HERMES**<br>**U.S.S.R.**<br>~~Odessa~~ Russian<br>Tallinn | 828<br>—<br>264 | | | 1962 ......................Russia<br>171' 6" 37' 1" 14' 9"<br>19' 5" | D-E Salvage Tug | 2 Oil 4SA each [illegible] connected to elec. mot<br>sc. shaft |
| 514913<br>SDHK<br>10267<br>Df Esd<br>Pfd Rdr<br>RT | **HERMES**<br>exAdherent-62 exTenacity-47<br>exDiligent-41<br>~~**Bergninge & Dykeri A/B Neptun**~~<br>~~Stockholm~~ ~~Swedish~~<br>**Rivtow Marine Ltd.**<br>Canadian | 567<br>173<br>— | ✠100A1<br>tug<br>✠LMC<br>MN738 | SS 6/66<br>EL (i) | 1940–10 Cochrane & Sons Ltd.—Sel<br>156' 5" 33' 10" 14' 7¾"<br>142' 6" 33' 0" 16' 0"<br>B&F79'<br>RW 4BH<br>rf 5" BK7½" WB38t | M Salvage Tug | 2 Oil 4SA each [illegible]<br>flexible couplings<br>to sc. shaft<br>3690bhp ✠NE82<br>Ruston & Hornsby<br>db 200ft |
| 514914<br>PERA<br><br>Df Esd<br>RT | **HERMES**<br>**H. Kunst-Hylkema & R. Kunst**<br>C. Holscher's Scheepvaartbedr. (Holscher Shipping) N.V.<br>Rotterdam Netherland | 500<br>284<br>913 | ✠100A1<br>✠LMC<br>MN120 | SS 2/65<br>EL i ptSQ | 1956–12 N.V. Schps. v/h De Groot & v. Vliet—Slikkerveer<br>185' 10" 29' 11" 12' 5½"<br>169' 11" 29' 6½" 13' 5"<br>P39' F74' 1 dk<br>RW 3BH<br>rf 3" WB227t | M Mchy.aft<br>G.46000 B.44500<br>4W Der 4(2½) | Oil 4SA 8Cy. [illegible]<br>600bhp<br>D. & J. Boot "De Industrie" |
| 540502<br>DNDF<br><br>Df Esd<br>Rdr RTv | **HERMES**<br>**Jonny Gährs & Wilhelm Harms G.b.R.**<br>Hamburg W. German | ~~499~~ T.Mk<br>~~306~~ 499<br>~~1181~~ 308<br>1195 | | GL | 1963 Schiffsw. J. J. Sietas—Ham<br>228' 4" 35' 6" 12' 5¼"<br>206' 8" 35' 5" 19' 10"<br>1 dk & S dk | M ~~OSD~~ Mchy.aft<br>2 Ho each 73¾'<br>G.88000 B.79500<br>2 Ha (each 55'×22') | Oil 4SA 6Cy. [illegible]<br>900bhp<br>Klöckner-Humboldt-Deutz<br>2×30 & 6kW 380V |
| 514916<br>DEPU<br><br>Df Esd<br>Rdr RT | **HERMES**<br>**Bugsier-, Reederei- und Bergungs-A.G.**<br>Bremerhaven W. German | 293<br>16<br>— | | GL | 1956 F. Schichau—Bhn<br>126' 4" 27' 6" 12' 6"<br>114' 2" 14' 9" | M Salvage Tug | Oil 4SA 6Cy. [illegible]<br>1420bhp<br>Klöckner-Humboldt-Deutz<br>3×60, 60, 30kW [illegible]<br>Thw. thrust propeller |
| 542029<br>SKGI<br>10366<br>Df Esd<br>Pfd Rdr<br>RT | **HERMES**<br>**C. L. Hansons Stuveri A/B**<br>Gothenburg Swedish | 242<br>68<br>— | ✠100A1<br>tug<br>North Sea service<br>Ice Class 1<br>✠LMC<br>MN320 | SS 5/67<br>EL (c) | 1963–5 A/B Åsi-Verken—Åmål<br>96' 6" 27' 8" 12' 9½"<br>88' 1" 27' 3" 15' 1"<br>RFD18'<br>3BH<br>BK4" WB58t | M Tug<br>Der 1(1½) | 2 Vee Oil 4SA [illegible]<br>with fluid coupling<br>gears to sc. shaft<br>1600bhp<br>Hedemora Verk. A.B.<br>2×70kW 380V [illegible]<br>Controllable pitch |

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| **RMES**<br>**us Havn**<br>us<br>Danish | **177**<br>—<br>— | | | **1925** Aalborg Skibs.—Abg<br>84′ 7″ 24′ 7″ 12′ 0″<br>24′ 5″<br>1 dk<br>R | M Tug | Oil 2SA 12Cy. 8″×10″<br>900bhp Emade44fitted62 23½t (d.o)<br>General Motors Corp. La Grange<br>3×55kW 220V d.c. 9½k |
| **RMES**<br>**s Talleux**<br>vellines<br>French | **166**<br>54<br>— | | BV | **1956** S.I.C.C. Na. (Anc. Ch. Mougin)—St.M<br>*88·8′* 22′ 8″<br>… … … | M Trawler<br>4 Ha (3¼′, 3¼′, 3¼′×3¼′) (2′×4′) | Oil 4SA 4Cy. 315×480 mm<br>400bhp<br>Etab. Duvant Vln<br>11½k |
| **RMES**<br>**vernment of**<br>**weden (Kungliga**<br>**arinförvaltningen)**<br>ckholm<br>Swedish | **110**<br>—<br>— | | | **1957** Marinverkstäderna Örlogsvarvet—Kkr<br>80′ 5″ 22′ 4″ 11′ 2″<br>22′ 2″<br>B20′<br>rf 21¼″ BK3¼″ | M Tug | Oil 2SA 7Cy. 250×420 mm<br>630bhp 19¾t (d.o)<br>Nydqvist & Holm A/B Thn<br>1×50kW 115V d.c.<br>Controllable pitch propeller 11k |
| **RMES LEADER**<br>E. M. Næss–63<br>E. Manne–56<br>Maria Toft–51<br>Federal Ranger–48<br>Taronga Park–47<br>**resol Cia. Maritima S.A.**<br>eus<br>Greek | **2872**<br>1671<br>4480 | ✠100A1<br>✠LMC | TD 6/67<br>EL u | **1944–4** St. John D.D. & S.B. Co. Ltd.—St.J<br>328′ 0″ 46′ 6″ 20′ 10¼″<br>310′ 0″ 43′ 4″ 25′ 2″<br>P33′ B82′ F34′ 1 dk<br>NS 5BH<br>WB801t | S<br>G.228405 B.212158<br>6W Der 1(20) | T 3Cy. 20″ 31″ & 55″×39″<br>1200ihp 450t (o.f)<br>Canada Irn Fdries Ltd. Three Rivers<br>2 SB 200lb Spt hs(3854) 6cf 10k |
| **ERMINA**<br>Hercules Victory–66<br>Inter-Ocean–60<br>Wang Pioneer–59<br>Federal Jurist–57<br>American Jurist–56<br>Parkersburg Victory–48<br>**udson Marine Inc.**<br>all Street Marine Inc.<br>ew York<br>United States<br>Now **TIA SYLVIA** See New Entries No. **10** | **7602**<br>4586<br>10584 | | AB | **1945** Bethlehem-Fairfield—Bal<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>P19′ B77′ F97′ 3 dks<br>rf nil | S Ref<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.523740 B.453210 In.4000<br>5 Ha (23′, 24′, 36′, 36′, 24′×22¼′)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 15½k |
| **ERMINE**<br>**nion Industrielle &**<br>**Maritime**<br>unkirk<br>French | **19055**<br>12368<br>28000 | | BV | **1966** Ch. de l'Atlantique—St.N<br>645′ 3″ 75′ 2″ 33′ 0″<br>610′ 3″ 75′ 0″ 45′ 11″<br>1 dk | M Ore Carrier Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W<br>Ch. de l'Atlantique St.N |
| **RMINE**<br>**mann Kiepe**<br>ren/Ems<br>W. German | **172**<br>115<br>— | | | **1930** Gebr. van Diepen—Waterhuizen<br>*131·0′* 19′ 8″<br>6′ 11″<br>1 dk<br>R len 59 | M Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>200bhp NE59<br>Klöckner-Humboldt-Deutz Kln |
| **HERMINE**<br>eMaria Wijnanda<br>**Fokko Bekker u. Dietrich**<br>Bengen<br>Leer<br>W. German | **149**<br>93<br>— | | | **1916** Scheveningen Scheeps.—Scheveningen<br>105′ 11″ 22′ 4″ 10′ 2″<br>… … …<br>1 dk<br>R len 34 | M Fishing | Oil 4SA 4Cy. 210×320 mm<br>100bhp NE34<br>Deutsche Werke A.G. Kel |
| **HERMINIOS**<br>**SOPONATA Soc.**<br>**Portuguesa de Navios**<br>**Tanques Ltda.**<br>Lisbon<br>Portuguese | **25399**<br>17975<br>42448 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3300 | SS 8/68 ~~SS-6/68~~<br>EL s†3″SQ | **1960–3** Kawasaki Dkyd Co. Ltd.—Kob<br>710′ 0″ 92′ 11″ 38′ 0¾″<br>672′ 7″ 92′ 6½″ 48′ 7″<br>P135′ B39′ F81′ 1 dk<br>17BH<br>rf 6″ WB2059t incl. DTsf1213t | S Tanker Mchy.aft<br>33 Ta<br>L.1835536 HeCls. BC<br>Der 2(5) 3(3) | 2 S Turb dr geared to sc. shaft<br>16500shp 3900t (o.f)<br>Kawasaki Dkyd Co. Ltd. Kob<br>2WTB 690lb Spt 850° F. 635lb hs21597<br>sg 140lb<br>2×640kW 385V 50c/s a.c. 17k |
| **HERMION**<br>**Bruusgaard, Kiösteruds**<br>**Skibs A/S**<br>Bruusgaard, Kiösterud & Co.<br>Drammen<br>Norwegian | **6352**<br>3487<br>10370<br>**8801**<br>5026<br>12470 | | NV | **1960** Uddevallavarvet A/B—Udv<br>467′ 2″ 61′ 0″ 26′ 5″/29′ 8½″<br>431′ 2″ 60′ 9″ 30′ 6″<br>1 dk & S dk | M (6P) OSD/CSD<br>5 Ho 54¼′, 64′, 60′, 75¼′, 65′<br>G.620000 B.575000<br>5 Ha (stl) (29¼′, 39¾′, 35½′, 49½′, 37¼′×26′)<br>16W Der 1(30) 4(10) 8(7½) 4(5) | Oil 2SA 7Cy. 760×1500 mm<br>6550bhp Götaverken 1949t (hvf)<br>Uddevallavarvet A/B Udv<br>3×170kW 440V 60 c/s a.c. 15¼k |
| **HERMISTON**<br>exSt. Rosario–63<br>**Somerston Shipping Co.**<br>**Ltd.**<br>Chapman & Willan Ltd.<br>Newcastle<br>British | T.Mk<br>**6492**<br>3487<br>11367<br>**8976**<br>5033<br>~~11974~~<br>11975 | ✠100A1<br>✠LMC<br>MN1064 | SS 6/65<br>EL d†$2\frac{3}{16}$″SQ | **1961–6** J. L. Thompson & Sons Ltd.—Sld<br>472′ 5″ 62′ 6″ 27′ 3¾″/28′ 3″<br>442′ 5″ 62′ 4″ 40′ 2″<br>F84′ 2 dks<br>7BH to U dk 1 to 2nd dk<br>rf 6″ WB2587t incl. DTma925t | M<br>5 Ho 54′, 60′, 75′, 67½′, 20′ DT, 69′<br>G.700000 B.620000<br>5 Ha (stl) (33¾′, 35′, 37½′, 40′, 35′×20′)<br>16W Der 1(20) 2(10) 14(5) | Oil 2SA 4Cy. 670×2100 mm<br>5320bhp 1152t (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>AuxB 120lb<br>3×184kW 220V d.c. 15k |
| **HERMITAGE II**<br>**holis Fisheries Ltd.**<br>S.G. Lake<br>St. John's, Nfl<br>Canadian | **283**<br>122<br>— | | AB | **1965** Ferguson Industries Ltd.—Pictou<br>120′ 0″ 24′ 8″ 10′ 6″<br>106′ 0″<br>1 dk<br>BK9′ | M Trawler<br>1 Ho 34¼′<br>2 Ha (each 5′×3½′) | Oil 4SA 6Cy. 270×500 mm<br>650bhp (d.o)<br>N.V. Werkspoor Ams |

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| 514930<br>LKTL<br><br>Df Esd<br>Rdr | **HERMOD**<br><br>**Bruusgaard Kiösteruds**<br>**Skibs A/S**<br>Bruusgaard Kiösterud & Co.<br>Drammen Norwegian | 2882<br>1603<br>3380 | <br><br>NV | 1949 Lindholmens Varv A/B—Got<br>312′ 6″ 45′ 0″ 20′ 1″<br>291′ 2″ 44′ 10″<br>F71′ 2 dks<br>RW | M (12P) CSD<br>4 Ho 50½′, 47½′, 55½′, 37½′<br>G.182390 B.162860<br>4 Ha (28½′, 28½′, 23′, 19′×18′)<br>9W Der 8(5) | Oil 2SA 6Cy. 535×900 mm<br>2150bhp Lindholmen<br>Karlstads M/V<br>3×75kW 220V d.c. |
| 660923<br>OZPY<br><br>Df Esd<br>Pfd Rdr<br>RT | **HERMOD**<br><br>**K/S Susaa**<br>P. L. Sivertsen<br>Næstved Danish | 300<br>182<br>770 | <br><br>BV | 1966 Fredrikshavn V. & T. A/S—Fkn<br>178′ 0″ 31′ 6″ 10′ 11½″<br>158′ 10″ 31′ 2″<br>P159′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 113½′<br>G.55000 B.50000<br>1 Ha (stl) (81½′×19½′)<br>2W Der 2(3-5) | Oil 2SA 6Cy. 240×400 mm<br>480bhp<br>Alpha-Diesel A/S |
| 514931<br>DIZC<br><br>Df Esd<br>Pfd<br>RTm/h/v | **HERMOD**<br><br>**Glückstädter**<br>**Heringsfischerei G.m.b.H.**<br>Glückstadt W. German | 300<br>143<br>— | <br><br>GL | 1957 Schulte & Bruns—Emd<br>138′ 1″ 25′ 5″ 8′ 2″<br>127′ 6″ 25′ 3″ 11′ 6″<br><br>RW | M Fishing Mchy.aft<br>2 Ho 42½′, 26½′ | Oil 4SA 6Cy. 320×450 mm<br>600bhp<br>Klöckner-Humboldt-Deutz<br>3×80, 24, 10kW 220/380V |
| 514933<br>SFJG<br>10198<br>Df Esd<br>Rdr RT | **HERMON**<br><br>**E. J. Johansson**<br>Fotö Swedish | 127<br>55<br>— | <br><br>BV | 1961 "Scheveningen" Sleep. Maats.—Scheveningen<br>104′ 2″ 21′ 4″ 9′ 2″<br>... ... ...<br>1 dk len 67 | M Fishing Mchy aft | Oil ~~4SA 6Cy. 225×300 mm~~<br>~~405bhp~~ NE67<br>~~Lister Blackstone Marine~~ |
| 514934<br>HPGP<br><br>Df Esd<br>Gc Rdr<br>RT | **HERMOSA**<br><br>**Pansuiza Cia. de Nav. S.A.**<br>Panama Panamanian | 10217<br>6049<br>15879 | AB<br><br>✠Classed LR until 1/59 | 1957–10 Ansaldo S.p.A.—Gen<br>543′ 0″ 68′ 11″ 28′ 8½″<br>502′ 0″ 68′ 7″ 40′ 1″<br>P113′ F52′ 1 dk<br>RW<br>rf 6″ | M Mchy.aft<br>7 Ho<br>G.740363 B.653861<br>7 Ha<br>12W Der 12(3) | Oil 2SA 5Cy. 670×2320 mm<br>5700bhp Doxford<br>Ansaldo Stab. Mecc. |
| 540504<br>XCHC | **HERMOSILLO**<br>exAries<br>**Servicios Maritimos**<br>**Mexicanos S.A.**<br>Ensenada Mexican | 498<br>387<br>— | | 1944 ........................U.S.A<br>170′ 0″ 32′ 0″ 14′ 2″<br>31′ 10″ | M | 2 Oil geared to sc. shaft<br><br>Enterprise Eng. & Fdry Co. |
| 640990<br>EECE<br><br>Df Esd<br>RT | **HERMOSO VERANO**<br><br>**Felix Aranzamendi**<br>Ondarroa Spanish | 110<br>51<br>— | | 1964 Ast. de Murueta—Murueta<br>88′ 3″ 20′ 11″<br>75′ 6″ 20′ 6″ 10′ 0″<br><br>RW | M Trawler | Oil 2SA 6Cy.<br>330bhp B&W Alpha<br>Cons. Echevarria |
| 514938<br>EEQU | **HERNAN CORTES**<br>exConchita<br>**Enrique Fórmiga Clapés**<br>Barcelona Spanish | 147<br>123<br>— | | 1855 ........................Spain<br>*87·3′* 26′ 8″<br>... ... ... | Wood Aux Sr | Oil<br>124bhp NE— |
| 514939<br>LW3556 | **HERNANDARIAS**<br><br>**Argentine Government**<br>**(Yacimientos Petroliferos**<br>**Fiscales)**<br>Buenos Aires Argentine | 1752<br>1600<br>— | <br><br>✠Classed LR until 5/63 | 1961–4 Ast. Argentinos Astarsa—Tigre<br>295′ 8″ 49′ 11″ 8′0″<br>283′ 2″ 49′ 2½″ 11′ 2″<br>Ba70′ 1 dk<br><br>rf nil | TM Tanker Mchy.aft | 2 Oil 2SA each 6Cy.<br><br>Sulzer Bros. Ltd. |
| 514940<br>EBMW<br><br>Esd | **HERNANDEZ FERRERA**<br>exWilma Rosal–54<br>**Pesquerias Hernandez**<br>**Ferrera S.A.**<br>Huelva Spanish | 148<br>84<br>— | | 1947 Benito Ferradas—Vgo<br>*87·3′* 20′ 0″<br>... ... ... | Wood S Trawler | C 2Cy. 11½″ & 24½″×18″<br>166ihp |
| 514941<br>EAGF<br><br>Esd | **HERNANDEZ ZAPATA**<br>exJóven Francisco–59<br>**Juan A. Gonzalez Tejada**<br>Isla Cristina Spanish | 154<br>87<br>— | | 1953 José Samper—Alicante<br>*83·2′* 25′ 2″<br>... ... ... | Wood M Trawler | Oil 6Cy. 290×420 mm<br>342bhp |
| 514942<br>LNYF<br><br>RT | **HERNAR**<br><br>**Øygarden & Sotra Rutelag**<br>**L/L**<br>Bergen Norwegian | 221<br>111<br>— | | 1950 P. Hõivolds M/V—Krs<br>*106·8′* 20′ 9″<br>... ... ...<br>1 dk | M | Oil 2SA 7Cy. 250×420 mm<br>455bhp<br>Nydqvist & Holm A/B |
| 542417<br>LNZU<br><br>Df Esd<br>Gc Rdr<br>RT | **HERO**<br>exPleasantville–63<br>**Bruusgaard, Kiösteruds**<br>**Skibs A/S**<br>Bruusgaard, Kiösterud & Co.<br>Drammen Norwegian | 4951<br>2860<br>8350 | <br><br>NV | 1949 Eriksbergs M/V A/B—Got<br>434′ 11″ 58′ 1″ 25′ 11½″<br>405′ 8″<br>F93′ 1 dk & S dk, 3rd dk in No. 2 hold<br>RW | M (4P) Ref OSD<br>4 Ho 59½′, 111½′, 61½′, 68½′<br>G.540840 B.490020<br>5 Ha (31½′, 36½′, 31½′, 31½′, 31½′×20′)<br>18W Der 1(30) 1(15) 2(10) 18(5) | Oil 2SA 7Cy. 740×1600 mm<br>5700bhp B&W<br>Eriksbergs M/V A/B<br>3×150kW 220V d.c. |
| 542030<br>GMHC<br>305223<br>Pfd Rdr<br>RT | **HERO**<br><br>**Bristol Steam Nav. Co. Ltd.**<br>Bristol British | 1589<br>769<br>— | ✠100A1 SS 8/67<br><br>✠LMC<br><br>MN495 EL q | 1963–6 C. Hill & Sons Ltd.—Brs<br>261′ 0″ 39′ 10″ 16′ 9½″<br>245′ 0″ 38′ 9″ 21′ 0″<br>P64′ F28′ 1 dk<br>RW 5BH<br>rf 4″ WB638t | M Mchy.aft<br><br>G.94060 B.90230 | Oil 2SA 9Cy.<br>2475bhp<br>British Polar Engines |

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| RO<br>Bogserkompaniet<br>A. Andersson<br>Swedish<br>henburg | 149<br>46<br>— | ✠100A1<br>tug<br>Skagerrak, Kattegat & Baltic service<br>Ice Class 2<br>✠LMC<br>MN210 | EL (a) | 1965–4 A/B Åsi-Verken—Åmål<br>80′ 9″ 25′ 4″<br>72′ 10″ 24′ 7″ 14′ 1″<br>3BH<br>BK4″ WB37t | M Tug (150P) | Oil 2SA 8Cy. 310×490 mm with hydraulic coupling<br>1050bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller | (d.o)<br>Fkn |
| ROIC<br>ket Shipping Co. S.A.<br>Liberian<br>rovia | 29396<br>18503<br>48680 | | AB | 1964 Ishikawajima-Harima Hvy Ind.—Aio<br>744′ 10″ 99′ 3″ 37′ 6″<br>708′ 8″ 99′ 0″ 56′ 5″<br>P67′ F54′ 1 dk<br>RW<br>rf nil | S Bulk Carrier Mchy.aft<br>7 Ho<br>10 Ha | 2 S Turb dr geared to sc. shaft<br>20250shp<br>General Electric Co. | 5639t (o.f) |
| ROLD<br>anopus–66<br>enreederei m.s. "Herold"<br>necke & Co.<br>W. German<br>nburg | 500<br>301<br>885 | | GL | 1959 Schiffsw. H. Rancke—Ham<br>200′ 3″ 28′ 6″ 11′ 1″<br>181′ 2″ 28′ 2¾″ 12′ 8″<br>P39′ F26′ 1 dk<br>RW | M Mchy.aft<br>G.40790 B.35515<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>480bhp<br>Klöckner-Humboldt-Deutz | Kln<br>9¼k |
| RON<br>neral Steam Navigation<br>Co. Ltd.<br>British<br>ndon<br>Now **THELMA P** See New Entries No. 12 | 943<br>344<br>1000 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN256 | SS 7/66<br>EL n $1\frac{5}{16}$″SQ | 1957–5 C. Hill & Sons Ltd.—Brs<br>232′ 6″ 37′ 7″ 12′ 10¾″<br>215′ 0″ 36′ 6″ 20′ 6″<br>1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 6″ WB220t | M OSD<br>3 Ho 43½′, 46′, 42′<br>G.84600 B.78850<br>3 Ha (stl) (20′, 30′×16′) (27½′×17′)<br>6W Der 1(15) 6(5) | Oil 2SA 8Cy. 340×570 mm<br>1280bhp<br>British Polar Engines Ltd.<br>3×80kW 220V d.c. | 83½t (d.o)<br>Gls |
| ERON<br>Tolstoi–61<br>cAlister Equipment<br>Leasing Co.<br>United States<br>neau | 199<br>135<br>— | | | 1943 Birchfield Boiler Inc.—Tac<br>*122·5′* 26′ 0″<br>90′ 0″ 21 0″ 10′ 5″<br>P34′ F14′ 1 dk<br>BK9″–18″ len & widened 61<br>rf 3″ | M Mchy.aft<br>1 Ho 36¾′<br>1 Ha (12′×12′)<br>4W Der 2(2) | Oil 4SA 8Cy. 215×265 mm<br>300bhp<br>National Supply Co. | Phl<br>8k |
| ERON II<br>Karlshafen–49<br>icholas D. Karatzas<br>Greek<br>reus | 1923<br>933<br>3265 | 100A–<br>with freeboard<br>LMC | SS 2/66<br>EL (r) | Lch. 1944 Cmd. 1949–5 Deutsche Werft A.G.—Ham<br>301′ 2″ 44′ 5″ 18′ 7″<br>280′ 1″ 44′ 3″ 26′ 10″<br>F31′ 1 dk & S dk<br>RW 5BH<br>WB667t | S OSD<br>G.193406 B.178939<br>10W Der 1(30) 1(10) | C 4Cy. (2) $16\frac{9}{16}$″ & (2) $35\frac{7}{16}$″×$35\frac{7}{16}$″<br>1200ihp<br>Rheinmetall-Borsig<br>2WTB 216℔ Spt hs(6348) | 489t (o.f)<br>Bln<br>10½k |
| ERON BAY<br>Pierpont Morgan–66<br>omet Enterprises Ltd.<br>uebec & Ontario<br>ransportation Co. Ltd.<br>Canadian<br>treal | 8887<br>6574<br>12400 | | AB | 1906 Chicago S.B. Co.—Cgo<br>601′ 1″ 58′ 2″ 21′ 5″<br>587′ 10″ 58′ 0″ 32′ 0″<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br>18 Ha (each 11′×36′) | T 3Cy. 24″ 39″ & 65″×42″<br>1800ihp<br>American S.B. Co. | 300t (c)<br>Clv<br>11k |
| HEROS<br>Finska Ångfartygs A/B<br>Helsinki/Helsingfors<br>Finnish | ~~1374~~ 1368<br>~~578~~ 573<br>2147 | | NV | 1957 Rauma-Repola O/Y—Rauma<br>292′ 1″ 42′ 0″ 16′ 0″<br>267′ 0″<br>F33′ 1 dk & S dk<br>RW<br>rf 3″ | M OSD Mchy.aft<br>2 Ho<br>G.147890 B.140435<br>2 Ha (52½′, 55′×19½′)<br>8W Der 1(15) 2(5) 6(3) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp<br>Sulzer Bros. Ltd. | 119t<br>Win<br>13½k |
| HEROS<br>Samelet Heros<br>Helge R. Myhre<br>Stavanger<br>Norwegian | 498<br>212<br>866 | | NV | 1963 Seutelvens Verksted—Fks<br>193′ 7″ 28′ 4″ 12′ 1″<br>177′ 2″ 28′ 2½″ 12′ 10″<br>P63′ B49′ F33′ 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.40506 HeCls. C | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim<br>3×38, 38, 16kW 220V a.c. | 62t (d.o)–3¼pd<br>Mhm<br>11k |
| HEROS<br>Bugsier Reederei- u. Bergungs A.G.<br>Hamburg<br>W. German | 479<br>40<br>298 | | GL | 1964 F. Schichau—Bhn<br>135′ 10″ 35′ 2″ 13′ 7″<br>121′ 8″ 33′ 9″ 15′ 7″<br>1 dk | M Salvage Tug<br>G.18363<br>2 Ha | Oil 4SA 6Cy. 400×500 mm<br>3000bhp<br>Klöckner-Humboldt-Deutz<br>3×80, 80, 25kW 230V d.c. | (d.o)<br>Kln<br>7½k |
| HEROS<br>exGerda-Luise–54 exHela–39<br>Karl-Heinz Schramm<br>Hamburg<br>W. German | 247<br>134<br>372 | | GL | 1931 Gebr. Niestern & Co.—Dzl<br>*127·2′* 21′ 4″ 10′ 2″<br>… … …<br>1 dk<br>R len 50 | M Mchy.aft | Oil 4SA 4Cy. 280×450 mm<br>200bhp NE44<br>Klöckner-Humboldt-Deutz | Kln |
| HEROS<br>Polish Government<br>Zarzad Portu Gdynia<br>Gdynia<br>Polish | 131<br>38<br>— | | PR | 1957 Schiffswerft "Edgar Andre"—Mgd<br>95′ 2″ 21′ 5″<br>9′ 10″ | M Tug | Oil 4SA 6Cy. 320×480 mm<br>400bhp<br>Schwermasch. Karl Liebknecht<br>3×27, 16, 7kW 230V d.c. | (d.o)<br>Mgd |
| HEROS<br>overnment of Sweden<br>(Kungliga Marin-<br>rvaltningen)<br>arlskrona<br>Swedish | 110<br>—<br>— | | | 1955 Marinverkstäderna Örlogsvarvet—Kkr<br>80′ 5″ 22′ 11″ 11′ 2″<br>75′ 5″ 22′ 8″ 13′ 3″<br>rf 21¼″ BK5″ | M Tug (90P)<br>Der 1(1½) | Oil 2SA 7Cy. 250×420 mm<br>630bhp<br>Nydqvist & Holm A/B<br>1×50kW 115V d.c.<br>Controllable pitch propeller | 20t (d.o)<br>Thn<br>11k |

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| **514956**<br>LNYM<br>Df Esd<br>Gc Rdr<br>RTm/h | **HERÖYA**<br>**Hydros Tankskips A/S**<br>**(Hydrotank)**<br>**Oslo** Norwegian | 1916<br>926<br>1995 | NV | **1949** Marinens Hovedverft—Horten<br>254′ 2″ 37′ 10″ 21′ 6″<br>232′ 2″ 37′ 8″ 26′ 0″<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft<br>1 Ta 1 Ho 21½′<br>2 Ha (irn) (each 16¾′×4½′) | Oil 2SA 5Cy. 545×735 mm<br>1500bhp<br>Nordberg Mfg Co.<br>2×150, 120kW 240V d.c. |
| **514103**<br>LNYN<br>Df Esd<br>Rdr | **HERÖYFISK**<br>exLofottrål III–66<br>exHalstein–63 exMelbourne–49<br>**Jostein Bakke Partrederi**<br>Ålesund Norwegian | 486 ~~490~~<br>172 ~~476~~<br>638 | ✠<br>NV | **1936**–4 Smith's Dock Co. Ltd.—Mdb<br>179′ 8″ 27′ 4″ 14′ 7″<br>27′ 1″ 15′ 3″<br>Q84′ F29′ 1 dk<br>RW<br>rf 7½″ | M Trawler<br>G.14000<br>1 Ha (10½′×5½′)<br>Der 1 | Oil 2SA 8Cy. 290×490 mm<br>960bhp NE57<br>Alpha-Diesel A/S |
| **514957**<br>LCYP<br>Rdr | **HERÖYHOLM**<br>exHolland IV–50<br>**Roger Fiskerstrand**<br>Ålesund Norwegian | 348<br>114<br>— | NV | Lch. **1944** Compl. **1951** Haarlemsche Schps. Maats—Haarlem<br>*139-8′* 26′ 7″<br>26′ 5″ 12′ 8″<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>4 Ha (3¾′×3½′) (11½′, 11½′×7¾′) (3¾′×3½′)<br>Der 1(4) 1(1½) | Oil 2SA 6Cy. 290×500 mm<br>600bhp [illegible]<br>Cie. de Const. Méc. |
| **514958**<br>JWYD | **HERÖYTRÅL**<br>exEveline–59<br>**Rolf Ervik**<br>Ålesund Norwegian | ~~338~~ 329<br>~~119~~ 111<br>— | NV | **1947** De Merwede Scheeps—Hxd<br>152′ 5″ 26′ 4″ 10′ 11″<br>26′ 2″ 12′ 10″<br>1 dk | M Trawler<br>1 Ho<br>4 Ha (3½′, 2¾′×3½′) (6¾′, 8¾′×6½′)<br>Der 1(3) | Oil 2SA 7Cy. 280×420 mm<br>1050bhp NE85<br>Wichmann Mtrf. |
| **514960**<br>EAEW<br>Df Esd<br>Pfd RT | **HERRERA**<br>**José Antonio Lasa**<br>San Sebastian Spanish | 240<br>152<br>— | BV | **1953** Ast. de Murueta—Murueta<br>*111-5′* 21′ 7″<br>… … …<br>1 dk | M Fishing Mchy.aft<br>3 Ha (4½′, 4½′, 3¾′×3½′) | Oil 4SA 6Cy. 330×600 mm<br>650bhp NE56<br>N.V. Werkspoor |
| **514961**<br>OFZI<br>1029<br>Df Esd<br>Rdr<br>RTm/v | **HERRÖ**<br>exKalheim–59<br>**Mariehamns Rederi A/B**<br>F: a Gustaf Erikson<br>Mariehamn Finnish<br>Now **ANCYLUS** See New Entries No. 4 | 499<br>238<br>938<br>**935**<br>551<br>1445 | NV | **1955** Ottensener Eisenwerk—Ham<br>216′ 6″ 32′ 7″ 12′ 0⅛″/15′ 3¾″<br>191′ 6″ 32′ 6″<br>1 dk & S dk<br>rf 2″ | M OSD/CSD Mchy.aft<br>1 Ho 118′<br>G.71000 B.64000<br>2 Ha (each 46′×18¾′)<br>Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>2×30, 12kW 230V d.c. |
| **514962**<br>Esd | **HERSON**<br>**U.S.S.R.**<br>Murmansk Russian | 756<br>264<br>— | ✠ | **1952**–5 A/B Gävle Varv—Gfl<br>207′ 0″ 30′ 7″<br>187′ 6″ 30′ 6″ 15′ 11″<br>F39′<br>BK8″ | S Trawler | C 4Cy. (2) 11¾″ & (2)<br>A/B Lindholmens Varv |
| **514963**<br>PERM<br>Df RT | **HERTA**<br>**J. Mooy**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Groningen Netherland | 296<br>184<br>405 | BV | **1952** Gebr. Coops Scheeps.—Hgz<br>141′ 1″ 22′ 9″ 10′ 4″<br>22′ 7″<br>P25′ Q7′ F19′ 1 dk | M Mchy.aft<br>1 Ho 77′<br>G.18460 B.17160<br>2 Ha (27′, 32½′×13¾′)<br>2W Der 2(2) | Oil 4SA 4Cy. 280×400 mm<br>195bhp<br>D. & J. Boot "De Industr |
| **514966**<br>DHGS<br>Df<br>RTm | **HERTA GIESE**<br>exUlmbrueder 4–56<br>**Alfred Giese**<br>Heinecke & Co.<br>Hamburg W. German | 328<br>201<br>540 | GL | **1950** H. C. Stülcken Sohn—Ham<br>147′ 4″ 24′ 7″ 9′ 4¾″<br>24′ 5″ 11′ 0″<br>P29′ F18′ 1 dk<br>RW<br>rf nil | M<br>1 Ho 91′<br>G.23000 B.22000<br>2 Ha (37½′ 26¾′×13′)<br>Der 2(2) | Oil 4SA 6Cy. 215×360 mm<br>300bhp NE60<br>Masch. Kiel A.G.<br>2×1½ & 1kW 24V d.c. |
| **514969**<br>IKPR<br>3190<br>RT | **HERTARITA**<br>exBarbara M.–60<br>**Mario Costa fu Pier Donato**<br>Genoa Italian | ~~216~~ 242<br>~~163~~ 186<br>~~256~~ | RI | **1949** Cant. Nav. Felszegi—Tri<br>122′ 2″ 19′ 9″ 7′ 6″<br>113′ 0″ 19′ 7″ 8′ 6″<br>1 dk | M Wine Tanker Mchy.aft<br>7 Ta | Oil 4SA 3Cy. 265×410 mm<br>150bhp<br>S.A. Ansaldo |
| **514970**<br>GKNW<br>182914<br>Df Esd<br>Gc Rdr<br>RTm/v | **HERTFORD**<br>**Federal Steam Navigation Co. Ltd.**<br>London British | 11276<br>6640<br>14932 | **✠100A1** SS 9/65<br>with freeboard<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL J†2½″SQ | **1948**–12 Vickers-Armstrongs Ltd.—Nwc<br>560′ 10″ 70′ 2″ 32′ 5¾″<br>530′ 10″ 70′ 0″ 47′ 0″<br>F58′ 2 dks & S dk, 4th dk in fwd holds<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6″ DK fwd of mchy. space WB3067t Incl. Tunnel tanks 980t | TM Ref OSD<br>6 Ho 58¾′, 67′, 80½′, 69′, 68¾′, 30½′<br>G.266305 B.255962 In.522129<br>6 Ha (20′, 31½′, 39¾′, 31½′, 31½′×20′) (19¾′×16′)<br>20W Der 1(50) 20(10) | 2 Oil 2SA each 5Cy.<br>12800bhp Doxford<br>Vickers-Armstrongs Ltd<br>2AuxB 120lb<br>4×300kW 220V d.c. |
| **514972**<br>Df<br>RTm | **HERTHA**<br>exBerend N.–61<br>**Cia. Nav. Borincana Inc.**<br>Santo Domingo Dominican | 213<br>110<br>270 | BV | **1948** Gebr. Niestern & Co.—Dzl<br>122′ 0″ 21′ 6″ 7′ 9″<br>21′ 4″<br>P30′ F15′ 1 dk<br>rf 2″ | M Mchy.aft<br>2 Ho 42′, 50′<br>G.13170 B.12600<br>2 Ha (42′, 50′×16′)<br>2W Der 2(1½) | Oil 4SA 4Cy. 290×420 mm<br>195bhp [illegible]<br>Deutsche Werke A.G. |
| **514973**<br>OXQS | **HERTHA**<br>exFremtiden–52<br>**NAPASSOK, Grønlandsk Fiskeri og Fryseindustri A/S**<br>Claus Sørensen A/S<br>Esbjerg Danish | 166<br>70<br>275 | ✠ | **1943**–6 Ch. Marit. de St. Laurent Ltée.—St. Laurent<br>117′ 8″ 22′ 1″<br>… … …<br>1 dk | Wood Aux Sr Fishing | Oil 2SA 3Cy.<br>118bhp<br>Frederikshavns |

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| RTHA LINDNER<br>hkombinat Rostock<br>tock E. German | 991<br>—<br>— | | | **1966** Peene Werft—Wolgast<br>177′ 1″ 34′ 9″ 15′ 5″<br>… … …<br>1 dk | M Stern Trawler | | Oil<br>1750bhp<br>Dieselmotorenwerk | <br><br>Ros<br>13½k |
| RTRAUD<br>rmann Wessels<br>en/Ems W. German | 212<br>124<br>340 | | | **1962** J. Diedrich—Oldersum<br>*129·0′* 23′ 5″ 7′ 2″<br>23′ 4″ 8′ 2″<br>1 dk | M<br><br><br>2 Ha | | Oil 4SA 6Cy. 220×280 mm<br>200bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln<br>7k |
| RULV<br>ohs. Stove-67<br>boens Rederi A/S<br>stiansand Norwegian | **13718**<br>8088<br>20280 | | <br><br>NV | **1957** Bremer Vulkan—Vgk<br>591′ 0″ 74′ 9″ 31′ 2⅝″<br>551′ 1″ 74′ 6″ 40′ 6″<br>P144′ B51′ F79′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>22 Ta<br>L.1008408 | <br><br>HeCls. BC | Oil 2SA 8Cy. 780×1400 mm<br>8500bhp MAN<br>Bremer Vulkan<br>2×200kW 230V d.c. | <br>1827t–28pd<br>Vgk<br>14½k |
| RVANG<br>Amacita-65<br>boens Rederi A/S &<br>Vaboens Shipping A/S<br>stiansand Norwegian | **9959**<br>7014<br>15440 | **✠100A1**<br><br>**✠LMC**<br><br>MN1120 | SS 4/67<br><br><br><br>EL e†2¼″SQ | **1957**–5 Burmeister & Wain—Cpn<br>518′ 2″ 64′ 2″ 30′ 3¼″<br>476′ 2″ 64′ 0″ 41′ 4″<br>F96′ 2 dks<br>8BH<br>rf 4″ DK fwd of mchy. space WB5009t | M CSD Mchy.aft<br>6 Ho<br>G.812140 B.733880<br>6 Ha (31¼′, 32¼′, 32¼′, 32¼′, 32¼′, 32¼′×24¾′)<br>16W Der 1(30) 16(5) 1(3) 1(1) | | Oil 2SA 7Cy. 620×1400 mm<br>5600bhp<br>Burmeister & Wain<br>✠NAuxB 4/60–100℔ | <br><br>Cpn<br>14½k |
| RVIG<br>Jesanna-66 exKarla-Ras-59<br>Axel-51 exMandji-34<br>De Ruyter exVaderland<br>S Hervig<br>redericia Danish | **274**<br>158<br>325 | | <br><br>BV | **1916** W. Rubertus—Gro<br>134′ 10″ 22′ 2″ 9′ 9″<br>… … …<br>1 dk<br>R len 60 | M Mchy.aft<br>1 Ho 87¼′<br><br>2 Ha (39¼′, 26¼′×13′)<br>Der 2(1) | | Oil 4SA 4Cy. 300×410 mm<br>237bhp NE55<br>A/S Vølund<br>Controllable pitch propeller | <br>(d.o)<br>Cpn |
| ESPERIA<br>xJean de Moulezin-63<br>xTergnier-54<br>lä-Suomen Laiva O/Y<br>elsinki/Helsingfors Finnish | **3455**<br>1833<br>4961 | | <br><br>BV | **1948** Burrard D.D. Co. Ltd.—Vcr<br>372′ 6″ 48′ 6″ 20′ 3″<br>356′ 6″ 48′ 4″<br>P43′ B63′ F40′ 1 dk<br>RW | S<br>4 Ho<br>G.227697<br>4 Ha (stl) (36¼′, 38′, 38′, 42½′×32′)<br>8W Der 8(5) | | Uniflow 4Cy. 25″×26″<br>1810ihp<br>Canadian Vickers Ltd.<br>2×20kW 110V d.c. | <br>467t (o.f)<br>Mtl<br>10¾k |
| **CONSTANCE** See New Entries No. 1 | | | | | | | | |
| HESPERIDES<br>xSeakite-67 exSeahawk-58<br>Naviera Petrogas S.A.<br>Ceuta Spanish | **12309**<br>7061<br>19376 | **✠100A1**<br>oil tanker<br>**✠LMC**<br><br>MN1660 | TD 5/67<br><br><br><br>EL i†2½″SQ | **1953**–7 Mitsui Zosen—Tmn<br>564′ 0″ 70′ 6″ 31′ 9½″<br>530′ 0″ 70′ 3″ 40′ 3″<br>P120′ B42′ F79′ 1 dk<br>RW 14BH<br>WB320t | M Tanker Mchy.aft<br>24 Ta<br>L.881776 | | Oil 2SA 9Cy. 740×1600 mm<br>8300bhp B&W<br>Mitsui Zosen<br>AuxB 180℔ WTAuxB 180℔ | <br>2038t<br>Tmn<br>14½k |
| ESPERUS<br>akera-64<br>ska Ångfartygs A/B<br>elsinki/Helsingfors Finnish | **2985**<br>1254<br>4650<br>**4280**<br>2508<br>6050 | | <br><br>NV | **1964** Astano S.A.—Frl<br>351′ 5″ 52′ 7″ 21′ 2¾″/24′ 9″<br>321′ 6″ 52′ 6″ 30′ 8″<br>1 dk & S dk<br><br>rf 5″ | M OSD/CSD Mchy.aft<br>3 Ho<br>G.311000 B.293000<br>3 Ha (28¾′, 75¼′, 44¼′×26¼′)<br>10W Der 1(25) 4(10) 6(5) | | Oil 2SA 8Cy. 520×900 mm<br>4000bhp Götaverken<br>A/B Finnboda Varf | <br><br>Skm |
| HESPERUS<br>Commissioners of<br>Northern Lighthouses<br>Leith British | **922**<br>299<br>425 | ✠ | | **1939**–8 Caledon S.B. & E. Co. Ltd.—Dun<br>211′ 0″ 36′ 0″ 13′ 0″<br>35′ 10″<br>P&B18′ F31′ 2 dks<br>R | TM (8P)<br>2 Ho 44′, 48′<br>G.19760 B.17410<br>2 Ha (10½′×10′) (10½′×8′)<br>2W Der 1(10) 2(4) 2(3) | | 2 Oil 2SA each 8Cy. 340×570 mm<br>1070bhp<br>British Auxiliaries Ltd.<br>2×60kW 220V d.c. | <br>41t (d.o)<br>Gls<br>12k |
| HESQUIAT<br>Nelson Bros. Fisheries Ltd.<br>Vancouver Canadian | **167**<br>99<br>— | | | **1944** Newcastle S.B. Co. Ltd.—Nanaimo<br>112′ 0″ 23′ 2″ 10′ 4″<br>… … … | Wood TM Fishing | | 2 Oil each 6Cy. 180×255 mm<br>Cummins Eng. Co. | <br>Columbus |
| HESS BUNKER<br>exPowder River-55<br>Hess Tankship Co.<br>Hess Oil & Chemical Corp.<br>Wilmington, Del United States | **14126**<br>10367<br>23284 | | <br><br>AB | **1961** (Cargo section) Bethlehem Stl. Co.—Sp.Pt<br>**1943** (Fwd & aft sections) Alabama D.D. & S.B. Co.—Mob<br>605′ 0″ 75′ 3″ 32′ 6½″<br>584′ 6″ 75′ 0″ 41′ 9″<br>P108′ F95′ 1 dk<br>RW<br>rf nil | T-E Tanker Mchy.aft<br>29 Ta<br>L.1167150 | <br><br>HeCls. B | S Turb 7000shp driving 1 gen. 5400kW 2380V a.c. connected to elec. motor<br>7000shp (Sy)<br>General Electric Co.<br>2×400kW 440V 60c/s a.c. | <br><br>1460t (o.f)–50pd<br>Lyn<br>15k |
| HESS PETROL<br>exEvans Creek-55<br>Hess Tankship Co.<br>Hess Oil & Chemical Corp.<br>Wilmington, Del United States | **13908**<br>10127<br>23363 | | <br><br>AB | **1961** (Cargo section) Bethlehem Stl. Co.—Sp.Pt<br>**1943** (Fwd & aft sections) Alabama D.D. & S.B. Co.—Mob<br>605′ 0″ 75′ 3″ 31′ 5¼″<br>584′ 6″ 75′ 0″ 41′ 9″<br>P108′ F95′ 1 dk<br>RW<br>rf nil | T-E Tanker Mchy.aft<br>29 Ta<br>L.1193523 | <br><br>HeCls. B | S Turb 7000shp driving 1 gen. 5400kW 2380V a.c. connected to elec. motor<br>7000shp (Sy)<br>General Electric Co.<br>2×400kW 400V 60c/s a.c. | <br><br>1460t (o.f)–50pd<br>Lyn<br>15k |

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|---|---|---|---|---|---|---|---|
| 514987<br>KGYU<br>248244<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **HESS REFINER**<br>exEsso Worcester–61<br>exMultnomah–47<br>**Hess Tankship Co.**<br>Hess Oil & Chemical Corp.<br>Wilmington, Del United States | **14211**<br>10451<br>23318 | AB | **1962** (Cargo section) Bethlehem Stl. Co.—Sp.Pt<br>**1945** (Fwd & aft sections) Kaiser Co. Inc.—Pld<br>605' 0" 75' 3" 32' 6⅜"<br>584' 6" 75' 0" 41' 9"<br>P108' B36' F53' 1 dk<br>RW<br>rf nil | T-E Tanker Mchy.aft<br>29 Ta<br>L.1163517 | HeCls. BC | S Turb 7000shp driving<br>2380V a.c. connected<br>7000shp (Sy)<br>General Electric Co.<br>2 × 400kW 440V 60c/s a.c. |
| 514988<br>WSKC<br>246104<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **HESS TRADER**<br>exFort Charlotte–55<br>**Hess Tankship Co.**<br>Hess Oil & Chemical Corp.<br>Wilmington, Del United States | **14156**<br>10323<br>23393 | AB | **1961** (Cargo section) Bethlehem Stl. Co.—Sp.Pt<br>**1944** (Fwd & aft sections) Kaiser Co. Inc.—Pld<br>605' 0" 75' 3" 32' 6⅜"<br>584' 6" 75' 0" 41' 9"<br>P108' F95' 1 dk<br>RW<br>rf nil | T-E Tanker Mchy.aft<br>29 Ta<br>L.1161507 | HeCls. B | S Turb 7000shp driving<br>2380V a.c. connected<br>7000shp (Sy)<br>General Electric Co.<br>2 × 400kW 440V 60c/s a.c. |
| 642005<br>KNFE<br>296863<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **HESS VOYAGER**<br>**Hess Shipping Corp.**<br>Hess Oil & Chemical Corp.<br>Wilmington, Del United States | **27015**<br>19148<br>50023 | AB | **1964** Bethlehem Stl Co.—Sp.Pt<br>736' 4" 102' 5" 39' 9½"<br>705' 0" 102' 0" 50' 0"<br>P116' F148' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>21 Ta<br>L.1982785 | HeCls. BC | 2 S Turb dr geared to sc.<br>15000shp<br>Bethlehem Stl Co.<br>2 × 600kW 440V 60c/s a.c. |
| 514991<br>DFNU<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HESSEN**<br>**Cuxhavener Hochseef. G.m.b.H.**<br>Cuxhaven W. German | **1222**<br>525<br>— | GL | **1960** Rickmers Werft—Bhn<br>239' 0" 36' 5" 14' 3½"<br>210' 8" 36' 1" 16' 5" | M Stern Trawler | | Oil 4SA 8Cy. 400 × 580 mm<br>Oil 390bhp connected to<br>for secondary propulsion<br>Klöckner-Humboldt-Deutz |
| 514992<br>DAJA | **HESSEN**<br>exPrinz Heinrich–53<br>**A.-G. "Ems"**<br>Emden W. German | **266**<br>157<br>— | GL | **1909** Jos. L. Meyer—Papenburg<br>*127·6'* 23' 1"<br>22' 11½" 9' 2"<br>1 dk<br>R | TM | | 2 Oil 4SA each 6Cy.<br>430bhp [illegible]<br>Daimler Benz A.G. |
| 514993<br>DDSK<br>Df Esd<br>RT | **HESSEN**<br>**Bremen-Vegesacker Fischerei-Ges.**<br>Vegesack W. German | **220**<br>96<br>— | GL | **1950** Bremer Vulkan—Vgk<br>108' 7" 23' 5" 9' 11"<br>10' 7"<br>RW | M Trawler | | Oil 4SA 7Cy. 220 × 330 mm<br>180bhp<br>Masch. Augsburg-Nürnberg |
| 672992<br>Df Gc<br>Rdr RTh | **HESSENSTEIN** T.Mk<br>**Norddeutscher Lloyd**<br>Bremen W. German | **7485**<br>4430<br>~~9656~~ 9604<br>**10481**<br>6348<br>~~12680~~ 12585 | GL | **1967** Bremer Vulkan—Vgk<br>533' 2" 74' 2" ~~29' 0"/32' 11"~~— /32' 9½"<br>503' 8" 73' 10" 43' 8"<br>B98' F66' 2 dks & S dk | M Ref (12P) ~~OSD/CSD~~<br>6 Ho 70½', 67½', 73½', 78', 70½', 62½'<br>G.738613 B.672928 In.26677<br>8 Ha (stl) (29½' × 19½')<br>(41½', 49½' × 23') (47½' × 19½')<br>(47½' × 16½') (21' × 19½')<br>(16½', 14½' × 9½')<br>14W Cr 4(5) 1(3) Der 1(80) 4(15) 6(10) 4(5) | | Oil 2SA 8Cy. 860 × 1600 mm<br>18400bhp MAN<br>Bremer Vulkan<br>3 × 340kW 440V 60c/s a.c. |
| 514997<br>DDUT<br>Df Esd<br>Rdr<br>RTm/h/v | **HESTIA**<br>**Dampfschiff.-Ges. "Neptun"**<br>Bremen W. German | ~~1638~~ T.Mk<br>~~849~~ 1633<br>~~2945~~ 837<br>~~2549~~ 2945<br>~~4387~~ 2512<br>~~4070~~ 1381<br>4070 | GL | **1951** A.G. "Weser" Werk Seebeck—Bhn<br>293' 9" 43' 1" 17' 11"/—<br>42' 11" 25' 9"<br>B28' F33' 1 dk & S dk<br>RW<br>rf 4" | M (6P) OSD/CSD<br>2 Ho 59½', 44½'<br>G.160000 B.148000<br>2 Ha (stl) (59½', 44½' × 17½')<br>Der 1(10) 4(3–5) 4(2) 1(1½) | | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2400bhp<br>Frd. Krupp Germ. A.G.<br>3 × 88, 80, 80kW 230V d.c. |
| 514998<br>LAYJ<br>Df Esd<br>Rdr<br>RTh | **HESTIA**<br>**Sameiet "Hestia"**<br>Helge R. Myhre<br>Stavanger Norwegian | **499**<br>222<br>778 | NV | **1956** Seutelvens Verksted—Fks<br>183' 9" 28' 4" 12' 1"<br>167' 4" 28' 2½" 12' 10"<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.36359 | HeCls. C | Oil 4SA 6Cy. 320 × 480 mm<br>750bhp<br>Motorenw. Mannheim<br>2 × 25kW 110V d.c.<br>Thw. thrust propeller aft |
| 514999<br>TPKS<br>Rdr | **HESTIA**<br>**Union des Remorqueurs de l'Ocean**<br>Bordeaux French | **152**<br>—<br>— | BV | **1942** Enterprise Eng. & Fdry Co.—S.Fo<br>*79·4'* 23' 2"<br>… … … | M Tug | | Oil 4SA 8Cy. 305 × 380 mm<br>650bhp<br>Enterprise Eng. & Fdry Co. |
| 515001<br>MJKK<br>74428 | **HETTY**<br>**Miss F. M. Evans**<br>F. Evans<br>Falmouth British | **107** ✠<br>67<br>— | | **1877–9** J. Stephens—Flock<br>*87·2'* 20' 8"<br>… … … | Wood Aux Sr | | Oil<br>[illegible] |
| 515003<br>FNKP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HEUREUX**<br>**Soc. Anon. de Pêcheries Industrielles**<br>St. Malo French | **1467**<br>717<br>— | BV | **1947** Bath Iron Wks Corp.—Bath, Me<br>*225·0'* 38' 8"<br>38' 6" | M Trawler<br>4 Ha | | Oil 4SA 6Cy.<br>1340bhp<br>Burmeister & Wain |
| 671451<br>HAAJ | **HEVIZ**<br>Launched as Sagaholm<br>**Hungarian Shipping Co. Ltd.**<br>Budapest Hungarian | **1247**<br>561<br>1480 | ~~GL~~ | **1965** Angyalfold Shipyard—Bdp<br>*244·3'* 37' 2" 15' 1"<br>37' 0" 17' 5"<br>P57' F25' 1 dk | M Mchy.aft | | Oil 4SA 8Cy.<br>1000bhp<br>Lang Eng. Works |

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| **WELIUSZ**<br>ish Government<br>ish Ocean Lines<br>Polish<br>ynia | 5700<br>3082<br>8070 | PR | 1962 Stocznia Szczecinska—Szn<br>478′ 6″ 60′ 10″ 25′ 1½″<br>60′ 7″ 37′ 9″<br>1 dk & S dk | M (12P) Ref OSD<br>5 Ho<br>G.517491 B.475291 In.92878<br>5 Ha (27′×19¾′) (47′, 24½′, 39¼′, 34½′×23′)<br>10W Der 1(30) 1(15) 1(5) 11(3–5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp 1236t<br>Cie de Const. Méc. St. Denis<br>4×400, 400, 250, 250kW 400V a.c. 17½k |
| **WITT**<br>e Mayor, Aldermen &<br>Burgesses of the County<br>Borough of Preston<br>British<br>eston | 137<br>—<br>— | ✠100A1 SS 10/67<br>tug<br>Harbour and river service<br>✠LMC<br>MN160 EL (b) | 1951–6 Henry Robb Ltd.—Lth<br>92′ 0″ 23′ 2″ 9′ 6″<br>86′ 0″ 23′ 0″ 11′ 6″<br>RW 3BH<br>BK7″ WB37t incl. DTf16t | TM Tug | 2 Oil 2SA each 6Cy. 265×345 mm<br>800bhp 20t<br>Crossley Bros. Ltd. Mch<br>10k |
| **XHAM BANK**<br>llwraith McEacharn Ltd.<br>British<br>dney, N.S.W. | 1616<br>865<br>2183 | ✠100A1 CS 4/64<br>✠LMC<br>MN192 EL p $1\frac{7}{16}$″SQ | 1953–3 Evans, Deakin & Co. Ltd.—Bsb<br>262′ 10″ 38′ 11″ 16′ 2¾″<br>245′ 0″ 37′ 0″ 17′ 6″<br>Q187′ Ba49′ F23′ 1 dk<br>RW NS 4BH<br>rf 4½″ WB701t | M Mchy.aft<br>2 Ho each 81′<br>G.109352 B.100052<br>2 Ha (stl) (60¾′, 65¼′×26′) | Oil 2SA 6Cy. 340×570 mm<br>960bhp 44t (d.o)<br>British Polar Engines Ltd. Gls<br>2×60kW 220V d.c. 10k |
| **XHAMSHIRE LASS**<br>ntral Electricity<br>Generating Board<br>ephenson Clarke ~~Ltd.~~ Shipping Ltd.<br>British<br>ndon | 561<br>177<br>770 | ✠100A1 SS 5/67<br>hopper barge<br>✠LMC<br>MN169 EL h $1\frac{1}{16}$″SQ | 1955–11 Charles Hill & Sons Ltd.—Brs<br>157′ 11″ 33′ 3″ 11′ 8¼″<br>150′ 0″ 33′ 0″ 13′ 7″<br>P50′ 1 dk<br>RW 4BH<br>rf nil WB291t | M Hopper Barge Mchy.aft<br>1 Ho 50½′<br>G.13440<br>1 Ha (52′×20′) | Oil 2SA 6Cy. 340×570 mm<br>845bhp 25t (d.o)<br>British Polar Engines Ltd. Gls<br>3×100, 100, 25kW 230V d.c. 10½k |
| **EYBELIADA**<br>enizcilik Bankasi T.A.O.<br>ehir Hatlari Isletmesi<br>Turkish<br>tanbul | 699<br>330<br>— | GL | 1928 Ch. & At. de Provence—Port de Bouc<br>200′ 11″ 30′ 0″ 8′ 2″<br>12′ 5″<br>1 dk & S dk<br>R | TS Ferry OSD | T 6Cy. 13″ 20½″ & $33\frac{1}{16}$″×21⅝″<br>700ihp<br>Ch. & At. de Provence Msl |
| **EYE-P**<br>arald Diekhoff &<br>Hermann Kampen<br>Ostrhauderfehn W. German | 296<br>166<br>460 | GL | 1967 Gebr. Schlomer Schiffs—Oldersum<br>*147·6′* 23′ 6″<br>7′ 9″<br>1 dk | M<br>1 Ho 88′<br>G.25000 B.23000<br>2 Ha (stl) (each 36′×16½′)<br>2W Der 2(2) | Oil 4SA 8Cy. 220×280 mm<br>400bhp 15t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×40, 25kW d.c. 10½k |
| **EYO PRAHM**<br>exMartin S-65<br>Gerhard Prahm<br>Rendsburg W. German | 500<br>207<br>920 | BV | 1951 Werft Nobiskrug—Rendsburg<br>211′ 7″ 32′ 1″ 12′ 3″<br>31′ 11″ 19′ 2″<br>B46′ F24′ 1 dk & S dk | M OSD Mchy.aft<br>G.68000 B.64000 | Oil 4SA 6Cy. 385×580 mm<br>720bhp 54t<br>Masch. Kiel A.G. Kel<br>11½k |
| **EYSHOTT**<br>exColville-49<br>~~henson Clarke Ltd.~~<br>British<br>Stephenson Clarke Shipping Ltd.<br>London British | 2918<br>1586<br>4350 | ✠100A1 SS 2/66<br>✠LMC<br>MN225 EL t 1⅝″SQ | 1949–2 S. P. Austin & Son Ltd.—Sld<br>328′ 6″ 44′ 6″ 19′ 10½″<br>312′ 5″ 44′ 3″ 22′ 1″<br>Q188′ F30′ 1 dk<br>RW NS 5BH<br>rf 3″ WB1346t incl. DTm 159t | S Mchy.aft<br>4 Ho 47½′, 51¾′, 54′, 49½′<br>G.205500<br>4 Ha (stl) (33′×25′) (35′, 38′, 39½′×30′)<br>1W | T 3Cy. 18½″ 29″ & 52″×39″<br>1200ihp 230t (c)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>2 SB 220℔ Spt hs(5004) 6cf<br>2×16 & 6kW 110V d.c. 10k |
| **HEYTHROP**<br>P. & O. Steam Nav. Co.<br>Trident Tankers Ltd.<br>London British | 43330<br>27029<br>73800 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4, 6, 8 & 10 holds may be empty or oil cargoes no hold partially filled except No. 1<br>(cc)<br>✠LMC<br>MN4140 EL z $3\frac{7}{16}$″SQ | 1967–6 Hitachi Zosen—Sakai<br>823′ 6″ 104′ 3″ 39′ 10″<br>798′ 0″ 104′ 0″ 62 6″<br>F70′ 1 dk<br>NS 16BH<br>rf 3″ WB25742t incl. Comb. btm, side & topside tanks in holds 22865t | M Bulk/Ore Carrier Mchy.aft<br>pt higher tensile steel<br>10 Ho each 53½′, 1 Ho 56¾′ 13 Ta<br>G.299908 L.2993392 HeCls. BC<br>1 Ha (stl) (37¾′×37½′)<br>10 Ha (stl) (each 37¾′×50′)<br>2W Der 2(12½) 2(5) 2(1) | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W 3332t (hvf)–70pd<br>Hitachi S.B. & E. Co. Osa<br>2WT AuxB primary 740℔ secondary 249℔<br>3×700, 550, 550kW 450V 60c/s a.c.<br>e(ex.g) 320℔ Spt 256℔ 15½k |
| **HI CHON**<br>exGlory No. 1-67<br>exTomei Maru-67<br>exToko Maru-63<br>Great East Shipping Co. Ltd.<br>Seoul S. Korean | 2095<br>1093<br>2798 | NK | 1948 Nagoya Zosen—Nga<br>*271·2′* 41′ 2″ 19′ 1″<br>270′ 0″ 41′ 0″ 20′ 9″<br>P161′ F33′ 1 dk<br>RW | M Mchy.aft<br>G.130064 B.120530<br>3 Ha (18¼′, 43½′, 25′×13½′) | Oil 4SA 8Cy. 435×640 mm<br>1850bhp Emade56fitted64 230t<br>Ito Tekkosho Shimizu<br>12k |
| **HIBERNIA**<br>British Railways Board<br>London British | 5284<br>2849<br>802 | ✠A1 CS 12/65<br>Channel service from ports in U.K. south of Oban and Harwich-Hook of Holland<br>✠LMC<br>EL (y) 1⅞″SQ | 1949–4 Harland & Wolff Ltd.—Bel<br>397′ 0″ 56′ 3″ 14′ 10″<br>376′ 1″ 54′ 0″ 27′ 6″<br>B204′ F53′ 2 dks, 3rd dk clear of mchy. space<br>R 9BH<br>rf 6″ WB1119t incl. Tunnel tanks 376t DTf98t | TM (2263P)<br>2 Ho 42′, 30′ 2 TwD 42′, 60′<br>B.55530<br>1 Ha (w) (18′×14′)<br>1 Ha (stl) (12′×14′)<br>1W | 2 Oil 2SA each 8Cy. 530×820 mm exhaust 360 mm<br>10700bhp B&W 118t (d.o)<br>Harland & Wolff Ltd. Bel<br>2db 100℔<br>4×200kW 220V d.c. 15k |
| **HIBERNIA**<br>London Tugs Ltd.<br>~~William Watkins Ltd.~~<br>Ship Towage (London) Ltd.<br>London British | 293<br>—<br>— | ✠100A1 SS 8/67<br>tug<br>✠LMC<br>MN360 EL (e) | 1963–1 Cochrane & Sons Ltd.—Sel<br>118′ 5″ 30′ 5″ 12′ 11½″<br>110′ 0″ 30′ 0″ 14′ 6″<br>RW 4BH<br>rf 26″ BK7″ WB88t | M Tug | Oil 2SA 9Cy. 340×570 mm<br>1800bhp 75t (d.o)<br>British Polar Engines Ltd. Gls<br>4×80, 80, 40, 40kW 220V d.c. 12k |
| **IBERNIAN COAST**<br>exAberdonian Coast-48<br>Coast Lines Ltd.<br>Liverpool<br>British<br>Now **PORT SAID COAST** See New Entries No. 6 | 1258<br>637<br>1529 | ✠100A1 SS 1/64<br>with freeboard<br>✠LMC<br>MN510 EL r | 1947–5 Hall, Russell & Co. Ltd.—Abn<br>277′ 0′ 40′ 2″ 15′ 6″<br>260′ 0″ 40′ 0″ 23′ 6″<br>B32′ F25′ 1 dk & S dk<br>R Coll BH to S dk 3 to 2nd dk<br>rf 9″ WB442t | TM (10P) OSD Mchy.aft<br>2 Ho 94½′, 66½′<br>G.120983 B.106518<br>3 Ha (24′×14′) (26′, 44′×18′)<br>8W Der 2(15) 2(5) 4(3) | 2 Oil 2SA each 8Cy. 340×570 mm<br>2560bhp 79t (d.o)<br>British Polar Engines Ltd. Gls<br>3×75kW 220V d.c. 14k |

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| 642376<br>ZSQR<br>350428<br>Esd Pfd<br>RTm | **HIBISCUS**<br><br>**Irvin & Johnson Ltd.**<br>Cape Town S. African | 589<br>182<br>195 | <br><br>✠Classed LR until 10/66 | **1965-3** Hall, Russell & Co. Ltd.—Abn<br>140' 6" 31' 1"<br>119' 0" 31' 0" 21' 4"<br>B19'<br>RW<br>rf 30" BK6" | M Stern Trawler<br>2 Ho 14½', 31½'<br><br>4 Ha (5'×5') (3½'×4') (5½', 5½'×3½') | Oil 4SA 8Cy. 325×375 mm<br>gearing<br>1250bhp<br>W. H. Allen, Sons & Co. Ltd.<br>2×45, 40kW 110V d.c.<br>Controllable pitch propelle |
| 515014<br>PERS<br>11396<br>Df Esd<br>Rdr<br>RTm/h | **HIBISCUS**<br><br>**N.V. Stoomv. Maats. "Oostree" (Curacao)**<br>Vinke & Co.<br>Willemstad Netherland (Antilles) | 500<br>256<br>1042 | ✠100A1 ~~SS 10/68~~<br>SS 10/68<br>✠LMC<br>✠Lloyd's RMC<br>MN212 EL m | **1959-6** N.V. Noord Ned. Schps.—Gro<br>228' 5" 34' 2" 12' 2½"<br>207' 0" 33' 7½" 20' 0"<br>F34' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 5" DK fwd WB509t | M Ref OSD Mchy.aft<br>1 Ho 133½'<br>G.142990 B.121390 In.6000<br>2 Ha (stl) (each 33½'×17')<br>4W Der 1(10) 3(5) | Oil 4SA 8Cy. 330×500 mm<br>1060bhp<br>N.V. Werkspoor<br>3×75, 75, 35kW 220V d.c. |
| 515015<br>WRFA<br>254899<br>Df Esd<br>Gc Rdr | **HIBUERAS**<br><br>**United Fruit Co.**<br>New York United States | T.Mk<br>3734<br>1730<br>—<br>5026<br>2751<br>5008 | <br><br>AB | **1948** Bethlehem Sparrows Pt.—Sp.Pt<br>386' 0" 56' 2" —/26' 0¾"<br>365' 3" 56' 0" 35' 0"<br>B106' 4 dks<br>RW<br>rf 15" | S Ref<br>4 Ho<br>B.209000 In.196600<br>4 Ha<br>8W Der 1(20) | 2 S Turb dr geared to sc.<br>6050shp<br>De Laval S. Turb. Co. |
| 515016<br><br><br>Df Esd<br>Gc | **HICKORY KNOLL**<br><br>**United States Department of Commerce**<br>United States | 3834<br>2124<br>— | | **1945** Consolidated Stl Corp.—Wmg, Cal<br>338' 8" 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref Mchy.aft<br>4 Ho 42½', 78½', 67½', 30½'<br>B.237000 In.9000<br>4 Ha (20½', 40½', 40½'×20') (9'×8')<br>16W | Oil 2SA 6Cy. 545×735 mm<br>1700bhp<br>Nordberg Mfg Co.<br>2×250kW 230V d.c. |
| 518479<br>JDSP<br>89837<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HIDAKA MARU**<br>exKeiyo Maru-66<br>**Chuo Kaiun K.K.**<br>Otaru Japanese | 3691<br>2009<br>3942 | <br><br>NK | **1962** Hayashikane Zosen—Smk<br>362' 0" 50' 1" 20' 7"<br>331' 4" 49' 10" 24' 7"<br>1 dk | M Fish Carrier Mchy.aft<br>3 Ho | Oil 2SA 6Cy. 520×1050 mm<br>3800bhp<br>Hayashikane Zosen<br>3×400kW 450V a.c. |
| 540509<br>JAKT<br>90641<br>Esd Rdr<br>RT | **HIDAKA MARU**<br><br>**Hokusei Kaiun K.K.**<br>Tokyo Japanese | 3501<br>1780<br>5309 | <br><br>NK | **1963** Nippon Kokan—Shimizu<br>344' 6" 48' 8" 21' 8"<br>298' 7" 48' 6½" 28' 7"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.234596<br>3 Ha (47', 64', 54½'×22½') | Oil 2SA 7Cy. 480×700 mm<br>3080bhp Sulzer<br>Uraga Diesel Kogyo<br>2×80kW 450V a.c. |
| 515017<br>JGBR<br>83761 | **HIDAKA MARU**<br><br>**Sankyu Unyu Kiko K.K.**<br>Kitakyushu Japanese | 515<br>270<br>802 | | **1960** Kurushima Dock Co. Ltd.—Imabari<br>175' 10" 28' 0" 12' 9"<br>157' 5" 27' 10" 14' 2"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.36162 B.32560<br>1 Ha (74½'×17½')<br>4W Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>650bhp<br>Nippon Hatsudoki<br>2×15kW 225V a.c. |
| 640940<br>JGXC<br>94710<br>Esd Gc<br>Rdr RT | **HIDAKA MARU No. 2**<br><br>**Hokusei Kaiun K.K.**<br>Tokyo Japanese | 3334<br>1912<br>5463 | <br><br>NK | **1964** Nippon Kokan—Shimizu<br>332' 10" 48' 4" 22' 8"<br>308' 5" 48' 3" 28' 7"<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.238269 B.225414<br>3 Ha (38', 76½', 59'×22½') | Oil 2SA 6Cy. 420×750 mm<br>2700bhp B&W<br>Mitsui Zosen<br>2×89kW 450V a.c. |
| 651150<br>JPKS<br>96373<br>Esd Gc<br>Rdr RT | **HIDAKA MARU No. 3**<br><br>**Hokusei Kaiun K.K.**<br>Tokyo Japanese | 3384<br>1932<br>5685 | <br><br>NK | **1965** Nippon Kokan—Shimizu<br>332' 10" 48' 4" 22' 8"<br>308' 5" 48' 3" 28' 6"<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.238269 B.225414<br>3 Ha (38', 76½', 54'×22½') | 4 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>2600bhp<br>Daihatsu Kogyo<br>2×90kW 450V a.c. |
| 651659<br>JG2227<br>96395<br>Esd Gc<br>Rdr RT | **HIDAKA MARU No. 5**<br><br>**Hokusei Kaiun K.K.**<br>Tokyo Japanese | 3361<br>1805<br>5718 | <br><br>NK | **1965** Tohoku Zosen—Shiogama<br>332' 10" 48' 4" 22' 8½"<br>308' 5" 48' 3" 28' 6"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.238269 B.225414<br>3 Ha (38', 76½', 54'×22½') | 4 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>2600bhp<br>Daihatsu Kogyo<br>2×90kW 450V a.c. |
| 515018<br>JCGG<br>11113 | **HIDAKA MARU No. 5**<br><br>**N. Miyamoto**<br>Tachibana Japanese | 232<br>163<br>— | | 1908 S. Ono—Osa<br>*129-0'* 17' 0"<br>... ... ...<br>2 dks<br>R | M<br><br>B.15539<br>1 Ha (64'×11') | Oil 2SA 3Cy. 384×413 mm<br>200bhp [illegible]<br>Makita Tekkosho |
| 515020<br><br><br>Rdr | **HIDD**<br><br>**The Government of Bahrein**<br>Bahrein Bahrein | 148<br>7<br>— | ✠100A1 ~~SS 10/64~~<br>tug SS 12/68<br>Arabian Gulf service<br>✠LMC<br>MN172 EL (a) | **1960-9** R. Dunston Ltd.—Thorne<br>94' 0" 23' 0" 9' 5½"<br>85' 0" 21' 3" 11' 0"<br><br>RW 3BH<br>rf 12" BK1" WB32t | M Tug | Oil 4SA 8Cy. 12½"×15"<br>gearing<br>860bhp<br>Ruston & Hornsby |
| 540510<br>DCZN<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HIDDENSEE**<br>exLealott-63<br>**Deutsche Seereederei**<br>E. German | 3242<br>1599<br>5725<br>5075<br>2709<br>7315 | <br><br>DSRK | **1956** H. C. Stülcken Sohn—Ham<br>385' 7" 53' 2" 21' 7"/24' 11"<br>385' 5" 31' 5"<br>P37' B39' F43' 1 dk & S dk<br>RW | M OSD/CSD<br><br>G.351290 B.323930<br><br>10W Der 1(50) 1(25) 3(5-10) 7(5) | 2 Oil 4SA each 10Cy.<br>geared to sc. shaft<br>4200bhp<br>Masch. Augsburg- |
| 515022<br>JENN<br>71794<br>Df Esd<br>Gc Rdr | **HIDE MARU**<br><br>**Matsuoka Kisen K.K.**<br>Ashiya Japanese | 7694<br>4458<br>11259 | NK<br><br>✠Classed LR until 3/62 | **1954-6** Nagoya Zosen—Nga<br>454' 7" 58' 7" 28' 10"<br>426' 6" 58' 5" 38' 5"<br>F39' 2 dks<br>RW | M CSD<br>5 Ho<br>G.544095 B.493030<br>5 Ha (29½', 46', 44½', 44½', 31½'×21')<br>16W Der 2(20) 2(15) 2(10) | Oil 2SA 7Cy.<br>5000bhp Sulzer<br>Uraga Diesel Kogyo<br>2×60kW 225V a.c. |

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| **OLEFJORD**<br>**ips A/S Hidlefjord &**<br>**kibs A/S Byfjord**<br>nelius Olsen<br>vanger Norwegian | **5788**<br>3076<br>5150 | NV | **1960** A/S Akers M/V—Osl<br>437' 4" 54' 4" 23' 6"<br>400' 3" 54' 1½" 36' 1"<br>3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 15¾" | M Ref<br>4 Ho<br>B.241504 In.246144<br>4 Ha (each 27'×15¾')<br>8W Der 8(5) | Oil 2SA 10Cy. 500×1500 mm<br>7900bhp B&W<br>A/S Akers M/V | 2474t<br>Osl<br>18k |
| **ORA**<br>ndustrie-55<br>**rnt Åsly**<br>kkefjord Norwegian | **177**<br>102<br>— | | **1915** Scheveningens. Scheeps.—Scheveningen<br>113' 7" 21' 7" 11' 6"<br>… … …<br>R len 65 | M Fishing Mchy.aft | Oil 2SA 3Cy. 330×360 mm<br>210bhp NE56<br>A/S De Forenede Motorfb. | Bgn |
| **ERAX**<br>Girasol-58<br>Chesterbrook-50<br>City of Charleroy-47<br>Kathleen Hawksfield-42<br>Rosapenna-37<br>**aldo Gennari fu**<br>**Torquato & C.**<br>ncona Italian | **854**<br>499<br>1239 | RI<br>✠Classed LR until 1/59 | **1933-9** J. Lewis & Sons Ltd.—Abn<br>203' 0" 30' 9" 13' 11¼"<br>196' 10" 30' 6" 18' 4"<br>Q112' B11' F30' 1 dk Well dk<br>R | M Mchy.aft<br>1 Ho 115'<br>G.54160 B.51990<br>2W Der 2(3) | Oil 2SA 7Cy. 250×420 mm<br>520bhp Emade41refitted59<br>British Auxiliaries | Gls<br>9k |
| **IFOFUA**<br>**onga Government**<br>ukualofa British | **228**<br>70<br>125 | **✠100A1** SS 10/66<br>tug<br>**✠LMC**<br>MN100 EL (d) | **1958-12** Gebr. Niestern & Co.—Dzl<br>114' 7" 27' 2" 9' 5¼"<br>101' 11" 25' 7" 11' 0"<br>F39'<br>R 4BH<br>rf 31" WB32t | M Tug (4P)<br>1 Ho 13'<br>1 Ha (stl) (8¼'×8½')<br>Der 2(2) | Oil 4SA 6Cy. 320×480 mm<br>500bhp<br>Motorenw. Mannheim<br>3×12kW 110V d.c.<br>Controllable pitch propeller | (d.o)<br>Mhm |
| **IGASHI MARU**<br>**okuyo Kaiun K.K.**<br>obe Japanese | **195**<br>71<br>— | | **1967** Osaka Zosensho—Osa<br>27' 0" 8' 11"<br>101' 2" 26' 11" 12' 5"<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy. 310×380 mm<br>2200bhp<br>Niigata Eng. Co. Ltd.<br>Directional propellers | Niigata |
| **HIGH POINT VICTORY**<br>**United States Department of Commerce**<br>New Orleans United States | **7643**<br>4613<br>10584 | AB | **1945** Bethlehem-Fairfield—Bal<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. | 2882t (o.f)<br>Pbg<br>15k |
| **HIGH SEAS**<br>**anuel O. Medina**<br>n Diego United States | **366**<br>179<br>— | | **1945** ……………………Long Beach<br>*117·2'* 29' 0"<br>… … … | Wood M Fishing | Oil | |
| **HIGHLAND**<br>**Currie Line Ltd.**<br>Leith British | **7689**<br>3958<br>11567<br>**10060**<br>5479<br>13880 | **✠100A1** SS 9/67<br>DTmf—vegetable oil<br>**✠LMC**<br>MN1880 EL e†2¼"SQ | **1963-2** Lithgows Ltd.—P.Gl<br>505' 0" 66' 0" 27' 7¼"/30' 11¼"<br>466' 0" 65' 9" 40' 9"<br>P46' F45' 1 dk & S dk<br>RW 7BH to S dk 2 to 2nd dk<br>rf 6" WB3254t incl. DTsmf1400t | M OSD/CSD<br>5 Ho 54', 67½', 38½', 27½' DT, 79¾', 74'<br>5 Ha (stl) (29¼', 38½', 41¼', 41½', 33'×26')<br>Der 1(60) 4(10) 12(5) | Oil 2SA 8Cy. 620×1400 mm<br>9400bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>AuxB 100℔<br>3×270kW 220V d.c. | (hvf)<br>Grk |

New **ELYSIA** See New Entries No. 2

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| **HIGHWAY 16**<br>**Wisconsin & Michigan S.S. Co.**<br>Milwaukee United States | **2860**<br>2346<br>— | | **1942** Newport Ns S.B. & D.D. Co.—N.Ns<br>328' 0" 50' 2" 9' 0⅜"<br>309' 0" 50' 0" 25' 0"<br>2 dks | TM Mchy.aft | 2 Oil 2SA each 12Cy. 215×255 mm sr geared<br>1800bhp<br>General Motors Corp. | 600t<br>Det |
| **HIGO MARU**<br>**Nihon Suisan K.K.**<br>Tokyo Japanese | **115**<br>—<br>— | | **1965** Nagasaki Zosen—Nag<br>107' 8" 18' 3" 7' 4½"<br>93' 6" 18' 0½" 8' 10" | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×410 mm<br>Kanegafuchi Nainenki | Tok |
| **HIKARI MARU**<br>**Kansai Kisen K.K.**<br>Osaka Japanese | **1053**<br>537<br>261 | | **1948** Mitsui Zosen—Tmn<br>*200·3'* 32' 10" 11' 4"<br>196' 10" 32' 8" 15' 9"<br>3 dks<br>RW | TM<br>3 Ha<br>Der 1(1½) | 2 Oil 4SA each 8Cy. 370×500 mm<br>1700bhp<br>(p)Mitsubishi Jukogyo<br>(s)Osaka Kiko<br>2×45kW 115V d.c. | Nag<br>Osa |
| **HIKARI MARU**<br>**Yamada Denki Kogyo K.K.**<br>Osaka Japanese | **673**<br>378<br>988 | | **1962** Hashihama Zosen—Imabari<br>*175·9'* 28' 0" 13' 3"<br>173' 6" 27' 10" 14' 1"<br>1 dk<br>RW | M Tanker Mchy.aft<br>4 Ta<br>L.44214 | Oil 4SA 6Cy. 325×460 mm<br>645bhp<br>Nippon Hatsudoki<br>1×5kW 105V d.c. | 33t<br>Kob<br>10½k |
| **HIKARI MARU No. 1**<br>**E. Nakanishi**<br>ishima Japanese | **296**<br>161<br>394 | | **1960** Kanakawa Zosen—Kob<br>119' 6" 22' 0" 9' 10"<br>108' 3" 21' 10" 10' 10"<br>1 dk | M Tanker Mchy.aft<br>3 Ta<br>L.14938 | Oil 4SA 6Cy. 260×380 mm<br>280bhp Emade55refitted60<br>Nippon Hatsudoki | 9t<br>Kob |

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| 515037<br>JHQR<br>73085<br>Df Esd<br>Gc Rdr<br>RT | **HIKAWA MARU**<br><br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | 8084<br>5101<br>10354 | ✠Classed LR until 4/59 | NK | 1955-7 Kawasaki Dkyd Co. Ltd.—Kob<br>466' 1" 60' 0" 26' 8½"<br>434' 5" 59' 9" 38' 5"<br>F40' 2 dks<br>RW<br>rf 6" | M CSD<br>5 Ho<br>G.609348 B.560246<br>5 Ha (27'×21') (49', 50½', 50½', 41½'×23½')<br>16W Der 2(20) 14(5) | Oil 2SA 5Cy. 780×1400 mm<br>5490bhp<br>Kawasaki Dkyd Co. Ltd.<br>2×160kW 450V a.c. |
| 541581<br>8JLX<br>91914 | **HIKO MARU No. 3**<br><br>**K. Manabe**<br>Iyomishima Japanese | 195<br>94<br>— | | | 1963 Kurushima Dock Co. Ltd.—Imabari<br>*97·6'* 23' 9" 9' 8"<br>96' 10" 23' 7½" 10' 4"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.12749 B.11371<br>1 Ha (47½'×15¾') | Oil 4SA 5Cy. 260×400 mm<br>250bhp<br>Makita Tekkosho |
| 515040<br>JKBG<br>81038<br>Df Esd<br>Gc Rdr<br>RTm | **HIKOKANE MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 8528<br>4964<br>12791 | | NK | 1958 Uraga Dock Co. Ltd.—Yokosuka<br>472' 5" 62' 2" 29' 1"<br>446' 3" 62' 0" 38' 10"<br>2 dks<br>RW<br>rf 3½" | M (5P)<br>5 Ho 57½', 74½', 47½', 31½' DT, 78½', 57½'<br>G.608898 B.556134<br>5 Ha (stl) (29½', 47½', 47½', 47½', 28½'×23½')<br>16W Der 4(10) 12(5) | Oil 2SA 6Cy. 720×1250 mm<br>5400bhp Sulzer<br>Uraga Diesel Kogyo<br>2×180kW 450V 60c/s a.c. |
| 515041<br>JDMY<br>76219<br>Df Esd<br>Gc Rdr<br>RTm | **HIKONE MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 7364<br>4158<br>10363 | | NK | 1957 Harima Zosensho—Aio<br>448' 3" 59' 2" 27' 5½"<br>419' 11" 59' 1" 36' 1"<br>B78' F30' 2 dks<br>RW<br>rf 6" | M (2P) CSD<br>5 Ho 49½', 71', 40', 32½' DT, 79½', 51½'<br>G.538655 B.499551<br>5 Ha (stl) (22½'×19¾') (42½', 42½', 45'×23') (27½'×19¾')<br>16W Der 2(20) 2(10) 12(6) | Oil 2SA 6Cy. 720×1250 mm<br>4200bhp<br>Harima Zosensho<br>2×180kW 445V 60c/s a.c. |
| 515043<br>JPPL<br>70718<br>Df Esd<br>Gc Rdr<br>RTm | **HIKOSHIMA MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 6626<br>3810<br>9938 | ✠Classed LR until 4/61 | NK | 1953-6 Uraga Dock Co. Ltd.—Yokosuka<br>449' 2" 58' 5" 27' 1"<br>420' 0" 58' 3" 34' 2"<br>P30' B132' F41' 2 dks<br>RW<br>rf 2½" | M (1P)<br>5 Ho 62½' 76', 52½', 36½', 28½' DT 66'<br>G.479152 B.434937<br>5 Ha (33½', 44½', 26½', 36½', 36½'×21')<br>Der 1(30) 4(10) 8(5) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp<br>Tamashima Diesel Works<br>2×200, 56kW 225V 60c/s a.c. |
| 515044<br>ELLG<br><br>Df Rdr | **HILA**<br><br>**Alpha Shipping Co. Inc.**<br>Monrovia Liberian | 703<br>322<br>— | | | 1944 Kruse & Banks S.B. Co. Inc.—N.Bend<br>*155·6'* 34' 7" 17' 6"<br>34' 5" | Wood S Tug | T 4Cy. 16" 26" & (2) 32"×30"<br>Prescott Co. |
| 515045<br>FNHF<br><br>Df Esd<br>Rdr RT | **HILAIRE FOUQUET**<br>exLussino-60<br>**Soc. Fouquet-Sacop**<br>Martigues French | 2033<br>1043<br>2963 | | BV | 1955 C.R.D. Adriatico—San Marco<br>294' 4" 41' 10" 18' 5½"<br>270' 7" 41' 8" 20' 4"<br>P61' F37' 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.131579 HeCls. BC<br>Der 1(1½) | Oil 2SA 9Cy. 360×600 mm<br>1350bhp<br>C.R.D. Adriatico |
| 515046<br>FNUF<br><br>Df Esd<br>Gc Rdr<br>RT | **HILAIRE MAUREL**<br><br>**Établissements Maurel & Prom**<br>Bordeaux French | 3856<br>2584<br>4007 | | BV | 1950 Forg. & Ch. de la Médit.—La Seyne<br>337' 11" 49' 2" 19' 1"<br>49' 0"<br>P42' B118' F39' 2 dks | M Ref<br>G.222400 B.215300 In.5297<br>5 Ha (24', 24' 24', 28½', 15½'×19½')<br>Der 1(20) 1(15) 8(5) 2(3) | Oil 2SA 7Cy. 600×1040 mm<br>5100bhp<br>Forg. & Ch. de la Médit. |
| 541156<br>MGGE<br>304501<br>RTv | **HILAL**<br><br>**Kuwait Oil Co. Ltd.**<br>London British | 393<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN300 | SS 12/66<br>EL (f)1"SQ | 1963-4 Scott & Sons (Bowling) Ltd.—Bwg<br>132' 0" 33' 1" 13' 11½"<br>120' 0" 31' 6" 14' 3"<br>B43' RFD20'<br>RW 3BH<br>rf 18" BK6" WB66t | M Tug<br>2 Ha (stl) (1½'×2') (3'×3') | Oil 2SA 8Cy. 14½"×19"<br>coupling & sr reverse ge<br>1500bhp<br>Crossley Bros. Ltd.<br>2×60kW 110V d.c. |
| 515048<br>LFAL<br><br>Df Esd<br>Gc Rdr<br>RTm | **HILD**<br>exPolystar-61<br>**A/S Hild**<br>Jac. Salvesen<br>Farsund Norwegian | 1964<br>1091<br>3615 | | NV | 1953 Nylands Verksted—Osl<br>294' 8" 44' 5" 20' 1½"<br>275' 5" 44' 3"<br>P32' 1 dk & S dk<br>RW | S (2P) OSD<br>G.211423 B.197273<br>4 Ha (28½'×20') (36½', 30½'×22') (27½'×20')<br>8W Der 1(15) 4(5) 4(3) | C 2Cy. 17½" & 35½"×3<br>1400ihp<br>Nylands Verksted |
| 502311<br>6ZNI<br>2421<br>Df Esd<br>Gc Rdr | **HILDA**<br>exArgea Prima-65<br>Launched as Argea<br>**Victoria Transport Corp.**<br>Monrovia Liberian | 20575<br>13965<br>31619 | ✠Classed LR until 10/65 | AB | 1955-2 S.A. Ansaldo—Gen<br>666' 2" 86' 4" 34' 3½"<br>619' 5" 85' 11" 45' 7"<br>P138' B45' F82' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. sh<br>14500shp<br>Ansaldo Stab. Mecc. |
| 515049<br>ONHI<br><br>Df Esd<br>Pfd Rdr<br>RTm | **HILDA**<br><br>**Rederij Jansegers**<br>Antwerp Belgian | *432*<br>*254*<br>521 | | BV | 1962 Nouveaux Ch. Nav. "De Durme"—Tielrode<br>*172·2'* 23' 8" 8' 2½"<br>23' 6"<br>1 dk<br>R | M Mchy.aft<br>2 Ho 53½', 55'<br>2 Ha (each 39½'×17½') | Oil 2SA 6Cy. 225×330 mm<br>480bhp<br>Motorenf. Darmstadt<br>2×1½kW 24V d.c. |
| 515050<br>DJOW<br><br>Df Esd<br>RTm | **HILDA**<br>exEugenie<br>**Uwe Manthe**<br>Rendsburg W. German | 250<br>182<br>350 | | GL | 1926 Heinr. Brand—Oldenburg<br>129' 11" 23' 8" 9' 10"<br>23' 6" 10' 4"<br>P37' Q17' 1 dk<br>R len 34 & 51 | M Mchy.aft<br>1 Ho 85½'<br>G.19000<br>2 Ha (each 34½'×14½')<br>2W Der 3(1) | Oil 4SA 6Cy. 240×360 mm<br>215bhp NE32<br>Klöckner-Humboldt-D<br>2×3½, 2½kW 110V |

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| **LDA ECKHARDT** T.Mk<br>~~o Eckhardt-Frers~~<br>~~W. German~~<br>ke<br>rtenreederei m.s.<br>"Hilda Eckhardt"<br>tto Eckhardt-Frers<br>ake<br>W. German | 500<br>268<br>1100<br>999<br>596<br>1950 | GL | **1965** Schiffsw. Heinr. Brand K.G.—<br>Oldenburg<br>225' 0" 35' 9" 12' 1½"/16' 11½"<br>200' 6" 35' 3" 19' 1"<br>Q47' F26' 1 dk & S dk | M ~~OSD/CSD~~ Mchy.aft<br>1 Ho 135¼'<br>G.80900 B.75200<br>2 Ha (stl) (each 48¾'×22¼')<br>Der 1(10) 3(2–3) | Oil 4SA 8Cy. 320×450 mm<br>750bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×40kW 380V d.c. 12k |
| **LDA KNUDSEN**<br>ibs A/S Marie Bakke<br>ut Knutsen O.A.S.<br>ugesund<br>Norwegian | 19178<br>11238<br>~~29920~~<br>31830 | NV | **1956** A/B Götaverken—Got<br>649' 10" 82' 2" ~~34' 0¾"~~ 35' 7"<br>605' 0" 82' 0" 46' 3"<br>1 dk<br>RW | TM Tanker Mchy.aft<br>23 Ta<br>L.1404000 | 2 Oil 2SA each 6Cy. 760×1500 mm<br>10800bhp<br>A/B Götaverken Got |
| **ILDA MARJANNE**<br>Kate N. L.–60<br>Grande Ronde–48<br>itch Transport Ltd.<br>D. Leitch<br>Canadian<br>oronto | 16628<br>12964<br>— | 100A1 Lake SS 9/65<br>Great Lakes & River St.<br>Lawrence service<br>LMC<br>MN1200 EL(o†)2$\frac{7}{16}$"SQ | **1943** Kaiser Co. Inc.—Pld<br>730' 5" 75' 4" 26' 1"<br>712' 5" 75' 0" 39' 3"<br>P108' F45' 1 dk<br>4BH ✠Rebuilt 7–61 len, widened & conv tanker 61<br>rf nil WB1768t | T-E Mchy.aft | S Turb connected to elec. motor<br>6000shp (o.f)<br>General Electric Co. Lyn<br>2WTB 500℔ Spt 465℔ hs11354<br>✠nwtdb 7/61–150℔ 14k |
| **ILDA WESCH**<br>onny Wesch<br>amburg<br>W. German | 947<br>537<br>1809<br>1454<br>1026<br>2446 | GL | **1956** Schiffsw. W. Holst—Ham<br>*232·9'* 36' 4" 16' 4"/19' 7"<br>221' 5" 36' 2" 22' 10"<br>B41' F26' 1 dk & S dk<br>RW<br>rf 4" | M OSD/CSD Mchy.aft<br>2 Ho 45¾', 103¼'<br>G.113675 B.106000<br>2 Ha (28½', 78' comb.×21')<br>Der 6(5) | Oil SA 6Cy. 420×660 mm<br>1000bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×50kW 220V d.c. 11k |
| **HILDE FELTER**<br>exAlssund–61<br>Heinrich u. Werner Felter<br>Werner Felter<br>Lübeck<br>W. German<br>Now **PHOENIX** See New Entries No. 6 | 499<br>214<br>896 | BV | **1952** Nobiskrug Werft—Rendsburg<br>202' 7" 30' 5" 12' 4"<br>30' 3" 19' 0"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho 113'<br>G.61990 B.57970<br>2 Ha<br>4W | Oil 4SA 6Cy. 385×580 mm<br>750bhp 58t<br>Masch. Kiel A.G. Kel<br>10k |
| **HILDE HORN**<br>Reederei Heinr. Horn<br>~~Glücksburg~~<br>Heinr. C. Horn<br>Hamburg<br>W. German | 696<br>252<br>782<br>1137<br>607<br>901 | GL | **1959** J. J. Sietas Schiffsw.—Ham<br>230' 2" 33' 6" 11' 9"/12' 6"<br>203' 10" 33' 5" 19' 4"<br>B52' F26' 1 dk & S dk | M Ref OSD/CSD Mchy.aft<br>In.51500<br>2 Ha (each 23¾'×13¼')<br>4W Der 4(2) | Oil 4SA 8Cy. 320×450 mm<br>1250bhp 145t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>13k |
| **ILDE IRINA**<br>Florida–66<br>rgreek Shipping Co. Ltd.<br>ræus<br>Greek | 2462<br>1324<br>4065<br>3541<br>2521<br>4800 | BV | **1944** Helsingörs Jernsk. & Msk.—Hsg<br>351' 0" 47' 0" 20' 8¼"/22' 7"<br>46' 10"<br>F81' 1 dk & S dk<br>rf 6" | M (12P) Ref OSD/CSD<br>5 Ho 42', 47', 49', 53½', 42½'<br>G.250600 B.232750 In.45850<br>5 Ha (24¼', 28¾', 26½', 26½', 22'×19½')<br>10W Der 1(15) 10(3) | Oil 2SA 7Cy. 500×900 mm<br>2800bhp B&W 639t (hvf)<br>Helsingörs Jernsk. & Msk Hsg<br>3×80kW 220V d.c. 12½k |
| **HILDE MANITA**<br>exMaine–66<br>Norgreek Shipping Co. Ltd.<br>Piræus<br>Greek | 2464<br>1351<br>3985<br>3541<br>2521<br>4700 | BV | **1945** Frederikshavns V. & F. A/S—Fkn<br>351' 0" 47' 2" 20' 8¼"/22' 6½"<br>47' 0"<br>F81' 1 dk & S dk<br>rf 6" | M Ref OSD/CSD<br>5 Ho 42', 47', 49', 53¼', 42½'<br>G.242515 B.226965 In.31525<br>5 Ha (24¼', 29', 26¾', 26¾', 20'×20')<br>10W Der 1(15) 10(3) | Oil 2SA 7Cy. 500×900 mm<br>2800bhp B&W 627t (d.o)<br>Helsingörs Jernsk. & Msk. Hsg<br>3×80kW 220V d.c. 12k |
| **HILDE MITTMANN**<br>exHildegard–64<br>exHildegard Z. Nimtz–62<br>exHildegard–52<br>Partenreederei m.s.<br>"Hilde Mittmann"<br>Ernst Jacob<br>Flensburg<br>W. German | 2321<br>1205<br>4468<br>3664<br>2065<br>5735 | GL | **1952** Howaldtswerke A.G.—Kel<br>341' 2" 47' 2" 20' 10"/24' 3"<br>47' 0" 29' 6"<br>B51' F23' 1 dk & S dk<br>RW | M OSD/CSD<br>3 Ho 50', 76', 101¾'<br>G.276059 B.248131<br>4 Ha (29¾', 53' comb., 29¾', 29¾'×21¼')<br>10W Der 1(20) 1(10) 10(3–5) | Oil 2SA 7Cy. 520×900 mm<br>2300bhp 540t (d.o)<br>Howaldswerke A.G. Kel<br>4×110, 110, 110, 20kW 220V d.c. 12½k |
| **HILDEGARD**<br>Nord-Ost Reederei<br>Westphal & Co.<br>Hamburg-Südamerik.<br>Dampfschiff.-Ges. Eggert &<br>Amsinck<br>Hamburg<br>W. German | 1352<br>830<br>1700 | GL | **1958** Elsflether Werft A.G.—Elsfleth<br>236' 5" 37' 0" 17' 4"<br>218' 11" 36' 9" 21' 0"<br>P61' F33' 2 dks<br>RW | M Ref CSD Mchy.aft<br>In.61800<br>2 Ha (stl) (each 27½'×16')<br>4W Der 4(3) | Oil 4SA 6Cy. 420×660 mm<br>1350bhp 125t (hvf)<br>Klöckner-Humboldt-Deutz Kln<br>12½k |
| **HILDEGARD**<br>Anton Schepers<br>Hamburg<br>W. German | ~~499~~ T.Mk<br>~~310~~ 500<br>~~1284~~ 302<br>1284 | GL | **1967** Schulte & Bruns—Emd<br>228' 7" 36' 0" ~~12' 2"~~-11' 11"<br>209' 11" 35' 11½" 21' 0"<br>2 dks | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz Kln |
| **HILDEGARD**<br>Andreas Wiemers<br>Emden<br>W. German | 300<br>—<br>— | | **1964** L. Voss—Westerende<br>180' 5" 20' 10"<br>168' 11" 20' 6" 7' 11"<br>1 dk | M | Oil 4SA 6Cy. 180×260 mm<br>Motorenw. Mannheim A.G. Mhm |

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| 533344<br>SIVE<br>5654<br>Df | **HILDEGARD**<br>exSollors-66 exHildegard-59<br>**Fraktfartygs A/B Calma**<br>Henry K. Terslov<br>Stockholm Swedish | 174<br>113<br>240 | | | **1914** Sixten Groth—Sjötorp<br>101' 4" 22' 7" 10' 10"<br>22' 5"<br>P20' 1 dk | Wood Aux Gl Mchy.aft<br>1 Ho 59½'<br><br>2 Ha<br>2W | Oil 2SA 2Cy. 380×400 mm<br>NE38<br>Skandiaverken A/B |
| 515061<br>DNCB<br><br>Df Esd<br>Rdr RT | **HILDEGARD BÜLOW**<br><br>**Hans-Günther Bülow**<br>Küstenschiffahrt Bauer &<br>Hauschildt K.G.<br>Hamburg W. German | 424<br>249<br>1033 | | GL | **1962** J. J. Sietas Schiffsw.—Ham<br>201' 1" 33' 0" 12' 10"<br>180' 6" 32' 10" 19' 8"<br>2 dks | M CSD Mchy.aft<br>1 Ho 128'<br>G.69200 B.63200<br>2 Ha (59½'×21') (32½'×19½')<br>Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 515062<br>DIHO<br><br>Df Esd<br>Gc Rdr<br>RT | **HILDEGARD**<br>**DOERENKAMP**<br>**Partenreederei m.s.**<br>**"Hildegard Doerenkamp"**<br>R. Bornhofen Reed.<br>Hamburg W. German | 3114<br>1751<br>5780<br>4702<br>2757<br>6568 | | GL | **1954** Elsflether Werft A.G.—Elsfleth<br>370' 8" 52' 8" 22' 10¾"/24' 8"<br>52' 6" 32' 10"<br>B82' F36' 1 dk & S dk<br>RW | M (4P) OSD/CSD<br><br>G.370100 B.339000<br>5 Ha (34½', 32½', 32½', 34½', 34½'×21½')<br>10W Der 1(30) 1(10) 10(3-5) | 2 Oil 4SA each 9Cy.<br>geared to sc. shaft<br>3800bhp<br>Masch. Augsburg-Nürnberg<br>3×130, 130, 100kW 220V d.c. |
| 542932<br>DEBO<br>3680<br>Df Esd<br>RT | **HILDEGARD KNÜPPEL**<br>exTugo-63<br>exRainer Parchmann-63<br>exGisela Meyer-Gerhards-60<br>**Markus Knüppel**<br>Werner Schulz-Heik<br>Lübeck W. German | 435<br>277<br>706 | | GL<br><br><br>len 55 | **1951** Rolandwerft G.m.b.H.—Bmn<br>*125·9'* 24' 8" 11' 1"<br>24' 6" 13' 4"<br>P31' F21' 1 dk<br>RW | M Mchy.aft<br><br>G.29880 B.27370<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 515063<br>DHQF<br><br>Df Esd<br>Rdr<br>RTm | **HILDEGARD PETERS**<br>exIsland-54<br>exAnita L.-M. Russ-51<br>**H. Peters**<br>Hamburg W. German | 1848<br>1034<br>2800 | | GL | **1926** A. G. "Neptun"—Ros<br>271' 11" 41' 2" 17' 9"<br>41' 0" 18' 6"<br>P15' Q79' B111' F32' 1 dk<br>R | M<br>2 Ho 112½', 82'<br>B.128250<br>4 Ha (21½', 25½', 23½', 21½'×17')<br>Der 8(2½) | Oil 4SA 8Cy. 320×450 mm<br>1250bhp NE61<br>Klöckner-Humboldt-Deutz<br>3×90, 90, 20kW 115V d.c. |
| 515064<br><br>147159 | **HILDERTHORPE**<br><br>**Lincoln & Hull Water**<br>**Transport Co. Ltd.**<br>Hull British | 131<br>84<br>— | | | **1915** H. & C. Grayson—Liv<br>*118·5'* 16' 2"<br>... ... ...<br>1 dk<br>R | M Mchy.aft | Oil 2DA 2Cy. 335×400 mm<br>Emade15refitted28<br>Skandiaverken A/B |
| 515065<br>ZTCD<br>350537<br>Df Esd<br>Gc Rdr<br>RTv | **HILDESHEIM**<br><br>**Irvin & Johnson Nordsee**<br>**(Pty) Ltd.**<br>Cape Town S. African | 554<br>226<br>647 | | GL | **1951** A.G. "Weser" Werk Seebeck—<br>Bhn<br>170' 6" 28' 6" 14' 2"<br>28' 4"<br>F34'<br>R<br>rf 33½" | S Trawler<br>1 Ho 51½'<br><br>4 Ha (each 4'×4') | T 3Cy. 13¾" 21¾" & 35½"<br>turb<br>800ihp<br>A.G. "Weser" Werk<br>2×10kW 110V d.c. |
| 503450<br>TFNH<br><br>Esd RT | **HILDUR**<br>exBaldur-64 exPolstjarnan-53<br>**Gudmundur A.**<br>**Gudmundsson**<br>Reykjavik Icelandic | 366<br>192<br>— | ~~Rest.5A- from 5/63~~<br>~~for the carriage of light~~<br>~~cargoes~~<br>~~LMC~~<br>**FOUNDERED 3/68** ~~EL-(~~<br>~~ENGINE SURVEY OVERDUE 5/66~~ | <br><br><br><br>len 47 | **1942** E. A. Constructors Ltd.—Lwt<br>140' 0" 27' 11"<br>15' 2"<br>F22' | Wood M | Oil 4SA 8Cy. 305×380 mm<br>500bhp<br>National Supply Co. |
| 517520<br>OURF<br><br>RTm | **HILDUR**<br>exRegnbuen-66 exHervig-66<br>exJørgen Madsen-63<br>exElise-55 exErato IV<br>**Jens F. H. Holm**<br>Kalundborg Danish | 193<br>124<br>250 | | <br><br>BV<br><br>len 58 | **1916** D. & J. Boot—Alp<br>122' 2" 21' 11" 9' 6"<br>21' 9"<br>1 dk<br>R | Aux Gl Mchy.aft<br>2 Ho each 29½'<br><br>2 Ha<br>1W Der 2(2½) 1(1½) | Oil 2SA 4Cy. 200×340 mm<br>220bhp NE48<br>Frederikshavns Jernst. & |
| 542031<br>ONHH<br><br>Df Esd<br>Gc Rdr<br>RT | **HILKKA**<br><br>**Feitelijke Vereniging**<br>**"Hilkka"**<br>Antwerp Belgian | 1198<br>720<br>—<br>1904<br>1308<br>— | | GL | **1964** Béliard-Murdoch S.A.—Ost<br>272' 11" 43' 5" 16' 5¾"/—<br>251' 4" 43' 4" 24' 3"<br>B53' F33' 1 dk & S dk | M OSD/CSD Mchy.aft<br><br>G.132000 B.121000<br><br>4W Cr 1 Der 1(20) 4(3-5) | Oil 4SA 6Cy. 520×740 mm<br>2320bhp<br>Masch. Augsburg-Nürnberg |
| 515066<br>DANC<br><br>Df Esd<br>RTh | **HILLE**<br><br>**A. von Allwörden**<br>Peter Döhle<br>Hamburg W. German | 211<br>128<br>372 | | GL | **1961** J. J. Sietas Schiffw.—Ham<br>135' 6" 23' 11" 8' 2½"<br>124' 0" 23' 10" 9' 4"<br>P28' F16' 1 dk<br>RW | M Mchy.aft<br>1 Ho 80½'<br>G.17081 B.15724<br>1 Ha (64'×16')<br>Der 2(2) | Oil 4SA 6Cy. 220×280 mm<br>198bhp<br>Klöckner-Humboldt-Deutz |
| 515067<br>DLCI<br><br>Df Esd<br>Rdr | **HILLE OLDENDORFF**<br><br>**Egon Oldendorff**<br>Lübeck W. German | 1994<br>1285<br>3300 | | GL | **1956** Schiffb. Unterweser—Bhn<br>295' 3" 42' 7" 18' 8¼"<br>282' 6" 42' 6" 20' 6"<br>F32' 1 dk<br>RW | M Mchy.aft<br><br>G.154507 B.149775<br>4 Ha<br>8W Der 8(3-5) | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>2300bhp<br>Masch. Kiel A.G. |
| 515068<br>DCNX<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **HILLERDINE WESSELS**<br><br>**Emder Bugsier- & Bergungs-**<br>**Geschäft P. W. Wessels**<br>**Wwe.**<br>Emden W. German | 500<br>315<br>945 | | GL | **1961** J. J. Sietas Schiffsw.—Ham<br>196' 7" 31' 8" 11' 9"<br>177' 6" 31' 6" 13' 4"<br>P33' F24' 1 dk | M Mchy.aft<br>1 Ho 128'<br>G.43000 B.37600<br>4 Ha (each 24'×17')<br>4W Der 4(3) | Oil 4SA 6Cy.<br>750bhp<br>Klöckner-Humboldt-Deutz<br>3×25, 12, 12kW |

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| **LLERØ**<br>ristian Ulsund<br>msos Norwegian | 359<br>165<br>430 | NV | 1966 A/S Hommelvik M/V—<br>Hommelvik<br>131′ 2″ 27′ 1″ 13′ 10″<br>114′ 11″ 27′ 0″<br>B49′ F33′ 1 dk | M Fishing Mchy.aft<br>3 Ho 19¾′, 23′, 23′<br>3 Ha (stl) (5′×3½′) (8¼′, 8¼′×10½′)<br>Der 1(3) | Oil 4SA 8Cy. 250×350 mm<br>825bhp 60t (d.o)<br>Motorenw. Mannheim Mhm<br>2×40kW 220V 50c/s a.c. 12½k |
| **LLERSBORG**<br>hannes Hansson<br>Partrederi<br>nsö Swedish | 499<br>219<br>869 | ✠100A1 SS 6/67<br>Ice Class 2<br>✠LMC<br>MN138 EL k | 1959–5 Schps. Waterhuizen J. Pattie—<br>Waterhuizen<br>203′ 3″ 31′ 7″ 11′ 5¾″<br>186′ 3″ 31′ 0″ 18′ 6″<br>1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf 2″ WB216t | M OSD Mchy.aft<br>1 Ho 121½′<br>G.65000 B.60000<br>2 Ha (each 39¼′×16½′)<br>Der 2(2–3) | Oil 4SA 8Cy. 290×420 mm<br>690bhp (d.o)<br>Masch. Kiel A.G. Kel<br>3×25, 25, 8½kW 220V d.c. |
| **ILLSBORO INLET**<br>ited States Department of<br>Commerce<br>eaumont United States | 1132<br>253<br>— | | 1943 Pennsylvania Shpyds Inc.—<br>Beaumont<br>*185·5′* 37′ 7″ 18′ 9″<br>185′ 0″ 37′ 6″ 21′ 5″<br>B&F106′ 2 dks | M Tug | 2 Oil 4SA each 8Cy. 370×510 mm sr<br>geared to sc. shaft<br>2320bhp 566t<br>National Supply Co. Springfield |
| **ILLSBOROUGH**<br>ishermen's Loan Board of<br>Prince Edward Island<br>harlottetown Canadian<br>For later particulars see New Entries No. 3 | 504<br>244<br>— | 100A–<br>stern trawler<br>Class contemplated | Fishermen's Loan Board of<br>P.E.I. Ltd.—Georgetown, P.E.I.<br>128′ 6″ 28′ 1″<br>110′ 6″ 28′ 0″ 21′ 5″ | M Stern Trawler Mchy.aft | Oil 4SA 8Cy. 250×300 mm<br>A/S Bergens M/V Bgn |
| **ILLSDALE**<br>A. T. Kinney–61 exCaledra<br>Winona Steamships Ltd.<br>Westdale Shipping Ltd.<br>amilton Canadian | 6866<br>5020<br>— | AB<br>**BROKEN UP** | 1908 West Bay City S.B. Co.—<br>W. Bay City<br>524′ 0″ 54′ 2″ 20′ 5⅞″<br>511′ 9″ 54′ 0″ 30′ 2″<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>G.469000 B.422000<br>30 Ha (each 9′×35′) | T 3Cy. 22½″ 36″ & 60″×42″<br>1600ihp 385t (c)<br>Detroit S.B. Co. Det<br>9½k |
| **HILLSIDER**<br>exHeadman–62<br>Blyth Tug Co. Ltd.<br>J. F. Batey<br>Newcastle British | 177<br>1<br>— | ✠Classed LR until 8/64 | 1924–6 Cochrane & Sons Ltd.—Sel<br>*96·5′* 24′ 7″ 12′ 5″<br>96′ 8″ 24′ 6″ 12′ 6″<br>R<br>BK7½″ | S Tug | T 3Cy. 14½″ 24″ & 40″×27″<br>Earle's Co. Ltd. Hul |
| **HILLSWICK**<br>exGreta–64<br>Eid Shipping Co. Ltd.<br>eith British<br>Now GRAYBANK See New Entries No. 8 | 382<br>174<br>510 | BV | 1957 Scheepsw. "Kersthol"—Gro<br>156′ 6″ 26′ 6″ 10′ 2¾″<br>141′ 0″ 26′ 3″ 11′ 2″<br>1 dk<br>RW<br>rf 3″ | M Mchy.aft<br>1 Ho 85′<br>2 Ha (each 32′×14′)<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>360bhp (d.o)<br>Masch. Kiel A.G. Kel<br>2×6kW 110V d.c |
| **ILLYER BROWN**<br>Standard Oil Co. of<br>California<br>Chevron Shipping Co.<br>San Francisco United States | 10648<br>6213<br>17058 | AB | 1953 Sun S.B. & D.D. Co.—Chester,Pa<br>523′ 6″ 68′ 2″ 31′ 3⅛″<br>503′ 0″ 68′ 0″ 40′ 3″<br>P105′ B35′ F71′ 1 dk<br>RW<br>rf 9″ | S Tanker Mchy.aft<br>27 Ta<br>L.825416 | 2 S Turb dr geared to sc. shaft<br>7700shp 1627t (o.f)<br>Westinghouse Elec. Corp. Pbg<br>16k |
| **HILMIOGULLARI**<br>Zeki ve Ziya Sonmez Izzet<br>Kirtil<br>Istanbul Turkish | 498<br>295<br>950 | BV | 1965 Süleyman Saim Birkök—Ist<br>189′ 3″ 29′ 7″ 12′ 5¾″<br>176′ 3″ 29′ 6½″ 13′ 7″<br>P50′ F26′ 1 dk | M (2P) Mchy.aft<br>1 Ho 108¼′<br>G.40000 B.35000<br>2 Ha (stl) (each 34½′×13¾′)<br>2W Der 4(3) | Oil 4SA 8Cy. 320×480 mm<br>720bhp 40t (d.o)<br>Schwermasch. Karl Liebknecht Mgd<br>2×10kW 110V d.c. 12k |
| **HILMIR II**<br>Sigurbjörn h/f<br>Keflavik Icelandic<br>Now VALUR See New Entries No. 11 | 107<br>31<br>— | | 1963 J. W. Bergs Varv & M/V A/B—<br>Hälsö<br>92′ 0″ 21′ 0″<br>82′ 0″ 20′ 4″ 11′ 3″<br>1 dk | Wood M Fishing Mchy.aft | Oil 2SA 6Cy.<br>500bhp<br>Kromhout Motorenfab. Ams |
| **HILO PACKET**<br>exCatherine Moran–60<br>exShella Moran–47<br>C. Brewer Corp.<br>Honolulu United States | 137<br>60<br>— | AB | 1939 Pennsylvania Shpyds Inc.—<br>Beaumont<br>94′ 6″ 22′ 1″<br>89′ 0″ 22′ 0″ 10′ 9″<br>1 dk | D-E Tug | Oil 2SA 12Cy. 215×255 mm 900bhp<br>connected to 2 elec. motors sr geared<br>to sc. shaft 71t<br>General Motors Corp. Det |
| **HILVERSUM**<br>N.V. Stoomv. Maats.<br>"Oostzee"<br>Vinke & Zonen<br>Amsterdam Netherland | T.Mk<br>6936<br>4101<br>11494 ~~11045~~<br>~~9679~~<br>~~6150~~<br>~~13443~~ | ✠100A1 SS 10/64<br>DTm—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1510 EL f†2¼″SQ | 1959–10 A.G. "Weser" Werk Seebeck—<br>Bhn<br>534′ 0″ 62′ 8″ 27′ 0¼″/—<br>489′ 7″ 62′ 6″ 40′ 0″<br>F53′ 2 dks, 3rd dk in Nos. 1, 2 & 3 holds<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6″ WB3060t incl. Tunnel tanks 500t DTmf1115t | M (12P) Ref<br>5 Ho 73½′, 68′, 84½′, 81¾′, 81¾′<br>1 TwD 43½′<br>G.736084 B.656068 In.13000<br>5 Ha (stl) (36¾′×22′) (35½′, 43½′, 35½′,<br>35½′×24′)<br>20W Der 4(10) 16(5) | Oil 2SA 9Cy. 700×1200 mm<br>7550bhp 1533t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>AuxB 100lb<br>3×350, 208, 208kW 230V d.c. 16½k |
| **HILWI**<br>Kommandittselskapet "Harwi"<br>Rolf Wigands Rederi<br>Bergen Norwegian | 16851<br>10731<br>25770 | NV | 1959 A/S Bergens M/V—Bgn<br>625′ 6″ 72′ 1″ 33′ 3″<br>71′ 10″ 48′ 0″<br>1 dk len 65<br>rf 2″ | M Bulk Carrier Mchy.aft<br>7 Ho 66½′, 63′, 65¼′, 65′, 65′, 65′, 65′<br>G.1030866<br>7 Ha (stl) (41½′×29½′) (46′, 46′, 46′,<br>46′, 46′, 40′×36¾′)<br>12W Der 7(5) | Oil 2SA 7Cy. 760×1550 mm<br>9100bhp 604t (hvf)<br>Sulzer Bros. Ltd. Win<br>3×312kW 440V 60c/s a.c. 14½k |

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| 515079<br>MXCN<br>187518<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **HIMA**<br><br>**Shell Bermuda (Overseas) Ltd.**<br>London British | 12257<br>7008<br>~~10466~~<br>19047 | ✠100A1 SS 7/65<br>oil tanker<br>✠LMC<br><br>MN1650 EL h†2$\frac{1}{16}$"SQ | 1957-1 Odense Staalskibs A/S—Odn<br>555' 10" 69' 5" ~~29' 9½"~~ 30' 8"<br>531' 0" 69' 3" 39' 0"<br>P115' B49' F50' 1 dk<br>16BH<br>rf 3" WB317t | S Tanker Mchy.aft<br>33 Ta<br>L.890000 HeCls. BC<br>1 Ha (stl) (8'×8')<br>Der 3(5) 2(1) 2(½) | 2 S Turb dr geared to sc.<br>8250shp<br>Cammell Laird & Co. Ltd.<br>2WTB 570lb Spt 555lb<br>sg 120lb<br>2×550kW 450V 60c/s a.c. |
| 515080<br>GBDK<br>183093<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HIMALAYA**<br><br>**P. & O. Steam Nav. Co.**<br>London British | 27989<br>15386<br>11000 | ✠100A1 CS 11/65<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>EL (††) 3½"SQ | 1949-8 Vickers-Armstrongs Ltd.—Brw<br>708' 8" 90' 10" 31' 0½"<br>666' 9" 90' 6" 40' 0"<br>LwrB&F568' B&F537' UprB394' UprF95'<br>2 dks, 3rd dk clear of mchy. space<br>RW 10BH<br>rf 9" DK fwd of mchy. space WB3724t incl. Tunnel tanks 465t | TS (1505P) Ref<br>5 Ho 78½', 65½', 33', 68½', 41½'<br>G.461350 B.434980 In.159140<br>6 Ha (stl) (15½'×16') (19'×20')<br>(17½'×18') (11'×20') (11', 11'×16')<br>18W Der 2(10) 22(3) | 6 S Turb HP dr geared,<br>geared to 2 sc. shafts<br>42500shp<br>Vickers-Armstrongs Ltd.<br>2WTB 590lb Spt 535lb<br>2WTB 585lb Spt 535lb<br>4×850kW 220V d.c. |
| 515081<br>JHVW<br>67769<br>Df Esd<br>RT | **HIMALAYA MARU**<br><br>**Kansai Kisen K.K.**<br>Osaka Japanese | 4607<br>2651<br>6921 | <br><br>NK | 1952 Sanoyasu Dkyd Co. Ltd.—Osa<br>394' 6" 52' 8" 24' 1"<br>368' 4" 52' 6" 29' 6"<br>P25' B124' F28' 2 dks<br>RW | M<br>4 Ho<br>G.344884 B.313348<br>5 Ha (23½'×19½') (38', 23½', 38',<br>28½'×21½')<br>14W Der 14(5) | Oil 2SA 6Cy. 500×1100 mm<br>3450bhp NE82<br>Mitsui Zosen<br>2×112kW 445V a.c. |
| 651780<br>JG2346<br>96156<br>Rdr RT | **HIMAWARI MARU**<br><br>**Watanabe Kaiun K.K.**<br>Tokyo Japanese | 1133<br>826<br>1487 | | 1964 Kanda Zosensho—Kur<br>206' 2" 34' 10" 15' 5"<br>190' 2" 34' 9" 22' 4"<br>2 dks | M Mchy.aft<br>2 Ho<br>G.81330 B.74055<br>1 Ha (101½'×25')<br>6W Der 6(5) | Oil 4SA 6Cy. 400×580 mm<br>1300bhp<br>Kinoshita Tekkosho |
| 515082<br>JBUI<br>75642<br>Df Esd<br>Gc Rdr<br>RTm | **HIMEJI MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 7360<br>4153<br>10373 | <br><br>NK | 1956 Harima Zosensho—Aio<br>448' 3" 59' 2" 27' 5½"<br>419' 11" 59' 1" 36' 1"<br>B78' F30' 2 dks<br>RW<br>rf 6" | M (2P) CSD<br>5 Ho 49½', 71', 40', 32½' DT, 79½', 51½'<br>G.448604 B.474878<br>5 Ha (stl) (22½'×19½') (42½', 42½,<br>45'×23') (27½'×19½')<br>16W Der 2(20) 2(10) 12(6) | Oil 2SA 6Cy. 720×1250 mm<br>4200bhp<br>Harima Zosensho<br>2×180kW 445V 60c/s a.c. |
| 541158<br>8JVM<br>89741<br>Df Esd<br>Pfd Rdr | **HIMEKAMI MARU No. 1**<br><br>**Iwate-ken Gyogyo Kosha**<br>Japanese | 111<br>36<br>— | | 1963 Miho Zosensho—Shimizu<br>102' 8" 19' 10"<br>89' 3" 19' 8" 8' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br><br>Niigata Eng. Co. Ltd. |
| 515083<br>IORA<br>490<br>RT | **HIMERA**<br><br>**"Caspel" S.p.A.**<br>Palermo Italian | 168<br>23<br>— | <br><br>RI | 1960 Cant. del Tirreno—Gen<br>95' 0" 24' 8" 11' 5¾"<br>85' 8" 23' 11" 13' 9" | M Tug | Oil 2SA 8Cy. 280×500 mm<br>1100bhp B&W<br>Cant. Nav. Riuniti |
| 641898<br>JI2075<br>95351<br>Rdr RT | **HIMESHIMA MARU**<br><br>**Kokko Kaiun K.K.**<br>Osaka Japanese | 1947<br>1098<br>3280 | <br><br>NK | 1964 Hitachi Zosen—Mukaishima<br>283' 10" 41' 10" 18' 3"<br>262' 5" 41' 8" 21' 6"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.145038 B.140023<br>2 Ha (75½', 72½'×19½') | Oil 2SA 7Cy. 350×620 mm<br>2300bhp B&W<br>Hitachi Zosen<br>2×80kW 445V a.c. |
| 515084<br>7LKB<br>88075 | **HIMEYAMA MARU**<br><br>**Fuji Seitetsu K.K.**<br>Himeji Japanese | 204<br>65<br>— | | 1961 Osaka Zosensho—Osa<br>104' 0" 28' 4" 8' 11"<br>… … … | TM Tug | 2 Oil 4SA each 6Cy.<br>1700bhp<br>Fuji Seisakusho |
| 541582<br>KSAA<br>OT1207<br>Esd Rdr<br>RT | **HIMEYURI MARU**<br><br>**Ryukyu Kaiun K.K.**<br>Naha Japanese | 2640<br>1457<br>1200 | <br><br>NK | 1963 Onomichi Zosen—Onomichi<br>305' 5" 44' 9" 15' 2"<br>282' 1" 44' 7½" 26' 5"<br>2 dks, pt 3rd dk<br>RW | M<br>2 Ho<br>G.52442 B.48840<br>2 Ha (20', 17'×12½')<br>2W Der 2(5) | Oil 2SA 8Cy. 540×900 mm<br>4500bhp<br>Niigata Eng. Co. Ltd.<br>1×208kW 445V a.c. |
| 515085<br>7LOD<br>88293 | **HIMEZURU MARU**<br><br>**S. Kuwabara**<br>Ondo Japanese | 199<br>96<br>— | | 1962 Hashimoto Zosen—Sumoto<br>*98·2'* 21' 6" 9' 11"<br>96' 8" 21' 4" 10' 11"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (48'×14½') | Oil 4SA 6Cy. 260×380 mm<br><br>Ikegai Tekkosho |
| 541583<br>JL2033<br>94466 | **HIMI MARU**<br><br>**Ichizan Kaiun K.K.**<br>Kikuma Japanese | 582<br>347<br>— | | 1963 Kurushima Dock Co. Ltd.—Imabari<br>*179·4'* 27' 11"<br>157' 5" 27' 10" 14' 1"<br>1 dk<br>RW len 65 | M Mchy.aft | Oil 4SA 6Cy. 325×460 mm<br>650bhp<br>Nippon Hatsudoki |
| 641090<br>JJ2132<br>91764 | **HIMI MARU No. 3**<br>exSumiriki Maru No. 6–65<br>**Matsubayashi Kaiun K.K.**<br>Kikuma Japanese | 193<br>94<br>— | | 1963 Kurushima Dk Co. Ltd.—Imabari<br>107' 6" 24' 10" 10' 5"<br>96' 10" 24' 7" 11' 6"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.8192<br>1 Ha (35½'×16½') | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Makita Tekkosho |
| 610565<br>UGZK<br>M-27808 | **HIMKI**<br><br>**U.S.S.R.**<br>Ismail Russian | 3398<br>1762<br>4306 | | 1963 ........................Russia<br>393' 9" 49' 4" 14' 6"<br>49' 2" 21' 5" | TM<br>4 Ho<br>G.185897<br>4 Ha (39', 39', 45', 45'×26½')<br>Cr 2(5) | 2 Oil 2SA each 6Cy. |

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| **MMA**<br>Empire Pat–49<br>**Fenwick & Co. Pty Ltd.**<br>dney, N.S.W British | **274**<br>—<br>— | ✠LR class withdrawn—<br>Owners' request 9/67 | **1942**–8 Cochrane & Sons Ltd.—Sel<br>111' 8" 26' 7" 12' 4½"<br>105' 0" 26' 6" 13' 0"<br><br>R<br>BK7" | S Tug | T 3Cy. 15" 25" & 42"×27"<br>850ihp 88t (o.f)<br>Amos & Smith Ltd. Hul<br>1×6kW 110V d.c. 11k |
| **MMERLAND**<br><br>**S Det Dansk-Franske D/S**<br>Hahn-Petersen<br>penhagen Danish | **15374**<br>8955<br>25102 | ✠**100A1**<br>strengthened for ore cargoes, Nos. 2 & 5 holds may be empty<br>Ice Class 3<br>✠**LMC**<br>MN1980 EL j†2½"U2 | **1967**–10 J. Readhead & Sons Ltd.—Shl<br>~~580' 2"~~ 75' 4" 33' 2" 580' 2"(incl.BB)<br>550' 0" 74' 9" 44' 9"<br>P106' F42' 1 dk<br>NS 8BH<br>rf 4" WB8550t incl. Comb. btm & side tanks in holds 2582t Topside tanks in holds 3522t | M Bulk Carrier (4P) Mchy.aft<br>6 Ho 73', 66' 63', 64', 66', 69'<br>G.1111142<br>6 Ha (stl) (47¼', 42¾', 40', 40 , 42¾', 40'×37')<br>Cr 3(10) | Oil 2SA 6Cy. 740×1600 mm<br>9900bhp B&W 1580t (hvf)<br>Harland & Wolff Ltd. Bel<br>2AuxB (1 o.f 1 ex.g) 142lb<br>3×300kW 440V 60c/s a.c. 15k |
| **IN CHUAN**<br><br><br>Panamanian | *168*<br>*63*<br>— | | **1942** Chye Hin Ltd.—Kemaman<br>*112·0'* 23' 8"<br>… … …<br>1 dk | Wood M | Oil 2SA 4Cy. 265×340 mm<br>Emade—fitted53<br>Crossley Bros. Ltd. Mch |
| **IN SENG**<br><br>**Chua Soh Poh**<br>ingapore British | 170<br>96<br>— | | ……………………<br>*89·9'* 22' 7"<br>22' 5" | M<br>1 Ho 24'<br><br>1 Ha<br>1W | Oil 2SA 3Cy. 380×455 mm<br><br><br>7k |
| **HINAKURA**<br><br>Federal **Steam Nav. Co. Ltd.**<br>New Zealand Shipping Co. Ltd.<br>London British | **11272**<br>6642<br>14620 | ✠**100A1** SS 6/65<br>with freeboard<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL J†2½"SQ | **1949**–6 John Brown & Co. Ltd.—Cly<br>560' 8" 70' 2" 32' 5½"<br>530' 10" 70' 0" 47' 6"<br>F59' 2 dks & S dk, 4th dk in fwd holds<br>RW Coll BH to S dk 7 to 2nd dk<br><br>rf 6" DK fwd of mchy. space WB3054t incl. Tunnel tanks 981t | TM Ref OSD<br>6 Ho 59¼', 72¾', 80¾', 68¾', 68¾', 30¼'<br>G.264248 B.252660 In.522650<br>6 Ha (20', 31¼', 39¾', 31¼', 31¼'×20') (19¾'×16')<br>20W Der 1(50) 20(10) | 2 Oil 2SA each 5Cy. 725×2250 mm<br>12800bhp Doxford 3199t (hvf)<br>John Brown & Co. Ltd. Cly<br>2AuxB 120lb<br>4×300kW 220V d.c. 16k |
| **HINDE**<br>exKuwi–53<br>P. Hazenberg **and others**<br>N.V. Wijnne & Barends<br>Delfzijl Netherland | **400**<br>245<br>465 | BV | **1939** Gebr. Bodewes Volharding—Foxhol<br>146' 0" 25' 9" 9' 8"<br>25' 7"<br>P35' F17' 1 dk<br>R | M Mchy.aft<br>1 Ho 88¾'<br>G.25000 B.23500<br>2 Ha (each 34¼'×15¾')<br>2W Der 2(5) | Oil 2SA 6Cy. 220×380 mm<br>360bhp NE57 25t<br>Appingedammer Brons. Apg<br>8½k |
| **HINDHOLMEN**<br><br>A/S Kvitöy<br>Paal Aarseth<br>lesund Norwegian | **143**<br>55<br>— | NV | **1916** Kristiansands M/V—Krs<br>*109·8'* 19' 2"<br>… … …<br>1 dk<br>R len 30 | M Fishing | Oil 2SA 3Cy. 280×420 mm<br>240bhp NE54<br>Wichmann Mtrf. Rub |
| **INDSIA**<br><br>Shell **Bermuda (Overseas)**<br>Ltd.<br>London British | **12212**<br>6947<br>~~18115~~<br>18942 | ✠**100A1** ~~SS 11/68~~<br>oil tanker **TD 12/68**<br>✠**LMC**<br><br>MN1650 EL h†2$\frac{9}{16}$"SQ | **1955**–10 Vickers-Armstrongs Ltd.—Brw<br>555' 8" 69' 5" 29' 9½"<br>531' 0" 69' 3" 39' 0"<br>P116' B49' F50' 1 dk<br>16BH<br>rf 3½" WB314t | S Tanker Mchy.aft<br>33 Ta<br>L.890933 HeCls. BC<br>1 Ha (stl) (8'×8')<br>Der 3(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>8250shp 1636t (o.f)–48pd<br>Vickers Armstrongs (Eng.) Ltd. Brw<br>2WTB 570lb Spt 525lb hs14454<br>sg 125lb<br>2×550kW 450V 60c/s a.c. 14½k |
| **HINDUSTAN**<br><br>Hindustan **Steam Shipping**<br>Co. Ltd.<br>Common Bros. Ltd.<br>Newcastle British<br>Now **SAN JOHN** (No. **515100**) in the Register | **6700**<br>3325<br>10962<br>**9104**<br>5329<br>13058 | ✠**100A1** SS 3/66<br><br>✠**LMC**<br><br>MN934 EL d†2$\frac{3}{16}$"SQ | **1958**–1 Lübecker Flender-Werke—Lbc<br>476' 10" 61' 10" 27' 3"/30' 4"<br>443' 4" 61' 6" 39' 6"<br>Ba101' F35' 1 dk & S dk<br>RW 7BH<br>rf nil DK fwd WB4288t incl. DTsm2747t | M OSD/CSD Mchy.aft<br>4 Ho 67¾', 59¾', 57½' DTs, 58¾', 59¾'<br>G.661397 B.608528<br><br>10W Der 1(20) 10(5) | Oil 2SA 7Cy. 700×1200 mm<br>4670bhp 950t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>AuxB 100lb<br>3×150kW 380V 50c/s a.c. 13½k |
| **HINEA**<br><br>Shell **Bermuda (Overseas)**<br>Ltd.<br>London British | **12211**<br>6945<br>18115 | ✠**100A1** SS 5/64<br>oil tanker<br>✠**LMC**<br><br>MN1650 EL h†2$\frac{7}{16}$"SQ | **1956**–2 Vickers-Armstrongs (S.Bs) Ltd. —Brw<br>555' 10" 69' 5" 29' 9½"<br>531' 0" 69' 3" 39' 0"<br>P116' B49' F50' 1 dk<br>16BH<br>rf 3½" WB314t | S Tanker Mchy.aft<br>33 Ta<br>HeCls. BC<br>1 Ha (stl) (8'×8')<br>Der 3(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>8250shp (o.f)–48pd<br>Vickers-Armstrongs (Eng.) Ltd. Brw<br>2WTB 570lb Spt 525lb hs14654<br>sg 125lb<br>2×550kW 450V 60c/s a.c. 14½k |
| **HINNERK**<br>exNjord–57<br>Bernhard Griesen<br>Reederei J. Schöning<br>Haren/Ems W. German<br>Now **HILAN** See New Entries **No. 1** | **424**<br>211<br>512 | BV | **1939** E. J. Smit & Zoon—Westerbroek<br>*166·0'* 25' 1" 9' 10"<br>24' 11" 10' 2"<br>P36' F23' 1 dk<br>R len 63 | M Mchy.aft<br>1 Ho 82'<br>G.21212 B.20400<br>2 Ha (each 42½'×16½')<br>2W | Oil 4SA 5Cy. 290×450 mm<br>300bhp 20t<br>Appingedammer Brons. Apg<br>9k |
| **HINNITES**<br><br>Shell **Bermuda (Overseas)**<br>Ltd.<br>London British | **12186**<br>6947<br>18165 | ✠**100A1** SS 3/65<br>oil tanker<br>✠**LMC**<br><br>MN1650 EL h†2$\frac{7}{16}$"SQ | **1956**–8 Vickers-Armstrongs (S.Bs) Ltd. —Nwc<br>555' 9" 69' 5" 29' 9½"<br>531' 0" 69' 3" 39' 0"<br>P116' B49' F46' 1 dk<br>16BH<br>rf 3½" WB314t | S Tanker Mchy.aft<br>33 Ta<br>L.890000 HeCls. BC<br>1 Ha (stl) (8'×8')<br>Der 3(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>8250shp 1600t (o.f)–47pd<br>Vickers-Armstrongs (Eng.) Ltd. Brw<br>2WTB 570lb Spt 525lb hs14654<br>sg 135lb<br>2×550kW 450V 60c/s a.c. 14½k |
| **HINNØY**<br>A/S Nord-Ferjer<br>vik<br>Norwegian | **436**<br>176<br>— | | **1960** Bodö Skibsverft & M/V A/S—Bdo<br>147' 6" 31' 11" 10' 4"<br>137' 10"<br>1 dk | M Ferry (230P) | Oil 2SA 8Cy. 290×490 mm<br>1000bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>2×20kW 220V a.c. |

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| 515107<br>JAVV<br>82168 | **HINO MARU No. 3**<br><br>**Satsuma Kaiun Y.K.**<br>Anan Japanese | 156<br>78<br>— | 1959 Nippon Zosen—Fukuoka<br>93-8" 18' 9"<br>18' 7"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>200bhp<br>Hanshin Nainenki Kogyo |
| 515109<br>JDRE<br>27490 | **HINODE MARU**<br><br>**Mitsubishi Nippon Heavy Industries Ltd.**<br>Yokohama Japanese | 214<br>77<br>— | 1920 Yokohama Dock Co.—Yka<br>111' 6" 25' 1" 10' 0"<br>24' 11"<br>R | TS Tug | T 6Cy. 11¼" 18¾" & 30½"×21"<br>882ihp<br>Yokohama Dock Co. |
| 651309<br>JLNP<br>97981<br>Df Esd<br>Pfd Rdr | **HINODE MARU**<br><br>**Tago Suisan Enyo Gyogyo**<br>Nishiizu Japanese | 192<br>74<br>— | 1965 Miho Zosensho—Shimizu<br>136' 2" 21' 8"<br>111' 10" 21' 7" 10' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br><br>Akasaka Tekkosho |
| 540512<br>8JAL<br>89873 | **HINODE MARU No. 1**<br><br>**Hinode Kosan K.K.**<br>Tokyo Japanese | 189<br>102<br>344 | 1962 Suzuki Zosen—Shimizu<br>101' 7" 22' 2" 9' 2"<br>95' 2" 22' 1" 10' 2"<br>1 dk<br>rf nil | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×400 mm<br><br>Fuji Seisakusho |
| 515111<br>7KAG<br>88134<br>Rdr RT | **HINODE MARU No. 2**<br><br>**Hinode Kaiun K.K.**<br>Kawajiri Japanese | 878<br>553<br>1200 | 1961 Geibi Zosen Kogyo—Kur<br>201' 9" 31' 0" 14' 6"<br>187' 10" 30' 10" 15' 7"<br>1 dk | M Tanker Mchy.aft<br>3 Ta | Oil 4SA 6Cy. 380×520 mm<br>950bhp<br>Nippon Hatsudoki |
| 515112<br>JCHI<br>84972 | **HINODE MARU No. 3**<br><br>**Uyeno Chemical Unyu K.K.**<br>Tokyo Japanese | 257<br>108<br>— | 1960 Azuma Zosen—Yokosuka<br>132' 3" 23' 1"<br>118' 2" 22' 11" 10' 2"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 280×420 mm<br>350bhp Emade—refitted<br>Matsui Tekkosho |
| 515114<br>7JIA<br>86811<br>Rdr | **HINODE MARU No. 5**<br><br>**Uyeno Unyu Shokai Gomei Kaisha**<br>Yokohama Japanese | 372<br>184<br>— | 1961 Hashihama Zosen—Imabari<br>145' 6" 24' 5"<br>131' 3" 24' 3" 12' 8"<br>1 dk | M Tanker Mchy.aft<br><br>L.21118 | Oil 4SA 6Cy. 280×400 mm<br>450bhp<br>Hanshin Nainenki Kogyo |
| 515115<br>8KJQ<br>90273 | **HINODE MARU No. 5**<br><br>**Nagasaki Kisen K.K.**<br>Nagasaki Japanese | 328<br>176<br>— | 1962 Matsuura Zosen—Hma<br>138' 7" 24' 0" 10' 10"<br>118' 1" 23' 11½" 11' 10"<br>1 dk | M Mchy.aft<br><br>G.18258 B.17869<br>1 Ha (101½'×14½') | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Matsui Tekkosho |
| 515116<br>7KAJ<br>88137 | **HINODE MARU No. 5**<br><br>**Hinode Kisen K.K.**<br>Kure Japanese | 316<br>201<br>— | 1961 Takehara Zosen—Hma<br>137' 10" 25' 8" 10' 6"<br>125' 11" 25' 6" 11' 6"<br>1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.21127 | Oil 4SA 6Cy. 300×420 mm<br>420bhp<br>Kinoshita Tekkosho |
| 652208<br>JLHP<br>97976<br>Df Esd<br>Pfd Rdr<br>RT | **HINODE MARU No. 5**<br><br>**D. Kondo**<br>Yaizu Japanese | 111<br>31<br>— | 1965 Kanazashi Zosensho—Shimizu<br>111' 3" 19' 2" 7' 10"<br>90' 3" 19' 0" 9' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 12Cy. 160×220 mm<br><br>Niigata Eng. Co. Ltd. |
| 650156<br>JG2216<br>96359<br>Rdr RT | **HINODE MARU No. 6**<br><br>**Uyeno Unyu Shokai Gomei Kaisha**<br>Yokohama Japanese | 460<br>226<br>637 | 1964 Setoda Zosen—Setoda<br>163' 0" 27' 1" 11' 10"<br>146' 0" 26' 11" 12' 10"<br>1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta<br>L.27298 | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Daihatsu Kogyo |
| 542741<br>8LQR<br>93274<br>Gc Rdr<br>RT | **HINODE MARU No. 10**<br><br>**Hinode Kisen K.K.**<br>Osaka Japanese | 580<br>318<br>1053 | 1963 Shikoku Dock Co.—Takamatsu<br>186' 4" 28' 0" 13' 5"<br>170' 8" 27' 10" 14' 1"<br>1 dk<br>RW | M Tanker Mchy.aft<br>3 Ta<br>L.40965 | Oil 4SA 6Cy. 300×420 mm<br>650bhp<br>Kinoshita Tekkosho K.K. |
| 641899<br>JI2077<br>95353<br>Rdr RT | **HINODE MARU No. 18**<br><br>**Hinode Kisen K.K.**<br>Osaka Japanese | 826<br>538<br>— | 1964 Shikoku Dock Co.—Takamatsu<br>206' 0" 31' 7" 15' 7"<br>190' 3" 31' 6" 16' 5"<br>1 dk<br>RW | M Tanker Mchy.aft<br>4 Ta<br>L.59894 | Oil 4SA 6Cy. 300×540 mm<br>1150bhp<br>Kinoshita Tekkosho |
| 660496<br>J12179<br>99419<br>Rdr | **HINODE MARU No. 23**<br><br>**Hinode Kisen K.K.**<br>Osaka Japanese | 996<br>542<br>1979 | 1965 Ujina Zosensho—Hma<br>246' 9" 33' 0" 15' 11"<br>226' 4" 32' 10" 17' 4"<br>1 dk | M Tanker<br>8 Ta<br>L.79811 | Oil 4SA 6Cy. 430×540 mm<br>1500bhp<br>Nippon Hatsudoki |
| 640182<br>8KHV<br>93407<br>Df Esd<br>Gc Rdr | **HINODE MARU No. 38**<br><br>**K. Kondo**<br>Yaizu Japanese | 263<br>133<br>— | 1963 Kanazashi Zosensho—Shimizu<br>148' 10" 24' 10"<br>131' 7" 24' 7" 10' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>700bhp<br>Akasaka Tekkosho |

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| **INODE MARU No. 51**<br>, Kondo<br>Japanese<br>izu | 239<br>143<br>— | | **1961** Kanazashi Zosensho—Shimizu<br>*120·1'* 23' 10" 9' 10"<br>117' 4" 23' 8" 11' 4"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>650bhp<br>Akasaka Tekkosho | <br>130t<br>Yaizu<br>10k |
| **INODE MARU No. 52**<br>inode Fishery Co. Ltd.<br>Japanese<br>izu | 285<br>150<br>— | | **1967** Kanazashi Zosensho—Shimizu<br>149' 11" 25' 0" 9' 10"<br>132' 10" 24' 11" 11' 2"<br>P62' B23' F24' 1 dk | M Fishing Mchy.aft<br>2W Der 2(1) | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd.<br>2×160kW 230V 60c/s a.c.<br>Controllable pitch propeller | <br><br>Niigata<br><br>10½k |
| **INOKI MARU**<br>ansai Kisen K.K.<br>Japanese<br>saka | 373<br>194<br>463 | | **1956** Sanoyasu Dockyd Co.—Osa<br>156' 6" 25' 0" 10' 11"<br>145' 7" 24' 11" 12' 2"<br>1 dk | M Mchy.aft<br>1 Ho<br>G.23096<br>2 Ha (18¼'×11¾') (29½'×14½')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×460 mm<br>530bhp<br>Kobe Hatsudoki Seizosho | <br>15t<br>Kob<br>10½k |
| **INRICH AHRENS**<br>Roelof de Winter-65<br>inrich Ahrens<br>W. German<br>rake | 495<br>269<br>670 | BV | **1959** Schps. Gebr. Coops—Hgz<br>171' 9" 27' 10" 10' 2"<br>156' 3" 27' 7" 11' 7"<br>P39' F25' 1 dk<br>R | M Mchy.aft<br>1 Ho 104¾'<br>G.32280 B.30020<br>2 Ha<br>Der 2(2) | Oil 4SA 6Cy. 290×450 mm<br>300bhp<br>Appingedammer Brons.<br>3×40kW 110V d.c. | <br><br>Apg<br>9k |
| **INRICH BEHRMANN**<br>Albert Behrmann<br>W. German<br>amburg | 422<br>241<br>— | GL<br>FOUNDERED 12/67 | **1963** J. J. Sietas Schiffsw.—Ham<br>184' 11" 31' 0" 12' 4¾"<br>164' 1" 30' 10" 12' 9"<br>1 dk | M Mchy.aft<br>1 Ho 115¼'<br>G.52100 B.47200<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>330bhp<br>Klöckner-Humboldt-Deutz | <br>35t<br>Kln<br>9k |
| **INRICH OLDENDORFF**<br>Egon Oldendorff<br>W. German<br>Lübeck | 6058<br>3351<br>10620 | GL | **1956** Flensburger Schiffs. Ges.—Fln<br>485' 1" 60' 8" 25' 9"<br>446' 3" 60' 5" 37' 3"<br>F44' 1 dk & S dk<br>RW | M OSD<br>G.585400 B.534800<br>6 Ha<br>Der 1(20) 12(3–5) | Oil 2SA 7Cy. 700×1200 mm<br>4200bhp<br>Masch. Augsburg-Nürnberg | <br><br>Aug<br>13¾k |
| **INRICH PETERS**<br>Gudvin-64 exGerma-61<br>Peters<br>W. German<br>mburg | 2553<br>1424<br>3860 | NV | **1952** Kristiansands M/V A/S—Krs<br>310' 4" 46' 0" 19' 9"<br>290' 0" 45' 10" 22' 4"<br>P64' F77' 1 dk<br>RW | M Mchy.aft<br>2 Ho 85¼', 115½'<br>G.206591 B.184611<br>5 Ha (27¾'×18') (29¾', 29¾', 29¾' 29¾'×24')<br>10W Der 1(25) 10(5) | Oil 2SA 7Cy. 520×700 mm<br>1990bhp<br>Masch. Augsburg-Nürnberg<br>3×115kW 230V | <br>270t (d.o)<br>Aug<br>12½k |
| **INRICH QUAST**<br>eGrohn-64<br>~~Peter & Ilse Quast—~~<br>~~Reederei Günter Graebe~~ **Hinrich Quast**<br>W. German<br>Hamburg | 425<br>212<br>647 | GL<br>WRECKED 12/67 | **1956** Heinr. Brand—Oldenburg<br>152' 5" 28' 5" 10' 11½"<br>12' 0"<br>1 dk | M<br>G.30100 B.27050<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp NE64<br>Masch. Kiel A.G. | <br><br>Kel<br>10k |
| **HIPPO**<br>Kommandittselskapet<br>Eidesvik & Co. A/S<br>Lauritz Eidesvik<br>Haugesund<br>Norwegian | 297<br>176<br>590 | NV | **1962** A/S Westermoen Båtbyggeri—Mandal<br>158' 5" 27' 10" 11' 0½"<br>143' 8"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 100'<br>G.42155 B.39318<br>2 Ha (stl) (each 35'×12')<br>2W Der 2(2½) | Oil 4SA 6Cy. 230×300 mm<br>650bhp<br>Masch. Kiel A.G.<br>2×20kW 220V 50c/s a.c.<br>Controllable pitch propeller | <br>37t (d.o)<br>Kel<br><br>10½k |

Now **SIMLA** See New Entries No. 7

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| **HIPPONE**<br>Port Autonome d'Annaba<br>Annaba<br>Algerian | 154<br>—<br>— | BV | **1943** Lester F. Alexander & Co.—N.Os<br>86' 6" 24' 8" 9' 6"<br>24' 6" | M Tug | Oil 2SA 8Cy. 215×250 mm<br>700bhp<br>General Motors Corp.<br>3×30kW 110/115V d.c. | <br>29t (d.o)<br>La Grange<br>10½k |
| **HIRADO**<br>A/B Svenska Ostasiatiska Kompaniet<br>Kristian von Sydow<br>Gothenburg<br>Swedish | T.Mk<br>7327<br>3786<br>10300<br>10655<br>5779<br>13180 | ✠100A1<br>DTsf & TwDa—vegetable oil or latex<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN2400 EL g†2$\frac{7}{16}$"U2 | **1967**-6 Eriksbergs M/V A/B—Got<br>512' 3" 70' 3" ~~31' 2¼"~~ 27' 6¾"/31' 2¼"<br>475' 8" 70' 0" 43' 0"<br>F80' 2 dks, 3rd dk in No. 2 hold<br>7BH<br>rf 11" WB3459t incl. Topside tanks in holds 513t | M Ref Mchy.aft<br>5 Ho —', 68¼', 60¼', 60¼', 63'<br>G.731900 B.674400 In.48455<br>5 Ha (stl) (each 17'×12½')<br>8 Ha (stl) (each 49¾'×23½')<br>3W Cr 6(8) 1(5) Der 1(65) 2(5) | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W<br>Uddevallavarvet A/B<br>AuxB 114lb<br>4×340, 340, 280, 280kW 450V 60c/s a.c.<br>Controllable pitch propeller | <br>1790t (hvf)<br>Udv<br><br><br>19k |
| **HIRADO MARU**<br>Nippon Yusen K.K. and<br>Yusen Kogyo K.K.<br>Tokyo<br>Japanese | 3396<br>1886<br>5172 | NK | **1960** Sasebo Sempaku Kogyo—Sasebo<br>346' 11" 50' 3" 20' 10"<br>321' 6" 50' 0" 25' 3"<br>1 dk<br>RW<br>rf 2" | M (4P) Mchy.aft<br>3 Ho 48½'. 102¼', 66½'<br>G.237810 B.220682<br>3 Ha (27¼', 87¼'. 41¼'×21¾')<br>Der 4(10) 2(8) 2(5) | Oil 4SA 7Cy. 470×700 mm<br>2400bhp<br>Ito Tekkosho<br>2×64kW 450V 60c/s a.c. | <br>317t (hvf)<br>Shimizu<br>12k |
| **HIRADO MARU**<br>Matsura Kigyo K.K.<br>Yokohama<br>Japanese | 348<br>168<br>— | | **1962** Hashihama Zosen—Imabari<br>147' 7" 24' 9" 10' 8"<br>134' 6" 24' 7" 11' 8"<br>P36' B81' F15' 1 dk<br>RW | M Mchy.aft<br>1 Ho 64¼'<br>G.24939<br>1 Ha (65'×16½')<br>2W Der 2(3) | Oil 4SA 6Cy. 270×400 mm<br><br>Akasaka Tekkosho | <br>189t<br>Yaizu<br>10¾k |

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| 651248<br>JG2260<br>46437<br>RT | **HIRADO MARU No. 2**<br><br>**Matsura Kigyo K.K.**<br>Yokohama Japanese | 499<br>252<br>787 | | **1965** Hashihama Zosen—Imabari<br>176' 2" 28' 0" 13' 2"<br>159' 2" 27'10½" 14' 1"<br>1 dk<br>RW | TM Mchy.aft<br>1 Ho<br>G.23520 B.23272<br>1 Ha (69'×16½') | 2 Oil 4SA each 6Cy.<br>900bhp<br>Akasaka Tekkosho<br>1×24kW 225V a.c. |
| 515132<br>JXNP<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HIRAM**<br><br>**Bruusgaard Kiösteruds**<br>**Skibs A/S**<br>Bruusgaard, Kiösterud & Co.<br>Drammen Norwegian | 7032<br>3925<br>10685<br>9467<br>5485<br>13081 | NV | **1961** Rheinstahl Nordseewerke—Emd<br>502' 1" 62' 2" 26' 5"/29' 8"<br>462' 11" 62' 0" 39' 3"<br>1 dk & S dk | M (6P) OSD/CSD<br>5 Ho 59', 72½', 70½', 70½', 70½'<br>G.700000 B.645000<br>5 Ha (stl) (32½', 42', 42', 36½', 36½'×24')<br>16W Der 1(50) 4(10) 12(5) | Oil 2SA 9Cy. 700×1200 mm<br>6000bhp<br>Masch. Augsburg-Nürnberg<br>3×200, 200, 170kW 440V |
| 541159<br>4XNI<br>MS125<br>Df Esd<br>Gc Rdr | **HIRAM I**<br><br>**Hiram Fishing Co. Ltd.**<br>Haifa Israel | 1597<br>663<br>— | ✠100A1 SS 6/67<br>stern trawler<br>✠LMC<br>✠Lloyd's RMC<br>MN480 EL(p)(I†)1⅒ * | **1963–3** Ch. & At. Aug. Normand—Hav<br>253' 8" 37' 2" 16' 4½"<br>217' 2" 37' 1" 18' 3"<br>2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 20" WB90t | D-E Stern Trawler Ref<br><br>In.31300 | 3 Oil 4SA each 8Cy.<br>2400bhp driving 3 gen.<br>400V d.c. connected to<br>each 1400shp through<br>shaft Sulzer<br>Comp. de Const. Méc. |
| 515135<br>JMGN<br>81457<br>Df Esd<br>Gc Rdr<br>RT | **HIRASHIMA MARU**<br><br>**Kokusai Kaiun K.K.**<br>Tokyo Japanese | 3366<br>1865<br>5202 | NK | **1958** Hitachi Zosen—Osa<br>348' 6" 49' 4" 21' 0½"<br>321' 6" 49' 3" 25' 3"<br>P35' B65' F46' 1 dk<br>RW | M<br>4 Ho<br>G.24247 B.225167<br>4 Ha (29½', 41½', 34½', 29½'×19½')<br>8W Der 2(9) 6(4½) | Oil 2SA 8Cy. 480×700 mm<br>2500bhp Sulzer<br>Mitsubishi Zosen<br>2×80kW 450V a.c. |
| 662071<br>LIVJ<br><br>Df Esd<br>Rdr<br>RTh | **HIRMA**<br><br>**I/S Hirma**<br>Bernt Sandöy<br>Molde Norwegian | 486<br>300<br>1085 | NV | **1966** Aukra Bruk A/S—Aukra<br>200' 2" 31' 1" 13' 1"<br>180' 4" 13' 5"<br>B52' F30' 1 dk | M Mchy.aft<br>2 Ho 125', 88'<br>G.64780 B.58630<br>1 Ha (stl) (24½'×17½')<br>1 Ha (w) (68'×23')<br>1 Ha (stl) (64½'×20½')<br>3W | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Atlas-Mak Masch. |
| 670934<br>JRLC<br>99895<br>Df Esd<br>Gc Rdr | **HIRO MARU**<br><br>**Nippon Yusen Kaisha &**<br>**Hachiuma Kisen K.K.**<br>Nishinomiya Japanese | 19527<br>14411<br>23861 | NK | **1967** Nippon Kokan—Shimizu<br>577' 5" 78' 1" 31' 11"<br>544' 8" 77' 11" 57' 5"<br>1 dk | M Bulk Carrier Mchy.aft<br><br>G.1395394<br>5 Ha (58½', 59', 39½', 39½', 39½'×38½') | Oil 2SA 6Cy. 650×1350 mm<br>7200bhp<br>Ube Tekkosho |
| 542743<br>8LVH<br>93608<br>Df Gc<br>Rdr | **HIRO MARU No. 8**<br><br>**K. Takemura**<br>Yasuda Japanese | 110<br>—<br>— | | **1963** Imai Zosen—Kochi<br>102' 8" 19' 10" 7' 10"<br>89' 11" 19' 8" 8' 10"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br><br>Hanshin Nainenki Kogyo |
| 515138<br>JOKF<br>65630 | **HIROBISHI MARU**<br><br>**Mitsubishi Nippon Heavy**<br>**Industries Ltd.**<br>Tokyo Japanese | 168<br>57<br>— | | **1944** Setoda Zosensho—Hma<br>100' 0" 23' 0" 9' 10"<br>22' 10"<br>B55'<br>RW | M Tug Mchy.aft | Oil 2SA 6Cy. 220×420 mm<br>500bhp [illegible]<br>Mitsubishi Nippon Jukogyo |
| 540513<br>8JZD<br>91642<br>RT | **HIROFUJI MARU**<br><br>**Hirohata Kaiun K.K.**<br>Himeji Japanese | 228<br>139<br>— | | **1963** Naikai Zosen—Himeji<br>123' 0" 23' 0" 9' 4"<br>110' 7" 22' 11" 10' 4"<br>1 dk<br>RW | M Mchy.aft<br><br>G.15150 B.14408 | Oil SA 5Cy. 260×400 mm<br>260bhp<br>Hanshin Nainenki Kogyo |
| 540514<br>8JZF<br>91736<br>RT | **HIROGIKU MARU**<br><br>**Hirohata Kaiun K.K.**<br>Himeji Japanese | 228<br>139<br>— | | **1963** Naikai Zosen—Himeji<br>123' 0" 23' 0" 9' 4"<br>110' 7" 22' 11" 10' 4"<br>1 dk<br>RW | M Mchy.aft<br><br>G.15150 B.14408<br>1 Ha (66'×14½') | Oil 4SA 5Cy. 260×400 mm<br>260bhp<br>Hanshin Nainenki Kogyo |
| 515139<br>JRBQ<br>82068 | **HIROHATA MARU**<br><br>**Hirohata Kaiun K.K.**<br>Himeji Japanese | 384<br>215<br>— | | **1959** Koyo Dock—Mihara<br>152' 9" 24' 4" 10' 4"<br>137' 10" 24' 3" 11' 6"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy.<br>550bhp<br>Kinoshita Tekkosho |
| 515140<br>7JWP<br>88069<br>RT | **HIROKAWA MARU**<br><br>**Hirohata Kaiun K.K.**<br>Himeji Japanese | 396<br>226<br>— | | **1961** Koyo Dock—Mihara<br>163' 3" 24' 10" 10' 11"<br>147' 8" 24' 8" 12' 2"<br>1 dk | M Mchy.aft<br><br>G.23061 B.21895<br>1 Ha (71'×14½') | Oil 4SA 6Cy.<br>600bhp<br>Kinoshita Tekkosho |
| 515141<br>JNYM<br>84059 | **HIROMINE MARU**<br><br>**Hirohata Kaiun K.K.**<br>Himeji Japanese | 394<br>226<br>— | | **1960** Koyo Dock—Mihara<br>163' 0" 24' 9" 10' 7"<br>147' 7" 24' 7" 11' 10"<br>1 dk | M<br><br><br>1 Ha (74½'×14½') | Oil 4SA 6Cy.<br>600bhp<br>Kinoshita Tekkosho |
| 515143<br>7LLO<br>87903<br>Esd Gc<br>Rdr | **HIROSHIMA MARU**<br><br>**Okada Kaiun K.K.**<br>Osaka Japanese<br>Now **MEIYO MARU No. 5** See New Entries No. 3 | 998<br>583<br>— | NK | **1961** Imai Zosen—Kochi<br>226' 6" 33' 1" 15' 6"<br>206' 11" 32' 11" 17' 10"<br>1 dk<br>RW | M Tanker Mchy.aft<br>4 Ta<br><br>L.69959 | Oil 4SA 6Cy.<br>1150bhp<br>Nippon Hatsudoki |

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| **IROSHIMA MARU No. 5**<br>iroshima-ken Gyogyo<br>Kosha K.K.<br>iroshima<br>Japanese | 373<br>199<br>— | | **1963** Kanazashi Zosensho—Shimizu<br>166′ 5″ 26′ 9″<br>147′ 7″ 25′ 7″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>Akasaka Tekkosho | Yaizu |
| **IROTA MARU**<br>irohata Kaiun K.K.<br>imeji<br>Japanese | 397<br>227<br>— | | **1961** Koyo Dock—Mihara<br>163′ 3″ 24′ 10″ 10′ 11″<br>147′ 8″ 24′ 8″ 12′ 2″<br>1 dk | M Mchy.aft<br>G.26663 B.25497<br>1 Ha (71′×14¾′) | Oil 4SA 6Cy. 290×410 mm<br>550bhp<br>Hanshin Nainenki Kogyo | Kob<br>10k |
| **IROUMI MARU**<br>Shintani<br>iroshima<br>Japanese | 133<br>72<br>200 | | **1966** Imamura Zosen—Kur<br>96′ 5″ 26′ 4″ 5′ 11″<br>88′ 6″ 26′ 3″ 6′ 10″<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 3Cy. 355×393 mm<br>150bhp Emade60fitted66<br>Usuki Tekkosho | Usuki |
| **IROYASU MARU**<br>iroshima Kaiun K.K.<br>okyo<br>Japanese | 379<br>218<br>— | | **1960** Geibi Zosen Kogyo—Kur<br>153′ 1″ 24′ 5″ 11′ 4″<br>139′ 6″ 24′ 3″ 12′ 2″<br>1dk | M Mchy.aft<br>1 Ha (68½′×14¾′) | Oil 4SA 6Cy. 280×420 mm<br>500bhp<br>Makita Tekkosho | Takamatsu<br>10½k |
| **IROZURU MARU**<br>amai Shosen K.K.<br>obe<br>Japanese | 1487<br>779<br>2300 | NK | **1961** Hashihama Zosen—Imabari<br>250′ 4″ 37′ 11″ 17′ 9″<br>229′ 7″ 37′ 9″ 19′ 8″<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.92489 | Oil 4SA 6Cy. 340×440 mm<br>1550bhp<br>Hanshin Nainenki Kogyo<br>2×40kW 105V d.c. | 214t<br>Kob<br>11½k |
| **HIRST**<br>exMoonlight-66<br>A. H. Turner<br>Greenock<br>British | 164<br>64<br>— | ✠Classed LR until 11/55 | **1952–4** W. J. Yarwood & Sons—<br>Northwich<br>88′ 0″ 19′ 7″<br>85′ 6″ 19′ 6″ 10′ 0″<br>Q30′ 1 dk<br>RW<br>BK5″ | S Mchy.aft | C 2Cy. 11½″ & 24″×18″<br>W. J. Yarwood & Sons | Northwich |
| **HIRYU**<br>Tokai Saitetsu K.K.<br>Nagoya<br>Japanese | 196<br>68<br>— | | **1964** Osaka Zosensho—Osa<br>103′ 11″ 26′ 11″<br>101′ 2″ 12′ 6″<br>RW | TM Tug | 2 Oil 4SA each 6Cy. 320×380 mm<br>1900bhp<br>Fuji Seisakusho | Tateyama<br>12½k |
| **HIRYU MARU**<br>be Municipal Office<br>be<br>Japanese | 165<br>58<br>— | | **1964** Koyo Dock—Mihara<br>93′ 3″ 26′ 11″<br>86′ 9″ 12′ 6″ | TM Tug | 2 Oil 4SA each 6Cy. 320×380 mm<br>2000bhp<br>Fuji Seisakusho | Tateyama<br>11k |
| **HISAKA MARU**<br>Hisaka Kaiun K.K.<br>Sakaide<br>Japanese | 468<br>276<br>679 | | **1961** Kurushima Dock Co. Ltd.—Imabari<br>153′ 3″ 26′ 3″ 11′ 10″<br>150′ 11″ 26′ 1″ 13′ 2″<br>1 dk | M<br>1 Ho<br>G.27899 B.27157<br>1 Ha (73¾′×16¼′) | Oil 4SA 6Cy. 290×430 mm<br>530bhp<br>Nippon Hatsudoki<br>1×5kW 105V d.c. | Kob<br>10k |
| **HISASHIMA MARU**<br>Kawasaki Kisen K.K.<br>Kobe<br>Japanese | 9359<br>6046<br>14391 | NK | **1958** Mitsubishi Hvy Ind. Reorg.—Kob<br>487′ 2″ 63′ 6″ 30′ 5¾″<br>452′ 11″ 63′ 4″ 41′ 2″<br>P81′ F36′ 2 dks | M<br>5 Ho<br>G.737366 B.678572<br>5 Ha (36′, 50′, 34′, 39¼′, 44½ ×23′)<br>12W Der 4(9¾) 8(4¾) | Oil 2SA 7Cy. 720×1250 mm<br>5300bhp Sulzer<br>Mitsubishi Hvy Ind. Reorg.<br>3×140kW 230V d.c. | 1168t<br>Kob<br>13½k |
| **HISAYOSHI MARU**<br>Shigeta Kisen K.K.<br>Ogaki<br>Japanese | 270<br>139<br>— | | **1962** Yoshiura Zosen—Kur<br>133′ 11″ 21′ 6″ 9′ 10″<br>123′ 0″ 21′ 4″ 10′ 10″<br>1 dk | M<br>G.17304 B.16068<br>1 Ha (57′×14¾′) | Oil 4SA 6Cy. 300×420 mm<br>400bhp<br>Sumiyoshi Tekkosho | Yoshidka<br>10½k |
| **HISAYOSHI MARU No. 3**<br>M. Yoshioka<br>Nagashima<br>Japanese | 330<br>183<br>— | | **1959** Nakayama Zosen—Kur<br>146′ 4″ 21′ 8″ 10′ 6″<br>21′ 7″ 11′ 6″<br>1 dk<br>len 60 | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>Hanshin Nainenki Kogyo | Kob |
| **HISAYOSHI MARU No. 5**<br>exAki Maru No. 2-61<br>U. Yagi<br>Tanabe<br>Japanese | 285<br>154<br>— | | **1957** Tsuruhama Zosen—Osa<br>*122·7′* 21′ 4″<br>118′ 2″ 11′ 6″<br>1 dk | M Mchy.aft<br>1 Ha (55¾′×14¾′) | Oil 4SA 6Cy. 295×440 mm<br>370bhp Emade44refitted57<br>Niigata Eng. Co. Ltd. | Niigata<br>10½k |
| **HISAYOSHI MARU No. 5**<br>Y. Murakami<br>Osaka<br>Japanese | 237<br>146<br>303 | | **1958** Imabari Zosen—Imabari<br>133′ 3″ 21′ 6″ 8′ 10″<br>118′ 2″ 21′ 4″ 11′ 6″<br>1 dk | M Mchy.aft<br>1 Ha (52¼′×13½′) | Oil 4SA 6Cy. 290×420 mm<br>380bhp<br>Nippon Hatsudoki | Kob<br>11k |
| **HISÖ**<br>A/S Rieber & Co.<br>Tromsö<br>Norwegian | 136<br>42<br>— | | **1908** H. Kallevig—Arendal<br>97′ 0″ 23′ 5″<br>23′ 3″<br>1 dk<br>len 50 | Wood M Sealer Mchy.aft<br>1 Ha (7¾′×6½′)<br>1W | Oil 2SA 4Cy. 280×420 mm<br>400bhp NE55<br>Wichmann Mtrf. | Rub<br>8½k |

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|---|---|---|---|---|---|---|
| 515157<br>SGCE<br>10460<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HISPANIA**<br><br>**Rederi A/B Svenska Lloyd**<br>Torgeir Christoffersen<br>Gothenburg Swedish<br>Now **VALENCIA** *See New Entries No. 4* | T.Mk<br>3764<br>2027<br>4600 | ✠100A1<br>DTm—vegetable oil<br>Ice Class 2<br>✠LMC<br>MN600 EL v1½"SQ | 1964-2 Ast. de Cadiz—Cdz<br>349' 0" 47' 8" 23' 3½"<br>321' 10" 47' 6" 30' 3"<br>P12' F40' 2 dks<br>6BH<br>rf 4" Dk fwd WB1017t incl. DT211t | M (4P) Mchy.aft<br>5 Ho 40¼', 35¾', 42¼', 40¼', 42¼'<br><br>5 Ha (stl) (25¼'×21¼') (26¾', 33¼', 33¼', 33¼'×37¼')<br>Cr 5(5) | Oil 2SA 8Cy. 520×900 m<br>3000bhp Götaverken<br>Empresa Nacional "Elcano"<br>3×140kW 230V d.c. |
| 515158<br>SLNT<br>9673<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **HISPANIOLA**<br><br>**Rederi A/B Westindia**<br>Stockholm Swedish<br>Salénrederierna A/B (Mgrs.) | 6194<br>3269<br>5900 | ✠100A1 SS 2/65<br><br>✠LMC<br>✠Lloyd's RMC<br>MN1520 EL a† | 1956-5 Eriksbergs M/V A/B—Got<br>444' 2" 56' 0" 25' 1"<br>410' 0" 36' 0"<br>F47' 2 dks, 3rd dk clear of mchy. space, 4th dk fwd of mchy. space<br>4BH to U dk 2 to 2nd dk<br>rf 19" WB1932t incl. Tunnel tanks 1214t | M Ref CSD<br>4 Ho 72¾', 58¾', 69', 83¾'<br>In.255200<br>4 Ha (stl) (34', 27', 27', 27'×16')<br>8W Der 8(5) | Oil 2SA 7Cy. 740×1400 m<br>7600bhp B&W<br>Eriksbergs M/V A/B<br>AuxB 71lb<br>4×250kW 220V d.c. |
| 515159<br>7LIJ<br>87412<br>Df Esd<br>Pfd Rdr | **HISSHO MARU No. 18**<br><br>**K. Nemoto**<br>Nakaminato Japanese | 240<br>130<br>— | | 1962 Niigata Eng. Co. Ltd.—Niigata<br>137' 5" 24' 5"<br>123' 0" 24' 3" 10' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 515160<br>WN4137<br>262552<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HISTORIC**<br><br>**Alvaro D. Virissimo**<br>San Diego United States | 291<br>144<br>— | | 1951 J. M. Martinac & Son S.B. Co.—Tac<br>*107·6'* 26' 0"<br>... ... ... | Wood M | Oil 4SA 8Cy.<br>600bhp<br>General Metals Corp. |
| 515161<br>JOLY<br>61460<br>Df Esd<br>Rdr RT | **HITAKA MARU**<br><br>**Government of Japan**<br>**(Dept. of Railways)**<br>Tokyo Japanese | 3061<br>961<br>2494 | | 1948 Uraga Dock—Uraga<br>387' 1" 52' 1" 16' 5"<br>371' 4" 51' 11" 22' 4"<br>F359' 1 dk | S Train Ferry<br>2 Ho<br>G.35335 B.33028<br>2 Ha | 2 S Turb dr geared to sc. s<br>4500shp<br>Hitachi Seisakusho |
| 515162<br>JXNH<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HITRA**<br><br>**A/S Aurland**<br>A/S J. Ludwig Mowinckels Rederi<br>Bergen Norwegian | ~~22581~~ 22485<br>~~13661~~ 13567<br>~~36157~~ 37985 | <br><br>NV | 1961 Bremer Vulkan—Vgk<br>664' 9" 89' 9" 36' 3½"<br>637' 10" 89' 7" 47' 11"<br>1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>30 Ta<br>L.1677428 HeCls. BC<br><br>Der 3(7½) 1(3) | 2 S Turb dr geared to sc. s<br>16000shp<br>Brown, Boveri & Cie.<br>2×590kW 440V 60c/s a.c. |
| 641335<br>LJDO<br><br>RT | **HITRAFERJA**<br><br>**Fosen Trafikklag A/S**<br>Trondheim Norwegian | 208<br>96<br>— | <br><br>~~NV~~ | 1964 Haugesund Slip A/S—Hgs<br>102' 0" 31' 2"<br>94' 1" 11' 6"<br>1 dk | M Ferry Mchy.aft | Oil 4SA 6Cy. 6½"×8"<br>450bhp<br>Caterpillar Tractor Co. |
| 642350<br>USPY<br>M-25250 | **HIUMAA**<br><br>**U.S.S.R.**<br>Tallinn Russian | 1310<br>603<br>1324 | | 1960 "Gheorghiu Dej" Shpyd—Bdp<br>244' 5" 37' 3" 13' 1½"<br>37' 1" 17' 6"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.73667<br>3 Ha (each 28½'×18½')<br>7W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 mm<br><br>Lang Eng. Wks |
| 515163<br>FNFO<br><br>Df Esd<br>Rdr RT | **HIVER**<br><br>**Soc. Anon. d'Armement Mallet**<br>Dieppe French | 433<br>153<br>— | BV<br><br>✠Classed LR until 7/64 | 1960-6 Stocznia Polnocna—Gdk<br>156' 5" 27' 6" 12' 5½"<br>143' 7" 27' 3" 15' 5"<br>F31'<br>rf 29" BK5" | M Trawler<br><br><br>3 Ha (each 3'×3')<br>Der 1(4) | Oil 4SA 8Cy. 320×450 m<br>flexible coupling & sr g<br>1200bhp<br>Klöckner-Humboldt-Deutz<br>Controllable pitch propelle |
| 515165<br>JMMI<br>74121<br>Esd Gc<br>Rdr RT | **HIYAMA MARU**<br><br>**Government of Japan**<br>**(Dept. of Railways)**<br>Tokyo Japanese | 3393<br>850<br>— | | 1955 Mitsubishi Hvy Ind. Reorg.—Kob<br>*365·4'* 57' 3" 15' 5"<br>364' 2" 57' 1" 22' 4"<br>1 dk, pt 2nd dk<br>RW | TM Train Ferry<br>4 Ho | 2 Oil 2SA each 8Cy. 480×<br>5600bhp<br>Mitsubishi Hvy Ind. Reorg |
| 515167<br>JBCW<br>70180<br>Df Esd<br>Gc Pfd<br>Rdr | **HIYEHARU MARU**<br><br>**Yamashita-Shinnihon Kisen K.K.**<br>Tokyo Japanese | 7846<br>4413<br>10302 | NK<br><br>✠Classed LR until 3/62 | 1953-10 Mitsubishi Hvy Ind.Reorg.—Kob<br>476' 0" 60' 9" 28' 0¾"<br>437' 0" 60' 8" 37' 5"<br>F44' 2 dks<br>RW | M Ref<br>6 Ho<br>G.469616 B.430276 In.6816<br>6 Ha (22½'×20') (41', 35½', 21¾', 40¾'×23') (23'×20')<br>18W Der 2(25) 2(10) | Oil 2SA 10Cy. 720×1250 m<br>7500bhp Sulzer<br>Mitsubishi Hvy Ind. Reorg<br>2×260kW 230V a.c. |
| 661593<br>JADC<br>97611<br>Df Esd<br>Gc Rdr<br>RT | **HIYO MARU**<br><br>**Kashima Kisen K.K.**<br>Hojo Japanese | 3000<br>1867<br>5020 | <br><br>NK | 1966 Tsuneishi Zosen—Numakuma<br>334' 4" 49' 4" 20' 10½"<br>308' 9" 49' 2¼" 25' 3"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.230676 B.218775<br>2 Ha (91½', 90½'×26½')<br>12W Der 2(15) 2(10) | Oil 4SA 6Cy. 510×840 m<br>3000bhp<br>Akasaka Tekkosho<br>2×160kW 445V a.c. |
| 662036<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HIYO MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 168<br>75<br>150 | | 1966 Nagasaki Zosen—Nag<br>114' 2" 21' 9" 9' 1"<br>95' 5" 21' 8" 10' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 m<br>650bhp<br>Niigata Eng. Co. Ltd. |

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| **IYOSHI MARU**<br>iyoshi Suisan K.K.<br>maezaki<br>Japanese | 253<br>113<br>— | | | **1967** Kanazashi Zosensho—Shimizu<br>149′ 11″ 23′ 8″ 9′ 10″<br>124′ 7″ 23′ 7″ 11′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>1000bhp<br>Akasaka Tekkosho Yaizu |
| **IYOSHI MARU**<br>chio Sawairi<br>maesaki<br>Japanese | 231<br>103<br>— | | | **1954** Kanazashi Zosensho—Shimizu<br>*113·0′* 21′ 8″<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>Akasaka Tekkosho Yaizu |
| **IYOSHI MARU**<br>ichi Prefecture<br>agoya<br>Japanese | 228<br>93<br>— | | | **1966** Miho Zosensho—Shimizu<br>124′ 4″ 23′ 0″<br>106 8″ 22′ 11″ 10′ 10″<br>1 dk | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 370×400 mm<br>650bhp<br>Akasaka Tekkosho Yalzu |
| **IYOSHI MARU**<br>agoyako Kanrikumiai<br>agoya<br>Japanese | 186<br>60<br>79 | | | **1953** Nagoya Zosen—Nga<br>85′ 1″ 26′ 4″ 9′ 6″<br>26′ 2″<br>RW | TM Tug | 2 Oil 2SA each 5Cy. 290×500 mm<br>Sulzer 32t<br>Uraga Diesel Kogyo Tamashima<br>10¾k |
| **HIYOSHI MARU No. 2**<br>exUtoku Maru No. 2–62<br>Miyachi Sempaku K.K.<br>nnoshima<br>Japanese | 197<br>113<br>— | | | **1962** Takehara Zosen—Hma<br>103′ 4″ 23′ 10″ 9′ 4″<br>23′ 8″<br>1 dk | M Tanker Mchy.aft<br>L.13242 | Oil 4SA 5Cy. 270×400 mm<br>270bhp<br>Kinoshita Tekkosho Akashi<br>9½k |
| **HIYOSHI MARU No. 5**<br>Ichio Sawairi<br>Omaezaki<br>Japanese | 251<br>153<br>— | | | **1961** Kanazashi Zosensho—Shimizu<br>*126·6′* 23′ 10″<br>124′ 3″ 23′ 8″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>650bhp<br>Akasaka Tekkosho Yaizu<br>10½k |
| **HIYOSHI MARU No. 8**<br>Hiyoshi Kaiun K.K.<br>Arita<br>Japanese | 425<br>203<br>606 | | | **1965** Ujina Zosensho—Hma<br>155′ 6″ 25′ 4″ 11′ 2¼″<br>139′ 5″ 25′ 3″ 12′ 2″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 275×410 mm<br>Hanshin Nainenki Kogyo Kob |
| **HIYOSHI MARU No. 8**<br>Toyosaki<br>gasaki<br>Japanese | 102<br>45<br>— | | | **1966** Hakata Dock—Fukuoka<br>101′ 6″ 18′ 0″ 7′ 6″<br>93′ 6″ 17′ 9″ 8′ 7<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>500bhp<br>Kobe Hatsudoki K.K. Kob |
| **HIYOSHI MARU No. 11**<br>K.Toyosaki<br>Nagasaki<br>Japanese | 102<br>45<br>— | | | **1966** Hakata Dock—Fukuoka<br>101′ 6″ 18′ 0″ 7′ 6″<br>93′ 6″ 17′ 9″ 8′ 7″<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>500bhp<br>Kobe Hatsudoki K.K. Kob |
| **HIYOSHI MARU No. 102**<br>exHiyoshi Maru–64<br>Hiyoshi Kaisoten K.K.<br>Yokohama<br>Japanese | 191<br>83<br>200 | | | **1959** Tsurumi Dock—Yka<br>108′ 3″ 21′ 1″ 8′ 10″<br>20′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>250bhp<br>Fuji Seisakusho Tatayama |
| **HIYOSHI MARU No. 103**<br>exShinko Maru–64<br>exHarakawa Maru No. 1–61<br>exNikko Maru No. 6–57<br>Hiyoshi Kaisoten K.K.<br>Yokohama<br>Japanese | 188<br>63<br>— | | | **1948** Harima Zosensho—Aio<br>*105·0′* 20′ 4″<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 290×440 mm<br>320bhp<br>Ikegai Tekkosho Kawasaki |
| **HIYOUNG**<br>exTakatori Maru–66<br>exShinsei Maru No. 1–64<br>Hiyoung Fishery Co. Ltd.<br>Pusan<br>S. Korean | 3240<br>1834<br>4905 | | NK | **1949** Hitachi Zosen—Osa<br>*324·8′* 47′ 1″ 20′ 2″<br>321′ 5″ 46′ 11″ 25′ 0″<br>P21′ B89′ F31′ 1 dk, pt 2nd dk<br>RW | M<br>G.208234 B.187440<br>5 Ha (23¾′, 32¾′, 29½′, 26¼′ × 18¼′)<br>(15¼′ × 5′) | Oil 4SA 8Cy. 430×620 mm<br>2000bhp NE59 314t<br>Niigata Eng. Co. Ltd. Niigata<br>11k |
| **HIZEN MARU**<br>Nihon Suisan K.K.<br>Tokyo<br>Japanese | 115<br>—<br>— | | | **1965** Nagasaki Zosen—Nag<br>107′ 8″ 18′ 3″ 7′ 4½″<br>93′ 6″ 18′ 0½″ 8′ 10″ | M Fishing Mchy.aft | Oil4SA 6Cy. 280×410 mm<br>Kanegafuchi Nalnenki Tok |
| **HIZIR REIS**<br>Petrol Nakliyat Limited<br>Sirketi<br>Istanbul<br>Turkish | 862<br>497<br>1115 | ✠100A1<br>oil tanker<br>✠LMC<br>MN158 | SS 4/65<br>EL k | **1956–8** Roland Werft—Bmn<br>203′ 3″ 31′ 3″ 14′ 4¼″<br>183′ 9″ 31′ 2″ 15′ 3″<br>P53′ F33′ Trunk 91′ 1 dk<br>9BH<br>rf 1½″ WB118t incl. DTf65t | M Tanker Mchy.aft<br>8 Ta<br>L.46914 HeCls. C<br>Der 1(½) | Oil 4SA 8Cy. 285×420 mm<br>790bhp 63t (d.o)–3pd<br>Masch. Augsburg-Nürnberg Aug<br>db 128℔<br>3×30, 20, 15kW 110V d.c. 11k |

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| 515175<br>OXVD<br><br>Esd Rdr<br>RTm | **HJELM**<br><br>~~Aarhus Sten &~~ **Pall Klein**<br>~~Gruskompagni~~<br>Aarhus Danish | 156<br>62<br>240 | <br><br>BV | **1956** H. C. Christensens Stalskibs.—Marstal<br>109' 6" 21' 3" 9' 10"<br>100' 0"<br>P34' Q20' B15' F10' 1 dk<br>RW<br>rf 6" | Aux Mchy.aft<br>1 Ho 32½'<br>G.6000<br>1 Ha (32½'×13½')<br>1W Der 1(3) | Oil 2SA 4Cy. 230×400 mm<br>280bhp B&W<br>Alpha-Diesel A/S<br>2×110V d.c. |
| 515176<br>SKPT<br>8799<br>Df Esd<br>Gc Rdr<br>RTv | **HJELMAREN**<br><br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish | 4091<br>2188<br>6275 | ✠100A1 SS 10/64<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL a† | **1946–9** Eriksbergs M/V A/B—Got<br>423' 0" 57' 10" 23' 6½"<br>399' 11" 57' 7" 35' 3"<br>1 dk & S dk, 3rd dk in No. 3 hold. Intermediate 'tween dk fwd under raised S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB1621t incl. Tunnel tanks 286t | M (12P) Ref OSD<br>5 Ho 51½', 52½', 44½', 59', 41½'<br>G.402388 B.371641 In.43931<br>5 Ha (stl) (27', 32', 27', 32', 27'×20')<br>Der 2(15) 5(5) | Oil 2SA 7Cy. 740×1400<br>5430bhp B&W<br>Eriksbergs M/V A/B<br>4×140kW 220V d.c. |
| 515177<br>LLXD | **HJELMELANDSFJORD**<br><br>**A/S Jösenfjord Rutelag**<br>Stavanger Norwegian | 300<br>150<br>— | <br><br>✠Classed LR until 12/50 | **1944** ......................<br>157' 8" 22' 1"<br>... ... ...<br>1 dk | TM | 2 Oil 2SA each 8Cy. 230×<br>800bhp NE54<br>A/S Bergens M/V |
| 651063<br>LNQG<br><br>Df Rdr<br>RTm | **HJELMEN**<br>exNicoline–67<br>**Skips A/S Hjelmen**<br>Florö Norwegian<br>R. O. Dyrstad (Mgr.) | 198<br>121<br>365 | <br><br>NV | **1965** L. H. Salthammer Båtbyggeri—Vestnes<br>116' 2" 24' 4" 10' 6"<br>103' 8"<br>P29' F13' 1 dk | M Mchy.aft<br>1 Ho 71½'<br>G.16000 B.14700<br>1 Ha (57¾'×14¾')<br>2W Der 2(3) | Oil 4SA 6Cy. 5¾"×6½"<br>325bhp<br>Caterpillar Tractor Co.<br>2×2½kW 24V<br>Controllable pitch propel |
| 541160<br>SGAV<br>9342<br>Pfd | **HJUVIK**<br>exSinvik–67 exHjuvik–66<br>exBrevik–63 exBodil–52<br>**Bruno Gustafsson Partrederi**<br>Donsö Swedish | 337<br>149<br>425 | ✠100A1 Dr 4 yrs–3/65<br>oil tanker<br>Baltic & European coasting service but not north of 60° N.<br>✠LMC<br>MN72 EL d | **1923–3** Danziger Werft—Danzig<br>135' 6" 24' 0" 9' 8½"<br>23' 7" 10' 2"<br>P31' F23' 1 dk<br>R 9BH len 53<br>BK4" WB13t | M Tanker Mchy.aft<br>8 Ta<br>L.12320<br><br>Der 1(2) | Oil 4SA 6Cy. 255×420<br>clutch<br>360bhp ✠NE6/57<br>Jönköpings Motfb.<br>nwtdb 143lb–made52<br>Controllable pitch propel |
| 515182<br>ZEOY<br>169966<br>Df Esd<br>Gc | **HO FUNG**<br>exAlendi Hill–60<br>exFort Nottingham–50<br>**Yick Fung Shipping & Enterprises Co. Ltd.**<br>Hong Kong British | 7121<br>4419<br>10290 | **BS✳** SS 10/65<br>with freeboard<br>**MBS✠**<br><br>MN450 CT6762 C37 S33 | **1944–8** Marine Industries Ltd.—Srl<br>441' 6" 57' 1" 26' 11½"<br>417' 6" 56' 11" 37' 4"<br>2 dks<br>RW 8BH<br>WB2165t incl. DTs773t | S CSD<br><br>G.555782 B.503128<br><br>10W Der 1(25) 1(15) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Dominion Eng. Wks<br>3 SB 220lb Spt hs(7140) |
| 651849<br>JHZE<br>98312<br>Df Esd<br>Gc Rdr | **HO-O MARU**<br><br>**Yamashita-Shinnihon Kisen K.K.**<br>Tokyo Japanese | 8292<br>5316<br>13264 | <br><br>NK | **1965** Namura Zosensho—Osa<br>459' 4" 65' 10" 27' 3"<br>426' 6" 65' 7" 36' 0"<br>P85' F32' 1 dk | M Mchy.aft<br>4 Ho<br>G.608121 B.588344<br>4 Ha (38½'×29½) (63¾', 64¾', 64¾'×34½')<br>16W Der 5(20) 2(10) 12(5) | Oil 4SA 6Cy. 600×1050 mm<br>5500bhp MAN<br>Mitsubishi Hvy Ind. Ltd<br>2×144kW 445V a.c. |
| 652537<br>BEVE22<br><br>Df Esd<br>Gc Rdr<br>RT | **HO PING**<br><br>**Kuo-Kuang Fisheries Co.**<br>Kaohsiung China (Taiwan) | 356<br>177<br>— | <br><br>CR (Taiwan) | **1965** Miho Zosensho—Shimizu<br>156' 10" 25' 4"<br>137' 10" 25' 3" 11' 4"<br>1 dk<br>RW | M Fishing Mchy.aft<br>3 Ho 49¾', 17¾', 12½'<br>In.12431<br>5 Ha (5', 5'×5') (4½', 4½', 3½'×3½')<br>1W Der 4(1) | Oil 4SA 6Cy. 300×440 mm<br>800bhp<br>Akasaka Tekkosho<br>2×80kW 230V 60c/s a.c. |
| 515184<br>OWSW | **HOAN**<br>exEilian–58<br>**H. P. Asmussen**<br>Egernsund Danish | 150<br>84<br>210 | <br><br>✠Classed LR until 3/52 | **1908–1** W. Thomas & Son—Aml<br>109' 10" 21' 9" 10' 6"<br>21' 7"<br>1 dk<br>R<br>BK6½" | Aux Sr<br>1 Ho 51'<br>G.45000<br><br>1W Der 2(1) | Oil 2SA 4Cy. 215×305 mm<br>200bhp NE48<br>H. Widdop & Co. Ltd. |
| 515186<br>GJPA<br>196432<br>Df Esd<br>Gc Pfd<br>RT | **HOBART STAR**<br><br>**Sallent Shipping Co. (Bermuda) Ltd.**<br>London British | 8398<br>4934<br>12150 | ✠100A1 SS 10/66<br><br>✠LMC<br>✠Lloyd's RMC<br>MN2250 EL g†2 1/16"SQ | **1956–7** Bremer Vulkan—Vgk<br>519' 6" 70' 3" 29' 11½"<br>470' 0" 70' 0" 45' 9"<br>F52' 1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 4 holds, 4th dk in Nos. 2 & 3 holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 6" DK fwd WB1693t incl. DTf454t | M (6P) Ref OSD<br>5 Ho 60¾', 74', 75', 77½', 67½'<br>In.326000<br>5 Ha (stl) (27'×18') (45', 35', 35', 27½'×20')<br>Der 1(50) 2(15) 2(10) 8(5) 4(3) | Oil 2SA 10Cy. 780×1400<br>11250bhp<br>Bremer Vulkan<br>2AuxB 100lb<br>4×300kW 230V d.c. |
| 515187<br>WAET<br>248012<br>Df Esd<br>Gc | **HOBART VICTORY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7637<br>5193<br>10681 | <br><br>AB | **1945** Permanente (Shpyd No. 1)—Richmond<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc.<br>6600shp<br>Westinghouse Elec. &<br>2×300kW 240V d.c. |
| 680346<br>UOLX<br>M-1361 | **HOBI**<br><br>**U.S.S.R.**<br>Archangel Russian | 238<br>—<br>102 | | **1955** ......................Russia<br>107' 0" 26' 5" 10' 2"<br>13' 6" | S Tug | T 3Cy. 320, 480 & 780 |
| 515189<br>PESA<br><br>Df Esd<br>RTm | **HOC VINCES**<br><br>**N.V. Scheepv. & Handelmaats. Westhaven**<br>Kamp's Scheepv. & Handelmaats. N.V.<br>Rotterdam Netherland | 352<br>125<br>432 | <br><br>~~BV~~ | **1943** E. J. Smit & Zoon—Westerbroek<br>*156·1'* 26' 6" 9' 2½"<br>... ... ...<br>1 dk & S dk<br>RW | M OSD<br>2 Ho 85½', 81½'<br><br>3 Ha (31½', 33', 38½'×17½')<br>Der 2(2) | Oil 4SA 6Cy. 270×<br>370bhp NE34<br>N.V. Werkspoor<br>1×110V d.c. |

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| **OCHELAGA**<br>**nada Steamship Lines**<br>td.<br>ntreal<br>Canadian | 12616<br>8718<br>16700 | **BS✱** Lake SS 9/68 ~~Lake SS 6/64~~<br>Great Lakes & River St.<br>Lawrence service<br>**MBS✱**<br>MN720 CT11349 C40 S35 | 1949–10 Collingwood Shipyards Ltd.—<br>Clw<br>639′ 6″ 67′ 2″ 23′ 11¾″<br>623′ 0″ 67′ 0″ 35′ 0″<br>F60′ 1 dk<br>RW 2BH<br>WB9024t | S Mchy.aft | S 4Cy. 27″×30″<br>3600ihp<br>Canadian Vickers Ltd. Mtl<br>2WTB 325lb Spt hs(13858) |
| **OCHMEISTER**<br>Erika Hendrik Fisser–58<br>ederei Manfred<br>Preukschat K.G.<br>W. German<br>ert Ruge (Mgr.) | 999<br>540<br>1540 | GL | 1952 Gutehoffnungshütte A.G.—<br>Walsum<br>219′ 10″ 33′ 6″ 15′ 10″<br>33′ 4″ 19′ 8″<br>B35′ F23′ 2 dks<br>RW | M Mchy.aft<br>G.69892 B.64171<br>2 Ha<br>6W | Oil 4SA 8Cy. 320×450 mm<br>925bhp 84t<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| **OCK AUN**<br>Herdsman–65<br>wa Aun Co.<br>(Hong Kong) Ltd.<br>ip Hwa Shipping<br>& Trading Co. Ltd.<br>ng Kong<br>British<br>Now **KOTA SELAMAT** See New Entries No. 9 | 6822<br>4016<br>9270 | ✠100A1 SS 8/65<br>✠LMC<br>EL b† | 1947–1 Wm. Doxford & Sons Ltd.—Sld<br>460′ 8″ 60′ 0″ 26′ 0″<br>435′ 0″ 59′ 7″ 32′ 3″<br>P36′ B150′ F40′ 2 dks<br>R 7BH<br>WB3159t incl. DTa785t DTf965t | M<br>5 Ho 61½′, 94′, 31¼′, 65′, 61′<br>5 Ha (27′, 43½′, 17′, 43½′, 26½′×20′)<br>Der 2 (15) 2(10) 12(5) | Oil 2SA 6Cy. 670×2320 mm<br>5150bhp (d.o)<br>W. Doxford & Sons Ltd. Sld<br>AuxB 100lb<br>3×150kW 220V d.c. 14k |
| **OCK LEE**<br>S Arne Sveen's Rederi &<br>Henriksens Rederi A/S<br>ne Sveen<br>slo<br>Norwegian<br>Now **BREDE** See New Entries No. 3 | 2330<br>1257<br>2824 | NV | 1956 A/S Langesunds M/V—Langesund<br>265′ 0″ 41′ 7″ 18′ 9½″<br>249′ 7″ 41′ 6″ 25′ 10″<br>2 dks<br>RW | S CSD<br>G.156430 B.146200<br>4 Ha (17¼′, 28½′, 26¾′, 26¾′×21′)<br>8W Der 2(5) 6(3) | C 4Cy. (2) 15″ & (2) 36⅜″×33$\frac{7}{16}$″<br>1600ihp 386t (o.f)<br>A/S Trondhjems M/V Tdh<br>12k |
| **OCK MOH HIN**<br>Tan Kee Chye<br>Singapore<br>British | 142<br>128<br>— | | 1922 Lee Eng—Sng<br>*82·0′* 28′ 4″<br>… … … | Wood Lr | |
| **HODAKA MARU**<br>Toa Kosan K.K.<br>Fukuoka<br>Japanese | 331<br>173<br>— | | 1963 Usuki Tekkosho—Saeki<br>145′ 2″ 23′ 0″<br>129′ 11″ 22′ 11″ 11′ 2″<br>1 dk | M Tanker Mchy.aft<br>L.20235 | Oil 4SA 6Cy. 280×400 mm<br>530bhp 26t<br>Usuki Tekkosho Usuki<br>9½k |
| **HODAKASAN MARU**<br>tsui-O.S.K. Lines K.K.<br>yo<br>Japanese | 9633<br>5884<br>11008 | NK<br>✠Classed LR until 7/65 | 1955–7 Mitsui Zosen—Tmn<br>513′ 8″ 64′ 7″ 27′ 11½″<br>475′ 9″ 64′ 4″ 41′ 0″<br>F44′ 2 dks, 3rd dk except in after hold<br>RW<br>rf 6″ | M Ref CSD<br>6 Ho<br>G.40224 B.36162 In.14868<br>6 Ha (26¾′×19¾′) (49′, 36¾′, 26¼′,<br>47½′×23′) (25¾′×19¾′)<br>18W Der 1(35) 4(15) 2(10) 12(5) | Oil 2SA 9Cy. 740×1600 mm<br>11250bhp B&W 2481t<br>Mitsui Zosen Tmn<br>3×230kw 225V d.c. 17½k |
| **HODDEVIK**<br>R. Hoddevik<br>Måløy<br>Norwegian | 209<br>99<br>— | | 1953 Ankerløkken Slip & M/V—Florø<br>115′ 0″ 23′ 1″<br>… … …<br>len 66 | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>360bhp NE55<br>Möller & Jochumsen Horsens |
| **HÖDUR**<br>Seereederei "Frigga" A.G.<br>Emden<br>W. German | 6103<br>3022<br>10235 | GL | 1954 Nordseewerke Emden—Emd<br>473′ 2″ 58′ 8″ 26′ 0$\frac{5}{16}$″<br>439′ 8″ 58′ 7″ 37′ 6″<br>1 dk & S dk<br>RW | M OSD<br>G.584877 B.529710<br>5 Ha<br>10W Der 1(30) 10(5) | Oil 2SA 6Cy. 700×1200 mm<br>3500bhp 775t<br>Masch. Augsburg-Nürnberg Aug<br>13k |
| **HÖDUR**<br>Glückstädter<br>Heringsfischerei G.m.b.H.<br>Glückstadt<br>W. German | 281<br>133<br>— | GL | 1956 Mützelfeldtwerft G.m.b.H.—<br>Cuxhaven<br>137′ 4″ 25′ 4″ 9′ 0″<br>125′ 11″ 25′ 3″ 11′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft<br>2 Ho 42¾′, 26¼′ | Oil 4SA 6Cy. 320×450 mm<br>600bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×80, 17, 8¾kW 50c/s a.c. |
| **HOECHST**<br>Hamburg-Amerika Linie<br>Hamburg<br>W. German | 6782<br>3996<br>9940 | GL | 1954 Deutsche Werft A.G.—Ham<br>521′ 11″ 62′ 11″ 26′ 2″<br>481′ 7″ 62′ 8″ 39′ 10″<br>F29′ 2 dks & S dk<br>RW<br>rf 6″ | S (12P) OSD<br>6 Ho 50¾′, 79½′ 80¼′, 65¼′, 47½′, 41¾′<br>G.711100 B.634993<br>6 Ha (stl) (29¾′, 44½′, 56′, 44¼′ 29½′,<br>29½′×18¼′)<br>20W Der 1(50) 6(5–10) 12(3–5) 2(2) | 2 S Turb dr geared to sc. shaft<br>9000shp 1362t (o.f)<br>Allgemeine Elec. Ges. Bln<br>3×530, 200, 200kW 230V 50c/s a.c. 17k |
| **HÖEGH AIGLONNE**<br>Skibs A/S Abaco, Aruba,<br>Astrea & Noruega<br>Leif Höegh & Co. A/S<br>Oslo<br>Norwegian<br>Now **HAPPY DRAGON** See New Entries No. 1 | 4534<br>2404<br>5930 | NV | 1953 J. Boel & Fils—Tamise<br>360′ 10″ 50′ 4″ 25′ 0″<br>330′ 2″ 50′ 1″ 29′ 7″<br>P170′ F35′ 2 dks<br>RW<br>rf 5″ | M Ref Mchy.aft<br>3 Ho 73¾′, 70½′, 62¼′<br>G.300000 B.269000 In.9150<br>3 Ha (each 45′×20′)<br>9W Cr 2(3) Der 1(20) 6(10) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp NE59 B&W 643t (hvf)<br>Frd. Krupp A.G. Essen<br>3×110kW 220V d.c. 12½k |

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| 515206<br>JWXC<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HÖEGH AILETTE**<br><br>**Skibs A/S Abaco, Aruba,**<br>**Astrea & Noruega**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | ~~5408~~ 4786<br>~~2695~~ 2517<br>~~7106~~ | <br><br>NV | **1958** Drammen Slip & Verk.—Dmn<br>381' 2" 52' 6" 26' 3"<br>350' 0" 52' 5" 32' 1"<br>P131' F43' 2 dks<br><br>rf 4" | M Ref Mchy.aft<br>3 Ho 54½', 80½', 77'<br>G.332783 B.306191 In.32110<br>4 Ha (stl) (27½', 56½', 56½'×22')<br>(15¾'×18')<br>12W Der 1(20) 8(10) 4(5) | Oil 2SA 6Cy. 600×1040 mm<br>4100bhp<br>Sulzer Bros. Ltd.<br>4×160kW 440V 60c/s a.c. |
| 515209<br>JWLU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **HÖEGH ARIELLE**<br><br>**Ankan Shipping Co.**<br>**(Singapore) Ltd.**<br>Singapore | 1753<br>916<br>~~2542~~<br>2545 | <br><br>NV | **1957** Drammen Slip & Verk.—Dmn<br>256' 2" 40' 1" 18' 0¾"<br>231' 5" 40' 0" 22' 2"<br>P75' F33' 2 dks<br>rf 3" | M Mchy.aft<br>2 Ho 70½', 72½'<br>G.117030 B.108080<br>2 Ha (stl) (each 58'×18')<br>8W Der 1(20) 4(10) 4(5) | Oil 2SA 9Cy. 360×600 mm<br>1475bhp<br>Sulzer Bros. Ltd.<br>3×110kW 440V 60c/s a.c. |
| | Now **FAIR DRAGON** See New Entries No. 9 | | | | | |
| 515212<br>JXCR<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HÖEGH AURORE**<br><br>**Skibs A/S Abaco, Aruba,**<br>**Astrea & Noruega**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | ~~5422~~ 4777<br>~~2710~~ 2528<br>~~7406~~ | <br><br>NV | **1959** Drammen Slip & Verk.—Dmn<br>381' 2" 52' 7" 26' 2¾"<br>353' 9" 52' 5" 26' 7"<br>P135' F43' 2 dks<br>rf 4" | M Ref Mchy.aft<br>3 Ho 54½', 80½', 77'<br>G.300673 B.276506 In.29685<br>4 Ha (stl) (27½', 56½', 56½'×22')<br>(15¾'×18')<br>12W Der 1(20) 8(10) 4(5) | Oil 2SA 6Cy. 600×1040 mm<br>4100bhp<br>Sulzer Bros. Ltd.<br>4×160kW 440V 60c/s a.c. |
| 515213<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HÖEGH BANNIERE**<br><br>**Leif Höegh & Co. A/S**<br>Oslo Norwegian | 6162<br>3443<br>8250 | <br><br>NV | **1962** Drammen Slip & Verk.—Dmn<br>424' 9" 57' 8" 27' 0"<br>389' 9" 57' 6" 33' 0"<br>2 dks<br>rf 2" | M Ref Mchy.aft<br>3 Ho 57½', 93½', 82'<br>G.439450 B.404450 In.37100<br>4 Ha (stl) (31¾', 63½', 49¾'×20')<br>(24¾'×21')<br>10W Cr 1(3) Der 1(60) 2(15) 4(10) 4(5) | Oil 2SA 5Cy. 680×1250 mm<br>5500bhp<br>Sulzer Bros. Ltd.<br>3×180kW 440V 60c/s a.c. |
| 515214<br>LHFC<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HÖEGH BELLE**<br><br>**Skibs A/S Abaco, Aruba,**<br>**Astrea & Noruega**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 6157<br>3443<br>8250 | <br><br>NV | **1962** Drammen Slip & Verk.—Dmn<br>424' 9" 57' 8" 27' 0"<br>389' 9" 57' 6" 33' 0"<br>P135' B69' F102' 2 dks<br>rf 2" | M Ref Mchy.aft<br>3 Ho 57½', 93½', 82'<br>G.442956 B.407720 In.29356<br>4 Ha (stl) (31¾', 63½', 49¾'×20')<br>(24¾'×21')<br>10W Cr 1(3) Der 1(60) 2(15) 4(10) 4(5) | Oil 2SA 5Cy. 680×1250 mm<br>5570bhp<br>Sulzer Bros. Ltd.<br>3×180kW 440V 60c/s a.c. |
| 515215<br>JXOE<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HÖEGH BENIN**<br><br>**Skibs A/S Abaco, Aruba,**<br>**Astrea & Noruega**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 5610<br>~~3476~~ 3162<br>8150 | <br><br>NV | **1961** Drammen Slip & Verk.—Dmn<br>405' 6" 55' 7" 26' 4¾"<br>373' 6" 55' 6" 32' 1"<br>2 dks<br>rf 4" | M Ref Mchy.aft<br>3 Ho 57½', 93½', 82'<br>G.360000 B.331500 In.30000<br>4 Ha (stl) (31½', 53', 54½'×20')<br>(16½'×16½')<br>10W Cr 1(3) Der 1(50) 1(30) 6(10) 4(5) | Oil 2SA 6Cy. 600×1040 mm<br>4100bhp<br>Sulzer Bros. Ltd.<br>3×180kW 440V 60c/s a.c. |
| 515216<br>LMSK<br><br>Df Esd<br>Gc<br>RTm/h/v | **HÖEGH BISCAY**<br><br>**Skibs A/S Abaco, Aruba,**<br>**Astrea & Noruega**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 5612<br>3179<br>8150 | <br><br>NV | **1961** Drammen Slip & Verk.—Dmn<br>405' 6" 55' 7" 26' 4¾"<br>373' 6" 55' 6" 32' 1"<br>2 dks<br>rf 4" | M Ref Mchy.aft<br>3 Ho 57½', 93½', 82'<br>G.398153 B.368829 In.32865<br>4 Ha (stl) (31½', 52', 54½'×20')<br>(16½'×16')<br>10W Cr 1(3) Der 1(50) 1(30) 6(10) 4(5) | Oil 2SA 6Cy. 600×1040 mm<br>4100bhp<br>Sulzer Bros. Ltd.<br>3×180kW 440V 60c/s a.c. |
| 515217<br>JWSY<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HÖEGH CAIRN**<br><br>**Skibs A/S Abaco, Aruba,**<br>**Astrea & Noruega**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 9438<br>5317<br>12387 | <br><br>NV | **1958** Blohm & Voss A.G.—Ham<br>514' 6" 64' 8" 29' 4¾"<br>471' 7" 64' 6" 38' 6"<br>P72' B95 F98' 2 dks, 3rd dk in Nos. 2 & 3 holds<br>rf 5" | M (4P) Ref<br>6 Ho 51½', 75¾', 65½', 60½', 52½', 38'<br>G.711093 B.627598 In.10294<br>6 Ha (stl) (31½'×18') (42', 42', 42',<br>31½'×21½') (14¾'×13')<br>16W Der 1(30) 6(10) 14(5) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp MAN<br>Blohm & Voss A.G.<br>3×250kW 440V 60c/s a.c. |
| | Now **ST. CONSTANTINE** See New Entries No. 6 | | | | | |
| 515220<br>JXFY<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HÖEGH DENE**<br><br>**Skibs A/S Abaco, Aruba,**<br>**Astrea & Noruega**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 9870<br>5511<br>12886 | <br><br>NV | **1959** Kieler Howaldtswerke A.G.—Kel<br>515' 6" 64' 1" 29' 9½"<br>473' 9" 63'11¾" 39' 6"<br>P52' B92' F49' 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 6" | M (4P) Ref<br>6 Ho 62¾', 72', 69½', 78', 87', 41'<br>G.730355 B.663818 In.7381<br>6 Ha (stl) (31½', 43', 43' 43', 43'×25')<br>(10'×18')<br>18W Der 1(50) 4(10) 14(5) | Oil 2SA 8Cy. 780×1400 mm<br>9300bhp MAN<br>Kieler Howaldtswerke A.G.<br>3×280kW 450V 60c/s a.c. |
| 515221<br>JWYA<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HÖEGH DRAKE**<br><br>**Skibs A/S Arizona**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | ~~9915~~ 9828<br>~~5539~~ 5522<br>~~13145~~ | <br><br>NV | **1958** Kieler Howaldtswerke A.G.—Kel<br>515' 6" 64' 2" 29' 9½"<br>473' 10" 64' 0" 39' 5"<br>P52' B82' F49' 2 dks, 3rd dk in Nos. 3 & 4 holds<br>rf 6" | M (4P) Ref<br>6 Ho 62¾', 71½', 69', 66½', 65', 41½'<br>G.732332 B.669646 In.7487<br>6 Ha (stl) (31½', 43', 43', 43', 43'×25')<br>(10½'×19')<br>18W Der 1(30) 4(10) 14(5) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp<br>Burmeister & Wain<br>3×240kW 440V 60c/s a.c. |
| 515222<br>JXSR<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HÖEGH DYKE**<br><br>**Skibs A/S Abaco, Aruba,**<br>**Astrea & Noruega**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 9974<br>5596<br>13005 | <br><br>NV | **1962** Kieler Howaldtswerke A.G.—Kel<br>515' 0" 64' 2" 29' 9½"<br>473' 9" 63'11½" 39' 6"<br>2 dks, 3rd dk in Nos. 3 & 4 holds<br>rf 6" | M (4P) Ref CSD<br>6 Ho 58', 76', 69', 79', 76', 42'<br>G.712909 B.659934 In.7381<br>6 Ha (stl) (29½' 45½', 43', 40¾',<br>40¾'×25') (10'×20')<br>18W Der 1(80) 1(30) 6(10) 12(5) | Oil 2SA 8Cy. 780×1400<br>9300bhp MAN<br>Kieler Howaldtswerke A.G.<br>4×250, 250, 250, 600kW |
| 540516<br>JXVW<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HÖEGH ELAN**<br><br>**Skibs A/S Abaco, Aruba,**<br>**Astrea & Noruega**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | ~~10988~~ 10719<br>~~6283~~ 6142<br>~~14480~~ | <br><br>NV | **1963** At. & Ch. de Dunkerque &<br>Bordeaux (France-Gironde)—Bdx<br>515' 0" 65' 1" 30' 7½"<br>486' 6" 64'11½" 41' 0"<br>P46' B95' F44' 2 dks, 3rd dk in Nos. 1, 3 & 4 holds<br>rf 12" | M (6P) Ref<br>6 Ho 53¾', 71½', 71½', 78', 66½', 35½'<br>G.783700 B.732710 In.8905<br>6 Ha (stl) (29½', 44½', 44½', 44½',<br>44½'×24½') (12½'×16')<br>18W Der 1(80) 1(40) 8(10) 10(5) | Oil 2SA 7Cy. 740×1600<br>8750bhp B&W<br>Soc. Forg. & At. de<br><br><br>3×270kW 440V 60c/s |

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| **ÖEGH ELITE**<br>ibs A/S Abaco, Aruba,<br>strea & Noruega<br>f Höegh & Co. A/S<br>Norwegian<br>lo | ~~10988~~ 10722<br>~~6280~~ 6142<br>~~14548~~ | NV | **1964** At. & Ch. de Dunkerque & Bordeaux<br>(France-Gironde)—Bdx<br>515′ 0″ 65′ 1″ 30′ 6½″<br>486′ 6″ 64′11½″ 41′ 0″<br>P48′ B98′ F48′ 2 dks, 3rd dk in Nos. 1, 3<br>rf 12″ & 4 holds | M (6P) Ref<br>6 Ho 53¾′, 71¼′, 71¼′, 78′, 66½′, 35½′<br>G.804764 B.723237 In.8905<br>6 Ha (stl) (29½′, 44¼′, 44¼′, 44¼′,<br>44¼′×24½′) (12¼′×16′)<br>18W Der 1(80) 8(10) 10(5) | | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W 1620t (hvf)<br>Soc. Forg. & At. du Creusot<br>Le Creusot<br>3×270kW 440V 60c/s a.c. 15¼k |
| **ÖEGH FAIR**<br>S Alliance<br>f Höegh & Co. A/S<br>Norwegian<br>lo | ~~20888~~ 20688<br>~~12339~~ 12267<br>~~32681~~<br>34480 | NV | **1957** Kieler Howaldtswerke A.G.—Kel<br>664′ 7″ 87′ 0″ 34′ 10″<br>629′ 11″ 86′ 8″ 45′ 11″<br>P148′ B46′ F95′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>30 Ta<br>L.1494290<br>Der 2(5) 3(3) 2(1) | HeCls. BC | Oil 2SA 10Cy. 748×1600 mm<br>12300bhp B&W 2644t (hvf)–43pd<br>Eriksbergs M/V A/B Got<br>3×450, 450, 120kW 450V 60c/s a.c.<br>15¼k |

ow **ST. GRIGOROUSA** See New Entries **No. 11**

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| **ÖEGH FALCON**<br>ibs A/S Abaco, Aruba,<br>Astrea & Noruega<br>f Höegh & Co. A/S<br>Norwegian<br>slo | 20825<br>12501<br>32985 | NV | **1956** Eriksbergs M/V A/B—Got<br>659′ 3″ 86′ 2″ 34′ 6¼″<br>625′ 0″ 86′ 0″ 45′ 9″<br>P154′ B49′ F82′ 1 dk<br>rf 3″ | M Tanker Mchy.aft<br>33 Ta<br>L.1560000<br>Der 5(5) 2(1½) | HeCls. BC | Oil 2SA 10Cy. 748×1600 mm<br>12500bhp B&W 2900t(hvf)–45pd<br>Eriksbergs M/V A/B Got<br>4×325, 325, 160, 160kW 220V d.c. 16k |

Now **CONQUEROR COLOCOTRONIS** See New Entries No. 3

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| **ÖEGH FORUM**<br>/S Atlantica, Skibs A/S<br>Abaco, Aruba, Astrea<br>& Noruega<br>f Höegh & Co. A/S<br>Norwegian<br>Oslo | 21202<br>12522<br>33514 | NV | **1957** At. & Ch. de France—Dnk<br>676′ 2″ 86′ 4″ 35′ 11¼″<br>640′ 6″ 86′ 1½″ 46′ 8″<br>P171′ B49′ F98′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>30 Ta<br>L.1529000<br>Der 1(7) 4(5) 2(4) | HeCls. BC | Oil 2SA 10Cy. 740×1600 mm<br>12500bhp (hvf)–43pd<br>Burmeister & Wain Cpn<br>3×440, 440, 120kW 440V 60c/s a.c.<br>15½k |

ow **TASSOS V** (No. 515228) in the Register

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| **HÖEGH FULMAR**<br>A/S Atlantica, Skibs A/S<br>Abaco, Aruba, Astrea<br>& Noruega<br>Leif Höegh & Co. A/S<br>Norwegian<br>Oslo | 22699<br>13501<br>~~36875~~<br>38425 | NV | **1960** Eriksbergs M/VA/B—Got<br>682′ 6″ 87′ 3″ 36′ 6¼″<br>645′ 0″ 87′ 0″ 48′ 6″<br>P154′ B49′ F95′ 1 dk<br>rf 3″ | M Tanker Mchy.aft<br>33 Ta<br>L.1599500<br>Der 5(5) 2(1½) | HeCls. BC | Oil 2SA 10Cy. 748×1600 mm<br>12500bhp B&W 4268t (hvf)<br>Eriksbergs M/V A/B Got<br>3×380, 380, 200kW 440V 60c/s a.c.<br>15½k |

Now **GEORGIOS** See New Entries No. 8

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| **HÖEGH GALLANT**<br>Launched as Bergebig<br>A/S Alliance<br>Leif Höegh & Co. A/S<br>Norwegian<br>Oslo | ~~29790~~ 29333<br>~~17950~~ 17653<br>~~47568~~<br>50080 | NV | **1961** Deutsche Werft A.G.—Ham<br>742′ 3″ 100′ 3″ 37′ 10⅜″<br>705′ 0″ 100′ 0″ 50′ 0″<br>1 dk<br>rf 5½″ | S Tanker Mchy.aft<br>33 Ta<br>L.2200000<br>Der 6(5) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19000shp 4167t (o.f)<br>Allgemeine Elec. Ges. Bln<br>3×700, 700, 150kW 440V 60c/s a.c. |

Now **GALLANT COLOCOTRONIS** See New Entries **No. 11**

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| **HÖEGH GALLEON**<br>S Alliance<br>f Höegh & Co. A/S<br>Norwegian<br>lo | ~~34308~~ 30347<br>~~17600~~ 17549<br>~~49102~~ 51480 | NV | **1960** Kieler Howaldtswerke A.G.—Kel<br>730′ 0″ 102′ 4″ 38′ 0¾″<br>705′ 1″ 102′ 0″ 50′ 0″<br>1 dk<br>rf nil | S Tanker Mchy.aft<br>35 Ta<br>L.2144000<br>Der 2(5) 3(3) 2(2) | | 2 S Turb dr geared to sc. shaft<br>16500shp (o.f)<br>Kieler Howaldtswerke A.G. Kel<br>3×600, 600, 340kW 450V 60c/s a.c. |

low **VALIANT COLOCOTRONIS** See New Entries **No. 11**

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| **HÖEGH GANDRIA**<br>A/S Alliance<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 32601<br>17373<br>51194 | NV | **1962** Kieler Howaldtswerke A.G.—Kel<br>740′ 1″ 102′ 2″ 39′ 3¾″<br>705′ 3″ 102′ 0″ 52′ 2″<br>P177′ B131′ F105′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>36 Ta<br>L.2180000<br>Der 2(10) 2(3) 2(2) | HeCls. BC | Oil 2SA 10Cy. 840×1800 mm<br>19000bhp B&W 3357t (hvf)<br>Frd. Krupp Dieselmotoren Essen<br>3×650, 350, 350kW 440V 60c/s a.c.<br>16k |
| **HÖEGH GANNET**<br>A/S Alliance<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 40908<br>29370<br>75912 | NV | **1967** (Cargo section) Mitsubishi Hvy<br>Ind. Ltd.—Kob<br>**1960** (Fwd & aft sections) Kieler<br>Howaldtswerke A.G.—Kel<br>837′ 9″ 115′ 1″ 45′ 1″<br>804′ 1″ 114′ 10″ 57′ 6″<br>P144′ Q105′ B50′ F109′ 1 dk<br>rf nil | S Tanker Mchy.aft<br>13 Ta<br>L.3279785<br>Der 2(5) 3(3) 2(2) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17500shp 4155t (o.f)–95pd<br>Kieler Howaldtswerke A.G. Kel<br>3×600, 600, 340kW 440V 60c/s a.c.<br>Thw. thrust propeller aft 15k |

Now **YANGOS COLOCOTRONIS** See New Entries **No. 3**

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|---|---|---|---|---|---|---|
| **HÖEGH HELM**<br>A/S Alliance<br>Leif Höegh & Co. A/S<br>Oslo<br>Norwegian | 35719<br>~~21251~~ 20768<br>~~56046~~ 58280 | NV | **1964** Kieler Howaldtswerke A.G.—Kel<br>773′ 1″ 105′ 11″ 39′ 11″<br>731′ 0″ 105′ 7½″ 53′ 10″<br>P171′ B105′ F75′ 1 dk<br>rf 4″ | M Ore/Oil Carrier Mchy.aft<br>8 Ho 59¾′, 59¾′, 59′, 60′, 59½′, 59½′,<br>59½′, 59½′ 24 Ta<br>G.973000 L.2479560<br>8 Ha (stl) (each 40′×32¾′)<br>Cr 2(10) Der 1(3) 1(1) | HeCls. BC | Oil 2SA 8Cy. 850×1700 mm<br>17600bhp Götaverken<br>3543t (hvf)–60pd<br>Kieler Howaldtswerke A.G. Kel<br>3×550, 350, 350kW 440V 60c/s a.c. |
| **HÖEGH HOOD**<br>Skibs A/S Alliance<br>Leif Höegh & Co. A/S<br>Oslo<br>Norwegian | 37339<br>23091<br>— | NV | **1965** At. & Ch. de Dunkerque &<br>Bordeaux—Dnk<br>788′ 1″ 108′ 2″ 40′ 10″<br>774′ 7″ 107′ 10″ 54′ 9″<br>P161′ B89′ F79′ 1 dk<br>rf 6″ | M Ore/Oil Carrier Mchy.aft<br>5 Ho 88′, 88′, 131½′, 88′, 81¼′ 20 Ta<br>G.1002230 L.2535373<br>11 Ha (stl) (each 31¼′×32¼′)<br>Cr 1(1) Der 2(10) 1(3) 2(2) | HeCls. BC | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W 4486t (hvf)<br>Soc. Forg. & At. du Creusot<br>Le Creusot<br>3×600, 360, 360kW 440V 60c/s a.c.<br>16k |

Now **EPIC COLOCOTRONIS** See New Entries **No. 4**

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| **ÖEGH LANCE**<br>A/S Atlantica, Skibs A/S<br>Aruba & Astrea<br>Leif Höegh & Co. A/S<br>lo<br>Norwegian | 43277<br>26632<br>~~74150~~<br>78085 | NV | **1965** Kockums M/V A/B—Mmo<br>800′ 0″ 120′ 2″ ~~41′ 6″~~ 43′ 2″<br>778′ 0″ 120′ 0″ 55′ 9″<br>P164′ B108′ F115′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>18 Ta<br>L.3280069<br>Der 2(10) 1(3) 2(2) | HeCls. BC | Oil 2SA 10Cy. 840×1600 mm<br>19000bhp MAN 4329t (hvf)–73pd<br>Kockums M/V A/B Mmo<br>4×450, 320, 320, 320kW 440V 60c/s a.c. |

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| 651815<br>JXZS<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HÖEGH LAUREL**<br><br>**A/S Alliance**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 47434<br>35711<br>85450 | NV | 1965 Kieler Howaldtswerke A.G.—Kel<br>817' 3" 124' 2" 45' 0½"<br>777' 7" 124' 1" 58' 9"<br>1 dk<br>rf 4" | S Tanker Mchy.aft<br>13 Ta<br>L.3565000<br><br>Cr 1(1) Der 2(10) 1(3) 2(2) | 2 S Turb dr geared to sc.sh<br>24000shp<br>Kieler Howaldtswerke A.G.<br>3×900, 900, 375kW 440V |
| 661008<br>LECB<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HÖEGH MALLARD**<br><br>**A/S Atlantica &**<br>**Tinfos Papirfabrik**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 16468<br>8624<br>~~22900~~<br>24450 | NV | 1966 Kawasaki Dkyd Co. Ltd.—Kob<br>585' 8" 75' 0" 32' 2"<br>551' 2" 74' 9½" 46' 3"<br>P111' F44' 1 dk | M Bulk Carrier Mchy.aft<br>6 Ho 59', 64½', 64½', 64½', 64½', 69½'<br>G.1020888 B.1003839<br>6 Ha (stl) (39', 43', 43', 43', 43', 43'×33½')<br>12W Der 12(12) 1(3) 1(1) | Oil 2SA 7Cy. 780×1400 mm<br>10500bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3×400kW 445V 60c/s a.c. |
| 670899<br>DIBM<br><br>Rdr | **HÖEGH MARI**<br>exMari–67<br>**Barthold Richters**<br>Hamburg W. German<br>Now MARI<br>(No. 670899) in the Register | 3174<br>1965<br>— | GL | 1966 Schiffsw. "Neptun"—Ros<br>335-8' 46' 9"<br>25' 3"<br>P65' Q132' F32' 2 dks | M | Oil 4SA 8Cy. 520×740 mm<br>3080bhp<br>Masch. Augsburg-Nürnb |
| 661654<br>LGNI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HÖEGH MARLIN**<br><br>**A/S Atlantica, A/S Tinfos**<br>**Jernverk & Tinfos**<br>**Papirfabrik**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 16504<br>8470<br>~~22653~~<br>24120 | NV | 1966 Osaka Zosensho—Osa<br>585' 8" 75' 0" ~~32' 2"~~ 32' 9½"<br>551' 2" 74' 10" 46' 3"<br>B&P131' 1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>6 Ho 62', 67', 67', 67', 67', 67'<br>G.1020888 B.1003839<br>6 Ha (stl) (39', 43', 43', 43', 43', 43'×33½')<br>Der 12(12) | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer<br>Maizuru S. & E. Co. Ltd.<br>3×390kW 440V 60c/s a.c. |
| 661655<br>LGNR<br><br>Df Esd<br>Gc Rdr<br>RTv | **HÖEGH MERCHANT**<br><br>**A/S Alliance**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 16464<br>8547<br>~~22924~~<br>24390 | NV | 1966 Hakodate Dock Co. Ltd.—Hak<br>585' 8" 75' 0" ~~32' 9"~~ 33' 7"<br>551' 2" 74' 9½" 46' 3"<br>1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>6 Ho 62', 67', 67', 67', 67', 67'<br>G.1020888 B.1003839<br>6 Ha (stl) (39', 43', 43', 43', 43', 43'×33½')<br>12W Der 12(12) | Oil 2SA 7Cy. 780×1400 mm<br>10500bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3×400kW 445V 60c/s a.c. |
| 661963<br>LHYI<br><br>Df Esd<br>Gc Rdr<br>RTv | **HÖEGH MERIT**<br><br>**Leif Höegh & Co. A/S**<br>Oslo Norwegian | 16464<br>8547<br>~~22924~~<br>24290 | NV | 1966 Hakodate Dock Co. Ltd.—Hak<br>585' 8" 75' 0" 32' 9½"<br>551' 2" 74' 10" 46' 4"<br>1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>6 Ho 62', 67', 67', 67', 67', 67'<br>G.1022872 B.974300<br>6 Ha (stl) (39', 43', 43', 43', 43', 43'×33½')<br>12W Der 12(12) | Oil 2SA 7Cy. 780×1400 mm<br>10500bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3×400kW 445V 60c/s a.c. |
| 670821<br>LJVT<br><br>Df Esd<br>Gc Rdr<br>RTv | **HÖEGH MUSKETEER**<br><br>**Skibs A/S Abaco, Skibs A/S**<br>**Aruba, Skibs A/S Astrea &**<br>**Skibs A/S Noruega**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 16464<br>~~8547~~ 8546<br>24280 | NV | 1967 Hakodate Dock Co. Ltd.—Hak<br>585' 8" 74' 11" 32' 9½"<br>551' 2" 74' 9½" 46' 3"<br>P&B131' F61' 1 dk<br>rf 6" | M Bulk Carrier Mchy.aft<br>6 Ho 59½', 67½', 67½', 67½', 67½', 67½'<br>G.1023297 B.1006599<br>6 Ha (stl) (39', 42½', 42½', 42½', 42½', 42½'×33½')<br>12W Der 12(12) | Oil 2SA 7Cy. 780×1400 mm<br>10500bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3×400kW 445V 60c/s a.c. |
| 671705<br>LMGQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HÖEGH OPAL**<br><br>**Skibs A/S Arizona**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | ~~9874~~ T.Mk<br>~~6101~~ 6768<br>~~14200~~ 3878<br>~~14360~~ —<br>9874<br>6101<br>14345 | NV | 1967 O/Y Wärtsilä A/B—Åbo<br>515' 0" 68' 1"<br>475' 8" 67' 7" 41' 4"<br>B69' F95' 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 4" | M Ref Mchy.aft<br>5 Ho 55½', 82', 82', 82', 42½'<br>G.779470 B.696280 In.23690<br>5 Ha (stl) (27', 49½', 49½', 49½', 24½'×26½')<br>16W Der 1(80) 1(50) 16(10) | Oil 2SA 6Cy. 760×1550 mm<br>10560bhp Sulzer<br>O/Y Wärtsilä A/B<br>3×440kW 450V 60c/s a.c.<br>Controllable pitch propel |
| 672649<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **HÖEGH ORCHID** T.Mk<br><br>**Skibs A/S Arizona**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 6768<br>3878<br>10864<br>9874<br>6101<br>~~14300~~<br>14360 | 514' 10"<br>NV | 1967 O/Y Wärtsilä A/B—Åbo<br>~~515' 0"~~ 68' 1" ~~26' 5"/31' 1½"~~ 26' 5"/31' 2"<br>475' 8" 67' 7" 41' 4"<br>B69' F95' 2 dks & S dk<br>rf 4" | M Ref ~~OSD/CSD~~ Mchy.aft<br>5 Ho 55½', 82', 82', 82', 42½'<br>G.779470 B.696280 In.23690<br>5 Ha (stl) (27', 49½', 49½', 49½', 24½'×26½')<br>16W Der 1(80) 1(50) 16(10) | Oil 2SA 6Cy. 760×1550 mm<br>10560bhp Sulzer<br>O/Y Wärtsilä A/B<br>3×440kW 450V 60c/s a.c.<br>Controllable pitch propel |
| 680433<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **HÖEGH ORRIS** T.Mk<br><br>**Skibs A/S Abaco, Aruba,**<br>**Astrea & Noruega**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 6768<br>3878<br>10864<br>9874<br>6101<br>~~14330~~<br>14360 | 514' 10"<br>NV | 1967 O/Y Wärtsilä A/B—Åbo<br>~~515' 0"~~ 68' 1" ~~26' 5"/31' 1½"~~ 26' 5"/31' 2"<br>475' 8" 67' 7" 41' 4"<br>B69' F95' 2 dks & S dk<br>rf 4" | M Ref ~~OSD/CSD~~ Mchy aft<br>5 Ho 55½', 82', 82', 82', 42½'<br>G.779470 B.696280 In.23690<br>5 Ha (stl) (27', 49½', 49½', 49½', 24½'×26½')<br>16W Der 1(80) 1(50) 16(10) | Oil 2SA 6Cy. 760×1550<br>10560bhp Sulzer<br>O/Y Wärtsilä A/B<br>3×440kW 450V 60c/s a.c. |
| 662130<br>LIZE<br><br>Df Esd<br>Gc Rdr<br>RTv | **HÖEGH RANGER**<br><br>**A/S Atlantica & Tinfos**<br>**Papirfabrik**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | Ore<br>42096<br>26791<br>~~68543~~<br>68512 | NV | 1966 Kawasaki Dkyd Co. Ltd.—Kob<br>795' 7" 105' 10" 44' 11"<br>756' 11" 105' 7" 64' 0"<br>F85' 1 dk<br>RW<br>rf 6" | M Ore/Oil Carrier Mchy.aft<br>7 Ho 59½', 73½', 73½', 73½', 73½', 73½', 73½' 7 Ta<br>L.2497092 HeCls. B<br>7 Ha (stl) (41½', 52½', 52½', 52½', 52½', 52½', 52½'×46') | Oil 2SA 8Cy.<br>18400bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3×560, 364, 364kW |
| 670820<br>LKCH<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **HÖEGH RAY**<br><br>**A/S Alliance**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 42095<br>26793<br>68543 | NV | 1967 Kawasaki Dkyd Co. Ltd.—Kob<br>756' 11" 105' 10" 44' 11"<br>754' 7" 105 7" 64' 0"<br>B96' F85' 1 dk<br>rf 6" | M Ore/Oil Carrier Mchy.aft<br>7 Ho 59½', 73½', 73½' 73½', 73½', 73½', 73½' 7 Ta<br>L.2497092 HeCls. B<br>7 Ha (stl) (41½', 52½', 52½,' 52½', 52½', 52½', 52½'×46') | Oil 2SA 8Cy.<br>18400bhp MAN<br>Kawasaki Dkyd Co.<br>3×560, 364, 364kW |

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| **ÖEGH RIDER**<br>S Alliance<br>Höegh & Co. A/S<br>Norwegian<br>lo | ~~60000~~ 57848<br>— 42681<br>~~86400~~<br>93683 | | NV | **1968** Kawasaki Dkyd Co. Ltd.—Kob<br>820′ 5″ 45′ 0″<br>777′ 7″ 127′ 8″ 72′ 2″<br>1 dk | M Ore/Oil Carrier Mchy.aft | Oil 2SA 9Cy. 860×1600 mm<br>20700bhp MAN<br>Kawasaki Dkyd Co. Ltd. Kob |
| **ÖEGH SUSANN**<br>Susann von Bargen–67<br>ter-Elbe Reederei<br>G.m.b.H.<br>mburg W. German<br>Now **BILSTEIN** See New Entries No. 3 | 3041<br>1850<br>4600 | | GL | **1967** Schiffswerft Neptun—Ros<br>343′ 1″ 46′ 8″ 21′ 6¼″<br>310′ 0″ 46′ 7″ 25′ 3″<br>P82′ Q120′ F52′ 2 dks | M CSD Mchy.aft<br>2 Ho 107½′, 103′<br>G.237480 B.217843<br>2 Ha (stl) (74½′, 81′×24½′)<br>4W Der 1(50) 1(20) 2(8) | Oil 2SA 8Cy. 450×700 mm<br>3300bhp 348t (d.o)<br>N.V. Werkspoor Ams<br>5×175, 175, 175, 175, 50kW 380V 50c/s a.c.<br>Controllable pitch propeller 14½k |
| **ÖEGH WILRI**<br>Wilri–67<br>arthold Richters<br>mburg W. German | 3041<br>1850<br>— | | GL | **1965** Schiffsw. "Neptun"—Ros<br>*324·4′* 46′ 7″<br>25′ 3″<br>P65′ Q121′ F32′ 2 dks | M Mchy.aft | Oil 4SA 8Cy. 520×740 mm<br>3080bhp<br>Masch. Augsburg-Nürnberg Aug |
| **OEI MARU**<br>issin Kogyo K.K.<br>okyo Japanese | 20849<br>14592<br>34821 | ✠Classed LR until 11/61 | NK | **1957–10** Harima Zosensho—Aio<br>663′ 4″ 87′ 4″ 35′ 8½″<br>631′ 8″ 87′ 0″ 45′ 6″<br>P121′ B40′ F80′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>30 Ta<br>L.1563033 | HeCls. BC<br>Oil 2SA 10Cy. 760×1550 mm<br>13000bhp –43½pd<br>Harima Zosensho Aio<br>2×264kW 445V a.c. 15k |
| **OEI MARU**<br>saka Sempaku K.K.<br>saka Japanese | 7520<br>4867<br>11852 | | NK | **1964** Kasado Dock Co. Ltd.—Kudamatsu<br>454′ 9″ 65′ 1″ 25′ 5″<br>426′ 6″ 64′11½″ 37′ 6″<br>P82′ Q18′ B20′ F23′ 1 dk | M Mchy.aft<br>4 Ho<br>G.556279 B.536538<br>4 Ha (31½′×21¼′) (64′, 64′, 64′×30½′)<br>14W Der 6(15) 8(10) | Oil 2SA 7Cy. 600×1050 mm<br>6300bhp MAN 892t<br>Mitsubishi Hvy Ind. Ltd. Yka<br>2×184kW 445V a.c. 14¼k |
| **OEI MARU**<br>Shibuzawa Soko K.K.<br>Tokyo Japanese | 378<br>218<br>552 | | | **1959** Harima Zosensho—Aio<br>144′ 6″ 27′ 6″ 11′ 0¾″<br>134′ 6″ 26′10¾″ 12′ 4″<br>1 dk | M Mchy.aft<br>1 Ha (58½′×17 ) | Oil 2SA 5Cy. 240×400 mm<br>375bhp Sulzer 13t<br>Harima Zosensho Aio<br>9k |
| **OEI MARU**<br>T. Kawanishi<br>Kurahashi Japanese | 198<br>95<br>269 | | | **1965** Agei Kogyo—Kur<br>108′ 8″ 21′ 3″ 9′ 2″<br>96′ 10″ 21′ 2″ 10′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 360×320 mm<br>Hanshin Nainenki Kogyo Kob |
| **OEI MARU No. 1**<br>Hosokawa<br>Imizu Japanese | 408<br>232<br>597 | | | **1958** Showa Sempaku Kogyo—Osa<br>151′ 6″ 23′ 10″ 11′ 11″<br>137′ 7″ 23′ 9″ 12′ 9″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (76½′×15¾′) | Oil 4SA 6Cy. 290×400 mm<br>370bhp 18t<br>Nippon Hatsudoki Kob<br>9½k |
| **HOEI MARU No. 1**<br>H. Nakano<br>Iyomishima Japanese | 195<br>99<br>— | | | **1959** Sanuki Zosen—Sanpo<br>*109·4′* 21′ 1″<br>107′ 7″ 20′ 11″ 10′ 2″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (50½′×11¼′) | Oil 4SA 4Cy. 260×385 mm<br>200bhp 24t<br>Makita Tekkosho Takamatsu |
| **HOEI MARU No. 3**<br>Y. Tanigawa<br>Tauma Japanese | 295<br>171<br>— | | | **1961** Sanuki Zosen—Takuma<br>*108·0′* 22′ 4″<br>22′ 2″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>250bhp 10t<br>Makita Tekkosho Takamatsu<br>10½k |
| **HOEI MARU No. 3**<br>Shimo Senpaku K.K.<br>Himeji Japanese<br>Now **KATE MARU** See New Entries No. 3 | 239<br>132<br>— | | len 65 | **1961** Hashimoto Zosen—Sumoto<br>*116·8′* 21′ 6″ 10′ 0″<br>21′ 4″ 10′ 6″<br>1 dk | M Mchy.aft<br>1 Ha (51′×13¾′) | Oil 2SA 4Cy. 305×375 mm<br>180bhp<br>Matsue Nainenki Kogyo Matsue<br>7k |
| **HOEI MARU No. 5**<br>I. Tsuda<br>Ishinomaki Japanese | 160<br>81<br>— | | | **1961** Sanko Zosensho—Kob<br>*98·2′* 19′ 8″<br>19′ 6″<br>1 dk | M Tanker | Oil 4SA 5Cy. 260×410 mm<br>Emade55fitted61<br>Kobe Hatsudoki Seizosho Kob |
| **HOEI MARU No. 6**<br>Y. Muraki<br>Yokohama Japanese | 253<br>98<br>— | | | **1961** Yokohama Zosen—Yka<br>*97·7′* 23′ 9″<br>23′ 7″<br>1 dk | M Tanker Mchy.aft<br>L.12784 | Oil 4SA 6Cy. 250×380 mm<br>250bhp Emade54fitted61<br>Nippon Kokan Yka<br>7½k |
| **HOEI MARU No. 8**<br>I. Tsuda<br>Ishinomaki Japanese | 477<br>233<br>— | **STRANDED & SANK 11/66** | | **1962** Tohoku Zosen—Shiogama<br>167′ 4″ 27′ 8″ 12′ 6″<br>154′ 2″ 27′ 6″ 13′ 6″<br>1 dk<br>RW | M Mchy.aft<br>G.28605 B.26910<br>1 Ha (71¾′×16½′) | Oil 4SA 6Cy. 320×460 mm<br>650bhp<br>Kobe Hatsudoki Seizosho Kob<br>11½k |
| **HOEI MARU No. 8**<br>K. Ogawa<br>Ura Japanese | 115<br>49<br>— | | | **1961** M. Imamura—Kur<br>*81·8′* 20′ 0″<br>19′ 10″<br>1 dk | M Mchy.aft<br>G.5650 B.4909<br>1 Ha (43¼′×13¾′) | Oil 3 Cy.<br>170bhp Emade55fitted61<br>Yamadaya Tekkosho Nag<br>8½k |

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| 542035<br>7JMU<br>87592 | **HOEI MARU No. 11**<br>**Itoi Shokai Y.K.**<br>Tokyo Japanese | 235<br>128<br>— | | 1961 Nakamura Kogyo—Yka<br>*109·3′* 24′ 4″ 10′ 2″<br>108′ 3″ 24′ 2″ 10′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>250bhp<br>Fuji Seisakusho |
| 542036<br>8JZB<br>91640 | **HOEI MARU No. 11**<br>**T. Kanzawa**<br>Japanese | 200<br>102<br>— | | 1963 Kyoei Kogyo—Kur<br>98′ 0″ 24′ 8″ 10′ 0″<br>96′ 10″ 24′ 7″ 10′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Hanshin Nainenki Kogyo |
| 542037<br>8JZP<br>91749 | **HOEI MARU No. 12**<br>**T. Kanazawa**<br>Japanese | 200<br>104<br>— | | 1963 Kyoei Kogyo—Kur<br>98′ 0″ 24′ 8″ 10′ 0″<br>96′ 10″ 24′ 7″ 10′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Hanshin Nainenki Kogyo |
| 515255<br>82095<br>Pfd | **HOEI MARU No. 12**<br>**S. Nakagawa &**<br>**K. Yamamoto**<br>Yokohama Japanese | 134<br>67<br>— | | 1958 Tsurumi Dock—Yka<br>99′ 7″ 21′ 1″<br>93′ 7″ 20′ 11″ 9′ 2″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 250×380 mm<br>Emade—refitted59<br>Sumiyoshi Tekkosho |
| 542038<br>7LYM<br>91096<br>Df Esd<br>Pfd Rdr<br>RT | **HOEI MARU No. 18**<br>**K. Murakami**<br>Nakaminato Japanese | 192<br>99<br>— | | 1963 Niigata Eng. Co. Ltd.—Niigata<br>127′ 9″ 22′ 10″ 9′ 2″<br>111′ 10″ 22′ 7½″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. |
| 515256<br>JELS<br>72430<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HOEISAN MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo Japanese | 6953<br>3868<br>10068 | NK<br>✠Classed LR until 5/65 | 1954-7 Mitsui Zosen—Tmn<br>504′ 5″ 63′ 4″ 27′ 3″<br>465′ 10″ 63′ 3″ 40′ 8″<br>F43′ 1 dk & S dk, 3rd dk clear of aft hold<br>RW | M Ref OSD<br>6 Ho<br>G.604095 B.539151 In.15821<br>6 Ha (27′×19¾′) (41′, 38½′, 27½′, 44′, 26¾′×23′)<br>18W Der 1(35) 2(15) 2(10) | Oil 2SA 9Cy. 740×1600 mm<br>11250bhp B&W<br>Mitsui Zosen<br>3×250kW 225V d.c. |
| 501986<br>PESE | **HOENDIEP**<br>exAntilope-66<br>**A. Ringers**<br>Kamp's Scheepv. &<br>Handel Maats.<br>Hoogkerk Netherland | 199<br>115<br>265 | **BS✱** TD 7/68 ~~Br 6/68~~<br>**MBS✱**<br>MN30 CT191 C14 | 1939-3 N.V. Scheeps. "Vooruitgang"—<br>Foxhol<br>124′ 4″ 21′ 10″ 8′ 0″<br>115′ 5″ 21′ 8″ 8′ 8″<br>Q34′ F17′<br>R NS 3BH<br>WB23t | M Mchy.aft<br>1 Ho 57½′<br>G.13500 B.12700<br>3 Ha (29½′, 29½′, 15½′×12′)<br>Der 2(2) | Oil 4SA 3Cy. 280×400 mm<br>150bhp<br>Motorenf. "De Industrie" |
| 515257<br>DFNB<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **HOF**<br>**Deutsche Heringsfisch.**<br>**G.m.b.H.**<br>"Nordsee" Deutsche<br>Hochseefisch. A.G.<br>Cuxhaven W. German | 654<br>253<br>648 | GL<br>**BROKEN UP** | 1955 A.G. "Weser" Werk Seebeck—Bhn<br>203′ 5″ 30′ 1″ 14′ 8″<br>183′ 8″ 30′ 0″ 16′ 5″<br>B26′ F36′ 1 dk<br>R<br>rf 33½″ | S Fishing Mchy.aft<br>1 Ho 53½′<br>4 Ha (4′×4′) (9½′, 9½′, 9½′×4½′)<br>1W | S Turb dr geared<br>1000shp<br>Hamburger Turbinenfbr.<br>2×130, 64kW 220/380V |
| 515258<br>TFIJ<br>Df Esd<br>Rdr RT | **HOFFELL**<br>**Hradfrystihus**<br>**Faskrudsfjardar h/f**<br>Faskrudsfirdi Icelandic | 177<br>86<br>— | | 1959 Ejnar S. Nielsen M/V A/S—Harstad<br>*90·1′* 21′ 1″<br>21′ 0″ 11′ 2″<br>len 66 | M Trawler | Oil 2SA 4Cy. 280×420 mm<br>320bhp<br>Wichmann Mtrf. |
| 515259<br>DDHB<br>Df | **HOFFNUNG**<br>**Arnold Korak**<br>Emden W. German<br>Now **GRETE B**<br>See New Entries No. 1 | 212<br>136<br>315 | | 1928 C. Lühring—Brake<br>111′ 8″ 20′ 6″ 8′ 8½″<br>20′ 4″ 9 10″<br>P20′ F14′ 1 dk<br>R len 37 | M Ref Mchy.aft<br>1 Ho 72½′<br>G.16000 B.15000 In.16000<br>2 Ha<br>1W | Oil 4SA 3Cy. 270×420 mm<br>150bhp NE33<br>Deutsche Werke A.G. |
| 515260<br>DCJB | **HOFFNUNG**<br>**Okeline Schoon**<br>Rhaudermoor W. German | 175<br>114<br>— | GL | 1928 E. J. Smit & Zoon—Hgz<br>*120·0′* 18′ 10″<br>8′ 4″<br>1 dk<br>R len 39 & 64 | M Mchy.aft | Oil 4SA 6Cy. 215×300 mm<br>200bhp NE62<br>Motorenw. Mannheim |
| 515261<br>TFGY<br>Df Esd<br>Rdr RT | **HÖFRUNGUR II**<br>exSangolt-60<br>**Haraldur Bödvarsson & Co.**<br>Akranesi Icelandic | 208<br>70<br>— | NV | 1957 Thaules M/V A/S—Nygård<br>112′ 5″ 23′ 5″<br>99′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 4Cy. 300×450 mm<br>300bhp<br>A/S Vølund |
| 641064<br>TFYF<br>Df Esd<br>Rdr RT | **HÖFRUNGUR III**<br>**H. & St. Bödvarssynir**<br>Akranesi Icelandic | 276<br>114<br>— | NV | 1964 Kaarbös M/V A/S—Harstad<br>119′ 4″ 24′ 0″<br>105′ 3″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 12Cy.<br>765bhp<br>Caterpillar Tractor Co. |
| 640970<br>TFBU<br>Df Esd<br>Gc Rdr<br>RT | **HOFSJÖKULL**<br>**Jöklar h/f**<br>Reykjavik Icelandic | 2361<br>1289<br>— | ✠100A1<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN515 EL (s)t 1½″SQ | 1964-6 Grangemouth Dkyd Co. Ltd.—<br>Gmh<br>293′ 6″ 45′ 1″ 17′ 6¾<br>270′ 8″ 44′ 0″ 23′ 0″<br>F36′ 2 dks<br>4BH<br>rf 6″ WB435t | M Ref Mchy.aft<br>In.112352 | Vee Oil 4SA 12Cy.<br>2575bhp<br>Klöckner-Humboldt-Deutz |

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| **OFUKU MARU**<br>**go Sulsan Enyo Gyogyo**<br>hlizu Japanese | **145**<br>45<br>— | | **1965** Miho Zosensho—Shimizu<br>120′ 3″ 20′ 10″<br>95′ 2″ 20′ 9″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>620bhp<br>Akasaka Tekkosho Yaizu |
| **GLA**<br>**ael Ports Authority**<br>hdod Israel | **158**<br>—<br>65 | ✠100A1<br>tug<br>Eastern Mediterranean &<br>Red Sea service<br>✠LMC<br>MN200 EL (b) | **1966**–1 Atlas-Werke A.G.—Bmn<br>94′ 1″ 25′ 8″ 11′ 3¾″<br>80′ 5″ 24′ 11″ 12′ 9″<br>3BH<br>rf 31″ BK5″ | M Tug | 2 Oil 4SA each 6Cy. 220×280 mm geared to sc. shaft with sr reverse gear<br>1000bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×80kW 400V 50c/s a.c. |
| **ÖGSFJORD 1**<br>Torghatten–40<br>**S Högsfjord Rutelag**<br>vanger Norwegian | **105**<br>57<br>— | | **1878** Nylands Verksted—Osl<br>*86·8′* 15′ 2″<br>... ... ...<br>1 dk<br>R | Iron M | Oil 2SA 4Cy. 280×320 mm<br>255bhp NE40<br>Haldorsen & Sönner Rub |
| **OHEBURG**<br>**llus Penns & Sohn**<br>mburg W. German | **499**<br>282<br>1053 | GL | **1965** J. J. Sietas Schiffsw.—Ham<br>202′ 4″ 33′ 0″ 13′ 0″<br>180′ 2″ 32′ 10″ 20′ 4″<br>F22′ 1 dk & S dk | M OSD Mchy.aft<br>G.71600 B.65000<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz Kln<br>10k |
| **OHENFELS**<br>eutsche **Dampfschiffahrts**<br>Ges. **"Hansa"**<br>emen W. German | ~~9565~~ T Mk<br>~~5866~~ 6988<br>~~12553~~ 4097<br>10236<br>9433<br>5857<br>12553 | GL | **1967** A.G. "Weser"—Bmn<br>499′ 6″ 67′ 1″ ~~30′ 6″——/30′ 5″~~<br>472′ 5″ 66′ 11″ 40′ 0″ 27′ 3″/30′ 5″<br>P120′ F92′ 3 dks | M (5P) Ref ~~OSD~~ Mchy.aft<br>5 Ho 29½′, 45¼′, 80′, 80′, 65½′<br>G.721650 B.662350<br>5 Ha (stl) (23′, 34½′, 59′, 59′, 43¼′×21¼′)<br>24W Cr 2(5) Der 1(150) 8(10) 2(5) | Oil 2SA 7Cy. 780×1550 mm<br>11200bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×280kW 380V 50c/s a.c. 19k |
| **OHENLINDEN**<br>Reederei **H. Schlöh**<br>Wamholtz, Schmidt & Co.<br>Hamburg W. German | **499**<br>311<br>937 | GL | **1957** Hugo Peters—Wewelsfleth<br>202′ 11″ 31′ 7″ 11′ 11″<br>180′ 5″ 31′ 6″ 13′ 5″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 127¾′<br>G.41268 B.39284<br>2 Ha (each 47¼′×17′)<br>4W Der 2(3) 2(2) | Oil 4SA 6Cy. 320×480 mm<br>750bhp 40t (d.o)<br>Motorenw. Mannheim Mhm<br>10½k |
| **HOHEWEG**<br>Ursula Legenhausen–60<br>~~Beilken~~ **L. Rass**<br>rake W. German | **423**<br>223<br>624 | GL | **1957** G. Lühring—Brake<br>169′ 2″ 28′ 2″ 10′ 11″<br>152′ 6″ 27′ 11″ 11′ 4″<br>P&B78′ F25′ 1 dk | M Mchy.aft<br>G.36900 B.32900<br>2 Ha (47¾′, 24¾′×16½′)<br>Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>10k |
| **OHEWEG**<br>Unterweser **Reederei**<br>G.m.b.H.<br>remen W. German | **290**<br>23<br>170 | GL | **1960** Mützelfeldtwerft—Cuxhaven<br>114′ 6″ 31′ 6″ 14′ 1″<br>... ... ... | M Tug<br>Der 1(3) | 2 Oil 4SA each 8Cy. 320×450 mm geared to sc. shaft<br>2400bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>4×80, 26, 26, 10kW 220/380V 50c/s a.c. |
| **HOHNAN MARU**<br>Daiichi **Chuo Kisen Kaisha**<br>Kobe Japanese | **3615**<br>2086<br>5565 | NK | **1962** Namura Zosensho—Osa<br>351′ 2″ 50′ 5″ 21′ 3″<br>328′ 2″ 50′ 3″ 25′ 11″<br>P80′ B26′ F29′ 1 dk | M Mchy.aft<br>3 Ho<br>G.261738 B.246593<br>3 Ha (38¼′, 82¾′, 34½′×21¼′)<br>12W Der 8(5) 4(3) | Oil 2SA 6Cy. 450×750 mm<br>2700bhp 275t<br>Kobe Hatsudoki Selzosho Kob<br>2×96kW 445V a.c. 12¼k |
| **HOHSHIN MARU No. 3**<br>T. Tateishi<br>Kinoe Japanese | **450**<br>277<br>800 | | **1966** Sasaki Zosen—Kinoe<br>166′ 4″ 26′ 4″ 12′ 1¾″<br>150′ 11″ 26′ 3″ 13′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 290×420 mm<br>700bhp<br>Kanegafuchi Nainenki Tok |
| **HOI HOUW**<br>**Skibs A/S Corona**<br>H. M. Wrangell & Co. A/S<br>Haugesund Norwegian | **3394**<br>1959<br>3275 | NV | **1949** Helsingborgs Varfs A/B—Hbg<br>341′ 3″ 46′ 3″ 18′ 10½″<br>314′ 0″ 46′ 1″<br>P33′ F67′ 2 dks<br>RW<br>rf 4″ | M (655P)<br>5 Ho 44¼′, 44¼′, 46½′, 53¼′, 35½′<br>G.219055 B.200005<br>5 Ha (17½′×12¼′) (22¼′, 22¼′, 22¼′, 22¼′×20′)<br>10W Der 1(15) | Oil 2SA 7Cy. 500×1100 mm<br>2500bhp 349t (d.o)<br>Burmeister & Wain Cpn<br>3×110kW 220V d.c. 14k |
| **HOI KUNG**<br>**Skibs A/S Corona**<br>H. M. Wrangell & Co. A/S<br>Haugesund Norwegian | ~~4626~~ T.Mk<br>~~2603~~ 3233<br>~~6000~~ 1701<br>4500<br>4455<br>2468<br>6000 | NV | **1964** Moss Værft & Dokk A/S—Moss<br>362′ 10″ 52′ 1″ 25′ 0″<br>333′ 0″ 52′ 0″ 30′ 6″<br>2 dks<br>RW | M (1130P) Ref<br>5 Ho 40½′, 42′, 48¼′, 57¼′, 39′<br>5 Ha (stl) (18′×15′) (27½′, 20¾′ 27½′, 20¾′×20′)<br>Der 1(25) 2(10) 8(5) | Oil 2SA 7Cy. 500×1100 mm<br>4900bhp (hvf)<br>Burmeister & Wain Cpn<br>3×325kW 440V 60c/s a.c. 14k |
| **HOI WONG**<br>**Skibs A/S Corona**<br>H. M. Wrangell & Co. A/S<br>Haugesund Norwegian | **3405**<br>1967<br>3265 | ✠100A1 ~~SS 10/63~~<br>with freeboard SS 10/68<br>Str. nav. ice<br>✠LMC<br>EL u | **1948**–12 Helsingborgs Varfs A/B—Hbg<br>341′ 4″ 46′ 2″ 18′ 10″<br>314′ 0″ 46′ 0″ 27′ 6″<br>P33′ F67′ 2 dks<br>RW 7BH<br>rf 4″ WB777t incl. Tunnel tanks 206t | M (750P) CSD<br>5 Ho 44¼′, 44¼′, 46½′, 53¼′, 35½′<br>G.227717 B.207255<br>5 Ha (24¼′, 24¼′, 21′, 24¼′, 21′×20′)<br>10W Der 1(15) 10(5) | Oil 2SA 7Cy. 500×1100 mm<br>2500bhp 459t (d.o)<br>Burmeister & Wain Cpn<br>db 28lb<br>3×110kW 220V d.c. 14k |

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| **515273**<br>LLUJ<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **HOI YING**<br><br>**Skibs A/S Corona**<br>H. M. Wrangell & Co. A/S<br>Haugesund Norwegian | **3951**<br>2126<br>4220 | ✠100A1 SS 10/64<br>Str. nav. ice<br>✠LMC<br><br>MN672 EL v pt2"SQ | **1955**-1 Helsingborgs Varfs A/B—Hbg<br>357' 5" 50' 1" 19' 9½"<br>330' 0" 50' 0" 28' 4"<br>F70' 2 dks<br>RW 7BH<br>rf 2" WB842t | M (903P)<br>5 Ho 35½', 46½', 48½', 48½', 44½'<br>G.257365 B.235195<br>5 Ha (20'×14') (24½', 24½', 24½'×20')<br>(22'×19½')<br>10W Der 1(15) 10(5) | Oil 2SA 8Cy. 500×1100 mm<br>3360bhp<br>Burmeister & Wain<br>3×112kW 220V d.c. |
| **515274**<br>LGJY | **HÖIAAS**<br><br>**Skibs A/S Realfsens Rederi**<br>Halvdan Realfsen<br>Porsgrunn Norwegian | **351**<br>247<br>500 | | **1921** Mölhaugens Verft & Skibs—<br>Porsgrunn<br>*123·6'* 27' 6" 13' 7"<br>... ... ...<br>1 dk | Wood Aux Sr Mchy.aft | Oil 2SA 2Cy. 420×450 mm<br>160bhp<br>J. & C. G. Bolinders M/V A/S |
| **512169**<br>LFDC | **HÖIEVARDE**<br>exFriland-66 exTrafik 5-57<br>**Ola H. Økland Partrederi**<br>Haugesund Norwegian | **141**<br>70<br>170 | | **1907** A/S Fredriksstad M/V—Fks<br>95' 9" 19' 1" 8' 9"<br>... ... ...<br>1 dk<br>R | M Mchy.aft | Oil 2SA 3Cy. 290×320 mm<br>150bhp Emade42<br>Haldorsen & Sönner |
| **522169**<br>OZQD<br><br>Df RT | **HØJRIS**<br>exMargareta H.-66<br>exMargareta-62 exBleking-59<br>**Partrederiet for m.s. HØJRIS**<br>L. K. Henriksen<br>Ålborg Danish | **223**<br>136<br>300 | <br><br>BV | **1937** Sölvesborgs Varv—Sbg<br>132' 1" 23' 0" 9' 8"<br>... ... ...<br>1 dk<br>R len 51 | M Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br>280bhp NE62<br>Alpha-Diesel A/S |
| **515276**<br>JMRB<br>65620 | **HOJU MARU**<br>exTakewa Maru-54<br>**K. Yamaichi**<br>Awaji Japanese | **132**<br>71<br>— | | **1949** Kawasaki Jukogyo—Kob<br>*100·5'* 17' 5"<br>102' 4" 17' 4" 8' 4"<br>P28' Q12' 1 dk<br>RW | M Tanker Mchy.aft<br><br>L.8087 | Oil 4SA 4Cy. 250×380 mm<br>160bhp<br>Niigata Tekkosho |
| **515277**<br>JNOC<br>85502 | **HOJU MARU No. 28**<br><br>**Yamamoto Kaisoten K.K.**<br>Yokohama Japanese | **198**<br>111<br>— | | **1960** Ichikawa Zosen—Ise<br>111' 6" 23' 10" 8' 8"<br>104' 11" 23' 8" 9' 10"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Matsui Tekkosho |
| **515278**<br>JRGQ<br>82112 | **HOJYU MARU No. 25**<br><br>**Yamamoto Kaisoten K.K.**<br>Yokohama Japanese | **143**<br>70<br>— | | **1959** Tsurumi Dock—Yka<br>101' 2" 21' 1" 8' 6"<br>20' 11"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 250×380 mm<br>Emade43<br>Hanshin Nainenki Kogyo |
| **660327**<br>JG2309<br>98522 | **HOJYU MARU No. 35**<br><br>**Yamamoto Kaisoten K.K.**<br>Yokohama Japanese | **294**<br>193<br>500 | | **1965** Ichikawa Zosen—Ise<br>26' 5" 9' 10"<br>113' 2" 26' 4" 10' 10"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>370bhp<br>Matsui Tekkosho |
| **661724**<br>JHAD<br>100098<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HOKAKU MARU**<br><br>**Nippo Kisen K.K. &**<br>**Showa Kaiun K.K.**<br>Tokyo Japanese | **67544**<br>45506<br>121731 | <br><br>NK | **1966** Mitsubishi Hvy Ind. Ltd.—Nag<br>885' 10" 139' 7"<br>839' 11" 139' 5"<br>1 dk<br>RW | S Tanker Mchy.aft<br><br>L.5343482 | 2 S Turb dr geared to sc<br>24000shp<br>Mitsubishi Hvy Ind. Ltd. |
| **672563**<br>JDNL<br>101169<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HOKEN MARU No. 18**<br><br>**Yamada Suisan K.K.**<br>Abashiri Japanese | **299**<br>111<br>— | | **1967** Narasaki Zosen—Muroran<br>140' 8" 26' 7" 11' 0"<br>124' 4" 26' 6" 12' 8"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 350×520 mm<br>1250bhp<br>Akasaka Tekkosho |
| **542419** | **HOKI MARU No. 3**<br><br>**Takahashi Kaiun K.K.**<br>Himeji Japanese | **188**<br>99<br>— | | **1963** Takehara Zosen—Hma<br>107' 3" 24' 0" 9' 6"<br>95' 2" 23' 11½" 10' 6"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (36'×18') | Oil 4SA 4Cy. 345×375 mm<br>200bhp<br>Kinoshita Tekkosho |
| **515279**<br>ZMNN<br>153978<br>RTm | **HOKIANGA**<br>Storm Proprietary Ltd.<br>~~A. G. Frankham Ltd.~~<br>~~Auckland~~ New Zealand<br>Port Moresby | **169**<br>74<br>165 | | **1929** G. T. Niccol—Auk<br>*91·0'* 25' 0" 7' 5"<br>24' 10"<br>1 dk | Wood TM Mchy.aft<br>1 Ho 53'<br><br>1 Ha (29'×9')<br>2W Der 1(4) 2(1) | 2 Oil 2SA each [illegible]<br>300bhp Emade27<br>Fodens Ltd.<br>1×2kW 32V d.c. |
| **640183** | **HOKICHI MARU No. 5**<br><br>**Honda Kaiun K.K.**<br>Japanese | **200**<br>99<br>— | | **1963** Oka Zosen—Okayama<br>111' 6" 23' 5"<br>98' 0" 23' 3½" 11' 2"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 5Cy. 275×400 mm<br><br>Ishibashi Tekkosho |
| **515280**<br>JNAL<br>68418<br>Df Esd<br>Gc Rdr<br>RT | **HOKKAI MARU**<br><br>**Nihonkai Kisen Kaisha**<br>Tokyo Japanese | **7148**<br>4149<br>10030 | <br><br>NK | **1952** Hakodate Dock Co. Ltd.—Hak<br>464' 3" 59' 8" 26' 0"<br>433' 0" 59' 6" 33' 5"<br>P26' B88' F34' 2 dks<br>RW | M<br>5 Ho<br>G.491984 B.436465<br>5 Ha (29½', 45½', 29½', 45½', 36'×23½')<br>14W Der 2(15) 2(10) 10(5) | Oil 4SA 6Cy. [illegible]<br>5600bhp NE50<br>Mitsubishi Hvy Ind. Ltd.<br>2×200kW 230V a.c. |

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| **KKAIDO**<br>**Svenska Ostasiatiska**<br>**ompaniet**<br>ian von Sydow<br>henburg Swedish | T.Mk<br>**7331**<br>3785<br>10300 ~~10640~~<br>**10663**<br>5776<br>13180 | **✠100A1**<br>DTsf&TwDa—vegetable<br>oil or latex<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2400 EL g†2$\frac{7}{16}$″U2 | **1966**–12 Eriksbergs M/V A/B—Got<br>512′ 3″ 70′ 3″ ~~27′ 11⅝″/31′ 2¼″~~<br>475′ 8″ 70′ 0″ 43′ 0″ 27′ 6″/31′ 2¼″<br>F80′ 2 dks, 3rd dk clear of No. 2 hold<br>7BH<br>rf 11″ WB3456t incl. Topside tanks in holds 513t DTsf618t | M Ref Mchy.aft<br>5 Ho —′, 68¼′, 60¼′, 60½′, 63′<br>G.732000 B.674000 In.48455<br>5 Ha (stl) (each 17′×12½′)<br>8 Ha (stl) (each 49¾′×23½′)<br>4W Cr 6(8) 1(5) Der 1(65) 4(10) | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W 1750t (hvf)<br>Uddevallavarvet A/B Udv<br>AuxB 100℔ e(ex.g) 199℔<br>4×340, 340, 280, 280kW 450V 60c/s a.c.<br>19k |
| **KKO MARU**<br>pon **Suisan K.K.**<br>yo Japanese | **1697**<br>869<br>2392 | NK | **1961** Hitachi Zosen—Mukaishima<br>*250·6′* 41′ 6″ 17′ 4½″<br>246′ 0″ 41′ 4″ 20′ 8″<br>1 dk<br>rf 7¾″ | M Ref Mchy.aft<br>3 Ho 52½′, 49′, 49′<br>In.77975<br>3 Ha (each 8¾′×8¾′)<br>6W Der 6(2) | Oil 2SA 420×900 mm<br>2400bhp B&W 492t (d.o)<br>Mitsui Zosen Tmn<br>2×160kW 450V 60c/s a.c. 13k |
| **KKO MARU**<br>uei Maru–63<br>kiyu **Kaiun K.K.**<br>ru Japanese | **1468**<br>742<br>2124 | NK | **1958** Hakodate Dock Co. Ltd.—Hak<br>245′ 2″ 37′ 2″ 17′ 4″<br>224′ 8″ 37′ 0″ 19′ 0″<br>1 dk<br>RW | M Tanker Mchy.aft<br>10 Ta<br>L.86274 | Oil 4SA 6Cy. 460×690 mm<br>1500bhp 106t<br>Ito Tekkosho Shimizu<br>2×17kW 225V a.c. 12k |
| **OKKO MARU**<br>Koyo Maru–58<br>maguchi **Sempaku**<br>Kyodo **Kumiai**<br>monoseki Japanese | **553**<br>370<br>— | | **1945** Matsue Zosensho—Matsue<br>*158·1′* 26′ 3″ 13′ 6″<br>26′ 1″<br>P33′ 1 dk<br>RW conv tug — len 58 | M Mchy.aft<br>2 Ha (27¼′×14′) (39¼′×14½′)<br>2W | Oil 4SA 6Cy. 350×500 mm<br>600bhp NE38<br>Kinoshita Tekkosho Akashi<br>10k |
| **OKKO MARU**<br>Shinsei Maru No. 16–56<br>Chihayasan Maru–50<br>so Kaiun **K.K.**<br>be Japanese | **493**<br>272<br>— | NK | **1948** Mitsubishi Jukogyo—Yka<br>173′ 10″ 27′ 7″ 13′ 0″<br>164′ 0″ 27′ 6″ 13′ 5″<br>Q45′ B13′ F18′ 1 dk<br>RW | M Mchy.aft<br>G.385383 B.350788<br>2 Ha (79′, 29½′×15¾′) | Oil 4SA 6Cy. 350×520 mm<br>550bhp 48t<br>Ikegai Tekkosho Kawasaki<br>10k |
| **OKKO MARU**<br>se Unyu **K.K.**<br>Osaka Japanese | **264**<br>147<br>— | | **1958** Yoshiura Zosen—Kur<br>131′ 0″ 21′ 1″<br>20′ 11″<br>1 dk<br>len 61 | M Tanker Mchy.aft | Oil 4SA 6Cy. 400×260 mm<br>280bhp<br>Nippon Hatsudoki K.K. Kob<br>9k |
| **OKKO MARU No. 13**<br>nko Kisen **K.K.**<br>monoseki Japanese | **1235**<br>696<br>— | | **1960** Tohoku Shipbuilding Co. Ltd.—Shiogama<br>*216·9′* 35′ 7″ 14′ 11″<br>213′ 4″ 35′ 5″ 20′ 1″<br>2 dks<br>RW | M Mchy.aft<br>2 Ho<br>G.50358 B.47004<br>2 Ha (40¼′, 40¾′×22¼′)<br>8W Der | Oil 4SA 6Cy. 435×640 mm<br>1500bhp<br>Ito Tekkosho Shimizu<br>2×25kW 220V d.c. 12¼k |
| **OKKO MARU No. 21**<br>Tenkei Maru–63<br>nko Kisen **K.K.**<br>Shimonoseki Japanese | **998**<br>490<br>1532 | NK | **1944** Sanko Zosen—Osa<br>*217·8′* 31′ 6″ 17′ 0″<br>216′ 4″ 31′ 4″ 19′ 3″<br>P77′ F24′ 1 dk<br>RW len 56 | TM Mchy.aft<br>2 Ho<br>G.63108 B.58728<br>2 Ha (39¼′, 41¼′×16½′)<br>6W Der 6(5) | 2 Oil 4SA each 6Cy. 350×520 mm<br>1100bhp 50t<br>(p) Nippon Hatsudoki Kob<br>(s) Hitachi Zosen Osa<br>2×60kW 230V d.c. 9½k |
| **HOKKO MARU No. 30**<br>Hokko **Gyogyo K.K.**<br>Otaru Japanese | **300**<br>155<br>— | | **1962** Nagasaki Zosen—Nag<br>136′ 9″ 24′ 8″ 10′ 2″<br>123′ 2″ 24′ 7″ 12′ 3″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 340×470 mm<br>700bhp 100t<br>Fuji Seisakusho Tateyama<br>10½k |
| **HOKKO MARU No. 31**<br>Hokko **Gyogyo K.K.**<br>Otaru Japanese | **315**<br>141<br>— | | **1966** Niigata Eng. Co. Ltd.—Niigata<br>140′ 6″ 27′ 0″ 10′ 5″<br>125′ 0″ 26′ 11″ 11′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×460 mm<br>900bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **HOKKO MARU No. 41**<br>nko Kaiun **K.K.**<br>Shimonoseki Japanese | **499**<br>289<br>1017 | | **1967** Towa Zosen Tekkosho—Smk<br>178′ 1″ 28′ 11″ 13′ 7″<br>163′ 4″ 28′ 10″ 14′ 5″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>1050bhp<br>Makita Tekkosho Takamatsu |
| **HOKKO MARU No. 50**<br>okko **Gyogyo K.K.**<br>aru Japanese | **192**<br>97<br>— | | **1963** Kanazashi Zosensho—Shimizu<br>127′ 10″ 22′ 10″ 9′ 2″<br>110′ 2″ 22′ 8″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Akasaka Tekkosho Yaizu |
| **OKO MARU**<br>nko Kisen **K.K.**<br>agasaki Japanese | **~~30001~~ 29993**<br>~~9515~~ 8772<br>45102 | NK | **1966** Osaka Zosensho—Osa<br>*682·4′* 101′ 11″ 34′ 5″<br>672′ 8″ 101′ 9″ 52′ 2″<br>P84′ 1 dk | M Ore Carrier Mchy.aft<br>2 Ho 224½′, 200¾′<br>G.1059003<br>4 Ha (stl) (each 96′×32¾′)<br>16W Der 16(5) | Oil 2SA 8Cy. 760×1150 mm<br>12800bhp Sulzer 2580t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>2×344kW 445V 60c/s a.c. 14¾k |

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| 515289<br>JEKQ<br>80637<br>Df Esd<br>Gc Rdr | **HOKO MARU**<br><br>**Yamashita-Shinnihon**<br>**Kisen K.K.**<br>Tokyo Japanese | 3428<br>1824<br>5142 | NK | 1958 Hayashikane Zosen—Smk<br>348' 5" 49' 5" 21' 1"<br>321' 6" 49' 3" 25' 3"<br>P36' B64' F44' 2 dks | M<br>4 Ho<br>G.235693 B.220201<br>4 Ha (29½', 39', 34½', 29½'×19½')<br>SW Der 1(20) 2(10) 6(7) | Oil 2SA 5Cy. 600×900 mm<br>2500bhp<br>Hayashikane Zosen<br>2×80kW 220V d.c. |
| 671547<br>JKJI<br>101508<br>Df Esd<br>Gc Rdr<br>RT | **HOKO MARU**<br><br>**Biko Kisen K.K.**<br>Namikata Japanese | 2988<br>1930<br>5000 | NK | 1967 Hashihama Zosen—Imabari<br>*307·6'* 51' 3" 21' 4"<br>305' 2" 51' 2" 25' 6"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.248722 B.234843<br>2 Ha (84', 85'×26½') | Oil 4SA 6Cy. 510×840 mm<br>3000bhp<br>Akasaka Tekkosho |
| 651782<br>JL2243<br>95467 | **HOKO MARU**<br><br>**Nakagi Kowan K.K.**<br>Naruto Japanese | 198<br>92<br>— | | 1964 Makihata Zosen—Mukaishima<br>93' 2" 23' 10"<br>91' 10" 23' 8" 9' 10"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>180bhp<br>Yamaguchi Tekkosho |
| 515291<br>7JOK<br>87629 | **HOKO MARU**<br><br>**Hoko Unyu K.K.**<br>Yokkaichi Japanese | 177<br>90<br>— | | 1961 Ichikawa Zosen—Ise<br>*97·6'* 22' 11"<br>22' 9"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 240×390 mm<br>210bhp<br>Sumiyoshi Tekkosho |
| 515292<br>JRIG<br>83139 | **HOKO MARU**<br><br>**T. Matsuda**<br>Yokohama Japanese | 140<br>67<br>— | | 1959 Tsurumi Dock—Yka<br>101' 2" 21' 1" 8' 6"<br>95' 2" 20' 11" 9' 5"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy.<br>Emade—<br>Akasaka Tekkosho |
| 651422<br>JLHA<br>96255<br>Df Esd<br>Pfd Rdr<br>RT | **HOKO MARU**<br><br>**K. Mori**<br>Tago Japanese | 119<br>33<br>— | | 1964 Kanazashi Zosensho—Shimizu<br>111' 3" 19' 2" 7' 10½"<br>90' 2" 19' 0" 9' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 275×410 mm<br><br>Ito Tekkosho |
| 515293<br>JDNQ<br>59746 | **HOKO MARU No. 11**<br><br>**Hoko Suisan K.K.**<br>Tokyo Japanese | 141<br>78<br>131 | | 1947 Harima Zosensho—Aio<br>*97·7'* 19' 8"<br>95' 6" 19' 7" 9' 7"<br>F21' 1 dk<br>RW<br>rf 10" | M Fish Carrier Mchy.aft<br>5 Ho 11½', 11½', 10½', 11½', 10½'<br><br>4 Ha (each 4'×4') | Oil 4SA 6Cy. 255×380 mm<br>250bhp<br>Harima Zosensho<br>1×5kW 110V d.c. |
| 515294<br>JDXQ<br>59757<br>Df Esd | **HOKO MARU No. 12**<br><br>**Hoko Suisan K.K.**<br>Tokyo Japanese | 137<br>72<br>131 | | 1947 Harima Zosensho—Aio<br>*97·7'* 19' 8"<br>95' 6" 19' 7" 9' 7"<br>F18' 1 dk<br>RW<br>rf 10" | M Fish Carrier Mchy.aft<br>4 Ho 10½', 11½', 11½', 11½'<br><br>4 Ha (each 4'×4') | Oil 4SA 6Cy. 255×380 mm<br>250bhp<br>Harima Zosensho<br>1×10kW 110V d.c. |
| 651612<br>JNYS<br>96143<br>Df Esd<br>Pfd Rdr<br>RT | **HOKO MARU No. 15**<br><br>**Hoko Suisan K.K.**<br>Tokyo Japanese | 193<br>71<br>208 | | 1965 Usuki Tekkosho—Saiki<br>138' 3" 27' 2" 9' 4½"<br>113' 1" 10' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×440 mm<br><br>Akasaka Tekkosho |
| 515295<br>JICQ<br>59763<br>Df Pfd | **HOKO MARU No. 15**<br><br>**Hoko Suisan K.K.**<br>Tokyo Japanese | 162<br>64<br>— | | 1948 Harima Zosensho—Aio<br>*98·3'* 19' 8"<br>95' 6" 19' 7" 9' 7"<br>F18' 1 dk<br>RW<br>rf 10" | M Fishing Mchy.aft<br>5 Ho 8½', 8½', 8½', 8½', 8½'<br><br>5 Ha (each 4'×4') | Oil 4SA 6Cy. 255×380 mm<br>800bhp<br>Harima Zosensho<br>1×60kW 230V 60c/s a.c. |
| 515296<br>JIDQ<br>59764<br>Pfd | **HOKO MARU No. 16**<br><br>**Hoko Suisan K.K.**<br>Tokyo Japanese | 160<br>69<br>131 | | 1948 Harima Zosensho—Aio<br>*98·3'* 19' 8"<br>95' 6" 19' 7" 9' 7"<br>F18' 1 dk<br>RW<br>rf 11" | M Fishing Mchy.aft<br>4 Ho 8½', 10½', 10', 10'<br><br>4 Ha (each 5'×4½') | Oil 4SA 6Cy. 255×380 mm<br>250bhp<br>Harima Zosensho<br>1×5kW 110V d.c. |
| 515299<br>JEKJ<br>71811<br>Df Esd<br>Rdr RT | **HOKO MARU No. 25**<br><br>**Hoko Suisan K.K.**<br>Tokyo Japanese<br>Now **BANYO MARU No. 8** See New Entries No. 3 | 317<br>214<br>275 | | 1954 Nippon Kokan—Shimizu<br>*130·1'* 23' 7"<br>23' 5"<br>1 dk<br>RW<br>rf 12" | M Fishing Mchy.aft<br>4 Ho 10½', 18', 19½', 18'<br><br>4 Ha (3½'×3½') (4½', 4½', 4½'×4½') | Oil 4SA 6Cy.<br>650bhp<br>Ito Tekkosho<br>2×100kW 210V |
| 515300<br>JHTH<br>72771<br>Df Esd<br>Rdr | **HOKO MARU No. 26**<br><br>**Hoko Suisan K.K.**<br>Tokyo Japanese | 555<br>421<br>543 | | 1954 Nippon Kokan—Shimizu<br>*161·7'* 27' 7"<br>159' 1" 14' 1"<br>P65' F22' 1 dk<br>RW<br>rf 12" | M Fishing Mchy.aft<br>4 Ho 13½', 15½', 15½', 17½'<br><br>4 Ha (each 4½'×4½') | Oil 4SA 6Cy.<br>850bhp<br>Akasaka Tekkosho<br>2×100kW 210V |

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| **HOKO MARU No. 28**<br>**Hoko Suisan K.K.**<br>Tokyo<br>Japanese | 387<br>256<br>282 | | 1955 Kanazashi Zosensho—Shimizu<br>155′ 0″ 24′ 8″ 10′ 8″<br>137′ 10″ 24′ 7″ 12′ 6″<br>1 dk<br>RW<br>rf 12″ | M Fishing Mchy.aft<br>5 Ho 13¾′, 13¾′, 14¼′, 14′, 16′<br>4 Ha (each 4′×4½′) | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Akasaka Tekkosho Yaizu<br>2×80kW 210V 50c/s a.c. 11k |
| **HOKO MARU No. 30**<br>**Hoko Suisan K.K.**<br>Tokyo<br>Japanese | 762<br>447<br>826 | NK | 1956 Kanazashi Zosensho—Shimizu<br>193′ 3″ 29′ 6″ 13′ 9″<br>172′ 10″ 29′ 5″ 15′ 1″<br>RW conv fishing 63<br>rf 12″ | M Ref Mchy.aft<br>2 Ho 52¼′, 44¼′<br>In.33796<br>2 Ha (each 11′×9¾′)<br>Der 4(2) | Oil 4SA 6Cy. 420×600 mm<br>1200bhp 332t<br>Akasaka Tekkosho Yaizu<br>2×140kW 210V 50c/s a.c. 10½k |
| **HOKO MARU No. 31**<br>**Hoko Suisan K.K.**<br>Tokyo<br>Japanese | 1212<br>795<br>1780 | | 1957 Kanazashi Zosensho—Shimizu<br>232′ 0″ 36′ 2″ 14′ 10″<br>208′ 10″ 36′ 1″ 17′ 5″<br>1 dk<br>RW<br>rf 14″ | M Fishing Mchy.aft<br>3 Ho 39¼′, 44½′, 42¾′<br>3 Ha (each 6½′×6½′)<br>Der 4(5) | Oil 4SA 6Cy. 470×670 mm<br>1500bhp<br>Akasaka Tekkosho Yaizu<br>2×230kW 230V 60c/s a.c. 12½k |
| **HOKO MARU No. 35**<br>**Hoko Suisan K.K.**<br>Tokyo<br>Japanese | 409<br>222<br>374 | | 1959 Nippon Kokan—Shimizu<br>164′ 1″ 25′ 9″<br>144′ 5″ 25′ 7″ 12′ 10″<br>1 dk<br>rf 11″ | M Fishing Mchy.aft<br>4 Ho 14¼′, 23¼′, 25′, 17¾′<br>3 Ha (each 5¼′×5¼′)<br>Der 2(1) | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Akasaka Tekkosho Yaizu<br>2×120kW 225V 60c/s a.c. 10½k |
| **HOKO MARU No. 36**<br>**Hoko Suisan K.K.**<br>Tokyo<br>Japanese | 414<br>215<br>374 | | 1959 Nippon Kokan—Shimizu<br>164′ 1″ 25′ 9″<br>144′ 4″ 25′ 7½″ 12′ 10″<br>1 dk<br>rf 11″ | M Fishing Mchy.aft<br>4 Ho 13′, 23′, 23′, 16½′<br>4 Ha (5¼′, 5¼′, 5¼′×5¼′) (3½′×4′)<br>Der 2(1) | Oil 4SA 6Cy. 340×470 mm<br>800bhp<br>Fuji Seisakusho Tateyama<br>2×120kW 225V 60c/s a.c. 10½k |
| **HOKO MARU No. 38**<br>**Hoko Suisan K.K.**<br>Tokyo<br>Japanese | 376<br>206<br>509 | | 1960 Usuki Tekkosho—Usuki<br>162′ 6″ 26′ 5″ 11′ 9″<br>26′ 3″<br>1 dk<br>rf 6″ | M Fishing Mchy.aft<br>3 Ho 32¼′, 26¾′, 21¼′<br>2 Ha (each 5½′×5¼′)<br>Der 4(1) | Oil 4SA 6Cy. 326×460 mm<br>750bhp<br>Akasaka Tekkosho Yaizu<br>2×180kW 210V 50c/s a.c. 10½k |
| **OKO MARU No. 50**<br>**oko Suisan K.K.**<br>kyo<br>Japanese | 395<br>219<br>522 | | 1960 Usuki Tekkosho—Usuki<br>*151·2′* 26′ 3″<br>26′ 1″<br>1 dk<br>rf 6″ | M Fishing Mchy.aft<br>3 Ho 32¼′, 27′, 21′<br>2 Ha (each 5½′×5½′)<br>Der 2(2) | Oil 4SA 6Cy. 326×460 mm<br>750bhp<br>Akasaka Tekkosho Yaizu<br>2×180kW 210V 50c/s a.c. 10½k |
| **KO MARU No. 51**<br>**ko Suisan K.K.**<br>kyo<br>Japanese | 389<br>207<br>423 | | 1961 Usuki Tekkosho—Saiki<br>170′ 1″ 26′ 8″ 10′ 9″<br>150′ 11″ 26′ 6″ 12′ 6″<br>1 dk<br>rf 6″ | M Fishing Mchy.aft<br>3 Ho 26½′, 28½′, 32¼′<br>2 Ha (each 5¼′×5½′)<br>Der 4(1) | Oil 4SA 6Cy. 326×460 mm<br>750bhp<br>Akasaka Tekkosho Yaizu<br>11½k |
| **OKO MARU No. 52**<br>**oko Suisan K.K.**<br>kyo<br>Japanese | 390<br>228<br>423 | | 1961 Tokushima Zosen Sangyo—Tokushima<br>*152·5′* 26′ 8″ 10′ 5″<br>26′ 6″ 12′ 5″<br>P49′ B41′ F26′ 1 dk<br>rf 8″ | M Fishing Mchy.aft<br>3 Ho 26¾′, 28¾′, 35¾′<br>In.17501<br>2 Ha (each 5½′×5½′)<br>4W Der 4(1) | Oil 4SA 6Cy. 326×460 mm<br>750bhp 78t<br>Akasaka Tekkosho Shizuoka<br>2×140kW 230V 60c/s a.c. 11k |
| **OKO MARU No. 53**<br>**oko Suisan K.K.**<br>kyo<br>Japanese | 390<br>227<br>423 | | 1961 Tokushima Zosen Sangyo—Tokushima<br>*152·5′* 26′ 8″ 10′ 5″<br>26′ 6″ 12′ 5″<br>P49′ B41′ F26′ 1 dk<br>rf 8″ | M Fishing Mchy.aft<br>3 Ho 26¾′, 28¾′, 35¾′<br>In.17501<br>2 Ha (each 5½′×5½′)<br>4W Der 4(1½) | Oil 4SA 6Cy. 326×460 mm<br>750bhp 78t<br>Akasaka Tekkosho Shizuoka<br>2×140kW 230V 60c/s a.c. 11k |
| **OKO MARU No. 55**<br>Fuji Maru No. 5-62<br>**oko Suisan K.K.**<br>kyo<br>Japanese | 478<br>269<br>551 | | 1960 Niigata Eng. Co. Ltd.—Niigata<br>173′ 7″ 28′ 1″ 12′ 10″<br>155′ 6″ 27′ 11″ 13′ 11″<br>1 dk<br>rf 10″ | M Fishing Mchy.aft<br>4 Ho 21¼′, 21¾′, 23¼′, 28¾′<br>In.23202<br>4 Ha (each 6½′×6′)<br>Der 1(2) 3(1½) | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. Niigata<br>2×160kW 225V 60c/s a.c. 11k |
| **OKO MARU No. 56**<br>**oko Suisan K.K.**<br>kyo<br>Japanese | 998<br>537<br>1216 | | 1963 Kanazashi Zosensho—Shimizu<br>217′ 3″ 37′ 7″<br>194′ 10″ 37′ 5″ 17′ 1″<br>P56′ Q49′ B49′ F25′ 1 dk<br>rf 8″ | M Fishing Mchy.aft<br>2 Ho 49¼′, 70′<br>2 Ha (each 7½′×6½′)<br>Der 4(15) | Oil 4SA 6Cy. 440×650 mm<br>1600bhp 506t<br>Akasaka Tekkosho Yaizu<br>2×210kW 450V 60c/s a.c. 12k |
| **OKO MARU No. 58**<br>**o Suisan K.K.**<br>Japanese | 955<br>514<br>1120 | | 1963 Kanazashi Zosensho—Shimizu<br>217′ 8″ 36′ 9″<br>194′ 10″ 36′ 7″ 16′ 9″<br>P12′ B38′ F34′ 1 dk<br>rf 8″ | M Fishing Mchy.aft<br>2 Ho 44½′, 73¾′<br>G.44744 B.48840 In.52072<br>2 Ha (each 7½′×6½′)<br>4W Der 4(15) | Oil 4SA 6Cy. 440×650 mm<br>1600bhp 143t<br>Akasaka Tekkosho Yaizu<br>2×200kW 450V 60c/s a.c. 14k |

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| 640840<br>JL2043<br>94480<br>Rdr RT | **HOKOKU MARU**<br><br>**Kuwana Kaiun K.K.**<br>Namikata Japanese<br>**SUNK BY COLLISION** | 878<br>517<br>— | | **1963** Hashihama Zosen—Imabari<br>*195-8'* 33' 7"<br>193' 6" 33' 5½" 16' 1"<br>1 dk<br>RW | M Cement Carrier Mchy.aft<br><br>G.54879<br>1 Ha (17'×16½') | Oil 4SA 4Cy. 370×520 mm<br>900bhp Emade<br>Ito Tekkosho |
| 515313<br>JQAE<br>85296<br>Rdr | **HOKOZAN MARU**<br><br>**Koyo Kisen Yugen Kaisha**<br>Hakata Japanese | 721<br>394<br>— | | **1960** Tsuneishi Zosensho—Numakuma<br>201 5" 30' 4" 13' 10"<br>186' 7" 30' 2" 15' 5"<br>1 dk | M Mchy.aft<br>1 Ho 126'<br>G.53671 B.50922<br>2 Ha (49½', 49½'×19')<br>4W Der 4(5) | Oil 4SA 6Cy. 340×490 mm<br>800bhp<br>Kanegafuchi Nainenki |
| 515314<br>JICJ<br>79718<br>Df Esd<br>Rdr | **HOKUEI MARU**<br><br>**Mitsui Kinkai Kisen K.K.**<br>Tokyo Japanese | 2286<br>1242<br>3519 | <br><br>NK | **1957** Niigata Eng. Co. Ltd.—Niigata<br>*286-3'* 42' 7" 19' 3½"<br>282' 1" 42' 6" 22' 4"<br>P21' Q7' B7' F4' 1 dk | M<br>2 Ho<br>G.162899 B.148295<br>2 Ha (72½', 66'×20')<br>10W Der 4(10) 4(8) | Oil 2SA 7Cy. 480×800 mm<br>2200bhp<br>Niigata Eng. Co. Ltd.<br>2×40kW 230V d.c. |
| 515315<br>JARD<br>83262<br>Gc Rdr | **HOKUEI MARU**<br><br>**Hokkaido Prefecture**<br>Hakodate Japanese | 135<br>36<br>— | | **1960** Narazaki Zosen—Muroran<br>*82-7'* 22' 4"<br>... ... ... | M Tug | Oil 4SA 6Cy. 325×460 mm<br>650bhp<br>Akasaka Tekkosho |
| 651310<br>8LSY<br>95537<br>Df Rdr<br>RT | **HOKUHO MARU**<br><br>**Fujita Kaiun Y.K.**<br>Yoshiumi Japanese | 999<br>479<br>1673 | | **1964** Asakawa Zosen—Imabari<br>224' 0" 34' 4" 16' 9"<br>209' 11" 34' 1" 18' 0"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.70806<br>1 Ha (102'×19')<br>2W Der 2(5) | Oil 4SA 6Cy. 380×540 mm<br>1200bhp<br>Makita Tekkosho<br>2×5kW 100V d.c. |
| 540518<br>JCJS<br>85326 | **HOKUHO MARU**<br>exHokkai Maru–62<br>**Taiheiyo Tanker K.K.**<br>Otaru Japanese | 210<br>106<br>— | | **1960** Takehara Zosen—Hma<br>118' 1" 20' 6" 9' 1"<br>106' 7" 20' 4" 10' 2"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>320bhp<br>Fuji Seisakusho |
| 519200<br>JMQL<br>84645<br>Rdr | **HOKUJU MARU No. 2**<br>exKomatsujima Maru–65<br>**Kitagawa Sangyo Kaiun K.K.**<br>Tokyo Japanese | 198<br>88<br>— | | **1960** Usuki Tekkosho—Usuki<br>121' 2" 20' 9" 8' 11"<br>108' 3" 20 7" 9' 10"<br>1 dk | M Mchy.aft<br><br><br>3 Ha (46', 19½', 19½'×19½') | Oil 4SA 6Cy. 270×400 mm<br><br>Usuki Tekkosho |
| 662055<br>7LRQ<br>91336<br>Rdr | **HOKUJU MARU No. 3**<br>exHakuzan Maru–64<br>**Kitagawa Sangyo Kaiun K.K.**<br>Tokyo Japanese<br>Now **TRUONG KY** See New Entries No. **12** | 324<br>185<br>— | | **1962** Nakayama Zosen—Kur<br>*139-6'* 23' 0" 11' 2"<br>... ... ...<br>1 dk | M Mchy aft<br><br>G.17868 B.16350<br>1 Ha (72½'×13½') | Oil 2SA 6Cy. 300×420 mm<br>420bhp<br>Kinoshita Tekkosho |
| 680786<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HOKUO MARU No. 20**<br><br>**K. Yanagiya**<br>Hachinohe Japanese | 349<br>130<br>— | | **1968** Usuki Tekkosho—Fukuoka<br>164' 4" 28' 11"<br>148' 7" 28' 10" 12' 5"<br>2 dks | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 380×560 mm<br>1600bhp<br>Usuki Tekkosho |
| 650784<br>JNTN<br>96134<br>Df Esd<br>Gc Rdr<br>RTv | **HOKUREI MARU**<br><br>**Taiyo Kaiun Sangyo K.K.**<br>Tokyo Japanese | 4121<br>2178<br>6247 | <br><br>NK | **1964** Kurushima Dock Co. Ltd.—Imabari<br>352' 9" 50' 8" 22' 10"<br>328' 1" 50' 6" 28' 6"<br>1 dk<br>rf 4" | M Mchy.aft<br>3 Ho<br>G.283613 B.273760<br>3 Ha (60½', 71½', 59'×23') | Oil 2SA 6Cy. 520×700 mm<br>3500bhp<br>Mitsubishi Hvy Ind. Ltd.<br>2×200kW 445V a.c. |
| 670802<br><br><br>Rdr | **HOKUSAN MARU**<br><br>**Daiichi Tanker K.K.**<br>Tokyo Japanese | 490<br>—<br>— | | **1966** Shin Yamamoto Zosen—Kob<br>27' 7"<br>154' 3" 27' 6" 12' 5"<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 6Cy. 360×520 mm<br>850bhp<br>Nippon Hatsudoki |
| 515317<br>JDVX<br>84026<br>Df Esd<br>Rdr | **HOKUSEI MARU**<br><br>**Hokusei Kaiun K.K.**<br>Tokyo Japanese | 4567<br>2287<br>6493 | <br><br>NK | **1959** Osaka Zosensho—Osa<br>384' 7" 52' 4" 22' 4½"<br>354' 5" 52' 2" 29' 3"<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.285167 B.148357<br>3 Ha (56½', 76½', 64'×22') | Oil 2SA 6Cy. 520×900 mm<br>2700bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>2×80kW 440V a.c. |
| 515318<br>JEUW<br>60485 | **HOKUSEI MARU**<br>exKinyu Maru–61<br>exHadachi Maru No. 2<br>**Daiwa Sempaku K.K.**<br>Kobe Japanese | 400<br>236<br>566 | | **1953** Hashihama Zosen—Imabari<br>*144-0'* 26' 1" 9' 10"<br>141' 0" 25' 11" 10' 9"<br>1 dk | M Tanker Mchy.aft<br>3 Ta | Oil 4SA 6Cy.<br>320bhp Emade<br>Niigata Tekkosho<br>1×5kW 105V d.c. |
| 515319<br>JPPU<br>75102<br>Df Esd<br>Rdr RT | **HOKUSEI MARU**<br><br>**Government of Japan (Ministry of Education)**<br>Hakodate Japanese | 222<br>95<br>— | | **1957** Miho Zosensho—Shimizu<br>123' 4" 22' 4"<br>106' 4" 22' 3" 11' 2"<br>1 dk<br>RW | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy.<br>450bhp<br>Hanshin Nainenki |
| 515320<br>JFHQ<br>86245<br>Df Esd<br>Rdr | **HOKUSEI MARU No. 2**<br><br>**Hokusei Kaiun K.K.**<br>Tokyo Japanese | 4571<br>2483<br>6504 | <br><br>NK | **1960** Osaka Zosensho—Osa<br>383' 11" 52' 4" 22' 4"<br>354' 4" 52' 2" 39' 3"<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.283628 B.277504<br>3 Ha (55', 76½', 64'×22') | Oil 2SA 7Cy.<br>3000bhp B&W<br>Mitsui Zosen<br>2×100kW 445V a.c. |

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| **HOKUSEI MARU No. 3**<br>**Hokusei Kaiun K.K.**<br>Tokyo Japanese | 2997<br>1581<br>4590 | NK | **1961** Osaka Zosensho—Osa<br>335′ 7″ 47′ 9″ 19′ 6″<br>311′ 8″ 47′ 7″ 25′ 1″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.207580 B.199034<br>3 Ha (39½′, 74¾′, 54¼′×21¾′) | Oil 2SA 7Cy. 450×750 mm<br>3150bhp<br>Mitsubishi Zosen<br>2×112kW 445V a.c. | <br>290t<br>Nag<br>13k |
| **HOKUSEI MARU No. 5**<br>**Hokusei Kaiun K.K.**<br>Tokyo Japanese | 3303<br>1919<br>5690 | NK | **1965** Nippon Kokan—Shimizu<br>332′ 10″ 48′ 4″ 22′ 0⅜″<br>308′ 5″ 48′ 3″ 28′ 7″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.238269 B.225414<br>3 Ha (38¼′, 76¼′, 59′×22¼′) | 4 Oil 4SA each 6Cy. 260×320 mm<br>geared to sc. shaft<br>2600bhp<br>Daihatsu Kogyo<br>2×90kW 450V a.c. | <br><br>129t<br>Osa<br>12½k |
| **HOKUSEI MARU No. 11**<br>**Hokusei Gyogyo K.K.**<br>Niigata Japanese | 192<br>97<br>— | | **1964** Kanazashi Zosensho—Shimizu<br>128′ 0″ 22′ 10″ 9′ 2″<br>110′ 1″ 22′ 7½″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br><br>Sumiyoshi Tekkosho | <br><br>Yoshida |
| **HOKUSEN MARU No. 2**<br>**Kitakyushu Unyu K.K.**<br>Kitakyushu Japanese | 469<br>297<br>— | | **1963** Kurushima Dock Co. Ltd.—Imabari<br>154′ 6″ 27′ 8″ 10′ 5″<br>141′ 0″ 27′ 6½″ 11′ 6″<br>1 dk<br>RW | M Cement Carrier Mchy.aft<br>2 Ho<br>G.19317 | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Fuji Seisakusho | <br><br>Tateyama<br>9½k |
| **HOKUSEN MARU No. 3**<br>**Kitakyushu Unyu K.K.**<br>Kitakyushu Japanese | 469<br>293<br>— | | **1964** Kurushima Dock Co. Ltd.—Imabari<br>154′ 6″ 27′ 8″ 10′ 5″<br>141′ 0″ 27′ 6½″ 11′ 6″<br>1 dk<br>RW | M Cement Carrier Mchy.aft<br>2 Ho<br>G.19317 | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Fuji Seisakusho | <br><br>Tateyama<br>9½k |
| **HOKUSEN MARU No. 5**<br>**Kitakyushu Unyu K.K.**<br>Kitakyushu Japanese | 699<br>400<br>874 | | **1967** Kurushima Dock Co. Ltd.—Imabari<br>185′ 8″ 30′ 11″ 14′ 8″<br>170′ 8″ 30′ 10″ 17′ 9″<br>1 dk<br>RW | M Cement Carrier Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Daihatsu Kogyo | <br><br>Osa |
| **HOKUSEN MARU No. 6**<br>**Kitakyushu Unyu K.K.**<br>Kitakyushu Japanese | 699<br>400<br>874 | | **1967** Kanmon Zosen—Smk<br>185′ 8″ 30′ 11″ 14′ 8″<br>170′ 7″ 30′ 10″ 17′ 8″<br>1 dk | M Cement Carrier Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>650bhp<br>Daihatsu Kogyo | <br><br>Osa |
| **KUSEN MARU No. 7**<br>**Kitakyushu Unyu K.K.**<br>Kitakyushu Japanese | 686<br>376<br>850 | | **1967** Kanmon Zosen—Smk<br>185′ 8″ 30′ 11″ 14′ 8″<br>174′ 6″ 30′ 10″ 17′ 8″<br>1 dk | M Cement Carrier Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>750bhp<br>Daihatsu Kogyo | <br><br>Osa |
| **HOKUSHIN MARU**<br>Jingu Maru No. 8–60<br>**Sekiyu Kaiun K.K.**<br>taru Japanese | 390<br>229<br>— | | **1956** Mukaishima Dock—Mukaishima<br>158′ 1″ 25′ 0″<br>142′ 6″ 24′ 11″ 12′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>470bhp<br>Nippon Hatsudoki | <br><br>Kob<br>11k |
| **HOKUSHIN MARU No. 3**<br>**Yamamoto Kaiun K.K.**<br>Kamaishi Japanese | 490<br>271<br>— | | **1961** Takehara Zosen—Hma<br>172′ 3″ 25′ 8″ 11′ 6″<br>154′ 3″ 25′ 6″ 13′ 2″<br>1 dk | M Mchy.aft<br>1 Ha (71¼′×15¾′) | Oil 4SA 6Cy. 300×420 mm<br>600bhp<br>Kinoshita Tekkosho | <br><br>Akashi<br>9k |
| **HOKUSHO MARU**<br>**Kobe Sanbashi K.K.**<br>Kobe Japanese | 2001<br>1071<br>3051 | NK | **1960** Shioyama Dkyd Co. Ltd.—Osa<br>295′ 11″ 42′ 11″ 17′ 10″<br>272′ 4″ 41′ 10″ 20′ 11″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.145123 B.133458<br>2 Ha (66½′, 76¾′×21′)<br>8W Der 2(15) 4(10) 2(5) | Oil 2SA 420×750 mm<br>2340bhp B&W<br>Mitsui Zosen<br>2×50kW 230V d.c. | <br>152t<br>Tmn<br>12½k |
| **HOKUSHU MARU**<br>**Nikko Kaiji K.K.**<br>Tokyo Japanese | 2669<br>1538<br>4179 | NK | **1962** Shioyama Dkyd Co. Ltd.—Osa<br>319′ 11″ 45′ 11″ 19′ 11″<br>295′ 2″ 45′ 9″ 23′ 7″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.201789 B.189111<br>3 Ha (30½′, 76¾′, 34′×21′)<br>12W Der 1(30) 2(15) 2(10) | Oil 2SA 7Cy. 450×750 mm<br>3150bhp<br>Kobe Hatsudoki Seizosho<br>2×80kW 445V a.c. | <br>313t<br>Kob<br>13½k |
| **HOKUSHU MARU No. 21**<br>**T. Sakabe**<br>Japanese | 192<br>87<br>— | | **1963** Miho Zosensho—Shimizu<br>126′ 9″ 22′ 8″<br>109′ 6″ 22′ 7½″ 10′ 4<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×430 mm<br><br>Fuji Seisakusho | <br><br>Tateyama |
| **HOKUTAI MARU**<br>**Sekiyu Kaiun K.K.**<br>Japanese | 779<br>433<br>— | | **1962** Nipponkai Jukogyo—Toyama<br>200′ 2″ 31′ 7″ 14′ 2″<br>183′ 8″ 31′ 6″ 15′ 7″<br>1 dk<br>RW | M Tanker Mchy.aft<br><br>L.56680 | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. | <br>69t<br>Niigata<br>11k |

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| 515327<br>7LJW<br>89189<br>Df Esd<br>Rdr | **HOKUTO MARU**<br><br>**Itaya Shosen K.K.**<br>Kobe Japanese | 1989<br>1055<br>3130 | | <br><br>NK | 1962 Setoda Zosen—Setoda<br>294' 7" 42' 3" 18' 2"<br>270' 7" 42' 0" 21' 4"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.141189 B.129535<br>2 Ha (45¼', 87½'×21½')<br>9W Der 4(15) 2(10) | Oil 4SA 6Cy. 470×580 mm<br>1800bhp<br>Kinoshita Tekkosho<br>2×45kW 225V d.c. |
| 515328<br>JAUF<br>69440<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HOKUTO MARU**<br><br>**Government of Japan**<br>**(Navigation Training**<br>**Establishment)**<br>Tokyo Japanese | 1631<br>449<br>— | | | 1952 Fujinagata Zosen—Osa<br>247' 8" 36' 1" 11' 4"<br>224' 8" 36' 0" 24' 7"<br>3 dks<br>RW | S Training Ship<br>1 Ho<br>G.4295 B.3563<br>1 Ha (8'×6½')<br>1W Der 1(3) | 2 S Turb dr geared to sc. shaft<br>1400shp<br>Ishikawajima Jukogyo<br>2×108kW 220V d.c. |
| 515329<br>JPVQ<br>82209 | **HOKUTO MARU**<br><br>**Hitachi Zosen K.K.**<br>Osaka Japanese | 234<br>67<br>— | | | 1958 Taguma Zosen—Inn<br>113' 8" 29' 11" 9' 2½"<br>104' 11" 28' 3" 13' 2"<br><br>RW | M Tug | 2 Oil 2SA each 8Cy. [illegible]<br>geared to sc. shaft<br>1920bhp<br>Hitachi Zosen |
| 515330<br>JMAQ<br>60039<br>RT | **HOKUYO MARU**<br>**Nitto Kaiun K.K.**<br>~~**Kita Nippon Kisen K.K.**~~<br>~~Tokyo~~ Muroran Japanese | 624<br>378<br>799 | | <br><br>NK | 1948 Uraga Dock—Yokosuka<br>194' 7" 27' 7" 12' 6"<br>182' 5" 27' 6" 14' 2"<br>P52' F20' 1 dk<br>RW len — | M Mchy.aft<br>1 Ho 109½'<br>G.42519 B.40471<br>2 Ha (each 42½'×15½')<br>4W | Oil 4SA 6Cy. 350×520 mm<br>550bhp<br>Nippon Soda<br>2×44kW 230V a.c. |
| 515331<br>JCXY<br>84819<br>Rdr | **HOKUYO MARU**<br><br>**Sekiyu Kaiun K.K.**<br>Otaru Japanese | 499<br>238<br>— | | | 1960 Nipponkai Jukogyo—Toyama<br>170' 6" 28' 4" 12' 4"<br>154' 3" 28' 2" 13' 5"<br>1 dk | M Tanker Mchy.aft<br><br>L.30795 | Oil 4SA 6Cy. 300×430 mm<br>650bhp<br>Fuji Seisakusho |
| 660776<br>JDQQ<br>96783<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HOKUYU MARU No. 21**<br><br>**H. Nomura**<br>Japanese | 300<br>—<br>283 | | | 1965 Narazaki Zosen—Muroran<br>142' 10" 26' 1" 11' 2"<br>125' 8" 25' 11" 12' 9"<br>1 dk | M Tanker Mchy.aft | 2 Oil 4SA each 6Cy. [illegible]<br>geared to sc. shaft<br>860bhp<br>Niigata Eng. Co. Ltd. |
| 640101<br>KSCM<br>10208<br>Rdr RT | **HOKUZAN MARU**<br>exPioneer–65<br>**Ryukyu Kaiun K.K.**<br>Naha Japanese | 1200<br>555<br>1747 | | <br><br>NK | 1963 Onomichi Zosen—Onomichi<br>*216·9'* 35' 7" 15' 9"<br>213' 2" 35' 5" 18' 0"<br>P52' Q24' B17' F24' 1 dk<br>RW | M<br>2 Ho<br>G.76908 B.73487<br>2 Ha (45½' 48¾'×18½')<br>4W Der 2(10) 2(5) | Oil 4SA 6Cy. 430×620 mm<br>1400bhp<br>Niigata Eng. Co. Ltd.<br>2×20kW 105V d.c. |
| 515332<br>JDSF<br>72197 | **HOKUZAN MARU**<br><br>**Taisei Kisen K.K.**<br>Kobe Japanese | 416<br>261<br>— | | | 1954 Setoda Zosen—Setoda<br>*157·5'* 26' 4"<br>157' 6" 26' 3" 12' 4"<br>P37' F17' 1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 350×520 mm<br>300bhp [illegible]<br>Ikegai Tekkosho |
| 515333<br>JEMD<br>80639<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HOKYO MARU**<br><br>**Nippo Kisen K.K.**<br>Tokyo Japanese | 10473<br>6257<br>17846 | | <br><br>NK | 1958 Kure Zosensho—Kur<br>528' 11" 73' 10" 29' 4½"<br>502' 0" 73' 6" 41' 0"<br>1 dk<br><br>rf 5" | M Mchy.aft<br>5 Ho 68', 102½', 102½', 68', 29½'<br>G.785401<br>1 Ha (w) (49¾'×24½')<br>1 Ha (stl) (76½'×24½')<br>3 Ha (w) (76½' 49¾'×24½') (13¾'×15')<br>Der 12(14½) 2(3) | Oil 2SA 8Cy. 700×1200 mm<br>7200bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>2×200kW 450V 60c/s a.c. |
| 536917<br>PESH<br><br>Df Pfd<br>RT | **HOLCHART**<br>exTrompenburgh–65<br>**M. Knevel**<br>Rederij M. Knevel<br>Bussum Netherland | 384<br>168<br>566 | ✠100A1<br><br>✠LMC | TD 6/67<br><br><br><br>EL g | 1940–11 Gebr. Bodewes Volharding—<br>Foxhol<br>162' 10" 27' 6" 10' 3½"<br>149' 7" 27' 3" 10' 4"<br>P&B92' F24' 1 dk<br>3BH<br>WB172t | M Mchy.aft<br>1 Ho 91½'<br>B.31300<br>2W Der 2(3) | Oil 4SA 6Cy. 300×480 mm<br>400bhp<br>N.V. Werkspoor |
| 515337<br>PESI<br><br>Df Esd<br>Gc Rdr<br>RT | **HOLENDRECHT**<br><br>**N.V. Stoomv. Maats. "De**<br>**Maas"**<br>Phs. van Ommeren N.V.<br>Rotterdam Netherland | 11931<br>7405<br>16688 | <br><br>✠Classed LR until 12/59 | BV | 1958–3 N.V. Wilton-Fijenoord—Sch<br>540' 7" 67' 10" 31' 5"<br>503' 0" 67' 7" 43' 6"<br>P94' F56' 1 dk<br><br>rf 2" | M Ore Carrier Mchy.aft<br><br>G.892000<br>5 Ha (44¾', 52½', 52½', 52½', 49'×29¾')<br>Der 2(5) | Oil 2SA 6Cy. 750×1400 mm<br>6750bhp MAN<br>N.V. Wilton-Fijenoord |
| 529894<br>DHRT<br><br>Df Esd | **HOLENWEG**<br>exRolf–66<br>**Alfred u. Ernst-Friedrich**<br>**Diercks**<br>Hamburg W. German | 423<br>276<br>675 | | <br><br>GL | 1952 Schiffsw. W. Holst—Ham<br>*158·1'* 26' 5" 10' 10½"<br>12' 6"<br>P38' F21' 1 dk<br>RW len 57 | M Mchy.aft<br>1 Ho 104½'<br>G.30918 B.29187<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. [illegible]<br>300bhp<br>Masch. Kiel A.G. |
| 538915<br>DIWT<br><br>Df Esd | **HOLGER**<br>exWidder–65<br>**Hebert Szidat**<br>Stade W. German | 412<br>282<br>640 | | <br><br>GL | 1950 D. W. Kremer Sohn—Elmshorn<br>*155·6'* 24' 8" 11' 0"<br>24' 6" 12' 5"<br>P36' F23' 1 dk<br>RW len 57 | M<br>1 Ho 103½'<br>G.31430 B.29523<br>2 Ha<br>3W Der 3 | Oil 4SA 6Cy. [illegible]<br>300bhp<br>Masch. Kiel A.G. |
| 515339<br>OYPD<br><br>Df Esd<br>RTm | **HOLGER ANDREASEN**<br>exChrista Griese–60<br>**Firma Holger Andreasen**<br>Copenhagen Danish<br>Now **OLETO** See New Entries No. 5 | 329<br>182<br>480 | | <br><br>GL | 1951 Lübecker Masch. Ges.—Lbc<br>150' 11" 24' 8" 9' 3½"<br>10' 4"<br>P30' F15' 1 dk<br>RW len 55 & 65 | M<br>1 Ho 98½'<br>G.24000 B.22000<br>2 Ha (26½', 48¾'×15½')<br>Der 2(15) 1(2) | Oil 2SA 5Cy. [illegible]<br>350bhp [illegible]<br>Alpha-Diesel A.S.<br>3×24V 50c/s a.c. |

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| **HOLGER DANSKE**<br>Kommandittselskap Jens<br>C. Hagen & Co.<br>Da-No Linjen A/S<br>Oslo<br>Norwegian | **3714**<br>1831<br>600 | <br><br>NV | **1961** Hanseatische Werft—Ham<br>360' 2" 51' 3" 13' 10"<br>328' 1" 49' 3" 33' 2"<br>2 dks & S dk, pt 4th dk | TM Ferry OSD | 2 Oil 4SA each 10Cy. 400×460 mm<br>6000bhp Pielstick<br>Schlieker-Werft<br>3×200kW 380V a.c. | <br>(d.o)<br>Ham |
| **HOLGER DANSKE**<br>De Danske Statsbaner<br>Korsör<br>Danish | **2486**<br>938<br>359 | <br><br>BV | **1942** Odense Staalskibs. A/S—Odn<br>226' 4" 54' 4" 18' 6"<br>54' 2"<br>B&F168' 2 dks<br>R | TS Icebreaker (600P) | T 9Cy. 21" 33" & 55"×36"<br>6615ihp<br>A/S Frichs<br>Helsingörs Jernsk. & Msk.<br>3×75, 75, 10kW 110V<br>Propellers 1 fwd 2 aft | <br>648t (o.f)<br>Aar<br>Hsg<br><br>15k |
| **HOLGER SIETAS**<br>exBökelnburg–65<br>Partenreederei m.s.<br>"Holger Sietas"<br>Harald Sietas<br>Hamburg<br>W. German | **498**<br>340<br>790 | <br><br>GL | **1956** Hugo Peters—Wewelsfleth<br>*186·6'* 29' 6" 11' 6"<br>198' 0" 29' 4" 12' 0"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 124'<br>G.38950 B.37000<br>2 Ha<br>3W Der 3(1½) | Oil 4SA 8Cy. 290×420 mm<br>430bhp<br>Masch. Kiel A.G. | <br>26t<br>Kel<br>9½k |
| **HOLGER SIF**<br>Rederi I/S "Sif XV"<br>Knud I. Larsen<br>Copenhagen<br>Danish | **500**<br>335<br>1300 | <br><br>**240' 10"**<br>**BV** | **1967** Schps. "Hoogezand" J. Bodewes<br>—Bergum<br>~~240' 4"~~ 39' 0" 12' 2"<br>218' 1" 38' 8" 20' 6"<br>P36' B25' F28'<br>rf 4" | M Mchy.aft OSD<br>1 Ho 160¾'<br>G.101678 B.91548<br>3 Ha (stl) (68¾' comb., 39¼'×19½')<br>3W Cr 3(3) | Oil 4SA 6Cy. 320×450 mm<br>1000bhp<br>Atlas-Mak Masch.<br>3×19, 19, 18kW 220V d.c. | <br>85t (d.o)<br>Kel<br>11½k |
| **HOLGER STRUCKMANN**<br>República de Cuba<br>Empresa Consolidada del<br>Cemento<br>Havana<br>Cuban | **1039**<br>539<br>1100 | | **1929** A/S Aalborg Msk. & Skibs.—Abg<br>*210·0'* 34' 2" 13' 4½"<br>210' 0" 34' 0" 15' 6"<br>P52' F21' 1 dk<br>R | TM Cement Carrier Mchy.aft<br>Self-unloader<br>G.27000 | 2 Oil 2SA each 6Cy. 355×430 mm<br><br>Fairbanks, Morse & Co. | <br>59t<br>Cgo<br>10k |
| **HOLIDAY**<br>exSkjerstad–59 exHansa–45<br>Holiday Lines Inc.<br>Panama<br>Panamanian | **930**<br>524<br>555 | <br><br>BV | **1925** Schiffs. v. H. Koch A.G.—Lbc<br>202' 6" 29' 5" 10' 7"<br>29' 3"<br>P&B102' F33' 1 dk<br>R | S<br><br>G.28500<br><br>5W Der 2 | T 3Cy. 16$\frac{13}{16}$" 26¾" & 43$\frac{5}{16}$"×29½"<br><br>Lübecker Masch. Ges. | <br>73t (o.f)<br>Lbc<br>12½k |
| **HOLLAND**<br>A/S Det Dansk-Franske D/S<br>E Hahn-Petersen<br>Copenhagen<br>Danish | **4649**<br>2501<br>6693 | **✠100A1** SS 10/66<br>DTmf—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1300 EL z1$\frac{15}{16}$"SQ | **1961–12** Mitsui Zosen—Tmn<br>426' 8" 57' 2" 23' 8¼"<br>390' 0" 57' 0" 35' 0"<br>F92' 1 dk & S dk<br>Coll BH to S dk 5 to 2nd dk<br>rf 4" WB1080t incl. Tunnel tanks 320t | M Ref OSD<br><br>G.417000 B.393000 In.40955<br>5 Ha (27', 34½', 34½', 32', 29½'×23') | Oil 2SA 6Cy. 620×1400 mm<br>6500bhp B&W<br>Mitsui Zosen<br>AuxB 100℔ | <br><br>Tmn |
| **HOLLAND**<br>N.V. Scheepv. en Bergings<br>Maats. G. Doeksen &<br>Zonen<br>Terschelling<br>Netherland | **548**<br>188<br>— | **✠100A1** SS 6/67<br>tug<br>**✠LMC**<br><br>MN420 EL (j) | **1952–3** F. Smit v/h J. Smit & Zoon—<br>Foxhol<br>177' 0" 31' 4" 12' 1½"<br>150' 8" 27' 6" 14' 9"<br>F100'<br>RW 4BH<br>rf 2" WB49t | M Tug | Oil 4SA 10Cy. 390×680 mm<br>2100bhp<br>N.V. Werkspoor<br>3×60kW 220V d.c. | <br>(d.o)<br>Ams |
| **HOLLAND**<br>Owehand's Rederij &<br>Visverwerking N.V.<br>Katwijk a/Zee<br>Netherland | **336**<br>127<br>— | | **1964** Scheeps. "De Dageraad"—<br>Woobrugge<br>150' 11" 28' 10" 12' 5½"<br>131' 3" 28' 8" 14' 6" | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln |
| **HOLLAND**<br>The Baker-Whiteley<br>Towing Co.<br>Baltimore<br>United States | **187**<br>127<br>— | | **1955** R.T.C. S.B. Corp.—Camden<br>*95·1'* 25' 9"<br>… … … | M Tug | Oil 2SA 10Cy. 8⅜"×10"<br>1800bhp<br>Fairbanks, Morse & Co. | <br>(d.o)<br>Beloit |
| **HOLLAND**<br>exCalaisien-61 exLauenburg<br>exPort de Beyrouth<br>Sleepdienst Willem Muller<br>Terneuzen<br>Netherland | **176**<br>56<br>— | <br><br>BV | **1940** Béliard, Crighton & Cie.—Ost<br>99' 3" 26' 2" 11' 10"<br>26' 0" | TM Tug | 2 Oil 4SA each 8Cy. 220×280 mm<br>1170bhp NE62<br>Klöckner-Humboldt-Deutz | <br>12t<br>Kln<br>11k |
| **HOLLAND**<br>B. van Leeuwen Szn.<br>Scheveningen<br>Netherland | **142**<br>68<br>— | | **1915** A. de Jong—Vla<br>*103·9'* 21' 7"<br>… … …<br><br>R | M Fishing<br><br><br><br>Ien — | Oil 4SA 4Cy. 280×400 mm<br>NE47<br>Motorenf. "De Industrie" | <br><br>Alp |
| **HOLLAND MARU**<br>Kawasaki Kisen K.K.<br>Kobe<br>Japanese | **8866**<br>4916<br>10656 | <br><br>NK | **1965** Kawasaki Dkyd Co. Ltd.—Kob<br>496' 4" 69' 0" 29' 4"<br>459' 4" 68' 11" 41' 0"<br>1 dk | M Ref<br>5 Ho<br>In.72395<br>5 Ha (27'×17½') (39¼', 39¼', 39¼',<br>36¾'×24¾')<br>Der 2(25) 10(10) 6(5) | Oil 2SA 8Cy. 700×1200 mm<br>10000bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3×290kW 445V a.c. | <br>1428t<br>Kob<br>17½k |

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| 680722 | **HOLLAND PARK**<br>**Park Steamships Ltd.**<br>London British<br>For later particulars see New Entries No. 3 | 1500<br>—<br>2600 | 100A1<br>Class contemplated | E. J. Smit & Zn's Scheeps.—<br>Westerbroek<br>253′ 3″ 39′ 1″ 18′ 10½″<br>230′ 2″ 38′ 9″ 22′ 6″ | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>Atlas-Mak Masch. |
| 680112 | **HOLLANDÄREN**<br>**Government of Sweden**<br>(Kungliga Sjöfartsstyrelsen)<br>Stockholm Swedish | 30<br>—<br>— | ✠ | 1937–6 Akerboom Bros. Shpyd Ltd.—<br>Leiden<br>56′ 9″ 18′ 8″ 7′ 3″<br>49′ 1″ 18′ 1″ 9′ 10″ | M Tug Mchy.aft | Oil 4SA 12Cy. 135×180 mm<br>Klöckner-Humboldt-Deutz |
| 515350<br>SVDW<br>1362<br>Df Esd<br>Gc Rdr | **HOLLANDIA**<br>**Hellenic Lines Ltd.**<br>P. G. Callimanopulos, Gen. Mgr.<br>Piræus Greek | 2863<br>1577<br>4288 | AB | 1956 Iino S.B. & Eng. Co. Ltd.—Maizuru<br>366′ 0″ 48′ 7″ 21′ 1½″<br>337′ 0″ 48′ 6″ 31′ 3″<br>1 dk & S dk<br>RW<br>rf 4″ | M (12P) Ref OSD<br>4 Ho 48′, 87½′, 49½′, 52½′<br>G.296906 B.280601 In.30103<br>4 Ha (22½′, 51′, 29½′, 34′×20′)<br>12W Der 1(30) 2(5) 3(3) | Oil 2SA 8Cy. 520×900 mm<br>3500bhp<br>Kawasaki Dkyd Co. Ltd.<br>3×125kW 225V d.c. |
| 515351<br>PESO<br>Df Esd<br>RTm | **HOLLANDIA**<br>exHolland–62<br>**D. Baak**<br>Kamp's Scheepv. & Handelmaats. N.V.<br>Rotterdam Netherland | 327<br>157<br>362 | BV | 1951 Holland Nautic—Haarlem<br>143′ 4″ 24′ 3″ 9′ 2″<br>24′ 1″<br>P43′ B26′ F26′ 1 dk | M Mchy.aft<br>1 Ho 84½′<br>G.20840 B.19600<br>1 Ha (31½′×15′)<br>2W | Oil 4SA 4Cy. 260×368 mm<br>240bhp<br>Ruston & Hornsby<br>2×6kW 110V d.c. |
| 651542<br>PESX<br>Df Esd<br>Gc Rdr<br>RT | **HOLLANDS BURCHT**<br>**N.V. Koninkl. Paketv. Maats.**<br>Koninklijke Java-China Paketv. Lijnen N.V.<br>Amsterdam Netherland | 16785<br>10910<br>24530 | BV | 1965 Verolme Schpsw.—Alb<br>611′ 7″ 75′ 2″ 33′ 6½″<br>565′ 8″ 75′ 0″ 47′ 4″<br>1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>6 Ho 72½′, 79′, 69′, 69′, 69′, 69½′<br>G.1275221<br>6 Ha (stl) (48½′, 50½′, 50½′, 50½′, 50½′, 50½′×33½′)<br>Der 6(5) | Oil 2SA 6Cy. 750×1600 mm<br>8600bhp<br>Gebr. Stork & Co.<br>3×256kW 460V 60c/s a.c. |
| 515352<br>PEST<br>Df Esd<br>Gc Rdr<br>RT | **HOLLANDS DIEP**<br>**N.V. Koninkl. Paketv. Maats.**<br>Koninklijke Java-China Paketv. Lijnen N.V.<br>Amsterdam Netherland | 9631<br>5793<br>13677 | BV | 1961 Scheeps. "De Biesbosch"—<br>Dordrecht<br>508′ 7″ 63′ 8″ 29′ 8$\frac{7}{16}$″<br>467′ 3″ 63′ 6″ 39′ 6″<br>2 dks<br>RW<br>rf nil | M<br>5 Ho 64′, 75½′, 72½′, 69′, 70½′<br>G.713000 B.686000<br>5 Ha (each 42½′×26½′)<br>12W Der 12(3–5) | Oil 2SA 6Cy. 620×1400 mm<br>5400bhp B&W<br>N.V. Mch. & Schps. P.<br>3×175kW 220V d.c. |
| 515353<br>PESW<br>Df Esd<br>Gc Rdr<br>RT | **HOLLANDS DREEF**<br>**N.V. Koninkl. Paketv. Maats.**<br>Koninklijke Java-China Paketv. Lijnen N.V.<br>Amsterdam Netherland | 9754<br>6254<br>14674 | BV | 1962 Boele's Schps. & Mchf.—Bolnes<br>500′ 7″ 63′ 8″ 30′ 0½″<br>467′ 10″ 63′ 6″ 40′ 0″<br>P52′ B64′ F52′ 2 dks<br>rf nil | M CSD<br>5 Ho 77′, 77′, 72½′, 65½, 80½′<br>G.750213 B.703980<br>5 Ha (42½′, 47½′, 47½′, 47½′, 47½′×26½′)<br>12W Der 12(5) | Oil 2SA 6Cy. 620×1400 mm<br>5400bhp B&W<br>N.V. Mch. & Schps. P.<br>3×175kW 220V d.c. |
| 515354<br>PESS<br>Df Esd<br>Gc Rdr<br>RT | **HOLLANDS DUIN**<br>**N.V. Koninkl. Paketv. Maats.**<br>Koninklijke Java-China Paketv. Lijnen N.V.<br>Amsterdam Netherland | 9631<br>5792<br>13677 | BV | 1961 C. v.d. Giessen—Krimpen<br>508′ 7″ 63′ 8″ 29′ 8$\frac{7}{16}$″<br>467′ 3″ 63′ 6″ 39′ 6″<br>2 dks<br>RW<br>rf nil | M<br>5 Ho 64′, 75½′, 72½′, 69′, 70½′<br>G.731000 B.686000<br>5 Ha (each 42½′×26½′)<br>12W Der 12(3–5) | Oil 2SA 6Cy. 620×1400 mm<br>5400bhp B&W<br>N.V. Mch. & Schps. P.<br>3×175kW 220V d.c. |
| 640554<br>GMHV<br>304174<br>Df Esd<br>Gc Rdr<br>RTv | **HOLLYBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow British | T.Mk<br>6163<br>3459<br>10403<br>8403<br>4830<br>12190 | ✠100A1 SS 8/68<br>DTsmf & a—vegetable oil<br>✠LMC<br>MN1328 EL d†2$\frac{7}{16}$"SQ | 1964–4 Wm. Doxford & Sons (S.B.) Ltd.<br>—Sld<br>487′ 1″ 62′ 3″ 26′ 2″/28′ 10½″<br>451′ 1″ 62′ 0″ 38′ 6″<br>F41′ 2 dks<br>RW Coll BH to U dk 8 to 2nd dk<br>rf 6″ WB4339t incl. DTma1459t f1244t | M<br>5 Ho 56½′, 61½′, 32′, 52½′, 31′ DT, 84′<br>G.648170 B.579995<br>6 Ha (29½′, 32′, 32′, 12½′, 32′, 32′×22′)<br>14W Der 1(50) 4(10) 10(6) | Oil 2SA 4Cy.<br>6640bhp<br>Wm. Doxford & Sons<br>2AuxB 120lb<br>4×250, 250, 250, 40kW |
| 515355<br>158912<br>RT | **HOLLYBURN**<br>**Vanco Ferries Ltd.**<br>Vancouver Canadian | 192<br>131<br>— | | 1938 North Van. Ship Rprs Ltd.—N.Vcr<br>108′ 0″ 21′ 0″ 7′ 6″<br>… … … | Wood M Ferry | Oil 4SA 8Cy.<br>Union Diesel Eng. Co. |
| 515356<br>WA6487<br>248591 | **HOLLYWOOD**<br>exJohn E. Matton–58<br>**Port Everglades Towing Co. Ltd.**<br>Miami United States | 138<br>94<br>— | AB | 1945 John E. Matton & Sons Inc.—<br>Cohoes<br>88′ 0″ 23′ 4″<br>82′ 3″ 23′ 0″ 11′ 10″<br>BK3″ | M Tug | Oil 4SA 8Cy.<br>1200bhp<br>Enterprise Eng. |
| 650498<br>LCFQ | **HOLM**<br>exFranken<br>**Kasper Kristensen**<br>Bergen Norwegian<br>Now **STRAUMFOSS** (No. 650498) in the Register | 139<br>68<br>— | | 1955 Frank Christensen—Horten<br>106′ 4″ 20′ 8″<br>… … …<br>F32′ 1 dk<br>len 57 | M Mchy.aft<br>1 Ho<br>2 Ha (30′, 9½′×11½′)<br>2W Der 2 | Oil 2SA 2Cy.<br>120bhp<br>Wichmann Mtf. |

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|---|---|---|---|---|---|---|
| **HOLMA**<br>Rederi A/B **Monacus**<br>Tord Selden<br>Kungsbacka<br>Swedish | 21842<br>13109<br>~~84650~~<br>36740 | | NV | **1962** A/B Götaverken—Got<br>685' 5" 86' 2" 35' 0"<br>652' 0" 86' 0" 47' 0"<br>P118' B15' F72' 1 dk | M Tanker Mchy.aft<br>30 Ta<br>L.1698000 HeCls. BC | Oil 2SA 10Cy. 760×1500 mm<br>12500bhp 2700t (hvf)–50pd<br>A/B Götaverken Got<br>3×256kW 440V 60c/s a.c. 15¼k |
| **HOLMANES**<br>exSteingrimur Trölli–65<br>**Steingrimur h/f**<br>Eskifirdi<br>Icelandic | 249<br>80<br>— | | | **1959** Volkswerft Stralsund—Stralsund<br>126' 11" 24' 0"<br>… … | M Trawler | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim Mhm |
| **HOLMBURN**<br>Holm Shipping **Co. Ltd.**<br>Holm & Co. Ltd.<br>Wellington<br>New Zealand | 845<br>377<br>1057 | ✠100A1<br>✠LMC<br>MN250 | SS 1/66<br>EL n1$\frac{5}{16}$"SQ | **1957**–12 N.V. Bodewes Schps.—<br>Martenshoek<br>240' 6" 34' 7" 12' 10"<br>220' 0" 33' 6" 20' 1"<br>Ba58' F27' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4" WB323t incl. DTf39t | M Ref OSD Mchy.aft<br>G.71583 B.68504 In.10000<br>8W Der 1(15) 9(3–5) | Oil 2SA 8Cy. 14½"×19"<br>1240bhp<br>Crossley Bros. Ltd. Mch<br>13k |
| **HOLMDALE**<br>Holm Shipping **Co. Ltd.**<br>Holm & Co. Ltd.<br>Wellington<br>New Zealand | 911<br>394<br>1077 | ✠100A1<br>✠LMC<br>MN250 | CS 4/66<br>EL m1¼"SQ | **1961**–11 N.V. Bodewes Schps.—<br>Martenshoek<br>218' 1" 34' 9" 13' 7½"<br>200' 0" 33' 7½" 14' 0"<br>P47' R dk fwd of P56' B18' F33' 1 dk<br>RW 5BH<br>rf 4" WB304t | M Ref Mchy.aft<br>In.5000 | Oil 4SA 6Cy. 385×580 mm<br>1250bhp<br>Masch. Kiel A.G. Kel |
| **HOLMEN III**<br>exGebr. Bodewes VI<br>Holmens **Bruks & Fabriks**<br>A/B<br>Norrköping<br>Swedish<br>Now **HOLMVIK** See New Entries No. 11 | 156<br>—<br>— | | | **1916** G. & H. Bodewes—Martenshoek<br>99' 4" 19' 11" 12' 1"<br>19' 9"<br>1 dk<br>R | S Tug | T 3Cy. 12⅝" 19¾" & 33½"×19¾"<br>450ihp 55t (c)<br>Masch. Fulton Martenshoek<br>2×10 & 4kW 110V d.c. |
| **HOLMEN VIII**<br>ffan exManin II<br>Freccia exVranik<br>lmens **Bruks & Fabriks**<br>A/B<br>rrköping<br>Swedish | 541<br>—<br>— | **BROKEN UP** | | **1912** ………………Russia<br>*133·4'* 34' 8" 16' 5"<br>34' 6"<br>F27'<br>R | S Icebreaker | T 3Cy. 18½" 29⅛" & 46½"×29⅛"<br>880ihp (o.f)<br>Germany<br>1×10kW 110V d.c. |
| **OLMESTRAND**<br>**kal Espedal**<br>~~**Johansen**~~<br>Norwegian | ~~178~~ **164**<br>~~94~~ 62<br>— | | | **1907** Nylands Verksted—Osl<br>113' 8" ~~109' 0"~~ 18' 7" 10' 0"<br>… … …<br>R | M<br>1 Ho<br>1W Der 1 | Oil 4SA 4Cy. 300×410 mm<br>300bhp NE63<br>A/S Vølund Cpn |
| **LMI**<br>art Hansen<br>thåb, Greenland<br>Danish | 236<br>100<br>310 | | BV | **1960** Martin Jansen—Leer<br>126' 1" 23' 11" 9' 0"<br>113' 0" 23' 9½" 9' 4"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 68¼'<br>G.15950 B.15220<br>1 Ha (51'×16')<br>2W Der 2(5) | Oil 2SA 4Cy. 230×400 mm<br>300bhp 113t<br>Alpha-Diesel A/S Fkn<br>10k |
| **OLMIA**<br>Calmar Nyckel–65<br>Prins Bertil–64<br>B Siljarederiet<br>ku/Åbo<br>Finnish | **2196** ~~2355~~<br>**693** ~~806~~<br>~~608~~ | ✠100A1<br>Skagerrak, Kattegat &<br>Baltic service<br>Ice Class 3<br>✠LMC<br>MN1152 | SS 4/64<br>EL u1$\frac{11}{16}$"SQ | **1960**–6 Aarhus Flydk. & Msk.—Aar<br>290' 4" 50' 4" 15' 0"<br>260' 0" 50' 0" 21' 6"<br>B&F262' 1 dk, 2nd dk except in mchy. space<br>11BH<br>rf 6" WB699t incl. DTa81t f107t | TM Ferry (644P) Mchy.aft<br>Bow doors | 2 Oil 2SA each 6Cy. 500×700 mm<br>5760bhp Polar 180t (d.o)<br>Nydqvist & Holm A/B Thn<br>3×250kW 390V 50c/s a.c.<br>Controllable pitch propellers 1 fwd 2 aft<br>17k |
| **OLMOGORY**<br>S.S.R.<br>rchangel<br>Russian | 3455<br>1817<br>4375 | | | **1962** Schiffswerft Neptun—Ros<br>341' 10" 47' 4" 21' 7"<br>47' 2" 25' 11" | M<br>4 Ho<br>G.199000<br>4 Ha (29¾'×19¾')<br>9W Der 1(15) 2(5) 6(3) | Oil 2SA 6Cy. 570×800 mm<br>5000bhp<br>Masch. Augsburg-Nürnberg<br>13¾k |
| **OLMPARK**<br>Command–66<br>Commandant Milliasseau–65<br>lm Shipping **Co. Ltd.**<br>lm & Co. Ltd.<br>llington<br>New Zealand | 588<br>206<br>836 | **100A1**<br>**Wellington Harbour**<br>**service**<br>MN254 | SS 9/65<br>**LMC**<br>EL I | **1953** G. Renck Jr. K.G.—Ham<br>209' 0" 32' 2" 12' 2½"<br>188' 2" 32' 0" 18' 10"<br>P44' RFD32' 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf 3" WB166t | M OSD Mchy.aft<br>1 Ho 114¾'<br>G.57397 B.52526<br>8W Der 1(15) 8(3) | Oil 4SA 8Cy. 15"×18"<br>1270bhp 162t<br>Mirrlees, Bickerton & Day Stckpt<br>12k |
| **HOLMSAND**<br>mburger **Oeltransportges.**<br>Alnwick Harmstorf & Co.<br>Lübeck<br>W. German | 499<br>328<br>1118 | | GL | **1964** Schlichting Werft—Lbc<br>203' 1" 33' 2" 12' 1"<br>187' 0" 32' 10" 13' 3"<br>P69' B43' F31' 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.47856 HeCls. BC | Oil 2SA 4Cy. 320×450 mm<br>800bhp 53t–3½pd<br>Masch. Kiel A.G. Kel<br>11½k |
| **HOLMSIDE**<br>rnett Steamship **Co. Ltd.**<br>ewcastle<br>British | **4902** ~~5034~~<br>**2328** ~~2458~~<br>6195 | ✠100A1<br>✠LMC<br>MN600 | SS 3/68 ~~SS 1/64~~<br>EL x1$\frac{13}{16}$"SQ | **1959**–8 Hall, Russell & Co. Ltd.—Abn<br>396' 0" 53' 3" ~~22' 2¾"~~22' 6¾"<br>370' 0" 53' 0" 28' 0"<br>P92' F41' 1 dk<br>RW NS 7BH<br>rf nil WB2148t incl. Topside tanks in holds 687t DTf251t | M Mchy.aft<br>4 Ho 65⅓', 54¼', 58½', 61'<br>G.300180 B.276670<br>4 Ha (stl) (45'×26') (38¼', 38¼', 38½'×32')<br>8W Der 8(5) | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp Sulzer 457t (hvf)<br>G. Clark & N.E. Mar. (Sld) Ltd. Sld<br>AuxB 100℔<br>3×125kW 220V d.c. 13½k |

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|---|---|---|---|---|---|---|---|
| 671706<br>SLQA<br>10867<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HOLMSUND**<br><br>**SCA-Transport A/B**<br>Elje Mossberg<br>Sundsvall Swedish | 9354<br>5957 ~~5360~~<br>11500 | ✠100A1<br>Ice Class 1<br>✠LMC<br><br>MN1600 | <br><br><br><br>EL A†2 1/16"U2 | 1967-10 A/B Lindholmens Varv—Got<br>503' 3" 66' 7" 26' 7"<br>466' 5" 66' 3" 36' 9"<br>P78' F60 1 dk<br>9BH<br>rf 11" WB4570t incl. DTsf896t | M Mchy.aft | 2 Vee Oil 4SA each<br>sr geared to sc. shaft<br>8000bhp Pielstick<br>A/B Lindholmens Varv<br>2AuxB (1 o.f 1 ex.g)<br>3×360kW 450V 60c/s a.c.<br>Controllable pitch propeller |
| 515371<br>SHLF<br>9886<br>Df Esd<br>Rdr<br>RTm | **HOLMSUND**<br><br>**Svenska Cellulosa A/B**<br>Elje Mossberg<br>Holmsund Swedish<br>Now ÖBBOLA<br>See New Entries No. 6 | 210<br>62<br>— | ✠100A1<br>tug<br>Baltic service<br>Str. nav. ice<br>✠LMC<br>MN160 | SS 11/66<br><br><br><br><br>EL (c) | 1958-9 A/B Åsi-Verken—Åmål<br>95' 2" 27' 3" 12' 6"<br>85' 0" 26' 7" 15' 5"<br><br>4BH<br>WB50t | M Tug | Oil 2SA 4Cy. 340×570 mm<br>800bhp<br>Nydqvist & Holm A/B<br>3×75, 20, 15kW 220V d.c.<br>Controllable pitch propeller |
| 515372<br>XPSG<br><br>Esd | **HOLMUR**<br>exGuttaberg-55 exSildberin-49<br>exCount-46 exCezary-39<br>exEvalana-37<br>**P/f Holmur**<br>Havstein Ellingsgaard<br>Runavik Faroese | 412<br>201<br>— | ✠100A1<br><br>**LMC**<br><br>MN102 | SS 7/64<br><br><br><br>EL f | 1929-11 O. Andersen (London) Ltd.—<br>Wvn<br>157' 0" 25' 1"<br>145' 0" 25' 0" 14' 0"<br>Q80' F22'<br>R 5BH conv trawler 55<br>rf 33" BK9" WB24t | M Mchy.aft | Oil 2SA 8Cy. 240×400<br>through hydraulic coupling<br>510bhp ✠NE11/66<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| 504326<br>LDME<br><br>Df Esd<br>RTm | **HOLMVANG**<br>exBeta-64<br>**P/R Kysttransport**<br>~~Lars Holm~~ Astrup Holm<br>Tromsö Norwegian | 368<br>181<br>500 | ✠100A1<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>MN138 | TD 5/68 ~~SS 6/64~~<br><br><br><br>EL h | 1947-12 Sölvesborgs Varvs—Sbg<br>170' 10" 26' 11" 10' 6½"<br>156' 8" 26' 6" 18' 2"<br>1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB189t | M OSD Mchy.aft<br>1 Ho<br>G.45685 B.40600<br>2 Ha (27', 50'×14½')<br>3W Der 3(3) | Oil 4SA 8Cy. 290×420 mm<br>coupling<br>690bhp ✠Emaden<br>Atlas-Mak Masch.<br>3×110V d.c.<br>Controllable pitch propeller |
| 515373<br>LKZO<br><br>Df Esd<br>Rdr RT | **HOLMVIK**<br>exTriton 17-51<br>**Adolf Hjelmeseth and others**<br>Ålesund Norwegian | 195<br>95<br>280 | | <br><br>BV | 1910 N.V. Mch. & Schps. P. Smit, Jr.—<br>Rot<br>116' 4" 18' 10" 11' 0"<br>109' 11"<br>1 dk<br>R len 57 | M Mchy.aft | Oil 2SA 3Cy. 230×400 mm<br>180bhp Emaden<br>Frederikshavns Jernst. & |
| 515374<br>ZMTH<br>184755<br>Df Esd<br>RT | **HOLMWOOD**<br><br>**Holm Shipping Co. Ltd.**<br>Holm & Co. Ltd.<br>Wellington New Zealand | 797<br>383<br>1029 | ✠100A1<br><br>✠LMC<br><br>MN220 | SS 2/66<br><br><br><br>EL k | 1953-1 Bodewes Scheeps.—<br>Martenshoek<br>208' 0" 32' 2" 13' 3½"<br>191' 9" 32' 0" 13' 7"<br>P50' Q51' B18' F31' 1 dk<br>RW 3BH<br>WB287t | M Mchy.aft<br><br>G.57000 B.54000 | Oil 4SA 8Cy. 350×535 mm<br>1100bhp<br>Mirrlees, Bickerton & Day |
| 530970<br>GVFK<br>187430<br>Df Esd<br>Gc Rdr<br>RTm/v | **HOLOSPIRA**<br>exSan Felipe-65<br>**Shell Bermuda**<br>**(Overseas) Ltd.**<br>London British | 12180<br>6954<br>~~18217~~<br>19042 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1650 | SS 4/65<br><br><br><br>EL h†2 1/16"SQ | 1956-7 Smith's Dock Co. Ltd.—Mdb<br>555' 9" 69' 5" 29' 11½"<br>530' 0" 69' 3" 39' 0"<br>P118' B50' F70' 1 dk<br>16BH<br>rf 3½" WB319t | S Tanker Mchy.aft<br>33 Ta<br>L.890493 HeCls. BC<br><br>Der 4(5) 4(1) | 2 S Turb dr geared to sc.<br>8250shp<br>Hawthorn Leslie (Eng)<br>2WTB 570lb Spt<br>sg 125lb<br>2×550kW 450V 60c/s a.c. |
| 661687<br>DGBG<br><br>Df Esd<br>Gc Rdr<br>RTv | **HOLSATIA**<br><br>**Hamburg-Amerika Linie**<br>Hamburg W. German | 8092<br>4724<br>9900<br>10915<br>6843<br>12544 | | <br><br>GL | 1966 Blohm & Voss A.G.—Ham<br>539' 1" 72' 9" 28' 6"/32' 0"<br>499' 6" 72' 2" 43' 2"<br>Q102' B33' F107' 2 dks & S dk | M (12P) Ref OSD/CSD<br>5 Ho 52½', 59¾', 63', 78¾', 55'<br>G.750621 B.679213 In.139352<br>5 Ha (stl) (40'×16½') (40', 40', 55½', 40'×23')<br>23W Cr 1(3) Der 1(80) 16(5-10) 6(3-5) | Oil 2SA 9Cy.<br>18900bhp<br>Blohm & Voss A.G.<br>4×360, 380, 360, 320kW |
| 542420<br>DCAF<br><br>Df Esd<br>Rdr RT | **HOLSATIA**<br>exEdmund Halm-63<br>~~Christian F. Ahrenkiel~~<br>~~Hamburg~~ ~~W. German~~<br>**Partenreederei m.s. "Holsatia"**<br>Christian F. Ahrenkiel<br>Hamburg W. German | 1295<br>623<br>2175 | | <br><br>GL | 1952 Gutehoffnungshütte A.G.—<br>Walsum<br>280' 6" 39' 7" 15' 1½"<br>39' 5" 22' 0"<br>B49' 1 dk & S dk<br>RW<br>rf nil | M (8P) OSD Mchy.aft<br>2 Ho each 86½'<br>G.136323 B.123221<br>2 Ha (each 63'×19¾')<br>Der 8(5) | Oil 4SA 6Cy. 400×480 mm<br>1200bhp<br>Masch. Augsburg-Nürnberg<br>2×50kW 230V d.c. |
| 515375<br>DKRC<br><br>Df Esd<br>Gc Rdr<br>RT | **HOLSTEIN**<br><br>**Hochseefisch. Kiel G.m.b.H.**<br>Bremen W. German | 915<br>325<br>— | | <br><br>GL | 1960 Lübecker Flender-Werke—Lbc<br>222' 1" 34' 8"<br>196' 11" 34' 6½" 25' 5" | M Stern Trawler | 2 Oil 4SA (i) 8Cy.<br>(ii) 6Cy. 300×450 mm<br>shaft<br>2055bhp<br>Masch. Augsburg-Nürnberg |
| 515377<br>DDSX<br><br>Df Esd<br>RT | **HOLSTEIN**<br><br>**Bremen-Vegesacker**<br>**Fischerei-Ges.**<br>Vegesack W. German | 244<br>133<br>— | | <br><br>GL | 1950 Abeking & Rasmussen—<br>Lemwerder<br>123' 7" 23' 5" 9' 11"<br>10' 7"<br>RW len 54 | M Trawler | Oil 4SA 6Cy.<br>NE53<br>Klöckner-Humboldt-Deutz |
| 515378<br>DNBB<br><br>Esd Pfd<br>Rdr RT | **HOLSTENAU**<br><br>**Bugsier-Reederei-**<br>**u. Bergungs-A.G.**<br>Hamburg W. German | 1214<br>533<br>1475 | | <br><br>GL | 1961 F. Schichau G.m.b.H.—Bhn<br>269' 0" 39' 6" 14' 4"<br>249' 0" 39' 4½" 22' 7"<br>F32' 2 dks | M Ref CSD Mchy.aft<br>In.17500<br>3 Ha (stl) (45½', 36', 36'×17')<br>Der 1(15) 6(3-5) | Oil 4SA 8Cy.<br>2000bhp<br>Klöckner-Humboldt-Deutz<br>3×125, 125, 75kW |
| 672158<br><br><br>Df Esd<br>Gc Rdr<br>RT | **HOLSTENSTEIN**<br><br>**Norddeutscher Lloyd**<br>Bremen W. German | ~~14500~~ T.Mk<br>— 7484<br>— 4427<br>— 9604<br>— 10481<br>— 6345<br>12585 | | <br><br>GL | 1967 Lübecker Flender-Werke A.G.—<br>Lbc<br>531' 6" 74' 2" ~~32' 10"~~ — /32' 9½"<br>503' 8" 73' 10" 43' 8"<br>2 dks & S dk | M Ref ~~OSD/CSD~~ | Oil 2SA 8Cy.<br>18400bhp<br>Masch. Augsburg-Nürnberg |

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| **HOLSTENTOR**<br>NVG 67<br>NVG Nordsee-Versorgungs-schiffahrt G.m.b.H.<br>Hamburg W. German | 498<br>129<br>787 | | GL | 1966 J. G. Hitzler—Lauenburg<br>173' 5" 36' 11" 11' 0"<br>166' 8" 36' 1" 13' 0"<br>F47' 1 dk<br>rf 24" | TM Supply Ship (12P) Mchy.aft<br>1W Der 1(5) | 2 Oil 4SA each 12Cy. 180×220 mm<br>1900bhp (d.o)<br>Motorenw. Mannheim Mhm<br>3×112kW 230/400V 50c/s a.c. 12½k<br>Thw. thrust propeller |
| **HOLTEFJELL**<br>A/S Falkefjell<br>Olsen & Ugelstad<br>Oslo Norwegian | 23859<br>16082<br>35925 | | NV | 1965 Kieler Howaldtswerke A.G.—Kel<br>663' 1" 93' 8" 34' 2¾"<br>629' 11" 93' 6" 50' 6"<br>B90' F60' 1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho 56½', 88½', 59', 59', 59', 88½', 56½'<br>G.1794513 Ore 833363<br>7 Ha (stl) (37'×39½') (68¾', 39½', 39½', 39½', 68¾', 39½'×46½') | Oil 2SA 6Cy. 850×1700 mm<br>12600bhp Götaverken 3097t (hvf)<br>Kieler Howaldtswerke A.G. Kel<br>3×350kW 450V 60c/s a.c.<br>Controllable pitch propeller 16k |
| **HOLTENAU**<br>Hochseefisch. Kiel G.m.b.H.<br>Kiel W. German | 632<br>202<br>— | | GL | 1954 Kieler Howaldtswerke A.G.—Kel<br>203' 5" 30' 3"<br>180' 6" 30' 2" 16' 5"<br>P4' F32' | M Trawler | 2 Oil 4SA (i) 8Cy. 365×500 mm<br>(ii) 4Cy. 365×500 mm geared to sc. shaft<br>1530bhp<br>Kieler Howaldtswerke A.G. Kel |
| **HOLTHILL**<br>A/S Besco<br>B. Holter-Sörensen & Co.<br>Oslo Norwegian | 8943<br>5417<br>12800 | | NV | 1961 A/B Oskarshamns Varv—Osk<br>487' 0" 61' 8" 30' 0"<br>440' 0" 61' 6" 30' 6"<br>2 dks<br>rf 4" | M (2P) CSD<br>5 Ho 60½', 64½', 70½', 70½', 70½'<br>G.643500 B.585000<br>5 Ha (stl) (33½', 40', 37½', 47½', 37½'×26½')<br>14W Der 2(30) 2(10) 10(5) | Oil 2SA 8Cy. 630×1300 mm<br>6650bhp 1300t (hvf)<br>A/B Götaverken Got<br>3×200kW 440V 60c/s a.c. 15k |
| **HOLTHORN**<br>A/S Holter-Sörensens Tankrederi<br>B. Holter-Sörensen & Co.<br>Oslo Norwegian | 20290<br>12120<br>29861 | | NV | 1964 Rheinstahl Nordseewerke—Emd<br>631' 0" 84' 7" 34' 0"<br>590' 7" 84' 4" 48' 9"<br>1 dk<br>rf nil | M Bulk Carrier (2P) Mchy.aft<br>7 Ho 52½', 79', 52½', 79', 52½', 79', 52½'<br>7 Ha (stl) (26½', 47½', 26½', 47½', 26½', 47½', 26½'×39½')<br>Der 2(3) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W (hvf)<br>Frd. Krupp Dieselmotoren Essen<br>3×300kW 440V 60c/s a.c. |
| **OLY CROSS**<br>Narek-65<br>re Carriers Inc.<br>onrovia Liberian | *13646*<br>*8152*<br>19955 | ✠Classed LR until 4/66 | AB | 1955-10 Blythswood S.B. Co. Ltd.—Gls<br>584' 5" 75' 4" 30' 11"<br>552' 0" 75' 0" 40' 0"<br>P125' B47' F87' 1 dk, 2nd dk clear of cargo tanks<br>rf 6" | S Tanker Mchy.aft<br>24 Ta<br>L.921389 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>9570shp 3040t (o.f)-58pd<br>D. Rowan & Co. Ltd. Gls<br>15¼k |
| **OLY CROSS**<br>B. Junior-61 exVigor<br>ly Cross Vessel Inc.<br>ucester United States | 179<br>121<br>— | | | 1942 Snow Shpyd Inc.—Rockland, Me<br>*86·0'* 23' 7"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 4SA 6Cy. 290×380 mm<br>425bhp<br>Atlas-Imperial D.E. Co. S.Fo |
| **LYHEAD FERRY 1**<br>ish Railways Board<br>on British | 3879<br>1461<br>867 | ✠100A1<br>Channel service from ports in U.K. south of Oban & Harwich/Hook of Holland<br>✠LMC<br>MN2400 EL (y)1⅜"SQ | SS 1/69 | 1965-7 Hawthorn Leslie (S.B.) Ltd.—Nwc<br>369' 0" 57' 2" 12' 9"<br>346' 6" 55' 0" 34' 6"<br>B249' 1 dk & S dk, intermediate dk in way & fwd of mchy. space, 2nd dk except in mchy. space<br>Coll BH to S dk 9 to 2nd dk<br>rf 12" WB442t | TS Ferry (64bth 1036dkP) OSD<br>2 Ha (stl) (12'×20') (26'×12') | 2 S Turb dr geared<br>12000shp 168t (o.f)<br>Hawthorn Leslie (Eng.) Ltd. Nwc<br>2WTB 413lb Spt 650° F. 385lb hs9386<br>2AuxB 60lb<br>4×350kW 220V d.c.<br>Thw. thrust contr. pitch propeller fwd<br>19½k |
| **LYROOD PRINCESS**<br>ackson Princess-63<br>Pass of Ballater-59<br>Raffinage-38<br>Pass of Ballater-34<br>lyrood Shipping Ltd.<br>ssau British | 796<br>337<br>868 | ✠100A1<br>oil tanker<br>✠LMC | SS 3/64<br>EL k | 1928-6 Blythswood S.B. Co. Ltd.—Gls<br>196' 4" 30' 7" 13' 2"<br>185' 0" 30' 3" 13' 10"<br>P75' F25' Trunk 85' 1 dk<br>R 10BH<br>WB122t incl. DTf40t | S Tanker Mchy.aft<br>7 Ta<br>L.36535 HeCls. BC | T 3Cy. 15" 25½" & 41"×30"<br>750ihp 88t (o.f)-6¾pd<br>Aitchison, Blair Ltd. Cly<br>SB 180lb Spt hs(2536) 4cf ND 9k |
| | | **SURVEYS OVERDUE—CLASS SUSPENDED 4/66** | | | | |
| **MAN MARU**<br>yushu Kisen K.K.<br>uoka Japanese | 644<br>312<br>934 | | NK | 1957 Koyo Dock—Mihara<br>197' 2" 28' 7" 13' 0"<br>180' 4" 28' 6" 14' 5"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.40223 B.37787<br>1 Ha (81¾'×14') | Oil 4SA 6Cy. 350×500 mm<br>800bhp 18t<br>Hanshin Nainenki Kogyo Kob<br>1×20kW 115V d.c. 11½k |
| **OMAR**<br>lish Government<br>P.D.i U.R. "Odra"<br>inoujscie Polish | 3096<br>1343<br>1293 | | PR | 1965 Stocznia im. Komuny Paryskiej—Gdy<br>286' 2" 46' 5" 17' 7"<br>32' 0"<br>1 dk | M Stern Trawling Factory Ship | Oil 2SA 6Cy. 480×700 mm<br>2250bhp Sulzer<br>Z.U.T. Zgoda Swi<br>5×320, 320, 320, 250, 33kW 230V d.c.<br>13½k |
| **MBERG**<br>Haniel & Cie. G.m.b.H.<br>denburg-Portug. Dampfsch.<br>Rhed. Kusen, Heitmann & Co.K.G.<br>uisburg W. German | 1137<br>481<br>1643<br>1882<br>1035<br>2795 | | GL | 1952 Gutehoffnungshütte A.G.—Walsum<br>*270·0'* 39' 7" 14' 7"/19' 6"<br>39' 5" 23' 0"<br>B48' F28' H23' 1 dk & S dk<br>RW | TM OSD/CSD Mchy.aft<br>G.127140 B.117285<br>2 Ha<br>Der 2(7½) 4(5) | 2 Oil 4SA each 6Cy. 400×460 mm<br>2400bhp 170t<br>Masch. Augsburg-Nürnberg Aug<br>12½k |
| **SAN NICOLAS** See New Entries No. 9 | | | | | | |
| **OMBORSUND**<br>S Veritas<br>Lande<br>sund Norwegian | 430<br>213<br>600 | | NV | 1956 A/B Åsi-Verken—Åmål<br>170' 11" 27' 1" 10' 1¾"<br>158' 6" 26' 10" 10' 4"<br>1 dk<br>rf 2¼" len 62 | M Mchy.aft<br>1 Ho<br>G.27000 B.25000<br>2 Ha (28¾', 36'×16¼')<br>Der 1(12) 2(5) | Oil 2SA 8Cy. 290×420 mm<br>680bhp<br>Masch. Kiel A.G. Kel<br>2×40kW 110V d.c. 10½k |

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| 515390<br>JHYW<br>90661<br>Df Esd<br>Gc Rdr | **HOMEI MARU**<br><br>**Nippo Kisen K.K.**<br>**Tokyo Japanese** | 33867<br>9355<br>53130 | | NK | 1963 Mitsubishi Zosen—Hma<br>741' 6" 103' 10" 37' 9"<br>705' 5" 103' 7" 56' 1"<br>F54' 1 dk<br>rf 4" | M Ore Carrier (2P) Mchy.aft<br>3 Ho each 167½'<br>G.1149500<br>6 Ha (stl) (each 64'×34½') | Oil 2SA 8Cy. 850×1800<br>16000bhp<br>Mitsubishi Zosen<br>2×300kW 450V 60c/s a.c. |
| 515391<br>JEFN<br>80634 | **HOMEI MARU No. 8**<br><br>**Y. Usukura**<br>**Tokyo Japanese** | 128<br>64<br>— | | | 1958 Azuma Zosen—Yokosuka<br>~~94·2'~~ 20' 4"<br>20' 2"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×380<br>180bhp<br>Makita Tekkosho |
| 515392<br>MFVR<br>135728 | **HOMER**<br><br>**Blyth Tug Co. Ltd.**<br>J. F. Batey<br>Ardrossan British | 157<br>10<br>— | ✠Classed LR until 2/59<br><br><br>**BROKEN UP** | | 1915-3 Ardrossan D.D. & S.B. Co. Ltd.<br>—Ard<br>95·3' 22' 1" 10' 2"<br>95' 0" 22' 0" 11' 9"<br>R<br>BK6½" | S Tug | T 3Cy. 13" 21" & 34"×2<br><br>Aitchison, Blair Ltd. |
| 515393<br>WA5839<br>215159<br>Df Gc<br>Rdr RT | **HOMER D. WILLIAMS**<br><br>**United States Steel Corp.**<br>**Great Lakes Fleet**<br>New York United States | 8369<br>6656<br>13790 | ✠100A-<br>Great Lakes service<br>✠LMC<br><br>MN600 | SS 4/64<br><br><br><br>EL (ff) | 1917-6 American S.B. Co.—Lorain<br>600' 0" 60' 2" 21' 10½"<br>580' 0" 60' 0" 32' 0"<br>F53' 1 dk<br>R 3BH<br>rf 3" WB9312t | S Mchy.aft<br>3 Ho<br><br>35 Ha (stl) (each 9'×38') | S Turb dr geared<br>3000shp ✠NE&B5/51<br>General Electric Co.<br>2WTB 525lb Spt 470lb<br>db 100lb ✠ndb2/53 |
| 515394<br>HPHY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HOMERIC**<br>exMariposa-54<br>**Home Lines Inc.**<br>Panama Panamanian | 18563<br>9394<br>— | ✠100A1<br>with freeboard<br>LMC | CS 3/67<br><br><br><br>EL (o†) 3½"<br>AB | 1931-12 Bethlehem S.B. Corp. Ltd.—Qcy<br>638' 0" 79' 4" 27' 3"<br>605' 0" 79' 0" 44' 6"<br>B&F581' 4 dks, 5th dk in Nos. 1 & 2 holds<br>R 11BH<br>WB3755t incl. Tunnel tanks 108t | TS (1230P)<br>2 Ho<br>B.152000<br>2 Ha<br>6W Der 1(20) | 6 S Turb sr geared to 2<br>22000shp<br>Bethlehem S.B. Corp. L<br>12WTB 400lb Spt |
| 518600<br>HPRH<br><br>Df Esd<br>Rdr<br>RTm | **HONDA**<br>exKettwig-65 exOstende-54<br>exBelgian Trader-46<br>exEmpire Launcelot-43<br>**Cia. De Nav. Saboga S.A.**<br>~~Panama Panamanian~~<br>Mogadishu Somal. Rep. | 2875<br>1616<br>4620 | <br><br>✠Classed LR until 1/58 | AB GL | 1942-10 Ailsa S.B. Co. Ltd.—Trn<br>327' 10" 46' 6" 21' 3½"<br>310' 0" 46' 4" 25' 2"<br>P33' B82' F34' 1 dk<br>R | S<br>3 Ho 59', 61', 105½'<br>G.212659 B.202055<br>5 Ha (32'×22') (34'×24') (5½'×16')<br>(34'×24') (32'×20½')<br>6W Der 6(3) | T 3Cy. 20" 31" & 55"×3<br>1096ihp<br>Ailsa S.B. Co. Ltd.<br>1×12½kW 110V d.c. |
| 515397<br>KVVT<br>247684<br>Df Esd<br>Gc Rdr | **HONDA KNOT**<br><br>**United States Department of**<br>**Commerce**<br>Duluth United States | 3893<br>2216<br>6005 | | <br><br>AB | 1945 W. Butler S.Bs.—Dul<br>338' 8" 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref Mchy.aft<br>4 Ho 42½', 78½', 67½', 30½'<br>B.238000 In.9000<br>4 Ha (20½', 40½', 40½'×20') (9'×8')<br>16W | Oil 2SA 8Cy. 520×700<br>1700bhp<br>Busch-Sulzer Bros.<br>2×250kW 230V d.c. |
| 660546<br>SGMA<br>10687<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HONDO**<br><br>**A/B Svenska Ostasiatiska**<br>**Kompaniet**<br>Kristian von Sydow<br>Gothenburg Swedish | T.Mk<br>7335<br>3782<br>10300 ~~10640~~<br>10663<br>5772<br>12900 | ✠100A1<br>DTsf & TwDa—veg. oil or<br>latex<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN2400 | <br><br><br><br><br><br>EL g†$2\frac{1}{16}$"SQ | 1966-5 Eriksbergs M/V A/B—Got<br>512' 3" 70' 3" ~~87' 11½"/30' 10"~~<br>475' 8" 70' 0" 43' 0" 27' 6"/30' 10"<br>F80' 2 dks, 3rd dk clear of No. 2 hold<br>7BH<br><br>rf 11" WB3292t incl. Topside tanks in holds 508t | M Ref Mchy.aft<br>5 Ho 87' comb., 68½', 60½', 60½', 63'<br>B.658200 In.48455<br>4 Ha (stl) (each 17'×12½')<br>8 Ha (stl) (each 49½'×23½')<br>4W Cr 6(8) 1(5) Der 1(65) 4(5-10) | Oil 2SA 8Cy. 740×1600<br>12000bhp B&W<br>Eriksbergs M/V A/B<br>AuxB 114lb<br>4×340, 340, 280, 280kW |
| 515398<br><br>303273<br>Df Esd<br>Pfd Rdr<br>RT | **HONDO**<br><br>**Taylor Steam Fishing Co.**<br>**Ltd.**<br>H. L. Taylor Ltd.<br>Grimsby British | 273<br>91<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN140 | SS 5/65<br><br><br><br>EL (e)l | 1961-7 Goole S.B. & R. Co. Ltd.—Goo<br>117·6' 25' 4"<br>115' 0" 25' 0" 12' 3"<br>Q66' F22'<br>RW 4BH<br>rf 21" BK5" WB2t | M Trawler | Oil 4SA 8Cy. 15"×19"<br>700bhp<br>Mirrlees, Bickerton & D |
| 515399<br>PESV<br><br>Df<br>RTm | **HONDSBOSCH**<br>exGesina-49<br>**G. Schoorl**<br>N.V. Wijnne & Barends<br>Schoorldam Netherland | 217<br>137<br>245 | | <br><br>BV | 1947 N.V. Schps. Doornbos-Tjamsweer<br>130' 7" 20' 6" 7' 4"<br>20' 4"<br>P32' F15'<br>RW len 51 | M Mchy.aft<br>1 Ho 82'<br>G.14000 B.13000<br>2 Ha (37', 29½'×11½')<br>1W Der 2(2) | Oil 4SA 3Cy. 250×300<br>120bhp<br>Motorenf. "De Industrie"<br>2×5kW 24V d.c. |
| 515400<br><br>159914 | **HONDURAN**<br>exWaloris-62<br>**Honduran Trading Co.**<br>Belize British | 115<br>74<br>— | | | ..................<br>96·5' 18' 2"<br>... ... ...<br>1 dk | Wood TM | 2 Oil each 6Cy. 4½"×5"<br>[illegible]<br>General Motors Corp. |
| 515401<br>YNHN<br>M520<br>Df Esd<br>Gc Rdr | **HONDURAS**<br><br>**Marina Mercante**<br>**Nicaraguense S.A.**<br>Corinto Nicaraguan | 2398<br>1196<br>— | ✠100A1<br><br>✠LMC<br><br>MN760 | ~~SS 11/64~~<br>SS 11/68<br><br><br>EL v | 1955-8 Atlas-Werke A.G.—Bmn<br>354' 0" 47' 8" 20' 3½"<br>326' 6" 47' 7" 29' 7"<br>F81' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 6" WB382t | M OSD | 2 Oil 4SA each 8Cy.<br>pneumatic coupling<br>sc. shaft<br>3800bhp<br>Masch. Augsburg-Nürnberg |
| 662184<br>JRIE<br>99876<br>Df Esd<br>Gc Pfd<br>Rdr | **HONDURAS MARU**<br><br>**Kawasaki Kisen K.K. &**<br>**Taiyo Kaiun K.K.**<br>Kobe Japanese | ~~9089~~ 8808<br>~~5619~~ 5354<br>11811 | | <br><br>NK | 1966 Hitachi Zosen—Mukaishima<br>462' 8" 68' 5" 30' 0"<br>427' 3" 68' 3" 41' 0"<br>1 dk | M Mchy.aft<br>5 Ho<br>G.626131 B.576337<br>5 Ha (24½'×20½') (46', 46', 43½',<br>38½'×25½') | Oil 2SA 6Cy.<br>7200bhp B&W<br>Hitachi Zosen<br>3×240kW 450V a.c. |

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| **HONESTY**<br>exKandaw-67<br>Naviera Ceresio S.A.<br>Panama Panamanian | 7396<br>4439<br>9300 | ✠100A1 SS 10/67<br>DTm—vegetable oil<br>✠LMC<br>MN660 EL b†2$\frac{1}{16}$"SQ | 1955–3 Lithgows Ltd.—P.Gl<br>455′ 0″ 58′ 3″ 25′ 1½″/27′ 2¼″<br>430′ 4″ 58′ 0″ 37′ 4″<br>F41′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2272t incl. DTm1505t | M OSD/CSD<br>4 Ho 68¼′, 87¾′, 36¼′ DT, 36¼′ DT, 64½′, 75′<br>G.584321 B.536305<br>5 Ha (31½′, 31′, 31′, 31′, 31′×22′)<br>10W Der 2(12) 2(10) 6(5) | Oil 4SA 6Cy. 740×1500 mm<br>3300bhp B&W 730t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>2AuxB 120lb<br>3×40, 30, 30kW 220V d.c. 12½k |
| **HONG ANN**<br>exKuaka-62 exLeven Star–50<br>Transportes Dragon Dorado S.A.<br>Panama Panamanian | *302*<br>*143*<br>284 | | 1947 Australian S B.—Hbt<br>125′ 0″ 24′ 4″ 12′ 6″<br>24′ 2″<br>1 dk | Wood TM Ref<br>1 Ho 58′<br>B.10000 In.10000<br>1 Ha (3′×13′)<br>4W | 2 Oil each 6Cy. 205×275 mm<br>Ruston 7½t<br>C. Ruwolt & Co. Mel<br>9½k |
| **HONG HAI**<br>exPaloh-58 exHamm<br>Hong Huat<br>Panama Panamanian | 452<br>319<br>701 | ✠Classed LR until 11/37 | 1920–4 Frd. Krupp A.G.—Kel<br>172′ 2″ 29′ 7″ 13′ 0″<br>... ... ...<br>P7′ Q30′ F21′ 1 dk<br>R<br>BK7″ | M Mchy.aft<br>1 Ho 93½′<br>G.33000 B.30700<br>2W | Oil 2SA 3Cy. 240×360 mm<br>NE49 17t<br>Appingedammer Brons. Apg<br>6k |
| **HONG HU**<br>exOstrava-65 exIstina–59<br>The People's Republic of China<br>People's Rep. of China | 13339<br>8310<br>20192 | ✠Classed LR until 12/65 | 1959–4 Brodogradiliste Uljanik—Pla<br>560′ 0″ 71′ 10″ 31′ 2″<br>535′ 0″ 40′ 1″<br>P113′ B38′ F71′ 1 dk<br>rf 4″ | M Tanker Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Brodogradiliste Uljanik Pla |
| **HONG KONG**<br>A/B Svenska Ostasiatiska Kompaniet<br>Kristian von Sydow<br>Gothenburg Swedish | 16695<br>9653<br>25500 | ✠100A1 ~~SS 8/68~~<br>oil tanker ~~M0/68 12mos~~<br>✠LMC TD 3/68<br>MN3300 EL I†2$\frac{13}{16}$"SQ | 1958–9 Eriksbergs M/V A/B—Got<br>616′ 0″ 79′ 3″ 33′ 3″<br>580′ 0″ 79′ 0″ 43′ 9″<br>P112′ B41′ F78′ 1 dk<br>17BH<br>rf 2″ WB1718t | M Tanker Mchy.aft<br>30 Ta 1 Ho 41¼′<br>L.1246000<br>1 Ha (9¼′×15¾′)<br>Der 4(5) 2(1½) | Oil 2SA 9Cy. 740×1600 mm<br>11200bhp B&W (hvf)<br>Eriksbergs M/V A/B Got<br>2AuxB 180lb hs24740 e (ex.g) 180lb<br>3×300, 280, 280kW 450V 60c/s a.c. |
| **HONG KONG LADY**<br>Asia Investment Ltd.<br>the ~~Beachcomber Ltd.~~<br>Hong Kong British | 1017<br>718<br>— | | 1962 Pacific Islands S.B. Co. Ltd.—H.Kg<br>145′ 6″ 36′ 1″ 6′ 0″<br>132′ 0″ 35′ 10″ 10′ 10″<br>1 dk & 2 shade dks | M Mchy.aft | 2 Oil 2SA each 4Cy. 200×340 mm geared to sc. shaft<br>Burmeister & Wain Cpn |
| **SINGAPORE LADY** See New Entries No. 4 | | | | | |
| **HONG KONG MERCHANT**<br>exMarchovelette–64<br>exSalamis Victory–48<br>Hood Victory–47<br>Overseas Maritime Co. Inc.<br>Monrovia Liberian | 7619<br>4598<br>10887 | AB | 1945 Bethlehem-Fairfield—Bal<br>455′ 3″ 62′ 2″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>RW<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.569920 B.499025<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1788t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 17k |
| **HONG KONG RUBY**<br>Cheung Tai Hay & Cheung Cham Shui<br>Hong Kong British | 120<br>94<br>105 | | 1966 Kwong Lee Cheung Shipyard—H.Kg<br>86′ 3″ 20′ 3″ 7′ 3″<br>78′ 9″ 19′ 9″ 9′ 6″<br>1 dk | Wood M Trawler Mchy.aft | Oil<br>200bhp<br>Gardner & Sons Ltd. Mch |
| **HONG QI**<br>The People's Republic of China<br>Shanghai<br>People's Rep. of China | 11469<br>6299<br>— | | 1964 Dairen Dkyd—Drn<br>560′ 0″<br>... ... ...<br>2 dks | S | S Turb<br>(o.f) |
| **HONG TAT**<br>exEmpire Maymead-48<br>Madam Poonsri Sutharom<br>Bangkok Thai | 394<br>112<br>— | ✱Classed BC until 9/57 | 1945–11 Henry Scarr Ltd.—Hessle<br>150′ 8″ 27′ 1″ 10′ 4½″<br>26′ 11″<br>1 dk & S dk | S OSD Mchy.aft | T 3Cy. 9″ 16″ & 26″×18″<br>(o.f)<br>Amos & Smith Ltd. Hul |
| **HONG WOON**<br>exSri Tutoh<br>~~Madam Dolly Seah~~<br>~~Singapore Singapore~~<br>Times Shipping Agencies (Private) Ltd.<br>Singapore Singapore | 257<br>212<br>165 | ✠100A1 SS 8/65<br>Singapore local trade service<br>LMC<br>MN66 EL b 1″ | 1953–6 Cheoy Lee Shpyd—H.Kg<br>102′ 11″ 25′ 8″ 10′ 2¼″<br>94′ 7″ 25′ 0″ 11′ 11″<br>RW 4BH<br>WB DTf30t | TM Ref Mchy.aft<br>1 Ho 61¼′<br>In.11480<br>1 Ha (60¾′×18′)<br>1W Der 1(10) | 2 Oil 2SA each 6Cy. 4¼″×5″ sr geared<br>NEmade52(approx)refitted57<br>332bhp 11t<br>General Motors Corp. Det<br>8½k |
| **HONGKONG AMBER**<br>exSteenstraete–65<br>exWestminster Victory–47<br>United Transoceanic Shipping Corp.<br>Monrovia Liberian | 7617<br>4574<br>10666 | AB | 1945 Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 2″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 10″<br>F87′ 3 dks<br>rf nil | S (12P) Ref<br>5 Ho 50½, 45, 78′, 81′, 75′<br>G.550237 B.482636<br>3 Ha (stl) (25′, 24′, 36′×22¼′)<br>2 Ha (w) (36, 24′×22¼′)<br>14W Der 1(50) 1(30) 5(5) | 2 S Turb dr geared to sc. shaft<br>8500shp 1788t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>1×15kW 240V d.c. 17k |
| **HONGKONG BEAR**<br>exKeystone Mariner–60<br>Pacific Far East Line Inc.<br>San Francisco United States | T.Mk<br>9124<br>5290<br>—<br>12459<br>7426<br>13388 | AB | 1952 Sun S.B. & D.D. Co.—Chester, Pa<br>*529·6′* 76′ 4″ —/31′ 7¾″<br>528′ 6″ 76′ 0″ 35′ 6″<br>F80′ 3 dks<br>RW<br>rf nil | S Ref<br>7 Ho<br>B.737000 In.30000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>19250shp 3807t (o.f)<br>General Electric Co. Lyn<br>20k |

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| 521409<br>ELFT<br>2865<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HONGKONG BEAUTY**<br>exLufira-67<br>~~**Torrence Nav. Co.**~~<br>Monrovia Liberian<br>**Universal Marine Corp.** | T.Mk<br>6551<br>3631<br>9465<br>8399 ~~8667~~<br>4791 ~~4925~~<br>10217 ~~10042~~ | **✠100A1** SS 6/65<br>DTsn—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1630 EL d† | **1955–4** A/S Nakskov Skibsv.—Nkv<br>482' 1" 61' 7" 27' 4½"/28' 6½"<br>446' 2" 61' 4" 39' 4"<br>F74' 1 dk & S dk, 3rd dk fwd of mchy.<br>RW 8BH space<br>rf 6½" WB1806t incl. DTf269t | M (12P) Ref<br>5 Ho 51½', 79', —', —' DT, 67½', 51½'<br>G.568399 B.512419 In.33993<br>6 Ha (26½' 40½', 13½', 16½', 35½',<br>24½'×19½')<br>16W Der 1(60) 1(40) 6(10) 10(5) | Oil 2DA 6Cy.<br>450 mm<br>8150bhp B&W<br>John Cockerill S.A.<br>2AuxB (1 o.f 1 ex.g)<br>3×250kW 220V d.c.<br>Thw. thrust propeller |
| 515410<br>5MIC<br>1609<br>Df Esd<br>Gc Rdr | **HONGKONG CLIPPER**<br>exHongkong Manufacturer-61<br>exAalsdyk-60<br>exGuatemala Victory-46<br>**Overseas Maritime Co. Inc.**<br>Monrovia Liberian | **7607**<br>4562<br>— | **✠100A1** SS 2/66<br>**LMC**<br>EL (c†)2½"SQ | **1944** Permanente (Shpyd No. 1)—<br>Richmond<br>455' 4" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F89' 2 dks, 3rd dk in Nos. 2 & 3 holds<br>7BH<br>rf nil WB3312t incl. Tunnel tanks 1648t DTf282t | S CSD<br>G.527845 B.455985<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc<br>8500shp<br>General Electric Co.<br>2WTB 525lb Spt |
| 535640<br>6ZEW<br>2200<br>Df Esd<br>Gc Rdr<br>RTh | **HONGKONG DELEGATE**<br>exTervaete-65<br>exPomona Victory-47<br>**Universal Marine Corp.**<br>Monrovia Liberian | **7620**<br>4586<br>10666 | AB | **1944** California S.B. Corp.—L.An<br>455' 3" 62' 2" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S (12P) Ref<br>5 Ho 57½', 45', 78', 81', 75'<br>G.538084 B.473608<br>3 Ha (stl) (25', 24', 36'×22½')<br>2 Ha (w) (36', 24'×22½')<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc<br>8500shp<br>Westinghouse Elec. &<br>2×300kW 120/240V d.c. |
| 515411<br>ZFGB<br>315885<br>Df Esd<br>Gc Rdr | **HONGKONG EXPORTER**<br>exArendsdyk-61<br>exPatagonia Victory-48<br>exRollins Victory-47<br>**International Export Lines Ltd.**<br>Nassau British | **7705**<br>4528<br>10800 | **BS** SS 9/65<br>tunnel side tanks adjacent to ER—veg. oil<br>**MBS**<br>MN1320 CT8229 C39 S34 | **1945** Bethlehem-Fairfield—Bal<br>455' 3" 62' 2" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>7BH<br>WB3312t incl. DTf1648t | S<br>5 Ho 57½', 45', 78', 81', 75'<br>G.569223 B.492628<br>3 Ha (stl) (25'×22½') (24', 36'×22')<br>2 Ha (w) (36', 24'×22')<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc<br>6600shp<br>Westinghouse Elec. &<br>2WTB 525lb Spt<br>2×300kW 120/240V d.c. |
| 507177<br>6ZDS<br>2170<br>Df Esd<br>Gc Rdr | **HONGKONG FAIR**<br>exChristian Sheid-64<br>exWoodbridge Victory-47<br>**Universal Marine Corp.**<br>Monrovia Liberian | **7627**<br>4591<br>10590 | AB | **1945** Bethlehem-Fairfield—Bal<br>455' 3" 62' 2" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.523740 B.453210<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc<br>6600shp<br>Westinghouse Elec. &<br>2×300kW 240V d.c. |
| 538140<br>6ZFN<br>2217<br>Df Esd<br>Gc<br>RTm/h | **HONGKONG GRACE**<br>exVink-65<br>exWaco Victory-47<br>**Universal Marine Corp.**<br>Monrovia Liberian | **7620**<br>4588<br>10790 | AB | **1944** California S.B. Corp.—L.An<br>455' 3" 62' 2" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 2 dks<br>rf nil | S (12P) Ref<br>5 Ho 56½', 43', 75', 80½', 72½'<br>G.554824 B.485626<br>3 Ha (stl) (25', 24', 36'×22½')<br>2 Ha (w) (36', 24'×22½')<br>14W Der 1(50) 1(30) 5(5) | 2 S Turb dr geared to sc<br>8500shp<br>Joshua Hendy Irn Wks<br>3×300, 300, 15kW 240V |
| 521497<br>6ZDR<br>2169<br>Df Esd<br>Gc Rdr<br>RTm | **HONGKONG HONOUR**<br>exLuxembourg-64<br>exWaycross Victory-47<br>**Universal Marine Corp.**<br>Monrovia Liberian | **7627**<br>4591<br>10779 | AB | **1945** Bethlehem-Fairfield—Bal<br>455' 3" 62' 2" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>RW<br>rf nil | S (12P)<br>5 Ho 57½', 45', 78', 81', 75'<br>G.523740 B.453210<br>3 Ha (stl) (25', 24', 36'×22½')<br>2 Ha (w) (36', 32'×22½')<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc<br>6600shp<br>Westinghouse Elec. &<br>2×300kW 230V d.c. |
| 515412<br>ZFPA<br>180138<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HONGKONG IMPORTER**<br>exPinjarra-62<br>exEmpire Paragon-46<br>**International Export Lines Ltd.**<br>Nassau British | **9888**<br>6248<br>12000 | BV<br>**✠Classed LR until 6/63** | **1944–8** Sir J. Laing & Son Ltd.—Sld<br>500' 4" 64' 1" 29' 8"<br>465' 0" 64' 0" 42' 8"<br>P34' F40' 2 dks, 3rd dk except in No. 1<br>RW hold | S<br>G.717610 B.641500<br>18W Der 1(80) | 3 S Turb dr geared to sc<br>Richardsons, Westgarth |
| 529392<br>181945<br>Df Esd<br>Gc Pfd<br>RT | **HONGKONG KNIGHT**<br>exRhodesia Star-67<br>**International Export Lines Ltd.**<br>Nassau British | **8467**<br>4920<br>12385 | **100A1** TD 9/67<br>with freeboard<br>**LMC**<br>EL (f†) 2½"SQ | **1943** Seattle Tacoma S.B. Corp.—Tac<br>492' 0" 69' 6" 29' 5"<br>465' 11" 42' 6"<br>F44' 1 dk & S dk, 3rd dk clear of mchy.<br>space<br>Coll BH to S dk 6 to 2nd dk<br>WB4274t incl. DTsf1961t Tunnel tanks 412t | S (12P) OSD<br>5 Ho 78½', 60', 77½', 67½', 82½'<br>G.793892 B.730411<br>5 Ha (stl) (36'×20') (30', 37½', 30',<br>35'×24')<br>20W Der 1(30) 4(10) 16(5) | 2 S Turb dr geared to sc<br>8500shp<br>Allis-Chalmers Mfg Co.<br>WTB (s) 525lb Spt<br>✠NWTB (:)<br>✠nsg 60lb<br>4×250, 250, 175, 175kW |
| 515414<br>5MKB<br>1660<br>Df Esd<br>Gc Rdr | **HONGKONG MARINER**<br>exAppingedyk-62 exHassan-53<br>exNangking Victory-51<br>exCoaldale Victory-48<br>**Overseas Maritime Co. Inc.**<br>Monrovia Liberian | **7607**<br>4551<br>10800 | BV | **1945** Bethlehem-Fairfield—Bal<br>455' 3" 62' 2" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S (12P)<br>5 Ho 57½', 45', 75', 81', 75'<br>G.569223 B.492628<br>3 Ha (stl) (25', 24', 36'×22½')<br>2 Ha (w) (36', 24'×22½')<br>14W Der 1(50) 1(30) 5(3–5) | 2 S Turb dr geared to sc<br>6000shp<br>Westinghouse Elec. &<br>1×15kW 240V d.c. |
| 515415<br>JAYM<br>75551<br>Df Esd<br>Gc Rdr | **HONGKONG MARU**<br>exHongkong Breeze-56<br>exGambhira-55<br>exCefn-y-Bryn-48<br>**Fujita Kaiji Kogyo K.K.**<br>Osaka Japanese | **5223**<br>2974<br>10003 | NK<br>**✠Classed LR until 8/59** | **1939–8** Burntisland S.B. Co. Ltd.—Bnt<br>436' 1" 57' 9" 25' 8½"<br>412' 0" 57' 7" 28' 9"<br>P&B59' F40' 1 dk & S dk | M OSD<br>5 Ho<br>G.531876 B.490593<br>5 Ha (33½', 35', 30', 35', 35'×25')<br>10W Der 10(5) | Oil 2SA 8Cy.<br>2400bhp<br>Kawasaki Dockyd Co.<br>2×35kW 110V d.c. |
| 660669<br>JFET<br>98396<br>Df Esd<br>Gc Rdr | **HONGKONG MARU**<br>**Nanayo Sempaku K.K.**<br>Tokyo Japanese | **3962**<br>2432<br>6236 | NK | **1965** Usuki Tekkosho—Saiki<br>360' 3" 52' 7" 21' 9"<br>334' 4" 52' 5" 26' 6"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.294384 B.270158<br>2 Ha (90½', 89½'×23½')<br>11W Der 2(20) 6(10) | Oil 2SA 8Cy.<br>3300bhp<br>Mitsubishi Hvy Ind.<br>1×130kW |

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| **HONGKONG OBSERVER**<br>Loch Avon–67<br>~~International Export Lines Ltd.~~ ~~British~~<br>Singapore Malaysia Overseas Line Ltd.<br>Singapore Singapore | 8617<br>5132<br>10741 | ✠100A1 SS 11/64<br>with freeboard<br>After tunnel side tanks—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>EL f†2¼″SQ | 1947–8 Harland & Wolff Ltd.—Bel<br>498′ 4″ 66′ 4″ 28′ 6½″<br>470′ 0″ 66′ 0″ 41′ 0″<br>B173′ F49′ 2 dks & S dk, 4th dk in Nos. 2 & 3 holds<br>R Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2372t incl. Tunnel tanks 834t | S (12P) Ref OSD<br>5 Ho 78′, 61½′, 61½′, 78¼′, 58¾′<br>G.490680 B.437350 In.143020<br>5 Ha (24¾′, 22¼′, 22¼′×17′) (41¾′×22′) (25¼′×17′)<br>18W Der 1(30) 2(10) 6(5) 10(3) | 3 S Turb dr geared to sc. shaft<br>11550shp 1838t (o.f)<br>Harland & Wolff Ltd. Bel<br>2WTB 585lb Spt 535lb hs(21530)<br>db 100lb sg 100lb<br>3×600, 300, 300kW 225V d.c. 16k |
| **HONGKONG PIONEER**<br>exEtienne Denis–62<br>exThabor–60 exApollo–52<br>exRockdale–47<br>Atlantic Far East Lines Inc.<br>Monrovia Liberian | 3805<br>2123<br>5759 | BV | 1945 Leathem D. Smith S.B. Co.—Sturgeon Bay<br>338′ 0″ 50′ 3″ 23′ 6″<br>50′ 1″<br>P90′ F38′ 2 dks | M Ref Mchy.aft<br>G.261220 B.237498<br>14W Der 14(20, 15, 5 & 1½) | Oil 4SA 6Cy. 545×735 mm<br>862t<br>Nordberg Mfg Co. Milwaukee<br>9k |
| **HONGKONG PRODUCER**<br>exSan Marino–63<br>exAmedyk–62<br>exIndia Victory–47<br>Atlantic Far East Lines Inc.<br>Monrovia Liberian | 7658<br>4635<br>10600 | AB | 1944 Permanente (Shpyd No. 1)—Richmond<br>455′ 3″ 62′ 2″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>RW<br>rf nil | S (12P)<br>5 Ho 55½′, 44¼′, 74½′, 80¾′, 72½′<br>G.568593 B.492733<br>3 Ha (stl) (25′, 24′, 36′×22¼′)<br>2 Ha (w) (36′×22′) (24′×22¼′)<br>14W Der 1(35) 1(30) 5(5) | 2 S Turb dr geared to sc. shaft<br>9350shp 1752t (o.f)<br>General Electric Co. Lyn<br>2×300kW 230V d.c. 17k |
| **HONGKONG STAR**<br>exYinai Navi–61 exRobert–56<br>exNorth Pacific–47<br>exInniskin–37 exDoylestown–36<br>Hongkong Shipping Co. (Panama) Ltd.<br>Panama Panamanian | 2722<br>1672<br>3793 | LOST 9/68 | 1919 Albina Eng. & Mach. Wks—Pld<br>300′ 0″ 44′ 0″ 19′ 3″<br>43 11″<br>P26′ B148′ F32′ 1 dk<br>R | S Ref<br>4 Ho<br>G.190020 B.188000<br>4 Ha (each 30′×18′)<br>8W Der 8(5) | T 3Cy. 22″ 36½″ & 60″×42″<br>1550hp 669t (o.f)<br>Albina Eng. & Mach. Wks Pld<br>2×20, 10kW 110V d.c. 10½k |
| **HONGKONG SURETY**<br>exLukala–68<br>United Transoceaine Shipping Corp.<br>Monrovia Liberian | 8341<br>4715<br>10507 | ✠100A1 SS 2/65<br>DTsa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1630 EL d† | 1955–5 John Cockerill S.A.—Hbk<br>482′ 1″ 61′ 7″ ~~27′ 5″/20′ 4″~~ 29′ 4″<br>446′ 2″ 61′ 4″ 39′ 4″<br>F87′ 1 dk & S dk, 3rd dk fwd of mchy. space<br>RW 7BH<br>rf 7″ Dk fwd WB1480t incl. DTf270t | M (12P) Ref CSD<br>4 Ho 51¾′, 78¾′, 67¾′, 51½′<br>G.571491 B.515739 In.35230<br>6 Ha (26¼′, 41½′, 31½′, 16¼′, 35¼′, 24½′×19½′)<br>16W Der 1(60) 1(40) 6(10) 10(5) | Oil 2DA 6Cy. 590×1250 mm exhaust 450 mm<br>8150bhp B&W 1401t (hvf)<br>John Cockerill S.A. Seraing<br>AuxB 100lb<br>3×250kW 220V d.c. 15k |
| **ONGKONG VENTURE**<br>King David–62<br>Empire Mist–46<br>ly Carriers Inc.<br>n Kwong & Co. (Hong Kong) Ltd.<br>rovia Liberian | 7253<br>4421<br>10437 | BV<br>✠Classed LR until 5/64 | 1941–3 Wm. Doxford & Sons Ltd.—Sld<br>442′ 11″ 56′ 6″ 27′ 4¾″<br>421′ 2″ 56′ 3″ 38′ 1″<br>2 dks<br>R | M CSD<br>4 Ho 63′, 107½′, 63′, 76′<br>G.585640 B.535200<br>5 Ha (each 31½′×22′)<br>11W Der 10(5) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp 926t (d.o)<br>Wm. Doxford & Sons Ltd. Sld<br>3×25, 15, 15kW 110V d.c. 11k |
| **NGKONGDOCKS**<br>Fare<br>ong Kong & Whampoa Dock Co. Ltd.<br>ng Kong British | 239<br>—<br>— | | 1945 Midland Shipyards Ltd.—Midland<br>*105·6′* 30′ 1″<br>... ... ...<br>R<br>rf 18″ | S Tug | T 3Cy. 16½″ 27″ & 46″×30″<br>1000ihp (o.f)<br>Pt. Arthur S.B. Co. Pt.A<br>2×10 & 4kW 110V d.c. |
| **ONJO MARU No. 3**<br>onjo Kaiun K.K.<br>tsu Japanese | 422<br>226<br>— | | 1960 Kishigami Zosen—Hma<br>156′ 2″ 24′ 9″ 11′ 4″<br>141′ 0″ 24′ 7″ 12′ 9″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (68½′×17¾′) | Oil 4SA 6Cy. 330×470 mm<br>500bhp<br>Sumiyoshi Tekkosho Yoshida<br>10k |
| **ONMOKU MARU**<br>aiyo Kogyo K.K.<br>okohama Japanese | 129<br>39<br>— | | 1966 Ishikawajima Ship & Chemical Co. Ltd.—Tok<br>77′ 6″ 24′ 6″ 6′ 8″<br>67′ 6″ 23′ 6″ 10′ 3″<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy. 235×330 mm<br>1200bhp<br>Mitsubishi Hvy Ind. Ltd. Yka |
| **ONNINGSVÅG**<br>Malangen–46<br>Trålfiskernes Andelslag<br>er Olsen<br>stiansund Norwegian | 476<br>165<br>— | NV | 1940 Deutsche S. & M.—Wsm<br>*170·1′* 27′ 2″ 13′ 5″<br>27′ 0″<br>F30′ 1 dk<br>BK9″ | S Trawler | T 3Cy. 13¾″ 21¾″ & 35$\frac{3}{16}$″×25½″ & LP turb 200t<br>Deutsche S. & M. Wsm<br>11k |
| **ONNÖR**<br>S. Ugelstads Rederi A/S<br>S. Ugelstad<br>Oslo Norwegian | 13812<br>7169<br>20200 | NV | 1958 A/S Fredriksstad M/V—Fks<br>576′ 8″ 74′ 0″ 30′ 5″<br>535′ 0″ 73′ 10″ 39′ 10″<br>P118′ B41′ F59′ 1 dk | S Tanker Mchy.aft<br>26 Ta<br>L.956000 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>9079shp 2038t (o.f)–55pd<br>De Lavals Ångturbin Skm<br>2×500kW 450V 60c/s a.c. 15½k |
| **ÖNÖ**<br>ayard–47 exNya Hillersjö<br>Paul Olofsson<br>Swedish | 221<br>140<br>75 | | 1901 Bergsunds M/V A/B—Skm<br>*103·5′* 19′ 4″<br>... ... ...<br>1 dk<br>R | M | Oil 2SA 4Cy. 380×400 mm<br>420bhp NE52<br>Skandiaverken A/B Lysekil |

BAYARD See New Entries No. 7

| | | | | | | |
|---|---|---|---|---|---|---|
| 515423<br>JKNP<br>80326<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HONOLULU MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 9371<br>5471<br>11760 | <br><br>NK | 1958 Mitsubishi Hvy Ind. Reorg.—Kob<br>512' 6" 63' 10" 30' 2½"<br>475' 9" 63' 8" 41' 0"<br>F39' 3 dks<br>RW | M Ref CSD<br>6 Ho<br>G.597280 B.553807 In.15680<br>6 Ha (27'×20') (42', 39½', 26½', 47½' 28½'×23½')<br>18W Der 1(30) 1(20) 6(10) 12(5) | Oil 2SA 9Cy. 760×1550<br>12000bhp Sulzer<br>Mitsubishi Hvy Ind. Reorg<br>3×250kW 445V a.c. |
| 672564<br>JNCN<br>100930<br>Df Esd<br>Gc Rdr<br>RTm | **HONSHU MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 17328<br>12229<br>21761 | <br><br>NK | 1967 Nippon Kokan—Shimizu<br>534' 10" 77' 11" 31' 11"<br>502' 0" 77' 9" 55' 9"<br>1 dk<br><br>rf 4" | M Bulk Carrier Mchy.aft<br>5 Ho 87', 88½', 39½', 78½', 81½'<br>G.1419760<br>5 Ha (stl) (45', 49½', 29½', 39½', 39½'×38½') | Oil 2SA 6Cy. 650×1300<br>8100bhp<br>Ube Tekkosho<br>3×350kW 450V 60c/s a.c. |
| 515424<br>PESZ<br><br>Df Esd<br>Rdr<br>RTm/v | **HONTESTROOM**<br><br>**N.V. Hollandsche Stoomb.**<br>**Maats.**<br>Amsterdam Netherland | 500<br>220<br>757 | <br><br>BV | 1957 Arnhemsche Schps. Maats.—Ahm<br>224' 11" 32' 4" 11' 8½"<br>202' 11" 32' 2" 19' 3"<br>P27' B19' 1 dk & S dk<br>RW<br>rf 2" | M Ref OSD Mchy.aft<br>3 Ho 55', 45½', 27½'<br>G.50401 B.44262 In.9311<br>2 Ha (stl) (33½', 52½' comb.×19½')<br>6W Der 4(3–5) | Oil 4SA 8Cy. 390×680<br>1030bhp<br>N.V. Werkspoor<br>3×105, 105, 52½kW 380V |
| 515425<br>MKKX<br>164523<br>RTm | **HOOCREEK**<br>exHerb–62 exRhone–60<br>exSeine–35<br>**R. Lapthorn & Co. Ltd.**<br>London British | 209<br>100<br>240 | <br><br>✠Classed LR until 5/63 | 1928 Schps. "Gideon" v/h J. Koster Hzn. —Gro<br>117' 6" 20' 7" 8' 1½"<br>111' 8" 20' 6" 8' 9"<br>Q30' F15' 1 dk<br>R<br>rf nil | M Mchy.aft<br>1 Ho 65'<br>G.11460 B.10190<br>2 Ha (14', 26½'×12')<br>1W | Oil 4SA 4Cy. 280×420<br>240bhp<br>Motfbr. "Deutz" |
| 650530<br>SEJN<br>10567<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HOOD RIVER VALLEY**<br><br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish | 6200<br>3243<br>5955 | ✠100A1<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1920 EL a†2"SQ | 1965–2 Blohm & Voss A.G.—Ham<br>~~449' 8"~~ 57' 3" 25' 4½" 449' 8"(incl.BB)<br>407' 9" 57' 1" 37' 3"<br>F39' 2 dks, 3rd dk in Nos. 1, 2 & 3 holds<br>7BH<br>rf nil WB757t | M Ref<br><br>G.325580 B.295800 In.298730<br>5 Ha<br>10W Cr 2(5) Der 10(5) | Oil 2SA 8Cy. 700×1200<br>9600bhp<br>Blohm & Voss A.G.<br>2AuxB (1 o.f 1 ex.g) 115lb |
| 641511<br>GNTH<br>305755<br>Rdr<br>RTh | **HOOFINCH**<br>exSpringfinch–68<br>**Springwell Shipping Co.**<br>**Ltd.**<br>Thos. E. Kettlewell & Son Ltd.<br>Hull British | 332<br>192<br>456 | <br>✠LR class withdrawn—<br>Owners' request 2/68 | 1964–8 Drypool Eng. & D.D. Co. Ltd.—Hul<br>144' 10" 25' 10" 9' 6½"<br>135' 0" 25' 6" 10' 6"<br>F15' 1 dk<br>rf nil | M Mchy.aft<br>1 Ho 88'<br>B.20120<br>2 Ha (each 33'×15')<br>2W Der 2(1½) | Oil 4SA 6Cy. 8½"×11½"<br>gear<br>396bhp<br>Blackstone & Co. Ltd.<br>3×6kW 220V d.c. |
| 515427<br>PETG<br><br>Df Esd<br>Gc Rdr<br>RTv | **HOOGKERK**<br><br>**N.V. Vereenigde Nederl.**<br>**Scheepv. Maats.**<br>The Hague Netherland<br>Now **ROSSELLAEMME** See New Entries No. **12** | 6291<br>3781<br>9697 | ✠100A1 SS 11/63<br>with fdb DTsm & tunnel<br>side tanks—veg. oil<br>✠LMC<br>EL d†2⅛"SQ | 1949–8 Nederl. Dok & Schps.—Ams<br>478' 8" 61' 2" 27' 0½"<br>445' 6" 61' 0" 38' 7"<br>P43' F53' 1 dk & S dk, 3rd dk fwd of mchy. space<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6" WB3018t incl. Tunnel tanks 307t DTsm1253t | M (12P) Ref OSD<br>5 Ho 62½', 70½', 42½', 66½', 74'<br>1 TwD 32½'<br>G.637620 B.583935<br>5 Ha (29½', 34', 34', 34', 34'×18')<br>20W Der 1(40) 1(20) 2(10) 6(5) 12(3) | Oil 2DA 6Cy. 720×1200<br>6600bhp<br>Gebr. Stork & Co.<br>AuxB 105lb<br>3×160kW 220V d.c. |
| 515429<br>PETK<br><br>Df Esd<br>RT | **HOOGVLIET**<br><br>**Soetermeer Fekkes'**<br>**Cargadoorskantoor N.V.**<br>Rotterdam Netherland | 499<br>268<br>800 | ✠100A1 SS 4/68 ~~SS 5/64~~<br><br>✠LMC<br><br>MN105 EL I | 1955–11 Scheeps. Gebrs. v.d. Werf—Deest<br>187' 5" 28' 9" 11' 7½"<br>169' 0" 28' 4" 12' 0"<br>P42' Q59' F28' 1 dk<br>RW 3BH<br>rf 2" WB199t | M Mchy.aft<br>1 Ho 112'<br>G.37600 B.33900<br><br>2W Der 2(2–3) | Oil 4SA 7Cy. 305×460<br>525bhp<br>D. & J. Boot "De Indust |
| 651182<br><br>305850<br>Esd RT | **HOONESS**<br><br>**R. Lapthorn & Co. Ltd.**<br>Rochester British | 196<br>120<br>295 | | 1965 J. W. Cook & Co. (Wivenhoe) Ltd. —Wvn<br>109' 9" 21' 11" 8' 3"<br>102' 6" 21' 6" 9' 3"<br>1 dk | M Mchy.aft | Oil 4DA 6Cy. 6½"×7½"<br><br>Berglus-Kelvin Co. Ltd. |
| 515430 | **HOONG-CHEN**<br><br>**Hoong On S.N. Co. Ltd.**<br>Shanghai<br>People's Rep. of China | 555<br>298<br>— | | 1930 San Peh Eng. Works—Shi<br>*168-0'* 26' 7"<br>... ... ...<br>1 dk<br>R | TM | 2 Oil 4SA each 4Cy.<br><br>Benz Motorf. |
| 515431 | **HOONG-HENG**<br><br>**Hoong On S.N. Co. Ltd.**<br>Shanghai<br>People's Rep. of China | 504<br>272<br>— | | 1929 San Peh Eng. Works—Shi<br>*168-0'* 26' 0"<br>... ... ...<br>1 dk<br>R | TM | 2 Oil each 4Cy.<br><br>Koerting |
| 515432 | **HOONG-LI**<br><br>**Hoong On S.N. Co. Ltd.**<br>Shanghai<br>People's Rep. of China | 555<br>298<br>— | | 1930 San Peh Eng. Works—Shi<br>*168-0'* 26' 7"<br>... ... ...<br>1 dk<br>R | TM | 2 Oil 4SA each 4Cy.<br><br>Benz Motorf. |
| 515433 | **HOONG-YUAN**<br><br>**Hoong On S.N. Co. Ltd.**<br>Shanghai<br>People's Rep. of China | 479<br>276<br>— | | 1929 San Peh Eng. Works—Shi<br>*168-0'* 26' 0"<br>... ... ...<br><br>R | TM | 2 Oil 4SA each 3Cy.<br><br>Motfbr. "Deutz" |

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|---|---|---|---|---|---|---|
| **HOOP**<br>H. Damhof<br>"Carebeka" N.V.<br>Delfzijl Netherland | 499<br>234<br>— | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN200 | SS 11/66<br>EL k 1⅛"SQ | 1962–10 Schps. "Hoogezand" J. Bodewes—Hgz<br>204′ 9″ 32′ 2″ 12′ 4½″<br>183′ 9″ 31′ 10″ 19′ 6″<br>Ba31′ RFD25′ 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>WB335t | M OSD Mchy.aft<br>G.68239 B.64239 | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 70t<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| **HOOP OP ZEGEN**<br>J. Bakker & Zoon<br>Den Helder Netherland | 102<br>40<br>— | | | 1966 Gebr. W. Visser & Zoon—Den Helder<br>85′ 0 20′ 4″<br>82′ 0″ 20′ 0″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×260 mm reverse reduction geared<br>530bhp<br>Kromhout Motorenfab. Ams |
| **HOORNEBOEG**<br>Wed. H. de Looper N.V.<br>Spliethoff's Bevrachtingskantoor N.V.<br>Hilversum Netherland | 499<br>322<br>932 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN130 | SS 4/67<br>EL J 1⅛"SQ | 1963–3 Bodewes Schps. "Volharding"—Foxhol<br>200′ 5″ 30′ 4″ 11′ 11⅞″<br>182′ 6″ 30′ 2″ 13′ 3″<br>F41′ RAD49′ 1 dk<br>RW 3BH<br>rf 6″ WB279t incl. Dk a15t m10t | M Ref Mchy.aft<br>G.41030 B.38460<br>2W Der 2(3) | Oil 4SA 6Cy. 330×600 mm<br>650bhp 85t<br>N.V. Werkspoor Ams<br>10k |
| Now **ROBERT CLIFTON** See New Entries No. 9 | | | | | | |
| **HOOSHMAND**<br>BP Clyde Tanker Co. Ltd.<br>London British | 373<br>59<br>— | ✠100A1<br>tug<br>✠LMC<br>MN330 | EL (f) 1¼"SQ | 1966–6 Charles D. Holmes & Co. Ltd.—Bev<br>133′ 5″ 33′ 2″<br>120′ 0″ 31′ 6″ 14′ 3″<br>B43′ 1 dk<br>3BH<br>rf 18″ BK1½″ WB55t | M Tug | Oil 2SA 8Cy. 14½″×19″ with sr reverse gear<br>1650bhp 87t (d.o)<br>Crossley Bros. Ltd. Mch<br>2×75kW 220V d.c. 12k |
| **HOOSIER STATE**<br>exMarine Arrow–55<br>Global Bulk Transport Inc.<br>New York United States | 10780<br>6680<br>15348 | | AB | 1945 Sun S.B. & D D. Co.—Chester, Pa<br>520′ 0″ 71′ 8″ 32′ 9⅞″<br>496′ 8″ 71′ 6″ 43′ 6″<br>P143′ F139′ 4 dks<br>rf nil | S (12P) Mchy.aft<br>7 Ho 42¾′, 60′, 50′, 57½′, 57½′, 60′, 49½<br>G.829000 B.711000<br>7 Ha (18′, 27½′, 27½′, 30′, 30′, 30′×20′) (20¼′×18′)<br>28W Der 2(50) 22(5) | 2 S Turb dr geared to sc. shaft<br>9900shp 2063t (o.f)<br>General Electric Co. Lyn<br>3×300kW 230V d.c. 18k |
| **HOP**<br>exAsk–62 exNordraak–60<br>A/S D/S Ask<br>A. Kjerland & Co. A/S<br>Bergen Norwegian | 2109<br>1089<br>3100 | | NV | 1950 A/S Bergens M/V—Bgn<br>299′ 1″ 41′ 1″ 17′ 3¾″<br>280′ 0″ 40′ 11″ 19′ 11<br>P62′ B26′ F26′ 1 dk<br>RW len 61<br>rf 3″ | M (2P) Mchy.aft<br>2 Ho 84′, 80′<br>G.138670 B.132030<br>4 Ha (stl) (31′, 31′, 50′, 30′×23′)<br>8W Der 8(3) | 4 Oil 2SA each 6Cy. 220×320 mm with hydraulic coupling & gearing to sc. shaft<br>1200bhp 188t (d.o)<br>A/S Bergens M/V Bgn<br>3×150, 150, 100kW 220V d.c. 10½k |
| New **ROYAL COMET** See New Entries No. 9 | | | | | | |
| **HOP**<br>Poole Harbour Commissioners<br>Poole British | 209<br>209<br>563 | ✠100A1<br>for service within 10 miles of Poole Harbour | SS 7/68 ~~SS 6/64~~<br>EL (c) | 1955–9 J. Bolson & Son Ltd.—Poo<br>120′ 6″ 26′ 2″ 7′ 9″<br>120′ 0″ 25′ 9″ 9′ 0″<br>1 dk<br>RW 3BH<br>rf nil | Hopper Barge<br>1 Ho 73′ | |
| **HOPA**<br>exSamsun–49<br>exJohn J. Jackson–47<br>D.B. Deniz Nakliyati T.A.S.<br>Istanbul Turkish | 1871<br>991<br>2727 | | AB | 1945 McCloskey & Co.—Tampa<br>258′ 9″ 42′ 3″ 18′ 10¼″<br>250′ 0″ 42′ 1″ 20′ 5″<br>P22′ B63′ F21′ 1 dk<br>RW<br>rf 2½″ | S<br>4 Ho 45′, 51¾′, 40½′, 40¼′<br>G.123815 B.117245<br>4 Ha (28¾′, 32′, 24¾′, 24¾′×20½′)<br>7W Der 8(3) | C 6Cy. (3) 20″ & (3) 44″×27″<br>1300ihp 352t (o.f)<br>Ajax Uniflow Co. Corry<br>2×50kW 115V d.c. 9k |
| **HOPA I**<br>Turkish Government (Ministry of Public Works)<br>Istanbul Turkish | 221<br>90<br>— | ✠100A1<br>tug<br>Black Sea service<br>✠LMC<br>MN120 | EL 15/16″ | 1965–9 Denizcilik Bankasi T.A.O.—Istinye<br>105′ 6″ 27′ 5″ 8′ 5″<br>91′ 4″ 26′ 3″ 12′ 5½″<br>RW 6BH<br>rf 13′ 2″BK WB8t | TM Tug | 2 Oil 4SA each 6Cy. 240×360 mm reverse geared<br>800bhp ✠NEmade56fitted65<br>Klöckner-Humboldt-Deutz Kln<br>3×8kW 110V d.c. |
| **HOPE VICTORY**<br>United States Department of Commerce<br>San Francisco United States | 7607<br>4563<br>10681 | | AB | 1945 Permanente (Shpyd No. 2)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 15k |
| **HOPECRAG**<br>Hopemount Shipping Co. Ltd.<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | T.Mk<br>6991<br>3882<br>12360<br>9767<br>5847<br>14450 | ✠100A1<br>strengthened for heavy cargoes<br>✠LMC<br>MN1500 | SS 7/68<br>EL e†2¼"SQ | 1963–8 Barclay, Curle & Co. Ltd.—Gls<br>501′ 2″ 63′ 9″ 27′ 8½″/30′ 7½″<br>472′ 1″ 63′ 6″ 41′ 1″<br>F40′ 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 4″ WB3168t incl. Tunnel tanks 368t | M OSD/CSD<br>5 Ho 63′, 66 , 64½′, 68¾′, 79¼′<br>5 Ha (stl) (each 38¼′×24′)<br>Der 4(10) 6(5) | Oil 2SA 5Cy. 760×1550 mm<br>7500bhp Sulzer (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>AuxB 100lb<br>3×220kW 220V d.c. |
| **HOPECREST**<br>Hopemount Shipping Co. Ltd.<br>Common Brothers (Management) Ltd.<br>Newcastle British | T.Mk<br>7227<br>3976<br>12040<br>9919<br>5861<br>14571 | ✠100A1<br>strengthened for heavy cargoes<br>✠LMC<br>MN1500 | SS 3/66<br>EL e†2¼"SQ | 1961–7 Barclay, Curle & Co. Ltd.—Gls<br>501′ 2″ 63′ 9″ ~~27′ 7″/30′ 7½″~~<br>472′ 0″ 63′ 6″ 41′ 1″ 27′ 11″/31′ 5″<br>F44′ 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 4″ WB3234t incl. Tunnel tanks 368t | M ~~OSD/CSD~~<br>5 Ho 64′, 65¾′, 64½′, 68′, 79′<br>5 Ha (stl) (each 38¼′×24′)<br>Der 10(10) 2(5) | Oil 2SA 5Cy. 760×1550 mm<br>7500bhp Sulzer (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 100lb<br>4×220kW 220V d.c. |

## REGISTER OF SHIPS

| | | | | | | |
|---|---|---|---|---|---|---|
| 515443<br>VDQS<br>311861<br>Df Esd<br>Gc Rdr<br>RTm | **HOPEDALE**<br><br>**Government of Canada**<br>**(Minister of Transport)**<br>St. John's, Nfl Canadian | 1106<br>460<br>387 | ✠100A1 SS 5/65<br>Ice Class 2<br>✠LMC<br><br>MN440 EL m | **1960**-11 Collingwood Shpyds Ltd.—Clw<br>188' 0" 38' 10" 12' 6½"<br>170' 0" 38' 0½" 20' 0"<br>B97' RFD23' 2 dks<br>4BH to U dk 1 to 2nd dk<br>rf 9" WB51t | TM (58P) Ref<br>1 Ho 58'<br>B.16935 In.2825<br>1 Ha (stl) (14'×10')<br>1W Cr 1(3) | 2 Oil 2SA each 8Cy.<br>flexible coupling & sr<br>2200bhp Fairbanks-Morse<br>Canadian Locomotive Co. Ltd<br>db 50lb<br>2×175kW 440V 60c/s a.c. |
| 541168<br>GLMU<br>186932<br>Df Esd<br>Gc Rdr | **HOPEPEAK**<br><br>**Hopemount Shipping Co.**<br>**Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>**Common Brothers (Management) Ltd. (Mgrs.)** | T.Mk<br>7181<br>3968<br>12550<br>9765<br>5784<br>15104 | ✠100A1 SS 3/68<br>strengthened for heavy<br>cargoes<br>✠LMC<br>MN1500 EL e†2½"SQ | **1963**-3 Barclay, Curle & Co. Ltd.—Gls<br>501' 2" 63' 9" [illegible] 27' 11"/31' 5¾"<br>472' 1" 63' 6" 41' 1"<br>F40' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 4" WB3168t incl. Tunnel tanks 368t | M ~~OSD/CSD~~<br>5 Ho 64½', 66', 65½', 67', 78½'<br>G.735500 B.660000<br>5 Ha (stl) (each 38½'×24')<br>10W Der 4(10) 6(5) | Oil 2SA 5Cy. 760×1550 mm<br>7500bhp Sulzer<br>Wallsend Slpwy & E. Co.<br>AuxB 100lb<br>3×220kW 220V d.c. |
| 515451<br><br><br>Df Esd<br>Gc RT | **HOPING ER SHI CHI**<br>exNord Sky-60<br>exTemple Bar-59<br>exFort St. James-46<br>**The People's Republic of China**<br>People's Rep. of China | *7191*<br>*4302*<br>10384 | ✠ | **1942**-2 Burrard D.D. Co. Ltd.—Vcr<br>438' 6" 57' 2" 26' 11½"<br>416' 0" 56' 10" 37' 4"<br>2 dks<br>RW | S<br><br>G.507000 B.453000 | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Dominion Eng. Wks Ltd. |
| 515452<br><br><br>Df Esd<br>Rdr | **HOPING ER SHI CHIU**<br>exAsbjörn-58<br>**The People's Republic of China**<br>People's Rep. of China | 4567<br>2418<br>8000 | <br><br>✠Classed LR until 1/59 | **1935**-11 Burmeister & Wain—Cpn<br>399' 5" 54' 11" 24' 6½"<br>375' 0" 54' 9" 27' 2"<br>F36' 1 dk & S dk<br>R | TM OSD<br><br>G.463880 B.430200<br><br>10W Der 1(15) 1(10) | 2 Oil 2SA each 5Cy.<br><br>Burmeister & Wain |
| 515453 | **HOPING ER SHI PA**<br><br>**The People's Republic of China**<br>People's Rep. of China | 3000<br>—<br>— | | **1958** Kiangnan Dk & Eng. Wks—Shi | S | Steam |
| 515454 | **HOPING ER SHI WU**<br><br>**The People's Republic of China**<br>People's Rep. of China | 3000<br>—<br>— | | **1958** Dairen Dkyd—Drn | S | Steam |
| 515455 | **HOPING LIU SHI**<br><br>**The People's Republic of China**<br>People's Rep. of China | 2000<br>—<br>— | | **1959** Hutung Shipyard—Shi | M | Oil |
| 515456 | **HOPING LIU SHI SSU**<br><br>**The People's Republic of China**<br>People's Rep. of China | 2000<br>—<br>— | | **1960** Hutung Shipyard—Shi | M | Oil |
| 515457<br><br><br>Df Esd | **HOPING SAN SHI WU**<br>exEdenbank-60 exSamtroy-47<br>Launched as Ross G. Marvin<br>**The People's Republic of China**<br>People's Rep. of China | *7265*<br>*4466*<br>10850 | <br><br>Classed LR until 5/60 | **1943** Bethlehem-Fairfield—Bal<br>441' 6" 57' 2" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>RW | S CSD<br><br>G.562827 B.499816<br><br>12W Der 2(15) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Ellicott Mchy. Corp. |
| 515459<br><br><br>Df | **HOPING SHI ERR**<br>exRomantico-51<br>exNew Shanghai-49<br>exSjöbris-46 exHjort-36<br>**The People's Republic of China**<br>People's Rep. of China | 1220<br>699<br>— | | **1926** Trondhjems M/V—Tdh<br>*232-3'* 36' 6"<br>36' 4"<br>1 dk<br>R | S | T 3Cy. 17" 27" & 46"×30"<br><br>Trondhjems M/V |
| 515460 | **HOPING SSU SHI CHIU**<br><br>**The People's Republic of China**<br>People's Rep. of China | 2500<br>—<br>— | | **1959** Kiangnan Dk & Eng. Wks—Shi | M | Oil |
| 515461<br><br><br>Df Rdr | **HOPING SSU SHI PA**<br>exSunny Prince-58<br>exTijuca-52<br>**The People's Republic of China**<br>People's Rep. of China | 5374<br>3193<br>8662 | ✠ | **1926**-3 Ch. & At. de St. Nazaire (Penhöet)—Gd. Quevilly<br>*418-8'* 54' 6" 26' 5¼"<br>416' 8" 54' 2" 30' 2"<br>P43' F38' 2 dks<br>R | TM<br><br>G.508000 B.453000 | 2 Oil 4SA each<br><br>Burmeister & Wain |
| 515462 | **HOPING WU SHI CHI**<br><br>**The People's Republic of China**<br>People's Rep. of China | 3000<br>—<br>— | | **1959** Dairen Dkyd—Drn | M | Oil |

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| **HOPING WU SHI ER**<br>exHastedt-59 exStonegate-55<br>exEmpire Summer-46<br>**The People's Republic of China**<br>People's Rep. of China | 6950<br>4797<br>10160 | ✠Classed LR until 1/59 | 1941-5 Short Bros. Ltd.—Sld<br>439' 10" 57' 0" 26' 9½"<br>430' 0" 56' 7" 36' 10"<br>2 dks | S CSD<br>G.526775 B.475450<br>10W Der 1(10) | T 3Cy. 24" 39" & 68"×48"<br>1150t (o.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>10k |
| **HOPING WU SHI PA**<br>**The People's Republic of China**<br>People's Rep. of China | 3000<br>—<br>— | | 1959 Kiangnan Dk & Eng. Wks—Shi | M | Oil |
| **HOPING WU SHI SAN**<br>exYangtze Breeze-59<br>exJan Jeronimo-58<br>exMatador-58 exMarkab-56<br>exEmpire Mauritius-47<br>**The People's Republic of China**<br>People's Rep. of China | *7214*<br>*4574*<br>10193 | ✠Classed LR until 6/58 | 1945-2 Bartram & Sons Ltd.—Sld<br>447' 10" 56' 4" 26' 9"<br>425' 0" 56' 0" 38' 1"<br>F38' 2 dks<br>RW | S CSD<br>G.554322 B.510468<br>10W Der 2(50) | T 3Cy. 24½" 39" & 70"×48"<br>2500ihp 1050t (o.f)<br>Duncan Stewart & Co. Ltd.<br>10k |
| **HOPING WU SHI WU**<br>exWishford-59<br>exDemetrius D. S.-58<br>exScottish Monarch-57<br>**The People's Republic of China**<br>People's Rep. of China | *6994*<br>*4599*<br>10000 | ✱ | 1943-4 Caledon S.B. & E. Co. Ltd.—Dun<br>446' 6" 56' 8" 26' 1¾"<br>426' 6" 56' 6" 36' 6"<br>F37' 2 dks | S CSD<br>G.531370 B.493560<br>11W Der 1(40) | T 3Cy. 24½" 39" & 70"×48"<br>2500ihp 1175t (o.f)<br>Fairfield Co. Ltd. Gls<br>10½k |
| **HOPPER No. 1**<br>**Clyde Port Authority**<br>Glasgow British | 908<br>352<br>1262 | ✱Classed BC until 3/30 | 1926 W. Simons & Co. Ltd.—Rnf<br>208 0" 36' 7" 13' 3½"<br>36' 5"<br>F25'<br>R<br>rf nil | TS Hopper Barge | T 6Cy. 15½" 24" & 39"×24"<br>1200ihp 62t (c)<br>W. Simons & Co. Ltd. Rnf<br>1×5kW 110V d.c. 10½k |
| **HOPPER No. 3**<br>**Clyde Port Authority**<br>Glasgow British | 908<br>352<br>1260 | ✱Classed BC until 12/30 | 1926 W. Simons & Co. Ltd.—Rnf<br>208' 0" 36' 7" 13' 3½"<br>34' 5"<br>F25'<br>R<br>rf nil | TS Hopper Barge | T 6Cy. 15½" 24" & 39"×24"<br>1200ihp 62t (c)<br>W. Simons & Co. Ltd. Rnf<br>1×5kW 110V d.c. 10½k |
| **HOPPER No. 7**<br>**Clyde Port Authority**<br>Glasgow British | 842<br>333<br>1200 | ✱Classed BC until 1/16<br>**BROKEN UP** | 1911 Lobnitz & Co. Ltd.—Rnf<br>206' 6" 36' 6" 13' 3"<br>36' 4"<br>F26'<br>R | TS Hopper Barge | T 6Cy. 15½" 24" & 39"×24"<br>62t (c)<br>Lobnitz & Co. Ltd. Rnf<br>10½k |
| **HOPPER No. 8**<br>**Clyde Port Authority**<br>Glasgow British | 842<br>333<br>1260 | ✱Classed BC until 5/16 | 1912 Lobnitz & Co. Ltd.—Rnf<br>206' 6" 36' 6" 13' 3"<br>36' 4"<br>F26'<br>R<br>rf nil | TS Hopper Barge | T 6Cy. 15½" 24" & 39"×24"<br>1250ihp 62t (c)<br>Lobnitz & Co. Ltd. Rnf<br>1×12kW 220V d.c. 10½k |
| **HOPPER No. 10**<br>**Clyde Port Authority**<br>Glasgow British | 842<br>333<br>1260 | ✱Classed BC until 6/16 | 1912 Lobnitz & Co. Ltd.—Rnf<br>206' 6" 36' 6" 13' 3"<br>36' 4"<br>F26'<br>R<br>rf nil | TS Hopper Barge | T 6Cy. 15½" 24" & 39"×24"<br>1250ihp 62t (c)<br>Lobnitz & Co. Ltd. Rnf<br>1×12kW 220V d.c. 10½k |
| **HOPPER No. 25**<br>**Clyde Port Authority**<br>Glasgow British | 941<br>330<br>1286 | ✠A1 SS 8/66<br>Clyde Estuary service<br>✠LMC<br>MN243 EL (m)1¼" | 1954-3 W. Simons & Co. Ltd.—Rnf<br>210' 5" 37' 0" 13' 6¾"<br>202' 0" 35' 6" 15' 9"<br>F26' 1 dk<br>RW 4BH<br>rf nil WB479t incl. DTf136t | TS Hopper Barge Mchy.aft | T 6Cy. 14" 23" & 38½"×24"<br>1350ihp 70t (o.f)<br>W. Simons & Co. Ltd. Rnf<br>2 SB 180lb hs(4146) 6cf<br>2×12½ & 5kW 110V d.c. 10½k |
| **HOPPER No. 26**<br>**Clyde Port Authority**<br>Glasgow British | 941<br>330<br>1286 | ✠100A1 SS 8/67<br>Clyde Estuary service<br>✠LMC<br>MN243 EL (m)1¼" | 1954-6 W. Simons & Co. Ltd.—Rnf<br>210' 5" 37' 0" 13' 7"<br>202' 0" 35' 6" 15' 9"<br>F26' 1 dk<br>RW 4BH<br>rf nil WB479t incl. DTf136t | TS Hopper Barge Mchy.aft | T 6Cy. 14" 23" & 38½"×24"<br>1350ihp 70t (o.f)<br>W. Simons & Co. Ltd. Rnf<br>2 SB 180lb hs(4146) 6cf<br>2×12½ & 5kW 110V d.c. 10½k |
| **HOPPER No. 27**<br>**Clyde Port Authority**<br>Glasgow British | 981<br>382<br>1273 | ✠100A1 SS 2/67<br>Clyde Estuary service<br>✠LMC<br>MN240 EL I | 1962-9 Simons-Lobnitz Ltd.—Rnf<br>208' 5" 36' 11" 13' 4"<br>196' 0" 35' 6" 15' 9"<br>1 dk<br>RW 3BH<br>rf nil WB463t | TM Hopper Barge Mchy.aft | 2 Oil 2SA each 4Cy. 340×570 mm<br>1200bhp 60t (d.o)<br>British Polar Engines Ltd. Gls<br>2×75kW 220V d.c. 11k |

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| 540521<br>304150 | **HOPPER No. 28**<br>**Clyde Port Authority**<br>Glasgow British | 981<br>378<br>1273 | ✠100A1 SS 4/67<br>Clyde Estuary service<br>✠LMC<br>MN240 EL I | 1963-1 Simons-Lobnitz Ltd.—Rnf<br>208' 5" 36' 11" 13' 4"<br>196' 0" 35' 6" 15' 9"<br>1 dk<br>RW 3BH<br>rf nil WB463t | TM Hopper Barge Mchy.aft | 2 Oil 2SA each 4Cy. 340×<br>1200bhp<br>British Polar Engines Ltd.<br>2×75kW 220V d.c. |
| 672681 | **HOPPER BARGE No. 1**<br>**Gujarat State (Director of Ports)**<br>*Okha* Indian | 206<br>—<br>200 | 100A1<br>hopper barge<br>for restricted service<br>Class contemplated | Alcock, Ashdown & Co. Ltd.—Bom<br>111' 4" 26' 5"<br>110' 0" 25' 0" 9' 0"<br>RW | Hopper Barge | |
| 680486 | **HOPPER BARGE No. 2**<br>**Gujarat State (Director of Ports)**<br>Bhavnagar Indian | 206<br>—<br>200 | 100A1<br>hopper barge<br>for restricted service<br>Class contemplated | Alcock, Ashdown & Co. Ltd.—Bom<br>111' 4" 26' 5"<br>110' 0" 25' 0" 9' 0"<br>RW | Hopper Barge | |
| 680259 | **HOPPER BARGE No. 4**<br>**Commissioners for the Port of Calcutta**<br>Calcutta Indian | 1100<br>—<br>— | 100A1<br>hopper barge<br>for restricted service<br>Class contemplated | Fleming & Ferguson Ltd.—Psy<br>14' 0"<br>180' 0" 36' 0" 16' 5" | TM Hopper Barge Mchy.aft | 2 Oil 4SA each 5Cy.<br>Masch. Augsburg-Nürnberg |
| 660472 | **HOPPER BARGE No. 6**<br>**Commissioners for the Port of Calcutta**<br>Calcutta Indian | 1076<br>514<br>1434 | ✠Class **WITHDRAWN** at Owners' request 11/68 | 1966–9 Blyth D.D. & S.B. Co. Ltd.—Bly<br>220' 0" 39' 5"<br>208' 6" 39' 0" 16' 2"<br>1 dk<br>RW 5BH<br>rf nil WB47t | TM Hopper Barge Mchy.aft | 2 Oil 4SA each 6Cy.<br>reverse geared<br>1780bhp<br>Masch. Augsburg-Nürnberg<br>2×149kW 220V d.c. |
| 660744 | **HOPPER BARGE No. 7**<br>**Commissioners for the Port of Calcutta**<br>Calcutta Indian | 1076<br>514<br>1434 | ✠Class **WITHDRAWN** at Owners' request 11/68 | 1966–11 Blyth D.D. & S.B. Co. Ltd.—Bly<br>220' 0" 39' 5"<br>208' 6" 39' 0" 16' 2"<br>RW 5BH<br>rf nil WB47t | TM Hopper Barge Mchy.aft | 2 Oil 4SA each 6Cy.<br>reverse geared<br>1780bhp<br>Masch. Augsburg-Nürnberg<br>2×149kW 220V d.c. |
| 640494<br>WB792 | **HOPPER BARGE No. 11**<br>**Commissioners for the Port of Calcutta**<br>Calcutta Indian | 765<br>—<br>750 | ✠Classed LR until 6/65 | 1965–2 Hooghly Dkg & Eng. Co. Ltd.—Cal<br>180' 3" 33' 11" 14' 3"<br>170' 0" 33' 4" 16' 9"<br>1 dk<br>RW<br>rf nil | TS Hopper Barge Mchy.aft | T 6Cy. 11¾" 19¾" & 33¾"×22"<br>1000ihp<br>Hooghly Dkg & Eng. Co. Ltd.<br>2×15kW 220V d.c. |
| 651183 | **HOPPER BARGE No. 12**<br>**Commissioners for the Port of Calcutta**<br>Calcutta Indian | 765<br>—<br>750 | ✠Classed LR until 3/66 | 1965–12 Hooghly Dkg & Eng. Co .Ltd.—Cal<br>180' 3" 33' 11" 14' 3"<br>170' 0" 33' 4" 16' 9"<br>1 dk<br>RW<br>rf nil | TS Hopper Barge Mchy.aft | T 6Cy. 11¾" 19¾" & 33¾"×22"<br>1000ihp Plenty<br>Hooghly Dkg & Eng. Co. Ltd.<br>2×15kW 220V d.c. |
| 515480<br>TCVR<br>3653<br>Df Esd<br>Rdr | **HORA**<br>exHercules-54 exAgir-49<br>**Denizcilik Bankasi T.A.O.**<br>Gemi Kurtarma Isletmesi<br>Istanbul Turkish | *676*<br>*199*<br>— | 100A1 TD 4/67<br>with freeboard<br>**LMC**<br>MN200 EL (j) 1¾" | 1942 Deutsche S. & M.—Mhm<br>186' 0" 29' 1" 12' 3½"<br>173' 11" 28' 11" 15' 5"<br>B&F74' 1 dk<br>RW 7BH<br>WB467t incl. DTf62t | M Salvage Ship<br>2W Der 1(3) 2(1½) | Oil 2SA 9Cy. 290×500 mm<br>1000bhp<br>Gebr. Sulzer |
| 515481<br>KHGH<br>242307<br>Df Esd | **HORACE GREELEY**<br>**United States Department of Commerce**<br>Los Angeles United States | 7244<br>5137<br>10807 | AB<br>**SCUTTLED** | 1942 California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 515482<br>KKRV<br>246933<br>Df Esd<br>Gc Rdr | **HORACE IRVINE**<br>exLouis Bamberger-47<br>**Weyerhaeuser Co.**<br>Tacoma United States<br>Now **RELIANCE AMITY** See New Entries No. 7 | 7280<br>4438<br>10793 | AB | 1944 St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 48½', 63¾', 84'<br>G.562608 B.499573<br>5 Ha (stl) (33½', 34½', 19¾', 34½', 34½'×19¾')<br>12W Der 2(10) 8(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>2×150kW 110/220V |
| 515483<br>WA5853<br>228899<br>Df Gc<br>Rdr RT | **HORACE JOHNSON**<br>**United States Steel Corp.**<br>**Great Lakes Fleet**<br>New York United States | 7938<br>6511<br>13275 | AB | 1929 American S.B. Co.—Lorain<br>604' 9" 60' 10" 21' 9½"<br>587' 10" 60' 0" 32' 0"<br>F48' 1 dk<br>R | S Mchy.aft<br>3 Ho<br>18 Ha (stl) (each 12'×38') | T 3Cy. 24½" 41" & 65"×42"<br>2200ihp<br>American S.B. Co. |
| 515484<br>WODA<br>245644<br>Df Esd<br>Gc Rdr<br>RTm | **HORACE LUCKENBACH**<br>exSea Flier-49<br>**Luckenbach Overseas Corp.**<br>New York United States<br>Now **OVERSEAS HORACE** (No. 515484) in the Register | 7881<br>4665<br>12778 | AB | 1944 Western Pipe & Stl Co.—S.Fo<br>492' 0" 69' 7" 29' 4½"<br>465' 3" 69' 6" 33' 11"<br>F37' 2 dks & S dk<br>rf nil | S (12P) OSD<br>5 Ho 75½', 57', 70', 63¾', 65'<br>G.787410 B.696110<br>5 Ha (stl) (36'×20') (30', 37½', 30½', 40'×24')<br>20W Der 1(30) 4(10) 16(5) | 2 S Turb dr geared<br>8500shp<br>General Electric Co.<br>3×300kW 240V d.c. |

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| **HORAI MARU**<br>Hachiuma **Kisen K.K.**<br>Nishinomiya Japanese | 8545<br>4970<br>12779 | NK | 1958 Uraga Dock Co. Ltd.—Yokosuka<br>472′ 5″ 62′ 2″ 28′ 1¼″<br>446′ 3″ 62′ 0″ 38′ 10″<br>2 dks<br>RW | M<br>5 Ho 57½′, 73½′, 80½′, 78′, 57½′<br>G.656075 B.599678<br>5 Ha (29¼′, 47¼′, 47¼′, 47¼′, 28¾′×23½′)<br>16W Der 4(10) 12(5) | Oil 2SA 6Cy. 720×1250 mm<br>5400bhp Sulzer 1196t (hvf)<br>Uraga Diesel Kogyo Tamashima<br>3×180, 180, 50kW 450V 60c/s a.c. 13½k |
| **HORAI MARU**<br>Kinkai **Shosen K.K.**<br>Mitsui-O.S.K. Lines K.K.<br>Kobe Japanese | 3719<br>2226<br>5572 | NK | 1961 Usuki Tekkosho—Saeki<br>351′ 4″ 51′ 4″ 21′ 2″<br>324′ 10″ 51′ 2″ 25′ 9″<br>1 dk | M Mchy.aft<br>3 Ho<br>G.305897 B.254055<br>3 Ha (31¾′, 59¾′, 64½′×23′)<br>13W Der 2(20) 8(10) | Oil 4SA 8Cy. 490×700 mm<br>2800bhp 270t<br>Hanshin Nainenki Kogyo Kob<br>2×96kW 440V a.c. 14½k |
| **HORAI MARU**<br>Sankyo **Kaiun K.K.**<br>Niihama Japanese | 349<br>177<br>— | | 1961 Kurushima Dock Co. Ltd.—Imabari<br>*135·8′* 25′ 8″ 10′ 10″<br>134′ 6″ 25′ 6″ 11′ 10″<br>1 dk | M Mchy.aft<br>1 Ho<br>G.21542 B.19635<br>1 Ha (59′×14¾′) | Oil 4SA 6Cy. 290×430 mm<br>530bhp 7t<br>Nippon Hatsudoki Kob<br>11k |
| **HORAI MARU**<br>Nagoyako **Kanrikumiai**<br>Nagoya Japanese | 180<br>57<br>— | | 1962 Osaka Zosensho—Osa<br>*100·7′* 24′ 8″ 7′ 9¾″<br>98′ 6″ 24′ 7″ 11′ 2″<br>RW | TM Tug | 2 Oil 4SA each 8Cy. 275×320 mm<br>1500bhp 26t<br>Fuji Seisakusho Tateyama<br>11k |
| **HORAMA**<br>exNordvard-67<br>Eastmead **Shipping Co. Ltd.**<br>Moller Line (U.K.) Ltd.<br>London British<br>For later particulars see New Entries No. 8 | 15815<br>10697<br>23170 | | 1967 Verolme Schpsw.—Heusden<br>574′ 10″ 74′ 11″ 31′ 5″<br>548′ 0″ 74′ 10″ 44′ 0″<br>B113′ F50′ 1 dk<br>rf nil | M Bitumen/Oil Tanker Mchy.aft<br>20 Ta<br>L.1240826 HeCls, BC<br>Der 2(5) 2(1½) | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp MAN 1350t (hvf)-34pd<br>Verolme Machfbk. Ijsselmonde<br>3×300kW 440V 60c/s a.c. 15k |
| **HORATION**<br>London & **Rochester Trading Co. Ltd.**<br>Rochester British | 205<br>131<br>250 | | 1964 J. Samuel White & Co.—Cws<br>105′ 9″ 22′ 8″<br>98′ 0″ 22′ 6″ 9′ 6″<br>1 dk | M Mchy.aft<br>1 Ho 66½<br>1 Ha (56′×15′) | Oil 4SA 6Cy. 6½″×7¼″<br>180bhp (d.o)<br>Bergius-Kelvin Co. Ltd. Gls |
| **HÖRDA**<br>A/S Ludwig **Mowinckels**<br>Rederi<br>Bergen Norwegian | 5734<br>3204<br>8200 | NV | 1955 Akers M/V A/S—Osl<br>466′ 10″ 58′ 2″ 26′ 0″<br>430′ 7″ 58′ 0″<br>1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>RW<br>rf 4″ | M (11P) OSD<br>4 Ho 54½′, 101¾′ comb., 70½′, 78′<br>G.551000 B.494000<br>1 Ha (stl) (32′×20′)<br>4 Ha (w) (each 37½′×20′)<br>Der 2(15) 2(10) 13(5) | Oil 2SA 5Cy. 750×2000 mm<br>6000bhp (hvf)<br>Akers M/V A/S Osl<br>3×165kW 220V d.c. |
| **HORDALAND**<br>Hardanger **Sunnhordlandske**<br>**Dampskibsselskap**<br>Bergen Norwegian | 274<br>162<br>— | | 1937 Mjellem & Karlsen—Bgn<br>134′ 6″ 21′ 5″ 9′ 6″<br>… … …<br>1 dk<br>R len 57 | M (250P)<br>1 Ho 35½′<br>1 Ha (10′×6′)<br>Der 1 | Oil 2SA 4Cy. 380×400 mm<br>300bhp (d.o)<br>Haldorsen & Sön Rub |
| **HORIE MARU**<br>Kato **Kaiun K.K.**<br>Kobe Japanese | 253<br>98<br>— | | 1964 Koyo Dock—Mihara<br>133′ 10″ 27′ 8″ 6′ 8″<br>124′ 7″ 27′ 6½″ 9′ 10″<br>1 dk | M Ferry | Oil 4SA 6Cy. 260×330 mm<br>700bhp 19t<br>Hanshin Nainenki Kogyo Kob<br>12k |
| **HORIZON**<br>exSurte-67<br>Leenderd **Brand**<br>Maritima Scheepv. & Handel Maats. N.V.<br>Leidschendam Netherland | 291<br>140<br>375 | **BS✱** TD 6/68 ~~Dr 5/64~~<br>**MBS✱**<br>MN39 EL (e) ⅞″ | 1939–12 Schps. Waterhuizen J. Pattje—Waterhuizen<br>151′ 2″ 23′ 1″ 8′ 4½″<br>139′ 8″ 23′ 0″ 9′ 4″<br>P36′ F17′ 1 dk<br>R 3BH len 62<br>rf nil WB107t | M Mchy.aft<br>G.18500 B.17400 | Oil 4SA 4Cy. 280×400 mm<br>195bhp<br>Motorenf. "De Industrie" Alp<br>9k |
| **HORIZON**<br>exAlpha-58<br>Z.J. Balk & **F. D. Gottmer**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Groningen Netherland | 162<br>77<br>207 | BV | 1926 J. Smit & Zoon—Foxhol<br>*116·1′* 17′ 7″<br>… … …<br>1 dk<br>R len 37 | M Mchy.aft<br>G.10948 B.10500<br>2 Ha (12¼′, 41′×11½′)<br>Der 1(1) 1(½) | Oil 4SA 2Cy. 280×350 mm<br>90bhp<br>Appingedammer Brons. Apg<br>7k |
| **HORIZONT**<br>exRingdove-67<br>Cove **Shipping Co. Ltd.**<br>Nassau British | 1102<br>404<br>1190 | **✠100A1** SS 2/67<br>**✠LMC**<br>MN360 EL p $1\frac{7}{16}$″SQ | 1954–1 Ailsa S.B. Co. Ltd.—Trn<br>248′ 7″ 38′ 2″ 14′ 1″<br>236′ 5″ 38′ 0″ 21′ 8″<br>1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 6″ WB257t | M OSD<br>3 Ho 40′, 62′, 50′<br>G.100320 B.91130<br>3 Ha (stl) (18′×14′) (44′×18′) (29½′×15½′)<br>6W Der 1(15) 6(5) | Oil 2SA 6Cy. 480×700 mm<br>1800bhp Sulzer 128t (d.o)<br>Wm. Denny & Bros. Ltd. Dmb<br>3×80kW 220V d.c. 13k |
| **HORIZONTE I**<br>Empresa **Pesquera Horizonte Ltda.**<br>Iquique Chilean | 134<br>70<br>— | BV | 1964 Brodogradiliste "Sava"—Mačvanska Mitrovica<br>85′ 4″ 22′ 7″<br>82′ 0″ 22′ 4″ 11′ 4″ | M Trawler | Oil 4SA 12Cy. 140×180 mm<br>Suddeutsche Bremsen A.G. Munich |
| **HORIZONTE II**<br>Empresa **Pesquera Horizonte Ltda.**<br>Iquique Chilean | 134<br>70<br>— | BV | 1964 Brodogradiliste "Sava"—Mačvanska Mitrovica<br>85′ 4″ 22′ 7″<br>82′ 0″ 22′ 4″ 11′ 4″ | M Trawler | Oil 4SA 12Cy. 140×180 mm<br>Suddeutsche Bremsen A.G. Munich |

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| 650671<br><br><br>Esd RT | **HORIZONTE III**<br><br>**Empresa Pesquera**<br>**Horizonte Ltda.**<br>Iquique Chilean | 134<br>70<br>— | | <br><br>BV | 1964 Brodogradiliste "Sava"—<br>Mačvanska Mitrovica<br>85' 4" 22' 7"<br>82' 0" 22' 4" 11' 4" | M Trawler | Oil 4SA 12Cy. 140×180 mm<br><br>Suddeutsche Bremsen A.G. |
| 650672<br><br><br>Esd RT | **HORIZONTE IV**<br><br>**Empresa Pesquera**<br>**Horizonte Ltda.**<br>Iquique Chilean | 134<br>70<br>— | | <br><br>BV | 1964 Brodogradiliste "Sava"—<br>Mačvanska Mitrovica<br>85' 4" 22' 7"<br>82' 0" 22' 4" 11' 4" | M Trawler | Oil 4SA 12Cy. 140×180 mm<br><br>Suddeutsche Bremsen A.G. |
| 506496<br>DKCA<br><br>Df Esd<br>RT | **HORN**<br>exCarrara-67 exGoldelse-51<br>exFrequenz<br>**Horst Beer**<br>Hamburg W. German | 277<br>162<br>415 | | <br><br>GL | 1941 Ernst Menzer Schiffsw.—Ham<br>*141·0'* 21' 1"<br>10' 5"<br>Q31' 1 dk<br>len 58 | M Mchy.aft<br><br>G.18380 B.17280<br>1 Ha (58¾'×13¾') | Oil 4SA 6Cy. 240×380 mm<br>250bhp NE55<br>Klöckner-Humboldt-Deutz |
| 515496<br>JWTR<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HORN CLIPPER**<br><br>**Johan Horns Rederi A/S**<br>Jacob Kjöde A/S<br>Bergen Norwegian<br>Now **NORCLIPPER** See New Entries No. 9 | 10160<br>5713<br>15300 | | <br><br>NV | 1958 A/S Fredriksstad M/V—Fks<br>541' 10" 64' 1" 29' 8¾"<br>500' 0" 64' 0" 38' 2"<br>P140' B44' F75' 1 dk<br><br>rf 1" | M Tanker (2P) Mchy.aft<br>8 Ta<br>L.716270 HeCls. BC<br>1 Ha (11½'×11½') | Oil 2SA 8Cy. 760×1500 mm<br>Götaverken<br>7500bhp<br>A/S Fredriksstad M/V<br>3×280, 280, 140kW 220V |
| 515497<br>JWLT<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HORN CRUSADER**<br><br>**A/S Inger**<br>Jacob Kjöde A/S<br>Bergen Norwegian<br>Now **NANYANG** See New Entries No. 6 | 13294<br>7538<br>20000 | | <br><br>NV | 1957 A/S Fredriksstad M/V—Fks<br>557' 0" 74' 0" 30' 5"<br>535' 0" 73' 10" 39' 10"<br>P122' B44' F59' 1 dk<br>RW<br>rf 1" | M Tanker (2P) Mchy.aft<br>10 Ta<br>L.950970 HeCls. BC<br>1 Ha (stl) (10¾'×11½') | Oil 2SA 9Cy. 760×1500 mm<br>8450bhp Götaverken<br>A/S Fredriksstad M/V<br>2×240kW |
| 515498<br><br>176217<br>RTh | **HORN RIVER**<br>exClearwater-58<br>**Northern Transportation**<br>**Co. Ltd.**<br>Vancouver Canadian | 108<br>73<br>— | | | 1943 Missouri Valley B. & I. Works—<br>Leavenworth<br>*80·2'* 19' 10"<br>... ... ...<br>len 58 | TM Tug | 2 Oil 4SA each 8Cy. 5½"×7"<br>260bhp<br>Caterpillar Tractor Co.<br>1×19kW 110/125V 60c/s a.c. |
| 515499<br>DEFC<br><br>Df Esd<br>Rdr RT | **HORNBALTIC**<br>exVegesack-60<br>**Horn-Linie**<br>Hamburg W. German | 499<br>286<br>919 | | <br><br>GL | 1954 Fr. Lürssen—Bmn<br>210' 7" 32' 0" 11' 11½"<br>31' 10" 18' 11"<br>F27' 1 dk & S dk<br>RW | M OSD Mchy.aft<br><br>G.66500 B.58700<br>2 Ha | Oil 4SA 8Cy. 290×420 mm<br>700bhp<br>Masch. Kiel A.G. |
| 515501<br>DAKI<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **HORNBELT**<br><br>**Partenreederei m.s.**<br>**"Hornbelt"**<br>Horn-Linie<br>Hamburg W. German | 6384<br>3690<br>9972<br>9017<br>5393<br>12763 | | <br><br>GL | 1959 Deutsche Werft A.G.—Ham<br>494' 11" 64' 2" 25' 3½"/29' 3½"<br>455' 2" 64' 0" 38' 6"<br>1 dk & S dk<br>RW | M (12P) Ref OSD/CSD<br><br>G.263980 B.241447 In.3620<br>5 Ha (stl) (25½', 44½', 39½', 39½',<br>39½ ×21')<br>16W Der 1(80) 1(5–10) 3(3–10) 12(3–5) | Oil 2SA 7Cy. 780×1400 mm<br>7860bhp<br>Masch. Augsburg-Nürnberg<br>3×300kW 230/400V 50c/s a.c. |
| 515502<br>DGKX<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **HORNBERG**<br><br>**Horn-Linie**<br>Hamburg W. German | 4051<br>2318<br>7087 | | <br><br>GL | 1953 Deutsche Werft A.G.—Ham<br>432' 4" 55' 8" 21' 6"<br>398' 4" 55' 6" 33' 0"<br>F38' H73' 1 dk & S dk<br>RW | M (10P) OSD<br><br>G.479938 B.441391<br>5 Ha (29', 44', 29', 36½', 29'×21½')<br>12W Der 1(30) 2(3–5) 10(3) | Oil 2SA 5Cy. 700×1200 mm<br>3330bhp<br>Masch. Augsburg-Nürnberg<br>3×130kW 220V d.c. |
| 515503<br>9WXG<br>315348<br>Gc RTv | **HORNBILL**<br><br>**Sarawak Co. (1959) Ltd.**<br>Kuching Malaysian | 228<br>112<br>— | | | 1955 Cheoy Lee Shpyd—H.Kg<br>113' 3" 22' 1" 8' 6"<br>21' 11"<br>B27' 1 dk | M Mchy.aft<br>1 Ho 58'<br>G.13400 B.12060<br>2 Ha (20', 30'×16')<br>2W Der 2(4–5) 1(3–3½) | Oil 4SA 8Cy. 5¼"×7½"<br>152bhp<br>Norris, Henty & Gardner<br>1×4½kW 115V d.c. |
| 515506<br>GFSC<br>181528<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **HORNBY GRANGE**<br><br>**Houlder Line Ltd.**<br>Houlder Bros. & Co. Ltd.<br>London British<br>Now **DOURO** See<br>New Entries No. 11 | T.Mk<br>8046<br>4795<br>8360<br>9706<br>5905<br>11621 | ✠100A1 TD 1/69 ~~SS 9/64~~<br><br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1780 | <br><br><br><br>EL e†2½"SQ | 1946–12 Hawthorn, Leslie & Co. Ltd.—<br>Nwc<br>479' 6" 65' 10" 26' 6"/30' 11½"<br>460' 10" 65' 6" 37' 10"<br>B&F401' 3 dks, 4th dk fwd of mchy. space<br>R 8BH<br>WB2486t incl. Tunnel tanks 470t DTsf723t | TM (12P) Ref<br>6 Ho 58½', 51', 63', 63', 63', 56'<br>B.562000 In.555820<br>7 Ha (27', 28', 37½', 28', 28', 18¾',<br>8¾'×16')<br>22W Der 1(25) 4(6) 18(4) | 2 Oil 2SA each 4Cy.<br>8900bhp Doxford<br>Hawthorne Leslie & Co. Ltd.<br>✠NAuxB(s)7/<br>AuxB(p)100<br>4×325kW 220V d.c. |
| 515508<br>DAQS<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **HORNDEICH**<br><br>**Horn-Linie**<br>Hamburg W. German | 3369<br>1787<br>3690 | <br><br>✠**Lloyd's RMC** | <br><br>GL | 1960 Deutsche Werft A.G.—Ham<br>441' 6" 52' 8" 20' 1"<br>400' 0" 52' 6" 28' 9"<br>1 dk & S dk, 3rd dk fwd & aft<br>RW | M Ref OSD<br><br>In.247065<br>4 Ha (stl)<br>8W Der 8(3) | Oil 2SA 8Cy. 700×1200 mm<br>7250bhp<br>Masch. Augsburg-Nürnberg<br>4×240, 240, 200, 200kW |
| 515509<br>SGCI<br>3711 | **HÖRNEÅ**<br>exRobertsfors-34<br>**Mo & Domsjö A/B**<br>Erik Kempe<br>Domsjö Swedish | 123<br>—<br>— | | | 1900 Jönköpings M/V A/B—Jönköping<br>88' 8" 19' 6" 10' 10"<br>... ... ...<br>1 dk<br>R | S Tug | C 2Cy. 17" & 29½"×19"<br><br>Jönköpings M/V |
| 515510<br>LCAH<br><br>Rdr | **HORNELEN**<br><br>**Fylkesbaatane I Sogn &**<br>**Fjordane**<br>Bergen Norwegian | 572<br>321<br>420 | | | 1952 Mjellem & Karlsen—Bgn<br>152' 2" 28' 4"<br>... ... ...<br>2 dks<br>RW | M Mchy.aft<br><br><br>2 Ha (each 13¾'×6¼) | Oil 4SA 6Cy.<br>780bhp NE88<br>A/S Bergens M/V |

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| **HORNERO**<br>exClaremont Victory–46<br>**Empresa Lineas Maritimas**<br>**Argentinas**<br>Buenos Aires Argentine | ~~7726~~ 7625<br>~~5101~~ 4586<br>~~10869~~ 10678 | AB | 1944 Oregon S.B. Corp.—Pld<br>455′ 3″ 62 1″ 28′ 7″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.523000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp 2812t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. 16k |
| **HORNET**<br>**Compania de Arriendos**<br>**McAlister S.A.**<br>Mayaguez, P.R United States | 778<br>378<br>— | | 1962 Tacoma Btbldg Co. Inc.—Tacoma<br>166′ 7″ 36′ 6″<br>160′ 0″ 35′ 8″<br>2 dks | M Fishing | Oil 4SA 10Cy. 8⅛″×10″<br>1450bhp Emade45fitted62<br>Fairbanks, Morse & Co. |
| **HORNFELS**<br>**Horn-Linie**<br>Hamburg W. German | 4033<br>2254<br>7185 | GL | 1951 Deutsche Werft A.G.—Ham<br>432′ 4″ 55′ 9″ 21′ 6¼″<br>55′ 5″ 33′ 0″<br>P20′ F29′ 1 dk & S dk<br>RW | M (5P) OSD<br>G.464371 B.426106<br>5 Ha (29¼′, 43¾′, 29¼′, 36′, 29¼′×21¼′)<br>12W Der 1(30) 12(3–5) | Oil 2SA 5Cy. 700×1200 mm<br>3330bhp 670t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×130kW 220V 13k |
| **HORNFIGHTER**<br>**A/S Inger**<br>**Jacob Kjöde A/S**<br>Bergen Norwegian<br>Now **SELINTI** See New Entries No. 6 | 8971<br>4856<br>13550 | NV | 1954 A/S Fredriksstad M/V—Fks<br>513′ 10″ 62′ 8″ 27′ 10″<br>475′ 1″ 62′ 6″<br>P109′ B29′ F59′ 1 dk<br>RW<br>rf 4″ | M Tanker (2P) Mchy.aft<br>19Ta<br>L.620000 | Oil 2SA 6Cy. 680×150 mm<br>4500bhp Götaverken 1066t (hvf)<br>A/S Fredriksstad M/V Fks<br>2×140kW 13k |
| **HORNISSE**<br>**Carl Büttner**<br>Bremen W. German | 424<br>~~280~~ 200<br>942 | GL | 1967 Schiffs. Max Sieghold—Bhn<br>183′ 0″ 11′ 8″<br>164′ 0″ 31′ 0″ 13′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>Motorenw. Mannhelm Mhm |
| **HORNKLIFF**<br>**Horn-Linie**<br>Hamburg W. German | 3996<br>2280<br>7087 | GL | 1954 Deutsche Werft A.G.—Ham<br>*399·7′* 55′ 10″ 21′ 6½″<br>398′ 4″ 55′ 6″ 33′ 0″<br>P39′ B72′ F102′ 1 dk & S dk<br>RW | M (12P) OSD<br>G.503897 B.462929<br>5 Ha (29′×18′) (44′, 29′, 36½′, 29′×21½′)<br>12W Der 1(30) 2(5) 10(2–5) | Oil 2SA 5Cy. 700×1200 mm<br>3300bhp 650t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×130kW 220V 12½k |
| **HORNKOOG**<br>**Horn-Linie**<br>Hamburg W. German | 3357<br>1775<br>3690 | ✠Lloyd's RMC GL | 1959 Deutsche Werft A.G.—Ham<br>441′ 6″ 52′ 8″ 20′ 1″<br>400′ 0″ 52′ 6″ 28′ 9″<br>1 dk & S dk, 3rd dk fwd & aft<br>RW | M (8P) Ref OSD<br>In.246155<br>4 Ha<br>8W Der 8(3) | Oil 2SA 8Cy. 700×1200 mm<br>7250bhp 1056t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>4×240, 240, 200, 200kW 220V d.c. 18k |
| **ORNLAND**<br>**orn-Linie**<br>amburg W. German | 4234<br>2395<br>6909 | GL | 1957 Deutsche Werft A.G.—Ham<br>469′ 9″ 56′ 11″ 21′ 7″<br>432′ 0″ 56′ 10″ 23′ 3″<br>P39′ B75′ F72′ 1 dk & S dk<br>RW | M (12P) Ref OSD<br>G.519000 B.472000 In.3100<br>5 Ha (stl) (25¼′×18′) (46′, 31½′, 38¾′, 38¾′×21¼′)<br>12W Der 1(60) 4(3–10) 8(3–5) | Oil 2SA 7Cy. 700×1200 mm<br>5830bhp 855t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×200kW 230/400V 50c/s a.c. 16½k |
| **HORNÖY**<br>exGrane exAdolf von Trotha<br>**inmark Fylkesrederi &**<br>**Ruteselskap**<br>ammerfest Norwegian | 347<br>200<br>— | | 1943 Trondhjems M/V—Tdh<br>133′ 2″ 22′ 6″ 12′ 0″<br>22′ 4″<br>B29′ 2 dks<br>BK6½″ | M<br>1 Ho 25′<br>1 Ha (7½′×5′)<br>1W | Oil 2SA 6Cy. 250×420 mm<br>450bhp 23t<br>Atlas-Diesel Skm<br>10½k |
| **HORNSEE**<br>**artenreederei m.s.**<br>**"Hornsee"**<br>**orn-Linie**<br>amburg W. German | 6382<br>3687<br>9972<br>9017<br>5390<br>12763 | GL | 1959 Deutsche Werft A.G.—Ham<br>494′ 11″ 64′ 2″ 25′ 3½″/29′ 3⅜″<br>455′ 2″ 64′ 0″ 38′ 6″<br>1 dk & S dk<br>RW | M (12P) Ref OSD/CSD<br>G.693586 B.630018 In.2084<br>5 Ha (stl) (25¼′, 44¼′, 39¼′, 39¼′, 39¼′×21′)<br>16W Der 1(80) 1(5–10) 3(3–10) 12(3–5) | Oil 2SA 7Cy. 780×1400 mm<br>7960bhp 1345t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×240kW 230/400V 50c/s a.c. 16½k |
| **HORNSTERN**<br>**orn-Linie**<br>amburg W. German | 4228<br>2391<br>6900 | GL | 1958 Deutsche Werft A.G.—Ham<br>469′ 9″ 56′ 11″ 21′ 7″<br>432′ 0″ 56′ 10″ 33′ 3″<br>P39′ B75′ F72′ 1 dk & S dk<br>RW | M (12P) Ref OSD<br>G.519000 B.472000 In.3100<br>5 Ha (stl) (25¼′×18′) (46′ 31½′, 38¾′, 38¾′×21¼′)<br>12W Der 1(60) 4(2–10) 8(3–5) | Oil 2SA 7Cy. 700×1200 mm<br>5850bhp 855t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×200kW 230/400V 50c/s a.c. 16½k |
| **ORNSUND**<br>**orn-Linie**<br>amburg W. German | 4032<br>2257<br>7185 | GL | 1951 Deutsche Werft A.G.—Ham<br>432′ 2″ 55′ 8″ 21′ 6¼″<br>55′ 6″ 33′ 0″<br>P20′ F29′ 1 dk & S dk<br>RW | M (5P) OSD<br>G.464371 B.426106<br>5 Ha (29¼′, 43¾′, 29¼′, 36′, 29¼′×21¼′)<br>12W Der 1(30) 12(3–5) | Oil 2SA 5Cy. 700×1200 mm<br>3330bhp 670t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×130kW 220V 13k |
| **OROKAWA MARU**<br>**Sempaku K.K.**<br>Japanese<br>Now **CHUWA MARU** See New Entries No. 3 | 2322<br>1187<br>3523 | NK | 1959 Shikoku Dock Ind. Co.—Takamatsu<br>303′ 6″ 43′ 1″ 18′ 10″<br>279′ 3″ 42′ 11″ 22′ 2″<br>P72′ F34′ 1 dk<br>RW<br>rf 8″ | M Mchy.aft<br>2 Ho 90′, 94½′<br>G.155681 B.144723<br>2 Ha (69′, 72½′×21′)<br>Cr 2(4–5) Der 2(2–10) 2(2–5) | Oil 4SA 6Cy. 490×700 mm<br>2100bhp 265t (d.o)<br>Hanshin Nainenki Kogyo Kob<br>2×55kW 230V d.c. 12k |

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| 641577<br>UGZE<br>M-27807 | **HOROL**<br><br>**U.S.S.R.**<br>Ismail Russian | 3398<br>1762<br>4305 | | | **1963** ......................Russia<br>393' 9" 49' 4" 14' 6"<br>49' 2" 21' 5" | TM<br>4 Ho<br>G.185897<br>4 Ha (each 39' × 26½')<br>Cr 2(5) | 2 Oil 2SA each 8Cy. |
| 515522<br>UYSE<br>M-24815 | **HOROL**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 3359<br>1738<br>4388 | | | **1960** Schiffswerft Neptun—Ros<br>341' 2" 47' 5" 21' 7"<br>47' 3" 26' 0" | M<br>4 Ho<br>G.199000<br>4 Ha (29½' × 19½') (25½', 25½', 25½' × 23')<br>9W Der 1(15) 8(5) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>Gorlitzer Masch. |
| 515523<br>GVLL<br>187435<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **HOROMYA**<br><br>**Shell Bermuda (Overseas) Ltd.**<br>London British | 12183<br>6931<br>18250 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1650 | ~~SS 11/64~~<br>SS 9/68<br><br><br>EL h†2$\frac{1}{16}$"SQ | **1956–7** Hawthorn Leslie (S.B.) Ltd.—Nwc<br>555' 9" 69' 5" 29' 9½"<br>531' 0" 69' 3" 39' 0"<br>P115' B49' F50' 1 dk<br>16BH<br>rf 3½" WB316t | S Tanker Mchy.aft<br>33 Ta<br>L.890000 HeCls. BC<br><br>Der 3(5) 4(1) | 2 S Turb dr geared to sc.<br>8250shp<br>Hawthorn Leslie (Eng.) Ltd.<br>2WTB 570lb Spt 525lb<br>eg 135lb<br>2 × 550kW 450V 60c/s a.c. |
| 650632<br>LNXY<br><br>Df Esd<br>Rdr RT | **HORSA**<br><br>**A/S Sanco**<br>Bernt Sandöy<br>Molde Norwegian | 499<br>305<br>990 | | <br><br>NV | **1965** Aukra Bruk A/S—Aukra<br>196' 5" 31' 1" 12' 8½"<br>175' 3" 31' 0" 13' 1"<br>1 dk<br>rf 4" | M Mchy.aft<br>1 Ho<br>G.58000 B.53000<br>2 Ha (34½' × 17½') (45½' × 20½')<br>3W Der 1(15) 2(3) | Oil 4SA 6Cy. 320 × 450 mm<br>1100bhp<br>Masch. Kiel G.m.b.H.<br>2 × 48kW 220V 50c/s a.c. |
| 515526<br>KKST<br>248773<br>Df Esd<br>Gc | **HORSESHOE SPLICE**<br><br>**United States Department of Commerce**<br>Savannah United States | 3799<br>2160<br>5945 | | <br><br>AB | **1945** Southeastern S.B. Corp.—Sav<br>338' 8" 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref Mchy.aft<br>4 Ho 42½', 78½', 67½', 30½'<br>B.238000 In.9000<br>4 Ha (20½', 40½', 40½' × 20') (9' × 8')<br>16W | Oil 2SA 6Cy. 545 × 700 mm<br>1700bhp<br>General Mchy. Corp.<br>2 × 250kW 230V d.c. |
| 524388<br>GBSF<br>183074<br>Esd Pfd<br>Rdr<br>RTm/v | **HORSHAM**<br>exMurdoch-66<br>~~**Stephenson Clarke Ltd.**~~<br>~~London~~ ~~British~~<br>**Stephenson Clarke Shipping Ltd.**<br>London British | 1759<br>1179<br>2735 | ✠100A1<br><br>✠LMC<br><br>MN236 | SS 6/67<br><br><br><br>EL q 1¼"SQ | **1949–8** Hall, Russell & Co. Ltd.—Abn<br>270' 6" 39' 6" 17' 1½"<br>257' 0" 39' 4" 18' 7"<br>Q158' B20' F26' 1 dk<br>R NS 4BH<br>rf nil WB946t incl. DTm169t | M Mchy.aft<br>3 Ho 65', 56', 49'<br>G.126450<br>3 Ha (stl) (43½' × 26') (38½', 30½' × 27')<br>1W | Oil 2SA 8Cy. 340 × 570 mm<br>1180bhp<br>British Polar Engines Ltd.<br>2 × 35kW 220V d.c. |
| 515527<br>OZBN | **HORSIA**<br>exRagnhild exOranien<br>**E. H. Sörensen**<br>Horsens Danish | 150<br>80<br>159 | | <br><br>BV | **1905** Nordseewerke Emden—Emd<br>103' 6" 21' 4" 10' 0"<br>21' 2"<br><br>R conv sailing ship — len 35 & 59 | Aux Gl<br>1 Ho 46'<br>G.8500 B.8000<br><br>1W | Oil 2SA 3Cy. 200 × 340 mm<br>119bhp Emade<br>Frederikshavns |
| 515528<br>DFUI<br><br>Df Esd<br>RT | **HORST**<br><br>**Hermann Knorr**<br>Elsfleth W. German | 249<br>133<br>380 | | <br><br>BV | **1961** Stader Schiffsw.—Stade<br>138' 3" 23' 8"<br>131' 7" 23' 6" 9' 2"<br>P33' F17' 1 dk | M Mchy.aft | Oil 4SA 6Cy. 220 × 280 mm<br>250bhp<br>Klöckner-Humboldt-Deutz |
| 671076<br><br><br>Df Esd<br>Gc Rdr<br>RTh/v | **HORST BISCHOFF**<br><br>**Bremer Reederei Bruno Bischoff & Co. G.m.b.H.**<br>Bruno Bischoff Reederei<br>Bremen W. German | 499<br>~~998~~ 326<br>1115 | | <br><br>GL | **1967** Schiffb. Unterweser—Bhn<br>223' 4" 35' 8" 12' 4"<br>201' 5" 35' 5" 20' 3"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 145½'<br>G.91333 B.84500<br>2 Ha (stl) (65', 39½' × 23')<br>Cr 1(5) 1(3) | Oil 4SA 6Cy. 320 × 450 mm<br>1100bhp<br>Klöckner-Humboldt-Deutz<br>3 × 56, 56, 24kW 220/380V |
| 515530<br>CSLO<br>941<br>Df Esd<br>RTm | **HORTA**<br><br>**Cia. de Nav. "Carregadores Acoreanos"**<br>Ponta Delgada Portuguese | 2586<br>1148<br>3910 | ✠100A1<br>with freeboard<br>✠LMC<br>Lloyd's RMC<br>MN680 | SS 2/65<br><br><br><br>EL u 1$\frac{11}{16}$"SQ | **1949–1** Blyth D.D. & S.B. Co. Ltd.—Bly<br>348' 1" 47' 10" 19' 3½"<br>321' 6" 47' 7" 28' 0"<br>F37' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf nil WB787t | M (12P) Ref OSD<br>4 Ho 62½', 58', 51', 52½'<br>G.204091 B.182062 In.1572<br>4 Ha (each 29½' × 19½')<br>8W Der 1(30) 8(5) | Oil 2SA 5Cy.<br>3400bhp Doxford<br>N.E. Mar. Eng. Co. (1938)<br>AuxB 105lb<br>2 × 135kW 220V d.c. |
| 515531 | **HORTENCIA**<br><br>**Republic of the Philippines**<br>Manila Philippine | 122<br>47<br>— | | | **1959** Kanawa Dock Co. Ltd.—Kanawajima<br>102' 0" 18' 11" 7' 6"<br>88' 7" 18' 9" 9' 4"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy.<br>Suction Gas |
| 512274<br>ELED<br>2834<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HORTENSA**<br>exFujiharu Maru-67<br>**Doreen Steamship Corp. S.A.**<br>Monrovia Liberian | 6835<br>3915<br>9418 | | <br><br>ABNK | **1951** Nishi Nippon Jukogyo—Nag<br>462' 7" 59' 3" 26' 4"<br>434' 1" 59' 1" 32' 10"<br>P23' B178' F33' 2 dks<br>RW | M<br><br>G.521847 B.482188<br>6 Ha (25½' × 19½') (39', 30½' × 23') (19½' × 26½') (36', 28' × 23')<br>18W Der 1(30) 4(10) | Oil 2SA 7Cy.<br>5000bhp<br>Nishi Nippon |
| 515532<br>CSGQ<br><br>Esd | **HORTENSE**<br><br>**Parceria Geral de Pescarias Ltda.**<br>Bensaude & Cia. Ltda.<br>Lisbon Portuguese | 374<br>252<br>— | | | **1930** M. Maria Monica—Gafanha<br>170' 6" 32' 6"<br>32' 4" | Wood Aux Sr Fishing<br>1 Ho 45½' | Oil 2SA 6Cy.<br><br>Sulzer Bros. Ltd. |

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| **HORTENSIA**<br>**Armement Le Brise**<br>Lorient<br>French | 156<br>52<br>— | BV | **1963** At. & Ch. de La Rochelle-Pallice—LaR-P<br>98′ 5″ 22′ 1″<br>82′ 0″ 21′ 11″ 11′ 10″ | M Trawler<br>3 Ha (3¼′, 3¼′×3½′) (3¼′×3¼′)<br>Der 1(3) | Oil 4SA 6Cy.<br>575bhp<br>Etab. Duvant<br>1×20kW 110V d.c. |
| **HORUS**<br>**Suez Canal Authority**<br>Egyptian (U.A.R.) | *337*<br>*50*<br>— | | **1953** J. I. Thornycroft & Co. Ltd.—Sou<br>*131·3′* 26′ 1″<br>130′ 0″ 26′ 0″ 15′ 6″<br>RW | S Tug | T 3Cy. 16″ 26″ & 42″×30″<br>(o.f)<br>J. I. Thornycroft & Co. Ltd. Sou |
| **HORYU MARU**<br>**Nippo Kisen K.K.**<br>Tokyo<br>Japanese | 55213<br>—<br>82530 | NK | **1967** Ishikawajima-Harima Hvy Ind.—Aio<br>124′ 9″ 43′ 6″<br>771′ 0″ 124′ 7″ 68′ 11″<br>1 dk | M Ore/Oil Carrier Mchy.aft | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| **HORYU MARU**<br>**Taiheiyo Kisen K.K.**<br>Tokyo<br>Japanese | ~~9746~~ 9683<br>~~4061~~ 4080<br>15450 | NK | **1965** Ishikawajima-Harima Hvy Ind.—Aio<br>*454·5′* 67′ 5″ 26′ 11″<br>449′ 6″ 67′ 3″ 37′ 5″<br>1 dk<br>RW | M Ore Carrier Mchy.aft<br>3 Ho<br>G.557762<br>3 Ha (stl) (69′, 82¾′, 82¾′×28½′)<br>12W Der 2(10) 8(5) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer 1215t<br>Maizuru S. & E. Co. Ltd. Maizuru<br>2×184kW 445V a.c. 13¾k |
| **HORYU MARU**<br>**Taiheiyo Kisen K.K.**<br>Tokyo<br>Japanese | 7771<br>4146<br>12136 | NK | **1964** Nippon Kokan—Shimizu<br>459′ 4″ 64′ 5″ 24′ 4″<br>436′ 5″ 64′ 4″ 35′ 5″<br>1 dk<br>RW | M Cement Carrier Mchy.aft<br>2 Ho<br>G.378504 | Oil 2SA 6Cy. 600×1050 mm<br>5500bhp MAN 723t<br>Mitsubishi Nippon Hvy Ind. Yka<br>2×175kW 450V a.c. 13k |
| **HORYU MARU**<br>**Wayo Kisen K.K.**<br>Kobe<br>Japanese<br>**NAGAHARU MARU** See New Entries No. 1 | 4499<br>2609<br>6805 | NK | **1951** Nippon Kokan—Yka<br>397′ 0″ 52′ 8″ 23′ 11¾″<br>369′ 1″ 52′ 6″ 29′ 2″<br>P22′ B129′ F27′ 1 dk, pt 2nd dk<br>RW<br>rf 4″ | M (4P)<br>5 Ho 45¼′, 86½′, 23¾′, 57¾′, 51¾′<br>G.313641 B.291189<br>5 Ha (26¾′×19¾′) (38¾′, 24¼′, 26¾′, 26¾′×22′)<br>12W Cr 1(25) Der 4(10) 8(5) | Oil 2SA 7Cy. 450×750 mm<br>3150bhp NE59 679t (hvf)<br>Kobe Hatsudoki Seizosho Kob<br>2×80kW 115V d.c. 13k |
| **ORYU MARU**<br>**Washo Kaiun K.K.**<br>~~Kaiun K.K.~~<br>Tokyo<br>Japanese | 1999<br>660<br>3291 | NK | **1967** Ujina Zosensho—Hma<br>290′ 4″ 42′ 8″ 18′ 1″<br>269′ 0″ 42′ 7″ 21′ 4″<br>1 dk | M Ore Carrier Mchy.aft | Oil 4SA 6Cy. 470×700 mm<br>2200bhp<br>Ito Tekkosho Shimizu |
| **RYU MARU**<br>**Gyorui K.K.**<br>Tokyo<br>Japanese | 248<br>123<br>230 | | **1955** Azuma Zosen—Yokosuka<br>131′ 6″ 22′ 8″<br>117′ 6″ 22′ 4″ 11′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>650bhp 128t<br>Kobe Hatsudoki Seizosho Kob<br>10½k |
| **ORYU MARU No. 2**<br>**K. Okida**<br>Kitakyushu<br>Japanese | 195<br>101<br>350 | | **1967** Daito Zosen K.K.—Hma<br>104′ 11″ 27′ 0″ 8′ 10″<br>96′ 8″ 26′ 11″ 9′ 10″<br>1 dk | M Sand Carrier Mchy.aft | Oil 4SA 6Cy. 200×240 mm<br>400bhp<br>Yanmar Diesel Eng. Co. Ltd. Osa |
| **ORYZONT**<br>Puchacz-63<br>**Polish Government**<br>**Panstwowa Szkola Morska**<br>Gdynia<br>Polish | 200<br>26<br>98 | PR | **1953** Stocznia Polnocna—Gdk<br>106′ 10″ 22′ 1″<br>10′ 11″<br>1 dk<br>RW conv fishing 63 | M Training Ship | Oil 4SA 8Cy. 240×360 mm<br>300bhp (d.o)<br>Buckau-Wolf Mgd<br>2×40, 18kW 230V d.c. 9k |
| **OSANG**<br>incharran-55<br>Empire Labrador-47<br>**The Indo-China Steam Nav. Co. Ltd.**<br>ng Kong<br>British<br>**GOLDEN RIVER** See New Entries No. 7 | 3550 ✠100A1<br>1915 with freeboard<br>4140 ✠LMC | SS 4/66<br>EL u | **1944–10** W. Gray & Co. Ltd.—Hpl<br>328′ 0″ 46′ 6″ 20′ 10″<br>312′ 0″ 46′ 4″ 24′ 9″<br>P82′ Q197′ F29′ Trunk on U dk 88′ on Q117′ 1 dk<br>NS 6BH<br>rf nil WB1360t | S Mchy.aft<br>5 Ho 40½′, 47¼′, 78¾′, 38¼′, 9′<br>G.250694 B.239763<br>5 Ha (24¾′×20′) (24¾′, 40½′, 22½′×26′) (7′×14½′)<br>9W Der 4(15) 4(10) 1(3) | T 3Cy. 20″ 31″ & 55″×39″<br>1800ihp 634t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 220lb Spt hs(4546) 6cf<br>2×15kW 110V d.c. 10½k |
| **OSANGER**<br>**Westfal-Larsen & Co. A/S**<br>Bergen<br>Norwegian | 9709<br>6151<br>14060 | NV | **1958** Kockums M/V A/B—Mmo<br>497′ 3″ 63′ 2″ 30′ 7″<br>461′ 2″ 63′ 0″ 41′ 6″<br>P51′ B81′ F50′ 2 dks, 3rd dk in No. 3 hold<br>rf 6″ | M CSD<br>5 Ho 54′, 55′, 73½′, 70¾′, 73¾′<br>G.736500 B.690350<br>5 Ha (stl) (27′, 39¼′, 29¼′, 47¼′, 47¼′×27¼′)<br>18W Der 1(30) 4(10) 14(5) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp MAN 1600t (hvf)<br>Kockums M/V A/B Mmo<br>4×190, 190, 190, 45kW 450V 60c/s a.c.<br>15k |
| **OSANGER I**<br>**Nordhordland Dampbåtlag L/L**<br>Bergen<br>Norwegian | 229<br>109<br>— | | **1939** Glommens M/V—Fks<br>135′ 2″ 21′ 11″ 7′ 1″<br>21′ 9″<br>B89′ F25′ 1 dk<br>BK4″ | M | Oil 4SA 6Cy. 270×360 mm<br>560bhp NE56 10t<br>Klöckner-Humboldt-Deutz Kln |

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| 515538<br>IOMT<br>363<br>Df Esd<br>Gc | **HOSANNA**<br><br>**Michele Coppola fu**<br>**Giovanni**<br>Rome | <br><br><br><br>Italian | 386<br>212<br>540 | RI | 1947 Cant. Scalo—Chioggia<br>132' 0" 28' 3" 13' 3"<br>117' 2" 28' 1" 14' 3"<br>1 dk | M<br>1 Ho 85½'<br>G.21180<br><br>2W | Oil 4SA 4Cy. 310×450 mm<br>337bhp<br>Franco Tosi S.p.A. |
| 515539<br><br>149242<br>Esd | **HOSANNA**<br><br>**Scattan Ltd.**<br>Lowestoft | <br><br><br>British | 140<br>49<br>— | | 1930 J. Chambers Ltd.—Lwt<br>96·5' 20' 7"<br>... ... ...<br>R | M Fishing | Oil 6Cy. 10½"×14½"<br>NE60<br>Ruston & Hornsby |
| 515540<br>JPNQ<br>81916<br>Df Esd<br>Gc Pfd<br>Rdr | **HOSEI MARU**<br><br>**Mitsui Bussan K.K.**<br>Tokyo | <br><br><br>Japanese | 10490<br>6214<br>17913 | NK | 1958 Kure Zosensho—Kur<br>528' 11" 73' 10" 29' 4½"<br>502' 0" 73' 6" 41' 0"<br>1 dk<br><br>rf 5" | M (4P) Mchy.aft<br>4 Ho 68', 102½', 102½', 68', 27' DT<br>G.321329 B.33549<br>1 Ha (w) (49¾'×24½')<br>1 Ha (stl) (76½'×24½')<br>3 Ha (w) (43¾', 49¾'×24½') (13½'×15')<br>Der 12(14½) 2(3) | Oil 2SA 8Cy. 700×1200 mm<br>7200bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>2×200kW 450V 60c/s a.c. |
| 515541<br>JEGW<br>78158<br>Rdr RT | **HOSEI MARU**<br><br>**Tabuchi Kaiun K.K.**<br>Osaka<br>Now **SHUNWA MARU** See New Entries No. 1 | <br><br><br>Japanese | 1819<br>1096<br>2600 | NK | 1957 Onomichi Zosen—Onomichi<br>285·9' 39' 6" 16' 5½"<br>281' 11" 39' 5" 19' 10"<br>1 dk len 63 | M Mchy.aft<br>2 Ho<br>G.136951 B.129322<br>2 Ha (each 76¾'×19¾')<br>8W Der 10(10) 4(5) | Oil 2SA 5Cy. 480×800 mm<br>1490bhp<br>Niigata Eng. Co. Ltd.<br>2×24kW 230V a.c. |
| 640185<br>JJ2007<br>93768<br>Rdr RT | **HOSEI MARU**<br><br>**Kumano Kisen K.K.**<br>Kobe | <br><br><br>Japanese | 1467<br>993<br>— | | 1965 Koyo Dock—Mihara<br>234' 11" 35' 2" 10' 2"<br>213' 2" 35' 1" 16' 7"<br>2 dks | M Mchy.aft<br>3 Ho<br><br>1 Ha | Oil 4SA 6Cy. 450×640 mm<br>1450bhp<br>Nippon Hatsudoki<br>1×28kW 225V a.c. |
| 641904<br>8KAW<br>93850<br>Rdr RT | **HOSEI MARU**<br><br>**Komatsu Kisen K.K.**<br>Kobe | <br><br><br>Japanese | 998<br>528<br>— | NK | 1964 Tsuneishi Zosensho—Numakuma<br>223' 9" 34' 3" 15' 5"<br>205' 0" 34' 1" 17' 7"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.70347 B.63884<br>2 Ha (32¾', 63'×16½')<br>2W Der 6(5) | Oil 4SA 6Cy. 380×520 mm<br>1200bhp<br>Nippon Hatsudoki<br>2×15kW 110V d.c. |
| 515542<br>JEME<br>84539 | **HOSEI MARU**<br><br>**Daiho Kisen K.K.**<br>Kasaoka | <br><br><br>Japanese | 433<br>254<br>— | | 1960 Kurushima Dock Co. Ltd.—Imabari<br>155' 11" 26' 5" 11' 5"<br>141' 0" 26' 3" 12' 5"<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha | Oil 4SA 6Cy. 290×430 mm<br>530bhp<br>Nippon Hatsudoki |
| 515543<br>JKSU<br>79953 | **HOSEI MARU No. 2**<br><br>**K. Ihara**<br>Hiroshima | <br><br><br>Japanese | 357<br>218<br>— | | 1957 Ujina Zosensho—Hma<br>154' 10" 23' 0"<br>22' 11" 11' 10"<br>1 dk len 60 | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×380 mm<br>280bhp<br>Nippon Hatsudoki |
| 515544 | **HOSEI MARU No. 2**<br><br>**C. Okamoto**<br>Kudamatsu | <br><br><br>Japanese | 122<br>50<br>— | | 1960 Kyokuyo Zosen Tekko—Smk<br>98' 1" 18' 3" 7' 6"<br>88' 6" 18' 1" 8' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>[illegible]<br>Hanshin Nainenki Kogyo |
| 640839<br>JK2040<br>92959<br>Rdr RT | **HOSEI MARU No. 5**<br><br>**Ihara Kaiun K.K.**<br>Kurahashi | <br><br><br>Japanese | 494<br>300<br>— | | 1963 Asakawa Zosen—Imabari<br>151·5' 31' 4" 13' 9"<br>149' 2" 31' 2" 14' 9"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>700bhp<br>Nippon Hatsudoki |
| 680788<br>JM2607<br>102323 | **HOSEI MARU No. 5**<br><br>**Y. Tanaka and others**<br>Kitakyushu | <br><br><br>Japanese | 194<br>74<br>248 | | 1967 Matsuura Tekko Zosen—Hma<br>113' 1" 26' 3" 8' 10"<br>96' 8" 26' 2" 9' 10"<br>1 dk | M Sand Carrier Mchy.aft | Oil 4SA 6Cy.<br>500bhp<br>Hanshin Nainenki Kogyo |
| 661250<br><br><br>Rdr RT | **HOSEI MARU No. 7**<br><br>**Ihara Kaiun K.K.**<br>Kurabashi | <br><br><br>Japanese | 900<br>—<br>1500 | | 1966 Asakawa Zosen—Imabari<br>31' 6"<br>190' 3" 31' 5" 16' 9"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy.<br>1000bhp<br>Daihatsu Kogyo |
| 542421<br>JNWH<br>84860<br>RT | **HOSEI MARU No. 7**<br>exIzumi Maru No. 2<br>**Y. Yoshinoya**<br>Hakodate | <br><br><br>Japanese | 339<br>173<br>— | | 1960 Kishimoto Zosen—Kinoe<br>148' 8" 23' 5" 10' 6"<br>139' 3" 23' 3" 11' 7"<br>1 dk | M<br><br><br>1 Ha (66½'×14¾') | Oil 2SA 4Cy.<br>370bhp [illegible]<br>Niigata Eng. Co. Ltd. |
| 515545<br>JBZF<br>70054<br>Df | **HOSEI MARU No. 10**<br><br>**Eimatsu Suzuki**<br>Karakuwa | <br><br><br>Japanese | 243<br>107<br>— | | 1954 Niigata Tekkosho—Niigata<br>123·7' 21' 10"<br>121' 10" 21' 8" 11' 6"<br>F27' 1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy.<br>650bhp<br>Niigata Tekkosho |
| 641792 | **HOSEI MARU No. 15**<br><br>**H. Yukawa**<br>Katsura | <br><br><br>Japanese | 111<br>—<br>— | | 1963 Ichikawa Zosen—Ise<br>19' 6" 6' 9"<br>91' 2" 19' 4" 7' 8"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy.<br><br>Hanshin Nainenki |

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| **HOSEI MARU No. 18**<br>Y. Kimura<br>Kamo<br>Japanese | 406<br>239<br>— | | **1961** Imabari Zosen—Imabari<br>157′ 3″ 25′ 1″ 11′ 5″<br>141′ 0″ 25′ 0″ 12′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 290×410 mm<br>550bhp<br>Hanshin Nainenki Kogyo Kob<br>10k |
| **HOSEI MARU No. 28**<br>exShinzo Maru No. 18–64<br>T. Shiiki<br>Nagasaki<br>Japanese | 391<br>232<br>— | | **1957** Miho Zosensho—Shimizu<br>156′ 2″ 25′ 8″<br>138′ 2″ 25′ 7″ 12′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>900bhp 198t<br>Akasaka Tekkosho Yaizu<br>11¼k |
| **HOSHI MARU**<br>Maruzen Kaiun K.K.<br>~~Maruzen Tanker Co. Ltd.~~<br>Matsuyama<br>Japanese | 199<br>107<br>325 | | **1961** Imai Zosen—Kochi<br>*116·7′* 21′ 1″ 9′ 6″<br>115′ 2″ 20′ 11″ 10′ 5″<br>1 dk<br>rf 10″ | M Tanker Mchy.aft<br>3 Ta<br>L.13949 | Oil 4SA 6Cy. 260×400 mm<br>320bhp 10½t–1¼pd (d.o)<br>Hanshin Nainenki Kogyo Kob<br>1×3kW 35V d.c.<br>9k |
| **HOSHIN MARU**<br>H. Yokote<br>Yutaka<br>Japanese | 289<br>153<br>— | | **1959** Matsuura Zosen—Hma<br>141′ 0″ 23′ 1″ 10′ 1″<br>… … …<br>1 dk | M Mchy.aft<br>1 Ha (57¼′×13¼′) | Oil 4SA 6Cy. 275×400 mm<br>350bhp<br>Kanegafuchi Nainenki Tok |
| **HOSHIN MARU No. 2**<br>exKoyo Maru–56<br>Sasaki Shoten K.K.<br>Takehara<br>Japanese | 440<br>306<br>— | | **1948** Kumagai-Gumi Kogyo—Kozaki-Mura<br>*153·4′* 28′ 8″<br>28′ 6″ 10′ 11″<br>1 dk<br>RW len 57 | M Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>470bhp Emade–fitted57<br>Nippon Hatsudoki Kob<br>12k |
| **HOSHO MARU**<br>Wayo Kisen K.K.<br>Kobe<br>Japanese<br>Now **YAMASHO MARU** See New Entries No. 1 | 2055<br>1120<br>3025 | NK | **1948** Mitsubishi Jukogyo—Kob<br>296′ 3″ 41′ 2″ 18′ 11″<br>278′ 9″ 41′ 0″ 23′ 7″<br>P92′ F33′ 1 dk<br>RW<br>rf 4″ | M (2P)<br>2 Ho 106¼′ comb., 94′ comb.<br>G.141941 B.125386<br>4 Ha (19¼′, 28′, 25¾′, 19½′×18′)<br>6W Der 1(20) 8(5) | Oil 4SA 6Cy. 435×650 mm<br>1500bhp NE59 243t (hvf)<br>Kobe Hatsudoki Seizosho Kob<br>2×40kW 105V d.c. 8k |
| **HOSHO MARU**<br>Nakano Kisen K.K.<br>Kobe<br>Japanese | 999<br>557<br>1651 | NK | **1962** Hakodate Dock Co. Ltd.—Hak<br>225′ 10″ 34′ 7″ 15′ 0¼″<br>206′ 8″ 34′ 5½″ 17′ 5″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.74232 B.70912<br>2 Ha (28¾′, 82½′×16¼′)<br>7W Der 2(10) 4(5) | Oil 4SA 6Cy. 380×520 mm<br>1150bhp 116t<br>Nippon Hatsudoki Kob<br>2×20kW 225V d.c. 11k |
| **HOSHO MARU**<br>Toyomasu Kaiso K.K.<br>Anan<br>Japanese | 225<br>125<br>— | | **1963** Kurushima Dock Co. Ltd.—Imabari<br>*98·0′* 23′ 9″<br>96′ 10″ 23′ 7⅛″ 10′ 4″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (52¾′×18¾′) | Oil 2SA 4Cy. 340×380 mm<br>200bhp<br>Makita Tekkosho Takamatsu<br>8k |
| **HOSHO MARU No. 1**<br>M. Shinomiya<br>Anan<br>Japanese | 339<br>209<br>— | | **1960** Tsuneishi Zosensho—Numakuma<br>129′ 11″ 23′ 2″ 10′ 4″<br>126′ 10″ 22′ 7″ 11′ 3″<br>1 dk | M Mchy.aft<br>1 Ha (60¾′×13′) | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Makita Tekkosho Takamatsu |
| **HOSHO MARU No. 3**<br>Hosho Kaiun K.K.<br>Anan<br>Japanese<br>Now **KAIYO MARU No. 12** See New Entries No. 3 | 478<br>284<br>— | | **1962** Kurushima Dock Co. Ltd.—Imabari<br>163′ 10″ 26′ 5″ 11′ 5″<br>147′ 7″ 26′ 3″ 13′ 1″<br>1 dk<br>RW | M Mchy.aft<br>G.32807 B.30370<br>1 Ha (69′×16½′) | Oil 4SA 6Cy. 290×430 mm<br>620bhp<br>Nippon Hatsudoki Kob |
| **HOSHO MARU No. 5**<br>exHakutaka Maru–61<br>Kyoei Unyu K.K.<br>Hakodate<br>Japanese | 199<br>94<br>— | | **1948** Hakodate Dock Co. Ltd.—Hak<br>*108·0′* 19′ 8″<br>… … …<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×350 mm<br>320bhp<br>Niigata Tekkosho Niigata<br>8½k |
| **HOSHO MARU No. 5**<br>S. Yoshikawa<br>Shiogama<br>Japanese | 155<br>77<br>— | | **1947** Niigata Tekkosho—Niigata<br>*97·8′* 19′ 8″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 255×380 mm<br>Niigata Tekkosho Niigata |
| **HOSHU MARU No. 18**<br>H. Miki<br>Mura<br>Japanese | 253<br>128<br>— | | **1964** Kanazashi Zosensho—Shimizu<br>141′ 9″ 24′ 10″ 9′ 6″<br>124′ 7″ 24′ 7″ 11′ 1″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>Akasaka Tekkosho Yaizu |
| **HOSTSTJERNA**<br>exAutumn Star–64<br>Brødrene Sjøvik<br>Ole Sjøvik<br>Volda<br>Norwegian | 254<br>128<br>— | NV | **1957** Stocznia Połnocna—Gdk<br>128′ 5″ 22′ 1″ 8′ 7½″<br>21′ 11½″ 11′ 10″<br>1 dk<br>RW len 66 | M Fishing | Oil 4SA 6Cy. 290×420 mm<br>390bhp<br>Masch. Kiel A.G. Kel |
| **HOTOKU MARU**<br>Nakamura Kaiun Y.K.<br>Tsushima<br>Japanese | 199<br>103<br>350 | | **1967** Takehara Zosen—Hma<br>108′ 2″ 23′ 8″ 9′ 10″<br>96′ 8″ 23′ 7″ 11′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 263×400 mm<br>350bhp<br>Emade56refitted67<br>Niigata Eng. Co. Ltd. Niigata |

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| 515557<br>ZMHC<br>191793<br>Df RTh | **HOTUNUI**<br>exFenja-50<br>**Luggate Game Packers Ltd.**<br>~~Bluff~~ New Zealand<br>Invercargill | 594<br>348<br>800 | ~~✠100A1~~ ~~S[illegible]~~<br>~~with freeboard~~<br>~~Str. nav. ice~~<br>~~✠LMC~~<br>✠Class **WITHDRAWN** ~~EL h~~<br>at Owners' request<br>7/68 | **1949-3** Kalmar Varv—Kal<br>171' 11" 28' 8" 12' 8½"<br>155' 7" 28' 5" 15' 6"<br>P42' RFD22' 1 dk<br>RW 3BH conv dry cargo ship 68<br>rf 7" WB215t | M Fishing Mchy.aft<br>~~M Mchy.aft~~<br>1 Ho 100'<br>2 Ha (30', 38'×17½')<br>Der 2(5) 2(4) 1(3) 3(1) | Oil 2SA 8Cy. 250×420 mm<br>510bhp<br>Nydqvist & Holm A/B<br>2×35 & 4kW 110V d.c. |
| 515558<br>MSKB<br>183679 | **HOTWELLS**<br><br>**Osborn & Wallis Ltd.**<br>Bristol British | 499<br>248<br>670 | ✠100A1 SS 8/66<br><br>✠LMC<br><br>MN108 EL g | **1950-3** C. Hill & Sons Ltd.—Brs<br>163' 0" 27' 1" 11' 5"<br>155' 0" 27' 0" 11' 9"<br>P48' Q47' F18' 1 dk<br>RW NS 3BH<br>rf 4½" WB223t | M Mchy.aft<br>2 Ho 43', 50'<br>G.31800 B.30100<br>2 Ha (stl) (32½', 35¾'×18')<br>Der 1(¾) | Oil 4SA 6Cy. 250×370 mm<br>reverse gear<br>540bhp<br>Ruston & Hornsby<br>1×22kW 220V d.c. |
| 640118<br>JGNU<br>90952<br>Df Esd<br>Gc Rdr<br>RT | **HOUN MARU**<br><br>**Nippo Kisen K.K. &**<br>**Showa Kaiun K.K.**<br>Tokyo Japanese | 33805<br>9320<br>53055 | NK | **1964** Mitsubishi Zosen—Nag<br>741' 6" 103' 11" 37' 9½"<br>705' 5" 103' 8" 56' 1"<br>1 dk<br>RW | M Ore Carrier Mchy.aft<br>3 Ho<br>G.1146424<br>6 Ha (each 64'×34½') | Oil 2SA 8Cy. 850×1600 mm<br>16000bhp<br>Mitsubishi Zosen<br>2×300kW 450V a.c. |
| 650869<br>JL2230<br>95530<br>Rdr | **HOUN MARU**<br><br>**Koike Kisen K.K.**<br>Namikata Japanese | 751<br>447<br>1321 | | **1964** Imabari Zosen—Imabari<br>199' 2" 31' 7" 14' 9"<br>180' 5" 31' 6" 15' 9"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.57739 B.53572<br>1 Ha (99¾'×18½') | Oil 4SA 6Cy. 360×500 mm<br>1100bhp<br>Makita Tekkosho<br>1×15kW 110V d.c. |
| 542040<br>7KGY<br>88509<br>Rdr | **HOUN MARU**<br><br>**Ozaki Kisen Y.K.**<br>Namikata Japanese | 358<br>194<br>— | | **1961** Asakawa Zosen—Imabari<br>148' 5" 23' 9" 10' 10"<br>134' 6" 23' 7" 11' 11"<br>1 dk | M Tanker Mchy.aft<br>3 Ta<br>L.21224 | Oil 4SA 6Cy. 300×420 mm<br>420bhp<br>Kinoshita Tekkosho |
| 515561<br>JHRR<br>49258 | **HOUN MARU No. 1**<br>exShunkai Maru No. 1-56<br>**T. Sasaki**<br>Kitakyushu Japanese | 198<br>105<br>— | | **1932** Mitsubishi Zosen—Smk<br>*119·5'* 19' 0"<br>... ... ...<br>1 dk<br>R len 56 | M<br><br><br>1 Ha (21'×11½') | Oil 2SA 3Cy. 387×412 mm<br>180bhp<br>Hatsudoki Seisakusho |
| 515562<br>JDLI<br>85842 | **HOUN MARU No. 6**<br><br>**Kato Shoji K.K.**<br>Yonago Japanese | 235<br>117<br>— | | **1960** Fukushima Zosensho—Matsue<br>122' 10" 22' 0" 9' 4"<br>111' 6" 21' 10" 10' 4"<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (52½'×13') | Oil 4SA 5Cy. 270×390 mm<br>250bhp<br>Nakamura Zosen Tekkosho |
| 515563<br>7KAN<br>85865 | **HOUN MARU No. 7**<br><br>**Kato Shoji K.K.**<br>Yonago Japanese | 293<br>135<br>— | | **1961** Fukushima Zosensho—Matsue<br>139' 2" 23' 1" 10' 8"<br>124' 8" 22' 11" 11' 5"<br>1 dk<br>RW | M Mchy.aft<br><br>G.19070 B.18717<br>1 Ha (52½'×13') | Oil 4SA 6Cy. 270×390 mm<br><br>Nakamura Zosen Tekkosho |
| 660115<br>JK2029<br>95746 | **HOUN MARU No. 8**<br><br>**Kato Shoji K.K.**<br>Yonago Japanese | 199<br>—<br>350 | | **1965** Fukushima Zosensho—Matsue<br>110' 9" 22' 1" 10' 0"<br>98' 6" 21' 11" 10' 10"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 200×240 mm<br>300bhp<br>Yanmar Diesel Eng. Co. |
| 680195<br>GYCV<br>334767 | **HOUNSLOW**<br><br>**Greater London Council**<br>London British<br>For later particulars see New Entries No. 1 | 2132<br>934<br>2385 | 100A1<br>Class contemplated | Caledon S.B. & E. Co. Ltd.—<br>Dun<br>294' 10" 49' 8" 13' 4"<br>280' 0" 48' 0" 18' 6" | TM Sludge Carrier Mchy.aft | 2 Oil 4SA each 8Cy.<br><br>Ruston & Hornsby |
| 515564<br>THHU<br><br>Df Esd<br>Pfd RT | **HOURTIN II**<br>exLa Coubre II<br>**Dahl & Cie.**<br>La Rochelle French | 404<br>159<br>210 | BV | **1949** S. A. des Anc. Ch. Dubigeon—Nts<br>152' 4" 27' 1" 14' 2"<br>26' 11"<br>B65' F28' | M Trawler<br><br>In.10025<br>5 Ha (3½', 3½', 3½', 3½'×3½') (3½'×2½')<br>1W Der 1(5) | Oil 2SA 6Cy. 360×600<br>750bhp Sulzer<br>At. & Ch. de la Loire |
| 515565<br>KHQG<br>242636<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **HOUSTON**<br>exCaribbean-62<br>**Trinidad Corporation**<br>Wilmington, Del United States | 14671<br>11178<br>25729 | AB | **1962** (Fwd & cargo sections)<br>Alabama D.D. & S.B. Co.—Mob<br>**1942** (Aft section) Sun S.B. & D.D.<br>Co.—Chester, Pa<br>614' 0" 78' 8" 31' 9¾"<br>584' 0" 78' 6" 42' 5"<br>Q89' B37' F74' 1 dk<br>RW<br>rf 3" | T-E Tanker Mchy.aft<br>30 Ta<br>HeCls. BC | S Turb 7000shp driving<br>2300V a.c. connected<br>7000shp (Sy)<br>General Electric Co.<br>2×500kW 450V |
| 515566<br><br>261501<br>Rdr<br>RTm | **HOUSTON**<br><br>~~Coyle Lines Inc.~~ **Prairie Corp.**<br>~~Wilmington, Del~~ United States<br>Honolulu | 352<br>160<br>— | | **1951** A. V. Walker Shpyd.—Pascagoula<br>*106·0'* 30' 1"<br>110' 0" 30' 0" 9' 9" | TM Tug | 2 Oil 2SA each<br>1970bhp<br>Fairbanks, Morse<br>2×100kW |

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| **HOUSTON CITY**<br>**Leeds Shipping Co. Ltd.**<br>Sir Wm. Reardon Smith &<br>Sons Ltd.<br>Bideford<br>British | T.Mk<br>**7454**<br>4059<br>12363<br>**10089**<br>5691<br>14630 | ✠100A1<br><br>✠LMC<br><br>MN1200 | SS 4/67<br><br><br><br>EL f†2⅝″SQ | **1963–1** Wm. Doxford & Sons (S.B.)<br>Ltd.—Sld<br>499′ 8″ 67′ 4″ 27′ 7″/30′ 7¼″<br>471′ 0″ 67′ 0″ 40′ 8″<br>P31′ F44′ 2 dks<br>RW 7BH to U dk 3 to 2nd dk<br>rf 6″ WB2780t incl. Tunnel tanks 388t DTsmf1082t | M<br>6 Ho 60¾′, 76¾′, 32½′, 20′, 77½′, 85′<br>G.753930 B.679390<br>5 Ha (stl) (31½′, 37½′, 37½′ comb., 37½′,<br>37½′×22′)<br>14W Der 1(25) 14(5) | Oil 2SA 4Cy. 670×2100 mm<br>6000bhp 1125t (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB (1 o.f 1 ex.g) 120lb<br>3×200kW 220V d.c. 15½k |
| **HOUSTON MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka<br>Japanese | **9257**<br>5499<br>11949 | | <br><br>NK | **1960** Mitsubishi Hvy Ind. Reorg.—Kob<br>512′ 3″ 63′ 11″ 30′ 2⅜″<br>475′ 8″ 63′ 8″ 41′ 0″<br>2 dks<br>RW | M Ref CSD<br>6 Ho<br>G.691904 B.641451 In.8617<br>6 Ha (27′×20′) (44½′, 39¼′, 39¼′,<br>42′×23′) (27½′×20′)<br>20W Der 1(30) 1(20) 6(10) 14(5) | Oil 2SA 9Cy. 760×1550 mm<br>12000bhp Sulzer 1190t<br>Mitsubishi Hvy Ind. Reorg. Kob<br>3×210kW 445V a.c. 17¾k |
| **HOUSTON PILOT No. 3**<br>**J. B. Niday, Jr.**<br>Houston<br>United States | **121**<br>82<br>— | | | **1943** Daytona Beach Boat Wks—<br>Daytona Beach<br>*105·7′* 18′ 5″<br>18′ 3″<br>1 dk | Wood TM | 2 Oil 2SA each 8Cy. 165×180 mm<br>1000bhp NE58<br>General Motors Corp. Det |
| **HOUT**<br>exTug 527–64<br>**Suez Canal Authority**<br>Port Said Egyptian (U.A.R.) | **243**<br>75<br>— | | <br><br>BV | **1957** J. Oelkers—Ham<br>*97·3′* 25′ 9″<br>25′ 7″ | M Tug | Oil 2SA 6Cy. 340×570 mm<br><br>British Polar Engines Ltd. Gls |
| **HOUTMAN**<br>**N.V. Koninkl. Paketv.**<br>**Maats.**<br>Koninklijke Java-China Paketv.<br>Lijnen N.V.<br>Amsterdam Netherland | **4140**<br>1880<br>4628 | | <br><br>BV | **1954** C. v.d. Giessen—Krimpen<br>359′ 11″ 53′ 1″ 22′ 1¼″<br>52′ 11″<br>2 dks<br>RW | M Ref<br><br>In.15644<br>4 Ha (31½′, 26¼′×18½′) (27½′×28¼′)<br>(31¼′×21¼′)<br>Der 1(30) 2(10) 6(5) 6(3) | Oil 2SA 6Cy. 620×1150 mm<br>3200bhp B&W<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>14½k |
| **HOUTMAN**<br>**J. Vermaas' Reed. Bedr.**<br>J. Vermaas' Scheepv. Bedr.<br>N.V.<br>Rotterdam Netherland | **500**<br>307<br>844 | ✠100A1<br><br>✠LMC<br><br>MN103 | ~~SS 10/63~~<br>SS 6/68<br>**UMS**<br><br>EL i | **1955–3** De Groot & Van Vliet N.V.—<br>Slikkerveer<br>183′ 0″ 29′ 8″ 11′ 8½″<br>169′ 11″ 29′ 6″ 13′ 5″<br>P38′ F32′ 1 dk<br>RW 3BH NS<br>rf 3″ WB208t | M Mchy.aft<br>1 Ho 115¼′<br>G.38000 B.34200<br><br>2W Der 2(3) | Oil 4SA 8Cy. 305×460 mm<br>515bhp 33t<br>D. & J. Boot "De Industrie" Alp<br>10k |
| **HOUZAN MARU**<br>**Howa Kaiun K.K.**<br>Kobe Japanese | **1599**<br>949<br>2443 | | <br><br>NK | **1962** Shikoku Dock Co.—Takamatsu<br>*257·8′* 39′ 6″ 16′ 11″<br>254′ 2″ 39′ 4″ 19′ 8″<br>P85′ F28′ 1 dk<br>RW | M Mchy.aft<br>2 Ho 68′, 100′<br>G.149351 B.112437<br>2 Ha (48½′, 85¼′×19¾′)<br>9W Der 1(15) 5(10) | Oil 4SA 6Cy. 460×690 mm<br>1800bhp 115½t (hvf)<br>Ito Tekkosho Shimizu<br>2×40kW 220V 60c/s a.c. 12k |
| **VDEFJELL**<br>**A/S Falkefjell & A/S**<br>**Dovrefjell**<br>Olsen & Ugelstad<br>Oslo Norwegian | **16686**<br>9839<br>26130 | | <br><br>NV | **1958** Kieler Howaldtswerke A.G.—Kel<br>620′ 6″ 74′ 1″ 34′ 7¾″<br>586′ 0″ 73′ 10″ 45′ 3″<br>1 dk<br>rf 4″ | S Tanker Mchy.aft<br>22 Ta<br>L.1209000 | 2 S Turb dr geared to sc. shaft<br>11500shp (o.f)<br>Kieler Howaldtswerke A.G. Kel<br>3×500, 500, 140kW |
| **HOVE**<br>**Partenreederei m.s. "Hove"**<br>~~Walther Möller & Co.~~<br>Hamburg W. German<br>Johann Rieper (Mgr.) | **499**<br>327<br>1150 | | <br><br>GL | **1966** J. J. Sietas Schiffsw.—Ham<br>222′ 10″ 12′ 11″<br>200′ 2″ 34′ 5½″ 20 6″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 141′<br>G.86000 B.78700<br>2 Ha (stl) (39¼′×21′) (71′×25½′)<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>1100bhp (d.o)<br>Atlas-MAK Masch. Kel<br>2×220V 12k |
| **HOVE**<br>Jarrara–63<br>**Worthing Shipping Co. Ltd.**<br>London British<br>For later particulars see New Entries No. 1 | **107**<br>—<br>— | <br>✠LR class withdrawn<br>8/67 | | **1956–10** P. K. Harris & Sons Ltd.—Apl<br>83′ 3″ 22′ 10″ 7′ 9¼″<br>75′ 0″ 21′ 4″ 9′ 0″<br><br>RW<br>rf 15″ BK1″ | M Tug | Oil 4SA 6Cy. 12″×15″ with sr gear<br>570bhp<br>Nat. Gas & O. Eng Co. Ashton/Lyne |
| **HOVERINGHAM I**<br>**Hoveringham Gravels Ltd.**<br>Hull<br>British | **897**<br>397<br>1248 | ✠100A1<br>Sand carrier<br>Milford Haven—St. Ives<br>✠LMC<br>MN178 | <br><br><br><br>EL (I)1$\frac{3}{16}$″SQ | **1966–2** Appledore S.B. Ltd.—Apl<br>203′ 11″ 37′ 1″ 12′ 6″<br>190′ 0″ 37′ 0″ 14′ 7″<br>P38′ F19′ 1 dk<br>4BH<br>rf nil WB239t | M Sand Suction Dredger Mchy.aft<br>1 Ho 78¾′ | Oil 4SA 7Cy. 10¼″×14½″ with sr gearing<br>890bhp 26t (d.o)<br>Ruston & Hornsby Lcn<br>2×450, 35kW 415V 50c/s a.c.<br>Controllable pitch propeller 10k |
| **HOVERINGHAM II**<br>Ribersborg–66 exCarina–56<br>**Hoveringham Gravels Ltd.**<br>Hull<br>British | **481**<br>268<br>670 | | <br><br>BV | **1954** Kalmar Varv—Kal<br>160′ 0″ 30′ 7″ 13′ 1½″<br>... ... ...<br>1 dk<br>RW<br>rf 33½″ conv dry cargo ship 66 | M Sand Suction Dredger Mchy.aft<br>1 Ho 54′<br>G.34000 B.31000<br>1 Ha (54′×16¼′)<br>2W Der 2(2) | Oil 2SA 8Cy. 220×330 mm<br>500bhp 46t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>4×16, 16, 8, 5kW 220V 50c/s a.c. 10½k |
| **HOVERINGHAM III**<br>Geist–67<br>**Hoveringham Gravels Ltd.**<br>Hull<br>British | **471**<br>258<br>650 | | <br><br>BV | **1954** Kalmar Varv—Kal<br>160′ 1″ 30′ 7″ 13′ 2″<br>30′ 6″<br>P49′ F33′ 1 dk<br>RW conv dry cargo ship 67<br>rf 21½″ | M Suction Dredger Mchy.aft<br><br>B.30550<br>2 Ha (each 34′×16½′) | Oil 2SA 8Cy. 220×330 mm<br>500bhp 40t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×15kW 220V d.c. 10k |

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| 515579<br>JCZK<br>70931<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HOWA MARU**<br><br>**Taiheiyo Kaiun K.K.**<br>Tokyo Japanese | 17176<br>12071<br>20700 | NK | 1953 Mitsubishi Zosen—Nag<br>580′ 8″ 73′ 4″ 31′ 2″<br>549′ 1″ 73′ 2″ 40′ 4″<br>P122′ F78′ 1 dk, pt 2nd dk<br><br>rf 6″ | S Mchy.aft<br><br>G.1332004<br>5 Ha (39½′, 26½′, 26½′, 39½′, 39½′×30′)<br>conv tanker 67 | 2 S Turb dr geared to sc.<br>9200shp<br>Mitsubishi Zosen<br>2×350kW 450V 60c/s a.c. |
| 515580<br>JQOY<br>83515<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HOWA MARU**<br><br>**Nippo Kisen K.K.**<br>Tokyo Japanese | 11689<br>3282<br>18131 | NK | 1959 Mitsubishi Zosen—Hma<br>531′ 6″ 70′ 5″ 29′ 2½″<br>502′ 0″ 70′ 3″ 39′ 1″<br>1 dk<br>RW<br>rf 5″ | M Ore Carrier (4P) Mchy.aft<br>4 Ho each 82½′, 29½′DT<br>G.388816<br>5 Ha (stl) (59′, 59′, 59′, 59′×29½′)<br>(13½′×9½′)<br>16W Der 16(5) | Oil 2SA 7Cy. 650×1250 mm<br>6600bhp<br>Mitsubishi S.B. & E. Co.<br>2×180kW 450V 60c/s a.c. |
| 515581<br>JBWB<br>89218<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HOWA MARU**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | 9358<br>5707<br>13308 | NK | 1961 Kure Zosensho—Kur<br>511′ 10″ 64′ 6″ 29′ 6″<br>475′ 9″ 64′ 4″ 39′ 9″<br>2 dks | M<br>6 Ho<br>G.703753 B.651099<br>6 Ha (27′×20′) (44½′, 44½′, 26½′,<br>44½′×23′) (28½′×19½′)<br>18W Der 2(20) 2(10) 14(5) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>Ishikawajima Harima Hvy Ind.<br>3×224kW 450V a.c. |
| 641276<br>JI2064<br>95336<br>Rdr<br>RTm | **HOWA MARU**<br><br>**Kyowa Sangyo Kaiun K.K.**<br>Osaka Japanese | 2241<br>1259<br>3664 | NK | 1964 Hitachi Zosen—Mukaishima<br>277·7′ 44′ 10″ 18′ 10″<br>275′ 7″ 44′ 7½″ 22′ 8″<br>F30′ P40′ 1 dk<br>RW<br>rf 4″ | M Cement Carrier Mchy.aft<br>3 Ho 51½′, 54½′, 54½′<br>G.110888 | Oil 4SA 8Cy. 430×620 mm<br>2000bhp<br>Niigata Eng. Co. Ltd.<br>2×75kW 445V 60c/s a.c. |
| 652591<br>6ZOD<br>2442<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **HOWARD G. VESPER**<br><br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberian | 33672<br>25127<br>63163 | AB | 1965 Hitachi Zosen—Inn<br>784′ 2″ 104′ 8″ ~~42′ 8½″~~ 44′ 4½″<br>754′ 7″ 104′ 6″ 57′ 7″<br>P63′ F106′ 1 dk<br>RW<br>rf 3″ | S Tanker Mchy.aft<br>15 Ta | 2 S Turb dr geared to sc.<br>19250shp<br>Ishikawajima-Harima Hvy Ind.<br>2×750kW 450V 60c/s a.c. |
| 515582<br><br>302710<br>Df Gc<br>Rdr RT | **HOWARD HINDMAN**<br>exA. A. Augustus-61<br>**Hindman Transportation**<br>**Co. Ltd.**<br>Owen Sound Canadian | 6966<br>4585<br>9920 | AB | 1909 American S.B. Co.—Lorain<br>524′ 0″ 54′ 2″ 20′ 5½″<br>511′ 9″ 54′ 0″ 30′ 2″<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>G.462500<br>30 Ha | T 3Cy. 22½″ 38″ & 63½″×42″<br>1760ihp<br>American S.B. Co. |
| 515583<br>VCSD<br>172356<br>Df Gc<br>Rdr RT | **HOWARD L. SHAW**<br><br>**Upper Lakes Shipping Ltd.**<br>J. D. Leitch<br>Toronto Canadian | 4769<br>3547<br>7300 | BS Lake SS 4/65<br>Great Lakes & River St.<br>Lawrence service<br>**MBS**<br>MN207 | 1900 Detroit S.B. Co.—Wyandotte<br>451′ 6″ 51′ 5″ 19′ 8½″<br>438′ 5″ 51′ 2″ 28′ 0″<br>1 dk<br>R 3BH<br>rf 4″ | S Mchy.aft<br>4 Ho 80′, 72′, 72′, 72′<br>G.316000 B.293000<br>12 Ha (each 8′×32′)<br>4W | T 3Cy. 22″ 35″ & 58½″×42″<br><br>Detroit S.B. Co.<br>2 SB 170lb hs(4840)<br>2×20, 15kW 110V d.c. |
| 515584<br>WA5869<br>212353<br>Df Gc<br>Rdr | **HOWARD M. HANNA,**<br>**JUNIOR**<br>**Columbia Transportation**<br>**Div. Oglebay Norton Co.**<br>Wilmington, Del United States | 6204<br>4689<br>9900 | AB | 1914 American S.B. Co.—Clv<br>524′ 0″ 54′ 2″ 21′ 1½″<br>511′ 11″ 54′ 0″ 30′ 1″<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br><br>15 Ha (stl) (each 12′×35′) | T 3Cy. 23½″ 38½″ & 63″×42″<br>1800ihp<br>American S.B. Co. |
| 515586<br>VKVD<br>177228<br>Esd RTv | **HOWARD SMITH**<br><br>**Howard Smith Industries**<br>**Pty Ltd.**<br>Melbourne British<br>Now **MELBOURNE** See New Entries No. 12 | 496<br>39<br>— | ✠100A1 SS 5/68 ~~SS 6/64~~<br>tug<br>✠LMC<br>MN238 EL (g) | 1952–3 Hall, Russell & Co. Ltd.—Abn<br>137′ 0″ 32′ 2″ 15′ 2½″<br>126′ 9″ 32′ 0″ 17′ 3″<br><br>RW 3BH<br>rf 30″ BK6½″ WB131t incl. DTsf22 | S Tug Mchy.aft<br><br><br>1 Ha (9½′×3½′) | T 3Cy. 17″ 28½″ & 47″×30″<br>1300ihp<br>Hall, Russell & Co. Ltd.<br>2 SB 200lb hs(4530)<br>1×15kW 110V d.c. |
| 640117<br><br>319606<br>Esd Pfd<br>Rdr<br>RTm | **HOWE BAY**<br>Industrial Enterprises Inc.<br>~~**Prince Edward Island**~~<br>~~**Industrial Corp.**~~<br>Charlottetown Canadian<br>T. J. Flood (Mgr.) | 185<br>63<br>103 | ✠100A1<br>stern trawler<br>✠LMC<br><br>MN99 EL (b) | 1964–4 Bathurst Marine Ltd.—Bathurst,<br>N.B.<br>91′ 10″ 22′ 1″<br>80′ 0″ 22′ 0″ 12′ 4″<br>Q32′ F30′<br>5BH<br>rf 52″ BK4½″ WB10t | M Stern Trawler<br>1 Ho 32½′<br><br>2 Ha (stl) (6′, 4½′×4′)<br>Der 1(3) | Oil 4SA 7Cy. 250×300 mm<br>495bhp<br>A/S Bergens M/V<br>2×20, 12kW 120/230V<br>Controllable pitch propeller |
| 661056<br><br><br>Df Esd<br>Gc | **HOWELL LYKES**<br><br>**Lykes Bros. Steamship**<br>**Co. Inc.**<br>United States | ~~7184~~ T.Mk<br>~~6845~~ 7189<br>~~10800~~ 3840<br>~~10718~~ 10800<br>~~8486~~ 10723<br>~~13800~~ 6159<br>13808 | AB | 1966 Avondale Shpyds Inc.—Avondale<br>540′ 0″ 76′ 2″ 27′ 10½″/31′ 7½″<br>514′ 0″ 76′ 0″ 42′ 6″<br>B83′ F95′ 1 dk & S dk<br>rf 1″ | S (4P) ~~OSD/CSD~~<br>6 Ho 62½′, 60′, 65′, 67½′, 77½′, 57½′<br>G.808595 B.749885<br>8 Ha (stl) (31½′×20′) (37½′, 40′,<br>32½′×27′) (42½′, 42½′×16′)<br>(42½×26′) (35′×27′)<br>20W Der 1(80) 12(15) | 2 S Turb dr geared to sc.<br>12500shp<br>De Laval Turbine Inc.<br>2×750kW 450V<br>Controllable pitch propeller |
| 515589<br>JXCV<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HØYANGER**<br><br>**Westfal-Larsen & Co. A/S**<br>Bergen Norwegian | 9477<br>5510<br>9900 | NV | 1959 Nederl. Dok. & Schps. Maats.—<br>Ams<br>511′ 5″ 64′ 2″ 28′ 9″<br>470′ 0″ 64′ 0″ 39′ 10″<br>P89′ B98′ F102′ 2 dks, 3rd dk in Nos. 2, 3,<br>rf 6″ 4 & 5 holds | M (12P) Ref CSD<br>6 Ho 50½′, 57½′, 81½′, 63′, 56½′, 47½′<br>G.495000 B.433000 In.100000<br>6 Ha (stl) (28½′, 38½′, 42′, 42′, 42′,<br>27′×20′)<br>20W Der 8(10) 12(5) 1(3) | Oil 2SA 7Cy.<br>7700bhp<br>Gebr. Stork & Co. N.V.<br>4×300kW 450V |
| 515590<br>LNLT | **HÖYLAND**<br><br>**Halvor Höyland and others**<br>Haugesund Norwegian | 122<br>40<br>— | | 1950 Lars Björgen—Höylandsbygd<br>91·2′ 22′ 0″<br>... ... ... | Wood M Fishing Mchy.aft | Oil 4SA 6Cy.<br>480bhp NEM<br>Aabenraa Motorfabrik |

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| **HOYO MARU**<br>exRenshin Maru-63<br>exNissho Maru-60<br>exNissyo Maru-59<br>**Hokuyo Suisan K.K.**<br>Japanese<br>Tokyo | **14111**<br>8302<br>12722 | NK<br>✠Classed LR until 11/59 | **1951**-12 Harima Zosensho—Aio<br>570′ 0″ 70′ 7″ 26′ 4″<br>534′ 6″ 70′ 4″ 46′ 3″<br>2 dks, pt 3rd dk<br>RW conv tanker 60 | M Fish Factory Mchy.aft<br>5 Ho<br>G.407709 B.353113<br>5 Ha (11¼′×13′) (7½′×10′) (20′, 20′, 10′×15′)<br>10W Der 10(3) | Oil 2SA 10Cy. 720×1250 mm<br>7000bhp Sulzer 4933t<br>Harima Zosensho Aio<br>3×500kW 230V a.c. 13¾k |
| **HOYO MARU**<br>**Wayo Kisen K.K.**<br>Japanese<br>Kobe | **9152**<br>5079<br>13601 | NK | **1957** Nippon Kokan—Yka<br>500′ 0″ 63′ 3″ 29′ 11½″<br>461′ 0″ 63′ 0″ 40′ 0″<br>rf 4″ | M (2P)<br>4 Ho 82¾′, 141¼′, 83¾′, 54¼′<br>G.622988 B.580257<br>4 Ha (57¾′, 70¾′, 57¾′, 38¾′×25¼′)<br>14W Der 4(15) 6(10) | Oil 2SA 6Cy. 740×1600 mm<br>5530bhp B&W (hvf)<br>Mitsui Zosen Tmn<br>2×100kW 445V 60c/s a.c. 13k |
| **HOYO MARU**<br>exFlisvos-52 exTemple Yard-51<br>exDarleny-37<br>**Dowa Kaiun K.K.**<br>Japanese<br>Kobe | **5314**<br>3090<br>9504 | NK<br>✠Classed LR until 12/60 | **1937**-1 Wm. Hamilton & Co. Ltd.—P.Gl<br>447′ 2″ 56′ 2″ 25′ 0½″<br>425′ 0″ 56′ 0″<br>F33′ 1 dk & S dk<br>R | M OSD<br>5 Ho<br>G.537000 B.493000<br>5 Ha (29¼′, 34¼′, 29¾′, 39′, 29¾′×22′)<br>10W Der 10(5) | Oil 2SA 6Cy. 520×1050 mm<br>3800bhp NE60 943t<br>Kobe Hatsudoki Seizosho Kob<br>2×100kW 110V d.c. 10k |
| **HOYO MARU**<br>**Tokyo Shosen K.K.**<br>Japanese<br>Tokyo | **1944**<br>980<br>2461 | | **1967** Hayashikane Zosen—Smk<br>293′ 4″ 42′ 8″ 17′ 11″<br>265′ 8″ 42′ 7″ 21′ 11″<br>1 dk | M Fish Carrier Mchy.aft | Oil 4SA 8Cy. 400×460 mm<br>3520bhp Pielstick<br>Nippon Kokan Yka |
| **HOYO MARU**<br>**Kitago Kisen K.K.**<br>Japanese<br>Namikata | **363**<br>199<br>— | | **1960** Asakawa Zosensho—Imabari<br>*133·2′* 23′ 9″<br>131′ 3″ 23′ 7″ 11′ 10″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Kinoshita Tekkosho Akashi |
| Now **SHINPO MARU No. 8** See New Entries No. 3 | | | | | |
| **HOYO MARU**<br>**Inui Suisan K.K.**<br>Japanese<br>Kobe | **336**<br>177<br>— | | **1963** Nippon Kokan—Shimizu<br>155′ 10″ 26′ 4″<br>137′ 10″ 26′ 3″ 12′ 4″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 6SA 6Cy. 350×500 mm<br>1000bhp<br>Hanshin Nainenki Kogyo Kob<br>11k |
| **HOYO MARU**<br>**Sanyo Kaiun K.K.**<br>Japanese<br>Hiroshima | **226**<br>138<br>— | | **1960** Ube Dock—Ube<br>*97·7′* 21′ 7″<br>21′ 5″<br>1 dk | M Tanker | Oil 4SA 6Cy. 250×380 mm<br>Kobe Hatsudoki Seizosho Kob |
| **HOYO MARU**<br>exTokutoku Maru No. 2-63<br>T. Daiba<br>Japanese<br>Murazaki | **169**<br>62<br>— | | **1947** Ishikawajima Jukogyo—Tok<br>*97·7′* 19′ 8″<br>19′ 6″<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 250×380 mm<br>Ishikawajima Jukogyo Tok |
| **HOYO MARU**<br>**Nihon Suisan K.K.**<br>Japanese<br>Tokyo | **167**<br>70<br>173 | | **1966** Wakamatsu Zosen K.K.—Wakamatsu<br>111′ 6″ 21′ 7″ 9′ 6″<br>95′ 9″ 21′ 6″ 10′ 5″<br>1 dk | M Trawler | Oil 4SA 6Cy. 250×320 mm<br>650bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **HOYO MARU No. 1**<br>**Hoyo Kaiun K.K.**<br>Japanese<br>Tokyo | **1591**<br>809<br>2521 | NK | **1960** Shikoku Dock Ind.Co.—Takamatsu<br>275′ 5″ 39′ 6″ 16′ 11″<br>254′ 3″ 39′ 4″ 19′ 8″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.105944 B.100647<br>2 Ha (46½′, 85¼′×18′)<br>8W Der 4(10) 2(5) | Oil 4SA 6Cy. 470×670 mm<br>1800bhp 247t<br>Akasaka Tekkosho Yaizu<br>2×40kW 225V d.c. 13k |
| **HOYO MARU No. 2**<br>**Hokugo Kaiun K.K.**<br>Japanese<br>Hakata | **682**<br>355<br>1200 | | **1966** Asakawa Zosen—Imabari<br>31′ 4″<br>157′ 5″ 31′ 2″ 15′ 9″<br>1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta | Oil 4SA 6Cy. 350×500 mm<br>1000bhp<br>Kinoshita Tekkosho Akashi |
| **HOYO MARU No. 2**<br>**Kyoei Kisen K.K.**<br>Japanese<br>Kobe | **198**<br>96<br>— | | **1960** Yoshiura Zosen—Kur<br>121′ 0″ 21′ 1″ 9′ 2″<br>108′ 3″ 20′ 11″ 10′ 2″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Makita Tekkosho Takamatsu |
| **HOYO MARU No. 5**<br>**Hoyo Kaiun K.K.**<br>Japanese<br>Anan | **497**<br>276<br>1000 | | **1967** Sasaki Zosen—Kinoe<br>178′ 5″ 29′ 7″ 13′ 4″<br>160′ 8″ 29′ 6″ 14′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>1100bhp<br>Makita Tekkosho Takamatsu |
| **HOYO MARU No. 5**<br>K. Tanaka<br>Japanese<br>Usuki | **196**<br>103<br>— | | **1960** Usuki Tekkosho—Usuki<br>110′ 3″ 23′ 1″ 9′ 6″<br>97′ 2″ 23′ 0″ 10′ 6″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.14408 B.12996<br>1 Ha (45¾′×14½′) | Oil 2DA 3Cy.<br>200bhp Emade—refitted60<br>Kinoshita Tekkosho Kob |

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| 515604<br>JIDB<br>58401 | **HOYO MARU No. 28**<br>exNichibei Maru No. 6-61<br>**H. Kanda**<br>Ikitsuki Japanese | 106<br>57<br>— | | 1947 Nippon Kokan—Shimizu<br>93·6' 17' 10"<br>91' 11" 17' 9" 8' 10"<br>F13'<br>RW | M Trawler | Oil 4SA 6Cy. 250×380 mm<br>310bhp<br>Niigata Tekkosho |
| 515605<br>JESQ<br>82258 | **HOYOSHI MARU No. 3**<br>**I. Yonenaka**<br>Kaminoseki Japanese | 385<br>234<br>— | | 1959 Nakayama Zosen—Kur<br>161' 7" 23' 1" 10' 7"<br>22' 11"<br>1 dk | M Tanker Mchy.aft<br>Ien 60 | Oil 4SA 6Cy. 270×400 mm<br>320bhp<br>Hanshin Nainenki Kogyo |
| 515606<br>8KVV<br>92610<br>Gc | **HOYOSHI MARU No. 5**<br>**Kinoshita Kaiun Y.K.**<br>Kagawa Japanese | 408<br>217<br>— | | 1962 Takehara Zosen—Hma<br>164' 4" 23' 10" 10' 10"<br>148' 0" 23' 6½" 12' 2"<br>1 dk | M Mchy.aft<br>G.28782 B.26062<br>1 Ha (74¾'×14¾') | Oil 4SA 6Cy. 300×420 mm<br>420bhp<br>Kinoshita Tekkosho |
| 515607<br>JBCC<br>80543 | **HOYU MARU**<br>**Y. Amano**<br>Toba Japanese | 187<br>92<br>— | | 1951 Tsurumi Dock—Yka<br>98·4' 19' 5"<br>19' 3"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp Emade[illegible]<br>Akasaka Tekkosho |
| 515608<br>XPZH<br><br>Df Esd<br>Rdr RT | **HOYVIKINGUR**<br>**Johan Simonsen**<br>Thorshavn Faroese | 183<br>74<br>— | NV | 1960 Brattvåg Skipsinnredning & J. Johansen Sveiseverksted—Brattvåg<br>107' 2" 22' 4" 10' 7½"<br>93' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 3Cy. 300×410 mm<br>330bhp<br>A/S Vølund |
| 642057<br>IMOQ<br>96076<br>Df Esd<br>Gc Pfd<br>Rdr | **HOZAN MARU**<br>**Shinwa Kaiun K.K. &**<br>**Hinomaru Kisen K.K.**<br>Tokyo Japanese | ~~10890~~ 10458<br>~~5900~~ 5607<br>16281 | NK | 1964 Mitsubishi Hvy Ind. Ltd.—Yka<br>497' 1" 71' 8" 28' 6"<br>465' 11" 71' 6" 39' 0"<br>P95' F37' 1 dk | M Mchy.aft<br>4 Ho<br>G.725013 B.706504<br>4 Ha (40½', 66½', 66½', 66½ ×34½')<br>14W Der 6(15) 8(10) | Oil 2SA 6Cy. 700×1200 mm<br>6600bhp MAN<br>Mitsubishi Hvy Ind. Ltd.<br>2×180kW 445V a.c. |
| 515609<br>JMZF<br>79487<br>Df Esd<br>Gc Rdr<br>RT | **HOZAN MARU**<br>**Miyachi Kisen K.K.**<br>Kobe Japanese | 8271<br>4798<br>11008 | NK | 1957 Kawasaki Dockyard Co. Ltd.—Kob<br>468' 11" 59' 11" 27' 0"<br>434' 7" 59' 9" 38' 5"<br>B72' F46' 2 dks<br>RW | M<br>5 Ho<br>G.609349 B.560246<br>5 Ha (27'×21') (49', 50½', 50½', 41½'×23½')<br>16W Der 2(20) 2(10) 12(5) | Oil 2SA 6Cy. 700×1200 mm<br>5200bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>2×160kW 445V a.c. |
| 660117<br>JNNP<br>98352<br>Rdr RT | **HOZAN MARU**<br>**Hoyo Kaiun K.K.**<br>Tokyo Japanese | 1566<br>788<br>2640 | NK | 1965 Setoda Zosen—Setoda<br>245·1' 37' 7" 17' 10"<br>242' 9" 37' 5" 19' 2"<br>1 dk<br>RW | TM Tanker Mchy.aft<br>8 Ta<br>L.107534 | 2 Oil 4SA each 6Cy. 260<br>1300bhp<br>Daihatsu Kogyo<br>2×25kW 110V d.c. |
| 651613<br>JL2108<br>97326<br>Rdr | **HOZAN MARU**<br>**Nakagawa Kisen K.K.**<br>Uwajima Japanese | 941<br>460<br>1414 | | 1965 Uiina Zosensho—Hma<br>207' 0" 31' 7" 14' 7½"<br>190' 2" 31' 6" 16' 1"<br>1 dk | M Tanker Mchy.aft<br>L.60141 | Oil 4SA 6Cy. 400×580 m<br>1200bhp<br>Kinoshita Tekkosho<br>1×10kW 105V d.c. |
| 515612<br>JCML<br>82761 | **HOZAN MARU No. 15**<br>**Mitsuhama Kisen K.K.**<br>Matsuyama Japanese | 333<br>185<br>418 | | 1958 Hashihama Zosen—Imabari<br>137' 10" 22' 9" 10' 4"<br>124' 7" 22' 7" 11' 4"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 290×400 m<br>380bhp<br>Nippon Hatsudoki K.K. |
| 515613<br>JCNY<br>85983 | **HOZAN MARU No. 16**<br>**Maruyu Kaiun K.K.**<br>Osaka Japanese | 230<br>106<br>— | FOUNDERED 5/68 | 1960 Tsuneishi Zosensho—Numakuma<br>119' 6" 22' 0" 10' 0"<br>111' 6" 21' 10" 10' 10"<br>1 dk | M Tanker Mchy.aft<br>L.14408 | Oil 4SA 6Cy. 260×400 m<br>330bhp<br>Fuji Seisakusho |
| 515614<br>7JSN<br>87845 | **HOZAN MARU No. 18**<br>**Tosa Kaiun K.K.**<br>Osaka Japanese | 492<br>285<br>— | | 1961 Setouchi Zosen K.K.—Imabari<br>162·9' 26' 1" 11' 10"<br>144' 4" 25' 11" 13' 0"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 320×460 m<br>Makita Tekkosho |
| 515616<br>JDJX<br>91652<br>Df Esd<br>Gc Rdr | **HOZUI MARU**<br>**Nippon Yusen Kaisha &**<br>**Hachiuma Kisen K.K.**<br>Nishinomiya Japanese | 8318<br>5019<br>11204 | NK | 1962 Ishikawajima-Harima Hvy Ind.—Tok<br>460' 6" 62' 6" 27' 3"<br>426' 6" 62' 4" 38' 9"<br>2 dks, pt 3rd dk<br>RW<br>rf nil | M<br>5 Ho 52½', 79½', 78¾', 55', 63'<br>G.631393 B.574109<br>5 Ha (27'×19¾') (49¾', 49¾', 28¾', 39'×23')<br>14W Der 1(40) 2(20) 2(10) 10(5) | Oil 2SA 6Cy. 680×1250 m<br>6600bhp Sulzer<br>Ishikawajima-Harima Hvy<br>2×168kW 450V 60c/s a.c. |
| 515617<br>TFUY<br><br>Df Esd<br>Pfd Rdr<br>RT | **HRAFN SVEINBJARNARSON II**<br>**Thorbjørn h/f**<br>Grindavik Icelandic | 110<br>35<br>— | NV | 1960 Mandal Slip & M/V—Mandal<br>84' 8" 19' 11" 10' 6"<br>73' 6" 19' 8"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 5Cy. 230×400 m<br>350bhp<br>Alpha-Diesel A/S |
| 542748<br>TFUC<br><br>Df Esd<br>Rdr RT | **HRAFN SVEINBJARNARSON III**<br>**Thorbjørn h/f**<br>Grindavik Icelandic | 194<br>83<br>— | ~~NV~~ | 1963 M. Kleven M/V—Ulsteinvik<br>101' 5" 22' 4"<br>80' 7" 22' 0" 11' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 210×300<br>450bhp<br>Gebr. Stork & Co. |

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| **HRAUNEY**<br>exArsæll Sigurdsson II–66<br>Guðjón **Kristinsson**<br>Partrederi<br>Vestmannaeyjum Icelandic | **105**<br>31<br>— | | 1962 Frederikssund Skibsværft—<br>Frederikssund<br>*79·6′* 19′ 0″<br>77′ 1″ 18′ 4½″ 9′ 4″<br>1 dk | Wood M Fishing Mchy.aft | Oil 2SA<br>350bhp<br>Alpha-Diesel A/S Fkn |
| **HRVATSKA**<br>exZagreb–48<br>exSt. Lawrence Victory–47<br>Cia. Naviera **Adriatica S.A.**<br>Burundi<br>Now **ARMELLE** See New Entries No. 10 | **7909**<br>4821<br>10433 | BV JR | 1945 Permanente (Shpyd No. 2)—<br>Richmond<br>*436·6′* 62′ 5″<br>62′ 3″<br>F87′ 3 dks | S (60P)<br>5 Ho<br>G.523000 B.435000<br>5 Ha (22¼′×25′) (22¼′, 22¼′×24′)<br>(22¼′×36′) (22¼′×35¾′) | 2 S Turb dr geared to sc. shaft<br>E made 49 fitted— 1614t (o.f)<br>Allis-Chalmers Mfg Co. Milwaukee<br>17k |
| **HSIANG CHIANG**<br>Ming Sung **Shipping Co.**<br>Shanghai<br>People's Rep. of China | **866**<br>347<br>650 | | 1943 ........................<br>*196·5′* 34′ 6″<br>34′ 4″ | TM<br>B.120000 | 2 Oil 2SA each 10Cy. 205×255 mm<br>Fairbanks, Morse & Co. Beloit<br>13½k |
| **HSIN CHONG**<br>exDemetrios–68 exWarla–64<br>Hsin Chong **Nav. Co. S.A.**<br>Panama Panamanian | **3668**<br>1872<br>5530 | ✠100A1 SS 10/65<br>✠LMC<br>EL w 1$\frac{13}{16}$″SQ | 1949–2 Burntisland S.B. Co. Ltd.—Bnt<br>364′ 0″ 50′ 0″ 22′ 5¼″<br>345′ 6″ 49′ 9″ 25′ 0″<br>P48′ B209′ F34′ 1 dk, 2nd dk in No. 1 hold<br>RW 6BH<br>rf 3½″ WB954t | M<br>4 Ho 60′, 68′, 66′, 65′<br>G.302320 B.273650<br>4 Ha (stl) (24¾′, 27½′, 27½′, 25′×20′)<br>12W Der 1(20) 4(8) 8(5) 1(3) | Oil 2SA 3Cy. 520×2080 mm<br>1780bhp Doxford 490t (d.o)<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 120lb<br>2×30kW 110V d.c. 11k |
| **HSING CHUNG**<br>exTien Shan–60<br>Hwa Tung **S.S. Co. Ltd.**<br>Kaohsiung China (Taiwan) | **731**<br>324<br>580 | CR (Taiwan)<br>✠Classed LR until 3/53<br>**STRANDED & SANK 1/68** | 1945 H. Kg & Whampoa Dk Co. Ltd.—<br>H.Kg<br>214′ 0″ 31′ 6″ 13′ 2″<br>193′ 6″ 31′ 5″ 15′ 1″<br>1 dk | TM Mchy.aft<br>2 Ho 58′, 52′<br>B.35174<br>2 Ha (each 21′×11½′)<br>4W Der 4(1½) | 2 Oil 4SA each 6Cy. 350×520 mm<br>550bhp<br>Nippon Hatsudoki Kob<br>10k |
| **HSING HWA**<br>Hsing Hwa **Shipping Co.**<br>Ltd.<br>Kaohsiung China (Taiwan) | **1399**<br>672<br>2079 | CR (Taiwan) | 1966 Kurushima Dock Co. Ltd.—<br>Imabari<br>257′ 9″ 37′ 10″ 16′ 5″<br>236′ 3″ 37′ 9″ 18′ 9″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho each 76¾′<br>G.91677<br>2 Ha (each 53¼′×19¾′) | Oil 4SA 6Cy. 520×900 mm<br>2100bhp 245t<br>Ito Tekkosho Shimizu<br>2×96kW 445V 60c/s a.c. |
| **HSING YUNG**<br>exMeadowbank–63<br>Wan Yung **Maritime Co. Ltd.**<br>Keelung China (Taiwan) | **7289**<br>4268<br>10230 | ~~✠100A1~~ ~~SS 10/62~~<br>~~with freeboard~~<br>~~✠LMC~~<br>**TO BE BROKEN UP** ~~EL at~~ | 1945–7 Wm. Doxford & Sons Ltd.—Sld<br>442′ 11″ 56′ 6″ 27′ 4¾″<br>420′ 10″ 56′ 3″ 38′ 1″<br>2 dks<br>Coll BH to U dk 6 to 2nd dk<br>4 divisional WTBHs in ’tween dks<br>WB3018t incl. DTm1205t | M CSD<br>G.562860 B.513290<br>10W Der 1(50) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp 837t<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 120lb 12k |
| **HU MEN**<br>Ming Sung **Industrial Co. of**<br>**Canada Ltd.**<br>Montreal Canadian<br>Reported sailing under Flag of<br>People's Rep. of China | **3079**<br>2199<br>— | ✠ | 1948–12 G. T. Davie & Sons Ltd.—<br>Lauzon<br>283′ 8″ 50′ 2″ 12′ 0½″<br>270′ 0″ 50′ 0″ 14′ 0″<br>2 dks<br>RW | TS Ref | 4 S Turb dr geared to 2 sc. shafts<br>(o.f)<br>De Laval S. Turb. Co. Trenton |
| **HUA CHUN**<br>China **Sea-Products**<br>**Development Corp.**<br>Kaohsiung China (Taiwan) | **356**<br>177<br>— | CR (Taiwan) | 1965 Miho Zosensho—Shimizu<br>156′ 10″ 25′ 4″<br>137′ 10″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft<br>3 Ho 49½′, 17¾′, 12½′<br>5 Ha (5′, 5′×5′) (4¼′. 4¼′×3½′)<br>(3½′×3½′)<br>1W Der 4(1) | Oil 4SA 6Cy. 300×440 mm<br>800bhp 185t<br>Akasaka Tekkosho Yaizu<br>2×80kW 230V 60c/s a.c. 10½k |
| **HUA HENG**<br>exM.T.S. No. 16–49<br>Chan Cheng **Kum**<br>Hua Siang S.S. Co. Ltd.<br>Singapore Singapore | **535**<br>218<br>585 | BV | ........................Japan<br>182′ 0″ 28′ 5″ 10′ 0½″<br>... ... ...<br>1 dk<br>R | M<br>2 Ho 42′, 43′<br>2 Ha (each 23′×13′)<br>Der 4(2) | Oil 4SA 5Cy. 250×520 mm<br>430bhp<br>2×12, 7½kW 230V a.c. 10k |
| **HUA LI**<br>exM.T.S. No. 12–53<br>Chan Cheng **Kum**<br>Hua Siang S.S. Co. Ltd.<br>Singapore Singapore | **493**<br>202<br>836 | BV | 1943 ........................<br>155′ 0″ 31′ 4″ 14′ 4½″<br>149′ 0″ 31′ 3″ 16′ 6″<br>1 dk<br>R | M<br>1 Ho 43′<br>1 Ha (28′×12′)<br>Der 4(1) | Oil 4SA 8Cy. 550×500 mm<br>850bhp 32t<br>Mitsubishi Co. Japan<br>3×80, 40, 6kW 110V d.c. 11k |
| **HUA NAN**<br>China **Sea-Products**<br>**Development Corp.**<br>Kaohsiung China (Taiwan) | **357**<br>177<br>360 | CR (Taiwan) | 1965 Miho Zosensho—Shimizu<br>156′ 10″ 25′ 4″<br>137′ 10″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft<br>3 Ho 49½′, 17¾′, 12½′<br>5 Ha (5′, 5′×5′) (4¼′, 4¼, 3½′×3½′)<br>1W Der 4(1) | Oil 4SA 6Cy. 300×440 mm<br>800bhp 185t<br>Akasaka Tekkosho Yaizu<br>2×80kW 230V 60c/s a.c. 10½k |
| **HUA PEH**<br>China **Sea-Products**<br>**Development Corp.**<br>Kaohsiung China (Taiwan) | **356**<br>177<br>— | CR (Taiwan) | 1965 Miho Zosensho—Shimizu<br>156′ 10″ 25′ 4″<br>137′ 10″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft<br>3 Ho 49½′, 17¾′, 12½′<br>5 Ha (5′, 5′×5′) (4¼′, 4¼′, 3½′×3½′)<br>1W Der 4(1) | Oil 4SA 6Cy. 300×440 mm<br>800bhp 185t<br>Akasaka Tekkosho Yaizu<br>2×80kW 230V 60c/s a.c. 10½k |
| **HUA SHI**<br>China **Sea-Products**<br>**Development Corp.**<br>Kaohsiung China (Taiwan)<br>Name should be **HUA HSI** See New Entries No. 10 | **356**<br>177<br>— | CR (Taiwan) | 1965 Miho Zosensho—Shimizu<br>156′ 10″ 25′ 4″<br>137′ 10″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft<br>3 Ho 49½′, 17¾′, 12½′<br>5 Ha (5′, 5′×5′) (4¼′, 4¼′, 3½′×3½′)<br>1W Der 4(1) | Oil 4SA 6Cy. 300×440 mm<br>800bhp 185t<br>Akasaka Tekkosho Yaizu<br>2×80kW 230V 60c/s a.c. 10½k |

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| 651851<br>BEVB<br><br>Df Esd<br>Gc Rdr | **HUA TUNG**<br><br>**China Sea-Products**<br>**Development Corp.**<br>Kaohsiung China (Taiwan) | 357<br>177<br>360 | CR (Taiwan) | **1965** Miho Zosensho—Shimizu<br>156' 10" 25' 4"<br>137' 10" 25' 3" 11' 4"<br>1 dk | M Fishing Mchy.aft<br>3 Ho 49½', 17¾', 12½'<br><br>5 Ha (5', 5'×5') (4½', 4½', 3½'×3½') | | Oil 4SA 6Cy. 300×440 mm<br>800bhp<br>Akasaka Tekkosho<br>2×80kW 230V 60c/s a.c. |
| 515630<br>OAPH<br><br>Df Esd<br>Gc<br>RTh | **HUALLAGA**<br>exCrown Knot-47<br>**Corporacion Peruana de**<br>**Vapores**<br>Callao Peruvian | 3805<br>2123<br>5972 | AB | **1945** Consolidated Stl Corp.—Wmg, Cal<br>338' 8" 50' 4" 23' 4½"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br><br>rf nil | M Ref Mchy.aft<br>4 Ho 42¾', 78¾', 67½', 28¾'<br>G.247599 B.225604 In.9830<br>3 Ha (stl) (20', 40½', 40½'×20')<br>1 Ha (w) (8'×9')<br>12W Der 1(30) 1(20) 10(5) 2(1½) | | Oil 2SA 6Cy. 545×735 mm<br>1700bhp<br>Nordberg Mfg Co.<br>2×250kW 120/240V d.c. |
| 530781<br><br><br>Df Esd<br>Gc Rdr<br>RT | **HUANGSHI**<br>exSalina-66 exLa Orilla-61<br>**The People's Republic of**<br>**China**<br>Canton<br>People's Rep. of China | 6256<br>3272<br>10800 | BV | **1955** Bartram & Sons Ltd.—Sld<br>476' 0" 62' 0" 26' 11½"<br>445' 0" 61' 9" 40' 2"<br>F47' 2 dks<br>RW | M CSD<br>5 Ho<br>G.638090 B.582260<br>5 Ha<br>10W Der 10(5) 1(2) | | Oil 2SA 6Cy. 620×1870 mm<br><br>J. G. Kincaid & Co. Ltd. |
| 671015<br><br><br>Esd RT | **HUASCAR 10**<br><br>**Pesquera Huascar S.A.**<br>Callao Peruvian | 105<br>—<br>— | AB | **1966** Promecan Ingenieros—Clo<br>22' 1"<br>70' 6" 22' 0" 11' 6"<br>1 dk<br>BK4" | M Trawler<br>1 Ho 35½'<br><br>1 Ha (6½'×11') | | Oil 2SA 6Cy. 6½"×8"<br>330bhp<br>General Motors |
| 671016<br><br><br>Esd RT | **HUASCAR 11**<br><br>**Pesquera Huascar S.A.**<br>Callao Peruvian | 105<br>—<br>— | AB | **1966** Promecan Ingenieros—Clo<br>22' 1"<br>70' 6" 22' 0" 11' 6"<br>1 dk<br>BK4" | M Trawler<br>1 Ho 35½'<br><br>1 Ha (6½'×11') | | Oil 2SA 6Cy. 6½"×8"<br>330bhp<br>General Motors |
| 671017<br><br><br>Esd RT | **HUASCAR 12**<br><br>**Pesquera Huascar S.A.**<br>Callao Peruvian | 105<br>—<br>— | AB | **1966** Promecan Ingenieros—Clo<br>22' 1"<br>70' 6" 22' 0" 11' 6"<br>1 dk<br>BK4" | M Trawler<br>1 Ho 35½'<br><br>1 Ha (6½'×11') | | Oil 2SA 6Cy. 6½"×8"<br>330bhp<br>General Motors |
| 513032<br>OPBS<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HUASCARAN**<br>exGiacinta Fassio-67<br>**Petrolera Transoceanica**<br>**S.A.**<br>Callao Peruvian | 12649<br>7479<br>19343 | AB | **1959** Cant. del Tirreno—Gen<br>561' 4" 74' 1" 31' 1⅛"<br>528' 3" 72' 10" 39' 10"<br>P121' B49' F59' 1 dk<br>RW | S Tanker Mchy.aft<br>20 Ta<br>L.934490 | HeCls. BC | 2 S Turb dr geared to sc.<br>10000shp<br>Cant. del Tirreno |
| 680731<br>DCVZ<br><br>Df Esd<br>Pfd Rdr | **HUBERNA** T.Mk<br><br>**Hubert Schepers**<br>Haren W. German | 212<br>130<br>— | GL | **1967** Deutsche Ind. Werke A.G.—Bln<br>163' 7" 29' 7" 9' 4"<br>148' 6" 29' 6" 16' 7"<br>1 dk & S dk | M ~~OSD~~ Mchy.aft<br><br><br><br>Der 2(2) | | Oil 4SA 6Cy. 220×280 mm<br><br>Klöckner-Humboldt-Deutz |
| 515633<br>FPWT<br><br>Df Esd<br>Gc Rdr<br>RT | **HUBERT PROM**<br>exSpanish Bowline-47<br>**Ets. Maurel & Prom**<br>Bordeaux French<br>Now **BARON KL** See New Entries No. 4 | 3949<br>2164<br>6070 | BV | **1945** Pennsylvania Shpyds Inc.—<br>Beaumont<br>339' 2" 50' 1" 23' 5"<br>321' 4" 49' 11" 29' 0"<br>P90' F38' 2 dks | M Mchy.aft<br>4 Ho 42¾', 78¾', 67½', 28¾'<br>G.250000 B.237000<br>4 Ha (20', 40½', 40½'×20') (9'×8')<br>Der 1(30) 1(20) 10(5) 2(1½) | | Oil 2SA 6Cy. 545×735 mm<br>1700bhp<br>Nordberg Mfg Co.<br>2×250kW 220V d.c. |
| 671991<br>DCVH<br><br>Df Esd<br>Gc Rdr<br>RT | **HUBERTGAT**<br><br>**Partenreederei m.s.**<br>**"Hubertgat"**<br>W. Bruns<br>Leer W. German | 499<br>351<br>1235 | GL | **1967** Schulte & Bruns—Emd<br>244' 4" 37' 8" 12' 6"<br>222' 0" 37' 7" 22' 9"<br>F23' 1 dk & S dk | M OSD Mchy.aft | | Oil 4SA 8Cy. 320×450 m<br>1320bhp<br>Klöckner-Humboldt-Deutz |
| 515634<br>OTXB | **HUBERTINE MADELINE**<br><br>**Henri Cloet**<br>Ostend Belgian | 115<br>49<br>— | | **1931** J. Boel & Fils—Tamise<br>*81·4'* 21' 4"<br>... ... ...<br><br>R | M Trawler | | Oil 4SA 4Cy. 280×450<br><br>Motfbr. "Deutz" |
| 515635<br>LJXL<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **HUBRO**<br><br>**A. B. Aabys Rederi A/S**<br>Oslo Norwegian<br><br><br>Now **LIVERPOOL** See New Entries No. 9 | 2163<br>1146<br>4102<br>3286<br>1850<br>5205 | NV | **1955** Nylands Verksted—Osl<br>326' 6" 46' 4" 19' 10½"/23' 1⅞"<br>306' 0"<br>1 dk & S dk<br>RW<br>rf 4" | M OSD/CSD<br>3 Ho 54½', 60¾', 106'<br>G.236181 B.220666<br>4 Ha (33½', 33½', 33½', 29½'×18')<br>8W Der 1(15) 8(5) | | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2500bhp<br>Masch. Augsburg-Nürnberg<br>3×100kW 220V d.c. |
| 515637<br>MFOP<br>304777<br>Df Esd<br>Gc Rdr<br>RT | **HUDDERSFIELD TOWN**<br><br>**Wendover Fishing Co.**<br>**(Grimsby) Ltd.**<br>Consolidated Fisheries Ltd.<br>Grimsby British | 439<br>146<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN224 | SS 6/67<br><br><br><br>EL (g)q | **1962**-10 Goole S.B. & R. Co. Ltd.—Goo<br>*139·9'* 28' 5"<br>137' 3" 28' 0" 14' 3"<br>F28'<br>RW 4BH<br>rf 15" BK7" WB22t | M Trawler | Oil 4SA 8Cy.<br>1120bhp<br>Mirrlees National |
| 660533<br>DDJL<br><br>Esd Pfd<br>Rdr RT | **HUDE**<br>**Partenreederei m.s. "Hude"**<br>Alfred Hertrampf<br>Elsfleth W. German | 498<br>327<br>1246 | GL | **1965** Elsfletherwerft A.G—Elsfleth<br>227' 9" 36' 6" 12' 2½"<br>204' 9" 36' 1" 19' 8"<br>B35' 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 147½'<br>G.94886 B.81649<br>2 Ha (stl) (each 52½'×23')<br>4W Der 4(3) | | Oil 4SA 6Cy.<br>1100bhp<br>Masch. Augsburg-<br>3×35kW 220/380V |

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| **HUDSON**<br>xOmnium Pioneer–61<br>xAmericano–59 exFairfax–47<br>Victory **Transport Inc.**<br>Oriental Exporters Inc.<br>New York United States | 10160<br>5936<br>— | | AB | 1943 Sun S.B & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 28′ 5¼″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW conv tanker 60<br>rf 9″ | T-E Mchy.aft<br>5 Ho<br>5 Ha (stl) | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor 6000shp (Sy) 1730t (o.f)<br>General Electric Co. Lyn<br>14½k |
| **HUDSON**<br>Government of **Canada** (Minister of Energy, Mines & Resources)<br>Ottawa Canadian | 3721<br>1686<br>1150 | **✠100A1**<br>Ice Class 1<br>**✠LMC**<br>MN1734 | SS 1/68<br>EL (u)2″SQ | **1963**–12 St. John S.B. & D.D. Co. Ltd.—St.J<br>296′ 7″ 50′ 3″ 20′ 7¼″<br>265′ 0″ 50′ 0″ 31′ 1″<br>2 dks, 3rd dk except in mchy. space<br>6BH<br>rf 6″ WB815t incl. DTf90t | TD-E Hydrographic & Oceanographic Ship & Icebreaker<br>1 Ha (stl) (12′×7½′)<br>Cr 1(3) 2(2) Der 2(¾) | 4 Vee Oil 4SA each 16Cy. 9″×10½″ 2168bhp driving 4 gen each 1500kW 600V d.c. connected to 2 elec. motors each 4200shp (CC) (d.o)<br>Dominion Eng. Co. Ltd. Mtl<br>2db 100℔<br>2×600kW 450V 60c/s a.c.<br>Thw. thrust propeller fwd |
| **HUDSON**<br>L. Smit & Co.'s Internationale **Sleepdienst**<br>Rotterdam Netherland | 670<br>53<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>MN542 | SS 2/68<br>EL (j)1⅝″ | **1964**–2 J. & K. Smit's Scheeps.—Kinderdijk<br>175′ 3″ 34′ 4″ 15′ 1¾″<br>155′ 10″ 32′ 10″ 16′ 9″<br>B & F93′<br>4BH<br>rf 31″ WB29t | M Tug | 2 Oil 4SA each 9Cy. 300×450 mm with hydroflex couplings & sr gearing to sc. shaft<br>2710bhp MAN<br>J. & K. Smit's Mach. Kinderdijk |
| **HUDSON DEEP**<br>Hudson **S.S. Co. Ltd.**<br>London British | 6198<br>3184<br>7810 | **✠100A1**<br>**✠LMC**<br>MN660 | SS 4/65<br>EL z2¼″SQ | **1952**–8 J. Readhead & Sons Ltd.—Shl<br>434′ 6″ 55′ 8″ 26′ 9½″<br>405′ 7″ 55′ 6″ 31′ 5″<br>Q277′ F32′ 1 dk<br>RW NS 8BH<br>rf 3″ WB2736t incl. DTm970t | M Mchy.aft<br>5 Ho 49½′, 51′, 51¼′, 51¼′, 44½′<br>G.397130 B.377580<br>5 Ha (stl) (31′×28′) (34′, 35′, 34¾′, 34¾′×34′)<br>10W Der 10(5) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp 744t (d.o)<br>N.E. Mar. Eng. Co. (1938) Ltd. Wal<br>AuxB 120℔<br>3×40kW 220V d.c. 12k |
| **HUDSON LIGHT**<br>Hudson **Fuel & Shipping Ltd.**<br>London British | **5628**<br>2842<br>8442 | **✠100A1**<br>**✠LMC**<br>MN980 | EL x1⅜″SQ | **1965**–7 J. Readhead & Sons Ltd.—Shl<br>369′ 8″ 53′ 7″ 26′ 9½″<br>353′ 0″ 53′ 5″ 34′ 0″<br>P91′ F34′ 1 dk<br>RW NS 6BH<br>rf 3″ DK fwd WB2185t incl. Topside tanks in holds 438t | M Mchy.aft<br>4 Ho 50′, 60½′, 60½′, 60½′<br>4 Ha (stl) (31½′×31″) (40½′, 40½′, 40½′×40′) | Oil 2SA 4Cy. 670×2100 mm<br>4900bhp (d.o)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>db 100℔<br>3×400, 250, 250kW 440V 60c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust contr. pitch propeller fwd |
| **UDSON MARU**<br>Mitsui-O.S.K. **Lines K.K.**<br>saka Japanese | 9255<br>5501<br>11959 | | NK | **1960** Mitsubishi Hvy Ind. Reorg.—Kob<br>512′ 3″ 63′ 11″ 30′ 2⅜″<br>475′ 9″ 63′ 8″ 41′ 0″<br>2 dks<br>RW | M Ref CSD<br>6 Ho<br>G.692011 B.641631 In.8628<br>6 Ha (27′×20′) (44½′, 39¼′, 39¼′, 42′×23′) (27½′×20′)<br>20W Der 1(30) 1(20) 6(10) 14(5) | Oil 2SA 9Cy. 760×1550 mm<br>12000bhp Sulzer 1191t<br>Mitsubishi Hvy Ind. Reorg. Kob<br>3×210kW 445V a.c. 17¾k |
| **DSON RIVER**<br>udson **S.S. Co. Ltd.**<br>ondon British | 3128<br>1696<br>4464 | **✠100A1**<br>**✠LMC**<br>MN207 | SS 6/66<br>EL u | **1949**–8 Ailsa S.B. Co. Ltd.—Trn<br>337′ 0″ 44′ 8″ 19′ 11½″<br>320′ 6″ 44′ 4″ 22′ 6″<br>Q185′ F26′ 1 dk<br>R NS 5BH<br>rf 3″ WB1461t incl. DTm389t | S Mchy.aft<br>5 Ho 39′, 37½′, 38′, 42′, 43½′<br>G.217000 B.208000<br>5 Ha (stl) (26′×26′) (26′, 26′, 30′, 30′×32¼′) | T 3Cy. 19½″ 32″ & 53″×39″<br>1380ihp 180t (c)<br>Ailsa S.B. Co. Ltd. Trn<br>2 SB 220℔ Spt hs(6004) 6cf ND<br>2×15kW 110V d.c. 10k |
| **UDSON TRADER**<br>A. A. Hudson–65<br>Rahane–39<br>yal Marine **Transport S.A.**<br>anama Panamanian | *2222*<br>*1350*<br>— | **✠100A1**<br>North American ports, West Indies, Central America & north east coast of South America but not south of 6° N.<br>**✠LMC** | Dr 9/65<br>EL r | **1924**–9 Swan, Hunter & Wghm Rchdsn —Nwc<br>*248·0′* 43′ 2″ 19′ 6″<br>43′ 0″ 25′ 0″<br>F42′ 1 dk<br>R NS 3WTBH also 2 intermediate BH in holds (lower part WT)<br>WB730t | S Mchy.aft | T 3Cy. 18″ 30″ & 49″×36″<br>1100ihp (o.f)<br>N.E. Mar. Eng. Co. Ltd. Nwc<br>2 SB 180℔ hs(3260) 6cf |
| | | | | **REPAIRS REQUIRED & SURVEYS OVERDUE —CLASS SUSPENDED 20/9/68** | | |
| **UDSON TRANSPORT**<br>Hall **Corporation of Canada**<br>ontreal Canadian | 4076<br>2904<br>7280 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN640 | SS 7/66<br>EL v1¾″SQ | **1962**–6 Davie S.B. Ltd.—Levis<br>355′ 7″ 46′ 3″<br>335′ 11″ 46′ 0″ 31′ 0″<br>Ba54′ 1 dk<br>10BH<br>rf 3″ | TM Tanker Mchy.aft | 2 Oil 2SA each 10Cy. 8⅛″×20″ with Airflex clutches & sr gearing<br>3200bhp Fairbanks-Morse<br>Canadian Locomotive Co. Ltd. Kin<br>2wtdb 150℔ |
| **UELVA**<br>Franz Haniel **& Cie. G.m.b.H.**<br>Oldenburg-Portugiesische-Dampschiffs-Rhederei<br>Kusen, Heitmann & Cie. K.G.<br>amburg W. German | T.Mk<br>958<br>463<br>1519<br>**1541**<br>892<br>2382 | | GL | **1967** J. J. Sietas Schiffsw.—Ham<br>262′ 4″ 14′ 9″/19′ 2″<br>237′ 3″ 38′ 9″ 22′ 2″<br>P57′ F25′ 2 dks | M Mchy.aft<br>2 Ho 59′, 92½′<br>G.105600 B.95600<br>2 Ha (stl) (36¼′, 74¾ comb.×16¼′)<br>3W Cr 3(3) | Oil 4SA 7Cy. 400×600 mm<br>1970bhp 122t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×112, 112, 56kW 400V 50c/s a.c. 14½k |
| **UGH JONES**<br>Price **Brothers & Co. Ltd.**<br>Quebec Canadian | 232<br>154<br>— | ✳Classed BC until 1/50 | | **1944**–10 Canadian Bridge Co. Ltd.—Walkerville<br>110′ 8″ 26′ 10″<br>… … … | M Tug | Oil 2SA 9Cy. 290×500 mm<br>Dominion Eng. Wks Mtl |
| **UGH L. BOND Jr.**<br>A. Gallagher **& Sons**<br>ltimore United States | 212<br>144<br>— | | | **1906** Baltimore S.B. & D.D. Co.—Bal<br>115′ 0″ 23′ 1″<br>… … …<br>R | S Tug | C 2Cy. 20″ & 40″×28″<br>600ihp<br>Baltimore S.S. & D.D. Co. Bal |

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| 515651<br>KVDS<br>244778<br>Df Esd | **HUGH M. SMITH**<br>**United States Department of Commerce**<br>Baltimore United States | 7233<br>4453<br>10920 | AB | 1943 Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 0″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33½′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 650885<br>6ZFM<br>2216<br>Df Esd<br>Gc Rdr<br>RT | **HUGHEVERETT**<br>**Everett-Orient Line Inc.**<br>Monrovia Liberian | 5822<br>3277<br>8433 | AB | 1965 Sasebo Hvy Ind.—Sbo<br>457′ 6″ 61′ 4″ 24′ 10½″<br>426′ 6″ 61′ 1″ 36′ 1″<br>B61′ F31′ 2 dks & S dk<br>rf 7″ | M OSD<br>5 Ho 58′, 69½′, 70½′, 78½′, 51′<br>G.551394 B.513307<br>5 Ha (stl) (29½′×18½′) (42′, 42′, 42′, 31½′×23′)<br>16W Cr 1(5–15) 2(5) 2(3) Der 1(80) 1(35) 6(10) 1(8) 8(5) 1(2–5) | Oil 2SA 6Cy 680×1250 mm<br>6600bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd.<br>3×300kW 450V 60c/s a.c. |
| 641247<br>TFBF<br>Df Esd<br>Rdr RT | **HUGINN II**<br>**Huginn h/f**<br>Vestmannaeyjum Icelandic | ~~210~~ 188<br>~~109~~ 85<br>— | NV | 1964 Örens M/V—Tdh<br>109′ 0″ 22′ 9″ 11′ 0″<br>95′ 8″ 22′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 210×300 mm<br>450bhp<br>Gebr. Stork & Co. |
| 519496<br>HOYN<br>252P<br>Esd RT | **HUGO**<br>exSalto–66 exHugo–65<br>exKota Mas–64<br>exGiang Bee–59 exLamongan–58<br>exF. Amnuputty–51<br>**Transportes Maritimos de San Blas S.A.**<br>Panama Panamanian | *567*<br>*264*<br>465 | | 1946 Albina Eng. & Mach. Wks—Pld<br>181′ 1″ 29′ 1″ 8′ 6″<br>28′ 11″<br>P36′ F26′ 1 dk | M Mchy.aft<br>B.29053<br>4W | Oil 4SA 6Cy. 305×380 mm<br>Enterprise Eng. & Fdry Co. |
| 660520<br>SGIH<br>9487 | **HUGO HAMMAR**<br>**Göteborgs Stad (Hamndirektören)**<br>Gothenburg Swedish | 216<br>129<br>— | | 1954 A/B Lödöse Varf—Lod<br>*81·5′* 26′ 8″<br>… … …<br>1 dk | M Ferry (398P) | 2 Oil 4SA each 6Cy. 175×2<br>300bhp<br>Masch. Augsburg-Nürnberg<br>1×6kW 220V<br>Propellers 1 fwd 1 aft |
| 515655<br>DEPV<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HUGO HOMANN**<br>**Homann Kommanditges**<br>Bremerhaven W. German<br>**Hochseefischerei Kamp & Co. K.G. (Mgrs.)** | 763<br>347<br>500 | GL | 1956 Schiffb. Unterweser—Bhn<br>210′ 1″ 31′ 0″ 17′ 10″<br>200′ 5″ 30′ 11″<br>RW<br>rf 39″ | M Trawler | Oil 4SA 6Cy. 420×<br>also Oil 310bhp connec<br>motor for secondary pro<br>Klöckner-Humboldt-Deutz<br>2×100, 50kW 220V d.c. |
| 515656<br>SPEQ<br>Df Esd<br>Rdr | **HUGO KOLLATAJ**<br>exBenny Skou–51<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 3755<br>2145<br>6885 | PR<br>✠Classed LR until 5/54 | Lch. 1943 Cmd. 1945–8 Burmeister & Wain—Cpn<br>386′ 0″ 55′ 8″ 24′ 3½″<br>55′ 6″ 35′ 0″<br>F86′ 1 dk & S dk<br>RW | M (6P) OSD<br>4 Ho<br>G.441190 B.401370<br>5 Ha (29½′, 37½′, 30′, 35′, 35′×20′)<br>10W Der 2(25) 8(5) | Oil 2SA 8Cy. 695×1150 mm<br>5000bhp<br>Burmeister & Wain<br>4×120, 120, 120, 15kW |
| 525480<br>DLBY<br>Df Esd<br>Gc Rdr | **HUGO OLDENDORFF**<br>exNora Hugo Stinnes–64<br>**Egon Oldendorff**<br>Bremen W. German | 2986<br>1548<br>4200 | GL | 1956 Atlas Werke A.G.—Bmn<br>331′ 5″ 47′ 6″ 20′ 1″<br>331′ 4″ 47′ 3″ 26′ 9″<br>P83′ Q116′ F38′ 1 dk<br>RW | M Mchy.aft<br>G.207450 B.194320<br>5 Ha<br>10W Der 1(15) 1(10) 10(5) | 2 Oil 4SA each 6Cy. 380<br>hydraulic coupling & s<br>shaft<br>2300bhp<br>Masch. Kiel A.G. |
| 515659<br>DDPA<br>3628<br>Df Esd<br>Gc Rdr<br>RTm/h | **HUGO RETZLAFF**<br>exEdertal–61<br>**Dr. Erich Retzlaff**<br>Bremen W. German | 1924<br>733<br>2975<br>2897<br>1447<br>4240 | GL ~~NV~~ | 1958 Hanseatische Werft—Ham<br>293′ 6″ 44′ 7″ 17′ 10½″/22′ 2″<br>268′ 0″ 44′ 6″ 26′ 10″<br>1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>2 Ho 81′, 87½′<br>G.86846 B.82600<br>2 Ha (stl) (each 59½′×19½′)<br>8W Der 1(30) 2(5) 6(3–5) | Oil 4SA 10Cy. 400×580 mm<br>2100bhp<br>Masch. Augsburg-Nürnberg<br>3×100kW 400V 50c/s a.c.<br>1×25kW 380V 50c/s a.c. |
| 515660<br>DLDT<br>Df Esd<br>Gc Rdr<br>RTm/v | **HUGO STINNES**<br>**Hugo Stinnes, Transozean Schiffahrt**<br>Bremen W. German | 10967<br>6046<br>14578 | GL | 1957 Nordseewerke Emden—Emd<br>557′ 10″ 68′ 5″ 29′ 1½″<br>511′ 10″ 68′ 3″ 39′ 4″<br>P133′ B34′ F52′ 1 dk<br>RW | S Bulk Carrier (10P) Mchy.aft<br>6 Ho 61′, 57′, 59½′, 56½′, 54½′, 65′<br>G.696432 B.670500<br>6 Ha (stl) (32½′×23′) (36½′, 36½′, 36½′, 36½′, 40′×33½′)<br>12W Der 2(5) 10(3–5) | S Turb dr geared<br>9000shp<br>Wagner Hochdruck Dam<br>3×750, 325, 325kW 23 |
| 533278<br>LNMD<br>Df Gc<br>Rdr RT | **HUGO TRYGVASON**<br>exSobkra–65<br>**Trygve Olsen**<br>Hammerfest Norwegian | 530<br>221<br>— | ✱Classed BC until 7/62 | 1937–11 Smith's Dock Co. Ltd.—Mdb<br>158′ 8″ 27′ 7″ 14′ 0½″<br>148′ 8″ 27′ 6″ 15′ 6″<br>1 dk<br>R<br>BK7½″ | M Fishing Mchy.aft | Oil 2SA 8Cy. 250×420 mm<br>1200bhp NE65<br>Wichmann Mtf. |
| 515661<br>OTKB<br>Df Esd<br>Rdr RT | **HUGO VERRIEST**<br>exMemlinc–50<br>**Prosper Geryl**<br>Ostend Belgian | 129<br>42<br>— | | 1932 Figee Lands Welwaren—Vla<br>*93·2′* 20′ 6″ 12′ 6″<br>… … … | M Trawler | Oil 4SA 6Cy. 250×<br>NE51<br>Klöckner-Humboldt-Deutz |
| 641175<br>TFDF<br>Df Esd<br>Rdr RT | **HUGRUN**<br>**Einar Gudfinnsson h/f**<br>Bolungarvik Icelandic | 206<br>75<br>— | NV | 1964 Marstrands M/V—Mtd<br>104′ 6″ 22′ 4″ 11′ 0″<br>93′ 6″ 22′ 0″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 6Cy. 250×<br>675bhp<br>Nydqvist & Holm AB |

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| **HUGUETTE V**<br>**Comptoir Général de Transports**<br>Marseilles French | 976<br>632<br>1035 | | BV | 1954 N.V. Werf "Gusto"—Sch<br>224′ 7″ 32′ 1″ 13′ 0″<br>206′ 9″ 32′ 0″ 19′ 0″<br>2 dks<br>RW | M Ref Mchy.aft<br>In.11139<br>2 Ha (each 43¼ ×15′)<br>Der 4(3) | Oil 4SA 8Cy. 390×680 mm<br>1100bhp<br>N.V. Werkspoor | 85½t<br>Ams<br>12½k |
| **HUBERTJE**<br>**N.V. Vischhandel Reed., Ijsf. & Koelhuis v/h Frank Vrolijk**<br>Scheveningen Netherland | 274<br>126<br>— | | | 1958 Schps. "De Hoop" v/h Gebr. Boot—Leiden<br>132′ 0″ 24′ 11″ 9′ 10″<br>114′ 10″ 24′ 10½″ 12′ 6″<br>RW | M Trawler | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz<br>3×22, 16, 16kW 110V d.c. | (d.o)<br>Kln |
| **HUK SAN No. 701**<br>**Korea Marine Industry Development Corp.**<br>Inchon S. Korean | 530<br>—<br>— | | | 1967 At. & Ch. de la Manche—Dpe<br>143′ 3″ 29′ 3″<br>128′ 3″ 29′ 2″ 13′ 5″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 300×450 mm<br>1350bhp<br>S.A. Fiat S.G.M. | Tur |
| **HULDA**<br>exBeaverford-62<br>exEmpire Kitchener-46<br>**International Marine Development Corp.**<br>Monrovia Liberian | 9810<br>7091<br>11975 | ✠100A1<br>with fbd DTm—oil FP above 150° F.<br>✠LMC<br>MN1360 | SS 9/65<br>EL e† | 1944-12 Caledon S.B. & E. Co. Ltd.—Dun<br>497′ 6″ 64′ 5″ 29′ 8¼″<br>465′ 0″ 64′ 0″ 42′ 8″<br>P34′ F40′ 2 dks, 3rd dk except in No. 1 hold<br>Coll BH to U dk 7 to 2nd dk 7 divisional WTBH in upr 'tween dks<br>WB2521t incl. Tunnel tank 220t DTm663t DTf196t | S<br>G.720440 B.650740<br>18W Der 1(80) 1(50) 1(30) 6(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>6800shp<br>Met. Vickers Elec. Co.<br>2WTB 490℔ Spt 475℔ hs10950<br>db 105℔ sg 100℔ | 1735t (o.f)<br>Mch<br>15k |
| **HULDA MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish<br>Now **MARTINE** See New Entries No. 1 | 5720<br>3270<br>8825<br>7395<br>4351<br>9685 | ✠100A1<br>with freeboard FPT—oil FP above 150° F. DTsm and DTsa—veg. oil or molasses, upper APT—veg. oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1100 | SS 12/64<br>EL b†2⅛″SQ | 1950-2 Bartram & Sons Ltd.—Sld<br>459′ 8″ 58′ 10″ 26′ 2¾″/—<br>430′ 10″ 58′ 6″ 38′ 2″<br>P38′ F104′ 1 dk & S dk, 3rd dk in Nos. 1, 3 & 4 holds<br>RW Coll BH to S dk 7 to 2nd dk<br>WB4994t incl. DTsm1973t DTsa1210t | M Ref OSD/CSD<br>5 Ho<br>G.551000 B.512000 In.9100<br>5 Ha (27′×18′) (41¼′, 31′,31′×20′) (28¼′×18′) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2AuxB (1 o.f 1 ex.g) 100℔ | 1128t<br>Wal<br>15k |
| **HULL CITY**<br>**Consolidated Fisheries Ltd.**<br>Sir John D. Marsden, Bt.<br>Grimsby British | 711<br>256<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN207 | SS 8/67<br>EL (k)y | 1953-8 Cochrane & Sons Ltd.—Sel<br>*181·2′* 31′ 2″<br>178′ 0″ 31′ 0″ 16′ 3″<br>Q96′ F33′<br>RW 5BH<br>BK8″ WB14t | S Trawler | T 3Cy. 16″ 27½″ & 45″×30″<br>1250ihp<br>Amos & Smith Ltd.<br>SB 225℔ Spt hs(4050) 3cf | (o.f)<br>Hul |
| **HULLMAN**<br>**United Towing Co. Ltd.**<br>Hull British<br>For later particulars see New Entries No. 3 | 256<br>—<br>— | 100A1<br>tug<br>Class contemplated | | Charles D. Holmes & Co. Ltd.—Bev<br>106′ 7″ 30′ 9″<br>95′ 0″ 29′ 0″ 15′ 0″ | TM Tug | 2 Oil 4SA each 6Cy. 10¼″×14½″<br>Ruston & Hornsby | Lcn |
| **HULLÖY**<br>**Saltens D/S**<br>Bodö Norwegian | 113<br>43<br>— | | | 1951 A/S Pusnæs M/V—Arendal<br>88′ 7″ 19′ 1″<br>18′ 11″<br>1 dk | M<br>1 Ho 24¾′<br>1 Ha (7′×4¾′)<br>1W | Oil 2SA 4Cy. 280×320 mm<br>300bhp<br>Haldorsen & Sönner | 6t<br>Rub<br>9k |
| **HUMACONNA**<br>**Nicholson Transit Co.**<br>Detroit United States | 299<br>163<br>— | | | 1919 Whitney Bros. Co.—Superior<br>*142·0′* 27′ 8″ 15′ 0¼″<br>141′ 3″ 27′ 6″ 16′ 8″<br>1 dk<br>R<br>BK 6″ | M Tug | Oil 16Cy.<br>2000bhp NE59<br>General Motors Corp | |
| **HUMBER**<br>**N.V. Internationale Sleepdienst Maats.**<br>Rotterdam Netherland<br>Now **TURMOIL** See New Entries No. 7 | 387<br>97<br>— | ✠100A1<br>tug<br>✠LMC | SS 6/65<br>EL (f)1⅜″ | 1948-8 L. Smit & Zoon—Kinderdijk<br>142′ 0″ 27′ 1″ 13′ 6″<br>131′ 10″ 26′ 11″ 14′ 11″<br>B&F70′<br>RW 4BH<br>WB71t incl. DTm41t | M Tug | Oil 2SA 7Cy. 350×630 mm<br>840bhp B&W<br>N.V. Mch. & Schps. P. Smit, Jr. | 155t<br>Rot |
| **HUMBER GUARDIAN**<br>**Humber Conservancy Board**<br>Hull British<br>For later particulars see New Entries No. 1 | 618<br>210<br>— | 100A1<br>for restricted service<br>Class contemplated | | R. Dunston (Hessle) Ltd.—Hessle<br>169′ 0″ 33′ 4″ 10′ 0″<br>150′ 0″ 33′ 0″ 15′ 9″<br>RW | TM Buoy Ship Mchy.aft | 2 Oil 4SA each 5Cy. 250×300 mm<br>Nohab<br>British Polar Engines Ltd. | Gls<br>12k |
| **HUMBERDOC**<br>exNorfolk-50<br>**Marine Salvage Ltd.**<br>Fort William Canadian | 2858<br>2204<br>4240 | | AB | 1937 Gt. Lakes Eng. Wks—River Rouge<br>*292·5′* 43′ 1″ 16′ 6½″<br>293′ 0″ 43′ 0″ 27′ 0″<br>1 dk<br>rf 3″ len 60 | TM Mchy.aft<br>3 Ho 72′, 62′, 62′<br>G.177350 B.161400<br>6 Ha (stl) (each 28′×12′)<br>2 Ha (w) (each 28′×21′)<br>4W Cr 1(3) Der 4(3) | 2 Oil 4SA each 6Cy. 10½″×13½″<br>2400bhp<br>Cooper-Bessemer Corp.<br>2×150kW 220V d.c. | 72t (d.o)<br>Mt. Vernon<br>9k |

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| 680559<br>GYFR<br><br>Df Esd<br>Gc Rdr<br>RT | **HUMBOLT**<br><br>**Houlder Bros. & Co. Ltd.**<br>London British<br>Name should be **HUMBOLDT** See New Entries No. 1 | 5100<br>2500<br>5290 |  | **1967** Ch. Nav. de La Ciotat—La Ciotat<br>383′ 6″ 54′ 3″ 21′ 4″<br>346′ 8″ 54′ 1″ 28′ 10″<br>1 dk | M Ref Mchy.aft | Oil SA 7Cy. 570×800 mm<br>5250bhp<br>Masch. Augsburg-Nürnberg |
| 530960<br>GXCZ<br>187630<br>Df Esd<br>Gc Rdr<br>RTm/v | **HUMILARIA**<br>exSan Edmundo-64<br>**Shell Bermuda (Overseas) Ltd.**<br>London British | 11955<br>6858<br>~~18075~~<br>18839 | ✠100A1 SS 10/66<br>oil tanker<br>✠LMC<br>MN1480 EL h†2$\frac{3}{16}$″SQ | **1958**-4 Furness S.B. Co. Ltd.—Haverton Hill<br>556′ 5″ 71′ 5″ 30′ 6″<br>525′ 0″ 71′ 0″ 39′ 3″<br>P115′ B38′ F64′ 1 dk<br>RW 14BH<br>rf 3½″ WB1546t | S Tanker Mchy.aft<br>27 Ta<br>L.874946 HeCls. BC<br>Der 4(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>7397shp ✠NE10/66<br>Richardsons, Westgarth (Hpl)<br>2WTB 495lb Spt 750° F.<br>sg 150lb<br>2×325kW 220V d.c. |
| 661505 | **HUMLE**<br><br>**Göteborgs Stad (Hamndirektören)**<br>Gothenburg Swedish | 390<br>350<br>680 | ✠100A-<br>hopper barge<br>Gothenburg estuary service<br>EL (e) | **1966**-7 A. Vuijk & Zonen—Capelle<br>133′ 1″ 29′ 3″ 9′ 10″<br>131′ 1″ 28′ 2½″ 10′ 6″<br>RAD24′ RFD24′ 1 dk<br>2BH<br>rf nil | Hopper Barge<br>1 Ho 82′<br>1 Ha (82′×21′) |  |
| 541169<br>DGQO<br><br>Df Esd<br>Rdr<br>RTm | **HUMMEL**<br>exAxel Schulz-Helk-63<br>exAxel-62 exHummel-61<br>**Karl Schwarz**<br>Hamburg W. German | ~~493~~ 499<br>~~[illegible]~~ 257<br>765 | GL | **1943** J. J. Sietas Schiffsw.—Ham<br>178′ 10″ 25′ 10″ 11′ 7″<br>25′ 8″ 13′ 9″<br>2 dks<br>R len 54 | M<br>1 Ho 98½′<br>G.32000 B.29500<br>2 Ha (28′, 44½′×16½′)<br>2W Der 1(5) 2(3) | Oil 4SA 6Cy. 325×440 mm<br>400bhp<br>Waggon & Maschb.<br>4×13, 9, 9, 2½kW 220V d.c.<br>Controllable pitch propeller |
| 650832<br>DEGZ<br><br>Esd Rdr<br>RT | **HUMMEL**<br><br>**Carl Büttner**<br>Bremen W. German | 212<br>91<br>385 | GL | **1965** Elsfletherwerft—Elsfleth<br>134′ 9″ 25′ 8″ 9′ 2¾″<br>119′ 9″ 25′ 3″ 10′ 2″<br>P44′ F20′ 1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×350 mm<br>400bhp<br>Motorenw. Mannheim |
| 641659<br>DNGK<br><br>Df Esd<br>Rdr RT | **HUMMEL II**<br><br>**Partenreederei "Hummel"**<br>Kapt. Erhardt Bartels<br>Hamburg W. German | 399<br>217<br>837 | GL | **1964** Schiffsw. J. J. Sietas—Ham<br>191′ 8″ 31′ 0″ 12′ 2¾″<br>171′ 0″ 30′ 10″ 19′ 4″<br>B35′ 1 dk & S dk | M OSD Mchy.aft<br>G.60400 B.54800<br>2 Ha<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Masch. Kiel G.m.b.H. |
| 515678<br>DCFF<br><br>Df Esd<br>Pfd<br>RTh | **HUMOR**<br>exChristian I-60 exEmden-53<br>**Hermann u. Harry Hinrichsen**<br>Flensburg W. German | 134<br>66<br>— |  | **1914** Jos. L. Meyer—Papenburg<br>*87·6′* 21′ 5″<br>… … …<br>1 dk<br>R len 34 | Aux Lr Fishing<br>1 Ho 39¼′<br>1 Ha (31½′×13′)<br>Der 1(5) | Oil 4SA 5Cy. 245×320 mm<br>200bhp Emade35refitted<br>Waggon & Maschb.<br>2×65, 15kW 380V 50c/s<br>1×1kW 24V d.c. |
| 515679<br><br>302877<br>RTv | **HUMPHREY MORRIS**<br><br>**The Mayor & Commonalty & Citizens of the City of London**<br>London British | 126<br>37<br>— | ✠A1 SS 7/56<br>Thames Estuary service<br>✠LMC<br>MN132 EL (a) | **1962**-6 J. Pollock, Sons & Co. Ltd.—Faversham<br>97′ 5″ 21′ 4″ 7′ 6″<br>87′ 0″ 21′ 0″ 9′ 6″<br>1 dk<br>RW 4BH<br>rf 12″ BK6″ | M Launch | Oil 4SA 5Cy. 12½″×14″<br>coupling & sr reverse<br>660bhp<br>Ruston & Hornsby<br>2×40, 32kW 240V 50c/s |
| 515680<br>WA5893<br>218072<br>Df Esd | **HUMRICK**<br><br>**Crescent Towing & Salvage Co. Inc.**<br>New Orleans United States | 418<br>190<br>— | AB | **1919** Whitney Bros. Co.—Superior<br>*142·0′* 27′ 8″<br>141′ 3″ 27′ 6″ 16′ 8″<br>1 dk<br>R<br>BK 6″ | M Tug | Oil 4SA 8Cy. 405×510 mm<br>1700bhp NE52<br>General Metals Corp. |
| 660069<br>GSXA<br>317714<br>Df Esd<br>Gc Rdr<br>RTv | **HUNAN**<br><br>**China Nav. Co. Ltd.**<br>J. Swire & Sons Ltd.<br>London British<br>New **NACALA** See New Entries No. 3 | 8966<br>5153<br>10755 | ✠100A1<br>DTmf and tunnel side tanks—oil FP above 150° F. latex or vegetable oil or molasses in DTmf<br>✠LMC<br>✠Lloyd's RMC<br>MN2722 EL e†2$\frac{3}{16}$″SQ | **1966**-3 Taikoo D. & E. Co.—H.Kg<br>483′ 5″ 66′ 8″ 29′ 9½″<br>450′ 0″ 66′ 6″ 39′ 3″<br>B31′ F59′ 2 dks, 3rd dk except in mchy. space<br>RW 7BH<br>rf 4″ DK in way of DTmf and No. 3 hold<br>WB1729t incl. DTmf 605t | M (2P) Ref<br>5 Ho 68′, 67½′, 37½′, 77½′, 65′<br>G.446490 B.391405 In.92543<br>5 Ha (stl) (29½′×18′) (35′, 30′, 35′, 35′×22′)<br>18W Cr 2(2) Der 2(15) 2(10) 14(5) | Oil 2SA 6Cy. 900×1550 mm<br>13610bhp Sulzer<br>Scotts' S.B. & Eng. Co.<br>3×500kW 440V 50c/s a.c.<br>AuxB (o.f) 150lb |
| 650643<br>OYZI<br><br>Df Gc<br>Pfd Rdr<br>RTm | **HUNDESTED**<br><br>**A/S Grenaa-Hundested Færgefart**<br>Grenaa Danish | 3071<br>1465<br>818 | BV | **1964** Schiffb. Unterweser—Bhn<br>322′ 8″ 59′ 2″ 14′ 2″<br>59′ 0″<br>1 dk & S dk | TM Ferry (1500P) OSD | 2 Oil 4SA each 10Cy.<br>8000bhp<br>Masch. Augsburg-Nürnberg<br>3×490kW 400V 50c/s<br>Controllable pitch propellers<br>Thw. thrust propeller |
| 660706<br>YQBR<br>196<br>Df Esd<br>Gc Rdr<br>RT | **HUNEDOARA**<br><br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian | 16606<br>5387<br>25410 | ✠100A1<br>ore carrier<br>✠LMC<br>MN2300 EL l†2¼″SQ | **1966**-3 Hitachi Zosen—Inn<br>594′ 3″ 81′ 7″ 31′ 4½″<br>564′ 4″ 81′ 4″ 42′ 4″<br>P103′ F59′ 1 dk<br>6BH<br>rf 2″ WB22490t incl. DTf2260t | M Ore Carrier Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W<br>Hitachi Zosen<br>db 71lb<br>3×240kW 400V 50c/s |

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|---|---|---|---|---|---|---|---|
| **HUNG CHANG**<br>exTeng 1407-48<br>exNorthern Pioneer-47<br>exZackynthos-45<br>Launched as Northern Pioneer<br>China People's Steam Nav. Co.<br>People's Rep. of China | *1900*<br>*968*<br>— | | | 1945 McCloskey & Co.—Tampa<br>*250·4'* 42' 2"<br>42' 0"<br>1 dk | S | C 6Cy. (3) 20" & (3) 44"×27"<br>Ajax Uniflow Co. | (o.f)<br>Corry |
| **HUNG HOM**<br>Name should be **HUNGHOM** See ~~New~~ Entries No. 1<br>Hongkong & Whampoa Dock Co. Ltd.<br>Hong Kong British | 262<br>— | 100A1<br>Class contemplated | | H.Kg & Whampoa Dk Co. Ltd.—H.Kg<br>104' 0" 29' 7" 11' 0"<br>92' 0" 28' 0" 14' 0" | M Tug | Oil 2SA 8Cy. 10½"×13½"<br>Crossley Bros. Ltd. | 11½k |
| ~~Name should be HUNGHOLM See New Entries No. 1~~ | | | | | | | |
| **HÚNI II**<br>Húni h/f<br>Húnavatnssyslu Icelandic | 132<br>57<br>— | | | 1963 Skipasmidastöd K.E.A.—Akureyri<br>90' 2" 20' 10"<br>82' 0" 20' 0" 10' 8"<br>1 dk | Wood M Fishing Mchy.aft | Oil 4SA 4Cy. 210×300 mm<br>Gebr. Stork & Co. | Hengelo |
| **HUNTE**<br>Unterweser Reederei G.m.b.H.<br>Bremen W. German | 194<br>—<br>— | | GL | 1966 N.V. Schps. v/h H. H. Bodewes—Millingen<br>92' 6" 26' 11" 14' 11"<br>86' 3" 26' 3" 17' 1"<br>1 dk | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>2×40, 25kW 220V d.c.<br>Directional propeller | 39t (d.o)<br>Kln<br>11k |
| **HUNTER**<br>exWilhelmina W.-57<br>exWilhelmina-50<br>A. Brandsma<br>Beck's Scheepvaartkantoor N.V.<br>Groningen Netherland | 197<br>135<br>235 | | BV. | 1926 Jac. Smit—Vierverlaten<br>122' 8" 17' 8" 7' 2¼"<br>... ... ...<br>1 dk<br>R | M Mchy.aft | Oil 4SA 6Cy. 200×240 mm<br>135bhp NE39<br>Klöckner-Humboldt-Deutz | Kln<br>8k |
| **HUNTER**<br>Hunter Fishing Corp.<br>New Bedford United States | 195<br>144<br>— | | | 1967 H. F. Gamage S.B. Inc.—S. Bristol<br>105' 0"<br>91' 6" 23' 11" 12' 5"<br>1 dk | Wood M Fishing Mchy.aft | Oil 4SA 12Cy. 6½"×8"<br>765bhp<br>Caterpillar Tractor Co. | Peoria |
| **HUNTER VICTORY**<br>United States Department of Commerce<br>San Francisco United States | 7607<br>4563<br>10681 | | AB | 1945 Permanente (Shpyd No. 2)—Richmond<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>Westinghouse Elec. & Mfg Co.<br>2×300kW 240V d.c. | 2882t (o.f)<br>Pbg<br>15k |
| **HUNTINGDON**<br>Federal Steam Nav. Co. Ltd.<br>London British | 11281<br>6658<br>14800 | ✠100A1<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC | SS 8/65<br>EL J†2½"SQ | 1948-5 A. Stephen & Sons Ltd.—Gls<br>560' 8" 70' 2" 32' 6½"<br>530' 10" 70' 0" 47' 6"<br>F59' 2 dks & S dk, 4th dk fwd of mchy. space<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6" DK fwd of mchy. space WB3061t incl. Tunnel tanks 987t | TM Ref OSD<br>6 Ho 58¼', 67', 80¼', 68¾', 68½', 30¼'<br>G.264248 B.252660 In.522650<br>6 Ha (20', 31¼', 39¾', 31¼', 31¼'×20') (19¾'×16')<br>20W Der 1(50) 20(10) | 2 Oil 2SA each 5Cy. 725×2250 mm<br>12600bhp Doxford<br>A. Stephen & Sons Ltd.<br>2AuxB 120lb<br>4×300kW 220V d.c. | 3004t (hvf)<br>Gls<br>16k |
| **HUNTINGTON**<br>Newport News S.B. & D.D. Co.<br>Newport News United States | 298<br>158<br>— | | | 1933 Newport Ns S.B. & D.D. Co.—N.Ns<br>109' 0" 29' 2" 12' 6"<br>97' 0" 29' 0" 14' 6"<br>1 dk<br>R<br>rf 21" | D-E Tug | Oil 2SA 12Cy. 220×265 mm 1200bhp<br>connected to elec. motor<br>NE50<br>General Motors Corp. | Det |
| **HUNTINGTON**<br>Red Star Towing & Transportation Co.<br>New York United States | 144<br>98<br>— | | | 1951 Ira S. Bushey & Sons Inc.—Brooklyn<br>*84·1'* 23' 7"<br>... ... ... | M Tug | Oil<br>1280bhp<br>Fairbanks, Morse & Co. | Beloit |
| **HUNTSFIELD**<br>~~Power Steamship Co. Ltd.~~<br>~~O. Gross & Sons Ltd.~~<br>~~London~~ ~~British~~<br>Lagonisi Shipping Co. Ltd.<br>Famagusta Cyprus | 6820<br>3785<br>12070<br>9483<br>5544<br>~~13400~~<br>13600 | ✠100A1<br>✠LMC<br>MN1440 | SS 3/67<br>EL d†2 3/16"SQ | 1958-4 Burntisland S.B. Co. Ltd.—Bnt<br>477' 3" 64' 1" 27' 10½"/~~29' 10½"~~ 30' 2"<br>450' 3" 63' 11" 40' 5"<br>F43' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6" WB2294t incl. DTsm1027t | M OSD/CSD | Oil 2SA 5Cy. 750×1500 mm exhaust 500 mm B&W<br>7200bhp<br>J. G. Kincaid & Co. Ltd.<br>AuxB 120lb ne (ex.g) 10/66-160lb | Grk |
| **HUNTSLAND**<br>Power Steamship Co. Ltd.<br>O. Gross & Sons Ltd.<br>London British | 6515<br>3515<br>11850<br>9353<br>5385<br>13054 | ✠100A1<br>DTm—vegetable oil<br>✠LMC<br>MN1320 | SS 1/64<br>EL d†2 3/16"SQ | 1954-7 Burntisland S.B Co. Ltd.—Bnt<br>477' 4" 64' 0" 27' 0½"/29' 1¼"<br>450' 7" 63' 11" 40' 5"<br>F42' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB3425t incl. DTm1589t | M OSD/CSD<br>G.720700 B.673420<br>10W Der 1(50) 1(40) | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp<br>Hawthorn, Leslie & Co. Ltd.<br>AuxB 120lb AuxB 49lb | 1136t<br>Nwc<br>15k |
| **HUNTSMORE**<br>exDerrymore-51<br>Alkon Shipping Co. Ltd.<br>Cyprus | 5678<br>3231<br>10570 | ✠100A1<br>✠LMC<br>MN890 | SS 5/65<br>EL c†2⅛"SQ | 1951-5 Burntisland S.B. Co. Ltd.—Bnt<br>462' 6" 60' 0" 26' 7¾"<br>435' 0" 59' 9" 39' 6"<br>F40' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB3131t incl. DTm1351t | M OSD<br>G.670430 B.626890<br>10W Der 1(50) 1(40) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford<br>Hawthorn, Leslie & Co. Ltd.<br>AuxB 120lb | 1013t<br>Nwc<br>13k |

**AEGIS HOPE** See New Entries No. 1

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|---|---|---|---|---|---|---|
| 515695<br>GVXG<br>187835<br>Df Esd<br>Gc Rdr | **HUNTSVILLE**<br>**Power Steamship Co. Ltd.**<br>O. Gross & Sons Ltd.<br>London British | 6849<br>3795<br>12160<br>9486<br>5533<br>13387 | ✠100A1 SS 12/66<br>✠LMC<br>MN1320 EL d†2 1/16"SQ | 1957-8 Burntisland S.B. Co. Ltd.—Bnt<br>477' 2" 64' 0" 27' 10¼"/29' 10½"<br>450' 10" 63' 11" 40' 5"<br>F43' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6" WB2457t incl. DTsm1027t | M OSD/CSD<br>G.704960 B.659150<br>10W Der 4(10) 6(5) | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford<br>Hawthorn Leslie (Eng.) Ltd.<br>AuxB 120lb |
| 515696<br>PEUR<br>Df Esd<br>RT | **HUNZE**<br>**Francesco fu Mario Visentini**<br>~~Groningen~~ ~~Netherland~~<br>Now **ANNA VISENTINI** See New Entries No. 7 | 500<br>342<br>935 | BV RI ~~BV~~ | 1956 Schps. Bedr. Th. J Fikkers—Foxhol<br>205' 2" 30' 10" 11' 10"<br>187' 0" 30' 6" 13' 5"<br>P49' F31' 1 dk<br>RW | M Mchy.aft<br>1 Ho 136'<br>G.42000 B.38000<br>3 Ha (each 29½'×16½')<br>3W Der 3(2) | Oil 4SA 7Cy. 305×460 mm<br>525bhp<br>D. & J. Boot "De Industrie" |
| 515698<br>PEUS<br>Df Esd<br>RTm | **HUNZEBORG**<br>**E. Wagenborg's Scheepv.-& Exped. Bedr. N.V.**<br>Delfzijl Netherland | 397<br>229<br>512 | BV | 1961 Schps. Fa. C. Amels & Zn—Makkum<br>159' 1" 26' 1" 9' 9½"<br>144' 4" 25' 11" 10' 7"<br>1 dk<br>RW<br>rf 2" | M Mchy.aft<br>1 Ho 98½'<br>G.27171 B.25509<br>2 Ha (each 38'×15½')<br>Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>240bhp<br>N.V. Appingedammer Brons<br>2×5kW 110V d.c. |
| 515699<br>XVGN<br>Df | **HUONG KHANH**<br>exOued Noun-54<br>exCommandant G. Guéna-49<br>exEtel-48 exSperber-47 exBonn<br>**Viet Nam Hang Hai**<br>Saigon S. Vietnam | 889<br>448<br>— | | 1922 Atlas-Werke—Bmn<br>*216-0'* 32' 8"<br>32' 6"<br>1 dk<br>R | S<br>G.64847 B.61033 | T 3Cy. 18½" 29½" & 45½"<br>Atlas-Werke |
| 532709<br>GHPH<br>301441<br>Df Esd<br>Gc Rdr<br>RTv | **HUPEH**<br>exSidonia-67<br>**China Nav. Co. Ltd.**<br>John Swire & Sons Ltd.<br>London British | T.Mk<br>5605<br>2836<br>—<br>7564<br>4036<br>— | ✠100A1 SS 3/68 ~~SS 6/66~~<br>✠LMC<br>✠Lloyd's RMC<br>MN1800 EL c†2¼"SQ | 1961-5 C. v.d. Giessen Schps.—Krimpen<br>472' 8" 61' 3" ~~25' 7"~~ ~~26' 2½"~~<br>430' 0" 61' 0" 37' 3"<br>F45' 1 dk & S dk, 3rd dk except in Nos. 1 & 5 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf nil WB1381t incl. DTm860t | M Ref ~~OSD~~<br>5 Ho 55', 67½', 38½', 29½'DT, 68', 60½'<br>G.470180 B.460050 ~~In.45882~~ In.79214<br>5 Ha (stl) (29½', 36½', 36½', 36½', 29'×22')<br>16W Cr 4(10) Der 1(25) 16(10) | Oil 2SA 6Cy. 750×1600 mm<br>9000bhp<br>Gebr. Stork & Co.<br>AuxB 105lb AuxB 125lb<br>4×240kW 440V 60c/s a.c. |
| 515700<br>EBVH<br>Df Esd<br>Rdr | **HURACAN**<br>**Pesquerías y Secaderos de Bacalao de España**<br>San Sebastian Spanish | 1418<br>719<br>1580 | ✠100A1 SS 1/68 ~~SS 1/64~~<br>trawler<br>✠LMC<br>MN256 EL (o)(i†)1¼" | 1959-5 Soc. Española de Const. Nav.—Bbo<br>234' 11" 36' 1"<br>219' 8" 35' 7" 19' 6"<br>F49'<br>RW 7BH<br>rf 28" BK 8" | M Trawler | Oil 2SA 8Cy. 340×570 mm<br>1280bhp Polar<br>Soc. Española de Const. N<br>db 75lb |
| 670830 | **HURGHADA**<br>**General Egyptian Organization for Aquatic Resources**<br>Alexandria Egyptian (U.A.R.)<br>For later particulars see New Entries No. 1 | 1590<br>790<br>1395 | 100A1<br>stern trawler<br>Class contemplated<br>✠Lloyd's RMC | Ast. Construcciones S.A.—Vgo<br>249' 4" 39' 5" 15' 7"<br>219' 10" 39' 4½" 23' 11" | M Stern Trawler Ref Mchy.aft<br>In.50253 | Oil 4SA 8Cy. 390×680 mm<br>Naval-Stork-Werkspoor |
| 515701<br>WA5903<br>212080<br>Df Gc<br>Rdr RT | **HURON**<br>**Columbia Transportation Div. Oglebay Norton Co.**<br>Wilmington, Del United States | 4810<br>3051<br>— | AB | 1914 Gt. Lakes Eng. Wks—Det<br>437' 9" 56' 0" 21' 3½"<br>424' 0" 55' 11" 30' 0"<br>1 dk<br>R | S Mchy.aft<br>Self-unloader<br>3 Ho<br>B.305100<br>18 Ha (each 8'×36')<br>5W | Q 4Cy. 19½" 28½" 41" & 60"<br>1775ihp<br>Gt. Lakes Eng. Wks |
| 515702<br>VDLD<br>71216<br>RTm | **HURON**<br>**Canadian National Railway Co.**<br>Sarnia Canadian | 1052<br>688<br>1352 | | 1875 John Smith—Point Edward<br>242' 0" 53' 11" 8' 0"<br>53' 9"<br>1 dk<br>R | Iron TS Train Ferry Mchy.aft<br>1 Ho 43' | D 2Cy. 30"×30"<br>600ihp<br>Wilson & McDonald<br>2×15, 7½kW 110/120V d.c. |
| 515703<br>JXBE<br>Df Esd<br>Gc Rdr<br>RTm/v | **HURRICANE**<br>**Tönsbergs Rederi A/S, Tönsberg Tank A/S, Skibs A/S Havsten & Skibs A/S Tres**<br>Rafen & Loennechen<br>Tönsberg Norwegian | 12909<br>7279<br>19950 | NV | 1959 Barclay, Curle & Co. Ltd.—Gls<br>560' 0" 72' 0" 31' 2"<br>539' 0" 71' 9" 40' 6"<br>1 dk<br>RW | M Tanker Mchy.aft<br>27 Ta<br>L.926000 | Oil 2SA 6Cy. 750×2500 mm<br>8000bhp Doxford<br>Wallsend Slipway & E. Co. |
| 515705<br>3109<br>Rdr | **HURRIYET**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 894<br>301<br>— | AB | 1960 Denizcilik Bankasi T.A.O.—Halic<br>191' 0" 52' 6" 8' 3"<br>163' 3" 52' 2" 14' 10"<br>1 dk<br>RW<br>rf 10" | S Ferry | T 6Cy. 16½" 24½"<br>1280ihp<br>J. W. Klawitter<br>Propellers 1 fwd 1 aft |
| 515706<br>GJZF<br>181932<br>Df Esd<br>Gc Rdr<br>RTm/v | **HURUNUI**<br>**Federal Steam Nav. Co. Ltd.**<br>New Zealand Shipping Co. Ltd.<br>London British | 11276<br>6640<br>14940 | ✠100A1 SS 11/65<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>EL j†2½"SQ | 1948-6 Vickers-Armstrongs Ltd.—Nwc<br>560' 10" 70' 4" 32' 6"<br>530' 10" 70' 0" 47' 0"<br>F58' 2 dks & S dk, 4th dk in fwd holds<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6" DK/ wd of mchy. space WB3067t incl. Tunnel tanks 980t | TM Ref OSD<br>6 Ho 58½', 72½', 80½', 69', 68½', 30½'<br>G.266305 B.255962 In.522129<br>6 Ha (20', 31½', 39½', 31½', 31½'×20') (19½'×16')<br>20W Der 1(50) 20(10) | 2 Oil 2SA each 8Cy.<br>12800bhp Doxford<br>Vickers-Armstrongs Ltd<br>4×300kW 220V d.c. |

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| **HUSARÖ**<br>**Rederi A/B Rex**<br>Salénrederierna A/B<br>Stockholm<br>Swedish | **4531**<br>2293<br>6180<br>**6650**<br>3670<br>9230 | ✠100A1 SS 9/66<br>Ice Class 2<br>✠LMC<br>MN1000 EL a†2$\frac{1}{16}$"SQ | **1961**–8 A/B Oskarshamns Varv—Osk<br>410′ 2″ 57′ 1″ 22′ 1⅜″/27′ 11⅜″<br>393′ 8″ 56′10½″ 37′ 1″<br>P78′ F45′ 1 dk & S dk<br>Coll BH to S dk 9 to 2nd dk<br>rf 4″ WB2953t incl. DTsma162t m162t f157t DTf292t | M OSD/CSD Mchy.aft<br>4 Ho 56′, 64¾′, 64¾′, 62¼′<br>G.460000 B.423600<br>4 Ha (stl) (each 39¾′×24½′)<br>4W Cr 2(5) Der 1(40) 4(10) | Oil 2SA 6Cy. 630×1300 mm<br>5000bhp 1250t (hvf)<br>A/B Götaverken Got<br>AuxB (o.f) 100lb<br>AuxB (ex.g) 284lb<br>3×250kW 450V 50c/s a.c. 15k |
| **HÜSEYIN HÄKI**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul<br>Turkish | **1072**<br>227<br>— | AB | **1963** Denizcilik Bankasi T.A.O.—Halic<br>220′ 7″ 65′ 7″ 10′ 2″<br>207′ 7″ 58′ 1″ 15′ 5″<br>1 dk<br>RW | S Ferry | T 6Cy. 14″ 23″ & 38½″×24″<br>1500ihp Emade43fitted63 204t<br>W. Simons & Co. Ltd. Rnf<br>Propellers 1 fwd 1 aft |
| **HUSKY 120**<br>exBritamette-56<br>exJohn George-32<br>~~Husky Oil Canada Ltd.~~<br>Fort William<br>Canadian<br>**K.S.F. Marine Ltd.** | **222**<br>80<br>251 | ✠Classed LR until 7/54 | **1931–4** J. Harker Ltd.—Knottingley<br>*130·2′* 20′ 1″ 8′ 1″<br>130′ 0″ 20′ 0″ 8′ 6″<br>Q42′ F25′ Trunk 58′ 1 dk<br>R | M Tanker Mchy.aft<br>L.14039 | 2 Oil 2SA each 6Cy. 4¼″×5″ geared to sc. shaft<br>328bhp NE56 8t–1pd<br>General Motors Corp. Det |
| **HUSTEL**<br>exSoma-67 exSandnæs-49<br>**Skips A/S Kes**<br>Tönsberg<br>Norwegian | **672**<br>346<br>— | | **1914** Stavanger Stöb. & Dok—Stv<br>*167·4′* 27′ 1″ 13′ 0″<br>26′ 11″<br>2 dks<br>R | S<br>1 Ho 33′<br>1 Ha (8′×—′)<br>2W | T 3Cy. 17″ 27″ & 46″×28″<br>32t (c)<br>Stavanger Stöb. & Dok Stv<br>12k |
| **HUSUM**<br>**Hochseefischerei Kiel G.m.b.H.**<br>Kiel<br>W. German | **923**<br>350<br>870 | GL | **1965** Lübecker Flender-Werke—Lbc<br>210′ 8″ 33′ 8″ 15′ 1″<br>180′ 6″ 33′ 1″ 23′ 9″<br>2 dks | M Stern Trawler | Oil 4SA 8Cy. 385×580 mm 1900bhp also Oil 500bhp connected to 2 elec. motors for secondary propulsion<br>Masch. Kiel G.m.b.H. Kel |
| **HUSVIK**<br>**Skips A/S Spervik**<br>A. C. Olsen<br>Sandefjord<br>Norwegian | **8321**<br>4562<br>12250 | NV | **1961** Moss Værft & Dokk A/S—Moss<br>480′ 0″ 61′ 2″ 27′ 5½″<br>452′ 0″ 61′ 0″ 34′ 0″<br>1 dk | M Tanker Mchy.aft<br>24 Ta 1 Ho 33½′<br>L.549607 HeCls. BC<br>1 Ha (stl) (9½′×15¼′)<br>Der 5(5) 2(1) | Oil 2SA 6Cy. 620×1400 mm<br>6500bhp 1395t (hvf)–25pd<br>Burmeister & Wain Cpn<br>2×325kW 260V 60c/s a.c. 14½k |
| **HUTA BAILDON**<br>exMontreal City-59<br>exFairmount Park-46<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin<br>Polish | **7114**<br>4246<br>10550 | ✠Classed LR until 10/62 PR | **1945–1** Burrard D.D. Co. Ltd.—Vcr<br>441′ 6″ 57′ 2″ 27′ 8″<br>416′ 0″ 56′ 10″ 37′ 4″<br>2 dks | S CSD<br>5 Ho 60¾′, 65½′, 32½′, 45′, 70′<br>G.547399 B.489948<br>5 Ha (33¾′, 35′, 15′, 35′, 35′×20′)<br>10W Der 10(3) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 910t (o.f)<br>Canadian Allis-Chalmers Ltd. Mtl<br>3×45kW 110V d.c. 11k |
| **HUTA BEDZIN**<br>exKingsbury-60 exSamlamu-47<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin<br>Polish | **7217**<br>4334<br>10940 | Classed LR until 10/62 PR | **1944** Bethlehem-Fairfield—Bal<br>441′ 8″ 57′ 1″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>5 Ho 60¾′. 74¾′. 50′, 39¾′, 70′<br>G.562827 B.499816<br>5 Ha (33¾′, 35′, 20′, 30′, 35′×20′)<br>10W Der 10(3) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1119t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 115V d.c. 10k |
| **HUTA FERRUM**<br>exGerolamo Campanella-61<br>exAlamak-58 exBoerhaave-47<br>exGeorge H. Flanders-47<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin<br>Polish | **7230**<br>4338<br>10757 | Classed LR until 8/62 PR | **1943** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 28′ 0½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>5 Ho 60¾′ 74¾′, 50′, 39¾′, 70′<br>G.558453 B.492743<br>5 Ha (33′, 35′. 20′, 35′, 35′×20′)<br>12W Der 10(3) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1134t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 11k |
| **HUTA FLORIAN**<br>exOlofsborg-59<br>exKongsborg-55<br>Launched as Solway Firth<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin<br>Polish | **7258**<br>4664<br>10100 | PR | Lch.**1944** Cmpl.**1947** Short Bros. Ltd.—Sld<br>448′ 7″ 56′ 3″ 26′ 10¾″<br>56′ 1″<br>Q35′ F34′ 2 dks, 3rd dk in No. 2 hold | S CSD<br>5 Ho 52½′, 72¼′, 59′. 21¼′, 62¼<br>G.573400 B.517150<br>5 Ha (31½′, 36′, 36′×23′) (20′×9′) (36′×23′)<br>12W Der 1(30) 6(5) 2(2) | T 3Cy. 24½″ 39″ & 70″×48″<br>2500ihp 1297t (o.f)<br>Glenfield & Kennedy Kilmarnock<br>2×15kW 115V d.c. 11k |
| **HUTA LABEDY**<br>exCadore Secondo-62<br>exNinetto Gavarone-60<br>exJames G. Maguire-47<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin<br>Polish | **7221**<br>4243<br>10500 | PR | **1943** Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S CSD<br>5 Ho 60¾′, 74½′, 94¾′, 39¾′, 70′<br>G.562608 B.499573<br>5 Ha (33¼′, 34¾′, 20′, 34¾′, 34¾′×20′)<br>10W Der 10(3–5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1950t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 115V d.c. 10k |
| **HUTA OSTROWIEC**<br>exAtlantico-63<br>exRalph A. Cram-47<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin<br>Polish | **7179**<br>4157<br>10865 | PR | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, pt 3rd dk | S<br>5 Ho 60¾′, 74¾′, 50′, 39¾′, 70′<br>G.562000 B.499000<br>5 Ha (33′, 35′, 20′, 35′, 35′×20′)<br>Der 10(3) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2434t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 115V d.c. 10½k |

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| 515721<br>SPRF<br>476<br>Df Esd<br>Rdr<br>RTm | **HUTA SOSNOWIEC**<br>exTito Campanella-61<br>exSamsylarna-51<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 7189<br>4259<br>11100 | <br><br>PR | 1944 Bethlehem-Fairfield—Bal<br>438' 4" 57' 1" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks | S<br>5 Ho 60¾', 74¾', 50', 39¾', 70'<br>G.562608 B.499573<br>5 Ha (33½', 34¾', 20', 34¾', 34¾'×20')<br>10W Der 10(3) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Worthington Corp.<br>4×20, 20, 20, 4kW 110V d.c. |
| 515722<br>SPPE<br><br>Df Esd<br>Gc Rdr | **HUTA ZGODA**<br>exMarsland-59 exMarquita-51<br>exEmpire Almond-46<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 6840<br>4277<br>9975 | PR<br><br>✱Classed BC until 7/64 | 1941-9 Taikoo D. & E. Co.—H.Kg<br>450' 0" 56' 8" 21' 5⅛"<br>425' 9" 56' 6" 36' 6"<br>F44' 2 dks | S CSD<br>5 Ho 59', 70', 51½', 67½', 65'<br>G.553730 B.504526<br>5 Ha (32½', 35', 32', 35', 35'×24')<br>10W Der 10(3-5) | T 3Cy. 23½" 39½" & 66"×48"<br>2500ihp<br>Taikoo D. & E. Co.<br>2×15kW 115V d.c. |
| 540528<br>SPSF<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **HUTA ZYGMUNT**<br>exNazario Sauro-63<br>exJames Oliver Curwood-47<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 7152<br>4347<br>11039 | <br><br>PR | 1943 Permanente (Shpyd No. 2)—<br>Richmond<br>441' 6" 57' 0" 27' 8"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>RW | S<br>5 Ho 60¾', 74¾', 50', 39¾', 70'<br>G.513522 B.458438<br>5 Ha (33', 34¾', 20', 34¾', 34¾'×20')<br>10W Der 10(2) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 115V d.c. |
| 515723<br>VCNQ<br>195603<br>Df Esd<br>Gc Rdr<br>RT | **HUTCHCLIFFE HALL**<br><br>**Hall Corporation of Canada**<br>Montreal Canadian | 3378<br>2657<br>6450 | **BS✱** Lake SS 5/67<br>Great Lakes and limited coasting service<br>**MBS✱**<br>MN256 CT2850 C30 S24 | 1954-5 Canadian Vickers Ltd.—Mtl<br>349' 0" 44' 0" 17' 6½"<br>342' 5" 43' 10" 24' 6"<br>P41' F30' 1 dk<br>RW NS 4BH new midship section,<br>rf nil len & deepened 59<br>WB923t | TM Mchy.aft<br>2 Ho<br>G.159580 B.152700<br>6 Ha<br>4W | 2 Oil each 4Cy. 205×280 mm<br>gearing<br>1280bhp<br>Fairbanks, Morse & Co. |
| 651522<br>SPST<br><br>RTm/h | **HUTNIK**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 7723<br>3770<br>12115<br>10847<br>5907<br>14149 | <br><br>PR | 1965 Stocznia Szczecinska—Szn<br>513' 4" 67' 2" 26' 9½"/29' 0"<br>67' 1" 31' 6"<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>5 Ho 71½', 63½' comb., 60½' comb., 60¾' comb., 68½' comb.<br>G.744663 B.684947<br>5 Ha (stl) (29½'×40½') (21', 21', 21', 21'×42¾')<br>Cr 4(5) Der 1(30) 2(5) | Oil 2SA 5Cy. 760×1550 mm<br>7200bhp Sulzer<br>H. Cegielski<br>2×400kW 380V a.c.<br>1×250kW 220V a.c. |
| 515724<br><br>187313<br>RTv | **HUTTON CROSS**<br><br>**Tees Towing Co. Ltd.**<br>Wm. Crosthwaite & Son<br>Middlesbrough British | 105<br>—<br>— | ✠A1 SS 6/66<br>tug<br>River Tees service<br>✠LMC<br>MN150 EL (a) | 1958-3 Scott & Sons—Bwg<br>82' 8" 23' 11" 12' 1" (incl. skeg)<br>79' 6" 23' 6"<br><br>R 5BH<br>WB15t | M Tug | Oil 2SA 4Cy. 14½"×19"<br>750bhp<br>Crossley Bros. Ltd.<br>Directional propeller |
| 515726<br>PEUK<br>10905<br>Df Esd<br>Rdr RT | **HUYBERGEN**<br><br>**N.V. Zuid Hollandsche Scheepv. Maats.**<br>Rotterdam Netherland | T.Mk<br>548<br>294<br>1014<br>957<br>555<br>1530 | ✠100A1 SS 4/66<br><br>✠LMC<br><br>MN172 EL m | 1958-3 Gebr. van Diepen—Waterhuizen<br>228' 0" 33' 6" 13' 1"/16' 5½"<br>205' 11" 33' 1½" 20' 2"<br>P39' F24' 2 dks<br>RW Coll BH to U dk 2 to 2nd dk<br>rf 6" WB241t | M Mchy.aft<br><br>G.71000 B.66500<br><br>4W Der 4(3) | Oil 4SA 8Cy. 330×600 mm<br>860bhp<br>N.V. Werkspoor |
| | Now **FLORIDA** See New Entries No. 3 | | | | | |
| 515727<br>TFLC<br><br>Df Esd<br>Rdr<br>RTm | **HVALFELL**<br><br>**Sildar & Fiskimjølsverksmidjan h/f**<br>Reykjavik Icelandic | 655<br>241<br>— | ✠100A1 SS 4/64<br>trawler<br>✠LMC<br><br>EL(j)x | 1947-9 Cook, Welton & Gemmell Ltd.—<br>Bev<br>194' 5" 30' 1"<br>175' 0" 30' 0" 17' 0"<br>Q92' F43'<br>R 5BH<br>BK8" WB68t | S Trawler<br>2 Ho<br><br>4 Ha (stl)<br>Der 4(3) | T 3Cy. 17½" 28½" & 47"×3<br>1250ihp<br>C. D. Holmes & Co. Ltd.<br>SB 225lb Spt hs(4020)<br>2×80, 60kW 220V d.c. |
| 615727<br>OUUY | **HVALPSUND**<br><br>**A/S Aalborg-Hvalpsund Jernbaneselskab**<br>Hvalpsund Danish | 213<br>118<br>— | | 1926 Aalborg Skibsv. A/S—Abg<br>134' 6" 26' 5" 7' 2"<br>... ... ...<br>1 dk<br>R | M Ferry (150P) | Oil 4SA 4Cy. 300×420 mm<br><br>A/S Holeby Dieselmot. Fa |
| 515728<br>LEDQ<br><br>Rdr | **HVALROSSEN**<br>exGjegnalund<br>**A/S Polarström**<br>Björn Øvrelid<br>Ålesund Norwegian | 175<br>68<br>— | <br><br>NV | 1912 G. Ottesen—Bgn<br>*112·0'* 24' 6" 11' 9½"<br>... ... ...<br><br>len 50 | Wood M Fishing Mchy.aft | Oil 2SA 6Cy. 280×420 mm<br>600bhp NE55<br>Wichmann Mtrf. |
| 515729<br>TFWS<br><br>Df Esd<br>Rdr RT | **HVALUR 1**<br>exWhale 1-51 exHvall V-48<br>exStar II-36<br>**Hvalur h/f**<br>Midsandi Icelandic | 248<br>84<br>— | | 1929 Nylands Verksted—Osl<br>*115·0'* 27' 6" 13' 5"<br>... ... ...<br>1 dk<br>R | S Whaler | T 3Cy. 13¾" 22" & 37½"×<br>135ihp<br>Nylands Verksted |
| 515730<br>TFZS<br><br>Df Esd<br>Rdr RT | **HVALUR 4**<br>exWhale 4-51 exHav-48<br>**Hvalur h/f**<br>Midsandi Icelandic | 250<br>83<br>— | <br><br>NV | 1931 Akers M/V A/S—Osl<br>*116·3'* 23' 11"<br>... ... ...<br>1 dk<br>R | S Whaler | T 3Cy. 14" 22" & 37"×<br>141ihp<br>Akers M/V A/S |
| 515731<br>TFAS<br><br>Df Esd<br>Rdr RT | **HVALUR 5**<br>exKrutt-56 exRau IX-48<br>**Hvalur h/f**<br>Midsandi Icelandic<br>Now **HEYKUR**<br>See New Entries No. 6 | 387<br>148 | <br><br>NV | 1939 Deutsche S. & M.—Wsm<br>151' 0" 26' 6"<br>... ... ...<br>1 dk<br>RW | S Whaler | T 3Cy. 16½" 28" &<br>1300ihp<br>Deutsche S. & |

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| **HVALUR 6**<br>exSouthern Sailor-61<br>Hvalur h/f<br>Midsandi<br>Icelandic | 434<br>153<br>— | **BS✻**<br>whaling purposes<br>**MBS✻**<br>MN333 | SS 5/67<br>CT474 C16 | **1946–9** Smith's Dock Co. Ltd.—Mdb<br>154' 0" 27' 7" 14' 0½"<br>144' 4" 27' 6" 15' 6"<br>1 dk<br>5BH<br>BK7½" WB8t | S Whaler Mchy.aft | T 3Cy. 17¾" 30½" & 52"×30"<br>2100ihp<br>Smith's Dock Co. Ltd.<br>2WTB 225℔ hs(6320) | <br>(o.f)<br>Mdb |
| **HVALUR 7**<br>exSouthern ..llcox-61<br>Hvalur h/f<br>Midsandi<br>Icelandic | 427<br>161<br>— | **BS✻**<br>whaling purposes<br>Ice strengthening fwd<br>**MBS✻**<br>MN333 | SS 5/65<br>CT474 C16 | **1945–12** Smith's Dock Co. Ltd.—Mdb<br>158' 6" 27' 7" 14' 5¼"<br>148' 6" 27' 6" 15' 6"<br>1 dk<br>6BH<br>BK7½" WB8t | S Whaler Mchy.aft | T 3Cy. 17¾" 30½" & 52"×30"<br>1850ihp<br>Smith's Dock Co. Ltd.<br>2WTB 225℔ hs(6320) | <br>(o.f)<br>Mdb |
| **HVALUR 8**<br>exGos XII-62<br>Hvalur h/f<br>Midsandi<br>Icelandic | 481<br>153<br>— | | NV | **1948** Kaldnes M/V—Tbg<br>158' 0" 29' 1" 15' 1"<br>... ... ...<br>1 dk<br>RW | S Whaler | C 4Cy. (2) 13¾" & (2) 32 5/16"×30½"<br>1700ihp<br>Kaldnes M/V | <br>(o f)<br>Tbg |
| **HVALUR 9**<br>exTiger-66<br>Hvalur h/f<br>Midsandi<br>Icelandic | 631<br>210<br>— | | NV | **1952** A/S Langesunds M/V—Langesund<br>169' 4" 29' 8"<br>... ... ...<br>1 dk<br>RW | S Whaler | C 4Cy. (2) 14 9/16" & (2) 34½"×32½"<br>Bremer Vulkan | (o.f)<br>Bmn |
| **HVAR**<br>exSommen-66<br>Obalna Plovidba **"Split"**<br>Split<br>Yugoslav | 500<br>242<br>1047 | | BV | **1957** Krögerwerft G.m.b.H.—Rendsburg<br>244' 1" 34' 4" 11' 10½"<br>219' 10" 34' 2"<br>F30' 1 dk & S dk<br>RW | M OSD Mchy aft<br>1 Ho 147½'<br>G.81130 B.72547<br>2 Ha (each 51¾'×19¾')<br>4W Der 1(6) 4(3) | Oil 4SA 8Cy. 320×480 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>1×12kW 220V d.c. | <br>40t<br>Kln<br>12¼k |
| **HVAR**<br>exVolosca-47 exHvar exZara<br>dranska Linijska **Plovidba**<br>(Adriatic Line)<br>Split<br>Yugoslav | 404<br>168<br>— | ✠ | JR | **1903–2** Rotterdamsche D.D. Maats.—Rot<br>147' 2" 23' 4"<br>140' 0" 23' 0" 12' 0"<br>Q52' B18' F26' 1 dk<br>R | S | T 3Cy. 12½" 20" & 33¾"×21"<br>Rotterdamsche D.D. Maats. | <br>Rot |
| **VITABJÖRN**<br>Godthaab-54<br>Vidanes<br>Mohr<br>orshavn<br>Faroese | 263<br>121<br>150 | | BV | **1898** C. Christensen—Sfj<br>*115·5'* 25' 1" 13' 0"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 4SA 8Cy. 240×360 mm<br>300bhp Emade49fitted58<br>Buckau-Wolf | <br><br>Mgd |
| **ITSKJELL**<br>S Shellbåtene<br>esund<br>Norwegian | ~~100~~ 114<br>~~39~~ 44<br>115 | | NV | **1957** Bodö Skibsverft & M/V A/S—Bdo<br>95' 7" ~~79'-6"~~ 18' 9" ~~7'-6½"~~ 7' 3¾"<br>71' 0" 18' 8" 7' 10"<br>1 dk<br>rf 11¾"<br>len 68 | M Tanker Mchy.aft | Oil 2SA 2Cy. 328×380 mm<br>120bhp<br>Hjelset Motfbk.<br>1×3kW 24V d.c.<br>Controllable pitch propeller | <br>(d.o)<br>Ålesund |
| **WA 204**<br>China People's **Steam Nav.** Co.<br>People's Rep. of China | 866<br>298<br>— | | | **1945** .....................Houston<br>*196·0'* 33' 6"<br>... ... ... | TM | **2 Oil** | |
| **WA 205**<br>China People's **Steam Nav.** Co.<br>People's Rep. of China | 866<br>298<br>— | | | **1944** .....................Houston<br>*196·0'* 33' 6"<br>... ... ... | TM | **2 Oil** | |
| **WA 207**<br>China People's **Steam Nav.** Co.<br>People's Rep. of China | 866<br>298<br>— | | | **1944** .....................Houston<br>*196·0'* 33' 6"<br>... ... ... | TM | **2 Oil** | |
| **WA 208**<br>China People's **Steam Nav.** Co.<br>People's Rep. of China | 866<br>298<br>— | | | **1944** .....................Houston<br>*196·0'* 33' 6"<br>... ... ... | TM | **2 Oil** | |
| **WA 211**<br>exWan Shiao-51<br>China People's **Steam Nav.** Co.<br>People's Rep. of China | 866<br>298<br>— | | | **1945** .....................<br>*196·0'* 33' 6"<br>... ... ... | TM | **2 Oil** | |
| **WA 212**<br>exWan Hsin-51<br>China People's **Steam Nav.** Co.<br>People's Rep. of China | 866<br>298<br>— | | | **1944** .....................<br>*196·0'* 33' 6"<br>... ... ... | TM | **2 Oil** | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 515745<br>HOFE<br>3436HK<br>Df Esd<br>Gc Rdr | **HWA AN**<br>exRover–60 exPacific Star–60<br>exAmerican Robin–57<br>exRobert Watchorn–47<br>**Cia. Nav. Peace Ltda. S.A.**<br>Hai An Shipping Co. Ltd.<br>Panama Panamanian | 7254<br>4444<br>10959 | **BROKEN UP** | AB | 1944 Todd-Houston S.B. Corp.—<br>Houston<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.542000 B.481000<br>5 Ha (33½', 35', 20', 30', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×25kW 220V d.c. |
| 652543<br>BEVH<br>623<br>Df Rdr | **HWA TUNG No. 3**<br><br>**Hwa Tung Fishing Co. Ltd.**<br>Kaohsiung China (Taiwan) | 392<br>211<br>— | | CR (Taiwan) | 1965 Uchida Zosen—Ise<br>155' 10" 25' 5" 9' 10"<br>137' 10" 25' 3" 11' 4"<br>1 dk<br>RW | M Fishing Mchy.aft<br>3 Ho 38½', 32', 12½'<br>5 Ha (4¾', 4¾'×4½') (4½', 4½'×3½')<br>(3½'×3½') | Oil 4SA 6Cy. 300×440 mm<br>800bhp<br>Akasaka Tekkosho<br>2×80kW 230V 60c/s a.c. |
| 515748<br><br><br>Esd Rdr<br>RTm | **HWASUN**<br>exValient–53 exTrostan–51<br>exJesse G. Cotting–49<br>**Dai-Han Coal Corporation**<br>Pusan S. Korean | 1857<br>1030<br>2900 | Classed LR until 1/58 | | 1943 W. Butler (S.Bs) Inc.—Superior<br>276' 0" 42' 2"<br>250' 0" 42' 1" 20' 5"<br>P22' B68' F26' 1 dk<br>rf nil | S<br>4 Ho 31½', 34½', 27', 27'<br><br><br>Der 4(3) | T 3Cy. 19" 32" & 56"×36"<br>1300ihp<br>Prescott Co.<br>3×25, 25, 7½kW 100V |
| 515749<br>GTCF<br>186237<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **HYALA**<br><br>**Shell Bermuda (Overseas)**<br>**Ltd.**<br>London British | 12164<br>6961<br>~~17816~~<br>18656 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1650 | TD4–10/67<br><br><br><br>EL h†2 1/16"SQ | 1955–5 Lithgows Ltd.—P.Gl<br>555' 9" 69' 5" 29' 10½"<br>530' 0" 69' 3" 39' 0"<br>P115' B59' F50' 1 dk<br>RW 16BH<br>rf 3½" WB320t | S Tanker Mchy.aft<br>33 Ta<br>L.891200 HeCls. BC<br><br>Der 3(5) 4(1) | 2 S Turb dr geared to sc.<br>8250shp<br>D. Rowan & Co. Ltd.<br>2WTB 570lb Spt 525lb<br>sg 125lb<br>2×550kW 450V 60c/s a.c. |
| 515241<br>LZFW<br><br>Df Esd<br>Gc Rdr<br>RT | **HYALITE**<br>exHöegh Spear–65<br>~~"Bulet" State Economic~~<br>~~Enterprise~~<br>~~Varna~~ ~~Bulgarian~~<br>Bulgarian Tanker Fleet<br>Bourgas Bulgarian | 11749<br>6879<br>18100 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1500 | Dr 7/65<br><br><br><br>EL h†2⅜"SQ | 1954–7 Eriksbergs M/V A/B—Got<br>559' 5" 70' 0" 30' 4¾"<br>526' 0" 69' 9" 39' 3"<br>P109' B37' F69' 1 dk<br>15BH<br>WB1963t incl. DTf702t | M Tanker Mchy.aft<br>27 Ta<br>L.867000 HeCls. BC | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp<br>Eriksbergs M/V A/B<br>2AuxB 142lb |
| 515750<br>GVJQ<br>187519<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **HYDATINA**<br><br>**Shell Bermuda (Overseas)**<br>**Ltd.**<br>London British | 12161<br>6962<br>~~18070~~<br>18813 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1650 | SS 5/65<br><br><br><br>EL h†2 1/16"SQ | 1956–12 Lithgows Ltd.—P.Gl<br>555' 9" 69' 5" 29' 10½"<br>531' 0" 69' 3" 39' 0"<br>P115' B49' F50' 1 dk<br>16BH<br>rf 3½" WB318t | S Tanker Mchy.aft<br>33 Ta<br>L.890000 HeCls. BC<br><br>Der 1(5) 2(3) 4(1) | 2 S Turb dr geared to sc.<br>8250shp<br>D. Rowan & Co. Ltd.<br>2WTB 570lb Spt 525lb<br>sg 125lb<br>2×550kW 450V 60c/s a.c. |
| 661339<br>LIUQ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HYDRA**<br><br>**Bruusgaard Kiösteruds**<br>**Skibs A/S**<br>Bruusgaard Kiösterud & Co.<br>Drammen Norwegian<br>Now **RHODOS** See New Entries No. 7 | 6332<br>3583<br>8400 | | NV | 1966 Drammen Slip & Verk.—Dmn<br>422' 7" 57' 7" 26' 8½"<br>388' 7" 57' 6" 33' 0"<br>P167' F43' 2 dks<br>rf 2" | M (4P) Ref Mchy.aft<br>3 Ho 72½', 90½', 52'<br>G.454461 B.416535 In.24200<br>3 Ha (stl) (67½', 64', 52'×24')<br>12W Der 1(50) 6(10–15) 6(10) 2(2) | Oil 2SA 6Cy. 560×1000 mm<br>5500bhp<br>Sulzer Bros. Ltd.<br>4×147kW 440V 60c/s a.c. |
| 651934 | **HYDRA**<br><br>**Secretary of State for**<br>**Defence**<br>British | 2800<br>—<br>910 | 100A1<br>Class contemplated | | Yarrow & Co. Ltd.—Gls<br>260' 1" 49' 1" 14' 7½"<br>235' 0" 49' 0" 25' 9" | D-E Oceanographic Ship | 3 Oil 4SA each<br>connected to elec.<br>Davey, Paxman & Co. Ltd. |
| 515752<br>SWYG<br>1932 | **HYDRA**<br><br>**Aegean Steam Nav.**<br>**Typaldos Bros. Ltd.**<br>Piræus Greek | 551<br>281<br>— | | | 1942 .....................Pld<br>174' 0" 24' 0"<br>... ... ...<br>1 dk | M Mchy.aft | 2 Oil 4SA each<br>geared to sc. shaft<br>Fairbanks, Morse & Co. |
| 515753<br>PEUW<br><br>Df Esd<br>Rdr<br>RTm | **HYDRA**<br><br>**K. Pronk Jzn.**<br>N.V. Rekab<br>Groningen Netherland | 381<br>195<br>420 | | BV | 1955 Schps. Hijlkema—Martenshoek<br>157' 5" 25' 3" 9' 6"<br>142' 0" 25' 1" 10' 4"<br>P41' F22' 1 dk<br>RW<br>rf ½" | M Mchy.aft<br>1 Ho 91¾'<br>G.24950 B.23500<br>2 Ha (stl) (each 34'×15¾')<br>Der 2(2) | Oil 4SA 4Cy.<br>240bhp<br>Appingedammer Bron.<br>1×5kW 110V d.c. |
| 527291<br>OZJE<br><br>Df RTm | **HYDRA**<br>exPegasus I–64 exSleipner–58<br>**Sigvard Kristensen**<br>**Partrederi**<br>Ålborg Danish | 290<br>149<br>430 | | GL | 1940 Stader Schiffsw.—Stade<br>146' 5" 23' 0"<br>22' 10" 10' 2"<br>P29' Q57' F17' 1 dk<br>len 51 | M<br>2 Ho<br>G.24000 B.22000<br>2 Ha (46', 23'×13')<br>2W Der 2(2) | Oil 4SA 6Cy.<br>200bhp<br>Klöckner-Humboldt-Deutz |
| 515755<br>SXYW<br>1794<br>Df Esd<br>Rdr | **HYDRAIOS III**<br>exTiba–60<br>**Raphael D. Melahrinos &**<br>**Sons**<br>Piræus Greek | 5239<br>3102<br>9558 | ✠100A1<br>with freeboard<br>✠LMC | ~~Dr 10/64~~<br>TD 4/68<br><br><br>EL b† | 1938–9 N.V. Mch. & Schps. P. Smit, Jr.—<br>Rot<br>455' 11" 59' 4" 24' 3½"<br>425' 0" 59' 0" 35' 6"<br>F31' 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB1770t | M OSD<br><br>G.566499 B.517767<br><br>20W Der 2(40) | Oil 2SA 7Cy.<br>3500bhp B&W<br>N.V. Mch. & Schps.<br>db 80lb |
| 515757<br>LAGH<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **HYDRO**<br><br>**Hydros Tankskips A/S**<br>**(Hydrotank)**<br>Oslo Norwegian | 1871<br>979<br>1690 | | NV | 1950 Marinens Hovedverft—Horten<br>252' 4" 37' 10" 19' 4"<br>232' 2" 37' 6" 26' 0"<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft<br>1 Ta 1 Ho 19¾'<br>2 Ha (irn) (each 12'×5½')<br>Cr 2(3) Der 2(3) | Oil 2SA 5Cy.<br>1500bhp<br>Nordberg Mfg Co.<br>2×150, 120kW |

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|---|---|---|---|---|---|
| **HYDROGEN**<br>R. A. Sully & L. G. Strevens<br>London British | 124<br>88<br>195 | | 1906 G. Gill & Sons—Rch<br>*94·8'* 22' 0"<br>... ... ...<br>1 dk | Wood Aux Spt Mchy.aft<br>1 Ho 74'<br>2 Ha (36', 15'×18')<br>Der 1(¼) | Oil 4SA 5Cy. 140×195 mm<br>95bhp Emade49fitted50 (d.o)<br>Norris, Henty & Gardner Mch |
| **HYDROGRAF 10**<br>exKos-63<br>Polish Government<br>Gdanski Urzad Morski<br>Gdynia Polish | 157<br>59<br>98 | PR | 1951 Stocznia Polnocna—Gdk<br>106' 10" 22' 2" 9' 11"<br>22' 0" 10' 11"<br>1 dk<br>RW | M Hydrographic Ship | Oil 2SA 3Cy. 400×460 mm<br>300bhp<br>A/B Jönköpings Motfb. Jönköping<br>2×18 & 6kW 115V d.c. 9k |
| **HYDROGRAF 11**<br>exKulik-63<br>Polish Government<br>Gdanski Urzad Morski<br>Gdynia Polish | 157<br>59<br>98 | PR | 1951 Stocznia Polnocna—Gdk<br>106' 10" 22' 2" 9' 11"<br>22' 0" 10' 11"<br>1 dk<br>RW | M Hydrographic Ship | Oil 2SA 3Cy. 400×460 mm<br>300bhp<br>A/B Jönköpings Motfb. Jönköping<br>3×66, 18, 6kW 110/330V d.c. 9k |
| **HYDROPHANE**<br>exJanova-65<br>~~"[illegible]" State Economic Enterprise~~<br>~~Varna~~ ~~Bulgarian~~<br>Bulgarian Tanker Fleet<br>Bourgas Bulgarian | 12697<br>7267<br>19108 | ✠100A1 Dr 4/65<br>oil tanker<br>✠LMC<br>MN1500 EL l†2$\frac{7}{16}$"SQ | 1953–1 Harland & Wolff Ltd.—Bel<br>572' 6" 73' 4" 30' 8½"<br>541' 0" 73' 0" 39' 3"<br>P117' B40' F70' 1 dk<br>RW 17BH<br>WB1179t incl. DTf779t | M Tanker Mchy.aft<br>27 Ta | Oil 2SA 6Cy. 750×1500 mm exhaust 500 mm B&W 1638t<br>7500bhp<br>Harland & Wolff Ltd. Bel<br>2AuxB 180℔ 14½k |
| **HYDROUSSA**<br>Hydroussa Compania Naviera S.A.<br>Monrovia Liberian | 21088<br>12907<br>32657 | AB | 1955 Harima Zosensho—Aio<br>662' 0" 87' 4" 35' 8⅞"<br>630' 0" 87' 0" 45' 6"<br>P128' B38' F81' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>30 Ta<br>L.1555107 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>1500shp 2920t (o.f)–81½pd<br>Ishikawajima Jukogyo Tok<br>16k |
| **HYGROMIA**<br>Shell Bermuda (Overseas) Ltd.<br>London British | 12161<br>6992<br>18011 | ✠100A1 ~~SS 10/64~~<br>oil tanker TD 11/68<br>✠LMC<br>MN1650 EL h†2$\frac{9}{16}$"SQ | 1956–5 Lithgows Ltd.—P.Gl<br>555' 9" 69' 5" 29' 10½"<br>530' 0" 69' 3" 39' 0"<br>P115' B59' F50' 1 dk<br>16BH<br>rf 3½" WB320t | S Tanker Mchy.aft<br>33 Ta<br>L.890500 HeCls. BC<br>Der 3(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>8250shp 1600t (o.f)–47pd<br>D. Rowan & Co. Ltd. Gls<br>2WTB 570℔ Spt 525℔ hs14725<br>sg 135℔<br>2×550kW 450V 60c/s a.c. 14½k |
| **HYMA**<br>exBöröysund-61<br>exSkjergar exOdin<br>Hadsel Yrkesskole<br>Stokmarknes Norwegian | 181<br>89<br>— | | 1908 Trondhjems M/V—Tdh<br>108' 4" 18' 4" 10' 10½"<br>18' 2"<br>Q24' 1 dk<br>R<br>BK5" | S (100P)<br>1 Ho 20'<br>1 Ha (6'×5')<br>1W Der 1(1½) | T 3Cy. 10" 16" & 26"×18"<br>245ihp 10t (c)<br>Trondhjems M/V Tdh<br>1×5kW 110V d.c. 9k |
| **HYOGO MARU No. 2**<br>Hyogo-Ken Gyogyo Kosha K.K.<br>Kobe Japanese | 111<br>43<br>— | | 1963 Kanazashi Zosensho—Shimizu<br>101' 4" 19' 10"<br>88' 8" 19' 8" 8' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Kobe Hatsudoki Seizosho Kob |
| **HYPERION**<br>Viking Trading Corp.<br>Piræus Greek | 23678<br>15023<br>39870 | ✠100A1 SS 7/64<br>oil tanker<br>✠LMC<br>MN3500 EL s†3"SQ | 1959–1 Kieler Howaldtswerke A.G.—Kel<br>707' 0" 90' 3" 37' 1½"<br>677' 1" 90' 0" 49' 3"<br>P126' F101' 1 dk<br>RW 15BH<br>rf 4" WB4515t incl. 3100t in clean ballast tanks | S Tanker Mchy.aft<br>28 Ta 1 Ho 58½'<br>L.1755000 HeCls. BC<br>1 Ha (stl) (18'×16½')<br>Der 2(3) | 2 S Turb dr geared to sc. shaft<br>17500shp 4072t (o.f)–90pd<br>Howaldtswerke Ham. A.G. Ham<br>2WTB 753℔ Spt 840° F. 660℔ hs22478<br>sg 140℔<br>2×600kW 450V 60c/s a.c. 17k |
| **HYRIA**<br>Shell Bermuda (Overseas) Ltd.<br>London British | 12132<br>6980<br>~~17916~~<br>18423 | ✠100A1 TD 3/68 ~~SS 9/68~~<br>oil tanker<br>Liquefied petroleum gas in cylindrical tanks on deck forward—275℔<br>✠LMC<br>MN1650 EL h†2$\frac{9}{16}$"SQ | 1954–10 Lithgows Ltd.—P.Gl<br>555' 8" 69' 5" 29' 10½"<br>530' 0" 69' 3" 39' 0"<br>P115' B59' F50' 1 dk<br>RW 16BH<br>rf 3½" WB320t | S Tanker Mchy.aft<br>33 Ta<br>L.891200 HeCls. BC<br>Der 1(5) 2(3) 4(1) | 2 S Turb dr geared to sc. shaft<br>8250shp 1593t (o.f)–48pd<br>D. Rowan & Co. Ltd. Gls<br>2WTB 570℔ Spt 525℔ hs(14725)<br>sg 125℔ 14½k |
| **HYUGA MARU**<br>Nippon Suisan K.K.<br>Tokyo Japanese | 300<br>99<br>261 | | 1958 Kukinoumi Zosen—Wakamatsu<br>148' 7" 23' 8" 11' 0"<br>136' 11" 23' 7" 13' 3"<br>rf 13¾" | M Trawler<br>5 Ho 15¾', 8¼', 8¼', 8¼', 8¾'<br>3 Ha (each 3½'×4¼') | Oil 4SA 6Cy. 370×520 mm<br>700bhp (hvf)<br>Niigata Eng. Co. Ltd. Niigata<br>2×80kW 220V d.c. |
| **HYUGA MARU No. 22**<br>Hatta Suisan K.K.<br>Naha Japanese | 109<br>43<br>— | | 1966 Kochiken Zosen—Kochi<br>102' 8" 19' 2" 7' 10"<br>88' 6" 19' 1" 8' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>430bhp<br>Makita Tekkosho K.K. Takamatsu |

| 1<br>LR Identity No.<br>Call Sign<br>Official No.<br>Navigational aids | 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer Deadwt<br>Gross<br>Net<br>Summer Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type<br>Enginebuilders<br>Boilers Heating surface<br>Aux. electrical generating plant<br>Special propellers |
|---|---|---|---|---|---|---|
| 540430 | **I. C. FRIMU**<br>ex1 Mai–62<br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian | 196<br>84<br>— | | 1947 Cant. del Mediterraneo—Gen<br>*89-8'* 23' 4"<br>... ... ... | M Tug | Oil 4SA 6Cy. 370×560 mm<br>S.A. Ansaldo |
| 515769<br>DANH<br><br>Df Esd<br>Gc Rdr | **I. G. NICHELSON**<br><br>**Lenox Ges. für Schiffahrt u. Aussenhandel m.b.H. & Co.**<br>Hamburg W. German | 1447<br>654<br>2267<br>2280<br>1272<br>3343 | GL | 1959 Travewerft G.m.b.H.—Lbc<br>304 2" 41' 9" 15' 2"/19' 2½"<br>278' 8" 41' 8" 22' 8"<br>P56' F41' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>G.154648 B.141440<br>4 Ha<br>8W Der 2(3-10) 6(3-5) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2000bhp<br>Klöckner-Humboldt-Deutz |
| 515771<br>HLMQ<br>9909 | **I RI**<br><br>**Government of South Korea**<br>Korea Shipping Corporation Ltd.<br>Pusan S. Korean | 559<br>248<br>520 | | 1944 Higgins Industries Inc.—N.Os<br>179' 6" 32' 1" 10' 7"<br>31' 11"<br>1 dk | TM Mchy.aft<br>G.26798 B.24393<br>4W Der 4(5) | 2 Oil 2SA each 8Cy.<br>General Motors Corp. |
| 515772<br>SGCN<br>9594<br>Df Esd<br>Gc Rdr | **I. W. WINCK**<br><br>**Rederi A/B Walhall**<br>Helge W. Winck<br>Helsingborg Swedish | 2552<br>1303<br>5200 | ✠100A1 SS 3/68 ~~SS 4/64~~<br>Str. nav. ice<br>✠LMC<br>MN510 EL v 1¾"SQ | 1955–8 A/B Lindholmens Varv—Got<br>363' 3" 49' 1" 20' 4½"<br>335' 0" 49' 0" 30' 3"<br>P25' F34' 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf 4" WB1042t | M OSD<br>2 Ho<br>G.311000 B.288000<br>5 Ha (each 31½'×17½')<br>10W Der 1(25) 10(5) | Oil 2SA 7Cy. 520×900 mm<br>2550bhp Götaverken<br>A/B Lindholmens Varv |
| 528951<br>6ZSS<br>2561<br>Df Esd<br>Gc Rdr<br>RT | **I-YUNG**<br>exRaki–66 exBegum<br>**Zui Kong Steamship Co. Ltd.**<br>~~Monrovia~~ ~~Liberian~~<br>Taiwan | 8162<br>4838<br>12600 | AB<br>Classed LR until 2/49 | 1943 Seattle-Tacoma S.B. Corp.—Tac<br>492' 0" 69' 7" 29' 5"<br>465' 3" 69' 6" 33' 11"<br>F38' 1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>RW<br>rf nil | S OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.798558 B.724863<br>5 Ha (36'×20') (30', 32½', 30', 35'×24')<br>20W Der 1(40) 1(30) | 2 S Turb dr geared to sc.<br>9350shp<br>Allis-Chalmers Mfg Co.<br>3×250kW 240V d.c. |
| 512466<br>GSFH<br>308530<br>Df Esd<br>Gc Pfd<br>RTm/v | **IAN FLEMING**<br>exFylkir–66<br>~~**Newington Steam Trawling Co. Ltd.**~~<br>~~Hull~~ ~~British~~<br>**Newington Trawlers Ltd.**<br>Hull British | 598<br>204<br>— | ✠100A1 SS 7/66<br>trawler<br>✠LMC<br>MN309 EL (])y | 1958–6 Cook, Welton & Gemmell Ltd.—Bev<br>*179-8'* 32' 7" 15' 8"<br>176' 6" 32' 3" 16' 9"<br>F34' 1 dk<br>RW 4BH<br>rf 39" BK8" WB55t | M Trawler<br>1 Ho 100'<br>3 Ha (stl) (11½', 6', 6'×4')<br>1 Ha (w) (7½'×4') | Oil 4SA 8Cy. 390×680 mm<br>1545bhp Werkspoor<br>C. D. Holmes & Co. Ltd.<br>db 100lb<br>2×50kW 220V d.c. |
| 540531<br>5MNU<br>1757<br>Df Esd<br>Gc Rdr<br>RTm | **IANTHE**<br>exMerchant Baron–63<br>**Cia. Navegacion Gapraja S.A.**<br>Monrovia Liberian | 11713<br>7032<br>18010 | ✠100A1 TD4 5/66<br>oil tanker<br>✠LMC<br>MN1360 EL h†2¾"SQ | 1953–7 Furness S.B. Co. Ltd.—Haverton Hill<br>556' 8" 71' 4" 30' 6"<br>525' 0" 71' 0" 39' 3"<br>P115' B38' F62' 1 dk<br>RW 16BH<br>rf 3½" WB945t incl. DTf672t | M Tanker Mchy.aft<br>27 Ta | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>N.E. Mar. Eng. Co. (1938)<br>2AuxB 150lb<br>2×60kW 110V d.c. |
| 515775<br>5NAP<br>321509<br>Esd RT | **IBADAN**<br><br>**Nigerian Ports Authority**<br>Lagos Nigerian | 2886<br>1459<br>— | ✠Classed LR until 12/65 | 1949–7 W. Simons & Co. Ltd.—Rnf<br>323' 0" 51' 2" 15' 9"<br>305' 0" 51' 0" 21' 6"<br>P23' F46' 1 dk<br>RW<br>rf nil | TS Suction Hopper Dredger Mchy.aft | T 6Cy. 18" 28" & 48"×27"<br>2125ihp<br>W. Simons & Co. Ltd. |
| 515776<br>GDHZ<br>301001<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **IBADAN PALM**<br><br>**Palm Line Ltd.**<br>London British | 5799 ~~5656~~<br>2650 ~~2758~~<br>8950 | ✠100A1 ~~SS 12/63~~<br>DTmf—vegetable oil<br>✠LMC SS 7/68<br>MN900 EL c†2¼"SQ | 1959–9 Swan, Hunter & Wghm Rchdsn—Nwc<br>460' 4" 62' 9" 25' 1½"<br>430' 0" 62' 6" 36' 11"<br>P37' F43' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf nil WB2485t incl. Tunnel tanks 289t DTmf1174t | M (2P) OSD<br>5 Ho 51½', 63', 37½', 75', 69½', 28½'DT<br>G.548035 B.509800<br>5 Ha (22½', 36½', 36½', 36½', 36½'×20')<br>16W Der 1(50) 4(15) 2(10) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford<br>Swan, Hunter & Wghm Rchdsn<br>2AuxB 100lb<br>3×250kW 220V d.c. |
| 527608<br>OWWW | **IBÆK**<br>exPeterna–64 exMojenhörn–57<br>exMarie Hilck–54<br>exMartha Ahrens–39<br>exAmelie–34<br>**Anker Kjeldsen**<br>Vejle Danish | 123<br>59<br>153 | ~~GL~~ | 1910 G. & H. Bodewes—Martenshoek<br>102' 5" 20' 2"<br>20' 0" 7' 6"<br>1 dk<br>R len 23 | Aux | Oil 4SA 4Cy.<br>120bhp NEW<br>Deutsche Werke A.G. |

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| **IBARAGI MARU**<br>Ibaragi-ken **G.K.**<br>Nakaminato Japanese | 353<br>195<br>— | | 1958 Miho Zosensho—Shimizu<br>158′ 1″ 24′ 9″<br>138′ 2″ 24′ 7½″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Hanshin Nainenki Kogyo Kob<br>10k |
| **IBARAGI MARU No. 2**<br>Ibaragi-ken **G.K.**<br>Nakaminato Japanese | 192<br>87<br>— | | 1964 Miho Zosensho—Shimizu<br>126′ 9″ 22′ 8″<br>109′ 6″ 22′ 7½″ 10′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **IBARAKI MARU**<br>Nippon **Yusen Kaisha**<br>Tokyo Japanese | ~~9923~~ 9486<br>~~5873~~ 5506<br>11858 | NK | 1965 Nippon Kokan—Shimizu<br>509′ 10″ 71′ 8″ 31′ 1″<br>475′ 9″ 71′ 6″ 43′ 5″<br>3 dks<br>RW<br>rf 9¾″ | M (4P) Ref<br>5 Ho 56½′, 63½′, 60½′, 68½′, 34′DT, 34′DT, 54¾′<br>G.716733 B.657370 In.16844<br>6 Ha (stl) (24¾′×14¾′) (33¾′, 39¼′, 47¼′×23′) (42′×32′) (28¾′×23′)<br>20W Der 2(20) 2(10) 16(6) | Oil 2SA 6Cy. 780×1400 mm<br>10000bhp MAN 1336t (hvf)<br>Mitsubishi Hvy Ind. Ltd. Yka<br>2×450kW 450V 60c/s a.c. 18¼k |
| **IBERDUERO**<br>Iberduero **S.A.**<br>Pasajes Spanish | 253<br>158<br>— | **✠100A1**<br>hopper barge<br>**✠LMC**<br>MN46 EL c (d) $\frac{13}{16}$″U1 | 1967–5 S.A. Juliana Const. Gijonesa—Gjn<br>133′ 0″ 24′ 9″<br>124′ 8″ 23′11½″ 10′ 2″<br>F14′ RAD4′ 1 dk<br>4BH<br>rf nil WB34t | M Hopper Barge Mchy.aft | Oil 4SA 6Cy. 180×260 mm sr reverse geared<br>230bhp<br>Motorenw. Mannheim Mhm<br>2×16¾kW 380V 50c/s a.c. |
| **IBEN THEILGAARD**<br>Rederiet **J. & K. Theilgaard I/S**<br>Rederiet Otto **Danielsen**<br>Copenhagen Danish | 499<br>298<br>1050 | BV | 1965 E. J. Smit & Zn's Scheeps.—Westerbroek<br>203′ 8″ 32′ 2″ 12′ 8″<br>183′ 8″ 31′ 10″ 19′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Masch. Kiel G.m.b.H. Kel |
| **IBERIA**<br>P. & O. **Steam Nav. Co.**<br>London British | 29614<br>15885<br>9035 | **✠100A1** CS 1/67 ~~CS 8/62~~<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN8500 EL u†$3\frac{3}{16}$″SQ | 1954–9 Harland & Wolff Ltd.—Bel<br>718′ 8″ 90′ 10″ 30′ 5¼″<br>668′ 0″ 90′ 6″ 40′ 1″<br>B&F513′ LwrB&F676′ UprB342′ F128′<br>2 dks, 3rd & 4th dks clear of mchy. space<br>RW 10BH<br>rf 9″ DK fwd WB2971t incl. Tunnel tanks 200t | TS (1444P) Ref<br>5 Ho 78¾′, 68¼′, 30¼′, 74¼′, 46¾′<br>B.304260 In.113020<br>6 Ha (stl) (18′×16′) (19′×20′) (18′×18′) (12′×11′) (11′, 11′×16′)<br>18W Der 16(3) 2(10) | 6 S Turb HP dr geared, IP & LP sr geared to 2 sc. shafts<br>42500shp 4395t (o.f)<br>Harland & Wolff Ltd. Bel<br>3WTB 620lb Spt 540lb hs(59265)<br>3×1200kW 220V d.c. 22k |
| **IBERIA**<br>Rederi A/B **Svenska Lloyd**<br>Torgeir Christoffersen<br>Gothenburg Swedish | 2365<br>1170<br>3470 | **✠100A1** SS 9/66<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN650 EL v 1¾″SQ | 1956–11 Burmeister & Wain—Cpn<br>345′ 1″ 47′ 8″ 19′ 2¼″<br>320′ 0″ 47′ 6″ 27′ 6″<br>P61′ F77′ 1 dk & S dk<br>Coll BH to S dk 4 to 2nd dk<br>rf 2″ WB1025t incl. Tunnel tanks 126t | M (6P) Ref OSD Mchy.aft<br>5 Ho 46′, 39¼′, 28¾′, 28¾′, 49¼′<br>G.240050 B.219560 In.32500<br>5 Ha (stl) (20′×14¾′) (35½′, 28¾′, 28¾′, 17¾′×19¾′)<br>8W Cr 1(3) Der 1(15) 4(5) 4(3) | Oil 2SA 6Cy. 500×1100 mm<br>3250bhp 554t (d.o)<br>Burmeister & Wain Cpn<br>3×120kW 220V d.c. 14k |
| **IBERIA**<br>exItalia–53<br>Soc. Rimorchiatori **Riuniti**<br>Genoa Italian | 198<br>29<br>— | RI | 1951 Cant. del Tirreno—Gen<br>100′ 9″ 23′ 11″ 14′ 8″<br>91′ 10″ 23′ 10″ 14′ 9″ | S Tug | T 3Cy. 15″ $23\frac{13}{16}$″ & 39⅜″×$27\frac{9}{16}$″<br>914ihp Emade13fitted51 (o.f)<br>Coop. di Produzione Gen<br>1×6kW 110V d.c. |
| **IBERIAN**<br>exYuki Hansen–66<br>Knud Hansen **A/S**<br>Copenhagen Danish | 455<br>204<br>731 | **✠100A1**<br>**✠LMC**<br>MN150 ELj 1⅛″SQ | 1964–2 Schps. v/h De Groot & v. Vliet—Slikkerveer<br>195′ 11″ 30′ 6″ 10′ 10¾″<br>177′ 2″ 30′ 2″ 17′ 9″<br>RFD 23′ 1 dk & S dk<br>RW Coll & mchy. BH to S dk 1 to 2nd dk<br>rf 3″ WB152t | M OSD Mchy.aft<br>1 Ho 121¾′ 1 TwD 118′<br>G.56718 B.53117<br>2 Ha (stl) (each 38′×18′)<br>4W Der 3(3) | Oil 4SA 6Cy. 320×480 mm<br>750bhp 98¾t (d.o)<br>Motorenw. Mannheim Mhm<br>~~2×15kW 110V a.c.~~ 11k<br>1×16½kW 220V a.c. 1×15kW 220V a.c. |
| **IBERIC**<br>Shaw Savill & **Albion Co. Ltd. & Furness Withy & Co. Ltd.**<br>Shaw Savill & Albion Co. Ltd.<br>Southampton British | T.Mk<br>8757<br>4850<br>10965<br>11043<br>6337<br>13960 | **✠100A1** SS 7/65<br>DTsa—oil FP above 150° F. or vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2660 EL g†$2\frac{3}{16}$″SQ | 1961–4 A. Stephen & Sons Ltd.—Gls<br>510′ 5″ 70′ 5″ ~~31′ 10¼″~~ ~~—/30′ 7¼″~~ 28′ 9½″/32′ 7½″<br>481′ 0″ 70′ 0″ 41′ 6″<br>B204′ F58′ 3 dks, 4th dk in Nos. 2 & 3 holds<br>RW 8BH<br>rf 6″ WB1626t incl. Tunnel tanks 234t | M Ref<br>6 Ho 67½′, 78¾′, 63¼′, 55′, 52¼′, 46′<br>G.679480 B.652140 In.411955<br>6 Ha (stl) (29¼′, 41¼′, 24¾′, 27½′, 27½′, 22′×20′)<br>22W Der 1(50) 1(25) 4(12) 2(7) 6(5) 10(3) | Oil 2SA 8Cy. 750×1500 mm exhaust 500 mm<br>13300bhp 2318t (hvf)<br>Harland & Wolff Ltd. Bel<br>2Aux 120lb e (ex.g) 120lb<br>4×340kW 220V d.c. 17k |
| **IBERVILLE**<br>Waterman **Steamship Corp.**<br>New York United States | 6065<br>3594<br>10350 | AB | 1945 Gulf S.B. Corp.—Chichasaw<br>468′ 8″ 63′ 2″ 27′ 5¾″<br>445′ 4″ 63′ 0″ 31′ 3″<br>2 dks & S dk<br>rf nil | S (12P) OSD<br>5 Ho 57′, 62½′, 77¼′, 72½, 77½′<br>G.645997 B.570873<br>1 Ha (stl) (27′×20′)<br>4 Ha (w) (37½′, 45′, 37½′, 27½′×20′)<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 2836t (o.f)<br>De Laval S. Turb Co. Trenton<br>2×300kW 220/240V d.c. 16k |
| **IBIS**<br>exIris–67<br>Lavamar **S.A.**<br>Panama Panamanian | 2864<br>1559<br>4570 | NV<br>✠Classed LR until 7/58 | 1954–8 Orenstein-Koppel & Lbcr Masch.—Lbc<br>362′ 3″ 48′ 8″ 21′ 1¾″<br>331′ 1″ 48′ 7″<br>P19′ F39′ 1 dk & S dk<br>RW<br>rf 4″ | M (4P) Ref OSD<br>4 Ho 63¾′, 75½′, 50½, 52½′<br>G.296662 B.269291 In.6675<br>4 Ha (34½′, 48¼′, 29¾′, 27½′×20¼′)<br>10W Der 1(40) 1(25) 10(7½) | Oil 2SA 6Cy. 700×1200 mm<br>3600bhp 610t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×142, 142, 125kW 220V d.c. 14k |

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| 515784<br>OGHX<br>1086<br>Df Esd<br>Gc Pfd<br>Rdr RT | **IBIS**<br>exLaholm-60<br>**Rederi A/B Hildegaard**<br>Lundqvist Rederierna<br>Mariehamn Finnish | 1587<br>740<br>— | ✠100A1 Dr 3/66<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL r | 1942-7 Aalborg Værft A/S—Abg<br>258′ 0″ 42′ 2″ 18′ 11″<br>249′ 0″ 42′ 0″ 29′ 2″<br>P28′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB732t incl. Tunnel tanks 60t | M OSD<br>G.190500 B.179000<br>8W | 2 Oil 2SA each 8Cy.<br>electro-magnetic slip<br>gearing to sc. shaft<br>2070bhp<br>Atlas-Diesel<br>(db 50ft) |
| 515785<br>TKDB | **IBIS**<br>exIbis II-53<br>**Chantiers Navals de Normandie**<br>Lemaistre Frères<br>Fécamp French | 161<br>63<br>— | BV | 1937 Béliard, Crighton & Cie.—Ost<br>*104-8′* 21′ 4″<br>... ... ...<br>R | M Trawler | Oil 4SA 3Cy. [illegible] mm<br>340bhp<br>Soc. d'Elec. & Méc. |
| 672363 | **IBIS**<br>**Food & Agriculture Organisation of the United Nations**<br>San Salvador El Salvador<br>For later particulars see New Entries No. 1 | 40<br>—<br>— | 100A1<br>trawler<br>Class contemplated | Bideford Shpyd Ltd.—Bid<br>56′ 0″ 16′ 7″ 6′ 9″<br>52′ 9″ 15′11½″ 8′ 8″ | M Trawler | Oil 4SA 6Cy. 4½″×5½″<br>geared<br>Caterpillar Tractor Co. |
| 660010<br>OZOZ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **IBIZA**<br>**Det forenede Dampskibs-Selskab A/S**<br>Copenhagen Danish | 500<br>276<br>1075 | BV | 1966 Aarhus Flydk. & Msk.—Aar<br>229′ 11″ 36′ 2″ 12′ 6″<br>206′ 8″ 36′ 1″ 21′ 6″<br>P38′ F22′ 1 dk & S dk<br>rf 4″ | M OSD Mchy.aft<br>2 Ho 54½′, 90½′<br>G.98975 B.90660<br>3 Ha (stl) (each 34′×17′)<br>4W Der 1(10) 3(5) | Oil 4SA 8Cy. 320×420 mm<br>1199bhp<br>Masch. Kiel G.m.b.H.<br>3×55kW 220V d.c. |
| 670209<br>Df Esd<br>Gc Pfd<br>Rdr RT | **IBN AICHA**<br>**Royale Marocaine de Navigation**<br>Tangier Moroccan | 1161<br>478<br>1350 | BV | 1966 Soc. Española de Const. Nav.—Bbo<br>293′ 4″ 42′ 1″ 14′ 9″<br>262′ 5″ 42′ 0″ 23′ 5″<br>1 dk & S dk<br>RW | M (5P) Ref OSD Mchy.aft<br>2 Ho<br>In.109580<br>2 Ha (33′, 57½′×17½′)<br>Der 8(3–5) 2(2) | 2 Oil 2SA each 8Cy.<br>geared to sc. shaft<br>3200bhp<br>Masch. Augsburg-Nürnberg |
| 661109<br>Df Esd<br>Gc Pfd<br>Rdr | **IBN BATOUTA**<br>**Armement Limadet**<br>Tangier Moroccan | 2790<br>—<br>600 | | 1966 At. & Ch. de la Seine Maritime—Le Trait<br>305′ 1″ 54′ 6″ 13′ 2″<br>275′ 7″ 51′ 6″<br>2 dks | TM Ferry | 4 Oil 4SA each 16Cy.<br>geared to 2 sc. shafts<br>Masch. Augsburg-Nürnberg |
| 670210<br>Df Esd<br>Gc Pfd<br>Rdr RT | **IBN DAOUD**<br>**Royale Marocaine de Navigation**<br>Tangier Moroccan | ~~1161~~ 1170<br>~~478~~ 501<br>1350 | BV | 1966 Soc. Española de Const. Nav.—Bbo<br>293′ 4″ 42′ 1″ 14′ 9″<br>262′ 5″ 42′ 0″ 23′ 5″<br>1 dk & S dk<br>RW | M (5P) Ref OSD Mchy.aft<br>2 Ho<br>In.109580<br>2 Ha (33′, 57½′×17½′)<br>Der 8(3–5) 2(2) | 2 Oil 2SA each 8Cy.<br>geared to sc. shaft<br>3200bhp<br>Masch. Augsburg-Nürnberg |
| 521653<br>7TCA<br>Df Esd<br>Gc Pfd<br>Rdr | **IBN KHALDOUN**<br>exMadali-64<br>Launched as Imbituba<br>**Algerian Government**<br>Algiers Algerian | 3025<br>1486<br>3440 | ✠Class **WITHDRAWN**<br>at Owners' request<br>4/68 | 1953-1 Öresundsvarvet A/B—Lkr<br>352′ 10″ 47′ 1″ 19′ 3½″<br>330′ 0″ 46′ 11″ 27′ 10″<br>P29′ B47′ F79′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>WB1024t incl. Tunnel tanks 213t | M OSD | Oil 2SA 8Cy. 520×900 mm<br>3000bhp<br>A/B Götaverken |
| 515786<br>LITD | **IBO**<br>exRuyl-61 exL. Ruyl-56<br>**Ingolv I. Leirvåg**<br>Bergen Norwegian | 199<br>79<br>— | | 1934 F. Schichau—Danzig<br>107′ 7″ 23′ 1″ 9′ 2″<br>... ... ...<br>R | M Fishing<br>1 Ho<br>1 Ha (19½′×9½′)<br>1W Der 1(3) | Oil 4SA 6Cy. 210×300 mm<br>130bhp<br>Motorenw. Mannheim |
| 515787<br>JPSH<br>58298 | **IBOGAWA MARU**<br>exNamura Maru No. 1<br>**Namura Zosensho K.K.**<br>Osaka Japanese | 113<br>39<br>— | | 1945 Onomichi Zosensho—Onomichi<br>*73-1′* 21′ 4″<br>... ... | M Tug | Oil 4SA 6Cy. [illegible] mm<br>340bhp [illegible]<br>Ikegai Tekkosho |
| 515788<br>JJPB<br>87549<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **IBUKI MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 2503<br>1300<br>2339 | NK | 1961 Kure Zosensho—Kur<br>278′ 6″ 44′ 5″ 17′ 5″<br>252′ 7″ 44′ 4″ 21′ 4″<br>1 dk & S dk<br>rf 3½″ | M Stern Trawling Factory Ship OSD<br>3 Ho 36′, 60′, 51½′<br>3 Ha (each 7½′×7½′)<br>Cr 6(1½) Der 2(3) 4(1½) | Oil 2SA 6Cy. [illegible] mm<br>2400bhp<br>Mitsui Zosen<br>2×250kW 445V [illegible] |
| 671492<br>Esd RT | **ICA**<br>**Empresa Pesquera "El Molino" S.A.**<br>Pisco Peruvian | 158<br>69<br>— | GL | 1966 Ast. Pesquera Ind. Callao—Clo<br>*80-4′* 22′ 0″<br>10′ 9″<br>1 dk | M Fishing | Oil 4SA 6Cy. [illegible]<br>330bhp<br>Caterpillar Tractor Co. |
| 515791<br>PVGT<br>Df Esd<br>Gc RTh | **ICARAI**<br>**Cia. de Nav. Maritima Netumar**<br>Rio de Janeiro Brazilian | 3847<br>2114<br>5299 | ✠100A1 SS 9/65<br>✠LMC<br>MN463 EL v | 1960-9 Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 1″ 21′ 9¼″<br>331′ 6″ 47′ 11″ 26′ 3″<br>P27′ B74′ F37′ 1 dk, 2nd dk in Nos. 1, 2 & 3 holds<br>RW 6BH<br>rf 6″ ~~WB979t~~ WB983t | M ~~S~~<br>4 Ho 65′, 71½′, 45½′, 43′<br>G.260446 B.243530<br>4 Ha (41½′, 43½′, 28½′, 30½′×23′)<br>9W Der 1(25) 8(5) | Oil 2SA 5Cy. [illegible]<br>2750b.h.p [illegible]<br>Burmeister & Wain<br>NAux[illegible]<br>2×24, 5kW [illegible] |

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| **ICE FLOWER**<br>exAtlantic Flower–66<br>exIce Flower–65<br>**Helge Kyvik Partrederi**<br>Haugesund Norwegian | **497**<br>206<br>730<br>**881**<br>—<br>1200 | BV | **1956** Soc. des Ch. & At. du Rhin—Strasbourg<br>212′ 0″ 32′ 11″ 11′ 11⅜″/—<br>188′ 11″<br>1 dk & S dk<br>RW | M Ref OSD/CSD Mchy.aft<br>2 Ho 2 TwD<br>In.40000<br>3 Ha (each 19¾′×10½′)<br>Cr 3(3) | Oil 4SA 6Cy. 385×580 mm<br>1050bhp (d.o)<br>Masch. Kiel A.G. Kel<br>4×180kW 220V d.c. |
| Now **SEA CHALLENGE** See New Entries No. 1 | | | | | |
| **ICE PRINCESS**<br>**The People's Republic of China**<br>Peking People's Rep. of China | **1219**<br>560<br>1910 | | **1957** Soc. des. Ch. & At. du Rhin—Strasbourg<br>243′ 5″ 33′ 7″ 15′ 1″<br>216′ 6″ 32′ 10″ 20′ 7″<br>2 dks<br>RW | M Ref CSD Mchy.aft<br>In.60469 | Oil 4SA 8Cy. 385×580 mm<br>Masch. Kiel A.G. Kel |
| **ICENIC**<br>**Shaw Savill & Albion Co. Ltd.**<br>Southampton British | T.Mk<br>**8702**<br>4736<br>10833<br>**11042**<br>6260<br>13859 | **✠100A1** SS 6/65<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2660 EL g†2$\frac{7}{16}$″SQ | **1960–12** Harland & Wolff Ltd.—Bel<br>513′ 3″ 70′ 5″ 28′ 9″/32′ 7¼″<br>481′ 6″ 70′ 0″ 41′ 6″<br>B201′ F58′ 3 dks, 4th dk in Nos. 2 & 3 holds<br>RW 8BH | M Ref<br>6 Ho 67½′, 78¾′, 63¼′, 55′, 52¼′, 46′<br>G.263920 B.243940 In.413090<br>6 Ha (stl) 29¼′, 41¼′, 24¾′, 27½′, 27½′ 22′×20′)<br>22W Der 1(50) 1(25) 4(12) 2(7) 6(5) 10(3) | Oil 2SA 8Cy. 750×1500 mm exhaust 500 mm<br>13300bhp B&W 2315t (hvf)<br>Harland & Wolff Ltd. Bel<br>2AuxB 120lb e(ex.g) 120lb<br>4×340kW 220V d.c. 17k |
| | | | rf 6″ DK fwd WB1618t incl. Tunnel tanks 238t | | |
| **ICHA**<br>exCarib–64<br>**U.S.S.R.**<br>Vladivostok Russian | **6085**<br>3364<br>4673 | ✠Classed LR until 4/66 | **1953–1** J. Boel & Fils—Tamise<br>433′ 2″ 54′ 1″ 23′ 0¾″<br>400′ 0″ 53′ 10″ 36′ 0″<br>RFD46′ 2 dks, 3rd & 4th dks clear of mchy. space<br>RW | M Ref<br>4 Ho<br>B.241000 In.260780<br>4 Ha (each 27½′×15¾′)<br>8W Der 8(5) | Oil 2SA 8Cy. 745×1300 mm<br>1534t<br>A/B Götaverken Got<br>18½k |
| **ICHI MARU No. 2**<br>**T. Ando**<br>No Japanese | **299**<br>167<br>— | | **1961** Sanuki Zosen—Takuma<br>*127·9′* 22′ 5″<br>22′ 3″<br>1 dk<br>len 65 | M Tanker Mchy.aft<br>L.15185 | Oil 4DA 5Cy. 260×400 mm<br>250bhp 13t<br>Makita Tekkosho Takamatsu<br>10k |
| **ICHIKAWA MARU No. 1**<br>**Tsurumi Yuso K.K.**<br>Tokyo Japanese | **304**<br>196<br>— | | **1961** Setoda Zosen—Hma<br>134′ 10″ 27′ 5″ 8′ 6″<br>129′ 7″ 27′ 3″ 9′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>320bhp 9t<br>Kanegafuchi Nainenki Tok<br>9k |
| **ICHIKAWA MARU No. 2**<br>**Tsurumi Yuso K.K.**<br>Tokyo Japanese | **300**<br>204<br>— | | **1961** Sagami Zosen Tekkosho—Yokosuka<br>*129·9′* 26′ 4″<br>26′ 2″<br>1 dk | M Tanker Mchy.aft<br>L.19776 | Oil 4SA 6Cy. 260×400 mm<br>320bhp 7t<br>Kanegafuchi Nainenki Tok<br>8k |
| **HIO MARU No. 2**<br>**I. Asano**<br>Yokosuka Japanese | **114**<br>81<br>203 | | **1959** Ishihara Zosen—Tok<br>85′ 11″ 19′ 10″ 7′ 3″<br>80′ 9″ 19′ 8″ 8′ 9″ | M Tanker Mchy.aft | Oil 2SA 3Cy. 310×343 mm<br>120bhp Emade—refitted59 7t |
| Now **KANAME MARU No. 33** See New Entries No. 3 | | | | | |
| **ICHIWA MARU**<br>**S. Ozawa**<br>Shimizu Japanese | **295**<br>135<br>404 | **BROKEN UP** NK | **1948** Sanko Zosen—Osa<br>*146·3′* 23′ 0″ 9′ 10″<br>138′ 0″ 22′ 11″ 10′ 11″<br>P40′ F19′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 83′<br>G.17473 B.16414<br>1 Ha (54½′×14¾′)<br>3W | Oil 4SA 5Cy. 350×520 mm<br>430bhp 26½t<br>Hanshin Nainenki Kogyo Kob<br>1×15kW 110V d.c. 10k |
| **ICHIYO MARU**<br>**Daiichi Sempaku Kaisha**<br>Kobe Japanese | **1860**<br>1075<br>2949 | NK | **1964** Shikoku Dock Co.—Takamatsu<br>*262·5′* 40′ 10″ 17′ 10″<br>259′ 1″ 40′ 8″ 20′ 8″<br>P72′ F36′ 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.136175 B.126535<br>2 Ha (42¾′, 89½′×20¼′)<br>6W Der 6(7) | Oil 4SA 6Cy. 470×700 mm<br>2100bhp 138t<br>Ito Tekkosho Shimizu<br>12k |
| **ICHIZAN MARU**<br>**Taisei Kisen K.K.**<br>Kobe Japanese | **993**<br>515<br>1556 | NK | **1957** Kurushima Dock Co. Ltd.—Imabari<br>*216·2′* 34′ 3″ 15′ 3½″<br>213′ 3″ 34′ 2″ 17′ 4″<br>P52′ F27′ 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.72065 B.66067<br>2 Ha (29¼′, 69¼′×18′)<br>6W Der 2(10) 4(5) | Oil 4SA 6Cy. 430×620 mm<br>1200bhp 80t<br>Hanshin Nainenki Kogyo Kob<br>2×15kW 110V d.c. 12k |
| **ICHIZAN UNZEN**<br>**Ichizan Kinkai Kisen K.K.**<br>~~Kaiun K.K.~~<br>Kuma Japanese | ~~**2999**~~ **2958**<br>—<br>5000 | NK | **1967** Kurushima Dock Co. Ltd.—Imabari<br>51′ 4″ 20′ 11″<br>295′ 3″ 51′ 3″ 25′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 510×840 mm<br>3000bhp<br>Akasaka Tekkosho Yaizu |
| **ICHIZURU MARU**<br>**Shoetsu Kaiun K.K.**<br>Ondo Japanese | **328**<br>171<br>— | | **1960** Kanda Zosensho—Kur<br>140′ 9″ 23′ 9″ 10′ 6″<br>128′ 10″ 23′ 7″ 11′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>380bhp 21t<br>Usuki Tekkosho Usuki<br>10k |
| **ICHNUSA**<br>**"Tirrenia" Soc. per Azioni di Nav.**<br>Genoa Italian | **1242**<br>687<br>868 | RI | **1928** Cant. Nav. Odero—Gen<br>226′ 8″ 34′ 6″ 15′ 4″<br>212′ 10″ 34′ 5″ 18′ 0″<br>1 dk<br>R | S<br>4 Ho<br>B.51000 | T 3Cy. 17⅗″ 29⅛″ & 47½″×27$\frac{9}{16}$″<br>1190ihp 145t (o.f)<br>Cant. Nav. Odero Gen<br>10k |

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| 515804<br>YVGM<br>Df Esd<br>Gc Rdr<br>RT | **ICOA**<br>**Orinoco Mining Co.**<br>Ciudad Bolivar Venezuelan | 16729<br>8371<br>— | AB | 1961 Nat. Bulk Carriers Inc (Kure Shpyd Div.)—Kur<br>531' 6" 95' 2" 24' 2½"<br>490' 0" 95' 0" 40' 0"<br>1 dk | TM Suction Dredger Mchy.aft | 2 Oil 2SA each 9Cy.<br>Nordberg Mfg Co. |
| 514171<br>OXVU<br>Df Esd<br>Pfd Rdr<br>RT | **IDA BAAGØ**<br>exHanne Møller-67<br>**Rederiet Baagø I/S**<br>Søren T. Kjærgaard<br>Odense Danish | 298<br>144<br>375 | BV | 1960 Husumer Schiffsw.—Husum<br>143' 6" 26' 1" 9' 10"<br>127' 1" 25' 9" 10' 8"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.19000 B.18000<br>1 Ha (63½'×15½')<br>2W Der 2 | Oil 4SA 6Cy. 290×420 mm<br>400bhp<br>Masch. Kiel A.G. |
| 515805<br>OWVP<br>Df Esd<br>Pfd Rdr<br>RTh | **IDA CLAUSEN**<br>**C. Clausen**<br>**Dampskibsrederi A/S**<br>C. Clausen<br>Åbenrå Danish | 348<br>162<br>400 | BV<br>len 65 | 1958 Titovo Brodogradiliste—Kraljevica<br>178' 2" 28' 1" 10' 3½"<br>28' 0" 10' 8"<br>2 dks<br>RW<br>rf 4" | M Cattle Carrier Mchy.aft<br>1 Ho 106½'<br>2 Ha (each 27'×12½')<br>Der 2(1½) | Oil 2SA 4Cy.<br>hydraulic coupling<br>440bhp<br>Alpha-Diesel A/S<br>2×45kW 220V d.c.<br>Controllable pitch propelle |
| 515806<br>Df Esd<br>RTh | **IDA-D**<br>**N.V. Vrachtv. Maats.**<br>**"Ida Dekker"**<br>E. Wagenborg's Scheepv.<br>& Exped. Bedr. N.V.<br>Rotterdam Netherland | 494<br>266<br>680 | ✠100A1 SS 5/68 ~~SS 4/64~~<br>✠LMC<br>MN80 EL g | 1955-4 Gebr. Bodewes Volharding—Foxhol<br>168' 8" 27' 6" 11' 3"<br>154' 6" 27' 3" 11' 5"<br>P42' Q56' F24' 1 dk<br>R 3BH<br>rf nil WB176t | M Mchy.aft<br>1 Ho 74½'<br>G.35000 B.33500<br>2W Der 2(2) | Oil 4SA 7Cy. 290×420 mm<br>400bhp<br>Appingedammer Brons. |
| 672097<br>OVOS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **IDA HØYER** T.Mk<br>**Rederiet Christian Høyer**<br>Kalundborg Danish | 500<br>324<br>—<br>790<br>400<br>— | BV | 1967 Schiffsw. Heinr. Brand K.G.—Oldenburg<br>204' 5" 34' 3" 11' 5½"/14' 9"<br>177' 1" 33' 7" 17' 9"<br>1 dk & S dk | M Liquefied Gas Carrier OSD/CSD Mchy.aft | Oil 4SA 4Cy. 320×450 mm<br>1100bhp<br>Atlas-Mak Mach. |
| 515807<br>PEVD<br>Df Esd<br>Rdr RT | **IDA JACOBA**<br>**W. Roelfs**<br>"Carebeka" N.V.<br>Groningen Netherland | 498<br>334<br>760 | BV | 1952 Th. J. Fikkers—Martenshoek<br>184' 4" 29' 4" 10' 7½"<br>... ... ...<br>1 dk | M Mchy.aft<br>G.36000 B.32850<br>2 Ha (each 45 ×15½')<br>Der 2(2) | Oil 2SA 8Cy. 220×380 mm<br>600bhp NE61<br>Appingedammer Brons. |
| 515808<br>JWTA<br>Df Esd<br>Gc Rdr<br>RT | **IDA KNUDSEN**<br>**D/S A/S Jeannette Skinner**<br>Knut Knutsen O.A.S.<br>Haugesund Norwegian | 20592<br>12353<br>~~32580~~<br>34405 | NV | 1958 A/S Rosenberg M/V—Stv<br>659' 3" 86' 3" ~~34' 5½"~~ ~~36' 9¼"~~ 35' 9¼"<br>625' 0" 86' 0" 45' 9"<br>P152' B48' F85' 1 dk<br>RW | M Tanker Mchy.aft<br>33 Ta<br>L.1563413 HeCls. CptB | Oil 2SA 10Cy. 760×1500 mm<br>11500bhp<br>A/B Götaverken |
| 651398<br>ICXR<br>655<br>Df Esd<br>Gc Rdr<br>RTv | **IDA TERESA**<br>**"Fer-Mar" S.p.A.**<br>Trieste Italian | 15886<br>9366<br>23768 | ✠Class **WITHDRAWN** at Owners' request 3/68 RI<br>~~may be empty~~<br>~~Ice Class 3~~<br>~~✠LMC~~<br>~~MN2000~~ ~~EL I(2)*SQ~~<br>~~RI~~ | 1965-7 C.R.D. Adriatico—Tri<br>~~624' 11"~~ 75' 0" 32' 5½" 624' 11"(incl.BB)<br>580' 0" 74' 10" 45' 11"<br>P108' F113' 1 dk<br>NS 10BH<br>rf nil WB10602t incl. Topside tanks in holds 5084t TwDf228t | M Bulk Carrier Mchy.aft<br>7 Ho 50½', 79', 50½', 49½', 49½', 79½', 55½'<br>7 Ha (stl) (32½'×36') (52½', 34', 34', 34', 52½', 34'×37½')<br>Cr 2(½) | Oil 2SA 7Cy. 740×1600 mm<br>12842bhp B&W<br>Ansaldo Stab. Mecc.<br>AuxB 100lb<br>3×250kW 450V 60c/s a.c. |
| 515810<br>KEEJ<br>252271<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **IDAHO**<br>exOregon-60<br>exChina Transport-57<br>exSea Panther-47<br>**United States Department of Commerce**<br>San Francisco United States | 7910<br>4660<br>12810 | AB | 1943 Ingalls S.B. Corp.—Pascagoula<br>492' 0" 69' 8" 29' 5"<br>465' 3" 69' 6" 33' 11"<br>2 dks & S dk<br>rf nil | S (12P) OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.813970 B.735530<br>5 Ha (stl) (36'×20') (30', 37½', 30', 40'×24')<br>16W Der 1(30) 8(5) | 2 S Turb dr geared to sc<br>8500shp<br>General Electric Co.<br>3×250kW 240V d.c. |
| 515811<br>KXAX<br>245461<br>Df Esd<br>Gc Rdr<br>RT | **IDAHO STANDARD**<br>exIdaho Falls-57<br>**Standard Oil Co. of California**<br>Chevron Shipping Co.<br>San Francisco United States | 10449<br>6301<br>16590 | AB | 1944 Kaiser Co. Inc.—Pld<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.807746 HeCls. BC | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (Sy)<br>General Electric Co. |
| 515813<br>OXYS<br>Df Esd<br>Rdr<br>RTm | **IDALITH**<br>**J. C. Jespergaard**<br>Ærøskøbing Danish | 400<br>211<br>600 | ~~✠100A1~~ ~~SS 10/65~~<br>~~✠LMC~~<br>~~MN90~~ ~~EL g~~<br>✠Class **WITHDRAWN** at Owners' request 4/68 | 1958-10 Schps. Hoogezand J. Bodewes—Hgz<br>165' 9" 26' 11" 10' 9½"<br>151' 11" 26' 9" 11' 10"<br>Q38' F27' 1 dk<br>RW 3BH<br>rf 4" WB158t | M Mchy.aft<br>1 Ho 101'<br>G.28500 B.27500<br>2 Ha (each 36'×16½')<br>2W Der 2(2) | Oil 2SA 6Cy.<br>460bhp<br>Alpha-Diesel A/S<br>Controllable pitch |
| 515814<br>PEVG<br>Df RT | **IDANEL**<br>exVivo-60 exAmstel XII-49<br>**J. & H. Aaldring**<br>C. Holscher's Scheepvaartbedr. (Holscher Shipping) N.V.<br>Rotterdam Netherland | 297<br>148<br>325 | BROKEN UP BV | 1929 J. Smit & Zoon—Foxhol<br>*132·1'* 21' 7" 8' 7½"<br>21' 5"<br>Q31' 1 dk<br>R | M<br>1 Ho 84'<br>G.19000 B.18000<br>2 Ha (31½', 20½'×14')<br>2W Der 2(1) | Oil 4SA 3Cy.<br>150bhp<br>Motfbr. "Deutz" |

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| **IDDAN**<br>exMercator-65<br>Iddan **Mediterranean Lines**<br>Ltd.<br>Mediterranean Lines Ltd.<br>Ashdod Israel | 1238<br>541<br>1978<br>1934<br>1251<br>2884 | | GL | **1954** Gutehoffnungshütte A.G.—Walsum<br>284′ 8″ 39′ 6″ 15′ 1″/18′ 8½″<br>39′ 5″ 22′ 0″<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho each 86¼′<br>G.135492 B.122496<br>2 Ha (63′, 64¼′×19¾′)<br>8W Der 8(3–5) | Oil 4SA 6Cy. 400×600 mm<br>1260bhp 134t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×61kW 220V d.c. 11½k |
| **IDDI**<br>Skibs **A/S Motortank &**<br>**A/S Oljefart II**<br>Harry Borthen & Co.<br>Oslo Norwegian | **41277**<br>23456<br>70850 | — | NV | **1965** A/B Götaverken—Got<br>785′ 0″ 121′ 2″ 40′ 2½″<br>760′ 0″ 121′ 0″ 54′ 0″<br>1 dk<br>rf 3″ | M Tanker Mchy.aft<br>18 Ta<br>HeCls. BC | Oil 2SA 9Cy. 850×1700 mm<br>19800bhp 3550t (hvf)-62pd<br>A/B Götaverken Got<br>2×500kW 220V 60c/s a.c. 16¾k |
| **IDEAL**<br>exLydia Emilie-50<br>Arne Rodahl **Partrederi**<br>Svolvær Norwegian | **116**<br>77<br>200 | | | **1892** G. Ovrevik—Tustna<br>*100·2′* 22′ 11″ 11′ 0″<br>… … …<br>len 50 | Wood M Fishing Mchy.aft<br>1 Ho<br>2 Ha (17½′, 5¾′×7¼′) | Motor 2SA 3Cy. 320×320 mm<br>180bhp NE53<br>Wichmann Mtrf. Rub<br>8k |
| **IDEFJORD**<br>Den Norske **Amerikalinje**<br>A/S<br>Oslo Norwegian | **3469**<br>1794<br>—<br>**5537**<br>3087<br>7875 | | NV | **1960** A/B Lindholmens Varv—Got<br>423′ 8″ 54 2″ ~~26′ 8½″~~ — /26′ 8⅛″<br>395′ 0″ 54′ 0″<br>2 dks<br>rf 6″ | M (3P) ~~CSD~~ OSD/CSD<br>5 Ho 53½′, 57½′, 56′, 62′, 53¼′<br>G.410000 B.382000<br>5 Ha (stl) (26½′, 33¼′, 42′, 39¾′, 33¼′×19¾′)<br>Der 1(40) 2(12) 14(5) | Oil 2SA 7Cy. 630×1300 mm<br>5200bhp Götaverken (hvf)<br>A/B Lindholmens Varv Got<br>3×200kW 440V 60c/s a.c. |
| **IDEMITSU MARU**<br>Idemitsu **Tanker K.K.**<br>Tokyo Japanese | ~~407957~~ **107321**<br>~~75788~~ 75091<br>~~206006~~ 206106 | | AB NK | **1966** Ishikawajima-Harima Hvy Ind.—Yka<br>1122′ 0″ 163′ 6″ 58′ 0¼″<br>1069′ 0″ 163′ 4″ 76′ 2″<br>P114′ B56′ F98′ 1 dk | S Tanker (4P) Mchy.aft<br>16 Ta<br>L.8652998 HeCls. B<br>Der 3(7) 1(4) 1(1) | 2 S Turb dr geared to sc. shaft<br>33000shp 6735t (o.f)-154pd<br>Ishikawajima-Harima Hvy Ind. Tok<br>2×1350kW 450V a.c. 16¼k |
| **IDENA**<br>P. & J. Johnstone Ltd.<br>Aberdeen British | **317**<br>108<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>MN154 | SS 2/65<br>EL (e)o | **1953–2** Cook, Welton & Gemmell Ltd.—Bev<br>*135·7′* 26′ 7″<br>131′ 0″ 26′ 6″ 13′ 0″<br>Q67′ F21′<br>RW 5BH<br>rf 30″ BK8″<br>len 59 | M Trawler<br>1 Ho 35¾′<br>1 Ha (stl) (7½′×3½′) | Oil 4SA 7Cy. 380×455 mm<br>772bhp 66t (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>~~db 100℔~~<br>2×20kW 110V d.c. 11k |
| **IDO**<br>Skoghall III-58<br>lter **Sundberg**<br>sinki/Helsingfors Finnish | **197**<br>99<br>350 | | | **1915** S. Groths Eftr.—Sjötorp<br>102′ 0″ 22′ 8″ 10′ 2″<br>22′ 6″<br>P14′ 1 dk | Comp M Mchy.aft<br>1 Ho 71′<br>G.17650 B.16500<br>1 Ha (21¼′×13¾′)<br>2W Der (1) | Oil 2SA 2Cy. 300×310 mm<br>120bhp NE44 3t<br>J. & C. G. Bolinders M/V A/B Skm<br>8k |
| **DRIJA**<br>Jugoslavenska **Tankerska**<br>Plovidba<br>Zadar Yugoslav | **13152**<br>8934<br>18325 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>MN1500 | SS 12/65<br>EL i†$2\frac{7}{16}$″SQ<br>JR | **1962–1** Brodogradiliste Uljanik—Pla<br>569′ 5″ 72′ 9″ 29′ 8¾″<br>530′ 0″ 72′ 6″ 41′ 7″<br>P105′ F46′ 1 dk<br>NS 7BH<br>rf 3″ WB5600t incl. Topside tanks 206t | M Bulk Carrier (4P) Mchy.aft<br>4 Ho each 95¼′<br>7 Ha (stl) (52¾′, 31¾′. 42¼′, 31¾′, 42¼′, 31¾′, 52¾′×28½′)<br>Der 5(3) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W (hvf)<br>Brodogradiliste Uljanik Pla<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×200kW 450V a.c. |
| **DURRE**<br>Salvador **Aguirregomezcorta**<br>Spanish | **150**<br>—<br>— | | | **1965** Balenciaga S.A.—Zumaya<br>… … …<br>83′ 4″ 21′ 8″ 12′ 0″ | M Trawler | Oil 4SA<br>560bhp<br>Klöckner-Humboldt-Deutz Kln |
| **ER MAI**<br>exEvdokia-47<br>Navigation **Maritime**<br>Bulgare<br>Varna Bulgarian | **807**<br>698<br>— | ✠Classed LR until 1/33 | | **1928–4** Werft Nobiskrug—Rendsburg<br>177′ 2″ 28′ 8″ 11′ 2″<br>28′ 6″<br>1 dk<br>R | S Salvage Ship | T 3Cy. 17⅛″ 27¾″ & $45\frac{11}{16}$″×29½″<br>Christiansen & Meyer Ham |
| **ERNE**<br>Commissioners of **Irish**<br>Lights<br>Liverpool British | **995**<br>302<br>— | **✠100A1**<br>**✠LMC**<br>MN324 | SS 11/67<br>EL (I) $1\frac{13}{16}$″pt1¾″SQ | **1955–8** Ailsa S.B. Co. Ltd.—Trn<br>207′ 3″ 36′ 7″ 13′ 0″<br>180′ 0″ 36′ 0″ 17′ 0″<br>P&B120′ F29′ 1 dk, 2nd dk clear of mchy. space<br>RW 5BH<br>rf 6″ WB83t | TS Lighthouse Tender Mchy.aft | T 6Cy. 14″ 23½″ & 38″×27″<br>1800ihp (o.f)<br>Ailsa S.B. Co. Ltd. Trn<br>2 SB 200℔ hs4272 6cf<br>db 100℔ |
| **IESHIMA MARU No. 3**<br>Ieshima **Kisen K.K.**<br>Ieshima Japanese | **170**<br>—<br>— | | | **1961** Shikoku Dock Ind. Co.—Takamatsu<br>19′ 10″<br>98′ 2″ 19′ 8″ 8′ 8″<br>1 dk | M Ferry | Oil 4SA 6Cy. 300×420 mm<br>Kinoshita Tekkosho Akashi |
| **IESHIMA MARU No. 5**<br>Ieshima **Kisen K.K.**<br>Ieshima Japanese | **185**<br>100<br>— | | | **1962** Oka Zosen—Okayama<br>20′ 5″ 6′ 1″<br>98′ 2″ 20′ 4″ 9′ 2″<br>1 dk<br>RW | M Ferry | Oil 4SA 6Cy. 300×400 mm<br>Kinoshita Tekkosho Akashi |

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| **505146**<br>SYXZ<br>2434<br>Esd Rdr<br>RTh | **IFIGENIA**<br>exBrendonia–64<br>exEmpire Head–45<br>**Nikolaos Dimitriadis & Cie.**<br>Piræus Greek | **489**<br>226<br>625 | **✠100A1** SS 9/64<br><br>**✠LMC**<br><br>MN99 EL g | **1941–10** Clelands (Successors) Ltd.—Wal<br>169′ 7″ 26′ 7″ 10′ 7¾″<br>160′ 0″ 26′ 6″ 11′ 0″<br>P29′ Q66′ B on Q11′ F16′ 1 dk<br>R NS 3BH<br>WB214t | M Mchy.aft<br>1 Ho 105′<br>G.35000 B.33740<br>2 Ha (37′, 40½′×15′)<br>2W Der 2(2) | Oil 4SA 6Cy. 8¾″×11½″<br>gear<br>500bhp ✠NE1/62<br>Lister Blackstone Mar. Ltd.<br>1×17kW 110V d.c. |
| **515824**<br>EERO<br><br>Esd | **IFNI**<br><br>**Benigno Alonso Moran S.A.**<br>Gijon Spanish | **153**<br>62<br>— | | **1943** Ast. del Cantabrico—Gijon<br>*94·0′* 20′ 0″ 12′ 0″<br>... ... ... | M Fishing | Oil 4SA 6Cy. 295×420 mm<br>450bhp<br>La Maquinista Terrestre y |
| **515826**<br>JFFX<br>84561<br>Df Esd<br>Gc Rdr<br>RT | **IGAHARU MARU**<br><br>**Yamashita-Shinnihon**<br>**Kisen K.K.**<br>Tokyo Japanese | **9261**<br>5447<br>12401 | NK | **1960** Hitachi Zosen—Inn<br>513′ 7″ 64′ 7″ 30′ 5¾″<br>475′ 9″ 64′ 3½″ 40′ 8″<br>2 dks<br>RW | M Ref CSD<br>6 Ho<br>G.597896 B.545684 In.14091<br>6 Ha (24½′×18′) (43¾′, 36¾′, 23½′, 44¼′, 26½′×24½′)<br>18W Der 4(10) 14(5) | Oil 2SA 10Cy. 740×1600 mm<br>12500bhp B&W<br>Hitachi Zosen<br>2×340kW 450V a.c. |
| **515828**<br>EEHH<br><br>Df Esd<br>RT | **IGARATZA**<br><br>**Olasaboa S.L.**<br>San Sebastian Spanish | **228**<br>124<br>— | BV | **1948** Ast. de Ruiz de Velasco—Bbo<br>113′ 1″ 20′ 0″ 14′ 0″<br>... ... ... | M Fishing<br><br><br>2 Ha (each 3¼′×2½′) | Oil 2SA 6Cy. 240×370 mm<br>385bhp<br>Burmeister & Wain |
| **515829**<br>UPON<br>M-11645<br>Esd | **IGARKA**<br><br>**U.S.S.R.**<br>Vladivostok Russian | **2920**<br>1569<br>4050 | | **1936** Furness S.B. Co. Ltd.—Haverton Hill<br>337′ 11″ 48′ 0″ 19′ 6½″<br>47′ 10″ 22′ 11″<br>1 dk<br>R | S<br>4 Ho<br>G.189005<br>4 Ha (each 34¾′×19¾′)<br>9W Der 1(15) 8(5) | T 3Cy. 20″ 33″ & 57″×42″<br>N.E. Marine Eng. Co. Ltd. |
| **515830** | **IGARKA**<br><br>**U.S.S.R.**<br>Leningrad Russian | **336**<br>79<br>— | | **1947** Ruona O/Y—Brahestad<br>*123·1′* 26′ 6″<br>26′ 4″ | TS Tug | C 4Cy. 10½″ & 21½″×15¾″<br>Ruona O/Y |
| **515831**<br>UQNS<br>M-17032<br>Df Esd<br>Gc Rdr<br>RTv | **IGARKALES**<br><br>**U.S.S.R.**<br>Leningrad Russian | **2902**<br>1366<br>3629 | | **1962** Valmet O/Y Pansion Telakka—Åbo<br>334′ 9″ 46′ 1″ 19′ 2″<br>305′ 2″ 45′ 11″ 23′ 0″<br>1 dk | M Mchy.aft<br>4 Ho<br>G.365785<br>4 Ha (26¼′, 26¼′, 26¼′, 21′×34′)<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan |
| **660011**<br>EEUV<br><br>Df Esd<br>RT | **IGLESIAS CARRERO**<br><br>**Antonio Iglesias Carrero**<br>La Coruña Spanish | **319**<br>151<br>— | BV | **1966** Astano S.A.—Frl<br>25′ 1″<br>123′ 0″ 24′ 11″ 13′ 9″ | M Trawler<br><br><br>3 Ha (each 3′×3′) | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz |
| **525319**<br><br><br>Df Esd | **IGNACIO**<br>exNis–66 exHarald Schröder–60<br>**Naviera Manati S.A.**<br>Panama Panamanian | **1497**<br>773<br>3155 | ~~GL~~ | **1950** Lübecker Masch. Ges.—Lbc<br>287′ 4″ 43′ 4″ 17′ 10″<br>43′ 2″<br>F24′ H53′ 1 dk & S dk<br>RW | S OSD<br><br>G.187000 B.166000 | C 4Cy. (2) 15⅛″ & (2)<br><br>Christiansen & Meyer |
| **515834**<br>EDUZ<br><br>Df Esd<br>Gc Pfd<br>RT | **IGNACIO ARTAZA**<br><br>**Artaza y Cia.**<br>San Sebastian Spanish | **400**<br>274<br>851 | BV | **1962** Ast. Luzuriaga—Pjs<br>169′ 8″ 26′ 4″ 10′ 2″<br>152′ 7″ 26′ 3″ 11′ 2″<br>1 dk<br>RW | M Mchy.aft<br><br><br>2 Ha (each 35½′×16½′)<br>Der 2(3) | Oil 4SA 6Cy. 315×480 mm<br>600bhp Duvant<br>Carmelo Unanue |
| **515833**<br>EBXU<br><br>Df Esd<br>Pfd Rdr<br>RT | **IGNACIO DE ARRILLAGA**<br><br>**C. Lopez Torrontegui**<br>Pasajes Spanish | **287**<br>134<br>— | BV | **1959** Enrique Lorenzo y Cia.—Vgo<br>126′ 0″ 22′ 7″ 11′ 9½″<br>109′ 6″ 22′ 3½″ 13′ 2″<br><br>RW | M Trawler<br><br><br>3 Ha (each 3½′×3½′) | Oil 4SA 8Cy. 295×420<br>700bhp Krupp<br>La Maquinista Terrestre |
| **515835**<br>EBXV<br><br>Df Esd<br>RT | **IGNACIO DE LOYOLA**<br><br>**C. Lopez Torrontegui**<br>Pasajes Spanish | **287**<br>134<br>— | BV | **1959** Enrique Lorenzo y Cia.—Vgo<br>126′ 0″ 22′ 7″ 11′ 9½″<br>109′ 6″ 22′ 3½″ 13′ 2″<br><br>RW | M Trawler<br><br><br>3 Ha (each 3½′×3½′) | Oil 4SA 8Cy. 295×420<br>700bhp Krupp<br>La Maquinista Terrestre |
| **542045**<br>EDQD<br><br>Df Esd<br>RTm | **IGNACIO FERRER**<br>exJuan Millet–63<br>**Federico Ferrer Tuset**<br>Bilbao Spanish | **745**<br>461<br>1171 | BV | **1963** Ast. Celaya—Bbo<br>197′ 1″ 29′ 8″ 14′ 1″<br>177′ 9″ 29′ 6″ 17′ 7″<br>1 dk & S dk<br>RW<br>rf 5″ | M (2P) OSD Mchy.aft<br>1 Ho 119¾′ 1 TwD 123¾′<br><br>2 Ha (30½′, 57½′×14¾′)<br>Der 3(3) | Oil 2SA 8Cy. 300×550<br>1000bhp Smit-Bolnes<br>Empresa Nacional<br>3×60, 40, 20kW 220V |
| **661487**<br>EFHT<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **IGNACIO L.**<br>**MONTENEGRO**<br>**Pesqueros Congeladores de**<br>**Altura S.A.**<br>Cadiz Spanish | **740**<br>224<br>528 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN312 EL k1⅛″U2 | **1967–1** Empresa Nacl. "Bazan"—Cdz<br>180′ 2″ 34′ 5″ 14′ 9½″<br>151′ 11″ 34′ 4″ 23′ 2″<br>B&F133′ 1 dk<br>RW 5BH<br>rf 40″ WB55t | M Stern Trawler Ref Mchy.aft<br>3 Ho 56½′, 31½′, 33½′<br>In.26596<br>3 Ha (stf) (each 6½′×6½′) | Oil 2SA 6Cy.<br>1560bhp Sulzer<br>Empresa Nacl. "Bazan"<br>2×240kW 220V |

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| **IGNAZIO**<br>exLucia-63<br>~~Raimondo Rolando~~<br>~~Naples~~ ~~Italian~~<br>Compagnia Ligure di Armamento & Navigazione S.r.l.<br>Italian<br>Naples | 500<br>270<br>832 | RI | 1954 Cant. Nav. M. & B. Benetti—Viareggio<br>176′ 10″ 28′ 0″ 13′ 0″<br>151′ 4″ 27′ 10″ 14′ 3″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho each 30′<br>2 Ha (each 30′×15′)<br>Der 4(2) | Oil 4SA 7Cy. 265×410 mm<br>529bhp (d.o)<br>S.A. Ansaldo Gen<br>2×39kW 220V d.c. |
| **IGNAZIO BIBOLINI**<br>"Carbocoke" Società di Navigazione S.p.A.<br>Italian<br>Palermo | 12493<br>7291<br>17908 | ✠ Classed LR until 2/65<br>RI | 1952–7 Ansaldo S.p.A.—Spz<br>574′ 11″ 75′ 1″ 30′ 7½″<br>536′ 5″ 74′ 9″ 39′ 4″<br>P134′ B39′ F52′ 1 dk<br>RW<br>rf 8″ | TM Tanker Mchy.aft<br>18 Ta<br>L.1075680 | 2 Oil 2SA each 7Cy. 750×1320 mm<br>11000bhp 1650t (hvf)–40pd<br>S.A. Fiat S.G.M. Tur<br>4×75, 75, 75, 60kW 220V d.c. 15½k |
| **IGNAZIO CANCITANO**<br>Ignazio Cancitano<br>Italian<br>Trapani | 100<br>—<br>— | | 1967 F. Giacalone—Trapani<br>77′ 5″ 20′ 0″<br>… … …<br>1 dk | Wood M Fishing | Oil SA<br>Atlas-Mak Masch. Kel |
| **IGNAZIOEMME**<br>exGiovanni Toffolo-66<br>Ignazio Messina & C.<br>Italian<br>Genoa | 922<br>514<br>1525 | RI | 1960 Off. Mec. Nav. "Giovanni Toffolo"—Ven<br>203′ 5″ 33′ 0″ 17′ 7″<br>183′ 0″ 32′ 10″ 19′ 8″<br>2 dks<br>RW | M CSD Mchy.aft<br>2 Ho | Oil 2SA 5Cy. 360×650 mm<br>875bhp<br>S.A. Fiat S.G.M. Tur<br>11k |
| **IGNITION**<br>London & Rochester Trading Co. Ltd.<br>British<br>Rochester | 199<br>130<br>278 | | 1967 J. R. Hepworth & Co. (Hull) Ltd.—Paull<br>105′ 9″ 22′ 7″<br>98′ 0″ 22′ 6″ 9′ 6″<br>B&P30′ F12′ 1 dk | M Mchy.aft<br>1 Ho 66′<br>G.14500 B.14000<br>1 Ha (56′ comb.×15′) | Oil 4SA 6Cy. 165×184 mm<br>180bhp 6½t (d.o)<br>Bergius-Kelvin Co. Ltd. Gls<br>8k |
| **IHO MARU No. 2**<br>Iho Kisen K.K.<br>Japanese<br>Numakuma | 157<br>95<br>— | | 1962 Ohama Zosen—Utsumi<br>*85·6′* 21′ 5″<br>21′ 3″<br>1 dk | M Mchy.aft<br>1 Ha (54¼′×17¼′) | Oil 2SA 2Cy.<br>100bhp Emade51fitted62<br>Kobe Hatsudoki Seizosho Kob<br>6k |
| **IHO MARU No. 8**<br>Kobayashi Kaiun Y.K.<br>Japanese<br>Numakuma<br>Now **MASAFUJI MARU No. 8** See New Entries No. 3 | 685<br>391<br>— | | 1964 Tsuneishi Zosensho—Numakuma<br>191′ 1″ 30′ 3″ 13′ 9″<br>172′ 2″ 30′ 2″ 15′ 3″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>760bhp Emade—fitted64<br>Nippon Hatsudoki Kob |
| **IHRE**<br>Rederi Nogi<br>Nils Thorwaldsson<br>Swedish<br>Stockholm | 499<br>295<br>1140 | BV | 1965 Sölvesborgs Varv A/B—Sbg<br>202′ 5″ 32′ 11″ 12′ 6″<br>183′ 0″ 32′ 10″ 20′ 0″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 121¼′ 1 TwD 131¼′<br>G.74960 B.70330<br>2 Ha (49½′, 51¼′×21¼′)<br>4W Der 4(3) | Oil 4SA 6Cy. 320×480 mm<br>1100bhp 77t (d.o)<br>Motorenw. Mannheim Mhm<br>3×90, 90, 30kW 380V 50c/s a.c. 11½k |
| **IHSAN KALMAZ**<br>Denizcilik Bankasi T.A.O.<br>Sehir Hatlari Isletmesi<br>Turkish<br>Istanbul | 781<br>293<br>— | ✠100A1 SS 11/65<br>Bosphorus and Sea of Marmara service<br>✠LMC<br>MN288 EL (n) $1\frac{1}{16}$″ | 1961–11 Fairfield S.B. & Eng. Co. Ltd.—Gls<br>229′ 3″ 44′ 6″ 8′ 8½″<br>210′ 0″ 36′ 0″ 12′ 10″<br>F38′ 1 dk, 2nd dk except in mchy. space<br>RW 6BH<br>rf 12″ | TS Ferry | C 8Cy. (4) 280 & (4) 600×600 mm<br>1600ihp Christiansen & Meyer (o.f)<br>Fairfield S.B. & Eng. Co. Ltd. Gls<br>2 SB 225℔ hs4926 6cf |
| **IJIMA MARU No. 8**<br>M. Otsuka<br>Japanese<br>Nakaminato | 355<br>196<br>— | | 1956 Miho Zosensho—Shimizu<br>157′ 2″ 24′ 8″<br>138′ 2″ 24′ 7″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×520 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **IJIMA MARU No. 10**<br>M. Otsuka<br>Japanese<br>Nakaminato | 289<br>156<br>— | | 1961 Miho Zosensho—Shimizu<br>150′ 11″ 24′ 10″<br>132′ 10″ 24′ 7″ 11′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp 168t<br>Niigata Eng. Co. Ltd. Niigata<br>10½k |
| **IJIMA MARU No. 18**<br>M. Otsuka<br>Japanese<br>Nakaminato | 368<br>186<br>— | | 1963 Miho Zosensho—Shimizu<br>168′ 2″ 26′ 4″<br>149′ 7″ 26′ 3″ 12′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>1000bhp 225t<br>Niigata Eng. Co. Ltd. Niigata<br>11k |
| **IJEVSK**<br>U.S.S.R.<br>Russian<br>Murmansk | 3019<br>1275<br>1539 | | 1956 Kieler Howaldtswerke A.G.—Kel<br>277′ 3″ 44′ 1″ 18′ 1″<br>246′ 2″ 44′ 0″ 24′ 1″<br>1 dk<br>RW | M Stern Trawling Factory Ship<br>5 Ho<br>In.58799<br>8 Ha<br>2W Der 2(2) | Oil 2SA 6Cy. 520×900mm<br>1900bhp<br>Kieler Howaldtswerke A.G. Kel<br>12½k |
| **IJORA**<br>Nigerian Ports Authority<br>Nigerian<br>Lagos | 257<br>104<br>315 | ✠A1<br>water tanker<br>Lagos harbour service<br>✠LMC<br>MN56 EL (d) | 1967–3 J. W. Cook & Co. (Wivenhoe) Ltd.—Wivenhoe<br>127′ 0″ 26′ 4″ 6′ 9″<br>119′ 8″ 26′ 0″ 8′ 9″<br>Trunk 50′ 1 dk<br>6BH<br>rf 4″ WB15t | TM Water Tanker Mchy.aft | 2 Oil 4SA each 6Cy. 5½″×7¾″<br>276bhp<br>Gardner & Sons Ltd. Mch<br>1×4kW 23V 50c/s a.c. |

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| 515847<br>PIUL<br><br>Df Esd<br>RTm | **IJSSELBORG**<br><br>**E. Wagenborg's Scheepv. & Expedit. Bedr. N.V.**<br>Delfzijl Netherland | 376<br>197<br>467 | BV | **1956** Gebr. Sander—Dzl<br>157′ 5″ 25′ 2″ 9′ 6″<br>149′ 3″ 25′ 1″ 10′ 4″<br>1 dk<br>RW<br>rf nil | M Mchy.aft<br>1 Ho 96¼′<br><br>2 Ha (each 36¾′×15¼′)<br>Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>220bhp<br>Appingedammer Brons.<br>2×5kW 110V d.c. |
| 515848<br>PIUT<br><br>Df Esd<br>Rdr<br>RTm/v | **IJSTROOM**<br><br>**N.V. Hollandsche Stoomb. Maats.**<br>Amsterdam Netherland | T.Mk<br>499<br>226<br>794 | ✠100A1 SS 4/67<br>✠LMC<br>MN210 EL m | 1950–3 E. J. Smit & Zoon Schps.—Westerbroek<br>218′ 8″ 31′ 4″ 11′ 11⅝″<br>206′ 9″ 31′ 2″ 19′ 2″<br>2 dks<br>RW Coll BH to U dk 3 to 2nd dk<br>rf 3″ WB265t | M Mchy.aft<br>2 Ho 64¾′, 63′<br>G.62580 B.56500<br>2 Ha (stl) (38¾′, 39¼′×16¼′)<br>4W Der 4(3–5) | Oil 2SA 7Cy. 360×600 mm<br>1050bhp<br>Sulzer Bros. Ltd.<br>3×66¼, 39, 19kW 220V d.c. |
| 515849<br>ORAO<br><br>Rdr<br>RTm/v | **IJZER**<br><br>**Belgian Government**<br>Ostend Belgian | 1171<br>622<br>400 | | **1954** Beliard, Crighton & Cie.—Ost<br>219′ 6″ 39′ 7″ 11′ 9¾″<br>39′ 5″<br>2 dks<br>rf 27″ | M<br>2 Ho 66¼′, 52¾′<br><br>2 Ha (each 29½′×13′)<br>4W Der 4(2) | Oil 4SA 8Cy. 450×630 mm<br>1750bhp<br>Soc. d'Elec. & Méc.<br>2×64kW 220V d.c. |
| 515850<br>JRWS<br>50140 | **IKAHO MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 875<br>631<br>1598 | | **1944** Mitsubishi Jukogyo—Wakamatsu<br>211′ 0″ 31′ 3″ 14′ 11″<br>196′ 10″ 31′ 2″ 17′ 11″<br>P46′ F23′ 1 dk<br>R | M Mchy.aft<br>1 Ho 128′ comb.<br>G.64457 B.62022<br>2 Ha (45½′, 39½′×16½′)<br>4W Der 4(3) | Oil 4SA 6Cy. 295×440 mm<br>370bhp<br>Niigata Tekkosho<br>1×7kW 105V d.c. |
| 515852<br>SZWL<br>1179<br>RT | **IKAROS**<br><br>**Em. Garefalakis & J. Thalasinos**<br>Piræus Greek | 123<br>77<br>— | HR | **1938** ......................Italy<br>101′ 0″ 22′ 0″ 10′ 4″<br>... ... ...<br>1 dk<br>R | M<br>2 Ho<br><br>3 Ha | Oil 4DA 6Cy.<br>240bhp<br>Skandiaverken A/B |
| 515855<br>GHMG<br>302641<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **IKEJA PALM**<br><br>**Palm Line Ltd.**<br>London British | 5682<br>2759<br>8900 | ✠100A1 SS 5/65<br>DTsmf—palm oil<br>✠LMC<br>MN900 EL c†2$\frac{1}{16}$″SQ | **1961–4** Swan, Hunter & Wghm Rchdsn—Nwc<br>460′ 4″ 62′ 9″ 25′ 1½″<br>430′ 0″ 62′ 6″ 36′ 11″<br>P37′ F43′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf nil WB2807t incl. Tunnel tanks 289t | M (2P) OSD<br>5 Ho 51¾′, 63′, 67½′, 75′, 69¾′, 31′ DT, 33½′ DT<br>G.542115 B.502080<br>5 Ha (22½′, 36½′, 36½′, 36½′, 36¼′×20′)<br>16W Der 1(50) 4(15) 2(10) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford<br>Swan, Hunter & Wghm Rchdsn<br>2AuxB 100lb<br>3×250kW 220V d.c. |
| 515857<br>JNUN<br>74600<br>Df Esd<br>Pfd<br>RTv | **IKI MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 108<br>49<br>73 | | **1956** Kure Zosensho—Kur<br>108′ 8″ 17′ 9″<br>95′ 2″ 17′ 8″ 8′ 10″<br>1 dk<br>rf 13¾″ | M Fishing Mchy.aft<br>5 Ho 9¾′, 6½′, 6¾′, 8¾′, 6¼′<br><br>2 Ha (each 3½′×3½′) | Oil 4SA 6Cy. 250×400 mm<br>340bhp<br>Niigata Tekkosho<br>1×13kW 115V d.c. |
| 515858<br>JEUF<br>72763<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **IKOMA MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 1082<br>482<br>1080 | NK | **1954** Mitsui Zosen—Tmn<br>231′ 4″ 34′ 7″ 15′ 8″<br>209′ 11″ 34′ 5″ 17′ 4″<br>P32′ F42′<br>rf 19½″ | M Trawler<br>5 Ho 21½′, 20½′, 22′, 18¾′, 19½′<br><br>4 Ha (6½′, 6½′, 6½′×6½′) (4′×2¼′) | Oil 2SA 6Cy. 350×620 mm<br>1200bhp<br>Mitsui Zosen<br>3×140, 140, 40kW 220V d.c. |
| 542424 | **IKORODU**<br><br>**Nigerian Ports Authority**<br>Lagos Nigerian | 40<br>—<br>— | ✠100A1<br>Nigerian coasting service<br>✠LMC<br>MN57 EL(a)⅛″ | **1963–3** Scheeps. Maats. v/h Firma H. Schouten—Muiden<br>63′ 8″ 16′ 10″<br>57′ 9″ 15′ 9″ 7′ 3″<br>1 dk<br>4BH | TM Pilot Tender | 2 Oil 4SA each 6Cy.<br>reverse gears<br>285bhp<br>Gardner & Sons Ltd. |
| | | | **SURVEYS OVERDUE—CLASS SUSPENDED 4/68** | | | |
| 515860<br>JIOI<br>78184<br>Df Esd<br>Gc Rdr | **IKUSHIMA MARU**<br><br>**Kokko Kaiun K.K.**<br>Osaka Japanese | 4899<br>2841<br>7721 | NK | **1957** Hitachi Zosen—Mukaishima<br>396′ 1″ 54′ 11″ 24′ 1″<br>369′ 3″ 54′ 9″ 29′ 11″<br>2 dks | M<br>4 Ho<br>G.360484 B.331891<br>4 Ha (37′, 57½′, 41½′, 34½′×21¾′)<br>10W Der 10(5) | Oil 2SA 6Cy. 500×900 mm<br>3360bhp B&W<br>Hitachi Zosen<br>2×80kW 450V a.c. |
| 515861<br>JKHQ<br>63993<br>Df Esd<br>Rdr | **IKUSHIMA MARU**<br><br>**Eiwa Kaiun K.K.**<br>Kobe Japanese | 2245<br>1138<br>3506 | NK<br>Classed LR until 7/54 | **1949** Mitsubishi Jukogyo—Nag<br>302′ 10″ 43′ 4″ 19′ 7″<br>284′ 7″ 43′ 3″ 22′ 11″<br>P13′ B80′ F32′ 1 dk<br>RW | M<br>4 Ho<br>G.154084 B.142541<br>4 Ha (21½′, 28½′, 23½′, 19½′×17′)<br>7W Der 1(20) | Oil 2SA 6Cy.<br>1800bhp NE57<br>Mitsubishi Zosen<br>2×45kW 105V d.c. |
| 515862<br>JQIK<br>73930 | **IKUSHIMA MARU**<br><br>**Akita Sempaku K.K.**<br>Osaka Japanese | 614<br>387<br>900 | | **1956** Mitsuhama Zosen—Matsuyama<br>*165-0′* 27′ 7″ 12′ 9″<br>163′ 0″ 27′ 6″ 14′ 1″<br>1 dk<br>RW | M Tanker Mchy.aft<br>3 Ta | Oil 4SA 6Cy.<br>650bhp<br>Nippon Hatsudoki |
| 541585<br>8KAA<br>91791<br>Df Esd<br>Rdr | **IKUSHUN MARU**<br><br>**Hashimoto Kisen K.K.**<br>Kobe Japanese | 2711<br>1663<br>4280 | NK | **1963** Nagoya Zosen—Nga<br>321′ 4″ 46′ 1″ 20′ 0″<br>295′ 2″ 45′ 11″ 23′ 11″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.204649 B.192889<br>3 Ha (30¾′, 73¼′, 31½′×21½′)<br>12W Der 2(20) 6(10) | Oil 2SA 5Cy.<br>3150bhp MAN<br>Kawasaki Dkyd Co.<br>2×76kW 445V a.c. |

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| **IKUTA MARU**<br>**Nippon Shio Kaiso K.K.**<br>Kobe<br>Japanese | 2443<br>1359<br>3333 | NK | 1949 Mitsubishi Jukogyo—Kob<br>296′ 8″ 41′ 2″ 19′ 11¼″<br>278′ 10″ 41′ 0″ 21′ 10″<br>P21′ B76′ F28′ 1 dk<br>RW | M<br>2 Ho<br>G.165732 B.157186<br>2 Ha (66½′×18′) (55¾′×21¼′)<br>12W Der 4(10) 4(5) | Oil 4SA 6Cy. 470×670 mm<br>1800bhp Emade58fitted53 316t<br>Akasaka Tekkosho Yaizu<br>2×40kW 105V d.c. 12k |
| New **HOUSHUN MARU** See New Entries No. 10 | | | | | |
| **IKUTA MARU**<br>**Ikuta Kaiun K.K.**<br>Kobe<br>Japanese | 622<br>355<br>900 | | 1940 Mitsubishi Jukogyo—Smk<br>*170·7′* 29′ 0″<br>… … …<br>P63′ F22′ 1 dk<br>len 55 | M Tanker Mchy.aft<br>L.28887 | Oil 4SA 6Cy. 300×500 mm<br>400bhp Emade43refitted— 32t<br>Kuboto Tekkosho Osa<br>10k |
| **IKUTA MARU No. 2**<br>**Nippon Shio Kaiso K.K.**<br>Sakaide<br>Japanese | 998<br>499<br>1546 | NK | 1959 Kurushima Dock Co. Ltd.—Imabari<br>233′ 5″ 34′ 4″ 15′ 5″<br>213′ 3″ 34′ 2″ 17′ 4″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.71442 B.65827<br>2 Ha (29¼′, 60¼′×18′)<br>6W Der 6(5) | Oil 4SA 6Cy. 430×620 mm<br>1200bhp 78t<br>Hanshin Nainenki Kogyo Kob<br>2×12kW 110V d.c. 11k |
| **IKUYO MARU**<br>**Taiyo Shosen K.K.**<br>Tokyo<br>Japanese | ~~20442~~ 20670<br>~~13318~~ 13547<br>33051 | NK | 1958 Sasebo Sempaku Kogyo—Sbo<br>666′ 7″ 88′ 4″ 34′ 2″<br>631′ 0″ 88′ 0″ 45′ 0″<br>P157′ B51′ F94′ 1 dk<br>RW<br>rf 6″ | S Tanker (2P) Mchy.aft<br>30 Ta<br>L.1545469 HeCls. BC<br>Der 2(5) 1(1½) | 2 S Turb dr geared to sc. shaft<br>13500shp 2858t (o.f)–84½pd<br>Ishikawajima Jukogyo Tok<br>1×100kW 450V 60c/s a.c. 17½k |
| **IKWERRE**<br>**Nigerian Ports Authority**<br>Lagos<br>Nigerian | 289<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN298 EL (e) | 1963–9 J. I. Thornycroft & Co. Ltd.—Sou<br>118′ 0″ 30′ 7″ 11′ 3½″<br>106′ 0″ 28′ 0″ 13′ 3″<br>RW 5BH<br>rf 18″ | TM Tug | 2 Oil 2SA each 7Cy. 250×420 mm with sr reverse gears<br>1490bhp<br>British Polar Engines Ltd. Gls<br>12k |
| **SURVEYS ~~SCREWSHAFT SURVEY~~ OVERDUE —CLASS SUSPENDED 3/68** | | | | | |
| **ILDEFONSO FIERRO**<br>**Naviera Fierro**<br>San Esteban<br>Spanish | 37694<br>22261<br>59446 | BV | 1966 Astano S.A.—Frl<br>755′ 8″<br>720′ 0″ 105′ 11″ 60′ 4″<br>1 dk | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>17000shp Parsons (o.f)<br>Empresa Nacl. “Bazan” Frl |
| **LE DE GROIX**<br>Service **Départemental**<br>Maritime du **Moriban**<br>ion Lorientaise Groisillonne<br>Port Louisienne<br>rient<br>French | 181<br>—<br>— | BV | 1960 Ch. & At. de la Perrière—Lorient<br>*96·8′* 25′ 2″<br>94′ 11″ 25′ 1½″ 11′ 0″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 12Cy. 150×180 mm<br>546bhp<br>Soc. Surgèrienne de Cons. Méc. Surgères<br>12k |
| **DE LA REUNION**<br>Havraise et **Nantaise**<br>Peninsulaire **(C.H.N.P.)**<br>French | 8827<br>5054<br>9945 | BV | 1949 Odense Staalskibs. A/S—Odn<br>*459·1′* 60′ 2″ 27′ 8⅝″<br>59′ 10″<br>B175′ F52′ 3 dks | M (36P) Ref CSD<br>pt alcohol carrier<br>5 Ho 46′, 52½′, 64′, 64′, 65½′<br>G.448957 B.425014 In.6830<br>5 Ha (stl) (36′×18′) (39¾′, 30′, 30′, 37½′×22′)<br>Der 1(40) 4(10) 12(5) | Oil 2SA 8Cy. 740×1400 mm<br>7000bhp 1100t<br>Burmeister & Wain Cpn<br>3×160, 160, 120kW 220V d.c. 15¾k |
| **LE DE PANTELLERIA**<br>Valer, **Le Leuch**<br>French | 117<br>44<br>— | BV | 1961 Ch. Herbert & Heraud—Etel<br>*77·2′* 21′ 7″<br>… … … | Wood M Fishing<br>4 Ha (2′, 2′×2¼′) (3′, 3′×3¼′) | Oil 4SA 8Cy. 185×200 mm<br>Moteurs Baudouin Msl |
| **LE DE SAINT PIERRE**<br>Sandpiper-67<br>French Government<br>(Administration des **Isles**<br>St. Pierre et **Miquelon)**<br>St. Pierre et Miquelon French | 1324<br>695<br>802 | BV<br>✠Classed LR until 11/66 | 1957–6 Henry Robb Ltd.—Lth<br>232′ 7″ 37′ 8″<br>215′ 0″ 36′ 6″<br>1 dk & S dk<br>RW<br>rf 6″ | M Ref OSD<br>4 Ho 27¾′, 46′, 17¼′, 48′<br>G.70000 B.65450 In.10650<br>4 Ha (stl) (18′, 28′×16′) (14′×8′) (29′×17′)<br>6W Der 1(15) 6(5) | Oil 2SA 8Cy. 340×570 mm<br>1280bhp 93½t (d.o)<br>British Polar Engines Ltd. Gls<br>3×80kW 220V d.c. 11½k |
| **LE DES FAISANS**<br>Armement **SO.LU.CO.—**<br>**LECUONA**<br>Bayonne<br>French | 217<br>104<br>— | BV | 1962 Ch. de l'Adour—Anglet<br>*101·5′* 25′ 8″<br>25′ 6″<br>1 dk<br>len 63 | M Fishing<br>Der 2 | Oil 4SA 12Cy. 175×180 mm<br>580bhp<br>Soc. Alsacienne Con. Méc. Mulhouse<br>10k |
| **LE MAURICE**<br>Havraise et **Nantaise**<br>Peninsulaire **(C.H.N.P.)**<br>French | 8826<br>5052<br>10180 | BV | 1951 Odense Staalskibs. A/S—Odn<br>*459·1′* 60′ 2″ 27′ 8⅝″<br>60′ 0″<br>B175′ F52′ 3 dks | M (36P) Ref CSD<br>pt bulk wine carrier<br>5 Ho 46′, 52½′, 64′, 64′, 65½′<br>G.527215 B.475867 In.6986<br>5 Ha (stl) (36′×18′) (39¾′, 30′, 30′, 37½′×22′)<br>Der 1(50) 10(10) 2(5) | Oil 2SA 8Cy. 740×1400 mm<br>7000bhp 1100t<br>Burmeister & Wain Cpn<br>3×160kW 220V d.c. 15¾k |
| **LE SAINTE MARIE**<br>Château Latour-61<br>Malgache de<br>Navigation<br>Suarez<br>Malagasy | 1487<br>668<br>2520 | BV | 1955 Nordwerft Köser & Meyer—Ham<br>291′ 6″ 41′ 6″ 17′ 4″<br>… … …<br>F42′ 1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ho 85¼′ comb., 82′ comb.<br>G.149644 B.139437<br>2 Ha (stl) (each 59′×17½′)<br>8W 1(15) 8(5) | Oil 4SA 10Cy. 385×580 mm<br>1500bhp 197t<br>Masch. Kiel A.G. Kel<br>3×80, 80, 20kW 230V d.c. 12k |

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| 515876<br>ODJQ<br>2723<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ILENA**<br>exPort Halifax-62<br>**Olistim Navigation Co. Ltd.**<br>Beirut Lebanese | *5925*<br>*3243*<br>9765 | ✠100A1 SS 7/64<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>EL b12$\frac{1}{16}$"SQ | **1937-11** Swan, Hunter & Wghm Rchdsn<br>—Wal<br>456' 6" 59' 0" 26' 2¾"<br>433' 0" 58' 10" 39' 5"<br>F33' 2 dks & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2918t incl. DTf1296t | M Ref OSD<br>G.534886 B.508656 In.37777<br>12W | Oil 2SA 4Cy. 670×2320 mm<br>4250bhp Doxford<br>Swan, Hunter & Wghm<br>AuxB(p)120lb ✠NAuxB |
| 671493<br><br><br>Esd RT | **ILENA II**<br><br>**M. V. Ernesto y P. A. Rodolfo**<br>Tambo de Mora Peruvian | 183<br>95<br>— | | **1966** Ast. Jorge Labarthe—Clo<br>*90-2'* 24' 0"<br>12' 0"<br>1 dk | M Fishing | Oil 4SA 8Cy. 159×203 mm<br>1320bhp<br>Caterpillar Tractor Co. |
| 515877<br>TCSX<br>3147<br>Df | **ILERI**<br>exStaxton-48<br>exEmpire Snipe-46<br>exTexas Ranger-40<br>exLake Gaither-32<br>**Mustafa ve Ahmet ve Vehbi Aldikacti Vapurculuk Kollektif Sirketi**<br>Istanbul Turkish | 2677<br>1598<br>4200 | ✠Classed LR until 9/65<br>**BROKEN UP** | **1919-11** Manitowoc S.B. Co.—Manitowoc<br>*253-6'* 43' 11" 24' 6¾"<br>253' 6" 43' 7" 28' 5"<br>P25' B65' F26' 1 dk<br>R | S<br>G.170000 B.161000 | T 3Cy. 21" 35½" & 59"×42"<br>1630ihp<br>Nordberg Mfg Co. |
| 515878<br>GHRF<br>302822<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ILESHA PALM**<br><br>**Palm Line Ltd.**<br>London British | 5682<br>2759<br>8900 | ✠100A1 SS 10/65<br>DTsmf—palm oil<br>✠LMC<br>MN900 EL c†2$\frac{1}{16}$"SQ | **1961-10** Swan, Hunter & Wghm Rchdsn<br>—Nwc<br>460' 4" 62' 9" 25' 1½"<br>430' 0" 62' 6" 36' 11"<br>P37' F43' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf nil WB2807t incl. Tunnel tanks 289t | M (2P) OSD<br>5 Ho 51¾', 63', 67½', 75', 64¾', 31' DT, 33½' DT<br>G.542115 B.502080<br>5 Ha (22½', 36½', 36½', 36½', 36½'×20')<br>16W Der 1(50) 4(15) 2(10) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford<br>Swan, Hunter & Wghm<br>2AuxB 100lb<br>3×250kW 220V d.c. |
| 515880<br>CSPI<br>LX53A<br>Df Esd<br>RT | **ILHA BRAVA**<br><br>**Soc. dos Armadores da Pesca do Arrasto**<br>Lisbon Portuguese | 384<br>168<br>— | ✠100A1 SS 5/65<br>trawler<br>✠LMC<br>EL (f)o 1½" | **1951-11** Est. Nav. de Viana do Castelo—Viana do Castelo<br>149' 2" 26' 4" 12' 6¾"<br>131' 3" 26' 3" 13' 3"<br>Q65' F33'<br>5BH<br>BK7½" WB49t | M Trawler<br>1 Ho<br>2W | Oil 4SA 8Cy. 350×533 mm<br>720bhp<br>Mirrlees, Bickerton & Day |
| 515881<br>CSNF<br><br>RT | **ILHA DA MADEIRA**<br>exMadeirense-61 exGripen-34<br>exCimbria<br>**Empresa de Transportes do Funchal Ltda.**<br>Funchal Portuguese | 497<br>266<br>690 | BV | **1919** A/B Svenska Maritimverken—Trelleborg<br>159' 1" 27' 10" 11' 0"<br>27' 8"<br>P32' B38' F21' 1 dk<br>R | M Mchy.aft<br>1 Ho 101½'<br>2W Der 2(1½) | Oil 4SA 8Cy. 310×450 mm<br>600bhp NE35<br>Motorenw. Mannheim |
| 515883<br>CUDI<br>LX60A<br>Df Esd<br>RT | **ILHA DE SANTA LUZIA**<br><br>**Soc. dos Armadores da Pesca do Arrasto**<br>Lisbon Portuguese | 434<br>187<br>— | ✠100A1 SS 9/64<br>trawler<br>✠LMC<br>MN200 EL (g) r 1½" | **1956-3** Est. Nav. do Mondego—Figueira<br>168' 10" 27' 11" 13' 2½"<br>148' 4" 27' 7" 13' 11"<br>F31'<br>RW 6BH<br>rf 36" BK7" WB79t | M Trawler | Oil 4SA 8Cy. 385×580 mm<br>1000bhp<br>Masch. Kiel A.G. |
| 671136 | **ILHA DE SANTA NICOLAU**<br>**Soc. dos Armadores da Pesca do Arrasto**<br>Lisbon Portuguese | 1138<br>603<br>850 | 100A1<br>stern trawler<br>Class contemplated | Est. Nav. de Viana do Castelo—Viana do Castelo<br>204' 10" 35' 6" 15' 1"<br>179' 5" 34' 5" 16 1" | M Stern Trawler | Oil 4SA 6Cy. 385×580 mm<br>Atlas-Mak. Masch. |
| | **Name should be ILHA DE SÃO NICOLAU See New Entries No. 6** | | | | | |
| 515885<br>CSOX<br>LX55A<br>Df Esd<br>RT | **ILHA DO CORVO**<br><br>**Soc. dos Armadores da Pesca do Arrasto**<br>Lisbon Portuguese | 384<br>167<br>— | ✠100A1 SS 5/67<br>trawler<br>✠LMC<br>EL (e) o 1½" | **1951-11** Est. Nav. de Viana do Castelo—Viana do Castelo<br>149' 2" 26' 4" 12' 7"<br>131' 6" 26' 3" 13' 4"<br>Q65' F33'<br>5BH<br>BK7½" WB49t | M Trawler<br>1 Ho<br>2W | Oil 4SA 8Cy. 350×533 mm<br>720bhp<br>Mirrlees, Bickerton & Day |
| 515886<br>CSOG<br>LX43A<br>Esd RT | **ILHA DO FOGO**<br><br>**Soc. dos Armadores da Pesca do Arrasto**<br>Lisbon Portuguese | 348<br>147<br>— | ✠100A1 SS 10/64<br>trawler<br>✠LMC<br>EL (e) o 1½" | **1948-3** Cia. Uniao Fabril—Lis<br>148' 7" 26' 5" 12' 9"<br>131' 6" 26' 3" 13' 5"<br>F32'<br>5BH<br>BK7½" WB31t incl. DTf12t | M Trawler<br>1 Ho<br>2W | Oil 4SA 6Cy.<br>700bhp<br>Cooper-Bessemer Corp |
| 515887<br>CSVY<br>LX52A<br>Df Esd<br>RT | **ILHA DO PICO**<br><br>**Soc. dos Armadores da Pesca do Arrasto**<br>Lisbon Portuguese | 384<br>166<br>— | ✠100A1 SS 6/68 ~~SS 6/64~~<br>trawler<br>✠LMC<br>EL (f) o 1½" | **1951-11** Est. Nav. de Viana do Castelo—Viana do Castelo<br>149' 2" 26' 4" 12' 10½"<br>131' 3" 26' 3" 13' 4"<br>Q65' F33'<br>5BH<br>BK7½" WB49t | M Trawler<br>1 Ho<br>2W | Oil 4SA 8Cy.<br>720bhp<br>Mirrlees, Bickerton & Day |
| 512417<br>CSPU<br>H417<br>Df Esd<br>RT | **ILHA DO PORTO SANTO**<br>exFunchalense-66<br>**Empresa de Navegação Madeirense Ltda.**<br>Funchal Portuguese | 657<br>316<br>585 | ✠100A1 SS 9/67<br><br>✠LMC<br>MN164 EL ı 1½" | **1953-4** Est. Nav. de Viana do Castelo—Viana do Castelo<br>193' 2" 29' 1" 11' 0½"<br>173' 10" 29' 0" 13' 4"<br>P54' F25' 1 dk<br>4BH<br>WB219t | M Mchy.aft<br>G.30257 B.27741<br>4W Der 4(3) | Oil 4SA 6Cy.<br>820bhp<br>N.V. Werkspoor |

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| **ILHA FAIAL**<br>Soc. dos Armadores da<br>Pesca do Arrasto<br>Portuguese<br>Lisbon | 325<br>126<br>— | ✠100A1<br>trawler<br>✠LMC | ~~SS 4/64~~<br>TD 11/68<br>EL (e) o | 1942–5 Cia. Uniao Fabril—Lis<br>148′ 2″ 25′ 1″ 12′ 7″<br>131′ 9″ 25′ 0″ 13′ 9″<br>F31′<br>5BH<br>BK7½″ WB20t incl. DTf17t | M Trawler<br>1 Ho<br>2W | Oil 4SA 8Cy. 270×500mm<br>850bhp ✠NE11/68<br>N.V. Werkspoor<br>3×35, 35, 17½kW 110V d.c. | Ams |
| **ILHA GRACIOSA**<br>Soc. dos Armadores da<br>Pesca do Arrasto<br>Portuguese<br>Lisbon | 328<br>134<br>— | ✠100A1<br>trawler<br>✠LMC | SS 9/64<br>EL (e) o | 1942–4 Cia. Uniao Fabril—Lis<br>148′ 2″ 25′ 1″ 12′ 7″<br>131′ 9″ 25′ 0″ 13′ 9″<br>F31′<br>5BH<br>BK7½″ WB20t incl. DTf17t | M Trawler<br>1 Ho<br>2W | Oil 4SA 7Cy. 320×380 mm sr geared<br>560bhp<br>Ruston & Hornsby | Lcn<br>10k |
| **ILHAN**<br>exTaviloglu-58 exCent-56<br>exFrigg-52 exEmil R. Boman-34<br>exCoranian<br>**Rüstü Aldikacti ve Ortagi**<br>**Donatma Istiraki**<br>Turkish<br>Istanbul | 1257<br>711<br>1930 | ✠Classed LR until 4/32<br>**BROKEN UP** | | 1901–11 W. Harkess & Son—Mdb<br>*223·4′* 35′ 1″<br>34′ 11″ 16′ 6″<br>Q85′ B55′ F21′ RFD85′ 1 dk<br>R | S<br>G.81000 B.77000 | T 3Cy. 17″ 28½″ & 46″×33″<br>700ihp<br>MacColl & Pollock | 129t (c)<br>Sld<br>8k |
| **ILHAVENSE**<br>**Parceria Maritima Esperanca**<br>**Lda.**<br>Portuguese<br>Aveiro | 823<br>414<br>— | | | 1957 Manuel Maria Bolais Monica—<br>Aveiro<br>179′ 1″ 34′ 3″ 15′ 4½″<br>33′ 2″ 18′ 0″<br>1 dk | Wood M Fishing Mchy.aft | Oil 8Cy. 320×450 mm<br>Klöckner-Humboldt-Deutz | Kln |
| **ILHEOS**<br>Companhia de **Navegação**<br>Bahiana<br>Brazilian<br>Bahia | *760*<br>*394*<br>— | ✠ | | 1910–8 Ailsa S.B. Co. Ltd.—Trn<br>*200·0′* 32′ 1″<br>31′ 11″<br>1 dk & Shade dk<br>R | TS | T 6Cy. 13½″ 22″ & 36″×24″<br>Ailsa S.B. Co. Ltd. | Trn |
| **ILIA REPIN**<br>U.S.S.R.<br>Sevastopol<br>Russian | ~~5972~~ 5941<br>~~2844~~ 2843<br>— 5170 | | | 1966 ……………….Russia<br>426′ 6″ 23′ 8″ | D-E Fish Factory | Oil connected to elec. motor | |
| **ILIAMNA**<br>exEdmond Mallet-51<br>Alaska **S.S. Co.**<br>United States<br>Seattle | 7176<br>4380<br>10735 | | AB | 1944 New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.526480 B.467568<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>12W Der 1(50) 1(30) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | 1897t (o.f)<br>Hamilton<br>11k |
| **AS**<br>uwe **Kustvaart Maats.**<br>N.V.<br>Koninkl. Nederl. Stoomb.<br>Maats. N.V.<br>Amsterdam<br>Netherland | T.Mk<br>499<br>216<br>971 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN226 | EL m | 1964–10 E. J. Smit & Zoon's Scheeps.—<br>Westerbroek<br>232′ 7″ 34′ 4″ 12′ 4¾″<br>209′ 0″ 34′ 0″ 19′ 9″<br>Ba39′ 2 dks<br>RW Coll BH to U dk 5 to 2nd dk<br>rf 4″ WB221t | M Ref Mchy.aft<br>2 Ho 41½′, 75½′<br>G.64000 B.59380 In.1590<br>2 Ha (25¼′×14¾′) (50¼′×18′)<br>6W Der 2(6) 4(3) | Oil 4SA 8Cy. 390×680 mm<br>1130bhp<br>N.V. Werkspoor<br>3×40kW 230V d.c.<br>Controllable pitch propeller | (d.o)<br>Ams<br>12¼k |
| **LIAS**<br>exXifias-64<br>Michail Ilia **Charalambos &**<br>Athanassios **Hadjinicolaou**<br>Rhodes<br>Greek | 120<br>72<br>— | | | ……………………U.S.A.<br>76′ 1″ 20′ 0″<br>… … …<br>1 dk<br>conv fishing 65 | Wood Aux | Oil 4DA 6Cy.<br>240bhp | U.S.A |
| **LIAS I**<br>Ilias Goumas **& Solon**<br>Contos<br>Piraeus<br>Greek | 323<br>253<br>— | | HR | 1944 ……………………England<br>140′ 3″ 31′ 10″ 5′ 7″<br>… … …<br>1 dk | TM Ferry | 2 Oil each 6Cy. 127×108 mm<br>276bhp<br>Gray Marine | 5t<br>Det |
| **LICE**<br>Navigazione **Arenella**<br>S.p.A.<br>Palermo<br>Italian | 10595<br>6198<br>15050 | | RI | 1964 Cant. Nav. Riuniti—Pal<br>527′ 4″ 69′ 4″ 29′ 0⅝″<br>480′ 11″ 69′ 3″ 41′ 0″<br>1 dk<br>RW | M Bulk Carrier Mchy.aft<br>5 Ho 64¼′, 65½′, 75½′, 65′, 65½′<br>G.795000<br>5 Ha (stl) (40½′, 40¼′, 50½′, 40¼′,<br>40¼′×31½′)<br>10W Der 1(30) 10(5) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W<br>Cant. Nav. Riuniti<br>4×280, 280, 280, 120kW 220V d.c. | 1249t (hvf)<br>Anc<br>16k |
| **LICH**<br>exCaribia-46<br>U.S.S.R.<br>Vladivostok<br>Russian | 12049<br>6389<br>5480 | | | 1933 Blohm & Voss—Ham<br>524′ 4″ 66′ 1″ 25′ 4¾″<br>65′ 11″ 31′ 11″<br>5 dks | TM<br>5 Ho<br>G.226756<br>6 Ha (24¼′×13′) (27′, 17¾′, 17¾′, 17¾′,<br>20¾′×16′)<br>16W Cr 2(2) Der 16(5) | 2 Oil 2DA each 8Cy. 600×900 mm<br>Blohm & Voss | Ham<br>13k |
| **LICHEVSK**<br>exVoroshilov-62<br>exBrazilian Prince-33<br>exFilmore<br>U.S.S.R.<br>Odessa<br>Russian | 4459<br>2554<br>6170 | ✠ | | 1924–3 Furness S.B. Co. Ltd.—Haverton<br>Hill<br>383′ 7″ 52′ 2″ 23′ 3″<br>52′ 0″ 26′ 11″<br>1 dk<br>R | TM<br>4 Ho 1 DT<br>G.288663<br>4 Ha (32¾′, 32¾′, 32¾′×17¼′) (25¼′×14′)<br>8W Der 6(3½) 2(3) | 2 Oil 2SA each 8Cy. 430×610 mm<br>NE57 | Russia<br>11k |

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| 534247<br>DUEW<br>Df Esd<br>Gc Rdr | **ILIGAN BAY**<br>exStrom Gunhild-66<br>exBelgrano-61<br>exGeneral Ruge-46<br>exCape Arago-43<br>**Universal Shipping Lines Inc.**<br>Cebu Philippine | ~~5205~~ 5203<br>~~2964~~ 2982<br>8000 | NV | 1943 Pennsylvania Shpyds Inc.—Beaumont<br>412' 5" 60' 1" 24' 10"<br>59' 11" 28' 6"<br>2 dks & S dk | M OSD<br>G.503382 B.444014<br>14W Der 1(30) | 2 Oil 2SA each 6Cy.<br>geared to sc. shaft<br>4150bhp<br>Nordberg Mfg Co |
| 529712<br>6ZHK<br>2266<br>Df Esd | **ILISSOS**<br>exIonic Coast-67<br>exRiver Burnett-65<br>**Devon Steamship Corp.**<br>Monrovia Liberian | 4962<br>2892<br>8525 | ✠100A1 SS 9/65<br>with freeboard<br>✠LMC<br>MN630 EL a†2"SQ | 1947-9 Evans, Deakin & Co. Ltd.—Bsb<br>449' 1" 56' 8" 24' 6¼"<br>425' 0" 56' 6" 36' 6"<br>F43' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB1707t | S OSD<br>G.480748 B.447303<br>12W Der 1(20) | T 3Cy. 24½" 40½" & 67"×<br>with dr gearing<br>3500ihp<br>Commonwlth Gov. E. Wks<br>2WTB 240lb Spt 220lb |
| 672697<br>Df Esd<br>Gc Rdr<br>RT | **ILJINSK**<br>**U.S.S.R.**<br>Russian | 2920<br>1360<br>3400 | | 1967 Nystads Varv A/B—Nystad<br>335' 0" 46' 1" 18' 9"<br>305' 2" 45' 11" 22' 6"<br>1 dk | M | Oil 2SA 5Cy. 550×1100 mm<br>2900bhp B&W<br>Valmet O/Y Rautpohjan |
| 515896<br>PKMR | **ILKE**<br>**Republik Indonesia**<br>P.T. Pelajaran Rajkat Indonesia<br>Djakarta Indonesian | 399<br>241<br>610 | | 1955 Vereenigde Prauwen Veren—Dja<br>181' 8" 30' 3" 9' 7"<br>169' 7" 30' 2" 16' 1"<br>1 dk & S dk | M OSD Mchy.aft | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>400bhp<br>Caterpillar Tractor Co. |
| 515897<br>CBIL<br>1561<br>Df Esd<br>Gc Rdr | **ILLAPEL**<br>**Compania Sud-Americana de Vapores**<br>Valparaiso Chilean | 11106<br>6188<br>7362 | ✠100A1 SS 5/65<br>No. 5 upper side tanks—oil FP above 150° F.<br>✠LMC<br>MN1654 EL h†2⅜"SQ | 1960-7 Blohm & Voss A.G.—Ham<br>534' 4" 72' 6" 30' 4"<br>499' 3" 72' 2" 42' 10"<br>P101' F48' 1 dk<br>8BH<br>rf nil WB7425t incl. DT1349t | S Mchy.aft<br>G.694566 B.690000<br>4W Der 4(5) | 2 S Turb dr geared to sc.<br>8270shp<br>Blohm & Voss A.G.<br>2WTB 782lb Spt 842° F. |
| 515898<br>SGOF<br>9665<br>Df Esd<br>Rdr RT | **ILLERN**<br>exThetis-62<br>**Malmö Bogser A/B**<br>Sven Lundkvist<br>Malmö Swedish | *122*<br>*38*<br>— | ✠100A1 SS 8/67<br>tug<br>Str. nav. ice<br>✠LMC<br>MN96 EL (a) | 1956-5 A/B Göteborgs Varv—Got<br>80' 5" 24' 4"<br>74' 0" 23' 5½" 12' 7"<br>RW 3BH<br>rf nil WB20t | M Tug | Oil 2SA 8Cy. 10½"×13½"<br>1060bhp ✠NE7/59<br>Crossley Bros. Ltd.<br>2×40, 20kW 220V d.c. |
| 515899<br>KFCJ<br>264957<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ILLINOIS**<br>exC. E. Dant-62<br>exBuckeye Mariner-57<br>**States Steamship Co.**<br>San Francisco United States | ~~12669~~ T.Mk<br>~~7596~~ 9134<br>~~14938~~ 5319<br>—<br>12493<br>7431<br>14938 | AB | 1953 Sun S.B. & D.D. Co.—Chester, Pa<br>563' 8" 76' 4" ~~31' 7¾"~~ — /31' 7¾"<br>528' 6" 76' 0" 35' 6"<br>B79' F91' 3 dks<br>RW<br>rf nil | S (12P) Ref ~~OSD~~<br>7 Ho 49¼' 52', 62¼', 60', 65', 60', 50'<br>G.870192 B.769320 In.30254<br>7 Ha (stl) (20½'×18¼') (30'×24') (40', 40', 40', 40', 25'×30')<br>24W Der 2(60) 12(5) | 2 S Turb dr geared to sc.<br>19250shp<br>General Electric Co.<br>2×750kW 450V 60c/s a.c. |
| 530394<br>Df Esd<br>Gc Rdr | **ILLION**<br>exS N A 3-68 exAchères-60<br>**E. Sarlaz & P. Papadellis**<br>Greek | ~~3630~~ 3514<br>~~1900~~ 1952<br>4960 | BV | 1948 Burrard D.D. Co. Ltd.—Vcr<br>372' 6" 48' 6" 20' 2"<br>48' 4"<br>P43' B63' F40' 1 dk<br>RW<br>rf 2½" | S<br>4 Ho 60½', 57', 63½', 64½'<br>G.229000 B.216000<br>4 Ha (stl) (36½', 37', 38', 42½'×32')<br>8W Der 8(5) | Uniflow 4Cy. 25"×28"<br>1850ihp<br>Canadian Vickers Ltd.<br>2×27kW 110V d.c. |
| 515900<br>IBYF<br>Df Esd<br>Gc Rdr<br>RT | **ILLIRIA**<br>**"Adriatica" S.p.A. di Navigazione**<br>Venice Italian | ~~3763~~ 3851<br>~~1840~~ 1699<br>950 | AB RI | 1962 Cant. Nav. Pellegrino—Nap<br>332' 8" 48' 1" 16' 5¾"<br>285' 5" 47' 11" 29' 7"<br>3 dks<br>RW | TM (181P) CSD<br>1 Ho 54'<br>1 Ha (16¾'×9¾')<br>2W Der 2(3) | 2 Oil 2SA each 6Cy.<br>5820bhp<br>S.A. Fiat S.G.M. |
| 515901<br>VJGQ<br>191873<br>Esd<br>RTv | **ILLOWRA**<br>**Australian Coastal Shipping Commission**<br>Newcastle, N.S.W British | 4892<br>2783<br>7101 | ✠100A1 SS 6/66<br>✠LMC<br>MN470 EL x 1⅛"SQ | 1957-12 N.S.W. Govt. E. & S.B.—N.S.W.<br>386' 10" 52' 8" 23' 10½"<br>365' 0" 52' 0" 33' 6"<br>Q216' F27' 1 dk<br>RW NS 7BH<br>rf 3" WB2126t incl. Topside tanks in holds 382t | M Mchy.aft<br>4 Ho 60¾', 56½', 58½', 56½'<br>G.318552 B.292600<br>4 Ha (stl) (40½'×25') (39½', 39½', 39½'×30')<br>Der 2(1½) | Oil 2SA 4Cy.<br>2350bhp Doxford<br>Commonwlth Gov. E. Wks<br>3×150kW 220V d.c. |
| 515902<br>DDSG<br>Df Esd<br>Gc Rdr<br>RTv | **ILLSTEIN**<br>**Norddeutscher Lloyd**<br>Bremen W. German | 3049<br>1520<br>5074<br>4952<br>2811<br>6619 | GL | 1959 Bremer Vulkan—Vgk<br>413' 6" 52' 6" 21' 4¼"/24' 10"<br>379' 6" 52' 4" 31' 8"<br>B71' F50' 1 dk & S dk | M (2P) OSD/CSD<br>5 Ho 43¾', 59¾', 73½', 64¼', 52½'<br>G.367450 B.331900<br>5 Ha (stl) (20¾', 39', 45½', 34½', 25½'×16½') 1 Ha (w) (9½'×11½')<br>12W Der 1(60) 14(3-5) | Oil 2SA 6Cy.<br>4000bhp<br>Bremer Vulkan<br>3×100kW 380V 50c/s a.c. |
| 515903<br>GFHG<br>300719<br>Df Esd<br>Gc Rdr<br>RTv | **ILLYRIC**<br>**Shaw Savill & Albion Co. Ltd.**<br>Southampton British | 11256<br>6374<br>13835 | ✠100A1 SS 3/68 ~~SS 1/64~~<br>✠LMC<br>✠Lloyd's RMC<br>MN2660 EL g†2¹⁄₁₆"SQ | 1960-1 Vickers-Armstrongs (S.Bs) Ltd.—Nwc<br>513' 3" 70' 5" 32' 7½"<br>481' 6" 70' 0" 41' 6"<br>B204' F57' 3 dks, 4th dk in Nos. 2 & 3 holds<br>RW 8BH<br>rf 6" WB1646t incl. Tunnel tanks 237t | M Ref<br>6 Ho 67½', 78¼', 63¼', 55', 52½', 46'<br>G.262834 B.244741 In.409788<br>6 Ha (stl) (29¼', 41½', 24¼', 27½', 27½', 22'×20')<br>22W Der 1(50) 1(25) 4(12) 3(7) 6(5) 10(3) | Oil 2SA 8Cy.<br>500 mm<br>13300bhp B&W<br>Harland & Wolff<br>2AuxB 120lb<br>4×340kW 220V d.c. |

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| **ILMATAR**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | **5101**<br>2761<br>— | NV | **1964** Wärtsilä Kon. Sandvikens<br>Skepps.—Hfs<br>355' 2" 53' 10" 15' 5¾"<br>318' 4" 53' 8" 25' 11"<br>3 dks, pt 4th dk<br>rf 19¾" | M Mchy.aft | Oil 2SA 12Cy. 510×550 mm<br>4500bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo |
| **ILMEN**<br>exKollaa-48<br>**U.S.S.R.**<br>Russian | **2067**<br>1170<br>2327 | | **1943** Langesunds M/V A/S—<br>Langesund<br>262' 0" 41' 6" 17' 3½"<br>41' 4" 25' 10" | S CSD<br>2 Ho<br>G.148711<br>4 Ha (21', 24½', 24½', 24½'×20¼')<br>8W Der 8(2½) | C 2Cy. 16¾" & $33\frac{7}{16}$"×$33\frac{7}{16}$" & LP turb<br>with dr gearing & hydraulic coupling<br>Langesunds M/V A/S Langesund<br>11k |
| **ILMENAU**<br>exTrotzenburg-67 exVrede-56<br>exFlying Welshman-39<br>exSecunda-37<br>**Partenreederei m.s. "Ilmenau"**<br>**Peter Johann Kay**<br>Hamburg W. German | **423**<br>213<br>640 | **✠100A1** SS 6/65<br>**✠LMC**<br>EL f<br>**~~REPAIRS REQUIRED—CLASS SUSPENDED 10/67~~** | **1932-4** Werf "Voorhuit"—Spaarndam<br>159' 1" 25' 2" 11' 5¾"<br>152' 0" 25' 1" 12' 9"<br>P34' F20' 1 dk<br>R NS 3BH<br>WB200t incl. Dk tanks 38t | M Mchy.aft<br>1 Ho 97¾'<br>G.28300 B.27200<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 250×350 mm<br>320bhp ✠NE12/61 20t<br>Motorenw. Mannheim Mhm<br>8k |
| **ILMENLES**<br>**U.S.S.R.**<br>Leningrad Russian | **2901**<br>1366<br>3606 | | **1963** Valmet O/Y Pansion Telakka—Åbo<br>334' 9" 46' 1" 19' 2"<br>305' 2" 45' 11" 23' 0"<br>1 dk | M Mchy.aft<br>4 Ho<br>G.171347<br>4 Ha (26¼', 26¼', 26¼', 21'×34')<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas<br>Jyväskylä<br>13k |
| **ILO**<br>exNorlindo-59 exScreven-47<br>**Peruvian Government (Ministry of Marine)**<br>Callao Peruvian | **3910**<br>2148<br>6000 | **BROKEN UP** | **1945** Leathem D. Smith S.B. Co.—<br>Sturgeon Bay<br>338' 8" 50' 1" 23' 4½"<br>49' 11"<br>2 dks | M Ref Mchy.aft | Oil 2SA 6Cy. 545×735 mm<br>Nordberg Mfg Co. Milwaukee |
| **ILONA**<br>exStella Mary-61 exFenix-54<br>**Chr. M. Sarlis & Co.**<br>Patras Greek | **499**<br>321<br>— | **✠100A1** SS 5/66<br>Str. nav. ice<br>**✠LMC**<br>EL h | **1949-10** Kalmar Varv—Kal<br>171' 11" 28' 6" 13' 11¾"<br>156' 3" 28' 4" 15' 6"<br>P42' RFD 22' 1 dk<br>NS 3BH<br>WB215t | M Mchy.aft<br>G.40500 B.37500 | Oil 2SA 8Cy. 250×420 mm<br>510bhp 925t<br>Nydqvist & Holm A/B Thn<br>10k |
| **ILONA**<br>**Hermann Osterkamp**<br>Brake W. German | **211**<br>141<br>551 | GL | **1963** Martin Jansen—Leer<br>156' 9" 28' 10" 10' 0"<br>137' 10" 28' 8" 17' 5"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 91¾'<br>G.43000 B.41000<br>1 Ha (91¾'×16¼')<br>2W Der 2(2) | Oil 4SA 6Cy. 220×280 mm<br>300bhp 30t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>1×39kW 220V d.c. 9½k |
| **ORIN PALM**<br>**Palm Line Ltd.**<br>London British | **5658**<br>2758<br>8950 | **✠100A1 SS 5/68** ~~SS 7/64~~<br>DTmf—vegetable oil<br>**✠LMC**<br>MN900 EL c†2¼"SQ | **1960-1** Swan, Hunter & Wghm Rchdsn<br>—Nwc<br>460' 4" 62' 9" 25' 1¼"<br>430' 0" 62' 6" 36' 11"<br>P37' F43' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf nil WB2498t incl. Tunnel tanks 289t DTm1174t | M (2P) OSD<br>6 Ho 51¾', 63', 37½', 75', 69¾', 28½'<br>G.548035 B.509800<br>5 Ha (22½', 36¼', 36¼', 36¼', 36¼'×20')<br>16W Der 1(50) 4(15) 2(10) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford 461t (hvf)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2AuxB 100℔<br>3×250kW 220V d.c. 14k |
| **ILOVIK**<br>**Losinjska Plovidba**<br>~~Mali Losinj~~<br>Rijeka Yugoslav | **498**<br>159<br>— | JR | **1960** Brodogradiliste Losinj—Losinj<br>175' 6" 29' 8" 11' 2"<br>155' 9" 29' 7" 11' 6"<br>2 dks<br>RW | M CSD Mchy.aft<br>G.43323 | Oil 2SA 6Cy. 240×370 mm<br>B&W Emade55fitted60<br>Brodogradiliste Uljanik Pla |
| **ILRI**<br>exHöegh Ilri-68 exJlri-66<br>**Barthold Richters**<br>Hamburg W. German<br>Name should be **JLRI** See New Entries No. 1 | **3041**<br>1851<br>— | GL | **1966** Schiffswerft Neptun—Ros<br>324' 5" 46' 8"<br>25' 3"<br>P65' Q12' F32' 2 dks | M | Oil 4SA 8Cy. 520×740 mm<br>3080bhp<br>Masch. Augsburg-Nürnberg Aug |
| **ILSABE OLDENDORFF**<br>exHerman Sauber-60<br>**Egon Oldendorff**<br>Lübeck W. German | **2619**<br>1392<br>3409 | GL | **1951** Lübecker Flender-Werke—Lbc<br>304' 3" 44' 5" 20' 0½"<br>44' 3" 22' 0"<br>Q160' F33' 1 dk<br>RW | S<br>G.180059 B.171161<br>4 Ha<br>6W Der 6(3) | C 4Cy. (2) 15¾" & (2) $35\frac{7}{16}$"×$35\frac{7}{16}$" & LP turb<br>1700ihp 329t (o.f)<br>Lübecker Flender-Werke Lbc<br>12k |
| **ILSE B**<br>exInsulaner-65 exMado II-63<br>**Joh. Bliemeister**<br>Norderney W. German | **352**<br>165<br>426 | BV | **1953** Worst & Dutmer—Meppel<br>142' 3" 24' 6" 9' 10"<br>24' 4" 10' 3"<br>P37' Q43' F17' 1 dk<br>R | M Mchy.aft<br>1 Ho 81¼'<br>G.22750 B.21500<br>2 Ha<br>2W Der 2(1) | Oil 4SA 6Cy. 270×360 mm<br>375bhp 30t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×5kW 110V a.c. 9k |
| **ILSE CLAUSEN**<br>**C. Clausen Dampskibsrederi A/S**<br>C. Clausen<br>olding Danish | **299**<br>127<br>350 | BV | **1958** Titovo Brodogradiliste—<br>Kraljevica<br>156' 7" 28' 7" 10' 6½"<br>… … …<br>2 dks<br>RW<br>rf ½" | M Cattle Carrier Mchy.aft<br>1 Ho 84¾'<br>2 Ha (each 27'×12¼')<br>Der 1(2) | Oil 2SA 4Cy. 290×490 mm<br>440bhp B&W (d.o)<br>Alpha-Diesel A/S Fkn<br>2×45kW 220V d.c.<br>Controllable pitch propeller |

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| 515917<br>DIPN<br><br>Df Esd<br>RTm | **ILSE FELDTMANN**<br><br>**Partenreederei m.s. "Ilse Feldtmann"**<br>Carl-Heinz Feldtmann<br>Hamburg W. German | 420<br>275<br>680 | GL | 1957 J. J. Sietas Schiffsw.—Ham<br>167' 6" 29' 4" 11' 2"<br>147' 8" 29' 2½" 12' 6"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 101½'<br>G.32970 B.31000<br>2 Ha (50½', 25½'×19½')<br>Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz<br>3×17½, 15, 12kW 110V d.c. |
| 515918<br>DCDL<br>3274<br>Df Esd<br>Gc Rdr<br>RTm/v | **ILSE FRITZEN**<br><br>**Johs. Fritzen & Sohn**<br>Fritzen Schiffsagentur u. Bereederungs G.m.b.H.<br>Emden W. German | Ore<br>16530<br>3612<br>—<br>Oil<br>17940<br>10693<br>22992 | ✠100A1 CS 5/65<br>ore carrier<br>Carrying oil in combined side and btm tanks when no cargo is carried in adjacent centre compartments<br>Str. nav. ice<br>✠LMC<br>MN2000 EL I†2½"SQ<br>GL | 1956-12 A.G. "Weser"—Bmn<br>620' 10" 78' 0" 32' 3¾"<br>580' 10" 77' 9" 45' 11"<br>P131' F74' 1 dk<br>5BH<br>rf nil WB1961t incl. DTf1670t | S Ore/Oil Carrier (7P) Mchy.aft<br>2 Ho 165½', 195½' 5 Ta<br>G.417598 L.874252 HeCls. BC<br>9 Ha (stl) (each 25'×23½')<br>Der 2(1½–5) 1(3) 2(2) 2(1–1½) | 2 S Turb dr geared to sc. shaft<br>10000shp<br>Siemens-Schuckert Werke<br>2WTB 683lb Spt 842° F.<br>sg 170lb<br>2×440kW 400V 50c/s a.c. |
| 514675<br>DAGZ<br>9401<br>Df Esd<br>RTh | **ILSE H.**<br>exHelga Wehr–66 exDörte–54<br>exLudwig Sanders–52<br>**Friedrich Heidemann**<br>Hamburg W. German | 350<br>181<br>531 | GL | 1919 J. C. Tecklenborg A.G.—Bhn<br>*155·1'* 25' 4" 13' 1½"<br>... ... ...<br>1 dk<br>R conv trawler 52 | M<br>1 Ho 95½'<br><br>2 Ha (40¾', 37½'×15½')<br>Der 2(1½) | Oil 4SA 6Cy. 290×420 mm<br>360bhp NE52<br>Masch. Kiel A.G. |
| 514347<br>DDGK<br>49<br>Esd Rdr<br>RT | **ILSE M.**<br>exHartwarden–65<br>**Bodo Modreger**<br>Brake W. German | 300<br>177<br>454 | GL | 1962 Martin Jansen—Leer<br>139' 9" 24' 8" 9' 0"<br>127' 11" 24 7" 10' 0"<br>P36' F21' 1 dk | M Mchy.aft<br>1 Ho<br>G.21826 B.20897<br>1 Ha (67½'×16½') | Oil 4SA 6Cy. 250×350 mm<br>300bhp<br>Motorenw. Mannheim |
| 515919<br>DGTE<br><br>Df Esd<br>RTm | **ILSE MATTHIESEN**<br><br>**Partenreederei m.s. "Ilse Matthiesen"**<br>Warnholtz, Schmidt & Co.<br>Hamburg W. German | 499<br>373<br>935 | GL | 1957 Schiffsw. W. Holst—Ham<br>200' 7" 31' 8" 11' 11"<br>180' 6" 31' 6" 13' 0"<br>P&B52' F30' 1 dk<br>RW | M Mchy.aft<br>1 Ho 131'<br>G.42085 B.38443<br>2 Ha (each 43½'×18')<br>4W Der 4(2) | Oil 2SA 6Cy. 290×420 mm<br>560bhp<br>Masch. Kiel A.G. |
| 540536<br>DGJA | **ILSE NAGEL**<br>exEwald Ehlert–63<br>**Herbert Nagel**<br>Hamburg W. German | 292<br>178<br>414 | GL | 1937 Greifenwerft G.m.b.H.—Stn<br>146' 0" 22' 8" 8' 6"<br>22' 6" 9' 10"<br>P30' F17' 1 dk<br>R len 54 | M Mchy.aft<br>1 Ho<br><br>1 Ha (78¾'×12¾ ) | Oil 4SA 4Cy. 280×420 mm<br>150bhp<br>Deutsche Werke A.G. |
| 515920<br>DGYR<br><br>Df Esd<br>Rdr RT | **ILSE RUSS**<br><br>**Schiffahrt- u. Assekuranz-Ges. E. Russ & Co.**<br>Hamburg W. German | 1330<br>611<br>2090 | GL | 1953 Werft Nobiskrug—Rendsburg<br>295' 8" 40' 6" 15' 4½"<br>40' 4"<br>1 dk & S dk<br>RW<br>rf 2" | M OSD Mchy.aft<br>2 Ho each 87½' comb.<br>G.144490 B.135320<br>3 Ha (stl) (63¾' comb.×17¾')<br>(32', 32'×17¾')<br>Der 1(15) 1(10) 8(3–5) | Oil 4SA 9Cy. 385×580 mm<br>1575bhp<br>Masch. Kiel A.G.<br>3×75, 75, 45kW 220V d.c. |
| 515921<br>DCJK<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **ILSE SCHULTE**<br><br>**Partenreederei m.s. "Ilse Schulte"**<br>Schulte & Bruns<br>Emden W. German | 7197<br>4098<br>12717<br>10061<br>7046<br>14980 | GL | 1958 Lübecker Flender-Werke—Lbc<br>511' 10" 66' 7" 26' 8"/29' 7"<br>475' 4" 66' 3½" 39' 3"<br>P47' B39' F43' 1 dk & S dk<br>RW<br>rf 3" | M OSD/CSD<br>6 Ho 59½', 60', 59', 64½', 62½', 61½'<br>G.792300 B.697800<br>6 Ha (stl) (34½', 35', 35', 35', 35', 35'×28')<br>13W Der 1(20) 12(5) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp<br>Masch. Augsburg-Nürnberg<br>3×200kW 400V 50c/s a.c. |
| 505393<br>DNKG<br><br>Df Esd<br>RT | **ILSE SUHR**<br>exBeursplein–65<br>exBrouwersgracht–64<br>**Heinz Suhr**<br>Hamburg W. German | 499<br>297<br>850 | GL<br>✠LR class withdrawn—Owners' request 5/67 | 1950–12 Bodewes Scheeps.—Martenshoek<br>191' 2" 29' 2" 11' 7"<br>172' 3" 26' 5" 12' 11"<br>Q39' F34' 1 dk<br>RW | M Mchy.aft<br>1 Ho 116½'<br>G.37000 B.35000<br>2 Ha<br>2W Der 2(3) | Oil 4SA 8Cy. 270×500 mm<br>500bhp<br>N.V. Werkspoor |
| 515922<br>DIJK<br><br>Df Esd<br>Rdr RT | **ILSE WOLTER**<br>exNordkap–62<br>**Friedrich Wolter**<br>Küstenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg W. German | 422<br>274<br>650 | GL | 1955 J. J. Sietas Schiffsw.—Ham<br>*162·5'* 26' 11" 10' 11½"<br>26' 9" 11' 2"<br>P43' F21' 1 dk<br>RW len 57 | M Mchy.aft<br>1 Ho 104½'<br>G.34130 B.32010<br>3 Ha (28', 24½', 25½'×18')<br>3W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 542047<br>DDGQ<br><br>Df Esd<br>Rdr RT | **ILSE WULFF**<br><br>**Herman Wulff**<br>Oldenburg W. German | 500<br>292<br>1171 | GL | 1963 Lühring Werft—Brake<br>223' 1" 33' 0" 12' 5"<br>196' 10" 32' 10" 19' 6"<br>1 dk & S dk | M OSD<br><br>G.82959 B.76337<br>4 Ha | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Motorenw. Mannheim |
| 515924<br>ISGB<br>44 | **ILVANIA**<br><br>**Marittima Commerciale Elbana di Mario Boland & C**<br>Portoferraio Italian | 372<br>211<br>— | RI | 1919 Arsenale del Lloyd Triestino—Tri<br>141' 0" 26' 0"<br>137' 6" 25' 10" 10' 9"<br>1 dk<br>R | M<br>2 Ho | Oil 4SA 6Cy. 320×450 mm<br>500bhp NE57<br>Klöckner-Humboldt-Deutz |
| 670744<br><br><br>Df Esd<br>Gc Rdr | **ILYA KATUNIN**<br><br>**U.S.S.R.**<br>Russian | 2987<br>1329<br>— | | 1966 Stocznia Gdanska—Gdk<br>272' 8" 45' 5"<br>45' 3"<br>2 dks | M Stern Trawling Factory Ship | Oil |

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| **ILYA MECHNIKOV**<br>U.S.S.R.<br>Odessa<br>Russian | 5864<br>3101<br>7560 | | 1956 At. & Ch. de la Loire—St.N<br>425′ 6″ 55′ 3″ 24′ 7″<br>395′ 4″ 55′ 1″ 33′ 2″<br>2 dks<br>RW | S<br>4 Ho<br>G.323448<br>4 Ha (34½′, 34½′, 34½′, 33½′×23′)<br>8W Der 4(10) 4(6) | 2 S Turb dr geared to sc. shaft<br>(o.f)<br>At. & Ch. de Bretagne Nts<br>14k |
| **ILYA MUROMETS**<br>U.S.S.R.<br>Russian | 1427<br>521<br>730 | | 1941 ......................Sweden<br>186′ 7″ 49′ 3″ 19′ 10″<br>28′ 3″ | TS Icebreaker | T 6Cy. 430, 720 & 1200×680 mm & 580, 930 & 1500×1000 mm<br>14k |
| **ILYA REPIN**<br>exRugard–46<br>U.S.S.R.<br>Murmansk<br>Russian | 1549<br>556<br>437 | | 1927 Stettiner Oderwerke—Stn<br>254′ 7″ 35′ 11″ 13′ 1½″<br>35′ 9″ 22′ 0″<br>2 dks | TS<br>1 Ho<br>1 Ha (8′×6½′)<br>2W Der 2(1) | T 6Cy. 15⅞″ 26⅛″ & 43$\frac{5}{16}$″×25⅝″<br>Stettiner Oderwerke Stn<br>11¼k |
| **ILYASBAKSH**<br>exHolmbury–60<br>exEmpire Canyon–47<br>**United Oriental S.S. Co.**<br>Karachi<br>Pakistan | 7081<br>4324<br>10136 | ✠Classed LR until 3/67 | 1943–12 Caledon S.B. & E. Co. Ltd.—Dun<br>446′ 4″ 56′ 4″ 26′ 9″<br>425′ 0″ 56′ 0″ 37′ 8″<br>F40′ 2 dks | S CSD<br>G.543289 B.494682<br>10W Der 1(50) 1(40) | T 3Cy. 24½″ 39″ & 70″×48″<br>2500ihp 1227t (o.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Nwc<br>10k |
| **IMA MARU No. 5**<br>Imamura Shoten<br>Kamitsushima<br>Japanese | 142<br>79<br>— | | 1962 Taihei Kogyo—Hma<br>104′ 4″ 19′ 9″ 8′ 0″<br>94′ 4″ 19′ 8″ 8′ 10″<br>1 dk | M Mchy.aft<br>G.8687 B.7840<br>1 Ha (39¼′×12½′) | Oil 4SA 4Cy. 260×400 mm<br>210bhp<br>Kanegafuchi Nainenki Tok<br>9k |
| **IMAFUKU MARU No. 5**<br>Y. Imai<br>Hiroshima<br>Japanese | 194<br>99<br>— | | 1964 Ikeda Zosen—Kinoe<br>*90·5′* 24′ 5″<br>88′ 7″ 24′ 3″ 10′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 270×380 mm<br>300bhp<br>Yanmar Diesel Eng. Co. Ltd. Osa<br>9k |
| **IMAMIYA MARU**<br>exAsama Maru–63<br>T. Betsuku<br>Imabari<br>Japanese | 599<br>319<br>848 | NK<br>**BROKEN UP** | 1948 Nippon Kokan—Shimizu<br>189′ 10″ 27′ 11″ 13′ 4″<br>173′ 9″ 27′ 9″ 13′ 8″<br>Q103′ B13′ F16′ 1 dk<br>RW conv dry cargo ship 52 | M Tanker Mchy.aft<br>12 Ta<br>L.34538 | Oil 4SA 6Cy. 350×520 mm<br>550bhp NE52 37t<br>Kanegafuchi Diesel Kogyo Tok<br>2×7kW 105V d.c. 10k |
| **IMAN**<br>U.S.S.R.<br>Vladivostok<br>Russian | 3455<br>1817<br>4375 | | 1962 Schiffswerft Neptun—Ros<br>341′ 10″ 47′ 4″ 21′ 7″<br>47′ 2″ 26′ 0″ | M<br>4 Ho<br>G.199000<br>4 Ha (29¾′×19¾′) (25½′, 25½′, 25½′×23′)<br>9W Der 1(15) 8(5) | Oil 2SA 6Cy. 570×800 mm<br>5000bhp<br>Masch. Augsburg-Nürnberg<br>14k |
| **IMAN**<br>U.S.S.R.<br>Russian | 3359<br>1560<br>4400 | | 1966 Rauma-Repola O/Y—Rauma<br>344′ 10″ 48′ 7″ 20′ 5″<br>318′ 0″ 48′ 6″ 23′ 0″<br>1 dk | M Tanker | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W<br>Bryansk Eng. Wks Bryansk |
| **IMANDRA**<br>U.S.S.R.<br>Leningrad<br>Russian | 2453<br>1328<br>3100 | | 1951 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>295′ 1″ 42′ 10″ 18′ 4″<br>42′ 8″ 21′ 4″<br>1 dk | S<br>2 Ho<br>G.139493<br>4 Ha (34¾′, 34¾′, 31¾′, 34½′×19¾′)<br>9W Der 1(15) 8(4) | C 4Cy. (2) 15″ & (2) 32$\frac{5}{16}$″×32$\frac{5}{16}$″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| **IMAR**<br>U.S.S.R.<br>Russian | 3816<br>1888<br>— | | 1957 Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 8⅝″<br>47′ 10″<br>1 dk<br>RW | S | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb & hydraulic coupling (o.f)<br>Z.U.T. Zgoda Swi |
| **IMASU I**<br>**Industrias Maritimas de Supé S.A.**<br>Supé<br>Peruvian | 120<br>—<br>— | ✠100A–<br>fishing vessel<br>Peruvian coastal service<br>**LMC**<br>MN67 EL (a) | 1966–8 Fabricaciones Metalicas—Clo<br>82′ 8″ 23′ 5″ 8′ 10″<br>70′ 6″ 23′ 0″ 11′ 4″<br>RAD11′ RFD30′ 1 dk<br>3BH<br>Box K | M Fishing | Vee Oil 2SA 12Cy. 4¼″×5″ reverse reduction geared<br>335bhp<br>General Motors Corp. Det |
| **IMASU II**<br>**Industrias Maritimas de Supé S.A.**<br>Supé<br>Peruvian | 120<br>—<br>— | ✠100A–<br>fishing vessel<br>Peruvian coastal service<br>**LMC**<br>MN67 EL (a) | 1966–9 Fabricaciones Metalicas—Clo<br>82′ 8″ 23′ 5″ 8′ 10″<br>70′ 6″ 23′ 0″ 11′ 4″<br>RAD11′ RFD30′ 1 dk<br>3BH<br>BK | M Fishing | Vee Oil 2SA 12Cy. 4¼″×5″ reverse reduction geared<br>335bhp<br>General Motors Corp. Det |
| **IMATRA**<br>U.S.S.R.<br>Russian | 1248<br>552<br>1299 | | 1967 Angyalfold Shipyard—Bdp<br>244′ 5″ 37′ 2″ 13′ 1½″<br>37′ 0″ 17′ 5″<br>1 dk | M Mchy.aft<br>3 Ho<br>G.74267<br>3 Ha (each 28¼′×18½′)<br>7W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 mm<br>1000bhp<br>Lang Eng. Works Bdp<br>11½k |

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| 515932<br>JNPX<br>85870 | **IMAYOSHI MARU No. 1**<br>**Imayoshi Kisen K.K.**<br>Hinase Japanese | 409<br>241<br>— | | **1950** Takehara Zosen—Hma<br>*146·0'* 23' 8"<br>23' 6"<br>1 dk | M Mchy.aft<br>1 Ha (74½'×14½') | Oil 4SA 6Cy. 300×420 mm<br>500bhp<br>Kinoshita Tekkosho |
| 640860<br>JK2073<br>94338 | **IMAYOSHI MARU No. 2**<br>**Imayoshi Kisen K.K.**<br>Hinase Japanese | 447<br>254<br>— | | **1963** Geibi Zosen Kogyo—Kur<br>163' 4" 26' 5" 11' 5"<br>147' 7" 26' 3" 12' 6"<br>1 dk | M Mchy.aft<br>G.28640 B.27404<br>1 Ha (81½'×16½') | Oil 4SA 6Cy. 300×420 mm<br>700bhp<br>Kinoshita Tekkosho |
| 515933<br>PUYZ<br>Df Esd | **IMBAHA**<br>exHyperion–53 exSi Brodin–51<br>**Navegação Riograndense Ltda.**<br>Porto Alegre Brazilian | 1370<br>832<br>— | BV<br>✠Classed LR until 2/54 | Lch.**1944** Cmd.**1945**–7 Lindholmens Varv A/B—Got<br>299' 10" 42' 1" 19' 2"<br>... ... ...<br>1 dk & S dk | M OSD | Oil 2SA 6Cy. 500×900 mm<br>Eriksbergs M/V A/B |
| 542751<br>PEVR<br>Df Esd<br>Rdr<br>RTm/h | **IMBER**<br>**P.A. van Es & Co. N.V.**<br>Rotterdam Netherland | 496<br>257<br>1200 | ✠**100A1** SS 12/68<br>✠**LMC**<br>MN270 EL n 1 1/16"SQ | **1963**–11 D. & J. Boot Schps. "De Vooruitgang"—Alp<br>238' 5" 34' 2" 12' 6½"<br>214' 0" 33' 8" 19' 8"<br>Ba37' F35' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4" WB397t | M OSD Mchy.aft<br>1 Ho 131'<br>G.77376 B.70426<br>6W Der 6(3) | Oil 4SA 6Cy. 400×600 mm<br>1350bhp<br>D. & J. Boot "De Industrie"<br>2×30kW 220V d.c. |
| 515934<br>TPYU<br>Df Esd<br>RT | **IMBRIM**<br>**Chalutiers de La Rochelle**<br>La Rochelle French | 284<br>113<br>220 | BV | **1956** S.A. des Anc. Ch. Dubigeon—Nts<br>121' 0" 23' 4" 11' 3½"<br>106' 5" 23' 0" 14' 4"<br>RW | M Trawler<br>3 Ha<br>Der 1(1½) 1(½) | Oil 4SA 6Cy. 290×380 mm<br>630bhp<br>Cie. de Const. Méc. |
| 515935 | **IMBUHY**<br>**Cia. Cantareira e Viação Fluminense**<br>Rio de Janeiro Brazilian | 480<br>216<br>— | ✠ | **1926**–12 J. I. Thornycroft & Co. Ltd.—Sou<br>*181·9'* 42' 6"<br>... ... ...<br>1 dk<br>R | S Ferry | C 8Cy. 11½" & 24½"×18"<br>J. I. Thornycroft & Co. Ltd.<br>Propellers 1 fwd 1 aft |
| 515936<br>TCED<br>863 | **IMDAT**<br>exThemistocles<br>exAlexandra D. exGinette<br>ex Œillet exCarmen<br>exDuchess of York<br>**Sevki Hantal**<br>Istanbul Turkish | 148<br>88<br>— | ✠Classed LR until 10/05 | **1893**–11 Cook, Welton & Gemmell—Hul<br>*101·1'* 22' 10"<br>... ... ...<br>R conv trawler — | Iron M | Oil 2SA 3Cy. 245×280 mm<br>NE33<br>H. Widdop & Co. Ltd. |
| 672698<br>ENHB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **IMERETI**<br>**U.S.S.R.**<br>Poti Russian | 2657<br>—<br>— | | **1967** Volkswerft Stralsund—Stralsund<br>269' 7" 16' 5"<br>239' 6" 44' 7½" 31' 4"<br>2 dks | M Stern Trawling Factory Ship | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Lie |
| 515938<br>FOHU<br>Df Esd<br>Gc Rdr<br>RT | **IMERINA**<br>**Cie. des Messageries Maritimes**<br>Marseilles French | ~~4718~~ 3352<br>~~2414~~ 1626<br>~~4245~~ —<br>**4718**<br>2414<br>4245 | BV | **1953** Ch. & At. de Provence—Port de Bouc<br>378' 3" 52' 10" 20' 6½"<br>52' 8"<br>P118' B40' F59' 2 dks<br>RW | M CSD Mchy.aft<br>3 Ho 54½', 79', 73½'<br>G.271033 B.246374<br>3 Ha (stl) (20½', 41½', 32'×19½')<br>10W Der 1(32) 4(5) 6(3) | Oil 2SA 5Cy. 620×1150 mm<br>3000bhp<br>Schneider & Cie.<br>3×180kW 220V d.c. |
| 660939<br>CLGI<br>Df Esd<br>Gc Rdr<br>RT | **IMIAS**<br>**República de Cuba**<br>Havana Cuban | 7000<br>3693<br>—<br>**9390**<br>5238<br>13000 | ✠**100A1**<br>strengthened for heavy cargoes DTsf—veg. oil<br>Ice Class 2<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1920 EL e†2½"SQ | **1966**–6 Cia. Euskalduna—Bbo<br>514' 7" 64' 9" 26' 3"/29' 9½"<br>470' 0" 64' 6" 38' 6"<br>Ba148' F48' 1 dk & S dk<br>RW 3BH to S dk 5 to 2nd dk<br>rf 3" WB2454t | M Ref Mchy.aft OSD/CSD<br>In.40000 | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Soc. Española de Const.<br>Aux.B 100lb<br>3×300kW 440V 60c/s a.c. |
| 515939<br>PEVS<br>10817<br>Df Esd<br>Rdr RT | **IMKE**<br>**J. & H. Damhof**<br>Delfzijl Netherland | 500<br>227<br>1000 | ✠**100A1** SS 7/65<br>✠**LMC**<br>MN166 EL m 1½"SQ | **1957**–12 E. J. Smit & Zn's Scheeps.—Westerbroek<br>221' 2" 34' 1" 12' 6½"<br>196' 10" 33' 5½" 19' 8"<br>F35' 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf nil WB359t | M OSD Mchy.aft<br>1 Ho 124'<br>G.71500 B.64500<br>4W Der 4(3) | Oil 4SA 6Cy. 420×660 mm<br>830bhp<br>Klöckner-Humboldt-Deutz |
| 671804<br>DEJG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **IMKENTURM**<br>**Deutsche Dampfschiffahrts Ges. "Hansa"**<br>Bremen W. German | 499<br>147<br>792 | GL | **1967** J. G. Hitzler—Lauenburg<br>173' 5" 37' 0" 11' 0"<br>166' 8" 36' 1" 13' 0"<br>1 dk | TM Supply Ship (12P) Mchy.aft | 2 Oil 4SA each<br>1932bhp<br>Masch. Augsburg-<br>3×112kW |
| 650372<br>317462<br>Esd<br>RTm | **IMLAY**<br>**P. R. Warren & B. J. Warren**<br>Sydney, N.S.W British | 105<br>66<br>93 | ✠**100A1**<br>fishing vessel<br>**LMC**<br>MN63 EL (d) (a) | **1964**–12 A. B. Rea Shipbuilding Pty Ltd.—N.S.W<br>74' 6" 20' 0" 9' 7½"<br>66' 8" 19' 0" 10' 9"<br>RFD13'<br>3BH<br>rf 4" | M Fishing & Survey Ship<br>6 Ho 10', 10½', 8', 10', 10½', 8'<br>6 Ha (2½'×2½') (5½'×4') (3½'×3½') (2½'×2½') (5½'×4') (3½'×3½')<br>Der 1(1½) | Oil 2SA 12Cy.<br>gearing<br>316bhp<br>General Motors<br>2×4kW 415V |

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| **IMME**<br>~~Reederei~~ **Onken-**<br>~~Freudenburg~~ ~~Gustav Onken~~<br>~~W. German~~<br>~~Jensen~~<br>Fritz Freudenberg<br>Hamburg W. German | 424<br>282<br>1080 | | TM<br><br>GL | **1963** J. J. Sietas Schiffsw.—Ham<br>202′ 2″ 34′ 8″ 12′ 9″<br>180′ 6″ 34′ 5½″ 12′ 11″<br>F26′ 1 dk & S dk<br><br>rf 4″ | M OSD Mchy.aft<br>1 Ho 124½′<br>G.72118 B.64664<br>2 Ha (59½′, 32½′×21′)<br>4W Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Masch. Kiel G.m.b.H.<br>3×10½kW 380V 50c/s a.c. | <br>60t<br>Kel<br>11½k |
| **IMME OLDENDORFF**<br>Egon Oldendorff<br>Lübeck W. German | **1670**<br>923<br>2707 | | <br><br>GL | **1953** Schiffb. Unterweser—Bhn<br>276′ 5″ 41′ 2″ 18′ 1½″<br>252′ 8″ 41′ 0″ 20′ 0″<br>F36′ 1 dk<br>RW | M Mchy.aft<br><br>G.134343 B.122548<br>2 Ha<br>Der 8(5) | 2 Oil 4SA each 6Cy. 385×580 mm<br>geared to sc. shaft<br>1600bhp NE57<br>Masch. Kiel A.G. | <br><br>236t<br>Kel<br>12½k |
| **IMMEN**<br>**Ahlmark-Schiffahrts**<br>G.m.b.H.<br>Knud Knudsen Reederei<br>Rendsburg W. German | T.Mk **1416**<br>650<br>2600 | ✠100A1<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>MN208 | SS 8/67<br><br><br><br>EL r | **1950–5** Helsingborgs Varfs A/B—Hbg<br>285′ 5″ 41′ 1″ 16′ 2″<br>272′ 11″ 41′ 0″ 24′ 3″<br>1 dk & S dk<br>NS Coll BH to S dk 3 to 2nd dk<br>WB593t | M OSD<br><br>G.172150 B.160010<br><br>8W | Oil 2SA 4Cy. 500×900 mm<br>1040bhp<br>A/S Burmeister & Wain | <br>380t<br>Cpn<br>11½k |
| **IMMER BEREIT**<br>Fischkombinat **Rostock**<br>Rostock E. German | **257**<br>91<br>— | | <br><br>DSRK | **1951** Volkswerft Stralsund—Stralsund<br>128′ 7″ 24′ 0″ 8′ 10″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br><br>Schwermasch. Karl Liebknecht | <br><br>Mgd |
| **IMPALA**<br>exMiami-64 exReina-60<br>exMartha Kleppe-59<br>exKong Sverre-46<br>exEmpire Grenfell-42<br>Tenedian **Shipping Co. S.A.**<br>Monrovia Liberian | **6451**<br>3890<br>10370 | <br><br>✠Classed LR until 11/46<br>**BROKEN UP** | BV | **1941–11** Wm. Doxford & Sons Ltd.—Sld<br>442′ 11″ 56′ 6″ 27′ 4¾″<br>56′ 4″<br>2 dks<br>R | M<br>5 Ho 63½′, 99′, 63′, 76′, 28¾′<br>G.585000 B.531000<br>7 Ha (48′, 48′×10½′) (32′×10¾′)<br>(16′×5½′) (16′×4¾′) (48′, 48′×10½′)<br>Der 4(10) 4(5) 2(3) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp<br>Wm. Doxford & Sons Ltd.<br>2×15kW 110V d.c. | <br>926t<br>Sld<br>12k |
| **IMPAVIDO LATINI**<br>Tomaso Latini<br>Ancona Italian | **150**<br>~~53~~ 71<br>— | | <br><br>RI | **1965** Dante Castracani & C.—Anc<br>106′ 7″ 23′ 7″ 9′ 1″<br>90′ 2″ 23′ 1½″ 12′ 0″<br>1 dk | Wood M Fishing Mchy.aft | Oil 4SA 6Cy. 320×420 mm<br>450bhp<br>Ansaldo Stab. Mecc. | <br><br>Gen |
| **MPERATOR**<br>Torkel-67 exImperator-66<br>Kvalnes **Partrederi**<br>ndheim Norwegian | **300**<br>147<br>511 | | <br><br>~~GL~~ | **1956** Stader Schiffsw.—Stade<br>148′ 8″ 27′ 11″ 9′ 10½″<br>131′ 6″ 27′ 6½″ 10′ 10″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.22000 B.21000<br>2 Ha (each 33½′×16½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. | <br>28t<br>Kel<br>9½k |
| **MPERIAL**<br>unched as Imperial II<br>ompania **Sud Americana**<br>de Vapores<br>alparaiso Chilean | **10877**<br>6385<br>11743 | ✠100A1<br><br>✠LMC 552′ 8″(incl.BB)<br>✠Lloyd's RMC<br>MN3000 | <br><br><br><br>EL i†$2\tfrac{7}{16}$″SQ | **1965–12** Ishikawajima-Harima Hvy Ind.<br>—Aio<br>~~552′ 8″~~ 72′ 3″<br>513′ 2″ 72′ 0″ 41′ 0″<br>Ba105′ F145′ 2 dks, 3rd dk in Nos. 3, 4 & 5 holds & mchy. space, 4th dk in No. 5 hold<br>8BH<br>rf 6″ WB1390t incl. DTf243t | S Ref<br><br>In.129164 | 2 S Turb dr geared to sc. shaft<br>15000shp<br>General Electric Co. Ltd.<br>2WTB 750lb Spt 905° F. 615lb | <br>(o.f)<br>Lyn<br>hs14168 |
| **MPERIAL**<br>Dujardin Verwaltungs-<br>gesellschaft. m.b.H.<br>rdingen W. German | **291**<br>95<br>380 | | <br><br>GL | **1954** D. W. Kremer Sohn—Elmshorn<br>154′ 2″ 27′ 0″ 8′ 0¼″<br>26′ 11″ 8′ 7″<br>P39′ F29′ 1 dk<br>RW | M Wine Tanker<br>6 Ta | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. | <br>16t<br>Kel<br>9½k |
| **IMPERIAL ACADIA**<br>Imperial **Oil Ltd. Marine**<br>Division<br>Halifax, N.S. Canadian | **7068**<br>3908<br>13700 | ✠100A1<br>oil tanker (cc)<br>Ice Class 1<br>✠LMC<br>MN1065 | <br><br><br><br>EL a†2″SQ | **1966–4** Port Weller D.D. Ltd.—Pt.Weller<br>~~440′ 4″~~ 60′ 2″ 25′ 3″ 440′ 4″(incl.BB)<br>412′ 8″ 60′ 0″ 31′ 0″<br>P121′ F68′ 1 dk<br>RW 11BH<br>rf nil WB503t incl. DTf218t | M Tanker Mchy.aft<br>21 Ta<br>L.460000 HeCls. BptC | Oil 2SA 7Cy. 500×1100 mm<br>5326bhp<br>Burmeister & Wain<br>WTAuxB 170lb<br>AuxB 60lb<br>2×300kW 220/440V 60c/s a.c.<br>Thw. thrust propeller fwd | <br>360t (hvf)-21pd<br>Cpn<br><br><br><br>13½k |
| **IMPERIAL COLLINGWOOD**<br>Imperial **Oil Ltd. Marine**<br>Division<br>Collingwood Canadian | **2530**<br>1610<br>3855 | ✠100A1 ~~Lake SS 3/64~~<br>oil tanker Lake SS 4/68<br>Great Lakes & River St.<br>Lawrence service<br>✠LMC<br>EL (q) 1¾″SQ | | **1948–4** Collingwood Shpyds Ltd.—Clw<br>299′ 8″ 43′ 6″ 16′ 6¾″<br>294′ 1″ 43′ 4″ 18′ 1″<br>P52′ F32′ 1 dk<br>11BH len 61<br>rf 6″ WB292t | S Tanker Mchy.aft<br>10 Ta<br>HeCls. BC | S 3Cy. 24½″×24″ SA<br>1200ihp Uniflow<br>Canadian Vickers Ltd.<br>2WTB 235lb Spt hs(4434)<br>2×30kW 110V d.c. | <br>(o.f)-13pd<br>Mtl<br><br>9k |
| **IMPERIAL CORNWALL**<br>exAcadialite-47<br>Imperial **Oil Ltd. Marine**<br>Division<br>Montreal Canadian | **1991**<br>1048<br>2830 | <br><br>✠Classed LR until 8/36 | | **1930–4** Furness S.B. Co. Ltd.—Haverton Hill<br>256′ 4″ 43′ 1″ 16′ 2¾″<br>250′ 0″ 43′ 0″ 18′ 0″<br>P62′ F41′ Trunk 147′ 1 dk<br>R<br>rf 6″ | S Tanker Mchy.aft<br>10 Ta<br>L.123195 HeCls. BC | T 3Cy. 17″ 28″ & 46″×36″<br>750ihp<br>N.E. Mar. Eng. Co. Ltd.<br>2×20, 10kW 110V d.c. | <br>200t (o.f)-12½pd<br>Nwc<br>8½k |

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| 515951<br>9HAQ<br>145671<br>Pfd | **IMPERIAL EAGLE**<br>exCrested Eagle–58<br>exRoyal Lady–48<br>exNew Royal Lady–47<br>**E. Zammit & Co.**<br>**Malta** British | 257<br>144<br>— | ✠A1<br>with freeboard<br>For service between Malta<br>& Gozo & between Malta<br>& Sicily from May to Sept.<br>✠LMC | TD 5/67<br><br><br><br><br><br>EL d | 1938–6 J. Crown & Sons Ltd.—Sld<br>144' 10" 26' 1" 6' 9"<br>135' 0" 25' 1" 9' 6"<br>1 dk<br>R 5BH | TM | | 2 Oil 2SA each 6Cy.<br>660bhp<br>Crossley Bros. Ltd. |
| 515952<br>VGDC<br>181129<br>Df Esd<br>Gc Rdr<br>RTm | **IMPERIAL HALIFAX**<br>exEmpire Maldon–46<br>**Imperial Oil Ltd. Marine Division**<br>Halifax Canadian | 3734<br>1982<br>5168 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN534 | TD 8/66<br><br><br><br>EL v | 1946–4 Sir J. Laing & Sons Ltd.—Sld<br>357' 7" 48' 4" 21' 11½"<br>336' 0" 48' 0" 26' 9"<br>P87' F33' 1 dk<br>RW 12BH<br>rf 6" WB440t incl. DTf275t | M Tanker Mchy.aft<br>15 Ta<br>L.243525 | HeCls. BC | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 150lb<br>2×30kW 110V d.c. |
| 541176<br>CYBS<br>319263<br>Rdr<br>RTm | **IMPERIAL LACHINE**<br><br>**Imperial Oil Ltd. Marine Division**<br>Montreal Canadian | 734<br>694<br>1243 | ✠A1<br>oil tanker—FP above<br>125° F.<br>Montreal–Sorel service<br>**LMC**<br>MN150 | Lake SS 3/68<br><br><br><br><br>EL (j) 1$\frac{1}{16}$"SQ | 1963–6 Port Weller D.D. Ltd.—Pt.Weller<br>176' 0" 37' 1"<br>168' 3" 36' 0" 14' 0"<br>1 dk<br>5BH<br>rf 12" | TM Tanker Mchy.aft | | 2 Vee Oil 2SA each 12Cy.<br>flexible couplings<br>750bhp<br>General Motors Corp.<br>1×7½kW 115V 60c/s a.c.<br>Directional propellers |
| 515954<br>VXFN<br>173214<br>Df Esd<br>Gc Rdr<br>RTm/v | **IMPERIAL LONDON**<br><br>**Imperial Oil Ltd. Marine Division**<br>Sarnia Canadian | 2618 ~~2632~~<br>1669 ~~1610~~<br>4043 ~~3085~~ | ✠100A1<br>oil tanker<br>Great Lakes & River St.<br>Lawrence service<br>✠LMC | ~~Lake SS 3/64~~<br>Lake SS 11/68<br><br><br><br>EL (q) 1¾"SQ | 1948–4 Collingwood Shpyds Ltd.—Clw<br>299' 8" 43' 7" 16' 6¾"<br>294' 1" 43' 6" 18' 1"<br>P52' F32' 1 dk<br>11BH<br>rf 6" WB292t | S Tanker Mchy.aft<br>10 Ta<br><br><br>len 61 | HeCls. BC | S 3Cy. 24½"×24" SA<br>1200ihp Uniflow<br>Canadian Vickers Ltd.<br>2WTB 235lb Spt<br>2×30kW 110V d.c. |
| 515956<br>VCMK<br>170128<br>Rdr<br>RTm | **IMPERIAL NANAIMO**<br>exBeeceelite–46<br>**Imperial Oil Ltd. Marine Division**<br>Vancouver Canadian | 413<br>193<br>450 | <br><br>✠Classed LR until 5/49 | | 1937–12 Marine Industries Ltd.—Srl<br>127' 6" 27' 2" 11' 6½"<br>120' 0" 27' 0" 12' 6"<br>P41' F17' 1 dk<br>rf 4" | M Tanker Mchy.aft<br>8 Ta<br>L.14898 | HeCls. BC | Oil 2SA 5Cy. 355×438 mm<br>575bhp<br>Fairbanks, Morse & Co.<br>2×35kW 220V d.c. |
| 671170<br>ZCVZ<br>317157<br>Df Esd<br>Gc Rdr<br>RT | **IMPERIAL OTTAWA**<br><br>**Western Oil & Trading Co. Ltd.**<br>Hamilton, Bermuda British | 59267<br>42595<br>110187 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN4760 | <br>907' 2"(incl.BB)<br><br><br>EL h* 3¾"SQ | 1967–4 Kawasaki Dkyd Co. Ltd.—Kob<br>~~907' 2"~~ 136' 3" 48' 5¾"<br>857' 6" 135' 11½" 63' 0"<br>P50' F84' 1 dk<br>9BH<br>rf 4" WB10346t incl. DTf3494t | S Tanker Mchy.aft | | 2 S Turb dr geared to sc.<br>23800shp<br>Kawasaki Dkyd Co. Ltd.<br>WTB1138lb Spt<br>WTAuxB 265lb<br>2×1120, 880kW 450V<br>Thw. thrust propeller |
| 515958<br>VGYS<br>188390<br>Df Esd<br>Gc Rdr<br>RTm/v | **IMPERIAL QUEBEC**<br><br>**Imperial Oil Ltd. Marine Division**<br>Montreal Canadian | 4680<br>2798<br>6355 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN512 | SS 6/66<br><br><br><br>EL x 1$\frac{11}{16}$"SQ | 1957–12 Collingwood Shpyds—Clw<br>375' 0" 52' 1" 22' 4"<br>351' 11" 52' 0" 27' 1"<br>P114' F44' 1 dk<br>13BH<br>rf nil WB506t | M Tanker Mchy.aft<br>18 Ta<br>L.286669 | HeCls. BC | 2 Oil 2SA each 8Cy.<br>hydraulic couplings &<br>sc. shaft<br>2560bhp<br>Fairbanks, Morse & Co.<br>2WTAuxB 200lb<br>2×125kW 230V 60c/s a.c. |
| 515959<br>HOOX<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **IMPERIAL ST. LAWRENCE**<br><br>**Caribbean Oil & Transport Inc.**<br>Panama Panamanian | 23455<br>14308<br>35810 | 100A1<br>oil tanker<br>**LMC**<br><br>MN3520 | SS 5/65<br><br><br><br>EL r†2$\frac{11}{16}$"SQ | 1957 Mitsubishi Zosen—Nag<br>693' 2" 90' 6" 35' 7¾"<br>660' 0" 90' 0" 47' 0"<br>P138' B40' F91' 1 dk<br>16BH<br>rf 4" WB5920t incl. DTsf2584t | S Tanker Mchy.aft<br>32 Ta<br>L.1739787 | HeCls. BC | 2 S Turb dr geared to sc.<br>17600shp<br>Mitsubishi Zosen<br>2WTB 967lb Spt<br>2×875kW 440V 60c/s a.c. |
| 515960<br>VCVS<br>173217<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **IMPERIAL SARNIA**<br><br>**Imperial Oil Ltd. Marine Division**<br>Sarnia Canadian | 4947<br>3101<br>6750 | ✠100A1<br>oil tanker<br>winters in the Great Lakes<br>✠LMC | Dr 4yrs–3/66<br><br><br><br>EL x | 1948–10 Collingwood Shpyds Ltd.—Clw<br>408' 7" 53' 2" 21' 5"<br>385' 0" 53' 0" 26' 0"<br>P89' F50' 1 dk<br>11BH<br>rf 6" WB316t | S Tanker Mchy.aft<br>14 Ta<br><br><br>len 54 | HeCls. BC | 2 S Turb dr geared to sc.<br>2900shp<br>John Inglis Co. Ltd.<br>2WTB 300lb Spt<br>2×150kW 230V d.c. |
| 515962<br>GIAC<br>181859<br>Df Esd<br>Gc Pfd<br>RT | **IMPERIAL STAR**<br><br>**Union International Co. Ltd.**<br>Blue Star Line Ltd.<br>London British | 13181<br>8113<br>12574 | ✠100A1<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN3520 | SS 8/66<br><br><br><br>EL J†2½" | 1948–3 Harland & Wolff Ltd.—Gls<br>572' 5" 70' 3" 30' 7½"<br>540' 11" 70' 0" 43' 4"<br>P70' B208' F73' 3 dks<br>R Coll BH to U dk 7 to 2nd dk<br>rf 6" DK fwd of mchy. space WB2620t incl. Tunnel tanks 419t DTsf509t | TM (12P) Ref CSD<br>6 Ho 81½', 87½', 75', 65', 52½', 42½'<br>B.394430 In.585869<br>6 Ha (24½'×18') (45'×21') (32½', 30', 27½', 17½'×18')<br>20W Der 1(60) 6(10) 14(7) | | 2 Oil 2DA each 8Cy.<br>17600bhp<br>Harland & Wolff Ltd.<br>2AuxB 80lb<br>4×330kW 220V d.c. |
| 515965<br>VCBX<br>171704<br>Df Gc<br>Rdr<br>RTm | **IMPERIAL VANCOUVER**<br>exImperial–46<br>**Imperial Oil Ltd. Marine Division**<br>Vancouver Canadian | 1551<br>864<br>2042 | ✠100A1<br>oil tanker<br>✠LMC | ~~M TD4 4/67~~<br>~~12 mos~~<br>TD 4/67<br><br>EL p | 1938–11 Collingwood Shpyds Ltd.—Clw<br>239' 11" 39' 3" 16' 10½"<br>230' 0" 39' 0" 18' 6"<br>P62' B26' F39' 1 dk<br>11BH<br>rf 6" WB184t | M Tanker Mchy.aft<br>10 Ta<br>L.74490 | HeCls. BC | 2 Oil 2SA each 7Cy.<br>electro-magnetic<br>gearing to sc. shaft<br>1400bhp<br>Fairbanks, Morse & Co.<br>db 100lb<br>2×75, 60kW |
| 541177<br>CYDZ<br>319264<br>Rdr<br>RTv | **IMPERIAL VERDUN**<br><br>**Imperial Oil Ltd. Marine Division**<br>Montreal Canadian | 734<br>694<br>1243 | ✠A1<br>oil tanker—FP above<br>125° F.<br>Montreal–Sorel service<br>**LMC**<br>MN150 | Lake SS 3/68<br><br><br><br><br>EL (j) 1$\frac{1}{16}$"SQ | 1963–8 Port Weller D.D. Ltd.—Pt.Weller<br>176' 0" 37' 1"<br>168' 3" 36' 0" 14' 0"<br>1 dk<br>5BH<br>rf 12" | TM Tanker Mchy.aft | | 2 Vee Oil 2SA<br>flexible couplings<br>750bhp<br>General Motors Corp.<br>1×7½kW<br>Directional propellers |

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| **IMPERIAL WINDSOR**<br>exWindsolite-47<br>Imperial Oil Ltd. Marine<br>Division<br>Windsor, Ont Canadian | 1990<br>1076<br>2830 | ✠ | 1927–5 Furness S.B. Co. Ltd.—Haverton Hill<br>256′ 4″ 43′ 3″ 16′ 2¾″<br>250′ 0″ 43′ 0″ 18′ 0″<br>P62′ F41′ Trunk 147′ 1 dk<br>R<br>rf 6″ | S Tanker Mchy.aft<br>10 Ta<br>L.123195 HeCls, BC | T 3Cy. 17″ 28″ & 46″×36″<br>750ihp 200t (o f)–12½pd<br>N.E. Marine Eng. Co. Ltd. Nwc<br>2×20, 10kW 110V d.c. 8½k |
| **MPÉRIO**<br>Cia. Colonial de Navegaçao<br>Lisbon Portuguese | 13186<br>7759<br>10565 | ✠100A1 CS 8/65<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>EL h†2⅜″ | 1948–6 John Brown & Co. Ltd.—Cly<br>531′ 1″ 68′ 4″ 28′ 1″<br>500′ 11″ 68′ 0″ 44′ 0″<br>F107′ 3 dks, 4th dk fwd of mchy. space<br>RW Coll BH to U dk 8 to 2nd dk<br>DK fwd of mchy. space WB2358t incl. Tunnel tanks 709t | TS (391P) Ref<br>G.399560 B.352929 In.13348<br>10W Der 1(25) 11(7) | 4 S Turb dr geared to 2 sc. shafts<br>13600shp 1967t (o.f)<br>John Brown & Co. Ltd. Cly<br>2WTB 450lb Spt 430lb hs(32248)<br>AuxB 105lb sg 100lb 17k |
| **MPETUS**<br>Ridley Tugs Ltd.<br>Newcastle British | 141<br>—<br>— | ✠100A1 SS 3/67<br>tug<br>✠LMC<br>MN150 EL (a) | 1954–7 Mützelfeldtwerft G.m.b.H.—Cuxhaven<br>97′ 2″ 22′ 5″ 10′ 5¾″<br>84′ 4″ 22′ 3″ 11′ 2″<br>B21′<br>RW 4BH | M Tug | Oil 4SA 6Cy. 320×450 mm sr geared<br>750bhp 30t<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| **IMROZ II**<br>exSalviola-59<br>Denizcilik Bankasi T.A.O.<br>Gemi Kurtarma Isletmesi<br>Istanbul Turkish | *1115*<br>*388*<br>— | ✠100A1 SS 9/67<br>salvage purposes<br>✠LMC | 1945–7 W. Simons & Co. Ltd.—Rnf<br>217′ 4″ 37′ 11″ 15′ 3″<br>211′ 6″ 37′ 9″ 18′ 0″<br>F22′ 2 dks<br>R 5BH<br>WB369t incl. Tunnel tanks 40t | TS Salvage Ship | T 6Cy. 14″ 23″ & 38½″×24″<br>1500ihp (o.f)<br>W. Simons & Co. Ltd. Rnf<br>2 SB 200lb hs(4046) 4cf |
| **MTIAZBAKSH**<br>exReynolds-61<br>United Oriental S.S. Co.<br>Karachi Pakistan | 6247<br>3403<br>10220 | ✠100A1 SS 5/65<br>✠LMC<br>MN612 EL c†2⅛″SQ | 1953–6 W. Pickersgill & Sons Ltd.—Sld<br>457′ 6″ 59′ 10″ 26′ 0½″<br>430′ 6″ 59′ 6″ 38′ 7″<br>F45′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB1104t incl. Tunnel tanks 277t TwD230t | S OSD<br>G.567200 B.518935<br>10W | T 3Cy. 24″ 39″ & 68″×48″ & LP turb with dr gearing & hydraulic coupling<br>3400ihp 1726t (o.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>3 SB 220lb Spt hs(12180) 9cf ND<br>11¾k |
| **NA**<br>exAgostino Fassio-66<br>na Tankers Corp. S.A.<br>Panama Panamanian | 13452<br>8264<br>19388 | AB RI<br>✠LR class withdrawn—Owners' request 6/67 | 1954–3 Cant. Nav. di Taranto—Tno<br>570′ 6″ 71′ 8″ 31′ 4½″<br>535′ 5″ 71′ 4″ 41′ 1″<br>P120′ F73′ 1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>23 Ta | Oil 2SA 9Cy. 750×1320 mm<br>7000bhp 1826t<br>S.A. Fiat S.G.M. Tur<br>14k |
| **NA**<br>lish Government<br>ish Steamship Co.<br>zecin Polish | 480<br>177<br>675 | PR | 1958 Stocznia Gdanska—Gdk<br>196′ 4″ 31′ 7″ 11′ 2⅛″<br>31′ 5″ 19′ 1″<br>1 dk & S dk<br>RW | M (2P) OSD Mchy.aft<br>2 Ho 44¼′, 54½′<br>G.51659 B.47068<br>2 Ha (29½′, 39¼′×18′)<br>Der 4(3) | Oil 2SA 8Cy. 10½″×13½″<br>680bhp 34t (d.o)<br>Crossley Bros. Ltd. Mch<br>3×32kW 220V d.c. 11½k |
| **NA COOLBRITH**<br>ited States Department of Commerce<br>s Angeles United States | 7176<br>4380<br>10572 | AB | 1943 California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1856t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **NA LEHMANN**<br>exHansahöft-61<br>Hans Lehmann<br>Lübeck W. German | 498<br>261<br>800 | GL | 1957 Büsumer Schiffsw. W. & E. Sielaff—Büsum<br>177′ 6″ 30′ 9″ 11′ 2″<br>158′ 10″ 30′ 6″ 12′ 5″<br>P34′ F20′ 1 dk<br>RW | M Mchy.aft<br>G.34340 B.32367<br>2 Ha | Oil 4SA 6Cy. 295×420 mm<br>525bhp<br>Bohn & Kähler Kel<br>10¼k |
| **NABA MARU**<br>Mie Prefecture<br>Yokkaichi Japanese | 210<br>72<br>— | | 1959 Osaka Zosensho—Osa<br>104′ 2″ 27′ 0″ 8′ 10$\frac{5}{16}$″<br>86′ 1″ 26′ 11″ 12′ 6″<br>RW | TM Tug | 2 Oil 4SA each 6Cy. 320×450 mm<br>1500bhp 30t<br>Hanshin Nainenki Kogyo Kob |
| **NABASAN MARU**<br>Tokyo Sempaku K.K.<br>Tokyo Japanese | 899<br>422<br>1285 | NK | 1943 Settsu Zosen Kogyo—Osa<br>*198·4′* 31′ 2″ 14′ 11″<br>196′ 10″ 31′ 0″ 16′ 5″<br>P21′ B50′ F24′ 1 dk | M Mchy.aft<br>1 Ho 103¼′<br>G.52244 B.47831<br>2 Ha (35′×15¾′) (23¾′×14¾′)<br>4W Der 4(3) | Oil 4SA 6Cy. 370×520 mm<br>650bhp NE55 60t<br>Hanshin Nainenki Kogyo Kob<br>1×10kW 110V d.c. 9½k |
| **NAGO**<br>SOPONATA Soc.<br>Portuguesa de Navios<br>Tanques Ltda.<br>Lisbon Portuguese | 25517<br>18067<br>42906 | ✠100A1 SS 11/68<br>oil tanker<br>✠LMC<br>MN3300 EL s†3″SQ | 1963–8 Kawasaki Dkyd Co. Ltd.—Kob<br>710′ 0″ 92′ 10″ 38′ 0¾″<br>672′ 7″ 92′ 6″ 48′ 7″<br>P133′ B39′ F79′ 1 dk<br>17BH<br>rf 6″ WB2014t incl. DTsf1218t | S Tanker Mchy.aft<br>Der 2(5) 3(3) | 2 S Turb dr geared to sc. shaft<br>16500shp (o.f)<br>Kawasaki Dkyd Co. Ltd. Kob<br>2WTB 690lb Spt 850° F. 635lb hs21597<br>sg 140lb<br>2×640kW 385V 50c/s a.c. |
| **NAGUA ARROW**<br>exInter Americana-57<br>~~Arrow Inc.~~<br>India Industries Inc. Liberian | 320<br>158<br>377 | BV | 1956 Dade Dry Dock Corp.—Miami<br>*125·1′* 34′ 1″<br>33′ 10″<br>F20′ H36′ 1 dk<br>rf 12″ | TM<br>pt bulk oil carrier Bow doors | 2 Oil 4SA each 8Cy. 148×203 mm<br>860bhp (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×30kW 240/480V 60c/s a.c. 10k |

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| 680146<br>ELFK<br>2859<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **INAGUA BAY**<br>West India Industries Inc.<br>~~Inagua Bay Inc.~~<br>Monrovia Liberian<br>— | 760<br>—<br>2185 | | 1967 Bellinger Shpyd Inc.—Jck<br>266' 4" 51' 8"<br>260' 0" 51' 0" 16' 0"<br>1 dk<br>rf 8" | TrM Mchy.aft<br>Bow doors | 3 Oil 4SA each 12Cy.<br>reduction geared<br>3270bhp<br>Caterpillar Tractor Co.<br>3×200, 100, 100kW |
| 515981<br><br>199493<br>RTm | **INAGUA CAY**<br><br>Inagua Cay Ltd.<br>Nassau British<br>Now **ESSO GUYANA** See New Entries No. 1 | 125<br>95<br>— | | 1959 Dade Dry Dock Corp.—Miami<br>*115·0'* 24' 0"<br>23' 10"<br>1 dk<br>rf 12" | TM Tanker Mchy.aft | 2 Oil each 6Cy.<br>420bhp<br>Caterpillar Tractor Co.<br>2×20kW 240/480V |
| 515982<br>5MDI<br><br>RTm | **INAGUA CLOUD**<br>West India Industries Inc.<br>~~Inagua Cloud Inc.~~<br>Monrovia Liberian | 467<br>271<br>600 | BV | 1945 Brown Shipbuilding Co.—Houston<br>199' 2" 38' 0"<br>… … …<br>1 dk | TM<br>Bow doors | 2 Oil 4SA each 12Cy.<br>NE58<br>Caterpillar Tractor Co.<br>2×100kW 240/480V |
| 651852<br>6ZHT<br>2275<br>Df Esd<br>Gc Rdr<br>RTh | **INAGUA GULL**<br>West India Industries Inc.<br>~~Inagua Foam Inc.~~<br>Monrovia Liberian | 464<br>161<br>1223 | BV | 1965 J. F. Bellinger & Son—Jck<br>224' 0" 42' 1" 10' 6"<br>217' 7" 42' 0" 14' 0"<br>1 dk<br>rf 8" | TM Landing Craft Mchy.aft<br>Bow doors | 2 Oil 4SA each 12Cy.<br>2180bhp<br>Caterpillar Tractor Co.<br>2×75kW 240/480V |
| 515986<br>ELZG<br><br>RTm | **INAGUA ROVER**<br>West India Industries Inc.<br>~~Inagua Rover Inc.~~<br>Monrovia Liberian | 320<br>158<br>390 | BV | 1956 Dade Dry Dock Corp.—Miami<br>*125·1'* 34' 1"<br>33' 11"<br>P36' F24' 1 dk<br>rf 12" | TM<br>pt bulk oil carrier Bow doors | 2 Oil 4SA each 8Cy.<br>860bhp<br>Caterpillar Tractor Co.<br>2×30kW 240/480V |
| 515987<br><br><br>Df Gc<br>Pfd<br>RTh | **INAGUA SHIPPER**<br><br>Republik Indonesia<br>Indonesian<br><br><br>Now **TELUK RATAI** See New Entries No. 5 | 3159<br>2236<br>— | 100A1 SS 2/66<br>non-perishable cargoes East & west coast of North & South America service also Mediterranean coasting service with transatlantic voyages south of 36° N.<br>**LMC**<br>MN360 EL(u)1½"SQ | 1944 American Bridge Co.—Ambridge<br>327' 9" 51' 0" 11' 0½"<br>313' 0" 50' 0" 25' 1"<br>1 dk, pt 2nd & 3rd dks<br>11BH<br>rf nil WB1475t | TM Landing Craft Mchy.aft<br>Bow doors<br>1 Ho 258'<br>G.103000 B.85000<br>3 Ha (30½'×12½') (47¾', 59¾'×18¾')<br>1W Cr 1(65) | 2 Vee Oil 2SA each<br>with clutches &<br>1800bhp<br>General Motors Corp.<br>3×100kW 240/480V d.c. |
| 670398<br>6ZTC<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **INAGUA SPRAY**<br>West India Industries Inc.<br>~~Inagua Spray Inc.~~<br>Monrovia Liberian | 654<br>226<br>1700 | | 1966 J. F. Bellinger—Jck<br>245' 9" 46' 9" 11' 3½"<br>239' 3" 46' 0" 15' 0"<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 8Cy.<br>1530bhp<br>Caterpillar Tractor Co. |
| 515988<br>5MAR<br>1413<br>Df Gc<br>RTm | **INAGUA TERN**<br>West India Industries Inc.<br>~~Inagua Tern Inc.~~<br>Monrovia Liberian | 488<br>249<br>826 | ✠100A1 SS 5/67<br>oil tanker<br>**LMC**<br>MN130 EL J 1½"SQ | 1959–8 Osaka Zosensho—Osa<br>193' 1" 30' 8" 12' 8½"<br>174' 3" 30' 0" 14' 0"<br>Ba39' F27' 1 dk<br>7BH<br>rf 3" WB225t | TM Tanker Mchy.aft | 2 Vee Oil 4SA each<br>oil operated friction<br>reverse gear with<br>650bhp<br>Caterpillar Tractor Co.<br>2×40kW 240/480V |
| 515989<br>5LKH<br><br>RTm | **INAGUA WAVE**<br>West India Industries Inc.<br>~~Inagua Wave Inc.~~<br>Monrovia Liberian | 343<br>155<br>400 | BV | 1957 Dade Dry Dock Corp—Miami<br>*135·1'* 34' 1"<br>33' 11"<br>F20' H30' 1 dk<br>rf 12" | TM<br>pt bulk oil carrier Bow doors | 2 Oil 4SA each 8Cy.<br>860bhp<br>Caterpillar Tractor Co.<br>2×30kW 240/480V |
| 515990<br>ZSHW<br>351026<br>Df Esd<br>Rdr | **INANDA**<br>exBernhard Althoff–59<br>exPrudentia–57<br>**Smith's Coasters (Pty.) Ltd.**<br>Grindrod, Gersigny & Co. (Pty) Ltd.<br>Durban S. African | 1005<br>552<br>1635 | GL | 1956 Elsflether Werft A.G.—Bmn<br>231' 3" 35' 5" 15' 5"<br>210' 7" 35' 4" 17' 6"<br>Q57' F23' 1 dk<br>RW | M Mchy.aft<br>1 Ho 135¾'<br>G.73630 B.69560<br><br>6W Der 6 | Oil 4SA 6Cy.<br>1050bhp<br>Masch. Kiel A.G. |
| 515991<br>OFYK<br>1212<br>Df Esd<br>Gc Rdr<br>RT | **INARI**<br><br>Finska Ångfartygs A/B<br>Helsinki/Helsingfors Finnish | ~~1362~~ T.Mk<br>~~578~~ 1359<br>~~2147~~ 576<br>2147 | NV | 1958 Valmet O/Y—Åbo<br>292' 1" 42' 0" 16' 0"<br>266' 11" 41' 8" 23' 11"<br>F33' 1 dk & S dk<br>RW<br>rf 3" | M OSD Mchy.aft<br>2 Ho<br>G.146965 B.139025<br>2 Ha (52½', 55'×19½')<br>8W Der 1(15) 2(5) 6(3) | Oil 2SA 6Cy.<br>2400bhp<br>Sulzer Bros. Ltd.<br>2×140kW 220V d.c. |
| 661016<br>JMBP<br>98013<br>Esd Pfd<br>Rdr | **INARI MARU No. 3**<br><br>Ukichi Yamamoto<br>Nishiizu Japanese | 146<br>45<br>— | | 1966 Miho Zosensho—Shimizu<br>117' 6" 20' 9"<br>95' 2" 20' 8" 10' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy.<br>620bhp<br>Akasaka Tekkosho |
| 641661<br>8LGL<br>94152<br>Df Esd<br>Gc Pfd<br>Rdr | **INARI MARU No. 18**<br><br>S. Kametani<br>Karakuwa Japanese | 192<br>62<br>— | | 1964 Miho Zosensho—Shimizu<br>136' 2" 25' 11"<br>111' 10" 10' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy.<br><br>Niigata Eng. Co. |

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| **INARI MARU No. 28**<br>T. Kamogawa<br>Hasaki<br>Japanese | 304<br>156<br>— | | 1963 Uchida Zosen—Ise<br>*136·9′* 25′ 1″ 10′ 2″<br>24′ 11½″ 11′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Akasaka Tekkosho Shimizu<br>11k |
| **INARI MARU No. 28**<br>Kameya Sangyo K.K.<br>Karakuwa<br>Japanese | 177<br>71<br>— | | 1965 Miho Zosensho—Shimizu<br>125′ 3″ 20′ 11″<br>100′ 2″ 20′ 10″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **INAS**<br>José Alvarez Insua<br>Corunna<br>Spanish | 319<br>151<br>— | ✠LR class withdrawn—<br>Owners' request 6/67<br>BV | 1964–7 Astano S.A.—Frl<br>141′ 9″ 25′ 3″ 13′ 6″<br>123′ 0″ 24′ 11″ 13′ 9″<br>F24′<br>rf 41″ BK7″ | M Trawler<br>2 Ho 29¾′, 32<br>3 Ha (irn) | Oil 4SA 8Cy. 295×420 mm<br>950bhp 95t (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>2×100, 15kW 110/440V d.c. 12k |
| **INASE MARU No. 1**<br>Inase Gyogyo K.K.<br>Tokyo<br>Japanese | 299<br>111<br>— | | 1964 Nichiro Kogyo—Hak<br>149′ 8″ 25′ 11″ 11′ 2″<br>129′ 11″ 25′ 9″ 12′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×550 mm<br>1000bhp<br>Hanshin Nainenki Kogyo Kob<br>11k |
| **INASE MARU No. 3**<br>Inase Gyogyo K.K.<br>Tokyo<br>Japanese | 313<br>120<br>— | | 1964 Uchida Zosen—Ise<br>27′ 1″ 10′ 9⅞″<br>129′ 4″ 26′ 11″ 12′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 6SA 4Cy. 370×500 mm<br>Hanshin Nainenki Kogyo Kob |
| **INASE MARU No. 5**<br>Inase Gyogyo K.K.<br>Tokyo<br>Japanese<br>Now **AKEBONO MARU No. 26** See New Entries No. 3 | 550<br>204<br>— | | 1966 Uchida Zosen—Ise<br>31′ 6″ 12′ 5″<br>165′ 8″ 31′ 5″ 13′ 9″<br>1 dk<br>RW | TM Fishing Mchy.aft | 2 Oil 4SA each 8Cy. 250×320 mm<br>1700bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **NAYAMA**<br>S Sigmalm<br>Bergesen d.y. & Co.<br>Norwegian | 48460<br>35246<br>84855 | NV | 1964 Hitachi Zosen—Inn<br>820′ 2″ 120′ 11″ 45′ 0½″<br>790′ 8″ 120′ 8″ 58′ 9″<br>P158′ F74′ 1 dk | M Ore Carrier Mchy.aft<br>7 Ho 102¼′, 51¾′, 102¼′, 51¾′, 102¼′, 51¾′, 102¼′<br>G.1572681<br>11 Ha (stl) (each 36′×41¾′)<br>Der 3(5) | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W 4248t (hvf)<br>Hitachi Zosen Sakurajima<br>3×440V 60c/s a.c. 16k |
| **NBISAT**<br>Bosphorus No. 54–54<br>enizcilik **Bankasi T.A.O.**<br>hir Hatlari Isletmesi<br>anbul Turkish | 255<br>121<br>— | ✠ | 1905–10 Armstrong Whitworth & Co. Ltd.—Nwc<br>*126·0′* 23′ 7″ 8′ 2″<br>… … …<br>1 dk<br>R | S Ferry | T 3Cy. 12″ 19½″ & 31″×21″<br>Wallsend Slpwy Co. Ltd. Wal |
| **NCA**<br>V. Zeerederij **Holland-**<br>Drente<br>mmers & v.d. Heide's<br>Shipping & Trading Co. Ltd.<br>tterdam<br>Netherland | 1427<br>625<br>— | BV | 1962 N.V. Werf "Gusto"—Slikkerveer<br>274′ 1″ 40′ 11″ 15′ 9⅝″<br>249′ 4″ 40′ 4″ 25′ 9″<br>2 dks & S dk | M Ref OSD Mchy.aft<br>In.96835<br>3 Ha (each 19½′×14¼′)<br>6W Der 6(3) | Oil 4SA 8Cy. 400×580 mm<br>2000bhp 250t<br>Klöckner-Humboldt-Deutz Kln<br>14k |
| **NCA**<br>inka-67 exRheinland-59<br>Robert Weitert-58<br>Rheinland-54<br>iuseppe Messina<br>enoa<br>Italian | ~~1405~~ 1333<br>~~679~~ 609<br>1776 | GL RI ~~Gt~~ | 1952 Norderwerft Köser & Meyer—Ham<br>270′ 7″ 39′ 11″ 14′ 0″<br>244′ 5″ 39′ 9″ 15′ 10″<br>P96′ F26′ 1 dk<br>R | M Tanker<br>15 Ta | Oil 4SA 8Cy. 385×580 mm<br>1450bhp NE54 232t (d.o)<br>Masch. Kiel A.G. Kel<br>2×60kW 115V d.c. 12k |
| **NCA**<br>Fluor-58<br>ca Transports Corp.<br>Panama<br>Panamanian | *918*<br>*460*<br>1217 | ~~✠100A1~~ ~~Dr 4/65~~<br>~~✠LMC~~<br>~~EL†~~<br>✠Class **WITHDRAWN**<br>15/4/69 | 1925–6 Ailsa S.B. Co. Ltd.—Trn<br>207′ 0″ 32′ 7″ 14′ 6¼″<br>199′ 0″ 32′ 6″ 15′ 0″<br>Q117′ B9′ F32′ 1 dk<br>R NS 3BH<br>WB286t | S Mchy.aft<br>1 Ho 105′<br>G.53454 B.51316<br>2W Der 2(3) | T 3Cy. 16″ 26″ & 42″×30″<br>730ihp 120t (o.f)<br>Ailsa S.B. Co. Ltd. Trn<br>2SB 180lb hs(2400) 4cf ND 9k |
| **NCA**<br>Serviços de Navegação da<br>Amazonia e de Admini-<br>ação do Porto do Para<br>Brazilian | 303<br>275<br>— | | 1905 Yarrow & Co. Ltd.—Lon<br>*147·9′* 31′ 0″<br>… … …<br>R | S | Steam |

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| 670860<br>GWPU<br>309539<br>Gc RTv | **INCHCOLM**<br>**Leith Dock Commissioners**<br>Leith British | 143<br>—<br>— | ✠100A<br>tug Firth of Forth service<br>limiting line<br>Kirkcaldy—Portobello<br>✠LMC<br>MN240 EL (a) | 1967-3 J. Lewis & Sons Ltd.—Abn<br>87' 0" 25' 2"<br>83' 0" 24' 0" 10' 6"<br>1 dk<br>5BH<br>rf 9" WB32t | TM Tug | 2 Oil 4SA each 6Cy.<br>1200bhp<br>Ruston & Hornsby<br>3×25, 20, 20kW 220V d.c.<br>Directional propellers |
| 516003<br>ZCSX<br>168425<br>Df Esd<br>Gc Rdr | **INCHDOUGLAS**<br>exQueen Eleanor-56<br>exStanpark-51<br>exJersey Hart-45<br>**Douglas S.S. Co. Ltd.**<br>Douglas Lapraik & Co.<br>Hong Kong British | 7275<br>4988<br>10246 | ✠100A1 SS 12/66<br>with freeboard<br>✠LMC<br>EL a†2"SQ | 1943-5 Wm. Doxford & Sons Ltd.—Sld<br>442' 11" 56' 6" 27' 4½"<br>420' 10" 56' 3" 38' 1"<br>2 dks<br>R 6 divisional WTBH in 'tween dks Coll BH to U dk 6 to 2nd dk<br>WB3246t incl. DTm1205t | M<br>4 Ho 62', 95', 28' DT, 59', 72'<br>G.555800 B.506290<br>5 Ha (27', 31½', 31½' comb., 31½' 31½'×22')<br>11W Der 1(50) 1(40) 10(5) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120lb<br>3×16½, 16½, 13kW 110V d.c. |
| 671281<br>SPGK<br><br>Df Esd<br>Rdr RT | **INCHIRI**<br><br>**Government of Mauritania**<br>Soc. Mauritanienne d'Armement & de Pêche (S.O.M.A.P.)<br>Port Etienne Mauritanian | 279<br>133<br>— | BV | 1967 S.I.C.C.Na.—St.M<br>109' 0"<br>92' 6" 25' 3" 12' 4"<br>2 dks | M Stern Trawler CSD Mchy.aft | Oil 4SA 12Cy.<br>reduction geared<br>Soc. Alsacienne Con. Mec. |
| 516007<br>ZCSC<br>168907<br>Df Esd<br>Gc Rdr | **INCHMULL**<br>exMarken-55 exGerard Dou-47<br>exEmpire Spray-43<br>**Douglas S.S. Co. Ltd.**<br>Douglas Lapraik & Co.<br>Hong Kong British | 7293<br>4429<br>10150 | ~~✠100A1~~ ~~SS 12/64~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~EL a†~~<br>TO BE BROKEN UP | 1941-5 Wm. Doxford & Sons Ltd.—Sld<br>442' 11" 56' 6" 27' 4½"<br>420' 10" 56' 3" 38' 1"<br>2 dks<br>R 6 divisional WTBH in 'tween dks Coll BH to U dk 6 to 2nd dk<br>WB2676t incl. DTm1205t | M CSD<br>4 Ho 63', 99' comb., 23½' DT, 63', 47½'<br>G.573279 B.525915<br>5 Ha (31½', 31½', 29½', 31½', 31½'×22½')<br>10W Der 12(5) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120lb<br>4×30, 30, 15, 15kW 110V d.c. |
| 516008<br>HMBS<br><br>Df Esd<br>Gc | **INCHON**<br>exRunning Knot-56<br>**Korea Shipping Corporation Ltd.**<br>Pusan S. Korean | 3818<br>2166<br>6007 | AB | 1945 Pennsylvania Shpyds Inc.—Beaumont<br>338' 8" 50' 1" 23' 6"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Mchy.aft<br>4 Ho 42½', 78½', 67½', 30½'<br>B.238000<br>4 Ha (20½', 40½', 40½'×20') (9'×8')<br>16W | Oil 2SA 6Cy. 545×738 mm<br>1700bhp<br>Nordberg Mfg Co.<br>2×250kW 230V d.c. |
| 516010<br>ZCKU<br>168366<br>Df Esd<br>Gc Rdr | **INCHSTUART**<br>exHighland Prince-55<br>**Douglas S.S. Co. Ltd.**<br>Douglas Lapraik & Co.<br>Hong Kong British | 7043<br>4555<br>10250 | ✠100A1 SS 1/66<br>with freeboard<br>✠LMC<br>EL a† | 1942-12 Burntisland S.B. Co. Ltd.—Bnt<br>441' 0" 57' 0" 27' 4½"<br>412' 6" 56' 7" 37' 9"<br>2 dks<br>R 5 divisional WTBH in 'tween dks Coll BH to U dk 6 to 2nd dk<br>WB2811t incl. DTm1258t | M CSD<br>5 Ho 64' 95', 30', 74', 67'<br>G.585000 B.536000<br>5 Ha (33½', 35', 35', 35', 35'×25')<br>11W Der 5(5) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp<br>Wm. Doxford & Sons Ltd.<br>AuxB 120lb<br>✠AuxBmade37<br>3×40, 30, 15kW 110V d.c. |
| 661858<br><br><br>Df Esd<br>Rdr RT | **INCOMATI**<br><br>**Direcção dos Serviços de Marinha da Provincia de Moçambique**<br>Lourenco Marques Portuguese | 508<br>—<br>— | ~~✠100A1~~<br>~~tug~~<br>~~✠LMC~~<br>~~MN610~~ ~~EL (f)~~<br>✠Class WITHDRAWN at Owners' request 12/58 | 1967-1 Lisnave, Est. Nav. de Lisboa—Lis<br>149' 2" 31' 2" 12' 0"<br>137' 10" 29' 6" 14' 9"<br>B&F78'<br>4BH<br>rf 30" WB82t | TM Firefighting Tug Mchy.aft | Oil 2 2SA each 8Cy.<br>geared<br>3200bhp<br>Werkspoor N.V.<br>3×290, 290, 60kW 380V |
| 516011<br>PUCK<br><br>Df | **INCONFIDENTE**<br><br>**Companhia de Navegação Lloyd Brasileiro**<br>Porto Alegre Brazilian | 2927<br>1694<br>— | ✠Classed LR until 1/42 | 1937-12 Boele's Schps. & Mach.—Bolnes<br>336' 4" 47' 5" 20' 5½"<br>47' 3"<br>2 dks<br>R | TM Ref<br>In.20129 | 2 Oil 2SA each 7Cy.<br>2000bhp<br>Gebr. Stork & Co. |
| 516012<br>KXTS<br>243856<br>Df Esd | **INCREASE A. LAPHAM**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7176<br>4380<br>10500 | AB | 1943 Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.468000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>John Hendy Irn Wks<br>3×20kW 120V d.c. |
| 671164<br>6ZYC<br>2704<br>Df Esd<br>Gc Rdr<br>RT | **INCRESCENT MOON**<br><br>**Fluorescence Shipping Co. Ltd.**<br>Monrovia Liberian | 8570<br>5734<br>13321 | BV | 1967 Onomichi Zosen—Onomichi<br>70' 5" 25' 1"<br>452' 10" 70' 2½" 35' 0"<br>P47' F51' 1 dk | M Bulk Carrier Mchy.aft<br>4 Ho 78', 86½', 86½', 86½'<br>G.639369 B.630646<br>4 Ha (stl) (51½'×35½') (63', 63', 33½'×37½')<br>12W Der 4(15) | Oil 2SA 6Cy.<br>7200bhp Sulzer<br>Ishikawajima-Harima<br>3×220kW 450V |
| 516013<br>DARC<br><br>Df Esd<br>Gc Rdr | **INDAL RETZLAFF**<br>exIndal-65<br>**Dr. Erich Retzlaff**<br>Bremen W. German | 1598<br>1060<br>2490 | ✠100A1 SS 6/64<br>Ice Class 2<br>✠LMC<br>MN400 EL q1$\frac{1}{16}$"SQ | 1960-6 Krögerwerft G.m.b.H.—Rendsburg<br>285' 8" 40' 8" 16' 4"<br>261' 11" 40' 6" 17' 11"<br>P60' R dk fwd of P91' F25' 1 dk<br>RW 4BH<br>rf 2" WB509t | M Mchy.aft<br>2 Ho 89½', 90½'<br>G.127858 B.115567<br>2 Ha (stl) (each 68'×22½')<br>4W Cr 2(3) Der 4(5) | Oil 4SA 10Cy.<br>2000bhp<br>Masch. Kiel A.G.<br>3×105, 105, |
| 516014<br>PKHP<br><br>Esd | **INDARI**<br><br>**Republik Indonesia**<br>N.V. "Riasco"<br>Djakarta Indonesian | 281<br>124<br>250 | ✠Classed LR until 6/60 | 1953-10 Cant. Nav. Giuliano—Tri<br>149' 7" 24' 8" 8' 3½"<br>131' 3" 24' 7" 9' 10"<br>Ba33' F29' 1 dk<br>RW | M Mchy.aft<br>G.15552 B.14261<br>2W | Oil 2SA 4Cy.<br>Crossley Bros. Ltd. |

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| **INDARUNG**<br>exSunny-61<br>exStatius Jansen-59<br>exPeldale-54 exBurdale-48<br>exEmpire Candida-47<br>**P.T. Maskapai Pelajaran**<br>**Sumatera**<br>Djakarta Indonesian | **2874**<br>1625<br>4580 | ✠Classed LR until 1/63 | **1943**-2 W. Gray & Co. Ltd.—Hpl<br>327′ 11″ 46′ 6″ 20′ 10¼″<br>25′ 2″<br>P33′ B82′ F34′ 1 dk | S<br>G.226000 B.214000 | T 3Cy. 20″ 31″ & 55″×39″<br>(o.f)<br>Cen. Mar. Eng. Wks Hpl<br>9k |
| **INDAUCHU**<br>exSulmona-39 exIndauchu<br>exMonkton<br>**Transland S.A.**<br>Bilbao Spanish | **3126**<br>1827<br>5050 | AB<br>Classed LR until 6/49 | **1920**-1 Ropner S.B. & R. Co. (Stockton) Ltd.—Stk<br>342′ 8″ 46′ 8″ 21′ 11″<br>331′ 0″ 46′ 6″ 25′ 6″<br>P33′ B98′ F29′ 1 dk<br>R | S<br>4 Ho<br>G.18935 B.17738<br>4 Ha<br>10W Der 10(2½) | T 3Cy. 25″ 41″ & 68″×45″<br>1900ihp 1072t (c)<br>Blair & Co. Ltd. Stk<br>8½k |
| **INDÉPENDANT**<br>**Jules Talleux**<br>Dunkirk French | **120**<br>32<br>— | | **1948** Ch. Nav. de Normandie—Fécamp<br>81′ 2″ 21′ 0″<br>… … … | Wood M Trawler | Oil<br>NE— Duvant |
| **INDEPENDENCE**<br>**American Export**<br>**Isbrandtsen Lines Inc.**<br>New York United States | **20269**<br>9050<br>7108 | AB | **1950** Bethlehem Stl Co.—Qcy<br>682′ 5″ 89′ 2″ 30′ 2″<br>633′ 0″ 89′ 0″ 52′ 11″<br>B&F465′ 5 dks<br>RW<br>rf 12″ | TS (1088P) Ref<br>3 Ho<br>G.221834 B.171329 In.55198<br>7 Ha<br>18W | 4 S Turb dr geared to 2 sc. shafts<br>55000shp 8100t (o.f)<br>Bethlehem Stl Co. Qcy<br>22½k |
| **INDEPENDENCE**<br>**M.V. Independence Inc.**<br>Wilmington, Del United States | **478**<br>247<br>— | | **1955** National Stl & S.B. Co.—S. Diego<br>*119·0′* 30′ 6″<br>… … … | M Fishing | Oil 2SA 6Cy. 8⅛″×10″<br>960bhp<br>Fairbanks, Morse & Co. |
| **INDEPENDENCE**<br>**Sprostons ~~Ltd.~~ (Guyana) Ltd.**<br>Georgetown, Dem British | **306**<br>176<br>310 | | **1966** Sprostons Ltd.—Georgetown, Dem<br>119′ 8″ 26′ 2″ 7′ 6″<br>106′ 0″ 26′ 0″ 13′ 2″<br>B36′ F22′ 2 dks<br>rf 3″ | Aluminium TM Ref Mchy.aft<br>3 Ho 25½′, 15′, 25½′<br>G.15000 In.530<br>2 Ha (alu) (7¾′, 6¾′×1½′)<br>Cr 1(3) | 2 Oil 4SA each 6Cy. 4½″×5½″<br>360bhp 10t (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×9kW 220V 50c/s a.c. 9k |
| **INDEPENDENCIA**<br>**Empresa Pesquera El Molino S.A.**<br>aco Peruvian | **200**<br>89<br>— | GL | **1967** Ast. Picsa S.A.—Clo<br>*88·0′* 23′ 2″<br>23′ 1″ 11′ 5″<br>1 dk | M Trawler | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. Peoria |
| **DEPENDENT II**<br>**V. tot Exploitatie van de Stoomsleepboot "Maria"**<br>V. Verenigde **Onafhankelijke**<br>Sleepdienst<br>tterdam Netherland | **137**<br>—<br>44 | BV | **1960** Schps. v/h. Jonker & Stans—Hendrik-I-A<br>*89·7′* 22′ 9″<br>… … … | M Tug | 2 Oil 2SA each 6Cy. 190×350 mm geared to sc. shaft<br>900bhp (d.o)<br>N.V. Mch. Bolnes Krimpen<br>2×3, 1½kW 24V d.c. |
| **NDIA**<br>**Ca. Nacional de Nav.**<br>sbon Portuguese | **7631**<br>4133<br>6655 | **✠100A1** ~~SS 9/68~~<br>with fbd DTm—oil FP above 150° F. SS 10/68<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1080 EL b†2$\frac{1}{16}$″SQ | **1951**-2 Bartram & Sons Ltd.—Sid<br>431′ 10″ 59′ 0″ 25′ 8″<br>404′ 0″ 58′ 10″ 37′ 1″<br>F100′ 2 dks, 3rd dk in fwd holds<br>RW 5BH to U dk 2 to 2nd dk<br>rf nil WB1580t incl. DTm327t Tunnel tanks 205t | TM (403P) Ref<br>4 Ho 61′, 71½′, 67′, 64′<br>G.326777 B.291555 In.6050<br>1 Ha (stl) (32½′×18′)<br>3 Ha (w) (27½′, 30′, 25′×18′)<br>10W Der 1(25) 11(5) 4(3) | 2 Oil 2SA each 4Cy. 560×1680 mm<br>5400bhp Doxford 918t (d.o.)<br>Richardsons, Westgarth Hpl<br>AuxB 125℔<br>4×200kW 220V 14½k |
| **NDIA**<br>**Società Rimorchiatori Riuniti**<br>Genoa Italian | **193**<br>36<br>— | RI | **1967** Campanella-Cantieri Navali S.p.A.—Savona<br>93′ 0″ 27′ 11″ 10′ 9″<br>88′ 7″ 27′ 10″ 12′ 8¼″ | M Tug | 2 Oil 4SA each 8Cy. 270×360 mm<br>1800bhp 55t<br>Klöckner-Humboldt-Deutz Kln<br>2×25kW 220V d.c. 12½k<br>Directional propeller |
| **NDIA BEAR**<br>exLanakila-60<br>exIndian Bear-59 exStarr-47<br>**Pacific Far East Line Inc.**<br>San Francisco United States | **8197**<br>4818<br>11149 | AB | **1944** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 28′ 6⅞″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>rf nil | S<br>5 Ho 60¾′, 61′, 70′, 70′, 72½′<br>G.583000 B.542000<br>5 Ha (27′, 32½′, 36′, 30′, 30′×20 )<br>16W Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1749t (o.f)<br>General Electric Co. Lyn<br>3×300kW 240V d.c. 15½k |
| **NDIAN**<br>exL. P. Hosford<br>**Puget Sound Freight Lines**<br>Seattle United States | **405**<br>323<br>500 | | **1931** Albina Eng. & Mach. Wks—Pld<br>170′ 0″ 42′ 8″ 10′ 7″<br>42′ 6″<br>1 dk<br>RW len 51<br>rf 12″ | M<br>2 Ho 120′, 34′<br>1 Ha (25′×10½′) | Oil 8Cy. 13″×16″<br>500bhp (d.o.)<br>Atlas Imperial D.E. Co. Oakland<br>2×40, 10kW 125V d.c. |
| **NDIAN CITY**<br>**Reardon Smith Line Ltd.**<br>Sir William Reardon Smith & Sons Ltd.<br>ford British | **27018**<br>17907<br>45880 | **✠100A1**<br>**✠LMC**<br>MN2760 EL r†2$\frac{15}{16}$″U2 | **1967**-10 Fairfields (Glasgow) Ltd.—Gls<br>668′ 2″ 95′ 3″<br>631′ 5″ 95′ 0″ 53′ 6″<br>P65′ F60′ 1 dk<br>NS 10BH<br>rf nil WB16373t incl. Comb. btm & side tanks in holds 5708t Topside tanks in holds 7344t | M Bulk Carrier Mchy.aft<br>7 Ho 49½′, 66′, 72′, 78′, 66′, 78′, 66′<br>G.2112610 B.1866510<br>7 Ha (stl) (27′, 36′, 43½′, 48′, 36′, 48′, 36′×45′)<br>14W Der 14(10) | Oil 2SA 6Cy. 900×1550 mm<br>13800bhp Sulzer 2679t (hvf)<br>G. Clark & N.E.M. Ltd. Sld<br>2AuxB 100℔<br>3×425kW 450V 60c/s a.c. 15¼k |

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| 516028<br>VWVW<br>174177<br>Df Esd<br>Gc Rdr<br>RT | **INDIAN EXPORTER**<br>exTemple Victory–47<br>**India S.S. Co. Ltd.**<br>Calcutta Indian | 7659<br>4531<br>10626 | 100A1 TD 9/68 ~~SS 10/63~~<br>LMC<br>MN1700 EL (c)†2¼"SQ | **1945** Oregon S.B. Corp.—Pld<br>455' 4" 62' 1" 28' 6½"<br>437' 7" 62' 0" 38' 0"<br>F89' 2 dks, 3rd dk in Nos. 2 & 3 holds<br>7BH<br>WB2092t incl. Tunnel tanks 320t DTf282t | S<br>G.565720 B.494104<br>14W Der 1(40) 1(20) | 2 S Turb dr geared to sc.<br>8500shp<br>Westinghouse Elec. & Mfg<br>2WTB 525lb Spt 473lb |
| 516029<br>VWLG<br>1248<br>Df Esd<br>Gc Rdr<br>RT | **INDIAN INDUSTRY**<br>**India S.S. Co. Ltd.**<br>Calcutta Indian | 5429<br>2918<br>6545 | ✠100A1 ~~SS 11/62~~<br>Str. nav. ice SS 10/68<br>✠LMC<br>MN638 EL x 1$\tfrac{11}{16}$"SQ | **1959–10** Hindustan Shpyd Private Ltd.—Vgm<br>386' 9" 52' 9" 24' 7"<br>355' 10" 52' 6" 32' 6"<br>P32' F30' 2 dks<br>RW 6BH<br>rf 4" WB860t | M CSD<br>G.356097 B.318358<br>14W Der 1(30) 2(10) 12(5) | Oil 2SA 5Cy. 700 x 1200 mm<br>3190bhp<br>Masch. Augsburg-Nürnberg<br>AuxB 100lb |
| 516030<br>VWVR<br>174179<br>Df Esd<br>Gc Rdr<br>RT | **INDIAN MERCHANT**<br>exLewiston Victory–47<br>**India S.S. Co. Ltd.**<br>Calcutta Indian | 7659<br>4531<br>10636 | 100A1 SS 6/64<br>LMC<br>MN1860 EL (c†)2¼"SQ | **1944** Oregon S.B. Corp.—Pld<br>455' 4" 62' 1" 28' 6½"<br>437' 7" 62' 0" 38' 0"<br>F89' 2 dks, 3rd dk in Nos. 2 & 3 holds<br>7BH<br>WB3312t incl. Tunnel tanks 1648t DTf282t | S<br>G.564740 B.493124<br>14W Der 1(30) 1(15) | 2 S Turb dr geared to sc.<br>8500shp<br>General Electric Co.<br>2WTB 525lb Spt 473lb |
| 516031<br>VWVS<br>1254<br>Df Esd<br>Gc Rdr<br>RT | **INDIAN PIONEER**<br>exDominican Victory–47<br>**India S.S. Co. Ltd.**<br>Calcutta Indian | 7657<br>4535<br>10772 | 100A1 TD1/68 ~~SS 10/66~~<br>No. 5 DT—vegetable oil<br>LMC<br>EL (c†)2¼"SQ | **1944** Oregon S.B. Corp.—Pld<br>455' 4" 62' 1" 28' 6½"<br>437' 7" 62' 0" 38' 0"<br>F89' 2 dks, 3rd dk in Nos. 2 & 3 holds<br>7BH<br>WB3312t incl. Tunnel tanks 1648t DTf282t | S<br>G.564740 B.493124<br>14W Der (130) 1(18) | 2 S Turb dr geared to sc.<br>8500shp<br>Westinghouse Elec. & Mfg<br>2WTB 525lb Spt 479lb |
| 516033<br>VWCJ<br>1262<br>Df Esd<br>Gc Rdr<br>RT | **INDIAN RELIANCE**<br>**India S.S. Co. Ltd.**<br>Calcutta Indian | 7422<br>3974<br>10138 | ✠100A1 SS 4/67<br>DTa—vegetable oil<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1860 EL e†2¼"SQ | **1955–1** Howaldtswerke Ham. A.G.—Ham<br>531' 2" 63' 1" 26' 5½"<br>482' 6" 63' 0" 39' 4"<br>P27' F30' 1 dk & S dk, 3rd dk in way of Nos. 1 & 2 holds<br>RW Coll BH to S dk 7 to 2nd dk<br>WB2387t incl. Tunnel tanks 554t | S Ref OSD<br>G.689340 B.622763 In.6800<br>20W Der 1(50) 6(10) 14(5) | 2 S Turb dr geared to sc.<br>9300shp<br>Howaldtswerke Ham. A.G.<br>2WTB 680lb Spt 860lb<br>db 128lb sg 128lb |
| 516034<br>VWGE<br>1263<br>Df Esd<br>Gc Rdr<br>RT | **INDIAN RENOWN**<br>**India S.S. Co. Ltd.**<br>Calcutta Indian | 7422<br>3974<br>10138 | ✠100A1 SS 8/67<br>DTa—vegetable oil<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1860 EL e†2¼"SQ | **1955–2** Howaldtswerke Ham. A.G.—Ham<br>531' 2" 63' 1" 26' 5½"<br>482' 6" 63' 0" 39' 5"<br>P27' F30' 1 dk & S dk, 3rd dk in way of Nos. 1 & 2 holds<br>RW Coll BH to S dk 7 to 2nd dk<br>WB2387t incl. Tunnel tanks 554t | S Ref OSD<br>G.689340 B.622763 In.6800<br>20W Der 1(50) 6(10) 14(5) | 2 S Turb dr geared to sc.<br>9300shp<br>Howaldtswerke Ham. A.G.<br>2WTB 680lb Spt 860lb<br>db 128lb sg 128lb |
| 516035<br>VWDN<br>196675<br>Df Esd<br>Gc Rdr<br>RT | **INDIAN RESOLVE**<br>**India S.S. Co. Ltd.**<br>Calcutta Indian | 7391<br>3936<br>9930<br>9780<br>5549<br>11590 | ✠100A1 SS 3/65<br>tunnel side tanks—veg. oil<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1860 EL e†2¼"SQ | **1956–3** Howaldtswerke Ham. A.G.—Ham<br>533' 8" 63' 2" 26' 5½"/28' 3½"<br>484' 8" 63' 0" 39' 8"<br>P25' F45' 1 dk & S dk, 3rd dk in fwd holds<br>Coll BH to S dk 7 to 2nd dk<br>rf 4" WB1841t incl. Tunnel tanks 562t | S Ref OSD/CSD<br>G.657010 B.593900 In.6800<br>20W Der 1(50) 6(10) 14(5) | 2 S Turb dr geared to sc.<br>9300shp<br>Howaldtswerke Ham. A.G.<br>2WTB 680lb Spt 860lb<br>db 128lb sg 128lb |
| 516036<br>VWDK<br>196674<br>Df Esd<br>Gc Rdr<br>RT | **INDIAN RESOURCE**<br>**India S.S. Co. Ltd.**<br>Calcutta Indian | 7391<br>3936<br>9930<br>9780<br>5549<br>11590 | ✠100A1 SS 10/64<br>tunnel side tanks—veg. oil<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1860 EL e†2¼"SQ | **1956–6** Howaldtswerke Ham. A.G.—Ham<br>533' 8" 63' 2" 26 5½"/28' 9½"<br>484' 8" 63' 0" 39' 8"<br>P25' F45' 1 dk & S dk, 3rd dk in fwd holds<br>Coll BH to S dk 7 to 2nd dk<br>rf 4" WB1841t incl. Tunnel tanks 562t | S Ref OSD/CSD<br>G.657010 B.593900 In.6800<br>20W Der 1(50) 6(10) 14(5) | 2 S Turb dr geared to sc.<br>9300shp<br>Howaldtswerke Ham. A.G.<br>2WTB 680lb Spt 860lb<br>db 128lb sg 128lb |
| 516037<br>WD3732<br>261429<br>Rdr RT | **INDIAN RIVER**<br>**Indian River Inc.**<br>Wilmington, Del United States | 198<br>119<br>— | | **1951** R.T.C. S.B. Corp.—Camden<br>135' 9" 22' 7"<br>22' 5"<br>Q30' B53' | M Fishing Mchy.aft<br>1 Ho 46½'<br>1 Ha (11'×16½')<br>1W | Oil 4SA 8Cy. 305 x 380 mm<br>800bhp<br>Enterprise Eng. & Fdy Co. |
| 516038<br>VWJW<br>1267<br>Df Esd<br>Gc Rdr<br>RT | **INDIAN SECURITY**<br>**India S.S. Co. Ltd.**<br>Calcutta Indian | 7156<br>3535<br>10000<br>9300<br>5080<br>12070 | ✠100A1 SS 1/67<br>tunnel side tanks—veg. oil<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1980 EL e†2¼"SQ | **1958–3** Howaldtswerke Ham. A.G.—Ham<br>508' 1" 66' 2" 26' 4¾"/29' 4¾"<br>464' 11" 66' 0" 38' 7"<br>P32' F55' 1 dk & S dk, 3rd dk in Nos. 1 & 2 holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 4" WB1764t incl. Tunnel side tanks 284t | M Ref OSD/CSD<br>G.621930 B.558837 In.5508<br>18W Der 1(120) 1(40) 6(10) 12(5) | Oil 2SA 8Cy. 760 x 1400 mm<br>9900bhp MAN<br>Howaldtswerke Ham. A.G.<br>AuxB 128lb |
| 516039<br>VWVV<br>174180<br>Df Esd<br>Gc Rdr<br>RT | **INDIAN SHIPPER**<br>exUnited States Victory–47<br>**India S.S. Co. Ltd.**<br>Calcutta Indian | 7660<br>4543<br>10757 | 100A1 TD 10/67<br>LMC<br>MN1700 EL (c†) 2¼"SQ | **1944** California S.B. Corp.—L.An<br>455' 4" 62' 1" 28' 6½"<br>437' 7" 62' 0" 38' 0"<br>F89' 2 dks, 3rd dk in Nos. 2 & 3 holds<br>7BH<br>WB2092t incl. Tunnel tanks 428t DTf282t | S<br>G.564740 B.493124<br>14W Der 1(40) 1(16) | 2 S Turb dr geared to sc.<br>8500shp<br>Westinghouse Elec. & Mfg<br>2WTB 525lb Spt 473lb |
| 516040<br>VWFP<br>1266<br>Df Esd<br>Gc Rdr<br>RT | **INDIAN SPLENDOUR**<br>**India S.S. Co. Ltd.**<br>Calcutta Indian | 7275<br>3768<br>10005<br>9409<br>5199<br>12090 | ✠100A1 SS 5/66<br>tunnel side tanks—veg. oil<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1972 EL e†2¼"SQ | **1957–5** Howaldtswerke Ham. A.G.—Ham<br>508' 1" 66' 3" 26 4½"/29' 4¾"<br>464' 11" 66' 0" 38' 7"<br>P32' F55' 1 dk & S dk, 3rd dk in fwd holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 4" WB2408t incl. Tunnel tanks 1149t | S Ref OSD/CSD<br>G.616460 B.553914 In.8990<br>18W Der 1(40) 1(20) 6(10) 12(5) | 2 S Turb dr geared<br>9860shp<br>Howaldtswerke<br>2WTB 680lb<br>sg 128lb db 128lb |

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| **INDIAN STRENGTH**<br>India S.S. Co. Ltd.<br>Calcutta<br>Indian | 7185<br>—<br>10030<br>9412<br>5158<br>12100 | ✠100A1 SS 3/67<br>tunnel side tanks—veg. oil<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1980 EL e†2¼″SQ | **1958**–12 Howaldtswerke Ham. A.G.—Ham<br>508′ 1″ 66′ 2″ 26′ 4¼″/29′ 5″<br>464′ 11″ 66′ 0″ 38′ 7″<br>P33′ F57′ 1 dk & S dk, 3rd dk in Nos. 1 & 2 holds<br>7BH<br>rf 4″ WB1764t incl. Tunnel tanks 284t | M Ref OSD/CSD<br>G.647956 B.582176 In.5508<br>18W Der 1(65) 1(40) 6(10) 12(5) | Oil 2SA 8Cy. 780×1400 mm<br>9900bhp MAN 1230t<br>Howaldtswerke Ham. A.G. Ham<br>AuxB 128℔ e (ex.g) 128℔ 17½k |
| **INDIAN SUCCESS**<br>India S.S. Co. Ltd.<br>Calcutta<br>Indian | 9458<br>5166<br>12200 | ✠100A1 SS 10/66<br>tunnel side tanks—veg. oil<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1980 EL e†2¼″SQ | **1958**–11 Howaldtswerke Ham. A.G.—Ham<br>508′ 1″ 66′ 2″ 29′ 5″<br>464′ 11″ 66′ 0″ 38′ 7″<br>P33′ F57′ 2 dks, 3rd dk in Nos. 1 & 2 holds<br>7BH<br>rf 4″ WB1714t incl. Tunnel tanks 284t | S Ref CSD<br>G.638821 B.574409 In.5508<br>18W Der 1(65) 1(40) 6(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>9900shp 1279t (o.f)<br>Howaldtswerke Ham. A.G. Ham<br>2WTB 680℔ Spt 840° F. 650℔ hs10240<br>db 128℔ sg 128℔ 17½k |
| **INDIAN TRADER**<br>exNorway Victory–47<br>India S.S. Co. Ltd.<br>Calcutta<br>Indian | 7657<br>4537<br>10678 | 100A1 SS 9/64<br>LMC<br>MN1700 EL (c†)2⅛″SQ | **1944** Oregon S.B. Corp.—Pld<br>455′ 4″ 62′ 1″ 28′ 6¾″<br>437′ 7″ 62′ 0″ 38′ 0″<br>F89′ 2 dks, 3rd dk in Nos. 2 & 3 holds<br>7BH<br>WB2092t incl. Tunnel tanks 428t DTf282t | S<br>G.564740 B.493124<br>14W Der 1(30) 1(20) | 2 S Turb dr geared to sc. shaft<br>8500shp 1629t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2WTB 525℔ Spt 473℔ hs(15278) 16k |
| **INDIAN TRADITION**<br>India S.S. Co. Ltd.<br>Calcutta<br>Indian | 7150<br>3611<br>10003<br>9398<br>5116<br>12073 | ✠100A1 SS 6/64<br>tunnel side tanks—veg. oil<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1980 EL e†2¼″SQ | **1960**–1 Howaldtswerke Ham. A.G.—Ham<br>508′ 1″ 66′ 3″ 26′ 4½″/29′ 4¾″<br>464′ 11″ 66′ 0″ 38′ 7″<br>P33′ F57′ 1 dk & S dk, 3rd dk in Nos. 1 & 2 holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 4″ WB1714t incl. Tunnel tanks 284t | S Ref OSD/CSD<br>G.638821 B.574409 In.5508<br>18W Der 1(40) 1(20) 8(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>9900shp 1279t (o.f)<br>Howaldtswerke Ham. A.G. Ham<br>2WTB 680℔ Spt 840° F. 650℔ hs10240<br>db 128℔ sg 128℔ 17½k |
| **NDIAN TRIUMPH**<br>ndia S.S. Co. Ltd.<br>Calcutta<br>Indian | 7185<br>3630<br>9955 | ✠100A1 SS 10/64<br>tunnel side tanks—veg. oil<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1980 EL e†2¼″SQ | **1960**–7 Howaldtswerke Ham. A.G.—Ham<br>508′ 1″ 66′ 3″ 26′ 4½″<br>464′ 11″ 66′ 0″ 38′ 7″<br>P33′ F57′ 1 dk & S dk, 3rd dk in Nos. 1 & 2 holds<br>6BH to S dk 1 to 2nd dk<br>rf 4″ WB1764t incl. Tunnel tanks 284t | M Ref OSD<br>G.647956 B.582176 In.5508<br>18W Der 1(120) 1(40) 8(10) 10(5) | Oil 2SA 8Cy. 780×1400 mm<br>9900bhp MAN 1230t<br>Howaldtswerke Ham. A.G. Ham<br>AuxB 128℔ e (ex.g) 128℔ 17½k |
| **NDIAN TRUST**<br>ndia S.S. Co. Ltd.<br>Calcutta<br>Indian | 7172<br>3621<br>9975 | ✠100A1 ~~SS 1/64~~<br>tunnel side tanks—veg. oil SS 11/68<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1980 EL e†2¼″SQ | **1960**–3 Howaldtswerke Ham. A.G.—Ham<br>508′ 1″ 66′ 3″ 26′ 10¾″<br>464′ 11″ 66′ 0″ 38′ 7″<br>P33′ F57′ 1 dk & S dk, 3rd dk in Nos. 1 & 2 holds<br>7BH<br>rf 4″ WB1764t incl. Tunnel tanks 284t | M Ref OSD<br>G.647956 B.582176 In.5508<br>18W Der 1(40) 1(20) 8(10) 10(5) | Oil 2SA 8Cy. 780×1400 mm<br>9900bhp MAN 1220t<br>Howaldtswerke Ham. A.G. Ham<br>AuxB 128℔ 17½k |
| **DIANA**<br>deri A/B Transatlantic<br>er Carlsson<br>othenburg<br>Swedish | T.Mk<br>5382<br>2246<br>— | ✠100A1 SS 6/66<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1500 EL c† | **1956**–9 Eriksbergs M/V A/B—Got<br>459′ 0″ 60′ 8″ 25′ 5″<br>425′ 8″ 60′ 6″ 39′ 6″<br>F47′ 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 12″ DK fwd WB1841t incl. Tunnel tanks 363t TwDa26t f26t | M (12P) Ref OSD<br>5 Ho 54½′, 54½′. 39′, 68′, 70½′<br>G.485000 B.440000 In.23805<br>5 Ha (stl) (27½′, 31½′, 31½′, 31½′, 31′×20′)<br>16W Der 1(39) 5(7½) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W 1427t (hvf)<br>Eriksbergs M/V A/B Got<br>AuxB 100℔<br>4×195kW 220V d.c. 17½k |
| **NDIANA**<br>"Ameritalia" Soc. di Nav. p.A.<br>Trieste<br>Italian | 2651<br>1480<br>3779 | AB RI | **1956** Cant. Nav. Felszegi—Tri<br>360′ 11″ 49′ 1″ 19′ $10\frac{3}{16}$″<br>330′ 0″ 49′ 0″ 29′ 0″<br>F32′ 1 dk & S dk<br>RW<br>rf 8″ | M (12P) OSD<br>4 Ho 66½′, 69′, 56½′, 46¾′<br>G.240000 B.220000<br>4 Ha (stl) (34′, 34½′, 32′, 32′×19½′)<br>10W Der 1(15) 8(5) 3(2) 1(1) | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp Sulzer 190t (hvf)<br>C.R.D. Adriatico Tri<br>3×110kW 220V d.c. 15k |
| **NDICO**<br>eRio Umia–65<br>arasia S.A.<br>oruna<br>Spanish | 3169<br>1482<br>5000 | BV | **1960** Astano S.A.—Frl<br>360 11″ 48′ 9″ 21′ 2″<br>333′ 4″ 48′ 6½″<br>1 dk & S dk | M OSD Mchy.aft<br>4 Ho 55′, 60′, 61′, 51′<br>4 Ha (30′, 33′, 33′, 33′×22′)<br>Der 8(3½) | Oil 2SA 5Cy. 500×900 mm<br>3100bhp B&W (d.o)<br>Soc. Española de Const. Nav. Bbo<br>2×200kW 220V d.c. 15k |
| **NDIGA**<br>U.S.S.R.<br>Leningrad<br>Russian | ~~2847~~ 2914<br>~~1338~~ 1318<br>~~3403~~ 3272 | | **1965** Valmet O/Y Helsingin Telakka—Hfs<br>335′ 5″ ~~334′ 5″~~ 46′ 0″ ~~18′ 8½″~~ 19′ 8¼″<br>… … …<br>1 dk | M Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas Jyväskylä |
| **NDIGIRKA**<br>U.S.S.R.<br>urmansk<br>Russian | 7661<br>4285<br>6450 | ✠ | **1957**–3 N.V. Kon. Maats. "De Schelde"—Fls<br>427′ 1″ 61′ 11″ 26′ 9½″<br>388′ 7″ 61′ 9½″ 36′ 9″<br>F47′ 3 dks<br>rf nil | D-E<br>6 Ho<br>G.325037<br>6 Ha (27½′, 27½′, 27½′. 27½′, 9¼′ 10½′×24½′)<br>12W Der 2(10) 10(5) | 4 Oil 2SA each 8Cy. 420×500 mm connected to elec. motor and sc. shaft<br>N.V. Kon. Maats. "De Schelde" Fls<br>13¼k |
| **NDIGIRKA**<br>U.S.S.R.<br>adivostok<br>Russian | 3782<br>1800<br>3616 | | **1956** Orenstein-Köppel & Lbcr. Masch.—Lbc<br>365′ 4″ 47′ 7″ 20′ 6″<br>348′ 7″ 47′ 5″ 27′ 0″<br>2 dks<br>RW | M Fish Carrier CSD<br>5 Ho<br>In.158563<br>5 Ha (each 13′×10′)<br>10W Der 10(3) | Oil 2SA 6Cy. 600×1050 mm<br>5600bhp<br>Masch. Augsburg-Nürnberg Aug<br>14k |

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| 650673<br>DNIK<br>Df Esd<br>Rdr<br>RTm/v | **INDIO**<br>**Partenreederei m.s. "Indio"**<br>Atlantic Rhederei F. & W. Joch<br>Hamburg W. German | 662<br>307<br>858 | | GL | 1964 D. W. Kremer Sohn—Elmshorn<br>202' 2" 28' 10" 11' 8¼"<br>186' 2" 28' 8" 12' 3"<br>P54' F28' 1 dk | M Chemical Tanker Mchy.aft<br>8 Ta<br>L.35981 HeCls. C | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Masch. Kiel G.m.b.H.<br>2×50kW 230V d.c. |
| 542754<br>ZSGI<br>351033<br>Df Esd<br>Rdr | **INDIZA**<br>exDornbusch-63<br>**Smith's Coasters (Pty) Ltd.**<br>Grindrod, Gersigny & Co. (Pty) Ltd.<br>Durban S. African | 1225<br>700<br>— | **100A1**<br>**LMC**<br>MN208 | SS 6/67<br>EL m 1$\frac{1}{16}$"SQ | 1959 D. W. Kremer Sohn—Elmshorn<br>218' 3" 34' 0"<br>200' 5" 33' 10" 21' 3"<br>RFD20' 2 dks<br>RW 3BH<br>rf 4" WB207t | M CSD Mchy.aft<br>1 Ho 136'<br>G.87874 B.77446<br>6W Der 1(10) 6(3–5) | Oil 4SA 6Cy. 385×580 mm<br>gearing<br>1040bhp<br>Masch. Kiel A.G. |
| 542049<br>ZSGM<br>351032<br>Df Esd<br>Rdr | **INDODA**<br>exKajen-63<br>**Smith's Coasters (Pty) Ltd.**<br>Grindrod, Gersigny & Co. (Pty) Ltd.<br>Durban S. African | 1232<br>684<br>— | | GL | 1957 D. W. Kremer Sohn—Elmshorn<br>218' 2" 33' 11" 14' 0"<br>199' 6" 33' 9¼" 21' 0"<br>B14' F3' 2 dks<br>RW | M CSD Mchy.aft<br>1 Ho 129½'<br>G.88659 B.83270<br>6W Der 1(9½) 6(2½–4½) | Oil 4SA 6Cy. 385×580 mm<br>1150bhp<br>Masch. Kiel A.G. |
| 531685<br>SZXU<br>2823<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **INDONESIA**<br>exSeatern-66 exSkjelbred-62<br>**Greek Tankershipping Co. Ltd.**<br>Piræus Greek | 8633<br>5010<br>13265 | | BV | 1952 Burmeister & Wain—Cpn<br>489' 0" 63' 0" 27' 4¼"<br>... ... ...<br>P88' B35' F51' 1 dk<br>RW | M Tanker Mchy.aft<br>L.632000 HeCls. BC | Oil 2SA 6Cy. 740×1400 mm<br>4600bhp<br>Burmeister & Wain<br>2×60kW 110V d.c. |
| 516053<br>MLFD<br>144884 | **INDORITA**<br>**T. J. Coppack**<br>~~**Coppack Bros. & Co.**~~<br>Chester British | 203<br>110<br>260 | ✠Classed LR until 2/24 | | 1920–8 I. J. Abdela & Mitchell—Queensferry<br>114' 6" 22' 1" 10' 6"<br>21' 11"<br>Q35' F21' 1 dk<br>R<br>BK6" | M Mchy.aft<br>1 Ho 58½'<br>G.12500<br>1W Der 1(1½) | Oil 2SA 6Cy. 7"×9"<br>NE58<br>Crossley Bros. Ltd. |
| 516054<br>PKMV | **INDRA**<br>**P.T. Maskapai Pelajaran "Karimata"**<br>Djakarta Indonesian | 413<br>309<br>620 | | | 1957 Vereenigde Prauwen Veren—Dja<br>181' 8" 30' 3"<br>169' 7" 30' 2"<br>1 dk & S dk | M Ref OSD Mchy.aft | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>Caterpillar Tractor Co. |
| 516055<br>LLQD | **INDRA**<br>exElfriede-56<br>**Georg Kalvenes**<br>Haugesund Norwegian | 260<br>128<br>— | | GL | 1933 Elsflether Werft A.G.—Elsfleth<br>129' 10" 23' 2" 10' 7"<br>124' 6"<br>R len 62 conv fishing 63 | M Mchy.aft<br>1 Ho<br>G.17000<br>1 Ha (39½'×10½')<br>2W Der 1(4) 1(3) | Oil 2SA 4Cy. 280×420 mm<br>320bhp NE57<br>Wichmann Mtrf. |
| 516056<br>RT | **INDRAGIRI**<br>exKaitero-60 exRoding-47<br>**Hang Tuah Shipping Co.**<br>Indonesian | *195*<br>*88*<br>180 | Classed LR until 7/59 | | 1945 N.S.W. Govt E. & S.B.—N.S.W<br>122' 10" 23' 0" 7' 10"<br>... ... | TM Lighter Mchy.aft | 2 Oil 4SA each 6Cy.<br>geared Ruston & Hor<br>Govt Ordnance Factory |
| 516057<br>ZUBK<br>351025<br>Df Esd<br>Gc Rdr<br>RTm | **INDUNA**<br>exPelion-62<br>**Rennies' Coasters (Pty) Ltd.**<br>Durban S. African | 1776<br>1177<br>2350 | **100A1**<br>**LMC**<br>MN300 | SS 11/66<br>EL (q) 1$\frac{1}{16}$" | 1953 Werft Nobiskrug—Rendsburg<br>283' 4" 37' 11" 16' 3"<br>257' 9" 37' 8½" 21' 9"<br>Ba45' F26' 2 dks<br>RW 4BH<br>rf 2" WB309t | M (3P) CSD Mchy.aft<br>2 Ho 81', 94'<br>G.124562 B.117945<br>2 Ha (stl) (46½' comb., 58' comb.×17½')<br>8W Cr 2(10) 6(5) | Oil 4SA 9Cy. 385×580 mm<br>coupling & sr gear<br>1500bhp<br>Masch. Kiel A.G.<br>3×70, 70, 35kW 220V d.c. |
| 516058<br>EBWF<br>RTh | **INDUNAVAL PRIMERO**<br>**Transportes Fruteros del Mediterraneo S.A. "TRAFRUME"**<br>Bilbao Spanish<br>Now **GARVI** See New Entries No. 11 | 381<br>188<br>840 | | BV | 1958 Indunaval S.A.—Bbo<br>*166-8'* 29' 8"<br>165' 8" 29' 6½" 13' 1"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho<br>G.47372 B.43101<br>3 Ha (26', 48½', 4'×13')<br>6W Der 6(3) | Oil 4SA 8Cy. 320×480 mm<br>1000bhp<br>Motorenw. Mannheim |
| 516060<br>MSDM<br>186125<br>Df Esd<br>Rdr | **INDUS**<br>**Hain-Nourse Ltd.**<br>London British | T Mk<br>~~4901~~ 4902<br>~~259~~ 2591<br>9210<br>6994<br>3848<br>10543 | **✠100A1**<br>**✠LMC**<br>MN700 | SS 11/66<br>EL a†2"SQ | 1954–9 C. Connell & Co. Ltd.—Gls<br>440' 6" 58' 2" 26' 0½"/28' 5"<br>415' 10" 58' 0" 37' 0"<br>Q35' F41' 2 dks<br>R 7BH<br>WB1496t incl. Tunnel tanks 244t DT1333t | M<br>5 Ho 61', 62', 67½', 67½', 62'<br>5 Ha (24', 31', 28½', 31', 31'×24')<br>Der 4(10) 12(5) | Oil 2SA 4Cy. 600×2320 mm<br>3500bhp<br>Barclay, Curle & Co. Ltd.<br>2AuxB 120lb<br>3×40kW 220V d.c. |
| 516061<br>FNJN<br>Df Esd<br>Gc Rdr<br>RTv | **INDUS**<br>**Cie. des Messageries Maritimes**<br>Dunkirk French | 6919<br>3900<br>8691 | | BV | 1950 Burmeister & Wain—Cpn<br>475' 10" 61' 5" 25' 9¾"<br>... ... ...<br>P25' F417' 2 dks & S dk<br>RW | TM (12P) Ref OSD<br>5 Ho 38', 72½', 65', 75½', 59'<br>G.563962 B.503625 In.3530<br>5 Ha (stl) (27', 40', 20', 37½', 27½'×17½')<br>14W Der 1(30) 1(20) 6(10) 8(5) | 2 Oil 2SA each 8Cy.<br>7100bhp<br>Burmeister & Wain<br>3×200kW 220V d.c. |
| 516062<br>DAKE<br>Df Esd<br>Gc Rdr<br>RTv | **INDUS**<br>**Partenreederei m.s. "Indus"**<br>Friedrich A. Detjen<br>Hamburg W. German<br>Now **ARYA INDUS** See New Entries No. 8 | 6245<br>3339<br>10440<br>8504<br>4980<br>11830 | | GL | 1958 Flensburger Schiffs.-Ges.—Fln<br>485' 1" 60' 5" 25' 8¾"/27' 8¾"<br>446' 3" 60' 4½" 37' 3"<br>F49' 1 dk & S dk<br>RW<br>rf 4" | M (4P) OSD/CSD<br>5 Ho 54', 80½', 56½', 61', 49'<br>G.604000 B.540000<br>5 Ha (stl) (34½', 52½', 34', 36½', 34'×26½')<br>16W Der 1(75) 1(30) 4(10) 12(5) | Oil 2SA 7Cy.<br>4670bhp<br>Masch. Augsburg-<br>3×240kW 420V |

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| **INDUS**<br>exLewis Hamilton–50<br>exEmpire Ardle–47<br>**Rederi A/B Iris**<br>Olof Öström<br>Mariehamn<br>Finnish<br>New **FALCON** See New Entries **No.5** | **2878**<br>1387<br>5360 | **BS** SS 11/66<br>Ice strengthening<br>**MBS**<br>MN324 CT4031 C32 | **1945** Flensburger Schiffs.—Fln<br>359′ 6″ 50′ 11″ 20′ 9″<br>333′ 9″ 50′ 10″ 30′ 4″<br>F34′ 1 dk & S dk<br>RW NS 6BH<br>rf 5″ WB Tunnel tanks 110t | S OSD<br>4 Ho 55¾′, 77½′, 55¾′, 49¼′<br>G.291000 B.264000<br>4 Ha (29¾′, 44½′, 37′, 27′×19¾′)<br>12W Der 1(20) 12(3–5) | C 4Cy. (2) $16\frac{9}{16}$″ & (2) $35\frac{7}{16}$″×$35\frac{7}{16}$″ & exhaust turb<br>1800ihp (o.f)<br>Rheinmetall-Borsig Bln<br>3WTB 228lb Spt hs7008<br>2×12kW 220V d.c. 11k |
| **INDUS**<br>**"TRANSMARE" Soc. di Navigazione per Azioni**<br>Messina<br>Italian | **994**<br>564<br>1526 | RI | **1955** Cant. Nav. Cassaro—Messina<br>270′ 7″ 38′ 7″ 15′ 0″<br>269′ 0″ 38′ 6″ 22′ 4″<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>3 Ho | 2 Oil 4SA each 8Cy. 285×420 mm dr geared to sc. shaft<br>1440bhp<br>Masch. Augsburg-Nürnberg Aug<br>13k |
| **INDUS 12**<br>exFalk–55<br>**Compania Industrial**<br>Valparaiso<br>Chilean | **315**<br>83<br>— | Classed LR until 4/63 | **1937** Framnæs M/V A/S—Sfj<br>133′ 0″ 25′ 7″<br>122′ 0″ 25′ 6″ 14′ 9″<br>1 dk<br>R<br>BK7½″ | S Whaler | T 3Cy. 16″ 26″ & 44″×27″<br>Framnæs M/V A/S Sfj |
| **INDUS 14**<br>exKlo–55<br>**Compania Industrial**<br>Valparaiso<br>Chilean | **315**<br>81<br>— | Classed LR until 4/63 | **1937** Framnæs M/V A/S—Sfj<br>133′ 0″ 25′ 7″<br>122′ 0″ 25′ 6″ 14′ 9″<br>1 dk<br>R<br>rf 36″ BK7½″ | S Whaler Mchy.aft | T 3Cy. 16″ 26″ & 44″×27″<br>Framnæs M/V A/S Sfj |
| **NDUS 15**<br>exRavn–55 exSuderöy VIII–48<br>exOrion–45<br>**Compania Industrial**<br>Valparaiso<br>Chilean | **336**<br>82<br>— | Classed LR until 11/66 | **1943** Framnæs M/V A/S—Sfj<br>137′ 6″ 25′ 7″<br>123′ 9″ 25′ 6″ 14′ 9″<br>1 dk<br>BK7½″ | S Whaler | T 3Cy. 16″ 26″ & 44″×27″<br>1300ihp (o.f)<br>Framnæs M/V A/S Sfj |
| **NDUS 16**<br>Thordr–59<br>**ompania Industrial**<br>uique<br>Chilean | **361**<br>107<br>— | *Classed BC until 4/63 | **1945**–10 Smith's Dock Co. Ltd.—Mdb<br>148′ 0″ 26′ 5″ 14′ 0″<br>138′ 9″ 26′ 3″ 14′ 9″<br>1 dk<br>BK7½″ | S Whaler Mchy.aft<br>1 Ho<br>1 Ha<br>1W | T 3Cy. 15″ 26″ & 44½″×27″<br>145t (o.f)<br>Smith's Dock Co. Ltd. Mdb<br>13½k |
| **DUS 17**<br>Thorarinn–59<br>**mpania Industrial**<br>que<br>Chilean | **361**<br>107<br>— | *Classed BC until 11/66 | **1945**–9 Smith's Dock Co. Ltd.—Mdb<br>148′ 0″ 26′ 5″<br>138′ 9″ 26′ 3″ 14′ 9″<br>1 dk<br>BK7½″ | S Whaler Mchy.aft<br>1W | T 3Cy. 15″ 26″ & 44½″×27″<br>1350ihp 145t (o.f)<br>Smith's Dock Co. Ltd. Mdb<br>13½k |
| **DUS 18**<br>Suderöy XI–60<br>**mpania Industrial**<br>que<br>Chilean | **475**<br>83<br>— | Classed LR until 11/64 | **1948** Harima Zosensho—Aio<br>170′ 4″ 28′ 5″<br>150′ 11″ 28′ 2½″ 15′ 9″<br>1 dk<br>rf 31″ BK8″ | S Whaler Mchy.aft | T 3Cy. 420 700 & 1150×800 mm<br>(o.f)<br>Harima Zosensho Aio |
| **DUS 19**<br>Suderöy XII–60<br>**mpania Industrial**<br>que<br>Chilean | **498**<br>93<br>— | Classed LR until 11/64 | **1949** Harima Zosensho—Aio<br>169′ 7″ 29′ 8″<br>150′ 11″ 29′ 6½″ 16′ 9″<br>1 dk<br>rf 35″ BK7½″ | S Whaler Mchy.aft | T 3Cy. 450 750 & 1250×800 mm<br>(o.f)<br>Harima Zosensho Aio |
| **NDUSTRIA**<br>exSilverisle–65<br>**Metcalfe Shipping Co. Ltd.**<br>Metcalfe, Son & Co.<br>W. Hartlepool<br>British | T.Mk<br>**5502**<br>3011<br>10505<br>**7744**<br>4514<br>11660 | **✠100A1 SS 8/68** ~~SS 3/64~~<br>DTsmf & a—oil FP above 150° F.<br>DTma—vegetable oil when no other oil in adjacent tanks<br>**✠LMC**<br>**MN880** EL b†$2\frac{1}{16}$″SQ | **1960**–2 J. Crown & Sons Ltd.—Sld<br>452′ 4″ 59′ 8″ 27′ 0½″/28′ 10″<br>421′ 0″ 59′ 6″ 38′ 2″<br>P31′ F35′ 2 dks<br>RW Coll BH to U dk 2 to 2nd dk<br>rf 6″ WB3209t incl. DTma858t | M (2P)<br>5 Ho 153′, 95′, 36½′, 87¼′, 43½′<br>5 Ha (33¾′, 35′, 25′ 40′, 35′×20′)<br>Der 2(10) 8(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford (hvf)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>AuxB 120lb<br>3×200kW 220V d.c. |
| **NDUSTRIA**<br>Rederi A/B **Svenska Lloyd**<br>Torgeir Christoffersen<br>Gothenburg<br>Swedish<br>For later particulars see New Entries **No. 6** | **3763**<br>2027<br>4600 | **✠100A1**<br>DTm—vegetable oil<br>Ice Class 2<br>**✠LMC**<br>MN600 EL v 1¾″SQ | **1964**–5 Ast. de Cadiz—Cdz<br>349′ 0″ 47′ 8″ 22′ 9¾″<br>321′ 10″ 47′ 6″ 30′ 3″<br>P12′ F40′ 2 dks<br>6BH<br>rf 4″ WB2917t incl. DTm2111t | M (4P) Mchy.aft<br>5 Ho 40¼′, 35¾′, 42½′, 40¼′, 42½′<br>5 Ha (stl) (25¼′×21¼′) (26¾′, 33½′, 33½′, 33½′×37½′)<br>Cr 5(5) | Oil 2SA 8Cy. 520×900 mm<br>3000bhp Götaverken (hvf)<br>Empresa Nacional "Elcano" Val<br>3×140kW 230V d.c. 15k |
| **NE**<br>**de Tomas Ruiz de Velasco S.A.**<br>Spanish | **1090**<br>637<br>810 | BV | **1957** Ast. de T. Ruiz de Velasco—Bbo<br>221′ 6″ 32′ 4″ 15′ 2½″<br>194′ 11″ 32′ 2″ 18′ 0″<br>2 dks<br>conv dry cargo ship 65 | M Liquefied Gas Carrier Mchy.aft<br>L.31341<br>3 Ha | Oil 2SA 5Cy. 340×570 mm<br>900bhp<br>Atlas-Diesel Skm<br>12k |

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| **533902**<br>PEWB | **INE**<br>exStart-66 exMizar-51<br>exSursum Corda-47<br>**F. Kuipers**<br>**N.V. Scheepv. Bedr. "Gruno"**<br>Meppel Netherland | 203<br>91<br>260 | **100A1** TD 11/68 ~~SS 10/66~~<br>Mediterranean, Black Sea & Red Sea service, also European & north-west African coasting service including Azores<br>**LMC**<br>EL b | **1933** Schps. Waterhuizen J. Pattje—Waterhuizen<br>112' 10" 21' 10" 8' 0½"<br>107' 3" 21' 7" 8' 9"<br>P34' F12' 1 dk<br>R NS 3BH<br>WB28t | M Mchy.aft<br>1 Ho 62½'<br>G.13000 B.12000<br>1W Der 2(1) | Oil 4SA 3Cy. 230×430 mm<br>150bhp<br>Humboldt-Deutzmot |
| **516078**<br>UIFZ<br>M-16394<br>Df Esd<br>Gc Rdr | **INEI**<br>**U.S.S.R.**<br>Murmansk Russian | 420<br>88<br>258 | | **1958** O/Y Laivateollisuus A/B—Åbo<br>134' 2" 29' 10" 14' 1"<br>115' 6" 29' 9" 15' 0"<br>1 dk | Wood M Survey Ship<br>2 Ho<br>In.5721<br>2 Ha<br>2W Der 1(5) 1(3) | Oil 4SA 8Cy. 240×360 mm<br>Schwermasch. Karl Liebknecht |
| **540963**<br>UUKD<br>M-26373<br>Df Esd<br>Gc Rdr<br>RT | **INEJ**<br>exTrubadur-64<br>exBrita Thordén-63<br>**U.S.S.R.**<br>Tallin Russian | **3442**<br>1195<br>3480 | | **1957** Valmet O/Y—Hfs<br>406' 1" 53' 7" 21' 0"<br>370' 0" 53' 5"<br>F341' 1 dk & S dk | M Ref OSD<br>4 Ho<br>In.218740<br>4 Ha (each 21½'×12½')<br>8W Der 8(5) | Oil 2SA 10Cy. 630×1300 mm<br>Götaverken<br>Uddevallavarvet A/B |
| **514575**<br>DGMU<br><br>Df Esd | **INES**<br>exHeino-64<br>**Hermann Franz**<br>Hamburg W. German | 499<br>306<br>817 | GL | **1953** J. J. Sietas Schiffsw.—Ham<br>*153·0'* 27' 10" 13' 3"<br>152' 11" 27' 8" 15' 3"<br>2 dks<br>RW | M CSD<br>G.36000 B.33500<br>2 Ha | Oil 4SA 8Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| **516080**<br>CSBI<br>H478<br>Df Esd<br>Gc Rdr | **INFANTE DOM HENRIQUE**<br>**Companhia Colonial de Navegacao**<br>Lisbon Portuguese | **23306**<br>13658<br>— | ✠100A1 CS 9/65<br>✠LMC<br>✠Lloyd's RMC<br>MN4400 EL p†2⅔"SQ | **1961–9** S.S. Cockerill-Ougrée—Hbk<br>641' 8" 84' 5" 27' 0"<br>587' 3" 80' 4½" 46' 11"<br>B&F540' 3 dks, 4th dk fwd of mchy. space<br>9BH<br>rf 6" WB1983t | TS (1010P) Ref<br>In. 20556 | 4 S Turb dr geared to 2 sc.<br>22000shp Westinghouse<br>S.A. Cockerill-Ougrée<br>3WTB 790lb Sot 840° F.<br>db 100lb sg 100lb |
| **660610**<br>EEXE<br><br>Df RT | **INFANZON**<br>**Andres Ruiz de Velasco S.A.**<br>Gijon Spanish | 390<br>256<br>— | ✠100A1<br>✠LMC<br>MN92 EL f | **1966–3** Ast. del Cantabrico & Riera—Gjn<br>155' 7" 27' 8" 10' 4½"<br>142' 9" 27' 7" 11' 6"<br>P29' RFD18' 1 dk<br>RW 3BH<br>rf nil WB174t | M Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>coupling & dr reverse red.<br>460bhp<br>Klöckner-Humboldt-Deutz<br>3×40, 40, 10kW 220V d.c. |
| **516081**<br>ORMV | **INFATIGABLE**<br>**Soc. Anon. de Remorq. à Hélice**<br>Antwerp Belgian | 156<br>20<br>— | ✻Classed BC until 4/32 | **1927** Antwerp Eng. Co.—Ant<br>*93·5'* 21' 4" 12' 7½"<br>... ... ...<br>R | S Tug | T 3Cy. 13½" 21½" & 34½"×<br>Emade<br>Vulcan Werke |
| **516082**<br>CXCP<br><br>Esd Rdr<br>RT | **ING. PABLO M. FERRES**<br>**Uruguayan Government (Administracion Nacional de Puertos)**<br>Montevideo Uruguayan | 168<br>24<br>— | AB | **1961** Cant. Del Tirreno—Gen<br>*96·1'* 12' 6"<br>85' 4" 24' 0" 13' 9"<br>1 dk<br>RW<br>BK6" | M Tug | Oil 2SA 8Cy. 280×500 mm<br>1000bhp<br>Cant. Nav. Riuniti |
| **516083**<br>OFUX<br>483<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **INGA**<br>exKongsstein-55<br>**Lovisa Ångf. A/B**<br>A/B R. Nordström & Co. O/Y<br>Lovisa Finnish<br>Now **SPYROS II** See New Entries No. 10 | **10375**<br>5990<br>16400 | NV | Lch. **1942** Cmd. **1945** Kockums M/V A/B—Mmo<br>533' 4" 63' 2" 29' 10½"<br>500' 10" 63' 0"<br>P95' B31' F60' 1 dk | M Tanker (3P) Mchy.aft<br>20 Ta<br>L.778520 HeCls. BC<br>Der 7(5) | Oil 2DA 8Cy. 600×1100 mm<br>6500bhp<br>Kockums M/V A/B<br>3×210, 150, 110kW 220V |
| **516084**<br>SHQN<br>9829<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **INGA**<br>~~Förvaltnings A/B Transterra~~<br>~~Hans W. Hök~~ **A/B Transmarin**<br>Helsingborg Swedish | **2382**<br>972<br>3745<br>3860<br>1915<br>4450 | ✠100A1 CS 8/66<br>Str. nav. Ice<br>✠LMC<br>MN450 EL v | **1958–4** Helsingborgs Varfs A/B—Hbg<br>345' 5" 47' 8" 19' 3"/21' 3"<br>312' 0" 47' 6" 32' 0"<br>F37' 1 dk & S dk<br>Coll & mchy. BH to S dk 3 to 2nd dk<br>rf 2" WB1262t incl. DTm242t | M (2P) OSD/CSD Mchy.aft<br>2 Ho 121½', 70½'<br>G.240820 B.225288<br>3 Ha (each 39½'×23')<br>Der 4(3) | Oil 2SA 6Cy. 520×900 mm<br>2250bhp<br>A/B Götaverken<br>3×110, 110, 75kW 220V d.c. |
| **516085** | **INGA**<br>exHans<br>**Mrs. S. C. E. Boyt**<br>British | 207<br>149<br>300 | BV | **1907** J. Christensen—Marstal<br>*109·3'* 23' 7"<br>... ... ... | Wood Aux Sr | Oil 2SA 2Cy. 330×340 mm<br>NE32<br>J. & C. G. Bolinders |
| **516088**<br>DDPG<br><br>Df Esd<br>Gc Rdr | **INGA BASTIAN**<br>**Partenreederei m.s. "Inga Bastian"**<br>Helmut Bastian<br>Bremen W. German | **1596**<br>949<br>2540 | GL | **1958** Abeking & Rasmussen—Lemwerder<br>259' 10" 39' 0" 17' 2"<br>38' 8" 18' 11"<br>P56' Q11' F24' 1 dk<br>RW len 59 | M Mchy.aft<br>G.114161 B.108762<br>2 Ha | 2 Oil 4SA each 10Cy.<br>geared to sc. shaft<br>1700bhp NE65<br>Masch. Kiel G.m.b.H. |
| **650091**<br>DNHE<br><br>Df Esd<br>Gc Rdr<br>RT | **INGA SABINE**<br>**Partenreederei m.s. "Inga Sabine"**<br>Hugo Bartels<br>Hamburg W. German | 499<br>310<br>996<br>**999**<br>705<br>1790 | GL | **1964** J. J. Sietas Schiffsw.—Ham<br>245' 6" 35' 8" 12' 4½"/16' 5"<br>224' 0" 35' 5" 19' 8"<br>B33' F30' 1 dk & S dk | M OSD/CSD Mchy.aft<br>G.85697 B.74816<br>4 Ha<br>4W Cr1(3) | Oil 4SA 8Cy.<br>1000bhp<br>Klöckner-Humboldt-Deutz |

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| **NGA THOLSTRUP**<br>**/S Trans-Kosan**<br>Copenhagen<br>Danish | 2000<br>1122<br>2500 | BV | **1965** Aalborg Værft A/S—Abg<br>273′ 4″ 41′ 4″ 18′ 1″<br>249′ 4″ 41′ 0″ 21′ 4″<br>1 dk | M Liquefied Gas Carrier<br>Mchy.aft | Oil 4SA 8Cy. 400×580 mm<br>2000bhp 376t<br>Klöckner-Humboldt-Deutz Kln |
| **NGANE**<br>Skagenhörn-64 exColonia-61<br>**Smith's Coasters (Pty) Ltd.**<br>Grindrod, Gersigny & Co.<br>(Pty) L'td.<br>Durban<br>S. African | 1000<br>517<br>—<br>1585<br>946<br>2170 | GL | **1953** Fr. Lürssen—Bmn<br>251′ 11″ 36′ 1″ 14′ 3½″/17′ 10⅛″<br>35′ 11″<br>F30′ H62′ 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>G.102678 B.96500 | Oil 4SA 8Cy. 385×580 mm<br>1350bhp 137t<br>Masch. Kiel A.G. Kel<br>11¼k |
| **NGE**<br>**Kölner Reederei G.m.b.H.**<br>Fisser & Van Doornum<br>Bremen<br>W. German | 19975<br>12574<br>28780 | GL | **1961** Rheinstahl Nordseewerke—Emd<br>619′ 10″ 83′ 8″ 33′ 10″<br>591′ 3″ 83′ 4″ 47′ 11″<br>1 dk<br>RW<br>rf nil | M Bulk Carrier (12P) Mchy.aft<br>7 Ho 50½′, 72¼′, 49¼′, 72¼′, 49¾′, 72¼′, 52½′<br>G.1282761<br>7 Ha (stl) (29½′, 52½′, 29½′, 52½′, 29½′, 52½′, 29½′×36′)<br>2W Der 1(7½) 2(3) | Oil 2SA 6Cy. 780×1550 mm<br>9000bhp 1662t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×280kW 440V 60c/s |
| **NGE**<br>**Partenreederei m.s. "Inge"**<br>Schulte & Bruns<br>Loga<br>W. German | 211<br>130<br>562 | GL | **1966** Deutsche Industrie-Werke A.G.—Bln<br>163′ 7″ 29′ 8″ 9′ 3″<br>148′ 6″ 29′ 5″ 16′ 7″<br>P40′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 105<br>G.40000 B.36000<br>1 Ha (81′×16¼′)<br>2W Der 2(2) | Oil 4SA 6Cy. 220×280 mm reduction geared<br>435bhp 34t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>9¾k |
| **NGE FIEDLER**<br>Süd-West<br>Erich Fiedler<br>Johs. Thode<br>Hamburg<br>W. German | 383<br>257<br>610 | GL | **1950** J. J. Sietas Schiffsw.—Ham<br>*153·4′* 24′ 8″ 11′ 4″<br>12′ 6″<br>P30′ F20′ 1 dk<br>RW len 54 | M<br>G.30025 B.28258<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. Kel<br>8k |
| **NGE FRANK**<br>**Rederiet H. & P. Shipping**<br>I/S<br>C.H. Petersen<br>jle<br>Danish | 499<br>320<br>1208 | BV | **1966** Husumer Schiffsw.—Husum<br>220′ 2″ 34′ 4″ 12′ 9″<br>197′ 1″ 34′ 3″ 19′ 10″<br>P46′ B43′ F33′ 1 dk & S dk | M OSD Mchy.aft<br>2 Ho 151¼′, 141¾′<br>G.84280 B.77600<br>2 Ha (stl) (65′, 37¼′×20¾′)<br>5W Der 1(10) 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 96t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>12¼k |
| **NGE MEYN**<br>Paul-65<br>itz Meyn<br>mburg<br>W. German | 422<br>281<br>640 | GL | **1949** Schiffsw. W. Holst—Ham<br>*152·5′* 26′ 4″<br>12′ 8″<br>P30′ F15 1 dk<br>R len 51 & 57 | M<br>1 Ho 98½′<br>G.30100 B.28500<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 290×423 mm<br>245bhp 19t (d.o)<br>Masch. Kiel A.G. Kel<br>8½k |
| **NGE S**<br>Gerlinde-65<br>eike Schlüter-58 exFrieda<br>nst Sierck<br>ndsburg<br>W. German | 383<br>200<br>513 | GL | **1912** F. Lemm—Boizenburg<br>138′ 2″ 28′ 0″ 9′ 5″<br>27′ 10″ 10′ 6″<br>P29′ F20′ 1 dk<br>RW | M<br>1 Ho 85¼′<br>G.26334 B.24376<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 270×360 mm<br>250bhp NE50 17t<br>Klöckner-Humboldt-Deutz Kln<br>8½k |
| **NGEBORG II**<br>ilhelm tom Wörden<br>~~ilhelm & Klaus-Wilhelm~~<br>~~tom Wörden~~<br>~~helm tom Wörden~~<br>mburg<br>W. German | 499<br>315<br>910 | GL | **1953** Stader Schiffsw.—Stade<br>*144·3′* 27′ 10″ 13′ 5¾″<br>144′ 4″ 27′ 8″ 15′ 3″<br>Q31′ F26′ 1 dk<br>RW len 54 | M Mchy.aft<br>1 Ho 98½′<br>G.38862 B.35950<br>1 Ha (75½′×17′)<br>Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| **NGEBORG III**<br>Kehrwieder-34<br>Siegfried Ringst<br>rake<br>W. German | 166<br>~~113~~ 100<br>— | | **1917** G. Schuldt—Stralsund<br>*117·1′* 21′ 10″<br>8′ 8″<br>1 dk<br>R conv sailing ship 34 len 56 | M | Oil 4SA 4Cy. 220×360 mm<br>125bhp NE34<br>Humboldt-Deutzmot. Köln-Deutz |
| **NGEBORG RINDE**<br>**A/S Holmen-Hellefos**<br>Kell Rinde<br>~~mmen~~<br>agerø<br>Norwegian | 3971<br>2390<br>5550 | NV | **1967** Drammen Slip & Verk.—Dmn<br>351′ 1″ 52′ 7″ 21′ 5¼″<br>350′ 0″ 52′ 6″ 26′ 6″<br>1 dk<br>rf 4″ | M Mchy.aft<br>3 Ho 49¼′, 88½′, 88½′<br>G.290443 B.270580<br>3 Ha (stl) (38¼′. 63¼′ comb., 63¼′ comb.×27¾′)<br>10W Der 4(10) 6(5) | Oil 2SA 7Cy. 480×700 mm<br>3000bhp 380t (hvf)<br>Sulzer Bros. Ltd. Win<br>3×130kW 440V 60c/s a.c. 13k |
| **NGELA**<br>Knudshoved-54<br>Valkyrien-48<br>**Rederi A/B Ingela**<br>H. Görling<br>mögen<br>Swedish | 394<br>182<br>448 | BV | **1907** Burmeister & Wain—Cpn<br>162′ 0″ 25′ 2″ 13′ 0″<br>25′ 0″<br>B31′ F27′ 1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.24200<br>2W | Oil 2SA 6Cy. 230×400 mm<br>360bhp NE48 20t<br>Frederikshavns Jernst. & Msk. Fkn<br>9k |
| **NGENIERO HERMITTE**<br>unched as Ministro Eugenio A. Blanco<br>**gentine Government**<br>**(Yacimientos Petroliferos Fiscales)**<br>nos Aires<br>Argentine | 12443<br>7518<br>— | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN2100 EL h†2¾″U2 | **1967**–4 Empresa Nacional "Bazan"—Frl<br>564′ 8″ 71′ 4″ 30′ 2¾″<br>530′ 0″ 71′ 1½″ 39′ 2″<br>P104′ B40′ F58′ 1 dk<br>RW 13BH<br>rf 6″ WB797t | M Tanker Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer<br>Empresa Nacional "Elcano" Val<br>2WTAuxB 200lb<br>2×336kW 380V 50c/s a.c. |

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| 516106<br>LRBN<br>15F<br>RT | **INGENIERO LUIS A.<br>HUERGO**<br>**Argentine Government<br>(Yacimientos Petroliferos<br>Fiscales)**<br>Buenos Aires Argentine | 3327<br>1993<br>5526 | ✠Classed LR until 9/21 | **1917–4** Fore River S.B. Corp.—Qcy<br>343' 7" 46' 2" 22' 1½"<br>... ... ...<br>P71' B27' F31' 2 dks<br>R | S Tanker Mchy.aft<br>12 Ta<br>L.190276 HeCls. BC | T 3Cy. 22" 37" & 60"×<br>Fore River S.B. Corp. |
| **652074** | **INGENIERO RECA**<br>**Yacimientos<br>Petroliferos Fiscales**<br>Buenos Aires Argentine | 2000<br>—<br>3500 | **100A1**<br>oil tanker<br>**Class contemplated** | Anglo-Argentine Ast.—B.As<br>266' 0" 40' 6" 15' 5½"<br>248' 8" 40' 4½" 16' 5" | M Tanker Mchy.aft | Oil 4SA 8Cy. 400×500 mm<br>[illegible]<br>Masch. Augsburg-Nürnberg |
| 516110<br>TMQN<br>Df Esd<br>RT | **INGÉNIEUR-EN-CHEF<br>HANFF**<br>exLe Majungais–66<br>exIngénieur en Chef Hanff–64<br>exPoolster–49<br>exElveshörn–49<br>**Soc. de Transports<br>Maritimes de Majunga**<br>Majunga French | 235<br>100<br>281 | BV | **1937** D. W. Kremer Sohn—Elmshorn<br>*120·0'* 22' 2" 6' 11"<br>22' 0"<br>1 dk<br>R | M Mchy.aft<br>2 Ha (19¾', 19¾'×13¾')<br>Der 2(1½) | Oil 4SA 3Cy. 280×420 mm<br>150bhp<br>Deutsche Werke A.G. |
| 516111<br>TVNU | **INGÉNIEUR MINARD**<br>exNomadic–34<br>**Cie. Cherbourgeoise de Re-<br>morquage & de Sauvetage**<br>Cherbourg French | 1273<br>814<br>1316 | BV | **1911** Harland & Wolff Ltd.—Bel<br>*221·0'* 37' 1" 7' 8½"<br>36' 11"<br>Q23' B72' 2 dks<br>R | TS Tender (500P)<br>1 Ha<br>2W | C 4Cy. 13½" & 27"×18"<br>500ihp<br>Harland & Wolff Ltd.<br>2×11kW 110V d.c. |
| 516112<br>TVCB | **INGÉNIEUR REIBELL**<br>exSir Walter Raleigh–48<br>**Cie. Cherbourgeoise de Re-<br>morquage & de Sauvetage**<br>Cherbourg French | 478<br>160<br>— | BV<br>✠Classed LR until 4/36<br>**BROKEN UP** | **1908–5** Cammell Laird & Co. Ltd.—Bkn<br>*145·9'* 38' 8" 9' 11"<br>38' 6"<br>1 dk & Prom dk<br>R | TS Tender (100P)<br>2W | T 6Cy. 15" 23" & 38"×24"<br>1200ihp<br>Cammell Laird & Co. Ltd.<br>2×10kW 110V d.c. |
| 516113<br>KCSA<br>248001<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **INGER**<br>exTransnorthern–62<br>exWang Hunter–60<br>exAtlantic Exporter<br>exFort Caspar–46<br>**Fox Shipping Inc.**<br>Reynolds Metals Co.<br>New York United States | 14192<br>10207<br>22260 | AB | **1962** (Cargo section) Schlieker Werft<br>Willy H. Schlieker K.G.—Ham<br>**1945** (Fwd & aft sections) Sun S.B. &<br>D.D. Co.—Chester, Pa<br>626' 0" 75' 4" 30' 4¾"<br>605' 6" 75' 0" 43' 9"<br>1 dk<br>RW<br>rf nil conv tanker 62 | T-E Bulk Carrier (4P) Mchy.aft<br>Self-unloader<br>5 Ho 72', 80', 80', 80', 80'<br>5 Ha (stl) (52', 70', 70', 70', 70'×40')<br>Cr 2(15) | S Turb 7240shp driving<br>2400V a.c. connected<br>7000shp (Sy)<br>Westinghouse Elec. &<br>5×600,600,110,32½,5½kW |
| 516115<br>OUVD<br>RTm/h/v | **INGER**<br>exCorrie<br>**M. H. Simonsen**<br>Hobro Danish | 132<br>73<br>207 | | **1916** Bodewes—Millingen<br>109' 11" 21' 10" 10' 0"<br>21' 8"<br>R len 44 | Aux Mchy.aft<br>1 Ho 52½'<br>1W Der 1(2) | Oil 2SA 4Cy. 180×300 mm<br>120bhp NE44<br>Möller & Jochumsen A/S<br>1×2kW 27V |
| 650494<br>OYTV<br>Df Esd<br>Rdr<br>RTm/v | **INGER ANDREASEN**<br>**Holger Andreasen**<br>Copenhagen Danish | 399<br>236<br>672 | GL | **1964** J. J. Sietas Schiffsw.—Ham<br>176' 1" 28' 4" 10' 5"<br>155' 0" 28' 3" 11' 8"<br>1 dk | M Mchy.aft<br>1 Ho 108½'<br>G.28800 B.26000<br>2 Ha (each 41'×17')<br>2W Der 2(3) | Oil 2SA 6Cy. 240×400 mm<br>500bhp<br>Alpha-Diesel A/S<br>3×10kW 220V d.c. |
| 516117<br>DLWK<br>Df Esd<br>Pfd Rdr<br>RTm | **INGER CLAUSEN**<br>**Cimbria Reederei A.G.**<br>Flensburg W. German | 351<br>162<br>428 | BV | **1958** Titovo Brodogradiliste—Kraljevica<br>178' 3" 28' 7" 10' 3"<br>28' 0" 18' 0"<br>Q26' B29' 1 dk & S dk<br>len 65<br>rf 4" | M Cattle Carrier OSD Mchy.aft<br>1 Ho 106½'<br>G.1378 B.1305<br>2 Ha (each 27'×12')<br>Cr 1(3) | Oil 2SA 4Cy.<br>hydraulic coupling<br>440bhp B&W<br>Alpha-Diesel A/S<br>3×48, 48, 12kW 230V d.c. |
| 516119<br>OYTB<br>Df Pfd<br>RTm | **INGER KLIT**<br>**W. Klitgaard-Lund**<br>C. L. Klitgaard-Lund<br>~~Karrebæksminde~~ Danish<br>Frederiksværk | 149<br>70<br>250 | BV | **1954** H. C. Christensens Stålskibs—<br>Marstal<br>107' 9" 21' 6" 9' 0"<br>101' 7" 21' 4" 9' 1"<br>P31' 1 dk<br>RW | Aux Gl Mchy.aft<br>1 Ho 45'<br>G.10800 B.9500<br>1 Ha (39½'×—')<br>2W Cr 1(2) Der 1(5) | Oil 2SA 3Cy. 230×400 mm<br>185bhp<br>Alpha-Diesel A/S |
| 516120<br>JWOV<br>Df Esd<br>Gc Rdr<br>RT | **INGER KNUDSEN**<br>**D/S A/S Lisbeth**<br>Knut Knutsen O.A.S.<br>Haugesund Norwegian | 19255<br>11266<br>~~00020~~<br>31970 | NV | **1958** A/B Götaverken—Got<br>650' 1" 82' 1" 34' 0¾"<br>605' 0" 82' 0" 46' 3"<br>P152' F87' 1 dk | M Tanker Mchy.aft<br>23 Ta<br>L.1431547 HeCls. BC | Oil 2SA 10Cy. 760×1500 mm<br>11500bhp<br>A/B Götaverken |
| 516122<br>OYQI | **INGER POULSEN**<br>exJosefa–52 exMary Win–50<br>exInger–45 exAdelheid–36<br>exNelly Marie<br>**Jens E. F. Væver**<br>Nörresundby Danish | 122<br>64<br>170 | BV | **1916** Gebr. Fikkers—Muntendam<br>90' 7" 21' 10" 10' 3"<br>... ... ...<br>1 dk<br>R | Aux Gl Mchy.aft | Oil 2SA 2Cy. 230×400 mm<br>120bhp NE46<br>Frederikshavns Jern. |

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| **INGER SKOU**<br>**Ove Skou Rederi A/S**<br>Ove Skou<br>Copenhagen<br>Danish | **4262**<br>2342<br>7000<br>**6460**<br>3703<br>8950 | ✠100A1<br>DTm & tunnel side tanks<br>—oil FP above 150° F.<br>or vegetable oil<br>✠LMC<br>MN1300 | <br><br><br><br><br>EL z 1$\frac{13}{16}$″SQ | **1964–8** Helsingör Skibs. & Msk.—Hsg<br>427′ 6″ 56′ 8″ 23′ 11¼″/27′ 6″<br>391′ 7″ 56′ 5″ 35′ 2″<br>F88′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br><br>rf 4″ WB2629t incl. Tunnel tanks 225t DTm1054t | M (12P) OSD/CSD<br>4 Ho 46′, 97¾′ comb., 64¾′, 50½′<br>G.485000 B.435000<br>5 Ha (stl) (27′, 36¾′, 37½′, 37½′, 35′×20½′)<br>16W Der 2(25) 4(10) 12(5) | Oil 2SA 6Cy. 620×1400 mm<br>6500bhp B&W 950t (hvf)<br>Helsingör Skibs. & Msk. Hsg<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×280kW 440V 60c/s a.c. 16½k |
| **INGER VICTOR**<br>**Partrederi Inger Victor**<br>Wonsild & Søn<br>Køge<br>Danish | **300**<br>190<br>607 | | <br><br>BV | **1965** Frederikshavn V. & T. A/S—Fkn<br>157′ 6″ 30′ 1″ 11′ 0″<br>141′ 9″ 30′ 0″<br>1 dk & S dk<br>rf 2″ | M OSD Mchy.aft<br>2 Ho 100¼′, 40¼′<br><br>2 Ha (35½′, 71′ comb.×16½′)<br>Der 2(2) | Oil 2SA 5Cy. 240×400 mm<br>300bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>2×15kW 220V d.c. |
| **INGERSEKS**<br>A S Inger<br>Jacob Kjöde A/S<br>Bergen<br>Norwegian | **5000**<br>2815<br>7420 | | <br><br>NV | **1958** A/B Ekensbergs Varv—Skm<br>386′ 1″ 52′ 9″ 24′ 10″<br>354′ 4″ 52′ 6″ 31′ 0″<br>P106′ F46′ 1 dk<br>rf 3″ | M (8P) Mchy.aft<br>2 Ho each 114¾′<br>G.322000<br>4 Ha (stl) (each 44½′×28½′)<br>8W Der 8(5) | Oil 2SA 6Cy. 500×1100 mm<br>3450bhp 1000t (hvf)<br>Burmeister & Wain Cpn<br>3×185kW 220V 60c/s a.c. 13k |
| **INGERTRE**<br>A/S Inger<br>Jacob Kjöde A/S<br>Bergen<br>Norwegian | **5078**<br>2705<br>7250 | | <br><br>NV | **1954** A/S Fredriksstad M/V—Fks<br>388′ 11″ 54′ 1″ 23′ 5¾″<br>360′ 0″ 53′ 11″<br>P81′ F39′ 1 dk<br>RW<br>rf nil | S (8P) Mchy.aft<br>4 Ho 61¼′, 63¼′, 63¼′, 61′<br>G.328390 B.308760<br>4 Ha (stl) (38½′×26′) (39′, 39′, 39′×33′)<br>8W Der 1(30) 8(3) | C 4Cy. (2) 16¾″ & (2) 40″×36$\frac{9}{16}$″<br>1850ihp 547t (o.f)<br>A/S Fredriksstad M/V Fks<br>2×25kW |
| **INGIBER OLAFSSON II**<br>**Jon Ingibersson Partrederi**<br>Ytri-Njardvik<br>Icelandic | **247**<br>102<br>— | | <br><br>NV | **1964** Brattvåg Skipsbyggeri A/S—Brattvåg<br>111′ 6″ 23′ 1″<br>98′ 0″ 22′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 5¾″×8″<br>510bhp<br>Caterpillar Tractor Co. Peoria |
| **NGKABIR**<br>**Cia. Nav. Ingkabir S.A.**<br>Monrovia<br>Liberian | 607 ~~**499**~~<br>401 ~~**316**~~<br>866 | ✠100A1<br><br>✠LMC<br><br>MN150 | SS 8/68<br><br><br><br>EL i | **1964–6** Schps. v/h de Groot & v. Vliet—Slikkerveer<br>215′ 5″ ~~184′ 11″~~ 29′ 11″ 11′ 9″<br>200′ 5″ ~~170′ 0″~~ 29′ 6½″ 13′ 5″<br>F30′ RAD39′ 1 dk<br>RW 3BH len 68<br>rf 3″ ~~WB193t~~ WB1165t | M Mchy.aft<br>~~1 Ho 115¾′~~<br>~~G.38746 B.36897~~<br><br>2W Der 2(3) | Oil 4SA 6Cy. 320×480 mm<br>750bhp 59t<br>Motorenw. Mannheim Mhm<br>~~10½k~~ |
| **NGLEBY CROSS**<br>**es Towing Co. Ltd.**<br>illiam Crosthwaite & Son<br>ddlesbrough<br>British | **132**<br>—<br>24 | ✠100A1<br>tug<br>✠LMC<br><br>MN150 | SS 10/67<br><br><br><br>EL (a) | **1955–10** Scott & Sons—Bwg<br>86′ 2″ 23′ 11″ 10′ 3¾″<br>80′ 0″ 23′ 6″ 11′ 0″<br>R 3BH<br>rf 18″ BK6″ | M Tug | Oil 2SA 4Cy. 368×483 mm with sr gearing<br>750bhp (d.o)<br>Crossley Bros. Ltd. Mch |
| **w GRIBBIN HEAD** See New Entries **No. 2** | | | | | | |
| **NGLETON**<br>xThistleroy-66<br>**merston Shipping Co. Ltd.**<br>apman & Willan Ltd.<br>nderland<br>British | **T.Mk**<br>**5485**<br>3011<br>**10468**<br>**7809**<br>4519<br>**11785** | ✠100A1<br><br>✠LMC<br><br>MN880 | SS 8/65<br><br><br><br>EL b†2$\frac{1}{16}$″SQ | **1960–9** J. L. Thompson & Sons Ltd.—Sld<br>452′ 4″ 59′ 8″ ~~28′ 10¼″~~ 26′ 8″/28′ 10¾″<br>421′ 0″ 59′ 6″ 38′ 2″<br>P32′ F35′ 2 dks<br>7BH to U dk 1 to 2nd dk<br>rf 6″ WB3267t incl. DTma844t | M ~~CSD~~<br>5 Ho 56¼′, 67′, 50′, 47½′, 72′, 50′ DT, 20′ DT<br>G.587820 B.531630<br>5 Ha (stl) (33′, 35′, 25′, 40′, 35′×20′)<br>10W Der 10(10) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp 1008t (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>AuxB 120lb<br>3×165kW 220V d.c. 13¾k |
| **NGO**<br>**nnar Karlsson Partrederi**<br>rundsund<br>Swedish | **348**<br>158<br>— | | <br><br>NV | **1966** A/S Hommelvik M/V—Hommelvik<br>131′ 2″ 27′ 1″ 13′ 10″<br>114′ 11″ 27′ 0″ 13′ 11″<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br><br>2 Ha (each 8¼′×10½′)<br>1W Der 1(3) | Oil 4SA 12Cy. 250×300 mm<br>1840bhp<br>Nydqvist & Holm A/B Thn<br>2×72, 36kW 220V 50c/s a.c.<br>Controllable pitch propeller 14k |
| **NGO**<br>ne Durk<br>llandsö<br>Swedish | **147**<br>105<br>197 | | <br><br>BV | **1922** Sjötorps Varv—Sjötorp<br>*86·3′* 22′ 4″ 10′ 0″<br>… … … | Wood Aux Sr Mchy.aft | Oil 2SA 2Cy. 350×410 mm<br>150bhp NE49<br>A/B Jönköpings Motfb. Jönköping |
| **NGODD**<br>Jamal-57 exTambur-56<br>Storhaug-54 exSvea<br>North City<br>A/S Sandfrakt<br>Bergen<br>Norwegian | **129**<br>54<br>— | <br><br>✠Classed LR until 1/04 | | **1890–1** J. Duthie Sons & Co.—Abn<br>103′ 5″ 19′ 7″ 10′ 6″<br>… … …<br>1 dk<br>R | M Trawler | Oil 2SA 2Cy. 340×360 mm<br>120bhp Emade39refitted47<br>D. Daedkap, Jr. Ams |
| **NGOLFUR ARNARSON**<br>**ndsutgerd Reykjavikur**<br>Reykjavik<br>Icelandic | **654**<br>243<br>— | ✠100A1<br>trawler<br>✠LMC | SS 7/64<br><br><br><br><br>EL(j)x | **1947–2** Cochrane & Sons Ltd.—Sel<br>193′ 5″ 30′ 4″<br>175′ 0″ 30′ 0″ 16′ 0″<br>Q92′ F34′<br>3BH<br>BK8″ WB62t | S Trawler | T 3Cy. 16½″ 28½″ & 47″×30″<br>1250ihp (o.f)<br>Amos & Smith Ltd. Hul<br>SB 225lb Spt hs(4035) 3cf |
| **NGÖY**<br>**mark Fylkesrederi &**<br>**Ruteselskap**<br>mmerfest<br>Norwegian | **433**<br>188<br>— | | | **1950** Drammen Slip & Verk.—Drammen<br>144′ 4″ 25′ 6″ 11′ 4″<br>25′ 4″<br>2 dks | M<br><br><br>2 Ha (7¼′×6½′) (5½′×5¾′)<br>2W Der 1(5) 2(2) | Oil 2SA 4Cy. 345×375 mm<br>600bhp<br>Nydqvist & Holm A/B Thn<br>12k |

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| 521709<br>WH7217<br>273709 | **INGRAM LAY BARGE**<br>**No. 4**<br>exMagic–65<br>**Ingram Contractors Inc.**<br>New Orleans United States | 2586<br>2586<br>— | 100A SS 8/65<br>Brazil service within 50<br>miles offshore<br>EL (q) | **1957** Marine Fabricating & Eng. Co.—<br>Houston<br>264' 0" 73' 8" 6' 1"<br>260' 0" 73' 0" 13' 3"<br>1 dk<br>6BH widened 65<br>rf nil WB957t incl. DTsa702t | Pontoon | |
| 507362<br>ELFO<br>2862<br>Df Esd<br>Gc Rdr<br>RTm/v | **INGRID**<br>exCity of Coventry–67<br>**Austin Navigation**<br>**Corp. Ltd.**<br>Monrovia Liberian | 7252 ~~7569~~<br>4152 ~~4400~~<br>10810 | ~~✠100A1 SS 11/62~~<br>~~with fod DTsm & DTa—~~<br>~~dll FP above 150° F. or~~<br>~~vegetable oil or latex~~<br>~~✠LMC~~<br>~~MN1604 EL dt~~<br>✠Class **WITHDRAWN**<br>4/68 **BV** | **1949**–9 Swan, Hunter & Wghm Rchdsn<br>—Wal<br>485' 4" 61' 10" 28' 9½"<br>450' 8" 61' 6" 41' 9"<br>F43' 2 dks & S dk, 4th dk in way of No. 1 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB3147t incl. DTsm989t DTa691t | S (12P) OSD<br>4 Ho 51½', 108½', —' DT, 35', 75'<br>G.642925 B.577240<br>5 Ha (22½'×18') (59½' comb.×20½')<br>(15'×18') (32½', 20'×20½')<br>16W Der 1(50) 1(20) 8(10) 8(7) | 3 S Turb sr geared to sc. sha<br>7920shp<br>Wallsend Slpwy & E. Co. Ltd<br>2WTB 300lb Spt 290lb<br>3×30kW 110V d.c. |
| 522087<br><br><br>Df Esd<br>RT | **INGRID**<br>exMarcel–67<br>**Ingrid Investments S.A.**<br>Panama Panamanian | *557*<br>*260*<br>650 | | **1939** S.A.B.A.R.N.—Bruges<br>*177·2'* 28' 7"<br>28' 5"<br>P49' F28' 1 dk<br>R | M Mchy.aft<br>2 Ho 51½', 49½'<br>G.31000 B.28000<br>2 Ha (each 37½'×18')<br>Der 2(3) | Oil 4SA 6Cy. 380×580 mm<br>650bhp<br>Soc. d'Elec. & Méc.<br>2×24kW 110V d.c. |
| 525161<br>DGYG<br><br>Esd | **INGRID**<br>exNiederelbe–65<br>**Richard Köser**<br>Hamburg W. German | 297<br>199<br>493 | GL | **1937** C. Lühring—Brake<br>*110·8'* 23' 0" 10' 2"<br>22' 10" 11' 2"<br>P29' F18' 1 dk<br>R len 55 | M Mchy.aft<br>2 Ha | Oil 4SA 6Cy. 280×420 mm<br>155bhp<br>Deutsche Werke A.G. |
| 660361<br>LDOS<br><br>Df Esd<br>Gc Rdr<br>RTm | **INGRID**<br>**Brødrene Rønneberg**<br>Moss Norwegian | 199<br>125<br>360 | NV | **1966** Hjørungavåg Verksted A/S—<br>Hjørungavåg<br>117' 10" 24' 4" 11' 0½"<br>104' 11" 24' 3½" 11' 8"<br>P28' B15' F20' 1 dk<br>rf 19½" BK4" | M Mchy.aft<br>1 Ho 69'<br>G.16000 B.14700<br>1 Ha (56'×14½')<br>2W Der 2(3) | Oil 4SA 6Cy. 5¾"×6½"<br>325bhp<br>Caterpillar Tractor Co.<br>2×15kW 230V 50c/s a.c.<br>Controllable pitch propelle |
| 516138<br>OGIS<br>518 | **INGRID**<br>**Esko Sutinen**<br>Porvoo/Borgå Finnish | 112<br>53<br>170 | **SUNK BY ICE 12/67** | **1927** Sjötorps Varv—Sjötorp<br>76' 7" 22' 10"<br>… … … | Wood M | Oil 2Cy. 420×325 mm<br>110bhp NE35<br>A/S Vølund |
| 660940<br><br><br>Df Esd<br>RT | **INGRID**<br>**Yagan Pesquera S.A.**<br>Mar del Plata Argentine | 100<br>—<br>— | ✠100A1<br>trawler<br>**LMC**<br>MN100 EL (a) | **1966**–12 Ast. Anibal Vanoli—<br>Pto. Quequen<br>82' 0" 20' 1"<br>70' 11" 20' 0" 10' 2"<br>F15'<br>5BH<br>rf 35" BK7" WB14t | M Trawler Mchy.aft | Oil 4SA 6Cy. 6¼"×8"<br>500bhp<br>Caterpillar Tractor Co.<br>2×3½, 9kW 380V 50c/s a.c. |
| 522336<br>ZSUB<br>350454<br>Df Esd | **INGRID ANNE**<br>exMaria Theresa–65<br>exHai Tien–55<br>exJames I. McKay–46<br>**First Freighters (Pty.) Ltd.**<br>Cape Town S. African | 7282<br>4637<br>10975 | AB<br>**BROKEN UP** | **1943** N. Carolina S.B. Co.—Wmn<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.562607 B.499577<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>8W Der 1(15) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 512132<br>DGKP | **INGRID BLANCK**<br>exFrieda–63 exFortuna–38<br>exFahrwohl<br>**August Blanck**<br>Hamburg W. German | 149<br>106<br>157 | BV | **1929** Ernst Menzer—Geesthacht<br>*116·3'* 17' 10"<br>7' 3"<br>1 dk<br>R len 55 | M | Oil<br>[illegible] |
| 516140<br>SMAN<br>9678<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **INGRID BRODIN**<br>**Rederi A/B Poseidon**<br>~~Olof Brodin~~ Lars Brodin<br>Stockholm Swedish | T.Mk<br>3436<br>1761<br>6143<br>5231<br>2891<br>7720 | ✠100A1 SS 5/66<br>✠**LMC**<br>MN960 EL y | **1956**–6 Öresundsvarvet A/B—Lkr<br>399' 10" 53' 2" 25' 5"/26' 10½"<br>375' 0" 53' 0" 34' 0"<br>P29' F86' 2 dks<br>6BH to U dk<br>rf 6" WB1265t incl. Tunnel tanks 185t | M (4P)<br>5 Ho 58½', 53½', 55½', 55½', 62½'<br>5 Ha (27', 30½', 30½', 30½', 30½'×18')<br>Der 1(30) 2(10) 8(5) | Oil 2SA 8Cy. 630×1300 mm<br>4800bhp<br>A/B Götaverken<br>3×140kW 220V |
| 516141<br>LLRJ | **INGRID G.**<br>**Hj. Gröntvedt**<br>Trondheim Norwegian | 101<br>37<br>— | | **1945** Kirksæteröra Skips.—Kirksæteröra<br>*91·7'* 21' 2"<br>… … … | Wood M | Oil 2SA 3Cy.<br>Haldorsen & Sønner |
| 661658<br>SDMN<br>10730<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **INGRID GORTHON**<br>**Rederi A/B Gylfe**<br>Stig Gorthon<br>Helsingborg Swedish | 4053<br>2174<br>5619 | ✠100A1<br>Ice Class 1<br>✠**LMC**<br>MN800 EL w 1⁵⁄₁₆" U2 | **1966**–10 O/Y Wärtsilä A/B—Åbo<br>335' 0" 52' 0" 24' 9½"<br>318' 9" 51' 10" 30' 6"<br>F40' 1 dk, 2nd dk in No. 2 hold<br>6BH<br>rf 4" WB2276t | M Mchy.aft<br>4 Ho 50½', 56', 56', 56'<br>G.269944 B.265325<br>4 Ha (stl) (27½'×20½') (39½', 39½',<br>39½'×36')<br>Cr 4(5) | Oil 2SA 5Cy. 580×1000 mm<br>4000bhp Sulzer<br>O/Y Wärtsilä A/B<br>AuxB 85lb<br>3×256kW 400V 50c/s a.c.<br>Controllable pitch prope |
| 516144<br>JXRD<br><br>Df Esd<br>Rdr RT | **INGRID K**<br>**Fridtjof Kristiansens Rederi**<br>**A/S**<br>Fridtjof Kristiansen<br>Oslo Norwegian | 497<br>264<br>989<br>935<br>605<br>1493 | NV | **1962** J. J. Sietas Schiffsw.—Ham<br>222' 7" 33' 0" 12' 4"/15' 5"<br>198' 10" 32' 10" 19' 4"<br>1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>1 Ho 135'<br>2 Ha (stl) (each 43½'×18½')<br>Der 1(15) 2(5) 2(3) | Oil 4SA 8Cy. 320×480 mm<br>1000bhp<br>Klöckner-Humboldt-Deut |

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| **NGRID KOCH**<br>St. Joseph-63<br>**Stadsparkasse Duisburg**<br>W. German<br>Hamburg | 249<br>135<br>360 | | **1927** De Vooruitgang & D. & J. Boot—<br>Alp<br>*130·5′* 20′ 1″ 8′ 2½″<br>19′ 11″ 9′ 9″<br>1 dk<br>R len 52 | M | Oil 4SA 6Cy. 215×360 mm<br>180bhp NE56<br>Masch. Kiel A.G. Kel |
| **NGRID LEONHARDT**<br>**Partenreederei m.s.**<br>**"Ingrid Leonhardt"**<br>**eonhardt & Blumberg**<br>W. German<br>Hamburg | **5932**<br>3161<br>10162 | GL | **1954** Flensburger Schiffs. Ges.—Fln<br>485′ 1″ 60′ 7″ 25′ 1″<br>446′ 3″ 60′ 4″ 37′ 3″<br>F32′ 1 dk & S dk<br>RW | M (9P) OSD<br>5 Ho 57½′, 69′, 52½′. 55¾′, 65½′<br>G.573100 B.532600<br>5 Ha (stl) (34½′, 52½′, 34′, 36¾′,<br>34′×26¼′)<br>12W Der 1(20) 12(3-5) | Oil 2SA 6Cy. 700×1200 mm<br>3500bhp 1050t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>4×150, 150, 150, 10kW 220V d.c. 13k |
| **NGRID-MARIANNE**<br>Bergliot-63 exChristofer-54<br>**A/B Skeppsservice**<br>nud Nordendorph<br>Swedish<br>Uddevalla | **450**<br>242<br>650 | GL | **1952** Orenstein-Koppel & Lbcr. Masch.<br>—Lbc<br>174′ 1″ 27′ 11″ 10′ 5″<br>27′ 8″ 11′ 8″<br>P33′ F19′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 105′<br>G.30550 B.29080<br>2 Ha (each 43¼′×17½′)<br>Der 2(3) | Oil 2SA 6Cy. 230×400 mm<br>270bhp 32t (d.o)<br>Frederikshavns Jernst. & Msk Fkn<br>2×3½, 3¼kW 27V<br>Controllable pitch propeller 9k |
| **GRETHE PETER** See New Entries No. 7 | | | | | |
| **NGRID R**<br>Alexander-65 exVianna-58<br>Continental-55<br>Vaderland-52<br>**Heinrich Robben**<br>Haren/Ems<br>W. German | **294**<br>160<br>330 | BV | **1936** Schps. Waterhuizen J. Pattje—<br>Waterhuizen<br>*124·6′* 24′ 1″ 8′ 6½″<br>9′ 5″<br>P36′ B9′ F14′ 1 dk<br>R | M<br>1 Ho 74½′<br>G.19000 B.18000<br>2W Der 1(5) 2(2) | Oil 2SA 4Cy. 240×360 mm<br>195bhp 10t<br>Appingedammer Brons. Apg<br>8k |
| **NGRID RETZLAFF**<br>**Dr. Erich Retzlaff**<br>W. German<br>Bremen | **1597**<br>1103<br>2650 | GL | **1966** Elsflether Werft—Elsfleth<br>281′ 6″ 41′ 5″ 16′ 9½″<br>255′ 11″ 41′ 4″ 18′ 4″<br>P62′ Q89′ F25′ 1 dk | M Mchy.aft<br>G.132749 B.120000<br>6 Ha<br>Cr 3(3) | Oil 4SA 8Cy. 320×450 mm<br>2000bhp<br>Masch. Kiel G.m.b.H. Kel<br>12½k |
| **NGRID WEIDE**<br>**ow DENEB** See New Entries No. 2<br>**Partenreederei m.s.**<br>**"Ingrid Weide"**<br>**lensburg-Stettiner-**<br>**Dampferlinie Otto Weide**<br>W. German<br>Flensburg | **1187**<br>582<br>1810<br>**1995**<br>1285<br>2960 | GL | **1953** G. Renck Jr. K.G.—Ham<br>259′ 0″ 41′ 11″ 16′ 3½″/21′ 3″<br>238′ 4″ 41′ 8″ 23′ 7″<br>Q133′ B50′ F27′ 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>G.136250 B.125600<br>4 Ha<br>8W Der 2(10) 6(3) | Oil 4SA 8Cy. 385×580 mm<br>1400bhp 190t<br>Masch. Kiel A.G. Kel<br>12k |
| **NGUL**<br>S.S.R.<br>Russian | **5645**<br>2390<br>— | | **1962** Wärtsilä Kon. Sandvikens Skepps<br>—Hfs<br>427′ 10″ 52′ 8″ 17′ 1″<br>377′ 3″ 52′ 6″ 26′ 3″<br>4 dks | TD-E Cable Ship Mchy.aft | 2 Oil 2SA each 6Cy. 510×550 mm with<br>elec. drive<br>Sulzer<br>Wärtsilä Kon. Vasa Vasa |
| **GUL**<br>S.S.R.<br>anov<br>Russian | **2686**<br>1344<br>3113 | | **1954** Stocznia Szczecinska—Szn<br>310′ 8″ 44′ 5″ 18′ 5″<br>44′ 3″ 20′ 6″<br>1 dk<br>RW | S<br>4 Ho<br>G.149170<br>4 Ha (32¼′×24½′) (32¼′, 36¾′×32½′)<br>(29¾′×24½′)<br>4W Der 4(5) | C 4Cy. (2) 455 & (2) 980×980 mm<br>1700ihp<br>Z.U.T. Zgoda Swi<br>11½k |
| **NGUL**<br>S.S.R.<br>liningrad<br>Russian | **1570**<br>714<br>1207 | | **1958** .......................Russia<br>240′ 1″ 35′ 2″ 14′ 10″<br>35′ 0″ 21′ 6″ | M Fish Carrier<br>3 Ho<br>G.55056<br>3 Ha (16½′, 26′, 22′×13′)<br>6W Der 6(3) | Oil 2SA 8Cy. 300×500 mm<br>Russki-Diesel Wks Len<br>9½k |
| **NGUL II**<br>Emmet D. Boyle-44<br>S.S.R.<br>Russian | **7212**<br>4380<br>— | | **1944** Permanente (Shpyd No. 1)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>5 Ho<br>5 Ha | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>10k |
| **NGUR**<br>S.S.R.<br>Riga<br>Russian | **4084**<br>2133<br>4496 | GL | **1961** Kieler Howaldtswerke A.G.—Kel<br>395′ 6″ 53′ 2″ 23′ 3½″<br>359′ 7″ 53′ 0½″ 28′ 1″<br>2 dks | M Ref<br>4 Ho<br>In.180105<br>4 Ha (each 16′×14¾′)<br>8W Der 1(10) 7(5) | Oil 2SA 8Cy. 700×1200 mm<br>7250bhp MAN<br>Kieler Howaldtswerke A.G. Kel<br>17½k |
| **NGUR**<br>S.S.R.<br>ukhumi<br>Russian | **590**<br>—<br>242 | | **1957** .......................Russia<br>190′ 3″ 27′ 11″ 6′ 10¼″<br>27′ 9½″ 12′ 2″<br>1 dk | TM Survey Ship<br>1W Der 1(5) | 2 Oil 4SA each 8Cy. 300×380 mm<br>Russia<br>14k |
| **NGVAR GUDJONSSON**<br>Hervör h/f<br>Saudárkróki<br>Icelandic | **183**<br>77<br>— | | **1948** Rödesunds Båtvarv—Karlsborg<br>*100·4′* 22′ 10″<br>22′ 8″ | Wood M Fishing Mchy.aft<br>1 Ho 45¾′<br>1W Der 4(4) | Oil 2SA 5Cy. 280×420 mm<br>500bhp Emade60fitted63 26t<br>Wichmann Mtrf. Rub<br>10k |
| **NHA**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors<br>Finnish | **1403**<br>599<br>2175<br>**2225**<br>1102<br>— | NV | **1960** Valmet O/Y Pansion Telakka—Åbo<br>292′ 1″ 42′ 0″ 16′ 1¾″/—<br>266′ 8″ 41′ 8″ 23′ 5″<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho<br>G.151500 B.142120<br>2 Ha (52¼′, 54¾′×19½′)<br>8W Der 8(5) 1 Lift (15) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer 194t<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>13½k |
| **IGO DE LOYOLA**<br>**de V. Larrañaga**<br>S.R.C.<br>Spanish | **317**<br>150<br>260 | BV | **1957** Hijos de J. Barreras S.A.—Vgo<br>132′ 10″ 24′ 5″ 11′ 10½″<br>114′ 10″ 24′ 1½″ 13′ 7″<br>RW | M Trawler<br>2 Ha (each 7¾′×7¾′) | Oil 4SA 8Cy. 270×500 mm<br>580bhp Werkspoor 26t<br>Hijos de J. Barreras S.A. Vgo<br>10½k |

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| 516157<br>OGCR<br>1258<br>Df Esd<br>Gc Rdr<br>RT | **INIÖ**<br><br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | 1403<br>599<br>2175<br>2225<br>1102<br>— | | NV | **1961** Valmet O/Y Pansion Telakka—Åbo<br>292' 1" 42' 0" 16' 1½"/—<br>266' 8" 41' 8" 23' 5"<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho<br>G.151800 B.142120<br>2 Ha (52½', 54½' × 19½')<br>8W Der 8(5) 1 Lift(15) | Oil 2SA 6Cy. 580×1000 mm<br>2400bhp Sulzer<br>Wärtsilä Kon. Crichton- |
| 516158<br>PKHE<br><br>Esd | **INIS**<br><br>**P.T. Maskapai Pelajaran Nusantara**<br>Djakarta Indonesian | 283<br>125<br>— | ~~✠100A1~~<br>~~✠LMC~~<br>~~MN00~~<br>✠Class WITHDRAWN 3/68<br>~~SURVEYS OVERDUE—CLASS SUSPENDED 10/63~~ | ~~SS 11/60~~<br>~~EL e~~ | 1953–8 Cant. Nav. Giuliano S. Giusto—Tri<br>149' 7" 24' 8" 8' 3½"<br>131' 3" 24' 7" 9' 10"<br>Ba33' F29' 1 dk<br>RW 4BH<br>WB49t | M Mchy.aft<br>G.15552 B.14261<br>2W | Oil 2SA 4Cy. 265×345 mm<br>345bhp<br>Crossley Bros. Ltd. |
| 650633<br>GPFE<br>305536<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **INISHOWEN HEAD**<br><br>**Ulster S.S. Co. Ltd.**<br>G. Heyn & Sons Ltd.<br>Belfast British | T.Mk<br>6071<br>3354<br>9926<br>8321<br>5165<br>10380 | ✠100A1<br>DT† & tunnel side tanks—vegetable oil<br>Ice Class 2<br>✠LMC<br>✠Lloyd's RMC<br>MN1920 | EL d†2$\frac{1}{16}$"SQ | 1965–5 Austin & Pickersgill Ltd.—Sld<br>495' 0" 64' 0" ~~26' 0½"~~ 28' 1½"/26' 9½"<br>460' 0" 63' 0" 39' 0"<br>B157' F40' 2 dks, 3rd dk in No. 1 hold<br>7BH<br>rf nil WB2959t incl. DT†1450t | M (2P) Ref<br>5 Ho 54', 41½'. 32½' DT, 75', 65', 65'<br>G.640250 B.572600 In.21300<br>5 Ha (stl) (29½', 45' × 20') (47½' comb. × 17½') (40', 30' × 20')<br>14W Cr 2(5) Der 2(20) 12(5) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>G. Clark & N.E.M. Ltd.<br>2AuxB 100lb<br>3×320kW 440V 60c/s a.c. |
| 516160<br>DGBK<br><br>Df Esd<br>Rdr RT | **INKA**<br>exInka Ritscher–68<br>**Joachim Person**<br>Hamburg W. German | 297<br>141<br>492<br>496<br>327<br>817 | | GL | **1955** Schiffsw. W. Holst—Ham<br>*165·0'* 27' 6" 10' 6"/13' 9½"<br>16' 5"<br>Q35' F22' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>1 Ho 101½' 1 TwD 96½'<br>G.39020 B.36678<br>2 Ha (35½', 33½' × 16')<br>Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 642327<br><br><br>Df Esd<br>Gc Rdr<br>RT | **INKERMAN**<br><br>**U.S.S.R.**<br>Sevastopol Russian | ~~3390~~ 3359<br>~~1656~~ 1556<br>— 4400 | | | **1964** Rauma-Repola O/Y—Rauma<br>345' 10" ~~344' 10"~~ 48' 7" ~~20' 5"~~ 20' 4"<br>318' 0" 48' 6" 23' 0"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain |
| 516162<br><br>3270<br>Rdr | **INKILAP**<br><br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 781<br>293<br>— | ✠100A1<br>Bosphorus and Sea of Marmara service<br>✠LMC<br>MN288 | SS 1/66<br>EL (n) 1$\frac{5}{16}$" | **1961–9** Fairfield S.B. & Eng. Co. Ltd.—Gls<br>229' 3" 44' 6" 8' 8½"<br>210' 0" 36' 0" 12' 10"<br>F38' 1 dk, 2nd dk except in mchy. space<br>RW 6BH<br>rf 12" | TS Ferry | C 8Cy. (4) 280 & (4) 600×<br>1600ihp Christiansen &<br>Fairfield S.B. & E. Co. Ltd.<br>2 SB 225lb hs4926 ft² |
| 516163<br>ZUAU<br>351014<br>Df Esd<br>Gc RT | **INKOSI**<br>exParnass–61<br>**Smith's Coasters (Pty) Ltd.**<br>Grindrod, Gersigny & Co. (Pty) Ltd.<br>Durban S. African | ~~1781~~ 1779<br>~~1181~~ 1178<br>2300 | | GL | **1953** Werft Nobiskrug—Rendsburg<br>*275·8'* 37' 11" 16' 4"<br>37' 9" 21' 9"<br>B44' F26' H23' 2 dks<br>RW | M CSD Mchy.aft<br>G.123429 B.116699<br>8W Der 1(10) | Oil 4SA 9Cy. 385×580 mm<br>1500bhp<br>Masch. Kiel A.G. |
| 516164<br>UPYZ<br>M-17102<br>Df Esd<br>Gc Rdr<br>RT | **INKURLES**<br><br>**U.S.S.R.**<br>Leningrad Russian | 2902<br>1365<br>3607 | | | **1962** Valmet O/Y Pansion Telakka—Åbo<br>334' 9" 46' 1" 19' 2"<br>305' 2" 45' 11" 23' 0"<br>1 dk | M Mchy.aft<br>4 Ho<br>G.136033<br>4 Ha (26½', 26½', 26½', 21' × 34')<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan |
| 516165<br>CYKO<br>302534<br>Df Esd<br>Rdr<br>RTm | **INLAND**<br><br>**Quebec North Shore & Labrador Railway Co.**<br>Montreal Canadian | 1126<br>519<br>1507 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN210 | SS 7/66<br>EL m | **1950–4** Goole S.B. & R. Co. Ltd.—Goo<br>217' 4" 33' 1" 16' 5½"<br>200' 5" 33' 0" 18' 6"<br>Q57' F30' 1 dk<br>R 4BH<br>rf 4" WB379t | M Mchy.aft<br>2 Ho 43', 72'<br>G.68350 B.64812<br>6W Der 6(3) | Oil 2SA 7Cy. 345×580 mm<br>1050bhp<br>Nydqvist & Holm A/B<br>3×60kW 220V d.c. |
| 516167<br>SGUT<br>8659<br>Df Esd<br>Gc Rdr<br>RTv | **INNAREN**<br><br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish | 3178<br>1662<br>6260 | ✠100A1<br>with freeboard<br>Str. nav. ice<br>✠LMC | SS 7/66<br>EL x | **1944–6** Eriksbergs M/V A/B—Got<br>381' 5" 51' 8" 23' 9½"<br>360' 0" 51' 6" 35' 5"<br>1 dk & S dk, Intermediate 'tween dk fwd under raised S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" DK fwd of mchy. space WB1176t incl. Tunnel tanks 66t | TM (2P) OSD<br>5 Ho 48½', 67½', 67½', 72½', 60½'<br>G.385165 B.353090<br>5 Ha (stl) (24½', 24½', 27', 24½', 24½' × 18')<br>10W Der 1(15) 4(5) | 2 Oil 2SA each 6Cy.<br>4100bhp B&W<br>Eriksbergs M/V A/B<br>3×110, 110, 75kW 220V d.c. |
| 516169<br>LADP<br><br>Rdr<br>RTm | **INNHERRED**<br><br>**Innherreds Aktie-Dampskibsselskab**<br>Steinkjer Norwegian | 295<br>142<br>520 | | NV | **1960** Brödrene Lothe A/S—Hgs<br>169' 1" 28' 0" 10' 0½"<br>150' 10" 27' 10½"<br>1 dk & S dk<br>rf nil | M OSD Mchy.aft<br>1 Ho 95½' comb.<br>2 Ha (stl) (21½', 19½' × 11')<br>Der 1(6) 2(3) | Oil 4SA 6Cy. [illegible]<br>700bhp<br>Klöckner-Humboldt-Deutz<br>2×10kW 220V d.c. |
| 516170<br>EIRC<br>400016<br>Df Esd<br>Pfd Rdr<br>RTm/v | **INNISCARRA**<br>exBrittany Coast–50<br>**British & Irish Steam Packet Co. Ltd.**<br>Dublin Irish Republic | 584<br>280<br>675 | ✠100A1<br>✠LMC<br>MN184 | SS 5/65<br>EL (i) 1½" | **1948–10** Burntisland S.B. Co. Ltd.—Bnt<br>176' 6" 28' 1" 11' 10½"<br>168' 0" 27' 10"<br>Q61' F17' 1 dk<br>RW 3BH<br>rf 2" WB241t | M Mchy.aft<br>1 Ho 101'<br>G.38000 B.36000<br>2 Ha (each 33½' × 17½')<br>2W Der 1(4) 1(3) | Oil 2SA 5Cy. [illegible]<br>800bhp<br>British Polar Engine<br>2×35kW 220V d.c. |

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| **INNISFALLEN**<br>**British & Irish Steam Packet Co. Ltd.**<br>Cork<br>Irish Republic<br>Now **INNISFALLEN I** See New Entries No. 11 | 3766<br>1807<br>800 | ✠100A1 SS 1/68 ~~SS 1/64~~<br>with freeboard<br>Irish Channel service<br>✠LMC<br>EL v 1¾"SQ | **1948–6** Wm. Denny & Bros. Ltd.—Dmb<br>340′ 0″ 50′ 1″ 14′ 6½″<br>320′ 0″ 50′ 0″ 19′ 0″<br>P56′ B169′ F72′ Upr P43′ Upr B156′ Upr F40′ 1 dk, 2nd dk clear of mchy. space<br>RW 8BH<br>rf 6″ WB286t | TM (989P) Ref<br>4 Ho 52′, 33¾′, 40′, 30′<br>G.104000 B.91000 In.7500<br>3 Ha (10′×17¼′) (12′, 10′×18′)<br>4W Der 4(2) | 2 Oil 2SA each 12Cy. 480×700 mm<br>6400bhp Sulzer 123t (d.o)<br>Wm. Denny & Bros. Ltd. Dmb<br>db 60℔<br>3×220kW 220V d.c. 17k |
| **INNSTEIN**<br>**Norddeutscher Lloyd**<br>Bremen<br>W. German | 2792<br>1457<br>4877 | GL | **1951** Bremer Vulkan—Vgk<br>392′ 4″ 50′ 1″ 21′ 1″<br>49′ 11″ 31′ 8″<br>F67′ 1 dk & S dk<br>RW | M (2P) OSD<br>6 Ho 41¼′, 55¾′, 63′, 57¾′, 39¼′, 23½′<br>G.359997 B.323250<br>6 Ha (23′, 35½′, 39¼′, 34′, 23½′×15¾′) (7¾′×9¾′)<br>12W Der 1(30) 12(3–5) 1(¾) | Oil 2DA 5Cy. 600×1100 mm<br>4000bhp MAN 560t (d.o)<br>Bremer Vulkan Vgk<br>4×100, 100, 100, 15kW 220V d.c. 15k |
| **INNVÆR**<br>exFagerheim–66<br>exGeert Bodewes–60<br>**Jens Innværs Rederi A/S**<br>Haugesund<br>Norwegian | 500<br>288<br>840 | ✠100A1 SS 5/67<br>✠LMC<br>MN100 EL h | **1951–6** N.V. Bodewes Schps.—Martenshoek<br>182′ 0″ 28′ 8″ 11′ 9¼″<br>164′ 9″ 28′ 6″ 12′ 0″<br>P39′ Q58′ F30′ 1 dk<br>RW NS 3BH<br>WB198t | M Mchy.aft<br>1 Ho 104¾<br>G.39200 B.38000<br>2W Der 2(3) | Oil 4SA 8Cy. 290×450 mm<br>500bhp 39t<br>Appingedammer Brons. Apg<br>10k |
| **INNVIK**<br>**Fylkesbaatane i Sogn og Fjordane**<br>Bergen<br>Norwegian | 439<br>209<br>— | NV | **1967** Aukra Bruk A/S—Aukra<br>140′ 1″ 33′ 2″ 9′ 10¼″<br>118′ 1″ 12′ 10″<br>1 dk<br>rf 9¾″ Bk 5¼″ | TM Ferry Mchy.aft | 2 Oil 4SA each 5Cy. 250×300 mm<br>1300bhp<br>A/S Bergens M/V Bgn |
| **INO**<br>exBinnenhaven–65<br>**Sint Maarten Tramping N.V.**<br>Willemstad<br>Netherlands (Antilles) | 488 ~~486~~<br>240 ~~237~~<br>950 | ✠100A1 SS 8/68 ~~SS 8/64~~<br>✠LMC<br>MN220 EL I | **1952–3** J. Pattje "Waterhuizen"—Waterhuizen<br>225′ 0″ 31′ 11″ 12′ 0½″<br>203′ 5″ 31′ 10″ 19′ 0″<br>Ba31′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB233t | M (12P) OSD Mchy.aft<br>2 Ho 68½′, 57¾′<br>G.70000 B.62000<br>2 Ha (each 35¼′×16′)<br>Der 2(1½) | Oil 4SA 8Cy. 390×680 mm<br>1100bhp 95t (d.o)<br>N.V. Werkspoor Ams<br>4×25, 25, 25, 10kW 110V d.c. 12k |
| **INO MARU No. 1**<br>S. Ohashi<br>Yaizu<br>Japanese | 149<br>57<br>— | | **1966** Kanazashi Zosensho—Shimizu<br>116′ 8″ 21′ 0″ 8′ 8″<br>96′ 3″ 20′ 11″ 10′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 12Cy. 160×200 mm<br>550bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **INO MARU No. 11**<br>S. Ohashi<br>Yaizu<br>Japanese | 284<br>149<br>— | | **1964** Kanazashi Zosensho—Shimizu<br>150′ 2″ 25′ 5″ 9′ 10″<br>132′ 6″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>700bhp<br>Niigata Eng. Co. Ltd. Niigata<br>10½k |
| **INOA**<br>Naviera **Dominicana C. por A.**<br>Santo Domingo<br>Dominican | 172<br>132<br>— | | **1943** ....................Ciudad Trujillo<br>*106·5′* 23′ 8″<br>... ... ... | Wood M | Oil |
| **INOGEDO**<br>exPrincipe de Asturias<br>Cia. Anon. **Maritima Torrelaveguense**<br>Santander<br>Spanish | 399<br>196<br>— | | **1917** Ast. G. Riera—Gijon<br>*135·1′* 25′ 0″<br>... ... ...<br>1 dk<br>R | S | C 2Cy. 15″ & 34″×23½″<br>220ihp Emade91refitted— 60t (o.f)<br>Vulcan Iron Works Hul<br>7½k |
| **INSA J**<br>exNavis–65<br>**Gebr. Janszen**<br>Peter Schaa<br>Ostrhauderfehn<br>W. German | 500<br>271<br>850 | ✠100A1 SS 3/65<br>✠LMC<br>MN100 EL j | **1956–9** Gebr. van Diepen—Waterhuizen<br>199′ 3″ 30′ 0″ 12′ 0¾″<br>182′ 5″ 29′ 6½″ 13′ 8″<br>P54′ F29′ 1 dk<br>RW 3BH<br>rf 4″ WB254t | M Mchy.aft<br>1 Ho 119½′<br>G.37830 B.35000<br>2 Ha<br>2W Der 2(3) | Oil 4SA 6Cy. 290×450 mm<br>500bhp 80t<br>Appingedammer Brons. Apg<br>10k |
| **INSCO JEM**<br>**Jem Shipping Co. Inc.**<br>Monrovia<br>Liberian | 2238<br>1524<br>3350 | NV | **1957** Norderwerft Köser & Meyer—Ham<br>313′ 0″ 42′ 2″ 19′ 8¼″<br>280′ 11″ 42′ 0″ 24′ 11″<br>P58′ B33′ F33′ 2 dks<br>RW | M CSD Mchy.aft<br>G.175900 B.162200<br>8W Der 1(25) 2(10) 6(5) | Oil 4SA 10Cy. 385×580 mm<br>195t<br>Masch. Kiel A.G. Kel<br>12½k |
| **INSCO PRODUCER**<br>exSugar Producer–66<br>**Insco Lines Ltd.**<br>Monrovia<br>Liberian | 4637 ~~4604~~<br>2504<br>6550 | ✠100A1 CS 4/66<br>✠LMC<br>MN600 EL x $1\frac{13}{16}$"SQ | **1957–9** Hall, Russell & Co. Ltd.—Abn<br>396′ 0″ 53′ 3″ 22′ 6¾″<br>370′ 0″ 53′ 0″ 28′ 0″<br>P89′ F40′ 1 dk<br>RW NS 7BH<br>rf nil WB2086t incl. Topside tanks 650t | M Mchy.aft<br>4 Ho 65′, 54′, 58′, 60′<br>G.302630 B.293990<br>4 Ha (stl) (45′×26′) (42¾′, 38½′, 38½′×32′)<br>8W Der 8(5) | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp Sulzer 432t (hvf)<br>G. Clark & N.E. Mar. (Sld) Ltd. Sld<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×125kW 220V d.c. |
| **INSEL RIEMS**<br>**Deutsche Seereederei**<br>Rostock<br>E. German | 617<br>230<br>840 | DSRK | **1959** Peene Werft—Wolgast<br>194′ 3″ 32′ 3″ 11′ 10″<br>32′ 1″<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>Schwermasch. Karl Liebknecht Mgd |

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| 516182<br>TCHY<br>11 | **INSIRAH**<br>exBosphorus No. 53-54<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 255<br>119<br>— | ✠ | | 1905-10 Armstrong Whitworth & Co. Ltd.—Nwc<br>*126·0'* 23' 7" 8' 2"<br>... ...<br>1 dk<br>R | S Ferry | T 3Cy. 12" 19½" & 31"×2<br>Wallsend Slpwy Co. Ltd. |
| 516183<br>MNFM<br>167407<br>RT | **INSISTENCE**<br>exGoldgnome-52<br>exEmpire Tulip exPallas-40<br>**London & Rochester Trading Co. Ltd.**<br>London British | 290<br>140<br>345 | BS✳<br>MBS✳<br>MN48 | SS 2/66<br><br><br>CT254 C14 | 1939-4 Sch. Delfzijl v/h Sander—Dzl<br>131' 2" 23' 8" 9' 2"<br>123' 0" 23' 5" 12' 1"<br>P35' Q38' F17' 1 dk<br>R 3BH<br>WB108t | M Mchy.aft<br>1 Ho 72'<br>G.18280 B.17500<br>2 Ha (22½', 27½'×14½')<br>2W | Oil 4SA 6Cy. 6½"×7½"<br>300bhp NE11/64<br>Bergius-Kelvin Co. Ltd. |
| 516186<br>PEWW<br><br>Df Esd<br>Rdr RT | **INSPECTEUR MELLEMA**<br>**R. & K. G. van Bruggen**<br>N.V. Scheepvaartbedr. "Gruno"<br>Groningen Netherland | 495<br>290<br>651 | | BV | 1952 Noord Ned. Schps.—Gro<br>173' 11" 26' 5" 11' 0"<br>26' 3"<br>P43' Q52' F25' 1 dk | M Mchy.aft<br>1 Ho 101½<br>G.34000 B.33000<br>2 Ha (39½', 38'×15½')<br>2W Der 2(3) | Oil 4SA 8Cy. 285×420 mm<br>395bhp<br>Masch. Augsburg-Nürnberg |
| 516185<br>TOOS<br><br>Df Esd<br>RT | **INSPECTEUR NAVIGATION FOURCHON**<br>**E. & A. Gautier Frères & Cie.**<br>Lorient French | 233<br>58<br>— | | BV | 1951 Ch. & At. Aug. Normand—Hav<br>114' 0" 23' 0" 11' 1"<br>... ... ... | M Trawler<br>4 Ha (3½'×2½') (3½', 3½'×4') (3½'×2½')<br>Der 1(3) 1(1) | Oil 4SA 6Cy. 365×550 mm<br>450bhp<br>Ch. & At. Aug. Normand |
| 516187<br>SFHQ<br>9109<br>RTm | **INSTÖ**<br>exTriton-59 exVigilent<br>**Stig H. Björnhage and others**<br>Skärhamn Swedish | ~~317~~ 275<br>~~177~~ 141<br>~~286~~ 280 | | BV | 1912 ......................Abn<br>136' 7" ~~131' 0"~~ 22' 6" 13' 5"<br>22' 4"<br>P27' F22' 1 dk<br>R conv fishing — | M Ref Mchy.aft<br>In.13000<br>2 Ha (24½', 23'×13')<br>2W Der 2(1½) | Oil 4SA 4Cy. 300×410 mm<br>330bhp NE62<br>A/S Vølund |
| 640771<br>GMYU<br>303645<br>Esd Rdr<br>RT | **INSTOW**<br>**Western Dredgers Ltd.**<br>Newport, Mon. British | 735<br>308<br>915 | ✠100A1 sand carrier Bristol Channel and South of England coasting service including Thames Estuary<br>✠LMC<br>MN160 | SS 7/68<br><br><br><br>EL i 1½" | 1964-5 N.V. Schps. "Foxhol"—Foxhol<br>186' 4" 34' 1" 12' 6"<br>170' 7" 33' 7½" 13' 9"<br>P48' F25'<br>RW 4BH<br>WB177t | M Sand Suction Dredger Mchy.aft<br>1 Ho 60½'<br>Der 1(2) | Oil 4SA 8Cy. 8¾"×11½" with coupling & sr reverse gear<br>800bhp<br>Blackstone & Co. Ltd.<br>3×29, 29, 10kW 440V |
| 529227<br><br><br>Df Esd<br>Rdr RT | **INSULA**<br>exRegulus-66<br>exLeena Nurminen-56<br>exRosa Smith-54<br>**Cia. Nav. Insula S.A.**<br>Panama Panamanian<br>Now FEDE See New Entries No. 1 | *1759*<br>*833*<br>3200 | ✠100A1 with freeboard Str. nav. ice<br>✠LMC | SS 9/62<br><br><br>EL t | 1942-10 A/B Lindholmens Varv—Got<br>319' 2" 44' 6" 18' 5½"<br>298' 0" 44' 3" 26' 8"<br>F31' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB800t incl. Tunnel tanks 26t | S OSD<br>G.189970 B.171145<br>9W | T 3Cyl 20$\frac{1}{16}$" 29½" &<br>exhaust turb driving<br>pressor<br>1320ihp<br>A/B Lindholmens Varv<br>2 SB 220lb Spt hs(3440) |
| 516188<br>OUIF<br><br>Df Esd<br>RTm | **INSULA**<br>**Rederiinteressentskabet Øhavet**<br>Jørgen Christensen<br>Søby Danish | 368<br>187<br>625 | | BV | 1958 Büsumer Schiffsw.—Büsum<br>175' 4" 27' 3" 9' 8"<br>27' 2" 10' 10"<br>1 dk<br>R len 63 | M Mchy.aft<br>1 Ho 110'<br>G.22000<br>2 Ha (each 44½'×16½')<br>2W Der 2(2) | Oil 4SA 6Cy. 290×425 mm<br>350bhp<br>Masch. Kiel A.G.<br>2×10kW 12V d.c. |
| 516189<br>TMIT<br><br>RTm | **INSULA OYA**<br>**Département de la Vendée**<br>Ile d'Yeu French | 168<br>58<br>— | | BV | 1935 Béliard, Crighton & Cie.—Ost<br>*105·9'* 21' 5" 7' 5"<br>... ... ...<br>1 dk<br>R | TM (300P)<br>1 Ho 24'<br>2 Ha (16'×8½') (3½'×3½')<br>Der 1(1½) | 2 Oil 4SA each 8Cy.<br>1000bhp Poyaud NE62<br>Soc Surgérienne de Const.<br>2×8 & 6kW 110V d.c. |
| 517517<br>DCOE<br><br>Df Esd<br>Rdr RT | **INSULANER**<br>exJop-65 exSt. Walburg-62<br>**August Lührs**<br>Haren/Ems W. German | 462<br>263<br>670 | | BV | 1952 Scheeps. "Voorwaarts"—Martenshoek<br>171' 4" 27' 8" 10' 7"<br>27' 6" 11' 9"<br>P36' F27' 1 dk | M Mchy.aft<br>1 Ho 98½'<br>G.33670 B.31310<br>2 Ha<br>2W | Oil 4SA 6Cy. 290×420 mm<br>500bhp<br>Masch. Kiel A.G. |
| 516191<br>PKHQ<br><br>Esd | **INSUMAR**<br>**Republik Indonesia**<br>P.T. Pelajaran Rajkat Indonesia<br>Djakarta Indonesian | 283<br>125<br>250 | ✠Classed LR until 9/58 | | 1953-10 Cant. Nav. Giuliano—Tri<br>149' 7" 24' 8" 8' 3½"<br>131' 3" 24' 7" 9' 10"<br>Ba33' F29' 1 dk<br>RW | M Mchy.aft<br>G.15552 B.14261<br>2W | Oil 2SA 4Cy. 265×340 mm<br>Crossley Bros. Ltd. |
| 516192<br>ZSDX<br>315371<br>Df Rdr | **INTABA**<br>exPeka-60<br>**Smith's Coasters (Pty) Ltd.**<br>Grindrod, Gersigny & Co. (Pty) Ltd.<br>Durban S. African | 655<br>381<br>— | 100A1<br>LMC<br>MN140 | SS 6/64<br><br>EL i<br>~~GL~~ | 1952 Stettiner Oderwerke—Kln<br>180' 2" 28' 8" 14' 7"<br>157' 6" 28' 6½" 16' 11"<br>F20' 2 dks<br>RW 3BH<br>WB177t | M Mchy.aft<br>G.47966 B.42454<br>4W | Oil 4SA 8Cy. 320×450 mm<br>700bhp<br>Klöckner-Humboldt-Deutz |
| 516193<br><br><br>Esd | **INTAN**<br>**Republik Indonesia**<br>Departemen Perhubungan Laut<br>Djakarta Indonesian | 669<br>430<br>500 | ✠Classed LR until 9/58 | | 1954-1 F. Smit v/h Smit & Zoon—Foxhol<br>192' 0" 31' 11" 9' 7½"<br>171' 11" 31' 10" 9' 8"<br>P42' Q42' B80' F22' RFD55' 1 dk<br>RW | M Mchy.aft<br>G.19945<br>4W | Oil 4SA 8Cy.<br>N.V. Werkspoor |

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| **INTATA**<br>P.T. Perusahaan Pelajaran Sulawesi Selatan<br>Macassar<br>Indonesian | 282<br>124<br>250 | ✠Classed LR until 9/58 | 1953-8 Cant. Nav. Giuliano—Tri<br>149′ 7″ 24′ 8″ 8′ 3½″<br>131′ 3″ 24′ 7″ 9′ 10″<br>Ba33′ F29′ 1 dk<br>RW | M Mchy.aft<br>G.15552 B.14261<br>2W | Oil 2SA 4Cy. 265×345 mm<br>23t<br>Crossley Bros. Ltd. Mch<br>9k |
| **INTEGRITAS**<br>Adriatico Tirreno Jonio Ligure "ATJL" di Alberto Ravano & Figli<br>Genoa<br>Italian | 10177<br>6118<br>15801 | RI<br>✠Classed LR until 5/66 | 1956-11 Cant. Nav. di Taranto S.p.A.—Tno<br>487′ 7″ 62′ 3″ 26′ 7½″/—<br>449′ 6″ 62′ 0″ 39′ 3″<br>F40′ 1 dk & S dk<br>RW<br>rf 6″ | S OSD/CSD<br>5 Ho<br>G.635366 B.581860<br>12W Der 1(50) 12(5) | 2 S Turb dr geared to sc. shaft<br>7150shp 1035t (o.f)<br>Franco Tosi S.p.A. Legnano<br>16½k |
| **INTEGRITY**<br>exKatha-62<br>Cia. de Nav. Ira S.A.<br>Monrovia<br>Liberian | 7058 ~~4865~~<br>4425 ~~2887~~<br>8950 | BS✻ SS 12/66<br>MBS✻<br>MN480 CT6788 C37 S32 | 1947-11 Lithgows Ltd.—P.Gl<br>446′ 6″ 56′ 2″ 24′ 9½″<br>425′ 0″ 56′ 0″ 36′ 10″<br>F39′ 1 dk & S dk<br>R 7BH<br>rf 6″ WB2590t incl. DTs1117t | M OSD<br>4 Ho 65¼′, 97¾′, 28½′ DT, 64½′, 80′<br>G.554756 B.510541<br>3 Ha (stl) (31½′, 31′, 31′×20 )<br>2 Ha (w) (28½′, 31′×20′)<br>10W Der 2(12) 2(7) 4(5) 2(3) | Oil 2SA 3Cy. 600×2320 mm<br>2400bhp Doxford 680t (d.o)<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 120lb<br>2×30, 20kW 220V d.c. 10½k |
| **INTERCONTINENT**<br>Titan Tankers Inc.<br>Monrovia<br>Liberian | 22043<br>13406<br>36394 | AB | 1960 Deutsche Werft A.G.—Ham<br>693′ 0″ 90′ 3″ 37′ 1⅞″<br>660′ 0″ 90′ 0″ 47′ 0″<br>P140′ B40′ F86′ 1 dk<br>RW<br>rf 2″ | S Tanker Mchy.aft<br>33 Ta | 2 S Turb dr geared to sc. shaft<br>16000shp (o.f)<br>De Schelde Vlissingen<br>2×700kW 450V 60c/s a.c. |
| **INTERNACIONAL**<br>exGuo Ji-63<br>China Albania Shipping Co.<br>Albanian | 9709<br>5735<br>— | | 1962 Stocznia Gdanska—Gdk<br>504′ 11″ 63′ 9″ 27′ 4⅜″<br>63′ 6½″<br>2 dks<br>RW | M Ref CSD | Oil 2SA 6Cy. 760×1550 mm<br>H. Cegielski Poz |
| **INTERSTATE EXPLORER**<br>exDravo Pioneer-61<br>Interstate Towing Co.<br>Philadelphia<br>United States | 224<br>152<br>— | AB | 1959 Dravo Corp.—Wmg<br>100′ 0″ 27′ 2″ 12′ 11⅝″<br>95′ 1″ 27′ 0″ 14′ 6″<br>1 dk<br>rf 18″ | TM Tug Mchy.aft<br>Cr 1(5) | 2 Oil 2SA each 8Cy. 8½″×10″<br>1700bhp 154t (d.o)<br>General Motors Corp. Clv<br>2×40kW 110/220V d.c. |
| **INTERSTATE TRANSPORTER**<br>Interstate Towing Co.<br>Philadelphia<br>United States | 207<br>140<br>— | | 1962 Main Iron Works Inc.—Houma<br>*90·0′* 26′ 1″<br>… … …<br>rf nil | TM Tug | 2 Oil 2SA each 8Cy.<br>1600bhp (d.o)<br>White Motor Co. Springfield<br>2×40kW 110/220V 60c/s a.c. |
| **INTERTRADER**<br>exSan Roberto-66<br>exWaipiata-56<br>Intertrader Shipping Co. S.A.<br>Panama<br>Panamanian | *2847*<br>*1604*<br>4414 | ✠Classed LR until 6/66<br>**BROKEN UP** | 1926-8 Napier & Miller Ltd.—Gls<br>327′ 0″ 45′ 2″ 21′ 5″<br>315′ 0″ 45′ 0″ 25′ 4″<br>P93′ B26′ F29′ 2 dks<br>R | S Mchy.aft<br>G.209480 B.202191<br>10W Der 10(5) | T 3Cy. 24″ 41″ & 68″×45″<br>2584ihp 557t (o.f)<br>J. G. Kincaid & Co. Ltd. Grk<br>10½k |
| **INTO**<br>Neste O/Y<br>~~Naantali/Nådendal~~<br>Porvoo/Borgå<br>Finnish | ~~600~~ 573<br>—<br>— | NV | 1966 O/Y Laivateollisuus A/B—Åbo<br>135′ 2″ ~~131′ 4″~~ 38′ 8″ 14′ 9″<br>117′ 3″ 37′ 8″ 21′ 2″<br>1 dk | M Tug & Icebreaker Mchy.aft | 2 Oil 4SA each 6Cy. 318×368 geared to sc. shaft<br>2920bhp<br>Ruston & Hornsby Lcn |
| **INTOMBI**<br>exHohenhörn-64 exCiandra-61<br>Smith's Coasters (Pty) Ltd.<br>Grindrod, Gersigny & Co. (Pty) Ltd.<br>Durban<br>S. African | 1646<br>~~952~~ 1342<br>— | GL | 1952 Fr. Lürssen—Bmn<br>251′ 11″ 36′ 1″<br>35′ 11″<br>F30′ H62′ 2 dks<br>RW | M Mchy.aft<br>G.102678 B.96500 | Oil 4SA 8Cy. 385×580 mm<br>1350bhp 137t<br>Masch. Kiel A.G. Kel<br>11½k |
| **INTREPID**<br>exKoll-67<br>Pretinid Shipping Corp.<br>Monrovia<br>Liberian | 22557<br>13632<br>36756 | NV | 1959 Eriksbergs M/V A/B—Got<br>682′ 5″ 87′ 3″ 36′ 8″<br>645′ 0″ 87′ 0″ 48′ 6″<br>P155′ B48′ F95′ 1 dk<br>rf 3″ | S Tanker Mchy.aft<br>33 Ta<br>L.1660000 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>16500shp 4300t (o.f)–80pd<br>Parsons Marine Turb. Co. Wal<br>2×600kW 440V 60c/s a.c. 16½k |
| **INTREPID**<br>exScranton-61<br>Brooklyn Eastern District Terminal<br>New York<br>United States | 234<br>159<br>— | | 1930 Pusey & Jones Corp.—Wmg<br>*102·7′* 26′ 2″<br>… … …<br>R | D-E Tug | 2 Oil each 6Cy. 15″×20″ 1800bhp connected to elec. motor & sc. shaft |
| **INTRÉPIDE**<br>Soc. de Remorquage et de Sauvetage du Nord<br>Boulogne<br>French | 218<br>—<br>— | BV | 1958 Ziegler Frères—Dnk<br>104′ 1″ 25′ 2″ 11′ 10″<br>96′ 9″ 25′ 0″<br>RW | M Tug<br>1 Ha (6½′×5′) | Oil 4SA 8Cy. 330×600 mm<br>860bhp Werkspoor (d.o)<br>Ziegler Frères Dnk<br>2×50kW 110V d.c. 11k |

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| 516207<br>TQYU | **INTRON MARIA GWEL MOR**<br>**Jean Morvan**<br>Douarnenez French | 123<br>52<br>— | | **1959** Ch. Nav. de Cornouaille—Tréboul<br>*77·1'* 21' 6"<br>... ... | Wood M Fishing | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>Moteurs Baudouin |
| 516208<br>JBFG<br>71519<br>Df Esd<br>Gc Rdr | **INUISAN MARU**<br>**Inui Kisen K.K.**<br>Kobe Japanese | 7197<br>4118<br>10570 | ✠Classed LR until 5/59 NK | **1954**–6 Fujinagata Zosen—Osa<br>466' 8" 60' 5" 27' 2½"<br>439' 2" 60' 1" 34' 2"<br>P29' B173' F42' 2 dks<br>RW | M<br>6 Ho<br>G.564023 B.509026<br>6 Ha (27' × 21½') (44½', 27', 24½', 35½', 32½' × 23')<br>14W Der 2(20) | Oil 2SA 6Cy. 740 × 1600 mm<br>7500bhp B&W<br>Mitsui Zosen<br>2 × 168kW 450V a.c. |
| 534454<br>WPRQ<br>236946<br>Df Esd<br>Gc Rdr<br>RT | **INVADER**<br>exSun Splendor–65<br>exLiberty–48<br>**John B. Vattuone**<br>San Diego United States | 334<br>152<br>— | | **1937** Campbell Machine Co.—San Diego<br>*117·4'* 28' 6"<br>129' 0" 28' 0" 12' 6"<br>1 dk<br>rf 4½" | Wood M Fishing<br>1 Ho<br>1 Ha (4¾' × 6½')<br>2W | Oil 4SA 6Cy. 355 × 485 mm<br>450bhp<br>Union Diesel Eng. Co. |
| 516209<br>WA6062<br>239108<br>Rdr RT | **INVADER**<br>**Tidewater Barge Lines**<br>Portland, Or United States | 141<br>70<br>— | | **1939** Albina Eng. & Mach. Wks—Pld<br>90' 1" 24' 2" 5' 3"<br>90' 0" 24' 0" 8' 0"<br>1 dk<br>R<br>rf 13" | TM Tug | 2 Oil 4SA each 8Cy.<br>1200bhp Emade<br>Cooper-Bessemer Corp. |
| 542050<br>GLRH<br>303892<br>Df Esd<br>Gc Rdr<br>RTm/v | **INVENTOR**<br>**Charente S.S. Co. Ltd.**<br>T. & J. Harrison Ltd.<br>Liverpool British | 9171<br>4833<br>10495 | ✠**100A1**<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN2400 EL d†2⅜"SQ | **1964**–5 C. Connell & Co. Ltd.—Gls<br>493' 4" 63' 4" 29' 1⅓"<br>460' 0" 63' 0" 37' 8"<br>P173' F57' 2 dks, 3rd dk in Nos. 1 & 2 holds<br>RW 7BH<br>rf 4" DK WB1693t incl. Tunnel tanks 150t | M Ref CSD<br>5 Ho 58', 36', 90', 79', 81'<br>In.7770<br>5 Ha (stl) (30½', 19' × 22') (51¾' 51¾' × 24') (65¾' × 28')<br>Cr 4(10) 3(5) Der 1(150) 4(5)<br>DTs f838t | Oil 2SA 8Cy. 760 × 1550 mm<br>12600bhp<br>Sulzer Bros. Ltd.<br>2AuxB 1 (o.f 1 ex.g)<br>3 × 450kW 220V d.c. |
| 516210<br>GHRJ<br>301472<br>Df Esd<br>Gc Rdr | **INVERBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow British | T.Mk<br>6154<br>3459<br>10463<br>8426<br>4894<br>12250 | ✠**100A1** SS 10/66<br>DTma—vegetable oil<br>✠**LMC**<br>MN1328 EL d†2⅜"SQ | **1962**–3 Wm. Doxford & Sons (S.Bs) Ltd.—Sld<br>487' 1" 62' 3" 26' 2"/28' 10¾"<br>451' 1" 62' 0" 38' 6"<br>F41' 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6" WB3095t incl. DTm a1459t | M<br>5 Ho 55', 62½' 59', 52½', 83¾', 31' DT<br>G.648170 B.584640<br>6 Ha (29½', 32½', 32½', 12½', 32½', 32½' × 22')<br>14W Der 1(50) 4(10) 10(5) | Oil 2SA 4Cy. 670 × 2100 mm<br>6640bhp<br>Wm. Doxford & Sons (Eng.)<br>2AuxB 120lb<br>4 × 250, 250, 250, 40kW 220V |
| 516211<br>GHVY<br>302799<br>Df Esd<br>Gc Pfd<br>Rdr RT | **INVEREWE**<br>exAtlantic Trader–62<br>Launched as Bluebird<br>**Advanport Ltd.**<br>J. & J. Denholm (Management) Ltd.<br>London British<br>Now **NAUSICAA** See New Entries No. 7 | 11410<br>6028<br>17136 | AB | **1961** A/S Akers M/V—Osl<br>523' 9" 69' 4" 30' 6"<br>486' 6" 69' 2" 41' 0"<br>P105' F46' 1 dk<br>RW<br>rf 6" | M Bulk Carrier Mchy.aft<br>5 Ho<br>B.741000<br>5 Ha | Oil 2SA 5Cy. 750 × 2000 mm<br>8390bhp<br>A/S Akers M/V |
| 516212<br>MXZT<br>186873<br>Df Esd<br>Gc Rdr<br>RTm | **INVERFIELD**<br>**Hunting Steamship Co. Ltd.**<br>Hunting & Son Ltd.<br>Newcastle British<br>Now **TIEN CHEUNG** See New Entries No. 1 | 10039<br>5496<br>14205 | **100A1** SS 5/66<br>**LMC**<br>MN1068 EL e†2¼"SQ | **1958**–2 Rickmers Werft—Bhn<br>504' 7" 60' 7" 31' 2¾"<br>461' 9" 60' 4½" 41' 2"<br>P95' F55' 1 dk<br>RW NS 8BH<br>rf 4" WB5119t incl. TwDa158t Topside tanks 1020t Dk 86t DTs f567t | M Bulk Carrier Mchy.aft<br>5 Ho 66½', 63', 63', 63', 63'<br>5 Ha (stl) (44½', 42', 42', 42', 42' × 26½')<br>Der 1(5) 2(3) | Oil 2SA 8Cy. 700 × 1200 mm<br>5340bhp MAN<br>Bremer Vulkan<br>AuxB 100lb<br>2 × 180kW 380V 50c/s a.c. |
| 516213<br>MPZX<br>145044<br>RTv | **INVERITCHEN**<br>**Esso Petroleum Co. Ltd.**<br>London British | 708<br>419<br>750 | ~~✠A1~~ ~~Dr 9/65~~<br>~~with fbd Oil tanker—FP above 150° F. Coasting services Dover to Falmouth, Dunkirk to Cherbourg, also Southampton to Rouen~~<br>~~✠LMC~~<br>**BROKEN UP** EL(I) | **1920**–9 Harland & Wolff Ltd.—Gls<br>185' 0" 40' 1" 8' 3"<br>180' 0" 40' 0" 12' 9"<br>1 dk<br>R 7BH<br>rf nil | S Tanker Mchy.aft<br>4 Ta<br>L.46880 HeCls. BC<br>Der 3(1) | C 2Cy. 13½" & 27" × 18"<br>200ihp<br>A. & J. Inglis Ltd.<br>SB 100lb hs(1654)<br>1 × 2½kW 100V d.c. |
| 508197<br>GHPP<br>302715<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **INVERLEITH**<br>exCressington Court–66<br>exHector Halcyon–62<br>**The South Georgia Co. Ltd.**<br>Chr. Salvesen & Co. Ltd.<br>Leith British | 15628<br>9455<br>22048 | ✠**100A1** SS 8/65<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>✠**LMC**<br>MN1500 EL k†2⅜"SQ | **1961**–7 J. Boel & Fils—Tamise<br>597' 11" 74' 6" 31' 6½"<br>562' 0" 74' 0" 46' 0"<br>P110' F57' 1 dk<br>RW NS 10BH<br>rf nil DK fwd WB10273t incl. Topside tanks in holds 3050t | M Bulk Carrier Mchy.aft<br>7 Ho 66½', 57', 56¾', 56¾', 56¾', 56½', 56¾'<br>7 Ha (stl) (43½', 43½', 41⅓', 41⅓', 41⅓', 41⅓', 41⅓' × 33⅓')<br>Der 1(5) 2(1) | Oil 2SA 6Cy. 760 × 1500 mm<br>7500bhp<br>A/B Götaverken<br>AuxB 100lb<br>3 × 272kW 440V 60c/s a.c. |
| 516215<br>EINC<br>144972 | **INVERMORE**<br>**V. E. D. Hudson**<br>Dublin Irish Republic | 146<br>78<br>— | | **1921** J. Tyrrell & Sons—Arklow<br>*92·0'* 22' 5"<br>... ... ...<br>1 dk | Wood Aux Sr | Oil 2SA 3Cy.<br>Emade<br>Humboldt-Deutz |
| 520734<br>6ZLP<br>2375<br>Df Esd<br>Gc Rdr<br>RTm | **INVERNESS**<br>exLewis R. Sanderson–64<br>**Inverness Shipping Co.**<br>Monrovia Liberian | 10032<br>5941<br>16585 | ✠**100A1** SS 4/65<br>Str. nav. ice<br>✠**LMC**<br>MN1152 EL f†2¼"SQ | **1956**–3 Nordseewerke Emden G.m.b.H.—Emd<br>500' 5" 66' 7" 30' 0"<br>485' 3" 66' 3" 41' 6"<br>P125' F50' 1 dk<br>RW NS 6BH<br>rf nil WB5687t incl. Topside tanks 2275t DTf564t | M Bulk Carrier Mchy.aft<br>3 Ho 112½', 102', 112½'<br>G.656507<br>6 Ha (stl) (39', 39½', 39½', 39½', 39½', 39½' × 32¾')<br>Der 1(2) | 2 Oil 4SA each<br>hydraulic coupling<br>sc. shaft<br>5760bhp<br>Masch. Augsburg-<br>3 × 180kW 440V |

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| **INVERNESS**<br>Shell Mex & B.P. Ltd.<br>London British<br>For later particulars see New Entries No. 1 | 1529<br>762<br>2116 | **100A1**<br>oil tanker<br>Class contemplated | Hall, Russell & Co. Ltd.—Abn<br>249′ 2″ 40′ 11″ 15′ 6″<br>235′ 0″ 40′ 8″ 16′ 10″ | M Tanker Mchy.aft | Oil 2SA 6Cy. 340×570 mm<br>British Polar Engines Ltd. Gls<br>11½k |
| **INVERROSA**<br>Ortran Ltd.<br>London British | 2953<br>1542<br>3106 | **✠100A1** TD 8/66<br>ore carrier<br>**LMC**<br>MN360 EL t | **1925**–4 Harland & Wolff Ltd.—Bel<br>328′ 0″ 50′ 2″ 13′ 3″<br>305′ 0″ 50′ 0″ 22′ 0″<br>2 dks<br>RW 9BH conv tanker 62<br>rf 6″ WB917t | TM Ore Carrier Mchy.aft<br>3 Ho 40′, 38′, 56′<br>3 Ha (30′, 30′, 48′×24′) | 2 Oil 4SA 8Cy. each 300×380 mm with sr reverse gear & clutches<br>1800bhp NEmade41refitted62 (d.o)<br>Masch. Augsburg Nürnberg Aug<br>✠NAuxB 7/62–125℔<br>2×50kW 220V 60c/s a.c. |
| **INVESTIGATOR II**<br>Fisheries Research Board of Canada<br>St. John's, Nfl Canadian | 124<br>52<br>— | | **1946** Govt. of Newfoundland—Clarenville<br>78′ 6″ 21′ 4″ 9′ 4¾″<br>… … … | Wood M Fishery Research Ship<br>1 Ha (5′×5′)<br>Der 1(5) | Oil 2SA 6Cy. 255×315 mm<br>250bhp (d.o)<br>Fairbanks, Morse & Co. Beloit<br>2×15, 12kW 110V d.c. |
| **INVICTA**<br>exGeo. G.–61<br>exImperial Fredericton–54<br>exEsso Elizabeth–48<br>exFrenchtown–46<br>Vespucio Cia. Armadora S.A.<br>Monrovia Liberian | 12646<br>8404<br>— | AB<br>Classed BC until 8/60 | **1961** (Cargo section) Rheinstahl Nordseewerke—Emd<br>**1944** (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>575′ 7″ 75′ 2″ 29′ 8¾″<br>554′ 8″ 75′ 0″ 41′ 6″<br>1 dk<br>RW conv tanker 61 | T-E Mchy.aft<br>7 Ho<br>7 Ha | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor<br>6000shp (Sy) (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg |
| **INVICTA**<br>British Railways Board<br>London British | 4191<br>1929<br>447 | A– Dr 1/66<br>Channel service from ports in U.K. south of Oban & Harwich—Hook of Holland<br>**LMC**<br>MN2200 EL (w) 1½″SQ | **1940** Wm. Denny & Bros. Ltd.—Dmb<br>348′ 3″ 52′ 3″ 12′ 9″<br>330′ 0″ 50′ 0″ 17′ 9″<br>B&F308′ 1 dk & Prom dk, 3rd dk clear of mchy. space<br>RW 10BH<br>rf 9″ BK7″ WB185t incl. DTsf89t | TS (1500P)<br>B.31697<br>2 Ha (stl) (16¾′×19′) (12½′×12′) | 4 S Turb sr geared to 2 sc. shafts<br>11000shp 100t (o.f)<br>Wm. Denny & Bros. Ltd. Dmb<br>2WTB 250℔ hs(15000)<br>~~2×150kW 110V d.c.~~ 15k<br>3×150kW 110V d.c. |
| **INVICTA**<br>Sociedade Nacional dos Armadores de Bacalhau<br>Oporto Portuguese | 1249<br>619<br>— | **✠100A1** SS 2/66<br>trawler<br>Str. nav. ice<br>**✠LMC**<br>EL (n) f* | **1948**–12 T. Duyvendijk's Scheeps.—Lekkerkerk<br>234′ 0″ 36′ 2″ 17′ 5¼″<br>210′ 5″ 36′ 1″ 19′ 0″<br>P28′ F55′<br>RW 4BH<br>BK8″ WB240t | M Trawler | Oil 4SA 8Cy. 390×680 mm<br>1000bhp<br>N.V. Werkspoor Ams<br>db 105℔ |
| **INYALA**<br>exErna Witt–63<br>Smith's Coasters Pty Ltd.<br>Grindrod, Gersigny & Co. (Pty) Ltd.<br>Durban S. African | 1808<br>1247<br>2070 | GL | **1957** Krögerwerft G.m.b.H.—Rendsburg<br>257′ 5″ 39′ 6″ 16′ 1″<br>237′ 11″ 39′ 4″ 23′ 10″<br>B23′ F33′ 2 dks<br>RW | M Mchy.aft<br>G.130467 B.119139<br>8W Der 1(19½) 8(2¾) | Oil 4SA 8Cy. 420×660 mm<br>2000bhp 154t<br>Klöckner-Humboldt-Deutz Kln<br>13k |
| **NYULA**<br>Australian Coastal Shipping Commission<br>Melbourne British | 4893<br>2779<br>7119 | **✠100A1** **SS** 8/68 ~~SS 2/64~~<br>**✠LMC**<br>MN490 EL x 1⅞″SQ | **1954**–10 Evans, Deakin & Co. Ltd.—Bsb<br>386′ 5″ 52′ 2″ 23′ 11¾″<br>365′ 6″ 52′ 0″ 28′ 0″<br>Q216′ F37′ 1 dk<br>RW NS 6BH<br>rf 3″ WB2178t incl. Topside tanks in holds 314t | M Mchy.aft<br>4 Ho 60¾′, 56¼′, 58½′ 56¼′<br>G.338170 B.297443<br>4 Ha (stl) (40½′×26′) (39½′, 40½′, 35′×32′)<br>Der 2(1½) | Oil 2SA 4Cy. 560×2160 mm<br>2450bhp Doxford 334t (d.o)<br>Commnw'th Govt E. Wks Mel<br>3×150kW 220V d.c. 12½k |
| **INZHENIER A. PUSTOSHKIN**<br>U.S.S.R.<br>Baku Russian | 3821<br>2002<br>4643 | | **1957** ………………Russia<br>405′ 2″ 52′ 6″ 14′ 5″<br>52′ 4″ 18′ 0″<br>1 dk | TM Tanker Mchy.aft<br>15 Ta<br>L.217186 | 2 Oil 2SA each 8Cy. 300×500 mm<br>Russki-Diesel Wks Len<br>10¾k |
| **INZHENIER P. MATVEYEV**<br>U.S.S.R.<br>Baku Russian | 3821<br>2002<br>4643 | | **1958** ………………Russia<br>405′ 2″ 52′ 6″ 14′ 5″<br>52′ 4″ 18′ 0″<br>1 dk | TM Tanker Mchy.aft<br>15 Ta<br>L.217186 | 2 Oil 2SA each 8Cy. 300×500 mm<br>Russki-Diesel Wks Len |
| **IOANIS XILAS**<br>exStarlight–66<br>exCapetan Psarros–58<br>Eroica Shipping Co. S.A.<br>Piraeus Greek | 8799<br>5280<br>13320 | **✠100A1** ~~SS 10/63~~ **SS 4/68**<br>**✠LMC**<br>MN1100 EL d†$2\frac{3}{16}$″SQ | **1955**–4 Swan, Hunter & Wghm Rchdsn—Nwc<br>481′ 0″ 62′ 3″ 30′ 7½″<br>451′ 2″ 62′ 0″ 40′ 4″<br>F95′ 2 dks<br>RW 7BH<br>rf 4″ WB2874t incl. Tunnel tanks 324t DTm845t | M<br>G.678050 B.621700<br>10W Der 1(30) 1(20) 10(10) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp 1210t<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2AuxB 100℔ 14½k |
| **IOANNA**<br>exBjörghav–62 exLeoborg–62<br>exBjörgheim–58<br>Greek Maritime Exploitation Co. "NEK" Ltd.<br>Piraeus Greek | 9918<br>5976<br>15280 | AB<br>✠Classed LR until 10/52 | Lch.**1942** Cmd.**1945**–8 Eriksbergs M/V A/B—Got<br>518′ 5″ 65′ 4″ 28′ 7½″<br>490′ 0″ 65′ 0″ 36′ 0″<br>P104′ B40′ F43′ 1 dk<br>RW | M Tanker Mchy.aft<br>L.738927 HeCls. BC | Oil 2SA 7Cy. 740×1400 mm<br>1194t–21pd<br>Eriksbergs M/V A/B Got<br>14k |
| **IOANNA**<br>exLeoville–67<br>Rosador Cia. Naviera S.A.<br>Piraeus Greek | 5305<br>3041<br>8400 | NV | **1950** Burmeister & Wain—Cpn<br>446′ 5″ 58′ 2″ 25′ 9″<br>415′ 8″ 58′ 0″ 28′ 7″<br>F91′ 1 dk & S dk, 3rd dk in No. 2 hold<br>RW<br>rf 6″ | M (12P) Ref OSD<br>4 Ho 53¼′, 104¼′, 45′, 52¼′<br>G.575550 B.512090 In.10650<br>5 Ha (31¾′, 37½′, 32½′, 32½′, 32½′×20′)<br>20W Der 1(30) 4(10) 16(5) | Oil 2SA 7Cy. 740×1400 mm<br>5750bhp 1508t (hvf)<br>Burmeister & Wain Cpn<br>4×150, 150, 150, 15kW 220V d.c. 15k |
| **IOANNA**<br>exMargrete–59<br>Villanueva Cia. Maritima Ltda.<br>Argo Shipping Co.<br>L. Nomikos–A. Nakos & Co.<br>Beirut Lebanese | 1295<br>738<br>1925 | ✠Classed LR until 7/30 | **1917**–10 Kjöbenhavns Flydk. & Skibs—Cpn<br>250′ 0″ 35′ 8″ 15′ 6″<br>35′ 6″<br>1 dk<br>R | S | T 3Cy. 15″ 24″ & 40″×27″<br>Kjöbenhavns Flydk. & Skibs Cpn |

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| 502937<br>SVYV<br>2878<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **IOANNA V.**<br>exArietta Venizelos–66<br>exAtlantic Rio–65<br>**Varnikos Corp.**<br>Piræus Greek | 12230<br>7197<br>18700 | AB | 1956 S.A. Cockerill-Ougrée—Hbk<br>*530-7"* *70' 2"* *30' 8¾"*<br>530' 0" 70' 0" 40' 0"<br>P118' B40' F72' 1 dk<br>RW<br>rf 9" | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc.<br>10500shp<br>S.A. Cockerill-Ougrée |
| 542176<br>5MPE<br>1793<br>Df Esd<br>Gc Rdr<br>RT | **IOANNIS**<br>exNorthern Sunlight–64<br>exAtlantic Sunlight–63<br>**Euroshipping Corp.**<br>Monrovia Liberian | 10077<br>6078<br>14412 | ✠100A1 SS 7/67<br>✠LMC<br>MN1320 EL f 2¼"SQ | 1958–8 Sanoyasu Dockyard Co. Ltd.—Osa<br>518' 0" 63' 7" 30' 8¾"<br>485' 6" 63' 3" 41' 7"<br>F47' 2 dks<br>7BH to S dk 1 to 2nd dk<br>rf 4" WB3664t incl. Tunnel tanks 371t DTm396t | S CSD<br>G.775385 B.708039<br>14W Der 1(30) 2(10) 2(7½) 10(5) 1(3) | 2 S Turb dr geared to sc.<br>6600shp<br>Kawasaki Dkyd Co. Ltd.<br>2WTB 500℔ Spt 750° F.<br>db 100℔ |
| 503099<br>SYZW<br><br>Df Esd<br>Gc Rdr<br>RT | **IOANNIS**<br>exAurora–65 exRosemount–47<br>exAurora–42<br>**G. & N. Angelakis, D. & S.**<br>**Grigoriou & J. Maltezos**<br>Piræus Greek | 4740<br>2626<br>7087 | ✠100A1 TD 9/68 ~~Dr 6/68~~<br>with freeboard<br>Str. nav. Ice<br>✠LMC<br>~~✠Lloyd's RMC~~<br>EL z | 1938–12 A/B Crichton-Vulcan—Åbo<br>427' 2" 54' 8" 25' 5"<br>400' 4" 54' 6" 36' 10"<br>1 dk & S dk, 3rd dk except in No. 5 hold<br>R Coll BH to S dk 5 to 2nd dk<br>WB1426t | M Ref OSD<br>G.447016 B.408942 In.80430<br>12W Der 1(15) | Oil 2SA 6Cy. 620×1400 mm<br>5400bhp ✠NE3/39<br>Burmeister & Wain<br>db 57℔ |
| 502326<br>SYYE<br>2459<br>Df Esd<br>RT | **IOANNIS**<br>exArgo–64<br>**Glafki Shipping Co. S.A.**<br>Greek | 1845<br>900<br>3400 | ✠100A1 TD 8/68 ~~SS 7/64~~<br>with freeboard<br>Str. nav. Ice<br>✠LMC<br>EL t ptSQ | 1948–6 A/B Finnboda Varf—Skm<br>321' 0" 44' 0" 18' 8½"<br>300' 6" 43' 11" 26' 7"<br>F34' 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>WB622t | M OSD<br>G.210510 B.193390<br>8W Der 1(10) | Oil 2SA 7Cy. 500×895 mm<br>2240bhp<br>Atlas Diesel<br>db 100℔ |
| 516230<br>SVUC<br>1463 | **IOANNIS**<br>**Stella Yiannopappa**<br>Piræus Greek | 197<br>154<br>— | HR | 1959 ......................Samos<br>99' 4" 27' 6"<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 2SA 5Cy.<br>Emade—[illegible]<br>Kahlenberg |
| 516229<br>SWHO<br>1219<br>RT | **IOANNIS**<br>**George I. Aggelakis & Co.**<br>Piræus Greek | 149<br>75<br>— | | 1944 ......................Salamis<br>128' 10" 19' 8"<br>... ... ...<br>1 dk | M | Oil 2DA 4Cy.<br>Emade52fitted—<br>Burmeister & Wain |
| 516231<br>ODJH<br><br>Df Esd<br>Gc Rdr<br>RT | **IOANNIS ASPIOTIS**<br>exPolycrown–62<br>exEmpire Beauty–46<br>**Lamda Shipping**<br>**Enterprises Corp. S.A.**<br>Beirut Lebanese<br>Now **LAUREL** See New Entries No. 3 | 7297<br>5031<br>10270 | ✠100A1 ~~SS 10/62~~<br>with freeboard TD 2/68<br>✠LMC<br>EL a†2"SQ | 1943–7 Wm. Doxford & Sons Ltd.—Sld<br>442' 11" 56' 6" 27' 4½"<br>420' 10" 56' 3" 38' 1"<br>2 dks<br>NS 6 divisional WTBH in 'tween dks Coll BH to U dk 6 to 2nd dk<br>WB3485t | M CSD<br>G.537200 B.491380<br>10W Der 1(50) 1(30) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120℔ |
| 680175<br>6ZVL<br>2633<br>Df Esd<br>Gc Pfd<br>Rdr RT | **IOANNIS CARRAS**<br><br>**Alma Shipping Corp.**<br>Monrovia Liberian | 44646<br>29906<br>88279 | AB | 1967 Mitsubishi Hvy Ind. Ltd.—Yka<br>820' 7" 122' 3" 45' 11¾"<br>777' 7" 122' 1" 60' 8"<br>P43' F69' 1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>15 Ta | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd.<br>2×600kW |
| 516233<br>SVIQ<br>20 | **IOANNIS ICONOMAKIS**<br><br>**Theodoros Iconomakis**<br>Salonica Greek | 112<br>62<br>165 | HR | 1957 ......................Salonica<br>83' 0" 23' 11"<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 6Cy.<br>Motorenw. Mannheim |
| 516235<br>SXPP<br>1749<br>Df Esd<br>Gc Rdr<br>RT | **IOANNIS K.**<br>exGeorgios A.–60<br>exNorth Princess–59<br>exFraser River–52<br>exSamsoaring–47<br>**St. Ioannis Shipping Corp.**<br>Piræus Greek | *7248*<br>*4417*<br>10920 | AB<br>Classed BC until 4/60<br>**WRECKED 1/68** | 1944 Bethlehem-Fairfield—Bal<br>441' 6" 57' 0" 27' 9¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 516236<br>SVLM<br>1384 | **IOANNIS MATSAS**<br><br>**Loucas Matsas & Sons**<br>Piræus Greek | 135<br>67<br>— | | ......................<br>87' 7" 21' 11"<br>... ... ... | S Tug | T 3Cy. |
| 671999<br>SYGO<br>1239<br>Df Esd<br>Gc Pfd<br>Rdr RT | **IOANNIS N. PATERAS**<br><br>**The Salamis Shipping Corp.**<br>Piræus Greek | 20568<br>15714<br>39450 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN2520 EL l†2¾"U2 | 1967–11 N.V. Boelwerf S.A.—Tamise<br>668' 6" 89' 6" ~~37' 6½"~~ 37' 8"<br>622' 7" 89' 3" 40' 11"<br>P106' F53' 1 dk<br>NS 9BH<br>rf nil DK fwd WB20059t incl. Comb. btm, side & topside tanks in holds 9763t | M Bulk Carrier Mchy.aft | Oil 4SA 6Cy.<br>12600bhp MAN<br>A.C.E.C.<br>AuxB (o.f) 150℔<br>3×360, 360, 360kW |
| 516237<br>5MOS<br>1781<br>Df Esd<br>Gc Rdr | **IOANNIS NOMIKOS**<br>exEkali–62 exMonteplata–60<br>exKingsmount–57<br>exFort Nisqually–50<br>exKootenay Park–45<br>Launched as Fort Carlton<br>**Cia. Nav. San Giovanni S.A.**<br>Monrovia Liberian | 7020<br>4309<br>10388 | ✠100A1 SS 6/63<br>with freeboard<br>✠LMC<br>MN450 EL a† | 1942–8 W. Coast S.B. Ltd.—Vcr<br>440' 0" 57' 2" 26' 11½"<br>416' 0" 56' 10" 37' 4"<br>2 dks<br>RW NS 6 divisional WTBH in 'tween dks Coll BH to U dk 6 to 2nd dk<br>WB2119t incl. DTa765t | S CSD<br>G.527225 B.475112<br>11W | T 3Cy. 24½" 37" &<br>2250ihp<br>John Inglis Ltd.<br>3 SB 220℔ Spt |

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| **IOANNIS P.**<br>exHawkwood-65<br>Sterpi Nav. S.A.<br>Panamanian<br>Panama | *2850*<br>*1589*<br>4360 | ✠Class **WITHDRAWN**<br>Reported defects<br>7/68 | **1944-4** S. P. Austin & Son Ltd.—Sld<br>328′ 6″ 44′ 6″ 19′ 10½″<br>312′ 0″ 44′ 3″ 22′ 1″<br>Q188′ F30′ 1 dk<br>RW NS 6BH<br>WB1373t incl. DTm159t | S Mchy.aft<br>G.205500 B.192000<br>2W | T 3Cy. 18½″ 31″ & 52″×39″<br>1200ihp 230t (c)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>2 SB 220℔ hs(3664) 6cf 9½k |
| **IOANNIS P. GOULANDRIS**<br>exElwood Mead-47<br>Goulandris Bros.<br>Greek<br>Andros | 7277<br>4419<br>10750 | AB | **1944** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S Ref CSD<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.564154 B.501092 In.49887<br>5 Ha (33¾′, 35′, 20′, 30′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1132t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×15kW 110V d.c. 10k |
| **IOANNIS ZAFIRAKIS**<br>South Mediterranean Shipping Ltd.<br>Liberian<br>Monrovia<br>For later particulars see New Entries No. 3 | 16046 ~~16000~~<br>10208 ~~10000~~<br>28300 | **100A1**<br>Class contemplated | Hakodate Dock Co. Ltd.—Hak<br>593′ 2″ 76′ 0″ 34′ 8½″<br>557′ 9″ 75′ 9½″ 47′ 7″ | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| **IOHANN MAMASHAL**<br>U.S.S.R.<br>Russian<br>Name should be **JOHANN MAHMASTAL** See New Entries **No. 4** | **4624**<br>2213<br>— | | **1965** Baltic S.B. & Eng. Wks Len<br>399′ 6″ 53′ 8″<br>… … …<br>1 dk | GT Mchy.aft | Free piston gas generators & 1 gas turb |
| **IOLANDA**<br>exDorino-64 exMirfak-64<br>exFalkenberg-58 exEvviva-50<br>exEdvard Grieg<br>Armatoriale **Marittima Siciliana S.p.A.**<br>Italian<br>Palermo<br>Now **VARSAVIA** See New Entries No. 9 | **1488**<br>898<br>2402 | RI | **1921** Laxevaags Msk. & Jernsk.—Bgn<br>257′ 0″ 37′ 8″ 16′ 5″<br>246′ 10″ 37′ 6″ 17′ 8″<br>P18′ Q71′ B59′ F31′ 1 dk<br>R | S<br>2 Ho<br>G.120000 B.110000 | T 3Cy. 17¾″ 29″ & 49″×33″<br>850ihp (o.f)<br>Laxevaags Msk. & Jernsk. Bgn |
| **IOLCOS**<br>exAquabelle-61<br>Alma **Shipping Corp.**<br>Liberian<br>Monrovia | **12614**<br>7576<br>19868 | AB | **1957** Nippon Kokan—Shimizu<br>572′ 0″ 75′ 4″ 30′ 1¾″<br>540′ 0″ 75′ 0″ 40′ 0″<br>P150′ Q97′ B44′ F74′ 1 dk<br>RW<br>rf 4″ | S Tanker Mchy.aft<br>27 Ta<br>L.951089 HeCls. BC<br>Der 4(5) | 2 S Turb dr geared to sc. shaft<br>11000shp 2441t (o.f)-55¾pd<br>General Electric Co. 15½k |
| **IOLITE**<br>exNavena-47<br>National **Trawling & Fishing Co. Ltd.**<br>in & Johnson Ltd.<br>Cape Town<br>S. African | **361**<br>139<br>233 | ✠Classed LR until 10/53<br>**SCUTTLED 3/69** | **1946-1** Cook, Welton & Gemmell Ltd.—Bev<br>148′ 0″ 25′ 2″<br>… … …<br>R<br>rf 30″ | S Trawler<br>2 Ho 18′, 10½′<br>4 Ha (3½′, 3½′, 5′, 5′×3½′) | T 3Cy. 12½″ 21½″ & 35″×26″<br>600ihp<br>C. D. Holmes & Co. Ltd. Hul<br>1×7½kW 110V d.c. |
| **ONIA**<br>Fidentia-66 exLa Quinta-54<br>Mardene-52<br>aritime **Transport Corp.**<br>Monrovia<br>Liberian | **4760**<br>2890<br>8910 | ✠**100A1** SS 11/65<br>with freeboard<br>✠**LMC**<br>EL a†2″SQ | **1947-4** W. Gray & Co. Ltd.<br>429′ 10″ 56′ 4″ 25′ 0¼″<br>406′ 0″ 56′ 0″ 36′ 5″<br>1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB2523t incl. DTm1060t | S OSD<br>4 Ho 60′, 111¾′ comb., 24′ DT, 66′, 66′<br>G.562513 B.524296<br>4 Ha (28¾′, 53¾′ comb., 29¼′, 29¼′×21½′)<br>Der 10(5) 11(3) | T 3Cy. 23″ 36″ & 65″×48″<br>2500ihp 864t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>SB 225℔ Spt hs(8584) 6cf<br>2×25kW 110V d.c. 10k |
| **IONIA**<br>London **Tugs Ltd.**<br>~~William Watkins Ltd.~~<br>Ship Towage (London) Ltd.<br>London<br>British | **187**<br>—<br>— | ✠**100A1** ~~SS 7/64~~<br>tug SS 12/68<br>✠**LMC**<br>MN250 EL (c) | **1960-8** Henry Scarr Ltd.—Hessle<br>99′ 9″ 26′ 2″ 11′ 7″<br>90′ 0″ 25′ 0″ 13′ 0″<br>RW 4BH<br>rf 15″ BK6″ WB38t | M Tug | Oil 2SA 6Cy. 340×570 mm<br>1250bhp 56t (d.o)<br>British Polar Engines Ltd. Gls<br>2×30kW 220V d.c. 10k |
| **IONIAN**<br>exAngeliki-64 exVenern-54<br>exChloris-35 exEider<br>Cia. Maritima **Punta Burica S.A.**<br>Massawa<br>Ethiopian | *1173*<br>*596*<br>2050 | AB<br>Classed LR until 1/64 | **1921** Nobiskrug Werft—Rendsburg<br>262′ 8″ 37′ 6″ 14′ 9¼″<br>249′ 4″ 37′ 5″ 15′ 0″<br>P&B193′ F30′ 1 dk<br>R<br>rf 6″ | S Mchy.aft<br>1 Ho 166½′<br>G.115000 B.111000<br>3 Ha<br>4W Der 4(2½) | T 3Cy. 17¾″ 28$\frac{9}{16}$″ & 45$\frac{5}{16}$″×29$\frac{9}{16}$″<br>700ihp 224t (o.f)<br>Ottensener Mach. G.m.b.H. Altona<br>8½k |
| **IONIAN CHALLENGER**<br>Petroleum **Transport Ltd.**<br>Monrovia<br>Liberian | **22531**<br>16468<br>— | ✠**100A1** SS 2/68 ~~SS 9/63~~<br>oil tanker<br>✠**LMC**<br>EL r†2$\frac{15}{16}$″SQ | **1953-9** Nippon Kokan—Yka<br>702′ 6″ 90′ 0″ 36′ 8″<br>669′ 4″ 89′ 8″ 48′ 7″<br>F53′ 1 dk<br>11BH len, widened & deepened 63<br>renewed fwd & aft pump room 63<br>rf 5″ WB10789t incl. 4102t in clean ballast tanks DTf4043t DTsa1091t | S Tanker Mchy.aft<br>27 Ta | 2 S Turb dr geared to sc. shaft<br>9500shp (o.f)<br>Ishikawajima Jukogyo Tok<br>2WTB 455℔ Spt 441℔ hs(15672)<br>sg 135℔ 16k |
| **IONIAN COMMANDER**<br>Pericosmic **Petroleum Carriers Ltd.**<br>Monrovia<br>Liberian | **30516**<br>19619<br>56306 | AB | **1965** Mitsubishi Hvy Ind. Ltd.—Kob<br>774′ 11″ 104′ 9″ 38′ 9″<br>738′ 2″ 104′ 0½″ 53′ 4″<br>P171′ Q42′ B51′ F68′ 1 dk<br>RW<br>rf 4″ | S Tanker Mchy.aft<br>17 Ta<br>L.2355434 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19500shp 4511t (o.f)-98pd<br>Mitsubishi Hvy Ind. Ltd. Kob<br>16¾k |
| **IONIAN ISLANDER**<br>Trafalgar **Shipping Co. Ltd.**<br>Monrovia<br>Liberian<br>Now **ASHBURN** See New Entries No. 6 | **10414**<br>6249<br>14793 | AB | **1956** Nippon Kokan—Shimizu<br>520′ 0″ 67′ 2″ 30′ 0″<br>485′ 0″ 67′ 0″ 40′ 6″<br>2 dks<br>RW<br>rf 4″ | S CSD<br>6 Ho<br>G.802161 B.719168<br>6 Ha<br>16W Der 1(50) 1(20) 4(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>9000shp 1860t (o.f)<br>Ishikawajima Jukogyo Tok<br>15¾k |

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| 670840<br>6ZXL<br>2687<br>Df Esd<br>Gc Rdr<br>RT | **IONIAN LEADER**<br><br>**Vulcania Steamship Co. Ltd.**<br>Monrovia Liberian | 20959<br>13692<br>33997 | <br><br>AB | **1966** Mitsubishi Hvy Ind. Ltd.—Hma<br>647' 5" 90' 1" 35' 11¾"<br>606' 11" 89' 11" 52' 6"<br>F47' 1 dk<br>RW<br>rf 1" | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.1644000<br>7 Ha (stl) | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd.<br>3×400kW |
| 640959<br>5MUO<br>1933<br>Df Esd<br>Gc Pfd<br>Rdr RT | **IONIAN MARINER**<br><br>**Berkeley Steamship Co. Ltd.**<br>Monrovia Liberian | 13516<br>8607<br>— | <br><br>AB | **1964** Nippon Kokan—Shimizu<br>583' 5" 75' 0" 31' 3¾"<br>545' 0" 74' 8" 44' 0"<br>P41' Q94' B30' F44' 1 dk<br>RW<br>rf 2" | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.992687<br>8 Ha<br>14W Der 14(5) | Oil 2SA 7Cy. 740×1600 mm<br>10500bhp B&W<br>Mitsui Zosen |
| 516249<br>ELIS<br>322<br>Df Esd<br>Gc Rdr<br>RT | **IONIAN MESSENGER**<br><br>**Petroleum Cargo Carriers Ltd.**<br>Monrovia Liberian<br>Now **EATON** See New Entries No. 6 | 13554<br>8126<br>20517 | ✠100A1 TD4 11/66<br>oil tanker<br>✠**LMC**<br><br>MN1900 EL j†2½"SQ | **1953**–11 Nippon Kokan—Yka<br>579' 0" 74' 4" 31' 3½"<br>550' 0" 74' 0" 40' 6"<br>P129' B37' F63' 1 dk<br>RW 14BH<br>WB2471t incl. DTf778t | S Tanker Mchy.aft<br>27 Ta | 2 S Turb dr geared to sc. sh<br>9500shp<br>Ishikawajima Jukogyo<br>2WTB 455lb Spt 441lb<br>sg 135lb |
| 670147<br>6ZWA<br>2650<br>Df Esd<br>Gc Pfd<br>Rdr RT | **IONIAN PIONEER**<br><br>**Saturnia S.S. Co. Ltd.**<br>Monrovia Liberian | 20959<br>13687<br>32340 | <br><br>AB | **1966** Mitsubishi Hvy Ind. Ltd.—Hma<br>647' 5" 90' 1" 35' 11¾"<br>606' 11" 89' 11" 52' 6"<br>F47' 1 dk<br>rf 1" | M Bulk Carrier Mchy.aft<br>7 Ho<br><br>7 Ha | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp<br>Mitsubishi Hvy Ind. Ltd. |
| 516250<br>ELYD<br>720<br>Df Esd<br>Gc Rdr<br>RT | **IONIAN SEAFARER**<br><br>**Mayfair Shipping Co. Ltd.**<br>Monrovia Liberian<br>Now **BOURNEMOUTH** See New Entries No. 6 | 10413<br>6248<br>14800 | <br><br>AB | **1956** Nippon Kokan—Shimizu<br>520' 0" 67' 2" 30' 0"<br>490' 6" 67' 0" 40' 6"<br>B86' F42' 2 dks<br>RW<br>rf 4" | S CSD<br>6 Ho<br>G.788540 B.712895<br>6 Ha<br>16W Der 1(50) 1(20) 2(10) 12(5) | 2 S Turb dr geared to sc. sh<br>9000shp<br>Ishikawajima Jukogyo |
| 540538<br>5MLU<br>1705<br>Df Esd<br>Gc Pfd<br>Rdr RT | **IONIAN SKIPPER**<br><br>**Bedford Steamship Co. Ltd.**<br>Monrovia Liberian | 13517<br>8607<br>— | <br><br>AB | **1963** Nippon Kokan—Shimizu<br>583' 5" 75' 0" 31' 3¾"<br>545' 0" 74' 8" 44' 0"<br>1 dk, 2nd dk fwd & aft<br>RW<br>rf 2" | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.992687<br>8 Ha<br>14W Der 14(5) 2(3) | Oil 2SA 7Cy. 740×1600 mm<br>10500bhp B&W<br>Mitsui Zosen |
| 516252<br>ELGY<br>276<br>Df Esd<br>Gc Rdr<br>RT | **IONIAN TRAVELLER**<br><br>**Transocean Carriers Co.**<br>Monrovia Liberian<br>Now **DOVER** See New Entries No. 6 | 15826<br>9771<br>24596 | <br><br>AB | **1953** Mitsubishi Zosen—Nag<br>616' 2" 79 1" 32' 1½"<br>585' 2" 78' 9" 42' 8"<br>P126' F53' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>27 Ta 1 Ho 43¾'<br><br>1 Ha (11½'×14¾') | 2 S Turb dr geared to sc. sh<br>9000shp<br>Mitsubishi Zosen |
| 661659<br>6ZTW<br>2591<br>Df Esd<br>Gc Rdr<br>RT | **IONIC**<br><br>**Starcluster Shipping Co. S.A.**<br>Monrovia Liberian | 45280<br>31572<br>84227 | <br><br>AB | **1966** Ishikawajima-Harima Hvy Ind.—Yka<br>835' 0" 124' 2" 43' 4½"<br>787' 5" 124' 0" 57' 5"<br>P28' F55' 1 dk<br>rf nil | M Tanker Mchy.aft<br>10 Ta | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 516253<br>GXSB<br>300656<br>Df Esd<br>Gc Rdr<br>RTv | **IONIC**<br><br>**Shaw Savill & Albion Co. Ltd.**<br>Southampton British | T.Mk<br>9061<br>4699<br>10583<br>10978<br>6272<br>12821 | ✠100A1 **SS 8/67** ~~SS 4/66~~<br>DTsa—vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN2660 EL g†2 1/16"SQ | **1959**–3 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>512' 5" 70' 5" 31' 6½"<br>481' 2" 70' 0" 41' 6"<br>B201' F57' 3 dks, 4th dk in Nos. 2 & 3 holds<br>RW 8BH<br>rf 6" DK fwd WB1631t incl. Tunnel tanks 235t | M Ref<br>6 Ho 67½', 78¾', 63½', 55', 52½', 46'<br>G.261250 B.241010 In.405435<br>6 Ha (stl) (29', 41', 24½', 27½', 27½', 22'×20')<br>22W Der 1(50) 1(25) 4(12) 3(7) 6(5) 10(3) | Oil 2SA 8Cy. 750×1500<br>500 mm<br>13300bhp B&W<br>Harland & Wolff Ltd.<br>2 AuxB 120lb<br>4×340kW 220V d.c. |
| 516254<br>GXSP<br>300773<br>Gc Pfd<br>Rdr<br>RTm/h | **IONIC FERRY**<br><br>**Atlantic Steam Navigation Co. Ltd.**<br>London British | 2557<br>1158<br>1210 | ✠100A1 SS 2/66<br>European service south of 61° N. also Mediterranean<br>✠**LMC**<br>MN600 EL w 1 13/16"SQ | **1958**–10 Wm. Denny & Bros. Ltd.—Dmb<br>338' 0" 55' 2" 12' 11½"<br>317' 0" 52' 6" 32' 0"<br>B150' 1 dk & S dk<br>RW 11BH<br>rf 6" WB571t incl. DTsf196t | TM Ferry (55P) OSD<br>1 Ho 294'<br><br>1 Ha (stl) (28'×14')<br>Cr 1(20) | 2 Oil 2SA each 10Cy.<br>3000bhp Sulzer<br>Wm. Denny & Bros. Ltd.<br>db 60lb<br>~~3×150kW 220V d.c.~~<br>4×218, 150, 150, 150kW |
| 516255<br>SYJI<br>2080 | **IONION**<br>exH.A.M. 301–62<br>**"ARCHIRODON", Joint Venture "Archimedes" Construction Co. & Odon- Odostromaton Construction Co.**<br>Piræus Greek | 1080<br>526<br>— | <br><br>BV | **1925** Schps. L. Smit & Zoon—Kinderdijk<br>*213·5'* 35' 7"<br>35' 5"<br>1 dk<br>R | S Suction Hopper Dredger<br>1 Ho<br>B.29240 | T 3Cy. 16" 25½" & 45"<br>850ihp<br>Schps. L. Smit & Zoon |

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| **IONION**<br>exMatthew-65 exMuron-48<br>exMoewenriff-45 exMuron<br>**G. Kalogeratos & Co.**<br>Greek<br>Piræus | **464**<br>185<br>590 | **✠100A1**<br>oil tanker<br>**LMC** | SS 11/66<br>EL g | **1941**-6 De Groot & Van Vliet N.V.—Slikkerveer<br>178′ 0″ 25′ 11″ 10′ 0″<br>165′ 7″ 25′ 9″ 10′ 4″<br>P63′ F23′ Trunk 82′ 1 dk<br>RW 8BH<br>WB119t | M Tanker Mchy.aft<br>8 Ta<br>L.22000<br>HeCls. BC | Oil 4SA 6Cy. 320×480 mm<br>400bhp<br>Motorenw. Mannheim<br>db100lb ✠ndb43 | 25½t–2pd<br>Mhm<br>10k |
| **IONION**<br>exNorrix-63<br>exEmpire Sportsman-46<br>**P. Vrachopoulos &**<br>**M. Pataka**<br>Greek<br>Piræus | **247**<br>155<br>350 | **✠100A1**<br>**✠LMC** | TD 6/68 ~~SS 5/63~~<br>EL d | **1943**-9 Richards Irn Wks Ltd.—Lwt<br>137′ 0″ 24′ 7″ 8′ 10½″<br>130′ 0″ 24′ 6″ 9′ 8″<br>P36′ F16′ 1 dk<br>NS 3BH<br>WB56t | M Mchy.aft<br>1 Ho 78¾′<br>G.19620 B.18690<br>2W Der 2(1½) | Oil 2SA 6Cy. 265×345 mm<br>330bhp ✠Emade43refitted10/61<br>Crossley Bros. Ltd. | 20t<br>Mch<br>9k |
| **IONION PELAGOS**<br>exYrsa-66 exMafalda-62<br>Viagrande **Cia. Nav. S.A.**<br>Greek<br>Piræus | **1991**<br>976<br>3545 | | NV | **1949** Smith's Dock Co. Ltd.—Mdb<br>326′ 1″ 46′ 11″ 18′ 11½″<br>46′ 9″<br>F20′ 1 dk & S dk<br>RW | S OSD<br>G.238000 B.222000 | C 4Cy. (2) 14$\frac{9}{16}$″ & (2) 34¼″×32½″<br>Smith's Dock Co. Ltd. | 451t (o.f)<br>Mdb<br>11½k |
| **IOS**<br>exExport II-66 exVlier-54<br>**N. T. Giannoutsos**<br>Greek<br>Piræus | **475**<br>191<br>705 | **✠100A1**<br>with freeboard<br>**✠LMC**<br>MN150 | SS 3/64<br>EL k | **1950**-6 De Haan & Oerlemans—Heusden<br>203′ 6″ 30′ 6″ 11′ 4¾″<br>188′ 7″ 30′ 4″ 18′ 4″<br>F19′ 1 dk & S dk<br>RW Coll & 1BH to S dk 1 to 2nd dk<br>rf nil WB148t | M OSD Mchy.aft<br>2 Ho 58′, 56′<br>G.55474 B.49298<br>2 Ha (each 35′×17′)<br>Der 4(3–6) | Oil 4SA 7Cy. 330×600 mm<br>750bhp ✠NE12/54<br>N.V. Werkspoor<br>2×50, 20kW 220V d.c. | 62½t (d.o)<br>Ams<br>11½k |
| **IOS II**<br>exJacaranda-68<br>**S. Harakoglou**<br>Greek<br>Piræus | **499**<br>232<br>852 | **✠100A1**<br>**✠LMC**<br>MN160 | SS 3/66<br>EL l | **1952**-7 De Haan & Oerlemans—Heusden<br>209′ 4″ 32′ 1″ 11′ 10¼″<br>191′ 11″ 32′ 0″ 18′ 10″<br>F23′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 6″ WB225t | M OSD Mchy.aft<br>2 Ho each 60′<br>G.67080 B.60447<br>2 Ha (each 43¼′×17′)<br>4W Der 1(10) 4(3) | Oil 4SA 8Cy. 330×600 mm<br>800bhp<br>N.V. Werkspoor | 81t (d.o)<br>Ams<br>11½k |
| **OULIA**<br>exSoela-66 exMagna-60<br>Antonios **Georgiou &**<br>Dimitrios **Serafidis**<br>Greek<br>Piræus | *1808*<br>*1021*<br>3300 | **✠100A1**<br>**✠LMC**<br>MN217 | ~~M 7/66 10mos~~<br>**SS 7/66**<br>~~EL r~~<br>**EL r pt1½″U2** | **1929**-8 A/S Fredriksstad M/V—Fks<br>273′ 6″ 42′ 1″ 18′ 10½″<br>265′ 0″ 42′ 0″ 20′ 0″<br>P&B200′ F23′ 1 dk<br>R NS 4BH<br>WB660t | S<br>2 Ho 101′, 91′<br>G.182345 B.168110<br>4 Ha (32′, 32′, 32′, 22′×18′)<br>6W Der 2(10) 4(3) | T 3Cy. 18½″ 29½″ & 50″×36″<br>1035ihp<br>A/S Fredriksstad M/V<br>2 SB 190lb hs(2568) 6cf<br>2×110V d.c. | (o.f)<br>Fks<br>9k |
| **PAR**<br>mingo **Bontigui**<br>an Sebastian<br>Spanish | **107**<br>59<br>— | | | **1964** Ardeaga S.L.—Bbo<br>88′ 4″ 20′ 10″<br>75′ 5″ 20′ 8″ 10′ 4″<br>RW | M Trawler | Oil SA 6Cy.<br>300bhp Baudouin<br>Motores Volmé | 17½t (d.o)<br>Msl<br>11k |
| **PARRAGUIRRE**<br>F. Aguirre<br>Pasajes<br>Spanish | **186**<br>116<br>— | | BV | **1963** Ast. Luzuriaga S.A.—Pjs<br>111′ 9″ 20′ 10″<br>93′ 10″ 20′ 3″ 11′ 10″<br>RW | M Trawler<br>2 Ha (each 3½′×3¼′) | Oil 4SA 4Cy. 315×480 mm<br>400bhp Duvant<br>Carmelo Unanue | 65t (d.o)<br>Zumaya<br>10¼k |
| **PARRALDE**<br>**Eugenio Zabaleta and others**<br>Ondarroa<br>Spanish | **~~150~~ 158**<br>— 78<br>— | | BV | **1967** Balenciaga S.A.—Zumaya<br>88′ 7″<br>80′ 5″ 20′ 4″ 11′ 6″<br>1 dk<br>RW | M Trawler | Oil<br>350bhp<br>Cons. Echevarria | Bermeo |
| **PARTZA**<br>**Eugenio Zabaleta and others**<br>Ondarroa<br>Spanish | **~~150~~ 158**<br>— 78<br>— | | BV | **1967** Balenciaga S.A.—Zumaya<br>88′ 7″<br>80′ 5″ 20′ 4″ 11′ 6″<br>1 dk<br>RW | M Trawler | Oil<br>350bhp<br>Cons. Echevarria | Bermeo |
| **PATIA DROSSIA**<br>exCoralia II-57 exTrio-53<br>exSüdwest-33 exErika Treess<br>exEsther exAlblasserwaard<br>**K. Tsoutsas, G. Asproulis**<br>& others<br>Laurium<br>Greek | **489**<br>236<br>710 | | ~~BV~~ HR | **1918** Gebr. van Diepen—Waterhuizen<br>165′ 0″ 26′ 4″ 12′ 0″<br>26′ 2″<br>P50′ F23′ 1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.30500 B.29500<br>2 Ha<br>2W Der 2(1½) | Oil 4SA 6Cy. 350×500 mm<br>600bhp Emade57fitted58<br>Sconda | 15t<br>Prague<br>11½k |
| **PESA PRIMERO**<br>**Industrias Pesqueras**<br>**Españolas S.A.**<br>Santander<br>Spanish | **444**<br>223<br>— | | BV | **1963** Talleres del Astillero—Snt<br>134′ 6″ 25′ 11″ 12′ 3½″<br>118′ 2″ 25′ 9″ 19′ 0″<br>RW | M Stern Trawler<br>6 Ha (3¼′, 3¼′×3½′) (3¼′, 3¼′×2′) (2¾′×2¾′) (7¾′×3¼′)<br>Der 3(3) | Oil 4SA 12Cy. 159×203 mm<br>600bhp NE65<br>Caterpillar Tractor Co. | 151t (d.o)<br>Peoria<br>8½k |
| **PHIGENIA**<br>N. J. Venetsianos<br>Piræus<br>Greek | **349**<br>225<br>— | | | **1964** Georgas & Sorotos—Perama<br>144′ 8″ 34′ 6″ 4′ 1″<br>… … … | TM Ferry | 2 Oil each 12Cy.<br>Davey, Paxman & Co. Ltd. | Col |

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|---|---|---|---|---|---|---|---|
| 516260<br>PEXH<br><br>Df Esd<br>Rdr<br>RTm | **IPSWICH PIONEER**<br>exMeise–60<br>**Rotterdam Ipswich Lijn N.V.**<br>J. B. Hoekstra Scheepvaart N.V.<br>Rotterdam Netherland<br>Now **PIROL** See New Entries No. 4 | 333<br>134<br>530 | | <br><br>GL | **1955** Fr. Lürssen—Bmn<br>183' 8" 29' 7" 8' 10"<br>29' 5" 16' 1"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 98½'<br>G.48000 B.45000<br>1 Ha (87½'×17')<br>4W Der 2(3–5) 2(3) | Oil 4SA 6Cy. 320×450 mm<br>590bhp<br>Klöckner-Humboldt-Deutz<br>2×55, 33kW 220/230V d.c. |
| 516261<br>PEXE<br><br>Df Esd<br>Rdr RT | **IPSWICH PROGRESS**<br>exFink–61<br>**Rotterdam Ipswich Lijn N.V.**<br>J. B. Hoekstra Scheepvaart N.V.<br>Rotterdam Netherland | 360<br>147<br>530 | | <br><br>GL | **1955** Fr. Lürssen—Bmn<br>183' 9" 29' 7" 8' 10"<br>183' 8" 29' 6" 16' 1"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 98½'<br>G.48000 B.45000<br>1 Ha (87½'×17')<br>4W Der 2(3–5) 2(3) | Oil 4SA 6Cy. 320×450 mm<br>590bhp<br>Klöckner-Humboldt-Deutz<br>2×55, 33kW 220/230V d.c. |
| 527930<br>PEXC<br><br>Df Esd<br>Rdr<br>RTm | **IPSWICH PURPOSE**<br>exPirol–64<br>**Rotterdam Ipswich Lijn N.V.**<br>J. B. Hoekstra Scheepvaart N.V.<br>Rotterdam Netherland | 385<br>161<br>530 | | <br><br>GL | **1955** Adler Werft G.m.b.H.—Bmn<br>184' 1" 29' 7" 8' 10"<br>167' 6" 29' 6" 16' 1"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 98½'<br>G.46870 B.43850<br>1 Ha (87½'×17')<br>4W Der 2(3–5) 2(3) | Oil 4SA 6Cy. 320×450 mm<br>590bhp<br>Klöckner-Humboldt-Deutz<br>2×55, 33kW 220/230V d.c. |
| 516262<br>AQLE<br>167426<br>Df Esd<br>Rdr | **IQBALBAKSH**<br>exItria–58<br>**United Oriental S.S. Co.**<br>Karachi Pakistan | 6854<br>4041<br>9000 | ✠100A1<br>with freeboard<br>✠LMC | TD 6/67<br><br><br><br>EL at2"SQ | **1940**–5 Barclay, Curle & Co. Ltd.—Gls<br>442' 6" 57' 6" 25' 6"<br>420' 0" 57' 4" 34' 6"<br>P41' B140' F39' 2 dks<br>7BH<br>WB1572t | S<br><br>G.525920 B.480570<br><br>18W Der 1(25) | T 3Cy. 22½" 37½" & 62"×<br>3270ihp<br>Barclay, Curle & Co. Ltd.<br>3 SB 250lb SB(p.a.) 250lb<br>hs(8344) 12cf |
| 518321<br><br><br>Df Esd<br>RT | **IQRAM**<br>exKastanjesingel–65<br>**United Trading Corp.**<br>Chittagong Pakistan | 500<br>279<br>678 | | <br><br>BV | **1956** D. & J. Boot Schps. "De Vooruitgang"—Alp<br>178' 4" 28' 6" 10' 5"<br>159' 11" 28' 5" 11' 6"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 104¾'<br>G.35315 B.33196<br><br>2W Der 2(2) | Oil 4SA 6Cy. 305×460 mm<br><br>D. & J. Boot "De Industrie" |
| 516263<br><br>183979<br>Esd Pfd<br>RT | **IRA**<br>exBentley Queen–60<br>**Drifter Trawlers Ltd.**<br>G. D. Claridge<br>Lowestoft British | 114<br>52<br>— | <br><br>✠Classed LR until 5/60 | | **1951**–11 Henry Scarr Ltd.—Hessle<br>*84·5'* 21' 8"<br>84' 0" 21' 6" 9' 9"<br><br><br>BK8" | M Trawler | Oil 4SA 6Cy. 215×330 mm<br><br>Mirrlees, Bickerton & Day |
| 516265<br>PUKY<br><br>Df Esd<br>Gc | **IRACEMA**<br><br>**Companhia de Navegação Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | 3847<br>2114<br>— | ✠100A1<br><br>✠LMC<br><br>MN463 | SS 12/66<br><br><br><br>EL v | **1960**–2 Stocznia Gdanska—Gdk<br>355' 2" 48' 1" 21' 10"<br>331' 6" 47' 11" 26' 3"<br>P27' B74' F37' 1 dk, 2nd dk in Nos. 1, 2 & 3 holds<br>6BH<br>rf 6" WB979t | S | C 4Cy. (2) 440 & (2)<br>exhaust turb & fluid coupl<br>1850ihp<br>Z.U.T. Zgoda<br>2WTB 225lb Spt |
| | | | **BOILER REPAIRS REQUIRED—CLASS SUSPENDED 9/67** | | | | |
| 662136 | **IRACEMA**<br><br>**SALMAC—Salicultores de Mossoró Macau Ltda.**<br>Macau Brazilian | 150<br>—<br>200 | | | **1966** Industrias Reunidas Caneco—Rio<br>109' 4" 25' 9" 4' 11"<br>102' 4" 24' 7" 7' 7"<br>1 dk | M Barge Mchy.aft | Oil 4SA 8Cy. 5¼"×7" with<br>reduction gearing<br>250bhp<br>Motorenw. Mannheim |
| 650870<br>JCPA<br>95059<br>Rdr RT | **IRAKO MARU**<br><br>**Isewan Jidosha-Kososen K.K.**<br>Toba Japanese | 697<br>288<br>226 | | | **1964** Hitachi Zosen—Kawasaki<br>169' 0" 39' 10" 7' 7"<br>154' 3" 39' 8" 12' 5"<br>1 dk | TM Ferry | 2 Oil 4SA each 6Cy.<br>1500bhp<br>Hanshin Nainenki Kogyo |
| 516267<br>VKGN<br>191872<br>Esd<br>RTv | **IRANDA**<br><br>**Australian Coastal Shipping Commission**<br>Newcastle, N.S.W British | 4893<br>2782<br>7161 | ✠100A1<br><br>✠LMC<br><br>MN490 | SS 11/65<br><br><br><br>EL x 1¼"SQ | **1957**–7 N.S.W. Govt. E. & S.B.—N.S.W<br>386' 10" 52' 6" 23' 10¾"<br>365' 0" 52' 0" 33' 6"<br>Q216' F37' 1 dk<br>RW NS 7BH<br>rf 3" WB2126t incl. Topside tanks in holds 382t | M Mchy.aft<br>4 Ho 60¾', 56½', 58½', 56½'<br><br>4 Ha (stl) (40½'×25') (39½', 39½', 39½'×30') | Oil 2SA 4Cy.<br>2350bhp Doxford<br>Commonw'th Govt. E. Wks<br>3×150kW 220V d.c. |
| 516268<br>FOFV<br><br>Df Esd<br>Gc Rdr<br>RT | **IRAOUADDY**<br><br>**Cie. des Messageries Maritimes**<br>Dunkirk French | 6929<br>3856<br>7927 | | <br><br>BV | **1953** Forg. & Ch. de la Médit.—La Seyne<br>460' 7" 60' 8" 26' 0"<br>... ... ...<br>B98' F39' 2 dks & S dk | TM (12P) Ref OSD<br>5 Ho 40', 74½', 36', 91½', 47½'<br>G.535383 B.485926 In.5789<br>5 Ha (stl) (29½', 41½', 21¾', 38¾', 26½'×18¾')<br>14W Der 1(60) 4(10) 10(3) | 2 Oil 2SA each 8Cy.<br>8400bhp Sulzer<br>Forg. & Ch. de la Médit.<br>3×250kW 220V |
| 516269<br>WSAW<br>245982<br>Df Esd<br>Gc Rdr | **IRAQ VICTORY**<br>exPresident Tyler–60<br>exIraq Victory–48<br>**United States Department of Commerce**<br>San Francisco United States | 7637<br>4614<br>10624 | | <br><br>AB | **1944** Permanente (Shpyd No. 1)—Richmond<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.565580 B.483309<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared<br>9350shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 516270<br>FNJJ<br><br>Df Esd<br>Rdr | **IRATY**<br>exTinian–61<br>**Cooperative Maritime Itsasokoa**<br>Bayonne French | 3629<br>2287<br>4552 | | <br><br>BV | **1945** Dravo Corp.—Pbg<br>328' 0" 50' 0" 12' 6"<br>49' 10"<br>2 dks | TM Fish Factory | 2 Oil 2SA each<br>1800bhp<br>General Motors Corp |

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| **IRBIT**<br>**U.S.S.R.**<br>Vladivostok Russian | **3556**<br>1577<br>2485 | | | **1964** Nosenko Shpyd—Nic<br>302′ 11″ 46′ 0″ 18′ 2″<br>45′ 10″ 23′ 9″ | D-E<br>3 Ho<br>In.114067<br>3 Ha (each 11¾′×13¾′)<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318×330 mm connected to elec. motor & geared to to sc. shaft<br>13½k |
| **IRBITLES**<br>**U.S.S.R.**<br>Leningrad Russian | **2902**<br>1365<br>3624 | | | **1962** Valmet O/Y Pansion Telakka—Åbo<br>334′ 9″ 46′ 1″ 19′ 2″<br>305′ 2″ 45′ 11″ 23′ 0″<br>1 dk | M Mchy.aft<br>4 Ho<br>G.171347<br>4 Ha (26¼′, 26¼′, 26¼′, 21′×34′)<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas<br>Jyväskylä<br>13k |
| **IRCANIA**<br>exSalamis-60<br>Ditta Luigi **Pittaluga Vapori**<br>Genoa Italian | **12493**<br>7258<br>17592 | ✠LR class withdrawn—<br>Owners' request 7/67 | RI | **1954–3** John Cockerill S.A.—Hbk<br>580′ 0″ 70′ 2″ 31′ 0¾″<br>548′ 6″ 69′ 10″ 39′ 9″<br>P197′ F96′ 1 dk<br>RW conv tanker 61 | M Bulk Carrier Mchy.aft<br>5 Ho each 67′<br>5 Ha (stl) (each 44¾′×30′) | Oil 2SA 9Cy. 740×1400 mm<br>7700bhp B&W (hvf)<br>John Cockerill S.A. Seraing<br>3×90, 75, 75kW 115V d.c. |
| **IRENA**<br>exSparto-63 exJoost<br>van den Vondel-50<br>exOotmarsum-49<br>exJeroen Bosch-47<br>exPaul Chandler-47<br>Olissipo **Cia. Naviera**<br>Piræus Greek | **7232**<br>4477<br>10700 | Classed LR until 7/54 | AB | **1943** California S.B. Corp.—L.An<br>441′ 8″ 57′ 0″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.513000 B.458000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 10½k |
| **IRENA**<br>exFina Brest-66<br>exPurfina Brest-60<br>exOued Kiss-59 exAstrée-50<br>Dimitrios **Kyrtsis**<br>Piræus Greek<br>Now **MAKIS** See New Entries No. 6 | **494**<br>273<br>730 | | BV | **1944** Otten Liskey & Rhodes—<br>Washington<br>*155·0′* 27 1″ 11′ 5¾″<br>26′ 11″<br>P49′ F29′ 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.24721 | Oil 4SA 6Cy. 305×375 mm<br>400bhp 30t–1½pd<br>Enterprise Eng. Co. N.Os<br>9k |
| **IRENA RAPHAEL**<br>Mrs. H. **Ghys & L. Zonnekein**<br>San Antonio Chilean | **139**<br>39<br>— | | | **1936** Béliard Crighton & Cie.—Ost<br>*91·9′* 21′ 5″<br>… … …<br>R | M Trawler | Oil 3Cy. 380×560 mm<br>Soc. d'Elec. & Mec. Ght |
| **IRENE**<br>epublic of the **Philippines**<br>nila Philippine | **7074**<br>3641<br>9361 | | AB | **1965** Hayashikane Zosen—Nag<br>432′ 10″ 59′ 10″ 24′ 11¾″<br>403′ 6″ 59′ 8½″ 32′ 10″<br>P89′ F29′ 2 dks<br>rf 3″ | M CSD Mchy.aft<br>4 Ho<br>B.450000<br>4 Ha | Oil 2SA 8Cy. 500×1100 mm<br>6150bhp 804t<br>Hitachi Zosen Osa |
| **IRENE**<br>exHesperus-63 exHeimgar-47<br>exSparreholm-36 exSulina<br>Stavros A. **Daifas**<br>Piræus Greek | **2978**<br>1790<br>— | ✠100A1<br>Str. nav. ice<br>✠LMC | ~~SS 10/64~~<br>TD 12/68<br>EL t | **1921–9** Öresundsvarvet A/B—Lkr<br>316′ 3″ 44′ 1″ 22′ 3″<br>301′ 0″ 44′ 0″ 28′ 11″<br>F32′ 2 dks<br>R Coll BH to U dk 4 to 2nd dk<br>WB746t | M<br>G.233550 B.208800<br>10W | Oil 4SA 6Cy. 630×1300 mm<br>1600bhp 520t<br>A/B Götaverken Got<br>db 100℔ 10k |
| **IRENE**<br>exPrésident Emile<br>Mercesche-66 exAnzin-49<br>San Paraskevi **Shipping Co.**<br>Monrovia Liberian | **2636**<br>1413<br>3383 | | BV | **1947** At. & Ch. de la Loire—Nts<br>323′ 1″ 43′ 7″ 18′ 8″<br>… … …<br>P27 Q92′ B62′ F25′ 1 dk | S<br>G.162000 | T 3Cy. 20″ 33″ & 59″×41⅜″<br>(o.f)<br>At. & Ch. de la Loire St. Denis<br>10k |
| **IRENE**<br>A/B **Transmarin**<br>~~W. Hök~~<br>Helsingborg Swedish | **1820**<br>847<br>3230 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN430 | CS 5/64<br>EL u | **1956–4** A/B Lindholmens Varv—Got<br>328′ 11″ 44′ 4″ 18′ 5½″<br>305′ 6″ 44′ 3″ 27′ 2″<br>F81′ 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf 2″ WB623t | M (2P) OSD<br>2 Ho 116¼′, 95¼′<br>G.226205 B.203744<br>4 Ha (29′, 35½′, 29′, 29′×19¾ )<br>8W Der 1(15) 8(5) | Oil 2SA 6Cy. 520×900 mm<br>2150bhp 437t (hvf)<br>A/B Lindholmens Varv Got<br>3×75kW 220V d.c. 13½k |
| **IRENE**<br>exTalavera-64 exVerna-60<br>Anastasios **Tountas**<br>and others<br>Piræus Greek | **1506**<br>892<br>2350 | ~~✠100A1~~<br>~~Str. nav. ice~~<br>~~✠LMC~~<br>**TO BE BROKEN UP** | ~~SS 5/65~~<br>~~EL p~~ | **1932–7** Helsingborgs Varfs A/B—Hbg<br>258′ 0″ 38′ 1″ 16′ 9¾″<br>246′ 0″ 38′ 0″ 17′ 6″<br>P19′ Q79′ B100′ F23′ 1 dk Well dk<br>R NS 4BH<br>WB519t | S<br>2 Ho 95¼′, 78′<br>G.131000 B.126000<br>4 Ha (23′, 30¾′, 26¾′, 23′×16½′)<br>4W Der 4(3) | T 3Cy. 17¾″ 29$\frac{17}{32}$″ & 46⅛″×27$\frac{9}{16}$″<br>600ihp 253t (o.f)<br>Helsingborgs Varfs A/B Hbg<br>2 SB 200℔ Spt hs(2337) 4cf ND<br>2×100V 8½k |
| **IRENE**<br>exSeahorse-62<br>exJanet Plym-52<br>exIdly Days-50<br>C. Gavrill & Co.<br>Piræus Greek | **495**<br>305<br>— | ✠Classed LR until 1/64 | HR | **1935–4** J. Lewis & Sons Ltd.—Abn<br>170′ 6″ 25′ 1″ 13′ 0″<br>… … …<br>Q83′ F20′ 1 dk<br>R len 67 | M Mchy.aft<br>1 Ho 90′<br>G.22350 B.21500<br>2 Ha<br>2W Der 2(1) | Oil 4SA 6Cy. 290×420 mm<br>570bhp NE51 14t<br>Masch. Kiel A.G. Kel<br>9k |
| **IRENE**<br>N.V. **Scheepvaartbedr.**<br>"Gruno"<br>Amsterdam Netherland<br>Now **HEATHER** See New Entries No. 6 | **357**<br>176<br>435 | ✠100A1<br>✠LMC | ~~SS 10/64~~<br>TD 7/68<br>EL e | **1948–4** Sch. Delfzijl v/h Sander—Dzl<br>148′ 2″ 24′ 9″ 9′ 3″<br>133′ 9″ 24′ 7″<br>P36′ Q46′ F18′ 1 dk<br>RW 3BH<br>WB137t | M Mchy.aft<br>G.22050 B.20700 | Oil 4SA 5Cy. 290×450 mm<br>300bhp 34t<br>Appingedammer Brons. Apg<br>9k |

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| 516280<br>DGQY | **IRENE**<br>**Eggert Pahl**<br>Hamburg W. German | 297<br>143<br>471 | | GL<br>len 51 | 1939 Hugo Peters—Wewelsfleth<br>*143·0'* 24' 8" 9' 7½"<br>24' 6" 10' 2"<br>Q54' 1 dk<br>R | M<br>1 Ho 85½'<br>G.28000 B.26500<br>2 Ha<br>2W Der 2(1½) | Oil 4SA 4Cy. 290×420 mm<br>260bhp NE60<br>Masch. Kiel A.G. |
| 516281<br>SXPU<br>1748 | **IRENE**<br>**Telemachos Mataragas**<br>Piræus Greek | 150<br>—<br>— | | | ...........................<br>119' 8" 22' 1"<br>... ... ...<br>1 dk | Wood Aux | Oil 4Cy.<br>Harland & Wolff Ltd. |
| 516282<br>DLWM<br>Df Esd<br>Pfd Rdr<br>RTh | **IRENE CLAUSEN**<br>**Cimbria Reederei A.G.**<br>Flensburg W. German | 299<br>127<br>350 | | BV | 1958 Titovo Brodogradiliste—<br>Kraljevica<br>156' 7" 28' 9" 10' 7"<br>139' 8" 28' 0" 18' 0"<br>B40' 1 dk & S dk<br>rf ½" | M Cattle Carrier OSD Mchy.aft<br>1 Ho 84½'<br>G.40560 B.38540<br>2 Ha (each 27'×12')<br>Der 1(2) | Oil 2SA 4Cy. 290×490 mm<br>440bhp<br>Alpha-Diesel A/S<br>2×45kW 220V d.c. |
| 516283<br>OZMH<br>Df Esd<br>Rdr RT | **IRENE FRIJS**<br>**Frahla Rederi I/S**<br>Knud I. Larsen<br>Roskilde Danish | 498<br>313<br>935 | ✠100A1<br>✠LMC<br>MN150 | SS 9/66<br>EL j 1⅛"SQ | 1961–11 Schps. Gebr. v. Diepen—<br>Waterhuizen<br>200' 5" 30' 6" 11' 11½"<br>182' 5" 30' 2" 13' 3"<br>Q50' F39' 1 dk<br>RW 3BH<br>rf 3½" WB330t incl. Dk a32t m12t | M Mchy.aft<br>1 Ho 12½'<br>G.40000 B.37000<br>2 Ha (25½', 50½'×15¾')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz<br>3×10kW 110V d.c. |
| 534548<br>SYVG<br>2425<br>Esd | **IRENE K.**<br>exKapa–66 exSupremity–64<br>**K. Karmiris Bros. Co. Ltd.**<br>Piræus Greek | 2074<br>1090<br>2777 | ✠100A1<br>✠LMC | SS 1/65<br>EL r | 1944–10 Goole S.B. & R. Co. Ltd.—Goo<br>283' 6" 40' 8" 17' 1"<br>265' 0" 40' 6" 18' 3"<br>Q160' F28' 1 dk<br>RW NS 6BH<br>WB851t incl. DTm273t | M Mchy.aft<br>G.141000 B.133000 | Oil 2SA 6Cy. 405×540 mm<br>1200bhp<br>Newbury Diesel Co. Ltd. |
| 520966<br>SXPJ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **IRENE M.**<br>exLista–67<br>**Mantomen Cia. Nav. S.A.**<br>Piræus Greek | ~~4841~~ 4827<br>~~2791~~ 2734<br>~~8450~~ | | NV | 1949 Eriksbergs M/V A/B—Got<br>434' 9" 58' 2" 25' 11½"<br>405' 8" 58' 0"<br>F93' 1 dk & S dk<br>RW<br>rf 4" | M (10P) OSD<br>4 Ho 59', 97' comb., 61', 68½'<br>G.541590 B.490550<br>1 Ha (stl) (31½'×20')<br>4 Ha (w) (31½', 31½', 31½', 31½'×20')<br>12W Der 2(5–15) 8(5) 2(3–5) | Oil 2SA 7Cy. 740×1400 mm<br>5600bhp<br>Burmeister & Wain<br>3×125kW 220V d.c. |
| 516286<br>PEXJ<br>Df Esd<br>RT | **IRENE-S**<br>**A. Schenkel**<br>N.V. Scheepvaartbedr. "Gruno"<br>Groningen Netherland | 499<br>248<br>760 | | BV | 1958 Schps. Kramer & Booy—<br>Kootstertille<br>174' 10" 28' 7" 10' 8"<br>155' 10" 27' 11" 11' 10"<br>1 dk<br>RW | M Mchy.aft<br>G.32800 B.31500<br>2 Ha (each 39½'×16¾')<br>Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>395bhp<br>Motorenw. Mannheim |
| 541588<br>SYPI<br>2174<br>Df Esd<br>Gc Pfd<br>Rdr | **IRENE S. LEMOS**<br>**Carnation Compania Naviera S.A.**<br>Piræus Greek | 14203<br>9517<br>22650 | ✠100A1 strengthened for heavy cargoes, Nos. 2 & 6 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN2100 | SS 11/67<br>EL k†2 5/16"SQ | 1963–4 J. Boel & Fils—Tamise<br>601' 1" 74' 6" 32' 3½"<br>562' 0" 74' 0" 46' 0"<br>P106' F46' 1 dk<br>NS 10BH<br>rf nil DK fwd WB10213t incl. Topside tanks in holds 2764t DTsf436t | M Mchy.aft<br>G.1070886 B.1032984<br>5W Cr 6(5) Der 2(5) | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp<br>Masch. Augsburg-Nürnb<br>2AuxB (1 o.f 1 ex.g) |
| 500883<br>SVVD<br>2818<br>Df Esd<br>Gc Rdr<br>RTv | **IRENE VALMAS**<br>exAlblasserdyk–66<br>**Cia. Nav. Rinoula S.A.**<br>Piræus Greek | 8290<br>4903<br>12680 | 100A1 with fbd DTs—oil FP above 150°F. or vegetable oil<br>LMC | SS 5/66<br>EL (f†)2¼" | 1943 Seattle Tacoma S.B. Corp.—Tac<br>491' 7" 69' 7" 29' 5"<br>465' 11" 69' 4" 33' 11"<br>F44' 1 dk & S dk, 3rd dk clear of mchy. space<br>Coll BH to S dk 6 to 2nd dk<br>WB4269t incl. Tunnel tanks 412t DTsf 1866t | S (12P) OSD<br>5 Ho 79½', 60½', 77½', 67½', 67'<br>G.783487 B.710662<br>5 Ha (stl) (36'×20') (30', 32½', 30', 35'×24')<br>20W Der 1(40) 1(30) 4(7) 16(5) | 2 S Turb dr geared to sc.<br>8500shp<br>Allis-Chalmers Mfg Co.<br>2WTB 525lb Spt 475lb<br>3×250kW 240V d.c. |
| 520247<br>SVEH<br>2678<br>Df Esd<br>Gc Rdr | **IRENE XILAS**<br>exLake Atlin–65<br>exJersey Mist–56<br>**Tharros Shipping Co. S.A.**<br>Piræus Greek | 7835<br>4426<br>— | ✠100A1<br>✠LMC<br>MN660 | SS 4/67<br>EL b†2 1/16"SQ | 1954–1 Wm. Doxford & Sons Ltd.—Sld<br>447' 10" 57' 11" 26' 11½"<br>420' 0" 57' 9" 37' 7"<br>F37' 2 dks<br>RW 6 BH to U dk 2 to 2nd dk<br>WB1227t | M CSD<br>5 Ho<br>G. 559210 B.504897<br>5 Ha<br>11W Der 4(10) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120lb |
| 672214 | **IRIANBHAKTI MERAUKE**<br>**P.D. Irian Bhakti**<br>Sukarnapura Indonesian<br>For later particulars see New Entries No. 1 | 38<br>16<br>40 | 100A1 for restricted service<br>Class contemplated | | Holland Launch N.V.—Zaandam<br>59' 1" 4' 10"<br>53' 10" 13' 6" 5' 10" | M Mchy.aft | Oil 4SA 6Cy.<br>Kromhout Motorenfab. |
| 516293<br>FOOJ<br>Df Esd<br>Gc Rdr<br>RTm/v | **IRIDINA**<br>**Soc. Maritime Shell**<br>Havre French | 12164<br>6891<br>17160 | ✠Classed LR until 1/56 | BV | 1955–8 Ch. Nav. de La Ciotat—<br>La Ciotat<br>556' 0" 69' 5" 29' 8"<br>530' 0" 69' 3" 39' 0"<br>P116' B61' F50' 1 dk<br>rf 3½" | S Liquefied Gas/Oil Tanker<br>Mchy.aft<br>33 Ta<br>L. (gas) 381682 (oil) 139100<br>HeCls. BC<br>Der 3(5) 1(2) 4(1) | 2 S Turb dr geared<br>7500shp<br>Forg. & Ch. de la Med.<br>2×550kW 440V |
| 520506<br>LFLU<br>Df Esd<br>Rdr RT | **IRINA**<br>exLean S–65<br>**Nordsjø-Transport**<br>Strandheim & Stensaker<br>Bergen Norwegian | 494<br>233<br>— | ✠100A1<br>✠LMC<br>MN150 | SS 8/64<br>EL (j) 1 3/16" | 1956–7 Travewerft G.m.b.H.—Lbc<br>191' 3" 29' 11" 12' 10"<br>171' 2" 29' 6½" 13' 3"<br>P107' F25' 1 dk<br>RW 3BH<br>rf 6" WB292t incl. Dk 6t | M Mchy.aft<br>1 Ho 118'<br>G.35676 B.32347<br>2W Der 2(3) | Oil 4SA 8Cy.<br>750bhp<br>Masch. Kiel A.G. |

| | | | | | | |
|---|---|---|---|---|---|---|
| **IRINI M**<br>exVoco-63 exLövland-60<br>**S. Billinis & Co.**<br>Greek<br>Piraeus | **2105**<br>1123<br>3642<br>**3269**<br>1983<br>4470 | NV | | **1948** Smith's Dock Co. Ltd.—Mdb<br>326′ 6″ 46′ 11″ 18′ 11½″/21′ 0″<br>46′ 9″<br>F20′ 1 dk & S dk<br>R | S (3P) OSD/CSD<br>G.242103 B.224114<br>10W Der 2(10) 10(6) | T 3Cy. 20″ 34″ & 57″×39″<br>1500ihp 530t (o.f)<br>Smith's Dock Ltd. Mdb<br>2×220V d.c. 11½k |
| **IRINI MATHEOS**<br>exS N A 1-67<br>**Grikani Shipping Co. Ltd.**<br>Cyprus<br>Famagusta | **3627**<br>1895<br>5007 | BV | | **1948** Davie S.B. & Rep. Co. Ltd.—Levis<br>372′ 6″ 48′ 6″ 20′ 3″<br>349′ 2″ 48′ 4″<br>P27′ B56′ F33′ 1 dk<br>RW<br>rf 2¼″ | S<br>4 Ho 56½′, 54′, 60½′, 60½′<br>G.227861 B.213353<br>4 Ha (stl) (36½′, 37′, 38′, 42½′×32′)<br>8W Der 8(5) | Uniflow 4Cy. 25″×26″<br>1850ihp 456t (o.f)<br>Canadian Vickers Ltd. Mtl<br>2×27kW 110V d.c. 11k |
| **IRIS**<br>exSileno-60 exFirenze-56<br>exGeorge T. Angell-46<br>**Achille Lauro**<br>Italian<br>Naples | **7185**<br>4428<br>10735 | RI | | **1944** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 9″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, pt 3rd dk | S<br>5 Ho | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Harrisburg Mchy. Corp. Harrisburg<br>11k |
| **IRIS**<br>exArbon-63 exRhaetia-61<br>exBaron Dunmore-58<br>Irismar **S.A.**<br>Liberian<br>Monrovia | **3946**<br>2297<br>6597 | **BS✱**<br>**MBS✱**<br>MN270 | SS 10/66<br>CT4184 C33 | **1933-9** D. & W. Henderson & Co. Ltd.—Gls<br>382′ 0″ 51′ 8″ 22′ 0″<br>365′ 3″ 51′ 6″ 26′ 0″<br>P41′ B112′ F38′ 1 dk<br>R NS 7BH<br>WB1460t | S<br>G.361084 B.334603<br>9W | T 3Cy. 21½″ 37″ & 62″×42″<br>1900ihp (o.f)<br>D. & W. Henderson & Co. Ltd. Gls<br>2 SB 210℔ hs(4946) |
| **IRIS**<br>**H.M. Postmaster-General**<br>British | **1489**<br>447<br>992 | **✠100A1**<br>with freeboard<br>**✠LMC** | ~~Dr 10/64~~<br>TD 10/68<br>EL p 1 11/16″ | 1940-6 Swan, Hunter & Wghm Rchdsn —Nwc<br>251′ 10″ 35′ 3″ 16′ 4″<br>228′ 9″ 35′ 0″ 24′ 4″<br>B39′ 2 dks<br>RW Coll BH to U dk 3 to 2nd dk<br>WB362t incl. DTsf43t | TS Cable Ship Mchy.aft<br>1 Ho 40¼′<br>2W Der 4(2) | T 6Cy. 13″ 22″ & 36″×24″<br>1100ihp 248t (o.f)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2 SB 200℔ hs(3320) 4cf db 100℔<br>11k |
| **IRIS**<br>exHanna Dan-62<br>Finska **Ångfartygs A/B**<br>Finnish<br>Helsinki/Helsingfors<br>Now **SVANSUND** See New Entries No. 8 | **946**<br>544<br>1365 | **✠100A1**<br>Str. nav. ice<br>**✠LMC**<br>MN168 | SS 2/65<br>EL m 1 7/16″SQ | **1956-11** A/S Svendborg Skibv.—Svb<br>218′ 6″ 33′ 1″ 15′ 3½″<br>195′ 3″ 33′ 0″ 19′ 8″<br>F30′ 2 dks<br>RW Coll BH to U dk 3 to 2nd dk<br>rf 3″ WB389t incl. DTf63t | M Mchy.aft<br>1 Ho 116′<br>G.68800 B.63000<br>6W Der 6(5) | Oil 2SA 7Cy. 290×490 mm with hydraulic coupling<br>840bhp B&W 273t<br>Alpha-Diesel A/S Fkn<br>Controllable pitch propeller 11½k |
| **IRIS**<br>**vin & Johnson Ltd.**<br>S. African<br>Cape Town | **340**<br>96<br>— | ✠Classed LR until 9/66 | | **1965-2** Hall, Russell & Co. Ltd.—Abn<br>139′ 9″ 26′ 9″<br>123′ 6″ 26′ 6″ 13′ 9″<br>F23′<br>rf 30″ BK6″ | M Trawler<br>2 Ho 29′, 12½′<br>5 Ha (3′×3½′) (3½′×4½′) (5¼′, 5¼′×3½′) (5′×5′)<br>Cr 1(1) | Oil 2SA 7Cy. 310×490 mm<br>840bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>2×40, 25kW 110V d.c. |
| **IRIS**<br>Société **Africaine de** Pêcherie **Industrielle**<br>Cameroon<br>Douala | **101**<br>16<br>— | | ~~BV~~ | **1955** At. & Ch. de la Rochelle—LaR<br>*72·5′* 19′ 8″<br>… … … | M Trawler<br>1 Ha (3¼′×3¼′)<br>Der 1(2½) | Oil 4SA 6Cy. 220×320 mm<br>250bhp 25t<br>Cie. de Const. Méc. St.Denis<br>9k |
| **IRIS CLAUSEN**<br>exAdler-67<br>Cimbria-Reederei **A.G.**<br>W. German<br>Flensburg | **300**<br>124<br>357 | GL | | **1957** Rolandwerft G.m.b.H.—Bmn<br>156′ 6″ 28′ 1″ 10′ 6¾″<br>140′ 0″ 28′ 0″ 18′ 0″<br>P&B120′ F25′ 1 dk | M Cattle Carrier Mchy.aft<br>1 Ho 103¼′<br>G.40560 B.38540<br>2 Ha (each 27′×12¼′)<br>Der 1(2) | Oil 4SA 4Cy. 290×490 mm<br>440bhp 41t (d.o)<br>Alpha-Diesel A/S Fkn<br>2×45kW 220V d.c. 10½k |
| **IRIS-JÖRG**<br>exSeestern-65<br>exEilenburg-64<br>Karl Meier<br>W. German<br>Hamburg | **296**<br>187<br>438 | GL | | **1956** Werft Nobiskrug—Rendsburg<br>*141·7′* 26′ 4″ 8′ 6½″<br>136′ 6″ 26′ 3″ 9′ 7″<br>P31′ F19′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 85½′<br>G.22260 B.21060<br>1 Ha (65½′×18′)<br>2W Der 2(1½) | Oil 4SA 6Cy. 290×420 mm<br>300bhp 16t<br>Masch. Kiel A.G. Kel<br>9½k |
| **IRIS MOANA**<br>North Shore **Ferries Ltd.**<br>N. Zealand<br>Auckland | **103**<br>66<br>— | | | **1943** Shipbuilders Ltd.—Auk<br>*107·7′* 17′ 11″<br>… … …<br>1 dk | Wood TM | 2 Oil each 6Cy. 4½″×5″<br>330bhp<br>General Motors Corp. Det<br>10k |
| **IRISBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow<br>British | T.Mk<br>**7597**<br>4229<br>13329<br>**10349**<br>6008<br>~~15411~~<br>15893 | **✠100A1**<br>**✠LMC**<br>MN1400 | SS 7/68<br>EL f†2¼″SQ | **1964-10** Harland & Wolff Ltd.—Bel<br>513′ 3″ 67′ 8″ 27′ 10¼″~~/30′ 7″~~ /31′ 2¼″<br>475′ 0″ 67′ 6″ 41′ 0″<br>F44′ 2 dks<br>7BH<br>rf 6″ WB4048t incl. Tunnel tanks 342t DTm1668t | M<br>5 Ho 71′, 78½′, 50′, 71½′, 65½′<br>G.792110 B.726920<br>5 Ha (stl) (33¾′, 45′, 50′, 35′, 30′×26′)<br>16W Der 1(50) 6(10) 10(6) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>7000bhp B&W 1659t (hvf)<br>Harland & Wolff Ltd. Bel<br>2WT AuxB 100℔<br>4×245, 245, 20, 5kW 220V d.c. 14½k |
| **IRISH ALDER**<br>**ish Shipping Ltd.**<br>Cork<br>Irish Republic | **6218**<br>3303<br>9750<br>**8266**<br>4625<br>10735 | **✠100A1**<br>**✠LMC**<br>MN1100 | SS 3/66<br>EL c†2⅛″SQ | **1957-9** W. Gray & Co. Ltd.—Hpl<br>475′ 11″ 61′ 3″ 26′ 0½″/27′ 7″<br>445′ 8″ 61′ 0″<br>F105′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 2″ WB2860t incl Tunnel tanks 218t DTsm1116t | M OSD/CSD<br>4 Ho 60¾′, 101¾′ comb., 25′ DT, 67½′, 67½′<br>G.604130 B.560460<br>5 Ha (stl) (31½′, 37½′, 35′, 35′, 35′×23′)<br>13W Der 1(35) 2(8) 10(5) 1(1½) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford 920t(hvf)<br>Hawthorn Leslie (Eng.) Ltd. Nwc<br>AuxB 60℔<br>3×200kW 220V 60c/s a.c. 15k |

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|---|---|---|---|---|---|---|
| 516309 | **IRISH ASH** | T.Mk | ✠100A1 SS 6/66 | 1958–1 W. Gray & Co. Ltd.—Hpl | M ~~OSD/CSD~~ | Oil 2SA 5Cy. 670×2320 |
| EISV | | 5971 | | 475′ 11″ 61′ 3″ ~~26′ 0½″/27′ 7″~~ | 4 Ho 60½′, 101½′ comb., 25′ DT, 67½′, | 5500bhp Doxford |
| 400215 | Irish Shipping Ltd. | 3266 | ✠LMC | 445′ 8″ 61′ 0″ 38′ 2″ 26′ 4″/29′ 1⅛″ | 67½′ | Hawthorn, Leslie (Eng.) |
| Df Esd | Limerick Irish Republic | 9919 | | F105′ 1 dk & S dk | G.604130 B.560460 | db 60lb |
| Gc Rdr | | 7949 | MN1100 EL c†2¼″SQ | RW Coll BH to S dk 6 to 2nd dk | 5 Ha (stl) (31½′, 37½′, 35′, 35′, | 3×200kW 220V 60c/s a.c. |
| RTm/v | | 4519 | | | 35′×23′) | |
| | | 11712 | | | 13W Der 1(35) 2(8) 10(5) 1(1½) | |
| | | | | rf 2″ WB2860t incl. Tunnel tanks 218t DTsm1116t | | |
| 516311 | **IRISH CEDAR** | 10477 | ✠100A1 CS 9/67 | 1962–8 Verolme Schpsw.—Heusden | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 700×1200 |
| EITW | | 6053 | strengthened for heavy | 504′ 3″ 67′ 7″ 28′ 7½″ | 5 Ho 65½′, 66′, 66′, 66′, 66′ | 7250bhp MAN |
| 400269 | Irish Shipping Ltd. | 15123 | cargoes | 462′ 7″ 67′ 3″ 39′ 8″ | G.703468 | Verolme Machfbk. |
| Df Esd | Cork Irish Republic | | ✠LMC | P103 F36′ 1 dk | 5 Ha (stl) (38½′, 40′, 40′, 40′, | AuxB (o.f) 105lb |
| Gc Rdr | | | MN1450 EL f†2¼″SQ | NS 7BH | 40′×32½′) | AuxB (ex.c) 60lb |
| RTm/v | | | | | 10W Der 10(5) | 3×265kW 440V 60c/s a.c. |
| | | | | rfnil WB4721t incl. Topside tanks in holds 1911t | | |
| 516312 | **IRISH COAST** | 3813 | ✠100A1 SS 6/64 | 1952–10 Harland & Wolff Ltd.—Bel | TM (1200P) Ref | 2 Oil 2SA each 10Cy. |
| GPPD | | 1731 | Irish Channel service | 339′ 8″ 51′ 7″ 14′ 11½″ | 3 Ho 43½′, 48′, 30½′ | 6500bhp |
| 185446 | ~~Coast Lines Ltd.~~ | 880 | ✠LMC | 320′ 8″ 51′ 6″ 19′ 0″ | B.100910 In.8110 | Harland & Wolff Ltd. |
| Df Esd | ~~Liverpool British~~ | | | P51′ B146′ F36′ 1 dk, 2nd dk clear of | 3 Ha (12′, 12′, 14′×—) | db 100lb |
| Pfd Rdr | **Epiroliki Steamship Nav. Co.** | | MN1300 EL v 1 11/16″SQ | mchy. space | 3W Der 5(5) | 4×250, 250, 250, 12½kW |
| RTm/v | **"George Potamianos" S.A.** | | | RW Coll BH to U dk 7 to 2nd dk | | |
| | **Piræus Greek** | | | rf 6″ WB334t incl. DTf48t | | |
| | Now **ORPHEUS** See New Entries No. 11 | | | | | |
| 672683 | **IRISH ELM** | 21000 | 100A1 | Verolme Cork Dkyd. Ltd.—Cork | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 860×1800 |
| EIWT | | — | Class contemplated | 632′ 0″ 92′ 1″ 37′ 2¼″ | | MAN |
| | Irish Shipping Ltd. | 38533 | | … … … | | Verolme Machfbk. |
| | Cork Irish Republic | | | | | |
| | For later particulars see New Entries No. 1 | | | | | |
| 516315 | **IRISH FIR** | 1752 | ✠Class **WITHDRAWN** | 1956–12 Liffey Dkyd Ltd.—Dub | M Mchy.aft | Oil 2SA 9Cy. 340×570 |
| EISG | | 743 | at Owners' request | 258′ 6″ 38′ 11″ 15′ 9″ | 2 Ho 44′, 92′ comb. | 1700bhp |
| 400176 | Irish Shipping Ltd. | 1941 | 3/69 | 242′ 0″ 38′ 6″ 20′ 0″ | G.103000 B.98882 | British Polar Engines Ltd. |
| Df Esd | Dublin Irish Republic | | | P64′ F29′ 1 dk | 3 Ha (stl) (30′, 22′, 24′×24′) | 3×80kW 220V 60c/s d.c. |
| Gc Rdr | | | | RW NS 5BH | 6W Der 4(5) 2(3) | |
| RTm | | | | rf 6″ WB667t inc. DTf137t | | |
| 516319 | **IRISH LARCH** | T.Mk | ✠100A1 SS 7/65 | 1956–10 W. Gray & Co. Ltd.—Hpl | M ~~OSD/CSD~~ | Oil 2SA 5Cy. 670×2320 |
| EISJ | | 6036 | | 475′ 11″ 61′ 3″ ~~26′ 0½″/27′ 7″~~ — /27′ 7″ | 4 Ho 60½′, 101½′ comb., 25′ DT, 67½′, | 5500bhp Doxford |
| 400093 | Irish Shipping Ltd. | 3316 | ✠LMC | 445′ 0″ 61′ 0″ 38′ 2″ | 67½′ | Hawthorn, Leslie (Eng.) |
| Df Esd | Cork Irish Republic | — | | F105′ 1 dk & S dk | G.602100 B.558560 | AuxB 100lb |
| Gc Rdr | | 8020 | MN1100 EL c†2¼″SQ | RW Coll BH to S dk 6 to 2nd dk | 5 Ha (stl) (31½′, 37½′, 35′, 35′, | 3×200kW 220V d.c. |
| RTm/v | | 4574 | | | 35′×23′) | |
| | | — | | | 13W Der 1(35) 2(8) 10(5) 1(1½) | |
| | Now **ALIAKMON PROGRESS** See New Entries No. 6 | | | rf 2″ WB2860t incl. Tunnel tanks 218t DTsm1116t | | |
| 516320 | **IRISH MAPLE** | 6218 | ✠100A1 SS 7/65 | 1957–2 W. Gray & Co. Ltd.—Hpl | M OSD/CSD | Oil 2SA 5Cy. 670×2320 |
| EISL | | 3303 | | 475′ 11″ 61′ 3″ 26′ 0½″/27′ 7″ | 4 Ho 60½′, 101½′ comb., 25′ DT, 67½′, | 5500bhp Doxford |
| 400053 | Irish Shipping Ltd. | 9750 | ✠LMC | 445′ 0″ 61′ 0″ 38′ 2″ | 67½′ | Hawthorn, Leslie (Eng.) |
| Df Esd | Limerick Irish Republic | 8288 | | F105′ 1 dk & S dk | G.602520 B.558980 | db 60lb |
| Gc Rdr | | 4649 | MN1100 EL c†2¼″SQ | RW Coll BH to S dk 6 to 2nd dk | 5 Ha (31½′, 37½′, 35′, 35′, 35′×23′) | 3×200kW 220V d.c. |
| RTm/v | | 10693 | | | 13W Der 1(35) 2(8) 10(5) 1(1½) | |
| | Now **ALIAKMON PIONEER** See New Entries No. 3 | | | rf 2″ WB2860t incl. Tunnel tanks 218t DTsm1116t | | |
| 541183 | **IRISH PLANE** | 10449 | ✠100A1 CS 5/68 | 1963–4 Verolme Schpsw.—Heusden | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 700×1200 |
| EITY | | 6045 | strengthened for heavy | 504′ 3″ 67′ 7″ 28′ 7¾″ | 5 Ho 65½′, 66′, 66′, 66′, 66′ | 7250bhp MAN |
| 400358 | Irish Shipping Ltd. | ~~15123~~ | cargoes | 462′ 7″ 67′ 3″ 39′ 8″ | G.703468 | Verolme Machfbk. |
| Df Esd | Dublin Irish Republic | 15670 | ✠LMC | P103′ F36′ 1 dk | 5 Ha (stl) (38½′, 40′, 40′, 40′, | AuxB (o.f) 105lb |
| Gc Rdr | | | MN1450 EL f†2¼″SQ | NS 7BH | 40′×32½′) | AuxB (ex.g) 60lb |
| RTv | | | | | 10W Der 10(5) 1(1½) | 3×265kW 440V 60c/s a.c. |
| | | | | rf nil WB5721t incl. Topside tanks in hold 1911t | | |
| 516324 | **IRISH POPLAR** | T.Mk | ✠100A1 SS 4/66 | 1956–12 Cammell Laird & Co. (S.B. & | S Ref | 2 S Turb dr geared to sc. |
| EISK | | 5908 | | Eng.) Ltd.—Bkn | 4 Ho 58½′, 91½′ comb., 62½′, 62½′ | 6200shp |
| 400072 | Irish Shipping Ltd. | 3294 | ✠LMC | 449′ 0″ 62′ 4″ 26′ 10½″/29′ 8¾″ | G.519922 B.502430 In.29635 | Cammell Laird (S.B. & |
| Df Esd | Waterford Irish Republic | 9452 | ✠Lloyd's RMC | 420′ 4″ 62′ 0″ 39′ 0″ | 5 Ha (stl) (27′, 35′, 27½′, 35′, | 2WTB 505lb Sup 750°F. |
| Gc Rdr | | 7871 | MN1240 EL c†2¼″SQ | F40′ 2 dks | 27½′×20½′) | db 125lb sg 125lb |
| RTm/v | | 4554 | | RW Coll BH to U dk 7 to 2nd dk | 12W Der 1(30) 2(8) 10(5) | 3×200kW 220V d.c. |
| | | 11220 | | rf 6″ WB2742t incl. Tunnel tanks 294t DTsm1331t | | |
| 516325 | **IRISH ROSE** | 1749 | ✠100A1 SS 2/68 ~~SS 4/64~~ | 1956–2 Ailsa Shipbuilding Co. Ltd.—Trn | M Mchy.aft | Oil 2SA 9Cy. 340×570 |
| EISB | | 782 | | 258′ 11″ 39′ 0″ 15′ 9″ | 2 Ho 44′, 92′ comb. | 1700bhp |
| 400141 | Irish Shipping Ltd. | 1971 | ✠LMC | 242′ 0″ 38′ 6″ 20′ 0″ | G.100380 B.95658 | British Polar Engines |
| Df Esd | Dublin Irish Republic | | | P64′ F29′ 1 dk | 3 Ha (stl) (30′×22′) (30′, 30′×24′) | 3×80kW 220V d.c. |
| Gc Rdr | | | MN340 EL p | RW 5BH | 6W Der 4(5) 2(3) | |
| RTm | Now **ST. SOPHIA** See New Entries No. 10 | | | rf 6″ WB650t incl. DTf150t | | |
| 516326 | **IRISH ROWAN** | T.Mk | ✠100A1 CS 8/67 | 1962–7 Verolme Cork Dkyd Ltd.—Cork | M Mchy.aft | Oil 2SA 6Cy. |
| EITV | | 7853 | | 499′ 6″ 67′ 5″ 28′ 2¾″/30′ 9½″ | 5 Ho 67½′, 63′, 65½′, 65½′, 57¾′ | 6800bhp Doxford |
| 400268 | Irish Shipping Ltd. | 4001 | ✠LMC | 470′ 0″ 67′ 0″ 40′ 6″ | G.742600 B.691560 | Hawthorn, Leslie |
| Df Esd | Cork Irish Republic | 13592 | | P111 F40′ 2 dks | 5 Ha (stl) (36′, 36¾′, 36¾′, 36¾′, | 2AuxB (1 o.f 1 ex.g) |
| Gc Rdr | | 10323 | MN1360 EL f†2¼″SQ | RW 7BH | 36¾′×24′) | 3×225kW 220V d.c. |
| RTv | | 5550 | | rf 2″ DK fwd WB3822t | 10W Der 1(35) 2(8) 8(5) 1(1½) | |
| | | 15530 | | | | |
| 516327 | **IRISH SPLICE** | 3805 | | 1945 W. Butler (S.Bs) Inc.—Dul | M Ref Mchy.aft | Oil 2SA 8Cy. |
| KKWA | Launched as Harold W. Roberts | 2123 | | 323·9′ 50′ 1″ | 4 Ho 42¾′, 78¾′, 67½′, 30¾′ | 1700bhp |
| 247270 | **United States Department of** | 6090 | AB | 321′ 4″ 50′ 0″ 29′ 0″ | B.237000 In.9000 | Busch-Sulzer Bros. |
| Df Esd | **Commerce** | | | P90′ F38′ 2 dks | 4 Ha (20½′, 40½′, 40½′×20′) (9′×8′) | 2×250kW 230V d.c. |
| Gc | Duluth United States | | | rf nil | 16W | |

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| **IRISH SPRUCE**<br>Irish Shipping Ltd.<br>Cork<br>Irish Republic | T.Mk<br>6918<br>3295<br>—<br>7875<br>4555<br>— | ✠100A1<br><br>✠LMC<br>✠Lloyd's RMC<br>MN1240 | SS 6/66<br><br><br><br>EL c†2⅛"SQ | 1957–9 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>449′ 0″ 62′ 3″ —/28′ 1″<br>420′ 4″ 62′ 0″ 39′ 0″<br>F40′ 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6″ WB2742t incl. Tunnel tanks 294t DTsm1331t | S Ref<br>4 Ho 58½′, 91¾′ comb. 62½′, 62½′<br>G.479395 B.437789 In.49108<br>5 Ha (stl) (27′, 35′, 27½′, 35′, 27½′×20½′)<br>12W Der 1(30) 2(8) 10(5) | 2 S Turb dr geared to sc. shaft<br>6200shp 945t (o.f)<br>Cammell Laird (S.B. & Eng.) Ltd. Bkn<br>2WTB 505lb Spt 750° F. 475lb hs10254<br>db 125lb sg 125lb<br>3×200kW 220V d.c. 16k |
| **IRISH SYCAMORE**<br>Irish Shipping Ltd.<br>Dublin<br>Irish Republic | T.Mk<br>5552<br>3994<br>13619<br>10333<br>7858<br>15547 | ✠100A1<br><br>✠LMC<br><br>MN1360 | CS 3/65<br><br><br><br>EL f 2¼"SQ | 1961–5 W. Gray & Co. Ltd.—Hpl<br>499′ 6″ 67′ 5″ ~~29′ 11¾″~~ — /29′ 11¾″<br>470′ 0″ 67′ 0″ 40′ 6″<br>P111′ F40′ 2 dks<br>RW 7BH<br>rf 2″ DK fwd WB3689t | M ~~OSD~~ Mchy.aft<br>5 Ho 67½′, 63′, 65½′, 65½′, 57¾′<br>G.742610 B.691560<br>5 Ha (stl) (36′, 36¾′, 36¾′, 36¾′, 36¾′×24′)<br>10W Der 1(35) 2(8) 8(5) 1(1½) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford 923t (hvf)<br>Cen. Mar. Eng. Wks Hpl<br>AuxB 60lb<br>3×225kW 220V d.c. 14½k |
| **IRISH WILLOW**<br>Irish Shipping Ltd.<br>Galway<br>Irish Republic | 1743<br>746<br>1963 | ✠100A1<br><br>✠LMC<br><br>MN340 | SS 3/65<br><br><br><br>EL p | 1956–12 Ailsa Shipbuilding Co. Ltd.—Trn<br>258′ 11″ 39′ 0″ 15′ 8¾″<br>242′ 0″ 38′ 6″ 20′ 0″<br>P64′ F29′ 1 dk<br>RW 5BH<br>rf 6″ WB650t incl. DTf150t | M Mchy.aft<br>2 Ho 44′, 92′ comb.<br>G.100380 B.95658<br>3 Ha (stl) (30′×22′) (30′, 30′×24′)<br>6W Der 4(5) 2(3) | Oil 2SA 9Cy. 340×570 mm<br>1700bhp 139t (d.o)<br>British Polar Engines Ltd. Gls<br>3×80kW 220V d.c. 12k |
| **IRISHGATE**<br>Hull Gates Shipping Co. Ltd.<br>S.F. Craggs & Co. Ltd.<br>Hull<br>British | 800<br>441<br>950 | ✠100A1<br><br>✠LMC<br><br>MN264 | <br><br><br><br>EL k 1⅛"SQ | 1965–5 Clelands S.B. Co. Ltd.—Wal<br>200′ 8″ 32′ 3″ 12′ 0″<br>189′ 9″ 32′ 0″ 16′ 0″<br>F21′ RAD51′ 1 dk, 2nd dk in hold<br>NS 3BH<br>rf 3″ WB310t | M Mchy.aft | 2 Oil 4SA each 8Cy. 8¾″×11½″ with sr reverse gears to sc. shaft<br>1320bhp<br>Blackstone & Co. Ltd. Stamford<br>3×12½kW 220V d.c. |
| **IRISHMAN**<br>United Towing Co. Ltd.<br>Hull<br>British | 451<br>10<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN564 | <br><br><br><br>EL (g) | 1967–1 Cochrane & Sons Ltd.—Sel<br>127′ 8″ 32′ 10″ 14′ 0½″<br>112′ 0″ 31′ 0″ 15′ 6″<br>B&F69′ RAD6′ 1 dk<br>4BH<br>rf 30″ WB145t | TM Salvage Tug | 2 Oil 4SA each 6Cy. 12½″×14½″ sr reverse geared<br>2820bhp 220t (d.o)<br>Ruston & Hornsby Lcn<br>3×100, 75, 60kW 220V d.c. 13½k |
| **RKUTSK**<br>U.S.S.R.<br>dessa<br>Russian | 9352<br>5324<br>12530 | | | 1968 Warnowwerft—Warnemünde<br>497′ 0″ 66′ 9″ 28′ 11″<br>459′ 4″ 66′ 7″ 39′ 1″<br>2 dks | M | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp MAN<br>Dieselmotorenwerk Ros |
| **KUTSK**<br>.S.S.R.<br>rmansk<br>Russian | 5217<br>2524<br>5865 | | | 1962 Baltic S.B. & E. Wks—Len<br>429′ 6″ 55′ 2″ 24′ 7″<br>55′ 0″ 31′ 3″<br>2 dks | T D-E Fish Carrier<br>5 Ho<br>In.198822<br>5 Ha (16½′, 16½′, 16½′, 16½′×16½′) (13¾′×14′)<br>10W Der 10(5) | 4 Oil 2SA each 10Cy. 207×254 mm connected to elec. motor & geared to 2 sc. shafts<br>Russia<br>17½k |
| **RKUTSK**<br>U.S.S.R.<br>Murmansk<br>Russian | 639<br>240<br>— | | | 1956 Valmet O/Y—Hfs<br>198′ 4″ 29′ 6″ 14′ 5″<br>177′ 0″ 26′ 4″ 15′ 11″ | S Trawler | C 4Cy. (2) 300 & (2) 700×630 mm<br>Christiansen & Meyer Ham |
| **RKUTSKLES**<br>U.S.S.R.<br>Leningrad<br>Russian | 2901<br>1366<br>3598 | | | 1961 Valmet O/Y Helsingin Telakka—Hfs<br>335′ 8″ 46′ 1″ 19′ 2⅜″<br>305′ 7″ 45′ 11″ 23′ 0″<br>1 dk | M Mchy.aft<br>4 Ho<br>G.171347<br>4 Ha (26¼′, 26¼′, 26¼′, 21′×34′)<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas Jyväskylä<br>13k |
| **RLAND**<br>A/S Det Dansk-Franske D/S<br>E. Hahn-Petersen<br>Copenhagen<br>Danish | 1399<br>734<br>— | ✠100A1<br>oil tanker<br>(cc) all cargo tanks except No. 1 tank (p&s) Nos. 1, 2, 3 & 4 centre tanks & Nos. 2 & 3 side tanks (p&s) SG up to 1·2, No. 4 side tanks (p&s) SG up to 1·4. Caustic soda (concentration 47%) in No. 4 cargo tanks (p, cr. & s) at a temperature of 20° C.<br>Ice Class 1<br>✠LMC<br>MN354 | SS 2/69<br><br><br><br>EL p 1$\tfrac{7}{16}$"SQ | 1964–7 Helsingborgs Varfs A/B—Hbg<br>261′ 4″ 41′ 2″ 17′ 1″<br>239′ 6″ 41′ 0″<br>P72′ F53′ 1 dk<br>9BH<br>rf 4″ WB144t incl. DTf61t | M Oil & Chemical Tanker Mchy.aft<br>12 Ta<br>L.92848 | Oil 4SA 7Cy. 400×600 mm with flexible coupling<br>1870bhp 208t–7pd<br>Masch Augsburg-Nürnberg Ham<br>2wtdb 200lb<br>Controllable pitch propeller 12k |
| **RLAND**<br>mfors-67<br>an Sören Andersson<br>Partrederi<br>Kolpplan<br>Swedish | 123<br>53<br>— | <br><br>BV | | 1961 Fa. Seymonsbergen Werf "Concordia"—Ams<br>90′ 4″ 21′ 4″ 8′ 0″<br>80′ 6″ 21′ 1″ 10′ 2″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 222×292 mm<br>660bhp<br>Lister Blackstone Mar. Ltd. Dursley |

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| 516335<br>LARB<br><br>Df Esd<br>Gc Rdr<br>RT | **IRMA**<br><br>**Det Bergenske**<br>**Dampskibsselskab**<br>Bergen Norwegian | 4499<br>2527<br>6510<br>6131<br>3590<br>8490 | <br><br>NV | 1954 A. Stephen & Sons Ltd.—Gls<br>427' 11"-57' 2" 23' 2½"/27' 0½"<br>402' 2" 57' 1"<br>P46' B85' F73' 1 dk & S dk, 3rd dk in Nos. 1 & 3 holds<br>RW<br>rf 3" | M (12P) OSD/CSD<br>5 Ho 47½', 63', 59½', 67', 65'<br>G.445280 B.403070<br>5 Ha (22½', 34', 27', 32½', 32½'×18')<br>16W Der 1(30) 4(10) 8(5) 4(3) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford<br>A. Stephen & Sons Ltd.<br>3×180kW 220V d.c. |
| | Now **VIRMA** See New Entries No. 3 | | | | | |
| 516336<br>IOVU<br>529 | **IRMA**<br><br>**Navigazione E. Sperco**<br>**S.p.A.**<br>Trieste Italian | 1260 ~~890~~<br>680 ~~417~~<br>1427 ~~1273~~ | RI<br><br>✠Classed LR until 4/55 | 1950-8 Cant. Nav. Felszegi—Tri<br>211' 11" 36' 4" 15' 1½"<br>190' 3" 36' 1"<br>1 dk & S dk<br>RW | M OSD<br>3 Ho<br>G.75896 B.73706<br><br>6W Der 1(6) 1(2½) | Oil 2SA 5Cy. 360×600 mm<br>875bhp<br>S.A. Fiat S.G.M. |
| 516337<br>OGDX<br>505<br>Df RTh | **IRMA**<br>exVeslemöy-61 exKarl K.-56<br>**Partrederi Irma**<br>J. A. Grönqvist<br>Porvoo/Borgå Finnish | 361<br>151<br>522 | <br><br>NV<br><br>**MISSING SINCE 10/68** | 1947 Seutelvens M/V—Fks<br>146' 7" 24' 10" 12' 0"<br>135' 1" 24' 8"<br>P46' B34' F27' 1 dk | M Mchy.aft<br>1 Ho 81'<br>G.21500 B.20500<br>2 Ha (each 28'×13')<br>2W Cr 3(2½) Der 2(2½) | Oil 2SA 4Cy. 265×345 mm<br>400bhp<br>Crossley Bros. Ltd.<br>2×4½kW 110V d.c. |
| 516338<br>EAAS | **IRMA CAMBEIRO**<br><br>**Ramiro Cambeiro Cernadas**<br>Corcubion Spanish | 121<br>72<br>— | | 1959 Francisco Montes—El Freijo<br>82' 9" 21' 4"<br>… … … | Wood M | Oil 4Cy. 225×325 mm<br>180bhp |
| 650408<br>DAPI<br><br>Df Esd<br>Rdr<br>RTm/v | **IRMA GRAEBE**<br><br>**Günther Graebe**<br>Osterwisch & Graebe<br>Hamburg W. German | 499<br>307<br>1080 | <br><br>GL | 1964 Hugo Peters—Wewelsfleth<br>212' 8" 32' 10" 12' 3"<br>187' 0" 32' 8" 12' 8"<br>P&B119' F24' 1 dk<br>RW | M Mchy.aft<br><br>G.63197 B.57560<br>1 Ha (stl) (31½'×18')<br>1 Ha (w) (67' comb.×19½')<br>Der 3(2–3) | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Masch. Kiel G.m.b.H.<br>3×9½kW 230V 50c/s a.c. |
| 516340<br>PUQP | **IRMAN**<br>exTaquary-55<br>**Navegacao Mansur Ltda.**<br>Rio de Janeiro Brazilian | *1943*<br>*1176*<br>3040 | <br><br>✠Classed LR until 6/31<br><br>**WRECKED 7/68** | 1912-4 Mackie & Thomson Ltd.—Gls<br>288' 8" 45' 2" 15' 7½"<br>45' 0"<br>P27' B61' F22' 1 dk<br>R | TM<br><br>G.118073 B.110594<br><br>8W | 2 Oil<br>NE— |
| 516343<br>DAPP<br>10183<br>Df Esd<br>RTm | **IRMGARD HORN**<br><br>**Tiefkühlschiffsreederei**<br>**Heinr. Christian Horn**<br>Heinr. C. Horn<br>Hamburg W. German | 497<br>216<br>646<br>852<br>512<br>840 | <br><br>GL | 1959 J. J. Sietas Schiffsw.—Ham<br>207' 3" 30' 3" 10' 11"/12' 5"<br>183' 4" 30' 2" 18' 6"<br>B62' F33' 1 dk & S dk | M Ref OSD/CSD Mchy.aft<br><br>In.35300<br>2 Ha (each 23½'×11½')<br>4W Der 4(2) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deu |
| | Now **ANTOINETTE CASTRO** See New Entries No. 11 | | | | | |
| 542052<br>THXU<br><br>Df Esd<br>RT | **IROISE**<br><br>**Jerôme le Berre & Cie.**<br>Douarnenez French | 333<br>170<br>— | <br><br>BV | 1963 Ch. Nav. de Cornouaille—Treboul<br>*110·6'* 27' 6"<br>27' 4"<br>1 dk | Wood M Fishing<br><br><br>5 Ha (3½', 2½'×2½') (4½'×4½') (6½'×4') (4½'×4½') | Oil 2SA 5Cy. 230×400 mm<br>350bhp<br>Alpha-Diesel A/S |
| 503767<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **IROLLI**<br>exBaskerville-67<br>**Achille Lauro**<br>Rome Italian | 5796 ~~5885~~<br>3253 ~~3023~~<br>8950 | ✠Class **WITHDRAWN** at Owners' request 8/68<br>RI | 1954-7 J. Readhead & Sons Ltd.—Shl<br>435' 2" 59' 2" 25' 6½"<br>425' 0" 59' 0" 38' 6"<br>F41' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>WB2857t incl. DTsm1180t Tunnel tanks 203t | S OSD<br><br>G.556400 B.497920<br><br>14W | T 3Cyl 26½" 44" & 74"×<br>with dr gearing & hyd<br>4200ihp<br>J. Readhead & Sons Ltd.<br>3 SB 220lb Spt |
| 537882<br>OXAU | **IRON**<br>exVerona-Nord-67<br>exMik-48 exKentish Hoy-46<br>exAssociated-37 exJohanna<br>**A/S H. J. Hansen**<br>Odense Danish | 127<br>64<br>160 | <br><br>BV<br><br><br>**BROKEN UP** | 1926 J. Koster, Hzn—Gro<br>*98·9'* 17' 6" 7' 0"<br>… … …<br>1 dk<br>R | Aux Ctr<br><br><br>2 Ha (32½', 16½'×14½')<br>1W Der 2 | Oil 2SA 4Cy. 200×340 mm<br>120bhp NE31<br>Frederikshavns Jernst. & |
| 516347<br>MXKC<br>186902<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **IRON BARQUE**<br><br>**Vallum Shipping Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle British<br>Common Brothers (Management) Ltd. (Mgrs.) | 10950<br>4530<br>15970 | ✠100A1 ~~SS 4/64~~<br>ore carrier SS 10/68<br>✠LMC<br><br>MN880 EL f†2½"SQ | 1960-5 Austin & Pickersgill Ltd.—Sld<br>516' 7" 69' 0" 28' 8½"<br>485' 0" 68' 9" 36' 9"<br>P104' F44' 1 dk<br>RW 5BH<br>rf 6" WB9537t | M Ore Carrier Mchy.aft<br><br>G.485800 B.468200<br><br>Cr 2(1½) 2(1) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford<br>N.E. Mar. Eng. Co. Ltd.<br>2AuxB (1 o.f 1 ex.g)<br>3×210kW 220V d.c. |
| 524523<br>GHRV<br>302841<br>Df Esd<br>Gc Rdr<br>RTv | **IRON CAVALIER**<br>exNaess Cavalier-66<br>**Anglo-Pacific Shipping Co. Ltd.**<br>Naess Denholm & Co. Ltd.<br>London British | 23811<br>15568<br>35350 | ✠100A1 SS 11/65<br>strengthened for ore cargoes—alternate holds may be empty<br>✠LMC<br>MN2600 EL q†2½"SQ | 1962-1 Mitsubishi Zosen—Nag<br>669' 11" 90' 8" 35' 1½"<br>629' 11" 90' 2½" 52' 10"<br>F48' 1 dk<br>NS 13BH<br>rf 4" WB16250t incl. DTm2308t Topside tanks in holds 4202t DTf1310t | M Bulk Carrier Mchy.aft<br>9 Ho each 48½'<br>G.1688059<br>9 Ha (stl) (30'×35') (30', 30', 30', 30', 30', 30', 30', 30'×45')<br>Der 1(5) 2(3) | Oil 2SA 9Cy.<br>13000bhp<br>Mitsubishi Zosen<br>AuxB 100lb<br>3×280kW 450V |
| 524529<br>GHRX<br>302793<br>Df Esd<br>Gc Rdr | **IRON CLIPPER**<br>exNaess Clipper-64<br>**Anglo-Pacific Shipping Co. Ltd.**<br>Naess Denholm & Co. Ltd.<br>London British | 23794<br>15644<br>35441 | ✠100A1 SS 12/64<br>strengthened for ore cargoes—alternate holds may be empty<br>✠LMC<br>MN2600 EL q†2½"SQ | 1961-10 Mitsubishi Zosen—Nag<br>669' 11" 90' 7" 35' 1½"<br>629' 11" 90' 3" 52' 10"<br>F48' 1 dk<br>NS 13BH<br>rf 4" WB16212t incl. DTm2308t Topside tanks in holds 4202t DTf1310t | M Bulk Carrier Mchy.aft<br>9 Ho each 48½'<br>G.1688059<br>9 Ha (stl) (30'×35') (30', 30', 30', 30', 30', 30', 30', 30'×45')<br>Der 1(5) 2(3) | Oil 2SA 9Cy.<br>13000bhp<br>Mitsubishi Zosen<br>AuxB<br>3×280kW |

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| **IRON COVE**<br>**J. Fenwick & Co. Pty Ltd.**<br>Sydney<br>British | **225**<br>—<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>MN210 | EL (c)1$\frac{1}{16}$"SQ | **1964–12** Adelaide Ship Cons. Ltd.—Adl<br>104′ 6″ 28′ 0″ 12′ 6$\frac{3}{4}$″<br>95′ 0″ 26′ 6″ 14′ 8″<br>4BH<br>BK1$\frac{1}{2}$″ WB112t | M Tug | Oil 4SA 6Cy. 12″×15″ with flexible coupling & sr reverse gear<br>1050bhp (d.o)<br>Mirrlees National Ltd. Stckpt<br>2×29kW 220V d.c. |
| **IRON CROWN**<br>**Vallum Shipping Co. Ltd.**<br>~~Common Bros. Ltd.~~<br>Newcastle<br>British<br>Common Brothers (Management) Ltd. (Mgrs.) | **11125**<br>4521<br>15912 | **✠100A1**<br>ore carrier<br>**✠LMC**<br>MN880 | SS 3/65<br>EL f†2$\frac{1}{4}$"SQ | **1961–1** Scotts' S.B. & Eng. Co. Ltd.—Grk<br>518′ 0″ 69′ 1″ 28′ 9$\frac{1}{4}$″<br>486′ 5″ 68′ 9″ 36′ 3″<br>P105′ F45′ 1 dk<br>RW 5BH<br>rf 6″ WB9493t | M Ore Carrier Mchy.aft<br>Der 2(1$\frac{1}{2}$) 2(1) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford (hvf)<br>Scotts' S.B. & Eng. Co. Ltd. Grk<br>~~2AuxB 100lb~~ 2AuxB (1 o.f 1 ex.g) 100lb<br>3×210kW 220V d.c. |
| **IRON DAMPIER**<br>**Broken Hill Proprietary Co. Ltd.**<br>Melbourne<br>British | **14037**<br>7159<br>19020 | **✠100A1**<br>ore carrier<br>Side tanks aft—oil FP above 150° F.<br>**✠LMC**<br>MN1370 | CS 6/65<br>EL i†2$\frac{7}{16}$"SQ | **1961–6** Broken Hill Pty Co. Ltd.—Wya<br>580′ 8″ 70′ 5″ 30′ 2″<br>550′ 9″ 70′ 0″ 39′ 5″<br>P133′ F71′ 1 dk<br>6BH<br>rf 4″ WB7187t | S Ore Carrier Mchy.aft<br>3 Ho 112′, 116′, 108′<br>G.375630 B.368650<br>6 Ha (stl) (each 40′×30′) | 3 S Turb dr geared to sc. shaft<br>6850shp 1277t (o.f)<br>Parsons Marine Turb. Co. Wal<br>2WTB 485lb Spt 750° F. 460lb hs12632<br>3×500, 320, 320kW 415V 50c/s a.c. 14k |
| **IRON DERBY**<br>**Broken Hill Proprietary Co. Ltd.**<br>Melbourne<br>British | 9493 ~~9522~~<br>5335 ~~5348~~<br>~~12350~~<br>12650 | **✠100A1**<br>with freeboard<br>**✠LMC**<br>MN1100 | ~~SS 4/64~~<br>**SS 12/67**<br>EL f†2$\frac{1}{4}$"SQ | **1951–4** Broken Hill Pty Co. Ltd.—Wya<br>523′ 4″ 66′ 1″ 25′ 11$\frac{1}{2}$″<br>495′ 7″ 66′ 0″ 39′ 0″<br>B74′ F44′ 1 dk & S dk<br>R NS 1BH to S dk 6 to 2nd dk<br>rf 10$\frac{1}{2}$″ WB4767t incl. DT881t Topside tanks 1216t | S OSD<br>4 Ho 68′, 75′, 92′, 82′<br>G.1091000<br>4 Ha (45′×32$\frac{1}{2}$′) (45′, 52$\frac{1}{2}$′×35′) (44′×28′)<br>Der 1(30) 2(10) 6(5) | 3 S Turb sr geared to sc. shaft<br>5700shp 2196t (o.f) 1824t (c)<br>Broken Hill Pty Co. Ltd. Wya<br>3WTB 260lb Spt 240lb hs(12678)<br>3×275, 275, 175kW 220V d.c. 13k |
| **IRON DUKE**<br>Iron Duke II–46<br>**Broken Hill Proprietary Co. Ltd.**<br>Melbourne<br>British | **4937**<br>2573<br>7615 | **✠100A1**<br>with freeboard<br>**✠LMC** | SS 8/66<br>EL z 1$\frac{15}{16}$"SQ | **1943–8** Broken Hill Pty Co. Ltd.—Wya<br>419′ 0″ 56′ 2″ 23′ 8$\frac{3}{4}$″<br>400′ 0″ 56′ 0″ 34′ 6″<br>F39′ 1 dk & S dk<br>R NS Coll BH to S dk 6 to 2nd dk<br>rf 2″ WB2677t incl. DT316t Topside tanks 1050t | S OSD Mchy.aft<br>4 Ho 53′, 67′, 105′ 18′<br>G.400000 B.381000<br>5 Ha (36′, 36′, 36′, 30′, 15′×28′)<br>Der 1(25) 2(10) 8(5) | Q 4Cy. 24″ 34$\frac{1}{2}$″ 50″ & 71″×48″<br>2800ihp (o.f)<br>Broken Hill Pty Co. Ltd. Wya<br>3WTB 250lb Spt 240lb hs(6612)<br>2×90, 50kW 220V d.c. 10$\frac{1}{2}$k |
| **RON FLINDERS**<br>**Broken Hill Proprietary Co. Ltd.**<br>Melbourne<br>British | **14039**<br>7145<br>19100 | **✠100A1**<br>ore carrier<br>**✠LMC**<br>MN1463 | SS 3/64<br>EL i†2$\frac{7}{16}$"SQ | **1959–8** Broken Hill Pty Co. Ltd.—Wya<br>580′ 8″ 70′ 7″ 30′ 3$\frac{1}{4}$″<br>550′ 9″ 70′ 0″ 39′ 6″<br>P133′ F71′ 1 dk<br>RW 7BH<br>rf 4″ WB8766t | S Ore Carrier Mchy.aft<br>3 Ho 112′, 116′, 108′<br>6 Ha (stl) (each 40′×30′) | 3 S Turb dr geared to sc .shaft<br>6820shp (o.f)<br>Parsons Marine Turb. Co. Wal<br>2WTB 485lb Spt 750° F 460lb hs12668<br>3×500, 320, 320kW 415V 50c/s a.c. 14k |
| **ON HORSE**<br>**lum Shipping Co. Ltd.**<br>~~mon Bros. Ltd.~~<br>castle<br>British<br>mon Brothers (Management) Ltd. (Mgrs.) | **11128**<br>4523<br>15892 | **✠100A1**<br>ore carrier<br>**✠LMC**<br>MN880 | SS 10/64<br>EL f†2$\frac{1}{4}$"SQ | **1960–9** Scotts' S.B. & Eng. Co.—Grk<br>518′ 0″ 69′ 1″ 28′ 9$\frac{1}{4}$″<br>486′ 5″ 68′ 9″ 36′ 3″<br>P105′ F45′ 1 dk<br>RW 5BH<br>rf 6″ WB9493t | M Ore Carrier Mchy.aft<br>G.487390 B.469320<br>Der 2(1$\frac{1}{2}$) 2(1) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 1205t (hvf)<br>Scotts' S.B. & Eng. Co. Grk<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×210kW 220V d.c. 12k |
| **RON KIMBERLEY**<br>**Broken Hill Proprietary Co. Ltd.**<br>Melbourne<br>British | **9494**<br>5339<br>~~15892~~<br>12559 | **✠100A1**<br>with freeboard<br>**✠LMC** | SS 10/67<br>EL f†2$\frac{1}{4}$"SQ | **1949–10** Broken Hill Pty Co. Ltd.—Wya<br>523′ 4″ 66′ 1″ 25′ 11$\frac{1}{2}$″<br>495′ 7″ 66′ 0″ 39′ 0″<br>B74′ F44′ 1 dk & S dk<br>R NS 1BH to S dk 6 to 2nd dk<br>rf 10$\frac{1}{2}$″ WB6288t incl. Tunnel tanks 540t DTm506t DTf881t Topside tanks 1216t | S OSD<br>4 Ho 68′, 75′, 92′, 84′<br>G.647000<br>4 Ha (45′×32$\frac{1}{2}$′) (45′, 52′×35′) (44$\frac{1}{2}$′×28′)<br>Der 1(30) 2(10) 6(5) | 3 S Turb sr geared to sc. shaft<br>5700shp (o.f)<br>Broken Hill Pty Co. Ltd. Wya<br>3WTB 260lb Spt 240lb hs(12678)<br>3×275, 275, 175kW 220V d.c. 13k |
| **RON KNIGHT**<br>Vénissieux–55<br>**Broken Hill Proprietary Co. Ltd.**<br>Melbourne<br>British | **5547**<br>2804<br>7458 | **100A1**<br>**LMC**<br>MN725 | TD 12/68 ~~SS 9/64~~<br>EL y 2$\frac{1}{8}$"SQ | **1948** Burrard D.D. Co. Ltd.—Vcr<br>413′ 6″ 52′ 3″ 24′ 0$\frac{1}{2}$″<br>393′ 9″ 51′ 10″ 30′ 6″<br>P23′ B60′ F34′ 1 dk<br>R NS 9BH<br>rf 6″ WB2595t incl. Tunnel tanks 475t DTf310t Topside tanks 780t | S<br>4 Ho 52′, 64′, 72$\frac{1}{2}$′. 69′<br>G.335444 B.317064<br>4 Ha (stl) (41$\frac{3}{4}$′, 47′, 55$\frac{1}{2}$′, 50$\frac{1}{2}$′×34$\frac{1}{2}$′)<br>8W Der 8(5) | 2 S Turb dr geared to sc. shaft<br>3625shp 624t (o.f)<br>J. Inglis Co. Ltd. Tto<br>2WTB 325lb Spt 295lb hs7100<br>3×120, 120, 65kW 220V d.c. 10k |
| **RON MONARCH**<br>**Broken Hill Proprietary Co. Ltd.**<br>Melbourne<br>British | **4906**<br>2593<br>7620 | **✠100A1**<br>with freeboard<br>**✠LMC** | SS 5/65<br>EL z 1$\frac{15}{16}$"SQ | **1943–3** Broken Hill Pty Co. Ltd.—Wya<br>419′ 0″ 56′ 2″ 23′ 9″<br>400′ 0″ 56′ 0″ 34′ 6″<br>F39′ 1 dk & S dk<br>R NS Coll BH to S dk 6 to 2nd dk<br>rf 2″ WB2712t incl. DTf18t Topside tanks 1050t | S OSD Mchy.aft<br>4 Ho 53′, 67′, 105′, 18′<br>G.400000 B.381000<br>5 Ha (36′, 36′, 36′, 30′, 15′×28′)<br>Der 1(30) 2(10) 8(5) | Q 4Cy. 24″ 34$\frac{1}{2}$″ 50″ & 71″×48″<br>2800ihp (o.f)<br>Broken Hill Pty Co. Ltd. Wya<br>3WTB 250lb Spt 240lb hs(6612)<br>2×90, 50kW 220V d.c. 10$\frac{1}{2}$k |
| **RON ORE**<br>**Shipping Co. Ltd.**<br>~~Bros. Ltd.~~<br>castle<br>British<br>Common Brothers (Management) Ltd. (Mgrs.) | **10950**<br>4530<br>15970 | **✠100A1**<br>ore carrier<br>**✠LMC**<br>MN880 | ~~SS 5/64~~<br>SS 11/68<br>EL f†2$\frac{1}{4}$"SQ | **1959–10** Austin & Pickersgill Ltd.—Sld<br>516′ 7″ 69′ 0″ 28′ 8$\frac{1}{4}$″<br>485′ 0″ 68′ 9″ 36′ 9″<br>P104′ F44′ 1 dk<br>RW 5BH<br>rf 6″ WB9537t | M Ore Carrier Mchy.aft<br>G.485800 B.468200<br>Der 2(1$\frac{1}{2}$) 2(1) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 1175t (hvf)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>2AuxB 100lb<br>3×210kW 220V d.c. 11$\frac{1}{2}$k |
| **RON SPENCER**<br>**Hill Proprietary Co. Ltd.**<br>British | **7837**<br>3810<br>10626<br>**10250**<br>5042<br>12683 | **✠100A1**<br>**✠LMC**<br>MN1364 | SS 11/65<br>EL e†2$\frac{1}{4}$"SQ | **1957–2** Broken Hill Pty Co. Ltd.—Wya<br>498′ 0″ 62′ 1″ 25′ 9$\frac{1}{4}$″/28′ 9$\frac{1}{2}$″<br>475′ 0″ 62′ 0″ 38′ 7″<br>B139′ F59′ 1 dk & S dk<br>R NS Coll BH to S dk 7 to 2nd dk<br>rf 5″ WB3877t incl. Tunnel tanks 169t DTm565t Topside tanks 998t | S OSD/CSD<br>4 Ho 70′, 70′, 75′, 72′<br>G.526468<br>4 Ha (stl) (45′×25′) (44′, 44′×31′) (42$\frac{1}{2}$′×25′) | 3 S Turb dr geared to sc. shaft<br>6820shp 1586t (c)<br>Parsons Marine Turb. Co. Wal<br>2WTB 475lb Spt 460lb hs19300<br>4×185kW 220V d.c. 14$\frac{1}{2}$k |

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| 516350<br>VKFG<br>178451<br>Df Esd<br>Gc Rdr | **IRON WARRIOR**<br>exCaloundra-61 exBalook-50<br>**Broken Hill Proprietary Co.**<br>**Ltd.**<br>Melbourne British | 4075<br>2011<br>6247 | ✠100A1<br>with freeboard<br>✠LMC<br><br>MN600 | SS 9/65<br><br><br><br>EL y 1½"SQ | 1950-4 Broken Hill Pty Co. Ltd.—Wya<br>403' 4" 53' 2" 22' 6½"<br>380' 8" 53' 0" 33' 0"<br>F38' 1 dk & S dk<br>R Coll BH to S dk 5 to 2nd dk<br>rf 3" WB1478t incl. Tunnel tanks 288t | S OSD<br>4 Ho 59', 66', 61', 72½'<br>G.337500 B 309333<br>4 Ha (30', 32', 30', 28'×21½')<br>16W Der 1(25) 14(5) | T 3Cy. 22½" 38½" &<br>with dr gearing &<br>3000ihp<br>Commnw'th Gov. E.<br>2WTB 240lb Spt 220lb<br>2×35kW 220V d.c. |
| 516351<br>VMBD<br>177245<br>Df Esd<br>Gc Rdr | **IRON WHYALLA**<br><br>**Broken Hill Proprietary Co.**<br>**Ltd.**<br>Melbourne British | 10335<br>4978<br>12550 | ✠100A1<br><br>✠LMC<br><br>MN1364 | SS 8/67<br><br><br><br>EL e†2½"SQ | 1934-6 Broken Hill Pty Co. Ltd.—Wya<br>498' 0" 62' 1" 28' 9½"<br>475' 9" 62' 0" 38' 7"<br>2 dks<br>R NS Coll BH to U dk 6 to 2nd dk<br>rf 5" WB3877t incl. Tunnel tanks 169t DTm565t Topside tanks 997t | S<br>4 Ho 70', 70', 75', 72'<br><br>4 Ha (stl) (45'×25') (44', 44'×31')<br>(42½'×25') | 3 S Turb dr geared to sc.<br>6820shp<br>Parsons Marine Turb. Co.<br>2WTB 475lb Spt 460lb<br>4×185kW 220V d.c. |
| 516362<br>VKTR<br>177233<br>Df Esd<br>Gc Rdr<br>RTm/h | **IRON WYNDHAM**<br><br>**Broken Hill Proprietary Co.**<br>**Ltd.**<br>Melbourne British | 9570<br>5389<br>12345 | ✠100A1<br>with freeboard<br>✠LMC<br><br>MN1100 | SS 9/66<br><br><br><br>EL f†2½"SQ | 1953-2 Broken Hill Pty Co. Ltd.—Wya<br>523' 4" 66' 1" 25' 11½"<br>495' 7" 66' 0" 39' 0"<br>B74' F44' 1 dk & S dk<br>R NS 1BH to S dk 6 to 2nd dk<br>rf 10½" WB5423t incl. Topside tanks 1216t DTm506t DTf881t | S OSD<br>4 Ho 68', 75', 92', 84'<br>G.643853<br>4 Ha (45'×32½') (45', 52½'×35')<br>(44½'×28')<br>Der 1(30) 2(10) 6(5) | 3 S Turb sr geared to sc.<br>5700shp<br>Broken Hill Pty Co. Ltd.<br>3WTB 260lb Spt 240lb<br>3×275, 275, 175kW 220V |
| 516363<br>VJKW<br>177202<br>Df Esd<br>Gc Rdr<br>RTm/h | **IRON YAMPI**<br><br>**Broken Hill Proprietary Co.**<br>**Ltd.**<br>Melbourne British | 9555<br>5140<br>~~12497~~<br>12897 | ✠100A1<br>with freeboard<br>✠LMC | SS 7/66<br><br><br><br>EL f†2½"SQ | 1948-6 Broken Hill Pty Co. Ltd.—Wya<br>523' 4" 66' 1" ~~25' 11½"~~ 26' 5½"<br>495' 7" 66' 0" 39' 0"<br>B59' F44' 1 dk & S dk<br>R NS Coll BH to S dk 6 to 2nd dk<br>rf 10½" WB4848t incl. Tunnel tanks 540t Topside tanks 1216t DTf881t | S OSD<br>4 Ho 68', 75', 92', 82'<br>G.647104<br>4 Ha (45'×32½') (45', 52½'×35')<br>(44½'×28')<br>Der 1(30) 2(10) 6(5) | 3 S Turb sr geared to sc.<br>5500shp<br>Parsons Marine Turb. Co.<br>3WTB 260lb Spt 240lb<br>3×275, 275, 175kW 220V |
| 672196<br>GXVE<br>305451<br>Df Rdr<br>RT | **IRONSIDER**<br><br>**Lawson-Batey Tugs Ltd.**<br>Newcastle British | 156<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN264 | <br><br><br><br>EL (b) | 1967-9 R. Dunston (Hessle) Ltd.—<br>Hessle<br>99' 8" 26' 3" 9' 9"<br>89' 0" 24' 6" 12' 3"<br>3BH<br>rf 27" BK6" WB38t | M Tug | Oil 4SA 8Cy.<br>reduction geared<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>2×25kW 220V d.c. |
| 516366<br>WA6104<br>100730<br>Rdr RT | **IROQUOIS**<br><br>**Black Ball Transport Inc.**<br>Seattle United States | 949<br>533<br>— | | | 1901 Craig S.B. Co.—Toledo<br>226' 3" 49' 0"<br>... ... ...<br>3 dks<br>R | M Ferry | Oil SA 10Cy. 8½"×10"<br>1500bhp<br>Fairbanks Morse & Co. |
| 516367<br>ICIR<br>332<br>Df Esd<br>Gc Rdr | **IRPINIA**<br>exCampana-55 exRio Jachal-46<br>exCampana-43<br>**Sicula Oceanica S.A.**<br>Palermo Italian | 13204<br>7755<br>6914 | <br><br>✳Classed BC until 6/38 | AB RI | 1929 Swan, Hunter & Wghm Rchdsn—<br>Nwc<br>536' 7" 67' 0" 23' 6½"<br>509' 1" 66' 8" 35' 0"<br>P50' B233' F82' 3 dks<br>R<br>rf 18" | TM (1181P) Ref<br>4 Ho<br><br>4 Ha<br>6W Der 6(2) | 2 Oil 2SA each 10Cy.<br>15000bhp NE62<br>C.R.D. Adriatico |
| 516368<br>URJA<br>M-17099<br>Df Esd<br>Gc Rdr<br>RT | **IRSHALES**<br><br>**U.S.S.R.**<br>Leningrad Russian | 2902<br>1365<br>3607 | | | 1962 Valmet O/Y Pansion Telakka—Åbo<br>335' 7" 46' 1" 19' 2"<br>305' 2" 45' 11" 23' 0"<br>1 dk | M Mchy.aft<br>4 Ho<br>G.171347<br>4 Ha (26½', 26½', 26½', 21'×34')<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy.<br>B&W<br>Valmet O/Y |
| 516369<br>UOYR<br>M-8051 | **IRTISH**<br>exSassenheim-34<br>**U.S.S.R.**<br>Archangel Russian | 2300<br>1268<br>3280 | | | 1916 A. F. Smulders—Sch<br>282' 4" 42' 1" 17' 10½"<br>41' 11" 20' 6"<br>1 dk<br>R | S<br>2 Ho<br>G.141930<br>4 Ha (25½', 25½', 31½', 29½'×18')<br>8W Der 8(5) | T 3Cy. 20" 32" & 52"<br>A. F. Smulders |
| 516370<br>UWJY<br>M-20401<br>Esd | **IRTISH**<br><br>**U.S.S.R.**<br>Petropavlovsk Russian | 1113<br>523<br>1275 | ✠ | | 1951-10 Norrköpings Var. & Verks.—<br>Norrköping<br>224' 8" 34' 0" 12' 2½"<br>204' 3" 33' 11" 14' 10"<br>P60' F30' 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.65615<br><br>3W Der 1(1½) 2(½) | Oil 2SA 6Cy.<br>Nydqvist & Holm AB |
| 542426<br>USKN<br>M-17111<br>Df Esd<br>Gc Rdr<br>RT | **IRTISHLES**<br><br>**U.S.S.R.**<br>Leningrad Russian | 2902<br>1365<br>3607 | | | 1963 Valmet O/Y Pansion Telakka—Åbo<br>334' 9" 46' 1" 19' 2"<br>305' 2" 45' 11" 23' 0"<br>1 dk | M Mchy.aft<br>4 Ho<br>G.141347<br>4 Ha (26½', 26½', 26½', 21'×34')<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy.<br>B&W<br>Valmet O/Y |
| 640050<br>EAKB<br><br>Df Esd<br>Gc Rdr<br>RT | **IRUS**<br><br>**Vasco Madrileña de**<br>**Navegación S.A.**<br>Bilbao Spanish | 1657<br>1099<br>— | ✠100A1<br><br>✠LMC<br><br>MN370 | SS 4/68<br><br><br><br>EL q | 1964-2 Ast. de T. Ruiz de Velasco—<br>Bbo<br>270' 9" 39' 10" 19' 8½"<br>246' 1" 39' 8" 23' 2"<br>Ba43' F30' 2 dks<br>RW 4BH<br>rf 4" WB523t incl. DTf38t | M Mchy.aft | Oil 4SA 8Cy.<br>1850bhp<br>N.V. Werkspoor |

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| **IRVIN L. CLYMER**<br>exJohn G. Munson-51<br>exCarl D. Bradley<br>**United States Steel Corp. Great Lakes Fleet**<br>New York United States | 7203<br>5557<br>11943 | <br><br>AB | | **1917** American S.B. Co.—Lorain<br>552′ 0″ 60′ 2″ 22′ 2½″<br>537′ 10″ 60′ 0″ 32′ 0″<br>1 dk<br>R<br>rf 3″ | S Bulk Carrier Mchy.aft<br>Self-unloader<br>4 Ho 84′, 72′, 72′, 123′<br>28 Ha (stl) (each 9′×43′) | S Turb dr geared<br>4000shp NE54 (c)<br>General Electric Co. Lyn<br>2×350kW 440V 60c/s a.c. |
| **IRVIN MacDOWELL**<br>**United States Department of** Commerce<br>San Francisco United States | 7263<br>4442<br>10500 | <br><br>AB | | **1942** Richmond S.B. Corp.—Richmond<br>441′ 6″ 57′ 0″ 27 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **IRVIN S. COBB**<br>**United States Department of** Commerce<br>Jacksonville United States | 7240<br>4390<br>10500 | <br><br>AB<br>**BROKEN UP** | | **1944** St. Johns River S.B. Co.—Jck<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′ 50′ 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×78″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **IRVINE**<br>**Irvine Harbour Co.**<br>Irvine British | 530<br>249<br>400 | ✠A1<br>dredger<br>✠LMC<br><br>EL h<br>**SURVEYS OVERDUE—CLASS SUSPENDED 6/68** | SS 5/63 | **1911–12** Fleming & Ferguson Ltd.—Psy<br>167′ 8″ 32′ 1″ 10′ 11″<br>160′ 0″ 32′ 0″ 13′ 0″<br>F16′ 1 dk<br>R 5BH | TS Bucket Dredger<br>2W | C 4Cy. 14½″ & 30″×20″<br>450ihp 80t (c)<br>Fleming & Ferguson Ltd. Psy<br>SB 130℔ hs(1615) 3cf ND 6k |
| **IRVING BIRCH**<br>New Brunswick Broadcasting **Co. Ltd.,** New Brunswick Publishing **Co. Ltd.,** Moncton Publishing Co. Ltd., **Steel & Engine** Products **Ltd.**<br>St. John, N.B. Canadian | 827<br>14<br>— | ✠100A1<br>tug<br>Ice Class 1<br>✠LMC<br>MN750 EL 1¼″U2 | | **1967–3** St. John S.B. & D.D. Co. Ltd.— St.J<br>161′ 4″ 37′ 11″ 17′ 10¾″<br>143′ 8″ 36′ 6″ 19′ 8″<br>F92′<br>4BH<br>rf 21″ WB318t | M Tug | Oil 2SA 9Cy. 500×700 mm<br>3750bhp<br>Nydqvist & Holm A/B Thn<br>3×250, 250, 30kW 450V 60c/s a.c. |
| **IRVING DOLPHIN**<br>J.D. Irving **Ltd.**<br>St. John, N.B. Canadian | 1126<br>1117<br>2100 | ✠100A<br>Oil FP above 150° F. River & Gulf of St. Lawrence. Nova Scotia & New Brunswick coasting & St. John River, N.B. service<br>EL (n) | | **1966–6** St. John S.B. & D.D. Co. Ltd.— St. J<br>200′ 6″ 51′ 1″ 9′ 10⅜″<br>194′ 0″ 50′ 0″ 13′ 0″<br>RFD16′ 1 dk<br>4BH<br>rf nil | Oil Barge | |
| **IRVING FORTY**<br>exIrving Birch-67<br>J.D. Irving **Ltd.**<br>Southampton British | 616<br>9<br>— | ✠100A1<br>tug<br>✠LMC<br>MN243 EL (k) 1³⁄₁₆″<br>**LAID UP—SURVEYS OVERDUE 12/64** | SS 12/60 | **1942** Cochrane & Sons Ltd.—Sel<br>156′ 9″ 34′ 11″<br>142′ 6″ 33′ 0″ 16′ 0″<br>F55′ 2 dks<br>4BH<br>rf 15″ BK7″ WB81t | S Tug | T 3Cy. 17″ 28″ & 46″×33″<br>1200ihp<br>J. I. Thornycroft & Co. Ltd. Sou<br>SB 210℔ hs3550 3cf |
| **IRVING GLEN**<br>Launched as Highland Glen<br>Glenco Ltd.<br>Nassau British | 13184<br>7945<br>— | ✠100A1<br>oil tanker<br>✠LMC<br>MN1750 EL I†2⁷⁄₁₆″SQ | SS 7/64 | **1956–3** Mitsui Zosen—Tmn<br>584′ 9″ 70′ 10″ 30′ 10¼″<br>547′ 11″ 70′ 6½″ 40′ 0″<br>P129′ B40′ F73′ 1 dk<br>14BH<br>rf 6″ WB323t | M Tanker Mchy.aft<br>27 Ta<br>L.936268 HeCls. BC | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W 2173t<br>Mitsui Zosen Tmn<br>2WTAuxB primary 710℔<br>secondary 178℔ AuxB (ex.g) 178℔<br>✠nwtdb 4/65–85℔ 15¾k |
| **IRVING HEMLOCK**<br>exYO 214-61<br>Irving Steamships **Ltd.**<br>Nassau British | 599<br>398<br>— | <br><br>AB | | **1945** Ira S. Bushey & Sons Inc.— Brooklyn<br>171′ 5″ 30′ 0″ 11′ 10¾″<br>29′ 10″ 13′ 4″<br>1 dk<br>BK4″ | M Tanker Mchy.aft<br>10 Ta | Oil 2SA 6Cy. 12″×15″<br>525bhp 34t<br>Fairbanks, Morse Ltd. Beloit |
| **NOVA SCOTIA TRADER**<br>See New Entries No. 12 | | | | | | |
| **IRVING HICKORY**<br>Irving Steamships **Ltd.**<br>Nassau British | 614<br>327<br>— | <br><br>AB | | **1944** Western Pipe & Stl Co.—S.Pedro<br>*166·7* 32′ 1″ 13′ 4⅞″<br>166′ 2″ 31′ 11″ 15′ 0″<br>1 dk<br>rf 3″ | M Tanker Mchy.aft<br>8 Ta | Oil 4SA 6Cy. 14″×19″<br>560bhp 63t<br>Union Diesel Co. Oakland |
| **IRVING MAPLE**<br>Universal Sales **Ltd.**<br>St. John, N.B. Canadian | 487<br>—<br>— | ✠100A1<br>tug<br>Ice Class 1<br>✠LMC<br>MN640 EL (g)1⅛″SQ | | **1966–10** St. John S.B. & D.D. Co. Ltd.—St. J<br>125′ 8″ 32′ 4″ 15′ 0½″<br>114′ 0″ 31′ 0″ 17′ 6″<br>F34′ RAD9′<br>5BH<br>WB30t | M Tug | Oil 2SA 8Cy. 500×700 mm<br>3200bhp<br>Nydqvist & Holm A/B Thn<br>2×200kW 450V 60c/s a.c.<br>Controllable pitch propeller |
| **IRVING OAK**<br>exEmpire Spruce<br>J.D. Irving **Ltd.**<br>St. John, N.B. Canadian | 143<br>6<br>— | ✠100A1<br>tug<br>Harbour service<br>**LMC**<br>MN240 | TD 5/66 | **1942–3** R. Dunston Ltd.—Thorne<br>97′ 6″ 20′ 10″<br>92′ 0″ 20′ 6″ 10′ 6″<br>4BH | M Tug | Vee Oil 2SA 16Cy. 8¾″×10½″ with sr reverse gear<br>1200bhp NEmade45refitted61<br>General Motors Corp. Clv |

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| 640188<br>CYML<br>319933<br>RTm | **IRVING OURS POLAIRE**<br>**Engineering Consultants Ltd., Kent Line Ltd., Universal Sales Ltd. & J. D. Irving Ltd.**<br>St. John, N.B. Canadian | 4944<br>2825<br>6925 | ✠100A1 SS 5/68<br>oil tanker<br>Ice Class 1<br>✠LMC<br>MN840 EL x 1$\frac{11}{16}$"SQ | 1964-1 St. John S.B. & D.D. Co. Ltd.—St. J<br>391' 2" 52' 2" 22' 7"<br>365' 0" 52' 0" 28' 0"<br>P82' F32' 1 dk<br>10BH<br>rf nil | M Tanker Mchy.aft | Oil 2SA 9Cy. 500×700 mm<br>4200bhp Polar<br>Nydqvist & Holm A/B<br>2wtdb 150lb ✠mdb<br>2×400kW 440V 60c/s a.c. |
| 516383<br>WA6108<br>242261<br>Df Gc<br>Rdr RT | **IRVING S. OLDS**<br>**United States Steel Corp. Great Lakes Fleet**<br>New York United States | 10294<br>6439<br>17600 | AB | 1942 American S.B. Co.—Lorain<br>639' 6" 67' 2" 24' 0"<br>623' 3" 67' 0" 35' 0"<br>F54' 1 dk<br>RW<br>rf 3" | S Mchy.aft<br>3 Ho<br>G.514386<br>18 Ha (stl) (each 11'×43') | 2 S Turb dr geared to sc. sh<br>4400shp<br>Westinghouse Elec. & Mfg. |
| 650496<br><br>322551 | **IRVING SHARK**<br>**New Brunswick Railway Co.**<br>J. D. Irving Ltd.<br>St. John, N.B. Canadian | 1114<br>1105<br>1850 | ✠100A1<br>oil tanker oil FP above 150° F., Nova Scotia & New Brunswick coasting service, & River & Gulf of St. Lawrence service<br>EL (n)1¼"SQ | 1965-1 St. John S.B. & D.D. Co. Ltd.—St.J<br>200' 6" 51' 1"<br>194' 0" 50' 0" 13' 0"<br>RFD16' 1 dk<br>3BH<br>rf nil | Oil Barge | |
| 516384<br><br>169321<br>Df Esd | **IRVING TAMARACK**<br>exAssiduous-61<br>**J. D. Irving Ltd.**<br>St. John, N.B. Canadian | 597<br>—<br>— | ✠Classed LR until 11/58<br>**BROKEN UP** | 1943-10 Cochrane & Sons Ltd.—Sel<br>156' 8" 33' 2" 14' 9"<br>142' 6" 33' 0" 16' 0"<br>F55'<br>BK7" | S Tug Mchy.aft | T 3Cy. 17" 28" & 46"×33"<br>C. D. Holmes & Co. Ltd. |
| 516385<br><br>180388 | **IRVING TEAK**<br>exAid exEmpire Jenny<br>**J. D. Irving Ltd.**<br>St. John, N.B. Canadian | 274<br>—<br>— | ✠100A1 SS 1/65<br>tug<br>✠LMC | 1945-1 Cochrane & Sons Ltd.—Sel<br>111' 8" 28' 4"<br>105' 0" 26' 6" 13' 0"<br>3BH<br>BK7" WB25t | S Tug Mchy.aft | T 3Cy. 15" 25" & 42"×27"<br>750ihp<br>Amos & Smith Ltd.<br>SB 200lb hs(2390) 3sf |
| 516386<br><br>168785 | **IRVING WALNUT**<br>exEmpire Imp<br>**J. D. Irving Ltd.**<br>St. John, N.B. Canadian | 129<br>—<br>— | ~~✠100A1~~ ~~SS 8/64~~<br>~~tug~~<br>~~Harbour service~~<br>~~✠LMC~~<br>~~LAID UP—SURVEYS OVERDUE 8/65.~~<br>**DISMANTLED & SCUTTLED 3/69** | 1942-7 R. Dunston Ltd.—Thorne<br>97' 6" 20' 6"<br>92' 0" 20' 4" 10' 6"<br>4BH<br>WB18t incl. DTf6t | S Tug | T 3Cy. 12" 20" & 32"×22"<br>500ihp<br>Worsley Mesnes Im Wks<br>SB 200lb hs(1367) 3sf |
| 516388<br>CYNJ<br>313255<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **IRVINGSTREAM**<br>exIrvingbrook-62<br>**Irving Oil Co. Ltd.**<br>Kent Line Ltd.<br>St. John, N.B. Canadian | 15185<br>10144<br>22340 | ✠100A1 SS 4/66<br>oil tanker<br>✠LMC<br>MN1620 EL (kt) 2$\frac{11}{16}$"<br>pt SQ 2$\frac{11}{16}$" | 1952-12 Howaldtswerke Ham. A.G.—Ham<br>618' 2" 75' 3" 31' 9½"<br>581' 2" 75' 0" 42' 6"<br>P125' F71' 1 dk<br>RW 16BH<br>Rebuilt, len, widened & deepened 62<br>rf 4" WB2266t incl. 1060t in clean ballast tanks DTf960t | M Tanker Mchy.aft | Oil 2SA 9Cy. 780×1400 mm<br>8100bhp<br>Howaldtswerke Ham. A.G.<br>2AuxB 185lb Spt<br>5×100kW 230V d.c. |
| 516389<br>VCKX<br>194854<br>Df Esd<br>Gc Rdr | **IRVINGWOOD**<br>**Kent Line Ltd.**<br>St. John, N.B. Canadian | 2491<br>1640<br>3369 | ✠100A1 TD 5/64<br>oil tanker<br>Great Lakes service, also coasting service between places within North & South America including Alaska (not west or north of Cape Spencer), Newfoundland, Labrador & W. Indies<br>**LMC**<br>MN320 EL n | 1952-12 G. T. Davie & Sons Ltd.—Lauzon<br>259' 11" 44' 0" 19' 0½"<br>253' 0" 43' 10" 22' 0"<br>P39' F23' 1 dk<br>NS 11BH<br>conv dry cargo ship 57 New bottom 6/64<br>WB97t | M Tanker Mchy.aft<br>12 Ta<br>L.180700 HeCls, C | Vee Oil 2SA 16Cy.<br>1600bhp<br>General Motors Corp.<br>nwtdb 10/58-110lb |
| 516390<br>VTFX<br>160271 | **IRWIN**<br>**Government of India**<br>Madras Indian | 970<br>377<br>485 | ✠Classed LR until 4/31 | 1929-8 D. & W. Henderson & Co. Ltd.—Gls<br>258' 0" 38' 1" 7' 6"<br>37' 11"<br>1 dk & Prom dk<br>R | TS<br>G.42538 B.40910<br>2W Der 1(3) | 2 S Turb sr geared<br>Yarrow & Co. Ltd. |
| 516391<br>TQRI<br><br>Df Esd<br>Pfd | **ISA-CHRISTI**<br>**Armement Eurafricain**<br>Concarneau French | 124<br>54<br>— | BV | 1958 Ch. de l'Adour—Anglet<br>*85·5'* 22' 8"<br>… … … | M Trawler<br>2 Ha (each 3½'×3½') | Oil 4SA 6Cy.<br>430bhp<br>Etab. Crepelle |
| 516394<br>KSRS<br>246423<br>Df Esd<br>Gc | **ISAAC DELGADO**<br>**United States Department of Commerce**<br>New Orleans United States | 7176<br>4380<br>10428 | AB | 1944 Delta S.B. Co. Inc.—N.Os<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾' 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35' 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Filer & Stowell Co.<br>3×20kW 120V d.c. |

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| **ISAAC M. SINGER**<br>United States Department of<br>Commerce<br>Jacksonville United States | 7240<br>4390<br>10500 | | AB | 1944 St. Johns River S.B. Co.—Jck<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | 1834t (o.f)<br>Hamilton<br>10k |
| **ISAAC MAYER WISE**<br>United States Department of<br>Commerce<br>Jacksonville United States | 7248<br>4463<br>10500 | | AB | 1944 St. Johns River S.B. Co.—Jck<br>441 6″ 57′ 0″ 27′ 8⅝″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | 1834t (o.f)<br>Hamilton<br>10k |
| **ISAAC SHARPLESS**<br>United States Department of<br>Commerce<br>Portland, Me United States | 7258<br>4469<br>10735 | | AB | 1943 South Portland S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Vulcan Irn Wks<br>3×20kW 120V d.c. | 1734t (o f)<br>Wilkes-Barre<br>10k |
| **ISABEL**<br>exKaa-55 exGalatée-53<br>exDorset Coast-47<br>Cia. Nav. Viento del Sur<br>S.A.<br>Panama Panamanian | 784<br>528<br>1320 | ✠Classed LR until 2/55 | BV | 1936-10 Ardrossan Dockyard Ltd.—Ard<br>212′ 0″ 33′ 1″ 16′ 4½″<br>199′ 0″ 33′ 0″ 21′ 3″<br>Ba33′ F33′ 2 dks<br>R | M CSD Mchy.aft<br>G.68440 B.57000<br>4W | Oil 4SA 6Cy. 500×900 mm<br>J. G. Kincaid & Co. Ltd. | 56t<br>Grk<br>11½k |
| **ISABEL A. McALLISTER**<br>McAllister Bros. Inc.<br>New York United States | 287<br>195<br>— | | AB | 1964 Dravo Corp.—Pbg<br>110′ 0″ 30′ 2″ 15′ 1⅛″<br>103′ 0″ 30′ 0″ 16′ 6″<br>1 dk<br>BK6″ | M Tug | Oil 2SA 16Cy. 8½″×10″<br>2400bhp<br>General Motors Corp. | 257t<br>La Grange |
| **ISABEL ALICIA**<br>exSoro-62<br>Antonio Vega de Seoane<br>San Sebastian Spanish | 379<br>237<br>423 | | BV | 1948 Construcciones S.L.—Vgo<br>140′ 8″ 23′ 1″ 11′ 7″<br>22′ 11″<br>1 dk | M<br>G.22445 B.19238<br>2 Ha (each 22′×13¾′)<br>2W Der 2(4) | Oil 2SA 7Cy. 267×343 mm<br>525bhp<br>Crossley Bros. Ltd. | 71t<br>Mch<br>9k |
| **ISABEL BRENDA**<br>exWatamurra-67<br>exFred Olsson-56<br>Isabel Nav. Co. S.A.<br>John Manners & Co. Ltd.<br>Panama Panamanian | *1894*<br>*853*<br>3475 | ✠100A1<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>MN336 | SS 2/65<br>EL t | 1947-7 Gävle Varvs & Verks, Nya A/B —Gfl<br>319′ 2″ 44′ 2″ 18′ 7″<br>298′ 0″ 44′ 1″ 26′ 6″<br>F33′ 1 dk & S dk<br>Coll BH to S dk 4 to 2nd dk<br>rf 3″ WB694t | M OSD<br>3 Ho 50′, 66′, 98′<br>G.208463 B.191126<br>4 Ha (29¼′, 37½′, 29¼′, 29¼′×19¾′)<br>Der 10(6) | Oil 2SA 5Cy. 500×700 mm<br>1680bhp<br>Atlas-Diesel<br>db 100lb<br>3×90, 90, 60kW 220V d.c. | 217t (d.o)<br>Skm<br>11k |
| **ISABEL ERICA**<br>exCharlbury-58<br>exEmpire Clive-46<br>St. Merryn Shipping Co.<br>Ltd.<br>Red Anchor Line Ltd.<br>London British | 7105<br>4559<br>9979 | ✠100A1<br>with freeboard<br>✠LMC | TD 2/66 SS 6/67<br>EL a† | 1941-8 Cammell Laird & Co. Ltd.—Bkn<br>447′ 7″ 56′ 2″ 26′ 3″<br>425′ 0″ 56′ 0″ 36′ 10″<br>F39′ 2 dks<br>R 5 divisional WTBH in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 6″ WB1596t | S CSD<br>5 Ho 64¼′, 95½′, 50′, 66½′, 74′<br>G.542905 B.499303<br>6 Ha (31′, 30½′, 12½′, 9¾′, 30½′, 30½′×19½′)<br>10W Der 10(5) | T 3Cy. 23½″ 37½″ & 68″×48″<br>2100ihp<br>Cammell Laird & Co. Ltd.<br>2 SB 220lb hs(5830) 8cf<br>2×15kW 110V d.c. | 981t (o.f)<br>Bkn<br>10k |
| **ISABEL FLORES**<br>Ignacio Vega Leguina<br>~~Manuel Rocafort~~<br>Vgo Spanish | 1596<br>1141<br>2400 | ✠100A1<br>✠LMC<br>MN340 | SS 11/67<br>EL o | 1959-10 Hijos de J. Barreras S.A.—Vgo<br>251′ 6″ 36′ 7″ 19′ 4¼″<br>223′ 5″ 36′ 5″ 22′ 0″<br>F33′ 2 dks<br>RW Coll BH to U dk 3 to 2nd dk<br>rf 4″ WB129t | M CSD Mchy.aft | Oil 4SA 8Cy. 390×680 mm<br>1700bhp<br>N.V. Werkspoor | Ams |
| **ISABEL SUZANNE**<br>exP. J. Cadegan-63<br>L. Cutler<br>Shelburne Canadian | 106<br>60<br>135 | | | 1946 Shelburne S.B. Ltd.—Shelburne<br>85′ 0″ 20′ 6″ 12′ 0″<br>20′ 4″<br>R<br>rf 2″ | Wood M Fishing<br>2 Ho 26′, 9′<br>2 Ha (12′×6½′) (7′×4′)<br>Der 1(1) 2(½) | 2 Oil 2SA each 6Cy. 110×130 mm geared to sc. shaft<br>280bhp NE67<br>General Motors Corp.<br>2×32V a.c. | (d.o)<br>Det |
| **ISABELLA**<br>exHans Bröhan-60<br>Martinez, Pereira y Cia.<br>S.A. Nav.<br>Valparaiso Chilean | ~~1212~~ 1322<br>~~896~~ 1012<br>~~1750~~ | | GL | 1952 J. J. Sietas Schiffsw.—Ham<br>231′ 0″ 34′ 6″ 17′ 4″<br>34′ 4″ 20′ 0″<br>B41′ F20′ 2 dks<br>RW | M Mchy.aft<br>G.90300 B.83800<br>6W | Oil 4SA 8Cy. 385×580 mm<br>1325bhp NE52<br>Masch. Kiel A.G. | 128t<br>Kel<br>10½k |
| **ISABELLA BALDWIN**<br>exMelisande exBulimba<br>exMelisande exMonarch<br>A. Baldwin<br>Hong Kong British | 292<br>189<br>— | ✠<br>WRECKED 9/68 | | 1883 Barrow S.B. Co.—Brw<br>*157·4′* 22′ 8″<br>… … …<br>1 dk<br>conv yacht 67 | Iron TM | 2 Oil each 6Cy. 4¼″×5″<br>165bhp NE45<br>Gray Marine | 8k |
| **ISABELLE**<br>Aurelias Nav. Corp.<br>Panama Panamanian | ~~487~~ 488<br>~~340~~ 297<br>939 | | GL | 1964 Martin Jansen—Leer<br>189′ 11″ 32′ 3″ 11′ 8″<br>170′ 7″ 32′ 2″ 13′ 1″<br>P36′ F20′ 1 dk | M Mchy.aft<br>1 Ho 120¾′<br>1 Ha (stl) (91¾′×19¾′)<br>Der 4(2) | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz<br>3×18, 14½, 14½kW 230V d.c. | (d.o)<br>Kln |

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| 516407<br>FOJS<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **ISANDA**<br><br>**Soc. Maritime Shell**<br>Havre French | 33820<br>21543<br>62206 | BV<br><br>✠Classed LR until 1/56 | 1966 (Fwd & cargo sections) Ch. de l'Atlantioue—St.N<br>1955-2 (Aft section) Ch. & At. de St. Nazaire (Penhoët)—St.N<br>786' 9" 40' 0"<br>754' 7" 101' 8" 54' 10"<br>P162' B59' F121' 1 dk<br>RW | S Tanker Mchy.aft<br>12 Ta<br>HeCls. B<br><br>Der 2(5) 3(1) | 2 S Turb dr geared to sc.<br>14790shp<br>Ch. & At. de St. Nazaire<br>2×550kW 440V 60c/s a.c. |
| 516409<br>FNAU<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ISARA**<br><br>**Soc. Maritime Shell**<br>Havre French | 33753<br>21638<br>— | **100A1** TD 4–7/66<br>oil tanker<br>✠**LMC**<br><br>MN3000 EL (w†)3$\frac{1}{16}$"SQ | 1966–8 (Fwd & cargo sections) Cons. Nav. & Ind. de la Méditerranée (C.N.I.M.)—La Seyne<br>1958–4 (Aft section) Ch. de l'Atlantique —St.N<br>787' 1" 101' 10"<br>745' 5" 101' 8" 55' 0"<br>P85' B42' F62' 1 dk<br>9BH<br>rf 4" WB11420t incl. 7547t in clean ballast tanks DT†2178t | S Tanker Mchy.aft | 2 S Turb dr geared to sc.<br>15000shp<br>Ch. de l'Atlantique<br>2WTB 868lb Sst 870° F.<br>sg 156lb<br>2×550kW 440V 60c/s a.c. |
| 516410<br>IBIW<br>595<br>Df Esd<br>Gc Rdr<br>RT | **ISARCO**<br>exSt. Marc-56<br>**Lloyd Triestino Soc. per Azioni di Nav.**<br>Trieste Italian | 5347<br>3062<br>7385 | **100A1** SS 4/66<br>DTsf—latex<br>**LMC**<br><br>MN1660 EL b†2¼"SQ<br>RI | 1950 At. & Ch. de la Loire—St.N<br>435' 0" 62' 6" 25' 2"<br>401' 3" 62' 4" 37' 7"<br>F84' 1 dk & S dk, 3rd dk in Nos. 2, 3 & 4 holds<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 8" WB772t | TM OSD Mchy.aft<br>4 Ho<br>G.470125 B.438426<br><br>20W Der 1(40) | 6 Oil 4SA each 6Cy.<br>geared to 2 sc.<br>magnetic couplings<br>8300bhp MAN<br>Soc. Gén. de Const. Méc.<br>nwtdb 195lb |
| 671380<br><br><br>RT | **ISARO**<br><br>**Isabelino Rodriguez Gomez**<br>Huelva Spanish | ~~230~~ 257<br>— 174<br>— | <br><br>BV | 1967 Balenciaga S.A.—Zumaya<br>110' 2"<br>104' 11" 22' 11" 12' 5"<br>1 dk<br>RW | M Trawler | Oil<br>900bhp<br>Carmelo Unanue |
| 516411<br>DEEX<br><br>Df Esd<br>Gc Rdr<br>RTv | **ISARSTEIN**<br><br>**Norddeutscher Lloyd**<br>Bremen W. German | 6900<br>4017<br>9560 | <br><br>GL | 1954 Deutsche Werft A.G.—Ham<br>*525-7'* 62' 8" 26' 0"<br>39' 10"<br>B72' F45' 2 dks & S dk<br>RW len 64 | M (11P) OSD<br>6 Ho 50½', 79', 79½', 62', 47½', 47½'<br>G.714526 B.638631<br>6 Ha (stl) (29½', 44½', 56', 44½', 29½', 29½'×18½')<br>20W Der 1(50) 6(5–10) 14(3–5) | Oil 2SA 9Cy. 780×1550 mm<br>14400bhp NE64<br>Bremer Vulkan<br>3×250kW 230V d.c. |
| 516412<br>TQYV<br><br>Df Esd<br>Pfd RT | **ISBE**<br><br>**L. Lebon & G. Toublanc**<br>La Rochelle French | 226<br>82<br>59 | <br><br>BV | 1959 Schpsw. Kramer & Booy "De Rietpol"—Spaarndam<br>123' 0" 23' 8"<br>104' 11" 22' 11" 12' 11" | M Trawler<br><br><br>2 Ha (each 3½'×3½') | Oil 4SA 6Cy. 315×480 mm<br>600bhp<br>Etab. Duvant |
| 651650<br>OXIS<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ISBJØRN**<br><br>**Den Danske Stat (Ministeriet for Handel, Industri og Söfart)**<br>Copenhagen Danish | 3019<br>93<br>— | <br><br>NV | 1966 Odense Staalskibs. A/S—Odn<br>247' 1" 56' 11" 19' 6½"<br>223' 1" 56' 9" 29' 6"<br>2 dks | T D-E Icebreaker | 6 Vee Oil 4SA each 12Cy.<br>connected to elec.<br>shafts<br>10500bhp B&W<br>T. B. Thrige<br>Propellers 2 fwd 2 aft |
| 516414<br><br>9879<br>Esd Rdr<br>RTv | **ISBJÖRN**<br><br>**Trafik A/B Grängesberg-Oxelösund**<br>Erland Waldenström<br>Stockholm Swedish | 165<br>—<br>— | ✠100A1 SS 5/67<br>tug<br>Gulf of Bothnia, Baltic and Kattegat service<br>Str. nav. ice<br>✠LMC<br>MN252 EL ⅞"SQ | 1958–10 A/B Lödöse Varf—Lod<br>85' 4" 26' 2" 11' 7"<br>25' 7" 13' 9"<br>RW 3BH<br>BK4" WB48t | M Tug<br><br><br><br>Der 1(1½) | Oil 2SA 6Cy. 340×570 mm<br>1260bhp<br>Nydqvist & Holm A/B<br>2×50kW 220V d.c.<br>Controllable pitch |
| 650207<br>SHBE<br>10499<br>Esd Rdr<br>RTv | **ISBJÖRN**<br><br>**Oskarshamns Stad**<br>Oskarshamn Swedish | 153<br>42<br>— | | 1964 A/B Oskarshamns Varv—Osk<br>81' 9" 26' 11" 9' 10"<br>73' 10" 25' 7" 13' 1"<br>1 dk | M Tug & Icebreaker | Oil 2SA 6Cy.<br>1500bhp<br>Masch. Kiel G.m.b.H.<br>2×40, 20kW 380V |
| 516415<br>TFRE<br><br>Df Esd<br>Rdr<br>RT | **ISBORG**<br><br>**Borgir h/f**<br>Reykjavik Icelandic | 706<br>393<br>— | ✠100A1 SS 12/63<br><br>LMC<br><br>MN150 EL (i) 1$\frac{1}{16}$" | 1948–4 Cook, Welton & Gemmell Ltd.—Bev<br>194' 5" 30' 1" 15' 1½"<br>172' 9" 30' 0" 16' 0"<br>Q92' F33' 1 dk<br>RW 4BH conv trawler 63<br>rf 24" BK8" WB52t | M Mchy.aft | Oil 4SA 8Cy.<br>reverse gear<br>750bhp NE12/63<br>Skandiaverken A/B<br>Controllable pitch |
| 642058<br>XPPA<br><br>Df Esd<br>Pfd Rdr<br>RT | **ISBORG**<br><br>**P/f Hvalnes**<br>Thorshavn Faroese | 385<br>192<br>— | <br><br>NV | 1964 P/f Skála Skipasmidja & Handelsvirki—Skála<br>137' 11" 24' 11"<br>133' 0" 24' 10" 13' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 7Cy.<br>770bhp<br>A/B Jönköpings |
| 516417<br>GHKS<br>183375<br>Esd Rdr<br>RTh | **ISCA**<br><br>**Western Dredgers Ltd.**<br>Newport, Mon British | 550<br>193<br>665 | ✠100A1 SS 1/69 ~~SS 1/65~~<br>sand carrier<br>✠LMC<br><br>MN132 EL h 1$\frac{1}{16}$"SQ | 1960–11 N.V. Scheeps. "Westerbroek" —Westerbroek<br>169' 6" 30' 0" 12' 1"<br>153' 8" 29' 6½" 13' 2"<br>P47' F23' 1 dk<br>RW 3BH<br>rf 6" WB162t | M Sand Suction Dredger Mchy.aft<br>1 Ho 54'<br><br><br>Der 1(2) | Oil 4SA 8Cy.<br>gear<br>660bhp<br>Lister Blackstone<br>3×33, 33, 7kW |

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| **ISCHIA**<br>exPartenope-49 exSt. Elian<br>exHörnum<br>**Soc. Partenopea di Navigazione**<br>Naples<br>Italian | **553**<br>300<br>— | RI | **1919** J. C. Tecklenborg—Wsm<br>199′ 2″ 24′ 0″ 8′ 2″<br>185′ 4″ 23′ 11″ 11′ 5″<br>F58′ 1 dk, pt 2nd dk<br>R | TS | T 6Cy. 12″ 19$\frac{7}{16}$″ & 30$\frac{7}{16}$″×17$\frac{7}{16}$″<br>1356ihp (o.f)<br>J. C. Tecklenborg Wsm |
| **ISE**<br>**Petersen & Alpers**<br>Hamburg<br>W. German | **134**<br>—<br>— | GL | **1963** J. Oelkers—Ham<br>87′ 4″ 23′ 10″<br>23′ 8″ 11′ 6″<br>1 dk<br>RW | D-E Tug | Oil 4SA 6Cy. 185×200 mm driving 1 gen. 415kW 400V d.c. connected to elec. motor 525shp (WL)<br>Maybach Friedrichshafen<br>2×43kW 220V d.c.<br>Directional propeller |
| **ISE MARU**<br>Terukuni **Kaiun K.K.**<br>Tokyo<br>Japanese | **39364**<br>27245<br>69938 | NK | **1962** Kure Zosensho—Kur<br>775′ 0″ 111′ 0″ 45′ 1″<br>738′ 2″ 110′ 9½″ 60′ 10″<br>P149′ B43′ F79′ 1 dk<br>RW | M Tanker (2P) Mchy.aft<br>17 Ta<br>L.3104030 HeCls. B<br>Der 2(7) 1(1½) | Oil 2SA 9Cy. 900×1550 mm<br>19800bhp Sulzer 3520t(hvf)-62¾pd<br>Ishikawajima-Harima Hvy Ind. Aio<br>2×456kW 450V 60c/s a.c. 15¾k |
| **ISE MARU**<br>Nippon Yusen **Kaisha**<br>Tokyo<br>Japanese | **9917**<br>5868<br>12378 | NK | **1965** Mitsubishi Hvy Ind. Ltd.—Kob<br>*483·9′* 71′ 8″ 31′ 0″<br>475′ 9″ 71′ 6″ 43′ 5″<br>2 dks<br>RW<br>rf 9¾″ | M (4P) Ref<br>5 Ho 56¼′, 63′, 60¼′,68¼′, 34′ DT, 34′ DT, 54½′<br>G.717706 B.659266 In.16951<br>6 Ha (stl) (24¾′×14¾′) (33¾′, 39¼′, 47¼′, 42′, 28¾′×23′)<br>20W Der 2(20) 2(10) 16(6) | Oil 2SA 6Cy. 780×1400 mm<br>10000bhp MAN 1336t (hvf)<br>Mitsubishi Hvy Ind. Ltd. Yka<br>2×450kW 450V 60c/s a.c. 19¼k |
| **ISE MARU**<br>Horie Sempaku **K.K.**<br>Kitakyushu<br>Japanese | **4704**<br>2983<br>7350 | | **1967** Kurushima Dock Co. Ltd.—Imabari<br>*362·2′* 56′ 6″ 22′ 3″<br>357′ 8″ 56′ 5″ 28′ 3″<br>1 dk<br>RW | M Mchy.aft<br>G.358340 B.341070<br>3 Ha (43′, 75¾′, 75¾′×29½′) | Oil 2SA 8Cy. 450×720 mm<br>4200bhp Sulzer 804t<br>Mitsubishi Hvy Ind. Ltd. Kob<br>13k |
| **ISE MARU**<br>Sanko Kaiun **K.K.**<br>Amagasaki<br>Japanese | **881**<br>467<br>1418 | | **1957** Mitsuhama Zosen—Matsuyama<br>198′ 5″ 31′ 9″ 15′ 10″<br>183′ 9″ 31′ 7″ 17′ 9″<br>1 dk<br>RW | M<br>2 Ha (each 41¾′×16½′) | Oil 4SA 6Cy. 370×520 mm<br>900bhp 74t<br>Hanshin Nainenki Kogyo Kob |
| **ISE MARU**<br>aeki Kisen **Goshi Kaisha**<br>aka<br>Japanese | **492**<br>262<br>— | | **1960** Yoshiura Zosen—Kur<br>146′ 6″ 26′ 5″ 8′ 10″<br>141′ 0″ 26′ 3″ 17′ 1″<br>2 dks | M Mchy.aft<br>2 Ha (55′×14¾′) (57′×17¾′) | Oil 4SA 6Cy. 350×500 mm<br>800bhp 18t<br>Makita Tekkosho Takamatsu |
| **E MARU**<br>Tei Kisen **K.K.**<br>Ogaki<br>Japanese | **458**<br>243<br>700 | | **1964** Kishigami Zosen—Hma<br>163′ 6″ 26′ 8″ 11′ 11″<br>147′ 7″ 26′ 6½″ 13′ 1″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330×470 mm<br>720bhp 20t<br>Sumiyoshi Tekkosho Yoshida<br>11k |
| **SE MARU**<br>exKoshin Maru No. 2-63<br>Nippon Suisan **K.K.**<br>Tokyo<br>Japanese | **120**<br>55<br>— | | **1961** Taiyo Zosen K.K.—Nag<br>109′ 6″ 19′ 0″ 7′ 5″<br>95′ 2″ 18′ 10″ 9′ 1″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>350bhp 36t<br>Fuji Seisakusho Tateyama<br>9½k |
| **ISE MARU No. 1**<br>Horie Sempaku **Y.K.**<br>Yawata<br>Japanese | **397**<br>252<br>— | | **1955** Kurushima Dock—Imabari<br>*142·3′* 25′ 0″<br>24′ 10″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (62′×15′) | Oil 4SA 6Cy. 310×440 mm<br>420bhp Emade53fitted55 14t<br>Hanshin Nainenki Kogyo Kob<br>11k |
| **ISE MARU No. 1**<br>S. Nikawa<br>Nakaminato<br>Japanese | **180**<br>70<br>— | | **1965** Miho Zosensho—Shimizu<br>127′ 9″ 20′ 11″<br>105′ 3″ 20′ 10″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>710bhp<br>Akasaka Tekkosho Yaizu |
| **ISE MARU No. 2**<br>Horie Sempaku **Y.K.**<br>Yawata<br>Japanese | **487**<br>278<br>— | | **1956** Ujina Zosensho—Hma<br>172′ 11″ 26′ 10″<br>160′ 11″ 26′ 8″ 13′ 5″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (73′×15¾′) | Oil 4SA 6Cy. 370×520 mm<br>650bhp 25t<br>Hanshin Nainenki Kogyo Kob |
| | | | **DAMAGED BY STRANDING 2/68—DISMANTLED** | | |
| **ISE MARU No. 3**<br>Horie Sempaku **Y.K.**<br>Yawata<br>Japanese | **458**<br>242<br>660 | | **1956** Nakamura Zosen Tekkosho—Matsue<br>157′ 5″ 25′ 9″<br>148′ 7″ 23′ 7″ 13′ 5″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (69½′×15¾′) | Oil 4SA 6Cy. 320×460 mm<br>600bhp 28t<br>Kinoshita Tekkosho Akashi<br>10k |
| **ISE MARU No. 5**<br>Horie Sempaku **Y.K.**<br>Yawata<br>Japanese | **996**<br>551<br>1650 | | **1965** Kurushima Dock Co. Ltd.—Imabari<br>218′ 10″ 34′ 4″ 16′ 1″<br>200′ 2″ 34′ 2″ 17′ 9″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>Der 1(12) 1(10) | Oil 4SA 6Cy. 380×550 mm<br>1300bhp<br>Hanshin Nainenki Kogyo Kob<br>2×52kW 225V a.c. |

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| 516425<br>7KIO<br>85735<br>Rdr RT | **ISE MARU No. 8**<br><br>**Horie Sempaku K.K.**<br>Kitakyushu Japanese | 1594<br>907<br>2361 | <br><br>NK | **1961** Kurushima Dock Co. Ltd.—Imabari<br>280' 0" 39' 6" 18' 11"<br>256' 0" 39' 4" 19' 8"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.117175 B.112195<br>2 Ha (42½', 85½'×23')<br>Der 2(20) 4(15) | Oil 4SA 6Cy. 430×625 m<br>1550bhp<br>Hanshin Nainenki Kogyo<br>2×25kW 225V d.c. |
| 516426<br>7JJB<br>85136<br>Df Esd<br>Rdr | **ISE MARU No. 8**<br><br>**S. Futakawa**<br>Nakaminato Japanese | 289<br>162<br>— | | **1961** Usuki Tekkosho—Saiki<br>*129·5'* 24' 8"<br>24' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 m<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 672022<br><br><br>Gc Rdr<br>RT | **ISE MARU No. 10**<br><br>**Horie Sempaku K.K.**<br>Kitakyushu Japanese | 540<br>—<br>— | | **1967** Kurushima Dock Co. Ltd.—Imabari<br>28' 7" 13' 3"<br>162' 5" 28' 6" 14' 5"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 320×450 m<br>900bhp<br>Hanshin Nainenki Kogyo |
| 680520<br><br><br>Df Esd<br>Rdr RT | **ISEBEK**<br><br>**Partenreederei m.s.**<br>**"Isebek"**<br>Knöhr & Buchard Nfl.<br>Hamburg W. German | 999<br>~~600~~ 584<br>— | <br>GL | **1967** J. G. Hitzler—Lauenburg<br>231' 0" 15' 2"<br>213' 4" 35' 1" 19' 9"<br>2 dks | M Tanker Mchy.aft | Oil 4SA 8Cy.<br>1150bhp<br>Motorenw. Mannheim |
| 516428<br>JIID<br>74501<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ISEHARU MARU**<br><br>**Yamashita-Shinnihon Kisen K.K.**<br>Tokyo Japanese<br>Now **MARITIME KING** See New Entries No. 10 | 8777<br>5134<br>12997 | <br><br>NK | **1956** Hitachi Zosen—Inn<br>455' 2" 57' 6" 29' 3"<br>420' 7" 57' 4" 36' 2"<br>2 dks, pt 3rd dk | M CSD<br>5 Ho<br>G.665769 B.607806<br>5 Ha (33½', 47½', 42', 47½', 34'×23')<br>16W Der 4(10) 12(5) | Oil 2SA 5Cy. 740×1600 m<br>6250bhp B&W<br>Hitachi Zosen<br>2×80kW 450V a.c. |
| 516429<br>LKGW<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ISELIN**<br><br>**Skibs A/S Abu**<br>Magnus Konow & Co.<br>Oslo Norwegian<br>Now **GEONICK** See New Entries No. 1 | 10021<br>5799<br>14640 | ✠100A1 Dr 3/65<br>ore carrier<br>✠LMC<br><br>EL e†2½"SQ | **1939**-9 Kockums M/V A/B—Mmo<br>523' 5" 63' 2" 28' 3¾"<br>490' 0" 62' 10" 36' 7"<br>P102' B41' F67' 1 dk, 2nd dk clear of holds<br>RW 11BH conv tanker 55<br>WB4391t | M Ore Carrier Mchy.aft<br>5 Ho 64', 60½', 60½', 60½', 60½'<br>8 Ha (stl) (27½', 24', 24', 24', 45½', 44½', 24', 24'×24')<br>Der 1(5) 1(3) | Oil 2DA 8Cy. 600×1100 m<br>5500bhp MAN<br>Kockums M/V A/B<br>2AuxB 171lb (AuxB 171lb<br>3×100, 100, 95kW 220V |
| 642269<br>TPZM<br><br>Df Esd<br>Pfd Rdr<br>RT | **ISERAN**<br><br>**Armement Dhellemmes Frères**<br>Concarneau French | 156<br>52<br>— | <br><br>BV | **1964** At. & Ch. de La Rochelle-Pallice—LaR-P<br>98' 1" 22' 2"<br>82' 0" 22' 0" 11' 8" | M Trawler<br><br><br>2 Ha (each 3½'×3½')<br>Der 1(3) | Oil 4SA 6Cy. 270×360 m<br>560bhp<br>Klöckner-Humboldt-Deutz |
| 516430<br>DAKF<br><br>Df Esd<br>Gc Rdr<br>RTv | **ISERLOHN**<br><br>**Hamburg-Amerika Linie**<br>Hamburg W. German | 3312<br>1711<br>4876<br>**5081**<br>2817<br>6717 | <br><br>GL | **1958** Orenstein-Koppel & Lbcr. Masch.—Lbc<br>396' 8" 54' 0" 21' 9¾"/25' 11"<br>360' 11" 53' 10" 32' 6"<br>P24' F36' 1 dk & S dk<br>RW<br>rf 4" | M (11P) Ref OSD/CSD<br>4 Ho 68½', 77½', 68½', 52'<br>G.343300 B.310300 In.2540<br>4 Ha (stl) (36½', 48½', 36½', 27½'×18½')<br>12W Der 1(60) 4(5–10) 8(3–5) | Oil 2SA 6Cy. 700×1200 m<br>4000bhp<br>Masch. Augsburg-Nürnberg<br>3×160kW 400V 50c/s a.c. |
| 516432<br>LNAX<br><br>Df Esd | **ISFLAAMANN**<br>exisflora–67<br>**Elling Aarseth & Co. A/S**<br>Ålesund Norwegian | 198<br>79<br>— | <br><br>NV | **1948** Lindstöls Skibs. & Baatbyggeri—Risör<br>*112·5'* 23' 0"<br>... ... ...<br>1 dk | Wood M Fishing Mchy.aft | Oil 4SA 6Cy. 280×450 m<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 652226<br>LJRY<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ISFONN**<br><br>**Skibs A/S Dalfonn**<br>Sigval Bergesen<br>Stavanger Norwegian | 14986<br>7886<br>14400 | <br><br>NV | **1967** Ch. Nav. de La Ciotat—La Ciotat<br>581' 4" 80' 2" 25' 3¾"<br>541' 5" 80' 0½" 45' 0"<br>P138' F76' 1 dk<br>rf nil | M Liquefied Gas Carrier Mchy.aft<br>3 Ta<br>L.663565 HeCls. B<br>Der 1(5) 1(3) 2(2½) | Oil 2SA 6Cy. 680×1250 m<br>8000bhp Sulzer<br>Cie. de Const. Méc.<br>3×450kW 440V 60c/s a.c. |
| 516434<br>KSBX<br>OT7116<br>Rdr RT | **ISHIGAKI MARU**<br><br>**Ryukyu Kaiun K.K.**<br>Naha Japanese | 1201<br>583<br>1744 | <br><br>NK | **1961** Onomichi Zosen—Onomichi<br>233' 3" 35' 7" 15' 9"<br>213' 2" 35' 5" 18' 0"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.69707 B.66605<br>2 Ha (41½', 47'×18½')<br>10W Der 2(10) 2(5) | Oil 4SA 6Cy. 430×620 m<br>1400bhp<br>Niigata Eng. Co. Ltd.<br>2×17kW 105V d.c. |
| 670559<br>JG2375<br>100799<br>Esd Gc<br>Rdr RT | **ISHIKARI MARU**<br><br>**Hokusei Kaiun K.K.**<br>Tokyo Japanese | 3372<br>1933<br>5716 | <br><br>NK | **1966** Tohoku Zosen—Shiogama<br>332' 10" 48' 4" 22' 8"<br>308' 4" 48' 3" 28' 6"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.238269 B.225414<br>3 Ha (38', 76½', 59'×22½') | 4 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>2600bhp<br>Daihatsu Kogyo<br>2×90kW 450V a.c. |
| 672430<br>JIAF<br>100908<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ISHIKARI MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 549<br>191<br>480 | | **1967** Wakamatsu Zosen—Wakamatsu<br>188' 5" 31' 3"<br>169' 11" 31' 2" 13' 9"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy.<br>1500bhp<br>Niigata Eng. Co. Ltd. |

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| **ISHIM**<br>**U.S.S.R.**<br>Vladivostok Russian | **3556**<br>1577<br>2485 | | | **1964** Nosenko Shpyd—Nic<br>302′ 11″ 46′ 0″ 18′ 2″<br>45′ 11″ 23′ 9″ | D-E Fish Carrier<br>3 Ho<br>In.114067<br>3 Ha (each 11¾′×13¾′)<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318×330 mm connected to elec. motor & geared to sc. shaft | 14½k |
| **ISHIM**<br>**U.S.S.R.**<br>Russian | **1194**<br>446<br>— | | | **1952** "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 33′ 0″<br>32′ 10″ | TM | 2 Oil 4SA each 8Cy. 216×310 mm<br>Ganz Waggon & Eng. Wks | Bdp |
| **ISHIM**<br>**U.S.S.R.**<br>Vladivostok Russian | *1114*<br>*521*<br>— | ✠ | | **1951**–2 Norrköpings Varv & Verks.—Norrköping<br>238′ 8″ 34′ 2″ 13′ 10½″<br>205′ 0″ 34′ 0″ 14′ 8″<br>P60′ F30′ 1 dk | M Tanker Mchy.aft | Oil 2SA 6Cy. 345×580 mm<br>Nydqvist & Holm A/B | Thn |
| **ISHINOMAKI MARU No. 1**<br>Donan Kaiun **K.K.**<br>Hakodate Japanese<br>New **HOKKO MARU No. 1** See New Entries No. 7 | **325**<br>169<br>— | | | **1955** Yamanishi Zosen Tekkosho—Ishinomaki<br>131′ 7″ 24′ 4″<br>120′ 1″ 24′ 2″ 14′ 3″<br>1 dk<br>RW | M Mchy.aft<br>2 Ha (each 21′×11½′) | Oil 4SA 6Cy. 250×380 mm<br>250bhp Emade47refitted55<br>Akasaka Tekkosho | Yaizu<br>8½k |
| **ISHINOMAKI MARU No. 3**<br>Saijo Kaiun **K.K.**<br>Ishinomaki Japanese | **470**<br>284<br>— | | | **1958** Yamanishi Zosen Tekkosho—Ishinomaki<br>158′ 7″ 26′ 4″<br>147′ 7″ 26′ 3″ 13′ 9″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 90′<br>G.30186 B.27486<br>1 Ha (62¼′×14¾′)<br>3W Der 2(2½) | Oil 4SA 5Cy. 350×520 mm<br>430bhp Emade48refitted58<br>Kanegafuchi Nainenki | 30t<br>Tok<br>9¼k |
| **ISHINOMAKI MARU No. 5**<br>Saijo Kaiun **K.K.**<br>Ishinomaki Japanese | **500**<br>265<br>850 | | | **1965** Yamanishi Zosen Tekkosho—Ishinomaki<br>178′ 2″ 28′ 5″ 12′ 9″<br>160′ 9″ 28′ 3″ 14′ 2″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 300×440 mm<br>850bhp<br>Akasaka Tekkosho | Yaizu |
| **ISHINOMAKI MARU**<br>No. 10<br>Saijo Kaiun **K.K.**<br>Ishinomaki Japanese | **1999**<br>1089<br>3280 | | NK | **1967** Koyo Dock—Mihara<br>285′ 5″ 42′ 8″ 14′ 11″<br>262′ 5″ 42′ 7″ 21′ 10″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.150230 B.143272<br>2 Ha (47¼′, 91½′×21′) | Oil 4SA 6Cy. 470×670 mm<br>2200bhp<br>Akasaka Tekkosho | 335t<br>Yaizu<br>14k |
| **HIYAMA MARU**<br>ko Suisan **K.K.**<br>ijo Japanese<br>Now **PAO HWA** See New Entries **No. 4** | **3268**<br>1687<br>3732 | | NK | **1961** Ishikawajima-Harima Hvy Ind.—Aio<br>329′ 2″ 48′ 8″ 20′ 5¼″<br>308′ 6″ 48′ 6″ 24′ 3″<br>1 dk<br>rf 4″ | M Ref Mchy.aft<br>3 Ho 50¼′, 63¾′, 65½′<br>In.113290<br>3 Ha (each 9′×9½′)<br>6W Der 2(10) 4(5) | Oil 2SA 8Cy. 480×700 mm<br>3520bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>3×540kW 440V 60c/s a.c. | 785t<br>Aio<br>13¾k |
| **SHU MARU**<br>Kyushu Yusen **K.K.**<br>Fukuoka Japanese | **586**<br>282<br>290 | | | **1956** Hitachi Zosen—Mukaishima<br>180′ 11″ 28′ 11″ 9′ 6″<br>164′ 0″ 28′ 10″ 12′ 9″<br>1 dk | M<br>1 Ha (21¾′×11¾′) | Oil 4SA 7Cy. 370×520 mm<br>1040bhp<br>Hanshin Nainenki Kogyo | 32t<br>Kob<br>13½k |
| **SHU MARU No. 2**<br>hu Kaiun **K.K.**<br>Owase Japanese | **499**<br>291<br>— | | | **1960** Kanazashi Zosensho—Shimizu<br>*162·7′* 28′ 5″<br>160′ 9″ 28′ 3″ 13′ 11″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (80½′×16½′) | Oil 4SA 6Cy. 320×450 mm<br>650bhp<br>Hanshin Nainenki Kogyo | 49t<br>Kob |
| **SIDE**<br>exMarchegiani II°–66<br>**Giuseppe Romani**<br>Ancona Italian | **195**<br>81<br>— | | RI | **1959** Cant. Nav. Mario Morini—Anc<br>116′ 6″ 23′ 8″ 10′ 0″<br>96′ 0″ 22′ 8″ 12′ 0″ | Wood M Trawler | Oil 4SA 7Cy. 265×410 mm<br>360bhp<br>Ansaldo S.p.A. | Gen |
| **ISIS**<br>Koninkl. Nederl. **Stoomb.**<br>**Maats. N.V.**<br>Amsterdam Netherland | **2999**<br>1596<br>3830 | | BV | **1955** Gebr. Pot—Bolnes<br>322′ 6″ 46′ 11″ 20′ 6$\frac{13}{16}$″<br>300′ 0″ 46′ 9″ 25′ 0″<br>F27′ 1 dk & S dk<br>RW<br>rf 3″ | M (12P) Ref OSD Mchy.aft<br>3 Ho 45¾′, 66½′, 73¾′<br>B.163520 In.8064<br>3 Ha (stl) (22½′×13′) (40½′, 40½′×16′)<br>10W Der 1(45) 4(9) 4(6) 2(3) | Oil 2SA 7Cy. 540×900 mm<br>2330bhp<br>Gebr. Stork & Co.<br>3×110kW 220V d.c. | (hvf)<br>Hengelo<br>14k |
| **ISIS**<br>exFouadieh-56 exHadrian-35<br>The United Arab **Maritime**<br>Co.<br>Alexandria Egyptian (U.A.R.) | *1853*<br>*784*<br>1400 | ✠Classed LR until 1/57 | AB | **1923–6** Swan, Hunter & Wghm Rchdsn—Nwc<br>291′ 0″ 40′ 2″ 17′ 1″<br>280′ 0″ 40′ 0″<br>B108′ F29′ 2 dks & S dk<br>R | S OSD<br>3 Ho<br>B.72000<br>3 Ha<br>Cr 6 Der 1(12) 1(5) | Q 4Cy. 24″ 33″ 48″ & 71″×45″<br>2970ihp<br>Swan, Hunter & Wghm Rchdsn | 155t (o.f)<br>Nwc<br>13½k |
| **ISIS**<br>exAlbert Willem–66<br>J. Visser<br>J. Vermaas' Scheepvaartbed.<br>N.V.<br>Rotterdam Netherland | **428**<br>209<br>637 | | BV | **1954** De Groot & Van Vliet N.V.—Slikkerveer<br>169′ 11″ 26′ 9″ 10′ 11″<br>153′ 3″ 26′ 7″ 12′ 0″<br>P38′ F21′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 102′<br>G.30520 B.28290<br>2 Ha (each 35½′×17½′)<br>2W Der 2(3) | Oil 2SA 7Cy. 190×350 mm<br>350bhp<br>N.V. Mchfb. Bolnes | 24t<br>Bolnes<br>9½k |

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| 660173<br>LZEV<br>Df Esd<br>Gc Rdr<br>RT | **ISKAR**<br>**Bulgarian Tanker Fleet**<br>Varna Bulgarian | **15857**<br>9966<br>25585 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1680 EL k†2 1/16"SQ | **1966**-1 Osaka Zosensho—Osa<br>573' 3" 79' 0"<br>544' 8" 78' 9" 44' 0"<br>P122' F69' 1 dk<br>12BH<br>rf 1" WB1518t | M Tanker Mchy.aft | Oil 2SA 7Cy. 620×1400 mm<br>8400bhp B&W<br>Mitsui Zosen<br>2WTAuxB (primary 76%<br>(secondary 24%) |
| 690987<br>UHYG<br>M-26307 | **ISKATEL**<br>**U.S.S.R.**<br>Vladivostok Russian | **680**<br>252<br>231 | | **1964** ......................Russia<br>178' 0" 30' 7" 12' 1"<br>30' 6" 15' 11" | M Trawler<br>2 Ho<br>In.12431<br>2 Ha<br>2W Der 1(2) 1(1½) | Oil 4SA 8Cy. 320×480 mm<br>830bhp<br>Schwermasch. Karl Li |
| 516454<br>TCSK<br>3391<br>Df Esd<br>Gc Rdr | **ISKENDERUN**<br>**Denizcilik Bankasi T.A.O.**<br>Denizyollari Işletmesi<br>Istanbul Turkish | **6570**<br>3624<br>2870 | ✠100A1 SS 2/66<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN1760 EL (a)†2⅜" | **1950**-8 S.A. Ansaldo—Gen<br>433' 2" 56' 11" 18' 9½"<br>397' 0" 56' 9" 33' 10"<br>B173' F83' 3 dks<br>RW Coll BH to U dk 8 to 2nd dk<br>WB945t incl. Tunnel tanks 237t DTf64t | TS (644P) Ref<br>3 Ho 47½', 59', 29½'<br>G.77743 B.70820 In.10135<br>3 Ha (12½'×9') (16½', 16½'×12½')<br>6W Der 1(15) 2(5) 1(3) 1(2) | 4 S Turb dr geared to 2 sc. s<br>8800shp<br>S.A. Ansaldo<br>✠2NWTB 11/64 475lb Sup<br>3×350kW 115V d.c. |
| 516455<br>1098 | **ISKENDERUN I**<br>Launched as Antalya III<br>**Turkish Government**<br>**(Ministry of Public Works)**<br>Istanbul Turkish | **68**<br>17<br>— | ✠100A1 SS 12/66<br>tug Turkish coasting<br>service<br>✠LMC<br>MN60 EL (a) | **1958**-7 Denizcilik Bankasi T.A.O.—Halic<br>64' 4" 18' 1" 5' 11"<br>56' 1" 16' 9" 7' 9"<br>RW 3BH<br>BK5" WB7t | M Tug | Oil 4SA 6Cy. 240×360 mm<br>& reverse gear<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 516456<br>1874 | **ISKENDERUN II**<br>**Turkish Government**<br>**(Ministry of Public Works)**<br>Istanbul Turkish | **68**<br>17<br>— | ✠100A1 SS 4/68 ~~SS 2/64~~<br>tug Turkish coasting<br>service<br>✠LMC<br>MN60 EL (a) | **1958**-12 Denizcilik Bankasi T.A.O.—<br>Halic<br>64' 4" 18' 1" 5' 11"<br>56' 1" 16' 9" 7' 9"<br>RW 3BH<br>BK5" WB7t | M Tug | Oil 4SA 6Cy. 240×360 mm<br>& reverse gear<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 516457<br>1892 | **ISKENDERUN III**<br>**Turkish Government**<br>**(Ministry of Public Works)**<br>Istanbul Turkish | **68**<br>17<br>— | ✠100A1 SS 2/67<br>tug Turkish coasting<br>service<br>✠LMC<br>MN60 EL (a) | **1959**-1 Denizcilik Bankasi T.A.O.—Halic<br>64' 4" 18' 1" 5' 11"<br>56' 1" 16' 9" 7' 9"<br>RW 3BH<br>BK5" WB7t | M Tug | Oil 4SA 6Cy. 240×360 mm<br>& reverse gear<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 516458<br>2803 | **ISKENDERUN IV**<br>**Turkish Government**<br>**(Ministry of Public Works)**<br>Istanbul Turkish | **68**<br>17<br>— | ✠100A1 SS 7/68 ~~SS 5/64~~<br>tug Turkish coasting<br>service<br>✠LMC<br>MN60 EL (a)½" | **1959**-3 Denizcilik Bankasi T.A.O.—Halic<br>64' 4" 18' 1" 5' 11"<br>56' 1" 16' 9" 7' 9"<br>RW 3BH<br>BK5" WB7t | M Tug | Oil 4SA 6Cy. 240×360 mm<br>& reverse gear<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 516459<br>2805 | **ISKENDERUN V**<br>**Turkish Government**<br>**(Ministry of Public Works)**<br>Istanbul Turkish | **68**<br>17<br>— | ✠100A1 SS 7/68 ~~SS 3/64~~<br>tug Turkish coasting<br>service<br>✠LMC<br>MN60 EL (a) | **1959**-3 Denizcilik Bankasi T.A.O.—<br>Halic<br>64' 4" 18' 1" 5' 11"<br>56' 1" 16' 9" 7' 9"<br>RW 3BH<br>BK5" WB7t | M Tug | Oil 4SA 6Cy. 240×360 mm<br>& reverse gear<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 516460<br>2819 | **ISKENDERUN VI**<br>**Turkish Government**<br>**(Ministry of Public Works)**<br>Istanbul Turkish | **68**<br>17<br>— | ✠100A1 SS 8/64<br>tug Turkish coasting<br>service<br>✠LMC<br>MN60 EL (a) | **1959**-4 Denizcilik Bankasi T.A.O.—<br>Halic<br>64' 4" 18' 1" 5' 11"<br>56' 1" 16' 9" 7' 9"<br>RW 3BH<br>BK5" WB7t | M Tug | Oil 4SA 6Cy. 240×360 mm<br>& reverse gear<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 652126<br>UUOI<br>M-28027 | **ISKONA**<br>**U.S.S.R.**<br>Vladivostok Russian | **3556**<br>1577<br>2485 | | **1964** Nosenko Shpyd—Nic<br>302' 11" 46' 0" 18' 2"<br>45' 10" 23' 9" | D-E Fish Carrier<br>3 Ho<br>In.114067<br>3 Ha (each 11¾'×13¾')<br>6W Der 6(3) | 4 Oil 4SA each<br>connected to elec. m<br>to sc. shaft |
| 516461<br>USKB<br>M-16866<br>Df Esd | **ISKRA**<br>**U.S.S.R.**<br>Vladivostok Russian | **1117**<br>524<br>1269 | | **1954** Valmet O/Y—Turku<br>226' 4" 33' 0" 14' 7"<br>209' 4" 32' 10" 15' 7"<br>P70' F39' 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.60671<br>2W Der 2(1) | Oil SA 6Cy. 340×570 mm<br>Nydqvist & Holm AB |
| 662263<br>EFHY<br>Df Esd<br>Rdr RT | **ISLA ALEGRANZA**<br>**Cooperativa Mar de**<br>**Lanzarote**<br>Arrecife Spanish | **494**<br>239<br>— | BV | **1966** Hijos de J. Barreras S.A.—Vgo<br>160' 9" 31' 3" 14' 7½"<br>131' 3" 31' 2" 23' 0"<br>2 dks | M Trawler Mchy.aft | Oil 4SA 8Cy.<br>1100bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| 516462<br>EDHV | **ISLA DE COLUMBRETES**<br>**Naviera Reddis S.A.**<br>Ceuta Spanish | **596**<br>465<br>700 | ✠100A1 ~~SS 3/64~~<br>with freeboard TD 10/68<br>✠LMC<br>MN126 EL h | **1948**-9 Soc. Met. Duro Felguera—Gijon<br>164' 5" 28' 0" 11' 11½"<br>148' 0" 27' 11" 16' 9"<br>2 dks<br>RW NS 3BH to U dk 1 to 2nd dk<br>WB93t | M Mchy.aft | Oil 2SA 7Cy.<br>630bhp<br>Atlas-Diesel<br>db 150ft |
| 516463<br>EDPW<br>Df Esd<br>RT | **ISLA DE GAZTELU**<br>**Tirso Uriarte Vidaurreta and**<br>**others**<br>Bilbao Spanish | **164**<br>69<br>— | | **1962** Ast. de Murueta—Murueta<br>104' 4" 20' 5" 10' 4"<br>85' 0" 20' 4" 11' 4"<br>RW | M Trawler | Oil 2SA 6Cy.<br>425bhp<br>Cons. Echevarria |

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| **ISLA DE IZARO**<br>exIzaro<br>Explotaciones **Pesqueras**<br>Expes **S.A.**<br>San Sebastian Spanish | **203**<br>108<br>— | BV | **1947** Ast. de T. Ruiz de Velasco—Bbo<br>*108·7'* 20' 0"<br>19' 10"<br>len 56 | M Fishing<br>3 Ha (2½', 2½'×2½') (2¼'×2½')<br>1W | Oil 4SA 6Cy. 270×500 mm<br>430bhp 51t (d.o)<br>N.V. Werkspoor Ams<br>10k |
| **ISLA DE LA JUVENTUD**<br>exArminza-67<br>Republica de **Cuba**<br>Havana Cuban<br>For later particulars see New Entries No. 2 | **1556**<br>777<br>940 | **100A1**<br>stern trawler<br>Class contemplated | Soc. Española de Const. Nav.—Bbo<br>230' 8" 41' 1" 16' 8¾"<br>198' 6" 41' 0" 17' 8" | M Stern Trawler Ref | Oil 4SA 8Cy. 360×450 mm<br>Motorenw. Mannheim Mhm |
| **ISLA DE MARNAY**<br>Naviera **Montañesa S.A.**<br>Santander Spanish | **1516**<br>809<br>1109 | **✠100A1**<br>liquefied gas carrier—ammonia or petroleum gas in independent tanks 107lb, 0° C.<br>**✠LMC**<br>MN280 EL p1$\frac{7}{16}$"SQ<br>**✠Lloyd's RMC (LG)** | **1965–9** Union Nav. de Levante—Val<br>248' 5" 37' 11" 17' 2¾"<br>223' 1" 37' 8½" 20' 7"<br>P57' F43' Trunk 120' 1 dk<br>6BH<br>rf 23" WB318t incl. DTf66t | M Liquefied Gas Carrier Mchy.aft<br>Ref | Oil 2SA 5Cy. 350×620 mm<br>1400bhp B&W (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>3×128kW 440V 60c/s a.c. |
| **ISLA DE MIQUELON**<br>Explotaciones **Pesqueras**<br>Expes **S.A.**<br>San Sebastian Spanish | ~~367~~ **434**<br>~~239~~ 216<br>— **490** | BV | **1961** Ast. de Murueta—Murueta<br>*118·1'* 24' 11"<br>... ... ... | M Fishing<br>2 Ha (11½'×12¼') | Oil 4SA 8Cy. 295×420 mm<br>700bhp 171t (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>11½k |
| **ISLA DE MOURO**<br>exCibeles-67 exMaypa-61<br>Naviera **Montañesa S.A.**<br>El Ferrol Spanish | **1071**<br>469<br>922 | **✠100A1** SS 6/65<br>liquefied gas carrier—petroleum gas or anhydrous ammonia in independent tanks 128lb 0° C.<br>**✠LMC**<br>MN300 EL n1$\frac{9}{16}$"ptSQ | **1958–5** Astano S.A.—Frl<br>226' 5" 36' 3" 14' 8¼"<br>210' 0" 36' 1" 16' 6"<br>P58' F29' 1 dk<br>RW 4BH conv dry cargo ship 65<br>rf 4" WB251t | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 8Cy. 14½"×19"<br>1500bhp 138t (d.o)<br>Crossley Bros. Ltd. Mch<br>3×75, 50, 50kW 220V d.c. 12k |
| **ISLA DE S. VICENTE**<br>exIlha de São Vicente<br>Panama Panamanian | 434<br>197<br>— | **✠100A1** ~~SS 11/62~~<br>trawler **SS 4/67**<br>**✠LMC**<br>MN200 EL (g) r | **1954–2** Est. Nav. do Mondego—Figueira<br>168' 1" 27' 7" 13' 3"<br>148' 4" 27' 6" 13' 11"<br>F31'<br>RW 5BH<br>BK7" WB80t | M Trawler<br>1 Ho<br>2W | Oil 4SA 8Cy. 385×580 mm<br>1000bhp<br>Masch. Kiel A.G. Kel<br>11¾k |
| **ISLA DE SAINT PIERRE**<br>Explotaciones **Pesqueras**<br>Expes **S.A.**<br>San Sebastian Spanish | ~~367~~ **434**<br>~~239~~ 216<br>— **490** | BV | **1961** Ast. de Murueta—Murueta<br>*118·1'* 24' 11"<br>... ... ... | M Fishing<br>2 Ha (11½'×12¼') | Oil 4SA 8Cy. 295×420 mm<br>700bhp 171t (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>10¾k |
| **ISLA DE SEGRES**<br>José Zeira **Fernandez**<br>Spanish | **156**<br>—<br>— | | **1961** José Forjan Villaverd—Rianjo<br>*86·7'* 22' 0"<br>... ... ... | Wood M | Oil |
| **ISLA GRACIOSA**<br>Cooperativa **Mar. de Lanzarote**<br>Arrecife Spanish | **494**<br>239<br>1127 | BV | **1966** Hijos de J. Barreras S.A.—Vgo<br>160' 9" 31' 6" 14' 9⅛"<br>131' 3" 31' 2" 15' 9"<br>1 dk | M Stern Trawler<br>2 Ha (each 9'×5') | Oil 4SA 8Cy. 270×500 mm<br>1100bhp Werkspoor 200t (d.o)<br>Hijos de J. Barreras S.A. Vgo<br>12½k |
| **ISLA LANZAROTE**<br>Cooperativa **Mar. de Lanzarote**<br>Arrecife Spanish | **410**<br>—<br>— | | **1965** Hijos de J. Barreras S.A.—Vgo<br>160' 9" 31' 6" 14' 9⅛"<br>131' 3" 31' 2" 15' 9"<br>1 dk | M Stern Trawler | Oil 4SA 8Cy. 270×500 mm<br>1100bhp 200t (d.o)<br>Hijos de J. Barreras S.A. Vgo |
| **ISLA LEONES**<br>exEl Rioplatense-52<br>Argentine **Government**<br>(Yacimientos **Petroliferos** Fiscales)<br>Buenos Aires Argentine | **1827**<br>—<br>2303 | ✠Classed LR until 6/52 | **1934–12** Nakskov Skibs A/S—Nkv<br>276' 4" 42' 6" 16' 6"<br>262' 5" 41' 0" 18' 0"<br>P64' B28' F25' Trunk 140' 1 dk<br>RW | M Tanker Mchy.aft<br>10 Ta<br>L.98693 | Oil 4SA 6Cy. 550×1000 mm<br>148t–4pd<br>Burmeister & Wain Cpn<br>10k |
| **ISLA MONTAÑA CLARA**<br>Cooperativa **Mar de Lanzarote**<br>Arrecife Spanish | **494**<br>239<br>— | BV | **1966** Hijos de J. Barreras S.A.—Vgo<br>160' 9" 31' 3" 14' 7¼"<br>131' 3" 31' 2" 23' 0"<br>2 dks | M Trawler Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>Werkspoor<br>Hijos de J. Barreras S.A. Vgo |
| **ISLA SANTA CLARA**<br>Avelino Rodriguez **Gomez**<br>San Sebastian Spanish | **108**<br>52<br>80 | BV | **1947** Ast. de T. Ruiz de Velasco—Bbo<br>82' 0" 17' 4" 10 4"<br>17' 2" | M Fishing<br>1 Ho 26¼'<br>1 Ha (3¼'×3¼')<br>1W | Oil 2SA 6Cy. 210×400 mm<br>270bhp 35t<br>Sulzer Bros. Ltd. Win<br>8k |
| **ISLAMABAD**<br>exSing Hing-51<br>exEmpire Mayring-47<br>Pakistan Steam **Nav. Co.** Ltd.<br>A.K. Khan & Co.<br>Chittagong Pakistan | **565**<br>261<br>119 | **BS✳** SS 6/61<br>with fbd Coasting service in the Bay of Bengal north of Lat. 20° N.<br>**MBS✳**<br>MN68 CT508 C18<br>**LAID UP—SURVEYS OVERDUE 6/65** | **1946–1** Cochrane & Sons Ltd.—Sel<br>151' 0" 27' 2" 9' 6"<br>140' 5" 27' 0" 17' 6"<br>2 dks<br>5BH<br>WB141t | S CSD Mchy.aft<br>G.13987 B.13148<br>1W | T 3Cy. 9" 16" & 26"×18"<br>375ihp 78t (o.f)<br>Amos & Smith Ltd. Hul<br>SB 200lb hs(1331) 9k |

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| 516474<br>DENV<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ISLAND**<br><br>**Norddeutsche**<br>**Hochseefischerei A.G.**<br>Bremerhaven W. German | **842**<br>321<br>— | <br><br>GL | **1958** A.G. "Weser" Werk Seebeck—Bhn<br>219' 4" 32' 1" 14' 5"<br>195' 3" 32' 0" 16' 5"<br>P7' F33' 1 dk<br>RW | S Fishing Mchy.aft | T 3Cy. 420, 650 & 1050×<br>turb<br>1100ihp<br>A.G. "Weser" Werk Seebeck |
| 516475<br>VYBB<br>177380<br>Esd Rdr<br>RTm | **ISLAND CHALLENGER**<br><br>**Island Tug & Barge Ltd.**<br>Victoria Canadian | **165**<br>37<br>— | | **1944** Wilmington Boat Works—Wmg<br>*91·4'* 24' 10"<br>... ... ... | Wood M Tug | Oil 12Cy. 6½"×8"<br>765bhp NE62<br>Caterpillar Tractor Co. |
| 516476<br>VYBC<br>177373<br>Esd Rdr<br>RTm | **ISLAND CHAMPION**<br><br>**Island Tug & Barge Ltd.**<br>Victoria Canadian<br>Now **KAREN W.** See<br>New Entries No. 5 | **166**<br>40<br>— | | **1944** Petersen Boatbuilding Co.—Tac<br>*91·4'* 24' 10"<br>... ... ... | Wood M Tug | Oil 4SA 6Cy. 355×430 mm<br>450bhp<br>Fairbanks, Morse & Co. |
| 670486<br><br>327101<br>Esd Rdr<br>RTh | **ISLAND CHIEF**<br><br>**Island Tug & Barge Ltd.**<br>Victoria Canadian | **149**<br>12<br>— | | **1966** McKay-Cormack Ltd.—Vic<br>87' 0" 24' 4" 13' 6"<br>85' 0" 23' 0" 13' 8"<br>1 dk | M Tug | Oil 2SA 12Cy. 8½"×10"<br>1200bhp<br>General Motors Corp.<br>2×30kW 110/208V 60c/s a.c. |
| 516477<br>VCZG<br>134745<br>Esd Rdr<br>RTm | **ISLAND COMMANDER**<br>exAndrew Kelly–42<br>**Island Tug & Barge Ltd.**<br>Victoria Canadian | **271**<br>64<br>— | <br><br>✠Classed LR until 3/47 | **1912–9** Cochrane & Sons—Sel<br>128' 0" 22' 0"<br>... ... ...<br><br>R conv trawler 36 | M Tug | Oil 4SA 8Cy. 407×521 mm<br>1200bhp Emade43/f<br>Union Diesel Eng. Co. |
| 516478<br>GKBR<br>183149<br>Rdr<br>RTm | **ISLAND COMMODORE**<br><br>**Commodore Shipping Co.**<br>**Ltd.**<br>Guernsey British | **195**<br>90<br>250 | | **1941** Rowhedge Irn Wks Co. Ltd.—<br>Rowhedge<br>*98·4'* 20' 11" 11' 6"<br>20' 9"<br>1 dk<br>R<br>rf 3" | M (138P)<br>1 Ho 24'<br><br>1 Ha (24'×13')<br>1W Der 1(1½) | Oil 2SA 6Cy. 290×345 mm<br>360bhp<br>H. Widdop & Co. Ltd.<br>2×27 & 5kW 220V d.c. |
| 516479<br>5LVA<br>1265<br>Df Esd<br>Gc Rdr<br>RTm | **ISLAND ENGINEER**<br><br>**Primo Transport Corp.**<br>Monrovia Liberian | **10019**<br>6431<br>14800 | **✠100A1** SS 7/68 ~~SS 6/62~~<br><br>**✠LMC**<br><br>MN1560 EL e†2¾"SQ | **1958–7** C. v.d. Giessen Schps.—Krimpen<br>516' 5" 65' 10" 30' 7½"<br>468' 1" 65' 7½" 41' 0"<br>F49' 2 dks<br>RW 7BH<br><br>rf nil WB4198t incl. Tunnel tanks 402t DTm2017t | M CSD<br>5 Ho 64¾', 59½', 41½', 85½', 77½'<br>G.784453 B.701755<br>5 Ha (stl) (34¾', 42½', 42½', 42½',<br>34¾'×24½')<br>12W Der 1(30) 1(20) 12(10) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>N.V. Kon. Maats. "De Sch<br>2AuxB 100lb<br>3×180kW 230V d.c. |
| 516480<br><br>318651 | **ISLAND EXPORTER**<br><br>**McAllister Towing Ltd.**<br>Island Tug & Barge Ltd<br>Victoria Canadian | **5886**<br>5875<br>— | **✠100A** SS 6/66<br>coasting service between Straits of Georgia and Columbia River<br>EL (z) 2½"SQ | **1962–8** Yarrows Ltd.—Vic<br>359' 9" 75' 2" 18' 7¾"<br>350' 4" 75' 0" 25' 0"<br>F41' 1 dk<br>8BH<br>rf nil WB6373t | Pontoon | |
| 516481<br><br>318661 | **ISLAND IMPORTER**<br><br>**McAllister Towing Ltd.**<br>Island Tug & Barge Ltd.<br>Victoria Canadian | **5886**<br>5875<br>— | **✠100A** SS 9/67<br>coasting service between Straits of Georgia and Columbia River<br>EL (z) 2½"SQ | **1962–10** Yarrows Ltd.—Vic<br>359' 9" 75' 2" 18' 7¾"<br>350' 4" 75' 0" 25' 0"<br>F41' 1 dk<br>8BH<br>rf nil WB6373t | Pontoon | |
| 516482<br>WIRX<br>241157<br>Df Esd<br>Gc Rdr<br>RT | **ISLAND MAIL**<br><br>**United States Department of**<br>**Commerce**<br>Seattle United States | **6622**<br>3854<br>10195 | <br><br>AB<br><br>**BROKEN UP** | **1941** Sun S.B. & D.D. Co.—Chester, Pa<br>474' 1" 63' 2" 27' 6"<br>450' 0" 63' 0" 31' 6"<br>B85' 2 dks & S dk<br>RW<br>rf nil | M Ref OSD<br>5 Ho<br>G.559545 B.503315 In.28150<br>5 Ha<br>16W | Oil 2SA 5Cy. 815×2410<br>8250bhp Doxford<br>Sun S.B. & D.D. Co. |
| 516483<br>5LWU<br>1312<br>Df Esd<br>Gc Rdr | **ISLAND MARINER**<br><br>**Primo Transport Corp.**<br>Monrovia Liberian | **10019**<br>6434<br>14800 | **✠100A1** SS 5/63<br><br>**✠LMC**<br><br>MN1560 EL e†2¾"SQ | **1958–10** C. v.d. Giessen Schps.—<br>Krimpen<br>516' 5" 65' 10" 30' 7½"<br>468' 1" 65' 7½" 41' 0"<br>F49' 2 dks<br>RW 7BH<br>rf nil WB4198t incl. Tunnel tanks 402t DTm2017t | M CSD<br>5 Ho 64¾', 59½', 41½', 85½', 77½'<br>G.784453 B.701755<br>5 Ha (stl) (34¾', 42½', 42½', 42½',<br>34¾'×24½')<br>12W Der 1(30) 1(20) 12(10) | Oil 2SA 6Cy. 760×1550<br>7800bhp Sulzer<br>N.V. Kon. Maats. "De Sch<br>2 AuxB 100lb<br>3×180kW 230V d.c. |
| 516484<br>VCPC<br>311797<br>Esd Rdr<br>RTm | **ISLAND MARINER**<br><br>**Bury Court Shipping**<br>**Ltd.**<br>Montreal Canadian | **182**<br>—<br>— | **✠100A1** SS 8/68 ~~SS 1/65~~<br>tug<br>Great Lakes & limited coasting service North American ports, West Indies, Central America & N.E. coast of South America, but not north or west of Cape Spencer or south of 6° N.<br>~~Ice Class 3~~<br>✠LMC<br>~~MN1040~~ EL (b) | **1960–11** T. Mitchison Ltd.—Gts<br>Cmpl. by P. K. Harris & Sons Ltd.—Apl<br>97' 11" 25' 10" 10' 10½"<br>88' 0" 24' 9" 12' 6"<br>4BH<br>rf 25" BK2" WB12t | TM Tug | ~~2 Oil 4SA each 8Cy.~~<br>~~Nodal dampers~~<br>~~1200bhp~~<br>~~Lister Blackstone~~<br>2 Vee Oil 4SA each<br>reverse geared to sc. shaft<br>Caterpillar Tractor Co. |

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| **ISLAND MASTER**<br>**Island Tug & Barge Ltd.**<br>Victoria Canadian | 149<br>12<br>— | | **1966** McKay-Cormack Ltd.—Vic<br>87′ 0″ 24′ 4″ 13′ 6″<br>85′ 0″ 32′ 0″ 13′ 8″<br>1 dk | M Tug | Oil 2SA 12Cy. 8½″×10″<br>1200bhp 74t (d.o)<br>General Motors Corp. Le Grange<br>2×30kW 110/208V 60c/s a.c. 12k |
| **ISLAND MONARCH**<br>exMogul–61 exLogmac–50<br>**Island Tug & Barge Ltd.**<br>Vancouver Canadian | 613<br>140<br>— | | **1943** Wheeler S.B. Corp.—Whitestone<br>158′ 7″ 33′ 6″<br>33′ 4″ | Wood M Tug | Oil 4SA 10Cy. 205×255 mm<br>1600bhp Emade44fitted50 200t (d.o)<br>Fairbanks, Morse & Co. Cgo<br>10k |
| **ISLAND NAVIGATOR**<br>**Island Tug & Barge Ltd.**<br>Victoria Canadian | 272<br>41<br>— | | **1944** Sagstad Shipyards—Sea<br>*117·4′* 28′ 0″<br>… … … | Wood TM Tug | 2 Oil 4SA each 12Cy. 5¾″×8″<br>1200bhp NE59 (d.o)<br>Caterpillar Tractor Co. Peoria |
| **ISLAND PRINCE**<br>exHöegh Ariane–65<br>**Northland Nav. Co. Ltd.**<br>Vancouver Canadian | 1791<br>1103<br>2520 | AB | **1958** Drammen Slip & Verk.—Dmn<br>256′ 2″ 40′ 1″ 18′ 6½″<br>230′ 0″ 40′ 0″ 22′ 2″<br>P&B102′ F33′ 2 dks<br>rf 12″ | M (7P) Mchy.aft<br>2 Ho 70′, 66′<br>G.116900 B.107000<br>2 Ha (stl) (58′, 56′×18′)<br>8W Der 1(20) 2(10) 2(5) | Oil 2SA 10Cy. 360×600 mm<br>1620bhp 188t (d.o)<br>Sulzer Bros. Ltd. Win<br>2×110kW 440V 60c/s a.c. 12½k |
| **ISLAND PRINCE III**<br>exHaida Prince–67<br>exCapilano–59<br>exCity of Belleville–52<br>Launched as Ottawa Mayferry<br>**(Cayman) Island Shipping Co. Ltd.**<br>Georgetown, Cayman Is. British | 539<br>317<br>575 | AB<br>*Classed BC until 4/53 | **1946**–10 Pt. Arthur S.B. Co. Ltd.—Pt.A<br>151′ 0″ 27′ 1″ 11′ 6⅜″<br>140′ 4″ 27′ 0″ 17′ 6″<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ho<br>B.30000<br>2 Ha | Oil 4SA 6Cy. 330×405 mm<br>400bhp 77t<br>Atlas Imperial D.E. Co. S.Fo<br>2×30kW |
| **ISLAND PRINCESS**<br>**Gulf Island Navigation Co. Ltd.**<br>Coast Ferries Ltd.<br>Vancouver Canadian | 502<br>360<br>— | | **1958** Allied Builders Ltd.—Vcr<br>131′ 0″ 35′ 4″ 7′ 4″<br>125′ 0″ 34′ 6″ 10′ 10″<br>1 dk | TM Ferry (400P)<br>1 Ho 30′<br>Der 2(5) | 2 Oil 4SA each 8Cy. 5⅛″×6″<br>600bhp (d.o)<br>Rolls Royce Ltd. Derby<br>2×35kW 115/208V 60c/s a.c. |
| **ISLAND SEA**<br>exRhodos–67 exOctavia–66<br>**Island Shipping Co. Ltd.**<br>amagusta Cyprus | 499<br>232<br>1055<br>~~933~~ 928<br>~~576~~ 598<br>1715 | AB<br>✠LR class withdrawn—Owners' request 12/67 | **1958**–8 Sölvesborgs Varv—Sbg<br>217′ 8″ 32′ 11″ 12′ 5″ /16′ 2⅛″<br>194′ 5″ 32′ 9½″ 19′ 6″<br>F24′ 1 dk & S dk<br>rf 2″ | M ~~OSD~~ Mchy.aft **OSD/CSD**<br>1 Ho 134½′<br>G.72964 B.66221<br>3 Ha (each 30¾′×16¼′)<br>3W Cr 3(3) | Oil 2SA 8Cy. 290×490 mm with hydraulic coupling<br>960bhp 105t (d.o)<br>Alpha-Diesel A/S Fkn<br>4×38, 38, 38, 18kW 220V d.c.<br>Controllable pitch propeller 12k |
| **ISLAND SKIPPER**<br>**Primo Transport Corp.**<br>Monrovia Liberian | 10020<br>6434<br>14800 | ✠**100A1** SS 1/68 ~~SS 2/63~~<br>✠**LMC**<br>MN1560 EL e†2⅜″SQ | **1958**–1 C. v.d. Giessen Schps.—Krimpen<br>516′ 5″ 65′ 10″ 30′ 7¾″<br>468′ 1″ 65′ 7½″ 41′ 10″<br>F49′ 2 dks<br>RW 7BH<br>rf nil WB4198t incl. Tunnel tanks 402t DTm2017t | M CSD<br>5 Ho 64¾′, 59¼′, 41½′, 85½′, 77¼′<br>G.783910 B.701212<br>5 Ha (stl) (34¾′, 42¼′, 42¼′, 42¼′, 34¾′×24½′)<br>12W Der 1(30) 1(20) 12(10) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer 1725t (hvf)<br>N.V. Werkspoor Ams<br>2AuxB 100℔ e(ex.g) 129℔<br>3×180kW 230V d.c. 16k |
| **ISLAND SOVEREIGN**<br>exL.T. 62–54<br>**Island Tug & Barge Ltd.**<br>Victoria Canadian | 432<br>95<br>— | | **1944** Calumet Shipyard & D.D. Co.—Cgo<br>*117·0′* 30′ 0″<br>… … … | M Tug | Oil 16Cy. 8½″×10″<br>2150bhp NE65 (d.o)<br>General Motors Corp. Det |
| **ISLAND SUN**<br>exAthos–67 exValeria–66<br>**Island Shipping Co. Ltd.**<br>Famagusta Cyprus | 498<br>236<br>—<br>~~933~~ 927<br>~~576~~ 598<br>~~1715~~ 1711 | AB<br>✠LR class withdrawn—Owners' request 12/67<br>**WRECKED 10/68** | **1958**–5 Sölvesborgs Varv—Sbg<br>217′ 8″ 32′ 11″ ~~12′ 4½″/—~~ 12′ 4½″/16′ 2⅛″<br>194′ 5″ 32′ 9½″ 19′ 7″<br>F24′ 1 dk & S dk<br>RW<br>rf 2″ | M OSD/CSD Mchy.aft<br>1 Ho 134½′<br>G.72964 B.66122<br>3 Ha (each 30¾′×16¼′)<br>3W Cr 3(3) | Oil 2SA 8Cy. 290×490 mm with hydraulic coupling<br>960bhp 105t (d.o)<br>Alpha-Diesel A/S Fkn<br>4×38, 38, 38, 18kW 220V d.c.<br>Controllable pitch propeller 12½k |
| **ISLAND WARRIOR**<br>exHull No. 258<br>**McAllister Towing Ltd.**<br>Victoria Canadian | 215<br>16<br>— | | **1959** Marine Industries Ltd.—Srl<br>*90·5′* 26′ 1″<br>… … …<br>1 dk<br>conv sailing barge 66 | M Tug | 2 Oil each 12Cy. 6¼″×8″ geared to sc. shaft<br>1530bhp NE66<br>Caterpillar Tractor Co. Peoria<br>12k |
| **ISLAND YARDER**<br>**Island Tug & Barge Ltd.**<br>Victoria Canadian | 5790<br>5776<br>9300 | ✠**100A** west coast of U.S.A. & Canada east of Cape Spencer<br>EL (z) | **1965**–8 Yarrows Ltd.—Vic<br>364′ 5″ 80′ 2″ 16′ 10¼″<br>352′ 10″ 80′ 0″ 23′ 0″<br>F30′ 1 dk<br>3BH<br>rf nil | Log Tipping Pontoon | |

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| 503779<br>FPZQ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ISLANDE**<br>exBassilour–65<br>**Pêcheries de**<br>**Bordeaux-Bassens**<br>Bordeaux French | 1433<br>736<br>1300 | <br><br>BV | **1947** Bath Irn Works Corp.—Bath, Me<br>240' 7" 38' 7"<br>38' 5"<br><br>RW | M Trawler<br><br><br>4 Ha (each 4½'×4½')<br>Der 1(7) | | Oil 4SA 6Cy. 500×900 mm<br>1400bhp<br>Burmeister & Wain<br>5×100, 100, 60, 60, 60kW |
| 651771<br>WC7362<br>259789<br>Gc Rdr<br>RTh | **ISLANDER**<br><br>**Woods Hole, Martha's**<br>**Vineyard & Nantucket**<br>**Steamship Authority**<br>New Bedford United States | 2030<br>1380<br>650 | <br><br>AB | **1950** Maryland D.D. Co.—Bal<br>*191·7'* 58' 2" 10' 0"<br>183' 0" 58' 0" 17' 0"<br>1 dk | M Ferry (770P) | | 2 Oil 2SA each 10Cy.<br>1700bhp NE66<br>Fairbanks, Morse & Co.<br>2×118kW 120V d.c.<br>Propellers 1 fwd 1 aft |
| 516493<br>WM3776<br>280109<br>Df RT | **ISLANDER**<br>exY6–60<br>**Island Transportation Corp.**<br>Washington United States | 603<br>347<br>— | <br><br>AB | **1943** Odenbach S.B. Corp.—Rochester, N.Y.<br>*177·3'* 30' 1" 11' 2½"<br>175' 10" 30' 0" 13' 6"<br>P36' F20' 1 dk<br>rf nil | TM Tanker Mchy.aft<br>6 Ta | | 2 Oil 2SA each 6Cy.<br>480bhp<br>Fairbanks, Morse & Co. |
| 650639<br><br>196939 | **ISLANDER V**<br><br>**N. A. B. & D. J. Hunt**<br>Fremantle British | 126<br>83<br>— | | **1944** N. Wright & Sons—Bsb<br>*108·5'* 18' 8"<br>... ... ...<br>1 dk | Wood TM | | 2 Oil 4SA each 12Cy.<br><br>Brill Motors Co. |
| 652482<br><br>196947 | **ISLANDER VI**<br><br>**N. A. B. & D. J. Hunt**<br>Fremantle British | 158<br>70<br>— | | **1941** N. Wright & Sons—Bsb<br>*98·4'* 22' 0"<br>... ... ...<br>1 dk | Wood M Ferry | | Oil 2SA 6Cy. 10½"×13½"<br><br>Crossley Bros. Ltd. |
| 516494<br>EAVC | **ISLAS CANARIAS**<br>exIsla de Tabarca–50<br>**Benjamin Suarez**<br>Valencia Spanish | 625<br>494<br>700 | ✠100A1 SS 7/64<br><br>LMC<br><br>EL h | **1948**–11 Soc. Met. Duro Felguera—Gjn<br>166' 4" 28' 0" 11' 11"<br>149' 3" 27' 10" 16' 9"<br>2 dks<br>RW NS 3BH to U dk 1 to 2nd dk<br>WB93t | M Mchy.aft | | Oil 2SA 7Cy. 250×420 mm<br>630bhp<br>Atlas-Diesel<br>db 142ft |
| 661859 | **ISLAS FICAS**<br><br>**Vapores de Pasaje S.A.**<br>Rodrigo Freire<br>Vigo Spanish | 317<br>—<br>69 | | **1966** Maritima del Musel S.A.—Gjn<br>111' 1"<br>98' 5" 24' 11" 12' 0"<br>2 dks | M Mchy.aft | | 2 Oil 4SA each 8Cy.<br>800bhp<br>Moteurs Baudouin |
| 672431<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ISLAS GALAPAGOS**<br><br>**Flota Bananera Equadoriana-**<br>**Israeli S.A.**<br>Guayaquil Ecuadorian | ~~6600~~ 6625<br>— 3578<br>~~7600~~ 5510 | <br><br>AB | **1967** Cant. Nav. Apuania—Carrara<br>456' 0" 58' 6" 24' 11"<br>413' 5" 58' 5" 34' 9"<br>4 dks<br>RW | M Ref CSD | | Oil 2SA 7Cy. 750×1320 mm<br>10500bhp<br>Fiat S.G.M. |
| 516495<br>LPKR<br><br>Df Esd<br>Gc Rdr<br>RT | **ISLAS GEORGIAS**<br><br>**Argentine Government**<br>**(Yacimientos Petroliferos**<br>**Fiscales)**<br>Buenos Aires Argentine | 9893<br>5634<br>13320 | <br><br>✠Classed LR until 7/65 | **1951**–7 Uddevallavarvet A/B—Udv<br>516' 7" 64' 1" 27' 5"<br>479' 11" 63' 11" 35' 6"<br>P113' F61' 1 dk | TM Tanker Mchy.aft<br>19 Ta<br>L.614779 | | 2 Oil 2SA each 7Cy.<br>8500bhp<br>Nordberg Mfg. Co. |
| 516496<br>LPKS<br>1441F<br>Df Esd<br>Gc Rdr<br>RT | **ISLAS MALVINAS**<br><br>**Argentine Government**<br>**(Yacimientos Petroliferos**<br>**Fiscales)**<br>Buenos Aires Argentine | 9822<br>5565<br>13320 | <br><br>✠Classed LR until 3/59 | **1950**–7 Uddevallavarvet A/B—Udv<br>516' 7" 64' 1" 27' 5"<br>479' 11" 63' 11" 35' 6"<br>P113' F61' 1 dk | TM Tanker Mchy.aft<br>19 Ta<br>L.614779 | <br><br>HeCls. BC | 2 Oil 2SA each 7Cy.<br><br>Nordberg Mfg Co. |
| 516497<br>PKP<br>F<br>516<br>5LY<br>Df<br>Gc | **ISLAS ORCADAS**<br><br>**Argentine Government**<br>**(Yacimientos Petroliferos**<br>**Fiscales)**<br>os Aires Argentine | 9809<br>5582<br>13320 | <br><br>✠Classed LR until 3/59<br><br><br>**BURNT & SANK** 5/68 | **1951**–3 Uddevallavarvet A/B—Udv<br>516' 7" 64' 1" 27' 5"<br>479' 11" 63' 11" 35' 6"<br>P113' F61' 1 dk | TM Tanker Mchy.aft<br>19 Ta<br>L.614779 | <br><br>HeCls. BC | 2 Oil 2SA each 7Cy.<br><br>Nordberg Mfg Co. |
| 516499<br>ZCQG<br>135619 | **LY**<br><br>exL Board<br>exLinne British<br>exZeemeeu<br>**Michel P. Mou**<br>Port Victoria,<br>Seychelles | **1492** ~~866~~<br>767 ~~278~~<br>929 ~~905~~ | ✠100A1 SS 12/66<br>Channel service from ports in U.K. south of Oban and Harwich—Hook of Holland<br>✠LMC<br>MN430 EL p 1$\frac{1}{16}$"SQ | **1958**–10 Goole S.B. & R. Co. Ltd.—Goo<br>241' 10" 37' 6" ~~16' 2"~~ ~~14' 6½"~~ 14' 2½"<br>226' 0" 37' 0" 23' 0"<br>P57' F26' ~~1 dk & 3 dk~~ 2 dks<br>RW 3BH to U dk 3 to 2nd dk<br>rf 4" WB444t incl. DTm71t & DTf52t | M ~~OSD~~ Mchy.aft<br>2 Ho 36', 72'<br><br>3 Ha (stl) (32'×20') (31', 40'×26') | | Oil 4SA 8Cy. 17"×18"<br>gear<br>2150bhp<br>Ruston & Hornsby<br>3×55kW 220V d.c. |
| | **ISLE OF FARQUHAR** | 192<br>98 | | **1909** E. J. Smit & Zoon—Gro<br>*102·6'* 23' 2"<br>... ... ...<br>1 dk<br>R | Aux Sr Mchy.aft | | Oil 2SA 5Cy.<br><br>Fairbanks, Morse & Co. |

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| **ISLE OF HARRIS**<br>exFlorö-65 exMaria S.-62<br>**Roderick Cunningham (Scalpay) Co. Ltd.**<br>Robert Cameron & Co. Ltd.<br>Stornoway British | **274**<br>123<br>— | | **1949** Scheeps. "Voorwaarts"—Martenshoek<br>BV 141′ 8″ 23′ 6″ 8′ 7½″<br>23′ 4″<br>1 dk | M Mchy.aft | Oil 4SA 4Cy. 280×400 mm<br>D. & J. Boot "De Industrie" Alp |
| **ISLE OF LEWIS**<br>exFinlandia-61 exTilly-53<br>**Roderick Cunningham (Scalpay) Co. Ltd.**<br>Robert Cameron & Co. Ltd.<br>Stornoway British | **365**<br>168<br>— | | **1939** Bodewes Scheeps.—Martenshoek<br>BV 144′ 0″ 24′ 9″ 9′ 11¼″<br>24′ 7″<br>P45′ Q43′ F22′ 1 dk<br>R | M Mchy.aft<br>1 Ho 82′<br>G.23000 B.21800<br>2W Der 1(2) | Oil 4SA 6Cy. 280×450 mm<br>25t<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| **ISLEIFUR**<br>**Arsæll Sveinsson**<br>Vestmannaeyjum Icelandic | **243**<br>100<br>— | | **1967** Skaalurens Skibs—Rosendal<br>113′ 4″ 24′ 1″ 9′ 0″<br>NV 101′ 0″ 24′ 0″ 12′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 210×300 mm<br>660bhp<br>Gebr. Stork & Co. Hengelo |
| **ISLEIFUR IV**<br>**Arsæll Sveinsson**<br>Vestmannaeyjum Icelandic | **216**<br>109<br>— | | **1964** Örens M/V—Tdh<br>109′ 0″ 22′ 10″ 11′ 0″<br>NV 22′ 8″ 11′ 7″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 210×300 mm<br>450bhp<br>Gebr. Stork & Co. Zwolle |
| **ISMAIL KAPTANOGLU**<br>exH. Esref-58<br>exCharalambos Vaiannis-33<br>exMaria M. exAlpha<br>exLieutenant Corriol<br>exPrado exIsafold<br>exPierre-Paul exSkinningrove<br>**Ismail Kaptanoglu**<br>Istanbul Turkish | **344**<br>191<br>515 | ✠ | **1891**-12 Wood, Skinner & Co.—Nwc<br>146′ 0″ 22′ 5″ 11′ 1″<br>… … …<br>1 dk Well dk<br>R | M | Oil 2SA 6Cy. 230×400 mm<br>NE54<br>Burmeister & Wain Cpn |
| **ISMENE**<br>exRenate Ehlers-64<br>exNordstrand-62<br>exVisurgis-62 exViking-58<br>exRabenhaupt-54<br>**Friedrich Willertz**<br>Elsfleth W. German | **360**<br>154<br>425 | BROKEN UP | **1939** Noord Ned. Schps.—Gro<br>*141·7′* 23′ 5″ 9′ 4¼″<br>BV 23′ 3″ 10′ 1″<br>P41′ F18′ 1 dk<br>R | M (3P) Mchy.aft<br>2 Ho 44¼′, 49¼′<br>G.23000 B.21000<br>2 Ha (31¼′, 29½′×14¾′)<br>Der 2(2) | Oil 4SA 6Cy. 285×420 mm<br>295bhp (d.o)<br>Motorenw. Mannheim Mhm<br>2×1½kW 24V d.c. 9½k |
| **ISMINI**<br>Varhalamas<br>Piræus Greek | **107**<br>84<br>— | | **1949** ………………….Kalamai<br>69′ 10″ 25′ 7″<br>HR … … …<br>1 dk | Wood Aux Mchy.aft | Oil 2SA 1Cy.<br>Emade54fitted—<br>Axelou Greece |
| **ISOBEL**<br>exDona Edie-61<br>**General Carriers S.A.**<br>Piræus Greek | **9746**<br>5835<br>14820 | **✠100A1** SS 10/67<br>**✠LMC**<br>MN960 EL e†2¼″SQ | **1957**-9 Wm. Doxford & Sons (S.B.) Ltd.—Sld<br>509′ 2″ 67′ 4″ 30′ 4¼″<br>471′ 1″ 67′ 0″ 40′ 8″<br>F44′ 2 dks<br>RW 7BH to U dk 1 to 2nd dk<br>rf 6″ WB3281t incl. DTa1421t | M CSD<br>G.756940 B.685250<br>12W Der 1(25) 6(10) 6(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp 1292t<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB 150lb 13¼k |
| **ISOCARDIA**<br>**Soc. Maritime Shell**<br>Havre French | **33711**<br>21557<br>— | BV<br>✠Classed LR until 1/56 | **1955** (Fwd & cargo sections) Ch. de l'Atlantique—St.N<br>**1955** (Aft section) Ch. & At. de St. Nazaire (Penhoët)—St.N<br>786′ 9″ 40′ 0″<br>754′ 7″ 101′ 8″<br>1 dk | S Tanker Mchy.aft<br>15 Ta<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp 2757t (o.f)-80pd<br>Ch. & At. de St. Nazaire (Penhoët) St.N<br>2×550kW 60c/s a.c. 15¼k |
| **ISOJI MARU**<br>exOkesa Maru-63<br>**Sado Kisen K.K.**<br>Ryotsu Japanese | **488**<br>270<br>— | | **1932** Mitsubishi Zosensho—Kob<br>*160·0′* 27′ 0″<br>26′ 10″<br>1 dk<br>RW | M Ferry | Oil 4SA 6Cy. 400×600 mm<br>700bhp<br>Mitsubishi Zosen Kob |
| **ISOLA**<br>**W. Meulman & Erven A. Klugkist**<br>Groningen Netherland | **398**<br>253<br>565 | | **1954** G. J. v.d. Werff's Scheeps.—Westerbroek<br>BV 161′ 8″ 26′ 11″ 10′ 4½″<br>147′ 7″ 26′ 9″ 10′ 6″<br>1 dk<br>RW | M Mchy.aft<br>G.30000 B.29000<br>2 Ha (31½′, 38¼′×16′)<br>Der 2(2) | Oil 4SA 6Cy. 295×450 mm<br>395bhp 44t<br>Appingedammer Brons. Apg<br>10k |
| **ISOLA D'ELBA**<br>exSkåne-66<br>~~Sardegna Elba di Navigazione (SAR. E. NA.)~~<br>~~Portoferraio~~ ~~Italian~~<br>Navigazione Toscana **S.p.A.**<br>Leghorn Italian | **500**<br>~~129~~ 155<br>— | ~~GL~~ RI ~~GL~~ | **1961** Martin Jansen—Leer<br>183′ 11″ 35′ 1″ 9′ 6″<br>167′ 4″ 34′ 1″ 13′ 5″<br>1 dk<br>rf 33″ | TM Ferry (200P) Mchy.aft | 2 Oil 4SA each 8Cy. 310×450 mm<br>1320bhp 20t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×60kW 380V 50c/s a.c. |

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| 680022<br><br>83 | **ISOLA DI CAPRI**<br>exJean Molsen-67<br>**Fratelli Savarese fu Antonino**<br>Castellammare di<br>Stabia Italian | ~~1294~~ 1210<br>~~805~~ 657<br>— | GL RI ~~[illegible]~~ | **1925** H. C. Stulcken Sohn—Ham<br>*176-8' 36' 4"*<br>11' 0"<br>B102' 2 dks | TM Ferry (12P) | 2 Oil 4SA 6Cy. 285 ×<br>760bhp<br>Masch. Augsburg-Nürnberg |
| 516509<br>IOWT<br>793<br>RT | **ISOLA DI PONZA**<br><br>**Soc. Partenopea di Navigazione**<br>Naples Italian | 654<br>309<br>122 | RI | **1956** "Navalmeccanica" S.A.—<br>Castellammare<br>194' 1" 29' 3" 9' 2½"<br>174' 10" 29' 2" 13' 5"<br>1 dk<br>RW | TM<br>1 Ho | 2 Oil 2SA each 8Cy.<br>1800bhp<br>S.A. Fiat S.G.M. |
| 516510<br>IOWX<br>785<br>RT | **ISOLA DI PROCIDA**<br><br>**Soc. Partenopea di Navigazione**<br>Naples Italian | 654<br>310<br>122 | RI | **1956** "Navalmeccanica" S.A.—<br>Castellammare<br>194' 1" 29' 3" 9' 2½"<br>174' 10" 29' 2" 13' 5"<br>1 dk<br>RW | TM<br>1 Ho | 2 Oil 2SA each 8Cy.<br>1800bhp<br>S.A. Fiat S.G.M. |
| 516511<br>IQTC<br>78 | **ISOLA DI S. PIETRO**<br>exMelisenda-57 exBiervliet-50<br>exJeanette-46 exLondoner<br>exBotlek exHolendrecht<br>**Societa di Navigazione "S. Pietro"**<br>Cagliari Italian | 466<br>243<br>700 | RI<br>Classed LR until 9/50 | **1918** J. T. Wilmink & Co.—Gro<br>162' 9" 25' 4"<br>153' 2" 25' 2" 12' 1"<br>Q58' B36' F17' 1 dk Well dk<br>R | M<br>2 Ho<br>G.26300 B.25000<br><br>2W | Oil 4SA 6Cy. 320 × 450 mm<br>500bhp NE53<br>Deutz Motfbr. |
| 516513<br>MQNP<br>185470<br>Df Esd<br>Pfd Rdr<br>RT | **ISOLDA**<br><br>**Commissioners of Irish Lights**<br>Liverpool British | 1173<br>360<br>629 | ✠100A1 SS 7/66<br>✠LMC<br>MN270 EL n 1½" | **1953-4** Liffey Dockyard Ltd.—Dub<br>233' 0" 38' 1" 12' 11½"<br>208' 0" 38' 0" 17' 0"<br>P&B102' F36' 1 dk, 2nd dk clear of mchy.<br>RW 6BH space<br>WB141t | TS Lighthouse Tender<br>1 Ho 46'<br><br><br>3W Der 1(12) | T 6Cy. 13½" 23" & 38" ×<br>1500ihp<br>Lobnitz & Co. Ltd.<br>2 SB 200lb |
| 516514<br>OGDU<br>1068<br>Df | **ISOLDA**<br><br>**Rederibolaget Isolda**<br>J. A. Törnberg<br>Mariehamn Finnish | 272<br>180<br>360 | ✠Classed LR until 4/61 | **1902-8** A/B Lödöse Varf—Löd<br>121' 10" 26' 2" 11' 4"<br>113' 0" 26' 0" 12' 0"<br>P25' F10'<br>R<br>BK7" | Aux Sr<br>1 Ho<br><br>2 Ha (21' × 9¾') (24' × 13¾')<br>2W | Oil 2SA 4Cy. 230 × 400 mm<br>265bhp NE50<br>Frederikshavns Jernst. |
| 516515<br>SMNA<br>9715<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ISOLDE**<br><br>**Rederi A/B Wallenco**<br>O. Wallenius<br>Stockholm Swedish | 3355<br>1737<br>5404<br>4688<br>2623<br>6892 | ✠100A1 SS 11/64<br>DTs—vegetable oil<br>✠LMC<br><br>MN612 EL x 1½"SQ | **1956-11** A.G. "Weser"—Bmn<br>378' 1" 51' 10" 21' 8"/25' 0½"<br>338' 0" 50' 10½" 30' 6"<br>P73' F128' 1 dk & S dk<br>Coll & mchy. BH to S dk 7 to 2nd dk<br>len 59<br>rf 3" DK WB2267t incl. DTsa535t DTsf419t DTsm 325t | M OSD/CSD Mchy.aft<br>2 Ho 110½' comb., 87¾' comb.<br>G.266396 B.245206<br>1 Ha (w) (42¾' × 23')<br>3 (stl) (36', 36', 33¾' × 23')<br>8W Cr 1(3) Der 1(15) 8(5) | 2 Oil 4SA each 8Cy.<br>hydraulic couplings &<br>sc. shaft<br>3060bhp<br>Masch. Kiel A.G.<br>db 114lb<br>3 × 150kW 230V d.c. |
| 516516<br>7JJJ<br>85144<br>Df Esd<br>Pfd | **ISOMAE MARU No. 2**<br><br>**M. Isomae**<br>Nakaminato Japanese | 240<br>133<br>— | | **1961** Yamanishi Zosen Tekkosho—<br>Ishionmaki<br>134' 10" 23' 10"<br>120' 8" 23' 7½" 11' 4"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy 310 × 400 mm<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 520530<br>OGCZ<br>377<br>Df Esd<br>Gc RT | **ISOMERI**<br>exLedsund-64 exPenvenan-61<br>**Avomeri O/Y**<br>Uusikaupunki/Nystad Finnish | 3522<br>1882<br>4792 | BV | **1948** Ch. & At. de Provence—<br>Port de Bouc<br>372' 8" 48' 6" 20' 1¾"<br>48' 4"<br>P47' B63' F33' 1 dk | S<br>4 Ho 32⅓', 26', 32⅓', 24¾'<br>G.214447<br>4 Ha (stl) (36½', 38', 38½', 42¾' × 32')<br>9W Der 8(5) | T 3Cy. 19 1/16"<br>exhaust turb driving<br>pressor<br>1988ihp<br>Ch. & At. de Provence<br>3 × 30, 30, 22kW 110V d.c. |
| 516517<br>FOKC<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **ISOMERIA**<br><br>**Soc. Maritime Shell**<br>Havre French | 33765<br>21549<br>~~82110~~ | 100A1 TD4-4/67<br>oil tanker<br>✠LMC<br><br>MN3000 EL (w†)3 1/16"SQ | **1956-6** Ch. & At. de St. Nazaire (Penhoët)<br>—St.N<br>787' 1" 101' 10"<br>745' 5" 101' 8" 55' 0"<br>P85' 1 dk<br>9BH len, widened & deepened 67<br>rf 4½" WB11420t incl. 7547t in clean ballast tanks DTf2178t | S Tanker Mchy.aft<br>30 Ta<br>L.1349383 HeCls. BC | 2 S Turb dr geared to sc.<br>15000shp<br>Ch. & At. de St. Nazaire<br><br>2WTB 710lb<br>sg 156lb<br>2 × 550kW 440V 60c/s a.c. |
| 540541<br>IBNT<br>633<br>Df Esd<br>Gc Rdr | **ISONZO**<br><br>**Lloyd Triestino Soc. per Azioni di Navigazione**<br>Trieste Italian | 5522<br>3077<br>7190 | ✠100A1 SS 9/67<br>DTm—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1960 EL b†2¼"SQ<br>AB RI | **1962-11** Cant. Nav. Breda—Ven<br>456' 0" 60' 10" 24' 7"<br>413' 5" 60' 8" 36' 10"<br>F50' 1 dk & S dk, 3rd dk in No. 1 hold<br>Coll BH to S dk 7 to 2nd dk<br>rf 4" WB1671t incl. DTmf732t | M Ref OSD<br>5 Ho<br>G.448071 B.405869 In.8190<br>5 Ha<br>12W Der 1(30) 1(15) 7(12) 2(5) | Oil 2SA 7Cy. 750 × 1320 mm<br>9800bhp<br>S.A. Fiat S.G.M.<br>AuxB 107lb |
| 641203<br>8LIL<br>93056<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ISOTOKU MARU No. 2**<br><br>**K. Isono**<br>Nakaminato Japanese | 160<br>—<br>— | | **1964** Ichikawa Zosen—Ise<br>21' 0" 8' 10"<br>101' 8" 20' 10" 9' 10"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy.<br><br>Ikegai Tekkosho |
| 528714<br>9HBA<br>315750<br>Df Esd<br>Gc RT | **ISPAHAN**<br>exPunta Alice-64<br>exDavid Hewes-47<br>**Oceanica Transports Co. Ltd.**<br>Malta British | 7267<br>4806<br>10874 | AB RI | **1943** Permanente (Shpyd No. 2)—<br>Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.535000 B.465000<br>5 Ha (33¾', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>Joshua Hendy Irn Wks<br>3 × 20kW 120V d.c. |

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| **ISPICA**<br>**Cassira S.p.A. di Nav.**<br>Palermo Italian | 765<br>397<br>1156 | | RI | **1963** C.L.E.M.N.A.—Spz<br>227′ 7″ 31′ 3″ 9′ 2¼″<br>211′ 7″ 31′ 2″ 11′ 2″<br>1 dk | TM Tanker (12P) Mchy.aft<br>6 Ta<br>L.59647 | 2 Oil 4SA each 6Cy. 230×350 mm<br>800bhp 53t (d.o)–2½pd<br>S.A. Fiat S.G.M. Tur<br>2×24kW 220/380V 50c/s a.c. 9k |
| **ISPOLNITELNIJ**<br>**U.S.S.R.**<br>Vladivostok Russian | 1077<br>—<br>577 | | | **1959** Valmet O/Y Åbo<br>201′ 8″ 37′ 9″ 14′ 9″<br>37′ 7″ 18′ 0″ | M Salvage Tug<br>2 Ho<br>B.7840<br>2 Ha<br>2W Der 1(10) 1(2) | Oil 2SA 5Cy. 520×700 mm<br>Masch. Augsburg-Nürnberg Aug |
| **ISSEI MARU**<br>**Fuso Kaiun K.K.**<br>Kobe Japanese | 2978<br>2147<br>5000 | | NK | **1967** Onomichi Zosen—Onomichi<br>*298·2′* 53′ 10″ 21′ 6″<br>295′ 0″ 53′ 9″ 27′ 0″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.242436 B.220470<br>2 Ha (91¾′, 85′×25½′) | Oil 2SA 6Cy. 450×750 mm<br>3800bhp 437t<br>Kobe Hatsudoki Seizosho Kob<br>15¼k |
| **ISSEI MARU**<br>**Dowa Kaiun K.K.**<br>Tokyo Japanese | 998<br>584<br>1625 | | NK | **1956** Sanoyasu Dockyard Co. Ltd.—Osa<br>232′ 2″ 34′ 2″ 15′ 0″<br>213′ 3″ 34′ 0″ 17′ 0″<br>P63′ B15′ F32′ 1 dk | M Mchy.aft<br>2 Ho<br>G.74304 B.69393<br>2 Ha (29¼′, 71½′×18′)<br>6W Der 2(10) 4(5) | Oil 2SA 5Cy. 360×600 mm<br>1000bhp Sulzer 78t<br>Uraga Diesel Kogyo Tamashima<br>2×15kW 105V d.c. 11½k |
| **ISSLEDOVATEL**<br>**U.S.S.R.**<br>Sevastopol Russian | 680<br>252<br>331 | | | **1964** ......................Russia<br>178′ 0″ 30′ 7″ 12′ 1″<br>30′ 6″ 15′ 11″ | M Trawler<br>2 Ho<br>In.12431<br>2 Ha<br>2W Der 1(2) 1(1½) | Oil 4SA 8Cy. 320×480 mm<br>830bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **IST**<br>exBaltica-38 exSillesund<br>exRana<br>Obalna **Plovidba "Split"**<br>Split Yugoslav | 302<br>147<br>465 | | JR | **1917** Aktieb. C.O. Christianson & Co.—Stromstad<br>*121·3′* 23′ 11″<br>... ... ...<br>1 dk<br>R | M Mchy.aft<br>1 Ho 69′<br>G.19390<br>2 Ha (each 17′×10¾′)<br>Der 2(1) | Oil 2SA 4Cy. 230×400 mm<br>280bhp NE62 B&W (d.o)<br>"Litostroj" Ljubljana |
| **ISTHMIA**<br>exSuecia-66<br>Cia. Armadora de Sudamerica **S.A.**<br>Hellenic Mediterranean Lines Co. Ltd.<br>Panama Panamanian | 4695<br>2588<br>1535 | ✠100A1<br>with freeboard<br>✠LMC | TD 12/66<br>EL x<br>BV | **1929–6** Swan, Hunter & Wghm Rchdsn—Wal<br>376′ 4″ 50′ 1″ 20′ 4″<br>360′ 0″ 50′ 0″ 32′ 0″<br>F115′ 2 dks (stl-upper dk ws), 3rd dk (stl) in Nos. 2, 3 & 4 holds<br>R Coll BH to U dk 7 to 2nd dk<br>WB588t incl. Tunnel tanks 42t | S (343P)<br>5 Ho 51′, 54′, 23¼′, 36½′, 45½′<br>G.152635 B.137485<br>5 Ha (15¾′×12′) (19¼′×16′) (12′ 17′ 14½′×14′)<br>7W Der 5(5) | 3 S Turb sr geared to sc. shaft<br>5700shp 260t (o.f)<br>Parsons' Marine Turb. Co. Wal<br>4 SB 220℔ Spt hs(11788) 12cf<br>3×90, 32, 32kW 110V d.c. 17½k |
| **ISTIKBAL**<br>exDeniz-62 exStratidore-62<br>Hüseyin Avni **Sohtorik**<br>Istanbul Turkish | *4786*<br>*2761*<br>8920 | ✠100A1<br>with freeboard<br>✠LMC | SS 7/65<br>EL a†2″SQ | **1949–7** W. Gray & Co. Ltd.—Hpl<br>431′ 6″ 56′ 4″ 25′ 0¼″<br>406′ 0″ 56′ 0″ 36′ 5″<br>F40′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2581t incl. DTm1076t | S OSD<br>G.536500 B.499520<br>10W | T 3Cy. 23″ 36″ & 65″×48″<br>1950ihp 1016t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 225℔ Spt hs(8584) 6cf 10k |
| **ISTINA**<br>exCairnavon-66<br>exSchiaffino Frères-65<br>exApsara-58<br>Launched as Tohoro<br>Marbrillo **Cia. Nav. S.A.**<br>Monrovia Liberian | 4359<br>2428<br>7635 | | BV | **1951** C. v.d. Giessen—Krimpen<br>410′ 0″ 56′ 1″ 24′ 10″<br>55′ 11″<br>P43′ 1 dk & S dk | M OSD<br>pt bulk wine carrier<br>G.460000 B.438000<br>16W Der 1(40) 1(20) 2(10) | Oil 2SA 6Cy. 720×1250 mm<br>746t<br>Sulzer Bros. Ltd. Win<br>12½k |
| **ISTINYE**<br>Denizcilik **Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 483<br>264<br>— | | GL | **1951** Verschure & Co's Scheeps.—Ams<br>152′ 5″ 26′ 11″ 7′ 11″<br>10′ 4″<br>F25′ 1 dk | TM Ferry | 2 Oil 2SA each 5Cy. 290×500 mm<br>900bhp Sulzer<br>N.V. Kon. Maats. "De Schelde" Fls |
| **ISTRA**<br>exLvov-51 exMaine-45<br>exPacific Pine-37<br>exWest Norranus<br>U.S.S.R.<br>Leningrad Russian | 6024<br>4332<br>— | | | **1920** South Western S.B. Co.—San Pedro<br>*410·5′* 54′ 4″<br>410′ 0″ 54′ 0″ 29′ 9″<br>2 dks<br>R | S | T 3Cy. 24½″ 41″ & 72″×48″<br>(o.f)<br>Llewellyn Irn Wks L.An |
| **ISTRA**<br>Jadranska **Linijska Plovidba** (Adriatic Line)<br>Rijeka Yugoslav | 5465<br>2734<br>— | | BV JR | **1965** Brodogradiliste Uljanik—Pla<br>383′ 3″ 54′ 3″ 16′ 8¾″<br>344′ 6″ 54′ 1½″ 24′ 11″ | TM (217P) Ref<br>3 Ha (20½′×13¼′) (22½′×12½′) (15¼′×9¼′) | 2 Oil 2SA each 10Cy. 480×700 mm<br>7500bhp Sulzer 270t<br>Jugoturbina Karlovac<br>19k |
| **ISTRA**<br>U.S.S.R.<br>Leningrad Russian | 2841<br>1344<br>3592 | | | **1964** Valmet O/Y Helsingin Telakka—Hfs<br>335′ 7″ 45′ 11″ 19′ 4½″<br>45′ 9″ 23′ 1″<br>1 dk | M Mchy.aft<br>4 Ho<br>G.171347<br>4 Ha (26¼′, 26¼′, 26¼′, 21′×34′)<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas Jyväskylä<br>13k |
| **ISTRANKA**<br>exKraljevica-65<br>International **Marine & Forwarding Co. Ltd.**<br>British | 346<br>160<br>— | | JR | **1959** Brodogradiliste III Maj—Rka<br>149′ 10″ 24′ 11″ 8′ 8″<br>24′ 9″<br>1 dk | TM | 2 Oil 4SA each 12Cy. 185×200 mm<br>Maybach Friedrichshafen |

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| 516532<br>JGDJ<br>67874<br>Df Esd<br>Gc Rdr<br>RTm/h | **ISUZU MARU**<br>**Hinode Kisen K.K.**<br>Tokyo Japanese | 4798<br>2795<br>7224 | NK | 1951 Nippon Kokan—Shimizu<br>398′ 7″ 53′ 10″ 24′ 0″<br>374′ 10″ 53′ 8″ 29′ 6″<br>P&B153′ F30′ 1 dk<br>RW<br>rf 4″ | M (4P) Mchy.aft<br>3 Ho 89½′, 120½′, 63½′<br>G.362464 B.335718<br>3 Ha (62½′, 84′, 43½′×23′)<br>15W Der 1(70) 1(40) 2(20) 8(15) | Oil 2SA 6Cy. 540×900 mm<br>3200bhp NE60<br>Niigata Eng. Co. Ltd.<br>2×80kW 115V d.c. |
| 516533<br>JIYV<br>79054 | **ISUZU MARU**<br>**Saeki Kisen Goshi Kaisha**<br>Osaka Japanese<br>Now **ZENKO MARU No.8** See New Entries No. 3 | 299<br>146<br>— | | 1957 Uchida Zosen—Ise<br>*119·3′* 23′ 1″ 10′ 4½″<br>119′ 0″ 22′ 11″ 11′ 10″<br>1 dk | M Mchy.aft<br>1 Ha (45½′×13½′) | Oil SA 6Cy. 290×420 mm<br>350bhp<br>Kinoshita Tekkosho |
| 542053<br>7KPU<br>88918 | **ISUZU MARU**<br>**Y. Ishihara**<br>Nagasaki Japanese | 161<br>72<br>— | | 1961 Yamashita Zosen Tekkosho—Nag<br>*94·7′* 18′ 5″<br>18′ 3″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×380 mm<br>225bhp Emade54[illegible]<br>Nippon Hatsudoki |
| 516534<br>JPPB<br>66970 | **ISUZU MARU No. 3**<br>**Osaka Unyu K.K.**<br>Osaka Japanese | 207<br>101<br>— | | 1951 Kammon Zosen—Smk<br>*120·7′* 19′ 8″<br>19′ 6″<br>P32′ F16′ 1 dk<br>RW len 56 | M Tanker Mchy.aft | Oil 2SA 4Cy. 250×390 mm<br>210bhp<br>Kamimura Tekkosho |
| 516535<br>7JDJ<br>87090<br>Df Esd<br>Pfd Rdr | **ISUZU MARU No. 12**<br>**K. Goto**<br>Ishinomaki Japanese | 240<br>126<br>— | | 1961 Miho Zosensho—Shimizu<br>138′ 3″ 23′ 9″<br>121′ 4″ 23′ 8″ 11′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>650bhp<br>Akasaka Tekkosho |
| 640863<br>8LFY<br>94072<br>Df Esd<br>Gc Pfd<br>Rdr | **ISUZU MARU No. 18**<br>**K. Goto**<br>Ishinomaki Japanese | 253<br>125<br>— | | 1963 Miho Zosensho—Shimizu<br>143′ 0″ 24′ 8″<br>125′ 0″ 24′ 7″ 11′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>700bhp<br>Akasaka Tekkosho |
| 660174<br>JNWO<br>97150<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ISUZUGAWA MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | 74433<br>45845<br>116626 | NK | 1966 Kawasaki Dkyd Co. Ltd.—Kob<br>898′ 2″ 138′ 2″ 50′ 10″<br>853′ 0″ 137′ 10″ 79′ 5″<br>1 dk | M Tanker Mchy.aft<br>11 Ta<br>L.5230687 | Oil 2SA 10Cy. 930×1700 mm<br>26000bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>1×584kW 445V a.c. |
| 516536<br>EAJB | **ITA**<br>exSardinero–34<br>exEspaña No. 1 exEriphia<br>**Federico G. Fierro S.A.**<br>San Esteban Spanish<br>de Pravia | 2480<br>1501<br>3680 | BV | 1902 A.G. Neptun—Ros<br>*291·0′* 41′ 4″ 19′ 1½″<br>41′ 2″<br>P30′ B171′ F35′ 1 dk<br>R | S<br>G.178000<br>4 Ha (each 25½′×14′)<br>Der 4(2½) | T 3Cy. 20¾″ 35⅛″ & 55½″×<br>765ihp<br>A.G. Neptun |
| 641043<br><br><br>Df Esd<br>Rdr RT | **ITABIRA**<br>**Cia. Vale do Rio Doce S.A.**<br>Victoria Brazilian | 149<br>70 | | 1963 Equitable Equipment Co.—<br>Madisonville<br>85′ 1″ 24′ 10″ 8′ 0″<br>78′ 0″ 24′ 0″ 10′ 1″<br>RW | TM Tug | 2 Oil 4SA each 12Cy.<br>Caterpillar Tractor Co. |
| 516539<br>IOWZ<br>297 | **ITACA**<br>exUnion–56<br>exFort Lamalgue–54<br>exElfonn–50<br>**Paolo Caruso & Co.**<br>Trapani Italian | 498<br>262<br>494 | RI<br>✠Classed LR until 9/55 | 1940–12 Cook, Welton & Gemmell Ltd.—<br>Bev<br>164′ 0″ 27′ 6″ 13′ 11″<br>150′ 1″ 27′ 4″ 15′ 0″<br>1 dk conv trawler 50 | M<br>2 Ho | Oil 4SA 7Cy. 265×410 mm<br>525bhp NE56<br>Ansaldo Stab. Mecc. |
| 516540<br>PUJV | **ITACOATIARA**<br>**Serviços de Navegação da Amazonia e de Administração do Porto do Para**<br>Para Brazilian | 160<br>98<br>— | | 1913 James Rees & Sons—Pbg<br>*114·8′* 26′ 2″<br>… … …<br>R | S | C |
| 516542<br>PUKC | **ITAGUASSU**<br>**Cia. Nacional de Nav. Costeira Autarquia Federal**<br>Rio de Janeiro Brazilian | 1928<br>1146<br>— | ✠Classed LR until 9/49 | 1923–5 Lage Irmaos—Rio<br>*288·0′* 43′ 2″ 15′ 0″<br>43′ 0″ 18′ 9″<br>P31′ F39′ 1 dk<br>R | TM Ref<br>B.115000 | 2 Oil 2SA each 4Cy.<br>Sulzer Frères |
| 516545<br>PVUE | **ITAJAI**<br>exOity–55 exMaistas–38<br>exColdair–36 exKongsdal<br>exLiana exDenetown exErnst<br>**Empreza Nacional de Navegacao Ltda.**<br>Rio de Janeiro Brazilian | 641<br>347<br>805 | | 1915 Helsingborgs Varfs A/B—Hbg<br>184′ 6″ 30′ 1″ 12′ 0″<br>29′ 11″<br>1 dk<br>R | S<br>G.37624 B.34884<br>3W | C 2Cy. 16½″ & 31½″×<br>Helsingborgs Varfs A/B |

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|---|---|---|---|---|---|---|
| **ITALIA**<br>Crociere d'Oltremare S.p.A.<br>Cagliari<br>Italian | 12219<br>6703<br>2333 | | AB RI | **1967** Cant. Nav. Felszegi—Tri<br>488' 10" 70' 0" 19' 10¼"<br>435' 4½" 68' 0" 34' 5½"<br>3 dks | TM Mchy.aft<br>1 Ho<br>1 Ha (13½'×13') | 2 Oil 2SA each 9Cy. 560×100<br>14800bhp<br>C.R.D. Adriatico |
| **ITALIA**<br>exCiudad de la Habana-66<br>exCanadian Challenger-58<br>**Hellenic Lines Ltd.**<br>Piræus<br>Greek | 6727<br>3919<br>7500 | ✠100A1<br>✠LMC<br>MN1441 | TD 4/67<br>EL a†2"SQ | **1946**-12 Davie S.B. & R. Co. Ltd.—Lauzon<br>436' 5" 59' 2" 25' 9"<br>410' 0" 59' 0" 36' 8"<br>F45' 2 dks, 3rd dk except in No. 5 hold<br>RW 7BH<br>rf 4" WB2036t incl. Tunnel side tanks 135t DTm327t | M Ref CSD<br>G.414530 B.371080 In.15380<br>12W Der 1(25) | Oil 2SA 4Cy. 815×2410 mm<br>6000bhp Doxford 890t<br>Canadian Vickers Ltd. Mtl<br>WTdb 100lb db (ex.g) 85lb<br>3×250kW 240V d.c. 15k |
| **ITALIA**<br>**Rederi A/B Svenska Lloyd**<br>Torgeir Christoffersen<br>Gothenburg<br>Swedish<br>For later particulars see New Entries No. 7 | 3773<br>2026<br>4460 | ✠100A1<br>DTm—Wine FP above<br>150° F.<br>Ice Class 2<br>✠LMC<br>MN580 | SS 7/65<br>EL v 1¾"SQ | **1961**-1 A/B Lindholmens Varv—Got<br>349' 1" 47' 8" 22' 9¾"<br>321' 10" 47' 6" 30' 3"<br>P12' F40' 2 dks<br>6BH<br>rf 4" WB1030t incl. DTm199t | M (5P) Mchy.aft<br>5 Ho 40¼', 35¾', 42½', 40¼', 42½'<br>G.250000 B.227900<br>5 Ha (stl) (25¼'×21¼') (26¾'×37¾')<br>(33½', 33½', 33½'×37½')<br>Cr 4(5) 1(3) | Oil 2SA 8Cy. 520×900 mm<br>2900bhp Götaverken 246t (hvf)<br>A/B Lindholmens Varv Got<br>3×140kW 230V d.c. 15k |
| **ITALIA APONTE**<br>exItalia-54 exSpiro Xydias-33<br>**Giovanni Aponte fu Luigi**<br>Castellammare di Stabia<br>Italian | 181<br>71<br>— | | RI | **1925** Cant. Scoglio Olivi—Pola<br>129' 7" 19' 8" 6' 8"<br>124' 4" 19' 7" 10' 3"<br>F25' 1 dk<br>R | TM | 2 Oil 4SA each 8Cy. 220×280 mm<br>1000bhp NE62 7t<br>Klöckner-Humboldt-Deutz Kln<br>12½k |
| **ITALIA L.**<br>exItalia-32 exMaasnymph<br>**Itala Schiavon & Dante Baucher**<br>Monfalcone<br>Italian | 181<br>79<br>77 | | RI | **1903** J. & K. Smit's Scheeps.—Krimpen<br>151' 11" 19' 10" 6' 7"<br>144' 4" 19' 7" 9' 6"<br>1 dk<br>R | S | T 3Cy. 11" 16⅝" & 28⅜"×13¾"<br>275ihp 12t (o.f)<br>Arnhemsche Stooms. Ahm<br>10k |
| **ITALIA MARTELLI FASSIO**<br>**Villain & Fassio e Cia. Internazionale di Genova Soc. Riunite di Nav. S.p.A.**<br>Genoa<br>Italian | 21267<br>12523<br>38609 | ✠100A1<br>oil tanker<br>✠LMC<br>MN2900 | SS 9/66<br>EL p†2 13/16"SQ<br>AB RI | **1957**-7 S.A. Ansaldo—Gen<br>666' 3" 86' 4" 35' 8¾"<br>619' 6" 85' 11½" 45' 8"<br>P137' B50' F82' 1 dk<br>16BH<br>rf nil WB3840t incl. DTsf2880t | S Tanker Mchy.aft<br>30 Ta<br>L.1510840 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>14500shp 3300t (o.f)-86pd<br>Ansaldo Stab. Mecc. Gen<br>2WTB 668lb Spt 842° F. 626lb hs26027<br>sg 135lb 16k |
| **ITALMOTOR**<br>"Italnavi" Soc. di **Navigazione per Azioni**<br>Compagnia Marittima Carlo Cameli<br>noa<br>Italian | 17174<br>10384<br>26278 | | RI | **1953** S.A. Ansaldo—Gen<br>627' 9" 82' 1" 32' 11¾"<br>593' 10" 82' 0" 43' 2"<br>P140' B50' F71' 1 dk<br>RW | TM Tanker Mchy.aft<br>26 Ta<br>Der 2(5) 4(3) | 2 Oil 2SA each 9Cy. 750×1320 mm<br>12000bhp 2230t (d.o)<br>S.A. Fiat S.G.M. Tur<br>4×70kW 110V d.c. 17k |
| **ITALY MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe<br>Japanese | 11050<br>6227<br>13650 | | NK | **1967** Kawasaki Dkyd Co. Ltd.—Kob<br>74' 3" 31' 5"<br>511' 10" 74' 2" 43' 8"<br>1 dk | M Ref | Oil 2SA 8Cy. 780×1400 mm<br>13200bhp MAN<br>Kawasaki Dkyd Co. Ltd. Kob |
| **ITAOCA**<br>**SALMAC—Salicultores de Mossoró Macau Ltda.**<br>Macau<br>Brazilian | 150<br>—<br>200 | | | **1966** Industrias Reunidas Caneco—Rio<br>109' 4" 25' 9" 4' 11"<br>102' 4" 24' 7" 7' 7"<br>1 dk | M Barge Mchy.aft | Oil 4SA 8Cy. 5½"×7" with reverse reduction gearing<br>250bhp<br>Motorenw. Mannheim Mhm |
| **ITAPARICA**<br>Petróleo Brasileiro **S.A.—** Petrobrás **Frota Nacional** de Petroleiros<br>Rio de Janeiro<br>Brazilian | 6926<br>4182<br>10100 | ✠100A1<br>oil tanker<br>✠LMC<br>MN632 | SS 10/65<br>EL a†2"SQ | **1960**-10 Burmeister & Wain—Cpn<br>440' 8" 62' 2" 24' 0"<br>410' 0" 62' 0" 30' 9"<br>P88' F50' 1 dk<br>12BH<br>rf nil WB117t | M Tanker Mchy.aft<br>24 Ta<br>L.486257 HeCls.BC<br>Der 4(5) | Oil 2SA 7Cy. 500×1100 mm<br>3160bhp 703t (d.o)-13pd<br>Burmeister & Wain Cpn<br>2WTAuxB primary 711lb secondary 178lb Spt AuxB 178lb<br>2×168kW 450V 60c/s a.c. 13k |
| **ITAPARICA**<br>Companhia de **Navegacao** Bahiana<br>Bahia<br>Brazilian | 494<br>218<br>— | | BV | **1960** D. W. Kremer Sohn—Elmshorn<br>151' 5" 27' 7"<br>139' 6" 26' 3" 11' 6"<br>2 dks<br>RW | TM Ferry | 2 Oil 4SA each 8Cy. 250×350 mm<br>Motorenw. Mannheim Mhm |
| **ITAPUA**<br>Companhia de **Navegação** Lloyd Brasileiro<br>Rio de Janeiro<br>Brazilian | 3847<br>2114<br>— | ✠100A1<br>✠LMC<br>MN463 | SS 12/65<br>EL v | **1960**-4 Stocznia Gdanska—Gdk<br>355' 2" 48' 1" 21' 10"<br>331' 6" 47' 11" 26' 3"<br>P27' B74' F37' 1 dk, 2nd dk in Nos. 1, 2 & 3 holds<br>6BH<br>rf 6" WB979t | S | C 4Cy. (2) 440 & (2) 950×950 mm with exhaust turb & hydraulic coupling & dr gearing<br>1850ihp (o.f)<br>Z.U.T. Zgoda Swi<br>2WTB 228lb Spt hs5860 |
| **ITEA**<br>exAglia-47 exScotia<br>exBeryl exEagle<br>exAdventuress<br>nnou Bros.<br>Greek | *351*<br>*158*<br>— | ✠Classed LR until 9/47 | | **1913**-2 Hepple & Co. Ltd.—Shl<br>151' 7" 24' 10"<br>... ... ...<br>1 dk<br>R conv yacht 47 | S | T 3Cy. 14½" 22½" & 36"×24"<br>Hepple & Co. Ltd. Shl |

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|---|---|---|---|---|---|---|
| 516564 | **ITEA** | 198 | | ........................ | Iron M | Oil 3Cy. |
| SZVF | | 102 | | 111′ 2″ 20′ 0″ | | Emade—[illegible] |
| 1049 | **Spyridon Alogoskoufis** | — | | ... ... ... | | Kromhout Motorenfab. |
| | Piræus Greek | | | 1 dk | | |
| | | | | R | | |
| 652127 | **ITELMEN** | 3170 | | 1965 ........................Russia | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 430×610 mm |
| | | 1225 | | 277′ 10″ 46′ 0″ 18′ 2″ | 5 Ho | 2000bhp |
| | **U.S.S.R.** | 1460 | | 45′ 10″ 32′ 11″ | In.57387 | Skoda |
| | Petropavlovsk Russian | | | 2 dks | 5 Ha | |
| | | | | | 4W Der 2(5) 2(1½) | |
| 537597 | **ITHACA ISLAND** | 7426 | BV | 1947–5 Lithgows Ltd.—P.G | M CSD | Oil 4SA 6Cy. 740×1500 mm |
| 6ZEH | exCleopatra–64 exValparaiso–64 | 4441 | | 447′ 7″ 57′ 11″ 27′ 3½″ | 4 Ho 65′, 96′ comb., 67′, 75′ | 3300bhp B&W |
| 2185 | exRavnaas–61 | 10256 | ✠Classed LR until 10/51 | 57′ 9″ | | J. G. Kincaid & Co. Ltd. |
| Df Esd | **Ithaca Ship Trading Inc.** | | | 2 dks | 4 Ha (31½′, 57′ comb., 31′, 31′×20′) | 2×20kW 115V d.c. |
| Gc Rdr | Monrovia Liberian | | | RW | Der 1(50) 1(25) 10(5) | |
| | | | **MISSING SINCE 10/68** | | | |
| 528215 | **ITHACA MARINER** | Ore | ✠100A1 Dr 4/64 | 1950–11 A/B Götaverken—Got | M Ore/Oil Carrier Mchy.aft | Oil 2SA 8Cy. 680×1500 mm |
| ELFR | exPorjus–67 | **12071** | ore carrier or oil in | 532′ 6″ 68′ 2″ 28′ 5″ | 4 Ho 81′, 84½′, 67½′, 67½′ 20 Ta | 6000bhp |
| 2864 | **Mariship Co. Inc.** | 5103 | wing tanks & No. 2 hold | 501′ 0″ 67′ 11″ 38′ 6″ | G.303200 L.577590 | A/B Götaverken |
| Df Esd | Monrovia Liberian | 15600 | Str. nav. ice | P189′ F65′ 1 dk | 4 Ha (stl) (each 25½′×24¾′) | 2AuxB 150lb |
| Gc Rdr | | Oil | | 8BH | 10W Der 4(5) 4(3) | 3×200, 200, 75kW 220V d.c. |
| RTm/v | | **12520** | | rf 1½″ WB2999t incl. DTsf1683t | | |
| | | 6970 | | | | |
| | | — | ✠LMC | | | |
| | | | EL g† | | | |
| 526881 | **ITHACA STAR** | Ore | ✠100A1 TD 2/69 ~~Dr 7/64~~ | 1951–10 A/B Götaverken—Got | M Ore/Oil Carrier Mchy.aft | Oil 2SA 8Cy. 680×1500 mm |
| ELEO | exPajala–67 | **9484** | with fbd ore carrier | 532′ 6″ 68′ 2″ 28′ 5″ | 4 Ho 81′, 84½′, 67½′, 67½′ 20 Ta | 6000bhp |
| 2844 | **Ithaca Star Shipping Ltd.** | **5503** | Carrying oil in wing tanks | 500′ 7″ 67′ 11″ 38′ 6″ | G.303200 L.577590 | A/B Götaverken |
| Df Esd | Monrovia Liberian | — | when no cargo is carried | P189′ F65′ 1 dk | 4 Ha (stl) (each 25½′×24¾′) | 2AuxB 150lb [illegible] |
| Gc Rdr | | Oil | in adjacent centre com- | 8BH | 10W Der 4(5) 4(3) | 3×200, 200, 75kW 220V d.c. |
| RTm/v | | **12540** | partments | rf 1½″ WB2151t incl. DTsf1663t | | |
| | | 6980 | Str. nav. ice | | | |
| | | 15650 | ✠LMC | | | |
| | | | EL g† | | | |
| 511045 | **ITHACA TRADER** | **12906** | ✠100A1 SS 10/66 | 1953–8 Deutsche Werft A.G.—Ham | M Tanker Mchy.aft | Oil 2SA 8Cy. 780×1400 mm |
| ELCN | exEvje–67 | 7430 | oil tanker | 581′ 5″ 72′ 4″ 30′ 3″ | | 7200bhp |
| 2798 | **Canada Maritime S.A.** | 18340 | ✠LMC | 540′ 0″ 72′ 0″ 37′ 10″ | | Masch. Augsburg-Nürnberg |
| Df Esd | Monrovia Liberian | | | P124′ B33′ F68′ 1 dk | | 2AuxB 171lb |
| Gc Rdr | | | MN1440 EL i†2$\frac{1}{16}$″SQ | RW 14BH | Der 2(5) 3(3) | 3×130kW 220V d.c. |
| RTm/h | | | | rf 2″ WB369t | | |
| 504147 | **ITHACA VICTORY** | 7611 | | 1945 Permanente (Shpyd No. 2)— | S (12P) | 2 S Turb dr geared to sc. |
| 6ZTD | exBennekom–66 exVillar–49 | 4610 | | Richmond | 5 Ho 57½′, 75′. 78′, 81′, 75′ | 6000shp |
| 2572 | exEl Reno Victory–47 | 10423 | AB | 455′ 3″ 62′ 2″ 28′ 6¾″ | G.514800 B.450240 | General Electric Co. |
| Df Esd | **Ithacamar Cia. Mar. S.A.** | | | 436′ 6″ 62′ 0″ 38′ 0″ | 5 Ha (stl) (25′, 24′, 36′, 36′, | 2×300kW 120/140V d.c. |
| Gc Rdr | Monrovia Liberian | | | F87′ 3 dks | 24′×22½′) | |
| RTv | Now **VENUS VICTORY** See New Entries No. 1 | | | rf nil | 14W Der 1(50) 1(30) 2(10) 12(5) | |
| 516566 | **ITO MARU No. 15** | 339 | | 1955 Miho Zosensho—Shimizu | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm |
| JFWM | exChosei Maru–62 | 209 | | *139·7′* 24′ 7″ | | 650bhp |
| 72341 | **Choshi Maguro Gyogyo** | — | | 138′ 1″ 24′ 5″ 12′ 9″ | | Niigata Tekkosho |
| Df | **Seisan Kumiai** | | | F14′ 1 dk | | |
| | Choshi Japanese | | | | | |
| 516567 | **ITO MARU No. 18** | 407 | | 1961 Kanazashi Zosensho—Shimizu | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm |
| 7JJT | | 236 | | 168′ 11″ 27′ 8″ 11′ 5″ | | 1000bhp |
| 87447 | **Choshi Maguro Gyogyo** | — | | 149′ 5″ 27′ 6½″ 13′ 1″ | | Niigata Eng. Co. Ltd. |
| Df Esd | **Seisan Kumiai** | | | 1 dk | | |
| Gc Pfd | Choshi Japanese | | | | | |
| Rdr RT | | | | | | |
| 641337 | **ITO MARU No. 28** | 303 | | 1963 Kanazashi Zosensho—Shimizu | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×520 mm |
| 7LXZ | | 163 | | 157′ 3″ 25′ 5″ 9′ 10″ | | 1000bhp |
| 93045 | **I. Ito** | — | | 141′ 4″ 25′ 3″ 11′ 4″ | | Niigata Eng. Co. Ltd. |
| Df Esd | Choshi Japanese | | | 1 dk | | |
| Gc Rdr | | | | | | |
| 650709 | **ITOCHU MARU** | 448 | | 1964 Hashihama Zosen—Imabari | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 6Cy. 270×400 mm |
| JL2228 | | 259 | | 158′ 10″ 26′ 11″ 9′ 10″ | | 600bhp |
| 95528 | **Murakami Kaiun K.K.** | 358 | NK | 139′ 5″ 26′ 10″ 11′ 10″ | L.18186 | Hanshin Nainenki Kogyo |
| Rdr RT | Hojo Japanese | | | 1 dk | | |
| 516568 | **ITOKU MARU** | 239 | | 1961 Takehara Zosen—Takehara | M Tanker Mchy.aft | Oil 4SA 6Cy. [illegible] |
| 7JQJ | | 109 | | 125′ 6″ 20′ 6″ 9′ 2″ | | 270bhp |
| 85767 | **Kusumoto Kisen K.K.** | — | | 114′ 10″ 20′ 4″ 10′ 2″ | | Nakamura Zosen [illegible] |
| | Kainan Japanese | | | 1 dk | | |
| 516569 | **ITSUKUSHIMA MARU** | 5871 | | 1955 Hitachi Zosen—Inn | M Ref OSD Mchy.aft | Oil 2SA 8Cy. [illegible] |
| JHUS | | 3303 | | *348·2′* 56′ 5″ 26′ 2″ | 5 Ho | 3280bhp |
| 73417 | **Nippon Suisan K.K.** | 7321 | NK | 344′ 6″ 56′ 3″ 30′ 6″ | G.228038 B.204175 In.204175 | Hitachi Zosen |
| Df Esd | Tokyo Japanese | | | P85′ B64′ 2 dks & S dk | 5 Ha (8′, 8′, 8′, 8′×8′) (4′×4′) | 3×350kW [illegible] d.c. |
| Gc Pfd | | | | RW | 8W Der 8(5) | |
| Rdr RT | | | | | | |

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|---|---|---|---|---|---|
| **ITSUKUSHIMA MARU**<br>M. Okamine<br>Kurahashi<br>Japanese | **296**<br>173<br>— | | **1960** Innoshima Dock—Inn<br>*119·2′* 22′ 1″ 9′ 10″<br>118′ 2″ 21′ 11″ 10′ 10″<br>1 dk | M Mchy.aft<br>1 Ha (62½′×14′) | Oil 4SA 6Cy. 275×400 mm<br>350bhp 15t<br>Ishibashi Tekkosho Matsue<br>10½k |
| **ITSUKUSHIMA MARU No. 2**<br>Itsukushima Kaiun K.K.<br>Japanese | **993**<br>500<br>1838 | | **1967** Taihei Kogyo—Hma<br>221′ 10″ 34′ 10″ 16′ 4¾″<br>203′ 5″ 34′ 9½″ 17′ 9″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **ITTERSUM**<br>N.V. Stoomv. Maats. "Oostzee"<br>Vinke & Zonen<br>Amsterdam<br>Netherland | T.Mk<br>6936 ~~6150~~<br>4101<br>11502 ~~11653~~<br>~~9879~~<br>~~6150~~<br>~~13451~~ | ✠100A1 SS 11/64<br>DTmf—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1510 EL f†2¼″SQ | **1960–1** A.G. "Weser" Werk Seebeck—Bhn<br>534′ 0″ 62′ 8″ 27′ 2″/29′ 9½″<br>489′ 7″ 62′ 6″ 40′ 3″<br>F53′ 2 dks, 3rd dk in Nos. 1, 2 & 3 holds<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6″ WB3060t incl. Tunnel tanks 500t DTmf1115t | M (12P) Ref<br>5 Ho 73½′, 68′, 84½′, 81¾′, 81¾′<br>1 TwD 43½′<br>G.736084 B.656068 In.13000<br>5 Ha (stl) (36¾′×22′) (35½′, 43½′, 35½′, 35½′×24′)<br>20W Der 4(3–10) 16(3–5) | Oil 2SA 9Cy. 700×1200 mm<br>7550bhp 1534t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>AuxB 100lb e (ex.g) 128lb<br>3×350, 208, 208kW 230V d.c. 16½k |
| **ITURUP**<br>U.S.S.R.<br>Vladivostok<br>Russian | **487**<br>—<br>157 | | **1957** ......................People's Rep. of China<br>145′ 10″ 31′ 1″ 11′ 0¼″<br>14′ 5″ | TM Tug<br>1W Der 1(5) | 2 Oil 2SA each 6Cy. 300×500 mm<br>Russki-Diesel Wks Len<br>11k |
| **ITXAS-GANE**<br>Antonio Murelaga and others<br>Bermeo<br>Spanish | ~~175~~ 196<br>— 75<br>— 118 | BV | **1967** Ast. Zamacona—Bbo<br>96′ 10″<br>82′ 3″ 24′ 0″ 12′ 5½″<br>2 dks | M Trawler | Oil 4SA 8Cy. 160×180 mm<br>600bhp<br>Masch. Augsburg-Nürnberg Aug |
| **JUOZAS VITAS**<br>U.S.S.R.<br>Russian | **3170**<br>1225<br>— | | **1965** ......................Russia<br>277′ 10″ 46′ 0″ 18′ 2″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |

**CANCEL ALL PARTICULARS**

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| **IVALO**<br>Finska Ångfartygs A/B<br>Helsinki/Helsingfors<br>Finnish | ~~1362~~ 1359<br>~~578~~ 576<br>2147 | NV | **1958** Valmet O/Y—Åbo<br>292′ 1″ 42′ 0″ 15′ 11½″<br>266′ 11″ 41′ 8″ 23′ 11″<br>P33′ 1 dk & S dk<br>RW<br>rf 3″ | M OSD Mchy.aft<br>2 Ho<br>G.146965 B.139025<br>2 Ha (52½′, 55′×19½′)<br>8W Der 1(15) 2(5) 6(3) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp 119t<br>Sulzer Bros. Ltd. Win<br>4×140, 140, 25, 25kW 220V d.c. 13k |
| **IVAN AIVAZOVSKY**<br>U.S.S.R.<br>Murmansk<br>Russian | **6133**<br>2947<br>4962 | | **1963** Nosenko Shpyd—Nic<br>426′ 6″ 55′ 2″ 23′ 6¼″<br>55′ 0″ 31′ 2″ | TD-E Fish Carrier<br>4 Ho<br>In.257162<br>4 Ha (each 12½′×12¼′)<br>7W Der 1(10) 6(3) | 4 Oil 2SA each 10Cy. 207×254 mm connected to elec. motor & geared to 2 sc. shafts<br>16½k |
| **IVAN BABUSHKIN**<br>U.S.S.R.<br>Vladivostok<br>Russian | **1849**<br>883<br>3330 | | **1956** J. Boel & Fils—Tamise<br>331′ 6″ 46′ 11″ 18′ 10½″<br>300′ 0″ 46′ 9″ 19′ 5″<br>1 dk & S dk<br>RW | M OSD<br>3 Ho<br>G.170535<br>3 Ha (24¼′, 46¼′, 46¼′×21¼′)<br>11W Der 1(10) 10(5) | Oil 2SA 6Cy. 560×1000 mm<br>Sulzer Bros. Ltd. Win<br>13k |
| **IVAN BOGUN**<br>U.S.S.R.<br>Zhdanov<br>Russian | **1209**<br>447<br>1090 | | **1961** "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 5½″<br>32′ 8″ 17′ 5″<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.53996<br>3 Ha (23¼′, 22½′, 22½′×13½′)<br>6W Der 6(2) | 2 Oil 4SA each 8Cy. 216×310 mm<br>Ganz Waggon & Eng. Wks Bdp<br>9½k |
| **IVAN CANKAR**<br>Jadranska Linijska Plovidba (Adriatic Line)<br>Rijeka<br>Yugoslav | **425**<br>187<br>— | JR | **1953** Poduzece "Uljanik"—Pula<br>177′ 7″ 27′ 11″<br>27′ 9″<br>1 dk | TM | 2 Oil 2SA each 6Cy. 260×450 mm<br>S.A. Fiat S.G.M. Tur |
| **IVAN CHERNOPYATKO**<br>U.S.S.R.<br>Russian | **3170**<br>1225<br>— | | **1966** ......................Russia<br>277′ 10″ 46′ 0″ 18′ 2″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| **IVAN FEDOROV**<br>U.S.S.R.<br>Kaliningrad<br>Russian | **10035**<br>4663<br>9900 | | **1960** Stocznia Gdanska—Gdk<br>509′ 11″ 65′ 9″ 26′ 10⅞″<br>65′ 6″ 38′ 3″<br>3 dks<br>RW | TS Fish Factory<br>5 Ho<br>In.358763<br>5 Ha (20′×13′)<br>14W Der 12(5) 2(3) | C 8Cy. (4) 440 & (4) 950×950 mm with LP turb & hydraulic coupling<br>5000ihp (o.f)<br>Z.U.T. Zgoda Swi<br>13k |
| **IVAN FRANKO**<br>U.S.S.R.<br>Odessa<br>Russian | **19861**<br>10614<br>6007 | | **1964** Mathais-Thesen-Werft—Wismar<br>577′ 10″ 77′ 5″ 27′ 3″<br>508′ 6″ 77′ 2″ 44′ 0″<br>3 dks & Prom dk | TM (750P)<br>3 Ho<br>B.106509<br>3 Ha (each 17½′×15¾′)<br>1W Cr 4(3) 2(1½) Der 1(3) | 2 Oil 2SA each 7Cy. 760×1550 mm<br>21000bhp Sulzer<br>N.V. Werkspoor Ams<br>20k |
| **IVAN GONCHAROV**<br>U.S.S.R.<br>Russian | **10183**<br>5465<br>12585 | | **1966** Stocznia Gdanska—Gdk<br>*479·5′* 66′ 7″ 29′ 8″<br>66′ 5″ 36′ 0″<br>2 dks | M | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>H. Cegielski Poz |

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| 516580<br>SFYN<br>9582<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **IVAN GORTHON**<br><br>**Rederi A/B Gylfe**<br>Stig Gorthon<br>Helsingborg Swedish | T.Mk<br>2115<br>1032<br>3710<br>3370<br>1958<br>4780 | ✠100A1 SS 5/65<br>Str. nav. ice at draught not exceeding 19' 2½"<br>✠LMC<br>MN450 EL (u)1½"ptSQ | 1955–6 Öresundsvarvet A/B—Lkr<br>334' 5" 43' 11" 19' 3"/22' 4½"<br>318' 10" 43' 6" 27' 6"<br>Q75' F31' 2 dks<br>RW Coll BH to U dk 5 to 2nd dk<br>len 65<br>rf 4" WB1180t incl. Tunnel tanks 118t DTmf309t | M (1P)<br>4 Ho 84', 15', 40½', 97½'<br>G.228980 B.212070<br>5 Ha (23½'×18') (30½', 41½', 26', 26'×21')<br>10W Der 1(20) 10(3) | Oil 2SA 6Cy. 520×900 mm<br>2250bhp<br>A/B Götaverken<br>3×110kW 220V d.c. |
| 640582<br>YTHG | **IVAN GUNDULIC**<br><br>**Jadranska Linijska Plovidba (Adriatic Line)**<br>Rijeka Yugoslav | 102<br>50<br>— | JR | 1955 Brodogradiliste Vranjic—Vranjic<br>91' 10" 20' 6" 8' 10"<br>20' 4"<br>1 dk | Wood M | Oil 4SA 5Cy. 230×300 mm<br>Etab. Crepelle |
| 660584 | **IVAN KRAMSKOY**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 5942<br>2844<br>~~6000~~<br>5170 | | 1965 Nosenko Shpyd—Nic<br>426' 6" 55' 3" 23' 8"<br>55' 1" 31' 4"<br>2 dks | TD-E Fish Carrier<br>4 Ho<br>In.257162<br>4 Ha (each 12½'×12½')<br>7W Der 1(10) 6(3) | 4 Oil 2SA each 10Cy.<br>connected to elec. motors<br>to 2 sc. shafts |
| 650149<br>UOAG<br>M-26315 | **IVAN KRUZENSHTERN**<br>exLedokol 6–66<br>**U.S.S.R.**<br>Russian | 2305<br>—<br>1092 | | 1964 Admiralteski Shpyd—Len<br>221' 10" 59' 3" 19' 10½"<br>59' 1" 27' 3"<br>2 dks | Tr D-E Icebreaker | Oil connected to elec. motors<br>5000bhp |
| 520612<br>UNYI<br>M-11936<br>Df Esd | **IVAN KULUBIN**<br>exLeningrad–64<br>exGouverneur Morris–43<br>**U.S.S.R.**<br>Vladivostok Russian | 7237<br>4099<br>10606 | | 1943 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8"<br>417' 9" 56' 11" 37' 4"<br>2 dks | S<br>5 Ho<br>G.458280<br>5 Ha (33½', 34½', 34½', 34½', 20'×20')<br>11W Der 1(15) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp |
| 516581<br>YTGW<br><br>Df Esd<br>Gc Rdr<br>RT | **IVAN MAZURANIC**<br><br>**Jugoslavenska Linijska Plovidba (Yugoslav Line)**<br>Rijeka Yugoslav | 2308<br>1056<br>2954 | ✠100A1 SS 11/65<br>✠LMC<br>✠Lloyd's RMC<br>MN592 EL u<br>JR | 1961–11 Brodogradiliste Titovo—Kraljevica<br>348' 6" 46' 9" 18' 7½"<br>312' 8" 46' 7" 27' 6"<br>F37' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 8" WB419t | M Ref OSD<br>G.185496 B.169957 In.5530<br>10W Der 4(10) 4(5) 2(3) | Oil 2SA 6Cy. 600×1040 mm<br>2960bhp Sulzer<br>Jugoturbina<br>2AuxB (1 o.f 1 ex.g) |
| 516582<br>UKPF<br>M-19877 | **IVAN MOSKVIN**<br><br>**U.S.S.R.**<br>~~Leningrad~~ Russian<br>Murmansk | 3385<br>1577<br>5655 | | 1958 J. Boel & Fils—Tamise<br>395' 1" 54' 9" 22' 1"<br>357' 7" 54' 7" 23' 9"<br>1 dk & S dk<br>10W Der 10(3) | M OSD<br>5 Ho<br>G.308484<br>5 Ha (36½' 39½', 39½'×21½') (10½'×8½') (34'×21½') | Oil 2SA 6Cy. 720×1250 mm<br>Sulzer Bros. Ltd. |
| 680501<br>UJSL<br>M-22332 | **IVAN NOSENKO**<br><br>**U.S.S.R.**<br>Odessa Russian | 844<br>240<br>339 | | 1958 ……………………Russia<br>208' 7" 31' 2" 15' 1"<br>31' 0" 17' 10" | D-E Whaler | 4 Oil 4SA each 6Cy.<br>connected to elec. motor<br>to sc. shaft |
| 516583<br>UPVX<br>M-2792<br>Df Esd<br>Gc Rdr | **IVAN PAVLOV**<br><br>**U.S.S.R.**<br>Odessa Russian | 5842<br>3182<br>7560 | | 1956 Ch. Nav. de La Ciotat—La Ciotat<br>425' 6" 55' 3" 24' 8"<br>395' 0" 55' 1" 33' 2"<br>2 dks | S<br>4 Ho<br>G.323448<br>4 Ha (34½', 34½', 34½', 33½'×23')<br>8W Der 4(10) 4(6) | 2 S Turb dr geared to sc.<br>Schneider & Cie. |
| 680502<br>UVBQ<br>M-8601 | **IVAN PLYUSNIN**<br><br>**U.S.S.R.**<br>Archangel Russian | 690<br>—<br>214 | | 1961 ……………………Russia<br>155' 1" 33' 9" 13' 10"<br>18' 0"<br>1W Der 1(5) | D-E Tug | 2 Oil 2SA each 6Cy.<br>connected to elec. motor<br>to sc. shaft |
| 516584<br>UVMR<br>M-11938<br>Df Esd | **IVAN POLZUNOV**<br>exOrel–49<br>exCharles E. Duryea–43<br>**U.S.S.R.**<br>Leningrad Russian | 7176<br>4235<br>10595 | | 1943 Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8"<br>417' 9" 56' 11" 37' 4"<br>2 dks | S<br>5 Ho<br>G.459657<br>5 Ha (35', 35', 35', 33½', 20'×20')<br>11W Der 1(15) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks |
| 516585<br>UBIK<br>M-11574<br>Df Esd<br>Gc Rdr | **IVAN RYABOV**<br><br>**U.S.S.R.**<br>Archangel Russian | 3812<br>1888<br>5125 | | 1959 Stocznia Gdanska—Gdk<br>355' 2" 48' 0" 21' 8¾"<br>47' 10" 26' 3"<br>1 dk<br>RW | S<br>4 Ho<br>G.208216<br>4 Ha (39½', 39½', 28½', 32½'×27')<br>8W Der 8(5) | C 4Cy. (2) 440 & (2)<br>LP turb & hydraulic<br>2500ihp<br>Z.U.T. Zgoda |
| 516586<br>UPVU<br>M-2803<br>Df Esd<br>Gc Rdr | **IVAN SETCHENOV**<br><br>**U.S.S.R.**<br>Odessa Russian | 5842<br>3182<br>7560 | | 1956 Forg. & Ch. de la Gironde—Bdx<br>425' 5" 55' 2" 24' 7"<br>397' 0" 55' 0" 33' 2"<br>2 dks | S<br>4 Ho<br>G.323448<br>4 Ha (34½', 34½', 34½', 33½'×23')<br>8W Der 4(10) 4(6) | 2 S Turb dr geared to sc.<br>At. et Ch. de Bretagne |
| 670873 | **IVAN SHISHKIN**<br><br>**U.S.S.R.**<br>Russian | 5942<br>2844<br>5200 | | 1967 Nosenko Shpyd—Nic<br>426' 6" 55' 3" 23' 8"<br>55' 1" 31' 4"<br>2 dks | TD-E Fish Carrier<br>4 Ho<br>In.254726<br>4 Ha (each 14'×13½')<br>9W Der 8(3) 1(1) | 4 Oil 2SA each<br>connected to elec.<br>to 2 sc. shafts |

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| **IVAN STEPANOV**<br>U.S.S.R.<br>Vladivostok<br>Russian | **5217**<br>2524<br>5840 | | **1957** Baltic S.B. & E. Co.—Len<br>429′ 6″ 55′ 2″ 24′ 5″<br>55′ 0″ 31′ 2″<br>2 dks | TD-E Ref<br>5 Ho<br>In.450122<br>5 Ha (16½′, 16½′, 16½′, 16½′×16½′)<br>(14¾′×14¾′)<br>11W Der 10(3½) 1(1) | 4 Oil 2SA each 10Cy. 207×254 mm connected to elec. motor & geared to 2 sc. shafts<br>Russia<br>16½k |
| **IVAN TURGENEV**<br>U.S.S.R.<br>Petropavlovsk<br>Russian | **1711**<br>1007<br>2989 | | **1952** J. Boel & Fils—Tamise<br>302′ 1″ 44′ 2″ 18′ 5″<br>44′ 0″ 18′ 9″<br>2 dks | M<br>3 Ho<br>G.168275<br>3 Ha (22′, 39¾′, 39¾′×19¾′)<br>11W Der 1(10) 10(5) | Oil 4SA 8Cy. 390×680 mm sr geared<br>N.V. Werkspoor Ams<br>11k |
| **IVAN ZEMNUKHOV**<br>U.S.S.R.<br>Baku<br>Russian | **3737**<br>2130<br>4696 | | **1956** ......................Russia<br>405′ 1″ 52′ 6″ 14′ 1″<br>52′ 4″ 18′ 0″<br>1 dk | TM Tanker Mchy.aft<br>18 Ta<br>L.241518 | 2 Oil 2SA each 8Cy. 300×500 mm<br>Russki-Diesel Wks Len<br>11k |
| **IVAN ZEMNUKHOV**<br>U.S.S.R.<br>Kholmsk<br>Russian | **1194**<br>446<br>1040 | | **1950** "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 5½″<br>32′ 8″ 17′ 5″<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.54102<br>3 Ha (each 23′×13′)<br>6W Der 2(10) 4(2) | 2 Oil 4SA each 6Cy. 320×480 mm<br>NE60<br>Schwermasch. Karl Liebknecht Mgd<br>9½k |
| **IVANA**<br>exCarmen–67 exCarl Eugen–54<br>Naviera **Panamar S.A.**<br>Callao<br>Peruvian | **1031**<br>652<br>1616 | GL | **1954** G. Renck, Jr. K.G.—Ham<br>*219·6′* 32′ 1″ 16′ 5″<br>31′ 11″ 18′ 10″<br>Q&B86′ F27′ 2 dks<br>RW | M Mchy.aft<br>1 Ho 124′<br>G.74355 B.69555<br>Cr 3(3) | Oil 4SA 8Cy. 320×480 mm<br>1000bhp 88t<br>Motorenw. Mannheim Mhm<br>11k |
| **IVANOVO**<br>U.S.S.R.<br>Novorossisk<br>Russian | **8229**<br>3942<br>11770 | | **1956** Admiralteiski Shpyd—Len<br>477′ 4″ 63′ 1″ 27′ 10½″<br>62′ 11″ 34′ 2″<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494381 G.39482<br>1 Ha (19′×13′)<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430×610 mm<br>4000bhp<br>Skoda Prague<br>12½k |
| **IVAR ÅSEN**<br>exGeiranger–37<br>Ruben **Brandal Partrederi**<br>Ålesund<br>Norwegian | **197**<br>96<br>280 | | **1885** Martens, Olsen & Co.—Bgn<br>127′ 5″ 18′ 2″ 9′ 9″<br>18′ 0″<br>Q38′ B&F84′ 1 dk<br>R len 14 | Iron & Steel M<br>1 Ho 28′<br>B.14000<br>1 Ha (10′×5′)<br>1W | Oil 2SA 3Cy. 280×420 mm<br>240bhp NE57<br>Wichmann Mtrf. Rub<br>10k |
| **IVERAGH**<br>exJackonia–63 exDron–50<br>exConida–45<br>J. Tyrrell<br>Dublin<br>Irish Republic | **413**<br>218<br>520 | ~~✠100A1~~ ~~Dr 2/64~~<br>~~✠LMC~~<br>**TO BE BROKEN UP** ~~EL‡~~ | **1936–4** Goole S.B. & R. Co. Ltd.—Goo<br>158′ 0″ 26′ 5″ 9′ 11″<br>150′ 0″ 26′ 0″ 10′ 0″<br>P26′ Q66′ Ba on Q13′ F18′ 1 dk<br>R NS 3BH<br>WB181t | M Mchy.aft<br>2 Ho 34′, 54½′<br>G.28500 B.27700<br>2 Ha (31′, 41½′×15′)<br>2W Der 2(2) | Oil 4SA 6Cy. 280×450 mm<br>350bhp 19t (d.o)<br>Humboldt-Deutzmot. Köln-Deutz<br>2×25kW 220V d.c. 8½k |
| **IVERNIA**<br>Cunard **S.S. Co. Ltd.**<br>Cunard-Brocklebank Ltd.<br>Liverpool<br>British | 5149 ~~5586~~<br>2458 ~~2656~~<br>7470 | **✠100A1** SS 7/68<br>upper side tanks in No. 2 hold—vegetable oil<br>Ice Class 3<br>**✠LMC**<br>MN1519 EL a†2″SQ | **1964–4** Caledon S.B. & E. Co. Ltd.—Dun<br>437′ 0″ 60′ 3″ 24′ 7″<br>400′ 0″ 60′ 0″ 37′ 6″<br>F52′ 1 dk & S dk, 3rd dk in Nos. 2, 3 & 4 holds<br>Coll & mchy. BH to S dk 4 to 2nd dk<br>rf 6″ WB1660t | M Ref OSD Mchy.aft<br>4 Ho 70′, 74¼′, 61½′, 66¾′<br>G.426300 B.382800 In.19600<br>4 Ha (stl) (36′×20′) (40′, 37½′×23′) (37½′× 22′)<br>16W Der 1(25) 12(10) 4(5) | Oil 2SA 7Cy. 680×1250 mm<br>7594bhp Sulzer 728t (hvf)<br>John Brown & Co. (Clydebank) Ltd.<br>2AuxB 100℔<br>4×250kW 450V 60c/s a.c. 16½k |
| **IVINGHOE BEACON**<br>Crawford **Shipping Co. Ltd.**<br>Phs. Van Ommeren N.V.<br>London<br>British | **6902**<br>3739<br>11045<br>**9646**<br>6247<br>~~13416~~<br>13965 | **✠100A1** SS 1/67<br>**✠LMC**<br>MN690 EL d†2⅜″ | **1954–10** Werf de Noord—Alb<br>519′ 5″ 60′ 4″ 23′ 10¾″/27′ 1¼″<br>484′ 8″ 60′ 0″ 36′ 6″<br>Q96 F92′ 1 dk & S dk<br>RW Coll BH to U dk 7 to 2nd dk len 62<br>rf 6″ WB2347t incl. Tunnel tanks 470t DTsm620t | M OSD/CSD<br>6 Ho 57½′, 68½′, 64′, 53½′, 53½′, 64′<br>G.628769 B.576874<br>6 Ha (stl) (29¼′, 44′, 44′, 44 , 31′, 31′×20′)<br>12W Der 1(25) 1(10) 14(5) | Oil 2SA 4Cy. 600×2320 mm<br>3450bhp 1168t (d.o)<br>N.V. Wilton-Fijenoord Sch<br>AuxB 100℔<br>3×163kW 220V d.c. |
| **IVOLINA**<br>Cie. Havraise et **Nantaise Peninsulaire (C.H.N.P.)**<br>Dunkirk<br>French | **4544**<br>2314<br>3000 | BV | **1965** At. & Ch. de La Seine Mtme.—Le Trait<br>366′ 10″ 52′ 7″ 21′ 4″<br>335′ 6″ 52′ 6″ 36′ 1″<br>4 dks | M Ref Mchy.aft<br>Der 6(5) | Oil 2SA 6Cy. 680×1250 mm Sulzer<br>Cie. de Const. Méc. Mantes |
| **IVORY MARU**<br>Kansai Kisen **K K.**<br>Beppu<br>Japanese | **2995**<br>1609<br>400 | | **1967** Uraga Hvy Ind. Ltd.—Yokosuka<br>293′ 2″ 44′ 1″ 12′ 9″<br>269′ 0″ 44′ 0″ 20′ 6″<br>2 dks<br>RW | TM | 2 Oil 2SA each 8Cy. 390×650 mm<br>3500bhp<br>Kobe Hatsudoki K.K. Kob |
| **IVORY NEPTUNE**<br>exPolyniki–65 exProsperity–59<br>exAspis–57 Peterstar–57<br>exLafontaine Park–51<br>Soc. de Transit **Oriental**<br>S.A.L.<br>Beirut<br>Lebanese | **6980**<br>4293<br>10890 | RI<br>✱BC class withdrawn—Reported defects 10/67 | **1943–8** United Shpyds Ltd.—Mtl<br>440′ 6″ 57′ 2″ 27′ 8½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>B27′ 2 dks<br>RW | S CSD<br>5 Ho 64′, 72½′, 66′, 48½′, 67½′<br>G.543592 B.466676<br>5 Ha (33¾′, 35′, 25½′, 35′, 35′×20′)<br>10W Der 4(5) 1(3) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1331t (o.f)<br>Dominion Eng. Wks Ltd. Mtl<br>2×150kW 110V d.c. 10½k |

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| 518322<br>6ZOY<br>2463<br>Df Esd<br>Gc Rdr | **IVORY TELLUS**<br>exKastav-65<br>exCapitaine Biebuyck-58<br>exBelgian Sailor-46<br>exEmpire Drayton-42<br>**Ivory Shipping Co. Ltd.**<br>~~Monrovia~~ ~~Liberian~~<br>Beirut Lebanese | 6945 ~~6942~~<br>4167 ~~4000~~<br>10120 — | ✠100A1 TD 7/66<br>with freeboard<br>✠LMC<br>EL a†2"SQ | 1942-2 Swan, Hunter & Wghm Rchdsn —Wal<br>447' 6" 56' 2" 26' 3"<br>425' 0" 56' 0" 36' 10"<br>F34' 2 dks<br>RW 5 divisional WTBHs in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>WB1593t | S CSD<br>G.535859 B.490406<br>10W Der 1(30) 10(5) | T 3Cy. 23" 39" & 66"×<br>2100ihp<br>Swan, Hunter & Wghm<br>3 SB 220lb hs(7866) |
| 516597<br>JAAP<br>85072<br>Esd Rdr | **IWACHI MARU No. 8**<br>**J. Saito**<br>Matsuzaki Japanese | 239<br>132<br>— | | 1960 Miho Zosensho—Shimizu<br>133' 3" 23' 6"<br>116' 6" 23' 4" 11' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×480 mm<br>600bhp<br>Ito Tekkosho |
| 661860<br>JMVV<br>100787<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **IWAKI MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 10497<br>6375<br>12516 | NK | 1966 Hitachi Zosen—Mukaishima<br>515' 2" 72' 4" 31' 0"<br>479' 0" 72' 2" 43' 9"<br>2 dks, pt 3rd dk<br>RW<br>rf 10" | M (4P) Ref<br>6 Ho 52½', 60½', 67½', 67½', 37½', 32½' DT, 52½'<br>G.770375 B.707657 In.18787<br>6 Ha (stl) (24½'×14¾') (34½', 39½', 47½', 42½'×23') (27½'×16½')<br>20W Der 2(20) 2(10) 16(6) | Oil 2SA 7Cy. 740×1600 mm<br>10500bhp B&W<br>Hitachi Zosen<br>2×450kW 450V 60c/s a.c. |
| 516598<br>JGCJ<br>72828<br>Df Esd<br>Gc Rdr | **IWAKI MARU**<br>**Fukushima Prefectural Office**<br>Iwaki Japanese<br>Now **YUSEI MARU No. 8** See New Entries No. 3 | 475<br>324<br>— | | 1955 Nippon Kokan—Shimizu<br>*147·6'* 26' 11"<br>145' 6" 26' 9" 13' 5"<br>P70' F17' 1 dk | M Fishery Research Ship Mchy.aft | Oil 4SA 6Cy. 430×540 mm<br>850bhp<br>Niigata Tekkosho |
| 641338<br>8KYF<br>94320<br>Df Esd<br>Gc Rdr | **IWAKUNI MARU No. 2**<br>**Iwakuni Gyogyo K.K.**<br>Iwakuni Japanese | 253<br>126<br>— | | 1963 Kanazashi Zosensho—Shimizu<br>143' 5" 24' 10" 9' 6"<br>126' 5" 24' 7" 10' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>Akasaka Tekkosho |
| 662185<br>JGXD<br>100084<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **IWASHIRO MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | ~~10460~~ 9974<br>~~6420~~ 5921<br>12511 | NK | 1966 Ishikawajima-Harima Hvy Ind.—Aio<br>523' 0" 73' 8" 31' 0"<br>482' 4" 73' 6" 43' 8"<br>1 dk<br>rf 12" | M (4P) Ref Mchy.aft<br>6 Ho 60½', 63½', 61½', 69', 37', 32' DT, 51½'<br>G.758050 B.703561 In.19176<br>6 Ha (stl) (24½'×14¾') (34½', 39½', 46¾', 44¾'×23') (27'×16½')<br>20W Der 2(20) 2(10) 16(6) | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer<br>Ishikawajima-Harima Hvy<br>2×450kW 450V 60c/s a.c. |
| 661394<br>JFXH<br>100050<br>Df Esd<br>Gc Rdr<br>RTm | **IWATE MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | ~~9924~~ 9490<br>~~5867~~ 5503<br>12368 | NK | 1966 Nippon Kokan—Shimizu<br>509' 10" 71' 8" 31' 1"<br>475' 8" 71' 6" 43' 5"<br>3 dks<br>RW<br>rf 9½" | M (4P) Ref<br>5 Ho 56½', 63', 60½', 68½', 34' DT, 54½'<br>G.718000 B.658400 In.16810<br>6 Ha (stl) (24½'×14¾') (33¾', 39½', 47½', 42', 28¾'×23')<br>20W Der 2(20) 2(10) 16(6) | Oil 2SA 6Cy. 780×1400 mm<br>10000bhp MAN<br>Mitsubishi Hvy Ind. Ltd.<br>2×450kW 450V 60c/s a.c. |
| 516599<br>JGON<br>85041<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **IWATE MARU**<br>**Iwate Prefecture**<br>Kamaishi Japanese | 379<br>195<br>— | | 1960 Yaminishi Zosen Tekkosho—Ishinomaki<br>155' 10" 25' 5"<br>139' 6" 25' 3" 12' 2"<br>1 dk | M Fishery Training Ship Mchy.aft<br>3 Ho 17¾', 21½', 21½'<br>3 Ha (each 4½'×4½')<br>1 W Der 4(1) | Oil 4SA 6Cy. 370×520 mm<br>750bhp<br>Niigata Eng. Co. Ltd.<br>2×80kW 210V 50c/s a.c. |
| 641831<br>AQDO<br>317481<br>Esd Rdr<br>RT | **IWTA AGRADOOT**<br>**East Pakistan Inland Water Transport Authority**<br>~~Narayanganj~~ Pakistan<br>Chittagong | 100<br>—<br>— | ✠Class WITHDRAWN<br>at Owners' request<br>7/68 | 1964-10 Atlas-Werke A.G.—Bmn<br>78' 0" 21' 10"<br>71' 2" 20' 4" 8' 6"<br>4BH<br>rf nil | TM Tug | 2 Oil 4SA each 6Cy.<br>reverse reduction<br>680bhp<br>Daimler-Benz A.G. |
| 641832<br>AQDP<br>317482 | **IWTA HAMZA**<br>Launched as Iwta Gama<br>**East Pakistan Inland Water Transport Authority**<br>~~Narayanganj~~ Pakistan<br>Chittagong | 512<br>354<br>— | ~~✠A1~~<br>~~East Pakistan river and estuary service~~<br>~~SL (h)~~<br>✠Class WITHDRAWN<br>at Owners' request<br>7/68 | 1964-10 Atlas-Werke A.G.—Bmn<br>111' 8" 55' 5"<br>110' 3" 54' 0"<br>1 dk<br>3BH<br>rf nil WB112t | Crane Pontoon | |
| 670167 | **IWTA INVESTIGATOR**<br>**East Pakistan Inland Water Transport Authority**<br>Chittagong Pakistan<br>For later particulars see New Entries No. 1 | 213<br>—<br>— | 100A1<br>for restricted service<br>Class contemplated | Cheoy Lee Shpyd—H.Kg<br>119' 5" 21' 9" 5' 6"<br>108' 11" 21' 8" 10' 10" | TM Hydrographic Ship | 2 Oil 4SA each 12Cy.<br>Maybach |
| 541185<br>AQFG<br>191085<br>Esd Rdr<br>RTm/h/v | **IWTA PATHFINDER**<br>**East Pakistan Inland Water Transport Authority**<br>Chittagong Pakistan | 421<br>101<br>— | ✠100A1 SS 1/68<br>✠LMC<br>MN135 EL g 1½" | 1963-3 Grol's Scheepswerven—Zuidbroek<br>152' 8" 33' 9" 7' 0½"<br>129' 7" 33' 0" 13' 0"<br>1 dk<br>RW 4BH<br>rf 19" WB106t | TM Lighthouse Tender & Buoy Ship<br>1 Ho 18½'<br>1 Ha (11'×11¾')<br>Der 10 | 2 Oil 4SA each 6Cy.<br>through reverse<br>674bhp<br>Lister Blackstone<br>3×50kW 220V d.c. |

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| IXIA<br>Stag Line Ltd.<br>Joseph Robinson & Sons<br>~~(Management) Ltd.~~<br>N. Shields<br>British | 15910<br>10237<br>26140 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN1920 EL k†$\frac{9}{16}$"SQ | 1964–11 Austin & Pickersgill Ltd.—Sld<br>595′ 0″ 75′ 0″ 34′ 6¼″<br>560′ 0″ 74′ 6″ 46′ 3″<br>Ba101′ F43′ 1 dk<br>NS 10BH<br>rf nil WB7469t incl. Topside tanks in holds 2094t DTmf2686t | M Bulk Carrier Mchy.aft<br>7 Ho 45′, 71¼′, 75′, 30′, 75′, 35′, 80′<br>7 Ha (stl) (23¼′×35′) (45¼′, 45′, 20′, 45′, 20′, 47½′×40′)<br>Der 14(5) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer (hvf)<br>G. Clark & N. E. M. Ltd. Sld<br>AuxB 100℔<br>3×204kW 440V 60c/s a.c. |
| IXIA<br>Irvin & Johnson Ltd.<br>Cape Town<br>S. African | 340<br>96<br>186 | ✠Classed LR until 11/66 | 1965–4 Hall, Russell & Co. Ltd.—Abn<br>139′ 9″ 26′ 9″<br>123′ 6″ 26′ 6″ 13′ 9″<br>F23′<br>RW<br>rf 30″ BK6″ | M Trawler<br>2 Ho 29′, 12½′<br>5 Ha (3′×3½′) (3½′×4½′) (5½′, 5½′×3½′) (5′×5′)<br>Cr 1(1) | Oil 2SA 7Cy. 310×490 mm with hydraulic coupling<br>840bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>2×40, 25kW 110V d.c.<br>Controllable pitch propeller |
| IXION<br>Ocean Steam Ship Co. Ltd.<br>~~A. Holt & Co.~~<br>Liverpool<br>British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>7601<br>3262<br>7060<br>9724<br>5264<br>11220 | BS✱ SS 5/67 ~~SS 3/63~~<br>DTa—vegetable oil<br>MBS✱<br>RMC<br>MN3000 C44 S38 | 1951–1 Harland & Wolff Ltd.—Bel<br>523′ 0″ 69′ 4″ ~~30′ 11½″~~ 25′ 5″/30′ 11½″<br>488′ 0″ 69′ 0″ 38′ 6″<br>P26′ B265′ F51′ 2 dks, 3rd dk except abaft mchy. space<br>RW NS in Nos. 1 & 2 holds 9BH<br>rf 9″ WB2882t incl. Tunnel tanks 150t DTsa783t | S Ref<br>7 Ho 44¾′, 63′, 45′, 63′, 42′, 73¾′, 43¾′<br>G.678249 B.614726 In.125560<br>2 Ha (stl) (12′×14′) (29′×22′)<br>2 Ha (w) (each 26′×22′)<br>2 Ha (stl) (27′×24′) (27′×22′)<br>1 Ha (w) (12′×18′)<br>24W Der 1(50) 4(10) 4(7) 16(5) | 3 S Turb dr geared to sc. shaft<br>15000shp 2396t (o.f)<br>Harland & Wolff Ltd. Bel<br>2WTB 570℔ Spt 545℔ hs(15590)<br>db 105℔ sg 115℔<br>4×550, 350, 350, 350kW 220V d.c. 18¼k |
| IYO<br>Chugoku-Shikoku Ferry Boat K.K.<br>Takehara<br>Japanese | 403<br>143<br>— | | 1963 Kurushima Dock Co. Ltd.—Imabari<br>*132·8′* 33′ 0″ 7′ 6″<br>127′ 11″ 32′ 10″ 11′ 10″<br>RW | TM Ferry | 2 Oil 4SA each 6Cy. 290×430 mm<br>1100bhp 16t<br>Nippon Hatsudoki Kob<br>12½k |
| IYO MARU<br>Nippon Yusen Kaisha<br>Tokyo<br>Japanese | 9931<br>5916<br>12393 | NK | 1965 Namura Zosensho—Osa<br>509′ 10″ 71′ 8″ 31′ 0″<br>475′ 9″ 71′ 6″ 42′ 8″<br>2 dks, pt 3rd dk<br>RW<br>rf 9¾″ | M (4P) Ref<br>5 Ho 56¼′, 63′, 60¼′, 68¼′, 34′ DT, 34′ DT, 54½′<br>G.719431 B.661085 In.16950<br>6 Ha (stl) (24¾′×14¾′) (33¾′, 39¼′, 47¼′, 42′, 28¾′×23 )<br>22W Der 2(20) 2(10) 16(6) | Oli 2SA 6Cy. 780×1400 mm<br>10000bhp MAN 1289t (hvf)<br>Mitsubishi Hvy Ind. Ltd. Yka<br>2×450kW 450V 60c/s a.c. 18¼k |
| YO MARU<br>Government of Japan (Department of Railways)<br>Tokyo<br>Japanese | 3084<br>1170<br>1100 | | 1965 Hitachi Zosen—Osa<br>293′ 4″ 52′ 0″ 12′ 2″<br>275′ 8″ 51′ 10″ 17′ 10″<br>1 dk<br>RW | TM Ferry (1800P) | 2 Oil 4SA each 14Cy. 260×400 mm<br>4620bhp B&W<br>Mitsui Zosen Tmn<br>Controllable pitch propellers<br>Thw. thrust propeller fwd |
| O MARU<br>Shoun K.K.<br>atsuyama<br>Japanese | 104<br>55<br>100 | | 1962 Innoshima Dock—Inn<br>89′ 11″ 18′ 1″ 7′ 3″<br>79′ 9″ 18′ 0½″ 8′ 2″<br>1 dk<br>RW | M Tanker Mchy.aft<br>4 Ta<br>L.6215 | Oil 4SA 4Cy. 230×380 mm<br>140bhp<br>Nakamura Zosen Tekkosho Matsue<br>7½k |
| YO MARU No. 11<br>K. Iwamoto<br>agahama<br>Japanese | 199<br>93<br>308 | | 1959 Mitsuhama Zosen—Matsuyama<br>119′ 9″ 21′ 6″ 9′ 6″<br>108′ 3″ 21′ 4″ 10′ 5″<br>1 dk | M Mchy.aft<br>1 Ha (46′×13′) | Oil 4SA 6Cy. 270×400 mm<br>330bhp 9t<br>Kobe Hatsudoki Seizosho Kob |
| YO MARU No. 18<br>Akechi<br>yatsubo<br>Japanese | 199<br>120<br>— | | 1960 Imabari Zosen—Imabari<br>*119·8′* 21′ 6″ 8′ 10″<br>… … …<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (51½′×13½′) | Oil 4SA 6Cy. 280×420 mm<br>450bhp 9t<br>Fuji Seisakusho Tateyama |
| YO MARU No. 21<br>K. Ochi<br>agahama<br>Japanese | 240<br>151<br>— | | 1961 Imabari Zosen—Imabari<br>*119·9′* 21′ 4″<br>… … …<br>1 dk | M Mchy.aft<br>1 Ha (52¼′×13½′) | Oil 4SA 6Cy. 270×400 mm<br>450bhp 9t<br>Fuji Seisakusho Tateyama |
| YO MARU No. 23<br>K. Nagasaka<br>agahama<br>Japanese | 408<br>237<br>— | | 1962 Imabari Zosen—Imabari<br>157′ 3″ 25′ 1″ 11′ 5″<br>141′ 0″ 25′ 0″ 12′ 6″<br>1 dk | M Mchy.aft<br>G.27228 B.25744<br>1 Ha (65½′×15½′) | Oil 4SA 6Cy. 280×420 mm<br>500bhp 20t<br>Makita Tekkosho Takamatsu<br>11½k |
| YO MARU No. 51<br>akamewan Gyogyo K.K.<br>ame<br>Japanese | 199<br>—<br>— | | 1965 Shin Yamamoto Zosen—Kochi<br>128′ 3″ 21′ 10″ 9′ 8″<br>110′ 3″ 21′ 8″ 10′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 290×430 mm<br>650bhp<br>Nippon Hatsudoki Kob Kob |
| YO MARU No. 52<br>amewan Gyogyo K.K.<br>ame<br>Japanese | 199<br>—<br>— | | 1966 Shin-Yamamoto Zosen—Kochi<br>128′ 3″ 21′ 9″ 9′ 8″<br>110′ 3″ 21′ 8″ 10′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 290×430 mm<br>650bhp<br>Nippon Hatsudoki Kob |
| OHARU MARU<br>ashita-Shinnihon Kisen K.K.<br>Japanese | ~~61621~~ 61459<br>39384<br>103354 | NK | 1965 Hitachi Zosen—Inn<br>*816·6′* 132′ 0″ 49′ 3″<br>807′ 1″ 131′ 10″ 71′ 6″<br>1 dk<br>RW | M Tanker Mchy.aft<br>10 Ta<br>L.4495115 | Oil 2SA 10Cy. 840×1800 mm<br>23000bhp B&W 4796t<br>Hitachi Zosen Osa<br>1×600kW 450V a.c. 15½k |

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| 516609<br>YTBY<br><br>Df Esd<br>Gc Rdr<br>RTh | **IZ**<br><br>**Jugoslavenska Tankerska**<br>**Plovidba**<br>Zadar Yugoslav | 12770<br>8280<br>20100 | <br><br>BV JR | 1960 Brodogradiliste Split—Spt<br>560' 0" 72' 2" 30' 10"<br>535' 0" 71' 10" 40' 1"<br>1 dk | M Tanker Mchy.aft<br>27 Ta<br>L.957962 HeCls. BC | Oil 2SA 9Cy. 750×1320 mm<br>10800bhp<br>S.A. Fiat S.G.M.<br>3×240kW 450V a.c. |
| 680789<br>JJ2271<br>101923<br>Rdr RT | **IZANAGI MARU**<br><br>**Osakawan Kososen K.K.**<br>Osaka Japanese | 770<br>—<br>350 | | 1967 Namura Zosensho—Osa<br>36' 10" 11' 5"<br>167' 4" 36' 8" 14' 8"<br>1 dk<br>RW | M Ferry | Oil 4SA 8Cy. 400×460 mm<br>3400bhp<br>Fuji Seisakusho |
| 516611<br>TOAC<br><br>Df Esd<br>Pdr RT | **IZENAH**<br>exJoselie–62<br>exLieutenant Alphonse<br>Herbez–54<br>**Claude Turpin**<br>Gravelines French | 130<br>56<br>311 | | 1949 At. & Ch. de la Manche—Dpe<br>104' 4" 21' 5" 13' 10"<br>... ... ... | M Trawler<br><br><br>4 Ha (2½', 2½'×2½') (2½', 2½'×2½') | Oil 4SA 6Cy. 285×420 mm<br>375bhp NE52<br>Soc. Gén. de Const. Méc. |
| 651311<br>AQMC<br>191050<br>Esd<br>RT | **IZHAR**<br><br>**Karachi Port Trust**<br>Karachi Pakistan | 997<br>330<br>— | ✠100A1<br>dredger Karachi harbour<br>service & within 3 miles,<br>November-March<br>✠LMC<br>MN245 EL (n) | 1965–9 Fleming & Ferguson Ltd.—Psy<br>237' 9" 41' 5" 10' 4"<br>200' 0" 40' 0" 15' 0"<br>1 dk<br>RW 5BH<br>rf nil WB89t | TS Bucket Dredger Mchy.aft | T 6Cy. 13" 23" & 34"×<br>1360ihp<br>Fleming & Ferguson Ltd.<br>2SB 200lb hs4010 fcf |
| 516612<br>UICP<br>M-16979<br>Df Esd<br>Gc Rdr | **IZHEVSK**<br><br>**U.S.S.R.**<br>Leningrad Russian | 5513<br>2951<br>8580 | ✠ | 1958–2 Wärtsilä Kon. Crichton-Vulcan<br>Åbo<br>457' 4" 57' 11" 25' 10"<br>427' 6" 57' 9" 28' 6"<br>Q32' RFD83' 1 dk & S dk<br>rf 6" | M OSD<br>5 Ho<br>G.482506<br>5 Ha (32½', 32½', 32½', 32½', 31½'×23½')<br>16W Der 16(5) | Oil 2SA 9Cy. 720×1250 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan |
| 516613<br>UEYB<br>M-17103<br>Df Esd<br>Gc Rdr<br>RT | **IZHEVSKLES**<br><br>**U.S.S.R.**<br>Leningrad Russian | 2902<br>1365<br>3606 | | 1962 Valmet O/Y Pansion Telakka—<br>Åbo<br>334' 9" 46' 1" 19' 2"<br>305' 2" 45' 11" 23' 0"<br>1 dk | M Mchy.aft<br>4 Ho<br>G.171347<br>4 Ha (26½', 26½', 26½', 21'×34')<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas |
| 516614<br>UFJN<br>M-24739 | **IZHMA**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 3359<br>1738<br>4388 | | 1959 Schiffswerft Neptun—Ros<br>341' 2" 47' 3" 21' 7"<br>47' 1" 26' 0" | M<br>4 Ho<br>G.198822<br>4 Ha (29¾'×19¾') (25¼', 25¼', 25¼'×23')<br>9W Der 1(15) 8(5) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>Görlitzer Masch. |
| 516615<br>USYW<br>M-17054<br>Df Esd<br>Gc Rdr<br>RT | **IZHMALES**<br><br>**U.S.S.R.**<br>Leningrad Russian | 2902<br>1365<br>3598 | | 1962 Valmet O/Y Helsingin Telakka—<br>Hfs<br>335' 8" 45' 11" 19' 2¾"<br>305' 7" 45' 9" 23' 0"<br>1 dk | M Mchy.aft<br>4 Ho<br>G.171347<br>4 Ha (26½', 26½', 26½', 21'×34')<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas |
| 516616<br>UEYD<br>M-17106<br>Df Esd<br>Gc Rdr<br>RT | **IZHORALES**<br><br>**U.S.S.R.**<br>Leningrad Russian | 2902<br>1365<br>3600 | | 1963 Valmet O/Y Pansion Telakka—<br>Åbo<br>334' 9" 46' 1" 19' 2"<br>305' 2" 45' 11" 23' 0"<br>1 dk | M Mchy.aft<br>4 Ho<br>G.171347<br>4 Ha (26½', 26½', 26½', 21'×34')<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas |
| 680503<br>UPKQ<br>M-19671 | **IZILMETJEV**<br><br>**U.S.S.R.**<br>Petropavlovsk Russian | 486<br>—<br>157 | | 1954 .....................Shanghai<br>144' 7" 31' 4" 10' 6"<br>14' 5" | TM Tug<br><br><br><br>1W Der 1(5) | 2 Oil 2SA each 8Cy. |
| 516617<br>UVAH<br>M-22397 | **IZJASLAV**<br><br>**U.S.S.R.**<br>Batumi Russian | 8229<br>3942<br>11770 | | 1960 Admiralteiski Shpyd—Len<br>477' 4" 63' 1" 27' 10½"<br>62' 11" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br>4000bhp |
| 516618<br>UURI<br>M-11686 | **IZMAIL**<br>exVermont–45<br>exPacific Hemlock–37<br>exWest Helix<br>**U.S.S.R.**<br>Odessa Russian | 6095<br>3507<br>8314 | | 1919 J. F. Duthie & Co.—Sea<br>424' 3" 54' 2" 24' 3"<br>54' 0" 30' 6"<br>2 dks<br>R | S<br>5 Ho<br>G.387262<br>5 Ha (28¾', 28¾', 31½', 15¾', 27'×16¾')<br>10W Der 8(3) 2(2½) | T 3Cy. 24½" 41½" &<br><br>Llewellyn Irn Wks |
| 516619<br>TCXI<br>3050<br>Df Esd<br>Gc Rdr<br>RTm/h | **IZMIR**<br><br>**Denizcilik Bankasi T.A.O.**<br>Denizyollari Isletmesi<br>Istanbul Turkish | 6049<br>3326<br>1489 | <br><br>AB | 1955 A.G. "Weser" Werk Seebeck—Bhn<br>402' 4" 54' 4" 18' 11¾"<br>360' 5" 54' 2" 27' 7"<br>B167' F59' 3 dks<br>RW<br>rf 4" | M (567P) Ref<br>4 Ho 54¾', 54¾', 56¾', 56¾'<br>G.140556 B.127042 In.7777<br>4 Ha (stl) (21'×12½') (25¼'×14')<br>(18¾'×15¼') (14¼'×12½')<br>8W Der 2(25) 4(3) | Oil 2SA 8Cy.<br>4160bhp<br>Masch. Augsburg-Nürnberg<br>4×250, 250, 250, |

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| **IZOARD**<br>**Armement Dhellemmes Frères**<br>Concarneau<br>French | **164**<br>55<br>— | BV | **1958** Ch. Nav. de La Pallice—La Pallice<br>111' 6" 22' 0"<br>95' 11" 21' 11" 12' 1"<br>RW | M Trawler<br>2 Ha (each 4'×4¼')<br>Der 1(3) | Oil 4SA 8Cy. 270×500 mm<br>580bhp<br>Etab. Crepelle Lille<br>11¾k |
| **IZU MARU**<br>**Tokyo Sempaku K.K.**<br>Tokyo<br>Japanese | **3658**<br>2279<br>5594 | NK | **1966** Mitsubishi Hvy Ind. Ltd.—Smk<br>350' 0" 50' 8" 21' 6⅝"<br>321' 6" 50' 6" 26' 11"<br>1 dk<br>RW<br>rf 3¼" | M Mchy.aft<br>3 Ho 66¾', 95', 62¼'<br>G.272136 B.250947<br>3 Ha (41¼', 68½'. 40¾'×22¾')<br>12W Cr 9(5) 3(3) Der 2(15) 6(10) | Oil 2SA 5Cy. 480×800 mm<br>3250bhp MAN 437t (hvf)<br>Mitsubishi Hvy Ind. Ltd. Yka<br>2×96kW 445V 60c/s a.c. 12½k |
| **IZUMI MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo<br>Japanese | **10460**<br>6420<br>12511 | NK | **1966** Ishikawajima-Harima Hvy Ind.—Aio<br>523' 4" 73' 7" 31' 0"<br>482' 4" 73' 6" 43' 8"<br>2 dks, pt 3rd dk<br>RW<br>rf 11¾" | M (4P) Ref<br>5 Ho 60½', 63½', 61½', 69', 37' DT, 51¼'<br>G.757895 B.703051 In.19211<br>6 Ha (24¾'×14¾') (34½', 39¼', 46¾', 44½'×23') (27'×16½')<br>20W Der 2(20) 2(10) 16(6) | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer 1462t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>2×450kW 450V 60c/s a.c. 18½k |
| **IZUMI MARU**<br>**Kyosei Kaiun K.K.**<br>Misaki<br>Japanese | **1051**<br>449<br>390 | | **1965** Hashihama Zosen—Imabari<br>225' 5" 41' 6" 10' 4"<br>206' 9" 41' 4" 14' 5"<br>1 dk<br>RW | TM Ferry | 2 Oil 4SA each 8Cy. 310×380 mm<br>3000bhp<br>Niigata Eng. Co. Ltd. Niigata<br>2×180kW 225V a.c. 16½k |
| **IZUMI MARU**<br>**Izumi Kozai K.K.**<br>Onomichi<br>Japanese | **437**<br>226<br>— | | **1959** Kishigami Zosen—Hma<br>163' 4" 24' 9" 11' 4"<br>148' 4" 24' 7" 12' 5"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>Sumiyoshi Tekkosho Yoshida |
| **IZUMI MARU**<br>exShuei Maru No. 11–62<br>**T. Murakami**<br>Hojo<br>Japanese | **266**<br>138<br>— | | **1958** Hashihama Zosen—Imabari<br>131' 3" 23' 1" 10' 6"<br>118' 2" 22' 11" 11' 5"<br>1 dk | M Mchy.aft<br>1 Ha (71¾'×23') | Oil 4SA 6Cy. 290×410 mm<br>370bhp 16t<br>Hanshin Nainenki Kogyo Kob |
| **IZUMI MARU**<br>**Sumitomo Kinzoku Kogyo K.K.**<br>Osaka<br>Japanese | **169**<br>39<br>— | | **1960** Mitsubishi Zosen—Smk<br>*88·1'* 24' 11"<br>… … … | TM Tug | 2 Oil 4SA each 6Cy. 280×390 mm<br>1100bhp<br>Ito Tekkosho Shimizu<br>10½k |
| **IZUMI MARU No. 1**<br>Hojo Maru exGard Maru<br>Gard exAthelstane<br>Theodore F. Reynolds<br>**Izumi Kisen K.K.**<br>Tokyo<br>Japanese | **2444**<br>1356<br>— | ✠Classed LR until 4/33 | **1920–8** McDougall Duluth S.B. Co.—Dul<br>*250·9'* 43' 4" 20' 7"<br>43' 2"<br>1 dk<br>R conv tanker 51 | S | T 3Cy. 493 780 & 1319×1016 mm<br>McDougall Duluth S.B. Co. Dul |
| **IZUMI MARU No. 1**<br>**Tokyo Kisen K.K.**<br>Tokyo<br>Japanese | **119**<br>47<br>— | | **1925** Mitsubishi Zosen—Kob<br>*77·0'* 21' 0"<br>… … …<br>RW | TS Tug | T 6Cy. 11" 18" & 29"×18"<br>Mitsubishi Zosen Kob |
| **IZUMI MARU No. 3**<br>**Izumi Kozai K.K.**<br>Onomichi<br>Japanese | **832**<br>506<br>— | | **1961** Tsuneishi Zosensho—Numakuma<br>*198·3'* 30' 4" 13' 11"<br>175' 8" 30' 2" 15' 1"<br>1 dk | M Tanker Mchy.aft<br>L.45768 | Oil 4SA 6Cy. 370×520 mm<br>950bhp 55t<br>Nippon Hatsudoki Kob<br>11k |
| **IZUMI MARU No. 3**<br>**Ehika Gas Unyu**<br>Matsuyama<br>Japanese | **566**<br>348<br>320 | NK | **1965** Imai Zosen—Kochi<br>*153·8'* 29' 0" 11' 2"<br>152' 6" 28' 10" 12' 9"<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft<br>L.25567 | Oil 4SA 6Cy. 260×330 mm<br>700bhp 47t<br>Hanshin Nainenki Kogyo Kob<br>11k |
| **IZUMI MARU No. 7**<br>**Ehika Gas Unyu K.K.**<br>Matsuyama<br>Japanese | **562**<br>314<br>— | NK | **1966** Imai Zosen—Kochi<br>*158·9* 28' 10"<br>157' 5" 28' 9" 12' 9"<br>1 dk | M Liquefied Gas Carrier Mchy.aft<br>L.25568 | Oil 4SA 8Cy. 260×320 mm<br>850bhp 45t<br>Daihatsu Kogyo Osa<br>11k |
| **IZUMI MARU No. 10**<br>**Nippon Gas Line K.K.**<br>Matsuyama<br>Japanese | **691**<br>373<br>735 | NK | **1967** Imai Zosen—Kochi<br>30' 11" 11' 2"<br>167' 4" 30' 10" 14' 5"<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>1100bhp<br>Kobe Hatsudoki Seizosho Kob |
| **IZUMI MARU No. 18**<br>**Izumi Soko K.K.**<br>Kawasaki<br>Japanese | **237**<br>152<br>— | | **1961** Yokohama Zosen—Yka<br>*110·1'* 24' 4"<br>24' 2"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 240×380 mm<br>250bhp<br>Usuki Tekkosho Kawasaki<br>7k |
| **IZUMIGAWA MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe<br>Japanese | **71576**<br>45948<br>118400 | NK | **1966** Kawasaki Dkyd Co. Ltd.—Kob<br>*869·7'* 138' 0" 50' 9"<br>853' 0" 137' 10" 76' 5"<br>1 dk | M Tanker Mchy.aft<br>L.5317279 | Oil 2SA 9Cy. 930×1700 mm<br>24750bhp MAN 3848t<br>Kawasaki Dkyd Co. Ltd. Kob<br>15½k |

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| 651614<br>JQBU<br>96424<br>Df Esd<br>Gc Rdr<br>RT | **IZUMO MARU**<br><br>**Terukuni Kaiun K.K.**<br>Tokyo Japanese | 45577<br>28193<br>73537 | <br><br>NK | **1965** Kure Zosensho—Kur<br>810′ 5″ 124′ 11″ 39′ 5½″<br>774′ 4″ 124′ 7″ 56′ 5″<br>1 dk<br>RW | M Tanker (2P) Mchy.aft<br>12 Ta<br>L.3325136<br><br>Der 2(7) 1(5) 1(1½) | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>2×560kW 450V 60c/s a.c. |
| 661254<br>JGSS<br>100077<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **IZUMO MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 10498<br>6378<br>12487 | <br>*487·1′* (incl.BB)<br>NK | **1966** Hitachi Zosen—Mukaishima<br>~~487·1′~~ 72′ 4″ 31′ 0″<br>479′ 0″ 72′ 2″ 43′ 8″<br>2 dks, pt 3rd dk<br>RW<br>rf 9½″ | M (4P) Ref Mchy.aft<br>5 Ho 53½′, 60½′, 67½′, 67½′, 37½′ DT, 52½′<br>G.769867 B.706759 In.18293<br>6 Ha (stl) (24½′×14½′) (34½′, 40′, 51½′, 42½′×23′) (27½′×16½′)<br>20W Der 2(20) 2(10) 16(6) | Oil 2SA 7Cy. 740×1600 mm<br>10500bhp B&W<br>Hitachi Zosen<br>2×450kW 450V 60c/s a.c. |
| 516632<br>JDUX<br>84023<br>Df RTv | **IZUMO MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 301<br>98<br>283 | | **1960** Kukinoumi Zosen—Wakamatsu<br>148′ 9″ 24′ 5″ 10′ 10″<br>134′ 6″ 24′ 3″ 13′ 2″<br>1 dk<br>rf 13½″ | M Fishing Mchy.aft<br>5 Ho 18′, 9½′, 9½′, 9½′, 9½′<br><br>3 Ha (each 3½′×4½′) | Oil 4SA 6Cy. 370×520 mm<br>700bhp<br>Niigata Eng. Co. Ltd.<br>2×90kW 220V d.c. |
| 541186<br>UORC<br>M-22519 | **IZUMRUD**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 3170<br>1225<br>1268 | | **1963** ........................Russia<br>277′ 10″ 46′ 0″ 18′ 2″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda |
| 516633<br>TPHF<br><br>Esd | **IZURDEA**<br><br>**J. B. Alzuguren**<br>Bayonne French | 111<br>41<br>— | | **1955** A. Dupret—Gujan-Mestras<br>*73·6′* 22′ 0″<br>... ... ...<br>1 dk | Wood M Fishing | Oil 4SA 8Cy. 150×180 mm<br><br>Soc. Surgèrienne |
| 640583<br>YTXI | **IZVOR**<br><br>**Kombinat "Velebit"**<br>Rijeka Yugoslav | 328<br>159<br>— | <br><br>JR | **1951** Brodogradiliste III Maj—Rka<br>137′ 4″ 24′ 8″ 10′ 5″<br>24′ 6″<br>1 dk | M | Oil 2SA 5Cy. 230×380 mm<br><br>Burmeister & Wain |

| 2<br>Ship's name<br>Former names<br>Owners<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer Deadwt<br>Gross<br>Net<br>Summer Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
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| **J. A. W. IGLEHART**<br>exH. R. Schemm–65<br>exAmoco–60 exPan Amoco–55<br>**Huron Portland Cement Div.**<br>**National Gypsum Co.**<br>Wilmington, Del United States | **9460**<br>6028<br>15515 | AB<br>✠Classed LR until 1/49 | **1936**–10 Sun S.B. & D.D. Co.—<br>Chester, Pa<br>501′ 7″ 68′ 4″ 30′ 0″<br>485′ 6″ 68′ 0″ 37′ 0″<br>P105′ B34′ F49′ 1 dk<br>R<br>rf 9″ | S Tanker Mchy.aft<br>24 Ta<br>L.736582 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>4400shp 1290t (o.f)–37pd<br>De Laval S. Turb. Co. Trenton<br>13k |
| **J. B. FORD**<br>exE. C. Collins–59<br>exEdwin F. Holmes<br>**Huron Portland Cement Div.**<br>**National Gypsum Co.**<br>Wilmington, Del United States | **4368**<br>3199<br>7000 | AB | **1904** American S.B. Co.—Lorain<br>440′ 0″ 50′ 2″ 20′ 2¾″<br>427′ 8″ 50′ 0″ 28′ 1″<br>F47′ 1 dk<br>R conv dry cargo ship 59<br>rf 3″ | S Cement Carrier Mchy.aft<br>Self-unloader<br>5 Ho | T 3Cy. 22¼″ 35″ & 58″×40″<br>1500ihp 300t (c)<br>American S.B. Co. Clv |
| **J. B. NICKERSON**<br>**H. B. Nickerson & Sons Ltd.**<br>Halifax Canadian | **652**<br>264<br>225 | AB | **1967** Halifax Shipyards Ltd.—Hfx<br>155′ 9″ 32′ 1″ 13′ 0″<br>32′ 0″ 22′ 0″<br>2 dks<br>rf 31″ BK7″ | M Stern Trawler<br>1 Ho 53½′<br>2 Ha (stl) (9′, 7½′×4′) | Oil 2SA 6Cy. 340×570 mm<br>1525bhp Polar 106t (d.o)<br>Nydqvist & Holm A/B Thn<br>2×70kW 230V 60c/s a.c.<br>Controllable pitch propeller 13½k |
| **J. BURTON AYERS**<br>**Ingalls S.B. Corp.**<br>Wilmington, Del United States | **8758**<br>6472<br>15825 | AB | **1943** American S.B. Co.—Lorain<br>*604·8′* 60′ 2″ 23′ 11″<br>605′ 0″ 60′ 0″ 35′ 0″<br>F54′ 1 dk<br>RW<br>rf 3″ | S Mchy.aft<br>4 Ho<br>18 Ha (stl) (each 12′×38′) | C 4Cy. (2) 22⅝″ & (2) 50″×48″<br>2500ihp (c)<br>American S.B. Co. Lorain |
| **J. CLARE MILLER**<br>exHarvey D. Goulder–37<br>**Columbia Transportation Div. Oglebay Norton Co.**<br>Wilmington, Del United States | **6551**<br>5473<br>11000 | AB | **1906** American S.B. Co.—Lorain<br>545′ 0″ 55′ 2″ 21′ 4½″<br>532′ 10″ 55′ 0″ 31′ 0″<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>17 Ha (stl) (each 11′×35′) | T 3Cy. 24¾″ 39″ & 65″×42″<br>1760ihp 425t (c)<br>American S.B. Co. Clv<br>11k |
| **J. D. MARTINOLICH**<br>**Carl R. Martinolich**<br>Mexican | **104**<br>70<br>— | | **1939** Martinolich Shpyds—Tac<br>*73·7′* 21′ 1″<br>… … … | Wood M Fishing | Oil 4SA 6Cy. 255×330 mm<br>Enterprise Eng. Co. S.Fo |
| **J. D. WHITE**<br>**Republic of South Africa (Railways & Harbours Administration)**<br>Durban S. African | **642**<br>—<br>— | ✠Classed LR until 1/51 | **1950**–1 C. Hill & Sons Ltd.—Brs<br>161′ 0″ 33′ 3″ 14′ 1½″<br>33′ 1″<br>B48′<br>R<br>rf 12″ | TS Tug<br>1 Ho 15½′<br>1 Ha (5¼′×8′)<br>1W | T 6Cy. 17″ 28″ & 46″×33″<br>3200ihp 216t (c)<br>Plenty & Son Ltd. Nby<br>10k |
| **J. D. YEAGER**<br>**United States Department of Commerce**<br>Houston United States | **7247**<br>4389<br>10490 | AB<br>**BROKEN UP** | **1944** Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **J. E. B. STUART**<br>**United States Department of Commerce**<br>Houston United States | **7196**<br>4363<br>10392 | AB | **1942** Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 10″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **J. E. BERNIER**<br>**Government of Canada (Minister of Transport)**<br>Ottawa Canadian<br>For later particulars see New Entries No. 3 | **2457**<br>—<br>1065 | **100A1**<br>Class contemplated | Davie S.B. Ltd.—Lauzon<br>231′ 11″ 49′ 1″ 17′ 0″<br>212′ 0″ 49′ 0″ 22′ 0″ | T D-E Supply & Buoy Ship & Icebreaker | 4 Oil 2SA each 8Cy. 8⅛″×10″ driving 2 gen. each 865kW 833V d.c. connected to 2 elec. motors each 2125shp & 2 sc. shafts<br>Canadian Locomotive Co. Ltd. Kin |
| **J. E. COPPEDGE**<br>exJ. Bernet–64<br>exRichmond–48<br>**Florida Towing Corp.**<br>Jacksonville United States | **266**<br>132<br>— | | **1931** Pusey & Jones Corp.—Wmg<br>109′ 0″ 28′ 5″<br>103′ 0″ 28′ 0″ 14′ 6″<br>2 dks<br>R<br>BK 6″ | S Tug | C 2Cy. 20″ & 44″×30″<br>800ihp<br>Pusey & Jones Corp. Wmg |

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| 516647<br><br>192838 | **J. E. D.**<br><br>**Gaudias Desgagné**<br>Quebec Canadian | 147<br>108<br>— | | **1951** Amance Dufour—La Malbaie<br>*75·0'* 26' 10"<br>... ... ...<br>1 dk | Wood M | | Oil 2SA 6Cy. 110×125<br><br>General Motors Corp. |
| 671467<br><br>334182 | **J. E. DEWHURST**<br><br>**Great Yarmouth Port & Haven Commissioners**<br>Yarmouth British | 105<br>71<br>120 | ~~✠A1~~<br>~~hopper dredger~~<br>~~Service within 3 miles of Great Yarmouth~~<br>✠Class **WITHDRAWN** at Owners' request 10/68 | **1967**-6 W. Cook & Co. (Wivenhoe) Ltd. —Wvn<br>77' 2" 23' 4" 6' 0½"<br>72' 6" 23' 0" 8' 0"<br>RAD24' RFD16' 1 dk<br>4BH<br>rf nil | Grab Hopper Dredger<br>1 Ho 31½' | | |
| 516648<br>WKJO<br>274440<br>Df Esd<br>Gc Pfd<br>Rdr | **J. E. DYER**<br><br>**Commerce Tankers Co. Inc.**<br>Wilmington, Del United States | **20020**<br>12308<br>33010 | AB | **1957** Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>661' 0" 90' 5" 34' 2½"<br>630' 0" 90' 0" 45' 3"<br>P160' Q44' B44' F92' 1 dk<br>RW<br>rf 8" | S Tanker Mchy.aft<br>30 Ta<br>L.1566685 | HeCls. B | 2 S Turb dr geared to sc.<br>15000shp<br>Bethlehem Stl Co. |
| 516649<br>ZTWN<br>196016<br>Rdr<br>RTm | **J. E. EAGLESHAM**<br><br>**Republic of South Africa (Railways & Harbours Administration)**<br>Durban S. African | 113<br>—<br>— | ✠Classed LR until 8/60 | **1959**-2 Cant. Nav. Off. Mecc. di Venezia —Ven<br>89' 11" 21' 11" 9' 11½"<br>82' 0" 20' 0" 10' 6"<br>R<br>rf 10" BK6" | S Tug | | T 3Cy. 280 470 & 780×5<br>328ihp<br>Cant. Nav. Off. Mecc. di |
| 660100<br>6ZRC<br>2519<br>Df Esd<br>Gc Pfd<br>Rdr RT | **J. E. GOSLINE**<br><br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberian | **33672**<br>25127<br>66527 | AB | **1966** Hitachi Zosen—Inn<br>784' 2" 104' 8" 44' 4½"<br>754' 7" 104' 5" 57' 7"<br>P63' F106' 1 dk<br>RW<br>rf 3" | S Tanker Mchy.aft<br>15 Ta | | 2 S Turb dr geared to sc.<br>19250shp<br>Ishikawajima-Harima |
| 651937<br><br>326023<br>Esd Gc<br>Pfd Rdr<br>RTm | **J. E. KENNEY**<br><br>**H. B. Nickerson & Sons Ltd.**<br>Halifax Canadian | 371<br>130<br>223 | AB | **1965** Halifax Shipyards Ltd.—Hfx<br>136' 0" 26" 7'<br>118' 6" 26' 6"<br>2 dks<br>rf 36" BK5" | M Stern Trawler<br>1 Ho 43'<br><br>2 Ha (stl) (each 5'×3½") | | Vee Oil 2SA 16Cy.<br>1250bhp<br>Appingedammer Bronsmotorenfabriek<br>2×44kW 220V 60c/s a.c. |
| 516651<br>WA6365<br>205033<br>Df Gc<br>Rdr RT | **J. E. UPSON**<br><br>**Republic Steel Corp.**<br>Wilson Marine Transit Co.<br>Wilmington, Del United States | **6302**<br>4856<br>10000 | AB | **1908** American S.B. Co.—Clv<br>524' 0" 54' 2" 20' 10½"<br>511' 9" 54' 0" 30' 2"<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br><br>30 Ha (stl) (each 9'×35') | | T 3Cy. 23" 38" & 63<br>1765ihp<br>American S.B. Co. |
| 540543<br>5MMT<br>1730<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **J. ED. WARREN**<br><br>**Grand Bassa Tankers Inc.**<br>Monrovia Liberian | **40261**<br>27646<br>70030 | AB | **1963** Sorviksvarvet A/B—Udv<br>824' 8" 116' 6" 43' 7½"<br>782' 0" 116' 0" 56' 0"<br>P206' B46' F96' 1 dk<br>RW<br>rf 6" | S Tanker Mchy.aft<br>41 Ta<br>L.2796400 | HeCls. BC | 2 S Turb dr geared to sc.<br>22000shp<br>De Laval Turbine Inc.<br>2×750kW 450V 60c/s a.c. |
| 516653<br>HFGO<br>14132 | **J. ELISEO CARTAYA**<br><br>**Cuban Portland Cement Corp.**<br>Havana Cuban | **263**<br>23<br>— | | **1930** Aalborg Msk. & Skibs.—Abg<br>*103·2'* 25' 7"<br>102' 9" 16' 0"<br>R<br>BK6" | M Tug | | Oil 4SA 6Cy. 400×750<br><br>Burmeister & Wain |
| 516655<br><br>244219<br>RTv | **J. F. HEIL**<br>exDPC 12-46<br>**Deltaville Curtis Bay Co.**<br>Wilmington, Del United States | **146**<br>99<br>— | | **1943** G. Lawley & Sons Corp.—Neponset<br>85' 0" 24' 2"<br>82' 0" 24' 0" 10' 6"<br>BK3" | M Tug<br><br>1W | | Oil 2SA 8Cy. 215×250<br>750bhp<br>General Motors Corp. |
| 516656<br>WB5608<br>203906<br>DF Gc<br>Rdr RT | **J. F. SCHOELLKOPF JR.**<br>exHugh Kennedy<br>**American S.S. Co. Inc.**<br>Boland & Cornelius<br>Buffalo United States | **7301**<br>6099<br>10450 | AB | **1907** American S.B. Co.—Lorain<br>*531·2'* 56' 2" 21' 4"<br>539' 10" 56' 0" 31' 0"<br>1 dk<br>R | S Mchy.aft<br>Self-unloader<br>5 Ho<br><br>27 Ha (stl) (each 9'×35') | | Unaflow 4Cy. 28"×30"<br>3500ihp NE50<br>Skinner Eng. Co. |
| 641834<br>6ZBQ<br>2116<br>Df Esd<br>Gc Pfd<br>Rdr RT | **J. FRANK DRAKE**<br><br>**Afran Transport Co.**<br>Monrovia Liberian | **29719**<br>19377<br>— | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>MN3600 EL u†3¼"SQ | **1964**-11 Kawasaki Dkyd Co. Ltd.—Kob<br>749' 8" 102' 1" 39' 4½"<br>711' 11" 101' 8½" 50' 10"<br>P138' F75' 1 dk<br>12BH<br>rf 6" WB3452t incl. DTsf2431t | S Tanker Mchy.aft | | 2 S Turb dr geared<br>18000shp<br>Kawasaki Dkyd Co. Ltd.<br>2WTB 690lb Sat<br>sg 120lb |
| 516657<br>DCZK<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **J. G. FICHTE**<br>exClaude Bernard-62<br>**Deutsche Seereederei**<br>Rostock E. German | **11942**<br>5127<br>9300 | DSRK | **1950** At. & Ch. de la Loire—St.N<br>536' 9" 64' 6" 27' 9"<br>64' 3" 41' 0"<br>B296' F36' 3 dks<br>RW | TM Ref CSD<br><br>B.279858 In.108717<br><br>12W Der 2(8) 10(5) | | 2 Oil 2SA each 8Cy.<br>5800bhp Sulzer<br>Cie. de Const. Méc. |

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| **J. G. MacRALLON**<br>**McCormick Shipping Corp.**<br>Panama Panamanian | *457*<br>*355*<br>700 | Classed LR until 1/64 | **1943** Levingston S.B. Co.—Orange<br>162′ 6″ 27′ 2″ 10′ 10″<br>155′ 0″ 27′ 0″ 12′ 9″<br>P43′ RFD29′ Trunk 90′ 1 dk | M Mchy.aft<br>G.30000 B.29000 | Oil 4SA 6Cy. 305×380 mm<br>84t<br>Enterprise Eng. & Fdry Co. S.Fo |
| **J. H. CARLISLE**<br>**The Corporation of the City of Vancouver**<br>Vancouver Canadian | 47<br>32<br>— | 100A– TD 6/68 ~~Dr 7/64~~<br>for service in False Creek, Vancouver, BC<br>**LMC**<br>MN29 EL (a) | **1928** Burrard D.D. Co. Ltd.—Vcr<br>60′ 0″ 16′ 1″<br>57′ 3″ 15′ 0″ 6′ 0″<br>RW 2BH | M Firefloat | Oil 2SA 6Cy. 4½″×5″ with hydraulic reverse & sr gear<br>147bhp NE2/60 (d.o)<br>General Motors Corp. Det<br>1×10kW 110V d.c. 11k |
| **J. H. DEINLEIN**<br>exDPC 9-46<br>**Allied Towing Corp.**<br>Norfolk United States | 146<br>99<br>— | | **1943** G. Lawley & Sons Corp.—Neponset<br>85′ 0″ 24′ 2″<br>82′ 0″ 24′ 0″ 10′ 6″<br>1 dk<br>BK3″ | M Tug<br>1W | Oil 2SA 8Cy. 215×255 mm<br>700bhp 70t<br>General Motors Corp. Clv<br>11k |
| **J. H. HILLMAN Jr.**<br>**Ingalls S.B. Corp.**<br>Wilmington, Del United States | 9057<br>6793<br>15880 | AB | **1943** Gt. Lakes Eng. Wks—Ashtabula<br>*603·8′* 60′ 2″ 23′ 11⅞″<br>604′ 0″ 60′ 0″ 35′ 0″<br>F51′ 1 dk<br>RW<br>rf 3″ | S Mchy.aft<br>4 Ho<br>18 Ha (stl) (each 11′×38′) | T 3Cy. 24″ 41″ & 68″×42″<br>2500ihp (c)<br>Gt. Lakes Eng. Wks Ashtabula |
| **J. H. HUNTER**<br>**Greater London Council**<br>London British | 1500<br>813<br>1600 | ~~✠100A1~~ ~~Dr 8/62~~<br>~~sludge carrier~~<br>~~✠LMC~~<br>~~MN252~~ ~~EL~~ q<br>~~LAID UP—SURVEYS OVERDUE 8/66~~<br>**TO BE BROKEN UP** | **1924–11** Vickers Ltd.—Brw<br>267′ 0″ 43′ 10″ 13′ 1½″<br>260′ 0″ 43′ 6″ 16′ 10″<br>2 dks<br>R 6BH<br>rf 3″ WB263t incl. DTf216t | TS Sludge Carrier Mchy.aft<br>2 Ho 72′, 68′<br>Der 1(2–5) | T 6Cy. 16½″ 26″ & 42″×27″<br>1400ihp 80t (o.f)<br>Vickers Ltd. Brw<br>2 SB 180lb hs(4450) 6cf ND<br>2×18, 10kW 110V d.c. 11k |
| **J. H. JONAS**<br>**Jonny u. Erich Jonas G.b.R.**<br>Küstenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg W. German | **423**<br>211<br>615 | GL | **1957** Schiffsw. W. Holst—Ham<br>175′ 2″ 27′ 10″ 10′ 8″<br>159′ 5″ 27′ 7″ 11′ 8″<br>P35′ F20′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 106′<br>2 Ha (30′, 49½′×16½′)<br>Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>8½k |
| **J. H. LAMEY**<br>**J. H. Lamey Ltd.**<br>Liverpool British | **216**<br>—<br>— | ✠Class **WITHDRAWN** at Owners' request 3/68 | **1964–3** Cochrane & Sons Ltd.—Sel<br>107′ 4″ 28′ 1″<br>96′ 0″ 26′ 6″ 13′ 6″<br>RW 3BH<br>rf 24″ BK4″ | M Tug | Oil 4SA 8Cy. 320×480 mm with flexible coupling & sr gears<br>1300bhp (d.o)<br>Motorenw. Mannheim Mhm<br>2×25kW 220V d.c. |
| **J. H. LEVY**<br>**Arthur Levy Boat Service Inc.**<br>Morgan City United States | **196**<br>133<br>— | | **1966** American Marine Corp.—N.Os<br>155′ 0″ 36′ 2″ 10′ 4⅞″<br>146′ 2″ 36′ 0″ 12′ 6″<br>1 dk | TM Supply Ship Mchy.aft | 2 Oil 2SA geared to sc shaft<br>1530bhp<br>Caterpillar Tractor Co. Peoria |
| **J. H. MacGAREGILL**<br>**Standard Oil Co. of California**<br>Chevron Shipping Co.<br>San Francisco United States | **10246**<br>6115<br>16365 | AB | **1945** Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 30′ 2″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.807746 HeCls. BC | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor 6000shp (Sy)<br>1495t (o.f)–45½pd<br>Westinghouse Elec. Corp. Pbg<br>14½k |
| **J. H. TUTTLE**<br>**Standard Oil Co. of California**<br>Chevron Shipping Co.<br>San Francisco United States | **11658**<br>6889<br>17883 | AB | **1943** Sun S.B. & D.D. Co.—Chester, Pa<br>547′ 3″ 70′ 2″ 30′ 4½″<br>521′ 0″ 70′ 0″ 40′ 0″<br>P104′ B35′ F48′ 2 dks<br>RW<br>rf 9″ | S Tanker Mchy.aft<br>28 Ta<br>L.896790 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>9020shp 1428t (o.f)–56¾pd<br>General Electric Co. Lyn<br>15½k |
| **J. H. W. D. ENTERPRISE**<br>**Westminster Dredging (West Africa) Ltd.**<br>London British | **1000**<br>824<br>— | ✠A1 SS 3/66<br>river & estuary service<br>EL n 1$\frac{7}{16}$″ | **1961–11** Simons-Lobnitz Ltd.—Rnf<br>230′ 5″ 46′ 2″ 9′ 6″<br>184′ 0″ 46′ 0″ 13′ 6″<br>1 dk<br>4BH<br>rf nil WB102t | Suction Dredger<br>Der 1(12) | 1×450kW 440V 50c/s a.c. |
| **J. HARRIS MASTERSON**<br>**Bay-Houston Towing Co.**<br>Galveston United States | **196**<br>133<br>— | | **1957** Gulfport S.B. Corp.—Pt.Arthur<br>104′ 6″ 25′ 11″ 11′ 7⅝″<br>96′ 8″ 25′ 1½″ 12′ 11″<br>1 dk<br>BK2½″ | M Tug | Oil 2SA 12Cy. 8¾″×10½″<br>1200bhp Emade—fitted57 91t (d.o)<br>General Motors Corp. Clv<br>3×60, 60, 20kW 110/220V d.c. |
| **J. HINR. WILHELMS**<br>**Hochseefischerei Carl Kämpf**<br>Bremerhaven W. German | **614**<br>209<br>— | GL | **1955** Rickmers Werft—Bhn<br>195′ 8″ 29′ 0″ 14′ 8″<br>178′ 2″ 28′ 10″ 16′ 8″<br>F34′ 1 dk<br>RW<br>rf 39″ | M Trawler<br>B.19062 | Oil 4SA 6Cy. 420×660 mm<br>1200bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×160, 60kW 220V d.c. 13½k |

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| 526246<br>DJQG<br>1800<br>Df Esd<br>RTh | **J. K. HAMM**<br>exLetten–65 exOlhörn–65<br>exClaus Grimbart–57<br>**Julius Hauschildt**<br>**Kustenschiffahrt Bauer & Hauschildt K.G**<br>Hamburg W. German | T.Mk<br>499<br>321<br>1054 | | GL | 1956 Krögerwerft G.m.b.H.—<br>Rendsburg<br>242' 10" 34' 5" 11' 11¾"<br>220' 0" 34' 2" 19' 0"<br>P59' B23' F31' 1 dk & S dk<br>R | M OSD Mchy.aft<br>1 Ho 146'<br>G.76534 B.69309<br>2 Ha (stl) (each 56'×24')<br>6W Der 6(3) | Oil 4SA 8Cy. 320×450 m<br>1000bhp<br>Klöckner-Humboldt-Deu |
| 516675<br>KKYD<br>248531<br>Df Esd<br>Gc Pfd<br>Rdr RT | **J. L. HANNA**<br><br>**Standard Oil Co. of**<br>**California**<br>Chevron Shipping Co.<br>San Francisco United States | 10246<br>6115<br>16280 | | AB | 1945–10 Sun S.B. & D.D. Co.—Chester,<br>Pa<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.807746 HeCls. BC | S Turb 7240shp driving 1 ge<br>2300V a.c connected to ele<br>6000shp (.Sy)<br><br>Westinghouse Elec. Corp. |
| 516676<br>WE5184<br>264738<br>Df Gc<br>Rdr RT | **J. L. MAUTHE**<br><br>**Pickands, Mather & Co.**<br>Wilmington, Del United States | 11472<br>8421<br>— | | AB | 1952 Gt. Lakes Eng. Wks—River Rouge<br>*629-4'* 70' 4" 24' 11¾"<br>629' 3" 70' 0" 36' 0"<br>P91' F55' 1 dk<br>rf 3" | S Mchy.aft<br>4 Ho<br><br>19 Ha (stl) (each 11'×46') | 2 S Turb dr geared to sc. sh<br>7700shp<br>Westinghouse Elec. Corp. |
| 516677<br>WA6415<br>202875<br>Df Gc<br>Rdr<br>RTm/h/v | **J. L. REISS**<br>exW. K. Bixby<br>**Reiss S.S. Co.**<br>Wilmington, Del United States | 5398<br>4102<br>9607 | | AB | 1906 Detroit S.B. Co.—Wyandotte<br>*489-0'* 52' 2" 20' 9½"<br>487' 9" 52' 0" 30' 1"<br>1 dk<br>R | S (2P) Mchy.aft<br>Self-unloader<br>6 Ho 72', 24', 48', 72' 48', 54'<br><br>13 Ha (stl) (each 12'×34') | T 3Cy. 22½" 36½" & 60" × 4<br>1650ihp<br>Detroit S.B. Co.<br>2×35kW 115V d.c.<br>Thw. thrust propeller fwd |
| 516678<br><br>540 | **J. L. RUNEBERG**<br>exHelsingfors Skärgård–37<br>**O/Y Porvoon Hotelli ja**<br>**Seurahuone**<br>Porvoo/Borgå Finnish | 130<br>62<br>200 | | | 1912 A/B Sandvikens Skepps.—Hfs<br>94' 6" 21' 10" 6' 3"<br>... ... ...<br>1 dk<br>R | M | Oil<br>500bhp NE— |
| 516679<br>TOHD<br><br>Df Esd<br>RT | **J. L. & J. M. SALAÜN**<br>exPascal–52<br>**Soc. Nouvelle de Gérance**<br>**Maritime**<br>Arcachon French | 113<br>48<br>— | | BV | 1948 Ch. Nav. de Rupelmonde—<br>Rupelmonde<br>95' 11" 20' 2" 11' 4"<br>... ... ... | M Trawler<br><br><br>4 Ha (3½'×3') (3½', 3½', 3½'×3½') | Oil 2SA 4Cy. 250×330 mm<br>270bhp<br>Sulzer Bros. Ltd. |
| 516680<br>5MGC<br>1554<br>Df Esd<br>Gc Rdr<br>RT | **J. LOUIS**<br>**Caribbean S.S. Co. S.A.**<br>~~**Universe Tankships Inc.**~~<br>Monrovia Liberian | 20253<br>13173<br>32006 | | AB | 1961 Nat. Bulk Carriers Inc.—Kur<br>669' 6" 90' 5" 34' 7¼"<br>635' 0" 90' 0" 51' 0"<br>P124' F82' 1 dk<br>RW<br>rf 3" | S Bulk Carrier Mchy.aft<br>Self-unloader<br>5 Ho<br><br>11 Ha (each 18'×45') | 2 S Turb dr geared to sc.<br>13750shp<br>General Electric Co. |
| 671831<br><br><br>Df Esd<br>Rdr RT | **J. M. MARTINAC**<br><br>**J. M. Martinac Co.**<br>Tacoma, Wn. United States | 737<br>—<br>.378 | | | 1967 J. M. Martinac S.B. Corp.—<br>Tacoma<br>153' 6" 35' 0"<br>34' 0" | M Fishing | Oil 2SA 12Cy.<br><br>General Motors Corp. |
| 516681<br>LDKY<br><br>Df | **J. M. SENIOR**<br>exKos 6–62<br>**Bjarne Markussen**<br>Harstad Norwegian | 299<br>132<br>— | *Classed BC until 11/57 | | 1929–7 Smith's Dock Co. Ltd.—Mdb<br>125' 0" 24' 1"<br>116' 0" 24' 0" 13' 6"<br>1 dk<br>R conv whaler 58<br>BK7½" | M Fishing Mchy.aft | Oil 2SA 5Cy. 280×420 m<br>500bhp NE62<br>Wichmann Mtrf. |
| 516682<br>LAVZ<br><br>Df Esd<br>Gc Rdr<br>RT | **J. M. UGLAND**<br><br>**A/S Uglands Rederi**<br>J. M. Ugland<br>Grimstad Norwegian | 13233<br>7799<br>20275 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1630 | SS 7/65<br><br><br><br>EL I†2$\frac{1}{16}$"SQ | 1956–10 Öresundsvarvet A/B—Lkr<br>570' 2" 72' 8" 31' 0½"<br>535' 10" 72' 4" 39' 10"<br>P171' F72' 1 dk<br>11BH<br>rf 1" WB1078t incl. DTf615t | M Tanker Mchy.aft<br>20 Ta<br>L.986000 | Oil 2SA 9Cy. 760×1500 m<br>8150bhp<br>A/B Götaverken<br>2AuxB 178lb<br>3×240, 240, 110kW |
| 516683<br>DGEN | **J. MEYER**<br>exBützfleth–62<br>**Erwin Meyer**<br>Hamburg W. German | 138<br>79<br>197 | | GL | 1927 Werft Nobiskrug—Rendsburg<br>*110-2'* 18' 6" 6' 7"<br>6' 11"<br>Q24' 1 dk<br>R len 49 | Aux | Oil 4SA 6Cy. 220×280 m<br>190bhp Emden<br>Klöckner-Humboldt-Deut |
| 516684<br><br>314361<br>Df Esd<br>Gc Rdr<br>RTm/v | **J. N. McWATTERS**<br><br>**Scott Misener Steamships**<br>**Ltd.**<br>R. Scott Misener<br>Port Colborne Canadian | 17591<br>13692<br>25634 | ✠100A1<br>Great Lakes & River St.<br>Lawrence service<br>✠LMC<br>MN1980 | Lake SS 9/65<br><br><br><br>EL o†2⅜"SQ | 1961–6 Canadian Vickers Ltd.—Mtl<br>730' 0" 75' 6" 26' 0"<br>707' C" 75' 0" 39' 1"<br>P105' F63' 1 dk<br>3BH<br>rf 3" WB12163t | S Bulk Carrier Mchy.aft<br>6 Ho 104', 96', 96', 72', 96', 102'<br>G.1172000<br>21 Ha (alu) (each 11¾'×58')<br>1 Ha (alu) (15'×58') | 2 S Turb dr geared to sc.<br>9900shp<br>General Electric Co.<br>2WTB 520lb Sp<br>db 300lb<br>2×500kW 575V |
| 541595<br>LLUC<br><br>Df Esd<br>Rdr RT | **J. O. STENSEN**<br><br>**Olav Stensen**<br>Svolvær Norwegian | 237<br>116<br>— | | NV | 1963 L. H. Salthammer Båtbyggeri—<br>Vestnes<br>116' 5" 22' 7"<br>90' 1" 22' 6" 11' 6"<br>1 dk len 66 | M Fishing<br>2 Ho<br><br>2 Ha (each 8½'×8½')<br>Der 1(2½) | Oil 4SA 8Cy.<br>660bhp<br>Lister-Blackstone |
| 641593<br>WQ4469<br>294919<br>Gc Pfd<br>Rdr RT | **J. P. McALLISTER**<br><br>**McAllister Bros. Inc.**<br>New York United States | 287<br>195<br>— | | AB | 1964 Dravo Corp.—Pbg<br>110' 0" 30' 2" 15' 1½"<br>104' 6" 30' 0" 16' 6"<br><br>BK6" | M Tug | Oil 2SA 16Cy.<br>2400bhp<br>General Motors Co |

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| **J. P. McALLISTER**<br>John Twohy, Jr.<br>McAllister Bros. Inc.<br>New York United States | 140<br>95<br>— | | 1909 ......................N.Ns<br>*98·4′* 22′ 0″<br>... ... ...<br>R | S Tug | C 2Cy. 16″ & 36″×22″<br>600ihp |
| **J. P. MORGAN, Jr.**<br>United States Steel Corp.<br>Great Lakes Fleet<br>New York United States | 7694<br>6076<br>12210 | AB | 1909 American S.B. Co.—Lorain<br>601′ 1″ 58′ 2″ 21′ 2¼″<br>587′ 10″ 58′ 0″ 32′ 0″<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br>33 Ha (stl) (each 9′×36′) | T 3Cy. 24″ 39″ & 65″×42″<br>1880ihp 262t (c)<br>American S.B. Co. Clv<br>10k |
| **J. P. PULLIAM**<br>Mathews Curtis Bay Co.<br>Wilmington, Del United States | 201<br>136<br>— | | 1940 Pusey & Jones Corp.—Wmg<br>95′ 0″ 24′ 2″<br>89′ 6″ 24′ 0″ 14′ 9″<br>1 dk<br>R | S Tug<br>1W | Unaflow 2Cy. 25″×20″<br>900ihp 56t (o.f)<br>Skinner Eng. Co. Erie<br>11k |
| **J. P. WEBB**<br>Melbourne Harbor Trust Commissioners<br>Melbourne British | 967<br>300<br>1185 | ✠Classed LR until 2/57 | 1954–11 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>207′ 0″ 36′ 1″ 14′ 10½″<br>195′ 0″ 36′ 0″ 17′ 0″<br>F26′ 1 dk<br>R | S Hopper Barge Mchy.aft<br>1 Ho 66′ | T 3Cy. 16″ 26″ & 42″×27″<br>920ihp (o.f)<br>Ferguson Bros. (P.Gl) Ltd. P.Gl<br>1×10kW 110V d.c. |
| **J. PAUL GETTY**<br>Tidemar Corp.<br>Monrovia Liberian | 44698<br>27803<br>73928 | AB<br>✠Classed LR until 12/63 | 1960–11 At. & Ch. de France—Dnk<br>844′ 4″ 110′ 6″ 46′ 3¾″<br>808′ 0″ 110′ 0″ 61′ 4″<br>P161′ F105′ 1 dk<br>RW<br>rf 5″ | S Tanker Mchy.aft<br>34 Ta 1 Ho 49′<br>L.2876227<br>1 Ha (15½′×27¾′)<br>Der 2(12) 2(7) 2(5) 2(2) | 2 S Turb dr geared to sc. shaft<br>24000shp 11328t (o.f)–134pd<br>Ch. de l'Atlantique St.N<br>2×2900kW 440V 60c/s a.c. 16¾k |
| **R. FERGUSON**<br>ennessee Production Co.<br>palachicola United States | 130<br>88<br>— | AB | 1961 Main Iron Works Inc.—Houma<br>75′ 0″ 24′ 4″ 8′ 0″<br>73′ 8″ 22′ 8″ 10′ 0″<br>1 dk | TM Tug | 2 Oil 4SA each 12Cy. 5¾″×8″<br>1200bhp 52t<br>Caterpillar Tractor Co. Peoria |
| **R. MORE**<br>epublic of South Africa (Railways & Harbours Administration)<br>urban S. African | 805<br>78<br>— | ✠Classed LR until 10/62 | 1961–3 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>176′ 3″ 37′ 1″ 16′ 3″<br>165′ 0″ 35′ 0″ 18′ 0″<br>B61′<br>R<br>rf 12″ | TS Tug<br>1 Ho 13′<br>1 Ha (stl) (5¾′×5′) | T 6Cy. 17″ 29″ & 48″×30″<br>3100ihp 405t (o.f)<br>Rankin & Blackmore Ltd. Grk |
| **R. SENSIBAR**<br>rank C. Ball<br>umbia Transportation<br>iv. Oglebay Norton Co.<br>mington, Del United States | 8028<br>5165<br>11482 | AB | 1906 Gt. Lakes Eng. Wks—Ecorse<br>612′ 0″ 56′ 2″ 21′ 1½″<br>538′ 4″ 56′ 0″ 31′ 1″<br>1 dk<br>R len 61<br>rf nil | M Mchy.aft<br>Self-unloader<br>6 Ho<br>26 Ha (stl) (each 9′×36′) | Oil 4SA 12Cy. 13½″×16½″<br>3200bhp NE60 260t<br>Nordberg Mfg Co.<br>11k |
| **RAY McDERMOTT**<br>Ray McDermott & Co. Inc.<br>rgan City United States | 293<br>199<br>— | AB | 1967 McDermott Shpyd—Amelia, La.<br>140′ 0″ 16′ 5⅛″<br>132′ 7″ 34′ 0″ 18′ 3″<br>1 dk | TM Tug | 2 Oil 4SA each 8Cy. 17″×21″<br>4200bhp 351t<br>Enterprise Eng. & Mchy. Co. Oakland<br>2×100kW |
| **RICH STEERS**<br>McCune<br>eers Sand & Gravel Corp.<br>w York United States | 187<br>77<br>— | | 1948 Gulfport S.B. & D.D. Co.—Pt.Arthur<br>*95·2′* 24′ 1″<br>96′ 0″ 24′ 0″ 12′ 6″<br>BK1½″ | D-E Tug | Oil 2SA 12Cy. 220×265 mm 1200bhp<br>connected to elec. motor 87t<br>General Motors Corp. Clv |
| **STERLING MORTON**<br>ited States Department of Commerce<br>n Francisco United States | 7181<br>4384<br>10500 | AB | 1942 Permanente (Shpyd No. 1)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **V. CLYNE**<br>anadian Pacific (Bermuda) Ltd.<br>milton British<br>For later particulars see New Entries No. 5 | 21200<br>13000<br>27700 | 100A1<br>Class contemplated | Mitsubishi Hvy Ind. Ltd.—Hma<br>593′ 10″ 95′ 9″ 34′ 3″<br>557′ 9″ 89′ 3″ 51′ 8″ | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>Sulzer<br>Mitsubishi Hvy Ind. Ltd. Kob |
| **AAP**<br>N.V. Verre Visserij Maats. (J. J. v.d. Toorn)<br>Scheveningen Netherland | 270<br>123<br>— | | 1960 Schps. "De Hoop" v/h Gebr. Boot—Leiden<br>135′ 11″ 23′ 4″ 9′ 10¼″<br>23′ 2″<br>RW | M Trawler | Oil 2SA 12Cy. 220×380 mm<br>900bhp 123t (d.o)<br>Appingedammer Brons. Apg<br>11k |
| **ABAQUARA**<br>Docas de Santos<br>Brazilian | 575<br>294<br>442 | ✠Classed LR until 12/52 | 1950–6 N.V. Scheeps. De Klop—Sliedrecht<br>173′ 2″ 30′ 7″ 12′ 10″<br>30′ 5″<br>Q53′ RFD48′<br>RW | M Hopper Barge | Oil 4SA 6Cy. 400×460 mm<br>22t<br>Masch. Augsburg-Nürnberg Aug<br>9k |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 516707 | **JABETTA** | | 25300 | | | 1959 Kieler Howaldtswerke A.G.—Kel | S Tanker Mchy.aft | | 2 S Turb dr geared |
| JXEH | | | 15435 | | | 707' 2" 90' 3" ~~87' 3½"~~ 38' 8½" | 30 Ta | | 17500shp |
| | **A/S Kosmos** | | ~~40850~~ | | NV | 677' 0" 90' 0" 49' 3" | L.1875353 | HeCls. BC | Kieler Howaldtswerke A.G. |
| Df Esd | Anders Jahre | | 42555 | | | 1 dk | | | 2×624kW 450V 60c/s a.c. |
| Gc Rdr | Sandefjord | Norwegian | | | | | Der 2(5) 2(3) 3(2) 1(1) | | |
| RTm/h/v | | | | | | rf 4" | | | |
| 516708 | **JABLANICA** | | 7237 | | | 1943 Oregon S.B. Corp.—Pld | S | | T 3Cy. 24½" 37" & 70"×48" |
| YTKB | exPraotis-61 | | 4395 | | | 422·8' 57' 0" 27' 8¾" | 5 Ho 56', 72½', 50', 45', 70' | | 2500ihp |
| | exAghios Nicolaos-60 | | 10848 | | BV JR | 417' 9" 56' 11" 37' 4" | G.562000 B.499000 | | Iron Fireman Mfg Co. |
| Df Esd | exCushing Eells-47 | | | | | 2 dks | 5 Ha (33½', 34¾', 19¾', 34¾', | | 3×25kW 110V d.c. |
| | **Slobodna Plovidba** | | | | | RW | 34¾'×19¾') | | |
| | Sibenik | Yugoslav | | | | | Der 10(5) | | |
| 516709 | **JAC. DEN DULK WZN** | | 159 | | | 1914 A. Pannevis—Alp | M Fishing | | Oil 4SA 4Cy. 265×305 mm |
| PEYK | | | 76 | | | 107·6' 21' 10" | | | NE52 |
| | **Jacob den Dulk & Zonen** | | — | | | 21' 8" | | | Ruston & Hornsby |
| Df Esd | Scheveningen | Netherland | | | | | | | |
| Pld RT | | | | | | R len — | | | |
| 516710 | **JACAMAR** | | 237 | ✠100A1 | SS 8/65 | 1961-6 P. K. Harris & Sons Ltd.—Apl | M Trawler | | Oil 4SA 8Cy. 8½"×11½" |
| | | | 67 | trawler | | *15·4' 25' 4" 11' 0" | | | with 2 ahead speeds |
| 303202 | ~~Johnstone Motor Trawlers~~ | | — | ✠LMC | | 113' 2" 25' 0" 12' 6" | | | 660bhp |
| Df Esd | ~~Ltd.~~ Glenstruan Fishing | | | | | F16' | | | Lister Blackstone Mar. Ltd |
| Pld Rdr | ~~R. & J. Johnstone Ltd.~~ **Co. Ltd.** | | | MN132 | EL (d)l | 5BH | | | |
| RT | Aberdeen | British | | | | rf 36" BK2½" WB60t incl. DTsm34t | | | |
| 650399 | **JACARA** | | 13313 | | | 1965 Kaldnes M/V A/S—Tbg | M Bulk Carrier Mchy.aft | | Oil 2SA 7Cy. 760×1500 mm |
| LNME | | | 7732 | | | 541' 0" 70' 1" 31' 6" | 6 Ho 45', 65', 65', 65', 65', 65' | | 9800bhp |
| | **A/S Kosmos** | | 19270 | | NV | 520' 0" 70' 0" 44' 0" | G.900855 | | A/B Götaverken |
| Df Esd | Anders Jahre | | | | | P112' B70' F47' 1 dk | 6 Ha (stl) (36½'×32') (43', 43', 43', | | 3×328kW 450V 60c/s a.c. |
| Gc Pld | Sandefjord | Norwegian | | | | | 43', 43'×34') | | |
| Rdr RTv | | | | | | rf 2" | 12W Der 12(5–10) | | |
| 516712 | **JACCO** | | 486 | | | 1904 Kjöbenhavns Flydk. & Skibs.—Cpn | M Tanker Mchy.aft | | Oil 4SA 6Cy. 290×410 mm |
| OZSC | exTankbjerg-58 | | 211 | | | 164' 6" 27' 11" 11' 9" | 6 Ta | | 400bhp NE52 |
| | exPetrolea-52 | | 659 | | BV | 27' 9" | L.22110 | | A/S Vőlund |
| Df | **Rederiet Ullitz Jensen &** | | | | | P62' F19' 1 dk | | | 2×25kW 110V d.c. |
| RTm | **Sønner I/S** | | | | | | | | |
| | A. G. Ullitz Jensen | | | | | | | | |
| | Rudkøbing | Danish | | | | R | | | |
| 516713 | **JACINTA** | | 334 | ✠100A1 | SS 10/67 | 1955-8 Cochrane & Sons Ltd.—Sel | M Trawler | | Oil 4SA 7Cy. 382×457 mm |
| GTNY | | | 113 | trawler | | 132·5' 26' 10" | 1 Ho 35¾' | | 772bhp |
| 185302 | **Dinas Steam Trawling Co.** | | — | ✠LMC | | 127' 6" 26' 6" 13' 0" | | | Mirrlees, Bickerton & Day |
| Df Esd | **Ltd.** | | | | | Q67' F22' | 4 Ha (4½', 4½', 4½', 3½'×3½') | | 2×20kW 110V |
| Pld Rdr | J. Marr & Son Ltd. | | | MN139 | EL (f)o | RW 4BH | | | |
| RTm | Fleetwood | British | | | | rf 36" WB3t | | | |
| 516715 | **JACINTH** | | 651 | ✠100A1 | SS 6/66 | 1937-12 Henry Robb Ltd.—Lth | M Mchy.aft | | Oil 2SA 7Cy. 250×420 mm |
| MABP | | | 329 | | | 185' 0" 28' 8" 13' 0¾" | 2 Ho 56', 54' | | 650bhp ✠NE57 |
| 165923 | **Gem Line Ltd.** | | 900 | ✠LMC | | 175' 0" 28' 6" 13' 6" | G.41500 | | British Polar Engines Ltd |
| Pld | William Robertson | | | | | P45' Q60' F27' 1 dk | 2 Ha (each 38'×17½') | | 2×50, 10kW 220V d.c. |
| RTm | Shipowners Ltd. | | | | EL i | R NS 3BH | 2W Der 2(3) | | |
| | Glasgow | British | | | | rf 6" WB263t | | | |
| 641662 | **JACINTO VERDAGUER** | | 350 | | | 1964 Hijos de J. Barreras S.A.—Vgo | M Trawler | | Oil 4SA 8Cy. 270×380 mm |
| EEEA | | | 160 | | | 139' 2" 24' 3" | | | 950bhp Werkspoor |
| | **Gumersindo Roura S.L.** | | — | | BV | 120' 3" 24' 1" 13' 7" | | | Hijos de J. Barreras S.A. |
| Df Esd | Cadiz | Spanish | | | | | 3 Ha (each 3½'×3½') | | |
| Gc Rdr | | | | | | | | | |
| RT | | | | | | | | | |
| 503542 | **JACK** | | 17905 | ✠100A1 | ~~Dr 4yrs 11/63~~ | 1949-7 Bethlehem Sparrows Pt. Shpyd | S Tanker Mchy.aft | | 2 S Turb dr geared |
| 5MFM | exBurgan-66 | | 11701 | oil tanker | M 2/68–30mos | —Sp.Pt | 30 Ta | | 13750shp |
| 1538 | **Beaverdam Tankers Co. Ltd.** | | 28336 | ✠LMC | | 624' 10" 84' 5" 34' 5½" | | HeCls. BC | Bethlehem Stl Co. |
| Df Esd | Monrovia | Liberian | | | | 595' 0" 84' 0" 44' 0" | | | 2WTB 675lb |
| Gc Rdr | | | | | EL (n†)2¼"SQ | P124' B39' F80' 1 dk | | | sg 125lb |
| | | | | | | RW 16BH | | | |
| | | | | | | WB2207t incl. DTf1245t | | | |
| 660261 | **JACKIE** | | 105 | ✠100A- | | 1965-11 Fabricaciones Metalicas—Clo | M Fishing | | Vee Oil 2SA 12Cy. |
| | | | — | fishing vessel | | 73' 4" 22' 2" | | | reduction gears |
| | **Yam Pacifico S.A.** | | — | Peruvian coastal service | | 62' 9" 21' 9" 10' 5" | | | 335bhp |
| Esd | Tambo de Mora | Peruvian | | LMC | | RAD14' | | | General Motors Corp. |
| | | | | MN67 | EL (a) | 3BH | | | |
| | | | | | | BK | | | |
| 516717 | **JACKLYN** | | 162 | ✠100A1 | SS 10/66 | 1962-9 Richards Irn Wks Ltd.—Lwt | M Trawler | | Oil 4SA 5Cy. |
| GJMU | | | 59 | trawler | | 93·5' 22' 4" | | | coupling & sr reverse |
| 303686 | **Jackora Ltd.** | | — | ✠LMC | | 89' 3" 22' 0" 10' 9" | | | 475bhp |
| Df Esd | Lowestoft | British | | | | F16' | | | Mirrlees National Ltd |
| Pld RT | | | | MN95 | EL (b)g | RW 4BH | | | |
| | | | | | | rf 12" BK6" | | | |

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|---|---|---|---|---|---|---|
| **JACO**<br>**J. L. Sanchez Pernia**<br>Venezuelan | 1344<br>719<br>— | ✠Classed LR until 2/52 | | 1945 Cleveland Dockyard—Mdb<br>220′ 0″ 38′ 1″<br>37′ 11″<br>1 dk | TM Mchy.aft | 4 Oil sr geared to 2 sc. shafts (2) 4SA each 6Cy. 180×195 mm (2) 2SA each 8Cy. 165×180 mm<br>Emade44fitted50<br>Davey, Paxman & Co. Ltd. Col<br>General Motors Corp. Clv |
| **JACOB**<br>Maria van Hattem–62<br>**N.V. Vischhandel, Reed., Ijsl. & Koelhuis v/h Frank**<br>Vrolijk<br>Scheveningen Netherland | 319<br>119<br>— | | | 1941 De Merwede v. Vliet & Co.—Hxd<br>*135·8′* 26′ 4″<br>… … …<br>R | M Trawler | Oil 2SA 6Cy. 290×500 mm<br>900bhp (d.o)<br>Hallberg-Sulzer<br>3×18, 10, 7kW 110V |
| **JACOB A. WESTERVELT**<br>**United States Department of Commerce**<br>Houston United States | 7242<br>4409<br>10555 | | AB | 1944 Todd-Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′ 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **JACOB BECKER**<br>**Arnold Becker**<br>Küstenschiffahrt Bauer & Hauschildt K.G.<br>amburg W. German | 424<br>261<br>984 | | GL | 1961 J. J. Sietas Schiffsw.—Ham<br>201′ 0″ 33′ 0″ 12′ 10¼″<br>180′ 6″ 32′ 10″ 19′ 8″<br>2 dks | M CSD Mchy.aft<br>1 Ho 130′<br>G.69200 B.62000<br>2 Ha (59½′, 32½′×19¾′)<br>Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| **ACOB CARLO**<br>Verwachting–68<br>Dirk Job–35<br>van Dijk<br>twijk a/Zee Netherland<br>Name should be **JACOB CARLA** See New Entries No. 1 | 113<br>62<br>— | | | 1916 G. J. v.d. Werff—Hgz<br>*83·7′* 22′ 1″<br>… … …<br>R | M Trawler | Oil 2SA 5Cy. 190×350 mm<br>NE56<br>N.V. Mch. Bolnes Bolnes |
| **ACOB CHANDLER HARPER**<br>**ited States Department of Commerce**<br>uston United States | 7259<br>4457<br>10482 | | AB | 1944 Todd-Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **COB HEILMANN**<br>**istry of Greenland**<br>al Greenland Trade<br>partment<br>thåb, Greenland Danish | 104<br>37<br>86 | | | 1965 A/S Frederikssund Skibs.—Frederikssund<br>84′ 6″ 20′ 6″ 10′ 4″<br>72′ 2″ 19′ 6″<br>1 dk | Wood M Trawler Mchy.aft | Oil 2SA 4Cy. 240×400 mm<br>340bhp 9½t (d.o)<br>Alpha-Diesel A/S Fkn<br>1×25kW 220V d.c. 9½k |
| **COB JEBSEN**<br>ederi **M. Jebsen A/S**<br>enrå Danish | 2287<br>1049<br>—<br>—<br>—<br>— | ✠100A1<br>Str. nav. ice<br>✠LMC<br><br>MN460 EL u ptWIptSQ | SS 5/66 | 1952–4 Howaldtswerke A.G.—Kel<br>338′ 6″ 47′ 1″<br>312′ 10″ 47′ 0″ 28′ 6″<br>1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>WB822t incl. Tunnel tanks 227t | M OSD/CSD<br>4 Ho<br>G.271539 B.246710<br>4 Ha (29¾′, 55′, 29¾′, 29¾′×21¼′)<br>10W Der 1(20) 4(5) 6(3) | Oil 2SA 7Cy. 520×900 mm<br>2300bhp 360t<br>Howaldtswerke A.G. Kel<br>13k |
| **COB PRONK**<br>**V. Visserymaats**<br>**de Jong (Eiendoms)**<br>Bpk<br>Van der Toorn<br>pe Town S. African | 274<br>123<br>— | | | 1957 Schps. "de Hoop" v/h Gebr. Boot—Leiden<br>132′ 1″ 24′ 11″<br>132 0″ 24 9″ 12′ 6″<br>RW | M Trawler | Oil SA 8Cy. 320×450 mm<br>875bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×21kW 110V d.c. |
| **COB S. MANSFELD**<br>**ited States Department of**<br>**Commerce**<br>s Angeles United States | 7176<br>4380<br>10572 | | AB | 1943 California S.B. Corp.—L.An<br>441 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′ 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1856t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. |
| **ACOB SENIOR**<br>ma Gebr. van Rijn<br>wijk a/Zee Netherland | ~~113~~ 123<br>~~38~~ 45<br>— | | | 1964 Coöp. Ver. Schpsw. "Vooruit"—Zaandam<br>92′ 6″ 20′ 10″<br>… … … | M Fishing | Oil 4SA 6Cy. 210×300 mm<br>Gebr. Stork & Co. Zwolle |
| **COB TEEKMAN**<br>**Teekman & A. Teekman-**<br>**lenkamp**<br>ngenborg's Scheepv. &<br>ed. Bedr. N.V.<br>Netherland | 393<br>229<br>513 | | BV | 1957 Schpsw. "Friesland" N.V.—Lemmer<br>159′ 0″ 26′ 2″ 9′ 7¾″<br>144′ 4″ 26′ 0″ 10′ 6″<br>1 dk<br>RW | M Mchy.aft<br>G.26840 B.25190<br>2 Ha (each 38′×14½′)<br>Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>220bhp<br>Appingedammer Brons. Apg<br>9½k |

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|---|---|---|---|---|---|---|---|
| 541598<br>PEYR<br>13093<br>Df Esd<br>Gc Rdr<br>RT | **JACOB VAN HEEMSKERCK**<br>**N.V. Bureau Wijsmuller**<br>Ymuiden Netherland | 659<br>91<br>— | ✠100A1<br>tug<br>✠LMC<br>~~MN600~~<br>MN710 | SS 10/66<br>EL (j) 1 1/16" | **1954**-3 Schps. v/h Jonker & Stans—Hendrik-I-A<br>172' 9" 33' 10" 15' 4¾"<br>156' 7" 32' 10" 16' 5"<br>B&F93'<br>5BH<br>rf 27" WB197t incl. DTf170t | M Tug | 2 Oil 2SA each 6Cy.<br>hydroflex couplings &<br>sc shaft<br>3000bhp<br>N.V. Werkspoor<br>Controllable pitch propeller |
| 538998<br>PEYD<br>Df Esd<br>RT | **JACOBA ALYDA**<br>exWillem Henry-66<br>exVijf Gezusters-62<br>**K. Romkes**<br>Urk Netherland | 105<br>11<br>— | | | **1960** Fa. Seymonsbergen Werf "Concordia"—Ams<br>88' 0" 20' 9" 8' 0"<br>80' 0" 20' 6" 10' 2" | M Trawler | Oil 4SA 6Cy. 240×280 mm<br>Kromhout Motorenfab. |
| 516733<br>PEYI<br>Df Esd | **JACOBA CATHARINA**<br>exVoorwaarts-60<br>**D. Meijvogel**<br>Katwijk a/Zee Netherland | 137<br>96<br>— | | | **1917** Gebr. v.d Windt—Via<br>112' 3" 20' 11" 11' 2"<br>20' 9"<br>R | M Trawler<br>1W | Oil 4SA 4Cy. 305×460 mm<br>Emade50fitted—<br>Motorenf. "De Industrie" |
| 541845<br>PEXZ<br>Df Esd<br>Gc Pfd<br>RT | **JACOBA MARIA**<br>exWijna-64<br>**Rederij P. Taal**<br>Katwijk a/Zee Netherland | ~~143~~ 156<br>~~46~~ 55<br>— | | | **1963** Cöop. Ver Schpsw. "Vooruit"—Zaandam<br>96' 6" 22' 1"<br>88' 5" 22' 0" 11' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4DA 8Cy. 210×300 mm<br>Gebr. Stork & Co. |
| 516735<br><br><br>RT | **JACOBS**<br>exEmpire Gnome-49<br>**N.V. Nederland-Indonesië Steenkolen Handel Maats.**<br>Reported sailing as **LAUT JAMDENA** under Indonesian flag | 235<br>—<br>— | ✠Classed LR until 7/65 | | **1942**-7 A. Hall & Co. Ltd.—Abn<br>112' 10" 27' 2" 11' 7"<br>105' 0" 27' 0" 12' 6"<br>BK7½" | S Tug | T 3Cy. 16", 25" & 42"×27"<br>900ihp<br>A. Hall & Co. Ltd. |
| 516736<br>DGRH<br>Df Esd | **JACOBUS**<br>**Johannes Keller**<br>Peter Döhle<br>Hamburg W. German | 231<br>109<br>285 | | GL<br>len 56 | **1936** Schulte & Bruns—Emd<br>*131·2'* 21' 6" 7' 6½"<br>21' 4" 8' 4"<br>P26' F15' 1 dk<br>R | M Mchy.aft<br>1 Ho 88¼'<br>G 15000 B.14000<br>2 Ha (35', 28'×25')<br>2W Der 2(2) | Oil 4SA 6Cy. 220×360 mm<br>150bhp<br>Humboldt-Deutzmot. |
| 672383<br>PEYT<br>Esd Rdr<br>RTm/h/v | **JACOMINA**<br>**Bergings- en Transport Bedrijf van den Akker N.V.**<br>Vlissingen Netherland | 140<br>60<br>— | | BV | **1967** D. & J. Boot Schps. "De Industrie"—Alp<br>98' 5" 25' 9" 8' 6½"<br>88' 7" 25' 5" 9' 10"<br>1 dk | M Salvage Ship Mchy.aft<br>4W Cr 1(26) | Oil 2SA 5Cy. 220×380 mm<br>325bhp<br>Appingedammer Brons<br>1×12½kW 380V 50c/s a.c. |
| 661599<br>ICJA<br>Df Esd<br>Rdr<br>RTh | **JACOPO TINTORETTO**<br>**Linee Marittime Dell'Adriatico S.p.A.**<br>Bari Italian | ~~4430~~ 2712<br>~~2665~~ 1490<br>708 | | RI | **1966** Cant. Nav. Apuania—Marina di Carrara<br>328' 0' 49' 3" 14' 3"<br>288' 1" 49' 1" 32' 1"<br>Q230' 3 dks<br>rf 12" | TM Ferry (953P) | 2 Oil 2SA each 5Cy.<br>7500bhp<br>S.A. Fiat S.G.M.<br>3×320, 288, 288, 288kW<br>Thw. thrust propeller |
| 516737<br>FNAY<br>Df Esd<br>Gc Rdr<br>RT | **JACQUELINE**<br>**Union Industrielle & Maritime**<br>Dunkirk French | 4210<br>2218<br>5830 | | BV | **1958** Ch. & At. de Provence—Port de Bouc<br>382' 10" 51' 7" 20' 6"<br>364' 0" 51' 6" 25' 8"<br>1 dk | M Ore Carrier Mchy.aft<br>G.262819<br>4 Ha (36', 39½', 39½', 33½'×28½')<br>8W Der 8(5) | Oil 2SA 3Cy. 600×<br>3000bhp Doxford<br>Ch. & At. de Provence |
| 650158<br>PEXY<br>Df Esd<br>Rdr<br>RTm/h/v | **JACQUELINE BROERE**<br>**Gebr. Broere N.V.**<br>Dordrecht Netherland | 499<br>303<br>1100 | ✠100A1<br>oil tanker<br>✠LMC<br>MN200 | EL k1¼"SQ | **1965**-2 A. Vuijk & Zonen—Capelle<br>208' 8" 31' 8" 12' 11½"<br>188' 3" 30' 10" 14' 0"<br>P64' F39' 1 dk<br>12BH<br>rf 3" WB195t | M Tanker Mchy.aft<br>12 Ta<br>L.82400 HeCls. C | Oil 4SA 8Cy. 320×450<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>db 156t<br>3×24, 24, 7½kW 220V |
| 516741<br>FNIM<br>Df Esd<br>Gc Rdr<br>RT | **JACQUES BINGEN**<br>**Cie. des Bateaux à Vapeur du Nord**<br>Dunkirk French | 4504<br>2190<br>6378<br>6619<br>3521<br>8415 | | BV | **1961** Ch. & At. de Provence—Port de Bouc<br>426' 6" 55' 11" 22' 7½"/26' 4½"<br>393' 5" 55' 9"<br>1 dk & S dk<br>rf 8" | M Ref OSD/CSD<br>pt bulk wine carrier<br>4 Ho 52½', 50½', 68¼', 81'<br>G.386497 B.354138 In.10594<br>4 Ha (stl) (36', 35', 33', 60½'×21½')<br>14W Der 1(49) 10(8) 2(5) 2(2) | Oil 2SA 4Cy.<br>5200bhp Doxford<br>Ch. & At. de Provence<br>3×600kW 220V d.c. |
| 680371 | **JACQUES CARTIER**<br>**Armateurs de Gros Porteurs Associés (A.G.P.A.)**<br>Dunkirk French<br>For later particulars see New Entries No. 1 | 51644<br>33497<br>— | | | **1967** Ch. de l'Atlantique—St.N<br>*797·6'*<br>... ... | M Bulk/Oil Carrier | Oil<br>18480bhp<br>Ch. de l'Atlantique |
| 516742<br>FNKQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JACQUES CARTIER**<br>**Soc. Pêche & Froid**<br>Boulogne French | 763<br>279<br>492 | ✠Classed LR until 4/64 | BV | **1962**-9 Stocznia im. Komuny Paryskiej—Gdy<br>207' 7" 32' 6"<br>191' 2" 32' 2" 17' 3"<br>P10' F42'<br>rf 32" Box K 11" | M Trawler<br>5 Ha (each 3½'×3½')<br>Der 1(2-4) 1(1½-3½) 1(2) | 2 Oil 4SA<br>mm driving through<br>couplings &<br>1870bhp<br>Masch. Augsburg-<br>Controllable pitch |

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| **JACQUES CARTIER**<br>Union des Remorqueurs de l'Océan<br>St. Nazaire<br>French | 329<br>20<br>— | BV | **1962** At. & Forg. de l'Ouest—St.N<br>126′ 4″ 31′ 6″ 15′ 9″ (aft)<br>113′ 2″ 29′ 10″ | M Tug<br>1 Ha (4¾′×5¾′)<br>Der 1(2½) | Oil 4SA 6Cy. 400×580 mm<br>1900bhp 115¾t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×48kW 110/125V d.c 13¼k |
| **JACQUES COEUR**<br>Soc. Pêche & Froid<br>Boulogne<br>French | 759<br>276<br>492 | BV<br>✠Classed LR until 4/64 | **1962-7** Stocznia im. Komuny Paryskiej—Gdy<br>207′ 7″ 32′ 6″<br>194′ 4″ 32′ 2″ 17′ 3″<br>P10′ F42′<br>Box K 11″ | M Trawler<br>5 Ha (each 3¼′×3¼′)<br>Der 1(2–4) 1(1½–3) 1(2) | 2 Oil 4SA (p)6Cy. & (s)9Cy. each 300×450 mm driving through Vulcan hydraulic couplings & sr gearing to sc. shaft<br>1870bhp 120t<br>Masch Augsburg-Nürnberg Aug<br>Controllable pitch propeller 13k |
| **JACQUES D'ANGLEJAN**<br>U.N.I.<br>Union Navale and Union Industrielle & Maritime<br>Union Industrielle & Maritime<br>Dunkirk<br>French | 12870<br>6949<br>18385 | AB BV | **1959** Ch. & At. de Provence—Port de Bouc<br>539′ 5″ 69′ 1″ 30′ 1¼″<br>507′ 10″ 68′ 10″ 41′ 7″<br>P125′ F56′ 1 dk<br>rf 2″ | M Ore Carrier Mchy.aft<br>4 Ho<br>G.746478<br>4 Ha (34¾′, 35¾′, 35¾′, 32¾′×29½′)<br>4W Der 3(5) 1(2) | Oil 2SA 4Cy. 700×2320 mm<br>7000bhp Doxford 1542t<br>Ch. & At. de Provence Msl<br>14½k |
| **JACQUES DEL MAR**<br>exWaiben-64 exMorialta-57<br>Seaview Navigation Corp.<br>Panama<br>Panamanian<br>**Now LONGLIFE**<br>**See New Entries No. 6** | 1379<br>685<br>861 | BV<br>✠Classed LR until 4/66 | **1940-10** Caledon S.B. & E. Co. Ltd.—Dun<br>227′ 4″ 41′ 1″ 15′ 9¼″<br>215′ 0″ 39′ 0″ 16′ 6″<br>P&B121′ F37 1 dk | M<br>G.57000 B.53000<br>3 Ha<br>Der 1(10) 6(5) | Oil 2SA 5Cy. 500×900 mm<br>1600bhp 98½t<br>Burmeister & Wain Cpn<br>12k |
| **JACQUES DEL MAR II**<br>exSletbay-67 exDiana-67<br>Société Maritime Caledonienne<br>oumea<br>French | 1331<br>615<br>1950 | ~~NV~~ | **1948** Eriksbergs M/V A/B—Got<br>263′ 10″ 40′ 2″ 16′ 7¾″<br>245′ 6″ 40′ 0″<br>1 dk & S dk<br>RW<br>rf 3″ | M (6P) Ref OSD<br>4 Ho 32¼′, 42′, 32¼′, 60¼′<br>G.118000 B.109149 In.15431<br>4 Ha (22′, 26′, 18′, 30′×16′)<br>8W Cr 2(3) Der 1(20) 2(5) 4(3) | Oil 2SA 5Cy. 500×900 mm<br>1160bhp B&W 169t (d.o)<br>Eriksbergs M/V A/B Got<br>2×100kW 220V d.c. 12k |
| **ACQUES GRAVEL**<br>anadian Dredge & Dock Ltd.<br>oronto<br>Canadian | 659<br>319<br>— | Classed BC until 4/60 | **1944** Charleston Navy Yard—Charleston<br>203′ 6″ 34′ 1″ 9′ 1½″<br>191′ 4″ 34′ 0″ 11′ 3″<br>F23′ 1 dk | TM | 2 Oil 2SA each 16Cy. 220×265 mm<br>2000bhp<br>General Motors Corp. Clv |
| **ACQUES JEAN**<br>llet Frères & Cie.<br>logne<br>French | 492<br>158<br>448 | BV | **1958** A.G. "Weser" Werk Seebeck—Bhn<br>178′ 3″ 29′ 4″<br>175′ 5″ 29′ 3″ 15′ 3″<br>RW | M Trawler<br>5 Ha (4½′, 4½′×4½′) (3½′, 3½′×3½′) (3½′×5½′)<br>Der 1(3) 1(2) | 2 Oil 4SA<br>(i) 8Cy. 320×450 mm<br>(ii) 6Cy. 240×360 mm geared to sc. shaft<br>1350bhp 149t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×150, 40, 40kW 110V d.c. 14¼k |
| **ACQUES LARAMIE**<br>ited States Department of Commerce<br>n Francisco United States | 7230<br>4441<br>10500 | AB | **1943** Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **ACQUES LOUISE**<br>an Fiant & Cie.<br>erbourg<br>French | 111<br>62<br>— | | **1959** J. Bellot—Cherbourg<br>*69·5′* 22′ 0″<br>… … … | Wood M Fishing | 2 Oil 4SA each 4Cy. 185×200 mm geared to sc. shaft<br>Moteurs Baudouin Msl |
| **ACQUES MORGAND**<br>c. d'Arm. Remy & Cie.<br>eppe<br>French | 156<br>43<br>— | BV | **1936** Béliard, Crighton & Cie.—Ost<br>*98·8′* 21′ 6″<br>… … …<br>R | M Trawler<br>3 Ha (3¼′×5′) (3¼′, 3¼′×2¼′) | Oil ~~4SA 6Cy. 260×368 mm~~<br>~~360bhp Emade43fitted~~ NE67<br>~~Ruston & Hornsby~~ ~~Len~~<br>~~9¾k~~ |
| **ACQUES ORSINI**<br>e. Malgache de Cabotage<br>ajunga<br>Malagasy | 171<br>86<br>118 | BV | **1950** Scheeps. "De Biesbosch"—Dordrecht<br>*110·1′* 20′ 6″ 5′ 6″<br>20′ 4″<br>1 dk<br>R | TM (12P)<br>1 Ho 59′<br>2 Ha (each 23′×13¾′)<br>Der 2(½) | 2 Oil 4SA each 6Cy. 140×180 mm<br>180bhp (d.o)<br>Moteurs Baudouin Msl<br>1×24V d.c. |
| **ACQUES PHILLIPE VILLERE**<br>ited States Department of Commerce<br>ew Orleans<br>United States | 7176<br>4380<br>10434 | AB | **1944** Delta S.B. Co. Inc.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2445t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 12k |
| **ACQUES & CHRISTIAN**<br>llery & Kuhn<br>nnes, Merceron, Ballery<br>ncarneau<br>French | 232<br>98<br>455 | BV | **1963** Con. Mécaniques de Normandie—Cbg<br>101′ 0″ 25′ 8″<br>25′ 6″<br>R | M Trawler<br>8 Ha (each 3¼′×3¼′)<br>Cr 2(2) | Oil 4SA 6Cy. 220×320 mm<br>600bhp (d.o)<br>Cie. de Const. Méc. Mantes<br>2×68kW 220V d.c. 9¾k |

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| 516752<br>Df | **JACUI**<br>exJacuhy–60<br>exRio Corrientes–49<br>exTeseo–41<br>**Navegação Mercantil S.A.**<br>Rio de Janeiro Brazilian | **3489**<br>2995<br>— | | | **1920** Cant. Nav. Riuniti—Pal<br>*394·2'* 51' 10"<br>51' 8"<br>1 dk & S dk<br>R | S OSD<br>G.466598 B.430080<br>12W | | T 3Cy. 26" 42½" &<br>Cant Nav. Riuniti |
| 642019<br>PVWC<br>Df Esd<br>Gc Rdr<br>RT | **JACUIPE**<br>**Petróleo Brasileiro S.A.-**<br>**Petrobrás Frota Nacional**<br>**de Petroleiros**<br>Rio de Janeiro Brazilian | 7738<br>5468<br>10500 | ✠100A1<br>oil tanker<br>✠LMC<br>MN920 | EL b†2 1/16"SQ | **1966–4** Cia. Com. e Nav. Estaleiro<br>Maua—Rio<br>440' 7" 63' 7"<br>418' 0" 63' 5" 31' 1"<br>P91' F51' 1 dk<br>RW 13BH<br>rf 2" WB513t | M Tanker Mchy.aft<br>24 Ta<br>L.505000<br>Cr 1(½) Der 4(5) | HeCls. BC | Oil 2SA 6Cy. 500×1100 mm<br>4600bhp B&W<br>Industrias Villares<br>2WTAuxB primary<br>secondary 185lb Sgt<br>3×168, 168, 132kW 450V |
| 516753<br>PEYX<br>Df Esd<br>Pfd Rdr<br>RT | **JACZON 1**<br>**N.V. Scheepswerven D. Boot**<br>~~N.V. Jaczon Diepvries~~<br>Scheveningen Netherland | **122**<br>40<br>— | | | **1962** Schpsw. & Mchfbk. H. de Haas—<br>Maassluis<br>90' 5" 20' 9" 10' 0"<br>79' 0" 20' 7" 10' 6" | M Trawler | | Oil 4SA 6Cy. 250×300 mm<br>D. & J. Boot "De Industrie" |
| 541188<br>PEYS<br>Df Esd<br>Pfd Rdr<br>RT | **JACZON 2**<br>**N.V. Scheepswerven D. Boot**<br>N.V. Jaczon Diepvries.<br>Scheveningen Netherland<br>Now JACKSON 2<br>See New Entries No. 1 | **122**<br>40<br>— | | | **1963** Schpsw. & Mchfbk. H. de Haas—<br>Maassluis<br>90' 5" 20' 9" 10' 0"<br>79' 0" 20' 7" 10' 6" | M Trawler | | Oil 4SA 6Cy. 250×300 mm<br>D. & J. Boot "De Industrie" |
| 516756<br>DANV<br>Df Esd<br>RT | **JADE**<br>**Klaus Tiedemann**<br>~~Hermann Hülsen~~<br>Hamburg W. German | **298**<br>184<br>480 | | GL | **1959** Jadewerft G.m.b.H.—<br>Wilhelmshaven<br>156' 2" 28' 0" 8' 10"<br>127' 10" 27' 11" 9' 10"<br>P33' F22' 1 dk | M Mchy.aft<br>1 Ho<br>G.22200 B.21000<br>1 Ha (71¼'×19') | | Oil 4SA 6Cy. 290×420 mm<br>250bhp<br>Masch. Kiel A.G. |
| ~~671498~~<br>680855<br>Esd Pfd<br>Rdr | **JADE**<br>**I. P. Thomsen**<br>Skagen Danish<br>Now **HEKTOR** (680855) in the Register | **171**<br>—<br>— | | | **1967** Rosslauer Schiffs.—Rosslau<br>110' 2" 8' 10½"<br>97' 0" 21' 8" 10' 10"<br>1 dk | M Fishing | | Oil 4SA 8Cy. 240×380 mm<br>560bhp<br>Schwermasch. Karl |
| 516757 | **JADE LEAF**<br>**Reconstruction Corporation**<br>Thai | *219*<br>*128*<br>— | | | **1944** N.S.W. Govt. E. & S.B.—N.S.W<br>*118·6'* 24' 1"<br>113' 3" 23' 6" 9' 2" | TM Lighter | | 2 Oil 2SA each 4Cy.<br>Fairbanks, Morse & Co. |
| 520912<br>6ZTL<br>2580<br>Df Esd<br>Gc Rdr<br>RTm/v | **JADE VENTURE**<br>exLinguist–66<br>**Transworld Carriers Inc.**<br>Wah Kwong & Co. (Hong<br>Kong) Ltd.<br>Monrovia Liberian | **6694**<br>3981<br>9160 | ✠100A1<br>✠LMC | SS 12/66<br>EL b† | **1947–12** Lithgows Ltd.—P.Gl<br>464' 1" 58' 0" 25' 10½"<br>442' 7" 57' 9" 32' 2"<br>P48' B146' F46' 2 dks<br>R 7BH<br>rf 4" WB2226t incl. DTa763t | S<br>5 Ho 56', 89', 31', 88', 60'<br>5 Ha (20½', 45', 9', 45', 18'×20')<br>Der 2(15) 4(10) 6(5) 4(3) | | T 3Cy. 29" 47" & 81"×54"<br>dr gearing & hydraulic<br>5350ihp<br>D. Rowan & Co. Ltd.<br>4 SB 220lb Sgt<br>3×15kW 110V d.c. |
| 516758<br>YTBJ<br>Df Esd<br>Gc Rdr<br>RT | **JADRAN**<br>**Jadranska Linijska Plovidba**<br>**(Adriatic Line)**<br>Rijeka Yugoslav | **2584**<br>1297<br>2450 | ✠100A1<br>✠LMC<br>MN960 | SS 3/65<br>EL t<br>JR | **1957–5** Brodogradiliste Split—Spt<br>295' 6" 42' 10" 15' 3"<br>268' 6" 42' 8" 24' 8"<br>F46' 2 dks. 3rd dk except in mchy. space<br>RW 4BH to U dk 2 to 2nd dk<br>rf 30" WB201t incl. DTa70t | TM (209bth 1000dkP) | | 2 Oil 2SA each 8Cy.<br>4800bhp<br>N.V. Kon. Masts. "De<br>2wtdb 85lb |
| 660193<br>Esd | **JADRAN**<br>**Jadran Soc. Anon.**<br>Ilo Peruvian | **168**<br>—<br>— | | GL | **1965** Fabric Metalicas—Callao<br>*73·8'* 22' 0"<br>11' 5"<br>1 dk | M Fishing | | Oil 2SA 12Cy.<br>335bhp<br>General Motors Corp. |
| 652076<br>Df Esd<br>RT | **JADRAN**<br>**Pesquera Iquique S.A.**<br>Iquique Chilean | **140**<br>—<br>180 | | | **1965** A.G. "Weser" Werk Seebeck—<br>Bhn<br>83' 6" 23' 9"<br>69' 9" 23' 0" 11' 6"<br>1 dk | M Fishing | | Oil 4SA 6Cy.<br>Caterpillar Tractor Co. |
| 535395<br>YTEJ<br>Df Esd<br>Gc Rdr<br>RT | **JADRO**<br>exTautra–67 exGlomeggen–60<br>**Jadranska Slobodna**<br>**Plovidba**<br>Split Yugoslav | **2927**<br>1359<br>4775 | | JR | **1957** Sarpsborg M/V A/S—Greåker<br>370' 0" 48' 2" 20' 5¼"<br>343' 0" 48' 0½" 31' 2"<br>P&B102' F36' 1 dk & S dk<br>RW | M OSD Mchy.aft<br>G.280742 B.260560<br>5 Ha (each 31½'×22')<br>10W Der 1(25) 10(5) | | Oil 2SA 6Cy.<br>3100bhp<br>Burmeister & Wain |
| 504031<br>ATBQ<br>1236<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JAG ARTI**<br>exBelvera–67<br>**Great Eastern Shipping Co.**<br>**Ltd.**<br>Bombay Indian | **10132**<br>6753<br>~~15250~~<br>15796 | ✠100A1<br>✠LMC<br>MN1120 | SS 11/64<br>EL e†2½"SQ | **1959–9** Burmeister & Wain—Cpn<br>518' 1" 64' 2" ~~30' 0"~~ 30' 10½"<br>476' 10" 64' 0" 41' 3"<br>F97' 2 dks<br>NS 8BH to U dk 1 to 2nd dk<br>rf 4" DK fwd WB4980t incl. DTsm3211t | M CSD Mchy.aft<br>6 Ho 57½', 57', 56½', 65½', 56½', 54½'<br>6 Ha (stl) (31½'×25') (32½', 32½'×24½')<br>(32½', 32½', 32½'×25')<br>Der 12(5) | | Oil 2SA 7Cy.<br>5600bhp<br>Burmeister & Wain<br>2 AuxB<br>3×200kW 220V d.c. |

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| **JAG ASHA**<br>exDageid-67<br>Great Eastern **Shipping Co.**<br>Ltd.<br>Indian<br>Bombay | 8268<br>4467<br>13800<br>**10947**<br>6726<br>~~16010~~<br>17100 | NV | **1963** Nederl. Dok & Schps.—Ams<br>505′ 8″ 67′ 8″ 28′ 2¼″/31′ 1¼″<br>465′ 0″ 67′ 6″ 41′ 9″<br>F57′ 1 dk & S dk, 3rd dk in Nos. 3 & 4 holds<br>RW | M OSD/CSD Mchy.aft<br>6 Ho 56′, 56¼′, 57¼′, 57¼′, 57¼′, 54½′<br>G.839629 B.790616<br>6 Ha (37½′×30′) (39′, 39′, 39′, 39′, 39′×30′)<br>20W Der 1(30) 2(10) 18(5) 2(3) | Oil 2SA 6Cy. 760×1500 mm<br>7700bhp Götaverken 1635t (d.o)<br>Nederl. Dok & Schps. Ams<br>3×300kW 450V 60c/s a.c. 15k |
| **JAG JAWAN**<br>Great Eastern **Shipping Co.**<br>Ltd.<br>Indian<br>Bombay | 23942<br>13568<br>~~88540~~<br>41823 | **✠100A1**<br>strengthened for ore cargoes<br>**✠LMC**<br>MN2640 EL q†2⅞″SQ | **1966**–2 Nippon Kokan—Tsu<br>634′ 11″ 92′ 1″ 37′ 4¼″<br>607′ 0″ 91′10½″ 53′ 6″<br>Ba90′ F47′ 1 dk<br>NS 4BH<br>rf nil DK fwd WB17000t | M Bulk Carrier Mchy. aft<br>2 Ho 225½′, 233′<br>G.1949033<br>6 Ha (stl) (38¼′, 49′, 49¼′, 49½′, 49¼′, 41¾′×32¾′) | Oil 2SA 6Cy. 850×1700 mm<br>13200bhp Götaverken 2312t (hvf)<br>Sasebo Hvy Ind. Co. Sbo<br>AuxB 142℔ e (ex.g) 185℔<br>3×400, 352, 352kW 450V 50c/s a.c.<br>16½k |
| **JAG JIWAN**<br>exJala Jag Jiwan-63<br>exJag Jiwan-59<br>Great Eastern **Shipping Co.**<br>Ltd.<br>Indian<br>Bombay | **6957**<br>3693<br>11230<br>**10146**<br>6060<br>~~13745~~<br>14050 | **✠100A1** SS 4/68 ~~SS 3/64~~<br>DTm—vegetable oil<br>Str. nav. ice<br>**✠LMC**<br>MN1572 EL e†2¼″SQ | **1959**–4 Schlieker Werft, Willy H. Schlieker K.G.—Ham<br>518′ 4″ 64′ 3″ 26′ 7″/29′ 11¼″<br>474′ 1″ 63′11½″ 39′ 11″<br>P31′ F51′ 1 dk & S dk<br>RW 7BH to U dk 1 to 2nd dk<br>rf 4″ WB2222t incl. DTm870t | M (4P) OSD/CSD Mchy.aft<br>5 Ho 60′, 80¼′, 57¾′, 68½′, 70¾′<br>5 Ha (stl) (36¾′, 52½′, 44½′, 44½′, 36¾′×24½′)<br>Der 1(50) 1(30) 4(10) 12(5) | Oil 2SA 7Cy. 780×1400 mm<br>7860bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>WTAuxB 114℔<br>3×313kW 380V 50c/s a.c. |
| **JAG JWALA**<br>exSarita-65<br>Great Eastern **Shipping Co.**<br>Ltd.<br>Indian<br>Bombay | **9874**<br>5860<br>~~46040~~<br>16600 | **✠100A1** Dr 4 yrs–3/65<br>oil tanker<br>**✠LMC**<br>MN1200 EL e† | **1952**–10 A/B Götaverken—Got<br>515′ 2″ 64′ 2″ ~~28′ 7¼″~~ 30′ 4¼″<br>489′ 5″ 64′ 0″ 38′ 2″<br>P96′ B36′ F60′ 1 dk<br>RW 11BH<br>WB1137t incl. DTf321t | M Tanker Mchy.aft<br>19 Ta<br>L.727003<br>Der 5(5) 1(3) | Oil 2SA 8Cy. 680×1550 mm<br>6000bhp 910t (hvf)<br>A/B Götaverken Got<br>2AuxB 150℔ e (ex.g) 150℔<br>3×140, 140, 75kW 220V d.c 14k |
| **JAG KETU**<br>exWindsor-63<br>ion International **Co. Ltd.**<br>British<br>ondon | **7634**<br>4074<br>10045 | **✠100A1** SS 2/66<br>**✠LMC**<br>MN880 EL b†2$\frac{1}{16}$″SQ | **1952**–9 Barclay, Curle & Co. Ltd.—Gls<br>465′ 2″ 58′ 8″ 27′ 2½″<br>435′ 9″ 58′ 6″ 38′ 0″<br>RFD42′ 2 dks<br>R 8BH<br>WB2896t incl. DTa704t Dk tanks 312t | M CSD<br>6 Ho 63′, 60¾′, 74¾′, 18¾′, 51¼′, 56′<br>G.542380 B.492775<br>6 Ha (27′, 28′, 28′, 9¼′, 28′, 28′×28′)<br>12W Der 10(10) 2(3) | Oil 2SA 4Cy 670×2320 mm<br>4400bhp Doxford 1147t (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>AuxB 150℔ Spt AuxB 150℔<br>4×75kW 220V d.c. 13½k |
| **EASTERN LION** See New Entries No. 2 | | **STRANDED 1/68 —NOW IN PORT 4/68** | | | |
| **AG KISAN**<br>eat Eastern **Shipping Co.**<br>Ltd.<br>Indian<br>mbay | 23706<br>13138<br>~~88548~~<br>41795 | **✠100A1**<br>strengthened for ore cargoes<br>**✠LMC**<br>MN2640 EL q†2⅞″SQ | **1966**–6 Nippon Kokan—Yka<br>634′ 11″ 92′ 1″ 37′ 4¾″<br>607′ 0″ 91′ 11″ 53′ 6″<br>Ba90′ F47′ 1 dk<br>NS 4BH<br>rf nil DK fwd WB17107t | M Bulk Carrier Mchy.aft<br>pt higher tensile steel<br>2 Ho 225¼′, 236¼′<br>G.1948000<br>6 Ha (stl) (38¼′, 49′, 49¼′, 49¼′, 49¼′, 49¼′×32¾′)<br>Der 2(7) 2(1) | Oil 2SA 6Cy. 850×1700 mm<br>13200bhp Götaverken 898t (hvf)<br>Sasebo Hvy Ind. Co. Sbo<br>AuxB 142℔<br>3×400, 352, 352kW 450V 50c/s a.c.<br>16k |
| **G LAXMI**<br>at Eastern **Shipping Co.**<br>d.<br>Indian<br>mbay | **6472**<br>4180<br>11015<br>**8800**<br>6230<br>~~12970~~<br>13438 | **✠100A1** SS 10/66<br>DTm—vegetable oil<br>**✠LMC**<br>MN1080 EL d†2$\frac{3}{16}$″SQ | **1957**–2 Hitachi Zosen—Osa<br>489′ 9″ 62′ 0″ 26′ 3½″/29′ 2⅜″<br>452′ 9″ 61′ 8″ 38′ 11″<br>F47′ 1 dk & S dk<br>RW NS Coll BH to S dk 7 to 2nd dk<br>rf 4″ WB2099t incl. Tunnel tanks 307t | M (12P) OSD/CSD<br>5 Ho 59′, 77½′, 60½′, 76′, 61¾′<br>G.670313 B.617220<br>5 Ha (stl) (33½′, 47¼′, 42′, 42′, 34′×23′)<br>16W Der 1(50) 1(30) 4(10) 12(5) | Oil 2SA 6Cy. 620×1400 mm<br>5400bhp B&W 1080t (hvf)<br>Hitachi Zosen Osa<br>AuxB 100℔<br>3×200kW 230V d.c. 14k |
| **G MANEK**<br>Fernleaf-63<br>at Eastern **Shipping Co.**<br>Ltd.<br>Indian<br>mbay | **8747**<br>4834<br>~~12430~~ 12795<br>~~12750~~ | NV | **1957** Uddevallavarvet A/B—Udv<br>467′ 2″ 60′ 11″ 29′ 8$\frac{5}{16}$″<br>430′ 0″ 60′ 9″ 40′ 6″<br>P56′ B78′ F82′ 2 dks<br>RW | M CSD<br>5 Ho 54′, 63¾′, 57¼′, 57¼′, 49¾′<br>G.619288 B.562857<br>5 Ha (stl) (36′, 37¼′, 37¼′, 54¾′, 39¾′×26′)<br>16W Der 1(50) 2(10) 14(7½) | Oil 2SA 6Cy. 760×1500 mm<br>5600bhp Götaverken 2100t (hvf)<br>Uddevallavarvet A/B Udv<br>3×200kW 200V d.c. |
| **G MITRA**<br>unched as Raj Kumar<br>eat Eastern **Shipping Co.**<br>Ltd.<br>Indian<br>mbay | **5468**<br>3000<br>6516 | **✠100A1** SS 9/67<br>~~DTsmf—vegetable oil~~<br>~~Str. nav. ice~~<br>**✠LMC**<br>MN638 EL x 1$\frac{13}{16}$″SQ | **1959**–6 Hindustan Shpyd Private Ltd.—Vgm<br>386′ 11″ 52′ 9″ 24′ 6⅞″<br>355′ 10″ 52′ 6″ 32′ 6″<br>P32′ F30′ 2 dks<br>RW NS 7BH<br>rf 4″ WB875t | M (2P) CSD<br>4 Ho 70½′, 72¼′, 63′, 63′<br>4 Ha (stl) (36′, 44¼′, 32¾′, 28′×20′)<br>Der 1(30) 2(10) 12(5) | Oil 2SA 5Cy. 700×1200 mm<br>2900bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>AuxB 100℔<br>3×190kW 230V d.c. |
| **G RAHAT**<br>Trelawny-63<br>eat Eastern **Shipping Co.**<br>Ltd.<br>Indian<br>ombay | **5414**<br>2958<br>9185 | **✠100A1** SS 8/63<br>with freeboard<br>**✠LMC**<br>EL a†2″SQ | **1949**–8 Wm. Doxford & Sons Ltd.—Sld<br>442′ 11″ 56′ 6″ 25′ 10¾″<br>420′ 1″ 56′ 3″<br>1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB2830t incl. DTm1314t | M OSD<br>4 Ho 58½′, 100¾′, 60½′, 73½′<br>G.571950 B.514490<br>4 Ha (31½′, 63′ comb., 31½′, 31½′×22′)<br>10W Der 2(25) 4(10) 6(5) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp 1135t (hvf)<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 120℔<br>2×30kW 110V d.c. 12½k |
| **G RATNA**<br>Skaubo-63<br>eat Eastern **Shipping Co.**<br>Ltd.<br>Indian<br>ombay | **8603**<br>4693<br>12953 | **✠100A1** SS 11/64<br>DTa—vegetable oil<br>**✠LMC**<br>MN1122 EL c†2⅛″SQ | **1956**–6 Uddevallavarvet A/B—Udv<br>467′ 3″ 60′ 11″ ~~29′ 7¾″~~ 30′ 3″<br>431′ 2″ 60′ 9″ 40′ 6″<br>F83′ RAD35′ 2 dks<br>RW Coll & AP BH to U dk 5 to 2nd dk<br>rf 2″ WB3632t incl. Tunnel tanks 505t DTa753t DTm298t | M CSD<br>5 Ho 53¾′, 63¾′, 57¼′, 57¼′, 49¾′<br>G.620243 B.564506<br>5 Ha (stl) (36′, 37¼′, 37¼′, 54¾′, 39¾′×26′)<br>16W Der 1(30) 4(10) 12(7½) | Oil 2SA 6Cy. 760×1500 mm<br>5610bhp Götaverken 1839t (hvf)<br>Uddevallavarvet A/B Udv<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×200kW 230V d.c. 14k |
| **G SHANTI**<br>at Eastern **Shipping Co.**<br>Ltd.<br>Indian<br>mbay | 6511<br>3539<br>10691<br>**9069**<br>5525<br>~~12734~~<br>13141 | **✠100A1** SS 4/67<br>DTma—vegetable oil<br>**✠LMC**<br>MN1080 EL d†2$\frac{3}{16}$″SQ | **1962**–3 Hitachi Zosen—Inn<br>489′ 8″ 61′ 10″ 26′ 3½″/~~29′ 8⅞″~~ /29′ 11″<br>452′ 9″ 61′ 8″ 38′ 11″<br>F48′ RAD30′ 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 4″ WB1811t Tunnel tanks 309t | M OSD/CSD<br>5 Ho 59′, 77½′, 78¾′, 55′, 61¾′<br>5 Ha (stl) (33½′, 49¾′, 44½′, 47¼′, 30′×23′)<br>Der 1(50) 1(30) 4(10) 12(5) | Oil 2SA 6Cy. 620×1400 mm<br>5400bhp B&W (hvf)<br>Hitachi Zosen Osa<br>AuxB 100℔<br>3×240kW 450V 50c/s a.c. |

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| 516774<br>VWRB<br>1034<br>Df Esd<br>Gc Rdr<br>RTm/h | **JAG VIJAY**<br>**Great Eastern Shipping Co. Ltd.**<br>Bombay Indian | 6515<br>3541<br>10674<br>9069<br>5482<br>13125 | ✠100A1 SS 3/67<br>DTma—vegetable oil<br>✠LMC<br>MN1080 EL d†$2\frac{1}{8}$"SQ | 1962-2 Hitachi Zosen—Inn<br>489' 8" 61' 10" 26' 3½"/29' 3¾"<br>452' 9" 61' 8" 38' 11"<br>F48' RAD30' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 4" WB1811t incl. Tunnel tanks 309t | M OSD/CSD<br>5 Ho 59', 77½', 78¾', 55', 61½'<br>G.676067 B.617091<br>5 Ha (stl) (33½', 49¾', 44½', 47½', 29'×23')<br>16W Der 1(50) 1(30) 4(10) 12(5) | Oil 2SA 6Cy. 620×14<br>5400bhp B&W<br>Hitachi Zosen<br>AuxB 100lb<br>3×240kW 450V 50c/s a.c. |
| 516777<br>JXRW<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **JAGARDA**<br>**A/S Kosmos**<br>Anders Jahre<br>Sandefjord Norwegian | 32455<br>18467<br>51612 | NV | 1962 Kieler Howaldtswerke A.G.—Kel<br>740' 1" 102' 2" 40' 7¾"<br>705' 3" 102' 0" 52' 2"<br>1 dk<br>rf nil | S Tanker Mchy.aft<br>35 Ta<br>L.2188000<br>Der 2(8) 3(3) 2(2) 1(1) | 2 S Turb dr geared<br>17300shp<br>Kieler Howaldtswerke A.G.<br>2×700kW 450V 60c/s a.c. |
| 652253<br>VUBF<br>194<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JAGAT NETA**<br>**Dempo Steamships Ltd.**<br>Bombay Indian | 22452<br>16886<br>~~34910~~<br>36732 | ✠100A1<br>strengthened for ore cargoes—Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN2300 EL p†$2\frac{11}{16}$"SQ | 1965-12 A.G. "Weser"—Bmn<br>~~638' 8"~~ 92' 3" 34' 5½" 638' 8"(incl.BB)<br>607' 0" 91' 10½" 50' 8"<br>P28' F45' 1 dk<br>NS 9BH<br>rf nil WB23560t incl. Comb. btm & side tanks in holds 6657t Topside tanks in holds 4886t | M Bulk Carrier Mchy.aft<br>7 Ho 58½', 104½', 49¾', 57¾', 49¾', 99¾', 44½'<br>G.1685040 B.1600777<br>9 Ha (stl) (each 31½'×41½')<br>18W Der 18(5) 2(2) | Oil 2SA 7Cy. 740×1600<br>11500bhp B&W<br>Frd. Krupp Masch. Abt Dieselmotoren<br>AuxB 114lb<br>3×330kW 450V 60c/s a.c. |
| 661117<br>ATAP<br>1207<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **JAGAT VIJETA**<br>**Dempo Steamships Ltd.**<br>Bombay Indian | 22452<br>16877<br>34910 | ✠100A1<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN2300 EL p†$2\frac{11}{16}$"SQ | 1966-7 A.G. "Weser"—Bmn<br>~~638' 8"~~ 92' 1" 34' 5½" 638' 8"(incl.BB)<br>607' 0" 91' 10½" 50' 8"<br>P28' F46' 1 dk<br>NS 9BH<br>rf nil WB23560t incl. Comb. btm & side tanks in holds 6657t Topside tanks in holds 4886t | M Bulk Carrier Mchy.aft<br>7 Ho 58½', 104½', 49¾', 57¾', 49¾', 99¾', 44½'<br>G.1685040 B.1600777<br>9 Ha (stl) (each 31½'×41½')<br>18W Der 18(5) 2(2) | Oil 2SA 7Cy. 740×1600<br>11500bhp B&W<br>Frd. Krupp Masch. Abt Dieselmotoren<br>AuxB 114lb<br>3×330kW 450V 60c/s a.c. |
| 516780<br>JXMC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JAGONA**<br>**A/S Kosmos**<br>Anders Jahre<br>Sandefjord Norwegian | 10648<br>5354<br>15580 | NV | 1960 Kieler Howaldtswerke A.G.—Kel<br>496' 0" 65' 10" 29' 5½"<br>470' 0" 65' 7½" 40' 10"<br>1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>5 Ho 62', 68½', 68½', 68½', 68½'<br>G.701458<br>5 Ha (stl) (34½', 43', 43', 43', 43'×32¾')<br>Der 1(5) 1(3) 2(1) | Oil 2SA 7Cy. 780×14<br>6300bhp MAN<br>Kieler Howaldtswerke A.G.<br>3×200kW 450V 60c/s a.c. |
| 542762<br>JXXS<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **JAGRANDA**<br>**A/S Kosmos**<br>Anders Jahre<br>Sandefjord Norwegian | 50755<br>31722<br>89800 | NV | 1963 Kieler Howaldtswerke A.G.—Kel<br>867' 11" 120' 11" 46' 2½"<br>836' 0" 120' 9" 61' 11"<br>1 dk<br>rf 4" | S Tanker Mchy.aft<br>20 Ta<br>L.3672000<br>Der 2(10) 4(2) 2(1) | 2 S Turb dr geared<br>20900shp<br>Kieler Howaldtswerke A.G.<br>3×800, 800, 150kW |
| 506927<br>PEZD<br>Esd<br>RTm/h | **JAGUAR**<br>exChef de Caux-64<br>**J. Cremer**<br>Kamp's Scheepv. & Handelmaats. N.V.<br>Groningen Netherland | 498<br>264<br>840 | ✠100A1 SS 6/64<br>✠LMC<br>MN166 EL I | 1952-2 Boele's Schps. & Mach.—Bolnes<br>213' 6" 32' 11" 11' 11¾"<br>196' 10" 32' 10" 19' 3"<br>F24' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB192t | M OSD Mchy.aft<br>4 Ho 64', 62', 69¾', 69¾'<br>G.70796 B.67265<br>4 Ha (each 42¾'×15')<br>Der 2(2-4) 2(2) | Oil 4SA 6Cy. 420×6<br>830bhp<br>Klöckner-Humboldt-De<br>3×20, 12, 12kW 110V d.c. |
| 523681<br>SPCZ<br>Df Esd<br>RT | **JAGUAR**<br>exMiroslaw-63<br>**Polish Government**<br>Zarzad Portu Gdansk<br>Gdansk Polish | 182<br>—<br>— | PR<br>✠Classed LR until 1/53 | 1949-8 N.V. Scheeps. "De Klop"—Sliedrecht<br>94' 1" 26' 10"<br>87' 3" 25' 3" 13' 2"<br>B39' 1 dk<br>RW<br>BK6" | S Tug | C 4Cy. (2) 9 & (2)<br>435ihp<br>Amsterdamsche D.D.<br>1×4kW 220V d.c. |
| 516782<br>AQEN<br>168012<br>Esd | **JAHANGIRABAD**<br>exItaura-59<br>**East Bengal S.S. Co. Ltd.**<br>Chittagong Pakistan | 6802<br>4032<br>8420 | ~~✠100A1~~ ~~SS 1/63~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~EL a10"SQ~~<br>**TO BE BROKEN UP** | 1940-10 W. Gray & Co. Ltd.—Hpl<br>442' 10" 57' 7" 25' 0"<br>420' 0" 57' 4" 39' 6"<br>P42' B139' F43' 2 dks<br>7BH<br>WB1470t | S<br>G.514362 B.473054<br>18W Der 1(25) | T 3Cy. 22" 37" &<br>3500ihp<br>Cen. Mar. Eng. Wks<br>3 SB 250lb Spt<br>(SB fwd 250lb Spt) |
| 516783<br>VWKF<br>199142<br>Df Esd<br>Gc Rdr<br>RTh | **JAHNAVI**<br>**Malabar S.S. Co. Ltd.**<br>Bombay Indian | 1195<br>522<br>1742 | ✠100A1 SS 1/64<br>✠LMC<br>MN336 EL q $1\frac{1}{16}$"SQ | 1959-1 Ch. Nav. des Flandres—Bruges<br>264' 6" 39' 7" 15' 5¾"<br>237' 6" 39' 4½" 23' 0"<br>F25' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 4" WB368t | M (6P) OSD<br>2 Ho 104½' comb., 61½'<br>G.110500 B.100000<br>8W Der 1(20) 4(5) 4(3) | Oil 4SA 8Cy.<br>coupling & sr gear<br>1680bhp<br>Masch. Augsburg-Nürnberg<br>2×90kW 220V d.c. |
| 516784<br>Df Esd | **JAHROMA**<br>**U.S.S.R.**<br>Baltijsk Russian | 1178<br>397<br>1290 | | 1955 Valmet O/Y—Åbo<br>209-4' 32 10" 14' 7"<br>209' 4" 32' 8" 15' 8"<br>1 dk | M Tanker Mchy.aft | Oil SA 6Cy.<br>Nydqvist & Holm A.B. |
| 516785<br>HSAQ<br>316 | **JAI JERNG KHA**<br>exChantaboon<br>**Sawad Sukhum Banij Ltd.**<br>Bangkok Thai | 482<br>247<br>— | | 1908 H.Kg & Whampoa Dock Co. Ltd.—H.Kg<br>152-5' 29' 0"<br>... ... ...<br>1 dk<br>R | TS | T 6Cy. 8½" 13½" &<br>H.Kg & Whampoa D |

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| **JAIMESILVA**<br>Empresa Maritima<br>Jaimesilva Ltda.<br>Viana do Castelo Portuguese | 260<br>147<br>400 | | 1946 Francisco Ferreira—Esposende<br>135′ 8″ 28′ 4″ 13′ 0″<br>... ... ... | Wood Aux Lr | Oil 3Cy. 300 × — mm<br>NE—<br>A/S Vølund Cpn |
| **JAIMITO**<br>Caribe Shipping Co. Ltd.<br>San Juan, P.R United States | 180<br>—<br>375 | | 1965 Ast. Unidos del Pacifico—<br>Mazatlan<br>100′ 0″ 30′ 8″ 7′ 4″<br>88′ 7″ 30′ 0″ 9′ 3″<br>1 dk | TM Ferry Mchy.aft | 2 Oil 4SA each 6Cy. 5½″×6½″<br>325bhp<br>Caterpillar Tractor Co. Peoria |
| **JAJCE**<br>exEagle–59 exPechelbronn–55<br>exEmpire Traveller–46<br>Jugoslavenska Tankerska<br>Plovidba<br>Zadar Yugoslav | 8318<br>4573<br>11870 | BV JR<br><br>✠Classed LR until 8/46<br><br>**BROKEN UP** | 1943–10 Harland & Wolff Ltd.—Bel<br>483′ 0″ 59′ 2″ 27′ 6¼″<br>59′ 0″<br>P93′ B46′ F31′ 1 dk<br>R | M Tanker Mchy.aft<br>27 Ta<br>L.583489 HeCls. BC | Oil 4SA 6Cy. 740×1500 mm<br>4800bhp B&W 780t (d.o)–15pd<br>Harland & Wolff Ltd. Gls<br>2×25kW 110V d.c. 12k |
| **JAKAN**<br>U.S.S.R.<br>Murmansk Russian | 896<br>521<br>1185 | | 1952 F. W. Holiming O/Y—Rauma<br>195′ 1″ 32′ 10″ 15′ 0″<br>32′ 8″ 16′ 5″ | M<br>2 Ho<br>G.51560<br>3 Ha (each 27¼′×19¾′)<br>6W Der 6(2) | Oil 4SA 8Cy. 350×535 mm<br>Mirrlees, Bickerton & Day Stckpt<br>10k |
| **JAKINDA**<br>A/S Kosmos<br>Anders Jahre<br>Sandefiord Norwegian | 25271<br>15401<br>40290 | NV | 1958 Kieler Howaldtswerke A.G.—Kel<br>707′ 0″ 90′ 3″ 38′ 8½″<br>677′ 0″ 90′ 0″ 49′ 3″<br>P150′ B51′ F108′ 1 dk<br>rf 4″ | S Tanker Mchy.aft<br>30 Ta<br>L.1875353 HeCls. BC<br>Der 2(5) 2(3) 3(2) 1(1) | 2 S Turb dr geared to sc. shaft<br>17500shp 4100t (o.f)–100pd<br>Kieler Howaldtswerke A.G. Kel<br>2×700kW 450V 60c/s a.c. 16¾k |
| **AKOB EKKENGA**<br>eutsche Heringsfassfabrik<br>G.m.b.H.<br>nden W. German | 496<br>315<br>700 | GL | 1956 Jos. L. Meyer—Papenburg<br>166′ 0″ 28′ 4″ 11′ 5½″<br>147′ 7″ 28′ 3″ 12′ 6″<br>P36′ F17′ 1 dk<br>RW | M Mchy.aft<br>G.34000 B.32000<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>400bhp<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| **HERMANN GRAVE** See New Entries No. 4 | | | | | |
| **AKOB EKKENGA**<br>nder Heringsfischerei<br>A.G.<br>den W. German | 300<br>150<br>— | GL | 1951 Schulte & Bruns—Emd<br>137′ 4″ 25′ 5″ 10′ 6″<br>... ... ...<br>1 dk | M Fishing<br>2 Ho 29½′, 24½′<br>25 Ha | Oil 4SA 8Cy. 320×450 mm<br>680bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>4×65, 22, 7, 5kW 220V d.c.<br>1×80kW 380V a.c. |
| **KOB MÆRSK**<br>S D/S Svendborg & D/S<br>1912 A/S<br>P. Möller, Copenhagen<br>penhagen Danish | 48664<br>31698<br>88000 | ✠100A1<br>oil tanker<br>✠LMC 859′ 0″(incl.BB)<br>MN4800 EL c*3⅝″SQ | 1966–4 Odense Staalskibs. A/S—<br>Lindö<br>~~859′ 0″~~ 121′ 8″ ~~42′ 8″~~ 44′ 3½″<br>825′ 0″ 121′ 6″ 57′ 3″<br>P67′ F78′ 1 dk<br>9BH<br>rf 6″ WB17692t incl. 10926t in clean ballast tanks DTf3840t | S Tanker Mchy.aft<br>14 Ta<br>L.3719380 HeCls.BC<br>Der 2(10) 2(3) | S Turb dr geared<br>24000shp Stal-Laval 5716t (o.f)–116pd<br>Kockums M/V A/B Mmo<br>2WTB 1050℔ Spt 950° F. 900℔ sg 164℔<br>3×752, 752, 200kW 440V 60c/s a.c.<br>16¾k |
| **AKOV SANNIKOV**<br>S.S.R.<br>Russian | 533<br>—<br>272 | | 1952 Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>157′ 1″ 31′ 3″ 12′ 8″<br>139′ 9″ 31′ 0″ 15′ 5″ | S Tug<br>1 Ho<br>1 Ha | T 3Cy. 16$\frac{9}{16}$″ 27$\frac{9}{16}$″ & 45$\frac{3}{16}$″×27$\frac{9}{16}$″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| **AKOV SMUSHKEVICH**<br>S.S.R.<br>Klaipeda Russian | 3162<br>1307<br>1400 | | 1966 ......................Russia<br>277′ 10″ 46′ 0″ 18′ 2″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| **AKOV SVERDLOV**<br>S.S.R.<br>adivostok Russian | 1849<br>833<br>3330 | | 1956 J. Boel & Fils—Tamise<br>331′ 6″ 46′ 11″ 18′ 10½″<br>300′ 0″ 46′ 9″ 19′ 5″<br>1 dk & S dk<br>RW | M OSD<br>3 Ho<br>G.173713<br>3 Ha (each 24¼′×21¼′)<br>11W Der 1(15) 10(5) | Oil 2SA 6Cy. 560×1000 mm<br>Sulzer Bros. Ltd. Win<br>13k |
| **AKPA CREEK**<br>akpa–66<br>Nigerian Ports Authority<br>agos Nigerian | 222<br>72<br>— | ✠100A1<br>Nigerian coasting service<br>✠LMC<br>MN152 EL (d) $\frac{13}{16}$″ | 1966–3 James & Stone (Brightlingsea)<br>Ltd.—Brightlingsea<br>122′ 11″ 26′ 10″ 6′ 8″<br>116′ 0″ 26′ 0″ 8′ 0″<br>1 dk<br>4BH<br>rf nil WB100t | TM Buoy Ship Mchy.aft<br>Cr 1(8) | 2 Oil 4SA each 6Cy. 10¼″×14½″ with reverse gears<br>760bhp 20t (d.o)<br>Ruston & Hornsby Lcn<br>3×20, 20, 15kW 230V 50c/s a.c. 10k |
| **AKUP B.**<br>J.F. Kjölbro A/S<br>aksvik Faroese | 315<br>152<br>— | NV | 1960 A/S Ankerløkken Slip & M/V—<br>Florö<br>124′ 8″ 24′ 8″ 11′ 9½″<br>100′ 9″ 24′ 7″ 12′ 8″<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>3 Ha (3¾′, 5¾′, 5¾′×4¼′)<br>1W Der 1(2) | Oil 4SA 5Cy. 300×410 mm<br>550bhp<br>A/S Vølund Cpn<br>2×20kW 220V 50c/s a.c. |

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|---|---|---|---|---|---|---|
| 680758 | **JAKUT** | 2693 | | 1919 Gt. Lakes Eng. Wks—Ecorse | S Fish Carrier | T 3Cy. 21" 35" & 59"×42" |
| UOEV | exLake Elmsford-32 | 1506 | | 258' 9" 43' 8" 24' 6" | 4 Ho | |
| M-11573 | **U.S.S.R.** | 2970 | | 43' 6" 28' 3" | G.274396 | Gt. Lakes Eng. Wks |
| | Petropavlovsk Russian | | | 1 dk | 4 Ha (22½', 22½' 14¾', 20'×15¾') | |
| | | | | | 9W Der 8(5) 1(1½) | |
| 672140 | **JAKUTIA** | 5878 | | 1913-10 J. Brown & Co. Ltd.—Cly | TS | T 6Cy. 22" 36" & 58"×48" |
| UZXL | exEmperor Peter the Great-20 | 2876 | | 394' 9" 51' 6" 22' 6½" | 3 Ho | |
| M-2327 | **U.S.S.R.** | 1955 | ✠Classed LR until 2/20 | 30' 8" | B.67500 | J. Brown & Co. Ltd. |
| RT | Vladivostok Russian | | | 2 dks, pt 3rd dk | 3 Ha (12¾', 12¾', 19½'×11¾') | |
| | | | | | 8W Der 8(3) | |
| 516799 | **JALADHAN** | 6527 | ✠100A1 SS 12/65 | 1956-9 Lübecker Flender-Werke—Lbc | M (12P) Ref OSD | Oil 2SA 9Cy. 780×1400 mm |
| VWFQ | | 3549 | tunnel side tanks—veg. | 509' 5" 63' 9" 25' 9¾" | 5 Ho 64', 68½', 53¾', 61½', 73½' | 8100bhp |
| 199131 | **Scindia Steam Nav. Co. Ltd.** | 9515 | oil | 470' 10" 63' 6" 39' 8" | G.634308 B.598104 In.13065 | Masch. Augsburg-Nürnberg |
| Df Esd | Bombay Indian | | ✠LMC | P32' F106' 1 dk & S dk, 3rd dk in No. 3 | 5 Ha (stl) (39', 49½', 39½', 39½', | AuxB 100lb ● (ex.g) 110lb |
| Gc Rdr | | | ✠Lloyd's RMC | hold & mchy. space | 39½'×23') | 3×275kW 220V d.c. |
| RTh | | | MN1620 EL e†2¼"SQ | RW Coll BH to S dk 7 to 2nd dk | 16W Der 1(40) 1(20) 4(5-10) 12(3-5) | |
| | | | | rf nil WB1386t | | |
| 516800 | **JALADHANYA** | 6527 | ✠100A1 SS 2/66 | 1957-8 Lübecker Flender-Werke—Lbc | M (12P) Ref OSD/CSD | Oil 2SA 9Cy. 780×1400 mm |
| VWFW | | 3549 | tunnel side tanks—veg. | 509' 5" 63' 9" 25' 9¼"/29' 8½" | 5 Ho 64', 68½', 53¾', 61½', 73½' | 8100bhp |
| 199134 | **Scindia Steam Nav. Co. Ltd.** | 9469 | oil | 472' 5" 63' 6" 39' 8" | G.645229 B.607740 In.13065 | Masch. Augsburg-Nürnberg |
| Df Esd | Bombay Indian | 9488 | ✠LMC | P32' F106' 1 dk & S dk, 3rd dk in No. 3 | 5 Ha (stl) (39', 49½', 39½', 39½', | AuxB 100lb ● (ex.g) 110lb |
| Gc Rdr | | 5523 | ✠Lloyd's RMC | hold & mchy. space | 39½'×23') | 3×275kW 220V d.c. |
| RTh | | 12110 | MN1620 EL e†2¼"SQ | RW Coll BH to S dk 7 to 2nd dk | 16W Der 1(40) 1(20) 4(5-10) 12(3-5) | |
| | | | | rf nil WB1845t incl. Tunnel tanks 412t | | |
| 516801 | **JALADHARATI** | 6527 | ✠100A1 SS 7/65 | 1957-7 Lübecker Flender-Werke—Lbc | M (12P) Ref OSD/CSD | Oil 2SA 9Cy. 780×1400 mm |
| VWGX | | 3549 | tunnel side tanks—veg. | 509' 5" 63' 9" 25' 9¼"/29' 8½" | 5 Ho 64', 68½', 53¾', 61½', 73½' | 8100bhp |
| 199136 | **Scindia Steam Nav. Co. Ltd.** | 9472 | oil | 470' 10" 63' 6" 39' 8" | G.645229 B.607740 In.13065 | Masch. Augsburg-Nürnberg |
| Df Esd | Bombay Indian | 9488 | ✠LMC | P32' F106' 1 dk & S dk, 3rd dk in No. 3 | 5 Ha (stl) (39', 49½', 39½', 39½' | AuxB 100lb |
| Gc Rdr | | 5523 | ✠Lloyd's RMC | hold & mchy. space | 39½'×23') | 3×275kW 220V d.c. |
| RTh | | 12110 | MN1620 EL e†2¼"SQ | RW Coll BH to S dk 7 to 2nd dk | 16W Der 1(40) 1(20) 4(5-10) 12(3-5) | |
| | | | | rf nil WB1845t incl. Tunnel tanks 412t | | |
| 516802 | **JALADHARMA** | 6527 | ✠100A1 SS 5/65 | 1957-3 Lübecker Flender-Werke—Lbc | M (12P) Ref OSD | Oil 2SA 9Cy. 780×1400 mm |
| VWFX | | 3549 | tunnel side tanks—veg. | 509' 5" 63' 9" 25' 9¼" | 5 Ho 64', 68½', 53¾', 61½', 73½' | 8100bhp |
| 199135 | **Scindia Steam Nav. Co. Ltd.** | 9535 | oil | 470' 10" 63' 6" 39' 8" | G.645229 B.607740 In.13065 | Masch. Augsburg-Nürnberg |
| Df Esd | Bombay Indian | | ✠LMC | P32' F106' 1 dk & S dk, 3rd dk in No. 3 | 5 Ha (stl) (39', 49½', 39½', 39½', | AuxB 100lb ● (ex.g) 110lb |
| Gc Rdr | | | ✠Lloyd's RMC | hold & mchy. space | 39½'×23') | 3×275kW 220V d.c. |
| RTh | | | MN1620 EL e†2¼"SQ | RW Coll BH to S dk 7 to 2nd dk | 16W Der 1(40) 1(20) 4(5-10) 12(3-5) | |
| | | | | rf nil WB1845t incl. Tunnel tanks 412t | | |
| 516803 | **JALADHIR** | 6527 | ✠100A1 SS 6/65 | 1957-6 Lübecker Flender-Werke—Lbc | M (12P) Ref OSD/CSD | Oil 2SA 9Cy. 780×1400 mm |
| VWGY | | 3549 | tunnel side tanks—veg. | 509' 5" 63' 9" 25' 9¼"/29' 8½" | 5 Ho 64', 68½', 53¾', 61½', 73½' | 8100bhp |
| 199137 | **Scindia Steam Nav. Co. Ltd.** | 9459 | oil | 470' 10" 63' 6" 39' 8" | G.645229 B.607740 In.13065 | Masch. Augsburg-Nürnberg |
| Df Esd | Bombay Indian | 9488 | ✠LMC | P32' F106' 1 dk & S dk, 3rd dk in No. 3 | 5 Ha(stl) (39', 49½', 39½', 39½', | AuxB 100lb ε (ex.g) 110lb |
| Gc Rdr | | 5523 | ✠Lloyd's RMC | hold & mchy. space | 39½'×23') | 3×275kW 220V d.c. |
| RTh | | 12100 | MN1620 EL e†2¼"SQ | RW Coll BH to S dk 7 to 2nd dk | 16W Der 1(40) 1(20) 4(5-10) 12(3-5) | |
| | | | | rf nil WB1845t incl. Tunnel tanks 412t | | |
| 516804 | **JALADHRUV** | 6527 | ✠100A1 SS 3/65 | 1956-10 Lübecker Flender-Werke—Lbc | M (12P) Ref OSD | Oil 2SA 9Cy. 780×1400 mm |
| VWFT | | 3549 | tunnel side tanks—veg. | 509' 5" 63' 9" 25' 9¼" | 5 Ho 64', 68½', 53¾' 61½', 73½' | 8100bhp |
| 199133 | **Scindia Steam Nav. Co. Ltd.** | 9551 | oil | 470' 10" 63' 6" 39' 8" | G.634308 B.598104 In.13065 | Masch. Augsburg-Nürnberg |
| Df Esd | Bombay Indian | | ✠LMC | P32' F106' 1 dk & S dk, 3rd dk in No. 3 | 5 Ha (stl) (39', 49½', 39½', 39½', | AuxB 100lb |
| Gc Rdr | | | ✠Lloyd's RMC | hold & mchy. space | 39½'×23') | 3×275kW 220V d.c. |
| RTh/v | | | MN1620 EL e†2¼"SQ | RW Coll BH to S dk 7 to 2nd dk | 16W Der 1(40) 1(20) 4(5-10) 12(3-5) | |
| | | | | rf nil WB1386t | | |
| 516805 | **JALADUHITA** | 6036 | | 1958 Cant. Nav. Breda—Ven | M OSD/CSD | Oil 2SA 7Cy. 750×1320 mm |
| VWMV | exLucie-59 | 3342 | | 479' 8" 62' 6" 26' 1¾"/29' 2½" | 5 Ho 39½', 83¾', 50', 55', 64' | 7700bhp |
| 1003 | **Scindia Steam Nav. Co. Ltd.** | 10585 | AB | 444' 3" 62' 4" 39' 1" | | S.A. Fiat S.G.M. |
| Df Esd | Bombay Indian | 8699 | | F28' 1 dk & S dk | 5 Ha (stl) (29½', 58¾', 30½', 32¾', | 3×190, 190, 125kW 220V |
| Gc Rdr | | 5320 | | RW | 32¾'×24½') | |
| | | 12579 | | rf 4" | Der 1(30) 2(10) 12(5) | |
| 516806 | **JALADURGA** | 6286 | ✠100A1 SS 2/65 | 1960-7 Lübecker Flender-Werke—Lbc | M Ref OSD/CSD | Oil 2SA 7Cy. 780×1400 mm |
| VWLT | | 3261 | tunnel side tanks—veg. oil | 505' 3" 64' 1" 25' 7"/29' 7½" | 5 Ho 55', 69½', 61', 70', 78½' | 7860bhp |
| 315200 | **Scindia Steam Nav. Co. Ltd.** | 9604 | ✠LMC | 464' 7" 63' 10" | G.664354 B.611675 In.5961 | Masch. Augsburg-Nürnberg |
| Df Esd | Bombay Indian | 9176 | ✠Lloyd's RMC | P30' F41' 1 dk & S dk, 3rd dk in No. 3 hold | 5 Ha (stl) (36¾', 42½', 39½', 39½', | AuxB 100lb |
| Gc Rdr | | 5117 | MN1572 EL e†2¼"SQ | Coll BH to S dk 6 to 2nd dk | 39½'×23') | 3×248, 248, 212kW |
| RTh | | 12346 | | rf 4" WB2105t incl. Tunnel tanks 1227t | 16W Der 1(40) 1(20) 10(5-10) 6(3-5) | |
| 516807 | **JALADUTA** | 6288 | ✠100A1 ~~SS 10/66~~ | 1959-6 Lübecker Flender-Werke—Lbc | M Ref OSD/CSD | Oil 2SA 7Cy. 780×1400 mm |
| VWMM | | 3262 | tunnel side tanks—veg. | 505' 3" 64' 1" 25' 7"/29' 7½" | 5 Ho 55', 69½', 61', 70½', 78¾' | 7860bhp |
| 315201 | **Scindia Steam Nav. Co. Ltd.** | 9603 | oil SS 1/68 | 467' 7" 63' 10" 39' 1" | G.664354 B.611675 In.5961 | Masch. Augsburg-Nürnberg |
| Df Esd | Bombay Indian | 9177 | ✠LMC | P30' F41' 1 dk & S dk, 3rd dk in No. 3 hold | 5 Ha (stl) (36¾', 49½', 39½', 39½', | AuxB 100lb |
| Gc Rdr | | 5190 | ✠Lloyd's RMC | Coll BH to S dk 6 to 2nd dk | 39½'×23') | 3×248, 248, 212kW |
| RTh | | ~~12345~~ | MN1572 EL e†2¼"SQ | rf 4" WB2105t incl. Tunnel tanks 1227t | 16W Der 1(40) 1(20) 10(5-10) 6(3-5) | |
| | | 12784 | | | | |
| 532835 | **JALAGANGA** | 5869 | ✠100A1 SS 4/66 | 1958-1 Sir J. Laing & Sons Ltd.—Sld | M OSD/CSD | Oil 2SA 4Cy. 670×2320 mm |
| VWBJ | exSilverlake-63 | 3012 | DTsm—oil FP above | 425' 7" 59' 8" 25' 11½"/28' 10½" | 5 Ho 55¾', 64', 59½', 70½', 66' | 4400bhp |
| 1109 | **Scindia Steam Nav. Co. Ltd.** | 9922 | 150° F. or vegetable oil | 421' 0" 59' 6" 38' 2" | | Wm. Doxford & Sons |
| Df Esd | Bombay Indian | 8058 | ✠LMC | P32' F36' 1 dk & S dk | 1 Ha (stl) (29½'×20') | AuxB 120lb |
| Gc Rdr | | 4454 | MN880 EL b†2 1/16"SQ | RW Coll BH to S dk 6 to 2nd dk | 4 Ha (w) (37½', 32½', 32½', 32½'×20') | 3×180kW 220V d.c. |
| RTh | | 11675 | | rf 6" WB2061t | Der 10(10) | |

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|---|---|---|---|---|---|
| **JALAGOMATI** | 6487 | ✠100A1 SS 3/67 | 1958–12 Brodogradiliste III Maj—Rka | M OSD/CSD | Oil 2SA 8Cy. 720×1250 mm |
| Jalasiltonhall-63 | 3312 | DTa—vegetable oil | 498′ 8″ 61′ 10″ 26′ 8¼″/29′ 6″ | 5 Ho 69½′, 72½′, 39¾′, 65¾′, 52½′ | 5600bhp 1120t (hvf) |
| Launched as Siltonhall | 11075 | ✠LMC | 460′ 8″ 61′ 8″ 39′ 5″ | G.660000 B.600000 | Sulzer Bros. Ltd. Win |
| Scindia **Steam Nav. Co. Ltd.** | 9056 | | F55′ 1 dk & S dk | 5 Ha (31½′, 42½′, 39¾′, 39¾′, 39¾′×23′) | 2db (1 o.f 1 ex.g) 100℔ |
| Indian | 4995 | MN1120 EL d†2 3/16″SQ | RW Coll BH to S dk 7 to U dk | 10W Der 1(25) 10(5) | 3×180kW 230V d.c. 14½k |
| Bombay | 12961 | | rf 6″ WB3374t incl. DTm1285t | | |
| **JALAGOPAL** | 6805 | 100A1 SS 1/65 | 1955 Kockums M/V A/B—Mmo | M OSD/CSD | Oil 2SA 7Cy. 780×1400 mm |
| Siltanja-59 | 3667 | DTma & tunnel side tanks | 496′ 2″ 63′ 2″ 27′ 3½″/30′ 7″ | 6 Ho 62¾′, 62′, 70¼′, 59¾′, 41¾′, 47¼′ | 6300bhp 1470t (hvf) |
| Scindia **Steam Nav. Co. Ltd.** | 11750 | —vegetable oil | 460′ 10″ 63′ 0″ 41′ 6″ | G.763840 B.715170 | Kockums M/V A/B Mmo |
| Indian | 9863 | LMC | P30′ F47′ 1 dk & S dk | 6 Ha (33¾′ 42′, 42′, 42′, 31½′, | 2AuxB (1 o.f 1 ex.g) 105℔ |
| Bombay | 6083 | MN1260 EL e†2¼″SQ | Coll BH to S dk 6 to 2nd dk | 31½′×21′) | 3×188kW 230V d.c. 14k |
| | 14040 | | | 18W Der 1(25) 6(5) 12(3–5) | |
| | | | rf 6″ WB1084t incl. Tunnel tanks 253t DTma478t | | |
| **JALAGOURI** | 5869 | ✠100A1 SS 8/66 | 1957–10 Sir J. Laing & Sons Ltd.—Sld | M OSD/CSD | Oil 2SA 4Cy. 670×2320 mm |
| Silverforce-64 | 3012 | DTsm—oil FP above | 452′ 7″ 59′ 8″ 25′ 11¼″/28′ 10½″ | 5 Ho 55¾′, 64′, 59½′, 70¼′, 66′ | 4400bhp (hvf) |
| Scindia **Steam Nav. Co. Ltd.** | 9922 | 150° F. or vegetable oil | 421′ 0″ 59′ 6″ 38′ 2″ | | Wm. Doxford & Sons (Eng.) Ltd. Sld |
| Indian | 8058 | ✠LMC | P31′ F35′ 1 dk & S dk | 1 Ha (stl) (29¼′×20′) | AuxB 120℔ |
| Bombay | 4455 | MN880 EL b†2 1/16″SQ | RW 7BH | 4 Ha (w) (37½′, 32½′, 32½′, 32½′×20′) | 3×180kW 220V d.c. |
| | 11675 | | rf 6″ WB3062t | | |
| **JALAGOVIND** | 5342 | ✠100A1 SS 10/66 | 1953–11 Wm. Pickersgill & Sons Ltd.— | M OSD/CSD | Oil 2SA 4Cy. 600×2320 mm |
| Jersey Dawn-56 | 2879 | | Sld | 5 Ho 60¾′, 57¾′, 52½′, 63′, 63′ | 3300bhp Doxford 959t (hvf) |
| Scindia **Steam Nav. Co. Ltd.** | 9150 | ✠LMC | 447′ 11″ 57′ 10″ 25′ 6½″/27′ 7″ | G.530345 B.482270 | N.E. Mar. Eng. Co. (1938) Ltd. Nwc |
| Indian | 7487 | | 420′ 0″ 57′ 6″ 37′ 8″ | 5 Ha (each 31½′×22′) | 2AuxB 120℔ |
| Bombay | 4238 | MN660 EL b†2 1/16″SQ | F43′ 1 dk & S dk | 10W Der 4(10) 6(5) | 2×40kW 220V d.c. 12½k |
| | 10293 | | RW Coll BH to S dk 6 to 2nd dk | | |
| | | | rf 3″ WB1767t | | |
| **ALAJAYA** | 8305 | ✠100A1 | 1966–12 Rheinstahl Nordseewerke— | M (8P) OSD/CSD | Oil 2SA 7Cy. 700×1200 mm |
| | 5040 | strengthened for heavy | Emd | 6 Ho 59¾′, 67′, 65½′, 60¼′, 63′, 60¼′ | 8400bhp 1475t (hvf) |
| cindia **Steam Nav. Co. Ltd.** | 13211 | cargoes | 519′ 9″ 67′ 8″ 27′ 10¾″/30′ 8½″ | G.813199 B.741852 | Masch. Augsburg-Nürnberg Aug |
| Indian | 10933 | ✠LMC | 492′ 2″ 67′ 3″ 41′ 6″ | 6 Ha (stl) (32′, 39¼′, 39¼′, 31½′, | WTAuxB 114℔ |
| ombay | 7359 | MN1680 EL g†2 5/16″U2 | F43′ 1 dk & S dk | 31½′, 31½′×26¼′) | 3×336kW 450V 60c/s a.c. 16k |
| | 15342 | | Coll BH to S dk 7 to 2nd dk | 12W Der 1(50) 1(15) 12(5–8) | |
| | | | rf nil DK fwd | | |
| | | | WB2696t incl. Tunnel tanks 157t | | |
| **ALAJYOTI** | 8302 | ✠100A1 | 1966–8 Rheinstahl Nordseewerke— | M (8P) OSD/CSD | Oil 2SA 7Cy. 700×1200 mm |
| Aoj Ambar-66 | 5041 | strengthened for heavy | Emd | 6 Ho 59¾′. 67′, 65½′, 60¼′, 63′, 60¼′ | 8400bhp 1570t (hvf) |
| ndia **Steam Nav. Co. Ltd.** | 13198 | cargoes | 519′ 9″ 67′ 8″ 27′ 10¾″/30′ 8½″ | G.813000 B.741000 | Masch. Augsburg-Nürnberg Aug |
| Indian | 10929 | ✠LMC | 492′ 2″ 67′ 3″ 41′ 6″ | 6 Ha (stl) (32′, 39¼′, 39¼′, 31½′, | WTAuxB 114℔ |
| mbay | 7359 | MN1680 El g†2 5/16″SQ | F43′ 1 dk & S dk | 31½′, 31½′×26¼′) | 3×336kW 450V 60c/s a.c. 16k |
| | ~~15255~~ | | Coll BH to S dk 7 to 2nd dk | 12W Der 1(50) 1(15) 12(5–8) | |
| | 16368 | | rf nil DK fwd WB2736t incl. Tunnel tanks 160t | | |
| **ALAKALA** | 6482 | ✠100A1 SS 8/68 | 1964–11 Hindustan Shpyd Ltd.—Vgm | M Ref OSD/CSD | Oil 2SA 6Cy. 780×1400 mm |
| | 3539 | DTsmf—vegetable oil | 501′ 11″ 66′ 0″ 25′ 4″~~/28′ 6¾″~~/29′ 3″ | 5 Ho 60¾′, 81¾′, 68′, 83¼′, 64¼′ | 8000bhp (hvf) |
| cindia **Steam Nav. Co. Ltd.** | 10409 | ✠LMC | 468′ 2″ 65′ 8″ 38′ 9″ | In.5145 | Masch. Augsburg-Nürnberg Aug |
| Indian | 9408 | ✠Lloyd's RMC | F43′ 1 dk & S dk | 5 Ha (stl) (29′×18′) | AuxB 100℔ |
| | 5415 | MN1600 EL e†2¼″SQ | Coll BH to S dk 6 to 2nd dk | (52½′, 34′, 52½′, 31½′×23½′) | 3×280, 280, 240kW 450V 50c/s a.c. |
| | ~~12700~~ | | rf 4″ WB2696t incl. Tunnel tanks 354t | Der 1(40) 1(20) 10(10) 6(5) | |
| | 13205 | | | | |
| **ALAKANTA** | 6526 | ✠100A1 | 1966–7 Hindustan Shpyd Ltd.—Vgm | M Ref OSD/CSD | Oil 2SA 6Cy. 780×1400 mm |
| | 3573 | DTsmf—vegetable oil | 501′ 7″ 66′ 10″ 25′ 4″/28′ 6¾″ | 5 Ho 60¾′, 81¾′, 68′, 83¼′, 64¼′ | 8000bhp (hvf) |
| cindia **Steam Nav. Co. Ltd.** | 10414 | ✠LMC | 468′ 6″ 65′ 7″ 38′ 9″ | In.5678 | Masch. Augsburg-Nürnberg Aug |
| Indian | 9228 | ✠Lloyd's RMC | F42′ 1 dk & S dk | 5 Ha (stl) (29′×19′) (52½′, 34¼′, 52½′, | AuxB 100℔ e (ex.g) 100℔ |
| | 5840 | MN1600 EL e†2¼″SQ | RW Coll BH to S dk 6 to 2nd dk | 31½′×23¾′) | 3×280, 280, 240kW 440V 50c/s a.c. |
| | ~~12769~~ | | rf 4″ WB2518t incl. DTsmf882t | Der 1(40) 1(20) 10(10) 6(5) | |
| | 13232 | | | | |
| **ALAKENDRA** | 9379 | ✠100A1 | 1965–12 Hindustan Shpyd Ltd.—Vgm | M Ref OSD/CSD | Oil 2SA 6Cy. 780×1400 mm |
| | 5328 | DTsmf—vegetable oil | 501′ 8″ 65′ 11″ 25′ 4¾″/28′ 7″ | 5 Ho 60¾′, 81¾′, 68′, 83¼′, 64¼′ | 8000bhp 1530t (hvf) |
| cindia **Steam Nav. Co. Ltd.** | ~~12700~~ | ✠LMC | 468′ 5″ 65′ 7½″ 38′ 9″ | G.675680 B.622350 In.5356 | ✠NEmade63fitted65 |
| Indian | 13240 | ✠Lloyd's RMC | F42′ 1 dk & S dk | 5 Ha (stl) (29′×19′) | Masch. Augsburg-Nürnberg Aug |
| | | MN1600 EL e†2¼″SQ | RW Coll BH to S dk 6 to 2nd dk | (52½′, 34′, 52½′, 31½′×23½′) | AuxB 100℔ |
| | | | | 16W Der 1(40) 1(20) 10(10) 6(5) | 3×280, 280, 240kW 450V 50c/s a.c. 16¼k |
| | | | rf 4″ WB2966t incl. Tunnel tanks 353t DTsmf881t | | |
| **ALAKIRTI** | 6901 | ✠100A1 SS 4/65 | 1961–2 Mitsubishi Hvy Ind. Reorg.—Kob | M Ref OSD/CSD | Oil 2SA 6Cy. 760×1550 mm |
| | 3959 | DTsmf and upper FPT— | 502′ 2″ 65′ 9″ 25′ 4¼″/28′ 6¾″ | 5 Ho 60¾′, 81¾′, 68′, 83¼′, 64¼′ | 8000bhp Sulzer 1443t (hvf) |
| cindia **Steam Nav. Co. Ltd.** | 10312 | vegetable oil | 468′ 8″ 65′ 7½″ 38′ 9″ | G.686710 B.634500 In.5633 | Mitsubishi Hvy Ind. Reorg. Kob |
| Indian | 9228 | ✠LMC | F42′ 1 dk & S dk | 5 Ha (stl) (29′×19′) | AuxB 100℔ |
| | 5840 | ✠Lloyd's RMC | RW Coll BH to S dk 6 to 2nd dk | (52½′, 34′, 52½′, 31½′×23½′) | 3×280, 280, 240kW 450V 50c/s a.c. 16¼k |
| | 12614 | MN1600 EL e†2¼″SQ | rf 4″ WB3045t incl. Tunnel tanks 354t | 16W Der 1(40) 1(20) 10(10) 6(5) | |
| **ALAKRISHNA** | 6888 | ✠100A1 SS 12/64 | 1960–6 Mitsubishi Hvy Ind. Reorg.—Kob | M Ref OSD/CSD | Oil 2SA 6Cy. 760×1550 mm |
| | 3959 | DTsmf and upper FPT— | 502′ 2″ 65′ 9″ 25′ 4″/28′ 6¾″ | 5 Ho 60¾′, 81¾′, 68′, 83¼′, 64¼ | 8000bhp Sulzer 1443t (hvf) |
| cindia **Steam Nav. Co. Ltd.** | 10307 | vegetable oil | 468′ 8″ 65′ 7½″ 38′ 9″ | G.686710 B.634600 In.5210 | Mitsubishi Hvy Ind. Reorg. Kob |
| Indian | 9215 | ✠LMC | F42′ 1 dk & S dk | 5 Ha (stl) (29′×19′) | AuxB 100℔ |
| | 5386 | ✠Lloyd's RMC | Coll BH to S dk 6 to 2nd dk | (52½′, 34′. 52½′. 31½′×23½′) | 3×280, 280, 240kW 450V 50c/s a.c. |
| | 12609 | MN1600 EL e†2¼″SQ | rf 4″ WB3063t incl. Tunnel tanks 356t | 16W Der 1(40) 1(20) 10(10) 6(5) | |

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|---|---|---|---|---|---|---|
| 512619<br><br>103<br>Esd Rdr<br>RTm | **JALAL**<br>exGardience-67<br>**Haji Jassem Saipour**<br>Khorramshahr Iranian | 531<br>279<br>655 | ✠100A1 SS 5/65<br><br>✠LMC<br><br>EL h | 1948-4 Clelands Successors Ltd.—Wal<br>188' 0" 27' 2" 11' 2½"<br>175' 5" 27' 0" 11' 6"<br>P47' Q59' F19' 1 dk<br>RW NS 3BH<br>rf 2" WB199t | M Mchy.aft<br>1 Ho 67'<br>G.38094 B.35004<br>1 Ha (41'×15½')<br>2W | Oil 2SA 7Cy. 285×345 mm<br>525bhp<br>Crossley Bros. Ltd.<br>2×25kW 220V d.c.<br>1×38kW 220V 50c/s a.c. |
| | | | ~~DRYDOCKING OVERDUE—CLASS SUSPENDED 11/6~~ | | | |
| 520343<br>VWDX<br>1123<br>Df Esd<br>Gc | **JALAMADHURI**<br>exLannion-64<br>**Scindia Steam Nav. Co. Ltd.**<br>Bombay Indian | 4486<br>2385<br>7525 | ✠100A1 SS 6/65<br><br>✠LMC<br><br>MN700 EL a† | 1955-9 Ch. Réunis Loire-Normandie—<br>Gd. Quévilly<br>438' 2" 56' 6" 22' 11½"<br>413' 5" 56' 1" 34' 0"<br>B137' F40' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB993t | S OSD<br>5 Ho 60½', 64½', 51½', 62', 67½'<br>G.471114 B.412833<br>6 Ha (stl) (26½', 31', 25½', 31', 31',<br>6½'×20')<br>11W Der 1(15) 11(5) 1(3) | 2 S Turb dr geared to sc.<br>3500shp<br>Cie. de Fives-Lille<br>2WTB 526lb Spt 752°F.<br>db100lb<br>1×150kW 220V d.c. |
| 508252<br>VWDS<br>1122<br>Df Esd<br>Gc | **JALAMANGALA**<br>exCrozon-64<br>**Scindia Steam Nav. Co. Ltd.**<br>Bombay Indian | 4486<br>2385<br>7579 | ✠100A1 SS 7/66<br><br>✠LMC<br><br>MN700 EL a† | 1954-7 At. & Ch. de la Loire—St.N<br>438' 2" 56' 3" 22' 11½"<br>414' 4" 56' 1" 34' 0"<br>B137' F40' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB991t | S OSD<br>5 Ho 60½', 64½', 51½', 62', 67½'<br>G.471362 B.413016<br>6 Ha (26½', 31', 25½', 31', 31',<br>6½'×20')<br>11W Der 1(15) 11(5) 1(3) | 2 S Turb dr geared to sc.<br>3500shp<br>At. & Ch. de la Loire<br>2WTB 526lb Spt<br>db100lb<br>1×150kW 220V d.c. |
| 516815<br>VWKS<br>185849<br>Df Esd<br>Gc Rdr | **JALAMANI**<br>exSilverburn-58<br>**Tolani Private Ltd.**<br>**Pent-Ocean Steamships**<br>**Private Ltd.**<br>Bombay Indian<br>Now **PRABHU SATRAM** See New Entries No. 12 | 5023<br>2933<br>8865 | ✠100A1 SS 1/66<br>DTm—oil FP above 150°F<br>or vegetable oil<br>✠LMC<br>MN360 EL a†2"SQ | 1953-3 W. Gray & Co. Ltd.—Hpl<br>429' 6" 56' 3" 24' 11½"<br>406' 6" 56' 0" 36' 5"<br>1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 2" WB2546t incl. DTm1032t | S OSD<br>4 Ho 60', 112½', 67½', 67'<br>G.552320 B.513460<br>5 Ha (29½', 32½', 32½', 30', 30'×22')<br>11W Der 1(10) 9(5) | T 3Cy. 20" 32" & 58"×42"<br>2000ihp<br>Cen. Mar. Eng. Wks<br>2 SB 225lb Spt<br>2×15kW 220V d.c. |
| 523367<br>VWFZ<br>1125<br>Df Esd<br>Gc | **JALAMANJARI**<br>exMeudon-64<br>**Scindia Steam Nav. Co. Ltd.**<br>Bombay Indian | 4486<br>2385<br>7525 | ✠100A1 SS 9/68 ~~SS 6/64~~<br><br>✠LMC<br><br>MN700 EL a† | 1956-5 Ch. Réunis Loire Normandie—<br>Gd.Quévilly<br>438' 2" 56' 4" 22' 11½"<br>413' 5" 56' 1" 34' 0"<br>B137' F40' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB993t | S OSD<br>5 Ho 60½', 64½', 51½', 62', 67½'<br>G.471114 B.412798<br>6 Ha (stl) (26½', 31', 25½', 31', 31'<br>6½'×20')<br>11W Der 1(15) 11(5) 1(3) | 2 S Turb dr geared to sc.<br>3500shp<br>Ch. & At. de St. Nazaire<br>2WTB 526lb Spt 752°F.<br>db 100lb<br>1×150kW 220V d.c. |
| 516817<br>VWKY<br>184478<br>Df Esd<br>Gc Rdr | **JALAMATSYA**<br>exExedene-58<br>**Scindia Steam Nav. Co. Ltd.**<br>Bombay Indian<br>Now **TAI FONG** See New Entries No. 8 | 5015<br>2889<br>8890 | ~~✠100A1~~ ~~SS 10/63~~<br>~~DTm—vegetable oil~~<br>~~✠LMC~~<br><br>~~EL a†2"SQ~~<br>✠Class **WITHDRAWN**<br>10/68 | 1951-8 W. Gray & Co. Ltd.—Hpl<br>429' 5" 56' 3" 24' 11½"<br>406' 6" 56' 0" 36' 5"<br>1 dk & S dk<br>RW NS Coll BH to S dk 6 to 2nd dk<br>rf 2" WB2703t incl. DTm1094t | S OSD<br>4 Ho 60½', 112½', 67½', 67'<br>G.568040 B.529905<br>5 Ha (29½', 32½', 32½', 30', 30'×22')<br>11W Der 2(10) 8(5) | T 3Cy. 20" 32" & 58"×42"<br>dr gearing & hydraulic<br>2005ihp<br>Cen. Mar. Eng. Wks<br>2 SB 225lb Spt<br>2×15kW 110V d.c. |
| 538010<br>VWDM<br>1120<br>Df Esd<br>Gc | **JALAMAYA**<br>exVierzon-64<br>**Scindia Steam Nav. Co Ltd.**<br>Bombay Indian | 4486<br>2385<br>7667 | ✠100A1 SS 3/66<br><br>✠LMC<br><br>MN700 EL a† | 1954-3 Ch. & At. de St. Nazaire<br>(Penhoët)—Gd.Quévilly<br>438' 2" 56' 4" 22' 11½"<br>414' 4" 56' 1" 34' 0"<br>B137' F40' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB993t | S OSD<br>5 Ho 60½', 64½', 51½', 62', 67½'<br>G.471362 B.413016<br>6 Ha (stl) (26½', 31', 25½', 31', 31',<br>6½'×20')<br>11W Der 1(15) 11(5) 1(3) | 2 S Turb dr geared to sc.<br>3500shp<br>Ch. & At. de St. Nazaire<br>2WTB 526lb Spt<br>1×150kW 220V d.c. |
| 516818<br>VWWX<br>174199<br>Df Esd<br>Gc Rdr | **JALAMAYUR**<br>exSea Prince-48<br>exCharles Scribner-47<br>**Pent-Ocean Steamships**<br>**Pvt. Ltd.**<br>Bombay Indian<br>Now **SAMUNDRA DAYA** See New Entries No. 5 | 7209<br>4481<br>10804 | 100A1 SS 3/65<br>DTa—oil FP above 150° F.<br>LMC<br><br>EL (a†)2$\frac{1}{16}$"SQ | 1943 Bethlehem-Fairfield—Bal<br>441' 8" 57' 1" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>RW 7BH<br>rf 6" WB2947t incl. DTsf648t DTa760t | S<br>5 Ho 60½', 72½', 50', 45', 70'<br>G.536000 B.475000<br>5 Ha (33½', 35', 20', 39', 35'×20')<br>12W Der 1(50) 1(30) 12(5) | T 3Cy. 24½" 37" & 70"×<br>2500ihp<br>General Mchy. Corp.<br>2WTB 250lb Spt<br>2×20kW 110V d.c. |
| 506781<br>VWDP<br>1121<br>Df Esd<br>Gc | **JALAMOHAN**<br>exChalon-64<br>**Scindia Steam Nav. Co. Ltd.**<br>Bombay Indian | 4486<br>2390<br>7667 | ✠100A1 SS 3/65<br><br>✠LMC<br><br>MN700 EL a† | 1952-11 Ch. & At. de St. Nazaire<br>(Penhoët)—Gd.Quévilly<br>438' 2" 56' 4" 22' 11½"<br>413' 0" 56' 1" 34' 0"<br>B137' F40' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB993t | S OSD<br>5 Ho 60½', 64½', 51½', 62', 67½'<br>G.471362 B.413016<br>6 Ha (stl) (26½', 31', 25½', 31', 31',<br>6½'×20')<br>11W Der 1(15) 11(5) 1(3) | 2 S Turb dr geared to sc.<br>3500shp Parsons<br>Ch. & At. de St. Nazaire<br>2WTB 526lb Spt<br>4×150, 100, 100, 100kW |
| 512530<br>VWFN<br>1124<br>Df Esd<br>Gc | **JALAMOTI**<br>exGaillon-64<br>**Scindia Steam Nav. Co. Ltd.**<br>Bombay Indian | 4486<br>2385<br>7667 | ✠100A1 SS 8/67 ~~SS 4/63~~<br><br>✠LMC<br><br>MN700 EL a† | 1955-3 Ch. & At. de St. Nazaire<br>(Penhoët)—Gd.Quévilly<br>438' 2" 56' 4" 22' 11½"<br>413' 3" 56' 1" 34' 0"<br>B137' F40' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB993t | S OSD<br>5 Ho 60½', 64½', 51½', 62', 67½'<br>G.471114 B.412798<br>6 Ha (stl) (26½', 31', 25½', 31', 31',<br>6½'×20')<br>11W Der 1(15) 11(5) 1(3) | 2 S Turb dr geared to sc.<br>3500shp<br>Cie. de Fives-Lille<br>2WTB Spt 526lb<br>1×150kW 220V d.c. |
| 516819<br>VWLB<br>184741<br>Df Esd<br>Gc Rdr | **JALAMUDRA**<br>exHallindene-58<br>**Tolani Private Ltd.**<br>**Pent-Ocean Steamships**<br>**Private Ltd.**<br>**Bombay** **Indian**<br>Now **PRABHU PUNI** See New Entries No. 7 | 5026<br>2880<br>8870 | ✠100A1 SS 2/67<br>DTm—vegetable oil<br>✠LMC<br><br>MN360 EL a†2"SQ | 1952-12 W. Gray & Co. Ltd.—Hpl<br>429' 5" 56' 4" 24' 11½"<br>406' 6" 56' 0" 36' 5"<br>1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 2" WB2641t incl. DTm1032t | S OSD<br>4 Ho 60½', 112½', 67½', 67'<br>G.568040 B.529905<br>5 Ha (29½', 32½', 32½', 30', 30'×22')<br>11W Der 2(10) 8(5) | T 3Cy. 20" 32" & 58"×<br>2000ihp<br>Cen. Mar. Eng. Wks<br>2 SB 225lb Spt<br>2×15kW 110V d.c. |
| 516820<br>PKQI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **JALANIDHI**<br><br>**Republik Indonesia**<br>Djakarta Indonesian | 746<br>197<br>426 | <br><br>BV | 1963 Sasebo Hvy Ind.—Sbo<br>176' 10" 31' 3" 11' 2½"<br>159' 1" 31' 1½" 14' 1"<br>1 dk | M Hydrographic Ship<br><br><br>3 Ha (4'×4') (3½'×3½') (2'×2')<br>Der 1(3) | Oil 4SA 8Cy.<br>1000bhp MAN<br>Mitsubishi Nippon |

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|---|---|---|---|---|---|---|
| **JALANTA** | **13313** | | **1966** Kaldnes M/V A/S—Tbg | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1500 mm | |
| **A/S Kosmos** | 7732 | | 541′ 0″ 70′ 1″ 31′ 0¼″ | 6 Ho 45′, 65′, 65′, 65′, 65′, 65′ | 9800bhp | (hvf) |
| Anders Jahre | 19270 | NV | 520′ 0″ 70′ 0″ 44′ 0″ | G.959000 | A/B Götaverken | Got |
| Sandefjord Norwegian | | | 1 dk | 6 Ha (stl) (36½′×32′) | 3×328kW 450V 60c/s a.c. | 15½k |
| | | | | (43′, 43′, 43′, 43′, 43′×34′) | | |
| | | | rf 2″ | Der 6(5–10) | | |
| **JALAPA** | **2314** | | **1954** Öresundsvarvet A/B—Lkr | M OSD | Oil 2SA 8Cy. 520×900 mm | |
| Kirsten Brövig–64 | 1165 | | 352′ 9″ 47′ 2″ 19′ 3¾″ | | | 802t |
| **Transportacion Maritima** | 3700 | NV | 330′ 0″ 47′ 0″ 27′ 0″ | G.256340 B.235900 | A/B Götaverken | Got |
| **Mexicana S.A.** | | | P30′ F85′ 1 dk & S dk | | | 16k |
| Vera Cruz Mexican | | | RW | 12W Der 1(25) | | |
| **JALAPALAKA** | **9292** | ✠100A1 SS 11/65 | **1961–9** Swan, Hunter & Wgham | M | Oil 2SA 6Cy. 760×1550 mm | |
| Clan Fraser–65 | 4992 | DTsf—vegetable oil | Rchdsn—Wal | 5 Ho 42½′, 61½′, 80′, 93′, 61½′ | 7700bhp Sulzer | 1430t (hvf) |
| **Scindia Steam Nav. Co. Ltd.** | 11920 | ✠LMC | 496′ 8″ 62′ 5″ 28′ 2¼″ | G.643530 B.584430 | Wallsend Slpwy & E. Co. | Wal |
| Bombay Indian | | | 460′ 11″ 62′ 3″ 37′ 6″ | 1 Ha (stl) (20′×18′) | AuxB 100℔ | |
| | | MN1540 EL d†2$\frac{3}{16}$″SQ | P38′ F70′ 2 dks, intermediate 'tween dk | 4 Ha (w) (27¼′, 48′, 45¼′, 24′×21′) | 3×185kW 220V d.c. | 16k |
| | | | in No. 1 hold | 16W Der 1(80) 2(20) 1(15) 3(10) 10(5) | | |
| | | | 8BH to U dk 1 to 2nd dk | | | |
| | | | rf 4″ WB1278t incl. Tunnel tanks 349t | | | |
| **JALAPANKHI** | **9242** | ✠100A1 SS 3/65 | **1961–4** Swan, Hunter & Wghm | M | Oil 2SA 6Cy. 760×1550 mm | |
| Clan Fergusson–65 | 4993 | DTsf—vegetable oil | Rchdsn—Wal | 5 Ho 42½′, 61½′, 80′, 90′, 61½′ | 7700bhp Sulzer | 1430t (hvf) |
| **Scindia Steam Nav. Co. Ltd.** | 11920 | ✠LMC | 496′ 8″ 62′ 5″ 28′ 2½″ | G.643620 B.584100 | Wallsend Slpwy & E. Co. | Wal |
| Bombay Indian | | | 460′ 11″ 62′ 3″ 37′ 6″ | 1 Ha (stl) (20′×18′) | AuxB 100℔ | |
| | | MN1540 EL d†2$\frac{3}{16}$″SQ | P38′ F70′ 2 dks, intermediate 'tween dk | 4 Ha (w) (26¾′, 47′, 44¾′, 23¾′×21′) | 3×185kW 220V d.c. | 16k |
| | | | in No. 1 hold | 16W Der 1(80) 1(20) 3(15) 2(10) 10(5) | | |
| | | | 8BH to U dk 1 to 2nd dk | | | |
| | | | rf 4″ WB1278t incl. Tunnel tanks 349t | | | |
| **JALAPUTRA** | **5172** | ✠100A1 SS 7/66 | **1954–8** Hindustan Shipyard Ltd.—Vgm | S CSD | T 3Cy. 24½″ 41″ & 70″×48″ | |
| | 3047 | | 421′ 10″ 52′ 0″ 24′ 10½″ | 5 Ho 56′, 84½′, 39′, 65′, 66′ | 2300ihp | 709t (c) |
| **Scindia Steam Nav. Co. Ltd.** | 7986 | ✠LMC | 400′ 0″ 51′ 9″ 30′ 6″ | G.421822 B.389927 | J. G. Kincaid & Co. Ltd. | Grk |
| Bombay Indian | | | P41′ B145′ F37′ 2 dks | 5 Ha (24¾′, 30¼′, 16¼′, 30¼′, 25¾′×18′) | 3 SB 220℔ hs(7563) 9cf | |
| | | MN349 EL y 1$\frac{15}{16}$″SQ | RW 6BH | 10W Der 2(10) 6(5) 2(3) | 2×20kW 110V d.c. | 10½k |
| | | | rf nil WB1270t | | | |
| **ALARAJAN** | **11323** | ✠100A1 | **1966–6** Lithgows Ltd.—P.Gl | M CSD | Oil 2SA 740×1600 mm | |
| | 6574 | DTsf & a and tunnel | 525′ 0″ 71′ 0″ 30′ 0½″ | 5 Ho 58½′, 73½′, 77′, 77′, 68¾′ | 9000bhp B&W | 1527t (hvf) |
| **india Steam Nav. Co. Ltd.** | ~~15300~~ | tanks—oil FP above | 495′ 0″ 69′ 9″ 40′ 0″ | G.784000 B.724000 | J. G. Kincaid & Co. Ltd. | Grk |
| bay Indian | 15919 | 150° F. or vegetable oil | F104′ 2 dks | 6 Ha (stl) (33¾′×20′) (41¼′, 49½′, 41¼′, | 3×350kW 440V 60c/s a.c. | 16k |
| | | ✠LMC | RW 7BH | 41¼′, 5½′×28′) | | |
| | | MN1800 EL g†2$\frac{5}{16}$″SQ | rf 6″ WB2209t Incl. Tunnel tanks 382t | 16W Der 1(60) 16(10) | | |
| **ALARASHMI** | **11323** | ✠100A1 | **1966–10** Lithgows Ltd.—P.Gl | M CSD | Oil 2SA 6Cy. 740×1600 mm | |
| | 6574 | DTsf & a and tunnel | 525′ 0″ 71′ 0″ 30′ 0½″ | 5 Ho 58½′, 73½′, 77′, 77′. 68¾′ | 9000bhp | 1527t (hvf) |
| **cindia Steam Nav. Co. Ltd.** | 15200 | tanks—oil FP above | 495′ 0″ 69′ 9″ 40′ 0″ | G.784000 B.724000 | J. G. Kincaid & Co. Ltd. | Grk |
| mbay Indian | | 150° F. or vegetable oil | F104′ 2 dks | 6 Ha (stl) (33¾′×20′) (41¼′, 49½′, | AuxB 100℔ | |
| | | Ice Class 3 | RW 7BH to U dk 1 to 2nd dk | 41¼′, 41¼′, 5½′×28′) | 3×350kW 440V 60c/s a.c. | 16k |
| | | ✠LMC | rf 6″ WB2209t incl. Tunnel tanks 382t | 16W Der 1(110) 16(10) | | |
| | | MN1800 EL g†2$\frac{5}{16}$″SQ | | | | |
| **ALARATNA** | **11323** | ✠100A1 | **1967–2** Lithgows Ltd.—P.Gl | M CSD | Oil 2SA 6Cy. 740×1600 mm | |
| | 6574 | DTsf & a and tunnel | 525′ 0″ 71′ 0″ ~~30′ 0½″~~ 30′ 9¾″ | 5 Ho 58½′, 73½′, 77′, 77′, 68¾′ | 9000bhp B&W | 1527t (hvf) |
| **cindia Steam Nav. Co. Ltd.** | ~~15200~~ | tanks—oil FP above 150° | 495′ 0″ 69′ 9″ 40′ 0″ | G.784000 B.724000 | J. G. Kincaid & Co. Ltd. | Grk |
| mbay Indian | 15819 | F. or vegetable oil | F104′ 2 dks | 6 Ha (stl) (33¾′×20′)(41¼′, 49½′, 41¼′, | AuxB 100℔ | |
| | | Ice Class 3 | RW 7BH | 41¼′, 5½′×28′) | 3×350kW 440V 60c/s a.c. | 16k |
| | | ✠LMC | | 16W Der 1(110) 16(10) | | |
| | | MN1800 EL g†2$\frac{5}{16}$″U2 | rf 6″ WB2209t incl. Tunnel side tanks 382t | | | |
| **ALATAPI** | **2671** | ✠100A1 ~~SS 11/64~~ | **1956–6** Lübecker Flender-Werke—Lbc | M CSD | Oil 4SA 10Cy. 400×600 mm | |
| | 1367 | SS 6/68 | 301′ 10″ 43′ 9″ 19′ 0″ | 3 Ho 64′, 64′, 51½′ | 1630bhp | 148t (d.o) |
| **Scindia Steam Nav. Co. Ltd.** | 3273 | ✠LMC | 275′ 7″ 43′ 8″ 23′ 11″ | G.162000 B.148000 | Masch. Augsburg-Nürnberg | Aug |
| ombay Indian | | | P16′ Q64′ B48′ F37′ 2 dks | 3 Ha (32′, 38½′, 34¼′×20¼′) | 3×90kW 220V d.c. | 12k |
| | | MN326 EL s 1$\frac{9}{16}$″SQ | RW 5BH | 6W Der 2(5–10) 4(3–5) | | |
| | | | rf nil WB112t | | | |
| **ALAVEERA** | **5074** | ✠100A1 SS 3/67 | **1958–7** Hindustan Shpyd Private Ltd.— | M OSD/CSD | Oil 2SA 5Cy. 700×1200 mm | |
| | 2547 | DTa—oil FP above 150° F. | Vgm | 5 Ho 47¼′, 66½′, 57½′, 41′, 67½′ | 3350bhp | 880t (hvf) |
| **Scindia Steam Nav. Co. Ltd.** | 7655 | DTm—vegetable oil | 475′ 7″ 58′ 2″ 21′ 3¼″/24′ 0¾″ | G.562207 B.510500 | Masch. Augsburg-Nürnberg | Aug |
| ombay Indian | **7172** | ✠LMC | 434′ 10″ 58′ 0″ 32′ 6″ | 5 Ha (stl) (22½′, 33¾′, 55½′, 44′, | AuxB 114℔ e (ex.g) 114℔ | |
| | 4385 | MN670 EL(b†)1$\frac{15}{16}$″SQ | F88′ 1 dk & S dk | 33¾′×20′) | 3×130kW 230V d.c. | 12k |
| | 9400 | | RW Coll BH to S dk 8 to 2nd dk len 62 | 14W Der 1(25) 4(10) 10(5) | | |
| | | | rf 4″ WB3261t incl. DTa894t DTm823t | | | |
| **ALAVIHAR** | **5086** | ✠100A1 SS 3/67 | **1955–6** Hindustan Shipyard Ltd.—Vgm | M OSD/CSD | Oil 2SA 5Cy. 700×1200 mm | |
| | 2548 | DTa—oil FP above 150° F. | 475′ 7″ 58′ 2″ 21′ 4¼″/~~23′ 7″~~ 24′ 1″ | 5 Ho 47¼′, 66½′, 57½′, 41′, 67½′ | 2800bhp | 880t (hvf) |
| **india Steam Nav. Co. Ltd.** | 7710 | DTm—vegetable oil | 434′ 6″ 58′ 0″ 32′ 6″ | G.562207 B.510500 | Howaldswerke A.G. | Ham |
| mbay Indian | **7179** | ✠LMC | F88′ 1 dk & S dk | 5 Ha (stl) (22½′, 33¾′, 55½′, 41¼′, | AuxB 114℔ e(ex.g) 114℔ | |
| | 4389 | MN670 EL (b†) 1$\frac{15}{16}$″SQ | RW NS Coll BH to S dk 8 to 2nd dk | 33¾′×20′) | 3×130kW 230V d.c. | 12k |
| | ~~9105~~ | | len 63 | 14W Der 1(25) 6(10) 8(5) | | |
| | 9425 | | rf 4″ WB2769t incl. DTf894t DTm846t | | | |

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|---|---|---|---|---|---|---|
| 516837<br>VWBR<br>191997<br>Df Esd<br>Gc Rdr | **JALAVIJAYA**<br><br>**Scindia Steam Nav. Co. Ltd.**<br>Bombay Indian | 5085<br>2549<br>7675<br>7178<br>4388<br>9400 | ✠100A1 SS 2/65<br>DTa—oil FP above 150° F.<br>DTm—vegetable oil<br>✠LMC<br>MN670 EL (b†) 1 9/16"SQ | 1955–12 Hindustan Shipyard Ltd.—Vgm<br>475' 7" 58' 2" 21' 4½"/24' 1"<br>434' 10" 58' 0" 32' 8"<br>F83' 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk len 62<br>rf 4" WB2769t incl. DTa894t DTm846t | M OSD/CSD<br>5 Ho 47½', 66½', 57½', 41', 67½'<br>G.493893 B.447274<br>5 Ha (stl) (22½', 33½', 55½', 44½'<br>33½'×20')<br>14W Der 1(25) 6(10) 8(5) | Oil 2SA 5Cy. 700×1200 mm<br>2800bhp<br>Howaldtswerke A.G.<br>db 114lb e(x.g) 114lb<br>3×130kW 230V d.c. |
| 516838<br>VWBT<br>191999<br>Df Esd<br>Gc Rdr | **JALAVIKRAM**<br><br>**Kamal Shipping Co.**<br>**(Private) Ltd.**<br>Bombay Indian | 5087<br>2543<br>7634<br>7170<br>4386<br>~~9074~~<br>9400 | ✠100A1 SS 7/66<br>DTa—oil FP above 150° F.<br>DTm—vegetable oil<br>✠LMC<br>MN670 EL (b†) z 1 9/16"SQ | 1958–3 Hindustan Shpyd Private Ltd.—<br>Vgm<br>476' 0" 58' 2" 21' 3½"/23' 6½"<br>434' 6" 58' 0" 32' 6"<br>F88' 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk len 63<br>rf 4" WB3261t incl. DTa894t DTm823t | M OSD/CSD<br>5 Ho 47½', 66½', 57½', 41', 67½'<br>G.493893 B.447274<br>5 Ha (stl) (22½', 33½', 55½', 44½',<br>33½'×20')<br>14W Der 1(25) 6(10) 8(5) | Oil 2SA 5Cy. 700×1200 mm<br>2800bhp<br>Masch. Augsburg-Nürnberg<br>~~db 114lb~~ AuxB 114lb e(x.g)<br>3×130kW 230V d.c. |
| 516839<br>VWBS<br>191998<br>Df Esd<br>Gc Rdr | **JALAVISHNU**<br><br>**Scindia Steam Nav. Co. Ltd.**<br>Bombay Indian | 5078<br>2544<br>7618<br>7178<br>4366<br>9038 | ✠100A1 SS 3/65<br>DTa—oil FP above 150° F.<br>DTm—vegetable oil<br>✠LMC<br>MN670 EL (b†) 1 9/16"SQ | 1956–5 Hindustan Shipyard Ltd.—Vgm<br>475' 7" 58' 2" 21' 4½"/23' 6½"<br>434' 0" 58' 0" 32' 6"<br>F88' 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk len 62<br>rf 4" WB3261t incl. DTa894t DTm823t | M OSD/CSD<br>5 Ho 47½', 66½', 57½', 41', 67½'<br>G.562207 B.510500<br>5 Ha (stl) (22½', 33½', 55½', 41½',<br>33½'×20')<br>14W Der 1(25) 4(10) 10(5) | Oil 2SA 5Cy. 700×1200 mm<br>2800bhp<br>Masch. Augsburg-Nürnberg<br>db 114lb<br>3×130kW 230V d.c. |
| 516840<br>VWDF<br>196664<br>Df Esd<br>Gc Rdr<br>RTh | **JALAZAD**<br><br>**Scindia Steam Nav. Co. Ltd.**<br>Bombay Indian | 6199<br>3410<br>9501 | ✠100A1 ~~SS 12/63~~<br>tunnel side tanks and<br>DTsa—vegetable oil<br>✠LMC SS 5/68<br>✠Lloyd's RMC<br>MN1068 EL c†2⅛"SQ | 1955–5 Lübecker Flender-Werke—Lbc<br>499' 0" 60' 6" 25' 2"<br>457' 6" 60' 4" 36' 11"<br>P30' F42' 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 3" WB1769t | M (12P) Ref OSD<br>5 Ho 64', 68½', 46½', 58½', 70½'<br>G.545299 B.498437 In.10024<br>5 Ha (stl) (39', 46½', 32', 39½',<br>39½'×23')<br>14W Der 1(50) 14(5–10) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp<br>Masch. Augsburg-Nürnberg<br>AuxB 100lb<br>3×175kW 220V d.c. |
| 516841<br>THGF<br><br>Df Esd<br>RT | **JALENE**<br><br>**A. Baron and others**<br>A. Auger<br>La Rochelle French | 212<br>69<br>— | <br><br>BV | 1961 S.I.C.C. Na.—St.M<br>114' 10" 24' 11"<br>100' 0" 24' 8" 12' 8"<br><br>RW | M Trawler<br><br><br>4 Ha (3½', 3½', 3½'×3½') (3½'×3½')<br>Der 1(2) 1(1) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz |
| 516842<br>VVBV<br>196658<br>RTv | **JALENGI**<br><br>**Commissioners for the**<br>**Port of Calcutta**<br>Calcutta Indian | 4451<br>2300<br>7633 | ✠100A1 ~~SS 3/64~~<br>hopper dredger<br>✠LMC SS 11/68<br><br>EL (x) 2 7/16"SQ | 1950–3 W. Simons & Co. Ltd.—Rnf<br>372' 2" 62' 4" 18' 0½"<br>350' 0" 62' 0" 24' 0"<br>1 dk<br>RW 7BH<br>WB561t | TS Suction Hopper Dredger<br>Mchy.aft | T 6Cy. 25" 41" & 67"×30"<br>4400ihp<br>W. Simons & Co. Ltd.<br>4 SB 200lb hs(14180)<br>2×100kW 200V d.c. |
| 516844<br>VWDD<br>196663<br>Df Esd<br>Gc Rdr<br>RTh | **JALJAWAHAR**<br><br>**Scindia Steam Nav. Co. Ltd.**<br>Bombay Indian | 6199<br>3410<br>9525 | ✠100A1 SS 11/67<br>tunnel side tanks & DTsa<br>—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1068 EL c†2⅛"SQ | 1955–7 Lübecker Flender-Werke—Lbc<br>499' 0" 60' 6" 25' 2"<br>457' 6" 60' 4" 36' 11"<br>P30' F42' 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 3" WB1769t | M (12P) Ref OSD<br>5 Ho 64', 68½', 46½', 58½', 70½'<br>G.545299 B.498437 In.10024<br>5 Ha (stl) (39', 46½', 32', 39½', 39½'×23')<br>14W Der 1(50) 14(5–10) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp<br>Masch. Augsburg-Nürnberg<br>AuxB 100lb<br>3×175kW 220V d.c. |
| 516845<br>JXMV<br><br>Df Esd<br>Gc Rdr<br>RTm | **JALNA**<br>exChamps Elysées–61<br>**Bulls Tankrederi A/S**<br>Anders Jahre<br>Sandefjord Norwegian<br>Now **CYRENE** See New Entries No. 1 | 16817<br>9944<br>26440 | <br><br>BV | 1956 Odense Stålskibsværft A/S—Odn<br>622' 8" 77' 3" 34' 0"<br>585' 0" 77' 0" 44' 7"<br>1 dk<br>RW | M Tanker Mchy.aft<br>24 Ta<br>L.1218980 HeCls. BC<br><br>Der 3(5) 2(3) 2(1) | Oil 2SA 9Cy. 740×1500 mm<br>11200bhp<br>Burmeister & Wain<br>3×90kW 110V d.c. |
| 516846<br>EHUJ<br><br>Df RT | **JALON**<br>exCastillo Monforte–62<br>exNagos–39 exCorbrae–34<br>exHillingdon<br>**Maritima Colonial y de**<br>**Comercio S.A.**<br>Cadiz Spanish | 1926<br>1085<br>2756 | ✠ | 1912–8 S. P. Austin & Sons Ltd.—Sld<br>*268·3'* 38' 1" 18' 8"<br>37' 11"<br>P28' Q71' F28' 1 dk Well dk<br>R | S<br><br>G.135199 B.123091<br><br>4W | T 3Cy. 20½" 33" & 54"×36"<br>796ihp<br>G. Clark Ltd. |
| 641067<br>JXYM<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **JALTA**<br><br>**Bulls Tankrederi A/S**<br>Anders Jahre<br>Sandefjord Norwegian | 35263<br>21703<br>60110 | <br><br>NV | 1964 Kieler Howaldtswerke A.G.—Kel<br>775' 0" 106' 0" ~~40' 1½"~~ 41' 5⅛"<br>738' 4" 105' 10" 53' 9"<br>1 dk<br><br>rf 4" | S Tanker Mchy.aft<br>15 Ta<br>L.2561000<br><br>Der 2(10) 2(3) 2(1) | 2 S Turb dr geared to sc.<br>17500shp<br>Kieler Howaldtswerke A.G.<br>3×700, 700, 150kW 450V |
| 516848<br><br><br>Df Esd<br>Gc | **JALTA**<br><br>**U.S.S.R.**<br>Murmansk Russian<br>Name should be **YALTA** See New Entries No. 11 | 685<br>224<br>— | ✠ | 1957–1 Finnboda Varf A/B—Skm<br>207' 0" 30' 8"<br>180' 6" 30' 6" 15' 11"<br>F41'<br>RW<br>rf 39" BK8" | S Trawler | C 4Cy. (2) 295 & (2) 650<br><br>Finnboda Varf A/B |
| 652297<br>PEZK<br><br>Df Esd<br>Rdr RT | **JALTA**<br><br>**Rederij "Jalta"**<br>Scheepv. Kantoor<br>J. Tavenier N.V.<br>Zaandam Netherland<br>Now **ROMEREE** (No. 632297) in the Register | 499<br>312<br>956 | <br><br>BV | 1965 N.V. Bodewes Schps.—<br>Martenshoek<br>197' 6" 30' 4" 11' 10"<br>180' 5" 30' 2" 13' 3"<br>1 dk | M Mchy.aft<br>1 Ho 124½'<br>G.33590 B.36380<br>2 Ha (each 39½'×17')<br>Der 2(3) | Oil 4SA 6Cy.<br>750bhp<br>Masch. Kiel G.m.b.H.<br>3×9, 9, 7kW 110V d.c. |

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| **JAMAICA**<br>exStar of Scotland-60<br>**Dagon Fishing Co. Ltd.**<br>G. D. Claridge<br>Lowestoft<br>British | 285<br>98<br>— | ✠Classed LR until 4/60 | **1947** Hall, Russell & Co. Ltd.—Abn<br>*128·3′* 24′ 7″<br>128′ 0″ 24′ 6″ 13′ 9″<br>F19′<br>BK7½″ | M Trawler<br>1 Ho | Oil 2SA 5Cy. 340×570 mm<br>74t<br>British Polar Engines Ltd. Gls<br>11k |
| **JAMAICA PLANTER**<br>**Jamaica Banana Producers S.S. Co. Ltd.**<br>Kaye, Son & Co. Ltd.<br>Kingston, Jam<br>British | 6159<br>3389<br>5360 | **✠100A1** ~~SS 12/63~~<br>**SS 1/69**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1750 EL a†2″SQ | **1959**–12 Lithgows Ltd.—P.Gl<br>445′ 7″ 56′ 6″ 24′ 1″<br>410′ 0″ 56′ 3″ 34′ 3″<br>P39′ F57′ 2 dks, 3rd dk except in mchy. space, 4th dk in Nos. 1. 2 & 3 holds<br>RW Coll BH to U dk 5 to 2nd dk<br>rf 6″ WB813t | S (12P) Ref<br>4 Ho 88′, 55′, 67½′, 82½′<br>In.214560<br>4 Ha (stl) (24′, 25′, 25′, 25′×16′)<br>Der 4(12) 4(5) | 2 S Turb dr geared to sc. shaft<br>8750shp (o.f)<br>D. Rowan & Co. Ltd. Gls<br>2WTB 610℔ Spt 800° F. 515℔ hs10990<br>db 100℔ sg 100℔<br>4×300kW 220V d.c. |
| **JAMAICA PRODUCER**<br>**Jamaica Banana Producers S.S. Co. Ltd.**<br>Kaye, Son & Co. Ltd.<br>Kingston, Jam<br>British | 5781<br>3112<br>5100 | **✠100A1** SS 6/66<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1800 EL z $1\frac{15}{16}$″SQ | **1962**–6 Lithgows Ltd.—P.Gl<br>397′ 0″ 56′ 0″ 24′ 3¾″<br>368′ 0″ 55′ 9″ 34′ 3″<br>P&B143′ F56′ 2 dks, 3rd dk except in mchy. space, 4th dk in Nos. 1 & 2 holds<br>RW Coll BH to U dk 5 to 2nd dk<br>rf 6″ WB1088t | M Ref<br>4 Ho 78¾′, 62½′, 70′, 75′<br>In.215592<br>4 Ha (stl) (27′, 27½′, 27½′, 27½′×18′)<br>Cr 4(3) Der 4(12) 4(5) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer (hvf)<br>D. Rowan & Co. Ltd. Gls<br>AuxB 150℔ ● (ex.g) 150℔<br>4×250kW 220V d.c. |
| **JAMAICA QUEEN**<br>exNili-67<br>**Weston Shipping Co. Ltd.**<br>Haifa<br>Israel | 7851<br>3937<br>983 | **✠100A1**<br>car ferry<br>**✠LMC**<br>MN2200 EL d†$2\frac{3}{16}$″SQ | **1965**–6 Fairfield S.B. & Eng. Co. Ltd.—Gls<br>449′ 10″ 62′ 1″ 16′ 6¾″<br>414′ 8″ 62′ 0″ 43′ 0″<br>B288′ 1 dk & S dk with intermediate dk & 4th dk except in mchy. space<br>RW Coll BH to intermediate dk 9 to 2nd dk<br>rf 9″ WB538t | TM Ferry (544P) OSD<br>Der 2(15) | 2 Oil 2SA each 6Cy. 560×1000 mm<br>400t (hvf)<br>Sulzer Bros. Ltd. Win<br>2AuxB (1 o.f 1 ex.g) 100℔<br>4×550kW 380V 50c/s a.c.<br>Thw. thrust propeller fwd 20k |
| **AMAICAN PROVIDER**<br>**arwhal Ltd.**<br>assau<br>British<br>For later particulars see New Entries **No. 6** | 1600<br>—<br>— | 100A1<br>Class contemplated | J. J. Sietas Schiffsw.—Ham<br>300′ 0″<br>275′ 8″ 52′ 6″ 34′ 8″ | TM Mchy.aft | 2 Oil 4SA each 8Cy. 400×580 mm<br>Klöckner-Humboldt-Deutz Kln |
| **AMBO**<br>**overnment of India**<br>mbay<br>Indian | 524<br>138<br>— | | **1941** Wärtsilä Kon. Sandvikens Skepps.—Hfs<br>152′ 6″ 29′ 11″ 10′ 10″<br>29′ 9″<br>F61′ | TS Tug<br>1 Ho 31½′<br>3W Der 2(5) | T 6Cy. $11\frac{7}{16}$″ 18⅛″ & 30⅝″×17¾″<br>100t (c)<br>Wärtsilä Kon. Sandvikens Skepps Hfs<br>8k |
| **AMDENA**<br>Dentjeng-54<br>**ublik Indonesia**<br>Pelajaran Djawa<br>limantan<br>harta<br>Indonesian | 146<br>78<br>— | ✠Classed LR until 10/63 | **1951**–12 Vereenigde Prauwen Veren—Dja<br>113′ 0″ 18′ 2″ 7′ 0¼″<br>104′ 11″ 18′ 0″ 8′ 0″<br>F10′ 1 dk | M Mchy.aft | Oil 2SA 6Cy. 180×230 mm<br>Crossley Bros. Ltd. Mch |
| **AMEELA**<br>ming-64<br>**rala Lines Ltd.**<br>mbay<br>Indian | 1997<br>1256<br>3000 | NV | **1956** P. Lindenau Schiffs. & Msk—Kel<br>257′ 11″ 41′ 1″ 19′ 4¼″<br>241′ 2″ 41′ 0″ 24′ 6″<br>F21′ 2 dks | M CSD Mchy.aft<br>G.143600 B.134240<br>8W Der 8(5) | Oil 4SA 8Cy. 400×600 mm<br>160t<br>Masch. Augsburg-Nürnberg Aug<br>11½k |
| **AMES No. 67**<br>No. 2 Steam Barge-36<br>**ndon Dredging Co. Ltd.**<br>ndon<br>British | 511<br>268<br>731 | ✠Classed LR until 11/56 | **1922**–12 Vickers Ltd.—Brw<br>169′ 6″ 31′ 1″ 10′ 8″<br>165′ 0″ 31′ 0″ 12′ 0″<br>Q59′ F27′ 1 dk<br>R<br>BK 6″ | S Hopper Barge Mchy.aft<br>1 Ho 63′ | C 2Cy. 17″ & 38″×24″<br>500ihp 30t (o.f)<br>Lytham S.B. & E. Co. Ltd. Lytham<br>1×3kW 60V d.c. 9k |
| **AMES No. 81**<br>**mes Contracting & Shipping Co. Ltd.**<br>ndon<br>British | 183<br>67<br>— | ✠Classed LR until 3/55 | **1937**–3 N.V. Scheeps. "De Klop"—Sliedrecht<br>101′ 0″ 26′ 1″ 9′ 0″<br>25′ 11″<br>R | M Hopper Barge Mchy.aft<br>1 Ho 29¾′ | Oil 6Cy. 8¾″×11½″<br>337bhp NE59 (d.o)<br>Lister Blackstone Mar. Ltd. Dursley<br>1×3kW 110V d.c. 9k |
| **AMES A. FARRELL**<br>**ited States Steel Corp.**<br>Great Lakes Fleet<br>New York<br>United States | 7770<br>6493<br>12900 | **✠100A-** ~~SS 3/64~~<br>Great Lakes service<br>**✠LMC** **SS 11/68**<br>EL (f†) | **1913**-3 American S.B. Co.—Lorain<br>600′ 0″ 58′ 2″ 21′ 4½″<br>580′ 0″ 58′ 0″ 32′ 0″<br>F54′ 1 dk<br>R 4BH<br>WB8867t | S Mchy.aft<br>3 Ho<br>34 Ha (stl) | T 3Cy. 24″ 39″ & 65″×42″<br>1800ihp 308t (c)<br>American S.B. Co. Clv<br>2WTB 217℔ Spt 205℔ hs(9816) ND<br>✠NB4/48 10k |
| **AMES B. DUKE**<br>**ited States Department of Commerce**<br>unswick<br>United States | 7248<br>4470<br>10800 | AB | **1944** J. A. Jones Const. Co.—Brunswick<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2423t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **AMES B. EADS**<br>**ited States Department of**<br>mmerce<br>land, Or<br>United States | 7226<br>4431<br>10844 | AB | **1942** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Oregon War Industries Pld<br>3×20kW 120V d.c. 10k |

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| 516868<br>KHMK<br>242349<br>Df Esd | **JAMES B. RICHARDSON**<br>**United States Department of Commerce**<br>Wilmington, N.C United States | 7257<br>4453<br>10550 | SCUTTLED 7/68<br>AB | **1942** N. Carolina S.B. Co.—Wmn<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy 24½" 37" & 70"×4<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 516870<br>KKMH<br>242837<br>Df Esd | **JAMES BARBOUR**<br>**United States Department of Commerce**<br>Houston United States | 7272<br>4471<br>10393 | AB | **1943** Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>National Machine Co.<br>3×20kW 120V d.c. |
| 516871<br>GBJF<br>183382<br>Df Esd<br>Pfd Rdr<br>RT | **JAMES BARRIE**<br>exBenella-51<br>~~**Newington Steam Trawling Co. Ltd.**~~<br>~~Hull~~ ~~British~~<br>**Newington Trawlers Ltd.**<br>Hull British | 666<br>235<br>— | ✠100A1 SS 9/65<br>trawler<br>✠LMC<br>EL (j) x | **1949-1** J. Lewis & Sons Ltd.—Abn<br>*180-5'* 30' 1"<br>175' 0" 30' 0" 16' 0"<br>Q93' F33'<br>RW 4BH<br>BK8" WB55t incl. DTsf34t | S Trawler<br>1W | T 3Cy. 15" 25" & 42"×<br>1050ihp<br>J. Lewis & Sons Ltd.<br>SB 225lb Spt hs(3706) |
| 670233<br>327280 | **JAMES BAY**<br>~~**Offshore Marine Services Ltd.**~~ **Hatch & Kirk Inc.**<br>~~Vancouver~~ ~~Canadian~~<br>Seattle United States | ~~479~~ *479*<br>~~295~~ *295*<br>— | | **1953** Yarrows Ltd.—Vic<br>*147-4'* 28' 0"<br>... ... ...<br>1 dk | TM Survey Ship | 2 Oil each 12Cy.<br>2460bhp<br>General Motors Corp. |
| 641768<br>5MZT<br>2067<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **JAMES BENEDICT**<br>**Liberian National Shipping Lines Inc.**<br>Monrovia Liberian | 18123<br>12099<br>31095 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN2160 EL m†2¹¹⁄₁₆"SQ | **1964-11** Verolme Cork Dkyd Ltd.—Cork<br>603' 4" 84' 5" 34' 9"<br>565' 0" 84' 2" 49' 10"<br>P100' F53' 1 dk<br>NS 10BH<br>rf nil DK fwd WB1209t incl. Tanks in holds 9616t DTsf468t | M Bulk Carrier Mchy.aft<br>7 Ho 60½', 59', 59', 59', 59', 59', 59'<br>7 Ha (stl) (each 37½'×39½')<br>Der 2(2) 1(1) | Oil 2SA 9Cy. 700×1200<br>10800bhp MAN<br>Verolme Machfbk<br>2AuxB 100lb (1 o.f 1 ex.g)<br>3×440V 60c/s a.c. |
| 516872<br>247135<br>Df Esd<br>Gc | **JAMES BENNETT MOORE**<br>**United States Department of Commerce**<br>Brunswick United States | 7248<br>4445<br>10800 | AB | **1945** J. A. Jones Const. Co.—Brunswick<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 516873<br>KXIS<br>243836<br>Df Esd | **JAMES BOWDOIN**<br>**United States Department of Commerce**<br>Portland, Me United States | 7229<br>4449<br>10735 | AB | **1943** New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ha 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>Worthington Corp.<br>3×20kW 120V d.c. |
| 516874<br>KHKW<br>242395<br>Df Esd | **JAMES BOWIE**<br>**United States Department of Commerce**<br>Houston United States | 7196<br>4363<br>10401 | AB | **1942** Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 516875<br>KHKJ<br>242270<br>Df Esd | **JAMES CALDWELL**<br>**United States Department of Commerce**<br>Baltimore United States | 7190<br>4385<br>10920 | AB | **1942** Bethlehem-Fairfield—Bal<br>441' 6" 57' 1" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>Worthington Corp.<br>3×20kW 120V d.c. |
| 516876<br>WA6191<br>220802<br>Df Gc<br>Rdr<br>RTm | **JAMES DAVIDSON**<br>**The Tomlinson Fleet Corp.**<br>Wilmington, Del United States | 8349<br>6387<br>— | AB | **1920** Detroit S.B. Co.—Wyandotte<br>600' 0" 60' 2" 21' 8¼"<br>587' 10" 60' 0" 32' 0"<br>F54' 1 dk<br>R | S Bulk Carrier Mchy.aft<br>6 Ho 84', 72', 72', 72', 60', 78'<br>33 Ha (stl) (each 9'×37') | T 3Cy. 24½" 41" &<br>2300ihp<br>American S.B. Co.<br>2×60kW 120V d.c. |
| 516878<br>WA6193<br>207283<br>Df Gc<br>Rdr | **JAMES E. FERRIS**<br>exF. R. Hazard exOntario<br>**Buckeye Steamship Co.**<br>Wilmington, Del United States | 5494<br>4153<br>9270 | AB | **1910** Gt. Lakes Eng. Wks—Ecorse<br>464' 0" 56' 2" 21' 0½"<br>452' 0" 56' 0" 30' 0"<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>G.324950<br>25 Ha (stl) (each 9'×36') | T 3Cy. 22½" 36" &<br>1600ihp<br>Gt. Lakes Eng. Wks |
| 516879<br>KOWM<br>243589<br>Df Esd<br>Rdr | **JAMES E. HAVILAND**<br>**United States Department of Commerce**<br>Houston United States | 7248<br>5131<br>10451 | AB | **1943** Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 7¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>Willamette Iron & St<br>3×20kW 120V d.c. |
| 516880<br>KMHE<br>243362<br>Df Esd | **JAMES E. HOWARD**<br>**United States Department of Commerce**<br>New Orleans United States | 7254<br>4465<br>10401 | AB | **1943** Delta S.B. Co.—N.Os<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>Filer & Stowell Co.<br>3×20kW 120V d.c. |

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| **JAMES FERGUS**<br>United States **Department of Commerce**<br>San Francisco United States | **7234**<br>4434<br>10500 | | AB | **1943** Permanente (Shpyd No. 1)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ho (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. | <br>1834t (o.f)<br>Sunnyvale<br>10k |
| **JAMES G. BLAINE**<br>United States **Department of Commerce**<br>Portland, Me United States | **7253**<br>4456<br>10735 | | AB | **1942** South Portland S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Clark Bros. Co.<br>3×20kW 120V d.c. | <br>1734t (o.f)<br>Clv<br>10k |
| **JAMES GUNN**<br>United States **Department of Commerce**<br>Baltimore United States | **7191**<br>4389<br>10920 | | AB | **1942** Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 1″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | <br>1819t (o.f)<br>Hamilton<br>10k |
| **JAMES H. McCLINTOCK**<br>United States **Department of Commerce**<br>Los Angeles United States | **7176**<br>4380<br>10572 | | AB | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. | <br>1856t (o.f)<br>Sunnyvale<br>11k |
| **JAMES J. HILL**<br>United States **Department of Commerce**<br>Wilmington, Del United States | **7257**<br>4467<br>10500 | | AB | **1942** Permanente (Shpyd No. 1)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. | <br>1834t (o.f)<br>Sunnyvale<br>10k |
| **AMES JACKSON**<br>nited States **Department of Commerce**<br>avannah United States | **7176**<br>4380<br>10500 | | AB | **1943** Southeastern S.B. Corp.—Sav<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | <br>1820t (o.f)<br>Hamilton<br>10k |
| **MES KYRON WALKER**<br>ited States **Department of Commerce**<br>uston United States | **7205**<br>4391<br>10473 | | AB | **1944** Todd-Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3×20kW 120V d.c. | <br>1834t (o.f)<br>Pld<br>10k |
| **AMES LAMEY**<br>. H. Lamey **Ltd.**<br>erpool British<br>For later particulars see New Entries No. 4 | **225**<br>—<br>— | **100A1**<br>tug<br>for restricted service<br>Class contemplated | | James Lamont & Co. Ltd.—P.Gl<br>106′ 8″ 28′ 1″ 11′ 0″<br>96′ 0″ 26′ 6″ 13′ 6″<br>RW | M Tug | Oil 4SA 6Cy. 360×450 mm<br>Motorenw. Mannheim | <br>Mhm |
| **AMES LEE**<br>. L. Fisheries **Ltd.**<br>unenburg Canadian | **211**<br>91<br>— | | | **1963** Atlantic S.B. Co. Ltd.—Lunenburg<br>*97·2′* 24′ 8″<br>97′ 2″ 24′ 6″ 13′ 0″<br>1 dk<br>rf nil | Wood M Fishing<br>1 Ho 28¾′<br>2 Ha (each 4¼′×3¾′)<br>Cr 2(3) | Oil 2SA 10Cy. 5¼″×7¼″<br>800bhp<br>Fairbanks, Morse & Co.<br>1×10kW 110V d.c. | <br>34t (d.o)<br>Beloit |
| **AMES LYKES**<br>nited States **Department of Commerce**<br>ouston United States | **6760**<br>4017<br>9271 | | AB | **1940** Bethlehem Stl Co.—Sp.Pt<br>417′ 9″ 60′ 2″ 27′ 7$\frac{7}{16}$″<br>395′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>RW<br>rf 4″ | S<br>5 Ho<br>G.491840 B.432820<br>5 Ha<br>16W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Bethlehem Stl Co. | <br>1272t (o.f)<br>Qcy<br>14k |
| **AMES LYKES**<br>kes Brothers **S.S. Co. Inc.**<br>obile United States | T.Mk<br>**6381**<br>3483<br>—<br>**9218**<br>5322<br>11331 | | AB | **1960** Ingalls S.B. Corp.—Pascagoula<br>495′ 0″ 69′ 2″ —/30′ 1⅛″<br>470′ 0″ 69′ 0″ 41′ 7″<br>B155′ F106′ 2 dks<br>RW<br>rf nil | S (12P) Ref<br>5 Ho 70½′, 72½′, 72½′, 50′, 88½′<br>G.582991 B.537297 In.16362<br>5 Ha (stl) (31½′×18′)<br>(40′, 35′, 35′, 30′×25′)<br>16W Der 1(60) 12(15) 4(10) | 2 S Turb dr geared to sc. shaft<br>9000shp<br>General Electric Co.<br>2×600kW 450V 60c/s a.c. | <br>2647t (o.f)<br>Lyn<br>17½k |
| **MES M. GIFFORD**<br>R. Bordeaux<br>mington, N.C United States | **171**<br>67<br>— | | | **1905** ......................Greenport, N.Y<br>128′ 0″ 19′ 5″<br>... ... ... | Wood M Fishing Mchy.aft<br>1 Ho 39′<br>1 Ha (19′×8¾′) | Oil 4SA 6Cy.<br>300bhp Emade41fitted 44<br>Atlas Diesel Eng. Co. | <br><br>Oakland |

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| 516903<br>KHQB<br>243252<br>Df Esd | **JAMES M. WAYNE**<br>**United States Department of Commerce**<br>Brunswick United States | 7176<br>4380<br>10700 | AB<br>**BROKEN UP** | 1943 J. A. Jones Const. Co.—Brunswick<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 516904<br>WB4118<br>229399 | **JAMES McALLISTER**<br>exVan Dyke 4-56<br>**McAllister Bros. Inc.**<br>Wilmington, Del United States | 134<br>91<br>— | | 1930 Kensington Shpyd & D.D. Co.—Phl<br>98' 4" 21' 0"<br>20' 10"<br>1 dk<br>R | D-E Tug | Oil 2SA 12Cy.<br>connected to elec. motor<br>[illegible]<br>General Motors Corp. |
| 516905<br>KORZ<br>243559<br>Df Esd | **JAMES McCOSH**<br>**United States Department of Commerce**<br>Baltimore United States | 7237<br>4446<br>10920 | AB | 1943 Bethlehem-Fairfield—Bal<br>441' 6" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50, 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 516906<br>KKLZ<br>243054<br>Df Esd | **JAMES McHENRY**<br>**United States Department of Commerce**<br>New Orleans United States | 7202<br>4397<br>10345 | AB | 1943 Delta S.B. Co.—N.Os<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Filer & Stowell Co.<br>3×20kW 120V d.c. |
| 516907<br>KKWP<br>247997<br>Df Esd<br>Gc | **JAMES McKAY**<br>exCanvasback-47<br>**Lykes Bros. S.S. Co. Inc.**<br>Galveston United States | ~~6161~~T.Mk<br>~~4846~~ 6026<br>~~11330~~ 3399<br>—<br>8068<br>4728<br>11330 | AB | 1945 N. Carolina S.B. Co.—Wmn<br>*441·2'* 63' 2" 28' 6¼"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>RW<br>rf nil | S (12P)<br>5 Ho 59', 59', 67', 68', 68'<br>G.582000 B.542000<br>5 Ha (27', 32½' 35', 30', 30'×20')<br>Der 1(50) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp<br>General Electric Co. |
| 516911<br>KFHB<br>241749<br>Df Esd | **JAMES MONROE**<br>**United States Department of Commerce**<br>Los Angeles United States | 7176<br>4380<br>10807 | AB | 1942 California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50' 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35' 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 541190<br><br>304690 | **JAMES NEWMAN**<br>**Greater London Council**<br>London British | 738<br>432<br>330 | ✠A1 SS 8/67<br>Woolwich service<br>✠LMC<br>MN200 EL (o) 1⅜" | 1963–9 Caledon S.B. & E. Co. Ltd.—Dun<br>185' 7" 62' 7"<br>184' 0" 61' 0" 8' 9"<br>1 dk<br>RW 4BH<br>rf nil | TM Ferry (1030P) | 2 Oil 4SA each 7Cy.<br>flexible couplings<br>1000bhp<br>Mirrlees National Ltd.<br>2×40kW 415V 50c/s a.c.<br>Directional propellers |
| 516912<br>VDLC<br>178247<br>Df Esd<br>Gc Rdr<br>RTm/v | **JAMES NORRIS**<br>**Upper Lakes Shipping Ltd.**<br>J. D. Leitch<br>Midland Canadian | 12464<br>9115<br>18660 | BS✻ Lake SS 9/64<br>Great Lakes & River St. Lawrence service<br>MBS✻<br>MN1000 C40 S35 | 1952–5 Midland Shipyards Ltd.—Midland<br>663' 6" 67' 3" 23' 8½"<br>647' 2" 67' 0" 35' 0"<br>F60' 1 dk<br>RW 3BH<br>rf 3" WB8924t | S Bulk Carrier Mchy.aft<br>6 Ho 78', 72', 72', 96', 72', 84'<br>G.812000 B.785000<br>19 Ha (stl) (each 11'×49') | S 5Cy. 27"×36"<br>4000ihp Uniflow<br>Canadian Vickers Ltd.<br>2WTB 325lb Spt 315lb<br>db 30lb<br>2×300kW 440V 60c/s a.c. |
| 516913<br>KOIG<br>243465<br>Df Esd | **JAMES OLIVER**<br>**United States Department of Commerce**<br>Portland, Or United States | 7176<br>4380<br>10439 | AB<br>**BROKEN UP** | 1943 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B 500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 540545 | **JAMES PEARCE**<br>**Mackay Harbour Board**<br>*Mackay* British | 131<br>—<br>73 | ✠100A SS 12/66<br>Mackay, Whitsunday Passage & Bowen service<br>EL (a) | 1962–12 M. R. Hornibrook Pty Ltd.—Bsb<br>75' 7" 30' 7" 3' 2"<br>74' 11" 29' 11" 5' 8"<br>1 dk<br>4BH<br>rf nil 3BKs on FK WB15t | Crane Barge<br>2 Ha (stl) (each 5'×4½')<br>Cr 1(15) | |
| 516918<br>GSMQ<br>186251<br>Esd Pfd<br>Rdr<br>RTm/v | **JAMES ROWAN**<br>**Central Electricity Generating Board**<br>Stephenson Clarke ~~Ltd.~~ Shipping Ltd.<br>London British | 2947<br>1482<br>3640 | ✠100A1 SS 7/67<br>✠LMC<br>MN306 EL t 1$\frac{11}{16}$"SQ | 1955–6 Hall, Russell & Co. Ltd.—Abn<br>340' 0" 43' 6" 18' 1½"<br>323' 0" 43' 3" 25' 9"<br>Q196' F32' 1 dk<br>R NS 6BH<br>rf nil WB1472t incl. DTm263t | S Mchy.aft<br>4 Ho 52', 54', 49', 45'<br>G.189130<br>4 Ha (stl) (35½'×24½') (35½', 33½', 33½'×27½')<br>Der 1(2½) | T 3Cy. 20½" 33" & 57"×39"<br>1700ihp<br>N.E. Mar. Eng. Co.<br>2 SB 220lb Spt<br>3×60, 60, 25kW 220V d.c. |
| 516919<br>KNEQ<br>243279<br>Df Esd | **JAMES S. HOGG**<br>**United States Department of Commerce**<br>Houston United States | 7244<br>4396<br>10340 | AB | 1943 Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾ 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3×20kW 120V d.c. |
| 516920<br>KYKD<br>244285<br>Df Esd | **JAMES S. LAWSON**<br>**United States Department of Commerce**<br>Portland, Or United States | 7176<br>4380<br>10439 | AB | 1943 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |

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| **JAMES SHIELDS**<br>United States **Department of**<br>Commerce<br>Los Angeles United States | **7225**<br>4438<br>10572 | AB | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1856t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **JAMES T. FIELDS**<br>United States **Department of**<br>Commerce<br>Portland, Me United States | **7251**<br>4462<br>10735 | AB | **1944** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2318t (o.f)<br>Vulcan Irn Wks Wilkes-Barre<br>3×20kW 120V d.c. 10k |
| **JAMES TOMPKINS**<br>United Maritime **Fishermen**<br>Ltd.<br>Sydney Canadian | **~~233~~ 132**<br>101<br>— | | **1967** Atlantic Shipbuilding—Mahone<br>Bay<br>112′ 0″ ~~103·6′~~ 26′ 1″ 11′ 10″<br>… … …<br>1 dk | Wood M Fishing | Oil 12Cy. 6¼″×8″<br>765bhp<br>Caterpillar Tractor Co. Peoria<br>10k |
| **JAMES TRANSPORT**<br>Hall Corporation **of Canada**<br>Montreal Canadian<br>For later particulars see New Entries No. 1 | **4700**<br>3322<br>7700 | **100A1**<br>oil tanker<br>Class contemplated | Davie S.B. Ltd.—Lauzon<br>371′ 0″ 55′ 2″ 21′ 0″<br>350′ 0″ 54′11½″ 27′ 6″ | TM Tanker Mchy.aft | 2 Oil 4SA each 6Cy. 15″×18″<br>Mirrlees National Ltd. Stckpt<br>13k |
| **JAMES TURNER**<br>United States **Department of**<br>Commerce<br>Wilmington, N.C United States | **7256**<br>4460<br>10550 | AB | **1942** N. Carolina S.B. Co.—Wmn<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **AMES W. GRIMES**<br>United States **Department of**<br>Commerce<br>Portland, Or United States | **7227**<br>4443<br>10439 | AB | **1943** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 10k |
| **AMES W. JOHNSON**<br>United States **Department of**<br>Commerce<br>Los Angeles United States | **7252**<br>4460<br>10494 | AB | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35 , 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1856t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **MES WALLACE**<br>Port of Launceston **Authority**<br>~~Marine Board of Launceston,~~<br>**Tasmania**<br>Launceston British | **188**<br>3<br>68 | ✠Classed LR until 1/34 | **1924–2** Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>*109·0′* 23′ 7″<br>… … …<br>R | S Tug | C 2Cy. 20″ & 42″×27″<br>750ihp<br>Ferguson Bros. (P.Gl.) Ltd. P.Gl<br>2×4½kW 110V d.c. |
| **AMES WHITCOMB**<br>RILEY<br>United States **Department of**<br>Commerce<br>Portland, Or United States | **7176**<br>4374<br>10975 | AB | **1942** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Filer & Stowell Co. Milwaukee<br>3×20kW 120V d.c. 10k |
| **AMHURI**<br>Seyyid Khalifa-63<br>Republic of **Tanzania**<br>Zanzibar Tanzanian | **1542**<br>899<br>500 | **✠100A1** SS 3/68 ~~SS 8/64~~<br>East African coasting<br>service<br>**✠LMC**<br>MN448 EL o $1\frac{11}{16}$″ | **1956–4** Philip & Son Ltd.—Drt<br>218′ 6″ 39′ 4″ 13′ 0¾″<br>200′ 0″ 38′ 0″ 15′ 0″<br>P55′ B67′ F47′ 1 dk<br>RW 4BH<br>rf 15″ WB250t | TM<br>2W Der 1(7) 4(3) | 2 Oil 2SA each 6Cy. 340×570 mm<br>2240bhp 150t<br>British Polar Engines Ltd. Gls<br>13k |
| **AMNO**<br>The People's **Republic of**<br>China<br>People's Rep. of China | **2630**<br>1300<br>3200 | | **1956** Stocznia Szczecinska—Szn<br>310′ 8″ 44′ 5″ 18′ 5″<br>293′ 9″ 44′ 3½″ 20′ 6″<br>1 dk<br>RW | S | C 4Cy. (2) 455 & (2) 980×980 mm<br>(o.f)<br>Z.U.T. Zgoda Swi |
| **AMNO**<br>Polish **Government**<br>P.P.D.i U.R. "Odra"<br>Swinoujscie Polish | **797**<br>323<br>506 | PR | **1963** Stocznia im. Komuny Paryskiej—<br>Gdy<br>201′ 4″ 32′ 4″ 14′ 6″<br>32′ 2″ 17′ 1″ | M Trawler | Oil 4SA 6Cy. 460×580 mm<br>1375bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>4×184, 160, 100, 22kW 230V d.c. 12¾k |
| **MOOSA**<br>Qatar Petroleum **Co. Ltd.**<br>London British | **421**<br>—<br>117 | **✠100A1** SS 1/67<br>tug<br>**✠LMC**<br>MN304 EL (f) | **1955–3** Henry Scarr Ltd.—Hessle<br>130′ 2″ 33′ 1″ 11′ 3¾″<br>120′ 0″ 31′ 0″ 14′ 6″<br>B43′<br>R 3BH<br>rf 18″ WB75t incl. DTa11t DTsf41t | TM Tug<br>Der 1(6) | 2 Oil 4SA each 8Cy. 305×380 mm with sr gear<br>1520bhp (d.o)<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>3×45kW 220V d.c. |

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| 516938<br>UYER<br>M-26497<br>Df Esd<br>Gc RT | **JAMSK**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 1333<br>488<br>1344 | <br><br><br>**FOUNDERED 2/69** | **1962** Stocznia im. Komuny Paryskiej—Gdy<br>247′ 0″ 37′ 11″ 15′ 10″<br>37′ 9″ 16′ 3″<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.117033<br><br>1W Der 1(1½) | Oil 2SA 5Cy. 480×700 mm<br>1500bhp Sulzer<br>Soc. Española de Const. |
| 680006<br><br><br>Df Esd<br>Gc Rdr<br>RT | **JAN**<br><br>**Diersch & Schröder**<br>Bremen W. German | **999**<br>~~540~~ 734<br>2350 | <br>GL | **1967** Fr. Lürssen—Vgk<br>260′ 9″ 41′ 4″ 15′ 1″<br>242′ 8″ 41′ 0″ 16′ 9″<br>P82′ F67′ 1 dk | M Tanker Mchy.aft<br>10 Ta<br>L.108593<br><br>Der 2(½) | Oil<br>1800bhp<br>Klöckner-Humboldt-Deutz<br>3×52, 52, 24kW 380V |
| 661964<br>PEZC<br><br>Df Esd<br>Rdr RT | **JAN**<br><br>**H. Damhof**<br>"Carebeka" N.V.<br>Delfzijl Netherland | T.Mk<br>**512**<br>280<br>1063<br>**1071**<br>699<br>1250 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN240 EL n1 1/16"U2 | **1966**-11 Schps. "Hoogezand" J. Bodewes—Bergum<br>239′ 8″ 34′ 9″ 12′ 7″/14′ 0″<br>214′ 7″ 33′ 10″ 19′ 10″<br>Ba32′ F30′ 2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf 4″ WB336t | M Mchy.aft<br><br>G.84774 B.77247 | Oil 2SA 16Cy. 220×380 mm<br>1200bhp<br>Appingedammer Brons.<br>4×20, 20, 15, 15kW 220V |
| 516944<br>OUTZ | **JAN**<br>exMemelland–62<br>**Rederiet Marstal I/S**<br>Hans O. Fabricius<br>Marstal Danish | **289**<br>162<br>425 | <br><br>GL | **1939** Schiffsw. W. Holst—Ham<br>139′ 6″ 22′ 4″ 10′ 0″<br>10′ 8″<br>P26′ F13′ 1 dk<br>R | M<br>1 Ho<br>G.21000<br>1 Ha (60′×12½′)<br>2W Der 2(2) | Oil 2SA 4Cy. 230×400 mm<br>280bhp NE63<br>Alpha-Diesel A/S |
| 516945<br>DHQN<br><br>Df Esd | **JAN**<br><br>**Petersen & Alpers**<br>Hamburg W. German | **156**<br>51<br>— | | **1952** Johann Oelkers—Ham<br>*90·2′* 23′ 9″ 11′ 7″<br>12′ 6″<br>1 dk<br>RW | S Tug | C 4Cy. (2) 10½″ & (2) 22⅛″<br>840ihp<br>Christiansen & Meyer |
| 516946<br>PEZB<br><br>RT | **JAN**<br>exMolva–63 exAlida–57<br>exExcelsior II<br>**Remmelzwaal & v. Duin**<br>Katwijk a/Zee Netherland | **126**<br>58<br>— | | **1911** C. v.d. Giessen—Krimpen<br>*92·4′* 21′ 7″<br>… … …<br><br>R | Aux K Fishing | Oil 4SA 4Cy. 250×350 mm<br>NE51<br>Motorenw. Mannheim |
| 516948<br>UFOC<br>M-26088<br>Df Esd<br>Gc Rdr | **JAN ANVELT**<br><br>**U.S.S.R.**<br>Tallin Russian | **3480**<br>1884<br>5015 | | **1958** Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 8½″<br>331′ 7″ 47′ 11″ 26′ 3″<br>1 dk<br>RW | S<br>4 Ho<br>G.202036<br>4 Ha (28½′, 34½′, 34½′, 34½′×27′)<br>8W Der 8(5) | C 4Cy. (2) 455 & (2) 980<br>turb & hydraulic coupl<br>2500ihp<br>Z.U.T. Zgoda |
| 521417<br>DGON | **JAN-DIRK**<br>exLühedeich–65<br>exHeimwärts–62<br>**Reinhard u. Walli von der Fecht**<br>Hamburg W. German | **149**<br>84<br>170 | <br><br>GL | **1931** Gebr. van Diepen—Waterhuizen<br>*110·8′* 19′ 10″ 8′ 0″<br>… … …<br>1 dk<br>R len 57 | M | Oil ~~4SA 4Cy.~~<br>~~160bhp NE37~~ NE38<br>~~Humboldt-Deutzmot.~~ |
| 537719<br>DFTK<br><br>Df Esd<br>Rdr RT | **JAN FUNCK**<br>exVaterland–66<br>**Karl H. Funck**<br>Stade W. German | **499**<br>230<br>810 | <br><br>GL | **1954** Stader Schiffsw.—Stade<br>*170·6′* 29′ 0″ 10′ 6″<br>167′ 4″ 28′ 10″ 17′ 6″<br>P36′ Q64′ F20′ 1 dk<br>RW | M Mchy.aft<br><br>G.45000 B.42000<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>425bhp<br>Klöckner-Humboldt-Deutz |
| 516951<br>DCEQ<br><br>Df | **JAN GERDES**<br>exZeehond–55<br>**Johann Gerdes**<br>Haren/Ems W. German | **291**<br>173<br>325 | GL<br><br>Classed LR until 4/56 | **1930** J. Smit & Zoon—Foxhol<br>*143·5′* 23′ 6″ 8′ 2½″<br>23′ 5″ 8′ 10″<br>P&B34′ RFD15′ 1 dk<br>R len 64 | M Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>250bhp NE64<br>Klöckner-Humboldt-Deutz |
| 516952<br>DGVU<br><br>Df Esd<br>RT | **JAN HAMM**<br><br>**Helmut Funck**<br>Hamburg W. German | **424**<br>212<br>625 | <br><br>GL | **1955** Schiffs. W. Holst—Ham<br>159′ 5″ 27′ 6″ 10′ 6″<br>11′ 8″<br>1 dk<br>RW | M Mchy.aft<br><br>G.30141 B.28586<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 516954<br>DIHN<br><br>Df Esd<br>RT | **JAN JONAS**<br><br>**Käthe Jonas**<br>Küstenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg W. German | **425**<br>214<br>640 | <br><br>GL | **1954** J. J. Sietas Schiffsw.—Ham<br>157′ 10″ 27′ 7″ 11′ 5½″<br>154′ 3″ 27′ 6″ 12′ 6″<br>P31′ F15′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 92½′<br>G.32829 B.30961<br>2 Ha (each 39½′×16½′)<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 540546<br>DNDJ<br><br>Df Esd<br>Rdr RT | **JAN KAHRS**<br><br>**Johann Kahrs**<br>Hamburg W. German | **499**<br>317<br>1142 | <br><br>GL | **1963** Stader Schiffsw.—Stade<br>208′ 0″ 33′ 10″ 12′ 10½″<br>188′ 4″ 33′ 0″ 20′ 0″<br>P&B125′ F26′ 1 dk | M Mchy.aft<br><br>G.62900 B.56770<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>480bhp<br>Masch. Kiel A.G. |
| 516955<br>DDII<br><br>Df Esd | **JAN KLÜVER**<br>**"Marls" Kustenschiffahrts G.m.b.H. & Co.**<br>Brake W. German | **291**<br>164<br>452 | <br><br>GL | **1962** Martin Jansen—Leer<br>141′ 0″ 24′ 8″ 9′ 2″<br>127′ 11″ 24′ 7″ 10′ 2″<br>P42′ F20′ 1 dk | M Mchy.aft<br>1 Ho 87′<br>G.21800<br>1 Ha (67½′×16½′)<br>2W Der 2(1½) | Oil SA 8Cy. 220×280 mm<br>300bhp<br>Klöckner-Humboldt |

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| **JAN KREUKS**<br>U.S.S.R.<br>Tallinn Russian | 1211<br>448<br>1080 | | **1959** "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 5½″<br>32′ 8″ 17′ 5″<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.59435<br>3 Ha (22½′, 20¾′, 26½′×13′)<br>6W Der 6(2½) | 2 Oil 4SA each 8Cy. 216×310 mm<br>800bhp<br>Ganz Waggon & Eng. Wks | Bdp<br>9k |
| **JAN LAURENZ**<br>Laurenz Held K.G.<br>Haren/Ems W. German | 249<br>151<br>669 | GL | **1966** Martin Jansen—Leer<br>173′ 6″ 32′ 3″ 11′ 9½″<br>154′ 3″ 32′ 2″ 18′ 4″<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 250×350 mm<br>550bhp<br>Motorenw. Mannheim | Mhm |
| **JAN M**<br>exHermann Blume–63<br>Hinrich Meyer<br>Hamburg W German | 356<br>188<br>570 | GL | **1953** Büsumer Schiffsw. W. & E. Sielaff<br>—Büsum<br>170′ 7″ 26′ 7″ 9′ 10″<br>26′ 5″ 10′ 10″<br>P30′ F17′ 1 dk<br>RW len 54 | M Mchy.aft<br>1 Ho 104¾′<br>G.26000 B.25400<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz | 25t<br>Kln<br>9k |
| **JAN MARIA**<br>Rederij "De Samenwerking"<br>Parlevliet & van der Plas<br>Katwijk a/Zee Netherland | 326<br>139<br>— | | **1963** D. & J. Boot Schps. "De Industrie"<br>—Alp<br>145′ 1″ 24′ 3″ 11′ 4″<br>120′ 7″ 23′ 11″ 13′ 1″ | M Trawler | Oil 4SA 8Cy. 305×460 mm<br>D. & J. Boot "De Industrie" | Alp |
| **JAN MARIA**<br>Soc. de Pêche et de<br>Congélation de St. Pierre<br>et Miquelon<br>St. Pierre & Miquelon French | 270<br>112<br>157 | BV | **1959** D. & J. Boot Schps. "De Industrie"<br>—Alp<br>133′ 0″ 24′ 4″<br>100′ 1″ 23′ 11½″ 12′ 6″<br>RW | M Trawler | Oil 4SA 8Cy. 305×460 mm<br>680bhp<br>D. & J. Boot "De Industrie" | 51t<br>Alp<br>10k |
| **AN MARTENS**<br>ohanna Martens<br>rstade W. German | 499<br>288<br>1075 | GL | **1962** Stader Schiffsw.—Stade<br>202′ 9″ 33′ 6″ 12′ 1 3/16″<br>185′ 5″ 33′ 1½″ 13′ 3″<br>P59′ B43′ F29′ 1 dk | M Mchy.aft<br>G.41200 B.36400<br>2 Ha<br>3W Der 3(2) | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim | 36¾t<br>Mhm<br>11k |
| **AN MATEJKO**<br>lish Government<br>lish Ocean Lines<br>nia Polish | 6748<br>3690<br>10183 | PR | **1959** Stocznia Gdanska—Gdk<br>504′ 11″ 63′ 9″ 27′ 4⅜″<br>464′ 7″ 63′ 8″ 41′ 2″<br>1 dk & S dk<br>RW | M (12P) OSD<br>5 Ho<br>G.631588 B.596804<br>5 Ha (24¾′, 47¼′, 40¼′, 43′, 27¾′×21¼′)<br>16W Der 1(50) 1(45) 2(10) 14(5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>H. Cegielski<br>4×320, 320, 320, 80kW 230V d.c. | 2139t<br>Poz<br>16k |
| **N MAYEN**<br>chkombinat Rostock<br>tock E. German | 644<br>—<br>— | | **1967** Elbewerft—Boizenburg<br>145′ 4″ 32′ 10″ 11′ 6″<br>… … …<br>1 dk | M Stern Trawling Factory Ship | Oil<br>1000bhp<br>Schwermasch. Karl Liebknecht | Mgd<br>12k |
| **AN MAYEN**<br>S H. Koppernæs & Sönner<br>esund Norwegian | 317<br>113<br>230 | NV | **1958** A. M. Liaaen Skips. & M/V—<br>Ålesund<br>138′ 1″ 24′ 8″<br>122′ 11″ 24′ 7″ 13′ 2″<br>1 dk | M Sealer Mchy.aft<br>2 Ho 48′, 20′<br>2 Ha (stl) (11¾′×7¼′) (4′×3¼′)<br>Der 1(5) 1(1½) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>3×45, 40, 15kW 220V d.c.<br>Controllable pitch propeller | (d.o)<br>Kln |
| **AN MEEDER**<br>gon Wesch–65<br>red Meeder<br>ndsberg W. German | 499<br>256<br>1102 | GL | **1954** Schiffsw. W. Holst—Ham<br>*182·2′* 32′ 11″ 13′ 8½″<br>180′ 9″ 32′ 10″ 19′ 6″<br>F22′ 1 dk & S dk<br>RW | M (2P) OSD Mchy.aft<br>1 Ho 114¾′<br>G.26346 B.25039<br>2 Ha (38′, 52½′×32¾′)<br>Der 2(3–5) 1(2) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>2×35, 15kW 220V d.c. | (d.o)<br>Kln |
| **AN OVE**<br>kian–63 exMaythorn–55<br>lav Østervold ~~Partrederi~~<br>rgen Norwegian | 478<br>189<br>— | GL<br>✠Classed LR until 5/63 | **1940–6** Cook, Welton & Gemmell Ltd.—<br>Bev<br>164′ 1″ 27′ 8″<br>150′ 0″ 27′ 6″ 15′ 1″<br>F27′ 1 dk | M Trawler<br>1 Ha (42¼′×11¾′) | Oil 4SA 6Cy. 390×680 mm<br>750bhp NE49<br>N.V. Werkspoor | Ams |
| **AN PETER**<br>thar Pokriefke<br>ink & Wölffel<br>mburg W. German | 322<br>151<br>516 | GL | **1954** Hugo Peters—Wewelsfleth<br>154′ 2″ 24′ 8″ 10′ 2″<br>140′ 5″ 24′ 7″ 10′ 8″<br>Q81′ F17′ 1 dk<br>R<br>rf 26″ | M Mchy.aft<br>1 Ho 90′<br>G.27500 B.25500<br>2 Ha (40′, 30′×13′)<br>2W Der 1(2–4) 1(2) | Oil 4SA 6Cy. 290×420 mm<br>360bhp<br>Masch. Kiel A.G. | 25t (d.o)<br>Kel<br>9k |
| **N SENIOR**<br>V. Zeevisserij Maats. &<br>aringhandel v/h<br>. Verboon<br>rdingen Netherland | 275<br>124<br>— | | **1957** Schps. "De Hoop" v/h Gebr.<br>Boot—Leiden<br>132′ 0″ 24′ 11″<br>118′ 2″ 24′ 10″ 9′ 10″<br>RW | M Trawler<br>8W | Oil SA 8Cy.<br>Klöckner-Humboldt-Deutz | Kln |

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| 516965<br>DFTN<br>Df Esd<br>RT | **JAN SUHR**<br>**Johs. Suhr**<br>Stade W. German | 423<br>180<br>730 | GL | 1955 Stader Schiffsw.—Stade<br>*160·7'* 29' 0" 12' 2¾"<br>12' 10"<br>P34' Q67' F20' 1 dk<br>RW | M Mchy.aft<br>G.41000 B.39000<br>3 Ha | Oil 4SA 8Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 670262<br>PFAJ<br>Df Esd<br>Rdr<br>RTm | **JAN TAVENIER**<br>**N.V. Zeevaart Maats.**<br>**Zaandam I**<br>Scheepvaartkantoor J. Tavenier<br>N.V.<br>Zaandam Netherland | 499<br>346<br>1270 | BV | 1966 N.V. Bodewes Schps.—<br>Martenshoek<br>37' 5" 12' 4¾"<br>218' 1" 37' 0" 20' 4"<br>F23' 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 157½'<br>G.102960 B.97500<br>2 Ha (stl) (66½', 39½'×28½')<br>3 W Der 3(5) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Atlas-Mak Masch.<br>4×18, 18, 18, 10kW 110V d.c. |
| 516966<br>DNAE<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JAN TEN DOORNKAAT**<br>**Partenreederei "Jan Ten**<br>**Doornkaat"**<br>Bernhard Schulte<br>Hamburg W. German | 1918<br>946<br>3108<br>2934<br>1799<br>4348 | GL | 1962 Jos. L. Meyer—Papenburg<br>309' 7" 46' 3" 18' 3½"/22' 2½"<br>278' 10" 45' 11" 26' 3"<br>Q169' F24' 1 dk & S dk<br>rf 2" | M OSD/CSD Mchy.aft<br>2 Ho 93¾', 96'<br>G.211094 B.196318<br>2 Ha (stl) (each 66' comb.×23')<br>8W Der 1(15) 8(3–5) | Oil 4SA 6Cy. 520×720 mm<br>2250bhp<br>Masch. Augsburg-Nürnberg<br>3×170, 170, 61kW 440V |
| 526649<br>DCVQ<br>Df Esd<br>RT | **JAN TIEDEMANN**<br>exOstfriesland–64<br>**Hermann u. Hildegard**<br>**Tiedemann**<br>Bremen W. German | 424<br>283<br>630 | GL | 1951 Martin Jansen—Leer<br>*156·1'* 24' 8" 11' 2"<br>24' 6" 12' 10"<br>1 dk<br>RW len 56 | M<br>G.30000<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 516967<br>SPIL<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **JAN TURLEJSKI**<br>**Polish Government**<br>Szkola Rybolowstwa<br>Morskiego<br>Gdynia Polish | 616<br>219<br>440 | PR | 1953 Stocznia Polnocna—Gdk<br>194' 3" 29' 8"<br>16' 1"<br>1 dk<br>R | S Fishery Training Ship<br>1 Ho 23'<br>2 Ha (each 59¼'×40¾')<br>Der 2(1) | C 2Cy. 432 & 863×711 mm<br>1000ihp<br>Rankin & Blackmore Ltd.<br>2×21,15kW 220V d.c. |
| 538763<br>DKEV<br>Df Esd<br>RT | **JAN UTE**<br>exWera Böhrnsen–65<br>**Jonny Stüven**<br>Hamburg W. German | 423<br>268<br>615 | GL | 1951 Büsumer Schiffsw. W. & E.<br>Sielaff—Büsum<br>*158·2'* 24' 7" 10' 6"<br>24' 5" 12' 2"<br>1 dk<br>RW len 56 | M Mchy.aft<br>G.32000<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 516968<br>PFBR<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **JAN VAN DER TOORN**<br>exGezina Geertrui–62<br>**N.V. Verre Visserij Maats.**<br>**(J. J. van der Toorn)**<br>Scheveningen Netherland | 257<br>141<br>— | | 1938 Jos. L. Meyer—Papenburg<br>*117·1'* 25' 1"<br>... ... ...<br>R | M Fishing | Oil 4SA 6Cy. 290×420 mm<br>600bhp NE56<br>Masch. Kiel A.G. |
| 516969<br>DGAF<br>Df Esd | **JAN WILFRIED**<br>exUlla–58 exAdele–54<br>**Rhein- Maas- und**<br>**Seeschiffahrts Kontor**<br>**G.m.b.H.**<br>Hamburg W. German | 224<br>106<br>300 | GL | 1936 Ewald Berninghaus—Köln-Deutz<br>*132·8'* 21' 5" 7' 9"<br>21' 3" 8' 5"<br>P30' F15' 1 dk<br>R len 51 | M Mchy.aft<br>1 Ho 98½'<br>G.39350 B.36250<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 220×280<br>290bhp NE66<br>Klöckner-Humboldt-Deutz |
| 516970<br>SPQL<br>Df Esd<br>Gc Rdr<br>RTm/h | **JAN ZIZKA**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 3381<br>1818<br>5350 | PR | 1962 Stocznia Szczecinska—Szn<br>407' 10" 54' 3" 21' 5"<br>367' 1" 54' 1½"<br>1 dk & S dk | M (4P) OSD<br>5 Ho 48½', 49½', 55', 57½', 50½'<br>G.356848 B.331457<br>5 Ha (27', 30½', 39½', 29½', 25½'×19')<br>Der 1(30) 15(5) | Oil 2SA 9Cy.<br>5000bhp<br>H. Cegielski<br>3×250, 250, 120kW |
| 516971<br>Df Esd<br>Gc Rdr | **JANA**<br>**U.S.S.R.**<br>Russian | 5645<br>2390<br>— | | 1962 Wärtsilä Kon. Sandvikens Skepps<br>—Hfs<br>411' 5" 52' 6" 17' 1"<br>52' 4"<br>4 dks | TD-E Cable Ship Mchy.aft | 2 Oil 2SA each<br>connected to elec.<br>Wärtsilä Kon. Vasa |
| 516972<br>UUET<br>M-12022<br>Df Esd<br>Gc Rdr | **JANA**<br>**U.S.S.R.**<br>Vladivostok Russian | 3782<br>1798<br>3616 | | 1955 Orenstein Koppel & Lbcr. Masch.<br>—Lbc<br>*347·8'* 47' 10" 20' 5½"<br>365' 0" 47' 8" 27' 3"<br>B88' F44' 2 dks<br>RW | M Fish Carrier<br>5 Ho<br>In.158563<br>5 Ha (each 13'×10')<br>10W Der 10(3) | Oil 2SA 6Cy.<br>Masch. Augsburg- |
| 640189<br>PEZY<br>Df Esd<br>Pfd RT | **JANA**<br>**Rederij M. van der Plas**<br>Katwijk a/Zee Netherland | 141<br>46<br>— | | 1963 Schpsb. K. Hakvoort—<br>Monnickendam<br>95' 2" 21' 5"<br>85' 1" 21' 3" 10' 1" | M Trawler | Oil 4SA 6Cy.<br>Kromhout Motoren |
| 516973<br>VWJY<br>199141<br>Df Esd<br>Gc Rdr<br>RTh | **JANAKI**<br>**Malabar S.S. Co. Ltd.**<br>Bombay Indian | 1161<br>481<br>1742 | AB<br>✠LR class withdrawn—<br>Owners' request 1/68 | 1958–6 Ch. Nav. de Bruges—Bruges<br>264' 5" 39' 7" 15' 5¾"<br>237' 6" 39' 4½" 23' 0"<br>B42' F25' 1 dk & S dk<br>RW<br>rf nil | M (6P) OSD<br>2 Ho 104¼' comb., 61½'<br>G.110500<br>8W Der 1(20) 4(5) 4(3) | Oil 4SA 8Cy.<br>gearing<br>1680bhp<br>Masch. Augsburg-<br>2×90kW 220V d.c. |

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| **JANALES**<br>U.S.S.R.<br>Archangel Russian | **2921**<br>1345<br>3434 | | | **1965** F. W. Hollming—Rauma<br>335' 0" 46' 1" ~~16' 9"~~ 19' 8⅛"<br>305' 2" 45' 11" 22' 6"<br>1 dk | M | Oil 2SA 5Cy. 550×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas<br>Jyväskylä |
| **JANE**<br>**Terneuzensche Rederij I.**<br>P. Vroon<br>Terneuzen Netherland | **499**<br>263<br>964 | ✠100A1<br>✠LMC<br>MN210 | EL (I) | **1965**–4 Terneuzensche Schps. Maats.—Terneuzen<br>209' 2" 33' 1" 11' 11¾"<br>189' 2" 32' 6" 18' 10"<br>RFD26' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf nil WB339t | M OSD Mchy.aft<br>2 Ho 43¾', 78¼"<br>G.70000 B.65000<br>2 Ha (29¼', 56½' comb.×16½')<br>6W Der 2(5) 4(3) | Oil 4SA 8Cy. 320×480 mm<br>1050bhp ✠NEmade60fitted65 97t (d.o)<br>Motorenw. Mannheim Mhm<br>2×75kW 220V d.c. 11¾k |
| **JANE**<br>**Karl-August Meiners**<br>Elsfleth W. German | **408**<br>185<br>585 | | GL | **1956** Gebr. Schürenstedt—Bardenfleth<br>*156·5'* 28' 0" 9' 8"<br>27' 7" 11' 6"<br>1 dk<br>RW len 63 | M (2P)<br>1 Ho 97½'<br>G.21578 B.20473<br>2 Ha (33¼', 47¾'×16½')<br>2W Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>390bhp 32t (d.o)<br>Masch. Kiel A.G. Kel<br>2×5 & 3kW 24V d.c. 10k |
| **JANE**<br>Janto–65<br>**Albert H. Petersen**<br>Vejle Danish | **150**<br>69<br>245 | | BV | **1959** H. C. Christensens Staal af 1949—Marstal<br>109' 10" 21' 4" 10' 0"<br>100' 0" 21' 3" 10' 2"<br>P27' 1 dk<br>RW | M Mchy.aft<br>1 Ho 53¾'<br>G.10600<br>1 Ha (42'×13½')<br>1W Der 1(2) | Oil 4SA 4Cy. 290×420 mm<br>265bhp 9t<br>Masch. Kiel A.G. Kel<br>10k |
| **JANE A. DELANO**<br>**United States Department of Commerce**<br>San Francisco United States | **7176**<br>4380<br>10500 | | AB | **1943** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **ANE ADDAMS**<br>**United States Department of Commerce**<br>s Angeles United States | **7176**<br>4380<br>10807 | | AB | **1942** California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1853t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 11k |
| **ANE FRANK**<br>elen Miller–63<br>ajor William P. Pence<br>**minion Transport Corp.**<br>York United States | **189**<br>159<br>— | | | **1919** Defoe B. & M. Works—Bay City<br>*93·3'* 22' 0"<br>21' 10"<br>1 dk<br>R | M Tanker | Oil 2SA 12Cy. 5"×5½"<br>400bhp NE57<br>General Motors Corp. Det |
| **NE JØRGENSEN**<br>**ge A. Jorgensen**<br>hals Danish | **130**<br>64<br>— | | BV | **1960** Ørskovs Staalskibs.—Fkn<br>94' 0" 19' 8"<br>… … …<br>1 dk<br>len 66 | M Trawler | Oil 2SA 7Cy. 240×400 mm<br>595bhp NE66<br>Alpha-Diesel A/S Fkn |
| **ANE LONG**<br>**ited States Department of Commerce**<br>uston United States | **7244**<br>4396<br>10374 | | AB | **1943** Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1834t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. 10k |
| **ANE MÆRSK**<br>**S D/S Svendborg**<br>**D/S af 1912 A/S**<br>P. Möller, Copenhagen<br>openhagen Danish | **48697**<br>31725<br>87800 | ✠100A1<br>oil tanker<br>✠LMC<br>MN4800 | **859' 0"(incl.BB)**<br>EL C*3⅜"SQ | **1966**–7 Odense Staalskibs. A/S—Lindö<br>~~859' 0"~~ 121' 8" 44' 3¼"<br>825' 0" 121' 6" 57' 3"<br>P67' F78' 1 dk<br>10BH<br>rf 6" WB17715t incl. 10912t in clean ballast tanks DTf3835t | S Tanker Mchy.aft<br>14 Ta<br>L.3719470 HeCls. BC<br>Der 2(10) 2(3) | 2 S Turb dr geared to sc. shaft<br>24000shp 5716t (o.f)–116pd<br>Kockums M/V A/B Mmo<br>2WTB 1050lb Spt 950° F. 900lb<br>hs(19756) sg 164lb<br>3×200, 75, 75kW 450V 60c/s a.c. 16¾k |
| **ANE R.**<br>itcey Brothers (Fisheries) Ltd.<br>R. Ritcey<br>unenburg Canadian | **148**<br>60<br>— | | | **1965** A. F. Theriault & Son—Meteghan<br>*90·4'* 23' 7"<br>… … …<br>1 dk | Wood M Fishing | Oil 16Cy. 4¼"×5"<br>General Motors Corp. Det |
| **NE STOVE**<br>**rentzens Skibs A/S**<br>rentzens Rederi Co.<br>Norwegian | **9094**<br>5102<br>13144 | | NV | **1957** A/S Bergens M/V—Bgn<br>476' 2" 62' 2" 30' 4"<br>442' 0" 62' 0" 40' 3"<br>P123' B22' F52' 2 dks, 3rd dk in No. 3 hold<br>rf 3" | M CSD Mchy.aft<br>4 Ho 51¾', 56¼', 101' comb., 98½' comb.<br>G.620000<br>6 Ha (stl) (29¼', 34', 29½', 27', 36', 28¾'×25')<br>12W Der 4(10) 8(5) | Oil 2SA 9Cy. 500×1500 mm<br>5450bhp B&W 1000t (hvf)<br>A/S Akers M/V Osl<br>3×185kW 220V d.c. 14½k |
| **DOLLY MARIA**<br>See New Entries No. 7 | | | | | | |
| **E & URSULA**<br>**on & Isaksen Inc.**<br>Bedford United States | **188**<br>153<br>— | | | **1964** Harvey F. Gamage—South Bristol, Me<br>*85·6'* 23' 4"<br>… … … | Wood M Fishing | Oil |

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| 516986<br>OZMS<br>D883<br>Df Esd<br>Gc Rdr<br>RTm/h | **JANECKE**<br>exJanecke Mærsk-65<br>**D/S af 1960 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | **23548**<br>14615<br>~~12538~~<br>40110 | AB | **1961** Nippon Kokan—Tsu<br>669' 8" 90' 3" ~~38' 0½"~~ 38' 6½"<br>640' 0" 90' 0" 52' 0"<br>P33' F43' 1 dk<br>RW<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho 50½', 78½', 78½', 50½', 78½', 78½', 50½'<br>B.1670000<br>11 Ha (stl) (27'×30') (24½', 24½', 24½', 24½', 29½', 24½', 24½', 24½', 24½', 29½'×45')<br>Der 1(3) | Oil 2SA 8Cy. 740×1600 mm<br>11550bhp B&W<br>Mitsui Zosen<br>3×340kW 450V 60c/s a.c. |
| 642382<br>LLIZ<br><br>RTm/v | **JANECKE REED**<br><br>**D/S A/S Ibis**<br>Johs. Larsen<br>Bergen Norwegian | **9377**<br>5738<br>12086 | NV | **1964** Warnowwerft—Warnemünde<br>494' 5" 65' 8" 29' 1"<br>460' 5" 65' 5" 37' 11"<br>2 dks | M (4P)<br>5 Ho<br>G.586000<br>5 Ha (29½'×19½') (35', 62½', 30', 42½'×36')<br>Der 1(60) 4(10) 8(3–5) | Oil 2SA 9Cy. 700×1200 mm<br>8150bhp MAN<br>Dieselmotorenwerk<br>3×264kW 390V 50c/s a.c. |
| 672229<br>LNAR<br><br>Df Esd<br>Gc Rdr<br>RT | **JANEGAZ**<br>**Skips A/S Widan**<br>~~W. Neumann~~ W. Neumann<br>Bergen Norwegian | **2759**<br>1373<br>3137 | NV | **1967** Moss Værft & Dokk A/S—Moss<br>297' 1" 46' 1" 20' 1"<br>272' 6" 45' 11" 23' 0"<br>1 dk | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 7Cy. 360×600 mm<br>1820bhp<br>Sulzer Bros. Ltd. |
| 516988<br>SPPO<br><br>Df Esd<br>Gc Rdr<br>RT | **JANEK KRASICKI**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | **6904**<br>3764<br>10250 | PR | **1960** Stocznia Szczecinska—Szn<br>504' 11" 64' 3" 27' 2"<br>464' 7" 63' 8" 41' 2"<br>1 dk & S dk | M (12P) OSD<br>5 Ho<br>G.624958 B.588695<br>5 Ha (24½', 44½', 37½', 42½', 27½'×21½')<br>16W Der 1(50) 1(25) 2(10) 14(5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer<br>N.V. Werkspoor<br>4×320, 320, 320, 80kW |
| 516989<br><br><br>Pfd | **JANET**<br>exOpo-51<br>**M. L. Albuquerque & Cia. Ltda.**<br>Brazilian | **278**<br>131<br>370 | | **1945** Tees Side Bdge Co. Ltd.—Mdb<br>169' 11" 22' 1" 9' 3"<br>21' 11"<br>1 dk | TM<br><br><br><br>2W | 2 Oil 4SA each 6Cy.<br><br>Davey Paxman & Co. |
| 509259<br>SLDU<br>8218<br>Df RT | **JANET**<br>exDonia-65 exGullan-60<br>**Sonny Adolfsson**<br>Kalmar Swedish | **210**<br>118<br>325 | BV | **1937** Sölvesborgs Varvs—Sbg<br>132' 1" 23' 1" 10' 6"<br>… … …<br>1 dk<br>R len 50 | M Mchy.aft<br>1 Ho<br>G.15000 B.14000<br>2 Ha (33', 26'×13') | Oil 2SA 3Cy. 350×410 mm<br>225bhp NE54<br>Jönköpings Motfb. |
| 516990 | **JANET**<br><br>**Gulf Oil Terminals Inc.**<br>Hongkong Oil Co.<br>*Hong Kong* British | **74**<br>20<br>— | ✠100A1 SS 6/67<br>tug<br>For service in the waters of the Colony of Hong Kong<br>✠LMC<br>MN105 EL(a)$\frac{3}{16}$" | **1962**-10 Pacific Islands S.B. Co. Ltd.—H.Kg<br>76' 6" 21' 1" 6' 3"<br>69' 0" 20' 0" 8' 4"<br>5BH<br>rf 12" | M Tug | Oil 4SA 6Cy. 300×450<br>coupling<br>525bhp<br>Masch. Augsburg-<br>2×10kW 220V d.c.<br>Controllable pitch |
| 517346<br>WA4816<br>236740<br>Df Esd<br>RT | **JANET THOMAS**<br>exJohn E. Berwind-64<br>exEugenia M. Moran-48<br>**Thomas Transportation Corp.**<br>New York United States<br>Now **PROVIDENCE** See New Entries No. 7 | **153**<br>65<br>— | AB | **1937** Pennsylvania Shpyds Inc.—Beaumont<br>100' 0" 25' 1" 11' 3½"<br>90' 7" 25' 0" 12' 0"<br>1 dk<br>BK4½" | M Salvage Tug | Oil 2SA 8Cy. 355×585<br>1350bhp<br>American Locomotive |
| 652161<br>UYTA<br>M-19046 | **JANGI JUL**<br><br>**U.S.S.R**<br>Baku Russian | **3398**<br>1735<br>4016 | | **1961** …………………Russia<br>393' 9" 49' 3" 13' 9½"<br>49' 1" 21' 4" | TM<br>4 Ho<br>G.194055<br>4 Ha (39½', 45½', 45½', 45½'×26½')<br>2W Cr 2(3½) Der 2(½) | 2 Oil 2SA each 8Cy.<br><br>Russki-Diesel Wks |
| 516994<br>ZMFW<br>172880 | **JANIE SEDDON**<br><br>**Matueka Trawling Co. Ltd.**<br>Wellington New Zealand | **126**<br>44<br>— | | **1901** Fleming & Ferguson Ltd.—Psy<br>*90-0'* 18' 0"<br>… … …<br>R | TS Trawler | C 4Cy. (2) 12½" &<br><br>Fleming & Ferguson |
| 516996<br>CQAB<br><br>Esd RT | **JANINA**<br><br>**Parceria Maritima do Xai-Xai S.a.r.l.**<br>Lourenço Marques Portuguese | **753**<br>388<br>1000 | BV | **1948** "De Waal" N.V.—Zaltbommel<br>209' 0" 29' 6"<br>29' 4" 14' 0"<br>P47' Q62' B17' F28' 1 dk | TM<br><br>G.53000<br>2 Ha (31½', 47'×19½')<br>4W Der 1(10) 4(2–5) | 2 Oil 4SA each 6Cy.<br>1300bhp<br>N.V. Werkspoor |
| 531565<br><br><br>Df Esd<br>Rdr<br>RTm | **JANINE**<br>exSchwennau-67<br>**"Capo Ferrato" S.p.A. di Navigazione**<br>Cagliari Italian | ~~1597~~ **1566**<br>~~850~~ 843<br>— 2697 | GL ~~GK~~ RI | **1950** Flensburger Schiffs. Ges.—Fln<br>282' 10" 42' 10"<br>266' 6" 42' 8" 17' 10"<br>F24' 1 dk & S dk<br>RW conv dry cargo ship 67 | S Chemical Tanker OSD<br>Mchy.aft<br>2 Ta | C 4Cy. (2) 14½" &<br>turb<br>1200ihp<br>Flensburger Schiffs.<br>2×15, 12kW |
| 516997<br>ULAD<br>M-1758 | **JANIS RAINIS**<br>exEverolanda-46 exBerkdale-33<br>exWotan exOswiga<br>exSt. Johann<br>**U.S.S.R.**<br>Riga Russian | **4177**<br>2205<br>5640 | ✠Classed LR until 4/34 | **1908**-6 Ch. Nav. Anversois—Hbk<br>361' 4" 48' 1" 22' 2½"<br>47' 11" 25' 6"<br>1 dk<br>R | S<br>4 Ho<br>G.246745<br>4 Ha (23½', 29½', 29½', 29½'×18')<br>10W Der 8(5) 2(1½) | T 3Cy. 25" 37" &<br>2500ihp NE42 |

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| **JANITA**<br>A/S Kosmos<br>Anders Jahre<br>Sandefjord<br>Norwegian | **19750**<br>11911<br>~~81539~~<br>34200 | NV | **1965** Nippon Kokan—Yka<br>604′ 10″ 85′ 8″ ~~84′ 1½″~~ 36′ 3½″<br>575′ 1″ 85′ 7″ 50′ 0″<br>1 dk<br>rf 4″ | M Bulk Carrier Mchy.aft<br>7 Ho 54¼′, 61¾′, 65¾′, 55¼′, 65¾′, 65¾′, 65¾′<br>7 Ha (stl) (23′×32½′) (33′, 33′, 33′, 33′, 33′, 33′×37½′)<br>Der 14(10) 1(1) | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer (hvf)<br>Uraga Hvy Ind. Ltd. Tamashima<br>3×320kW 450V 60c/s a.c. |
| **JANJINA**<br>exLautertal–59<br>Maritenia Shipping Co. Ltd.<br>Mediteranska Plovidba<br>Dubrovnik<br>Yugoslav | **785**<br>473<br>1131 | BV JR | **1952** A.G. "Weser" Werk Seebeck—Bhn<br>187′ 0″ 29′ 8″ 16′ 2″<br>29′ 6″ 18′ 2″<br>P34′ F27′ 2 dks<br>RW | M Mchy.aft<br>1 Ho 104½′<br>G.50033 B.45788<br>2 Ha (34½′, 32¾′×19¾′)<br>4W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>900bhp NE59 44t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×18, 18, 8kW 220V d.c. 11½k |
| **JANN SAATHOFF**<br>"Grosser Kurfürst"<br>Heringsfisch. G.m.b.H.<br>Emden<br>W. German | **287**<br>137<br>— | GL | **1955** Schulte & Bruns—Emd<br>*131·2′* 25′ 5″ 10′ 4″<br>… … … | M Trawler<br>2 Ho 28′, 39¼′<br>30 Ha | Oil 4SA 6Cy. 320×480 mm<br>600bhp (d.o)<br>Motorenw. Mannheim Mhm<br>3×80, 24, 10kW 380V 50c/s a.c. |
| **JANNE MARIA**<br>Rederiet I/S Janne<br>Niels B. Terkildsen<br>Århus<br>Danish | **398**<br>240<br>565 | BV | **1963** Husumer Schiffsw.—Husum<br>166′ 7″ 27′ 3″ 10′ 1½″<br>147′ 8″ 27′ 0″ 11′ 5″<br>1 dk | M Mchy aft<br>2 Ho 41′, 32¾′<br>G.29000 B.28000<br>2 Ha (each 41′×16¼′)<br>Der 2(2) | Oil 2SA 6Cy. 230×400 mm<br>420bhp 38t (d.o)<br>Alpha-Diesel A/S Fkn<br>9½k |
| **JANNETTA**<br>A/S Kosmos<br>~~Anders Jahre~~ Anders Jahre<br>Sandefjord<br>Norwegian | ~~**13600**~~ 13388<br>~~7950~~ 8332<br>~~20400~~ 19500 | NV | **1968** Kaldnes M/V A/S—Tbg<br>541′ 6″ 70′ 6″ ~~82′ 1½″~~ 32′ 2½″<br>520′ 4″ 70′ 0″ 45′ 6″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 750×1600 mm<br>10700bhp<br>A/B Götaverken Got |
| **JANNIE**<br>R. J. Kunst<br>"Carebeka" N.V.<br>Groningen<br>Netherland | **499**<br>323<br>800 | ✠**100A1** SS 5/68 ~~SS 5/65~~<br>✠**LMC**<br>MN120<br>EL i | **1956–10** Schps. v/h Th. J. Fikkers—Foxhol<br>184′ 11″ 29′ 6″ 11′ 0″<br>170′ 0″ 29′ 2″ 12′ 3″<br>P45′ F27′ 1 dk<br>RW 3BH<br>rf nil WB277t incl. Dk tanks m 13t | M Mchy.aft<br>1 Ho 114¾′<br>G.38200 B.35000<br>2W Der 2(3) | Oil 4SA 6Cy. 305×460 mm<br>600bhp 60t<br>D. & J. Boot "De Industrie" Alp<br>9½k |
| **ANNY**<br>N.V. Scheepv. en Vissch.<br>Mij. "Irene"<br>N.V. Vischhandel Reed., Ijsf. &<br>Koelhuis v/h Frank Vrolijk<br>Scheveningen<br>Netherland | **211**<br>95<br>— | | **1940** De Nieuwe Maas N.V.—Vla<br>119′ 11″ 23′ 1″ 9′ 8″<br>22′ 11″<br>R | M Trawler | Oil 2SA 12Cy. 190×350 mm<br>600bhp NE50 65t (d.o)<br>N.V. Mchfb. Bolnes Bolnes<br>3×10, 8, 8kW 110V 9k |
| **ANOVA**<br>A/S Kosmos<br>Anders Jahre<br>Sandefjord<br>Norwegian | **19667**<br>13149<br>33973 | NV | **1967** Nippon Kokan—Tsu<br>604′ 9″ 85′ 7″ ~~85′ 10½″~~ 36′ 2¾″<br>575′ 1″ 85′ 6″ 49′ 11″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Uraga Hvy Ind. Ltd. Tamashima |
| **ANS**<br>Timmer<br>F. Kampman's<br>Bevrachtingsbedrijf<br>Groningen<br>Netherland | **388**<br>212<br>475 | BV | **1955** Hijlkema & Zn. Schpsb.—Martenshoek<br>*149·0′* 25′ 3″ 9′ 0″<br>142′ 0″ 25′ 0″ 10′ 4″<br>P41′ F22′ 1 dk<br>R | M Mchy.aft<br>1 Ho 69′<br>G.26300 B.24900<br>2 Ha (each 26¼′×11½′)<br>Der 2(2) | Oil 2SA 4Cy. 220×380 mm with hydraulic coupling<br>200bhp<br>Appingedammer Brons. Apg<br>9¼k |
| **ANTAR**<br>Polish Government<br>Polish Ship Salvage Co.<br>Gdynia<br>Polish | **1226**<br>383<br>— | PR<br>✠Classed LR until 10/62 | **1958–11** C. Hill & Sons Ltd.—Brs<br>215′ 4″ 40′ 1″ 17′ 3″<br>197′ 2″ 39′ 0″ 19′ 0″<br>B&F128′<br>R<br>rf 18″ BK6″ | M Salvage Tug | 2 Oil 4SA each 7Cy. 17″×21½″ with hydraulic couplings dr & reverse gearing to sc. shaft<br>3150bhp (d.o)<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>4×150, 150, 150, 30kW 220V d.c. |
| **ANTARNYI**<br>U.S.S.R.<br>Kaliningrad<br>Russian | **6455**<br>2698<br>4270 | | **1964** Baltic S.B. & Eng. Wks—Len<br>429′ 6″ 55′ 3″ 22′ 0½″<br>55′ 1″ 31′ 4″ | TD-E Fish Factory<br>4 Ho<br>In.190700<br>4 Ha (each 14½′×14½′)<br>9W Der 1(15) 4(3) 4(2) | 4 Oil 2SA each 10Cy. 207×254 mm connected to elec. motor & geared to 2 sc. shafts<br>Russia<br>16½k |
| Name should be **YANTARNYY** See New Entries No. 10 | | | | | |
| **ANTJE EPPIENA**<br>J. J. Pilon<br>E. Wagenborg's Scheepv. &<br>Exped. Bedr. N.V.<br>Delfzijl<br>Netherland | **376**<br>182<br>485 | BV | **1957** Schps. & Rep. Gebr. Sander—Dzl<br>158′ 7″ 25′ 11″ 9′ 6¼″<br>141′ 10″ 25′ 7″ 10′ 4″<br>P&Q55′ F21′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 94¼′<br>G.25004 B.23413<br>2 Ha (each 33¾′×15½′)<br>2W Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>220bhp 24t<br>Appingedammer Brons. Apg<br>9½k |
| **ANTO**<br>exRosenvold–65<br>H. G. Christensen<br>Danish | **300**<br>182<br>470 | BV | **1958** H. C. Christensens Staal. af 1949—Marstal<br>147′ 4″ 24′ 9″ 10′ 6″<br>24′ 8″ 11′ 0″<br>1 dk len 64 | M Mchy.aft<br>1 Ho 85¼′<br>G.22000<br>1 Ha (78¾′×16½′)<br>Der 2(2½) | Oil 2SA 5Cy. 300×410 mm<br>333bhp NE62 (d.o)<br>Alpha-Diesel A/S Fkn<br>1×220V<br>Controllable pitch propeller |

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| 517011<br>VWJD<br>182885<br>Df Esd<br>Rdr | **JANUDA**<br>exAvondene-56<br>**Malabar S.S. Co. Ltd.**<br>Bombay Indian | 4968<br>2915<br>8910 | BV<br>✠Classed LR until 11/65 | 1948-11 W. Gray & Co. Ltd.—Hpl<br>429' 10" 56' 3" 25' 0½"<br>406' 6" 56' 0" 36' 5"<br>1 dk & S dk<br>R | S (4P) OSD<br>4 Ho 60½', 112½', 27½', DT, 67½', 67½'<br>G.571373 B.531976<br>6 Ha (30½', 30½', 32½', 32½',<br>29½'×22') (16'×9')<br>11W Der 2(10) 8(5) 1(3) | T 3Cy. 23" 36" & 65"×<br>1950ihp<br>Cen. Mar. Eng. Wks<br>2×15kW 110V d.c. |
| 680759<br>DGAJ<br><br>RT | **JANUS**<br><br>**Ulrich Harms**<br>Hamburg W. German | 138<br>2<br>— | GL | 1967 Kieler Howaldtswerke A.G.—Kel<br>78' 8" 27' 9" 10' 8"<br>... ... ... | M Tug | 2 Oil 4SA each 16Cy.<br>980bhp<br>Motorenw. Mannheim<br>Directional propellers |
| 517014<br>VWMR<br>300875<br>Df Esd<br>Gc Rdr<br>RT | **JANUSHA**<br>exNorth Queen-59<br>**Malabar S.S. Co. Ltd.**<br>Bombay Indian | 7978<br>4704<br>10765 | ✠100A1 SS 3/64<br>DTsm—oil FP above<br>150° F.<br>✠LMC<br>MN648 EL c†2¼"SQ | 1953-11 Short Bros. Ltd.—Sld<br>465' 10" 59' 11" 27' 3¼"<br>438' 0" 59' 6" 37' 8"<br>F38' 2 dks<br>RW NS Coll BH to U dk<br>WB3239t incl. Tunnel tanks 309t DTm1332t | S (4P) CSD<br>Cr 1(20) 12(5) | T 3Cy. 27" 44" & 78"×<br>3600ihp<br>N.E. Mar. Eng. Co.<br>3 SB 220lb Spt<br>2×35kW 230V d.c. |
| 517015<br><br>302222<br>Df Esd<br>Pfd Rdr | **JANWOOD**<br><br>**Burwood Fishing Co. Ltd.**<br>John Wood & Son (Abdn) Ltd.<br>Aberdeen British | 250<br>82<br>— | ✠100A1 SS 6/68 ~~SS 9/64~~<br>trawler<br>✠LMC<br>MN152 EL (d) I | 1960-7 T. Mitchison Ltd.—Gts<br>*115-4'* 25' 4" 11' 0"<br>113' 2" 25' 0" 12' 6"<br>F16'<br>4BH<br>rf 2½" WB28t | M Trawler | Oil 4SA 6Cy. 15"×18"<br>760bhp<br>Mirrlees, Bickerton & Day<br>db 50lb |
| 517016<br>SFYT<br>9204<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **JAPAN**<br><br>**A/B Svenska Ostasiatiska Kompaniet**<br>Kristian von Sydow<br>Gothenburg Swedish | T.Mk<br>6960<br>2952<br>9850 | ✠100A1 SS 9/67 ~~SS 8/63~~<br>with freeboard<br>DTsm—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1940 EL f†2¼"ptSQ | 1950-11 Eriksbergs M/V A/B—Got<br>508' 3" 65' 2" 27' 3½"<br>470' 0" 65' 0" 40' 6"<br>P47' 2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds, intermediate 'tween dks fwd under raised U dk<br>Coll BH to U dk 6 to 2nd dk<br>rf 6" WB3009t incl. Tunnel tanks 274t DTm1000t | TM (12P) Ref<br>4 Ho 63', 67', 31' DT, 70½', 86½'<br>G.668900 B.605660 In.29530<br>1 Ha (stl) (31½'×20')<br>4 Ha (w) (39', 39', 39', 31½'×20')<br>1 Ha (stl) (10½'×16')<br>18W Der 1(30) 1(20) 4(7½) 14(5) | 2 Oil 2SA each 6Cy.<br>9700bhp B&W<br>Eriksbergs M/V A/B<br>AuxB 105lb<br>4×172kW 220V d.c. |
| 680790<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **JAPAN AZALEA**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | ~~13500~~ 15331<br>—<br>~~24800~~ 21498 | NK | 1967 Hitachi Zosen—Inn<br>81' 6" 31' 7"<br>534' 10" 81' 4" 43' 11"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 7Cy. 620×1400<br>8400bhp B&W<br>Hitachi Zosen |
| 517017<br>KERL<br>270296<br>Df Esd<br>Gc Pfd<br>Rdr | **JAPAN BEAR**<br><br>**Pacific Far East Line Inc.**<br>San Francisco United States | T.Mk<br>9100<br>5307<br>—<br>12421<br>7406<br>14323 | AB | 1955 Bethlehem Pacific Coast Stl Corp.—S.Fo<br>*529-6'* 76' 1" —/31' 7½"<br>528' 6" 76' 0" 44' 6"<br>B72' F80' 3 dks<br>RW<br>rf nil | S Ref<br>7 Ho<br>G.717707 B.651372 In.88362<br>7 Ha<br>24W Der 2(60) 10(10) 14(5) | 2 S Turb dr geared to sc.<br>19250shp<br>De Laval S. Turb. Co. |
| 661594<br>JFSS<br>100032<br>Df Esd<br>Gc Rdr<br>RT | **JAPAN CAMELLIA**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | 41320<br>22320<br>57940 | NK | 1966 Kure Zosensho—Kur<br>767' 9" 104' 3" 39' 10¾"<br>728' 4" 104' 0" 65' 2"<br>1 dk | M Bulk/Oil Carrier Mchy.aft<br>7 Ho<br>G.2453284<br>7 Ha (53½', 47½', 47½', 29½', 47½', 47½',<br>47½'×41½') | Oil 2SA 8Cy. 900×1550<br>18400bhp Sulzer<br>Ishikawajima-Harima |
| 661861<br>JGQQ<br>100072<br>Df Esd<br>Gc Rdr<br>RT | **JAPAN DAHLIA**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | ~~44406~~ 44263<br>~~28500~~ 28392<br>75716 | NK | 1966 Uraga Hvy Ind. Ltd.—Yokosuka<br>796' 11" 121'10" 41' 0"<br>761' 3" 121' 8" 59' 1"<br>1 dk | M Tanker Mchy.aft<br>16 Ta<br>L.3452269 | Oil 2SA 9Cy. 900×1550<br>20700bhp Sulzer<br>Uraga Hvy Ind. Ltd. |
| 660558<br>JQJB<br>96249<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JAPAN ELM**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | ~~9230~~ 9070<br>~~5980~~ 5852<br>14144 | NK | 1965 Nippon Kokan—Shimizu<br>460' 11" 75' 8" 28' 2"<br>433' 2" 75' 6" 38' 9"<br>1 dk | M Mchy.aft<br>4 Ho<br>G.675290 B.633830<br>4 Ha (stl) (38'×29½') (57', 57',<br>57'×39½')<br>14W Der 8(15) 8(10) | Oil SA 6Cy. 700×1200<br>6600bhp MAN<br>Mitsubishi Hvy Ind. Ltd.<br>2×172kW 450V a.c. |
| 662186<br>JMXQ<br>100794<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JAPAN GRAN**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | ~~33822~~ 33742<br>~~30460~~ 24145<br>53740 | NK | 1966 Ishikawajima-Harima Hvy Ind.—Aio<br>731' 8" 104' 2" 37' 9"<br>698' 10" 104' 0" 56' 9"<br>1 dk | M Mchy.aft<br>5 Ho<br>G.2768787<br>5 Ha (42½', 88½', 88½', 88½', 88½'×44½') | Oil 2SA 6Cy.<br>15000bhp Sulzer<br>Ishikawajima-Harima |
| 671199<br>JGSK<br>100859<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **JAPAN HOLLY**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | 10465<br>6480<br>16251 | NK | 1966 Kasado Dock Co. Ltd.—Kudamatsu<br>474' 0" 72' 10" 28' 9"<br>446' 0" 72' 9" 39' 4"<br>1 dk | M Bulk Carrier Mchy.aft<br>4 Ho 67', 88½', 88½', 88½'<br>G.747084 B.739809<br>7 Ha (stl) (42½'×29½') (63½', 63½', 63½',<br>63½', 63½', 63½'×26')<br>12W Der 4(15) | Oil 2SA 6Cy.<br>7200bhp<br>Ishikawajima-Harima<br>2×315kW |

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| **JAPAN HYACINTH**<br>Japan Line Ltd.<br>Tokyo<br>Japanese | **67931**<br>46108<br>129549 | NK | **1967** Mitsubishi Hvy Ind. Ltd.—Nag<br>889′ 1″ 139′ 8″ 54′ 8″<br>839′ 11″ 139′ 5″ 72′ 2″<br>1 dk<br>RW<br>rf 29″ | S Tanker Mchy.aft<br>15 Ta<br>L.1154764 | 2 S Turb dr geared to sc. shaft<br>24000shp 4368t (d.o)–110pd<br>Escher Wyss<br>Mitsubishi Hvy Ind. Ltd. Nag<br>3×650, 650, 200kW 450V a.c. 15¾k |
| **JAPAN JASMIN**<br>Japan Line Ltd.<br>Tokyo<br>Japanese | **67484**<br>45022<br>121129 | NK | **1966** Mitsubishi Hvy Ind. Ltd.—Nag<br>885′ 10″ 139′ 7″ 51′ 10″<br>839′ 11″ 139′ 5″ 72′ 2″<br>1 dk, pt 2nd dk<br>RW | S Tanker Mchy.aft<br>13 Ta<br>L.5344895 | 2 S Turb dr geared to sc. shaft<br>24000shp 5100t (o.f)<br>Mitsubishi Hvy Ind. Ltd. Nag<br>16k |
| **JAPAN KAURI**<br>Japan Line Ltd.<br>Tokyo<br>Japanese | ~~**7152**~~ **6912**<br>~~**3891**~~ **3878**<br>9400 | NK | **1967** Ishikawajima-Harima Hvy Ind.—<br>Aio<br>458′ 4″ 63′ 2″ 28′ 6″<br>426′ 6″ 63′ 0″ 37′ 9″<br>1 dk | M Mchy.aft<br>5 Ho<br>G.300706 B.280100<br>6 Ha (stl) (31½′×13¼′) (44¼′, 22¼′, 22¼′, 44¼′×22½′) (29½′×18′) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer 1073t<br>Ishikawajima-Harima Hvy Ind. Aio |
| **JAPAN LILY**<br>Japan Line Ltd.<br>Tokyo<br>Japanese | **43565**<br>26727<br>72886 | NK | **1966** Ishikawajima-Harima Hvy Ind.—<br>Aio<br>774′ 10″ 121′ 11″ 41′ 1″<br>748′ 0″ 121′ 8″ 59′ 1″<br>1 dk<br>RW | M Tanker Mchy.aft<br>10 Ta<br>L.3315565 | Oil 2SA 900×1550 mm<br>18400bhp Sulzer 3140t<br>Ishikawajima-Harima Hvy Ind. Aio<br>2×520kW 450V a.c. 14¾k |
| **JAPAN LINDEN**<br>Japan Line Ltd.<br>Tokyo<br>Japanese | **26300**<br>16000<br>38400 | NK | **1967** Kure Zosensho—Kur<br>634′ 10″ 98′ 7″ 34′ 5½″<br>600′ 5″ 98′ 5″ 55′ 1½″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 760×1550 mm<br>12800bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| **JAPAN MAIL**<br>merican Mail Line Ltd.<br>eattle<br>United States | T.Mk<br>**9365**<br>5432<br>—<br>**12436**<br>7443<br>14797 | AB | **1962** Todd Shpyds Corp.—San Pedro<br>563′ 8″ 76′ 3″ —/31′ 7″<br>528′ 0″ 76′ 0″ 44′ 6″<br>F110′ 2 dks, 3rd dk fwd & aft<br>RW<br>rf nil | S Ref<br>6 Ho<br>G.836299 B.749177 In.17905<br>6 Ha (stl)<br>22W Der 1(60) 8(15) 12(10) 2(5) | 2 S Turb dr geared to sc. shaft<br>19250shp 3181t (o.f)<br>General Electric Co. Lyn<br>20k |
| **PAN MAPLE**<br>pan Line Ltd.<br>yo<br>Japanese | ~~**24516**~~ **34385**<br>~~**14218**~~ 11133<br>55672 | NK | **1966** Mitsubishi Hvy Ind. Ltd.—Hma<br>734′ 11″ 104′ 6″ 38′ 5¾″<br>692′ 3″ 104′ 4″ 57′ 5″<br>1 dk<br>RW | M Ore Carrier Mchy.aft<br>1 Ho<br>G 1176583<br>10 Ha (37′, 37′, 37′, 33½′, 37′, 37′, 33½′, 37′, 37′, 37′×29½′) | Oil 2SA 6Cy. 900×1550 mm<br>15000bhp Sulzer 3601t<br>Mitsubishi Hvy Ind. Ltd. Kob<br>2×347kW a.c. 15k |
| **PAN OAK**<br>pan Line Ltd.<br>yo<br>Japanese | **33546**<br>19440<br>53340 | NK | **1966** Mitsubishi Hvy Ind. Ltd.—Kob<br>735′ 0″ 104′ 6″ 37′ 9″<br>692′ 4″ 104′ 4″ 57′ 5″<br>1 dk | M Ore Carrier Mchy.aft<br>6 Ho<br>G.238784<br>7 Ha (38¼′×42′) (31½′, 31½′, 31½′, 31½′, 31½′, 31½′×47½′) | Oil 2SA 6Cy. 900×1550 mm<br>15000bhp Sulzer 3963t<br>Mitsubishi Hvy Ind. Ltd. Kob<br>15k |
| **PAN PALM**<br>pan Line Ltd.<br>yo<br>Japanese | **4422**<br>2928<br>6600 | NK | **1967** Usuki Tekkosho—Saiki<br>374′ 10″ 54′ 6″ 22′ 5″<br>344′ 6″ 54′ 5″ 27′ 6″<br>1 dk | M Mchy.aft<br>G.335420 B.297280<br>3 Ha (stl) (42½′, 68¾′, 66¾′×26½′) | Oil 2SA 6Cy. 450×750 mm<br>3500bhp 549t<br>Kobe Hatsudoki K.K. Kob<br>12½k |
| **PAN PINE**<br>pan Line Ltd.<br>yo<br>Japanese | **33529**<br>21296<br>53356 | NK | **1965** Mitsubishi Hvy Ind. Ltd.—Kob<br>734′ 11″ 104′ 6″ 35′ 11″<br>692′ 4″ 104′ 4″ 57′ 5″<br>1 dk | M Ore Carrier Mchy.aft<br>6 Ho<br>G.2383784<br>1 Ha (stl) (38¼′×42′)<br>10 Ha (stl) (each 31½′×47¼′) | Oil 2SA 6Cy. 900×1550 mm<br>15000bhp Sulzer 3963t<br>Mitsubishi Hvy Ind. Ltd. Kob<br>2×350kW 450V a.c. 16k |
| **PAN RIMU**<br>pan Line Ltd.<br>yo<br>Japanese | **7142**<br>4320<br>9557 | NK | **1966** Ishikawajima-Harima Hvy Ind.—<br>Aio<br>458′ 4″ 63′ 1″ 28′ 6″<br>426′ 6″ 62′ 11″ 37′ 9″<br>1 dk<br>RW | M Ref Mchy.aft<br>5 Ho<br>G.307521 B.286191<br>6 Ha (31½′×13½′) (44¼′, 22¼′, 22¼′, 44¼′×22½′) (29½′×18′) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer 1023t<br>Ishikawajima-Harima Hvy Ind. Aio<br>16k |
| **PAN ROSE**<br>pan Line Ltd.<br>yo<br>Japanese | ~~**41596**~~ **41470**<br>~~**26456**~~ 26327<br>69771 | NK | **1965** Ishikawajima-Harima Hvy Ind.—<br>Tok<br>794′ 0″ 116′ 0″ 40′ 10″<br>754′ 8″ 115′ 11″ 59′ 0″<br>1 dk | M Tanker Mchy.aft<br>10 Ta<br>L.3175719 | Oil 2SA 8Cy. 900×1550 mm<br>18400bhp Sulzer 3057t<br>Ishikawajima-Harima Hvy Ind. Aio<br>2×520kW 450V a.c. 15¼k |
| **PAN TEAK**<br>an Line Ltd.<br>yo<br>Japanese | **4429**<br>2943<br>6520 | NK | **1967** Usuki Tekkosho—Saiki<br>373′ 0″ 54′ 6″ 22′ 4″<br>344′ 6″ 54′ 5″ 27′ 6″<br>P72′ F26′ 1 dk<br>RW<br>rf 6″ | M Mchy.aft<br>3 Ho 60¾′, 94¼′, 85′<br>G.335916 B.297764<br>3 Ha (42¾′, 69′, 66¾′×26½′)<br>15W | Oil 2SA 6Cy. 450×750 mm<br>3500bhp 484t<br>Kobe Hatsudoki Seizosho Kob<br>2×160kW 445V 60c/s a.c. 12¼k |

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| 671549<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JAPAN TOTARA**<br>**Japan Line Ltd.**<br>Tokyo Japanese | 7152<br>3950<br>9400 | NK | 1967 Ishikawajima-Harima Hvy Ind—<br>Aio<br>63' 1" 28' 6"<br>426' 6" 63' 0" 37' 9"<br>1 dk | M Ref Mchy.aft | Oil 2SA 6Cy. 680×1200 mm<br>7200bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 680196<br>JNAA<br>100928<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **JAPAN WALNUT**<br>**Japan Line Ltd.**<br>Tokyo Japanese | 10240<br>6968<br>15681 | NK | 1967 Nipponkai Jukogyo—Toyama<br>492' 1" 74' 2" 29' 0"<br>465' 11" 74' 1" 39' 4"<br>P84' F34' 1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>4 Ho 74½', 88½', 91', 91'<br>G.742992 B.720144<br>4 Ha (stl) (49½'×31½') (66½', 66½', 66½'×36')<br>14W | Oil 4SA 16Cy. 400×460 mm<br>7320bhp<br>Ishikawajima-Harima Hvy Ind.<br>3×225kW 445V 60c/s a.c. |
| 672790<br>101003<br>Df Esd<br>Gc Rdr<br>RTv | **JAPAN WISTERIA**<br>**Japan Line Ltd.**<br>Tokyo Japanese | 56312<br>40217<br>96200 | NK | 1967 Kure Zosensho—Kur<br>830' 1" 127' 11" 47' 6"<br>800' 6" 127' 7" 67' 6"<br>F61' 1 dk<br>rf 2" | M Ore/Oil Carrier Mchy.aft<br>4 Ho 11 Ta<br>G.1878808 HeCls. BC<br>8 Ha (stl) (each 50'×33') | Oil 2SA 9Cy. 900×1550 mm<br>21600bhp Sulzer<br>Ishikawajima-Harima Hvy |
| 651360<br>JWXX<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JAPANA**<br>**A/S Kosmos**<br>Anders Jahre<br>Sandefjord Norwegian | 19750<br>11911<br>31551 | NV | 1965 Nippon Kokan—Yka<br>604' 10" 85' 8" ~~34' 1½"~~ 36' 3⅛"<br>575' 1" 50' 0"<br>1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho 54½', 61½', 65½', 55½', 65½', 65½', 65½'<br>7 Ha (stl) (23'×32½') (33', 33', 33', 33' 33', 33'×37½')<br>Der 14(10) 1(1) | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Uraga Hvy Ind. Ltd.<br>3×320kW 450V 60c/s a.c. |
| 517020<br>PUQB | **JAPERY**<br>exRio Deseado–50<br>exEsmeralda–43 exOltul–42<br>exDansborg–33<br>**Navegação Mercantil S.A.**<br>Rio de Janeiro Brazilian | *4328*<br>*2672*<br>7699 | ✠ | 1920–10 Richardson, Duck & Co. Ltd.—<br>Stk<br>396' 8" 51' 0" 24' 1½"<br>50' 10"<br>P38' B244' F37' 1 dk<br>R | S<br>G.423830 B.396858<br>11W | T 3Cy. 25½" 42" & 70"×48"<br>Blair & Co. Ltd. |
| 517021<br>302242<br>Df Esd<br>Pfd Rdr<br>RT | **JAPONICA**<br>**Ashley Fishing Co. Ltd.**<br>John Wood & Son (Abdn) Ltd.<br>Aberdeen British | 234<br>66<br>— | ✠100A1 SS 3/65<br>trawler<br>✠LMC<br>MN132 EL (d)I | 1961–2 T. Mitchison Ltd.—Gts<br>*115·4'* 25' 4" 11' 0"<br>113' 2" 25' 0" 12' 6"<br>F16'<br>5BH<br>rf 36" BK2½" WB44t incl. DTm34t | M Trawler | Oil 4SA 8Cy. 8½"×11½"<br>reverse gear—2<br>660bhp<br>Lister Blackstone Mar.<br>db 50lb |
| 517022<br>EDCT<br>Df Esd<br>RT | **JAQUETON**<br>**Juan Rodal Barreiro**<br>Vigo Spanish | 301<br>141<br>— | BV | 1960 Enrique Lorenzo y Cia.—Vgo<br>126' 0" 22' 7" 11' 9½"<br>109' 6" 22' 3½" 13' 2"<br>P52' F27'<br>RW | M Trawler<br>3 Ha (each 3½'×3½') | Oil 4SA 8Cy. 295×420 mm<br>700bhp Krupp<br>La Maquinista Terrestre |
| 517023<br>JXVR<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JARABELLA**<br>**A/S Kosmos**<br>Anders Jahre<br>Sandefjord Norwegian | 13173<br>7257<br>19650 | NV | 1963 Kaldnes M/V A/S—Tbg<br>552' 7" 72' 1" ~~60' 3"~~ 30' 11½"<br>518' 0" 71' 10" 43' 0"<br>P130' F51' 1 dk<br>rf 2" | M Bulk Carrier Mchy.aft<br>6 Ho 66½', 63', 63', 63', 63', 63'<br>G.895083<br>6 Ha (stl) (each 42'×35½')<br>12W Der 12(5–10) 2(1) | Oil 2SA 7Cy. 700×1200<br>7140bhp MAN<br>Kockums M/V A/B<br>3×250kW 440V 60c/s a.c. |
| 670910<br>LJXY<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JARACONDA**<br>**A/S Kosmos**<br>Anders Jahre<br>Sandefjord Norwegian | 33586<br>22373<br>54988 | NV | 1967 Nippon Kokan—Tsu<br>743' 1" 102' 2" 39' 3"<br>710' 0" 102' 0" 57' 6"<br>P135' B30' F62' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 64', 88½', 88½', 51½', 88½', 73½', 86'<br>G.2422595<br>1 Ha (stl) (34½'×31½')<br>11 Ha (stl) (each 29½'×42') | Oil 2SA 8Cy. 900×1550<br>Sulzer<br>17600bhp<br>Uraga Hvy Ind. Ltd.<br>3×410kW 450V 60c/s a.c. |
| 517025<br>LATD<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JARAGUA**<br>**A/S Kosmos**<br>Anders Jahre<br>Sandefjord Norwegian | 21584<br>13296<br>~~34500~~<br>36400 | NV | 1955 A/B Götaverken—Got<br>663' 5" 86' 4" 34' 9½"<br>652' 0" 86' 0" 47' 2"<br>P146' B51' F79' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>28 Ta<br>L.1678010 HeCls. BC<br>Der 4(5) 1(3) 1(1) | 2 S Turb dr geared<br>9800shp<br>De Laval Ångturbin<br>3×500, 500, 200kW |
| 517026 | **JARAGUA**<br>**Naviera Dominicana C. por A.**<br>Ciudad Trujillo Dominican | 182<br>142<br>— | | 1943 ……………………Ciudad Trujillo<br>*106·5'* 23' 8"<br>… … … | Wood M | Oil |
| 517028<br>LAUB<br>Df Esd<br>Gc Rdr<br>RTv | **JARAMA**<br>**A/S Kosmos**<br>Anders Jahre<br>Sandefjord Norwegian<br>Now **ANTAR**<br>See New Entries No. 1 | 9052<br>4914<br>13090 | NV | 1956 Kieler Howaldtswerke A.G.—Kel<br>496' 8" 62' 2" 29' 9½"<br>460' 0" 62' 0" 39' 5"<br>P48' B35' F108' 2 dks, 3rd dk in No. 3 hold<br>rf 4" | M CSD Mchy.aft<br>5 Ho 45', 63', 65', 68', 50'<br>G.675965 B.614550<br>5 Ha (stl) (34', 40', 43', 50', 40'×25')<br>14W Der 4(2–5) | Oil 2SA 7Cy.<br>6300bhp MAN<br>Kieler Howaldtswerke<br>3×200kW 220V d.c. |
| 661101<br>Df Pfd<br>Rdr RT | **JARAMAC XIV**<br>**McDermott International Inc.**<br>Panama Panamanian | 487<br>—<br>— | | 1966 Kanazashi Zosensho—Shimizu<br>139' 2" 11' 9"<br>127' 11" 32' 9" 16' 0"<br>1 dk | TM Tug | 2 Oil 4SA each<br>3000bhp<br>Mitsui Zosen |

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| **JARAMAC XV**<br>**McDermott International Inc.**<br>Panama Panamanian | **146**<br>23<br>— | | **1966** Kanazashi Zosensho—Shimizu<br>103' 4" 21' 10" 5' 9"<br>95' 2" 21' 4" 11' 2"<br>1 dk | TM Tug | 2 Vee Oil 4SA 8Cy. 159×203 mm<br>510bhp<br>Caterpillar Tractor Co. Peoria |
| **JARAMAC XVI**<br>**McDermott International Inc.**<br>Panama Panamanian | **146**<br>23<br>— | | **1966** Kanazashi Zosensho—Shimizu<br>103' 4" 21' 10" 5' 9"<br>95' 2" 21' 4" 11' 2"<br>1 dk | TM Tug | 2 Vee Oil 4SA each 8Cy. 159×203 mm<br>510bhp<br>Caterpillar Tractor Co. Peoria |
| **ARAMAC XVII**<br>**McDermott International Inc.**<br>Panama Panamanian | **487**<br>—<br>595 | | **1966** Kanazashi Zosensho—Shimizu<br>139' 1" 14' 10"<br>127' 11" 32' 10" 16' 1"<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy. 280×500 mm<br>3000bhp<br>Mitsui Zosen Tmn |
| **ARAMAC XVIII**<br>**McDermott International Inc.**<br>Panama Panamanian | **125**<br>—<br>— | | **1966** Shikoku Dock Co.—Takamatsu<br>24' 5"<br>75' 5" 24' 3" 10' 10"<br>1 dk<br>RW | TM Tug | 2 Oil SA each 8Cy. 159×203 mm<br>1020bhp<br>Caterpillar Tractor Co. Peoria |
| **ARAMAC XIX**<br>**McDermott International Inc.**<br>anama Panamanian | **150**<br>22<br>— | | **1966** Kanazashi Zosensho—Shimizu<br>103' 4" 5' 9"<br>95' 2" 21' 4" 11' 2"<br>1 dk | TM Tug Mchy.aft | 2 Oil 4SA each 8Cy. 6¼"×8"<br>1300bhp<br>Caterpillar Tractor Co. Peoria |
| **ARAMAC XX**<br>**cDermott International Inc.**<br>nama Panamanian | **150**<br>22<br>— | | **1966** Kanazashi Zosensho—Shimizu<br>103' 4" 5' 9"<br>95' 2" 21' 4" 11' 2"<br>1 dk | TM Tug Mchy.aft | 2 Oil 4SA each 6Cy. 6¼"×8"<br>1300bhp<br>Caterpillar Tractor Co. Peoria |
| **ARANDA**<br>**S Kosmos**<br>~~**ders Jahres Rederi III A/S**~~<br>ders Jahre<br>defjord Norwegian | **51831**<br>33805<br>98333 | NV | **1967** Nippon Kokan—Tsu<br>849' 11" 124' 10" 48' 9"<br>811' 5" 124' 8" 64' 0"<br>1 dk<br>rf 6" | M Tanker Mchy.aft<br>11 Ta | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W<br>Mitsui Zosen Tmn |
| **RELSA**<br>**S Kosmos**<br>nders Jahre<br>ndefjord Norwegian | **34056**<br>19922<br>59031 | NV | **1964** Nippon Kokan—Tsu<br>738' 2" 105' 10" 40' 7½"<br>705' 5" 105' 7" 55' 9"<br>1 dk<br>rf 2" | M Tanker Mchy.aft<br>12 Ta<br>L.2391000<br>Der 2(10) 2(3) 2(1) | Oil 2SA 8Cy. 840×1800 mm<br>16800bhp B&W (hvf)<br>Mitsui Zosen Tmn<br>3×420, 400, 400kW 450V 60c/s a.c. |
| **RENSK**<br>**S.S.R.**<br>llinn Russian | **1209**<br>442<br>1107 | | **1955** "Gheorghiu Dej" Shpyd—Bdp<br>229' 7" 32' 10" 12' 5½"<br>32' 8" 17' 5"<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.59894<br>3 Ha (each 22¾'×13')<br>6W Der 6(2½) | 2 Oil 4SA each 6Cy. 320×480 mm<br>NE61<br>Schwermasch. Karl Liebknecht Mgd<br>9k |
| **ARICHA**<br>**/S Kosmos**<br>nders Jahre<br>andefjord Norwegian | **32878**<br>20887<br>52203 | NV | **1962** Kieler Howaldtswerke A.G.—Kel<br>740' 1" 102' 2" 39' 3¾"<br>705' 3" 102' 0" 52' 2"<br>P178' B109' F107' 1 dk | S Tanker Mchy.aft<br>35 Ta<br>L.2176633 HeCls. BC<br>Der 2(8) 3(3) 2(2) 1(1) | 2 S Turb dr geared to sc. shaft<br>17500shp 4240t (o.f)–100pd<br>Kieler Howaldtswerke A.G. Kel<br>2×700kW 450V 60c/s a.c. 15¾k |
| **ARILLA**<br>**/S Kosmos**<br>nders Jahre<br>andefjord Norwegian | **15012**<br>9530<br>22470 | NV | **1959** Kieler Howaldtswerke A.G.—Kel<br>563' 7" 73' 9" 33' 8½"<br>534' 10" 73' 6" 46' 7"<br>1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>6 Ho 62', 69½', 64¼', 64¼', 64¼', 64¼'<br>G.1025365<br>6 Ha (stl) (41¼'×31')<br>(41¾', 41¾', 41¾', 41¾', 44½'×36¼')<br>1W Der 1(5) 1(3) 2(1) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp MAN 1200t (hvf)<br>Kieler Howaldtswerke A.G. Kel<br>3×200kW 440V 60c/s a.c. 14k |
| **ARKYJ LUCH**<br>**.S.S.R.**<br>ngrad Russian | **5220**<br>3248<br>3056 | ✠LR class withdrawn—<br>Owners' request 5/67 | **1965–4** Hitachi Zosen—Mukaishima<br>377' 4" 57' 3" ~~18' 4¼"~~ 18' 1"<br>344' 6" 57' 1" 28' 10"<br>P99' F36' 2 dks<br>rf 4" DK | M Fish Factory Ref Mchy.aft<br>In.17657 | Oil 2SA 6Cy. 500×1100 mm<br>3450bhp B&W<br>Hitachi Zosen Osa |

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| 517036<br>JWRW<br><br>Df Esd | **JARL-FINN**<br><br>**Jakob Myrestrand**<br>Måløy Norwegian | 223<br>87<br>— | <br><br>NV<br><br><br>len 65 | 1957 Bolsönes Verft—Molde<br>127' 0" 23' 1"<br>23' 0" 12' 0" | M Fishing Mchy.aft<br>2 Ho<br><br>2 Ha (7½', 8½' × 7½')<br>Der 1(4) | Oil 2SA 4Cy. 280 x 420 mm<br>320bhp<br>Wichmann Mtrf. |
| 640638<br>JXYA<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JARMONA**<br><br>**A/S Kosmos and others**<br>Anders Jahre<br>Sandefjord Norwegian | 34056<br>19922<br>59051 | <br><br>NV | 1964 Nippon Kokan—Tsu<br>738' 2" 105' 10" 40' 7½"<br>705' 4" 105' 7" 55' 9"<br>1 dk<br><br>rf 2" | M Tanker Mchy.aft<br>12 Ta<br>L.2391000<br><br>Der 2(10) 2(3) 2(1) | Oil 2SA 8Cy. 840 x 1800 mm<br>16800bhp B&W<br>Mitsui Zosen<br>3 × 420, 400, 400kW 450V |
| 670105 | **JARONIMAS UBORIOWICHUS**<br>**U.S.S.R.**<br>Riga Russian | 3170<br>1225<br>1460 | <br>277' 11" | 1966 ......................Russia<br>~~277' 10"~~ 46' 0" 18' 2"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430 x 610 mm<br>2000bhp<br>Skoda |
| 542431<br>LHNS<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JAROSA**<br><br>**Bulls Tankrederi A/S**<br>Anders Jahre<br>Sandefjord Norwegian | 16321<br>8964<br>23700 | <br><br>NV | 1963 A/S Fredriksstad M/V—Fks<br>611' 11" 74' 8" 33' 4½"<br>576' 11" 74' 6" 47' 7"<br>1 dk<br><br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 50½', 59½', 72½', 58½', 58½', 72½', 55½'<br>7 Ha (stl) (29½', 41½', 53', 41½', 41½', 53', 41½' × 27½')<br>Der 12(5–10) 2(5) 2(1) | Oil 2SA 10Cy. 760 x 1500 mm<br>12500bhp Götaverken<br>A/S Fredriksstad M/V<br>3 × 310kW 440V 60c/s a.c. |
| 517042<br>UJLD<br>M-25148 | **JAROSLAVL**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 5217<br>2524<br>5840 | | 1958 Baltic S.B. & Eng. Wks—Len<br><br><br>2 dks | TD-E Ref<br>5 Ho<br>In.214906<br>5 Ha (16½', 16½', 16½', 16½' × 16½') (13½' × 13½')<br>10W Der 10(5) | 4 Oil 2SA each 10Cy.<br>connected to elec. m<br>to 2 sc. shafts |
| 517043<br>UKEU<br>M–10047<br>Df Esd<br>Gc Rdr | **JAROSLAVL**<br><br>**U.S.S.R.**<br>Murmansk Russian | 3021<br>1273<br>1539 | <br><br>~~GL~~ | 1956 Kieler Howaldtswerke A.G.—Kel<br>277' 3" 44' 1" 18' 1"<br>246' 2" 44' 0" 24' 2"<br>1 dk | M Stern Trawling Factory Ship<br>5 Ho<br>In. 58799<br>5 Ha<br>2W Der 2 (2) | Oil 2SA 6Cy. 520 x 900 mm<br>1900bhp MAN<br>Kieler Howaldtswerke A. |
| 517044<br>SPBP<br><br>Df Esd<br>Rdr | **JAROSLAW DABROWSKI**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 3196<br>1308<br>2625 | PR<br><br>✠Classed LR until 2/56 | 1950–12 BlythD.D.&S.B. Co.Ltd.—Bly<br>356' 8" 48' 7" 18' 7½"<br>330' 0" 48' 6" 22' 0"<br>P19' F30' 1 dk & S dk<br>RW | S Ref OSD<br>4 Ho<br>G.222227 B.211932 In.134097<br>4 Ha (20½', 22', 21½', 19½' × 15½')<br>10W Der 2(10) 8(5) | T 3Cy. 24" 39" & 68" x 4<br>3200ihp<br>George Clark (1938) Ltd.<br>3 × 75, 75, 10kW 110V d |
| 670827<br><br>196959 | **JARRAN**<br><br>**Prince Launch Service Pty. Ltd.**<br>Fremantle British | 102<br>79<br>— | | 1952 New York Naval Shipyard—Brooklyn<br>*62·5'* 22' 0"<br>... ... ...<br>1 dk | QM Barge | 4 Oil 4SA each -Cy.<br>NE64<br>F. Perkins Ltd. |
| 517046<br>OGEN<br>1070<br>Df Esd<br>RTm/v | **JÄRSÖ**<br><br>**Mariehamns Rederi A/B**<br>F:a Gustaf Erikson<br>Mariehamn Finnish | 499<br>279<br>831 | ✠100A1 SS 7/65<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN290 EL n | 1961–8 Nystads Varv. A/B—Nystad<br>235' 7" 34' 7" 11' 10½"<br>210' 5" 34' 5½" 19' 10"<br>F19' 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf 2" WB206t | M Ref OSD Mchy.aft<br>2 Ho 65½', 65½'<br>In.56240<br>4 Ha (stl) (each 13½' × 10½')<br>8W Der 8(3) | Oil 4SA 6Cy. 400 x 500 m<br>1450bhp<br>Klöckner-Humboldt-De<br>3 × 88kW 450V 60c/s a.c. |
| 517047<br>SPJP<br><br>Df Esd<br>RT | **JARZABEK**<br><br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin Polish | 184<br>77<br>108 | <br><br>PR | 1956 Stocznia Pólnocna—Gdk<br>113' 0" 22' 3"<br>99' 6" 21' 11½" 11' 10"<br>1 dk<br>RW | M Fishing | Oil 4SA 8Cy. 240 x 360 m<br>300bhp<br>Buckau-Wolf<br>4 × 66, 18, 6, 6kW 110/220 |
| 540550<br>HO-2534<br>583-<br>PEXT<br>RT | **JASA**<br>exGale–63<br>**Cia. de Transportes Sylvia S.A.**<br>Panama Panamanian | 625<br>315<br>770 | ✠100A1 SS 6/65<br><br>✠LMC<br><br>EL j | 1935–9 Scott & Sons—Bwg<br>179' 6" 30' 1" 12' 4½"<br>174' 6" 30' 0" 12' 6"<br>Q99' B11' F30' 1 dk<br>R 3BH<br>WB277t | M Mchy aft<br><br>B.37000 | Oil 2SA 5Cy. 340 x 570 m<br>725bhp<br>British Auxiliaries Ltd.<br>AuxB 100lb |
| 671282<br>LKHJ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JASAKA**<br><br>**A/S Kosmos**<br>Anders Jahre<br>Sandefjord Norwegian | 33586<br>22373<br>54954 | <br><br>NV | 1967 Nippon Kokan—Tsu<br>743' 1" 102' 2" 39' 3"<br>710' 0" 102 0" 57' 6"<br>P135' B30' F62' 1 dk<br><br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho 64', 88½', 88½', 51½', 88½', 73½', 86½'<br>G.2422595 HeCls. BC<br>1 Ha (stl) (34½' × 31½')<br>11 Ha (stl) (each 29½' × 42') | Oil 2SA 8Cy.<br>17600bhp Sulzer<br>Uraga Hvy Ind. Ltd.<br>3 × 410kW 450V |
| 670067<br>LJUN<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **JASANKOA**<br><br>**A/S Kosmos**<br>Anders Jahre<br>Sandefjord Norwegian | 91944<br>59228<br>~~156500~~<br>164934 | <br><br><br>NV | 1967 Mitsubishi Hvy Ind. Ltd.—Nag<br>984' 5" 158' 5" 54' 10½"<br>935' 1" 158' 1½" 77' 1"<br>F57' 1 dk<br>RW<br>rf 1½" | S Tanker Mchy.aft<br>13 Ta<br>L.6935827 HeCls. B | 2 S Turb dr geared<br>30000shp<br>Escher Wyss<br>Mitsubishi Hvy Ind.<br>2 × 750kW 450V |

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| JASENITZ<br>Koehn & Bohlmann<br>Reederei K.G.<br>Bremen<br>W. German | 999<br>510<br>1634 | | GL | 1956 Schiffb. Unterweser—Bhn<br>237' 3" 35' 7" 15' 2"<br>216' 6" 35' 5½" 17' 3"<br>P58' F23' 1 dk<br>RW | M Mchy.aft<br>1 Ho 135'<br>G.73480 B.68334<br>4 Ha (each 25¼'×18')<br>Der 4(3) | Oil 4SA 6Cy. 385×580 mm<br>1050bhp (d.o)<br>Masch. Kiel A.G. Kel<br>3×25kW 220V d.c. 12k |
| ASENSKI<br>U.S.S.R.<br>Odessa<br>Russian | 2044<br>671<br>— | ~~✠100A1~~<br>~~hopper dredger~~<br>~~Ice Class 2~~<br>~~✠LMC~~<br>~~MN619~~<br>✠Class WITHDRAWN at Owners' request 4/69 | ~~EL q (f)~~ | 1966–6 Smit Kinderdijk V.O.F.—Kinderdijk<br>268' 9" 44' 4" 13' 10"<br>248' 5" 43' 4" 19' 1"<br>Ba69' 1 dk<br>6BH<br>rf nil WB146t | TD-E Trailing Suction Hopper Dredger Mchy.aft | 2 Oil 4SA each 6Cy. 15"×18" 3096bhp driving 2 gen. each 875kW 600V connected to 2 elec. motors each 1080shp (CC)<br>Mirrlees National Ltd. Stckpt<br>3×136kW 390V 50c/s a.c.<br>Thw. thrust propeller fwd |
| ASIEN<br>Polish Government<br>P.P.D. i U.R. "Odra"<br>Swinoujscie<br>Polish | 797<br>323<br>506 | | PR | 1963 Stocznia im Komuny Paryskiej—Gdy<br>201' 4" 32' 4" 14' 5½"<br>32' 2" 17' 1" | M Trawler | Oil 4SA 6Cy. 460×580 mm<br>1375bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>4×184, 160, 100, 22kW 230V d.c. 13k |
| ASKOLKA<br>Polish Government<br>P.P.D. i U.R. "Gryf"<br>Szczecin<br>Polish | 183<br>77<br>108 | | PR | 1955 Stocznia Polnocna—Gdk<br>113' 0" 22' 3"<br>11' 10"<br>1 dk<br>RW | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Buckau Wolf Mgd<br>1×66kW 330V d.c.<br>2×18 & 6kW 110V d.c. 9k |
| ASLO<br>Polish Government<br>Polish Ocean Lines<br>Gdynia<br>Polish | 1990<br>—<br>2700 | | | 1967 Aalborg Værft A/S—Abg<br>333' 0" 48' 11" 19' 2"<br>303' 6" 48' 2½" 28' 7"<br>1 dk & S dk | M Ref OSD | Oil 2SA 8Cy. 480×700 mm<br>3000bhp Sulzer<br>Z.U.T. Zgoda Swi |
| ASMIN<br>shley Fishing Co. Ltd.<br>hn Wood & Son (Abdn) Ltd.<br>berdeen<br>British | 234<br>66<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN132 | SS 2/66<br>EL (d)I | 1961–1 T. Mitchison Ltd.—Gts<br>*115·4'* 25' 3" 11' 0"<br>113' 2" 25' 0" 12' 6"<br>F16'<br>5BH<br>rf 36" BK2½" WB44t incl. DTm34t | M Trawler | Oil 4SA 8Cy. 8¾"×11½" through sr reverse gear—2 ahead speeds<br>660bhp<br>Lister Blackstone Mar. Ltd. Dursley<br>db 50℔ |
| ASMIN<br>San Gerolamo–58<br>Antonio–55<br>igi Vitiello<br>ta<br>Italian | 145<br>75<br>— | | RI | 1945 Antonio Bullo—Chioggia<br>100' 5" 24' 5"<br>86' 7" 23' 10" 9' 4"<br>1 dk | Wood Aux | Oil 4SA 3Cy. 265×410 mm<br>150bhp<br>S.A. Ansaldo Gen |
| SMIN<br>atéou & Cie.<br>ncarneau<br>French | 135<br>24<br>— | | BV | 1958 Ch. Donnart—Concarneau<br>*83·7'* 22' 6"<br>… … … | Wood M Fishing<br>1 Ha (3'×3¼')<br>Der 1(2) | Oil 4SA 6Cy. 230×400 mm<br>420bhp 25t<br>Burmeister & Wain Cpn |
| SMINA<br>Sabrina–66 exSan Tome–64<br>laware Marine Inc.<br>United States | 17763<br>10921<br>28586 | ✠Classed LR until 3/65 | AB | 1950–2 Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>624' 10" 84' 5" 33' 6¾"<br>595' 0" 84' 0" 44' 0"<br>P124' B39' F80' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13750shp 2189t (o.f)–71pd<br>Bethlehem Stl Co. Qcy<br>2×400kW 440V 60c/s a.c. 16k |
| SNOMORSK<br>S.S.R.<br>adivostok<br>Russian | 3359<br>1738<br>4388 | | | 1960 Schiffswerft Neptun—Ros<br>341' 2" 47' 3" 21' 7"<br>47' 1" 26' 0" | M<br>4 Ho<br>G.199000<br>4 Ha (29¾'×19¾') (25½', 25½', 25½'×23')<br>9W Der 1(15) 8(5) | 2 Oil 4SA each 8Cy. 365×550 mm geared to sc. shaft<br>Görlitzer Masch. Görlitz<br>12½k |
| ASON<br>hina Mutual Steam Nav.<br>Co. Ltd.<br>~~Holt & Co.~~<br>verpool<br>British<br>ue Funnel Line Ltd, (Mgrs.) | T.Mk<br>7594<br>3337<br>7000<br>9715<br>5260<br>11190 | BS✱<br>DTa—oil FP above 150° F. or vegetable oil or latex<br>MBS✱<br>RMC<br>MN3000 CT11262 C44 S38 | SS 3/66 | 1950–1 Swan, Hunter & Wghm Rchdsn—Wal<br>523' 0" 69' 4" ~~30' 11¾"~~ 25' 5"/30' 11⅞"<br>487' 11" 69' 0" 38' 6"<br>P26' B265' F47' 2 dks, 3rd dk except abaft mchy. space<br>RW Cargo battens pt fitted clear of insulated spaces 9BH<br>rf 9" WB3218t incl. Tunnel tank 146t DTsa784t | S Ref<br>7 Ho 44¾', 63', 45', 63', 42', 73¾', 43¾'<br>G.677369 B.612926 In.124800<br>2 Ha (stl) (12'×14') (29'×22')<br>3 Ha (w) (26', 26'×22') (27'×24')<br>1 Ha (stl) (27'×22')<br>1 Ha (w) (12'×18')<br>24W Der 1(50) 4(10) 4(7) 16(5) | 3 S Turb dr geared to sc. shaft<br>15000shp 2393t (o.f)<br>Wallsend Slpwy Co. Ltd. Wal<br>2WTB 570℔ Spt 545℔ hs23740<br>db 105℔ sg 115℔<br>4×550, 350, 350, 350kW 220V d.c. 18¼k |
| ASON<br>Eros–66<br>egean Cruises S.A.<br>Greek | 3719<br>2050<br>— | ✠100A1<br>excluding trans-Atlantic voyages North of 36° N. but including the Azores ~~also transatlantic voyages between Equator and 36° N. from November to May, also Mediterranean and Black Sea service.~~<br>✠LMC<br>MN1100 | EL v 1¹³⁄₁₆"SQ | 1965–9 C.R.D. Adriatico—Mfl<br>318' 9" 52' 8" 13' 10½"<br>284' 8" 52' 6" 26' 5"<br>B&F280' 2 dks<br>Coll BH to U dk 8 to 2nd dk<br>r11" WB318t | TM Ferry (414P) | 2 Oil 2SA each 7Cy. 480×700 mm<br>5500bhp Sulzer<br>C.R.D. Adriatico Tri<br>db 100℔<br>Thw. thrust contr. pitch propeller fwd<br>17k |

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| 517056<br>PFCC<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JASON**<br><br>**Koninkl. Nederl. Stoomb.**<br>**Maats. N.V.**<br>Amsterdam Netherland | T.Mk<br>2563<br>1304<br>3736<br>3837<br>2101<br>4717 | ✠100A1<br><br>✠LMC<br><br>MN720 | SS 10/67<br><br><br><br>EL w 2"SQ | 1955–10 Amsterdamsche D.D. Maats.—Ams<br>392' 0" 49' 3" 18' 7¾"/21' 0½"<br>363' 0" 49' 0" 26' 6"<br>F41' 2 dks, 3rd dk in No. 1 hold<br>RW 6BH len 67<br>rf 4" WB1022t incl. DTa118t DTf95t | M (12P) Ref Mchy.aft<br>3 Ho 52', 82½', 88½'<br>G.226000 B.211320 In.10803<br>3 Ha (26'×12') (49½', 51½'×16')<br>10W Der 1(45) 4(9) 2(6) 4(3) | Oil 2SA 8Cy. 540×<br>3600bhp<br>Gebr. Stork & Co. N.V.<br>AuxB 100lb<br>3×130kW 220V d.c. |
| 517057<br>DLAG<br><br>Df Esd<br>RTv | **JASON**<br><br>**Partenreederei m.s. "Jason"**<br>Dampfsch. Ges. "Neptun"<br>Bremen W. German | 1160<br>547<br>1609 | | <br><br>GL | 1954 Schiffb. Unterweser—Bhn<br>268' 7" 38' 8" 14' 1"<br>242' 8" 38' 6" 21' 11"<br>P38' B49' F48' 1 dk & S dk<br>RW<br>rf 4" | M (7P) OSD<br>2 Ho 54', 38'<br>G.107875 B.102808<br>2 Ha (stl) (54', 38'×13½')<br>6W Der 4(3–5) 2(3) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1600bhp<br>Klöckner-Humboldt-Deutz<br>3×80, 80, 15kW 230V |
| 517058<br>ONJB<br><br>Df Esd<br>Rdr RT | **JASON**<br><br>**Soc. Belge de Nav. Marit.**<br>**NAVIBEL S.A.**<br>Antwerp Belgian | *1035*<br>*535*<br>1328 | | <br><br>BV | 1957 Béliard, Crighton & Cie.—Ost<br>232' 0" 35' 1" 15' 11"<br>34' 11" 19' 8"<br>1 dk<br>RW<br>rf nil | M Mchy.aft<br>2 Ho each 63'<br>G.72300 B.68700<br>2 Ha (stl) (each 49½'×18')<br>4W Der 4(2–4) | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz<br>2×60, 25kW 220V d.c. |
| 517059<br>IPAM<br>981<br>RTm | **JASON**<br><br>**Greco Ernesto di Arturo**<br>Naples Italian | 491<br>249<br>743 | | <br><br>RI | 1921 Cant. Nav. Riuniti—Anc<br>166' 7" 27' 5" 12' 8"<br>157' 0" 27' 3" 13' 9"<br>P57' F31' 1 dk<br>R<br>rf nil | M Mchy.aft<br>1 Ho 88½'<br>G.31433 B.29988<br>1 Ha (50½'×14½')<br>Der 1(1½) 2(1) | Oil 2SA 6Cy. 280×450 mm<br>450bhp Emade<br>S.A. Fiat S.G.M.<br>2×7 & 5kW 110V d.c. |
| 670421<br>LLFV<br><br>Df Esd<br>Rdr RT | **JASON**<br><br>**Norsk Bjergningskompagni**<br>**A/S**<br>Bergen Norwegian | ~~400~~ 383<br>~~108~~ 112<br>— | | <br><br>NV | 1967 A/S Ankerløkken Verft—Florö<br>127' 4" 28' 0" 13' 3½"<br>112' 4" 27' 10" 13' 6"<br>1 dk | M Salvage Tug Mchy.aft | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2000bhp<br>Blackstone & Co. Ltd. |
| 517062<br>SPHY<br><br>Df Esd<br>Rdr RT | **JASTARNIA**<br><br>**Polish Government**<br>Dalekomorskie Bazy Rybackie<br>Szczecin Polish | 610<br>280<br>813 | | <br><br>PR | 1955 Stocznia im. Komuny Paryskiej—Gdy<br>189' 1" 29' 9"<br>15' 7"<br>1 dk | M | Oil 4SA 8Cy. 290×420 m<br>640bhp<br>Masch. Kiel A.G.<br>3×40, 40, 10kW 230V d.c. |
| 517063<br>SPJK<br><br>Df Esd<br>RT | **JASTRZAB**<br><br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin Polish | 184<br>77<br>108 | | <br><br>PR | 1955 Stocznia Polnocna—Gdk<br>113' 0" 22' 3"<br>11' 10"<br>1 dk<br>RW | M Fishing | Oil 4SA 8Cy. 240×360 m<br>300bhp<br>Buckau Wolf<br>1×66kW 330V d.c.<br>3×6 & 3½kW 115V d.c.<br>1×18kW 110V d.c. |
| 517064<br>PFCE<br><br>Df RT | **JATO**<br>exMeike–55<br>**Rederij "Helpman"**<br>M. Havinga's Scheepv.<br>& Handelmaats. N.V.<br>Groningen Netherland<br>Now **RODRIGO DE BATIDAS** See New Entries No. **12** | 472<br>237<br>526 | | <br><br>BV | 1950 N.V. Scheeps. Unie—Gro<br>*150·3'* 27' 0" 10' 2"<br>26' 10" 13' 8"<br>P37' Q54' F18' 1 dk | M Mchy.aft<br><br>G.31200 B.28300<br>2 Ha (30¾', 39¾'×17½')<br>Der 2(3) | Oil 4SA 6Cy. 320×450<br>400bhp<br>Klöckner-Humboldt-Deutz |
| 517068<br>KRPF<br>252478<br>Df Esd<br>Gc Pfd<br>Rdr | **JAVA MAIL**<br>exGrafton–47<br>exSea Sparrow–44<br>**American Mail Line Ltd.**<br>Portland, Or United States | 8027<br>4633<br>12750 | | <br><br>AB | 1944 Western Pipe & Stl Co.—S.Fo<br>492' 0" 69' 6" 29' 4¾"<br>465' 3" 69' 4" 33' 11"<br>F37' 2 dks & S dk<br><br>rf nil | S OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.800490 B.695690<br>5 Ha (36'×20') (30', 37½', 30½', 40'×24')<br>20W | 2 S Turb dr geared to sc.<br>9350shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 531931<br>HPEV<br>4263-HK<br>Df Esd<br>Gc Rdr<br>RT | **JAVA SEA**<br>exMampong–67<br>exSekondi–65<br>**Peseta Shipping Corp. S.A.**<br>Panama Panamanian<br>Now **FORTUNE CARRIER** See New Entries No. 6 | *4804*<br>*2413*<br>6201 | ✠100A1<br>with freeboard<br>DTsm—vegetable oil<br>✠LMC | ~~SS 5/64~~<br><br><br>CS TD 5/68<br>EL z1¹¹⁄₁₆"SQ | 1948–2 Furness S.B. Co. Ltd.—Haverton Hill<br>408' 0" 57' 2" 22' 3¾"<br>386' 3" 57' 0" 32' 9"<br>P39' F43' 1 dk & S dk, 3rd dk in Nos. 1, 2 & 4 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf nil WB1994t incl. DTsm740t | M Ref OSD<br>4 Ho 57¾', 65', 70', 37½'<br>6 DTs each 32½'<br>G.405000 B.366000<br>7 Ha (25', 30'×18') (10', 10'×8') (10'×12') (30', 22½'×18')<br>14W Der 1(50) 1(30) 2(10) 6(7) 4(5) 2(3) | Oil 2SA 4Cy.<br>3100bhp Doxford<br>Richardsons, Westgarth<br>db 120lb<br>3×125kW 220V d.c. |
| 514317<br>PKZA<br>3316BA<br>Df Esd<br>Gc Rdr | **JAVA STEER**<br>exHarrier–64 exTridale–57<br>exRiverdale Park–46<br>**Republik Indonesia**<br>P.T. Perusahaan Pelajaran<br>Nusantara Perintis<br>Djakarta Indonesian<br>Now **TRIUMPH** See New Entries No. **4** | 7030<br>4335<br>10225 | ✠100A1<br>with freeboard<br>✠LMC | SS 3/62<br><br><br><br>EL a† | 1943–9 Davie S.B. & Rep. Co. Ltd.—Lauzon<br>441' 6" 57' 2" 26' 11½"<br>416' 0" 56' 10" 37' 4"<br>2 dks<br>RW 1 divisional WTBH in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>WB2248t incl. DTa764t<br>**SURVEYS OVERDUE—CLASS SUSPENDED 9/65** | S CSD<br><br>G.525653 B.473629<br><br>11W Der 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>Dominion Eng.<br>3 SB 220lb Sat |
| 517069<br>JXQI<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JAVARA**<br><br>**A/S Kosmos**<br>Anders Jahre<br>Sandefjord Norwegian | 10434<br>5570<br>15507 | | <br><br>NV | 1962 Kieler Howaldtswerke A.G.—Kel<br>496' 0" 65' 8" 29' 5½"<br>470' 0" 65' 7½" 40' 10"<br>1 dk<br><br>rf 4" | M Bulk Carrier Mchy.aft<br>5 Ho 62½', 69', 69', 68', 68'<br>G.701881 B.698953<br>5 Ha (stl) (34½', 43', 43', 43', 43'×32½')<br>12W Der 10(5) 1(3) 2(1) | Oil 2SA 8Cy.<br>7390bhp<br>Kieler Howaldtswerke<br>3×200kW |

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| **JAWACHTA**<br>**A/S Kosmos**<br>**Anders Jahre**<br>Sandefjord<br>Norwegian | **32763**<br>17932<br>52555 | NV | **1963** Kieler Howaldtswerke A.G.—Kel<br>740′ 1″ 102′ 2″ 39′ 3¾″<br>705′ 4″ 102′ 0″ 52′ 2″<br>P177′ B121′ F108′ 1 dk | S Tanker Mchy.aft<br>36 Ta<br>L.2212707 HeCls. BC<br>Der 2(8) 2(3) 2(2) 1(1) | 2 S Turb dr geared to sc. shaft<br>13560shp 3400t (o.f)–80pd<br>Howaldtswerke Ham. A.G. Ham<br>2×700kW 450V 60c/s a.c. 16k |
| **AWAGA**<br>**A/S Kosmos**<br>Anders Jahre<br>Sandefjord<br>Norwegian | **13313**<br>7732<br>19270 | NV | **1965** Kaldnes M/V A/S—Tbg<br>541′ 0″ 70′ 1″ 31′ 0½″<br>520′ 0″ 70′ 0″ 44′ 0″<br>1 dk<br>rf 2″ | M Bulk Carrier Mchy.aft<br>6 Ho 45′, 65′, 65′, 65′, 65′, 65′<br>G.857000<br>5 Ha (stl) (36½′×32′) (43′, 43′, 43′, 43′×34′)<br>Der 6(5–10) | Oil 2SA 7Cy. 760×1500 mm<br>9800bhp (hvf)<br>A/B Götaverken Got<br>3×328kW 450V 60c/s a.c. 15½k |
| **AWESTA**<br>**A/S Kosmos**<br>nders Jahre<br>andefjord<br>Norwegian | **27508**<br>18616<br>45520 | NV | **1958** Kieler Howaldtswerke A.G.—Kel<br>740′ 7″ 87′ 0″ 39′ 8¼″<br>708′ 6″ 86′ 7½″ 45′ 11″<br>P147′ B50′ F98′ 1 dk<br>len 63<br>rf 4″ | S Tanker Mchy.aft<br>30 Ta<br>L.1522734 HeCls. BC<br>Der 2(5) 2(3) 3(2) 1(1) | 2 S Turb dr geared to sc. shaft<br>14080shp 2960t (o.f)–80pd<br>Kieler Howaldtswerke A.G. Kel<br>2×600kW 450V 60c/s a.c. 16¼k |
| **CONESTA** See New Entries No. 2 | | | | | |
| **AYA BHARATA**<br>**irachand Kalidas**<br>alcutta<br>Indian | **142**<br>66<br>— | | **1944** Russell Newbery & Co. Ltd.—Mch<br>*90·3′* 22′ 5″<br>… … …<br>1 dk | Wood M | Oil 2SA 4Cy. 265×345 mm<br>Crossley Bros. Ltd. Mch |
| **AYALAKSHMI**<br>~~ew Dholera Steamships~~<br>Malabar **S.S. Co. Ltd.**<br>ombay<br>Indian | **3332**<br>1711<br>5320 | **✠100A1** SS 5/64<br>Str. nav. ice<br>**✠LMC**<br>MN638 EL x 1$\frac{13}{16}$″SQ | **1960–1** Hindustan Shpyd Private Ltd.—Vgm<br>385′ 1″ 52′ 9″ 21′ 3½″<br>355′ 0″ 52′ 6½″ 32′ 6″<br>F30′ 1 dk & S dk<br>RW NS Coll BH to S dk 5 to 2nd dk<br>rf 4″ WB842t | M OSD<br>4 Ho 70½′, 72¼′, 63′, 63′<br>Der 1(30) 2(10) 10(5) | Oil 2SA 5Cy. 700×1200 mm<br>3190bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>AuxB 100lb e (ex.g) 100lb<br>3×190kW 230V d.c. |
| **YME MAIA**<br>**vegação Mercantil S.A.**<br>de Janeiro<br>Brazilian | **13000**<br>—<br>18110 | **100A1**<br>Class contemplated | Cia. Comércio e Navegação—Rio<br>554′ 1″ 70′ 3″ 30′ 0″<br>520′ 0″ 70′ 0″ 41′ 3″ | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Mecanica Pesada São Paulo |
| **YSHOOR**<br>Jalgddu–52<br>pire Mariott–46<br>Dholera **Steamships**<br>L.<br>bay<br>Indian | **5970**<br>3582<br>8800 | ✻Classed BC until 11/63 | **1941–10** W. Pickersgill & Sons Ltd.—Sld<br>416′ 0″ 54′ 0″ 25′ 9¼″<br>325′ 5″ 53′ 2″ 35′ 8″<br>F35′ 2 dks<br>NS | S<br>G.481070 B.443400 | T 3Cy. 23½″ 38″ & 66″×45″<br>2000ihp 904t (o.f)<br>George Clark (1938) Ltd. Sld<br>10k |
| **NOV**<br>S.S.R.<br>orossisk<br>Russian | **8229**<br>3942<br>11800 | | **1955** ………………….Russia<br>477′ 4″ 63′ 1″ 27′ 10½″<br>62′ 11″ 34′ 2″<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19′×13′)<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430×610 mm<br>4000bhp<br>Russia<br>12½k |
| should be **ZHDANOV** See New Entries No. 10 | | | | | |
| **AN**<br>rdenosa **Compania**<br>aviera **S.A.**<br>rovia<br>Liberian<br>Now **NEPTUNE** See New Entries No. **12** | **15996**<br>9908<br>26728 | AB | **1967** Osaka Zosensho—Osa<br>562′ 11″ 81′ 8″ 32′ 10½″<br>533′ 9″ 81′ 6″ 45′ 10″<br>P115′ F46′ 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>6 Ho<br>G.1151000 B.1139000<br>6 Ha | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer 2037t<br>Ishikawajima-Harima Hvy Ind. Aio<br>3×340kW |
| **AN ARNOUX**<br>handler<br>uyen van Kieu<br>igon<br>S. Vietnam | **493**<br>238<br>— | | **1943** Sturgeon Bay S.B. & D.D. Co.—Sturgeon Bay<br>*148·4′* 32′ 0″ 17′ 8½″<br>… … …<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 3Cy. 215×265 mm<br>National Supply Co. Springfield |
| **AN BRILLANT**<br>e de **Transport du Bas**<br>St. Laurent **Ltée.**<br>ebec<br>Canadian | **640**<br>350<br>279 | **✠100A1** SS 3/67<br>with fbd Gulf of St. Lawrence service & to Newfoundland from 1st April to 21st November<br>Str. nav. ice<br>**✠LMC**<br>MN208 EL h | **1935–5** Swan, Hunter & Wghm Rchdsn—Nwc<br>191′ 10″ 29′ 2″ 10′ 8″<br>158′ 0″ 29′ 0″ 18′ 6″<br>B31′ 2 dks<br>RW Coll BH to U dk 8 to 2nd dk<br>rf 15″ WB14t | M (138P)<br>1 Ho 35′<br>G.16600 B.15300<br>1 Ha (10½′×12′)<br>1W Der 1(3) | Oil 2SA 6Cy. 340×570 mm<br>1040bhp 66t (d.o)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>db 100lb<br>2×33kW 220V d.c. 12½k |
| **AN CABOT No. 1**<br>Chiasson<br>quet<br>Canadian | **123**<br>59<br>— | | **1966** Ch. Nav. Ltd.—Caraquet<br>*81·8′* 21′ 5″<br>… … …<br>1 dk | Wood M Fishing | Oil 12Cy. 5⅛″×6″<br>535bhp<br>Cummins Eng. Co. Columbus<br>11k |
| **CÉLESTIN**<br>Le Formal<br>French | **149**<br>40<br>— | BV | **1957** Ch. Herbert & Heraud—Etel<br>*81·6′* 23′ 4″<br>… … … | Wood M Trawler<br>2 Ha (each 3½′×3′) | Oil 8Cy. 230×300 mm<br>420bhp<br>Etab. Crepelle Lille<br>9½k |

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| 517056<br>PFCC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JASON**<br>**Koninkl. Nederl. Stoomb. Maats. N.V.**<br>Amsterdam Netherland | T.Mk<br>2563<br>1304<br>3736<br>3837<br>2101<br>4717 | ✠100A1<br>✠LMC<br>MN720 | SS 10/67<br>EL w 2"SQ | 1955-10 Amsterdamsche D.D. Maats.—Ams<br>392' 0" 49' 3" 18' 7¾"/21' 0½"<br>363' 0" 49' 0" 26' 6"<br>F41' 2 dks, 3rd dk in No. 1 hold<br>RW 6BH len 67<br>rf 4" WB1022t incl. DTa118t DTf95t | M (12P) Ref Mchy.aft<br>3 Ho 52', 82½', 88½'<br>G.226000 B.211320 In.10803<br>3 Ha (26'×12') (49½', 51½'×16')<br>10W Der 1(45) 4(9) 2(6) 4(3) | Oil 2SA 8Cy. 540×<br>3600bhp<br>Gebr. Stork & Co. N.V.<br>AuxB 100lb<br>3×130kW 220V d.c. |
| 517057<br>DLAG<br>Df Esd<br>RTv | **JASON**<br>**Partenreederei m.s. "Jason"**<br>Dampfsch. Ges. "Neptun"<br>Bremen W. German | 1160<br>547<br>1609 | | GL | 1954 Schiffb. Unterweser—Bhn<br>268' 7" 38' 8" 14' 1"<br>242' 8" 38' 6" 21' 11"<br>P38' B49' F48' 1 dk & S dk<br>RW<br>rf 4" | M (7P) OSD<br>2 Ho 54', 38'<br>G.107875 B.102808<br>2 Ha (stl) (54', 38'×13½')<br>6W Der 4(3–5) 2(3) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1600bhp<br>Klöckner-Humboldt-<br>3×80, 80, 15kW 230V |
| 517058<br>ONJB<br>Df Esd<br>Rdr RT | **JASON**<br>**Soc. Belge de Nav. Marit. NAVIBEL S.A.**<br>Antwerp Belgian | *1035*<br>*535*<br>1328 | | BV | 1957 Béliard, Crighton & Cie.—Ost<br>232' 0" 35' 1" 15' 11"<br>34' 11" 19' 8"<br>1 dk<br>RW<br>rf nil | M Mchy.aft<br>2 Ho each 63'<br>G.72300 B.68700<br>2 Ha (stl) (each 49½'×18')<br>4W Der 4(2–4) | Oil 4SA 8Cy. 320×450<br>1060bhp<br>Klöckner-Humboldt-<br>2×60, 25kW 220V d.c. |
| 517059<br>IPAM<br>981<br>RTm | **JASON**<br>**Greco Ernesto di Arturo**<br>Naples Italian | 491<br>249<br>743 | | RI | 1921 Cant. Nav. Riuniti—Anc<br>166' 7" 27' 5" 12' 8"<br>157' 0" 27' 3" 13' 9"<br>P57' F31' 1 dk<br>R<br>rf nil | M Mchy.aft<br>1 Ho 88½'<br>G.31433 B.29988<br>1 Ha (50½'×14½')<br>Der 1(1½) 2(1) | Oil 2SA 6Cy. 260×450<br>450bhp Emade<br>S.A. Fiat S.G.M.<br>2×7 & 5kW 110V d.c. |
| 670421<br>LLFV<br>Df Esd<br>Rdr RT | **JASON**<br>**Norsk Bjergningskompagni A/S**<br>Bergen Norwegian | ~~400~~ 383<br>~~108~~ 112<br>— | | NV | 1967 A/S Ankerløkken Verft—Florö<br>127' 4" 28' 0" 13' 3½"<br>112' 4" 27' 10" 13' 6"<br>1 dk | M Salvage Tug Mchy.aft | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2000bhp<br>Blackstone & Co. Ltd. |
| 517062<br>SPHY<br>Df Esd<br>Rdr RT | **JASTARNIA**<br>**Polish Government**<br>Dalekomorskie Bazy Rybackie<br>Szczecin Polish | 610<br>280<br>813 | | PR | 1955 Stocznia im. Komuny Paryskiej—Gdy<br>189' 1" 29' 9"<br>15' 7"<br>1 dk | M | Oil 4SA 8Cy. 290×420<br>640bhp<br>Masch. Kiel A.G.<br>3×40, 40, 10kW 230V d.c. |
| 517063<br>SPJK<br>Df Esd<br>RT | **JASTRZAB**<br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin Polish | 184<br>77<br>108 | | PR | 1955 Stocznia Polnocna—Gdk<br>113' 0" 22' 3"<br>11' 10"<br>1 dk<br>RW | M Fishing | Oil 4SA 8Cy. 240×<br>300bhp<br>Buckau Wolf<br>1×66kW 330V d.c.<br>3×6 & 3½kW 115V d.c.<br>1×18kW 110V d.c. |
| 517064<br>PFCE<br><br>Df RT | **JATO**<br>exMeike–55<br>**Rederij "Helpman"**<br>M. Havinga's Scheepv. & Handelmaats. N.V.<br>Groningen Netherland | 472<br>237<br>526 | | BV | 1950 N.V. Scheeps. Unie—Gro<br>*150·3'* 27' 0" 10' 2"<br>26' 10" 13' 8"<br>P37' Q54' F18' 1 dk | M Mchy.aft<br>G.31200 B.28300<br>2 Ha (30¾', 39¾'×17½')<br>Der 2(3) | Oil 4SA 6Cy. 320×4<br>400bhp<br>Klöckner-Humboldt- |
| | Now **RODRIGO DE BATIDAS** See New Entries No. **12** | | | | | | |
| 517068<br>KRPF<br>252478<br>Df Esd<br>Gc Pfd<br>Rdr | **JAVA MAIL**<br>exGrafton–47<br>exSea Sparrow–44<br>**American Mail Line Ltd.**<br>Portland, Or United States | 8027<br>4633<br>12750 | | AB | 1944 Western Pipe & Stl Co.—S.Fo<br>492' 0" 69' 6" 29' 4¾"<br>465' 3" 69' 4" 33' 11"<br>F37' 2 dks & S dk<br>rf nil | S OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.800490 B.695690<br>5 Ha (36'×20') (30', 37½', 30½', 40'×24')<br>20W | 2 S Turb dr geared<br>9350shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 531931<br>HPEV<br>4263-HK<br>Df Esd<br>Gc Rdr<br>RT | **JAVA SEA**<br>exMampong–67<br>exSekondi–65<br>**Peseta Shipping Corp. S.A.**<br>Panama Panamanian | *4804*<br>*2413*<br>6201 | ✠100A1<br>with freeboard<br>DTsm—vegetable oil<br>✠LMC | ~~CS 5/64~~<br>CS TD 5/68<br>EL z1¹³⁄₁₆"SQ | 1948-2 Furness S.B. Co. Ltd.—Haverton Hill<br>408' 0" 57' 2" 22' 3¾"<br>386' 3" 57' 0" 32' 9"<br>P39' F43' 1 dk & S dk, 3rd dk in Nos. 1, 2 & 4 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf nil WB1994t incl. DTsm740t | M Ref OSD<br>4 Ho 57½', 65', 70', 37½'<br>6 DTs each 32½'<br>G.405000 B.366000<br>7 Ha (25', 30'×18') (10', 10'×8') (10'×12') (30', 22½'×18')<br>14W Der 1(50) 1(30) 2(10) 6(7) 4(5) 2(3) | Oil 2SA 4Cy. 560×<br>3100bhp Doxford<br>Richardsons, Westgarth<br>db 120lb<br>3×125kW 220V d.c. |
| | Now **FORTUNE CARRIER** See New Entries No. 6 | | | | | | |
| 514317<br>PKZA<br>3316BA<br>Df Esd<br>Gc Rdr | **JAVA STEER**<br>exHarrier–64 exTridale–57<br>exRiverdale Park–46<br>**Republik Indonesia**<br>P.T. Perusahaan Pelajaran Nusantara Perintis<br>Djakarta Indonesian | 7030<br>4335<br>10225 | ✠100A1<br>with freeboard<br>✠LMC | SS 3/62<br>EL at | 1943-9 Davie S.B. & Rep. Co Ltd.—Lauzon<br>441' 6" 57' 2" 26' 11¼"<br>416' 0" 56' 10" 37' 4"<br>2 dks<br>RW 1 divisional WTBH in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>WB2248t incl. DTa764t | S CSD<br>G.525653 B.473629<br>11W Der 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>Dominion Eng.<br>3 SB 220lb Sat |
| | Now **TRIUMPH** See New Entries No. 4 | | | | | | |
| | | | **SURVEYS OVERDUE—CLASS SUSPENDED 9/65** | | | | |
| 517069<br>JXQI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JAVARA**<br>**A/S Kosmos**<br>Anders Jahre<br>Sandefjord Norwegian | 10434<br>5570<br>15507 | | NV | 1962 Kieler Howaldtswerke A.G.—Kel<br>496' 0" 65' 8" 29' 5½"<br>470' 0" 65' 7½" 40' 10"<br>1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>5 Ho 62½', 69', 69', 68', 68'<br>G.701881 B.698953<br>5 Ha (stl) (34½', 43', 43', 43', 43'×32½')<br>12W Der 10(5) 1(3) 2(1) | Oil 2SA 8Cy.<br>7390bhp<br>Kieler How<br>3×200kW |

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| **JAWACHTA**<br>A/S Kosmos<br>Anders Jahre<br>Sandefjord<br>Norwegian | 32763<br>17932<br>52555 | NV | **1963** Kieler Howaldtswerke A.G.—Kel<br>740′ 1″ 102′ 2″ 39′ 3¾″<br>705′ 4″ 102′ 0″ 52′ 2″<br>P177′ B121′ F108′ 1 dk | S Tanker Mchy.aft<br>36 Ta<br>L.2212707 HeCls. BC<br>Der 2(8) 2(3) 2(2) 1(1) | 2 S Turb dr geared to sc. shaft<br>13560shp 3400t (o.f)–80pd<br>Howaldtswerke Ham. A.G. Ham<br>2×700kW 450V 60c/s a.c. 16k |
| **AWAGA**<br>A/S Kosmos<br>Anders Jahre<br>Sandefjord<br>Norwegian | **13313**<br>7732<br>19270 | NV | **1965** Kaldnes M/V A/S—Tbg<br>541′ 0″ 70′ 1″ 31′ 0¼″<br>520′ 0″ 70′ 0″ 44′ 0″<br>1 dk<br>rf 2″ | M Bulk Carrier Mchy.aft<br>6 Ho 45′, 65′, 65′, 65′, 65′, 65′<br>G.857000<br>5 Ha (stl) (36½′×32′) (43′, 43′, 43′, 43′×34′)<br>Der 6(5–10) | Oil 2SA 7Cy. 760×1500 mm<br>9800bhp (hvf)<br>A/B Götaverken Got<br>3×328kW 450V 60c/s a.c. 15½k |
| **AWESTA**<br>A/S Kosmos<br>Anders Jahre<br>Sandefjord<br>Norwegian | **27508**<br>18616<br>45520 | NV | **1958** Kieler Howaldtswerke A.G.—Kel<br>740′ 7″ 87′ 0″ 39′ 8¼″<br>708′ 6″ 86′ 7½″ 45′ 11″<br>P147′ B50′ F98′ 1 dk<br>len 63 | S Tanker Mchy.aft<br>30 Ta<br>L.1522734 HeCls. BC<br>Der 2(5) 2(3) 3(2) 1(1) | 2 S Turb dr geared to sc. shaft<br>14080shp 2960t (o.f)–80pd<br>Kieler Howaldtswerke A.G. Kel<br>2×600kW 450V 60c/s a.c. 16¼k |
| **CONESTA** See New Entries No. 2 | | | rf 4″ | | |
| **AYA BHARATA**<br>**rachand Kalidas**<br>lcutta<br>Indian | **142**<br>66<br>— | | **1944** Russell Newbery & Co. Ltd.—Mch<br>*90·3′* 22′ 5″<br>… … …<br>1 dk | Wood M | Oil 2SA 4Cy. 265×345 mm<br>Crossley Bros. Ltd. Mch |
| **AYALAKSHMI**<br>~~Dholera Steamships~~<br>Malabar **S.S. Co. Ltd.**<br>mbay<br>Indian | **3332**<br>1711<br>5320 | **✠100A1** SS 5/64<br>Str. nav. ice<br>**✠LMC**<br>MN638 EL x 1⅜″SQ | **1960–1** Hindustan Shpyd Private Ltd.—Vgm<br>385′ 1″ 52′ 9″ 21′ 3½″<br>355′ 0″ 52′ 6½″ 32′ 6″<br>F30′ 1 dk & S dk<br>RW NS Coll BH to S dk 5 to 2nd dk<br>rf 4″ WB842t | M OSD<br>4 Ho 70½′, 72¼′, 63′, 63′<br>Der 1(30) 2(10) 10(5) | Oil 2SA 5Cy. 700×1200 mm<br>3190bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>AuxB 100lb e(ex.g) 100lb<br>3×190kW 230V d.c. |
| **YME MAIA**<br>**vegação Mercantil S.A.**<br>de Janeiro<br>Brazilian | **13000**<br>—<br>18110 | **100A1**<br>Class contemplated | Cia. Comércio e Navegação—Rio<br>554′ 1″ 70′ 3″ 30′ 0″<br>520′ 0″ 70′ 0″ 41′ 3″ | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 700×1200 mm<br>MAN<br>Mecanica Pesada São Paulo |
| **YSHOOR**<br>algddu–52<br>pire Mariott–46<br>**Dholera Steamships**<br>bay<br>Indian | **5970**<br>3582<br>8800 | ✻Classed BC until 11/63 | **1941–10** W. Pickersgill & Sons Ltd.—Sld<br>416′ 0″ 54′ 0″ 25′ 9¼″<br>325′ 5″ 53′ 2″ 35′ 8″<br>F35′ 2 dks<br>NS | S<br>G.481070 B.443400 | T 3Cy. 23½″ 38″ & 66″×45″<br>2000ihp 904t (o.f)<br>George Clark (1938) Ltd. Sld<br>10k |
| **NOV**<br>S.R.<br>rossisk<br>Russian | **8229**<br>3942<br>11800 | | **1955** ………………….Russia<br>477′ 4″ 63′ 1″ 27′ 10½″<br>62′ 11″ 34′ 2″<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19′×13′)<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430×610 mm<br>4000bhp<br>Russia<br>12½k |
| should be **ZHDANOV** See New Entries No. 10 | | | | | |
| **N**<br>**denosa Compania**<br>**viera S.A.**<br>rovia<br>Liberian | **15996**<br>9908<br>26728 | AB | **1967** Osaka Zosensho—Osa<br>562′ 11″ 81′ 8″ 32′ 10½″<br>533′ 9″ 81′ 6″ 45′ 10″<br>P115′ F46′ 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>6 Ho<br>G.1151000 B.1139000<br>6 Ha | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer 2037t<br>Ishikawajima-Harima Hvy Ind. Aio<br>3×340kW |
| Now **NEPTUNE**<br>See New Entries No. **12** | | | | | |
| **N ARNOUX**<br>handler<br>yen van **Kieu**<br>on<br>S. Vietnam | **493**<br>238<br>— | | **1943** Sturgeon Bay S.B. & D.D. Co.—Sturgeon Bay<br>*148·4′* 32′ 0″ 17′ 8½″<br>… … …<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 3Cy. 215×265 mm<br>National Supply Co. Springfield |
| **N BRILLANT**<br>**de Transport du Bas**<br>**St. Laurent Ltée.**<br>bec<br>Canadian | **640**<br>350<br>279 | **✠100A1** SS 3/67<br>with fbd Gulf of St. Lawrence service & to Newfoundland from 1st April to 21st November<br>Str. nav. ice<br>**✠LMC**<br>MN208 EL h | **1935–5** Swan, Hunter & Wghm Rchdsn—Nwc<br>191′ 10″ 29′ 2″ 10′ 8″<br>158′ 0″ 29′ 0″ 18′ 6″<br>B31′ 2 dks<br>RW Coll BH to U dk 8 to 2nd dk<br>rf 15″ WB14t | M (138P)<br>1 Ho 35′<br>G.16600 B.15300<br>1 Ha (10½′×12′)<br>1W Der 1(3) | Oil 2SA 6Cy. 340×570 mm<br>1040bhp 66t (d.o)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>db 100lb<br>2×33kW 220V d.c. 12½k |
| **N CABOT No. 1**<br>Chiasson<br>quet<br>Canadian | **123**<br>59<br>— | | **1966** Ch. Nav. Ltd.—Caraquet<br>*81·8′* 21′ 5″<br>… … …<br>1 dk | Wood M Fishing | Oil 12Cy. 5⅛″×6″<br>535bhp<br>Cummins Eng. Co. Columbus<br>11k |
| **N CÉLESTIN**<br>Le Formal<br>French | **149**<br>40<br>— | BV | **1957** Ch. Herbert & Heraud—Etel<br>*81·6′* 23′ 4″<br>… … … | Wood M Trawler<br>2 Ha (each 3¼′×3′) | Oil 8Cy. 230×300 mm<br>420bhp<br>Etab. Crepelle Lille<br>9½k |

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| 650577<br>FNOY<br><br>Df Esd<br>Gc Rdr<br>RTv | **JEAN CHARCOT**<br><br>**French Government (Postes & Télécommunications)**<br>Délégation Générale à la Recherche Scientifique & Technique<br>Brest French | 2110<br>796<br>— | BV | 1965 Soc. des For. de la Méditérranée—Hav<br>244' 5" 46' 3" 15' 5"<br>209' 11" 45' 3" 16' 7"<br>2 dks | T D-E Oceanographic Ship<br><br>2 Ha (7½'×6') (18½'×13½')<br>Cr 1(11½') 2(3) Der 1(8) 2(3) 1(2) | 3 Vee Oil 4SA each<br>3360bhp driving<br>250V d.c. connected<br>each 1150shp (W/L)<br>Masch. Augsburg-<br>Thw thrust propellers |
| 542432<br>TQIN<br><br>Df Esd<br>Pfd Rdr | **JEAN CHARLES**<br><br>**Armement Aubert-Jan**<br>Concarneau French | 176<br>60<br>109 | BV | 1963 Haarlemsche Schps. Maats.—Haarlem<br>100' 1" 22' 3"<br>82' 10" 22' 0" 11' 10" | Trawler M<br><br>2 Ha (each 3½'×4½')<br>Der 1(2) | Oil 4SA 6Cy. 260×280 mm<br>475bhp<br>Etab. Crépelle |
| 680799<br><br>327147 | **JEAN-COLETTE**<br><br>**Abbe Legere**<br>Caraquet Canadian | 103<br>51<br>— | | 1967 Ch. Nav. Ltd.—Caraquet<br>*68·4'* 20' 6"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 6Cy. 5½"×8"<br>380bhp<br>Caterpillar Tractor Co. |
| 517084<br>TOXD | **JEAN-CUISSARD**<br><br>**Vve. J. Cuissard**<br>Lorient French | 145<br>39<br>311 | BV | 1951 At. & Ch. de la Manche—Dpe<br>*91·8'* 21' 5"<br>... ... ... | M Fishing | Oil 4SA 5Cy. 315×4<br>390bhp<br>Etab. Duvant |
| 517086<br>PFCN<br><br>Df RT | **JEAN E.**<br>exNiagara-55<br>**"Starintex" N.V.**<br>N.V. Wijnne & Barends<br>Amsterdam Netherland | 455<br>218<br>560 | ✠100A1 SS 5/68 ~~SS 4/64~~<br>✠LMC<br>**Lloyd's RMC**<br>MN79 EL g | 1951–10 Scheeps. "Voorwaarts"—Martenshoek<br>164' 0" 27' 8" 10' 2½"<br>150' 11" 27' 6" 11' 3"<br>P37' F19' 1 dk<br>RW 3BH<br>WB264t | M Ref Mchy.aft<br>In.4300 | Oil 4SA 6Cy. 290×4<br>375bhp<br>Appingedammer Bros. |
| 517087<br><br>172448<br>Esd Rdr<br>RT | **JEAN EUDES**<br>Desgagne & Perron Inc.<br>~~Octave Fournier~~<br>Quebec Canadian | 141<br>114<br>— | | 1942 S. Bouchard—Charlevoix<br>*85·0'* 27' 8"<br>... ... ...<br>1 dk | Wood Aux Ctr Mchy.aft | Oil 2SA 6Cy. 170×2<br>NE43<br>Buda Co. |
| 517088<br>THBA<br><br>Df Esd | **JEAN FOURNIER**<br><br>**Armement Charlot**<br>Concarneau French | 153<br>54<br>— | BV | 1960 S.I.C.C. Na.—St.M<br>95' 4" 22' 8"<br>... ... ... | M Trawler<br><br>7 Ha (2½', 2½', 2½', 2½'×1½') (3½', 3½'×3½') (3'×3')<br>Der 1(2) 1(1) | 2 Oil 4SA each 6Cy<br>geared to sc. shaft<br>600bhp<br>Moteurs Baudouin |
| 517089<br>VDKK<br>190985<br>Df Esd<br>Rdr RT | **JEAN FRANCES**<br><br>**Ritcey Brothers (Fisheries) Ltd.**<br>W. R. Ritcey<br>Lunenberg Canadian | 169<br>70<br>— | | 1949 Smith & Rhuland Ltd.—Lunenberg<br>135' 0" 26' 5" 14' 6"<br>... ... ...<br>1 dk | Wood Aux Sr Fishing Mchy.aft | Oil 2SA 5Cy. 215×2<br>Fairbanks, Morse & Co. |
| 523198<br>TQYW<br><br>Df Esd<br>RT | **JEAN GOUGY**<br>exMen Gwen II-64<br>**Jean Le Bouder**<br>Dieppe French | 246<br>81<br>— | BV | 1959 S.I.C.C. Na. (Anc. Ch. Mougin)—St.M<br>*116·3'* 25' 8"<br>... ... ... | M Trawler<br><br>3 Ha (each 4½'×4½')<br>Der 1(2) 1(1) | Oil 2SA 7Cy. 290×4<br>840bhp<br>Alpha-Diesel A/S |
| 517090<br>FOYN<br><br>Df Esd<br>Gc Rdr<br>RT | **JEAN GUITON**<br><br>**Société Navale Delmas-Vieljeux**<br>La Rochelle French | 6753<br>3809<br>8915 | BV | 1958 At. & Ch. de Bretagne—Nts<br>443' 1" 59' 2" 27' 1"<br>410' 3" 59' 1" 35' 5"<br>2 dks<br>RW | M Ref CSD<br>In.9323<br>5 Ha (27'×19½') (35½', 35½', 38½', 33½'×23')<br>Der 4(20) 8(10) 4(5) | Oil 2SA 8Cy. 760×1<br>8280bhp<br>Cie. de Const. Méc. |
| 517091<br><br>179274 | **JEAN GUY**<br><br>**Philippe Dufour**<br>Quebec Canadian | 121<br>96<br>— | | 1949 A. Lavoie—St.François<br>*73·3'* 27' 1"<br>... ... ...<br>1 dk | Wood Aux Ctr Mchy.aft | Oil 6Cy. 110×125 mm<br>General Motors Corp. |
| 517092<br>VCJK<br>311850<br>Esd Pfd<br>Rdr<br>RTh | **JEAN H. FLETCHER**<br><br>**Booth Fisheries Canadian Co. Ltd.**<br>St. Johns, Nfl Canadian | 287<br>124<br>132 | ✠LR class withdrawn<br>Owners' request 2/68 | 1960–11 D. & J. Boot Schpsw. "De Vooruitgang"—Alp<br>134' 10" 24' 11"<br>120' 3" 24' 7½" 12' 6"<br>F21'<br>RW<br>rf 24" BK9" | M Trawler<br>1 Ho 33'<br>3 Ha (stl) (each 4½'×3½') | Oil 4SA 8Cy.<br>reverse gear<br>680bhp<br>D. & J. Boot "De<br>2×20kW 110V d.c.<br>Controllable pitch |
| 517093<br>TMCO<br><br>Df Esd<br>RT | **JEAN-HAENTJENS**<br>exSaint Joachim-49<br>**Marine Development Corp.**<br>United States | 201<br>50<br>— | BV | 1948 Bath Iron Wks Corp.—Bath, Me<br>117' 7" 22' 6" 13' 5½"<br>... ... ... | M Trawler<br><br>3 Ha (each 3½'×3½')<br>Der 1(5) | Oil 4SA 6Cy.<br>450bhp<br>Burmeister & Wain |

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| **EAN HÉLÈNE**<br>Vve. Paannequin<br>Soc. "Les Doris"<br>Boulogne<br>French | 233<br>58<br>— | | BV | **1951** Ch. & At. Aug. Normand—Hav<br>*106·9′* 23′ 0″<br>... ... ... | M Trawler<br>4 Ha ($3\frac{3}{4}'\times2\frac{1}{2}'$) ($3\frac{3}{4}'$, $3\frac{3}{4}'\times3\frac{1}{4}'$)<br>($3\frac{1}{4}'\times2\frac{1}{2}'$)<br>Der 1(3) 1(2) | Oil 4SA 6Cy. 3<br>450bhp<br>Ch. & At. Aug. Norı |
| **EAN INGELOW**<br>Port of Boston Authority<br>Boston<br>British | 149<br>66<br>155 | ✠100A1<br>hopper dredger<br>✠LMC<br>MN41 | SS 5/66<br>EL b | **1950–3** Henry Robb Ltd.—Lth<br>104′ 5″ 25′ 1″ 6′ $3\frac{1}{2}$″<br>99′ 0″ 25′ 0″ 7′ 6″<br>RW 4BH<br>rf nil WB10t | M Grab Hopper Dredger Mchy.aft<br>Cr 1(3) | Oil 4SA 6Cy. 205×275 mm with sr gearing<br>204bhp 5t (d.o)<br>Ruston & Hornsby Lcn<br>1×5kW 110V d.c. $7\frac{1}{2}$k |
| **EAN JAURES**<br>Thomas Nast-43<br>U.S.S.R.<br>Odessa<br>Russian | 7176<br>4235<br>10595 | | | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 7″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>5 Ho<br>G.474772<br>5 Ha ($33\frac{1}{2}'$, $34\frac{1}{2}'$, $34\frac{1}{2}'$, $34\frac{1}{2}'$, 20′×20′)<br>11W Der 1(15) 10(5) | T 3Cy. $24\frac{1}{2}$″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>$10\frac{1}{2}$k |
| **EAN L. D.**<br>uis Dreyfus & Cie.<br>unkirk<br>French | 7109<br>3803<br>11280 | | BV | **1957** Ch. Réunis Loire-Normandie—Gd. Quevilly<br>453′ 10″ 61′ 0″ 27′ 3″<br>429′ 10″ 60′ 10″ 31′ 0″<br>P100′ B74′ 1 dk & S dk<br>rf 3″ | M OSD Mchy.aft<br>5 Ho 61′, $67\frac{1}{2}'$, $44\frac{1}{2}'$, $67\frac{1}{2}'$, 65′<br>G.709500 B.615300<br>6 Ha (stl) (36′, $37\frac{3}{4}'$, 25′×25′)<br>($12\frac{1}{2}'\times7'$) ($37\frac{3}{4}'$, $37\frac{3}{4}'\times25'$)<br>10W Der 10(5) | Oil 2SA 7Cy. 720×1250 mm<br>4900bhp Sulzer 1210t (hvf)<br>Ch. de l'Atlantique St.Denis<br>3×160kW 220V d.c. 14k |
| **EAN L. PREMO**<br>Interstate No. 11-55<br>Sunoco No. 4-38<br>C. Premo & Son Inc.<br>ew York<br>United States | 291<br>235<br>— | | | **1926** Sun S.B. & D.D. Co.—Chester, Pa<br>*142·0′* 23′ 6″<br>23′ 4″<br>1 dk<br>R | M Tanker Mchy.aft | Oil 2SA 6Cy. $8\frac{1}{2}$″×11″<br>160bhp<br>Standard Mot. Const. Co. Jersey City |
| **EAN LABORDE**<br>. des Messageries<br>Maritimes<br>rseilles<br>French | 10902<br>5933<br>5994 | | BV | **1952** Forg. & Ch. de la Gironde—Bdx<br>492′ 5″ 64′ 4″ 24′ 5″<br>64′ 1″ 38′ 4″<br>3 dks<br>RW | TM (346P) Ref CSD<br>6 Ho $36\frac{1}{2}'$, $52\frac{1}{4}'$, $48\frac{1}{4}'$, $48\frac{1}{4}'$, $50\frac{1}{4}'$, $46\frac{1}{2}'$<br>G.328184 B.298356 In.10915<br>6 Ha (stl) ($18'\times14\frac{1}{4}'$) ($27'\times21\frac{1}{2}'$)<br>($12\frac{3}{4}'$, $14\frac{1}{4}'\times13\frac{1}{2}'$) ($27\frac{1}{2}'\times21\frac{1}{2}'$)<br>($17\frac{3}{4}'\times15\frac{1}{2}'$)<br>18W Der 1(40) 4(8) 2(5) 2(4) 8(3) | 2 Oil 2SA each 10Cy. 620×1150 mm<br>10300bhp 1160t (hvf)<br>Forg. & At. du Creusot Chalon<br>4×360kW 380V 50c/s a.c. 17k |
| **AN LAFITTE**<br>ited States Department of<br>Commerce<br>ile<br>United States | 6065<br>3594<br>10658 | **BROKEN UP** | AB | **1943** Gulf S.B. Corp.—Mob<br>468′ 9″ 63′ 3″ 27′ $5\frac{3}{4}$″<br>445′ 4″ 63′ 0″ 31′ 3″<br>2 dks & S dk<br>rf nil | S OSD<br>5 Ho 57′, $62\frac{1}{2}'$, $71\frac{1}{4}'$, $72\frac{1}{2}'$, $77\frac{1}{2}'$<br>G.645997 B.570873<br>5 Ha (27′, $37\frac{1}{2}'$, 45′, $37\frac{1}{2}'$, 27′×20′)<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 2836t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 16k |
| **AN LANCIEN**<br>mement Jean Lancien<br>ncarneau<br>French | 159<br>54<br>— | | BV | **1962** At. & Ch. de La Rochelle-Pallice—LaR-P<br>98′ 0″ 22′ 2″ 8′ 9″<br>82′ 0″ 22′ 0″ 11′ 10″<br>RW | M Trawler<br>2 Ha ($3\frac{1}{4}'\times3\frac{1}{2}'$) ($3\frac{1}{4}'\times3'$)<br>Der 1 | Oil 4SA 6Cy. 220×320 mm<br>600bhp Sulzer 35t<br>Cie. de Const. Méc. Lorient<br>11k |
| **AN LYKES**<br>ited States Department of<br>Commerce<br>lveston<br>United States | 6692<br>3972<br>9104 | | AB | **1943** Consolidated StlCorp.—Wmg, Cal<br>417′ 9″ 60′ 1″ 27′ $7\frac{3}{8}$″<br>395′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>RW<br>rf 4″ | S Ref<br>5 Ho $60\frac{3}{4}'$, $60\frac{3}{4}'$, $65\frac{1}{4}'$, $65\frac{1}{4}'$, 54′<br>G.498664 B.442046 In.3800<br>5 Ha ($29\frac{1}{2}'$, $31\frac{1}{2}'$, $31\frac{1}{2}'$, $31\frac{1}{2}'$, $31\frac{1}{2}'\times20'$)<br>14W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>4400shp 1241t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>3×350, 350, 15kW 240V d.c. 14k |
| **AN LYKES**<br>kes Bros. S.S. Co. Inc.<br>e Charles<br>United States | T.Mk<br>6386<br>3478<br>—<br>9239<br>5305<br>11343 | | AB | **1961** Bethlehem Stl Co.—Sp.Pt<br>495′ 0″ 69′ 2″ —/30′ $1\frac{1}{8}$″<br>470′ 0″ 69′ 0″ 41′ 7″<br>F97′ 2 dks<br>RW<br>rf nil | S (12P) Ref<br>5 Ho $70\frac{1}{2}'$, $72\frac{1}{2}'$, $72\frac{1}{2}'$, 50′, $88\frac{1}{2}'$<br>G.595520 B.548818 In.16362<br>5 Ha (stl) ($31\frac{1}{2}'\times18'$) (40′, 35′, 35′,<br>30′×25′)<br>16W Der 1(60) 12(15) 4(10) | 2 S Turb dr geared to sc. shaft<br>9000shp 2827t (o.f)<br>General Electric Co. Lyn<br>2×600kW 450V 60c/s a.c. $17\frac{1}{4}$k |
| **AN MARIE GERLING**<br>c. Anon. de Remorquage<br>à Hélice<br>twerp<br>Belgian | 161<br>35<br>— | | GL | **1960** F. Schichau A.G.—Bhn<br>97′ 1″ 25′ 1″ 12′ 6″<br>... ... 11′ 2″ | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz Kln |
| **AN MARIE ROSE**<br>le, Gascu, Baheux & Cie.<br>erbourg<br>French | 110<br>36<br>— | | | **1958** Ch. A. Dupret—Gujan-Mestras<br>*73·2′* 21′ 5″<br>... ... ... | Wood M Fishing | Oil 4SA 8Cy. 175×180 mm<br>Soc. Alsacienne Con. Méc. Mulhouse |
| **AN-MARTHE**<br>by Steam Fishing Co. Ltd.<br>twood<br>British | 187<br>67<br>— | | BV | **1948** Bath Iron Wks Corp.—Bath, Me<br>*109·7′* 22′ 6″ 14′ 10″<br>22′ 4″<br>F20′ | M Trawler<br>1 Ho $49\frac{1}{4}'$ | Oil 6Cy.<br>NE61 36t<br>Ruston & Hornsby Lcn<br>11k |

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| [illegible]430<br>TPLM<br><br>Df Esd<br>Pfd Rdr<br>RTv | **JEAN MAURICE**<br><br>**Avry Frères**<br>Lorient French | 405<br>169<br>247 | <br><br>BV | **1964** N.V. Schps. Gebr. Pot—Bolnes<br>157' 2" 27' 4" 12' 2"<br>137' 10" 27' 1" 15' 5" | M Trawler<br><br><br>3 Ha (each 4'×4')<br>Der 2(2) | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz<br>1×30kW 230V |
| **517111**<br>FOSX<br><br>Df Esd<br>Gc Rdr<br>RTm | **JEAN MERMOZ**<br><br>**Nouvelle Cie. de Paquebots**<br>Marseilles French | **12460**<br>7022<br>6168 | <br><br>BV | **1957** Ch. de l'Atlantique—St.N<br>527' 3" 65' 0" 22' 9"<br>492' 1" 64' 9½" 43' 2"<br>3 dks<br>RW<br>rf 8" | TM (418P) Ref<br>5 Ho 63', 42½', 22½', 62½', 55'<br>In.26828<br>5 Ha (20½'×14') (22½', 11½', 22½'×18½')<br>(17½'×13½')<br>Der 2(8) 6(5) 2(3) | 2 Oil 2SA each 7Cy.<br>10622bhp B&W<br>Ch. de l'Atlantique<br>4×325kW 110V 50c/s a.c. |
| **640118**<br><br>318930<br>Df Esd<br>Rdr RT | **JEAN N.**<br><br>**H. B. Nickerson & Sons**<br>**Ltd.**<br>Lunenberg Canadian | 189<br>80<br>— | | **1963** Atlantic S.B. Co. Ltd.—Lunenberg<br>*89·9'* 24' 1"<br>23' 11"<br>1 dk | Wood M Fishing | Oil 2SA 8Cy. 5½"×7½"<br><br>Fairbanks, Morse & Co. |
| **517112**<br>WA5659<br>249587<br>Df | **JEAN NELSON**<br>exThomas Cornell–59<br>exHarry Card–50<br>**Olson Towboat Co.**<br>Eureka United States | 275<br>187<br>— | <br><br>AB | **1944** Minneford Yacht Yd Inc.—City Island<br>*117·5'* 28' 2" 13' 6½"<br>118' 0" 28' 0" 14' 7"<br>1 dk<br>BK14½" | Wood M Tug | Oil 4SA 8Cy. 14½"×20"<br>1200bhp<br>National Supply Co. |
| **517113**<br>TKST<br><br>Esd | **JEAN-PIERRE**<br><br>**Bouquinet & Cie.**<br>Arcachon French | 121<br>29<br>— | | **1947** Scheeps. St. Pieter—Hemixem<br>*89·8'* 20' 7"<br>… … … | M Trawler<br><br><br>4 Ha (3½'×3') (3½', 3½', 3½'×3½') | Oil 2SA 4Cy. 250×320 m<br>270bhp<br>Sulzer Bros. Ltd. |
| **517115**<br>THXY<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **JEAN PIERRE ROBERT III**<br><br>**Scaviner & Cie.**<br>Courouge, Scaviner &<br>Chauchet<br>Lorient French | 283<br>101<br>— | <br><br>BV | **1963** "Scheveningen" Sleep. Maats.—Scheveningen<br>134' 7" 25' 3" 14' 1"<br>118' 3" 24' 11" | M Trawler<br><br><br>3 Ha<br>Der 1(1½) | Oil 4SA 6Cy. 320×450<br>900bhp<br>Klöckner-Humboldt-De<br>2×40kW 110V d.c. |
| **517116**<br>WJVC<br>245577<br>Df Esd<br>Gc | **JEAN RIBAUT**<br><br>**United States Department of**<br>**Commerce**<br>Pensacola United States | 7254<br>4463<br>10750 | <br><br>AB | **1944** J. A. Jones Const. Co.—Panama City<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| **517117**<br><br>310499 | **JEAN RICHARD**<br><br>**Guy Gagnon**<br>Quebec Canadian | 225<br>146<br>— | | **1959** P. Lavoie—Petite Riviere St.-François<br>*96·1'* 27' 8"<br>… … …<br>1 dk | Wood M | Oil 6Cy. 5"×5½"<br><br>General Motors Corp. |
| **507181**<br>TOJZ<br><br>Df Esd<br>Pfd RT | **JEAN ROXANE**<br>exChristiane Rose–64<br>**Joseph Hannequin**<br>Soc. "Les Doris"<br>Dunkirk French<br>Now **HENRI RENEE** See New Entries No. 8 | 142<br>56<br>311 | <br><br>BV | **1950** At. & Ch. de la Manche—Dpe<br>103' 2" 21' 5"<br>… … … | M Trawler<br><br><br>3 Ha (2¾', 2¾'×2¾') (2¾'×2¾') | Oil 4SA 5Cy. 315×4<br>416bhp NE52<br>Etab. Duvant |
| **517118**<br>FNBN<br><br>Df Esd<br>Gc Rdr<br>RT | **JEAN SCHNEIDER**<br><br>**Union Industrielle &**<br>**Maritime**<br>Dunkirk French | **14468**<br>6739<br>19687 | <br><br>BV | **1959** At. & Ch. de France—Dnk<br>566' 0" 71' 7" 31' 0"<br>534' 4" 71' 2½" 43' 6"<br>P117' F67' 1 dk<br>rf 4" | M Ore Carrier Mchy.aft<br>8 Ho<br><br>8 Ha (19'×20½') (35', 35', 35', 38½',<br>38½', 38½', 38½'×40½')<br>Der 2(5) 1(3) 2(1) | Oil 2SA 6Cy. 650×23<br>9000bhp Doxford<br>Ch. & At. de Provence |
| **512018**<br>VGYP<br>161593<br>Df Esd<br>Gc Rdr<br>RTh | **JEAN-TALON**<br>exPrince Ungava–67<br>exFranquelin–64<br>**Desgagnés Nav. Co. Ltd.**<br>R. G. Desgagnés<br>Montreal Canadian | 2097<br>1480<br>3430 | ✠A1 Lake SS 6/64<br>side tanks aft—oil FP above 150°F. Great Lakes & River St. Lawrence service at an extreme draught of 15' 5"<br>✠LMC<br>EL (p) | **1936**–5 Swan, Hunter & Wghm Rchdsn—Wal<br>*251·3'* 43' 11" 15' 5"<br>259' 0" 43' 10" 22' 0"<br>P37' F31' 1 dk<br>NS 6BH<br>WB1059t | TM Mchy.aft<br>4 Ho 40', 40', 40', 48'<br>G.165000 B.160000<br>4 Ha (each 32'×26') | 2 Oil 2SA each 8Cy.<br>1000bhp<br>Sulzer Bros. Ltd.<br>3×100kW 220V d.c. |
| **517119**<br><br>288578<br>Gc Pfd<br>Rdr RT | **JEAN TURECAMO**<br><br>**Jean Turecamo Inc.**<br>Wilmington, Del United States | 224<br>152<br>— | <br><br>AB | **1962** Diamond Manufacturing Co. Inc.—Sav<br>100' 7" 27' 2" 12' 9½"<br>95' 0" 27' 0" 14' 0"<br>1 dk<br>BK6" | TM Tug | 2 Oil 4SA each 12Cy.<br>1530bhp<br>Caterpillar Tractor Co. |
| **517120**<br>THUF<br><br>Df Esd<br>Pfd RT | **JEAN-VAUQUELIN**<br>exMilford Duke–55<br>**S.A. d'Armement Mallet**<br>Dieppe French<br>Now **ST. ROSE** See New Entries No. 6 | 336<br>121<br>— | BV<br><br>✠Classed LR until 10/62 | **1949**–9 Cochrane & Sons Ltd.—Sel<br>158' 1" 25' 8" 12' 11"<br>142' 6" 25' 6" 13' 6"<br>Q75' F26'<br>BK7½" | M Trawler<br><br><br>3 Ha (5½', 5½', 3½'×3½') | Oil 4SA 8Cy.<br>860bhp Ruston<br>Vickers-Armstrongs |

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| **JEANETTE**<br>exBrigitte-63 exAga-62<br>exNeckar-60 exMax<br>Jan Toben<br>Bremen<br>W. German | 395<br>193<br>513 | | **1913** C. Lühring—Brake<br>*139·0′* 28′ 0″ 9′ 8″<br>... ... ...<br>1 dk<br>R conv lighter 36 | M | Oil 4SA 6Cy. 280×420 mm<br>NE36<br>Deutsche Werke A.G. Kel |
| **JEANNE D'ARC**<br>Cie. Française de Pêche<br>Industrielle<br>Pêcheries de la Morinie<br>Boulogne<br>French | 493<br>162<br>443 | BV | **1960** S.A. des Anc. Ch. Dubigeon—Nts<br>180′ 3″ 29′ 3″<br>168′ 10″ 29′ 2″ 15′ 3″<br>RW | M Trawler<br>5 Ha (3¾′×3¾′)<br>Der 1(2-4) 1(2) | 2 Oil 4SA (i) 8Cy. 320×450 mm (ii) 6Cy. 240×360 mm with Vulcan coupling to sc. shaft<br>1360bhp 167t<br>Klöckner-Humboldt-Deutz Kln |
| **EANNE-MARIA**<br>Henri Lambregt<br>Ostend<br>Belgian | 168<br>83<br>— | | **1937** Béliard, Crighton & Cie.—Ost<br>128′ 6″ 21′ 4″<br>... ... ...<br>R len 52 | M Trawler | Oil<br>NE57<br>Klöckner-Humboldt-Deutz Kln |
| **EANNE MARIE**<br>Vves. F. & M. Fourny<br>Boulogne<br>French | 569<br>213<br>— | BV | **1960** Schps. Kramer & Booy—Kootstertille<br>183′ 1″ 29′ 7″<br>157′ 6″ 29′ 6″ 15′ 9″ | M Trawler<br>4 Ha (each 3′×3′)<br>Der 1(3) | Oil 4SA 6Cy. 420×660 mm<br>1360bhp 115t<br>Klöckner-Humboldt-Deutz Kln<br>15k |
| **EANNE MOESAN**<br>Kindt, Meiniger & Cie.<br>Lorient<br>French | 158<br>53<br>— | BV | **1963** At. & Ch. de La Rochelle-Pallice—LaR-P<br>98′ 5″ 22′ 2″<br>82′ 0″ 22′ 0″ 11′ 10″ | M Trawler<br>3 Ha (3¼′, 3¼′×3½′) (3¼′×3′)<br>Der 1(3) | Oil 4SA 6Cy. 220×320 mm<br>600bhp Sulzer 35t<br>Cie. de Const. Méc. Lorient<br>11k |
| **EANNETTE**<br>L van der Plas<br>twijk a/Zee<br>Netherland | 118<br>42<br>— | | **1957** D. & J. Boot Schps. "De Industrie"—Alp<br>88′ 7″ 21′ 5″ 10′ 2″<br>77′ 5″ 21′ 4″ 10′ 6″<br>RW | M Trawler | Oil 4SA 6Cy. 250×350 mm<br>D. & J. Boot "De Industrie" Alp |
| **EANNIE**<br>City of Carlisle-63<br>kywiser Navigation Corp.<br>Ltd.<br>elung<br>China (Taiwan) | 9752<br>5612<br>13345 | ✠Classed LR until 11/63<br>BV | **1946**-2 Cammell Laird & Co. Ltd.—Bkn<br>497′ 4″ 64′ 5″ 29′ 9″<br>465′ 0″ 64′ 0″ 42′ 8″<br>P35′ F40′ 2 dks, 3rd dk except in No. 1 hold | S CSD<br>G.686374 B.626214<br>6 Ha (16¼′×20¼′) (33½′, 52¼′, 10¼′, 35½′, 27½′×21½′)<br>18W Der 1(50) 1(20) | 3 S Turb dr geared to sc. shaft<br>8000shp 1456t (o.f)<br>Barclay, Curle & Co. Ltd. Gls<br>15½k |
| **B LEE**<br>Garthdale-64<br>rumenton-62<br>ng Kong United<br>Investments Ltd.<br>wcastle<br>British | 7542<br>4485<br>10600 | ✠100A1 with freeboard<br>✠LMC<br>SS 6/66<br>EL a† | **1944**-9 Burntisland S.B. Co. Ltd.—Bnt<br>437′ 10″ 58′ 0″ 27′ 3¼″<br>412′ 0″ 57′ 7″ 28′ 9″<br>F37′ 2 dks<br>R NS Coll BH to S dk 6 to 2nd dk<br>rf 3¾″ WB2750t incl. Tunnel tank 455t | S CSD<br>5 Ho 40′, 73′, 52′, 63′, 68′<br>5 Ha (27′, 35′, 35′, 35′, 35′×22′)<br>Der 10(5) | T 3Cy. 23½″ 40¾″ & 70½″×48″<br>2100ihp (o.f)<br>D. Rowan & Co. Ltd. Gls<br>3 SB 220lb hs(7248) 9cf<br>2×15kW 110V d.c. |
| **EBEL EL BAROUK**<br>Jebel Lubnan-67<br>Sloman Messina-67<br>Messina-62<br>banese Shipping Co.<br>S.A.L.<br>irut<br>Lebanese<br>rab Shipping Co. S.A.L. (Mgrs.) | 1377<br>691<br>2264<br>**2214**<br>1247<br>3051 | GL | **1951** Deutsche Werft A.G.—Ham<br>283′ 10″ 42′ 1″ 17′ 9¾″/20′ 11⅜″<br>41′ 10″ 26′ 5″<br>F18′ 1 dk & S dk<br>RW<br>rf 4″ | M (2P) OSD/CSD<br>3 Ho 51¾′, 75¾′ comb., 58¾′<br>G.149436 B.140325<br>3 Ha (stl) (32½′, 52′ comb., 32½′×16½′)<br>8W Der 1(15) 4(5) 4(3) | 2 Oil 4SA each 6Cy. 400×460 mm geared to sc. shaft<br>2400bhp 206t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×100kW 230V d.c. 13½k |
| **EBEL SINNEEN**<br>Sloman Valencia-67<br>Valencia-62<br>banese Shipping Co.<br>S.A.L.<br>irut<br>Lebanese<br>rab Shipping Co. S.A.L. (Mgrs.) | ~~1362~~ 1376<br>~~697~~ 693<br>~~2264~~ 2264<br>~~2214~~ 2220<br>~~1259~~ 1246<br>~~3051~~ 3051 | GL | **1951** Deutsche Werft A.G.—Ham<br>283′ 9″ 42′ 0″ 17′ 9¾″/20′ 11⅜″<br>41′ 10″ 26′ 5″<br>F18′ 1 dk & S dk<br>RW<br>rf 4″ | M (2P) OSD/CSD<br>3 Ho 51¾′, 75¾′ comb., 58¾′<br>G.149430 B.140325<br>3 Ha (stl) (32½′, 52′ comb., 32½′×16½′)<br>8W Der 1(15) 4(5) 4(3) | 2 Oil 4SA each 6Cy. 400×460 mm geared to sc. shaft<br>2400bhp 206t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×100kW 230V d.c. 13½k |
| **ECHRISA MARIE**<br>mement Eurafricain<br>Concarneau<br>French | ~~168~~ 129<br>~~63~~ ~~48~~ 41<br>— | BV | **1963** Ch. de La Perrière—Lorient<br>97′ 4″ 22′ 5″ 11′ 11″<br>85′ 3″ 22′ 3″ 12′ 1″ | M Trawler<br>2 Ha (each 3¼′×3¼′)<br>Der 1(2) | Oil 4SA 6Cy. 260×280 mm<br>475bhp<br>Etab. Crepelle Lille<br>10¾k |
| **ECI**<br>ciedade Portuguesa de<br>vios Tanques Ltda.<br>Portuguese | 33467<br>24002<br>60258 | ✠100A1 oil tanker<br>✠LMC<br>MN3300<br>731′ 8″(incl.BB)<br>EL v†3⅛″SQ | **1966**-6 Kawasaki Dkyd Co. Ltd.—Kob<br>~~731′ 8″~~ 105′ 10″ 38′ 0″<br>694′ 0″ 105′ 8″ 54′ 10″<br>P49′ F69′ 1 dk<br>10BH<br>rf 6″ WB12784t incl. 8179t in clean ballast tanks. | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>16500shp (o.f)<br>Kawasaki Dkyd Co. Ltd. Kob<br>2WTB 690lb Spt 896° F.633lb hs31324<br>sg 146lb<br>2×624kW 385V 50c/s a.c. |

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| 671832<br>507038<br>Esd Pfd<br>RT | **JEDDIE**<br>**Donald Kiesel**<br>Tampa United States | 121<br>82<br>— | | | **1967** East Gulf Shpyds—Panama City, Fla<br>... ... ...<br>80' 0" 23' 0" 12' 0"<br>1 dk | M Trawler | Oil 4SA 6Cy.<br>380bhp<br>Caterpillar Tractor Co. |
| 517129<br>YTDJ<br>Df Esd<br>Gc Rdr<br>RT | **JEDINSTVO**<br>**Jadranska Linijska Plovidba**<br>**(Adriatic Line)**<br>Rijeka Yugoslav | 2637<br>1389<br>2450 | ✠100A1<br>✠LMC<br>MN960 | SS 2/66<br>EL 1<br>JR | **1958-1** Brodogradiliste Split—Spt<br>295' 6" 42' 10" 15' 5½"<br>268' 6" 42' 8" 24' 8"<br>F55' 2 dks, 3rd dk except in mchy. space<br>RW 4BH to U dk 2 to 2nd dk<br>rf 30" WB131t | TM | 2 Oil 2SA each 8Cy.<br>4800bhp Sulzer<br>N.V. Werkspoor<br>2wtdb 85lb |
| 517132<br>SPCK<br>Df Esd<br>Gc Rdr<br>RTm/h | **JEDNOSC ROBOTNICZA**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 2093<br>950<br>2560 | | PR | **1950** Stocznia Gdanska—Gdk<br>285' 5" 40' 4" 17' 6½"<br>271' 0" 40' 0" 19' 0"<br>Q161' F22' 1 dk<br>R | S Ore Carrier Mchy.aft<br>4 Ho 46', 47½', 44½', 47½'<br>G.119443<br>4 Ha (stl) (23'×17½') (26½', 28½', 28½'×25½')<br>5W Der 8(3) | C 4Cy. (2) 370 & (2)<br>1300ihp<br>Z.U.T. Zgoda<br>2×28, 20kW 230V d.c. |
| 500244<br>HPRW<br>3815-HK<br>Esd Gc | **JEEP LEE**<br>exAntonio Regidor-66<br>exAdelaide Breeze-64<br>exBaroota-61<br>**Jeep Fatt Shipping Co. S.A.**<br>Panama Panamanian | *4070*<br>*2043*<br>6220 | ✠100A1<br>with freeboard<br>✠LMC<br>MN540 | SS 6/65<br>EL y1½"SQ | **1952-2** Broken Hill Pty Co. Ltd.—Wya<br>403' 4" 53' 3" 22' 6½"<br>380' 7" 53' 0" 33' 0"<br>F38' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>BK8" WB866t | S OSD<br>G.383465 B.350931<br>16W Der 1(20) 16(5) | T 3Cy. 23½" 38½" &<br>with dr gearing &<br>3000ihp<br>State Dockyard<br>✠3NSB |
| 517133<br>KKXF<br>247345<br>Df Esd<br>Gc Rdr<br>RTm/h | **JEFFERSON CITY VICTORY**<br>**Victory Carriers Inc.**<br>New York United States | 7643<br>4630<br>10767 | | AB | **1945** Oregon S.B. Corp.—Pld<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 78', 81', 75'<br>B.453000<br>3 Ha (stl) (25', 24', 36'×22½')<br>2 Ha (w) (36' 33'×22½')<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to<br>8500shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 651198<br>OWNU<br>Df Esd<br>Pfd Rdr<br>RT | **JEFFMINE**<br>**Aarhus Maskinfabrik**<br>Anders Bendt<br>Århus Danish | 300<br>179<br>600 | | NV | **1965** P/F Skála Skipasmidja & Handelsvirki—Skála<br>159' 7" 31' 10" 11' 3"<br>141' 10" 31' 8"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho<br>G.42000 B.38000<br>1 Ha (78½'×18½')<br>2W Der 2(3) | Oil 2SA 6Cy.<br>420bhp<br>Alpha-Diesel A/S |
| 652276<br>322827<br>RTm | **JEFFREY LEIGH**<br>**T. G. Mallory**<br>Liverpool, N.S. Canadian | 118<br>53<br>— | | | **1965** McLean's S.B. Ltd.—Lunenburg<br>86' 0" 20' 4"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 8Cy. 6½"×8"<br>500bhp<br>Caterpillar Tractor Co. |
| 517135<br>XPXY<br>Df Esd<br>Rdr | **JEGVAN ELIAS THOMSEN**<br>exLammermuir-56<br>**P/f Samvinnufelagid A/S**<br>Sandavág Faroese | 719<br>252<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN220 | SS 12/67<br>EL (l) z | **1950-12** J. Lewis & Sons Ltd.—Abn<br>*190-7'* 32' 2"<br>185' 0" 32' 0" 16' 9"<br>Q99' F32'<br>RW 4BH<br>rf 8" WB57t | M Trawler | Oil 2SA 3Cy.<br>1100bhp<br>Wm. Doxford & Sons<br>db 105lb |
| 517136<br>TXEW | **JEHAN DE BETHENCOURT**<br>exEmpire Folk-50<br>**Chambre de Commerce et d'Industrie de Dieppe**<br>Dieppe French | 127<br>—<br>— | ✠LR class withdrawn 9/67 | | **1942-5** R. Dunston Ltd.—Doncaster<br>97' 6" 20' 8" 9' 6½"<br>92' 0" 20' 6" 10' 6" | S Tug | T 3Cy. 12" 20" &<br>500ihp<br>McKie & Baxter Ltd. |
| 517138<br>ZPKR<br>Esd | **JEJUI**<br>**Government of Paraguay**<br>**(Flota Mercante del Estado)**<br>Asunción Paraguayan | 492<br>237<br>— | ✠100A1<br>River Plate service limiting port seawards Montevideo<br>✠LMC<br>✠Lloyd's RMC<br>MN94 | SS 2/67<br>EL (h) 1$\frac{1}{16}$"SQ | **1962-9** Ast. de T. Ruiz de Velasco—Bbo<br>163' 1" 32' 9" 6' 4½"<br>154' 8" 32' 2" 10' 10"<br>1 dk<br>RW 5BH<br>rf nil WB19t | TM Ref Mchy.aft<br>In.18700 | 2 Oil 4SA each 6Cy.<br>470bhp<br>Motorenw. Mannheim |
| 517139<br>LDJY | **JEKO**<br>exBente-47<br>**Knut Krogsæter**<br>Molde Norwegian | 107<br>54<br>160 | | BV | **1931** Gebr. van Diepen—Waterhuizen<br>*88-8'* 19' 5" 7' 2"<br>... ...<br>1 dk<br>R | Aux Mchy.aft | Oil 2SA 4Cy.<br>200bhp NE64<br>Alpha-Diesel A/S |
| 670713<br>6ZWQ<br>2666<br>Df Esd<br>Gc Rdr<br>RT | **JELA TOPIC**<br>**Termar Nav. Co. Inc.**<br>Marfin Management Trust (Reg.)<br>Monrovia Liberian | 16657<br>11069<br>27680 | ✠100A1<br>strengthened for heavy cargoes—Nos. 1 & 5 holds may be empty<br>✠LMC<br>MN2240 | EL l†2½"SQ | **1967-2** Ishikawajima-Harima Hvy Ind.—Nga<br>594' 10" 82' 2" ~~80' 1½"~~ 33' 4½"<br>551' 7" 82' 0" 44' 7½"<br>P99' F49' 1 dk<br>RW NS 8BH<br>rf nil WB8313t incl. Comb. btm & side tanks in holds 3557t Topside tanks in holds 3356t | M Mchy.aft | Oil 2SA 7Cy.<br>11200bhp Sulzer<br>Ishikawajima-Harima<br>AuxB 107lb<br>3×312kW 440V |
| 517142<br>SPSK<br>529<br>Df Esd<br>Rdr<br>RTm | **JELCZ**<br>exOnorato Secondo-62<br>exMicaela-60 exMozart-54<br>exTheokeetor-53<br>exThackeray-48<br>exEmpire Thackeray-46<br>**Polish Government**<br>**Polish Steamship Co.**<br>Szczecin Polish | 3112<br>1779<br>4650 | ✠Classed LR until 3/64<br>**BROKEN UP** | PR | **1942-8** Sir J. Laing & Sons Ltd.—Sld<br>328' 2" 46' 6" 20' 9½"<br>25' 2"<br>P33' B82' F34' 1 dk<br>R | S<br>3 Ho 60', 62', 106'<br>G.218415 B.207329<br>5 Ha (32'×22') (34', 8', 34'×24') (32'×22')<br>8W Der 8(3) | T 3Cy. 20" 31" &<br>1500ihp<br>N.E. Mar. Eng. Co.<br>2×12kW 115V d.c. |

| Ship and owners | Tonnage | Class | Builder and dimensions | Hull | Engines |
|---|---|---|---|---|---|
| **JELENIA GORA**<br>Polish Government<br>Polish Steamship Co.<br>Szczecin<br>Polish | 2554<br>1188<br>3329 | PR | **1966** G. Dimitrov Shipyard—Varna<br>314′ 6″ 44′ 2″ 18′ 6″<br>44′ 0″ 22′ 2″<br>2 dks | M<br>3 Ho<br>G.165834 B.149379<br>3 Ha (stl) (34¾′×19¾′) (58½′, 45½′×28′)<br>8W Der 2(10) 6(5) | Oil 2SA 6Cy. 480×700 mm<br>2250bhp Sulzer<br>Z.U.T. Zgoda Swi<br>13k |
| **JELL**<br>R. J. Kunst & R. Schuiling<br>"Carebeka" N.V.<br>Groningen<br>Netherland | 390<br>202<br>480 | ✠100A1 SS 8/68 ~~SS 6/63~~<br>✠LMC<br>MN60<br>EL f | **1955–3** Th. J. Fikkers—Foxhol<br>159′ 0″ 25′ 7″ 9′ 6½″<br>144′ 9″ 25′ 4″ 10′ 4″<br>P33′ Q9′ F23′ 1 dk<br>RW 3BH<br>rf 3″ WB150t incl. Dk a5t | M Mchy.aft<br>G.26225 B.24710 | Oil 4SA 6Cy. 250×350 mm with sr reverse gearing<br>300bhp 30t<br>D. & J. Boot "De Industrie" Alp<br>9k |
| **JELSA**<br>Jadranska Slobodna Plovidba (Adriatic Tramp Shipping)<br>Split<br>Yugoslav | ~~2223~~ 2543<br>~~990~~ 1212<br>— 3735 | BV JR | **1962** Brodogradiliste "J. L. Mosor"—Trogir<br>397′ 0″ 43′ 4″ 17′ 0″<br>378′ 10″ 43′ 3″ 29′ 10″<br>1 dk & S dk<br>RW | M OSD<br>G.200715 B.184693<br>4 Ha (29′, 29′, 29′, 42¼′×19½′)<br>10W Der 10 | Oil 2SA 5Cy. 620×1150 mm<br>3000bhp B&W 473½t<br>Brodogradiliste Uljanik Pla<br>16k |
| **JEMIOLUCHA**<br>Polish Government<br>P.P.D. i U.R. "Gryf"<br>Szczecin<br>Polish | 184<br>77<br>110 | PR | **1956** Stocznia Pólnocna—Gdk<br>113′ 0″ 22′ 3″<br>99′ 6″ 21′ 11½″ 11′ 10″<br>RW | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Buckau-Wolf Mgd<br>1×66kW 330V d.c.<br>3×18, 6, 6kW 110V d.c. 9k |
| **JENISEISK**<br>U.S.S.R.<br>Petropavlovsk<br>Russian | 2491<br>1426<br>3200 | | **1951** Wråtsilå Kon. Crichton-Vulcan—Åbo<br>295′ 1″ 42′ 10″ 18′ 4″<br>42′ 8″ 21′ 4″<br>1 dk | S<br>2 Ho<br>G.145285<br>4 Ha (34′, 34′, 34′, 31¾′×19¾′)<br>9W Der 1(15) 8(5) | C 4Cy. (2) 15″ & (2) 32$\frac{5}{16}$″×32$\frac{5}{16}$″<br>Wårtsilå Kon. Crichton-Vulcan Åbo<br>9k |
| **ENJO**<br>Jozo-55<br>Koster and others<br>Wagenborg's Scheepv.<br>& Exp. Bedr.<br>rlingen<br>Netherland | 200<br>96<br>266 | BV | **1939** Gebr. Niestern & Co.—Dzl<br>123′ 0″ 21′ 6″ 8′ 2″<br>… … …<br>1 dk<br>R | M Mchy.aft<br>G.13173 B.12537<br>2 Ha (30¾′, 21¾′×13½′)<br>Der 1(1½) 1(1) | Oil 2SA 3Cy. 240×360 mm<br>150bhp<br>Appingedammer Brons. Apg<br>9k |
| **ENKA**<br>Johannes Voss–61<br>S Jenka<br>Hermansen<br>stal<br>Danish | 249<br>119<br>360 | GL | **1953** Hugo Peters—Wewelsfleth<br>138′ 8″ 21′ 5″ 8′ 7″<br>9′ 8″<br>1 dk<br>RW Ien 54 | M Mchy.aft<br>1 Ho<br>G.17000 B.16000<br>2 Ha (32¾′, 36′×14¾′)<br>2W Der 1(2) 1(1½) | Oil 4SA 6Cy. 240×360 mm<br>225bhp<br>Klöckner-Humboldt-Deutz Kln<br>8k |
| **NKA**<br>nion VII-66 exTransport 3<br>Horten II exNotodden<br>~~lmein & E. F. Finnby~~<br>~~mmen Norwegian~~<br>han Naustvik<br>rgen<br>Norwegian | 151<br>81<br>143 | | **1908** Porsgrunds M/V—Porsgrunn<br>100′ 0″ 19′ 8″ 9′ 0″<br>… … …<br>1 dk<br>R | M Mchy.aft<br>1 Ha (33½′×11¾′)<br>1W Der 2 | Oil 2SA<br>210bhp Emade46fitted62<br>Alpha-Diesel A/S Fkn |
| **NNIFER**<br>Gudvang-63 exMaud–53<br>ld Nav. Line Cia. Nav.<br>Panamena S.A.<br>nama<br>Panamanian | 3230<br>1854<br>5550 | NV | **1930** Burmeister & Wain—Cpn<br>338′ 10″ 50′ 0″ 20′ 6″<br>325′ 0″ 49′ 10″ 23′ 0″<br>P33′ B155′ F27′ 1 dk<br>R | M<br>G.297100 B.280500 | Oil 4SA 6Cy. 550×1500 mm<br>745t<br>Burmeister & Wain Cpn<br>10k |
| **NNY**<br>ibs A/S Motortank<br>rry Borthen & Co.<br>lo<br>Norwegian | ~~35837~~ 35609<br>~~20519~~ 20437<br>~~60800~~ 63600 | NV | **1966** Marinens Hovedverft—Horten<br>773′ 0″ 105′ 11″ ~~40′ 7¼″~~ 42′ 2½″<br>740′ 0″ 105′ 9″ 55′ 2″<br>1 dk | M Tanker Mchy.aft<br>18 Ta<br>L.3698999 HeCls.BC | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 4157t (hvf)–62pd<br>Marinens Hovedverft Horten<br>2×560kW 220V 60c/s a.c. 16k |
| **NNY**<br>Melanie–60<br>deri A/B Sally<br>got Johansson<br>riehamn<br>Finnish | 8322<br>4706<br>12970 | ✠100A1 ~~Dr 4yrs 11/64~~<br>oil tanker TD 2/69<br>✠LMC<br>MN840<br>EL c† | **1950–4** A/B Götaverken—Got<br>483′ 8″ 59′ 2″ 27′ 9½″<br>461′ 9″ 59′ 0″ 35′ 6″<br>P103′ B35′ F59′ 1 dk<br>10BH<br>rf 1″ WB799t incl. DTf354t | M Tanker Mchy.aft<br>16 Ta<br>L.601462 HeCls. B<br>Der 2(3–5) 1(3) 2(2) 1(¾) | Oil 2SA 6Cy. 680×1500 mm<br>4200bhp 926t (hvf)–14pd<br>A/B Götaverken Got<br>2AuxB 150lb e(ex.g) 150lb<br>3×160, 110, 75kW 220V d.c. 13k |
| **NNY NAVAL**<br>Frühling<br>Soc. de Nav. Cruzeiro do Sul Ltda.<br>C. Lubisco & Cia.<br>Porto Alegre<br>Brazilian | 257<br>196<br>— | | **1921** G. Schuldt—Stralsund<br>*119·7′* 24′ 7″<br>… … …<br>R | Aux Sr Mchy.aft | Oil 4SA 3Cy. 325×420 mm<br>Gebr. Körting A.G. Hno |
| **NNY PORR**<br>sund–62<br>Partenreederei m.s. "Jenny Porr"<br>Franz Hagen<br>mburg<br>W. German | 1235<br>576<br>1732 | GL | **1961** Jos. L. Meyer—Papenburg<br>241′ 4″ 36′ 2″ 15′ 5½″<br>217′ 6″ 36′ 0″ 17′ 7″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho 72¾′, 71½′<br>G.82389 B.79318<br>2 Ha (stl) (each 50¼′×21½′)<br>4W Der 1(10) 4(3–5) | Oil 4SA 6Cy. 400×580 mm<br>1250bhp 100t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×64kW 220/380V 50c/s a.c. 12½k |

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| 517155<br>DGGU<br>Df Esd<br>RT | **JENS**<br>exElbe–61<br>**Günter Bardenhagen**<br>Hamburg W. German | 299<br>147<br>492 | GL | 1941 J. J. Sietas Schiffsw.—Ham<br>*127·9'* 22' 6" 9' 8½"<br>10' 10"<br>1 dk<br>len 54 | M Mchy.aft<br>G.22283 B.21365<br>2 Ha | Oil 4SA 6Cy. 270×380<br>250bhp NE57<br>Klöckner-Humboldt- |
| 671284<br>OVJE<br>Esd Pfd<br>Rdr<br>RTm | **JENS ALB**<br>**Partrederiet m.s. "Jens Alb"**<br>Albert Jensen A/S<br>Copenhagen Danish | 500<br>309<br>1151 | GL | 1967 Schulte & Bruns—Emd<br>206' 7" 33' 7" 12' 9½"<br>188' 4" 33' 6" 13' 5"<br>P125' F23' 1 dk<br>rf nil | M Mchy.aft<br>1 Ho 119½'<br>G.62913 B.56768<br>2 Ha (stl) (28¾', 64½'×20½')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450<br>800bhp<br>Atlas-Mak Masch. |
| 517156<br>DGPU | **JENS-B.**<br>exHermine–62<br>**Rolf Brey**<br>Hamburg W. German | 113<br>59<br>167 | GL | 1931 Gebr. van Diepen—Waterhuizen<br>*95·7'* 18' 5"<br>7' 3"<br>1 dk<br>R len 37 | M Mchy.aft | Oil 4SA 3Cy. 215×360<br>90bhp NE37<br>Deutsche Werke A.G. |
| 517157<br>OWNF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JENS BANG**<br>**Det forenede Dampskibs-Selskab A/S**<br>Copenhagen Danish | 3284<br>1752<br>815 | BV | 1950 Helsingör Skibs. & Msk.—Hsg<br>341' 2" 48' 9" 16' 0¾"<br>48' 7"<br>4 dks<br>rf 12" | TM (1500P)<br>2 Ho 69½', 40'<br>G.59710<br>2 Ha (10¾'×17¾') (12¾'×24½')<br>4W Cr 1(3) 1(2) | 2 Oil 2SA each 9Cy.<br>7450bhp B&W<br>Helsingör Skibs. & Msk.<br>4×240, 240, 200, 200kW |
| 517159<br>OUMT<br>Df Esd<br>RT | **JENS CHR. NORDFISK**<br>**P. E. Nielsen Partrederi**<br>Skagen Danish | 123<br>59<br>— | | 1960 Schpsb. K. Hakvoort—Monnickendam<br>88' 7" 20' 8" 9' 2½"<br>… … … | M Fishing Mchy.aft | Oil 2SA 5Cy. 230×400<br>Alpha-Diesel A/S |
| 538114<br>XPVD<br>Df Esd<br>RT | **JENS CHR. SVABO**<br>exVincent–66<br>**Government of the Faroe Islands**<br>Thorshavn Faroese | 134<br>62<br>— | BV | 1960 Søby Motorfb. Værft—Søby<br>92' 10" 20' 5"<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 2SA 5Cy. 230×400<br>350bhp<br>Alpha-Diesel A/S |
| 517160<br>OWKB<br>Df Esd<br>Rdr<br>RTm | **JENS EMIL**<br>exHvideklint–61<br>**Rederiet J. E. Jensen**<br>Nørresundby Danish | 1259<br>738<br>1819 | ✠100A1 SS 5/65<br>Str. nav. ice<br>✠LMC<br>MN250 EL O1¾"SQ | 1957–6 Zaanlandsche Schps. Maats.—Zaandam<br>254' 11" 35' 2" 14' 8½"<br>236' 5" 34' 11½" 15' 4"<br>Q170' F28' 1 dk<br>3BH len 66<br>rf 2" WB290t | M Mchy.aft<br>1 Ho 164'<br>G.96000 B.91000<br>3 Ha (28¾', 50½', 32½'×19½')<br>8W Der 6(5) 2(2) | Oil 4SA 6Cy. 420×660<br>1250bhp<br>Klöckner-Humboldt-<br>3×88, 88, 12kW 220V |
| 681013<br>OVPC<br>Esd Pfd<br>Rdr RTv | **JENS GRAU**<br>**Rederi I/S Viby**<br>Niels B. Terkildsen<br>Vejle Danish | 300<br>151<br>551 | BV | 1967 Herman Sürken Stahlbau Masch.—Papenburg<br>163' 10" 28' 7" 10' 6¾"<br>147' 11" 28' 4" 11' 10"<br>1 dk | M Suction Dredger Mchy.aft<br>1 Ho | Oil 2SA 6Cy. 240×400<br>510bhp<br>Alpha-Diesel A/S<br>2×—kW 200/380V |
| 517162<br>OZFZ<br>Df RT | **JENS JUHL**<br>**Holger Jørgensen**<br>Holger Clemmensen<br>Nykøbing M Danish | 110<br>61<br>165 | BV | 1940 Sören Larsen—Nyköbing<br>89' 6" 22' 9" 11' 0"<br>… … …<br>1 dk | Wood M<br>2 Ha (6½'×4¾') (35'×13')<br>Der 1(2) | Oil 2SA 3Cy. 230×400<br>180bhp NE52<br>Frederikshavns Jern |
| 517163<br>OWLF<br>Df Esd<br>Gc Rdr<br>RT | **JENS MÆRSK**<br>**D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 3913<br>2165<br>6501<br>5942<br>3547<br>— | ✠100A1 SS 5/67<br>DTsmf oil FP above 150° F. vegetable oil, latex or molasses<br>FPT—oil FP above 150° F. or latex<br>✠LMC<br>MN980 EL z1 11/16"SQ | 1957–6 Burmeister & Wain—Cpn<br>444' 7" 54' 2" 21' 8¾"/—<br>408' 4" 54' 0" 32' 0"<br>P17' F81' 1 dk & S dk<br>Coll BH to S dk 8 to 2nd dk len 60<br>rf 4" WB2267t incl. Tunnel tanks 165t DTsmf949t | M OSD/CSD<br>5 Ha (27'×16') (40½', 69', 35½'×18') (26½'×16')<br>16W Der 1(40) 1(30) 5(10) 11(5) | Oil 2SA 6Cy. 620×1150<br>4900bhp<br>Burmeister & Wain<br>2db (1 o.f 1 ex.g) |
| 660012<br>OZPG<br>Df Esd<br>Pfd Rdr<br>RTm | **JENS MIKKEL**<br>**Ministry of Greenland**<br>Royal Greenland Trade Department<br>Godthåb, Greenland Danish | 196<br>77<br>— | BV | 1966 Ørskovs Staalskibsværft—Fkn<br>95' 0" 22' 1"<br>82' 0" 22' 0" 11' 0"<br>1 dk | M Trawler Mchy.aft | Oil 2SA 6Cy. 230×400<br>420bhp<br>Alpha-Diesel A/S<br>1×25kW 220V |
| 517164<br>DKFF<br>Df Esd<br>RT | **JENS PETER**<br>exReinhold Krusemark–62<br>**Christian Jürgens**<br>Rendsburg W. German | 398<br>278<br>642 | GL | 1955 Werft Nobiskrug—Rendsburg<br>*163·3'* 26' 5" 10' 0"<br>26' 3" 11' 5"<br>P30' F17' 1 dk<br>RW len 58 | M Mchy.aft<br>2 Ha | Oil 4SA 6Cy.<br>300bhp<br>Masch. Kiel A.G. |
| 517165<br>OURR<br>Df Esd<br>Rdr<br>RTm | **JENS RAND**<br>**Jens S. Rand Partrederi**<br>Wilh. Chr. Bech<br>Horsens Danish | 299<br>187<br>555 | BV | 1963 Ørskovs Staalskibsværft—Fkn<br>157' 8" 28' 5" 10' 2"<br>141' 9" 28' 4" 11' 8"<br>P43' F29' 1 dk | M Mchy.aft<br>2 Ho 36', 46'<br>G.25000 B.22000<br>2 Ha (each 35½'×16½')<br>2W Der 2(2) | Oil 2SA 5Cy.<br>380bhp<br>Alpha-Diesel A/S |
| 510527<br>DEGW<br>Df Esd<br>Rdr RT | **JENS S**<br>exErich Haslinger–63<br>**Rolf Schwekendiek**<br>Bremen W. German<br>Now **SUSAN** See New Entries No. **11** | 499<br>323<br>930 | GL | 1957 Jos. L. Meyer—Papenburg<br>175' 6" 32' 6" 12' 0"<br>32' 4" 12' 5"<br>P36' Q71' F21' 1 dk<br>RW | M Mchy.aft<br>G.39500 B.36400<br>2 Ha | Oil 4SA 8Cy.<br>499bhp NE<br>Motorenw. |

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| **JENS WAL**<br>K. Wal Hansen<br>Køge<br>Danish | 199<br>114<br>300 | BV | 1952 H. C. Christensens Staals.—Marstal<br>132′ 0″ 21′ 4″ 9′ 6″<br>21′ 2″<br>P25′ F20′ 1 dk len 65<br>R | M Mchy.aft<br>1 Ho 78½′<br>G.10700<br>1 Ha (stl) (65½′×13¼′)<br>2W Der 2(1½) | Oil 2SA 3Cy. 230×400 mm<br>174bhp 7t (d.o)<br>Frederikshavns Jernst. & Msk. Fkn<br>8k |
| **JEP**<br>Theophile H. Hascoët<br>Douarnenez<br>French | 219<br>33<br>— | | 1949 Le Gall-Corentin—Douarnenez<br>*93·2′* 25′ 8″<br>… … … | Aux Fishing | Oil 5Cy. 240×360 mm<br>Etab. Crepelle Lille |
| **JEPARIT**<br>Australian Coastal Shipping Commission<br>Melbourne<br>British | 6341<br>3790<br>7551 | ✠100A1<br>✠LMC<br>MN900 EL z1$\frac{13}{16}$″SQ | 1964-2 Evans Deakin & Co. Pty Ltd.—Bsb<br>435′ 6″ 56′ 6″ 23′ 11½″<br>405′ 0″ 56′ 0″ 32′ 0″<br>P96′ F37′ 1 dk<br>RW NS 7BH<br>rf 3″ WB2799t incl. Topside tanks in holds 754t | M Mchy.aft<br>4 Ho 65½′, 69¾′, 65¼′, 67½′<br>4 Ha (stl) (45′×30′)<br>(48½′, 47¼′, 45′×36′)<br>Cr 4(10) | Oil 2SA 6Cy. 560×1000 mm<br>4500bhp (hvf)<br>Sulzer<br>Commonw'th Gov. E. Wks Mel<br>AuxB 49℔<br>3×360kW 220V d.c.<br>Thw. thrust propeller fwd |
| **JEPPESEN MÆRSK**<br>A/S D/S Svendborg & D/S af 1912 A/S<br>A. P. Möller, Copenhagen<br>Copenhagen<br>Danish | 6740<br>3910<br>9625<br>9299<br>5650<br>— | ✠100A1 SS 9/66<br>with fbd FPTs—oil FP above 150° F. or latex DTsm DTsa DT above APT—molasses or vegetable oil Tunnel side tanks—oil FP above 150°F. or molasses, or veg. oil<br>✠LMC<br>✠Lloyd's RMC<br>EL d†2⅛″SO | 1951-10 Burmeister & Wain—Cpn<br>478′ 4″ 63′ 8″ 27′ 8¾″/—<br>445′ 7″ 63′ 6″ 31′ 7″<br>P79′ F85′ 1 dk & S dk, 3rd dk in Nos. 1, 3 & 4 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>WB5484t incl. Tunnel tanks 230t DTa1605t DTsm1983t | M Ref OSD/CSD<br>5 Ho<br>G.69800 B.63500 In.9280<br>5 Ha (31½′×18′) (44½′, 34′, 39¼′, 31½′×20′)<br>20W Der 1(50) 1(15) 12(5) 8(3) | Oil 2SA 10Cy. 740×1600 mm<br>9200bhp 1308t<br>Burmeister & Wain Cpn<br>2AuxB (1 o.f 1 ex.g) 100℔ 17¼k |
| **JERED A. McALLISTER**<br>exVan Dyke 1-56<br>McAllister Bros. Inc.<br>New York United States | 137<br>93<br>— | | 1924 Staten Island S.B. Co.—Mariner's Harbor<br>98′ 4″ 21′ 1″<br>… … …<br>1 dk<br>R | D-E Tug | Oil 2SA 12Cy. 8¾″×10″ 1080bhp<br>connected to elec. motor<br>Emade43fitted— 70t<br>General Motors Corp. |
| **JEREMIAH M. RUSK**<br>United States Department of Commerce<br>San Francisco United States | 7227<br>4445<br>10500 | AB | 1943 Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **EREMIAH O'BRIEN**<br>United States Department of Commerce<br>Portland, Me United States | 7176<br>4380<br>10735 | AB | 1943 New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20 DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1734t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **ERICHO**<br>Robert le Goff & Cie.<br>tel French | 120<br>46<br>— | BV | 1961 J. van der Molen Schpsw. "Zaandam"—Zaandam<br>87′ 0″ 20′ 11″ 9′ 7″<br>78′ 6″ 20′ 8″ 10′ 8″ | M Trawler | Oil 4SA 6Cy. 240×360 mm<br>470bhp<br>Kromhout Motorenfab. Ams |
| **ERRY S. FOLEY**<br>United States Department of Commerce<br>acksonville United States | 7240<br>4390<br>10500 | AB | 1944 St. Johns River S.B. Co.—Jck<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **ERSEY BRIDGE**<br>H. Clarkson & Co. Ltd.<br>J. & J. Denholm (Management) Ltd.<br>Glasgow<br>British | 22490<br>13931<br>36549 | ✠100A1<br>strengthened for ore cargoes—Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN2480 EL p†2$\frac{13}{16}$″SQ | 1966-3 Lithgows Ltd.—P.Gl<br>657′ 3″ 85′ 2″ 36′ 9¼″<br>626′ 1″ 85′ 0″ 48′ 9″<br>P121′ F50′ 1 dk<br>NS 10BH<br>rf nil WB14729t incl. Topside tanks in holds 4232t Cmb. btm & side tanks in holds 5057t | M Bulk Carrier Mchy.aft<br>7 Ho 52′, 70′, 73′, 40′, 73′, 73′, 73′<br>7 Ha (stl) (27′×32′) (54′, 54′, 27′. 54′, 54′, 54′×42′)<br>Der 2(5) 2(3) | Oil 4SA 6Cy. 840×1800 mm<br>12400bhp B&W 157t (d.o) 3505t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 150℔ e (ex.g) 170℔ Spt 150℔<br>3×550, 450, 450kW 440V 60c/s a.c.<br>1×5kW 220V 60c/s a.c. 14½k |
| **ESENICE**<br>Jugoslavenska Linijska Plovidba (Yugoslav Line)<br>Rijeka<br>Yugoslav | 7378<br>4036<br>10350 | ✠100A1 SS 4/65<br>DTa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN2080 EL f†2¼″SQ<br>JR | 1960-12 Brodogradiliste III Maj—Rka<br>509′ 3″ 67′ 8″ 26′ 10¾″<br>475′ 9″ 67′ 3″ 40′ 1″<br>F88′ 1 dk & S dk, 3rd dk in Nos. 2 & 3 holds<br>RW Coll BH to S dk 8 to 2nd dk<br>rf nil DK fwd WB2433t incl. DTa661t | M Ref OSD<br>G.633373 B.568628 In.22420<br>18W Der 20(10-5) | Oil 2SA 8Cy. 760×1550 mm<br>10400bhp Sulzer 1060t<br>C.R.D. Adriatico Tri<br>2WTAuxB 114℔ 18½k |
| **ESPER CLAUSEN**<br>exCondor-65<br>C. Clausen<br>Dampskibsrederi A/S<br>C. Clausen<br>olding<br>Danish | 289<br>108<br>290 | GL | 1954 J. G. Hitzler Schiffsw.—Lauenburg<br>156′ 4″ 26′ 0″ 9′ 9″<br>25′ 10″ 17′ 3″<br>1 dk & S dk<br>rf ½″ | M Cattle Carrier OSD Mchy.aft<br>1 Ho 74¾′<br>1 Ha (14¾′×6¾′)<br>Der 1(1) | Oil 4SA 6Cy. 290×420 mm<br>300bhp (d.o)<br>Masch. Kiel A.G. Kel<br>2×12, 10kW 230V d.c. |

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|---|---|---|---|---|---|---|
| 506911<br>OYQF<br><br>Df Esd<br>Gc Rdr<br>RT | **JESPER MÆRSK**<br>exChastine Mærsk-68<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>6472<br>3662<br>9585<br>9021<br>5385<br>— | ✠100A1 SS 3/68 ~~SS 6/68~~<br>DTs! & a, tunnel side tanks & upper APTs—oil FP above 150°F. or vegetable oil or molasses FPTs—oilFPabove150°F. or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1840 EL d†2¼"SQ | 1953-4 Odense Staalskibs A/S—Odn<br>487' 6" 62' 11" 27' 6¾"/—<br>445' 0" 62' 9" 41' 3"<br>P87' F96' 2 dks, 3rd dk except in aft hold<br>Coll BH to U dk 6 to 2nd dk<br>WB4727t incl. DTsm1138t DTsa1664t Tunnel tanks 204t | M Ref<br><br>G.686251 B.620285 In.14140 | Oil 2SA 10Cy. 740×1600 m<br>9200bhp<br>Burmeister & Wain<br>2AuxB (1 o.f 1 ex.g) 100lb |
| 540555<br>5MNX<br>1760<br>Df Esd<br>Gc Pld<br>Rdr RT | **JESS C. WINTERS**<br>exJames Stove-63<br>**Ocean Lanes Transports Inc.**<br>Monrovia Liberian | 9382<br>5726<br>15885 | NV<br>✠Classed LR until 4/53 | 1947-6 Öresundsvarvet A/B—Lkr<br>510' 0" 66' 0" 28' 10"<br>485' 0" 65' 8" 36' 9"<br>P101' B40' F73' 1 dk | M Tanker, Mchy.aft<br>19 Ta<br>L.722090 HeCls. BC | Oil 2SA 8Cy. 630×1300 mm<br>5600bhp<br>A/B Götaverken |
| 517186<br>KGCD<br>242030<br>Df Esd | **JESSE APPLEGATE**<br>**United States Department of Commerce**<br>Portland, Or United States | 7233<br>4444<br>10844 | AB | 1942 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72¼', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Portland War Industries<br>3×20kW 120V d.c. |
| 517187<br>KWST<br>245358<br>Df Esd<br>Gc | **JESSE H. METCALF**<br>**United States Department of Commerce**<br>Providence United States | 7259<br>4454<br>10500 | AB | 1944 Walsh-Kaiser Co.Inc.—Providence<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72¼', 50', 45, 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 517188<br>WB4913<br>222858<br>Df Gc<br>Rdr<br>RTh | **JESSE JAMES**<br>exJohn E. Meyer<br>**Seaway Cartage Co.**<br>Detroit United States | 205<br>139<br>— | | 1923 Manitowoc S.B. Corp.—Manitowoc<br>105' 0" 24' 1"<br>103' 3" 24' 0" 14' 9"<br>1 dk<br>RW | S Tug | T 3Cy. 15" 26" & 44"×30"<br>2000ihp Emadel18[illegible]<br>Hewes & Phillips<br>1×30kW 110V d.c. |
| 517189<br>KKXV<br>247992<br>Df Esd<br>Gc | **JESSE LYKES**<br>exSimoon-47<br>**Lykes Bros. S.S. Co. Inc.**<br>Mobile United States | ~~8178~~ T.Mk<br>~~4924~~ 6026<br>~~11330~~ 3399<br>—<br>8068<br>4728<br>11330 | AB | 1945 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 1" 28' 6¾"<br>435' 6" 63' 0" 40' 0"<br>B78' 3 dks<br>RW<br>rf nil | S (12P)<br>5 Ho 59', 59', 67' 68', 68'<br>G.580845 B.540824<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 1(50) 16(5) | 2 S Turb dr geared to sc.<br>6000shp<br>General Electric Co. |
| 517190<br>GFWV<br>169523<br>Df Esd<br>Rdr | **JESSELTON BAY**<br>exNorth Britain-62<br>exEmpire Cyprus-48<br>**Kinabatangan Shipping Co. Ltd.**<br>Newcastle British | 7189<br>5073<br>9660 | ~~✠100A1~~ ~~M 12/65 2 yrs~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~MN360~~ ~~EL at~~<br>✠Class **WITHDRAWN** 3/68<br>**BROKEN UP** | 1945-6 Lithgows Ltd.—P.Gl<br>447' 10" 56' 2" 26' 3"<br>425' 0" 56' 0" 36' 11"<br>F39' 2 dks<br>R NS 5 divisional WTBH in 'tween dks Coll BH to U dk 7 to 2nd dk<br>WB1923t incl. Tunnel tank 410t | S<br><br>G.528806 B.489505<br>5 Ha (29½', 36', 33' 36', 36'×23')<br>11W Der 1(30) 6(10) 6(5) | T 3Cy. 24½" 39" & 70"×48"<br>2500ihp<br>Duncan Stewart & Co. Ld<br>2 SB&(AuxSB) 220lb Sup<br>3×40, 25, 25kW 110V d.c. |
| 517192<br>JXDM<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JESSIE STOVE**<br><br>**A/S Consensio**<br>Stove Shipping<br>Oslo Norwegian<br>Now **DELOS**<br>See New Entries No.1 | 10527<br>6386<br>15220 | ✠100A1 SS 9/67<br>Str. nav. Ice<br>**✠LMC**<br>MN1170 EL e†2½"SQ | 1959-4 Bremer Vulkan—Vgk<br>517' 9" 64' 6" 30' 3¾"<br>477' 4" 64' 3½" 41' 0"<br>P99' F57' 1 dk<br>NS 7BH<br>rf nil WB5459t incl. Topside tanks in holds 2628t | M Mchy.aft<br>5 Ho 67½', 68½', 68½', 68½', 68½'<br>G.700083<br>5 Ha (stl) (each 44½'×29½')<br>Der 10(8) | Oil 2SA 7Cy. 700×1200 m<br>5850bhp MAN<br>Bremer Vulkan<br>wtdb 114lb<br>3×220, 220, 120kW 440V |
| 517193<br>EHMN<br><br>Esd | **JESÚS GONZÁLEZ CHAO**<br>exArana-55<br>**Hijos de Julio González**<br>Vigo Spanish | 145<br>74<br>— | | 1949 E. Lorenzo & Cia.—Espineira<br>*87-0'* 19' 8"<br>... ... ... | Wood S Trawler | T 3Cy. 7¾" 12½" & 20½"<br>175ihp<br>Ponte & Cia. |
| 651152<br>EENV<br>60<br>Df Esd<br>RT | **JESUS LASHERAS**<br><br>**Francisco & Adelino Martinez Martinez**<br>Corunna Spanish | 256<br>122<br>— | BV | 1965 Maritima del Musel S.A.—Gjn<br>125' 7" 23' 10"<br>108' 3" 23' 7" 12' 10"<br>RW | M Trawler | Oil 4SA 6Cy. 320×480 m<br>900bhp<br>Motorenw. Mannheim |
| 670979<br><br>297901 | **JET TRADER**<br>exYo-167<br>**South Bay Fuel Transportation Inc.**<br>New York United States | 518<br>371<br>— | | 1944 Ira S. Bushey & Sons Inc.—Brooklyn<br>*150-7'* 30' 2"<br>... ... ...<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 12"×15"<br>500bhp<br>Fairbanks, Morse & Co. |
| 540559<br>HOMY | **JETLEY**<br>exJinsan-66<br>exKuranda-63 exMulubinba-59<br>**Solo Shipping Co. S.A.**<br>Panama Panamanian | *1261*<br>*487*<br>1315 | ✠Classed LR until 3/65 | 1937-4 Henry Robb Ltd.—Lth<br>231' 8" 39' 2" 16' 0½"<br>220' 0" 39' 0" 24' 0"<br>1 dk & S dk<br>R<br>BK1½" | S OSD Mchy.aft<br><br>G.93500 B.87500<br><br>8W Der 2(10) | T 3Cy. 16½" 28½" & 46"×33"<br>1050ihp<br>N.E. Mar. Eng. Co. Ld |

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| ETTA DAN<br>Lauritzen<br>sbjerg<br>Danish | 25133<br>13703<br>38800 | ✠100A1<br>oil tanker<br>✠LMC<br>MN2700 | SS 5/68<br>EL r†3″SQ | 1962-12 Odense Staalskibs A/S—Odn<br>695′ 11″ 91′ 4″ 37′ 1″<br>656′ 1″ 91′ 0″ 48′ 8″<br>P145′ B36′ F90′ 1 dk<br>14BH<br>rf 4″ WB6338t incl. 2712t in clean ballast tanks DTf2898t | M Tanker (4P) Mchy.aft<br>30 Ta<br>L.1712000<br>Der 2(10) | Oil 2SA 9Cy. 740×1600 mm<br>13500bhp (hvf)<br>Burmeister & Wain Cpn<br>2WTAuxB primary 711℔<br>secondary 192℔ Spt AuxB (ex.g) 114℔<br>2×425kW 440V 60c/s a.c. |
| ETTE BUE<br>Partrederi Buen<br>Copenhagen<br>Danish<br>For later particulars see New Entries No. 1 | 300<br>160<br>840 | 100A1<br>Class contemplated | | O/Y Laivateollisuus A/B—Åbo<br>183′ 8″ 34′ 2″ 11′ 0″<br>167′ 4″ 34′ 1″ 18′ 8″ | M Mchy.aft | Oil 2SA 7Cy. 240×400 mm<br>Alpha-Diesel A/S Fkn |
| ETTY<br>Rederij Tijt<br>Scheepv. Kantoor J. Tavenier<br>N.V.<br>aandam<br>Netherland | 499<br>319<br>945 | | BV | 1963 N.V. Bodewes Schps.—<br>Martenshoek<br>197′ 3″ 30′ 4″ 11′ 9¾″<br>180′ 5″ 30′ 2″ 13′ 3″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 124¾′<br>G.39000 B.36000<br>2 Ha (each 39¾′×17½′)<br>2W Der 2(3) | Oil 4SA 6Cy. 290×420 mm<br>675bhp 94t (d.o)<br>Masch. Kiel A.G. Kel<br>2×9 & 7kW 110V d.c. 10k |
| EZERO<br>balna Plovidba "Split"<br>plit<br>Yugoslav | 328<br>159<br>418 | | BV JR | 1952 Poduzece III Maj—Rka<br>136′ 1″ 24′ 7″ 10′ 6″<br>24′ 5″<br>P38′ F21′ 1 dk<br>R | M Mchy.aft<br>1 Ho 75½′<br>G.20700 B.19350<br>2 Ha (29½′, 27¾′×15½′)<br>2W Der 2(1½) | Oil 2SA 5Cy. 230×400 mm<br>300bhp Emade50fitted52 13t (d.o)<br>Burmeister & Wain Cpn<br>9k |
| HELUM<br>xKiriemoor-64<br>ational Shipping Corp.<br>arachi<br>Pakistan | 5922<br>3062<br>10030<br>8282<br>4607<br>11236 | ✠100A1<br>✠LMC<br>MN1100 | SS 7/64<br>EL c†2⅛″SQ | 1960-7 Hawthorn, Leslie (S.B.) Ltd.—<br>Nwc<br>466′ 0″ 60′ 7″ 26′ 4″/28′ 4″<br>436′ 0″ 60′ 6″ 38′ 9″<br>F44′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 5″ WB2845t incl. Tunnel tanks 217t DTmf1208t | M OSD/CSD<br>G.605910 B.554550<br>11W Der 1(30) 4(10) 8(5) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford 1375½t<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB 100℔ |
| ADING<br>Przyszlosc-65 exModena-51<br>Amelia Earhart-51<br>e People's Republic of<br>hina<br>People's Rep. of China | 7218<br>4328<br>10400 | Classed LR until 3/60 | | 1942 Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 1″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW<br>rf 4″ | S<br>5 Ho<br>G.562608 B.499573<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 1(50) 1(15) 10(3) | T 3Cy. 24½″ 37′ & 70″×48″<br>2500ihp 1852t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| N HUA<br>ch-67<br>e People's Republic of<br>hina<br>n<br>People's Rep. of China | 9505<br>5291<br>5371 | | BV | 1951 Ch. & At. de St. Nazaire<br>(Penhoët)—St.N<br>478′ 8″ 61′ 9″ 22′ 7″<br>61′ 6″<br>B23′ F25′ 2 dks<br>RW<br>rf 9″ | TM (314P) Ref<br>5 Ho 56¼′, 59′, 47½′, 62½′ 47½′<br>B.214921 In.14684<br>4 Ha (20¼′×13′) (27½′, 22½′, 22¾′×18′)<br>8W Der 2(8) 6(5) 2(3) | 2 Oil 2SA each 8Cy. 620×1125 mm<br>8800bhp B&W 1237t (d.o)<br>Ch. & At. de St. Nazaire (Penhoët)<br>4×240kW 220V d.c. 16k |
| N SHE<br>People's Republic of<br>hina<br>ghai<br>People's Rep. of China | 4872<br>2497<br>6079 | | | 1964 ………………….Shanghai<br>398′ 8″ 52′ 5″ 22′ 11″<br>… … … | S | Steam<br>(o.f) |
| NGMEN<br>People's Republic of<br>hina<br>People's Rep. of China | 9465<br>5483<br>12295 | | | 1966 Warnowwerft—Wärnemünde<br>494′ 4″ 65′ 7″ 29′ 3″<br>… … …<br>2 dks | M | Oil 2SA 9Cy. 700×1200 mm<br>8150bhp MAN<br>Dieselmotorenwerk Ros<br>16½k |
| ACOA<br>pública de Cuba<br>ana<br>Cuban | 1951<br>735<br>725 | ✠100A1<br>Cuban coasting service<br>DTmf—oil FP above 150° F.<br>✠LMC<br>MN656 | EL s 1 9/16″SQ | 1966-11 Empresa Nacl. "Bazan"—Ctg<br>239′ 2″ 49′ 4″ 10′ 6¾″<br>227′ 3″ 49′ 2½″ 16′ 6″<br>RAD13′ B166′ RFD29′ 1 dk, 2nd dk in fwd holds<br>RW NS 11BH<br>rf 42″ WB240t incl. Tunnel tanks 71t DTf56t DTa71t | TM Ferry | 2 Vee Oil 4SA each 12Cy. 300×450 mm<br>3280bhp<br>Masch. Augsburg-Nürnberg Aug<br>3×200kW 115/220V 60c/s a.c. |
| UANI<br>pública de Cuba<br>ana<br>Cuban | 7090<br>3693<br>—<br>9390<br>5238<br>— | ✠100A1<br>strengthened for heavy cargoes DTsf—vegetable oil<br>Ice Class 2<br>✠LMC<br>✠Lloyd's RMC<br>MN1920 | EL e†2¼″SQ | 1966-7 Ast. del Noroeste—Frl<br>514′ 7″ 64′ 9″ 26′ 3″/29′ 9¼″<br>470′ 0″ 64′ 6″ 38′ 6″<br>Ba148′ F48′ 1 dk & S dk<br>RW 4BH to S dk 4 to 2nd dk<br>rf 3″ WB2493t | M Ref OSD/CSD Mchy.aft<br>In.40000 | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Empresa Nacional "Elcano" Val<br>AuxB 100℔<br>3×300kW 440V 60c/s a.c. |
| ULEVSK<br>.S.S.R.<br>urmansk<br>Russian | 2999<br>1238<br>1557 | | GL | 1956 Kieler Howaldtswerke A.G.—Kel<br>277′ 3″ 44′ 1″ 18′ 1″<br>246′ 2″ 44′ 0″ 24′ 2″<br>1 dk | M Stern Trawling Factory Ship<br>5 Ho<br>In.58587<br>6 Ha<br>2W Der 2(2) | Oil 2SA 6Cy. 520×900 mm<br>1900bhp MAN<br>Kieler Howadtswerke A.G. Kel<br>12½k |

Name should be **ZHIGULEVSK** See New Entries No. 10

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| L CORD<br>Vida Dan-63<br>ncord Line A/S<br>J. Lauritzen<br>nhagen<br>Danish | 5543<br>3126<br>7590 | ✠100A1<br>✠LMC<br>MN844 | SS 1/67<br>EL y 2 3/16″ | 1955-3 Aalborg Værft A/S—Abg<br>393′ 3″ 55′ 7″ 27′ 7½″<br>365′ 0″ 55′ 6″ 35′ 9″<br>F72′ 2 dks, 3rd dk fwd of mchy. space<br>7BH<br>rf 5″ WB429t incl. Tunnel tanks 190t | M (6P) CSD<br>5 Ho 40′, 58′, 56⅓′, 59′, 49¼′<br>G.395000 B.357000<br>5 Ha (stl) (22½′×18′) (32′, 32′, 34½′, 29⅓′×20′)<br>Der 1(35) 4(10) 12(5) | Oil 2SA 8Cy. 620×1150 mm<br>4220bhp (hvf)<br>Burmeister & Wain Cpn<br>3×200kW 220V d.c. |

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| 534729<br>EIVS<br>400436<br>Df Esd<br>Rdr | **JILL J**<br>exSylvia-64 exMargit Reuter-50<br>**Celtic Coasters Ltd.**<br>Dublin Irish Republic | 696<br>327<br>775 | | <br><br>BV | **1949** Norrköpings Varv. & Verks.—<br>Norrköping<br>194' 8" 29' 7" 12' 4"<br>29' 5" 13' 1"<br>P58' F30' 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.36822 | Oil 2SA 4Cy.<br>660bhp<br>Nydqvist & Holm AB |
| 517198<br>VLBP<br>156029 | **JILLIAN CROUCH**<br><br>**Jillian Crouch Pty Ltd.**<br>Port Adelaide British | 242<br>99<br>230 | **BS** (Comp) SS 3/64<br>sulphuric acid in independent tanks in hold Australian coasting service<br>**MBS**<br>MN48 CT203 C12 | | **1948** R. M. Crouch—Adl<br>125' 6" 26' 1" 9' 1½"<br>113' 7" 24' 5" 9' 10"<br>B24' 1 dk<br>3BH<br>WB19t | Comp Aux Sr Chemical Carrier<br>Mchy.aft<br>1 Ho 61'<br><br>2W | Oil 2SA 4Cy.<br>250bhp<br>Crossley Bros. Ltd. |
| 517200<br>WA6621<br>245639<br>RT | **JIM BAUER**<br>exJ. R. Guyton-61<br>**Bauer Towing Co. Inc.**<br>Galveston United States | 146<br>99<br>— | | | **1944** G. Lawley & Son Corp.—Neponset<br>85' 0" 24' 2"<br>82' 0" 24' 0" 10' 6"<br><br>BK3" | M Tug | Oil 2SA 8Cy.<br>700bhp<br>General Motors Corp. |
| 517201<br>KKDR<br>242673<br>Df Esd | **JIM BRIDGER**<br><br>**United States Department of Commerce**<br>Portland, Or United States | 7228<br>4444<br>10844 | | <br><br>AB | **1942** Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>Willamette Irn & Stl<br>3×20kW 120V d.c. |
| 517204<br>WA7420<br>243952<br>RT | **JIMMIE CRYER**<br>exLucy Haden-61<br>**Bauer Towing Co. Inc.**<br>Galveston United States | 146<br>99<br>— | | | **1943** George Lawley & Son Corp.—<br>Neponset<br>85' 0" 24' 2"<br>82' 0" 24' 0" 10' 6"<br>1 dk<br>BK3" | M Tug | Oil 2SA 8Cy.<br>700bhp<br>General Motors Corp. |
| 505012<br>6KCV<br><br>Df Esd<br>Gc Rdr<br>RT | **JIN DUEK**<br>exBrage-65<br>**Korea Shipping Corporation Ltd.**<br>Pusan S. Korean | 6120<br>3020<br>10400 | | <br><br>GL | **1957** Nordseewerke Emden—Emd<br>473' 2" 58' 8" 26' 0¼"<br>439' 8" 58' 7" 37' 6"<br>1 dk & S dk<br>RW | M OSD<br><br>G.584877 B.529710<br><br>10W Der 1(29½) 10(4¾) | Oil 2SA 6Cy.<br>3500bhp<br>Masch. Augsburg-Nürnberg |
| 540556<br><br><br>RT | **JINAN No. 4**<br><br>**Jedong Industry Co. Ltd.**<br>Pusan S. Korean | 135<br>—<br>— | | | **1963** Tokushima Zosen Sangyo—<br>Tokushima<br>19' 2" 7' 10"<br>86' 0" 19' 0" 8' 0"<br>1 dk<br>RW | M Ref Mchy.aft | Oil 4SA 6Cy.<br><br>Makita Tekkosho |
| 540557 | **JINAN No. 5**<br><br>**Jedong Industry Co. Ltd.**<br>Pusan S. Korean | 135<br>—<br>— | | | **1963** Tokushima Zosen Sangyo—<br>Tokushima<br>19' 2" 7' 10"<br>86' 0" 19' 0" 8' 0"<br>1 dk<br>RW | M Ref Mchy.aft | Oil 4SA 6Cy.<br><br>Makita Tekkosho |
| 540558 | **JINAN No. 6**<br><br>**Jedong Industry Co. Ltd.**<br>Pusan S. Korean | 135<br>—<br>— | | | **1963** Tokushima Zosen Sangyo—<br>Tokushima<br>19' 2" 7' 10"<br>86' 0" 19' 0" 8' 0"<br>1 dk<br>RW | M Ref Mchy.aft | Oil 4SA 6Cy.<br><br>Makita Tekkosho |
| 517206<br>JNAD<br>79491<br>Df Esd<br>Gc Rdr<br>RT | **JINEI MARU**<br><br>**Kyoei Tanker K.K.**<br>Tokyo Japanese | 13247<br>8447<br>20779 | | <br><br>NK | **1957** Harima Zosensho—Aio<br>578' 0" 73' 2" 31' 2½"<br>547' 0" 73' 0" 40' 0"<br>1 dk<br>RW<br>rf 5" | M Tanker (2P) Mchy.aft<br>27 Ta<br>L.966425<br><br><br>Der 2(4) | Oil 2SA 7Cy.<br>9100bhp Sulzer<br>Harima Zosensho<br>2×240kW 445V |
| 517209<br>JMLH<br>74116<br>Df Rdr | **JINGU MARU**<br><br>**Sanshin Kisen K.K.**<br>Tokyo Japanese | 499<br>372<br>628 | | | **1955** Shioyama Dockyard Co. Ltd.—Osa<br>*159·8'* 28' 1" 12' 11"<br>157' 6" 27' 11" 13' 11"<br>P60' F19' 1 dk<br>RW | M Ref Mchy.aft<br>2 Ho 33½', 58'<br>In.20235<br>5 Ha (each 5½'×5½')<br>Der 2(1½) | Oil 4SA 6Cy.<br>900bhp<br>Hanshin Nainenki<br>2×100kW 230V |
| 517210<br>JPZB<br>48895<br>Df RT | **JINGU MARU No. 2**<br><br>**Sanshin Kisen K.K.**<br>Tokyo Japanese | 369<br>207<br>345 | | | **1941** Kawaminami Kogyo—Uranosaki<br>*131·4'* 24' 8"<br>130' 0" 24' 6" 12' 3"<br>P38' F18' 1 dk<br>R | M Ref Mchy.aft<br>1 Ho 65½'<br>B.11537<br>2 Ha (each 5½'×5½')<br>2W Der 2(1½) | Oil 4SA 8Cy.<br>500bhp NESM<br>Kobe Hatsudoki<br>2×15 & 5kW 110V |
| 670663<br>BDGX<br><br>Esd Gc<br>Rdr RT | **JINING**<br><br>**The People's Republic of China**<br>Canton<br>People's Rep. of China | 5741<br>3196<br>9513<br>8693<br>4929<br>— | | <br><br>PR | **1966** Stocznia im Komuny Paryskiej—<br>Gdy<br>500' 6" 63' 10" 25' 4"/28' 9½"<br>464' 8" 63' 7½" 38' 3"<br>2 dks & S dk | M OSD/CSD | Oil 2SA 6Cy.<br>7200bhp Sulzer<br>H. Cegielski |

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| **INKO MARU No. 12**<br>S. Hamaguchi<br>Umiyama Japanese | 371<br>209<br>— | | **1961** Uchida Zosen—Ise<br>11′ 2″<br>138′ 6″ 24′ 11½″ 12′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>Hanshin Nainenki Kogyo Kob |
| **INPO MARU No. 7**<br>Tanaka Kaiun K.K.<br>Taisha Japanese | 277<br>121<br>— | | **1961** Nakamura Zosen Tekkosho—Matsue<br>130′ 6″ 22′ 10″ 9′ 10″<br>118′ 2″ 22′ 8″ 10′ 10″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×390 mm<br>270bhp 9t<br>Nakamura Zosen Tekkosho Matsue<br>9k |
| **INRYU MARU**<br>Taiheiyo Kisen K.K.<br>Shiogama Japanese | 2257<br>1272<br>3770 | NK | **1964** Tohoku Zosen—Shiogama<br>299′ 3″ 43′ 6″ 19′ 3″<br>278′ 10″ 43′ 4″ 22′ 8″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.162448<br>2 Ha (68¼′, 69′×21¾′) | Oil 2SA 6Cy. 390×650 mm<br>2000bhp 110t<br>Kobe Hatsudoki Seizosho Kob<br>2×60kW 445V a.c. 11½k |
| **INSEI MARU No. 3**<br>inhichi Teraoka<br>Yaizu Japanese | 179<br>102<br>— | | **1954** Miho Zosensho—Shimizu<br>*103·0′* 20′ 6″<br>99′ 9″ 20′ 4″ 10′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>Akasaka Tekkosho Yaizu |
| **INSEI MARU No. 5**<br>. Teraoka<br>Yaizu Japanese | 192<br>83<br>— | | **1964** Kanazashi Zosensho—Shimizu<br>136′ 5″ 21′ 10″ 9′ 2″<br>111′ 6″ 21′ 8″ 10′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **NSHA**<br>The People's Republic of China<br>nton<br>People's Rep. of China | T.Mk<br>7792<br>4482<br>13460<br>11170<br>6519<br>15340 | ~~✠100A1~~<br>~~Ice Class 3~~<br>~~✠LMC~~<br>~~MN2100~~ ~~EL g\|2⅛″SQ~~<br>✠Class **WITHDRAWN** at Owners' request 5/68 | **1967-7** Doxford & Sunderland S.B. & E. Co.—Doxford Shipyard, Sld<br>522′ 11″ 70′ 3″ —/39′ 7½″<br>485′ 0″ 70′ 0″ 42′ 6″<br>F46′ 2 dks<br>RW 7BH<br>rf 6″ DK fwd WB3698t incl. DTf1704t Tunnel tanks 215t | M | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer<br>G. Clark & N.E.M. Ltd. Sld<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×340kW 380V 50c/s a.c. |
| **NYO MARU**<br>iyo Gyogyo K.K. & Hokkaido Gyogyo Kosha K.K.<br>yo Japanese | ~~7161~~ 9113<br>~~4168~~ 5802<br>~~9073~~ | NK | **1958** Sasebo Sempaku Kogyo—Sbo<br>451′ 1″ 63′ 0″ 26′ 4″<br>429′ 11″ 62′ 0″ 39′ 8″<br>P13′ F34′ 1 dk & S dk, pt 3rd dk<br>rf 5″ | M (250P) Ref OSD Mchy.aft<br>6 Ho 34′, 28¾′, 70½′, 62¼′, 78′, 106¼′<br>G.47267 B.41866 In.277970<br>6 Ha (stl) (10½′, 10½′. 10½′×10½′) (11½′×13′) (6¾′, 6¾′×5′)<br>8W Der 1(15) 7(5) | Oil 2SA 8Cy. 600×900 mm<br>5000bhp 1926t (hvf)<br>Hayashikane Zosen Smk<br>4×450V 60c/s a.c. 13k |
| **KRA**<br>echoslovak Ocean Shipping International Joint Stock Co.<br>ague Czechoslovak | 1702<br>764<br>3047 | | **1962** G. Dimitrov Shipyard—Varna<br>303′ 0″ 45′ 3″ 18′ 6″<br>45′ 1″<br>2 dks | M CSD<br>3 Ho 43¾′, 72¼′, 75½′<br>3 Ha (23½′, 45½′, 45½′×22¼′)<br>Der 1(30) 1(10) 4(5) 6(3) | 2 Oil 4SA geared to sc. shaft<br>1620bhp (d.o)<br>4×100, 100, 100, 18kW 230V d.c. |
| **TRA**<br>Kinabalu-56<br>Kyn Syn<br>ching Malaysian | 228<br>112<br>246 | ✠LR class withdrawn—Owners' request 1/68 | **1956-11** Cheoy Lee Shpyd—H.Kg<br>115′ 0″ 22′ 10″ 8′ 0¼″<br>108′ 2″ 22′ 0″ 10′ 6″<br>Ba25′ 1 dk<br>rf 6″ | M Mchy.aft<br>1 Ho 59′<br>B.13400<br>1 Ha (47¼′ comb.×16′)<br>2W Cr 2(2) | Oil 4SA 6Cy. 8″×10¾″ with sr gear<br>190bhp NEmade45refitted56<br>Ruston 11t (d.o)<br>Charles Ruwolt Pty Ltd. Victoria<br>1×4½kW 110V d.c. 9k |
| **JIANG**<br>People's Republic of China<br>ton<br>People's Rep. of China | 7764<br>4403<br>13273<br>10856<br>6378<br>15663 | ~~✠100A1~~<br>~~DTsf&a—oil—FP—above 150° F. or vegetable oil~~<br>~~✠LMC~~<br>~~MN1658~~ ~~EL f\|2¼″SQ~~<br>✠Class **WITHDRAWN** at Owners' request 5/68 | **1966-7** Soc. des For. de la Méditerranée—La Seyne<br>518′ 7″ 67′ 9″<br>475′ 5″ 67′ 7″ 41′ 4″<br>F46′ RAD25′ 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf nil WB3890t incl. DTf628t DTa & tunnel tanks 427t | M OSD/CSD | Oil 2SA 7Cy. 620×1400 mm<br>8290bhp B&W<br>Soc. Forg. & At. du Creusot Le Creusot<br>AuxB 100℔<br>3×300kW 400V 50c/s a.c. |
| we Heinz Pauls<br>~~Schöning~~<br>ren/Ems W. German | 425<br>241<br>— | GL | **1966** Ruhrorter Schiffs. & Masch.—Duisburg<br>175′ 0″ 29′ 9″ 10′ 8″<br>160′ 9″ 29′ 6″ 12′ 1″<br>P37′ F23′ 1 dk | M Mchy.aft<br>G.33000 B.31000<br>1 Ha | Oil 4SA 12Cy.<br>300bhp<br>Motorenw. Mannheim Mhm<br>11k |

**ORDING** See New Entries No. **10**

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| **FREY**<br>frey-65<br>Lars Rej Johansen & Knut A. Knutsen<br>Lars Rej Johansen<br>Norwegian | 497<br>222<br>860 | ✠100A1 SS 4/65<br>Str. nav. Ice<br>✠LMC<br>✠Lloyd's RMC<br>MN192 EL I 1¼″SQ | **1955-2** Orenstein-Koppel & Lbcr Masch.—Lbc<br>218′ 6″ 32′ 7″ 12′ 0″<br>192′ 0″ 32′ 6″ 19′ 2″<br>F18′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 4″ WB257t | M Ref OSD Mchy.aft<br>4 Ho<br>G.55869 B.40419 In.35575<br>4 Ha (17½′, 21½′, 17½′, 17½′×18½′)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 290×490 mm<br>960bhp B&W 94t<br>Alpha-Diesel A/S Fkn<br>11½k |
| **LINDA**<br>Hilarita-57<br>Guidi<br>Diego United Sta | 420<br>148 | | **1946** Avondale Marine Ways—Westwego<br>132′ 0″ 30′ 2″<br>122′ 9″ 30′ 0″ 14′ 6″<br>F52′<br>Box K 12″ | M Fishing Mchy.fwd | Oil 4SA 8Cy. 370×510 mm<br>840bhp 165t<br>National Supply Co. Springfield |

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| 516490<br>LAIR<br><br>Df Esd<br>Pfd Rdr<br>RT | **JO-TOR**<br>exTor-65<br>**I/S Lars Rej Johansen &**<br>**Knut A. Knutsen**<br>Lars Rej Johansen<br>Oslo Norwegian | 500<br>226<br>860 | ✠100A1 SS 10/57<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN192 EL I 1½"SQ | 1954-12 Orenstein-Koppel & Lbcr. Masch.—Lbc<br>218' 5" 32' 7" 12' 0½"<br>192' 0" 32' 6" 19' 2"<br>F18' 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 4" WB257t | M Ref OSD Mchy.aft<br>3 Ho<br>G.55369 B.40419 In.23122<br>3 Ha (17½', 43½', 17½'×18½')<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 290×<br>960bhp B&W<br>Alpha-Diesel A/S |
| 541600<br>DCUW<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **JOACHIM SCHULTE**<br>exHeinrich Schulte-63<br>**Schulte & Bruns Schiff.**<br>**Ges.m.b.H.**<br>Emden W. German | 2734<br>1633<br>4130 | GL | 1950 Nordseewerke Emden—Emd<br>316' 5" 43' 4" 20' 2"<br>43' 2" 25' 11"<br>F23' 2 dks<br>R | M<br>3 Ho 50½', 63½', 90'<br>G.191926 B.171593<br>4 Ha (27½'×19½')<br>(38½', 25½', 25½', ×24')<br>8W Der 1(10) 2(5) 8(3) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1600bhp Emden<br>Masch. Augsburg-Nürnberg<br>3×80kW 380V 50c/s a.c. |
| 517225<br>DDLA | **JOAN**<br>exM.W. 162<br>**Erich Schlüter**<br>Brake W. German | 165<br>119<br>— | | 1939 Het Norden—Gro<br>*127·3'* 16' 6"<br>16' 4" 7' 10"<br>1 dk<br>R | M<br><br><br><br>1W Der 2(1) | Oil 2SA 4Cy. 210×<br>160bhp NE55<br>Hanseatische Mot.-Ges. |
| 527879<br>HOTT<br>4626P<br>Esd RT | **JOAN D'ARC**<br>exMorro-65 exJoan D'Arc-65<br>exPintu Mas-64 exLangsa-59<br>exSansapor-51<br>**Transportes Maritimos de**<br>**San Blas S.A.**<br>Panama Panamanian | 556<br>361<br>465 | | 1946 Albina Eng. & Mach. Wks—Pld<br>181' 1" 29' 1" 8' 6"<br>28' 11"<br>P36' F27' 1 dk | M Mchy.aft<br><br>B.29053<br><br>4W | Oil 4SA 6Cy. 305×380<br><br>Enterprise Eng. & Fdry Co. |
| 541193<br><br>310510<br>Esd Pfd<br>Rdr | **JOAN MARGARET**<br><br>**G. Lelievre**<br>Paspebiac Canadian | 128<br>64<br>— | ✠100A1 SS 4/67<br>trawler<br>Str. nav. ice<br>**LMC**<br>MN56 EL (e) | 1963-5 Ch. Mar. Paspebiac Inc.—Paspebiac<br>81' 10" 22' 7" 8' 6"<br>73' 9" 21' 6" 11' 0"<br>F13'<br>4BH<br>rf 50" Box K WB3t | M Trawler | Oil 2SA 4Cy. 230×<br>hydraulic coupling<br>280bhp<br>Alpha-Diesel A/S<br>Controllable pitch prope |
| 680701<br>WX9216<br>509126<br>Df Esd<br>Gc Rdr<br>RT | **JOAN MORAN**<br><br>**Kirkwood Curtis Bay Corp.**<br>Washington, Del United States | 298<br>12<br>— | AB | 1967 Gulfport S.B. Corp.—Pt.Arthur<br>15' 5½"<br>102' 6½" 28' 4" 17' 1"<br>1 dk<br>BK3" | TM Tug | 2 Oil 2SA each 16Cy.<br>3900bhp<br>General Motors Corp.<br>2×100kW |
| 651587<br>WH5332<br>272008<br>Gc Rdr<br>RT | **JOAN TURECAMO**<br>exMatton 25-65<br>**Joan Turecamo Inc.**<br>Albany United States | 141<br>—<br>— | | 1956 John E. Matton & Son Inc.—Cohoes<br>*87·7'* 23' 1"<br>... ... ...<br>1 dk | M Tug | Oil 2SA 12Cy 8½"×<br>2000bhp<br>General Motors Corp. |
| 671200<br>LLIX<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **JOANITA**<br><br>**I/S Lars Rej Johansen &**<br>**Knut A. Knutsen**<br>Lars Rej Johansen<br>Oslo Norwegian | 1199<br>849<br>2260 | NV | 1967 Schiffswerft Neptun—Ros<br>257' 11" 37' 10" 16' 7½"<br>234' 5" 37' 9" 19' 4"<br>P56' Q40' B19' F44' 1 dk<br>rf 4" | M Mchy.aft<br>2 Ho 82', 84'<br>G.100505 B.93353<br>2 Ha (stl) (61', 63'×20½')<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320×<br>1600bhp<br>Atlas-Mak Masch.<br>2×105kW 380V 50c/s |
| 661751<br><br><br>Esd | **JOÃO XXIII**<br><br>**Penesa**<br>Recife Brazilian | 150<br>—<br>90 | | 1966 Arsenal da Marinha—Rio<br>87' 3" 6' 5"<br>81' 6" 21' 2" 10' 6"<br>1 dk | M Fishing | Oil 4SA 8Cy. 180×<br>coupling with<br>gearing<br>280bhp<br>Motorenw. Mannheim |
| 517232<br>CSGC<br>LX11N<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **JOÃO CORTE REAL**<br><br>**Soc. Nacional dos**<br>**Armadores de Bacalhau**<br>Lisbon Portuguese | 1257<br>587<br>1450 | ✠100A1 Dr 1/64<br>trawler<br>Str. nav. ice<br>✠LMC<br>MN190 EL (n) I* | 1941-7 Cia. União Fabril—Lis<br>233' 4" 36' 2" 17' 2"<br>210' 0" 36' 1" 18' 8"<br>P24' F47'<br>R 7BH<br>BK7½" WB168t | M Trawler<br>2 Ho 43½', 44½'<br><br>1 Ha (w) (5½'×5½')<br>3 Ha (stl) (each 5½'×5½')<br>Der 1(2½) | Oil 2SA 7Cy. 405×<br>950bhp<br>Fairbanks, Morse & Co<br>db 105lb<br>2×73½, 56kW 220V |
| 517234<br>CUDP<br>A1163N<br>Df Esd<br>Gc Rdr | **JOÃO FERREIRA**<br><br>**Industria Aveirense de**<br>**Pesca Ltda.**<br>Aveiro Portuguese | 1165<br>545<br>— | ✠100A1 SS 11/66<br>fishing purposes<br>Str. nav. ice<br>✠LMC<br>MN294 EL n 1 1/16"SQ | 1956-6 Est. São Jacint. Ltda.—Aveiro<br>221' 0" 36' 3" 15' 9½"<br>196' 10" 36' 1" 18' 2"<br>P15' F41' 1 dk<br>RW 5BH conv fishing 62<br>rf 23" WB45t | M Trawler Mchy.aft | Oil 4SA 7Cy.<br>840bhp<br>Masch. Augsburg- |
| 542768<br>CUYM<br>LX-80-A<br>Df Esd<br>Gc Rdr<br>RT | **JOÃO MANUEL**<br>**VILARINHO**<br><br>**Sociedade de Pesca Novo**<br>**Horizonte Ltda.**<br>Lisbon Portuguese | 363<br>155<br>— | ✠100A1 SS 9/68<br>trawler<br>✠LMC<br><br>MN190 EL (f) o | 1964-12 Est. Nav. do Mondego—Figueira<br>152' 7" 26' 7" 12' 3½"<br>135' 6" 26' 3" 13' 5"<br>RFD31'<br>RW 6BH<br>rf 39" BK8" WB13t | M Trawler | Oil 4SA 8Cy.<br>950bhp<br>Masch.Augsburg-<br>Controllable pitch |

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| **JOÃO MARTINS**<br>Soc. Nacional dos<br>Armadores de Bacalhau<br>Lisbon Portuguese | 1264<br>649<br>1414 | ✠100A1<br>trawler<br>Str. nav. Ice<br>✠LMC<br>MN200 | SS 2/65<br><br><br><br>EL (n) f† | **1952–7** Est. Nav. de Viana do Castelo—Viana do Castelo<br>233′ 6″ 36′ 4″ 16′ 11″<br>211′ 2″ 36′ 3″ 18′ 8″<br>P21′ F45′<br>R 9BH<br>BK7½″ WB233t | M Trawler<br>2 Ho 46′, 43¾′<br><br>1 Ha (w) (7½′×5½′)<br>3 Ha (stl) (each 7½′×5½′)<br>Der 1(2½) | Oil 4SA 8Cy. 395×560 mm<br>1000bhp<br>Cooper-Bessemer Corp.<br>✠ndb 2/65–100lb<br>2×100, 50kW 220V d.c. | <br>(d.o)<br>Grove City |
| **JOAQUIN MILLER**<br>United States Department of Commerce<br>San Francisco United States | 7181<br>4384<br>10500 | | <br><br>AB | **1942** Permanente (Shpyd No. 1)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | <br>1834t (o.f)<br>Hamilton<br>10k |
| **JOAQUIN PONTE NAYA**<br>Joaquin Ponte Naya S.A.<br>Spanish<br>Corunna | T.Mk<br>6415<br>3183<br>11369<br>9386<br>5667<br>15324 | ✠100A1<br><br>✠LMC<br><br>MN1640 | <br><br><br><br>EL e†2¼″SQ | **1965–11** Astano S.A.—Frl<br>507′ 1″ 65′ 9″ ~~26′ 2″/30′ 7″~~ 26′ 3″/31′ 7″<br>466′ 2″ 65′ 7″ 39′ 4″<br>Ba230′ F46′ 1 dk & S dk<br>Coll BH to S dk 8 to 2nd dk<br>rf nil WB2813t incl. DT1495t | M ~~OSD/CSD~~<br>5 Ho 67½′, 64′, 64′, 76¾′, 69′<br>G.781690<br>5 Ha (stl) (38¼′×20¾′) (41′, 41′, 48½′, 41′×25′)<br>10W Der 2(20) 8(10) | Oil 2SA 5Cy. 740×1600 mm<br>8200bhp B&W<br>La Maquinista Terrestre y Mar.<br>AuxB 100lb<br>3×320, 320, 150kW 231/400V 50c/s a.c. | <br><br>Bcl<br><br><br>15k |
| **JOAQUIN VELASCO**<br>Naviera del Nalon S.A.<br>Spanish<br>Gijon | 652<br>341<br>900 | ✠100A1<br><br>✠LMC<br><br>MN190 | <br><br><br><br>EL j 1¼″U1 | **1967–3** Ast. del Cantabrico & Riera—Gjn<br>198′ 11″ 29′ 8″ 12′ 4½″<br>180′ 5″ 29′ 6″ 13′ 9″<br>P40′ F35′ 1 dk<br>RW NS 3BH<br>rf 4″ WB207t | M Mchy.aft<br>1 Ho 113′<br>G.42643 B.34078<br>1 Ha (stl) (90′×18¾′)<br>4W Der 4(3) | Oil 4SA 8Cy. 295×420 mm<br>950bhp<br>La Maquinista Terrestre y Mar.<br>2×40kW 220V d.c. | <br>(d.o)<br>Bcl<br>12k |
| **OBST OLDENDORFF**<br>gon Oldendorff<br>beck W. German | 2983<br>1706<br>4311 | | <br><br>GL | **1963** Werft Nobiskrug—Rendsburg<br>347′ 6″ 49′ 8″ 19′ 8¼″<br>318′ 3″ 49′ 6½″ 21′ 9″<br>P95′ Q127′ F52′ 1 dk | M Mchy.aft<br><br>G.215824 B.201068<br>5 Ha<br>10W Der 2(10) 8(5) | 2 Oil 4SA each 6Cy. 400×600 mm geared to sc. shaft<br>3000bhp<br>Masch. Augsburg-Nürnberg | <br>1705t<br>Ham<br>14½k |
| **OCEFA**<br>Lars Rej Johansen & Knut A. Knutsen<br>Rej Johansen<br>Norwegian | 1127<br>766<br>2067 | | <br><br>NV | **1966** Schiffswerft Neptun—Ros<br>247′ 10″ 37′ 10″ 16′ 9¼″<br>224′ 7″ 37′ 8″ 19′ 4″<br>2 dks | M CSD Mchy.aft<br>2 Ho<br>G.93000 B.87000<br>2 Ha (each 57′×20½′)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1300bhp<br>Masch. Kiel G.m.b.H. | <br><br>Kel |
| **CHEN HOMANN**<br>tenreederei m.s. "Jochen Homann"<br>chseefischerei Grundmann & Gröschel K.G.<br>emerhaven W. German | 1047<br>452<br>— | | <br><br>GL | **1966** Rickmers Werft—Bhn<br>208′ 8″ 35′ 1″ 16′ 0″<br>181′ 1″ 35′ 0½″ 24′ 0″<br>2 dks | M Stern Trawler Mchy.aft | Oil 4SA 8Cy. 400×580 mm with reduction gearing<br>2140bhp<br>Klöckner-Humboldt-Deutz<br>4×360, 130, 120, 32kW 220V d.c. | <br>300t (d.o)<br>Kln<br>14½k |
| **OCK**<br>& W. Paul (Maltsters) Ltd.<br>wich British | 106<br>67<br>113 | | | **1908** R. & W. Paul Ltd.—Ips<br>*90·7′* 21′ 9″ 7′ 0″<br>21′ 7″<br>1 dk<br>rf nil | Wood Aux Spt<br>1 Ho 60¼′<br>G.6877<br>2 Ha (34½′×12¼′) (10′×8′)<br>3W Cr 1(1½) | Oil 4Cy. 135×205 mm<br>100bhp Emade47fitted48<br>Ruston & Hornsby | <br>3t (d.o)<br>Lcn<br>8k |
| **E C. S. BLACKBURN**<br>ted States Department of Commerce<br>nswick United States | 7198<br>4362<br>10800 | | <br><br>AB | **1943** J. A. Jones Const. Co.—Brunswick<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | <br>2423t (o.f)<br>Hamilton<br>10k |

**CONVERTED FOR USE AS A FLOATING DOCK**

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| **E CROAN**<br>e Croan Ltd.<br>~~Croan~~<br>th British | 273<br>86<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN128 | SS 5/68 ~~SS 8/64~~<br><br><br><br>EL (d) k | **1956–6** J. Lewis & Sons Ltd.—Abn<br>*118·0′* 25′ 4″<br>114′ 4″ 25′ 0″ 12′ 0″<br>Q62′ F19′<br>RW 4BH<br>rf 30″ BK7″ WB8t | M Trawler | Oil 2SA 4Cy. 340×570 mm<br>640bhp<br>British Polar Engines Ltd. | <br><br>Gls<br>11k |
| **E S. MORROW**<br>d Arrow S.S. Co.<br>ington, Del United States | 4760<br>3470<br>7850 | | <br><br>AB | **1907** American S.B. Co.—Lorain<br>*420·0′* 52′ 2″ 20′ 5⅞″<br>427′ 8″ 52′ 0″ 28′ 5″<br>1 dk<br>R | S (8P) Mchy.aft<br>4 Ho 81′, 76′, 76′, 74′<br>G.265780<br>23 Ha (stl) (each 9′×34′) | T 3Cy. 22″ 35″ & 58″×40″<br>1500ihp<br>American S.B. Co.<br>2×20kW 115V d.c. | <br>325t (c)<br>Clv<br>11¾k |

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| 661419<br>WX5011<br>500799<br>Esd Gc<br>RT | **JOE SEVIER**<br><br>**Matson Navigation Co.**<br>Honolulu United States | 163<br>86<br>— | <br><br>AB | 1965 Fellows & Stewart Inc.—<br>Terminal Island<br>80' 0" 24' 2" 11' 0"<br>76' 3" 24' 0" 12' 8"<br>1 dk | TM Tug | 2 Oil 4SA each 12Cy.<br>1530bhp<br>Caterpillar Tractor Co. |
| 681014<br><br><br>Df Esd<br>Gc Rdr | **JOFRIGO**<br><br>**I/S Lars Rej Johansen &**<br>**Knut A. Knutsen**<br>Lars Rej Johansen<br>Oslo Norwegian | 499<br>242<br>950<br>1200<br>—<br>1700 | | 1968 At. & Ch. du Havre—Hav<br>246' 5" 42' 7" 13' 1½"/16' 8½"<br>223' 1" 29' 10"<br>1 dk & S dk | M Ref OSD/CSD Mchy.aft | Oil 4SA 8Cy. 450×550 mm<br>3000bhp<br>Atlas-Mak Masch. |
| 521930<br>LEKZ | **JOGE**<br>exSandbas-67 exManger-66<br>**Nils Fjeldvær**<br>Trondheim Norwegian | 150<br>76<br>200 | | 1911 Mjellem & Karlsen—Bgn<br>120' 1" 19' 0"<br>... ... ...<br>1 dk<br>R | M<br>1 Ha (27½'×10½')<br>Der 1(5) | Oil 2SA 3Cy. 280×420 mm<br>300bhp Emade[illegible]<br>Wichmann Mtrf. |
| 517249<br>XPYR<br><br>Df Esd<br>Rdr RT | **JÓGVAN À GØRDUNUM**<br><br>**A/S J. Dahl**<br>Johan Dahl<br>Vaag Faroese | 222<br>81<br>— | <br><br>NV | 1960 Hatlø Verksted A/S—Ulsteinsvik<br>118' 0" 23' 9" 11' 4½"<br>... ... ...<br>1 dk | M Fishing | Oil 4SA 6Cy. 255×400 mm<br>360bhp<br>A/S Motfb. Gamma |
| 517250<br><br><br>Df Esd<br>Rdr RT | **JÓGVAN NORDI**<br><br>**Mathias Jacobsen**<br>Toftir Faroese | 187<br>67<br>— | <br><br>NV | 1961 Brattvåg Skipsinnredning &<br>J. Johansen Sveiseverksted—Brattvåg<br>106' 0" 22' 1" 10' 7"<br>96' 6" 22' 0" 11' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 4Cy. 290×410 mm<br>330bhp<br>A/S Vølund |
| 517251<br>XPYL<br><br>Df Esd<br>Rdr RT | **JÓGVAN S**<br><br>**P/f Joensen & Olsen**<br>Klakksvik Faroese | 268<br>94<br>— | <br><br>NV | 1959 Søviknes Skips. A/S—Syvikgrend<br>125' 4" 24' 7"<br>110' 0" 24' 6" 12' 7"<br>1 dk | M Fishing | Oil 4SA 6Cy. 290×410 mm<br>450bhp<br>A/S Vølund |
| 660048<br>SKDN<br>10658<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JOH. GORTHON**<br><br>**Rederi A/B Gylfe**<br>Stig Gorthon<br>Helsingborg Swedish | 26270<br>15878<br>36845 | ✠100A1<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds or Nos. 3 & 6 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN2760 ~~EL r†2¼"SQ~~<br>EL r†2¼"SQ | 1966-2 Brodogradiliste III Maj—Rka<br>694' 8" 90' 6" 33' 10½"<br>656' 2" 90' 2½" 52' 2"<br>P113' F66' 1 dk<br>RW NS 11BH<br>rf nil WB17200t incl. DTf 1071t | M Bulk Carrier (2P) Mchy.aft<br>8 Ho 69½', 57', 57½', 57½', 57½', 57½', 57½', 63'<br>G.1910910<br>8 Ha (stl) (each 36½'×46') | Oil 2SA 6Cy. 900×1550 mm<br>13800bhp<br>Sulzer Bros. Ltd.<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×450kW 450V 60c/s a.c. |
| 517256<br>OXIN | **JOHAN**<br>exLise Eg-54<br>exGloucesterbrook-47<br>exBen Varrey-46 exWhitestone<br>**I/S "Johan"**<br>~~Hans Hermansen~~ Jørn Rasmussen<br>Marstal Danish | 200<br>95<br>215 | BV<br><br>*Classed BC until 2/48 | 1914 A. Jeffrey & Co.—All<br>*100-2'* 20' 2" 9' 6"<br>... ... ...<br><br>R | Aux Gl Mchy.aft | Oil 2SA 3Cy. 230×400 mm<br>174bhp NE48<br>Frederikshavns Jernst. & |
| 517258<br>OYVZ<br><br>Df Rdr<br>RT | **JOHAN CHRISTENSEN**<br><br>**Skagen-Paketterne A/S**<br>Paul Saxberg<br>Skagen Danish | 252<br>102<br>350 | <br><br>BV | 1961 A/S Svendborg Skibsv.—Svb<br>140' 1" 27' 4" 9' 8½"<br>124' 0" 27' 2½" 15' 3"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>pt bulk oil carrier<br>B.12007 L.8000<br><br>Cr 1 Der 1(3) | Oil 2SA 6Cy 230×400 mm<br>420bhp<br>Alpha-Diesel A/S |
| 517259<br>LCHV<br><br>Esd Rdr<br>RT | **JOHAN E.**<br>exPol III-49<br>**Johan E. Hareide A/S**<br>Einar Hareide<br>Ålesund Norwegian | 251<br>110<br>350 | <br><br>NV | 1926 Akers M/V A/S—Osl<br>135' 6" 22' 8" 15' 0"<br>22' 6"<br>1 dk<br>R | M Fishing<br><br><br><br>2W | Oil 2SA 8Cy. 265×340 mm<br>600bhp Emade[illegible]<br>Crossley Bros. Ltd. |
| 517260<br>JWUW<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **JOHAN HJORT**<br><br>**Den Norske Stat**<br>**(Fiskeridirektoratet)**<br>Bergen Norwegian | 697<br>195<br>— | <br><br>NV | 1958 A/S Mjellem & Karlsen—Bgn<br>172' 0" 30' 7"<br>153' 6" 30' 6" 17' 4"<br>2 dks<br>RW | M Fishery Research Ship Mchy.aft<br>1 Ho 29½'<br>2 Ha (11½', 3½'×3½')<br>Der 1(5) | Oil 4SA 7Cy. 400×600 mm<br>1300bhp<br>Masch. Augsburg-Nürnberg<br>3×110kW 220V d.c.<br>Controllable pitch propeller |
| 660474<br>ZSUW<br>350456<br>Df Esd<br>Gc Rdr | **JOHAN HUGO**<br><br>**Republic of South Africa**<br>**(Railways & Harbours Administration)**<br>Cape Town S. African | 7709<br>4530<br>12441 | ✠100A1<br><br>✠LMC<br><br>MN770 EL b†2¼"SQ | 1966-3 Fujinagata S.B. & E. Co. Ltd.—<br>Osa<br>436' 5" 61' 10" 29' 2"<br>400' 3" 61' 8" 39' 0"<br>P86' F45' 1 dk<br>NS 6BH<br>rf 4" WB3811t incl. Topside tanks in holds 1276t Comb. btm & side tanks in holds 1785t | M Mchy.aft | Oil 2SA 7Cy. 420×900 mm<br>3850bhp B&W<br>Mitsui Zosen<br>AuxB 100lb |
| 661009<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **JOHAN MÅNSSON**<br><br>**Government of Sweden**<br>**(Kungliga Sjöfartsstyrelsen)**<br>Stockholm Swedish | 700<br>200<br>300 | | 1966 A/B Gävle Varv—Gfl<br>183' 0" 36' 2" 11' 6"<br>169' 0" 36' 1" 15' 9"<br>1 dk | TM Survey Ship Mchy.aft | 2 Oil 2SA each 8Cy.<br>3300bhp<br>Nydqvist & Holm AB<br>Controllable pitch propeller |
| 517261<br>KSMZ<br>246495<br>Df Esd<br>Gc | **JOHAN PRINTZ**<br><br>**United States Department of Commerce**<br>Brunswick United States | 7253<br>4451<br>10800 | <br><br>AB | 1944 J. A. Jones Const. Co.—Brunswick<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>General Mchy. Corp<br>3×20kW 120V d.c. |

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| **JOHAN U**<br>**Upland Bulk Transport I**<br>Upland Management Co. A/S<br>Grimstad Norwegian | **18798**<br>12765<br>30035 | ✠100A1<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN1700 EL m†2$\frac{11}{16}$" U2 | **1966–10** Öresundsvarvet A/B—Lkr<br>609′ 1″ 79′ 4″ 35′ 1½″<br>578′ 3″ 78′ 9″ 51′ 6″<br>F54′ 1 dk, 2nd dk in Nos. 2, 4 & 6 holds<br>NS 8BH to U dk 2 to 2nd dk<br>rf 2″ WB9175t incl. Topside tanks in holds 2424t Comb. btm & side tanks in holds 2998t DTf1192t | M Bulk Carrier Mchy.aft<br>7 Ho 39′, 84¼′, 52½′, 76′, 52½′, 84′, 34′<br>G.1360000<br>7 Ha (stl) (34′, 76¾′, 44½′, 68′, 44½′, 76′, 34′×35½′)<br>Cr 2(10) | Oil 2SA 7Cy. 760×1300 mm<br>8500bhp (hvf) (d.o)<br>A/B Götaverken Got<br>AuxB 100lb<br>3×328, 328, 116kW 450V 60c/s a.c. 15k |
| **JOHANCA**<br>**K. & D. Veenma**<br>N.V. Wijnne & Barends<br>Groningen Netherland | **500**<br>297<br>670 | BV | **1957** Schpsw. Gebr. Coops.—Hgz<br>171′ 9″ 27′ 10″ 10′ 9¼″<br>156′ 4″ 27′ 6½″ 12′ 0″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 102¾′<br>G.33680 B.30660<br>2 Ha (each 39¾′×16½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 290×450 mm<br>395bhp<br>Appingedammer Brons. Apg<br>9½k |
| **JOHANN**<br>exKoningin Juliana–65<br>~~Lübbert & Hermann Schöning~~<br>~~Haren/Ems W. German~~<br>**Siegfried Bernhard Bojen**<br>Haren/Ems W. German | **399**<br>214<br>709 | **BS✳** SS 7/65<br>U.K., Eire and between River Elbe and Brest also Baltic service<br>**MBS**<br>MN116 EL (i)pt1″ pt1⅛″ | **1948–10** Bodewes Scheeps.—Martenshoek<br>188′ 4″ 26′ 10″ 8′ 3″<br>169′ 8″ 26′ 9″ 11′ 0″<br>P&B116′ F20′ 1 dk<br>3BH len 65<br>WB197t | M Mchy.aft<br>G.42000 B.40500<br>2 Ha | Oil 4SA 6Cy. 320×480 mm<br>390bhp NE7/65<br>Motorenw. Mannheim Mhm<br>10k |
| **JOHANN CHRISTIAN SCHULTE**<br>**Partenreederei "Johann Christian Schulte"**<br>Bernhard Schulte<br>Hamburg W. German | **1916**<br>917<br>3075<br>**2924**<br>1779<br>4315 | BV GL | **1962** P. Lindenau—Kel<br>309′ 1″ 46′ 0″ 18′ 3¼″/22′ 2½″<br>278′ 10″ 45′ 11″ 26′ 3″<br>Q183′ F36′ 1 dk & S dk<br>rf 2″ | M OSD/CSD Mchy.aft<br>2 Ho 93¾′, 96′<br>G.207805 B.194569<br>2 Ha (stl) (each 66′ comb.×23′)<br>8W Der 1(15) 8(3–5) | Oil 4SA 6Cy. 520×740 mm<br>2250bhp (d.o)<br>Masch. Augsburg-Nürnberg Ham<br>3×152, 152, 56kW 440V 60c/s a.c.<br>13¼k |
| **JOHANN HALTERMANN**<br>**Joh. Haltermann**<br>Hamburg W. German | **2519**<br>1396<br>3443 | GL | **1954** Norderwerft Köser & Meyer—Ham<br>315′ 4″ 42′ 3″ 18′ 8″<br>42′ 2″ 20′ 7″<br>P118′ B25′ F39′ 1 dk<br>RW len 60 | M Tanker Mchy.aft<br>15 Ta<br>L.115456 HeCls. BC | Oil 4SA 8Cy. 400×600 mm<br>1680bhp 156t–5pd<br>Masch. Augsburg-Nürnberg Aug<br>12½k |
| **JOHANN HERMANN**<br>**Klaus Tofern**<br>Duisberg W. German | **212**<br>108<br>355 | BV | **1917** C. Pape—Papendrecht<br>*136·3′* 20′ 6″ 8′ 1″<br>9′ 1″<br>P22′ F20′ 1 dk<br>R len 50 | M<br>2 Ha | Oil 4SA 6Cy. 280×330 mm<br>200bhp NE57<br>Motorenw. Mannheim Mhm<br>6k |
| **JOHANN KOLB**<br>exDetlef Schmidt–63<br>**Johann Kolb**<br>Rendsburg W. German | **499**<br>294<br>740 | GL | **1955** Werft Nobiskrug—Rendsburg<br>183′ 6″ 28′ 0″ 11′ 4″<br>160′ 5″ 27′ 10″ 12′ 2″<br>1 dk<br>RW | M<br>G.35000 B.32000<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. Kel<br>9k |
| **JOHANN PETERSEN**<br>**Petersen & Alpers**<br>Hamburg W. German | **192**<br>—<br>— | GL | **1967** Johann Oelkers—Ham<br>100′ 7″ 27′ 11″ 12′ 6″<br>90′ 7″ 26′ 0″ 13′ 6″<br>1 dk | D-E Tug | 2 Oil 4SA each 8Cy. 235×330 mm 2140bhp driving 2 gen. each 550kW 500V d.c. connected to 2 elec. motors each 1070shp (WL) geared to sc. shaft<br>Masch. Augsburg-Nürnberg Aug<br>2×239kW 220V d.c. 12½k |
| **JOHANN SCHULTE**<br>**Schulte & Bruns**<br>Emden W. German | **15446**<br>9488<br>22330 | GL | **1963** Lübecker Flender-Werke A.G.—Lbc<br>623′ 0″ 72′ 10″ 32′ 5″<br>584′ 0″ 72′ 2½″ 46′ 7″<br>P41′ Q94′ B91′ F52′ 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 57′, 58½′, 62′, 61¾′, 61¾′, 64¼′ 59′<br>G.1185000<br>7 Ha (stl) (43′, 43′, 43′, 43′, 43′, 43′, 40¼′×28¾′)<br>16W Der 12(8) 2(5) | Oil 2SA 9Cy. 750×1320 mm<br>12600bhp Fiat 2018t (hvf)<br>Borsig A.G. Bln<br>3×330, 330, 150kW 440V 50c/s a.c.<br>17¼k |
| **JOHANN SCHULTE**<br>**"Grosser Kurfürst" Heringsfisch. G.m.b.H.**<br>Emden W. German | **287**<br>136<br>— | GL | **1955** Schulte & Bruns—Emd<br>137′ 4″ 25′ 4″ 7′ 10″<br>125′ 11″ 25′ 3″ 11′ 2″<br>RW | M Trawler<br>2 Ho 28′, 39¼′ | Oil 4SA 6Cy. 320×480 mm<br>600bhp (d.o)<br>Motorenw. Mannheim Mhm<br>3×80, 24, 9kW 380V 50c/s a.c. |
| **JOHANN WESSELS**<br>**Emder Heringsfischerei A.G.**<br>Emden W. German | **220**<br>105<br>— | GL | **1933** Deutsche S. & M.—Bhn<br>107′ 11″ 23′ 1″ 10′ 0″<br>10′ 11″<br>1 dk<br>RW | M Fishing Mchy.aft<br>2 Ho 41′, 13′ | Oil 4SA 6Cy. 250×350 mm<br>300bhp NE54 (d.o)<br>Motorenw. Mannheim Mhm<br>2×10 & 5kW 115V d.c. |
| **JOHANN WESSELS**<br>**Emder Bugsier-& Bergungs-Geschäft P.W. Wessels, Wwe.**<br>Emden W. German | **158**<br>53<br>— | GL | **1942** Schulte & Bruns—Emd<br>99′ 8″ 22′ 8″<br>13′ 5″<br>1 dk<br>R | M Tug | Oil 4SA 9Cy. 300×450 mm<br>1335bhp NE64 (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×18¾, 11¼kW 380V 50c/s a.c.<br>Controllable pitch propeller |
| **JOHANNA**<br>gelsberg–62<br>-56 exAnita–53<br>**Vasa Shipping O/Y**<br>Vasa Finnish | **2501**<br>1313<br>3760 | ✠100A1 SS 8/67<br>Str. nav. Ice<br>✠LMC<br>EL t ptWI1⅛″ptSQ1¾″ | **1938–3** A/B Lindholmens Varv—Got<br>331′ 4″ 44′ 7″ 18′ 8¼″<br>308′ 0″ 44′ 6″ 20′ 0″<br>P26′ Q100′ B&F191′ 1 dk<br>RW 4BH<br>WB732t | M<br>2 Ho 117¼′, 114¾′<br>G.233480 B.211780<br>4 Ha (each 36′×22′)<br>8W Der 8(5) | 2 Oil 2SA each 5Cy. 340×570 mm with electro-magnetic slip couplings & sr gear to sc. shaft<br>1740bhp 477t (d.o)<br>Atlas-Diesel A/B Skm<br>3×100, 76, 70kW 220V d.c. 11½k |

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| 517276<br>PFDI<br><br>Df Esd<br>Rdr RT | **JOHANNA**<br><br>H. Pepping<br>Dammers & v.d. Heide's<br>Shipping & Trading Co. Ltd.<br>Rotterdam Netherland | 499<br>289<br>1004 | ~~BV~~ | 1961 N.V. Nieuwe Noord Ned. Schps.—<br>Gro<br>200' 1" 31' 0" 12' 7½"<br>183' 3" 30' 6" 13' 3"<br>1 dk, pt 2nd dk | M Mchy.aft<br><br>G.55380 B.52500<br>2 Ha (30¾'×18¾') (50¼'×19½')<br>6W Der 1(15) 2(3–6) 4(3) | Oil 4SA 8Cy. 320×450 mm<br>720bhp<br>Klöckner-Humboldt-Deu |
| 517277<br>PFDY<br><br>Df Esd<br>Pfd Rdr<br>RT | **JOHANNA**<br><br>A. van der Zwan & Zonen<br>Scheveningen Netherland | 309<br>139<br>— | | 1960 "Scheveningen" Sleep. Maats.—<br>Scheveningen<br>142' 0" 23' 11" 12' 9½"<br>127' 10" 23' 7½" 13' 1"<br>RW | M Trawler | Oil 4SA 8Cy. 320×450 mm<br><br>Klöckner-Humboldt-Deu |
| 517279<br>DDHM<br><br>Df Esd | **JOHANNA**<br><br>Kapt. H. H. Schröder<br>D. Oltmann<br>Brake W. German | 211<br>148<br>300 | GL | Lch.1914 Cmpl.1917 C. Lühring—Brake<br>*117·1'* 22' 11" 9' 6"<br>22' 9" 9' 8"<br>Q18' H7' 1 dk<br>R conv sailing ship 26 len 51 | M<br>1 Ho 75¼'<br>G.16750 B.15150<br>1 Ha (58½'×16½')<br>2W Der 2(1) | Oil 4SA 6Cy. 215×360 mm<br>180bhp Emade[illegible]<br>Masch. Kiel A.G. |
| 517280<br>DAPV<br><br>Esd<br>RTv | **JOHANNA**<br><br>Petersen & Alpers<br>Hamburg W. German | 134<br>—<br>— | GL | 1959 J. Oelkers—Ham<br>87' 4" 23' 8"<br>11' 6"<br>1 dk | D-E Tug | Oil 4SA 6Cy. 185×200 mm<br>driving 1 gen 41½kW 400<br>nected to elec. motor<br><br>Maybach<br>2×43kW 220V d.c.<br>Directional propeller |
| 537737<br>PFDF<br><br>Df Esd<br>Rdr<br>RTm/v | **JOHANNA BUITELAAR**<br>exVechtstroom-65<br>Rederij Buitelaar N.V.<br>Maassluis Netherland | 496<br>224<br>731 | BV | 1952 E. J. Smit & Zoon Scheeps.—<br>Westerbroek<br>225' 5" 31' 4" 11' 5¾"<br>31' 2"<br>1 dk & S dk<br>RW<br>rf 4" | M OSD Mchy.aft<br>2 Ho 64¾', 63'<br>G.55718 B.51925<br>2 Ha (38¾', 39½'×16½')<br>4W Der 4(3–5) | Oil 4SA 8Cy. 390×680 mm<br>1040bhp<br>N.V. Werkspoor<br>3×66, 39, 30kW 220V d.c. |
| 652298<br>DFSH<br><br>Df Esd<br>Rdr RT | **JOHANNA CATHARINA**<br><br>Georg Peterson<br>Rendsburg W. German | 499<br>304<br>1015 | GL | 1965 Schiffsw. Hugo Peters—<br>Westerbroek<br>212' 8" 32' 10" 12' 3"<br>187' 1" 32' 9" 19' 3"<br>P&B119' F24' 1 dk<br>RW | M Mchy.aft<br><br>G.63712 B.58040<br>3 Ha | Oil 4SA 8Cy. 320×450 mm<br>500bhp<br>Masch. Kiel G.m.b.H. |
| 641431<br>PEDS<br><br>Df Esd<br>Pfd Rdr<br>RT | **JOHANNA CORNELIA**<br><br>~~Rederij P. Taal~~<br>~~Scheveningen Netherland~~<br>N.V. Sleephelling Mij<br>"Scheveningen"<br>Scheveningen Netherland | ~~457~~ 170<br>~~99~~ 77<br>— | | 1964 D. & J. Boot Schps. "De<br>Industrie"—Alp<br>101' 2" 21' 8" 9' 2½"<br>84' 10" 21' 4" 11' 2" | M Trawler | Oil 4SA 7Cy. 250×280 mm<br><br>D. & J. Boot "De Indus |
| 542769<br>PFDD<br><br>Df Esd<br>RT | **JOHANNA CORNELIA**<br><br>Rederij H. Groen<br>Wieringen Netherland<br>Now **MARJA NETTY** See New Entries No. 10 | 128<br>44<br>— | | 1963 Bijker's Aannemings—Gorinchem<br>98' 1" 21' 8"<br>85' 10" 21' 4" 10' 9" | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×260 mm<br><br>Kromhout Motorenfab |
| 517281<br>PFDG<br><br>Df Esd<br>Pfd Rdr<br>RTm | **JOHANNA LYDIA**<br><br>N.V. v/h Firma N. Haasnoot<br>Katwijk a/Zee Netherland<br>Now **JACOB** See New Entries No. 2 | 263<br>99<br>— | | 1961 "Scheveningen" Sleep. Maats.—<br>Scheveningen<br>121' 4" 23' 11" 12' 5½"<br>106' 7" 23' 7½" 12' 6" | M Trawler | Oil 2SA 12Cy. 190×350 mm<br>720bhp<br>N.V. Mch. Bolnes<br>1×60kW 220V d.c. |
| 517283<br>DKAD<br><br>Df Esd<br>Gc Rdr | **JOHANNA OLDENDORFF**<br><br>E. L. Oldendorff & Co.<br>G.m.b.H.<br>Lübeck W. German | ~~6987~~ T.Mk<br>~~3973~~ 7099<br>~~10765~~ 4087<br>~~9959~~ 12765<br>~~6912~~ 9950<br>~~15009~~ 5853<br>15009 | GL | 1958 Lübecker Flender-Werke—Lbc<br>511' 6" 66' 7" 26' 8"/29' 7"<br>475' 1" 66' 3½" 39' 3"<br>P26' B74' F30' 1 dk & S dk<br>RW | M OSD/CSD<br><br>G.768400 B.666600<br>6 Ha<br>12W Der 1(20) 12(3–5) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp<br>Masch. Augsburg-Nürnb |
| 517284<br>DHLR<br><br>Df Esd<br>Rdr<br>RTh | **JOHANNE**<br><br>Partenreederei m.s. "Johanne"<br>Reinhold Borg<br>Hamburg W. German | 424<br>260<br>719 | GL | 1961 J. J. Sietas Schiffsw.—Ham<br>171' 6" 29' 3" 12' 1½"<br>151' 6" 29' 1" 12' 3"<br>P30' F18' 1 dk<br>rf nil | M Mchy.aft<br>1 Ho 102¾'<br>G.32700 B.29600<br>2 Ha (52½', 27'×19½')<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>365bhp<br>Klöckner-Humboldt-Deut<br>3×9¾, 9¾ 5kW 110V d.c. |
| 650549<br>DKNR<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **JOHANNES**<br><br>Johannes Bracke<br>Lübeck W. German | 500<br>317<br>1260 | GL | 1964 Schulte & Bruns—Emden<br>227' 7" 36' 5" 11' 8"<br>209' 11" 36' 1" 19' 0"<br>F19' 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 147¾', 1 TwD<br>G.35000 B.32000<br>2 Ha (stl) (each 52½'×21')<br>Der 4(3) | Oil 4SA 8Cy. 320×450 mm<br>500bhp<br>Masch. Kiel G.m.b.H.<br>3×35kW 380V 50c/s a.c. |

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| **JOHANNES**<br>Gebr. Veenma<br>N.V. Wijnne & Barends<br>Groningen Netherland | 493<br>247<br>700 | ✠100A1 SS 5/66<br>✠LMC<br>MN79 EL g 1⅛″ | 1952-5 Gebr. Bodewes "Volharding"—Foxhol<br>164′ 0″ 27′ 4″ 11′ 2¼″<br>153′ 3″ 27′ 3″ 11′ 5″<br>P45′ Q51′ F24′ 1 dk<br>RW 3BH<br>WB168t | M Mchy.aft<br>1 Ho 97¼′<br>G.36000 B.34000<br>2W Der 2 | Oil 4SA 7Cy. 290×450 mm<br>395bhp 40t<br>Appingedammer Brons. Apg<br>10k |
| **JOHANNES**<br>exZwartewater–61 exFenna–52<br>A. J. Hubach<br>E. Wagenborg's Scheepv. &<br>Exped. Bedr. N.V.<br>Kampen Netherland | 157<br>98<br>200 | BV | 1925 Noord Ned. Schps.—Gro<br>*98·7′* 20′ 7″ 7′ 0¼″<br>... ... ...<br>1 dk<br>R | M<br>G.10595 B.9800<br>2 Ha (34′, 14¾′×16½′)<br>Der 2(1½) | Oil 4SA 2Cy. 280×350 mm<br>90bhp<br>Appingedammer Brons. Apg<br>7k |
| **JOHANNES FRANS**<br>Nederlandse Erts-Tankers<br>Maats. N.V.<br>Wm. H. Müller & Co.'s<br>Transport Mij. N.V.<br>The Hague Netherland | 18729<br>11105<br>26837 | ✠100A1 SS 8/66<br>carrying oil in side & btm tanks also midship centre tank when no cargo is carried in adjacent centre compartments<br>~~✠LMC~~ (✠LMC)<br>MN3025 EL n†2¾″SQ<br>MACHINERY CLASS SUSPENDED 9/68 | 1956–11 Werf J. Smit, Czn.—Alb<br>633′ 10″ 83′ 3″ 32′ 6″<br>592′ 3″ 83′ 0″ 46′ 3″<br>P112′ F79′ 1 dk<br>8BH<br>rf nil WB1164t incl. DTsf640t | S Bulk/Oil Carrier Mchy.aft<br>2 Ho 169¼′, 199½′<br>G.442920<br>11 Ha (stl) (each 25′×25′)<br>Der 2(10) 2(2) | 2 S Turb dr geared to sc. shaft<br>15125shp 2100t (o.f)<br>N.V. Werkspoor Ams<br>2WTB 720lb Spt 700lb 870° F. hs18088<br>2×400kW 450V 60c/s a.c. 16k |
| **JOHANNES FRITZEN**<br>Johs. Fritzen & Sohn<br>Fritzen Schiffsagentur u.<br>Bereederungs G.m.b.H.<br>Emden W. German | 24636<br>10418<br>36228 | AB GL | 1962 A.G. "Weser"—Bmn<br>703′ 2″ 90′ 0″ 35′ 2″<br>622′ 9″ 89′ 11″ 47′ 7″<br>P174′ F61′ 1 dk<br>RW<br>rf nil | S Ore Carrier Mchy.aft<br>4 Ho 92½′, 112¼′, 112¼′, 91¾′<br>G.652122<br>8 Ha (stl) (32¾′, 37¾′. 37¾′, 37¾′, 37¾′, 37¾′, 37¾′, 32¾′×31½′)<br>Der 2(2) | 2 S Turb dr geared to sc. shaft<br>12700shp 4261t (o.f)<br>A.G. "Weser" Bmn<br>4×600, 600, 125, 125kW 450V 60c/s a.c.<br>15¾k |
| **JOHANNES GÄHRS**<br>Wasser-u. Schiffahrts<br>direction Bremen<br>Hamburg W. German | 4341<br>1855<br>4974 | | 1960 N.V. Werf "Gusto"—Sch<br>370′ 9″ 60′ 7″ 20′ 6″<br>341′ 2″ 59′ 0½″ 26′ 3″<br>1 dk<br>rf nil | TD-E Dredger Mchy.aft<br>9 Ho each 16½′<br>3W Der 4(7) | 4 Oil 4SA each 12Cy. 185×200 mm<br>4800bhp driving 4 gen. each 825kW<br>220V a.c. connected to 4 elec. motors<br>(WL) & 2 sc. shafts 340t (d.o)<br>Maybach Friedrichshafen<br>2×375kW 220V a.c.<br>Thw. thrust propeller fwd |
| **JOHANNES L.**<br>Jacob Becker–61<br>Johannes Lünstedt<br>Küstenschiffahrt Bauer &<br>Hauschildt K.G.<br>mburg W. German | 489<br>319<br>753 | GL | 1951 J. J. Sietas Schiffsw.—Ham<br>*150·0′* 25′ 10″ 12′ 10¼″<br>25′ 8″ 14′ 7″<br>P34′ F22′ 2 dks<br>RW | M CSD<br>G.33641 B.32071<br>2 Ha (34½′, 29½′×16½′)<br>Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln |
| **HANNES LATUHARHARY**<br>N. Djakarta Lloyd<br>Djakarta Indonesian | 6866<br>3797<br>— | GL<br>✠Classed LR until 11/65 | 1964–10 Stocznia Szczecinska—Szn<br>505′ 0″ 63′ 10″ 27′ 2¼″<br>464′ 10″ 63′ 7½″ 41′ 2″<br>F46′ 1 dk & S dk, 2nd dk in Nos. 2 & 3 holds<br>rf 5″ | M OSD<br>G.624299 B.583602<br>16W Der 18 | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer 1095t<br>H. Cegielski Poz<br>15k |
| **OHANNES MÆRSK**<br>A/S D/S Svendborg &<br>D/S af 1912 A/S<br>A.P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>6428<br>3603<br>9422<br>9098<br>5408<br>10500 | ✠100A1 SS 8/68 ~~SS 7/63~~<br>DTsa, tunnel side tanks & upper APT—oil FP above 150° F. or vegetable oil or molasses, FPTs & upper APT—latex<br>✠LMC<br>✠Lloyd's RMC<br>MN1840 EL d†2¼″SQ | 1953–9 Howaldtswerke A.G.—Kel<br>489′ 2″ 62′ 10″ 27′ 5¾″/29′ 1¾″<br>445′ 10″ 52′ 9″ 41′ 2″<br>P87′ F97′ 2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>Coll BH to U dk 6 to 2nd dk<br>~~WB4895t incl. DTsm116t DTsa1682t Tunnel tanks 204t~~<br>WB3779t incl. DTsa1682t Tunnel side tanks 204t | M Ref<br>5 Ho<br>G.687873 B.621571 In. 14010<br>1 Ha (31½′×16′)<br>3 Ha (47¼′, 42′, 36¾′×20′)<br>2 Ha (31½′, 10½′×16′)<br>20W Der 1(60) 1(15) 20(5) | Oil 2SA 10Cy. 740×1600 mm<br>9200bhp 1334t<br>Burmeister & Wain Cpn<br>WTAuxB 100lb e(ex.g) 100lb 17½k |
| **OHANNES MATTHIES**<br>John Matthies<br>Hamburg W. German | 112<br>—<br>— | | 1942 J. Pattje—Waterhuizen<br>*79·7′* 21′ 6″<br>11′ 0″<br>1 dk | M Tug | Oil 4SA 6Cy. 320×450 mm<br>800bhp NE64<br>Masch. Kiel A.G. Kel |
| **OHANNES O.**<br>Trygve Olsen<br>Hammerfest Norwegian | 230<br>82<br>— | NV | 1959 Brastad Skibsbyggeri A/S—Brattvåg<br>115′ 1″ 23′ 4″<br>100′ 8″ 23′ 0″ 12′ 5″ | M Fishing Mchy.aft | Oil 2SA 4Cy. 280×420 mm<br>400bnp<br>Wichmann Mtrf. Rub |
| **HANNES R. BECHER**<br>chkombinat Rostock<br>Rostock E. German | 3000<br>1279<br>1145 | DSRK | 1960 Mathias-Thesen-Werft—Wismar<br>281′ 10″ 44′ 3″ 17′ 4″<br>44′ 1″<br>2 dks | M Stern Trawling Factory Ship | Oil 4SA 8Cy. 470×660 mm<br>Masch. Halberstadt Halberstadt |
| **HANNES RUSS**<br>enreederei m.s.<br>"Johannes Russ"<br>Russ<br>burg W. German | 7308<br>4090<br>12574<br>10270<br>6132<br>14773 | GL | 1958 Deutsche Werft A.G.—Ham<br>515′ 0″ 66′ 7″ 26′ 8¼″/29′ 6⅜″<br>475′ 0″ 66′ 3½″ 39′ 3″<br>B79′ F46′ 1 dk & S dk<br>RW<br>rf 2¾″ | M OSD/CSD<br>6 Ho 59¾′, 61′, 59¾′, 65′, 59¾′. 51½′, 28¼′DT<br>G.782010 B.697540<br>6 Ha (stl) (each 35′×28′)<br>12W Der 1(20) 12(3–5) 2(1½) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp 1131t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×200kW 400V 50c/s d.c. 14k |

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| 651039<br>UPRD<br>M-28041 | **JOHANNES RUVEN**<br>**U.S.S.R.**<br>Tallin Russian | 3170<br>1225<br>1460 | | 1965 ........................Russia<br>277' 10" 46' 0" 18' 2"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×510 mm<br>2000bhp<br>Skoda |
| 517302<br>DIDJ<br><br>Df Esd<br>Rdr<br>RTm/v | **JOHANNES SCHUPP**<br>**Ernst. A. Levers**<br>J. H. T. Schupp<br>Hamburg W. German | 660<br>376<br>1032 | GL | 1961 Büsumer Schiffsw. W. & E. Sielaff—Büsum<br>176' 2" 30' 10" 12' 4"<br>159' 5" 30' 6" 12' 6"<br>P36' Q85' F25' 1 dk<br>RW | M Mchy.aft<br>2 Ho 38½', 84½'<br>G.49810 B.44900<br>3 Ha (each 30½'×16½')<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz |
| 517303<br>UIEX<br>M-26406<br>Df Esd<br>Gc Rdr | **JOHANNES VARES**<br>**U.S.S.R.**<br>Tallin Russian | 10035<br>4663<br>9900 | | 1960 Stocznia Gdanska—Gdk<br>509' 11" 65' 9" 26' 10½"<br>65' 6" 38' 3"<br>3 dks | TS Fish Factory<br>5 Ho<br>In.358763<br>5 Ha (each 18½'×12½')<br>14W Der 12(5) 2(3) | C 8Cy. (4) 440 & (4) 950×<br>LP turb<br>5000ihp<br>Z.U.T. Zgoda |
| 517304<br>DKNF<br><br>Df Esd<br>Pfd RT | **JOHANNES VOSS**<br>**Hans Voss**<br>Burgstaaken W. German | 299<br>164<br>468 | GL | 1963 Büsumer Schiffsw. W. & E. Sielaff—Büsum<br>153' 10" 26' 10" 8' 10½"<br>138' 3" 26' 7" 9' 10"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 90'<br>G.22000 B.19500<br>1 Ha (70½'×17½')<br>2W Der 2(2) | Oil 4SA 6Cy. 220×280 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 518342<br>DGQC<br><br>RTm | **JOHELA**<br>exKate-Boll-63<br>exHinrich Kiehn<br>~~Johann Laporte~~ **Helene Laporte**<br>Duisburg W. German | 423<br>298<br>650 | BV | 1914 J. C. & H. C. Kiehn—Ham<br>*156·2'* 26' 3" 10' 6"<br>26' 1" 11' 6"<br>1 dk<br>RW | M<br>1 Ho 124½'<br>G.33000<br>3 Ha (29½'×18½') (32½', 19½'×19') | Oil 2SA 4Cy. 225×330 mm<br>300bhp NE56<br>Motorenf. Darmstadt |
| 517306<br>HPKZ<br>3617ES<br>Df Esd<br>RTm | **JOHN**<br>exRita-62 exHesnes-47<br>exHelga L.-M. Russ-46<br>**Cia. Mar. Weston S.A.**<br>Panama Panamanian | 1669<br>989<br>2675 | NV | 1926 A.G. Neptun—Ros<br>269' 0" 41' 1" 17' 9"<br>254' 3" 40' 11" 18' 5"<br>P15' Q79' B112' F29'<br>R | S<br>2 Ho 100', 80',<br>G.143900 B.136900<br>4 Ha (21½', 25½', 23½', 21½'×17')<br>8W Der 4(3) | T 3Cy. 19⅛" 31½" & 51⅛"<br>950ihp<br>A.G. Neptun<br>2×15, 10kW 110V d.c. |
| 517307<br><br><br>Df Esd<br>Rdr RT | **JOHN**<br>**Pêcheries à Vapeur S.A.**<br>Ostend Belgian | 555<br>237<br>340 | BV | 1952 Béliard, Crighton & Cie.—Ost<br>*172·7'* 31' 1"<br>... ... ...<br>RW | M Trawler<br>5 Ha (each 3½'×3½') | Oil 4SA 8Cy. 335×525 mm<br>1000bhp<br>Soc. d'Elec. & Méc. |
| 504261<br>DGFN<br><br>Df Esd<br>RT | **JOHN**<br>exBernd Becker-67<br>**Jonny Seebohm**<br>Hamburg W. German | 423<br>278<br>659 | GL | 1955 J. J. Sietas Schiffsw.—Ham<br>167' 6" 29' 4" 11' 2"<br>147' 8" 29' 2" 12' 5"<br>P29' F17' 1 dk<br>RW | M<br>G.33000 B.30000<br>2 Ha (each 38'×19½')<br>Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 517308<br>LGMD<br><br>RTm | **JOHN**<br>exKalmarsund V<br>**Partrederiet m.s. "John"**<br>Frimann Skeie<br>Kopervik Norwegian | 199<br>115<br>295 | BV | 1917 Marstal Staalskibs. A/S—Marstal<br>*106·9'* 22' 7" 9' 2"<br>... ... ...<br>1 dk<br>RW len 54 | M Mchy.aft<br>1 Ho 66½'<br>2 Ha (18', 21'×13½')<br>Der 2(2) | Oil 2SA 4Cy.<br>260bhp Emade<br>Wichmann Mtrf.<br>1×5kW 110V d.c. |
| 517309<br>KIRC<br>244042<br>Df Esd | **JOHN A. CAMPBELL**<br>**United States Department of Commerce**<br>Brunswick United States | 7176<br>4380<br>10700 | AB<br>**BROKEN UP** | 1943 J. A. Jones Const. Co.—Brunswick<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35' ,35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Filer & Stowell Co.<br>3×20kW 120V d.c. |
| 517310<br>VYGB<br>311788<br>Df Esd<br>Gc Rdr<br>RTm/v | **JOHN A. FRANCE**<br>**Scott Misener Steamships Ltd.**<br>R. Scott Misener<br>Port Colborne Canadian | 17382<br>12701 ~~13606~~<br>25734 | ✠100A1 Lake SS 12/64<br>Great Lakes & River St. Lawrence service<br>✠LMC<br>MN1980 EL (o†) 2⅜"SQ | 1960–8 Canadian Vickers Ltd.—Mtl<br>722' 6" 75' 6" 26' 4½"<br>700' 0" 75' 0" 39' 1"<br>P105' F63' 1 dk<br>RW 3BH<br>rf 3" WB12006t | S Bulk Carrier Mchy.aft<br>6 Ho 96', 96', 96', 72', 96', 102'<br>G.1161492 B.1126000<br>22 Ha (stl) (each 11½'×58') | 2 S Turb dr geared to sc. sh<br>9900shp<br>General Electric Co.<br>2WTB 520lb Spt 780° F.<br>db 300lb<br>2×500kW 575V 60c/s a.c. |
| 517311<br>WA6476<br>222512<br>Df Gc<br>Rdr<br>RTm/h/v | **JOHN A. KLING**<br>**Reiss S.S. Co.**<br>Wilmington, Del United States | 6825<br>5417<br>10857 | AB | 1922 Manitowoc S.B. Co.—Manitowoc<br>*546·3'* 56' 2" 20' 8½"<br>546' 5" 56' 0" 30' 4"<br>1 dk<br>R len 40 | S Bulk Carrier (12P) Mchy.aft<br>Self-unloader<br>7 Ho 66', 32', 48', 60', 49', 60', 68'<br>30 Ha (stl) (each 9'×38') | T 3Cy. 21" 35" &<br>3400ihp<br>Manitowoc S.B. Co.<br>2×350kW 450V 60c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust contr. pitch |
| 517312<br>CGBK<br>313107<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JOHN A. MACDONALD**<br>**Government of Canada (Minister of Transport)**<br>Ottawa Canadian | 6186<br>2212<br>3010 | ✠100A1 SS 12/64<br>DTf—oil FP above 150° F.<br>Ice Class 1<br>✠LMC<br>MN3600 EL z 1¾"SQ | 1960–9 Davie S.B. Ltd.—Levis<br>315' 0" 70' 3" 28' 1½"<br>290' 0" 69'11½" 41' 1"<br>3 dks<br>6BH<br>rf 24" WB1128t incl. DTf308t Tunnel tank 123t | Tr D-E Icebreaker (23P) Ref<br>2 Ho 49½', 33½'<br>2 Ha (14½'×14') (12'×12')<br>Cr 2(11) Der 1(35) 1(15) | 9 Oil 2SA each 10Cy.<br>driving 9 gen. each<br>connected to 3 elec.<br>5000shp (CC) & 3 sc.<br>Fairbanks-Morse<br>Canadian Locomotive Co.<br>3×562kW 450V 60c/s a.c. |
| 517313<br>WB7240<br>228531<br>Df | **JOHN A. MESECK**<br>exNaushon-47<br>**United States Department of Commerce**<br>Washington, Del United States | 1695<br>1148<br>— | | 1929 Bethlehem S.B. Corp. Ltd.—Qcy<br>250' 0" 45' 2" 12' 0"<br>... ... ...<br>2 dks<br>R | TS Ferry | T 8Cy. (2) 18" (2)<br>2400ihp<br>Bethlehem S.B. Corp. |

**CONVERTED FOR USE AS A MOORED TRAINING SHIP**

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| **JOHN A. QUITMAN**<br>United States Department of Commerce<br>New Orleans United States | 7208<br>4313<br>10461 | | AB | 1943 Delta S.B. Co. Inc.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2445t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. 10k |
| **JOHN A. SUTTER**<br>United States Department of Commerce<br>Los Angeles United States | 7176<br>4380<br>10807 | | AB | 1942 California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1853t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **JOHN AUGUSTUS ESSBERGER**<br>Partenreederei m.s. "John Augustus Essberger"<br>John T. Essberger<br>Hamburg W. German | 13221<br>8173<br>19670 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1572 | SS 8/63<br>EL i†2 7⁄16″SQ<br>GL | 1959–11 Deutsche Werft A.G.—Ham<br>560′ 0″ 72′ 0″ 30′ 10¾″<br>530′ 0″ 71′ 10″ 40′ 3″<br>P124′ B40′ F65′ 1 dk<br>RW 14BH<br>rf 2″ WB641t | M Tanker Mchy.aft<br>L.25271<br>Cr 3(5) | Oil 2SA 7Cy. 780×1400 mm<br>7860bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>2AuxB 171℔ e(ex.g.) 171℔<br>3×440V 60c/s a.c. 15k |
| **JOHN B. CADDELL**<br>John B. Caddell Inc.<br>New York United States | 712<br>590<br>1060 | | | 1941 R.T.C.S.B. Corp.—Camden<br>*184·6′* 36′ 1″ 11′ 1½″<br>184′ 3″ 36′ 0″ 12′ 0″<br>P62′ F18′ 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.51614 | Oil 2SA 6Cy. 405×520 mm<br>600bhp<br>Union Engine Works Oakland<br>9k |
| **JOHN B. COWLE**<br>Republic Steel Corp.<br>Wilson Marine Transit Co.<br>Wilmington, Del United States | 6945<br>5451<br>— | | AB | 1910 American S.B. Co.—Lorain<br>*531·2′* 58′ 3″ 21′ 6⅜″<br>532′ 10″ 58′ 0″ 31′ 1″<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>16 Ha (stl) (each 11′×38′) | T 3Cy. 23½″ 38″ & 63⅛″×42″<br>1800ihp (o.f)<br>American S.B. Co. Lorain |
| **JOHN B. HAMILTON**<br>United States Department of Commerce<br>Houston United States | 7212<br>4416<br>10437 | | AB | 1944 Todd-Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′ 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. 10k |
| **OHN B. WATERMAN**<br>Waterman Steamship Corp.<br>New York United States | 6165<br>3519<br>10400 | | AB | 1946 Gulf S.B. Corp.—Chickasaw<br>468′ 9″ 63′ 2″ 27′ 5¾″<br>445′ 4″ 63′ 0″ 31′ 3″<br>2 dks & S dk<br>rf nil | S (12P) OSD<br>5 Ho 57′, 62½′, 77¼′, 72½′, 77¾′<br>G.643960 B.569162<br>5 Ha (stl) (27′, 37½′, 45′, 37½′, 27½′×20′)<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 2836t (o.f)<br>General Electric Co. Lyn<br>2×300kW 220/240V d.c. 16k |
| **HN BARTON PAYNE**<br>ited States Department of Commerce<br>nsacola United States | 7176<br>4380<br>10750 | | AB | 1943 J. A. Jones Const. Co.—Panama City<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>4 Ho<br>B.500000<br>4 Ha | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2837t (o.f)<br>Filer & Stowell Co. Milwaukee<br>10k |
| **OHN BARTRAM**<br>ited States Department of Commerce<br>San Francisco United States | 7205<br>4406<br>10500 | | AB | 1942 Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′. 50′, 45′, 70′, 20′ DT<br>G. 560000 B.500000<br>5 Ha (33¾′, 35′, 20′ 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **OHN BERG**<br>L. Bergs Sönner A/S<br>Svolvær Norwegian | 119<br>41<br>— | | | 1951 Ulstein M/V—Ulsteinvik<br>95′ 7″ 21′ 6″<br>... ... ...<br>len 53 | Wood M Fishing Mchy.aft<br>1 Ha (9¾′×8¾′)<br>Der 1(5) | Oil 2SA 3Cy. 280×420 mm<br>240bhp NE53<br>Wichmann Mtrf. Rub |
| **OHN BISCOE**<br>British Antarctic Survey<br>Stanley British | 1584<br>615<br>— | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN416 | SS 10/65<br>EL o1½″SQ | 1956–11 Fleming & Ferguson Ltd.—Psy<br>220′ 0″ 40′ 3″ 16′ 5½″<br>200′ 0″ 40′ 0″ 20′ 0″<br>P&B132′ F26′ 1 dk, 2nd dk clear of mchy. space<br>RW 4BH<br>rf 9″ WB197t | D-E Survey Ship | 2 Oil 4SA each 8Cy. 12″×15″ 2080bhp driving 2 gen. each 640kW 600V d.c. connected to elec. motor 1450shp & sc. shaft<br>Nat. Gas & O. Eng. Co. Ashton/Lyne |
| **OHN BRINCKMANN**<br>exOliba-61<br>Deutsche Seereederei<br>Rostock E. German | 4859<br>2628<br>3033 | | DSRK | 1947 Forg. & Ch. de la Médit.—La Seyne<br>376′ 0″ 51′ 8″ 21′ 2″<br>51′ 6″<br>P23′ B109′ F115′ 2 dks | TM Ref<br>G.7100 B.5590 In.197327<br>8W | 2 Oil 2SA each 8Cy. 520×900 mm<br>MAN 396t<br>Soc. Gén. de Const. La Courneuve<br>14½k |
| **OHN BURNS**<br>ater London Council<br>London British | 738<br>432<br>330 | ✠A1<br>Woolwich service<br>✠LMC<br>MN200 | SS 5/67<br>EL (o)1⅜″ | 1963–4 Caledon S.B. & E. Co. Ltd.—Dun<br>185′ 7″ 62′ 7″<br>184′ 0″ 61′ 0″ 8′ 9″<br>1 dk<br>RW 4BH<br>rf nil | M Ferry (1030P) | 2 Oil 4SA each 7Cy. 9″×12″ with flexible couplings<br>900bhp (d.o)<br>Mirrlees National Ltd. Ashton/Lyne<br>2×40kW 415V 50c/s a.c.<br>Directional propellers 1 fwd 1 aft 8k |

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| 517335<br>KEWE<br>242701<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JOHN C.**<br>exStonewall Jackson-53<br>exHotspur-48 exLa Salle-46<br>exHotspur-43<br>**Atlantic Carriers Inc.**<br>New York United States | 6130<br>3550<br>10318 | AB<br>**DAMAGED BY STRANDING 6/68—BROKEN UP** | **1943** Moore D.D. Co.—Oakland<br>459′ 6″ 63′ 0″ 27′ 7½″<br>435′ 0″ 62′ 9″ 31′ 6″<br>B79′ 2 dks & S dk<br>RW<br>rf nil | S OSD<br>5 Ho 67½′, 62½′, 70′, 70′, 71½′<br>G.620277 B.547303<br>5 Ha (27½′, 32½′, 35′, 30′, 30′×20′)<br>16W Der 2(30) 4(10) 10(5) | 2 S Turb dr geared to sc. sh<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 651593<br>SYHM<br>2535<br>Df Esd<br>Gc Rdr<br>RTh | **JOHN C. PAPPAS**<br>**Thessalonik Compania**<br>**Naviera S.A.**<br>Piræus Greek | 40043<br>26908<br>65608 | AB | **1965** Kure Zosensho—Kur<br>778′ 7″ 117′ 1″ 40′ 1½″<br>741′ 6″ 116′ 10″ 54′ 2″<br>P123′ F65′ 1 dk<br>rf nil | S Tanker Mchy.aft<br>16 Ta<br>Der 2(7) | 2 S Turb dr geared to sc. sh<br>20000shp<br>Ishikawajima-Harima Hvy Ind.<br>2×1000kW 450V 60c/s a.c. |
| 651497<br>CGDJ<br>320951<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **JOHN CABOT**<br>**Government of Canada**<br>**(Minister of Transport)**<br>Ottawa Canadian | 5097<br>1932<br>1770 | ✠100A1<br>~~Ice Class 0~~ Ice Class 1<br>✠LMC<br>MN2400 EL w 2$\frac{1}{16}$″SQ | **1965**–7 Canadian Vickers Ltd.—Mtl<br>313′ 4″ 60′ 3″ 22′ 1″<br>276′ 0″ 60′ 0″ 34′ 2″<br>3 dks<br>RW 6BH<br>rf 9″ WB1274t | TD-E Cable Repair Ship & Ice breaker (24P) Mchy.aft<br>Cr 2(5) 2(3) | 4 Oil 2SA each 12Cy<br>12000bhp driving 4 gen. each<br>900V d.c. connected to 2 elec<br>each 4500shp (W/L) and 1 a<br>Canadian Fairbanks Morse &<br>Canadian Westinghouse Co<br>2AuxB 100lb<br>3×300kW 460V 60c/s a.c.<br>2 bow jet pumps 1 aft jet pu |
| 517338<br>KIQU<br>243916<br>Df Esd | **JOHN CATRON**<br>**United States Department of**<br>**Commerce**<br>Brunswick United States | 7231<br>4455<br>10700 | AB | **1943** J. A. Jones Const. Co.—Brunswick<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 517340<br>WKKV<br>245578<br>Df Esd<br>Gc | **JOHN CHESTER**<br>**KENDALL**<br>**United States Department of**<br>**Commerce**<br>Portland, Me United States | 7262<br>5147<br>10735 | AB | **1944** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Harrisburg Mchy. Corp.<br>3×20kW 120V d.c. |
| 517341<br>KIRR<br>242986<br>Df Esd | **JOHN CLARKE**<br>**United States Department of**<br>**Commerce**<br>Providence United States | 7176<br>4380<br>10500 | AB<br>**BROKEN UP** | **1943** Rheem Mfg Co.—Providence<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 517343<br>KESZ<br>241565<br>Df Esd | **JOHN DICKINSON**<br>**United States Department of**<br>**Commerce**<br>Portland, Or United States | 7254<br>4438<br>— | AB | **1942** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3×20kW 120V d.c. |
| 517344<br>ZSCZ<br>153845<br>Df<br>RTm | **JOHN DOCK**<br>**Republic of South Africa**<br>**(Railways & Harbours**<br>**Administration)**<br>Port Elizabeth S. African | 551<br>—<br>— | ✠Classed LR until 2/36 | **1934**–10 Harland & Wolff Ltd.—Gls<br>153′ 9″ 32′ 2″ 14′ 10¾″<br>32′ 0″<br>B42′<br>rf 12″ | TS Tug<br>1 Ho 13′<br>1 Ha (5¼′×6′) | T 6Cy. 17″ 29″ & 48″×30″<br>3200ihp<br>Harland & Wolff Ltd. |
| 517345<br>KWCF<br>245115<br>Df Esd | **JOHN DOCKWEILER**<br>**United States Department of**<br>**Commerce**<br>Los Angeles United States | 7252<br>4463<br>10444 | AB | **1944** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 517595<br>WE8451<br>265808<br>Df Gc<br>Rdr RT | **JOHN DYKSTRA**<br>exJoseph S. Wood-66<br>exRichard M. Marshall-57<br>**Ford Motor Co.**<br>Detroit United States | 10606<br>8083<br>18090 | AB | **1953** Defoe S.B. Co.—Bay City<br>*629-6′* 67′ 0″ 24′ 3¾″<br>628′ 10″ 66′ 11″ 35′ 0″<br>P89′ F55′ 1 dk<br>R<br>rf 3″ | S Bulk Carrier Mchy.aft<br>4 Ho<br>19 Ha (stl) (each 11′×43′) | 2 S Turb dr geared to sc.<br>5500shp<br>De Laval S. Turb. Co |
| 517347<br>VDSK<br>193632<br>Df Esd<br>Gc Rdr<br>RTm/v | **JOHN E. F. MISENER**<br>exScott Misener-54<br>**Scott Misener Steamships**<br>**Ltd.**<br>R. Scott Misener<br>Port Colborne Canadian | 13081<br>9063<br>19317 | **BS**✱ Lake SS 9/66<br>Great Lakes and River St.<br>Lawrence service<br>**MBS**<br>MN1320 CT11616 S34 | **1951**–6 Pt. Weller D.D. Ltd.—Pt.Weller<br>654′ 0″ 68′ 4″ 24′ 7″<br>630′ 0″ 68′ 0″ 35′ 0″<br>F64′ 1 dk<br>RW 4BH<br>rf 2½″ WB7907t | S Bulk Carrier Mchy.aft<br>6 Ho 72′, 72′, 72′, 72′, 72′, 76′<br>G.824782 B.808286<br>19 Ha (stl) (each 11′×42′)<br>6W | 2 S Turb dr geared to sc.<br>6600shp<br>NE&B<br>Westinghouse Elec. & Mfg Co<br>2WTB 525lb<br>wtdb 120lb<br>2×300kW 120/240V d.c. |
| 517349<br>WA4765<br>204602 | **JOHN E. McALLISTER**<br>exMcAllister 41–55<br>exEsso Tug No. 1 exSocony 16<br>exS.T. Co. No. 16<br>exS.O. Co. No. 16<br>**McAllister Bros. Inc.**<br>New York United States | 186<br>127<br>— | | **1907** Skinner S.B. & DD. Co.—Bal<br>*96-0′* 23′ 0″<br>... ... ...<br>R | M Tug | Oil 2SA 12Cy.<br>1000bhp<br>General Motors Corp |

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| **JOHN E. OLSON**<br>Göteborgs Stad<br>(Hamndirektören)<br>Gothenburg Swedish | 198<br>83<br>— | | 1960 A/B Bröderna Larssons Varv—Kristinehamn<br>120′ 10″ 36′ 2″<br>... ... ...<br>1 dk | M Ferry (300P) | 4 Oil 4SA each 6Cy. 121×140 mm geared to 2 sc. shafts<br>500bhp (d.o)<br>A/B Volvo-Penta Got<br>Directional propellers 1 fwd 1 aft |
| **JOHN E. WARD**<br>United States Department of Commerce<br>Savannah United States | 7248<br>4437<br>10503 | AB | 1943 Southeastern S.B. Corp.—Sav<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1820t (o.f)<br>Vulcan Irn Wks Wilkes-Barre<br>3×20kW 120V d.c. 10k |
| **JOHN EKMAN**<br>Svanö A/B<br>Väja Swedish | 244<br>—<br>— | | 1961 Rauma-Repola O/Y—Lovisa<br>95′ 2″ 29′ 0″ 12′ 5¼″<br>86′ 4″ 26′ 6″ 15′ 5″ | M Tug & Icebreaker | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz Kln |
| **JOHN ELLIOTT PILLSBURY**<br>University of Miami<br>Miami United States | 560<br>262<br>— | | 1944 Calumet Shpyd & D.D. Co.—Cgo<br>*166·4′* 32′ 2″ 11′ 6½″<br>165′ 0″ 32′ 0″ 14′ 4″<br>1 dk<br>rf 6″ | TM Mchy.aft | 2 Oil 2SA each 6Cy. 8¾″×10½″<br>1000bhp 73t<br>General Motors Corp. |
| **JOHN F. APPLEBY**<br>United States Department of Commerce<br>San Francisco United States | 7234<br>4445<br>10500 | AB | 1942 Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **JOHN F. SHEA**<br>Transcape-61<br>American Judge-56<br>Koloa Victory-48<br>T.J. Stevenson & Co. Inc.<br>York United States | 9637<br>6140<br>14013 | AB | 1945 California S.B. Corp.—L.An<br>545′ 3″ 62′ 1″ 28′ 0¼″<br>526′ 6″ 62′ 0″ 38′ 0″<br>F87′ 2 dks, 3rd dk aft<br>rf nil len 59 | S<br>6 Ho<br>B.641000<br>6 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 3465t (o.f)<br>General Electric Co. Lyn<br>16k |
| **HN FAIRFIELD**<br>ited States Department of<br>mmerce<br>land, Me United States<br>BROKEN UP | 7176<br>4366<br>10735 | AB | 1943 New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>B.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 27″ & 70″×48″<br>2500ihp 1734t (o.f)<br>Vulcan Irn Wks Wilkes-Barre<br>3×20kW 120V d.c. 10k |
| **N FISKE**<br>ed States Department of<br>mmerce<br>Angeles United States | 7250<br>4436<br>10807 | AB | 1942 California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1853t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **HN FRANKLIN**<br>pping King Island<br>Proprietary Ltd.<br>British | 120<br>52<br>— | | 1947 C. J. & H. Bowen—Launceston<br>*77·2′* 20′ 0″ 8′ 6″<br>... ... ...<br>1 dk | Wood M<br>1 Ho 33′<br>1 Ha (20′×16′)<br>1W Der 1(3) | Oil 8Cy. 140×197 mm<br>NE61<br>Norris, Henty & Gardner Ltd. Mch<br>8k |
| **HN G. MUNSON**<br>ed States Steel Corp.<br>Great Lakes Fleet<br>York United States | 13143<br>8116<br>19847 | AB | 1952 Manitowoc S.B. Co.—Manitowoc<br>*666·2′* 72′ 2″ 25′ 3½″<br>650′ 0″ 72′ 0″ 36′ 0″<br>P113′ F66′ 1 dk<br>RW<br>rf 3″ | S Bulk Carrier Mchy.aft<br>Self-unloader<br>6 Ho 90′, 72′, 72′, 72′, 72′, 75′<br>18 Ha (stl) (each 12′×45¾′) | 2 S Turb dr geared to sc. shaft<br>6000shp 500t (c)<br>General Electric Co. Lyn<br>2×600kW 440V 60c/s a.c. 15k |
| **HN G. MURLEY**<br>John G. Murley Inc.<br>Bedford United States | 114<br>77<br>— | | 1942 Morse Shipyards—Thomaston<br>*88·7′* 19′ 6″<br>... ... ... | Wood M Fishing | Oil<br>240bhp |
| **HN GIBBON**<br>ted States Department of<br>mmerce<br>United States<br>BROKEN UP | 7247<br>4389<br>10482 | AB | 1944 Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′ 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 10k |
| **N GUY**<br>ment of Canada<br>ister of Transport)<br>n's, Nfl Canadian | 581<br>214<br>112 | ✠100A1 SS 7/64<br>Belle Island & Portugal Cove, Newfoundland service<br>Ice Class 1<br>✠LMC<br>MN228 EL k | 1960–8 Ferguson Industries Ltd.—Pictou<br>149′ 2″ 42′ 0″ 8′ 6″<br>138′ 3″ 41′ 9″ 15′ 0″<br>1 dk<br>5BH<br>rf 6″ WB109t incl. Tunnel tanks 11t | TM Ferry & Icebreaker (200P)<br>Mchy.aft<br>3 Ha (stl) (each 2′×2′) | 2 Oil 2SA each 6Cy. 10½″×13½″ with fluid couplings<br>1140bhp (d.o)<br>Crossley Bros. Ltd. Mch<br>2×100kW 120/220V d.c. |

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| 517373<br>160734<br>RT | **JOHN H. AMOS**<br>**Tees & Hartlepools Port Authority**<br>Middlesbrough British | 202<br>—<br>— | ✠Classed LR until 3/35 | | 1931–2 Bow, McLachlan & Co. Ltd.—Psy<br>*110·0'* 22' 7"<br>... ... ...<br>R | SP Tug | C 4Cy. (2) 17½" & (2) 34"<br>Bow, McLachlan & Co. Ltd. |
| 517374<br>KGBL<br>241954<br>Df Esd | **JOHN H. B. LATROBE**<br>**United States Department of Commerce**<br>Baltimore United States | 7240<br>4451<br>10920 | | AB | 1942 Bethlehem-Fairfield—Bal<br>441' 6" 57' 1" 27' 9¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35, 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"x48"<br>2500ihp<br>Worthington Corp.<br>3×20kW 120V d.c. |
| 517375<br>KSZB<br>246474<br>Df Esd<br>Gc | **JOHN H. McINTOSH**<br>**United States Department of Commerce**<br>Jacksonville United States | 7246<br>4442<br>10500 | | AB | 1944 St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"x48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 517376<br>KVHK<br>244929<br>Df Esd<br>Gc | **JOHN H. QUICK**<br>**United States Department of Commerce**<br>Los Angeles United States | 7207<br>4360<br>10490 | | AB | 1943 California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5Ha (33¾'. 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"x48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 517377<br>KXZC<br>243940<br>Df Esd | **JOHN H. REAGAN**<br>**United States Department of Commerce**<br>Houston United States | 7244<br>4396<br>10518 | **BROKEN UP** | AB | 1943 Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"x48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 680339 | **JOHN HAMILTON GRAY**<br>**Government of Canada (Minister of Transport)**<br>Canadian | 10500<br>6000<br>3000 | 100A1<br>for restricted service<br>Class contemplated | | Marine Industries Ltd.—Srl<br>400' 6" 69' 2" 20' 3"<br>374' 11" 67' 0" 25' 9" | TD-E Ferry | 8 Oil 2SA each 12Cy.<br>8 gen. each 1365kW<br>nected to 2 elec. motors<br>and 2 each 5100shp<br>sc. shafts<br>Fairbanks, Morse (Can<br>Propellers 2 fwd 2 aft |
| 517379<br>KFIC<br>241795<br>Df Esd | **JOHN HATHORN**<br>**United States Department of Commerce**<br>Los Angeles United States | 7262<br>5164<br>10807 | | AB | 1942 California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"x48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 651210<br>OYOM<br><br>Df Esd<br>Rdr RT | **JOHN HELLESKOV**<br><br>**Rederiet Helleskov**<br>Rederiet Otto Danielsen<br>Copenhagen Danish | 1263<br>627<br>1800 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN240 | EL o 1⅜" | 1965–7 Kerstholt Scheeps. N.V.—Gro<br>244' 0" 38' 6" 15' 6¾"<br>216' 8" 38' 0" 17' 7"<br>P63' F36' 1 dk<br>3BH<br>rf 4" WB464t | M Mchy.aft<br>1 Ho<br>G.83000 B.78000<br>3 Ha (33½', 36½, 36½' × 19½') | Oil 4SA 8Cy. 320 x<br>1200bhp<br>Klöckner-Humboldt-De |
| 517380<br>KFID<br>241876<br>Df Esd | **JOHN HENRY**<br>**United States Department of Commerce**<br>Baltimore United States | 7230<br>4439<br>10920 | | AB | 1942 Bethlehem-Fairfield—Bal<br>441' 6" 57' 1" 27' 9¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"x48"<br>2500ihp<br>Worthington Corp.<br>3×20kW 120V d.c. |
| 517381<br><br>186357 | **JOHN HERBERT**<br><br>**The Mayor, Aldermen & Burgesses of the County Borough of Preston**<br>Preston British | 146<br>—<br>— | ✠100A1 SS 5/67<br>tug Harbour and river service<br>✠LMC<br>MN144 | EL (b) | 1955–8 Henry Robb Ltd.—Lth<br>92' 8" 24' 8" 9' 9½"<br>86' 0" 23' 0" 11' 6"<br>RW 3BH<br>rf 15" BK7" WB37t incl. DTf16t | TM Tug (20P) | 2 Oil 2SA each 5Cy.<br>720bhp<br>Crossley Bros. Ltd. |
| 517383<br>WA6495<br>237380<br>Df Gc<br>Rdr RT | **JOHN HULST**<br><br>**United States Steel Corp. Great Lakes Fleet**<br>New York United States | 8302<br>6130<br>13670 | | AB | 1938 Gt. Lakes Eng. Wks—River Rouge<br>611' 7" 60' 2" 22' 2½"<br>594' 3" 60' 0" 32' 6"<br>F53' 1 dk<br>R<br>rf 3" | S Mchy.aft<br>3 Ho<br>B.565000<br>18 Ha (stl) (each 11' × 38') | S Turb dr geared<br>2300shp<br>General Electric Co. |
| 517384<br><br>188898 | **JOHN I. RANKIN**<br><br>**St. Lawrence Corporation Ltd.**<br>Montreal Canadian | 136<br>92<br>— | | | 1957 Russel-Hipwell Engines Ltd.—Owen Sound<br>90' 0" 22' 6" 8' 0"<br>85' 6" 22' 0" 10' 9" | TM Tug Mchy.aft | 2 Oil 4SA each<br>Cummins Eng. Co. Inc. |
| 517386<br>KXAT<br>245453<br>Df Esd | **JOHN ISAACSON**<br>**United States Department of Commerce**<br>San Francisco United States | 7212<br>4380<br>10500 | | AB | 1944 Permanente (Shpyd No. 1)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35' × 20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"x48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |

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| **JOHN J. BOLAND**<br>American **S.S. Co. Inc.**<br>Boland & Cornelius<br>Buffalo United States | 12557<br>9038<br>19070 | AB | **1953** Manitowoc S.B. Corp.—Manitowoc<br>*622·8′* 72′ 2″ 25′ 7″<br>623′ 0″ 72′ 0″ 36′ 0″<br>P119′ F66′ 1 dk<br>rf 3″ | S Mchy.aft<br>Self-unloader<br>6 Ho<br>30 Ha (stl) (each 12′×45¾′) | 2 S Turb dr geared to sc. shaft<br>7700shp 600t (c)<br>De Laval S. Turb. Co. Trenton |
| **JOHN J. CRITTENDEN**<br>United States **Department of**<br>Commerce<br>Jacksonville United States | **7176**<br>4380<br>10300 | AB | **1943** St. Johns River S.B. Co.—Jck<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **JOHN JAMES AUDUBON**<br>United States **Department of**<br>Commerce<br>San Francisco United States | **7181**<br>4384<br>10500 | AB | **1942** Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. |
| **JOHN K. KYVIK**<br>exHavmann-64<br>John K. Kyvik **A/S and**<br>others<br>Haugesund Norwegian | **4886**<br>2721<br>9120 | NV | Lch. **1943** Cmd. **1945** Eriksbergs M/V A/B<br>—Got<br>433′ 3″ 56′ 7″ 25′ 9¼″<br>405′ 7″ 56′ 5″<br>F33′ 1 dk & S dk<br>rf 4″ | M Ref OSD<br>G.566869 B.516962 In.3000<br>5 Ha (31½′, 36¾′, 31½′, 31½′, 31½′×19′)<br>12W Der 2(15) 10(5) | Oil 2SA 6Cy. 740×1400 mm<br>4350bhp B&W 1558t (hvf)<br>Eriksbergs M/V A/B Got<br>3×100kW 220V d.c. 14k |
| **OHN KING**<br>"Sea King" **Steam Tug Co.**<br>Ltd.<br>C. J. King & Sons (Tugs) Ltd.<br>Bristol British | **49**<br>—<br>— | ✠100A1 ~~SS 8/65~~<br>tug TD 12/68<br>✠LMC<br>MN60 EL (a) | **1936**–2 C. Hill & Sons Ltd.—Brs<br>*65·0′* 17′ 0″ 7′ 11¼″<br>55′ 0″ 8′ 6″<br>R 4BH<br>BK5″ WB13t | M Tug | Oil 4SA 6Cy. 8¾″×11½″ with reverse reduction gear<br>300bhp ✠NE5/62 (d.o)<br>Lister Blackstone Mar. Ltd. Dursley |
| **OHN KNUDSEN**<br>S A/S Lisbeth<br>Knutsen O.A.S.<br>ugesund Norwegian | **41441**<br>23714<br>~~70770~~<br>**74300** | NV | **1967** A/B Götaverken—Got<br>785′ 0″ 121′ 2″ ~~40′ 2½″~~ 41′ 9⅜″<br>760′ 1″ 121′ 0″ 54′ 0″<br>1 dk<br>rf 2½″ | M Tanker Mchy.aft<br>16 Ta | Oil 2SA 9Cy. 850×1700 mm<br>19800bhp<br>A/B Götaverken Got<br>3×600kW 440V 60c/s a.c. |
| **HN KRUSE**<br>nny u. **Hans Karsten**<br>ruse<br>e W. German | **210**<br>119<br>551 | GL | **1963** Martin Jansen—Leer<br>156′ 10″ 29′ 0″ 10′ 0½″<br>137′ 10″ 28′ 8″ 17′ 5″<br>P25′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho<br>G.43340 B.38250<br>1 Ha (75¾′×18′) | Oil 4SA 6Cy. 250×350 mm<br>300bhp<br>Motorenw. Mannheim Mhm<br>9k |
| **HN L. A. GALSTER**<br>.B. John-51 exWestoil<br>Kaministiquia<br>n Dixle **Cement Corp.**<br>icago United States | **2173**<br>1401<br>— | AB<br>✱Classed BC until 3/25 | **1909** Swan, Hunter & Wghm Rchdsn—<br>Wal<br>258′ 0″ 43′ 0″ 19′ 0″<br>250′ 1″ 42′ 10″ 25′ 0″<br>1 dk<br>R | S Cement Carrier Mchy.aft<br>Self-unloader<br>12 Ho<br>48 Ha | T 3Cy. 20⅝″ 33″ & 54⅜″×36″<br>1156ihp 180t (o.f)<br>N.E. Marine Eng. Co. Ltd. Nwc<br>11k |
| **HN L. McCARLEY**<br>ited States **Department of**<br>Commerce<br>nsacola United States | **7176**<br>4380<br>9664 | AB | **1945** J. A. Jones Const. Co —<br>Panama City<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>3 dks<br>rf 6″ | S<br>4 Ho<br>B.498000<br>4 Ha | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2860t (o.f)<br>General Mchy. Corp. Hamilton<br>10k |
| **HN LIND**<br>ited States **Department of**<br>Commerce<br>bile United States | **7225**<br>4454<br>10500 | AB | **1943** Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. 10k |
| **HN LYKES**<br>ited States **Department of**<br>Commerce<br>aumont United States | **6829**<br>4010<br>9249 | AB | **1941** Federal S.B. & D.D. Co.—Kearny<br>417′ 9″ 60′ 2″ 27′ 6¾″<br>395′ 0″ 60′ 0″ 37′ 9″<br>3 dks<br>RW<br>rf 4″ | S CSD<br>5 Ho 60¾′, 60¾′, 65¼′, 65¼′, 54′<br>G.491677 B.433302<br>5 Ha (29¼′, 31½′, 31½′, 31½′, 31½′×20′)<br>16W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>4400shp 1272t (o.f)<br>De Laval S. Turb. Co. Trenton<br>3×350, 350, 15kW 240V d.c. 14k |
| **HN LYKES**<br>es Brothers **Steamship**<br>Co. Inc.<br>pa United States | T.Mk<br>**6381**<br>3483<br>—<br>**9218**<br>5322<br>11254 | AB | **1960** Ingalls S.B. Corp.—Pascagoula<br>495′ 0″ 69′ 2″ —/30′ 1⅛″<br>470′ 0″ 69′ 0″ 41′ 7″<br>2 dks<br>RW<br>rf nil | S (12P) Ref<br>5 Ho 70½′, 72½′, 72½′, 50′, 88½′<br>G.595520 B.548818 In.16362<br>5 Ha (stl) (31½′×18′)<br>(40′, 35′, 35′, 30′×25′)<br>16W Der 1(60) 12(15) 4(10) | 2 S Turb dr geared to sc shaft<br>9000shp 2827t (o.f)<br>General Electric Co. Lyn<br>2×600kW 450V 60c/s a.c. 17½k |

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| 517400<br>5MVZ<br>1969<br>Df Esd<br>Gc Rdr | **JOHN LYRAS** ·<br>exEmpire Elaine–47<br>**Viking Shipping Corporation**<br>Monrovia Liberian | 7268<br>4407<br>10350 | ✠100A1 SS 7/65<br>✠LMC<br>EL b† | **1942**-11 Vickers-Armstrongs Ltd.—Brw<br>433' 5" 66' 8" 26' 7"<br>410' 0" 66' 6" 33' 5"<br>P95' B32' F46' 1 dk<br>RW NS 6BH<br>WB1950t | M Mchy.aft<br>G.500000 B.462000 | Oil 2SA 3Cy. 600×<br>2500bhp<br>Wm. Doxford & Sons<br>db 75lb |
| 540563<br>GLGE<br>304466<br>Df Esd<br>Rdr<br>RTm/v | **JOHN M**<br>**Metcalf Motor Coasters Ltd.**<br>T. J. Metcalf<br>London British | 1308<br>588<br>1601 | ✠100A1 SS 11/67<br>oil tanker<br>✠LMC<br>MN264 EL o 1 1/16"SQ | **1963**–3 Burntisland S.B. Co. Ltd.—Bnt<br>230' 0" 37' 3" 14' 8"<br>218' 0" 36' 0" 17' 9"<br>P63' F25' Trunk 126' 1 dk<br>11BH<br>rf nil WB503t incl. DTsf301t | M Tanker Mchy.aft<br>12 Ta<br>L.83378 HeCls. C | 2 Oil 4SA each 8Cy.<br>reverse gear to sc. shaft<br>1320bhp<br>Lister Blackstone Mar. Ltd.<br>AuxB 100lb<br>2×160, 55kW 220V d.c. |
| 517403<br>KYOP<br>244337<br>Df Esd<br>Gc | **JOHN M. BOZEMAN**<br>**United States Department of Commerce**<br>Portland, Or United States | 7229<br>4440<br>10939 | AB | **1943** Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 517406<br>KFZU<br>242021<br>Df Esd | **JOHN McLOUGHLIN**<br>**United States Department of Commerce**<br>Portland, Or United States | 7232<br>4429<br>10844 | AB | **1942** Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3×20kW 120V d.c. |
| 517407<br>RTv | **JOHN MAIN**<br>**Government of New South Wales (Department of Public Works)**<br>*Newcastle, N.S.W* British | 682<br>246<br>— | ✠Classed LR until 1/65 | **1963**–7 N.S.W. Govt. E. & S.B.—N.S.W<br>179' 2" 38' 8" 11' 0"<br>168' 0" 37' 6" 13' 6"<br>1 dk<br>RW<br>rf nil | TM Bucket Dredger | 2 Oil 4SA each 8Cy.<br>with fluid couplings &<br>gears<br>1200bhp<br>W. H. Allen, Sons & Co. Ltd.<br>3×50, 50, 24kW 220V d.c. |
| 541603<br>5MPB<br>1790<br>Df Esd<br>Gc Rdr<br>RTv | **JOHN MARIS**<br>exBaron Inverclyde–63<br>**Medship Corp.**<br>Monrovia Liberian | 5311<br>2951<br>9300<br>7490<br>4341<br>10785 | ✠100A1 SS 9/68 ~~SS 7/63~~<br>✠LMC<br>MN684 EL b† | **1954**-1 J. Readhead & Sons Ltd.—Shl<br>456' 7" 57' 6" 25' 9"/28' 3¾"<br>425' 0" 57' 3" 38' 1"<br>F38' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2371t incl. DTf591t | S OSD/CSD<br>5 Ho 62', 62', 38', 51', 71'<br>G.552930 B.503030<br>5 Ha (31½', 32½'×23') (25'×18')<br>(32½', 32½'×23')<br>10W Der 10(5) | T 3Cy. 25" 42" & 70"×4<br>with dr gearing & hydr<br>3800ihp<br>J. Readhead & Sons Ltd.<br>3 SB 220lb Spt ha(37<br>2×100kW 220V d.c. |
| 517408<br>KEVH<br>241738<br>Df Esd | **JOHN MARSHALL**<br>**United States Department of Commerce**<br>Mobile United States | 7176<br>4380<br>10750 | AB | **1942** Alabama D D. & S.B. Co.—Mob<br>441' 6" 57' 0" 27' 8¼"<br>417' 6" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 517409<br>KKYX<br>247192<br>Df Esd<br>Gc | **JOHN MARTIN MILLER**<br>**United States Department of Commerce**<br>Houston United States | 7247<br>4389<br>10477 | AB | **1945** Todd-Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 517412<br>KKYY<br>247154<br>Df Esd<br>Gc | **JOHN MILLER**<br>**United States Department of Commerce**<br>Jacksonville United States | 7240<br>4390<br>10500 | AB | **1945** St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 517413<br>162119 | **JOHN MILLER**<br>**Millers & Corys (Cape Verde Islands) Ltd.**<br>Cardiff British | 40<br>—<br>— | ✠A1 SS 4/67<br>tug<br>Cape Verde Islands<br>service<br>✠LMC<br>EL (a) | **1937**–3 Lytham S.B. & E. Co. Ltd.—Lytham<br>63' 11" 15' 1" 6' 1"<br>60' 0" 15' 0" 7' 0"<br>R 4BH<br>WB6t | S Tug<br>1 Ha (4½'×3½')<br>Der 1 | C 2Cy. 9" & 20"×15"<br>160ihp<br>Lytham S.B. & E. Co. Ltd.<br>SB 100lb ha(33) |
| 517415<br>KFIJ<br>242093<br>Df Esd | **JOHN MORTON**<br>**United States Department of Commerce**<br>San Francisco United States | 7225<br>4429<br>10500 | AB | **1942** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 542843<br>GMNH<br>187943<br>Df Esd<br>Pfd Rdr<br>RT | **JOHN MURRAY**<br>exNoblesse–66<br>**Natural Environment Research Council**<br>Plymouth British | 441<br>106<br>— | ✠100A1 SS 4/67<br>trawler<br>✠LMC<br>MN158 EL (o) (e) | **1963**–12 T. Mitchison Ltd.—Gls<br>*122·0'* 25' 9" 11' 10½"<br>117' 5" 25' 0" 12' 4"<br>1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf 36" BK2" WB42t | M Research Trawler OSD | 2 Oil 4SA each<br>geared to sc. shaft<br>800bhp Maybach<br>Bristol Siddeley<br>PrB 50lb<br>Controllable pitch |

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| **JOHN O. McKELLAR**<br>Scott Misener **Steamships** Ltd.<br>R. Scott Misener<br>Toronto Canadian | **13884**<br>9697<br>20766 | **BS✱** Lake SS 9/65<br>Great Lakes & River St.<br>Lawrence service<br>**MBS**<br>MN1320 CT11236 C44 S38 | **1952–9** Pt. Weller D.D. Ltd.—Pt. Weller<br>678' 0" 68' 4" 24' 5½"<br>660' 0" 68' 3" 36' 2"<br>F64' 1 dk<br>RW 2BH to U dk 2 to 2nd dk<br>rf 2½" WB8426t | S Bulk Carrier Mchy.aft<br>6 Ho 72', 72', 72', 72', 96', 96'<br>G.904600 B.729440<br>20 Ha (stl) (each 11'×42') | 2 S Turb dr geared to sc. shaft<br>6000shp NEmade45refitted52 680t (o.f)<br>Allis Chalmers Mfg Co. Milwaukee<br>2WTB 525℔ Spt 484℔ hs(11029)<br>wtdb 160℔ B✱made52 15½k |
| **JOHN ORWELL PHILLIPS**<br>North **Thames Gas Board**<br>Stephenson Clarke ~~Ltd.~~ **Shipping Ltd.**<br>London British | **3391**<br>1716<br>4550 | **✠100A1** SS 6/63<br>**✠LMC**<br>MN261 EL u 1¾"SQ | **1955–2** W. Pickersgill & Sons Ltd.—Sld<br>339' 0" 46' 8" 19' 11¾"<br>320' 0" 46' 6" 22' 4"<br>Q197' Ba65' F29' 1 dk<br>RW 6BH<br>rf 3" WB1521t incl. DTm302t | S Mchy.aft<br>4 Ho 45', 52¼', 52', 45¼'<br>G.220599<br>4 Ha (stl) (33¾'×25')<br>(36', 36', 36'×30')<br>Der 1(3) | T 3Cy. 19" 31" & 54"×39"<br>1275ihp 237t (o.f)<br>N.E. Marine Eng. Co. Ltd. Sld<br>2 SB 220℔ Spt hs4862 6cf<br>2×60kW 220V d.c. 10½k |
| New **AGIOS FANOURIOS** See New Entries No. 6 | | | | | |
| **JOHN OXLEY**<br>Government of **Queensland**<br>**(Harbours & Marine Dept.)**<br>Brisbane British | **544**<br>212<br>140 | ✠Classed LR until 1/31 | **1927–9** Bow, McLachlan & Co. Ltd.—Psy<br>168' 0" 32' 1" 11' 0"<br>31' 11"<br>F34' 1 dk<br>R<br>rf 12" BK7" | S (12P)<br>1 Ho 24'<br>1 Ha (20'×8')<br>Der 1(5) | T 3Cy. 17½" 29" & 48"×33"<br>1270ihp 90t (o.f)<br>Bow, McLachlan & Co. Ltd. Psy<br>1×8kW 110V d.c. 13k |
| **JOHN P. G.**<br>Bilbao Cia. **Nav. S.A.**<br>Panama Panamanian | **19129**<br>11949<br>— | AB<br>✠Classed LR until 7/55 | **1954–4** Bethlehem Sparrows Pt.<br>Shpyd—Sp.Pt<br>644' 7" 84' 5" 33' 5⅛"<br>615' 0" 84' 0" 44' 0"<br>P124' B39' F80' 1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta<br>L.1457456 | 2 S Turb dr geared to sc. shaft<br>15000shp 2192t (o.f)<br>Bethlehem Stl Co. Qcy<br>17k |
| **JOHN P. GOULANDRIS**<br>Transatlantic **Cargo Corp.**<br>Monrovia Liberian | **39556**<br>29819<br>78759 | AB | **1966** Ishikawajima-Harima Hvy Ind.—<br>Yka<br>784' 0" 124' 9" 44' 3"<br>761' 3" 124' 8" 58' 5"<br>F75' 1 dk<br>rf nil | M Tanker Mchy.aft<br>9 Ta | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 4187t<br>Ishikawajima-Harima Hvy Ind. Ltd. Aio |
| **OHN P. MITCHELL**<br>ited States **Department of**<br>Commerce<br>ilmington, N.C. **United States** | **7239**<br>4448<br>10550 | AB | **1943** N. Carolina S.B. Co.—Wmn<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **OHN P. POE**<br>ited States **Department of**<br>Commerce<br>more **United States** | **7191**<br>4389<br>10920 | AB | **1942** Bethlehem-Fairfield—Bal<br>441' 6" 57' 1" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾, 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1819t (o.f)<br>Ellicott Mchy. Corp. Bal<br>3×20kW 120V d.c. 10k |
| **HN P. REISS**<br>iss **S.S. Co.**<br>ilmington, Del **United States** | **6432**<br>4963<br>10767 | AB | **1910** American S.B. Co.—Lorain<br>*504·0'* 54' 2" 20' 11"<br>511' 9" 54' 0" 30' 2"<br>1 dk<br>R | S Bulk Carrier (7P) Mchy.aft<br>4 Ho 89', 95', 83', 104'<br>G.343865<br>30 Ha (stl) (each 9'×35') | T 3Cy. 23¾" 38" & 63⅜"×42"<br>1760ihp 325t (c)<br>American S.B. Co. Clv<br>3×60kW 115V d.c.<br>Thw. thrust propeller fwd 12k |
| **HN PAUL JONES**<br>ited States **Department of**<br>Commerce<br>s Angeles **United States** | **7176**<br>4380<br>10975 | AB | **1941** California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½'. 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1853t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **HN PERRING**<br>ater London **Council**<br>ndon **British** | **1653**<br>707<br>— | ~~✠100A1~~ ~~SS 12/66~~<br>~~sludge carrier~~<br>~~✠LMC~~<br>~~MN246~~ ~~EL q~~<br>**TO BE BROKEN UP** | **1926–4** W. Beardmore & Co. Ltd.—<br>Dalmuir<br>267' 0" 43' 8" 12' 11"<br>260' 0" 43' 6" 16' 10"<br>2 dks<br>R 6BH<br>rf 3" WB348t incl. DTf240t | TS Sludge Carrier Mchy.aft<br>2 Ho 72', 66'<br>Der 1(2½) | T 6Cy. 16½" 26 3/16" & 42"×27"<br>2700ihp 80t (o.f)<br>W. Beardmore & Co. Ltd. Coatbridge<br>2 SB 180℔ hs(4450) 6cf<br>2×18, 10kW 110V d.c. 11k |
| **HN PEYTON**<br>John Cabot-65<br>vernment of **Canada**<br>**(Minister of Transport)**<br>lifax **Canadian** | **250**<br>131<br>— | | **1947** Industrial Shipping Co. Ltd.—<br>Mahone Bay<br>*116·9'* 34' 7"<br>... ... ...<br>1 dk | Wood M Ferry | Oil 6Cy. 13"×16"<br>Atlas Imperial D.E. Co. Oakland<br>Propellers 1 fwd 1 aft |
| **HN PURVES**<br>utterfield<br>wen **S.S. Co.**<br>waukee **United States** | **436**<br>296<br>— | | **1919** Bethlehem S.B. Corp.—<br>Elizabeth N.J.<br>*142·0'* 27' 9" 15' 1⅜"<br>141' 4" 27' 6" 16' 8"<br>1 dk<br>R<br>BK 6" | TM Tug | 2 Oil 2SA each 12Cy. 8½"×10"<br>2000bhp Emade—fitted57 (d.o)<br>General Motors Corp.<br>2×100kW 120V d.c. |
| **HN RICHARD**<br>ook **Fisheries Ltd.**<br>enburg **Canadian** | **224**<br>103<br>— | | **1965** Atlantic S.B. Co. Ltd.—Lunenburg<br>*99·8'* 25' 2"<br>... ... ...<br>P35' B40' F18' 1 dk | Wood M Fishing<br>1 Ho 28¾'<br>2 Ha (each 4¼'×3¾')<br>Cr 2(3) | Oil 12Cy. 7"×7¾"<br>800bhp 34t (d.o)<br>Davey, Paxman & Co. Ltd. Col<br>2×10kW 110V d.c. 12k |

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| 517431<br>KSTC<br>246443<br>Df Esd<br>Gc | **JOHN RINGLING**<br>**United States Department of Commerce**<br>Jacksonville United States | 7250<br>4447<br>10500 | AB | **1944** St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 517432<br>WA8521<br>252399<br>Df Gc<br>Rdr<br>RTh | **JOHN ROEN IV**<br>**Roen Transportation Co.**<br>Wilmington, Del United States | 592<br>402<br>— | | **1964** Tampa Marine Corp.—Tampa<br>149' 0" 33' 1" 16' 6½"<br>141' 0" 33' 0" 18' 10" | M Tug | Oil 2SA 6Cy. 545×700 mm<br>1800bhp<br>General Mchy. Corp.<br>2×100kW 120V d.c. |
| 517433<br>WD7022<br>127257<br>Df Gc<br>Rdr<br>RTh | **JOHN ROEN V**<br>exCumberland–51<br>**Roen S.S. Co.**<br>Milwaukee United States | 405<br>275<br>— | | **1898** Columbian Iron Wks & D.D. Co.—Bal<br>149' 0" 27' 2" 14' 8½"<br>135' 0" 27' 0" 16' 3"<br>2 dks<br>R | M Tug | Oil 2SA 16Cy. 210×255 mm<br>1400bhp NE44<br>General Motors Corp.<br>2×100kW 120V d.c. |
| 517435<br>KTNX<br>244466<br>Df Esd | **JOHN S. MOSBY**<br>**United States Department of Commerce**<br>Jacksonville United States | 7228<br>4441<br>10500 | AB | **1943** St. Johns River S.B. Co.—Jck<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 517436<br>KKTN<br>243163<br>Df Esd | **JOHN S. PILLSBURY**<br>**United States Department of Commerce**<br>Los Angeles United States | 7176<br>4380<br>10572 | AB<br>**BROKEN UP** | **1943** California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 517438<br>KXTN<br>243839<br>Df Esd | **JOHN S. SARGENT**<br>**United States Department of Commerce**<br>San Francisco United States | 7201<br>4398<br>10500 | | **1943** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 671052 | **JOHN SCHEHR**<br>**Deutsche Seereederei**<br>Rostock E. German | 5530<br>—<br>—<br>7990 | | **1966** Warnowwerft—Warnemünde<br>466' 3" 63' 2" 23' 8"/28' 0½"<br>... ... ...<br>1 dk & S dk | M OSD/CSD | Oil<br>5850bhp<br>Dieselmotorenwerk |
| 517439<br>DIJS<br>Df Esd<br>RTm/h | **JOHN SCHRÖDER**<br>**Reederei Richard Schröder K.G.**<br>Hamburg W. German | 1452<br>700<br>2480<br>1801<br>1026<br>— | GL | **1955** Norderwft. Köser & Meyer—Ham<br>291' 6" 41' 6" 17' 6"/—<br>260' 0" 41' 4" 24' 11"<br>F27' 1 dk & S dk<br>RW<br>rf 3" | M OSD/CSD Mchy.aft<br>2 Ho each 87'<br>G.151600 B.141400<br>2 Ha (each 57½'×18')<br>Der 1(15) 8(3-5) | Oil 4SA 8Cy. 420×600<br>1650bhp<br>Klöckner-Humboldt-Deutz<br>3×80, 50, 20kW 220V d.c. |
| 670311<br>LMAT | **JOHN SENIOR**<br>**Rolf Hansen**<br>Kristiansund Norwegian | 126<br>66<br>— | NV | **1964** Storviks M/V—Kristiansund<br>98' 4" 20' 1"<br>87' 0"<br>1 dk<br>len 66<br>rf 25½" BK3½" | M Fishing Mchy.aft<br>1 Ho<br>2 Ha (4½', 9½'×4½')<br>1W Der 1(2) | Oil 4SA 4Cy. 270×400<br>320bhp<br>Aabenraa Motorfabrik |
| 517441<br>KGKG<br>242125<br>Df Esd<br>Gc Rdr | **JOHN SERGEANT**<br>**United States Department of Commerce**<br>Baltimore United States | 7280<br>4481<br>8869 | AB | **1942** Bethlehem-Fairfield—Bal<br>466' 0" 57' 1" 26' 7"<br>442' 4" 56' 11" 37' 4"<br>2 dks<br>RW<br>rf 6"<br>len 56 | GT<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35' 35'×20')<br>10W Der 10(5) | Gas turb<br>6600shp NE58<br>General Electric Co.<br>Controllable pitch propeller |
| 517442<br>WJ7505<br>276445<br>Df Gc<br>Rdr RT | **JOHN SHERWIN**<br>**Pickands, Mather & Co.**<br>Wilmington, Del United States | 14144<br>10555<br>25000 | AB | **1958** American S.B. Co.—Toledo<br>710' 0" 75' 2" 25' 11½"<br>690' 0" 75' 0" 37' 6"<br>1 dk<br>RW<br>rf 3" | S Mchy.aft<br>4 Ho<br>20 Ha (each 11'×48') | 2 S Turb dr geared<br>8500shp<br>De Laval S. Turb. Co. |
| 517443<br>KXHD<br>243750<br>Df Esd | **JOHN STEVENSON**<br>**United States Department of Commerce**<br>Baltimore United States | 7176<br>4380<br>10920 | | **1943** Bethlehem-Fairfield—Bal<br>441' 6" 57' 0" 27' 9½"<br>417' 9" 56 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |

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| **JOHN T. HUTCHINSON**<br>**American S.S. Co. Inc.**<br>Boland & Cornelius<br>Buffalo United States | **9775**<br>6964<br>15825 | AB | **1943** American S.B. Co.—Clv<br>610′ 0″ 60′ 2″ 23′ 11″<br>605′ 0″ 60′ 0″ 35′ 0″<br>F54′ 1 dk<br>RW<br>rf 3″ | S Mchy.aft<br>Self-unloader<br>4 Ho<br>G.478210<br>17 Ha (stl) (each 11′×38′) | C 4Cy. (2) 20⅞″ & (2) 50″×48″<br>2500ihp 350t (o.f)<br>American S.B. Co. Lorain<br>12k |
| **JOHN T. McMILLAN**<br>**United States Department of Commerce**<br>San Francisco United States | **7229**<br>4442<br>10500 | AB | **1943** Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **JOHN T. TABELING**<br>exR. J. Perry–66<br>**Reliable Fuel Supply Co. Inc.**<br>New York United States | **614**<br>509<br>650 | | **1945** Ira S. Bushey & Sons Inc.—<br>Brooklyn<br>*180·7′* 30′ 1″ 12′ 4″<br>180′ 2″ 30′ 0″ 13′ 3″<br>P34′ F25′ 1 dk<br>len 47 | M Tanker Mchy.aft<br>L.46000 | Oil<br>450bhp 11½t–2¼pd<br>Fairbanks, Morse & Co. Beloit<br>10k |
| ame should be **JOHN J. TABELING** See New Entries No. **10** | | | | | |
| **JOHN T. WALSH**<br>**Mobile Towing Co.**<br>Mobile United States | **268**<br>44<br>— | AB | **1942** Alabama D.D. & S.B. Co.—Mob<br>*104·5′* 24′ 8″ 12′ 5⅞″<br>105′ 0″ 24′ 6″ 13′ 10″<br>1 dk | M Tug | Oil 4SA 8Cy. 14½″×20″<br>1200bhp Emade44refitted59 103t (d.o)<br>National Supply Co. Springfield |
| **JOHN TODD**<br>exNorcrown–62 exFram–54<br>**J. H. Todd & Sons Ltd.**<br>Vancouver Canadian | **121**<br>79<br>— | | **1944** Seattle S.B. Corp.—Sea<br>*76·4′* 22′ 2″<br>… … …<br>1 dk | Wood M Fishing<br>1 Ho 35′<br>1 Ha (8′×5′)<br>Der 1(5) | Oil 6Cy. 265×330 mm<br>250bhp (d.o)<br>Atlas-Imperial D.E. Co. Oakland<br>1×3kW 110V 60c/s a.c.<br>1×2kW 110V d.c. |
| **OHN V.**<br>V. Zeelichter **"Thames II"**<br>ternational **Shipbrokers Ltd.**<br>tterdam Netherland | **500**<br>261<br>650 | BV | **1957** Gebr. Niestern & Co.—Dzl<br>179′ 8″ 27′ 9″ 10′ 10″<br>161′ 6″ 27′ 7″ 12′ 0″<br>P47′ F25′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 106½′<br>G.33500 B.31000<br>2 Ha (41¼′, 37½′×17¾′)<br>2W Der 2(3–5) | Oil 4SA 6Cy. 305×460 mm<br>450bhp<br>D. & J. Boot "De Industrie" Alp<br>10k |
| **OHN W. FOSTER**<br>ited States **Department of**<br>Commerce<br>Francisco United States | **7322**<br>4437<br>10500 | AB | **1943** Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **HN W. MACKAY**<br>ited States **Department of**<br>Commerce<br>Francisco United States | **7230**<br>4435<br>10500 | AB | **1943** Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **HN W. MACKAY**<br>mmercial **Cable Co.**<br>(Marine) Ltd.<br>ndon British | **4105**<br>1890<br>4939 | **✠100A1** SS 8/64<br>**shelter dk with freeboard**<br>**✠LMC**<br>EL w | **1922–5** Swan, Hunter & Wghm Rchdsn<br>—Nwc<br>361′ 8″ 48′ 1″ 25′ 3¼″<br>333′ 0″ 47′ 9″ 35′ 0″<br>2 dks, 3rd dk fwd & aft<br>R Coil BH to S dk 7 to U dk<br>WB856t | TS Cable Ship CSD<br>3W | T 6Cy. 18½″ 30½″ & 50″×36″<br>2800ihp 1487t (o.f)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>3 SB 190lb hs(7614) 9cf 11½k |
| **HN W. MELDRUM**<br>ited States **Department of**<br>Commerce<br>n Francisco United States | **7223**<br>4416<br>10500 | AB | **1943** Permanente (Shpyd No. 1)—<br>Richmond<br>441 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **HN WANAMAKER**<br>ited States **Department of**<br>Commerce<br>ltimore United States | **7176**<br>4380<br>10920 | AB | **1943** Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 0″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **HN WEYERHAEUSER**<br>dward B. Haines–47<br>yerhaeuser **Co.**<br>coma United States | **7272**<br>4435<br>10841 | AB | **1944** Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 0″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 48¼′, 63¾′, 84′<br>G.563608 B.499573<br>5 Ha (stl) (33¼′, 34½′, 19¾′, 34½′, 34½′×19¾′)<br>12W Der 2(10) 8(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>General Mchy. Corp. Hamilton<br>2×150kW 110/208V 60c/s a.c. 11½k |
| ow **RELIANCE INTEGRITY** See New Entries No. **12** | | | | | |

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| 517459<br>5LBN<br>810<br>Df Esd<br>Rdr | **JOHN WILSON**<br>**Ocean Transport Lines Inc.**<br>Monrovia Liberian | 8202<br>4850<br>~~10700~~<br>13089 | ✠100A1<br>✠LMC<br>MN720 | SS 4/65<br>EL c†2½"SQ | 1956-8 Mitsui Zosen—Tmn<br>474' 6" 62' 4" 27' 8½"<br>440' 0" 62' 0" 36' 5"<br>P100' F44' 1 dk<br>NS 8BH<br>rf 2" WB4944t incl. DT1464t | M Bulk Carrier Mchy.aft<br>5 Ho each 60¾'<br>5 Ha (stl) (each 41'×31¾')<br>Der 6(3) | Oil 2SA 5Cy. 620×115<br>3600bhp B&W<br>Mitsui Zosen<br>2db 100lb<br>3×312kW 450V 60c/s a.c. |
| 517460<br>ZMJG<br>315702<br>Df Esd<br>Rdr<br>RTm/v | **JOHN WILSON**<br>**Wilsons (N.Z.) Portland Cement Ltd.**<br>Auckland New Zealand | 1675<br>691<br>~~2107~~<br>2200 | ✠100A1<br>✠LMC<br>MN471 | SS 9/65<br>EL q 1⅑"SQ | 1961-4 Henry Robb Ltd.—Lth<br>267' 4" 42' 4" 15' 9½"<br>246' 0" 42' 0" 18' 6"<br>P76' F26' 1 dk<br>RW NS 6BH<br>rf 4" WB884t | D-E Cement Carrier Mchy.aft<br>Self-unloader<br>2 Ho 62', 58'<br>G.62500<br>Der 1(5) | 3 Oil 4SA each<br>2355bhp driving 3 gen.<br>440V d.c. connected to<br>1600shp (CC) & sc. shaft<br>Belliss & Morcom Ltd. |
| 517461<br>KFJL<br>241901<br>Df Esd | **JOHN WISE**<br>**United States Department of Commerce**<br>San Francisco United States | 7230<br>4449<br>10500 | | AB | 1942 Richmond S.B. Corp.—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks. 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Iron Wks<br>3×20kW 120V d.c. |
| 517462<br>ZSJJ<br>171321<br>Esd<br>RTm | **JOHN X. MERRIMAN**<br>**Republic of South Africa (Railways & Harbours Administration)**<br>Cape Town S. African | 621<br>—<br>— | ✠Classed LR until 5/39 | | 1938-3 Lobnitz & Co. Ltd.—Rnf<br>155' 0" 33' 1" 15' 6"<br>32' 11"<br>B42'<br>R<br>rf 12" | TS Tug<br>1 Ho 13'<br>1 Ha (5'×8')<br>1W | T 6Cy. 17" 29" & 48"×<br>3250ihp<br>Lobnitz & Co. Ltd. |
| 652407<br>6ZNX<br>2436<br>Df Esd<br>Gc Rdr | **JOHNEVERETT**<br>**Everett-Orient Line Inc.**<br>Monrovia Liberian | 5854<br>3299<br>8529 | | AB | 1966 Sasebo Hvy Ind.—Sbo<br>457' 6" 61' 4" 24' 10¾"<br>426' 6" 61' 0" 36' 9"<br>B27' F14' 2 dks & S dk<br>rf 7" | M OSD Mchy.aft<br>5 Ho 58½', 70¾', 71', 68½', 52½'<br>G.551394 B.513307<br>5 Ha (stl) (29½'×18½')<br>(42', 42', 42', 31½'×23')<br>16W Cr 1(5-9) 3(5) 2(3)<br>Der 1(35) 1(20) 6(10) 10(5) | Oil 2SA 6Cy. 680×1250 mm<br>6600bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd<br>3×240kW 450V 60c/s a.c. |
| 517464<br>Df Esd<br>Pfd Rdr<br>RT | **JOHNNY**<br>**Chantiers & Armement Seghers**<br>Ostend Belgian | 209<br>85<br>— | | BV | 1960 Ch. & Armement Seghers—Ost<br>127' 0" 22' 2"<br>109' 9" 21' 10" 13' 9" | M Trawler<br>3 Ha (each 3½'×3½') | Oil 4SA 6Cy. 320×480 m<br>800bhp<br>Motorenw. Mannheim |
| 517466<br>188714<br>RT | **JOHNNY B**<br>**McNamara Corp. Ltd.**<br>Toronto Canadian | 149<br>47<br>— | | | 1956 Russell-Hipwell Eng. Ltd.—Owen Sound<br>96' 0" 26' 0"<br>90' 0" 22' 1" 6' 4"<br>2 dks | TM Tug | 2 Oil 4SA each 6Cy.<br>Cummins Eng. Co. Inc. |
| 502202<br>Df Esd<br>RTm | **JOHNNY CAY**<br>exArbon-67<br>**Maritima San Andres Ltda.**<br>~~Cartagena~~ Colombian<br>San Andres | 500<br>279<br>665 | | BV | 1956 D. & J. Boot Schps. "De Vooruitgang"—Alp<br>178' 4" 28' 8" 10' 4½"<br>160' 0" 28' 5" 11' 6"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 101½'<br>2 Ha (each 39½'×16½')<br>Der 2(2) | Oil 4SA 6Cy. 305×460<br>450bhp<br>D. & J. Boot "De Indus |
| 525174<br>Df Esd<br>Gc Rdr<br>RTm | **JOHNNY EXPRESS**<br>exNieuwland-66<br>**Johnny Express Corp.**<br>Panama Panamanian | 689<br>275<br>938 | ✠Class **WITHDRAWN** at Owners' request 10/68 | | 1951-4 C. v.d. Giessen—Krimpen<br>235' 6" 36' 1" 12' 6"<br>215' 0" 36' 0" 20' 6"<br>1 dk & S dk<br>RW Coll BH to 2nd dk<br>rf 2½" WB262t | M Ref OSD<br>2 Ho each 64'<br>G.84000 B.79000 In.8760<br>2 Ha (stl) (34½', 42'×16¾')<br>4W Der 4(3-5) | Oil 4SA 6Cy.<br>1260bhp<br>N.V. Werkspoor<br>2×35, 24kW 220V d.c. |
| 517467<br>Df | **JOHNOV**<br>**U.S.S.R.**<br>Russian | 533<br>—<br>250 | | | 1953 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157' 1" 31' 4" 11' 10"<br>139' 9" 31' 2" 15' 5"<br>F56' | S Tug | T 3Cy. 16⅛" 27⅛" &<br>Wärtsilä Kon. Crichton- |
| 517468<br>VGIJ<br>198101<br>Df Esd<br>Rdr | **JOHNSTONE STRAITS**<br>exJames M. Curley-54<br>**Straits Towing Ltd.**<br>Vancouver Canadian | 303<br>45<br>— | | | 1944 Northeast S.B. Co.—Qcy<br>*118-6'* 28' 1" 13' 6½"<br>... ... ... | Wood M Tug | Oil 4SA 8Cy.<br>NE55<br>National Supply Co. |
| 517469<br>WE2311<br>263877<br>Df Gc<br>Rdr<br>RTh | **JOHNSTOWN**<br>**Bethlehem Steel Corp.**<br>Wilmington, Del United States | 10317<br>5947<br>— | | AB | 1952 Bethlehem-Sparrows Pt. Shpyd—Sp.Pt<br>*683-0'* 70' 4" 25' 1"<br>682' 10" 70' 0" 37' 0"<br>P100' F60' 1 dk<br>RW len 58<br>rf 3" | S Bulk Carrier Mchy.aft<br>5 Ho 96', 120', 96', 96', 96'<br>G.534602<br>21 Ha (each 11'×43') | 2 S Turb dr geared to<br>7000shp<br>Bethlehem Stl Co.<br>2×400kW 450V |
| 517471 | **JOHO MARU No. 8**<br>**Nishitaki Kaiun K.K.**<br>Tsukumi Japanese | 445<br>244<br>— | | | 1961 Kurushima Dock Co. Ltd.—Imabari<br>156' 9" 26' 5" 12' 6"<br>141' 0" 26' 3" 13' 2"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy.<br>Nippon Hatsudoki |

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| **JOHS. STOVE**<br>exMarvel-67<br>**Lorentzens Skibs A/S**<br>Lorentzens Rederi Co.<br>Norwegian<br>Oslo | **1595**<br>900<br>2535 | **BROKEN UP** | NV | **1921** Akers M/V A/S—Osl<br>*256·0′* 39′ 8″ 16′ 9″<br>255′ 0″ 39′ 6″ 19′ 0″<br>P24′ B64′ F26′ 1 dk<br>R<br>rf 4½″ | S<br>G.113750 B.105000<br>4 Ha (24¾′, 26¾′, 26¾′, 24¾′×18′)<br>5W Der 2(5) 2(3) | T 3Cy. 19″ 31″ & 53″×36″<br>206Ihp<br>Akers M/V A/S<br>3×20, 15, 9kW 115V d.c. | 272t (o.f)<br>Osl<br>9½k |
| **OJO**<br>/S Lars Rej Johansen &<br>Knut A. Knutsen<br>Lars Rej Johansen<br>Norwegian<br>Oslo | **300**<br>165<br>780 | | GL | **1967** Schiffsw. H. Rancke—Ham<br>195′ 2″ 34′ 3″ 10′ 11″<br>170′ 4″ 33′ 2″ 19′ 4″<br>P48′ Q40′ B16′ F27′ 1 dk & S dk | M OSD Mchy.aft<br>G.61736 B.53965<br>Der 2(3) | Oil 4SA 6Cy. 320×480 mm<br>1050bhp<br>Motorenw. Mannheim<br>2×47kW 220/380V 50c/s a.c. | 55t (d.o)<br>Mhm<br>11¾k |
| **OKER**<br>/S Lars Rej Johansen &<br>Knut A. Knutsen<br>Lars Rej Johansen<br>Norwegian<br>Oslo | **299**<br>165<br>~~254~~<br>**777** | | GL | **1967** Schiffsw. H. Rancke—Ham<br>194′ 11″ ~~195′ 3″~~ 34′ 2″ ~~10′ 10½″~~ 10′ 10¾″<br>170′ 4″ 33′ 1½″ 19′ 8″<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>1050bhp<br>Motorenw. Mannheim | Mhm |
| **OKUL**<br>S Jøkul<br>lge Sørdal<br>lesund<br>Norwegian | **359**<br>172<br>— | | NV | **1965** Bolsønes Verft—Molde<br>139′ 9″ 26′ 7″<br>26′ 6″ 13′ 6″<br>1 dk<br>len 66<br>BK4¾″ | M Trawler Mchy.aft<br>2 Ho<br>2 Ha (8¼′×7¼′) (9¾′×9¾′) | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz<br>2×32, 16kW 220V 50c/s a.c. | (d.o)<br>Kln |
| **OKULFELL**<br>gerdarfélag **S.I.S.**<br>ydarfirdi<br>Icelandic | **972**<br>379<br>1045 | **✠100A1**<br>**Str. nav. Ice**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN264 | **SS** 5/66<br>EL o 2″ | **1951–3** Oskarshamns Varv A/B—Osk<br>239′ 0″ 37′ 1″ 14′ 9¾″<br>216′ 0″ 37′ 0″ 23′ 10″<br>1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>WB245t incl. DTf27t | M Ref OSD Mchy.aft<br>2 Ho<br>G.62000 In.67000<br>4 Ha (each 14¾′×11¼′)<br>8W Der 8(3) | Oil 2SA 8Cy. 345×580 mm<br>1320bhp<br>Nydqvist & Holm A/B | 288t<br>Thn<br>13k |
| **LANDA**<br>Okeanis-59 exRibera–55<br>a de Nav. **Victoria S.A.**<br>nrovia<br>Liberian | **5550**<br>3347<br>9750<br>**7189**<br>4430<br>10647 | **✠100A1**<br>**with freeboard**<br>**✠LMC** | TD 7/67<br>EL b† | **1940–4** Lithgows Ltd.—P.Gl<br>447′ 2″ 58′ 0″ 25′ 9½″/27′ 4½″<br>57′ 10″ 37′ 3″<br>F33′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4″ WB1722t | S OSD/CSD<br>5 Ho 65¼′, 69¾′, 44′, 54¼′, 72¼′<br>G.527860 B.483614<br>5 Ha (31½′, 31′×23′) (18′×18′)<br>(33½′, 31′×23′)<br>10W Der 10(5) | T 3Cy. 25½″ 41″ & 72″×48″<br>2400ihp<br>D. Rowan & Co. Ltd.<br>3 SB 220℔ Spt hs(7161) 9cf<br>3×15, 10, 10kW 110V d.c. | 1775t (o.f)<br>Gls<br>10k |
| **LANDA**<br>nnies Coasters<br>(Pty) Ltd.<br>e Town<br>S. African | **494**<br>326<br>990<br>**1176**<br>743<br>1877 | **100A1**<br>**LMC**<br>MN246 | **SS** 3/65<br>EL o 1⅜″SQ | **1964** S.A. Juliana Const. Gijonesa—Gjn<br>245′ 4″ 35′ 3″ 11′ 8″/16′ 5″<br>227′ 11″ 35′ 1½″ 19′ 0″<br>Ba45′ F29′ 1 dk & S dk<br>4BH<br>rf 2½″ WB516t | M OSD/CSD Mchy.aft<br>2 Ho 82¾′, 78¾′ 2 TwD 86½′, 68¾′<br>2 Ha (stl) (45¼′, 55′×18¼′)<br>Der 4(5) | Oil 4SA 9Cy. 300×450 mm<br>1230bhp<br>Masch. Augsburg-Nürnberg<br>3×56, 56, 22kW 220V 60c/s a.c. | (d.o)<br>Aug |
| **LANDA SMITS**<br>Smits<br>mp's Scheepv. en<br>Handelmaats. N.V.<br>tterdam<br>Netherland | T.Mk<br>**533**<br>262<br>859<br>**1201**<br>653<br>1842 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN500 | EL p 1$\frac{7}{16}$″SQ | **1966–2** Schps. v/h De Groot & v. Vliet—Slikkerveer<br>261′ 8″ 37′ 1″ 12′ 3½″/17′ 3½″<br>238′ 2″ 36′ 7½″ 20′ 4″<br>Ba42′ F41′ 2 dks<br>Coll BH to U dk 3 to 2nd dk<br>rf 4″ WB379t | TM Ref Mchy.aft<br>In.64500 | 2 Oil 4SA each 8Cy. 320×480 mm<br>2500bhp<br>Motorenw. Mannheim | Mhm |
| **LE FASSIO**<br>Ocean Queen-51<br>lain & Fassio e Cia.<br>Internazionale di Genova<br>Soc. Riunite di Nav. S.p.A.<br>nova<br>Italian | **2586**<br>1454<br>3063 | | RI | **1950** Framnæs M/V A S—Sfj<br>363′ 6″ 49′ 4″ 20′ 7½″<br>328′ 2″ 48′ 10″ 30′ 3″<br>F&B306′ 1 dk & S dk, pt 3rd dk<br>RW | M Ref OSD<br>4 Ho<br>G.180000 In.179182<br>8W Der 4(5) 4(3) | Oil 2SA 6Cy. 737×1016 mm<br>3250bhp<br>Nordberg Mfg Co. | 906t<br>Milwaukee<br>15k |
| **OLI**<br>Oland-63 exAnne-Grethe–61<br>Norma-53 exReiger–50<br>Wim-36<br>R. K. Hansen<br>sens<br>Danish | **149**<br>79<br>215 | | BV | **1924** W. Mulder—Stadskanaal<br>102′ 11″ 19′ 4″ 9′ 2″<br>19′ 2″<br>1 dk<br>R | Aux Mchy.aft<br>1 Ho 59′<br>2 Ha (13′, 26¼′×13′)<br>Der 2(1½) | Oil 4SA 3Cy. 300×410 mm<br>211bhp NE56<br>A/S Vølund | (d.o)<br>Cpn |
| **OLI FRUCTIDOR**<br>ford Duchess-54<br>c. Anon d'Arm. **Mallet**<br>ope<br>French | **336**<br>121<br>— | ✠Classed LR until 10/62 | BV | **1949–10** Cochrane & Sons Ltd.—Sel<br>158′ 1″ 25′ 8″<br>142′ 6″ 25′ 6″ 13′ 6″<br>Q75′ F26′<br>BK 7½″ | M Trawler<br>3 Ha (5¼′, 5¼′, 3½′×3½′) | Oil 4SA 8Cy. 320×380 mm<br>860bhp Ruston & Hornsby<br>Vickers-Armstrongs Ltd. | 82t<br>Brw<br>11k |

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| 517481<br>TQRJ<br><br>Df Esd<br>Pfd RT | **JOLIE PAIMPOLAISE**<br><br>**Goarant**<br>Lorient French | 115<br>36<br>— | BV | 1958 Ch. Herbert & Héraud—Etel<br>*77·3′* 21′ 5″<br>... ... ... | Wood M Fishing<br><br><br>2 Ha (each 4′×4′)<br>Der 1(3) | Oil 4SA 12Cy. 175×18<br>400bhp NE60<br>Soc. Alsacienne Con. |
| 517483<br>FOBE<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JOLIETTE**<br><br>**Cie. Fabre, Soc. Générale de Transports Maritimes**<br>Marseilles French | 1843<br>944<br>3166 | BV | 1953 De Hoop N.V.—Lobith<br>304′ 10″ 42′ 0″ 17′ 8½″<br>41′ 10″<br>P23′ B&F222′ 1 dk & S dk<br>len 59<br>rf 2″ | M (2P) Ref OSD<br>4 Ho 45′, 44½′, 42½′, 40½′<br>G.200400 B.188457 In.5297<br>4 Ha (stl) (24½′, 26½′, 24½′, 24½′×19½′)<br>8W Der 1(20) 8(5) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2500bhp<br>Swiss Loco. & Mch. Wks<br>3×105kW 220V d.c. |
| 517484<br>TKDC | **JOLIOT CURIE**<br><br>**Jérôme Le Berre & Henri Celton**<br>Douarnenez French | 295<br>—<br>— | | 1960 Donnart & Cie.—Concarneau<br>*104·6′* 27′ 5″<br>... ... ... | Wood M Fishing | Oil 5Cy. 230×400 mm<br>350bhp<br>Burmeister & Wain |
| 534477<br>GPWA<br>306202<br>Df Esd<br>Gc Rdr<br>RTm | **JOLLITY**<br>exSunetna–64<br>**Hemisphere Shipping Co. Ltd.**<br>Ocean Tramping Co. Ltd.<br>London British | 8819<br>5381<br>12530 | BV | 1958 Cant. Nav. Riuniti—Pal<br>484′ 7″ 62′ 8″ 29′ 1 1/16″<br>446′ 0″ 62′ 7″ 39′ 0″<br>B83′ F50′ 2 dks | M CSD<br>6 Ho 61½′, 60′, 53½′, 15½′, 72½′, 61½′<br>G.664418 B.616197<br>6 Ha (stl) (28½′, 28½′, 28½′×28½′) (15½′×15½′) (35½′, 35½′×28½′)<br>12W Der 1(30) 12(5) | Oil 2SA 6Cy. 740×1600 mm<br>5520bhp B&W<br>Cant. Nav. Riuniti<br>3×200kW 220V d.c. |
| 517486<br><br>205549<br>Df Esd<br>Gc | **JOLO**<br>exMul Lee–49<br>**Compañia Maritima**<br>Manila Philippine | 2671<br>1497<br>2886 | AB<br>✠Classed LR until 7/50 | 1947–12 Ekensbergs Varv—Skm<br>311′ 8″ 43′ 7″ 18′ 3½″<br>295′ 0″ 43′ 6″ 26′ 6″<br>2 dks<br>rf 4″ | M CSD<br>4 Ho 51½′, 51½′, 46½′, 62½′<br>G.168880 B.158602<br>4 Ha (26′×11½′) (28′, 26′×22′) (21½′×13½′)<br>8W Der 1(15) 8(5) | Oil 2SA 16Cy. 340×570 mm<br>magnetic slip couplings<br>3040bhp<br>A/B Atlas-Diesel<br>3×300, 100, 100kW 110/220 |
| 651062<br><br><br>Df RT | **JOLO LEMA**<br><br>**Republic of the Philippines**<br>Manila Philippine | 180<br>94<br>157 | ~~NK~~ | 1964 Imai Zosen K.K.—Kochi<br>*98·2′* 21′ 9″ 9′ 0″<br>96′ 5″ 21′ 8″ 10′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>420bhp<br>Hanshin Nainenki Kogyo |
| 670543<br>EFLY<br>VI-5-8687<br>Df Esd<br>RTh | **JOLUMA**<br><br>**Agrupacion Armadores Moragas, Fuentes y Escobio**<br>Las Palmas Spanish | 494<br>239<br>— | ✠100A1<br>stern trawler<br>✠LMC<br>✠Lloyd's RMC<br>MN220 EL 1 1/16″U1 | 1967–5 Hijos de J. Barreras S.A.—Vgo<br>160′ 10″ 31′ 3″ 14′ 7½″<br>131′ 2″ 31′ 2″ 22′ 11″<br>RFD26′ B36′ 2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf 26″ BK5″ WB104t | M Stern Trawler Ref Mchy.aft<br>1 Ho 58½′<br>In.14832<br>3 Ha (stl) (8½′, 8½′×4½′) (5′×5′) | Oil 4SA 8Cy. 270×500 mm<br>1100bhp Werkspoor<br>Hijos de J. Barreras S.A.<br>3×144, 144, 60kW 380V |
| 517487<br>PFEJ<br><br>Df Esd<br>RT | **JOMA**<br>exArtibonite–56<br>Launched as Joma<br>**H. van Nood**<br>C. Holscher's Scheepvaartbedr. (Holscher Shipping) N.V.<br>Groningen Netherland | 496<br>248<br>1035 | BV | 1954 Noord Ned. Schpsw.—Gro<br>198′ 10″ 32′ 1″<br>164′ 2″ 32′ 0″ 20′ 0″<br>P51′ B41′ F23′ 1 dk & S dk | M OSD Mchy.aft<br><br>G.62299 B.58429<br>2 Ha (each 43½′×18½′)<br>Der 2(3) | Oil ~~4SA 8Cy.~~<br>~~750bhp~~ Emade[illegible]<br>~~Masch. Kiel A.G.~~ |
| 517488<br>DCNO<br><br>Df Esd<br>RT | **JOMA**<br>exPonza–61 exEisberg<br>**Johann Held**<br>Haren/Ems W. German | 487<br>262<br>720 | GL<br>✠Classed BC until 3/62 | 1940–12 Zaanlandsche Schps. Maats.—Zaandam<br>173′ 4″ 28 6″ 11′ 0″<br>160′ 8″ 28′ 4″ 12′ 2″<br>P39′ F18′ 1 dk | M Mchy.aft<br>1 Ho 101½′<br>G.35900 B.31500<br>2 Ha<br>2W | Oil 4SA 8Cy. 290×420 mm<br>299bhp NE52<br>Masch. Kiel A.G. |
| 650691<br>LJJS<br>Df Esd | **JOMA**<br>exBruinvisch<br>**Hans O. Solberg Partrederi**<br>Haugesund Norwegian | 189<br>78<br>— | BV | 1929 A. Pannevis—Alp<br>*107·0′* 20′ 10″<br>... ... ...<br>1 dk<br>R | M<br><br><br>1 Ha (23′×8½′) | Oil<br>Emade[illegible] |
| 518036<br>SHAJ<br>9757<br>Df Esd<br>Pfd Rdr<br>RT | **JOMFRULAND**<br>exKalmarsund IX–64<br>**Anders E. Andersson Partrederi**<br>Rönnäng Swedish | 494<br>279<br>887 | BV | 1957 Kalmar Varv—Kal<br>184′ 1″ 31′ 2″ 12′ 8″<br>164′ 0″ 31′ 1″ 13′ 2″<br>P&B103′ F31′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 118′<br>G.49800 B.45100<br><br>2W Der 2(2½) | Oil 4SA 6Cy. 290×420 mm<br>690bhp<br>Masch. Kiel A.G. |
| 517489<br>TFIH<br><br>Df Esd<br>Rdr RT | **JÓN Á. STAPA**<br><br>**Viglundur Jonsson and others**<br>Olafsvik Icelandic | 121<br>42<br>— | | 1961 Djupviks Båtvarv A/B—Djupvik<br>79′ 7″ 19′ 11″ 9′ 10″<br>78′ 3″ 19′ 2″ 10′ 2″<br>1 dk | Wood M Fishing Mchy.aft | Oil 4SA 5Cy.<br><br>A/B Jönköpings |
| 520991<br>TFBS<br><br>Df Esd<br>Rdr RT | **JON EIRIKSSON**<br>exLjósafell–65 exGudrun–59<br>exAslaug–58 exOtur–53<br>**Jon Eiriksson h/f**<br>Hornafirdi Icelandic | 101<br>43<br>— | | 1948 ......................Sweden<br>*76·3′* 18′ 11″<br>... ... ... | Wood M Fishing | Oil<br>350bhp NE<br>Alpha-Diesel A/S |
| 517490<br>TFDN<br><br>Df Esd<br>Rdr RT | **JÓN FINNSSON**<br><br>**Gauksstadir h/f**<br>Gardi Icelandic | 208<br>92<br>— | | 1962 Bolsønes Verft.—Molde<br>108′ 2″ 22′ 1″<br>22′ 0″ 11′ 0″<br>1 dk<br>len 65 | M Fishing Mchy.aft | Oil 4SA 5Cy.<br>465bhp<br>Masch. Augsburg |

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| **JON GARDAR**<br>Gudmundur Jónsson<br>Rainkelsstödum, Gardi<br>Icelandic | 317<br>142<br>— | NV | 1965 Kaarbös M/V A/S—Harstad<br>129′ 7″ 24′ 1″ 12′ 10″<br>115′ 8″ 24′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 7Cy. 280×420 mm<br>700bhp<br>Wichmann Mtrf. Rub |
| **JON KJARTANSSON**<br>exSigurey-67<br>exThorstein Thorskabitur-66<br>exJörundur-58<br>Grimur h/f<br>Eskifirdi<br>Icelandic | 491<br>183<br>— | ~~✠100A1~~ ~~SS 7/63~~<br>~~trawler~~<br>~~✠LMC~~<br>~~EL e~~<br>✠Class **WITHDRAWN**<br>at Owners' request<br>5/68 | 1949–7 Brooke Marine Ltd.—Lwt<br>167′ 0″ 28′ 6″<br>148′ 2″ 28′ 0″ 15′ 0″<br>Q70′ F35′<br>RW 5BH<br>BK7½″ WB43t | M Trawler | Oil 4SA 8Cy. 320×450 mm with sr gearing<br>950bhp ✠NE8/63<br>Klöckner-Humboldt-Deutz Kln<br>Thw. thrust contr. pitch propellers 1 fwd 1 aft |
| **JON PRESTHUS**<br>exHöegh Silvercrest-61<br>exKurland-45<br>Launched as Höegh Trader<br>Pacific International Lines Ltd.<br>Singapore<br>Singapore<br>Now **KOTA BERAKAT** (No. 517493) in the Register | 7708<br>4728<br>10550 | ✠100A1 SS 12/64<br>FPT, APT & DTs—oil FP above 150° F.<br>✠LMC<br>✠Lloyd's RMC<br>EL b† | Lch. 1940 Recmd. 1947–2 Burmeister & Wain—Cpn<br>465′ 6″ 58′ 4″ 28′ 10″<br>430′ 0″ 58′ 0″ 37′ 6″<br>P35′ F80′ 2 dks, 3rd dk in Nos. 2 & 4 holds, platform dk in No. 3 hold<br>8BH<br>DK fwd of mchy. space WB5173t incl. DTa1166t DTm1146t DTf1176t | M (6P) Ref<br>5 Ho 47′, 93′, 40′, 26′ DT, 84′, 55′<br>G.581000 B.522000 In.64300<br>5 Ha (31½′, 41¼′, 20½′, 38¼′, 35¾′×20′)<br>14W Der 1(15) 10(5) 4(2½) | Oil 2DA 5Cy. 550×1600 mm<br>4550bhp 1268t (hvf)<br>Burmeister & Wain Cpn<br>4×175, 120, 120, 120kW 220V d.c. 14k |
| **ON THORDARSON**<br>exSeley-65<br>Berg h/f<br>Patreksfirdi<br>Icelandic | 150<br>58<br>— | | 1960 Gravdals Skips—Sunde<br>90′ 0″ 22′ 0″ 10′ 8¾″<br>81′ 10″ | M Fishing<br>1 Ho<br>1 Ha (6½′×4¾′) | Oil 2SA 4Cy. 280×420 mm<br>400bhp<br>Wichmann Mtrf. Rub |
| **ON THORLAKSSON**<br>Bæjarutgerd Reykjavikur<br>Reykjavik<br>Icelandic | 609<br>209<br>— | ✠100A1 SS 9/65<br>trawler<br>✠LMC<br>EL (j)1$\frac{5}{16}$″ | 1949–4 Goole S.B. & R. Co. Ltd.—Goo<br>187′ 4″ 29′ 6″ 14′ 8¾″<br>170′ 10″ 29′ 4″ 15′ 6″<br>Q86′ F35′<br>RW 4BH<br>BK8″ WB54t | M Trawler | Oil 4SA 5Cy. 430×455 mm with dr gear<br>1340bhp<br>Ruston & Hornsby Lcn<br>db 105℔ |
| **ONAS ALSTRÖMER**<br>exNordsvan-66<br>exSandhammaren-62<br>les & Warnberg A/B<br>ngsås<br>Swedish<br>Now **WESTFORS** See New Entries No. 11 | 449<br>244<br>670 | BV | 1959 A/B Kustvarvet—Höganäs<br>178′ 0″ 27′ 5″ 10′ 9″<br>27′ 4″ 11′ 10″<br>1 dk<br>RW len 64<br>rf 4″ | M Mchy.aft<br>1 Ho 119¾′<br>G.26840 B.24370<br>2 Ha (30½′, 57¾′×15′)<br>1W Der 3(3) | Oil 4SA 6Cy. 300×450 mm<br>450bhp 25t (d.o)<br>A/B Jönköpings Motfb. Jönköping<br>2×30kW 220V 50c/s a.c. 10½k |
| **NATHAN GROUT**<br>ted States Department of<br>mmerce<br>Orleans United States | 7176<br>4379<br>10660 | AB | 1942 Delta S.B. Co. Inc.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500iph 1834t (o.f)<br>American S.B. Co. Clv<br>3×20kW 120V d.c. 10k |
| **NATHAN HARRINGTON**<br>ted States Department of<br>Commerce<br>rtland, Or United States | 7241<br>4428<br>10844 | AB | 1942 Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′. 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Oregon War Industries Inc. Pld<br>3×20kW 120V d.c. 10k |
| **NATHAN P. DOLLIVER**<br>ted States Department of<br>Commerce<br>Francisco United States | 7176<br>4380<br>10500 | | 1943 Permanente (Shpyd No. 1)—Richmond<br>441′ 6″ 57′ 0″ 27′ 7⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **NATHAN TRUMBULL**<br>ted States Department of<br>Commerce<br>w Orleans United States | 7274<br>4455<br>10323 | AB | 1942 Delta S.B. Co. Inc.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2445t (o.f)<br>American S.B. Co. Clv<br>3×20kW 120V d.c. 10k |
| **NATHAN WORTH**<br>ted States Department of<br>Commerce<br>mington, N.C United States | 7177<br>4375<br>10590 | AB | 1943 N. Carolina S.B. Co.—Wmn<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾″, 35′, 20′, 35′, 35′×20″)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 10k |
| **NE-MIREN**<br>elipe Arrinda Badiola<br>Spanish | 135<br>105<br>— | | 1918 Esteban Eiguren—Lequeiti<br>*82·5′* 24′ 6″<br>… … … | Wood Aux Sr | Oil<br>75bhp NE27 13½t<br>6k |
| **ONET**<br>ection-56 exRottum-52<br>rsma, Brouwer & Gebr.<br>Kuiper<br>Scheepv. Bedr. "Gruno"<br>ningen<br>Netherland | 196<br>119<br>270 | BV | 1927 J. Vos & Zoon—Gro<br>*106·5′* 20′ 10″ 7′ 10½″<br>20′ 8″<br>P36′ F11′ 1 dk<br>R | M<br>1 Ho 70½′<br>G.14000 B.13000<br>2 Ha (27¾′, 13′×13′)<br>1W Der 2(2) | Oil 4SA 3Cy. 280×350 mm<br>120bhp 8t<br>Appingedammer Brons. Apg<br>7k |

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| 517506 | **JONGE FRANS .**<br><br>**Frans Huysseune**<br>Ostend Belgian | 100<br>39<br>— | | 1930 Van Praet & Verschueren—Boom<br>*85·3'* 20' 7"<br>... ... ...<br>R | M Trawler | Oil 4SA 4Cy. 300×450 mm<br><br>Motfbr. Deutz |
| 517507<br>PFEO<br><br>Df Esd<br>Rdr RT | **JONGKIND**<br><br>**Comm. Venn. Havreboot**<br>J. Vermaas' Scheepv. Bedr.<br>N.V.<br>Rotterdam Netherland | 499<br>250<br>1040 | | 1953 Holland Nautic N.V.—Haarlem<br>216' 10" 32' 11" 12' 4"<br>BV 32' 9"<br>P&B50' F35' 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 124½'<br>G.72154 B.66381<br>2 Ha (each 43½'×18')<br>4W Der 1(10) 3(3) | Oil 4SA 8Cy. 320×450 mm<br>809bhp<br>Klöckner-Humboldt-Deutz |
| 660399<br>LCPZ | **JONIKA**<br><br>**I/S Lars Rej Johansen &**<br>**Knut A. Knutsen**<br>Lars Rej Johansen<br>Oslo Norwegian | 500<br>330<br>1132<br>**1123**<br>775<br>2102 | | 1965 Schiffswerft Neptun—Ros<br>247' 10" 37' 10" 12' 1⅝"/16' 9½"<br>NV 224' 7"<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho<br>G.93000 B.87000<br>2 Ha (each 57'×20½')<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1300bhp<br>Klöckner-Humboldt-Deutz |
| 517508<br>ILES<br>58<br>RTm | **JONIO**<br>exCarlo Viola-51<br>**Societá per Azioni Servizi**<br>**Ausiliari (S.A.S.A.)**<br>Portoferraio Italian | 267<br>149<br>410 | | 1946 Offic. All. & Rip. Navi—Gen<br>137' 1" 21' 9" 10' 4½"<br>RI 123' 7" 21' 8" 11' 5"<br>P37' F12' 1 dk<br>RW | M Mchy.aft<br>1 Ho 85½' | Oil 4SA 6Cy. 265×413 mm<br>300bhp<br>S.A. Ansaldo |
| 517511<br>DIOZ<br>9801<br>Df Esd<br>Rdr | **JONNY JONAS**<br><br>**Jonny Jonas**<br>Küstenschiffahrt Bauer &<br>Hauschildt K.G.<br>Hamburg W. German | 499<br>344<br>866 | | 1957 J. J. Sietas Schiffsw —Ham<br>182' 1" 31' 10" 11' 10½"<br>GL 164' 1" 31' 6" 13' 3"<br>P31' F24' 1 dk<br>RW | M Mchy.aft<br>1 Ho 82½'<br>G.41030 B.38955<br>2 Ha (52½', 32½'×18½')<br>Der 2(2) | Oil 4SA 8Cy. 290×420 mm<br>480bhp<br>Masch. Kiel A.G. |
| 517513<br>MXLD<br>186752<br>Df Esd<br>Rdr RT | **JONRIX**<br><br>**Rix Shipping Co. Ltd.**<br>J. R. Rix & Sons Ltd.<br>Hull British | 647 ~~584~~<br>347 ~~276~~<br>950 ~~700~~ | ✠100A1 SS 4/68 ~~SS 8/65~~<br><br>✠LMC<br><br>MN102 EL h | 1957-6 Schps "Gideon" v/h J. Koster,<br>Hzn—Gro<br>202' 3" ~~179' 0"~~ 28' 9" ~~12' 0½"~~ 11' 11½"<br>185' 2" ~~162' 6"~~ 28' 6" 12' 3"<br>P46' F26' R dk fwd of P80' 1 dk<br>RW 3BH len 68<br>rf 4" WB256t | M Mchy.aft<br>~~1 Ho 99'~~<br>~~G.60626 B.35597~~<br><br>2W Der 2(3) | Oil 2SA 6Cy. 10⅝"×13½"<br>510bhp<br>Crossley Bros. Ltd. |
| 640334<br>JXYJ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JONWI**<br><br>**Kommandittselskapet**<br>**"Harwi"**<br>Rolf Wigands Rederi<br>Bergen Norwegian | 35844<br>22006<br>61565 | | 1964 Kockums M V A/B—Mmo<br>775' 0" 105' 10" ~~39' 10"~~ 41' 5⅛"<br>NV 745' 0" 105' 6" 53' 5"<br>P72' F106' 1 dk<br><br>rf 5" | M Tanker Mchy.aft<br>26 Ta<br>L.2485400 HeCls. BC | Oil 2SA 10Cy.<br>19000bhp MAN<br>Kockums M/V A/B<br>4×650, 435, 435, 435kW |
| 651700<br>DCRZ<br><br>Df Esd<br>Gc Rdr<br>RT | **JOP**<br><br>**Bernhard Schöning**<br>Haren/Ems W. German | 500<br>355<br>— | | 1965 Jos. L. Meyer—Papenburg<br>241' 2" 38' 1" 12' 2"<br>GL 216' 6" 37' 9" 20' 8"<br>B39' F19' 1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy.<br>1100bhp<br>Motorenw. Mannheim |
| 517518<br>WMYW<br>245749<br>Df Esd<br>Gc | **JOPLIN VICTORY**<br><br>**United States Department of**<br>**Commerce**<br>Los Angeles United States | 7652<br>4622<br>10702 | | 1944 California S.B. Corp.—L.An<br>455' 3" 62' 1" 28' 6⅝"<br>AB 436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared<br>9350shp<br>Joshua Hendy Irn Wks<br>2×300kW 240V d.c. |
| 680656<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **JOPRIMA**<br><br>**I/S Lars Rej Johansen &**<br>**Knut A. Knutsen**<br>Lars Rej Johansen<br>Oslo Norwegian | ~~4400~~ 4202<br>— 2314<br>~~6050~~ 6015 | | 1967 Schiffswerft Neptun—Ros<br>376' 3" 21' 2½"<br>NV 347' 10" 54' 6" 25' 7"<br>1 dk | M Mchy.aft | Oil 2SA 6Cy.<br>4000bhp MAN<br>Masch. Halberstadt |
| 542061<br>ONJO<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **JORDAENS**<br><br>**Cie. Maritime Belge**<br>**(Lloyd Royal) S.A.**<br>Agence Maritime International<br>S.A.<br>Antwerp Belgian | T.Mk<br>*7347*<br>*4093*<br>10566<br>*10375*<br>*5966*<br>12523 | ✠100A1 SS 10/68<br>DTsm a—vegetable oil<br>✠LMC<br>~~✠Lloyd's RMC~~<br>MN1800 EL f†2⅛"SQ | 1953-6 S.A. Cockerill-Ougreé—Hbk<br>516' 11" 66' 5" 27' 4½"/30' 1"<br>479' 6" 65' 11" 40' 6"<br>F94' RAD28' 2 dks, 3rd dk in Nos. 2 & 3 holds<br>8BH<br>rf 6" DK fwd WB2897t incl. DTsm a1545t | M (12P) Ref<br>5 Ho 41½', 76½', 68', 38' DT, 68', 62½'<br>G.677663 B.581822 In.14190<br>6 Ha (stl) (20½'×19½') (50½', 40½'×23')<br>(12½'×26½') (46½'×26½')<br>(40½'×19½')<br>18W Der 1(116) 1(60) 8(5–10) 10(5) | Oil 2SA 6Cy.<br>9000bhp Sulzer<br>S.A. Cockerill-Ougrée<br>AuxB 100lb<br>3×348kW 390V<br>Thw. thrust propeller |
| 518207<br>LDZQ<br><br>Df Esd<br>Pfd Rdr<br>RT | **JOREEFER**<br>exKare-65<br>**I/S Lars Rej Johansen &**<br>**Knut A. Knutsen**<br>Lars Rej Johansen<br>Oslo Norwegian | 500<br>220<br>755 | ✠100A1 SS 12/66<br>Str. nav. Ice<br>✠LMC<br>✠Lloyd's RMC<br>MN192 EL I 1½"SQ | 1955-5 Orenstein Koppel u. Lbcr.<br>Masch.—Lbc<br>218' 6" 32' 7" 12' 0½"<br>192' 0" 32' 6" 19' 2"<br>F21' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 2" WB260t | M Ref OSD Mchy.aft<br><br>G.69965 B.62509 In.45770<br>2 Ha (29½', 49½'×16½')<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy.<br>960bhp<br>Alpha-Diesel A/S |

**IN PORT DAMAGED 12/68—CLASS SUSPENDED 4/69**

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| 514158<br>DDOF<br><br>Esd | **JORG I**<br>exHangard-63<br>exHinrich Ahrens-62<br>exHindina exBrema<br>**Ludolf Schumacher**<br>Brake W. German | 249<br>119<br>365 | | 1940 C. Lühring—Brake<br>*136·9'* 23' 1" 8' 7"<br>GL ... ... ...<br>1 dk len 51 | M Mchy aft | Oil 4SA 4Cy.<br><br>Deutsche Werke |

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| **JORGE VELHO**<br>Jens Toft-63 exDyrnæs-46<br>**Cinaba Comercio Industria e Navegacao Bandeirante S.A.**<br>Santos Brazilian | 2734<br>1457<br>5310 | | BV | **1946**–2 Odense Staalskibs. A/S—Odn<br>359′ 6″ 51′ 0″ 20′ 8½″<br>50′ 11″<br>F34′ 1 dk & S dk<br>RW | S OSD<br>G.284000 B.259000<br>7W Der 6 | C 4Cy. (2) $16\frac{9}{16}$″ & (2) $35\frac{7}{16}$″×$35\frac{7}{16}$″ & LP turb with dr gearing & hydraulic coupling (o.f)<br>Burmeister & Wain Cpn<br>11k |
| **ORGEN PRIESS**<br>**Tage Priess**<br>Nykøbing, M Danish | 369<br>215<br>— | | BV | **1963** Sölvesborgs Varv A/B—Sbg<br>171′ 6″ 27′ 10″ 10′ 6″<br>150′ 9″ 27′ 8½″ 11′ 6″<br>1 dk | M Mchy.aft<br>1 Ha (79′×17½′) | Oil 2SA 5Cy. 230×400 mm<br>300bhp<br>Alpha-Diesel A/S Fkn |
| **ORGEN VESTA**<br>**Rederiet Vesta I/S**<br>Svendborg Danish<br>Johan J. Jensen (Mgr.) | 353<br>186<br>571 | | BV | **1956** Husumer Schiffs.—Husum<br>166′ 7″ 27′ 2″ 10′ 3″<br>27′ 0″ 11′ 3″<br>1 dk<br>R len 59 | M Mchy.aft<br>2 Ho each 41½′<br>2 Ha (each 41½′×16½′) | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. Kel |
| **ORIE**<br>**Shell-Mex & B.P. Ltd.**<br>Rochester British | 130<br>97<br>— | Classed LR until 5/50<br>**DISMANTLED** | | **1925** Baanhoek v/h Nederlof—Sliedrecht<br>116′ 2″ 18′ 1″<br>17′ 11″<br>Q26′ F15′ 1 dk<br>R len 39 | M Tanker Mchy.aft<br>3 Ta | Oil 6Cy. 5¼″×7¾″ Emade48fitted63<br>Norris, Henty & Gardner Mch<br>7k |
| **ORN**<br>Jörg-67 exWestbris-62<br>Horst-60<br>~~mann Schepers~~<br>~~W. German~~<br>**Johannes Schepers**<br>ren/Ems W. German | 423<br>204<br>524 | ~~✠100A1 TD 5/68 Dr 6/64~~<br>~~✠LMC~~<br>**WRECKED 10/68** | ~~EL (y)1″SQ~~<br>~~EL (g)1″SQ~~ | **1939**–12 Foxhol N.V.—Foxhol<br>159′ 1″ 27′ 0″ 10′ 3½″<br>147′ 7″ 26′ 9″<br>P39′ Q52′ F26′ 1 dk<br>R 3BH<br>WB185t | M Mchy.aft<br>1 Ho 88½′<br>2 Ha (28¾′, 31¼′×16′)<br>Der 2(2) | Oil 4SA 6Cy. 290×450 mm<br>360bhp (d.o)<br>Appingedammer Brons. Apg |
| **ORN P**<br>arn-P-65 exLuctor-63<br>**H. Nyholm**<br>by Danish | 137<br>93<br>175 | | BV | **1926** "De Gideon" J. Koster Hzn. Schps.—Gro<br>*98·2′* 17′ 7″<br>17′ 5″<br>1 dk<br>R | AuxSlp | Oil 2SA 3Cy. 200×340 mm<br>150bhp NE49<br>Alpha-Diesel A/S Fkn |
| **RN WITT**<br>Totka-55<br>**rich Witt**<br>**ch Witt G.m.b.H.**<br>burg W. German | 826<br>391<br>1210 | | BV | **1951** Schpsw. Gebr. v.d. Werf—Deest<br>202′ 5″ 31′ 11″ 14′ 1¼″<br>31′ 9″<br>1 dk<br>R<br>rf 16″ | M Mchy.aft<br>1 Ho 118′<br>Der 1(10) 3(3–5) | Oil 4SA 6Cy. 330×600 mm<br>600bhp (d.o)<br>N.V. Werkspoor Ams<br>2×27, 17kW 110V d.c. |
| Now **BELLONA** See New Entries No. 3 | | | | | | |
| **RUNA**<br>argaret C. Ertel-63<br>**ckers Reederi A/S**<br>stiansund Norwegian | 1273<br>726<br>— | | BV | **1953** Schiffsw. A. Pahl—Ham<br>264′ 2″ 35′ 0″ 14′ 6½″<br>244′ 1″ 34′ 10″ 16′ 3″<br>P51′ Q69′ F20′ 1 dk<br>RW len 57 3W | M Mchy.aft<br>2 Ho<br>G.73814 B.68587<br>4 Ha (29½′, 29½′, 35¼′, 31½′×21¼′) | Oil 4SA 8Cy. 320×450 mm<br>925bhp 100t<br>Klöckner-Humboldt-Deutz Kln<br>10½k |
| Now **BREDOE** See New Entries No. 1 | | | | | | |
| **RUNDUR II**<br>**rundur h/f**<br>ykjavik Icelandic | 267<br>106<br>— | ✠100A1<br>trawler<br>Str. nav. ice<br>✠LMC<br>MN160 | SS 2/68<br>EL (c) | **1964**–3 Cochrane & Sons Ltd.—Sel<br>120′ 3″ 25′ 4″ 11′ 5″<br>104′ 9″ 25′ 0″ 12′ 0″<br>F18′<br>4BH<br>rf 27″ BK 5″ WB25t | M Trawler | Oil 4SA 8Cy. 8¾″×11½″ with sr gearing<br>800bhp<br>Blackstone & Co. Ltd. Stamford<br>Controllable pitch propeller |
| **RUNDUR III**<br>**rundur h/f**<br>ykjavik Icelandic | 267<br>106<br>— | ✠100A1<br>trawler<br>Str. nav. ice<br>✠LMC<br>MN160 | SS 2/68<br>EL (c) | **1964**–4 Cochrane & Sons Ltd.—Sel<br>120′ 3″ 25′ 4″ 11′ 5″<br>104′ 9″ 25′ 0″ 12′ 0″<br>F18′<br>4BH<br>rf 27″ BK 5″ WB25t | M Trawler | Oil 4SA 8Cy. 8¾″×11½″ with sr gearing<br>800bhp<br>Blackstone & Co. Ltd. Stamford<br>Controllable pitch propeller |
| **S. SIMARD**<br>**nch Lines Ltd.**<br>rel Canadian | 5102<br>3374<br>7153 | ✠100A1<br>oil tanker (cc)<br>Ice Class 1<br>✠LMC<br>MN1008 | SS 4/68<br>EL y 1⅞″SQ | **1964**–7 Marine Industries Ltd.—Srl<br>412′ 2″ 53′ 8″ 22′ 5¼″<br>388′ 0″ 51′ 11½″ 28′ 1″<br>P100′ F46′ 1 dk<br>9BH<br>rf nil WB DTf216t | M Tanker Mchy.aft<br>15 Ta<br>L.354490<br>HeCls. BC | Oil 2SA 6Cy. 500×1100 mm<br>5040bhp 361t–14pd<br>Burmeister & Wain Cpn<br>4AuxB 300lb 13½k |
| **É A. GONZÁLEZ CHAO**<br>-54<br>**os de Julio González**<br>Spanish | 145<br>74<br>— | | | **1949** E. Lorenzo & Cia.—Espineira<br>*87·0′* 19′ 7″<br>... ... ... | Wood S Trawler | T 3Cy. 7½″ $12\frac{3}{16}$″ & $20\frac{1}{16}$″×$14\frac{15}{16}$″<br>175ihp<br>Ponte & Cia. Vgo<br>8k |
| **SÉ ALBERTO**<br>aroline-35<br>c. de Pesca **Oceano Ltda.**<br>ra da Foz Portuguese | 687<br>505<br>807 | **BURNT 9/68** | BV | **1922** H. C. Christensens Staals.—Marstal<br>*180·5′* 32′ 5″ 11′ 5¼″<br>... ... ...<br>R | Aux T Sr Mchy.aft<br>3 Ha (21½′, 21½′, 15½′×11′)<br>Der 4 | 2 Oil 4SA each 6Cy. 220×360 mm<br>480bhp NE37<br>Humboldt-Deutzmot. Köln-Deutz<br>9½k |

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| 517530<br>KNAO<br>243133<br>Df Esd | **JOSÉ BONIFACIO**<br>**United States Department of Commerce**<br>Wilmington, N.C. United States | 7175<br>4408<br>10550 | | AB | 1943 N. Carolina S.B. Co.—Wmn<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 660640<br>EEUG<br>Esd RT | **JOSE CABOT ALFONSO**<br>**Herederos E. Cabot Alfonso**<br>Huelva Spanish | 191<br>93<br>— | | BV | 1965 Const. Nav. P. Freire—Vgo<br>104' 8" 23' 2" 9' 6"<br>90' 6" 23' 0" 11' 8"<br>1 dk<br>RW | M Trawler Mchy.aft | Oil 4SA 8Cy. 190×350 mm<br>480bhp Bolnes<br>Empresa Nacional "Elcano" |
| 517531<br>EADH<br>Df Esd<br>Rdr<br>RTm | **JOSÉ CALVO SOTELO**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Corunna Spanish | 8452<br>4550<br>10629 | ✠100A1<br>oil tanker<br>✠LMC | TD4-6/67<br>EL c† | Lch. 1941 Cmpl 1943-4 Cia.Euskalduna —Bbo<br>488' 10" 62' 4"<br>460' 0" 62' 0" 34' 4"<br>P108' B32' F47' 1 dk 2nd dk clear of cargo tanks<br>RW 18BH<br>WB1049t incl. DTf416t | TM Tanker Mchy.aft<br>L.521781<br>HeCls. B | 2 Oil 4SA each 6Cy.<br>3835bhp<br>Soc. Española de Const. Nav.<br>3AuxB 150lb<br>2×150kW 220V |
| 517532<br>EHXY<br>24<br>Esd | **JOSÉ CAMPELO**<br>**Herederos de Antonio Campelo Aguete**<br>Vigo Spanish | 142<br>79<br>— | | | 1948 V. Montenegro—Vgo<br>*79·7'* 20' 1"<br>... ... ... | Wood S Trawler | T 3Cy. 7" 11½" & 18"×12"<br>120ihp |
| 517533<br>EDJR<br>Df Esd<br>Pfd RT | **JOSE CARLOS**<br>**Braulio y Amable Marquez Alvarez**<br>Vigo Spanish | 204<br>100<br>— | | BV | 1961 Hijos de J. Barreras S.A.—Vgo<br>115' 3" 22' 7" 11' 7¾"<br>97' 8" 22' 3½" 13' 0"<br>RW | M Trawler<br>2 Ha (3½'×3½') | Oil 4SA 6Cy. 270×500 mm<br>575bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| 661448<br>EEXY<br>Esd RT | **JOSÉ CESAREO**<br>**S. Puerta Oviedo**<br>Vigo Spanish | 185<br>101<br>— | | | 1966 Const. Nav. Santodomingo—Vgo<br>94' 6" 21' 4"<br>82' 8" 21' 0" 11' 8"<br>1 dk | M Fishing Mchy.aft | Oil 6Cy. 220×280 mm<br>460bhp<br>Klöckner-Humboldt-Deut |
| 517534<br>UKHK<br>M-608 | **JOSE DIAS**<br>exEmpire Confederation-46<br>exElbe-45<br>**U.S.S.R.**<br>Archangel Russian | 1797<br>895<br>1845 | | | 1921 Nobiskrug Werft—Rendsburg<br>262' 5" 37' 6" 14' 10"<br>37' 4" 15' 1"<br>1 dk<br>R | S Mchy.aft<br>2 Ho<br>G.115373<br>3 Ha (26½', 39½', 37½'×16')<br>7W Der 1(15) 6(3) | T 3Cy. 17 1/16" 28½" & 45½"<br>Ottensener Masch. |
| 672364<br>Df Esd<br>Gc Rdr | **JOSE DIAZ**<br>**U.S.S.R.**<br>Archangel Russian | 2914<br>1318<br>3384 | | | 1967 Valmet O/Y Helsingin Telakka—Hfs<br>334' 11" 46' 0" 19' 4"<br>305' 3" 45' 11" 22' 6"<br>1 dk | M | Oil 2SA 5Cy. 500×1100<br>3250bhp B&W<br>Valmet O/Y Rautpohjan |
| 660641<br>EERX<br>Df Esd<br>RT | **JOSE DOMINGO**<br>**Domingo Ramón & José Fernández Pino**<br>Domingo Fernández Pino<br>Vigo Spanish | 151<br>69<br>125 | | | 1965 Ast. Santodomingo—Vgo<br>91' 3" 21' 3" 10' 9¾"<br>79' 0" 21' 0" 11' 8"<br>1 dk | M Trawler | Oil 4SA 6Cy. 220×280<br>460bhp<br>Klöckner-Humboldt-Deut |
| 651134<br>Df Esd<br>RT | **JOSÉ ELDUAYEN**<br>**Junta de Obras del Puerto de Vigo**<br>Vigo Spanish | 186<br>—<br>— | ✠100A1<br>tug Vigo—El Ferrol<br>coasting<br>✠LMC<br>MN190 | EL (b) | 1965-12 Enrique Lorenzo y Cia.—Vgo<br>93' 8" 24' 2"<br>82' 0" 22' 11½" 12' 3"<br>3BH<br>rf 18" BK7" WB14t | M Tug | Oil 4SA 8Cy. 270×500<br>950bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| 517535<br>EESP | **JOSÉ G. TREVILLA**<br>exRio Arillo-32 exTrubia<br>exAntonio<br>**Vapores Costeros S.A.**<br>Luis Alvarez Hernandez<br>Santander Spanish | 225<br>102<br>300 | | | 1918 Ast. Ardanaz—Bbo<br>*118·1'* 21' 0"<br>... ... ...<br>R | S<br>1 Ho 57½'<br>2 Ha (33½'×10½') (13'×12½')<br>Der 1(1½) | C 2Cy. 15" & 27"×20"<br>[illegible]<br>De Winton & Co. |
| 540569<br>Df Esd<br>RT | **JOSÉ GONZÁLEZ**<br>**Pesqueras Gabriel González S.R.C.**<br>Huelva Spanish | 350<br>161<br>— | | BV | 1964 Hijos de J. Barreras S.A.—Vgo<br>136' 0" 24' 3"<br>120' 3" 24' 1" 13' 8"<br>RW | M Trawler<br>3 Ha (each 3½'×3½') | Oil 4SA 8Cy. 270×500<br>950bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| 517536<br>EAVH | **JOSÉ GONZÁLEZ CHAO**<br>exGonzález Gestoso-54<br>exFragio No. 1-43<br>**Hijos de Julio González**<br>Vigo Spanish | 115<br>74<br>— | | | 1932 Const. Nav. P. Freire—Vgo<br>*79·7'* 18' 11"<br>... ... ... | Wood S Fishing | C 2Cy. 9 7/16" & 18"×11"<br>118ihp |
| 517537<br>EAMN<br>Esd | **JOSÉ IGNACIO DE C.**<br>exT.R.31<br>**Fidel González Rodriguez & Julio González Chás**<br>Corunna Spanish | 300<br>98<br>— | | | 1916 Canadian Vickers Ltd.—Mtl<br>*131·2'* 23' 1"<br>... ... ...<br>R | S Trawler | T 3Cy. 13 1/16" 22" & 36"<br>520ihp<br>Canadian Vickers |

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| **JOSÉ LASA**<br>**Manuel Falque y Cia. S.L.**<br>Vigo Spanish | 121<br>56<br>— | | | 1942 José A. Lasa—Motrico<br>*86·9′* 19′ 6″<br>… … … | Wood S Trawler | T 3Cy. 7$\frac{9}{16}$″ 11⅜″ & 18$\frac{11}{16}$″×14″<br>152ihp 55t (c)<br>José A. Lasa Pjs<br>7k |
| **JOSE LAUREL**<br>exPresident Laurel-67<br>exBonifacio-63<br>exGeorgian Flame-62<br>exMont Alta-55<br>exSunalta Park-46<br>**Philippine President Lines Inc.**<br>Manila Philippine<br>Now **LAUREL** See New Entries No. 3 | 7055<br>4321<br>— | BS✳<br>MBS✳<br>MN450 CT6762 C37 S33 | SS 1/66 | 1944-9 United Shpyds Ltd.—Mtl<br>441′ 6″ 57′ 2″ 27′ 8½″<br>417′ 6″ 56′ 11″ 37′ 4″<br>2 dks<br>RW NS 6BH to U dk 1 to 2nd dk<br>WB2160t incl. DTs795t<br>~~SURVEYS OVERDUE—CLASS SUSPENDED 1/68~~ | S<br>G.547683 B.481041<br>14W Der 1(30) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1719t (o.f)<br>Dominion Eng. Wks Mtl<br>3 SB 220℔ Spt hs(7140) 10½k |
| **JOSE LUIS AZNAR**<br>**Naviera Bilbaina S.A.**<br>Bilbao Spanish | 8279<br>5602<br>— | ✠100A1<br>✠LMC<br>MN1504 | EL d†2$\frac{3}{16}$″SQ | 1966-7 Cia. Euskalduna—Bbo<br>476′ 0″ 61′ 6″ 29′ 10½″<br>441′ 4″ 61′ 2″ 39′ 4″<br>Ba212′ F99′ 2 dks<br>RW 8BH<br>rf nil WB2762t incl. Tunnel tanks 311t DTm874t | M Mchy.aft | Oil 2SA 8Cy. 700×1200 mm<br>7520bhp MAN<br>Cia. Euskalduna Bbo<br>AuxB 100℔<br>3×170kW 230V d.c. |
| **JOSÉ M. MORELOS**<br>**United States Department of Commerce**<br>San Francisco United States | 7255<br>4456<br>10500 | AB | | 1944 Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| **JOSÉ MARIA**<br>exCorythaix<br>**Guzman Rodriguez Rincon e Hijos S.A.**<br>Corunna Spanish | 279<br>124<br>— | ✠Classed LR until 12/24 | | 1910-10 Cook, Welton & Gemmell Ltd.—Bev<br>*131·6′* 22′ 6″<br>… … …<br>R | S Trawler | T 3Cy. 13″ 23″ & 37″×24″<br>320ihp 180t (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>9k |
| **OSE MARIA MORELOS**<br>**etroleos Mexicanos**<br>lina Cruz Mexican | 12763<br>7508<br>20496 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1600 | EL i†2$\frac{7}{16}$″SQ | 1967-4 Kure Zosensho—Kur<br>560′ 3″ 72′ 5″ 29′ 11½″<br>535′ 0″ 72′ 3″ 39′ 9″<br>P130′ F80′ 1 dk<br>13BH<br>rf nil WB786t | M Tanker Mchy.aft | Oil 2SA 7Cy. 680×1250 mm<br>8000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio<br>2AuxB 270℔ Spt 446° F. 233℔<br>2×390kW 440V 60c/s a.c. |
| **OSÉ MIGUEL MÀSIQUES**<br>Nieves-47<br>**uel Màsiques Tabe**<br>rcelona Spanish | 129<br>111<br>— | | | 1918 M. Dominguez Leston Ontes—Corunna<br>*87·5′* 23′ 2″<br>… … …<br>R | Wood Aux Sr Mchy.aft | Oil 4SA 4Cy. 250×350 mm<br>165bhp NE35<br>F. Krupp Kel<br>1×1½kW 125V |
| **OSE MORGADO**<br>**anuel Morgado Anton**<br>go Spanish | 387<br>207<br>767 | BV | | 1964 Enrique Lorenzo y Cia.—Vgo<br>152′ 9″ 25′ 3″<br>131′ 11″ 25′ 1″ 13′ 8″ | M Trawler<br>2 Ha (7½′, 4¾′×7¼′) | Oil 4SA 8Cy. 300×450 mm<br>1070bhp 140t (d.o)<br>Masch. Augsburg-Nürnberg Nürnberg<br>11¾k |
| **OSE P**<br>**se Peisci S.A. de Nav.**<br>enos Aires Argentine | 3299<br>2066<br>— | BV | | 1945 Dravo Corp.—Pbg<br>327′ 9″ 50 0″ 15′ 1″<br>49′ 10″<br>1 dk | TM | 2 Oil 2SA each 12Cy. 215×254 mm<br>General Motors Corp. Pbg |
| **OSÉ RAMON CIRIZA**<br>**iriza Huarte S.A.**<br>an Sebastian Spanish | 143<br>63<br>143 | | | 1945 Cia. Euskalduna—Bbo<br>86′ 0″ 19′ 8″<br>19′ 6″ | M Trawler<br>1 Ho<br>1W | Oil 4SA 6Cy. 240×370 mm<br>418bhp B&W 50t<br>La Maquinista Terrestre y Mar. Bcl<br>9k |
| **OSE REGIDOR**<br>Koromiko-67<br>**San Jeronimo S.S. Co. S.A.**<br>ohn Manners & Co. Ltd.<br>anama Panamanian | *3552*<br>*1993*<br>5313 | ✠100A1<br>✠LMC | SS 10/67<br>EL v 1¾″SQ | 1947-12 A. Stephen & Sons Ltd.—Gls<br>345′ 2″ 50′ 6″ 22′ 4½″<br>325′ 8″ 50′ 0″ 26′ 0″<br>P&B162′ F39′ 1 dk<br>RW NS in lower part of holds 5BH<br>rf 3″ WB941t | M<br>3 Ho 75¾′, 69¼′, 54¼′<br>G.254165 B.247685<br>3 Ha (stl) (45½′, 47¾′, 49¾′×20′)<br>12W Der 1(25) 12(5) | Oil 2SA 6Cy. 600×1040 mm<br>2410bhp Sulzer 329t (d.o)<br>A. Stephen & Sons Ltd. Gls<br>4×100kW 220V d.c. 12k |
| **OSE T. SIBON**<br>Sibon Pantoja<br>Spanish | 208<br>101<br>156 | BV | | 1965 Hijos de J. Barreras S.A.—Vgo<br>110′ 6″ 20′ 7″<br>95′ 2″ 20′ 4¼″ 12′ 4″<br>RW | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 270×500 mm<br>575bhp Werkspoor 73t<br>Hijos de J. Barreras S.A. Vgo<br>11¼k |
| **OSÉ VILALLONGA**<br>onte Mulhacen-53<br>-Mendi-39<br>**os Hornos de Vizcaya S.A.**<br>Spanish | 4648<br>2877<br>7438 | ✠100A1<br>✠LMC | SS 2/66<br>EL x | 1916-1 Cia. Euskalduna—Bbo<br>397′ 4″ 50′ 2″ 22′ 11″<br>385′ 0″ 50′ 1″ 28′ 4″<br>P30′ B101′ F41′ 1 dk (pt irn, pt stl)<br>R 6BH<br>WB1391t | S<br>G.380000 B.363000 | T 3Cy. 27″ 44½″ & 73″×48″<br>2005ihp 804t (o.f)<br>Blair & Co. Ltd. Stk<br>3 SB 180℔ hs(6169) 9cf ND 9k |

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| 517549<br>EESZ | **JOSEFA**<br>exValeria<br>**Bautista Romero e Hijos**<br>Bilbao Spanish | 299<br>176<br>— | ✠ | | 1881-11 C. Hill & Sons—Brs<br>*120·6'* 21' 8" 12' 0½"<br>... ... ...<br>1 dk<br>R | Iron S Mchy.aft | T 3Cy. 10" 15" & 26"×18"<br>NE90<br>Shanks & Co. |
| 517550<br>EDRV<br>Esd RT | **JOSEFA LOPEZ**<br>Launched as Acebal No. 3<br>**Jose Lopez Merallo**<br>San Sebastian Spanish | 143<br>63<br>— | | | 1943 Cia. Euskalduna—Bbo<br>*94·3'* 19' 8"<br>... ... ...<br>len 51 | M Trawler | Oil 2SA 6Cy. 240×270 mm<br>418bhp<br>La Maquinista Terrestre y Ma |
| 640389<br>EDYC<br>Df Esd<br>RT | **JOSEFINA CARRAL**<br>**Luis Carral Lopez**<br>Corunna Spanish | 206<br>76<br>— | | BV | 1964 Const. Nav. P. Freire—Vgo<br>113' 4" 21' 11"<br>98' 5" 21' 9½" 12' 10"<br>RW | S Trawler<br>2 Ha (each 3½'×3½') | T 3Cy. 228 368 & 610×457 mm<br>260ihp<br>Talleres Carral |
| 517553<br>EBVR<br>Df Esd<br>Pfd Rdr<br>RT | **JOSELIN**<br>**José Manuel Pombo**<br>Santander Spanish | 992<br>575<br>1378 | ✠Classed LR until 9/64 | BV | 1958-7 S.A. Corcho Hijos—Snt<br>224' 0" 32' 2" 16' 8½"<br>201' 9" 32' 0" 18' 7"<br>P57' F28' 2 dks<br>RW<br>rf 4" | M (2P) Mchy.aft<br>2 Ho each 59'<br>G.60500 B.56800<br>2 Ha (40½', 39½'×20½')<br>4W Der 4(3) | Oil 4SA 8Cy. 15"×18"<br>1650ihp<br>Mirrlees, Bickerton & Day<br>3×75, 75, 20kW 220V d.c. |
| 517554<br>GXGR<br>187862<br>Df Esd<br>Pfd Rdr<br>RTm | **JOSENA**<br>**J. Marr & Son Ltd.**<br>Fleetwood British | 392<br>141<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN202 | SS 4/66<br>EL (f)p | 1957-11 Cook, Welton & Gemmell Ltd.—Bev<br>*138·2'* 27' 10"<br>134' 0" 27' 6" 14' 3"<br>F22'<br>RW 4BH<br>rf 30" BK8" WB30t | M Trawler<br>1 Ho 38' | Oil 4SA 8Cy. 15"×18"<br>1012bhp<br>Mirrlees, Bickerton & Day<br>2×30kW 110V d.c. |
| 517555<br>LEFS | **JÖSENFJORD**<br>exLindesnæs<br>**A/S Jösenfjord Rutelag**<br>Stavanger Norwegian | 195<br>101<br>— | | | 1886 Kristiansands M/V—Krs<br>130' 5" 18' 2"<br>... ... ...<br>R<br>len 32 & 62 | Iron & Steel M | Oil 2SA 4Cy. 400×480 mm<br>NE34<br>Haldorsen & Sönner |
| 652392<br>LEUI | **JØSENFJORD-FERJEN**<br>**A/S Jøsenfjord Rutelag**<br>Stavanger Norwegian | 217<br>113<br>— | | | 1965 Gravdal Skips—Sunde<br>102' 1" 31' 2" 8' 8¾"<br>98' 4" 31' 1½" 11' 6"<br>1 dk | TM Ferry (200P) Mchy.aft | 2 Oil 4SA each 6Cy.<br>400bhp<br>A/B Volvo-Penta |
| 517557<br>KOIX<br>243344<br>Df Esd | **JOSEPH A. BROWN**<br>**United States Department of Commerce**<br>Wilmington, N.C. United States | 7237<br>4447<br>10550 | | AB | 1943 N. Carolina S.B. Co.—Wmn<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 517560<br>WA6571<br>204631<br>Df Gc<br>Rdr RT | **JOSEPH BLOCK**<br>exArthur H. Hawgood<br>~~**Inland Steel Co.**~~<br>Chicago United States<br>**Lake Shipping Inc.** | 6816<br>5469<br>11185 | | AB | 1907 West Bay City S.B. Co.—W. Bay City<br>*556·2'* 56' 5" 21' 0½"<br>556' 10" 56' 0" 31' 0"<br>1 dk<br>R | S Mchy.aft<br>4 Ho<br>17 Ha (stl) (each 11'×34') | T 3Cy. 24 1/16" 39½" & 6<br>1900ihp<br>American S.B. Co. |
| 517561<br>FNMB<br>Df Esd<br>Gc Rdr<br>RT | **JOSEPH CAMARET**<br>exTeneriffe–49<br>**Soc. Navale Delmas-Vieljeux**<br>La Rochelle French | 6801<br>4210<br>8062 | | BV | Lch.1942 Cmd.1949 Ch. & At. de St. Nazaire (Penhoët)—St.N<br>458' 10" 56' 8" 23' 9½"<br>433' 2" 56' 6"<br>P48' B91' F38' 2 dks<br>len 62 | M<br>G.439000 B.399000<br>5 Ha (28½', 36', 48½', 29½', 34'×24½')<br>Der 1(40) 1(20) 9(10) 7(5) | Oil 2SA 8Cy. 620×1150 mm<br>4280bhp B&W<br>Ch. & At. de St. Nazaire |
| 517562<br>GXFQ<br>300386<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JOSEPH CONRAD**<br>Newington Trawlers Ltd.<br>~~**Newington Steam Trawling Co. Ltd.**~~<br>Hull British | 823<br>297<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN239 | SS 3/66<br>EL (l)z | 1958-1 Cook, Welton & Gemmell Ltd.—Bev<br>*190·7'* 32' 5"<br>185' 3" 32' 0" 17' 6"<br>F33'<br>RW 5BH<br>rf 18" BK8" WB14t | S Trawler | T 3Cy. 16½" 28½" & 47"×30"<br>1325ihp<br>C. D. Holmes & Co. Ltd.<br>SB 225lb Spt hs4375 |
| 517563<br>FOQF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JOSEPH-DUHAMEL-II**<br>**Les Pêcheries de Fécamp**<br>Fécamp French | 1521<br>708<br>1102 | | BV | 1955 At. & Ch. de la Seine Mtme.—Le Trait<br>245' 4" 37' 10" 17' 6½"<br>223' 8" 37' 8" 19' 8"<br>P93' B39' F65'<br>RW | M Trawler<br>4 Ha (each 4½'×4½')<br>Der 2(8) | Oil 4SA 6Cy. 520×740 mm<br>1600bhp<br>Masch. Augsburg-Nürnberg |
| 517564<br>KYHG<br>244158<br>Df Esd | **JOSEPH E. BROWN**<br>**United States Department of Commerce**<br>Savannah United States | 7188<br>4380<br>10480 | | AB | 1943 Southeastern S.B. Corp.—Sav<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Filer & Stowell Co.<br>3×20kW 120V d.c. |

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| **JOSEPH E. JOHNSTON**<br>United States **Department of**<br>Commerce<br>Houston **United States** | 7196<br>4370<br>10384 | <br><br>AB | **1942** Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′ 35′, × 20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″ × 48″<br>2500ihp 1834t (o.f)<br>General Mchy. Corp. Hamilton<br>3 × 20kW 120V d.c. 10k |
| **JOSEPH F. BELLOWS**<br>Motor Vessel **Joseph F.**<br>Bellows Inc.<br>Reedville **United States** | 299<br>125<br>— | | **1912** E. James Tull—Pocomoke City<br>*150·0′* 23′ 11″<br>23′ 9″<br>1 dk | Wood M | Oil 2SA 7Cy. 355 × 430 mm<br>805bhp NE48<br>Fairbanks, Morse & Co. Beloit |
| **JOSEPH G. CANNON**<br>United States **Department of**<br>Commerce<br>San Francisco **United States** | 7230<br>4444<br>10500 | <br><br>AB | **1942** Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′ × 20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″ × 48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3 × 20kW 120V d.c. 10k |
| **JOSEPH H. FRANTZ**<br>Columbia **Transportation**<br>Div. Oglebay **Norton Co.**<br>Wilmington, Del **United States** | 9589<br>7639<br>15500 | <br><br>AB | **1925** Gt. Lakes Eng. Wks—Michigan<br>618′ 0″ 62′ 2″ 21′ 5½″<br>600′ 11″ 62′ 0″ 32′ 0″<br>1 dk<br>R<br>rf 3″ | M Mchy.aft<br>Self-unloader<br>5 Ho<br><br>20 Ha | Oil 4SA 12Cy. 17″ × 21″<br>4000bhp NE65 218t<br>General Metals Corp. S.Fo<br>Controllable pitch propeller |
| **JOSEPH H. KIBBEY**<br>United States **Department of**<br>Commerce<br>Houston **United States** | 7244<br>4396<br>10577 | <br><br>AB | **1943** Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′ × 20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″ × 48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3 × 20kW 120V d.c. 11k |
| **JOSEPH H. MARTIN**<br>United States **Department of**<br>Commerce<br>Savannah **United States** | 7248<br>4437<br>10480 | <br><br>AB | **1943** Southeastern S.B. Corp.—Sav<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′ × 20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″ × 48″<br>2500ihp 1820t (o.f)<br>General Mchy. Corp. Hamilton<br>3 × 20kW 120V d.c. 10k |
| **OSEPH H. THOMPSON**<br>Marine Robin–52<br>nsand **S.S. Corp.**<br>mington, Del **United States** | 12217<br>8469<br>— | <br><br>AB | **1944** (Cargo & aft sections) Sun S.B. &<br>D.D. Co.—Chester, Pa<br>**1952** (Fwd section) Ingalls S.B. Corp.—<br>Bal<br>714′ 0″ 71′ 7″ 26′ 2⅛″<br>696′ 0″ 71′ 6″ 38′ 6″<br>P160′ F56′ 1 dk<br>RW<br>rf nil | S Mchy.aft<br>4 Ho<br><br>19 Ha (stl) (each 11′ × 45½′) | 2 S Turb dr geared to sc. shaft<br>9900shp 549t (o.f)<br>General Electric Co. Lyn |
| **OSEPH HALL**<br>al (Marine) **Ltd.**<br>ndon **British** | 187<br>85<br>— | | **1963** J. W. Cook & Co. (Wivenhoe) Ltd.<br>—Wvn<br>99′ 9″ 23′ 0″ 8′ 0″<br>93′ 0″ 22′ 2″ 12′ 0″<br>1 dk<br>rf nil | M Mchy.aft<br>1 Ho 37′<br><br>1 Ha (37′ × 14¼′) | Oil 4SA 4Cy. 6½″ × 7¼″<br>120bhp (d.o)<br>Bergius Co. Ltd. Gls |
| **OSEPH HEWES**<br>nited States **Department of**<br>Commerce<br>ilmington, N.C **United States** | 7177<br>4375<br>10550 | <br><br>AB<br>**TO BE BROKEN UP** | **1942** N. Carolina S.B. Co.—Wmn<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′ × 20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″ × 48″<br>2500ihp 1834t (o.f)<br>Toledo S.B. Co. Toledo<br>3 × 20kW 120V d.c. 10k |
| **OSEPH L. MEEK**<br>nited States **Department of**<br>Commerce<br>ortland, Or **United States** | 7180<br>4374<br>10844 | <br><br>AB | **1942** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′ × 20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″ × 48″<br>2500ihp 1834t (o.f)<br>Oregon War Industries Pld<br>3 × 20kW 120V d.c. 10k |
| **OSEPH LYKES**<br>nited States **Department of**<br>Commerce<br>alveston **United States** | 6829<br>4010<br>9290 | <br><br>AB | **1940** Federal S.B. & D.D. Co.—Kearny<br>417′ 9″ 60′ 0″ 27′ 6½″<br>395′ 0″ 59′ 11″ 37′ 9″<br>3 dks<br>RW<br>rf 4″ | S CSD<br>5 Ho 60¾′, 60¾′, 65¼′, 65¼′, 54′<br>G.491677 B.433302<br>5 Ha (29½′, 31½′, 31½′, 31½′, 31½′ × 20′)<br>16W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>4400shp 1272 (o.f)<br>De Laval S. Turb. Co. Trenton<br>3 × 350, 350, 15kW 240V. d.c. 14k |
| **OSEPH LYKES**<br>kes Brothers **S.S. Co. Inc.**<br>alveston **United States** | T.Mk<br>6381<br>3483<br>—<br>9218<br>5322<br>11353 | <br><br>AB | **1960** Ingalls S.B. Corp.—Pascagoula<br>495′ 0″ 69′ 2″ —/30′ 1⅛″<br>470′ 0″ 69′ 0″ 41′ 7″<br>B155′ F106′ 2 dks<br>RW<br>rf nil | S (12P) Ref<br>5 Ho 70½′, 72½′, 72½′, 50′, 88½′<br>G.532891 B.537292 In.16362<br>5 Ha (stl) (31½′ × 18′) (40′, 35′, 35′,<br>30′ × 25′)<br>16W Der 1(60) 12(15) 4(10) | S Turb dr geared<br>9000shp 2647t (o.f)<br>General Electric Co. Lyn<br>2 × 600kW 450V 60c/s a.c. 17½k |

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| 517582<br>KUBI<br>244467<br>Df Esd<br>Gc | **JOSEPH M. CAREY**<br><br>**United States Department of Commerce**<br>Portland, Or United States | 7244<br>4461<br>10480 | AB | 1943 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 517585<br>FOSU<br><br>Esd Pfd<br>Rdr RT | **JOSEPH MANESSE**<br><br>**Soc. de Pêche à Moteur**<br>Pêcheries Manesse & Sénéchal<br>Boulogne French | 617<br>276<br>— | BV | 1956 Béliard, Crighton & Cie.—Ost<br>192' 11" 30' 11" 17' 5½"<br>170' 11" 30' 10" 17' 6"<br>RW | M Trawler | Oil 4SA 8Cy. 330×600 mm<br>1250bhp<br>N.V. Werkspoor<br>4×60, 60, 40, 40kW 220V d.c. |
| 517587<br>KTBD<br>246629<br>Df Esd<br>Gc | **JOSEPH MURGAS**<br><br>**United States Department of Commerce**<br>Savannah United States | 7208<br>4412<br>10503 | AB | 1944 Southeastern S.B. Corp.—Sav<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 507856<br>ONCQ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **JOSEPH OKITO**<br>exCongo Moko–67<br>**Cie. Maritime Congolaise S.c.r.l.**<br>Cie. Maritime Belge (Lloyd Royal) Soc. Anon.<br>Matadi Congo (Kinshasa) | T.Mk<br>6137<br>4519<br>10385<br>8770<br>6875<br>12110 | AB | 1959 S.A. Cockerill-Ougrée—Hbk<br>482' 8" 62' 4" 27' 2"/29' 8¼"<br>447' 3" 62' 0" 39' 4"<br>2 dks<br>rf 6" | M (5P) Ref<br>5 Ho 58½', 79½', 70¾', 70¾', 60'<br>G.667025 B.605716<br>5 Ha (stl) (28½', 54½', 35½', 35½', 32¾'×19¾')<br>16W Der 1(110) 1(60) 12(5–10) 4(5) | Oil 2SA 5Cy. 760×1550 mm<br>4500bhp Sulzer<br>S.A. Cockerill-Ougrée<br>3×200kW 220V d.c. |
| 642341<br>6ZCD<br>2129<br>Df Esd<br>Gc Rdr<br>RTm/h | **JOSEPH P. GRACE**<br><br>**Oswego Chemical Carriers Corp.**<br>Monrovia Liberian | 9942<br>6145<br>10774 | AB | 1964 Verolme Dok & Schpsb.—Rozenburg<br>513' 4" 69' 7" 24' 6"<br>468' 6" 69' 6" 41' 0"<br>1 dk<br>RW<br>rf nil | M Liquefied Gas Carrier Mchy.aft<br>4 Ta<br>L.457310 | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp<br>Masch. Augsburg-Nürnberg |
| 517590<br>KXMU<br>243729<br>Df Esd | **JOSEPH PRIESTLEY**<br><br>**United States Department of Commerce**<br>Los Angeles United States | 7229<br>4450<br>10572 | AB | 1943 California S.B. Corp.—L.An<br>441' 6" 57' 0" 27 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾'. 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 517591<br>KHLV<br>242372<br>Df Esd | **JOSEPH PULITZER**<br><br>**United States Department of Commerce**<br>Los Angeles United States | 7181<br>4393<br>10807 | AB | 1942 California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50 , 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 517592<br><br><br>RTm/h | **JOSEPH R. PARROTT**<br>exShawmut–47 exSalem<br>**Odecca Terminal Co.**<br>Puerto Cortes Honduran | 2406<br>1114<br>2600 | AB | 1916 Wm. Cramp & Sons—Phl<br>353' 0" 59' 0" 15' 8"<br>337' 3" 57' 0" 22' 0"<br>1 dk & S dk<br>R | TS Ferry (10P) OSD | T 6Cy. 20" 33" & 55"×36"<br>2200ihp<br>Wm. Cramp & Sons<br>3×100kW 110V d.c. |
| 517593<br>KHHM<br>242221<br>Df Esd | **JOSEPH RODMAN DRAKE**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7239<br>4446<br>10500 | AB | 1942 Permanente (Shpyd No. 1)—Richmond<br>441 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 517594<br>WA6592<br>86140<br>Df Gc<br>Rdr | **JOSEPH S. SCOBELL**<br>exGriffin–37<br>**Erie Motor Ship Co.**<br>Erie United States | 1445<br>1206<br>2410 | | 1891 Cleveland S.B. Co.—Clv<br>282' 0" 38' 6" 18' 8"<br>272' 0" 38' 0" 23' 6"<br>1 dk<br>R | D-E Suction Dredger Mchy.aft<br>Self-unloader<br>2 Ho 60' 68'<br>G.50000<br>2 Ha (60', 68'×16')<br>Cr 1(7½) | Oil 2SA 12Cy.<br>driving 2 gen. each<br>connected to 2 elec.<br>750shp (5y) & sc. shaft<br>Emade—<br>General Motors Corp.<br>3×100kW 120/240V d.c. |
| 517596<br>WH8733<br>248326<br>Df Gc<br>Rdr RT | **JOSEPH S. YOUNG**<br>exArchers Hope–56<br>**American S.S. Co. Inc.**<br>Buffalo United States | 14452<br>10783<br>— | AB | 1945 Alabama D.D. & S.B. Co.—Mob<br>672' 10" 68' 2" 26' 8¾"<br>656' 2" 68' 0" 39' 3"<br>P108' F52' 1 dk<br>RW len & conv tanker 57 len 66<br>rf 9" | T-E Mchy.aft<br>Self-unloader<br>6 Ho<br>32 Ha (stl) (each 9'×45¾')<br>2 Ha (stl) (each 12'×45¾') | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (5y)<br>General Electric Co. |
| 517597<br>WPIZ<br>245752<br>Df Esd<br>Gc | **JOSEPH SQUIRES**<br><br>**United States Department of Commerce**<br>Portland, Me United States | 7256<br>4460<br>10735 | BROKEN UP<br>AB | 1944 New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Harrisburg Mchy. Corp.<br>3×20kW 120V d.c. |

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| **JOSEPH T. ROBINSON**<br>United States **Department of Commerce**<br>Houston United States | **7196**<br>4363<br>10376 | **BROKEN UP**<br>AB | **1943** Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | <br>1834t (o.f)<br>Hamilton<br>10k |
| **JOSEPH W. FOLK**<br>United States **Department of Commerce**<br>Portland, Or United States | **7229**<br>4450<br>10439 | AB | **1943** Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. | <br>1834t (o.f)<br>Pld<br>10k |
| **JOSEPH & LUCIA**<br>**Joseph & Lucia Inc.**<br>Gloucester, Mass United States | **134**<br>57<br>— | | **1944** Lyman James—Essex, Mass<br>*83·2′* 23′ 0″<br>95′ 0″ 22′ 7″ 10′ 0″<br>1 dk | Wood M Fishing Mchy.aft<br>1 Ho 24′<br>2 Ha | Oil 4SA 8Cy. 10½″×13½″<br>550bhp Emade46fitted—<br>Cooper-Bessemer Corp.<br>2×10kW 36V d.c. | <br>(d.o) |
| **JOSEPH & LUCIA II**<br>**Boat St. Victoria Inc.**<br>Gloucester, Mass United States | **179**<br>122<br>— | AB | **1965** Gladding-Hearn S.B. Corp.—<br>Somerset, Mass<br>94′ 6″ 23′ 6″<br>86′ 6″ 23′ 5″ 13′ 6″<br>1 dk<br>BK 12″ | M Fishing Mchy.aft<br>1 Ho 22′<br>2 Ha | Oil 2SA 8Cy. 5¼″×7½″<br>680bhp<br>Fairbanks, Morse & Co.<br>2×15kW 125V d.c. | <br>31t (d.o)<br>Beloit |
| **OSEPHINE**<br>**.V. Motorscheepv. Maats. Josephine**<br>ammers & v.d. Heide (Antillen) N.V.<br>uraçao Netherland (Antilles) | **500**<br>296<br>1030 | BV | **1965** Boele's Schps. & Mchf.—Bolnes<br>227′ 6″ 34′ 4″ 12′ 2½″<br>207′ 0″ 33′ 7½″<br>1 dk & S dk | M Ref OSD Mchy.aft<br>In.23057<br>2 Ha (33½′×15′) (53¼ ×17′)<br>Der 1(15) 6(3) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz | <br>Kln<br>11½k |
| **OSH FRANCIS**<br>**ancis & Gilders Ltd.**<br>lchester British | **137**<br>89<br>220 | | **1954** J. W. Cook & Co. (Wivenhoe) Ltd.<br>—Wvn<br>85′ 0″ 20′ 6″ 8′ 6″<br>… … …<br>1 dk | M Mchy.aft<br>1 Ho 57¾′<br>B.9000<br>1 Ha (40′×14′) | Oil 4SA 4Cy. 150×230 mm<br>88bhp<br>Bergius Co. Ltd. | <br>1t (d.o)<br>Gls<br>6½k |
| **SHUA A. HATFIELD**<br>ited States **Steel Corp.**<br>**reat Lakes Fleet**<br>York United States | **7940**<br>6213<br>13450 | AB | **1923** American S.B. Co.—Lorain<br>600′ 0″ 60′ 0″ 21′ 8¼″<br>587′ 10″ 59′ 11″ 32′ 0″<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br>18 Ha (stl) (each 12′×38′) | T 3Cy. 24⅝″ 41⅛″ & 65⅛″×42″<br>2200ihp<br>American S.B. Co. | <br>405t (c)<br>Lorain<br>10k |
| **SHUA B. LIPPINCOTT**<br>ited States **Department of Commerce**<br>ltimore United States | **7248**<br>4454<br>10920 | AB | **1943** Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 1″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Worthington Corp.<br>3×20kW 120V d.c. | <br>1819t (o.f)<br>Harrison<br>10k |
| **SHUA THOMAS**<br>ited States **Department of Commerce**<br>ltimore United States | **7186**<br>4366<br>10920 | AB | **1943** Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 0″ 27′ 9½″<br>417′ 9 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | <br>1819t (o.f)<br>Hamilton<br>10k |
| **SIAH D. WHITNEY**<br>ited States **Department of Commerce**<br>s Angeles United States | **7176**<br>4380<br>10573 | AB | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. | <br>1856t (o.f)<br>Sunnyvale<br>10k |
| **SIAH QUINCY**<br>ited States **Department of Commerce**<br>rtland, Me United States | **7176**<br>4380<br>10735 | AB | **1943** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70 , 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Worthington Corp.<br>3×20kW 120V d.c. | <br>1734t (o.f)<br>Harrison<br>10k |
| **SIAH TATTNALL**<br>ited States **Department of Commerce**<br>vannah United States | **7200**<br>4432<br>10503 | AB | **1944** Southeastern S.B. Corp.—Sav<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | <br>1820t (o.f)<br>Hamilton<br>10k |
| **IAS MORAES**<br>ina exY-32<br>**reza Moraes de vegaçao Costeira S.A.**<br>Brazilian | **396**<br>—<br>— | BV | **1943** Kyle & Co. Inc.—Stockton, Cal<br>*155·8′* 27′ 1″<br>155′ 0″ 27′ 0″ 12′ 9″<br>P38′ 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.25384 | Oil 4SA 6Cy. 305×380 mm<br>400bhp<br>Enterprise Eng. & Fdry Co. | <br>31t<br>S.Fo<br>9k |

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| 517620<br>HRMS | **JOSIE**<br>**Universal Trades Inc.**<br>Puerto Cortes Honduran | 745<br>600<br>— | | **1944** Brown S.B. Co.—Houston<br>*192·5'* 34' 0"<br>... ... ...<br>1 dk | TM<br>Bow doors | 2 Oil 2SA each 10Cy.<br>Fairbanks, Morse & Co. |
| 517621<br>314583<br>Esd Pfd<br>Rdr RT | **JOSIE**<br>**Lawrence Sweeney Fisheries Ltd.**<br>Yarmouth, N.S Canadian | 136<br>86<br>— | | **1961** A. F. Theriault & Son—Meteghan<br>97' 0" 23' 6"<br>... ... ...<br>1 dk | Wood M Fishing Mchy.aft | 2 Oil 2SA each 6Cy.<br>sc. shaft<br>General Motors Corp. |
| 517622 | **JOSIF STALIN**<br>exJ. Fletcher Farrell–43<br>**U.S.S.R.**<br>Russian<br>Now **BUNKEROVSHCHIK** See New Entries No. 1 | 6880<br>3702<br>11398 | ✠ | 1921–7 Bethlehem S.B. Corp. Ltd.—Qcy<br>*430·3'* 59' 4"<br>59' 2"<br>P134' B37' F40' 2 dks<br>R | S Tanker Mchy.aft<br>L.467488 HeCls. B | T 3Cy. 26½" 44" & 74½"<br>Bethlehem S.B. Corp. Ltd. |
| 517623<br>EAKX<br>Df | **JOSIÑA**<br>exCanadian Forester<br>**Cia. de Navegación Vasco-Asturiana S.A.**<br>Bilbao Spanish | 3314<br>1842<br>4950 | ✠LR class withdrawn—Owners' request 1/68 | **1921**–2 Tidewater Shipbldrs Ltd.—Three Rivers<br>344' 9" 46' 9" 21' 8½"<br>331' 0" 46' 6" 25' 6"<br>P33' B98' F33' 1 dk<br>rf nil | S Ref | T 3Cy. 25" 41" & 68"<br>2500ihp<br>Tidewater Shipbldrs Ltd. |
| 517624<br>EDTF<br>Df Esd<br>RT | **JOSITAN**<br>**José Pérez Carnes**<br>Vigo Spanish | 340<br>172<br>— | BV | **1963** Hijos de J. Barreras S.A.—Vgo<br>136' 0" 24' 3"<br>120' 3" 24' 1" 13' 8"<br>RW | M Trawler<br>3 Ha (each 3½'×3½') | Oil 4SA 8Cy. 270×500 mm<br>950bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| 660299<br>FTMR<br>DZ4101<br>Df Esd<br>Pfd Rdr<br>RT | **JOSSELIN**<br>**Soc. de Gérance & d'Armement Douarneniste**<br>Quimper French | 157<br>54<br>81 | BV | **1965** At. & Ch. de La Rochelle-Pallice—LaR-P<br>99' 0" 9' 7⅞"<br>82' 0" 22' 0" 11' 10" | M Trawler<br>2 Ha (each 3½'×3½')<br>Der 1(2) | Oil 4SA 6Cy. 255×300 mm<br>575bhp<br>Etab. Duvant |
| 641717<br>UVXW<br>M-27574 | **JOSUAS ALEKSONIS**<br>**U.S.S.R.**<br>Klaipeda Russian | 3170<br>1225<br>1255 | | **1963** ......................Russia<br>277' 10" 46' 0" 18' 2"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.47322<br>7 Ha<br>4W Der 2(7½) 2(1½) | Oil 2SA 8Cy. 430×6<br>2000bhp<br>Skoda |
| 672620<br>LMGY<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **JOSUSAN**<br>**I/S Josusan**<br>Lars Rej Johansen<br>Oslo Norwegian | 1199<br>850<br>2260 | NV | **1967** Schiffswerft Neptun—Ros<br>257' 11" 37' 10" 16' 6¾"<br>234' 5" 37' 8" 19' 4"<br>P56' Q40' B16' F44' 1 dk | M Mchy.aft<br>2 Ho 82', 83½'<br>G.100505 B.93353<br>2 Ha (stl) (61', 63'×20½')<br>Der 2(5) 2(3) | Oil 4SA 8Cy. 320×4<br>1600bhp<br>Atlas-Mak Masch.<br>2×105kW 220/380V |
| 617625<br>JXVH<br>Df Esd<br>Rdr RT | **JOTANK**<br>exNicola–63<br>**I/S Lars Rej Johansen & Knut A. Knutsen**<br>Lars Rej Johansen<br>Oslo Norwegian<br>Now **IDUN** See New Entries No. 7 | 954<br>445<br>1275 | GL | **1953** Theodor Buschmann—Ham<br>214' 5" 32' 11" 14' 1"<br>193' 7" 32' 10" 15' 1"<br>P52' F36' 1 dk<br>RW | M Tanker<br>8 Ta<br>L.62000 | Oil 2SA 6Cy. 350×5<br>850bhp Wumag<br>Ottensener Eisenwerk |
| 671285<br>LLBD<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **JOTINKA**<br>**I/S Lars Rej Johansen & Knut A. Knutsen**<br>Lars Rej Johansen<br>Oslo Norwegian<br>Now **JOMSBORG** See New Entries No. 5 | 299<br>165<br>766 | GL | **1967** Schiffsw. H. Rancke—Ham<br>194' 11" 34' 2" 10' 10¾"<br>170' 4" 33' 2" 19' 4"<br>B16' F27' 1 dk & S dk | M OSD Mchy.aft<br>2 Ho<br>G.61736 B.53966<br>1 Ha (stl) (91½'×19½')<br>2W Der 2(3) | Oil 4SA 6Cy. 320×4<br>1063bhp<br>Motorenw. Mannheim<br>2×59kW 220/380V |
| 522895<br>LCLP<br>Df Esd<br>Pfd Rdr<br>RT | **JOTUNHEIM**<br>exMathilda–63<br>**Möre og Romsdal Fylkesbåtar**<br>Molde Norwegian | 494<br>245<br>984 | NV<br>✠Classed LR until 1/64 | **1960**–10 Schps. Waterhuizen J. Pattje—Waterhuizen<br>218' 11" 33' 4" 11' 11½"<br>198' 6" 32' 10"<br>1 dk & S dk<br>RW<br>rf 2" | M OSD Mchy.aft<br>1 Ho<br>G.73700 B.67180<br>2 Ha (27', 55½'×19½')<br>3W Der 3(2–3) | Oil 4SA 6Cy.<br>1500bhp<br>Klöckner-Humboldt- |
| 660707<br>Df Esd<br>Gc Rdr<br>RT | **JOTURO**<br>**República de Cuba (Flota Cubana de Pesca)**<br>Havana Cuban | 705<br>378<br>1174 | BV | **1965** Const. Nav. P. Freire—Vgo<br>181' 6" 29' 10"<br>162' 10" 29' 7" 13' 11"<br>1 dk | M Trawler<br>3 Ha (5½', 5½'×5½') (2½'×2½') | Oil 4SA 9Cy.<br>1300bhp<br>Masch. Augsburg- |
| 517627<br>TQGE | **JOUET DE L'OCÉAN**<br>**Le Borgne, Robic. Corlay & Cie.**<br>Etel French | 118<br>44<br>— | BV | **1957** Espoir Sablais—Les Sables<br>*77·9'* 23' 4"<br>... ... ... | Wood M Fishing<br>2 Ha (each 3½'×3½')<br>Der 1(1) | Oil 4SA 8Cy.<br>375bhp<br>Klöckner-Humboldt- |

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| **JOUET DES VAGUES**<br>Genu-Ardouin<br>St. Malo<br>French | 142<br>38<br>— | BV | **1956** Ch. Herbert & Héraud—Etel<br>*78·1′* 22′ 7″<br>... ... ... | Wood M Trawler<br>2 Ha (each 3′×3½′) | Oil 4SA 6Cy. 270×360 mm<br>375bhp 22t<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| **JOULE**<br>Ocean Gas Transport Ltd.<br>London<br>British | 2293<br>1199<br>1984 | BV | **1964** Dubigeon-Normandie S.A.—Nts<br>299′ 3″ 40′ 3″ 15′ 1¼″<br>278′ 11″ 40′ 0½″ 21′ 7″<br>P75′ F38′ 1 dk<br>rf 4″ | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 10Cy. 400×600 mm<br>2670bhp 180t (d.o)<br>Masch. Augsburg-Nürnberg Ham<br>3×200kW 380V 50c/s a.c. 14k |
| **JOURNALIST**<br>Charente S.S. Co. Ltd.<br>T. & J. Harrison Ltd.<br>Liverpool<br>British | 8366<br>4434<br>~~9670~~<br>9988 | ✠100A1 ~~SS 5/64~~<br>DTm—vegetable oil<br>✠LMC SS 12/68<br>MN960 EL c† | **1954–6** Wm. Doxford & Sons Ltd.—Sld<br>463′ 10″ 59′ 5″ ~~26′ 6″~~ 27′ 0″<br>435′ 3″ 59′ 2″ 37′ 9″<br>F88′ 2 dks, 3rd dk in Nos. 1 & 2 holds<br>RW 7BH<br>rf 6″ WB3158t incl. Tunnel tanks 357t DTsm1268t | M CSD<br>5 Ho 56′, 72′, 34′, 81′, 60′<br>5 Ha (27′, 44½′, 15¾′, 44½′, 29′×22′)<br>Der 1(70) 1(60) 4(15) 4(10) 6(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp (hvf)<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 150lb<br>3×50, 50, 20kW 220V d.c. |
| **JOVEN CONCHITA**<br>José Neira Costas and others<br>Corunna<br>Spanish | 136<br>133<br>— | | **1919** Perlio—Frl<br>*81·0′* 22′ 11″<br>... ... ... | Wood Aux Sr | T 3Cy.<br>112ihp 7t (c)<br>9k |
| **JOVIS**<br>exFen-62 exGees-50<br>R. Konig<br>Assel<br>W. German | 175<br>99<br>235 | BV | **1929** E. J. Smit & Zoon—Hgz<br>*104·9′* 21′ 2″ 7′ 9″<br>21′ 0″ 8′ 6″<br>Q31′ F13′ 1 dk<br>R | M Mchy.aft<br>G.12300 B.11500 | Oil 4SA 3Cy. 280×350 mm<br>120bhp<br>Appingedammer Brons. Apg |
| **JOWINDA**<br>exMuphrid-N-64<br>ronsens Rederi A/S<br>Kristiansund<br>Norwegian | 492<br>254<br>850 | BV | **1952** Schps. Waterhuizen J. Pattje—Waterhuizen<br>200′ 10″ 30′ 6″ 12′ 1½″<br>184′ 8″ 30′ 4″<br>P54′ F30′ 1 dk | M Mchy.aft<br>1 Ho 120¾′<br>G.37600 B.34000<br>1 Ha (89¾′×—′)<br>4W | Oil 4SA 6Cy. 330×600 mm<br>600bhp 58t<br>N.V. Werkspoor Ams<br>11k |
| **OWISZ**<br>Polish Government<br>P.P.D. "Dalmor"<br>dynia<br>Polish | 2798<br>1165<br>1389 | PR | **1963** Stocznia Gdanska—Gdk<br>272′ 4″ 45′ 4″ 17′ 0½″<br>45′ 2″<br>2 dks | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 480×700 mm<br>2400bhp (d.o)<br>Jugoturbina Karlovac<br>5×250, 250, 250, 250, 2½kW 230V d.c.<br>12½k |
| **OY**<br>Algenib-63<br>~~Shipping Corp.~~<br>eus<br>Greek<br>Alexiou<br>w **ALEXVAS** See New Entries No. **8** | 5574<br>3260<br>9300 | ✠100A1 SS 8/64<br>✠LMC<br>EL a† | **1937–8** Deutsche Werft A.G.—Ham<br>451′ 3″ 58′ 9″ 24′ 0½″<br>425′ 0″ 58′ 7″ 27′ 2″<br>P24′ B&F395′ UprF36′ 1 dk, 2nd dk in No. 3 hold & mchy. space<br>RW 7BH<br>WB2968t incl. DTm1385t | M<br>5 Ho 65¼′, 65¼′, 53¼′, 69¾′, 76¼′<br>G.562706 B.514565<br>5 Ha (33¾′, 33¾′, 28¾′, 33¾′, 33¾′×22′)<br>14W Der 1(30) 6(5) 7(3) | Oil 2SA 6Cy. 680×1200 mm<br>3300bhp 755t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×84kW 220V d.c. 11½k |
| **YA McCANCE**<br>Beauval-67<br>uth American Saint Line Ltd.<br>ulder Bros. & Co. Ltd.<br>ndon<br>British | 26836<br>16822<br>42910 | NV | **1964** Kristiansands M/V A/S—Krs<br>698′ 6″ 92′ 2″ 39′ 4¾″<br>660′ 0″ 92′ 0″ 49′ 8″<br>P148′ B50′ F82′ 1 dk<br>rf nil | S Tanker Mchy.aft<br>23 Ta<br>L.1939380 HeCls. BC<br>Der 2(10) 1(5) | 2 S Turb dr geared to sc. shaft<br>18150shp 4500t (o.f)–96pd<br>General Electric Co. Lyn<br>2×750kW 450V 60c/s a.c. 17k |
| **YAMA MARU**<br>hinwa Kaiun K.K.<br>kyo<br>Japanese | 29139<br>19958<br>35000 | NK | **1965** Ishikawajima-Harima Hvy Ind.—Nga<br>649′ 8″ 95′ 4″ 36′ 2″<br>623′ 6″ 95′ 2″ 63′ 8″<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft<br>8 Ta<br>L.1643833 | Oil 2SA 8Cy. 760×1550 mm<br>12000bhp Sulzer 2412t<br>Ishikawajima-Harima Hvy Ind. Aio<br>15¾k |
| **YCE KILMER**<br>ited States Department of Commerce<br>altimore<br>United States | 7191<br>4397<br>10920 | **BROKEN UP** AB | **1943** Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 0″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>Ellicott Mchy. Corp. Bal<br>3×20kW 120V d.c. 10k |
| **ZEF CONRAD**<br>Polish Government<br>Polish Ocean Lines<br>dynia<br>Polish | 5752<br>3080<br>8646<br>**8370**<br>4734<br>— | PR<br>✠Classed LR until 6/63 | **1961–11** Brodogradiliste III Maj—Rka<br>486′ 8″ 62′ 8″ 25′ 0½″/—<br>444′ 4″ 62′ 4″<br>F39′ 1 dk & S dk, 3rd dk in No. 3 hold<br>rf nil | M OSD/CSD<br>5 Ho<br>G.581944 B.518871<br>5 Ha (29¼′, 49¼′, 39¼′, 39¼′, 34½′×23′)<br>16W Der 1(30) 1(15) 14(5) 2(3) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer (d.o)<br>Brodogradiliste III Maj Rka<br>3×400, 400, 250kW 380V a.c. 16k |
| **ZINA**<br>Lenten Hzn<br>Scheepvaartkantoor "Groningen"<br>Dordrecht<br>Netherland | 500<br>290<br>925 | BV | **1957** N.V. Scheeps. Unie—Gro<br>203′ 5″ 30′ 10″ 11′ 6″<br>183′ 8″ 30′ 6″ 13′ 4″<br>P61′ B15′ F38′ 1 dk | M Mchy.aft<br>1 Ho 128′<br>G.40500 B.37650<br>2 Ha (47′, 30¼′×16½′)<br>3W Der 3(3) | Oil 4SA 8Cy. 320×450 mm<br>650bhp 70t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>10½k |
| **AN III**<br>Cabra-54<br>aya Hnos. y Cia.<br>huano<br>Chilean | *355*<br>*128*<br>— | ✱Classed BC until 8/58 | **1936–10** Smith's Dock Co. Ltd.—Mdb<br>143′ 6″ 26′ 4″<br>134′ 9″ 26′ 3″ 14′ 9″<br>1 dk<br>R<br>BK7½ | S Whaler Mchy.aft | T 3Cy. 15″ 26″ & 44½″×27″<br>(o.f)<br>Smith's Dock Co. Ltd. Mdb |

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| 517641<br><br><br>Df | **JUAN IV**<br>exSarka-56<br>**Macaya Hnos. y Cia.**<br>Valparaiso Chilean | *355*<br>*128*<br>— | <br><br>✱Classed BC until 8/58 | 1936–11 Smith's Dock Co. Ltd.—Mdb<br>143' 6" 26' 4" 13' 5½"<br>134' 9" 26' 3" 14' 9"<br>1 dk<br>R<br>BK7½" | S Whaler Mchy.aft | T 3Cy. 15" 26" & 44½"×27"<br><br>Smith's Dock Co. Ltd. |
| 517642<br>CB2674<br><br>Df | **JUAN V**<br>exSatsa-56<br>**Macaya Hnos. y Cia.**<br>Valparaiso Chilean | *355*<br>*128*<br>— | <br><br>✱Classed BC until 8/58 | 1936–11 Smith's Dock Co. Ltd.—Mdb<br>143' 6" 26' 4" 13' 5½"<br>134' 9" 26' 3" 14' 9"<br>1 dk<br>R<br>BK7½" | S Whaler Mchy.aft | T 3Cy. 15" 26" & 44½"×27"<br><br>Smith's Dock Co. Ltd. |
| 517643<br>EETU<br><br>RT | **JUAN ARTAZA**<br>exMaria del Carmen<br>**Artaza y Cia.**<br>San Sebastian Spanish | 394<br>310<br>600 | | 1899 Lobnitz & Co.—Rnf<br>137' 5" 26' 2" 9' 0"<br>26' 0"<br>1 dk<br>R | Iron S<br><br>G.12355<br><br><br>2W | C 2Cy. 13¾" & 30⅛"×21"<br><br>Lobnitz & Co. |
| 517644<br>KOQW<br>243495<br>Df Esd | **JUAN BAUTISTA DE ANZA**<br>**United States Department of Commerce**<br>Los Angeles United States | 7176<br>4380<br>10572 | | 1943 California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 671468 | **JUAN DE AUSTRIA**<br><br>**Naviera Iberica S.A.**<br>Cadiz Spanish<br>For later particulars see New Entries No. 1 | 38664<br>23500<br>70350 | 100A1<br>oil tanker<br>Class contemplated | Ast. de Cadiz S.A.—Cdz<br>799' 0" 116' 7" 40' 0"<br>758' 0" 116' 5" 54' 10" | M Tanker Mchy.aft | Oil 2SA 9Cy. 900×1440 mm<br>Sulzer<br>Ast. de Cadiz S.A. |
| 650647<br><br>Df Esd<br>RT | **JUAN DE URBIETA**<br><br>**J. M. Urbieta**<br>Huelva Spanish | 754<br>274<br>1470 | <br><br>BV | 1964 Hijos de J. Barreras S.A.—Vgo<br>*150·9'* 34' 4"<br>150' 11" 34' 1½" 24' 3" | D-E Trawler<br><br><br>6 Ha (14½'×4') (7½'×6') (4', 4'×4') (2½'×2½') (4'×2') | 3 Oil 4SA each 6Cy.<br>connected to 2 elec.<br>& sc. shaft<br>Motorenw. Mannheim |
| 670057<br>EEYU<br><br>Df Rdr<br>RT | **JUAN FERRER**<br><br>**Federico Ferrer Tuset**<br>Bilbao Spanish | 796<br>501<br>1597 | <br><br>BV | 1966 Hijos de J. Barreras S.A.—Vgo<br>200' 2" 29' 7" 14' 5½"<br>180' 5" 29' 6" 17' 7"<br>2 dks<br>RW | M Mchy.aft<br><br><br>2 Ha (42½'×19¾'/16½') (42½'×19¾')<br>Der 1 | Oil 4SA 8Cy. 270×500 mm<br>1100bhp<br>Hijos de J. Barreras S.A. |
| 517646<br>EEVC<br><br>RT | **JUAN FRANCISCO**<br><br>**Angel Riva Suardiaz**<br>Gijon Spanish | 399<br>277<br>510 | <br><br>BV | 1945 Ast. del Cantabrico—Gjn<br>150' 6" 25' 7" 10' 6"<br>... ... ...<br>1 dk | M<br><br><br>2 Ha (31½', 33'×15') | Oil 4SA 6Cy. 295×420 mm<br>400bhp<br>La Maquinista Terrest |
| 517648<br>EAUK<br><br>Esd | **JUAN LORENZO**<br><br>**Esmeraldo Dominguez S.A.**<br>Vigo Spanish | 159<br>78<br>— | | 1950 Const. Nav. P. Freire—Vgo<br>*90·2'* 20' 5"<br>... ... ... | Wood S Trawler | T 3Cy. 7 1/16" 11 1/16" &<br>143ihp |
| 660289<br>EEVM<br><br>Df Esd<br>Gc Rdr<br>RT | **JUAN MARCH**<br><br>**Compañia Trasmediterranea**<br>Valencia Spanish | 8983<br>5874<br>1700 | ✠100A1<br><br>✠LMC<br>✠Lloyd's RMC<br>MN3200 EL c†2¼"SQ | 1966–7 Union Nav. de Levante—Val<br>428' 7" 63' 1" 16' 4"<br>385' 6" 63' 0" 36' 5"<br>Ba166' B&F182' 3 dks<br>RW Coll BH to U dk 8 to 2nd dk<br>rf 13" WB372t | TM Ferry (750P) Ref<br><br>In.21350 | 2 Oil 2SA each 7Cy.<br>16000bhp B&W<br>La Maquinista Terr<br>2db 100lb<br>4×400kW 400V 50c/s a.c.<br>Controllable pitch prop<br>Thw. thrust propeller |
| 517649<br>EDXR<br><br>Esd | **JUAN MARI No. 2**<br>exEnsign exBattle Abbey<br>**Soc. Echeverria & Cia. S.R.C.**<br>San Sebastian Spanish | 209<br>92<br>— | <br><br>✠Classed LR until 5/27 | 1900–5 Cochrane & Cooper Ltd.—Sel<br>*113·5'* 21' 5"<br>... ... ...<br><br><br>R | Iron S Trawler | T 3Cy. 12" 20" & 32"×<br>400ihp<br>Tindall, Earle & Hutch |
| 517650<br>EATV<br><br>RT | **JUAN MARIA ARTAZA**<br><br>**Artaza y Cia.**<br>San Sebastian Spanish | 304<br>200<br>450 | <br><br>BV | 1955 Ast. Luzuriaga—Pjs<br>*124·6'* 24' 4" 9' 6"<br>... ... ...<br>1 dk | M Mchy.aft<br><br><br>2 Ha (each 25¼'×6½')<br>Der 2(3) | Oil 2SA 6Cy. 190×250 mm<br>300bhp<br>N.V. Kromhout Mot. |
| 517651<br>EEUE<br><br>Esd | **JUAN MIGUEL**<br><br>**A. Ruiz de Azua Ortolachipi**<br>San Sebastian Spanish | 106<br>69<br>— | | 1945 Pedro M. Egana—Motrico<br>*79·9'* 18' 7"<br>... ... ... | Wood M Trawler | Oil 2SA 4Cy. 215×228 mm<br>280bhp<br>Petters Ltd. |
| 640335<br>EBZQ<br><br>Df Esd<br>Rdr<br>RTm/h/v | **JUAN NESPRAL**<br><br>**Naviera del Nalon S.A.**<br>Vigo Spanish | 2445<br>1494<br>3642 | ✠100A1 SS 5/68<br><br>✠LMC<br><br>MN640 EL s | 1964–4 Ast. Construcciones S.A.—Vgo<br>307' 4" 44' 1" 19' 0"<br>277' 7" 43' 11½" 22' 6"<br>Q115' F27' 1 dk<br>NS 6BH<br>rf 4" WB654t incl. DTmf180t | M Mchy.aft<br>3 Ho 64', 59¾', 59¾'<br><br>3 Ha (stf) (each 38½'×26¾')<br>Der 3(3) | 2 Oil 4SA each 6Cy.<br>sr gearing to sc. shaft<br>3200bhp<br>Motorenw. Mannheim<br>3×50kW 220V d.c. |

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| **JUAN RIVA**<br>**Angel Riva Suardiaz**<br>Gijon<br>Spanish | 399<br>273<br>510 | | BV | **1948** Ast. del Cantabrico—Gijon<br>150′ 6″ 25′ 8″ 10′ 11″<br>… … …<br>1 dk | M Mchy.aft<br>2 Ha (34¾′, 29½′×15′)<br>Der 2(2) | Oil 2SA 4Cy. 290×500 mm<br>400bhp NE— 75t (d.o)<br>12k |
| **JUANA COSTAS**<br>**Pesqueras Gabriel González S.R.C.**<br>Huelva<br>Spanish | 155<br>97<br>— | | BV | **1964** Hijos de J. Barreras S.A.—Vgo<br>92′ 5″ 22′ 5″<br>82′ 0″ 22′ 3½″ 11′ 2″<br>RW | M Trawler<br>1 Ha (4¼′×4½′) | Oil 4SA 6Cy. 210×300 mm<br>510bhp 42t<br>Stork-Jaffe Mchf. Utrecht<br>10½k |
| **JUANITA**<br>**A/S Ugland's Rederi**<br>J. M. Ugland<br>Grimstad<br>Norwegian<br>Now **QUEEN SOLICA** See New Entries No. 1 | 10000<br>5864<br>15775 | | NV | **1953** Nakskov Skibsv. A/S—Nkv<br>513′ 8″ 66′ 0″ 29′ 0¾″<br>486′ 2″<br>P104′ B40′ F56′ 1 dk<br>RW<br>rf 4″ | M Tanker Mchy.aft<br>19 Ta<br>L.736040 | Oil 2SA 7Cy. 740×1600 mm<br>5500bhp 1221t (hvf)<br>Burmeister & Wain Cpn<br>3×200, 200, 40kW 220/110V d.c. 14k |
| **JUANITA DE CHACARTEGUI**<br>**Francisco Chacartegui Arrinda**<br>San Sebastian<br>Spanish | 742<br>581<br>— | | BV | **1964** Ast. Luzuriaga—Pjs<br>203′ 7″ 30′ 4″ 14′ 9¼″<br>180′ 5″ 30′ 2″ 16′ 10″<br>1 dk<br>RW | M Mchy.aft<br>2 Ha (each 43½′×16½′)<br>Der 4(2) | Oil 4SA 8Cy. 295×420 mm<br>500bhp (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>10½k |
| **JUANITO LASA**<br>Juanito<br>**Manuel Falque y Cia. S.L.**<br>Vigo<br>Spanish | 122<br>56<br>— | | | **1942** José A. Lasa—Motrico<br>*86·9′* 19′ 6″ 10′ 11″<br>… … … | Wood S Trawler | T 3Cy. 7$\frac{9}{16}$″ 11⅝″ & 18$\frac{11}{16}$″×14″<br>152ihp 55t (c)<br>José A. Lasa Pjs<br>7k |
| **UBILATION**<br>**London & Rochester Trading Co. Ltd.**<br>Rochester<br>British | 199<br>130<br>270 | | | **1967** J. R. Hepworth & Co. (Hull) Ltd.—Paull<br>105′ 9″ 22′ 8″<br>98′ 0″ 22′ 6″ 9′ 6″<br>P24′ F14′ 1 dk | M Mchy.aft<br>1 Ho 64¾′<br>G.14352<br>1 Ha (56′×15′) | Oil 4SA 6Cy. 165×184 mm<br>180bhp 7½t (d.o)<br>Bergius-Kelvin Co. Ltd. Gls<br>8½k |
| **UBILENCE**<br>Jozina-52<br>**London & Rochester Trading Co. Ltd.**<br>Rochester<br>British | 591<br>306<br>817 | ✠100A1<br>✠LMC | SS 12/66<br>EL h | **1950–6** Schps. Waterhuizen J. Patje—Waterhuizen<br>193′ 10″ 28′ 5″ 11′ 1½″<br>179′ 4″ 28′ 3″ 11′ 6″<br>PonQ36′ Q99′ F26′ 1 dk<br>RW 3BH len 56<br>rf 2″ WB228t | M (1P)<br>1 Ho 120¾′<br>G.43193 B.40635<br>2 Ha (34¾′, 54½′×17½′)<br>2W Der 2(3) | Oil 2SA 8Cy. 250×420 mm<br>510bhp ✠NE2/63 15½t (d.o)<br>Nydqvist & Holm A/B Thn<br>2×6kW 110V d.c. 10k |
| **CARO**<br>**República de Cuba**<br>Havana<br>Cuban | 676<br>253<br>— | | | **1967** Leninskaya Kuznitsa—Kiev<br>178′ 0″ 31′ 1″ 12′ 6½″<br>31′ 0″ 15′ 6″ | M Trawler<br>1 Ho<br>In.12500<br>1 Ha<br>2W Der 1(2) 1(1½) | Oil 4SA 8Cy. 320×480 mm<br>Emade64fitted67<br>Schwermasch. Karl Liebknecht Mgd |
| **UDÆAN**<br>**Sir Thomas Robinson & Son (Grimsby) Ltd.**<br>Grimsby<br>British | 272 ~~291~~<br>86 ~~91~~<br>— ~~110~~ | ✠100A1 SS 6/68 ~~SS 6/64~~<br>trawler<br>✠LMC<br>MN158 | EL (e) I | **1960–8** Cochrane & Sons Ltd.—Sel<br>*119·5′* 25′ 1″<br>117′ 0″ 25′ 0″ 12′ 0″<br>Q62′ F18′<br>RW 4BH<br>rf 24″ BK7″ WB7t | M Trawler<br>1 Ho 31¾′<br>4 Ha (each 4′×4′)<br>1W Der 1(5) 1(2) | Oil 2SA 5Cy. 340×570 mm<br>790bhp 49t (d.o)<br>British Polar Engines Ltd. Gls<br>3×121, 30, 20kW 220/240V d.c.<br>Controllable pitch propeller 11½k |
| **UDITH**<br>Jalganga-56<br>**T. M. John**<br>Bombay<br>Indian | 132<br>47<br>— | ✠Classed LR until 12/60 | | **1947–7** Higgins Inc.—N.Os<br>84′ 2″ 20′ 6″<br>… … … | M Fishing | Oil 4SA 8Cy. 190×240 mm<br>Emade46fitted47<br>Lorimer Diesel Eng. Co. Oakland |
| **UDITH ANN**<br>**The Judith Ann Liberian Transport Corp. Ltd.**<br>Monrovia<br>Liberian | 8431<br>5060<br>12588 | ✠100A1<br>✠LMC<br>MN1200 | SS 12/66<br>EL c†2⅛″SQ | **1959–1** Hakodate Dock Co. Ltd.—Hak<br>478′ 2″ 62′ 7″ 28′ 8½″<br>442′ 11″ 62′ 4″ 38′ 7″<br>F36′ 2 dks<br>7BH<br>rf 5″ WB2147t incl. Tunnel tanks 520t | M<br>5 Ho<br>G.635828 B.594512<br>5 Ha<br>14W Der 6(10) 8(5) | Oil 2SA 6Cy. 700×1200 mm<br>6000hbp MAN 1755t<br>Mitsubishi Nippon Hvy Ind. Yka<br>WTAuxB 142lb 14½k |
| **UDITH G.**<br>Fundy Bay-64<br>**ace Ltd.**<br>D. W. Gallagher<br>St. John, N.B.<br>Canadian | 331<br>160<br>— | ✠Classed LR until 7/65 | | **1963–1** St. John S.B. & D.D. Co. Ltd.—St.J<br>116′ 6″ 26′ 4″<br>99′ 0″ 26′ 3″ 14′ 2″<br>B&F81′<br>rf 32″ BoxK8″ | M Stern Trawler | Oil 4SA 8Cy. 8¾″×11½″ with clutch & sr reverse gear<br>660bhp<br>Lister Blackstone Mar. Ltd. Dursley |
| **UDITH M.**<br>Commandant Le Terrier-65<br>**Cia. de Nav. Patricio (Liberia) Ltda.**<br>Monrovia<br>Liberian<br>Now **KOSTANTINOS** See New Entries No. 4 | 2586<br>1478<br>3570 | | BV | **1947** Grangemouth Dkyd Co. Ltd.—Gmh<br>321′ 11″ 43′ 7″ 21′ 2″<br>… … …<br>P26′ Q91′ B61′ F27′ 1 dk | S<br>G.172170 B.156000<br>4W Der 4(3) | T 3Cy. 19½″ 30″ & 54″×39″<br>350t (o.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>10½k |

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| 540571<br>WK4351<br>277003<br>Df Gc<br>Rdr RT | **JUDITH McALLISTER**<br>exRussell 10-63<br>**McAllister Bros. Inc.**<br>New York United States | 146<br>99<br>— | AB | 1958 Jakobson Shpyd Inc.—Oyster Bay<br>90' 0" 24' 2" 10' 6"<br>84' 10" 24' 0" 11' 3"<br>1 dk<br>BK5" | M Tug | Oil 2SA 16Cy. 8½"×10"<br>1640bhp<br>General Motors Corp. |
| 652077<br><br>320800<br>Df Esd<br>Pfd Rdr<br>RT | **JUDITH R.**<br><br>**Riverport S.S. Co. Ltd.**<br>W. R. Ritcey<br>Lunenburg Canadian | 210<br>87<br>— | | 1965 Atlantic S.B. Co. Ltd.—<br>Lunenburg<br>108' 0" 25' 1"<br>101' 0" 11' 6" | Wood M Fishing Mchy.aft | Oil 4SA 8Cy. 8½"×11"<br><br>Klöckner-Humboldt-Deutz |
| 640902<br><br>319707<br>Esd Pfd<br>Rdr RT | **JUDITH SUZANNE**<br><br>**Deep Sea Fisheries Ltd.**<br>Shelburne Canadian | 160<br>96<br>— | | 1963 Harley S. Cox & Sons—Shelburne<br>*87-0'* 23' 0"<br>87' 0" 22' 11" 11' 0"<br>1 dk | Wood M Fishing Mchy.aft | Oil 2SA 12Cy. 5"×5½"<br><br>General Motors Corp. |
| 517666<br><br>239285<br>Df Esd<br>Rdr RT | **JUDY S.**<br>exMadeirense-49<br>**Tradewinds Inc.**<br>San Diego United States | 307<br>165<br>— | | 1940 Harbor Boat Bldg Co. Inc.—L.An<br>27' 6"<br>124' 0" 27' 0" 14' 6"<br>1 dk | Wood M Fishing | Oil 2SA 6Cy. 305×380 mm<br>600bhp<br>Fairbanks, Morse & Co. |
| 517667<br><br>319695<br>Df Esd<br>Rdr RT | **JUDY AND LINDA III**<br><br>**British Columbia Packers Ltd.**<br>Shelburne Canadian | 147<br>72<br>— | FOUNDERED 1/68 | 1962 W. C. McKay & Sons Ltd.—<br>Shelburne<br>*84-2'* 23' 0"<br>22' 10"<br>1 dk | Wood M Fishing | Oil 2SA 12Cy. 5"×5½"<br><br>General Motors Corp. |
| 670234<br><br>326112 | **JUDY AND LINDA IV**<br><br>**M. H. Rodgerson**<br>Lunenburg Canadian | 167<br>80<br>— | | 1966 Snyder Shipyards—Dayspring,<br>N.S.<br>*92-9'* 23' 1"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 8Cy. 6½"×7½<br>540bhp<br>Rolls-Royce Ltd. |
| 641339<br>8KIY<br>93525<br>Df Esd<br>Gc Rdr | **JUFUKU MARU No. 8**<br><br>**K. Hattori**<br>Yaizu Japanese | 294<br>153<br>— | | 1963 Kanazashi Zosensho—Shimizu<br>153' 8" 25' 5" 9' 10"<br>136' 1" 25' 3" 11' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×460 m<br><br>Akasaka Tekkosho |
| 642273<br>8LLR<br>95112<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JUFUKU MARU No. 11**<br><br>**K. Hattori**<br>Yaizu Japanese | 299<br>155<br>— | | 1964 Kanazashi Zosensho—Shimizu<br>25' 5" 9' 10"<br>137' 11" 25' 3" 11' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×460 m<br><br>Akasaka Tekkosho |
| 670423<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **JUGLA**<br><br>**U.S.S.R.**<br>Russian | 3359<br>1560<br>4400 | | 1966 Rauma-Repola O/Y—Rauma<br>344' 10" 48' 7" 20' 5"<br>318' 0" 48' 6" 23' 0"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×110<br>2900bhp B&W<br>Valmet O/Y Rautpohjan |
| 652432<br>YTWZ<br><br>Df Esd<br>Pfd Rdr<br>RT | **JUGOATLANTIK I**<br><br>**Jugoatlantik**<br>Pula Yugoslav<br>Now **ANGELA**<br>See New Entries No. 5 | 615<br>317<br>475 | BV JR | 1965 Brodogradiliste "Crvena Zvezda"<br>—Pla<br>151' 3" 35' 4" 14' 1"<br>134' 6" 34' 6" 16' 9"<br>1 dk | M Fishing<br><br><br><br>Der 1(10) 1(3) 1(2½) 1(1) | Oil 2SA 9Cy. 280×500 m<br>1360bhp B&W<br>"Litostroj" |
| 660772<br>YTDY<br><br>Df Esd<br>Pfd Rdr<br>RT | **JUGOATLANTIK II**<br><br>**Jugoatlantik**<br>Pula Yugoslav<br>Now **JASNA** See<br>New Entries No. 5 | 612<br>317<br>475 | JR | 1966 Brodogradiliste "Crvena Zvezda"<br>—Pla<br>151' 3" 35' 4" 14' 1"<br>134' 6" 34' 6" 16' 9"<br>1 dk | M Fishing<br><br><br><br>Der 1(10) 1(3) 1(2½) 1(1) | Oil 2SA 9Cy. 280×50<br>1550bhp B&W<br>"Litostroj" |
| 661560<br>YTWX<br><br>Df Esd<br>Rdr RT | **JUGOATLANTIK III**<br><br>**Jugoatlantik**<br>Pula Yugoslav<br>Now **VIDA** See New Entries No. 5 | 615<br>317<br>475 | BV JR | 1966 Brodogradiliste "Crvena Zvezda"<br>—Pla<br>151' 3" 35' 4" 14' 1"<br>134' 6" 34' 6" 16' 9"<br>1 dk | M Fishing<br><br><br><br>Der 1(10) 1(3) 1(2½) 1(1) | Oil 2SA 9Cy. 280×50<br>1550bhp B&W<br>"Litostroj" |

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| **JUGOSLAVIJA**<br>**Jadranska Linijska Plovidba (Adriatic Line)**<br>Rijeka<br>Yugoslav | 2563<br>1322<br>2450 | ✠100A1<br>✠LMC<br>MN960 | SS 3/65<br>EL t<br>JR | 1956–8 Brodogradiliste Split—Spt<br>295′ 6″ 42′ 10″ 15′ 2¾″<br>268′ 6″ 42′ 8″ 24′ 8″<br>F46′ 2 dks, 3rd dk except in mchy. space<br>RW 4BH to U dk 2 to 2nd dk<br>rf 30″ WB201t incl. DTa70t | TM (191bth 1000 dk P) | 2 Oil 2SA each 8Cy. 480×700 mm<br>4800bhp<br>Sulzer Bros. Ltd.<br>2wtdb 85ft | 127t<br>Win<br>17k |
| **JUHAN SIUTISTE**<br>U.S.S.R.<br>Tallin<br>Russian | 3170<br>1225<br>1268 | | | 1961 .....................Russia<br>277′ 10″ 46′ 0″ 18′ 2″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57351<br>7 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda | Prague<br>13k |
| **JUHO MARU**<br>**himajiri Kaiun K.K.**<br>Kochi<br>Japanese | 497<br>266<br>— | | | 1962 Kurushima Dock Co. Ltd.—Imabari<br>*159·8′* 28′ 0″ 12′ 9″<br>157′ 5″ 27′ 10″ 14′ 1″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (73¾′×17′) | Oil 4SA 6Cy. 325×460 mm<br>760bhp<br>Nippon Hatsudoki | 30t<br>Kob |
| **UHO MARU**<br>**Shigetani Kisen K.K.**<br>Osaki<br>Japanese | 273<br>159<br>— | | | 1960 Innoshima Dock—Inn<br>*128·6′* 21′ 1″ 9′ 6″<br>... ... ...<br>1 dk<br>len 65 | M Mchy.aft<br>1 Ha (50½′×14¾′) | Oil 4SA 6Cy. 270×380 mm<br>320bhp<br>Matsue Nainenki Kogyo | 20t<br>Matsue |
| **UICHI MARU No. 11**<br>**Taisei Gyogyo K.K.**<br>aisha<br>Japanese | 200<br>95<br>317 | | | 1964 Fukushima Zosensho—Matsue<br>22′ 2″ 10′ 0″<br>98′ 5″ 22′ 0″<br>1 dk<br>RW | M Mchy.aft<br>G.13561 B.12607<br>1 Ha (47½′×13′) | Oil 4SA 6Cy. 270×400 mm<br>340bhp<br>Matsue Nainenki Kogyo | 12¾t<br>Matsue<br>9½k |
| **UIST**<br>**ns-Schlepper A.G.**<br>nden<br>W. German | 133<br>39<br>— | | GL | 1956 Schulte & Bruns—Emd<br>94′ 2″ 22′ 7″ 10′ 2″<br>83′ 8″ 22′ 6″ 12′ 9″<br>1 dk<br>R | M Tug | Oil 4SA 6Cy. 320×480 mm<br>1080bhp<br>Motorenw. Mannheim<br>1×16kW 220V d.c. | (d.o)<br>Mhm<br>11¼k |
| **UJO MARU**<br>**pon Yusen Kaisha**<br>yo<br>Japanese | 17295<br>12140<br>~~22194~~<br>21844 | | NK | 1967 Nippon Kokan—Tsu<br>534′ 10″ 77′ 10″ 31′ 10″<br>502′ 0″ 77′ 9″ 55′ 9″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 650×1350 mm<br>8100bhp<br>Ube Tekkosho | Ube |
| **KYU MARU No. 2**<br>**o Gyogyo K.K.**<br>kkanai<br>Japanese | 349<br>148<br>— | | | 1967 Niigata Eng. Co Ltd.—Niigata<br>158′ 10″ 28′ 3″ 10′ 10″<br>141′ 8″ 28′ 2″ 12′ 1″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 8Cy. 310×380 mm<br>1650bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **L**<br>Seefalke-50<br>**rl Lohse**<br>yk a. Föhr<br>W. German | 100<br>50<br>140 | | GL | 1935 D. W. Kremer Sohn—Elmshorn<br>*79·9′* 18′ 11″ 7′ 5″<br>8′ 2″<br>P27′ F13′ 1 dk<br>R | M Mchy.aft | Oil 4SA 2Cy. 280×450 mm<br>100bhp Emade25fitted35<br>Motfbr. Deutz A.G. | Köln-Deutz |
| **LDIA**<br>**ittagong Port Commissioners**<br>ittagong<br>Pakistan | 353<br>47<br>— | | | 1940 Shalimar Works—Cal<br>127′ 0″ 30′ 2″ 10′ 6½″<br>30′ 0″ | TS Tug | T 6Cy. 11″ 18″ & 30″×21″<br>Plenty & Son Ltd. | 110t (c)<br>Nby<br>10¾k |
| **LEPE**<br>**Santodomingo & Hijos S.L.**<br>go<br>Spanish | 161<br>66<br>— | | | 1952 Francisco Gonzalez—Vgo<br>*96·6′* 21′ 2″<br>... ... ... | Wood S Trawler | T 3Cy. 8$\frac{11}{16}$″ 13⅞″ & 21¼″×17″<br>215ihp | 8½k |
| **LES BERTHIERE**<br>Lise Højsgaard-62<br>**oc. Nationale des Pétroles d'Aquitaine**<br>ayonne<br>French | 499<br>313<br>940 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN152 | SS 7/65<br>EL j 1⅛″SQ | 1961–5 Schps. "Hoogezand" J. Bodewes —Hgz<br>200′ 5″ 30′ 6″ 11′ 11½″<br>182′ 5″ 30′ 2″ 13′ 4″<br>Q50′ F41′ 1 dk<br>RW 3BH<br>rf 6″ WB329t incl. Dk tanks a26t m13t | M Mchy.aft<br>1 Ho 124½′<br>G.39200 B.36750<br>3W Der 3(3) | Oil 4SA 8Cy. 290×420 mm<br>760bhp<br>Masch. Kiel A.G. | 71t<br>Kel<br>11½k |
| **LES CADIEU**<br>**ment Lucas**<br>idan<br>Ivory Coast | 250<br>69<br>— | | BV | 1955 Ch. Navals de La Pallice—La Pl<br>124′ 7″ 23′ 7″<br>... ... ...<br>RW | M Trawler<br>3 Ha (each 4¼′×3¼′)<br>Der 1(2) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz<br>2×15kW 110V d.c. | (d.o)<br>Kln<br>12¾k |

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| 650016<br>FNNC<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JULES VERNE**<br><br>**Gaz Marine**<br>Havre French | 22292<br>12839<br>13877 | <br><br>BV | **1965** At. & Ch. de la Seine Mtme.—Le Trait<br>659′ 6″ 81′ 7″ 24′ 8¾″<br>617′ 8″ 81′ 4½″ 54′ 0″<br>P118′ B72′ F84′ 2 dks | S Liquefied Gas Carrier Mchy.aft<br>7 Ta<br>L.900526 HeCls. B<br><br>Der 2(5) 2(1) | 2 S Turb dr geared to sc.<br>12000shp Parsons<br>Soc. des For. de la Méditerr<br><br>2×700kW 440V 60c/s a.c.<br>Thw. thrust propeller fwd |
| 517681<br>TQBT<br><br>Df Esd<br>RT | **JULES VERNE**<br><br>**E. & A. Gautier Frères & Cie.**<br>Lorient French | 241<br>77<br>— | <br><br>BV | **1957** S.I.C.C. Na.—St.M<br>*116·3′* 25′ 8″<br>... ... ... | M Trawler<br><br><br>3 Ha (each 4½′×4½′)<br>Der 1(2) | 4 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>1110bhp<br>Soc. Surgèrienne de Cons. |
| 517682<br>KIXQ<br>243523<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **JULESBURG**<br><br>**Chas. Kurz & Co. Inc.**<br>Keystone Shipping Co.<br>Wilmington, Del United States | 12638<br>8401<br>20085 | <br><br>AB | **1959** (Cargo section) Newport Ns S.B. & D.D. Co.—N.Ns<br>**1943** (Fwd & aft sections) Alabama D.D. & S.B. Co.—Mob<br>571′ 6″ 75′ 2″ 30′ 3¾″<br>551′ 0″ 75′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>27 Ta<br>L.792660<br><br>Der 4(2) | S Turb 7240shp driving 1 gen<br>2300V a.c. connected to<br>7000shp (Sy)<br>General Electric Co.<br>2×525kW 440V 60c/s a.c. |
| 517684<br>DHQB<br><br>Df Esd<br>RT | **JULIA**<br><br>**A. Kirsten & Co.**<br>Hamburg W. German | 299<br>158<br>506 | <br><br>GL | **1957** Erste Donau Dampfschiff.-Ges.—Korneuburg<br>161′ 4″ 26′ 0″ 8′ 6½″<br>149′ 6″ 25′ 11″ 9′ 4″<br>Q94′ F16′ 1 dk | TM Mchy.aft<br><br>G.26465 B.24745<br>2 Ha (34¾′, 31¼′×14½′)<br>2W Der 2(1½) | 2 Oil 4SA each 6Cy.<br>245bhp<br>Motorenw. Mannheim |
| 517685 | **JULIA**<br>exRamfis exLouisa Jane<br>exMargrove III exAmphitrite<br>exVagabondia exPawnee<br>exHussar III exHaida<br>**Naviera Dominicana C. por A.**<br>Santo Domingo Dominican | 180<br>152<br>— | | **1920** Kyle & Purdy Inc.—City Island<br>*138·1′* 20′ 4″<br><br>R conv yacht — | TM | 2 Oil<br>NE43 |
| 517686<br>YXDH<br><br>Df Esd<br>Gc | **JULIA II**<br>exSeefahrer–57<br>**Cia. Anon. Maritima Falcon**<br>La Guaira Venezuelan | 861<br>561<br>1288 | <br><br>~~GL~~ | **1951** Abeking & Rasmussen—Lemwerder<br>196′ 2″ 30′ 5″ 16′ 0½″<br>30′ 3″<br>B40′ F24′ 2 dks<br>RW | M Mchy.aft<br>1 Ho 114½′<br>G.60800 B.55500<br>1 Ha (84½′×20½′)<br>4W Der 1(5) 3(3) | Oil 4SA 8Cy. 285×420<br><br>Masch. Augsburg-Nürnb |
| 660573<br><br>258938<br>RTm/v | **JULIA C. MORAN**<br>exWilkes-Barre–65<br>**Perth Amboy Tugs Inc.**<br>New York United States | 239<br>163<br>— | <br><br>AB | **1949** Jakobson Shpyd Inc.—Oyster Bay<br>*100·0′* 27′ 5″<br>100′ 0″ 26′ 0″ 14′ 4″<br>1 dk<br>BK2½″ | D-E Tug | Oil 2SA 16Cy.<br>driving 1 gen<br>connected to elec. motor<br>General Motors Corp.<br>2×35, 30kW 125V d.c. |
| 517689<br>UJOL<br>M-24204<br>Df Esd<br>Gc Rdr<br>RT | **JULIA JEMAITE**<br><br>**U.S.S.R.**<br>Klaipeda Russian | 3728<br>1879<br>4940 | | **1958** Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 11½″<br>331′ 7″ 47′ 11″ 26′ 3″<br>1 dk<br>RW | S<br>4 Ho<br>G.210194<br>4 Ha (28½′, 34½′, 34½′, 34½′×27′)<br>8W Der 8(5) | C 4Cy. (2) 440 & (2)<br>LP turb & hydraulic<br>2500ihp<br>Z.U.T. Zgoda |
| 680945<br><br><br>Df Esd<br>Gc Rdr<br>RT | **JULIA L**<br><br>**Elmotores Inc.**<br>Monrovia Liberian<br>For later particulars<br>see New Entries No. 9 | 14845<br>9735<br>25000 | | **1968** Hakodate Dock Co. Ltd.—Hak<br>597′ 2″ 75′ 2″ 30′ 0¼″<br>550′ 7″ 75′ 0″ 48′ 3″<br>1 dk<br>RW | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550<br>9600bhp Sulzer<br>Ishikawajima-Harima |
| 661209<br>LHWE<br><br>Df Esd<br>Gc Rdr<br>RT | **JULIAN**<br><br>**R/A Hadrian**<br>Hilmar Reksten<br>Bergen Norwegian | ~~50028~~ 49231<br>~~34063~~ 33444<br>~~93240~~ 93150 | <br><br>NV | **1966** A/S Stord Verft—Lervik<br>818′ 7″ 128′ 0″ 46′ 8¾″<br>781′ 8″ 127′ 9½″ 60′ 8″<br>1 dk<br><br>rf 4″ | S Tanker Mchy.aft<br>10 Ta<br>L.3752000 | 2 S Turb dr geared<br>2250shp<br>General Electric Co.<br>2×800kW 440V |
| 531110<br>HPEV<br><br>Df Esd<br>Gc | **JULIANA**<br>exSandys River–67<br>exCastle Peak–61<br>exHouston City–60<br>**Holly Navigation Co. S.A.**<br>Panama Panamanian<br>Now **PROMINENT STAR** (No. 531110) in the Register | *7287*<br>*4320*<br>10410 | **BS ✳** SS 9/64<br>with freeboard<br>**MBS ✳**<br><br>MN500 CT6925 C37 S32 | **1942–8** Wm. Doxford & Sons Ltd.—Sld<br>442′ 8″ 56′ 6″ 27′ 5″<br>421′ 11″ 56′ 3″ 38′ 1″<br>2 dks<br>7BH<br>WB2691t incl. DTs1205t | M CSD<br><br>G.578230 B.525740<br><br>10W | Oil 2SA 3Cy.<br>2500bhp<br>Wm. Doxford & Sons<br>2AuxB 120 |
| 517695<br>DIXX<br><br>Df Esd<br>Pfd RT | **JULIANKA**<br><br>**Peter Witthein**<br>Itzehoe W. German | 421<br>244<br>850 | <br><br>GL | **1951** Hugo Peters—Wewelsfleth<br>*165·4′* 26′ 5″ 12′ 1″<br>17′ 7″<br>P35′ B27′ F26′ 1 dk & S dk<br>RW len 55 | M OSD Mchy.aft<br>1 Ho 116′<br>G.51807 B.46580<br>2 Ha<br>3W Der 3(2) | Oil 4SA 6Cy.<br>499bhp NE81<br>Masch. Kiel G.m.b.H. |

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| **JULIE**<br>exSevern River–65 exHeika–60<br>exElsa Nurminen–58<br>exGlynn–56 exCapitaine<br>Saint Martin–55<br>**Trireme Cia. Mar. S.A.**<br>Panama Panamanian | *3465*<br>*1857*<br>5040 | | BV | **1939** Smith's Dock Co. Ltd.—Mdb<br>373′ 0″ 48′ 6″ 20′ 0½″<br>… … …<br>P22′ B54′ F31 1 dk<br>R | S<br>G.231300<br>4W Der 3(3) 1(5) | T 3Cy. 18″ 28″ & 62″×36″ & exhaust turb driving steam compressor<br>Smith's Dock Co. Ltd. | 380t (o.f)<br>Mdb<br>10½k |
| **JULIEN DEWEERT**<br>**Ancienne Maison Henri Deweert & Fils**<br>René Deweert<br>Ostend Belgian | 498<br>236<br>930 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN200 | SS 5/68 ~~SS 9/64~~<br>EL I 1½″SQ | **1956–9** J. Boel & Fils—Tamise<br>216′ 8″ 32′ 9″ 12′ 0½″<br>193′ 11″ 32′ 6″ 19′ 4″<br>F22′ 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 2″ WB372t | M OSD Mchy.aft<br>G.67800 B.60900 | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz | Kln<br>12k |
| **JULIEN DUBUQUE**<br>**United States Department of Commerce**<br>San Francisco United States | **7194**<br>4382<br>10500 | | AB | **1943** Permanente (Shpyd No. 1)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Willamette Irn & Stl Corp.<br>3×20kW 120V d.c. | 1834t (o.f)<br>Pld<br>10k |
| **JULIEN POYDRAS**<br>**United States Department of Commerce**<br>New Orleans United States | **7202**<br>4387<br>10489 | | AB | **1943** Delta S.B. Co.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Filer & Stowell Co.<br>3×20kW 120V d.c. | 2445t (o.f)<br>Milwaukee<br>10k |
| **ULIEN QUERÉ**<br>**ueré, Jego & Cie.**<br>rient French | **353**<br>146<br>280 | | BV | **1964** Béliard-Murdoch S.A.—Ost<br>151′ 11″ 27′ 6″<br>27′ 4″ | M Trawler<br>3 Ha (each 3½′×3½′) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz | 90t<br>Kln |
| **ULIET**<br>Paula–66 exJuliet–65<br>Bulan Mas–64 exLeti–62<br>Samuel Jacob–51<br>**ansportes Maritimos de San Blas S.A.**<br>ama Panamanian | **556**<br>361<br>465 | | | **1946** Albina Eng. & Mach. Wks—Pld<br>181′ 1″ 29′ 1″ 8′ 6″<br>28′ 11″<br>P36′ F27′ 1 dk | M Mchy.aft<br>B.29053<br>4W | Oil 4SA 6Cy. 305×380 mm<br>Enterprise Eng. & Fdry Co. | 35t<br>S.Fo<br>8½k |
| **LIETA**<br>uma–66 exOrietta–65<br>rlene–64 exSirius-S–64<br>oemba–61<br>**nando Correia de Lacerda**<br>**Arlindo Capucho Garcia**<br>**rnandes**<br>ama Panamanian | **454**<br>259<br>640 | **BS✳**<br>**MBS✳**<br>MN80 | Dr 12/65<br>CT377 C14 | **1940–4** Scheeps. "Vooruitgang"—Foxhol<br>166′ 4″ 24′ 4″ 10′ 10″<br>24′ 0″ 12′ 1″<br>P36′ F19′ 1 dk<br>3BH len 51<br>WB122t | M Mchy aft | Oil 2SA 8Cy. 190×350 mm<br>400bhp NE✳51<br>N.V. Mchfb. Bolnes | Bolnes |
| **LIETTE LOW**<br>**ited States Department of Commerce**<br>annah United States | **7257**<br>4455<br>10503 | | AB | **1944** Southeastern S.B. Corp.—Sav<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | 1820t (o.f)<br>Hamilton<br>10k |
| **LIO CARO**<br>**nco de la Republica de Colombia S.A. (Concesion de Salinas)**<br>rtagena Colombian | **1940**<br>923<br>1698 | | | **1967** Empresa Nacl. "Bazan"—Cdz<br>271′ 11″ 42′ 2″ 12′ 6½″<br>238′ 0″ 42′ 0″ 20′ 0″<br>F32′ 1 dk | TM Mchy.aft<br>3 Ho<br>3 Ha | 2 Oil 4SA each 12Cy. 159×203 mm hydraulic reduction geared<br>1530bhp<br>Caterpillar Tractor Co. | Peoria |
| **LIO GONZÁLEZ CHAO**<br>glesias I<br>**jos de Julio González**<br>Spanish | **162**<br>49<br>— | | | **1948** Astano S.A.—Frl<br>*88·6′* 20′ 4″<br>… … … | S Trawler | T 3Cy. 7¾″ 12$\frac{9}{16}$″ & 20$\frac{11}{16}$″×14$\frac{15}{16}$″<br>178ihp<br>Luis Iglesias | (o.f)<br>Vgo |
| **LIO MOLINA**<br>**vador Correa Meirama**<br>runna Spanish | **381**<br>175<br>— | | BV | **1964** Astano S.A.—Frl<br>*129·8′* 25′ 1″<br>129′ 10″ 24′ 11″ 13′ 9″ | M Trawler<br>3 Ha (each 3′×3′) | Oil 4SA 8Cy. 300×450 mm<br>950bhp<br>Masch. Augsburg-Nürnberg | Aug<br>11k |
| **LIO REGIS**<br>**mpanhia de Navegação Lloyd Brasileiro**<br>de Janeiro Brazilian | **6255**<br>3366<br>10395 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1484 | EL c†2⅛″SQ | **1964–8** Verolme Est. Reunidos do Brasil—Jacuecanga<br>466′ 10″ 64′ 2″ 27′ 0″<br>426′ 6″ 64′ 0″ 40′ 2″<br>P108′ F45′ 1 dk & S dk<br>Coll & mchy. BH to S dk 5 to 2nd dk<br>rf nil WB2269t incl. DTm1062t | M Ref OSD Mchy.aft<br>G.644495 In.15900<br>14W Der 16(5) | Oil 2SA 7Cy. 700×1200 mm<br>7420bhp MAN<br>Verolme Machfbk.<br>AuxB 100℔<br>3×220kW 450V 60c/s a.c. | 1100t (d.o)<br>Ijsselmonde<br>18¼k |
| **LIO VIEIRA**<br>**González S.A.**<br>Spanish | **165**<br>54<br>— | | | **1950** Ast. y Talleres del Noroeste—Fri<br>*98·6′* 20′ 2″<br>… … … | Wood M Fishing | Oil 5Cy. 250×420 mm<br>450bhp<br>Atlas-Diesel | 50t (d.o)<br>Skm<br>9k |

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|---|---|---|---|---|---|---|---|
| 681029<br>TFPB<br><br>Df Esd<br>Rdr RT | **JULIUS GEIRMUNDSSON**<br><br>**Gunnvor h/f**<br>Isafirdi Icelandic | 268<br>113<br>— | | | **1967** Elbewerft—Boizenburg<br>110' 10" 8' 10½"<br>97' 1" 23' 7" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy.<br>660bhp<br>Blackstone & Co. Ltd. |
| 517767<br>DGTP<br><br>Df Esd<br>Rdr RT | **JULIUS HAUSCHILDT**<br><br>**Hermann Hauschildt**<br>Küstenschiff, Bauer &<br>Hauschildt K.G.<br>Hamburg W. German | 424<br>276<br>659 | | GL | **1957** J. J. Sietas Schiffsw.—Ham<br>167' 7" 29' 4" 11' 2"<br>147' 8" 29' 3" 12' 6"<br>P29' F17' 1 dk<br>RW | M Mchy.aft<br>1 Ho 101½'<br>G.33000 B.30000<br>2 Ha (50½', 25½'×19½')<br>Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deu |
| 524445<br>DEIB<br><br>Df Esd<br>Gc Rdr<br>RT | **JULIUS HUGO STINNES**<br>exMylady-66<br>**Hugo Stinnes Transozean**<br>**Schiff G.m.b.H.**<br>Hamburg W. German | 2990<br>1481<br>— | ✠Classed LR until 8/66 | GL | **1956**-7 Atlas Werke A.G.—Bmn<br>331' 4" 47' 5" 20' 1"<br>303' 6" 47' 3" 22' 0"<br>P83' Q116' F34' 1 dk<br><br>rf 4" DK | M Mchy.aft<br>2 Ho 89', 108'<br>G.207000<br>5 Ha (stl) (29½', 29½', 25½', 25½'<br>25½'×23½')<br>10W Der 2(10–15) 10(2–5) | 2 Oil 4SA each 8Cy. 385×<br>sr gearing & hydraulic<br>sc. shaft<br>2300bhp<br>Masch. Kiel A.G.<br>3×150, 100, 100kW 230V |
| 670408<br>DIBL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **JULIUS PICKENPACK**<br><br>**Hochseefischerei J.**<br>**Pickenpack**<br>Hamburg W. German | 1564<br>667<br>— | | GL | **1966** Rickmers Werft—Bhn<br>256' 0" 44' 2" 19' 0 1/16"<br>232' 2" 44' 0" 27' 11"<br>B54' 1 dk | M Stern Trawler | Oil 4SA 8Cy. 400×500 m<br>also Oil 620bhp driving<br>nected to elec. motor for<br>propulsion<br>Masch. Augsburg-Nürnb |
| 517708<br>DIKT<br><br>Df Esd<br>Gc Rdr<br>RTm | **JULIUS SCHINDLER**<br><br>**Partenreederei**<br>**"Julius Schindler"**<br>Ernst Russ<br>Hamburg W. German | 12821<br>7269<br>18250 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1440 | TD 5/67<br><br><br><br>EL l† | **1955**-7 Deutsche Werft A.G.—Ham<br>581' 4" 72' 4" 30' 3¼"<br>540' 0" 72' 0" 37' 10"<br>P124' B33' F68' 1 dk<br>RW 14BH<br>rf 2" WB369t | M Tanker Mchy.aft<br>22 Ta<br>L.853866 HeCls. BC<br><br>Der 4(5) 1(1½) | Oil 2SA 8Cy. 780×1400 mm<br>7200bhp<br>Masch. Augsburg-Nürnb<br>2AuxB 171℔ Spt<br>3×200, 200, 100kW 230V |
| 517709<br>UAAD<br>M-24390<br>Df Esd<br>Gc Rdr | **JULJUS JANONIS**<br><br>**U.S.S.R.**<br>Klaipeda Russian | 3321<br>1611<br>1600 | | | **1959** Burmeister & Wain—Cpn<br>311' 0" 47' 4" 14' 2"<br>282' 2" 47' 3" 27' 11"<br>1 dk | M Fish Carrier Mchy.aft<br>3 Ho<br>In.116044<br>5 Ha (each 14¾'×10')<br>6W Der 2(5) 4(2) | Oil 2SA 8Cy. 350×620 mm<br>1700bhp<br>Burmeister & Wain |
| 517710<br>OWLY<br><br>Df Esd<br>Gc Rdr<br>RT | **JULLE**<br><br>**Juelsminde-Kalundborg**<br>**Linien A/S**<br>Kalundborg Danish | 2301<br>1043<br>— | | NV | **1962** Adler Werft G.m.b.H.—Bmn<br>289' 6" 53' 3" 13' 1⅝"<br>262' 6" 53' 2" 17' 6"<br>F51' 2 dks & S dk | TM Ferry OSD | 4 Oil 4SA each 9Cy.<br>geared to 2 sc. shafts<br>5240bhp<br>Masch. Augsburg-Nürnb |
| 640738<br>EEGB<br><br>Esd | **JUMAR**<br><br>**Basilio Marquinez**<br>Huelva Spanish | 200<br>81<br>— | | | **1963** Talleres Nuevo Vulcano—Bcl<br>105' 1" 21' 0"<br>20' 10"<br><br>RW | M Fishing | Oil 4SA 6Cy. 295×420 mm<br>390bhp<br>La Maquinista Terrestre |
| 508915<br>HOBO<br>3977KS<br>Df Esd | **JUMBO**<br>exDespoina-66 exRookley-56<br>**Cristalinamar S.A.**<br>Panama Panamanian | 5006<br>3019<br>9200 | ✠100A1<br>with freeboard<br>✠LMC | Dr 1/65<br><br><br><br>EL a†2"SQ | **1940**-8 Wm. Doxford & Sons Ltd.—Sld<br>439' 4" 54' 3" 25' 6"<br>416' 10" 53' 11" 28' 8"<br>1 dk & S dk<br>NS Coll BH to S dk 6 to 2nd dk<br>WB2532t incl. DTm1236t | M OSD<br>5 Ho<br>G.564000 B.510000<br>4 Ha<br>10W | Oil 2SA 3Cy. 520×2320 m<br>1800bhp<br>Wm. Doxford & Sons Lt<br>2AuxB 120℔ |
| 642175<br>LLLV<br><br>Esd Pfd<br>Rdr<br>RTm | **JUMBO**<br><br>**Paal Wilson & Co. A/S**<br>Bergen Norwegian | 299<br>175<br>760 | | NV | **1964** Båtservice Verft A/S—Mandal<br>180' 5" 30' 7" 10' 10"<br>163' 8" 30' 6"<br>P38' 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 118'<br>G.54743 B.50364<br>2 Ha (stl) (each 43¾'×21½')<br>2W Der 2(2½) | Oil 4SA 6Cy. 250×300 mm<br>780bhp<br>A/S Bergens M/V<br>2×20kW 220V 50c/s a.c. |
| 660642<br>FNSG<br><br>Df Esd<br>Pfd Rdr<br>RT | **JUMIEGES**<br><br>**Worms Compagnie**<br>**Maritime et Charbonnière**<br>Dunkirk French<br>Now CARDONA See New Entries No. 6 | 3816<br>2102<br>5500 | | BV | **1966** Schps. "De Biesbosch"—<br>Dordrecht<br>348' 9" 51' 2" 20' 10½"<br>327' 1" 50' 10" 26' 3"<br>1 dk | M Ore Carrier Mchy.aft<br><br><br>3 Ha (41¼'×26½') (75¾', 41¼'×32¾') | Oil 4SA 9Cy. 520×740 m<br>3620bhp<br>Masch. Augsburg-Nürnb |
| 660971<br>DCSM<br><br>Df Esd<br>Gc Rdr<br>RT | **JÜMME**<br><br>**Partenreederei m.s.**<br>**"Jümme"**<br>W. Bruns<br>Leer W. German | T.Mk 499<br>340<br>— | | GL | **1966** Schulte & Bruns—Emd<br>249' 4" 37' 9" 10' 10"<br>229' 7" 37' 8" 19' 4"<br>1 dk & S dk | M ~~OSD~~ Mchy.aft | Oil 4SA 8Cy. 320×450 m<br>1320bhp<br>Klöckner-Humboldt-Deut |
| 517713<br>GJXE<br>304391<br>Df Esd<br>Gc Rdr<br>RT | **JUMNA**<br><br>**Hain-Nourse Ltd.**<br>London British | T.Mk<br>7119<br>3781<br>11687<br>~~9890~~<br>5628<br>~~13005~~<br>14480 | ✠100A1<br><br>✠LMC<br><br>MN1500 | SS 8/67<br><br><br><br>EL e†2¼"SQ | **1962**-11 C. Connell & Co. Ltd.—Gls<br>508' 3" 65' 3" ~~30' 1½"~~ 27' 1½"/30' 0⅝"<br>470' 0" 65' 0" 40' 0"<br>F40' RAD40' 2 dks<br>7BH to S dk 2 to 2nd dk<br><br>rf 4" WB3516t incl. Tunnel tanks 378t DTf1413t | M ~~OSD~~<br>5 Ho 49½', 83', 27½'DT, 40', 44½', 80'<br><br>5 Ha (27'×18') (42½', 40', 42½',<br>40'×24')<br>Der 1(50) 2(15) 2(10) 12(5) | Oil 2SA 5Cy. 760×1550<br>7500bhp Sulzer<br>Barclay, Curle & Co. Lt<br>2AuxB (1 o.f 1 ex.g)<br>3×250kW 220V d.c. |
| 517714<br>KKZX<br>247193<br>Df Esd<br>Gc Rdr | **JUMPER HITCH**<br><br>**United States Department of**<br>**Commerce**<br>Los Angeles United States | 3846<br>2166<br>5965 | | AB | **1945** Consolidated Stl Corp.—Wmg, Cal<br>338' 8" 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref Mchy.aft<br>4 Ho 42¾', 78¾', 67½', 30¾'<br>B.237000 In.9000<br>4 Ha (20½', 40½', 40½'×20') (9'×8')<br>16W | Oil 2SA 8Cy. 540×<br>1700bhp<br>Nordberg Mfg Co.<br>2×250kW 230V d.c. |

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| **JUNA**<br>xCornwall-67<br>**British India Steam Nav.**<br>**Co. Ltd.**<br>British<br>London | **6796**<br>3772<br>9417 | **BS ✱**<br>**MBS ✱**<br>**✠Lloyd's RMC**<br>MN1700 CT9294 C40 S35 | SS 12/65 | **1952**–2 A. Stephen & Sons Ltd.—Gls<br>489′ 0″ 62′ 7″ 26′ 9¼″<br>460′ 0″ 62′ 6″ 40′ 3″<br>F53′ 1 dk & S dk, 3rd dk clear of mchy. space<br>RW 7BH<br>rf 3″ WB1853t incl. Tunnel tanks 336t | M Ref OSD<br>5 Ho 53¼′, 69¼′, 59¾′, 72¾′, 70¾′<br>G.514960 B.483130 In.65750<br>5 Ha (18′×16′) (35¾′, 30¼′, 33′×20′) (27½′×16′)<br>17W Der 1(30) 16(10) | 2 Oil 2SA each 8Cy. 580×840 mm with hydraulic coupling sr geared to sc. shaft<br>8500bhp Sulzer 1947t (hvf)<br>A. Stephen & Sons Ltd. Gls<br>AuxB 105℔<br>3×235kW 220V d.c. 16k |
| **JUNAK**<br>**Brodospas**<br>Yugoslav<br>Split | **567**<br>192<br>331 | **✠100A1**<br>tug<br>**✠LMC**<br>MN336 | EL (i)<br>JR | **1964**–12 Brodogradiliste J. Lozovina-Mosor—Trogir<br>162′ 10″ 30′ 7″ 14′ 1¾″<br>149′ 3″ 29′ 10″ 16′ 3″<br>B&F82′<br>3BH<br>rf 25″ WB27t | M Tug | 2 Oil 2SA each 8Cy. 240×400 mm with hydroflex couplings & sr gearing to sc. shaft<br>1680bhp<br>Jugoturbina Karlovac<br>db 71℔<br>Controllable pitch propeller |
| **JUNEI MARU No. 17**<br>E. Isobe<br>Japanese<br>Choshi | **240**<br>129<br>— | | | **1962** Tokushima Zosen Sangyo—Tokushima<br>*122·7′* 24′ 1″ 9′ 8″<br>122′ 8″ 23′ 11″ 11′ 0″<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 320×450 mm<br>650bhp 126t<br>Fuji Seisakusho Tateyama |
| **JUNELLA**<br>**J. Marr & Son Ltd.**<br>British<br>Hull | **1435**<br>588<br>— | **✠100A1**<br>stern trawler<br>**✠LMC**<br>MN648 | SS 7/66<br>EL o 1⅜″SQ | **1962**–7 Hall, Russell & Co. Ltd.—Abn<br>*220·7′* 38′ 7″<br>208′ 6″ 38′ 6″ 26′ 3″<br>2 dks<br>5BH<br>rf 30″ BK7″ WB25t | D-E Stern Trawler | 3 Oil 4SA each 8Cy. 10″×12″ 3237bhp driving 3 gen. each 560kW 303V d.c. connected to elec. motor & sc. shaft 2100shp<br>English Electric Co. Newton-Le-Willows<br>db 180℔ |
| **JUNEY LOG**<br>exJohannishus-64<br>**Montana Shipping Co. Inc.**<br>Panamanian<br>Panama | **9482**<br>5719<br>15202 | **✠100A1**<br>**✠LMC**<br>MN1260 | Dr 3/65<br>EL f†2¼″SQ | **1952**–12 Kockums M/V A/V—Mmo<br>533′ 4″ 63′ 3″ 28′ 0″<br>500′ 10″ 63′ 0″ 38′ 6″<br>P94′ F57′ 1 dk<br>NS 9BH conv tanker 65<br>rf nil WB4382t incl. Topside tanks in holds 1876t | M Bulk Carrier Mchy.aft<br>4 Ho 66½′, 85½′, 86¾′, 96′<br>4 Ha (46¾′, 57½′, 60¼′, 69½′×31½′)<br>Der 6(15) 8(10) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp MAN (hvf)<br>Kockums M/V A/B Mmo<br>2AuxB 150℔<br>3×150kW 380V 60c/s a.c. |
| **UNGE GARDE**<br>**ischkombinat Rostock**<br>E. German<br>ostock | **10193**<br>—<br>— | | | **1967** Mathias-Thesen-Werft—Wismar<br>3 dks | D-E Fish Factory | Oil |
| **NGE WELT**<br>**chkombinat Rostock**<br>E. German<br>tock | **10193**<br>—<br>— | | | **1967** Mathias-Thesen-Werft—Wismar<br>3 dks | D-E Fish Factory | Oil connected to elec. motor |
| **UNGER PIONIER**<br>**ischkombinat Rostock**<br>E. German<br>ostock | **257**<br>91<br>— | | DSRK | **1951** Volkswerft Stralsund—Stralsund<br>128′ 7″ 24′ 0″ 8′ 10″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>Buckau-Wolf Mgd |
| **UNIOR**<br>**nited Fruit Co.**<br>ew York United States<br>Now **RIO COBRE** See New Entries No. 9 | T.Mk<br>**4781**<br>2096<br>—<br>**6573**<br>3410<br>6638 | | AB | **1945** Gulf S.B. Corp.—Chickasaw<br>455′ 5″ 61′ 2″ —/27′ 1⅞″<br>431′ 2″ 61′ 0″ 35′ 6″<br>B&F247′ 4 dks<br>rf 9″ | TS Ref<br>4 Ho<br>B.333900 In.313070<br>4 Ha<br>12W Der 1(35) 1(10) | 4 S Turb dr geared to 2 sc. shafts<br>13200shp 1512t (o.f)<br>De Laval S. Turb. Co. Trenton<br>18½k |
| **UNIOR**<br>ené Barzic & **Consorts**<br>French<br>uimper | **148**<br>49<br>— | | BV | **1963** Ch. Nav. Franco Belges—Villeneuve<br>*98·4′* 22′ 8″<br>22′ 6″ | M Trawler<br>2 Ha (each 4′×3½′)<br>Der 1 | Oil 4SA 12Cy. 185×200 mm<br>600bhp 35½t<br>Moteurs Baudouin Msl<br>11½k |
| **UNIOR I**<br>rs Wiik<br>Norwegian<br>ergen | **130**<br>47<br>200 | | | **1948** Anton Austrheim—Sandane<br>104′ 0″ 21′ 2″<br>… … …<br>len 50 | Wood M Fishing Mchy.aft | Oil 2SA 3Cy. 280×420 mm<br>240bhp Emade53fitted57<br>Wichmann Mtrf. Rub |
| **UNIOR K. L.**<br>Kokiri-68<br>tonjua & Co. Inc.<br>Philippine | **2470**<br>1326<br>3129 | ✠Class **WITHDRAWN**<br>Reported defects<br>6/68 | | **1951**–9 Henry Robb Ltd.—Lth<br>305′ 4″ 43′ 6″ 17′ 6¼″<br>290′ 6″ 43′ 0″ 19′ 6″<br>P&B151′ F29′ 1 dk<br>RW NS 5BH<br>rf 4½″ WB755t incl. DTm142t | TM<br>6 Ho 28′, 30′, 36′, 32′, 38′, 40′<br>G.156900 B.147220<br>3 Ha (stl) (40′×26′) (42′, 52′×28′)<br>2W | 2 Oil 2SA each 5Cy. 340×570 mm<br>1450bhp 158t (d.o)<br>British Polar Engines Ltd. Gls<br>2×100kW 200V d.c. 10¼k |
| **UNKO MARU No. 1**<br>**nko Gyogyo K.K.**<br>Japanese | **192**<br>95<br>— | | | **1963** Kanazashi Zosensho—Shimizu<br>128′ 1″ 22′ 10″<br>110′ 0″ 22′ 7½″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Akasaka Tekkosho Yaizu |

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| 517727<br>JFHB<br>71682<br>Df | **JUNKO MARU No. 10**<br><br>**M. Abe**<br>Onagawa Japanese | 426<br>282<br>— | | | **1954** Kanazashi Zosensho—Shimizu<br>*153·4'* 25' 7" 13' 1½"<br>25' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 400×570 mm<br>750bhp<br>Akasaka Tekkosho |
| 517728<br>JFSC<br>71608<br>Df | **JUNKO MARU No. 11**<br>exSeisho Maru No. 6–56<br>**H. Mizuno**<br>Miura Japanese | 451<br>322<br>— | | | **1954** Kanazashi Zosensho—Shimizu<br>*153·4'* 25' 7"<br>25' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 400×570 mm<br>Akasaka Tekkosho |
| 517729<br>JRKG<br>84186<br>Df | **JUNKO MARU No. 12**<br><br>**Junko Gyogyo K.K.**<br>Miura Japanese | 392<br>240<br>— | | | **1959** Kanazashi Zosensho—Shimizu<br>*147·2'* 25' 8"<br>144' 7" 25' 6" 12' 9"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>900bhp<br>Akasaka Tekkosho |
| 517730<br>7JIJ<br>86823<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JUNKO MARU No. 18**<br><br>**Junko Gyogyo K.K.**<br>Miura Japanese | 480<br>275<br>— | | | **1961** Kanazashi Zosensho—Shimizu<br>172' 6" 29' 0"<br>155' 1" 28' 10½" 14' 1"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Akasaka Tekkosho |
| 650999<br>8LKS<br>96357<br>Df Gc<br>Pfd Rdr | **JUNKO MARU No. 21**<br><br>**Junko Gyogyo K.K.**<br>Miura Japanese | 193<br>—<br>— | | | **1965** Nishii Dock Co. Ltd.—Ise<br>21' 10" 9' 6"<br>110' 2" 21' 8" 10' 10"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>Akasaka Tekkosho |
| 517731<br>7LPS<br>87325<br>Df Esd<br>Gc Rdr | **JUNKO MARU No. 28**<br><br>**H. Mizuno**<br>Miura Japanese | 460<br>261<br>— | | | **1962** Kanazashi Zosensho—Shimizu<br>176' 10" 28' 5" 11' 11"<br>157' 5" 28' 2½" 13' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×525 mm<br>1000bhp<br>Akasaka Tekkosho |
| 517737<br>PFFH<br><br>Df Esd<br>RTm | **JUNO**<br><br>**Rederij "Juno"**<br>N.V. Wijnne & Barends<br>Delfzijl Netherland | 400<br>221<br>620 | ✠100A1<br><br>✠LMC<br><br>MN79 | SS 1/65<br><br><br><br>EL g | **1957–9** Schps. "Hoogezand" J. Bodewes —Bergum<br>165' 9" 30' 4" 10' 9½"<br>151' 11" 26' 9" 11' 10"<br>Q38' F27' 1 dk<br>R 3BH<br>rf 4" WB158t | M Mchy.aft<br>1 Ho 100'<br>G.27500 B.26500<br>2 Ha (each 36'×16½')<br>2W Der 2(2) | Oil 4SA 6Cy. 290×450 mm<br>395bhp<br>Appingedammer Brons.<br>1×6kW 110V d.c. |
| 517738<br>OWBI<br><br>Df Esd<br>Rdr<br>RTm | **JUNO**<br><br>**Rederiet Juno I/S**<br>Rederi A/S Isafold<br>Copenhagen Danish | 399<br>244<br>696 | | <br><br>BV | **1962** J. J. Sietas Schiffsw.—Ham<br>169' 5" 29' 4" 11' 7"<br>147' 10" 29' 2½" 12' 9"<br>P43' F31' 1 dk | M Mchy.aft<br>1 Ho 100'<br>G.32000 B.28000<br>2 Ha (50½', 25½'×19½')<br>3W Der 2(2) | Oil 2SA 6Cy. 240×400 mm<br>480bhp<br>Alpha-Diesel A/S<br>3×8/12kW 220V d.c. |
| 517742<br>JGMP<br>80962<br>Gc | **JUNRI MARU**<br><br>**S. Okabe**<br>Yokkaichi Japanese | 140<br>73<br>245 | | | **1958** Daiichi Sempaku Kogyo—Osa<br>96' 10" 23' 0" 7' 6"<br>93' 2" 22' 11" 8' 6"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×350 mm<br>180bhp<br>Ikegai Tekkosho |
| 641530<br>JRIN<br>95586<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JUNSHO MARU**<br><br>**Fuji Kaiun K.K.**<br>Tokyo Japanese | 3560<br>2112<br>5426 | | <br><br>NK | **1964** Kurushima Dock Co. Ltd.—Imabari<br>345' 5" 52' 0" 20' 6"<br>321' 6" 51' 10" 25' 1"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.264720 B.240176<br>3 Ha (40½', 44½', 81½'×21½')<br>11W Der 8(10) | Oil 2SA 6Cy. 480×700 mm<br>2700bhp Sulzer<br>Uraga Hvy Ind. Ltd.<br>2×88kW 225V a.c. |
| 671761<br><br><br> | **JUNSHO MARU**<br><br>**Tatsuji Shiroshita**<br>Hiroshima Japanese | 195<br>75<br>248 | | | **1966** Matsuura Zosen—Kinoe<br>108' 7" 25' 0" 8' 10½"<br>96' 10" 24' 11" 10' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>450bhp<br>Niigata Eng. Co. Ltd. |
| 517743<br>JEPN<br>86002 | **JUNSHO MARU No. 8**<br><br>**S. Hatsushio**<br>Seidan Japanese | 120<br>67<br>— | | | **1960** Kanakawa Zosen—Kob<br>*87·9'* 19' 9" 8' 3"<br>86' 11" 19' 7" 8' 10"<br>1 dk<br>RW | M Mchy.aft<br><br>G.8016 B.7134<br>1 Ha (42½'×14') | Oil 2SA 3Cy. [illegible]<br>120bhp [illegible]<br>Makita Tekkosho |
| 517744<br>JBYP<br>58410 | **JUNSUI MARU**<br>exKasuga Maru–58<br>**J. Saito**<br>Omaezaki Japanese | 152<br>52<br>— | | | **1947** Miho Zosensho—Shimizu<br>*98·1'* 19' 11"<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. [illegible]<br>320bhp<br>Niigata Tekkosho |
| 542064<br>8JDX<br>90713<br>Gc Rdr<br>RT | **JUNYO MARU**<br><br>**Azuma Kaiun K.K.**<br>Tokyo Japanese | 2692<br>1248<br>4127 | | <br><br>NK | **1963** Nipponkai Jukogyo—Toyama<br>303' 3" 46' 0" 20' 4"<br>278' 10" 45' 11" 24' 0"<br>1 dk<br>RW | M Cement Carrier Mchy.aft<br>4 Ho<br>G.122578 | Oil 2SA 6Cy. [illegible]<br>2100bhp<br>Ito Tekkosho<br>2×100kW 445V [illegible] |

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| **JUNYO MARU No. 11**<br>J. Ohta<br>Niigata<br>Japanese | 192<br>93<br>— | | | 1963 Niigata Eng. Co. Ltd.—Niigata<br>127′ 9″ 22′ 10″ 9′ 2″<br>112′ 0 22′ 8″ 10′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **JUNYO MARU No. 18**<br>Zunei Maru Suisan K.K.<br>Choshi<br>Japanese | 294<br>154<br>— | | | 1963 Tokushima Zosen Sangyo—Tokushima<br>134′ 5″ 24′ 1″ 10′ 2″<br>132′ 3″ 23′ 11½″ 11′ 6″<br>1 dk<br>RW | M Fishing Mchy.att | Oil 4SA 6Cy. 350×500 mm<br>950bhp 167t<br>Makita Tekkosho Takamatsu |
| **JUPITER**<br>Sailing under this name<br>July–September only<br>See under No. 660983 **BLACK WATCH** in the Register | 9500<br>5504<br>2995 | | | | | |
| **JUPITER**<br>exMelida–67 exSeafighter–53<br>exBernard L. Rodman–51<br>Jupiter Maritime Corp.<br>Monrovia<br>Liberian | 7264<br>4454<br>10477 | **WRECKED 3/68** | AB | 1945 Todd-Houston S.B. Corp.—Houston<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. |
| **JUPITER**<br>exLa Rochelle–67<br>exSamuel De Champlain–47<br>Jupiter Shipping Ltd.<br>Cyprus | 7194<br>4383<br>10860 | **BROKEN UP** | | 1943 Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>G.512000 B.448000<br>5 Ha (35′, 35′, 35′, 33¾′, 20′×20′)<br>Der 1(50) 1(25) 6(10) 6(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1786t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>12k |
| **JUPITER**<br>exStylehurst–61<br>Asturias Shipping Co. S.A.<br>Piraeus<br>Greek | *5858*<br>*3401*<br>11210 | ✠100A1<br>✠LMC<br>MN880 | SS 2/67<br>EL c†2⅓″SQ | 1952–10 Swan. Hunter & Wghm Rchdsn—Nwc<br>465′ 0″ 60′ 2″ 26′ 4¾″<br>435′ 9″ 60′ 0″ 39′ 0″<br>F95′ 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk<br>WB2651t incl. DTa1240t | M OSD<br>G.631150 B.582915<br>10W Der 1(50) 1(20) 10(10) 1(3) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 913t<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2AuxB 120lb 13k |
| **JUPITER**<br>exArezzo–38 exJupiter<br>Naviera Bilbaina S.A.<br>Bilbao<br>Spanish | 4804<br>3490<br>8128 | ✠Classed LR until 6/63 | | 1900–8 Russell & Co.—P.Gl<br>398′ 0″ 52′ 2″ 24′ 2″<br>390′ 0″ 51′ 9″ 29′ 11″<br>P31′ B113′ F40′ 2 dks<br>R<br>rf 6″ | S<br>G.418000 B.387000<br>5 Ha (25′, 29¼′, 8½′, 29¼′, 25′×16′)<br>Der 8(2) 2(1½) | T 3Cy. 27¼″ 43¼″ & 72″×48″<br>1500ihp 879t (o.f)<br>Rankin & Blackmore Grk<br>1×16kW 110V d.c. 9k |
| **JUPITER**<br>Polish Government<br>P.P.D. "Dalmor"<br>Gdynia<br>Polish | 2798<br>1157<br>1411 | | PR | 1963 Stocznia Gdanska—Gdk<br>272′ 4″ 45′ 4″ 17′ 0¼″<br>45′ 2″<br>2 dks | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 480×700 mm<br>2400bhp (d.o)<br>Soc. Española de Const. Nav. Bbo<br>5×250, 250, 250, 250, 24kW 230V d.c.<br>12½k |
| **JUPITER**<br>Flensburger Schiffspartenvereinigung A.G<br>Flensburg<br>W. German<br>Now **ARTURO VOLPE** See New Entries No. 12 | 1499<br>747<br>2823 | | GL | 1950 Flensburger Schiffs. Ges.—Fln<br>282′ 10″ 43′ 0″ 17′ 7¾″<br>42′ 10″ 25′ 10″<br>F24′ 1 dk & S dk<br>RW | S OSD<br>G.168000 B.156000<br>4 Ha<br>Der 1(10) | C 4Cy. (2) 14 9/16″ & (2) 31½″×31½″ & LP turb<br>1200ihp (o.f)<br>Flensburger Schiffs. Ges. Fln<br>12k |
| **JUPITER**<br>exSaturnia–60<br>Société Havraise de Pêche<br>Fécamp<br>French | 1395<br>650<br>1600 | | BV | 1951 Gebr. Pot—Bolnes<br>*220·1′* 36′ 2″<br>36′ 0″ | M Trawler<br>4 Ha (each 6′×6′)<br>Der 3(5) | Oil 2SA 5Cy. 520×700 mm<br>1300bhp<br>Masch. Augsburg-Nürnberg Aug<br>10½k |
| **JUPITER**<br>exGerpir–60<br>Jupiter h/f<br>Reykjavik<br>Icelandic | 804<br>246<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN294 | SS 9/66<br>EL (I) a* | 1957–1 A.G. "Weser" Werk Seebeck—Bhn<br>209′ 3″ 32′ 5″ 15′ 10″<br>185′ 0″ 32′ 0″ 17′ 1″<br>F42′<br>R 4BH<br>rf 33″ BK8″ WB26t | M Trawler<br>Der 4(2) | Oil 4SA 7Cy. 400×600 mm with hydraulic coupling & sr gearing<br>1470bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>db 100lb<br>2×220V d.c. |
| **JUPITER**<br>Hochseefischerei Nordstern A.G.<br>Bremerhaven<br>W. German | 647<br>265<br>500 | | GL | 1956 A.G. "Weser" Werk Seebeck—Bhn<br>204′ 0″ 30′ 2″ 14′ 9″<br>183′ 8″ 30′ 0″ 16′ 3″<br>F36′ 1 dk<br>RW | S Trawler | T 3Cy. 15″ 24″ & 39⅜″×26″ & LP turb<br>1000ihp (o.f)<br>A.G. "Weser" Werk Seebeck Bhn |
| **JUPITER**<br>exMonny-M–65<br>N.V. Naviganda<br>Belgian<br>Now **PETRO BOUSCAT** See New Entries No. 3 | 500<br>212<br>760 | | BV | 1951 Ch. Nav. de Caen—Blainville<br>196′ 2″ 29′ 7″ 13′ 1″<br>176′ 0″ 29′ 6″ 14′ 0″<br>P25′ B20′ F29′ 1 dk<br>RW | M Tanker Mchy.aft<br>13 Ta<br>L.30500 | HeCls. BC<br>Oil ~~2SA 7Cy. 290×500 mm~~<br>~~700bhp Emade44fitted55~~ NE67 ~~50t~~<br>~~Cie. de Constr. Méc.~~ ~~St.Denis~~<br>~~11k~~ |

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| 517754<br>PFFP<br><br>Df Esd<br>RT | **JUPITER**<br><br>**J. Wiltens**<br>N.V. Wijnne & Barends<br>Delfzijl Netherland | 500<br>290<br>790 | BV | **1956** Schps. "Hoogezand" J. Bodewes—Hgz<br>179' 2" 28' 2" 12' 0"<br>161' 0" 27' 10" 13' 7"<br>1 dk<br>RW | M Mchy.aft<br><br>G.36250 B.32560<br><br>2 Ha (each 41½'×14½') | Oil 4SA 8Cy. 290×450 mm<br>500bhp<br>Appingedammer Brons. |
| 539635<br>AQDG<br>191113<br>RTm | **JUPITER**<br>exYoshu Maru-66<br>**Bengal Shipping Line Ltd.**<br>Chittagong Pakistan | 436<br>248<br>654 | NK | **1962** Kurushima Dock Co. Ltd.—Imabari<br>156' 9" 26' 5" 11' 5½"<br>141' 0" 26' 3" 12' 10"<br>P37' F18' 1 dk<br>RW | M Mchy.aft<br>1 Ho 65'<br>G.28847 B.26804<br>1 Ha (65'×16½')<br>4W Der 2(4) 2(3) | Oil 4SA 6Cy. 290×430 mm<br>530bhp<br>Nippon Hatsudoki |
| 517755<br>DIIS<br><br>Df Esd<br>RT | **JUPITER**<br><br>**Anne Wolter**<br>Küstenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg W. German | 407<br>271<br>600 | GL | **1955** Werft Nobiskrug—Rendsburg<br>*159-4'* 26' 5" 10' 0"<br>26' 3" 11' 2"<br>P31' F17' 1 dk<br>RW len 57 | M Mchy.aft<br>1 Ho 105'<br>G.20932 B.19848<br>2 Ha (49½', 29½'×18')<br>2W Der 2(1½) | Oil 4SA 6Cy. 270×360 mm<br>280bhp<br>Klöckner-Humboldt-Deutz |
| 517757<br>CSHB | **JUPITER**<br>exRio Guardiana exChire<br>exHebden<br>**Cia. Portugueza de Pesca**<br>Lisbon Portuguese | 264<br>101<br>— | ✠ | **1908–11** J. Duthie Torry S.B. Co.—Abn<br>*126-8'* 22' 7"<br>… … …<br><br>R | S Trawler | T 3Cy. 12½" 21" & 35"×<br><br>W. V. V. Lidgerwood |
| 517759<br>PUWJ<br><br>Esd Rdr<br>RT | **JUPITER**<br><br>**Petroleo Brasileiro S.A.—Petrobrás**<br>Salvador Brazilian | 181<br>—<br>— | ✠100A1 SS 8/67<br>tug<br>✠LMC<br><br>MN334 EL (b) | **1959–7** A/B Åsi-Verken—Åmål<br>91' 11" 27' 3" 10' 6½"<br>83' 9" 26' 7" 13' 5"<br><br>3BH<br>WB27t | TM Tug | 2 Oil 4SA each 7Cy.<br>1670bhp<br>Masch. Augsburg-Nürnberg<br>Controllable pitch propeller |
| 517760<br>DDSA<br>3714<br>Rdr RTv | **JUPITER**<br><br>**Norddeutscher Lloyd**<br>Bremen W. German | 161<br>—<br>— | GL | **1961** Norddeutscher Lloyd Werft—Bhn<br>97' 10" 24' 9"<br>12' 6"<br>1 dk | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1580bhp<br>Klöckner-Humboldt-Deutz<br>2×18kW 230V |
| 517761<br>PFFT<br><br>Df Esd<br>RTm | **JUPITER**<br>exMewa III-47 exWouter-36<br>**N.V. Verre Viss. Maats. (J. J. Van der Toorn)**<br>Scheveningen Netherland<br>Now **SPORTVISSER I** See New Entries No. 10 | 160<br>92<br>— | | **1916** Gebr. v.d. Meer—Vla<br>107' 2" 22' 1"<br>… … …<br><br>R | M Fishing | Oil 4SA 2Cy. 375×500 mm<br>200bhp NE—<br>Klöckner-Humboldt-Deutz |
| 517762<br>KYGE<br>244046<br>Df Esd<br>Gc | **JUPITER INLET**<br><br>**United States Department of Commerce**<br>Beaumont United States | 1132<br>253<br>— | AB | **1943** Pennsylvania Shpyds Inc.—Beaumont<br>*185-5'* 37' 7" 18' 9"<br>185' 0" 37' 6" 21' 5"<br>B&F106' 2 dks | M Tug | 2 Oil 4SA each 6Cy.<br>electro-magnetic<br>sr gearing to sc. shaft<br>2340bhp<br>Enterprise Eng. & Fdry Co. |
| 517763 | **JURANDY**<br>exRio Bravo-55<br>exLloyd Cuarto-52<br>exTaku-46 exOrmes-39<br>**Navegaçao e Comercio Carneiro Mendoza S.A.**<br>Rio de Janeiro Brazilian | 1362<br>771<br>— | ✠Classed LR until 6/57 | **1920–12** Todd Shipyards Corp.—Brooklyn<br>*227-0'* 33' 8" 16' 9"<br>227' 0" 33' 0" 23' 7"<br>1 dk<br>R | S | T 3Cy. 19" 32" & 52"×<br><br>White Fuel Oil Eng. Co. |
| 661184<br><br><br>Df Esd<br>Gc Rdr<br>RT | **JUREL**<br><br>**Republica de Cuba (Flota Cubana de Pesca)**<br>Havana Cuban | 705<br>378<br>659 | BV | **1966** Ast. Celaya S.A.—Bbo<br>181' 3" 29' 8"<br>162' 9" 29' 6" 13' 11"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 9Cy. 300×450 mm<br>1300bhp MAN<br>Cia. Euskalduna |
| 514589<br>DIOF<br><br>Df Esd<br>RT | **JÜRGEN**<br>exHeinrich Raap-66<br>exHeinrich Knüppel-64<br>**H. Blohm**<br>Hamburg W. German | 421<br>210<br>625 | GL | **1956** Schiffsw. W. Holst—Ham<br>175' 2" 27' 8" 10' 6"<br>159' 4" 27' 7" 11' 8"<br>P35' F21' 1 dk<br>RW | M Mchy.aft<br>1 Ho 104½'<br>G.30141 B.28586<br><br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 512039<br>DIGM<br><br>Df Esd<br>Rdr<br>RTm | **JÜRGEN DREWS**<br>exFrauke Danz-64<br>**Hans Micheel**<br>Rendsburg W. German | 496<br>242<br>720 | GL | **1957** Husumer Schiffsw.—Husum<br>180' 2" 28' 6" 10' 10"<br>163' 7" 28' 5" 12' 2"<br>P48' B39' F23' 1 dk<br>RW | M Mchy.aft<br>1 Ho 114½'<br>G.35270 B.32820<br>2 Ha (50½', 32½'×16½')<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |
| 517766<br>DGXU<br><br>Df Esd<br>Rdr<br>RTh | **JÜRGEN WEHR**<br><br>**Oskar Wehr**<br>Peter Döhle<br>Hamburg W. German | 498<br>321<br>834 | GL | **1957** J. J. Sietas Schiffsw.—Ham<br>192' 11" 29' 4" 11' 0"<br>29' 3" 12' 6"<br>P41' Q41' B33' F31' 1 dk<br>RW len 61 | M<br>1 Ho 128'<br>G.33000 B.31000<br>4 Ha (each 25½'×19½')<br>3W Der 4(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz |

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| **JÜRGENSBY**<br>Flensburger<br>Personenschiffahrt<br>Flensburg W. German | 164<br>112<br>— | GL | 1966 Husumer Schiffsw.—Husum<br>117′ 2″ 22′ 6″ 4′ 2″<br>107′ 7″ 21′ 8″ 7′ 3″<br>1 dk | M Ferry | Oil 4SA 8Cy. 160×180 mm<br>645bhp<br>Masch. Augsburg-Nürnberg | Aug |
| **JURJEN DE VRIES**<br>Rederij m.s. "Jurjen de Vries"<br>Schellen Scheepv. & Bevr. N.V.<br>Rotterdam Netherland<br>Now **ENOS** See New Entries No. 6 | 500<br>298<br>788 | ✠Class **WITHDRAWN**<br>at Owners' request<br>10/68 | 1957-8 Martenshoekster Schps.—Hgz<br>184′ 11″ 29′ 6″ 11′ 0″<br>170′ 1″ 29′ 2½″ 12′ 3″<br>P45′ F29′ 1 dk<br>R 3BH<br>rf nil WB285t incl. Dk m 13t | M Mchy.aft<br>1 Ho 110′<br>G.37300 B.34000<br>2 Ha (each 43¼′×15½′)<br>2W Der 2(2) | Oil 4SA 8Cy. 270×500 mm<br>500bhp<br>N.V. Werkspoor<br>2×110V d.c. | 50t (d.o)<br>Ams<br>9½k |
| **JURKO TOPIĆ**<br>exAnte Topić–64<br>Compania **Naviera Termar** S.A.<br>Marfin Management Trust (Reg.)<br>Monrovia Liberian | 9943<br>6314<br>14583 | ✠100A1 SS 8/65<br>✠LMC<br>MN1250 EL e†2¼″SQ | 1956–9 Hitachi Zosen—Osa<br>518′ 6″ 64′ 3″ 30′ 3¾″<br>477′ 0″ 63′ 8″ 40′ 10″<br>F46′ 2 dks<br>Coll BH to S dk 7 to 2nd dk<br>rf 4″ WB3208t incl. Tunnel tanks 207t DTa889t | M CSD<br>G.779080 B.715160<br>16W Der 16(5) | Oil 2SA 5Cy. 740×1600 mm<br>6250bhp B&W<br>Hitachi Seisakusho<br>AuxB 100lb e(ex.g) 135lb | Osa<br>14½k |
| **JURMO**<br>exNyhammer–60<br>**Neste O/Y**<br>Naantali/Nådendal Finnish<br>Now **KATINGO H** See New Entries No. 4 | 11401<br>6520<br>16137 | ✠100A1 Dr 11/63<br>oil tanker<br>✠LMC<br>MN1300 EL g†2⁵⁄₁₆″SQ | 1954–3 Nordseewerke Emden G.m.b.H.—Emd<br>542′ 4″ 68′ 6″ 29′ 1″<br>503′ 8″ 68′ 3″ 37′ 5″<br>P101′ B43′ F68′ 1 dk<br>R 13BH<br>rf 3″ WB1110t incl. DTf836t | M Tanker Mchy.aft<br>21 Ta<br>L.796000 | Oil 2DA 8Cy. 600×1100 mm<br>6500bhp<br>Masch. Augsburg-Nürnberg<br>2AuxB 200lb<br>~~3×960kW 230V~~<br>3×240, 240, 150kW 230V | 1482t (d.o)<br>Aug |
| **JURONG**<br>exSerudom–62<br>exEmpire Sealion–47<br>Tiong Lam **Hang Shipping** Co. S.A.<br>Panama Panamanian | *522*<br>*308*<br>— | ✠Classed BC until 10/66 | 1945–9 Henry Scarr Ltd.—Hessle<br>148′ 2″ 27′ 1″ 10′ 0″<br>141′ 0″ 27′ 0″ 18′ 0″<br>2 dks | M Mchy.aft | Oil 2SA 4Cy. 250×420 mm<br>British Polar Engines Ltd | Gls |
| **JURUBATUBA**<br>Cia. **Dôcas de Santos**<br>Santos Brazilian | 575<br>294<br>442 | ✠Classed LR until 12/52 | 1950–6 J. & K. Smit's Scheeps.—Kinderdijk<br>173′ 2″ 29′ 7″ 12′ 10″<br>29′ 5″<br>Q53′ RFD48′<br>RW | M Hopper Barge Mchy.aft | Oil 4SA 6Cy. 400×460 mm<br>Masch. Augsburg-Nürnberg | 43t<br>Aug<br>9k |
| **USANT**<br>Breton<br>ncarneau French | 140<br>24<br>— | BV | 1959 Ch. Donnart & Cie.—Concarneau<br>*83·7′* 22′ 5″<br>... ... ... | Wood M Fishing<br>1 Ha (3¼′×3¼′)<br>Der 2(5) | Oil 4SA 8Cy. 185×200 mm<br>400bhp<br>Moteurs Baudouin | 24t<br>Msl<br>9k |
| **USHNIJ BUG**<br>U.S.S.R.<br>Archangel Russian | 2433<br>1395<br>3214 | | 1955 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>297′ 0″ 42′ 6″ 18′ 4½″<br>42′ 4″ 21′ 4″<br>1 dk<br>RW | S<br>4 Ho<br>G.133455<br>4 Ha (each 34½′×19¾′)<br>9W Der 1(15) 8(5) | C 4Cy. (2) 14³¹⁄₃₂″ & (2) 32⁹⁄₃₂″×32⁹⁄₃₂″<br>Wärtsilä Kon. Crichton-Vulcan | Åbo<br>10k |
| **USTE**<br>exMarilene–66 exElita–64<br>exKnatten–55<br>A/S Rask<br>Sigvald Risanger<br>Haugesund Norwegian | 253<br>155<br>390 | NV | 1947 Seutelvens M/V—Fks<br>122′ 0″ 21′ 10″ 9′ 6¼″<br>117′ 6″ 21′ 8″<br>P33′ B26′ F20′<br>1 dk | M Lighter Mchy.aft<br>1 Ho 65¾′<br>G.17000 B.15500<br>1 Ha (50¾′×15¾′)<br>2W Der 2(2) | Oil 2SA 6Cy. 220×290 mm<br>240bhp<br>Blackstone & Co. Ltd. | Stamford |
| **USTICE**<br>exAnnitsa A.–64 exWaimes–54<br>exA. Mitchell Palmer–51<br>Ideal United **Steamship** Corp.<br>Monrovia Liberian | **7157**<br>4387<br>10884 | AB<br>**BROKEN UP** | **1944** Southeastern S.B. Corp.—Sav<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Vulcan Irn Wks<br>3×25kW 115V d.c. | 1820t (o.f)<br>Wilkes-Barre<br>10k |
| **USTINA**<br>Cipriano Paredes **Fernandez** S.A.<br>Luarca Spanish | 109<br>64<br>— | | 1959 Ast. Gondan—Figueras<br>85′ 0″ 22′ 2″ 9′ 2″<br>... ... ... | Wood M | Oil 2Cy.<br>150bhp | 5t (d.o)<br>7½k |
| **USTINE**<br>Fairfield **Curtis Bay Co.**<br>Wilmington, Del United States | 207<br>140<br>— | | 1943 Pusey & Jones Co.—Wmg<br>98′ 3″ 24′ 1″<br>91′ 7″ 24′ 0″ 14′ 9″<br>1 dk<br>RW | S Tug | Unaflow 2Cy. 25″×24″<br>1000ihp<br>Skinner Engine Co.<br>2×20, 15kW 120V d.c. | 56t (o.f)<br>Erie<br>11k |
| **USTINE FOSS**<br>Foss Launch & **Tug Co.**<br>Seattle United States | 286<br>117<br>— | | 1944 Barbee Marine Yds Inc.—Sea<br>*117·2′* 28′ 2″ 13′ 6½″<br>118′ 0″ 28′ 0″ 14′ 6″<br>1 dk<br>BK14″ | Wood M Tug | Oil 4SA 8Cy. 405×570 mm<br>1200bhp<br>Enterprise Eng. & Fdry Co. | 118t<br>S.Fo |

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| 517778<br>JWLI<br><br>Df Esd<br>Gc Rdr<br>RTm | **JUSTINIAN**<br><br>**Audun Reksten Rederi A/S**<br>Hilmar Reksten<br>Bergen Norwegian | 10645<br>6344<br>15270 | | NV | 1957 A.G. "Weser"—Bmn<br>521′ 8″ 65′ 5″ 30′ 4¾″<br>485′ 0″ 65′ 3″ 41′ 6″<br>F52′ 2 dks<br><br>rf 3″ | M (8P) CSD<br>5 Ho 67½′, 75½′, 76′, 74½′, 71½′<br>G.817448 B.758396<br>5 Ha (stl) (33½′, 43½′, 43½′, 38½′<br>38½′×23′)<br>14W Der 1(30) 6(10) 2(7½) 6(5) 1(3) | Oil 2SA 7Cy. 780×1400 m<br>6300bhp<br>Masch. Augsburg-Nürnb<br>4×200, 200, 200, 50kW 4 |
| 517779<br>DCVJ<br><br>Df Esd | **JUSTIZRAT KLASEN**<br><br>**Leerer Heringsfisch.**<br>**G.m.b.H.**<br>Leer W. German | 328<br>152<br>— | | GL | 1951 Jos. L. Meyer—Papenburg<br>137′ 1″ 25′ 5″ 11′ 6″<br>25′ 3″<br>P19′ Q21′ 1 dk<br>RW | M Fishing | Oil 4SA 8Cy. 320×480 m<br>860bhp<br>Motorenw. Mannheim |
| 650773<br>LFAG<br><br>Esd Pfd<br>Rdr<br>RTm | **JUSTO**<br><br>**Paal Wilson & Co. A/S**<br>Bergen Norwegian | 298<br>175<br>760 | | NV | 1965 Båtservice Verft A/S—Mandal<br>180′ 5″ 30′ 7″ 10′ 10½″<br>163′ 8″ 30′ 6″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 118′<br>G.54000 B.50000<br>2 Ha (stl) (each 43½′×21½′)<br>Der 2(2½) | Oil 4SA 6Cy. 250×300 m<br>780bhp<br>A/S Bergens M/V<br>2×20kW 220V 50c/s a.c.<br>Controllable pitch propel |
| 517780<br>WART<br>246074<br>Df Esd<br>Gc | **JUSTO AROSEMENA**<br><br>**United States Department of**<br>**Commerce**<br>San Francisco United States | 7202<br>4389<br>10500 | | AB | 1944 Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′. 20′ DT<br>G.560000 B.500000<br>5 Ha (33½′, 35′, 20′, 35′, 35×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 517782<br>FNTW<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **JUTLAND**<br><br>**Pêcheries de Bordeaux-**<br>**Bassens**<br>Bordeaux French | 1592<br>790<br>1350 | | BV | 1950 Frederikshavn V. & F.—Fkn<br>*229·8′* 38′ 8″<br>38′ 6″<br><br>RW | M Trawler<br><br><br>5 Ha (4½′, 4½′, 4½′, 4½′×4′)<br>(4½′×4½′)<br>Der 1(7) | Oil 4SA 6Cy. 500×900 m<br>1450bhp<br>Burmeister & Wain<br>5×100, 100, 65, 65, 60kW |
| 517783<br>PFFY<br><br>Df Esd<br>RT | **JUTLAND**<br><br>**B. Bosma & J. Kuipers**<br>N.V. Wijnne & Barends<br>Groningen Netherland | 500<br>323<br>774 | | BV | 1953 De Waal N.V.—Zaltbommel<br>188′ 4″ 28′ 0″ 11′ 1″<br>… … …<br>P39′ F20′ 1 dk | M Mchy.aft<br>1 Ho 113½′<br>G.36000 B.33642<br>2 Ha (each 4½′×15′)<br>2W Der 2(3) | Oil 4SA 8Cy. 290×450 m<br>500bhp<br>Appingedammer Brons |
| 517784<br>DAUA<br><br>Df Esd<br>Rdr RT | **JUTLAND**<br><br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | 133<br>47<br>— | | DSRK | 1957 Schiffbau- u. Reparaturwerft—<br>Stralsund<br>86′ 11″ 22′ 0″ 11′ 7″<br>12′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×380 m<br>250bhp<br>Masch. Halberstadt |
| 517786<br>OXZV | **JUTTA**<br>exKäthe–36<br>exNoordzeevisscherij<br>**Jørgen Jensen Partrederi**<br>Randers Danish | 116<br>52<br>147 | | | 1907 ....................Vla<br>87′ 8″ 20′ 0″ 10′ 6″<br>… … …<br>1 dk<br>R | Aux | Oil 4SA 3Cy. 210×220 m<br>80bhp NE33<br>Deutsche Werke A.G. |
| 517787<br>DGEB | **JUTTA II**<br>exBertha Troles–60<br>exAdalbert Heinecke–34<br>exSeestern<br>**Manfred Streit**<br>Brake W. German | 160<br>80<br>207 | | GL | 1928 H. P. J. Thiecke—Martenshoek<br>*113·0′* 17′ 10″<br>6′ 11″<br>1 dk<br>R len 50 | M | Oil 4SA 3Cy. 220×330 m<br>115bhp NE38<br>Masch. Augsburg-Nürnb |
| 520128<br>DKHR<br><br>Df Esd<br>RT | **JUTTA BREY**<br>exLabor et Fides–64<br>**Wilhelm E. F. Schmid**<br>Stade W. German | 299<br>138<br>450 | | GL | 1953 Büsumer Schiffs. W. & E. Sielaff—<br>Büsum<br>151′ 1″ 26′ 8″ 9′ 10″<br>26′ 7″ 10′ 10″<br>P31′ F16′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 85½′<br>G.22500<br>2 Ha<br>2W | Oil 4SA 6Cy. 290×420 m<br>250bhp<br>Masch. Kiel A.G. |
| 526787<br>DIZE<br><br>Df Esd<br>RT | **JUTTA FLINT**<br>exP. C. Asmussen–66<br>**Adolf Flint Reederei**<br>Hamburg W. German | 425<br>278<br>695 | | GL | 1957 Werft Nobiskrug—Rendsburg<br>*168·1′* 26′ 6″ 10′ 0″<br>26′ 3″ 11′ 5″<br>1 dk<br>RW len & deepened 62 | M Mchy.aft<br><br>G.32017 B.30181<br>3 Ha | Oil 4SA 6Cy. 290×420 m<br>300bhp<br>Masch. Kiel A.G. |
| 506588<br>DDOA<br><br>Df Esd<br>RT | **JUV**<br>exCastor–65 exGretchen–61<br>**Alfred Vogelsang**<br>Bremen W. German | 243<br>115<br>350 | | GL | 1939 C. Lühring—Brake<br>*133·5′* 23′ 1″ 8′ 5″<br>9′ 4″<br>1 dk<br>R len 50 | M Mchy.aft<br>1 Ho<br><br>1 Ha (65½′×13′) | Oil 4SA 4Cy. 280×420 m<br>200bhp<br>Deutsche Werke A.G. |
| 517788<br>PFFZ<br><br>Df Esd<br>RT | **JUVALTA**<br><br>**Schellen Scheepv. &**<br>**Bevrachting N.V.**<br>Rotterdam Netherland | 499<br>297<br>850 | ✠100A1<br><br>✠LMC<br><br>MN120 | SS 4/67<br><br><br><br>EL i | 1959–1 Schps. v/h De Groot & v. Vliet—<br>Slikkerveer<br>185′ 10″ 29′ 10″ 11′ 8½″<br>169′ 11″ 29′ 6½″ 13′ 5″<br>P37′ F32′ 1 dk<br>RW 3BH<br>rf 3″ WB228t | M Mchy.aft<br>1 Ho 113½′<br>G.36660 B.34400<br><br>2W Der 2(2½) | Oil 4SA 8Cy. 305×45<br>600bhp<br>D. & J. Boot "De Indu |

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| **JUVEL**<br>**abl. Stöylen Partrederi**<br>lesund<br>**Norwegian** | **299** 297<br>~~126~~ 128<br>— | NV | **1957** A. M. Liaaen Skips. & M/V—Ålesund<br>123' 4" 23' 0"<br>108' 3" 22' 11" 12' 6"<br>1 dk | M Fishing | Oil 2SA 5Cy. 250×420 mm<br>375bhp<br>A. M. Liaaen Skips. & M/V Ålesund |
| **JUVENAL**<br>**Transmaritima del Plata Cia. de Nav. S.A.C.**<br>Astramar Cia. Argentina de Nav. S.A.C.<br>Buenos Aires<br>**Argentine** | **13896**<br>7920<br>18425 | ✠100A1 Dr 4 yrs-7/65<br>oil tanker<br>✠LMC<br>EL I† | **1928-8** Cant. Nav. Triestino—Mfl<br>554' 6" 74' 1" 29' 11"<br>535' 0" 74' 0" 40' 0"<br>P141' B42' F47' 2 dks<br>R 14BH to U dk 4 to 2nd dk<br>WB1231t incl. DTf603t | TS Tanker Mchy.aft<br>23 Ta<br>L.699060 HeCls. B | T 6Cy. 26" 43" & 73"×48"<br>6400ihp 2300t (o.f)-63pd<br>N.E. Mar. Eng. Co. Ltd. Nwc<br>5 SB 200lb Spt hs(17735) 15cf<br>11k |
| **JUVENILIA**<br>**Nicolò Lisma**<br>Trapani<br>**Italian** | **137**<br>46<br>— | | **1967** Cant. Nav. Mario Morini—Anc<br>100' 4" 23' 5" 8' 6"<br>77' 1" 22' 11" 11' 9"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 4Cy.<br>550bhp<br>Ansaldo Stab. Mecc. Gen |
| **JUYO MARU**<br>**Japan Line Ltd.**<br>Tokyo<br>**Japanese** | **3319**<br>1734<br>4647 | NK | **1954** Harima Zosensho—Aio<br>335' 7" 48' 9" 21' 10"<br>315' 0" 48' 7" 25' 4"<br>P83' F40' 1 dk<br>conv tanker 64 | M Mchy.aft<br>2 Ho<br>G.204261 B.192007<br>2 Ha (67⅓', 63'×23')<br>8W Der 8(10) | Oil 2SA 6Cy. 560×1000 mm<br>2500bhp 316t<br>Harima Zosensho Aio<br>2×60kW 115V d.c.<br>12k |
| **UZAN MARU**<br>**Shinwa Kaiun K.K.**<br>Tokyo<br>**Japanese** | **9039**<br>5581<br>13184 | NK | **1958** Mitsubishi Zosen—Hma<br>484' 8" 63' 0" 28' 9"<br>452' 10" 62' 11" 36' 7"<br>P56' F37' 1 dk<br>len 63 | M Mchy.aft<br>4 Ho<br>G.654666 B.622211<br>4 Ha (33¾'×21') (65½', 65½', 46'×26¼')<br>16W Der 4(15) 8(10) | Oil 2SA 7Cy. 650×1250 mm<br>6000bhp 705t<br>Mitsubishi Zosen Nag<br>2×180kW 445V a.c.<br>14k |
| **UZHNO-SAKHALINSK**<br>.S.S.R.<br>olmsk<br>**Russian** | **1200**<br>449<br>1040 | | **1953** "Gheorghiu Dej" Shpyd—Bdp<br>229' 7" 32' 10" 12' 5½"<br>32' 8" 17' 5"<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.54102<br>3 Ha (each 22¾'×13')<br>6W Der 2(10) 4(2) | 2 Oil 4SA each 6Cy. 320×480 mm NE63<br>Schwermasch. Karl Liebknecht Mgd<br>9½k |
| **UZHNYI KREST**<br>S.S.R.<br>**Russian** | **2435**<br>1070<br>850 | | **1966** Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" 16' 1"<br>233' 0" 43' 2" 23' 0"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>11¾k |
| **LAND**<br>Zammit ~~& Co.~~<br>lta<br>**British** | **824**<br>283<br>100 | **100A1** SS 5/65<br>Malta-Gozo and Malta-Syracuse 16th March to 15th December<br>**LMC**<br>MN360 EL k | **1943** Pullman Standard Car Mfg Co.—Cgo<br>188' 1" 33' 1" 8' 6½<br>176' 2" 33' 0" 14' 1"<br>B&F135' 1 dk, 2nd dk clear of mchy. space<br>RW 4BH<br>conv 49<br>WB63t incl. DTf46t | TM<br>1W Der 1(5) | 2 Oil 2SA each 12Cy. 215×255 mm with sr gearing<br>1800bhp 50t<br>General Motors Corp. La Grange<br>db 35lb 15k |
| **OSEI MARU**<br>**abuchi Kaiun K.K.**<br>aka<br>**Japanese** | **1991**<br>1134<br>3107 | NK | **1964** Koyo Dock—Mihara<br>277' 3" 42' 1" 18' 1"<br>270' 7" 42' 0" 21' 2"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.145811 B.133981<br>2 Ha (70¾', 72½'×20¾')<br>8W Der 4(10) 4(5) | Oil 4SA 6Cy. 460×690 mm<br>1800bhp 161t<br>Ito Tekkosho Shimizu<br>2×40kW 220V a.c.<br>12¼k |
| **YOTI**<br>ika-54<br>**ional Steamship Co. Ltd.**<br>mbay<br>**Indian** | **1385**<br>726<br>2480 | BV<br>Classed LR until 1/63 | **1949** A/S Langesunds M/V—Langesund<br>262' 0" 41' 8" 17' 3½"<br>249' 6" 41' 6"<br>F27' 1 dk & S dk<br>R | S (4P) OSD<br>4 Ho 23', 28¾', 26¾', 26¾'<br>G.72000 B.66500<br>6W Der 8(3) | C 2Cy. 16¾" & 33$\frac{7}{16}$"×33$\frac{7}{16}$" & LP turb<br>1200ihp 75t (o.f)<br>A/S Langesunds M/V Langesund<br>2×25, 15kW 110V d.c.<br>10½k |
| **YTKA**<br>-57 exHamme<br>.O. Simonsen<br>ens<br>**Danish** | **112**<br>56<br>159 | GL | **1899** Bremer Vulkan—Vgk<br>95' 8" 17' 8"<br>... ... ...<br>1 dk<br>R<br>len 24 | Aux Sr | Oil 4SA 6Cy.<br>120bhp NE66<br>A/B Scania-Vabis Södertälje |
| **TTE BRES**<br>**ederiet Nielsen & Bresling**<br>penhagen<br>**Danish** | **299**<br>169<br>485 | GL | **1960** Alfred Hagelstein—Lbc<br>157' 6" 28' 0" 9' 1"<br>27' 10" 9' 10¾"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 87'<br>G.20500 B.19000<br>2W Der 2(2) | Oil 2SA 5Cy. 230×400 mm<br>350bhp NE64 21t<br>Alpha-Diesel A/S Fkn<br>9½k |
| **TTE JØRS**<br>-66<br>S. Jørs<br>**Danish** | **300**<br>165<br>420 | GL | **1950** J. J. Sietas Schiffsw.—Ham<br>152' 1" 24' 8" 10' 0"<br>10' 4"<br>P29' F17' 1 dk<br>RW<br>len 55 | M Mchy.aft<br>G.23071 B.21632<br>2 Ha (each 36'×16¼')<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>250bhp<br>Masch. Kiel A.G. Kel<br>10k |

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| 517798<br>OGBC<br>1386<br>Df Esd<br>Gc | **JYTTE PAULIN**<br>exBaron Geddes-59<br>exEmpire Ploughman-46<br>**A/B Paulin Chartering O/Y**<br>**& Co. Kommandiittiyhtiö/**<br>**Kommanditbolag**<br>Turku/Åbo Finnish | 7010<br>3988<br>10140 | ~~✠100A1~~ ~~SS 5/68~~<br>~~with freeboard~~<br>~~✠LMC~~<br>→<br>TO BE BROKEN UP ~~EL et~~ | 1943-11 W. Gray & Co. Ltd.—Hpl<br>446′ 4″ 56′ 2″ 26′ 9″<br>425′ 0″ 56′ 0″ 37′ 8″<br>F40′ 2 dks<br>NS Coll BH to S dk 7 to 2nd dk<br>WB2135t incl. Tunnel tank 345t DTmf248t | S CSD<br><br>G.546549 B.509985<br>4 Ha (31½′, 31′, 31′, 31′, 31′×20′)<br>10W Der 5(7) 5(5) | T 3Cy. 24½″ 39″ & 70″×48″<br>2500ihp<br>Cen. Mar. Eng. Wks<br>3 SB 220lb hs(7284) lkf |
| 651186<br>OXCS<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **JYTTE SKOU**<br><br>**Ove Skou Rederi A/S**<br>Ove Skou<br>Copenhagen Danish | 4829<br>2502<br>6840<br>7486<br>4227<br>9685 | ✠100A1<br>tunnel side tanks—oil<br>FP above 150° F., veg.<br>oil or latex<br>✠LMC<br>MN1680 EL b†2$\frac{1}{16}$″SQ | 1965-9 A/S Nakskov Skibsv.—Nkv<br>451′ 4″ 60′ 4″ 23′ 5¼″/28′ 6″<br>412′ 7″ 60′ 2″ 36′ 9″<br>F91′ RAD32′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4″ WB2223t incl. Tunnel tanks 893t | M (12P) OSD/CSD<br>5 Ho 43¾′, 67½′, 71½′, 71½′, 49½′<br>G.526700 B.469550<br>5 Ha (stl) (27′, 40′, 37¾′, 40½′, 26′×20½′)<br>16W Der 1(30) 1(25) 6(10) 10(5) | Oil 2SA 7Cy. 620×1400 mm<br>8400bhp<br>Burmeister & Wain<br>AuxB (1 o.f 1 ex.g) 100lb |
| 517800<br>JPZH<br>85668<br>Rdr | **JYUHACHIKAIKATA MARU**<br>**Oyashima Enyo Gyogyo Kyodo-Kumiai**<br>Omaezaki Japanese | 1156<br>758<br>1581 | NK | 1960 Miho Zosensho—Shimizu<br>231′ 0″ 39′ 7″ 16′ 2½″<br>206′ 9″ 39′ 4″ 17′ 9″<br>1 dk | M Fish Carrier Mchy.aft<br><br><br>4 Ha (6½′, 6½′, 6¼′×6½′) (2½′×2½′) | Oil 4SA 6Cy. 430×620 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. |

| 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer<br>Deadwt<br>Gross<br>Net<br>Summer<br>Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
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| **K. H. CRANDALL**<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberian | **30298**<br>19064<br>50765 | AB | **1965** Odense Staalskibs A/S—Lindö<br>754′ 8″ 103′ 3″ 40′ 1⅛″<br>715′ 0″ 103′ 0″ 51′ 6″<br>P141′ F83′ 1 dk<br>RW<br>rf 2″ | S Tanker Mchy.aft<br>21 Ta | 2 S Turb dr geared to sc. shaft<br>19250shp (o.f)<br>General Electric Co. Lyn<br>2×750kW 450V 60c/s a.c. |
| **K. I. GALCZYNSKI**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | **5584**<br>3044<br>8553 | PR | **1964** Stocznia Szczecinska—Szn<br>478′ 0″ 60′ 10″ 25′ 1″<br>60′ 7″ 28′ 2″<br>1 dk & S dk | M (12P) Ref OSD<br>5 Ho<br>G.517491 B.475291 In.86874<br>5 Ha (27′×19¾′) (47′×23′)<br>(24½′×26′) (39½′, 34½′×23′)<br>10W Der 1(30) 1(15) 1(5) 11(3–5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer 1236t<br>H. Cegielski Poz<br>4×400, 400, 250, 250kW 380V a.c. 17k |
| **K.L.**<br>exBas-65 exGamel-51<br>exWilhelm Brenner<br>**Karl Dahl Partrederi**<br>Haugesund Norwegian | **148**<br>79<br>200 | BV | **1938** Jos. L. Meyer—Papenburg<br>*93·8′* 21′ 6″ 11′ 6″<br>89′ 10″<br>1 dk<br>R len 54 | M Mchy.aft | Oil 2SA 3Cy. 280×420 mm<br>300bhp NE58<br>Wichmann Mtrf. Rub<br>10k |
| **K.L.C.B. No. 7**<br>**King's Lynn Conservancy**<br>Board<br>King's Lynn British | **84**<br>48<br>— | ✠A1 SS 5/67<br>river & estuary service<br>✠LMC<br>MN30 EL (a) | **1939–9** J. S. Watson (Gainsboro') Ltd.—<br>Gainsboro'<br>76′ 0″ 21′ 7″<br>72′ 0″ 21′ 6″ 7′ 0″<br>1 dk<br>R 3BH<br>rf nil | M Barge (45P)<br>1 Ho 25′<br>1 Ha (10′×6½′)<br>Der 1(2) 1(1½) | Oil 4SA 8Cy. 140×197 mm sr geared<br>✠NEmade53refitted11/55<br>152bhp 3t (d.o)<br>L. Gardner & Co. Ltd. Mch |
| **RÖNNFELDT**<br>exAngeln-64 exBirgitt-58<br>exHans Bornhofen-56 exAlita<br>rt Rönnfeldt<br>mburg W. German | **488**<br>296<br>650 | GL | **1943** Rolandwerft G.m.b.H.—Bmn<br>*163·3′* 26′ 5″ 11′ 6″<br>26′ 3″ 12′ 6″<br>P36′ F22′ 1 dk<br>len 50 | M<br>G.34000 B.32000 | Oil 4SA 6Cy. 290×420 mm<br>500bhp NE53 19t<br>Masch. Kiel A.G. Kel<br>9k |
| **S.K.**<br>**rl Karlsen Partrederi**<br>rgen Norwegian | **386**<br>167<br>— | NV | **1965** Brattvåg Skipsinnredning &<br>J. Johansens Sveiseverksted—<br>Brattvåg<br>137′ 11″ 26′ 4″<br>120′ 0″ 26′ 3″ 14′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 8Cy. 280×420 mm<br>800bhp<br>Wichmann Mtrf. Rub |
| **VAAGE**<br>exH.K.M.-66 exStar VIII-65<br>Konrad Vaage<br>Partrederei<br>Bergen Norwegian | **499**<br>176<br>— | *Classed BC until 10/65 | **1948–10** Smith's Dock Co. Ltd.—Mdb<br>157′ 0″ 27′ 7″ 13′ 6″<br>144′ 5″ 27′ 6″ 15′ 6″<br>1 dk<br>BK7½″ conv whaler 65 | M Fishing Mchy.aft<br>1 Ho 21′<br>1 Ha (6½′×3¼′) | 2 Oil 2SA each 8Cy. 280×420 mm<br>1200bhp NE66<br>Wichmann Mtrf. Rub<br>14½k |
| **KA YA HO**<br>**Sun Hae Shipping Co.**<br>Kim Sae Yang<br>Pusan S. Korean | **514**<br>320<br>— | | **1962** Korea S.B. & Eng. Corp.—Pusan<br>174′ 10″ 26′ 8″ 9′ 8″<br>155′ 6″ 26′ 6½″ 12′ 10″<br>2 dks | M (443P) Mchy.aft<br>1 Ho 32¾′<br>1 Ha (16½′×8¼′)<br>Der 1(2) | Oil 4SA 6Cy. 380×550 mm<br>1300bhp (d.o)<br>Hanshin Nainenki Kogyo Kob<br>2×32kW 230V 60c/s a.c. |
| **KAANTHOS**<br>onic Sky-67 exMarylyn-65<br>**Kaanthos Cia. Mtma. S.A.**<br>Monrovia Liberian | **7457**<br>4360<br>9700 | ✠100A1 ~~M 4/67-12mos~~<br>M 4/67-18mos<br>✠LMC<br>MN700 EL b†2$\frac{1}{16}$″SQ | **1953–10** J. Readhead & Sons Ltd.—Shl<br>463′ 11″ 57′ 6″ 26′ 7″<br>430′ 0″ 57′ 3″ 37′ 3″<br>P29′ F37′ 2 dks<br>RW 7BH<br>WB1171t incl. DTa883t | S CSD<br>G.552200 B.493680<br>18W Der 1(50) 1(25) | T 3Cy. 25″ 42″ & 70″×45″ & LP turb with gearing & hydraulic coupling<br>3500ihp 1069t (o.f)<br>J. Readhead & Sons Ltd. Shl<br>3 SB 220℔ Spt hs(11178) 9cf 11½k |
| **KAAP FALGA**<br>exAmazone-64<br>F. Eckhardt<br>Scheepv. Kantoor **J. Tavenier**<br>N.V<br>Bergen (N.H.) Netherland | **500**<br>297<br>660 | BV | **1957** Worst & Dutmer—Meppe<br>181′ 1″ 27′ 4″ 10′ 9¼″<br>164′ 0″ 27′ 0½″ 11′ 11″<br>P50′ F28′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 105′<br>G.37000 B.34500<br>2 Ha (each 39¾′×16¾′)<br>2W Der 2(3) | Oil 4SA 6Cy. 290×420 mm<br>400bhp 45t (d.o)<br>Masch. Kiel A.G. Kel<br>2×5kW 110V d.c. 10k |
| **KAAP HOORN**<br>N.V. Stoomv. **Maats.**<br>"Nederland"<br>Amsterdam Netherland | **12181**<br>6913<br>18310 | ✠100A1 TD 5/68~~SS 6/68~~<br>oil tanker<br>✠LMC<br>MN1650 EL h†2$\frac{9}{16}$″SQ | **1958–4** Nederl Dok & Schps—Ams<br>555′ 9″ 69′ 6″ 29′ 9¾″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P120′ B49′ F50′ 1 dk<br>16BH<br>rf 3″ WB294t | S Tanker Mchy.aft<br>33 Ta<br>L.890651 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8250shp 1628t (o.f)–50pd<br>N.V. Werkspoor Ams<br>2WTB 570℔ Spt 800° F. 555℔ hs12948<br>sg 135℔ 14½k |

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| 517812<br>ZTAE<br>350525<br>Df Esd<br>Rdr<br>RTm/h/v | **KAAPLAND**<br>**South African Lines Ltd.**<br>Cape Town S. African | 5927<br>3365 [illegible]<br>8509<br>8482<br>4912<br>11160 | ✠Lloyd's RMC GL | 1960 Flensburger Schiffs.-Ges.—Fln<br>486' 9" 64' 5" 25' 10½"/29' 11"<br>446' 1" 64' 4" 39' 1"<br>1 dk & S dk<br>RW<br>rf 4" | M (12P) Ref OSD/CSD<br>5 Ho 66½', 74½', 65½', 69', 65½'<br>In.32250<br>5 Ha (stl) (27½', 49½', 33½', 38½', 20'×19½')<br>Der 1(40) 1(20) 4(10) 6(5) 6(3) | Oil 2SA 8Cy. 780×1400 mm<br>9300bhp<br>Masch. Augsburg-Nürnberg<br>3×320kW 400V d.c. |
| 517813<br>OFUM<br>71<br>Df Esd<br>RT | **KAARINA**<br>exElse Basse exDr. Heinrich Wiegand-49<br>**M. Rauanheimo O/Y**<br>A/B R. Nordström & Co. O/Y<br>Kokkola/Gamlakarleby Finnish | 1397<br>672<br>2500 | BV<br>**BROKEN UP** | 1938 Nylands Verks.—Osl<br>272' 2" 41' 1" 17' 7"<br>40' 11"<br>F20' 1 dk & S dk<br>R | S (4P) OSD<br>2 Ho 98½', 81'<br>G.160545 B.149362<br>4 Ha (20', 30', 20', 18'×16')<br>8W Der 1(15) 4(5) 4(3) | C 2Cy. 16¾" & 33½"×33"<br>turb with dr gearing &<br>coupling<br>Nylands Verks.<br>2×25kW 220V d.c. |
| 517814<br>PKLQ<br>2229<br>Df Esd<br>Rdr | **KABAENA**<br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 1691<br>870<br>— | | 1958 Sanoyasu Dckyd Co.—Osa<br>272' 3" 39' 6" 17' 1½"<br>254' 3" 39' 4" 19' 8"<br>1 dk | M Mchy.aft<br>2 Ha (31¾, 55½'×17')<br>Der 4(5) | Oil 4SA 6Cy. 435×650 mm<br>1400bhp<br>Kobe Hatsudoki Seizosho |
| 517815<br>GVRQ<br>301383<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KABALA**<br>**Elder Dempster Lines Ltd.**<br>Glasgow British | 5445<br>2995<br>9360 | ✠100A1 SS 1/68 ~~SS 8/63~~<br>DTm—vegetable oil<br>✠LMC<br>MN660 EL b†2⅛*SQ | 1958–12 Lithgows Ltd.—P.Gl<br>454' 10" 58' 3" 25' 1"<br>430' 4" 58' 0" 37' 4"<br>F41' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2466t incl. DTsm1507t | M OSD<br>4 Ho 73½', 82½' 36½' DT, 36½' DT, 36½' DT, 36½' DT, 69½', 77½'<br>5 Ha (31½', 31', 31', 31', 31'×22')<br>Der 2(12) 2(10) 6(5) | Oil 2SA 4Cy. 620×1400 mm 470 mm<br>3300bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 120lb<br>3×40, 30, 30kW 220V d.c. |
| 534683<br>SXSA<br>Df Esd<br>Gc Rdr<br>RT | **KABALARIS**<br>exMaradi–67 exSwedru–65<br>~~Kavalaris Soc. Anon.~~<br>~~Piraeus~~ ~~Greek~~<br>**Kavalaris Shipping Co. Ltd.**<br>Famagusta Cyprus | 4804<br>2420<br>6313 | BS✻ CS 10/64<br>MBS✠<br>MN620 CT5884 C36 S31 | 1948–8 Scott's S.B. & Eng. Co. Ltd.—Grk<br>408' 0" 57' 3" 22' 4½"<br>385' 0" 57' 0" 33' 6"<br>F36' 2 dks & S dk<br>RW 7BH<br>rf nil WB1062t | M OSD<br>4 Ho 57½', 65', 70', 37½'<br>6 DTs each 37½'<br>G.399000 B.364000<br>7 Ha (25', 30'×18') (10'×12') (10', 10'×8') (30', 22½'×18')<br>14W Der 1(50) 1(30) 2(10) 6(7) 2(5) 4(3) | Oil 2SA 4Cy. 560×2160 mm<br>3100bhp Doxford<br>Richardsons, Westgarth<br>db 120lb<br>3×125kW 220V d.c. |
| 680536<br>UKIE<br>M-6880 | **KABARDINKA**<br>**U.S.S.R.**<br>Astrakhan Russian | 547<br>254<br>590 | | 1941 ......................Germany<br>170' 7" 28' 9" 9' 8"<br>28' 8" 12' 2"<br>1 dk | M<br>2 Ho<br>G.26627<br>2 Ha (41', 36½'×17')<br>2W Der 1(3) 1(2½) | Oil 4SA 8Cy. 280×450 mm |
| 517816<br>66 | **KABATAS**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 808<br>278<br>— | AB | 1956 Denizcilik Bankasi T.A.O.—Halic<br>191' 7" 45' 7" 5' 6"<br>190' 10" 44' 3½" 14' 3"<br>1 dk<br>RW<br>rf 11" | TS Ferry | T 6Cy. 16½" 24½" & 38½"<br>1000ihp<br>Denizcilik Bankasi T.A.O. |
| 517917<br>VLXV<br>140224<br>Df Esd<br>Gc Rdr<br>RTv | **KABBARLI**<br>Launched as Dongara<br>**Government of Western Australia State Shipping Service**<br>Fremantle British | 2983<br>1561<br>2509 | ✠100A1 ~~SS 12/63~~ SS 12/67<br>✠LMC<br>Lloyd's RMC<br>EL s1⅛*SQ | 1951–11 N.S.W. Govt E. & S.B.—N.S.W<br>289' 10" 46' 1" 18' 0½"<br>270' 0" 46' 0" 29' 0"<br>**2 dks, 3rd dk in No. 3 hold**<br>**R** 7BH<br>rf 3" WB520t | M (37P) Ref<br>4 Ho 38', 42', 44', 32'<br>G.111234 B.99567 In.13865<br>5 Ha (17', 17½'×18') (10'×12') (16', 16'×15')<br>10W Der 1(17) 8(5) 2(2) | 2 Oil 2SA each 5Cy.<br>electro-magnetic slip<br>gearing to sc. shaft<br>1820bhp<br>British Polar Engines Ltd.<br>3×150kW 225V d.c. |
| 535651<br>DDKW<br>Df Esd<br>RTm | **KABEL-JAU**<br>exTessy–66<br>exDelfin–61 exTessy–57<br>**Norddeutsche Seekabelwerke**<br>Nordenham W. German | 500<br>271<br>— | BV | 1944 Kalmar Varv—Kal<br>162' 5" 29' 7" 13' 6"<br>29' 5" 13' 9"<br>P34' F17' 1 dk<br>RW len 52 conv dry cargo ship '66 | M Cable Ship Mchy.aft<br>1 Ho 100'<br>G.34000 B.31000<br>2 Ha (each 38'×16½')<br>Der 2(2) | Oil 2SA 6Cy. 250×420 mm<br>350bhp<br>Nydqvist & Holm AB<br>2×1½kW 24V d.c. |
| 517818<br>PFGI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KABYLIA**<br>**Shell Tankers N.V.**<br>The Hague Netherland | 12097<br>6916<br>18172 | ✠100A1 TD4–9/67<br>oil tanker<br>✠LMC<br>MN1650 EL h†2⅛*SQ | 1955–6 Rotterdamsche Droogdok Maats—Rot<br>555' 9" 69' 5" 29' 10½"<br>530' 0" 69' 3" 39' 0"<br>P115' B59' F50' 1 dk<br>RW 16BH<br>rf 3½" WB311t | S Tanker Mchy.aft<br>33 Ta<br>L.890589 HeCls. BC | 2 S Turb dr geared to sc.<br>8250shp<br>Rotterdamsche D.D. Mij.<br>2WTB 570lb Spt 125<br>sg 135lb |
| 671871<br>ENGY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KACHETI**<br>**U.S.S.R.**<br>Poti Russian | 2657<br>1139<br>1152 | | 1967 Volkswerft Stralsund—Stralsund<br>269' 8" 16' 5"<br>239' 6" 44' 7½" 31' 4"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl |
| 517819<br>SPPV<br>Df Esd<br>Gc Rdr<br>RT | **KACZAWA**<br>**Polish Government**<br>P.P.D. I U R. "Odra"<br>Swinoujscie Polish | 686<br>224<br>501 | PR | 1960 Stocznia im. Komuny Paryskiej—Gdy<br>194' 3" 29' 7"<br>176' 8" 29' 6" 16' 3"<br>1 dk | S Trawler | C 4Cy. (2)<br>800ihp<br>H. Cegielski<br>3×25, 25, 12kW |

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| **KACZOR**<br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin Polish | 156<br>58<br>100 | | PR | 1951 Stocznia Polnocna—Gdk<br>106′ 10″ 22′ 2″<br>11′ 0″<br>1 dk<br>RW | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>400bhp NE60<br>Schwermasch. Karl Liebknecht Mgd<br>3×18, 12, 6kW 110V d.c. 9k |
| **KADERBAKSH**<br>exGylfe–65<br>**United Oriental S.S. Co.**<br>Karachi Pakistan<br>For later particulars<br>see New Entries No. 9 | 8955<br>5283<br>12710 | | | 1959 Oskarshamns Varv A/B—Osk<br>485′ 2″ 61′ 8″ 29′ 11″<br>440′ 0″ 61′ 6″ 39′ 6″<br>P33′ F40′ 2 dks | M CSD<br>G.655900<br>14W Der 2(30) 2(10) 10(5) | Oil 2SA 9Cy. 760×1500 mm<br>2000t<br>A/B Götaverken Got<br>15k |
| **KADES**<br>**Denizcilik Bankasi T.A.O.**<br>Denizyollari Isletmesi<br>Istanbul Turkish | 3090<br>1543<br>1720 | | GL | 1939 Neptunwerft Rostock—Ros<br>325′ 4″ 43′ 6″ 16′ 4″<br>43′ 4″ 23′ 11″<br>B123′ F71′ 3 dks<br>R | TS (696P)<br>3 Ho 45¼′, 54¼′, 64′<br>G.94027 B.84727<br>3 Ha (12½′×9¼′) (19½′×12½′)<br>(14¾′×9¼′)<br>6W Cr 1(2½) 2(1) Der 1(10) | T 6Cy. 16⅛″ 26″ & 41 5/16″×27 9/16″ 2400ihp & LP turb with dr gearing & hydraulic coupling<br>312t (o.f)<br>Neptunwerft Rostock Ros<br>3×50kW 115V d.c. 10k |
| **KADETT**<br>exPélican–67<br>**Lars M. Berge Partrederi**<br>Haugesund Norwegian | 232<br>65<br>— | | BV | 1948 Ch. & At. Aug. Normand—Hav<br>*106·8′* 23′ 0″<br>... ... ...<br>1 dk | M Trawler<br>4 Ha (3¾′, 3¾′×3½′) (3¾′×2½′)<br>(3¼′×2¾′) | Oil 4SA 8Cy. 285×420 mm<br>450bhp 42t<br>Ch. & At. Aug. Normand Hav<br>10½k |
| **KADIA**<br>exMarido–65<br>**Hermann Eylmann**<br>Hamburg W. German | 165<br>91<br>227 | | GL | 1913 H. Kroese—Hgz<br>*112·8′* 18′ 7″<br>8′ 9″<br>1 dk<br>R len 37 & 52 | M | Oil 4SA 4Cy. 215×360 mm<br>120bhp Emade35fitted59<br>Deutsche Werke A.G. Kel |
| **KADIEVKA**<br>**U.S.S.R.**<br>Riga Russian | 3816<br>1898<br>5080 | | | 1954 Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 8⅝″<br>47′ 10″ 26′ 5″<br>1 dk<br>RW | S<br>4 Ho<br>G.212842<br>4 Ha (37′×27′) (30½′, 30½′×31½′)<br>(37′ ×27′)<br>8W Der 8(5) | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb & hydraulic coupling<br>2500ihp<br>Z.U.T. Zgoda Swi<br>11½k |
| **KADJAO LALIDDO**<br>**P.T. Perusahaan Pelajaran**<br>**Sulawesi Selatan**<br>Macassar Indonesian | 813<br>539<br>— | | | 1960 Schps. "De Waal"—Zaltbommel<br>192′ 4″ 30′ 6″ 13′ 7¾″<br>173′ 2″ 30′ 2½″ 17′ 7″<br>2 dks<br>RW | M CSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>660bhp<br>Klöckner-Humboldt-Deutz Kln<br>10½k |
| **ADMILOS**<br>nic Breeze–67<br>raigielen–66<br>eneral Guisan–57<br>**dmilos Cia. Mtma. S.A.**<br>onrovia Liberian | 5005<br>2970<br>9140 | ✠100A1<br>with freeboard<br>✠LMC | SS 3/65<br>EL b† | 1948–2 W. Gray & Co. Ltd.—Hpl<br>442′ 10″ 57′ 7″ 25′ 1¼″<br>420′ 7″ 57′ 3″ 37′ 0″<br>F41′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2809t incl. DTm1127t | M OSD<br>G.580000 B.535000<br>10W | Oil 2SA 7Cy. 600×1040 mm<br>3150bhp 842t<br>Sulzer Bros. Ltd. Win<br>db 120℔ 12k |
| **ADMOS**<br>**arp Tankers Corp.**<br>ræus Greek | 14077<br>7926<br>21500 | ✠100A1<br>oil tanker<br>✠LMC<br>MN2200 | SS 9/65<br>EL j†2½″SQ | Lch. 1958–3 Cmd. 1961–3 Kieler Howaldtswerke A.G.—Kel<br>593′ 6″ 74′ 2″ ~~31′ 11½″~~32′ 11¾″<br>552′ 3″ 73′ 10″ 41′ 0″<br>P125′ B44′ F84′ 1 dk<br>13BH<br>rf 4″ WB1865t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>11000shp (o.f)<br>Kieler Howaldtswerke A.G. Kel<br>2WTB 750℔ Spt 855° F. 690℔ hs14280<br>sg 142℔ |
| **ADOURA**<br>**ie. Maritime des Chargeurs**<br>**Reunis**<br>avre French<br>ew ASTERIX<br>See New Entries No. 10 | 4177<br>2120<br>2893 | | BV | 1952 J. Samuel White & Co. Ltd.—Cws<br>359′ 3″ 50′ 8″ 20′ 9″<br>50′ 6″<br>B92′ 2 dks | TM Ref<br>B.146636 In.146636<br>5 Ha (16¾′, 16¾′, 16¾′×16½′)<br>(15½′, 15½′×15½′)<br>10W Der 10(3) | 2 Oil 2SA each 8Cy. 500×1100 mm<br>6500bhp 649t<br>Burmeister & Wain Cpn<br>16k |
| **ADUNA**<br>**lder Dempster Lines Ltd.**<br>lasgow British | 5599<br>3126<br>9300 | ✠100A1<br>DTm—vegetable oil<br>✠LMC<br>MN660 | SS 6/65<br>EL b†2 1/16″SQ | 1956–4 Lithgows Ltd.—P.Gl<br>455′ 0″ 58′ 3″ 25′ 1½″<br>430 4″ 58′ 0″ 37′ 4″<br>F41′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2272t incl. DTm1505t | M OSD<br>4 Ho 68¼′, 87¾′, 36¼′ DT, 36¼′ DT, 64½′, 77½′<br>G.584321 B.536305<br>5 Ha (31½′, 31′, 31′, 31′, 31′×22′)<br>10W Der 2(12) 2(10) 6(5) | Oil 4SA 6Cy. 740×1500 mm<br>3300bhp B&W 730t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>2AuxB 120℔<br>3×40, 30, 30kW 220V d.c. 12½k |
| **AE NA LI**<br>**ood and Agriculture**<br>**Organization of**<br>**the United Nations**<br>usan S. Korean | 150<br>50<br>— | | | 1965 Niigata Eng. Co. Ltd.—Niigata<br>100′ 5″ 21′ 5″ 8′ 3″<br>85′ 4″ 21′ 4″ 9′ 10″<br>1 dk | M Trawler | Oil 4SA 6Cy. 200×260 mm<br>440bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **AEDE MARU**<br>**yushu Shoshen K.K.**<br>agasaki Japanese | 606<br>292<br>— | | | 1957 Mitsubishi Zosen—Smk<br>188′ 0″ 28′ 10″ 9′ 11″<br>168′ 1″ 28′ 9″ 13′ 6″<br>1 dk | M<br>1 Ha (7½′×6½′) | Oil 4SA 6Cy. 470×670 mm<br>1500bhp<br>Akasaka Tekkosho Yaizu<br>14k |
| **AEDE MARU**<br>**Kaiun K.K.**<br>ubo Japanese | 435<br>268<br>— | | | 1960 Kanda Zosensho—Kur<br>149 10″ 25′ 9″ 9′ 3″<br>134′ 6″ 25′ 7″ 17′ 5″<br>1 dk | M Mchy.aft<br>2 Ha (27′, 14½′×14¾′) | Oil 4SA 6Cy. 320×460 mm<br>650bhp<br>Nippon Hatsudoki Kob<br>11½k |

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| 641068<br>JL2049<br>94486 | **KAEDE MARU No. 2**<br><br>**Yano Kaiun K.K.**<br>Miyakubo Japanese | 433<br>254<br>621 | | 1963 Kurushima Dock Co. Ltd.—<br>Imabari<br>163' 0" 27' 1" 11' 10"<br>147' 7" 26' 11" 12' 6"<br>1 dk | M Mchy.aft<br><br>G.31112 B.29029<br>1 Ha (61'×15¾') | Oil 4SA 6Cy. 325×460 mm<br>800bhp<br>Nippon Hatsudoki |
| 517833<br>7JPF<br>87682 | **KAEI MARU No. 6**<br><br>**M. Kada**<br>Nagoya Japanese | 178<br>91<br>— | | 1961 Ichikawa Zosen—Ise<br>*97·5'* 22' 11"<br>22' 9"<br>1 dk | M Tanker | Oil 4SA 4Cy. 260×400 mm<br>210bhp<br>Hanshin Nainenki Kogy |
| 517834<br>OZFE<br><br>Esd Gc<br>Rdr RT | **KAETHE JEBSEN**<br><br>**Rhederi M. Jebsen A/S**<br>Åbenrå Danish | 4225<br>2440<br>6105 | <br><br>GL | 1959 Werft Nobiskrug—Rendsburg<br>376' 10" 49' 5" 25' 4"<br>340 4" 49' 2" 31' 0"<br>P80' F35' 2 dks<br>RW | M CSD<br><br>G.309000 B.285000<br><br>10W Der 1(30) 8(5) 2(3) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>3360bhp<br>Masch Augsburg-Nürnberg |
| 660122<br>JAKG<br>97695<br>Rdr RT | **KAFUKU MARU**<br><br>**Kiyomatsu Tanaka**<br>Fukuyama Japanese | 846<br>590<br>1390 | | 1965 Tsunseishi Zosen—Numakuma<br>210' 11" 31' 5" 14' 9½"<br>194' 6" 31' 4" 16' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 380×540 mm<br>1100bhp<br>Nippon Hatsudoki |
| 517835<br>JEMG<br>81381 | **KAFUKU MARU No. 5**<br><br>**Kiyomatsu Tanaka**<br>Fukuyama Japanese | 449<br>259<br>684 | | 1959 Tsuneishi Zosensho—Numakuma<br>160' 9" 26' 1" 11' 9"<br>146' 3" 25' 11" 13' 2"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (66½'×16') | Oil 4SA 6Cy. 290×420 mm<br>380bhp<br>Nippon Hatsudoki |
| | Now **DAISHIN MARU No. 8** See New Entries No. 3 | | | | | |
| 660708<br>JFJK<br>100003<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **KAGA MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 11930<br>7015<br>13276 | <br>560' 9"(incl.BB)<br>NK | 1966 Mitsubishi Hvy Ind. Ltd.—Kob<br>~~560' 0"~~ 75' 7" 30' 6"<br>525' 0" 75' 5" 43' 8"<br>1 dk<br>RW<br>rf 12½" | M (4P) Ref<br>5 Ho 60¾', 73', 70¾', 76', 34' DT,<br>39½' DT, 61½'<br>G.861379 B.799508 In.21930<br>6 Ha (stl) (29½'×14¾') (43¾'×21')<br>(47½' 49¾', 47½'×26¼') (31½'×21')<br>20W Der 2(20) 2(10) 16(6) | Oil 2SA 8Cy. 850×1600 mm<br>18400bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd.<br>2×520kW 450V 60c/s a.c. |
| 517836<br>JGEA<br>58236 | **KAGA MARU No. 1**<br><br>**H. Nishiya**<br>Shimotsu Japanese | 123<br>55<br>— | | 1948 Tsumori Zoki—Osa<br>*101·9'* 16' 0"<br>15' 10"<br>1 dk<br>RW len 59 | M Tanker Mchy.aft | Oil 2SA 3Cy. 387×413 mm<br>Emade[illegible]<br>Nadamasa Hatsudoki |
| 517837<br>JAEK<br>63995<br>Df Esd<br>RT | **KAGAMIZAN MARU**<br>**Shinnihon Kinkai Kisen K.K.**<br>~~**Sanko Kaiun K.K.**~~<br>~~Nagoya~~ Kobe Japanese | 768<br>406<br>991 | <br><br>NK | 1949 Mitsuhishi Jukogyo—Nag<br>206' 0" 30' 10" 13' 6"<br>190' 2" 30' 9" 14' 9"<br>P44' Q81' B20' F12' 1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.50677 B.48946<br>2 Ha (17½', 48½'×16½') | Oil 4SA 6Cy. 340×500 mm<br>750bhp NE56<br>Ito Tekkosho |
| 517838<br>JNQG<br>82306<br>Df<br>RTv | **KAGAWA MARU**<br><br>**Kagawa Prefecture Office**<br>Kagawa Japanese | 211<br>103<br>— | | 1959 Shikoku Dock Ind. Co. Ltd.—<br>Takamatsu<br>109' 11" 22' 0"<br>106' 7" 21' 10" 10' 10"<br>1 dk<br>rf nil | M Fishery Training Ship | Oil 4SA 6Cy. 290×430 mm<br>500bhp<br>Nippon Hatsudoki |
| 640464<br>UJVH<br>M-25214 | **KAGOOL**<br><br>**U.S.S.R.**<br>Zhdanov Russian | 1211<br>448<br>1047 | | 1960 "Gheorghiu Dej" Shpyd—Bdp<br>229' 7" 32' 10" 12' 5½"<br>32' 8" 17' 5"<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.53502<br>3 Ha (23', 26½', 21'×13')<br>6W Der 6(2) | 2 Oil 4SA each 8Cy.<br><br>Ganz Waggon & Eng W |
| 517839<br>JHMO<br>83216<br>Df Esd<br>Gc Rdr<br>RTm | **KAGOSHIMA MARU**<br><br>**Terukuni Kaiun K.K.**<br>Tokyo Japanese | 10460<br>3441<br>15067 | <br><br>NK | 1959 Kure Zosensho—Kur<br>501' 0" 68' 7" 28' 0½"<br>475' 9" 68' 3" 38' 0"<br>1 dk<br>RW | M Ore Carrier (2P) Mchy.aft<br>3 Ho each 106½'<br>G.368953<br>3 Ha (stl) (each 88½'×26½')<br>12W Der 12(5) | Oil 2SA 6Cy. 720×1250<br>5600bhp Sulzer<br>Harima Zosensho<br>2×200kW 445V 60c/s a.c. |
| 517840<br>JABM<br>85926<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAGOSHIMA MARU**<br><br>**Government of Japan**<br>**(Ministry of Education)**<br>Kagoshima Japanese | 1038<br>322<br>— | <br><br>NK | 1960 Hitachi Zosen—Mukaishima<br>216' 9" 35' 7" 14' 1½"<br>195' 7" 35' 5" 17' 9"<br>2 dks<br>RW | M Fishery Training Ship | Oil 4SA 6Cy. 490×700<br>1700bhp<br>Hanshin Nainenki Kogy |
| 517841<br>UOQM<br>M-16919<br>Df Esd | **KAGUL**<br><br>**U.S.S.R.**<br>Klaipeda Russian | 533<br>—<br>190 | | 1956 Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>157' 0" 32' 6" 11' 10"<br>139' 8" 31' 2" 15' 5" | S Tug<br><br><br><br>1W Der 1(1) | T 3Cy. 16¼", 27⅛"<br><br>Wärtsilä Kon. Crichton |
| 517842<br>PKDA | **KAH HUA**<br>exAntjol IV-50 exSanko Maru<br>**Republik Indonesia**<br>N.V. Pelajaran "Djawa<br>Sumatra"<br>Djakarta Indonesian | 406<br>—<br>450 | <br><br>Classed LR until 10/62 | 1941 Matsue Zosensho—Matsue<br>141' 0" 24' 11" 11' 6"<br>132' 4" 24' 10" 12' 7"<br>P38' F18' 1 dk | M Mchy.aft<br>1 Ho 84'<br><br><br>3W Der 2(1½) | Oil 4SA 6Cy. 270×400<br>MAN<br>Niigata Eng. Works |

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| **KAH KHENG**<br>exKamashima Maru-48<br>Ho Chiang **Shipping Co.**<br>Ltd.<br>Singapore Singapore | **513**<br>263<br>550 | | **1941** ......................Japan<br>167′ 10″ 27′ 10″ 12′ 8½″<br>27′ 8″<br>1 dk | M<br>1 Ho 81½′<br>1 Ha<br>2W | Oil 2SA 6Cy. 370×425 mm<br>Emade40fitted41<br>Kishno Eng. Works | 37t<br>Japan<br>9k |
| **KAH POH**<br>exM.T.S. No. 10–48<br>exNanshin Maru No. 25<br>**South East Asia Shipping**<br>Sdn Berhad<br>Kuching Malaysian | **829**<br>587<br>1100 | | **1942** ......................Japan<br>210′ 0″ 31′ 0″ 14′ 10½″<br>30′ 10″<br>1 dk | M<br>3W | Oil 4SA 5Cy. 350×520 mm | 42t<br>8½k |
| **KAH SOON**<br>exM.T.S. No. 14–48<br>exNanmei Maru No. 2<br>Ho Chiang **Shipping Co.**<br>Ltd.<br>Singapore Singapore | **823**<br>612<br>— | | **1942** ......................Japan<br>208′ 10″ 31′ 0″ 14′ 10¼″<br>30′ 10″<br>1 dk | M<br>3W | Oil 4SA 5Cy. 350×520 mm | 42t<br>8k |
| **AHANUI**<br>Wanganui **Harbour Board**<br>Wellington New Zealand | **237**<br>—<br>— | ✠Classed LR until 4/55 | **1926–10** Dublin Dkyd Co.—Dub<br>115′ 6″ 24′ 2″ 10′ 9″<br>24′ 0″<br>R | TS Tug | T 6Cy. 12″ 19½″ & 33″×23″<br>W. Beardmore & Co. Ltd | Gls<br>12k |
| **AHARUZAN MARU**<br>Tsurumaru **Kaiun K.K.**<br>Kitakyushu Japanese | **1590**<br>900<br>2495 | NK | **1957** Usuki Tekkosho—Saeki<br>272′ 10″ 39′ 6″ 17′ 1″<br>254′ 3″ 39′ 4″ 19′ 8″<br>1 dk<br>RW | M Ref Mchy.aft<br>2 Ho<br>G.114355 B.108351 In.108000<br>2 Ha (44½′, 86′×20¼′)<br>6W Der 4(10) 2(5) | Oil 4SA 6Cy. 435×640 mm<br>1400bhp<br>Ito Tekkosho<br>2×25kW 115V d.c. | 207t<br>Shimizu<br>12½k |
| **AHLESAND**<br>exJens Jensen–64<br>exAdalbert-57 exEmanuel<br>rl Klemmc<br>mburg W. German | **203**<br>116<br>267 | GL | **1923** A. & H. Klasen—Papenburg<br>*115·5′* 22′ 11″ 9′ 0″<br>9′ 3″<br>1 dk<br>R conv sailing ship 24 len 49 & 67 | M | Oil 4SA 3Cy. 280×420 mm<br>165bhp NE38<br>Deutsche Werke A.G. | Kel |
| **AHO MARU**<br>mashita-Shinnihon **Kisen**<br>K.K. & Nissho **Kisen K.K.**<br>yo Japanese | **70991**<br>45343<br>119383 | NK | **1966** Hitachi Zosen—Inn<br>912′ 0″ 145′ 2″ 49′ 3″<br>869′ 5″ 145′ 0″ 70′ 6″<br>1 dk<br>RW<br>rf 3″ | M Tanker Mchy.aft<br>12 Ta<br>L.5209191 HeCls. B<br>Der 2(7) | Oil 2SA 12Cy. 840×1800 mm<br>27600bhp B&W 4770t (hvf)–89pd<br>Hitachi Zosen<br>2×340kW 450V 60c/s a.c. | Osa<br>16k |
| **HO MARU No. 2**<br>o Maru **Gyogyo K.K.**<br>nto Japanese | **285**<br>151<br>— | | **1967** Kanazashi Zosensho—Shimizu<br>149′ 11″ 25′ 0″ 9′ 10″<br>132′ 10″ 24′ 11″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×480 mm<br>750bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **AHO MARU No. 12**<br>Matsumoto<br>moto Japanese | **290**<br>176<br>— | | **1961** Kanazashi Zosensho—Shimizu<br>151′ 5″ 24′ 10″<br>132′ 10″ 24′ 7″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>650bhp<br>Hanshin Nainenki Kogyo | Kob<br>10½k |
| **AHO MARU No. 16**<br>Matsumoto<br>moto Japanese | **253**<br>128<br>— | | **1964** Kanazashi Zosensho—Shimizu<br>141′ 9″ 24′ 10″ 9′ 6″<br>124′ 7″ 24′ 7″ 11′ 1″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>Hanshin Nainenki Kogyo | Kob |
| **AHRAMAN DOGAN**<br>Kandilli–57<br>Cap Tafelneh–50<br>Cap Arp exCap Tafelneh<br>Ariege–38 exSydney Lasry<br>hmet Dogan **Successors,**<br>Nejat Dogan<br>anbul Turkish | **2340** ✠<br>1399<br>3850 | BV | **1920–9** Burntisland S B. Co. Ltd.—Bnt<br>*300·7′* 43′ 10″ 21′ 1″<br>43′ 8″<br>P28′ B81′ F33′ 2 dks<br>R | S<br>G.180000 B.165000 | T 3Cy. $22\frac{9}{16}$″ 36″ & 59″×39″<br>Cooper & Greig Ltd. | 491t (c)<br>Dun |
| artenrederi **Kai**<br>s Beilken<br>stadt W. German | **500**<br>323<br>1200<br>**1237**<br>939<br>2248 | GL | **1965** Gebr. Schürenstedt—<br>Bardenfleth/Weser<br>241′ 6″ 38′ 1″ 12′ 0″/17′ 4″<br>216′ 7″ 37′ 9″ 20′ 8″<br>P54′ B16′ F23′ 1 dk & S dk | M OSD/CSD<br>1 Ho 158¾′<br>G.106800 B.96150<br>2 Ha (each 55′×23′)<br>4W Der 2(3-5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Masch. Kiel G.m.b.H.<br>3×42kW 380V | 83t (d.o)<br>Kel<br>12k |
| sch & **Schörder**<br>men W. German | **499**<br>324<br>1150 | GL | **1968** Bayerische Schiffb. G.m.b.H.—<br>Erlenbach<br>205′ 4″ 29′ 6″ 11′ 5″<br>196′ 3″ 29′ 5″ 13′ 2″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy.<br>Atlas-Mak Masch. | Kel |

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| 662188<br>JNBM<br>100812<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **KAI MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 11938<br>7018<br>13083 | NK | 1966 Mitsubishi Hvy Ind. Ltd.—Kob<br>560' 9" 75' 7" 30' 6"<br>524 11" 75' 5" 43' 8"<br>1 dk<br>RW<br>rf 12½" | M Ref (4P)<br>5 Ho 60¾', 73', 71', 73½', 34' DT<br>39½' DT, 62'<br>G.850522 B.776890 In.21895<br>6 Ha (stl) (29½'×14¾') (43¾'×21')<br>(47½', 50', 47½'×26¼') (31½'×21')<br>20W Der 2(20) 2(10) 16(6) | Oil 2SA 8Cy. 850×1600 mm<br>18400bhp<br>Mitsubishi Hvy Ind. Ltd.<br>2×520kW 450V 60c/s a.c. |
| 518729<br>BKCA<br>8-774<br>Df Esd<br>Gc Rdr | **KAI QUEN**<br>exKin Ming-65 exFarmsum-59<br>exFranz van Mieris-46<br>exEmpire Iseult-43<br>**Kai Tai Marine Lines Ltd.**<br>Keelung China (Taiwan) | 7131<br>4346<br>10150 | BV<br>✠Classed LR until 5/60 | 1942-7 J. L. Thompson & Sons Ltd.—<br>Sld<br>441' 6" 57' 2" 26' 11"<br>416' 0" 56' 11" 37' 4"<br>2 dks<br>RW | S CSD<br><br>G.532505 B.491895<br><br>10W Der 1(25) | T 3Cy. 24½" 39" & 70"×48"<br><br>George Clark (1938) Ltd. |
| 517854<br>ZMVD<br>172889<br>Df<br>RTm | **KAIAPOI**<br><br>**Union S.S. Co. of**<br>**New Zealand Ltd.**<br>Wellington New Zealand | 2485<br>1317<br>2959 | ✠100A1 CS 1/66<br><br>✠LMC<br><br>MN368 EL s | 1949-6 Henry Robb Ltd.—Lth<br>305' 4" 43' 6" 17' 5¾"<br>290' 5" 43' 0" 19' 6"<br>P&B153' F27' 1 dk<br>RW NS 5BH<br>rf 4½" WB985t incl. DTm141t Tunnel tanks 62t | TM<br>3 Ho 44', 80', 78'<br>G.154910 B.145540<br>3 Ha (stl) (26'×26') (55½', 51½'×28')<br>10W Der 10(5) | 2 Oil 2SA each 5Cy. 340×<br>1450bhp<br>British Polar Engines Ltd.<br>3×114kW 220V d.c. |
| | Now **EDDIE K. L.** See New Entries No. 1 | | | | | |
| 650248<br>JNOU<br>96124<br>Df Esd<br>Gc Rdr | **KAIEI MARU**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | 43343<br>27829<br>66936 | NK | 1964 Ishikawajima-Harima Hvy Ind.—<br>Tok<br>787' 5" 116' 0" 40' 1½"<br>754' 7" 115' 10" 59' 0"<br>B368' F237' 1 dk<br>RW | M Tanker Mchy.aft<br>10 Ta<br>L.3059050 HeCls. BC | Oil 2SA 8Cy. 900×1550 mm<br>17600bhp Sulzer<br>Ishikawajima-Harima Hvy<br>2×480kW 450V a.c. |
| 517856<br>JANP<br>80345 | **KAIEI MARU**<br>exHanwa Maru No. 1-61<br>**Daiei Kisen K.K.**<br>Osaka Japanese | 313<br>181<br>— | | 1957 Hikari Zosen—Yka<br>*132·4'* 21' 4"<br>21' 2"<br>1 dk<br>len 59 | M Tanker Mchy.aft | Oil 4SA 6Cy.<br>400bhp<br>Kobe Hatsudoki Sei |
| 517857<br>JNPE<br>85505 | **KAIEI MARU No. 1**<br><br>**T. Mori**<br>Yokohama Japanese | 200<br>122<br>— | | 1960 Tsurumi Dock—Yka<br>*109·9'* 23' 9"<br>116' 6" 23' 7" 10' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×4<br>270bhp<br>Kanegafuchi Nainen |
| 651251<br>JFHM<br>96886<br>Gc Rdr | **KAIEI MARU No. 5**<br><br>**Y. Yokoe**<br>Okachi Japanese | 192<br>—<br>— | | 1965 Uchida Zosen—Ise<br>22' 1" 9' 0½"<br>111' 6" 22' 0" 10' 6"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 325×4<br><br>Hanshin Nainenki K |
| 517858<br>7KCN<br>88265 | **KAIEI MARU No. 8**<br><br>**Kaiei Kisen K.K.**<br>Kurahashi Japanese | 245<br>133<br>— | | 1961 Innoshima Dock—Inn<br>*119·3'* 21' 2" 9' 6"<br>21' 0" 10' 6"<br>1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta<br>L.12328 HeCls. B | Oil 4SA 6Cy. 260×3<br>270bhp<br>Nakamura Zosen Tek |
| 517860<br>JHKG<br>83716<br>Df Esd<br>Rdr | **KAIHEI MARU**<br><br>**Shimatani Kisen K.K.**<br>Kobe Japanese | 3162<br>1908<br>4956 | NK | 1959 Onomichi Zosen—Onomichi<br>341' 5" 48' 1" 20' 7½"<br>314' 11" 47' 11" 24' 11"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.235762 B.218811<br>3 Ha (29½', 59¾', 59¾'×19½')<br>10W Der 4(10) 6(5) | Oil 2SA 6Cy. 480×<br>2200bhp<br>Niigata Eng. Co. Ltd.<br>1×50kW 225V d.c. |
| 640093<br>JM2132<br>92215<br>Esd Pfd<br>Rdr RT | **KAIHO MARU**<br><br>**Government of Japan**<br>**(Ministry of**<br>**Transportation)**<br>Shimonoseki Japanese | 3212<br>1648<br>— | | 1964 Ishikawajima-Harima Hvy Ind.—<br>Tok<br>298' 9" 54' 2" 18' 5"<br>278' 10" 52' 6" 23' 0"<br>2 dks | TD-E Dredger Mchy.aft | 2 Oil 4SA each<br>connected to elec.<br>Fuji Seisakusho |
| 661726<br>JABO<br>97608<br>Df Rdr<br>RT | **KAIHO MARU**<br><br>**Okochi Kaiun Y.K.**<br>Namikata Japanese | 3000<br>1944<br>5138 | NK | 1966 Imabari Zosen—Imabari<br>312' 9" 50' 11" 22' 0½"<br>288' 9" 50' 10" 26' 3"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.241800 B.229758<br>2 Ha (72½', 83'×27½')<br>12W Der 2(20) 2(15) | Oil 4SA 6Cy.<br>2800bhp<br>Hanshin Nainenki<br>2×64kW a.c. |
| 517861<br>KSAE<br>OF7061<br>Df Esd<br>Rdr RT | **KAIHO MARU**<br><br>**Okinawa Fishery High**<br>**School**<br>Naha Japanese | 208<br>103<br>— | NK | 1959 Kanazashi Zosensho—Shimizu<br>*104·9'* 21' 9"<br>102' 4" 21' 7" 10' 7"<br>1 dk<br>RW | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy.<br>550bhp<br>Akasaka Tekk |
| 501703<br>JMCB<br>86037<br>Esd Gc<br>Rdr RT | **KAIHO MARU No. 1**<br>exAnei Maru No. 11-63<br>**Nonaka Tanker K.K.**<br>Owase Japanese | 674<br>344<br>— | | 1961 Ichikawa Zosen—Ise<br>188' 7" 29' 5" 13' 3"<br>172' 3" 29' 3" 14' 8"<br>1 dk<br>RW | M Tanker Mchy.aft<br><br>L.45344 | Oil 4SA 6Cy.<br>750bhp<br>Hanshin Nainen |

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| **KAIHO MARU No. 2**<br>Y. Asami<br>Hakata Japanese | 392<br>229<br>— | **1959** Y. Asami—Imabari<br>*149·4′* 24′ 10″<br>24′ 8″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 280×420 mm<br>500bhp<br>Makita Tekkosho | <br><br>Shimizu |
| **KAIHO MARU No. 2**<br>Kaitoku Maru–60<br>Omaezaki Enyo Gyogyo<br>Kyodo-Kumiai<br>Omaezaki Japanese | 310<br>174<br>— | **1960** Miho Zosensho—Shimizu<br>148′ 8″ 25′ 2″<br>25′ 0″<br>1 dk<br>rf 8″ | M Fishing Mchy.aft<br>2 Ho 42½′, 32′<br>3 Ha (each 5¼′×5¼′) | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd.<br>2×64kW 230V 60c/s a.c. | <br>(d.o)<br>Niigata |
| New **EASTERN FISHERIES** No. 1 See New Entries No. 9 | | | | | |
| **KAIHO MARU No. 3**<br>Omaezaki Enyo Gyogyo<br>Kyodo-Kumiai<br>Omaezaki Japanese | 339<br>183<br>— | **1961** Miho Zosensho—Shimizu<br>159′ 6″ 25′ 3″<br>141′ 1″ 25′ 1″ 12′ 6″<br>P65′ F17′ 1 dk<br>rf 10″ | M Fishing Mchy.aft<br>3 Ho 14¼′, 17¾′, 56½′<br>4 Ha (3½′×2½′) (4′, 4′, 4′×3½′)<br>1W Der 4(1) | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Akasaka Tekkosho<br>2×80kW 230V 60c/s a.c. | <br>167t (d.o)<br>Yaizu<br>12½k |
| **KAIHO MARU No. 5**<br>Omaezaki Enyo Gyogyo<br>Kyodo-Kumiai<br>Omaezaki Japanese | 408<br>229<br>— | **1961** Miho Zosensho—Shimizu<br>170′ 6″ 27′ 4″<br>150′ 11″ 27′ 3″ 13′ 2″<br>P68′ F17′ 1 dk<br>rf 8″ | M Fishing Mchy.aft<br>3 Ho 12¾′, 18′, 52¼′<br>4 Ha (4¼′×3½′) (5½′, 5½′, 5½′×5½′)<br>1W Der 4(1) | Oil 4SA 6Cy. 370×520 mm<br>950bhp<br>Akasaka Tekkosho<br>2×96kW 230V 60c/s a.c. | <br>214t (d.o)<br>Yaizu<br>13k |
| **KAIHO MARU No. 7**<br>Shoho Maru No. 3–60<br>Omaezaki Enyo Gyogyo<br>Kyodo-Kumiai<br>Omaezaki Japanese | 244<br>144<br>— | **1954** Miho Zosensho—Shimizu<br>*112·2′* 22′ 2″<br>108′ 11″ 22′ 0″ 11′ 2″<br>F20′ 1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 355×470 mm<br>Akasaka Tekkosho | <br>Yaizu |
| **AIHO MARU No. 7**<br>maezaki Enyo Gyogyo<br>Kyodo-Kumiai<br>maezaki Japanese | 192<br>65<br>— | **1964** Miho Zosensho—Shimizu<br>136′ 2″ 21′ 8″<br>111′ 10″ 21′ 7″ 10′ 6″<br>1 dk<br>rf 10″ | M Fishing Mchy.aft<br>4 Ho 11¼′, 10¾′, 10¾′, 14¼′<br>4 Ha (each 4′×4′) | Oil 4SA 6Cy. 280×380 mm<br>700bhp<br>Niigata Eng. Co. Ltd.<br>1×48kW 225V 60c/s a.c. | <br>(d.o)<br>Niigata |
| **AIHO MARU No. 8**<br>maezaki Enyo Gyogyo<br>Kyodo-Kumiai<br>maezaki Japanese | 259<br>131<br>— | **1965** Miho Zosensho—Shimizu<br>146′ 6″ 24′ 8″<br>128′ 2″ 24′ 7″ 11′ 7″<br>1 dk<br>rf 12″ | M Fishing Mchy.aft<br>2 Ho 19′, 62½′<br>3 Ha (4¼′×3¼′) (5′, 5′×4¼′)<br>Der 4(1) | Oil 4SA 6Cy. 280×440 mm<br>700bhp<br>Niigata Eng. Co. Ltd.<br>2×80, 64kW 225V 60c/s a.c.<br>Controllable pitch propeller | <br>(d.o)<br>Niigata |
| **IHO MARU No. 10**<br>aezaki Enyo Gyogyo<br>Kyodo-Kumiai<br>maezaki Japanese | 256<br>129<br>— | **1964** Miho Zosensho—Shimizu<br>144′ 9″ 24′ 8″<br>128′ 3″ 24′ 7″ 11′ 0″<br>1 dk<br>rf 12″ | M Fishing Mchy.aft<br>2 Ho 19′, 60¾′<br>3 Ha (4¼′×3¼′) (5′, 5′×4¼′)<br>Der 2(½) | Oil 4SA 6Cy. 300×420 mm<br>700bhp<br>Akasaka Tekkosho<br>2×80, 64kW 225V 60c/s a.c.<br>Controllable pitch propeller | <br>(d.o)<br>Yaizu |
| **IHO MARU No. 11**<br>maezaki Enyo Gyogyo<br>Kyodo-Kumiai<br>maezaki Japanese | 193<br>96<br>— | **1966** Miho Zosensho—Shimizu<br>126′ 9″ 22′ 9″<br>109′ 6″ 22′ 8″ 10′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>550bhp<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| **IHO MARU No. 12**<br>inko Maru–60<br>maezaki Enyo Gyogyo<br>Kyodo-Kumiai<br>maezaki Japanese | 305<br>149<br>— | **1957** Miho Zosensho—Shimizu<br>149′ 4″ 23′ 7″<br>123′ 0″ 23′ 6″ 12′ 0″<br>1 dk<br>rf 8″ | M Fishing<br>5 Ho 10¾′, 10¾′, 10¾′, 10¾′, 14¼′<br>5 Ha (each 4′×4′) | Oil 4SA 6Cy 370×520 mm<br>750bhp<br>Niigata Eng. Co. Ltd.<br>2×64, 36kW 230V 60c/s a.c. | <br>(d.o)<br>Niigata<br>10½k |
| **IHO MARU No. 15**<br>maezaki Enyo Gyogyo<br>Kyodo-Kumiai<br>maezaki Japanese | 240<br>124<br>— | **1962** Miho Zosensho—Miho<br>135′ 2″ 24′ 0″<br>121′ 4″ 23′ 11″ 11′ 0″<br>1 dk<br>rf 12″ | M Fishing Mchy.aft<br>2 Ho 22½′, 48¾′<br>3 Ha (each 5′×4¼′)<br>Der 1(½) | Oil 4SA 6Cy. 300×420 mm<br>650bhp<br>Akasaka Tekkosho<br>2×64kW 230V 60c/s a.c. | <br>(d.o)<br>Yaizu<br>10½k |
| **HO MARU No. 18**<br>maezaki Enyo Gyogyo<br>odo-Kumiai<br>ezaki Japanese | 192<br>—<br>— | **1964** Miho Zosensho—Shimizu<br>136′ 2″ 21′ 9″<br>111′ 10″ 21′ 4″ 10′ 6″<br>1 dk<br>rf 10″ | M Fishing Mchy.aft<br>5 Ho 8¾′, 8¾′, 8¾′, 10½′, 10½′<br>5 Ha (each 4′×4′) | Oil 4SA 6Cy. 300×420 mm<br>700bhp<br>Akasaka Tekkosho<br>1×48kW 225V 60c/s a.c. | <br>(d.o)<br>Yaizu |
| **JIN MARU No. 3**<br>Hiraoka<br>Japanese | 402<br>207<br>— | **1960** Kishigami Zosen—Hma<br>150′ 6″ 24′ 9″ 11′ 4″<br>135′ 7″ 24′ 7″ 12′ 5″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (57¾′×18′) | Oil 4SA 6Cy. 300×420 mm<br>420bhp<br>Kinoshita Tekkosho | <br><br>Akashi<br>10½k |
| **IN MARU No. 5**<br>Hiraoka<br>Japanese | 495<br>291<br>— | **1962** Kishigami Zosen—Hma<br>173′ 10″ 28′ 0″ 12′ 8″<br>157′ 5″ 27′ 2″ 14′ 1″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Kinoshita Tekkosho | <br><br>Akashi<br>11½k |

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| 517875<br>JAFY<br>78559<br>Rdr | **KAIJIN MARU No. 8**<br><br>**K. Kuribayashi**<br>Omaezaki Japanese | 368<br>211<br>— | | 1957 Kanazashi Zosensho—Shimizu<br>154' 2" 24' 8" 10' 8"<br>137' 9" 24' 7" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Akasaka Tekkosho |
| 541608<br>8KMH<br>92323<br>Rdr RT | **KAIJO MARU No. 8**<br><br>**Marui Kaiun Shokai G.K.**<br>Kuchinotsu Japanese | 482<br>276<br>— | | 1963 Taihei Kogyo—Hma<br>174' 10" 27' 8" 12' 5"<br>159' 1" 27' 6½" 13' 7"<br>1 dk | M Mchy.aft<br>1 Ha (76½'×16½') | Oil 4SA 6Cy. 320×420 mm<br>750bhp<br>Kinoshita Tekkosho |
| 517876<br>JRZJ<br>65763<br>Rdr RT | **KAIJU MARU**<br><br>**Narasaki Sangyo K.K.**<br>Muroran Japanese | 826<br>457<br>1228 | NK | 1958 Narazaki Zosen—Muroran<br>219' 2" 30' 7" 13' 9"<br>201' 9" 30' 6" 15' 5"<br>1 dk<br>RW len 63<br>rf nil | M Mchy.aft<br>2 Ho 66', 71½'<br>G.58905 B.54385<br>2 Ha (47', 45½'×14½')<br>4W Der 4(5) | Oil 4SA 6Cy. 370×520 mm<br>950bhp<br>Hanshin Nainenki Kogyo<br>2×50kW 220V d.c. |
| 670455<br>JM2394<br>100225<br>Rdr RT | **KAIJYO MARU No. 11**<br><br>**Marui Kaiun Shokai G.K.**<br>Kuchinotsu Japanese | 492<br>291<br>953 | | 1966 Taihei Kogyo—Hma<br>183' 9" 28' 11" 12' 7½"<br>169' 0" 27'10½" 13' 11"<br>1 dk | M Mchy.aft<br>1 Ho<br><br>1 Ha (97½'×18') | Oil 4SA 6Cy. 350×500 mm<br>1000bhp<br>Hanshin Nainenki Kogyo |
| 517877<br>JGOS<br>63238 | **KAIKATA MARU**<br><br>**Gonemon Osawa**<br>Omaezaki Japanese | 159<br>58<br>— | | 1949 Kanazashi Zosensho—Shimizu<br>*104·6'* 20' 1"<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 290×440 mm<br><br>Ikegai Tekkosho |
| 517878<br>JAGO<br>78568<br>Df | **KAIKATA MARU No. 8**<br><br>**Gonemon Osawa**<br>Omaezaki Japanese | 422<br>276<br>— | | 1957 Miho Zosensho—Miho<br>161' 6" 25' 7"<br>143' 6" 25' 6" 12' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 539936<br>JQFQ<br>84078<br>Df | **KAIKATA MARU No. 11**<br>exZuiho Maru No. 11–64<br>**H. Sato**<br>Kesennuma Japanese | 180<br>79<br>— | | 1959 Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>120' 5" 21' 7"<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×380 mm<br>450bhp<br>Akasaka Tekkosho |
| 517879<br>7LHG<br>89038<br>Df Esd<br>Gc Rdr | **KAIKATA MARU No. 28**<br><br>**Gonemon Osawa**<br>Omaezaki Japanese | 238<br>125<br>— | | 1962 Miho Shipyard Co. Ltd.—Shimizu<br>139' 3" 23' 8"<br>121' 4" 23' 7½" 11' 2"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×44<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 517880<br>8KFG<br>90518<br>Df Esd<br>Gc Rdr | **KAIKATA MARU No. 38**<br><br>**Gonemon Osawa**<br>Omaezaki Japanese | 240<br>125<br>— | | 1962 Miho Zosensho—Shimizu<br>139' 3" 23' 9"<br>121' 4" 23' 7½" 11' 2"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×44<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 517881<br>JLFY<br>83481<br>Df Esd<br>Gc Rdr | **KAIKATA MARU No. 80**<br><br>**K. Kobayashi**<br>Yaizu Japanese | 498<br>306<br>— | | 1959 Miho Zosensho—Shimizu<br>164' 10" 29' 9"<br>160' 6" 29' 7" 14' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×52<br><br>Niigata Eng. Co. Ltd. |
| 652212<br>JG2245<br>98319<br>Gc Rdr<br>RT | **KAIKEN MARU No. 1**<br><br>**Kenzai Kaiun K.K.**<br>Tokyo Japanese | 435<br>202<br>750 | | 1965 Ishikawajima Ship and Chemical<br>Co.—Tok<br>162' 3" 26' 4" 12' 2"<br>147' 8" 26' 3" 13' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×4<br><br>Kanegafuchi Nainenki |
| 652213<br>JG2250<br>98334<br>Gc Rdr<br>RT | **KAIKEN MARU No. 2**<br><br>**Kenzai Kaiun K.K.**<br>Tokyo Japanese | 435<br>204<br>750 | | 1965 Ishikawajima Ship and Chemical<br>Co.—Tok<br>162' 3" 26' 4" 12' 2"<br>147' 8" 26' 3" 13' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×4<br><br>Kanegafuchi Nainenki |
| 524666<br>JBHX<br>83935 | **KAIKI MARU No. 8**<br>exNaniwa Maru No. 8–64<br>**Kyoei Kaiun K.K.**<br>Kurahashi Japanese | 368<br>197<br>— | | 1960 Takehara Zosen—Hma<br>155' 10" 23' 1" 10' 10"<br>141' 0" 22' 11" 11' 10"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 300×4<br>420bhp<br>Kinoshita Tekkosho |
| 680791<br>JJCL<br>101898<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAIKO MARU**<br><br>**Sanko Kisen K.K.**<br>Amagasaki Japanese | 55700<br>37300<br>94400 | | 1968 Mitsubishi Hvy Ind. Ltd.—Nag<br>820' 3" 126' 6" 47' 4½"<br>777' 9" 126' 4" 67' 7"<br>1 dk | M Ore/Oil Carrier Mchy.aft | Oil 2SA 9Cy.<br>21600bhp<br>Mitsubishi Hvy Ind. |
| 517884<br>JPUT<br>39686 | **KAIKO MARU**<br>exMiyatoyo Maru–61<br>exAsahi Maru–53<br>exFukuyei Maru No. 3–37<br>**Y. Takata**<br>Numakuma Japanese | 364<br>203<br>— | **STRANDED & SANK 9/66** | 1934 Urabe Zosensho—Osa<br>*144·3'* 23' 0"<br>22' 10<br>1 dk<br>R len 61 | M<br><br><br>1 Ha (74½'×15') | Oil 2SA 4Cy.<br><br>Hatsudoki Seizo |

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| **KAIKO MARU**<br>Ryukyu Gyogyo K.K.<br>Naha<br>Japanese | 327<br>159<br>— | NK | **1966** Niigata Eng. Co. Ltd.—Niigata<br>151′ 3″ 25′ 0″ 9′ 10″<br>134′ 10″ 24′ 11″ 11′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. | <br>163t<br>Niigata<br>10½k |
| **KAIKO MARU**<br>Government of Japan (Ministry of Transportation)<br>Yokohama<br>Japanese | 218<br>62<br>— | **BROKEN UP** | **1938** Uraga Dock—Yokosuka<br>98′ 5″ 24′ 11″ 8′ 4″<br>… … …<br>1 dk<br>RW | TM Mchy.aft | 2 Oil 4SA each 6Cy. 330×500 mm<br>900bhp Emade35fitted38<br>Hanshin Tekkosho | <br><br>Kob |
| **KAIKO MARU**<br>Nippon Kaiji Kogyo K.K.<br>Tokyo<br>Japanese | 198<br>—<br>— | | **1965** Shin-Yamamoto Zosen—Kochi<br>29′ 0″ 9′ 6″<br>86′ 11″ 28′ 10″ 12′ 5″<br>1 dk<br>RW | M Tug | 2 Oil 4SA each 6Cy. 370×540 mm geared to sc. shaft<br>2700bhp<br>Fuji Seisakusho | <br><br>Tateyama |
| **KAIKO MARU No. 1**<br>Chuo Gyogyo Kosha K.K.<br>Tokyo<br>Japanese | 992<br>505<br>— | NK | **1966** Miho Zosensho—Shimizu<br>224′ 9″ 36′ 10″<br>203′ 5″ 36′ 9″ 23′ 11″<br>2 dks | M Stern Trawler Mchy.aft<br>1 Ho 100′<br>G.38562 B.35066<br>2 Ha (stl) (9¼′×11¼′) (4½′×10½′)<br>Cr 2(1½) Der 2(3) | Oil 4SA 6Cy. 470×670 mm<br>2200bhp<br>Akasaka Tekkosho<br>2×320kW 445V a.c.<br>Controllable pitch propeller | <br>391t (hvf)<br>Yaizu<br><br>11½k |
| **AIKO MARU No. 2**<br>maezaki Enyo Gyogyo Kyodo-Kumiai<br>maezaki<br>Japanese | 396<br>192<br>— | | **1964** Miho Zosensho—Shimizu<br>148′ 10″ 26′ 4″ 11′ 10″<br>135′ 2″ 26′ 3″ 12′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Akasaka Tekkosho | <br>Yaizu |
| **AIKO MARU No. 2**<br>kuto Gyogyo K.K.<br>kodate<br>Japanese | 314<br>125<br>— | | **1966** Hayashikane Zosen—Smk<br>145′ 4″ 26′ 4″ 11′ 5″<br>130′ 6″ 26′ 3″ 12′ 9″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>1200bhp MAN<br>Mitsubishi Hvy Ind Ltd. | <br><br>Yka |
| **AIKO MARU No. 2**<br>Koike<br>suyama<br>Japanese | 162<br>67<br>— | | **1960** Kyokuyo Zosen Tekko—Smk<br>102′ 0″ 19′ 10″ 8′ 6″<br>95′ 2″ 19′ 8″ 9′ 2″<br>1 dk | M Tanker Mchy.aft<br>3 Ta | Oil 4SA 4Cy. 270×400 mm<br>210bhp<br>Kinofuji Tekkosho | <br><br>Matsuyama |
| **KO MARU No. 3**<br>ata Kisen K.K.<br>makuma<br>Japanese | 687<br>467<br>— | | **1964** Tsuneishi Zosen—Numakuma<br>190′ 2″ 30′ 3″ 13′ 9″<br>172′ 2″ 30′ 2″ 15′ 3″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>800bhp<br>Kinoshita Tekkosho | <br><br>Akashi |
| **AIKO MARU No. 3**<br>kuto Gyogyo K.K.<br>kodate<br>Japanese | 349<br>164<br>442 | | **1967** Hayashikane Zosen—Yokosuka<br>162′ 0″ 28′ 11″ 11′ 8″<br>144′ 8″ 28′ 10″ 12′ 9″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>1500bhp MAN<br>Mitsubishi Hvy Ind. Ltd. | <br><br>Yka |
| **AIKO MARU No. 3**<br>Kikumoto<br>kaminato<br>Japanese | 192<br>81<br>— | | **1965** Niigata Eng. Co. Ltd.—Niigata<br>137′ 2″ 21′ 9″ 9′ 6″<br>21′ 8″ 10′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| **AIKO MARU No. 5**<br>maezaki Enyo Gyogyo Kyodo-Kumiai<br>maezaki<br>Japanese | 499<br>271<br>— | | **1965** Miho Zosensho—Shimizu<br>176′ 2″ 27′ 11″<br>159′ 2″ 27′ 10″ 14′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 300×400 mm<br>800bhp<br>Akasaka Tekkosho | <br><br>Yaizu |
| **AIKO MARU No. 8**<br>Kikumoto<br>kaminato<br>Japanese | 240<br>129<br>— | | **1962** Niigata Eng. Co. Ltd.—Niigata<br>137′ 5″ 24′ 5″<br>123′ 0″ 24′ 3″ 10′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | <br><br>Niigata<br>10½k |
| Now **EIYO MARU No. 32** See New Entries No. 3 | | | | | | |
| **AIKO MARU No. 12**<br>Gyogyo K.K.<br>Japanese | 299<br>150<br>— | | **1951** Miho Zosensho—Shimizu<br>*126·9′* 23′ 7″<br>23′ 5″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>600bhp<br>Niigata Tekkosho | <br><br>Niigata |
| **MARU No. 13**<br>Gyogyo K.K.<br>Japanese | 352<br>233<br>— | | **1952** Miho Zosensho—Shimizu<br>*139·7′* 24′ 4″<br>24′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Niigata Tekkosho | <br><br>Niigata<br>10k |

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| 517890<br>JFID<br>71691<br>Df | **KAIKO MARU No. 15**<br>**Yagishita Gyogyo K.K.**<br>Miura Japanese | 882<br>594<br>— | | **1954** Niigata Tekkosho—Niigata<br>*183-3'* 30' 8"<br>180' 9" 30' 6" 15' 6"<br>P90' F23' 1 dk | M Fishing Mchy.aft | Oil 2SA 8Cy. 360×500 mm<br>1200bhp<br>Niigata Tekkosho |
| 517892<br>JRJQ<br>83154<br>Df | **KAIKO MARU No. 25**<br>**Kaiko Gyogyo K.K.**<br>Miura Japanese | 460<br>259<br>— | | **1959** Tokushima Zosen Sangyo—Tokushima<br>169' 4" 26' 11"<br>152' 3" 26' 9" 13' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. |
| 517894<br>JCEI<br>81564 | **KAIKO MARU No. 31**<br>**Kyowa Suisan K.K.**<br>Sakaiminato Japanese<br>Now EIKO MARU See New Entries No. 3 | 278<br>122<br>— | | **1960** Shikoku Dock Ind. Co.—Takamatsu<br>134' 10" 22' 1" 10' 0"<br>121' 4" 21' 11" 10' 11"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×390 mm<br>270bhp<br>Makita Tekkosho |
| 517895<br>JDHI<br>81573<br>RT | **KAIKO MARU No. 32**<br>**Kyowa Suisan K.K.**<br>Sakaiminato Japanese | 359<br>170<br>— | | **1961** Shikoku Dock Ind. Co.—Takamatsu<br>*141-4'* 23' 5" 10' 10"<br>139' 6" 23' 3" 11' 8"<br>1 dk<br>RW | M Tanker Mchy.aft<br>L.12148 | Oil 4SA 6Cy. 280×420 mm<br>500bhp<br>Makita Tekkosho |
| 670456<br>Rdr RT | **KAIKOU MARU**<br>**Narasaki Sangyo K.K.**<br>Muroran Japanese | 300<br>157<br>471 | | **1966** Geibi Zosen Kogyo—Kur<br>157' 6" 23' 1" 10' 6"<br>131' 3" 23' 0" 11' 6"<br>1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.19529<br>Der 1(1) | Oil 4SA 6Cy. 270×400 mm<br>500bhp<br>Kanegafuchi Nainenki<br>1×5kW 110V d.c. |
| 517898<br>ZMAB<br>142928<br>Df Esd<br>RTm | **KAIMAI**<br>**Union S.S. Co. of New Zealand Ltd.**<br>Dunedin New Zealand | 2007<br>909<br>2114 | ✠100A1 SS 1/65<br>✠LMC<br>MN300 EL q 1 1/16"SQ | **1956-9** Henry Robb Ltd.—Lth<br>267' 7" 42' 0" 15' 11"<br>249' 11" 41' 6" 17' 9"<br>P&B118' F29' 1 dk<br>RW 5BH<br>rf 5" WB540t incl. DTm110t | M<br>3 Ho 44', 80', 42'<br>G.109550 B.105440<br>3 Ha (stl) (24', 48', 24'×24')<br>8W Der 2(10) 6(5) | Oil 2SA 5Cy. 480×700<br>1500bhp Sulzer<br>G. Clark & N.E. Mar.<br>3×114kW 220V d.c. |
| 517900<br>ZMEC<br>142926<br>Df Esd<br>RTm/v | **KAIMIRO**<br>**Union S.S. Co. of New Zealand Ltd.**<br>Dunedin New Zealand | 3722<br>1903<br>5153 | ✠100A1 CS 7/68 ~~SS 7/64~~<br>✠LMC<br>MN482 EL v 1½"SQ | **1956-4** A. Stephen & Sons Ltd.—Gls<br>345' 4" 50' 4" 22' 4"<br>325' 0" 50' 0" 25' 11"<br>P&Ba170' F40' 1 dk<br>NS in lower part of holds 5BH<br>rf 3" WB675t | M<br>3 Ho 73¾', 71½', 82½'<br>B.246300<br>3 Ha (stl) (42½', 43½', 44½'×20')<br>12W Der 12(5) | Oil 2SA 6Cy. 600×1040<br>3000bhp Sulzer<br>A. Stephen & Sons Ltd<br>3×135kW 220V d.c. |
| 517901<br>JKML<br>90547<br>Df Gc<br>Pfd Rdr<br>RTh/v | **KAIMON MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 2518<br>1366<br>2294 | NK | **1962** Mitsui Zosen—Tmn<br>278' 9" 44' 5" 17' 5½"<br>252' 8" 44' 3¼" 28' 7"<br>2 dks<br>rf 3½" | M Stern Trawler<br>3 Ho 27', 60', 51½'<br>3 Ha (each 7¾'×7¾')<br>Cr 6(1½) Der 2(3) 2(1½) | Oil 2SA 6Cy. 420×700<br>2750bhp B&W<br>Mitsui Zosen<br>2×250kW 445V 60c/s a.c. |
| 517902<br>8JFE<br>89991 | **KAIMON MARU No. 1**<br>**Kagoshima Shosen K.K.**<br>Kagoshima Japanese | 131<br>65<br>— | | **1962** Kyushu Zosen—Wakamatsu<br>105' 0" 18' 2" 7' 8"<br>93' 6" 18' 0½" 8' 6"<br>1 dk | M Mchy.aft<br>G.7875 B.7310 | Oil 4SA 4Cy. 235×360<br>170bhp<br>Kanegafuchi Nainenki |
| 513264<br>6ZPZ<br>2490<br>Df Esd<br>Gc Rdr | **KAINIS**<br>exIonic Star-67 exGlynafon-66<br>**Kainis Cia. Mtma. S.A.**<br>Monrovia Liberian | 6979<br>4190<br>9600 | BS✳ ~~SS 4/66~~ ~~SS 5/61~~<br>SS 2/69<br>MBS✳<br>MN480 C36 S32 | 1953-3 Lithgows Ltd.—P.Gl<br>447' 5" 56' 2" 26' 4½"<br>425' 9" 56' 0" 36' 10"<br>F39' 2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>WB1935t incl. DTf1123t | M CSD<br>G.549676 B.503541<br>10W | Oil 4SA 7Cy. 615×1300<br>2400bhp B&W<br>J. G. Kincaid & Co. Ltd<br>2AuxB 120lb |
| 672735<br>321527 | **KAINJI**<br>**Nigerian Ports Authority**<br>Lagos Nigerian | 711<br>711<br>7 | ✠A1<br>Lagos harbour service<br>EL 1½"U1 | **1967-6** Orenstein Koppel & Lubecker Masch.—Lbk<br>145' 4" 59' 11" 5' 9"<br>144' 4" 58'10½" 10' 2"<br>1 dk<br>6BH<br>rf nil WB145t | Floating Crane | |
| 517903<br>JFPC<br>36216<br>RT | **KAIO MARU**<br>exKaiwo Maru-38<br>**Government of Japan (Ministry of Transportation)**<br>Tokyo Japanese | 2284<br>785<br>— | | **1930** Kawasaki Dkyd Co. Ltd.—Kob<br>318' 2" 42' 6"<br>42' 4"<br>P157' F35' 2 dks<br>R | TM Training Ship<br>G. 42677 B.39253<br>2W | 2 Oil 4SA each 6Cy.<br>1200bhp<br>Ikegai Iron Works |
| 661255<br>JLXJ<br>98130<br>Df Esd<br>Gc Pfd<br>Rdr | **KAIO MARU No. 8**<br>**Kaio Maru Gyogyo K.K.**<br>Nansei Japanese | 193<br>79<br>— | | **1966** Kanazashi Zosensho—Shimizu<br>136' 3" 21' 9" 9' 2"<br>113' 3" 21' 8" 10' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy.<br>820bhp<br>Akasaka Tekkosho |

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| **KAIO MARU No. 18**<br>**Y. Nakamura**<br>ansei<br>Japanese | 1000<br>557<br>1259 | | **1967** Kanazashi Zosensho—Shimizu<br>223′ 1″ 36′ 9″ 15′ 0″<br>200′ 8″ 36′ 8″ 16′ 8″<br>1 dk | M Fishing Mchy.aft<br>4 Ho 20¾′, 20¾′, 24¾′, 98¾′<br>4 Ha (4¼′, 4¼′×3½′) (6½′, 6½′×6½′)<br>Der 1(25) | Oil 4SA 6Cy. 440×650 mm<br>1800bhp 488t<br>Akasaka Tekkosho Yaizu<br>2×250. 250kW 445V a.c.<br>1×5kW 100V a.c. 12k |
| **KAIO MARU No. 18**<br>**Y. Nakamura**<br>ansei<br>Japanese | 697<br>426<br>— | | **1957** Kanazashi Zosensho—Shimizu<br>193′ 3″ 29′ 7″ 12′ 10″<br>172′ 10″ 29′ 6″ 15′ 1″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>1200bhp<br>Akasaka Tekkosho Yaizu<br>12k |
| Now **TONAN MARU No. 8** See New Entries No. 3 | | | | | |
| **KAIO MARU No. 21**<br>**Y. Nakamura**<br>ansei<br>Japanese | 339<br>190<br>237 | | **1960** Uchida Zosen—Ise<br>155′ 4″ 25′ 4″ 10′ 6″<br>138′ 11″ 25′ 3″ 12′ 4″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Akasaka Tekkosho Shimizu |
| **KAIO MARU No. 23**<br>**Y. Nakamura**<br>inamise<br>Japanese | 347<br>209<br>— | | **1960** Kanazashi Zosensho—Shimizu<br>160′ 6″ 25′ 8″<br>141′ 6″ 25′ 6″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Akasaka Tekkosho Yaizu<br>10½k |
| **AIO MARU No. 25**<br>**Y. Nakamura**<br>ansei<br>Japanese | 340<br>206<br>— | | **1961** Nishii Dock Co. Ltd.—Mie<br>*142·7′* 25′ 8″ 10′ 6″<br>141′ 0″ 25′ 7″ 12′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Akasaka Tekkosho Yaizu<br>11½k |
| **AIO MARU No. 28**<br>**aio Maru Gyogyo K.K.**<br>zara<br>Japanese | 396<br>221<br>— | | **1963** Kanazashi Zosensho—Shimizu<br>171′ 6″ 27′ 1″<br>152′ 7″ 26′ 11″ 12′ 10″<br>1 dk<br>RW<br>rf 12″ | M Fishing Mchy.aft<br>5 Ha (4′, 4′×3¼′) (5½′, 5½′×5¼′)<br>(3½′×3′)<br>Der 2(1) | Oil 4SA 6Cy. 370×520 mm<br>1050bhp (hvf)<br>Akasaka Tekkosho Yaizu |
| **AIPOLA**<br>**tyneet Paperitehtaat**<br>**O/Y**<br>**Finnlines Ltd.**<br>mo/Rauma<br>Finnish | 1989<br>1018<br>3570 | NV | **1961** Rauma-Repola O/Y—Rauma<br>321′ 1″ 46′ 7″ 19′ 0¾″<br>295′ 0″ 46′ 6″ 28′ 6″<br>1 dk & S dk | M Ref OSD Mchy.aft<br>G.219586 B.208288 In.24124<br>4 Ha (31½′, 33½′, 33½′, 31½′×19½′)<br>Cr 3(3) 1(3–5) | Oil 2SA 6Cy. 570×800 mm<br>2640bhp 230t<br>Masch. Augsburg-Nürnberg Ham<br>13k |
| **AIRA**<br>**S.S.R.**<br>ningrad<br>Russian | 2435<br>1070<br>850 | | **1966** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ ~~16′ 1″~~ 17′ 1½″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm<br>geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>4×270kW 220V d.c. 11¾k |
| **AIRIN MARU**<br>**vernment of Japan**<br>**inistry of**<br>**Transportation)**<br>igata<br>Japanese | 2142<br>—<br>1968 | | **1964** Ishikawajima-Harima Hvy Ind.—<br>Tok<br>250′ 11″ 44′ 4″ 15′ 5″<br>229′ 7″ 44′ 3″ 19′ 8″<br>1 dk | TM Suction Dredger Mchy.aft | 2 Oil 4SA each 12Cy. 250×320 mm<br>2800bhp<br>Niigata Eng. Co. Ltd. Niigata<br>11½k |
| **AIROUAN**<br>**e. de Nav. Mixte**<br>rseilles<br>French | 8589<br>3991<br>1840 | BV | Lch. **1941** Cmpl. **1950** Forg. & Ch. de la<br>Médit.—La Seyne<br>467′ 7″ 60′ 1″ 20′ 8″<br>59′ 10″<br>B191′ 3 dks<br>R | TT-E (1375P) Ref<br>3 Ho 40½′, 62¼′, 55½′<br>G.126974 B.115713<br>3 Ha (stl) (13½′×9¾′)<br>(20¾′, 20¾′×13′)<br>Der 4(3) | S Turb driving 2 gen. each 9020kW<br>3300V a.c. connected to 2 elec. motors<br>each 11835shp (Sy) 552t (o.f)<br>Const. Elec. & Méc. Alsthom Belfort<br>5×1500, 1500, 250, 250, 250kW 250V<br>50c/s a.c. 24½k |
| **AIRYO MARU**<br>Biwa Maru No. 26<br>**arfuku Gyogyo K.K.**<br>ikawa<br>Japanese | 149<br>79<br>— | | **1947** Mitsui Zosen—Tmn<br>*99·8′* 19′ 8″<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×450 mm<br>300bhp<br>Mitsui Zosen Tmn |
| **AIRYU MARU**<br>**vernment of Japan**<br>**inistry of**<br>**ransportation)**<br>kyo<br>Japanese | 2652<br>1407<br>— | | **1961** Mitsubishi Nippon Hvy Ind.—Yka<br>295′ 2″ 49′ 8″ 18′ 5⅛″<br>278′ 10″ 47′ 11″ 23′ 0″<br>1 dk<br>RW | TD-E Suction Dredger Mchy.aft | 2 Oil 4SA each 8Cy. 400×500 mm<br>connected to elec. motors<br>MAN<br>Mitsubishi Nippon Hvy Ind. Yka |
| **AIRYU MARU**<br>**Kisen K.K.**<br>Japanese | 612<br>385<br>— | | **1963** Imabari Zosen—Imabari<br>195′ 3″ 28′ 0″ 13′ 5″<br>177′ 1″ 27′ 10½″ 14′ 7″<br>1 dk<br>RW | M Mchy.aft<br>G.47852 B.44497 | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Makita Tekkosho Takamatsu<br>10½k |

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| **517913**<br>JLEY<br>80088<br>Df Rdr | **KAIRYU MARU**<br><br>**Daito Gyorui K.K.**<br>Tokyo Japanese | **496**<br>280<br>— | | **1957** Azuma Zosen—Yokosuka<br>*154·2'* 27' 4"<br>154' 4" 27' 3" 13' 9"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 360×520 mm<br>850bhp<br>Kobe Hatsudoki Seizosho |
| **517914**<br>7LZA<br>89267<br>Gc Rdr | **KAIRYU MARU**<br><br>**Nichiryu Kaisho K.K.**<br>Tokyo Japanese | **392**<br>243<br>— | | **1961** Imai Zosen—Kochi<br>150' 9" 24' 10" 10' 11"<br>136' 3" 24' 7" 12' 7"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br><br>Fuji Seisakusho |
| **641979**<br><br>OT7193<br>Rdr RT | **KAIRYU MARU**<br><br>**Ryukyu Sekiyu K.K.**<br>Naha Japanese | **330**<br>153<br>— | | **1964** Usuki Tekkosho—Saiki<br>137' 10" 23' 8" 10' 6"<br>124' 7" 23' 7½" 11' 2"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br><br>Usuki Tekkosho |
| **517915**<br>7KCZ<br>88248 | **KAIRYU MARU**<br><br>**Osaka Kihansen Unso K.K.**<br>Numakuma Japanese | **261**<br>125<br>— | | **1962** Koyo Dock—Mihara<br>129' 10" 22' 6" 9' 10"<br>114' 10" 22' 4" 10' 10"<br>1 dk | M Mchy.aft<br><br>G.15433 B.14338 | Oil 4SA 6Cy. 260×400 mm<br>450bhp<br>Hanshin Nainenki Kogyo |
| **517917**<br>7JNN<br>87726<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAIRYU MARU No. 5**<br><br>**H. Osawa**<br>Omaezaki Japanese | **309**<br>190<br>— | | **1961** Kanazashi Zosensho—Shimizu<br>155' 6" 25' 1" 10' 8"<br>136' 2" 24' 11" 12' 2"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×480 mm<br>650bhp<br>Ito Tekkosho |
| **517919**<br>JHWI<br>66154 | **KAIRYU MARU No. 11**<br>exBan-Ei Maru No. 15–60<br>exSeiju Maru No. 9–56<br>exKotohira Maru No. 25<br>**H. Osawa**<br>Omaezaki Japanese | **176**<br>92<br>— | | **1951** Kanazashi Zosensho—Shimizu<br>*103·7'* 20' 2"<br>101' 9" 20' 0" 10' 4"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×400 mm<br>380bhp<br>Ikegai Tekkosho |
| **661540**<br>JNBA<br>18152<br>Df Esd<br>Pfd Rdr | **KAIRYU MARU No. 21**<br><br>**M. Osawa**<br>Omaezaki Japanese | **192**<br>83<br>— | | **1966** Kanazashi Zosensho—Shimizu<br>136' 3" 9' 2"<br>114' 6" 21' 8" 10' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420<br>750bhp<br>Akasaka Tekkosho |
| **517920**<br>OWWF<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **KAISA DAN**<br><br>**J. Lauritzen**<br>Esbjerg Danish | **1768**<br>1011 ~~955~~<br>2325 | ✠100A1 SS 3/67<br>Ice Class 1<br>✠LMC<br><br>MN340 EL q 1½"SQ | **1962–7** Bijker's Aannemings—<br>Gorinchem<br>268' 6" 40' 4" 18' 0½"<br>237' 6" 40' 2½" 20' 8"<br>P64' F37' 2 dks<br>NS 5BH<br>rf 3" WB449t incl. DTf69t | M (1P) Mchy.aft<br>2 Ho 78½', 74½'<br>G.113300 B.106530<br>2 Ha (stl) (each 53½'×18')<br>8W Der 1(20) 4(5) | Oil 2SA 10Cy. 300×550<br>1700bhp<br>Schps. L. Smit & Zn<br>3×60kW 220V d.c. |
| **517921**<br>OFRB<br>1098<br>Df Esd<br>Gc Rdr<br>RTm/h | **KAISANIEMI**<br>exEmpire Consequence–51<br>exFriedrich Bischoff–45<br>**Etelä-Suomen Laiva O/Y**<br>Helsinki/Helsingfors Finnish | **1989**<br>985<br>2875 | NV<br><br>Classed LR until 5/59<br>**BROKEN UP** | **1940** Lübecker Masch. Ges.—Lbc<br>318' 2" 43' 4" 17' 6½"<br>291' 4" 43' 2"<br>P34' B&F259' 1 dk<br>RW | S<br>2 Ho<br>G.184251 B.168259<br>5 Ha (32', 32', 29½', 29½'×14½')<br>(12½'×13')<br>8W Der 8(3) 2(1) | C 4Cy. (2) 14½" & (2)<br>& LP turb with dr gear<br>coupling<br>Ottensener Eisenwerk<br>3×20, 15, 12kW 110V d.c. |
| **651858**<br>JNVM<br>97140<br>Df Esd<br>Gc Rdr<br>RTm | **KAISEI MARU**<br><br>**Sanko Kisen K.K.**<br>Amagasaki Japanese<br>Now **ORIENTAL SEA** See New Entries No. 7 | **6423**<br>3943<br>9798 | <br><br>NK | **1965** Osaka Zosensho—Osa<br>*393·1'* 62' 6" 25' 0"<br>387' 9" 62' 4" 31' 4"<br>1 dk | M Mchy.aft<br>4 Ho each 70½'<br>G.439387 B.422859<br>4 Ha (47½', 54½', 54½', 49½'×29½')<br>Der 4(10) | Oil 2SA 6Cy. 520×900<br>4200bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>2×215kW 445V 60c/s a.c. |
| **517922**<br>JDML<br>80258<br>Rdr | **KAISEI MARU**<br><br>**Daini Seiun Kisen K.K.**<br>Uwajima Japanese | **671**<br>309<br>700 | | **1959** Hashihama Zosen—Imabari<br>187' 7" 29' 8" 13' 9"<br>170' 7" 29' 6" 15' 1"<br>1 dk | M Tanker | Oil 4SA 6Cy. 370×520<br>950bhp<br>Hanshin Nainenki Kogyo |
| **540578**<br>JDDW<br>71681<br>Df | **KAISEI MARU No. 1**<br>exZenko Maru No. 8–62<br>**Kaigai Gyogyo K.K.**<br>Tokyo Japanese | **451**<br>255<br>— | | **1954** Kanazashi Zosensho—Shimizu<br>*148·0'* 25' 7"<br>25' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 400×570<br>750bhp<br>Akasaka Tekkosho |
| **517925**<br>JRAX<br>83122<br>Rdr RT | **KAISEI MARU No. 2**<br><br>**Tabuchi Kaiun K.K.**<br>Osaka Japanese | **749**<br>351<br>1000 | <br><br>NK | **1959** Shioyama Dkyd Co. Ltd.—Osa<br>209' 11" 29' 3" 13' 3½"<br>191' 3" 29' 2" 14' 5"<br>1 dk<br>len 60 | M Tanker Mchy.aft<br>8 Ta<br>L.45556 | Oil 4SA 6Cy. 370×520<br>800bhp<br>Niigata Eng. Co. Ltd<br>2×15kW 115V d.c. |
| **540579**<br>JPVR<br>69273<br>Df | **KAISEI MARU No. 3**<br>exShinwa Maru No. 1–62<br>**Kaigai Gyogyo K.K.**<br>Tokyo Japanese | **318**<br>202<br>— | | **1953** Miho Zosensho—Shimizu<br>*131·2'* 23' 9"<br>128' 7" 23' 7" 11' 10"<br>F49' F14' 1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520<br>650bhp<br>Hanshin Nainenki Kogyo |

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|---|---|---|---|---|---|---|
| **KAISEI MARU No. 5**<br>Y. Murakami<br>Kesennuma Japanese | 111<br>48<br>— | | | **1964** Kanazashi Zosensho—Shimizu<br>100′ 9″ 20′ 6″ 7′ 4″<br>87′ 7″ 20′ 4″ 8′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 200×250 mm<br>Daihatsu Kogyo Osa |
| **KAISEI MARU No. 7**<br>Y. Murakami<br>Kesennuma Japanese | 389<br>205<br>— | | | **1961** Miho Zosensho—Shimizu<br>165′ 1″ 26′ 10″<br>146′ 1″ 26′ 7″ 12′ 9″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>750bhp<br>Niigata Eng. Co. Ltd. Niigata<br>10k |
| **KAISEI MARU No. 13**<br>Y. Murakami<br>Kesennuma Japanese | 359<br>180<br>— | | | **1963** Miho Zosensho—Shimizu<br>162′ 9″ 26′ 5″<br>144′ 2″ 26′ 3″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>950bhp<br>Niigata Eng. Co. Ltd. Niigata<br>11k |
| **KAISEI MARU No. 30**<br>exBunsei Maru No. 15–65<br>Kaigai Gyogyo K.K.<br>Tokyo Japanese | 179<br>86<br>— | | | **1961** Kochiken Zosen—Kochi<br>*107·6′* 21′ 6″<br>21′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 300×420 mm<br>550bhp<br>Sumiyoshi Tekkosho Yoshida<br>10½k |
| **KAISHIN MARU**<br>Kaishin Unyu K.K.<br>nnoshima Japanese | 240<br>123<br>— | | | **1961** Innoshima Dock—Inn<br>124′ 2″ 21′ 1″ 9′ 6″<br>111′ 3″ 20′ 11″ 10′ 6″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>270bhp<br>Kinoshita Tekkosho Akashi<br>10k |
| **KAISHIN MARU**<br>Matsumoto Suiso K.K.<br>Kushikino Japanese | 112<br>49<br>— | | | **1964** Uchida Zosen—Ise<br>19′ 6″ 7′ 6″<br>93′ 0″ 19′ 4″ 8′ 8″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Hanshin Nainenki Kogyo Kob |
| **AISHIN MARU No. 1**<br>ki Bussan K.K.<br>ntan Japanese | 234<br>108<br>— | | | **1958** Teraoka Zosensho—Nantan<br>131′ 10″ 21′ 1″ 9′ 2″<br>20′ 11″<br>1 dk<br>len 60 | M Mchy.aft<br>1 Ha (48¼′×12½′) | Oil SA 6Cy. 260×400 mm<br>300bhp<br>Nihon Hatsudoki Kob |
| **AISHIN MARU No. 8**<br>Kaiun K.K.<br>amoto Japanese | 495<br>249<br>— | | | **1960** Ujina Zosensho—Hma<br>175′ 6″ 27′ 9″ 12′ 9″<br>159′ 7″ 27′ 7″ 13′ 11″<br>1 dk | M Mchy.aft<br>G.35173 B.32313 | Oil 4SA 6Cy. 320×450 mm<br>700bhp<br>Hanshin Nainenki Kogyo Kob<br>11k |
| **AISHIN MARU No. 13**<br>Shoryu Maru–64<br>ki Bussan K.K.<br>ndan Japanese | 435<br>249<br>629 | | | **1959** Kurushima Dock Co. Ltd.—Imabari<br>154′ 10″ 26′ 5″ 11′ 6″<br>… … …<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 290×420 mm<br>520bhp<br>Nippon Hatsudoki Kob<br>9½k |
| **AISHO MARU**<br>ppon Kairiku Unyu K.K.<br>kyo Japanese | 4225<br>2852<br>6680 | | NK | **1957** Nagoya Zosen—Nga<br>378′ 10″ 52′ 9″ 23′ 0″<br>354′ 4″ 52′ 6″ 29′ 6″<br>P103′ F33′ 1 dk<br>RW | M Mchy.aft<br>4 Ho<br>G.329349 B.310709<br>4 Ha (34′, 37′, 37′, 37′×22¼′)<br>8W Der 8(7½) | Oil 2SA 5Cy. 600×1040 mm<br>2650bhp Sulzer 500t<br>Uraga Diesel Kogyo Tamashima<br>2×250kW 220V d.c. 13k |
| **AISHU MARU No. 1**<br>Sensyu Maru No. 2–64<br>Tanamizu<br>amajima Japanese | 232<br>129<br>— | | | **1955** Nishii Dock Co. Ltd.—Nansei<br>*112·5′* 21′ 9″<br>111′ 11″ 21′ 8″ 11′ 2″<br>Q49′ F23′ 1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>550bhp<br>Akasaka Tekkosho Yaizu<br>10½k |
| **AISHU MARU No. 11**<br>Nikko Maru No. 2–55<br>D. Harazaki<br>Japanese | 226<br>125<br>— | | | **1947** Showa Zosen Tekko—Osa<br>115′ 6″ 19′ 8″<br>19′ 7″ 9′ 7″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>320bhp<br>Ikegai Tekkosho Kawasaki |
| **AISHU MARU No. 15**<br>D. Harazaki<br>Japanese | 240<br>126<br>— | | | **1961** Miho Zosensho—Shimizu<br>139′ 3″ 23′ 10″<br>121′ 4″ 23′ 7″ 11′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×470 mm<br>650bhp<br>Sumiyoshi Tekkosho Yoshida<br>10k |
| **AITANGATA**<br>ion S.S. Co. of New<br>aland Ltd.<br>llington New Zealand | 2485<br>1317<br>2959 | ✠100A1<br>✠LMC | SS 4/65<br>EL s | **1948–12** Henry Robb Ltd.—Lth<br>305′ 4″ 43′ 6″ 17′ 5¾″<br>290′ 5″ 43′ 0″ 19′ 6″<br>P&B153′ F27′ 1 dk<br>RW NS 5BH<br>rf 4½″ WB985t incl. DTm141t Tunnel tanks 62t | TM<br>3 Ho 44′, 80′, 78′<br>G.154910 B.145540<br>3 Ha (stl) (26′, 55½′, 51½′×26′)<br>10W Der 10(5) | 2 Oil 2SA each 5Cy. 340×570 mm<br>1450bhp 158t (d.o<br>British Polar Engines Ltd. Gls<br>3×114kW 220V d.c. 9¾k |

Now **PALADIN** See New Entries No. 1

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|---|---|---|---|---|---|---|
| 517943<br>ZMGC<br>196287<br>Df Esd<br>RTm/v | **KAITOA**<br>**Union S.S. Co. of New Zealand Ltd.**<br>Wellington New Zealand | 2584<br>1256<br>2967 | ✠100A1 SS 5/64<br>✠LMC<br>MN340 EL s 1 1/16"SQ | 1956-5 Henry Robb Ltd.—Lth<br>307' 11" 43' 5" 17' 5½"<br>290' 6" 43' 0" 19' 6"<br>P&B152' F28' 1 dk<br>RW 6BH<br>rf 4" WB559t incl. DTm150t | TM<br>3 Ho 44', 80', 78'<br>B.147000<br>3 Ha (stl) (25½'×26') (53', 50½'×28')<br>10W Der 10(5) | 2 Oil 2SA each 5Cy.<br>1700bhp<br>British Polar Engines Ltd.<br>3×114kW 220V d.c. |
| 517944<br>ZMTZ<br>142923<br>Df Esd<br>RTm/v | **KAITOKE**<br>**Union S.S. Co. of New Zealand Ltd.**<br>Dunedin New Zealand | 3551<br>1992<br>5188 | ✠100A1 CS 8/65<br>✠LMC<br>~~✠Lloyd's RMC~~<br>EL v 1½"SQ | 1948-9 A. Stephen & Sons Ltd.—Gls<br>345' 2" 50' 6" 22' 4"<br>325' 8" 50' 0" 26' 0"<br>P&B162' F39' 1 dk<br>RW NS in lower part of holds 5BH<br>rf 3" WB941t | M Ref<br>3 Ho 75½', 69½', 54½'<br>G.236965 B.230955 In.10000<br>3 Ha (stl) (45½'. 47½', 49½'×20')<br>12W Der 1(25) 12(5) | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp Sulzer<br>A. Stephen & Sons Ltd.<br>4×100kW 220V d.c. |
| 517945<br>ZMHR<br>199078<br>Df Esd<br>RTm/v | **KAITUNA**<br>**Union S.S. Co. of New Zealand Ltd.**<br>Auckland New Zealand | 3722<br>1903<br>5137 | ✠100A1 ~~SS 11/64~~<br>SS 1/69<br>✠LMC<br>MN482 EL v 1½"SQ | 1956-7 A. Stephen & Sons Ltd.—Gls<br>345' 4" 50' 4" 22' 4½"<br>325' 0" 50' 0" 26' 0"<br>P&Ba170' F40' 1 dk<br>NS in lower part of holds 5BH<br>rf 3" WB685t | M<br>3 Ho 73½', 71½', 82½'<br>G.260340 B.243780<br>3 Ha (stl) (42½', 43½', 45½'×20')<br>12W Der 1(25) 12(5) | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp Sulzer<br>A. Stephen & Sons Ltd.<br>3×135kW 220V d.c. |
| 651615<br>6ZIN<br>2295<br>Df Esd<br>Gc Rdr<br>RTm/h | **KAITY**<br>**Isla Pedregal Cia. Nav. S.A.**<br>Monrovia Liberian | 23524<br>15302<br>39506 | AB | 1965 Kure Zosensho—Kur<br>627' 2" 90' 10" 36' 1½"<br>590' 7" 90' 7" 52' 6"<br>P24' F39' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 60', 62½', 62½', 62½', 62½', 62½', 62½'<br>7 Ha (stl) (36', 38½', 39½', 39½', 39½' 39½', 39½'×41')<br>Der 2(2½) 2(1½) | Oil 2SA 8Cy. 760×1550 mm<br>12000bhp Sulzer<br>Ishikawajima-Harima<br>3×450V 60c/s a.c. |
| 517946<br>JQEG<br>82002<br>Df Rdr | **KAIUN MARU**<br>**Konishi Kaiun Gyogyo K.K.**<br>Ohfunato Japanese | 1683<br>913<br>2657 | NK | 1959 Nipponkai Jukogyo—Toyama<br>284' 3" 38' 3" 16' 9"<br>264' 6" 38' 1" 19' 10"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.97610 B.90794<br>2 Ha (32', 69'×18½')<br>9W Der 4(5) | Oil 4SA 6Cy. 460×690 mm<br>1800bhp<br>Ito Tekkosho<br>2×30kW 230V d.c. |
| 650250<br>JL2203<br>95490<br>Rdr RT | **KAIUN MARU**<br>**Uno Kisen K.K.**<br>Hakata Japanese | 627<br>390<br>— | | 1964 Imabari Zosen—Imabari<br>195' 3" 27' 11" 14' 2"<br>177' 1" 27' 10½" 15' 1"<br>1 dk<br>RW | M Mchy.aft<br>G.49264 B.45944<br>1 Ha (90½'×18') | Oil 4SA 6Cy. 360×520<br>1100bhp<br>Makita Tekkosho |
| 661862<br>RT | **KAIUN MARU**<br>**Kokura Kaiun K.K.**<br>Kitakyushu Japanese | 160<br>—<br>— | | 1966 Kanagawa Zosen—Kob<br>9' 2"<br>80' 4" 22' 11" 11' 10"<br>1 dk<br>RW | M Tug | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>1700bhp<br>Nippon Hatsudoki |
| 542067<br>7LIB<br>87379<br>Gc | **KAIUN MARU**<br>**I. Yamanaka**<br>Kyonan Japanese | 159<br>93<br>— | | 1961 Daiichi Zosen Tekkosho—Yka<br>*97·3'* 21' 9"<br>21' 7"<br>1 dk | M Tanker Mchy.aft<br>L.10277 | Oil 4SA 5Cy. 260×400<br>230bhp<br>Fuji Seisakusho |
| 640864<br>8KSM<br>94034<br>Df Gc<br>Rdr RT | **KAIUN MARU No. 2**<br>**T. Yoshida**<br>Iwaki Japanese | 180<br>—<br>— | | 1963 Ichikawa Zosen—Ise<br>21' 7" 9' 0"<br>108' 2" 21' 6" 10' 5"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400<br>Hanshin Nainenki |
| 650057<br>JG2096<br>93121<br>Gc | **KAIUN MARU No. 3**<br>**I. Yamanaka**<br>Chiba Japanese | 153<br>99<br>— | | 1964 Hanasaki Zosensho—Yokosuka<br>101' 9" 23' 1" 7' 10"<br>22' 11"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×400<br>Fuji Seisakusho |
| 517948<br>7JPT<br>87646<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAIWA MARU No. 5**<br>**G. Yamamoto**<br>Shima Japanese<br>Now **FUJIKIYO MARU No. 5** See New Entries No. 3 | 240<br>143<br>— | | 1961 Kanazashi Zosensho—Shimizu<br>134' 11" 23' 10"<br>117' 1" 23' 7½" 11' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420<br>650bhp<br>Akasaka Tekkosho |
| 517949<br>ZMMS<br>157654<br>RT | **KAIWAKA**<br>exKaiwhaka-38<br>**E. L. Phillips**<br>Wellington New Zealand | 169<br>152<br>98 | | 1937 W. G. Lowe & Son Ltd.—Auk<br>*88·3'* 23' 0"<br>... ...<br>1 dk | Wood M Lighter | Oil 2SA 3Cy.<br>Petters Ltd. |
| 535492<br>Df | **KAIWAN**<br>exTempo-65 exPan-56<br>exPando-46 exChant 62-46<br>**Maritime Co. Ltd.**<br>Khorramshahr Iranian | *469*<br>*168*<br>482 | BS ✠ SS 5/65<br>oil tanker Baltic, Mediterranean, Red Sea and Persian Gulf service also European coasting including Great Britain & Ireland, but not north of 60°N. MBS<br>MN66 CT396 C16 | 1944-5 Furness S.B. Co. Ltd.—Haverton Hill<br>148' 2" 29' 1" 10' 1"<br>141' 0" 27' 0" 11' 0"<br>P38' F14' Trunk 82' 1 dk<br>RW 8BH<br>WB49t | M Tanker Mchy.aft<br>8 Ta<br>L.18000 HeCls. B | Oil 2SA 5Cy.<br>330bhp NE32<br>Frederikshavns |

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| **KAIYO MARU**<br>Taiheiyo **Kinkai Sempaku**<br>K.K.<br>Tokyo<br>Japanese | **8146**<br>4990<br>13300 | | NK | **1966** Namura Zosensho—Osa<br>460′ 0″ 65′ 10″ 27′ 3″<br>426′ 6″ 65′ 8″ 36′ 1″<br>1 dk | M Mchy.aft<br>4 Ho<br>G.604201 B.584107<br>4 Ha (38′, 64¾′, 64¾′, 64¾′×29½′)<br>13W Der 4(15) | Oil 2SA 6Cy. 600×1050 mm<br>5500bhp MAN<br>Mitsubishi Hvy Ind. Ltd.<br>2×185kW 445V a.c. | <br>1236t<br>Yka<br>13½k |
| ~~New REEFER TUNA See New Entries No. 3~~ | | | | | | | |
| **KAIYO MARU**<br>exBradburn–52<br>Nichiro **Gyogyo K.K.**<br>Tokyo<br>Japanese | **5567**<br>3389<br>7873 | *Classed BC until 3/56<br>**BROKEN UP** | | **1930**–5 W. Gray & Co. Ltd.—Hpl<br>415′ 0″ 54′ 4″ 25′ 2″<br>400′ 4″ 54′ 0″ 28′ 0″<br>F41′ 1 dk & S dk<br>R | S Crab Cannery OSD<br>4 Ho<br>10W Der 4(4) 4(3) 2(2½) | Q 4Cy. 20″ 28½″ 41½″ & 61″×84″<br>3000ihp<br>Cen. Mar. Eng. Wks Ltd.<br>2×60kW 230V a.c. | <br>945t (o.f)<br>Hpl<br>8k |
| **KAIYO MARU**<br>Government **of Japan**<br>(Ministry **of Agriculture**<br>and **Forestry)**<br>Tokyo<br>Japanese | ~~2990~~ 3210<br>— 1226<br>— | | NK | **1967** Kanazashi Zosensho—Shimizu<br>301′ 4″ 49′ 4″ 18′ 1″<br>269′ 0″ 49′ 3″ 30′ 2″<br>3 dks | D-E Fishery Research Ship | 4 Oil 4SA each 12Cy. 175×205 mm<br>3800bhp driving 4 gen. each 620kW<br>425V d.c. connected to 2 elec. motors<br>& sc. shaft<br>Ikegai Tekkosho | <br><br><br><br>Tok |
| **KAIYO MARU**<br>Tada **Suisan K.K.**<br>Fukuoka<br>Japanese | **990**<br>488<br>— | | NK | **1962** Hashihama Zosen—Imabari<br>225′ 5″ 33′ 0″ 15′ 9″<br>206′ 8″ 32′ 10″ 17′ 1″<br>1 dk<br>RW | M Tanker Mchy.aft<br>4 Ta<br>L.62825 | Oil 4SA 6Cy. 380×540 mm<br>1150bhp<br>Kinoshita Tekkosho<br>1×40kW 115V d.c. | <br>101t<br>Akashi<br>10½k |
| **KAIYO MARU**<br>Iwakiri **Suisan K.K.**<br>Yawatahama<br>Japanese | **354**<br>184<br>— | | | **1960** Shikoku Dock Ind. Co.—Takamatsu<br>157′ 6″ 23′ 5″ 10′ 10″<br>139′ 6″ 23′ 3″ 11′ 7″<br>1 dk<br>RW | M Tanker Mchy.aft<br>L.22601 | Oil 4SA 6Cy. 290×410 mm<br>550bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob<br>8½k |
| **KAIYO MARU**<br>T. Miyashita<br>Kurahashi<br>Japanese | **200**<br>100<br>300 | | | **1964** Sasaki Zosen—Kinoe<br>97′ 10″ 23′ 1″ 8′ 10″<br>96′ 10″ 22′11½″ 9′ 10″<br>1 dk | M Mchy.aft | Oil 2SA 3Cy. 330×356 mm<br>Yamadaya Tekkosho | <br>Nag |
| **KAIYO MARU**<br>T. Osugi<br>Takehara<br>Japanese | **199**<br>86<br>— | | | **1962** Marugo Zosensho—Higashino<br>*98·1′* 21′ 9″<br>21′ 7″<br>1 dk | M Tanker Mchy.aft<br>L.13102 | Oil DA 6Cy. 260×400 mm<br>200bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob<br>9½k |
| Now **HOEI MARU No. 7** See New Entries No. 3 | | | | | | | |
| **AIYO MARU**<br>hoyo **Kaiun K.K.**<br>be<br>Japanese | **194**<br>53<br>— | | | **1966** Shin Yamamoto Zosen—Kochi<br>27′ 0″ 9′ 2″<br>91′ 10″ 26′ 11″ 12′ 5″<br>1 dk<br>RW | M Tug | 2 Oil 4SA each 6Cy. 320×380 mm<br>geared to sc. shaft<br>2000bhp<br>Fuji Seisakusho | <br><br><br>Tateyama |
| **AIYO MARU**<br>T. Miyashita<br>Kurahashi<br>Japanese | **192**<br>115<br>400 | | | **1967** Sasaki Zosen—Kinoe<br>120′ 8″ 24′ 3″ 9′ 6″<br>108′ 2″ 24′ 2″ 10′ 5″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>450bhp<br>Ishibashi Tekkosho | <br><br>Matsue |
| **AIYO MARU**<br>Nippon **Kaiyosha**<br>Yokohama<br>Japanese | **165**<br>—<br>— | | | **1967** Taguma Zosen—Inn<br>25′ 0″ 7′ 10″<br>93′ 6″ 24′ 11″ 11′ 5″<br>1 dk | TM Tug | 2 Oil 4SA each 8Cy. 320×380 mm<br>1500bhp<br>Fuji Seisakusho | <br><br>Tateyama |
| **KAIYO MARU**<br>exKaiyo Maru No. 31–58<br>Nippon **Suisan K.K.**<br>Tokyo<br>Japanese | **136**<br>67<br>108 | | | **1955** Hayashikane Zosen—Smk<br>*98·4′* 19′ 5″<br>96′ 9″ 19′ 4″ 9′ 2″<br>F17′ 1 dk<br>rf 9¾″ | M Fishing Mchy.aft<br>5 Ho 7′, 6½′, 6½′, 8½′, 6½′<br>3 Ha (4¼′×2′) (2½′×3′) (2½′×2¾′) | Oil 4SA 6Cy. 280×420 mm<br>400bhp<br>Niigata Tekkosho<br>2×10 & 5kW 115V d.c. | <br>(hvf)<br>Niigata<br>10k |
| **KAIYO MARU**<br>Nippon **Kaiyosha K.K.**<br>Osaka<br>Japanese | **110**<br>—<br>— | | | **1961** Osaka Zosensho—Osa<br>84′ 4″ 23′ 1″ 7′ 3″<br>73′ 1″ 22′ 11″ 9′ 10″ | TM Tug | 2 Oil 4SA each 6Cy. 275×320 mm<br>Fuji Seisakusho | <br>Tateyama |
| **KAIYO MARU No. 11**<br>S. Miyazaki<br>Nagasaki<br>Japanese | **297**<br>147<br>— | | | **1963** Kishigami Zosen—Hma<br>157′ 5″ 23′ 8″ 10′ 4″<br>137′ 10″ 23′ 7½″ 11′ 6″<br>1 dk | M Mchy.aft<br>1 Ha (50½′×15½′) | Oil 4SA 4Cy. 280×420 mm<br>Emade—fitted63<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| **KAIYO MARU No. 13**<br>S. Miyazaki<br>Nagasaki<br>Japanese | **473**<br>241<br>670 | | | **1965** Taihei Kogyo—Hma<br>156′ 9″ 26′ 5″ 13′ 5″<br>141′ 0″ 26′ 3″ 15′ 9″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>400bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob<br>10½k |
| **KAIYO MARU No. 18**<br>T. Sato<br>Japanese | **180**<br>100<br>— | | | **1962** Niigata Eng. Co. Ltd.—Niigata<br>123′ 4″ 22′ 5″ 9′ 1″<br>108′ 8″ 22′ 4″ 10′ 0″ | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>550bhp<br>Niigata Eng. Co. Ltd. | <br><br>Niigata<br>9½k |

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| 538957<br>OWWL<br><br>Df Esd<br>RTm | **KAJAMA**<br>exWiltfried–64<br>**A. K. Asmussen**<br>Egernsund Danish | 276<br>150<br>440 | <br><br>GL | **1930** Werft Nobiskrug—Rendsburg<br>*135·1'* 23' 1" 12' 0"<br>22' 11"<br>Q31' F52' 1 dk<br>R len 35 & 51 | M Mchy.aft<br>1 Ho 82'<br>G.23000 B.22000<br>1 Ha (69'×14')<br>2W Der 2(1) | Oil 4SA 3Cy. 280×450 mm<br>150bhp<br>Motfbr. Deutz A.G.<br>1×1kW 24V d.c |
| 542069<br>8JBP<br>89952<br>Gc | **KAJIMA MARU No. 6**<br><br>**Kajima Kensetsu K.K.**<br>Tokyo Japanese | 235<br>124<br>— | | **1962** Motozuka Zosen Tekkosho—<br>Niijhama<br>97·5' 26' 4"<br>26' 2"<br>1 dk | M | Oil 2DA 3Cy. 350×500 mm<br>200bhp<br>Ishibashi Tekkosho |
| 517960<br>SGCU<br>8378<br>Df | **KAJSA**<br>exMunksjö I–62<br>**J. B. Gustavsson**<br>Lidköping Swedish<br>Now **BLOMMAN** See New Entries No. 5 | 126<br>65<br>175 | <br><br>BV | **1939** Sjötorps Varv.—Sjötorp<br>81' 8" 22' 10" 10' 0"<br>... ... ... | Comp Aux Gl Mchy.aft | Oil 2SA 2Cy. 290×340 mm<br>100bhp<br>Jönköpings Motfb. |
| 517961 | **KAKALUWA**<br><br>**Government of Ceylon**<br>Colombo British | 100<br>—<br>— | 100A1<br>hopper barge<br>for restricted service<br>Class contemplated | Millen Bros. Ltd.—Psy<br>87' 3" 21' 9"<br>79' 9" 21' 0" 8' 6" | M Hopper Barge Mchy.aft | Oil 4SA 6Cy. 5¼"×6¾"<br><br>Ajax Mar. Eng. Ltd. |
| 617961<br><br><br>Df | **KAKAP**<br>exThea Goedkoop–52<br>**Republik Indonesia**<br>P.T. Pelajaran Rajkat<br>Indonesia<br>Djakarta Indonesian | 341<br>173<br>405 | <br><br>✠Classed LR until 9/58 | **1950–3** N.V. Schps. Doornbos—<br>Tjamsweer<br>Cmpl. Zaanlandsche Sch. Maats.—<br>Zaandam<br>144' 2" 23' 7" 10' 3"<br>133' 6" 23' 5" 13' 5"<br>P37' Q41' F20' 1 dk<br>RW | M Mchy.aft<br>1 Ho 84½'<br><br><br>2W | Oil 4SA 6Cy. 285×425 mm<br><br>Masch. Augsburg-Nürnberg |
| 517963<br>UVGA<br>M-21210 | **KAKHOVKA**<br><br>**U.S.S.R.**<br>Odessa Russian | 8229<br>3942<br>11770 | | **1954** ......................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 11" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br>4000bhp<br>Skoda |
| 517964<br>JLYE<br>75009<br>Df Esd<br>Pfd Rdr<br>RT | **KAKI MARU No. 1**<br><br>**Tokushima Suisan K.K.**<br>Fukuoka Japanese | 378<br>225<br>— | | **1956** Miho Zosensho—Shimizu<br>157' 1" 24' 8"<br>140' 4" 24' 7" 12' 7"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>900bhp<br>Hanshin Nainenki Kogyo |
| 517965<br>JLEL<br>73612<br>Df Rdr | **KAKI MARU No. 2**<br>exSeisho Maru No. 8–58<br>**Tokushima Suisan K.K.**<br>Fukuoka Japanese | 382<br>267<br>325 | | **1955** Kanazashi Zosensho—Shimizu<br>155' 0" 24' 8" 10' 8"<br>137' 10" 24' 7" 12' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Akasaka Tekkosho |
| 517966<br>JFJG<br>82851<br>Df | **KAKI MARU No. 3**<br><br>**Tokushima Suisan K.K.**<br>Fukuoka Japanese | 450<br>250<br>— | | **1959** Miho Zosensho—Shimizu<br>171' 9" 27' 2"<br>154' 4" 26' 11" 13' 3"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520<br>900bhp<br>Hanshin Nainenki |
| 517967<br>JRXX<br>85400<br>Df Esd<br>Gc Pfd<br>Rdr | **KAKI MARU No. 8**<br><br>**Tokushima Suisan K.K.**<br>Fukuoka Japanese | 478<br>270<br>— | | **1960** Miho Zosensho—Shimizu<br>175' 7" 29' 1"<br>28' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520<br>1000bhp<br>Niigata Eng. Co. Ltd. |
| 650772<br>8KQI<br>94957<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAKI MARU No. 11**<br><br>**Tokushima Suisan K.K.**<br>Fukuoka Japanese | 499<br>252<br>— | | **1964** Miho Zosensho—Shimizu<br>178' 10" 31' 3"<br>158' 1" 31' 2" 13' 3"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy.<br>1300bhp<br>Akasaka Tekkosho |
| 672432<br>JIKG<br>100300<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAKI MARU No. 12**<br><br>**Tokushima Suisan K.K.**<br>Fukuoka Japanese | 393<br>204<br>— | | **1967** Miho Zosensho—Shimizu<br>174' 11" 27' 0"<br>156' 0" 26' 11" 12' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy.<br>1250bhp<br>Akasaka Tekkosho |
| 517968<br>JMRN<br>81956<br>Df Esd<br>Gc Rdr<br>RT | **KAKO MARU**<br><br>**Sanko Kisen K.K.**<br>Amagasaki Japanese<br>Now **ORIENTAL FLOWER** See New Entries No. 1 | 8683<br>5081<br>13000 | <br><br>NK | **1959** Sanoyasu Dockyd Co.—Osa<br>489' 10" 61' 11" 29' 3"<br>452' 10" 61' 7" 38' 10"<br>F37' 1 dk, pt 2nd dk<br>rf 4" | M<br>5 Ho 58½', 73½', 72½', 77', 61½'<br>G.675240 B.621661<br>5 Ha (33½'×21') (47½', 47½', 47½',<br>34'×23')<br>16W Der 3(10) 5(5) | Oil 2SA 7Cy. 720×1250<br>5355bhp Sulzer<br>Uraga Diesel<br>2×230kW |
| 640865<br>JGSI<br>94677<br>Df Esd<br>Gc Rdr | **KAKOGAWA MARU**<br><br>**Shin Yei Sempaku K.K.**<br>Tokyo Japanese | 3793<br>2279<br>5775 | <br><br>NK | **1964** Onomichi Zosen—Onomichi<br>360' 8" 51' 4" 21' 10"<br>334' 7" 51' 2" 26' 7"<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.281529 B.259564<br>3 Ha (46½', 48½', 73½'×23')<br>11W Der 2(15) 6(10) | Oil 2SA 6Cy.<br>3450bhp<br>Hanshin<br>2×100kW |

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| **KAKUCHO MARU**<br>**Matsufuji Shoji G.K.**<br>Nagasaki<br>**Japanese** | **991**<br>504<br>— | <br><br>NK | **1961** Taiyo Zosen—Nag<br>225′ 11″ 33′ 8″ 15′ 2″<br>206′ 9″ 33′ 6″ 16′ 9″<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.65403 | Oil 4SA 6Cy. 380×520 mm<br>1150bhp<br>Nippon Hatsudoki<br>2×25kW 115V d.c. | <br>97t<br>Kob<br>10k |
| **KAKUDAI MARU No. 25**<br>**Kakudai Gyogyo K.K.**<br>Konoura<br>**Japanese** | **299**<br>114<br>212 | | **1966** Hayashikane Zosen—Yokosuka<br>142′ 0″ 27′ 0″ 10′ 3″<br>123′ 3″ 26′ 6″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>1200bhp<br>Mitsubishi Hvy Ind. Ltd. | <br><br>Yka |
| **KAKUEI MARU**<br>**Tsurumi Yuso K.K.**<br>Tokyo<br>**Japanese** | **1921**<br>969<br>3240 | <br><br>NK | **1965** Setoda Zosen—Setoda<br>295′ 3″ 42′ 2″ 18′ 2½″<br>270′ 10″ 42′ 0″ 21′ 4″<br>1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta<br>L.132501 | 2 Oil 4SA each 6Cy. 300×380 mm<br>geared to sc. shaft<br>1840bhp<br>Daihatsu Kogyo<br>2×80kW 445V a.c. | <br><br>179t<br>Osa<br>12k |
| **KAKUEI MARU No. 5**<br>**Toshiyoshi Yamaichi**<br>Chiran<br>**Japanese** | **289**<br>153<br>411 | | **1959** Matsuura Zosen—Hma<br>141′ 0″ 23′ 0″ 10′ 1″<br>22′ 11″ 11′ 2″<br>1 dk | M Mchy.aft<br>1 Ha (57½′×13′) | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Kinoshita Tekkosho | <br>20t<br>Akashi |
| **KAKUHISA MARU**<br>**Matsufuji Shoji G.K.**<br>agasaki<br>**Japanese** | **995**<br>450<br>1630 | <br><br>NK | **1965** Hayashikane Zosen—Nag<br>215′ 6″ 34′ 7″ 16′ 2⅞″<br>196′ 10″ 34′ 5″ 18′ 0″<br>1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.64414 | 2 Oil 4SA each 6Cy. 250×320 mm<br>geared to sc. shaft<br>1300bhp<br>Niigata Eng. Co. Ltd.<br>1×36kW 225V a.c. | <br><br>96t<br>Niigata<br>11k |
| **AKUHO MARU**<br>**o Kaiun K.K.**<br>kyo<br>**Japanese** | ~~**29409**~~ **30102**<br>~~20318~~ 21008<br>~~47005~~ 49586 | <br><br>NK | **1959** Iino S.B. & E. Co. Ltd.—Maizuru<br>726′ 8″ 100′ 1″ 37′ 3½″<br>698′ 11″ 100′ 0″ 49′ 11″<br>1 dk<br>RW | M Tanker (2P) Mchy.aft<br>36 Ta<br>L.2322880 HeCls. BC | Oil 2SA 12Cy. 760×1550 mm<br>16000bhp<br>Iino S.B. & Eng. Co. Ltd.<br>3×350kW 445V 60c/s a.c. | <br>3335t (hvf)–56pd<br>Maizuru<br>15½k |
| **AKUHO MARU No. 55**<br>**urumi Yuso K.K.**<br>yo<br>**Japanese** | **135**<br>75<br>— | | **1956** Yokohama Zosen—Yka<br>97′ 1″ 22′ 4″ 7′ 10½″<br>91′ 10″ 22′ 3″ 9′ 2″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 4Cy. 250×380 mm<br>160bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob<br>7½k |
| **KUHO MARU No. 56**<br>**rumi Yuso K.K.**<br>**Japanese** | **149**<br>85<br>250 | | **1957** Yokohama Zosen—Yka<br>96′ 5″ 23′ 4″ 7′ 11″<br>94′ 5″ 22′ 6″ 9′ 2″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>180bhp<br>Hanshin Nainenki Kogyo | <br>3t<br>Kob<br>8k |
| **UHO MARU No. 57**<br>**umi Yuso K.K.**<br>yo<br>**Japanese** | **197**<br>104<br>— | | **1960** Tsurumi Dock—Yka<br>*98·4′* 23′ 9″<br>23′ 7″ 9′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy 260×400 mm<br>250bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob<br>8½k |
| **UHO MARU No. 58**<br>**umi Yuso K.K.**<br>yo<br>**Japanese** | **149**<br>99<br>— | | **1961** Tsurumi Dock—Yka<br>*94·1′* 23′ 0″<br>22′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>250bhp<br>Kanegafuchi Nainenki | <br><br>Tok<br>9k |
| **KUKO MARU**<br>**umi Yuso K.K.**<br>yo<br>**Japanese** | **1025**<br>518<br>— | <br><br>NK | **1960** Setoda Zosen—Setoda<br>224′ 4″ 33′ 7″ 15′ 4¼″<br>206′ 9″ 33′ 5″ 17′ 1″<br>1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta<br>L.66886 | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd.<br>2×17kW 105V d.c. | <br>96t<br>Niigata<br>10½k |
| **AKULUWA**<br>**vernment of Ceylon**<br>lombo<br>**British** | **419** ✠<br>—<br>— | | **1962** G. Brown & Co. (Marine) Ltd.—Grk<br>148′ 0″ 30′ 11″ 8′ 0½″<br>140′ 0″ 29′ 0″ 12′ 0″<br>RW | TM Hopper Dredger Mchy.aft | 2 Oil 2SA each 4Cy. 7″×9″<br>Crossley Bros. Ltd. | <br>Mch |
| **AKUMEI MARU**<br>**rumi Yuso K.K.**<br>yo<br>**Japanese** | **1114**<br>511<br>1733 | <br><br>NK | **1964** Setoda Zosen—Setoda<br>235′ 3″ 34′ 5″ 15′ 6″<br>214′ 11″ 34′ 2″ 17′ 5″<br>1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta<br>L.74726 | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Niigata Eng. Co. Ltd.<br>2×20kW 225V a.c. | <br>63t<br>Niigata<br>10½k |
| **AKUREI MARU**<br>**rumi Yuso K.K.**<br>yo<br>**Japanese** | **1547**<br>754<br>2202 | <br><br>NK | **1959** Setoda Zosen—Setoda<br>257′ 3″ 38′ 6″ 17′ 6″<br>234′ 6″ 38′ 4″ 19′ 2″<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.105613 | Oil 4SA 6Cy. 430×620 mm<br>1500bhp<br>Niigata Eng. Co. Ltd.<br>2×30kW 115V d.c. | <br>140t<br>Niigata<br>10½k |
| **URYO MARU**<br>**umi Yuso K.K.**<br>**Japanese** | **1590**<br>701<br>2624 | <br><br>NK | **1961** Setoda Zosen—Setoda<br>270′ 3″ 38′ 6″ 18′ 0″<br>247′ 8″ 38′ 5″ 20′ 2″<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.102059 | Oil 4SA 6Cy. 430×620 mm<br>1550bhp<br>Niigata Eng. Co. Ltd<br>2×30kW 115V d.c. | <br>143t<br>Niigata<br>11k |

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| 517983<br>JGSM<br>72263<br>Rdr | **KAKURYU MARU**<br>exKozen Maru–57<br>**Tsurumi Yuso K.K**<br>Tokyo Japanese | **801**<br>496<br>1051 | ~~NK~~ | **1954** Hitachi Zosen—Mukaishima<br>208' 8" 30' 4" 13' 9"<br>193' 6" 30' 2" 15' 1"<br>P79' F28' 1 dk<br>len 65 | M Tanker Mchy.aft<br>6 Ta<br>L.50728 HeCls. BC | Oil 4SA 8Cy.<br>830bhp<br>Mitsubishi Hvy Ind.<br>1×10kW 105V d.c. |
| 517984<br>7KRQ<br>89012<br>Rdr RT | **KAKURYU MARU**<br><br>**Matsufuji Shoji G.K.**<br>Nagasaki Japanese | **640**<br>295<br>900 | NK | **1962** Usuki Tekkosho—Saeki<br>178' 5" 30' 3" 13' 2"<br>160' 8" 29' 6" 14' 1"<br>1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.38175 | Oil 4SA 6Cy.<br>700bhp<br>Nippon Hatsudoki<br>2×20kW 115V d.c. |
| 517985<br>JAQH<br>43887 | **KAKUSAN MARU No. 1**<br>exMatsusei Maru No. 3<br>**Murotsu Kaiun K.K.**<br>Kaminoseki Japanese | **256**<br>131<br>— | | **1939** Tokai Zosen—Shimizu<br>*124·3'* 20' 6"<br>20' 4"<br>1 dk<br>R len & conv fishing 58 | M Tanker Mchy.aft | Oil 4SA 6Cy.<br>300bhp<br>Akasaka Tekkosho |
| 517987<br>7KDT<br>88446<br>Rdr | **KAKUSEN MARU**<br><br>**Izumi Kaiun K.K.**<br>Mikame Japanese | **946**<br>592<br>— | | **1961** Ujina Zosensho—Hma<br>*180·0'* 32' 5"<br>32' 3"<br>1 dk | M Tanker Mchy.aft<br><br>L.56151 | Oil 4SA 6Cy.<br>950bhp<br>Nippon Hatsudoki |
| 517989<br>JPJX<br>84760<br>Rdr RT | **KAKUSHO MARU**<br><br>**Matsufuji Shoji G.K.**<br>Nagasaki Japanese | **682**<br>325<br>984 | NK | **1960** Taiyo Zosen—Nag<br>177' 3" 30' 3"<br>173' 10" 30' 1"<br>1 dk | M Tanker Mchy.aft<br>3 Ta<br>L.42625 | Oil 4SA 6Cy.<br>950bhp<br>Nippon Hatsudoki<br>2×20kW 115V d.c. |
| 670618<br>JG2385<br>100849<br>Rdr RT | **KAKUSHU MARU**<br><br>**Tsurumi Yuso K.K.**<br>Tokyo Japanese | **1258**<br>693<br>2370 | NK | **1966** Setoda Zosen—Setoda<br>248' 1" 37' 6" 17' 3"<br>229' 8" 37' 5" 18' 4"<br>1 dk<br>RW | M Tanker Mchy.aft<br><br>L.93972 | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>1300bhp<br>Daihatsu Kogyo |
| 517991<br>JEKL<br>81376 | **KAKUSHU MARU No. 2**<br><br>**Mukaishima Kisen K.K.**<br>Mukaishima Japanese | **351**<br>155<br>— | | **1959** Mukaishima Dock Co. Ltd.—<br>Mukaishima<br>147' 1" 24' 2" 10' 11"<br>133' 3" 23' 11" 11' 11"<br>1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta<br>L.22514 | Oil 4SA 6Cy.<br>520bhp<br>Nippon Hatsudoki |
| 517993<br>JDPI<br>71484 | **KAKUSUI MARU**<br><br>**Tsurumi Yuso K.K.**<br>Tokyo Japanese | **673**<br>323<br>958 | | **1953** Mitsubishi Zosen—Smk<br>*181·3'* 28' 11" 12' 1"<br>179' 0" 28' 0" 13' 4"<br>P54' F19' 1 dk | M Tanker Mchy.aft<br><br>L.42236 | Oil 4SA 6Cy.<br>650bhp<br>Hanshin Nainenki |
| 517995<br>JRVP<br>89960<br>Rdr RT | **KAKUYO MARU**<br><br>**Tsurumi Yuso K.K.**<br>Tokyo Japanese | **987**<br>489<br>1604 | NK | **1962** Setoda Zosen—Setoda<br>224' 4" 33' 7" 15' 4"<br>206' 8" 33' 6" 17' 1"<br>1 dk<br>RW | M Tanker<br>8 Ta<br>L.66957 | Oil 4SA 6Cy.<br>1000bhp<br>Niigata Eng. Co. Ltd.<br>2×17kW 115V d.c. |
| 661118<br>OWAW<br><br>Df Esd<br>Pfd Rdr<br>RTm | **KALA PRIVA**<br><br>**Privateksportørers**<br>**Skibstransport A/S**<br>Sønderborg Danish | **499**<br>321<br>915 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN160 EL j1$\frac{1}{16}$"SQ | **1966–6** Schps. v/h De Groot &<br>v. Vliet—Slikkerveer<br>188' 1" 29' 10" 12' 6"<br>169' 11" 29' 6" 13' 5"<br>P33' F77' 1 dk<br>3BH<br>rf 3" WB218t | M Mchy.aft<br>1 Ho 110½'<br>G.49000 B.45000<br>2 Ha (each 41½'×18¾')<br>2W Der 2(3) | Oil 4SA 6Cy.<br>800bhp<br>Motorenw. Mannheim<br>2×20kW 220V 50c/s |
| 680517<br>ULNV<br>M-12232 | **KALACH**<br><br>**U.S.S.R.**<br>Petropavlovsk Russian | **334**<br>89<br>179 | | **1963** .......................Russia<br>143' 0" 24' 11" 9' 6"<br>129' 0" 24' 10" 12' 6" | M Trawler<br>2 Ho<br>In.7626<br>2 Ha<br>3W Der 1(2) 2(1½) | Oil 4SA 6Cy.<br><br>Schwermasch. |
| 517999<br>DAMS<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **KALAHARI**<br><br>**DAL Deutsche Afrika-**<br>**Linien G.m.b.H. & Co.**<br>Hamburg W. German | **6406**<br>3668<br>8361<br>8562<br>5084<br>10286 | <br><br>GL<br>✠Lloyd's RMC | **1959** Deutsche Werft A.G.—Ham<br>499' 3" 61' 8" 25' 6½"/29' 5½"<br>460' 9" 61' 6½" 38' 5"<br>2 dks & S dk<br>RW | M (12P) Ref OSD/CSD<br>5 Ho 61', 66½', 79½', 69½', 62½'<br>In.27374<br>5 Ha (stl) (20½', 40', 49½', 40',<br>40'×18½')<br>Der 1(60) 1(20) 6(5–10) 12(3–5) 2(2) | Oil 2SA 8Cy.<br>9000bhp<br>Masch. Augsburg<br>3×300kW 220V d.c. |
| 518001<br>VDJM<br>190303 | **KALAMALKA**<br><br>**Kalamalka Fishing Co. Ltd.**<br>Vancouver Canadian | **195**<br>119<br>— | ✠<br><br><br>BURNT & SANK 12/67 | **1944–10** A. C. Benson Shipyard Ltd.—<br>Vcr<br>119' 4" 22' 0"<br>... ... ... | Wood M Fishing | Oil 4SA 10Cy.<br><br>Vivian Diesels & |
| 518002<br>HOFK<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **KALAMATA**<br>exTatra–62<br>**Marfianza Cia. Nav. S.A.**<br>M. A. Karageorgis<br>Panama Panamanian | **4766**<br>2804<br>7580 | ~~✠100A1~~ ~~SS 9/66~~<br>~~with fbd DTm—oil FP~~<br>~~above 150° F.~~<br>~~✠LMC~~<br>~~EL a½"SQ~~<br>TO BE BROKEN UP | **1937–2** F. Schichau G.m.b.H.—Danzig<br>428' 11" 55' 6" 25' 5½"<br>400' 0" 55' 1" 36' 0"<br>P44' F32' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2577t incl. Tunnel tanks 246t DTm966t | M (12P) OSD<br>5 Ho 56½', 98½', 98½', 52½', 70'<br>G.520000 B.466000<br>5 Ha (27½', 28½', 28½', 28½',<br>28½'×18')<br>13W Der 1(18) 8(5) 6(3) | Oil 2SA 8Cy.<br>4200bhp Sulzer<br>F. Schichau<br>AuxB 100lb<br>3×110/24kW |

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| **KALAMIS**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul<br>Turkish | 699<br>330<br>— | | | **1928** Ch. & At. de Provence—<br>Port de Bouc<br>200′ 11″ 30′ 0″ 8′ 2″<br>29′ 10″<br>1 dk<br>R | TS Ferry | T 6Cy. 13″ 20½″ & 33″×21⅛″<br>Ch. & At. de Provence Port de Bouc |
| **KALAR**<br>**U.S.S.R.**<br>Russian | 1989<br>984<br>— | | | **1954** Stocznia Gdanska—Gdk<br>285′ 5″ 40′ 0″ 18′ 0¾″<br>39′ 10″<br>1 dk<br>RW | S Ore Carrier Mchy.aft | C 4Cy. (2) 370 & (2) 800×800 mm<br>Z.U.T. Zgoda Swi |
| **KALATSCHY**<br>**U.S.S.R.**<br>Russian | 3247<br>1572<br>— | | | **1958** Schiffswerft Neptun—Ros<br>334′ 7″ 47′ 3″ 23′ 8″<br>47′ 1″<br>1 dk<br>RW | S | Steam Reciprocating & LP turb |
| **KALDBAKUR**<br>gerdarfelag<br>**Akureyringa h/f**<br>kureyri<br>Icelandic | 654<br>242<br>— | ✠100A1<br>trawler<br>✠LMC | SS 4/65<br><br><br><br>EL (j) x | **1947**–5 Cochrane & Sons Ltd.—Sel<br>193′ 5″ 30′ 0″<br>175′ 0″ 29′ 4″ 16′ 0″<br>Q92′ F34′<br>3BH<br>BK6″ WB62t | S Trawler | T 3Cy. 16½″ 28½″ & 47″×30″<br>1250ihp (o.f)<br>Amos & Smith Ltd. Hul<br>SB 225℔ Spt hs(4035) 3cf |
| **ALED**<br>vernment of **Libya**<br>oli<br>Libyan | 127<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN160 | <br><br><br>EL ⅞″U1 | **1967**–6 R. Dunston (Hessle) Ltd.—<br>Hessle<br>93′ 6″ 25′ 1″<br>85′ 0″ 24′ 0″ 11′ 3″<br>6BH<br>rf 21″ WB35t | TM Tug | 2 Oil 4SA each 8Cy. 8¾″×11½″ sr geared<br>800bhp<br>Blackstone & Co. Ltd. Stamford<br>2×35kW 220V 50c/s a.c.<br>Controllable pitch propellers |
| **ALENDER**<br>Bosphorus No. 67–54<br>nizcilik **Bankasi T.A.O.**<br>ir Hatlari Isletmesi<br>nbul<br>Turkish | 453<br>252<br>— | ✠ | <br><br>GL | **1911**–6 Hawthorn, Leslie & Co. Ltd.—<br>Nwc<br>152′ 2″ 26′ 1″ 8′ 2″<br>… … …<br>1 dk<br>R | TS Ferry | T 6Cy. 10¾″ 16″ & 26″×18″<br>440ihp<br>**Wallsend Slpwy Co. Ltd.** Wal |
| **ALEV**<br>**S.S.R.**<br>inn<br>Russian | 1211<br>448<br>1080 | | | **1957** "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 5½″<br>32′ 8″ 17′ 5″<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.59117<br>3 Ha (22¾′, 26½′, 20¾′×13′)<br>7W Der 1(10) 6(2¼) | 2 Oil 4SA each 8Cy. 216×310 mm<br>Ganz Waggon & Eng. Wks Bdp<br>9½k |
| **GAN**<br>laide **Steamship Co.**<br>**d. & Swan River**<br>**hipping Co. Ltd.**<br>mantle<br>British | 81<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN132 | SS 11/65<br><br><br>EL (a) ¹¹⁄₁₆″SQ | **1961**–10 Adelaide Ship Cons. Ltd.—Adl<br>73′ 2″ 21′ 0″ 8′ 2¼″<br>67′ 6″ 19′ 8″ 9′ 6″<br>4BH<br>rf 19″ WB30t | M Tug | Oil 4SA 6Cy. 8¾″×11½″ with sr reverse gear<br>660bhp (d.o)<br>**Lister, Blackstone Mar. Ltd.** Dursley<br>2×12kW 220V d.c. |
| **LI ELPIS**<br>dmore–65<br>rican Prince–61<br>t Shipping **Co. Ltd.**<br>raltar<br>British | 4664<br>2682<br>9366 | ✠100A1<br>with freeboard<br>✠LMC | Dr 2/62<br><br><br><br>EL a† | **1939**–9 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>437′ 5″ 56′ 8″ 25′ 1″<br>415′ 0″ 56′ 6″ 36′ 9″<br>F32′ 1 dk & S dk<br>R NS Coll BH to S dk 6 to 2nd dk<br>WB2795t incl. DTm1196t | M OSD<br>5 Ho<br>G.555000 B.518000<br>6 Ha<br>12W Der 1(25) | Oil 2SA 3Cy. 520×2080 mm<br>1780bhp 882t<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 120℔ 10k |
| **INCOMPLETE SPECIAL SURVEY— CLASS SUSPENDED 5/68** | | | | | | |
| **LI LIMENES**<br>ssamare–65<br>ss of Kintail–63<br>Christine–56<br>Médéa–51 exEmpire Mull–46<br>ka S.A.<br>lymnon<br>Greek | 915<br>422<br>1050 | <br><br>✱Classed BC until 3/49 | BV | **1944** Grangemouth Dkyd Co. Ltd.—<br>Gmh<br>221′ 0″ 30′ 8″ 12′ 9″<br>… … …<br>P68′ F21′ 1 dk<br>R len 52 | S Tanker Mchy.aft<br>8 Ta<br>L.37400<br>Der 1(1) | T 3Cy. 15″ 25½″ & 41″×30″<br>650ihp 114t (o.f)–10pd<br>Aitchison, Blair Ltd. Cly<br>3×15, 6½, 6kW 110V d.c. 8k |
| **LI LIMENES II**<br>Otto–67<br>Empire Tegleone–54<br>arsteinen–45<br>ka S.A.<br>lymnon<br>Greek<br>For later particulars see New Entries No. 10 | 742<br>383<br>1079 | | <br><br>GL | **1942** Sarpsborg M/V A/S—Greaker<br>223′ 5″ 31′ 10″ 11 11″<br>203′ 4″ 31′ 7″ 13′ 0″<br>P61′ F28′ 1 dk | M Tanker Mchy.aft<br>12 Ta<br>L.53500 HeCls. C | Oil 2SA 5Cy. 340×570 mm<br>865bhp 57t–3½pd<br>Atlas-Diesel Skm<br>10½k |
| **LIDORA**<br>nched as Symfoni<br>ntfang–65 exEkefors–55<br>tonia–47<br>dora **Cia. Nav. S.A.**<br>us<br>Greek | 2697<br>1575<br>4964 | | <br><br>NV | **1942** Eriksbergs M/V A/B—Got<br>340′ 7″ 50′ 2″ 24′ 0½″<br>50′ 0″<br>1 dk & S dk<br>RW | M (4P) OSD<br>3 Ho 42¾′, 67¼′, 94¼′<br>G.285550 B.261625<br>4 Ha (27½′, 32¾′, 25½′, 25½′×17¾′)<br>8W Der 1(20) 8(5) | Oil 2SA 9Cy. 500×900 mm<br>3500bhp B&W 582t (hvf)<br>Eriksbergs M/V A/B Got<br>4×75, 75, 55, 55kW 230V d.c. 14k |
| **LILI**<br>s, Philp (**New Guinea)**<br>Ltd.<br>Moresby<br>British | 227<br>100<br>— | <br><br>✠Classed LR until 6/66 | | **1961**–5 Taikoo D. & E. Co.—H.Kg<br>99′ 6″ 22′ 1″ 7′ 6½″<br>92′ 0″ 22′ 0″ 10′ 0″<br>P36′ 1 dk<br>rf nil | TM (64P) Mchy.aft<br>1 Ho 49′<br>1 Ha (24½′×11′)<br>Der 2(2–2½) | 2 Oil 4SA each 6Cy. 5½″×7¾″ with sr reverse gear<br>198bhp (d.o)<br>L. Gardner & Sons Ltd. Mch<br>2×7½kW 110V d.c. |

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| 517983<br>JGSM<br>72263<br>Rdr | **KAKURYU MARU**<br>exKozen Maru–57<br>**Tsurumi Yuso K.K**<br>Tokyo Japanese | 801<br>496<br>1051 | ~~NK~~ | **1954** Hitachi Zosen—Mukaishima<br>208' 8" 30' 4" 13' 9"<br>193' 6" 30' 2" 15' 1"<br>P79' F28' 1 dk<br>len 65 | M Tanker Mchy.aft<br>6 Ta<br>L.50728<br>HeCls. BC | Oil 4SA 8Cy. 310×450 mm<br>830bhp<br>Mitsubishi Hvy Ind. Reorg<br>1×10kW 105V d.c. |
| 517984<br>7KRQ<br>89012<br>Rdr RT | **KAKURYU MARU**<br><br>**Matsufuji Shoji G.K.**<br>Nagasaki Japanese | 640<br>295<br>900 | NK | **1962** Usuki Tekkosho—Saeki<br>178' 5" 30' 3" 13' 2"<br>160' 8" 29' 6" 14' 1"<br>1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.38175 | Oil 4SA 6Cy. 325×465 mm<br>700bhp<br>Nippon Hatsudoki<br>2×20kW 115V d.c. |
| 517985<br>JAQH<br>43887 | **KAKUSAN MARU No. 1**<br>exMatsusei Maru No. 3<br>**Murotsu Kaiun K.K.**<br>Kaminoseki Japanese | 256<br>131<br>— | | **1939** Tokai Zosen—Shimizu<br>*124·3'* 20' 6"<br>20' 4"<br>1 dk<br>R len & conv fishing 58 | M Tanker Mchy.aft | Oil 4SA 6Cy. 290×450 mm<br>300bhp<br>Akasaka Tekkosho |
| 517987<br>7KDT<br>88446<br>Rdr | **KAKUSEN MARU**<br><br>**Izumi Kaiun K.K.**<br>Mikame Japanese | 946<br>592<br>— | | **1961** Ujina Zosensho—Hma<br>*180·0'* 32' 5"<br>32' 3"<br>1 dk | M Tanker Mchy.aft<br><br>L.56151 | Oil 4SA 8Cy. 370×520 mm<br>950bhp<br>Nippon Hatsudoki |
| 517989<br>JPJX<br>84760<br>Rdr RT | **KAKUSHO MARU**<br><br>**Matsufuji Shoji G.K.**<br>Nagasaki Japanese | 682<br>325<br>984 | NK | **1960** Taiyo Zosen—Nag<br>177' 3" 30' 3"<br>173' 10" 30' 1"<br>1 dk | M Tanker Mchy.aft<br>3 Ta<br>L.42625 | Oil 4SA 8Cy. 370×520 mm<br>950bhp<br>Nippon Hatsudoki<br>2×20kW 115V d.c. |
| 670618<br>JG2385<br>100849<br>Rdr RT | **KAKUSHU MARU**<br><br>**Tsurumi Yuso K.K.**<br>Tokyo Japanese | 1258<br>693<br>2370 | NK | **1966** Setoda Zosen—Setoda<br>248' 1" 37' 6" 17' 3"<br>229' 8" 37' 5" 18' 4"<br>1 dk<br>RW | M Tanker Mchy.aft<br><br>L.93972 | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1300bhp<br>Daihatsu Kogyo |
| 517991<br>JEKL<br>81376 | **KAKUSHU MARU No. 2**<br><br>**Mukaishima Kisen K.K.**<br>Mukaishima Japanese | 351<br>155<br>— | | **1959** Mukaishima Dock Co. Ltd.—<br>Mukaishima<br>147' 1" 24' 2" 10' 11"<br>133' 3" 23' 11" 11' 11"<br>1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta<br>L.22514 | Oil 4SA 6Cy. 290×425<br>520bhp<br>Nippon Hatsudoki |
| 517993<br>JDPI<br>71484 | **KAKUSUI MARU**<br><br>**Tsurumi Yuso K.K.**<br>Tokyo Japanese | 673<br>323<br>958 | | **1953** Mitsubishi Zosen—Smk<br>*181·3'* 28' 11" 12' 1"<br>179' 0" 28' 0" 13' 4"<br>P54' F19' 1 dk | M Tanker Mchy.aft<br><br>L.42236 | Oil 4SA 6Cy. 370×520<br>650bhp<br>Hanshin Nainenki Kogyo |
| 517995<br>JRVP<br>89960<br>Rdr RT | **KAKUYO MARU**<br><br>**Tsurumi Yuso K.K.**<br>Tokyo Japanese | 987<br>489<br>1604 | NK | **1962** Setoda Zosen—Setoda<br>224' 4" 33' 7" 15' 4"<br>206' 8" 33' 6" 17' 1"<br>1 dk<br>RW | M Tanker<br>8 Ta<br>L.66957 | Oil 4SA 6Cy. 380×520<br>1000bhp<br>Niigata Eng. Co. Ltd.<br>2×17kW 115V d.c. |
| 661118<br>OWAW<br><br>Df Esd<br>Pfd Rdr<br>RTm | **KALA PRIVA**<br><br>**Privateksportørers**<br>**Skibstransport A/S**<br>Sønderborg Danish | 499<br>321<br>915 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN160 EL j1 1/16"SQ | **1966–6** Schps. v/h De Groot &<br>v. Vliet—Slikkerveer<br>188' 1" 29' 10" 12' 6"<br>169' 11" 29' 6" 13' 5"<br>P33' F77' 1 dk<br>3BH<br>rf 3" WB218t | M Mchy.aft<br>1 Ho 110¾'<br>G.49000 B.45000<br>2 Ha (each 41½'×18¾')<br>2W Der 2(3) | Oil 4SA 6Cy. 320×480<br>800bhp<br>Motorenw. Mannheim<br>2×20kW 220V 50c/s a.c. |
| 680517<br>ULNV<br>M-12232 | **KALACH**<br><br>**U.S.S.R.**<br>Petropavlovsk Russian | 334<br>89<br>179 | | **1963** .......................Russia<br>143' 0" 24' 11" 9' 6"<br>129' 0" 24' 10" 12' 6" | M Trawler<br>2 Ho<br>In.7626<br>2 Ha<br>3W Der 1(2) 2(1½) | Oil 4SA 6Cy. 320×480<br><br>Schwermasch. Karl Li |
| 517999<br>DAMS<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **KALAHARI**<br><br>**DAL Deutsche Afrika-**<br>**Linien G.m.b.H. & Co.**<br>Hamburg W. German | 6406<br>3668<br>8361<br>8562<br>5084<br>10286 | GL<br>✠Lloyd's RMC | **1959** Deutsche Werft A.G.—Ham<br>499' 3" 61' 8" 25' 6½"/29' 5½"<br>460' 9" 61' 6½" 38' 5"<br>2 dks & S dk<br>RW | M (12P) Ref OSD/CSD<br>5 Ho 61', 66½', 79¾', 69½', 62½'<br>In.27374<br>5 Ha (stl) (20¾', 40', 49¾', 40',<br>40'×18½')<br>Der 1(60) 1(20) 6(5–10) 12(3–5) 2(2) | Oil 2SA 8Cy.<br>9000bhp<br>Masch. Augsburg-<br>3×300kW 220V d.c. |
| 518001<br>VDJM<br>190303 | **KALAMALKA**<br><br>**Kalamalka Fishing Co. Ltd.**<br>Vancouver Canadian | 195<br>119<br>— | ✠<br><br><br>BURNT & SANK 12/67 | **1944–10** A. C. Benson Shipyard Ltd.—<br>Vcr<br>119' 4" 22' 0"<br>... ... ... | Wood M Fishing | Oil 4SA 10Cy.<br><br>Vivian Diesels & |
| 518002<br>HOFK<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **KALAMATA**<br>exTatra–62<br>**Marfianza Cia. Nav. S.A.**<br>M. A. Karageorgis<br>Panama Panamanian | 4766<br>2804<br>7580 | ~~✠100A1 SS 8/66~~<br>~~with lbd DTm—oil FP~~<br>~~above 150° F.~~<br>~~✠LMC~~<br>~~EL a12"SQ~~<br>TO BE BROKEN UP | **1937–2** F. Schichau G.m.b.H.—Danzig<br>428' 11" 55' 6" 25' 5½"<br>400' 0" 55' 1" 36' 0"<br>P44' F32' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2577t incl. Tunnel tanks 246t DTm966t | M (12P) OSD<br>5 Ho 56½', 98½', 98½', 52½', 70'<br>G.520000 B.466000<br>5 Ha (27½', 28½', 28½', 28½',<br>28½'×18')<br>13W Der 1(18) 8(5) 6(3) | Oil 2SA 8Cy.<br>4200bhp Sulzer<br>F. Schichau G.m.b.H.<br>AuxB 100lb<br>3×110/24kW 220V d.c. |

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| **ALAMIS**<br>enizcilik **Bankasi T.A.O.**<br>ehir Hatlari Isletmesi<br>stanbul<br>Turkish | 699<br>330<br>— | | | 1928 Ch. & At. de Provence—<br>Port de Bouc<br>200′ 11″ 30′ 0″ 8′ 2″<br>29′ 10″<br>1 dk<br>R | TS Ferry | T 6Cy. 13″ 20½″ & 33″×21⅛″<br>Ch. & At. de Provence Port de Bouc |
| **ALAR**<br>S.S.R.<br>Russian | 1989<br>984<br>— | | | 1954 Stocznia Gdanska—Gdk<br>285′ 5″ 40′ 0″ 18′ 0¾″<br>39′ 10″<br>1 dk<br>RW | S Ore Carrier Mchy.aft | C 4Cy. (2) 370 & (2) 800×800 mm<br>Z.U.T. Zgoda Swi |
| **ALATSCHY**<br>S.S.R.<br>Russian | 3247<br>1572<br>— | | | 1958 Schiffswerft Neptun—Ros<br>334′ 7″ 47′ 3″ 23′ 8″<br>47′ 1″<br>1 dk<br>RW | S | Steam Reciprocating & LP turb |
| **ALDBAKUR**<br>tgerdarfelag<br>**Akureyringa h/f**<br>kureyri<br>Icelandic | 654<br>242<br>— | ✠100A1<br>trawler<br>✠LMC | SS 4/65<br>EL (j) x | 1947–5 Cochrane & Sons Ltd.—Sel<br>193′ 5″ 30′ 0″<br>175′ 0″ 29′ 4″ 16′ 0″<br>Q92′ F34′<br>3BH<br>BK6″ WB62t | S Trawler | T 3Cy. 16½″ 28½″ & 47″×30″<br>1250ihp (o.f)<br>Amos & Smith Ltd. Hul<br>SB 225℔ Spt hs(4035) 3cf |
| **ALED**<br>overnment of Libya<br>ripoli<br>Libyan | 127<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN160 | EL ⅞″U1 | 1967–6 R. Dunston (Hessle) Ltd.—<br>Hessle<br>93′ 6″ 25′ 1″<br>85′ 0″ 24′ 0″ 11′ 3″<br>6BH<br>rf 21″ WB35t | TM Tug | 2 Oil 4SA each 8Cy. 8¾″×11½″ sr geared<br>800bhp<br>Blackstone & Co. Ltd. Stamford<br>2×35kW 220V 50c/s a.c.<br>Controllable pitch propellers |
| **ALENDER**<br>xBosphorus No. 67–54<br>enizcilik **Bankasi T.A.O.**<br>hir Hatlari Isletmesi<br>tanbul<br>Turkish | 453<br>252<br>— | ✠ | GL | 1911–6 Hawthorn, Leslie & Co. Ltd.—<br>Nwc<br>152′ 2″ 26′ 1″ 8′ 2″<br>… … …<br>1 dk<br>R | TS Ferry | T 6Cy. 10¾″ 16″ & 26″×18″<br>440ihp<br>Wallsend Slpwy Co. Ltd. Wal |
| **ALEV**<br>S.S.R.<br>llin<br>Russian | 1211<br>448<br>1080 | | | 1957 "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 5½″<br>32′ 8″ 17′ 5″<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.59117<br>3 Ha (22¾′, 26½′, 20¾′×13′)<br>7W Der 1(10) 6(2¼) | 2 Oil 4SA each 8Cy. 216×310 mm<br>Ganz Waggon & Eng. Wks Bdp<br>9½k |
| **GAN**<br>**laide Steamship Co.**<br>**d. & Swan River**<br>**hipping Co. Ltd.**<br>mantle<br>British | 81<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN132 | SS 11/65<br>EL (a) $\frac{11}{16}$″SQ | 1961–10 Adelaide Ship Cons. Ltd.—Adl<br>73′ 2″ 21′ 0″ 8′ 2¼″<br>67′ 6″ 19′ 8″ 9′ 6″<br>4BH<br>rf 19″ WB30t | M Tug | Oil 4SA 6Cy. 8¾″×11½″ with sr reverse gear<br>660bhp (d.o)<br>Lister, Blackstone Mar. Ltd. Dursley<br>2×12kW 220V d.c. |
| **LI ELPIS**<br>dmore–65<br>frican Prince–61<br>t Shipping **Co. Ltd.**<br>raltar<br>British | 4664<br>2682<br>9366 | ✠100A1<br>with freeboard<br>✠LMC | Dr 2/62<br>EL a† | 1939–9 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>437′ 5″ 56′ 8″ 25′ 1″<br>415′ 0″ 56′ 6″ 36′ 9″<br>F32′ 1 dk & S dk<br>R NS Coll BH to S dk 6 to 2nd dk<br>WB2795t incl. DTm1196t | M OSD<br>5 Ho<br>G.555000 B.518000<br>6 Ha<br>12W Der 1(25) | Oil 2SA 3Cy. 520×2080 mm<br>1780bhp 882t<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 120℔ 10k |

**INCOMPLETE SPECIAL SURVEY— CLASS SUSPENDED 5/68**

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|---|---|---|---|---|---|---|
| **LI LIMENES**<br>assamare–65<br>ass of Kintail–63<br>hristine–56<br>édéa–51 exEmpire Mull–46<br>ka S.A.<br>Greek<br>lymnon | 915<br>422<br>1050 | ✱Classed BC until 3/49 | BV | 1944 Grangemouth Dkyd Co. Ltd.—<br>Gmh<br>221′ 0″ 30′ 8″ 12′ 9″<br>… … …<br>P68′ F21′ 1 dk<br>R len 52 | S Tanker Mchy.aft<br>8 Ta<br>L.37400<br>Der 1(1) | T 3Cy. 15″ 25½″ & 41″×30″<br>650ihp 114t (o.f)–10pd<br>Aitchison, Blair Ltd. Cly<br>3×15, 6½, 6kW 110V d.c. 8k |
| **LI LIMENES II**<br>xOtto–67<br>mpire Tegleone–54<br>orsteinen–45<br>ka S.A.<br>Greek<br>lymnon For later particulars see New Entries No. 10 | 742<br>383<br>1079 | | GL | 1942 Sarpsborg M/V A/S—Greaker<br>223′ 5″ 31′ 10″ 11 11″<br>203′ 4″ 31′ 7″ 13′ 0″<br>P61′ F28′ 1 dk | M Tanker Mchy.aft<br>12 Ta<br>L.53500<br>HeCls. C | Oil 2SA 5Cy. 340×570 mm<br>865bhp 57t–3½pd<br>Atlas-Diesel Skm<br>10½k |
| **LIDORA**<br>nched as Symfoni<br>fang–65 exEkefors–55<br>fornia–47<br>dora **Cia. Nav. S.A.**<br>us<br>Greek | 2697<br>1575<br>4964 | | NV | 1942 Eriksbergs M/V A/B—Got<br>340′ 7″ 50′ 2″ 24′ 0½″<br>50′ 0″<br>1 dk & S dk<br>RW | M (4P) OSD<br>3 Ho 42¾′, 67¼′, 94¼′<br>G.285550 B.261625<br>4 Ha (27½′, 32¾′, 25½′, 25½′×17¾′)<br>8W Der 1(20) 8(5) | Oil 2SA 9Cy. 500×900 mm<br>3500bhp B&W 582t (hvf)<br>Eriksbergs M/V A/B Got<br>4×75, 75, 55, 55kW 230V d.c. 14k |
| **LI**<br>s, Philp (New **Guinea)**<br>td.<br>Moresby<br>British | 227<br>100<br>— | ✠Classed LR until 6/66 | | 1961–5 Taikoo D. & E. Co.—H.Kg<br>99′ 6″ 22′ 1″ 7′ 6½″<br>92′ 0″ 22′ 0″ 10′ 0″<br>P36′ 1 dk<br>rf nil | TM (64P) Mchy.aft<br>1 Ho 49′<br>1 Ha (24½′×11′)<br>Der 2(2–2½) | 2 Oil 4SA each 6Cy. 5½″×7¾″ with sr reverse gear<br>198bhp (d.o)<br>L. Gardner & Sons Ltd. Mch<br>2×7½kW 110V d.c. |

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| 518015<br>PKHJ | **KALIMANTAN**<br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | **847**<br>552<br>1300 | ✠ Classed LR until 4/65 | **1951-3** C.R.D. Adriatico—Tri<br>201' 4" 32' 7" 16' 5½"<br>186' 6" 32' 5" 18' 10"<br>Ba49' RFD21' 2 dks<br>RW | M Mchy.aft<br>G.55068 B.51000<br>6W | Oil 2SA 6Cy. 360×500<br>Sulzer<br>C.R.D. Adriatico |
| 506076<br>SZPT<br>2684<br>Df Esd<br>Gc Rdr<br>RT | **KALIMNOS**<br>exCap Salinas-65<br>exSanta Catarina-59<br>**Jade Co. Inc.**<br>Piræus Greek | **7154**<br>4340<br>8948 | 479' 0"<br>GL | **1951** Howaldtswerke A.G.—Ham<br>~~447' 0"~~ 61' 2" 24' 8"<br>61' 0"<br>P29' F35' 1 dk & S dk<br>RW | M (28P) OSD<br>5 Ho<br>G.644778 B.533453<br>5 Ha | Oil 2SA 6Cy. 700×1200<br>4200bhp MAN<br>Howaldtswerke A.G. |
| 518016<br>LQYL<br>4543<br>Df Esd<br>Gc Rdr<br>RT | **KALINGA**<br>exHemidonax-55<br>**Estrella Maritima S.A. de Nav. y Com.**<br>Buenos Aires Argentine | *12185*<br>*7028*<br>18012 | ✠100A1 Dr 4yrs-3/66<br>oil tanker<br>✠LMC<br>MN1650 EL h†2$\frac{5}{16}$"SQ | **1953**-12 Cammell Laird & Co. Ltd.—Bkn<br>555' 7" 69' 5" 29' 9½"<br>530' 0" 39' 0"<br>P114' B59' F45' 1 dk<br>RW 16BH<br>rf 3½" WB310t | S Tanker Mchy.aft<br>33 Ta<br>L.892529 HeCls. BC<br>Der 3(5) 4(1) | 2 S Turb dr geared to sc.<br>8250shp<br>Cammell Laird & Co. Ltd<br>2WTB 565lb Spt 540lb<br>sg 135lb<br>2×550kW 450V 60c/s a.c. |
| 518017<br>UEYG<br>M-17105<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KALININABAD**<br>**U.S.S.R.**<br>Leningrad Russian | **9269**<br>5163<br>12200 | | **1963** Wärtsilä Kon. Crichton-Vulcan Åbo<br>482' 4" 64' 10" 30' 0"<br>441' 4" 64' 8" 39' 4"<br>2 dks | M CSD<br>5 Ho<br>G.616067<br>5 Ha (34'×29½') (34½', 34½', 34½'×34½')<br>(27'×29½')<br>Cr 4(5) | Oil 2SA 6Cy. 760×1550<br>Sulzer<br>Wärtsilä Kon. Crichton- |
| 641559<br>UJXB<br>M-25150 | **KALININGRAD**<br>**U.S.S.R.**<br>Kaliningrad Russian | **5524**<br>2448<br>4510 | | **1964** Baltic S.B. & Eng. Wks—Len<br>387' 1" 55' 1" 22' 0½"<br>54' 11" 31' 4"<br>2 dks | TD-E Ref<br>4 Ho<br>In.188581<br>4 Ha (each 14½'×14½')<br>9W Der 1(15) 8(3) | 4 Oil 2SA each 10Cy<br>connected to elec.<br>to 2 sc. shafts |
| 518019<br>UJOK<br>M-16980<br>Df Esd<br>Gc Rdr | **KALININGRAD**<br>**U.S.S.R.**<br>Kaliningrad Russian | **533**<br>—<br>250 | | **1958** Wärtsilä Kon Crichton-Vulcan—Åbo<br>151' 2" 32' 8" 11' 9½"<br>138' 6" 31' 2" 15' 5" | S Tug<br>1W Der 1(1) | T 3Cy. 420 700 & 1150×<br>Wärtsilä Kon. Crichton |
| 641956<br>UWMN<br>M-26970<br>Df Esd<br>Gc Rdr | **KALISTO**<br>**U.S.S.R.**<br>~~Vladivostok~~ Nakhodka Russian | **2435**<br>1070<br>855 | | **1964** Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" 16' 1"<br>233' 0" 43' 2" 23' 0"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.38387<br>7 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy<br>geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Li |
| 518020 | **KALISZ**<br>**The People's Republic of China**<br>People's Rep. of China | **3812**<br>1888<br>— | | **1956** Stocznia Gdanska—Gdk<br>355' 1" 48' 3" 21' 6"<br>48' 1"<br>1 dk<br>RW | S | C 4Cy. (2) 455 & (2)<br>Z.U.T. Zgoda |
| 518021<br>SPMN<br>Df Esd<br>Rdr<br>RTm/h | **KALISZ**<br>Launched as Sewa<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | **2556**<br>1388<br>3062 | PR | **1958** Stocznia Szczecinska—Szn<br>311' 1" 44' 5" 18' 1"<br>293' 9" 44' 3½" 20' 6"<br>1 dk<br>RW | S (2P)<br>4 Ho 46', 47½', 49½', 39½'<br>G.146515 B.139065<br>4 Ha (stl) (27½'×24½')<br>(32½', 32½'×30½') (24½'×23')<br>8W Der 8(3) | C 4Cy. (2) 455 & (2)<br>1700ihp<br>Z.U.T. Zgoda<br>2×28kW 230V d.c. |
| 538117<br>SZIC | **KALITICHI**<br>exVincenzo Dormio-64<br>exCesare-39 exMary Birch<br>**Karanikolaou & Vabaris**<br>Piræus Greek | **217**<br>108<br>— | ✠Classed LR until 10/30 | **1917-8** W. H. Warren—N. Holland<br>114' 1" 21' 5"<br>110' 0" 21' 3" 11' 0"<br>Q57' B9' F15' 1 dk<br>R | M | Oil 4SA 6Cy.<br>NE51<br>S.A. Ansaldo |
| 661302 | **KALJMAR**<br>**U.S.S.R.**<br>Kertch Russian | **2435**<br>1070<br>850 | | **1966** Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" ~~16' 1"~~ 17' 0¾"<br>233' 0" 43' 2" 23' 0"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.38387<br>5 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each<br>geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl |
| 671116<br>RT | **KALKAVAN**<br>**Ziya Kalkavan Koll. Sti.**<br>Istanbul Turkish | **499**<br>—<br>1000 | | **1967** Gesan Gemi Sanayii Sti.—Sütlüce<br>189' 4" 29' 7" 12' 5½"<br>176' 3" 29' 6½" 13' 7"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy.<br>980bhp<br>Skoda |
| 652468<br>OGRB<br>611<br>RTh/v | **KALKKE**<br>**Rauma Stad**<br>Rauma/Raumo Finnish | **282**<br>—<br>— | NV | **1965** F. W. Hollming O/Y—Rauma<br>98' 5" 28' 10" 15' 11"<br>91' 1" 17' 5"<br>B34' F15' 1 dk | M Tug & Icebreaker<br>Cr 1(2½) | Oil 2SA 6Cy.<br>1260bhp<br>Nydqvist & Holm AB<br>2×72kW 380V<br>Controllable pitch |
| 518023<br>OWAE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KALLE**<br>**Juelsminde-Kalundborg Linien A/S**<br>Juelsminde Danish | **2301**<br>1043<br>688 | NV | **1962** Adler Werft G.m.b.H —Bmn<br>289' 0" 53' 3" 13' 1½"<br>262' 6" 53' 2" 17' 7"<br>F51' 2 dks & S dk | TM Ferry OSD | 4 Oil 4SA each<br>geared to 2 sc.<br>5240bhp<br>Masch. Augsburg- |

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| **KALLIANAX**<br>exPandora-64<br>exGertrud Torm-60<br>exGertrud-51 exVagrant-46<br>exGertrud-41<br>**Stella Polaris Shipping Corp.**<br>Piræus Greek | 2368<br>1289<br>4090 | **BS***<br>Ice Class C<br>**MBS***<br>MN534 CT3429 C30 S50<br>**REPAIRS REQUIRED—CLASS SUSPENDED 19/7/68** | SS 1/67 | **1938**-12 Helsingörs Jernsk. & Msk.—Hsg<br>345′ 6″ 45′ 10″ 20′ 0¼″<br>325′ 0″ 45′ 9″ 28′ 10″<br>F78′ 1 dk & S dk<br>R 4BH<br>WB970t incl. DT144t | M OSD<br>3 Ho 92¼′, 46¼′, 96¾′<br>G.260150 B.241000<br>6 Ha (27′, 29¼′, 27′, 27′, 22½′, 27′×19′)<br>Der 1(15) 10(5) | Oil 2SA 8Cy. 500×900 mm<br>2700bhp 736t (hvf)<br>Helsingörs Jernsk. & Msk Hsg<br>db 100lb<br>3×175, 125, 125kW 220V d.c. 14k |
| **KALLIOPE**<br>exKarl Leonhardt-65<br>**Hans Krüger G.m.b.H.**<br>Hamburg W. German | 2875<br>1978<br>4375 | | GL | **1958** Ottensener Eisenwerk—Ham<br>320′ 9″ 44′ 4″ 22′ 6¼″<br>291′ 4″ 44′ 3½″ 26′ 3″<br>Q123′ B34′ F50′ 1 dk & S dk | M OSD Mchy.aft<br>G.216600 B.196400<br>3 Ha<br>8W Der 1(20) 1(15) 2(5) 6(3–5) | 2 Oil 2SA each 6Cy. 350×550 mm geared to sc. shaft<br>2000bhp<br>Ottensener Eisenwerk Ham<br>12½k |
| **KALLIOPI PATERAS**<br>**Isla Grande Compania Naviera S.A.**<br>Piræus Greek | 15932<br>10320<br>24348 | **✠100A1**<br>strengthened for ore cargoes, Nos. 1, 3 & 5 or 2, 4 & 6 holds may be empty<br>**✠LMC**<br>MN2240 EL I†2⅜″SQ | | **1965**-10 Brodogradiliste "Split"—Spt<br>627′ 10″ 75′ 4″ 33′ 9″<br>589′ 6″ 75′ 0″ 46′ 2″<br>P125′ F57′ 1 dk<br>NS 9BH<br>rf nil WB9418t incl. Topside tanks in holds 3442t | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 750×1320 mm<br>11200bhp<br>S.A. Fiat S.G.M. Tur<br>2AuxB (1 o.f 1 ex.g) 100lb |
| **KALLIPATEIRA**<br>exRuthi-64 exHelvig Torm-61<br>exHelvig-51<br>**Chripat Compania Naviera S.A.**<br>Piræus Greek | 2348<br>1265<br>4090 | ~~BS*~~<br>~~Ice Class C~~<br>~~MBS*~~<br>~~MN540 CT3429 C30 S31~~<br>**WRECKED 11/68** | ~~Dr 12/65~~ | **1937**-11 Helsingörs Jernsk. & Msk.—Hsg<br>345′ 6″ 45′ 10″ 20′ 0¼″<br>325′ 0″ 45′ 9″ 28′ 10″<br>F78′ 1 dk & S dk<br>R 6BH<br>WB970t incl. DT144t | M OSD<br>3 Ho 98′, 47¼′, 96¾′<br>G.266000 B.246000<br>6 Ha (27′, 29¼′, 29¼′, 29¼′, 22½′, 27′×19′)<br>Der 1(15) 10(5) | Oil 2SA 8Cy. 500×900 mm<br>1700bhp 736t (d.o)<br>Burmeister & Wain Cpn<br>db 100lb<br>3×125kW 220V d.c. 14k |
| **KALLSEVNI**<br>P/f Kimbil<br>Poul Hansen<br>Thorshavn Faroese | 315<br>126<br>— | | NV | **1963** Hatlø Verksted A/S—Ulsteinvik<br>125′ 8″ 24′ 7″ 11′ 11¾″<br>110′ 0″ 24′ 6″ 12′ 6″<br>1 dk | M Fishing Mchy.aft<br>2 Ho 15′, 33′<br>3 Ha (stl) (3¾′×3¾′) (5¼′, 5¼′×4¼′)<br>Der 1(4) | Oil 2SA 6Cy. 240×400 mm<br>480bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>1×30kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| **KALLSÖ**<br>**Mariehamns Rederi A/B**<br>Fa. Gustaf Erikson<br>Mariehamn Finnish | 499<br>278<br>842 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN290 EL n | SS 4/65 | **1960**-12 Nystads Varv A/B—Nystad<br>235′ 7″ 34′ 9″ 11′ 10½″<br>209′ 10″ 34′ 5½″ 19′ 10″<br>F19′ 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf 2″ WB220t | M Ref OSD Mchy.aft<br>2 Ho 63′, 67¼′<br>In.53200<br>2 Ha (stl) (each 33½′×10¾′)<br>4W Cr 1(3) Der 4(2) | Oil 4SA 6Cy. 400×580 mm<br>1450bhp 140t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×88kW 450V 60c/s a.c. 14k |
| **KALMAR**<br>**overnment of Sweden (Kungliga Sjöfartsstyrelsen)**<br>almar Swedish | 300<br>—<br>— | | | **1955** A/B Finnboda Varf—Skm<br>131′ 5″ 28′ 11″ 10′ 6″<br>121′ 1″ 28′ 10″ 18′ 6″<br>2 dks<br>RW | M Lighthouse Tender | Oil 2SA 4Cy. 345×580 mm<br>Nydqvist & Holm A/B Thn |
| **KALMARSUND I**<br>**Ångbåts A/B Kalmarsund**<br>J. B. Jeansson<br>Kalmar Swedish | 499<br>281<br>1010 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>MN180 EL k 1⅛″SQ | SS 6/67 | **1962**-12 Kalmar Varv—Kal<br>201′ 1″ 32′ 11″ 12′ 4¼″<br>180′ 5″ 32′ 9½″ 19′ 6″<br>1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4″ WB259t | M OSD Mchy.aft<br>1 Ho 129½′<br>G.70000 B.64000<br>2 Ha (36′, 54′×21¼′)<br>Cr 1(3) Der 2(3) | Oil 4SA 8Cy. 270×360 mm sr geared<br>900bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×75, 50, 15kW 220V d.c. |
| **KALMARSUND II**<br>**Ångbåts A/B Kalmarsund**<br>J. B. Jeansson<br>Kalmar Swedish | 499<br>271<br>970 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>MN180 EL k 1⅛″SQ | SS 5/68 | **1964**-7 Kalmar Varv—Kal<br>201′ 1″ 32′ 11″ 12′ 4¼″<br>180′ 5″ 32′ 9½″ 19′ 6″<br>1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4″ WB256t | M OSD Mchy.aft<br>1 Ho 129½′<br>G.71330 B.65085<br>1 Ha (stl) (28′×19¾′)<br>1 Ha (w) (52½′×21¼′)<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm with sr gearing<br>900bhp 56½t (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>3×75, 75, 25kW 220V d.c. 11½k |
| **KALMARSUND IV**<br>**Ångbåts A/B Kalmarsund**<br>J. B. Jeansson<br>Kalmar Swedish | 219<br>68<br>— | | | **1948** Kalmar Varv—Kal<br>125′ 0″ 28′ 1″ 8′ 10″<br>… … …<br>1 dk<br>RW | M Ferry (468P) | Oil 2SA 6Cy. 250×420 mm<br>465bhp (d.o)<br>Atlas-Diesel Skm<br>2×15, 10kW 110V d.c.<br>Propellers 1 fwd 1 aft |
| **KALMARSUND V**<br>**Ångbåts A/B Kalmarsund**<br>J. B. Jeansson<br>Kalmar Swedish | 367<br>113<br>160 | | | **1959** Kalmar Varv—Kal<br>139′ 2″ 35′ 4″ 11′ 10″<br>136′ 10″ 35′ 2″ 13′ 4″<br>1 dk<br>RW | M Ferry (616P) | Oil 4SA 6Cy. 290×420 mm<br>750bhp (d.o)<br>Masch. Kiel A.G. Kel<br>2×27kW 110V d.c.<br>Propellers 1 fwd 1 aft |
| **KALMARSUND VI**<br>**Ångbåts A/B Kalmarsund**<br>J. B. Jeansson<br>Kalmar Swedish | 493<br>259<br>— | | | **1950** Kalmar Varv—Kal<br>137′ 10″ 35′ 2″ 11′ 10″<br>35′ 0″<br>1 dk<br>RW | M Ferry (614P) | Oil 2SA 7Cy. 345×580 mm<br>1050bhp (d.o)<br>Nydqvist & Holm A/B Thn<br>2×25kW 110V d.c.<br>Propellers 1 fwd 1 aft |
| **KALMARSUND VII**<br>**Ångbåts A/B Kalmarsund**<br>J. B. Jeansson<br>Kalmar Swedish | 407<br>147<br>— | | | **1955** Kalmar Varv—Kal<br>137′ 10″ 35′ 4″ 11′ 10″<br>136′ 10″ 35′ 2″ 13′ 4″<br>1 dk<br>RW | M Ferry (633P) | Oil 2SA 8Cy. 345×580 mm<br>1200bhp (d.o)<br>Nydqvist & Holm A/B Thn<br>2×48kW 110V d.c.<br>Propellers 1 fwd 1 aft |

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| 541197<br>SKTG<br>10408<br>Rdr<br>RTv | **KALMARSUND VIII**<br>**Ångbåts A/B Kalmarsund**<br>J. B. Jeansson<br>Kalmar Swedish | 378<br>122<br>— | | 1963 Kalmar Varv—Kal<br>139' 2" 35' 2" 11' 5¾"<br>136' 10" 35' 1" 14' 9"<br>1 dk | M Ferry (618P) | Oil 2SA 7Cy. 340×570 mm<br>1250bhp<br>Nydqvist & Holm A/B<br>2×75kW 220V a.c.<br>Propellers 1 fwd 1 aft |
| 652078<br>SKJI<br>10606<br>Rdr<br>RTv | **KALMARSUND IX**<br>**Ångbåts A/B Kalmarsund**<br>J. B. Jeansson<br>Kalmar Swedish | 367<br>146<br>100 | | 1965 Kalmar Varv—Kal<br>155' 6" 35' 2" 9' 10"<br>35' 1" 13' 5"<br>1 dk | M Ferry (392P) | 6 Oil 4SA each 6Cy. 12<br>geared to sc. shaft<br>575bhp<br>A/B Scania—Vabis<br>2×21kW 110V d.c.<br>Propellers 1 fwd 1 aft |
| 672881<br>Rdr | **KALMIUS**<br>**U.S.S.R.**<br>Ismail Russian | 1248<br>555<br>1299 | GL | 1967 Angyalfold Shipyard—Bdp<br>244' 4" 37' 2" 13' 1½"<br>37' 0" 17' 5"<br>P66 F27' 1 dk | M Mchy.aft<br>3 Ho<br>G.74267<br>3 Ha (each 28½'×18½')<br>7W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 mm<br>1000bhp<br>Lang Eng. Works |
| 670673<br>4QQS<br>174349<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **KALMUNAI**<br>**Ceylon Fisheries Corp.**<br>Colombo British | 321<br>135<br>255 | | 1967 Uchida Zosen—Ise<br>*123-0'* 23' 11" 9' 8"<br>11' 1"<br>P52' B21' F20' 1 dk<br>rf 7½" BK6" | M Fishing Mchy.aft<br>3 Ho 16½', 18½', 26½'<br>5 Ha (3½', 3½'×1') (4½', 4½'×4½') (3½'×3')<br>Der 2(1) | Oil 4SA 6Cy. 270×400 mm<br>650bhp<br>Hanshin Nainenki Kogyo<br>3×64, 64, 16kW 410V 50c/s |
| 518040<br>UJYS<br>M-21063<br>Df Esd<br>Gc Pfd<br>Rdr | **KALMYK**<br>**U.S.S.R.**<br>Odessa Russian | 526<br>—<br>230 | | 1959 Stocznia im. Komuny Paryskiej—Gdy<br>155' 6" 33' 2" 11' 9¾"<br>140' 5" 31' 10" 15' 5" | S Tug<br>1W Der 1(1) | C 4Cy. (2) 295 & (2) 590×<br>800ihp<br>H. Cegielski |
| 680113<br>OVQH<br>Df Esd<br>Pfd Rdr<br>RTm/v | **KALØ**<br>**Aarhus Sten- & Gruskompagni**<br>Århus Danish | ~~385~~ 388<br>~~140~~ 142<br>625 | BV | 1967 Husumer Schiffsw.—Husum<br>159' 8" ~~160' 0"~~ 33' 8" 11' 6½"<br>147' 8" 30' 2" 12' 6"<br>P46' F23' 1 dk<br>rf 23" | M Suction Dredger Mchy.aft<br>1 Ho 34'<br>G.121130<br>1 Ha (31½'×21½')<br>1W Der 1(6) | Oil 2SA 7Cy.<br>500bhp<br>Alpha-Diesel A/S<br>2×32kW 380V 50c/s a.c.<br>Controllable pitch prope |
| 518041<br>PKRP<br>Df Esd<br>RT | **KALOEKOE**<br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 2181<br>1490<br>1735 | | 1948 Nederl. Dok & Schps.—Ams<br>276' 11" 43' 2" 14' 7½"<br>43' 0"<br>2 dks | M Ref<br>G.112117 B.108220<br>2 Ha (19½'×14¾') (26'×19½')<br>9W Der 1(15) 8(3) | Oil 2SA 5Cy. 480×700 m<br>1300bhp Sulzer<br>N.V. Werkspoor |
| 518042<br>Df Esd | **KALSCHIDA**<br>**U.S.S.R.**<br>Russian | 533<br>—<br>250 | | 1956 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157' 0" 31' 8" 11' 5"<br>139' 6" 31' 2" 15' 4" | S Tug<br>1W Der 1(1) | T 3Cy. 16[illegible]" 27[illegible]" &<br>Wärtsila Kon. Crichton- |
| 518043<br>PUTN<br>Df Esd<br>Gc | **KALU**<br>exN. O. Rõgenæs–60<br>exLektor Garbo–47<br>Launcheu as Alfred L. Baxley<br>**Cia. Nav. e Comercio Pan-Americana**<br>Rio de Janeiro Brazilian | 7542<br>4477<br>10731 | NV | 1945 Todd-Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 9"<br>417' 8" 56' 10" 37' 4"<br>2 dks | S<br>5 Ho 60½', 72½', 50', 45', 70'<br>G.562608 B.499573<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 1(30) 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 518045<br>UVCN<br>M-21775 | **KALUGA**<br>**U.S.S.R.**<br>Riga Russian | 3258<br>1564<br>4410 | | 1954 Schiffswerft Neptun—Ros<br>334' 7" 47' 3" 21' 10"<br>47' 1" 26' 0"<br>1 dk<br>RW | S<br>4 Ho<br>G.188051<br>4 Ha (27½', 27½', 27½', 23½'×16½')<br>11W Der 1(15) 10(5) | C 4Cy. (2) 465 & (2) 10<br>LP turb<br>Emade[illegible] |
| 505366<br>OYLC<br>Df Esd<br>Rdr | **KALUNDBORG**<br>exBroen–66<br>**De Danske Statsbaner**<br>Kalundborg Danish | 1582<br>696<br>487 | BV | 1952 Frederikshavn V. & F. A/S—Fkn<br>262' 6" 43' 4" 13' 2"<br>43' 2" 19' 5"<br>1 dk<br>rf 8" | TM Ferry (1000P) | 2 Oil 2SA each 11Cy.<br>5200bhp<br>Burmeister & Wain<br>3×192kW 220V d.c. |
| 518048<br>VWCR<br>196656<br>Df Esd<br>RT | **KALYANI IV**<br>**Government of India**<br>Calcutta Indian | 123<br>61<br>— | | 1954 Itosaki Zosen Tekkosho—Mihara<br>18' 0"<br>91' 3" 17' 10" 8' 9"<br>F19'<br>RW | M Trawler | Oil 2SA 4Cy. 290×<br>Hayashikane Zosen |
| 518049<br>VWCS<br>196657<br>Df Esd<br>RT | **KALYANI V**<br>**Government of India**<br>Calcutta Indian | 123<br>61<br>— | | 1954 Itosaki Zosen Tekkosho—Mihara<br>18' 0"<br>91' 3" 17' 10" 8' 9"<br>F19'<br>RW | M Trawler | Oil 2SA 4Cy. 290×<br>Hayashikane Zosen |

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| **KALYDON**<br>**Shell Tankers N.V.**<br>The Hague<br>Netherland | 12107<br>6923<br>18224 | ✠**100A1** TD 6/68 ~~SS 5/68~~<br>oil tanker<br>✠**LMC**<br>MN1650 EL h†2$\frac{7}{16}$"SQ | 1955–2 Rotterdamsche D.D. Maats.—Rot<br>555′ 8″ 69′ 5″ 29′ 10¼″<br>530′ 0″ 69′ 3″ 39′ 0″<br>P115′ B59′ F50′ 1 dk<br>RW 16BH<br>rf 3½″ WB311t | S Tanker Mchy.aft<br>33 Ta<br>L.890589 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8250shp 1626t (o.f)–48pd<br>Rotterdamsche D.D. Maats. Rot<br>2WTB 570℔ Spt 525℔ hs14655<br>sg 135℔ 14½k |
| **KALYMNOS**<br>exHekla-66<br>Dodekanisiaki **Steamship Navigation S.A.**<br>Kalymnos<br>Greek<br>Now **ARCADIA** See New Entries No. 4 | 1503<br>788<br>557 | **BS✻** SS 4/65<br>with freeboard<br>Ice Class C<br>**MBS✻**<br>MN532 CT1446 C25 | 1948–7 Aalborg Værft A/S—Abg<br>238′ 8″ 36′ 1″ 12′ 6½″<br>220′ 0″ 35′ 6″ 21′ 0″<br>F30′ 1 dk & S dk<br>RW 6BH | TM (154P) Ref OSD<br>3 Ho 41½′, 39¾′, 40′<br>3 Ha (8′, 18′, 12′×12′)<br>Der 1(10) 5(3) | 2 Oil 2SA each 7Cy. 340×570 mm<br>2660bhp (d.o)<br>Atlas-Diesel Skm<br>db 50℔ |
| **KAMA**<br>exSkogvik-33 exYork<br>exLake Helen<br>**U.S.S.R.**<br>Leningrad<br>Russian | 1933<br>1094<br>— | ✠Classed LR until 7/34 | 1918–9 McDougall-Duluth Co.—Dul<br>*251·0′* 43′ 7″<br>43′ 5″<br>1 dk<br>R | S | T 3Cy. 17½″ 33″ & 54″×40″<br>McDougall-Duluth Co. Dul |
| **KAMAISHI MARU**<br>**Fuji Seitetsu K.K.**<br>Kamaishi<br>Japanese | 118<br>38<br>— | | 1962 Osaka Zosensho—Osa<br>84′ 4″ 23′ 1″<br>79′ 7″ 22′ 11½″ 9′ 10″ | TM Tug | 2 Oil 4SA each 6Cy. 275×320 mm<br>1000bhp<br>Fuji Seisakusho Tateyama<br>11½k |
| **KAMAKURA MARU**<br>**Nippon Kaiyosha K.K.**<br>Yokohama<br>Japanese | 155<br>—<br>— | | 1967 Osaka Zosensho—Osa<br>25′ 1″ 8′ 3″<br>88′ 6″ 24′ 11″ 11′ 8″<br>1 dk<br>RW | TM Tug | 2 Oil 4SA each 6Cy. 275×320 mm<br>1500bhp<br>Fuji Seisakusho Tateyama |
| **KAMAL**<br>exAtlanta-59 exSibille Naval<br>exEmma Biesterfeld<br>**Soc. Iranienne d'Entreprises Maritimes**<br>Iranian | 494<br>288<br>680 | ✠Classed LR until 3/24 | 1922–8 Schiffs. (v. J. & Sch.) A.G.—Ham<br>*157·9′* 28′ 1″ 13′ 1″<br>27′ 11″<br>P39′ F19′ 1 dk<br>R<br>BK7½″ | M<br>G.35000 | Oil 4SA 6Cy. 350×470 mm<br>NE42 50t<br>Motorenw. Mannheim Mhm<br>10k |
| **AMALES**<br>**S.S.R.**<br>changel<br>Russian | 2925<br>1365<br>3506 | | 1964 F. W. Hollming—Rauma<br>335′ 0″ 46′ 1″ 18′ 9″<br>305′ 2″ 45′ 11″ 22′ 6″<br>1 dk | M Mchy.aft<br>5 Ho<br>G.185435<br>5 Ha (32¾′, 32¾′, 32¾′, 32¾′×27½′)<br>(11¼′×7¾′)<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy. 550×1100 mm<br>Burmeister & Wain Cpn<br>13¾k |
| **MARA**<br>elho Maru-59<br>ublik **Indonesia**<br>T. Pelajaran Nasional<br>ndonesia<br>karta<br>Indonesian | 1636<br>1114<br>— | | 1955 Sanoyasu Dockyard Co. Ltd.—Osa<br>272′ 2″ 39′ 6″ 16′ 11″<br>254′ 3″ 39′ 4″ 19′ 8″<br>P72′ F33′ 1 dk | M Mchy.aft<br>G.116172 B.107100<br>8W Der 1(20) 3(10) 2(5) | Oil 4SA 8Cy. 420×650 mm<br>159t<br>Kobe Hatsudoki Kob<br>12k |
| **MBA**<br>ikrofui-66<br>**e Government of the Republic of Ghana**<br>koradi<br>Ghanaian | 1514<br>662<br>884 | ✠**100A1**<br>stern trawler<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN462 EL (o) 1$\frac{7}{16}$"SQ | 1965–12 Newport S.B. & E. Co. Ltd.—Npt<br>239′ 2″ 38′ 1″ 15′ 6″<br>208′ 6″ 38′ 0″ 25′ 9″<br>B31′ 2 dks<br>Coll BH to U dk 5 to 2nd dk<br>rf 24″ Box K 12″ WB113t | M Stern Trawler Ref Mchy.aft<br>In.35350 | Oil 4SA 6Cy. 19″×27″ with flexible coupling<br>2308bhp<br>Mirrlees National Ltd. Stckpt<br>Controllable pitch propeller |
| **MBARÖST**<br>adrystihus **Stödvarfjardar**<br>hf<br>ödvarfirdi<br>Icelandic<br>w **BJARNI JONSSON** See New Entries No. 1 | 101<br>32<br>— | | 1961 Ernst Thälmann—Brandenburg<br>*75·2′* 19′ 9″<br>… … … | M Fishing | Oil 4SA<br>Motorenw. Mannheim Mhm |
| **MBODIA**<br>Brandenburg-46<br>**S Det Østasiatiske Kompagni**<br>Copenhagen<br>Danish | 10461<br>6061<br>12400 | **100A1** SS 10/66<br>DT(cr) & tanks between tunnels Nos. 5 & 6 holds vegetable oil<br>**LMC**<br>EL f†2⅜"SQ | Lch.1943 Cmd.1947–6 Burmeister & Wain—Cpn<br>541′ 5″ 64′ 3″ 30′ 3$\frac{5}{16}$″<br>504′ 2″ 64′ 0″ 41′ 0″<br>F57′ 3 dks<br>RW Coll BH to U dk 8 to 2nd dk<br>WB4350t incl. Tunnel tanks 880t DTm1378t | TM<br>6 Ho<br>G.656650 B.583850<br>6 Ha (20½′, 33′, 44′, 38½′, 33′, 19¼′×19½′)<br>20W Der 1(50) 1(25) 4(10) 14(5) 2(3) | 2 Oil 2SA each 10Cy. 620×1160 mm<br>12500bhp 2262t<br>Burmeister & Wain Cpn<br>~~2AuxB (1 o.f 1 ex.g) 100℔~~ 17k<br>AuxB (o.f) 100℔ 2AuxB (ex.g) 100℔ |
| **MCHATKA**<br>**S.S.R.**<br>divostok<br>Russian | 3725<br>1809<br>4226 | | 1964 Schiffswerft Neptun—Ros<br>347′ 2″ 47′ 10″ 21′ 6″<br>47′ 8″ 26′ 4″<br>2 dks | M<br>4 Ho<br>G.203660<br>4 Ha (23′×32¾′) (29½′, 29½′×34¼′)<br>(23′×32½′)<br>8W Der 4(5) 4(3) | Oil 2SA 6Cy. 570×800 mm<br>MAN<br>Dieselmotorenwerk Ros<br>13k |
| **MCHATKA**<br>Chase exParia exLake Elrio<br>**S.S.R.**<br>divostok<br>Russian | 2701<br>1517<br>4007 | | 1919 Gt. Lakes Eng. Wks—Ashtabula<br>261′ 5″ 43′ 8″ 25′ 2″<br>43′ 7″ 28′ 4″<br>1 dk | S<br>4 Ho<br>G.139564<br>4 Ha (22¾′, 22¾′, 22¾′, 20¼′×16′)<br>8W Der 6(8) 2(5) | T 3Cy. 19″ 35″ & 59″×42″<br>Gt. Lakes Eng. Wks Ashtabula<br>8½k |

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| 518060<br><br><br>Df Esd | **KAMCHATKA**<br><br>**U.S.S.R.**<br>Murmansk Russian | 670<br>256<br>— | | 1952 Valmet O/Y—Hfs<br>*178·5'* 29' 6"<br>29' 4" | S Trawler | C 3Cy. (2) 13¾" &<br>A/B Finnboda Varf |
| 641279<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAMCHATSKIE GORY**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 9660<br>5219<br>9550 | <br><br>NV | 1964 A/B Lindholmens Varv.—Got<br>503' 7" 67' 5" 24' 6½"<br>459' 4" 67' 3½" 27' 6"<br>2 dks | M Fish Carrier Mchy.aft<br>4 Ho<br><br>4 Ha (each 22½' × 15¾')<br>8W Der 8(5) | Oil 2SA 7Cy.<br>Götaverken<br>A/B Lindholmens Varv<br>3 × 520kW 380V |
| 518061<br>UTDC<br>M-17078<br>Df Esd<br>Gc Rdr | **KAMCHATSKLES**<br><br>**U.S.S.R.**<br>Petropavlovsk Russian | 2925<br>1361<br>3400 | | 1962 Nystads Varv—Nystad<br>335' 0" 46' 1" 18' 9"<br>305' 2" 45' 11" 22' 6"<br>1 dk | M<br>4 Ho<br>G.182542<br>4 Ha (each 32¾' × 28½')<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy.<br><br>Burmeister & Wain |
| 680539<br>UUKY<br>M-21221 | **KAMCHATSKY PIONER**<br><br>**U.S.S.R.**<br>Petropavlovsk Russian | 334<br>88<br>179 | | 1962 .......................Russia<br>143' 0" 24' 11" 9' 6"<br>129' 0" 24' 10" 12' 6" | M Trawler<br>2 Ho<br>In.7626<br>2 Ha<br>3W Der 1(2) 2(1½) | Oil 4SA 6Cy.<br><br>Schwermasch. Karl |
| 529884<br>JBOK<br>85551<br>Df Esd<br>Gc Rdr<br>RT | **KAME MARU No. 3**<br>exRokko Maru–67<br>**Ueno Shokai K.K.**<br>Kitakyushu Japanese | 3587<br>1829<br>5020 | <br><br>NK | 1960 Setoda Zosen—Setoda<br>348' 9" 49' 5" 20' 10"<br>324' 10" 49' 3" 25' 3"<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.251406 B.227745<br>3 Ha (37', 78¾', 39½' × 23')<br>12W Der 2(20) 2(15) 3(10) | Oil 2SA 7Cy.<br>3500bhp<br>Hanshin Nainenki<br>2 × 80kW 450V a.c. |
| 641280<br>JJ2033<br>93837<br>Gc | **KAMEFUKU MARU**<br><br>**K. Nakao**<br>Nantan Japanese | 190<br>—<br>280 | | 1964 Masui Zosen—Nanten<br>21' 6"<br>96' 10" 21' 4" 10' 2"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 5Cy.<br>Emade— |
| 518063<br>SYAY<br>1777 | **KAMELIA**<br><br>**G. S. Vatikiotis & G. Georgis**<br>Piræus Greek | 610<br>285<br>— | ✠100A1 SS 4/67<br>Greek Inter-Island service<br>✠LMC<br><br>MN524 EL (I) 1¼" | 1963–3 D. C. Anastassiades & A. Ch.<br>Tsortanides—Perama<br>178' 8" 29' 2"<br>159' 11" 27' 10½" 12' 6"<br>Ba57' B35' RFD34' 1 dk<br>RW 6BH<br>rf 12" WB36t incl. Tunnel tanks 9t | TM | 2 Oil 4SA each 9Cy.<br>2620bhp<br>Masch. Augsburg- |
| 524978<br>DGYF<br><br>Df Esd<br>RT | **KAMEN**<br>exNeuenfelde–66<br>**Leo Bartkowiat**<br>Hamburg W. German | 219<br>99<br>300 | <br><br>GL | 1939 J. J. Sietas Schiffsw.—Ham<br>136' 1" 22' 6" 7' 10½"<br>22' 4" 8' 10"<br>P28' F16' 1 dk<br>R | M<br>1 Ho 78¾'<br>G.16500<br><br>2W | Oil 4SA 6Cy.<br>225bhp<br>Klöckner-Humboldt- |
| 518064<br>UNZW<br>M-11742<br>Df Esd | **KAMENETS-PODOLSK**<br>Launched as Robert S. Abbott<br>**U.S.S.R.**<br>Vladivostok Russian | 7216<br>4382<br>10578 | | 1944 Permanente (Shpyd No. 2)—<br>Richmond<br>441' 6" 57' 0" 27' 8"<br>417' 9" 56' 10" 37' 4"<br>2 dks | S<br>5 Ho<br>G.291912<br>5 Ha (33½', 34½', 34½', 34½', 20' × 20')<br>11W Der 1(15) 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>Joshua Hendy |
| 680540<br>UWOH<br>M-16772 | **KAMENKA**<br><br>**U.S.S.R.**<br>Archangel Russian | 533<br>—<br>358 | | 1951 Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>157' 1" 31' 2" 11' 10"<br>139' 9" 31' 0" 15' 5" | S Tug | T 3Cy.<br><br>Wärtsilä Kon. |
| 518065<br>UJDL<br>M-25011 | **KAMENOGORSK**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 5217<br>2524<br>5840 | | 1957 Baltic S.B. & E. Wks—Len<br>429' 6" 55' 3" 24' 7"<br>55' 1" 31' 2"<br>2 dks | TD-E Fish Carrier<br>5 Ho<br>In.241906<br>5 Ha (16½', 16½', 16½', 16½' × 16½')<br>(14¾' × 14¾')<br>10W Der 10(3½) | 4 Oil 2SA<br>connected to<br>to 2 sc. shafts |
| 518066<br>UNIW<br>M-22701<br>RTv | **KAMENSK**<br><br>**U.S.S.R.**<br>Leningrad Russian | 3258<br>1564<br>4370 | | 1955 Schiffswerft Neptun—Ros<br>334' 7" 47' 3" 21' 10"<br>47' 1" 26' 0"<br>1 dk<br>RW | S<br>4 Ho<br>G.174738<br>4 Ha (28', 28', 28', 23½' × 16½')<br>9W Der 1(15) 8(5) | C 4Cy. (2)<br>& LP turb |
| 518067<br>TCIG<br>17 | **KAMER**<br>exBosphorus No. 59–54<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 327<br>166<br>— | ✠ | 1906–12 Armstrong Whitworth—Nwc<br>134' 6" 24' 1" 7' 9"<br>... ... ...<br>1 dk<br>R | TS Ferry | T 6Cy. 10"<br><br>A. G. Mumford |
| 661690<br>DGSM<br>10848<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAMERAD**<br><br>**Otto Krenz**<br>Westfälische Transport A.G.<br>Hamburg W. German | 240<br>144<br>— | <br><br>GL | 1966 C. Cassens G.m.b.H.—Emd<br>138' 10" 24' 10" 7' 10¾"<br>126' 6" 24' 7" 9' 0"<br>P31' 1 dk | M Mchy.aft<br><br>G.18100 B.16700<br>1 Ha | Oil 4SA 6Cy.<br>299bhp<br>Motorenw. |

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| **KAMERIYA MARU**<br>Daiko Unyu K.K.<br>Yokohama Japanese | 295<br>152<br>— | | 1962 Hashihama Zosen—Imabari<br>*120·0′* 24′ 9″ 10′ 8″<br>118′ 1″ 24′ 7″ 11′ 7″<br>1 dk<br>RW | M Mchy.aft<br>G.20059 B.18328<br>1 Ha (52½′×16½′) | Oil 4SA 6Cy. 265×400 mm<br>430bhp<br>Nippon Hatsudoki Kob<br>10k |
| **KAMI**<br>Kaj Olsen<br>Skagen Danish | 149<br>59<br>— | BV | 1960 A/S Svendborg Skibsv.—Svb<br>100′ 3″ 20′ 11″<br>... ... ...<br>1 dk<br>RW | M Trawler | Oil 2SA 5Cy. 230×400 mm<br>680bhp<br>Alpha-Diesel A/S Fkn |
| **KAMIENNA**<br>Polish Government<br>P.P.D. i U.R. "Gryf"<br>Szczecin Polish | 674<br>240<br>516 | PR | 1959 Stocznia im. Komuny Paryskiej—Gdy<br>194′ 4″ 29′ 7″<br>176′ 8″ 29′ 6″ 16′ 3″<br>1 dk | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm<br>500ihp (o.f)<br>H. Cegielski Poz<br>3×25, 25, 12kW 220V d.c. 12k |
| **KAMIJI MARU**<br>Hinode Kisen K.K.<br>Tokyo Japanese | 5204<br>2981<br>7583 | NK | 1953 Nippon Kokan—Shimizu<br>410′ 7″ 55′ 3″ 24′ 0″<br>385′ 4″ 55′ 1″ 29′ 6″<br>P&B156′ F29′ 1 dk<br>RW<br>rf 4″ | S (4P) Mchy.aft<br>3 Ho 104¾′, 113¾′, 69′<br>G.389593 B.361871<br>3 Ha (75½′, 78¼′, 51¾′×23′)<br>Der 1(70) 1(50) 2(20) 8(15) | 2 S Turb dr geared to sc. shaft<br>3200shp 956t (o.f)<br>Kawasaki Dkyd Co. Ltd. Kob<br>3×144, 144, 15kW 230V 60c/s a.c. 12¾k |
| **KAMIJI MARU**<br>Mie Prefecture<br>Yokkaichi Japanese | 124<br>36<br>— | | 1955 Mitsubishi Zosen—Smk<br>*80·9′* 21′ 8″<br>80′ 0″ 21′ 1″ 10′ 0″ | TM Tug | 2 Oil 4SA each 6Cy. 270×420 mm<br>800bhp<br>Hanshin Nainenki Kogyo Kob<br>11k |
| **KAMIKAWA MARU**<br>Kawasaki Kisen K.K.<br>Kobe Japanese | 9632<br>5529<br>11254 | ✠100A1 ~~SS 10/63~~<br>tunnel side tanks—oil FP<br>above 150° F. SS 10/67<br>DTsa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1092 EL e†2⅜″SQ<br>NK | 1951-10 Kawasaki Jukogyo—Kob<br>514′ 11″ 64′ 0″ 27′ 3½″<br>475′ 8″ 63′ 11″ 40′ 0″<br>F45′ 2 dks, 3rd dk in Nos. 2, 3, 4 & 5 holds<br>RW Coll & 2 mchy. BH to U dk 5 to 2nd dk<br>WB2710t incl. DTsa1437t | M Ref CSD<br>7 Ho<br>G.687309 B.626956 In.5200<br>6 Ha (27½′×19¾′) (42′, 42′, 28′, 42′×25′) (27¾′×19¾′)<br>18W Der 2(20) 4(10) 12(5) | Oil 2DA 7Cy. 720×1200 mm<br>7500bhp 1368t<br>Kawasaki Dkyd Co. Ltd. Kob<br>AuxB 100lb 16k<br>2×270kW 230V d.c. |
| **KAMILLA WITTHØFT**<br>exLucky Star-65<br>K.E. Witthøft-Rasmussen<br>Bandested Danish<br>Now VENDELBO See New Entries No. 1 | 168<br>95<br>200 | BV | 1913 H. van der Werf—Stadskanaal<br>104′ 8″ 19′ 4″ 8′ 3″<br>19′ 2″<br>1 dk<br>R | M Mchy.aft | Oil 4SA 3Cy. 270×340 mm<br>210bhp NE27<br>Appingedammer Brons. Apg<br>1×1¼kW<br>Controllable pitch propeller |
| **KAMISHIMA MARU**<br>Kokuyo Kaiun K.K.<br>Kobe Japanese | 1994<br>1139<br>3055 | NK | 1959 Kasado Dock Co. Ltd.—Kasadoshima<br>292′ 11″ 42′ 2″ 17′ 9$\frac{3}{16}$″<br>270′ 8″ 42′ 0″ 21′ 4″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.127380 B.118516<br>3 Ha (43¼′, 47′, 42¾′×20′)<br>6W Der 6(5) | Oil 4SA 6Cy. 460×690 mm<br>1700bhp 366t<br>Ito Tekkosho Shimizu<br>2×40kW 230V d.c. 11k |
| **KAMISHIN**<br>U.S.S.R.<br>Odessa Russian | 1307<br>608<br>1682 | R | 1939 .......................Russia<br>250′ 1″ 35′ 5″ 15′ 3″<br>35′ 3″ 17′ 9″ | M<br>4 Ho<br>G.65474<br>4 Ha (20¾′, 20¾′, 12¾′, 12¾′×11¾′)<br>8W Der 8(3) | Oil 4SA 8Cy. 15½″×22″<br>NE43<br>U.S.A<br>8½k |
| **KAMO MARU**<br>Shinwa Kaiun K.K.<br>Tokyo Japanese | 8059<br>5064<br>10957 | NK | 1958 Kawasaki Dkyd Co. Ltd.—Kob<br>468′ 10″ 59′ 10″ 27′ 0½″<br>434′ 7″ 59′ 8″ 38′ 5″<br>B72′ F44′ 2 dks<br>RW | M<br>5 Ho<br>G.609349 B.560246<br>5 Ha (27′×21′) (49′, 50¼′, 50¼′, 41¾′×23½′)<br>16W Der 4(10) 12(5) | Oil 2SA 6Cy. 700×1200 mm<br>5200bhp MAN 1213t<br>Kawasaki Dkyd Co. Ltd. Kob<br>2×200kW 445V a.c. 13¾k |
| **KAMO MARU No. 11**<br>K. Boshu<br>Ishinomaki Japanese | 149<br>68<br>— | | 1947 Tohoku Dock—Shiogama<br>*97·7′* 19′ 8″<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Ito Sangyo Shimizu |
| **KAMO MARU No. 21**<br>K. Boshu<br>Ishinomaki Japanese | 192<br>—<br>— | | 1964 Nishii Dock Co. Ltd.—Ise<br>110′ 3″ 21′ 10″ 9′ 6″<br>110′ 2″ 21′ 8″ 10′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 290×410 mm<br>Hanshin Nainenki Kogyo Kob |
| **KAMO MARU No. 23**<br>K. Boshu<br>Japanese | 193<br>—<br>— | | 1964 Nishii Dock Co. Ltd.—Ise<br>21′ 10″ 9′ 6″<br>110′ 2″ 21′ 8″ 10′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×430 mm<br>Hanshin Nainenki Kogyo Kob |

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|---|---|---|---|---|---|---|
| 518080<br>JATM<br>69427<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAMOGAWA MARU**<br><br>**Shin Yei Sempaku K.K.**<br>Tokyo Japanese | 7202<br>4167<br>10511 | NK<br><br>✠Classed LR until 2/63 | **1952**-12 Fujinagata Zosen—Osa<br>465' 11" 60' 6" 27' 2¾"<br>439' 7" 60' 4" 34' 2"<br>P30' B173' F42' 2 dks<br>RW | M<br>6 Ho<br>G.527767 B.481950<br>6 Ha (27'×21½') (44½', 27', 21½', 40½', 27'×23')<br>14W Der 4(20) 10(5) | Oil 2SA 7Cy. 740×1600 mm<br>6450bhp B&W<br>Mitsui Zosen<br>3×170kW 225V d.c. |
| 518081<br>JDGF<br>71545 | **KAMOGAWA MARU**<br><br>**S. Akita**<br>Ondo Japanese | 252<br>147<br>— | | **1953** Ujina Zosen—Hma<br>*127·5'* 20' 1"<br>127' 3" 20' 0" 11' 9"<br>P44' F16' 1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (54½'×13') | Oil 2SA 4Cy. 420×450 mm<br>320bhp Emade—refitted<br>Ohara Zosen Tekkosho |
| 518082<br>JFDB<br>85964<br>Rdr RT | **KAMOGAWA MARU No. 8**<br><br>**Shimosaki Kisen K.K.**<br>Kobe Japanese | 1590<br>900<br>2511 | <br><br>NK | **1960** Sanoyasu Dockyd Co. Ltd.—Osa<br>272' 3" 39' 6" 16' 11"<br>254' 3" 39' 4" 19' 8"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.114985 B.106086<br>2 Ha (40', 89½'×20½')<br>9W Der 2(15) 4(10) | Oil 4SA 6Cy. 460×690 mm<br>1800bhp<br>Ito Tekkosho<br>2×40kW 115V d.c. |
| 518083<br>JRSW<br>91562<br>Df Esd<br>Rdr | **KAMOGAWA MARU No. 11**<br><br>**Shimosaki Kisen K.K.**<br>Kobe Japanese | 1599<br>860<br>2517 | <br><br>NK | **1962** Kasado Dock Co. Ltd.—Kudamatsu<br>272' 3" 39' 6" 16' 10"<br>254' 2" 39' 4" 19' 8"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.114985 B.106086<br>2 Ha (40', 89½'×20½')<br>9W Der 2(15) 4(10) | Oil 4SA 6Cy. 460×690 mm<br>1800bhp<br>Ito Tekkosho<br>2×40kW 115V d.c. |
| 518084<br>JNCY<br>80604<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAMOHARU MARU**<br><br>**Yamashita-Shinnihon Kisen K.K.**<br>Tokyo Japanese | 9282<br>5398<br>12454 | <br><br>NK | **1958** Hitachi Zosen—Inn<br>515' 3" 64' 7" 30' 5½"<br>475' 9" 64' 3½" 40' 8"<br>2 dks, pt 3rd dk<br>RW | M Ref<br>6 Ho<br>G.657538 B.597388 In.155032<br>6 Ha (24½'×18') (43½', 36½', 23½', 44½', 26½'×24½')<br>18W Der 4(10) 14(5) | Oil 2SA 10Cy. 740×1600 mm<br>12500bhp B&W<br>Hitachi Zosen<br>2×340kW 450V a.c. |
| 641340<br>8LIA<br>93049<br>Df Esd<br>Gc Rdr | **KAMOYASU MARU No. 11**<br><br>**Y. Kamogawa**<br>Hazaki Japanese | 192<br>77<br>— | | **1963** Kanazashi Zosensho—Shimizu<br>136' 5" 21' 10" 9' 2"<br>111' 6" 21' 8" 10' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br><br>Niigata Eng. Co. Ltd. |
| 661019<br>JHCC<br>96420<br>Df Esd<br>Gc Pfd<br>Rdr | **KAMOYASU MARU No. 21**<br><br>**Y. Kamogawa**<br>Hazaki Japanese | 172<br>70<br>— | | **1965** Miho Zosensho—Shimizu<br>135' 5" 21' 9"<br>111' 10" 21' 8" 10' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 518086<br>GCKX<br>181668<br>Df Esd<br>Rdr<br>RTm/h | **KAMPALA**<br><br>**British India Steam Nav. Co. Ltd.**<br>London British | **10304**<br>5911<br>9135 | **✠100A1** CS 3/67<br><br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL g†2½"SQ | **1947**-8 A. Stephen & Sons Ltd.—Gls<br>507' 0" 66' 3" 27' 2½"<br>480' 0" 66' 0" 32' 6"<br>B294' F56' 2 dks & Shade dk, 3rd dk fwd of mchy. space<br>RW 9BH<br>rf 3" WB3008t incl. Tunnel tanks 487t | TS (1100P) Ref<br>5 Ho 58½', 45', 57', 57', 60'<br>G.430998 B.393499 In.14168<br>5 Ha (18', 21', 21', 21', 18'×16')<br>12W Der 8(6) 4(5) | 6 S Turb sr geared to 2 s<br>9700shp Parsons<br>A. Stephen & Sons Ltd.<br>3WTB 485lb Spt 470lb h<br>db 105lb sg 100lb<br>4×250kW 220V d.c. |
| 518087<br>PFGW<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KAMPERDYK**<br><br>**N.V. Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)**<br>Rotterdam Netherland | T.Mk<br>**5019**<br>2582<br>7366 | **✠100A1** SS 5/64<br>tunnel side tanks—veg. oil<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1440 EL c†2½"SQ | **1959**-3 Lübecker Flender-Werke—Lbc<br>459' 10" 61' 11" 25' 1½"<br>426' 6" 61' 9" 37' 0"<br>F50' 1 dk & S dk, 3rd dk in way of Nos. 1, 2 & 3 holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 8" WB1131t incl. Tunnel tanks 632t | M Ref OSD<br>5 Ho 60¾', 69', 64', 64', 51¾'<br>G.435320 B.384950 In.37329<br>5 Ha (stl) (22½'×18') (36¾'×22') (36¾'×19½') (36¾', 24½'×22')<br>16W Der 1(40) 2(10) 14(5) | Oil 2SA 9Cy. 680×1250 m<br>7200bhp<br>N.V. Werkspoor<br>AuxB 100lb<br>3×230kW 220V d.c. |
| 500333<br>DKHE<br><br>Df Esd<br>RT | **KAMPHÖRN**<br>exAdriana–65<br>**Partenreederei m.s. "Kamphörn"**<br>~~Reederei Knud Knudsen~~<br>Rendsburg W. German<br>Sartori & Berger (Mgrs.) | **1600**<br>1090<br>2150 | <br><br>GL | **1953** Kieler Howaldtswerke A.G.—Kel<br>*249·3'* 36' 11" 16' 8¾"<br>36' 9" 21' 8"<br>B37' F28' 2 dks<br>RW | M CSD Mchy.aft<br><br>G.115000 B.104000<br><br>8W Der 1(15) | Oil 4SA 8Cy. 365×500 m<br>1400bhp Krupp<br>Kieler Howaldtswerke A.G. |
| 513474<br><br><br>RTm | **KAMRAN**<br>exGran–66 exGrand–46<br>exChant 57–46<br>**Maritime Co. Ltd.**<br>Khorramshahr Iranian | *469*<br>*169*<br>480 | **BS✱** Dr 4 yrs–3/65<br>oil tanker<br>Baltic, Mediterranean, Red Sea & Persian Gulf service, European coasting including Gt. Britain & Ireland, but not north of 60° N.<br>**MBS** CT396 C16 | **1944**-4 Furness S.B. Co. Ltd.—Haverton Hill<br>148' 2" 27' 1" 10' 1"<br>141' 0" 27' 0" 11' 0"<br>P38' F16' Trunk 82' 1 dk<br>R 8BH<br>WB49t | M Tanker Mchy.aft<br><br>L.17706 HeCls. C | Oil 2SA 5Cy. 240×400 m<br>300bhp NE53 B&W<br>Frederikshavns Jernst. &<br>NAuxB 9/49–80lb<br>2×10 & 6kW 110V d.c. |
| 518088<br>LZEF<br>73<br>Df RT | **KAMTCHIA**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 328<br>105<br>341 | | **1960** I. Dimitrov Shipyard—Rousse<br>161' 9" 23' 8" 9' 10"<br>154' 3" 23' 6" 10' 2"<br>P54' B17' F22' 1 dk | M Mchy.aft<br><br>G.18823 B.17643<br><br>Cr 1 | Oil 4SA 8Cy. 240×360 m<br><br>Schwermasch. Karl Lieb |
| 518090<br>VQMG<br>169134<br>RTm/h | **KAMUNI**<br>exChant 58–46<br>**Bookers Shipping (Demerara) Ltd.**<br>Georgetown, Dem British | 401<br>171<br>411 | <br><br>✱Classed BC until 12/64 | **1944**-4 Furness S.B. Co. Ltd.—Haverton Hill<br>148' 2" 27' 1" 9' 7"<br>141' 0" 27' 0" 11' 0"<br>P38' F14' Trunk 82' 1 dk<br>RW conv tanker 46<br>rf nil | M Mchy.aft<br>2 Ho each 40'<br>G.1800<br>3 Ha (23', 13', 13'×15')<br>2W Der 2(1½) | Oil 2SA 4Cy. 10½"×13"<br>380bhp NE58<br>Crossley Bros. Ltd.<br>2×6kW 110V d.c. |

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| **KAMURU**<br>Republik Indonesia<br>Indonesian | 632<br>—<br>— | | **1965** Leninskaya Kuznitsa—Kiev | M Trawler | Oil |
| **KANA MARU No. 1**<br>Sanoyasu Shoji K.K.<br>Osaka<br>Japanese | 3297<br>1987<br>4944 | NK | **1960** Sanoyasu Dockyard Co. Ltd.—Osa<br>335′ 10″ 49′ 5″ 20′ 6″<br>314′ 11″ 49′ 3″ 24′ 11″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.175645 B.164443<br>1 Ha (stl) (31¼′×24¼′)<br>2 Ha (w) (each 62¼′×21¼′)<br>10W Der 1(30) 10(10) | Oil 2SA 7Cy. 450×750 mm<br>3150bhp 367¾t (hvf)<br>Kobe Hatsudoki Seizosho Kob<br>2×120kW 445V a.c. 12k |
| **KANAGAWA MARU**<br>Hitachi Zosen<br>Osaka<br>Japanese | 149<br>43<br>— | | **1959** Taguma Zosen—Inn<br>93′ 10″ 29′ 11″ 8′ 6″<br>85′ 4″ 24′ 3″ 11′ 6″<br>rf 28″ | TM Tug | 2 Oil 2SA each 5Cy. 290×490 mm<br>2200bhp B&W (d.o)<br>Hitachi Zosen Inn<br>1×15kW 115V d.c.<br>Controllable pitch propellers 11k |
| **KANAGAWA MARU No. 2**<br>exToko Maru-61<br>Kanagawa Kisen K.K.<br>Yokohama<br>Japanese | 399<br>195<br>484 | | **1950** Setoda Zosen—Setoda<br>*144·6′* 24′ 7″ 10′ 5″<br>24′ 5″<br>P40′ F18′ 1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta | Oil 4SA 6Cy. 330×500 mm<br>400bhp 29t<br>Kubota Tekkosho Osa<br>9k |
| **KANAGAWA MARU No. 3**<br>exToho Maru-66<br>exWakaba Maru-64<br>Kanagawa Kisen K.K.<br>Yokohama<br>Japanese | 665<br>400<br>1029 | NK | **1954** Sasebo Sempaku Kogyo—Sasebo<br>188′ 4″ 30′ 2″ 13′ 3″<br>173′ 10″ 30′ 1″ 14′ 9″<br>1 dk | M Tanker Mchy.aft<br>3 Ta<br>L.45203 | Oil 4SA 6Cy. 370×520 mm<br>800bhp<br>Ito Tekkosho Shimizu<br>2×15kW 105V d.c. 10½k |
| **KANALTANK**<br>exVacuum 51-55 exKristian-52<br>A/B Donsötank<br>Kristen Kristensson<br>Donsö<br>Swedish<br>Now **NORRTANK** See New Entries No. 1 | 149<br>73<br>250 | | **1916** Kaldnes M/V—Tbg<br>94′ 4″ 19′ 1″ 6′ 0″<br>18′ 11″<br>B31′ 1 dk<br>R len 57 | M Oil Barge Mchy.aft<br>10 Ta<br>L.9884 | Oil 2SA 4Cy. 230×400 mm<br>940bhp Emade53fitted58 Alpha<br>1¾t-½pd<br>Frederikshavns Jernst. & Msk. Fkn<br>7½k |
| **KANANGOORA**<br>Partrederiet för m.s. "Kanangoora"<br>Rolf Carlsson<br>Gothenburg<br>Swedish | 11446<br>6409<br>16285 | **✠100A1** SS 7/68<br>strengthened for ore cargoes—Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>MN1160 EL g†2 5/16″SQ | **1963-5** A/B Lindholmens Varv.—Got<br>500′ 6″ 68′ 11″ 29′ 5″<br>476′ 4″ 68′ 6″ 39′ 6″<br>P95′ F43′ Trunk 336′ 1 dk<br>NS 9BH<br>rf 4″ WB10494t | M Mchy.aft<br>7 Ho 38′, 74¾′, 37¾′, 37¾′, 37¾′, 73¾′, 30¼′<br>G.799240<br>7 Ha (stl) (22¼′, 55½′, 25¼′, 25¼′, 25¼′, 55½′, 25¼′×32¼′)<br>4W Cr 2(5) Der 2(7½) 2(5) | Oil 2SA 7Cy. 630×1300 mm<br>5800bhp Götaverken 1335t (hvf)<br>A/B Lindholmens Varv Got<br>AuxB 100℔<br>3×280kW 450V 60c/s a.c. 14½k |
| **ANARIS**<br>tros M. Nomikos Ltd.<br>ræus<br>Greek | 1709<br>796<br>285 | **✠100A1** SS 2/65<br>**✠LMC**<br>MN420 EL r ptSQ | **1952-1** C.R.D. Adriatico—Mfl<br>267′ 6″ 42′ 1″ 15′ 1″<br>238′ 1″ 42′ 0″ 22′ 8″<br>F60′ 2 dks, 3rd dk clear of mchy. space & fwd hold<br>RW 6BH<br>WB122t | TM (761P)<br>2 Ho 33′, 23′<br>B.28000<br>2 Ha (16′×12′) (12′×10′)<br>Der 4(1½) | 2 Oil 2SA each 6Cy. 360×650 mm<br>2100bhp (hvf)<br>S.A. Fiat S.G.M. Tur<br>2db 100℔<br>3×100kW 220V d.c. 14k |
| **ANATO MARU**<br>Okinawa Tsuin K.K.<br>Naha<br>Japanese | 573<br>324<br>318 | | **1942** Fujinagata Zosen—Osa<br>*160·4′* 27′ 1″ 11′ 1″<br>26′ 11″<br>1 dk | M | Oil 4SA 9Cy. 420×620 mm<br>800bhp<br>Hanshin Tekkosho Kob |
| **KANAVELIC**<br>exAnglia-64<br>exJoachim Hendrik Fisser-59<br>Mediteranska Plovidba<br>Dubrovnik<br>Yugoslav | 648<br>269<br>935 | GL JR ~~GL~~ | **1952** Schiffb. Unterweser—Bhn<br>214′ 9″ 32′ 4″ 11′ 1″<br>32′ 2″ 18′ 10″<br>B17′ 1 dk & S dk<br>RW | M OSD<br>2 Ho 72¼′, 55¾′<br>G.68144 B.62669<br>2 Ha (35½′, 43¼′×16½′)<br>4W Der 3(3) | Oil 4SA 8Cy. 385×580 mm<br>1000bhp 108t (d.o)<br>Masch. Kiel A.G. Kel<br>4×60, 60 25, 15kW 230V d.c. 12k |
| **KANAYAMA MARU**<br>Azuma Kaiun K.K.<br>Tokyo<br>Japanese | 499<br>173<br>816 | NK | **1954** Uraga Dock Co. Ltd.—Yokosuka<br>169′ 1″ 35′ 7″ 8′ 3″<br>160′ 9″ 35′ 5″ 10′ 2″<br>1 dk | M Mchy.aft<br>1 Ho 71′<br>G.14331<br>1 Ha (71′×19¾′) | Oil 2SA 5Cy. 240×400 mm<br>375bhp Sulzer 9t (d.o)<br>Uraga Diesel Kogyo Tamashima<br>1×3kW 105V d.c. 8k |
| **KANAZONO MARU**<br>Sonoda Kisen K.K.<br>Kobe<br>Japanese | 2997<br>1713<br>4865 | NK | **1966** Hashihama Zosen—Imabari<br>319′ 5″ 48′ 11″ 20′ 10″<br>295′ 3″ 48′ 10″ 25′ 1″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.220859 B.209876<br>2 Ha (73′, 82½′×23′)<br>12W Der 1(20) 3(10) | Oil 4SA 6Cy. 520×860 mm<br>3200bhp 343t<br>Nippon Hatsudoki Kob<br>3×88kW 445V a.c. 12½k |
| **KANDA**<br>U.S.S.R.<br>Murmansk<br>Russian | 1178<br>394<br>1290 | | **1955** Valmet O/Y—Åbo<br>209′ 4″ 32′ 10″ 14′ 7″<br>32′ 8″<br>1 dk | M Tanker Mchy.aft | Oil SA 6Cy. 340×570 mm<br>Nydqvist & Holm A/B Thn |
| **KANDAGACH**<br>U.S.S.R.<br>Kaliningrad<br>Russian | 795<br>266<br>834 | | **1961** ....................Russia<br>207′ 2″ 32′ 11″ 12′ 3½″<br>32′ 10″ 13′ 2″<br>1 dk | TM Tanker Mchy.aft<br>9 Ta 1 Ho<br>L.30406<br>2 Ha<br>1W Der 1(2) | 2 Oil 2SA each 8Cy. 300×500 mm<br>Emade59fitted61<br>Russia<br>12½k |
| **KANDALAKSHA**<br>U.S.S.R.<br>Russian | 533<br>—<br>190 | | **1955** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157′ 1″ 32′ 6″ 11′ 10″<br>139′ 3″ 31′ 0″ 15′ 5″ | S Tug | T 3Cy. 16 9/16″ 27 9/16″ & 45 3/16″×27 9/16″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |

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|---|---|---|---|---|---|---|
| 640419<br>UEQJ<br>M-26522<br>Df Esd<br>Gc Rdr | **KANDALAKSHALES**<br><br>**U.S.S.R.**<br>Archangel Russian | 4673<br>2370<br>6035 | | 1963 Stocznia Gdanska—Gdk<br>406' 5" 54' 11" 22' 4½"<br>54' 9" 27' 8"<br>1 dk<br>RW | M<br>4 Ho<br>G.266909<br>4 Ha (41½'×26½') (41½', 46', 46'×29½')<br>9W Der 1(15) 8(10) | Oil 2SA 5Cy. 620×1400 m<br>5450bhp B&W<br>Brodogradiliste Uljanik |
| 518107<br>DEER<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KANDELFELS**<br><br>**Deutsche Dampfsch. Ges. "Hansa"**<br>Bremen W. German | 6998<br>4088<br>10478 | <br><br>GL | 1954 A.G. "Weser" Werk Seebeck—Bhn<br>512' 1" 61' 4" 26' 10¾"<br>456' 11" 61' 2" 39' 4"<br>B29' F42' 2 dks & S dk<br>rf 5" | M (11P) Ref OSD Mchy.aft<br>5 Ho 42¾', 57', 84¾', 92½', 59'<br>G.695417 B.615403 In.8143<br>5 Ha (23', 31½', 31½', 74½', 31½'×21½')<br>20W Der 1(165) 2(30) 4(15) 16(3–5) 2(3) | Oil 2SA 7Cy. 680×1250 mm<br>8000bhp NE67<br>Masch.-Buckau-Wolf<br>4×700kW 220V d.c. |
| 518108<br><br>1046<br>Esd | **KANDLA**<br><br>**Government of India (Ministry of Transport & Communications)**<br>Bombay Indian | 1254<br>—<br>— | ✠100A1 SS 11/66<br>Indian coasting service<br>✠LMC<br><br>MN220 EL (o)1⅛" | 1962-6 Verschure & Co.'s Schps.—Ams<br>249' 6" 39' 7" 13' 4½"<br>221' 6" 39' 4½" 16' 1"<br>1 dk<br>RW 4BH<br>rf nil WB52t | TS Trailing Suction & Cutter Hopper Dredger Mchy.aft | T 6Cy. 350 535 & 880×320 mm<br>1220ihp<br>Verschure & Co.'s Schps<br>2WTB 228lb Spt 220lb |
| 651153<br>8LUV<br>95471<br>Df Esd<br>Gc Rdr | **KANEHISA MARU No. 11**<br><br>**K. Janome**<br>Hisawa Japanese | 111<br>47<br>— | | 1964 Kanazashi Zosensho—Shimizu<br>100' 9" 20' 6"<br>87' 7" 20' 4" 8' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 200×280 mm<br><br>Niigata Eng. Co. Ltd. |
| 670619<br>JDIW<br>101271<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KANEI MARU No. 2**<br><br>**S. Okawa**<br>Owase Japanese | 254<br>106<br>— | | 1966 Uchida Zosen—Ise<br>23' 9" 10' 2"<br>125' 8" 23' 8" 11' 5"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>900bhp<br>Hanshin Nainenki Kogyo |
| 518109<br>JJQW<br>74530<br>Df | **KANEI MARU No. 2**<br>exWako Maru No. 2–61<br>**S. Okawa**<br>Owase Japanese<br>Now **SUZU MARU No. 2** See New Entries No. 3 | 238<br>110<br>— | | 1955 Nishii Dock—Nansei<br>139' 1" 21' 11" 9' 4"<br>21' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>600bhp<br>Hanshin Nainenki Kogyo |
| 518110<br>8JUA<br>85217<br>Rdr RT | **KANEI MARU No. 3**<br><br>**Y. Tuji**<br>Aomori Japanese | 238<br>127<br>— | | 1962 Hakodate Dock Co. Ltd.—Hak<br>120' 3" 26' 5" 8' 7"<br>106' 7" 26' 3" 9' 9"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>230bhp<br>Niigata Eng. Co. Ltd. |
| 651001<br>JKKH<br>96227 | **KANEI MARU No. 8**<br><br>**S. Okawa**<br>Owase Japanese | 192<br>69<br>— | | 1965 Uchida Zosen—Ise<br>21' 8" 9' 2"<br>114' 10" 21' 6" 10' 6"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×450 mm<br><br>Hanshin Nainenki Kogyo |
| 661541<br>JFXR<br>100051<br>Df Esd<br>Gc Rdr | **KANEKIYO MARU**<br><br>**Kinsei Kisen K.K.**<br>Tokyo Japanese | 4813<br>3092<br>7292 | <br><br>NK | 1966 Kanazashi Zosensho—Shimizu<br>402' 3" 54' 7" 22' 4"<br>378' 3" 54' 5" 27' 6"<br>1 dk | M Mchy.aft<br>3 Ho<br>B.336833<br>3 Ha (38½', 82', 83½'×29½')<br>15W Der 2(15) 3(10) | Oil 2SA 6Cy. 520×1050 mm<br>4200bhp<br>Kobe Hatsudoki Seizosho<br>2×160kW 450V a.c. |
| 651423<br>JNVC<br>96138<br>Esd Gc<br>Rdr RT | **KANEOKA MARU**<br><br>**Kinsei Kisen K.K.**<br>Tokyo Japanese<br>Now **YAMATSURU MARU** See New Entries No. 1 | 1997<br>1217<br>3303 | <br><br>NK | 1964 Kanazashi Zosensho—Shimizu<br>296' 11" 42' 10" 18' 3½"<br>273' 4" 42' 8" 21' 8"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.155703 B.143661<br>2 Ha (49½', 98½'×20½')<br>9W Der 2(15) 4(10) | Oil 4SA 6Cy. 470×820 mm<br>2400bhp<br>Ito Tekkosho<br>2×104kW 440V a.c. |
| 518111<br>JDZG<br>79092<br>Df Esd<br>Gc Rdr<br>RTm | **KANESHIMA MARU**<br><br>**Iino Kaiun K.K.**<br>Tokyo Japanese | 9045<br>5259<br>13763 | <br><br>NK | 1957 Nippon Kokan—Shimizu<br>499' 11" 63' 2" 29' 11½"<br>460' 11" 63' 0" 40' 0"<br>1 dk<br>RW | M (2P)<br>5 Ho 62½', 78¾', 57½', 42', 65½'<br>G.652017 B.622035<br>5 Ha (33¾', 49¾', 31½', 47½', 36¾'×25½')<br>14W Der 4(10) 10(5) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp Sulzer<br>Uraga Diesel Kogyo<br>2×88kW 445V 60c/s a.c. |
| 651424<br>JRPP<br>95594<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KANESHIZU MARU**<br><br>**Kinsei Kisen K.K.**<br>Tokyo Japanese | 2712<br>1642<br>4386 | <br><br>NK | 1964 Kanazashi Zosensho—Shimizu<br>322' 1" 46' 9" 20' 1"<br>295' 2" 46' 7" 24' 0"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.206592 B.193313<br>2 Ha (72½', 83½'×22½')<br>12W Der 4(15) 4(5) | Oil 4SA 7Cy. 470×820 mm<br>2800bhp<br>Ito Tekkosho<br>2×120kW 440V a.c. |
| 541610<br>UEZB<br>M-17109<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KANEV**<br><br>**U.S.S.R.**<br>Leningrad Russian | 9269<br>5163<br>12200 | | 1963 Wartsilä Kon. Crichton-Vulcan—Åbo<br>482' 4" 64' 10" 30' 0"<br>441' 4" 64' 8" 39' 4"<br>2 dks | M CSD<br>5 Ho<br>G. 593818<br>5 Ha (34½', 27'×29¾') (34¾', 34¾', 34¾'×34¾')<br>Cr 4(5) | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Wärtsilä Kon. Crichton |
| 518113<br>JGMK<br>86247 | **KANEYU MARU No. 3**<br><br>**Kanei Bussan K.K.**<br>Tokyo Japanese | 235<br>155<br>— | | 1960 Koyo Dock—Mihara<br>*125-1'* 23' 9" 8' 10"<br>23' 7" 9' 10"<br>1 dk<br>len 62 | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>250bhp<br>Kanegafuchi Nainenki |

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|---|---|---|---|---|---|---|
| **KANEYU MARU No. 5**<br>Kanei Bussan K.K.<br>Tokyo<br>Japanese | 189<br>117<br>— | | | 1960 Koyo Dock—Mihara<br>111′ 3″ 23′ 9″ 8′ 10″<br>104′ 11″ 23′ 7″ 9′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>250bhp<br>Kanegafuchi Nainenki Tok<br>9½k |
| New **KYOEI MARU No. 2** See New Entries No. 3 | | | | | | |
| **KANEYU MARU No. 6**<br>Kanei Bussan K.K.<br>Tokyo<br>Japanese | 478<br>229<br>— | | | 1960 Koyo Dock—Mihara<br>158′ 8″ 27′ 1″ 11′ 10″<br>144′ 4″ 26′ 11″ 12′ 9″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Kanegafuchi Nainenki Tok<br>10½k |
| **KANEYU MARU No. 7**<br>Kanei Bussan K.K.<br>Tokyo<br>Japanese | 480<br>230<br>— | | | 1960 Koyo Dock—Mihara<br>158′ 8″ 27′ 1″ 11′ 10″<br>144′ 4″ 26′ 11″ 12′ 9″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Kanegafuchi Nainenki Tok<br>10k |
| **KANEYU MARU No. 8**<br>Kanei Bussan K.K.<br>Tokyo<br>Japanese | 970<br>560<br>— | | | 1962 Koyo Dock—Mihara<br>214′ 4″ 33′ 5″ 15′ 3″<br>196′ 10″ 16′ 9″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 380×520 mm<br>1150bhp<br>Nippon Hatsudoki Kob<br>12½k |
| New **KYOEI MARU No. 2** See New Entries No. 3 | | | | | | |
| **KANG WHA 601**<br>Korea Marine Industry Development Corp.<br>nchon<br>S. Korean | 1518<br>733<br>800 | | BV | 1966 Dubigeon-Normandie S.A.—Nts<br>252′ 3″ 37′ 2″ 14′ 5½″<br>217′ 2″ 37′ 1″ 17′ 5″<br>2 dks | M Trawler | Oil 4SA 12Cy. 300×450 mm<br>2450bhp<br>S.A. Fiat S.G.M. Tur<br>14½k |
| **KANG WHA 602**<br>Korea Marine Industry Development Corp.<br>chon<br>S. Korean | 1518<br>733<br>800 | | BV | 1966 Dubigeon-Normandie S.A.—Nts<br>252′ 3″ 37′ 2″ 14′ 5½″<br>217′ 2″ 37′ 1″ 17′ 5″<br>2 dks | M Trawler | Oil 4SA 12Cy. 300×450 mm<br>2450bhp<br>S.A. Fiat S.G.M. Tur<br>14½k |
| **ANGA**<br>e. Maritime des Chargeurs Réunis<br>re<br>French | 4475<br>2259<br>3338 | | BV | 1960 Soc. des For. de la Méditérranée—Hav<br>365′ 10″ 51′ 11″ 21′ 2″<br>334′ 7″ 51′ 10″ 33′ 2″<br>B87′ 2 dks | M Ref<br>In.181898<br>5 Ha<br>10W Der 10(5) | Oil 2SA 6Cy. 720×1250 mm<br>5400bhp Sulzer 633t<br>Soc. des For. de la Méditérranée Hav<br>16k |
| **ANGAROO**<br>vernment of Western Australia State Shipping Service<br>mantle<br>British | 4129<br>2552<br>2455 | ✠100A1 SS 9/66<br>side tanks amids—oil FP above 150° F.<br>✠LMC<br>✠Lloyd's RMC<br>MN524 EL v 1¾″SQ | | 1962–11 Evans, Deakin & Co. Pty. Ltd.—Bsb<br>323′ 10″ 50′ 5″ 18′ 1½″<br>295′ 0″ 50′ 0″ 29′ 6″<br>F37′ 2 dks, 3rd dk fwd of mchy. space<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 3″ WB910t incl. DTm105tDTf125t | M (94P) Ref<br>4 Ho 52′, 42′, 32′, 54′<br>In.18648<br>4 Ha (stl) (22′, 24′×16′) (22′, 14′×12′)<br>Der 1(20) 2(10) 4(5) 6(3) | 2 Oil 2SA each 7Cy. 340×570 mm with hydraulic couplings & sr gearing to sc. shaft<br>2620bhp (d.o)<br>British Polar Engines Ltd. Gls<br>4×150kW 225V d.c. 13k |
| **NGAROO**<br>on Stevedoring Corp.<br>ila<br>Philippine | 358<br>141<br>438 | | AB | 1966 Kanazashi Zosensho—Shimizu<br>128′ 7″ 29′ 11″ 14′ 0¾″<br>116′ 3″ 29′ 2″ 15′ 5″<br>B7′ 1 dk | M Tug | Oil 2SA 7Cy. 350×620 mm<br>2180bhp B&W (hvf)<br>Hitachi Zosen Inn<br>3×125, 125, 20kW 445V 60c/s a.c.<br>Directional propeller 13¾k |
| **NGAUS**<br>S.S.R.<br>hodka<br>Russian | 3170<br>1225<br>1301 | | | 1962 ....................Russia<br>277′ 10″ 46′ 0″ 18′ 2″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| **NGEAN**<br>oshun Maru–59<br>publik Indonesia<br>T. Pelajaran Nasional<br>ndonesia<br>karta<br>Indonesian | 1757<br>1184<br>2522 | | | 1958 Shikoku Dock Co. Ltd.—Takamatsu<br>277′ 10″ 39′ 5″ 17′ 6″<br>254′ 3″ 39′ 4″ 20′ 7″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 440×640 mm<br>Nippon Hatsudoki Kob |
| **NGOUROU**<br>Puck-57<br>angib Maritime Co. Ltd.<br>British | 320<br>144<br>430 | | BV | 1953 Paul Lindenau Schiffs.—Kel<br>*150·4′* 24′ 9″ 8′ 2″<br>24′ 6″<br>P38′ F16′ 1 dk<br>len 57 | M Tanker Mchy.aft<br>6 Ta | Oil 4SA 6Cy. 290×420 mm<br>360bhp 15t<br>Masch. Kiel A.G. Kel<br>9k |
| **RUSCITANIA** See New Entries **No. 2** | | | | | | |
| **ANIA**<br>lish Government<br>P.D.i U.R. "Gryf"<br>zecin<br>Polish | 157<br>59<br>— | | PR | 1951 Stocznia Polnocna—Gdk<br>106′ 10″ 22′ 2″ 9′ 11½″<br>10′ 11″<br>1 dk<br>RW | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>400bhp NE59<br>Schwermasch. Karl Liebknecht Mgd<br>1×18kW 115V d.c. 2×12 & 6kW 110V d.c.<br>9k |
| **NIN**<br>S.S.R.<br>hangel<br>Russian | 1211<br>448<br>1075 | | | 1959 "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 5½″<br>32′ 8″ 17′ 5″<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.59329<br>3 Ha (23′, 26½′ 21′×13′)<br>7W Der 1(10) 6(2½) | 2 Oil 4SA each 8Cy. 216×310 mm<br>Ganz Waggon & Eng. Wks Bdp<br>9½k |
| **NIN**<br>S.R.<br>mansk<br>Russian | 795<br>266<br>834 | | | 1957 ....................Russia<br>207′ 2″ 32′ 11″ 12′ 2″<br>32′ 10″ 13′ 2″ | TM Tanker Mchy.aft<br>10 Ta<br>L.30724<br>1W Der 1(1½) | 2 Oil 2SA each 8Cy. 300×500 mm<br>Russia<br>12½k |

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| 541198<br>VWTJ<br>1087<br>Df Esd<br>Gc Rdr<br>RT | **KANISHKA JAYANTI**<br>**Jayanti Shipping Co. Ltd.**<br>The Shipping Corporation of India Ltd.<br>Bombay Indian | 21635<br>13800<br>36528 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN1800 EL o†2⅜″SQ | **1964-1** Mitsubishi Zosen—Nag<br>627′ 0″ 90′ 2″ 33′ 7½″<br>600′ 5″ 89′ 11″ 48′ 7″<br>F51′ R dk 111′ 1 dk<br>NS 10BH<br>rf 1″ WB13198t incl. Comb. btm. & side tanks in holds 6265t Topside tanks in holds 4765t DTf1242t | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×<br>9000bhp Sulzer<br>Mitsubishi Zosen<br>AuxB 100lb |
| 518127<br>JARP<br>69114 | **KANKO MARU**<br>exDaifuku Maru No. 2-54<br>**Kanko Kaiun K.K.**<br>Shimonoseki Japanese | 162<br>107<br>— | | **1952** Koyo Dock—Mihara<br>*101·7′* 19′ 4″<br>... ... ...<br>1 dk<br>RW | M | Oil 2SA 3Cy. 385×413 mm<br>200bhp Emade<br>Ishibashi Jukogyo |
| 518128<br>JNKR<br>74987 | **KANKO MARU No. 6**<br>**Kanko Kaiun K.K.**<br>Shimonoseki Japanese | 265<br>170<br>263 | | **1956** Matsuura Zosen—Hma<br>109′ 11″ 21′ 4″ 9′ 2″<br>103′ 0″ 21′ 3″ 14′ 5″<br>2 dks<br>RW | M Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Akasaka Tekkosho |
| 650453<br>9GUO<br>316535<br>RTh | **KANKRAMA**<br>**Mahkoadze Fisheries Ltd.**<br>Takoradi Ghanaian | 618<br>246<br>145 | | **1964** Leninskaya Kuznitsa—Kiev<br>177′ 10″ 30′ 6″<br>30′ 4″<br>rf 30″ | M Trawler Mchy.aft<br>2 Ho 27½′, 19¾′<br>2 Ha (stl) (each 5′×5½′)<br>Cr 2(½) Der 1(2) 3(1½) | Oil 4SA 8Cy. 320×400 mm<br>800bhp<br>Schwermasch. Karl Lie<br>3×88kW 220V 50c/s a.c.<br>Controllable pitch prope |
| 518129<br>3208<br>Rdr | **KANLICA**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 781<br>293<br>— | ✠100A1 SS 10/65<br>Bosphorus and Sea of Marmara service<br>✠LMC<br>MN288 EL n 1 1/16″ | **1961-6** Fairfield S.B. & Eng. Co. Ltd.—Gls<br>229′ 3″ 44′ 6″ 8′ 8¾″<br>210′ 0″ 36′ 0″ 12′ 10″<br>F38′ 1 dk, 2nd dk except in mchy. space<br>RW 6BH<br>rf 12″ | TS Ferry | C 8Cy. (4) 280 & (4)<br>1600ihp Christiansen &<br>Fairfield S.B. & E. Co. Ltd<br>2 SB 225lb hs4925 |
| 540584<br>OGHZ<br>1417<br>Df Esd<br>Rdr<br>RTh | **KANNAS**<br>exFerm-63<br>**Laivanisännistoyhtiö Kaste**<br>Aug. Soini<br>Turku/Åbo Finnish | 997<br>467<br>1275 | ✠100A1 SS 4/66<br>Str. nav. ice<br>✠LMC<br>EL m | **1936-10** A/S Aalborg Msk. & Skibs.—Abg<br>216′ 2″ 33′ 2″ 14′ 4½″<br>202′ 0″ 33′ 0″ 14′ 6″<br>P52′ Q38′ F28′ 1 dk<br>R NS 4BH<br>WB384t | M Mchy.aft<br>2 Ho 42½′, 83½′<br>G.68730 B.65650<br>3 Ha (each 31′×16′)<br>3W Der 3(3) | Oil 2SA 5Cy. 340×570 mm<br>725bhp<br>Atlas-Diesel<br>~~3×37, 37, 22kW 220V~~<br>3×58, 37, 22kW 220V |
| 680387 | **KANNON MARU**<br>**H. Sumiyoshi**<br>Iki Japanese | 199<br>107<br>400 | | **1967** Sasaki Zosen—Kinoe<br>128′ 7″ 22′ 0″ 9′ 6″<br>114′ 10″ 21′ 11″ 10′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×4<br>350bhp<br>Nakamura Zosen Te |
| 650903<br>JK2119<br>95646<br>Rdr | **KANNON MARU No. 6**<br>**Kesamaru Sangyo Y.K.**<br>Ondo Japanese | 462<br>230<br>780 | | **1964** Geibi Zosen Kogyo—Kur<br>154′ 6″ 28′ 8″ 13′ 2″<br>139′ 5″ 28′ 6½″ 14′ 5″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 12Cy. 200×<br>650bhp<br>Mitsubishi Hvy Ind. Lt |
| 518131<br>7LMF<br>89231 | **KANO MARU**<br>**Mitsui Zosen K.K.**<br>Tokyo Japanese | 224<br>61<br>— | | **1962** Mitsui Zosen—Tmn<br>102′ 5″ 27′ 1″ 9′ 1″<br>95′ 2″ 26′ 11″ 12′ 6″ | TM Tug | 2 Oil 2SA each 6Cy.<br>1850bhp B&W<br>Mitsui Zosen |
| 672935<br>RT | **KANO MARU**<br>**Mitsui Warehouse Co. Ltd.**<br>Kobe Japanese | 180<br>—<br>— | | **1967** Osaka Zosensho—Osa<br>27′ 0″ 9′ 1″<br>92′ 0″ 26′ 11″ 12′ 8″<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy.<br>2200bhp<br>Fuji Seisakusho |
| 518132<br>JQSA<br>75472<br>Df Esd<br>Pfd Rdr | **KANO MARU**<br>**Ishikawa Prefecture**<br>Noto Japanese | 152<br>54<br>— | | **1957** Yamanishi Zosen Tekkosho—Ishinomaki<br>106′ 8″ 19′ 8″<br>95′ 1″ 19′ 6″ 8′ 1″<br>1 dk | M Training Ship Mchy.aft | Oil 4SA 6Cy. 260×4<br>330bhp<br>Fuji Seisakusho |
| 518133<br>JJLJ<br>82722 | **KANO MARU No. 5**<br>**Mukaishima Kaiun K.K.**<br>Mukaishima Japanese | 234<br>123<br>300 | | **1959** Takehara Zosen—Hma<br>126′ 4″ 20′ 6″ 9′ 2″<br>112′ 3″ 20′ 4″ 10′ 1″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (50¾′×12½′) | Oil 4SA 6Cy. 275×4<br>300bhp<br>Kanegafuchi Nainen |
| 641980<br>JK2122<br>94372 | **KANO MARU No. 5**<br>**Shintaku Kaiun Y.K.**<br>Mihara Japanese | 195<br>105<br>— | | **1964** Kishimoto Zosen—Kinoe<br>21′ 6″ 9′ 2″<br>96′ 10″ 21′ 4″ 9′ 10″<br>1 dk | M Mchy.aft<br>G.11866 B.11442<br>1 Ha (51½′×13½′) | Oil 2SA 3Cy. 340×<br>Makita Tekkosho |
| 518134<br>GXLB<br>187185<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KANO PALM**<br>**Palm Line Ltd.**<br>Liverpool British | T.Mk<br>6012<br>3187<br>9452<br>8515<br>4713<br>12203 | ✠100A1 SS 4/66<br>DTs—vegetable oil<br>✠LMC<br>MN1120 EL d†2½″SQ | **1958-3** Swan, Hunter & Wghm Rchdsn—Nwc<br>499′ 10″ 62′ 10″ ~~26′ 6″~~ — /26′ 6″<br>469′ 0″ 62′ 6″ 35′ 9″<br>P34′ F83′ 2 dks<br>RW 7BH to U dk 2 to 2nd dk<br>rf nil WB3376t incl. Tunnel tanks 374t DTsm1602t | M (2P) Ref ~~CSD~~<br>5 Ho 52′, 54′, 64′, 13′ DT, 26′ DT, 75′, 72′<br>G.632005 B.590650<br>6 Ha (stl) (22½′, 37½′, 38¾′×20′) (20¾′×17′) (38¾′, 36½′×20′)<br>18W Der 1(50) 4(15) 2(10) 10(5) 2(3) | Oil 2SA 5Cy.<br>5600bhp Doxford<br>Swan, Hunter &<br>~~2AuxB 100lb~~<br>3×250kW 220V<br>AuxB (upr) 100lb |

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| **KANOBE**<br>Unzendake Maru–59<br>**Republik Indonesia**<br>P.T. Pelajaran Nasional<br>Indonesia<br>Djakarta<br>Indonesian | **1637**<br>1133<br>2260 | BV | **1956** Taiyo Zosen—Nag<br>272′ 2″ 39′ 6″ 17′ 0″<br>254′ 3″ 39′ 4½″ 19′ 8″<br>1 dk<br>RW | M Mchy.aft<br>2 Ha (44′, 65½′×21¼′)<br>Der 2(10) 4(5) | Oil 4SA 6Cy. 435×650 mm<br>1400bhp 171t<br>Kobe Hatsudoki Seizosho Kob<br>11½k |
| **KANOPUS**<br>U.S.S.R.<br>Kaliningrad<br>Russian | **2435**<br>1017<br>890 | | **1964** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.61448<br>3 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>12½k |
| **KANOPUS**<br>U.S.S.R.<br>Nakhodka<br>Russian | **507**<br>174<br>264 | | **1960** ……………………E. Germany<br>166′ 8″ 28′ 11″ 12′ 5½″<br>28′ 9″ 14′ 1″ | M Trawler<br>2 Ho<br>In.12163<br>2 Ha<br>1W Der 1(2) | Oil 4SA 8Cy. 320×480 mm<br>Schwermasch. Karl Liebknecht Mgd<br>11k |
| **ANPO MARU No. 2**<br>K. Ozaki<br>urahashi<br>Japanese | **133**<br>53<br>— | | **1960** Nakayama Zosen—Kur<br>90′ 4″ 20′ 6″ 7′ 6″<br>… … …<br>1 dk | M | Oil 2SA 3Cy. 330×340 mm<br>150bhp 6t<br>Hirao Tekkosho Takamatsu<br>8½k |
| ow **RYUJIN MARU No. 5** See New Entries No. 3 | | | | | |
| **ANRYU MARU**<br>anyo Kisen K.K.<br>kata<br>Japanese | **2508**<br>1591<br>3917 | NK | **1966** Imabari Zosen—Imabari<br>306′ 4″ 44′ 4″ 19′ 3″<br>282′ 3″ 44′ 3″ 23′ 3″<br>P58′ F32′ 1 dk | M Mchy.aft<br>2 Ho<br>G.189005 B.176504<br>2 Ha (53¾′, 100′×24¼′)<br>3W Der 3(10) | Oil 4SA 6Cy. 460×680 mm<br>2200bhp 354t<br>Hanshin Nainenki Kogyo Kob<br>11½k |
| **ANSAI MARU**<br>ansai Kisen K.K.<br>saka<br>Japanese | **3707**<br>2078<br>5476 | NK | **1949** Mitsui Zosen—Tmn<br>370′ 9″ 50′ 10″ 22′ 7″<br>345′ 3″ 50′ 8″ 26′ 7″<br>P18′ B165′ F26′ 2 dks<br>RW | M<br>4 Ho<br>G.279511 B.257234<br>5 Ha (27¼′×19¾′) (34½′×22¼′)<br>(32′, 26½′×21¾′)<br>12W Der 1(25) 4(10) 8(5) | Oil 2SA 8Cy. 420×900 mm<br>3160bhp NE60 486t<br>Mitsui Zosen Tmn<br>2×115kW 230V d.c. 13k |
| Now **TAIEI MARU** See New Entries No. 3 | | | | | |
| **ANSAI MARU**<br>Kaisei Maru–63<br>Kohatsu Maru No. 1–58<br>imizu Unyu K.K.<br>Japanese | **381**<br>180<br>— | | **1944** Amagasaki Dock—Osa<br>*128·4′* 23′ 0″<br>22′ 10″<br>1 dk<br>len & conv tug 58 | M Tanker | Oil 4SA 6Cy. 270×420 mm<br>320bhp Emade39refitted58<br>Niigata Tekkosho Niigata |
| **ANSAI MARU No. 5**<br>jin Maru No. 5–61<br>ju Maru No. 2<br>gawa<br>ushima<br>Japanese | **167**<br>84<br>— | | **1946** Kanazashi Zosensho—Shimizu<br>*95·5′* 18′ 0″<br>17′ 10″<br>1 dk<br>RW len 60 conv fishing 61 | M Tanker | Oil 4SA 5Cy. 250×380 mm<br>210bhp 30t<br>Dengyosha Gendoki Seizosho |
| **NSEI MARU No. 11**<br>owa Maru No. 8–65<br>ssho Maru No. 3–55<br>Takao<br>da<br>Japanese | **189**<br>96<br>— | | **1948** Ishikawajima Jukogyo—Tok<br>*110·5′* 19′ 8″<br>… … …<br>1 dk<br>len 56 | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Ishikawajima Jukogyo Tok |
| **ANSK**<br>S.S.R.<br>Russian | **4846**<br>2458<br>6249 | | **1967** Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 9″ 26′ 1″<br>1 dk<br>RW | M | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>Stocznia Gdanska Gdk |
| **ANSUI MARU**<br>Taishu Maru–63<br>ushu Yusen K.K.<br>ucka<br>Japanese | **848**<br>420<br>— | | **1948** Urabe Zosensho—Osa<br>*206·8′* 31′ 6″<br>193′ 6″ 31′ 4″ 15′ 1″<br>P77′ F24′ 1 dk<br>RW | TM Mchy.aft<br>G.13419 B.12713<br>1 Ha (21¾′×11½′) | 2 Oil 4SA each 6Cy. 350×520 mm<br>1100bhp Emade&refitted— 44t<br>Hitachi Zosen Osa<br>12k |
| **NTARA**<br>Hutchison Line Ltd.<br>rpool<br>British | **3213**<br>1584<br>4809 | ✠**100A1** SS 7/66<br>with freeboard<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL(x)1⅞″SQ | **1947–11** Harland & Wolff Ltd.—Bel<br>366′ 0″ 52′ 3″ 21′ 6¼″<br>345′ 6″ 52′ 0″ 32′ 5″<br>B90′ F32′ 1 dk & S dk<br>R Coll BH to S dk 5 to 2nd dk<br>rf 6″ WB1174t incl. Tunnel tanks 132t | M Ref OSD<br>4 Ho 48½′, 88′, 57′, 40′<br>G.307260 B.280880 In.7370<br>5 Ha (21¾′, 40′, 27½′, 17½′, 6½′×18′)<br>11W Der 1(25) 2(10) 6(5) 2(3) | Oil 4SA 6Cy. 650×1400 mm<br>2500bhp B&W 509t (d.o)<br>Harland & Wolff Ltd. Bel<br>2AuxB 120℔<br>3×150kW 220V d.c. 13k |
| **ANTETSU MARU No. 5**<br>ohira Maru No. 5<br>Kobayashi<br>onoseki<br>Japanese | **157**<br>58<br>— | | **1947** Yamanishi Zosen Tekkosho—Ishinomaki<br>*95·1′* 18′ 8″<br>18′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 290×400 mm<br>360bhp NE54<br>Sumiyoshi Tekkosho Yoshida<br>9½k |
| **NTETSU MARU No. 8**<br>Koike<br>Japanese | **193**<br>82<br>— | | **1966** Kanazashi Zosensho—Shimizu<br>136′ 3″ 26′ 3″<br>113′ 3″ 21′ 8″ 10′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. Niigata |

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| 518141<br>JFHA<br>85561<br>Rdr RT | **KANTETSU MARU No. 8**<br>**C. Koike**<br>Yaizu Japanese | 180<br>83<br>— | | **1960** Kanazashi Zosensho—Shimizu<br>131' 10"<br>21' 4"<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 6Cy.<br>550bhp<br>Sumiyoshi Tekkosho |
| 661945<br>TOAB<br>Df Esd<br>Rdr<br>RTm/h/v | **KANTHA BOPHA**<br>**Port Authority of Sihanoukville**<br>Sihanoukville Cambodian | 2350<br>1171<br>2278 | BV | **1966** At. & Ch. de Nantes (Bretagne-Loire)—Nts<br>279' 0" 50' 10" 13' 0"<br>229' 10" 19' 0"<br>1 dk | M Dredger Mchy.aft<br>Der 1(2) | 2 Oil 4SA each 14Cy.<br>2940bhp<br>Masch. Augsburg-Nürnberg<br>3×150kW 390V 50 c/s a.c.<br>Controllable pitch propeller |
| 518142<br>GCPH<br>179990 | **KANTJIL**<br>**Shell Malaysia Ltd.**<br>London British | 361<br>121<br>387 | ✠100A1 TD 2/69 ~~Dr 4/64~~<br>oil tanker<br>Singapore local trade service<br>✠LMC<br>MN68 EL e 1" | **1950**-12 Grangemouth Dkyd Co. Ltd.—Gmh<br>149' 7" 26' 2" 9' 8½"<br>138' 5" 25' 0" 10' 6"<br>P41' F14' 1 dk<br>RW 10BH<br>WB121t incl. DTf64t | M Tanker Mchy.aft<br>8 Ta | Oil 2SA 4Cy. 265×340 mm<br>340bhp<br>Crossley Bros. Ltd. |
| 518143<br>JHQS<br>73809<br>Df Esd<br>Gc Rdr<br>RT | **KANTO MARU**<br>**Sawayama Kisen K.K.**<br>Kobe Japanese | 8410<br>4745<br>11495 | NK | **1955** Mitsubishi Zosen—Nag<br>479' 4" 62' 4" 28' 2½"<br>422' 3" 62' 2" 36' 5"<br>P124' B49' F45' 2 dks<br>RW | M Mchy.aft<br>3 Ho<br>G.614431 B.570765<br>3 Ha (49½', 85', 85'×23')<br>20W Der 1(150) 1(120) 1(30) 6(15) 6(10) | Oil 2SA 7Cy 720×1250<br>5250bhp<br>Mitsubishi Zosen<br>2×80kW 450V a.c. |
| 518144<br>JDQS<br>85429<br>RT | **KANTO MARU**<br>**Tokyo Kisen K.K.**<br>Tokyo Japanese<br>Now **BARBARA-M** See New Entries No. 4 | 160<br>46<br>— | | **1960** Shimoda Dock Yard Co. Ltd.—Shimoda<br>89' 3" 25' 9" 9' 3"<br>... ... ... | TM Tug | 2 Oil 4SA each 6Cy.<br>Nippon Hatsudoki |
| 661807<br>LIGO<br>Df Esd<br>Rdr<br>RTm | **KANUTTA**<br>**Paal Wilson & Co. A/S**<br>Bergen Norwegian | 298<br>176<br>830 | NV | **1966** Båtservice Verft A/S—Mandal<br>180' 5" 30' 7" 11' 6"<br>164' 1" 30' 6" 11' 8"<br>P38' F20' 1 dk & S dk<br>rf nil | M OSD Mchy.aft<br>1 Ho 117'<br>G.50928 B.49312<br>2 Ha (stl) (each 43½'×19½')<br>2W Der 2(2½) | Oil 4SA 6Cy. 250×300<br>780bhp<br>A/S Bergens M/V<br>2×25kW 220V 50c/s a.c. |
| 518146<br>JROV<br>78275<br>Gc | **KANYA MARU No. 1**<br>**Mikame Kaiun K.K.**<br>Mikame Japanese | 333<br>192<br>— | | **1958** Geibi Zosen Kogyo—Kur<br>136' 6" 21' 5" 10' 5½"<br>122' 11" 21' 4" 11' 5"<br>1 dk<br>len 59 | M Tanker Mchy.aft | Oil 4SA 6Cy. 290×42<br>380bhp<br>Nippon Hatsudoki |
| 518147<br>7KHW<br>88530<br>Rdr | **KANYO MARU**<br>**Kanyo Kisen K.K.**<br>Hakata Japanese<br>Now **KOWA MARU** See New Entries No. 3 | 998<br>613<br>1710 | | **1961** Imabari Zosen—Imabari<br>233' 4" 34' 4" 15' 11"<br>213' 3" 34' 1½" 17' 7"<br>1 dk | M Mchy.aft<br>2 Ha (37½', 77½'×19½') | Oil 4SA 6Cy. 380×<br>1150bhp<br>Nippon Hatsudoki |
| 518148<br>JNFH<br>34115<br>RT | **KANZAKI MARU**<br>**City of Osaka**<br>Osaka Japanese | 180<br>54<br>— | | **1928** Yokohama Dock—Yka<br>95' 3" 24' 0" 11' 6"<br>23' 10"<br>R | TM Tug | 2 Oil 4SA each 6Cy.<br>900bhp<br>Masch. Augsburg-Nü |
| 652546<br>BZVG<br>622<br>Df Gc<br>Pfd Rdr | **KAO YA No. 1**<br>**Kaoya Fishing Co. Ltd.**<br>Kaohsiung China (Taiwan) | 390<br>211<br>— | CR (Taiwan) | **1965** Uchida Zosen—Ise<br>155' 10" 25' 4" 9' 10"<br>137' 10" 25' 3" 11' 4"<br>1 dk<br>RW | M Fishing Mchy.aft<br>3 Ho<br>5 Ha<br>1 W Der 4(1) | Oil 4SA 6Cy.<br>800bhp<br>Akasaka Tekkosho<br>2×80kW 230V |
| 501327<br>BKBK<br>Df Esd<br>Gc Rdr | **KAOHSIUNG VICTORY**<br>**exAiwaki-64**<br>**exChapel Hill Victory-47**<br>**China Union Lines Ltd.**<br>Kaohsiung China (Taiwan) | ~~7650~~ 7665<br>~~4579~~ 4478<br>10702 | CR (Taiwan) | **1944** Bethlehem-Fairfield—Bal<br>455' 3" 62' 2" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks | S<br>5 Ho<br>G.588298 B.485558<br>5 Ha (36', 25', 25', 24', 24'×22')<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared<br>6600shp<br>Westinghouse Elec.<br>2×300kW 240V d.c. |
| 514086<br>TFJZ<br>Df Esd<br>Rdr RT | **KAP II**<br>**exHalkion-64**<br>**Kap h/f**<br>**Vestmannaeyjum** Icelandic | 101<br>32<br>— | | **1960** Ernst Thälmann—Brandenburg<br>*75·2'* 19' 11"<br>... ... ...<br>1 dk | M Fishing | Oil 4SA 8Cy.<br>Motorenw. Mannheim |
| 516142<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **KAP ARKONA**<br>exIngrid Gorthon-66<br>**Deutsche Seereederei**<br>Rostock E. German | *1959*<br>*918*<br>3450 | ✠Classed LR until 2/67 | **1952**-2 Kockums M/V A/B—Mmo<br>322' 0" 45' 1" 19' 3½"<br>300' 6" 45' 0" 27' 11"<br>F29' 1 dk & S dk | M (6P) OSD<br>2 Ho 112½', 92½'<br>G.228040 B.210220<br>6 Ha (24½', 26½', 26½', 26½', 26½'×21') (8½'×13½')<br>11W Der 1(20) 1(12) 2(5) 10(3) | Oil 2SA 9Cy.<br>2550bhp MAN<br>Kockums M/V A/B<br>3×88kW 220V d.c. |
| 542071<br>DNEK<br>Df Esd<br>Gc Rdr<br>RT | **KAP DAN**<br>**Cranzer Fischdampfer A.G.**<br>Hamburg W. German | 724<br>274<br>— | GL | **1963** H. C. Stülcken Sohn—Ham<br>218' 6" 33' 7"<br>190' 3" 33' 5" 23' 4"<br>B49' 2 dks<br>RW | M Stern Trawler<br>G.3690 In.16598<br>2W | Oil 4SA 8Cy.<br>1830bhp<br>Klöckner-Hu |

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| **KAP FARVEL**<br>t Saturn<br>estmanna<br>Faroese | 724<br>274<br>— | <br><br>GL | 1963 H. C. Stülcken Sohn—Ham<br>218′ 6″ 33′ 6″<br>192′ 0″ 33′ 3″ 23′ 4″<br>1 dk & S dk<br>RW | M Stern Trawler OSD<br><br>G.2932 In.16598<br><br>2W | Oil 4SA 8Cy. 400×580 mm<br>1830bhp 98¾t<br>Klöckner-Humboldt-Deutz Kln<br>15k |
| **KAP NORD**<br>Cranzer Fischdampfer A.G.<br>Hamburg<br>W. German | 724<br>274<br>— | <br><br>GL | 1963 H. C. Stülcken Sohn—Ham<br>218′ 6″ 33′ 7″<br>191′ 11″ 33′ 5½″ 23′ 4″<br>2 dks<br>RW | M Stern Trawler | Oil 4SA 8Cy. 400×580 mm<br>1830bhp<br>Klöckner-Humboldt-Deutz Kln |
| **KAP WALLOE**<br>Cranzer Fischdampfer A.G.<br>Hamburg<br>W. German | 724<br>274<br>— | <br><br>GL | 1963 H. C. Stülcken Sohn—Ham<br>219′ 6″ 33′ 7″<br>191′ 11″ 33′ 5½″ 23′ 4″<br>2 dks<br>RW | M Stern Trawler | Oil 4SA 8Cy. 400×580 mm<br>1830bhp<br>Klöckner-Humboldt-Deutz Kln |
| **KAPA TRADER**<br>alco-64 exSchie-61<br>F. C. Georgopoulos &<br>A. N. Athanassiades<br>Piraeus<br>Greek | 1953<br>1025<br>3120 | <br><br>BV | 1948 C. v.d. Giessen—Krimpen<br>301′ 4″ 44′ 6″ 18′ 5″<br>44′ 4″<br>F31′ 1 dk & S dk | M OSD<br><br>G.193720 B.180730<br><br>10W Der 1(20) 1(10) | Oil 2SA 6Cy. 540×900 mm<br>206t<br>Gebr. Stork & Co. Hengelo<br>21k |
| **KAPELLA**<br>Ålandsfärjan A/B<br>Mariehamn<br>Finnish | 3159<br>1482<br>— | <br><br>BV | 1967 Brodogradiliste Titovo—Kraljevica<br>320′ 0″ 59′ 9″ 15′ 7″<br>290′ 8″ 59′ 1″ 34′ 9″<br>1 dk & S dk | TM Ferry OSD | 2 Oil 4SA each 8Cy. 480×700 mm<br>3500bhp Sulzer<br>Jugoturbina Karlovac |
| **KAPETAN ANTONIS**<br>lyka Bros.<br>Chios<br>Greek | 125<br>83<br>220 | | 1948 Marathokampos—Samos<br>91′ 10″ 23′ 3″<br>… … …<br>1 dk | Wood Aux Mchy.aft | Oil 2DA 5Cy.<br>Emade—fitted48<br>DEMAG |
| **APETAN GEORGIS**<br>rgo S.S. Co. S.A.<br>nrovia<br>Liberian | 17059<br>11538<br>28480 | ✠100A1 SS 9/67<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN1894 EL m†2$\frac{11}{16}$″SQ | 1963–2 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>610′ 6″ 82′ 10″ 33′ 4¾″<br>571′ 1″ 82′ 6″ 47′ 3″<br>P103′ F53′ 1 dk<br>NS 6BH<br>rf 4″ DK fwd WB11311t incl. Topside tanks in holds 3219t | M Mchy.aft<br>7 Ho 58½′, 60′, 63′, 60′, 63′, 60′, 63′<br>G.1332000<br>1 Ha (stl) (36′×42′)<br>6 Ha (stl) (each 39′×42′)<br>Der 1(4) 1(1) | Oil 2SA 6Cy. 760×1550 mm<br>9470bhp Sulzer (hvf)<br>Scotts' S.B. & Eng. Co. Ltd. Grk<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×300kW 220V d.c. 14k |
| **APETAN GIANNIOS**<br>tratios Spanos<br>Greek | 129<br>74<br>250 | | 1955 ……………………Syros<br>101′ 8″ 24′ 9″<br>… … …<br>1 dk | Wood Aux Mchy.aft | Oil 2DA 4Cy.<br>Emade—fitted55<br>Klöckner-Humboldt-Deutz Kln |
| **APETAN KOSTANTIS**<br>Austerity-67<br>Gigilinis & D. Kalkasinas<br>Thessaloniki<br>Greek | 500<br>301<br>723 | HR<br><br>✠LR class withdrawn—Owners' request 7/67 | 1947–10 Grangemouth Dkyd Co. Ltd.—Gmh<br>183′ 7″ 27′ 7″ 11′ 6″<br>174′ 5″ 27′ 6″ 11′ 7″<br>Q109′ F19′ 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.41200 B.37200<br>2 Ha<br><br>2W Der 2(1) | Oil 2SA 5Cy. 320×425 mm<br>500bhp Emade42refitted47 23t<br>Newbury Diesel Co. Ltd. Nby<br>10½k |
| **APETAN MARTINOVIĆ**<br>goslavenska<br>Oceanska Plovidba<br>tor<br>Yugoslav | 6384<br>3120<br>9698<br>8757<br>4738<br>12280 | ✠100A1<br>strengthened for heavy cargoes tunnel side tanks—vegetable oil<br>✠LMC ✠Lloyd's RMC<br>MN1500 EL e†2¼″SQ<br>JR | 1964–11 Brodogradiliste Split—Spt<br>505′ 8″ 64′ 2″ 25′ 7¼″/29′ 5¾″<br>462′ 7″ 64′ 0″ 39′ 1″<br>F47′ 1 dk & S dk, 3rd dk in No. 3 hold<br>Coll BH to S dk 6 to 2nd dk<br>WB2165t incl. Tunnel tanks 553t | M Ref OSD/CSD<br><br>G.623000 B.569000 ~~In.12700~~ In.11795<br><br>16W Der 10(10) 6(5) | Oil 2SA 5Cy. 760×1550 mm<br>7500bhp Sulzer 1250t<br>Brodogradiliste III Maj Rka<br>AuxB (o.f) 100lb<br>AuxB (ex.g) 85lb 16k |
| **PITAN AFANASIEV**<br>S.S.R.<br>rmansk<br>Russian | 828<br>—<br>264 | | 1959 ……………………Russia<br>171′ 6″ 36′ 3″ 15′ 2″<br>19′ 2″ | D-E Salvage Tug<br><br>1W Der 1(5) | 2 Oil 4SA each 6Cy. 318×330 mm connected to elec. motor & geared to sc. shaft<br>13½k |
| **PITAN ANDREI TARAN**<br>S.S.R.<br>ngrad<br>Russian | 3170<br>1225<br>1289 | | 1961 ……………………Russia<br>277′ 10″ 46′ 0″ 17′ 11½″<br>45′ 10″ 33′ 8″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57000<br>5 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| **PITAN B. FEDOTOV**<br>S.S.R.<br>ngrad<br>Russian | 828<br>—<br>403 | | 1960 ……………………Russia | D-E Salvage Tug | 2 Oil 4SA each 6Cy. 318×330 mm connected to elec. motor & geared to sc. shaft<br>13½k |

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| 518159<br>UVFB<br>M-16873<br>Esd | **KAPITAN BELOUSOV**<br><br>**U.S.S.R.**<br>Murmansk Russian | 3710<br>1050<br>1446 | ✠ | 1955–1 Wärtsilä Kon. Sandvikens Skepps.—Hfs<br>272′ 11″ 63′ 8″ 23′ 0½″<br>253′ 0″ 63′ 6″ 31′ 2″<br>F106′ 2 dks | TD-E Icebreaker<br>2 Ho<br>B.7628<br>2 Ha (each 10′×6½′)<br>4W Der 2(10) 2(5) | 6 Oil 2SA each 8Cy.<br>electric drive to 4 sc.<br>Wärtsilä Kon. Crichton<br>Propellers 2 fwd 2 aft |
| 542972<br>DBPT<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KAPITÄN BLEEKER**<br><br>**Wasser-und Schiffahrts-direktion Aurich**<br>Emden W. German<br>Lots-Betriebsverein Emden (Mgrs.) | 762<br>253<br>858 | GL | 1963 Jos. L. Meyer—Papenburg<br>180′ 9″ 31′ 3″ 13′ 2″<br>164′ 0″ 31′ 2″ 17′ 2″<br>F66′ 2 dks | TD-E Pilot Tender<br>Der 1(1½) | 3 Oil 4SA each 6Cy.<br>1605bhp driving 3 gen.<br>400V d.c. connected to 2 el.<br>each 625shp (CC) & 1 sc.<br>Maybach<br>3×67kW 110V d.c. |
| 660611<br>DCUK<br><br>Rdr RT | **KAPITÄN ENGLER**<br><br>**Ems-Schlepper A.G.**<br>Emden W. German | 144<br>35<br>— | | 1965 Schulte & Bruns—Emd<br>94′ 2″ 24′ 10″<br>83′ 8″ 22′ 7½″ 12′ 9″<br>1 dk<br>RW<br>BK | M Tug Mchy.aft | Oil 2SA 8Cy. 320×450 mm<br>1050bhp<br>Motorenw. Mannheim<br>Directional propeller |
| 671320<br><br><br>Df Esd<br>Gc Rdr<br>RT | **KAPITAN GASTELLO**<br><br>**U.S.S.R.**<br>Archangel Russian | 2925<br>1362<br>3400 | | 1967 F. W. Hollming O/Y—Rauma<br>335′ 0″ 46′ 1″ 19′ 8″<br>305′ 9″ 46′ 0″ 22′ 6″ | M | Oil 2SA 5Cy. 550×1100 mm<br>2900bhp B&W<br>Valmet O/Y Rautpohjan |
| 518160<br>UKBH<br>M-16505<br>Df | **KAPITAN GASTELLO**<br><br>**U.S.S.R.**<br>Archangel Russian | 2295<br>1468<br>3130 | | Lch. 1942 Cmd.1945 A/B Crichton-Vulcan—Åbo<br>303′ 0″ 44′ 1″ 16′ 5″<br>43′ 11″ 20′ 8″ | M Mchy.aft<br>4 Ho<br>G.137834<br>4 Ha (each 27′×24′)<br>4W Der 4(3) | Oil 2SA 6Cy. 340×570 mm<br>Atlas Diesel |
| 660657<br>DBJS<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **KAPITÄN HILGENDORF**<br><br>**Wasser-u. Schiffahrtsdirektion Hamburg**<br>Cuxhaven W. German | 763<br>256<br>— | | 1960 F. Schichau G.m.b.H.—Bhm<br>180′ 5″<br>164′ 0″ 31′ 2″ 17′ 3″<br>B30′ 2 dks<br>rf 40″ | TD-E Pilot Tender | 3 Oil 4SA each 6Cy.<br>1605bhp driving 3 gen.<br>d.c. connected to 2 el.<br>620shp (CC) & 2 sc.<br>Maybach<br>3×90kW 115V d.c.<br>Directional propellers |
| 518161<br>SPSO<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KAPITAN KANSKI**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 1204<br>579<br>1256 | PR | 1963 Stocznia im. Komuny Paryskiej—Gdy<br>226′ 5″ 36′ 1″ 14′ 8″<br>35′ 11″<br>2 dks | M (2P) Mchy.aft<br>2 Ho 43½′, 56½′<br>G.73589 B.69074<br>2 Ha (stl) (each 39½′×18½′)<br>Der 4(3) | Oil 2SA 6Cy. 340×570 mm<br>1360bhp<br>Nydqvist & Holm A/B<br>3×47kW 220V d.c. |
| 672486<br>UKNK<br>M-21199 | **KAPITAN KARTASHOV**<br><br>**U.S.S.R.**<br>Korsakov Russian | 463<br>153<br>274 | | 1960 ......................Russia<br>170′ 1″ 26′ 3″ 10′ 11″<br>11′ 6″<br>1 dk | M Fish Carrier<br>2 Ho<br>In.13702<br>2 Ha (each 9½′×11½′)<br>2W Der 2(1½) | Oil 2SA 4Cy. |
| 540588<br>DBLU<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **KAPITÄN KÖNIG**<br><br>**Wasser-und Schiffahrts-direktion Bremen**<br>Bremerhaven W. German | 762<br>253<br>— | GL | 1963 Jos. L. Meyer—Papenburg<br>180′ 9″ 31′ 4″ 13′ 2″<br>164′ 0″ 31′ 2″ 17′ 3″<br>2 dks | TD-E Pilot Tender<br>Der 1(1) | 3 Oil 4SA each 6Cy.<br>1605bhp driving 3<br>350V d.c. connected<br>each 620shp (CC)<br>Maybach<br>4×90, 90, 90, 60kW |
| 518162<br>SPLS<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAPITAN KOSKO**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdansk Polish | 6629<br>3671<br>10500 | PR | 1957 Stocznia Gdanska—Gdk<br>504′ 11″ 63′ 9″ 27′ 5″<br>464′ 7″ 63′ 6″ 41′ 2″<br>1 dk & S dk<br>RW | M (12P) OSD<br>5 Ho<br>G.636568 B.601006<br>5 Ha (24½′, 47½′, 40½′, 48′, 27½′×21½′)<br>18W Der 1(50) 1(25) 2(10) 14(5) 1(1½) | Oil 2DA 8Cy.<br>8000bhp<br>S.A. Fiat S.G.M.<br>4×240, 240, 240, 150kW |
| 540676<br>SPSP<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KAPITAN M. STANKIEWICZ**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 1205<br>579<br>1254 | PR | 1963 Stocznia im. Komuny Paryskiej—Gdy<br>226′ 5″ 36′ 1″ 14′ 8″<br>35′ 11″<br>2 dks | M (2P) Mchy.aft<br>2 Ho 43½′, 56½′<br>G.73589 B.69074<br>2 Ha (stl) (each 39½′×18½′)<br>Der 4(3) | Oil 2SA 6Cy.<br>1360bhp<br>Nydqvist & Holm A/B<br>3×47kW 230V d.c. |
| 518163<br>UNSD<br>M-25012<br>Esd | **KAPITAN MELEKHOV**<br><br>**U.S.S.R.**<br>Murmansk Russian | 3357<br>58<br>1329 | ✠ | 1956–10 Wärtsilä Kon. Sandvikens Skepps.—Hfs<br>269′ 0″ 63′ 11″ 23′ 0½″<br>249′ 4″ 63′ 8″ 31′ 2″<br>F106′ 2 dks<br>rf 8″ | TD-E Icebreaker<br>2 Ho<br>B.7628<br>2 Ha (each 10′×6½′)<br>4W Der 2(10) 2(5) | 6 Oil 2SA each 8Cy.<br>electric drive to 4 sc.<br>Wärtsilä Kon. Crichton<br>Propellers 2 fwd 2 aft |
| 518164<br>UYBB<br>M-17044<br>Df Esd<br>Gc Rdr | **KAPITAN NOCHRIN**<br><br>**U.S.S.R.**<br>Murmansk Russian | 1151<br>—<br>605 | | 1961 Valmet O/Y Pansion Telakka—Åbo<br>200′ 9″ 38′ 9″ 15′ 1″<br>181′ 6″ 37′ 9″ 18′ 10″ | M Salvage Tug<br>2W Der 1(10) 1(1½) | Oil 4SA 7Cy.<br>2800bhp<br>Masch. Augsburg |

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| **KAPITAN PLAUSHEVSKI**<br>Binz<br>U.S.S.R.<br>Russian | 715<br>377<br>1050 | | 1942 Gutehoffnungshütte A.G.—Walsum<br>*192·5'* 29' 8"<br>... ... ...<br>1 dk | M Tanker | Oil |
| **KAPITAN SHAULSKY**<br>U.S.S.R.<br>Astrakhan<br>Russian | 669<br>329<br>228 | | 1956 ......................E. Germany<br>179' 2" 29' 10" 8' 0½"<br>29' 9" 13' 6" | D-E Trawler<br>2 Ho<br>In.21542<br>2 Ha<br>Cr 2(1) | 2 Oil 4SA each 6Cy. 240×360 mm<br>Schwermasch. Karl Liebknecht Mgd<br>8¼k |
| **KAPITAN SHCHUKIN**<br>U.S.S.R.<br>Korsakov<br>Russian | 463<br>329<br>274 | | 1961 ......................Russia<br>170' 2" 26' 3" 10' 11"<br>26' 2" 11' 6" | M Fish Carrier<br>2 Ho<br>In.13708<br>2 Ha<br>2W Der 2(1½) | Oil 2SA 4Cy. 300×500 mm<br>Russia<br>9½k |
| **KAPITAN SMIRNOV**<br>Columbian-45 exSanta Clara<br>U.S.S.R.<br>~~Vladivostok~~<br>Nevelsk<br>Russian | 6637<br>3622<br>5600 | ✠Classed LR until 6/34 | 1913–8 Wm. Cramp & Sons—Phl<br>437' 5" 53' 11" 22' 10"<br>404' 0" 53' 9" 36' 9"<br>3 dks<br>R conv dry cargo ship— | S Fish Carrier<br>4 Ho<br>In.187981<br>4 Ha (26¼', 26¼', 26¼'×26¼')<br>(16½'×19¾')<br>9W Der 1(15) 8(5) | Q 4Cy. 25½" 37" 52½' & 76"×54"<br>(o.f)<br>Wm. Cramp & Sons Phl<br>12k |
| **KAPITAN TCHIRIKOV**<br>U.S.S.R.<br>Russian | 2282<br>1218<br>— | | 1949 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>1 dk | S | Steam |
| **KAPITAN VOOLENS**<br>Amata-67<br>U.S.S.R.<br>Riga<br>Russian | 3359<br>1739<br>4388 | | 1960 Schiffswerft Neptun—Ros<br>341' 2" 47' 3" 21' 6"<br>47' 1" 25' 11" | M<br>4 Ho<br>G.199000<br>4 Ha (29¾', 29¾'×19¾') (25½', 25½'×23')<br>9W Der 1(15) 8(5) | 2 Oil 4SA each 8Cy. 365×550 mm geared to sc. shaft<br>12½k |
| **KAPITAN VORONIN**<br>U.S.S.R.<br>urmansk<br>Russian | 3416<br>59<br>1446 | ✠ | 1955–11 Wärtsila Kon. Sandvikens Skepps.—Hfs<br>272' 10" 63' 11" 23' 0½"<br>253' 0" 63' 9" 31' 2"<br>F106' 2 dks | TD-E Icebreaker<br>2 Ho<br>B.7628<br>2 Ha (each 10'×6½')<br>4W Der 2(10) 2(5) | 6 Oil 2SA each 8Cy. 340×570 mm with electric drive to 4 sc. shafts<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>Propellers 2 fwd 2 aft 15k |
| **APITAN ZIOLKOWSKI**<br>ish Government<br>ish Steamship Co.<br>zecin<br>Polish | 1204<br>579<br>1247 | PR | 1963 Stocznia im. Komuny Paryskiej—Gdy<br>226' 5" 36' 1" 14' 8"<br>35' 11"<br>2 dks | M (2P) Mchy.aft<br>2 Ho 43¼', 56½'<br>G.73589 B.69074<br>2 Ha (stl) (each 39¼'×18¼')<br>Der 4(3) | Oil 2SA 6Cy. 340×570 mm<br>1360bhp 86t (d.o)<br>Nydqvist & Holm A/B Thn<br>3×47kW 230V d.c. 12½k |
| **APOPOSANG**<br>Wakafuku Maru-59<br>epublik Indonesia<br>T. Pelajaran Nasional<br>Indonesia<br>akarta<br>Indonesian | 1691<br>870<br>2403 | | 1955 Sanoyasu Dockyard Co. Ltd.—Osa<br>272' 3" 39' 4" 16' 11½"<br>39' 2"<br>1 dk | M Mchy.aft | Oil 2SA 7Cy. 360×600 mm<br>Sulzer<br>Uraga Diesel Kogyo Tamashima |
| **APPIN**<br>F Grønlandsfelagid<br>horshavn<br>Faroese | 273<br>94<br>— | | 1964 Elbewerft—Boizenburg<br>*101·9'* 24' 6"<br>24' 4" 12' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>420bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **APTA MATHIOS**<br>Redstart-67<br>mitrios Apesakis<br>eus<br>Greek | 640<br>237 ~~288~~<br>797 | ✠100A1 SS 5/68 ~~SS 4/63~~<br>with freeboard<br>✠LMC<br>EL I | 1946–5 Henry Robb Ltd.—Lth<br>191' 1" 33' 0" 12' 3¼"<br>180' 4" 32' 10" 19' 11"<br>1 dk & S dk<br>RW 1 divisional WTBH in 'tween dks<br>Coll BH to S dk 3 to 2nd dk<br>WB2911t | M OSD Mchy.aft<br>2 Ho 54', 43½'<br>G.62961 B.60212<br>2 Ha (each 32'×15¾')<br>4W Der 4(5) | Oil 4SA 6Cy. 385×580 mm<br>750bhp ✠NE53 36t (d.o)<br>Masch. Kiel A.G. Kel<br>3×50, 50, 12kW 220V d.c. 10¼k |
| **APTAI**<br>onal Shipping<br>Corporation<br>chi<br>Pakistan | 10216<br>5576<br>13000 | 100A1<br>Class contemplated | A.G. "Weser" Werk Seebeck—Bhn<br>504' 9" 67' 1" 30' 4¾"<br>474' 2" 66' 11" 40' 0" | M Mchy.aft | Oil 2SA 6Cy. 780×1550 mm<br>Masch. Augsburg-Nürnberg Aug |

For later particulars see New Entries No. 5

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| **APTAIN MATSON**<br>Captain Spyromilios-67<br>Gaillard-66 exMenehom-50<br>ka S.A.<br>Greek | 191<br>46<br>— | BV | 1943 At. & Ch. de Bretagne—Nts<br>105' 0" 24' 4" 12' 6"<br>24' 2"<br>R | S Tug<br>1W | T 3Cy. 13½" 22" & 36"×26$\frac{3}{16}$"<br>600ihp Emade18fitted— 59t (o.f)<br>National Mar. Eng. Wks Sorneton<br>1×10kW 110V d.c. 11k |
| **APTAIN XENOFON**<br>tylianos<br>Xiradakis & Co.<br>Greek | 133<br>70<br>— | | 1915 ......................United Kingdom<br>112' 2" 20' 11" 8' 1"<br>... ... ...<br>1 dk<br>R | M | Oil 4DA 4Cy.<br>Emade—fitted54<br>Burmeister & Wain |

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| 518171<br>OZBF<br>Df Esd<br>Rdr<br>RTm/h/v | **KAPTAJN NIELSEN**<br>**Dansk Entreprenørselskab**<br>Christiani & Nielsen A/S<br>Copenhagen Danish | 1911<br>932<br>2835 | ✠100A1<br>✠LMC<br>MN462 | SS 6/66<br>EL r 1$\frac{1}{16}$" | 1961–7 Verschure & Co.'s Schps.—Ams<br>317' 0" 43' 10" 17' 10½"<br>(incl. cutter stowed)<br>262' 2" 42' 8" 19' 8"<br>1 dk<br>4BH len 66<br>rf nil WB166t | TM Trailing Suction & Cutter<br>Hopper Dredger Mchy.aft<br>1 Ho 108½'<br>Der 2(6) 1(5) | 2 Oil 4SA each 7Cy.<br>2310bhp MAN<br>J. & K. Smit's Mach.<br>2 × 270kW 220V d.c.<br>Thw. thrust propeller |
| 507359<br>SXSP<br>2993<br>Df Esd<br>Gc Rdr<br>RTv | **KAPTAMARCO**<br>exCity of Chicago–67<br>**Marepico Cia. Nav. S.A.**<br>Piræus Greek | 7622<br>4427<br>10880 | ✠100A1<br>with fbd DTsm & DTa—<br>oil FP above 150° F. or<br>vegetable oil or latex<br>✠LMC<br>MN1584 | SS 9/63<br>EL d† | 1950–6 Vickers-Armstrongs Ltd.—Nwc<br>485' 4" 61' 8" 28' 10½"<br>450' 9" 61' 6" 41' 9"<br>F43' 2 dks & S dk, 4th dk in way of No. 1 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB3157t incl. DTsm1003t DTa700t | S (12P) OSD<br>4 Ho 51½', 108½', —' DT, 35', 75'<br>G.646150 B.581410<br>5 Ha (22½'×18') (59½' comb.×20')<br>(15'×18') (32½', 20'×20')<br>16W Der 1(50) 1(20) 8(10) 8(7) | 3 S Turb sr geared to<br>7920shp<br>Vickers-Armstrongs Ltd.<br>2WTB 300lb Spt 290lb<br>3 × 30kW 100V d.c. |
| 518172<br>TCDG<br>3336<br>Df Esd<br>Gc Rdr<br>RTm | **KAPTAN ASIM ALNIAK**<br>**Denizcilik Bankasi T.A.O.**<br>**& D. B. Deniz Nakliyati**<br>**T.A.S.**<br>Istanbul Turkish | 13393<br>8479<br>21208 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1800 | SS 2/66<br>EL l†2¼"SQ | 1961–12 Uraga Dock Co.—Yohosuka<br>582' 7" 72' 6" 31' 7"<br>551' 2" 72' 2" 40' 4"<br>P128' B42' F79' 1 dk<br>RW 14BH<br>rf 6" WB1499t | M Tanker (8P) Mchy.aft | Oil 2SA 7Cy. 760 × 1550<br>9000bhp Sulzer<br>Uraga Diesel Kogyo<br>WTAuxB 284lb Spt<br>4 × 320, 320, 65, 30kW<br>60c/s a.c.<br>e (ex.g) 327lb |
| 518173<br>TCUT<br>1720<br>Df Esd<br>Gc Rdr | **KAPTAN ASLAN**<br>exTitas–62 exC. Sadikoglu–59<br>exBaron Inchcape–52<br>**Mrs. Makbule Sadikoglu**<br>Istanbul Turkish | *7050*<br>*5204*<br>10830 | ✱Classed BC until 8/58 | ~~BV~~ | 1917–9 Ayrshire Dkyd Co. Ltd.—Irv<br>441' 6" 56' 2" 26' 6"<br>425' 0" 56' 0" 36' 0"<br>2 dks<br>R | S | T 3Cy. 27" 46" & 78"×48"<br>J. G. Kincaid & Co. Ltd. |
| 518174<br>1543 | **KAPTANOGLU**<br>**Mohmet Kaptanoglu ve**<br>**Kazim Kaptanoglu Koll.**<br>**Skt.**<br>Istanbul Turkish | 286<br>178<br>499 | | | 1944 M. Sener—Surmene<br>*102-0'* 31' 0" 18' 6"<br>... ... ...<br>1 dk | M | Oil 2SA 4Cy. 230 × 400<br>Emade&refitted–<br>Burmeister & Wain |
| 507400<br>SZUZ<br>Df Esd<br>Gc Rdr<br>RTm/v | **KAPTASPYRO**<br>exCity of Philadelphia–67<br>**Marbrava Cia. Nav. S.A.**<br>Greek | 7591<br>4424<br>10849 | ✠100A1<br>with fbd DTsm & DTa—<br>oil FP above 150° F. or<br>vegetable oil or latex<br>✠LMC<br>MN1584 | ~~SS 9/62~~<br>SS 10/68<br>EL d† | 1949–12 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>485' 4" 61' 8" 28' 10"<br>450' 8" 61' 6" 41' 9"<br>F42' 2 dks & S dk, 4th dk in way of No. 1 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB3171t incl. DTsm999t DTa701t | S (12P) OSD<br>4 Ho 51½', 108½', —' DT, 35', 75'<br>G.645400 B.582408<br>5 Ha (22½'×18') (59½' comb.×20')<br>(15'×18') (32½', 20'×20')<br>16W Der 1(50) 1(20) 8(10) 8(7) | 3 S Turb sr geared to<br>7920shp<br>Parsons Marine Turb.<br>2WTB 300lb Spt 290lb<br>3 × 30kW 110V d.c. |
| 523343<br>DGXH | **KAPTAUBE**<br>exMeta-Grete–65<br>exWilfried–38<br>~~Heinrich Behrmann~~<br>Hamburg W. German<br>Hans-Hermann Breuer | 154<br>76<br>197 | | GL | 1930 E. J. Smit & Zoon—Hgz<br>*110-0'* 18' 5"<br>8' 2"<br>1 dk<br>R len 52 | M Mchy.aft | Oil 4SA 6Cy. 215 × 3<br>180bhp NE52<br>Masch. Kiel A.G. |
| 518176<br>PKGL<br>Esd | **KAPUAS**<br>exUni-K–51<br>**Republik Indonesia**<br>P.T. Pelajaran Djawa<br>Kalimantan<br>Djakarta Indonesian | 343<br>173<br>437 | | | 1948 N.V. Scheeps. Unie—Gro<br>146' 0" 24' 6" 9' 8"<br>24' 4<br>P85' Q47' F22' 1 dk | M Mchy.aft<br>1 Ho 80½'<br>G.21780<br>2W | Oil 4SA 6Cy. 250 × 3<br>Motorenw. Mannheim |
| 518177<br>ZMLF<br>121382<br>RTm | **KAPUNI**<br>Pacific Radio Advertising<br>~~A. G. Frankham Ltd~~. Ltd.<br>Auckland New Zealand | 194<br>95<br>140 | | | 1909 W. H. Brown—Auk<br>*100-6'* 19' 10" 8' 6"<br>19' 8"<br>1 dk | Wood M Ref<br>2 Ho 30', 28'<br>2 Ha (18', 17½'×9')<br>2W Der 2(2) | 4 Oil each 6Cy.<br>shaft Emade—<br>Ford Motor Co.<br>2×2 & 1kW |
| 518178<br>CGCK<br>192411<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAPUSKASING**<br>**Government of Canada**<br>**(Minister of National**<br>**Defence)**<br>Ottawa Canadian | 1085<br>340<br>— | | | 1943 Pt. Arthur S.B. Co. Ltd.—Pt.A<br>217 0" 35' 6" 12' 0"<br>... ... ...<br>2 dks | TS Hydrographic Ship | T 6Cy. 15" 25" & 40"<br>Montreal Locomotive |
| 518179<br>TCXU<br>603<br>Df Esd<br>Gc Rdr | **KAR**<br>exKing Reefer–58<br>exAnnavore–54<br>**Et ve Balik Kurumu Umum**<br>**Mudurlugu**<br>Istanbul Turkish | 766<br>330<br>888 | | NV | 1951 Kristiansands M/V A/S –Krs<br>215' 0" 32' 0" 15' 4"<br>31' 10"<br>P43' F24' 1 dk & S dk<br>RW | M Ref OSD Mchy.aft<br>In.42500<br>3 Ha (each 17½'×11½') | Oil 2SA 8Cy.<br>1350bhp<br>Crossley Bros. Ltd. |
| 518180<br>PFGT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KARA**<br>**Shell Tankers N.V.**<br>The Hague Netherland | 12146<br>6927<br>18218 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | SS 6/65<br>EL h†2$\frac{1}{16}$"SQ | 1955-11 Rotterdamsche D.D. Maats.—<br>Rot<br>555' 9" 69' 5" 29' 9½"<br>530' 0' 69' 3" 39' 0"<br>P115' B59' F50' 1 dk<br>RW 16BH<br>rf 3½" WB311t | S Tanker Mchy.aft<br>33 Ta<br>L.891268 HeCls. B | 2 S Turb dr geared<br>8250shp<br>Rotterdamsche D.D.<br>2 WTB 570lb Spt<br>sg 135lb |

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| **KARA ALI**<br>Recep Karaali<br>stanbul<br>Turkish | **149**<br>100<br>300 | | **1967** Deniz Insaat Kizaklari—<br>Buyukdere<br>114′ 8″ 23′ 6″ 8′ 6⅜″<br>104′ 8″ 23′ 5½″ 9′ 4″<br>1 dk | M Mchy.aft | Oil 2SA 5Cy.<br>280bhp<br>Motorenf. Darmstadt Darmstadt |
| **KARACHAYEVO CHERKESSIJA**<br>U.S.S.R.<br>Leningrad<br>Russian | **9269**<br>5163<br>12200 | | **1962** Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>482′ 4″ 64′ 10″ 30′ 0″<br>441′ 4″ 64′ 8″ 39′ 4″<br>2 dks | M CSD<br>5 Ho<br>G.593818<br>5 Ha (34′×29¾′) (34¾′, 34¾′, 34¾′×34¾′) (27′×29¾′)<br>Cr 4(5) | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>15k |
| **KARACHI**<br>N.V. Stoomv. **Maats.**<br>**"Nederland"**<br>Amsterdam<br>Netherland | **10891**<br>6368<br>12553 | **✠100A1** ~~SS 11/69~~<br>DTs Nos. 2, 5 & 6 holds—<br>vegetable oil SS 10/68<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2100 EL g†2$\frac{3}{16}$″SQ | **1958–6** C. v.d. Giessen Schps.—<br>Krimpen<br>536′ 1″ 67′ 5″ 30′ 0¼″<br>500′ 0″ 67′ 0″ 41′ 7″<br>P40′ F57′ 2 dks<br>7BH to U dk 1 to 2nd dk<br>rf 4″ WB4646t incl. DTsa2055t f1777t | M (12P) Ref<br>G.728038 B.682167 In.4876<br>20W Der 1(120) 1(80) 1(50) 6(10) 14(5) | Oil 2SA 9Cy. 750×1500 mm<br>10500bhp 1080t<br>Gebr. Stork & Co. Hengelo<br>AuxB 100lb e (ex.g) 100lb 17k |
| **KARADAG**<br>U.S.S.R.<br>Baku<br>Russian | **1145**<br>503<br>1234 | | **1952** ......................Sweden<br>224′ 8″ 34′ 0″ 13′ 11″<br>33′ 11″ 14′ 10″ | M Tanker Mchy.aft<br>8 Ta<br>L.60106 | Oil 2SA 6Cy. 345×580 mm<br>Sweden<br>10k |
| **KARADENIZ**<br>Denizcilik **Bankasi T.A.O.**<br>Denizyollari Isletmesi<br>stanbul<br>Turkish | **8809**<br>4895<br>3499 | AB | **1956** A.G. "Weser"—Bmn<br>474′ 1″ 61′ 3″ 20′ 2⅞″<br>434′ 0″ 61′ 0″ 44′ 7″<br>B184′ F72′ 4 dks<br>RW<br>rf 6″ | TM (757P) Ref<br>4 Ho 50¾′, 59′, 52½′, 36′<br>B.171000 In.11000<br>4 Ha (stl) (18′, 27¾′, 23′×15½′) (17¾′×12′)<br>Cr 4 (3) Der 1 (15) | 2 Oil 2SA each 8Cy. 600×1050 mm<br>8320bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>4×325, 325, 325, 140kW 120/240V d.c. |
| **KARADENIZ II**<br>ver-54<br>dikzade **Nazim Ogullari**<br>Vapurculuk **Komandit**<br>Sirketi<br>stanbul<br>Turkish | **2219**<br>1311<br>3660 | **BROKEN UP** | **1917** Nylands Verksted—Osl<br>300′ 0″ 44′ 2″ 21′ 6″<br>44′ 0″<br>P31′ B144′ F33′ 1 dk<br>R | S<br>G.197750 B.182400<br>8W | T 3Cy. 21½″ 34½″ & 60″×39″<br>502t (c)<br>Nylands Verksted Osl<br>10k |
| **KARAGA**<br>U.S.S.R.<br>Astrakhan<br>Russian | **669**<br>329<br>228 | | **1955** ......................E. Germany<br>179′ 2″ 29′ 10″ 8′ 0½″<br>29′ 9″ 13′ 6″ | D-E Trawler<br>2 Ho<br>In.21542<br>2 Ha<br>Cr 2(1) | 2 Oil 4SA each 6Cy. 240×360 mm<br>Schwermasch. Karl Liebknecht Mgd<br>8¼k |
| **KARAGHISTAN**<br>Strick Line **Ltd.**<br>F.C. Strick & Co. Ltd.<br>London<br>British | T.Mk<br>**5345**<br>2705<br>6323<br>**7150**<br>4229<br>9938. | **✠100A1** SS 9/66<br>**✠LMC**<br>MN880 EL c†2⅛″SQ | **1957–11** J. Readhead & Sons Ltd.—Shl<br>477′ 11″ 58′ 6″ 25′ 8″<br>450′ 0″ 58′ 3½″ 32′ 3″<br>P43′ B175′ F89′ 2 dks<br>RW 7BH<br>rf 4″ WB1633t incl. DTa1051t | M (5P) Ref<br>5 Ho 56′, 137½′, 34′, 48′, 68′<br>G.575685 B.519050 In.3480<br>5 Ha (stl) (27′, 38¾′, 14½′, 41′, 29′×22′)<br>14W Der 1(50) 1(15) 4(10) 4(7) 6(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 1063t<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB 180lb<br>3×80kW 220V d.c. 13½k |
| **KARAHASAN**<br>exOrdüncü–67<br>Karahasan **Denizcilik**<br>Isletmesi **Donatma**<br>Istiraki<br>stanbul<br>Turkish | **469**<br>287<br>— | AB | **1962** Deniz Insaat Kizaklari—Fener<br>168′ 4″ 27′ 0″ 11′ 3½″<br>159′ 2″ 26′ 11″ 12′ 4″<br>P47′ F31′ 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.28499<br>HeCls. C | Oil 4SA 6Cy. 320×480 mm<br>525bhp 28t (d.o)–2½pd<br>Motorenw. Mannheim Mhm<br>2×70, 45kW 290/380V 50c/s a.c. 10k |
| **KARAISKAKIS**<br>Petros **M. Nomikos Ltd.**<br>Piraeus<br>Greek | **1713**<br>796<br>285 | **✠100A1** SS 12/63<br>**✠LMC**<br>MN544 EL r<br>**LAID UP— SURVEYS OVERDUE 12/67** | **1952–6** Ansaldo S.p.A.—Lgn<br>267′ 6″ 42′ 1″ 15′ 0¾″<br>237′ 10″ 42′ 0″ 22′ 8″<br>F60′ 2 dks, 3rd dk clear of mchy. space & fwd hold<br>RW NS 6BH<br>WB115t | TM (762P)<br>2 Ho 33′, 23′<br>B.28000<br>2 Ha (16′×12′) (12′×10′)<br>Der 4(1½) | 2 Oil 2SA each 6Cy. 375×650 mm<br>2100bhp (hvf)<br>S.A. Ansaldo Stab. Mecc. Gen<br>2db 100lb<br>3×100kW 220V d.c. 14k |
| **KARAKORUM**<br>N.V. Stoomv. **Maats.**<br>**"Nederland"**<br>Amsterdam<br>Netherland | **10891**<br>6368<br>12553 | **✠100A1** **SS 4/68** ~~SS 5/68~~<br>DTs Nos. 2, 5 & 6 holds—<br>vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2100 EL g†2$\frac{3}{16}$″SQ | **1958–7** C. v.d. Giessen Schps.—Krimpen<br>536′ 1″ 67′ 5″ 30′ 0¼″<br>500′ 0″ 67′ 0″ 41′ 7″<br>P40′ F57′ 3 dks<br>7BH to U dk 1 to 2nd dk<br>rf 4″ WB4646t incl. DTsa2055t f1777t | M (12P) Ref<br>G.728038 B.682167 In.4876<br>20W Der 1(120) 1(80) 1(50) 6(10) 14(5) | Oil 2SA 9Cy. 750×1500 mm<br>10500bhp 1080t<br>Gebr. Stork & Co. Hengelo<br>AuxB 100lb e (ex.g) 100lb 17k |
| **KARAKOY**<br>Denizcilik **Bankasi T.A.O.**<br>Hatlari Isletmesi<br>Turkish | **813**<br>50<br>— | AB | **1951** S.A. des Anc. Ch. Dubigeon—Nts<br>180′ 5″ 42′ 8″ 9′ 10″<br>173′ 3″ 42′ 7½″ 16′ 5″<br>1 dk | M Ferry | 2 Oil 2SA each 5Cy. 300×600 mm<br>1600bhp Sulzer 36t<br>At. & Ch. de la Loire St. Denis<br>Propellers 1 fwd 1 aft |

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| 660585 | **KARAKUM KANAL**<br><br>U.S.S.R.<br>Russian | 3859<br>1818<br>— | | 1965 G. Dimitrov Shipyard—Varna<br>430' 0" 52' 6"<br>... ... ...<br>1 dk | M Tanker Mchy.aft<br>16 Ta | Oil |
| 680723 | **KARAMAT**<br><br>Karachi Port Trust<br>Karachi Pakistan<br>For later particulars see New Entries No. 8 | 800<br>—<br>—<br>— | A1<br>dredger<br>for restricted service<br>Class contemplated | Orenstein-Koppel & Lbcr.<br>Masch.—Lbc<br>166' 0" 43' 10" 5' 9½"<br>165' 0" 42' 8" 11' 10" | Suction & Cutter Dredger | |
| 518193<br>ZMQI<br>196278<br>Df<br>RTm/v | **KARAMU**<br><br>Union S.S. Co. of<br>New Zealand Ltd.<br>Wellington New Zealand | 1972<br>956<br>2091 | ✠100A1 CS 1/66<br><br>✠LMC<br>Lloyd's RMC<br>MN300 EL q 1$\frac{1}{16}$"SQ | 1953–3 Henry Robb Ltd.—Lth<br>265' 8" 42' 0" 16' 5"<br>250' 5" 41' 6" 17' 9"<br>P&B136' F30' 1 dk<br>RW 5BH<br>rf 5" WB559t incl. DTm109t | M Ref<br>3 Ho 44', 64,' 58'<br>G.118930 B.108710 In.13505<br>3 Ha (stl) (20'×20') (38', 37'×24')<br>10W Der 2(10) 8(5) | Oil 2SA 5Cy. 480×700 mm<br>1500bhp Sulzer<br>George Clark (1938) Ltd.<br>3×114kW 220V d.c. |
| 518195 | **KARAMZIN**<br>exPalos–46 exFulda<br>U.S.S.R.<br>Russian | 1307<br>668<br>— | | 1923 Hamburger Schiffs.—Ham<br>*221·0'* 34' 6"<br>34' 4"<br>1 dk<br>R | S | T 3Cy. 17½" 28½" & 47<br><br>Gütehoffnungshütte |
| 518196<br>PKTW | **KARANG DJAWA**<br>exMeklong–60 exMawal–54<br>exEmpire Mayrose–47<br>P.T. Garina Line<br>Tandjung Priok Indonesian | 394<br>110<br>381 | BS✳ SS 11/58<br>with fbd New Guinea<br>coasting service<br>MBS✳<br>MN70 CT508 C18 | 1945–8 Bartram & Sons Ltd.—Sld<br>151' 0" 27' 1" 10' 4½"<br>140' 5" 27' 0" 17' 6"<br>1 dk & S dk<br>5BH<br>WB142t | S OSD Mchy.aft<br><br>G.28800 B.26400<br><br>2W Der 2 | T 3Cy. 9" 16" & 28"×18"<br>375ihp<br>N.E. Mar. Eng. Co. (1938)<br>SB 200lb hs(1331) |
| | | | **SURVEYS OVERDUE—CLASS SUSPENDED 3/62** | | | |
| 518197<br>PKLU<br>2227<br>Df Esd<br>Rdr | **KARANG RAYA**<br><br>Republik Indonesia<br>P.T. Pelajaran Nasional<br>Indonesia<br>Djakarta Indonesian | 1689<br>932<br>2507 | BV | 1958 Usuki Tekkosho—Saeki<br>272' 0" 39' 6" 17' 2"<br>254' 3" 39' 4" 19' 8"<br>1 dk | M Mchy.aft<br><br>2 Ha (31½', 55½'×17')<br>Der 4(5) | Oil 4SA 6Cy. 435×<br>1400bhp<br>Kobe Hatsudoki Seizo |
| 518198<br>VQMM<br>180279<br>RTm/h | **KARANI**<br>exEmpire Fabian–47<br>L. M. Gibbs & M. McIntosh<br>Georgetown, Dem British<br>Now GIBMAC<br>See New Entries No. 12 | 411<br>178<br>441 | BS✳ SS 1/65<br>Caribbean Sea service<br>including voyages to Barbados and French Guiana<br>MBS✳<br>MN60 CT398 (C20) | 1944–7 Henry Scarr Ltd.—Hessle<br>148' 2" 27' 2" 9' 7"<br>141' 0" 27' 0" 11' 0"<br>P38' F114' Trunk 82' 1 dk<br>4BH<br>WB167t | M Mchy.aft<br>2 Ho 40', 42'<br>G.18300<br>2 Ha (19½'. 26'×14')<br>2W Der 2(1½) | Oil 4SA 5Cy. 260×<br>300bhp NE 8/50<br>Ruston & Hornsby<br>2×6kW 110V d.c. |
| 518199<br>MACS<br>182848<br>Df Esd<br>Gc Rdr<br>RTm/h | **KARANJA**<br><br>British India Steam Nav. Co.<br>Ltd.<br>London British | 10294<br>5893<br>9120 | ✠100A1 CS 10/64<br><br>✠LMC<br>✠Lloyd's RMC<br>EL g†2¾"SQ | 1948–10 A. Stephen & Sons Ltd.—Gls<br>515' 0" 66' 3" 27' 2¼"<br>480' 0" 66' 0" 32' 6"<br>B294' F56' 2 dks & Shade dk, 3rd dk fwd<br>RW 9BH of mchy. space<br>rf 3" WB2998t incl. Tunnel tanks 487t | TS (1072P) Ref<br>5 Ho 58½', 45', 57', 57', 60'<br>G.430998 B.398499 In.10078<br>5 Ha (18', 21', 21', 21', 18'×16)<br>12W Der 8(6) 4(5) | 6 S Turb sr geared<br>9700shp<br>A. Stephen & Sons Ltd.<br>3WTB 485lb Spt 470<br>db 105lb sg 115lb<br>4×250kW 220V d.c. |
| 500853<br>AQVP<br>191059<br>Df Esd<br>Gc Rdr | **KARANPHULI**<br>exAlbert Janus–65<br>National Shipping Corp.<br>Karachi Pakistan | ~~6876~~ 9341<br>3483<br>9616<br>9320<br>5002<br>13130 | GL | 1959 Rheinstahl Nordseewerke—Emd<br>502' 4" 62' 3" 19' 6"/26' 3"<br>462' 9" 62' 0" 39' 3"<br>F58' 1 dk & S dk | M OSD/CSD<br><br>G.644676 B.587561<br>5 Ha<br>10W Der 1(30) 10(5) | Oil 2SA 6Cy. 760×<br>5400bhp<br>Masch. Augsburg-Nür |
| 518200<br>TPZD | **KARANTEZ**<br><br>Henri Calloc'h<br>Lorient French | 140<br>30<br>— | BV | 1956 Union Ouvriere Maritime—<br>Hennebont<br>*81·3'* 23' 9"<br>... ... ... | Wood M Fishing<br><br><br>2 Ha (3¼'×3½') (3½'×2½') | Oil 4SA 8Cy. 185×<br>400bhp NE60<br>Moteurs Baudouin |
| 518202<br><br><br>Df Esd | **KARASJ**<br><br>U.S.S.R.<br>Murmansk Russian | 684<br>226<br>433 | ✠ | 1956–9 Brooke Marine Ltd.—Lwt<br>189' 9" 32' 4" 15' 3"<br>172' 3" 32' 0" 16' 6"<br>F41'<br>RW<br>BK5" | M Trawler | Oil 4SA 8Cy. 15"×<br><br>Mirrlees, Bickerton & |
| 518203<br>LMVS | **KARAT**<br>exJohanne Elisabeth–52<br>~~Kaspar Brugger and others~~<br>Bergen Norwegian<br>Kaspar Brügger | 159<br>98<br>220 | NV | 1914 G. & H. Bodewes—Martenshoek<br>111' 0" 18' 4" 8' 10"<br>104' 7"<br>1 dk<br>R<br>rf nil | M Mchy.aft | Oil 2SA 2Cy.<br>160bhp NE34<br>Wichmann Mtrf. |
| 518204<br>PKLV<br>2228<br>Df Esd<br>Rdr RT | **KARATA**<br><br>Republik Indonesia<br>P.T. Pelajaran Nasional<br>Indonesia<br>Djakarta Indonesian | 1687<br>1059<br>2455 | BV | 1958 Taiyo Zosen—Nag<br>272' 8" 39' 6" 17' 1½"<br>254' 3" 39' 4½" 19' 8"<br>1 dk | M Mchy.aft<br><br><br>2 Ha (32', 55½'×17')<br>Der 2(10) 4(5) | Oil 4SA 6Cy.<br>1400bhp<br>Kobe Hatsudoki |

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| **KARAWATU**<br>Gyokuho Maru–59<br>**Republik Indonesia**<br>P.T. Pelajaran Nasional<br>Indonesia<br>Djakarta<br>Indonesian | **1721**<br>946<br>2252 | | | **1957** Sanoyasu Dkyd Co. Ltd.—Osa<br>272′ 0″ 39′ 5″ 17′ 1″<br>254′ 3″ 39′ 4″ 19′ 8″<br>1 dk | M Mchy.aft<br>2 Ha (44¼′, 66′×20¼′)<br>Der 2(10) 4(5) | Oil 4SA 6Cy. 435×650 mm<br>1400bhp<br>Kobe Hatsudoki Seizosho Kob<br>11½k |
| **KAREL**<br>U.S.S.R.<br>Leningrad<br>Russian | **533**<br>—<br>250 | | | **1957** Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>157′ 0″ 31′ 2″ 11′ 5″<br>139′ 9″ 31′ 0″ 15′ 5″ | S Tug<br>1W Der 1(1) | T 3Cy. 16 17/32″ 27 9/16″ & 45 9/32″×27 9/16″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| **KAREL**<br>J. Koopman<br>"Carebeka" N.V.<br>Groningen<br>Netherland | **499**<br>314<br>940 | ✠**100A1**<br>✠**LMC**<br>MN200 | SS 5/65<br>EL k | **1956**–5 Scheeps. "Vooruitgang"—<br>Foxhol<br>205′ 10″ 32′ 0″ 12′ 0½″<br>189′ 2″ 31′ 6″<br>P47′ Q101′ RFD94′ 1 dk & pt S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf 4″ WB328t | M Mchy.aft<br>G.577000 B.53150 | Oil 4SA 8Cy. 320×480 mm<br>1000bhp 100t<br>Motorenw. Mannheim Mhm<br>11½k |
| **KAREL**<br>Karalis–56 exHonor–54<br>Le Mascaret–51<br>Soc. per **Azioni Sardi**<br>**Rimorchiatori**<br>Cagliari<br>Italian | **421**<br>121<br>277 | | RI | **1920** Ch. & At. Aug. Normand—Hav<br>139′ 8″ 28′ 9″ 12′ 4″<br>132′ 10″ 28′ 7″ 16′ 5″<br>R | S Salvage Tug<br>1W | T 3Cy. 15″ 23⅗″ & 36⅕″×27⅜″<br>950ihp 176t (o.f)<br>Ch. & At. Aug. Normand Hav<br>12k |
| **KARELIA**<br>U.S.S.R.<br>Archangel<br>Russian | **889**<br>354<br>362 | | | **1930** "André Marti" S.B. & E. Wks—Len<br>196′ 10″ 30′ 4″ 11′ 4½″<br>30′ 3″ 17′ 5″<br>2 dks<br>R | M<br>3 Ho<br>G.18576<br>3 Ha<br>6W Der 6(1½) | 2 Oil 4SA each 6Cy. 330×406 mm<br>geared to sc. shaft<br>NE42<br>U.S.A.<br>10¼k |
| **ARELIALES**<br>S.S.R.<br>ropavlovsk<br>Russian | **2925**<br>1361<br>3400 | | | **1963** Nystads Varv—Nystad<br>335′ 0″ 46′ 1″ 18′ 9″<br>305′ 2″ 45′ 11″ 22′ 6″<br>1 dk | M<br>4 Ho<br>G.182542<br>4 Ha (each 32¾′×28¼′)<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy. 550×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas<br>Jyväskylä<br>12½k |
| **AREN**<br>alduin–53<br>**an Amundsen & Sønns**<br>**ederi A/S**<br>re Amundsen<br>gesund<br>Norwegian | **1187**<br>641<br>1800 | | NV | **1921** Akers M/V A/S—Osl<br>236′ 6″ 36′ 7″ 15′ 2½″<br>226′ 4″ 36′ 5″<br>P26′ B58′ F30′ 1 dk<br>R<br>rf 7″ | S<br>2 Ho<br>G.86000 B.80000<br>4 Ha (23′, 23′, 23′, 19¼′×15′)<br>Der 3(5) 2(3) | T 3Cy. 17″ 29″ & 47″×33″<br>(o.f)<br>Akers M/V A/S Osf<br>9k |
| **CRETAN WIND** See New Entries No. 1 | | | | | | |
| **AREN LINDINGER**<br>**ndinger Agro Co. A/S**<br>ederiet Lindinger A/S<br>bjerg<br>Danish | **400**<br>216<br>690 | | BV | **1966** Nordsøværftet—Ringkøbing<br>164′ 1″ 27′ 2″ 11′ 3″<br>145′ 0″ 26′ 11″ 11′ 6″<br>1 dk | M Mchy.aft<br>G.39100 B.35600<br>2 Ha (38¾′, 40¾′×16½′)<br>Cr 2(3) | Oil 2SA 5Cy. 240×400 mm<br>425bhp 20t (d.o)<br>Alpha-Diesel A/S Fkn<br>Controllable pitch propeller 10k |
| **AREN MÆRSK**<br>**S D/S Svendborg & D/S**<br>**af 1912 A/S**<br>A. P. Möller, Copenhagen<br>penhagen<br>Danish | **21613**<br>12129<br>36340 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>MN2400 | SS 7/68<br>EL pt2⅛″SQ | **1964**–2 Odense Staalskibs A/S—Odn<br>686′ 2″ 83′ 10″ 36′ 11½″<br>650′ 0″ 83′ 6″ 47′ 6″<br>P94′ B41′ F80′ 1 dk<br>13BH<br>rf 2″ WB3698t incl. 2710t in clean ballast tanks | M Tanker (2P) Mchy.aft<br>25 Ta<br>L.1558000<br>Der 2(5) 2(1) | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp 3641t (hvf)<br>Burmeister & Wain Cpn<br>3AuxB 180lb e (ex.g) 180lb 15½k |
| **AREN NORDFISK**<br>Augusta Meyer–61<br>P. E. Nielsen **Partrederi**<br>agen<br>Danish | **131**<br>62<br>— | | | **1959** Schpsb. K. Hakvoort—<br>Monnickendam<br>91′ 0″ 20′ 0″<br>… … … | M Fishing | Oil 2SA 5Cy.<br>Alpha-Diesel A/S Fkn |
| **AREN SWEENEY**<br>**urence Sweeney**<br>**Fisheries Ltd.**<br>mouth<br>Canadian | **143**<br>90<br>— | | | **1962** A. F. Theriault & Son—Meteghan<br>*90·7′* 23′ 5″<br>23′ 2″<br>1 dk | Wood M Fishing | Oil 4SA 12Cy. 8½″×8½″<br>**Waukesha Motor Co.** Waukesha |
| **AREN TERKOL**<br>Sirona–65<br>**ederi I/S Terkol**<br>B. Terkildsen<br>us<br>Danish | **500**<br>307<br>1038 | ✠**100A1**<br>oil tanker<br>Ice Class 3<br>✠**LMC**<br>MN180 | <br><br><br><br>EL k 1⅛″SQ | **1964**–5 Krögerwerft G.m.b.H.—<br>Rendsburg<br>206′ 9″ 31′ 8″ 12′ 4″<br>186′ 5″ 31′ 0″ 13′ 5″<br>P54′ F36′ 1 dk<br>8BH<br>rf 2″ WB159t | M Tanker Mchy.aft<br>8 Ta<br>L.24685 HeCls. C | Oil 4SA 6Cy. 320×480 mm<br>900bhp 20½t (d.o)–3pd<br>Motorenw. Mannheim Mhm<br>db 171lb<br>3×40, 40, 17kW 380V a.c. 11½k |

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|---|---|---|---|---|---|---|
| 652488<br>OXDM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAREN WINTHER**<br><br>**A/S Vestjysk D/S**<br>Erik Winther<br>Copenhagen Danish | 1600<br>974<br>2570 | <br><br>BV | **1965** Zaanlandse Schps. Maats.—<br>Zaandam<br>268' 4" 44' 1" 16' 3½"<br>244' 0" 44' 0" 20' 6"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.115000 B.107000<br>2 Ha (each 64½' comb.×19½') | Oil 4SA 7Cy. 390×<br>1750bhp<br>N.V. Werkspoor |
| 641837<br><br>320762<br>Esd Pfd<br>Rdr<br>RTm | **KAREN AND BROTHERS**<br><br>**D. M. Fisheries Ltd.**<br>Lunenburg Canadian | 218<br>94<br>— | | **1964** Atlantic S.B. Co. Ltd.—Lunenburg<br>106' 0" 25' 1"<br>98' 5" 24' 11"<br>1 dk | Wood M Fishing<br>1 Ho 28½'<br><br>2 Ha (each 4½'×3½')<br>Cr 2(3) | Oil 2SA 10Cy. 5¼"×<br>800bhp<br>Fairbanks, Morse & Co.<br>2×30kW 110/208V 60c/s a.c. |
| 640733<br>ZMNR<br>142930<br>Df Esd<br>Rdr<br>RTm/v | **KAREPO**<br><br>**Union S.S. Co. of**<br>**New Zealand Ltd.**<br>Dunedin New Zealand | 3222<br>1423<br>3650 | ✠100A1 SS 1/68<br><br>✠LMC<br>✠Lloyd's RMC<br>MN576 EL u 1 11/16"SQ | **1964**–4 Taikoo D. & E. Co.—H.Kg<br>325' 9" 48' 5" 19' 0½"<br>300' 0" 48' 0" 21' 3"<br>P&B160' F30' 1 dk<br>6BH<br>rf 6" WB879t incl. DTm340t | M Ref<br>3 Ho 48', 70', 78'<br>G.170749 B.157000 In.2828<br>3 Ha (stl) (25'×28') (50', 50'×35')<br>Cr 1(10) 4(5) | Oil 2SA 6Cy. 500×7<br>2880bhp<br>British Polar Engines Ltd.<br>3×225kW 400V 50c/s a.c. |
| 670525<br>PJKO<br>14214<br>Df RTv | **KARET**<br><br>**N.V. Curacaosche Scheepv.**<br>**Maats.**<br>Willemstad Netherland<br>(Antilles) | 280<br>224<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN450 EL (d) | **1967**–4 Richards (Shipbuilders) Ltd.—<br>Lwt<br>108' 4" 29' 5" 12' 0"<br>95' 3" 28' 0" 14' 9"<br>3BH RAD5'<br>rf 24" BK6" WB80t | M Firefighting Tug Mchy.aft | Vee Oil 4SA 16Cy.<br>geared<br>2250bhp<br>English Electric Co.<br>2×67kW 220V d.c. |
| 641177<br>ZMRG<br>191851<br>Df Esd<br>Rdr<br>RTm/v | **KARETU**<br><br>**Union S.S. Co. of**<br>**New Zealand Ltd.**<br>Dunedin New Zealand | 3222<br>1423<br>3650 | ✠100A1 SS 11/68<br><br>✠LMC<br>✠Lloyd's RMC<br>MN576 EL u 1 11/16"SQ | **1964**–6 Taikoo D. & E. Co.—H.Kg<br>325' 9" 48' 5"<br>300' 0" 48' 0" 21' 3"<br>P&B160' F30' 1 dk<br>6BH<br>rf 6" WB879t incl. DTm340t | M Ref<br>3 Ho 48', 70', 78'<br>G.170749 B.157000 In.2828<br>3 Ha (stl) (25'×28') (50', 50'×35')<br>Cr 1(10) 4(5) | Oil 2SA 6Cy. 500×7<br>2880bhp<br>British Polar Engines Ltd.<br>3×225kW 400V 50c/s a.c. |
| 672100<br>OVPW<br><br>Esd Pfd<br>Rdr RT | **KARGIT BAGENKOP**<br><br>**Jörgen Bagenkop-Nielsen**<br>Mortensen & Lange<br>Copenhagen Danish | 299<br>180<br>485 | <br><br>BV | **1967** Martin Jansen—Leer<br>146' 11" 24' 10" 9' 0"<br>134' 6" 24' 7" 10' 2"<br>1 dk | M Mchy.aft | Oil 2SA<br>340bhp<br>Alpha-Diesel A/S<br>Controllable pitch prop |
| 670121 | **KARGOPOL**<br><br>**U.S.S.R.**<br>Leningrad Russian | 4896<br>2215<br>6450 | | **1966** A. Zhdanov—Len<br>399' 8" 54' 11" 22' 2½"<br>54' 9" 27' 3"<br>1 dk | M<br>4 Ho<br>G.275455<br>4 Ha (43½', 43½', 43½'×31½')<br>(36'×26½')<br>1W Cr 4(3) Der 1(15) | Oil 2SA 9Cy. 500×<br>B&W<br>Bryansk Eng. Wks |
| 672882 | **KARGOPOLJE**<br><br>**U.S.S.R.**<br>Russian | 685<br>280<br>695 | | **1954** Stocznia im. Komuny Paryskiej—<br>Gdy<br>189' 1" 29' 7" 13' 10"<br>170' 10" 29' 6" 15' 8"<br>1 dk | M<br>2 Ho<br>G.37400<br>2 Ha (each 33¾'×13')<br>4W Der 4(3) | Oil 4SA 8Cy. 290×<br>640bhp<br>Masch. Kiel A.G. |
| 518220<br>OHLX<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **KARHU**<br><br>**Finnish Board of Navigation**<br>Helsinki/Helsingfors Finnish | 2721<br>321<br>435 | | **1958** Wärtsilä-Kon. Sandvikens Skepps.<br>—Hfs<br>243' 5" 57' 1" 19' 0¾"<br>... ... ...<br>2 dks | TD-E Icebreaker | 4 Oil 2SA each<br>7500bhp driving 4<br>310V d.c. connected<br>& sc. shafts (WL)<br>Wärtsilä-Vasa M/V<br>4×200kW 400V 50c/s<br>Propellers 2 fwd 2 aft |
| 652359<br>LCER<br><br>Df Esd<br>Gc Rdr<br>RTm | **KARI K**<br><br>**Fridtjof Kristiansen**<br>Oslo Norwegian | 499<br>278<br>1140 | <br><br>NV | **1965** Rolandwerft G.m.b.H.—Bmn<br>239' 2" 36' 2" 12' 6½"<br>215' 4" 36' 1" 21' 3"<br>P66' B20' F30' 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 134½' 1 TwD 146½'<br>G.91628 B.82343<br>2 Ha (stl) (43½', 43½'×19½')<br>2W | Oil 4SA 8Cy. 320×<br>1400bhp<br>Masch. Kiel G.m.b.H. |
| 518221<br>OGBY<br>503<br>Df Esd<br>Gc Rdr<br>RTm | **KARI-RAGNAR**<br>exArion–60<br>**Lovisa Rederi A/B**<br>A/B R. Nordström & Co. O/Y<br>Lovisa Finnish | 2472<br>1145<br>3130<br>**3198**<br>1805<br>4119 | <br><br>GL<br><br><br>**BROKEN UP** | **1927** A.G. "Weser"—Bmn<br>341' 2" 46' 0" 18' 2"/21' 0"<br>45' 10" 25' 11"<br>1 dk & S dk<br>R alt & len 50 | S (8P) OSD/CSD<br>3 Ho 50', 67½', 88½'<br><br>4 Ha (stl) (28'×13') (35½', 23',<br>25'×17½')<br>Der 1(25) 8(5) 2(2) | T 3Cy. 19½" 31½" &<br>turb<br>1125ihp<br>A.G. "Weser"<br>2×49kW 115V |
| 520599<br>DNKD<br>10726<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KARIBA**<br>exLena Christina Brodin–65<br>**DAL Deutsche Afrika Linien**<br>**G.m.b.H. & Co.**<br>Hamburg W. German | 8606<br>5002<br>10630 | ✠100A1 SS 5/67<br>DTsf—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1500 EL c†2¼"SQ | **1962**–6 Öresundsvarvet A/B—Lkr<br>464' 0" 63' 5" 28' 10"<br>425' 9" 63' 0" 38' 0"<br>P&B154' F97' 2 dks<br>7BH<br>rf 6" WB3031t incl. Tunnel tanks 345t | M Ref<br><br>G.614580 B.550480 In.770<br><br>20W Der 21(3–65) | Oil 2SA 8Cy.<br>7500bhp<br>A/B Götaverken<br>AuxB 100lb |
| 513319<br><br>B1979<br>Df Esd<br>Gc Rdr<br>RTm | **KARIM**<br>exGundula–66<br>**Lebanese International Line**<br>**S.A.L.**<br>Amine Gazawoui & Sons<br>Beirut Lebanese | 649<br>274<br>1060<br>**1038**<br>663<br>1406 | <br><br>GL | **1954** Travewerft G.m.b.H.—Lbc<br>223' 5" 32' 7" 12' 10½"/14' 10"<br>200' 2" 32' 6" 19' 3"<br>F21' H37'&17' 1 dk & S dk<br>RW | M (4P) OSD/CSD Mchy.aft<br>1 Ho 131½' 1 TwD 131½'<br>G 73277 B.66682<br>4 Ha (55½', 60', 33', 39½'×19½')<br>6W Der 2(5) 4(3) | Oil 4SA 8Cy.<br>1000bhp NE<br>Klöckner-Humboldt-<br>4×40, 25, 10,<br>Directional propelle |

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| **KARIM ROCIO**<br>Juan **Toyofuku Kuwitake**<br>Supe<br>Peruvian | **188**<br>95<br>— | GL | **1966** Ast. Jorge Labarthe—Clo<br>*90·5'* 24' 0"<br>12' 0"<br>1 dk | M Fishing | Oil 4SA 8Cy. 159×203 mm<br>510bhp<br>Caterpillar Tractor Co. Peoria |
| **KARIMATA**<br>N.V. Stoomv. **Maats.**<br>"Nederland"<br>Amsterdam<br>Netherland | T.Mk<br>**8013**<br>4717<br>11400<br>**10614**<br>6402<br>12793 | **✠100A1** SS 4/68 ~~SS 1/68~~<br>DTsf&a—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2040 EL g†2$\frac{3}{16}$"SQ | **1953–6** N.V. Mch. & Schps. P. Smit, Jr.—Rot<br>530' 10" 67' 2" 25' 0⅝"/29' 11⅞"<br>501' 0" 66' 11" 41' 8"<br>P37' F43' 2 dks, 3rd dk clear of mchy. space<br>RW 8BH<br>WB4095t incl. DTsa1633t f1560t | M (12P) Ref<br>G.739515 B.694625 In.5742<br>20W Der 1(65) 1(50) 1(30) | Oil 2SA 12Cy. 760×1250 mm<br>10200bhp Sulzer 1506t<br>N.V. Werkspoor Ams<br>AuxB (o.f) 85lb AuxB (ex.g) 85lb Spt<br>16½k |
| **KARIMATA**<br>Republik **Indonesia**<br>Indonesian | **1248**<br>561<br>— | | **1964** Angyalfold Works—Bdp<br>244' 4" 37' 2" 15' 3"<br>37' 0"<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 315×450 mm<br>Lang Eng. Works Bdp |
| **KARIMUN**<br>N.V. Stoomv. **Maats.**<br>"Nederland"<br>Amsterdam<br>Netherland | T.Mk<br>**8013**<br>4717<br>11100<br>**10614**<br>6402<br>12750 | **✠100A1** SS 3/63<br>DTsf&a—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2040 EL g†2$\frac{3}{16}$"SQ | **1953–7** N.V. Rotterdamsche D.D.—Rot<br>530' 10" 67' 2" ~~30' 0"~~ 27' 6½"/30' 0"<br>501' 0" 67' 0" 41' 8"<br>P37' F43' 2 dks, 3rd dk clear of mchy.<br>RW 8BH space<br>WB4095t incl. DTsa1633t f1560t | M (12P) Ref<br>G.739515 B.694625 In.5742<br>20W Der 1(65) 1(50) 1(30) | Oil 2SA 12Cy. 760×1250 mm<br>10200bhp Sulzer 1506t<br>N.V. Werkspoor Ams<br>AuxB (o.f) 85lb AuxB (ex.g) 85lb Spt<br>16½k |
| **KARIMUNDJAWA**<br>Republik **Indonesia**<br>Indonesian | **1248**<br>561<br>— | | **1964** Angyalfold Works—Bdp<br>244' 4" 37' 2" 15' 3"<br>37' 0"<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 315×450 mm<br>Lang Eng. Works Bdp |
| **KARIN**<br>exCressida–66<br>Colon **Enterprises Shipping**<br>S.A.<br>Panama<br>Panamanian | **763**<br>337<br>1303 | GL | **1954** D. W. Kremer Sohn—Elmshorn<br>218' 2" 33' 11" 14' 0"<br>... ... ...<br>F20' 1 dk & S dk | M (4P) OSD Mchy.aft<br>G.86404 B.81061<br>3 Ha (27½', 33½', 27'×18')<br>6W Der 1(15) 6(5) | Oil 4SA 6Cy. 350×550 mm<br>1000bhp Krupp 82t (hvf)<br>Waggon-u. Maschb. Ham<br>1×40kW 11½k |
| **KARIN**<br>Herbert **Meyer**<br>Hamburg<br>W. German | **425**<br>287<br>700 | GL | **1958** J. J. Sietas Schiffsw.—Ham<br>171' 6" 29' 6" 11' 6"<br>151' 6" 29' 2" 12' 10"<br>P29' F14' 1 dk<br>RW | M Mchy.aft<br>1 Ho 104½'<br>G.33156 B.29855<br>2 Ha<br>5W Der 3(1½) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz Kln<br>9½k |
| **KARIN**<br>g. **V. Kellgren**<br>oo/Borgå<br>Finnish | **113**<br>60<br>180 | | **1943** ....................Borgå<br>98' 7" 22' 8" 9' 10"<br>... ... ... | Wood M | Oil |
| **KARIN**<br>Agatha–65<br>**Demunter**<br>Belgian | **106**<br>37<br>— | | **1960** N.V. Staml Schpsb.—Dordrecht<br>86' 11" 19' 10"<br>... ... ... | M Fishing Mchy.aft | Oil 2SA 5Cy. 220×380 mm<br>Appingedammer Brons. Apg |
| **KARIN BORNHOFEN**<br>Robert **Bornhofen Reederei**<br>Hamburg<br>W. German | **3417**<br>1762<br>6004<br>**5097**<br>3425<br>7480 | GL | **1958** Elsflether Werft A.G.—Elsfleth<br>393' 0" 52' 8" 22' 8⅜"/26' 1"<br>347' 2" 52 6" 32' 10"<br>P39' Q62' B33' F36' 1 dk & S dk<br>RW | M (4P) OSD/CSD<br>G.388540 B.347132<br>5 Ha (stl) (34½', 33¼', 33¼', 32¼', 34½'×21½')<br>10W Der 1(30) 1(10) 10(3–5) | 2 Oil 4SA each 9Cy. 400×600 mm geared to sc. shaft<br>3800bhp 750t (d.o)<br>Masch. Augsburg-Nürnberg Ham<br>3×130, 130, 100kW 220V d.c. 14k |
| **KARIN CORDS**<br>Cords **& Buck G.m.b.H.**<br>Bremen<br>W. German<br>Now KARIN See New Entries No. 8 | **994**<br>604<br>1699 | GL | **1954** Gutehoffnungshütte A.G.—Walsum<br>218' 11" 32' 9" 16' 9"<br>32' 7" 19' 8"<br>2 dks<br>RW | M Mchy.aft<br>G.70845 B.66254<br>2 Ha<br>Der 4(3–5) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| **KARIN LINDHUS**<br>Lindhus **Kommanditselskab**<br>Privateksportørers<br>Skibstransport A/S<br>Sønderborg<br>Danish | **500**<br>344<br>1315 | GL | **1966** Schlichting-Werft—Travemünde<br>227' 10" 35' 1" 12' 6"<br>207' 3" 34' 10" 19' 8"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 155'<br>G.94500 B.84000<br>2 Ha (stl) (57', 58'×19¾')<br>4W Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>800bhp 56t (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>2×25kW 220/380V 50c/s a.c. 11½k |
| **KARIN LÜDKE**<br>Wilhelm **Lüdke &**<br>Hans-Jürgen **Langhein**<br>O.H.G.<br>Cuxhaven<br>W. German | ~~**817**~~ ~~**999**~~ **996**<br>~~517~~ ~~736~~ 702<br>~~1487~~ | GL | **1966** D. W. Kremer Sohn—Elmshorn<br>216' 11" 32' 10" 12' 3"<br>195' 3" 32' 9" 14' 0"<br>P49' B20' F26' 1 dk | M Mchy.aft<br>2 Ho each 72¼'<br>G.57000<br>2 Ha (stl) (each 54¼'×21')<br>Cr 1(5) | Oil 4SA 6Cy. 320×450 mm<br>900bhp 50t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×120kW 220/380V 50c/s a.c. 11¼k |
| **KARIN MUSHOLM**<br>Karin Jørg–68<br>ik Jakob **Anker-Ladefoged**<br>Partrederi<br>tals<br>Danish | **149**<br>59<br>— | BV | **1959** A/S Svendborg Skibsv.—Svb<br>100' 3" 20' 11"<br>90' 3" 20' 10" 10' 4" | M Trawler<br>2 Ho | Oil 2SA 5Cy. 230×400 mm<br>480bhp 33t (d.o)<br>Alpha-Diesel A/S Fkn<br>2×220V d.c.<br>Controllable pitch propeller |

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| 518231<br>OYVA<br><br>Df Gc<br>Rdr RT | **KARIN THOLSTRUP**<br><br>**I/S Kosan No. 11 (Brdr.**<br>**Tholstrup & Co.)**<br>A/S Trans-Kosan<br>Nørresundby Danish | 500<br>278<br>672 | | <br><br>BV | **1960** Heinr. Brand—Oldenburg<br>176′ 6″ 29′ 7″ 12′ 0″<br>152′ 6″ 29′ 6″ 12′ 4″<br>1 dk | M Liquefied Gas Carrier | Oil 4SA 6Cy. 320 × 480 mm<br>499bhp<br>Motorenw. Mannheim |
| 538784<br>DLCH<br>10991<br>Df Esd<br>Gc Rdr<br>RTm/h | **KARINA**<br>exWesertal-67<br>**Fritz Köpke**<br>Aug. Bolten Wm. Miller's<br>Nachf.<br>Hamburg W. German | 3289<br>1820<br>5883 | | <br><br>GL | **1956** A.G. "Weser"—Bmn<br>413′ 5″ 54′ 4″ 21′ 2″<br>380′ 7″ 30′ 10″<br>F35′ 1 dk & S dk<br>RW<br>rf 4″ | M OSD Mchy.aft<br>4 Ho 36′, 59½′, 70½′, 50½′<br>G.345648 B.317992<br>4 Ha<br>Der 1(25) 2(10) 8(3–5) | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>4320bhp<br>Masch. Augsburg-Nürnberg<br>3 × 135kW 220/380V 50c/s a.c. |
| 651938<br><br>317562<br>Esd Rdr<br>RT | **KARINA G**<br><br>**Tuna Enterprises**<br>**(S.A.) Pty Ltd.**<br>Port Adelaide British | 232<br>88<br>— | | | **1965** Adelaide Ship Cons. Pty Ltd.—<br>Adl<br>92′ 1″ 26′ 11″ 10′ 8″<br>79′ 0″ 25′ 10″ 13′ 4″<br>1 dk | M Fishing | Vee Oil 4SA 12Cy. 5¾″ × 8″<br>765bhp<br>Caterpillar Tractor Co. |
| 518234<br>LLVB<br><br>Df Esd<br>Rdr<br>RTm | **KARITIND**<br><br>**Skibs A/S Sunnmöre**<br>**Rederi**<br>Johan Hagenæs<br>Ålesund Norwegian | 498<br>208<br>720 | | <br><br>NV | **1956** A/B Marstrands M/V—Mtd<br>195′ 0″ 29′ 8″ 12′ 5¾″<br>180′ 5″ 29′ 6″<br>P53′ B36′ F37′ 1 dk & S dk | M Ref OSD Mchy.aft<br>2 Ho each 44′<br>G.33000 In.33127<br>8 Ha (each 12½′ × 7½′)<br>2W Cr 2(1½) Der 2(1½) | Oil 2SA 6Cy. 345 × 580 mm<br>950bhp<br>Nydqvist & Holm A/B<br>3 × 74, 74, 56kW 220V d.c. |
| 642064<br>SIML<br>10552<br>Df Esd<br>Rdr<br>RTm/v | **KARL**<br><br>**Göteborgs Bogserings-**<br>**& Bärgnings A/B**<br>Gothenburg Swedish | 269<br>81<br>— | ✠100A1<br>tug<br>Ice Class 1<br>✠LMC<br>MN604 | <br><br><br><br>EL (a) | **1965–1** Cochrane & Sons Ltd.—Sel<br>108′ 0″ 29′ 7″<br>91′ 0″ 28′ 3″ 16′ 9″<br><br>3BH<br>rf 30″ BK3″ WB27t | M Tug & Icebreaker | 2 Oil 4SA each 6Cy.<br>flexible couplings & sr ge<br>shaft<br>3024bhp<br>Ruston & Hornsby<br>3 × 135, 125, 25kW 220V d.c.<br>Controllable pitch propel |
| 518236<br>DCUR<br><br>Df Esd<br>Rdr RT | **KARL**<br>**Rudolf Schepers**<br>~~**Karl Schepers**~~<br>Haren/Ems W. German | 244<br>112<br>422 | | <br><br>GL | **1950** Jos. L. Meyer—Papenburg<br>*128·4′* 22′ 5″<br>8′ 10″<br>P25′ Q63′ F16′ 1 dk<br>RW | M | Oil 4SA 6Cy. 270 × 360 mm<br>250bhp<br>Klöckner-Humboldt-Deu |
| 618236<br>DNCE<br>10459<br>Esd<br>RTv | **KARL**<br><br>**Petersen & Alpers**<br>Hamburg W. German | 134<br>—<br>— | | <br><br>GL | **1962** J. Oelkers—Ham<br>87 4″ 23′ 8″<br>78′ 9″ 23′ 6″ 11′ 6″<br>1 dk<br>RW | D-E Tug | Oil 4SA 6Cy. 185 × 2<br>gen. 415kW 400V d.c.<br>elec. motor 525shp (M)<br>Maybach<br>2 × 43kW 220V d.c. |
| 670068<br>LHEO<br><br>Df Esd<br>Rdr RT | **KARL ANDREAS**<br><br>**Karl Hellesøy**<br>Bergen Norwegian | 364<br>205<br>— | | <br><br>NV | **1966** M. Kleven M/V—Ulsteinvik<br>130′ 7″ 25′ 1″<br>112′ 7″ 25′ 0″ 13 3″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250 × 300 m<br>780bhp<br>A/S Bergens M/V |
| 518239<br>SGZI<br>4859<br>Df | **KARL-GÖRAN**<br>exMunksjö IV-62<br>exTrollhättan-52 exGustaf<br>**J. G. Sorqvist Partrederi**<br>Ånimskog Swedish | 197<br>94<br>250 | | | **1908** Thorskogs M/V—Lod<br>104′ 11″ 22′ 2″ 10′ 6″<br>... ... ...<br>1 dk<br>R | M Mchy.aft | Oil 2SA 3Cy. 350 × 410 m<br>225bhp NE52<br>Jönköpings Motfb. |
| 518238<br>OGGL<br>509 | **KARL-GÖRAN**<br>exSkoghall IV-58<br>**Harry Nyholm**<br>Porvoo/Borgå Finnish | 196<br>104<br>350 | | | **1916** Sixten Groths Eftr.—Sjötorp<br>102′ 0″ 26′ 0″ 10′ 2″<br>25′ 10″<br>P14′ 1 dk | Comp M Mchy.aft<br>1 Ho 71′<br>G.17650 B.16500<br>1 Ha (21½′ × 13½′)<br>2W Der 1(1) | Oil 2SA 2Cy. 330 × 340 m<br>120bhp NE44<br>J. & C. G. Bolinders |
| 518240<br>DJVR<br><br>Df Esd<br>Gc | **KARL GRAMMERSTORF**<br><br>**Karl Grammerstorf**<br>**Schiffahrts G.m.b.H.**<br>Kiel W. German<br>Now **NORDLANDER** See New Entries No. 4 | 2352<br>1197<br>4507 | | <br><br>GL | **1951** Howaldtswerke A.G.—Kel<br>340′ 0″ 47′ 1″ 20′ 9½″<br>46′ 10″ 29′ 6″<br>F22′ 1 dk & S dk<br>RW | M OSD<br><br>G.264412 B.236724<br>5 Ha<br>10W Der 1(20) | Oil 2SA 7Cy. 520 × 900 mm<br>2300bhp<br>Masch. Augsburg-Nürnb |
| 518241<br>DJCH<br><br>Df Esd<br>Rdr RT | **KARL GUNTHER LOHSE**<br><br>**Partenreederei m.s. "Karl**<br>**Gunther Lohse"**<br>H. P. Vith<br>Flensburg W. German | 1000<br>638<br>1650 | | <br><br>GL | **1957** Alfred Hagelstein—Lbc<br>235′ 0″ 35′ 6″ 15′ 3″<br>214′ 4″ 35′ 5″ 17′ 7″<br>Q57′ F30′ 1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.73593 B.68441<br>4 Ha<br>8W Der 2(4½) 6(2½) | Oil 4SA 8Cy. 320 × 450 mm<br>1000bhp<br>Klöckner-Humboldt-Deu |
| 518243<br>DHSE<br><br>Df Esd<br>Gc Rdr<br>RT | **KARL LIEBKNECHT**<br><br>**Forschungsinstitut für**<br>**Hochseefischerei u.**<br>**Fischverarbeitung**<br>Rostock E. German | 261<br>60<br>— | | <br><br>DSRK | **1949** Elbewerft—Boizenburg<br>126′ 11″ 23′ 7″ 10′ 7″<br>11′ 6″<br>1 dk<br>RW | M Fishery Research Ship Mchy.aft | Oil 4SA 8Cy. 240 × 360 mm<br>300bhp<br>Schwermasch. Karl Lie |
| 518244<br>ULGM<br>M-22204 | **KARL MARX**<br><br>**U.S.S.R.**<br>Novorossisk Russian | 8229<br>3942<br>11770 | | | **1957** ........................Russia<br>477′ 4″ 63′ 1″ 27′ 10½″<br>62′ 11″ 34′ 2″<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19′ × 13′)<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br>4000bhp<br>Skoda |

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| **KARL MARX**<br>**Fischkombinat Rostock**<br>Rostock E. German | **258**<br>83<br>— | | DSRK | **1949** Elbewerft—Boizenburg<br>126′ 4″ 24′ 0″ 10′ 7″<br>11′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **KARL MARX-STADT**<br>**Deutsche Seereederei**<br>Rostock E. German | **6723**<br>3505<br>9911<br>**9632**<br>5758<br>12795 | | DSRK | **1959** Warnowwerft—Warnemünde<br>516′ 10″ 65′ 9″ 27′ 7″/31′ 8″<br>465′ 11″ 65′ 9″ 42′ 0″<br>2 dks & S dk<br>RW | TM Ref OSD/CSD Mchy.aft<br>G.629557 B.576655 In.12290<br>14W Cr 2 Der 5(50) 8(15) 2(5) | 4 Oil 4SA each 8Cy. 470×660 mm with electro-magnetic coupling & gearing to 2 sc. shafts<br>7200bhp 1477t<br>Maschb. Halberstadt Halberstadt<br>14½k |
| **KARL-MARX-STADT**<br>**Fischkombinat Rostock**<br>Rostock E. German | **588**<br>221<br>— | | DSRK | **1952** Volkswerft Stralsund—Stralsund<br>188′ 7″ 29′ 7″ 13′ 2″<br>29′ 5″ 16′ 5″ | M Trawler Mchy.aft | Oil 4SA 8Cy. 365×550 mm<br>920bhp<br>Görlitzer Masch. Görlitz |
| **KARL VON OSSIETZKY**<br>**Fischkombinat Rostock**<br>Rostock E. German | **256**<br>90<br>— | | DSRK | **1950** Volkswerft Stralsund—Stralsund<br>128′ 5″ 24′ 1″ 8′ 11″<br>11′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **KARL WOLFF**<br>**Fischkombinat Rostock**<br>Rostock E. German | **991**<br>—<br>— | | | **1967** Peene Werft—Wolgast<br>177′ 1″ 34′ 9″ 15′ 5″<br>… … … | M Stern Trawler | Oil<br>1750bhp<br>Dieselmotorenwerk Ros<br>13½k |
| **KARLOVAC**<br>adranska **Linijska Plovidba**<br>**(Adriatic Line)**<br>jeka **Yugoslav** | **191**<br>79<br>— | ✠Classed LR until 5/56 | JR | **1955–6** Brodogradiliste Split—Spt<br>123′ 4″ 23′ 2″<br>113′ 3″ 11′ 0″<br>RFD31′ 1 dk<br>RW<br>rf nil | M | Oil 2SA 6Cy. 240×400 mm<br>13¾t<br>Sulzer Bros. Ltd. Win<br>11½k |
| **ARLSBURG**<br>hlenberg & **Putz**<br>Seefischerei **A.-G.**<br>seatische Hochseefischerei<br>.G.<br>merhaven W. German | **646**<br>265<br>— | | GL | **1955** A.G. "Weser" Werk Seebeck—Bhn<br>*198·1′* 30′ 1″<br>183′ 8″ 30′ 0″ 16′ 5″<br>B26′<br>RW | S Trawler<br>1 Ho 45¾′<br>4 Ha (each 3½′×3¼′)<br>1W | T 3Cy. 16½″ 25$\frac{13}{16}$″ & 41$\frac{5}{16}$″×26″ with exhaust turb<br>1000ihp 275t (o.f)<br>A.G. "Weser" Werk Seebeck Bhn<br>2×40kW 220/380V a.c. 13k |
| **RLSEFNI**<br>**rlsefni h/f**<br>kjavik Icelandic | **657**<br>238<br>— | **✠100A1**<br>trawler<br>**✠LMC** | SS 9/63<br>SS 11/67<br>EL (j) x | **1947–12** A. Hall & Co. Ltd.—Abn<br>193′ 6″ 30′ 2″<br>175′ 0″ 30′ 0″ 15′ 0″<br>Q93′ F34′<br>RW 4BH<br>WB58t | S Trawler | T 3Cy. 16½″ 28⅛″ & 47″×30″<br>1245ihp (o.f)<br>A. Hall & Co. Ltd. Abn<br>SB 225℔ Spt hs(4035) 3cf |
| **ARLSHORST**<br>tsche **Seereederei**<br>stock E. German | **2546**<br>1424<br>3640 | | | **1967** Schiffswerft Neptun—Ros<br>304′ 7″ 19′ 6″<br>275′ 7″ 45′ 7″ 23′ 0″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 480×720 mm<br>2300bhp<br>Dieselmotorenwerk Ros |
| **ARLSRUHE**<br>Nordsee" **Deutsche**<br>Hochseef. **A.G.**<br>uxhaven W. German | **554**<br>226<br>647 | **BROKEN UP** | | **1950** A.G. "Weser" Werk Seebeck—Bhn<br>170′ 5″ 28′ 8″ 14′ 2″<br>28′ 6″<br>P30′<br>R<br>rf 33½″ | S Trawler<br>1 Ho 51½′<br>4 Ha (each 4′×4′) | T 3Cy. 13¾″ 21⅝″ & 35$\frac{7}{16}$″×25$\frac{1}{16}$″ 570ihp & LP turb 230shp 290t (c)<br>A.G. "Weser" Werk Seebeck Bhn<br>2×10kW 110V d.c. 10½k |
| **ARMÖY**<br>**Stavangerske**<br>**Dampskibsselskab**<br>anger Norwegian | **484**<br>172<br>640<br>744<br>432<br>1015 | | NV | **1957** Abeking & Rasmussen—Lemwerder<br>190′ 4″ 31′ 1″ 10′ 5½″/—<br>174′ 3″ 31′ 0″ 17′ 6″<br>1 dk & S dk<br>rf nil | M OSD/CSD Mchy.aft<br>3 Ho 48′, 54½′ comb., 16½′<br>B.45000<br>4 Ha (stl) (21¼′, 16′, 14¼′×10′) (5¼′×5¼′)<br>4W Cr 1(3) Der 1(6) 2(2) 1(1) | Oil 4SA 8Cy. 320×450 mm<br>600bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×65, 65, 15kW 380V 50c/s a.c. 11k |
| **ARMØYTRÅL**<br>renjean-61<br>rederiet **Karmøytrål**<br>Melhus<br>desneshavn Norwegian | **120**<br>43<br>— | | BV | **1945** Richards Irn Wks Ltd.—Lwt<br>98′ 0″ 22′ 5″ 9′ 10″<br>… … …<br>1 dk | Wood M Fishing Mchy.aft | Oil 4SA 6Cy. 8¾″×11½″<br>270bhp NE59<br>Lister Blackstone Mar. Ltd. Dursley<br>9k |
| **RMSUND**<br>Veritas<br>~~Lande-~~<br>gesund Norwegian<br>Now SANDBJÖRN See New Entries No. 12 | **429**<br>215<br>600 | | NV | **1957** A/B Åsi-Verken—Åmål<br>170′ 11″ 26′ 11″ 10′ 1¾″<br>158′ 6″ 26′ 10″ 10′ 4″<br>1 dk<br>len 62 | M Mchy.aft | Oil 4SA 8Cy. 290×420 mm<br>680bhp<br>Masch. Kiel A.G. Kel |

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| 518262<br>GBFQ<br>182404<br>Df Esd<br>Gc Rdr<br>RTv | **KARNAK**<br><br>**Moss Hutchison Line Ltd.**<br>Liverpool British | 3198<br>1558<br>4794 | ✠100A1 SS 8/66<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>EL x 1¼"SQ | 1948–1 Harland & Wolff Ltd.—Bel<br>366' 0" 52' 2" 21' 6½"<br>345' 7" 52' 0" 32' 5"<br>B90' F32' 1 dk & S dk<br>R Coll BH to S dk 5 to 2nd dk<br>rf 3" WB1174t incl. Tunnel tanks 132t | M Ref OSD<br>4 Ho 47', 90', 56½', 39¾'<br>G.299890 B.273510 In.6610<br>5 Ha (21¾', 40', 27½', 17½', 6½'×18')<br>11W Der 1(25) 2(10) 6(5) 2(3) | Oil 4SA 6Cy. 650×140<br>2680bhp B&W<br>Harland & Wolff Ltd.<br>2AuxB 120lb<br>3×150kW 220V d.c. |
| 518263<br>OYDS<br><br>Rdr | **KÅRNAN**<br>exOrehoved<br>**De Danske Statsbaner**<br>Helsingör Danish | 742<br>266<br>364 | <br><br>BV | 1916 Helsingörs Jernsk. & Msk.—Hsg<br>225' 6" 34' 6" 10' 6"<br>34' 4"<br>1 dk<br>R<br>rf 12" | S Train Ferry (600P)<br>Mchy.fwd & aft | C 4Cy. 19" & 38"×30"<br>850ihp<br>Helsingörs Jernsk & Msk.<br>2×25kW 220V d.c.<br>Propellers 1 fwd 1 aft |
| 541202<br>SLVG<br>10377<br>Rdr<br>RTv | **KÄRNAN**<br><br>**Helsingborgs Ångslups A/B**<br>Helsingborg Swedish | 205<br>54<br>— | ✠100A1 SS 4/67<br>tug<br>Ice Class 1<br>✠LMC<br>MN320 EL (c) 11/16"SQ | 1963–3 Bolsønes Verft.—Molde<br>93' 7" 26' 9"<br>85' 11" 26' 7" 13' 5"<br>4BH<br>rf 24" BK6" WB99t | M Tug | 2 Oil 4SA each 8Cy.<br>through Hydroflex coupl<br>reverse gear to sc.shaft<br>1600bhp<br>Masch. Augsburg-Nürnberg<br>2×70kW 220/380V a.c.<br>Controllable pitch propeller |
| 540590<br>USVT<br>M-27535 | **KAROLIS POZHELA**<br><br>**U.S.S.R.**<br>Klaipeda Russian | 3170<br>1225<br>1250 | | 1962 ......................Russia<br>277' 10" 46' 0" 18' 2"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.48205<br>3 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda |
| 540591<br>LCLZ<br><br>Df Esd<br>RT | **KAROLØS**<br>exJadar–63 exGvas 2–48<br>**Karsten Østervold**<br>Bergen Norwegian | ~~294~~ 325<br>~~124~~ 136<br>300 | <br><br>NV | 1926 Framnæs M/V—Sfj<br>138' 0" 23' 1" 13' 5"<br>125' 5" 22' 11"<br>1 dk<br>R len 57 | M Fishing Mchy.aft<br><br><br>1 Ha (24'×10½') | Oil 4SA 12Cy. 6½"×8"<br>765bhp NE65<br>Caterpillar Tractor Co. |
| 520946<br>DNKM<br>10741<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **KARONGA**<br>exLisa Brodin–65<br>**John T. Essberger**<br>Hamburg W. German | 8614<br>4973<br>10482 | ✠100A1 SS 3/65<br>DTsf—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1500 EL c†2¼"SQ | 1960–12 Öresundsvarvet A/B—Lkr<br>463' 0" 63' 5" 28' 10"<br>425' 9" 63' 0" 38' 0"<br>P&B153' F94' 2 dks<br>7 BH<br>rf 6" WB3143t incl. Tunnel tanks 344t | M (6P) Ref<br>6 Ho 62½', 61½', 65', 60½', 53½', 33½'<br>G.614580 B.550480 In.770<br>6 Ho (stl) (37½'×19½') (38'×26½') (43½'×26') (38'×26½') (29½'×19½') (15'×15½')<br>20W Der 1(65) 6(10) 12(5) 2(3) | Oil 2SA 8Cy. 760×1500 m<br>7500bhp<br>A/B Götaverken<br>AuxB 85lb<br>3×256kW 450V 60c/s a.c. |
| 518266<br>VJDN<br>191534<br>Df<br>RTm/v | **KAROON**<br><br>**Union S.S. Co. of New Zealand Ltd.**<br>Hobart British<br>Now **ELISA MILLER** See New Entries No. 4 | 2427<br>1281<br>3152 | ✠100A1 SS 7/63<br><br>✠LMC<br><br>MN290 EL s | 1951–8 N.S.W. Govt. E. & S.B.—N.S.W.<br>305' 4" 43 6" 17' 6½"<br>290' 6" 43' 0" 19' 6"<br>P&B158' F27' 1 dk<br>RW 5BH<br>rf 4½" WB604t | TM Ref<br>3 Ho 44', 86', 78'<br>G.156280 B.147460 In.1740<br>3 Ha (stl) (26', 51½', 47½'×18')<br>10W Der 1(25) 10(5) | 2 Oil 2SA each 5Cy.<br>1450bhp<br>British Polar Engines Ltd<br>3×120kW 220V d.c. |
| 508064<br>SWXN<br>2958<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **KAROS**<br>exCortona–67<br>**Jade Co. Inc.**<br>Greek | 8289<br>4800<br>7440 | ✠100A1 SS 9/67<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN1579 EL c†2½"SQ | 1947–10 Hawthorn, Leslie & Co. Ltd.—Nwc<br>448' 0" 62' 9" 27' 3½"<br>425' 0" 62' 6" 38' 10"<br>B184' F38' 3 dks, 4th dk fwd of mchy. space<br>Coll BH to W dk 7 to 2nd dk<br>rf 3" WB2061t incl. Tunnel tanks 275t DTf452t | S (8P) Ref CSD<br>3 Ho 50', 48½', 47½'<br>In.415040<br>6 Ha (stl) (16'×13') (24', 24', 24', 24', 16'×16')<br>20W Der 8(7) 10(3) 2(2½) | 2 S Turb dr geared to<br>7400shp<br>Hawthorn, Leslie & Co.<br>2WTB 470lb Spt 450lb<br>db 75lb<br>3×380, 350, 330kW |
| 518267<br>PKRO<br><br>Df Esd<br>RT | **KAROSSA**<br><br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 2181<br>1490<br>1717 | | 1948 Nederl. Dok & Schps.—Ams<br>276' 11" 43' 2" 14' 7¾"<br>43' 0"<br>2 dks | M Ref<br><br>G.112117 B.108220<br>3 Ha (19½', 19½', 26'×14¾')<br>9W Der 1(15) 8(3) | Oil 2SA 5Cy. 480×<br>1300bhp Sulzer<br>N.V. Werkspoor |
| 533869<br>AQMR<br>187719<br>Df Esd<br>Gc Rdr<br>RT | **KAROTUA**<br>exWeybridge–67 exRossetti–64<br>exWeybridge–64<br>**National Shipping Corporation**<br>Karachi Pakistan | 9221<br>5128<br>10375 | ✠100A1 SS 5/67<br><br>✠LMC<br><br>MN1340 EL e†2¼"SQ | 1958–1 Barclay, Curle & Co. Ltd.—Gls<br>487' 6" 63' 5" 27' 9"<br>460' 0" 63' 0" 38' 6"<br>B243' F40' RAD40' 1 dk, 2nd dk except in mchy. space<br>RW 8BH<br>rf 6" DK fwd WB3932t incl. DTsf2328t Dk tanks f385t | M Mchy.aft | Oil 2SA 6Cy. 670×<br>6700bhp Doxford<br>Barclay, Curle & Co. Lt<br>AuxB 100lb |
| 518268<br><br><br>Df Esd | **KARP**<br><br>**U.S.S.R.**<br>Murmansk Russian | 684<br>226<br>433 | ✠ | 1957–1 Brooke Marine Ltd.—Lwt<br>189' 9" 32' 4" 15' 3"<br>172' 3" 32' 0" 16' 6"<br>F41'<br>RW<br>rf 33" BK5" | M Trawler | Oil 4SA 8Cy. 13"×18"<br><br>Mirrlees, Bickerton & |
| 518270<br>SPOD<br><br>Df Esd<br>Gc Rdr | **KARPATY**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 13796<br>7959<br>19300 | PR<br><br>✠Classed LR until 8/65 | 1959–8 Brodogradiliste Uljanik—Pla<br>559' 11" 72' 0" 31' 2½"<br>535' 0" 71' 10" 40' 2"<br>P114' B38' F71' 1 dk<br>rf 4" | M Tanker Mchy.aft<br>27 Ta<br>L.1007231 HeCls. BC | Oil 2SA 7Cy. 740×<br>8750bhp B&W<br>Brodogradiliste Ulja<br>4×352, 352, 100, |

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| **KARPATY**<br>exCapitaine Brognion–63<br>exAristopais–51<br>exHaym Salomon–47<br>U.S.S.R.<br>Odessa<br>Russian | 7150<br>4466<br>11064 | | **1943** Bethlehem-Fairfield—Bal<br>441′ 7″ 57′ 7″ 27′ 9¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW | S<br>5 Ho<br>G.558995 B.540116<br>5 Ha (33½′, 34½′, 34½′, 34½′, 20′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1344t (o.f)<br>General Mchy. Corp. Hamilton<br>11k |
| **KARPFANGER**<br>Hanseat. Reederei E. Offen & Co.<br>Hamburg<br>W. German | 5719<br>3316<br>10000 | ✠100A1 SS 6/66<br>Str. nav. Ice<br>✠LMC<br>MN668 EL c†2¼″SQ | **1958–5** Lübecker Flender-Werke—Lbc<br>497′ 9″ 60′ 8″ 25′ 0″<br>457′ 4″ 60′ 4½″ 36′ 11″<br>F42′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB2551t incl. DTm494t | M OSD<br>G.608150 B.522110<br>10W Der 11(3 & 5) | Oil 2SA 5Cy. 700×1200 mm<br>3340bhp 750t<br>Masch. Augsburg-Nürnberg Aug<br>2AuxB 128lb 12¾k |
| **KARROO**<br>Cape Continent Shipping Co. (Pty.) Ltd.<br>Cape Town<br>S. African | 6420<br>3664<br>8500<br>8605<br>5101<br>11000 | ✠Lloyd's RMC GL | **1958** Deutsche Werft A.G.—Ham<br>499′ 3″ 61′ 8″ 25′ 6¼″/29′ 5¼″<br>460′ 9″ 61′ 6½″ 38′ 5″<br>2 dks & S dk<br>RW | M Ref OSD/CSD<br>G.31202 In.31202 | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp<br>Masch. Augsburg-Nürnberg Aug<br>18k |
| **KARS**<br>exAntrim–47<br>D. B. Deniz Nakliyati T.A.S.<br>Istanbul<br>Turkish | 3824<br>2142<br>5972 | AB | **1944** Kaiser Cargo Inc.—Richmond<br>338′ 8″ 50′ 2″ 23′ 4½″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>RW<br>rf nil | M Ref Mchy.aft<br>3 Ho 41½′, 77¼′, 65¾′<br>B.249980 In.9830<br>4 Ha (stl) (31½′, 67½′, 47¼′×20′)<br>(8½′×7½′)<br>16W Cr 2(1) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 862t (d.o)<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 115/230V d.c. 10k |
| **ARŞIYAKA**<br>enizcilik Bankasi T.A.O.<br>man Işletmesi<br>mir<br>Turkish | 108<br>30<br>— | | **1965** Denizcilik Bankasi T.A.O.—Izmir<br>85′ 10″ 22′ 0″ 10′ 2″<br>78′ 10″ 11′ 3″ | M Tug | Oil 4SA 8Cy. 250×350 mm<br>Motorenw. Mannheim Mhm |
| **ARSTEN WERNERFELT**<br>rge W. Wernerfelt<br>rshals<br>Danish | 175<br>73<br>— | BV | **1966** Rosslauer Schiffs.—Rosslau<br>110′ 2″<br>96′ 11″ 21′ 8″ 10′ 10″ | M Trawler Mchy.aft<br>3 Ha (4′, 4′×3′) (4½′×4½′) | Oil 4SA 6Cy. 250×300 mm<br>800bhp<br>Nydqvist & Holm A/B Thn<br>11k |
| **ARTAL**<br>nizcilik Bankasi T.A.O.<br>ir Isletmesi<br>nbul<br>Turkish | 808<br>278<br>— | AB | **1954** Denizcilik Bankasi T.A.O.—Ist<br>8′ 6″<br>190′ 10″ 44′ 3½″ 14′ 3″<br>1 dk<br>rf 11″ | S Ferry | T 6Cy. 16⅛″ 24⅜″ & 38½″×21⅝″<br>1300ihp 41t (o.f)<br>J. W. Klawitter Gdk<br>Propellers 1 fwd 1 aft |
| **RTALA**<br>élibia–62<br>, Malgache de Navigation<br>go Suarez<br>Malagasy | 1452<br>763<br>1550 | BV | **1954** T. van Duijvendijk's Sch.—Lekkerkerk<br>258′ 1″ 36′ 6″ 15′ 4½″<br>235′ 3″ 36′ 4″ 21′ 4″<br>P85′ B31′ F34′ 2 dks<br>RW | M Mchy.aft<br>3 Ho 3 TwD<br>G.99937 B.98865<br>3 Ha (33½′, 37½′, 40′×18½′)<br>6W Cr 1(10) Der 5(5) | Oil 4SA 8Cy. 390×680 mm<br>1600bhp 89t<br>N.V. Werkspoor Ams<br>3×38, 38, 35kW 110V d.c. 13k |
| **RTALY**<br>S.S.R.<br>mansk<br>Russian | 1117<br>524<br>1201 | | **1953** Valmet O/Y Pansion Telakka—Åbo<br>226′ 4″ 33′ 0″ 13′ 4″<br>209′ 4″ 32′ 10″ 15′ 7″<br>P70′ F39′ 1 dk | M Tanker Mchy.aft<br>4 Ta<br>L.57069 | Oil 2SA 6Cy. 340×570 mm<br>Atlas Diesel Skm<br>10½k |
| **RTLI**<br>S.S.R.<br>Russian | 2435<br>1070<br>850 | | **1966** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>43′ 2″ 23′ 0″ | M Stern Trawling Factory Ship<br>3 Ho<br>In.61448<br>3 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>12½k |
| **ARTUZY**<br>e People's Republic of China<br>People's Rep. of China | 685<br>—<br>— | | **1955** Stocznia im. Komuny Paryskiej—Gdy<br>188′ 5″ 29′ 7″ 13′ 11¼″<br>... ... ...<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 8Cy. 290×420 mm<br>Masch. Kiel A.G. Kel |
| **RUATI**<br>ashiwasan Maru–59<br>ublik Indonesia<br>.T. Pelajaran Nasional<br>ndonesia<br>karta<br>Indonesian | 1709<br>1149<br>2203 | BV | **1957** Taiyo Zosen—Nag<br>272′ 2″ 39′ 10″ 16′ 11¾″<br>254′ 1″ 39′ 4½″ 19′ 8″<br>P74′ F33′ 1 dk<br>RW | M Mchy.aft<br>G.117423 B.110156<br>2 Ha (44′, 61¼′×20′)<br>6W Der 2(10) 4(5) | Oil 4SA 6Cy. 435×650 mm<br>1400bhp 158½t<br>Kobe Hatsudoki Seizosho Kob<br>11½k |
| **ARUKERA**<br>e Navigation Fruitière<br>tes<br>French | 5402<br>2897<br>4580 | BV | **1963** At. & Ch. de Nantes (Bretagne-Loire)—Nts<br>396′ 0″ 55′ 8″ 23′ 5¾″<br>370′ 1″ 55′ 5½″ 36′ 0″<br>P26′ B105′ 1 dk & S dk | M (10P) Ref OSD<br>4 Ho 65½′, 53¼′, 51¾′, 78¾′<br>In.229546<br>4 Ha (stl) (each 19½′×16′)<br>4W Der 8(5) | Oil 2SA 7Cy. 620×1400 mm<br>8400bhp B&W 1310t<br>Ch. de l'Atlantique St.N<br>18¼k |
| **RWIA**<br>ople's Republic of<br>ina<br>People's Rep. of China | 3812<br>1888<br>5000 | | **1956** Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 8⅝″<br>331′ 7″ 47′ 11″ 26′ 3″<br>1 dk<br>RW | S | C 4Cy. (2) 455 & (2) 980×980 mm with LP turb & hydraulic coupling<br>Christiansen & Meyer<br>Z.U.T. Zgoda Swi |

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| 518284<br>SPPX<br>Df Esd<br>Gc Rdr<br>RT | **KARWIA**<br>**Polish Government**<br>P.P.D. i U.R. "Odra"<br>Swinoujscie Polish | **686**<br>224<br>501 | PR | **1960** Stocznia im. Komuny Paryskiej—Gdy<br>194' 4" 29' 7"<br>29' 6" 16' 3" | S Trawler | C 4Cy. (2) 295 & (2)<br>800ihp<br>H. Cegielski<br>3×25, 25, 12kW 230V d.c. |
| 530215<br>SYYZ<br>2486<br>Df Esd<br>Pfd<br>RTm | **KARYATIS**<br>exRuna–64<br>exEmpire Consent–49<br>exEichberg–45<br>**Globus Shipping Corp.**<br>Piræus Greek | **1920**<br>830<br>3230 | ~~100A1~~ ~~SS 4/65~~<br>~~with freeboard~~<br>~~LMC~~<br>**BROKEN UP** ~~Lt s~~ | **1944** C. v.d. Giessen—Krimpen<br>301' 2" 44' 4" 18' 4½"<br>281' 0" 44' 2" 26' 9"<br>F31' 1 dk & S dk<br>R NS Coll BH to S dk 4 to 2nd dk<br>WB621t | S OSD<br>3 Ho 43¾', 59½', 71½' 3 TwD 43¾', 91½', 71½'<br>G.187000 B.175000<br>3 Ha (23½', 46', 46'×18')<br>10W Der 5(4) | C 4Cy. (2) 16½" & (2)<br>1200ihp Lentz<br>Verschure & Co.<br>2WTB 210lb Spt<br>3×15, 12, 12kW 220V d.c. |
| 641281<br>JL2120<br>95397<br>Gc | **KASAKA MARU No. 1**<br>**Kasaka Kaiun K.K.**<br>Sakaide Japanese | **359**<br>183<br>— | | **1964** Shikoku Dock Co.—Takamatsu<br>*138-8'* 23' 5" 10' 10"<br>137' 10" 23' 3½" 11' 6"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 280×320 mm<br>540bhp<br>Daihatsu Kogyo |
| 660436<br>Rdr RT | **KASAMATSU MARU**<br>**Kasamatsu Kaiun K.K.**<br>Sekizen Japanese | **790**<br>—<br>1324 | HeCls. B | **1965** Hashihama Zosen—Imabari<br>29' 7" 14' 8"<br>183' 9" 29' 6" 15' 6"<br>P43' F19' 1 dk<br>RW<br>rf 7" | M Tanker Mchy.aft<br>8 Ta<br>L.58754 | Oil 4SA 6Cy. 325×460 mm<br>850bhp<br>Nippon Hatsudoki<br>2×12 & 8kW 220V |
| 518288<br>JAQA<br>80530<br>Df Gc<br>Rdr RT | **KASASHIMA MARU**<br>**Kokuyo Kaiun K.K.**<br>Kobe Japanese | **3366**<br>1876<br>5176 | NK | **1958** Hitachi Zosen—Osa<br>348' 6" 49' 3" 21' 1"<br>321' 6" 49' 2" 25' 3"<br>1 dk | M<br>4 Ho<br>G.242471 B.225167<br>4 Ha (29½', 41½', 34½', 29½'×19½')<br>8W Der 2(10) 6(5) | Oil 2SA 8Cy. 480×700 mm<br>2500bhp<br>Mitsubishi Zosen<br>2×80kW 450V a.c. |
| 671872<br>JMES<br>99590<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KASEI MARU**<br>**Toko Shosen K.K.**<br>Osaka Japanese | **4028**<br>2444<br>6031 | NK | **1967** Hayashikane Zosen—Smk<br>356' 6" 54' 0" 21' 8"<br>329' 5" 53' 10" 26' 11"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.394936 B.272983<br>3 Ha (41½', 73½', 39½'×25') | Oil 2SA 6Cy. 420×900 mm<br>3300bhp B&W<br>Hitachi Zosen |
| 518290<br>Df Esd<br>Gc Rdr | **KASERT**<br>exTernate–59<br>exGovert Flinck–47<br>exOcean Athlete–43<br>**The People's Republic of China**<br>People's Rep. of China | *7166*<br>*4266*<br>10222 | ✠Classed LR until 12/60 | **1942**–8 Todd-Bath Iron S.B. Corp.—P.Me<br>441' 6" 57' 0" 26' 10½"<br>416' 0" 56' 10" 37' 4"<br>2 dks | S<br>5 Ho<br>B.470732<br>5 Ha<br>10W Der 1(25) | T 3Cy. 24½" 37" & 70"<br>2500ihp<br>Dominion Eng. Wks Ltd. |

Now **HOPING CHI SHI WU** See New Entries No. 8

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| 527529<br>Df Esd<br>Gc Rdr | **KASHAN**<br>exPersian Ferdowsi–65<br>exGlaucus–62 exMemnon–57<br>exPhillips Victory–46<br>**Ownership in Dispute** | **7698**<br>4494<br>10750 | **100A1** SS 7/64<br>**LMC**<br>**Lloyd's RMC**<br>EL c†2½"SQ | **1945** Permanente (Shpyd No. 2)—Richmond<br>455' 4" 62' 1" 28' 6½"<br>437' 7" 62' 0" 38' 0"<br>F89' 2 dks, 3rd dk in Nos. 2, 3, 4 & 5 holds<br>7BH<br>WB3329t incl. Tunnel tanks 1662t DTf282t | S Ref<br>G.581467 B.500784 In.2272<br>14W Der 1(50) 1(30) | 2 S Turb dr geared<br>6600shp<br>Westinghouse Elec.<br>2WTB 525lb Spt |

**SURVEYS OVERDUE—CLASS SUSPENDED 6/67**

**Reported sailing as ELENI K.** (No. 527529) in the Register

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| 518291<br>JKOF<br>69811<br>Df Esd<br>Gc Pfd<br>Rdr | **KASHII MARU**<br>**Shinwa Kaiun K.K.**<br>Tokyo Japanese | **7110**<br>4094<br>10412 | NK | **1953** Ishikawajima Jukogyo—Tok<br>476' 6" 60' 1" 26' 7"<br>442' 3" 60' 0" 33' 3"<br>P22' B181' F30' 2 dks<br>RW | S<br>6 Ho<br>G.562000 B.512000<br>6 Ha (24½'×21½') (39½', 31½', 26½', 36½'×23½') (27'×21½')<br>14W Der 1(39) | 2 S Turb dr geared<br>5000shp<br>Ishikawajima Jukogyo<br>2×200kW 220V a.c. |
| 518292<br>JJEA<br>58215<br>Df Esd<br>Pfd Rdr<br>RTv | **KASHII MARU**<br>exNichibei Maru No. 1<br>**Nippon Suisan K.K.**<br>Tokyo Japanese | **386**<br>151<br>190 | NK | **1946** Ishikawajima Jukogyo—Tok<br>*150-6'* 25' 2"<br>147' 7" 25' 0" 13' 9"<br>P9' F18'<br>R<br>rf 23½" | M Trawler<br>4 Ho 11½', 14', 16½', 12½'<br>3 Ha (4½'×4½') (6', 6'×6') | Oil 4SA 6Cy.<br>700bhp NE57<br>Niigata Eng. Co. Ltd.<br>3×80kW 220V d.c. |
| 672936<br>Df Esd<br>Gc Rdr<br>RT | **KASHIMA MARU**<br>**Terukuni Kaiun K.K.**<br>Tokyo Japanese | ~~13500~~ 14017<br>~~6900~~ 8745<br>22000 | NK | **1967** Kure Zosensho—Kur<br>547' 11" 78' 9" 31' 1"<br>518' 5" 78' 8" 44' 7"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 4SA 18Cy.<br>8370bhp<br>Ishikawajima-Harima |
| 518293<br>JNTM<br>74135<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **KASHIMA MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japanese | **7163**<br>4360<br>7667 | NK | **1956** Hitachi Zosen—Inn<br>422' 8" 58' 0" 25' 7"<br>393' 8" 57' 9" 38' 9"<br>P99' B64' 3 dks<br>rf 7½" | M Ref Mchy.aft<br>4 Ho 58½', 78½', 66½', 51½'<br>In.226644<br>4 Ha (9'×9') (10'×10') (9', 9'×9')<br>8W Der 1(20) 8(5) | Oil 2SA 5Cy.<br>4600bhp B&W<br>Hitachi Zosen<br>3×400kW 220V d.c. |

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| **KASHIMA MARU**<br>**Showa Yusen K.K.**<br>Tokyo Japanese | 4315<br>2407<br>6349 | NK | **1958** Usuki Tekkosho—Saeki<br>380' 9" 51' 11" 22' 8½"<br>354' 4" 51' 10" 27' 10"<br>1 dk | M<br>4 Ho<br>G.312642 B.292301<br>4 Ha (29¾', 55', 41¼', 32¼'×19¾')<br>10W Der 1(40) 4(10) 6(5) | Oil 4SA 8Cy. 460×690 mm<br>2400bhp<br>Ito Tekkosho<br>2×80kW 445V a.c. | <br>304t<br>Shimizu<br>11k |
| **KASHIMA MARU**<br>**T. Shirai**<br>Takehara Japanese | 490<br>—<br>—<br>— | | **1962** Kishigami Zosen—Hma<br>173' 11" 23' 5" 12' 2"<br>157' 5" 23' 4" 13' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330×470 mm<br>Sumiyoshi Tekkosho | <br>Yoshida |

Name should be **KASHIMA MARU No. 2** See New Entries No. 10

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| **KASHIMA MARU**<br>**Ibaragi Prefecture**<br>Nakaminato Japanese | 447<br>198<br>— | | **1967** Narasaki Zosen—Muroran<br>27' 1"<br>142' 6" 27' 0" 12' 6"<br>1 dk | M Fishery Training Ship | Oil 4SA 6Cy. 320×— mm<br>710bhp<br>Fuji Seisakusho | <br><br>Tateyama |
| **KASHIMA MARU**<br>**Ibaragi Prefecture**<br>Nakaminato Japanese | 318<br>203<br>— | | **1954** Nippon Kokan—Shimizu<br>*118·1'* 23' 0"<br>116' 2" 22' 10" 11' 6"<br>P48' F17' 1 dk | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 340×500 mm<br>500bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob<br>9½k |
| **KASHIMA MARU No. 7**<br>**M. Okamoto**<br>Yokosuka Japanese | 149<br>56<br>— | | **1946** Niigata Tekkosho—Niigata<br>*97·7'* 19' 8"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>Niigata Tekkosho | <br>Niigata |
| **KASHIMA MARU No. 8**<br>**J. Abe**<br>Ishinomaki Japanese | 315<br>136<br>— | | **1965** Yamanishi Zosen Tekkosho—Ishinomaki<br>146' 4" 26' 4"<br>130' 6" 26' 3" 12' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×380 mm<br>1260bhp<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| **KASHIN MARU**<br>**Kayo Kaiun K.K.**<br>umakuma Japanese | 470<br>245<br>— | | **1960** Mukaishima Dock Co. Ltd.—Mukaishima<br>*155·8'* 26' 4" 11' 7"<br>154' 3" 26' 3" 13' 2"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (73½'×15¾') | Oil 4SA 6Cy. 320×460 mm<br>650bhp<br>Nippon Hatsudoki | <br>23t<br>Kob |
| **ASHIRA**<br>**S.S.R.**<br>a Russian | 3258<br>1522<br>4410 | | **1954** Schiffswerft Neptun—Ros<br>334' 7" 47' 3" 21' 10"<br>47' 1" 26' 0"<br>1 dk<br>RW | S<br>4 Ho<br>G.191371<br>4 Ha (27½', 27½', 27½', 23¼'×16¼')<br>11W Der 1(15) 10(5) | C 4Cy. (2) 470 & (2) 1000×1000 mm & LP turb | <br>E. Germany<br>12½k |
| **ASHIWA MARU**<br>**owa Kaiun K.K.**<br>okyo Japanese | 696<br>370<br>1027 | NK | **1956** Setoda Zosen—Setoda<br>195' 4" 30' 4" 13' 8"<br>177' 4" 30' 2" 15' 4"<br>P63' F26' 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.44598 B.40976<br>2 Ha (29¾', 36¼'×14¾')<br>4W Der 4(5) | Oil 4SA 6Cy. 370×520 mm<br>900bhp<br>Hanshin Nainenki Kogyo<br>1×12kW 105V d.c. | <br>66t<br>Kob<br>10½k |
| **ASHIWA MARU**<br>**yushu Shosen K.K.**<br>agasaki Japanese | 549<br>272<br>141 | | **1965** Taguma Zosen K.K.—Inn<br>170' 0" 26' 8" 7' 10"<br>150' 11" 26' 7" 11' 0"<br>2 dks<br>RW | M Ferry Mchy.aft | Oil 2SA 8Cy. 500×880 mm<br>1550bhp B&W<br>Hitachi Zosen<br>3×40kW 220V a.c. | <br><br>Inn |
| **ASHIWA MARU**<br>**Shinyo Kisen K.K.**<br>ndo Japanese | 401<br>218<br>— | | **1962** Taihei Kogyo—Hma<br>155' 8" 25' 8" 11' 5"<br>25' 6"<br>1 dk | M Mchy.aft<br>G.25427 B.23943<br>1 Ha (56'×14¾') | Oil 4SA 6Cy. 310×440 mm<br>700bhp<br>Niigata Eng. Co. Ltd. | <br><br>Niigata<br>11k |
| **ASHIWA MARU No. 1**<br>exKashiwa Maru-62<br>**ashiwa Kisen K.K.**<br>iigata Japanese | 118<br>58<br>130 | | **1959** Honma Zosen—Niigata<br>98' 5" 20' 6" 7' 3"<br>92' 11" 20' 4" 8' 3"<br>1 dk<br>RW | M<br>1 Ha (18½'×78¾') | Oil 4SA 5Cy. 260×400 mm<br>250bhp<br>Niigata Eng. Co. Ltd. | <br>8t<br>Niigata |
| **ASHIWA MARU No. 2**<br>**ashiwa Kisen K.K.**<br>iigata Japanese | 136<br>78<br>— | | **1961** Honma Zosen—Niigata<br>*91·8'* 20' 4"<br>... ... ...<br>1 dk | M<br>2 Ha (17'×9¾') (11¾'×6¾') | Oil 4SA 6Cy. 260×400 mm<br>300bhp<br>Niigata Eng. Co. Ltd. | <br>16t<br>Niigata<br>9½k |
| **ASHIWAHANA MARU**<br>**ashiwa Kisen Sangyo K.K.**<br>okyo Japanese | 1976<br>1089<br>2969 | NK | **1961** Hitachi Zosen—Mukaishima<br>285' 3" 40' 10" 17' 11"<br>262' 6" 40' 8" 20' 11"<br>1 dk | M Mchy.aft<br>2 Ho 63', 79½'<br>G.140376 B.131618<br>2 Ha (38¾', 91¾'×19¾')<br>6W Der 2(10) 1(5) | Oil 4SA 7Cy. 430×620 mm<br>1500bhp<br>Hanshin Nainenki Kogyo<br>2×45kW 450V 60c/s a.c. | <br>138t (hvf)<br>Kob<br>11½k |
| **ASHIWAHARU MARU**<br>ei Kisen K.K.<br>~~**ashiwa Kisen Sangyo K.K.**~~<br>Kobe Japanese | 1588<br>879<br>2548 | NK | **1960** Onomichi Zosen—Onomichi<br>272' 7" 39' 6" 16' 9"<br>254' 3" 39' 4" 19' 8"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho 82¾', 86½'<br>G.117492 B.112619<br>2 Ha (57½', 68¼'×19¾')<br>8W Der 2(10) 1(5) | Oil 4SA 6Cy. 430×620 mm<br>1200bhp<br>Niigata Eng. Co. Ltd.<br>2×21kW 105V d.c. | <br>237t (hvf)<br>Niigata<br>11½k |

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| 518307<br>JRTG<br>82126<br>Rdr RT | **KASHIWASAN MARU**<br><br>**Sato Kisen K.K.**<br>Numakuma Japanese | 1595<br>841<br>2480 | <br><br>NK | **1959** Taiyo Zosen—Nag<br>272' 2" 39' 6" 16' 11½"<br>254' 3" 39' 4½" 19' 8"<br>1 dk | M Mchy.aft<br>2 Ho 70¾', 98¾'<br>G.117421 B.110147<br>2 Ha (44½', 85½'×20½')<br>6W Der 1(20) 1(10) 1(5) | Oil 4SA 6Cy. 435×550 mm<br>1200bhp<br>Kobe Hatsudoki Seizosho<br>2×21kW 115V d.c. |
| 641794<br>8LVM<br>93613 | **KASHO MARU**<br><br>**Kochi Kaiji**<br>Kochi Japanese | 130<br>—<br>— | | **1963** Shin Yamamoto Zosen—Kochi<br>20' 2" 8' 10"<br>75' 5" 20' 0" 9' 10"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 4Cy. 240×360 mm<br>Emade—(fitted) |
| 518308<br><br>151223 | **KASI ANNAPURNA VISALAKSHI**<br>**K. Ponnusamy**<br>Jaffna British | 228<br>226<br>— | | **1919** ......................Tallarevu<br>*110-9'* 27' 0"<br>... ... ... | Wood Sr | |
| 518309<br>PKPM<br><br>Df Esd<br>RT | **KASIMBAR**<br><br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 2180<br>1323<br>1730 | | **1948** Nederl. Dok & Schps.—Ams<br>276' 11" 43' 2" 14' 7¾"<br>43' 0"<br>2 dks | M Ref<br><br>G.112117 B.108220<br>3 Ha (19½', 19½', 26'×14½')<br>9W Der 1(15) 8(3) | Oil 2SA 5Cy. 480×700 mm<br>1300bhp Sulzer<br>N.V. Werkspoor |
| 518310<br>USLN<br>M-17052<br>Df Esd<br>Gc Rdr | **KASIMOV**<br><br>**U.S.S.R.**<br>Leningrad Russian | 9269<br>5163<br>12200 | | **1962** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>482' 4" 64' 10" 30' 0"<br>441' 4" 64' 8" 39' 4"<br>2 dks | M CSD<br>5 Ho<br>G.593818<br>5 Ha (34'×29½') (34½', 34½', 34½'×34½') (27'×29½')<br>Cr 4(5) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Wärtsilä Kon. Crichton-V |
| 518311<br>TCTX<br>74<br>Rdr | **KASIMPASA**<br><br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 1013<br>107<br>350 | <br><br>AB | **1952** S.A. des Anc. Ch. Dubigeon—Nts<br>196' 10" 9' 10"<br>189 0" 46' 0" 17' 3"<br>1 dk | M Ferry | 2 Oil 2SA each 7Cy. 380×<br>2100bhp Sulzer<br>At. & Ch. de la Loire<br>Propellers 1 fwd 1 aft |
| 670122 | **KASKAD**<br><br>**U.S.S.R.**<br>Tallin Russian | 3170<br>1225<br>1460 | <br>277' 11" | **1966** ......................Russia<br>~~277' 10"~~ 46' 0" ~~48' 2"~~ 18' 8½"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57351<br>5 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda |
| 518312<br>OYHZ<br><br>RTm | **KASKELOT**<br><br>**Ministry of Greenland**<br>Royal Greenland Trade Department<br>Godthåb Danish<br>Now **ARCTIC EXPLORER** See New Entries No. **1** | 269<br>150<br>330 | <br><br>BV | **1948** Ring-Andersens Skibs.—Svb<br>125' 11" 26' 5" 10' 9"<br>... ... ...<br>1 dk | Wood M<br>1 Ho 39½'<br><br>2 Ha (23', 14½'×13')<br>Der 1(5) 1(2) | Oil 2SA 5Cy. 230×400 m<br>300bhp<br>Burmeister & Wain<br>3×24, 14, 7kW 110V d.c.<br>Directional propeller |
| 671873<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KASPI**<br><br>**U.S.S.R.**<br>Russian | 1100<br>—<br>— | | **1967** Mathias-Thesen-Werft—Wismar<br>215' 8" 11' 11½"<br>196' 3" 36' 5" 17' 7"<br>2 dks | M Fishing Mchy.aft | Oil 4SA 8Cy. 320×480 m<br>825bhp<br>Schwermasch. Karl Lie |
| 618312<br>UBHB<br>M-19036 | **KASPIJ**<br><br>**U.S.S.R.**<br>Baku Russian | 3398<br>1803<br>4016 | | **1962** ......................Russia<br>393' 9" 49' 3" 13' 9½"<br>49' 1" 21' 4" | TM<br>4 Ho<br>G.193702<br>4 Ha (39', 39', 39', 45½'×26½') | 2 Oil 2SA each 8Cy. |
| 542073<br>UEZD<br>M-17112<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KASPIJSK**<br><br>**U.S.S.R.**<br>Leningrad Russian | 9269<br>5163<br>12200 | | **1963** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>482' 4" 64' 10" 30' 0"<br>441' 4" 64' 8" 39' 4"<br>2 dks | M CSD<br>5 Ho<br>G.593818<br>5 Ha (34'×29½') (34½', 34½', 34½'×34½') (27'×29½')<br>Cr 4(5) | Oil 2SA 6Cy. 760×1550 m<br>9600bhp Sulzer<br>Wärtsilä Kon. Crichton- |
| 518313<br>SPLC<br><br>Df Esd<br>Gc Rdr | **KASPROWY**<br>exBeauregard-57<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 8528<br>5060<br>13726 | PR<br><br>✠Classed LR until 7/65 | Lch.**1942** Cmd.**1945-9**<br>Kockums M/V A/B—Mmo<br>496' 4" 62' 2" 27' 2"<br>465' 0" 62' 0" 34' 6"<br>P91' B32' F63' 1 dk, 2nd dk clear of cargo tanks | M Tanker Mchy.aft<br><br>L.630550 HeCls. BC | Oil 2DA 7Cy. 600×1100 m<br>5200bhp MAN<br>Kockums M/V A/B |
| 660092 | **KASSA**<br>exA-2<br>**Union des Remorqueurs de Dakar**<br>Dakar Senegal | 155<br>48<br>— | <br><br>BV | **1944** Tampa Marine Corp.—Tampa<br>*77·7'* 9' 10"<br>... ... ... | M Tug | Oil 4SA 6Cy. 330×45<br>650bhp<br>Busch Sulzer |
| 500990<br>SXGD<br>61 | **KASSANDRA**<br>exAlessandro Tomei-67<br>exAlessandro-54<br>exHelgoland<br>**An. Pennizi**<br>Thessalonica Greek | 469<br>244<br>— | <br><br>RI | **1918** Elbe & Norderwerft—Boizenburg<br>170' 5" 27' 7"<br>150' 3" 27' 6" 13' 3"<br>Q35' F24' 1 dk<br>R | M<br>1 Ho | Oil 2SA 6Cy.<br>450bhp NE47<br>S.A. Fiat S.G.M. |

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| **KASSEL**<br>Partenreed. **"Kassel"**<br>Hamburg-Amerika Linie<br>Hamburg W. German | 5627<br>3124<br>8218 | | GL | 1953 Bremer Vulkan—Vgk<br>498′ 0″ 59′ 2″ 24′ 11″<br>37′ 3″<br>F52′ H81′ 2 dks & S dk<br>rf 4″ | M (6P) OSD<br>5 Ho 53½′, 74¾′, 69′, 76½′, 73¾′<br>G.591817 B.525106<br>5 Ha (stl) (20¾′, 39¼′, 49¾′, 49¾′, 39¼′×18¾′)<br>Der 1(50) 4(5–10) 14(3–5) 2(½) | Oil 2DA 7Cy. 720×1200 mm<br>7800bhp 1250t (hvf)<br>Bremer Vulkan Vgk<br>3×150kW 230V 50c/s a.c. 16½k |
| **KASSIANI**<br>Lucas Pieper–60<br>Leichter 141<br>**Marcos Kapottas**<br>Piraeus Greek | 495<br>240<br>— | | GL | 1907 M. van der Kuijl—Slikkerveer<br>182′ 0″ 26′ 4″ 12′ 8″<br>168′ 10″ 26′ 3″ 14′ 5″<br>P43′ F22′ 1 dk<br>RW conv lighter 53 | M Mchy.aft<br>1 Ho 102′<br>G.42000 B.40000<br>3W | Oil 4SA 8Cy. 285×420 mm<br>505bhp NE52 60t<br>Masch. Augsburg-Nürnberg Aug<br>9½k |
| **KASSOS**<br>Kassos **Steam Nav. Co. Ltd.**<br>Pnevmaticos Rethymnis<br>Syra Greek | *5215*<br>*3078*<br>9535 | ✠100A1<br>with freeboard<br>✠**LMC** | Dr 7/65<br>EL a†2″SQ | 1939–7 Wm. Doxford & Sons Ltd.—Sld<br>442′ 11″ 56′ 6″ 25′ 10⅞″<br>419′ 7″ 56′ 3″ 38′ 0″<br>1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>rf 4½″ WB2684t incl. DTm1205t | M OSD<br>4 Ho 63′, 99′, 63′, 76′<br>5 Ha (each 31½′×22′)<br>Der 1(15) 10(5) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp (d.o)<br>Wm Doxford & Sons Ltd. Sld<br>2AuxB 120lb<br>3×22, 22, 15kW 110V d.c. |
| New **MARINE TRUST** See New Entries No. 10 | | | | | | |
| **KASSOS**<br>Frubel Julia–66<br>Aase Thordén–58<br>Diomar **Inc.**<br>Monrovia Liberian | *3281*<br>*1138*<br>3500 | | NV | 1956 Uddevallavarvet A/B—Udv<br>406′ 1″ 53′ 7″ 20′ 11¾″<br>370′ 0″ 53′ 6″ 29′ 3″<br>1 dk & S dk, 3rd dk in Nos. 1 & 2 holds | M (1P) Ref OSD<br>4 Ho 63½′, 61¾′, 50′, 63½′<br>In.213287<br>4 Ha (each 21¼′×12′)<br>8W Der 8(5) | Oil 2SA 10Cy. 630×1300 mm<br>6250bhp Götaverken 1092t (hvf)<br>Uddevallavarvet A/B Udv<br>4×215kW 230V d.c. 18k |
| **KASSOS**<br>Fjorden–64<br>Fjordmöwe–59 exFjord–55<br>Hendrik Fisser–47 exFrost–40<br>acharis Bros.—**M. Vassilias & Co.**<br>Piraeus Greek | 1578<br>784<br>2920 | | HR | 1922 A/B Finnboda Varf—Skm<br>286′ 0″ 41′ 1″ 18′ 0″<br>285′ 3″ 41′ 0″ 25′ 0″<br>B61′ 1 dk & S dk<br>R | TM OSD Mchy.aft<br>2 Ho each 100′<br>G.168730 B.152654<br>4 Ha (each 23½′×18′)<br>Der 2(25) 8(3) | 2 Oil 4SA each 8Cy. 320×480 mm<br>1450bhp NE56 190t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>11½k |
| **ASSOS**<br>Night Rider–49<br>Grand Duke<br>itzas Bros. & **Asterios Belos & Co.**<br>eus Greek | 300<br>133<br>500 | ✠ | HR | 1915–10 Cochrane & Sons Ltd.—Sel<br>*140·4′* 24′ 2″ 12′ 8″<br>… … …<br>1 dk<br>R | M<br>3 Ho<br>G.24500 B.22500<br>4 Ha<br>3W Der 4 | Oil 4SA 8Cy. 305×380 mm<br>500bhp Emade43fitted51 27t (d.o)<br>General Metals Corp. S.Fo |
| **ASTAMONU**<br>Craighead–47<br>B. Deniz **Nakliyati T.A.S.**<br>nbul Turkish | 3824<br>2142<br>5926 | | AB | 1945 Froemming Bros. Inc.—Milwaukee<br>338′ 8″ 50′ 3″ 23′ 4½″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F28′ 2 dks<br>RW<br>rf nil | M Ref Mchy.aft<br>3 Ho 41½′, 77¼′, 65¾′<br>G.249835 B.227730 In.9830<br>4 Ha (stl) (31½′, 67½′, 47¼′×20′)<br>(8½′×7½′)<br>16W Cr 2(1) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 862t (d.o)<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 115/230V d.c. 10k |
| **STEL CONGO**<br>Bastholm–67<br>natrans **S.A.**<br>nama Panamanian | 1397<br>706<br>2930 | ✠**100A1**<br>with freeboard<br>Str. nav. ice<br>✠**LMC**<br>MN400 | SS 7/67<br>EL s | 1950–9 Helsingör Skibs. & Msk.—Hsg<br>303′ 7″ 43′ 10″ 19′ 5″<br>275′ 7″ 43′ 7″ 27′ 5″<br>1 dk & S dk, sparred 3rd dk in No. 1 hold<br>Coll BH to S dk 5 to 2nd dk<br>rf 3″ WB569t | M (4P) Ref OSD<br>4 Ho 44¼′, 58¼′, 46′, 44¼′<br>G.168550 B.155030<br>4 Ha (29¼′, 29¼′, 27′, 22½′×16½′)<br>8W Der 10(3) | Oil 2SA 6Cy. 500×900 mm<br>2000bhp 248t (d.o)<br>Helsingör Skibs. & Msk. Hsg<br>db 100lb<br>3×80kW 220V d.c. 13k |
| **STEL DOUALA**<br>Lister–65 exFrancina–61<br>Danielle-V–60<br>Claude Charles–55<br>natrans **S.A.**<br>nama Panamanian | 498<br>265<br>980 | | RI | 1950 S.A. des Anc. Ch. Dubigeon—<br>Nts<br>207′ 7″ 31′ 3″ 14′ 0″<br>190′ 9″ 31′ 1″<br>1 dk & S dk<br>RW | M (1P) OSD<br>2 Ho 49¼′, 67½′<br>4W Der 2(5) 2(3) | Oil 4SA 6Cy. 365×550 mm<br>850bhp MAN 60t (d.o)<br>Soc. Gen. de Const. Méc.<br>Le Courneuve<br>3×45, 45, 15kW 220V d.c. 10k |
| **STEL LUANDA**<br>Leneo–65<br>natrans **S.A.**<br>nama Panamanian | 500<br>250<br>1181 | | RI | 1957 Cant. Nav. Giuliano—Tri<br>234′ 6″ 31′ 2″ 14′ 0″<br>210′ 0″ 31′ 0½″ 21′ 2″<br>B21′ 1 dk & S dk<br>RW | M (1P) OSD Mchy.aft<br>1 Ho 102¼′ 1 TwD 140′<br>G.56848 B.52788<br>4W Der 2(5) 2(3) | Oil 4SA 6Cy. 370×560 mm<br>900bhp 50t (d.o)<br>Ansaldo Stab. Mecc. Gen<br>3×42, 42, 15kW 220V d.c. 12k |
| **STELHOLM**<br>gf. **A/B Bore**<br>ku/Åbo Finnish | 922<br>467<br>206 | | BV | 1929 Eriksbergs M/V A/B—Got<br>182′ 7″ 30′ 11″ 12′ 0″<br>30′ 9″<br>2 dks<br>R | S (364P)<br>1 Ho 33′<br>G.7070 B.5800<br>1 Ha (7′×6′)<br>1W | T 3Cy. 16½″ 27″ & 44½″×30″<br>1034ihp 80t (o.f)<br>Eriksbergs M/V A/B Got<br>1×15kW 110V d.c. 11½k |
| **STOR**<br>en Robertson–47<br>os **Bros.**<br>Greek | 7148<br>4364<br>10500 | **BROKEN UP** | AB | 1944 Southeastern S.B. Corp.—Sav<br>441′ 6″ 57′ 0″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1820t (o.f)<br>Vulcan Irn Wks Wilkes-Barre<br>3×20kW 120V d.c. |
| **TOR**<br>sh **Government**<br>O. "Dalmor"<br>Polish | 2879<br>1102<br>1406 | | PR | 1961 Stocznia Gdanska—Gdk<br>277′ 8″ 45′ 4″ 17′ 0¼″<br>45′ 2″ 32′ 0″<br>2 dks | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>Z.U.T. Zgoda Swi<br>5×250, 250, 250, 250 24kW 230V d.c.<br>12½k |

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| 529519<br>SVCB<br>2646<br>Df Esd<br>Gc Rdr<br>RTm/h | **KASTOR**<br>exRimon–65<br>**Krethon Cia. Mar. S.A.**<br>**Piræus** Greek | 2373<br>1242<br>4000 | ✠100A1<br>✠LMC<br>MN600 | SS 7/66<br>ELv | 1951-9 Rotterdamsche D.D. Maats—Rot<br>352' 7" 46' 10" 19' 7"<br>326' 5" 46' 7" 28' 2"<br>F76' 1 dk & S dk<br>RW 2BH to S dk 3 to 2nd dk<br>WB227t | M (12P) OSD<br>5 Ha (26½', 29½', 34½', 29½', 25½'×23')<br>Der 1(15) 10(3-5) | Oil 2SA 10Cy. 520×900<br>3000bhp<br>Masch. Augsburg-Nürnb<br>db 105lb<br>3×110kW 220V d.c. |
| 528057<br>SVFV<br>1341<br>Df Rdr<br>RT | **KASTRIANI**<br>exPola II–66 exGeorgios L.–62<br>exC.W.S. Progress–57<br>**D. N. Leventakis & Co.**<br>Grecomar Shipping Agency<br>**Piræus** Greek | 1055<br>724<br>1600 | ✠100A1<br>LMC<br>MN120 | Dr 1/66<br>EL (n)1$\frac{1}{16}$" | 1931-2 Armstrong Whitworth (S.Bs)<br>Ltd.—Nwc<br>*213·2'* 32' 4" 16' 0½"<br>211' 0" 32' 0"<br>Q109' B&F101' 1 dk<br>R NS 4BH<br>WB261t | M Mchy.aft<br>3 Ho 32', 46', 82'<br>G.80000 B.73000<br>4 Ha (15'×12') (22½', 24'×18')<br>(16½'×15½')<br>7W Der 8(2½) | Oil 4SA 6Cy. 350×500<br>600bhp NE2/58<br>Skoda<br>3×22, 22, 2kW 110V d.c. |
| 672025<br>JUGX<br>100942<br>Df Esd<br>Gc Rdr<br>RT | **KASUGA MARU**<br>**Terukuni Kaiun K.K.**<br>Tokyo Japanese | 45402<br>28000<br>74600 | | NK | 1967 Kure Zosensho—Kur<br>810' 5" 124' 10" 39' 4"<br>774' 4" 124' 8" 56' 5"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 9Cy. 900×1550<br>20700bhp Sulzer<br>Ishikawajima-Harima Hvy |
| 518329<br>JETB<br>72447<br>Df Esd<br>Gc Rdr<br>RTm/h | **KASUGA MARU**<br>**Hinode Kisen K.K.**<br>Tokyo Japanese | 8137<br>5772<br>11319 | | NK | 1954 Iino S.B. & E. Co. Ltd.—Maizuru<br>478' 8" 61' 0" 28' 2"<br>442' 5" 60' 10" 36' 5"<br>1 dk<br>RW<br>rf 5½" | S (6P) Mchy.aft<br>3 Ho 104½', 119½', 103½'<br>G.623433 B.559399<br>3 Ha (65½', 82½', 82½'×23')<br>22W Der 2(120) 1(50) 12(15) | 2 S Turb dr geared to sc.<br>4500shp<br>Kawasaki Dkyd Co. Ltd.<br>3×200, 200, 40kW 440V |
| 660777<br>JPMM<br>97568<br>Df Esd<br>Gc Rdr<br>RT | **KASUGA MARU**<br>**Nitta Kisen K.K.**<br>Matsuyama Japanese | 3919<br>2317<br>6127 | | NK | 1966 Kurushima Dock Co. Ltd.—<br>Imabari<br>*335·8'* 53' 3" 21' 11"<br>331' 5" 53' 2" 26' 9"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.287145 B.275703<br>2 Ha (88', 98½'×25')<br>4W Der 8(5) 3(3) | Oil 2SA 6Cy. 540×900<br>3200bhp Emade<br>Mitsubishi Hvy Ind. Ltd. |
| 518330<br>7JMT<br>87591 | **KASUGA MARU**<br>**Kasuga Kaiun K.K.**<br>Tokyo Japanese | 390<br>233<br>— | | | 1961 Takehara Zosen—Takehara<br>159' 4" 23' 9" 10' 10"<br>143' 2" 23' 7" 12' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 300×420<br>420bhp<br>Kinoshita Tekkosho |
| 512344<br>JLJJ<br>63985 | **KASUGA MARU No. 1**<br>exFukumiyasan Maru–65<br>**R. Azuma**<br>Usuki Japanese | 335<br>222<br>— | | | 1949 Yamamoto Zosen Tekkosho—<br>Kochi<br>*135·5'* 23' 2"<br>134' 6" 22' 11½" 10' 10"<br>P44' F16' 1 dk<br>RW | M Mchy.aft<br>1 Ha (54½'×13') | Oil 4SA 6Cy. 270×370<br>310bhp<br>Hanshin Nainenki Kog |
| 662038<br>JNDO<br>98188<br>Df Esd<br>Gc Pfd<br>Rdr | **KASUGA MARU No. 1**<br>**Kasuga Gyogyo K.K.**<br>Yaizu Japanese | 300<br>157<br>— | | | 1966 Kanazashi Zosensho—Shimizu<br>151' 11" 25' 4" 9' 10"<br>134' 4" 25' 3" 11' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×440<br>820bhp<br>Akasaka Tekkosho |
| 518331<br>JFPX<br>83458 | **KASUGA MARU No. 8**<br>**T. Shinomiya**<br>Anan Japanese | 345<br>198<br>— | | | 1959 Yoshiura Zosen—Kur<br>133' 8" 23' 9" 10' 6"<br>121' 2" 23' 7" 11' 6"<br>1 dk | M Mchy.aft<br>1 Ha (52½'×15½') | Oil 4SA 6Cy. 300×420<br>380bhp<br>Niigata Eng. Co. Ltd. |
| 523765<br>JNQT<br>44543 | **KASUGA MARU No. 8**<br>exMiyashige Maru–65<br>exHakushu Maru–53<br>**H. Ozeki**<br>Kawanchi Japanese | 261<br>126<br>— | | | 1938 Isiguro Moitiro—Yonago<br>*97·9'* 21' 10"<br>... ... ...<br>1 dk<br>R len 53 | M Mchy.aft<br>1 Ha (52½'×13') | Oil 2SA 3Cy. 380×410<br>180bhp<br>Shima Tekkosho |
| 518332<br>7LEW<br>89028<br>Df Esd<br>Gc Pfd<br>Rdr | **KASUGA MARU No. 18**<br>**G. Takagi**<br>Kamo Japanese | 340<br>179<br>— | | | 1961 Miho Zosensho—Shimizu<br>159' 9" 26' 1"<br>25' 11"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500<br>800bhp<br>Akasaka Tekkosho |
| 640192<br>8KRZ<br>94032<br>Df Esd<br>Gc Rdr | **KASUGA MARU No. 22**<br>**S. Sakamoto**<br>Iwaki Japanese | 254<br>128<br>— | | | 1963 Kanazashi Zosensho—Shimizu<br>143' 4" 24' 10"<br>126' 5" 24' 7" 10' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy.<br>Fuji Seisakusho |
| 518333<br>JIWU<br>85667<br>Esd Pfd<br>Rdr RT | **KASUGA MARU No. 28**<br>**T. Taneishi**<br>Yaizu Japanese | 256<br>134<br>— | | | 1960 Kanazashi Zosensho—Shimizu<br>136' 9" 23' 9" 9' 10"<br>122' 6" 23' 7" 11' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy.<br>650bhp<br>Akasaka Tekkosho |

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| **KASUGA MARU No. 38**<br>**Kasuga Gyogyo K.K.**<br>Yaizu **Japanese** | 343<br>210<br>— | | | **1961** Kanazashi Zosensho—Shimizu<br>145′ 3″ 25′ 8″ 10′ 5″<br>143′ 4″ 25′ 7″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>900bhp **194t**<br>Akasaka Tekkosho **Yaizu**<br>**10½k** |
| **KASUGASAN MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo **Japanese** | **8425**<br>4964<br>9695 | | NK | **1962** Mitsui Zosen—Tamano<br>492′ 1″ 62′ 7″ 28′ 1½″<br>459′ 6″ 62′ 4″ 39′ 5″<br>B87′ F79′ 2 dks, pt 3rd dk<br>RW | M Ref<br>6 Ho<br>G.614018 B.554262 In.14959<br>6 Ha (20′×19¾′) (41½′, 34′, 26½′,<br>39½′, 25¾′×23′)<br>18W Der 2(20) 4(15) 12(5) | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp **1055t**<br>Mitsui Zosen **Tamano**<br>3×200kW 450V a.c. **18k** |
| **KASZUBY**<br>exFryderyk Chopin-57<br>exWisconsin-52<br>**Polish Government**<br>**Dalekomorskie Bazy Rybackie**<br>Szczecin **Polish** | **8280**<br>3976<br>10021 | | PR | **1929** Bremer Vulkan—Vgk<br>493′ 9″ 61′ 2″<br>60′ 11″<br>Q46′ 3 dks<br>R | S Fish Factory | T 4Cy. 34¼″ 56½″ & (2) 65⅝″×59″<br>6200ihp **2686t (o.f)**<br>Bremer Vulkan **Vgk**<br>4×120, 120, 28, 6kW 115V d.c. **12k** |
| **KATAPANG**<br>**Republik Indonesia**<br>**P.T. Pelajaran Nasional**<br>**Indonesia**<br>Djakarta **Indonesian** | **1695**<br>1114<br>2466 | | BV | **1958** Hayashikane Zosen—Smk<br>272′ 4″ 39′ 4″ 17′ 1½″<br>254′ 3″ 39′ 2″ 19′ 8″<br>1 dk | M Mchy.aft<br>2 Ha (31¾′, 55½′×17′)<br>Der 2(10) 4(5) | Oil 4SA 6Cy. 435×650 mm<br>1400bhp **128t**<br>Kobe Hatsudoki Seizosho **Kob**<br>**11½k** |
| **KATARINA**<br>**Hansen-Tangens Rederi A/S**<br>Ingv. Hansen-Tangen<br>Kristiansand **Norwegian** | **28199**<br>17314<br>~~48675~~<br>50975 | | NV | **1966** Eriksbergs M/V A/B—Got<br>714′ 7″ 97′ 1″ ~~38′ 10½″~~ 40′ 3″<br>685′ 0″ 97′ 0″ 53′ 0″<br>P164′ B58′ F67′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>18 Ta<br>L.2084853 | Oil 2SA 10Cy. 740×1600 mm<br>15000bhp B&W **2819t (hvf)–60pd**<br>Eriksbergs M/V A/B **Got**<br>3×340, 340, 300kW 450V a.c. **16½k** |
| **KATARINA**<br>exSälöfjord-59<br>exBerkelstroom-58<br>xel Urup **Skov Partrederi**<br>nders **Danish** | **394**<br>200<br>531 | | BV | **1940** N.V. Bodewes Schps.—<br>Martenshoek<br>160′ 0″ 26′ 2″ 10′ 5″<br>26′ 0″<br>P39′ Q49′ F19′ 1 dk<br>RW | M<br>1 Ho 106¾′<br>G.25075 B.22780<br>2 Ha (each 29½′×17′)<br>2W Der 2(2) | Oil 4SA 6Cy. 210×300 mm<br>450bhp NE63 **21t (d.o)**<br>Gebr. Stork & Co.<br>2×5kW 110V **8k** |
| **ATE**<br>**derij m.s. "Kate"**<br>**Scheepvaartbedr. "Gruno"**<br>sterdam **Netherland** | **400**<br>201<br>— | **✠100A1**<br>**✠LMC**<br>MN102 | SS 2/67<br>EL f | **1962–12** Scheeps. "Voorwaarts"—<br>Martenshoek<br>164′ 5″ 26′ 2″ 9′ 6½″<br>150′ 6″ 25′ 11″ 10′ 5″<br>F23′ RAD37′ 1 dk<br>RW 3BH<br>rf 4″ WB1680t | M Mchy.aft<br>G.24700 B.24000 | Oil 4SA 6Cy. 305×460 mm<br>510bhp **36t**<br>D. & J. Boot "De Industrie" **Alp**<br>**11k** |
| **ATE A**<br>Ajana-64<br>rtalento **Cia. Naviera S.A.**<br>reus **Greek** | **5623**<br>3005<br>9640 | **✠100A1**<br>**DT—oil FP above 150° F.**<br>**✠LMC**<br>MN660 | SS 8/63<br>EL b†2 1/16″SQ | **1950–12** Wm. Hamilton & Co. Ltd.—P.Gl<br>457′ 4″ 58′ 2″ 25′ 9½″<br>425′ 6″ 58′ 0″ 38′ 0″<br>F37′ 1 dk & S dk, 3rd dk in No. 3 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3″ DK fwd of mchy. space WB2806t incl. DTm1271t | M OSD<br>4 Ho 54′, 74′, 52½′ DT, 67½′, 80′<br>G.608805 B.556105<br>5 Ha (32½′, 32½′, 15′, 32½′, 32½′×22′)<br>14W Der 4(10) 10(5) | Oil 4SA 6Cy. 740×1500 mm<br>3300bhp B&W **1159t (hvf)**<br>J. G. Kincaid & Co. Ltd. **Grk**<br>AuxB 100lb<br>3×150kW 220V d.c. **13k** |
| ow **PATI** See New Entries No. **5** | | | | | | |
| **ÄTE HAMM**<br>hn Henry Hamm<br>mburg **W. German** | **499**<br>397<br>868 | | GL | **1957** Schiffsw. W. Holst—Ham<br>198′ 3″ 31′ 8″ 11′ 5″<br>180′ 6″ 31′ 6″ 12′ 11″<br>P49′ B46′ F33′ 1 dk | M<br>1 Ho 132′<br>G.42085 B.38443<br>2 Ha (each 57½′×18′)<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>700bhp **39t**<br>Klöckner-Humboldt-Deutz **Kln**<br>**10½k** |
| Now **SÖNKE HAUSCHILDT** See New Entries No. **8** | | | | | | |
| **ÄTE HINTZ**<br>Hans-67<br>alter Hintz<br>hulau **W. German** | **423**<br>270<br>— | | GL | **1950** Fr. Lürssen—Bmn<br>*153·2′* 24′ 8″ 11′ 2″<br>24′ 6″ 12′ 9″<br>P30′ F14′ 1 dk<br>RW len & deepened 62 | M | Oil 4SA 6Cy. 290×420 mm<br>250bhp<br>Masch. Kiel A.G. **Kel** |
| **ATE N. L.**<br>nched as World Centenary<br>Compania **Naviera**<br>S.A.<br>reus **Greek** | **18723**<br>13481<br>31472 | **100A1**<br>**strengthened for ore**<br>**cargoes**<br>**Ice Class 3**<br>**LMC**<br>MN2240 | EL n†2¾″SQ<br>NV | **1965–9** Nippon Kokan—Tsu<br>604′ 9″ 85′ 9″ 36′ 3″<br>575′ 0″ 85′ 6″ 50′ 0″<br>1 dk<br>NS 9BH<br>rf 4″ DK fwd WB16331t incl. Topside tanks in holds 4264t | M Bulk Carrier Mchy.aft<br>7 Ho 54¼′, 64′, 65¾′, 49¼′, 65¾′, 65¾′,<br>65¾′<br>7 Ha (stl) (25¼′×32¼′) (32¾′, 32¾′, 27½′,<br>32¾′ 32¾′, 32¾′×37½′)<br>Der 14(10) | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer **(hvf)**<br>Uraga Hvy Ind. Ltd. **Tamashima**<br>AuxB 100lb<br>3×320kW 450V 60c/s a.c. |
| **TE OLTMANN**<br>helm-55<br>Oltmann<br>Döhle<br>rg **W. German** | **249**<br>116<br>356 | | GL | **1943** Hugo Peters—Wewelsfleth<br>129′ 8″ 23′ 6″ 8′ 10½″<br>9′ 10″<br>P26′ F14′ 1 dk<br>RW len 50 | M Mchy.aft<br>1 Ho 78¾′<br>G.18000<br>2 Ha (39′×13¾′) (26′×15¾′)<br>2W Der 2(1) | Oil 4SA 4Cy. 280×420 mm<br>200bhp Emade39fitted43 **(d.o)**<br>Deutsche Werke A.G. **Kel**<br>**7½k** |

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| 518347<br>ZMKQ<br>196290<br>Df Esd<br>RTm/v | **KATEA**<br><br>**Union S.S. Co. of**<br>**New Zealand Ltd.**<br>Wellington New Zealand | 3790<br>1928<br>5238 | ✠100A1 CS 9/66<br><br>✠LMC<br><br>MN482 EL v 1⅜"SQ | 1958-6 A. Stephen & Sons Ltd.—Gls<br>345' 2" 51' 4" 22' 4¾"<br>325' 0" 51' 0" 26' 0"<br>P&B169' F40' 1 dk<br>NS in lower part of holds 5BH<br>rf 3" WB695t | M<br>3 Ho 73⅜', 71½', 82½'<br>G.265970 B.249870<br>3 Ha (stl) (42½', 43⅜', 44½'×20')<br>12W Der 1(25) 12(5) | Oil 2SA 6Cy. 600×1040 m<br>2410bhp Sulzer<br>A. Stephen & Sons Ltd<br>3×135kW 220V d.c. |
| 518348<br>PFHO<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KATELYSIA**<br><br>**Shell Tankers N.V.**<br>The Hague Netherland | 12143<br>6929<br>18170 | ✠100A1 TD 12/66<br>oil tanker<br>✠LMC<br><br>MN1650 EL h†2 1/16"SQ | 1954-5 Rotterdamsche D.D. Maats.—Rot<br>555' 8" 69' 5" 29' 9"<br>530' 0" 69' 3" 39' 0"<br>P115' B59' F45' 1 dk<br>RW 16BH<br>WB311t | S Tanker Mchy.aft<br>33 Ta<br>L.890589 HeCls. BC | 2 S Turb dr geared to sc. sh<br>8250shp<br>N.V. Werkspoor<br>2WTB 570lb Spt 525lb sq |
| 518349<br>PFHQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KATENDRECHT**<br><br>**N.V. Stoomv. Maats. "De Maas"**<br>Phs. van Ommeren N.V.<br>Rotterdam Netherland | T.Mk<br>6232<br>3275<br>10375<br>8517<br>4745<br>11573 | ✠100A1 SS 3/66<br>DTsf&a—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1560 EL d†2 1/16"SQ | 1961-4 N.V. Wilton-Fijenoord—Sch<br>473' 4" 66' 5" 26' 8 1/16"/~~28' 6¼"~~28' 10¼"<br>442' 11" 66' 3½" 38' 10"<br>F88' 3 dks<br>7BH<br>rf nil WB2432t incl. DTaa493t f791t | M Ref<br><br>G.600000 B.540000 In.14102<br><br>16W Der 1(50) 1(30) 8(10) 8(5) | Oil 2SA 6Cy. 780×1550 m<br>7800bhp MAN<br>N.V. Wilton-Fijenoord<br>2AuxB 100lb |
| 518351<br>5BFA<br><br>Df Esd<br>Gc Rdr<br>RT | **KATERINA**<br>exTemplar-62<br>**Rea Shipping Co. Ltd.**<br>Famagusta Cyprus | 6749<br>4047<br>10375<br>9215<br>5838<br>12500 | ✠100A1 TD 4/68 ~~SS 2/64~~<br>with fbd DTm & tunnel side & centre tanks—vegetable oil<br>✠LMC<br>MN1340 EL D†pt2⅜" | 1929-3 Deutsche Werke A.G.—Kel<br>481' 10" 60' 7" 27' 7½"/—<br>60' 4" 42' 10"<br>P44' F41' 1 dk & S dk, 3rd dk except in aft holds<br>R Coll BH to S dk 6 to 2nd dk<br>WB2432t incl. DTm842t | TM OSD/CSD<br><br>G.703000 B.625000<br><br>17W Der 1(25) | 2 Oil 2SA each 5Cy. 700×<br>6700bhp ✠NE53 MAN<br>Howaldtswerke A.G.<br>NAuxB(lwr)made40f<br>✠NAuxB(upr ex.g) 53-7 |
| 529520<br>SYZY<br>2495<br>Df Gc<br>Rdr RT | **KATERINA**<br>exRina-65 exHelsingfors-58<br>exSvanefjell-55<br>**Astrosureno Cia. Naviera S.A.**<br>Piræus Greek | 1413<br>749<br>2410 | <br><br><br><br><br>**BROKEN UP** | 1936 A/S Fredriksstad M/V—Fks<br>258' 0" 42' 4" 16' 5"<br>42' 2"<br>1 dk & S dk<br>R | S OSD<br><br>B.238000<br><br>8W | C 4Cy. (2) 13" & (2) 18½"<br><br>A/S Fredriksstad M/V |
| 538221<br>SZKC<br>2473<br>RT | **KATERINA**<br>exViru-65 exDeni-58<br>exHinderika-32<br>exMargrietha exHelder<br>**G. Tsironos & S. Makrinos**<br>Piræus Greek | 225<br>136<br>280 | <br><br>BV | 1917 R. Brandsma & Zonen—Francker<br>116' 2" 22' 0" 9' 0¼"<br>21' 10"<br>Q14' 1 dk<br>R | M Mchy.aft<br>1 Ho<br>B.8130<br>2 Ha<br>1W Der 1(½) | Oil 4SA 3Cy. 280×400 m<br>150bhp NE44<br>D. & J. Boot "De Indus |
| 518352<br>SVBM<br>6 | **KATERINA**<br><br>**S. Th. Katapodis Antonios & Amalia Draganigou**<br>Laurium Greek | 125<br>58<br>— | | 1954 ........................Perama<br>106' 10" 21' 0"<br>... ... ...<br>1 dk | M | Oil 4DA 3Cy.<br>Emade—fitted<br>Klöckner-Humboldt-Deu |
| 518354<br>DEPX<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **KATFISCH**<br><br>**Reederei Söhle**<br>Hanseatische Hochseefischerei K.G.<br>Bremerhaven W. German | 826<br>394<br>— | <br><br>GL | 1959 Schiffb. Unterweser—Bhn<br>219' 4" 31' 2" 14' 4"<br>199' 2" 31' 0" 16' 11"<br>F35' 1 dk<br>RW | M Trawler<br><br><br>4 Ha (stl) (4½', 8½', 8½', 4½'×4½') | Oil 4SA 6Cy. 420×660 m<br>1600bhp<br>Klöckner-Humboldt-Deu<br>2×370, 165kW 220V d.c. |
| 531304<br>GTJU<br>305554<br>Df Esd<br>Rdr RT | **KATHAR**<br>exSantiago-66<br>~~**Rainey (Enterprises) Ltd.**~~<br>~~Belfast~~ ~~British~~<br>**V. Nolan Ltd.**<br>Waterford Irish Republic | 1274<br>686<br>1650 | <br><br>BV | 1954 S.A.B.A.R.N.—Bruges<br>247' 0" 36' 0"<br>35' 10"<br>2 dks<br>RW | M Mchy.aft<br>2 Ho 55', 82½'<br><br>2 Ha (41½', 65'×26½')<br>Der 3(2-5) | Oil 2SA 10Cy. 350×<br>1600bhp<br>Waggon & Masch. A.G.<br>4×78kW 220V d.c. |
| 518355<br>DIGQ<br><br>Df Esd<br>RTm | **KATHARINA**<br><br>**Tim Schepers & Söhne**<br>Hamburg W. German | 398<br>241<br>550 | <br><br>GL<br>**MISSING SINCE 12/67** | 1954 Schiffsw. H. Rancke—Ham<br>175' 0" 26' 8" 9' 6½"<br>10' 8"<br>P30 F19' 1 dk<br>R len 63 | M Mchy.aft<br>1 Ho 108½'<br>G.28400<br>1 Ha (95½'×16½')<br>Der 2(2) | Oil 4SA 6Cy. 320×<br>475bhp<br>Klöckner-Humboldt-Deu<br>2×1½kW 24V d.c. |
| 518358<br><br>300925<br>RT | **KATHARINE MITCHELL**<br>**H. R. Mitchell & Sons Co. Ltd.**<br>~~**H. R. Mitchell & Sons Ltd.**~~<br>London British | 177<br>92<br>— | | 1930 Henry Robb Ltd.—Lth<br>*114-0'* 22' 1"<br>... ... ...<br>1 dk<br>R | TM | 2 Oil each 3Cy.<br>Emade<br>H. Widdop & Co. Ltd |
| 518359<br>DAEX<br><br>Df Esd<br>Rdr RT | **KÄTHE AHRENS**<br><br>**Walter Ahrens**<br>Hamburg W. German | 425<br>251<br>679 | <br><br>GL | 1958 Stader Schiffsw.—Stade<br>169' 4" 29' 2" 11' 8"<br>150' 11" 28' 10½" 12' 9"<br>P34' F20' 1 dk<br>RW | M Mchy.aft<br>1 Ho 93½'<br>G.30900 B.29130<br>2 Ha (28½', 45½'×18')<br>Der 3(2) | Oil 4SA 8Cy.<br>300bhp<br>Masch. Kiel A.G. |
| 518360<br>DIPI<br><br>Df Esd<br>RT | **KÄTHE BARTELS**<br><br>**Kurt Schatz**<br>Hamburg W. German | 498<br>306<br>807 | <br><br>GL | 1957 Büsumer Schiffsw. W. & E. Sielaff—Büsum<br>177' 6" 30' 9" 11' 1½"<br>158' 10" 30' 6" 12' 5"<br>P34' F20' 1 dk<br>RW | M Mchy.aft<br>1 Ho 102½'<br>G.34400 B.32400<br>2 Ha (47', 32½'×18')<br>Der 2(2) | Oil 4SA 6Cy.<br>480bhp<br>Bohn & Kähler |

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| **KÄTHE ILSE**<br>exGertrud-63 exUndine<br>Walter Heinsohn<br>Hamburg W. German | 149<br>100<br>142 | GL | 1911 Gebr. P. & A. Mulder—Stadskanaal<br>*115·5′* 18′ 0″<br>17′ 10″<br>1 dk<br>R len 37 & 55 | M Mchy.aft | Oil 4SA 3Cy. 215×360 mm<br>100bhp NE42<br>Deutsche Werk A.G. Kel |
| **KÄTHE MAC**<br>exNicola-67<br>Partrederiet Nicola<br>Wonsild & Sön<br>Copenhagen Danish | 499<br>323<br>1100 | GL | 1964 Bayerische Schiffb. G.m.b.H.—Erlenbach<br>208′ 11″ 32′ 9″ 12′ 4″<br>32′ 7″ 13′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>800bhp (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>3×88, 88, 44kW 380V 50c/s a.c. |
| **KÄTHE-MARIE**<br>Ernst Martin Reed, G.m.b.H.<br>Küstenschiffahrt Bauer &<br>Hauschildt K.G.<br>Hamburg W. German | 413<br>242<br>689 | GL | 1952 Ernst Menzer Schiffsw.—Ham<br>*185·0′* 28′ 0″ 10′ 8″<br>16′ 5″<br>F21′ 1 dk & S dk<br>RW len 56 | M OSD<br>1 Ho 119′<br>G.33000<br>2 Ha (31¾′, 63¾′×18′)<br>Der 1(3) 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp NE56<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| **KÄTHE MÖHLMANN**<br>Otto Möhlmann<br>Brake W. German | 248<br>142<br>394 | GL | 1961 Martin Jansen—Leer<br>138′ 4″ 24′ 10″ 7′ 11″<br>127′ 11″ 24′ 7″ 9′ 0″<br>P28′ F16′ 1 dk | M Mchy.aft<br>1 Ho<br>G.20000 B.19000<br>1 Ha | Oil 4SA 6Cy. 215×300 mm<br>250bhp<br>Motorenw. Mannheim Mhm<br>8½k |
| **KÄTHE RITSCHER** T.Mk<br>Gerd Ritscher<br>Küstenschiffahrt Bauer &<br>Hauschildt K.G.<br>Hamburg W. German | 424<br>270<br>1030 | GL | 1964 Schiffsw. J. J. Sietas—Ham<br>201′ 6″ 34′ 7″ 11′ 9¾″<br>180′ 6″ 34′ 5¾″ 20′ 0″<br>F24′ 1 dk & S dk | M ~~OSD~~ Mchy.aft<br>1 Ho 124½′, 1 TwD 130′<br>G.72400 B.64900<br>2 Ha (59½′, 38′×22′)<br>4W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>900bhp 65t<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| **KATHERINE**<br>Neptune Maritime Co.<br>Monrovia Liberian | 10864<br>6742<br>16520 | ✠100A1 SS 9/68<br>✠LMC<br>MN2000 EL g†2 4/16″SQ | 1964–6 Wm. Doxford & Sons (S.B.) Ltd.<br>—Sld<br>539′ 5″ 70′ 4″ 31′ 3¾″<br>500′ 0″ 70′ 0″ 42′ 0″<br>F49′ 2 dks<br>RW 8BH<br>rf 6″ DK fwd WB3905t incl. DTma1646t | M<br>6 Ho 60¾′, 71¼′, 70′, 30′, 72½′, 75′<br>6 Ha (31½′×20′) (37½′, 37½′, 17½′, 37½′, 37½′×25′)<br>Der 12(5) | Oil 2SA 6Cy. 670×2100 mm<br>10000bhp (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>AuxB 120℔<br>3×300kW 440V 60c/s a.c. |
| **ATHERINE A. PAPPAS**<br>atherine Cia. Nav. S.A.<br>onrovia Liberian | 43231<br>32306<br>90801 | AB | 1967 A/B Götaverken—Got<br>846′ 6″ 128′ 3″ 44′ 3½″<br>800′ 2″ 128′ 0″ 58′ 4″<br>F66′ 1 dk<br>rf 3″ | M Tanker Mchy.aft<br>12 Ta<br>L.3618000 HeCls. BC<br>Der 2(10) 2(6) | Oil 2SA 9Cy. 850×1700 mm<br>19800bhp 3086t (hvf)-67pd<br>A/B Götaverken Got<br>2×700kW 440V 60c/s a.c. 16k |
| **ATHLEEN**<br>ealark Shipping &<br>Engineering Co. Ltd.<br>adang | 124<br>48<br>130 | | 1965 Tohoku Zosen—Shiogama<br>87′ 11″ 20′ 0″ 7′ 2″<br>80′ 4″ 19′ 4″ 9′ 2″<br>1 dk | M Mchy.aft | Oil 2SA 5Cy. 200×280 mm<br>Yanmar Diesel Eng. Co. Ltd. Osa |
| **ATHLEEN TURECAMO**<br>Matton-64<br>athleen Turecamo Inc.<br>bany United States | 141<br>96<br>— | | 1956 John E. Matton & Son Inc.—Cohoes<br>*83·7′* 23′ 0″<br>… … … | M Tug | Oil 2SA 12Cy. 8¾″×10½″<br>2000bhp<br>General Motors Corp. |
| **ATHOLM**<br>et forenede Dampskibs-<br>Selskab A/S<br>openhagen Danish<br>ow KASTE<br>See New Entries No. 1 | 684<br>262<br>1060<br>1166<br>659<br>1512 | BV | 1961 Aarhus Flydk. & Msk.—Aar<br>241′ 2″ 33′ 7″ 12′ 6″/15′ 0″<br>220′ 2″ 33′ 5½″ 19′ 8″<br>1 dk & S dk<br>RW<br>rf 3″ | M OSD/CSD Mchy.aft<br>1 Ho 131¼′<br>G.82700 B.75970<br>3 Ha (31¼′, 31¼′, 32′×19′)<br>6W Der 6(3) | Oil 4SA 6Cy. 385×580 mm<br>1150bhp 140t<br>Masch. Kiel A.G. Kel<br>3×55kW 220V d.c. 12k |
| **ATHRINA**<br>ohn Ragnar Johansson<br>orvoo/Borgå Finnish | 122<br>64<br>220 | | 1949 ……………………Pernå<br>104′ 2″ 24′ 1″ 10′ 6″<br>… … … | Wood M Mchy.aft | Oil |
| **ATHRINE CLEWIS**<br>ulfcoast Transit Co.<br>mpa United States | 433<br>294<br>— | AB | 1964 Gulfport S.B. Corp.—Pt. Arthur<br>*112·6′* 31′ 7″ 16′ 11″<br>112′ 0″ 31′ 6″ 18′ 9″<br>1 dk<br>BK2½″ | TM Tug | 2 Oil 2SA each 16Cy. 8½″×10″<br>3280bhp 238t<br>General Motors Corp. |
| **ATHRYN M.**<br>thryn M. Fisheries Ltd.<br>nenburg Canadian | 222<br>95<br>— | | 1966 Atlantic Shipbuilding—Lunenburg<br>*105·1′* 25′ 0″<br>… … …<br>1 dk | Wood M Fishing | Oil 12Cy. 7″×7½″<br>800bhp<br>Davey, Paxman & Co. Ltd. Col<br>2×30kW 220V 60c/s a.c. 10k |

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| 538210<br>ELBT<br>2782<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **KATHY HOPE MALINE**<br>exVirgo-67 exEgenæs-46<br>**Wave Navigation Inc.**<br>Monrovia Liberian | 2754<br>1413<br>5360 | **BS** SS 9/67 ~~SS 9/62~~<br>Ice strengthening<br>**MBS**<br>MN324 CT4031 | **1946** Helsingør Jernsk. & Msk—Hsg<br>359' 6" 51' 0" 20' 9"<br>333' 10" 50' 10" 30' 4"<br>F34' 1 dk & S dk<br>RW 6BH NS<br>rf 5" WB1066t incl. Tunnel tanks 197t | S OSD<br>4 Ho 55½', 76½', 55', 49½<br>G.291000 B.264000<br>4 Ha (29½' 44½', 37', 27'×19½')<br>12W Der 2(30) 8(5) 8(3) | C 4Cy. (2) 16 & (2)<br>LP turb with dr gearing<br>coupling<br>1800ihp Lentz<br>Helsingør Jernsk. & Msk.<br>3WTB Spt 228lb<br>3×12kW 220V d.c. |
| 662005<br><br><br>Esd RT | **KATICA**<br><br>**Pesquera Coishco S.A.**<br>Ilo Peruvian | 120<br>—<br>— | ✠LR class withdrawn—<br>Owners' request 12/67 | **1966**-10 Fabricaciones Metalicas—Clo<br>82' 8" 23' 5" 8' 10"<br>70' 6" 23' 0" 11' 4"<br>RAD11' RFD30' 1 dk<br>BoxK | M Fishing | Oil 4SA 6Cy. 6½"×8"<br>geared<br>380bhp<br>Caterpillar Tractor Co. |
| 514139<br>DIDC<br>9175<br>Df Esd<br>Gc<br>RTh | **KATIE**<br>exHammonia-65<br>exAnni Ahrens-57<br>**John C. Helmsing**<br>Helmsing & Grimm<br>Hamburg W. German | 1102<br>532<br>1593 | GL | **1952** Schiffb. Unterweser—Bhn<br>236' 4" 34' 8" 15' 1½"<br>34' 6" 17' 3"<br>B52' F26' 1 dk, pt 2nd dk<br>RW | M Mchy.aft<br>1 Ho 137½'<br>G.76104 B.69644<br>2 Ha<br>4W Der 4(2) | Oil 4SA 6Cy. 385×580 mm<br>1000bhp<br>Masch. Kiel A.G.<br>2×25, 15kW 220V d.c. |
| 538288<br>6ZDN<br>2165<br>Df Esd<br>Gc Rdr<br>RTm | **KATINA**<br>exVivien Louise-64<br>**Cia. Thessalia de Nav. S.A.**<br>Monrovia Liberian | 15802<br>9607<br>~~24850~~<br>26014 | ~~✠100A1~~ ~~SS 9/64~~<br>~~oil tanker.~~<br>~~✠LMC~~<br>~~MN1640~~ ~~EL k†2 1/16"SQ~~<br>✠Class **WITHDRAWN**<br>at Owners' request<br>10/68 AB | **1956**-7 Furness S.B. Co. Ltd.—Haverton<br>Hill<br>593' 0" 80' 4" 32' 4"<br>561' 0" 80' 0" 42' 3"<br>P110' B39 F67' 1 dk<br>RW 15BH<br>rf 4" WB1546t incl. DTf1183t | S Tanker Mchy.aft<br>Der 2(5) 2(5) 2(4) | 2 S Turb dr geared to sc.<br>8200shp<br>Metropolitan Vickers<br>2WTB 490lb Spt 750° F.<br>sg 150lb<br>2×350, 300kW 220V d.c. |
| 526963<br>SWAX<br>2212<br>Df Esd<br>Gc | **KATINA T. H.**<br>exPanagiotis D-63<br>exEurymedon-56<br>exWilliam D. Hoard-47<br>**Chrisanthemon Cia. Naviera S.A.**<br>Piræus Greek | 7234<br>4393<br>10897 | AB<br>**BROKEN UP** | **1943** Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.564154 B.501922<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 1(50) 1(15) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>2×20kW 120V d.c. |
| 528166<br>SZNZ<br>2554<br>Df Esd<br>Gc Pfd<br>Rdr | **KATINGO**<br>exPolyviking-65<br>exPurfina Congo-60<br>Launched as Petrocongo<br>**J. J. Colocotronis and others**<br>Piræus Greek | 11136<br>6496<br>16270 | ✠100A1 Dr 4yrs-10/65<br>oil tanker<br>✠LMC<br>MN1200 EL g†2 1/16"SQ | **1950**-1 John Cockerill S.A.—Hbk<br>538' 0" 69' 2" ~~29' 9½"~~ 30' 7"<br>502' 0" 68' 11" 38' 0"<br>P93' B31' F68' 1 dk<br>RW 15BH<br>WB1495t incl. DTf800t | M Tanker Mchy.aft<br>22 Ta<br>L.790912 HeCls. BC | Oil 2SA 7Cy. 750×1400 mm<br>6000bhp B&W<br>John Cockerill S.A.<br>2AuxB 185lb Spt |
| 512960<br>DCMB<br><br>Df Esd<br>Rdr<br>RTh | **KATJA**<br>exGerd Sibum-65 exBruiser-60<br>exAco-56 exJava-54<br>**Johann Schepers**<br>Haren/Ems W. German | 344<br>168<br>475 | BV | **1936** Gebr. van Diepen—Waterhuizen<br>*138·8'* 24' 10" 10' 0"<br>24' 8" 11' 2"<br>P34' B11' F20' 1 dk<br>R | M Mchy.aft<br>1 Ho 77'<br>G.23000 B.21500<br>2 Ha (36', 34½'×16½')<br>2W Der 2(1½) | Oil 4SA 6Cy. 240×260 mm<br>300bhp NE56<br>Kromhout Motorenf.<br>2×1½, 1kW 24V d.c. |
| 505809<br>OZRC<br><br>Df Esd<br>Pfd Rdr<br>RTm | **KATJA LOZ**<br>exCalli-66 exVale-55<br>**Loz Line**<br>Christen Verner<br>Randers Danish<br>Now **BIRTHE BROEN** See New Entries No. 3 | 385<br>245<br>570 | BV<br>✠Classed LR until 6/54 | **1949**-7 A/B Marstrands M/V—Mtd<br>155' 9" 25' 8" 11' 6"<br>25' 6"<br>1 dk<br>R len 54 | M Mchy.aft<br>1 Ho 90½'<br>2 Ha (22½'×13½') (42½'×14½')<br>Der 3(1½) | Oil 2SA 4Cy. 240×400 mm<br>340bhp NE66<br>Alpha-Diesel A/S |
| 527950<br>DIOH<br>10317<br>Df Esd<br>Rdr<br>RTm | **KATJA S.**<br>exPlanet-65<br>**Partenreederei m.s. "Katja S."**<br>Franz Stahmer<br>Hamburg W. German | 499<br>285<br>1003 | ✠100A1 SS 3/65<br>Ice Class 3<br>✠LMC<br>MN160 EL k | **1961**-6 J. J. Sietas Schiffsw.—Ham<br>202' 6" 31' 9" 12' 11"<br>183' 9" 31' 6" 13' 4"<br>P&B128' F26' 1 dk<br>RW 3BH<br>rf 4" WB327t | M Mchy.aft<br>1 Ho 128'<br>G.61000 B.55000<br>1 Ha (stl) (27'×17')<br>2 Ha (w) (each 32½'×18')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz<br>3×25, 12, 12kW 220V d.c. |
| 518378<br>JWOW<br><br>Df Esd | **KATO**<br><br>**O. K. Myklebust and others**<br>Ålesund Norwegian | 178<br>79<br>— | NV | **1957** Mekanisk Notrull A/S—<br>Hjörungavåg<br>100' 5" 21' 3"<br>21' 1" 10' 6"<br>1 dk len 67 | M Fishing<br>2 Ha (4½'×6½') (7½'×7½')<br>Der 1(3) | Oil 2SA 4Cy. 230×400 mm<br>Alpha-Diesel A/S |
| 507087<br>JFJQ<br>60565 | **KATOKU MARU No. 33**<br>exChiyoda Maru No. 11-63<br>**K. Hama**<br>Isahaya Japanese | 149<br>84<br>— | | **1948** Nippon Kokan—Yka<br>*98·7'* 19' 8"<br>96' 8" 19' 7" 9' 9"<br>F15' 1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Ito Sangyo |
| 518379<br>9VKN<br>180845<br>Df Esd<br>Rdr | **KATONG**<br>exEmpire Colne-47<br>exPeter Rickmers-45<br>**Straits S.S. Co. Ltd.**<br>Singapore Singapore | 1908<br>779<br>3056 | **BS** SS 2/66<br>Ice strengthening<br>**MBS**<br>MN216 CT2640 | **1944** Stettiner-Vulkan—Stn<br>301' 6" 44' 5" 18' 5"<br>281' 0" 44' 3" 26' 11"<br>1 dk & S dk<br>R 5BH<br>rf 4½" WB145t | S OSD<br>3 Ho 43', 71', 74'<br>B.171109<br>3 Ha (22½', 46', 46'×17½')<br>Der 1(30) 1(10) 10(5) | C 4Cy. (2) 16 1/16" & (2)<br>1200ihp<br>Waggon & Masch.<br>2 SB 215lb Spt<br>2×30kW 220V d.c. |
| 518380<br>VJSC<br>153920<br>RTh | **KATOORA**<br><br>**Mornington Island Fisheries Pty Ltd.**<br>~~Cairns~~ British<br>Townsville | 327<br>149<br>362 | ✠Classed LR until 10/54 | **1927**-10 G. Brown & Co.—Grk<br>145' 0" 26' 2" 8' 9½"<br>... ... ...<br>1 dk<br>R | M (2P) Mchy.aft<br>1 Ho 70'<br>2 Ha (24½', 22½'×12')<br>Der 1(8) 1(5) | Oil 4SA 6Cy.<br>320bhp<br>Atlas Imperial D.E. Co.<br>3×39, 25, 10kW |

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| **KATORI MARU**<br>**Terukuni Kaiun K.K.**<br>Tokyo Japanese | **24194**<br>8005<br>~~87800~~<br>36930 | NK | **1967** Kure Zosensho—Kur<br>634′ 10″ 98′ 7″ 32′ 11″<br>600′ 5″ 98′ 5½″ 48′ 11″<br>1 dk | M Ore Carrier Mchy.aft<br>G.881387<br>4 Ha (stl) (each 73¾′×29½′) | Oil 2SA 8Cy. 760×1550 mm<br>12800bhp Sulzer 3535t<br>Ishikawajima-Harima Hvy Ind. Aio<br>14¾k |
| **KATORI MARU**<br>**Okimoto Kaiun K.K.**<br>Tokyo Japanese | **816**<br>435<br>1213 | | **1958** Koyo Dock—Mihara<br>204′ 5″ 32′ 2″<br>185′ 1″ 31′ 5″ 16′ 1″<br>1 dk | M Mchy.aft<br>G.55762 B.50006<br>1 Ha (86′×14¾′) | Oil 4SA 6Cy. 370×520 mm<br>1000bhp 60t<br>Niigata Eng. Co. Ltd. Niigata<br>11¾k |
| **KATORI MARU**<br>**F. Murakami**<br>Hojo Japanese | **499**<br>297<br>— | | **1961** Imabari Zosen—Imabari<br>175′ 0″ 28′ 0″ 12′ 9″<br>157′ 6″ 27′ 10″ 14′ 1″<br>1 dk | M Mchy.aft<br>G.36939 B.34291<br>1 Ha (72¼′×17′) | Oil 4SA 6Cy. 350×500 mm<br>800bhp 28t<br>Makita Tekkosho Takamatsu<br>11½k |
| **KATORI MARU**<br>**ippon Suisan K.K.**<br>Tokyo Japanese | **107**<br>50<br>— | | **1955** Kure Zosensho—Kur<br>*96·6′* 17′ 11″<br>95′ 2″ 17′ 9″ 8′ 10″<br>F13′ 1 dk<br>BK3¾″ | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>340bhp 22½t<br>Niigata Tekkosho Niigata<br>10¼k |
| **KATORI MARU No. 8**<br>**Sakamoto**<br>chi Japanese | **159**<br>88<br>— | | **1960** Kochiken Zosen—Kochi<br>*100·1′* 20′ 6″ 8′ 3″<br>… … …<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>450bhp 78t<br>Hanshin Nainenki Kogyo Kob<br>9½k |
| | | **STRANDED & SANK 2/67** | | | |
| **ATORI MARU No. 15**<br>**Sakamoto**<br>uroto Japanese | **253**<br>134<br>— | | **1964** Kochiken Zosen—Kochi<br>*126·6′* 24′ 5″ 10′ 0″<br>24′ 3″ 11′ 2″<br>1 dk<br>RW | TM Fishing Mchy.aft | 2 Oil SA each 6Cy. 230×280 mm<br>840bhp 146t<br>Fuji Seisakusho Tateyama<br>10k |
| **ATOWICE**<br>**lish Government**<br>**lish Steamship Co.**<br>zecin Polish | **2555**<br>1406<br>3206 | PR | **1957** Stocznia Szczecinska—Szn<br>310′ 8″ 44′ 5″ 17′ 10⅜″<br>293′ 9″ 44′ 3½″ 20′ 6″<br>P113′ Q76′ B48′ F121′ 1 dk<br>rf 4″ | S<br>4 Ho 46′, 47¾′, 49¼′, 39¼′<br>G.146515 B.139065<br>4 Ha (stl) (27½′×24¼′)<br>(32¼′, 32¼′×30¼′) (24½′×23′)<br>8W Der 4(5) 4(2½) | C 4Cy. (2) 455 & (2) 980×980 mm<br>2000ihp 250t (o.f)<br>Z.U.T. Zgoda Swi<br>2×28kW 230V d.c. 12k |
| **ATRINE MÆRSK**<br>**D/S Svendborg &**<br>**S af 1912 A/S**<br>P. Möller, Copenhagen<br>penhagen Danish | **25053**<br>15900<br>41850 | ✠100A1 SS 3/67<br>oil tanker<br>✠LMC<br>MN2750 EL r†3″SQ | **1961–10** Odense Staalskibs. A/S—Odn<br>695′ 10″ 91′ 3″ 38′ 4″<br>656′ 1″ 91′ 0″ 48′ 8″<br>P95′ B38′ F92′ 1 dk<br>15BH<br>rf 4″ WB3958t incl. 2720t in clean ballast tanks | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>13750shp (o.f)<br>General Electric Co. Lyn<br>2WTB 700℔ Spt 850° F. 645℔ hs18425<br>sg 128℔ |
| **ATSEDYK**<br>V. Nederl.-Amerik.<br>Stoomv. Maats. (Holland-<br>Amerika Lijn)<br>tterdam Netherland | **5376**<br>2767<br>7150 | ✠100A1 SS 10/66<br>tunnel side tanks—veg.<br>oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1560 EL c†2⅛″SQ | **1961–12** N.V. Werf "Gusto"—Sch<br>463′ 9″ 61′ 11″ 25′ 1¼″<br>425′ 2″ 61′ 9″ 37′ 0″<br>F50′ 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 8″ WB1967t incl. Tunnel tanks 672t | M Ref OSD<br>5 Ho 60¼′, 69′, 73¾′, 69′, 50¾′<br>G.436000 B.385000 In.32452<br>5 Ha (stl) (22′×18′) (38¾′×22′)<br>(36¾′×19′) (36½′, 24′×22′)<br>16W Der 1(60) 2(10) 14(5) | Oil 2SA 6Cy. 750×1600 mm<br>7800bhp 1086t (hvf)<br>Gebr. Stork & Co. Hengelo<br>AuxB 100℔<br>3×230kW 220V d.c. 16k |
| **ATSINA PALM**<br>lm Line Ltd.<br>erpool British | T.Mk<br>**6000**<br>3165<br>9452<br>**8510**<br>4691<br>12203 | ✠100A1 SS 5/66<br>DTsm—vegetable oil<br>✠LMC<br>MN1120 EL d†2¼″SQ | **1957–12** Swan, Hunter & Wghm Rchdsn —Nwc<br>499′ 10″ 62′ 10″ 26′ 6″<br>469′ 0″ 62′ 6″ 35′ 9″<br>P34′ F83′ 2 dks<br>RW 7BH to U dk 2 to 2nd dk<br>rf nil WB3228t incl. Tunnel tanks 374t DTsm1602t | M (2P) Ref CSD<br>5 Ho 52′, 54′, 64′, 13′DT, 26′DT, 75′, 72′<br>1 Ha (w) (22½′×20′)<br>4 Ha (stl) (37½′, 38¾′, 38¾′, 62′×20′)<br>Der 1(50) 4(15) 2(10) 10(5) 2(3) | Oil 2SA 5Cy. 670×2320 mm<br>5600bhp Doxford (hvf)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2AuxB 100℔<br>3×250kW 220V d.c. |
| **ATSU MARU**<br>**on Kinkai Hogei K.K.**<br>yo Japanese | **440**<br>146<br>— | NK | **1956** Hayashikane Zosen—Smk<br>187′ 10″ 28′ 9″<br>166′ 4″ 28′ 8″ 15′ 3″<br>1 dk | M Whaler Mchy.aft | Oil 2SA 9Cy. 490×720 mm<br>2700bhp 184t<br>Hayashikane Zosen Smk<br>16k |
| **ATSU MARU No. 2**<br>Toshi Maru No. 3–57<br>**ka Sangyo K.K.**<br>Japanese | **298**<br>97<br>— | | **1937** Hihara Zosensho—Mihara<br>134′ 5″ 24′ 1″<br>126′ 4″ 24′ 0″ 13′ 9″<br>1 dk<br>R | M Whaler<br>1 Ho 24½′<br>1 Ha (5¼′×6¾′)<br>2W | Oil 2SA 6Cy. 430×660 mm<br>1200bhp NE48 110t<br>Hayashikane Jukogyo Smk<br>12k |
| **ATSU MARU No. 2**<br>Shimazaki<br>Japanese | **113**<br>61<br>— | | **1960** Teraoka Zosensho—Nantan<br>*86·7′* 19′ 9″ 7′ 6″<br>86′ 11″ 19′ 7″ 8′ 10″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (42¾′×14¾′) | Oil 4SA 3Cy. —×380 mm<br>150bhp 5t<br>Taisho Zosen Tekkosho Kob<br>10k |
| **TSU MARU No. 3**<br>Japanese | **117**<br>64<br>— | | **1960** Teraoka Zosensho—Nantan<br>*86·9′* 19′ 8″<br>… … …<br>1 dk | M Mchy.aft<br>G.6357 B.6109<br>1 Ha (55′×19¾′) | Oil 4DA 3Cy.<br>150bhp 5t<br>Nippon Hatsudoki Kob<br>8½k |

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| 518396<br>JDTX<br>84022<br>Df Esd<br>Gc Rdr<br>RT | **KATSU MARU No. 7**<br><br>**Nippon Kinkai Hogei K.K.**<br>Tokyo Japanese | 623<br>190<br>— | <br><br>NK | 1959 Hayashikane Zosen—Smk<br>203′ 2″ 30′ 11″<br>180′ 5″ 30′ 10″ 16′ 5″<br>1 dk, pt 2nd dk | M Whaler Mchy.aft | Oil 2SA 7Cy. 600×900 mm<br>3500bhp<br>Hayashikane Zosen |
| 641434 | **KATSU MARU No. 7**<br><br>**M. Ichihashi**<br>Osaka Japanese | 148<br>72<br>— | | 1964 Makihata Zosen—Mukaihigashi<br>20′ 9″ 8′ 10″<br>95′ 2″ 20′ 8″ 9′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 5Cy. 270×400 mm<br><br>Nippon Hatsudoki |
| 518397<br>JQSX<br>85900<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KATSU MARU No. 8**<br><br>**Nippon Kinkai Hogei K.K.**<br>Tokyo Japanese | 622<br>189<br>— | <br><br>NK | 1960 Hayashikane Zosen—Smk<br>203′ 3″ 31′ 0″<br>180′ 6″ 30′ 10″ 16′ 6″<br>1 dk | M Whaler | Oil 2SA 7Cy. 600×900 mm<br>3500bhp<br>Hayashikane Zosen |
| 518398<br>7JWY<br>89113<br>Gc | **KATSU MARU No. 8**<br><br>**K. Shimazaki**<br>Seidan Japanese | 132<br>68<br>— | | 1961 Teraoka Zosensho—Nantan<br>99′ 0″ 20′ 6″ 8′ 3″<br>91′ 10″ 19′ 8″ 9′ 2″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 4Cy. 265×400 mm<br>195bhp Emade—<br>Hirokado Tekkosho |
| 518399<br>7JMN<br>87572<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KATSU MARU No. 10**<br><br>**Nippon Kinkai Hogei K.K.**<br>Tokyo Japanese | 395<br>113<br>— | <br><br>NK | 1961 Hayashikane Zosen—Smk<br>177′ 2″ 27′ 5″<br>168′ 10″ 27′ 3″ 14′ 6″<br>1 dk | M Whaler | Oil 2SA 7Cy. 450×750 mm<br>3150bhp<br>Hayashikane Zosen |
| 650905<br>JNOL<br>96123<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KATSU MARU No. 11**<br><br>**Nippon Kinkai Hogei K.K.**<br>Tokyo Japanese | 740<br>231 | <br><br>NK | 1964 Hayashikane Zosen—Smk<br>224′ 4″ 32′ 6″ 14′ 5″<br>200′ 0″ 32′ 5½″ 19′ 5″<br>1 dk | M Whaler | Oil 2SA 8Cy. 520×900 mm<br>3500bhp Emade<br>Mitsubishi Hvy Ind Ltd. |
| 661965<br>JJLR<br>99601<br>Df Esd<br>Gc Pfd<br>Rdr | **KATSU MARU No. 11**<br><br>**M. Maeda**<br>Murotomisaki Japanese | 300<br>157<br>— | | 1966 Kanazashi Zosensho—Shimizu<br>151′ 11″ 25′ 4″ 9′ 10″<br>134′ 4″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 518400<br>7KXD<br>89383<br>Df Esd<br>Gc Rdr | **KATSU MARU No. 15**<br><br>**M. Maeda**<br>Muroto Japanese | 240<br>124<br>— | | 1962 Kanazashi Zosensho—Shimizu<br>137′ 2″ 24′ 1″ 9′ 10″<br>120′ 0″ 23′ 11″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×4<br>650bhp<br>Hanshin Nainenki Kog |
| 640193<br>8KWW<br>93598<br>Df Esd<br>Gc Rdr | **KATSU MARU No. 16**<br><br>**M. Maeda**<br>Muroto Japanese | 253<br>127<br>— | | 1963 Kanazashi Zosensho—Shimizu<br>143′ 5″ 24′ 10″<br>126′ 5″ 24′ 7″ 10′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×4<br><br>Hanshin Nainenki Kog |
| 651498<br>YBLP<br><br>Df Esd<br>Gc Rdr<br>RT | **KATSUE**<br><br>**Republik Indonesia**<br>Perusahaan Negara<br>Pertambangan Minjak<br>Nasional<br>Djakarta Indonesian | 3579<br>2294<br>5034 | GL<br><br>✠Classed LR until 11/66 | 1965–7 Mitsubishi Hvy Ind. Ltd.—Smk<br>350′ 11″ 50′ 0″ 20′ 6½″<br>321′ 6″ 49′ 11″ 25′ 11″<br>P80′ F38′ 1 dk<br><br>rf 4″ | M Tanker Mchy.aft | Oil 2SA 5Cy. 520×7<br>2350bhp MAN<br>Mitsubishi Hvy Ind. Lt |
| 680581<br>UQKS<br>M-11903 | **KATSUGA**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 402<br>148<br>442 | | 1950 ......................Russia<br>151′ 11″ 26′ 3″ 10′ 8″<br>26′ 2″ 11′ 6″<br>1 dk | M<br>2 Ho<br>G.18576<br>2 Ha (each 18′×10½′)<br>2W Der 2(3) | Oil 2SA 4Cy. 300×5 |
| 518402<br>JDSO<br>76288<br>RT | **KATSUKI MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 107<br>48 | | 1956 Kukinoumi Zosen—Wakamatsu<br>108′ 7″ 17′ 11″<br>95′ 5″ 17′ 9″ 9′ 5″ | M Trawler | Oil 4SA 6Cy.<br>340bhp<br>Niigata Eng. Co. Ltd. |
| 640941<br>JGRE<br>94658<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **KATSURA MARU**<br><br>**Tokyo Kaiji K.K.**<br>Tokyo Japanese | 3812<br>2454<br>5408 | <br><br>NK | 1963 Nippon Kokan—Shimizu<br>351′ 1″ 51′ 3″ 21′ 0¾″<br>324′ 0″ 51′ 2″ 23′ 11″<br>P218′ F35′ 1 dk<br>RW | M Mchy.aft<br>2 Ho 106′, 115½′<br>G.275700 B.258880<br>2 Ha (84½′, 88½′×24½′)<br>14W Der 1(120) 8(15) | Oil 2SA 6Cy.<br>3300bhp B&W<br>Mitsui Zosen<br>2×115kW 440V a.c. |
| 518403<br>JNGV<br>74691 | **KATSURA MARU**<br><br>**Kansai Kisen K.K.**<br>Osaka Japanese | 371<br>203<br>471 | | 1956 Sanoyasu Dockyard Co.—Osa<br>156′ 6″ 25′ 0″ 10′ 11″<br>145′ 7″ 24′ 11″ 12′ 2″<br>1 dk | M Mchy.aft<br><br><br>2 Ha (84½′, 88½′×24½′) | Oil 4SA 6Cy.<br>530bhp<br>Kobe Hatsu |

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| **KATSURA MARU No. 6**<br>G. Fukuda<br>Japanese<br>Ikata | 295<br>161<br>— | | 1961 Oura Dock—Ikata<br>*131·0′* 22′ 0″<br>21′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×460 mm<br>350bhp 20k<br>Makita Tekkosho Takamatsu<br>9k |
| **KATSURAGAWA MARU**<br>exArimasan Maru-66<br>**Shin Yei Sempaku K.K.**<br>Japanese<br>Tokyo | 8627<br>5076<br>10534 | NK<br>Classed LR until 2/63 | 1937 Mitsui Bussan Kaisha—Tmn<br>447′ 5″ 62′ 2″ 29′ 10½″<br>450′ 0″ 62′ 0″ 39′ 6″<br>F37′ 3 dks<br>R | M Ref<br>6 Ho<br>G.614623 B.557843 In.10415<br>6 Ha (25¾′×22′) (43¼′, 30¼′, 35½′, 44′, 26½′×24′)<br>18W Der 4(25) 14(5) | Oil 2SA 7Cy. 740×1600 mm<br>8200bhp NE53 3719t<br>Mitsui Zosen Tmn<br>3×300kW 225V d.c. 15½k |
| **KATSURAGI MARU**<br>**Kongo Yuso K.K.**<br>Japanese<br>Osaka | 729<br>405<br>— | | 1960 Ujina Zosensho—Hma<br>201′ 6″ 30′ 4″ 13′ 5″<br>182′ 0″ 30′ 2″ 15′ 1″<br>1 dk | M Mchy.aft<br>1 Ha (54¼′×13¾′) | Oil 4SA 6Cy. 325×460 mm<br>7000bhp<br>Nippon Hatsudoki Kob |
| **KATSURAGI MARU**<br>**Y. Nishimoto**<br>Japanese<br>Hojo | 281<br>158<br>— | | 1959 Imabari Zosen—Imabari<br>139′ 9″ 22′ 5″ 10′ 2″<br>... ... ...<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 290×410 mm<br>550bhp 14t<br>Hanshin Nainenki Kogyo Kob |
| **KATSURAHAMA MARU**<br>**Noda Kaiun K.K.**<br>Japanese<br>Kobe | 988<br>613<br>2036 | | 1967 Imabari Zosen—Imabari<br>232′ 3″ 36′ 2″ 17′ 4½″<br>213′ 3″ 36′ 1″ 18′ 5″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho 78′ 72′<br>G.88711<br>2 Ha (stl) (55¾′, 54¼′×21½′) | Oil 4SA 6Cy. 380×540 mm<br>1300bhp 93t<br>Nippon Hatsudoki Kob<br>2×30kW 220V 60c/s a.c. 10½k |
| **KATSUTOSHI MARU**<br>**Government of Japan (Dept. of Railways)**<br>Japanese<br>Tokyo | 162<br>56<br>— | | 1948 Nippon Kokan—Yka<br>92′ 2″ 23′ 8″ 11′ 6″<br>... ... ...<br>RW | TS Tug | T 6Cy. 11″ 18″ & 30″×18″<br>1000bhp |
| **KATTEGAT**<br>**A/S Grenaa-Hundested Færgefart**<br>Danish<br>Grenå | 2375<br>1161<br>573 | BV | 1961 Marinens Hovedverft—Horten<br>288′ 9″ 50′ 9″ 14′ 6″<br>262′ 6″ 49′ 3″ 17′ 5″<br>1 dk & S dk | TM Ferry (1500P) OSD | 2 Oil 2SA each 9Cy. 350×620 mm<br>5100bhp 135t (d.o)<br>Burmeister & Wain Cpn<br>3×330kW 380V 50c/s a.c.<br>2 controllable pitch propellers<br>Thw. thrust propeller fwd |
| **ATTEGAT**<br>**ischkombinat Sassnitz**<br>E. German<br>ssnitz | 644<br>—<br>— | | 1966 Elbewerft—Boizenburg<br>145′ 4″ 32′ 10″ 11′ 6″<br>... ... ... | M Stern Factory Trawler | Oil<br>1000bhp<br>Schwermasch. Karl Liebknecht Mdg<br>12k |
| **ATTENTURM**<br>.G. Schiffahrtsges. "Kattenturm" m.b.H. & Co.<br>eutsche Dampfschiffahrts Gesellschaft "Hansa"<br>W. German<br>emen | 496<br>122<br>810 | GL | 1966 Rolandwerft G.m.b.H.—Bmn<br>172′ 6″ 36′ 2″ 10′ 8⅜″<br>164′ 1″ 36′ 1″ 13′ 2″<br>F69′ 1 dk<br>rf 22″ | TM Supply Ship Mchy.aft<br>Der 1(3) | 2 Oil 4SA each 16Cy. 160×180 mm<br>1932bhp 112t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×60kW 230/400V 50c/s a.c. 12½k<br>Thw. thrust propeller fwd |
| **KATWIJK**<br>**V. Scheepv. Maats. "Katwijk"**<br>hardt & Dekkers<br>Netherland<br>otterdam | T.Mk<br>**7098**<br>3929<br>12435<br>**10187**<br>**5866**<br>— | ✠100A1 SS 5/65<br>strengthened for heavy cargoes except in DTm<br>✠LMC<br>MN1560 EL e†2⅝″SQ | 1960–12 N.V. Kon. Maats. "De Schelde" —Fls<br>516′ 5″ 65′ 10″ 30′ 7¾″<br>468′ 1″ 65′ 7½″ 41′ 0″<br>F49′ 2 dks<br>7BH to U dk 1 to 2nd dk<br>rf nil WB3945t incl. Tunnel tanks 402t DTmf1764t | M CSD<br>G.785908 B.703360<br>12W Der 1(30) 1(20) 12(5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer 1725t<br>N.V. Kon. Maats. "De Schelde" Fls<br>2AuxB 100℔ 16k |
| **KAUKHALI**<br>Inchmay-66 exCorrientes-55<br>Empire Cromer-46<br>**National Shipping Corporation**<br>Pakistan<br>arachi | 7075<br>4338<br>10190 | ~~✠100A1~~ ~~SS 10/65~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~EL e†2″SQ~~<br>**TO BE BROKEN UP** | 1944–4 Short Bros. Ltd.—Sld<br>446′ 6″ 56′ 4″ 26′ 9″<br>425′ 0″ 56′ 0″ 37′ 8″<br>F40′ 2 dks<br>R 6 divisional WTBH in ′tween dks Coll BH to U dk 6 to 2nd dk<br>WB1932t | S Ref<br>6 Ho 63½′, 61′, 57′, 20½′, 62′, 64½′<br>G.471189 B.443129 In.260219<br>6 Ha (31′×19¼′) (29¾′, 29¾′×18¾′) (12¼′×20′) (29¾′×18¾′) (30½′×20′)<br>Der 10(5) 2(3) | T 3Cy. 24½″ 39″ & 70″×48″<br>2500ihp 1238t (o.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Nwc<br>2 SB 220℔ Spt hs(7864) 9cf<br>1×15kW 110V d.c. 10½k |
| **KAUNAS**<br>U.S.S.R.<br>Russian<br>Riga | 8229<br>3942<br>11350 | | 1956 .....................Russia<br>477′ 4″ 63′ 1″ 27′ 10½″<br>62′ 11″ 34′ 2″<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19′×13′)<br>3W Der 1(5) 2(2) | 2 Oil 2SA each 8Cy. 430×610 mm<br>4000bhp<br>Russia<br>12½k |
| **AUNAS**<br>U.S.S.R.<br>Russian | 658<br>280<br>450 | | 1955 Stocznia Gdanska—Gdk<br>*185·7′* 29′ 8″ 13′ 11″<br>29′ 6½″ 16′ 3″ | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp |
| **AUPANGER**<br>**estfal-Larsen & Co. A/S**<br>Norwegian<br>rgen | 12862<br>7497<br>19950 | NV | 1960 Kockums M/V A/B—Mmo<br>557′ 10″ 72′ 0″ 30′ 11½″<br>525′ 8″ 71′ 9½″ 40′ 1″<br>1 dk<br>rf 1″ | M Tanker Mchy.aft<br>29 Ta<br>L.959950 HeCls. BC<br>Der 2(7½) 1(5) 1(4) 1(1) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp MAN 1500t (hvf)–29pd<br>Kockums M/V A/B Mmo<br>3×232kW 440V 60c/s a.c. 15k |

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| 680561<br><br><br>Esd RT | **KAVARATTI**<br><br>**Government of India**<br>**(Ministry of Home Affairs)**<br>Bombay Indian | 140<br>—<br>30 | | 1967 Mazagon Dock Ltd.—Bom<br>92′ 9″ 18′ 1″ 5′ 0″<br>85′ 0″ 18′ 0″ 10′ 0″<br>1 dk | TM Launch | 2 Oil 4SA each 6Cy.<br>200bhp MAN<br>Kirloskar |
| 518417<br>LDPD<br><br>Df Esd | **KAVHOLM**<br>exGlobe V–48<br>**Sigurd Vermundsen**<br>**Partrederi**<br>Kopervik Norwegian | 296<br>136<br>— | NV | 1930 A/S Moss Værft & Dokk—Moss<br>140′ 5″ 23′ 11″ 13′ 2″<br>129′ 10″<br>1 dk<br>R len 63 | M Fishing Mchy.aft<br><br><br>2 Ha (4′×5′) (33′×10′) | Oil 2SA 6Cy. 280×420 mm<br>900bhp NE65<br>Wichmann Mtrt. |
| 518418<br>UTRZ<br>M-11512<br>Df | **KAVKAZ**<br>exWind Rush–45 exWestbrook<br>**U.S.S.R.**<br>Nevelsk Russian | 5587<br>3492<br>8442 | <br><br>✠Classed LR until 10/20 | 1918 Columbia River S.B. Corp.—Pld<br>424′ 1″ 54′ 2″ 27′ 7½″<br>410′ 2″ 54′ 0″ 31′ 8″<br>P44′ B115′ F47′ 2 dks<br>R | S Ref<br>4 Ho<br>G.189640 In.179046<br>4 Ha (each 13′×11½′)<br>8W Der 8(5) | S Turb dr geared<br>NE19<br>General Electric Co. |
| 507384<br>SXRF<br>2999<br>Df Esd<br>Gc Rdr<br>RTv | **KAVO GROSSOS**<br>exCity of Liverpool–67<br>**Astro Tridente Cia. Nav.**<br>**S.A.**<br>Piræus Greek | 7612<br>4435<br>10973 | ✠100A1 SS 5/68 ~~SS 2/66~~<br>with fbd DTsm & DTa—<br>oil FP above 150° F. or<br>vegetable oil or latex<br>✠LMC<br>MN1584 EL d† | 1949–5 Cammell Laird & Co. Ltd.—Bkn<br>485′ 2″ 61′ 8″ 28′ 10″<br>450′ 8″ 61′ 6″ 41′ 3″<br>F44′ 2 dks & S dk, 4th dk in fwd hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB3110t incl. DTsm973t DTa673t | S (12P) OSD<br>4 Ho 51½′, 108½′, —′ DT, 35′, 75′<br>G.646065 B.581540<br>5 Ha (22½′×18½′) (59½′ comb.×20½′)<br>(15′×18′) (37½′, 20′×20½′)<br>16W Der 1(50) 8(10) 8(7) | 3 S Turb sr geared to sc.<br>7920shp<br>Cammell Laird & Co. Ltd.<br>2WTB 300lb Spt 290lb<br>3×30kW 110V d.c. |
| 522430<br>6ZQP<br>2506<br>Df Esd<br>Gc Rdr | **KAVO LONGOS**<br>exMariekerk–66<br>exClaymont Victory–47<br>**Kavo Cia. Nav. S.A.**<br>Monrovia Liberian | 7607<br>4622<br>10355 | **100A1** SS 6/66<br>tunnel side tanks No. 4<br>hold—vegetable oil<br>**LMC**<br>EL c†2¼″SQ | 1944 Bethlehem-Fairfield—Bal<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>437′ 0″ 62′ 0″ 38′ 0″<br>F89′ 2 dks, 3rd dk in Nos. 2 & 3 holds<br>RW 7BH<br>WB3312t incl. Tunnel tanks 1648t DTf282t | S Ref CSD<br>5 Ho 57½′, 45′, 78′, 69′, 75′<br>G.563514 B.490265<br>3 Ha (stl) (25′, 24′, 36′×22½′)<br>2 Ha (w) (36′, 24′×22½′)<br>14W Der 1(25) 1(15) 14(5) | 2 S Turb dr geared to sc.<br>6000shp<br>Westinghouse Elec. &<br>2WTB 525lb Spt 479lb<br>2×300kW 120/240V d.c. |
| 533328<br>5MGA<br>1552<br>Df Esd<br>Gc Rdr<br>RT | **KAVO MALEAS**<br>exSol–64 exHamlet–61<br>**Marepoca Cia. Nav. S.A.**<br>~~Monrovia~~ ~~Liberian~~<br>Piræus Greek | 10027<br>6010<br>15472 | ✠100A1 SS 8/66<br>oil tanker<br>✠LMC<br><br>EL f†2¼″SQ | 1949–8 Blythswood S.B. Co. Ltd.—Gls<br>526′ 0″ 67′ 0″ ~~28′ 6¼″~~ 29′ 5½″<br>496′ 0″ 66′ 8″ 36′ 9″<br>P102′ B48′ F52′ 1 dk, 2nd dk clear of cargo tanks<br>RW 17BH<br>WB638t incl. DTf346t | M Tanker Mchy.aft<br>27 Ta<br>L.759509 HeCls. BC | Oil 2SA 4Cy. 670×2320 mm<br>4500bhp Doxford<br>D. Rowan & Co. Ltd.<br>2AuxB 180lb |
| 507392<br>SXOQ<br>2988<br>Df Esd<br>Gc Rdr<br>RTv | **KAVO MATAPAS**<br>exCity of New York–67<br>**Mardevoto Cia. Nav. S.A.**<br>Piræus Greek | 8420<br>4201<br>10710 | **BS✱** SS 6/64<br><br>**MBS✱**<br><br>MN1800 CT9530 C41 S36 | 1947–1 Vickers-Armstrongs Ltd.—Nwc<br>500′ 0″ 64′ 4″ 29′ 10″<br>465′ 6″ 64′ 0″ 36′ 3″<br>P47′ B&F372′ 2 dks, pt 3rd dk fwd<br>RW 7BH<br>rf 6″ WB3688t incl. DTf933t a874t | TS (12P)<br>5 Ho 55½′, 87½′, 50′, 70′, 72½′<br>G.633230 B.566110<br>5 Ha (22½′×15′) (45′×22′) (30′×20′)<br>(35′×22′) (27½′×18′)<br>16W Der 1(25) 1(15) 2(12) 8(10) 4(7) 4(5) | 6 S Turb HP dr geared<br>geared to 2 sc. shafts<br>9140shp<br>Vickers-Armstrongs Ltd.<br>3WTB 430lb Spt 420lb<br>2AuxB 160lb<br>3×30kW 110V d.c. |
| 533303<br>SZVK<br><br>Df Esd<br>Gc Rdr<br>RTv | **KAVO PEIRATIS**<br>exSoestdyk–67<br>**Marpared Cia. Naviera S.A.**<br>Piræus Greek | 7548<br>4192 ~~4222~~<br>9492 | ✠100A1 SS 12/64<br>DTsa—vegetable oil<br>Upper FPTs—latex<br>✠LMC<br>✠Lloyd's RMC<br>EL e†2¼″SQ | 1948–10 Harland & Wolff Ltd.—Bel<br>493′ 5″ 65′ 11″ 28′ 1½″<br>465′ 8″ 65′ 6″ 41′ 6″<br>B88′ F51′ 1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6″ WB2676t incl. DTsma785t Tunnel tanks 683t | M (12P) Ref OSD<br>6 Ho 49½′, 60½′, 63½′, 55½′, 66½′, 55½′<br>G.612971 B.550702 In.49050<br>6 Ha (20½′×18′) (28½′×17½′( (35½′, 27½′×20′) (34½′×17½′) (24½′×20′)<br>20W Der 1(35) 2(6) 18(5) | Oil 2SA 8Cy. 760×1550<br>10400bhp ✠NE2/60<br>Sulzer Bros. Ltd.<br>AuxB 100lb<br>3×230kW 220V d.c. |
| 503161<br>SZYN<br><br>Df Esd<br>Gc Rdr<br>RTm | **KAVO YOSSONAS**<br>exAvon Ranger–65<br>exHöegh Ranger–60<br>**Astro Navegante**<br>**Cia. Nav. S.A.**<br>Piræus Greek | 10160<br>5823<br>15355 | AB<br><br>✠Classed LR until 4/66 | 1952–10 J. L. Thompson & Sons Ltd.—Sld<br>503′ 5″ 67′ 8″ 29′ 0½″<br>475′ 0″ 67′ 4″ 37′ 4″<br>P100′ B40′ F46′ 1 dk<br>RW | M Tanker Mchy.aft<br>18 Ta<br>L.733000 HeCls. C ptB<br><br>Der 4(5) | Oil 2SA 4Cy. 670×2320<br>4400bhp<br>Wm. Doxford & Sons<br>3×50kW 110V d.c. |
| 518419<br>5LII<br>987<br>Df Esd<br>Gc Rdr | **KAVODORO**<br><br>**South Atlantic Transport**<br>**Corp.**<br>Monrovia Liberian | 10122<br>6064<br>15345 | <br><br>AB | 1957 Ishikawajima Jukogyo—Tok<br>521′ 5″ 62′ 6″ 30′ 7¾″<br>492′ 2″ 62′ 4″ 41′ 4″<br>P18 F35′ 2 dks<br>RW<br>rf 4″ | S CSD Mchy.aft<br>6 Ho<br>B.719000<br>6 Ha | 2 S Turb dr geared<br>8200shp<br>Ishikawajima Jukogyo |
| 541204<br>JJTE<br>66997<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAWACHI MARU**<br>exArabia Maru–63<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 12661<br>8046<br>20363 | <br><br>NK | 1951 Hitachi Zosen—Inn<br>571′ 6″ 70′ 8″ 30′ 8″<br>542′ 10″ 70′ 6″ 39′ 4″<br>P128′ B40′ F69′ 1 dk<br>RW conv tanker 63 | S Bulk Carrier Mchy.aft<br>8 Ho<br>G.379528<br>2 Ha (128½′, 142′×36½′) | 2 S Turb dr geared<br>8000bhp<br>Hitachi Seisakusho<br>2×400kW 230V a.c. |
| 661563<br>JGDN<br>100062<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **KAWACHI MARU**<br><br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | ~~11930~~ 11386<br>~~7016~~ 6663<br>13335 | <br><br>NK | 1966 Mitsubishi Hvy Ind. Ltd.—Kob<br>560′ 9″ 75′ 6″ 30′ 6″<br>524′ 11″ 75′ 5″ 43′ 8″<br>2 dks, pt 3rd dk<br>RW<br>rf 12″ | M (4P) Ref<br>5 Ho 60½′, 73′, 70½′, 76½′, 34½′ DT, 41′ DT, 61½′<br>G.861379 B.786230 In.21920<br>6 Ha (stl) (29½×14½′) (43½′×21′) (47½′, 49½′, 47½′×26½′) (31½′×21′)<br>20W Der 2(20) 2(10) 16(6) | Oil 2SA 8Cy.<br>18400bhp<br>Mitsubishi Hvy Ind.<br>2×520kW 450V |
| 518421<br>JJYY<br>79726<br>Df Esd<br>Pfd Rdr<br>RTv | **KAWACHI MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 300<br>100<br>263 | | 1957 Kukinoumi Zosen—Wakamatsu<br>136′ 11″ 23′ 8″<br>134′ 6″ 23′ 7″ 13′ 3″<br><br>rf 13½″ | M Trawler<br>5 Ho 15½′, 8½′, 8½′, 8½′, 8½′<br><br>3 Ha (each 3½′×4½′) | Oil 4SA 6Cy.<br>700bhp<br>Niigata Eng. Co.<br>2×80kW 220V d.c. |

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| **KAWAGUCHI MARU No. 2**<br>exToshin Maru–65<br>**Kawaguchi Kaiun K.K.**<br>Osaka Japanese | 195<br>104<br>250 | | **1959** Takehara Zosen—Hma<br>108′ 3″ 20′ 6″ 9′ 6″<br>98′ 3″ 20′ 4″ 10′ 2″<br>1 dk | M Mchy.aft<br>1 Ha (39¼′×13¼′) | Oil 4SA 4Cy. 265×400 mm<br>210bhp<br>Makita Tekkosho | 8t<br>Takamatsu |
| **KAWAKAMI MARU**<br>exKoa Maru No. 3–55<br>**ei K.K.**<br>Otaru Japanese | 487<br>296<br>787 | NK | **1940** Mihara S.B. Yd—Osa<br>160′ 9″ 28′ 1″<br>150′ 11″ 27′ 11″ 13′ 2″<br>P32′ F17′ 1 dk<br>RW len 55 | M Mchy.aft<br>1 Ho 66½′<br>G.22097 B.20635<br>1 Ha (47′×16¼′)<br>4W Der 4(3) | Oil 2SA 4Cy. 432×470 mm<br>380bhp<br>Kobe Hatsudoki Seizosho<br>1×3kW 100V d.c. | 18t<br>Kob<br>7k |
| **KAWANGKOAN**<br>exBuru-59 exAlice-52<br>**U.S.O. P.T. Pelajaran Udjana Saka Ombak**<br>Djakarta Indonesian | **516**<br>**315**<br>750 | | **1951** Kalmar Varv—Kal<br>159′ 2″ 30′ 7″ 13′ 2″<br>30′ 5″<br>F27′ 1 dk<br>RW | M Mchy.aft<br>G.32800 B.30000<br>2W | Oil 2SA 7Cy. 250×420 mm<br>Nydqvist & Holm A/B | 18t<br>Thn<br>10k |
| **KAWAROA**<br>**Union S.S. Co. of New Zealand Ltd.**<br>Wellington New Zealand | **3532**<br>1985<br>5201 | **✠100A1** CS 2/67<br>**✠LMC**<br>MN482 EL v 1¾″SQ | **1950–6** A. Stephen & Sons Ltd.—Gls<br>345′ 2″ 50′ 6″ 22′ 4¼″<br>325′ 7″ 50′ 0″ 26′ 0″<br>P&B162′ F39′ 1 dk<br>RW NS in lower part of holds 5BH<br>rf 3″ WB931t | M<br>3 Ho 75¾′, 69¼′, 54¼′<br>G.256260 B.250215<br>3 Ha (stl) (44¾′, 46′, 46½′×20′)<br>12W Der 1(25) 12(5) | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp Sulzer<br>A. Stephen & Sons Ltd.<br>4×100kW 220V d.c. | 334t (d.o)<br>Gls<br>11½k |
| **KAWATIRI**<br>**Union S.S. Co. of New Zealand Ltd.**<br>Wellington New Zealand | **2484**<br>1297<br>2940 | **✠100A1** CS 9/67 ~~SS 8/68~~<br>**✠LMC**<br>MN290 EL s | **1950–10** Henry Robb Ltd.—Lth<br>305′ 4″ 43′ 6″ 17′ 5¾″<br>290′ 6″ 43′ 0″ 19′ 6″<br>P&B153′ F27′ 1 dk<br>RW NS 5BH<br>rf 4½″ WB985t incl. DTm141t Tunnel tanks 62t | TM<br>3 Ho 44′, 80′, 78′<br>G.153010 B.143840<br>3 Ha (stl) (25¼′×26′) (54¼′, 50¼′×28′)<br>10W Der 10(5) | 2 Oil 2SA each 5Cy. 340×570 mm<br>1450bhp<br>British Polar Engines Ltd.<br>3×114kW 220V d.c. | 158t (d.o)<br>Gls<br>9¾k |
| **KAWERAU**<br>**Union S.S. Co. of New Zealand Ltd.**<br>Auckland New Zealand | **3698**<br>1911<br>5160 | **✠100A1** CS 8/67<br>**✠LMC**<br>MN482 EL v 1¾″SQ | **1955–9** A. Stephen & Sons Ltd.—Gls<br>345′ 3″ 50′ 4″ 22′ 4½″<br>325′ 0″ 50′ 0″ 26′ 0″<br>P&Ba169′ F40′ 1 dk<br>NS in lower part of holds 5BH<br>rf 3″ WB741t | M<br>3 Ho 73¾′, 71½′, 82¼′<br>G.263090 B.246300<br>3 Ha (stl) (42½′, 43¾′, 44½′×20′)<br>12W Der 12(5) | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp<br>A. Stephen & Sons Ltd.<br>3×135kW 220V d.c. | 338t<br>Gls<br>12k |
| **KAY ANGELA**<br>**Kay Angela Fisheries Ltd.**<br>unenburg Canadian | **215**<br>100<br>— | | **1966** Atlantic Shipbuilding—<br>Mahone Bay<br>*100·1′* 25′ 0″<br>... ... ...<br>1 dk | Wood M Fishing | Oil 12Cy. 7″×7¾″<br>950bhp<br>Davey, Paxman & Co. Ltd. | Col<br>10k |
| **AY B**<br>**melia Trawlers (Pty) Ltd.**<br>rban S. African | **100**<br>60<br>— | ✠LR class withdrawn—<br>Owners' request 9/67 | **1965–9** Barens S.B. & Eng. Corp. Ltd.—<br>Drb<br>75′ 0″ 21′ 4″ 8′ 4″<br>65′ 0″ 21′ 0″ 11′ 0″<br>F23′<br>rf 24″ | M Stern Trawler Mchy.aft<br>1 Ho<br>1 Ha<br>Der 1(1) | Oil 2SA 4Cy. 230×400 mm with hydraulic coupling<br>310bhp<br>Alpha-Diesel A/S<br>2×40kW 220/380V 50c/s a.c.<br>Controllable pitch propeller | (d.o)<br>Fkn |
| **AYACK**<br>**ose Antonio Vieira Gonzalez—Herederos de Julio Vieira Castro**<br>Vgo Spanish | ~~**120**~~ **129**<br>60<br>103 | BV | **1967** Const Nav. Yarza—Vgo<br>87′ 10″ 21′ 1″ 9′ 4″<br>75′ 10″ 21′ 0″ 11′ 2″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 185×200 mm<br>400bhp<br>Moteurs Baudouin | Msl |
| **AYAMA MARU No. 3**<br>**amamoto Kisen K.K.**<br>Ondo Japanese | **144**<br>81<br>190 | | **1964** Matsuura Zosen—Hma<br>99′ 9″ 19′ 1″ 7′ 3″<br>90′ 3″ 19′ 0″ 8′ 6″<br>1 dk | M Chemical Tanker Mchy.aft | Oil 2SA 3Cy.<br>Emade40fitted64<br>Matsue Nainenki Kogyo | Matsue |
| **KAYESON**<br>**"K" S.S. Co. Ltd.**<br>Kaye Tanker Management Co. Ltd.<br>London British | **28132**<br>16157<br>47184 | **✠100A1** SS 7/65<br>oil tanker<br>**✠LMC**<br>MN3200 EL t†3¼″SQ | **1961–3** Hawthorn, Leslie (S.B.) Ltd.—<br>Nwc<br>711′ 8″ 98′ 4″ 39′ 7″<br>676′ 3″ 98′ 0″ 51′ 3″<br>P127′ F72′ 1 dk<br>15BH<br>rf 6″ WB6566t incl. 5580t in clean ballast tanks | S Tanker Mchy.aft<br>27 Ta<br>L.1955915 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>16000shp<br>Hawthorn, Leslie (Eng.) Ltd.<br>2WTB 675℔ Spt 900° F. 660℔<br>sg 125℔ | 3989t (o.f)–92pd<br>Nwc<br>hs23680 |
| **KAYO MARU**<br>**ashima Kisen K.K.**<br>Japanese | **3000**<br>1763<br>4761 | NK | **1965** Tsuneishi Zosen—Numakuma<br>333′ 0″ 48′ 8″ 20′ 6¾″<br>309′ 0″ 48′ 6½″ 24′ 7″<br>1 dk | M Mchy.aft<br>3 Ho<br>G.216692 B.205179<br>2 Ha (78¾′, 79¾′×23′) | Oil 4SA 8Cy. 470×670 mm<br>2800bhp<br>Akasaka Tekkosho | 245t<br>Yaizu<br>13¾k |
| **YO MARU**<br>**wa Shokai K.K.**<br>Japanese | **499**<br>265<br>— | | **1963** Hashihama Zosen—Imabari<br>*150·2′* 27′ 4″ 12′ 9″<br>147′ 7″ 27′ 3″ 13′ 9″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 325×460 mm<br>670bhp<br>Nippon Hatsudoki | 28t<br>Kob<br>11k |
| **YO MARU**<br>**yo Kaiun K.K.**<br>makuma Japanese | **446**<br>262<br>651 | | **1959** Koyo Dock—Mihara<br>159′ 2″ 26′ 1″ 11′ 10″<br>144′ 4″ 25′ 11″ 13′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 290×410 mm<br>550bhp<br>Hanshin Nainenki Kogyo | 22t<br>Kob<br>10½k |

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| 518433<br>JDMN<br>76218 | **KAYO MARU No. 2**<br><br>**Tokyo Yusosen K.K.**<br>Tokyo Japanese | 154<br>89<br>— | | 1956 Daiichi Zosen Tekkosho—Yka<br>98' 1" 21' 8"<br>94' 2" 21' 7" 9' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>100bhp<br>Hanshin Nainenki Kogy |
| 518434<br>TCWQ<br>849<br>Df Esd<br>Gc Rdr | **KAYSERI**<br><br>**D. B. Deniz Nakliyati T.A.S.**<br>Istanbul Turkish | 4238<br>2291<br>5683 | AB | 1955 Uraga Dock Co. Ltd.—Yokosuka<br>392' 8" 53' 3" 21' 8¾"<br>367' 6" 53' 2" 27' 3"<br>2 dks<br>RW<br>rf 3" | S (12P)<br>4 Ho 62½', 74½', 69½', 61½'<br>G.279128 B.255539<br>4 Ha (stl) (35'×19½') (42½', 42½', 35'×21')<br>8W Cr 8(5) Der 2(30) | 2 S Turb dr geared to sc.<br>4500shp<br>Kawasaki Dkyd Co. Ltd.<br>2×120kW 115/230V d.c. |
| 642428<br>UTBQ<br>M-28012 | **KAZAKHSTAN**<br><br>**U.S.S.R.**<br>Nakhodka Russian | 3170<br>1225<br>1460 | | 1964 ......................Russia<br>277' 10" 46' 0" 18' 8¾"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57351<br>7 Ha<br>4W Der 2(7½) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda |
| 671899<br>UKDY<br>M-8266 | **KAZAN**<br>exEmpire Galleon–46<br>exElmenhorst–45<br>**U.S.S.R.**<br>Vladivostok Russian | 2884<br>1467<br>3238 | | 1944 De Merwede Vliet & Co.—Hdx<br>301' 3" 44' 3" 19' 2"<br>26' 11"<br>1 dk & S dk | S OSD<br>3 Ho<br>G.167268<br>3 Ha (18½', 36½', 36½'×18')<br>11W Der 1(10) 10(5) | C 4Cy. (2) 16½" & (2) 35" ×<br><br>Waggon & Masch. |
| 518436<br>UNGU<br>M-24042<br>Df Esd<br>Gc | **KAZAN**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 2452<br>965<br>1658 | | 1957 Kieler Howaldtswerke A.G.—Kel<br>277' 3" 44' 1" 18' 1"<br>246' 2" 44' 0" 24' 2"<br>1 dk | M Fish Factory<br>5 Ho<br>In.56751<br>5 Ha<br>5W Der 2(5) 2(2) 1(1) | Oil 2SA 6Cy. 520×900 mm<br>1900bhp MAN<br>Kieler Howaldtswerke A.G. |
| 522077<br>PFHY<br><br>Df RT | **KAZAN**<br>exMarathon–64<br>**Rederij m.s. "Kazan"**<br>N.V. Scheepvaartbedr. "Gruno"<br>Amsterdam Netherland | 393<br>200<br>550 | ~~✠100A1~~ ~~SS 9/64~~<br>~~✠LMC~~<br>~~EL (f) [illegible]~~ | 1949–8 Foxhol N.V.—Foxhol<br>158' 3" 26' 6" 10' 6¾"<br>145' 7" 26' 3" 10' 8"<br>P38' Q87' F27' 1 dk<br>RW 3BH<br>WB93t | M Ref Mchy.aft<br><br>G.30000 B.28000 In.16700 | Oil 4SA 8Cy. 285×420 mm<br>390bhp<br>Masch. Augsburg-Nürnberg |
| | | | | ABANDONED—PRESUMED LOST 7/68 | | |
| 518437<br>JMXN<br>84794 | **KAZAN MARU**<br><br>**K. Kawaoka**<br>Hiroshima Japanese | 417<br>250<br>— | | 1959 Imabari Zosen—Imabari<br>*145·3'* 24' 11"<br>24' 9"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (68½'×15½') | Oil 4SA 6Cy. 280×420 mm<br>380bhp<br>Makita Tekkosho |
| 680542<br>UVOJ<br>M-1137 | **KAZANDZHIK**<br><br>**U.S.S.R.**<br>Zhdanov Russian | 239<br>—<br>102 | | 1954 ......................Russia<br>107' 1" 25' 0" 10' 8"<br>73' 7" | S Tug | T 3Cy. 320, 480 & 790× |
| 518438<br>UWNV<br>M-21201 | **KAZBEK**<br><br>**U.S.S.R.**<br>Novorossisk Russian | 8229<br>3942<br>11800 | | 1954 ......................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 11" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br>4000bhp |
| 680533<br>UKLB<br>M-12108 | **KAZBEK**<br><br>**U.S.S.R.**<br>Petropavlovsk Russian | 334<br>88<br>179 | | 1960 ......................Russia<br>143' 0" 24' 11" 9' 6"<br>129' 0" 24' 10" 12' 6" | M Trawler<br>2 Ho<br>In.7626<br>2 Ha<br>3W Der 1(2) 2(1½) | Oil 4SA 6Cy. 320×480<br><br>Schwermasch. Karl Lie |
| 518440<br>9KSA<br>KT1001<br>Df Esd<br>Gc Pld<br>Rdr<br>RTm/v | **KAZIMAH**<br><br>**Kuwait Oil Tanker Co.**<br>~~Common Bros. Ltd.~~<br>Kuwait Kuwait<br>Common Brothers (Management) Ltd. (Mgrs.) | 29951<br>19690<br>46765 | ✠100A1 SS 11/67<br>oil tanker<br>✠LMC<br><br>MN3600 EL u†3¼"SQ | 1959–4 Sasebo Sempaku Kogyo—Sbo<br>735' 11" 100' 4" ~~37' 6½"~~ 39' 1½"<br>698' 10" 100' 1" 49' 10"<br>P127' B41' F99' 1 dk<br>RW 18BH<br>rf 4" WB1184t | S Tanker Mchy.aft<br>36 Ta<br>L.2255000 HeCls. BC | 2 S Turb dr geared<br>18000shp<br>Ishikawajima Jukogy<br>2WTB 725lb Spt<br>sg 142lb<br>2×688kW 450V |
| 518441<br>UGMQ<br>M-22577 | **KAZIS GEDRIS**<br><br>**U.S.S.R.**<br>Klaipeda Russian | 3308<br>1390<br>2510 | | 1962 Nosenko Shpyd—Nic<br>325' 10" 46' 2" 18' 2"<br>46' 0" 23' 7" | D-E Fish Factory<br>3 Ho<br>In.101353<br>3 Ha (each 10'×9½')<br>6W Der 6(3) | 4 Oil 4SA each 8Cy<br>connected to elec.<br>to sc. shaft |
| 618441<br>JCHV<br>86286 | **KAZU MARU**<br><br>**Ikeda Kaiun K.K.**<br>Sekizen Japanese | 436<br>257<br>— | | 1960 Kurushima Dock Co. Ltd.—Imabari<br>*143·0'* 26' 5" 11' 5½"<br>141' 0" 26' 3" 12' 5"<br>1 dk<br>RW len 60 | M Mchy.aft<br>1 Ho 89½"<br>G.29509 B.27210<br>1 Ha (65'×16½')<br>4W Der 4(3) | Oil 4SA 6Cy. 290×420<br>530bhp<br>Nippon Hatsudoki |
| 518442<br>JHDO<br>83041 | **KAZU MARU**<br><br>**K. Kono**<br>Hakata Japanese | 199<br>91<br>270 | | 1959 Mitsuhama Zosen—Matsuyama<br>*112·2'* 19' 10" 8' 10"<br>19' 8" 9' 6"<br>P38' F11' 1 dk | M Tanker Mchy.aft<br>7 Ta<br>L.12772 | Oil 4SA 6Cy. 260×380<br>280bhp<br>Fuji Seisakusho |
| 518443<br>JBJP<br>80545 | **KAZU MARU**<br><br>**Nittsu Futo Kaiun K.K.**<br>Osaka Japanese | 198<br>113<br>250 | | 1957 Imabari Zosen—Imabari<br>160' 9" 21' 9" 8' 6¾"<br>21' 7"<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (45½'×13') | Oil 4SA 6Cy. 280×420<br>350bhp<br>Makita Tekkosho |

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| **KAZU MARU**<br>S. Takeshita<br>aratsu<br>Japanese | 189<br>80<br>339 | | **1966** Fukuoka Zosen—Fukuoka<br>110′ 7″ 28′ 4″ 8′ 3″<br>97′ 1″ 28′ 3″ 8′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 200×240 mm<br>300bhp<br>Yanmar Diesel Eng. Co. Ltd. Osa |
| **KAZU MARU No. 1**<br>wakiri Suisan K.K.<br>awatahama<br>Japanese | 102<br>43<br>92 | | **1967** Fukuoka Zosen—Fukuoka<br>107′ 11″ 18′ 3″ 7′ 6″<br>91′ 10″ 18′ 2″ 8′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>500bhp<br>Kobe Hatsudoki K.K. Nag |
| **KAZU MARU No. 2**<br>wakiri Suisan K.K.<br>awatahama<br>Japanese | 102<br>43<br>92 | | **1967** Fukuoka Zosen—Fukuoka<br>107′ 11″ 18′ 3″ 7′ 6″<br>91′ 10″ 18′ 2″ 8′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>500bhp<br>Kobe Hatsudoki K.K. Nag |
| **KAZU MARU No. 3**<br>Eiwa Maru No. 7–66<br>Kitahara<br>Tokyo<br>Japanese | 320<br>170<br>— | | **1962** Kanmon Zosen—Smk<br>*98·2′* 28′ 4″<br>28′ 2″<br>1 dk | M Tanker Mchy.aft<br>L.20941 | Oil 4SA 6Cy. 270×390 mm<br>330bhp 20t<br>Kobe Hatsudoki Seizosho Kob<br>8¼k |
| **KAZUEI MARU**<br>S. Tange<br>amikata<br>Japanese | 186<br>87<br>— | | **1963** Kishimoto Zosen—Kinoe<br>98′ 5″ 21′ 6″ 9′ 6″<br>83′ 3″ 21′ 4″ 10′ 6″<br>1 dk | M Mchy.aft | Oil 2SA 3Cy. 280×350 mm<br>Kito Tekkosho Matsuyama |
| **KAZUEI MARU No. 18**<br>anemaru Suisan K.K.<br>amakawa<br>Japanese | 109<br>83<br>— | | **1967** Kanazashi Zosensho—Shimizu<br>136′ 3″ 21′ 8″ 9′ 2″<br>113′ 2″ 21′ 7″ 10′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **KAZUKAWA MARU**<br>awasaki Kisen K.K.<br>obe<br>Japanese | 6307<br>4322<br>8805 | AB NK | **1951** Kawasaki Jukogyo—Kob<br>453′ 7″ 57′ 0″ 25′ 6″<br>420′ 11″ 56′ 9″ 31′ 10″<br>P25′ B162′ F33′ 2 dks<br>RW<br>rf 6″ | M CSD<br>6 Ho<br>G.546999 B.462423<br>6 Ha (27′×19¾′) (39′, 22¼′, 19½′, 39′, 30¾′×22′)<br>16W Der 1(40) | Oil 2DA 5Cy. 720×1200 mm<br>5000bhp 1141t<br>Kawasaki Jukogyo Kob<br>2×250kW 225V d.c. 14k |
| **AZUKAWA MARU**<br>umi Sempaku K.K.<br>yo<br>Japanese | 3870<br>2314<br>6081 | NK | **1966** Nipponkai Jukogyo—Toyama<br>360′ 11″ 52′ 6″ 21′ 10″<br>333′ 0″ 52′ 5″ 26′ 6″<br>P96′ Q64′ B24′ F39′ 1 dk<br>RW | M Mchy.aft<br>3 Ho 59′, 110½′, 64′<br>G.288559 B.276234<br>3 Ha (stl) (35′×23′) (86′, 39¼′×28′)<br>6W Cr 2(7) 6(5) 4(3) Der 2(20) 6(10) | Oil 2SA 6Cy. 450×750 mm<br>3300bhp 425t (hvf)<br>Kobe Hatsudoki Kob<br>2×150kW 445V 60c/s a.c. 12¾k |
| **AZUSA MARU**<br>overnment of Japan<br>Ministry of Transporta-<br>tion)<br>kyo<br>Japanese | 1993<br>777<br>— | | **1963** Uraga Hvy Ind. Ltd.—Yokosuka<br>204′ 0″ 65′ 1″<br>193′ 7″ 64′ 0″ 16′ 5″<br>1 dk | TD-E Dredger Mchy.aft | 2 Oil 4SA each 8Cy. 300×380 mm connected to elec. motors<br>1800bhp 139t<br>Daihatsu Kogyo Osa<br>7k |
| **AZUSHIMA MARU**<br>hoku Suisan K.K.<br>Tokyo<br>Japanese | 3757<br>2001<br>4164 | NK | **1962** Nippon Kokan—Shimizu<br>344′ 6″ 51′ 5″ 20′ 4$\frac{11}{16}$″<br>315′ 0″ 51′ 3″ 24′ 7″<br>P98′ Q79′ B55′ F102′ 2 dks | M Ref Mchy.aft<br>3 Ho<br>In.123602<br>3 Ha (each 7½′×7¼′)<br>6W Der 6(3) 2(½) | Oil 2SA 8Cy. 420×900 mm<br>3800bhp B&W 1320t<br>Mitsui Zosen Tmn<br>2×340kW 450V a.c. 13½k |
| **AZUSHIRO MARU No. 3**<br>Koan Maru No. 6–64<br>ei Yugyo K.K.<br>okosuka<br>Japanese | 118<br>66<br>167 | | **1951** Kanazashi Zosensho—Shimizu<br>96′ 8″ 15′ 10″ 7′ 6″<br>... ... ...<br>P34′ F14′ 1 dk | M Tanker Mchy.aft<br>6 Ta | Oil 4SA 4Cy. 283×400 mm<br>160bhp Emade44refitted51 3t<br>Akasaka Tekkosho Yaizu<br>7k |
| **AZUTAMA MARU**<br>amashita-Shinnhon<br>Kisen K.K.<br>Tokyo<br>Japanese | 34529<br>—<br>32500 | NK | **1967** Hitachi Zosen—Inn<br>103′ 2″ 34′ 5½″<br>616′ 10″ 103′ 0″ 68′ 11″<br>1 dk | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 8Cy. 740×1600 mm<br>13200bhp B&W<br>Hitachi Zosen Osa |
| **DO MARU**<br>sai Cable Ship K.K.<br>Tokyo<br>Japanese | 4299<br>1751<br>2850 | NK | **1967** Mitsubishi Hvy Ind. Ltd.—Smk<br>374′ 0″ 50′ 7″ 19′ 6″<br>328′ 0″ 50′ 6″ 26′ 0″<br>2 dks, pt 3rd dk | TM Cable Ship | 2 Oil 4SA each 6Cy. 390×650 mm<br>4400bhp 421t<br>Kobe Hatsudoki Seizosho Kob<br>16k |
| dros Magic–60<br>Cecilio Cia. Nav. S.A.<br>rovia<br>Liberian | 13752<br>9019<br>21378 | AB<br>✠Classed LR until 6/65 | **1958–9** Ishikawajima Jukogyo—Tok<br>578′ 5″ 75′ 8″ 32′ 7¼″<br>547′ 11″ 75′ 5½″ 43′ 8″<br>P110′ F45′ 1 dk<br>rf 4″ | S Bulk Carrier Mchy.aft<br>8 Ho<br>G.1049791<br>8 Ha<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>12000shp 3220t (o.f)<br>Ishikawajima Jukogyo Tok<br>16k |

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| 512945<br>SVAD<br>1251<br>Gc | **KEA**<br>exGeorgios Restis-66<br>exVibeke-55 exSchafstedt-48<br>**Greek Tankershipping Co. Ltd.**<br>Piræus Greek | 366<br>132<br>— | BV | 1938 Greifenwerke—Stn<br>145' 3" 24' 5" 11' 3"<br>24' 3"<br>F23' 1 dk<br>R len 60 | M Tanker Mchy.aft<br>15 Ta | Oil 2SA 6Cy. 240×380 mm<br>375bhp Emade40ftsdk<br>Klöckner-Humboldt-Deutz |
| 670108 | **KECHRA**<br>**U.S.S.R.**<br>Russian<br>Name should be **KEKHRA** See New Entries No. 4 | 1248<br>552<br>1299 | | 1966 Angyafold Shipyard—Bdp<br>244' 4" 37' 2" 13' 1½"<br>37' 0" 17' 5"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.74267<br>3 Ha (each 28½'×18½')<br>7W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 mm<br>1600bhp<br>Lang Eng. Works |
| 672284<br>Df Esd<br>Gc Rdr | **KEDROVKA**<br>**U.S.S.R.**<br>Russian | 658<br>280<br>450 | | 1964 Stocznia Gdanska—Gdk<br>*185·7'* 29' 8" 13' 11"<br>29' 6½" 16' 3" | S Trawler | C 4Cy. (2) 330 & (2) 770×<br>1000ihp<br>Z.U.T. Zgoda |
| 518449<br>301684<br>RTm | **KEELDALE H**<br>**John Harker Ltd.**<br>Hull British | 265<br>121<br>380 | | 1962 J. Harker Ltd.—Knottingley<br>140' 3" 22' 0" 8' 4½"<br>135' 0" 21' 9" 9' 0"<br>1 dk<br>RW<br>rf 3" | M Oil Barge Mchy.aft | Oil 4SA 5Cy. 8"×10½"<br>250bhp<br>Ruston & Hornsby<br>1×15kW 110V d.c. |
| 523071<br>BKBN<br>Df Esd<br>Gc Rdr<br>RTm/h | **KEELUNG VICTORY**<br>exMeerkerk-65<br>exCentral Falls Victory-47<br>**China Union Lines Ltd.**<br>Kaohsiung China (Taiwan) | 7663<br>4533<br>10805 | CR (Taiwan) GL<br>Classed LR until 7/65 | 1945 Bethlehem-Fairfield—Bal<br>455' 3" 62' 1" 28' 6½"<br>436' 7" 62' 0" 38' 0"<br>F89' 2 dks, 3rd dk in Nos. 2 & 3 holds | S (12P)<br>5 Ho 57½', 45', 78', 81', 75'<br>G.564840 B.491580<br>5 Ha (35½', 35½', 32½' 25', 24'×22½')<br>14W Der 1(30) 1(20) 14(5) | 2 S Turb dr geared to sc.<br>6000shp<br>Westinghouse Elec. & M<br>2×300kW 240V a.c. |
| 518450<br>VGDV<br>103680<br>RT | **KEENORA**<br>**Selkirk Navigation Co. Ltd.**<br>Winnipeg Canadian | 610<br>432<br>— | | 1897 Bertram E. Wks Co. Ltd.—Tto<br>*150·0'* 28' 0"<br>... ... ...<br>2 dks<br>R len 17 | TM | 2 Oil each 8Cy. 5¼"×6"<br>NE60<br>Rolls Royce Ltd. |
| 518451<br>153917<br>RTv | **KEERA**<br>**A. Milionis**<br>Melbourne British | 100<br>18<br>— | ✠LR class withdrawn 11/67 | 1926–10 W. J. Yarwood & Sons Ltd.—Northwich<br>85' 6" 19' 4" 9' 9½"<br>80' 4" 19' 0" 10' 3"<br>RW<br>BK6" | S Tug | C 2Cy. 17" & 34"×24"<br>584ihp<br>W. J. Yarwood & Sons<br>1×4½kW 110V d.c. |
| 518454<br>SZWQ<br>1083 | **KEFALLONIA**<br>**D. M. Strintzi & Co.**<br>Piræus Greek | 142<br>78<br>— | | ......................<br>105' 7" 21' 7"<br>... ... ...<br>1 dk<br>R | Iron M | Oil 4DA 6Cy.<br>Emade—<br>Hoffmann |
| 660737<br>TFFE<br>Df Esd<br>Rdr RT | **KEFLVIKINGUR**<br>**Keflavik h/f**<br>Keflavik Icelandic | 264<br>114<br>— | | 1964 Elbewerft—Boizenburg<br>*103·6'* 23' 8"<br>... ... ... | M Fishing Mchy.aft | Oil 4SA 8Cy. 222×2<br>660bhp<br>Lister Blackstone Ma |
| 518455<br>DH2307<br>Df Esd<br>Rdr RT | **KEGELROBBE**<br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | 134<br>48<br>— | DSRK | 1958 Elbewerft—Boizenburg<br>86' 11" 22' 0" 11' 2"<br>12' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×<br>250bhp<br>Masch. Halberstadt |
| 672230<br>UKBX | **KEGOSTROV**<br>**U.S.S.R.**<br>Leningrad Russian | 5277<br>969<br>— | | 1967 | M Research Ship | Oil |
| 650623<br>USWQ<br>560<br>Df Esd<br>Gc Rdr<br>RT | **KEGUMS**<br>**U.S.S.R.**<br>~~Riga~~ Russian<br>Vladivostok | 3476<br>1517<br>2514 | ✠LR class withdrawn—Owners' request 5/67 | 1965–1 Mitsubishi Hvy Ind. Ltd.—Hma<br>316' 8" 49' 4" 16' 5¾"<br>288' 9" 49' 2½" 24' 7"<br>P86' F41' 1 dk<br>rf 7" | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 6Cy. 480×<br>2400bhp Sulzer<br>Uraga Hvy Ind. Ltd. |
| 670505<br>DNEZ<br>10925<br>Df Esd<br>Gc Rdr<br>RTv | **KEHDINGEN**<br>**Christoph Meyer**<br>Hamburg W. German | 499<br>351<br>1200<br>1342<br>944<br>2400 | GL | 1966 J. J. Sietas Schiffsw.—Ham<br>247' 2" 38 10" 12' 2"/18' 2½"<br>223' 2" 38' 8" 21' 6"<br>P59' Ba38' F39' 1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho 79½', 80½'<br>G.108600 B.101500<br>2 Ha (stl) (59'×23') (59'×27')<br>Cr 4(3) | Oil 4SA 8Cy.<br>1500bhp<br>Klöckner-Hum<br>2×125kW 380V<br>Directional propell |
| 514572<br>DLBZ<br>Df Esd<br>Rdr<br>RTm | **KEHDINGERLAND**<br>exHein von Bargen-64<br>exEva Maria-60<br>**Ludwig Lührs**<br>Wilhelm Tietjen<br>Hamburg W. German | 496<br>232<br>860 | GL | 1956 Schiffsw. W. Holst—Ham<br>*178·1'* 29' 1" 12' 7"<br>168' 8" 28' 11" 18' 0"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ho each 48½'<br>G.57250 B.53161<br>2 Ha (each 46'×19½')<br>Der 4(3) | Oil 4SA 8Cy.<br>500bhp<br>Klöckner-Hum<br>2×40kW 110V d.c. |

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| **KEHREA**<br>Harry Toulmin–47<br>**T. N. Epiphaniades**<br>Volos Greek | **7191**<br>4357<br>10851 | AB<br>**TO BE BROKEN UP** | **1944** Delta S.B. Co. Inc.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 55¾′, 72½′, 50′, 65′, 70′<br>G.563000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. | 1100t (o.f)<br>Pld<br>10k |
| **KEHRWIEDER II**<br>Klaus von **Borstel &**<br>Werner **Dankers**<br>Hamburg W. German | **340**<br>176<br>493 | GL | **1943** Hugo Peters—Wewelsfleth<br>*146·3′* 24′ 8″ 10′ 6″<br>24′ 6″ 11′ 0″<br>P27′ Q55′ F14′ 1 dk<br>len 51 | M<br>G.26200 B.25300<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>275bhp<br>Deutsche Werke A.G. | Kel<br>8½k |
| **KEIAI MARU No. 1**<br>**T. Tsutsumi**<br>Yamashita Kinkai Kisen K.K.<br>Heda Japanese | **383**<br>225<br>— | | **1963** Kishimoto Zosen—Kinoe<br>162′ 6″ 24′ 8″ 10′ 5″<br>145′ 7″ 24′ 7″ 11′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 340×400 mm<br>Yanagihara Tekkosho | Yoshida |
| **KEIAN MARU**<br>Taiyo Kaiun **K.K.**<br>hen Japanese | **326**<br>192<br>— | | **1963** Hashihama Zosen—Imabari<br>*127·9′* 24′ 1″<br>126′ 4″ 23′ 11½″ 11′ 8″<br>1 dk<br>RW | M Mchy.aft<br>G.21507 B.19741 | Oil 4SA 6Cy. 280×400 mm<br>400bhp<br>Ohtsuka Tekkosho | 15t<br>Usuki<br>10k |
| **KEIEI MARU**<br>Sanei Kaiun **K.K.**<br>Kobe Japanese | **324**<br>171<br>— | | **1963** Kanda Zosensho—Kur<br>137′ 10″ 23′ 8″<br>124′ 7″ 23′ 6″ 11′ 6″<br>1 dk | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 290×410 mm<br>550bhp<br>Hanshin Nainenki Kogyo | 21t<br>Kob<br>10½k |
| **KEIFUKU MARU No. 2**<br>Miki<br>Osaka Japanese | **251**<br>81<br>— | | **1967** Miho Zosensho—Shimizu<br>151′ 2″ 23′ 8″<br>124′ 7″ 23′ 7″ 11′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×460 mm<br>950bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **KEIFUKU MARU No. 2**<br>Miki<br>Iwase Japanese | **219**<br>93<br>— | | **1957** Nishii Dock Co. Ltd.—Nansei<br>*113·5′* 21′ 8″ 9′ 6″<br>108′ 2″ 21′ 7″ 11′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 326×460 mm<br>650bhp<br>Akasaka Tekkosho | 84t<br>Yaizu |
| **SHOYO MARU No. 3** See New Entries **No. 3** | | | | | | |
| **KEIFUKU MARU No. 7**<br>Miki<br>Iwase Japanese | **384**<br>201<br>— | | **1966** Miho Zosensho—Shimizu<br>171′ 5″ 27′ 0″<br>152′ 4″ 26′ 11″ 12′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1300bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **HAN MARU No. 2**<br>Keihan Rentan **Kogyo K.K.**<br>Osaka Japanese | **440**<br>283<br>— | | **1959** Harima Zosensho—Aio<br>163′ 11″ 27′ 6″ 11′ 0¾″<br>26′ 11″ 12′ 4″<br>1 dk<br>len 60 | M Mchy.aft<br>1 Ha (58½′×17′) | Oil 2SA 5Cy. 240×400 mm<br>525bhp Sulzer<br>Harima Zosensho | 16t<br>Aio |
| **EIHAN MARU No. 3**<br>Keihan Rentan **Kogyo K.K.**<br>Osaka Japanese | **999**<br>524<br>1637 | NK | **1959** Onomichi Zosen—Onomichi<br>223′ 3″ 34′ 3″ 15′ 11″<br>203′ 5″ 34′ 2″ 18′ 1″<br>1 dk | M<br>2 Ho<br>G.71512 B.64767<br>2 Ha (44¾′, 45¼′×18¼′)<br>4W Der 4(5) | Oil SA 6Cy. 370×520 mm<br>950bhp<br>Niigata Eng. Co. Ltd.<br>2×15kW 105V d.c. | 137t<br>Niigata<br>12k |
| **EIHAN MARU No. 5**<br>Keihan Rentan **Kogyo K.K.**<br>Osaka Japanese | **999**<br>512<br>1637 | NK | **1962** Onomichi Zosen—Onomichi<br>223′ 3″ 34′ 4″ 15′ 11″<br>203′ 5″ 34′ 1″ 18′ 0″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.71512 B.64767<br>2 Ha (44¾′, 45¼′×18¼′)<br>4W Der 4(5) | Oil 4SA 6Cy. 380×540 mm<br>1100bhp<br>Kinoshita Tekkosho<br>2×15kW 105V d.c. | 136t<br>Akashi<br>11k |
| **KEIHAN MARU No. 6**<br>Keihan Rentan **Kogyo K.K.**<br>Osaka Japanese | **2594**<br>1554<br>4219 | NK | **1967** Ujina Zosensho—Hma<br>293′ 11″ 47′ 4″ 19′ 9¼″<br>272′ 4″ 47′ 3″ 23′ 4″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 500×700 mm<br>2500bhp<br>Hanshin Nainenki Kogyo | Kob |
| **KEIHIN MARU No. 1**<br>Sanko Yusosen **K.K.**<br>Yokohama Japanese | **180**<br>92<br>340 | | **1960** Usuki Tekkosho—Usuki<br>104′ 0″ 23′ 9″ 8′ 10″<br>97′ 6″ 23′ 7″ 12′ 4″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 240×370 mm<br>250bhp<br>Usuki Tekkosho | 3t<br>Kawasaki<br>7½k |
| **HO MARU No. 1**<br>Keiho Kaiun **K.K.**<br>saki Japanese | **198**<br>84<br>— | | **1961** Nagasaki Zosen—Nag<br>109′ 8″ 21′ 1″ 9′ 6″<br>97′ 1″ 21′ 0″ 10′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>280bhp<br>Nippon Hatsudoki | 11t<br>Kob |
| **HO MARU No. 2**<br>Hamawaki<br>saki Japanese | **197**<br>83<br>— | | **1961** Nagasaki Zosen—Nga<br>*98·3′* 21′ 0″<br>20′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×380 mm<br>280bhp Emade55fitted61<br>Nippon Hatsudoki | 11t<br>Kob |

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| 661258<br>JD2017<br>96766<br>Esd Gc<br>Rdr<br>RTh | **KEIHOKU MARU**<br>**Keihoku Kaiun K.K.**<br>Rumoi Japanese | 3439<br>1977<br>5707 | NK | 1966 Kurushima Dock Co. Ltd.—<br>Imabari<br>338' 3" 48' 7" 21' 11"<br>314' 11" 48' 6" 28' 6"<br>P78' Q43' B78' 1 dk | M Mchy.aft<br>3 Ho 65', 80', 70½'<br>G.265031 B.256203<br>3 Ha (stl) (49', 78¾', 60½'×21½') | Oil 2SA 6Cy. 420×900<br>3300bhp B&W<br>Mitsui Zosen<br>2×150kW 440V a.c. |
| 519967<br>JNAP<br>66999<br>Df Esd<br>Gc Rdr<br>RT | **KEIKO MARU**<br>exKyowa Maru-66<br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 7653<br>4426<br>8955 | NK | 1950 Nippon Kokan—Yka<br>444' 0" 58' 7" 27' 7½"<br>416' 8" 58' 5" 36' 9"<br>F29' 2 dks | M<br>5 Ho<br>G.557773 B.509786<br>6 Ha (29½'×19½') (42½'×23')<br>(29¾'×18½') (16½', 40½', 29¾'×23')<br>16W Der 1(30) 4(10) | Oil 2SA 5Cy. 600×1040<br>3200bhp NE59 Sulzer<br>Harima Zosensho<br>2×120kW 230V d.c. |
| 518469<br>8JWG<br>91596<br>Rdr RT | **KEIKO MARU**<br>**Sanko Kaiun K.K.**<br>Amagasaki Japanese | 1375<br>734<br>2000 | NK | 1962 Onomichi Zosen—Onomichi<br>258' 9" 36' 3" 16' 9"<br>238' 4" 36' 1" 19' 2"<br>1 dk<br>RW len 65 | M Mchy.aft<br>2 Ho<br>G.83343 B.76139<br>2 Ha (each 52¼'×18½')<br>4W Der 2(5) 2(3½) | Oil 4SA 6Cy. 380×550<br>1300bhp<br>Hanshin Nainenki Kogyo<br>2×25kW 105V d.c. |
| 518470<br>JFKJ<br>40027 | **KEIKO MARU**<br>exFukuei Maru No. 7-57<br>**H. Miyamoto**<br>Hiketa Japanese | 282<br>174<br>— | | 1934 Mihara Zosensho—Osa<br>*120·0'* 23' 1" 9' 10"<br>... ... ...<br>1 dk<br>R | M | Oil 2SA 4Cy. 400×440<br>300bhp<br>Hanshin Tekkosho |
| 518608<br>UYYN<br>M-25238 | **KEILA**<br>**U.S.S.R.**<br>Tallinn Russian | 1295<br>582<br>1269 | | 1960 "Gheorghiu Dej" Shpyd—Bdp<br>244' 5" 37' 3" 13' 1½"<br>37' 1" 17' 7"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.66957<br>3 Ha (each 26½'×14¾')<br>7W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450<br>1600bhp<br>Lang Eng. Wks |
| 518471<br>TQQX<br>RT | **KEIRS ARAOK**<br>**Emmanuel Le Du**<br>Camaret French | 125<br>27<br>— | | 1958 Ch. J. Keraudren—Camaret<br>*79·7'* 23' 6"<br>... ... ... | Wood M Fishing | Oil 4SA 6Cy. 230×300<br>Etab. Crepelle |
| 518472<br>JHDG<br>83040 | **KEISHIN MARU**<br>**Keishin Kaiun K.K.**<br>Hakata Japanese | 484<br>302<br>— | | 1959 Imabari Zosen—Imabari<br>*159·8'* 25' 8" 12' 2"<br>25' 6" 13' 2"<br>1 dk<br>RW len 60 | M Mchy.aft<br>1 Ha (63½'×16') | Oil 4SA 6Cy. 290×430<br>530bhp<br>Nippon Hatsudoki |
| 518473<br>JROX<br>83803 | **KEISHIN MARU No. 5**<br>**T. Kishi**<br>Osaka Japanese | 191<br>87<br>300 | | 1959 Takehara Zosen K.K.—Hma<br>108' 3" 20' 6" 9' 1"<br>103' 4" 20' 4" 10' 2"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×3<br>210bhp<br>Kinoshita Tekkosho |
| 670936<br>JGYJ<br>100877<br>Df Esd<br>Gc Pfd<br>Rdr | **KEISHO MARU**<br>**Showa Kaiun K.K.**<br>Tokyo Japanese | 18719<br>14836<br>25000 | NK | 1967 Uraga Hvy Ind. Ltd.—Yokosuka<br>551' 3" 52' 2" 32' 10"<br>525' 0" 82' 0" 56' 2"<br>1 dk | M Bulk Carrier Mchy.aft<br>G.1385823<br>6 Ha (stl) (35½'×30½') (51', 52½',<br>31½', 52½', 52½'×35½') | Oil 2SA 6Cy. 680×125<br>7200bhp Sulzer<br>Uraga Hvy Ind. Ltd. |
| 651785<br>JG2183<br>93013 | **KEISHO MARU No. 8**<br>**Keisho Kaiun Y.K.**<br>Kawasaki Japanese | 199<br>129<br>380 | | 1964 Daiichi Zosen Tekkosho—Yka<br>107' 8" 25' 11" 8' 6"<br>102' 0" 24' 11" 9' 2"<br>1 dk | M Mchy.aft | Oil 4SA 5Cy. 230×3<br>180bhp<br>Sumiyoshi Tekkosho |
| 680825<br>JCLJ<br>101195<br>Df Esd<br>Rdr RT | **KEISHO MARU No. 21**<br>**K. Meguro**<br>Abashiri Japanese | 124<br>—<br>— | | 1968 Nichiro Zosen—Hak<br>115' 7" 21' 5" 8' 1½"<br>98' 8" 21' 4" 9' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×4<br>1000bhp<br>Akasaka Tekkosho |
| 518474<br>JBOO<br>70516<br>Df Esd<br>RT | **KEITEN MARU**<br>**Government of Japan**<br>**(Ministry of Education)**<br>Kagoshima Japanese | 267<br>83<br>— | | 1954 Mitsubishi Zosen—Smk<br>*118·1'* 23' 2"<br>118' 1" 23' 0" 11' 6"<br>P22' F33' 1 dk | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy.<br>500bhp<br>Akasaka Tekkosho |
| 518475<br>KWAU<br>245250<br>Df Esd<br>Gc | **KEITH PALMER**<br>**United States Department of**<br>**Commerce**<br>Houston United States | 7244<br>4396<br>10477 | AB<br>BROKEN UP | 1944 Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>Iron Fireman Mfg.<br>3×20kW 120V |
| 640709<br>RT | **KEIUN MARU**<br>**Ingue Kaiun Y.K.**<br>Hizen Japanese | 436<br>245<br>— | | 1963 Kishimoto Zosen—Kinoe<br>159' 2" 26' 4" 11' 10"<br>141' 0" 26' 3" 12' 10"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy.<br>Nippon Hatsudoki |

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| **KEIUN MARU No. 8**<br>Kitahara Unyu Kaisha<br>Koen Japanese | 408<br>226<br>— | | | **1962** Kishimoto Zosen—Kinoe<br>*143·5'* 25' 1" 11' 5¾"<br>134' 6" 24' 11" 12' 6"<br>1 dk | M Mchy.aft<br><br><br>1 Ha | | Oil 4SA 6Cy. 320×460 mm<br>450bhp 26t<br>Kinoshita Tekkosho Akashi<br>10k |
| Now **KOUN MARU** See New Entries No. 3 | | | | | | | |
| **KEIYO MARU**<br>Taiheiyo Sempaku K.K.<br>Tokyo Japanese<br>~~Now REEFER TUNA See New Entries No. 11~~ | 3321<br>1907<br>5511 | | NK | **1965** Fujinagata S.B. & E. Co. Ltd.—<br>Osa<br>339' 10" 48' 9" 21' 11"<br>314' 11" 48' 7" 27' 5"<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.248616<br>3 Ha (46', 73¾', 61'×22') | | Oil 2SA 6Cy. 450×750 mm<br>2700bhp 114t<br>Kobe Hatsudoki Kob<br>2×88kW 445V a.c. 12½k |
| **KEIYO MARU**<br>exTaho Maru-63<br>Hayashikane K.K.<br>Tokyo Japanese<br>Now **REEFER TUNA**<br>See New Entries No. **12** | **1556**<br>923<br>2207 | | | **1961** Niigata Eng. Co. Ltd.—Niigata<br>253' 8" 41' 6" 18' 1"<br>229' 7" 41' 4" 19' 8"<br>1 dk | M Ref Mchy.aft<br>3 Ho<br>In.77693<br>3 Ha (each 6½'×6½')<br>4W Der 2(3) 2(2) 2(1½) | | Oil 4SA 8Cy. 430×540 mm<br>1800bhp 737t<br>Niigata Eng. Co. Ltd. Niigata<br>2×220kW 450V a.c. 12k |
| **KEIYO MARU**<br>Asakawa Kisen K.K.<br>Imabari Japanese | 840<br>537<br>1476 | | | **1964** Asakawa Zosen—Imabari<br>*189·3'* 31' 4" 15' 3"<br>187' 0" 31' 2" 16' 3"<br>1 dk<br>RW | M Tanker Mchy.aft | | Oil 4SA 6Cy. 380×520 mm<br>1100bhp 30t<br>Makita Tekkosho Takamatsu<br>11k |
| **KEIYO MARU**<br>Keishin Kaiun K.K.<br>Hakata Japanese | 631<br>392<br>— | | | **1963** Imabari Zosen—Imabari<br>195' 3" 27' 11" 13' 5"<br>177' 1" 27' 10½" 15' 1"<br>1 dk<br>RW | M Mchy.aft<br><br>G.49264 B.45944<br>1 Ha (90¼'×18') | | Oil 4SA 6Cy. 350×500 mm<br>1000bhp 35t<br>Makita Tekkosho Takamatsu<br>10¾k |
| **KEIYO MARU**<br>exMyojo Maru No. 5–64<br>exUran Maru No. 1<br>K. Iwanaga<br>Kagoshima Japanese | 142<br>54<br>— | | | **1947** Mitsubishi Jukogyo—Yka<br>*97·7'* 19' 8"<br>… … …<br>RW | M Fishing Mchy.aft | | Oil 4SA 6Cy. 245×380 mm<br>250bhp<br>Mitsubishi Jukogyo Yka |
| **KEIYO MARU No. 2**<br>K. Iwanaga<br>Kagoshima Japanese | 193<br>65<br>— | | | **1967** Uchida Zosen—Ise<br>21' 6" 9' 0"<br>114' 10" 21' 5' 10' 5"<br>1 dk<br>RW | M Fishing Mchy.aft | | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **EIZAN MARU**<br>o Shintaku Ginko<br>Japanese | 2115<br>1036<br>3488 | | NK | **1966** Ujina Zosensho—Hma<br>289' 9" 42' 1" 19' 4"<br>269' 0" 42' 0" 21' 8"<br>P79' B27' F45' 1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.107248 | HeCls. C | Oil 4SA 7Cy. 500×700 mm<br>2800bhp 290t (hvf)–17pd<br>Hanshin Nainenki Kogyo Kob<br>2×80kW 440V 60c/s a.c. 12½k |
| **EIZAN MARU**<br>egoya Dock K.K.<br>Japanese | 258<br>136<br>— | | | **1960** Innoshima Dock—Inn<br>128' 3" 21' 11" 9' 10"<br>116' 6" 21' 9" 10' 10"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 71¼'<br>G.16337 B.15214<br>1 Ha (48¾'×13')<br>2W Der 3(2) | | Oil 4SA 6Cy. 280×420 mm<br>350bhp 10t<br>Matsui Tekkosho Ise<br>11k |
| **EIZAN MARU**<br>Government of Japan<br>(Ministry of Agriculture &<br>Forestry)<br>Kagoshima Japanese | 198<br>90<br>— | | | **1935** Mihara S.B. Yard—Osa<br>*109·9'* 22' 0" 9' 10"<br>21' 10"<br>1 dk<br>R | M Mchy.aft<br>1 Ho 60¾'<br>G.12213 B.11437<br>1 Ha (40¼'×12')<br>2W | | Oil 4SA 5Cy. 255×380 mm<br>200bhp 9t<br>Hanshin Tekkosho Kob<br>8k |
| **EIZERSGRACHT**<br>C.V. Hanmar<br>Wietholff's<br>Bevrachtingskantoor N.V.<br>Amsterdam Netherland | 500<br>277<br>1053 | ✠100A1<br>Ice Class 2<br>✠LMC<br>MN172 | ~~SS 10/64~~<br>SS 3/68<br><br>EL m | **1960**–10 Schps. Gebr. v. Diepen—<br>Waterhuizen<br>225' 2" 33' 10" 13' 0½"<br>204' 3" 33' 5½" 20' 3"<br>F24' 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf nil WB256t | M OSD Mchy.aft<br><br>G.72416 B.66695<br><br>4W Der 2(3–5) 2(3) | | Oil 4SA 8Cy. 330×600 mm<br>860bhp 89t<br>N.V. Werkspoor Ams<br>11½k |
| **EIZERSVEER**<br>~~Scheepvaartkantoor Liberg~~<br>~~Netherland~~<br>J. William Coe & Co. Ltd.<br>British | 500<br>285<br>662 | | BV | **1957** D. & J. Boot "De Vooruitgang"—<br>Alp<br>178' 4" 28' 7" 10' 4¾"<br>160' 0" 28' 5" 11' 6"<br>1 dk<br>R | M<br>1 Ho 100'<br>G.35317 B.33198<br>2 Ha (each 36½'×15¼')<br>Der 2(3) | | Oil 4SA 6Cy. 305×460 mm<br>450bhp (hvf)<br>D. & J. Boot "De Industrie" Alp<br>10k |
| **ZERSWAARD**<br>N.V. Verenigde Nederl.<br>Tankv. Rederij<br>Van Nievelt, Goudriaan & Co.'s<br>Stoomv. Maats. N.V.<br>The Hague Netherland | 12576<br>7082<br>18450 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1600 | SS 11/64<br><br><br>EL i†2$\frac{7}{16}$"SQ | **1955**–10 Nederl. Dok & Schps.—Ams<br>556' 0" 72' 11" 29' 7"<br>532' 6" 72' 9" 38' 3"<br>P119' B36' F57' 1 dk<br>RW 16BH<br>rf nil WB1105t incl. DTf843t | M Tanker Mchy.aft<br>27 Ta<br>L.875516 | HeCls. BC | Oil 2SA 8Cy. 750×1500 mm<br>8000bhp 1619t (hvf)–31pd<br>Stork & Co. N.V. Hengelo<br>2AuxB 180lb<br>3×230, 230, 160kW 220V d.c. 14½k |

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| 518486<br>4QQN<br>300767 | **KELANI**<br><br>**Ceylon Petroleum Corp.**<br>Colombo British | 418<br>226<br>634 | ✠A1 SS 4/68 ~~SS 4/66~~<br>oil tanker<br>Colombo Harbour service<br>✠LMC<br>MN80 EL g | **1958**–10 Clelands (Successors) Ltd.—Wal<br>149′ 4″ 29′ 5″ 12′ 3″<br>140′ 6″ 28′ 0″ 14′ 0″<br>Trunk 51′ 1 dk<br>7BH<br>rf 3″ WB108t | TM Tanker (13P) Mchy.aft<br><br><br>Der 1(1) | 2 Oil 2SA each 5Cy.<br>reverse gearing<br>400bhp<br>Crossley Bros. Ltd.<br>2×40kW 110V d.c. |
| 670621<br>OYPC<br><br>Df Esd<br>Rdr RT | **KELD STÆRKE**<br><br>**Rederiet Intersam I/S**<br>R. Stærke Kristensen<br>Marstal Danish | 399<br>253<br>842 | <br><br>BV | **1967** H. C. Christensens Staalskibsværft—Marstal<br>182′ 1″ 32′ 6″ 11′ 7″<br>165′ 4″ 32′ 2″ 11′ 10″<br>1 dk | M Mchy.aft<br><br>G.50000 B.45000<br>3 Ha (28′×16½′) (27′, 27′×17½′)<br>3W Der 3(3) | Oil 2SA 8Cy. 240×420 mm<br>750bhp<br>Alpha-Diesel A S |
| 518488<br>YBCH<br><br>Esd RT | **KELES**<br><br>**Perusahaan Negara Garam**<br>Kallanget Indonesian | 390<br>233<br>620 | <br><br>BV | **1954** Vereenigde Prauwen—Dja<br>*173·2′* 30′ 4″<br>169′ 7″ 30′ 2″ 16′ 1″<br>P44′ B31′ 1 dk & S dk | M OSD Mchy.aft<br><br><br>2 Ha (each 29′×16½′)<br>Der 2(6) 2(3) | Oil 4SA 6Cy. 270×500 mm<br>405bhp<br>N.V. Werkspoor |
| 530223<br>SIKJ<br>8978<br>Df Esd<br>RT | **KELL**<br>exWestfors–65 exTrias Viking<br>exRunö–64 exTelfa–61<br>exGamma–60<br>**Malmö Yrkeskläder A/B**<br>Malmö Swedish | 376<br>158<br>541 | ✠100A1 SS 2/64<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>MN78 EL h | **1948**–7 Sölvesborgs Varvs—Sbg<br>171′ 5″ 29′ 4″ 10′ 6½″<br>26′ 7″ 17′ 11″<br>1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>WB189t len 49 | M OSD Mchy.aft<br>2 Ho 26¾′, 50½′<br>G.45685 B.40600<br><br>3W Der 3(2½) | Oil 2SA 6Cy. 250×420 mm<br>390bhp<br>Nydqvist & Holm A/B<br>2×110V d.c.<br>Controllable pitch propeller |
| 525162<br>DHRR<br><br>Df Esd<br>RTm | **KELLENHUSEN**<br>exNiedermehnen–65 exBaffin<br>**Hans Petersen**<br>Hamburg W. German | 494<br>224<br>650 | <br><br>GL | **1942** Collingwood Shpyds Ltd.—Clw<br>*160·6′* 27′ 8″ 15′ 0″<br>27′ 6″<br>B36′ F26′ 1 dk | M<br>1 Ho 85½′<br>G.36000 B.32000<br>2 Ha (32½′ 36½′×18′)<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>520bhp NE52<br>Masch Kiel. A.G.<br>2×1½kW 24V d.c. |
| 518490<br>PFIQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KELLETIA**<br><br>**Maats. tot Financiering van Bedrijfspanden N.V.**<br>Shell Tankers N.V.<br>The Hague Netherland | 12146<br>6927<br>18240 | ✠100A1 SS 11/66<br>oil tanker<br>✠LMC<br><br>MN1650 EL h†2$\tfrac{1}{16}$"SQ | **1957**–9 Rotterdamsche D.D. Maats.—Rot<br>555′ 9″ 69′ 5″ 29′ 9½″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P115′ B51′ F50′ 1 dk<br>16BH<br>rf 3″ WB218t | S Tanker Mchy.aft<br>33 Ta<br>L.892000 HeCls. BC | 2 S Turb dr geared to<br>8250shp<br>Rotterdamsche D.D.<br>2WTB 570lb Spt 525lb<br>sg 135lb |
| 541003<br>SWZL<br>2286<br>Df | **KELLI**<br>exAgia Thalassa–67<br>exLijnbaan–63<br>exAry Schefler–55<br>**Nicolas Demenegis & George Valakas**<br>Piræus Greek | 375<br>163<br>500 | HR<br><br>✠Classed LR until 4/66<br><br>**SUNK IN PORT** 12/68 | **1938**–10 Ind. Maats. "De Noord"—Alb<br>173′ 11″ 28′ 3″ 9′ 11½″<br>161′ 6″ 28′ 0″ 17′ 0″<br>1 dk & S dk<br>R | M OSD Mchy.aft<br>1 Ho 106′<br>G.43806 B.38512<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 370×<br>575bhp<br>Humboldt-Deutzmot. |
| 518491<br>LQYK<br>4542<br>Df Esd<br>Gc Rdr<br>RT | **KELLIA**<br>exHarpa–55<br>**Estrella Maritima S.A. de Nav. y Com.**<br>Buenos Aires Argentine | *12202*<br>*7103*<br>18009 | ✠100A1 TD4–6/67<br>oil tanker SS 5/66<br>✠LMC<br><br>MN1650 EL h†2$\tfrac{1}{16}$"SQ | **1953**–6 Harland & Wolff Ltd.—Bel<br>555′ 8″ 69′ 6″ 29′ 8½″<br>530′ 0″ 69′ 3″ 39′ 0″<br>P116′ B56′ F46′ 1 dk<br>RW 16BH<br>rf 3½″ WB1239t incl. DTf920t | S Tanker Mchy.aft<br>33 Ta<br><br><br>Der 3(5) 3(1) | 2 S Turb dr geared<br>8250shp<br>Harland & Wolff Ltd.<br>2WTB 565lb Spt 540lb<br>sg 135lb<br>2×550kW 450V |
| 518492<br><br>311874<br>Esd Gc<br>Rdr<br>RTm | **KELLIGREWS**<br><br>**Government of Canada (Minister of Public Works)**<br>St. John's, Nfl Canadian | 236<br>18<br>— | <br><br>✠Classed LR until 4/63 | **1961**–11 St. John S.B. & D.D. Co. Ltd.—St.J<br>98′ 3″ 27′ 1″ 10′ 7½″<br>91′ 9″ 26′ 3″ 12′ 6″ | TM Tug | 2 Oil 4SA each 6Cy.<br>sr reverse gears<br>900bhp<br>Gebr. Stork & Co.<br>2×25kW 440V |
| 502273<br>ZCWE<br>168522<br>Df Esd<br>Rdr | **KELSO**<br>exArdgem–67 exKing Robert–61<br>exEmpire Grange–46<br>**Kelso Shipping Co. Ltd.**<br>Gibraltar British | 6981<br>4164<br>9630 | ✠100A1 SS 10/65<br>with freeboard<br>✠LMC<br><br>MN660 ELa†2$\tfrac{1}{16}$"SQ | **1943**–3 Harland & Wolff Ltd.—Bel<br>447′ 0″ 56′ 4″ 26′ 4″<br>425′ 0″ 56′ 0″ 36′ 10″<br>F39′ 2 dks<br>RW 3 divisional WTBH in 'tween dks<br>Coll BH to S dk 5 to 2nd dk<br>rf 6″ WB2570t incl. DTm1036t | M CSD<br>4 Ho 65′, 96½′ comb.,25½′DT, 66½′, 74′<br>G.561900 B.512830<br>5 Ha (31½′, 31′, 13′, 31′, 31′×20′)<br>11W Der 1(5) | Oil 4SA 6Cy. 740×<br>3300bhp<br>Harland & Wolff Ltd.<br>2AuxB 150lb<br>2×22kW 100V d.c.<br>2×15kW 110V d.c. |
| 518493<br><br>185038<br>Df Esd<br>Pfd Rdr<br>RT | **KELSO PATON**<br><br>**Ardrossan Trawling Co. Ltd.**<br>Thomas L. Devlin & Sons Ltd.<br>Glasgow British | 274<br>87<br>— | ✠100A1 ~~SS 7/64~~<br>trawler SS 11/68<br>✠LMC<br><br>MN128 EL (d)k | **1956**–3 J. Lewis & Sons Ltd.—Abn<br>*118·0′* 25′ 4″<br>114′ 4″ 25′ 0″ 12′ 0″<br>Q62′ F19′<br>RW 4BH<br>rf 30″ BK7″ WB8t | M Trawler | Oil 2SA 4Cy.<br>640bhp<br>British Polar Engines |
| 537255<br>MVWS<br>185563<br>Esd Pfd<br>Rdr RT | **KELVIN**<br>exUlster Premier–63<br>~~**Burns & Laird Lines Ltd.**~~<br>~~Glasgow British~~<br>**Coast Lines Ltd.**<br>Liverpool British<br>Now **VASSILIA** See New Entries No. 10 | 979<br>416<br>— | ✠100A1 SS 9/67 ~~SS 9/63~~<br><br>✠LMC<br><br>MN288 EL o 1$\tfrac{1}{16}$"SQ | **1955**–9 A. & J. Inglis Ltd.—Gls<br>252′ 0″ 37′ 6″ 13′ 0½″<br>230′ 0″ 36′ 0″ 20′ 9″<br>P53′ F27′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 4″ WB455t | M OSD Mchy.aft<br><br>G.94443 B.85660<br><br>5W Der 1(10) 4(8) | Oil 2SA 8Cy.<br>1440bhp<br>G. Clark (1938) Ltd. |

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| **KEM**<br>U.S.S.R.<br>changel<br>Russian | **3240**<br>1498<br>3400 | | **1967** ..................Russia<br>330′ 7″ 47′ 1″ 18′ 11″<br>46′ 11″ 23′ 4″ | M<br>4 Ho<br>G.166156<br>4 Ha (each 34′×31¼″)<br>9W Der 1(15) 8(5) | Oil 2SA 8Cy. 430×610 mm<br>12½k |
| **KEMERI**<br>U.S.S.R.<br>Riga<br>Russian | **1211**<br>448<br>1027 | | **1957** "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 5½″<br>32′ 8″ 17′ 5″<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.59399<br>3 Ha (22¾′, 26½′, 20¾′×13′)<br>7W Der 1(10) 6(2½) | 2 Oil 4SA each 6Cy. 320×480 mm<br>NE60<br>Ganz Waggon & Eng. Wks Bdp<br>9½k |
| **KEMEROVO**<br>U.S.S.R.<br>ladivostok<br>Russian | **3816**<br>1888<br>4814 | | **1953** Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 11¾″<br>47′ 10″ 26′ 5″<br>1 dk<br>RW | S<br>4 Ho<br>G.197869<br>4 Ha (37′, 37′×27′) (30½′, 30½′×31½′)<br>8W Der 8(5) | C 4Cy. (2) 440 & (2) 950×950 mm with LP turb & hydraulic coupling<br>2500ihp<br>Z.U.T. Zgoda Swi<br>11½k |
| **KEMJ**<br>U.S.S.R.<br>Murmansk<br>Russian | **756**<br>265<br>— | ✠ | **1951–10** Nya A/B Gävle Varv & Verks.—Gfl<br>207′ 0″ 30′ 7″<br>187′ 6″ 30′ 6″ 15′ 11″<br>F39′<br>BK8″ | S Trawler | C 4Cy. (2) 11⅝″ & (2) 27$\frac{3}{16}$″×25$\frac{3}{16}$″<br>A/B Lindholmens Varv Got |
| **KEMPHAAN**<br>N.V. Viss **Onderneming v/h**<br>J. C. Pronk<br>muiden<br>Netherland | **575**<br>298<br>302 | | **1965** Scheeps. "De Dageraad"—Woubrugge<br>161′ 1″ 28′ 11″ 12′ 5¾″<br>141′ 5″ 27′ 11″ 14′ 3″ | M Stern Trawler | Oil 4SA 8Cy. 350×520 mm<br>1200bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×80kW 380V 50c/s a.c. |
| **KEMPHAAN**<br>N.V. "Vola" **Transport-**<br>Maats.<br>tterdam<br>Netherland | **499**<br>257<br>542 | BV | **1959** Gebr. Schürenstedt—Bardenfleth<br>197′ 0″ 31′ 2″ 11′ 0″<br>177′ 0″ 30′ 10″<br>1 dk<br>rf nil | M Ref Mchy.aft<br>2 Ho 52½′, 45¼′<br>In.23096<br>2 Ha (stl) (each 16′×11¾′)<br>Der 2(2) | Oil 4SA 6Cy. 330×600 mm<br>870bhp<br>N.V. Werkspoor Ams<br>2×90kW 220V d.c. 12½k |
| **ENSING**<br>P. **Knight Ltd.**<br>chester<br>British | **135**<br>—<br>— | LR class withdrawn—<br>Owners' request 4/67 | **1960–7** T. Buschmann—Ham<br>92′ 7″ 24′ 11″ 10′ 3″<br>84′ 8″ 22′11½″ 11′ 7″<br>rf 33″ BK5″ | M Tug | Oil 4SA 8Cy. 300×450 mm<br>1000bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×35, 10kW 230V d.c.<br>Controllable pitch propeller |
| **AI PENINSULA**<br>e **Tankers Inc.**<br>rovia<br>Liberian | **29365**<br>20514<br>47538 | AB | **1959** Mitsubishi Zosen—Nag<br>733′ 10″ 100′ 6″ 37′ 9⅜″<br>698′ 11″ 100′ 0″ 49′ 11″<br>P128′ B38′ F95′ 1 dk<br>RW<br>rf 4″ | S Tanker Mchy.aft<br>36 Ta<br>L.2234400 HeCls. BC<br>Der 2(10) 2(5) 2(3) | 2 S Turb dr geared to sc. shaft<br>17600shp 4800t (o.f)–100pd<br>Mitsubishi Zosen Nag<br>2×750kW 450V 60c/s a.c. 16½k |
| **NARI**<br>publik **Indonesia**<br>T. Pelajaran Nasional<br>ndonesia<br>karta<br>Indonesian | **840**<br>355<br>935 | BV | **1962** Brodogradiliste "Tito"—Belgrade<br>227′ 8″ 34′ 8″ 12′ 7½″<br>198′ 10″ 34′ 6″<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>2 Ha (each 31½′×16½′)<br>Der 2(5) 2(3) | Oil 2SA 8Cy. 290×490 mm<br>960bhp B&W Alpha 97t<br>"Litostroj" Ljubljana<br>12½k |
| **ENDAL**<br>a Robuste–64<br>P. **Knight Ltd.**<br>chester<br>British | **228**<br>—<br>— | BV | **1939** Ziegler Frères—Dnk<br>117′ 8″ 25′ 7″ 15′ 1″<br>25′ 5″<br>F13′<br>R | M Tug<br>1 Ha (3¼′×5½′)<br>1W | Oil 4SA 8Cy. 390×620 mm<br>1100bhp Werkspoor 98t<br>Ziegler Frères Dnk<br>2×30kW 220V d.c.<br>2×15kW 110V d.c. 12k |
| **ENDALL FISH**<br>es Bros. **S.S. Co. Inc.**<br>mpa<br>United States | **8230**<br>4909<br>11330 | AB | **1945** N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 1″ 28′ 6⅞″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>RW<br>rf nil | S (12P) CSD<br>5 Ho 59′, 59′, 67′, 68′, 68′<br>G.580845 B.540824<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 2155t (o.f)<br>General Electric Co. Lyn<br>15½k |
| **EI MARU No. 2**<br>Kisen K.K.<br>Japanese | **3694**<br>2152<br>5523 | NK | **1960** Mitsui Zosen—Tmn<br>359′ 5″ 50′ 8″ 21′ 4⅞″<br>334′ 4″ 50′ 6″ 26′ 10″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.271712 B.246850<br>3 Ha (43¾′, 43¾′, 75¾′×21¼′)<br>12W Der 1(50) 2(15) 6(10) | Oil 2SA 7Cy. 420×900 mm<br>3000bhp B&W 408t<br>Mitsui Zosen Tmn<br>2×120kW 450V a.c. 13k |
| **EI MARU No. 3**<br>Kisen K.K.<br>Japanese | **3791**<br>2154<br>5773 | NK | **1961** Kawasaki Dkyd Co. Ltd.—Kob<br>361′ 3″ 50′ 8″ 21′ 11″<br>334′ 5″ 50′ 6″ 26′ 11″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.275703 B.252324<br>3 Ha (42′, 41′, 81½′×23′)<br>11W Der 2(15) 6(10) | Oil 2SA 6Cy. 520×900 mm<br>2800bhp MAN 394t<br>Kawasaki Dkyd Co. Ltd. Kob<br>2×88kW 445V a.c. 12k |

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| 518507<br><br>185363<br>RTv | **KENFIG**<br><br>**British Transport Docks**<br>**Board**<br>Cardiff British | 677<br>269<br>800 | <br><br>✠Classed LR until 5/55 | 1954–7 Henry Scarr Ltd.—Hessle<br>164′ 11″ 34′ 2″ 12′ 6½″<br>155′ 7″ 34′ 0″ 14′ 0″<br>Q60′ 1 dk<br>R | M Grab Hopper Dredger Mchy.aft<br><br><br><br>Cr 2(5) | Oil 4SA 8Cy. 250×375 mm<br>gearing<br>720bhp<br>Ruston & Hornsby<br>2×50kW 220V d.c. |
| 518508<br><br>139458 | **KENFINCH**<br><br>**B. I. Transport Co. Ltd.**<br>P. E. Briggs<br>Liverpool British | 113<br>53<br>— | <br><br>BROKEN UP | 1920 P. McGregor & Son—Kirkintilloch<br>*75·3′* 18′ 7″ 8′ 8″<br>18′ 5″<br>Q28′ 1 dk<br>R | S Mchy.aft<br>1 Ho 38½′<br>G.15000<br>1 Ha (31½′×10′) | C 2Cy. 10″ & 20″×18″<br><br>Gauldie, Gillespie & Co. Ltd. |
| 518509<br>PFIT<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KENIA**<br><br>**Shell Tankers N.V.**<br>The Hague Netherland | 12101<br>6936<br>18225 | ✠100A1 TD 9/68 ~~SS 9/63~~<br>oil tanker<br>✠LMC<br><br>MN1650 EL h†2$\frac{1}{10}$″SQ | 1955–3 Nederl. Dok & Schps.—Ams<br>555′ 9″ 69′ 5″ 29′ 10½″<br>530′ 0″ 69′ 3″ 39′ 0″<br>P115′ B59′ F50′ 1 dk<br>16BH<br>rf 3½″ WB314t | S Tanker Mchy.aft<br>22 Ta<br>L.890589 HeCls. BC | 2 S Turb dr geared to sc.<br>8250shp<br>N.V. Werkspoor<br>2WTB 565lb Spt 800lb<br>sg 135lb |
| 518512<br>9VHD<br>315145<br>Df Esd<br>Rdr RT | **KENINGAU**<br>exReyniersz–60<br>**Straits S.S. Co. Ltd.**<br>Singapore Singapore | 4856<br>2779<br>4135 | <br><br>BV | 1948 C. v.d. Giessen—Krimpen<br>375′ 4″ 53′ 2″ 20′ 2″<br>... ... ...<br>P33′ B116′ F49′ 2 dks & A dk<br>RW<br>rf 7½″ | M (60bth 455dkP) Ref<br>4 Ho 55½′, 67½′, 57½′, 61½′<br>B.209800<br>4 Ha (20′, 24′, 23½′, 19′×15½′)<br>8W Cr 4(3) Der 1(25) 2(6) 2(3) | Oil 4SA 8Cy. 650×1400 mm<br>3000bhp Werkspoor<br>Hawthorn, Leslie & Co. Ltd.<br>3×160kW 220V d.c. |
| 641594<br>OWAI<br><br>Df Esd<br>Pfd Rdr<br>RT | **KENITHA**<br><br>**Ole Kent Nielsen Partrederi**<br>Dragør Danish | 299<br>196<br>550 | <br><br>BV | 1964 Aarhus Flydk. & Msk.—Aar<br>157′ 11″ 28′ 5″ 10′ 2″<br>141′ 8″ 28′ 4″ 11′ 4″<br>1 dk | M Mchy.aft<br>1 Ho<br>G.25000 B.22000<br>2 Ha (each 35½′×16½′)<br>Der 2(3) | Oil 2SA 5Cy. 230×400 mm<br>350bhp<br>Alpha-Diesel A/S<br>2×25kW 220V a.c.<br>Controllable pitch propeller |
| 518513<br>PJJL<br><br>Df Esd<br>Rdr RT | **KENITRA**<br><br>**N.V. Motorsch. Maats.**<br>**"Kenitra"**<br>Dammers & v.d. Heide<br>(Antillen) N.V.<br>Curaçao Netherland<br>(Antilles) | 499<br>225<br>866 | <br><br>BV | 1952 N.V. Werf "Gusto"—Sch<br>224′ 11″ 32′ 1″ 11′ 4½″<br>31′ 11″<br>1 dk & S dk | M Ref OSD Mchy.aft<br><br>G.64546 B.58595 In.51277<br>2 Ha (each 33½′×15′)<br>4W Der 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp NE81<br>Klöckner-Humboldt-Deutz |
| 661864<br>JI2199 | **KENKAI MARU**<br><br>**Tsukiboshi Unyu K.K.**<br>Osaka Japanese | 299<br>176<br>497 | | 1966 Kanda Zosensho—Kur<br>141′ 1″ 27′ 8″ 9′ 6½″<br>128′ 0″ 27′ 6½″ 10′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>450bhp<br>Ishibashi Tekkosho |
| 518515<br>JAHO<br>91588<br>Df Esd<br>Gc Rdr<br>RT | **KENKON MARU**<br><br>**Inui Kisen K.K.**<br>Kobe Japanese | 4529<br>2515<br>6709 | <br><br>NK | 1962 Sanoyasu Dockyd Co. Ltd.—Osa<br>383′ 4″ 53′ 8″ 22′ 10″<br>360′ 11″ 53′ 6″ 28′ 10″<br>1 dk | M Mchy.aft<br>4 Ho<br>G.330582 B.300211<br>4 Ha (43½′, 44½′, 44½′, 44½′×22½′)<br>9W Der 8(10) | Oil 2SA 5Cy. 600×1050 mm<br>3800bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3×148kW 445V a.c. |
| 518516<br>7KUP<br>88564 | **KENKON MARU**<br><br>**Kyowa Kaiun K.K.**<br>Takamatsu Japanese | 250<br>127<br>— | | 1961 Takehara Zosen—Hma<br>132′ 10″ 20′ 6″ 9′ 1″<br>121′ 4″ 20′ 4″ 10′ 2″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×380 mm<br>320bhp<br>Nakamura Zosen Tekkosho |
| 518518<br>MYJC<br>187215<br>Esd Rdr<br>RT | **KENLEY**<br><br>**J. P. Knight Ltd.**<br>Rochester British | 246<br>—<br>— | <br>✠LR class withdrawn—<br>Owners' request 4/67 | 1958–6 Lobnitz & Co. Ltd.—Rnf<br>108′ 0″ 28′ 5″ 12′ 9½″<br>98′ 1″ 28′ 0″ 13′ 9″<br><br>RW<br>rf 6″ BK18″ | M Tug | Oil 2SA 8Cy. 340×570 mm<br>1500bhp<br>British Polar Engines Ltd.<br>3×15kW 110V d.c. |
| 518519<br>WPSY<br>246062<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **KENMAR**<br>exJules Fribourg–56<br>exGeorge R. Holmes–51<br>**Pacific Shipwrecking Co.**<br>Wilmington, Del United States<br><br>Now **CORINNE S. YABUT** See New Entries No. 1 | 7147<br>4381<br>10628 | <br><br>AB | 1944 Bethlehem-Fairfield—Bal<br>441′ 8″ 57′ 1″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 69½′, 72½′, 50′, 45′, 70′<br>B.500000<br>5 Ha (33½′, 42½′, 20′, 35′, 50′×20′)<br>Der 2(10) 4(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Worthington Corp.<br>4×20kW 120V d.c. |
| 504916<br>GXBP<br>187861<br>Df Esd<br>Pfd Rdr<br>RTm/v | **KENNEDY**<br>exBoston Britannia–68<br>**Heward Trawlers Ltd.**<br>R. P. G. Hewett<br>Fleetwood British | 426<br>139<br>— | ✠100A1 SS 12/65<br>trawler<br>✠LMC<br><br>MN200 EL (g) q | 1957–8 Goole S.B. & R. Co. Ltd.—Goo<br>*138·8′* 28′ 5″<br>137′ 0″ 28′ 0″ 14′ 3″<br>F26′<br>RW 4BH<br>rf 15″ BK7″ | M Trawler<br>1 Ho 38′<br><br>2 Ha (18½′ comb., 3½′×3½′)<br>Der 2(2) 2(1½) | Oil 4SA 8Cy. 15″×18″<br>1000bhp<br>Mirrlees, Bickerton & Day<br>3×30kW 220V d.c. |
| 518520<br>PFIW<br><br>Df Esd<br>Gc Rdr<br>RTv | **KENNEMERLAND**<br><br>**N.V. tot Voortzetting v.d.**<br>**Koninklijke Hollandsche**<br>**Lloyd**<br>Amsterdam Netherland | 5001<br>2813<br>7824 | ✠100A1 SS 8/66<br>tunnel side tanks—vegetable oil<br>✠LMC<br>MN1000 EL a†2$\frac{1}{10}$″SQ | 1957–5 Amsterdamsche D.D. Maats.—<br>Ams<br>432′ 0″ 58′ 3″ 23′ 7½″<br>405′ 6″ 58′ 0″ 34′ 0″<br>F42′ 1 dk & S dk, 3rd dk in fwd holds<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4″ WB588t incl. Tunnel tanks 395t | M (8P) OSD<br>4 Ho 82½′, 82½′, 72½′, 70½′<br>G 472311 B.425580<br>4 Ha (38½′, 42½′, 42½′, 39½′×19½′)<br>16W Der 1(40) 4(10) 12(5) | Oil 2SA 7Cy.<br>5000bhp Sulzer<br>N.V. Werkspoor<br>AuxB 100lb<br>3×150kW 220V d.c. |

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| **ENNET**<br>**.P. Knight Ltd.**<br>ochester British | 278<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN400 EL (e) | 1965–7 Richards (Shipbuilders) Ltd.— Lwt<br>113′ 6″ 30′ 4″<br>101′ 0″ 30′ 0″ 14′ 3″<br>RFD59′<br>RW 4BH<br>rf 18″ BK7″ WB29t | M Tug | Oil 4SA 6Cy. 15″×20″ with sr reverse gear<br>2000bhp<br>Mirrlees National Ltd.<br>2×35kW 220V 50c/s a.c. | <br><br>(d.o)<br>Stckpt |
| **ENNETH A. J. ACKENZIE**<br>ited States **Department of Commerce**<br>rtland, Or United States | 7182<br>4385<br>10536 | AB | 1943 Oregon S.B. Corp.—Pld<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′ 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. | <br>1834t (o.f)<br>Pld<br>10k |
| **ENNETH McKAY**<br>kes Bros. **S.S. Co. Inc.**<br>mpa United States | ~~8478~~<br>~~4924~~<br>~~44330~~ | T.Mk<br>6026<br>3399<br>—<br>8068<br>4728<br>—<br>AB | 1945 N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 1″ 28′ 6⅞″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>RW<br>rf nil | S (12P)<br>5 Ho 59′ 59′, 67′, 68′, 68′<br>G.580845 B.540824<br>5 Ha (27′, 32½′, 35′, 30′, 30′×20′)<br>16W Der 1(50) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp<br>General Electric Co.<br>3×300kW 230V d.c | <br>1744t (o.f)<br>Erie<br>15½k |
| **ENOKI**<br>overnment of Canada<br>(Minister of Transport)<br>ttawa Canadian | 310<br>92<br>164 | ✠A1 Lake SS 10/67<br>Great Lakes & River St. Lawrence service<br>✠LMC<br>MN181 EL (d)1″ | 1964–8 Erieau S.B. & D.D. Co. Ltd.— Erieau<br>108′ 7″ 36′ 10″ 5′ 10″<br>100′ 4″ 36′ 0″ 8′ 6″<br>Ba34′ 1 dk<br>4BH<br>rf 6″ Grounding keels 3½″ | TM Buoy Ship Mchy.aft<br>2 Ho 20′, 28½′<br>2 Ha (stl) (7½′×6½′) (4′×2¾′)<br>Cr 2(5) | 2 Oil 4SA each 12Cy. 7″×7¾″ with hydraulic couplings & sr reverse gears<br>904bhp<br>Davey, Paxman & Co. Ltd.<br>2×75kW 230V 60c/s a.c. | <br><br>(d.o)<br>Col |
| **ENOSHA**<br>xHaldor Virik–66 exNeptun–58<br>ontalex **S.A., Artemis S.A. & Neptune Nav. Corp.**<br>onrovia Liberian | 7049<br>3947<br>10763<br>9120<br>5454<br>13145 | NV | 1958 Rheinstahl Nordseewerke—Emd<br>502′ 1″ 62′ 2″ 26′ 3½″/29′ 8″<br>62′ 0″<br>P51′ B81′ F115′ 1 dk & S dk, 3rd dk in No. 3 hold | M (6P) OSD/CSD<br>5 Ho 59′, 72¼′, 70¾′, 57¾′, 63′<br>G.694336 B.640647<br>5 Ha (stl) (26¾′, 36¾′, 42′, 42′, 32¼′×26′)<br>16W Der 1(30) 1(15) 2(10) 14(5) | Oil 2SA 9Cy. 700×1200 mm<br>6000bhp<br>Masch. Augsburg-Nürnberg<br>3×215kW 450V 60c/s a.c. | <br>1279t (hvf)<br>Aug<br>15½k |
| **ENPO MARU**<br>o Kaiun **Sangyo K.K.**<br>asaki Japanese | 998<br>577<br>1620 | NK | 1965 Geibi Zosen Kogyo K.K.—Kur<br>222′ 1″ 35′ 6″ 15′ 0″<br>203′ 5″ 35′ 5″ 17′ 1″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.71760 B.71265<br>2 Ha (47′, 47¼′×19¾′) | Oil 4SA 6Cy. 380×540 mm<br>1300bhp<br>Nippon Hatsudoki<br>2×16kW 220V a.c. | <br>205t<br>Kob<br>11k |
| **NRIX**<br>tehaven **Shipping Co.**<br>d.<br>Rix & Sons Ltd.<br>British | 635<br>413<br>925 | ✠100A1 SS 9/67<br>✠LMC<br>MN132 EL i | 1960–2 Schpsw. "Appingedam"—Apg<br>203′ 1″ 28′ 3″ 11′ 8½″<br>185′ 1″ 28′ 0½″ 15′ 1″<br>P42′ F27′ R dk fwd of P74′ 1 dk<br>RW NS 3BH len 67<br>rf nil WB264t | M Mchy.aft<br>1 Ho 130′<br>G.48940 B.45272<br>2 Ha (stl) (45′, 59½′×18′)<br>2W Der 2(3) | Vee Oil 2SA 8Cy. 220×380 mm<br>660bhp ✠NE67<br>Drypool Eng. & D.D. Co. Ltd. | <br><br>Hul |
| **NRYU MARU**<br>ppon Yusen **Kaisha**<br>kyo Japanese | 4027<br>2167<br>6134 | NK | 1957 Hayashikane Zosen—Smk<br>375′ 7″ 51′ 8″ 22′ 10″<br>351′ 1″ 51′ 6″ 26′ 11″<br>1 dk<br>RW<br>rf 4″ | M (2P)<br>4 Ho 46¾′, 109′ comb., 59¾′, 54¼′<br>G.342518 B.308192<br>5 Ha (stl) (23½′×18′) (42¼′, 25′, 37½′, 27¼′×21¼′)<br>10W Der 1(30) 4(10) 6(5) | Oil 2SA 6Cy. 520×900 mm<br>2700bhp<br>Mitsubishi Nippon Hvy Ind.<br>2×100kW 230V d.c. | <br>577t (hvf)<br>Yka<br>12k |
| **NSHO MARU**<br>i Kisen **K.K.**<br>be Japanese | 8712<br>5481<br>13181 | NK | 1957 Fujinagata Zosensho—Osa<br>483′ 10″ 62′ 4″ 28′ 11″<br>450′ 11″ 62′ 0″ 38′ 6″<br>2 dks | M<br>4 Ho<br>G.624789 B.564401<br>4 Ha (81¼′, 65′, 50′, 35′×23′)<br>11W Der 3(15) 2(5) | Oil 2SA 6Cy. 620×1400 mm<br>5400bhp B&W<br>Mitsui Zosen<br>2×168kW 450V a.c. | <br>1200t<br>Tmn<br>13½k |
| **NSHO MARU**<br>ji Kaiun **K.K.**<br>kyo Japanese | 1838<br>1024<br>2870 | NK | 1963 Shikoku Dock Co.—Takamatsu<br>280′ 6″ 40′ 10″ 17′ 10″<br>259′ 1″ 40′ 8″ 20′ 8″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.131936 B.123778<br>2 Ha (42¾′, 87½′×20¼′)<br>9W Der 2(20) 4(15) | Oil 4SA 6Cy. 470×700 mm<br>2100bhp<br>Ito Tekkosho<br>2×44kW 225V a.c. | <br>271t<br>Shimizu<br>12k |
| **NSHO MARU**<br>isho Kisen **K.K.**<br>be Japanese | 611<br>370<br>— | | 1963 Koyo Dock—Mihara<br>175′ 11″ 27′ 0″ 11′ 4″<br>160′ 1″ 26′ 11″<br>2 dks | M Mchy.aft<br><br>G.44073 B.42166 | Oil 4SA 6Cy. 380×520 mm<br>1200bhp<br>Nippon Hatsudoki | <br>40t<br>Kob<br>13k |
| **NSHO MARU No. 10**<br>hikaga-Honten **Ltd.**<br>sennuma Japanese | 290<br>155<br>— | | 1962 Miho Zosensho—Shimizu<br>150′ 11″ 24′ 8″<br>132′ 10″ 24′ 7″ 11′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | <br>174t<br>Niigata<br>10½k |
| **NSHO MARU No. 15**<br>kaga-Honten **Ltd.**<br>nnuma Japanese | 253<br>128<br>— | | 1964 Miho Zosensho—Shimizu<br>143′ 0″ 24′ 8″<br>125′ 0″ 24′ 7″ 11′ 0″<br>1 dk | M Fishing Mchy.af | Oil 4SA 6Cy. 280×440 mm<br>700bhp<br>Niigata Eng. Co. Ltd. | <br>138t<br>Niigata<br>11k |

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| 518531<br>GHJX<br>302543<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **KENT**<br><br>**Federal Steam Nav. Co. Ltd.**<br>Trident Tankers Ltd.<br>London British<br>Now **LESLIE CONWAY** See New Entries No. 6 | 31763<br>19219<br>49537 | ✠100A1 SS 1/66<br>oil tanker<br>✠LMC<br><br>MN4000 EL v†3$\frac{1}{16}$"SQ | 1960-12 John Brown & Co. (Clydebank) Ltd.—Cly<br>759' 2" 97' 7" 39' 10½"<br>726' 9" 97' 2" 52' 0"<br>P144' B56' F64' 1 dk<br>17BH<br>rf 4" WB10171t incl. 8323t in clean ballast tanks | S Tanker Mchy.aft<br>30 Ta<br>L.2168360 HeCls. BC | 2 S Turb dr geared to sc.<br>20000shp<br>John Brown & Co.<br>2WTB 710lb Spt 620lb<br>3 × 850, 850, 150kW 440V |
| 618531<br>WIJH<br>240914<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KENT**<br>exW. C. Yeager-63<br>**Navegacion Goya S.A.**<br>Panama Panamanian | ~~11815~~ 11916<br>7240<br>19165 | AB | 1941 Sun S.B. & D.D. Co.—Chester, Pa<br>543' 10" 70' 2" 30' 4½"<br>521' 0" 70' 0" 40' 0"<br>P103' B35' F63' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>27 Ta<br>L.910343 | S Turb connected to elec.<br>6030shp<br>General Electric Co. |
| 518532<br><br>182217<br>RT | **KENT**<br><br>**J. P. Knight Ltd.**<br>Rochester British | 121<br><br>— | | 1948 Richards Irn Wks Ltd.—Lwt<br>*81-4'* 22' 0"<br>... ... ...<br>R | M Tug | Oil 5Cy. 340 × 570 mm<br>850bhp<br>British Polar Engines Ltd.<br>2 × 50V d.c. |
| 670968<br>GWDU<br>333523<br>Df Esd<br>Gc Rdr<br>RTm/v | **KENT SHORE**<br><br>**Offshore Marine Ltd.**<br>Rochester British | 664<br>241<br>970 | ✠100A1<br><br>✠LMC<br><br>MN320 EL j 1$\frac{1}{16}$"SQ | 1967-5 Cochrane & Sons Ltd.—Sel<br>171' 9" 38' 4" 13' 8¾"<br>152' 0" 37' 6" 15' 6"<br>F57' 1 dk<br>7BH<br>rf 21" WB249t | TM Supply Ship (12P) Mchy.aft<br>1 Ho 28'<br><br>Der 1(15) 1(2) | 2 Oil 4SA each 8Cy.<br>geared<br>1600bhp<br>Blackstone & Co. Ltd.<br>3 × 125, 125, 60kW 220V d.c.<br>Thw. thrust propeller fwd |
| 518533<br>SWLM<br>2253<br>Df Esd<br>Gc Rdr<br>RT | **KENTAVROS**<br>exBarnegat<br>**Kavounides Shipping Co. Ltd.**<br>Piræus Greek | 2497<br>1227<br>— | | 1941 Puget Sound Navy Yard—Puget Sound<br>311' 7" 41' 2"<br>300' 3" 41' 0"<br>1 dk<br>RW | TM (220P) | 4 Oil 4SA each 12Cy.<br>to 2 sc. shafts<br>General Motors Corp. |
| 537260<br>GFLB<br>168544<br>Df Esd<br>Pfd Rdr<br>RTm/v | **KENTISH COAST**<br>exUlster Weaver-64<br>exJersey Coast-54<br>exUlster Duchess-46<br>**Coast Lines Ltd.**<br>Liverpool British<br>Now **SALMIA COAST** See New Entries No. 6 | 498<br>214<br>671 | **BS**✳ SS 2/65<br><br>**MBS**✳<br><br>MN192 CT833 C21 | 1946-9 Ardrossan Dkyd Ltd.—Ard<br>201' 6" 30' 2" 10' 9"<br>190' 0" 30' 0" 17' 9"<br>B34' F22' 1 dk & S dk<br>4BH<br>rf 6" WB188t | M OSD Mchy.aft<br>2 Ho 59', 62'<br>G.62288 B.56060<br>2 Ha (each 28' × 14')<br>4W Der 1(6) 1(5) 2(3) | Oil 2SA 6Cy. 340 × 570 mm<br>960bhp<br>British Polar Engines Ltd.<br>3 × 40kW 220V d.c. |
| 518534<br>SYEW<br>2118<br>Df Esd<br>Gc Rdr<br>RTm/h | **KENTRIKON**<br>exBoolongena-62<br>**Lucero Cia. Nav. S.A.**<br>M. A. Karageorgis<br>Piræus Greek | 5057<br>2755<br>9185 | ✠100A1 SS 6/65<br>with fbd DTm—oil FP above 150°F.<br>✠LMC<br>EL a† | 1944-7 Kockums M/V A/B—Mmo<br>429' 5" 55' 7" 26' 3½"<br>398' 0" 55' 6" 37' 9"<br>F43' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB3130t incl. Tunnel tank 208t DTm1151t | M OSD<br>4 Ho 65½', 85½' comb., 62½', 62½'<br>G.527300 B.482650<br>5 Ha (29½', 30', 30', 30', 30' × 20')<br>10W Der 1(25) 10(5) | Oil 2DA 6Cy.<br>4200bhp MAN<br>Kockums M/V A/B<br>db 100lb<br>3 × 100kW 230V d.c. |
| 518536<br>GCBW<br>183788<br>Esd Gc<br>Pfd Rdr<br>RT | **KENUTA**<br><br>**Pacific Steam Nav. Co.**<br>~~Furness Ship Management Ltd.~~<br>Liverpool British<br>Furness, Withy & Co. Ltd. (Mgrs.) | 8494<br>4501<br>11100 | **BS**✳ SS 4/67<br><br>**MBS**✳<br><br>MN2068 CT10185 C42 S36 | 1950-8 Greenock Dkyd Co. Ltd.—Grk<br>512' 7" 66' 4" 27' 11½"<br>476' 0" 66' 0" 32' 4"<br>P26' F37' 1 dk & S dk, 3rd dk in fwd holds<br>RW 7BH<br>WB3098t incl. Tunnel tanks 818t DTm409t DT166t | S OSD<br><br>G.619300 B.565090<br><br>16W Der 1(50) | 3 S Turb dr geared to sc.<br>10340shp<br>Parsons Marine Turb. Co.<br>2WTB 500lb Spt |
| 518537<br>JJGU<br>74377<br>Df Esd<br>Gc Rdr<br>RT | **KENWA MARU**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | 6573<br>3747<br>10067 | NK<br><br>✠Classed LR until 2/60 | 1955-6 Uraga Dock—Yokosuka<br>449' 3" 58' 6" 27' 1½"<br>421' 2" 58' 5" 34' 1"<br>P31' B131' F40' 2 dks<br>RW<br>rf 2½" | M<br>5 Ho<br>G.508710 B.464036<br>5 Ha (33½', 42', 26½', 42', 39½' × 21')<br>14W Der 2(10) 10(5) | Oil 2SA 6Cy. 720 × 1250 mm<br>4300bhp<br>Uraga Diesel Kogyo<br>2 × 112kW 450V a.c. |
| 518538<br>GFSS<br>184468<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KENYA**<br><br>**British India Steam Nav. Co. Ltd.**<br>London British | 14464<br>8058<br>9720 | ✠100A1 CS 9/67 ~~CS 9/63~~<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN2460 EL I†2$\frac{1}{16}$"SQ | 1951-8 Barclay, Curle & Co. Ltd.—Gls<br>539' 10" 71' 5" 27' 5¾"<br>505' 10" 71' 0" 38' 6"<br>P&B417' F45' 2 dks, 3rd dk in fwd holds<br>RW 8BH<br>rf 3"<br>WB1897t | TS (309P) Ref<br>5 Ho 60¾', 62½', 74½', 63½', 68¾'<br>G.442663 B.399841 In.22470<br>5 Ha (20½' × 16') (26¾' × 18') (24¾' × 16') (21½', 16½' × 18')<br>16W Der 1(15) 6(8) 10(5) | 6 S Turb dr geared to 2 sc.<br>12300shp Parsons<br>Wallsend Slipway & Eng. Co.<br>3WTB 485lb Spt 475lb<br>db 105lb sg 105lb<br>5 × 390kW 220V d.c. |
| 518540<br>JMKY<br>80397<br>Df Esd<br>Gc Rdr<br>RT | **KENYO MARU**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 13155<br>8073<br>21251 | NK | 1958 Sasebo Sempaku Kogyo—Sasebo<br>576' 8" 72' 6" 30' 11½"<br>547' 11" 72' 2" 40' 4"<br>P144' B44' F52' 1 dk<br>RW | M Tanker Mchy.aft<br>27 Ta<br>L.980687 HeCls. BC | Oil 2SA 7Cy.<br>9500bhp MAN<br>Mitsubishi Nippon Hvy Ind.<br>2 × 224kW 445V a.c. |
| 518541<br>JAZH<br>69772<br>Df Esd<br>Gc Pfd<br>Rdr | **KENYO MARU**<br><br>**Inui Kisen K.K.**<br>Kobe Japanese | 7537<br>4221<br>10634 | NK<br><br>✠Classed LR until 8/56 | 1953-2 Mitsui Zosen—Tmn<br>463' 0" 61' 2" 26' 7"<br>436' 5" 61' 0" 34' 1"<br>P30' B83' F42' 2 dks<br>RW | M<br>5 Ho<br>G.554602 B.505189<br>5 Ha (29', 45½', 38¾', 43¾', 36½' × 23')<br>16W Der 2(20) 2(15) 2(10) 10(5) | Oil 2SA 6Cy.<br>5530bhp B&W<br>Mitsui Zosen<br>3 × 180kW 225V a.c. |

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| **NYO MARU**<br>**kuyo Kaiun K.K.**<br>obe<br>Japanese | 4599<br>3018<br>7193 | NK | **1968** Usuki Tekkosho—Saiki<br>377′ 11″ 56′ 6″ 22′ 8½″<br>351′ 1″ 56′ 5″ 28′ 3″<br>1 dk | M Mchy.aft<br>3 Ho 68′, 71¼′, 114¾′<br>G.357951 B.336797<br>3 Ha (stl) (52¾′, 57½′, 89½′×24½′)<br>Der 2(15) 2(10) | Oil 4SA 10Cy. 400×460 mm<br>4400bhp Pielstick 607t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>2×160kW 445V a.c. 13k |
| **NYO MARU**<br>**owa Kaiun K.K.**<br>kyo<br>Japanese | 2233<br>1202<br>3572 | NK | **1944** Nagoya Zosen—Nga<br>302′ 11″ 43′ 11″ 19′ 4″<br>278′ 10″ 43′ 10″ 23′ 7″<br>P92′ F33′ 1 dk<br>RW | M Cement Carrier Mchy.aft<br>1 Ho 130′<br>G.81084<br>1W | Oil 4SA 6Cy. 435×640 mm<br>1500bhp NE61 120t<br>Ito Tekkosho Shimizu<br>1×30kW 105V d.c. 10½k |
| **NYO MARU**<br>Shori Maru No. 11–66<br>**do Kaiun K.K.**<br>kyo<br>Japanese | 827<br>452<br>— | NK | **1960** Yokohama Zosen—Yka<br>204′ 6″ 31′ 8″ 15′ 3″<br>187′ 0″ 31′ 6″ 17′ 1″<br>1 dk | M Mchy.aft<br>1 Ho<br>G.52619 B.45380<br>1 Ha (86½′×18′) | Oil 4SA 6Cy. 380×520 mm<br>1150bhp 46t<br>Nippon Hatsudoki Kob<br>1×24kW 230V a.c. 11½k |
| **NYO MARU**<br>**iyo Gyogyo K.K.**<br>kyo<br>Japanese | 243<br>94<br>— | | **1950** Nipponkai Dock Kogyo—Toyama<br>127′ 11″ 22′ 11″<br>… … …<br>F16′ 1 dk<br>RW | M Fishing Mchy.aft<br>B.5435 In.5435 | Oil 2SA 5Cy. 330×500 mm<br>500bhp NE52 110t<br>Hayashikane Zosen Smk<br>9k |
| **NYO MARU No. 1**<br>**umura Kaiun K.K.**<br>ama<br>Japanese | 988<br>602<br>1664 | NK | **1961** Shikoku Dock Co.—Takamatsu<br>210′ 8″ 33′ 0″ 15′ 6″<br>206′ 9″ 32′ 10″ 17′ 1″<br>1 dk<br>RW | M Tanker Mchy.aft<br>4 Ta<br>L.74443 | Oil 4SA 6Cy. 380×550 mm<br>1200bhp 128t<br>Hanshin Nainenki Kogyo Kob<br>2×20kW 115V d.c. 10½k |
| **NYON L. BUTTERFIELD**<br>**ited States Department of Commerce**<br>tland, Me<br>United States | 7175<br>4416<br>10735 | AB | **1944** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2318t(o.f)<br>Worthington Corp. Bfo<br>3×20kW120V d.c. 10k |
| **NYON VICTORY**<br>**ited States Department of Commerce**<br>Angeles<br>United States | 7607<br>4561<br>10719 | AB | **1945** California S.B. Corp.—L.An<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc shaft<br>6600shp 2882t (o.f)<br>Allis-Chalmers Mfg Co. Millwaukee<br>2×300kW 240V d.c. 15k |
| **ZAN MARU**<br>**sei-sha K.K.**<br>onoseki<br>Japanese | 365<br>199<br>— | | **1960** Taguma Zosen—Inn<br>*141·4′* 24′ 9″ 10′ 10″<br>139′ 5″ 24′ 7″ 12′ 2″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (68½′×14¾′) | Oil 4SA 6Cy. 290×410 mm<br>550bhp 18t<br>Hanshin Nainenki Kogyo Kob<br>10k |
| **MUN 501**<br>**a Marine Industry Development Corp.**<br>on<br>S. Korean | 223<br>80<br>— | BV | **1966** At. & Ch. de La Manche—Dpe<br>105′ 11″ 24′ 7″<br>88′ 6″ 24′ 6″ 12′ 6″ | M Fishing | Oil 4SA 8Cy. 230×350 mm<br>640bhp<br>S.A. Fiat S.G.M. Tur<br>11k |
| **MUN 502**<br>**a Marine Industry Development Corp.**<br>on<br>S. Korean | 223<br>80<br>— | BV | **1966** At. & Ch. de La Manche—Dpe<br>105′ 11″ 24′ 7″<br>88′ 6″ 24′ 6″ 12′ 6″ | M Fishing | Oil 4SA 8Cy. 230×350 mm<br>640bhp<br>S.A. Fiat S.G.M. Tur<br>11k |
| **PEZ**<br>Aksoy<br>**C. Deniz Kuvvetleri**<br>**i Kurtarma Isletmesi**<br>nbul<br>Turkish | 582<br>41<br>— | AB | **1945** Marietta Mfg. Co.—Point Pleasant<br>142′ 2″ 33′ 3″ 16′ 3½″<br>141′ 0″ 33′ 1″ 18′ 9¾″<br>1 dk | S Salvage Tug | Unaflow 3Cy. 24½″×24″<br>1200ihp (o.f)<br>Skinner Eng. Co. Erie |
| **PHALINIA**<br>**Stringlis & Partners**<br>eus<br>Greek | 1925<br>1169<br>— | GL | **1965** Th. Zervas & Sons—Perama<br>269′ 0″ 36′ 6″ 10′ 0″<br>… … …<br>2 dks, pt 3rd dk | TM Ferry | 2 Oil 4SA each 8Cy. 390×680 mm<br>N.V. Werkspoor Ams |
| **PPO**<br>**Kappo A/B**<br>**Trimmer & Co. Eftr.**<br>Vasa<br>Finnish | T.Mk<br>**498**<br>312<br>905<br>**1211**<br>811<br>1670 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN400 EL p 1$\frac{7}{16}$″ U2 | **1966–8** Schlichting Werft—Travemünde<br>247′ 11″ 39′ 0″ 12′ 6″/16′ 5¼″<br>225′ 6″ 38′ 8½″ 22′ 1″<br>Ba35′ F28′ 2 dks<br>5BH<br>rf 7″ WB215t | M Ref Mchy.aft<br>3 Ho 63¼′, 49¼′, 53¼′<br>In.70020<br>3 Ha (stl) (each 22′×13′)<br>6W Der 6(3) | Oil 2SA 8Cy. 320×450 mm<br>2000bhp 250t (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>3×115kW 380V 50c/s a.c. 15k |
| **AMIA**<br>**ymos Gaianthrakem-iki Etaireia**<br>Greek | 121<br>100<br>200 | HR | **1949** Abelakia—Salamis<br>86′ 10″ 22′ 10″<br>… … …<br>1 dk | Wood Aux Mchy.aft | Oil 2DA 5Cy.<br>125bhp Emade—fitted54<br>DEMAG |

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| 518555<br>TQQM<br><br>Df Esd<br>RT | **KERAVEN**<br><br>**Louis Le Ny & Cie.**<br>Concarneau French | **118**<br>28<br>— | <br><br>BV | **1958** Le Ny—Kerdruc-en-Nevez<br>*83·5'* 22' 5"<br>... ... ... | Wood M Fishing<br><br><br>2 Ha (each 3¼'×3¼')<br>Der 1(2) | Oil 2SA 6Cy. 230×400 mm<br>360bhp<br>Burmeister & Wain |
| 518556<br>5MXF<br>2001<br>Df Esd<br>Gc Rdr | **KERAVNOS**<br>exAndros Thunder-60<br>**Industrial Freighters Corp.**<br>Monrovia Liberian | **17180**<br>10438<br>38878 | <br><br>AB | **1957** Mitsui Zosen—Tmn<br>690' 0" 92' 10" 35' 5"<br>660' 0" 92' 6" 48' 0"<br>P135' F54' 1 dk<br>RW<br>rf 5" | S Ore Carrier Mchy.aft<br>7 Ho 32 Ta<br><br>10 Ha | 2 S Turb dr geared to sc. shaft<br>12500shp<br>Ishikawajima Jukogyo |
| 518557<br>SZUB<br>720<br>RT | **KERAVNOS**<br><br>**Evangelos A. Parissis**<br>Syra Greek | **143**<br>56<br>280 | | **1943** ....................Syria<br>119' 1" 22' 0"<br>... ... ...<br>1 dk | Wood Aux | Oil 4DA 4Cy.<br>144bhp Emade—fitted 52<br>Lister Blackstone Mar. Ltd. |
| **518558** | **KERBALA**<br>exLiger-58<br>**Government of Iraq**<br>**(Directorate General of**<br>**Ports & Navigation)**<br>Basra Iraq | *1576*<br>*638*<br>— | **✠100A1** TD 4/68 ~~D 3/63~~<br>hopper dredger<br>**✠LMC**<br><br>EL q | **1924**-10 W. Simons & Co. Ltd.—Rnf<br>261' 0" 43' 1" 15' 0"<br>254' 0" 43' 0" 18' 0"<br>1 dk (stl-teak s)<br>R 7BH<br>WB43t | TS Hopper Dredger | T 6Cy. 15" 24½" & 40"×36"<br>1600ihp<br>W. Simons & Co. Ltd.<br>2 SB 180lb hs(3784) |
| 518559<br>UVGB<br>M-21230 | **KERCH**<br><br>**U.S.S.R.**<br>Bartum's Russian | **8229**<br>3942<br>11770 | | **1954** Admiralteiski Shpyd—Len<br>477' 4" 63' 1" 27' 10½"<br>62' 11" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br>4000bhp<br>Russki-Diesel Wks |
| 518560<br>USNW<br>M-26910<br>Df Esd<br>Gc Rdr | **KERCH**<br><br>**U.S.S.R.**<br>Sevastopol Russian | **2435**<br>1017<br>890 | | **1962** Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" 16' 1"<br>233' 0" 43' 2" 23' 0"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.61448<br>3 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht |
| 518561<br>TCXN<br>2436<br>Df RT | **KEREMPE**<br>exNelkon-54 exComo-45<br>**Mustafa ve Ahmed ve**<br>**Vehbi Aldikacti Vapurcul**<br>**Kollektif Sirketi**<br>İstanbul Turkish | *1205*<br>*704*<br>2056 | <br><br>✳Classed BC until 9/66 | **1910**-9 Earle's Co. Ltd.—Hul<br>262' 0" 35' 2" 16' 10½"<br>249' 10" 35' 0" 18' 0"<br>P16' B136' F31' 1 dk<br>R | S<br><br>G.121000 B.110000 | T 3Cy. 16½" 27" & 45"×3?"<br>650ihp<br>Amos & Smith Ltd. |
| 518562<br>ISGD | **KEREN**<br>exMaria Carolina-56<br>exPrimo-51<br>**Comm. Giacomo de Ponti**<br>Massawa Ethiopian | **132**<br>86<br>— | <br><br>RI | **1945** Ing. Gorner—Trapani<br>80' 10" 19' 10"<br>72' 2" 19' 7" 10' 10" | Aux Sr | Oil 4SA 3Cy. 230×300 mm<br><br>Motorenw. Mannheim |
| 661449 | **KEREWAN**<br>Launched as Kolna<br>**Government of Gambia**<br>Bathurst British | —<br>—<br>— | ~~✠A~~<br>~~River Gambia service,~~<br>~~limiting port Bathurst~~<br>~~✠LMC~~<br>~~MN48~~ ~~EL (q)~~<br>✠Class **WITHDRAWN**<br>21/2/69 | **1966**-11 James & Stone (Brightlingsea)<br>Ltd.—Brightlingsea<br>135' 0" 32' 10" 4' 6"<br>100' 0" 32' 0" 7' 6"<br>4BH<br>rf 5" | TM Ferry | 2 Oil 4SA each 6Cy.<br>geared<br>240bhp<br>Crossley Bros. Ltd.<br>2×2kW 110V d.c.<br>Propellers 2 fwd 2 aft |
| 518564<br>TKBF | **KERFOT**<br>exAigrette-62<br>**Émile Dudeffant, Émile**<br>**Lhostellier, Roger Rouello**<br>Lorient French | **233**<br>58<br>— | <br><br>BV | **1951** Ch. & At. A. Normand—Hav<br>*106·9'* 23' 0"<br>... ... ... | M Fishing<br>4 Ha (3¾'×2½') (3¾', 3¾'×3¼')<br>(3½'×2½')<br>Der 1(1) 1(½) | Oil 4SA 6Cy. 385×550 mm<br>450bhp<br>Ch. & At. A. Normand |
| 518565<br>TPNW<br><br>Df Esd | **KERGROISE**<br><br>**Gérard Villiers**<br>Concarneau French | **136**<br>43<br>— | <br><br>BV | **1957** At. & Ch. de la Rochelle—LaR<br>98' 5" 21' 4" 11' 1½"<br>83' 0" 21' 2" 12' 2"<br><br>RW | M Trawler | Oil 4SA 4Cy. 315×480 mm<br>400bhp<br>Etab. Duvant |
| 680313<br>FNWG<br>246<br>Df Esd<br>Gc Rdr<br>RT | **KERGUELEN**<br><br>**Cie. Maritime des**<br>**Chargeurs Reunis**<br>Dunkirk French<br>For later particulars<br>see New Entries No. 1 | **10620**<br>5950<br>13800 | | **1967** Ch. Nav. De La Ciotat—La Ciotat<br>515' 1" 71' 7" 31' 10"<br>478' 2" 71' 6" 41' 0"<br>3 dks | M Ref Mchy.aft | Oil SA 6Cy. 900×1550 mm<br>13800bhp Sulzer<br>Cie. de Const. Méc. |
| 518566<br>TPDG | **KERGUELEN**<br><br>**Henri Rousseau & Cie.**<br>Chevannes, Merceron, Ballery<br>Concarneau French | **101**<br>16<br>— | <br><br>BV | **1955** At. & Ch. de la Rochelle—LaR<br>78' 9" 19' 8"<br>... ... ... | M Trawler<br><br><br>1 Ha (3½'×3½')<br>Der 1(3) | Oil 4SA 6Cy. 225×300 mm<br>375bhp<br>Cie. de Const. Méc. |
| 680582<br>UBCO<br>M-24221 | **KERI**<br><br>**U.S.S.R.**<br>Tallin Russian | **429**<br>187<br>500 | | **1955** ....................E. Germany<br>164' 6" 26' 11" 10' 2"<br>26' 10" 12' 4" | M<br>1 Ho<br>G.18717<br>2 Ha (35½', 28½'×16½')<br>Cr 2(3) | Oil 4SA 6Cy.<br><br>Schwermasch. Karl Liebknecht |

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| **KERIMOANA**<br>**Wellington Harbour Board**<br>Wellington New Zealand | 242<br>125<br>— | ✠Classed LR until 12/56 | 1938–3 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>110′ 0″ 27′ 7″ 9′ 0¼″<br>104′ 0″ 27′ 6″ 10′ 0″<br>R | S Grab Hopper Dredger Mchy.aft<br>1W Cr 1(5) | C 2Cy. 12½″ & 26″×20″<br>240ihp (o.f)<br>Ferguson Bros. (P.Gl) Ltd. P.Gl<br>1×2kW 110V d.c. 7k |
| **KERINUI**<br>**Auckland Harbour Board**<br>Auckland New Zealand<br>For later particulars see New Entries No. 8 | 900<br>—<br>885 | A1<br>dredger<br>Class contemplated | Mason Bros. Ltd.—Auk<br>160′ 2″ 35′ 2″ 6′ 0″<br>160′ 0″ 35′ 0″ 11′ 6″ | Bucket Dredger | |
| **KERISPER**<br>nTer-60<br>**Soc. Indépendante Maritime de Pêche Ivoirienne**<br>Abidjan Ivory Coast | 201<br>60<br>— | | 1949 Ch. & At. Aug. Normand—Hav<br>*109·5′* 22′ 7″<br>… … … | M Trawler | Oil 4SA 6Cy. 365×550 mm<br>Ch. & At. Aug. Normand Hav |
| **KERITANA**<br>Capitaine Allegre–62<br>Alcyon<br>Émile **Dudeffant, Émile Lhostellier, Roger Rouello**<br>Lorient French | 202<br>58<br>— | BV | 1950 Ch. Nav. de la Pallice—L.Pl<br>*109·1′* 22′ 7″<br>… … … | M Fishing<br>3 Ha (each 3¾′×3½′)<br>1 (2½) | Oil 4SA 6Cy. 365×550 mm<br>450bhp 32t<br>Soc. Gen. de Con. Méc. La Courneuve<br>11½k |
| **KERKEDYK**<br>**N.V. Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)**<br>Rotterdam Netherland | 5324<br>2778<br>7290 | ✠100A1 SS 3/68 ~~SS 4/68~~<br>tunnel side tanks—vegetable oil<br>Str. nav. Ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1440 EL c†2⅛″SQ | 1958–4 Lübecker Flender-Werke—Lbc<br>459′ 7″ 61′ 11″ 25′ 1¾″<br>426′ 6″ 61′ 9″ 37′ 0″<br>F50′ 1 dk & S dk, 3rd dk in way of Nos. 1, 2 & 3 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 8″ WB2130t incl. Tunnel tanks 632t | M (12P) Ref OSD<br>5 Ho 60¾′, 69′, 64′, 64′, 51¾′<br>G.430590 B.379800 In.42734<br>5 Ha (stl) (22½′×18′) (36¾′×22′) (36¾′×19¼′) (36¾′, 24½′×22′)<br>16W Der 1(40) 2(10) 14(5) | Oil 2SA 9Cy. 680×1250 mm<br>7200bhp 1086t (hvf)<br>N.V. Werkspoor Ams<br>AuxB 100lb e (ex.g) 128lb<br>3×230kW 220V d.c. 16k |
| **KERKENNAH**<br>Makeni Palm–67<br>British Rover–61<br>lins **Cia. Nav. Corp.**<br>nama Panamanian | *6137*<br>*3334*<br>8480 | ✠100A1 Dr 4yrs–11/64<br>oil tanker<br>✠LMC<br>MN450 EL z | 1951–4 J. L. Thompson & Sons Ltd.—Sld<br>422′ 10″ 56′ 3″ 25′ 0¼″<br>400′ 0″ 56′ 0″ 30′ 1″<br>P90′ B46′ F37′ 1 dk<br>RW 16BH<br>rf 4″ WB243t | M Tanker Mchy.aft<br>24 Ta<br>L.397970 HeCls. BC<br>Der 1(5) 4(4) | Oil 2SA 3Cy. 600×2320 mm<br>2250bhp 630t–10pd<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 150lb<br>3×75, 75, 30kW 110V d.c. 11k |
| **ERKIRA**<br>Antarctic Ocean–65<br>e **Co. Inc.**<br>eus Greek | 4030<br>1716<br>4620 | ✠100A1 SS 6/66<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN1040 EL y 2$\frac{1}{16}$″ | 1948–5 Eriksbergs M/V—Got<br>394′ 1″ 53′ 1″ 23′ 5½″<br>365′ 8″ 53′ 0″ 34′ 0″<br>B&F220′ 1 dk & S dk, Platform dk in Nos. 1 & 2 holds<br>Coll BH to S dk 5 to 2nd dk<br>WB1826t incl. Tunnel tanks 936t | TM Ref OSD<br>In.232035<br>8W | 2 Oil 2SA each 9Cy. 500×900 mm<br>5200bhp 1399t (hvf)<br>Burmeister & Wain Cpf)<br>16½k |
| **RKIRA**<br>**rthmeia of Greece**<br>eus Greek | 362<br>215<br>— | | ……………………<br>133′ 2″ 37′ 8″<br>… … …<br>1 dk<br>R conv barge — | Iron TM Ferry | 2 Oil<br>400bhp Emade42fitted—<br>Motorenw. Mannheim Mhm |
| **RKIS**<br>Alsatia-68 exBysanz–67<br>ko Cia. **Naviera S.A.**<br>eus Greek | 2126<br>1111<br>3600 | ~~NV~~ | 1947 Eriksbergs M/V A/B—Got<br>338′ 8″ 44′ 7″ 18′ 10″<br>318′ 8″ 44′ 5″<br>F25′ 1 dk & S dk | M OSD<br>G.226700 B.211000<br>10W Der 1(20) | Oil 2SA 9Cy. 500×900 mm<br>B&W 559t<br>Eriksbergs M/V A/B Got<br>14k |
| **ERKSINGEL**<br>Stephanie–62<br>A. **van Es & Co. N.V.**<br>terdam Netherland | 498<br>255<br>684 | BV | 1960 N.V. Scheepswerf Kerstholt—Gro<br>174′ 2″ 28′ 3″ 10′ 9¾″<br>158′ 5″ 27′ 10″ 11′ 4″<br>1 dk<br>R | M Mchy.aft<br>G.35600 B.33300<br>2 Ha (each 36′×16½′)<br>Der 2(2–4) | Oil 4SA 8Cy. 305×460 mm<br>600bhp 54t (d.o)<br>D. & J. Boot "De Industrie" Alp<br>2×6kW 110V d.c. 11½k |

**DOMINION PINE** See New Entries No. **10**

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| **ERLIDOU**<br>Montfort<br>Concarneau French | 205<br>85<br>— | BV | 1962 Ch. & At. de la Perrière—Lorient<br>99′ 0″ 26′ 8″ 9′ 0″<br>89′ 7″ 26′ 4″ 10′ 6″<br>1 dk | M Mchy.aft<br>1 Ha (29′×19¾′)<br>Der 1(4) | Oil 4SA 8Cy. 185×200 mm<br>400bhp NE67<br>Moteurs Baudouin Msl<br>9k |
| **ERLOIS**<br>Sabliers de **l'Odet, Montfort Pere et Fils**<br>French | 121<br>19<br>— | BV | 1958 Ch. Querrien—Auray<br>*75·7′* 22′ 7″<br>… … … | Wood M Fishing<br>2 Ha (each 3¼′×3′)<br>Der 1(1½) | Oil 6Cy. 230×400 mm<br>420bhp<br>Burmeister & Wain Cpn<br>9½k |
| **MAC WORKBOAT V**<br>McGee **Corp.**<br>City United States | 193<br>131<br>— | | 1966 American Marine Corp.—N.Os<br>155′ 0″ 36′ 2″ 10′ 4⅞″<br>146′ 2″ 36′ 0″ 12′ 6″<br>1 dk | TM Supply Ship Mchy.aft | 2 Oil 2SA<br>1530bhp<br>Caterpillar Tractor Co. Peoria |

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| 518577<br>PFIY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KERMIA**<br>~~**Shell Tankers N.V.**~~<br>~~The Hague Netherland~~<br>**Maats. tot Financiëring van Berijfspanden N.V.**<br>Shell Tankers N.V.<br>The Hague Netherland | 12139<br>6933<br>18155<br>18959 | **✠100A1** ~~SS 10/68~~<br>oil tanker TD 11/68<br>**✠LMC**<br>MN1650 EL h†2$\frac{1}{16}$"SQ | **1955–9** Nederl. Dok & Schps. Maats.—Ams<br>555' 9" 69' 5" 29' 9½"<br>530' 0" 69' 3" 39' 0"<br>P115' B59' F50' 1 dk<br>16BH<br>rf 3½" WB314t | S Tanker Mchy.aft<br>33 Ta<br>L.890651 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8250shp<br>Parsons Marine Turb. Co.<br>2WTB 565lb Spt 550lb<br>sg 135lb |
| 518578<br>158697 | **KERMIC**<br>**Quebec Paper Sales & Transportation Co. Ltd.**<br>Quebec Canadian | 247<br>195<br>225 | **A–** Lake SS 4/68<br>for service between Donnacona and New York, via Lake Champlain, at a moulded draught of 7' 0" **LMC**<br>MN40 EL (a) | **1937** Geo. T. Davie & Sons Ltd — Lauzon<br>113' 0" 22' 5" 7' 0½"<br>109' 6" 22' 3" 8' 6"<br>B20' F14' Trunk71' 1 dk<br>RW NS 3BH<br>WB28t | M Mchy aft<br>1 Ho 76'<br>B.19823<br>3 Ha (21', 21', 19'×13 ) | Oil 2SA 5Cy. 255×315 mm<br>200bhp<br>Fairbanks, Morse & Co. |
| 518579<br>TPNX<br>Df Esd | **KERNEVEL**<br>**Émile Dudeffant, Émile Lhostellier, Roger Rouello**<br>Lorient French | 137<br>43<br>— | BV | **1957** At. & Ch. de la Rochelle—LaR<br>98' 5" 21' 4" 11' 1½"<br>83' 0" 21' 2" 12' 2"<br>RW | M Trawler<br>2 Ha (each 4'×4') | Oil 4SA 4Cy. 315×480 mm<br>400bhp<br>Etab. Duvant |
| 518581<br>TKAI | **KEROUL**<br>exAlcyon–62<br>**Émile Dudeffant, Émile Lhostellier, Roger Rouello**<br>Lorient French | 201<br>60<br>— | BV | **1949** Ch. & At. Aug. Normand—Hav<br>*109·5'* 22' 7"<br>… … … | M Trawler<br>4 Ha (3½', 3½', 3½'×3¼') (3¼'×2½') | Oil 4SA 6Cy. 365×580 mm<br>450bhp<br>Ch. & At. Aug. Normand |
| 618582<br>WI9469<br>290772<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **KERRY MORAN**<br>**Tug E. F. Moran Jr. Inc.**<br>New York United States | 289<br>197<br>— | AB | **1963** Jakobson Shpyd Inc.—Oyster Bay<br>108' 0" 29' 2" 15' 7⅝"<br>100' 9" 29' 0" 17' 3"<br>1 dk<br>BK3" | T D-E Tug | 2 Oil 2SA each 16Cy.<br>3500bhp driving 2 gen.<br>525V d.c. connected to<br>General Motors Corp.<br>3×35, 35, 30kW 125V d.c. |
| 518583<br>301662<br>RTm | **KERRYDALE H**<br>**John Harker Ltd.**<br>Hull British | 255<br>133<br>364 | | **1961** J. Harker Ltd.—Knottingley<br>140' 3" 22' 0" 8' 3"<br>135' 0" 21' 9" 9' 6"<br>1 dk<br>RW<br>rf 3" | M Oil Barge Mchy.aft | Oil 4SA 4Cy. 10½"×14½"<br>240bhp<br>Ruston & Hornsby<br>1×15kW 110V |
| 518584<br>MLQX<br>130126 | **KERSE**<br>**Grangemouth & Forth Towing Co. Ltd.**<br>Grangemouth British | 214<br>—<br>— | ✠Classed LR until 4/61 | **1923–9** J. Cran & Somerville Ltd.—Lth<br>107' 2" 25' 4" 11' 4"<br>100' 0" 24' 0" 12' 6"<br>R<br>BK7" | S Tug Mchy.aft | C 2Cy. 21" & 44"×27"<br>J. Cran & Somerville Ltd. |
| 541207<br>THYD<br>Df Esd<br>RT | **KERSIDAN**<br>**Cie. Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Concarneau French | 256<br>113<br>— | BV | **1963** At. & Ch. de La Rochelle-Pallice—LaR-P<br>103' 7" 26' 5"<br>88' 7" 26' 3" 13' 9" | M Fishing<br>Der 1(1½) | Oil 4SA 8Cy. 220×280 mm<br>585bhp<br>Klöckner-Humboldt-Deutz<br>2×140kW 220/380V |
| 518585<br>DAJX<br>Df Esd<br>Gc Rdr<br>RTm | **KERSTEN MILES**<br>**Hanseat. Reederei E. Offen & Co.**<br>Hamburg W. German | 5720<br>3313<br>10058 | **✠100A1** SS 9/66<br>Str. nav. Ice<br>**✠LMC**<br>MN668 EL c†2⅛"SQ | **1958–12** Lübecker Flender-Werke—Lbc<br>497' 9" 60' 8" 25' 1½"<br>457' 4" 60' 4½" 36' 11"<br>F42' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3" WB2551t incl. DTm494t | M OSD<br>G.616844 B.559559<br>5 Ha<br>Der 1(15) 10(3–5) | Oil 2SA 5Cy. 700×1200 mm<br>3340bhp<br>Masch. Augsburg-Nürnberg<br>2AuxB 128lb |
| 518586<br>SKBT<br>9653<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **KERSTIN**<br>~~**Förvaltnings A/B Transterra**~~<br>~~**Hans W. Hök**~~ **A/B Transmarin**<br>Helsingborg Swedish | 2308<br>1152<br>3850 | **✠100A1** CS 6/64<br>Str. nav. Ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN660 EL v 2$\frac{1}{16}$" | **1956–4** Helsingborgs Varfs A/B—Hbg<br>361' 1" 47' 8" 19' 7"<br>331' 1" 47' 6" 29' 4"<br>RAD23' RFD32' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 2" WB860t incl. Tunnel tanks 179t | M Ref (4P) OSD<br>4 Ho 46½', 92½', 55', 48½'<br>G.259110 B.238285 In.22363<br>4 Ha (31', 33½', 31' comb.×18')<br>(29'×16')<br>10W Der 1(20) 1(15) 10(5) | Oil 2SA 6Cy. 500×1100 mm<br>3300bhp<br>Burmeister & Wain<br>3×112kW 220V d.c. |
| 515124<br>DFUA<br>Df Esd<br>RT | **KERSTIN-EVA**<br>exHinrich Kolster–65<br>**Helmut von Allwörden**<br>Carsten Rehder<br>Osten W. German | 406<br>228<br>556 | GL | **1957** Stader Schiffsw.—Stade<br>165' 0" 27' 11" 9' 10⅛"<br>147' 6" 27' 7" 10' 11"<br>P30' F18' 1 dk<br>RW | M Mchy.aft<br>G.27526 B.26279<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 518589<br>DICK<br>10298<br>Df Esd<br>Rdr<br>RTm | **KERSTIN MATTHIESEN**<br>**B. Matthiesen & Co.**<br>Warnholtz, Schmidt & Co.<br>Hamburg W. German | 499<br>317<br>935 | GL | **1961** Schiffsw. Hugo Peters—Wewelsfleth<br>202' 11" 31' 6" 11' 10"<br>180' 1" 31' 5½" 13' 7"<br>1 dk<br>RW | M Mchy aft<br>1 Ho 126'<br>G.42854 B.39253<br>2 Ha (47½', 49'×16½')<br>4W Der 4(2) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz |
| 518590<br>9MSA<br>199502 | **KERTANG II**<br>**Bernam Oil Palms Ltd.**<br>Penang Malaysian | 111<br>56<br>100 | | **1953** Bernam Oil Palms Ltd.—Ulu Bernam<br>92' 0" 20' 10"<br>… … …<br>1 dk | Wood M<br>1 Ho 41½'<br>1 Ha (19'×11')<br>Der 1(1½) | Oil 8Cy. 150×180 mm<br>160bhp<br>Gleniffer Engines Ltd.<br>1×5kW 110V d.c. |

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| **ERTREGUIER**<br>ouis Le Ny & Cie.<br>ncarneau French | 116<br>38<br>— | BV | 1959 Le Ny—Kerdruc-en-Nevez<br>*78·1′* 22′ 6″<br>... ... ... | Wood M Fishing<br>1 Ha (3½′×3½′)<br>Der 1(3) | Oil 4SA 8Cy. 185×200 mm<br>400bhp 18½t<br>Moteurs Baudouin Msl<br>9½k |
| **ESARYA**<br>im Israel Navigation Co.<br>Ltd.<br>aifa Israel | 1898<br>910<br>2600 | ✠100A1 SS 9/68 ~~SS 8/63~~<br>Str. nav. Ice<br>✠LMC<br>✠Lloyd's RMC<br>MN330 EL q $1\frac{7}{16}$″SQ | 1958–8 Jos. L. Meyer—Papenburg<br>264′ 9″ 39′ 5″ 19′ 7¼″<br>249′ 2″ 39′ 0½″ 21′ 5″<br>P59′ Q146′ F39′ 2 dks<br>RW 4BH to U dk 1 to 2nd dk<br>rf nil WB411t | M Ref CSD Mchy.aft<br>G.114885 B.101999 In.7270<br>8W Der 2(10) 2(5) | Oil 4SA 8Cy. 420×660 mm<br>1650bhp 177t<br>Klöckner-Humboldt-Deutz Kln<br>12½k |
| **ESTREL**<br>P. Knight Ltd.<br>chester British | 223<br>—<br>— | ✠100A1 SS 8/65<br>tug<br>U.K., Eire & between River Elbe & Brest<br>✠LMC<br>MN230 EL (c) | 1955–11 J. Samuel White & Co. Ltd.—Cws<br>102′ 0″ 28′ 5″ 12′ 2¼″<br>92′ 1″ 28′ 0″ 13′ 9″<br>R 4BH<br>rf 18″ WB32t | M Tug | Oil 2SA 8Cy. 340×570 mm<br>1150bhp (d.o)<br>British Polar Engines Ltd. Gls<br>3×15kW 110V d.c. |
| **ETA**<br>rreault Navigation Inc.<br>lifax Canadian | 456<br>368<br>600 | | 1939 Smith's Dock Co. Ltd.—Mdb<br>164′ 0″ 27′ 7″ 14′ 6″<br>27′ 5″<br>1 dk<br>R | M<br>B.29900<br>1W | Oil 12Cy. 125×140 mm<br>NE53<br>General Motors Corp. Det<br>9½k |
| **TAM**<br>ector of Marine, Malaysia<br>nang Malaysian | 124<br>47<br>— | | 1950 Priestman Bros. Ltd.—Hul<br>99′ 8″ 25′ 10″ 6′ 0″<br>25′ 8″<br>1 dk<br>R | M Grab Hopper Dredger<br>1W Cr 1 | Oil 4SA 8Cy. 150×180 mm<br>160bhp (d.o)<br>Gleniffer Engines Ltd. Gls<br>1×5kW 110V d.c. 5½k |
| **TAMA**<br>Marocaine de<br>avigation<br>ablanca Moroccan | 1550<br>795<br>2521 | BV | 1961 Schlichting & Co.—Travemünde<br>295′ 4″ 44′ 5″<br>270′ 6″ 44′ 3½″ 27′ 0″<br>1 dk & S dk | M Ref OSD<br>In.58481<br>4 Ha (41¼′, 34¾′, 34¾′×18¼′) (9¾′×6½′)<br>Der 6(3–5) 2(2) | 2 Oil 4SA each 6Cy. 400×600 mm geared to sc. shaft<br>2740bhp 259t<br>Masch. Augsburg-Nürnberg Ham<br>15k |
| **TIL**<br>elløy–66<br>ten Haugen<br>esö Norwegian | 195<br>89<br>— | | 1953 Brastad Skibsbyggeri—Brattvåg<br>111′ 2″ 22′ 8″<br>22′ 7″ 11′ 4″<br>1 dk<br>len 57 | Wood M Fishing Mchy.aft | Oil 2SA 4Cy. 330×380 mm<br>240bhp<br>Hjelset Motfbr. Ålesund |
| **TIMUN**<br>ublik Indonesia<br>Pelajaran Nasional<br>donesia<br>arta Indonesian | 840<br>355<br>942 | ~~BV~~ | 1962 Brodogradiliste "Ivan Cetinic"—Korcula<br>227′ 8″ 34′ 6″ 12′ 7½″<br>198′ 10″ 34′ 5½″ 20′ 0″<br>1 dk & S dk | M OSD Mchy.aft<br>2 Ha (each 31½′×16½′)<br>Der 2(5) 2(3) | Oil 2SA 8Cy. 290×490 mm<br>960bhp B&W Alpha 97t<br>"Litostroj" Ljubljana<br>12k |
| **TTY**<br>adebreeze–66<br>rdefjell–62<br>sley Cia. Nav. S.A.<br>Karageorgis<br>~~Greek~~<br>ma Panamanian | 11991<br>6860<br>18190 | NV | 1955 Blyth D.D. & S.B. Co. Ltd.—Bly<br>556′ 5″ 72′ 2″ 29′ 11¼″<br>528′ 6″ 72′ 0″ 38′ 9″<br>P105′ B37′ F71′ 1 dk<br>RW | M Tanker Mchy.aft | Oil 2SA 9Cy. 720×1250 mm<br>6300bhp (hvf)<br>Sulzer Bros. Ltd. Win<br>2×291, 175kW 110V d.c. |
| **TTY**<br>osi–66 exSkaraborg–54<br>ys Shipping Co. Ltd.<br>Greek | ~~1148~~ 1149<br>~~612~~ 682<br>1600 | BV | 1914 A/B Oskarshamns M/V—Osk<br>*221·6′* 36′ 0″ 15′ 0″<br>35′ 10″<br>P24′ B58′ F25′ 1 dk<br>R | M<br>G.79000 B.73000<br>4 Ha (27′, 27′, 24′, 24′×16′)<br>Der 6(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp NE57 (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×380V a.c.<br>1×110V d.c. 8½k |
| **TTY**<br>e–50 exGreif I–47<br>-Britt-~~Elmquist~~<br>~~Swedish~~<br>Magnussen<br>Swedish | 161<br>99<br>200 | BV | 1909 C. Lühring—Brake<br>103′ 4″ 21′ 6″ 8′ 11″<br>... ... ...<br>1 dk<br>R len 54 | M Fishing<br>1 Ho<br>G.90001<br>1 Ha (47½′×16¼′)<br>1 W Der 1(1) | Oil 2SA 2Cy. 380×410 mm<br>200bhp NE51<br>A/B Bolinder Munktell Eskilstuna<br>10k |
| **TTY DANIELSEN**<br>et Otto Danielsen<br>enhagen Danish | 1399<br>772<br>2057 | BV | 1963 E. J. Smit & Zn's Scheeps.—Westerbroek<br>264′ 8″ 38′ 10″ 16′ 5″<br>233′ 7″ 38′ 8½″ 18′ 8″<br>1 dk<br>RW | M Mchy.aft<br>G.98000 B.92000<br>2 Ha (each 55¼′×20½′)<br>8W Der 1(15) 8(3½) | Oil 4SA 7Cy. 390×680 mm<br>1630bhp 153t<br>N.V. Werkspoor Ams |
| **TTY N**<br>nd Mead–66<br>mead–56<br>Endeavour Shipping<br>S.A.<br>Liberian | 13459<br>8225<br>20513 | ✠Classed LR until 12/66 | 1953–11 Vickers-Armstrongs Ltd.—Nwc<br>556′ 0″ 75′ 2″ 30′ 8½″<br>535′ 0″ 75′ 0″ 40′ 0″<br>P109′ B36 F61′ 1 dk<br>RW | S Tanker Mchy.aft<br>27 Ta | 2 S Turb dr geared to sc. shaft<br>8300shp 1707t (o.f)<br>Vickers-Armstrongs Ltd. Brw<br>15½k |

NIMAR See New Entries No. 5

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| 518602<br>KMHM<br>242939<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **KEVA IDEAL**<br>exCornell–60<br>**Keva Corporation**<br>Wilmington, Del United States | 8794<br>5309<br>14679 | AB | 1943 Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>501' 8" 68' 4" 28' 6¾"<br>487' 6" 68' 0" 37' 0"<br>P106' B34' F49' 1 dk<br>RW conv tanker 60<br>rf 9" | S Cement Carrier (5P) Mchy.aft<br>Self-unloader<br>7 Ho each 36¼'<br>Der 2(5) | 2 S Turb dr geared to sc.<br>7700shp<br>Bethlehem Stl Co.<br>2×300kW 240V d.c. |
| 518603<br>MDAV<br>300562<br>Esd Rdr<br>RT | **KEVERNE**<br>**J. P. Knight Ltd.**<br>Rochester British | 247<br>—<br>— | ✠100A1 ~~SS 6/64~~<br>tug SS 11/68<br>Coasting service U.K., Eire, Channel Islands, Isle of Man & between River Elbe & Brest<br>✠LMC<br>MN330 EL (e) | 1960–5 J. I. Thornycroft & Co. Ltd.—Sou<br>123' 0" 28' 5" 12' 5"<br>110' 0" 28' 0" 13' 9"<br>RW 4BH<br>rf 33" BK6" WB12t | M Tug | Oil 2SA 8Cy. 340×570 mm<br>gearing<br>1650bhp<br>British Polar Engines Ltd.<br>2×30kW 220V d.c. |
| 518604<br>311926<br>Esd Pfd<br>Rdr RT | **KEVIN SWEENEY**<br>**Laurence Sweeney Fisheries Ltd.**<br>Yarmouth, N.S Canadian | 127<br>83<br>— | | 1960 A. F. Theriault & Son—Meteghan<br>*86-0'* 23' 6"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 12Cy. 5"×5½"<br>General Motors Corp. |
| 518606<br>7LZL<br>89828<br>Rdr RT | **KEYAKI MARU**<br>**Enomoto Kaiso-ten**<br>Tokyo Japanese | 195<br>107<br>— | | 1961 Fukae Zosen—Ohkaki<br>109' 7" 22' 10" 10' 5"<br>95' 2" 22' 7½" 11' 6"<br>1 dk | M Mchy.aft<br>G.13525 B.12713<br>1 Ha (41½'×16') | Oil 4SA 6Cy. 258×380 mm<br>250bhp<br>Niigata Eng. Co. Ltd. |
| 500170<br>MBFK<br>183256<br>Esd Pfd<br>Rdr<br>RTm/v | **KEYNES**<br>exAccum–67<br>**Stephenson Clarke Ltd.**<br>London British | 1771<br>1186<br>2730 | ✠100A1 SS 8/67<br>✠LMC<br>MN236 EL q1½"SQ | 1950–6 Grangemouth Dkyd Co. Ltd.—Gmh<br>270' 6" 39' 7" 17' 0½"<br>257' 0" 39' 4" 18' 6"<br>Q158' B20' F26' 1 dk<br>RW NS 4BH<br>rf nil WB933t incl. DTm169t | M Mchy.aft<br>3 Ho 65', 56', 49'<br>G.126680<br>3 Ha (stl) (43'×26') (38', 30'×27')<br>1W | Oil 2SA 8Cy. 340×570 mm<br>1180bhp<br>British Polar Engines Ltd.<br>2×35kW 220V d.c. |
| 518611<br>PFJE<br>Df Esd<br>RT | **KEYSER**<br>**Reed. "De Noord" N.V.**<br>J. Vermaas' Scheepv. Bedr. N.V.<br>Alblasserdam Netherland | 500<br>339<br>845 | ✠100A1 SS 6/66<br>✠LMC<br>MN100 EL I | 1952–10 De Groot & Van Vliet N.V.—Slikkerveer<br>183' 0" 29' 8" 11' 8½"<br>170' 7" 29' 6" 13' 5"<br>P38' F32' 1 dk<br>RW 3BH<br>WB207t | M Mchy.aft<br>G.37870 B.35000<br>2W Der 2(3) | Oil 4SA 8Cy. 305×460 mm<br>500bhp<br>D. & J. Boot "De Indus |
| 518614<br>KPFY<br>247763<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **KEYSTONE STATE**<br>exMarine Flier–55<br>**States Marine Lines Inc.**<br>New York United States | 10780<br>6680<br>15348 | AB | 1945 Sun S.B. & D.D. Co.—Chester, Pa<br>520' 0" 71' 8" 32' 10"<br>496' 8" 71' 6" 43' 6"<br>P143' F139' 4 dks<br>RW<br>rf nil | S (12P) Mchy.aft<br>7 Ho 42¾', 60', 50', 57½', 57½', 60', 49½'<br>G.829000 B.711000<br>7 Ha (18', 27½', 27½', 30', 30', 30'×20') (20¼'×18')<br>28W Der 2(50) 22(5) | 2 S Turb dr geared to sc.<br>9900shp<br>General Electric Co.<br>3×300kW 230V d.c. |
| 518615<br>KIGR<br>266730<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **KEYSTONER**<br>**Keystone Tankship Corporation**<br>Keystone Shipping Co.<br>Wilmington, Del United States | 11368<br>7916<br>17703 | 100A1 TD 1/67<br>oil tanker<br>✠LMC<br>MN1540 ELg†2 1/16"SQ<br>AB | 1953–12 Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>551' 2" 68' 4" 29' 10"<br>524' 0" 68' 0" 37' 6"<br>P108' B36' F55' 1 dk<br>RW 16BH<br>rf 9" WB566t | S Tanker Mchy.aft<br>32 Ta<br>L.913970<br>Der 2(2) | 2 S Turb dr geared to sc.<br>7700shp<br>Bethlehem Stl Co.<br>2WTB 490lb Spt<br>2×500kW 440V 60c/s a.c. |
| 518616<br>KIBF<br>265644<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **KEYTANKER**<br>**Keystone Tanker Corporation**<br>Keystone Shipping Co.<br>Wilmington, Del United States | 11596<br>8150<br>17918 | 100A1 TD4–9/66<br>oil tanker<br>**LMC**<br>MN1540 EL g†2 1/16"SQ<br>AB | 1953–6 Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>551' 2" 68' 4" 30' 0"<br>524' 0" 68' 0" 37' 6"<br>P108' B36' F78' 1 dk<br>RW 16BH<br>rf 9" WB266t | S Tanker Mchy.aft<br>32 Ta<br>L.895689<br>Der 2(2) | 2 S Turb dr geared to sc.<br>7700shp<br>Bethlehem Stl Co.<br>2WTB 490lb Spt<br>2×500kW 440V 60c/s a.c. |
| 518617<br>KFBJ<br>267905<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **KEYTRADER**<br>**Keystone Tankship Corporation**<br>Keystone Shipping Co.<br>Wilmington, Del United States | 11476<br>8020<br>17887 | 100A1 TD 5/66 SS 8/67<br>oil tanker<br>✠LMC<br>EL (g†) 2 1/16"SQ<br>MN1540 ~~EL g†2 1/16"SQ~~<br>AB | 1954–6 Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>551' 2" 68' 4" 30' 0"<br>524' 0" 68' 0" 37' 6"<br>P108' B36' F78' 1 dk<br>RW 16BH<br>rf 9" WB566t | S Tanker Mchy.aft<br>32 Ta<br>L.913790<br>Der 2(2) | 2 S Turb dr geared to sc.<br>7700shp<br>Bethlehem Stl Co.<br>2WTB 490lb Spt<br>2×500kW 440V 60c/s a.c. |
| 570188<br>EPPK<br>Df Esd<br>RT | **KEYVAN**<br>**Bushehr Port Authority**<br>Bushehr Iranian | 1161<br>409<br>— | ✠100A1<br>hopper dredger<br>✠LMC<br>MN240 EL m 1½"U2 | 1967–1 Orenstein-Koppel & Lbcr Masch. A.G.—Lbc<br>213' 0" 42' 11" 13' 7"<br>196' 10" 42' 8" 16' 5"<br>1 dk<br>RW 4BH<br>rf nil | TM Trailing Suction Hopper Dredger Mchy.aft | 2 Oil 4SA each<br>reverse reduction<br>Masch. Augsburg-<br>1200bhp<br>3×176kW 400V 50c/s a.c.<br>Thw. thrust propeller |
| 680347<br>UMBN<br>M-16661<br>Df | **KHABAROV**<br>**U.S.S.R.**<br>Russian | 533<br>—<br>190 | | 1950 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>149' 0" 31' 3" 14' 5½"<br>15' 5" | S Tug | T 3Cy.<br>Wärtsilä Kon. Crichton- |

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| **HABAROV**<br>.S.S.R.<br>ropavlovsk<br>Russian | 402<br>149<br>412 | | **1953** ……………………Russia<br>152′ 3″ 26′ 3″ 10′ 7½″<br>26′ 2″ 11′ 6″<br>1 dk | M<br>2 Ho<br>G.17022<br>2 Ha (each 18′×11½′)<br>4W Der 4(1½) | Oil 2SA 4Cy. 300×500 mm<br>NE60<br>9½k |
| **HABAROVSK**<br>.S.S.R.<br>divostok<br>Russian | 5235<br>2165<br>1358 | | **1962** Mathias-Thesen-Werft—Wismar<br>400′ 9″ 52′ 6″ 17′ 1½″<br>52′ 4″ 25′ 0″<br>3 dks<br>RW | TM (333P)<br>1 Ho<br>B.17834<br>1 Ha (17¾′×13¾′)<br>1W Cr 1(3) 1(1) Der 1(1) | 2 Oil 2SA each 6Cy. 570×800 mm<br>8300bhp MAN<br>Dieselmotorenwerk Ros<br>17k |
| **HABAROVSK**<br>.S.S.R.<br>rmansk<br>Russian | 3000<br>1238<br>1547 | | **1956** Kieler Howaldtswerke A.G.—Kel<br>277′ 3″ 43′ 10″ 18′ 1″<br>246′ 2″ 43′ 8″ 24′ 2″<br>1 dk | M Stern Trawling Factory Ship<br>5 Ho<br>In.58800<br>5 Ha<br>2W Der 2(2) | Oil 2SA 6Cy. 520×900 mm<br>1900bhp Man<br>Kieler Howaldtswerke A.G. Kel<br>12½k |
| **HABAROVSK**<br>.S.S.R.<br>ningrad<br>Russian | 336<br>79<br>— | | **1949** Ruona O/Y—Brahestad<br>*123·1′* 26′ 6″<br>… … … | TS Tug | C 4Cy. 10¼″ & 21¾″×15¾″<br>Ruona O/Y Brahestad |
| **HALEB**<br>perial Ethiopian **Government**<br>**(Department of Marine)**<br>ssawa<br>Ethiopian | 337<br>98<br>— | BV | **1965** Brodogradiliste "Tito"—Belgrade<br>123′ 4″ 28′ 5″ 11′ 4″<br>111′ 6″ 28′ 3″ 13′ 9″<br>1 dk | M Tug<br>2 Ha (6½′, 9¼′×3¼′)<br>Der 1(5) | Oil 2SA 8Cy. 290×490 mm<br>960bhp B&W<br>"Litostroj" Ljubljana<br>10½k |
| **HALED**<br>Abdallah-52<br>med **Tabarzi**<br>ad<br>Syrian | 380<br>181<br>— | | **1943** Abdallah & Nazem Gandour—Rouad<br>*95·2′* 28′ 5″<br>28′ 3″ | Aux | Oil |
| **HALED**<br>z Canal **Authority**<br>t Said Egyptian (U.A.R.) | 220<br>—<br>— | ✠Classed LR until 1/63 | **1960–5** Rhrorter Schiffs. & Masch.—Duisburg<br>75′ 6″ 44′ 4″ 5′ 3″<br>74′ 6″ 43′ 3½″ 9′ 0″<br>1 dk<br>rf nil | TD-E Floating Crane | 3 Oil 4SA each 6Cy. 130×170 mm driving generators with electric drive to 2 sc. shafts<br>Klöckner-Humboldt-Deutz Kln<br>2 Directional propellers |
| **ALEEG 1**<br>se Solveig–63<br>Fisheries **Co. Ltd.**<br>it<br>Kuwait | 149<br>66<br>— | | **1962** Ernst Thälmann—Brandenburg<br>101′ 7″ 21′ 9″<br>88′ 3″ 21′ 8″ 10′ 10″ | M Trawler | Oil 4SA 8Cy. 240×360 mm<br>420bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **ALEEG 2**<br>sel Bjørn–63<br>Fisheries **Co. Ltd.**<br>it<br>Kuwait | 149<br>66<br>— | | **1962** Ernst Thälmann—Brandenburg<br>101′ 7″ 21′ 9″<br>88′ 3″ 21′ 8″ 10′ 10″ | M Trawler | Oil 4SA 8Cy. 240×360 mm<br>420bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **ALEEG 3**<br>geborg Anthonisen–63<br>Fisheries **Co. Ltd.**<br>it<br>Kuwait | 149<br>66<br>— | ~~GL~~ | **1961** Ernst Thälmann—Brandenburg<br>101′ 7″ 21′ 9″<br>88′ 3″ 21′ 8″ 10′ 10″ | M Trawler | Oil 4SA 8Cy. 240×360 mm<br>420bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **ALID**<br>ckelm–52<br>ttagong **Port Trust**<br>ttagong<br>Pakistan | 235<br>150<br>— | **BS✱**<br>tug<br>**MBS✱**<br>SS 12/66<br>MN180 EL (d) C16 | **1946–8** Canadian S.B. & E. Ltd.—Kin<br>113′ 6″ 30′ 1″<br>105′ 0″ 30′ 0″ 13′ 6″<br>3BH<br>BK7″ WB31t | S Tug | T 3Cy. 16½″ 27″ & 46″×30″<br>1000ihp (o.f)<br>Pt. Arthur S.B. Co. Ltd. Pt.A<br>SB 200℔ hs(2818) |
| **ALID**<br>ernment of **Iraq**<br>Directorate **General of**<br>Ports & **Navigation)**<br>Iraq | 112<br>—<br>— | GL | **1960** F. Schichau A.G.—Bhn<br>87′ 7″ 22′ 9″<br>… … … | M Tug | Oil 4SA 8Cy. 320×450 mm<br>Klöckner-Humboldt-Deutz Kln |
| **ALIJ**<br>mon **Nav. Co. Ltd.**<br>ndon<br>British | 249<br>124<br>— | BV | **1960** N.V. Noord Ned. Schps.—Gro<br>123′ 7″ 28′ 6″ 6′ 0″<br>114′ 10″ 28′ 0″ 7′ 3″<br>1 dk | M Tanker Mchy.aft<br>6 Ta | Oil 4SA 6Cy. 220×280 mm<br>Klöckner-Humboldt-Deutz Kln<br>8k |
| **AMSIN**<br>on Gaury<br>Rochelle<br>French | 105<br>—<br>— | | **1953** Simon Gaury—LaR<br>*78·7′* 21′ 8″<br>… … … | Wood M Trawler | Oil 4SA 6Cy. 240×300 mm<br>Moteurs Baudouin Msl |
| **NH-HOA**<br>rbara Ahrens–54<br>Tau Viet **Tai (Cie.**<br>ritime **Vietnamienne**<br>Transports)<br>S. Vietnam | 526<br>324<br>868 | BV | **1953** Schiffs. Hans Basedow—Hitzacker<br>*155·3′* 26′ 8″<br>… … …<br>2 dks<br>RW | M Mchy.aft<br>1 Ha (73¾′×19½′)<br>Der 2(2) | Oil 4SA 8Cy. 290×420 mm<br>520bhp<br>Masch. Kiel A.G. Kel<br>10¾k |

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| **650080**<br>UJFM<br>M-26224 | **KHARITON LAPTEV**<br>exLedokol 3–66<br>**U.S.S.R.**<br>Russian | **2305**<br>—<br>1092 | | **1962** Admiralteiski Shpyd—Len<br>221′ 10″ 59′ 3″<br>... ... ...<br>2 dks | Tr D-E Icebreaker<br>1 Ho<br>B.8617<br>1 Ha<br>2W Der 2(1½) | Oil with elec. drive |
| **518628**<br>Df Esd<br>Gc | **KHARJKOV**<br>**U.S.S.R.**<br>Murmansk Russian | **688**<br>225<br>— | ✠ | **1956–10** A/B Gävle Varv—Gfl<br>207′ 0″ 30′ 8″<br>187′ 6″ 30′ 6″ 15′ 11″<br>F40′<br>RW<br>rf 39″ BK8″ | S Trawler | C 4Cy. (2) 295 & (2)<br>A/B Lindholmens Varv |
| **518629**<br>UURD<br>M-11747 | **KHARKOV**<br>exJane Christenson–45<br>exStalingrad–44<br>exJane Christenson–43<br>exWestboro<br>**U.S.S.R.**<br>Leningrad Russian | **6170**<br>3371<br>7971 | ✠Classed LR until 4/21 | **1918–4** J. F. Duthie & Co.—Sea<br>423′ 8″ 54′ 2″ 23′ 9″<br>410′ 5″ 54′ 0″ 30′ 2″<br>P43′ B115′ F47′ 2 dks<br>R | S<br>5 Ho<br>G.403260<br>5 Ha (16′, 29½′, 29½′, 27′, 31½′×17′)<br>11W Der 1(15) 10(5) | T 3Cy. 24½″ 41½″ &<br>NE20<br>Ingersoll-Rand Co. |
| **518630**<br>Df | **KHARLOV**<br>exInger–55 exUleå–47<br>exGaunless–37 exBoreas–33<br>**U.S.S.R.**<br>Russian | **1437**<br>725<br>2180 | | **1925** Sir J. Priestman & Co.—Sld<br>254′ 2″ 36′ 8″ 16′ 2½″<br>36′ 6″<br>P24′ B60′ F21′ 1 dk<br>R | S<br>G.95000 B.90000 | T 3Cy. 17½″ 29″ & 48″<br>N.E. Mar. Eng. Co. Ltd. |
| **680349**<br>UHRL<br>M-98909 | **KHARLOV**<br>**U.S.S.R.**<br>Vladivostok Russian | **402**<br>149<br>442 | | **1954** .....................Russia<br>152′ 3″ 26′ 3″ 10′ 7½″<br>26′ 2″ 11′ 6″<br>1 dk | M<br>2 Ho<br>G.18576<br>2 Ha (each 18′×11½′)<br>4W Der 4(1½) | Oil 2SA 4Cy. 300×500 mm |
| **672454**<br>263<br>Df Esd<br>Gc Rdr<br>RT | **KHARSIS**<br>**Compagnie de Navigation "Daher"**<br>Marseilles French | **500**<br>308<br>1253 | BV | **1967** N.V. Scheepsw. "De Hoop"—Lobith<br>250′ 7″ 40′ 1″ 14′ 1″<br>229′ 7″ 39′ 9″ 18′ 9″<br>P65′ F34′ 1 dk & S dk | M Ref OSD/CSD Mchy.aft<br>pt wine carrier<br>2 Ho 65½′, 81½′<br>G.108063 B.98635 In.2472<br>2 Ha (stl) (41′×18½′) (66′×19½′)<br>4W Der 1(10) 3(5) | Oil 4SA 8Cy. 400×600 mm<br>2000bhp<br>Masch. Augsburg-Nürnb<br>2×108kW 380V 50c/s a.c. |
| **518631**<br>PFJH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KHASIELLA**<br>~~**Shell Tankers N.V.**~~<br>~~The Hague Netherland~~<br>**Maats. tot Financiëring van Bedrijfspanden N.V.**<br>Shell Tankers N.V.<br>The Hague Netherland | **12119**<br>6920<br>18255 | ✠100A1 SS 6/65<br>oil tanker<br>✠LMC<br>MN1650 EL h†2 $\frac{1}{16}$″SQ | **1956–4** Nederl. Dok. & Schpsb.—Ams<br>555′ 9″ 69′ 5″ 29′ 9½″<br>530′ 0″ 69′ 3″ 39′ 0″<br>P115′ B58′ F46′ 1 dk<br>16BH<br>rf 3½″ WB314t | S Tanker Mchy.aft<br>33 Ta<br>L.890500 HeCls. B | 2 S Turb dr geared to sc.<br>8250shp<br>N.V. Werkspoor<br>2WTB 565lb Spt 800°F<br>sg 135lb |
| **660285** | **KHEIRAT ALLAH**<br>**F. Sinno**<br>Beirut Lebanese | **415**<br>188<br>— | BV | **1965** D. Polycarpos—Beirut<br>*125·0′* 24′ 3″<br>... ... ...<br>1 dk | M | Oil 4SA 6Cy. 250×350 mm<br>Motorenw. Mannheim |
| **661420**<br>GSGE<br>309745<br>RTm/v | **KHERADMAND**<br>**BP Clyde Tanker Co. Ltd.**<br>London British | **373**<br>59<br>— | ✠100A1<br>tug<br>✠LMC<br>MN330 EL (f) 1½″ SQ | **1966–10** Charles D. Holmes & Co. Ltd.—Bev<br>133′ 5″ 33′ 2″ 12′ 4½″<br>120′ 0″ 31′ 6″ 14′ 3″<br>B43′<br>3BH<br>rf 18″ BK1½″ WB55t | M Tug | Oil 2SA 8Cy. 14½″×19″<br>geared<br>1650bhp<br>Crossley Brothers Ltd.<br>2×75kW 220V d.c. |
| **518632**<br>UQNY<br>M-21208 | **KHERSON**<br>**U.S.S.R.**<br>Odessa Russian | **8229**<br>3942<br>11770 | | **1953** .....................Russia<br>477′ 4″ 63′ 1″ 27′ 10½″<br>62′ 11″ 34′ 2″<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19′×13′)<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br>4000bhp |
| **542080**<br>UNJR<br>M-3197<br>Df Esd<br>Gc | **KHIBINI**<br>exDelfin–63<br>exJose J. Acosta–46<br>**U.S.S.R.**<br>Odessa Russian | **7174**<br>4425<br>11062 | | **1943** Permanente (Shpyd No. 1)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>5 Ho<br>G.562608 B.499573<br>5 Ha (33½′, 34½′, 34½′, 34½′, 20′×20′)<br>11W Der 1(10) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Joshua Hendy Iron Wks |
| **641133**<br>UJOC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KHIBINSKIE GORY**<br>**U.S.S.R.**<br>Murmansk Russian | **10874**<br>5906<br>— | ✠Classed LR until 2/67 | **1964–10** A/B Götaverken—Got<br>515′ 1″ 69′ 9″ 24′ 3″<br>475′ 11″ 69′ 7″ 43′ 3″<br>P123′ F49′ 2 dks, 3rd dk except in mchy. space<br>rf 6″ | M Ref Mchy.aft | Oil 2SA 7Cy. 760×1500 mm<br>8750bhp<br>A/B Götaverken |
| **680350**<br>UOVG<br>M-21999 | **KHILOK**<br>**U.S.S.R.**<br>Korsakov Russian | **402**<br>148<br>442 | | **1954** .....................Russia<br>152′ 3″ 26′ 3″ 10′ 7½″<br>26′ 2″ 11′ 6″<br>1 dk | M<br>2 Ho<br>G.16810<br>2 Ha (each 18½′×11½′)<br>4W Der 4(1½) | Oil 2SA 4Cy. 300×500 mm |

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| **KHIMIK ZELINSKY**<br>U.S.S.R.<br>Odessa Russian | 12285<br>6903<br>16250 | | 1962 ....................Kherson<br>557′ 6″ 71′ 6″ 31′ 11¾″<br>71′ 4″ 42′ 5″<br>2 dks | S<br>6 Ho<br>G.716184<br>6 Ha (38¾′, 38¾′, 38¾′, 37¾′×29½′)<br>(30½′×23′) (27½′×21¾′)<br>Cr 12(5) | S Turb<br>13000shp (o.f)<br>19k |
| **KHINGAN**<br>U.S.S.R.<br>Petropavlovsk Russian | 3170<br>1225<br>1425 | | 1962 ....................Russia<br>277′ 10″ 46′ 0″ 18′ 3″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(2½) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| **KHIOS BELLE**<br>exMaster Nicos–58<br>**Pioneer Shipping Development Inc.**<br>Chios Greek | 8453<br>5294<br>12550 | ✠100A1 SS 10/66<br>✠LMC<br>MN880 EL c†2½″SQ | 1953–1 Burntisland S.B. Co. Ltd.—Bnt<br>468′ 4″ 62′ 0″ 29′ 0¼″<br>435′ 0″ 61′ 9″ 38′ 3″<br>F89′ 2 dks<br>RW NS 7BH<br>WB2361t incl. DTm1248t | M<br>5 Ho 62¾′, 69½′, 45′, 70′, 65′<br>G.684000 B.626000<br>5 Ha (29¼′, 42½′, 42½′, 32½′, 32½′×22½′)<br>14W Der 2(25) 10(5) 4(3) | Oil 2SA 6Cy. 720×1250 mm<br>4400bhp 905t (hvf)<br>Sulzer Bros. Ltd. Win<br>2AuxB 150lb<br>2×100, 75kW 220V d.c. 13½k |
| **KHIOS STAR**<br>exAvonfield–65<br>Marinfante **Cia. Naviera S.A.**<br>Piræus Greek | 11310<br>6449<br>~~46770~~<br>17505 | AB<br>✠Classed LR until 7/65 | 1953–5 Wm. Doxford & Sons Ltd.—Sld<br>538′ 11″ 70′ 0″ 30′ 0½″<br>505′ 0″ 69′ 9″ 39′ 10″<br>P110′ B39′ F58′ 1 dk<br>RW<br>rf 6″ | M Tanker Mchy.aft<br>27 Ta | Oil 2SA 5Cy. 700×2320 mm<br>6450bhp 1218t (hvf)<br>Wm Doxford & Sons Ltd. Sld<br>3×55, 55, 22kW 110V d.c. 14k |
| **KHIRURG VISHNEVSKY**<br>U.S.S.R.<br>Odessa Russian | 12285<br>6903<br>16225 | | 1961 ....................Kherson<br>557′ 6″ 71′ 6″ 31′ 11″<br>71′ 3″ 42′ 5″<br>2 dks | S<br>6 Ho<br>G.716184<br>6 Ha (38¾′, 38¾′, 38¾′, 37¾′×29½′)<br>(30½′×23′) (27½′×21¾′)<br>Cr 12(5) | S Turb<br>13000shp (o.f)<br>19k |
| **KHIVA**<br>U.S.S.R.<br>Petropavlovsk Russian | 402<br>148<br>412 | | 1952 ....................Russia<br>152′ 3″ 26′ 3″ 10′ 7½″<br>26′ 2″ 11′ 6″<br>1 dk | M<br>2 Ho<br>G.16810<br>2 Ha (each 18′×11½′)<br>4W Der 4(1½) | Oil 2SA 4Cy. 300×500 mm<br>NE61<br>10k |
| **KHODADAD VANANCA**<br>exSavudrija–67<br>ndranik **A. Carapetian**<br>ndar Abbas Iranian | 307<br>151<br>395 | BV JR | 1954 Brodogradiliste Uljanik—Pla<br>137′ 1″ 24′ 7″ 10′ 7″<br>24′ 5″<br>P39′ F18′ 1 dk | M Mchy.aft<br>1 Ho 75½′<br>G.15108<br>2 Ha (25¾′, 21¾′×12½′)<br>2W Der 2(15) | Oil 4SA 6Cy. 290×402 mm<br>370bhp 145t<br>Masch. Kiel A.G. Kel<br>9k |
| **HOFO**<br>ez Canal **Authority**<br>rt Said Egyptian (U.A.R.) | 1778<br>1285<br>— | ✠100A1<br>dredger<br>United Arab Republic<br>coasting service<br>EL(s) | 1964–2 Simons-Lobnitz Ltd.—Rnf<br>258′ 2″ 50′ 0″<br>250′ 0″ 49′ 0″ 13′ 6″<br>1 dk<br>RW 7BH<br>rf nil WB198t | Suction Dredger | (o.f)<br>✠3wtdb 545lb Spt 720° F. 515lb |

SURVEYS OVERDUE 2/68

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| **KHOLMOGORY**<br>U.S.S.R.<br>Russian | 685<br>280<br>711 | | 1954 Stocznia im. Komuny Paryskiej—Gdy<br>189′ 1″ 29′ 7″ 13′ 10″<br>170′ 10″ 29′ 6″ 15′ 8″<br>1 dk | M<br>2 Ho<br>G.37400<br>2 Ha (each 33¾′×13′)<br>4W Der 4(3) | Oil 4SA 8Cy. 290×420 mm<br>640bhp<br>Masch. Kiel A.G. Kel<br>10k |
| **KHOLMSK**<br>U.S.S.R.<br>Kholmsk Russian | ~~4846~~ 4847<br>2458<br>~~8178~~ 5868 | | 1965 Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ ~~22′ 4½″~~ 22′ 3¾″<br>54′ 9″ 26′ 5″<br>1 dk<br>RW | M | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>Stocznia Gdanska Gdk |
| **KHOLMSK**<br>U.S.S.R.<br>Petropavlovsk Russian | 638<br>281<br>598 | | 1955 Stocznia im. Komuny Paryskiej—Gdy<br>189′ 1″ 29′ 7″ 13′ 10″<br>170′ 10″ 29′ 6″ 15′ 8″<br>1 dk | M<br>2 Ho<br>G.39000<br>2 Ha (each 33¾′×13′)<br>4W Der 4(1½) | Oil 4SA 8Cy. 290×420 mm<br>640bhp<br>Masch. Kiel A.G. Kel<br>10k |
| **KHRABRIJ**<br>U.S.S.R.<br>Batumi Russian | 368<br>—<br>156 | | 1953 ....................Russia<br>145′ 10″ 31′ 1″ 11′ 0¼″<br>14′ 5″ | TM Tug | 2 Oil 2SA each 6Cy. 300×500 mm<br>Emade49fitted53<br>12½k |
| **KHRUSTAL**<br>U.S.S.R.<br>Kaliningrad Russian | 3170<br>1225<br>1425 | | 1963 ....................Russia<br>277′ 10″ 46′ 0″ 18′ 8¾″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>7 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| **KHUDOZHNIK V. KRAJNEV**<br>U.S.S.R.<br>Murmansk Russian | 3816<br>1888<br>5007 | | 1956 Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 0″ 21′ 8⅝″<br>47′ 10″ 26′ 4″<br>1 dk<br>RW | S<br>4 Ho<br>G.198045<br>4 Ha (37′, 37′×27′) (30½′, 30½′×31½′)<br>8W Der 8(5) | C 4Cy. (2) 455 & (2) 980×980 mm with LP turb & hydraulic coupling<br>2500ihp Swi<br>Z.U.T. Zgoda 11½k |

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| 660042 | **KHULIO ANTONIO MELYA**<br>**U.S.S.R.**<br>Odessa Russian | 32841<br>16387<br>49370 | | **1965** Baltic S.B. & Eng. Wks—Len<br>756' 3" 101' 9" 37' 9"<br>101' 6" 50' 6"<br>1 dk | S Tanker Mchy.aft<br>20 Ta<br>L.1898206<br>Der 2(2–5) | 2 S Turb geared to sc shaft<br>19000shp |
| 518640<br>GTBK<br>186174<br>Df Esd<br>Gc Rdr<br>RTm/v | **KHUZISTAN**<br>**Strick Line Ltd.**<br>F. C. Strick & Co. Ltd.<br>London British | T.Mk<br>4776<br>2696<br>6346<br>7145<br>4231<br>9890 | ✠100A1 SS 7/63<br>✠LMC<br>MN880 EL c†2¼"SQ | **1955–1** J. Readhead & Sons Ltd.—Shl<br>477' 11" 58' 6" ~~26' 6"~~ 20' 5½"/26' 1½"<br>450' 0" 58' 3" 32' 3"<br>P81' B153' F99' 2 dks<br>RW 7BH<br>rf 4" WB1445t incl. DTa1102t | M (5P) Ref<br>5 Ho 65', 126', 38½', 48', 68'<br>G.581675 B.526275 In.3440<br>2 Ha (stl) (31½', 41' × 22')<br>2 Ha (w) (19½', 12' × 22')<br>2 Ha (stl) (each 31½' × 22')<br>14W Der 1(50) 1(30) 4(10) 4(7) 6(5) | Oil 2SA 4Cy. 670 × 2320 mm<br>4400bhp<br>N.E. Mar. E. Co. (1938) Ltd.<br>2AuxB 120lb<br>3 × 60kW 220V d.c. |
| 650466<br>TOXS<br>Df | **KIA ORA**<br>**Gouvernement Général de la Polynésie Française**<br>Papeete French | 135<br>—<br>— | BV | **1964** Ch. Nav. Franco-Belges—Villeneuve<br>*88·6'* 20' 8"<br>20' 6"<br>1 dk | M Mchy.aft<br>1 Ha (6½' × 4½')<br>Der 2(½) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>300bhp<br>Moteurs Baudouin |
| 518642<br>HPTC<br>3631sm<br>Df Esd<br>Rdr | **KIAN AUN**<br>exKing On–57 exPetersborg–57<br>exJoburg–51 exRigoletto–48<br>exKolsnaren–44<br>**Transportes Dorados S.A.**<br>Panama Panamanian | *2376*<br>*1323*<br>4730 | ✠100A1 SS 5/66<br>shelter dk with freeboard<br>✠LMC<br>EL u | **1923–6** A/B Götaverken—Got<br>316' 0" 45' 8" 21' 7½"<br>304' 0" 45' 6" 30' 9"<br>1 dk & S dk<br>R Coll BH to S dk 4 to U dk<br>rf 6" WB967t | M OSD<br>4 Ho 55¾', 47½', 53', 68¼'<br>G.262000 B.239000<br>4 Ha (each 23½' × 18')<br>8W Der 8(3) | Oil 4SA 6Cy. 630 × 1300 mm<br>1650bhp<br>A/B Götaverken<br>db 100lb<br>3 × 80, 73, 50kW 230V d.c. |
| 518644 | **KIANGSU**<br>**The People's Republic of China**<br>People's Rep. of China | 5100<br>—<br>— | | **1959** Kiangnan Dk & Eng. Wks—Shi | M Train Ferry | Oil |
| 518645<br>Df Esd<br>Pfd RT | **KIARA**<br>**The Federal Fisheries Service of Nigeria**<br>Lagos Nigerian | 102<br>31<br>— | ✠Classed LR until 1/67 | **1962–1** Brooke Marine Ltd.—Lwt<br>70' 0" 19' 7"<br>63' 6" 19' 0" 10' 6"<br>1 dk | TM Stern Fishing Research Ship | 2 Oil 4SA each 4Cy.<br>reverse reduction gearing<br>couplings<br>240bhp<br>Bergius Co. Ltd. |
| 518646<br>LCRV | **KIBERG**<br>exBratt–62 exBrat exVenus<br>**Lars. L. Austnes Partrederi**<br>Ålesund Norwegian | 194<br>91<br>— | ✠ | **1896–10** Cochrane & Cooper—Bev<br>133' 2" 20' 7"<br>… … …<br>len 30 & 38<br>R conv salvage ship 60 | Iron M Fishing | Oil 2SA 3Cy. 360 × 380 mm<br>260bhp Emade57fitted62<br>Hjelset Motfbr. |
| 518647<br>JPOB<br>81917<br>Df Esd<br>Gc Rdr | **KIBI MARU**<br>**Matsuoka Kisen K.K.**<br>~~**Tochiki Kisen K.K.**~~<br>~~Kobe~~ Ashiya Japanese | 8676<br>5285<br>12210 | NK<br>✠Classed LR until 12/61 | **1958–12** Mitsui Zosen—Tmn<br>483' 4" 62' 3" 28' 2¾"<br>450' 4" 62' 0" 38' 10"<br>F43' 2 dks<br>rf 4" | M<br>5 Ho<br>G.632559 B.567756<br>5 Ha (30½' × 21½') (48', 47½', 47½' × 23')<br>(36¾' × 21½')<br>16W Der 2(20) 2(15) 12(5) | Oil 2SA 7Cy. 620 × 1400 mm<br>6300bhp B&W<br>Mitsui Zosen<br>3 × 180kW 225V d.c. |
| 518648<br>JHVD<br>76795<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **KIBI MARU**<br>**Hinode Kisen K.K.**<br>Tokyo Japanese | 5691<br>3226<br>8260 | NK | **1957** Kure Zosensho—Kure<br>418' 4" 56' 7" 24' 10"<br>387' 2" 56' 5" 31' 8"<br>P104' F42' 1 dk, pt 2nd dk<br>RW<br>rf 5" | M (4P) Mchy.aft<br>3 Ho 53½', 113½', 108¼'<br>G.408880 B.382581<br>3 Ha (29', 83½', 83½' × 23½')<br>16W Der 2(110) 10(15) | Oil 2SA 5Cy. 700 × 1200 mm<br>4100bhp MAN<br>Kawasaki Dykd Co. Ltd.<br>2 × 144kW 445V 60c/s a.c. |
| 518649<br>7LKV<br>91566<br>Df Esd<br>Rdr RT | **KIBI MARU**<br>**Satokuni Kisen K.K.**<br>Kobe Japanese | 1804<br>884<br>2865 | NK | **1962** Setoda Zosen—Setoda<br>274' 9" 41' 6" 17' 10"<br>255' 11" 41' 4" 20' 4"<br>1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta<br>L.118869 | Oil 4SA 8Cy. 430 × 620 mm<br>1800bhp<br>Niigata Eng. Co. Ltd.<br>2 × 40kW 100V d.c. |
| 518650<br>JGQH<br>73507<br>Rdr RT | **KIBO MARU**<br>**Ueno Shokai K.K.**<br>Kitakyushu Japanese | 1423<br>755<br>2314 | NK | **1957** Hashihama Zosen—Imabari<br>250' 0" 37' 9" 17' 7½"<br>230' 0" 37' 8" 19' 8"<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.92207 | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1620bhp NE63<br>Daihatsu Kogyo<br>1 × 10kW 230V d.c. |
| 518651<br>JGQM<br>73523 | **KIBO MARU No. 31**<br>**Ueno Shokai K.K.**<br>Moji Japanese | 331<br>190<br>— | | **1958** Hashihama Zosen—Imabari<br>*147·7'* 22' 0" 10' 2"<br>21' 11" 11' 2"<br>1 dk len 59 | M Tanker Mchy.aft | Oil 4SA 6Cy. 265 × 400 mm<br>320bhp<br>Nippon Hatsudoki |
| 518652<br>JJNU<br>81880 | **KIBO MARU No. 32**<br>**Ueno Shokai K.K.**<br>Moji Japanese | 325<br>172<br>443 | | **1959** Murakami Zosen Tekko—Smk<br>142' 2" 23' 1" 10' 6"<br>129' 7" 22' 11" 11' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 230 × 400 mm<br>350bhp<br>Matsue Nainenki Kogyo |
| 518653<br>JIWK<br>42517 | **KIBO MARU No. 35**<br>exShinko Maru No. 15–56<br>exSenyo Maru<br>**Ueno Shokai K.K.**<br>Moji Japanese | 234<br>133<br>— | | **1936** Niigata Tekkosho—Niigata<br>*124·1'* 19' 8"<br>19' 6"<br>1 dk<br>R len 56 | M Fishing | Oil 4SA 6Cy. 270 × 400 mm<br>270bhp<br>Niigata Tekkosho |

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| **KIBO MARU No. 36**<br>**Sakaguchi Kaiun G.K.**<br>Moji Japanese | 367<br>206<br>— | | 1960 Koyo Dock—Mihara<br>155′ 8″ 23′ 1″ 10′ 6″<br>144′ 0″ 22′ 11″ 11′ 6″<br>1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.23950 | Oil 4SA 6Cy. 280×400 mm<br>350bhp<br>Matsue Nainenki Kogyo | <br>20t–1½pd<br>Matsue<br>10k |
| **KIBO MARU No. 37**<br>**Ueno Shokai K.K.**<br>Moji Japanese | 370<br>213<br>— | | 1960 Murakami Zosen Tekko—Smk<br>154′ 4″ 23′ 1″ 10′ 6″<br>144′ 0″ 22′ 11″ 11′ 6″<br>1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.24094 | Oil 4SA 6Cy. 280×400 mm<br>350bhp<br>Matsue Nainenki Kogyo | <br>22½t–1½pd<br>Matsue<br>10k |
| **KIBO MARU No. 51**<br>**Ueno Shokai K.K.**<br>Moji Japanese | 499<br>270<br>— | | 1961 Koyo Dock—Mihara<br>159′ 6″ 32′ 0″ 13′ 6″<br>147′ 4″ 31′ 10″ 14′ 8″<br>1 dk | M Tanker Mchy.aft<br><br>L.37645 | Oil 4SA 6Cy. 300×430 mm<br>600bhp<br>Matsue Nainenki Kogyo | <br>48t<br>Matsue<br>10½k |
| **KIBO MARU No. 53**<br>**Ueno Shokai K.K.**<br>Kitakyushu Japanese | 999<br>612<br>1520 | NK | 1961 Koyo Dock—Mihara<br>210′ 11″ 33′ 8″ 15′ 5″<br>193′ 6″ 33′ 6″ 16′ 9″<br>1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.66003 | Oil 4SA 6Cy. 380×520 mm<br>1150bhp<br>Nippon Hatsudoki<br>1×15kW 115V d.c. | <br>71t<br>Kob<br>11¾k |
| **KIBO MARU No. 55**<br>**Ueno Shokai K.K.**<br>Kitakyushu Japanese | 828<br>450<br>— | | 1963 Kurushima Dock Co. Ltd.—Imabari<br>202′ 2″ 31′ 7″ 14′ 8″<br>183′ 8″ 31′ 6″ 15′ 9″<br>1 dk<br>RW | TM Tanker Mchy.aft<br><br>L.57563 | 2 Oil 4SA each 6Cy 175×205 mm<br>1010bhp<br>Ikegai Tekkosho | <br>50t<br>Tok<br>10½k |
| **KIBO MARU No. 56**<br>**Ueno Shokai K.K.**<br>Moji Japanese | 677<br>282<br>1102 | | 1965 Onomichi Zosen—Onomichi<br>31′ 0″ 13′ 8″<br>173′ 10″ 30′ 10″ 14′ 5″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 8Cy. 260×330 mm<br>1000bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob |
| **KIBO MARU No. 57**<br>**Ueno Shokai K.K.**<br>Moji Japanese | 342<br>180<br>— | | 1962 Towa Zosen Tekkosho—Smk<br>*98·0′* 28′ 4″<br>28′ 2″<br>1 dk | M Tanker Mchy.aft<br><br>L.20729 | Oil 4SA 6Cy. 280×400 mm<br>350bhp<br>Matsue Nainenki Kogyo | <br>17t<br>Matsue<br>8½k |
| Now **SHINTOKU MARU No. 2** See New Entries No. 3 | | | | | | |
| **KIBO MARU No. 58**<br>**Ueno Shokai K.K.**<br>Moji Japanese | 691<br>366<br>1200 | | 1958 Hashihama Zosen—Imabari<br>181′ 0″ 29′ 7″ 13′ 9″<br>170′ 7″ 29′ 6″ 15′ 1″<br>1 dk | M Tanker Mchy.aft<br><br>L.44391 | Oil 4SA 6Cy. 370×520 mm<br>950bhp<br>Nippon Hatsudoki | <br>57t<br>Kob<br>11½k |
| **KICHIEI MARU**<br>**Satokuni Kisen K.K.**<br>Kobe Japanese | 3343<br>2087<br>5298 | NK | 1964 Ishikawajima-Harima Hvy Ind.—Nga<br>331′ 0″ 50′ 5″ 20′ 11″<br>305′ 1″ 50′ 2½″ 25′ 7″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.250488 B.234596<br>3 Ha (53′, 52′, 52′×22¾′)<br>9W Der 2(15) 4(10) | Oil 4SA 6Cy. 470×820 mm<br>2400bhp<br>Ito Tekkosho<br>2×80kW 445V a.c. | <br>272t<br>Shimizu<br>11¾k |
| **KIEI MARU**<br>**Marushin Kaiun K.K.**<br>Kobe Japanese | 994<br>598<br>1796 | | 1966 Kurushima Dock Co. Ltd.—Imabari<br>34′ 3″ 16′ 2″<br>200′ 3″ 34′ 2″ 17′ 9″<br>P45 B13′ F25′ 1 dk<br>RW<br>rf 4″ | M Mchy.aft<br>2 Ho 59′, 62¼′<br>G.64767<br>2 Ha (50½′, 54¼′×23′) | Oil 4SA 6Cy. 380×520 mm<br>1320bhp<br>Hanshin Nainenki Kogyo<br>2×32kW 225V a.c. | <br>77t (d.o)<br>Kob<br>13k |
| **KIEI MARU**<br>**Kiyo Kaiun K.K.**<br>Izumiohtsu Japanese | 293<br>191<br>— | | 1960 Nakayama Zosen—Kur<br>125′ 11″ 21′ 1″ 9′ 8″<br>111′ 6″ 20′ 11″ 10′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×380 mm<br>300bhp<br>Fuji Seisakusho | <br>10t<br>Tateyama<br>10½k |
| **KIEL**<br>Hochseefischerei **Kiel** G.m.b.H.<br>Kiel W. German | 918<br>329<br>— | GL | 1961 Werft Nobiskrug—Rendsburg<br>224′ 9″ 34′ 6″ 15′ 9″<br>197′ 0″ 34′ 5″ 18′ 1″ | M Stern Trawler | Oil 4SA 9Cy. 300×450 mm<br>1310bhp<br>and Oil 4SA 6Cy. 300×450 mm<br>745bhp dr geared to sc. shaft<br>Masch. Augsburg-Nürnberg | <br><br><br><br>Aug |
| **KIELCE**<br>exEmily Sauber–52<br>Polish **Government**<br>Polish Steamship Co.<br>Szczecin Polish | 2312<br>1163<br>3210 | PR<br><br>Classed LR until 3/35 | 1939 Flensburger Schiffs. Ges.—Fln<br>290′ 0″ 44′ 5″ 20′ 2⅛″<br>270′ 0″ 44′ 3″ 21′ 4″<br>P&B171′ F32′ 1 dk<br>R<br>rf 3½″ | S<br>4 Ho 44¼′, 44¼′, 44¼′, 37¾′<br>G.167444 B.157911<br>4 Ha (stl) (37¾′, 36¼′×28¼′)<br>(37¾′, 37¾′×28′)<br>6W Der 6(3) | T 3Cy. 22$\frac{5}{16}$″ 34⅜″ & 56⅜″×37⅜″<br>1600ihp<br>Flensburger Schiffs. Ges.<br>2×26, 20kW 230V d.c. | <br>418t<br>Fln<br>10k |
| **KIELDRECHT**<br>N.V. Stoomv. **Maats.** "De Maas"<br>Ph. van Ommeren **N.V.**<br>Rotterdam Netherland | 6354<br>3544<br>10387 | ✠100A1 SS 9/64<br>with freeboard. Tunnel side tanks—vegetable oil<br>✠LMC<br>MN1100 EL d†2$\frac{3}{16}$″SQ | 1950–11 Bartram & Sons Ltd.—Sld<br>476′ 8″ 62′ 0″ 26′ 10¼″<br>445′ 10″ 61′ 8″ 39′ 6″<br>P35′ F97′ 1 dk & S dk 3rd dk in fwd holds<br>RW Coll BH to S dk 6 to 2nd dk<br>WB3146t incl. Tunnel tanks 1204t DTm434t | M OSD<br><br>G.671860 B.605970<br><br>22W Der 1(40) 1(20) 2(10) 16(5) | Oil 2SA 5Cy. 670×2320 mm<br>5250bhp Doxford<br>N.E. Marine Eng. Co. (1938)<br>AuxB 100lb e (ex.g) 100lb | <br>935t<br>Wal<br>14½k |
| **KIEN HWA**<br>eh Hsing **Marine Co. Ltd.**<br>Keelung China (Taiwan) | 499<br>250<br>750 | CR (Taiwan) | 1960 Kurushima Dock Co. Ltd.—Imabari<br>*175·4′* 28′ 0″ 12′ 6″<br>157′ 5″ 27′ 10″ 13′ 9″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho 57′, 35′<br>G.33902 B.30724<br>1 Ha (69′×17¾′)<br>4W Der 4(3) | Oil 4SA 6Cy. 380×520 mm<br>700bhp<br>Nippon Hatsudoki<br>2×5 & 3kW 110V d.c. | <br><br>Kob<br>12½k |

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| 501936<br>HOIN<br>4175-HK<br>Df Esd | **KIEN PING**<br>exAnoula A-67 exRiley-56<br>**Kien Ping S.S. Co. S.A.**<br>Panama Panamanian | 4957<br>3076<br>9240 | ~~✠100A1~~ ~~SS 10/66~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~EL a12'SQ~~<br>TO BE BROKEN UP | 1936-7 Wm. Doxford & Sons Ltd.—Sld<br>438' 8" 54' 3" 25' 6"<br>416' 11" 53' 11" 37' 2"<br>1 dk & S dk<br>R NS Coll BH to S dk 6 to 2nd dk<br>WB2587t incl. DTm1236t | M OSD<br>G.572000 B.513000<br>10W | Oil 2SA 3Cy. 520×2080 mm<br>1800bhp<br>Wm. Doxford & Sons Ltd.<br>2AuxB 120lb |
| 642404<br>Df Esd<br>Gc Rdr | **KIEV**<br>**U.S.S.R.**<br>Murmansk Russian | ~~9426~~ 9424<br>~~1141~~ 1141<br>— 3585 | | 1965 Wärtsilä Kon. Sandvikens Skepps.—Hfs<br>400' 7" 80' 8" ~~34' 6"~~ 34' 5½"<br>80' 6"<br>3 dks | TrD-E Icebreaker Mchy.aft | 8 Oil 2SA each 9Cy.<br>26000bhp driving<br>2160kW d.c. connected<br>motors each 5500shp<br>Sulzer<br>Wärtsilä Kon. Vasa |
| 518665<br>UFJF | **KIEV**<br>exCoast Miller-42<br>exPoint Gorda-37 exNeshobee<br>**U.S.S.R.**<br>Russian | 3283<br>1996<br>— | ✠Classed LR until 1/33 | 1920-6 Submarine Boat Corp.—Nrk<br>*324·0'* 46' 8"<br>324' 0" 46' 6" 28' 6"<br>P30' B90' F35' 1 dk<br>R | S | S Turb dr geared<br>Westinghouse Elec. & Mfg Co. |
| 518666<br>Esd | **KIEV**<br>**U.S.S.R.**<br>Murmansk Russian | 756<br>264<br>— | ✠ | 1952-9 Gävle Varv A/B—Gll<br>207' 0" 30' 7"<br>187' 6" 30' 6" 15' 11"<br>F39'<br>BK 8" | S Trawler | C 4Cy. (2) 11¾" & (2)<br>A/B Lindholmens Varv |
| 511959<br>DKIV<br>Df Esd<br>Gc Rdr | **KIFFA**<br>exFrancisca Sartori-67<br>**Van Nievelt, Goudriaan & Co.'s Stoomv. Maats. (Hamburg) G.m.b.H.**<br>Hamburg W. German | 2588<br>1605<br>3951 | GL | 1954 Jos. L. Meyer—Papenburg<br>*287·7'* 42' 2" 21' 9¾"<br>42' 0" 27' 0"<br>F22' H35'&33' 2 dks<br>RW len 59 | D-E<br>G.186630 B.174310<br>3 Ha<br>8W Der 1(15) 4(5) 4(3½) | 4 Oil 4SA each 8Cy.<br>2400bhp connected to 2<br>& sc. shaft<br>Masch. Kiel A.G. |
| 640869<br>JL2053<br>94493<br>Rdr RT | **KIFUNE MARU**<br>**Kifune Kaiun K.K.**<br>Namikata Japanese | 875<br>535<br>— | | 1963 Imabari Zosen—Imabari<br>215' 6" 31' 7" 14' 9"<br>196' 10" 31' 6" 16' 5"<br>1 dk<br>RW | M Mchy.aft<br>G.68016 B.63355<br>1 Ha (105¾'×18¾') | Oil 4SA 6Cy. 360×520 mm<br>1100bhp<br>Makita Tekkosho |
| 523769<br>JNYL<br>42938 | **KIFUNE MARU**<br>exMiyo Maru-64<br>exMiwa Maru-38<br>**S. Shimizu**<br>Kitakyushu Japanese | 383<br>258<br>— | | 1937 Sanoyasu Dock Goshi Kaisha—Osa<br>*155·1'* 23' 6" 12' 4"<br>23' 4"<br>1 dk<br>R len 56 | M Mchy.aft<br>1 Ho<br>B.22924<br>1 Ha (63'×14')<br>2W | Oil 4SA 6Cy. 300×440 mm<br>370bhp<br>Hanshin Tekkosho |
| 518668<br>JJOL<br>64909 | **KIFUNESAN MARU**<br>**Taizan Kaiun K.K.**<br>Sanyo Japanese | 438<br>281<br>607 | | 1949 Yamamoto Zosen Tekkosho—Osa<br>*157·1'* 24' 9" 10' 8"<br>156' 6" 24' 7" 12' 2"<br>P44' F17' 1 dk<br>RW | M Mchy.aft<br>G.24544 B.23590<br>1 Ha (73'×13') | Oil 4SA 6Cy. 280×380 mm<br>320bhp<br>Hanshin Nainenki Kogyo |
| 542082<br>USIU<br>M-25285 | **KIHELKONA**<br>**U.S.S.R.**<br>Tallinn Russian | 1248<br>551<br>1320 | | 1963 Angyalfold Works—Bdp<br>244' 4" 37 2" 13' 2"<br>37' 0" 17' 6"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.73879<br>3 Ha (28½', 28½', 27½'×18½')<br>7W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 mm<br>Lang Eng. Works |
| 518671<br>8JWE<br>91590<br>Rdr | **KIHO MARU**<br>**Marushin Kaiun K.K.**<br>Kobe Japanese | 522<br>281<br>— | | 1962 Kurushima Dock Co. Ltd.—Imabari<br>175' 10" 28' 0" 12' 5"<br>157' 5" 27'10½" 14' 1"<br>1 dk<br>RW | M Mchy.aft<br>G.36162 B.32560<br>1 Ha (74¾'×17½') | Oil 4SA 6Cy. 320×460 mm<br>650bhp<br>Nippon Hatsudoki |
| 650873<br>J12106<br>96499<br>Rdr | **KIHO MARU**<br>**Kiyo Kaiun K.K.**<br>Osaka Japanese | 487<br>262<br>1024 | | 1964 Kochi Hvy Ind. Ltd.—Kochi<br>177' 2" 28' 11" 14' 2"<br>161' 0" 28' 10" 14' 9"<br>1 dk | M Tanker Mchy.aft<br>L.42625 | Oil 4SA 6Cy. 320×460 mm<br>750bhp<br>Fuji Seisakusho |
| 680391<br>JM2606<br>102321 | **KIHO MARU**<br>**M. Konishi**<br>Kitakyushu Japanese | 192<br>111<br>370 | | 1967 Daito Zosen K.K.—Hma<br>104' 11" 27' 0" 8' 10"<br>95' 1" 26' 11" 9' 10"<br>1 dk | M Sand Carrier Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>450bhp<br>Niigata Eng. Co. Ltd. |
| 518672<br>JPEJ<br>86448 | **KIHO MARU**<br>**Kamei K.K.**<br>Shiogama Japanese | 156<br>65<br>— | | 1961 Shimoda Dockyard Co. Ltd.—Shimoda<br>100' 9" 21' 0" 8' 1"<br>93' 9" 19' 7" 8' 9"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>270bhp<br>Ikegai Tekkosho |
| 518673<br>JQNE<br>82514 | **KIHO MARU No. 3**<br>**I. Yoneima**<br>Hojo Japanese | 252<br>142<br>— | | 1959 Innoshima Dock—Inn<br>*124·1'* 21' 6" 8' 3"<br>21' 4" 10' 0"<br>1 dk<br>RW len 62 | M Mchy.aft<br>G.177280 B.14938<br>1 Ha (65½'×14') | Oil 4SA 5Cy.<br>250bhp<br>Hanshin Nainenki |

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| **KIHO MARU No. 8**<br>**Yoneima Kisen K.K.**<br>Kure Japanese | **497**<br>271<br>950 | | **1967** Imamura Zosen—Kur<br>177′ 2″ 29′ 7″ 13′ 3½″<br>160′ 9″ 29′ 6″ 14′ 9″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>1100bhp<br>Hanshin Nainenki Kogyo Kob |
| **KIHO MARU No. 15**<br>exKaikata Maru No. 80–60<br>**K. Kobayashi**<br>Yaizu Japanese | **263**<br>181<br>— | | **1952** Kanazashi Zosensho—Shimizu<br>*118·4′* 22′ 6″<br>22′ 4″ 14′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×520 mm<br>560bhp 99t<br>Ikegai Tekkosho Kawasaki |
| **KIHO MARU No. 18**<br>**K. Kobayashi**<br>Yaizu Japanese | **263**<br>243<br>— | | **1962** Kanazashi Zosensho—Shimizu<br>147′ 8″ 24′ 1″ 9′ 10″<br>131′ 8″ 23′ 11″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>650bhp 173t<br>Akasaka Tekkosho Yaizu<br>10k |
| **KII MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | **11931**<br>7017<br>13060 | NK | **1966** Mitsubishi Hvy Ind. Ltd.—Kob<br>560′ 9″ 75′ 7″ 30′ 6″<br>524′ 11″ 75′ 5″ 43′ 8″<br>2 dks, pt 3rd dk<br>RW<br>rf 13″ | M (4P) Ref<br>6 Ho 60¾′, 73¼′, 70¾′, 73½′, 39¼′, 34′ DT, 61¾′<br>G.850502 B.776873 In.21895<br>6 Ha (stl) (29¼′×14¾′) (43¾′×21′) (47¼′, 49¾′, 47¼′×26¾) (31½′×21′)<br>20W Der 2(20) 2(10) 6(6) | Oil 2SA 8Cy. 850×1600 mm<br>18400bhp 1493t (hvf)<br>Mitsubishi Hvy Ind. Ltd. Nag<br>2×520kW 450V 60c/s a.c. 20¾k |
| **KII MARU**<br>**Nankai Kisen K.K.**<br>Wakayama Japanese | **1624**<br>528<br>— | | **1964** Hitachi Zosen—Osa<br>241′ 8″ 41′ 10″ 11′ 10″<br>229′ 7″ 41′ 8″ 16′ 9″<br>2 dks | TM Ferry (800P)<br>1 Ho 230′ | 4 Oil 4SA each 8Cy. 260×320 mm geared to 2 sc. shafts<br>3320bhp 71t (d.o)<br>Daihatsu Kogyo Osa<br>3×192kW 450V 60c/s a.c. 14k |
| **KII MARU**<br>**Daiichi Sempaku K.K.**<br>Kobe Japanese | **1078**<br>549<br>1698 | NK | **1965** Usuki Tekkosho—Saiki<br>223′ 11″ 34′ 3″ 15′ 8″<br>206′ 9″ 34′ 2″ 17′ 9″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.74231 B.70877<br>2 Ha (55¾′, 53′×23′) | Oil 4SA 6Cy. 430×620 mm<br>1650bhp 67t<br>Hanshin Nainenki Kogyo Kob<br>11k |
| **KIHARU MARU**<br>**Yamashita-Shinnihon Kisen K.K. & Futaba Kaiun K.K.**<br>Tokyo Japanese | ~~**28018**~~ 27930<br>~~**19855**~~ 19764<br>47566 | NK | **1961** Hitachi Zosen—Inn<br>765′ 0″ 87′ 0″ 40′ 9″<br>727′ 10″ 86′ 7½″ 45′ 11″<br>1 dk<br>RW len 63 | M Tanker Mchy.aft<br>36 Ta<br>L.2192625 | Oil 2SA 12Cy. 740×1600 mm<br>15000bhp B&W 2799t<br>Hitachi Zosen Osa<br>2×200kW 450V a.c. 15k |
| **KIKHNU**<br>**S.S.R.**<br>allin Russian | **402**<br>148<br>442 | | **1954** ......................Russia<br>152′ 0″ 26′ 3″ 10′ 7″<br>26′ 2″ 11′ 6″<br>1 dk | M<br>2 Ho<br>G.18576<br>2 Ha (each 18′×11½′)<br>4W Der 4(1½) | Oil 2SA 4Cy. 300×500 mm<br>Russia<br>9½k |
| **KIKKO MARU**<br>**Satokuni Kisen K.K.**<br>Kobe Japanese | **1988**<br>1092<br>3094 | NK | **1964** Setoda Zosen—Setoda<br>295′ 4″ 42′ 1″ 18′ 0½″<br>270′ 7″ 42′ 0″ 21′ 4″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.147616 B.135008<br>2 Ha (66¾′, 76¾′×20¼′)<br>11W Der 2(15) 4(10) 2(5) | Oil 2SA 7Cy. 390×650 mm<br>2350bhp 242t<br>Kobe Hatsudoki Kob<br>2×160kW 445V a.c. 14k |
| **KIKO MARU**<br>**Asaoka Kisen K.K.**<br>Yawatahama Japanese | **3000**<br>1857<br>4831 | NK | **1966** Tohoku Zosen—Shiogama<br>325′ 2″ 49′ 4″ 20′ 8″<br>301′ 10″ 49′ 3″ 24′ 9″<br>1 dk, pt 2nd dk | M Mchy.aft<br>2 Ho<br>G.231736 B.203766<br>2 Ha (stl) (80′, 80¼′×24¾′) | Oil 4SA 6Cy. 470×820 mm<br>2400bhp 226t<br>Ito Tekkosho Shimizu<br>11½k |
| **KIKO MARU**<br>**Kiyo Kaiun K.K.**<br>Osaka Japanese | **493**<br>257<br>— | | **1964** Kochi Hvy Ind. Ltd.—Kochi<br>177′ 2″ 28′ 11″ 14′ 2″<br>161′ 0″ 28′ 10″ 14′ 9″<br>1 dk | M Tanker Mchy.aft<br>L.42625 | Oil 4SA 6Cy. 320×460 mm<br>750bhp 48t<br>Fuji Seisakusho Tateyama<br>10k |
| **KIKO MARU**<br>exMuroto Maru–64<br>**N. Yabe**<br>Tokyo Japanese | **196**<br>95<br>— | | **1953** Tokushima Kogyo—Tokushima<br>*110·5′* 19′ 0″<br>... ... ...<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 270×370 mm<br>310bhp<br>Hanshin Nainenki Kogyo Kob<br>10k |
| **KIKU MARU**<br>**Tokyo Kaiji K.K.**<br>Tokyo Japanese | **2842**<br>1792<br>4143 | NK | **1959** Shioyama Dkyd Co. Ltd.—Osa<br>313′ 4″ 47′ 4″ 20′ 1″<br>288′ 9″ 45′ 11″ 21′ 11″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho 88′, 110½′<br>G.215333 B.199234<br>2 Ha (66¾′, 82¼′×23′)<br>12W Der 1(65) 6(15) 2(10) | Oil 2SA 6Cy. 480×800 mm<br>2650bhp 383t (hvf)<br>Niigata Eng. Co. Ltd. Niigata<br>2×65kW 230V d.c. 13k |
| **KIKU MARU**<br>**Tokai Kisen K.K.**<br>Tokyo Japanese | **750**<br>329<br>200 | | **1929** Mitsubishi Zosen—Kob<br>*181·1′* 30′ 0″ 10′ 2″<br>29 10″ 16′ 6″<br>2 dks<br>R | M<br>2 Ho<br>2 Ha | Oil 4SA 6Cy. 425×620 mm<br>750bhp 30t<br>Mitsubishi Zosen Kob<br>2×35kW 225V d.c. |

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| 518679<br>7LJB<br>89124<br>Rdr | **KIKU MARU**<br>**Marushin Kaiun K.K.**<br>Kobe Japanese | 676<br>393<br>1092 | 1961 Kurushima Dock Co. Ltd.—<br>Imabari<br>194' 4" 30' 5" 13' 9"<br>177' 1" 30' 3" 15' 0"<br>1 dk<br>RW | M Ore Carrier Mchy.aft<br>2 Ho<br>G.31854<br>2 Ha (39½', 43½'×19¾') | Oil 4SA 6Cy. 320×460 mm<br>760bhp<br>Nippon Hatsudoki<br>2×7½kW 105V d.c. |
| 518680<br>JJRQ<br>41967 | **KIKU MARU**<br>exNaruto Maru-56<br>exTamazone Maru No. 2<br>**T. Shiomi**<br>Yoshiumi Japanese | 344<br>206<br>— | 1920 Toba Shipyard—Toba<br>*142·9'* 22' 8"<br>... ... ...<br>1 dk<br>len 56 | M Mchy.aft<br>1 Ha (61'×13') | Oil 4SA 6Cy. 310×460 mm<br>400bhp NE55<br>Nippon Hatsudoki |
| 524460<br>JQGH<br>80463 | **KIKU MARU**<br>exMyojin Maru No. 11-63<br>**K. Nakagawa**<br>Kaminoseki Japanese | 211<br>104<br>300 | 1958 Kurushima Dock Co. Ltd.—<br>Imabari<br>116' 5" 21' 5" 8' 9"<br>21' 3"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×380 mm<br>280bhp<br>Nippon Hatsudoki |
| 540600<br>7LTU<br>87327<br>Df Esd<br>Rdr | **KIKU MARU**<br>**Hanziromaru Fishing Guild**<br>Miura Japanese | 180<br>98<br>— | 1962 Niigata Eng. Co. Ltd.—Niigata<br>123' 4" 22' 5" 9' 1"<br>108' 9" 22' 4" 10' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×440 mm<br>450bhp<br>Niigata Eng. Co. Ltd. |
| 518681<br>JHEG<br>83092 | **KIKU MARU**<br>exKinryu Maru No. 2-61<br>**T. Takahashi**<br>Naruto Japanese | 179<br>73<br>253 | 1959 Yoshiura Zosen—Kur<br>108' 3" 19' 9" 8' 10"<br>96' 9" 19' 7" 9' 10"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>200bhp<br>Nippon Hatsudoki |
| 671629<br>KSFS<br>10330<br>Df Esd<br>Rdr RT | **KIKU MARU No. 1**<br>**T. Kawakami**<br>Naha Japanese | 220<br>121<br>— | 1966 Fukuoka Zosen—Fukuoka<br>133' 6" 23' 1" 9' 0½"<br>116' 10" 23' 0" 10' 2"<br>1 dk | M | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 641070 | **KIKU MARU No. 1**<br>**K. Hanada**<br>Takamatsu Japanese | 176<br>—<br>— | 1963 Takeda Zosen K.K.—Inn<br>20' 10"<br>89' 7" 20' 8" 10' 2"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 3Cy. 345×380 mm<br>Nakamura Zosen Tekkosho |
| 518683<br>JFFY<br>79424 | **KIKU MARU No. 3**<br>**Eitoku Kisen K.K.**<br>Numakuma Japanese | 491<br>276<br>810 | 1957 Ujina Zosensho—Hma<br>172' 9" 26' 11"<br>160' 11" 26' 10" 13' 5"<br>1 dk<br>RW | M<br>1 Ha (73'×17') | Oil 4SA 6Cy. 310×460 mm<br>400bhp Emade55(fitted57)<br>Nippon Hatsudoki |
| 518684<br>7JNK<br>86762 | **KIKU MARU No. 5**<br>**K. Yamada**<br>Higashiizu Japanese | 197<br>111<br>— | 1960 Tsurumi Dock—Yka<br>*97·5'* 23' 9"<br>105' 11" 23' 7" 9' 10"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 263×380 mm<br>225bhp<br>Kanegafuchi Nainenki |
| 518685<br>JQXD<br>61361 | **KIKU MARU No. 8**<br>**Shimotsu Kaiun K.K.**<br>Shimotsu Japanese<br>Now **KIKU MARU** See New Entries No. 3 | 141<br>89<br>— | 1947 Kawaminami Kogyo—Fukahori<br>*110·2'* 17' 8"<br>... ... ...<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 5Cy. 250×380 mm<br>200bhp Emade37(refitted-<br>Hanshin Tekkosho |
| 518686<br>7JDN<br>87214<br>Df Esd<br>Pfd Rdr<br>RT | **KIKU MARU No. 10**<br>**Machida Shoten Co. Ltd.**<br>Hachinohe Japanese | 240<br>130<br>— | 1962 Niigata Eng. Co. Ltd.—Niigata<br>137' 5" 24' 3"<br>121' 4" 24' 2" 10' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 518687<br>JLRG<br>81303 | **KIKU MARU No. 10**<br>**Shimotsu Kaiun K.K.**<br>Shimotsu Japanese | 159<br>65<br>180 | 1959 Shioyama Dkyd Co. Ltd.—Osa<br>107' 11" 19' 2"<br>97' 1" 19' 1" 9' 6"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×400 mm<br>200bhp<br>Hanshin Nainenki Kogyo |
| 661865<br>JJHA<br>99103<br>Df Esd<br>Rdr RT | **KIKU MARU No. 11**<br>**Kanenaka Suisan K.K.**<br>Yamakawa Japanese | 192<br>83<br>— | 1966 Kanazashi Zosensho—Shimizu<br>136' 3" 21' 9"<br>113' 3" 21' 8" 10' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 518689<br>7JQX<br>85775 | **KIKU MARU No. 11**<br>**Shimotsu Kaiun K.K.**<br>Shimotsu Japanese | 143<br>55<br>— | 1961 Tosa Zosen Tekkosho—Kochi<br>*93·1'* 18' 9"<br>18' 7"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>180bhp<br>Hanshin Nainenki Kogyo |
| 671593<br>JIQJ<br>100110<br>Df Pfd<br>Rdr RT | **KIKU MARU No. 23**<br>**Kiku Maru Gyogyo K.K.**<br>Nagasaki Japanese | 102<br>44<br>— | 1966 Hakata Dock—Fukuoka<br>101' 6" 18' 0" 7' 6"<br>93' 6" 17' 9" 8' 7"<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>500bhp<br>Hanshin Nainenki Kogyo |

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| **KIKU MARU No. 25**<br>Kiku Maru Gyogyo K.K.<br>Nagasaki Japanese | 102<br>43<br>— | **1966** Hakata Dock—Fukuoka<br>101′ 6″ 18′ 0″ 7′ 6″<br>93′ 6″ 17′ 9″ 8′ 7″<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>500bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob |
| **KIKU MARU No. 33**<br>Kiku Maru Gyogyo K.K.<br>Nagasaki Japanese | 102<br>39<br>— | **1967** Fukuoka Zosen—Fukuoka<br>107′ 11″ 17′ 2″ 7′ 7″<br>91′ 11″ 17′ 1″ 8′ 8″ | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>500bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob |
| **KIKU MARU No. 35**<br>Kiku Maru Gyogyo K.K.<br>Nagasaki Japanese | 102<br>39<br>— | **1967** Fukuoka Zosen—Fukuoka<br>122′ 2″ 21′ 1″ 8′ 4½″<br>106′ 1″ 21′ 0″ 9′ 6″<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>500bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob |
| **KIKUEI MARU No. 1**<br>M. Yamaguchi<br>Ondo Japanese | 199<br>95<br>— | **1961** Kanda Zosensho—Kur<br>124′ 4″ 21′ 6″ 9′ 4″<br>111′ 6″ 21′ 4″ 10′ 2″<br>1 dk | M Mchy.aft<br>1 Ha (48½′×13′) | Oil 2SA 6Cy. 265×400 mm<br>320bhp<br>Nippon Hatsudoki | <br>17t<br>Kob<br>10k |
| **KIKUEI MARU No. 2**<br>exSanei Maru No. 10–61<br>~~M. Yamaguchi~~ **H. Nakada**<br>~~Ondo~~ Kurahashi Japanese | 197<br>92<br>274 | **1959** Kanda Zosensho—Kur<br>108′ 11″ 21′ 6″ 9′ 3″<br>97′ 2″ 21′ 4″ 10′ 2″<br>1 dk | M Mchy.aft<br>1 Ha (42¾′×13′) | Oil 4SA 5Cy. 260×400 mm<br>250bhp<br>Usuki Tekkosho | <br>12t<br>Usuki |
| **KIKUKO MARU**<br>Sanko Kisen K.K.<br>Amagasaki Japanese | 8683<br>5033<br>13051 | **1958** Sanoyasu Dockyd Co.—Osa<br>489′ 10″ 61′ 10″ 29′ 3″<br>NK 452′ 10″ 61′ 8″ 38′ 10″<br>F37′ 2 dks | M (4P)<br>5 Ho 58½′, 73¾′, 72¼′, 77′, 61¼′<br>G.675240 B.621661<br>5 Ha (33½′×21′) (47¼′, 47¼′, 47¼′, 34′×23′)<br>16W Der 6(10) 10(5) | Oil 2SA 7Cy. 700×1200 mm<br>5525bhp MAN<br>Mitsubishi Nippon Hvy Ind.<br>2×230kW 450V 60c/s a.c. | <br>1084t (hvf)<br>Yka<br>14½k |
| Now **ORIENT DAISY** See New Entries No. 5 | | | | | |
| **KIKUMA MARU No. 1**<br>Kikuma Kaiun Y.K.<br>Kitakyushu Japanese | 495<br>267<br>900 | **1967** Izumi Zosensho—Moji<br>173′ 10″ 28′ 3″ 13′ 2″<br>160′ 9″ 28′ 2½″ 14′ 5″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330×470 mm<br>900bhp<br>Makita Tekkosho | <br><br>Takamatsu |
| **KIKUSUI MARU No. 5**<br>E. Hiromatsu<br>Yasuda Japanese | 239<br>131<br>— | **1962** Kanazashi Zosensho—Shimizu<br>137′ 2″ 24′ 1″ 9′ 10″<br>120′ 0″ 23′ 11″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>Hanshin Nainenki Kogyo | <br>Kob |
| **KUSUI MARU No. 18**<br>Hiromatsu<br>asuda Japanese | 192<br>97<br>— | **1964** Kanazashi Zosensho—Shimizu<br>128′ 0″ 22′ 10″ 9′ 2″<br>110′ 2″ 22′ 8″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×450 mm<br>Fuji Seisakusho | <br>Tateyama |
| **KIKUTA MARU**<br>Sanwa Shoun K.K.<br>Kitakyushu Japanese | 999<br>518<br>1609 | **1958** Taiyo Zosen—Nag<br>222′ 5″ 34′ 2″ 15′ 11″<br>NK 203′ 5″ 34′ 1″ 18′ 0″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.71866 B.69182<br>2 Ha (41′, 43½′×16½′)<br>4W Der 4(5) | Oil 4SA 6Cy. 360×520 mm<br>1000bhp<br>Kobe Hatsudoki Seizosho<br>2×15kW 115V d.c. | <br>59t<br>Kob<br>11k |
| **KIKUTAMA MARU**<br>Tamai Shosen K.K.<br>Kobe Japanese | 9098<br>5294<br>13488 | **1957** Nippon Kokan—Shimizu<br>499′ 11″ 63′ 3″ 29′ 11½″<br>NK 460′ 11″ 63′ 0″ 40′ 0″<br>2 dks | M CSD<br>5 Ho<br>G.622211 B.579869<br>5 Ha (33¾′, 49¾′, 31½′, 47½′, 36¾′×25½′)<br>14W Der 4(10) 10(5) | Oil 2SA 7Cy. 720×1250 mm<br>5250bhp Sulzer<br>Mitsubishi Hvy Ind. Reorg.<br>2×80kW 445V a.c. | <br>1493t<br>Kob<br>13k |
| **KIKUWA MARU**<br>Shinwa Kaiun K.K.<br>Kobe Japanese | 415<br>207<br>— | **1961** Kurushima Dock Co. Ltd.—Imabari<br>151′ 1″ 26′ 5″ 11′ 5″<br>137′ 10″ 26′ 3″ 12′ 5″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 290×430 mm<br>530bhp<br>Nippon Hatsudoki | <br>26t<br>Kob<br>10k |
| **KIKUWA MARU**<br>K. Kinoshita<br>Shimotsu Japanese | 132<br>71<br>— | **1949** Kawasaki Dkyd Co. Ltd.—Kob<br>*103·8′* 17′ 5″<br>102′ 4″ 17′ 4″ 8′ 4″<br>P28′ Q12′ 1 dk<br>RW | M Tanker Mchy.aft<br>L.81930 | Oil 4SA 4Cy. 250×380 mm<br>160bhp<br>Niigata Tekkosho | <br>6½t<br>Niigata<br>8k |
| Now **RYUEI MARU No. 3** See New Entries No. 3 | | | | | |
| **KIL 1**<br>U.S.S.R.<br>Russian | 2366<br>—<br>— | **1965** Schiffswerft Neptun—Ros<br>48′ 6″ 16′ 5″<br>222′ 8″ 48′ 4″ 24′ 0″ | D-E Salvage Ship | Oil 2300bhp connected to elec. motor<br>Schwermasch. Karl Liebknecht | <br>Mgd<br>12½k |
| **KIL 2**<br>U.S.S.R.<br>Russian | 2366<br>—<br>— | **1965** Schiffswerft Neptun—Ros<br>48′ 6″ 16′ 5″<br>222′ 8″ 48′ 4″ 24′ 0″ | D-E Salvage Ship | Oil 2300bhp connected to elec. motor<br>Schwermasch. Karl Liebknecht | <br>Mgd<br>12½k |

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| 670749 | **KIL 3**<br>**U.S.S.R.**<br>Russian | 2366<br>—<br>— | | **1966** Schiffswerft Neptun—Ros<br>48' 6" 16' 5"<br>222' 8" 48' 4" 24' 0" | D-E Salvage Ship | Oil 2300bhp connected<br>Schwermasch. Karl |
| 518700<br>119 | **KILAVUZ 3**<br>**TCDD Genel Müdürlügü**<br>Istanbul Turkish | 191<br>75<br>— | GL | Lch.**1959** Cmpl.**1961** Denizcilik Bankasi T.A.O.—Halic<br>104' 7" 28' 1" 11' 3½"<br>95' 2" 26' 7" 12' 7" | M Tug | Oil 2SA 7Cy. 360×650 mm<br>1225bhp<br>S.A. Fiat S.G.M.<br>3×60, 60, 15kW 220V d.c. |
| 518701<br>3315 | **KILAVUZ 4**<br>**Denizcilik Bankasi T.A.O.**<br>Liman Isletmesi<br>Istanbul Turkish | 191<br>75<br>— | GL | Lch.**1959** Cmpl.**1961** Denizcilik Bankasi T.A.O.—Camialti<br>104' 7" 28' 1" 11' 2"<br>95' 2" 26' 7" 12' 7" | M Tug | Oil 2SA 7Cy. 360×650 mm<br>1225bhp<br>S.A. Fiat S G.M.<br>3×60, 60, 15kW 220V d.c. |
| 518702<br>3483 | **KILAVUZ 5**<br>**Denizcilik Bankasi T.A.O.**<br>Liman Isletmesi<br>Istanbul Turkish | 191<br>75<br>— | GL | **1962** Denizcilik Bankasi T.A.O.—Camialti<br>104' 7" 26' 7" 11' 3½"<br>95' 2" 26' 5" 12' 8"<br>RW | M Tug | Oil SA 6Cy. 360×650 mm<br>1050bhp<br>S.A. Fiat S.G.M.<br>3×60, 60, 15kW 220V d.c. |
| 518703<br>EIQX<br>166692<br>Df RTm | **KILBRIDE**<br>exChassiron-51 exOrsuro-49<br>exWesterhaven-46<br>exEmpire Reynard-44<br>**R. V. T. Hall**<br>Dublin Irish Republic | 321<br>143<br>350 | ✠Classed LR until 4/49 | **1942**-10 Richards Irn Wks Ltd.—Lwt<br>137' 0" 24' 7" 9' 0"<br>24' 5"<br>P36' F13' 1 dk | M Mchy.aft<br>1 Ho 78'<br>G.19620 B.18690<br>2 Ha (20', 35¾'×14½')<br>2W Der 2(1½) | Oil 2SA 6Cy. 265×345 mm<br>330bhp<br>Crossley Bros. Ltd.<br>3×110V d.c. |
| 670750 | **KILDIN**<br>**U.S.S.R.**<br>Russian | 4896<br>2215<br>5969 | | **1966** A. Zhdanov—Len<br>399' 10" 54' 11" 22' 2"<br>54' 9" 27' 3"<br>1 dk | M<br>4 Ho<br>G.275455<br>4 Ha (43½', 43½', 43½'×31½')<br>(36'×26½')<br>1W Cr 4(3) Der 1(15) | Oil 2SA 9Cy. 500×1100 mm<br>6300bhp B&W<br>Bryansk Eng. Wks |
| 651967 | **KILDIN**<br>**U.S.S.R.**<br>Murmansk Russian | 2970<br>1344<br>~~1370~~<br>1378 | 256' 6" | **1965** Stocznia Gdanska—Gdk<br>~~279' 8"~~ 45' 4" 18' 1"<br>45' 2" 29' 10"<br>2 dks | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>Z.U.T. Zgoda |
| 518704<br>SPEB<br>Df Esd<br>Gc Rdr | **KILINSKI**<br>exMexico Victory-47<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 7697<br>4564<br>10719 | PR<br>Classed LR until 10/55 | **1944** California S.B. Corp.—L.An<br>455' 4" 62' 1" 28' 6½"<br>437' 7" 62' 0" 38' 0"<br>F89' 2 dks | S<br>5 Ho<br>G.523740 B.453210<br>5 Ha (25', 24', 36', 36', 23'×22½')<br>16W Der 1(50) 2(30) 14(5) | 2 S Turb dr geared to sc.<br>8500shp<br>Westinghouse Elec. &<br>2×300kW 220V d.c. 1× |
| 518705<br>EILG<br>159788<br>Df Esd<br>Pfd Rdr<br>RTm/v | **KILKENNY**<br>**British & Irish Steam Packet Co. Ltd.**<br>Dublin Irish Republic | 1320<br>685<br>1370 | ✠**100A1** TD 8/68 ~~Dr 7/64~~ for service U.K., Eire, Channel Islands, Isle of Man and between River Elbe and Brest<br>✠**LMC**<br>EL r | **1937**-7 Dublin Dkyd Co. (Vickers)—Dub<br>275' 11" 40' 2" 16' 4½"<br>260' 0" 40' 0" 17' 11"<br>P78' B72' F80' 2 dks<br>R 4BH<br>rf 6" WB408t incl. DTf50t | M<br>2 Ho 95', 63'<br>B.140000<br>4 Ha (12½', 16', 18', 14'×12')<br>8W Der 1(10) 7(5) | Oil 2SA 6Cy. 500×900 mm<br>2100bhp<br>Harland & Wolff Ltd.<br>3×75kW 220V d.c. |
| 661164<br>SDNA<br>10719<br>RTv | **KILLARA**<br>**Sveriges Ångf. Assurans Förening**<br>Gothenburg Swedish | T.Mk<br>7272<br>3791<br>10735<br>10715<br>5868<br>12990 | ✠**100A1**<br>DTst & TwDa—vegetable oil or latex<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN2400 EL g†2 1/16"SQ<br>**DETAINED IN BITTER LAKES** | **1966**-9 Eriksbergs M/V A/B—Got<br>512' 4" 70' 3" 27' 11½"/30' 10"<br>475' 8" 70' 0" 43' 0"<br>F80' 3 dks<br>7BH<br>rf 11" WB3197t incl. Topside tanks in holds 513t DTsf148t | M Ref Mchy.aft<br>5 Ho 74½', 64¾', 62½', 60', 62½'<br>In.60495<br>9 Ha (stl) (17'×17½')<br>(17½', 17½', 17½'×12½')<br>(10½', 26½', 49¾', 49¾', 49¾'×23½')<br>Cr 7(10) 1(5) | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W<br>Eriksbergs M/V A/B<br>AuxB 114lb<br>4×340, 340, 280, 280kW<br>Thw. thrust contr. pitch |
| 641341<br>GMUK<br>306044<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **KILLINGHOLME**<br>**Shell-Mex & B.P. Ltd.**<br>London British | 1182<br>530<br>1424 | ✠**100A1** SS 8/68 ~~SS 1/63~~<br>oil tanker<br>✠**LMC**<br>MN246 EL n 1½"SQ | **1964**-7 Henry Robb Ltd.—Lth<br>214' 10" 37' 3" 14' 0½"<br>202' 0" 36' 11" 15' 6"<br>P57' F27' Trunk 118' 1 dk<br>9BH<br>rf 6" WB130t | M Tanker Mchy.aft<br>10 Ta<br>Der 1(1½) | Oil 2SA 6Cy. 340×570 mm<br>1230bhp<br>British Polar Engines Ltd.<br>db 160lb<br>2×75kW 220V d.c. |
| 518706<br>GXMD<br>301286<br>RTv | **KILMORE**<br>Rea Towing Co. Ltd.<br>~~Johnston Warren Lines Ltd.~~<br>~~Furness, Withy & Co. Ltd.~~<br>Liverpool British<br>Now **KILGARTH** See New Entries No. 10 | 208<br>—<br>— | ✠**100A1** SS 6/67<br>tug<br>✠**LMC**<br>MN254 EL (c) | **1958**-12 W. J. Yarwood & Sons Ltd.—Northwich<br>103' 6" 27' 9" 11' 9½"<br>95' 0" 26' 6" 13' 0"<br>RW 3BH<br>rf 24" BK6" WB34t | M Tug | Oil 4SA 7Cy. 15"×20" with<br>gear<br>1270bhp<br>Ruston & Hornsby<br>3×35, 35, 10kW 220V d.c. |
| 542441<br>PFJI<br>Df Esd<br>RTv | **KILO**<br>exVerdi-63 exHermes-55<br>**N.V. Scheepsexploitatie Maats. "Het Gein"**<br>Amsterdam Netherland | 499<br>294<br>842 | ✠**100A1** SS 5/68 ~~SS 2/64~~<br>✠**LMC**<br>MN120 EL l | **1954**-3 De Groot & v. Vliet N.V.—Slikkerveer<br>183' 0" 29' 7" 11' 8½"<br>170' 0" 29' 6" 13' 5"<br>P38' F32' 1 dk<br>RW 3BH<br>rf 4" WB226t | M Mchy.aft<br>1 Ho 113½'<br>G.36659 B.34398<br>2W Der 2 | Oil 4SA 8Cy.<br>600bhp<br>D. & J. Boot "De Industrie" |

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| **ILSTRAUM**<br>exStokkvik-63<br>lf Utkilen<br>ergen<br>Norwegian | **300**<br>187<br>480 | BV | **1957** Gravdals Skips—Sunde<br>141′ 2″ 24′ 4″ 11′ 6″<br>127′11″ 24′ 3″ 12′ 1″<br>P36′ F14′ 1 dk | M Mchy.aft<br>1 Ho 93½′<br>G.22500 B.21000<br>2 Ha (each 39¼′×16½′)<br>2W Der 1(15) 1(3) | Oil 2SA 4Cy. 280×420 mm<br>320bhp<br>Wichmann Mtrf. | 30t<br>Rub<br>11½k |
| **ILYOS**<br>exKleopatra-35 exCleopatra III<br>exCleopatra<br>Denizcilik **Bankasi T.A.O.**<br>Gemi Kurtarma Isletmesi<br>Istanbul<br>Turkish | **318**<br>132<br>— | ✠Classed LR until 6/31 | **1906**–2 Earle's Co. Ltd.—Hul<br>156′ 4″ 23′ 0″ 12′ 6″<br>22′ 10″<br>Q64′ F24′ 1 dk<br>R<br>BK 9″ | S Salvage Ship<br>1 Ho 18′<br>1 Ha (6′×—′)<br>2W Der 1(5) 1(3) | T 3Cy. 14″ 23″ & 38″×27″<br>Amos & Smith | 80t (c)<br>Hul<br>9k |
| **IM**<br>U.S.S.R.<br>Vladivostok<br>Russian | **5114**<br>2989<br>7540 | | **1932** Severney S.B. Yard—Len<br>397′ 8″ 53′ 2″ 24′ 8″<br>53′ 0″ 32′ 0″<br>2 dks<br>R | M<br>4 Ho<br>G.599539<br>5 Ha (each 26½′×18¼′)<br>10W Der 2(5) 8(3) | Oil 2SA 6Cy. 680×1200 mm<br>Russki Diesel Wks | Len<br>10¾k |
| **IM**<br>exKinne-55 exNiels<br>Società di **Navigazione**<br>"Castelsardo" **S.p.A.**<br>Cagliari<br>Italian | **638**<br>346<br>1050 | RI | **1920** Vulcan Værft—Korsör<br>201′ 1″ 30′ 10″ 12′ 9½″<br>199′ 0″ 30′ 8″ 13′ 4″<br>P17′ B51′ F20′ 1 dk<br>R | M<br>2 Ho<br>G.51817 B.47245<br>3W | Oil 2SA 6Cy. 356×426 mm<br>690bhp Emade45refitted57<br>Fairbanks Morse & Co. | Beloit<br>8k |
| **IM HOCK**<br>exKing Eagle-68<br>exMurcia-66 exKario-66<br>exBakana-66 exKario-65<br>exKim Hok-64 exHock Ann-63<br>exYunnan-59<br>Guan Guan **Shipping Ltd.**<br>Singapore<br>Singapore<br>For later particulars see New Entries No. 5 | **2844** ~~*2844*~~<br>1631 ~~*1631*~~<br>2778 | ✳Classed LR until 9/66 | **1934** Scotts' S.B. & Eng. Co. Ltd.—Grk<br>312′ 0″ 44′ 2″ 17′ 6½″<br>298′ 0″ 44′ 0″ 25′ 0″<br>P37′ B77′ F40′ 2 dks<br>R<br>rf 3″ | M CSD<br>G.192593 B.169979<br>8W Der 1(20) | Oil 2SA 5Cy. 22″×26″<br>1330bhp<br>Scotts' S.B. & Eng. Co. Ltd. | 153t<br>Grk<br>11k |
| **IM KHENG SOON**<br>Tan Tian Kiew<br>Singapore<br>Singapore | **148**<br>148<br>— | | **1951** Tan Tian Yew—Sng<br>*82·0′* 30′ 8″<br>… … …<br>1 dk | Wood Junk | | |
| **ANIS**<br>aits **S.S. Co. Ltd.**<br>ngapore<br>Singapore | **3189**<br>1739<br>3030 | **BS✳** SS 4/68 ~~SS 3/64~~<br>East Indian Archipelago<br>service<br>**MBS✳**<br>MN520 CT3509 C32 S28 | **1951**–9 Caledon S.B. & E. Co. Ltd.—Dun<br>313′ 6″ 51′ 1″ 18′ 8½″<br>285′ 0″ 51′ 0″ 29′ 6″<br>F34′ 1 dk & S dk, 'tween dk fwd for light cargoes<br>RW 6BH<br>rf 9″ WB217t incl. Tunnel tanks 93t | TM (64 bth 472 dk P) Ref OSD<br>4 Ho 39′, 55½′, 59′, 43′<br>G.204000 B.188000<br>4 Ha (17½′, 39¾′, 33¾′×19½′)<br>(16′×15½′)<br>Der 1(30) 4(10) 4(5) 4(3) | 2 Oil 2SA each 8Cy. 340×570 mm<br>2600bhp<br>British Polar Engines Ltd.<br>4×100kW 220V d.c. | 340t (d.o)<br>Gls<br>12½k |
| **BER**<br>A. Slavensky<br>Jörgensen **Partrederi**<br>resundby<br>Danish | **300**<br>167<br>715 | BV | **1966** A/S Nordsøværftet—Ringkøbing<br>163′ 1″ 27′ 4″ 10′ 6″<br>145′ 0″ 27′ 3″ 18′ 1″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho<br>G.46000 B.39000<br>2 Ha (38¾′, 36′×16¼′)<br>2W Der 2(2½) | Oil 2SA 5Cy. 240×400 mm<br>500bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller | 36t<br>Fkn<br>10k |
| **Mi MARU**<br>Yamanaka<br>motsu<br>Japanese | **129**<br>53<br>— | | **1961** Hashimoto Zosen—Sumoto<br>*88·8′* 19′ 9″<br>19′ 7″<br>1 dk | M Tanker Mchy.aft<br>L.6357 | Oil 4SA 4Cy. 250×380 mm<br>160bhp<br>Yamamoto Tekkosho | 8t<br>Tokushima<br>8½k |
| **IKAWA MARU**<br>awasaki Kisen **K.K.**<br>be<br>Japanese | **9626**<br>5513<br>11230 | **✠100A1** ~~SS 10/63~~<br>tunnel side tanks—oil FP<br>above 150°F. DTsa—<br>vegetable oil SS 9/67<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1560 EL e†2⅜″SQ<br>NK | **1952**–2 Kawasaki Dkyd Co. Ltd.—Kob<br>514′ 11″ 64′ 0″ 27′ 3¾″<br>475′ 9″ 63′ 11″ 40′ 0″<br>F45′ 2 dks, 3rd dk in Nos. 2, 3, 4 & 5 holds<br>RW Coll BH to U dk 5 to 2nd dk<br>WB1073t | M Ref CSD<br>6 Ho<br>G.690772 B.629340 In.4400<br>6 Ha (27½′×19¾′) (41¾′, 41¾′, 28′,<br>41¾′×24½′) (28′×19¾′)<br>18W Der 2(20) 4(10) 12(5) | Oil 2DA 7Cy. 720×1200 mm<br>7800bhp<br>Kawasaki Dkyd Co. Ltd.<br>AuxB 100lb<br>2×270kW 230V d.c. | 1368t<br>Kob<br>16¼k |
| **ISHIMA MARU**<br>ko Kaiun **K.K.**<br>be<br>Japanese | **816**<br>518<br>1023 | | **1945** Sanko Zosensho—Osa<br>206′ 8″ 31′ 6″ 14′ 8¼″<br>193′ 6″ 31′ 5″ 15′ 0″<br>P67′ F24′ 1 dk | M Mchy.aft<br>G.46545 B.43932<br>2 Ha (33½′, 35½′×14′) | Oil 4SA 6Cy. 350×520 mm<br>550bhp<br>Nippon Hatsudoki | Kob |
| **ISHIMA MARU**<br>bari Sempaku **Y.K.**<br>kubo<br>Japanese | **728**<br>570<br>1859 | | **1965** Imabari Zosen—Imabari<br>216′ 8″ 34′ 4″ 16′ 5″<br>196′ 10″ 34′ 2″ 17′ 3″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 380×540 mm<br>1300bhp<br>Makita Tekkosho | Takamatsu |
| **ISIS**<br>exOrsa-63 exGulfwater-61<br>exJohn McDonogh-51<br>y **Steamship Inc.**<br>rovia<br>Liberian | **7271**<br>4485<br>— | AB | **1943** Delta S.B. Co.—N.Os<br>441′ 6″ 57′ 0″ 27′ 8⅛″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72¼′, 50′, 45′, 70′, 20′ DT<br>G.513522 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. | 2445 (o.f)<br>Pld<br>11k |

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| 518724<br>LLOQ | **KIMMO**<br>**A. & H. Fonnes**<br>Kristiansund Norwegian | 198<br>138<br>250 | BV | 1943 ............ England<br>*115·1'* 22' 5" 12' 0"<br>111' 0" | Wood M Fishing Mchy.aft<br>G.13000 B.11000<br>2 Ha (13'×12½') (19½'×12½') | Oil 2SA 2Cy. 350×410 mm<br>180bhp NE49<br>Grenaa Motorfabrik |
| 670539<br>SWHH<br>2855<br>Df Esd<br>Rdr RT | **KIMO**<br>**Achilles Frangistas Shipping & Fishing Co. Ltd.**<br>A. Frangistas<br>Piræus Greek | ~~697~~ ~~615~~ 626<br>~~207~~ ~~243~~ 248<br>— | BV | 1966 Leninskaya Kuznitsa—Kiev<br>177' 10" 30' 6" 12' 5"<br>16' 0"<br>1 dk | M Trawler<br>3 Ha (5½'×5½') (4½'×4½') (5½'×5½')<br>Der 1(2) 1(1½) | Oil 2SA 8Cy. 320×480 mm<br>800bhp<br>Schwermasch. Karl Liebkn |
| 542442<br>SZTE<br>2618<br>Df Esd<br>Pfd Rdr<br>RT | **KIMOLOS**<br>exReventazon-63<br>exEmpire Mole-47<br>exSalzburg-45 exPanther<br>**Jade Co. Inc.**<br>Piræus Greek | 4866<br>2798<br>3704 | **BS** Dr 11/64<br>**MBS**<br>**Lloyd's RMC**<br>MN820 CT4823 | 1939 Deutsche Werft A.G.—Ham<br>422' 9" 52' 9" 20' 2½"<br>388' 3" 52' 6" 29' 1"<br>F60' 2 dks, 3rd dk fwd of mchy. space<br>R 6BH<br>WB1218t | M Ref CSD<br>Hanging cargoes at No. 4 2nd dk when no cargo on dk over<br>B.215000 In.215779<br>8W Der 1(25) 8(5) | Oil 2DA 6Cy. 600×1100 mm<br>4100bhp<br>Masch. Augsburg-Nürnberg |
| 518726<br>URTM<br>M-17051<br>Df Esd<br>Gc Rdr | **KIMOVSK**<br>**U.S.S.R.**<br>Leningrad Russian | 9269<br>5163<br>12200 | | 1962 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>482' 4" 64' 10" 30' 0"<br>441' 4" 64' 8" 39' 4"<br>2 dks | M CSD<br>5 Ho<br>G.593818<br>5 Ha (34'×29¾') (34¾', 34¾', 34¾'×34¾') (27'×29¾')<br>Cr 4(5) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>Wärtsilä Kon. Crichton- |
| 518727<br>VXXJ<br>176896<br>Esd<br>RTm | **KIMSQUIT**<br>**Packers Steamship Co. Ltd.**<br>Vancouver Canadian | 167<br>99<br>160 | | 1944 Newcastle S.B. Co. Ltd.—Nanaimo<br>*104·1'* 23' 2"<br>... ... ...<br>1 dk | Wood TM Fishing<br>3 Ho 12', 24', 18'<br>Der 1(1½) 2(½) | 2 Oil each 6Cy. 170×228 mm<br>400bhp<br>Cummins Engine Co.<br>2×20 & 5kW 120V d.c. |
| 518730<br>BMDF<br>Df Esd<br>RT | **KIN YUNG**<br>exGalloway exJohn Howland-54<br>**Chinese Maritime Trust Ltd.**<br>Keelung China (Taiwan) | 7242<br>4450<br>10920 | BV<br>**BROKEN UP** | 1943 Bethlehem-Fairfield—Bal<br>441' 6" 57' 1" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.525000 B.475000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 1(50) 1(30) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Worthington Corp.<br>3×20kW 120V d.c. |
| 518731<br>OYKY<br>Df Esd<br>Gc Rdr<br>RT | **KINA**<br>**A/S Det Østasiatiske Kompagni**<br>Copenhagen Danish<br>Now **SERENITY** See New Entries No. 1 | T.Mk<br>7683<br>4614<br>11650 | ✠100A1 SS 9/67<br>with freeboard DTsm—vegetable oil or latex<br>✠LMC<br>EL f† | 1948-11 Burmeister & Wain—Cpn<br>508' 4" 65' 1" 28' 7½"<br>475' 0" 65' 0" 41' 9"<br>P37' F83' 2 dks, 3rd dk fwd of mchy. space<br>RW 6BH<br>WB3698t incl. DTsm1264t Tunnel tanks 176t | M<br>G.767210 B.688480<br>6 Ha (26½', 39½', 39½', 29½', 29½', 22½'×20')<br>16W Der 1(40) 1(20) 2(10) 10(5) 4(3) | Oil 2DA 8Cy. 620×1400 mm<br>9100bhp<br>Burmeister & Wain<br>AuxB 100lb |
| 518732<br>9VKL<br>183316<br>Df Esd<br>Rdr | **KINABALU**<br>exEl Kerym-57<br>**Straits S.S. Co. Ltd.**<br>Singapore Singapore | 2067<br>1104<br>2793 | ✠100A1 SS 6/68 ~~SS 6/66~~<br>with freeboard<br>✠LMC<br>MN365 EL u 1 11/16"SQ | 1950-8 Ardrossan Dockyard Ltd.—Ard<br>289' 9" 42' 2" 18' 10½"<br>270' 5" 42' 0" 27' 0"<br>F28' 1 dk & S dk<br>R Coll BH to S dk 5 to 2nd dk<br>rf 3" WB699t incl. DTa108t | M (213P) OSD<br>4 Ho 47½', 48', 39½', 48'<br>G.140670 B.125088<br>4 Ha (20½', 21½', 19½'×16') (21½'×12')<br>3W Cr 6(2) Der 1(10) 2(3) | Oil 2SA 6Cy. 500×700 mm<br>1840bhp<br>J. G. Kincaid & Co. Ltd.<br>3×90kW 220V d.c. |
| 507980<br>ELBL<br>2777<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **KINAROS**<br>exNingpo-67 exCorinaldo-67<br>**Criomar Inc.**<br>Monrovia Liberian | 8328<br>4939<br>7800 | ✠100A1 SS 10/66<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>EL d†2 3/16"SQ | 1949-3 C. Connell & Co. Ltd.—Gls<br>474' 6" 63' 4" 27' 2"<br>450' 8" 63' 0" 38' 11"<br>F42' 4 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 3" WB2335t incl. Tunnel tanks 652t DTf413t | M (11P) Ref CSD<br>In.392503<br>6 Ha (stl) (16½'×13') (24½', 24½', 24½', 24½', 16½'×16')<br>20W Der 8(7) 12(3) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>AuxB 105lb<br>4×285kW 220V d.c. |
| 518733<br>205597<br>Df | **KINAU**<br>exGovernor Wright-52<br>**Philippine Steam Navigation Co.**<br>Iloilo Philippine | 736<br>438<br>880 | | 1944 Sturgeon Bay S.B. & D.D. Co.—Sturgeon Bay<br>*166·4'* 32' 0" 11' 0"<br>31' 10"<br>1 dk & S dk<br>rf 6" | TM (292P) OSD Mchy.aft<br>4 Ho 34', 40', 23', 26'<br>4 Ha (20', 20', 12'×16') (6'×6')<br>Der 1(15) 2(5) 1(3) | 2 Oil 2SA each 6Cy.<br>1000bhp<br>General Motors Corp.<br>2×100kW 240V d.c. |
| 518734<br>Esd Rdr<br>RT | **KINBRACE**<br>**Secretary of State for Defence**<br>British | 769<br>254<br>— | ✠Class WITHDRAWN 6/68<br>~~LAID UP—SURVEYS OVERDUE 2/63~~ | 1945-5 A. Hall & Co. Ltd.—Abn<br>176' 11" 35' 8" 12' 3½"<br>150' 0" 35' 6" 16' 0"<br>B56' F26'<br>RW 5BH<br>WB194t incl. DTsf63t<br>conv salvage ship 68 | ~~S Salvage Ship~~ S Mooring, Salvage & Boom Defence Ship | T 3Cy. 11½" 19½" & 34"×<br>600ihp<br>A. Hall & Co. Ltd.<br>SB 225lb hs(2000) |
| 518736<br>PFJL<br>Df Esd<br>Gc Rdr<br>RTv | **KINDERDYK**<br>**N.V. Nederl.- Amerik. Stoomv. Maats (Holland-Amerika Lijn)**<br>Rotterdam Netherland | 5634<br>3153<br>7200 | ✠100A1 SS 4/66<br>tunnel side tanks—oil FP above 150°F.<br>Str. nav. Ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1440 EL c†2¼"SQ | 1956-3 N.V. Kon. Maats. De Schelde—Fls<br>459' 10" 61' 11" 25' 1½"<br>425' 3" 61' 9" 37' 0"<br>F48' 1 dk & S dk, 3rd dk in fwd holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 8" WB1212t incl. Tunnel tanks 640t | M (12P) Ref OSD<br>5 Ho 60½', 69', 64', 64', 51½'<br>B.364500 In.41492<br>5 Ha (stl) (22½'×18') (37'×22') (37'×19½') (34½', 22½'×22')<br>16W Der 1(40) 4(10) 12(5) | Oil 2SA 9Cy. 680×1250 mm<br>7200bhp<br>N.V. Werkspoor<br>AuxB 100lb<br>3×230kW 220V d.c. |
| 518737<br>149236<br>Df Esd<br>RT | **KINDRED STAR**<br>**Kindred Marine Products Ltd.**<br>Lowestoft British | 120<br>50<br>— | | 1930 J. Chambers Ltd.—Lwt<br>*92·1'* 20' 1" 11' 6"<br>... ... ...<br>1 dk<br>R | M Fishing | Oil 3Cy. 365×510 mm<br>NE34<br>W. H. Podd Ltd. |

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| NDRENCE<br>Bianca-54<br>ondon & Rochester Trading Co. Ltd.<br>chester<br>British | 592<br>305<br>829 | ✠100A1<br>✠LMC<br>MN100 | SS 12/66<br>EL I | 1950-10 Schps. Waterhuizen J. Pattje—Waterhuizen<br>193' 10" 28' 5" 11' 4"<br>179' 4" 28' 3" 11' 8"<br>P38' Q99' F26' 1 dk<br>RW 3BH len 56<br>rf 2" WB245t | M (1P) Mchy.aft<br>1 Ho 120¾'<br>G.40380 B.39360<br>2 Ha (35¼', 55¾'×17¼')<br>2W Der 2(3) | Oil 4SA 8Cy. 270×500 mm<br>500bhp 31t (d.o)<br>N.V. Werkspoor Ams<br>1×6kW 110V d.c. 10k |
| NDVIK<br>ips A/S Spervik<br>C. Olsen<br>ndefjord<br>Norwegian | 8867<br>4893<br>13006 | | NV | 1962 Moss Værft & Dokk A/S—Moss<br>500' 0" 61' 2" 27' 1¾"<br>475' 0" 61' 0" 34' 0"<br>P129' F66' 1 dk | M Tanker Mchy.aft<br>24 Ta 1 Ho 33½'<br>L.586275<br>1 Ha (stl) (9½'×15½')<br>Der 4(5) 2(1) | Oil 2SA 6Cy. 620×1400 mm<br>6500bhp 1440t (hvf)-21pd<br>Burmeister & Wain Cpn<br>2×275kW 440V 60c/s a.c. 14k |
| NEI MARU<br>hara Kisen K.K.<br>nase<br>Japanese | 455<br>254<br>— | | | 1964 Okayama Zosen K.K.—Hinase<br>26' 5" 12' 2"<br>147' 7" 26' 3" 13' 1"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 310×480 mm<br>700bhp<br>Hanshin Nainenki Kogyo Kob<br>10½k |
| NEI MARU No. 1<br>K. Naito<br>kohama<br>Japanese | 199<br>104<br>— | | | 1961 Suzuki Zosen Tekkosho—Shimizu<br>*98·2'* 23' 11"<br>23' 9"<br>1 dk | M Tanker | Oil 4SA 6Cy.<br>Emade48refitted61<br>Hanshin Nainenki Kogyo Kob<br>8½k |
| NEI MARU No. 1<br>Nishi Nippon Maru No. 105<br>Tenman<br>aka<br>Japanese | 196<br>96<br>— | | | 1942 Kanagawa Zosen—Kawasaki<br>*83·0'* 19' 5"<br>... ... ...<br>1 dk<br>conv tug 55 | M Mchy.aft<br>1 Ha (32¾'×14') | Oil 2SA 3Cy. 305×343 mm<br>115bhp Emade46refitted55<br>Nakayama Nainenki Tok<br>7k |
| NEI MARU No. 3<br>Ryoetsu Maru-66<br>Tenman<br>makuma<br>Japanese | 349<br>196<br>488 | | | 1958 Koyo Dock—Mihara<br>143' 2" 24' 5" 11' 2"<br>127' 11" 24' 3" 12' 2"<br>1 dk | M Mchy.aft<br>1 Ha (54¼'×13¾') | Oil 4SA 6Cy. 290×400 mm<br>350bhp 14t<br>Nippon Hatsudoki Kob<br>10k |
| NEI MARU No. 3<br>Okawa<br>se<br>Japanese | 192<br>—<br>— | | | 1963 Uchida Zosen—Ise<br>21' 10" 9' 1"<br>113' 6" 21' 8" 10' 6"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 325×460 mm<br>Hanshin Nainenki Kogyo Kob |
| NEI MARU No. 5<br>Katayama<br>su<br>Japanese | 200<br>99<br>350 | | | 1967 Matsuura Zosen—Hma<br>122' 5" 24' 4" 9' 6"<br>108' 3" 24' 3½" 10' 6"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 275×400 mm<br>350bhp<br>Makita Tekkosho Takamatsu |
| NEI MARU No. 11<br>oyu Maru No. 2-63<br>Omura<br>tari<br>Japanese | 222<br>113<br>— | | | 1955 Kakodate Dock Co. Ltd.—Hak<br>*114·3'* 22' 4"<br>112' 9" 22' 3" 11' 4"<br>F19' 1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×480 mm<br>Ito Tekkosho Shimizu |
| NEI MARU No. 15<br>Kanemoto<br>chama<br>Japanese | 167<br>87<br>— | | | 1960 Tsurumi Dock—Yka<br>*97·4'* 23' 9"<br>97' 6" 23' 7" 9' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 258×380 mm<br>210bhp Emade50refitted60 4t<br>Hanshin Nainenki Kogyo Kob<br>9k |
| NEI MARU No. 18<br>Kishimoto<br>men<br>Japanese | 184<br>94<br>— | | | 1966 Fukuoka Zosen—Fukuoka<br>118' 3" 21' 0" 8' 6"<br>106' 2" 20' 11" 9' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×400 mm<br>550bhp<br>Niigata Eng. Co. Ltd. Niigata |
| NEI MARU No. 28<br>Hamakawa<br>maishi<br>Japanese | 299<br>156<br>— | | | 1963 Nippon Kokan—Shimizu<br>*139·4'* 25' 1"<br>24' 11½" 11' 7"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>800bhp 181t<br>Niigata Eng. Co. Ltd. Niigata<br>10½k |
| NEI MARU No. 35<br>Hamakawa<br>maishi<br>Japanese | 268<br>139<br>— | | | 1964 Kanazashi Zosensho—Shimizu<br>148' 10" 24' 10" 9' 6"<br>131' 8" 24' 7" 11' 1"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×460 mm<br>Niigata Eng. Co. Ltd. Niigata |
| NELLAN<br>aha Fishing Co. Ltd.<br>Wood<br>rdeen<br>British | 209<br>75<br>— | ✠100A1<br>trawler<br>✠LMC<br>~~MN135~~<br>MN132 | SS 2/67<br>EL (c)J | 1961-10 J. Lewis & Sons Ltd.—Abn<br>*106·2'* 23' 1"<br>104' 4" 23' 0" 12' 0"<br>F17'<br>RW 4BH<br>rf 39" BK7" | M Trawler | ~~Oil 2SA 6Cy. 10½"×13½"~~<br>~~675bhp~~<br>~~Crossley Bros. Ltd.~~ ~~Mch~~<br>Oil 4SA 8Cy. 8¾"×11¾"<br>660bhp ✠NE4/68<br>Blackstone & Co. Stamford |

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| 518744<br>4XYE<br>MS104<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KINERET**<br><br>**Zim Israel Navigation Co.**<br>**Ltd.**<br>Haifa Israel | 2325<br>1071<br>3089<br>3355<br>1726<br>4435 | ✠100A1 SS 7/64<br>Str. nav. ice<br>✠LMC<br><br>MN624 EL u 1⅛"SQ | 1959-5 Orenstein-Koppel & Lbcr. Masch.<br>—Lbc<br>339' 0" 47' 10" 19' 2⅞"/23' 3½"<br>307' 5" 47' 7" 27' 11"<br>P86' F34' 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 4" WB954t | M OSD/CSD Mchy.aft<br>3 Ho 52', 90' comb., 59'<br>G.222326 B.204650<br>4 Ha (stl) (31½', 28½', 28½', 38½'×17½')<br>10W Der 1(30) 4(5–10) 6(5) | Oil 2SA 6Cy. 600×1000 m<br>3120bhp<br>Masch. Augsburg-Nürnberg<br>3×230kW 400V 50c/s a.c. |
| 518745<br>UOQK<br><br>Df Esd | **KINESCHMA**<br><br>**U.S.S.R.**<br>Murmansk Russian | 639<br>240<br>473 | | 1956 Valmet O/Y—Turku<br>197' 8" 29' 10" 14' 5½"<br>175' 6" 29' 6" 15' 11" | S Trawler | C 4Cy. (2) 295 & (2) 600×<br><br>A/B Finnboda Varf |
| 511605<br><br><br>Df Gc<br>Rdr | **KING ABDELAZIZ**<br>exFlaminia-64 exGenova-55<br>exCapitaine Potie-48<br>exBelgian Freighter-46<br>exEmpire Swan-42<br>exMissourian-40<br>**M. A. Bakhashab**<br>Jeddah Saudi Arabian | 8791<br>5108<br>9301 | RI<br><br>✠Classed LR until 11/63 | 1922-6 Merchant S.B. Corp.—<br>Chester, Pa<br>461' 8" 59' 10" 26' 8½"<br>444' 0" 59' 9" 39' 0"<br>2 dks, 3rd dk in Nos. 4 & 5 holds<br>R | TM (1000P) CSD<br>3 Ho<br>G.511838 B.458240<br><br>12W Der 1(30) 1(10) 8(5) 2(3) | 2 Oil 2SA each 5Cy. 720×<br>8000bhp NE55<br>C.R.D. Adriatico |
| 518746<br>SVED<br>1328<br>Df Esd<br>Gc Rdr | **KING AEGEUS**<br><br>**Markos P. Nomikos**<br>Nomikos (London) Ltd.<br>Piræus Greek | 8362<br>4984<br>12000 | ✠100A1 SS 4/66<br><br>✠LMC<br><br>MN880 EL c†2¼"SQ | 1956-6 Blyth D.D. & S.B. Co. Ltd.—Bly<br>486' 5" 61' 3" 28' 11"<br>440' 0" 61' 0" 38' 2"<br>F47' 2 dks<br>6BH to U dk 1 to 2nd dk<br>rf 3" WB3217t incl. DTm1381t | M CSD<br><br>G.650000 B.590000<br><br>10W Der 10(25, 10 & 5) | Oil 2SA 4Cy. 670×2320 m<br>4400bhp Doxford<br>N.E. Mar. Eng. Co. (1938)<br>db 100lb |
| 661820<br>6ZUA<br>2595<br>Df Esd<br>Gc Rdr<br>RT | **KING AGAMEMNON**<br><br>**Mycenanean Shipping**<br>**Co. Ltd.**<br>Monrovia Liberian | 44867<br>31512<br>83937 | <br><br>AB | 1966 Ishikawajima-Harima Hvy Ind.—<br>Aio<br>835' 0" 124'10" 43' 4½"<br>787 5" 124' 0½" 57' 5"<br>P28' F55' 1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>10 Ta | Oil 2SA 9Cy. 900×1550 m<br>20700bhp Sulzer<br>Ishikawajima-Harima Hvy |
| 518747<br>GNWV<br>184628<br>Df Esd<br>Rdr<br>RTv | **KING ALEXANDER**<br><br>**Hector Whaling Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>London British | T.Mk<br>5680<br>3216<br>9510<br>8194<br>4992<br>10859 | ✠100A1 SS 9/65<br><br>✠LMC<br><br>MN660 EL c†2¼"SQ(s)<br>2⁷⁄₁₆"WI(p) | 1952-5 Harland & Wolff Ltd.—Bel<br>466' 6" 59' 2" 25' 9"/27' 11"<br>435' 7" 59' 0" 39' 9"<br>2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 6" WB2565t incl. DTm1270t | M<br>5 Ho 66½', 105', 28½', 62', 74'<br>G.651880 B.592210<br>5 Ha (31½', 36', 21', 33', 30'×22')<br>11W Der 1(50) 1(25) 4(10) 6(5) | Oil 4SA 6Cy. 740×1500 m<br>3300bhp<br>Harland & Wolff Ltd.<br>AuxB 100lb<br>3×125kW 220V d.c. |
| 518749<br>GQKX<br>185856<br>Df Esd<br>Gc Rdr<br>RTv | **KING ARTHUR**<br><br>**King Line Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>London British | 5883<br>3346<br>9570<br>8255<br>5157<br>10876 | ✠100A1 SS 6/66<br><br>✠LMC<br><br>MN660 EL c†2¼"SQ | 1953-3 Harland & Wolff Ltd.—Bel<br>466' 6" 25' 2" 25' 9"/27' 10½"<br>435' 7" 59' 0" 39' 9"<br>1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2565t incl. DTm1270t | M OSD/CSD<br>5 Ho 66½', 105', 28½', 62', 74'<br>G.651880 B.592210<br>5 Ha (31½', 36', 21', 33', 30'×22')<br>11W Der 1(50) 1(25) 4(10) 6(5) | Oil 4SA 6Cy. 740×1500 m<br>3300bhp<br>Harland & Wolff Ltd.<br>AuxB 100lb<br>3×125kW 220V d.c. |
| 519728<br>ZCUP<br>163421<br>Df Rdr | **KING BAY**<br>exKuda Mas-66 exYochow-60<br>**Hong Kong South Sea**<br>**Shipping Co. Ltd.**<br>Hong Kong British | 2810<br>1645<br>1278 | ✱100A1 SS 2/68 ~~SS 3/63~~<br>for service within area<br>bounded by 50° N, 50° S,<br>20° E & 180° E<br>**LMC**<br>MN290 EL t 1⅛"SQ | 1933 Scotts' S.B. & E. Co. Ltd.—Grk<br>312' 0" 44' 3" 17' 6½"<br>298' 0" 44' 0" 25' 0"<br>P37' B79' F40' 2 dks<br>R 6BH<br>rf 3" WB693t incl. DTa307t | M<br><br>G.191682 B.170302<br><br>8W Der 1(15) | Oil 2SA 5Cy. 22"×28"<br>1450bhp<br>Scotts' S.B. & E. Co. Ltd.<br>db 100lb |
| 504473<br>HPPN<br>3408<br>Esd RT | **KING BIRD**<br>exSan Miquel-66 exCalabar-66<br>exSan Miquel-65<br>exBintang Mas-64<br>exBatoela-60<br>**King Line S.A.**<br>Panama Panamanian | 1331<br>707<br>1786 | <br><br>BV | 1947 Rotterdamsche D.D. Maats.—Rot<br>225' 0" 39' 8" 15' 10"<br>39' 6"<br>P55' B40' F32' 2 dks | M Mchy.aft<br><br>G.87847 B.84568<br><br>6W Der 1(10) | Oil 2SA 7Cy. 340×570 m<br><br>Atlas-Diesel |
| 640789<br>5MXY<br>2020<br>Df Esd<br>Gc Rdr<br>RT | **KING CADMUS**<br><br>**Cadmus Shipping Co. Ltd.**<br>Monrovia Liberian | 29797<br>21510<br>56023 | <br><br>AB | 1964 Uraga Hvy Ind. Ltd.—Yka<br>750' 4" 106' 3" 40' 9"<br>715' 3" 106' 0" 51' 6"<br>1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>20 Ta | Oil 2SA 8Cy. 900×1550 m<br>17600bhp Sulzer<br>Uraga Hvy Ind. Ltd. |
| 518750<br>GWKI<br>187593<br>Df Esd<br>Gc Rdr<br>RTv | **KING CHARLES**<br><br>**The Clan Line Steamers Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>London British | T.Mk<br>5737<br>3242<br>9628<br>8160<br>4926<br>10771 | ✠100A1 SS 1/66<br><br>✠LMC<br><br>MN660 EL b†2¼"SQ | 1957-6 Harland & Wolff Ltd.—Bel<br>466' 6" 59' 3" 25' 9½"/27' 11"<br>435' 0" 59' 0" 39' 9"<br>1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2673t incl. DTm1272t | M OSD/CSD<br>5 Ho 66½', 105', 28½', 62', 74'<br>G.644260 B.587410<br>5 Ha (31', 35½'×22') (29½'×20')<br>(32½', 29½'×22')<br>10W Der 1(50) 1(25) 4(10) 6(5) | Oil 4SA 6Cy. 740×1500 m<br>3300bhp<br>Harland & Wolff Ltd.<br>AuxB 100lb<br>3×125kW 220V d.c. |
| 542257<br>HPTH<br>43P<br>Esd RT | **KING CITY**<br>exZola-67 exBonny-66<br>exZola-65 exSumur Mas-64<br>exSanda-63<br>**Cia. de Nav. Santos S.A.**<br>Panama Panamanian<br>Now **GOLDEN WELL** See New Entries No. 4 | *854*<br>*397*<br>1156 | **BS✱** SS 7/66<br><br>**MBS✱**<br><br>MN238 CT1486 C25 S22 | 1950-2 Caledon S.B. & E. Co. Ltd.—Dun<br>218' 6" 38' 2" 14' 11½"<br>200' 6" 38' 0" 24' 0"<br>1 dk & S dk<br>RW 4BH<br>WB233t | M OSD Mchy.aft<br><br>G.94875 B.86713<br><br>6W Der 6(5) | Oil 2SA 7Cy. 340×570 m<br>1190bhp<br>British Polar Engines Ltd. |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **ING DRAGON** | 1279 | | | **1939** Gebr. Pot—Bolnes | M Mchy.aft | Oil 4SA 7Cy. 400×750 mm | |
| Bayano-66 exKoko-66 | 844 | | | 225′ 0″ 39′ 8″ 15′ 10″ | | | 60t |
| Bayano-65 exSumber Mas-64 | 1701 | | | 39′ 6″ | B.86362 | Gebr. Stork & Co. N.V. | Hengelo |
| Bandjermasin-59 | | | | P&B94′ F50′ 1 dk | | | 9¼k |
| ng Line **S.A.** | | | | R | 6W Der 1(10) | | |
| nama Panamanian | | | | | | | |
| **NG FISH** | **1385** | **BS✻** | SS 8/66 | **1950**–4 Caledon S.B. & E. Co. Ltd.— | M Mchy.aft | Oil 2SA 7Cy. 340×570 mm | |
| Chopin-66 exAkassa-66 | 928 | | | Dun | | 1190bhp | 121t |
| Chopin-65 exRadja Mas-64 | — | **MBS✻** | | 218′ 6″ 38′ 2″ 16′ 7″ | G.95490 B.87046 | British Polar Engines Ltd. | Gls |
| Padda-63 | | | | 201′ 6″ 38′ 0″ 24′ 0″ | | | 11k |
| ng Line **S.A.** | | MN238 | CT1486 C25 S22 | 2 dks | 6W Der 6(5) | | |
| nama Panamanian | | | | RW 4BH | | | |
| | | | | WB233t | | | |
| **NG FISHER** | **123** | | | **1961** Tosa Zosen Tekkosho—Kochi | M Trawler | Oil 4SA 6Cy. 260×400 mm | |
| | 62 | | | 107′ 7″ 18′ 10″ 8′ 10″ | | | |
| public of the **Philippines** | — | | | 88′ 7″ 18′ 3″ 9′ 4″ | | Hanshin Nainenki Kogyo | Kob |
| nila Philippine | | | | | | | |
| **NG GEORGE** | T.Mk | **✠100A1** | SS 3/66 | **1957**–12 Harland & Wolff Ltd.—Bel | M | Oil 4SA 6Cy. 740×1500 mm | |
| | **5731** | | | 466′ 6″ 59′ 3″ 26′ 0″/27′ 10⅞″ | 5 Ho 66½′, 105′, 28¾′, 62′, 74′ | 3300bhp | 942t (hvf) |
| The Clan Line **Steamers Ltd.** | 3261 | **✠LMC** | | 435′ 0″ 59′ 0″ 39′ 9″ | G.664260 B.587410 | Harland & Wolff Ltd. | Bel |
| Cayzer, Irvine & Co. Ltd. | 9607 | | | 2 dks | 5 Ha (31′, 35½′×22′) (29½′×20′) | ~~db 100℔~~ AuxB 100℔ | |
| ondon British | **8158** | MN660 | EL b†2⅛″SQ | RW 7BH | (32½′, 29½′×22′) | 3×125kW 220V d.c. | 12½k |
| | 4916 | | | rf 6″ WB2673t incl. DTm1272t | 10W Der 1(50) 1(25) 4(10) 6(5) | | |
| | 10796 | | | | | | |
| **NG GEORGE V** | **985** | | | **1926** W. Denny & Bros. Ltd.—Dmb | TS (1155P) | 6 S Turb sr geared to 2 sc. shafts | |
| | 435 | | | 270′ 3″ 32′ 1″ 7′ 4″ | | 300shp | 39½t (hvf) |
| avid MacBrayne Ltd. | 268 | | | 31′ 11″ | | Parsons Marine Turb. Co. | Wal |
| asgow British | | | | 2 dks | | 1×25kW 220V d.c. | 16k |
| | | | | R | | | |
| | | | | rf 14″ | | | |
| **NG HATHAWAY** | **7176** | | | **1944** Delta S.B. Co. Inc.—N.Os | S | T 3Cy. 24½″-37″ & 70″×48″ | |
| | 4380 | | | 441′ 6″ 57′ 0″ 27′ 8⅞″ | 5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT | 2500ihp | 1834t (o.f) |
| ited States **Department of** | 10443 | | AB | 417′ 9″ 56′ 11″ 37′ 4″ | G.560000 B.500000 | General Mchy. Corp. | Hamilton |
| Commerce | | | | 2 dks, 3rd dk fwd | 5 Ha (33¾′, 35′, 20′, 35′, 35′×20′) | 3×20kW 120V d.c. | 10k |
| w Orleans United States | | | | rf 6″ | 10W Der 10(5) | | |
| **NG HENRY** | T.Mk | **✠100A1** | SS 6/67 | **1958**–12 Harland & Wolff Ltd.—Bel | M | Oil 4SA 6Cy. 740×1500 mm | |
| | **5829** | | | 466′ 6″ 59′ 3″ 26′0″/28′ 10¾″ | 5 Ho 52¾′, 66½′, 51′, 65′, 74′ | 3300bhp | 923t |
| e Clan Line **Steamers Ltd.** | 3229 | **✠LMC** | | 435′ 0″ 59′ 0″ 39′ 9″ | G.649290 B.593760 | Harland & Wolff Ltd. | Bel |
| zer, Irvine & Co. Ltd. | 9523 | | | 2 dks | 5 Ha (26½′, 38½′, 44½′, 32½′, 29½′×22′) | AuxB 100℔ | 12½k |
| don British | **8331** | MN660 | EL b†2⅛″SQ | RW Coll BH to U dk 7 to 2nd dk | 12W Der 1(50) 1(25) 6(10) 4(5) | | |
| | 4953 | | | rf 6″ WB2586t incl. DTm1272t | | | |
| | 11338 | | | | | | |
| **NG HORSE** | *1465* | | | **1924**–3 Swan, Hunter & Wghm Rchdsn | M OSD | Oil 2SA 6Cy. 445×890 mm | |
| omeo-66 exSinoe-66 | *672* | | | —Nwc | | | 220t |
| omeo-65 exKim Hwa-64 | 2055 | ✠Classed LR until 6/51 | | 287′ 0″ 40′ 0″ 16′ 4″ | B.115700 | Swan, Hunter & Wghm Rchdsn | Nwc |
| Giang Bee-58 exKistna-51 | | | | 39′ 10″ | | | 10k |
| ng Line **S.A.** | | | | 1 dk & S dk | 5W Der 1(20) | | |
| nama Panamanian | | | | R | | | |
| **NG HWA** | **1037** | | | **1966** Hayashikane Zosen—Smk | M Mchy.aft | Oil 4SA 6Cy. 430×620 mm | |
| | 520 | | | 230′ 8″ 35′ 6″ 15′ 5″ | 2 Ho 80¾′, 55′ | 1800bhp | 114t |
| n Fu **S.S. Co. Ltd.** | 1731 | | CR (Taiwan) | 208′ 4″ 35′ 5″ 17′ 4″ | G.72572 B.65120 | Hanshin Nainenki Kogyo | Kob |
| lung China (Taiwan) | | | | 1 dk | 2 Ha (49¼′, 29½′×16′) | 2×36kW 220V 60c/s a.c. | |
| | | | | | 6W Der 2(5) 4(3) | | |
| **NG ISLANDER** | **352** | **✠100A1** | SS 7/68 | **1963**–7 Phoenix S.B. & E. Co.— | TM Mchy.aft | 2 Oil 4SA each 8Cy. 6½″×7¼″ with | |
| | 158 | Bass Strait service | | Devonport, Tas | Bow doors | flexible couplings & sr reverse gears | |
| H. Houfe & **Co. Pty Ltd.** | 498 | **✠LMC** | | 140′ 6″ 26′ 6″ 8′ 0½″ | 2 Ho 64′, 18′ | 480bhp | |
| nceston British | | | | 131′ 0″ 25′ 0″ 11′ 9″ | | Bergius-Kelvin Co. Ltd. | Gls |
| | | MN96 | EL e | Ba41′ 1 dk | | | |
| | | | | 3BH | | | |
| | | | | rf 6″ WB155t | | | |
| **NG JAJA** | **5869** | **✠100A1** | CS 11/67 | **1955**–7 Wm. Doxford & Sons Ltd.—Sld | M OSD | Oil 2SA 4Cy. 600×2320 mm | |
| ja-59 | 3080 | DTa—vegetable oil | | 450′ 9″ 58′ 0″ 25′ 9″ | | 3300bhp | |
| rian National **Shipping** | — | **✠LMC** | | 425′ 0″ 57′ 9″ 38′ 2″ | G.580300 B.519550 | Wm. Doxford & Sons Ltd. | Sld |
| ne Ltd. | | | | F35′ 1 dk & S dk | | 2AuxB 120℔ | 12k |
| Nigerian | | MN660 | EL b†2 1/16″SQ | RW Coll BH to S dk 7 to 2nd dk | 16W Der 17 | | |
| | | | | rf 4″ WB2580t incl. DTm1096t | | | |
| **LEONIDAS** | **15740** | **✠100A1** | SS 4/68 | **1963**–7 Soc. des For. de la Méditerranée | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm | |
| | 10729 | strengthened for heavy | | —La Seyne | | 9600bhp Sulzer | |
| Shipping **Co. Ltd.** | — | cargoes | | 581′ 7″ 75′ 3″ | | Soc. des For. de la Méditerranée | Hav |
| Greek | | **✠LMC** | | 547′ 11″ 75′ 0″ 46′ 8″ | | AuxB 100℔ | |
| | | MN1920 | EL k†2 9/16″SQ | P106′ F45′ 1 dk | | | |
| | | | | NS 8BH | | | |
| | | | | rf nil DK fwd WB9230t incl. Topside tanks in holds 4811t | | | |

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|---|---|---|---|---|---|---|
| 518013<br>HPOX<br>3407<br>Esd RT | **KING LION**<br>exSan Blas–66 exBona–66<br>exSan Blas–65 exKali Mas–64<br>exBakongan–60<br>**King Line S.A.**<br>Panama Panamanian | 1331<br>707<br>1778 | | 1948 Rotterdamsche D.D. Maats.—Rot<br>227' 0" 39' 8" 15' 10"<br>39' 6"<br>P55' B40' F32' 1 dk | M Mchy.aft<br>G.87847 B.84568<br>6W Der 1(10) | Oil 2SA 7Cy. 340×570 mm<br>Atlas-Diesel |
| 518758<br>GNWT<br>184575<br>Df Esd<br>Rdr RT | **KING MALCOLM**<br>**Hector Whaling Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>London British | T.Mk<br>5683<br>3208<br>9535<br>8197<br>4979<br>10876 | ✠100A1 ~~SS 7/64~~<br>SS 10/68<br>✠LMC<br>MN660 EL c†2¼"SQ | 1952-2 Harland & Wolff Ltd.—Bel<br>466' 6" 59' 2" 25' 9"/27' 10½"<br>435' 7" 59' 0" 39' 9"<br>2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 6" WB2565t incl. DTm1270t | M<br>5 Ho 66½', 105', 28½', 62', 74'<br>G.651880 B.592210<br>5 Ha (31½', 36'×22') (21'×20')<br>(33', 30'×22')<br>11W Der 1(50) 1(25) 4(10) 6(5) | Oil 4SA 6Cy. 740×1500 mm<br>3300bhp<br>Harland & Wolff Ltd.<br>AuxB 100lb<br>3×125kW 220V d.c. |
| 518759<br>SVLK<br>1426<br>Df Esd<br>Gc Pfd<br>Rdr | **KING MINOS**<br>**Hellenic Star Greek**<br>**Maritime Co. Ltd.**<br>Nomikos (London) Ltd.<br>Piræus Greek | 11157<br>6249<br>— | ✠100A1 SS 3/68 ~~SS 9/63~~<br>✠LMC<br>MN1540 EL f†2¼"SQ | 1958-7 At. & Ch. de France—Dnk<br>523' 11" 65' 3" 30' 7"<br>486' 7" 65' 0" 41' 0"<br>P34' F89' 2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 12" WB3456t incl. Tunnel tanks 467t | M CSD | Oil 2SA 11Cy. 720×1250 mm<br>7700bhp<br>Cie. de Const. Méc.<br>WTAuxB (ex.g) 100lb<br>✠NAuxB (o.f) 2/59-120lb |
| 527121<br>HPGN<br>317P | **KING MOON**<br>exHenrica–66 exFresco–66<br>exHenrica–65 exPasir Mas–64<br>exGaruda Mas–60 exToboali–58<br>**King Line S.A.**<br>Panama Panamanian | *754*<br>*413*<br>580 | | 1930 Gusto Werf—Sch<br>211' 2" 34' 1" 10' 0"<br>33' 11"<br>B49' F37' 1 dk<br>R | M Mchy.aft<br>B.42593<br>4W | Oil 4SA 8Cy. 345×500 mm<br>Masch. Augsburg-Nürnberg |
| 542084<br>SYTB<br>2276<br>Df Esd<br>Gc Rdr<br>RTv | **KING NESTOR**<br>**Pylos Shipping Co. Ltd.**<br>Piræus Greek | 15378<br>10288<br>— | ✠100A1 SS 2/68<br>strengthened for ore cargoes Nos. 2 & 4 holds may be empty<br>✠LMC<br>MN1800 EL k†2 5/16"SQ | 1963-10 Ch. de l'Atlantique—St.N<br>~~584' 0"~~ 75' 0" 32' 10¼" 584' 9"(incl.BB)<br>551' 2" 74' 8" 44' 4"<br>P107' F44' 1 dk<br>NS 8BH<br>rf 4" WB14231t incl. Topside tanks in holds 4864t No. 3 hold 4547t | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W<br>Ch. de l'Atlantique<br>AuxB 85lb |
| 518760<br>GMJM<br>165282<br>Df Rdr<br>RTv | **KING ORRY**<br>**Isle of Man Steam Packet Co. Ltd.**<br>Douglas British | 2485<br>953<br>590 | ✠A1 TD 6/68 ~~SS 5/63~~<br>with freeboard<br>Irish Channel service<br>✠LMC<br>EL (v)2" | 1946-4 Cammell Laird & Co. Ltd.—Bkn<br>345' 1" 47' 2" 12' 3"<br>325' 0" 47' 0" 26' 0"<br>1 dk & S dk, 3rd dk clear of mchy. spaces<br>R 10BH<br>WB457t incl. DTsf122t | TS (2163P) OSD | 4 S Turb sr geared to 2 s.<br>8500shp<br>Cammell Laird & Co. Ltd.<br>3WTB 250lb hs(1280)<br>2×150kW 220V d.c. |
| 504165<br>HPHP<br><br><br>Df Esd | **KING PEARL**<br>exGranada–66 exBoquete–66<br>exLagos–66 exBoquete–65<br>exThai Nam Tjioe–64<br>exBenua Mas–63<br>exStarline Enterprise–61<br>exSteinberg–57<br>exEdith W. Gleue–54<br>**King Line S.A.**<br>Panama Panamanian | *872*<br>*544*<br>1157 | BV | 1952 G. Renck, Jr.—Ham<br>*194·0'* 32' 1" 14' 3"<br>31' 11"<br>P45' F30' 2 dks<br>RW | M CSD Mchy.aft<br>G.71200 B.64100 | Oil 4SA 8Cy. 320×450 mm<br>Klöckner-Humboldt-Deutz |
| 518761<br>5LTU<br>1233<br>Df Esd<br>Gc Rdr | **KING PELEUS**<br>**Myrmidon Shipping Co.**<br>Monrovia Liberian | 20487<br>12629<br>33215 | AB | 1958 Mitsubishi Hvy Ind. Reorg.—Kob<br>669' 0" 87' 0" 35' 10"<br>631' 8" 86' 11" 45' 6"<br>P150' B46' F103' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>30 Ta<br>L.1553860 HeCls. BC | 2 S Turb dr geared to s.<br>Westinghouse<br>15000shp<br>Mitsubishi Hvy Ind. Reorg. |
| 518762<br>WH6680<br>273426<br>RTh | **KING PHILIP**<br>**Providence Steamboat Co.**<br>Providence United States | 184<br>125<br>— | | 1957 Blount Marine Corp.—Warren, R.I<br>100' 6" 25' 9" 12' 0"<br>95' 6" 25' 0" 12' 2" | M Tug | Oil 2SA 10Cy. 8½"×10"<br>1600bhp<br>Fairbanks, Morse & Co.<br>2×40, 25kW 150V d.c. |
| 524558<br>HPZX<br>462P<br>Esd | **KING STAR**<br>exJoffre–66 exCottica–66<br>exJoffre–65 exNaga Mas–64<br>exLarantuka–59 exSarmi–51<br>**King Line S.A.**<br>Panama Panamanian | 556<br>361<br>465 | | 1946 Albina Eng. & Mach. Wks—Pld<br>181' 1" 29' 1" 8' 6"<br>28' 11"<br>P36' F30' 1 dk | M Mchy.aft<br>B.29053<br>4W | Oil 4SA 6Cy. 305×380 mm<br>Enterprise Eng. & Fdry Co. |
| 528687<br>HOTU<br>4627P<br>Esd RT | **KING SUN**<br>exLouis–66 exPedro–66<br>exLouis–65 exPulau Mas–64<br>exLariang–59 exSeroei–51<br>**King Line S.A.**<br>Panama Panamanian | 556<br>361<br>465 | | 1945 Albina Eng. & Mach. Wks—Pld<br>181' 1" 29' 1" 8' 6"<br>28' 11"<br>P36' F27' 1 dk | M Mchy.aft<br>2 Ho<br>B.29035<br>2 Ha (each 22¾'×16')<br>4W | Oil 4SA 6Cy. 305×380 mm<br>Enterprise Eng. & Fdry Co. |
| 518763<br>5LCZ<br>848<br>Df Esd<br>Gc Pfd<br>Rdr | **KING THERAS**<br>**Compania Maritima Volcan S.A.**<br>Monrovia Liberian | 21131<br>12909<br>32456 | AB | 1956 Harima Zosensho—Aio<br>662' 0" 87' 4" 34' 5¾"<br>630' 0" 87' 0" 45' 6"<br>P157' F90' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>30 Ta<br>L.1563585 HeCls. BC | 2 S Turb dr geared to s.<br>15000shp<br>Ishikawajima Jukogyo |

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|---|---|---|---|---|---|---|---|
| **ING THESEUS**<br>**rseus Hellenic Maritime Co. Ltd.**<br>nikos (London) Ltd.<br>raeus<br>Greek | **9153**<br>5462<br>12900 | **✠100A1**<br>**✠LMC**<br>MN1100 | SS 5/67<br>EL d†2 3/16"SQ | **1957**–5 Blyth D.D & S B. Co. Ltd.—Nwc<br>492' 11" 63' 4" 29' 3¼"<br>460' 0" 63' 0" 39' 0"<br>F48' 2 dks<br>7BH<br>rf 3" WB3506t incl. Tunnel tanks 234t DTm1413t | M CSD<br>G.686000 B.614070<br>10W Der 1(25) 2(10) 8(5) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford<br>N.E. Mar Eng. Co. Ltd<br>db 100℔ | 1350t<br>Wal<br>14k |
| **ING TIGER**<br>Chevalier-66<br>Saffi-66 exChevalier-65<br>Batu Mas-64 exFrancoise-60<br>Amonea-58 exRose Pearl-57<br>Storm-57 exRiver Wear<br>ing Line **S.A.**<br>Panama<br>Panamanian | *733*<br>*368*<br>920 | ✠Classed LR until 3/63 | | **1920**–10 J. Samuel White & Co. Ltd.—Cws<br>187' 0" 31' 0" 13' 6¼"<br>180' 0" 29' 3"<br>Q111' B11' F24' 1 dk Well dk<br>R<br>rf 4" | M Mchy.aft<br>B.42000 | Oil 2SA 7Cy. 335×430 mm<br>NE38<br>Fairbanks, Morse & Co. | 50t<br>Beloit<br>10k |
| **ING TOWER**<br>Johanas-66<br>Moma-66 exJohanas-65<br>Menara Mas-64<br>ing Line **S.A.**<br>Panama<br>Panamanian | **560**<br>262<br>— | | AB | **1944** Sturgeon Bay S.B. & D.D. Co.—Sturgeon Bay<br>*166·4'* 32' 2" 11' 6½"<br>... ... ...<br>1 dk | TM Mchy.aft | 2 Oil 2SA each 6Cy. 8¾"×10½"<br>General Motors Corp. | |
| **NG & WINGE**<br>Columbia-58 exKing & Winge<br>ilburn **E. Hall**<br>os Bay<br>United States | **143**<br>97<br>— | | | **1914** King & Winge—Sea<br>*96·7'* 19' 7"<br>... ... ...<br>1 dk | Wood M | Oil 4SA 6Cy. 230×305 mm<br>170bhp NE25<br>Atlas-Imperial D.E. Co. | Oakland |
| **NGARTH**<br>unched as Sledway<br>ecretary **of State for Defence**<br>berdeen<br>British | **768**<br>253<br>— | ~~✠LR class withdrawn 8/67~~<br>✠Class **WITHDRAWN** at Owners' request 3/68 | | **1944**–12 A. Hall & Co. Ltd.—Abn<br>176' 11" 35' 8" 12' 3¾"<br>150' 0" 35' 6" 16' 1"<br>B56' F26' 1 dk<br>RW | S Salvage Ship Mchy.aft | T 3Cy. 11¾" 19¾" & 34"×24"<br>600ihp<br>Smith's Dock Co. Ltd. | (o.f)<br>Mdb |
| **NGCOME**<br>gcome **Navigation Co.**<br>Ltd.<br>ncouver<br>Canadian | **242**<br>14<br>— | ✠Classed LR until 6/56 | | **1952**–7 Yarrows Ltd.—Vic<br>100' 0" 25' 6"<br>89' 3" 25' 5" 15' 6" | M Tug | Oil 4SA 6Cy. 405×520 mm<br>950bhp<br>Union Diesel Eng. Co.<br>2×35 & 5kW 110V d.c. | (d.o)<br>Oakland |
| **NGDOC**<br>**M. Paterson & Sons Ltd.**<br>William<br>Canadian | **3358**<br>2160<br>5370 | **✠100A1**<br>Winters in the Gt. Lakes<br>Ice Class 3<br>**✠LMC**<br>MN664 | Lake SS 8/67<br>EL u 1 3/16"SQ | **1963**–9 Davie S.B. Ltd.—Lauzon<br>315' 0" 49' 2" 21' 11¾"<br>291' 0" 49' 0" 29' 6"<br>P62' RFD89' 1 dk<br>NS 5BH<br>rf 3" WB1205t incl. Topside tanks f142t | M Mchy.aft<br>3 Ho 56', 96', 56'<br>G.256210 B.242920<br>4 Ha (stl) (each 30'×30')<br>8W Der 8(5) | 2 Oil 2SA each 10Cy. 8⅛"×20" with flexible couplings & sr gears to sc. shaft<br>3320bhp Fairbanks-Morse<br>Canadian Locomotive Co. Ltd.<br>3×150kW 550V 60c/s a.c. | 414t (d.o)<br>Kln<br>13k |
| **GENNIE**<br>**mbridge (Tankers) Ltd.**<br>dee, Perth & London Shipping Co. Ltd.<br>dee<br>British | **1169**<br>514<br>1481 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN224 | SS 6/66<br>EL n | **1958**–5 G. Brown & Co. (Marine) Ltd.—Grk<br>232' 0" 36' 7" 13' 9¼"<br>215' 0" 36' 0" 14' 9"<br>P57' Q57' F25' Trunk133' 1 dk<br>RW 10BH<br>rf 4" WB244t | M Tanker Mchy.aft<br>10 Ta<br>L.61995 HeCls. C<br>1 Ha (stl) (7½'×8½') | Oil 2SA 7Cy. 340×570 mm<br>1120bhp<br>British Polar Engines Ltd.<br>db 180℔<br>2×40kW 110V d.c. | 141t(d.o)–4pd<br>Gls<br>11k |
| **NGFISH**<br>**ridge Trawlers Ltd.**<br>D. Claridge<br>westoft<br>British | **151**<br>49<br>— | ✠Classed LR until 9/57 | | **1955**–8 R. Dunston Ltd.—Thorne<br>*94·5'* 21' 6"<br>93 0" 21' 3" 10' 0"<br>Q54' F14'<br>RW<br>rf 6" | M Trawler | Oil 4SA 6Cy. 260×368 mm with sr gearing<br>Ruston & Hornsby | Lcn |
| **NGFISHER 1**<br>**ine Development Corporation of the Philippines**<br>nila<br>Philippine | **149**<br>93<br>— | | | **1960** Geibi Zosen Kogyo—Kur<br>121' 8" 22' 0" 8' 9"<br>112' 2" 21' 11" 11' 0" | TM Trawler | 2 Oil 4SA each 6Cy. 180×220 mm<br>500bhp<br>Mitsubishi Nippon Hvy Ind. | 28t<br>Yka<br>10¼k |
| **NGFORD**<br>enri Story-60<br>misphere **Shipping Co.** Ltd.<br>an Tramping Co. Ltd.<br>g Kong<br>British | **2911**<br>1422<br>5220 | | BV | **1947** John Cockerill S.A.—Hbk<br>359' 4" 50' 11" 20' 9"<br>50' 9"<br>F25' 1 dk & S dk<br>R | S OSD<br>4 Ho 54', 75', 53½', 48'<br>G.295686 B.268285<br>4 Ha (29¾', 44¼', 37', 27'×19¾')<br>12W Der 1(50) 1(25) 2(10) 10(5) | Q 4Cy. (2) 16 9/16" & (2) 35 7/16"×35 7/16" & LP turb<br>1800ihp<br>Rheinmetall-Borsig A.G.<br>2×30, 16kW 220V d.c. | 614t<br>Bln<br>10½k |
| **NGHAM**<br>on-64 exHarö-62<br>Nav. Rasko **S.A.**<br>ma<br>Panamanian | **1915**<br>1124<br>2990 | **✠100A1**<br>Str. nav. ice<br>**✠LMC** | SS 6/65<br>EL r | **1949**–5 Oskarshamns Varv A/B—Osk<br>296' 7" 40' 4" 17' 5¼"<br>281' 0" 40' 3" 20' 4"<br>P26' B63' F27' 1 dk<br>R NS 4BH<br>WB754t | S<br>2 Ho 101¾', 93½'<br>G.144000 B.138000<br>4 Ha (stl) (29'×19') (33½'×21') (33½', 29½'×19')<br>Der 2(5) 6(3) | T 3Cy. 17 13/16" 26⅜" & 47¼"×30" & exhaust turb driving steam compressor<br>990ihp<br>Oskarshamns Varv A/B<br>2 SB 200℔ Spt hs(3328) 4cf<br>2×115V d.c. | (o.f)<br>Osk<br>10k |
| **GISEPP**<br>S.R.<br>divostok<br>Russian | **2541**<br>1772<br>3513 | | | **1933** Baltic S.B. & Eng. Wks—Len<br>300' 2" 43' 0" 19' 0¼"<br>42' 10" 22' 9"<br>1 dk | S<br>4 Ho<br>G.132077<br>4 Ha (20¼', 20¼', 30½', 30½'×18')<br>8W Der 8(3) | T 3Cy. 17¾" 29½" & 48⅜"×39⅜"<br>Baltic S.B. & Eng. Wks | Len<br>9k |

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| 518773<br>RTv | **KINGROAD**<br>**Port of Bristol Authority**<br>Bristol British | 1045<br>594<br>1683 | ✠100A1 SS 11/65<br>hopper barge<br>✠LMC<br>MN170 EL m | 1953-5 Lobnitz & Co. Ltd.—Rnf<br>199' 5" 39' 1"<br>191' 0" 39' 0" 18' 0"<br>RW 4BH<br>WB101t | TM Hopper Barge Mchy.aft | 2 Oil 4SA each 8 Cy.<br>geared<br>852bhp<br>Mirrlees, Bickerton & Day<br>2×45, 36kW 220V d.c. |
| 670069<br>LITR<br>Df Esd<br>Rdr RT | **KINGS BAY**<br>**Petter K. Sævik & Sønner**<br>Ålesund Norwegian | 380<br>169<br>— | NV | 1966 A/S Hommelvik M/V—<br>Hommelvik<br>131' 4" 27' 6"<br>114' 2" 27' 1" 13' 11"<br>1 dk<br>BK4½" | M Fishing Mchy.aft<br>3 Ho<br>2 Ha (each 8½'×10½')<br>1W Der 1(3) | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Atlas-Mak Masch.<br>2×42, 30kW 220V 50c/s a.c. |
| 518774<br>LLUG<br>Df Esd | **KINGS CROSS**<br>exKings Bay-66<br>**Harold Sævig Partrederi**<br>Ålesund Norwegian | 195<br>75<br>— | | 1954 A/S Ankerløkken Slipp & M/V—<br>Florø<br>105' 8" 23' 2"<br>97' 3" 22' 11" 10' 2"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 5Cy. 230×400 mm<br>300bhp<br>Alpha-Diesel A/S |
| 512066<br>WDYU<br>239334<br>Df Esd<br>Gc | **KINGS POINT**<br>exHarbor Hills-65<br>exFrederick Lykes-65<br>exSea Hound-40<br>**Sperling Steamship & Trading Corp.**<br>New York United States | 7773<br>4585<br>12902 | AB | 1940 Federal S.B. & D.D. Co.—Kearny<br>492' 0" 69' 7" 29' 1¾"<br>465' 3" 69' 6" 42' 6"<br>F38' 2 dks & S dk<br>RW<br>rf nil | S OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.806205 B.722107<br>5 Ha (36'×20') (30', 37½', 30½', 40'×24')<br>16W Der 1(30) | 2 S Turb dr geared to sc. shaft<br>9350shp<br>De Laval S. Turb. Co.<br>3×250kW 230V d.c. |
| 518775<br>WH5813<br>272861<br>RTv | **KINGS POINT**<br>**Annapolis Curtis Bay Co.**<br>Wilmington, Del United States | 264<br>180<br>— | | 1956 Equitable Eqpt Co. —Madisonville<br>105' 0" 27' 2" 13' 6½"<br>92' 6" 27' 0" 14' 9" | M Tug | Oil 4SA 16Cy. 9"×10½"<br>2400bhp<br>Alco Products Co. |
| 528228<br>GFZE<br>301408<br>Df Esd<br>Gc Rdr<br>RTv | **KINGS REACH**<br>exPort Campbell-66<br>exClarkspey-61<br>**Counties Steam Nav. Co. Ltd.**<br>Counties Shipping Ltd.<br>London British | T.Mk<br>7482<br>3968<br>11372<br>9712<br>5374<br>~~13100~~<br>13640 | ✠100A1 SS 12/64<br>DTmf—vegetable oil<br>✠LMC<br>MN1160 EL e†2½"SQ | 1960-3 Lithgows Ltd.—P.Gl<br>505' 0" 66' 0" ~~27' 8"/30' 2"~~ 27' 8"/30' 11½"<br>466' 0" 65' 9" 40' 9"<br>P46' F45' 2 dks<br>RW Coll BH to U dk 8 to 2nd dk<br>rf 6" WB3173t incl. DTsmf1389t | M<br>5 Ho 52½', 67½' 37½', 27½' DT, 81½', 64½'<br>G.695021 B.638865<br>5 Ha (stl) (29½', 38½', 41½', 41½', 33'×26')<br>16W Der 1(60) 4(10) 12(5) | Oil 2SA 6Cy. 620×1400 mm<br>470 mm<br>5800bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>AuxB 100lb<br>3×250kW 220V |
| 651968<br>LAWR<br>Df Esd<br>Rdr RT | **KINGS STAR**<br>**A/S King Star**<br>Petter K. Sævik<br>Ålesund Norwegian | 499<br>370<br>—<br>1189<br>884<br>2250 | NV | 1965 M. Kleven M/V—Ulsteinvik<br>233' 6" 37' 10" —/17' 4½"<br>214' 1" 37' 8" 20' 8"<br>1 dk & S dk<br>rf 2" | M OSD/CSD Mchy.aft<br>1 Ho<br>G.98000 B.93000<br>2 Ha (49½'×23') (57'×23')<br>Der 1(10) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Masch. Kiel G.m.b.H.<br>3×40, 12kW 220V 50c/s a.c. |
| 511310<br>160703<br>RTv | **KINGSABBEY**<br>exFealtie-66<br>**J. P. Knight (London) Ltd.**<br>Rochester British | 351<br>271<br>400 | | 1928 Ind. Maats. De Noord—Alb<br>158' 0" 24' 3"<br>24' 1"<br>1 dk<br>R | M Tanker<br>6 Ta | Oil 4SA 3Cy. 280×450 mm<br>150bhp<br>Motfbr. Deutz<br>1×110V d.c. |
| 518776<br>RTm/v | **KINGSDALE H**<br>**John Harker Ltd.**<br>Hull British | 276<br>102<br>380 | | 1958 J. Harker Ltd.—Knottingley<br>140' 3" 22' 0" 8' 5½"<br>135' 0" 21' 9" 9' 0"<br>1 dk<br>RW<br>rf 3" | M Tanker Mchy.aft | Oil 4SA 5Cy. 8½"×11½"<br>225bhp<br>Lister Blackstone Mar. Ltd.<br>1×10kW 110V d.c. |
| 518778<br>MTKL<br>183384<br>Rdr RT | **KINGSGATE**<br>**Hull Gates Shipping Co. Ltd.**<br>S. F. Craggs & Co. Ltd.<br>Hull British | 545<br>278<br>700 | ✠100A1 SS 12/66<br>✠LMC<br>EL h | 1949-2 Clelands Successors Ltd.—Wal<br>181' 10" 27' 2" 11' 2½"<br>175' 5" 27' 0" 11' 6"<br>P47' Q59' F19' 1 dk<br>RW NS 3BH<br>WB634t | M Mchy.aft<br>G.38511 B.36352<br>2W | Oil 4SA 8Cy. 8½"×11½"<br>660bhp ✠NE6/62<br>Lister Blackstone Mar. Ltd. |
| 518779<br>LAXU<br>Df Esd | **KINGSHOLM**<br>**Selmer Larsen**<br>Tromsö Norwegian | 158<br>50<br>— | | 1957 Brastad Skibsbyggeri A/S—<br>Brattvåg<br>97' 8" 21' 1"<br>84' 0" 21' 0½" 11' 6"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 3Cy. 280×420 mm<br>240bhp<br>Wichmann Mtrf. |
| 661232<br>GSVU<br>309186<br>Df Esd<br>Gc Rdr<br>RT | **KINGSNORTH FISHER**<br>**James Fisher & Sons Ltd.**<br>Barrow British | 2355<br>835<br>1200 | ✠100A1<br>✠LMC<br>MN440 EL s1⅟₁₆"SQ | 1966-10 Hall, Russell & Co. Ltd.—Abn<br>284' 6" 54' 2" 15' 0"<br>260' 0" 53' 0" 20' 6"<br>F24' Trunk76' 1 dk<br>RW NS 6BH<br>rf 6" WB998t incl. DTa177t | TD-E Mchy.aft | 2 Oil 4SA each<br>2200bhp driving 2<br>605V d.c. connected<br>each 750shp (CC)<br>W. H. Allen, Sons & Co.<br>4×420, 420, 40, 40kW<br>Thw. thrust propeller |
| 518780<br>NLZF<br>246064<br>Df Esd<br>Gc | **KINGSPORT**<br>exKingsport Victory-62<br>**United States Department of Commerce**<br>Los Angeles United States | 7653<br>4648<br>10712 | AB | 1944 California S.B. Corp.—L.An<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45' 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared<br>9350shp<br>Westinghouse Elec. & Mfg.<br>2×300kW 240V d.c. |

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| **KINGSTON**<br>**South Eastern Gas Board**<br>D. K. Jacobs<br>London<br>British | **1873**<br>1002<br>2835 | **✠100A1**<br><br>**✠LMC**<br><br>MN230 | ~~SS 12/64~~<br>**SS 5/68**<br><br><br>EL q 1 1/16″SQ | **1956**–12 Burntisland S.B. Co. Ltd.—Bnt<br>275′ 2″ 39′ 5″ 17′ 1″<br>261′ 6″ 39′ 4″ 18′ 6″<br>Q163′ B23′ F26′ 1 dk<br>RW NS 6BH<br>rf nil WB1058t incl. DTf175t | M Mchy.aft<br>3 Ho 60′, 54′, 49′<br><br>3 Ha (stl) (37¼′×25¾′) (36′, 36′×27′) | Oil 2SA 8Cy. 340×570 mm<br>1150bhp (d.o)<br>British Polar Engines Ltd. Gls<br>3×40kW 220V d.c. |
| **KINGSTON ALMANDINE**<br>St. Hubert-51<br>**Hellyer Bros. Ltd.**<br>British<br>Hull | **725**<br>265<br>— | **✠100A1**<br>trawler<br>**✠LMC** | SS 10/66<br><br><br><br>EL (j)x | **1950**–1 A. Hall & Co. Ltd.—Abn<br>*180·2′* 30′ 2″<br>177′ 0″ 30′ 0″ 16′ 0″<br>Q93′ F30′<br>RW 5BH<br>BK8″ WB53t | S Trawler<br>1 Ho 43½′<br><br>3 Ha (stl) (each 5′×3¾′)<br>3 Ha (w) (4½′, 4½′. 2¾′×3¾′)<br>Der 1(3) 1(2) | T 3Cy. 15½″ 25″ & 42″×27″<br>1000ihp 290t (o.f)<br>A. Hall & Co. Ltd. Abn<br>SB 225℔ Spt hs(3966) 3cf<br>2×15, 7½kW 110V d.c. |
| **KINGSTON AMBER**<br><br>**Hellyer Bros. Ltd.**<br>British<br>Hull | **785**<br>270<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br><br>MN400 | SS 9/64<br><br><br><br>EL (m)b†1 3/16″SQ | **1960**–11 Cook, Welton & Gemmell Ltd.<br>—Bev<br>*193·5′* 33′ 11″<br>190′ 0″ 33′ 6″ 17′ 3″<br>F42′<br>4BH<br>rf 41″ BK6″ WB66t | M Trawler<br>1 Ho 55¼′<br><br>5 Ha (stl) (9′, 9′, 9′, 3¾′, 3′×3¾′)<br>1 Ha (w) (3′×3′)<br>Der 1(3) 1(2) | Oil 4SA 10Cy. 390×680 mm<br>2000bhp 195t<br>C. D. Holmes & Co. Ltd. Hul<br>db 100℔<br>2×110kW 220V d.c. |
| **KINGSTON ANDALUSITE**<br>Farnella-52<br>**Hellyer Bros. Ltd.**<br>British<br>Hull | **684**<br>246<br>— | ~~**✠100A1**~~<br>~~trawler~~<br>~~**✠LMC**~~<br><br><br>**TO BE BROKEN UP** | ~~SS 3/65~~<br><br><br><br>~~EL (j)y~~ | **1949**–3 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*181·7′* 30′ 7″<br>178′ 0″ 30′ 6″ 16′ 0″<br>Q95′ F32′<br>RW 5BH<br>BK8″ WB87t incl. DTsf41t a6t | S Trawler<br>1 Ho 45¾′<br><br>4 Ha (stl) (4½′, 4½′, 5′, 5′×3¾′)<br>2 Ha (w) (3′, 3¾′×3¾′)<br>Der 1(3) 1(2) | T 3Cy. 15″ 25″ & 42″×27″<br>1075ihp 314½t (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 225℔ Spt hs(3071) 3cf<br>2×15, 10kW 110V d.c. |
| **KINGSTON BERYL**<br><br>**Hellyer Bros. Ltd.**<br>British | **691**<br>242<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br><br>MN290 | ~~SS 2/63~~<br>SS 10/67<br><br><br>EL (k)y | **1959**–1 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*180·3′* 32′ 8″<br>176′ 6″ 31′ 3″ 16′ 6″<br>F35′<br>RW 4BH<br>rf 39″ BK8″ WB55t | M Trawler | Oil 4SA 8Cy. 390×680 mm<br>1450bhp Werkspoor 162½t (d.o)<br>C. D. Holmes & Co. Ltd. Hul<br>db 100℔<br>2×60kW 220V d.c.<br>Controllable pitch propeller 13½k |
| **KINGSTON BUCI**<br><br>**he Shoreham Harbour**<br>**Trustees**<br>oreham<br>British | **76**<br>—<br>— | **✠100A1**<br>tug<br>English Channel coasting<br>**✠LMC**<br>MN99 | SS 9/68 ~~SS 8/64~~<br><br><br><br>EL (a) | **1960**–6 P. K. Harris & Sons Ltd.—Apl<br>73′ 2″ 20′ 10″ 8′ 1″<br>67′ 0″ 19′ 8″ 9′ 6″<br>R 4BH<br>rf 19″ WB20t | M Tug | Oil 4SA 6Cy. 8¾″×11½″ with sr reverse gear<br>495bhp (d.o)<br>Lister Blackstone Mar. Ltd. Dursley<br>1×15kW 220V d.c. |
| **NGSTON EMERALD**<br><br>**ellyer Bros. Ltd.**<br>British | **811**<br>288<br>— | **✠100A1**<br>trawler<br>**✠LMC** | SS 8/67<br><br><br><br>EL (l)z | **1954**–12 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*189·4′* 32′ 1″<br>185′ 0″ 32′ 0″ 17′ 6″<br>F32′<br>4BH<br>BK8″ WB14t | S Trawler<br>1 Ho 47′<br><br>2 Ha (stl) (each 13¼′×3¾′)<br>3 Ha (w) (3′, 2½′×3¾′) (2½′×2¼′)<br>Der 1(3) 1(2) | T 3Cy. 16¾″ 28½″ & 47″×30″<br>1300ihp 322½t (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 225℔ Spt hs4375 3cf<br>3×15, 15, 10kW 110V d.c. |
| **NGSTON GARNET**<br><br>**ellyer Bros. Ltd.**<br>British | **717**<br>243<br>— | ~~**✠100A1**~~<br>~~trawler~~<br>~~**✠LMC**~~<br><br><br>**TO BE BROKEN UP** | ~~SS 11/66~~<br><br><br><br>~~EL (k)y~~ | **1950**–2 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*183·4′* 30′ 7″<br>180′ 0″ 30′ 6″ 16′ 0″<br>Q96′ F33′<br>RW 5BH<br>BK8″ WB102t incl. DT21t | S Trawler<br>1 Ho 46′<br><br>2 Ha (stl) (each 13¼′×3¾′)<br>2 Ha (w) (3′, 2¾′×3¾′)<br>Der 1(3) 1(2) | T 3Cy. 15″ 25″ & 42″×27″<br>1000ihp 306½t (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 225℔ Spt hs(3971) 3cf<br>3×10kW 110V d.c. |
| **NGSTON JACINTH**<br><br>**ellyer Bros. Ltd.**<br>British | **794**<br>287<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br><br>MN198 | SS 8/64<br><br><br><br>EL (l)z | **1952**–2 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*188·8′* 32′ 1″<br>185′ 0″ 32′ 0″ 16′ 3″<br>Q101′ F34′<br>RW 6BH<br>BK8″ WB73t | S Trawler<br>1 Ho 46¼′<br><br>2 Ha (stl) (each 13¼′×3¾′)<br>3 Ha (w) (3′, 2½′×3¾′) (2½′×2¼′)<br>Der 1(3) 1(2) | T 3Cy. 16″ 27½″ & 45½″×27″<br>1255ihp 310½t (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 225℔ Spt hs(4268) 3cf<br>3×15, 15, 10kW 110V d.c. |
| **NGSTON JADE**<br><br>**ellyer Bros. Ltd.**<br>British | **794**<br>287<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br><br>MN220 | SS 4/67<br><br><br><br>EL (l)z | **1951**–1 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*188·8′* 32′ 1″<br>185′ 0″ 32′ 0″ 16′ 3″<br>Q101′ F34′<br>RW 6BH<br>BK8″ WB82t | S Trawler<br>1 Ho 46¼′<br><br>2 Ha (stl) (each 13¼′×3¾′)<br>3 Ha (w) (3′, 2½′×3¾′) (2½′×2¼′)<br>Der 1(3) 1(2) | T 3Cy. 16″ 27½″ & 45½″×27″<br>1255ihp 322t (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 225℔ Spt hs(4268) 3cf<br>3×15, 15, 10kW 110V d.c. |
| **STON ONYX**<br><br>**llyer Bros. Ltd.**<br>British | **794**<br>287<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br><br>MN220 | SS 12/67<br><br><br><br>EL (l)z | **1950**–10 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*188·8′* 32′ 1″<br>185′ 0″ 32′ 0″ 16′ 3″<br>Q101′ F34′<br>RW 6BH<br>BK8″ WB84t | S Trawler<br>1 Ho 46¼′<br><br>2 Ha (stl) (each 13¼′×3¾′)<br>3 Ha (w) (3′, 2½′×3¾′) (2½′×2¼′)<br>Der 1(3) 1(2) | T 3Cy. 16″ 27½″ & 45½″×27″<br>1255ihp 322t (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>SB 225℔ Spt hs(4268) 3cf<br>3×15, 15, 10kW 110V d.c. |

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| 518794<br>MBAQ<br>300413<br>Esd Pfd<br>Rdr<br>RTm/h/v | **KINGSTON PEARL**<br><br>**Hellyer Bros. Ltd.**<br>Hull British | 691<br>242<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN290 | SS 11/66<br><br><br><br>EL (k)y | **1958**–12 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*180·3'* 32' 8"<br>176' 6" 32' 3" 16' 6"<br>F35'<br>4BH<br>rf 39" BK8" WB55t | M Trawler<br>1 Ho 49¾'<br><br>4 Ha (stl) (13½', 13½', 5', 2½'×3¾')<br>2 Ha (w) (3½', 3'×3¾')<br>Der 1(3) 1(2) | Oil 4SA 8Cy. 390×590 m<br>1450bhp Werkspoor<br>C. D. Holmes & Co. Ltd.<br>db 100lb<br>2×80kW 220V d.c. |
| 518797<br>MWLB<br>186691<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **KINGSTON SAPPHIRE**<br><br>**Hellyer Bros. Ltd.**<br>Hull British | 809<br>288<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN261 | SS 7/67<br><br><br><br>EL (l)z | **1955**–11 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*189·4'* 32' 5"<br>185' 0" 32' 0" 17' 6"<br>F32'<br>RW 5BH<br>rf 18" BK8" WB14t | S Trawler<br>1 Ho 47'<br><br>2 Ha (stl) (each 13½'×3¾')<br>3 Ha (w) (3', 2½'×3¾') (2½'×2½')<br>Der 1(3) 1(2) | T 3Cy. 16½" 28½" & 47"×3<br>1300ihp<br>C. D. Holmes & Co. Ltd.<br>SB 225lb Spt hs4375 3c<br>3×15, 15, 10kW 110V d.c. |
| 518798<br>MTGC<br>181354<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **KINGSTON SARDIUS**<br><br>**Hellyer Bros. Ltd.**<br>Hull British | 658<br>231<br>— | ~~✠100A1~~<br>~~trawler~~<br>~~✠LMC~~<br><br>**BROKEN UP** | ~~SS 5/65~~<br><br><br><br>~~EL (l)y~~ | **1948**–10 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*181·7'* 30' 7"<br>178' 0" 30' 6" 16' 0"<br>Q93' F32'<br>RW 5BH<br>BK8" WB55t incl. DTsf 38t | S Trawler<br>1 Ho 45¾'<br><br>4 Ha (stl) (each 4½'×3¾')<br>2 Ha (w) (3½', 3'×3¾')<br>Der 1(3) 1(2) | T 3Cy. 15" 25" & 42"×27"<br>1000ihp<br>C. D. Holmes & Co. Ltd.<br>SB 225lb Spt hs(3971) 3c<br>3×10kW 110V d.c. |
| 518799<br>MLFS<br>183459<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **KINGSTON TOPAZ**<br><br>**Hellyer Bros. Ltd.**<br>Hull British | 794<br>287<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN220 | SS 8/66<br><br><br><br>EL (k)z | **1950**–12 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*188·8'* 32' 1"<br>185' 0" 32' 0" 16' 3"<br>Q101' F34'<br>RW 6BH<br>BK8" WB84t | S Trawler<br>1 Ho 46½'<br><br>2 Ha (stl) (each 13½'×3¾')<br>3 Ha (w) (3', 2½'×3¾') (2½'×2½')<br>Der 1(3) 1(2) | T 3Cy. 16" 27½" & 45½"×27"<br>1255ihp<br>C. D. Holmes & Co. Ltd.<br>SB 225lb Spt hs(4268) 3c<br>3×15, 15, 10kW 110V d.c. |
| 518801<br><br>247424<br>Df Esd<br>Gc | **KINGSTON VICTORY**<br><br>**United States Department of Commerce**<br>Baltimore United States | 7607<br>4551<br>10584 | | <br><br>AB | **1945** Bethlehem-Fairfield—Bal<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc. sh<br>6600shp<br>Westinghouse Elec. & Mfg.<br>2×300kW 240V d.c. |
| 518802<br>MFCG<br>183430<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **KINGSTON ZIRCON**<br><br>**Hellyer Bros. Ltd.**<br>Hull British | 717<br>243<br>— | ~~✠100A1~~<br>~~trawler~~<br>~~✠LMC~~<br><br>~~MN200~~<br>**TO BE BROKEN UP** | ~~SS 6/66~~<br><br><br><br>~~EL (k)y~~ | **1950**–3 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*183·4'* 30' 7"<br>180' 0" 30' 6" 16' 0"<br>Q96' F33'<br>RW 5BH<br>rf 18" BK8" WB102t incl. DTf21t | S Trawler<br>1 Ho 46'<br><br>2 Ha (stl) (each 13½'×3¾')<br>2 Ha (w) (3', 2½'×3½')<br>Der 1(3) 1(2) | T 3Cy. 15" 25" & 42"×27"<br>1000ihp<br>C. D. Holmes & Co. Ltd.<br>SB 225lb Spt hs(3971) 3c<br>3×10kW 110V d.c. |
| 537350<br>BLAI<br>3815<br>Df Esd<br>Gc | **KINGSUN**<br>exUniversal–64<br>exOcean Skipper–62<br>exAmersea–56 exSouthwave–51<br>exFrank R. Stockton–51<br>**Union Marine Corporation Ltd.**<br>Keelung China (Taiwan) | 7199<br>5006<br>10920 | <br><br>AB CR (Taiwan)<br>**BROKEN UP** | | **1943** Bethlehem-Fairfield—Bal<br>441' 6" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.562000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 518803<br>LAUS<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **KINGSVILLE**<br><br>**Universal Trading & Shipping Agency A/S**<br>A. F. Klaveness & Co. A/S<br>Oslo Norwegian | 7563<br>4421<br>10400 | <br><br>NV | | **1956** Lithgows Ltd.—P.Gl<br>505' 0" 64' 3" 28' 2"<br>465' 0" 64' 0" 32' 2"<br>P62' B42' F49' 1 dk & S dk<br>RW<br>rf 4" | S (12P) Ref OSD<br>4 Ho 65', 141', 60', 60'<br>B.364738 In.30000<br>6 Ha (31½', 36½', 31½', 36½', 31½', 15½'×20')<br>20W Der 1(35) 8(10) 12(5) | 2 S Turb dr geared to sc. s<br>10000shp<br>D. Rowan & Co. Ltd.<br>4×400, 245, 245, 245kW 2 |
| 518805<br>JHMK<br>66954<br>RT | **KINJO MARU**<br><br>**S. Mano**<br>Ashiya Japanese | 323<br>190<br>180 | | | **1935** Mitsubishi Jukogyo—Hikoshima<br>143' 2" 23' 10" 8' 6"<br>23' 8"<br>P31' F20' 1 dk<br>R | M<br><br>G.12637 B.11120<br><br>1W | Oil 4SA 6Cy. 330×500 m<br>450bhp<br>Hanshin Tekkosho |
| 518806<br>JREX<br>83131 | **KINJO MARU**<br><br>**Kinjo Kaiun K.K.**<br>Yoshiumi Japanese | 239<br>124<br>257 | | | **1959** Showa Sempaku Kogyo—Osa<br>109' 11" 21' 1" 9' 6"<br>96' 9" 20' 11" 10' 5"<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (42½'×13') | Oil 4SA 5Cy. 265×400 m<br>260bhp<br>Nippon Hatsudoki |
| 518807<br>7JYE<br>85886 | **KINJU MARU**<br><br>**N. Tongu**<br>Hinase Japanese | 117<br>63<br>— | | | **1961** Kakimoto Tekko Zosen—Hinase<br>*86·2'* 19' 0"<br>... ... ...<br>1 dk | M Mchy.aft | Oil 2SA 3Cy.<br>120bhp |

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| **INJYO MARU**<br>**Morizane Unyu K.K.**<br>ihama Japanese | **995**<br>487<br>1600 | **1962** Taiyo Zosen—Nag<br>223′ 2″ 34′ 3″ 16′ 0⅛″<br>NK 203′ 5″ 39′ 1½″ 18′ 1″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.71124 B.64944<br>2 Ha (41′, 43¼′×16½′)<br>4W Der 4(5) | Oil 4SA 6Cy. 380×520 mm<br>1150bhp 63t<br>Nippon Hatsudoki Kob<br>2×18kW 225V d.c. 11k |
| **INJYO MARU**<br>**agoya Port Authority**<br>agoya Japanese | **199**<br>—<br>— | **1965** Osaka Zosensho—Osa<br>100′ 0″ 27′ 7″ 9′ 2″<br>90′ 3″ 27′ 6″ 12′ 5″<br>RW | TM Tug | 2 Oil 4SA each 6Cy. 350×500 mm<br>200bhp<br>Nippon Hatsudoki Kob |
| **INKAI MARU**<br>**hiyoda Kisen K.K.**<br>Tokyo Japanese<br>**BROKEN UP** | **2211**<br>1305<br>3824 | **1944** Urabe Zosen—Inn<br>300′ 7″ 44′ 0″ 19′ 3″<br>NK 278′ 10″ 43′ 11″ 23′ 7″<br>P95′ F33′ 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.159093 B.148816<br>2 Ha (27½′, 82¾′×20¾′)<br>6W Der 1(20) 6(5) | Oil 4SA 8Cy. 300×420 mm<br>1300bhp NE60 255t<br>Mitsubishi Nippon Hvy Ind. Yka<br>1×20kW 105V d.c. 9¾k |
| **INKAI MARU**<br>**Kinkai Kisen K.K.**<br>mabari Japanese | **279**<br>148<br>400 | **1956** Hashihama Zosen—Imabari<br>121′ 9″ 21′ 5″ 9′ 10″<br>109′ 11″ 21′ 4″ 11′ 6″<br>1 dk | M Mchy.aft<br>1 Ho<br>1 Ha | Oil 2SA 6Cy. 260×380 mm<br>270bhp<br>Hanshin Nainenki Kogyo Kob<br>9k |
| **INKAI MARU**<br>Shohei Maru–62<br>**anwa Yuso K.K.**<br>ure Japanese | **263**<br>135<br>386 | **1956** Shimoda Dock—Shimoda<br>128′ 5″ 23′ 6″ 9′ 9″<br>118′ 5″ 23′ 4″ 10′ 10″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>310bhp 11t<br>Akasaka Tekkosho Yaizu<br>9k |
| **INKAI MARU No. 1**<br>**aiheiyo Kinkai Sempaku K.K.**<br>okyo Japanese | **463**<br>257<br>706 | **1961** Ujina Zosensho—Hma<br>149′ 11″ 26′ 3″<br>26′ 1″<br>1 dk<br>rf 2″ | M Mchy.aft<br>1 Ho 94′<br>G.31924 B.29170<br>1 Ha (73′×13′)<br>Cr 2(5) 2(3) Der 2(5) 2(3) | Oil 4SA 6Cy. 290×430 mm<br>530bhp 18t<br>Nippon Hatsudoki Kob<br>1×5kW 35V d.c. 10¾k |
| **INKAI MARU No. 8**<br>Shinsho Maru No. 8–65<br>Shokawa Maru–59<br>. Amano<br>oba Japanese | **186**<br>99<br>258 | **1959** Kanagawa Zosen—Kob<br>117′ 6″ 19′ 9″ 8′ 10″<br>106′ 7″ 19′ 8″ 9′ 10″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 4Cy. 280×380 mm<br>220bhp 11t<br>Akasaka Tekkosho Yaizu |
| **INKASAN MARU**<br>**tsui-O.S.K. Lines K.K.**<br>yo Japanese | **8316**<br>4758<br>9646 ✠Classed LR until 10/64 | NK **1961–11** Mitsui Zosen—Tmn<br>492′ 2″ 62′ 8″ 28′ 1½″<br>459′ 6″ 62′ 4″ 39′ 5″<br>F83′ 2 dks, 3rd dk except in No. 6 hold<br>rf 6″ | M Ref<br>6 Ho<br>G.616388 B.556321 In.14942<br>6 Ha (26¾′×19¾′) (41½′, 34′, 26¼′ 39¼′×23′) (25¾′×19¾′)<br>18W Der 18(5–20) | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W 1902t<br>Mitsui Zosen Tmn<br>3×240kW 450V a.c. 18¼k |
| **NKO MARU**<br>**nko Kisen K.K.**<br>nagasaki Japanese<br>Now **ORIENTAL MAPLE** See New Entries **No. 1** | **8652**<br>5258<br>13060 | **1957** Hitachi Zosen—Osa<br>499′ 11″ 61′ 8″ 29′ 2½″<br>NK 452′ 10″ 61′ 7″<br>F38′ 2 dks | M (4P) CSD Mchy.aft<br>5 Ho 58½′, 73¾′, 72¼′, 77′, 61¼′<br>G.676030 B.622127<br>5 Ha (33½′×21′) (47¼′, 47¼′, 47¼′, 34′×23′)<br>16W Der 6(10) 10(5) | Oil 2SA 5Cy. 740×1600 mm<br>5700bhp B&W 1145t (hvf)<br>Hitachi Zosen Osa<br>2×130kW 445V 60c/s a.c. 14½k |
| **NKO MARU**<br>**tashima Kisen K.K.**<br>kumo City Japanese | **605**<br>346<br>1000 | **1966** Kochiken Zosen—Kochi<br>186′ 5″ 29′ 7″ 13′ 9″<br>168′ 11″ 29′ 6″ 14′ 9″<br>1 dk<br>RW | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>1000bhp<br>Makita Tekkosho Takamatsu |
| **NKO MARU**<br>**dogawa Kaiun K.K.**<br>aka Japanese | **362**<br>186<br>— | **1959** Ujina Zosensho—Hma<br>151′ 6″ 24′ 8″ 10′ 10″<br>24′ 7″<br>1 dk | M Mchy.aft<br>1 Ha (63¼′×15¼′) | Oil 2SA 6Cy. 290×410 mm<br>550bhp<br>Hanshin Nainenki Kogyo Kob<br>11k |
| **NKO MARU No. 1**<br>**wakami Kaiun Y.K.**<br>Japanese | **346**<br>184<br>— | **1961** Awanoura Dock—Yawatahama<br>*136·6′* 22′ 11″<br>22′ 9″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>500bhp 12t<br>Usuki Tekkosho Usuki<br>10k |
| **NKO MARU No. 5**<br>. Iwamoto<br>Japanese | **366**<br>224<br>600 | **1965** Sasaki Zosen—Kinoe<br>152′ 11″ 23′ 8″ 10′ 10″<br>137′ 10″ 23′ 7½″ 11′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>450bhp<br>Ishibashi Tekkosho Matsue |
| **NLOSS**<br>**cretary of State for**<br>Defence<br>British | **769**<br>254<br>— ✠Classed LR until 5/63 | **1945–7** A. Hall & Co. Ltd.—Abn<br>176′ 11″ 35′ 8″ 12′ 3¼″<br>150′ 0″ 35′ 6″ 16′ 0″<br>B56′ F26′<br>RW | M Salvage Ship | Oil 2SA 4Cy. 340×570 mm<br>NE62<br>British Polar Engines Ltd. Gls |
| **NMEI MARU**<br>**kyo Kisen K.K.**<br>Japanese | **424**<br>182<br>700 | **1950** Nippon Kokan—Yka<br>*149·7′* 24′ 9″<br>147′ 7″ 24′ 7″ 12′ 2″<br>P49′ F27′ 1 dk<br>RW | M Tanker Mchy.aft<br>L.20412 | Oil 4SA 6Cy. 280×380 mm<br>320bhp 30t<br>Akasaka Tekkosho Yaizu<br>8k |

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| 660049<br>OXCU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **KINNA DAN**<br><br>**J. Lauritzen**<br>Esbjerg Danish | 41108<br>25366<br>68900 | ✠100A1<br>oil tanker (cc) crude oil<br>defined ballasting<br>✠LMC<br>MN4140 EL r†3$\frac{1}{16}$"SQ | **1966-2** Mitsui Zosen—Tmn<br>789' 3" 118' 4" 40' 3½"<br>755' 0" 118' 0" 54' 0"<br>P169' F86' 1 dk<br>RW 8BH<br>rf nil WB10535t incl. 10080t in clean ballast tanks | M Tanker Mchy.aft<br>13 Ta<br>L.84000 HeCls. BC | Oil 2SA 9Cy. 840×1800 m<br>20700bhp B&W<br>Mitsui Zosen<br>2WTAuxB primary 780lb<br>secondary 282lb<br>3×340kW 440V 60c/s a.c. |
| 518820<br>GJPU<br>185040<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **KINNAIRD CASTLE**<br>exSouth African Scientist-62<br>exClan Ross-61<br>**King Line Ltd.**<br>Cayzer, Irvine & Co. Ltd.<br>London British | 7737<br>3512<br>10075 | ✠100A1 SS 5/68 ~~SS 6/64~~<br>DTsf—vegetable oil<br>✠LMC<br><br>MN1880 EL e†2¼"SQ | **1956-4** Greenock Dkyd Co. Ltd.—Grk<br>502' 9" 65' 9" 27' 3"<br>465' 0" 65' 6" 39' 7"<br>P33' F43' 1 dk & S dk, 3rd dk except in Nos. 4 & 5 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 5" DK fwd WB2907t incl. Tunnel tanks 530t DTsf696t | S OSD<br>5 Ho 50½', 69½', 84½', 67½', 51½'<br>G.605000 B.557000<br>1 Ha (stl) (22½'×18')<br>4 Ha (w) (38', 49½'×21') (32½'×20½') (24½'×21')<br>16W Der 1(80) 2(40) 2(15) 4(7) 10(5) | 3 S Turb dr geared to sc. sha<br>9400shp<br>Parsons Marine Turb. Co.<br>2WTB 500lb Spt 480lb<br>AuxB 100lb<br>3×270kW 220V d.c. |
| 540603<br>GKLH<br>303469<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **KINNAIRD HEAD**<br><br>**A. F. Henry & MacGregor Ltd.**<br>Leith British | 1985<br>1082<br>2879 | ✠100A1 SS 9/67<br>Ice Class 3<br>✠LMC<br><br>MN404 EL r | **1963-1** G. Brown & Co. (Marine) Ltd.—Grk<br>290' 0" 42' 5" 17' 2½"<br>270' 0" 42' 0" 20' 0"<br>P58' F34' 1 dk<br>RW 5BH<br>rf 4" WB856t | M Mchy.aft<br>4 Ho 45½', 43½', 43½', 45½'<br>G.139600 B.131600<br>4 Ha (stl) (30½', 30½', 32', 28½'×25½')<br>8W Der 2(5) 6(3) | Oil 2SA 9Cy. 340×570 mm<br>2020bhp<br>British Polar Engines Ltd.<br>3×125, 125, 40kW 220V d.c. |
| 518823<br>JJCS<br>82156 | **KINOENE MARU**<br><br>**Kinoene Kisen K.K.**<br>Anan Japanese | 255<br>138<br>— | | **1958** Yoshiura Zosen—Kur<br>114' 2" 21' 7"<br>101' 8" 21' 5" 10' 2"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (34½'×18') | Oil 4SA 6Cy. 265×400 mm<br>320bhp<br>Nippon Hatsudoki |
| 640194<br>8LUR<br>93599<br>Rdr | **KINOENE MARU No. 11**<br><br>**Kinoene Kisen K.K.**<br>Anan Japanese | 472<br>244<br>— | | **1963** Koyo Dock—Mihara<br>161' 9" 27' 0" 11' 10"<br>147' 7" 26' 11" 12' 9"<br>1 dk | M Mchy.aft<br><br>G.31642 B.30053 | Oil 4SA 6Cy. 325×460 mm<br>760bhp<br>Nippon Hatsudoki |
| 680198<br><br>101863<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KINOKAWA MARU**<br><br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | 72394<br>43455<br>124700 | <br><br>NK | **1967** Kawasaki Dkyd Co. Ltd.—Kob<br>138' 0" 52' 5"<br>836' 7" 137' 10" 79' 5"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 10Cy. 860×1800 m<br>23000bhp MAN<br>Kawasaki Dkyd Co. Ltd. |
| 652218<br>JG2242<br>98300<br>Esd Rdr<br>RT | **KINOKAWA MARU**<br><br>**Kita Nippon Kisen K.K.**<br>Tokyo Japanese | 998<br>500<br>1653 | <br><br>NK | **1965** Tohoku Zosen—Shiogama<br>223' 2" 34' 7" 15' 3"<br>206' 9" 34' 5" 16' 10"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.67946 B.65544<br>2 Ha (52½', 53½'×20½') | Oil 4SA 6Cy. 370×540 mm<br>1300bhp<br>Niigata Eng. Co. Ltd.<br>2×44kW 115V d.c. |
| 518824<br><br><br> | **KINOKUNI MARU No. 1**<br><br>**Kinokuni Kisen K.K.**<br>Tanabe Japanese | 190<br>—<br>— | | **1961** Nitta Zosen—Nantan<br>9' 10"<br>98' 0" 24' 7" 10' 6"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×390 mm<br>Emade53fitted<br>Sumiyoshi Tekkosho |
| 660855<br>8LQT<br>99404<br>RT | **KINOTAKA MARU**<br><br>**Tanabe Kyodo Kisen K.K.**<br>Tanabe Japanese | 987<br>556<br>1270 | | **1966** Tokushima Zosen Sangyo—Tokushima<br>221' 5" 33' 11" 15' 5"<br>205' 0" 33' 10" 17' 4"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 380×580 mm<br>1300bhp<br>Nippon Hatsudoki |
| 518825<br>JMUY<br>45145 | **KINOTO MARU**<br><br>**Tochiki Kisen K.K.**<br>Tokyo Japanese | 1644<br>1069<br>2023 | | **1938** Tochigi Shoji—Wakamatsu<br>271' 6" 38' 0" 16' 11"<br>257' 10" 37' 10"<br>1 dk<br>RW | S Mchy.aft<br>2 Ho<br>G.106968 B.99517<br>2 Ha (33½', 86'×18') | T 3Cy. 19½" 32½" & 52½"<br>1400ihp<br>Kawasaki Zosensho<br>1×12kW 100V d.c. |
| 640710<br>7LXY<br>93044<br>Df Pfd<br>Rdr RT | **KINPEI MARU No. 18**<br><br>**Shinba Sangyo K.K.**<br>Choshi Japanese | 112<br>49<br>— | | **1963** Usuki Tekkosho—Usuki<br>106' 2" 19' 3" 7' 11"<br>91' 10" 19' 0" 8' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br><br>Daihatsu Kogyo |
| 670457<br><br><br>Rdr | **KINPOZAN MARU**<br><br>**Kumamoto Kisen K.K.**<br>Matsushima Japanese | 432<br>243<br>722 | | **1966** Taihei Kogyo—Hma<br>166' 5" 26' 4" 11' 9½"<br>149' 3" 26' 3" 13' 2"<br>1 dk | M Mchy.aft<br>1 Ho<br><br>1 Ha | Oil 4SA 6Cy. 300×420 mm<br>700bhp<br>Hanshin Nainenki Kogyo |
| 518826<br>JCHA<br>80549<br>RT | **KINPUKU MARU No. 1**<br><br>**Nittsu Futo Kaiun K.K.**<br>Osaka Japanese | 714<br>368<br>1084 | | **1958** Kanda Zosensho—Kur<br>195' 5" 30' 3" 13' 6½"<br>180' 5" 30' 2" 15' 1"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (82½'×18½') | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Nippon Hatsudoki K.K. |
| 518827<br>JERO<br>85355 | **KINPUKU MARU No. 2**<br><br>**Nittsu Futo Kaiun K.K.**<br>Osaka Japanese | 495<br>271<br>— | | **1960** Kishigami Zosen—Hma<br>166' 3" 27' 6" 12' 9"<br>151' 3" 27' 4" 14' 2"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 92½'<br>G.88718 B.83782<br>1 Ha (66½'×17½') | Oil 4SA 6Cy. 350×520 mm<br>600bhp<br>Kinoshita Tekkosho |

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| **KINPUKU MARU No. 3**<br>**Nittsu Futo Kaiun K.K.**<br>Osaka **Japanese** | **999**<br>495<br>1600 | NK | **1960** Onomichi Zosen—Onomichi<br>223′ 2″ 34′ 4″ 15′ 11″<br>203′ 6″ 34′ 2″ 18′ 1″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.66963 B.61774<br>1 Ha (98¼′ × 18¼′)<br>4W Der 4(5) | 380 × 520 mm<br>96t<br>Kob<br>12k |
| **KINPUKU MARU No. 5**<br>**Nittsu Futo Kaiun K.K.**<br>Tokyo **Japanese** | **492**<br>266<br>— | | **1962** Kishigami Zosen—Hma<br>165′ 3″ 27′ 5″ 12′ 9″<br>151′ 4″ 27′ 3″ 14′ 1″<br>1 dk | M Mchy.aft<br>G.34432 B.32101<br>1 Ha (66¾′ × 17½′) | O<br>65<br>K<br>327t<br>ata<br>k |
| **KINPUKU MARU No. 6**<br>**Nittsu Futo Kaiun K.K.**<br>Osaka **Japanese** | **492**<br>266<br>— | | **1962** Kishigami Zosen—Hma<br>165′ 4″ 27′ 5″ 12′ 9″<br>151′ 4″ 27′ 3″ 14′ 1″<br>1 dk | M Mchy.aft<br>G.28676 B.27157<br>1 Ha (65½′ × 17½′) | Oi<br>650<br>Kin<br>11k |
| **KINPUKU MARU No. 7**<br>**Nittsu Futo Kaiun K.K.**<br>Osaka **Japanese** | **530**<br>352<br>— | | **1963** Kishigami Zosen—Hma<br>188′ 5″ 27′ 8″ 12′ 2″<br>171′ 6″ 27′ 6½″ 13′ 5″<br>1 dk | M Mchy.aft<br>1 Ha (20¼′ × 18′) | Oil 4SA 6Cy. 320 × 460 mm<br>700bhp 36t<br>Kinoshita Tekkosho Akashi<br>11k |

**DAMAGED BY FIRE 2/68—BROKEN UP**

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| **KINREI MARU**<br>**Government of Japan (Ministry of Agriculture & Forestry)**<br>Kagoshima **Japanese** | **190**<br>82<br>210 | | **1959** Usuki Tekkosho—Usuki<br>116′ 1″ 20′ 6″ 8′ 10″<br>103′ 4″ 20′ 4″ 9′ 11″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (41¾′ × 10¾′) | Oil 4SA 5Cy. 260 × 400 mm<br>250bhp 7t<br>Hanshin Nainenki Kogyo Kob |
| **KINRIKI MARU**<br>**Kokoku Unso K.K.**<br>Saeki **Japanese** | **402**<br>222<br>— | | **1960** Honda Zosen K.K.—Saeki<br>142′ 9″ 24′ 9″ 10′ 5″<br>129′ 7″ 24′ 7″ 11′ 6″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha | Oil 4DA 6Cy. 265 × 400 mm<br>400bhp<br>Otsuka Tekkosho Usuki |
| **KINRIKI MARU No. 2**<br>**Kokoku Unso K.K.**<br>Saeki **Japanese** | **393**<br>197<br>— | | **1963** Usuki Tekkosho—Saeki<br>151′ 9″ 25′ 5″ 11′ 3″<br>139′ 5″ 25′ 3″ 12′ 4″<br>1 dk | M Mchy.aft<br>G.23378<br>1 Ha (61¼′ × 16½′) | Oil 4SA 6Cy. 310 × 460 mm<br>620bhp 26t<br>Matsui Tekkosho Ise<br>10k |
| **KINRIKI MARU No. 5**<br>**Kokoku Unso K.K.**<br>eki **Japanese** | **428**<br>252<br>624 | | **1965** Tsuneishi Zosen—Numakuma<br>158′ 8″ 25′ 8″ 11′ 0¾″<br>146′ 0″ 25′ 7″ 12′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 300 × 420 mm<br>650bhp<br>Kinoshita Tekkosho Akashi |
| **NRIKI MARU No. 7**<br>**koku Bussan Unso K.K.**<br>ki **Japanese** | **494**<br>268<br>823 | | **1967** Koyo Dock—Mihara<br>176′ 9″ 28′ 3″ 12′ 5½″<br>160′ 9″ 28′ 2½″ 13′ 9″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 325 × 460 mm<br>850bhp<br>Nippon Hatsudoki Kob |
| **NRIKI MARU No. 8**<br>**koku Bussan Unso K.K.**<br>eki **Japanese** | **2995**<br>1984<br>4258 | NK | **1967** Tsuneishi Zosen—Numakuma<br>302′ 3″ 49′ 3″ 19′ 8¼″<br>298′ 11″ 49′ 2½″ 28′ 7″<br>1 dk | M Mchy.aft<br>G.236503 B.222483<br>2 Ha (53′, 89½′ × 26½′) | Oil 4SA 6Cy. 520 × 860 mm<br>3200bhp 262t<br>Nippon Hatsudoki Kob |
| **NRIKI MARU No. 10**<br>Imaoka<br>kata **Japanese** | **442**<br>276<br>— | | **1960** Imabari Zosen—Imabari<br>166′ 11″ 25′ 1″ 11′ 6″<br>24′ 11″<br>1 dk<br>RW len 60 | M Mchy.aft<br>1 Ha (65¾′ × 15½′) | Oil 4SA 6Cy. 330 × 440 mm<br>420bhp 14t<br>Makita Tekkosho Takamatsu<br>10½k |
| **NRIKI MARU No. 11**<br>**aoka Kisen K.K.**<br>kata **Japanese** | **499**<br>299<br>— | | **1963** Imabari Zosen—Imabari<br>175′ 6″ 28′ 0″ 12′ 9″<br>157′ 5″ 27′ 10½″ 14′ 1″<br>1 dk<br>RW | M Mchy.aft<br>G.39341 B.35032<br>1 Ha (72¼′ × 17′) | Oil 4SA 6Cy. 350 × 500 mm<br>800bhp 31t<br>Makita Tekkosho Takamatsu<br>10½k |
| **NRIKI MARU No. 12**<br>**aoka Kisen K.K.**<br>kata **Japanese** | **743**<br>607<br>1813 | | **1965** Imabari Zosen—Imabari<br>216′ 7″ 34′ 3″ 16′ 6⅞″<br>196′ 10″ 34′ 1½″ 17′ 7″<br>1 dk<br>RW | M | Oil 4SA 6Cy. 380 × 540 mm<br>1300bhp<br>Makita Tekkosho Takamatsu |
| **NROSS**<br>Trelissick-63<br>**hiao Mao Enterprises Ltd.**<br>Fung Shipping &<br>nterprises Co. Ltd.<br>ong Kong **British** | **5388**<br>2969<br>9221 | **✠100A1** SS 3/65<br>with freeboard<br>**✠LMC**<br>MN660 EL a†2″SQ | **1949**–9 Wm. Doxford & Sons Ltd.—Sld<br>442′ 11″ 56′ 6″ 25′ 10¾″<br>420′ 1″ 56′ 3″ 38′ 0″<br>1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB2900t incl. DTm1314t | M OSD<br>G.574620 B.516860<br>10W Der 2(5) | Oil 2SA 4Cy. 600 × 2320 mm<br>3300bhp 1130t<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 120℔ 12½k |
| **RYU MARU**<br>**heiyo Kisen K.K.**<br>**Japanese** | **5909**<br>3130<br>8953 | NK | **1958** Sasebo Sempaku Kogyo—Sbo<br>412′ 10″ 55′ 4″ 26′ 3″<br>384′ 10″ 55′ 1″ 34′ 1″<br>1 dk<br>RW | M<br>5 Ho<br>G.413960 B.383872<br>5 Ha (26½′, 45′, 25′, 45′, 32½′ × 20¼′)<br>12W Der 1(30) 4(10) 10(5) | Oil 2SA 7Cy. 520 × 900 mm<br>3300bhp MAN 606t<br>Mitsubishi Nippon Hvy Ind. Yka<br>2 × 96kW 450V a.c. 12¼k |

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| 660049<br>OXCU<br><br>Df Esd<br>Gc Pfd<br>Rdr | **KINNA DAN** -RU<br><br>**J. Lauritz-u Shoji K.K.**<br>Esbjerg Japanese | 5476<br>—<br>8600 | <br><br>NK | **1967** Hashihama Zosen—Imabari<br>56' 2" 25' 0"<br>387' 1" 56' 1" 31' 10"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 7Cy. 520×1100<br>5400bhp<br>Kobe Hatsudoki Seizosho |
| RTm/h/v<br>N<br>51 4609<br>Df | **KINRYU MARU**<br><br>**Daito Gyorui K.K.**<br>Tokyo Japanese | 748<br>404<br>929 | | **1956** Hayashikane Zosen—Smk<br>200' 11" 30' 2"<br>193' 7" 29' 6" 14' 4"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 6Cy. 430×580<br>1200bhp<br>Hayashikane Zosen |
| 518837<br>JLUG<br>83007 | **KINRYU MARU**<br><br>**Osaki Kisen K.K.**<br>Shimotsu Japanese | 270<br>143<br>— | | **1960** Tosa Zosen Tekkosho—Kochi<br>*119·4'* 21' 9" 9' 10"<br>21' 7"<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (50¾'×14½') | Oil 4SA 6Cy. 290×430 mm<br>350bhp [illegible]<br>Kobe Hatsudoki Seizosho |
| 640063<br>8LWL<br>93646<br>Rdr RT | **KINRYU MARU No. 8**<br><br>**Sakiyama Kaiun K.K.**<br>Hakata Japanese | 498<br>291<br>— | | **1963** Imabari Zosen—Imabari<br>175' 5" 26' 4" 12' 2"<br>157' 5" 26' 3" 13' 5"<br>1 dk<br>RW | M Mchy.aft<br><br>G.35279 B.32631<br>1 Ha (77½'×18½') | Oil 4SA 6Cy. 320×470 mm<br>650bhp<br>Makita Tekkosho |
| 518838<br>7LNU<br>88251<br>Rdr | **KINRYUSAN MARU**<br><br>**Nichiei Kaiun K.K.**<br>Takehara Japanese | 397<br>220<br>— | | **1961** Kishigami Zosen—Hma<br>156' 3" 24' 10" 11' 4"<br>141' 0" 24' 7" 12' 6"<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha | Oil 4SA 6Cy. 300×420 mm<br>400bhp<br>Sumiyoshi Tekkosho |
| 640870<br>JEYF<br>95251<br>Df Esd<br>Gc Rdr<br>RT | **KINSEI MARU**<br><br>**Shinko Kaiun K.K.**<br>Kobe Japanese | 2785<br>1724<br>4349 | <br><br>NK | **1964** Nagoya Shipbuilding Co. Ltd.—Nga<br>314' 0" 47' 8" 20' 0"<br>288' 8" 47' 7" 24' 3"<br>P83' F45' 1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.208845 B.194532<br>3 Ha (47½', 48½', 48½'×22')<br>9W Der 6(15) | Oil 2SA 6Cy. 420×750<br>2700bhp B&W<br>Hitachi Zosen<br>2×100kW 445V a.c. |
| 518841<br>8JOF<br>89428<br>Rdr | **KINSEI MARU**<br><br>**Tabuchi Kaiun K.K.**<br>Osaka Japanese | 1592<br>785<br>2200 | <br><br>NK | **1962** Sanoyasu Dockyd Co. Ltd.—Osa<br>259' 2" 38' 2" 17' 4"<br>244' 4" 38' 0" 19' 4"<br>1 dk<br>RW | M Chemical Tanker Mchy.aft<br>8 Ta<br>L.95774 | Oil 4SA 6Cy. 430×620<br>1500bhp<br>Niigata Eng. Co. Ltd.<br>2×30kW 115V d.c. |
| 651255<br>JG2349<br>96162<br>Rdr RT | **KINSEI MARU**<br><br>**Kinkai Tanker K.K.**<br>Tokyo Japanese | 693<br>345<br>1082 | | **1965** Setoda Zosen—Setoda<br>190' 8" 30' 4" 13' 3½"<br>173' 10" 30' 2" 14' 9"<br>1 dk<br>RW | M Tanker<br>4 Ta | Oil 4SA 8Cy. 260×320<br>850bhp<br>Daihatsu Kogyo |
| 612347<br>JLOL<br>83422<br>Esd Gc<br>Pfd Rdr | **KINSEI MARU**<br>exFukuryu Maru No. 21–64<br>exYuki Maru–62<br>**M. Naito**<br>Yaizu Japanese | 240<br>130<br>— | | **1959** Kanazashi Zosensho—Shimizu<br>133' 3" 23' 5" 9' 10"<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 325×460<br>650bhp<br>Akasaka Tekkosho |
| 518842<br>JBJH<br>38793 | **KINSEI MARU**<br>exYachiyo Maru No. 3–59<br>**T. Umaki**<br>Yoshiumi Japanese | 195<br>89<br>— | | **1934** Ishikawajima Jukogyo—Tok<br>*95·0'* 19' 11"<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400<br>270bhp<br>Niigata Tekkosho |
| 672433<br>JMWA<br>101351<br>Df Esd<br>Gc Pfd<br>Rdr | **KINSEI MARU No. 5**<br><br>**Kinsei Maru K.K.**<br>Yaizu Japanese | 254<br>130<br>— | | **1967** Miho Zosensho—Shimizu<br>156' 2" 25' 4"<br>125' 0" 25' 3" 11' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400<br>750bhp<br>Akasaka Tekkosho |
| 518845<br>7KCO<br>88206 | **KINSEI MARU No. 5**<br><br>**Yamamoto Kaiun K.K.**<br>Oshima Japanese | 199<br>93<br>— | | **1961** Watanabe Zosensho—Ehime<br>*98·3'* 21' 6" 9' 10"<br>96' 10" 21' 4" 10' 6"<br>1 dk<br>RW | M | Oil 4SA 5Cy. 275×400<br>280bhp<br>Makita Tekkosho |
| 518847<br>JAYN<br>75553 | **KINSEI MARU No. 8**<br>exShori Maru No. 7–61<br>**Kanao Kisen K.K.**<br>Onomichi Japanese | 484<br>300<br>750 | | **1956** Hashihama Zosen—Imabari<br>176' 0" 26' 3" 11' 6"<br>161' 0" 26' 2" 13' 3"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 325×460<br>600bhp<br>Nippon Hatsudoki |
| 518848<br>JADE<br>84909<br>Df Esd<br>Rdr RT | **KINSEI MARU No. 11**<br><br>**Minami Nippon Shosen K.K.**<br>Kagoshima Japanese | 1708<br>854<br>2617 | <br><br>NK | **1960** Usuki Tekkosho—Usuki<br>272' 1" 39' 6" 16' 11"<br>254' 3" 39' 4" 19' 8"<br>1 dk<br>RW | M<br>2 Ho<br>G.118658 B.111877<br>2 Ha (46½' 83½'×10½')<br>8W Der 1(15) 5(10) | Oil 4SA 7Cy. 430×560<br>1600bhp<br>Niigata Eng. Co. Ltd.<br>2×80kW 230V d.c. |

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| **KINSEI MARU No. 13**<br>Kanao Kisen K.K.<br>Onomichi Japanese | 999<br>496<br>1587 | NK | **1961** Koyo Dock—Mihara<br>222' 6" 34' 11" 15' 9"<br>203' 6" 34' 9" 17' 9"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.71759 B.67310<br>2 Ha (42¾', 47¼'×18')<br>4W Der 4(5) | Oil 4SA 6Cy. 380×520 mm<br>1150bhp 96t<br>Nippon Hatsudoki Kob<br>1×30kW 110V d.c. 12k |
| **KINSEI MARU No. 15**<br>Kanao Kisen K.K.<br>Onomichi Japanese | 2184<br>1177<br>3455 | ~~NK~~ | **1961** Shikoku Dock Co.—Takamatsu<br>291' 4" 41' 6" 19' 2"<br>269' 0" 41' 4" 21' 8"<br>1 dk<br>RW | M Tanker Mchy.aft<br>5 Ta<br>L.147863 | Oil 4SA 8Cy. 430×620 mm<br>2000bhp 327t<br>Niigata Eng. Co. Ltd. Niigata<br>2×56kW 220V a.c. 12k |
| **KINSEI MARU No. 18**<br>exKaiun Maru No. 1–63<br>exKosei Maru–59<br>exTakuyo Maru No. 8–55<br>K. Michizu<br>Kamigoto Japanese | 155<br>86<br>— | | **1948** Harima Zosensho—Aio<br>*97·7'* 19' 8"<br>95' 5" 19' 7" 10' 2"<br>F17' 1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×350 mm<br>320bhp<br>Hanshin Nainenki Kogyo Kob |
| **KINSEI MARU No. 21**<br>exHachiryu Maru No. 8–65<br>exHachiryu Maru No. 3–59<br>exShin-i Maru–58<br>exTaiyo Maru No. 1<br>K. Michizu<br>Kamigoto Japanese | 196<br>104<br>— | | **1947** Harima Zosensho—Aio<br>*110·4'* 21' 7"<br>21' 5"<br>1 dk<br>RW | M Fishing<br>len 58 | Oil 4SA 5Cy. 350×520 mm<br>430bhp<br>Harima Zosensho Aio |
| **KINSEI MARU No. 26**<br>T. Terada<br>Kamaishi Japanese | 253<br>128<br>— | | **1963** Kanazashi Zosensho—Shimizu<br>143' 4" 24' 10" 9' 6"<br>126' 5" 24' 7" 10' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **KINSEN MARU**<br>Sanoyasu Shoji K.K.<br>Osaka Japanese | 3642<br>2111<br>5760 | NK | **1964** Sanoyasu Dkyd Co. Ltd.—Osa<br>*332·1'* 51' 4" 21' 4"<br>328' 1" 51' 2" 26' 3"<br>P94' R61' B22' F54' 1 dk<br>RW | M (6P) Mchy.aft<br>2 Ho<br>G.269042 B.246907<br>2 Ha (85½', 84¾'×21¼')<br>12W Der 2(15) 6(10) | Oil 2SA 6Cy. 520×1050 mm<br>3800bhp 460¼t (hvf)<br>Kobe Hatsudoki Seizosho Kob<br>3×120kW 440V a.c. 13¼k |
| **KINSEN MARU**<br>Shinsen Kaiun K.K.<br>Mihama Japanese | 276<br>163<br>— | | **1960** Mitsuhama Zosen—Matsuyama<br>*126·3'* 21' 11"<br>21' 9"<br>1 dk | M Mchy.aft<br>1 Ha (57¾'×14¾') | Oil 4SA 6Cy. 280×410 mm<br>500bhp 11t<br>Ito Tekkosho Shimizu |
| **INSHASA**<br>S Det Dansk-Franske D/S<br>openhagen Danish | T.Mk<br>5388<br>2473<br>—<br>7756<br>3893<br>10147 | ✠100A1<br>strenghtened for heavy<br>cargoes<br>DTmf—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1920 EL A†2$\frac{3}{16}$"U2 | **1967–9** Fujinagata S.B. & E. Co. Ltd.—<br>Osa<br>456' 1" 64' 2" 25' 4¼/28' 6½"<br>416' 8" 64' 0" 36' 11"<br>P150' F95' 2 dks<br>RW 6BH to U dk 2 to 2nd dk<br>rf 6" WB1940t incl. DTmf643t | M Ref Mchy.aft<br>~~In.49485~~ In.49405 | Oil 2SA 8Cy. 620×1400 mm<br>9600bhp B&W<br>Mitsui Zosen Tmn<br>2AuxB (1 o.f 1 ex.g) 142lb<br>4×308, 308, 308, 170kW 450V 60c/s a.c. |
| **INSHASA**<br>Société Congo Italienne de Raffinage (S.O.C.I.R.)<br>Moanda Congo (Kinshasa) | 154<br>35<br>— | BV | **1967** I.N.M.A.—Spz<br>87' 11" 23' 0" 6' 4$\frac{3}{16}$"<br>85' 11" 22' 11" 9' 0"<br>1 dk | TM Tug Mchy.aft | 2 Vee Oil 4SA each 12Cy. 159×203 mm<br>1530bhp<br>Caterpillar Tractor Co. Peoria |
| **INSHO MARU**<br>Daiko Kaiun Kigyo Kumiai<br>nan Japanese | 352<br>226<br>— | | **1956** Koyo Dock—Mihara<br>*130·4'* 24' 4"<br>24' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 290×420 mm<br>Kinoshita Tekkosho Akashi |
| **INSHO MARU**<br>Sakata<br>asudacho Japanese | 192<br>—<br>— | | **1966** Kochiken Zosen—Kochi<br>128' 5" 22' 5" 9' 2"<br>111' 7" 22' 4" 10' 2"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 275×410 mm<br>585bhp<br>Fuji Seisakusho Tateyama |
| **INSMAN ENTERPRISE**<br>Norman B. Ream–65<br>The Kinsman Marine Transit Co.<br>George M. & Henry Steinbrenner<br>ilmington, Del United States | 7692<br>6449<br>12400 | AB | **1906** Chicago S.B. Co.—Cgo<br>601' 1" 58' 4" 21' 5"<br>587' 10" 58' 0" 32' 0"<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br>18 Ha (stl) (each 11'×40½') | T 3Cy. 24$\frac{1}{32}$" 39" & 65$\frac{1}{16}$"×42"<br>1900ihp 300t (c)<br>American S.B. Co. Clv<br>10k |
| **NSMAN INDEPENDENT**<br>Francis E. House–66<br>William B. Kerr<br>The Kinsman Marine Transit Co.<br>ilmington, Del United States | 7869<br>6637<br>12790 | AB | **1907** Chicago S.B. Co.—Cgo<br>605' 8" 60' 2" 21' 4⅞"<br>592' 10" 60' 0" 32' 1"<br>1 dk<br>R | S Bulk Carrier Mchy.aft<br>3 Ho<br>18 Ha (stl) (each 11'×38') | T 3Cy. 22$\frac{5}{16}$" 37⅜" & 65⅜"×42"<br>1800ihp 282t (c)<br>American S.B. Co. Clv<br>10k |
| **NSUI MARU**<br>rizane Unyu K.K.<br>Japanese | 313<br>166<br>434 | | **1960** Yamamoto Zosensho Tekkosho—<br>Kochi<br>139' 11" 23' 1" 10' 6"<br>125' 5" 22' 11" 11' 6"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (59¼'×14¼') | Oil 4SA 6Cy. 290×410 mm<br>550bhp 20t<br>Hanshin Nainenki Kogyo Kob |

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| 518855<br>JEGM<br>78170 | **KINSYO MARU No. 2**<br><br>**Kokoku Kaiun K.K.**<br>Osaka Japanese | 419<br>224<br>— | | 1957 Tosa Zosen Tekkosho—Kochi<br>159' 0" 25' 2"<br>131' 3" 25' 0" 12' 3"<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (56½'×13') | Oil 4DA 6Cy. 320×480 mm<br>410bhp<br>Kinoshita Tekkosho |
| 518856<br>7KHU<br>88528<br>Rdr | **KINTAI MARU**<br>**Noda Kaiun K.K.**<br>~~**Kendo Kaiun K.K.**~~<br>~~Imabari~~ Kobe Japanese | 1233<br>723<br>1870 | <br><br>NK | 1961 Nakamura Zosen Tekkosho—<br>Matsue<br>225' 6" 35' 11" 16' 6"<br>206' 9" 35' 9" 18' 9"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.81754 B.73313<br>2 Ha (35½', 58'×18½')<br>6W Der 4(10) 2(5) | Oil 4SA 6Cy. 450×640 mm<br>1650bhp<br>Nippon Hatsudoki<br>2×40kW 230V d.c. |
| 518857<br><br><br>Rdr | **KINTANA CALTEX**<br>exPétronoir-60<br>**Cie. de Transports Maritimes de Pétrole**<br>Tamatave Malagasy | 856<br>382<br>985 | <br><br>BV | 1953 Ch. Nav. de Caen—Blainville<br>*211·2'* 29' 6"<br>29' 4"<br>1 dk | TM Tanker | 2 Oil 4SA each 6Cy.<br>1000bhp<br>Skoda Works |
| 650960<br>8LFR<br>94140<br>Df Esd<br>Gc Pfd<br>Rdr | **KINTOKU MARU No. 7**<br><br>**Kanazawa Gyogyo K.K.**<br>Miyako Japanese | 299<br>135<br>— | | 1964 Niigata Eng. Co. Ltd.—Niigata<br>140' 9" 26' 5" 10' 5"<br>122' 0" 26' 3" 11' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>700bhp<br>Niigata Eng. Co. Ltd. |
| 518858<br>JAME<br>80341 | **KINTSUNA MARU No. 1**<br><br>**Nittsu Futo Kaiun K.K.**<br>Osaka Japanese | 495<br>294<br>750 | | 1957 Kishigami Zosen—Hma<br>164' 0" 27' 9" 12' 5"<br>147' 7" 27' 7" 14' 2"<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (66½'×17½') | Oil 4SA 6Cy. 350×500 mm<br>600bhp<br>Kinoshita Tekkosho |
| 518859<br>JMWK<br>74311 | **KINTSUNA MARU No. 2**<br>exKasuga Maru-58<br>**Nittsu Futo Kaiun K.K.**<br>Matsuyama Japanese | 499<br>277<br>410 | | 1956 Mitsuhama Zosen—Matsuyama<br>172' 3" 27' 6" 12' 9½"<br>157' 5" 27' 5" 14' 2"<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (73'×16½') | Oil 4SA 6Cy. 360×500 mm<br>550bhp<br>Hanshin Nainenki Kogyo |
| 518860<br>JBOJ<br>80546<br>RT | **KINTSUNA MARU No. 3**<br><br>**Nittsu Futo Kaiun K.K.**<br>Osaka Japanese | 199<br>119<br>211 | | 1957 Kanda Zosensho—Kur<br>106' 6" 21' 5" 7' 11"<br>97' 2" 21' 4" 9' 11"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (46'×18½') | Oil 2SA 3Cy. 340×370 mm<br>150bhp<br>Kinoshita Tekkosho |
| 662191<br>JG2393<br>98653<br>RT | **KINUGASA MARU**<br><br>**Nippon Kaiyosha K.K.**<br>Yokohama Japanese | 178<br>62<br>— | | 1966 Osaka Zosensho—Osa<br>27' 1" 9' 2"<br>92' 0" 26' 11" 12' 9"<br>1 dk<br>RW | TM Tug | 2 Oil 4SA each 6Cy.<br>2000bhp<br>Fuji Seisakusho |
| 525822<br>TPNR<br><br>Esd Pfd<br>Rdr | **KINVARRA**<br>exNotre Dame de Lorette-65<br>**Armement Le Moigne et Consorts**<br>Lorient French | 325<br>134<br>— | <br><br>BV | 1947 J. Boel & Fils—Tamise<br>152' 5" 27' 8"<br>27' 6"<br>F25' | M Trawler<br><br>In.12355<br>5 Ha (3½'×2½') (3½', 3½', 3½', 3½'×3½')<br>2W Der 1(2) | Oil 4SA 6Cy. 460×660 mm<br>750bhp<br>Soc Gén de Const Méc |
| 662089<br>JMXT<br>100795<br>Df Esd<br>Gc Rdr<br>RT | **KINYO MARU**<br><br>**Iino Kaiun K.K.**<br>Tokyo Japanese | ~~9775~~ 9627<br>~~8802~~ 6184<br>15150 | <br><br>NK | 1966 Kure Zosensho—Kur<br>482' 3" 69' 8" 28' 6½"<br>446' 2" 69' 7" 38' 9"<br>1 dk<br>RW | M Mchy aft<br>4 Ho<br>G.721022 B.704848<br>4 Ha (49½', 64½', 64½', 64½'×32½')<br>12W Der 4(15) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Ishikawajima-Harima Hvy Ind<br>3×320kW 445V a.c. |
| 650251<br>JRIA<br>95584<br>Df Gc<br>Rdr RT | **KINYO MARU**<br><br>**Yabuki Kaiun K.K.**<br>Tokyo Japanese<br>Now **TSUSHIMA MARU** See New Entries No. 3 | 1594<br>909<br>2613 | <br><br>NK | 1964 Shikoku Dock Co.—Takamatsu<br>280' 5" 39' 6" 16' 10"<br>254' 2" 39' 4" 19' 8"<br>P83' B47' F35' 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.117245 B.112786<br>2 Ha (46½', 72½'×21½'))<br>6W Der 6(5) | Oil 4SA 6Cy. 460×690 mm<br>1800bhp<br>Ito Tekkosho<br>2×100kW 445V a.c. |
| 518864<br>7KVB<br>88597<br>Rdr | **KINYO MARU**<br><br>**Morino Kisen K.K.**<br>Namikata Japanese | 571<br>371<br>— | | 1961 Imabari Zosen—Imabari<br>174' 11" 27' 10" 12' 9"<br>157' 5" 27' 9" 14' 2"<br>1 dk | M Mchy.aft<br><br>G.36939 B.34255<br>1 Ha (72½'×17') | Oil 4SA 6Cy. 320×470 mm<br>650bhp<br>Makita Tekkosho |
| 541617<br>8LTO<br>93626 | **KINYO MARU No. 2**<br><br>**Koike Kisen K.K.**<br>Namikata Japanese | 488<br>291<br>— | | 1963 Imabari Zosen—Imabari<br>174' 2" 25' 8" 11' 10"<br>157' 5" 25' 7" 13' 1"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 320×470 mm<br><br>Makita Tekkosho |
| 518866<br>7KSD<br>8846<br>Rdr RT | **KINZAN MARU**<br><br>**Yamashita Unyu K.K.**<br>Mikame Japanese | 675<br>392<br>— | | 1961 Hashima Zosen—Imabari<br>*175·9'* 28' 0" 13' 2"<br>173' 6" 27' 10" 14' 1"<br>1 dk | M Tanker Mchy.aft<br><br>L.44038 | Oil 4SA 6Cy. 320×460 mm<br>760bhp<br>Nippon Hatsudoki |

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| **ION SENG No. 3**<br>**Kion Seng Shipping Co.**<br>**Ltd.**<br>uching<br>Malaysian | **415**<br>230<br>— | ✠**100A1** SS 4/67<br>East Indian Archipelago service<br>✠**LMC**<br>MN108 EL f | **1961**–12 H.Kg & Whampoa Dk Co. Ltd. —H.Kg<br>155′ 8″ 28′ 7″ 8′ 6½″<br>140′ 8″ 28′ 0″ 11′ 0″<br>P32′ F13′ 1 dk<br>RW 3BH<br>rf 3″ WB24t | TM Mchy.aft | 2 Oil 4SA each 6Cy. 8¾″×11½″ with clutches & sr reverse gearboxes<br>540bhp<br>Lister Blackstone Mar. Ltd. Dursley |
| **ONI**<br>exCaterina Cosulich–66<br>exSaltholm–60<br>exHans P. Carl–59<br>**Cia. Nav. Attica S.A.**<br>Preus Greek | **1922**<br>1036<br>3516 | RI<br>**BURNT 6/68** | **1948** Helsingörs Jernsk. & Msk.—Hsg<br>300′ 1″ 43′ 8″ 19′ 5½″<br>279′ 11″ 43′ 5″<br>F29′ 1 dk & S dk | S OSD<br>2 Ho<br>G.202281 B.182535<br>8W Der 1(15) | C 3Cy. (2) 15¾″ & (1) 39⅜″×37⅜″ & LP turb<br>1750ihp 212t (o.f)<br>Helsingörs Jernsk. & Msk. Hsg<br>12k |
| **IPARISOVO**<br>U.S.S.R.<br>ladivostok Russian | **463**<br>153<br>324 | | **1959** ....................Russia<br>170′ 2″ 26′ 3″ 9′ 11″<br>26′ 2″ 11′ 6″ | M Fish Carrier<br>2 Ho<br>In.12643<br>2 Ha (each 28′×8¾′)<br>2W Der 2(1½) | Oil 2SA 4Cy. 300×500 mm<br>Russia<br>9½k |
| **IPAWO**<br>**ra Nova Transportation**<br>Ltd.<br>ewfoundland Transportation<br>Co. Ltd.<br>St. John's, Nfl Canadian | **200**<br>84<br>47 | ✠**A1** Dr 6/64<br>St. John's & ports in Conception Bay Newfoundland service<br>✠**LMC**<br>MN41 | **1926**–10 St. John D.D. & S.B. Co. Ltd.—St.J<br>122′ 11″ 26′ 2″ 7′ 9¼″<br>118′ 0″ 26′ 0″ 9′ 0″<br>1 dk<br>RW 3BH<br>WB17t | M Ferry (100P) Mchy.aft<br>1 Ho 36′<br>1 Ha (stl) (2′×5′)<br>1W Der 1(20) | Oil 4SA 6Cy. 205×275 mm with sr gearing<br>175bhp ✠NE33 Lister 9t (d.o)<br>Ruston & Hornsby Lcn<br>2×5kW 125V d.c. 12k |
| **IPPOSHI MARU**<br>**agoyako Kanrikumiai**<br>agoya Japanese | **181**<br>57<br>— | | **1960** Osaka Zosensho—Osa<br>*92·5′* 24′ 5″ 7′ 9″<br>... ... ...<br>RW | TM Tug Mchy.aft | 2 Oil 4SA each 8Cy. 275×320 mm<br>Fuji Seisakusho Tateyama |
| **IRCHDORF**<br>**afen-Dampfschiffahrt A.G.**<br>amburg W. German | **264**<br>131<br>132 | GL | **1962** J. J. Sietas Schiffsw.—Ham<br>98′ 9″ 26′ 5″ 10′ 5¾″<br>86′ 11″ 24′ 7½″ 12′ 0″<br>2 dks | M Ferry (607P) | Oil 4SA 6Cy. 270×360 mm<br>375bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×36kW 110V d.c. |
| **RGHIZSTAN**<br>.S.S.R.<br>Russian | **3219**<br>1322<br>594 | | **1959** A. Zhdanov—Len<br>333′ 0″ 47′ 11″ 12′ 7½″<br>47′ 9″ 18′ 8″ | M (250P) Ref<br>2 Ho<br>B.10277 In.1978<br>2 Ha<br>Cr 2(2) | 2 Oil 2SA each 8Cy. 430×610 mm<br>4000bhp<br>Russki-Diesel Wks Len<br>14½k |
| **MARU**<br>**ushin Kaiun K.K.**<br>Japanese | **499**<br>274<br>823 | | **1963** Kurushima Dock Co. Ltd.—Imabari<br>174′ 6″ 28′ 1″ 12′ 9½″<br>157′ 5″ 27′10½″ 13′ 9″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.36162 B.32702<br>1 Ha | Oil 4SA 6Cy. 325×460 mm<br>700bhp<br>Nippon Hatsudoki Kob |
| **RIN**<br>Roland–65<br>**mar Cia. Naviera S.A.**<br>Greek | **9403**<br>5382<br>13246 | AB | **1956** Nordseewerke Emden G.m.b.H.—Emd<br>503′ 7″ 62′ 2″ 29′ 8″<br>463′ 1″ 62′ 0″ 39′ 3″<br>P49′ B82′ F117′ 2 dks, 3rd dk in No. 3 hold<br>RW<br>rf 4″ | M CSD<br>5 Ho 59½′, 73½′, 71′, 65′ 73½′<br>G.715233 B.637893<br>5 Ha (stl) (33′, 42′, 42′, 36¾′, 36¾′×24′)<br>14W Der 1(15) 2(10) 11(5) 1(3) | Oil 2SA 9Cy. 700×1200 mm<br>5916bhp 1327t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×160kW 220V d.c. 14½k |
| **RISHI**<br>.S.S.R.<br>ngrad Russian | **4896**<br>2215<br>5969 | | **1966** A. Zhdanov—Len<br>399′ 10″ 54′ 11″ 22′ 2″<br>54′ 9″ 27′ 3″<br>1 dk | M<br>4 Ho<br>G.275455<br>4 Ha (43¼′, 43¼′, 43¼′×31¼′) (36′×26¼′)<br>1W Cr 4(3) Der 1(15) | Oil 2SA 9Cy. 500×1100 mm<br>6300bhp B&W<br>Bryansk Eng. Wks Bryansk |
| **RISHIMA**<br>**yo Kaiun K.K.**<br>bari Japanese | **573**<br>377<br>— | | **1960** Imabari Zosen—Imabari<br>*179·2′* 28′ 0″ 12′ 9″<br>27′ 10″ 14′ 1″<br>1 dk<br>len 62 | M Mchy.aft<br>1 Ha (72¼′×17′) | Oil 4SA 6Cy. 350×500 mm<br>Makita Tekkosho Takamatsu |
| **SHUNMEI MARU** See New Entries No. 3 | | | | | |
| **RISHIMA MARU**<br>**mokuni Kaiun K.K.**<br>Japanese | **57706**<br>36421<br>99286 | NK | **1964** Kure Zosensho—Kur<br>859′ 8″ 132′ 10″ 48′ 8″<br>816′ 11″ 132′ 6″ 68′ 7″<br>1 dk<br>RW | M Tanker (2P) Mchy.aft<br>13 Ta<br>Der 2(8) 1(5) 1(1½) | Oil 2SA 12Cy. 900×1550 mm<br>27600bhp Sulzer 6531t (hvf)–40pd<br>Ishikawajima-Harima Hvy Ind. Aio<br>2×740kW 450V 60c/s a.c. 16½k |
| **SHIMA MARU**<br>**on Suisan K.K.**<br>Japanese | **3495**<br>1954<br>3610 | NK | **1964** Mitsui Zosen—Tmn<br>312′ 0″ 52′ 7″ 19′ 8″<br>288′ 8″ 52′ 6″ 23′ 11″<br>B54′ 1 dk<br>rf 3¾″ | M Stern Trawler<br>3 Ho 20¾′, 60¼′, 63¾′<br>2 Ha (stl) (4′×2¾′) (7¾′×7¾′)<br>1 Ha (w) (7¾′×15¾′)<br>Cr 2(5) 2(3) 2(2) Der 2(5) 4(2) | Oil 2SA 9Cy. 420×750 mm<br>3900bhp B&W 2058t (hvf)<br>Mitsui Zosen Tmn<br>2×500kW 445V 60c/s a.c. 14k |

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| 518879<br>JPJW<br>62543 | **KIRISHIMA MARU**<br><br>**Nishihara Kaiun K.K.**<br>Kobe Japanese | 690<br>410<br>963 | | <br><br>NK | **1948** Nagoya Zosensho—Nga<br>206' 4" 28' 3" 12' 10½"<br>191' 7" 28' 2" 14' 5"<br>P60' Q60' F24' 1 dk<br>RW len 54 | M Mchy.aft<br>2 Ho<br>G.44549 B.40101<br>2 Ha (33½', 35½'×14½')<br>4W Der 4(3) | Oil 4SA 6Cy. 370×520 mm<br>600bhp NE54<br>Ito Tekkosho<br>1×7kW 105V d.c. |
| 542921<br>7KGQ<br>88408 | **KIRISHIMA MARU**<br>exHakuyu Maru No. 7–63<br>**Kirishima Kisen K.K.**<br>Hakata Japanese | 485<br>346<br>— | | | **1961** Kanmon Zosen—Smk<br>*137·4'* 28' 4"<br>28' 2"<br>1 dk len 65 | M Tanker Mchy.aft | Oil 4SA 6Cy. 300×<br>320bhp Emade<br>Hanshin Nainenki Kogyo |
| 518880<br>JPUG<br>81782 | **KIRISHIMA MARU**<br><br>**Taiyo Kisen K.K.**<br>Hiroshima Japanese | 349<br>193<br>521 | | | **1958** Koyo Dock—Mihara<br>148' 9" 24' 5"<br>133' 4" 24' 3" 12' 2"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (56'×13½') | Oil 4SA 6Cy. 290×410 mm<br>550bhp<br>Hanshin Nainenki Kogyo |
| 518882<br><br>191659<br>Esd<br>RTm | **KIRK B.**<br>exCanada–55<br>**R. B. Kirkconnell & Bro**<br>Georgetown, British<br>Cayman Is | 473<br>252<br>675 | ✠100A1<br><br>**LMC**<br><br>MN153 | SS 6/63<br><br><br><br>EL h pt1½" | **1948**–1 N.V. Scheeps. "Vooruitgang"—Foxhol<br>172' 6" 28' 5" 11' 3½"<br>159' 1" 28' 3" 11' 6"<br>P34' Q96' F29' 1 dk<br>RW 3BH<br>WB211t | M (2P) Mchy.aft<br>1 Ho 101'<br>G.36000 B.33500<br>2 Ha (each 34½'×17½')<br>2W Der 2(3) | Vee Oil 4SA 12Cy.<br>765bhp NE3/66<br>Caterpillar Tractor Co.<br>2×30 & 8kW 115V d.c. |
| 518884<br><br>191669 | **KIRK CHIEF**<br>exMayan Chief–61<br>exWest Gulf–59<br>exMoby Dick–57<br>**Kirk Chief Shipping Co. Ltd.**<br>Georgetown, British<br>Cayman Is | 782<br>569<br>1229 | <br><br>Classed BC until 7/65 | | **1942** Redpath, Brown & Co.—Gls<br>204' 0" 30' 2" 13' 0½"<br>185' 9" 30' 0" 15' 1"<br>Q39' F37' 1 dk | TM<br><br>B.50011<br><br>2W Der 2(8) | 2 Oil 4SA each 8Cy.<br>620bhp NE54<br>Klöckner-Humboldt-Deutz |
| 518885<br>VRRQ<br>191646<br>Esd RT | **KIRK DALE**<br>exLara–59<br>**Kirkdale Co. Ltd.**<br>R. B. Kirkconnell & Bro.<br>Georgetown, British<br>Cayman Is | 498<br>220<br>— | ✠100A1<br><br>✠LMC<br><br>MN180 | SS 6/67<br><br><br><br>EL j pt1½"WI<br>pt1½"SQ | **1950**–5 Canadian Vickers Ltd.—Mtl<br>183' 6" 30' 1" 11' 0½"<br>170' 0" 30' 0" 18' 0"<br>1 dk & S dk<br>RW NS Coll BH to U dk 3 to 2nd dk<br>WB163t | M Ref OSD Mchy.aft<br><br>G.50160 B.46300 In.1230<br><br>5W Der 1(15) | Oil 4SA 6Cy. 330×<br>900bhp<br>Nordberg Mfg Co. |
| 650108<br>ZCXK<br>332111<br>Df Esd<br>Pfd Rdr<br>RTm | **KIRK FRAM**<br>exFram–67<br>**Kirk Fram Co. Ltd.**<br>R. B. Kirkconnell & Bro. Ltd.<br>Georgetown, British<br>Cayman Is. | 921<br>499<br>1950 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN236 | <br><br><br><br>EL n 1⅟₁₆"SQ | **1964**–12 Kalmar Varv—Kal<br>234' 5" 36' 2" 12' 2½"<br>215' 1" 36' 1" 20' 2"<br>F23' 2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf 6" DK WB529t | M Mchy.aft<br>1 Ho 151'<br>G.101000 B.88800<br>2 Ha (stl) (40', 54'×19½')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×<br>coupling & sr gearing<br>1184bhp<br>Masch. Kiel G.m.b.H.<br>2×75kW 220V d.c.<br>Controllable pitch prop |
| 518887<br>ZCXJ<br>191648<br>RTm | **KIRK PRIDE**<br>exZulia–59<br>**N. G. Kirkconnell**<br>Georgetown, British<br>Cayman Is | 498<br>220<br>682 | ✠100A1<br><br>✠LMC<br><br>MN180 | SS 2/66<br><br><br><br>EL j 1½"SQ | **1949**–12 Canadian Vickers Ltd.—Mtl<br>183' 6" 30' 1" 11' 0½"<br>170' 0" 30' 0" 18' 0"<br>1 dk & S dk<br>RW NS Coll BH to S dk 3 to 2nd dk<br>WB163t | M (5P) Ref OSD Mchy.aft<br>2 Ho 53½', 54'<br>G.50160 B.46300 In.1230<br>2 Ha (29', 28'×16')<br>5W Der 1(15) 4(5) | Oil 4SA 6Cy. 330×<br>900bhp<br>Nordberg Mfg Co.<br>3×40kW 230V d.c. |
| 518888<br>VRRR<br>191649<br>Esd Rdr<br>RTm | **KIRK STAR**<br>exPvt. Robert Henry<br>**R. B. Kirkconnell & Bro.**<br>Georgetown, British<br>Cayman Is | 498<br>251<br>— | | <br><br>AB | **1944** Wheeler's Shipyard—N.Yk<br>*166·3'* 32' 0" 11' 6½"<br>165' 0" 31' 10"<br>1 dk<br>rf 6" | TM (6P) Mchy.aft<br>2 Ho each 42½'<br>B.24000<br>2 Ha<br>Der 1(15) 4(5) | 2 Oil 2SA each 6Cy.<br>1000bhp<br>General Motors Corp.<br>3×100, 100, 25kW |
| 518889<br><br>196357 | **KIRK TRADER**<br><br>**N. G. Kirkconnell**<br>Georgetown, British<br>Cayman Is | 354<br>292<br>— | | | **1944** New Jersey S.B. Co.—New Jersey<br>*159·0'* 23' 2"<br>... ... ...<br>1 dk | TM | 2 Oil each 6Cy. 8½"×8"<br>Emade<br>Buda Engine Co. |
| 518890<br><br>139901 | **KIRKALINE**<br>exA.C. 1282<br>**Lincoln & Hull Water Transport Co. Ltd.**<br>Dundee British | 151<br>148<br>— | | | **1918** J. R. Piper—Greenwich<br>*125·8'* 16' 5"<br>... ... ...<br>1 dk<br>R | Sr | |
| 652441<br><br>191657 | **KIRKCO**<br>**Kirk Co. Shipping Co. Ltd,**<br>**~~K. H. Ritch~~**<br>Georgetown, British<br>Cayman Is | 282<br>202<br>— | | | **1943** N. M. Davis & Son Ltd.—Maryland<br>*107·3'* 26' 10"<br>... ... ...<br>1 dk | Wood TM | 2 Oil each 6Cy.<br>Atlas Imperial D.E. Co. |
| 518891<br><br>303372<br>RTm | **KIRKDALE H**<br><br>**John Harker Ltd.**<br>Hull British | 276<br>102<br>380 | | | **1957** J. Harker Ltd.—Knottingley<br>141' 0" 22' 0" 8' 5½"<br>135' 0" 21' 9" 9' 0"<br>1 dk<br>RW<br>rf 3" | M Tanker Mchy.aft<br><br><br><br>Der 1(1½) | Oil 4SA 5Cy.<br>225bhp<br>Lister Blackstone<br>1×10kW 110V d.c. |

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| **RKELLA**<br>Marr & Son Ltd.<br>British<br>ul | 1714<br>694<br>— | ✠100A1<br>stern trawler<br>✠LMC<br>MN648 | EL (p)1$\frac{1}{16}$"SQ | 1965–6 Hall, Russell & Co. Ltd.—Abn<br>~~245' 6"~~ 40' 7" 245' 6"(incl.BB)<br>214' 6" 40' 6" 26' 6"<br>B74' 2 dks<br>RW 5BH<br>rf 30" BK7" WB61t | D-E Stern Trawler | 3 Oil 4SA each 8Cy. 10"×12" 2715bhp driving 3 gen. each 560kW 303V d.c. connected to elec. motor 2100shp & sc. shaft<br>English Electric Co. Vulcan Works<br>db 180℔ Newton-le-Willows |
| **RKHAM ABBEY**<br>erman's Wilson Line Ltd.<br>British<br>ul | 1372<br>553<br>1180 | ✠100A1<br>✠LMC<br>MN434 | SS 1/65<br>EL q 1$\frac{1}{16}$"SQ | 1956–7 Austin & Pickersgill Ltd.—Sld<br>265' 4" 40' 6" 14' 5½"<br>250' 0" 40' 0" 23' 0"<br>1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 6" WB293t | M (12P) Ref OSD<br>3 Ho 40' 54', 58'<br>In.76000<br>3 Ha (23½'×16') (30', 30'×20')<br>6W Der 2(10) 4(7) | Oil 4SA 9Cy. 17"×18" with sr gearing & hydraulic coupling<br>2410bhp 107t (d.o)<br>Ruston & Hornsby Lcn<br>3×135kW 220V d.c. 12½k |
| w **ARIOSTO** See New Entries No. 1 | | | | | | |
| **RKHOLMEN**<br>rtdal Fiskeriselskap A/S<br>hannes K. Vartdal<br>esund<br>Norwegian | ~~299~~ 284<br>~~100~~ 111<br>— | | NV | 1959 A/S Ankerløkken Slip. & M/V—Florö<br>137' 7" 24' 11"<br>120' 11" 24' 10" 13' 5"<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>3 Ha (3¼'×4¾') (5¼', 10½'×6½')<br>1 W Der 1(5) | Oil 2SA 7Cy. 280×420 mm<br>560bhp 60t<br>Wichmann Mtrf. Rub<br>2×25kW 220V d.c. 11½k |
| **RKI**<br>Kakkavas<br>raeus<br>Greek | 157<br>—<br>— | | | 1961 ....................Perama | M | Oil<br>50bhp |
| **RKNELL**<br>Clio-57<br>rknell Co. Ltd.<br>nrovia<br>Liberian | 374<br>168<br>592 | | BV | 1936 Gebr. Pot—Bolnes<br>168' 4" 29' 5" 10' 10$\frac{3}{16}$"<br>29' 3"<br>P&B126' F21' 2 dks<br>RW | M CSD Mchy.aft<br>2 Ho 47½', 45½'<br>G.43943 B.42000<br>2 Ha (each 28'×15')<br>2W Der 4(3) | Oil 4SA 8Cy. 8½"×10½"<br>600bhp NE57 37t (d.o)<br>White Motor Co. Springfield<br>3×20kW 120V d.c. 9k |
| **RKOUK**<br>Navale des Pétroles<br>French | 15897<br>9060<br>24800 | | BV | 1951 Nederl. Dok & Schps.—Ams<br>603' 1" 76' 6" 31' 11"<br>... ... ...<br>P145' B43' F60' 1 dk<br>RW | M Tanker Mchy.aft<br>24 Ta<br>L.1143000 HeCls. B<br>Der 4(5) | Oil 2DA 7Cy. 720×1200 mm<br>7000bhp Stork 1814t (d.o)–32pd<br>Nederl. Dok & Schps. Ams<br>3×225, 180, 180kW 380V 50c/s a.c.<br>13½k |
| Now **SAVE** See New Entries No. 4 | | | | | | |
| **RKSONS**<br>alsfjord-64<br>rksons Co. Ltd.<br>rgetown,<br>yman Is<br>British | 499<br>337<br>983<br>830<br>443<br>1880 | | NV | 1963 S.A. Juliana Const. Gijonesa—Gjn<br>245' 2" 35' 7" 11 7¾"/16' 3⅞"<br>226' 5" 35' 5" 19' 1"<br>P59' F31' 1 dk & S dk<br>RW | M (6P) OSD/CSD Mchy.aft<br>2 Ho 67½', 57¼'<br>G.88000 B.78000<br>2 Ha (stl) (55', 45¼'×18¼')<br>4W Der 4(3) | Oil 4SA 9Cy. 300×450 mm<br>1230bhp MAN 130t (d.o)<br>Cia. Euskalduna Bbo<br>2×56kW 220/230V 50c/s a.c. 12½k |
| **KUK**<br>on-58<br>ernment of Iraq<br>irectorate General of<br>rts & Navigation)<br>Iraq | *2223*<br>*953*<br>— | ✠100A1<br>hopper dredger<br>✠LMC | SS 8/66<br>EL s | 1924–12 W. Simons & Co. Ltd.—Rnf<br>292' 0" 47' 1"<br>285' 0" 47' 0" 21' 0"<br>1 dk (stl-teak s)<br>R 6BH<br>WB70t | TS Hopper Dredger Mchy.aft | T 6Cy. 18" 28" & 48"×27"<br>1950ihp 274t (o.f)<br>W. Simons & Co. Ltd. Rnf<br>3 SB 180℔ hs(7074) 9cf 9k |
| **RLANGICLAR**<br>es Primo-59<br>ndros Halcyon-57<br>lvis Bay-57<br>ke Tatla-50<br>inona Park-46<br>angic Sanayi Ticaret ve<br>akliyat A.S.<br>nbul<br>Turkish | 7151<br>4286<br>10705 | ✠100A1<br>✠LMC<br>MN450 | SS 12/65<br>EL a†2$\frac{1}{16}$"SQ | 1944–12 W. Coast S.B. Ltd.—Vcr<br>439' 4" 57' 2" 27' 8¾"<br>416' 0" 56' 10" 37' 4"<br>2 dks<br>RW 7BH<br>WB2105t incl. DTa753t | S CSD<br>G.545848 B.489470<br>11W Der 1(50) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1011t (o.f)<br>Dominion Eng. Works Ltd. Mtl<br>3 SB 220℔ Spt hs(7140) 9cf 10k |
| **RMAN**<br>agdalene-67<br>ceanside-52<br>oranda Park-46<br>anica Transports<br>o. Ltd.<br>raeus<br>Greek | 7060<br>4336<br>10803 | Classed LR until 12/63 | AB | 1944 United Shpyds Ltd.—Mtl<br>441' 6" 57' 2" 27' 8½"<br>417' 4" 56' 11" 37' 4"<br>2 dks<br>RW<br>rf 6" | S<br>5 Ho<br>G.550000 B.494000<br>5 Ha | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1001t (o.f)<br>Dominion Eng. Wks Mtl<br>10k |
| **RMINGTON**<br>miral Cunningham-65<br>ar of Scotland-67<br>e Sleight Trawlers Ltd.<br>msby<br>British | 226<br>71<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN140 | SS 9/65<br>EL (d)j | 1960–11 Hall, Russell & Co. Ltd.—Abn<br>*108·0'* 24' 1"<br>106' 0" 23' 9" 12' 0"<br>F17'<br>4BH<br>rf 19" BK6" | M Trawler | Oil 2SA 4Cy. 340×570 mm<br>700bhp<br>British Polar Engines Ltd. Gls<br>Controllable pitch propeller |
| **ROV**<br>S.R.<br>rossisk<br>Russian | 8229<br>3942<br>11800 | | | 1955 ....................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 11" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430×610 mm<br>4000bhp<br>Russki-Diesel Wks Len<br>12¼k |
| **OVABAD**<br>S.R.<br>mansk<br>Russian | 687<br>225<br>— | ✠ | | 1956–11 A/B Ekensbergs Varv—Skm<br>207' 0" 30' 8"<br>180' 6" 30' 6" 15' 11"<br>F39'<br>RW<br>rf 39" BK8" | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm<br>A/B Lindholmens Varv Got |

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| 672885 | **KIROVABAD**<br>**U.S.S.R.**<br>Russian | 685<br>280<br>642 | | 1952 Stocznia im. Komuny Paryskiej—Gdy<br>189' 1" 29' 7" 13' 10"<br>170' 10" 29' 6" 15' 8"<br>1 dk | M<br>2 Ho<br>G.37400<br>2 Ha (each 33½'×13')<br>4W Der 4(3) | Oil 4SA 8Cy.<br>640bhp<br>Lang Eng. Works |
| 518902<br>UKKA<br>M-8251<br>Df | **KIROVOGRAD**<br>exEmpire Dovey-46<br>exHercules-45<br>**U.S.S.R.**<br>Archangel Russian | 2882<br>1508<br>3132 | **BROKEN UP** | 1929 A.G. "Weser"—Bmn<br>306' 9" 46' 0" 21' 3"<br>45' 10" 25' 11"<br>2 dks<br>R | S<br>3 Ho<br>G.160082<br>4 Ha (16½'×13½') (27½', 27½', 23'×18')<br>8W Der 8(4) | T 3Cy. 19½" 31½" &<br>A.G. "Weser" |
| 518903<br>UICO<br>M-16976<br>Df Esd<br>Gc Rdr | **KIROVSK**<br>**U.S.S.R.**<br>Leningrad Russian | 5518<br>2952<br>8560 | ✠ | 1957-11 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>457' 5" 57' 11" 25' 10"<br>427' 6" 57' 9" 38' 1"<br>Q32' RFD83' 1 dk & S dk<br>rf 6" | M OSD<br>5 Ho<br>G.483389<br>5 Ha (32½', 32½', 32½', 32½', 31½'×23½')<br>16W Der 16(5) | Oil 2SA 9Cy. 720×1250<br>6300bhp Sulzer<br>Wärtsilä Kon. Crichton- |
| 518904<br>Esd | **KIROVSK**<br>**U.S.S.R.**<br>Murmansk Russian | 747<br>261<br>— | ✠ | 1952-4 A/B Lödöse Varf—Lod<br>Cmpl. A/B Lindholmens Varv—Got<br>206' 11" 30' 6" 14' 10½"<br>180' 5" 30' 4" 15' 11"<br>F39'<br>RW<br>BK8" | S Trawler | C 4Cy. (2) 11½" & (2)<br>A/B Lindholmens Varv |
| 518905<br>UYSX<br>M-17073<br>Df Esd<br>Gc Rdr | **KIROVSKLES**<br>**U.S.S.R.**<br>Petropavlovsk Russian | 2925<br>1361<br>3400 | | 1962 Nystads Varv—Nystad<br>335' 0" 46' 1" 18' 9"<br>305' 2" 45' 11" 22' 6"<br>1 dk | M<br>4 Ho<br>G.182613<br>4 Ha (each 32½'×28½')<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy.<br>2900bhp<br>Burmeister & Wain |
| 680586<br>UIBS<br>M-19806 | **KIROVSKY**<br>**U.S.S.R.**<br>Vladivostok Russian | 487<br>—<br>157 | | 1956 ......................Shanghai<br>145' 9" 30' 10" 11' 0½"<br>14' 5" | TM Tug<br>1W Der 1(1½) | 2 Oil 2SA each 6Cy.<br>Emade[illegible] |
| 518906<br>SLBN<br>9707<br>Df Esd<br>Gc Rdr<br>RT | **KIRRIBILLI**<br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish | 7457<br>4287<br>—<br>10738<br>6349<br>12060 | ✠100A1 SS 2/65<br>DTf—vegetable oil<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1760 EL f†2½"SQ | 1956-10 J. Boel & Fils—Tamise<br>Cmpl. A/B Götaverken—Got<br>511' 1" 68' 3" ~~27' 7½"/29' 9" 29' 9"~~<br>471' 9" 68' 0" 44' 0" 27' 7½"/29' 9"<br>F46' RAD33' 1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 5 holds<br>~~Coll BH to S dk 8 to 2nd dk~~ Coll BH to S dk 8 to 2nd dk<br>rf 6" DK fwd WB1744t incl. Tunnel tanks 422t DTf1110t | M Ref ~~OSD/CSD~~ ~~CSD~~ OSD/CSD<br>6 Ho 60½', 58', 35½', 53½', 51½', 36½'<br>G.669995 B.613274 In.61270<br>6 Ha (stl) (29', 41½', 39½' 39½', 34½', 27'×20')<br>2W Cr 1(2) Der 2(20) 6(5) 6(3) | Oil 2SA 10Cy.<br>8800bhp<br>A/B Götaverken<br>AuxB 100lb<br>4×240, 240, 185, 185kW |
| 651722<br>GQSH<br>305441<br>Df Esd<br>Gc Rdr<br>RTm/h | **KIRRIEMOOR**<br>~~Moor Line Ltd.~~<br>~~Walter Runciman & Co. Ltd.~~<br>~~Newcastle Glasgow British~~<br>**Anchor Line ~~Line~~ Ltd.**<br>Runciman Shipping Ltd.<br>Glasgow British | 22198<br>13565<br>37673 | ✠100A1<br>strengthened for ore cargoes holds Nos. 1, 3, 7 & 9 or holds Nos. 1, 5 & 9 or holds Nos. 1, 4 & 7 may be empty ✠LMC<br>MN2760 EL o†2½"SQ | 1965-12 J. L. Thompson & Sons Ltd.—Sld<br>645' 6" 86' 3" 38' 5"<br>612' 6" 85' 0" 51' 10"<br>P99' F45' 1 dk<br>NS 11BH<br>rf 4" WB11718t incl. Topside tanks in holds 5411t | M Bulk Carrier Mchy.aft<br>9 Ho 42', 60', 60', 60', 48', 60', 60', 60', 30'<br>9 Ha (stl) (27'×30') (35', 35', 33', 27', 35', 35', 35', 27'×40')<br>Der 2(3) | Oil 2SA 6Cy.<br>13800bhp Sulzer<br>Hawthorn, Leslie<br>2WTAuxB 120lb<br>3×360kW 440V |
| 518908<br>TCVK<br>791<br>Df Esd<br>Gc Rdr<br>RTm/h | **KIRSEHIR**<br>exBonita-53<br>**D.B. Deniz Nakliyati T.A.S.**<br>Istanbul Turkish | 2413<br>1259<br>4050 | AB | 1951 Moss Værft & Dokk A/S—Moss<br>337' 3" 48' 8" 20' 9"<br>314' 0" 48' 6" 21' 6"<br>1 dk & S dk<br>RW<br>rf 7" | S (8P) OSD<br>3 Ho 41½', 88½', 101½'<br>G.267821 B.239266<br>5 Ha (21', 25½', 25½', 25½', 23½'×20')<br>10W Der 1(25) 10(5) | C 4Cy. (2) 16½" &<br>1900ihp<br>Moss Værft & Dokk A/S<br>2×20kW 110V d.c. |
| 511588<br>GQPE<br>160750<br>RTm | **KIRSTEN**<br>exFjordskår-65 exTrysfjord-58<br>**Wm. Dennison (Shapinsay) Ltd.**<br>Kirkwall British<br>Now **GODFJORD** See New Entries No. **1** | 208<br>113<br>280 | NV | 1956 Höllen Skibsverft—Höllen<br>105' 1" 22' 1" 9' 10½"<br>97' 0" 21' 11" 11' 0"<br>1 dk | M Mchy.aft<br>1 Ho 67'<br>1 Ha (47'×14½')<br>Der 1(2½) 1(1½) | Oil 2SA 3Cy.<br>210bhp<br>A/S De Forenede |
| 641115<br>OYIC<br>Df Esd<br>Rdr<br>RTm | **KIRSTEN FRANK**<br>**Rederiet H. & P. Shipping I/S**<br>C. H. Petersen<br>Vejle Danish | 398<br>264<br>660 | BV | 1964 Husumer Schiffsw.—Husum<br>170' 0" 28' 6" 12' 0"<br>152' 9" 28' 4" 12' 2"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 98½'<br>2 Ha (28½', 47'×16½')<br>Cr 2(3) | Oil 4SA 5Cy.<br>400bhp<br>H. Callesen & Co. |
| 520773<br>OVJA<br>9785<br>Df Esd<br>Rdr | **KIRSTEN HALSKOV**<br>exLibra-67<br>**Svend Aage Gudmandsen**<br>Hundested Danish | 806 ~~499~~<br>519 ~~266~~<br>~~960~~ | ✠Classed LR until 9/67 | 1957-10 A/B Falkenbergs Varv.—Falkenberg<br>198' 9" 33' 0" 12' 0½"<br>178' 10" 32' 9½" 12' 6"<br>P&B105' F26' 1 dk<br>rf 4" | M Mchy.aft<br>1 Ho<br>G.55000 B.50000<br>2 Ha (41½'×16½') (45½'×19½')<br>5W Der 3(3) 2(2) | Oil 2SA 4Cy.<br>840bhp<br>Nydqvist & Holm A.B |

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| **RSTEN MÆRSK**<br>S af 1912 A/S<br>P. Möller, Copenhagen<br>penhagen<br>Danish | 3367<br>1832<br>5054<br>4689<br>3270<br>6010 | ✠100A1 SS 10/64<br>tunnel side tanks—oil FP above 150° F.<br>DTm—oil FP above 150° F., vegetable oil or latex<br>FPT—latex<br>✠LMC<br>MN728 EL x 1⅛"SQ | 1950–5 Mitsui Zosen—Tmn<br>393′ 2″ 52′ 1″ 21′ 8½″/23′ 9½″<br>360′ 11″ 52′ 0″ 31′ 0″<br>P17′ F79′ 1 dk & S dk<br>RW 7BH<br>WB1881t incl. Tunnel tank 136t DTm320t | M OSD/CSD<br>5 Ho<br>G.350000 B.323000<br>5 Ha (27′×17′) (35½′, 30¾′, 30¾′×18¼′) (28½′×17′)<br>16W Der 4(25) 5(10) 11(5) | Oil 2SA 7Cy. 620×1150 mm<br>3640bhp B&W 967t<br>Mitsui Zosen Tmn<br>AuxB 100lb 14½k |
| Now **COLUMBINE** See New Entries No. **12** | | | | | |
| **RSTEN SKOU**<br>Skou Rederi A/S<br>Skou<br>penhagen<br>Danish | 4259<br>2341<br>7000<br>6457<br>3701<br>8950 | ✠100A1 SS 2/69<br>DTm & tunnel side tanks—oil FP above 150° F. or vegetable oil<br>✠LMC<br>MN1300 EL z 1$\frac{11}{16}$"SQ | 1964–1 A/S Nakskov Skibsv.—Nkv<br>427′ 6″ 56′ 7″ 23′ 11″/27′ 6″<br>391′ 7″ 56′ 5″ 35′ 2″<br>F88′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4″ WB2629t incl. Tunnel tank 225t DTm1054t | M (12P) OSD/CSD<br>4 Ho 46′, 97¾′, 64¾′, 50½′<br>G.486440 B.434530<br>5 Ha (stl) (27′, 36¾′, 37½′, 37½′, 35′×20¼′)<br>16W Der 2(25) 4(10) 12(5) | Oil 2SA 6Cy. 620×1400 mm<br>6500bhp B&W 950t (hvf)<br>Helsingör Skibs & Msk. Hsg<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×280kW 440V 60c/s a.c. 16½k |
| **RSTEN SMITS**<br>rinus Smits<br>p's Scheepv. &<br>Handelmaats. N.V.<br>terdam<br>Netherland | 500<br>271<br>1100 | ✠100A1 SS 11/65<br>✠LMC<br>MN220 EL n 1$\frac{5}{16}$"SQ | 1961–10 Schps. v/h De Groot & v. Vliet—Slikkerveer<br>238′ 5″ 34′ 0″ 12′ 6¼″<br>214′ 0″ 33′ 8″ 19′ 8″<br>F35′ 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf 4″ WB399t | M OSD Mchy.aft<br>1 Ho 141′ 1 TwD 142′<br>G.78561 B.71576<br>2 Ha (stl) (37½′, 61′×18′)<br>6W Der 6(3-5) | Oil 4SA 9Cy. 300×450 mm<br>1100bhp 110t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×30kW 220V d.c. 11½k |
| **RSTEN THOLSTRUP**<br>Dansk Flaskegas<br>Brdr. Tholstrup & Co.)<br>S Trans-Kosan<br>penhagen<br>Danish | 1035<br>567<br>711 | BV | 1961 Jos. L. Meyer—Papenburg<br>221′ 1″ 31′ 4″ 11′ 11½″<br>196′ 0″ 31′ 2″ 18′ 0″<br>2 dks | M Liquefied Gas Carrier | Oil 4SA 8Cy. 320×480 mm<br>950bhp 84t<br>Motorenw. Mannheim Mhm<br>12½k |
| **RSTEN WESCH**<br>Bari-64<br>ny Wesch<br>burg<br>W. German | 1177<br>534<br>1751<br>1946<br>1217<br>2920 | GL | 1961 Schiffswerft Neptun—Ros<br>295′ 11″ 39′ 4″ 14′ 7½″/18′ 9″<br>39′ 2″ 22′ 4″<br>P51′ F27′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>G.143166 B.131230<br>2 Ha (stl) (68′, 58¾′×20½′)<br>Der 2(20) 8(5) | Oil 4SA 8Cy. 420×660 mm<br>1650bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| **STENBOSCH**<br>onal Trawling & Fishing<br>. Ltd.<br>& Johnson Ltd.<br>Town<br>S. African | 453<br>151<br>— | ✠Classed LR until 8/58 | 1957–5 Cook, Welton & Gemmell Ltd.—Bev<br>157′ 6″ 27′ 4″<br>140′ 0″ 27′ 0″ 14′ 0″<br>Q77′ F26′<br>RW<br>rf 33″ BK8″ | S Trawler<br>2 Ho 27½′, 12′ | T 3Cy. 13″ 23″ & 37″×26″<br>650ihp<br>C. D. Holmes & Co. Hul<br>1×10kW 110V d.c. |
| **TONDYKE**<br>ndyke Shipping Co.<br>d.<br>British | 959<br>473<br>1275 | ✠100A1 SS 5/68 ~~SS 1/68~~<br>✠LMC<br>MN192 EL I | 1957–10 R. S. Hayes (Pembroke Dock) Ltd.—Pembroke Dock<br>214′ 7″ 35′ 6″ 13′ 4¼″<br>199′ 0″ 35′ 0″ 15′ 0″<br>P48′ F25′ 1 dk<br>RW NS 4BH<br>rf nil WB285t | M Mchy.aft<br>2 Ho 62½′, 60½′<br>G.61330 B.58935<br>2 Ha (stl) (each 47′×22′)<br>6W Der 6(3) | Oil 2SA 6Cy. 340×570 mm<br>900bhp 80t (d.o)<br>British Polar Engines Ltd. Gls<br>3×60kW 220V d.c. 12k |
| **RULA**<br>rm-60<br>olf Ohlsen<br>Christiansen<br>sten<br>Danish | 298<br>169<br>360 | BV | 1937 Sch. Delfzijl v/h Sander—Dzl<br>134′ 0″ 24′ 1″ 9′ 4¼″<br>… … …<br>1 dk<br>R | M Mchy.aft<br>1 Ho 78¾′<br>B.19000<br>2 Ha (29½′, 27¾′×14¾′)<br>Der 2(2) | Oil 4SA 4Cy. 300×480 mm<br>300bhp<br>N.V. Werkspoor Ams<br>9k |
| **RVI**<br>Kirvi<br>eri A/S Isafold<br>derikshavn<br>Danish | 299<br>191<br>555 | | 1964 Ørskovs Staalskibsværft—Fkn<br>157′ 11″ 28′ 5″ 10′ 2″<br>141′ 9″ 28′ 4″ 11′ 4″<br>1 dk | M Mchy.aft<br>1 Ho 100′<br>G.25000 B.21000<br>2 Ha (each 35½′×16¼′)<br>Der 2(2) | Oil 2SA 5Cy. 230×400 mm<br>300bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>3×8kW 220V d.c.<br>Controllable pitch propeller |
| **RYU MARU**<br>anishi Kaiun K.K.<br>tashi<br>Japanese | 380<br>201<br>— | | 1960 Mizutani Zosen—Osa<br>*143·4′* 24′ 5″<br>… … …<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>Makita Tekkosho Takamatsu |
| **ARAGI MARU**<br>tsuki Unyu K.K.<br>Japanese | 238<br>112<br>— | | 1961 Watanabe Zosensho—Ehime<br>*109·9′* 21′ 6″<br>108′ 2″ 21′ 4″ 10′ 10″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 5Cy. 275×400 mm<br>Makita Tekkosho Takamatsu |
| **MARU**<br>Kaiun K.K.<br>Japanese | 115<br>51<br>140 | | 1959 Geibi Zosen Kogyo—Kur<br>93′ 2″ 17′ 6″ 7′ 6″<br>82′ 1″ 17′ 4″ 8′ 4″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 256×370 mm<br>Niigata Eng. Co. Ltd. Niigata |

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| 518923<br>JEJU<br>86229<br>RT | **KISEI MARU No. 18**<br><br>**Toto Kisen**<br>Tokyo<br>Now **KINRIKI MARU No. 3** See New Entries No. 3 | <br><br><br>Japanese | 485<br>301<br>— | | 1960 Takehara Zosen—Hma<br>173' 3" 25' 9" 11' 6"<br>154' 3" 25' 7" 13' 2"<br>1 dk<br>RW | M Mchy.aft<br><br>G.35067 B.33514<br>1 Ha (72½'×16½') | Oil 4SA 6Cy. 300×420 mm<br><br>Kinoshita Tekkosho |
| 542087<br>7JSC<br>87892 | **KISEN MARU No. 1**<br><br>**Kisen Godo Kaiun K.K.**<br>Wakayama | <br><br><br>Japanese | 158<br>80<br>— | | 1961 Shin Yamamoto Zosen—Kochi<br>*90·2'* 22' 5"<br>22' 3"<br>1 dk | M Mchy.aft<br><br>G.12325 B.11053<br>1 Ha (46½'×16½') | Oil 4SA 4Cy. 280×400 mm<br><br>Makita Tekkosho |
| 518924<br>8JQQ<br>92040 | **KISEN MARU No. 2**<br><br>**H. Koura**<br>Shimotsu | <br><br><br>Japanese | 197<br>94<br>— | | 1962 Taihei Kogyo—Hma<br>109' 1" 22' 6" 9' 7"<br>98' 4" 22' 3½" 10' 6"<br>1 dk | M Mchy.aft<br><br>G.12678 B.11795<br>1 Ha (46½'×14¾') | Oil 4SA 4Cy. 340×380 mm<br><br>Makita Tekkosho |
| 650711 | **KISEN MARU No. 5**<br><br>**Kisen Godo Kaiun K.K.**<br>Wakayama | <br><br><br>Japanese | 260<br>58<br>295 | | 1964 Sanuki Zosen—Takuma<br>21' 10" 9' 1"<br>98' 1" 21' 8" 9' 10"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 3Cy. 345×385 mm<br><br>Makita Tekkosho |
| 518925<br>JERK<br>61146<br>Df Esd<br>Rdr RT | **KISHIN MARU**<br><br>**Kishin Kaiun K.K.**<br>Kobe<br>Now **SAIGON** See New Entries No. 11 | <br><br><br>Japanese | 1937<br>1034<br>2794 | NK | 1948 Kawaminami Kogyo—Koyagishima<br>284' 10" 40' 0" 17' 6"<br>270' 0" 39' 11" 20' 4"<br>P87' F29' 1 dk<br>R | M (2P) Mchy.aft<br>2 Ho 63', 113½'<br>G.142918 B.128263<br>2 Ha (30', 84'×21')<br>8W Der 1(25) 4(8) 2(5) | Oil 4SA 6Cy. 460×590 mm<br>1800bhp NE82<br>Ito Tekkosho<br>2×40kW 105V d.c. |
| 518926<br>JEXX<br>84318<br>Rdr | **KISHIN MARU**<br><br>**Marushin Kaiun K.K.**<br>Kobe | <br><br><br>Japanese | 513<br>282<br>798 | | 1959 Kurushima Dock Co. Ltd.—Imabari<br>175' 10" 27' 11" 12' 9"<br>157' 5" 27' 10" 14' 2"<br>1 dk<br>RW | M Mchy.aft<br><br>G.36162 B.32560<br>1 Ha (74¾'×17½') | Oil 4SA 6Cy. 320×460 mm<br>650bhp<br>Nippon Hatsudoki |
| 518927<br>JARH<br>69600 | **KISHIN MARU**<br><br>**S. Kurokawa**<br>Imabari | <br><br><br>Japanese | 196<br>133<br>— | | 1953 Koyo Dock—Mihara<br>*113·5'* 19' 10"<br>19' 8" 8' 11"<br>Q36' F18' 1 dk<br>RW len 54 | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>Emade48relltsch<br>Shinkoku Kikai |
| 672285<br>UZGQ<br>M-20982<br>Df Esd<br>Gc Rdr | **KISHINEV**<br><br>**U.S.S.R.**<br>Petropavlovsk | <br><br><br>Russian | 614<br>205<br>438 | | 1951 Stocznia Gdanska—Gdk<br>*185·7'* 29' 8" 13' 11"<br>29' 6½" 16' 3" | S Trawler<br>2 Ho<br>In.13102<br>2 Ha<br>3W Der 2(2½) 1(1½) | C 4Cy. (2) 420 & (2)<br>1000ihp |
| 680587<br>ULLB<br>M-19809 | **KISHINEV**<br><br>**U.S.S.R.**<br>Nikolaevsk | <br><br><br>Russian | 487<br>—<br>157 | | 1956 ......................Shanghai<br>146' 0" 30' 10" 11' 0½"<br>14' 5" | TM Tug<br>1W Der 1(1½) | 2 Oil 2SA each 6Cy. |
| 518928<br><br><br>Df | **KISHINOV**<br><br>**U.S.S.R.** | <br><br><br>Russian | 305<br>79<br>— | | 1955 Wärtsilä Kon. Sandvikens Skepps.<br>—Hfs<br>RW | S Tug | T 3Cy. 15¾" 21½" &<br><br>Wärtsilä Kon. Sandv |
| 518930<br>JJQI<br>85267 | **KISHO MARU**<br><br>**Marushin Kaiun K.K.**<br>Kobe | <br><br><br>Japanese | 420<br>242<br>687 | | 1960 Kurushima Dock Co. Ltd.—Imabari<br>155' 11" 26' 5" 11' 6"<br>141' 0" 26' 3" 12' 5"<br>1 dk<br>RW | M Mchy.aft<br><br>G.28605 B.26380<br>1 Ha (63'×16½') | Oil 4SA 6Cy. 290×430 mm<br>530bhp<br>Nippon Hatsudoki |
| 518931<br>JMUU<br>77979 | **KISHO MARU**<br><br>**T. Funada**<br>Hiroshima | <br><br><br>Japanese | 234<br>122<br>— | | 1959 Geibi Zosen Kogyo—Kur<br>124' 8" 20' 11" 9' 4"<br>20' 4" 10' 2"<br>1 dk len 60 | M Tanker Mchy.aft | Oil SA 5Cy. 260×430 mm<br>250bhp<br>Fuji Seisakusho |
| 518932<br>JJUS<br>82397 | **KISHO MARU No. 3**<br><br>**Kumano Kaiun K.K.**<br>Osaka | <br><br><br>Japanese | 271<br>142<br>373 | | 1959 Ujina Zosensho—Hma<br>129' 11" 23' 1" 9' 10"<br>114' 10" 22' 11" 10' 10"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (54½'×13') | Oil 4SA 6Cy. 280×430 mm<br><br>Nippon Hatsudoki |
| 541618<br>7LLR<br>87877 | **KISHO MARU No. 8**<br><br>**M. Kurasawa**<br>Kushimoto | <br><br><br>Japanese | 383<br>190<br>— | | 1961 Tosa Zosen Tekkosho—Kochi<br>*132·9'* 25' 5"<br>25' 3"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×430 mm<br><br>Hanshin Nainenki Kogyo |
| 661259<br>JKEV<br>99432<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **KISHU MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka | <br><br><br>Japanese | 33171<br>19380<br>53341 | NK | 1966 Mitsubishi Hvy Ind. Ltd.—Kob<br>734' 11" 104' 6" 37' 9"<br>692' 4" 104' 4" 57' 5"<br>1 dk | M Bulk Carrier Mchy.aft<br>5 Ho 63', 110½', 110½', 110½', 104½'<br>G.2349317<br>1 Ha (stl) (38½'×36½')<br>8 Ha (stl) (each 39½'×42') | Oil 2SA 8Cy. 900×1550 mm<br>18400bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd.<br>2×600kW 450V |

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| **SIL**<br>S.S.R.<br>Russian | **3247**<br>1572<br>— | | **1958** Schiffswerft Neptun—Ros<br>334′ 7″ 47′ 3″ 23′ 8″<br>47′ 1″<br>1 dk<br>RW | S | Steam Reciprocating & LP turb | |
| **ISLOVODSK**<br>S.S.R.<br>ningrad Russian | **5419** ✠<br>2946<br>8595 | | **1959–11** Wärtsilä Kon. Crichton-Vulcan —Åbo<br>457′ 4″ 57′ 11″ 25′ 10″<br>427′ 6″ 57′ 9″ 38′ 1″<br>RAD31′ RFD84′ 1 dk & S dk<br>rl 6″ | M OSD<br>5 Ho<br>G.479222<br>5 Ha (32½′, 32½′, 32½′, 32½′, 31½′×24¼′)<br>10W Der 10(5) | Oil 2SA 9Cy. 720×1250 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan | <br><br>Åbo<br>14½k |
| **ISMET** T.Mk<br>xElbe-67<br>win E. Harry **Schroder**<br>mburg W. German | **424**<br>250<br>1047 | GL | **1961** J. J. Sietas Schiffsw.—Ham<br>201′ 0″ 33′ 0″ 12′ 1½″<br>180′ 6″ 32′ 10″ 12′ 11″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 128′<br>G.69000 B.62000<br>2 Ha (59¼′ comb., 32½′×19¾′)<br>4W Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz<br>3×10, 10, 5½kW 110V d.c. | <br>38t<br>Kln<br>10k |
| **SO MARU**<br>ippon Suisan K.K.<br>kyo Japanese | **2522**<br>1370<br>2244 | NK | **1963** Mitsui Zosen—Tmn<br>278′ 9″ 44′ 5″ 17′ 5¼″<br>252′ 8″ 44′ 3½″ 28′ 7″<br>2 dks<br>rf 3¾″ | M Stern Trawler<br>3 Ho 27′, 60′, 51½′<br>3 Ha (each 7¾′×7¾′)<br>Cr 5(½) Der 2(3) 4(1½) | Oil 2SA 7Cy. 420×750 mm<br>2750bhp B&W<br>Mitsui Zosen<br>2×250kW 445V 60c/s a.c. | <br>715t (hvf)<br>Tmn<br>12½k |
| **SOGAWA MARU**<br>in Yei Sempaku K.K.<br>kyo Japanese | **3801**<br>2323<br>5818 | NK | **1963** Onomichi Zosen—Onomichi<br>360′ 8″ 51′ 4″ 21′ 10″<br>334′ 5″ 51′ 2″ 26′ 7″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.281106 B.259246<br>3 Ha (46¾′, 46¾′, 73¾′×23′)<br>11W Der 8(10) | Oil 2SA 7Cy. 450×750 mm<br>3150bhp<br>Akasaka Tekkosho<br>2×100kW 445V a.c. | <br>375t<br>Shimizu<br>13k |
| **SOHARU MARU**<br>mashita-Shinnihon Kisen K.K.<br>kyo Japanese | **8169**<br>4673<br>11264 | NK | **1955** Hitachi Zosen—Inn<br>476′ 2″ 60′ 5″ 28′ 3½″<br>439′ 8″ 60′ 4″ 37′ 5″<br>P32′ Q31′ B83′ F44′ 2 dks<br>RW | M Ref<br>6 Ho<br>G.565823 B.517710 In.7300<br>6 Ha (24½′×19¾′) (41½′, 28¾′, 21′, 42′, 27½′×23′)<br>16W Der 2(20) 2(10) 12(5) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W<br>Hitachi Zosen<br>3×200kW 450V a.c. | <br>1247t<br>Osa<br>15¼k |
| **SSAMOS**<br>astasaki Bros. & Kastrinaki<br>eus Greek | **100**<br>30<br>— | | **1956** ………………….Perama<br>81′ 7″ 20′ 1″<br>… … …<br>1 dk | Wood Aux Fishing Mchy.aft | Oil 2DA 4Cy.<br>Alpha<br>Burmeister & Wain | |
| **SSAVOS**<br>ndros Springs-60<br>ceano Cia. Nav. S.A.<br>rovia Liberian | **23232**<br>14571<br>39276 | AB | **1956** Harima Zosensho—Aio<br>682′ 5″ 92′ 9″ 35′ 3⅛″<br>656′ 2″ 92′ 6″ 47′ 7″<br>P135′ B32′ F49′ 1 dk<br>RW<br>rf 6″ | S Tanker Mchy.aft<br>33 Ta | 2 S Turb dr geared to sc. shaft<br>19250shp<br>Ishikawajima Jukogyo | <br>5282t (o.f)<br>Tok |
| **SSHIN MARU**<br>okuni Kisen K.K.<br>be Japanese | **1582**<br>868<br>2541 | NK | **1960** Onomichi Zosen—Onomichi<br>272′ 1″ 39′ 6″ 17′ 0″<br>254′ 3″ 39′ 4″ 19′ 8″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.116786 B.113325<br>2 Ha (44′, 85¼′×19¾′)<br>8W Der 2(15) 2(10) 2(5) | Oil 4SA 6Cy. 430×620 mm<br>1400bhp<br>Niigata Eng. Co. Ltd.<br>2×25kW 105V d.c. | <br>140t<br>Niigata<br>11½k |
| **SSHO MARU No. 18**<br>hachi Kensetsu K.K.<br>ka Japanese | **199**<br>—<br>— | | **1964** Imai Zosen—Kochi<br>24′ 10″ 11′ 5″<br>95′ 2″ 24′ 7″ 12′ 0″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 275×400 mm<br>Ishibashi Tekkosho | <br>Matsue |
| **SYU MARU**<br>o Kaiun K.K.<br>niotsu Japanese | **494**<br>243<br>— | | **1963** Tosa Zosen Tekkosho—Tosa<br>*149·6′* 32′ 0″ 13′ 9″<br>31′ 10″<br>1 dk<br>RW | M Tanker Mchy.aft<br>L.40575 | Oil 4SA 6Cy. 260×400 mm<br>700bhp<br>Fuji Seisakusho | <br>24t<br>Tateyama<br>10½k |
| **TA MARU**<br>rushin Kaiun K.K.<br>Japanese | **490**<br>253<br>854 | | **1965** Kurushima Dock Co. Ltd.—Imabari<br>174′ 6″ 28′ 0″ 12′ 9½″<br>157′ 5″ 27′10½″ 13′ 9″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>1 Ha | Oil 4SA 6Cy. 280×440 mm<br>700bhp<br>Nippon Hatsudoki<br>2×20kW 225V a.c. | <br>39t<br>Kob<br>11k |
| **TAKAMI MARU**<br>pon Suisan K.K.<br>Japanese | **550**<br>216<br>439 | | **1966** Niigata Eng. Co. Ltd.—Niigata<br>185′ 9″ 30′ 3″ 12′ 5″<br>168′ 8″ 30′ 2″ 13′ 8″<br>1 dk | M Trawler Mchy.aft<br>2 Ho each 38¼′<br>2 Ha (w) (7¼′, 7½′×7¼′)<br>1 Ha (stl) (6½′×4½′)<br>Cr 2(3) 2(1) Der 2(3) 4(2) 2(1½) | Oil 4SA 6Cy. 370×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd.<br>2×375kW 440V 60c/s a.c. | <br>(hvf)<br>Niigata<br>12k |
| **TAKAMI MARU**<br>a Sempaku K.K.<br>Japanese | **239**<br>101<br>233 | | **1961** Miho Zosensho—Shimizu<br>130′ 6″ 23′ 1″<br>115′ 10″ 22′ 11″ 10′ 6″<br>1 dk | M Mchy.aft<br>2 Ha | Oil 4SA 6Cy. 270×400 mm<br>420bhp<br>Akasaka Tekkosho | <br>24t<br>Yaizu<br>9½k |

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| 518947<br>JCHW<br>89236<br>Df Esd<br>Rdr RT | **KITAKAWA MARU**<br><br>**Harumi Sempaku K.K.**<br>Tokyo Japanese | 2454<br>1304<br>3858 | | <br><br>NK | 1961 Shioyama Dkyd Co. Ltd.—Osa<br>307′ 6″ 45′ 9″ 19′ 2″<br>283′ 10″ 44′ 8″ 22′ 10″<br>P72′ F30′ 1 dk<br>RW | M Mchy.aft<br>2 Ho 92½′, 98½′<br>G.179293 B.167074<br>2 Ha (69′, 76½′ × 21′)<br>8W Der 2(15) 6(10) 8(5) | Oil 4SA 8Cy. 470×570 mm<br>2400bhp<br>Akasaka Tekkosho<br>2×50kW 220V d.c. |
| 518948<br>FOVJ<br><br>Df Esd<br>Gc Rdr<br>RT | **KITALA**<br><br>**Cie. Maritime des**<br>**Chargeurs Réunis**<br>Havre French | 4143<br>2266<br>3189 | | <br><br>BV | 1957 Soc. des For. de la Méditerranée—Hav<br>359′ 3″ 50′ 6″ 21′ 1″<br>328′ 2″ 50′ 5″ 32′ 10″<br>B94′ 2 dks<br>RW | M Ref<br><br>In.171911<br>5 Ha (each 16½′ × 16½′)<br>10W Der 10(4½) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp Sulzer<br>Soc. des For. de la Méditerr |
| 618948<br>JADY<br>90632<br>Df Esd<br>Gc Rdr<br>RT | **KITAMI MARU**<br><br>**Nippon Yusen K.K. &**<br>**Showa Yusen K.K.**<br>Tokyo Japanese | 2999<br>1657<br>4470 | | <br><br>NK | 1962 Hakodate Dock Co. Ltd.—Hak<br>331′ 5″ 47′ 9″ 20′ 2″<br>305′ 1″ 47′ 7″ 24′ 7″<br>1 dk<br>RW<br>rf 4″ | M (2P) Mchy.aft<br>3 Ho 59′, 103½′, 57½′<br>G.213450 B.203060<br>3 Ha (35½′, 70½′, 30½′ × 23′)<br>12W Der 6(15) 2(10) | Oil 2SA 6Cy. 450×750 mm<br>2700bhp<br>Kobe Hatsudoki Seizosho<br>2×80kW 440V 60c/s a.c. |
| 512367<br>JLJG<br>81252 | **KITASAKA MARU No. 10**<br>exFukutoku Maru No. 10–63<br>**Kitasaka Sekiyu K.K.**<br>Sakai Japanese<br>Now **ISUZU MARU No. 3** See New Entries No. 3 | 270<br>137<br>494 | | | 1958 Ichikawa Zosen—Ise<br>127′ 4″ 22′ 1″ 9′ 10″<br>115′ 11″ 21′ 11″ 10′ 11″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 265×400 mm<br>320bhp<br>Nippon Hatsudoki |
| 518949<br><br>184224<br>RTv | **KITE**<br><br>**J. P. Knight Ltd.**<br>Rochester British | 118<br>—<br>— | | | 1952 Richards Irn Wks Ltd.—Lwt<br>*80-0′* 22′ 0″<br>… … …<br><br>R | M Tug | Oil 5Cy. 340×570 mm<br>950bhp<br>British Polar Engines Ltd.<br>2×15kW 110V d.c. |
| 502879<br>SVAM<br>2685<br>Df Esd<br>Gc Rdr<br>RT | **KITHIRA**<br>exAtlanta–65<br>**Jade Co. Inc.**<br>Piræus Greek | 5153<br>2594<br>7874 | ✠100A1<br>Str. nav. Ice<br>✠LMC<br><br>MN1260 | SS 5/54<br><br><br><br>EL b†2⅜″ | 1952–3 A. Vuijk & Zonnen—Capelle<br>458′ 8″ 59′ 4″ 24′ 9″<br>427′ 6″ 59′ 0″ 36′ 3″<br>P30′ F102′ 1 dk & S dk, 3rd dk fwd of ER<br>RW 1BH to S dk 6 to 2nd dk<br>WB1477t incl. Tunnel tanks 194t | M OSD<br><br>G.520234 B.472921<br><br>16W | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp<br>Masch. Augsburg-Nürnb<br>db 105lb |
| 518950<br>SZME<br>910 | **KITHIRA**<br><br>**Nikolaos Mazarakis**<br>Piræus Greek | 148<br>71<br>— | | | 1889 S. Wine—<br>105′ 11″ 20′ 6″<br>… … …<br>1 dk<br>R | M | Oil 4DA 4Cy.<br>150bhp Emade—[illegible]<br>Ansaldo Stab. Mecc. |
| 504675<br>SZIN<br>2357<br>Df Esd<br>Gc Rdr | **KITHNOS**<br>exBlue Ocean–63<br>**Jade Co. Inc.**<br>Piræus Greek | 3648<br>1521<br>4240 | ✠100A1<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC | SS 8/67<br><br><br><br>EL y | 1946–12 Kockums M/V A/B—Mmo<br>397′ 8″ 53′ 1″ 23′ 4½″<br>365′ 9″ 53′ 0″ 33′ 6″<br>B&F236′ 1 dk & S dk, Platform dk fwd of<br>Coll BH to S dk 5 to 2nd dk mchy. space<br>WB1620t incl. Tunnel tanks 728t | M Ref OSD<br><br>B.223000 In.233350<br><br>9W | Oil 2DA 8Cy. 600×11<br>5250bhp<br>Kockums M/V A/B |
| 540605<br>8JAZ<br>89915 | **KITO MARU No. 5**<br>exSumitoku Maru No. 1<br>**S. Torisawa**<br>Yokohama Japanese | 114<br>76<br>— | | | 1962 Kanto Kosan—Tok<br>*83-4′* 20′ 4″<br>20′ 2″<br>1 dk | M Mchy.aft<br><br>G.7981 B.7487<br>1 Ha (49½′ × 17′) | Oil 2SA 2Cy.<br>80bhp Emade[illegible]<br>Nishiura Tekkosho |
| 518951<br>OWKZ<br><br>Df Gc<br>Rdr RT | **KITTE THOLSTRUP**<br><br>**I/S Kosan No. 6**<br>**(Brdr. Tholstrup & Co.)**<br>**A/S Trans-Kosan**<br>Esbjerg Danish | 397<br>142<br>330 | | <br><br>BV | 1957 A/S Svendborg Skibsv.—Svb<br>168′ 4″ 23′ 7″ 9′ 10″<br>28′ 5″<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft<br><br><br><br>Der 1(1) | Oil 2SA 4Cy. 290×490 mm<br>480bhp B&W<br>Alpha-Diesel A/S |
| 518952<br>HSFK<br>572784<br>Df Esd<br>Pfd Rdr<br>RT | **KITTIKACHORN**<br><br>**Government of Thailand**<br>Bangkok Thai | 131<br>33<br>— | | <br><br>BV | 1962 Niigata Eng. Co. Ltd.—Niigata<br>117′ 1″ 19′ 4″ 7′ 3″<br>… … …<br>1 dk | M Fishing<br><br><br>1 Ha (3′ × 3′)<br>Der 1(2) 1(1) | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 542088<br>PFJO<br><br>Df Esd<br>Rdr<br>RTm/h | **KITTIWAKE**<br>Launched as Breewijd<br>**P. A. van Es & Co. N.V.**<br>Rotterdam Netherland | 496<br>257<br>1200 | ✠100A1<br><br>✠LMC<br><br>MN270 | SS 5/68<br><br><br><br>EL n 1 1/16″SQ | 1963–5 D. & J. Boot Schps. "De Vooruitgang"—Alp<br>238′ 5″ 34′ 2″ 12′ 6½″<br>214′ 0″ 33′ 8″ 19′ 8″<br>Ba37′ F35′ 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4″ WB397t | M OSD Mchy.aft<br><br>G.78000 B.71000<br><br>6W Der 6(3) | Oil 4SA 6Cy. 400×600 mm<br>1350bhp<br>D. & J. Boot "De Industr<br>2×30kW 220V d.c. |
| 518953<br>WQ3001<br>249825<br>Df Esd | **KITTY HAWK**<br><br>**Tom Carniglia**<br>San Diego United States | 362<br>189<br>— | | | 1946 United Concrete Pipe Corp.—Long Beach<br>*121-9′* 27′ 2″<br>119′ 9″ 27′ 0″ 14′ 5″<br>F50′ 1 dk<br>rf 24″ | M Fishing Mchy.fwd | Oil 4SA 6Cy. [illegible]<br>840bhp<br>National Supply Co. |

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| **KIUN MARU**<br>**Marushin Kaiun K.K.**<br>Japanese | 500<br>275<br>818 | | 1963 Kurushima Dock Co. Ltd.—Imabari<br>174′ 6″ 28′ 1″ 12′ 9½″<br>157′ 5″ 27′10½″ 13′ 9″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.36162 B.32701<br>1 Ha | Oil 4SA 6Cy. 325×460 mm<br>700bhp 33t<br>Nippon Hatsudoki Kob<br>1×7½kW 105V d.c. |
| **KIVI**<br>exMane-66 exRan-66 exArre-50<br>exJantina-46 exSieka IV<br>R. J. Jensen<br>Rudkøbing Danish | 149<br>80<br>200 | BV | 1919 W. Mulder—Stadskanaal<br>*97·2′* 19′ 4″ 8′ 0″<br>... ... ...<br>R | Aux Sr Mchy.aft | Oil 2SA 4Cy. 200×340 mm<br>180bhp NE47<br>Frederikshavns Jernst. & Msk. Fkn |
| **KIYO MARU**<br>**Showa Kaiun K.K.**<br>Tokyo Japanese | 13382<br>7702<br>20568 | NK | 1961 Nippon Kokan—Tsu<br>555′ 1″ 75′ 3″ 29′ 6″<br>524′ 11″ 75′ 0″ 41′ 9″<br>P118′ B71′ F56′ 1 dk<br>RW | M Mchy.aft<br>5 Ho<br>G.932166<br>5 Ha (31½′×26½′) (49¼′, 49¼′, 49¼′, 49¼′×32′)<br>10W Der 10(5) | Oil 2SA 7Cy. 620×1400 mm<br>7600bhp B&W 988t<br>Hitachi Zosen Osa<br>2×150kW 450V a.c. 14½k |
| **KIYO MARU**<br>exBengal Maru-66<br>exYoko Maru-60<br>**Osaka Sempaku K.K.**<br>Osaka Japanese | 4729<br>2761<br>7326 | NK | 1949 Harima Zosensho—Aio<br>400′ 9″ 53′ 8″ 24′ 3″<br>377′ 4″ 53′ 6″ 29′ 6″<br>P27′ B129′ F30′ 2 dks<br>RW | M<br>4 Ho<br>G.359000 B.330000<br>5 Ha (24¾′, 49½′, 22¼′, 29′, 26¼′×20¼′) | Oil 4SA 8Cy. 470×700 mm<br>2700bhp NE59 575t<br>Ito Tekkosho Shimizu<br>1×50kW 105V 12k |
| **KIYO MARU**<br>**Marushin Kaiun K.K.**<br>Kobe Japanese | 499<br>271<br>— | | 1964 Kurushima Dock Co. Ltd.—Imabari<br>174′ 5″ 28′ 0″ 12′ 9″<br>157′ 5″ 27′ 10″ 13′ 9″<br>1 dk<br>RW | M Mchy.aft<br>G.33514 B.31889<br>1 Ha (82½′×17½′) | Oil 4SA 6Cy. 325×361 mm<br>700bhp 30t<br>Nippon Hatsudoki Kob<br>10½k |
| **KIYO MARU**<br>exShoyu Maru-63<br>Y. Ebisu<br>Yokkaichi Japanese | 417<br>219<br>588 | | 1959 Ujina Zosensho—Hma<br>155′ 6″ 25′ 4″ 10′ 11″<br>139′ 5″ 25′ 3″ 12′ 2″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 290×420 mm<br>Nihon Hatsudoki Kob |
| **KIYO MARU**<br>**nami Kaiun K.K.**<br>nosho Japanese | 241<br>164<br>— | | 1962 Geibi Zosen Kogyo—Kur<br>*122·7′* 21′ 2″ 9′ 6″<br>21′ 0″ 10′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Makita Tekkosho Takamatsu |

**NADAYOSHI MARU No. 3** See New Entries No. 3

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| **YO MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 185<br>66<br>210 | | 1967 Wakamatsu Zosen K.K.—Wakamatsu<br>124′ 4″ 22′ 5″<br>104′ 7″ 22′ 4″ 10′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>850bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **YO MARU**<br>**Takeda Unyu Shokai K.K.**<br>Osaka Japanese | 178<br>76<br>— | | 1957 Matsuura Zosen—Hma<br>114′ 11″ 19′ 2″ 7′ 10½″<br>19′ 1″ 8′ 11″<br>1 dk<br>RW Ien 60 | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>Hanshin Nainenki Kogyo Kob |
| **YO MARU**<br>exChiyoda Maru No. 15<br>**Shinko Kaiun Shokai K.K.**<br>hama Japanese | 155<br>83<br>— | | 1947 Hitachi Zosen—Osa<br>*111·2′* 18′ 1″<br>17′ 11″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×380 mm<br>Emade51fitted—<br>Ikegai Tekkosho Kawasaki |
| **YO MARU No. 1**<br>**Showa Yusosen K.K.**<br>Tokuyama Japanese | 116<br>59<br>222 | | 1959 Ishihara Zosen—Tok<br>89′ 10″ 20′ 8″ 7′ 6″<br>85′ 3″ 19′ 8″ 8′ 3″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 220×360 mm<br>Emade52refitted59<br>Sumiyoshi Tekkosho Yaizu |
| **YO MARU No. 2**<br>**Takeda Unyu Shokai K.K.**<br>Osaka Japanese | 187<br>76<br>250 | | 1959 Takehara Zosen—Hma<br>108′ 3″ 20′ 6″ 9′ 1″<br>98′ 3″ 20′ 4″ 10′ 2″<br>1 dk | M Tanker Mchy aft | Oil 4SA 4Cy 270×400 mm<br>Kinoshita Tekkosho Akashi |
| **MARU No. 2**<br>**Ryukyu Kaiun K.K.**<br>Japanese | 173<br>112<br>— | | 1961 Kishimoto Zosen—Kinoe<br>100′ 5″ 19′ 10″ 8′ 3″<br>90′ 2″ 19′ 8″ 9′ 10″ | M Mchy.aft | Oil 2SA 2Cy. 280×350 mm<br>Emade— |
| **MARU No. 5**<br>**Unyu Shokai K.K.**<br>Japanese | 924<br>493<br>— | | 1962 Nakamura Zosen Tekkosho—Matsue<br>*199·2′* 33′ 0″ 14′ 10″<br>196′ 10″ 32′ 10″ 16′ 9″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>1200bhp<br>Hanshin Nainenki Kogyo Kob<br>11k |

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| 538527<br>7JOD<br>86041<br>Rdr | **KIYO MARU No. 5**<br>exWsko Maru No. 2-64<br>**Meiyo Shosen K.K.**<br>Osaka Japanese | 680<br>343<br>— | | 1961 Ichikawa Zosen—Ise<br>*174·4'* 29' 3"<br>29' 1"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×460 m<br>Hanshin Nainenki Kogyo |
| 518966<br>JEOG<br>81390 | **KIYO MARU No. 6**<br><br>**H. Okamoto**<br>Fukuyama Japanese | 345<br>188<br>493 | | 1959 Koyo Dock Co. Ltd.—Mihara<br>143' 2" 24' 4" 10' 11"<br>127' 11" 24' 3" 12' 2"<br>1 dk | M Mchy.aft<br>1 Ha (54½'×13½') | Oil 4SA 6Cy. 265×400 m<br>Nippon Hatsudoki |
| 508431<br>JGAL<br>71804<br>RT | **KIYO MARU No. 7**<br>exNikko Maru No. 3-66<br>exDaieikoh Maru-65<br>exEikoh Maru-60<br>**H. Tasaki**<br>Matsushima Japanese | 461<br>222<br>— | | 1954 Shioyama Dkyd Co. Ltd.—Osa<br>*151·6'* 26' 0"<br>149' 9" 25' 9" 12' 11"<br>P50' F15' 1 dk<br>RW | M Tanker Mchy.aft<br>L.24401 | Oil 4SA 6Cy. 370×520 m<br>600bhp<br>Ito Tekkosho |
| 515117<br>8JBH<br>89933<br>Gc Rdr | **KIYO MARU No. 8**<br>exHinode Maru No. 8-65<br>**Kiyo Sempaku K.K.**<br>Yokkaichi Japanese | 693<br>304<br>— | | 1962 Takehara Zosen—Hma<br>187' 0" 29' 8" 13' 2"<br>170' 7" 29' 6" 14' 9"<br>1 dk<br>RW | M Tanker Mchy.aft<br>L.42201 | Oil 4SA 6Cy. 320×460 mm<br>Kinoshita Tekkosho |
| 518669<br>JFAH<br>84483 | **KIYO MARU No. 8**<br>exKifunesan Maru No. 2-64<br>**Okamoto Kaiun K.K.**<br>Fukuyama Japanese | 498<br>275<br>— | | 1960 Kurushima Dock Co. Ltd.—Imabari<br>175' 10" 28' 0" 12' 9"<br>157' 6" 27' 10" 14' 2"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (74½'×17½') | Oil 4SA 6Cy. 325×460 mm<br>Nippon Hatsudoki |
| 671595<br>JIDH<br>99137<br>Df Pfd<br>Rdr RT | **KIYO MARU No. 36**<br><br>**Ohno Suisan K.K.**<br>Fukuoka Japanese | 102<br>45<br>— | | 1966 Hakata Dock—Fukuoka<br>101' 6" 18' 1" 7' 6"<br>93' 6" 18' 0" 8' 6"<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>535bhp<br>Akasaka Tekkosho |
| 671596<br>JM2312<br>99138<br>RT | **KIYO MARU No. 38**<br><br>**Ohno Suisan K.K.**<br>Fukuoka Japanese | 102<br>45<br>— | | 1966 Hakata Dock—Fukuoka<br>101' 6" 18' 1" 7' 6"<br>93' 6" 18' 0" 8' 6"<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>535bhp<br>Akasaka Tekkosho |
| 680074<br>JCCJ<br>102305<br>Df Esd<br>Pfd Rdr<br>RT | **KIYO MARU No. 57**<br><br>**Ito Shoten K.K.**<br>Fukuoka Japanese | 199<br>103<br>— | | 1967 Tokushima Zosen Sangyo—Tokushima<br>125' 11" 21' 8" 10' 1"<br>111' 6" 21' 7" 11' 1"<br>1 dk | M Fish Carrier Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>850bhp<br>Niigata Eng. Co. Ltd. |
| 680075<br>JCDR<br>102306<br>Df Esd<br>Pfd Rdr<br>RT | **KIYO MARU No. 58**<br><br>**Ito Shoten K.K.**<br>Fukuoka Japanese | 199<br>103<br>— | | 1967 Tokushima Zosen Sangyo—Tokushima<br>125' 11" 21' 8" 10' 1"<br>111' 6" 21' 7" 11' 1"<br>1 dk | M Fish Carrier Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>850bhp<br>Niigata Eng. Co. Ltd. |
| 650253<br>JNMF<br>94949<br>Df Esd<br>Gc Rdr<br>RT | **KIYOAKI MARU**<br><br>**Ube Kosan K.K.**<br>Ube Japanese | 10884<br>6013<br>15603 | NK | 1964 Kasado Dock Co. Ltd.—Kudamatsu<br>515' 2" 68' 9" 28' 3"<br>485' 7" 68' 7" 40' 0"<br>1 dk | M Bulk Carrier Mchy.aft<br>12 Ho<br>G.434549 | Oil 2SA 8Cy. 650×1350 m<br>9600bhp<br>Ube Tekkosho<br>2×360kW 445V a.c. |
| 650907<br>JH2029<br>96204<br>Rdr | **KIYOHAMA MARU**<br><br>**Suzuyo K.K.**<br>Shimizu Japanese | 495<br>264<br>— | | 1964 Miho Zosensho—Shimizu<br>174' 6" 27' 11"<br>157' 5" 27' 10½" 14' 1"<br>1 dk | M Mchy.aft<br>G.34432 B.32984<br>1 Ha (83'×16½') | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Hanshin Nainenki Kogyo |
| 641909<br>8KAU<br>93821<br>Esd Rdr | **KIYOHARU MARU**<br><br>**Shin Daito K.K.**<br>Kobe Japanese | 3600<br>2002<br>5547 | NK | 1964 Kasado Dock Co. Ltd.—Kudamatsu<br>354' 2" 50' 8" 21' 4"<br>328' 5" 50' 6" 26' 11"<br>1 dk | M Cement Carrier Mchy.aft<br>3 Ho<br>G.148923<br>Der 4(3) | Oil 4SA 6Cy. 520×780 mm<br>2600bhp<br>Ube Tekkosho<br>2×128kW 445V a.c. |
| 518968<br>JJMF<br>64892<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KIYOKAWA MARU**<br><br>**Kobe Kisen K.K.**<br>Kobe Japanese | 9180<br>5327<br>10315 | AB NK<br>✱Classed BC until 5/42 | 1937 Kawasaki Dkyd Co. Ltd.—Kob<br>508' 6" 62' 6" 28' 1"<br>475' 3" 62' 4" 30' 3"<br>F34' 3 dks<br>R<br>rf 6" | M Ref CSD<br>6 Ho<br>G.647366 B.597413 In.5000<br>6 Ha (25½'×19½') (41½', 26½', 26½' 41½'×24') (25½'×19½')<br>16W Der 2(20) | Oil 2DA 7Cy. 700×1200 m<br>7500bhp<br>Kawasaki Dkyd Co. Ltd.<br>3×300kW 230V d.c. |
| 651660<br>JH2136<br>98003<br>Rdr | **KIYOKAWA MARU**<br><br>**Suzuyo K.K.**<br>Shimizu Japanese | 500<br>264<br>— | | 1965 Miho Zosensho—Shimizu<br>176' 2" 28' 0"<br>159' 1" 27' 10½" 14' 7"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 300×440 m<br>Akasaka Tekkosho |
| 661260<br>JG2184<br>96349<br>RT | **KIYOKAWA MARU No. 6**<br><br>**Kawasaki Municipal Office**<br>Kawasaki Japanese | 406<br>181<br>232 | | 1966 Nippon Kokan—Asano<br>143' 0" 28' 11" 10' 2"<br>137' 10" 27' 6" 12' 9"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 12Cy. 175×250 m<br>900bhp<br>Ikegai Tekkosho |

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| **KIYOMI MARU**<br>Shimizu **Futo K.K.**<br>Shimizu<br>Japanese | 163<br>50<br>— | | **1967** Hayashikane Zosen—Yokosuka<br>95′ 1″ 25′ 0″ 8′ 6″<br>85′ 4″ 24′ 11″ 11′ 7″<br>1 dk | TM Tug Mchy.aft | 2 Oil 4SA each 6Cy. 320×450 mm<br>1900bhp<br>Hanshin Na!nenki Kogyo Kob |
| **KIYOOKI MARU**<br>Ube **Kosan K.K.**<br>Ube<br>Japanese | 3770<br>2052<br>4944 | NK | **1962** Kasado Dock Co. Ltd.—Kudamatsu<br>354′ 2″ 50′ 8″ 19′ 10″<br>328′ 1″ 50′ 6″ 26′ 11″<br>1 dk | M Cement Carrier Mchy.aft<br>9 Ho<br>G.140729 | Oil 4SA 6Cy. 520×760 mm<br>2400bhp 193t<br>Ube Tekkosho Ube<br>1×200kW 230V a.c. 12½k |
| **KIYOOKI MARU No. 2**<br>Ube **Kosan K.K.**<br>Ube<br>Japanese | 3757<br>2025<br>5045 | NK | **1963** Kasado Dock Co. Ltd.—Kudamatsu<br>354′ 2″ 50′ 8″ 20′ 1″<br>328′ 1″ 50′ 6″ 26′ 11″<br>1 dk | M Cement Carrier Mchy.aft<br>9 Ho<br>G.140729 | Oil 4SA 6Cy. 520×760 mm<br>2400bhp 193t<br>Ube Tekkosho Ube<br>2×120kW 445V a.c. 12½k |
| **KIYOOKI MARU No. 3**<br>Ube **Kosan K.K.**<br>Ube<br>Japanese | 3927<br>2400<br>6300 | NK | **1967** Kasado Dock Co. Ltd.—Kudamatsu<br>367′ 6″ 52′ 6″ 21′ 7″<br>334′ 6″ 52′ 5″ 27′ 10″<br>1 dk | M Cement Carrier Mchy.aft | Oil 2SA 12Cy. 300×400 mm<br>3600bhp<br>Mitsubishi Hvy Ind. Ltd. Nag |
| **KIYOSHI MARU**<br>Tokuzen Maru No. 10–63<br>Tokushima **Municipal Office**<br>Tokushima<br>Japanese | 125<br>56<br>— | | **1957** Nippon Zosen—Fukuoka<br>*86·6′* 18′ 9″<br>18′ 7″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy.<br>Makita Tekkosho Takamatsu |
| **KIYOSUE MARU**<br>Umezaki **Kogyo K.K.**<br>Shimonoseki<br>Japanese | 191<br>94<br>— | | **1962** Izumi Zosensho—Moji<br>*96·1′* 24′ 0″<br>23′ 10″<br>1 dk | M Mchy.aft<br>B.8475<br>1 Ha (44¼′×17½′) | Oil 2SA 5Cy.<br>Matsui Tekkosho Ise |
| **KIYOSUMI MARU**<br>Daiichi Chuo **Kisen Kaisha**<br>Tokyo<br>Japanese | 3150<br>1878<br>5209 | NK | **1964** Nippon Kokan—Yka<br>341′ 2″ 49′ 5″ 20′ 8″<br>318′ 2″ 49′ 2½″ 25′ 7″<br>1 dk | M Tanker Mchy.aft<br>3 Ta<br>L.156409 | Oil 4SA 7Cy. 470×820 mm<br>2800bhp 91t<br>Ito Tekkosho Shimizu<br>2×100kW 450V a.c. 13k |
| **IYOTADA MARU**<br>Ube **Kosan K.K.**<br>Japanese | 3099<br>1619<br>4000 | | **1936** Mitsubishi Jukogyo—Kob<br>322′ 2″ 50′ 0″ 18′ 2″<br>305′ 2″ 49′ 10″ 22′ 0″<br>1 dk<br>R | M Cement Carrier Mchy.aft<br>6 Ho<br>G.93019 | Oil 4SA 6Cy. 550×950 mm<br>1650bhp 173t<br>Mitsubishi Jukogyo Kob<br>2×75kW 220V d.c. |
| **YOYASU MARU**<br>Ube **Kosan K.K.**<br>Japanese | 6371<br>3046<br>9028 | NK | **1961** Kasado Dock Co. Ltd.—Kasadoshima<br>446′ 3″ 60′ 6″ 22′ 10″<br>416′ 9″ 60′ 4″ 31′ 11″<br>1 dk | M Cement Carrier Mchy.aft<br>9 Ho<br>G.250699 | 2 Oil 4SA each 6Cy. 520×760 mm geared to sc. shaft<br>4600bhp 548t<br>Ube Tekkosho Ube<br>2×200kW 440V a.c. 13½k |
| **IYU MARU**<br>iyo Kaiun **K.K.**<br>umiotsu<br>Japanese | 427<br>225<br>— | | **1961** Tosa Zosen Tekkosho—Kochi<br>144′ 11″ 24′ 11″<br>24′ 9″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Fuji Seisakusho Tateyama |
| **IZAN MARU**<br>Takashima Maru–66<br>ichiro Gyogyo **K.K.**<br>Tokyo<br>Japanese | ~~9857~~ 8812<br>~~6384~~ 4727<br>~~11158~~ 11146 | NK | **1961** Nippon Kokan—Shimizu<br>491′ 6″ 67′ 2″ 26′ 6⅞″<br>459′ 4″ 66′ 11″ 41′ 8″<br>P129′ B41′ F115′ 2 dks & S dk<br>RW | M Fish Factory OSD Mchy.aft<br>5 Ho<br>5 Ha<br>12W Der 5(15) 5(5) | Oil 2SA 6Cy. 620×1400 mm<br>6500bhp B&W 2322t<br>Mitsui Zosen Tmn<br>4×440kW 450V a.c. 13¾k |
| **IZI**<br>U.S.S.R.<br>adivostok<br>Russian | 2289<br>966<br>1005 | | **1961** Volkswerft Stralsund—Stralsund<br>270′ 4″ 42′ 9″ 14′ 5″<br>42′ 7″ 22′ 0″ | M Fish Carrier<br>3 Ho<br>In.61448<br>3 Ha (each 13′×13′)<br>4W Der 4(2) | Oil 2SA 8Cy. 365×550 mm<br>Görlitzer Masch. Görlitz |
| **IZKULESI**<br>Denizcilik Bankasi **T.A.O.**<br>Sehir Hatlari Isletmesi<br>stanbul<br>Turkish | 1013<br>107<br>350 | AB | **1951** S.A. des Anc. Ch. Dubigeon—Nts<br>196′ 10″ 47′ 10″ 9′ 10″<br>189′ 0″ 47′ 8″<br>1 dk | M Ferry | 2 Oil 2SA each 7Cy. 360×600 mm<br>2100bhp Sulzer 46t<br>At. & Ch. de la Loire St. Denis<br>Propellers 1 fwd 1 aft |
| **IZUGAWA MARU**<br>Shin Yei Sempaku **K.K.**<br>~~Taiyo Kaiun K.K.~~<br>Tokyo<br>Japanese | 3797<br>2282<br>5825 | NK | **1965** Onomichi Zosen—Onomichi<br>360′ 8″ 51′ 4″ 21′ 10″<br>334′ 7″ 51′ 2″ 26′ 7″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.285803 B.263025<br>3 Ha (46¾′, 46¾′, 78¾′×23′)<br>11W Der 2(15) 6(10) | Oil 2SA 6Cy. 420×900 mm<br>3300bhp B&W 372t<br>Mitsui Zosen Tmn<br>2×100kW 445V a.c. 13k |
| **IZUGAWA MARU**<br>izugawa Sempaku **K.K.**<br>saka<br>Japanese | 145<br>67<br>— | | **1960** Takehara Zosen—Hma<br>*95·8′* 17′ 11″ 8′ 3″<br>95′ 2″ 17′ 9″ 9′ 2″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 270×400 mm<br>Kinoshita Tekkosho Akashi |

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| 518978<br>7JQD<br>87765 | **KIZUGAWA MARU No. 2**<br>**Kizugawa Sempaku K.K.**<br>Osaka Japanese | 205<br>94<br>— | | **1960** Takehara Zosen—Hma<br>*104·5'* 20' 4"<br>20' 2"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 270×400 mm<br>Kinoshita Tekkosho |
| 518979<br>OXVL<br>RTm | **KJÆRENÆS**<br>exLibra-62 exKarl-56<br>exJohanna<br>**P. J. Jørgensen**<br>Allinge Danish<br>Now **INGLITO** See New Entries No. 10 | 150<br>85<br>260 | GL | **1915** P. C. v.d. Meer—Vla<br>112' 2" 21' 6"<br>10' 0"<br>1 dk<br>R len 52 | Aux Lr<br>1 Ho 65½'<br>1 Ha (52½'×13')<br>Der 1(1½) 2(1) | Oil 2SA 4Cy. 230×400 mm<br>300bhp NE56<br>Alpha-Diesel A/S |
| 518981<br>UYXW<br>M-26917 | **KJARDLA**<br>**U.S.S.R.**<br>Tallinn Russian | 3454<br>1817<br>4345 | | **1962** Schiffswerft Neptun—Ros<br>341' 10" 47' 4" 21' 5"<br>47' 1" 26' 11"<br>2 dks | M<br>4 Ho<br>G.198646<br>4 Ha (34'×19½') (25½', 25½'×23') (28½'×32½')<br>9W Der 1(15) 2(5) 6(3) | Oil 2SA 6Cy. 570×800 mm<br>Masch. Augsburg-Nürnberg |
| 518982<br>LIJG | **KJEHOLM**<br>exMartina<br>**Törres Kristoffersen and others**<br>Kopervik Norwegian | 158<br>73<br>— | NV | **1910** De Hoop—Leiderdorp<br>*99·3'* 21' 10"<br>... ... ...<br>R conv sailing ship — len 50 | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×420 mm<br>400bhp NE66<br>Caterpillar Tractor Co. |
| 518983<br>LKYR | **KJELLAUG**<br>**Karl Stenevik Partrederi**<br>Bergen Norwegian | 134<br>49<br>240 | | **1943** Kvernenes Skibs.—Brandasund<br>*98·2'* 22' 11" 12' 0"<br>... ... ... | Wood M Fishing Mchy.aft | Oil 4SA 6Cy.<br>400bhp NE66<br>Caterpillar Tractor Co. |
| 518984<br>LNVH<br>Df Esd | **KJELLNES**<br>**Torris Torrissen**<br>Bodö Norwegian | 248<br>147<br>— | NV | **1956** Leirvik Sveis—Lervik<br>121' 0" 22' 7"<br>22' 6" 11' 10"<br>1 dk<br>len 66 | M Fishing Mchy.aft | Oil 2SA 4Cy. 280×420 mm<br>600bhp NE66<br>Wichmann Mtrf. |
| 528072<br>LKQE<br>Df Rdr<br>RTm | **KJELLÖY**<br>exPolarbris V-66 exNiern-62<br>**Skjelnan Kvalstasjon A/S & Co.**<br>Tromsö Norwegian | 467<br>203<br>— | NV | **1941** A/S Framnæs M/V—Sfj<br>147' 4" 25' 7"<br>25' 5" 16' 1"<br>1 dk<br>len 66 | M Fishing Mchy.aft<br>1 Ho<br>2 Ha (each 10½'×7½')<br>1W | Oil 4SA 6Cy. 320×450 mm<br>NE66<br>Klöckner-Humboldt-Deutz |
| 536925<br>LEHS<br>Df Esd<br>Rdr | **KJELLUNGEN**<br>exTromsøy III-65<br>exHavfisk-62<br>**Erling Pettersen Partrederi**<br>Tromsö Norwegian | 311<br>110<br>— | NV | **1955** Pusnes M/V—Arendal<br>138' 6" 24' 4"<br>24' 2"<br>1 dk<br>RW len 65 | M Trawler | Oil 4SA 8Cy. 320×450 mm<br>660bhp<br>Klöckner-Humboldt-Deutz |
| 672736<br>LMMR<br>Df Esd<br>Rdr<br>RTm | **KJØNNØ**<br>**Tomas Kjønnø**<br>Kristiansund Norwegian | 182<br>111<br>280 | NV | **1967** Scheeps "Voorwaarts"—Martenshoek<br>107' 0" 23' 1" ~~9' 4"~~ 9' 3½"<br>96' 10" 22'11½" 10' 2"<br>1 dk | M Mchy.aft<br>1 Ho 63'<br>G.13216 B.12493<br>1 Ha (stl) (43½'×14')<br>1W Der 1(2-5) | Oil 4SA 6Cy. 137×165 mm<br>325bhp<br>Caterpillar Tractor Co.<br>2×3kW 24V |
| 518986<br>LKLM<br>RTm | **KJØPSVIK**<br>exAnker I exHarnser-40<br>**Jacob Lind**<br>Narvik Norwegian | 117<br>46<br>192 | | **1919** Colby Bros. Ltd.—Oulton Broad<br>102' 8" 20' 0" 10' 0"<br>19' 10" | Wood M Fishing<br>1 Ho 42'<br>G.6200<br>1 Ha (23½'×9')<br>1W Der 1(3) | Oil 2SA 3Cy. 320×320 mm<br>180bhp Emade50fitted<br>Wichmann Mtrf.<br>1×1kW |
| 641982<br>DLWC<br>Esd Rdr<br>RTv | **KLAAR KIMING**<br>**Wyker Dampfschiffs-Reederei G.m.b.H.**<br>Wyk auf Föhr W. German | 434<br>186<br>— | GL | **1964** Husumer Schiffswerft—Husum<br>164' 0" 30' 1" 5' 11"<br>147' 8" 28' 3" 10' 6"<br>2 dks<br>RW | TM Ferry (690P) Mchy.aft | 2 Oil 4SA each 8Cy.<br>1450bhp<br>Motorenw. Mannheim<br>2×40, 30kW 380, 220V a.c.<br>2 Controllable pitch prop |
| 640486<br>PFJR<br>Df Esd<br>Pfd Rdr<br>RT | **KLAAS DUBBELAAR**<br>**Fa. A. Dubbelaar & Co.**<br>Katwijk a/Zee Netherland | ~~147~~ 125<br>~~38~~ 44<br>— | | **1963** Coöp. Ver. Schpsw. "Vooruit"—Zaandam<br>92' 2" 21' 4"<br>78' 8" 20' 8" 10' 4" | M Fishing | Oil 4SA 6Cy. 220×280 mm<br>Klöckner-Humboldt-Deutz |
| 518988<br>OLGH<br>20<br>Df Esd<br>Gc Rdr | **KLADNO**<br>**Czechoslovak Ocean Shipping International Joint Stock Co.**<br>Prague Czechoslovak | 8837<br>5467<br>13477 | ✠100A1 CS 7/68 ~~SS 1/63~~<br>DTmf—vegetable oil.<br>Ice Class 3<br>✠LMC<br>MN1250 EL d†2$\frac{5}{16}$"SQ | **1959-11** Hitachi Zosen—Osa<br>489' 8" 61' 10" 29' 2"<br>452' 9" 61' 8" 38' 10"<br>F47' 2 dks<br>7BH<br>rf 4" WB2899t incl DTmf1309t | M CSD<br>5 Ho 58½', 74½', 73½', 84', 62'<br>G.685102 B.628378<br>5 Ha (stl) (31½'×21') (44½', 42', 44½', 34'×23')<br>16W Der 1(30) 4(8) 12(5) | Oil 2SA 5Cy. 740×1600 mm<br>6250bhp B&W<br>Hitachi Zosen<br>AuxB 100lb<br>4×280, 280, 280, 40kW |
| 518989<br>UVGF<br>M-1146 | **KLAIPEDA**<br>**U.S.S.R.**<br>Novorossisk Russian | 8229<br>3942<br>11680 | | **1954** ......................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 11" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br>4000bhp<br>Russki-Diesel |

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| **KLAIPEDA**<br>U.S.S.R.<br>Russian | 685<br>224<br>— | ✠ | 1956-11 Valmet O/Y—Hfs<br>Compl. by A/B Finnboda Varf.—Skm<br>207′ 0″ 30′ 7″<br>194′ 9″ 30′ 6″ 15′ 11″<br>F42′<br>RW<br>rf 39″ BK8″ | S Trawler | C 4Cy. (2) 295 & (2) 690×640 mm<br>A/B Finnboda Varf. Skm |
| **KLAIPEDA**<br>U.S.S.R.<br>Kaliningrad Russian | 368<br>—<br>155 | | 1959 ......................Russia<br>145′ 7″ 29′ 7″ 10′ 11½″<br>14′ 6″ | TM Tug<br>1W Der 1(1½) | 2 Oil 2SA each 6Cy. 300×500 mm<br>Russia<br>10k |
| **KLAIPEDA**<br>U.S.S.R.<br>Leningrad Russian | 336<br>79<br>— | | 1951 Ruona O/Y—Brahestad<br>*123·1′* 26′ 6″<br>... ... ... | TS Tug | C 4Cy. 10¼″ & 21¾″×15¾″<br>Ruona O/Y Brahestad |
| **KLAKKSKJÆR**<br>exInnvær-66<br>**Hans Sörgaard**<br>Namsos Norwegian | 153<br>61<br>250 | | 1943 H. & E. Nordtveit—Nordtveitgrend<br>*100·6′* 23′ 2″<br>... ... ... | Wood M Fishing Mchy.aft | Oil 2SA 4Cy. 280×320 mm<br>250bhp<br>Haldorsen & Sönner Rub |
| **KLAKKUR**<br>**P/f J. F. Kjølbro A/S**<br>Klaksvik Faroese | 318<br>156<br>— | NV | 1960 A/S Ankerløkken Slip & M/V—Florø<br>124′ 8″ 24′ 7″ 11′ 9¼″<br>110′ 7″<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>3 Ha (3¾′, 5¾′, 5¾′×4¼′)<br>1W Der 1 | Oil 4SA 6Cy. 300×410 mm<br>450bhp<br>A/S Vølund Cpn<br>2×20kW 220V 50c/s a.c. |
| **KLANG**<br>Port Swettenham **Authority**<br>Penang Malaysian | 191<br>3<br>— | ✠100A1 SS 12/67<br>tug<br>East Indian Archipelago service<br>✠LMC<br>MN248 EL (d)1″ptSQ | 1959-6 Straits S.B. Co. Ltd.—Png<br>110′ 8″ 27′ 6″ 11′ 8¾″<br>101′ 0″ 26′ 0″ 13′ 3″<br>RW 4BH<br>rf 6″ WB27t | M Tug<br>Der 1(1) | Oil 4SA 8Cy. 12″×15″ with sr reverse gearing<br>1240bhp (d.o)<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>2×35kW 220V d.c. |
| **KLARA**<br>exMarja Liisa-59 exTuula-51<br>exPlymouth exTrader-47<br>exTower Bridge-33<br>Teuvo **Oskari Hanttu**<br>Turku/Åbo Finnish | 174<br>93<br>220 | | 1916 Sunderland S.B. Co. Ltd.—Sld<br>122′ 5″ 20′ 6″ 6′ 10¾″<br>... ... ...<br>1 dk<br>R | TM<br>1 Ho 69′<br>1 Ha (40¾′×11¼′)<br>Der 1(1) 2(½) | 2 Oil 2SA each 2Cy. 330×340 mm<br>120bhp (d.o)<br>J. & C. G. Bolinders M/V A/B Skm<br>2×24V d.c. |
| **KLARA ZETKIN**<br>U.S.S.R.<br>Leningrad Russian | 4171<br>2177<br>5967 | | 1934 "André Marti" S.B. & E. Wks—Len<br>361′ 3″ 51′ 6″ 21′ 9″<br>51′ 4″ 27′ 5″<br>1 dk<br>R | M<br>5 Ho<br>G.252960<br>5 Ha (30¾′, 33¼′, 28½′, 28½′, 41¾′×20¼′)<br>11W Der 1(15) 10(5) | Oil 2SA 4Cy. 680×1200 mm<br>Russki Diesel Wks Len<br>9¾k |
| **KLARA ZETKIN**<br>Fischkombinat **Rostock**<br>Rostock E. German | 257<br>91<br>— | DSRK | 1950 Volkswerft Stralsund—Stralsund<br>128′ 7″ 24′ 0″ 11′ 2″<br>11′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>300bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **KLARING**<br>Brødrene **Laurits & Lodve**<br>**Gjendemsjø**<br>Ålesund Norwegian | ~~410~~ 345<br>~~183~~ 150<br>— | NV | 1966 Brattvåg Skipsinnredning & J. Johansens Sveiseverksted—Brattvåg<br>144′ 7″ 26′ 8″<br>126′ 4″ 26′ 4″ 14′ 0″<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>2 Ha (each 8¼′×9¾′)<br>1W Der 1(3) | Oil 4SA 8Cy. 250×300 mm<br>800bhp<br>A/S Bergens M/V Bgn<br>2×42kW 220V 50c/s a.c. |
| **KLÄTTEN**<br>exThore-52 exDalsland<br>Birger Åberg<br>Åbo Finnish | *211*<br>*116*<br>250 | | 1907 Thorskogs M/V—Lod<br>*100·4′* 22′ 4″<br>... ... ...<br>1 dk<br>R | M Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br>200bhp Emade50refitted—<br>Frederikshavns Jernst. & Msk. Fkn |
| **KLAUS**<br>Partenreederei m.s. "Klaus"<br>Klaus Wilhelm tom Wörden<br>Hamburg W. German | T.Mk 499<br>324<br>1150 | GL | 1966 J. J. Sietas Schiffsw.—Ham<br>222′ 10″ 34′ 7″ 12′ 10″<br>200′ 2″ 34′ 5½″ 20′ 6″<br>F22′ 1 dk & S dk | M OSD Mchy.aft<br>2 Ho 39½′, 70¾′<br>G.86600 B.79500<br>2 Ha (stl) (39½′×21′) (70¾′×26′)<br>Cr 3(3) | Oil 4SA 6Cy. 320×450 mm<br>1100bhp 70t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| **KLAUS ÅS**<br>Klaus Ås and others<br>Kristiansund Norwegian | 109<br>45<br>— | NV | 1956 Mjosundet Båtbyggeri—Aure<br>82′ 0″ 22′ 8″<br>... ... ...<br>1 dk | Wood M Fishing Mchy.aft | Motor 2SA 3Cy. 360×380 mm<br>220bhp<br>Hjelset Motfbk. Ålesund |
| **KLAUS BLOCK**<br>Heinrich Block<br>Hamburg W. German | 425<br>270<br>668 | GL | 1964 J. J. Sietas Schiffsw.—Ham<br>201′ 6″ 34′ 7″ 12′ 9″<br>180′ 6″ 34′ 5″ 20′ 0″<br>F24′ 1 dk & S dk | M OSD Mchy.aft<br>2 Ho<br>G.65450 B.56750<br>2 Ha (32½′, 33′×19¾′)<br>Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz Kln<br>11k |

Now **HENNING** See New Entries No. 8

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| 519004<br>DIMD<br>Df Esd<br>RT | **KLAUS BUCK**<br>**Partenreederei m.s.**<br>**"Klaus Buck"**<br>Johann Buck<br>Hamburg W German | 299<br>156<br>444 | GL | 1956 Büsumer Schiffsw. W. & E. Sielaff —Büsum<br>150' 3" 26' 7" 8' 8¼"<br>137' 10" 26' 6" 9' 5"<br>P33' F21' 1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.20220 B.19080<br>1 Ha (62½'×18') | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Maschl Kiel A.G. |
| 519005<br>DFUB<br>Df Esd<br>RT | **KLAUS JAGEMANN**<br>**Klaus Jagemann**<br>Stade W. German | 300<br>143<br>444 | GL | 1957 Stader Schiffsw.—Stade<br>149' 6" 27' 10" 9' 11"<br>131' 6" 27' 7" 10' 10"<br>P30' F19' 1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.22300 B.21000<br>1 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 519006<br>DIJC<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **KLAUS LEONHARDT**<br>**Partenreed. m.s.**<br>**"Klaus Leonhardt"**<br>Leonhardt & Blumberg<br>Hamburg W. German | 6135<br>3414<br>10580 | GL | 1955 Flensburger Schiffs. Ges.—Fln<br>485' 1" 60' 7" 25' 8½"<br>446' 3" 60' 4" 37' 3"<br>F52' 1 dk & S dk<br>RW | M (9P) OSD<br>5 Ho 60½', 77', 59', 59', 70½'<br>G.585100 B.543700<br>5 Ha (stl) (34½', 52½', 34', 36½', 34'×26½')<br>12W Der 1(20) 12(3–5) | Oil 2SA 6Cy. 700×1200 mm<br>3500bhp<br>Masch. Augsburg-Nürnberg<br>4×150, 150, 150, 10kW 220V |
| 640522<br>DDFZ<br>Df Esd<br>Pfd Rdr<br>RT | **KLAUS MINK**<br>**Willy Mink**<br>Brake W. German | 246<br>142<br>335 | GL | 1963 Schiffsw. Heinrich Brand K.G.—Oldenburg<br>136' 5" 23' 11" 7' 9"<br>23' 9" 8' 8"<br>P28' F18' 1 dk | M Mchy.aft<br>1 Ho<br>G.18450 B.17550<br>1 Ha (62½'×16') | Oil 4SA 6Cy. 220×280 mm<br>290bhp<br>Klöckner-Humboldt-Deutz |
| 519007<br>DAIR<br>Df Esd<br>Gc Pfd<br>Rdr | **KLAUS OLDENDORFF**<br>exWalter Leonhardt-61<br>**Egon Oldendorff**<br>Lübeck W. German | 9999<br>5452<br>14300 | GL | 1958 Rickmers Werft—Bhn<br>509' 9" 60' 6" 31' 1½"<br>464' 11" 60' 4½" 41' 2"<br>P125' F64' 1 dk<br>RW | M Bulk Carrier Mchy.aft<br>G.672100<br>5 Ha<br>Der 1(5) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp<br>Masch. Augsburg-Nürnberg |
| 519008<br>DHNS<br>Df Esd<br>Rdr | **KLAUS SCHOKE** T.Mk<br>**Hanseatische Reed.**<br>**E. Offen & Co.**<br>Hamburg W. German | 5891<br>3262<br>10100 | GL | 1951 Lübecker Flender-Werke—Lbc<br>482' 0" 60 0" 25' 2½"<br>59' 10" 36' 5"<br>F35' 1 dk & S dk<br>RW | M ~~OSD~~<br>G.595584 B.540959<br>10W Der 1(15) 10(5) | Oil 2SA 5Cy. 700×1200 mm<br>3000bhp<br>Masch. Augsburg-Nürnberg |
| 670087<br>SVTS<br>2775<br>Df Esd<br>Pfd Rdr<br>RT | **KLAVDIA**<br>**Klavdia Cia. Nav. S.A.**<br>Piræus Greek | ~~9844~~ 9854<br>~~8810~~ 5513<br>12870 | BV | 1966 Nosenko Shpyd—Nic<br>510' 0" 67' 7" 29' 6"<br>40' 0"<br>2 dks | M CSD Mchy.aft<br>6 Ha (27½'×18½') (42½'×17½') (44½', 75½', 46'×21') (13'×16')<br>Der 1(60) 11(5) | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Briansk Eng. Works |
| 509883<br>PFKA<br>Df RT | **KLAZIENA**<br>exEijo-S-65 exFollonica-54<br>**A. Visser**<br>E. Wagenborg's Scheepv. & Exp. Bedr. N.V.<br>Groningen Netherland | 363<br>197<br>460 | ✠100A1 SS 3/65<br>✠LMC<br>EL f | 1949–6 J. Smit & Zoon—Foxhol<br>162' 0" 24' 3" 9' 3"<br>146' 8" 24' 1" 9' 4"<br>P39' Q60' F23' 1 dk<br>RW 3BH len 61<br>WB120t | M Mchy.aft<br>G.21046 B.19812 | Oil 4SA 4Cy. 270×500 mm<br>195bhp ✠NEmade44<br>N.V. Werkspoor |
| 661693<br>DDKM<br>Df Esd<br>Rdr RT | **KLEINE WESER**<br>**Wilhelm Carstens**<br>Braker Küstenschiffer G.m.b.H.<br>Brake W. German | 300<br>190<br>765 | GL | 1966 Schps. "Waterhuizen" J. Pattje—Waterhuizen<br>177' 4" 30' 9½" 10' 9"<br>158' 5" 30' 6" 17' 9"<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 250×350 mm reduction gearing<br>550bhp<br>Motorenw. Mannheim |
| 650812<br>YTTK<br>Df Esd<br>Gc Rdr<br>RT | **KLEK**<br>**Jugoslavenska Linijska**<br>**Plovidba (Yugoslav Line)**<br>Rijeka Yugoslav | 7759<br>4125<br>7515 | ✠100A1<br>DTm—vegetable oil or latex<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN1920 EL d†2⅛"SQ<br>JR | 1965–9 Brodogradiliste III Maj—Rka<br>488' 11" 66' 10" 23' 6½"<br>442' 11" 66' 7" 37' 9"<br>P176' F46' 1 dk & S dk<br>4 BH to S dk 5 to 2nd dk<br>rf nil WB1743t incl. DTm538t | M Ref OSD<br>In.37636 | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Brodogradiliste III Maj<br>2AuxB (1 o.f 1 ex.g) 100 |
| 680744<br>Rdr RT | **KLEPPESTØ**<br>**Rutelaget Askøy-Bergen**<br>**A/S**<br>T. L. Johannessen<br>Bergen Norwegian | ~~500~~ 485<br>— 277<br>— 435 | NV | 1967 Løland Motorverkstad—Leirvik<br>143' 2" ~~149' 8"~~ 32' 10" 8' 9½"<br>121' 4" 32' 9½" 12' 0"<br>2 dks | M Ferry OSD | Oil 2SA 280×420 mm<br>600bhp<br>Wichmann Mtf.<br>Propellers 1 fwd 1 aft |
| 633782<br>XPQM<br>Df Esd<br>Rdr RT | **KLETTUR**<br>exStakksafossur-65<br>**Levi Joensen**<br>Klakksvik Faroese | 265<br>107<br>— | NV | 1963 Brattvåg Skipsbyggeri A/S—Brattvåg<br>118' 5" 24' 2" 11' 4½"<br>103' 0" 23' 11" 12' 0"<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>3 Ha (3½'×4') (5½', 5½'×4½')<br>1W Der 1(1½) | Oil 2SA 4Cy. 280×420 mm<br>400bhp<br>Wichmann Mtf. |
| 650531<br>OUNE<br>Df Esd<br>Rdr<br>RTm | **KLEVEN**<br>**I/S Ommel**<br>R. Stærke Kristensen<br>Marstal Danish | 299<br>178<br>630 | BV | 1965 H. C. Christensens Staalskibsværft —Marstal<br>157' 6" 30' 1" 11' 0"<br>138' 4" 29' 11"<br>1 dk | M Mchy.aft<br>1 Ho 100½'<br>G.34982 B.30103<br>2 Ha (27½', 43½'×16½')<br>2W Der 2(3) | Oil 2SA 6Cy. 230×400 mm<br>460bhp<br>Alpha-Diesel A/S<br>3×12kW 220V |

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| **KLIN**<br>U.S.S.R.<br>Leningrad<br>Russian | 9269<br>5158<br>12200 | | 1964 Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>482′ 4″ 64′ 10″ 30′ 0″<br>441′ 4″ 64′ 8″ 39′ 4″<br>2 dks | M CSD<br>5 Ho<br>G.629027<br>5 Ha (27′×30¼′) (34¾′, 34¾′, 34¾′, 34¾′×34¾′)<br>4W Cr 4(5) Der 4(5) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>17¼k |
| **KLINGE**<br>Partenreederei **Klinge**<br>Gerhard A. M. Trappe<br>Hamburg<br>W. German | 300<br>188<br>526 | GL | 1962 Scheel & Jöhnk—Ham<br>*155·8′* 26′ 4″ 8′ 6″<br>1 dk | M Tanker | Oil 4SA 6Cy. 250×350 mm<br>350bhp<br>Motorenw. Mannheim Mhm<br>9k |
| **KLINGI**<br>exAva-62 exDe Eerens-61<br>P.T. Pelajaran **Sriwidjaja**<br>Raja<br>Djakarta<br>Indonesian | 2167<br>1514<br>— | | 1947 N.V. Mch. & Schps. P. Smit, Jr.—<br>Rot<br>276′ 11″ 43′ 2″ 14′ 7″<br>43′ 0″<br>P30′ B112′ F38′ 2 dks | M<br>3 Ho<br>B.9763<br>3 Ha (19½′, 19½′, 26′×14¾′)<br>9W Der 1(15) 8(3) | Oil 2SA 5Cy. 480×700 mm<br>1300bhp Sulzer 105t<br>"De Schelde" N.V. Fls<br>11k |
| **KLINTBERG**<br>Rederiet **Klintberg I/S**<br>~~Rederiet Juno I/S &~~<br>~~Rederiet Adda I/S~~<br>Rederi A/S Isafold<br>Copenhagen<br>Danish | 450<br>216<br>692 | GL | 1958 Büsumer Schiffsw. W. & E. Sielaff<br>—Büsum<br>173′ 4″ 29′ 0″ 10′ 5″<br>155′ 11″ 28′ 11″ 11′ 10″<br>P42′ F31′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 104¼′<br>G.33000 B.31000<br>2 Ha (49½′, 32′×16½′)<br>3W Der 2(2) | Oil 4SA 6Cy. 295×420 mm<br>300bhp 39t (d.o)<br>Bohn & Köhler Kel<br>2×6kW 220V 50c/s a.c.<br>1×3kW 24V d.c. 9½k |
| **KLINTON**<br>Rune Simonsson **Partrederi**<br>Öckerö<br>Swedish | 142<br>67<br>— | NV | 1961 Bolsønes Verft—Molde<br>95′ 0″ 22′ 0″<br>... ... ...<br>1 dk | M Fishing Mchy.aft<br>1 Ho<br>4 Ha (3′×3′) (2½′, 4¼′, 2½′×3¾′)<br>1W Der 1(½) | Oil 4SA 8Cy. 8¾″×11½″<br>660bhp<br>Lister Blackstone Mar. Ltd. Dursley |
| **KLJAZMA**<br>U.S.S.R.<br>Sevastopol<br>Russian | 2435<br>1070<br>890 | | 1965 Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>11¾k |
| **KLONDYKE**<br>ord Pêcheries & **S.r.l.**<br>Armement **Leporc & Cie.**<br>rd Pêcheries<br>ulogne-sur-Mer<br>French | 710<br>322<br>370 | BV | 1965 Béliard-Murdoch S.A.—Ost<br>191′ 0″ 33′ 5″ 14′ 5″<br>166′ 0″ 33′ 1″ 20′ 1″<br>1 dk | M Stern Trawler Mchy.aft<br>4 Ha (4½′, 4½′, 4½′×3¼′) (13′×4½′)<br>Cr 1(6) | Oil 4SA 9Cy. 300×450 mm<br>1428bhp 156t<br>Masch. Augsburg-Nürnberg Aug |
| **LOOSTERDYK**<br>V. Nederl.-**Amerik.**<br>Stoomv. **Maats. (Holland-**<br>**Amerika Lijn)**<br>tterdam<br>Netherland | 5635<br>3154<br>7200 | ✠100A1 SS 5/67<br>tunnel side tanks—oil FP above 150° F.<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1440 EL c†2⅛″SQ | 1957–3 Werft J. Smit. Czn.—Alb<br>459′ 10″ 61′ 11″ 25′ 1½″<br>425′ 3″ 61′ 9″ 37′ 0″<br>F48′ 1 dk & S dk, 3rd dk in fwd hold<br>Coll BH to S dk 6 to 2nd dk<br>rf 8″ WB2130t incl. Tunnel tanks 631t | M (12P) Ref OSD<br>5 Ho 60¾′, 69′, 64′, 64′, 51¾′<br>G.425000 B.375000 In.41900<br>5 Ha (stl) (22½′×18′) (37′×22′) (37′×19¼′) (34½′, 22¼′×22′)<br>16W Der 1(40) 4(10) 12(5) | Oil 2SA 9Cy. 680×1250 mm<br>7200bhp 1086t (hvf)<br>N.V. Werkspoor Ams<br>AuxB 100lb e (ex.g) 129lb<br>3×230kW 220V d.c. 17k |
| **LOOSTERKERK**<br>V. Vereenigde<br>Nederlandsche **Scheepv.**<br>Maats.<br>The Hague<br>Netherland | T.Mk<br>**7313**<br>3851<br>9570<br>**9891**<br>5493<br>11737 | ✠100A1<br>tunnel side tanks in No. 4 hold—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN2600 EL g†2 11/16″SQ | 1964–10 van der Giessen-De Noord N.V.<br>—Krimpen<br>541′ 2″ 69′ 5″ 26′ 5¾″/29′ 5⅛″<br>502′ 11″ 69′ 0″ 39′ 0″<br>F62′ RAD41′ 2 dks, 3rd dk in Nos. 1, 2 & 3 holds<br>Coll BH to U dk 6 to 2nd dk<br>rf 4″ WB1571t incl. Tunnel tanks 1183t | M Ref<br>3 Ho 61½′, 81¾′, 77¾′ 3 TwD 72½′, 66½′ 19¾′<br>G.627000 B.614000 In.14894<br>5 Ha (stl) (27′×14¾′) (49¾′, 44½′, 42′, 42′×23′) 1 Ha (w) (7¾′×13′)<br>18W Der 1(120) 8(12) 10(6) | Oil 2SA 6Cy. 850×1700 mm<br>14200bhp 2210t (hvf)<br>Gebr. Stork & Co. Hengelo<br>2AuxB (1 o.f 1 ex.g) 100lb<br>4×225kW 440V 60c/s a.c. 19k |
| **LORINA**<br>S Helgeby **Bruk**<br>rpsborg<br>Norwegian | 150<br>84<br>240 | | 1954 Glommens M/V A/S—Fks<br>97′ 6″ 19′ 10″ 7′ 9″<br>19′ 8″<br>1 dk<br>len 56 | M Chemical Tanker Mchy.aft<br>2 Ta | Oil 2SA 2Cy.<br>120bhp (d.o)<br>Wichmann Mtrf. Rub<br>1×6kW 220V 50c/s a.c. |
| **LOŠTAR**<br>goslavenska **Tankerska**<br>Plovidba<br>Zadar<br>Yugoslav | 410<br>215<br>570 | JR | 1939 ......................Belgium<br>156′ 8″ 24′ 5″ 9′ 6″<br>149′ 2″ 24′ 3″ 10′ 10″<br>1 dk<br>R | M Tanker Mchy.aft<br>4 Ta<br>Der 1(1) | Oil 4SA 3Cy. 216×330 mm<br>216bhp (d.o)<br>Petters Ltd. Staines<br>1×20kW 110kW d.c. 7½k |
| **LOSTER**<br>exBirgitte Frellsen-65<br>~~Arnold Myrdal~~<br>~~Sandnes~~<br>~~Norwegian~~<br>vold Shipping **A/S**<br>Oslo<br>Norwegian | 500<br>316<br>950 | ✠100A1 SS 5/65<br>✠LMC<br>MN152 EL j 1⅛″SQ | 1960–8 Schps. "Hoogezand"<br>J. Bodewes—Hgz<br>200′ 5″ 30′ 4″ 11′ 11½″<br>182′ 5″ 30′ 2″ 13′ 3″<br>Q50′ F41′ 1 dk<br>RW 3BH<br>rf 6″ WB322t incl. Dk tanks 38t | M Mchy.aft<br>1 Ho<br>G.40000 B.38000<br>2 Ha (25¼′, 50½′×15½′)<br>3W Der 3(3) | Oil 4SA 8Cy. 290×420 mm<br>760bhp 70t<br>Masch. Kiel A.G. Kel<br>11k |
| **OSTERFRAU**<br>tenreederei **m.s.**<br>"Klosterfrau"<br>mpfsch. Ges. "Neptun"<br>emen<br>W. German | 741<br>335<br>1293 | GL | 1955 Werft Nobiskrug—Rendsburg<br>233′ 9″ 35′ 2″ 13′ 5¾″<br>209′ 10″ 35′ 1″ 22′ 2″<br>F19′ 1 dk & S dk<br>RW<br>rf 2″ | M OSD Mchy.aft<br>2 Ho 29¼′, 61′<br>G.91710 B.84635<br>2 Ha (stl) (29¼′, 61′×18′)<br>6W Der 6(3–5) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp 125t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×60, 60, 15kW 220V 12k |

Now PELOR See New Entries No. 4

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| 519023<br>DDAB<br><br>Df Esd<br>Gc Rdr<br>RTv | **KLOSTERTOR**<br>exHendrik Okko Fisser–59<br>**Partenreederei m.s.**<br>**"Klostertor"**<br>Fisser & v. Doornum<br>Emden W. German | 6189<br>3052<br>10047<br>8171<br>4805<br>— | <br><br>GL | **1954** Nordseewerke Emden—Emd<br>473' 1" 58' 8" 26' 0"/—<br>439' 7" 58' 7" 37' 5"<br>P53' F49' 1 dk & S dk<br>RW | M OSD/CSD<br><br>G.575390 B.521134<br><br>12W Der 1(30) 1(15) 12(5) | Oil 2SA 6Cy. 780×1400 mm<br>5400bhp<br>Masch. Augsburg-Nürnberg |
| 518992<br>UYQZ<br>M-997 | **KLYAZMA**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 1081<br>336<br>1122 | | **1952** Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>208' 4" 32' 10" 14' 8½"<br>32' 8" 15' 8"<br>P63' B33' 1 dk | M Tanker<br>8 Ta 1 Ho<br>L.50606<br>1 Ha<br>2W Der 2(2) | Oil 2SA 6Cy. 340×570 mm<br><br>Nydqvist & Holm A/B |
| 670013<br><br>160748<br>Df Esd<br>Rdr<br>RTm | **KLYDON**<br><br>**Wm. Dennison (Shapinsay)**<br>**Ltd.**<br>Kirkwall British | 116<br>67<br>100 | | **1963** N.V. Mach. v/h H. J. Koopman—<br>Dordrecht<br><br><br>1 dk | M (100P) Mchy.aft<br>2 Ho 18', 12½'<br>G.4350<br>1 Ha (25'×7½')<br>1W Der 1(5) | Oil 4SA 4Cy. 300×330 mm<br>300bhp Emade—fitted80<br>A/S Vølund<br>Controllable pitch propeller |
| 512193<br>LDMQ<br><br>Df Esd<br>RT | **KNARR**<br>exFrode–65<br>**Monrad Sætre**<br>Bergen Norwegian | 381<br>162<br>545 | <br><br>NV | **1954** C. Lühring—Brake<br>155' 1" 25' 7" 10' 6"<br>146' 8" 25' 6"<br>P46' F23' 1 dk<br>RW | M Mchy.aft<br>1 Ho 89½'<br>G.25000 B.23700<br>1 Ha (67'×15½')<br>2W Der 2(3) | Oil 4SA 6Cy. 290×420 mm<br>360bhp<br>Masch. Kiel A.G. |
| 672103<br>LLVC<br><br>Esd Rdr<br>RTm | **KNESTER**<br><br>**Knut L. Stenevik**<br>Bergen Norwegian | 395<br>163<br>472 | <br><br>NV | **1967** Gravdal Skips—Sunde<br>143' 8" 28' 1"<br>129' 0" 28' 0" 14' 8"<br>B64' F33' 1 dk<br>BK 4" | M Fishing Mchy.aft<br>2 Ho<br><br>2 Ha (alu) (each 9½'×9½')<br>1W Der 1(5) | Oil 4SA 6Cy. 320×480 mm<br>1100bhp<br>Motorenw. Mannheim<br>2×50kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| 502763<br>PFKG<br><br>RT | **KNIERTJE**<br>exAstra–66 exAlbatros<br>**M. Schuit**<br>Katwijk a/Zee Netherland | 111<br>49<br>— | | **1916** Gebr. Boot—Leiderdorp<br>90' 5" 21' 4"<br>… … …<br><br>R | M | Oil 2SA 5Cy. 190×350 mm<br>NE60<br>N.V. Mch. Bolnes |
| 509054<br>PFKH<br><br>Df Esd<br>RT | **KNIERTJE JACOBA**<br>exDirk–65 exMewa XII–47<br>exDirk–36<br>**G. & A. Klinkenberg**<br>Katwijk a/Zee Netherland | 170<br>63<br>— | | **1916** Gebr. v.d. Meer—Vla<br>114' 7" 22' 0"<br>… … … | M Fishing | Oil 4SA 2Cy. 230×350 mm<br><br>Appingedammer Brons |
| 519027<br>GLVE<br>304456<br>Df Esd<br>Gc Rdr<br>RTv | **KNIGHT TEMPLAR**<br>exArctic Ocean–63<br>**New Zealand Shipping Co.**<br>**Ltd., Blue Star Line Ltd.,**<br>**Port Line Ltd. & Shaw**<br>**Savill & Albion Co. Ltd.**<br>Shaw Savill & Albion Co. Ltd.<br>London British<br>Now **MINDANAO SEA** See New Entries No. 2 | 3971<br>2007<br>4620 | ✠100A1 SS 10/65<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>EL y 2$\frac{1}{16}$" | **1948–3** Eriksbergs M/V A/B—Got<br>394' 1" 53' 1" 23' 5½"<br>365' 8" 53' 0" 34' 0"<br>B&F220' 1 dk & S dk, platform dk in Nos. 1 & 2 holds<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 6" WB1826t incl. Tunnel tanks 936t | TM Ref OSD<br>4 Ho 66½', 46½', 64', 76½'<br>G.232000 In.232035<br>4 Ha (31½', 32', 32', 32'×18')<br>8W Cr 4(2) Der 8(5) | 2 Oil 2SA each 9Cy.<br>5200bhp<br>Burmeister & Wain<br>AuxB 80lb<br>4×213kW 220V d.c. |
| 680340 | **KNIGHTON**<br><br>**J. P. Knight Ltd.**<br>Rochester British<br>For later particulars see New Entries No. 3 | 278<br>—<br>— | 100A1<br>tug<br>for restricted service<br>Class contemplated | Richards (Shipbuilders) Ltd.—<br>Lwt<br>113' 6" 30' 4" 11' 9"<br>101' 0" 30' 0" 15' 6"<br><br>RW | M Tug Mchy.aft | Oil 4SA 6Cy. 15"×20"<br><br>Mirrlees National Ltd. |
| 519028<br>GHHK<br>302571<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **KNIGHTSGARTH**<br><br>**St. Denis Shipping Co. Ltd.**<br>Cory Maritime Ltd.<br>London British | 10591 ~~10760~~<br>4886 ~~4629~~<br>~~15370~~ | ✠100A1 SS 11/65<br>ore carrier<br>✠LMC<br><br>MN880 EL f†2¼"SQ | **1961–2** Blyth D.D. & S.B. Co. Ltd.—Bly<br>510' 8" 70' 3" 28' 0"<br>480' 0" 70' 0" 36' 3"<br>P94' B25' F49' 1 dk<br>RW 6BH<br>rf 3" WB11367t | M Ore Carrier Mchy.aft<br>2 Ho each 144'<br><br>4 Ha (stl) (each 62'×40') | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford<br>N.E. Mar. Eng. Co. Ltd.<br>AuxB 100lb db 100lb<br>3×180kW 220V d.c. |
| 519029<br>KNEO<br>248121<br>Df Esd<br>Gc | **KNOB KNOT**<br><br>**United States Department of**<br>**Commerce**<br>Milwaukee United States | 3805<br>2123<br>5926 | <br><br>AB | **1945** Froeming Bros. Inc —Milwaukee<br>338' 8" 50 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref Mchy aft<br>4 Ho 42½', 78½', 67½', 30½'<br>B.237000 In.9000<br>4 Ha (20½', 40½', 40½'×20') (9'×8')<br>16W | Oil 2SA 8Cy. 520×700 mm<br>1750bhp<br>Busch-Sulzer D.E. Co.<br>2×250kW 220V d.c. |
| 519030<br>DCLT<br><br>Df Esd<br>Rdr<br>RTm | **KNOCK**<br>exZuidland–60 exPeter–55<br>**Schulte & Bruns K.G.**<br>Emden W. German | 499<br>307<br>— | GL<br><br>✠Classed LR until 2/63 | **1951–12** Bijker's Aannemingsbed.—<br>Gorinchem<br>195' 8" 30' 4" 11' 6½"<br>178' 7" 30' 2" 13' 0"<br>Q42' F24' 1 dk<br>RW<br>rf 3" | M Mchy.aft<br>1 Ho 120½'<br>G.38500 B.37000<br>2 Ha<br>2W Der 2(3) | Oil 4SA 8Cy. 285×420 mm<br>650bhp<br>Masch. Augsburg-Nürnberg<br>2×15kW 110V d.c. |
| 519031<br><br>319694<br>Df Esd<br>Rdr RT | **KNOCK**<br>**Pierce Fisheries Ltd.**<br>~~**Deep Sea Fisheries Ltd.**~~<br>Shelburne Canadian | 145<br>83<br>— | | **1962** Harley S. Cox & Sons—Shelburne<br>*84·2'* 23' 0"<br>… … …<br>1 dk | Wood M Fishing | Oil 2SA 12Cy. 5"×5"<br><br>General Motors Corp. |

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| **KNOCK DEEP**<br>**Westminster Dredging Co. Ltd.**<br>London<br>British | **912**<br>772<br>— | **✠100A1**<br>hopper barge<br>Dr 4/66<br>EL (I) | **1927-7** A. Hall & Co. Ltd.—Abn<br>*190·2′* 39′ 1″ 12′ 8″<br>190′ 0″ 39′ 0″ 15′ 6″<br>Q47′ 1 dk<br>R 4BH<br>WB DTa15t | Hopper Barge | (o.f)<br>✠db 7/47–100℔ |
| **KNOSSOS**<br>exEddycliff-63<br>**Greek Atlantic Fishing**<br>**C. Diamantis Co. Ltd.**<br>Piræus<br>Greek | **2173**<br>881<br>2100 | ✠Classed LR until 10/64 | **1953-2** Blythswood S.B. Co. Ltd.—Gls<br>286′ 6″ 46′ 4″ 17′ 2¾″<br>270′ 0″ 44′ 0″ 18′ 6″<br>P96′ B34′ F56′ 1 dk<br>RW conv tanker 66 | S Fish Factory Mchy.aft | T 3Cy. 16″ 27½″ & 43½″×21″<br>363t (o.f)–21pd<br>Lobnitz & Co. Ltd. Rnf<br>12k |
| **KNOSSOS**<br>exThornhill-63 exMarosa-57<br>exEmu-55<br>**Const. S. Efthymiadis**<br>Piræus<br>Greek | **2146**<br>1070<br>3600 | | **1949** Rosenberg M/V A/S—Stv<br>328′ 11″ 46′ 2″ 18′ 4″<br>46′ 0″<br>P61′ F27′ 1 dk & S dk<br>RW | S OSD Mchy.aft<br>G.236179 B.220925<br>10W Der 1(15) | C 4Cy. (2) 14 9/16″ & (2) 34¼″×32½″<br>482t (o.f)<br>Rosenberg M/V A/S Stv<br>12k |
| **KNOX**<br>**London & Rochester Trading Co. Ltd.**<br>Rochester<br>British | **109**<br>81<br>200 | | **1949** J. Pollock, Sons & Co. Ltd.—Faversham<br>*80·0′* 20′ 0″<br>... ... ...<br>1 dk<br>R | M Mchy.aft<br>1 Ho 51′<br>1 Ha (42′×13½′) | Oil 4SA 3Cy. 6″×9″<br>66bhp Emade34fitted63 (d.o)<br>Bergius Co. Ltd. Gls |
| **KNUD DANIELSEN**<br>**Rederiet Otto Danielsen**<br>Copenhagen<br>Danish | **499**<br>283<br>1104 | BV | **1967** E. J. Smits & Zn's Scheeps.—Westerbroek<br>215′ 4″ ~~215′ 2″~~ 34′ 1″ 12′ 2″<br>194′ 10″ 33′ 10″ 12′ 8″<br>P55′ F37¾′ 1 dk<br>rf 5″ | M Mchy.aft<br>1 Ho 133¾′<br>G.62500 B.57010<br>3 Ha (33½′×16½′) (67′ comb.×19¾′)<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>800bhp 54t (d.o)<br>Atlas-Mak Masch. Kel<br>2×50kW 220V d.c. |
| **KNUD MÆRSK** T.Mk<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A.P. Möller, Copenhagen<br>Copenhagen<br>Danish | **3913**<br>2167<br>6479<br>**5942**<br>3549<br>— | **✠100A1 SS 6/68** ~~SS 7/68~~<br>DTsmf—oil FP above 150° F., vegetable oil, latex or molasses<br>FPT—oil FP above 150°F. or latex<br>**✠LMC**<br>MN980 **EL z 1 15/16″SQ** | **1958-8** Burmeister & Wain—Cpn<br>447′ 7″ 54′ 2″ 21′ 8¾″/—<br>409′ 1″ 52′ 0″ 32′ 0″<br>P17′ F81′ 1 dk & S dk<br>Coll BH to S dk 8 to 2nd dk len 60<br>rf 4″ WB2267t incl. Tunnel tanks 165t DTsmf949t | M OSD/CSD<br>G.437000 B.399000<br>5 Ha (27′×16′) (40¼′, 69′, 35½′×18′)<br>(26¼′×16′) | Oil 2SA 6Cy. 620×1150 mm<br>4900bhp<br>Burmeister & Wain Cpn<br>2AuxB (1 o.f 1 ex.g) 100℔ |
| **KNUD SIF**<br>**deri I/S "Sif" XIII**<br>d I. Larsen<br>penhagen<br>Danish | **499**<br>297<br>1033 | BV | **1966** N.V. Bodewes Schps.—Martenshoek<br>202′ 1″ 33′ 9″ 12′ 2½″<br>183 8″ 33′ 5″ 20′ 0″<br>Q125′ B39′ F36′ 1 dk | M Mchy.aft<br>1 Ho 128′<br>G.60000<br>2 Ha (32½′×15¾′) (48½′×19¾′)<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp 88t (d.o)<br>Atlas-Mak Masch. Kel<br>2×15, 10kW 220V d.c. 11½k |
| **KNUD VIKING**<br>exLaboe-61<br>**Viking Reederei-u. Schiffahrts. Ges.m.b.H.**<br>Hamburg<br>W. German | **430**<br>243<br>— | GL | **1907** Howaldtswerke—Kel<br>131′ 10″ 26′ 0″ 12′ 2″<br>25′ 10″ 13′ 9″<br>B16′ F30′ 1 dk<br>R conv tug 48 len 49 | M | Oil 4SA 6Cy. 420×660 mm<br>900bhp NE38 40t<br>Klöckner-Humboldt-Deutz Kln<br>13½k |
| **KNUDSHOVED**<br>**De Danske Statsbaner**<br>Korsør<br>Danish | **3882**<br>1333<br>1496 | BV | **1961** Helsingör Skibs. & Msk.—Hsg<br>358′ 2″ 58′ 1″ 15′ 1″<br>354′ 5″ 56′ 5½″ 23′ 4″<br>4 dks<br>RW<br>rf 12″ | TM Train Ferry (1500P) | 2 Oil 2SA each 7Cy. 500×900 mm<br>8700bhp B&W 120t (d.o)<br>Helsingör Skibs. & Msk. Hsg<br>4×368kW 380V 50c/s a.c.<br>Thw. thrust propeller fwd 16k |
| **KNUDSVIG**<br>**Sønderjydsk Rederi A/S**<br>Åbenrå<br>Danish | **400**<br>243<br>— | BV | **1967** Sønderborg Skibsv.—Sønderborg<br>172′ 7″ 32′ 3″ 11′ 1¼″<br>155′ 3″ 32′ 2″ 12′ 5″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>690bhp<br>Aabenraa Motorfabrik Åbenrå<br>Controllable pitch propeller |
| **KNUT GRØNNEVET**<br>exGos I-65 exKnekt-55<br>**Leidulf Grønnevet Partrederi**<br>Ålesund<br>Norwegian | **512**<br>239<br>— | NV | **1949** Uraga Dock—Yokosuka<br>169′ 6″ 29′ 8″<br>29′ 6″ 16′ 9″<br>1 dk<br>RW conv whaler 65 | M Fishing Mchy.aft<br>2 Ha (4½′×6′) (7¾′×10¼′) | Oil 2SA 8Cy. 310×490 mm<br>1050bhp NE65<br>Alpha-Diesel A/S Fkn |
| **KNUT HANSEN**<br>**Knut H. Remøy Partrederi**<br>Ålesund<br>Norwegian | **139**<br>56<br>— | | **1950** A/S Pusens M/V—Arendal<br>96′ 10″ 20′ 1″<br>... ... ... len 51 | M Fishing Mchy.aft<br>1 Ho<br>Der 1(3) | Oil 2SA 3Cy. 230×400 mm<br>180bhp<br>Alpha-Diesel Fkn |
| **KNUT VARTDAL**<br>**A/S Ramoen**<br>**Johannes K. Vartdal**<br>Ålesund<br>Norwegian | **292**<br>110<br>— | NV | **1955** A/S Stord—Lervik<br>146′ 5″ 24′ 1″ 12′ 0″<br>24′ 0″ 13′ 1″<br>1 dk len 64 | M Fishing Mchy.aft<br>3 Ha (3½′×5¼′) (10¾′×7¼′) (8¾′×6½′) | Oil 2SA 6Cy. 280×420 mm<br>480bhp 40t<br>Wichmann Mtrf. Rub<br>11½k |

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| 519042<br>LLXU | **KNUT VIKING**<br>exHurum-55<br>**Alf Mortensen**<br>Oslo Norwegian | 369<br>190<br>— | | 1945 ........................England<br>*150·1'* 22' 1"<br>... ... ... | TM | 2 Oil 4SA each 12Cy.<br>1000bhp<br>Davey, Paxman & Co. Lt |
| 519043<br>KKTS<br>243164<br>Df Esd | **KNUTE NELSON**<br>**United States Department of Commerce**<br>Los Angeles United States | 7176<br>4380<br>10572 | AB | 1943 California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 519044<br>KOPI<br>243479<br>Df Esd | **KNUTE ROCKNE**<br>**United States Department of Commerce**<br>San Francisco United States | 7226<br>4451<br>10500 | AB | 1943 Permanente (Shpyd No. 2)—Richmond<br>441 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 671632<br>RT | **KO 115**<br>**Taiwan Land Development Corporation**<br>Kaohsiung China (Taiwan) | 150<br>38<br>— | | 1966 Fukuoka Zosen—Fukuoka<br>93' 6" 25' 8" 6' 7"<br>85' 4" 25' 7" 9' 10"<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy.<br>1200bhp<br>Hanshin Nainenki Kogyo |
| 509966<br>JDJK<br>83661<br>Rdr | **KOA MARU No. 7**<br>exToyota Maru-65<br>exEiyu Maru No. 21-63<br>**Toyota Kisen K.K.**<br>Osaki Japanese | 458<br>247<br>— | | 1960 Kanagawa Zosen—Kob<br>157' 10" 26' 5" 12' 2"<br>142' 9" 26' 3" 13' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>650bhp<br>Nippon Hatsudoki |
| 519046<br>JKBL<br>67474<br>Df Esd<br>Rdr | **KOAN MARU**<br>**Toyo Yusen K.K.**<br>Tokyo Japanese | 7573<br>3628<br>1600 | | 1936 Mitsubishi Jukogyo—Nag<br>434' 5" 57' 4" 21' 4"<br>415' 2" 57' 2"<br>F350' 2 dks<br>R | TS (2500P)<br>3 Ho<br>G.103549 B.92069<br>6W Der 2(3) | 4 S Turb dr geared to 2 s<br>1200shp<br>Mitsubishi Jukogyo<br>3×400kW 450V a.c. |
| 536558<br>JKVF<br>86673<br>Df Esd<br>Gc Rdr<br>RT | **KOAN MARU**<br>exTosei Maru-65<br>**Hiroumi Kisen K.K.**<br>Osaka Japanese | 1823<br>1085<br>3022 | NK | 1961 Taiyo Zosen—Nag<br>278' 9" 41' 10" 18' 5"<br>255' 11" 41' 8" 21' 7"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.134337 B.125085<br>2 Ha (30½', 87½'×18½')<br>8W Der 6(10) | Oil 2SA 6Cy. 390×650 mm<br>2000bhp<br>Kobe Hatsudoki Seizosho<br>2×50kW 225V d.c. |
| 519047<br>7KMJ<br>88764<br>Rdr<br>RTm | **KOAN MARU**<br>**Maruni Shokai K.K.**<br>Fukuoka Japanese | 1597<br>865<br>2461 | NK | 1961 Sanoyasu Dockyard Co. Ltd.—Osa<br>261' 10" 38' 3" 18' 1"<br>244' 6" 38' 1" 20' 0"<br>1 dk<br>RW<br>rf 4" | M Tanker Mchy.aft<br>L.106227<br>Cr 1(1) Der 2(1) | Oil 4SA 6Cy. 470×680 mm<br>1600bhp<br>Kinoshita Tekkosho<br>2×31kW 115V d.c. |
| 640095<br>8LYA<br>90902<br>Rdr RT | **KOAN MARU**<br>**Kihara Shoji K.K.**<br>Tokyo Japanese | 999<br>493<br>1667 | | 1963 Koyo Dock—Mihara<br>222' 9" 37' 2" 15' 1"<br>203' 5" 37' 1" 17' 1"<br>1 dk | M Mchy.aft<br>1 Ho<br>G.64944 B.63708<br>1 Ha (94½'×19½') | Oil 4SA 6Cy. 380×520 mm<br>1200bhp<br>Nippon Hatsudoki<br>1×20kW 115V d.c. |
| 519049<br>JAHP<br>83939 | **KOAN MARU**<br>**K. Shimomukai**<br>Kurahashi Japanese | 177<br>79<br>— | | 1960 Ujina Zosensho—Hma<br>110' 9" 19' 10" 8' 3"<br>96' 2" 19' 8" 9' 2"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 270×380 mm<br>200bhp<br>Matsui Tekkosho |
| 519050<br>7JKG<br>87461<br>Rdr RT | **KOAN MARU No. 1**<br>exMunakata Maru No. 2-62<br>**Idemitsu Kosan K.K.**<br>Tokyo Japanese | 1491<br>696<br>2192 | NK | 1961 Setoda Zosen—Setoda<br>257' 8" 38' 6" 17' 4"<br>234' 6" 38' 4" 19' 2"<br>P89' Q61' B15' F34' 1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta<br>L.93945 | Oil 4SA 6Cy. 470×680 mm<br>1600bhp<br>Kinoshita Tekkosho<br>2×40kW 225V 60c/s a.c. |
| 660671<br>JH2137<br>98009<br>Rdr | **KOAN MARU No. 1**<br>**Omaezaki Enyo Gyogyo Kyodo-Kumiai**<br>Omaezaki Japanese | 500<br>271<br>— | | 1965 Miho Zosensho—Shimizu<br>176' 2" 27' 11"<br>159' 2" 27' 10" 14' 8"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 300×440 mm<br>800bhp<br>Akasaka Tekkosho |
| 519051<br><br><br>Rdr RT | **KOAN MARU No. 2**<br>**Idemitsu Kosan K.K.**<br>Tokyo Japanese | 999<br>—<br>— | | 1962 Kanda Zosensho—Kur<br>225' 5" 31' 11" 15' 9"<br>206' 8" 31' 10" 17' 1"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 430×620 mm<br>Hanshin Nainenki Kogyo |
| 650788<br>JIVK<br>96496<br>Rdr RT | **KOAN MARU No. 2**<br>**Daiko Dock K.K.**<br>Osaka Japanese | 997<br>525<br>1672 | | 1964 Koyo Dock—Mihara<br>222' 9" 37' 2" 15' 5"<br>203' 5" 37' 1" 17' 1"<br>1 dk | M Mchy.aft<br>1 Ho<br>G.69215 B.67096<br>1 Ha (94½'×19½') | Oil 4SA 6Cy. 380×520 mm<br>1200bhp<br>Nippon Hatsudoki<br>1×20kW 115V d.c. |
| 662065<br>8KAK<br>93735<br>Rdr | **KOAN MARU No. 2**<br>exYoshin Maru-65<br>**Koan Sangyo K.K.**<br>Kawasaki Japanese | 619<br>393<br>— | | 1963 Innoshima Dock—Inn<br>*180·1'* 27' 7"<br>27' 6" 14' 3"<br>P40' F21' 1 dk | M Mchy.aft<br>G.44848 B.39163<br>1 Ha (93½'×16½') | Oil 4SA 6Cy. 325×460 mm<br>800bhp<br>Nippon Hatsudoki |

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| **OAN MARU No. 3**<br>emitsu **Kosan K.K.**<br>okyo Japanese | 999<br>774<br>— | | **1962** Kanda Zosensho—Kur<br>225' 5" 31' 11" 15' 9"<br>206' 8" 31' 10" 17' 1"<br>1 dk | M Tanker Mchy.aft | | Oil 4SA 6Cy. 430×620 mm<br>Hanshin Nainenki Kogyo Kob |
| **OAN MARU No. 10**<br>emitsu **Kosan K.K.**<br>okyo Japanese | 554<br>277<br>886 | | **1957** Nishii Dock Co. Ltd.—Nansei<br>176' 0" 27' 10" 12' 10"<br>159' 0" 27' 3" 14' 2"<br>P50' F23' 1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta<br>L.35900 | HeCls. C | Oil 4SA 6Cy. 350×500 mm<br>750bhp 27t (d.o)–4pd<br>Akasaka Tekkosho Yaizu<br>1×40kW 230V 60c/s a.c. 10k |
| **OAN MARU No. 11**<br>emitsu **Kosan K.K.**<br>okyo Japanese | 165<br>68<br>233 | | **1956** Kanawa Dock Co. Ltd.—Kanawajima<br>104' 4" 18' 4" 8' 7"<br>98' 2" 18' 3" 9' 7"<br>1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta | | Oil 4SA 4Cy. 280×380 mm<br>275bhp<br>Akasaka Tekkosho Yaizu<br>1×15kW 100V d.c. |
| **OAN MARU No. 15**<br>emitsu **Kosan K.K.**<br>okyo Japanese | 456<br>209<br>680 | | **1957** Nishii Dock Co. Ltd.—Nansei<br>156' 1" 25' 7" 12' 9¼"<br>25' 5"<br>1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta | | Oil 4SA 6Cy. 326×460 mm<br>650bhp (d.o)<br>Akasaka Tekkosho Shimizu<br>1×40kW 220V 60c/s a.c. |
| **OAN MARU No. 16**<br>emitsu **Kosan K.K.**<br>okyo Japanese | 232<br>92<br>299 | | **1957** Kanawa Dock Co. Ltd.—Kanawajima<br>121' 3" 21' 1" 8' 10⅜"<br>111' 6" 21' 0" 10' 2"<br>P33' F23' 1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta<br>L.11649 | HeCls. C | Oil 4SA 6Cy. 260×400 mm<br>300bhp 9t (d.o)–1pd<br>Fuji Seisakusho Tateyama<br>1×15kW 100V d.c. 9k |
| **OAN MARU No. 17**<br>emitsu **Kosan K.K.**<br>okyo Japanese | 338<br>194<br>618 | | **1957** Hashima Zosen—Imabari<br>23' 8"<br>147' 7" 23' 7" 12' 2"<br>1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta | | Oil 4SA 6Cy. 290×410 mm<br>500bhp (d.o)<br>Hanshin Nainenki Kogyo Kob<br>1×30kW 105V d.c. |
| **OAN MARU No. 18**<br>shizaka<br>oshi Japanese | 294<br>154<br>— | | **1962** Tokushima Zosen Sangyo—Tokushima<br>*132·3'* 25' 1"<br>132' 4" 24' 11½" 11' 6"<br>1 dk<br>RW | M Fishing Mchy.aft | | Oil 4SA 6Cy. 330×470 mm<br>Sumiyoshi Tekkosho Yoshida |
| **AN MARU No. 18**<br>itsu **Kosan K.K.**<br>o Japanese | 168<br>69<br>179 | | **1959** Kanawa Dock Co. Ltd.—Kanawajima<br>106' 7" 18' 6" 8' 10"<br>96' 9" 18' 4" 9' 10"<br>1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta<br>L.7745 | | Oil 4SA 5Cy. 260×400 mm<br>270bhp 2t (d.o)–¾pd<br>Kinoshita Tekkosho Akashi<br>1×12kW 110V d.c. 9k |
| **OBE MARU**<br>el Kisen **K.K.**<br>be Japanese | 6609<br>3761<br>8381 | NK | **1950** Naka Nippon Jukogyo—Kob<br>438' 6" 57' 6" 26' 4"<br>404' 5" 57' 5" 36' 0"<br>2 dks<br>RW | S<br>5 Ho<br>G.418888 B.380940<br>5 Ha (20¼'×17¾') (39¾' 25', 32¾', 40'×20')<br>14W Der 2(25) 10(5) 2(3) | | 2 S Turb dr geared to sc. shaft<br>3600shp 1372t (o.f)<br>Naka Nippon Jukogyo Kob<br>2×150kW 225V a.c. 13k |
| **OBE MARU**<br>be Sempaku **K.K.**<br>be Japanese<br>Now **JEIL YUNG JIN** See New Entries No. **1** | 987<br>507<br>1476 | NK | **1959** Kurushima Dock Co. Ltd.—Imabari<br>215' 6" 33' 7" 15' 1"<br>196' 10" 33' 5" 16' 5"<br>1 dk<br>RW | M Tanker Mchy.aft<br>3 Ta<br>L.65156 | | Oil 4SA 6Cy. 370×520 mm<br>950bhp 55t<br>Nippon Hatsudoki Kob<br>2×10kW 110V d.c. 10½k |
| **OBE MARU No. 2**<br>be Sempaku **K.K.**<br>be Japanese | 1594<br>858<br>2678 | NK | **1963** Onomichi Zosen—Onomichi<br>272' 8" 39' 6" 16' 10"<br>254' 2" 39' 4" 19' 8"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.109935 B.99093<br>2 Ha (39¼', 85¼'×19¾')<br>9W Der 4(15) 2(10) | | Oil 4SA 6Cy. 450×640 mm<br>1650bhp 178t<br>Nippon Hatsudoki Kob<br>2×25kW 105V d.c. 11½k |
| **OBE MARU No. 3**<br>be Sempaku **K.K.**<br>be Japanese | 1585<br>854<br>2533 | NK | **1964** Onomichi Zosen—Onomichi<br>272' 8" 39' 6" 16' 10"<br>254' 2" 39' 4" 19' 8"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.112159 B.101071<br>2 Ha (39¼', 85¼'×19¾')<br>9W Der 6(10) | | Oil 4SA 6Cy. 430×620 mm<br>1650bhp 173t<br>Hanshin Nainenki Kogyo Kob<br>2×27kW 225V a.c. 11¾k |
| **OBE MARU No. 5**<br>be Sempaku **K.K.**<br>be Japanese | 1000<br>566<br>1816 | NK | **1964** Kanda Zosensho—Kur<br>230' 8" 34' 3" 15' 5"<br>211' 7" 34' 1" 17' 9"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.75574 B.61978<br>2 Ha (30¼'×19¾') (79¾'×21½')<br>6W Der 6(5) | | Oil 4SA 6Cy. 380×530 mm<br>1200bhp 65t<br>Nippon Hatsudoki Kob<br>2×28kW 225V a.c. 12k |
| **ØBENHAVN**<br>Norske **Københavnlinje**<br>A/S<br>Ditlev-Simonsen & Co.<br>Norwegian | 3612<br>1829<br>— | NV | **1966** Orenstein-Koppel & Lbcr. Masch. Lbc<br>308' 2" 53' 2" ~~13' 7½"~~ 14' 2½"<br>275' 7" 53' 0" 34' 2"<br>3 dks & S dk | TM Ferry OSD | | 2 Oil 4SA each 8Cy. 400×460 mm<br>6500bhp Pielstick<br>A/B Lindholmens Varv. Got |

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| 650441<br><br><br>RTm/h/v | **KOBERG**<br>exJalinga-67<br>**Koberg Corp. Ltd.**<br>Panama Panamanian<br>For later particulars see New Entries No. 2 | 31145<br>21581<br>60070 | <br><br>NV | **1964** Kieler Howaldtswerke A.G.—Kel<br>775′ 0″ 106′ 0″ 40′ 1½″<br>738′ 4″ 105′ 10″ 53′ 9″<br>1 dk<br>rf 4″ | S Tanker Mchy.aft<br>13 Ta<br><br><br>Der 2(10) 2(3) 2(1) | 2 S Turb dr geared<br>17500shp<br>Kieler Howaldtswerke A.G.<br>3×800, 800, 150kW |
| 519067<br>ZTCE<br>35(5)6<br>Df Esd<br>Gc Rdr<br>RTv | **KOBLENZ**<br><br>**Irvin & Johnson Nordsee**<br>**(Pty) Ltd.**<br>Cape Town S. African | 554<br>228<br>647 | <br><br>GL | **1950** A.G "Weser" Werk Seebeck—Bhn<br>170′ 6″ 28′ 8″ 14′ 2″<br>28′ 6″ 16′ 3″<br>F34′ 1 dk<br>R<br>rf 33½″ | S Trawler<br>1 Ho 51½′<br><br>4 Ha (each 4′×4′) | T 3Cy. 13¾″ 21¾″ &<br>turb<br>800ihp<br>A.G. "Weser" Werk<br>2×10kW 110V d.c. |
| 519068<br>JGVR<br>80308<br>Df Esd<br>Gc Rdr<br>RT | **KOBU MARU**<br><br>**Japan Line Ltd.**<br>Kobe Japanese | 9202<br>5345<br>12008 | NK<br><br>✠Classed LR until 2/64 | **1958–1** Mitsubishi Zosen—Nag<br>496′ 3″ 63′ 10″ 29′ 7½″<br>459′ 4″ 63′ 8″ 40′ 0″<br>F44′ 2 dks, 3rd dk except in Nos. 4 & 6 holds<br><br>rf 7″ | M Ref<br>6 Ho<br>G.656647 B.607919 In.11273<br>6 Ha (31½′×16½′) (42′, 36½′, 28½′, 36½′, 28½′×23′)<br><br>18W Der 4(15) 14(5) | Oil 2SA 6Cy. 750×1300<br>8500bhp<br>Mitsubishi Zosen<br>3×200kW 450V a.c. |
| 519069<br>UTAH<br>M-16824 | **KOBZARJ**<br><br>**U.S.S.R.**<br>Odessa Russian | 533<br>—<br>241 | | **1954** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157′ 1″ 32′ 8″ 12′ 6″<br>139′ 9″ 31′ 2″ 15′ 5″<br>F56′ | S Tug<br><br><br><br>1W Der 1(1) | T 3Cy. 16¾″ 27½″ &<br><br>Wärtsilä Kon. Crichton- |
| 519071<br>TCRY<br>2148 | **KOCAELI**<br><br>**Sultan Mahanli**<br>Izmir Turkish | 496<br>266<br>580 | | **1944** ......................United Kingdom<br>185′ 0″ 30′ 0″ 9′ 0″<br>29′ 10″<br>1 dk | TM<br>1 Ho 108½′<br>G.30000 B.27900<br><br>2W Der 2(1) | 2 Oil each 12Cy.<br><br>Richard Paxman |
| 519072<br>SPQU<br><br>Df Esd<br>Gc Rdr<br>RT | **KOCHANOWSKI**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 5731<br>3070<br>8666<br>8231<br>4646<br>— | PR<br><br>✠Classed LR until 5/63 | **1962–3** Brodogradiliste III Maj—Rka<br>486′ 8″ 62′ 8″ 25′ 0¾″/—<br>444′ 4″ 62′ 4″ 36′ 11″<br>F93′ 1 dk & S dk, 3rd dk in No. 3 hold<br><br>rf nil | M (12P) OSD/CSD<br>5 Ho<br>G.581944 B.518871<br>5 Ha (29½′, 49½′, 39½′, 39½′, 34½′×23′)<br>16W Der 1(30) 1(15) 14(5) 2(3) | Oil 2SA 6Cy. 760×1550<br>7800bhp Sulzer<br>Cie. de Const. Méc.<br>3×400, 400, 250kW 380V |
| 519073<br>JPSP<br>68203<br>Df Esd<br>Gc Rdr<br>RT | **KOCHI MARU**<br><br>**Japan Line Ltd.**<br>Kobe Japanese<br>Now **GRAND FAIR**<br>See New Entries No. **12** | 7161<br>4109<br>10135 | <br><br>NK | **1951** Nishi Nippon Jukogyo—Nag<br>463′ 9″ 60′ 4″ 26′ 7″<br>434′ 1″ 60′ 2″ 33′ 5″<br>P24′ B136′ F33′ 2 dks<br>RW | M<br>6 Ho<br>G.557711 B.521093<br>6 Ha (28½′, 38′, 32½′, 21½′, 35½′, 30½′×23′)<br>18W Der 1(30) 6(10) 12(5) | Oil 2SA 7Cy. 720×1250<br>5000bhp<br>Nishi Nippon Jukogyo<br>3×200kW 230V d.c. |
| 660856<br><br><br>Rdr RT | **KOCHI MARU**<br><br>**Utaka Kokudo Ferry Co. Ltd.**<br>Takamatsu Japanese | 730<br>—<br>240 | | **1966** Hashihama Zosen—Imabari<br>37′ 2″ 8′ 10″<br>177′ 2″ 37′ 1″ 13′ 2″<br>1 dk<br>RW | TM Ferry | 2 Oil 4SA each 6Cy.<br>2100bhp<br>Hanshin Nainenki |
| 519075<br>JKRN<br>84188<br>Df | **KOCHI MARU No. 2**<br><br>**E. Uehara**<br>Yokosuka Japanese | 239<br>125<br>— | | **1959** Uchida Zosen—Ise<br>132′ 10″ 23′ 2″ 10′ 2″<br>118′ 1″ 22′ 11″ 11′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 519076<br>7JHJ<br>86274<br>Df Esd<br>Pfd Rdr | **KOCHI MARU No. 3**<br><br>**E. Uehara**<br>Yokosuka Japanese | 387<br>213<br>— | | **1961** Miho Zosensho—Shimizu<br>166′ 9″ 26′ 8″<br>147′ 7″ 26′ 6″ 12′ 9″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520<br><br>Niigata Tekkosho |
| 640195<br>7LYU<br>93018<br>Df Esd<br>Gc Rdr | **KOCHI MARU No. 5**<br><br>**E. Uehara**<br>Yokosuka Japanese | 304<br>159<br>— | | **1963** Kanazashi Zosensho—Shimizu<br>157′ 3″ 25′ 5″<br>139′ 7″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520<br><br>Niigata Eng. Co. Ltd. |
| 640012<br>8KMS<br>92244<br>Rdr RT | **KOCHO MARU**<br><br>**Maruni Shokai K.K.**<br>Fukuoka Japanese | 1000<br>529<br>1634 | <br><br>NK | **1963** Kyushu Zosen—Wakamatsu<br>221′ 11″ 34′ 3″ 15′ 9″<br>203′ 5″ 34′ 1″ 17′ 9″<br>1 dk<br>RW<br>rf 4″ | M Mchy.aft<br>1 Ho 136′<br>G.72183 B.69429<br>2 Ha (51½′, 52′×22½′)<br>Cr 2(5) Der 2(5) | Oil 4SA 6Cy. 430×620<br>1600bhp<br>Niigata Eng. Co. Ltd.<br>2×30kW 230V a.c. |
| 519078<br>JHQK<br>73083<br>Df Esd<br>Gc Rdr<br>RT | **KOCHU MARU**<br><br>**Japan Line Ltd.**<br>Kobe Japanese | 9197<br>5372<br>11977 | NK<br><br>✠Classed LR until 2/64 | **1955–6** Mitsubishi Zosen—Nag<br>496′ 2″ 63′ 10″ 29′ 7½″<br>459′ 4″ 63′ 8″ 40′ 0″<br>F44′ 2 dks, 3rd dk except in Nos. 4 & 6 holds<br>RW<br>rf 7″ | M Ref<br>6 Ho<br>G.669189 B.619996 In.10936<br>6 Ha (31½′×16½′) (42′, 36½′, 28½′, 36½′, 28½′×23′)<br>18W Der 4(15) 14(5) | Oil 2SA 6Cy. 750×1300<br>8500bhp<br>Mitsubishi Zosen<br>3×200kW 450V a.c. |
| 519079<br>JQGL<br>83504<br>Rdr RT | **KODAMA MARU**<br><br>**Sankyo Kaiun K.K.**<br>Tokyo Japanese | 291<br>130<br>400 | | **1959** Usuki Tekkosho—Usuki<br>136′ 6″ 22′ 6″ 10′ 6″<br>22′ 4″ 11′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy.<br><br>Usuki Tekkosho |

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|---|---|---|---|---|---|---|---|
| **ODIAK** | 394 | | 1947 Béliard, Crighton & Cie.—Ost | M Trawler | | Oil 4SA 6Cy. 460×660 mm | |
| toile du Nord–60 | 216 | | 152′ 4″ 27′ 0″ | | | 750bhp | |
| oc. Pesca Atlantica Rosetti | — | RI | 138′ 5″ 26′ 10″ 15′ 5″ | | | Soc. Gen. de Con. Méc. La Courneuve | |
| & C. | | | | | | | |
| Italian | | | len 60 | | | | |
| ncona | | | | | | | |
| **ODINO** | 2921 | | 1966 F. W. Hollming O/Y—Rauma | M | | Oil 2SA 5Cy. 550×1100 mm | |
| | 1345 | | 335′ 0″ 46′ 1″ 18′ 9″ | | | 2900bhp B&W | |
| S.S.R. | 3840 | | 305′ 2″ 45′ 11″ 22′ 6″ | | | Valmet O/Y Rautpohjan Tehdas | |
| Russian | | | | | | | Jyväskylä |
| | | | 1 dk | | | | |
| **ODO MARU** | 10211 | | 1964 Ishikawajima-Harima Hvy Ind.— | M Mchy.aft | | Oil 2SA 6Cy. 650×1350 mm | |
| | 6515 | | Tok | 4 Ho | | 7200bhp | 554t |
| pan Line Ltd. | 15656 | NK | 490′ 5″ 71′ 9″ 28′ 10″ | G.733789 B.689879 | | Mitsubishi Hvy Ind. | Nag |
| okyo Japanese | | | 459′ 4″ 71′ 6″ 39′ 7″ | 4 Ha (45′×28′) (60¼′, 60¼′, 60¼′×33½′) | | 2×192kW 450V a.c. | 15½k |
| | | | B72′ F47′ 1 dk | 14W Der 8(7½) 6(5) | | | |
| | | | RW | | | | |
| **ODOR** | 433 | | 1962 ......................Russia | M | | Oil 2SA 4Cy. 300×500 mm | |
| | 181 | | 149′ 8″ 27′ 0″ 10′ 8½″ | 2 Ho | | | |
| S.S.R. | 538 | | 26′ 11″ 11′ 11″ | G.22601 | | | |
| ovorossisk Russian | | | 1 dk | 2 Ha (27′, 30½′×16½′) | | | |
| | | | | Cr 1(5) | | | |
| **ODORI** | 347 | | 1958 ......................Russia | TM | | 2 Oil 4SA each 12Cy. 150×180 mm | |
| | 97 | | 141′ 8″ 24′ 3″ 8′ 5″ | 2 Ho | | | |
| S.S.R. | 407 | | 24′ 2″ 11′ 10″ | | | | Russia |
| khumi Russian | | | 1 dk | 2 Ha (each 25½′×13′) | | | 10k |
| **EI MARU** | ~~30684~~ 31023 | | 1962 Ishikawajima-Harima Hvy Ind.— | M Tanker Mchy.aft | | Oil 2SA 9Cy. 900×1550 mm | |
| | ~~19498~~ 19837 | | Aio | 20 Ta | | 18000bhp Sulzer | 3764t (hvf) |
| yoei Tanker K.K. | ~~50284~~ 52931 | NK | 730′ 0″ 100′ 2″ 39′ 5″ | L.2256000 | HeCls. B | Ishikawajima-Harima Hvy Ind. | Aio |
| be Japanese | | | 689′ 0″ 100′ 0″ 53′ 2″ | | | 2×428kW 450V 60c/s a.c. | 15¾k |
| | | | P144′ F72′ 1 dk | Der 2(7) | | | |
| | | | RW | | | | |
| | | | rf 4″ | | | | |
| **OEI MARU** | 12219 | | 1953 Mitsubishi Nippon Hvy Ind.—Yka | M Tanker Mchy.aft | | Oil 2SA 10Cy. 720×1300 mm | |
| | 6533 | | 575′ 9″ 70′ 11″ 30′ 1″ | 27 Ta | | 7000bhp MAN | 1706t–27pd |
| pan Line Ltd. | 18718 | NK | 534′ 9″ 70′ 10″ 39′ 0″ | L.841807 | | Mitsubishi Nippon Hvy Ind. | Yka |
| yo Japanese | | | P126′ F44′ 1 dk | | | 2×275kW 230V a.c. | 13¾k |
| w GLORIA | | | RW | | | | |
| See New Entries No. 12 | | | | | | | |
| **EI MARU** | 1994 | | 1964 Onomichi Zosen—Onomichi | M Mchy.aft | | Oil 4SA 6Cy. 470×680 mm | |
| | 1150 | | 291′ 10″ 42′ 10″ 18′ 3″ | 2 Ho | | 2000bhp | 138t |
| shin Kaiun K.K. | 3149 | NK | 269′ 0″ 42′ 8″ 21′ 8″ | G.148145 B.137763 | | Kinoshita Tekkosho | Akashi |
| be Japanese | | | 1 dk | 2 Ha (49½′, 96′×25′) | | 2×50kW 445V a.c. | 12k |
| | | | | 6W Der 6(10) | | | |
| **OEI MARU** | 1597 | | 1961 Sanoyasu Dkyd Co. Ltd.—Osa | M Tanker Mchy.aft | | Oil 4SA 6Cy. 470×680 mm | |
| | 867 | | 261′ 4″ 38′ 2″ 18′ 1″ | 10 Ta | | 1600bhp | 219t (d.o)–6½pd |
| runi Shokai K.K. | 2461 | NK | 244′ 6″ 38′ 0″ 20′ 0″ | | | Kinoshita Tekkosho | Akashi |
| tuoka Japanese | | | 1 dk | L.106227 | | 2×31kW 115V d.c. | 11½k |
| | | | RW | Cr 1(1) Der 2(1) | | | |
| | | | rf 4″ | | | | |
| **OEI MARU** | 924 | | 1965 Imabari Zosen—Imabari | M Mchy.aft | | Oil 4SA 6Cy. 380×540 mm | |
| | 594 | | 216′ 7″ 34′ 3″ 16′ 6⅞″ | | | 1300bhp | |
| rada Kisen K.K. | 1831 | | 196′ 10″ 34′ 1½″ 17′ 7″ | | | Makita Tekkosho | Takamatsu |
| kata Japanese | | | 1 dk | | | | |
| | | | RW | | | | |
| **OEI MARU** | 848 | | 1967 Kanda Zosensho—Kur | M Mchy.aft | | Oil 4SA 6Cy. 380×540 mm | |
| | 437 | | 207′ 7″ 32′ 2″ 15′ 5″ | | | 1100bhp | |
| da Kaiun K.K. | 1516 | | 192′ 6″ 32′ 1″ 16′ 6″ | | | Nippon Hatsudoki | Kob |
| imonoseki Japanese | | | 1 dk | | | | |
| **OEI MARU** | 396 | | 1957 Mukaishima Dock Co Ltd.— | M Tanker Mchy.aft | | Oil 4SA 6Cy. 320×460 mm | |
| | 224 | | Mukaishima | | | | |
| sei Kaiun K.K. | — | | *144·3′* 24′ 11″ | | | Nippon Hatsudoki | Kob |
| mori Japanese | | | ... ... ... | | | | |
| | | | 1 dk | | | | |
| | | | RW | | | | |
| **OEI MARU** | 199 | | 1961 Suzuki Zosen—Shimizu | M Tanker Mchy.aft | | Oil 4SA 5Cy. 270×390 mm | |
| | 102 | | 103′ 8″ 24′ 1″ | | | | |
| Kogyo K.K. | — | | 96′ 10″ 23′ 11½″ 10′ 10″ | | | Kobe Hatsudoki Seizosho | Nag |
| yo Japanese | | | 1 dk | | | | |
| **OEI MARU** | 198 | | 1961 Watanabe Zosensho—Ehime | M Mchy.aft | | Oil 2SA 4Cy. | |
| | 96 | | *98·0′* 21′ 5″ | | | | |
| iyashita | — | | 21′ 3″ | | | Makita Tekkosho | Takamatsu |
| ashi Japanese | | | 1 dk | | | | |

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| 519087<br>JGLJ<br>59415 | **KOEI MARU**<br><br>**Kowa Kisen K.K.**<br>Ogaki Japanese | 195<br>99<br>— | **1948** Koyanagi Zosensho—Shizuoka<br>*110·8'* 19' 0"<br>... ... ...<br>1 dk<br>RW len 61 | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br><br>Kobe Hatsudoki Seisaku |
| 519088<br>JKAF<br>80327 | **KOEI MARU**<br>exKakusei Maru-61<br>**Y. Ebisu**<br>Yokkaichi Japanese | 164<br>86<br>— | **1957** Showa Sempaku Kogyo—Osa<br>112' 1" 19' 2" 7' 4"<br>154' 3" 19' 1" 13' 4"<br>P54' F19' 1 dk<br>RW len 59 | M Tanker | Oil 4SA 6Cy. 290×380 mm<br>Emade41refitted<br>Maeda Tekkosho |
| 542092<br>7JHO<br>86280 | **KOEI MARU**<br><br>**I. Takamura**<br>Yokohama Japanese | 154<br>92<br>— | **1961** Tozai Koki Kosakusho—Yka<br>*95·1'* 21' 0"<br>20' 10"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy.<br><br>Niigata Eng. Co. Ltd. |
| 519089<br>JHJG<br>83711 | **KOEI MARU**<br><br>**Koyo Kaiun K.K.**<br>Hokutan Japanese | 130<br>67<br>— | **1959** Ura Kyodo Zosensho—Awaji<br>102' 4" 17' 6" 8' 6"<br>96' 9" 17' 4" 9' 6"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 4Cy. 250×380 mm<br><br>Ikeda Diesel Co. Ltd. |
| 519090<br>JRCN<br>76119 | **KOEI MARU No. 1**<br><br>**Wakayama Kaiun K.K.**<br>Osaka Japanese | 498<br>290<br>790 | **1956** Kanagawa Zosen—Kob<br>178' 3" 26' 4" 12' 5½"<br>161' 6" 26' 3" 13' 11"<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (78½'×16½') | Oil 4SA 6Cy. 350×500 mm<br><br>Hanshin Nainenki Kogyo |
| 519091<br>JNHX<br>84810 | **KOEI MARU No. 1**<br><br>**Koei Kisen K.K.**<br>Ogaki Japanese | 448<br>266<br>— | **1960** Koyo Dock—Mihara<br>158' 6" 26' 1" 11' 10"<br>144' 5" 25' 11" 13' 2"<br>1 dk | M Mchy.aft<br><br>G.30406 B.28569<br>1 Ha (66½'×16½') | Oil 4SA 6Cy. 320×460 mm<br><br>Nippon Hatsudoki |
| 519094<br>JLUX<br>88389<br>Rdr | **KOEI MARU No. 3**<br><br>**Y. Kano**<br>Imabari Japanese | 798<br>498<br>— | **1961** Nakamura Zosen Tekkosho—Matsue<br>203' 0" 31' 4" 13' 8"<br>187' 0" 31' 2" 15' 6"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 520×780 mm<br><br>Nippon Hatsudoki |
| 519095<br>JPCO<br>74719<br>Df Esd<br>Rdr | **KOEI MARU No. 3**<br><br>**D. Misaki**<br>Yaizu Japanese | 353<br>199<br>— | **1956** Miho Zosensho—Shimizu<br>157' 2" 24' 8"<br>138' 2" 24' 7" 12' 6"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br><br>Akasaka Tekkosho |
| 670925<br>JNJI<br>98202<br>Df Esd<br>Gc Rdr | **KOEI MARU No. 3**<br><br>**E. Misaki**<br>Yaizu Japanese | 254<br>132<br>— | **1966** Miho Zosensho—Shimizu<br>143' 0" 24' 9"<br>125' 0" 24' 8" 10' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>750bhp<br>Akasaka Tekkosho |
| 652549<br>JH2043<br>98057<br>Pfd RT | **KOEI MARU No. 5**<br><br>**C. Kokubo**<br>Toba Japanese | 499<br>274<br>850 | **1965** Uchida Zosen—Ise<br>28' 5" 12' 5"<br>159' 2" 28' 3" 13' 11"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Hanshin Nainenki Kogyo |
| 660672<br>JL2452<br>97405<br>Rdr RT | **KOEI MARU No. 5**<br><br>**Wakayama Kaiun K.K.**<br>Osaka Japanese | 486<br>249<br>1000 | **1965** Hashihama Zosen—Imabari<br>165' 10" 28' 5" 13' 5"<br>163' 9" 28' 3" 14' 11"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br><br>1 Ha | Oil 4SA 6Cy. 380×540 mm<br>1100bhp<br>Nippon Hatsudoki |
| 540609<br>8KGD<br>90825<br>Df Esd<br>Gc Pfd<br>Rdr | **KOEI MARU No. 5**<br><br>**D. Kenzaki**<br>Yaizu Japanese | 251<br>120<br>— | **1962** Miho Zosensho—Miho<br>135' 2" 24' 0"<br>121' 4" 23' 11" 11' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br><br>Akasaka Tekkosho |
| 651004<br>JL2183<br>97217 | **KOEI MARU No. 5**<br><br>**Y. Nakazawa**<br>Kochi Japanese | 199<br>—<br>295 | **1964** Kochi Hvy Ind. Ltd.—Kochi<br>22' 6" 9' 10"<br>96' 9" 22' 4" 10' 10"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>Emade53fitted<br>Hanshin Nainenki Kogyo |
| 519099<br>7KGZ<br>88510<br>Rdr | **KOEI MARU No. 7**<br><br>**Harada Kisen K.K.**<br>Hakata Japanese | 499<br>292<br>— | **1961** Imabari Zosen—Imabari<br>159' 7" 28' 0" 13' 1"<br>157' 6" 27' 10" 14' 1"<br>1 dk<br>RW | M Mchy.aft<br><br><br>G.36939 B.34291<br>1 Ha (72½'×17') | Oil 4SA 6Cy. 320×470 mm<br><br>Makita Tekkosho |

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| **OEI MARU No. 7**<br>E. Misaki<br>Yaizu<br>Japanese | 367<br>196<br>— | | 1964 Miho Zosensho—Shimizu<br>169′ 2″ 26′ 4″<br>150′ 6″ 26′ 3″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>Akasaka Tekkosho | Yaizu |
| **OEI MARU No. 8**<br>T. Nakano<br>Muroto<br>Japanese | 253<br>128<br>— | | 1964 Miho Zosensho—Shimizu<br>143′ 0″ 24′ 8″ 9′ 6″<br>125′ 0″ 24′ 7″ 11′ 0″<br>1 dk | M Fishing Mchy.aft<br>3 Ho 19′, 24¼′, 34¾′<br>4 Ha (4¼′, 4¼′×3¼′) (5′, 5′×4¼′)<br>Der 3(½) | Oil 4SA 6Cy. 280×440 mm<br>700bhp<br>Niigata Eng. Co. Ltd.<br>2×80, 64kW 220V 60c/s a.c. | (d.o)<br>Niigata |
| **OEI MARU No. 11**<br>Koei Shosen K.K.<br>Toba<br>Japanese | 500<br>292<br>1000 | | 1967 Uchida Zosen—Ise<br>162′ 9″ 28′ 11″ 13′ 3″<br>160′ 9″ 28′ 10″ 14′ 8″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 310×460 mm<br>950bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **OEI MARU No. 15**<br>Kanzaki Suisan K.K.<br>Kushimoto<br>Japanese | 112<br>49<br>— | | 1964 Uchida Zosen—Ise<br>19′ 6″ 7′ 6″<br>93′ 0″ 19′ 4″ 8′ 8″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Hanshin Nainenki Kogyo | Kob |
| **OEI MARU No. 23**<br>Y. Okamoto<br>Nantan<br>Japanese | 195<br>—<br>— | | 1963 Yura Zosen Tekkosho—Sumoto<br>25′ 1″<br>93′ 6″ 24′ 11½″ 9′ 2″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 270×370 mm<br>Emade52fitted63<br>Hanshin Nainenki Kogyo | Kob |
| **OEI MARU No. 25**<br>S. Koyama<br>Kesennuma<br>Japanese | 253<br>—<br>— | | 1964 Goriki Zosen—Ise<br>9′ 10″<br>123′ 10″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>Kanegafuchi Nainenki | Tok |
| **OEI MARU No. 28**<br>T. Kanazawa<br>ura<br>Japanese | 340<br>186<br>— | | 1959 Miho Zosensho—Shimizu<br>158′ 6″ 25′ 10″<br>138′ 6″ 25′ 7″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>Niigata Eng. Co. Ltd. | Niigata |
| **EI MARU No. 38**<br>Kanazawa<br>ura<br>Japanese | 442<br>221<br>— | | 1963 Miho Zosensho—Shimizu<br>172′ 9″ 28′ 0″<br>153′ 10″ 27′ 10½″ 13′ 3″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>Niigata Eng. Co. Ltd. | Niigata |
| **OFIAU**<br>.T. Irian **Barat Trading Co.**<br>Ltd.<br>kamapura Indonesian<br>For later particulars see New Entries No. 4 | 38<br>16<br>— | A1<br>for restricted service<br>Class contemplated | Holland Launch N.V.—Zaandam<br>59′ 1″ 13′ 7″ 4′ 3″<br>53′ 10″ 13′ 5″ 5′ 11″ | M Mchy.aft | Oil 4SA 6Cy. 118×152 mm<br>Kromhout Motorenfab. | Ams |
| **OFUJI MARU**<br>izuoka Prefectural Office<br>izuoka<br>Japanese | 127<br>37<br>— | | 1959 Miho Zosensho—Shimizu<br>86′ 0″ 24′ 1″<br>78′ 10″ 23′ 0″ 10′ 6″ | TM Tug | 2 Oil 4SA each 6Cy. 300×420 mm<br>Aksaka Tekkosho | Yaizu |
| **OFUKU MARU**<br>mitomo Kaiun K.K.<br>be<br>Japanese | 1925<br>1017<br>2817 | NK | 1948 Kawaminami Kogyo—Koyagishima<br>284′ 6″ 40′ 0″ 17′ 7″<br>270′ 0″ 39′ 10″ 20′ 4″<br>P87′ F29′ 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.138822 B.125085<br>2 Ha (30′, 84′×21′)<br>8W Der 1(30) 4(8) 2(5) 2(3) | Oil 4SA 6Cy. 470×670 mm<br>1800bhp NE59<br>Akasaka Tekkosho<br>1×40kW 105V d.c. | 162t<br>Yaizu<br>11k |
| **OFUKU MARU**<br>uni Shokai K.K.<br>kuoka<br>Japanese | 727<br>433<br>1132 | | 1961 Fukushima Zosensho—Matsue<br>183′ 5″ 29′ 6″<br>29′ 4″<br>1 dk<br>RW<br>rf 3″ | M Mchy.aft<br>1 Ho 117¾′<br>2 Ha (43¾′, 47½′×18¾′)<br>Cr 2(5) 2(3) Der 4(5) | Oil 4SA 6Cy. 350×500 mm<br>900bhp<br>Kinoshita Tekkosho<br>2×7½, 3kW 105V d.c. | (d.o)<br>Akashi |
| **OFUKU MARU**<br>fuku Kisen K.K.<br>kyo<br>Japanese | 561<br>268<br>757 | NK | 1949 Nakamura Zosen Tekkosho—Matsue<br>186′ 9″ 26′ 4″ 12′ 6″<br>174′ 6″ 26′ 3″ 13′ 5″<br>P63′ Q47′ F19′ 1 dk | M Mchy.aft<br>1 Ho 95¾′<br>G.31492 B.30129<br>2 Ha (30¼′, 31¼′×14¾′)<br>4W Der 4(3) | Oil 4SA 6Cy. 370×520 mm<br>650bhp NE55<br>Ito Tekkosho<br>1×7½kW 105V d.c. | 39t<br>Shimizu<br>9k |
| **UKU MARU**<br>ma Dock K.K.<br>Japanese | 489<br>272<br>961 | | 1965 Matsuura Zosen—Kinoe<br>180′ 5″ 28′ 4″ 12′ 9″<br>160′ 9″ 28′ 3″ 14′ 5″<br>1 dk | M Mchy.aft<br>1 Ho<br>1 Ha (82′×18¼′) | Oil 4SA 6Cy. 325×460 mm<br>850bhp<br>Nippon Hatsudoki K.K. | Kob<br>11k |

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| 519105<br>8JKB<br>90986 | **KOFUKU MARU**<br><br>**Chinai Kaiun K.K.**<br>Namikata Japanese | 436<br>253<br>625 | | 1962 Kurushima Dock Co. Ltd.—Imabari<br>156' 0" 26' 4" 11' 5"<br>141' 0" 26' 3" 12' 6"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br><br>1 Ha (72½'×16½') | Oil 4SA 6Cy. 290×42<br>583bhp<br>Nippon Hatsudoki<br>1×5kW 105V d.c. |
| 519106<br>JFGV<br>83984<br>RT | **KOFUKU MARU**<br><br>**K. Hirota**<br>Niihama Japanese | 360<br>187<br>— | | 1960 Shikoku Dock Ind. Co.—Takamatsu<br>*136·4'* 24' 9" 10' 10"<br>136' 4" 24' 7" 11' 10"<br>1 dk | M Mchy.aft<br><br>1 Ha (65'×15½') | Oil 4SA 6Cy. 270×42<br><br>Kinoshita Tekkosho |
| 507113<br>JPIW<br>60374 | **KOFUKU MARU No. 1**<br>exChoko Maru No. 7–64<br>exWahei Maru No. 7–60<br>**M. Takubo**<br>Hakata Japanese | 172<br>85<br>— | | 1914 Ono Zosensho—Osa<br>*110·1'* 19' 2"<br>19' 0"<br>1 dk<br>R conv tug — | M Mchy.aft | Oil 2SA 4Cy.<br>Emade33refitted–<br>Nippon Hatsudoki |
| 534976<br>JHEO<br>83095 | **KOFUKU MARU No. 5**<br>exTaisho Maru No. 1–63<br>**Ejima Kaiun K.K.**<br>Ejima Japanese | 382<br>220<br>— | | 1959 Koyo Dock K.K.—Mihara<br>148' 7" 24' 5" 10' 11"<br>133' 4" 24' 3" 12' 2"<br>1 dk | M Mchy.aft<br><br>G.28075 B.26839<br>1 Ha (70½'×13½') | Oil 4SA 6Cy. 320×460<br><br>Nippon Hatsudoki |
| 670286<br>JBAV<br>85590<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOFUKU MARU No. 10**<br><br>**Harada Gyogyo K.K.**<br>Tsuruoka Japanese | 315<br>147<br>— | | 1966 Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>146' 8" 27' 8" 10' 10"<br>128' 11" 27' 7" 12' 4"<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 320×500<br>1150bhp<br>Fuji Seisakusho |
| 519109<br>JMPG<br>81945<br>Df Esd<br>Gc Rdr | **KOGAKU MARU**<br><br>**Japan Line Ltd.**<br>Kobe Japanese | 9102<br>5068<br>13658 | <br><br>NK | 1958 Nippon Kokan—Shimizu<br>499' 11" 63' 4" 29' 11"<br>460' 11" 63' 0" 40' 0"<br>2 dks<br>RW | M<br>5 Ho<br>G.619598 B.600352<br>5 Ha (33½', 49½', 28½', 47½',<br>39½'×25½')<br>14W Der 6(10) 8(5) | Oil 2SA 6Cy. 620×1400<br>5400bhp B&W<br>Mitsui Zosen<br>2×80kW 445V a.c. |
| 519110<br>JPTK<br>41930<br>Rdr RT | **KOGANE MARU**<br><br>**Kansai Kisen K.K.**<br>Osaka Japanese | 1900<br>1031<br>316 | | 1936 Mitsubishi Jukogyo—Kob<br>263' 2" 39' 5" 11' 9"<br>241' 5" 39' 3" 19' 1"<br>2 dks<br>R | TM | 2 Oil 4SA each 8Cy. 42<br>2400bhp<br>Mitsubishi Jukogyo<br>4×45kW 225V d.c. |
| 519111<br>JQSI<br>53819 | **KOGANE MARU**<br><br>**Sado Kisen K.K.**<br>Ryotsu Japanese | 563<br>305<br>— | | 1948 Mitsubishi Jukogyo—Yka<br>*183·3'* 29' 8"<br>180' 5" 29' 6" 13' 5"<br>F24' 2 dks<br>RW | M | Oil 4SA 8Cy. 365×500<br><br>Niigata Tekkosho |
| 519113<br>EHUD | **KOGO**<br>exCastillo Bellver–61<br>exLensovet–39 exKazan–35<br>exAge–35<br>**Maritima Colonial y de<br>Comercio S.A.**<br>Cadiz Spanish | 4718<br>2864<br>6624 | ✠ | 1923–1 J. L. Thompson & Sons Ltd.—Sld<br>378' 2" 52' 10" 23' 0"<br>52' 8"<br>P28' Q118' B68' F28' 1 dk Well dk<br>R | S<br><br>G.322889 B.302697<br><br>8W Der 1(20) 1(15) | T 3Cy. 23½" 38" & 64"×4<br>1438ihp<br>Armstrong Whitworth |
| 540013<br>8LPJ<br>93177<br>Rdr RT | **KOHAKU MARU**<br><br>**Kansai Kisen K.K.**<br>Beppu Japanese | 2697<br>1378<br>417 | | 1963 Shin Mitsubishi Hvy Ind. Reorg.—<br>Kob<br>273' 4" 42' 2" 12' 2"<br>252' 7" 42' 0" 19' 8"<br>2 dks<br>RW | TM Mchy.aft<br>1 Ho | 2 Oil 2SA each 7Cy. 38<br>4700bhp<br>Kobe Hatsudoki Seizosh<br>3×200kW 445V a.c. |
| 519116<br>JDGS<br>67589<br>Df Esd<br>Gc Rdr | **KOHCHO MARU**<br><br>**Japan Line Ltd.**<br>Kobe Japanese | 7118<br>4122<br>10141 | <br><br>NK | 1951 Nishi Nippon Jukogyo—Nag<br>463' 9" 60' 6" 26' 7"<br>434' 1" 60' 4" 33' 5"<br>P24' B136' F33' 2 dks<br>RW | M<br>6 Ho<br>G.558245 B.521576<br>6 Ha (28½', 38', 32½', 21½', 35½'<br>30½'×23')<br>18W Der 1(30) 6(10) 12(5) | Oil 2SA 7Cy. 720×1250<br>5000bhp<br>Nishi Nippon Jukogyo<br>3×200kW 230V d.c. |
| 528349<br>GVRM<br>301293<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KOHIMA**<br>exKalaw–66 exPrahsu–64<br>**Elder Dempster Lines Ltd.**<br>Liverpool British | 5445<br>3012<br>9400 | ✠100A1 CS 2/67<br>DTm—vegetable oil<br>✠LMC<br><br>MN660 EL b†2$\frac{1}{16}$"SQ | 1959–3 Lithgows Ltd.—P.Gl<br>454' 10" 58' 3" 25' 1½"<br>430' 4" 58' 0" 37' 4"<br>F41' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2466t incl. DTsm1507t | M OSD<br>4 Ho 73½', 82½', 36½' DT, 36½' DT,<br>36½' DT, 36½' DT, 69½', 77½'<br>G.597398 B.544571<br>5 Ha (31½', 31', 31', 31', 31'×22')<br>10W Der 2(12) 2(10) 6(5) | Oil 2SA 4Cy. 620×140<br>470 mm<br>3300bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 120lb<br>2×35kW 220V d.c. |
| 540614<br>GLPU<br>304468<br>Df Esd<br>Gc Rdr<br>RTv | **KOHINUR**<br><br>~~New Zealand Shipping Co.~~<br>~~Ltd.~~ Hain-Nourse Ltd.<br>~~Hain-Nourse Ltd.~~<br>London British | T.Mk<br>7109<br>3788<br>11902<br>9874<br>5635<br>~~44045~~<br>14515 | ✠100A1 SS 2/68<br><br>✠LMC<br><br>MN1500 EL e†2½"SQ | 1963–3 C. Connell & Co. Ltd.—Gls<br>508' 3" 65' 3" ~~27' 1½"/30' 1½"~~<br>470' 0" 65' 0" 40' 0" 27' 1½"/30' 9"<br>F40' RAD40' 2 dks<br>7BH to U dk 2 to 2nd dk<br><br>rf 4" WB3516t incl. Tunnel tanks 378t DTf143t | M<br>5 Ho 49½', 83', 27½' DT, 40', 77', 80'<br><br>5 Ha (27'×18') (42½', 40', 42½',<br>40'×24')<br>Der 1(30) 2(15) 2(10) 12(5) | Oil 2SA 5Cy. 760×155<br>7500bhp Sulzer<br>Barclay, Curle & Co. Ltd.<br>2AuxB (1 o.f 1 ex.g) 120<br>3×250kW 220V d.c. |

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| **OHISTAN**<br>**Strick Line Ltd.**<br>F. C. Strick & Co. Ltd.<br>London<br>British | T.Mk<br>**7457**<br>3780<br>**10916**<br>**9423**<br>5246<br>**13253** | ✠100A1<br>✠LMC<br>MN1320 | SS 1/65<br>EL e†2¼″SQ | **1960–11** J. Readhead & Sons Ltd.—Shl<br>500′ 6″ 63′ 3″ 30′ 8½″<br>466′ 0″ 63′ 0″ 40′ 4″<br>P47′ F106′ 2 dks<br>RW 7BH<br>rf 3″ WB2173t incl. DTmf1625t | M<br>5 Ho 63′, 94½′, 32′, 78′, 77½′<br>G.714900 B.642350 In.2095<br>5 Ha (stl) (31½′×20′) (50′×24′) (17½′×28′) (32½′, 32½′×24′)<br>12W Der 1(65) 1(15) 4(10) 4(7) 4(5) | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford<br>Hawthorn, Leslie (Eng.) Ltd.<br>2AuxB 100lb<br>4×200kW 220V d.c. | 1020t (hvf)<br>Nwc<br>14½k |
| **OHKA MARU**<br>**Japan Line Ltd.**<br>obe<br>Japanese<br>New **IDALLA**<br>See New Entries No. 11 | 7329<br>4152<br>10057 | | NK | **1952** Mitsubishi Zosen—Nag<br>463′ 9″ 60′ 6″ 26′ 11″<br>433′ 1″ 60′ 4″ 33′ 5″<br>P20 B180′ F31′ 1 dk<br>RW | M Ref<br>6 Ho<br>G.551222 B.516532 In.7275<br>6 Ha (28½′, 38′, 32½′, 21¾′, 35½′, 30¼′×23′)<br>18W Der 6(10) 12(5) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp<br>Mitsubishi Zosen<br>3×200kW 230V d.c. | 1748t<br>Nag<br>13½k |
| **OHO MARU**<br>**Sanpo Kaiun K.K.**<br>akata<br>Japanese | 2989<br>—<br>5000 | | NK | **1967** Kurushima Dock Co. Ltd.—Imabari<br>318′ 11″ 51′ 2″ 20′ 11″<br>295′ 2″ 51′ 1″ 25′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 510×840 mm<br>3000bhp<br>Akasaka Tekkosho | Yaizu |
| **OHO MARU**<br>wang Ho **Shipping Co.** | 752<br>347<br>904 | | | **1949** Kawaminami Kogyo—Koyagishima<br>*188·5′* 30′ 8″<br>187′ 0″ 30′ 6″ 15′ 0″<br>Q75′ 1 dk<br>RW | M Ref Mchy.aft<br>In.29770 | Oil 2SA 4Cy. 350×620 mm<br>800bhp NE54<br>Mitsui Zosen | 116t<br>Tmn<br>9k |
| New **KWANG PAO** See New Entries No. 10 | | | | | | | |
| **OHO MARU**<br>Yagishita<br>ura<br>Japanese | 240<br>136<br>— | | | **1961** Tokushima Zosen Sangyo—Tokushima<br>*122′7′* 24′ 1″ 10′ 0″<br>122′ 8″ 23′ 11½″ 11′ 0″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>Niigata Eng. Co. Ltd. | Niigata<br>9k |
| **OHO MARU No. 8**<br>Nakatani<br>uroto<br>Japanese | 253<br>126<br>— | | | **1964** Miho Zosensho—Shimizu<br>142′ 9″ 24′ 8″<br>125′ 0″ 24′ 7″ 11′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>700bhp<br>Akasaka Tekkosho | Yaizu<br>10k |
| **OHO MARU No. 12**<br>Nakatani<br>oto<br>Japanese | 313<br>167<br>— | | | **1967** Miho Zosensho—Shimizu<br>157′ 5″ 25′ 8″<br>139′ 5″ 25′ 6″ 11′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×400 mm<br>820bhp<br>Akasaka Tekkosho | Yaizu |
| **HO MARU No. 12**<br>Nakatani<br>uroto<br>Japanese | 240<br>129<br>— | | | **1961** Uchida Zosen—Ise<br>136′ 3″ 23′ 4″ 10′ 0″<br>123′ 4″ 23′ 3½″ 11′ 4″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>Akasaka Tekkosho | Yaizu |
| **OHO MARU No. 13**<br>Yamamoto<br>rugame<br>Japanese | 146<br>76<br>230 | | | **1964** Matsuura Zosen—Kinoe<br>96′ 2″ 23′ 8″ 7′ 6″<br>90′ 3″ 23′ 7½″ 8′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>Emade40fitted64<br>Matsue Nainenki Kogyo | Matsue |
| **OHO MARU No. 22**<br>Nakatani<br>roto<br>Japanese | 111<br>—<br>— | | | **1963** Kochiken Zosen—Kochi<br>19′ 10″ 7′ 11″<br>89′ 11″ 19′ 8″ 8′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>Kobe Hatsudoki Seizosho | Kob |
| **OHO MARU No. 25**<br>Kobayashi<br>izu<br>Japanese | 192<br>72<br>— | | | **1963** Miho Zosensho—Shimizu<br>139′ 5″ 21′ 10″<br>112′ 6″ 21′ 8″ 10′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. | Niigata |
| **OHOH MARU**<br>**pan Line Ltd.**<br>Japanese | 9208<br>5350<br>11993 | ✠Classed LR until 2/64 | NK | **1957–10** Mitsubishi Zosen—Nag<br>496′ 3″ 63′ 10″ 29′ 7¼″<br>459′ 4″ 63′ 8″ 40′ 1″<br>F44′ 2 dks, 3rd dk except in Nos. 4 & 6 holds<br>rf 7″ | M Ref<br>6 Ho<br>G.651353 B.602625 In.11266<br>6 Ha (31½′×16′) (42′, 36¾′, 28¾′, 36¾′, 28¾′×23′)<br>18W Der 4(15) 14(5) | Oil 2SA 6Cy. 750×1500 mm<br>8500bhp<br>Mitsubishi Zosen<br>3×200kW 450V a.c. | 1420t<br>Nag<br>16k |
| **OHOKU MARU No. 3**<br>Nishida<br>aido Gyogyo **Kosha K.K.**<br>Japanese | 295<br>179<br>— | | | **1962** Taiyo Zosen—Nag<br>141′ 9″ 25′ 4″ 11′ 6″<br>124′ 7″ 25′ 3″ 12′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>Kobe Hatsudoki Seizosho | Kob |
| **OKU MARU No. 6**<br>aido Gyogyo **Kosha**<br>K.K.<br>Japanese | 314<br>151<br>— | | | **1966** Hayashikane Zosen—Smk<br>146′ 0″ 27′ 0″ 11′ 2″<br>130′ 6″ 26′ 11″ 12′ 5″<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>1200bhp MAN<br>Mitsubishi Hvy Ind. Ltd. | Yka |

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| 519105<br>8JKB<br>90986 | **KOFUKU MARU**<br><br>**Chinai Kaiun K.K.**<br>Namikata Japanese | 436<br>253<br>625 | | 1962 Kurushima Dock Co. Ltd.—Imabari<br>156' 0" 26' 4" 11' 5"<br>141' 0" 26' 3" 12' 6"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br><br>1 Ha (72½'×16½') | Oil 4SA 6Cy. 290×420 mm<br>583bhp<br>Nippon Hatsudoki<br>1×5kW 105V d.c. |
| 519106<br>JFGV<br>83984<br>RT | **KOFUKU MARU**<br><br>**K. Hirota**<br>Niihama Japanese | 360<br>187<br>— | | 1960 Shikoku Dock Ind. Co.—Takamatsu<br>*136·4'* 24' 9" 10' 10"<br>136' 4" 24' 7" 11' 10"<br>1 dk | M Mchy.aft<br><br>1 Ha (65'×15½') | Oil 4SA 6Cy. 270×420 mm<br><br>Kinoshita Tekkosho |
| 507113<br>JPIW<br>60374 | **KOFUKU MARU No. 1**<br>exChoko Maru No. 7–64<br>exWahei Maru No. 7–60<br>**M. Takubo**<br>Hakata Japanese | 172<br>85<br>— | | 1914 Ono Zosensho—Osa<br>*110·1'* 19' 2"<br>19' 0"<br>1 dk<br>R conv tug — | M Mchy.aft | Oil 2SA 4Cy.<br>Emade33refitted—<br>Nippon Hatsudoki |
| 534976<br>JHEO<br>83095 | **KOFUKU MARU No. 5**<br>exTaisho Maru No. 1–63<br>**Ejima Kaiun K.K.**<br>Ejima Japanese | 382<br>220<br>— | | 1959 Koyo Dock K.K.—Mihara<br>148' 7" 24' 5" 10' 11"<br>133' 4" 24' 3" 12' 2"<br>1 dk | M Mchy.aft<br><br>G.28075 B.26839<br>1 Ha (70½'×13½') | Oil 4SA 6Cy. 320×460 mm<br><br>Nippon Hatsudoki |
| 670286<br>JBAV<br>85590<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOFUKU MARU No. 10**<br><br>**Harada Gyogyo K.K.**<br>Tsuruoka Japanese | 315<br>147<br>— | | 1966 Yamanishi Zosen Tekkosho—Ishinomaki<br>146' 8" 27' 8" 10' 10"<br>128' 11" 27' 7" 12' 4"<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 320×500 mm<br>1150bhp<br>Fuji Seisakusho |
| 519109<br>JMPG<br>81945<br>Df Esd<br>Gc Rdr | **KOGAKU MARU**<br><br>**Japan Line Ltd.**<br>Kobe Japanese | 9102<br>5068<br>13658 | <br><br>NK | 1958 Nippon Kokan—Shimizu<br>499' 11" 63' 4" 29' 11"<br>460' 11" 63' 0" 40' 0"<br>2 dks<br>RW | M<br>5 Ho<br>G.619598 B.600352<br>5 Ha (33½', 49½', 28½', 47½', 39½'×25½')<br>14W Der 6(10) 8(5) | Oil 2SA 6Cy. 620×1400 mm<br>5400bhp B&W<br>Mitsui Zosen<br>2×80kW 445V a.c. |
| 519110<br>JPTK<br>41930<br>Rdr RT | **KOGANE MARU**<br><br>**Kansai Kisen K.K.**<br>Osaka Japanese | 1900<br>1031<br>316 | | 1936 Mitsubishi Jukogyo—Kob<br>263' 2" 39' 5" 11' 9"<br>241' 5" 39' 3" 19' 1"<br>2 dks<br>R | TM | 2 Oil 4SA each 8Cy.<br>2400bhp<br>Mitsubishi Jukogyo<br>4×45kW 225V d.c. |
| 519111<br>JQSI<br>53819 | **KOGANE MARU**<br><br>**Sado Kisen K.K.**<br>Ryotsu Japanese | 563<br>305<br>— | | 1948 Mitsubishi Jukogyo—Yka<br>*183·3'* 29' 8"<br>180' 5" 29' 6" 13' 5"<br>F24' 2 dks<br>RW | M | Oil 4SA 8Cy. 365×500 mm<br><br>Niigata Tekkosho |
| 519113<br>EHUD | **KOGO**<br>exCastillo Bellver–61<br>exLensovet–39 exKazan–35<br>exAge–35<br>**Maritima Colonial y de Comercio S.A.**<br>Cadiz Spanish | 4718<br>2864<br>6624 | ✠ | 1923–1 J. L. Thompson & Sons Ltd.—Sld<br>378' 2" 52' 10" 23' 0"<br>52' 8"<br>P28' Q118' B68' F28' 1 dk Well dk<br>R | S<br><br>G.322889 B.302697<br><br>8W Der 1(20) 1(15) | T 3Cy. 23½" 38" & 64"×4<br>1438ihp<br>Armstrong Whitworth |
| 540013<br>8LPJ<br>93177<br>Rdr RT | **KOHAKU MARU**<br><br>**Kansai Kisen K.K.**<br>Beppu Japanese | 2697<br>1378<br>417 | | 1963 Shin Mitsubishi Hvy Ind. Reorg.—Kob<br>273' 4" 42' 2" 12' 2"<br>252' 7" 42' 0" 19' 8"<br>2 dks<br>RW | TM Mchy.aft<br>1 Ho | 2 Oil 2SA each 7Cy.<br>4700bhp<br>Kobe Hatsudoki Seizosho<br>3×200kW 445V a.c. |
| 519116<br>JDGS<br>67589<br>Df Esd<br>Gc Rdr | **KOHCHO MARU**<br><br>**Japan Line Ltd.**<br>Kobe Japanese | 7118<br>4122<br>10141 | <br><br>NK | 1951 Nishi Nippon Jukogyo—Nag<br>463' 9" 60' 6" 26' 7"<br>434' 1" 60' 4" 33' 5"<br>P24' B136' F33' 2 dks<br>RW | M<br>6 Ho<br>G.558245 B.521576<br>6 Ha (28½', 38', 32½', 21½', 35½' 30½'×23')<br>18W Der 1(30) 6(10) 12(5) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp<br>Nishi Nippon Jukogyo<br>3×200kW 230V d.c. |
| 528349<br>GVRM<br>301293<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KOHIMA**<br>exKalaw–66 exPrahsu–64<br>**Elder Dempster Lines Ltd.**<br>Liverpool British | 5445<br>3012<br>9400 | ✠100A1 CS 2/67<br>DTm—vegetable oil<br>✠LMC<br><br>MN660 EL b†2 1/16"SQ | 1959–3 Lithgows Ltd.—P.Gl<br>454' 10" 58' 3" 25' 1½"<br>430' 4" 58' 0" 37' 4"<br>F41' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2466t incl. DTsm1507t | M OSD<br>4 Ho 73½', 82½', 36½' DT, 36½' DT, 36½' DT, 36½' DT, 69½', 77½'<br>G.597398 B.544571<br>5 Ha (31½', 31', 31', 31', 31'×22')<br>10W Der 2(12) 2(10) 6(5) | Oil 2SA 4Cy. 620×140<br>470 mm<br>3300bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 120lb<br>2×35kW 220V d.c. |
| 540614<br>GLPU<br>304468<br>Df Esd<br>Gc Rdr<br>RTv | **KOHINUR**<br><br>~~**New Zealand Shipping Co.**~~<br>~~**Ltd.**~~ **Hain-Nourse Ltd.**<br>~~**Hain-Nourse Ltd.**~~<br>London British | T.Mk<br>7109<br>3788<br>11902<br>9874<br>5655<br>~~14045~~<br>14515 | ✠100A1 SS 2/68<br><br>✠LMC<br><br>MN1500 EL e†2½"SQ | 1963–3 C. Connell & Co. Ltd.—Gls<br>508' 3" 65' 3" ~~27' 1½"/30' 1½"~~<br>470' 0" 65' 0" 40' 0" 27' 1½"/30' 9"<br>F40' RAD40' 2 dks<br>7BH to U dk 2 to 2nd dk<br><br>rf 4" WB3516t incl. Tunnel tanks 378t DTf143t | M<br>5 Ho 49½', 83', 27½' DT, 40', 77', 80'<br><br>5 Ha (27'×18') (42½', 40', 42½', 40'×24')<br><br>Der 1(30) 2(15) 2(10) 12(5) | Oil 2SA 5Cy. 760×1550 mm<br>7500bhp Sulzer<br>Barclay, Curle & Co. Ltd.<br>2AuxB (1 o.f 1 ex.g)<br>3×250kW 220V d.c. |

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| **KOHISTAN**<br>Strick Line Ltd.<br>F.C. Strick & Co. Ltd.<br>ondon<br>British | T.Mk<br>7457<br>3780<br>10916<br>9423<br>5246<br>13253 | ✠100A1<br>✠LMC<br>MN1320 | SS 1/65<br>EL e†2¼″SQ | **1960–11** J. Readhead & Sons Ltd.—Shl<br>500′ 6″ 63′ 3″ 30′ 8¼″<br>466′ 0″ 63′ 0″ 40′ 4″<br>P47′ F106′ 2 dks<br>RW 7BH<br>rf 3″ WB2173t incl. DTmf1625t | M<br>5 Ho 63′, 94½′, 32′, 78′, 77½′<br>G.714900 B.642350 In.2095<br>5 Ha (stl) (31½′×20′) (50′×24′) (17½′×28′) (32½′, 32½′×24′)<br>12W Der 1(65) 1(15) 4(10) 4(7) 4(5) | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford 1020t (hvf)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB 100lb<br>4×200kW 220V d.c. 14½k |
| **KOHKA MARU**<br>Japan Line Ltd.<br>obe<br>Japanese | 7329<br>4152<br>10057 | | NK | **1952** Mitsubishi Zosen—Nag<br>463′ 9″ 60′ 6″ 26′ 11″<br>433′ 1″ 60′ 4″ 33′ 5″<br>P20 B180′ F31′ 1 dk<br>RW | M Ref<br>6 Ho<br>G.551222 B.516532 In.7275<br>6 Ha (28½′, 38′, 32½′, 21¾′, 35½′, 30¼′×23′)<br>18W Der 6(10) 12(5) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp 1748t<br>Mitsubishi Zosen Nag<br>3×200kW 230V d.c. 13½k |
| Now **IDALLA**<br>See New Entries No. 11 | | | | | | |
| **KOHO MARU**<br>Sanpo Kaiun K.K.<br>Hakata<br>Japanese | 2989<br>—<br>5000 | | NK | **1967** Kurushima Dock Co. Ltd.—Imabari<br>318′ 11″ 51′ 2″ 20′ 11″<br>295′ 2″ 51′ 1″ 25′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 510×840 mm<br>3000bhp<br>Akasaka Tekkosho Yaizu |
| **KOHO MARU**<br>wang Ho Shipping Co. | 752<br>347<br>904 | | | **1949** Kawaminami Kogyo—Koyagishima<br>*188·5′* 30′ 8″<br>187′ 0″ 30′ 6″ 15′ 0″<br>Q75′ 1 dk<br>RW | M Ref Mchy.aft<br>In.29770 | Oil 2SA 4Cy. 350×620 mm<br>800bhp NE54 116t<br>Mitsui Zosen Tmn<br>9k |
| Now **KWANG PAO** See New Entries No. 10 | | | | | | |
| **OHO MARU**<br>Yagishita<br>ura<br>Japanese | 240<br>136<br>— | | | **1961** Tokushima Zosen Sangyo—Tokushima<br>*122′7′* 24′ 1″ 10′ 0″<br>122′ 8″ 23′ 11½″ 11′ 0″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>Niigata Eng. Co. Ltd. Niigata<br>9k |
| **OHO MARU No. 8**<br>Nakatani<br>uroto<br>Japanese | 253<br>126<br>— | | | **1964** Miho Zosensho—Shimizu<br>142′ 9″ 24′ 8″<br>125′ 0″ 24′ 7″ 11′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>700bhp<br>Akasaka Tekkosho Yaizu<br>10k |
| **OHO MARU No. 12**<br>Nakatani<br>roto<br>Japanese | 313<br>167<br>— | | | **1967** Miho Zosensho—Shimizu<br>157′ 5″ 25′ 8″<br>139′ 5″ 25′ 6″ 11′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×400 mm<br>820bhp<br>Akasaka Tekkosho Yaizu |
| **HO MARU No. 12**<br>Nakatani<br>oto<br>Japanese | 240<br>129<br>— | | | **1961** Uchida Zosen—Ise<br>136′ 3″ 23′ 4″ 10′ 0″<br>123′ 4″ 23′ 3½″ 11′ 4″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>Akasaka Tekkosho Yaizu |
| **OHO MARU No. 13**<br>Yamamoto<br>rugame<br>Japanese | 146<br>76<br>230 | | | **1964** Matsuura Zosen—Kinoe<br>96′ 2″ 23′ 8″ 7′ 6″<br>90′ 3″ 23′ 7½″ 8′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>Emade40fitted64<br>Matsue Nainenki Kogyo Matsue |
| **OHO MARU No. 22**<br>Nakatani<br>uroto<br>Japanese | 111<br>—<br>— | | | **1963** Kochiken Zosen—Kochi<br>19′ 10″ 7′ 11″<br>89′ 11″ 19′ 8″ 8′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>Kobe Hatsudoki Seizosho Kob |
| **OHO MARU No. 25**<br>Kobayashi<br>Japanese | 192<br>72<br>— | | | **1963** Miho Zosensho—Shimizu<br>139′ 5″ 21′ 10″<br>112′ 6″ 21′ 8″ 10′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **OHOH MARU**<br>pan Line Ltd.<br>Japanese | 9208<br>5350<br>11993 | ✠Classed LR until 2/64 | NK | **1957–10** Mitsubishi Zosen—Nag<br>496′ 3″ 63′ 10″ 29′ 7¼″<br>459′ 4″ 63′ 8″ 40′ 1″<br>F44′ 2 dks, 3rd dk except in Nos. 4 & 6 holds<br>rf 7″ | M Ref<br>6 Ho<br>G.651353 B.602625 In.11266<br>6 Ha (31½′×16′) (42′, 36¾′, 28¾′, 36¾′, 28¾′×23′)<br>18W Der 4(15) 14(5) | Oil 2SA 6Cy. 750×1500 mm<br>8500bhp 1420t<br>Mitsubishi Zosen Nag<br>3×200kW 450V a.c. 16k |
| **OHOKU MARU No. 3**<br>Hanida<br>aido Gyogyo Kosha K.K.<br>Japanese | 295<br>179<br>— | | | **1962** Taiyo Zosen—Nag<br>141′ 9″ 25′ 4″ 11′ 6″<br>124′ 7″ 25′ 3″ 12′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>Kobe Hatsudoki Seizosho Kob |
| **OHOKU MARU No. 6**<br>aido Gyogyo Kosha<br>K.K.<br>Japanese | 314<br>151<br>— | | | **1966** Hayashikane Zosen—Smk<br>146′ 0″ 27′ 0″ 11′ 2″<br>130′ 6″ 26′ 11″ 12′ 5″<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>1200bhp MAN<br>Mitsubishi Hvy Ind. Ltd. Yka |

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| 519105<br>8JKB<br>90986 | **KOFUKU MARU**<br>**Chinai Kaiun K.K.**<br>Namikata Japanese | 436<br>253<br>625 | | 1962 Kurushima Dock Co. Ltd.—Imabari<br>156' 0" 26' 4" 11' 5"<br>141' 0" 26' 3" 12' 6"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>1 Ha (72½'×16½') | Oil 4SA 6Cy. 290×4<br>583bhp<br>Nippon Hatsudoki<br>1×5kW 105V d.c. |
| 519106<br>JFGV<br>83984<br>RT | **KOFUKU MARU**<br>**K. Hirota**<br>Niihama Japanese | 360<br>187<br>— | | 1960 Shikoku Dock Ind. Co.—Takamatsu<br>*136·4'* 24' 9" 10' 10"<br>136' 4" 24' 7" 11' 10"<br>1 dk | M Mchy.aft<br>1 Ha (65'×15½') | Oil 4SA 6Cy. 270×4<br>Kinoshita Tekkosho |
| 507113<br>JPIW<br>60374 | **KOFUKU MARU No. 1**<br>exChoko Maru No. 7–64<br>exWahei Maru No. 7–60<br>**M. Takubo**<br>Hakata Japanese | 172<br>85<br>— | | 1914 Ono Zosensho—Osa<br>*110·1'* 19' 2"<br>19' 0"<br>1 dk<br>R conv tug — | M Mchy.aft | Oil 2SA 4Cy.<br>Emade33refitted—<br>Nippon Hatsudoki |
| 534976<br>JHEO<br>83095 | **KOFUKU MARU No. 5**<br>exTaisho Maru No. 1–63<br>**Ejima Kaiun K.K.**<br>Ejima Japanese | 382<br>220<br>— | | 1959 Koyo Dock K.K.—Mihara<br>148' 7" 24' 5" 10' 11"<br>133' 4" 24' 3" 12' 2"<br>1 dk | M Mchy.aft<br>G.28075 B.26839<br>1 Ha (70½'×13½') | Oil 4SA 6Cy. 320×460 mm<br>Nippon Hatsudoki |
| 670286<br>JBAV<br>85590<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOFUKU MARU No. 10**<br>**Harada Gyogyo K.K.**<br>Tsuruoka Japanese | 315<br>147<br>— | | 1966 Yamanishi Zosen Tekkosho—Ishinomaki<br>146' 8" 27' 8" 10' 10"<br>128' 11" 27' 7" 12' 4"<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 320×500 mm<br>1150bhp<br>Fuji Seisakusho |
| 519109<br>JMPG<br>81945<br>Df Esd<br>Gc Rdr | **KOGAKU MARU**<br>**Japan Line Ltd.**<br>Kobe Japanese | 9102<br>5068<br>13658 | NK | 1958 Nippon Kokan—Shimizu<br>499' 11" 63' 4" 29' 11"<br>460' 11" 63' 0" 40' 0"<br>2 dks<br>RW | M<br>5 Ho<br>G.619598 B.600352<br>5 Ha (33½', 49½', 28½', 47½', 39½'×25½')<br>14W Der 6(10) 8(5) | Oil 2SA 6Cy. 620×1400 mm<br>5400bhp B&W<br>Mitsui Zosen<br>2×80kW 445V a.c. |
| 519110<br>JPTK<br>41930<br>Rdr RT | **KOGANE MARU**<br>**Kansai Kisen K.K.**<br>Osaka Japanese | 1900<br>1031<br>316 | | 1936 Mitsubishi Jukogyo—Kob<br>263' 2" 39' 5" 11' 9"<br>241' 5" 39' 3" 19' 1"<br>2 dks<br>R | TM | 2 Oil 4SA each 8Cy. 4<br>2400bhp<br>Mitsubishi Jukogyo<br>4×45kW 225V d.c. |
| 519111<br>JQSI<br>53819 | **KOGANE MARU**<br>**Sado Kisen K.K.**<br>Ryotsu Japanese | 563<br>305<br>— | | 1948 Mitsubishi Jukogyo—Yka<br>*183·3'* 29' 8"<br>180' 5" 29' 6" 13' 5"<br>F24' 2 dks<br>RW | M | Oil 4SA 8Cy. 365×500 mm<br>Niigata Tekkosho |
| 519113<br>EHUD | **KOGO**<br>exCastillo Bellver–61<br>exLensovet–39 exKazan–35<br>exAge–35<br>**Maritima Colonial y de Comercio S.A.**<br>Cadiz Spanish | 4718<br>2864<br>6624 | ✠ | 1923–1 J. L. Thompson & Sons Ltd.—Sld<br>378' 2" 52' 10" 23' 0"<br>52' 8"<br>P28' Q118' B68' F28' 1 dk Well dk<br>R | S<br>G.322889 B.302697<br>8W Der 1(20) 1(15) | T 3Cy. 23½" 38" & 64"×4<br>1438ihp<br>Armstrong Whitworth & |
| 540013<br>8LPJ<br>93177<br>Rdr RT | **KOHAKU MARU**<br>**Kansai Kisen K.K.**<br>Beppu Japanese | 2697<br>1378<br>417 | | 1963 Shin Mitsubishi Hvy Ind. Reorg.—Kob<br>273' 4" 42' 2" 12' 2"<br>252' 7" 42' 0" 19' 8"<br>2 dks<br>RW | TM Mchy.aft<br>1 Ho | 2 Oil 2SA each 7Cy. 3<br>4700bhp<br>Kobe Hatsudoki Seizosho<br>3×200kW 445V a.c. |
| 519116<br>JDGS<br>67589<br>Df Esd<br>Gc Rdr | **KOHCHO MARU**<br>**Japan Line Ltd.**<br>Kobe Japanese | 7118<br>4122<br>10141 | NK | 1951 Nishi Nippon Jukogyo—Nag<br>463' 9" 60' 6" 26' 7"<br>434' 1" 60' 4" 33' 5"<br>P24' B136' F33' 2 dks<br>RW | M<br>6 Ho<br>G.558245 B.521576<br>6 Ha (28½', 38', 32½', 21½', 35½' 30½'×23')<br>18W Der 1(30) 6(10) 12(5) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp<br>Nishi Nippon Jukogyo<br>3×200kW 230V d.c. |
| 528349<br>GVRM<br>301293<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KOHIMA**<br>exKalaw–66 exPrahsu–64<br>**Elder Dempster Lines Ltd.**<br>Liverpool British | 5445<br>3012<br>9400 | ✠100A1 CS 2/67<br>DTm—vegetable oil<br>✠LMC<br>MN660 EL b†2 1/16"SQ | 1959–3 Lithgows Ltd.—P.Gl<br>454' 10" 58' 3" 25' 1½"<br>430' 4" 58' 0" 37' 4"<br>F41' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2466t incl. DTsm1507t | M OSD<br>4 Ho 73½', 82½', 36½' DT, 36½' DT, 36½' DT, 36½' DT, 69½', 77½'<br>G.597398 B.544571<br>5 Ha (31½', 31', 31', 31', 31'×22')<br>10W Der 2(12) 2(10) 6(5) | Oil 2SA 4Cy. 620×140<br>470 mm<br>3300bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 120lb<br>2×35kW 220V d.c. |
| 540614<br>GLPU<br>304468<br>Df Esd<br>Gc Rdr<br>RTv | **KOHINUR**<br>~~**New Zealand Shipping Co. Ltd.**~~ **Hain-Nourse Ltd.**<br>~~**Hain-Nourse Ltd.**~~<br>London British | T.Mk<br>7109<br>3788<br>11902<br>9874<br>5655<br>~~14045~~<br>14515 | ✠100A1 SS 2/68<br>✠LMC<br>MN1500 EL e†2¼"SQ | 1963–3 C. Connell & Co. Ltd.—Gls<br>508' 3" 65' 3" ~~27' 1½"/30' 1½"~~<br>470' 0" 65' 0" 40' 0" 27' 1½"/30' 9"<br>F40' RAD40' 2 dks<br>7BH to U dk 2 to 2nd dk<br>rf 4" WB3516t incl. Tunnel tanks 378t DTf143t | M<br>5 Ho 49½', 83', 27½' DT, 40', 77', 80'<br>5 Ha (27'×18') (42½', 40', 42½', 40'×24')<br>Der 1(30) 2(15) 2(10) 12(5) | Oil 2SA 5Cy. 760×1550 mm<br>7500bhp Sulzer<br>Barclay, Curle & Co. Ltd.<br>2AuxB (1 o.f 1 ex.g) 120lb<br>3×250kW 220V d.c. |

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| **OHISTAN**<br>Strick Line Ltd.<br>C. Strick & Co. Ltd.<br>ondon<br>British | T.Mk<br>7457<br>3780<br>10916<br>9423<br>5246<br>13253 | ✠100A1<br>✠LMC<br>MN1320 | SS 1/65<br>EL e†2¼″SQ | 1960–11 J. Readhead & Sons Ltd.—Shl<br>500′ 6″ 63′ 3″ 30′ 8¼″<br>466′ 0″ 63′ 0″ 40′ 4″<br>P47′ F106′ 2 dks<br>RW 7BH<br>rf 3″ WB2173t incl. DTmf1625t | M<br>5 Ho 63′, 94½′, 32′, 78′, 77½′<br>G.714900 B.642350 In.2095<br>5 Ha (stl) (31½′×20′) (50′×24′) (17½′×28′) (32½′, 32½′×24′)<br>12W Der 1(65) 1(15) 4(10) 4(7) 4(5) | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford 1020t (hvf)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB 100lb<br>4×200kW 220V d.c. 14½k |
| **OHKA MARU**<br>pan Line Ltd.<br>obe<br>Japanese | 7329<br>4152<br>10057 | | NK | 1952 Mitsubishi Zosen—Nag<br>463′ 9″ 60′ 6″ 26′ 11″<br>433′ 1″ 60′ 4″ 33′ 5″<br>P20 B180′ F31′ 1 dk<br>RW | M Ref<br>6 Ho<br>G.551222 B.516532 In.7275<br>6 Ha (28½′, 38′, 32½′, 21¾′, 35½′, 30¾′×23′)<br>18W Der 6(10) 12(5) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp 1748t<br>Mitsubishi Zosen Nag<br>3×200kW 230V d.c. 13½k |
| ew **IDALLA**<br>See New Entries No. 11 | | | | | | |
| **OHO MARU**<br>anpo Kaiun K.K.<br>akata<br>Japanese | 2989<br>—<br>5000 | | NK | 1967 Kurushima Dock Co. Ltd.—Imabari<br>318′ 11″ 51′ 2″ 20′ 11″<br>295′ 2″ 51′ 1″ 25′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 510×840 mm<br>3000bhp<br>Akasaka Tekkosho Yaizu |
| **OHO MARU**<br>wang Ho Shipping Co. | 752<br>347<br>904 | | | 1949 Kawaminami Kogyo—Koyagishima<br>*188·5′* 30′ 8″<br>187′ 0″ 30′ 6″ 15′ 0″<br>Q75′ 1 dk<br>RW | M Ref Mchy.aft<br>In.29770 | Oil 2SA 4Cy. 350×620 mm<br>800bhp NE54 116t<br>Mitsui Zosen Tmn<br>9k |
| ow **KWANG PAO** See New Entries No. 10 | | | | | | |
| **OHO MARU**<br>Yagishita<br>ura<br>Japanese | 240<br>136<br>— | | | 1961 Tokushima Zosen Sangyo—Tokushima<br>*122′7′* 24′ 1″ 10′ 0″<br>122′ 8″ 23′ 11½″ 11′ 0″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>Niigata Eng. Co. Ltd. Niigata<br>9k |
| **OHO MARU No. 8**<br>Nakatani<br>oto<br>Japanese | 253<br>126<br>— | | | 1964 Miho Zosensho—Shimizu<br>142′ 9″ 24′ 8″<br>125′ 0″ 24′ 7″ 11′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>700bhp<br>Akasaka Tekkosho Yaizu<br>10k |
| **OHO MARU No. 12**<br>Nakatani<br>oto<br>Japanese | 313<br>167<br>— | | | 1967 Miho Zosensho—Shimizu<br>157′ 5″ 25′ 8″<br>139′ 5″ 25′ 6″ 11′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×400 mm<br>820bhp<br>Akasaka Tekkosho Yaizu |
| **HO MARU No. 12**<br>Nakatani<br>oto<br>Japanese | 240<br>129<br>— | | | 1961 Uchida Zosen—Ise<br>136′ 3″ 23′ 4″ 10′ 0″<br>123′ 4″ 23′ 3½″ 11′ 4″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>Akasaka Tekkosho Yaizu |
| **OHO MARU No. 13**<br>Yamamoto<br>ugame<br>Japanese | 146<br>76<br>230 | | | 1964 Matsuura Zosen—Kinoe<br>96′ 2″ 23′ 8″ 7′ 6″<br>90′ 3″ 23′ 7½″ 8′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>Emade40fitted64<br>Matsue Nainenki Kogyo Matsue |
| **HO MARU No. 22**<br>Nakatani<br>oto<br>Japanese | 111<br>—<br>— | | | 1963 Kochiken Zosen—Kochi<br>19′ 10″ 7′ 11″<br>89′ 11″ 19′ 8″ 8′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>Kobe Hatsudoki Seizosho Kob |
| **HO MARU No. 25**<br>Kobayashi<br>zu<br>Japanese | 192<br>72<br>— | | | 1963 Miho Zosensho—Shimizu<br>139′ 5″ 21′ 10″<br>112′ 6″ 21′ 8″ 10′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **OHOH MARU**<br>an Line Ltd.<br>Japanese | 9208<br>5350<br>11993 | ✠Classed LR until 2/64 | NK | 1957–10 Mitsubishi Zosen—Nag<br>496′ 3″ 63′ 10″ 29′ 7¼″<br>459′ 4″ 63′ 8″ 40′ 1″<br>F44′ 2 dks, 3rd dk except in Nos. 4 & 6 holds<br>rf 7″ | M Ref<br>6 Ho<br>G.651353 B.602625 In.11266<br>6 Ha (31½′×16′) (42′, 36¾′, 28¾′, 36¾′, 28¾′×23′)<br>18W Der 4(15) 14(5) | Oil 2SA 6Cy. 750×1500 mm<br>8500bhp 1420t<br>Mitsubishi Zosen Nag<br>3×200kW 450V a.c. 16k |
| **OKU MARU No. 3**<br>Kishida<br>aido Gyogyo Kosha K.K.<br>Japanese | 295<br>179<br>— | | | 1962 Taiyo Zosen—Nag<br>141′ 9″ 25′ 4″ 11′ 6″<br>124′ 7″ 25′ 3″ 12′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>Kobe Hatsudoki Seizosho Kob |
| **OKU MARU No. 6**<br>aido Gyogyo Kosha<br>K.K.<br>Japanese | 314<br>151<br>— | | | 1966 Hayashikane Zosen—Smk<br>146′ 0″ 27′ 0″ 11′ 2″<br>130′ 6″ 26′ 11″ 12′ 5″<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>1200bhp MAN<br>Mitsubishi Hvy Ind. Ltd. Yka |

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| 680297<br>JDRU<br>101186<br>Df Gc<br>Pfd Rdr<br>RT | **KOHOKU MARU No. 7**<br><br>**Hokkaido Gyogyo Kosha**<br>**K.K.**<br>Kushiro Japanese | 346<br>160<br>— | | 1967 Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>157′ 5″ 27′ 11″ 10′ 11″<br>137′ 10″ 27′ 10″ 12′ 5″<br>1 dk & S dk | M Trawler OSD Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>1500bhp MAN<br>Mitsubishi Hvy Ind. Ltd. |
| 519130<br>DEFQ<br><br>Esd Gc<br>Rdr<br>RTm/v | **KOHOLYT HUGO STINNES**<br>exKoholyt-62<br>**Seibert-Stinnes G.m.b.H.**<br>Hugo Stinnes Transozean<br>Schiff.-G.m.b.H.<br>Bremen W. German | 3127<br>1494<br>4066 | GL | 1960 Atlas-Werke A.G.—Bmn<br>333′ 0″ 47′ 4″ 20′ 2″<br>303′ 6″ 47′ 3″ 22′ 0″<br>1 dk<br>RW<br>rf nil | M Mchy.aft<br>2 Ho 88½′, 108½′<br>G.203500 B.191000<br>5 Ha (stl) (24½′, 24½′, 20½, 20½′,<br>23½′×23½′)<br>10W Der 8(5–8) 2(3–5) | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>2500bhp<br>Masch. Kiel A.G.<br>3×200, 200, 60kW 230V d.c. |
| 652163 | **KOHTLA**<br><br>**U.S.S.R.**<br>Tallinn Russian | 3743<br>1808<br>4234 | | 1965 Schiffswerft Neptun—Ros<br>347′ 2″ 47′ 10″ 21′ 6″<br>R … … …<br>2 dks | M | Oil 2SA 6Cy.<br>MAN<br>Dieselmotorenwerk |
| 541214<br>JBVB<br>90012<br>Esd Gc<br>Rdr | **KOHWA MARU**<br>**Tsuji Sekiyu K.K.**<br>~~**Tsubame Sekiyu K.K.**~~<br>Sasebo Japanese | 1629<br>811<br>2646 | NK | 1962 Hashihama Zosen—Imabari<br>270′ 0″ 38′ 5″ 17′ 10″<br>248′ 8″ 38′ 3″ 20′ 1″<br>1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta<br>L.102943 | Oil 4SA 8Cy. 430×620 mm<br>2000bhp<br>Niigata Eng. Co. Ltd.<br>2×50kW 115V d.c. |
| 519132<br>JNQP<br>68878<br>Df Esd<br>Rdr | **KOHYO MARU No. 1**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 489<br>261<br>— | | 1954 Mitsubishi Nippon Hvy Ind.—Yka<br>*152·9′* 27′ 7″<br>27′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>Akasaka Tekkosho |
| 519133<br>JNWP<br>68879<br>Df | **KOHYO MARU No. 2**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 488<br>243<br>— | | 1954 Mitsubishi Nippon Hvy Ind.—Yka<br>*152·9′* 27′ 7″<br>27′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>Akasaka Tekkosho |
| 519134<br>JJFS<br>80874<br>Df Esd<br>Gc Rdr | **KOIKU MARU**<br><br>**Japan Line Ltd.**<br>Kobe Japanese | 8499<br>4971<br>12744 | NK | 1958 Uraga Dock Co. Ltd.—Yokosuka<br>479′ 1″ 62′ 2″ 29′ 1½″<br>446′ 3″ 62′ 0″ 38′ 10″<br>B75′ F43′ 2 dks<br>RW | M<br>5 Ho<br>G.648164 B.592297<br>5 Ha (29½′, 47½′, 47½′, 47½′, 28½′×23½′)<br>16W Der 4(10) 12(5) | Oil 2SA 6Cy. 720×1250 mm<br>5400bhp Sulzer<br>Uraga Diesel Kogyo<br>2×180kW 450V a.c. |
| 650255<br>JL2279<br>97349 | **KOJIMA MARU**<br><br>**Kosaka Kaiun K.K.**<br>Sakaide Japanese | 199<br>41<br>— | | 1964 Nakamura Zosen Tekkosho—<br>Matsue<br>117′ 2″ 29′ 6″ 5′ 11″<br>111′ 6″ 26′ 3″ 9′ 2″<br>1 dk | M Ferry | Oil 4SA 6Cy. 250×320 mm<br>550bhp<br>Niigata Eng. Co. Ltd. |
| 519135<br>JCKF<br>35239 | **KOJIMA MARU**<br><br>**Mitsui Zosen K.K.**<br>Tamano Japanese | 104<br>33<br>— | | 1929 Mitsui Zosen—Tmn<br>*75·0′* 21′ 0″ 8′ 10½″<br>20′ 10″<br><br>R | TS Tug | T 6Cy. 9½″ 15½″ & 25″×<br>Ishii Tekkosho |
| 519136<br>7JXL<br>86052<br>Rdr | **KOJIN MARU**<br><br>**Kojin Kaiun K.K.**<br>Kure Japanese | 455<br>251<br>690 | | 1961 Taihei Kogyo—Hma<br>164′ 11″ 26′ 5″ 11′ 11″<br>149′ 3″ 26′ 3″ 13′ 2″<br>1 dk | M<br>1 Ho<br>G.31889 B.29488<br>1 Ha (70½′×16½′) | Oil 4SA 6Cy. 320×450 mm<br>650bhp<br>Kanegafuchi Nainenki |
| 519137<br>7LSK<br>91496 | **KOJIN MARU**<br><br>**T. Kitano**<br>Hiroshima Japanese | 194<br>91<br>— | | 1962 Geibi Zosen Kogyo—Kur<br>91′ 10″ 23′ 9″ 8′ 10″<br>82′ 0″ 23′ 7″ 9′ 10″<br>1 dk | M Mchy.aft<br><br>G.7804 B.7416<br>1 Ha (30½′×19½′) | Oil 2SA 3Cy. 345×410 mm<br>150bhp<br>Ishibashi Tekkosho |
| 519138<br>JAEM<br>84910<br>RT | **KOJIN MARU No. 1**<br><br>**Murakami Kisen K.K.**<br>Fukuyama Japanese | 373<br>216<br>— | | 1960 Takehara Zosen—Hma<br>136′ 2″ 23′ 9″ 10′ 10″<br>134′ 6″ 23′ 7″ 12′ 2″<br>1 dk | M Mchy.aft<br><br><br>1 Ha (64½′×14½′) | Oil 4SA 6Cy. 300×420 mm<br>Kinoshita Tekkosho |
| 641984<br>JK2112<br>94401<br>Rdr | **KOJIN MARU No. 2**<br><br>**Kojin Kaiun K.K.**<br>Kure Japanese | 489<br>267<br>— | | 1964 Taihei Kogyo—Hma<br>187′ 1″ 27′ 11″ 12′ 5″<br>170′ 7″ 27′ 10″ 13′ 11″<br>2 dks | M Mchy.aft<br><br><br>1 Ha (90½′×19½′) | Oil 4SA 6Cy. 350×500 mm<br>950bhp<br>Kinoshita Tekkosho |
| 640368<br>JK2084<br>94312 | **KOJIN MARU No. 11**<br><br>**M. Takami**<br>Hiroshima Japanese | 193<br>84<br>— | | 1963 Matsuura Zosen—Hma<br>93′ 10″ 25′ 6″ 8′ 6″<br>82′ 0″ 25′ 4″ 10′ 4″<br>1 dk | M Mchy.aft<br><br>G.7769<br>1 Ha (32½′×20½′) | Oil 4SA 5Cy. 260×400 mm<br>Hanshin Nainenki Kogyo |
| 650787<br>JK2212<br>95758 | **KOJIN MARU No. 12**<br><br>**M. Takami**<br>Hiroshima Japanese | 191<br>69<br>248 | | 1964 Matsuura Zosen—Hma<br>100′ 5″ 25′ 6″ 8′ 10″<br>88′ 7″ 24′ 11″ 10′ 2″<br>1 dk | M Mchy.aft<br><br>G.7769<br>1 Ha (32½′×20½′) | Oil 4SA 6Cy. 260×400 mm<br>Hanshin Nainenki Kogyo |
| 519139<br>7KVR<br>88629 | **KOJO MARU**<br><br>**Fujita Kaiun K.K.**<br>Niihama Japanese | 200<br>92<br>— | | 1962 Tsuneishi Zosen—Numakuma<br>118′ 8″ 21′ 1″ 9′ 6″<br>107′ 11″ 21′ 0″ 10′ 2″<br>1 dk | M Tanker Mchy.aft<br><br>L.11477 | Oil 4SA 5Cy. 270×400 mm<br>Matsue Nainenki Kogyo |

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| **KOJU MARU**<br>**Fuji Tanker K.K.**<br>Tokyo<br>Japanese | **924**<br>535<br>1528 | | | **1966** Tsuneishi Zosen—Numakuma<br>215′ 9″ 32′ 3″ 15′ 1½″<br>196′ 10″ 32′ 2″ 16′ 5″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 380×540 mm<br>1300bhp<br>Nippon Hatsudoki | Kob |
| **KOJUN MARU**<br>**I. Takamura**<br>Yokohama<br>Japanese | **273**<br>129 | | | **1964** Tozai Koki Kosakusho—Yka<br>127′ 4″ 23′ 10″ 10′ 0″<br>23′ 8″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 200×250 mm<br>Daihatsu Kogyo | Osa |
| **KOKAI MARU**<br>**Muromachi Kaiun K.K.**<br>Tokyo<br>Japanese | **1779**<br>956<br>2794 | | NK | **1963** Usuki Tekkosho—Saeki<br>271′ 8″ 40′ 4″ 17′ 10″<br>252′ 7″ 40′ 4″ 20′ 10″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.123919 B.116327<br>2 Ha (42¾′, 89½′×20¼′)<br>9W Der 4(15) 2(10) | Oil 4SA 6Cy. 430×620 mm<br>1600bhp<br>Niigata Eng. Co. Ltd.<br>2×27kW 100V d.c. | 211t<br>Niigata<br>11k |
| **KOKAN SEWAK**<br>**Chowgule Steamships Ltd.**<br>Bombay<br>Indian | **1876**<br>1052<br>1153 | **✠100A1**<br>**✠LMC**<br>MN624 | CS 8/68<br>EL q 1 7/16″SQ | **1964–12** Brodogradiliste Titovo—Kraljevica<br>252′ 4″ 42′ 9″ 14′ 1¾″<br>225′ 9″ 42′ 8″ 19′ 11″<br>F58′ 2 dks<br>7BH<br>rf 8″ WB231t | TM | 2 Oil 2SA each 6Cy. 360×600 mm<br>3120bhp Sulzer<br>Jugoturbina | Karlovac |
| **KOKAND**<br>**U.S.S.R.**<br>Riga<br>Russian | **3300**<br>1573<br>4276 | | | **1959** Rauma-Repola O/Y—Rauma<br>344′ 10″ 48′ 8″ 20′ 0″<br>318′ 0″ 48′ 6″ 22′ 4″<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.189640<br>1 Ha (10¼′×7¾′)<br>3W Der 1(3) 2(1) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain | Cpn<br>13½k |
| **KÖKAR**<br>**Ålands landsskapsstyrelse**<br>Mariehamn<br>Finnish | **243**<br>73<br>80 | | NV | **1967** Nystads Varv A/B—Nystad<br>119′ 5″ 29′ 8″ 10′ 6″<br>106′ 8″ 29′ 2″ 13′ 5″<br>1 dk | M Ferry (90P)<br>Cr 2(2½) | Oil 4SA 6Cy. 320×450 mm<br>1000bhp<br>Atlas-Mak Masch.<br>2×40kW 400V 50c/s a.c.<br>Thw. thrust propeller fwd<br>Controllable pitch propeller | 25t (d.o)–3½pd<br>Kel<br>12k |
| **KOKCHETAV**<br>**U.S.S.R.**<br>Riga<br>Russian | **802**<br>306<br>834 | | | **1956** ………………….Russia<br>207′ 4″ 32′ 10″ 12′ 2″<br>13′ 2″<br>1 dk | TM Tanker<br>9 Ta 1 Ho<br>L.30406<br>1 Ha (6½′×6½′)<br>1W Der 1(2) | 2 Oil 2SA each 8Cy. 300×500 mm<br>NE61 | 12½k |
| **OKEI MARU**<br>**youmi Kisen K.K.**<br>aka<br>Japanese | **6803**<br>4042<br>9765 | | NK | **1952** Mitsubishi Zosen—Hma<br>458′ 1″ 59′ 8″ 26′ 5″<br>426′ 6″ 58′ 9″ 32′ 9″<br>P23′ B167′ F35′ 2 dks<br>RW | M Ref<br>6 Ho<br>G.528653 B.488305 In.7131<br>6 Ha (61¾′, 39′, 25′×23½′) (19½′×26¼′)<br>(36′ 30¾′×23½′)<br>14W Der 1(30) 4(10) 10(5) | Oil 2SA 6Cy. 650×1250 mm<br>5700bhp NE60<br>Mitsubishi Zosen<br>2×180kW 225V a.c. | 1126t<br>Hma<br>16k |
| **OKI MARU**<br>**otani Kaiun G.K.**<br>saka<br>Japanese | **1998**<br>1084<br>3343 | | NK | **1961** Mitsubishi Zosen—Smk<br>295′ 4″ 42′ 1″ 18′ 9″<br>272′ 4″ 42′ 0″ 22′ 2″<br>1 dk | M Mchy.aft<br>3 Ho<br>G.145956 B.135008<br>3 Ha (47½′, 47′, 47′×21¼′)<br>6W Der 6(5) | Oil 4SA 6Cy. 470×700 mm<br>2100bhp<br>Ito Tekkosho<br>2×50kW 110V d.c. | 205t<br>Shimizu<br>12k |
| **OKI MARU**<br>Eishin Maru No. 3–61<br>**oei Kaiun K.K.**<br>atsuyama<br>Japanese | **179**<br>72<br>— | | | **1960** Mitsuhama Zosen—Matsuyama<br>*97·4′* 20′ 10″ 8′ 8″<br>96′ 2″ 20′ 8″ 9′ 6″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>Fuji Seisakusho | Tateyama |
| **OKI MARU**<br>**itsubishi Zosen K.K.**<br>roshima<br>Japanese | **103**<br>38<br>— | | | **1944** Yamamoto Zosen Tekkosho—Osa<br>*72·2′* 21′ 4″ 10′ 6″<br>21′ 2″<br>RW | S Tug | T 3Cy. 11″ 18″ & 30″×18″<br>Tanaka Seisakusho | 35t (c)<br>Osa<br>7½k |
| **OKI MARU No. 1**<br>**T. Nakamura**<br>mabe<br>Japanese | **189**<br>114<br>— | | | **1960** Tokushima Zosen Sangyo—Tokushima<br>103′ 11″ 25′ 9″ 9′ 2″<br>97′ 6″ 25′ 7″ 9′ 10″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>Emade—refitted60<br>Ito Tekkosho | Shimizu |
| **OKKA MARU No. 5**<br>**ka Sangyo K.K.**<br>Japanese | **146**<br>69<br>— | | | **1959** Koyo Dock K.K.—Mihara<br>99′ 3″ 19′ 3″ 7′ 9″<br>90′ 1″ 19′ 1″ 8′ 3″<br>1 dk | M Chemical Tanker Mchy.aft<br>3 Ta<br>L.3027 | Oil 4SA 4Cy. 200×280 mm<br>Yanmar Diesel Eng. Co. Ltd. | 5½t–½pd<br>Amagasaki<br>8k |
| **OKO**<br>rah Pinser II–62<br>**ell Lines Inc.**<br>onrovia<br>Liberian | **674**<br>458<br>1609 | | | **1943** Odenbach S.B. Corp.—Rochester, N.Y.<br>*175·9′* 30′ 2″ 11′ 2¼″<br>175′ 10″ 30′ 0″ 13′ 6″<br>P36′ F20′ 1 dk<br>rf nil | TM Tanker Mchy.aft<br>8 Ta<br>L.37245 | 2 Oil 2SA each 6Cy. 255×320 mm<br>480bhp<br>Fairbanks, Morse & Co. | 44t<br>Beloit<br>9k |

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| 519155<br>7JHP<br>86281 | **KOKO MARU No. 3**<br><br>**H. Minami**<br>Yokohama Japanese | 229<br>119<br>— | | **1961** Ishihara Zosen—Tok<br>*111-4'* 24' 7"<br>24' 5"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy.<br>[illegible]<br>Nippei Sangyo |
| 519156<br>JRBB<br>69364<br>Df Esd<br>Gc Pfd<br>Rdr | **KOKOH MARU**<br><br>**Japan Line Ltd.**<br>Kobe Japanese | 7288<br>4139<br>10168 | NK | **1952** Mitsubishi Zosen—Nag<br>463' 9" 60' 5" 26' 11"<br>434' 1" 60' 4" 33' 5"<br>P24' B136' F33' 2 dks<br>RW | M Ref<br>6Ho<br>G.547917 B.513046 In.7134<br>6 Ha (31½'×16½') (41', 36¾', 28¾', 36¾', 28¾'×23')<br>18W Der 6(10) 12(5) | Oil 2SA 8Cy. 720×1250 mm<br>5700bhp<br>Mitsubishi Zosen<br>3×200kW 450V a.c. |
| 680591<br>UKVX<br>M-12095 | **KOKTEBEL**<br>exEmpire Tigbart-46 exPoel-46<br>**U.S.S.R.**<br>Vladivostok Russian | 693<br>210<br>888 | | **1936** Danziger Werft—Danzig<br>186' 2" 28' 3" 14' 0"<br>28' 1" 14' 9"<br>1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.27722 | Oil 4SA 8Cy. 300×500 mm<br>NE57 |
| 519158<br>KSAW<br>OT7043<br>Df | **KOKUEI MARU**<br><br>**Okinawa Kisen K.K.**<br>Naha Japanese | 843<br>411<br>1284 | NK | **1958** Nipponkai Jukogyo—Toyama<br>204' 3" 32' 11" 13' 10"<br>187' 0" 32' 10" 15' 5"<br>1 dk<br>RW | M Mchy.aft<br><br>G.55197 B.50465<br>2 Ha (38', 39½'×16½') | Oil 4SA 6Cy. 430×620 mm<br>1200bhp<br>Hanshin Nainenki Kogyo |
| 650256<br>JFDH<br>95343<br>Esd Gc<br>Rdr RT | **KOKUHO MARU**<br>Kokuka Sangyo K.K.<br>~~**Kokka Sangyo K.K.**~~<br>Osaka Japanese | 1588<br>819<br>2441 | NK | **1964** Onomichi Zosen—Onomichi<br>248' 9" 38' 11" 17' 9"<br>229' 7" 38' 9" 19' 8"<br>1 dk<br>RW | M Chemical Tanker Mchy.aft<br>8 Ta<br>L.99199 | Oil 4SA 6Cy. 430×620 mm<br>1600bhp<br>Niigata Eng. Co. Ltd.<br>2×80kW 445V a.c. |
| 519159<br>JAWF<br>84628<br>Rdr | **KOKURYU MARU**<br><br>**Kokka Sangyo K.K.**<br>Osaka Japanese | 481<br>63<br>— | | **1960** Onomichi Zosen—Onomichi<br>163' 3" 29' 8"<br>147' 7" 29' 6" 10' 10"<br>1 dk | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br><br>Niigata Eng. Co. Ltd. |
| 519160<br>JQHV<br>83508<br>Df Esd<br>Gc Rdr<br>RT | **KOKUSAI MARU**<br><br>**Kokusai Kisen K.K.**<br>Tokyo Japanese | 9013<br>5004<br>13104 | NK | **1959** Harima Zosensho—Aio<br>487' 3" 63' 10" 28' 11"<br>459' 4" 63' 8" 39' 4"<br>2 dks<br>RW | M Mchy.aft<br>4 Ho<br>G.632135 B.590075<br>4 Ha (40'×21') (57½', 57½', 57½'×26½')<br>12W Der 4(15) 10(10) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp Sulzer<br>Harima Zosensho<br>2×272kW 450V a.c. |
| 519161<br>JQSC<br>87481<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOKUSAI MARU No. 2**<br><br>**Kokusai Kisen K.K.**<br>Tokyo Japanese | 9059<br>5570<br>13302 | NK | **1961** Kure Zosensho—Kur<br>487' 4" 63' 10" 28' 11"<br>459' 4" 63' 8" 39' 4"<br>2 dks, pt 3rd dk<br>RW | M CSD<br>6 Ho<br>G.676509 B.611195<br>6 Ha (27'×23') (39½', 37', 24½', 39½'×26½') (32'×23')<br>18W Der 5(14) 10(4) | Oil 2SA 7Cy. 720×1250 mm<br>6450bhp<br>Ishikawajima-Harima<br>2×272kW 450V a.c. |
| 671597<br>JDGO<br>101314<br>Df Pfd<br>Rdr | **KOKUSEI MARU No. 11**<br><br>**M. Masui**<br>Yaizu Japanese | 193<br>81<br>— | | **1967** Kanazashi Zosensho—Shimizu<br>134' 9" 21' 7"<br>113' 0" 21' 6" 10' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>750bhp<br>Akasaka Tekkosho |
| 519163<br>7JSO<br>87846<br>Rdr | **KOKUSHO MARU**<br><br>**Kokka Sangyo K.K.**<br>Osaka Japanese | 661<br>301<br>954 | | **1961** Onomichi Zosen—Onomichi<br>181' 3" 29' 8" 13' 6"<br>164' 0" 29' 6" 14' 9"<br>1 dk<br>RW | M Chemical Tanker Mchy.aft<br>7 Ta | Oil 4SA 6Cy. 370×520 mm<br><br>Niigata Eng. Co. Ltd. |
| 650162<br>JI2107<br>96502<br>Rdr RT | **KOKUSHU MARU**<br><br>**Kokka Sangyo K.K.**<br>Osaka Japanese | 1226<br>585<br>909 | | **1964** Hitachi Zosen—Osa<br>213' 3" 37' 7" 13' 3"<br>196' 10" 37' 5" 18' 0"<br>1 dk<br>RW | M Chemical Tanker Mchy.aft<br><br>L.46863 | Oil 4SA 6Cy. 310×460 mm<br>850bhp<br>Niigata Eng. Co. Ltd.<br>1×60kW 445V a.c. |
| 670926<br>JNEF<br>100819<br>Df Gc<br>Pfd Rdr | **KOKUYO MARU**<br><br>**Kita Taiheiyo Gyogyo K.K.**<br>Chikura Japanese | 1500<br>800<br>— | | **1966** Hakata Dock—Fukuoka<br>246' 0" 39 5" 16' 5"<br>229' 8" 39' 4" 18' 9"<br>2 dks | M Stern Trawler Mchy.aft | Oil 2SA 7Cy. 390×650 mm<br>2550bhp<br>Kobe Hatsudoki Seizosho |
| 519164<br>JEXF<br>84101 | **KOKUYO MARU**<br><br>**Kokuyo Kisen K.K.**<br>Japanese | 184<br>81<br>230 | | **1959** Kishimoto Zosen—Toyota<br>100' 0" 19' 2" 8' 10"<br>97' 1" 19' 1" 9' 10"<br>1 dk | M Tanker | Oil 4SA 4Cy. 260×380 mm<br><br>Kobe Hatsudoki Seizosho |
| 519166<br>JMVT<br>80595<br>Df Esd<br>Gc Rdr | **KOKYO MARU**<br><br>**Japan Line Ltd.**<br>Kobe Japanese | 8629<br>5309<br>12461 | NK | **1958** Nagoya Zosen—Nga<br>482' 8" 62' 6" 28' 4"<br>452' 10" 62' 4" 39' 5"<br>2 dks<br>RW | M CSD Mchy.aft<br>5 Ho<br>G.609357 B.583542<br>5 Ha (24½', 44½', 44½' 44½', 26½'×24½')<br>16W Der 2(20) 2(10) 12(5) | Oil 2SA 6Cy. 720×1250 mm<br>5600bhp Sulzer<br>Uraga Diesel Kogyo<br>2×80kW 445V a.c. |

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| **KOLA**<br>U.S.S.R.<br>Murmansk Russian | 3359<br>1550<br>4440 | | 1967 Rauma-Repola O/y—Rauma<br>348′ 3″ 21′ 4″<br>318′ 3″ 50′ 6½″ 25′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W |
| **KOLA**<br>U.S.S.R.<br>Murmansk Russian | 1289<br>498<br>633 | | 1955 "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 11′ 9¼″<br>32′ 8″ 17′ 5″<br>1 dk | TM Mchy.aft<br>2 Ho<br>G.34008<br>2 Ha (each 22¾′×13′)<br>4W Der 4(2) | 2 Oil 4SA each 8Cy. 216×310 mm<br>800bhp NE61<br>Ganz Waggon & Eng. Wks Bdp<br>9½k |
| **KOLAMBUGAN**<br>exGovernor Gilbert–52<br>**Escano Lines**<br>Hijos de F. Escano Inc.<br>Manila Philippine | 573<br>270<br>— | | 1944 Higgins Industries Inc.—N.Os<br>*168·0′* 32′ 6″<br>… … …<br>1 dk | TM Mchy.aft | 2 Oil 2SA each 6Cy. 220×265 mm<br>General Motors Corp. Det |
| **KOLASIN**<br>exMljet–65<br>exAtlantic Wave–61<br>exPierre l'Enfant–46<br>**Prekookeanska Plovidba**<br>Bar Yugoslav | 7217<br>4302<br>10384 | BV JR | 1943 Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 0″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW | S<br>G.562608 B.499573<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>General Mchy. Corp. Hamilton<br>3×110V 50c/s a.c. 10k |
| **KOLBJÖRN**<br>**Svenska Cellulosa A/B**<br>Eje Mossberg<br>Kramfors Swedish | 208<br>—<br>— | | 1917 Bergsunds M/V A/B—Skm<br>103′ 7″ 26′ 10″ 13′ 0″<br>… … …<br>1 dk<br>R | M Icebreaker | Oil 2SA 6Cy. 340×570 mm<br>1960bhp NE57 (d.o)<br>Nydqvist & Holm A/B Thn |
| **KOLDINGHUS**<br>**Det forenede Dampskibs-Selskab A/S**<br>Kolding Danish | 760<br>304<br>1015 | BV | 1959 Aarhus Flyd. & Msk.—Aar<br>253′ 9″ 36′ 3″ 13′ 1½″<br>229′ 8″ 36′ 1″<br>F33′ 1 dk & S dk<br>RW<br>rf 3″ | M (12P) OSD Mchy.aft<br>1 Ho 147¾′<br>B.74650<br>1 Ha (123′×18½′)<br>Cr 2(3) | Oil 2SA 6Cy. 350×620 mm<br>1890bhp B&W 159t<br>Helsingör Skibs. & Msk. Hsg<br>2×70kW 220V d.c. 13½k |
| **KOLDOBIKA**<br>Leopoldo **Michelena**<br>**Olazábal**<br>San Sebastian Spanish | 181<br>112<br>— | BV | 1962 Ast. Luzuriaga—Pjs<br>111′ 9″ 20′ 4″<br>93′ 10″ 20′ 3″ 11′ 10″<br>RW | M Trawler<br>2 Ha (each 3½′×3½′) | Oil 4SA 4Cy. 315×480 mm<br>400bhp Duvant 59½t<br>Carmelo Unanue Zumaya<br>9¾k |
| **KOLEJARZ**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 7691<br>4078<br>12140<br>10880<br>6301<br>14250 | PR<br>✠Classed LR until 12/64 | 1963–11 Stocznia Szczecinska—Szn<br>514′ 0″ 67′ 2″ 26′ 9¼″/—<br>473′ 7″ 66′ 11″ 41′ 0″<br>P107′ F50′ 1 dk & S dk<br>rf nil | M OSD/CSD Mchy.aft<br>5 Ho 71¼′, 63¼′, 60¾′, 60¾′, 68¼′<br>G.739240 B.679955<br>5 Ha (stl) (40¼′×29½′) (42¾′, 42¾′, 42¾′, 42¾′×21′)<br>4W Cr 4(5) Der 1(30) 2(5) | Oil 2SA 5Cy. 760×1550 mm<br>6500bhp Sulzer 1220t (hvf)<br>H. Cegielski Poz<br>3×320kW 380V 50c/s a.c. 15¼k |
| **KOLGA**<br>exRigel–62<br>Reederei **Horn & Co.**<br>Rendsburg W. German | 492<br>245<br>1003 | BV | 1958 H. Brand—Oldenburg<br>216′ 2″ 34′ 4″ 12′ 5½″<br>190′ 11″ 34′ 2″ 19′ 10″<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho 119′<br>G.76160 B.69245<br>6W Der 6(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 90t<br>Klöckner-Humboldt-Deutz Kln<br>11½k |
| **KOLGA**<br>exWestersingel–64<br>J. Pilon<br>Maritima **Scheepv. & Handel**<br>Maats. N.V.<br>Delfzijl Netherland | 470<br>210<br>562 | BV | 1953 "De Vooruitgang" D. & J. Boot—Alp<br>158′ 11″ 26′ 11″ 10′ 7½″<br>142′ 9″ 26′ 9″ 13′ 6″<br>P43′ Q49′ B46′ F25′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 91¾′<br>G.30000 B.28000<br>2 Ha (31½′×15′) (32½′×15¾′)<br>Der 2(2) | Oil 4SA 6Cy. 305×460 mm<br>450bhp (d.o)<br>D. & J. Boot "De Industrie" Alp<br>10k |
| **KOLGUEV**<br>U.S.S.R.<br>Zhdanov Russian | 533<br>—<br>253 | | 1952 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157′ 1″ 31′ 2″ 13′ 4″<br>139′ 9″ 31′ 0″ 15′ 5″<br>F56′ 1 dk<br>RW | S Tug<br>1W Der 1(1) | T 3Cy. $16\frac{9}{16}$″ $27\frac{9}{16}$″ & $45\frac{3}{16}$″×$27\frac{9}{16}$″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| **KOLGUJEV**<br>U.S.S.R.<br>~~Leningrad~~<br>[illegible] Russian | ~~2847~~ 2915<br>~~1398~~ 1318<br>~~3403~~ 3456 | | 1965 Valmet O/Y Helsingin Telakka—Hfs<br>334′ 8″ ~~334′ 5″~~ 46′ 0″ ~~16′ 8½″~~ 19′ 8½″<br>… … …<br>1 dk | M Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas<br>Jyväskylä |
| **KOLIMA**<br>exProsper<br>U.S.S.R.<br>Vladivostok Russian | 1528<br>915<br>2028 | Classed LR until 12/27 | 1906 Nylands Verksted—Osl<br>250′ 2″ 35′ 4″ 17′ 1″<br>35′ 2″ 25′ 7″<br>1 dk<br>R | S<br>4 Ho<br>G.91465<br>4 Ha (13¾′, 13¾′×23½′) (12½′, 12½′×15¾′)<br>8W Der 4(3) 4(1½) | T 3Cy. 18⅝″ 29¼″ & 48″×33″<br>Nylands Verksted Osl<br>8k |
| **KOLKHIDA**<br>U.S.S.R.<br>Odessa Russian | 3219<br>1322<br>690 | | 1961 A. Zhdanov—Len<br>333′ 0″ 47′ 11″ 12′ 7½″<br>47′ 9″ 18′ 8″ | TM (250P) Ref<br>1 Ho<br>B.10277 In.1978<br>1 Ha (13′×8¼′)<br>Cr 2(2) | 2 Oil 2SA each 8Cy. 430×610 mm<br>4000bhp<br>Skoda Prague<br>14½k |

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| 670124 | **KOLKHIDA**<br>**U.S.S.R.**<br>Poti Russian | 2435<br>1070<br>~~890~~<br>850 | | 1966 Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" ~~[illegible]~~ 17' 0¾"<br>233' 0" 43' 2" 23' 0"<br>2 dks | M Stern Trawling Factory Ship | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Li |
| 680592<br>UOQL<br>M-16907 | **KOLKHIDA**<br>**U.S.S.R.**<br>Murmansk Russian | 533<br>—<br>250 | | 1956 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157' 1" 31' 3" 11' 10"<br>139' 9" 15' 5" | S Tug<br>1W Der 1(1) | T 3Cy. 16¹⁄₁₆" 27¹⁄₁₆" &<br>Wärtsilä Kon. Crichton- |
| 519177<br>UPLF<br>M-11924<br>Df Esd | **KOLKHOSNIK**<br>exCharles Wilkes-43<br>**U.S.S.R.**<br>Leningrad Russian | 7241<br>4205<br>10595 | | 1943 Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8"<br>417' 9" 56' 11" 37' 4"<br>2 dks | S<br>5 Ho<br>G.459657<br>5 Ha (33½', 35', 35', 35', 20'×20')<br>11W Der 1(15) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks |
| 519179<br>JXEK<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KOLLBJÖRG**<br>**A/S Kollbjörg**<br>Odd Berg<br>Oslo Norwegian | 6311<br>3501<br>11025<br>9000<br>5676<br>13000 | NV | 1959 Eriksbergs M/V A/B—Got<br>475' 8" 62' 1" 26' 4"/29' 3"<br>440' 0" 62' 0" 40' 0"<br>1 dk & S dk, 3rd dk in No. 3 hold<br>rf 6" | M OSD/CSD<br>5 Ho 62', 70½', 68½', 63', 76'<br>G.720000 B.662000<br>5 Ha (36½', 42', 36½', 36½', 36½'×20')<br>Der 2(15) 10(5) | Oil 2SA 6Cy. 740×1500 mm<br>5575bhp B&W<br>Eriksbergs M/V A/B<br>3×280kW 220V d.c. |
| 519180<br>JXHY<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KOLLBRIS**<br>**A/S Kollbjörg & Odd Bergs Tankrederi A/S**<br>Odd Berg<br>Oslo Norwegian | 12808<br>7358<br>19775 | NV | 1960 Eriksbergs M/V A/B—Got<br>559' 11" 71' 11" 30' 8½"<br>530' 0" 71' 8" 40' 3"<br>1 dk<br>rf 2" | M Tanker Mchy.aft<br>21 Ta<br>L.942000 | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Erikbergs M/V A/B<br>2×280kW 220V d.c. |
| 661376<br>LIYM<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KOLLBRYN**<br>**Odd Bergs Tankrederi A/S**<br>Odd Berg<br>Oslo Norwegian | 51398<br>34495<br>91800 | NV | 1966 Eriksbergs M/V A/B—Got<br>833' 2" 128' 0" 46' 0"<br>800' 0" 127' 9" 62' 5"<br>P171' Q108' B102' F82' 1 dk<br>rf 4" | S Tanker Mchy.aft<br>10 Ta<br>L.3950000 HeCls. BC<br>Der 2(10) 1(3) 2(1½) | 2 S Turb dr geared to sc.<br>21000shp<br>General Electric Co.<br>2×700kW 440V 60c/s a.c. |
| 542094<br>JXWA<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KOLLFINN**<br>**A/S Kollbjörg & Odd Bergs Tankrederi A/S**<br>Odd Berg<br>Oslo Norwegian | 16528<br>9242<br>24805 | ✠100A1 SS 1/68<br>strengthened for heavy cargoes<br>✠LMC<br>MN1500 EL k†2¹⁄₁₆ *SQ | 1963–6 J. L. Thompson & Sons Ltd.—Sld<br>598' 6" 74' 9" 32' 7½"<br>570' 0" 74' 6" 46' 4"<br>P103' F45' 1 dk<br>NS 9BH<br>rf 4" WB9537t incl. Topside tanks in holds 4977t | M Bulk Carrier Mchy.aft<br>7 Ho 60', 60', 72', 60', 72', 60', 60'<br>G.1150000<br>7 Ha (stl) (34'×28') (36', 48', 36', 48', 36', 36'×36½')<br>14W Der 14(8) | Oil 2SA 6Cy. 760×1500 mm<br>7500bhp Götaverken<br>N.E. Mar. Eng. Co. Ltd.<br>AuxB 100lb<br>3×300kW 440V 60c/s a.c. |
| 660051<br>LEXB<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KOLLGEIR**<br>**A/S Kollbjörg & Odd Bergs Tankrederi A/S**<br>Odd Berg<br>Oslo Norwegian | 20455<br>12852<br>~~30800~~<br>33590 | NV | 1966 Uddevallavarvet A/B—Udv<br>644' 1" 85' 4" ~~33' 6½"~~ 35' 8¾"<br>605' 0" 85' 0" 48' 0"<br>P142' 1 dk<br>rf 3" | M Bulk Carrier Mchy.aft<br>7 Ho 64½', 64½', 64½', 64½', 64½', 64½', 72½'<br>G.1450000<br>1 Ha (stl) (42¾'×36½')<br>6 Ha (stl) (each 42¾'×41½')<br>14W Der 14(8) | Oil 2SA 7Cy. 740×1600 mm<br>10500bhp B&W<br>Eriksbergs M/V A/B<br>3×340kW 440V 60c/s a.c. |
| 519182<br>JWSI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KOLLGRIM**<br>**Odd Bergs Tankrederi A/S**<br>Odd Berg<br>Oslo Norwegian | 6311<br>3501<br>11025<br>9000<br>5676<br>13000 | NV | 1958 Eriksbergs M/V A/B—Got<br>475' 8" 62' 2" 26' 4"/29' 3"<br>440' 0" 62' 0" 40' 0"<br>1 dk & S dk, 3rd dk in No. 3 hold<br>rf 6" | M OSD/CSD<br>5 Ho 62', 70½', 68½', 63', 76'<br>5 Ha (36½', 42', 36½', 36½', 36½'×20')<br>Der 2(15) 10(5) | Oil 2SA 6Cy. 740×1500 mm<br>5575bhp B&W<br>Eriksbergs M/V A/B<br>3×280kW 220V d.c. |
| 540616<br>JXWO<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KOLLSKEGG**<br>**A/S Kollbjörg & Odd Bergs Tankrederi A/S**<br>Odd Berg<br>Oslo Norwegian<br>Now **APOLLONIS** See New Entries No. 10 | 32958<br>17663<br>~~52050~~<br>54446 | NV | 1963 Kieler Howaldtswerke A.G.—Kel<br>740' 1" 102' 2" ~~39' 3½"~~ 40' 7¾"<br>705' 4" 102' 0" 52' 2"<br>P177' Q125' B41' F107' 1 dk<br>rf nil | S Tanker Mchy.aft<br>29 Ta<br>L.2139900 HeCls. BC | 2 S Turb dr geared to sc.<br>17500shp<br>Kieler Howaldtswerke A.G.<br>2×700kW 450V 60c/s a.c. |
| 671992<br>DLWX<br>Esd Rdr<br>RTm/v | **KOLLUND**<br>**Förde-Reederei G.m.b.H.**<br>Flensburg W. German | 151<br>95<br>— | GL | 1967 Husumer Schiffsw—Husum<br>112' 11" 22' 6" 4' 2"<br>107' 7" 21' 8" 7' 7"<br>1 dk | M (330P) | Oil 4SA 8Cy. 160×180 mm<br>645bhp<br>Masch. Augsburg-Nürnb |
| 519184<br>DIEW<br>Df Esd<br>Gc Rdr<br>RTh/v | **KÖLN**<br>**Partenreederei m.s. "Köln"**<br>Hamburg Amerika Linie<br>Hamburg W. German | 5619<br>3104<br>8218 | GL | 1953 Bremer Vulkan—Vgk<br>498' 0" 59' 2" 24' 11"<br>59' 0" 37' 3"<br>F52' H81' 2 dks & S dk<br>RW<br>rf 4" | M (6P) OSD<br>5 Ho 53½', 74½', 69', 76½', 73½'<br>G.591817 B.525106<br>5 Ha (stl) (20½', 39½', 49½', 49½', 39½'×18½')<br>Der 1(50) 4(5–10) 14(3–5) 2(1) | Oil 2DA 7Cy. 720×1200 mm<br>7800bhp<br>Bremer Vulkan<br>3×150kW 230V d.c. |
| 519185<br>DICO<br>Df Esd<br>Gc Rdr<br>RTv | **KÖLN**<br>**"Nordsee" Deutsche Hochseef. A.G.**<br>Cuxhaven W. German | 565<br>237<br>— | GL | 1952 A.G. "Weser" Werk Seebeck—Bhn<br>*174·2'* 28' 8" 14' 4"<br>28' 6" 16' 3"<br>F28' H77'<br>RW<br>rf 33¼" | S Trawler<br>1 Ho 52½' | T 3Cy. 16½" 25½" &<br>turb<br>990ihp<br>A.G. "Weser" Werk Seebeck<br>2×40, 35kW 110V d.c. |

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| **KOLNES**<br>Elgeseter-52 exVaardag-46<br>Emma exMunktells III<br>**Kaspar Nilsen**<br>Stavanger<br>Norwegian | **234**<br>123<br>365 | ✠Classed LR until 12/50<br><br>**BROKEN UP** | **1919**–9 Våsterås Skeps. Rederi—Våsterås<br>106′ 2″ 22′ 9″<br>… … …<br>1 dk | Wood M Mchy.aft<br>1 Ho<br>2 Ha (each 16½′×11½′) | Motor 2SA 4Cy. 360×380 mm<br>380bhp Emade39refitted—<br>A/S De Forenede Mtrfb. Bgn |
| **KOLNO**<br>exArmavir-47<br>exEmpire Conwear-46<br>exNordlicht-45 exNordcoke<br>**Polish Government**<br>**Polish Steamship Co.**<br>Szczecin<br>Polish | **2660**<br>1393<br>3216 | PR<br>✠Classed LR until 2/51 | **1936**–12 Lübecker Masch. Ges.—Lbc<br>311′ 0″ 44′ 6″ 18′ 8¾″<br>44′ 0″ 20′ 6″<br>P14′ B64′ F30′ 1 dk<br>R | S<br>4 Ho 52½′, 46′, 52½′, 39¼′<br>B.118000<br>4 Ha (stl) (36½′, 38′, 36′×33¼′)<br>(32¼′×32¼′)<br>Der 4(5) | C 4Cy. (2) 19$\frac{11}{16}$″ & (2) 43$\frac{5}{16}$″×43$\frac{5}{16}$″<br>1750ihp<br>Lübecker Masch. Ges. Lbc<br>3×20, 15, 15kW 115V d.c. 11k |
| **KOLOBRZEG II**<br>**Polish Government**<br>**Polish Steamship Co.**<br>Szczecin<br>Polish | **2532**<br>1172<br>3366 | PR | **1966** G. Dimitrov Shipyard—Varna<br>314′ 4″ 18′ 6″<br>44′11½″ 22′ 2″<br>1 dk | M | Oil 2SA 6Cy. 480×700 mm<br>2250bhp<br>Jugoturbina Karlovac<br>3×250, 150, 150kW 380V a.c. 11½k |
| **KOLOČEP**<br>exRivercrest-59<br>**Atlantska Plovidba**<br>Dubrovnik<br>Yugoslav | *7001*<br>*4147*<br>9925 | ~~✠100A1 SS 10/65~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~EL at~~<br>**TO BE BROKEN UP** ~~JR~~ | **1944**–5 Lithgows Ltd.—P.Gl<br>447′ 7″ 56′ 2″ 26′ 3¼″<br>425′ 0″ 56′ 0″ 36′ 10″<br>F39′ 2 dks<br>5 divisional WTBH in ’tween dks<br>R Coll BH to U dk 6 to 2nd dk<br>WB1984t incl. Tunnel tank 499t | S CSD<br>5 Ho 66′, 97¾′, 15½′, 50′, 72′<br>G.536828 B.495525<br>6 Ha (31½′, 31′, 15½′, 13′, 31′, 31′×20′)<br>10W Der 4(10) 6(5) | T 3Cy. 24½″ 39″ & 70″×48″<br>2500ihp 1298t (o.f)<br>Rankin & Blackmore Ltd. Grk<br>3 SB 220lb hs(7302) 9cf<br>2×20kW 110V d.c. 10k |
| **KOLOKOTRONIS**<br>**The New Epirotiki Steamship Navigation "Petros Potamianos"**<br>Piraeus<br>Greek | **1709**<br>815<br>—<br>MN420 | ✠**100A1** SS 3/66<br>✠**LMC**<br>EL r pt1½″SQ | **1952**–8 Cant. Nav. di Taranto—Tno<br>269′ 4″ 42′ 1″ 15′ 0¾″<br>238′ 0″ 42′ 0″ 22′ 8″<br>F60′ 2 dks, 3rd dk clear of mchy. space & fwd hold<br>RW 6BH<br>WB120t | TM<br>G.50000 B.42000<br>2W Der 2(1½) | 2 Oil 2SA each 6Cy. 360×650 mm<br>1050bhp 100t<br>S.A. Fiat S.G.M. Tur<br>2db 100lb 14k |
| **OLOMNA**<br>U.S.S.R.<br>Leningrad<br>Russian | **3258**<br>1564<br>4355 | | **1953** Schiffswerft Neptun—Ros<br>334′ 7″ 47′ 3″ 21′ 10″<br>47′ 1″ 26′ 0″<br>1 dk<br>RW | S<br>4 Ho<br>G.175232<br>4 Ha (27½′, 27½′, 27½′, 23¼′×16½′)<br>9W Der 1(15) 8(5) | C 4Cy. (2) 465 & (2) 1000×1000 mm & LP turb<br>E. Germany<br>12½k |
| **LPAKOVO**<br>U.S.S.R.<br>Astrakhan<br>Russian | **669**<br>329<br>253 | | **1954** ………………….E. Germany<br>187′ 10″ 29′ 10″ 8′ 6″<br>29′ 9″ 13′ 6″ | D-E Trawler<br>2 Ho<br>In.17728<br>2 Ha<br>Cr 2(1) | 2 Oil 4SA each 6Cy. 240×360 mm connected to elec. motor & geared to sc. shaft<br>Schwermasch. Karl Liebknecht Mgd<br>8½k |
| **LPINO**<br>U.S.S.R.<br>Leningrad<br>Russian | **3246**<br>1571<br>4287 | | **1958** Schiffswerft Neptun—Ros<br>334′ 7″ 47′ 3″ 21′ 10″<br>47′ 1″ 26′ 0″<br>1 dk<br>RW | S<br>4 Ho<br>G.175232<br>4 Ha (27½′, 27½′, 27½′, 23¼′×16½′)<br>9W Der 1(15) 8(5) | C 4Cy. (2) 465 & (2) 1000×1000 mm & LP turb<br>E. Germany<br>12½k |
| **OLSKY**<br>U.S.S.R.<br>Murmansk<br>Russian | **2894**<br>1271<br>1388 | | **1964** Stocznia Gdanska—Gdk<br>272′ 8″ 45′ 5″ 18′ 2″<br>45′ 3″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.62331<br>8 Ha<br>2W Der 2(1½) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>Z.U.T. Zgoda Swi<br>13k |
| **OLSNAREN**<br>**Rederi A/B Transatlantic**<br>Carlsson<br>Gothenburg<br>Swedish | **3550**<br>1973<br>6060 | ✠**100A1** SS 10/67<br>with freeboard<br>Str. nav. ice<br>✠**LMC**<br>**Lloyd's RMC**<br>EL x | **1945**–7 Eriksbergs M/V A/B—Got<br>381′ 5″ 51′ 7″ 23′ 9¼″<br>350′ 0″ 51′ 6″ 35′ 5″<br>1 dk & S dk, 3rd dk in No. 1 hold intermediate ’tween dk fwd under raised S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 6″ DK fwd of mchy. space<br>WB1185t incl. Tunnel tank 66t | TM (8P) Ref OSD<br>5 Ho 48¾′, 67¼′, 67¼′, 72¾′, 60½′<br>G.350694 B.324250 In.47000<br>5 Ha (stl) (24¾′, 24½′, 27′, 24½′, 24½′×18′)<br>10W Der 2(15) 10(5) | 2 Oil 2SA each 6Cy. 500×900 mm<br>4100bhp B&W 960t (hvf)<br>Eriksbergs M/V A/B Got<br>3×110kW 220V d.c. 14½k |
| w **DOLPHIN** See New Entries No. 5 | | | | | |
| **LTSOV**<br>U.S.S.R.<br>Russian | **3170**<br>1225<br>1301 | | **1959** ………………….Russia<br>277′ 10″ 46′ 0″ 18′ 3″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>6W Der 2(5) 2(3) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Russki-Diesel Wks Len<br>12k |
| **UBARA**<br>**slovensko Recno Brodarstvo**<br>Beograd<br>Yugoslav | **1026**<br>544<br>1100 | BV JR | **1957** Titovo Brodogradiliste—Kraljevica<br>*240·3′* 31′ 10″ 14′ 1¼″<br>31′ 8″<br>1 dk<br>RW | TM Mchy.aft<br>G.61780<br>4 Ha (each 22¾′×13½′) | 2 Oil 4SA each 6Cy. 320×480 mm<br>1000bhp<br>Motorenw. Mannheim Mhm<br>12k |
| **LYMALES**<br>U.S.S.R.<br>Archangel<br>Russian | **2924**<br>1361<br>3506 | | **1963** F. W. Hollming—Rauma<br>335′ 0″ 46′ 1″ 18′ 9″<br>305′ 2″ 45′ 11″ 22′ 6″<br>1 dk | M<br>4 Ho<br>G.168416<br>4 Ha (each 32¾′×27½′)<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas Jyväskylä |

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| 652186<br>LZII<br><br>RTh | **KOM**<br><br>**Navigation**<br>**Maritime Bulgare**<br>Bulgarian | 317<br>112<br>397 | | 1962 G. Dimitrov Shipyard—Varna<br>*154·6'* 23' 10" 10' 2"<br>23' 8" 11' 2"<br>1 dk | M<br>2 Ho 48½', 45'<br><br><br>Cr 1(1½) | Oil 4SA 8Cy.<br>400bhp<br><br>2×24kW 115V d.c. |
| 541216<br>ZEVV<br>178463<br>Esd RT | **KOMAIWAI**<br>exParndana-63<br>**Island Industries Ltd.**<br>Suva British | 460<br>182<br>400 | ✠100A1 SS 8/67 ~~SS 5/63~~<br><br>✠LMC<br><br>MN90 EL g | 1955-5 Gebr. v. Diepen N.V.—<br>Waterhuizen<br>165' 0" 28' 3" 10' 1"<br>154' 0" 26' 7" 11' 0"<br>P60' F19' 1 dk<br>RW 5BH<br>rf 4½" WB80t incl. DTsf30t | M Mchy.aft | Oil 2SA 5Cy. 250×420 mm<br>450bhp<br>British Polar Engines Ltd. |
| 519197<br>VQXK<br>157811 | **KOMAIWAI**<br><br>**Island Transport Ltd.**<br>Suva British | 140<br>91<br>228 | | 1947 A. W. Settree—Huskisson, N.S.W.<br>*77·0'* 19' 6" 8' 0"<br>19' 4"<br>1 dk | Wood M<br><br>B.7112<br><br>2W Der 2(2) | Oil 6Cy. 145×205 mm<br>Emade46fitted52<br>Caterpillar Tractor Co. |
| 680594<br>UBIV<br>M-22960 | **KOMANDOR**<br><br>**U.S.S.R.**<br>Petropavlovsk Russian | 508<br>174<br>236 | | 1959 ......................E. Germany<br>166' 7" 28' 11" 11' 6½"<br>28' 9" 14' 1" | M Trawler<br>2 Ho<br>In.12148<br>2 Ha<br>3W Der 1(2) 2(1½) | Oil 4SA 8Cy. 320×480 mm<br><br>Schwermasch. Karl Lieb |
| 660126<br>JJ2101<br>97151<br>Pld Rdr<br>RT | **KOMATSU MARU**<br><br>**Komatsu Kaiun K.K.**<br>Kobe Japanese | 961<br>538<br>1607 | | 1965 Kurushima Dock Co. Ltd.—<br>Imabari<br>219' 5" 33' 6" 15' 0"<br>203' 5" 33' 5" 16' 5"<br>1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta | Oil 4SA 8Cy. 260×320 mm<br>850bhp<br>Daihatsu Kogyo<br>2×29kW 225V a.c. |
| 519203<br>JLJY<br>81258<br>Df Esd<br>Gc Rdr | **KOMEI MARU**<br><br>**Mitsui-O.S.K. Lines K.K. &**<br>**Daiko Shosen K.K.**<br>Tokyo Japanese | 3211<br>1607<br>4811 | <br><br>NK | 1958 Kyushu Zosen—Wakamatsu<br>343' 10" 48' 8" 20' 6"<br>318' 3" 48' 6" 24' 7"<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.210476 B.197162<br>3 Ha (25½', 72½', 34½'×24')<br>8W Der 4(10) 4(5) | Oil 2SA 6Cy. 480×700 mm<br>1980bhp Sulzer<br>Uraga Diesel Kogyo<br>2×64kW 230V a.c. |
| 519204<br>7KVL<br>88608 | **KOMEI MARU**<br><br>**A. Murakami**<br>Ehime Japanese | 298<br>143<br>— | | 1961 Hirata Zosen—Kochi<br>*124·6'* 22' 10" 10' 2"<br>124' 7" 22' 7½" 11' 2"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 295×420 mm<br><br>Matsui Tekkosho |
| 519205<br>JJPG<br>80928 | **KOMEI MARU**<br><br>**H. Kanemoto**<br>Yokohama Japanese | 172<br>94<br>— | | 1958 Tsurumi Dock—Yka<br>102' 7" 21' 9"<br>96' 2" 21' 7" 10' 10"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 250×380 mm<br>Emade53refitted<br>Kobe Hatsudoki Seizo |
| 519206<br>JKAD<br>85491 | **KOMEI MARU No. 8**<br><br>**K. Kanemoto**<br>Yokohama Japanese | 167<br>89<br>— | | 1960 Tsurumi Dock—Yka<br>*97·4'* 23' 9"<br>97' 6" 23' 7" 9' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×350 mm<br>Emade54refitted<br>Kanegafuchi Nainenki |
| 519207<br>PKRE<br><br>Esd RT | **KOMERING**<br>exGana-62 exKaimana-60<br>**P.T. Pelajaran Sriwidjaja**<br>**Raja**<br>Indonesian | 2198<br>1358<br>1808 | | 1948 N.V. Mch. & Schps. P. Smit, Jr.—<br>Rot<br>276' 11" 43' 2" 14' 7"<br>43' 0"<br>2 dks | M<br><br>G.100000 B.97633<br>3 Ha (19½', 19½', 26'×14½')<br>9W Der 1(15) 8(3) | Oil 2SA 5Cy. 480×700 mm<br>1300bhp Sulzer<br>"De Schelde" N.V. |
| 542777<br>DNDR<br><br>Df Esd<br>Rdr RT | **KOMET**<br><br>**Henry Gerdau**<br>Küstenschiffahrt Bauer &<br>Hauschildt K.G.<br>Hamburg W. German | 425<br>278<br>1011 | <br><br>GL | 1963 J. J. Sietas Schiffsw.—Ham<br>202' 2" 34' 8" 12' 9½"<br>180' 6" 34' 5½" 20' 0"<br>F24' 1 dk & S dk | M OSD Mchy.aft<br><br>G.72600 B.65600<br>4 Ha (59½', 38'×22') (59½', 32½'×21')<br>Der 2(3) | Oil 4SA 6Cy. 320×450 mm<br>550bhp<br>Klöckner-Humboldt-Deutz |
| 519208<br>SJCD<br>7089 | **KOMET**<br>exFamiliens Haab exMary<br>**Evald Johansson**<br>Trollhättan Swedish | 142<br>82<br>161 | <br><br>BV | 1920 Frd. Krupp A.G.—Kel<br>*92·7'* 20' 6" 10' 6"<br>... ... ...<br>1 dk<br>R | M Mchy.aft<br>1 Ho<br><br>2 Ha (4½'×5½') (19'×8') | Oil 2SA 2Cy. 310×380 mm<br>120bhp NE37<br>Seffle Motorverks |
| 519209<br>USZF<br>M-26536<br>Df Esd<br>Gc Rdr | **KOMETA**<br><br>**U.S.S.R.**<br>Murmansk Russian | 2894<br>1271<br>1417 | | 1962 Stocznia Gdanska—Gdk<br>272' 8" 45' 5" 18' 2"<br>45' 3" 32' 0"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.62331<br>5 Ha<br>2W Der 2(1½) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>Soc. Española de Const. |
| 680595<br>UNHJ<br>M-22004 | **KOMETA**<br><br>**U.S.S.R.**<br>Korsakov Russian | 402<br>148<br>442 | | 1954 ......................Russia<br>152' 3" 26' 3" 10' 7½"<br>26' 2" 11' 6" | M<br>2 Ho<br>G.16775<br>2 Ha (each 18½'×11½')<br>4W Der 4(1½) | Oil 2SA 4Cy. 300×500 mm |

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| **KOMI**<br>U.S.S.R.<br>Archangel Russian | 533<br>—<br>355 | 1957 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157′ 0″ 31′ 2″ 11′ 10″<br>139′ 8″ 31′ 1½″ 15′ 5″ | S Tug<br>1W Der 1(1) | T 3Cy. 16 17/32″ 27 9/16″ & 45 6/32″×27 9/16″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| **KOMILES**<br>U.S.S.R.<br>Leningrad Russian | 4590<br>2315<br>5821 | 1960 Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 9″ 27′ 7″<br>1 dk<br>RW | M<br>4 Ho<br>G.218493<br>4 Ha (29½′, 29½′, 29½′, 23′×41¼′)<br>9W Der 1(15) 8(5) | Oil 2SA 5Cy. 720×1250 mm<br>5450bhp<br>Sulzer Bros. Ltd. Win<br>14¼k |
| **KOMINE MARU No. 18**<br>J. Onodera<br>Kesennuma Japanese | 253<br>132<br>— | 1963 Yamanishi Zosen Tekkosho—Ishinomaki<br>140′ 5″ 24′ 9″ 9′ 6″<br>123′ 4″ 24′ 7″ 11′ 0″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **KOMIŽA**<br>ex Vis<br>Ribarsko Poduzece "Jadran"<br>Split Yugoslav | 154<br>64<br>— | 1947 Rochester S.B. Corp.—S.Fo<br>82′ 4″ 23′ 5″ 9′ 10″<br>JR 23′ 3″<br>1 dk | M | Oil 4SA 6Cy. 266×305 mm<br>Enterprise Eng. & Fdry. Co. S.Fo |
| **KOMMANDØREN**<br>Fylkesbaatane i Sogn & Fjordane<br>Bergen Norwegian | 780<br>382<br>— | 1962 Bodö Skibsverft & M/V A/S—Bdo<br>179′ 10″ 38′ 1″ 11′ 9½″<br>159′ 2″ 37′ 4″ 14′ 2″<br>1 dk | TM Ferry<br>Cr 1(3) | 2 Oil 2SA each 8Cy. 280×420 mm<br>2000bhp<br>Wichmann Mtrf. Rub |
| **KOMMODORE ROLIN**<br>exDitmar Koel–63<br>Wasser-& Schiffahrtsamt Cuxhaven<br>-Betriebsverein "Elbe" e.V.<br>Cuxhaven W.German | 767<br>256<br>— | 1958 Jos. L. Meyer—Papenburg<br>180′ 8″ 31′ 3″ 13′ 1″<br>GL 164′ 0″ 31′ 2″ 17′ 3″<br>2 dks | TD-E Pilot Tender | 3 Oil 4SA each 6Cy. 185×200 mm 1605bhp driving 3 gen. each 370kW d.c. connected to 2 elec. motors each 620shp (CC) & 2 sc. shafts (d.o)<br>Maybach Friedrichshafen<br>3×67kW 110V d.c.<br>2 Directional propellers |
| **KOMMODORE RUSER**<br>Wasser- & Schiffahrts-direktion Hamburg<br>den W. German | 760<br>254<br>— | 1963 Jos. L. Meyer—Papenburg<br>180′ 9″ 31′ 3″ 13′ 2″<br>GL 164′ 0″ 31′ 2″ 17′ 3″<br>2 dks | TD-E Pilot Tender | 3 Oil 4SA each 6Cy. 185×200 mm 1605bhp driving 3 gen. each 370kW d.c. connected to 2 elec. motors each 620shp (CC) & 2 sc. shafts (d.o)<br>Maybach Friedrichshafen<br>3×90kW 110V d.c.<br>2 Directional propellers |
| **OMMUNAR**<br>S.S.R.<br>rmansk Russian | 533<br>—<br>190 | 1955 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157′ 1″ 31′ 3″ 11′ 7″<br>139′ 9″ 15′ 5″ | S Tug<br>1 Ho<br>1 Ha | T 3Cy. 16 9/16″ 27 9/16″ & 54 3/16″×27 9/16″<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| **OMMUNARSK**<br>S.S.R.<br>ningrad Russian | ~~9236~~ 9235<br>~~5158~~ 5158<br>~~12200~~ 12350 | 1964 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>483′ 5″ ~~482′ 4″~~ 64′ 10″ ~~30′ 0″~~ 30′ 0¼″<br>441′ 4″ 64′ 8″ 39′ 4″<br>2 dks | M CSD<br>5 Ho<br>G.595478<br>5 Ha (27′×29¾′) (34¾′, 34¾′, 34¾′×34¾′) (34½′×29¾′)<br>4W Cr 4(5) Der 4(5) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>17¼k |
| **OMMUNIST**<br>S.S.R.<br>danov Russian | 533<br>—<br>260 | 1955 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157′ 1″ 32′ 9″ 11′ 10″<br>139′ 9″ 15′ 5″ | S Tug | T 3Cy. 16 9/16″ 27 9/16″ & 45 3/16″×27 9/16″<br>Wärtsilä Kon. Crichton-Vulcan Åbo |
| **MPIRA MARU No. 1**<br>Kompire Maru No. 8–57<br>waki Gyogyo Kyodo Kumiai<br>Japanese | 177<br>94<br>149 | 1950 Niigata Tekkosho—Niigata<br>108′ 2″ 21′ 7″ 9′ 8″<br>21′ 5″<br>1 dk<br>RW | M Fishing Mchy.aft<br>In.5781<br>1W | Oil 4SA 6Cy. 300×420 mm<br>65t<br>Niigata Tekkosho Niigata<br>9k |
| **MPIRA MARU No. 11**<br>K. Hemmi<br>nomaki Japanese | 279<br>154<br>— | 1957 Yamanishi Zosen Tekkosho—Ishinomaki<br>*126·3′* 23′ 5″<br>124′ 9″ 23′ 4″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>Ikegai Tekkosho Tok |
| **MPIRA MARU No. 12**<br>omio Hemmi<br>Japanese | 388<br>264<br>— | 1954 Miho Zosensho—Shimizu<br>150′ 2″ 24′ 4″<br>134′ 6″ 22′ 0″ 11′ 2″<br>P64′ F17′ 1 dk<br>RW | M Fishing Mchy.aft<br>In.12460 | Oil 4SA 6Cy. 370×520 mm<br>Akasaka Tekkosho Yaizu<br>10¼k |
| **MPIRA MARU No. 21**<br>Hemmi<br>omaki Japanese | 240<br>132<br>— | 1961 Yamanishi Zosen Tekkosho—Ishinomaki<br>134′ 10″ 23′ 10″<br>119′ 7″ 23′ 8″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>Niigata Eng. Co. Ltd. Niigata |

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| 519223<br>ULGS<br>M-24910 | **KOMSOMOL**<br>**U.S.S.R.**<br>Novorossisk Russian | 8229<br>3942<br>11680 | 1957 ......................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 10" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br>4000bhp |
| 652114 | **KOMSOMOL UKRAINI**<br>**U.S.S.R.**<br>Riga Russian | 3170<br>1225<br>1460 | 1965 ......................Russia<br>277' 11" ~~277' 10"~~ 46' 0" ~~18' 0"~~ 18' 8"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57351<br>5 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 m<br>2000bhp<br>Skoda |
| 680598<br>UMXB<br>M-22202 | **KOMSOMOLETS**<br>**U.S.S.R.**<br>Odessa Russian | 844<br>239<br>339 | 1956 ......................Russia<br>208' 7" 31' 2" 15' 1"<br>31' 0" 17' 11" | D-E Whaler | 4 Oil 4SA each 8Cy.<br>connected to elec. moto<br>to sc. shaft |
| 661743<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOMSOMOLETS ESTONII**<br>**U.S.S.R.**<br>Russian | 9269<br>5163<br>12200 | 1966 O/Y Wärtsilä A/B—Åbo<br>482' 4" 64' 10" 30' 0"<br>441' 4" 64' 8" 39' 4"<br>2 dks | M CSD<br>5 Ho<br>G.595478<br>5 Ha (27'×29½') (34½', 34½',<br>34½'×34½') (34½'×29½')<br>4W Cr 4(5) Der 4(5) | Oil 2SA 6Cy. 760×1550 m<br>9000bhp Sulzer<br>O/Y Wärtsilä A/B |
| 660732<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOMSOMOLETS KIRGISII**<br>**U.S.S.R.**<br>Russian | 9269<br>5163<br>12200 | 1966 O/Y Wärtsilä A/B— Åbo<br>482' 4" 64' 10" 30' 0"<br>441' 4" 64' 8" 39' 4"<br>2 dks | M CSD<br>5 Ho<br>G.595478<br>5 Ha (27'×29½') (34½', 34½', 34½'×34½')<br>(34½'×29½')<br>4W Cr 4(5) Der 4(5) | Oil 2SA 6Cy. 760×1550 m<br>9000bhp Sulzer<br>Wärtsilä Kon. Crichton-V |
| 670751 | **KOMSOMOLETS KUBANI**<br>**U.S.S.R.**<br>Odessa Russian | 32841<br>16387<br>49370 | 1966 Admiralteiski Shpyd—Len<br>756' 3" 101' 9" 37' 9"<br>99' 7" 50' 6"<br>1 dk | S Tanker Mchy.aft<br>20 Ta<br>L.1898206<br>Der 2(2-5) | S Turb. geared to sc. shaf<br>19000shp |
| 662098<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOMSOMOLETS LATVII**<br>**U.S.S.R.**<br>Russian | 9269<br>5163<br>12200 | 1966 O/Y Wärtsilä A/B—Åbo<br>482' 4" 64' 10" 30' 0"<br>441' 4" 64' 8" 39' 4"<br>2 dks | M CSD<br>5 Ho<br>G.595478<br>5 Ha (27'×29½') (34½', 34½', 34½'×34½')<br>(34½'×29½')<br>4W Cr 4(5) Der 4(5) | Oil 2SA 6Cy. 760×1550 m<br>9000bhp Sulzer<br>O/Y Wärtsilä A/B |
| 670211<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOMSOMOLETS LITVY**<br>**U.S.S.R.**<br>Russian | 9235<br>5163<br>12200 | 1966 O/Y Wärtsilä A/B—Åbo<br>482' 4" 64' 10" 30' 0"<br>441' 4" 64' 8" 39' 4"<br>2 dks | M CSD<br>5 Ho<br>G.595478<br>5 Ha (27'×29½') (34½', 34½', 34½'×34½')<br>(34½'×29½')<br>4W Cr 4(5) Der 4(5) | Oil 2SA 6Cy. 760×1550 m<br>9000bhp Sulzer<br>O/Y Wärtsilä A/B |
| 519224<br>UYYJ<br>M-17065<br>Df Esd<br>Gc Rdr | **KOMSOMOLETS**<br>**PRIMORYA**<br>**U.S.S.R.**<br>Vladivostok Russian | 3300<br>1573<br>4306 | 1960 Rauma-Repola O/Y—Rauma<br>344' 10" 48' 6" 20' 0"<br>318' 0" 48' 2" 22' 4"<br>1 dk | M Tanker Mchy.aft<br>12 Ta<br>L.189994<br>1W Der 1(3) | Oil 2SA 5Cy. 500×1100<br>2900bhp<br>Burmeister & Wain |
| 680599<br>UFJW<br>M-27536 | **KOMSOMOLETS**<br>**PRIMORYA**<br>**U.S.S.R.**<br>Vladivostok Russian | 844<br>239<br>339 | 1961 ......................Russia<br>208' 7" 31' 2" 14' 5½"<br>31' 0" 17' 11" | D-E Whaler | 4 Oil 4SA each 8Cy.<br>connected to elec. mo<br>to sc. shaft |
| 661119<br><br>Df Esd<br>Gc Rdr<br>RT | **KOMSOMOLETS**<br>**TADJIKISTANA**<br>**U.S.S.R.**<br>Russian | 9269<br>5163<br>12200 | 1966 O/Y Wärtsilä A/B—Åbo<br>482' 4" 64' 10" 30' 0"<br>441' 4" 64' 8" 39' 4"<br>2 dks | M CSD<br>5 Ho<br>G.595478<br>5 Ha (27'×29½') (34½', 34½', 34½'×34½')<br>(34½'×29½')<br>4W Cr 4(5) Der 4(5) | Oil 2SA 6Cy. 760×1550 m<br>9000bhp Sulzer<br>Wärtsilä Kon. Crichton-V |
| 519225<br>UJYL<br>M-22374 | **KOMSOMOLETS**<br>**UKRAINI**<br>**U.S.S.R.**<br>Odessa Russian | 8229<br>3942<br>11770 | 1959 ......................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 11" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br>4000bhp |
| 680600<br>UJKO<br>M-22275 | **KOMSOMOLETS**<br>**UKRAINI**<br>**U.S.S.R.**<br>Vladivostok Russian | 844<br>239<br>339 | 1958 ......................Russia<br>208' 7" 31' 2" 14' 5½"<br>31' 0" 17' 11" | D-E Whaler | 4 Oil 4SA each 8Cy.<br>connected to elec. mo<br>to sc. shaft |
| 651317<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOMSOMOLETS**<br>**UZBEKISTANA**<br>**U.S.S.R.**<br>Leningrad Russian | ~~9269~~ 9235<br>~~5163~~ 5158<br>~~12200~~ 12350 | 1965 Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>483' 5" ~~482' 4"~~ 64' 10" ~~30' 0"~~ 30' 0½"<br>441' 4" 64' 8" 39' 4"<br>2 dks | M CSD<br>5 Ho<br>G.595478<br>5 Ha (27'×29½') (34½', 34½', 34½'×34½')<br>(34½'×29½')<br>4W Cr 4(5) Der 4(5) | Oil 2SA 6Cy. 760×1550 m<br>9000bhp Sulzer<br>Wärtsilä Kon. Crichton-V |

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| **KOMSOMOLETZ**<br>ingegerd Reuter–59<br>Gustal Reuter–56<br>vigation **Maritime**<br>Bulgare<br>arna<br>Bulgarian | *1474*<br>*820*<br>2100 | | **1948** A/B Ekensbergs Varf—Skm<br>263′ 1″ 35′ 6″<br>... ... ...<br>1 dk<br>len 56 | M Tanker Mchy.aft | Oil 2SA 6Cy. 340×570 mm<br>Atlas-Diesel | Skm |
| **KOMSOMOLSK**<br>S.S.R.<br>adivostok<br>Russian | 2920<br>1569<br>3972 | | **1936** Furness S.B. Co. Ltd.—<br>Haverton Hill<br>337′ 11″ 48′ 2″ 19′ 7″<br>22′ 11″<br>1 dk | S<br>4 Ho<br>G.189146<br>4 Ha (each 34¾′×19¾′)<br>9W Der 1(15) 8(5) | T 3Cy. 20″ 33″ & 57″×42″<br>N.E. Marine Eng. Co. Ltd. | Nwc<br>11k |
| **OMUNISTA**<br>S.S.R.<br>Russian<br>Now **KOMMUNIST** See<br>New Entries No. 11 | 10100<br>—<br>12500 | | **1967** Stocznia Gdanska—Gdk<br>66′ 4″ 29′ 6″<br>469′ 9″ 66′ 2″ 38′ 9″ | M<br>G.674500 | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>H. Cegielski | Poz |
| **OMUR**<br>Harjager-53 exScotia–48<br>Ranfrid-46 exKamma<br>kret Eminoglu **Hüsnü**<br>Deval<br>anbul<br>Turkish | 680<br>279<br>1077 | ✠Classed LR until 3/59 | **1923–2** Vulcan-Varf.—Korsör<br>30′ 2″ 13′ 11¾″<br>181′ 0″ 30′ 0″ 14′ 6″<br>P12′ Q45′ B57′ F23′ 1 dk<br>R | M<br>3 Ho 42¾′, 46′, 29½′<br>G.48000 B.46000<br>3 Ha (16½′×13′) (19¾′×16½′)<br>(23′×19¾′)<br>3W Der 1(3) 2(2) | Oil 4SA 7Cy. 369×457 mm<br>Emade—fitted59<br>Buckeye Mach. Co.<br>2×15, 10kW 110V d.c. | Lima<br>8k |
| **ON-TIKI**<br>Haan & **H. Havinga**<br>V. Wijnne & **Barends**<br>oningen<br>Netherland | 385<br>202<br>450 | BV | **1956** Schps. Hijlkema—Martenshoek<br>157′ 5″ 25′ 7″ 9′ 4″<br>142′ 0″ 25′ 1″ 10′ 4″<br>1 dk<br>R | M Mchy.aft<br>1 Ho 93¾′<br>G.25335 B.23885<br>2 Ha (each 35½′×15¾′)<br>2W Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>220bhp<br>Appingedammer Brons. | 24t (d.o)<br>Apg<br>9k |
| **ONAN MARU**<br>mhae **Cheju Enterprise**<br>Co. Ltd.<br>S. Korean | 693<br>400<br>— | | **1957** Yamamoto Zosen Tekkosho—<br>Kochi<br>209′ 11″ 28′ 4″ 13′ 5″<br>193′ 6″ 28′ 3″ 14′ 1″<br>1 dk<br>RW | M Mchy.aft<br>G.49370 B.42095<br>2 Ha (34¾′, 46′×14½′) | Oil 4SA 6Cy. 320×450 mm<br>650bhp<br>Hanshin Nainenki Kogyo | 55t<br>Kob<br>10k |
| **ONAN MARU**<br>ma **Kaiun K.K.**<br>yo<br>Japanese | 585<br>289<br>813 | | **1964** Taguma Zosen K.K.—Inn<br>170′ 10″ 35′ 6″ 8′ 3″<br>160′ 8″ 35′ 5″ 11′ 10″<br>B21′ F24′ 1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.18894<br>1 Ha (82¾′×19¾′) | Oil 4SA 6Cy. 200×250 mm<br>350bhp<br>Daihatsu Kogyo<br>1×5kW 105V 60c/s a.c. | 17t (d.o)<br>Osa<br>7k |
| **ONAN MARU**<br>pon **Suisan K.K.**<br>yo<br>Japanese | 397<br>131<br>— | NK | **1948** Mitsubishi Jukogyo—Yka<br>*161·9′* 25′ 7″<br>156′ 6″ 25′ 6″ 14′ 5″<br>1 dk<br>RW<br>rf 39½″ | M Whaler Mchy.aft | Oil 2SA 6Cy. 420×500 mm<br>1760bhp NE55<br>Harima Zosensho<br>3×50, 50, 25kW 110V d.c. | 175t (d.o)<br>Aio<br>14k |
| **ONAN MARU No. 2**<br>pon **Suisan K.K.**<br>yo<br>Japanese<br>Now **SEIHO MARU No. 7** See New Entries No. 12 | 399<br>128<br>— | NK | **1949** Hitachi Zosen—Osa<br>*161·9′* 25′ 7″<br>156′ 6″ 25′ 6″ 14′ 5″<br>1 dk<br>RW<br>rf 39½″<br>len 54 | M Whaler Mchy.aft | Oil 2SA 8Cy. 480×760 mm<br>2400bhp NE54<br>Hitachi Zosen<br>3×50, 50, 15kW 110V d.c. | 147t (d.o)<br>Osa<br>14½k |
| **ONAN MARU No. 3**<br>pon **Suisan K.K.**<br>yo<br>Japanese<br>Now **SEIHO MARU No. 10** See New Entries No. 12 | 417<br>132<br>— | NK | **1950** Hitachi Zosen—Osa<br>*154·2′* 26′ 11″<br>147′ 7″ 25′ 6″ 14′ 5″<br>1 dk<br>RW<br>rf 35½″ | M Whaler Mchy.aft | Oil 2SA 7Cy. 480×760 mm<br>2000bhp<br>Hitachi Zosen<br>3×40, 40, 15kW 110V d.c. | (d.o)<br>Osa |
| **ONAN MARU No. 5**<br>pon **Suisan K.K.**<br>yo<br>Japanese<br>Now **SEIHO MARU No. 11** See New Entries No. 12 | 435<br>142<br>— | NK | **1951** Hitachi Zosen—Inn<br>*154·2′* 26′ 11″<br>147′ 7″ 25′ 6″ 14′ 5″<br>1 dk<br>RW<br>rf 35½″ | M Whaler | Oil 2SA 7Cy. 480×760 mm<br>2000bhp<br>Hitachi Zosen<br>3×40, 40, 15kW 110V d.c. | (d.o)<br>Osa<br>13½k |
| **ONAN MARU No. 6**<br>on **Suisan K.K.**<br>Japanese<br>Now **SEIHO MARU No. 12** See New Entries No. 12 | 433<br>145<br>— | NK | **1951** Hitachi Zosen—Inn<br>*154·2′* 27′ 1″<br>147′ 7″ 26′ 11″ 14′ 5″<br>1 dk<br>RW<br>rf 35½″ | M Whaler | Oil 2SA 7Cy. 480×760 mm<br>2000bhp<br>Hitachi Zosen<br>3×40, 40, 15kW 110V d.c. | (d.o)<br>Osa |
| **AN MARU No. 7**<br>on **Suisan K.K.**<br>Japanese | 471<br>147<br>— | NK | **1952** Hitachi Zosen—Inn<br>*163·3′* 28′ 1″<br>157′ 5″ 27′ 11″ 14′ 9″<br>1 dk<br>RW<br>rf 39½″ | M Whaler | Oil 2SA 8Cy. 480×760 mm<br>2400bhp<br>Hitachi Zosen<br>3×50, 50, 15kW 110V d.c. | (d.o)<br>Osa<br>14½k |

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| 519239<br>JENS<br>71797<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KONAN MARU No. 10**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 742<br>236<br>— | NK | 1954 Hitachi Zosen—Hma<br>*196-4'* 31' 10"<br>187' 0" 31' 9" 16' 9"<br>1 dk<br>rf 45½" | M Whaler Mchy.aft | Oil 2SA 8Cy. 500×900 mm<br>3280bhp<br>Hitachi Zosen<br>2×60kW 220V d.c. |
| 519240<br>JENW<br>71798<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KONAN MARU No. 11**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 742<br>235<br>— | NK | 1954 Hitachi Zosen—Mukaishima<br>*196-4'* 31' 10"<br>187' 0" 31' 9" 16' 9"<br>1 dk<br>rf 45½" | M Whaler Mchy.aft | Oil 2SA 8Cy. 500×900 mm<br>3280bhp<br>Hitachi Zosen<br>2×60kW 220V d.c. |
| 519241<br>JMLA<br>74114<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KONAN MARU No. 12**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 746<br>232<br>— | NK | 1955 Hitachi Zosen—Mukaishima<br>210' 5" 31' 10"<br>187' 0" 31' 9" 16' 9"<br>1 dk<br>rf 45½" | M Whaler Mchy.aft | Oil 2SA 8Cy. 500×900 mm<br>3280bhp B&W<br>Hitachi Zosen<br>2×70kW 220V d.c. |
| 519242<br>JMLE<br>74115<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KONAN MARU No. 15**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 746<br>233<br>— | NK | 1955 Hitachi Zosen—Mukaishima<br>210' 5" 31' 10"<br>187' 0" 31' 9" 16' 9"<br>1 dk<br>rf 45½" | M Whaler Mchy.aft | Oil 2SA 8Cy. 500×900 mm<br>3290bhp B&W<br>Hitachi Zosen<br>2×70kW 220V d.c. |
| 519243<br>JRAN<br>75268<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KONAN MARU No. 16**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 739<br>231<br>— | NK | 1956 Hitachi Zosen—Mukaishima<br>210' 5" 31' 10"<br>187' 0" 31' 9" 16' 8"<br>1 dk<br>rf 45½" | M Whaler Mchy.aft | Oil 2SA 8Cy. 500×900 mm<br>3280bhp<br>Hitachi Zosen<br>2×70kW 220V d.c. |
| 519244<br>JRAO<br>75269<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KONAN MARU No. 17**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 751<br>233<br>— | NK | 1956 Hitachi Zosen—Mukaishima<br>210' 5" 31' 10"<br>187' 0" 31' 9" 16' 8"<br>1 dk<br>rf 45½" | M Whaler Mchy.aft | Oil 2SA 8Cy. 500×900 mm<br>3280bhp<br>Hitachi Zosen<br>2×70kW 220V d.c. |
| 519245<br>JCZH<br>76206<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KONAN MARU No. 18**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 750<br>232<br>— | NK | 1956 Hitachi Zosen—Mukaishima<br>210' 5" 31' 11"<br>187' 0" 31' 9" 16' 8"<br>1 dk<br>rf 45½" | M Whaler Mchy.aft | Oil 2SA 8Cy. 500×900 mm<br>3280bhp<br>Hitachi Zosen<br>2×70kW 220V d.c. |
| 519246<br>JCZY<br>76207<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KONAN MARU No. 20**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 750<br>232<br>— | NK | 1956 Hitachi Zosen—Mukaishima<br>210' 5" 31' 10"<br>187' 0" 31' 9" 16' 8"<br>1 dk<br>rf 45½" | M Whaler Mchy.aft | Oil 2SA 8Cy. 500×900 m<br>3950bhp<br>Hitachi Zosen<br>2×70kW 220V d.c. |
| 519247<br>JDZK<br>79095<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KONAN MARU No. 21**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 753<br>235<br>— | NK | 1957 Hitachi Zosen—Mukaishima<br>210' 5" 31' 10"<br>187' 0" 31' 9" 16' 9"<br>1 dk<br>rf 45½" | M Whaler Mchy.aft | Oil 2SA 8Cy. 500×900 m<br>3280bhp B&W<br>Hitachi Zosen<br>2×70kW 220V d.c. |
| 519248<br>JDZY<br>79096<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KONAN MARU No. 22**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 753<br>234<br>— | NK | 1957 Hitachi Zosen—Mukaishima<br>210' 5" 31' 11"<br>187' 0" 31' 10" 16' 9"<br>1 dk<br>rf 45½" | M Whaler Mchy.aft | Oil 2SA 8Cy. 500×900 m<br>3280bhp B&W<br>Hitachi Zosen<br>2×70kW 220V d.c. |
| 519249<br>JEAD<br>79097<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KONAN MARU No. 23**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 753<br>235<br>— | NK | 1957 Hitachi Zosen—Mukaishima<br>210' 5" 31' 11"<br>187' 0" 31' 10" 16' 9"<br>1 dk<br>rf 45½" | M Whaler Mchy.aft | Oil 2SA 8Cy. 500×900 m<br>3280bhp B&W<br>Hitachi Zosen<br>2×70kW 220V d.c. |
| 519250<br>JEAF<br>79078<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KONAN MARU No. 25**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 753<br>235<br>— | NK | 1957 Hitachi Zosen—Mukaishima<br>210' 5" 31' 11"<br>187' 0" 31' 10" 16' 9"<br>1 dk<br>rf 45½" | M Whaler Mchy.aft | Oil 2SA 8Cy. 500×900 m<br>3280bhp B&W<br>Hitachi Zosen<br>2×70kW 220V d.c. |
| 519251<br>JEAH<br>79099<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KONAN MARU No. 26**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 752<br>235<br>— | NK | 1957 Hitachi Zosen—Mukaishima<br>211' 4" 31' 11" 13' 11"<br>187' 0" 31' 10" 16' 9"<br>1 dk<br>rf 45½" | M Whaler Mchy.aft | Oil 2SA 8Cy. 500×900 mm<br>3280bhp B&W<br>Hitachi Zosen<br>2×70kW 220V d.c. |

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| **ONAN MARU No. 27**<br>**ippon Suisan K.K.**<br>okyo Japanese | **737**<br>227<br>— | NK | **1958** Hitachi Zosen—Mukaishima<br>210′ 4″ 31′ 11″<br>187′ 0″ 31′ 10″ 16′ 9″<br>1 dk<br>rf 45¼″ | M Whaler Mchy.aft | Oil 2SA 8Cy. 500×900 mm<br>3280bhp B&W 304t (d.o)<br>Hitachi Zosen Osa<br>2×70kW 220V d.c. 13½k |
| **ONANDA**<br>**. R. Rusden**<br>British | **414**<br>145<br>332 | ✠Classed LR until 5/63 | **1955–7** Schps. "Vooruitgang" v/h D. & J. Boot—Alp<br>153′ 3″ 29′ 11″ 8′ 11½″<br>140′ 0″ 28′ 3″ 9′ 7″<br>P43′ F20′ 1 dk<br>RW<br>rf 6″ | M (4P) Mchy.aft<br>1 Ho 72¼′<br>2 Ha (24½′, 29½′×16′)<br>Der 2(5) 1(3) | Oil 4SA 6Cy. 305×460 mm<br>450bhp (d.o)<br>D. & J. Boot "De Industrie" Alp<br>3×30kW 230V d.c. |
| **ONAVLI**<br>rish Hazel-60<br>**Slobodna Plovidba**<br>ibenik Yugoslav | *5366*<br>*2981*<br>8840 | **BS✱** SS 6/66<br>**MBS✱**<br>MN710 CT6514 C37 S32<br>**JR** | **1950–3** W. Gray & Co. Ltd.—Hpl<br>446′ 2″ 57′ 7″ 25′ 1¼″<br>420′ 8″ 57′ 3″ 28′ 0″<br>P27′ F38′ 1 dk & S dk<br>RW 7BH<br>WB2968t incl. DTm988t Tunnel tanks 261t | S OSD<br>4 Ho 58′, 104′, 25′ DT, 71′, 59′<br>G.581505 B.577780<br>5 Ha (29¼′, 33′×23′) (30½′×18′) (35½′, 33′×23′)<br>11W Der 1(30) 2(8) 8(5) | T 3Cy. 22″ 37″ & 65″×48″ & LP turb with dr gearing & hydraulic coupling<br>3050ihp 1224t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>3 SB 250lb Spt hs(7878) 9cf<br>2×30kW 110V d.c. 12k |
| **ONBAUNG 1**<br>**oard of Management for the Port of Rangoon**<br>angoon Burmese | **65**<br>25<br>23 | ✠ | **1967–9** Usuki Tekkosho—Fukuoka<br>74′ 0″ 18′ 7″<br>66′ 0″ 18′ 6″ 8′ 0″ | M Tug | Oil 4SA 6Cy. 200×260 mm<br>Niigata Eng. Co. Ltd. Tok |
| **ONBAUNG 2**<br>**oard of Management for the Port of Rangoon**<br>angoon Burmese | **65**<br>25<br>23 | ✠ | **1967–9** Usuki Tekkosho—Fukuoka<br>74′ 0″ 18′ 7″<br>66′ 0″ 18′ 6″ 8′ 0″ | M Tug | Oil 4SA 6Cy. 200×260 mm<br>Niigata Eng. Co. Ltd. Tok |
| **ONDA**<br>.S.S.R.<br>Russian | **3776**<br>1801<br>3640 | | **1958** Orenstein-Koppel & Lbcr. Masch.—Lbc<br>365′ 5″ 47′ 9″ 20′ 6″<br>337′ 11″ 47′ 7″ 27′ 3″<br>2 dks<br>RW | M Fish Carrier<br>5 Ho<br>In.156974<br>5 Ha (each 13′×13′)<br>10W Der 10(3) | Oil 2SA 6Cy. 600×1050 mm<br>3120bhp<br>Masch. Augsburg-Nürnberg Aug<br>14k |
| **NDOPOGA**<br>.S.R.<br>Russian | **3240**<br>1498<br>3400 | | **1967** ......................Russia<br>330′ 7″ 47′ 1″ 18′ 11″<br>46′ 11″ 23′ 4″ | M<br>4 Ho<br>G.166156<br>4 Ha (each 34′×31¼′)<br>9W Der 1(15) 8(5) | Oil 2SA 8Cy. 430×610 mm<br>12½k |
| **NDOR**<br>**ermann von Lintel**<br>emen W. German | **499**<br>204<br>846<br>**887**<br>528<br>1098 | GL | **1952** Adler Werft G.m.b.H.—Bmn<br>215′ 9″ 29′ 8″ 12′ 3″/14′ 10″<br>29′ 6″ 19′ 2″<br>B34′ F27′ 1 dk & S dk<br>RW | M OSD/CSD<br>G.65650 B.61780<br>3 Ha<br>6W Der 1(10) 6(3–5) | Oil 2SA 9Cy. 350×550 mm<br>1000bhp NE56 44t<br>Henschel Maschb. Ham<br>12k |
| **ONDOR**<br>.S.S.R.<br>tropavlovsk Russian | **196**<br>—<br>— | ✠ | **1956–3** Hitachi Zosen—Mukaishima<br>107′ 9″ 26′ 10″<br>98′ 1″ 25′ 7″ 11′ 6″<br>BK21″ | S Tug | T 3Cy. 280, 460 & 765×460 mm<br>Hitachi Seisakusho Hitachi |
| **ONG ALF**<br>**et Söndenfjelds-Norske D/S**<br>lo Norwegian | **492**<br>313<br>1001<br>**1126**<br>695<br>1898 | NV | **1963** Cia. Euskalduna—Bbo<br>245′ 7″ 35′ 7″ 11′ 7¾″/16′ 5″<br>227′ 11″ 35′ 1″<br>1 dk & S dk<br>R | M OSD/CSD Mchy.aft<br>1 Ho 157½′<br>G.88000 B.76000<br>2 Ha (stl) (54½′, 43¼′×18¼′)<br>Cr 1(5) Der 4(3) | Oil 4SA 6Cy. 385×580 mm<br>1250bhp (d.o)<br>Masch. Kiel A.G. Kel<br>3×80, 38, 40kW 220V d.c. 12k |

Now **TAVARATRA** See New Entries No. 8

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| **NG FREDERIK IX**<br>**anske Statsbaner**<br>~~Havn~~ Gedser Danish | **4084**<br>1840<br>1300 | BV | **1954** Helsingör Skibs. & Msk.—Hsg<br>374′ 10″ 56′ 7″ 14′ 10″<br>56′ 5″<br>3 dks<br>rf 10″ | TM Train Ferry (1200P) | 2 Oil 2SA each 10Cy. 500×900 mm<br>9200bhp (d.o)<br>Helsingör Skibs. & Msk. Hsg<br>4×340, 340, 280, 280kW 220V d.c. 18k |
| **NG GUTTORM**<br>**Söndenfjelds-Norske**<br>Norwegian | **500**<br>232<br>935 | NV | **1958** Cant. Nav. Pellegrino—Nap<br>218′ 8″ 32′ 6″ 12′ 2″<br>195′ 4″ 32′ 4″<br>P62′ B135′ F26′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 157½′<br>G.66690 B.60121<br>2 Ha (stl) (54½′, 43¼′×18¼′)<br>6W Der 1(5) 4(3) | Oil 4SA 6Cy. 385×580 mm<br>1150bhp 102t (d.o)<br>Masch. Kiel A.G. Kel<br>3×120, 60, 25kW 230V d.c. 12k |
| **G OLAV**<br>**Stavangerske**<br>**mpskibsselskap**<br>Norwegian | **2604**<br>1345<br>— | NV | **1964** A/S Bergens M/V—Bgn<br>286′ 10″ 43′ 7″ 15′ 2″<br>261′ 0″ 43′ 6″ 24′ 2″<br>2 dks, pt 3rd dk<br>rf 12″ | M (700P) Ref<br>2 Ho 31½′, 30½′<br>In.25000<br>2 Ha (stl) (17′, 9¼′×9¾′)<br>2W Cr 1(3) Der 2(3) | Oil 2SA 7Cy. 420×900 mm<br>3325bhp B&W 190t (hvf)<br>A/S Akers M/V Osl<br>3×180kW 380V 50c/s a.c.<br>Thw. thrust propeller fwd<br>Controllable pitch propeller 16¾k |

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| 519264<br>OZCF<br><br>Df Esd<br>Gc Pfd<br>Rdr | **KONG OLAV V**<br><br>**Det forenede Dampskibs-**<br>**Selskab A/S**<br>Copenhagen Danish<br>Now **OLAV** See New Entries No. 2 | 5150<br>2509<br>1095 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN1500 | SS 11/65<br><br><br><br>EL y 1⅔"SQ | **1961-7** Aalborg Værft A/S—Abg<br>397' 0" 53' 1" 16' 0"<br>349' 5" 53' 0" 28' 1"<br>B&F235' 2 dks, 3rd dk except in mchy. space<br>5BH<br>rf 7" WB757t incl. DT137t Tunnel tanks 73t | TM (395bth 722dkP)<br>1 Ho 44½'<br>G.66600 B.59600<br>1 Ha (26¾'×12¾')<br>Cr 2(3) | 2 Oil 2SA each 8Cy.<br>7500bhp B&W<br>Helsingör Skibs. & Ma<br>db 114ft<br>3×450kW 440V 60c/s a.c. |
| 504857<br>LGIF<br><br>Df Esd<br>Gc Rdr<br>RTm | **KONG SIGURD**<br>exBore IX-65 exKuurtanes-62<br>**Det Söndenfjelds-Norske**<br>**D/S**<br>Oslo Norwegian<br>Now **KARMSUND** See New Entries No. 12 | 495<br>278<br>1015 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN250 | SS 5/65<br><br><br><br>EL m 1½"SQ | **1960-3** N.V. Schpsw. Janssen—Druten<br>230' 10" 33' 2" 11' 2"<br>210' 0" 33' 0" 20' 2"<br>F27' 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf nil WB309t | M OSD Mchy.aft<br>1 Ho 133'<br>G.79000 B.71000<br>2 Ha (stl) (33½', 67'×18')<br>Der 2(5) 4(3) | Oil 4SA 8Cy. 330×600 mm<br>1250bhp<br>N.V. Werkspoor<br>3×70, 70, 30kW 220V d.c. |
| 519268<br>OYIK<br><br>Df Esd<br>Gc Pfd<br>RTm | **KONGEDYBET**<br><br>**A/S Dampskslsk. paa**<br>**Bornholm af 1866**<br>Rönne Danish | 2828<br>1631<br>565 | | <br><br>BV | **1952** Burmeister & Wain—Cpn<br>304' 8" 43' 6" 14' 5"<br>43' 4"<br>2 dks<br>RW len 58 | M (1500P) Ref<br>2 Ho 37½', 37'<br>B.45000<br>2 Ha (stl) (15½'×10') (13½'×6')<br>Cr 2(4) | Oil 2SA 7Cy. 500×1100 mm<br>3000bhp<br>Burmeister & Wain<br>3×160kW 220V d.c. |
| 651523<br>SNVU | **KONGER**<br><br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Polish | 1377<br>561<br>568 | | <br><br>PR | **1965** Stocznia im. Komuny Paryskiej—Gdy<br>227' 6" 36' 1"<br>... ... ...<br>3 dks | M Stern Trawler | Oil 4SA 6Cy. 15"×20"<br>1600bhp<br>Mirrlees National Ltd.<br>1×240kW 250V d.c.<br>3×185, 120, 120kW 225V d. |
| 519269<br>JQEW<br>82017<br>Rdr RT | **KONGO MARU**<br><br>**Hosokawa Kaiun K.K.**<br>Ofunato Japanese | 907<br>444<br>1284 | | <br><br>NK | **1959** Shikoku Dockyard Ind. Co.—Takamatsu<br>218' 2" 32' 0" 14' 7"<br>200' 1" 31' 10" 16' 5"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.57351 B.55056<br>2 Ha (41' 49½'×16½')<br>4W Der 2(5) 2(3) | Oil 4SA 6Cy. 420×600 mm<br>1300bhp<br>Akasaka Tekkosho<br>1×4kW 100V d.c. |
| 519271<br>JGDG<br>84520 | **KONGO MARU**<br><br>**Daishin Kisen K.K.**<br>Hinase Japanese | 278<br>174<br>— | | | **1960** Kishigami Zosen—Hma<br>137' 10" 21' 10" 9' 2"<br>21' 8" 10' 2"<br>1 dk<br>RW len 61 | M Mchy.aft<br>G.18364 B.17975<br>1 Ha (52½'×13½') | Oil 4SA 5Cy. 270×400 mm<br>270bhp<br>Kinoshita Tekkosho |
| 519272<br>JRSR<br>49568 | **KONGO MARU**<br><br>**Nippon Kaiyo-sha K.K.**<br>Yokohama Japanese | 234<br>158<br>— | | | **1942** Nippon Kokan—Yka<br>106' 0" 27' 7" 11' 2"<br>27' 5" | TS Tug | T 6Cy. 12" 20½" & 34½"×<br>1000bhp<br>Nippon Kokan |
| 650257 | **KONGO MARU**<br><br>**S. Hamada**<br>Tokuyama Japanese | 193<br>59<br>— | | | **1964** Kishigami Zosen—Hma<br>103' 4" 24' 10" 8' 3"<br>95' 2" 24' 7" 11' 6" | TM Tug | 2 Oil 4SA each 6Cy.<br>Kinoshita Tekkosho |
| 650258<br>JG2215<br>96346<br>RT | **KONGO MARU**<br><br>**Taiyo Kogyo K.K.**<br>Yokohama Japanese | 167<br>53<br>— | | | **1964** Ujina Zosensho—Hma<br>96' 2" 25' 0" 7' 10"<br>93' 6" 24' 11" 11' 8" | M Tug | Oil 4SA 8Cy. 275×320 m<br>1500bhp<br>Fuji Seisakusho |
| 519273<br>JDJO<br>73184 | **KONGO MARU No. 3**<br><br>**A. Doi**<br>Ondo Japanese | 294<br>168<br>— | | | **1944** .....................<br>*127·0'* 23' 0"<br>... ... ...<br>1 dk<br>len 56 | M Mchy.aft<br>1 Ha (35½'×14') | Oil 4SA 6Cy. 250×380 m<br>250bhp Emade47refitte<br>Ikegai Tekkosho |
| 519275<br>JBCS<br>79393 | **KONGO MARU No. 5**<br><br>**Hosokawa Kaiun K.K.**<br>Ofunato Japanese | 365<br>187<br>485 | | | **1957** Uchida Zosen—Ise<br>*130·2'* 24' 4"<br>24' 3" 12' 4"<br>1 dk | M Mchy.aft<br>1 Ha (54½'×14½') | Oil 4SA 6Cy. 300×420 m<br>400bhp<br>Sumiyoshi Tekkosho |
| 519276<br>7JXO<br>86059<br>Rdr | **KONGO MARU No. 6**<br><br>**Kongo Kisen K.K.**<br>Ondo Japanese | 499<br>326<br>1000 | | | **1961** Kanda Zosensho—Kur<br>*169·9'* 25' 1" 11' 4"<br>24' 11" 12' 6"<br>1 dk<br>len 62 | M Tanker Mchy.aft | Oil 4SA 6Cy. 310×440 m<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 651787<br><br><br>Rdr | **KONGO MARU No. 8**<br><br>**Kongo Kisen K.K.**<br>Ondo Japanese | 499<br>326<br>1100 | | | **1965** Kochi Hvy Ind. Ltd.—Kochi<br>28' 5" 13' 9"<br>160' 8" 28' 3" 14' 5"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×450 m<br>Hanshin Nainenki Kogy |
| 519277<br><br>196234<br>RTh/v | **KONGONI**<br><br>**East African Railways &**<br>**Harbours Administration**<br>Mombasa ~~British~~<br>East African<br>(Kenya) | 193<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN220 | ~~SS 10/63~~<br>SS 12/67<br><br><br>EL (c) | **1959-9** Scott & Sons (Bowling) Ltd.—Bwg<br>105' 3" 28' 0" 11' 11½"<br>95' 6" 26' 6" 12' 9"<br>3BH<br>rf 24" BK6' | M Tug | Oil 2SA 6Cy. 14½"×19"<br>coupling sr & reverse<br>1150bhp<br>Crossley Bros. Ltd.<br>2×35kW 220V d.c. |
| 640711<br>JK2021<br>92753<br>Rdr | **KONGOZAN MARU**<br><br>**Kotobuki Kisen K.K.**<br>Hiroshima Japanese | 499<br>317<br>— | | | **1964** Kishigami Zosen—Hma<br>188' 5" 27' 8" 12' 2"<br>171' 6" 27' 6½" 13' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330×470 mm<br>Sumiyoshi Tekkosho |

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| **KONGOZAN MARU No. 2**<br>**Sumikawa Kisen K.K.**<br>Hiroshima Japanese | **497**<br>275<br>850 | | **1965** Kishigami Zosen—Hma<br>174′ 2″ 28′ 0″ 12′ 7½″<br>157′ 9″ 27′ 11″ 14′ 1″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330×470 mm<br>Sumiyoshi Tekkosho | Yoshida |
| **KONGSDAL**<br>A/S **Aalborg Portland-Cement-Fabrik**<br>Copenhagen Danish | **1473**<br>503<br>2140 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN400 EL q 1$\frac{7}{16}$″SQ | **1965–5** Aarhus Flydk. & Msk.—Aar<br>261′ 10″ 42′ 5″ 15′ 9½″<br>240′ 8″ 42′ 4″ 19′ 8″<br>P66′ F44′ 1 dk<br>NS ~~4BH~~ 5BH<br>rf 4″ WB1185t | M Cement Carrier Mchy.aft<br>2 Ho 72¼′, 64′ | Oil 4SA 8Cy. 400×580 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz<br>3×100kW 380V 50c/s a.c. | (d.o)<br>Kln<br>12k |
| **KONGSFJORD**<br>Den Norske **Amerikalinje** A/S<br>Oslo Norwegian | **5934**<br>3408<br>8300 | | **1951** Lithgows Ltd.—P.Gl<br>468′ 6″ 57′ 8″ 25′ 7½″<br>NV 435′ 0″ 57′ 6″ 29′ 0″<br>P43′ F35′ 2 dks & S dk<br>RW<br>rf 4″ | M (12P) Ref OSD<br>4 Ho 63¼′, 104¾′ comb., 63′, 78¾<br>G.564004 B.512072 In.13947<br>4 Ha (30′, 70¼′ comb., 31⅓′, 31½′×22′)<br>12W Der 1(35) 2(12) 12(5) | Oil 2SA 5Cy. 750×2000 mm<br>5500bhp<br>J. G. Kincaid & Co. Ltd.<br>3×150kW 220V d.c. | 895t (hvf)<br>Grk<br>15k |
| **KONGSGAARD**<br>Brødrene **Olsen A/S,**<br>A. Gowart **Olsen**<br>Stavanger Norwegian | **19999**<br>12709<br>33063 | | **1961** A/S Rosenberg M/V—Stv<br>659′ 4″ 86′ 2″ 34′ 5¼″<br>NV 624′ 7″ 85′ 11″ 45′ 9″<br>1 dk | M Tanker Mchy.aft<br>33 Ta<br>L.1563000<br>Der 1(7½) 3(5) | Oil 2SA 10Cy. 760×1500 mm<br>12500bhp<br>Marinens Hovedverft.<br>3×500, 500, 350kW 440V 60c/s a.c. | (hvf)<br>Horten<br>15k |
| **KONGSHAVN**<br>Falken-47<br>P/f Navigare<br>Magnus Mikkelsen<br>Tofte Faroese | **254**<br>122<br>400 | | **1912** Ph. Jörgensen—Thurö<br>*119·7′* 27′ 11″ 13′ 9″<br>BV 27′ 9″<br>1 dk | Wood Aux Sr Fishing Mchy.aft | Oil 2SA 5Cy. 230×400 mm<br>300bhp NE57<br>Alpha-Diesel A/S | Fkn<br>8½k |
| **KONGSHOLM**<br>S Kongsholm<br>Brødrene Olsen A/S,<br>A. Gowart-Olsen<br>Stavanger Norwegian | **35280**<br>21059<br>~~55693~~<br>60896 | | **1966** Mitsui Zosen—Tmn<br>775′ 0″ 105′ 9″ 38′ 3″<br>NV 745′ 0″ 105′ 7″ 55′ 7″<br>P172′ F74′ 1 dk<br>RW<br>rf 1″ | M Tanker Mchy.aft<br>15 Ta<br>L.3014673 HeCls. BC<br>Der 2(10) 2(5) 2(1) | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W<br>Mitsui Zosen<br>3×560kW 450V 60c/s a.c.<br>1×19kW 450V a.c. | 3836t (hvf)<br>Tmn<br>17k |
| **ONGSHOLM**<br>et forenede **Dampskibs-Selskab A/S**<br>penhagen Danish | **693**<br>288<br>1106<br>**1168**<br>692<br>1565 | | **1962** Van der Werff's Schps.—Westerbroek<br>BV 241′ 1″ 33′ 7″ 12′ 6″/15′ 0″<br>220′ 1″ 33′ 6″ 19′ 8″<br>P54′ F28′ 1 dk & S dk<br>RW<br>rf 3″ | M OSD/CSD Mchy.aft<br>1 Ho 131¼′<br>G.82700 B.75970<br>3 Ha (31¼′, 31¼′, 32′×19′)<br>6W Der 1(15) 6(3) | Oil 4SA 6Cy. 385×580 mm<br>1150bhp<br>Masch. Kiel A.G.<br>3×55kW 220V d.c. | 143t<br>Kel<br>11½k |
| **BEREA** See New Entries No. 1 | | | | | | |
| **ONGSØY**<br>iktor **Lorentsen**<br>omsö Norwegian | **195**<br>58<br>200 | | **1958** Ejnar S. Nielsen M/V A/S—Harstad<br>111′ 8″ 23′ 5″ 10′ 10″<br>NV 99′ 0″ 23′ 4″ 11′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 5Cy. 280×420 mm<br>500bhp<br>Wichmann Mtrf. | Rub |
| **ONGSTEIN**<br>rødrene **Olsen A/S,**<br>A. Gowart **Olsen**<br>Stavanger Norwegian | **15828**<br>9443<br>24420 | | **1955** Kockums M/V A/B—Mmo<br>606′ 2″ 77′ 2″ 32′ 3½″<br>NV 570′ 0″ 77′ 0″ 42′ 9″<br>1 dk | M Tanker Mchy.aft<br>24 Ta<br>L.1217000<br>Der 4(5) 2(1) | Oil 2SA 9Cy. 780×1400 mm<br>8100bhp<br>Kockums M/V A/B<br>3×275kW 380V 50c/s a.c. | (hvf)<br>Mmo |
| Now **CAPETAN LUKIS** See New Entries No. 2 | | | | | | |
| **ONGSVÅG**<br>orbjørn **Kongsvik**<br>Partrederi<br>Bergen Norwegian | **128**<br>66<br>— | | **1955** Gravdals Skips—Sunde<br>96′ 8″ 20′ 6″<br>… … …<br>1 dk | M Fishing Mchy.aft<br>len 56 | Oil 4SA 3Cy. 270×400 mm<br>240bhp NE65<br>Aabenraa Motorfabrik | Åbenrå |
| **ONGSVANG**<br>rødrene **Olsen A/S,**<br>A. Gowart **Olsen**<br>Stavanger Norwegian | **20514**<br>12211<br>33023 | | **1959** A/S Rosenberg M/V—Stv<br>659′ 3″ 86′ 3″ 34′ 5¼″<br>NV 625′ 0″ 86′ 0″ 45′ 9″<br>P129′ B48′ F75′ 1 dk | M Tanker Mchy.aft<br>33 Ta<br>L.1563413 HeCls. BC<br>Der 1(7½) 3(5) 4(1) | Oil 2SA 12Cy. 740×1600 mm<br>15000bhp<br>Burmeister & Wain<br>3×500kW 440V 60c/s a.c. | 2700t (hvf)<br>Cpn<br>16½k |
| **ONGSVIK**<br>der Berg **Partrederi**<br>Norwegian | **140**<br>76<br>180 | | **1919** Kolbjörnsvik Skibs.—Arendal<br>89′ 10″ 22′ 5″ 11′ 0″<br>22′ 3″<br>P22′ 1 dk | Wood M Mchy.aft<br>1 Ho<br>1 Ha (19′×8½′)<br>1W | Oil 2SA 2Cy. 300×360 mm<br>210bhp NE60<br>A/S De Forenede Motorfb. | 6t<br>Bgn<br>7½k |
| **ONIGSAU**<br>Ruhrort-63<br>Schuchmann **Reederei**<br>merhaven W. German | **1108**<br>516<br>1780<br>**1854**<br>1058<br>2893 | | **1951** Gutehoffnungshütte A.G.—Walsum<br>GL *270·3′* 39′ 7″ 14′ 8″/19′ 6″<br>39′ 5″ 23′ 0″<br>B49′ F26′ 1 dk & S dk<br>RW | TM OSD/CSD Mchy.aft<br>G.127283 B.120926<br>2 Ha<br>Der 8(3–5) | 2 Oil 4SA each 6Cy. 400×460 mm<br>2400bhp<br>Masch. Augsburg-Nürnberg | Aug |

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| 519292<br>DGTM<br><br>Df | **KÖNIGSBERG**<br><br>**Franz Stehrenberg**<br>Küstenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg W. German | **290**<br>99<br>295 | <br><br>GL | **1936** Gebr. Wiemann—Brandenburg<br>*126·2'* 19' 8" 7' 10½"<br>8' 9"<br>P28' F15' 1 dk<br>R len 50 | M Mchy.aft<br>1 Ho 83½'<br>G.14000 B.13500<br>2 Ha (26½', 39½'×12½')<br>Der 1(1½) | Oil 4SA 8Cy. 290×420 mm<br>300bhp NE52<br>Masch. Kiel A.G. |
| 519293<br>ORAK<br><br>Pfd Rdr<br>RTm/v | **KONING ALBERT**<br><br>**Belgian Government**<br>Ostend Belgian | **3701**<br>1788<br>456 | **✠100A1** ~~SS 12/63~~<br>with freeboard SS 2/68<br>Ostend–Dover service<br>**✠LMC**<br>EL (w) 1$\frac{11}{16}$"SQ | **1948**–1 John Cockerill S.A.—Hbk<br>372' 6" 49' 1" 12' 4½"<br>356' 2" 45' 11" 24' 5"<br>2 dks, 3rd dk except in mchy. space<br>R 10BH<br>rf 9" WB107t | TM (1638P)<br>1 Ho 60'<br><br>1 Ha (16'×19½') | 2 Oil 2SA each 12Cy.<br>17000bhp Sulzer<br>John Cockerill S.A.<br>db 100ft<br>3×180kW 230V d.c. |
| 519294<br>ORAM<br><br>Pfd Rdr<br>RTm/v | **KONINGIN ELISABETH**<br><br>**Belgian Government**<br>Ostend Belgian | **3795**<br>1710<br>476 | **✠100A1** SS 3/66<br>Ostend–Dover service<br>**✠LMC**<br><br>MN3400 EL (w) 1$\frac{11}{16}$"SQ | **1957**–3 S.A. Cockerill-Ougrée—Hbk<br>374' 0" 49' 10" 12' 11½"<br>356' 2" 46' 7" 24' 11"<br>2 dks, 3rd dk clear of mchy. space<br>R Coll BH to U dk 10 to 2nd dk<br>rf 6" WB347t incl. DTf107t | TM (1700P)<br>1 Ho 44'<br><br>1 Ha (stl) (22'×14½') | 2 Oil 2SA each 12Cy.<br>17000bhp Sulzer<br>S.A. Cockerill-Ougrée<br>db 100ft<br>3×135kW 230V d.c. |
| 519295<br>PFKT<br><br>Esd Gc<br>Pfd Rdr<br>RT | **KONINGIN EMMA**<br><br>**Stoomv. Maats. Zeeland**<br>Hook of Holland Netherland | **4353**<br>2188<br>850 | ~~✠100A1~~ ~~Dr 10/64~~<br>~~with freeboard~~<br>~~European service not north of 61° N. in winter~~<br>~~✠LMC~~<br>~~EL w 1$\frac{11}{16}$"SQ~~<br>**TO BE BROKEN UP** | **1939**–5 De Schelde N.V.—Fls<br>379' 11" 47' 2" 14' 5"<br>350' 3" 47' 0" 28' 0"<br>F90' 3 dks<br>RW Coll BH to U dk 8 to 2nd dk<br>WB727t incl. DTsf246t a153t | ~~T~~M (115bth 1485dkP)<br><br>B.56500<br><br>1W | 2 Oil 2SA each 10Cy.<br>12500bhp Sulzer<br>De Schelde N.V.<br>AuxB 171ft |
| 519296<br>ORAC<br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **KONINGIN FABIOLA**<br><br>**Belgian Government**<br>Ostend Belgian | **3057**<br>1317<br>418 | <br><br>BV | **1962** J. Boel & Fils—Tamise<br>384' 10" 52' 5" 12' 6½"<br>362' 11" 49' 10" 16' 11"<br>1 dk & S dk<br>RW<br>rf 8" | TM Ferry (850P) OSD<br><br><br>1 Ha (stl) (12'×21½') | 2 Oil 2SA each 12Cy.<br>9600bhp<br>Sulzer Bros. Ltd.<br>3×295kW 230V d c<br>Thw. thrust propeller fwd |
| 680880 | **KONINGIN JULIANA**<br><br>**Stoomvart Maatschappij Zeeland**<br>Hoek van Holland Netherland | **6682** ~~7500~~<br>3475 ~~3700~~<br>~~1360~~ | 100A1<br>Class contemplated | Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>429' 10" 67' 2" 16' 4½"<br>377' 6" 65' 6" 23' 7" | TM Ferry | 4 Oil 4SA each 9Cy.<br>geared to 2 sc. shafts<br>Masch. Augsburg-Nürnb |
| 652473 | **KONINGIN JULIANA**<br><br>**Provinciale Stoombootdiensten in Zeeland**<br>Netherland | **1971**<br>1092<br>— | | **1949** N.V. Kon. Maats. "De Schelde" —Fls<br>*218·9'* 45' 6" 13' 9½"<br>... ... ...<br>1 dk | M Ferry | Oil 4SA 9Cy. 480×700 mm<br>Sulzer<br>N.V. Kon. Maats. "De Sch<br>Propellers 1 fwd 1 aft |
| 519298<br>PFKU<br><br>Esd Gc<br>Pfd Rdr<br>RT | **KONINGIN WILHELMINA**<br><br>**Stoomv. Maats. Zeeland**<br>Hook of Holland Netherland | **6228**<br>2727<br>— | **✠100A1** SS 6/64<br>for service between south & east coasts of the U.K. (to the Firth of Forth) & the Netherlands, also European summer cruising<br>**✠LMC**<br>MN3120 EL y 1$\frac{1}{8}$"SQ | **1960**–1 Schps. & Mach. "De Merwede" —Hxd<br>393' 9" 56' 10" 16' 0½"<br>360' 11" 53' 4" 31' 2"<br>B&F356' UpperB258' 3 dks<br>Coll BH to U dk 7 to 2nd dk<br>rf 24" WB271t incl. DTsa54t | TM (100P)<br><br><br><br>1W | 2 Oil 2SA each 12Cy.<br>15600bhp<br>Masch. Augsburg-Nürnb<br>2WTAuxB 85ft<br>Directional propeller<br>fwd |
| 641665<br>PFKX<br><br>Df Esd<br>Pfd Rdr<br>RTm | **KONINGIN WILHELMINA**<br><br>**N.V. Verre Visserij Maats. (J. J. v.d. Toorn)**<br>Scheveningen Netherland | **319**<br>134<br>— | | **1964** N.V. Schpsw. Haak—Zaandam<br>142' 3" 23' 11"<br>127' 1" 23' 7½" 13' 1" | M Trawler | Oil 4SA 8Cy. 320×480 mm<br>1300bhp<br>Motorenw. Mannheim |
| 519300<br>PFLE<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KONINGSWAARD**<br><br>**N.V. Ver. Ned. Tankvaart Rederij**<br>N.V. Stoomv. Maats. "Nederland"<br>The Hague Netherland | **12569**<br>7078<br>~~18430~~<br>19295 | **✠100A1** SS 11/65<br>oil tanker<br>**✠LMC**<br><br>MN1600 EL i 2$\frac{1}{16}$"SQ | **1956**–5 Nederl. Dok de Schps.—Ams<br>556' 0" 72' 11" 29' 7"<br>533' 10" 72' 9" 38' 3"<br>P119' B36' F57' 1 dk<br>16BH<br>rf nil WB1105t incl. DTf843t | M Tanker Mchy.aft<br>27 Ta<br>L.875516 HeCls. BC | Oil 2SA 8Cy. 750×1500 mm<br>8000bhp Stork<br>Nederl. Dok de Schps.<br>2AuxB 180ft |
| 519301<br>ZMBD<br>196288<br>Df Esd<br>RTm | **KONINI**<br><br>**Union S.S. Co. of New Zealand Ltd.**<br>Wellington New Zealand | **2007**<br>909<br>2114 | **✠100A1** CS 11/65<br><br>**✠LMC**<br><br>MN300 EL q 1$\frac{1}{16}$"SQ | **1957**–5 Henry Robb Ltd.—Lth<br>267' 7" 42' 0" 15' 11"<br>250' 0" 41' 6" 17' 9"<br>P&B118' F29' 1 dk<br>RW 5BH<br>rf 5" WB538t incl. DTm108t | M<br>3 Ho 44', 80', 42'<br>G.110550 B.106240<br>3 Ha (stl) (24', 48', 24'×24')<br>6W Der 2(10) 6(5) | Oil 2SA 5Cy. 480×700 mm<br>1500bhp Sulzer<br>G. Clark & N.E. Mar.<br>3×114kW 220V d.c. |
| 519302<br>SZVV<br>1080<br>RT | **KONITSA**<br><br>**V. Poriotis & D. Theodosis**<br>Piræus Greek | **148**<br>108<br>— | | **1926** ......................Italy<br>111' 6" 21' 4"<br>... ... ...<br>1 dk<br>R | Aux | Oil 4DA 4Cy.<br>Emade—<br>Ansaldo Stab. Mec |

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| **KONKO MARU No. 1**<br>**ono Kaiun K.K.**<br>ihama Japanese | **224**<br>90<br>— | | **1961** Kurushima Dock Co. Ltd.—<br>Imabari<br>118′ 8″ 21′ 1″ 9′ 9″<br>104′ 11″ 20′ 11″ 10′ 2″<br>1 dk<br>RW | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 265×400 mm<br>320bhp 25t<br>Nippon Hatsudoki Kob<br>9k |
| **ONKO MARU No. 3**<br>**ono Kaiun K.K.**<br>ihama Japanese | **222**<br>89<br>— | | **1961** Kurushima Dock Co. Ltd.—<br>Imabari<br>125′ 2″ 21′ 1″ 9′ 6″<br>111′ 6″ 20′ 11″ 10′ 2″<br>1 dk<br>RW | M Chemical Tanker Mchy.aft<br>2 Ta | Oil 4SA 6Cy. 265×400 mm<br>320bhp 17t–17½pd<br>Nippon Hatsudoki Kob<br>10½k |
| **ONKO MARU No. 5**<br>**ono Kaiun K.K.**<br>ihama Japanese | **192**<br>91<br>— | | **1961** Towa Zosen Tekkosho—Hma<br>*98·2′* 20′ 5″<br>20′ 3″<br>1 dk | M Mchy.aft<br>1 Ha (42¾′×13′) | Oil 2SA 3Cy. 380×413 mm<br>200bhp 7t<br>Toyo Tekko Takamatsu<br>9k |
| **ONKO MARU No. 8**<br>**ono Kaiun K.K.**<br>ihama Japanese | **220**<br>89<br>310 | | **1963** Kurushima Dock Co. Ltd.—<br>Imabari<br>125′ 0″ 21′ 2″ 9′ 6″<br>111′ 6″ 21′ 0″ 10′ 2″<br>P39′ B9′ F23′ 1 dk<br>RW | M Chemical Tanker Mchy.aft<br>2 Ta<br>L.20000 | Oil 4SA 6Cy. 265×400 mm<br>320bhp 16t–1½pd<br>Nippon Hatsudoki Kob<br>10k |
| **ONKO MARU No. 11**<br>**ono Kaiun K.K.**<br>ihama Japanese | **176**<br>76 | | **1964** Kurushima Dock Co. Ltd.—<br>Imabari<br>106′ 8″ 21′ 1″ 8′ 3″<br>91′ 10″ 21′ 0″ 9′ 10″<br>1 dk<br>RW | M Chemical Tanker Mchy.aft<br>1 Ta | Oil 4SA 6Cy. 200×260 mm<br>280bhp 7t<br>Mitsubishi Hvy Ind. Ltd. Kob<br>8½k |
| **ONKO MARU No. 53**<br>**ono Kaiun K.K.**<br>ihama Japanese | **380**<br>—<br>260 | | **1966** Hashihama Zosen—Imabari<br>25′ 7″ 9′ 8″<br>134′ 6″ 25′ 6″ 11′ 5″<br>1 dk<br>RW | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 325×460 mm<br>550bhp<br>Nippon Hatsudoki Kob |
| **ONOPNICKA**<br>**lish Government**<br>lish Ocean Lines<br>nia Polish | **9690**<br>5370<br>1159 | PR | Lch.**1961** Cmpl.**1963** Stocznia Gdanska—<br>Gdk<br>504′ 11″ 63′ 9″ 29′ 6¼″<br>63′ 6″<br>2 dks<br>RW | M Ref CSD<br>5 Ho<br>G.655896 B.592965 In.36869<br>5 Ha (24½′, 39¾′, 40¼′, 27½′, 37¾′×21¼′)<br>16W Der 1(50) 1(25) 1(10) 14(5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer 1644t<br>H. Cegielski Poz<br>4×250kW 220V d.c. 16k |
| **NOSHA**<br>S.S.R.<br>hangel Russian | **1308**<br>601<br>1354 | | **1961** "Gheorghiu Dej" Shpyd—Bdp<br>244′ 5″ 37′ 3″ 13′ 1½″<br>219′ 10″ 37′ 0½″ 17′ 5″<br>1 dk | M Mchy.aft<br>3 Ho<br>G.73879<br>3 Ha (each 28½′×18¾′)<br>7W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 mm<br>1600bhp<br>Lang Eng. Works Bdp<br>10½k |
| **ONOSHALES**<br>S.S.R.<br>Russian<br>changel | **4677**<br>2344<br>6184 | | **1965** Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 8″ 27′ 7″<br>1 dk<br>RW | M<br>4 Ho<br>G.266909<br>4 Ha (29½′, 29½′, 29½′, 26¼′×41¼′)<br>9W Der 1(15) 8(5) | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>H. Cegielski Poz<br>16k |
| **ONOSHIMA MARU No. 1**<br>yowa Sangyo **Kaiun K.K.**<br>saka Japanese | **437**<br>238<br>635 | | **1956** Koyo Dock—Mihara<br>149′ 1″ 25′ 9″<br>134′ 6″ 25′ 7″ 13′ 9″<br>1 dk<br>RW<br>rf 4″ | M Mchy.aft<br>1 Ho 84¼′<br>1 Ha (59½′×16½′)<br>Der 4(3) | Oil 4SA 6Cy. 310×440 mm<br>500bhp 25t (d.o)<br>Niigata Tekkosho Niigata<br>1×3kW 35V d.c. 10¾k |
| **ONOSHIMA MARU No. 2**<br>yowa Sangyo **Kaiun K.K.**<br>aka Japanese | **433**<br>230<br>641 | | **1956** Koyo Dock—Hma<br>159′ 2″ 26′ 0″ 11′ 9½″<br>144′ 4″ 25′ 11″ 13′ 2″<br>1 dk<br>RW<br>rf 4″ | M Mchy.aft<br>1 Ho 94¼′<br>1 Ha (61¼′×16½′)<br>Der 4(3) | Oil 4SA 6Cy. 310×440 mm<br>500bhp 22t (d.o)<br>Niigata Eng. Co. Ltd. Niigata<br>1×3kW 35V d.c. 10½k |
| **NPIRA MARU**<br>o Kokudo **Ferry K.K.**<br>amatsu Japanese | **795**<br>416<br>— | | **1963** Shikoku Dock Co.—Takamatsu<br>174′ 5″ 36′ 2″<br>170′ 7″ 36′ 1″ 13′ 1″<br>1 dk | TM Ferry | 2 Oil 4SA each 6Cy. 325×460 mm<br>1540bhp 42t<br>Nippon Hatsudoki Kob<br>12½k |
| **NPIRA MARU**<br>i **Kisen K.K.**<br>Japanese | **297**<br>160<br>— | | **1960** Takahara Zosen—Hma<br>132′ 10″ 22′ 6″ 10′ 2″<br>124′ 7″ 22′ 4″ 11′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Kinoshita Tekkosho Akashi |
| **NPIRA MARU**<br>node Maru No. 3–64<br>Funatsu<br>Japanese | **191**<br>90<br>— | | **1961** Takehara Zosen—Hma<br>106′ 8″ 23′ 1″ 8′ 10″<br>98′ 11″ 22′ 11″ 10′ 2″<br>1 dk | M Mchy.aft | Oil 2SA 3Cy. 390×410 mm<br>200bhp Emade41refitted61<br>Kobe Nainenki Kob<br>9k |

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| 519310<br>7KFB<br>83993<br>Gc | **KONPIRA MARU**<br><br>**K. Murakami**<br>Niihama Japanese | 185<br>90<br>— | 1961 Hakata Zosen—Hakata<br>98·2' 20' 0"<br>... ... ...<br>1 dk | M Mchy.aft<br><br><br>1 Ha (42½'×15') | Oil 2SA 3Cy.<br>200bhp<br>Nakatsukasa Tekkosho |
| 519311<br>JAWW<br>84923 | **KONPIRA MARU**<br><br>**J. Onaka**<br>Takehara Japanese | 126<br>68<br>— | 1960 Matsuura Zosen—Hma<br>95' 1" 18' 6" 8' 0"<br>83' 7" 18' 4" 8' 10"<br>1 dk | M Mchy.aft<br><br>B.7310<br>1 Ha (46'×14½') | Oil 4SA 4Cy. 250×380 mm<br>160bhp Emade[illegible]<br>Sumiyoshi Tekkosho |
| 519312<br>JIJM<br>80756<br>Gc | **KONPIRA MARU**<br><br>**M. Wakizaka**<br>Yutaka Japanese | 102<br>49<br>140 | 1958 Geibi Zosen Kogyo—Kur<br>81' 3" 17' 6" 7' 2½"<br>73' 1" 17' 4" 8' 1"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (41'×13') | Oil 4SA 4Cy. 225×380 mm<br>120bhp Emade[illegible]<br>Niigata Eng. Co. Ltd. |
| 662192<br>JNBR<br>98156<br>Df Esd<br>Rdr | **KONPIRA MARU No. 1**<br><br>**H. Nagashima**<br>Heta Japanese | 247<br>87<br>— | 1966 Miho Zosensho—Shimizu<br>149' 11" 23' 9"<br>124' 8" 23' 8" 11' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×480 mm<br>870bhp<br>Akasaka Tekkosho |
| 519215<br>7JCI<br>87088<br>Df Esd<br>Gc Pfd<br>Rdr | **KONPIRA MARU No. 1**<br><br>**T. Kimura**<br>Onagawa Japanese | 239<br>132<br>— | 1961 Niigata Eng. Co. Ltd.—Niigata<br>137' 6" 24' 5"<br>121' 4" 24' 3" 10' 10"<br>1 dk | M Fishing Mchy aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 641073<br>JJ2126<br>91758 | **KONPIRA MARU No. 3**<br><br>**Kansai Kensetsu Kogyo K.K.**<br>Osaka Japanese | 270<br>118<br>— | 1963 Iejima Dock K.K.—Iejima<br>135' 6" 22' 1" 9' 10"<br>109' 11" 22' 0" 10' 10"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>300bhp<br>Matsue Nainenki Kogyo |
| 641072 | **KONPIRA MARU No. 3**<br><br>**Hotta Sempaku K.K.**<br>Japanese | 199<br>—<br>— | 1963 Hashimoto Zosen—Sumoto<br>23' 10"<br>97' 6" 23' 8" 10' 10"<br>1 dk<br>RW | M Tanker Mchy.aft<br><br>L.12960 | Oil 4SA 6Cy. 320×460 mm<br><br>Kobe Hatsudoki Seizosho |
| 519313<br>JPUP<br>85683<br>Esd Rdr | **KONPIRA MARU No. 5**<br><br>**H. Nagashima**<br>Heda Japanese | 239<br>131<br>— | 1961 Miho Zosensho—Shimizu<br>133' 4" 23' 6"<br>118' 3" 23' 3½" 11' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>550bhp<br>Akasaka Tekkosho |
| 671911 | **KONPIRA MARU No. 8**<br><br>**M. Wakisaka**<br>Yutaka Japanese | 199<br>100<br>380 | 1967 Sokooshi Zosen—Hma<br>121' 4" 23' 0" 9' 6"<br>111' 6" 22' 11" 10' 10"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>370bhp<br>Sumiyoshi Tekkosho |
| 683049 | **KONPIRA MARU No. 11**<br><br>**S. Takeda**<br>Yutaka Japanese | 199<br>107<br>420 | 1967 Sasaki Zosen—Kinoe<br>128' 7" 22' 0" 9' 10"<br>114' 8" 21' 11" 10' 10"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>360bhp<br>Kobe Hatsudoki Seizosho |
| 511522<br>JIXG<br>83826 | **KONPIRA MARU No. 11**<br><br>**Toyomasu Kaiso K.K.**<br>Anan Japanese | 125<br>64<br>180 | 1958 Teraoka Zosensho—Nantan<br>99' 6" 16' 5" 7' 7"<br>16' 3"<br>1 dk | M Tanker Mchy.aft | Oil 4DA 4Cy. 250×380 mm<br>180bhp<br>Makita Tekkosho |
| 671004<br>JEFY<br>99321<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KONPIRA MARU No. 12**<br><br>**T. Henmi**<br>Oshika Japanese | 357<br>193<br>— | 1966 Yamanishi Zosen Tekkosho—Ishinomaki<br>162' 8" 26' 4" 10' 8"<br>144' 5" 26' 3" 12' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>1000bhp<br>Akasaka Tekkosho |
| 519314<br>JAYV<br>83442 | **KONPIRA MARU No. 13**<br><br>**H. Shinomiya**<br>Anan Japanese | 347<br>197<br>— | 1959 Yoshiura Zosen—Kur<br>133' 6" 23' 8" 10' 6"<br>121' 2" 23' 7" 11' 6"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Makita Tekkosho |
| 519315<br>7LAB<br>87167<br>Df Esd<br>Gc Pfd<br>Rdr | **KONPIRA MARU No. 22**<br><br>**Hemmi Gyogyo K.K.**<br>Oshika Japanese | 408<br>229<br>— | 1961 Miho Zosensho—Shimizu<br>172' 3" 27' 5"<br>152' 9" 27' 3" 13' 1"<br>P67' F21' 1 dk<br>RW | M Fishing Mchy.aft<br><br>G.19775 B.17850 In.17850<br><br>4W Der 4(1) | Oil 4SA 6Cy. 370×520 mm<br>1000bhp<br>Akasaka Tekkosho |
| 641531<br>8KRG<br>94076<br>Df Esd<br>Gc Rdr<br>RT | **KONPIRA MARU No. 28**<br><br>**T. Kimura**<br>Onagawa Japanese | 253<br>126<br>— | 1964 Niigata Eng. Co. Ltd.—Niigata<br>139' 11" 25' 1"<br>123' 0" 24' 11" 11' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×460 mm<br>700bhp<br>Niigata Eng. Co. Ltd. |

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| **ONPIRA MARU No. 35**<br>Kimura<br>[illegible]<br>Japanese | 193<br>71<br>468 | | **1967** Niigata Eng. Co. Ltd.—Niigata<br>137′ 2″ 21′ 9″ 9′ 6″<br>112′ 10″ 21′ 8″ 10′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **ONRAD**<br>edsiebiorstwo Robot<br>Czerpalnych &<br>Podwodnych<br>dansk<br>Polish | 160<br>—<br>— | PR<br>✠Classed LR until 10/52 | **1950–6** De Vooruitgang D. & J. Boot—Alp<br>92′ 8″ 22′ 6″<br>12′ 6″<br>RW | S Tug | C 4Cy. (2) 9$\frac{11}{16}$″ & (2) 20$\frac{1}{2}$″×20$\frac{7}{8}$″<br>510ihp (o.f)<br>Amsterdamsche D.D. Maats. Ams<br>1×5$\frac{1}{4}$kW 220V d.c. |
| **ONSTANTIN OLSHANSKY**<br>S.S.R.<br>rmansk<br>Russian | 6133<br>2947<br>5285 | | **1965** Nosenko Shpyd—Nic<br>426′ 6″ 55′ 3″ 23′ 8″<br>55′ 1″ 31′ 4″ | TD-E Fish Carrier<br>4 Ho<br>In.254726<br>4 Ha (each 14′×13$\frac{3}{4}$′)<br>9W Der 8(3) 1(1) | 4 Oil 2SA each 10Cy. 207×254 mm connected to elec. motor & geared to sc. shaft<br>Russia<br>16$\frac{1}{2}$k |
| **ONSTANTIN SUKHANOV**<br>S.S.R.<br>divostok<br>Russian | 12675<br>6275<br>8200 | | **1963** Admiralteiski Shpyd—Len<br>532′ 0″ 65′ 7″ 23′ 0$\frac{1}{2}$″<br>65′ 5″ 41′ 0″<br>3 dks | TM Fish Factory Mchy.aft<br>3 Ho<br>In.111771<br>3 Ha (each 13′×13′)<br>10W Der 8(5) 2(3) | 2 Oil 2SA each 8Cy. 430×610 mm<br>4000bhp<br>Skoda Prague<br>12$\frac{1}{2}$k |
| **ONSTANTINOS**<br>lla Sot. Dimitriades,<br>D. S. Sofras & D. K.<br>Dimitriades<br>eus<br>Greek | 324<br>165<br>— | | **1964** Th. Eleftheriou & Sons—Perama<br>121′ 0″ 28′ 2″ 4′ 0″<br>… … …<br>1 dk | TM Ferry Mchy.aft | 2 Oil 2SA each 6Cy. with reverse gearing<br>450bhp<br>British Polar Engines Ltd. Gls |
| **NSTANTINOS**<br>ripton-67 exSanMarco-54<br>G. Daglas and others<br>eus<br>Greek | 229 ~~236~~<br>141 ~~164~~<br>— | RI | **1947** Giuseppe Della Santina—Cattolica<br>114′ 4″ 25′ 5″<br>96′ 9″ 24′ 11″ 11′ 9″<br>F43′ 1 dk | Wood Aux Sr<br>1 Ho | Oil 4SA 4Cy. 265×410 mm<br>200bhp<br>Ansaldo Stab. Mecc. Gen<br>7$\frac{1}{2}$k |
| **NSTANTINOS K.**<br>onstantinos S-66<br>Savva Bros.<br>eus<br>Greek | 144<br>108<br>300 | HR | ………………….<br>119′ 1″ 21′ 1″<br>… … …<br>1 dk | Wood Aux | Oil 4DA 6Cy.<br>120bhp Emade—fitted58<br>Atlas-Imperial D.E. Co. S.Fo |
| **NSTANTINOS M**<br>ghios Spyridon-64<br>se-64 exArnolf-61<br>ogens S.-57<br>iannoutsos and others<br>eus<br>Greek | 346<br>182<br>530 | BV | **1941** Schps. Waterhuizen J. Pattje—Waterhuizen<br>155′ 8″ 26′ 2″ 10′ 5″<br>26′ 0″<br>1 dk<br>R | M Mchy.aft<br>1 Ho 85$\frac{1}{4}$′ comb.<br>G.28000 B.26000<br>2 Ha (each 32$\frac{1}{2}$′×16$\frac{1}{2}$′)<br>Der 2(2$\frac{1}{2}$) | Oil 4SA 8Cy. 265×420 mm<br>300bhp 24t (d.o)<br>Motfb. Bukh A/S Kalundborg<br>1×8kW 110V 10k |
| **NSTANTIS**<br>L. Bousses<br>essalonica<br>Greek | 131<br>92<br>260 | HR | **1948** …………………..Skiathos<br>94′ 5″ 24′ 7″<br>… … …<br>1 dk | Wood Aux Mchy.aft | Oil 4DA 5Cy.<br>120bhp Emade—fitted50<br>DEMAG |
| **NSTANZ**<br>Boehm & Co. G.m.b.H.<br>rdsee" Deutsche Hochseef.<br>A.G.<br>mburg<br>W. German | 637<br>243<br>620 | GL | **1954** Rickmers Werft—Bhn<br>190′ 0″ 29′ 0″ 14′ 7″<br>175′ 6″ 28′ 11″ 16′ 9″<br>P8′ F33′ H72′<br>rf 31$\frac{1}{2}$″ | S Trawler<br>1 Ho 46$\frac{3}{4}$′<br>In.27600<br>4 Ha (each 4′×4′) | T 3Cy. 14$\frac{3}{16}$″ 21$\frac{5}{8}$″ & 35$\frac{7}{16}$″×25$\frac{9}{16}$″ & LP turb<br>750ihp (o.f)<br>A.G. "Weser" Werk Seebeck Bhn<br>2×28kW 220/280V d.c. 12k |
| **ONSUL I**<br>Konsul Sartori-62<br>natrans S.A.<br>nama<br>Panamanian | 878<br>457<br>1554 | GL | **1951** Howaldtswerke A.G.—Kel<br>257′ 10″ 37′ 5″ 14 4″<br>37′ 3″ 21′ 8″<br>F20′ 1 dk & S dk<br>RW | M (1P) OSD<br>4 Ho 32$\frac{3}{4}$, 32$\frac{3}{4}$′, 32$\frac{3}{4}$′, 23′<br>G.117305 B.106663<br>6W Der 2(6) 2(5) 2(3) | Oil 4SA 6Cy. 400×460 mm<br>1000bhp Emade42fitted51 126t (d.o)<br>Blohm & Voss Ham<br>3×65, 65, 45kW 220V d.c. 11k |
| **ONSUL RETZLAFF**<br>Erich Retzlaff<br>[illegible]<br>W. German | 1599<br>959<br>2351 | GL ~~NV~~ | **1964** Astano S.A.—Frl<br>275′ 10″ 39′ 6″ 16′ 7″<br>252′ 6″ 39′ 4″ 18′ 0″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho 79$\frac{1}{4}$′, 91$\frac{1}{4}$,<br>G.120246 B 113368<br>2 Ha (stl) (57$\frac{1}{2}$′×21$\frac{1}{4}$′) (67$\frac{3}{4}$′×23′)<br>Der 8(3–5) | Oil 2SA 7Cy. 400×600 mm<br>1750bhp (d.o)<br>Masch. Augsburg-Nürnberg<br>4×100, 100, 100, 40kW 380V 50c/s a.c.<br>12k |
| **NSUL SCHULTE**<br>hulte & Bruns K.G.<br>[illegible]<br>W. German | 12006<br>7817<br>16956 | GL | **1960** Lübecker Flender-Werke—Lbc<br>532′ 11″ 66′ 7″ 32′ 2$\frac{1}{2}$″<br>493′ 8″ 66′ 3$\frac{1}{2}$″ 44′ 6″<br>2 dks | M Mchy.aft<br>4 Ho 57$\frac{1}{2}$′ 104$\frac{1}{2}$′, 107′, 72$\frac{1}{2}$′<br>G.878600<br>6 Ha (stl) (40$\frac{1}{2}$′, 36$\frac{3}{4}$′, 36$\frac{3}{4}$′, 36$\frac{3}{4}$′, 36$\frac{3}{4}$′, 42$\frac{1}{4}$×25$\frac{1}{4}$)<br>12W Der 12(10) | Oil 2SA 9Cy. 700×1200 mm<br>8150bhp 300t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×280, 280, 180kW 400V 50c/s a.c.<br>15$\frac{1}{2}$k |
| **NTEX**<br>Seni Kogyo K.K.<br>[illegible]<br>Japanese | 462<br>263<br>705 | | **1962** Kurushima Dock Co. Ltd.—Imabari<br>156′ 9″ 26′ 5″ 11′ 5″<br>141′ 0″ 26′ 3″ 13′ 1″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.31289 B.28499<br>1 Ha (65′×16$\frac{1}{2}$′) | Oil 4SA 6Cy. 290×430 mm<br>530bhp 24t<br>Nippon Hatsudoki Kob<br>10k |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 519323<br>ZMVB<br>172887<br>Df<br>RTm/v | **KONUI**<br><br>**Union S.S. Co. of**<br>**New Zealand Ltd.**<br>Wellington New Zealand | 2485<br>1317<br>2959 | ✠100A1<br><br>✠LMC | CS 5/66<br><br><br><br>EL s | 1949-2 Henry Robb Ltd.—Lth<br>305' 4" 43' 6" 17' 5¾"<br>290' 6" 43' 0" 19' 6"<br>P&B153' F27' 1 dk<br>RW NS 5BH<br>rf 4½" WB985t incl. DTm141t Tunnel tanks 62t | TM<br>3 Ho 44', 80', 78'<br>G.154910 B.145540<br>3 Ha (stl) (26'×26') (55½', 51½'×28')<br>10W Der 10(5) | 2 Oil 2SA each 5Cy.<br>1450bhp<br>British Polar Engines Ltd.<br>3×114kW 220V d.c. |
| 519324<br>SEAN<br>5103<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **KONUNG GUSTAF V**<br><br>**Svenska Statens Järnvägar**<br>Trelleborg Swedish | 3389<br>1127<br>704 | <br><br><br>**BROKEN UP** | <br><br>BV<br><br>• | 1910 A/B Lindholmens Varv—Got<br>371' 9" 51' 1" 17' 5"<br>50' 11"<br>H525t 2 dks<br>R<br>rf 30" | TS Train Ferry (849P) | T 6Cy. 23½" 39" & 64"×<br>5800ihp<br>Motala Verks. Nya A/B<br>3×32kW 65V d.c. |
| 519325<br>VMXK<br>196877<br>Df Esd<br>Gc Rdr<br>RTv | **KOOJARRA**<br><br>**Government of Western**<br>**Australia State Shipping**<br>**Service**<br>Fremantle British | 2959<br>1656<br>2498 | ✠100A1<br><br>✠LMC<br>✠Lloyd's RMC<br>MN364 | ~~SS 11/64~~<br>SS 10/68<br><br><br>EL s 1 1/16"SQ | 1956-9 N.S.W. Govt. E. & S.B.—N.S.W<br>293' 2" 46' 6" 18' 1"<br>270' 0" 46' 0" 21' 6"<br>P&B181' F32' 1 dk 2nd dk in Nos. 1, 2 & 3 holds<br>RW 7BH<br>rf 3" WB528t incl. Tunnel tanks 53t | M (59P) Ref<br>5 Ho 38', 42', —', 42', 34'<br>In.18045<br>5 Ha (stl) (24', 17½'×18') (10', 14', 14'×12')<br>Der 2(10) 6(5) 2(2) | 2 Oil 2SA each 5Cy.<br>electro-magnetic slip<br>gearing to sc. shaft<br>1750bhp<br>British Polar Engines Ltd.<br>3×150kW 225V d.c. |
| 671633<br>6KWR<br><br>Rdr | **KOOK YANG No. 101**<br><br>**Shin Hung Refrigeration Ltd.**<br>Pusan S. Korean | 120<br>41<br>— | | | 1967 Fukuoka Zosen—Fukuoka<br>110' 1" 20' 2" 7' 10½"<br>93' 10" 20' 0" 9' 0"<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Hanshin Nainenki Kogyo |
| 671634<br>6KWS<br><br>Rdr | **KOOK YANG No. 102**<br><br>**Shin Hung Refrigeration Ltd.**<br>Pusan S. Korean | 120<br>41<br>— | | | 1967 Fukuoka Zosen—Fukuoka<br>110' 1" 20' 2" 7' 10½"<br>93' 10" 20' 0" 9' 0"<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Hanshin Nainenki Kogyo |
| 671635<br>6KWT<br><br>Rdr | **KOOK YANG No. 103**<br><br>**Shin Hung Refrigeration Ltd.**<br>Pusan S. Korean | 120<br>41<br>— | | | 1967 Fukuoka Zosen—Fukuoka<br>110' 1" 20' 2" 7' 10½"<br>93' 10" 20' 0" 9' 0"<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Hanshin Nainenki Kogyo |
| 671636<br>6KWU<br><br>Rdr | **KOOK YANG No. 105**<br><br>**Shin Hung Refrigeration Ltd.**<br>Pusan S. Korean | 120<br>41<br>— | | | 1967 Fukuoka Zosen—Fukuoka<br>110' 1" 20' 2" 7' 10½"<br>93' 10" 20' 0" 9' 0"<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Hanshin Nainenki Kogyo |
| 671637<br>6KWV<br><br>Rdr | **KOOK YANG No. 106**<br><br>**Shin Hung Refrigeration Ltd.**<br>Pusan S. Korean | 120<br>41<br>— | | | 1967 Fukuoka Zosen—Fukuoka<br>110' 1" 20' 2" 7' 10½"<br>93' 10" 20' 0" 9' 0"<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Hanshin Nainenki Kogyo |
| 671638<br>6KWW<br><br>Rdr | **KOOK YANG No. 107**<br><br>**Shin Hung Refrigeration Ltd.**<br>Pusan S. Korean | 120<br>41<br>— | | | 1967 Fukuoka Zosen—Fukuoka<br>110' 1" 20' 2" 7' 10½"<br>93' 10" 20' 0" 9' 0"<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Hanshin Nainenki Kogyo |
| 671639<br>6KWX<br><br>Rdr | **KOOK YANG No. 108**<br><br>**Shin Hung Refrigeration Ltd.**<br>Pusan S. Korean | 120<br>41<br>— | | | 1967 Fukuoka Zosen—Fukuoka<br>110' 1" 20' 2" 7' 10½"<br>93' 10" 20' 0" 9' 0"<br>1 dk | M Fishing | Oil 4SA 6 Cy. 270×400 mm<br>450bhp<br>Hanshin Nainenki Kogyo |
| 671640<br>6KWY<br><br>Rdr | **KOOK YANG No. 110**<br><br>**Shin Hung Refrigeration Ltd.**<br>Pusan S. Korean | 120<br>41<br>— | | | 1967 Fukuoka Zosen—Fukuoka<br>110' 1" 20' 2" 7' 10½"<br>93' 10" 20' 0" 9' 0"<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Hanshin Nainenki Kogyo |
| 671641<br>6KWZ<br><br>Rdr | **KOOK YANG No. 111**<br><br>**Shin Hung Refrigeration Ltd.**<br>Pusan S. Korean | 120<br>41<br>— | | | 1967 Fukuoka Zosen—Fukuoka<br>110' 1" 20' 2" 7' 10½"<br>93' 10" 20' 0" 9' 0"<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Hanshin Nainenki Kogyo |
| 671642<br><br><br>Rdr | **KOOK YANG No. 112**<br><br>**Shin Hung Refrigeration Ltd.**<br>Pusan S. Korean | 120<br>41<br>— | | | 1967 Fukuoka Zosen—Fukuoka<br>110' 1" 20' 2" 7' 10½"<br>93' 10" 20' 0" 9' 0"<br>1 dk | M Fishing | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Hanshin Nainenki Kogyo |
| 519326<br>SLEN<br>9934<br>Df Esd<br>Gc Rdr<br>RTv | **KOOKABURRA**<br><br>**Rederi A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish<br>Now **PLUTON** See New Entries No. 8 | 10841<br>5531<br>15380 | ✠100A1<br>ore carrier<br>Str. nav. ice<br>✠LMC<br>MN1000 | SS 4/67<br><br><br><br>EL e†2¼"SQ | 1959-6 A/B Götaverken—Got<br>490' 0" 64' 2" 30' 9"<br>461' 3" 64' 0" 42' 5"<br>P97' F44' 1 dk<br>8BH<br>rf 1½" WB6884t incl. Comb. btm & side tanks in holds 5484t DTf698t | M Ore Carrier (2P) Mchy.aft<br>5 Ho 29½', 49½', 79½', 79½', 79½'<br>G.608899 B.589946<br>8 Ha (stl) (each 30'×27½')<br>Der 1(5) | Oil 2SA 7Cy.<br>5000bhp<br>A/B Götaverken<br>AuxB 85lb<br>3×172kW 450V 60c/s a.c. |
| 519327<br>VLBY<br>196891<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KOOLAMA**<br><br>**Government of Western**<br>**Australia State Shipping**<br>**Service**<br>Fremantle British | 4171<br>2333<br>2365 | ✠100A1<br>tunnel side tanks—oil FP above 150° F.<br>✠LMC<br>✠Lloyd's RMC<br>MN524 | SS 3/66<br><br><br><br><br>EL (v) 1 11/16"SQ | 1958-5 Wm. Denny & Bros. Ltd.—Dmb<br>326' 3" 49' 5" 17' 5¾"<br>294' 2" 49' 0" 30' 0"<br>F29' 2 dks, 3rd dk in No. 3 hold<br>RW Coll BH to U dk 8 to 2nd dk len 66<br>rf 3" WB484t incl. Tunnel tanks 316t | M (58P) Ref<br>5 Ho 32', 44', —', 33½', 33½'<br>G.147770 B.131420 In.14160<br>5 Ha (stl) (14'×12') (22'×16') (12'×10') (14', 14'×12')<br>10W Der 1(20) 2(10) 6(5) 2(2) | 2 Oil 2SA each 7Cy.<br>electro-magnetic<br>gearing to sc. shaft<br>2620bhp<br>British Polar Engines Ltd.<br>4×150kW 225V d.c. |

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|---|---|---|---|---|---|---|---|
| **OLIGA**<br>**ociated Steamships**<br>**Pty Ltd.**<br>lbourne<br>British | **2879**<br>1403<br>3550 | **✠100A1**<br>**✠LMC**<br>MN380 | CS 12/66<br>EL t 1⅜"SQ | **1958–3** Grangemouth Dkyd Co. Ltd.—Gmh<br>312' 6" 45' 5" 18' 10"<br>290' 0" 45' 0" 20' 10"<br>Q175' F24' 1 dk<br>RW NS 7BH<br>rf 6" WB699t | M<br>4 Ho 46¼', 60¾', 60¾', 40½'<br>4 Ha (stl) (27'×17') (38', 38', 27'×20')<br>12W Der 1(7) 7(5) 4(3) | Oil 2SA 6Cy. 500×700 mm<br>1900bhp<br>British Polar Engines Ltd.<br>3×100kW 220V d.c. | 160t (d.o)<br>Gls<br>11½k |
| **ONDOOLOO**<br>**vernment of New South**<br>**Wales (Dept. of Main**<br>**Roads)**<br>ney, N.S.W<br>British | **526**<br>237<br>— | ✠Classed LR until 1/26 | | **1924–4** Hawthorns & Co. Ltd.—Lth<br>*191·7'* 35' 8" 11' 6"<br>35' 6"<br>R<br>BK7½" | S Ferry (283P) | T 3Cy. 16½" 26' & 43"×24"<br>1150ihp<br>Hawthorns & Co. Ltd. | 30t (c)<br>Lth<br>11k |
| **ONYA**<br>**ion S.S. Co. of**<br>**New Zealand Ltd.**<br>bart<br>British | **1946**<br>804<br>1896 | **✠100A1**<br>**✠LMC**<br>MN256 | SS 6/66<br>EL q 1$\frac{7}{16}$"SQ | **1957–10** Henry Robb Ltd.—Lth<br>252' 3" 45' 6" 14' 7¾"<br>235' 0" 45' 0½" 16' 0"<br>P&B115' F28' 1 dk<br>NS in lower part of holds 5BH<br>rf 5" WB673t incl. DTm 176t | M Ref<br>3 Ho 42', 68', 40'<br>G.97780 B.93080 In.1300<br>3 Ha (stl) (24', 40', 26'×28')<br>8W Der 8(5) | Oil 2SA 8Cy. 340×570 mm<br>1280bhp<br>British Polar Engines Ltd.<br>3×114kW 220V d.c. | 93½t (d.o)<br>Gls<br>11k |
| **OPERATOR**<br>**S.S.R.**<br>adivostok<br>Russian | **351**<br>87<br>301 | | | **1956** ....................Finland | M<br>1 Ho<br>G.7100<br>1 Ha<br>1W Der 1(1½) | Oil 4SA 8Cy. 240×360 mm<br>Schwermasch. Karl Liebknecht | Mgd<br>9k |
| **ORINGA**<br>**ociated Steamships**<br>**Pty Ltd.**<br>lbourne<br>British | **5825**<br>2965<br>6753 | **✠100A1**<br>**✠LMC**<br>MN1500 | EL z 1$\frac{15}{16}$"SQ | **1964–5** N.S.W. Govt E. & S.B.—N.S.W<br>413' 11" 62' 9" 25' 0"<br>383' 0" 55' 0" 31' 3"<br>P96' F41' 1 dk<br>NS 6BH<br>rf 6" WB1398t incl. DTf450t | M Mchy.aft<br>2 Ho 105½', 105¾'<br>G.349053 B.330138<br>2 Ha (stl) (each 102'×47¼')<br>Cr 2(17) | Oil 2SA 5Cy. 760×1550 mm<br>7500bhp Sulzer<br>G. Clark (Sld) Ltd.<br>AuxB 49lb<br>3×350kW 220V d.c. | 735t (hvf)<br>Sld<br>16k |
| **OROONGABA**<br>**vernment of New South**<br>**Wales (Dept. of Main**<br>**Roads)**<br>wcastle, N.S.W<br>British | **313**<br>141<br>— | | | **1921** N.S.W. Govt Shpyd—Walsh Island<br>145' 6" 38' 6" 8' 6"<br>38' 4"<br>1 dk<br>R | S Ferry (190P) | T 3Cy.<br>750ihp<br>Walsh Island Dkyd<br>Propellers 1 fwd 1 aft | 30t<br>Walsh Island |
| **OT 21**<br>eu Brummell–66<br>utilus–65<br>**ait National Fishing Co.**<br>it<br>Kuwait | **177**<br>74<br>— | **WRECKED 9/67** | GL | **1964** Rosslauer Schiffs.—Rosslau<br>110' 0" 22' 0"<br>21' 10" 110' 0"<br>F14' 1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht | Mgd |
| **T 22**<br>rennette–66<br>**ait National Fishing Co.**<br>it<br>Kuwait | **177**<br>74<br>— | | GL | **1964** Rosslauer Schiffs.—Rosslau<br>110' 0" 22' 0"<br>21' 10" 10' 10"<br>F14' 1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht | Mgd |
| **T 23**<br>nadette–66<br>**ait National Fishing Co.**<br>it<br>Kuwait | **177**<br>74<br>— | | GL | **1964** Rosslauer Schiffs.—Rosslau<br>110' 0" 22' 0"<br>21' 10" 10' 10"<br>F14' 1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht | Mgd |
| **OTARA**<br>**ion S.S. Co. of New**<br>**ealand Ltd.**<br>bart<br>British | **2414**<br>1137<br>~~2830~~<br>2836 | **✠100A1**<br>sulphuric acid in separate tanks in holds<br>**✠LMC** | SS 2/65 | **1952–10** N.S.W. Govt E. & S.B.—N.S.W<br>305' 6" 43' 6" 17' 6¼"<br>290' 6" 43' 0" 19' 6"<br>P&B158' F27' 1 dk<br>RW NS 5BH conv dry cargo 68<br>rf 4½" WB893t incl. DTf289t | TM Chemical Carrier<br>3 Ho 44', 86', 78'<br>G.156280 B.147460<br>3 Ha (stl) (26' 51½', 47½'×18')<br>10W Der 1(25) 10(5) | 2 Oil 2SA each 5Cy. 340×570 mm<br>1450bhp<br>British Polar Engines Ltd.<br>3×120kW 220V d.c. | 129t (d.o)<br>Gls<br>10¼k |
| **OYONG**<br>**ociated Steamships**<br>**Pty Ltd.**<br>lbourne<br>British | **2880**<br>1401<br>3590 | **✠100A1**<br>**✠LMC**<br>MN380 | CS 3/67<br>EL t 1⅜"SQ | **1958–10** Grangemouth Dkyd Co. Ltd.—Gmh<br>312' 6" 45' 5" 18' 10"<br>290' 0" 45' 0" 20' 10"<br>Q175' F24' 1 dk<br>RW NS 7BH<br>rf 6" WB699t | M<br>4 Ho 46¼' 60¾', 60¾', 40½'<br>G.172920 B.162420<br>4 Ha (stl) (24¼'×17') (42¾', 40½', 29¼'×20')<br>12W Der 4(7) 2(5) | Oil 2SA 6Cy. 500×700 mm<br>1900bhp<br>British Polar Engines Ltd.<br>3×100kW 220V d.c. | 615t (d.o)<br>Gls<br>12k |
| **PALNIA BOBREK**<br>–59 exOakland–56<br>id F. Barry–47<br>**h Government**<br>**Steamship Co.**<br>Polish | **7221**<br>4429<br>10457 | Classed LR until 6/62 | PR | **1943** Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 3¾" | S<br>5 Ho 60¾', 72¼', 49¼', 44¼', 69'<br>G.563264 B.500229<br>5 Ha (35½', 35½', 19¾', 35½', 35½'×19¾')<br>10W Der 10(2) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 115V d.c. | 1032t (o.f)<br>Pld<br>11k |

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| 519338<br>SPQW<br><br>Df Esd<br>Rdr<br>RTm | **KOPALNIA CZELADZ**<br>exLedbury-61 exAlpha Vaal-48<br>exSamdak-47<br>Launched as John Russell Pope<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 7252<br>4263<br>10940 | ⊥ PR<br><br>Classed LR until 3/62 | 1943 Bethlehem-Fairfield—Bal<br>441' 8" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd | S<br>5 Ho 60½', 74½', 50', 39½', 70'<br>G.562827 B.499816<br>5 Ha (33½', 34½', 20', 34½', 34½'×20')<br>10W Der 1(50) 1(15) 10(2) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>4×20, 20, 20, 15kW 110V d.c. |
| 519340<br>SPQH<br>449<br>Df Esd<br>Rdr<br>RTm | **KOPALNIA MIECHOWICE**<br>exElstree Grange-60<br>exSamettrick-47<br>**Polish Govermnent**<br>Polish Steamship Co.<br>Szczecin Polish | 7223<br>4449<br>10940 | PR<br><br>Classed LR until 11/62 | 1944 Bethlehem-Fairfield—Bal<br>441' 9" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 3½" | S<br>5 Ho 60½', 74½', 50', 39½', 70'<br>G.562827 B.499816<br>5 Ha (33½', 35', 20', 30', 35'×20')<br>10W Der 1(30) 1(15) 8(3) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>4×20, 20, 20, 15kW 110V |
| 519341<br>SPQC<br><br>Df Esd<br>Gc<br>RTm | **KOPALNIA MYSLOWICE**<br>exIsa Parodi-60<br>exPunta Plaia-50 exPioneer-49<br>exGideon Welles-47<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 7237<br>4260<br>10874 | PR<br><br>Classed LR until 9/56 | 1942 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 26' 9"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 3½" | S<br>5 Ho 60½', 74½', 50', 39½', 70'<br>G.562608 B.499573<br>5 Ha (33', 35', 20', 35', 35'×20')<br>12W Der 1(50) 1(30) 10(3) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 519344<br>SPRK<br>493<br>Df Esd<br>Rdr<br>RTm/h | **KOPALNIA WUJEK**<br>exApollo-61 exOtello-56<br>exSaint-André-53<br>exPierre Forniou-50<br>exEmpire Unicorn-45<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 7033<br>4787<br>10020 | PR<br><br>✠Classed LR until 11/62 | 1943-12 W. Gray & Co. Ltd.—Hpl<br>446' 5" 56' 2" 21' 4½"<br>425' 8" 56' 0" 37' 8"<br>F40' 2 dks | S (2P)<br>5 Ho 63', 61½', 56', 62', 64½'<br>G.506036 B.470689<br>5 Ha (31½', 31', 31', 31', 31'×20')<br>10W Der 1(50) 1(40) 10(3) | T 3Cy. 24½" 39" & 70"×48"<br>2500ihp<br>Harland & Wolff Ltd.<br>2×15kW 115V d.c. |
| 519345<br>SPOL<br><br>Df Esd<br>Rdr<br>RTm | **KOPALNIA ZABRZE**<br>exSneland I-59<br>exRaymond V. Ingersoll-47<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 7235<br>4410<br>10761 | PR | 1944 J. A. Jones Const. Co. Panama City<br>441' 0" 57' 0" 27' 9"<br>417' 9" 56' 10" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 74½', 50', 39½', 70'<br>G.562000 B.499000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 682101<br>YTMT<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOPER**<br><br>**Splosna Plovba**<br>Koper Yugoslav | ~~9369~~ 9353<br>~~5616~~ 5448<br>~~14065~~ 14065 | BV JR | 1967 J. Boel & Fils—Tamise<br>490' 2" 62' 5" 35' 1"<br>459' 4" 62' 4" 38' 3"<br>1 dk | M Bulk Carrier Mchy.aft<br>G.621700 B.605400<br>6 Ha (each 50½'×26½')<br>6W Der 5(5) 2(1) | 2 Oil 2SA each 5Cy<br>geared to sc. shaft<br>7000bhp B&W<br>S.A. Cockerill-Ougrée |
| 519347<br>SPBM<br><br>Df Esd<br>Gc Rdr | **KOPERNIK**<br>exLodz-53<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 2665<br>1336<br>4060 | PR | Lch.1950 Cmpl.1953 Stocznia Gdanska—Gdk<br>374' 0" 48' 6" 20' 4"<br>48' 4" 30' 2"<br>2 dks<br>RW | M Ref<br>5 Ho<br>G.258957 B.243524 In.32984<br>5 Ha (24½', 32½', 23', 25½', 25½'×19½')<br>10W Der 1(18) 11(3) | Oil 2SA 9Cy. 600×1<br>3300bhp<br>Sulzer Bros. Ltd.<br>4×130, 130, 130, 20kW |
| 519348<br>PFLF<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOPIONELLA**<br><br>~~Shell Tankers N.V.~~<br>~~The Hague Netherland~~<br>**Maats. tot Financiering van Bedrijfspanden N.V.**<br>Shell Tankers N.V.<br>The Hague Netherland | 12146<br>6927<br>18181 | ✠100A1 ~~SS 12/63~~<br>oil tanker TD 2/68<br>✠LMC<br>MN1650 EL h†2¹⁄₁₆"SQ | 1955-10 N.V. Wilton-Fijenoord—Sch<br>555' 9" 69' 5" 29' 9½"<br>530' 0" 69' 3" 39' 0"<br>P115' B49' F50' 1 dk<br>16BH<br>rf 3½" WB306t | S Tanker Mchy.aft<br>33 Ta<br>L.891268 HeCls. B | 2 S Turb dr geared to<br>8250shp<br>N.V. Wilton-Fijenoord<br>2WTB 575℔ Spt 825℔<br>sg 125℔ |
| 680099<br><br><br>Df Esd<br>Gc Rdr<br>RT | **KOPORYE**<br><br>**U.S.S.R.**<br>Leningrad Russian | 2850<br>—<br>3500 | | 1967 Valmet O/Y Pansion Tehdas—Åbo<br>335' 7" 19' 8"<br>45' 11" 22' 6"<br>1 dk | M | Oil 2SA 5Cy. 550×11<br>2900bhp B&W<br>Valmet O/Y Rautpohja |
| 519349<br>PJHT<br><br>RTm | **KORAAL**<br><br>**N.V. Curaçaosche Scheepv. Maats.**<br>Willemstad Netherland | 298<br>—<br>— | ✠100A1 SS 9/67<br>✠LMC<br>MN250 EL (b) | 1960-5 Schpsw. P. de Vries Lentsch—Alp<br>112' 2" 29' 2" 12' 3½"<br>96' 9" 28' 0" 14' 2"<br>3BH<br>rf 35" BK4" WB41t | M Tug<br>1 Ho 11½'<br>1 Ha (5'×6½')<br>Der 1(1) | Oil 4SA 8Cy. 330×<br>tion reverse gear<br>1250bhp<br>N.V. Werkspoor<br>2×30kW 110V d.c. |
| 519350<br>PFLG<br><br>Df Pfd<br>RT | **KORAALBANK**<br>exClaesje-62<br>**Meerburg's Noordzeevisserij & Haringexport C.V.**<br>Katwijk a/Zee Netherland | 324<br>131<br>— | | 1933 N.V. Schps. J. Smit, Czn—Alb<br>146' 2" 23' 10" 14' 6"<br>23' 8"<br>F16'<br>R | M Trawler<br>Jen 58 | 2 Oil 2SA each 3Cy<br>geared to sc. shaft<br>NE54<br>N.V. Mchfb. Bolnes |
| 680489 | **KORABLESTEROITYEL KLOPOTOV**<br>**U.S.S.R.**<br>Vladivostok Russian | 13000<br>—<br>— | | 1967 Admiralteiski Shpyd—Len<br>531' 6" 65' 7"<br>... ... ... | M Fish Factory | 2 Oil 2SA each 8Cy<br>4000bhp<br>Russki-Diesel Wks |

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| **RAI MARU**<br>an Line Ltd.<br>Japanese | 7346<br>4125<br>10002 | | NK | 1953 Ishikawajima Jukogyo—Tok<br>476′ 6″ 60′ 1″ 26′ 10½″<br>442′ 3″ 59′ 11½″ 33′ 4″<br>P22′ B192′ F32′ 2 dks<br>RW | M Ref<br>6 Ho<br>G.495819 B.450052 In.11901<br>6 Ha (28¾′×21½′) (39½′, 34′×23½′)<br>(26½′×25⅓′) (36¾′×23½′) (27′×21¼′)<br>16W Der 6(10) 12(5) | Oil 2SA 8Cy. 650×1250 mm<br>7600bhp NE60 2074t<br>Ishikawajima Jukogyo Tok<br>2×220kW 225V a.c. 15¼k |
| **ORAI MARU**<br>Fukusho Maru No. 3-61<br>maji Sangyo K.K.<br>Japanese | 197<br>75<br>319 | | | 1957 Uchida Zosen—Ise<br>*97·5′* 20′ 8″<br>97′ 11″ 20′ 1″ 10′ 6″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×420 mm<br>250bhp 8t<br>Niigata Eng. Co. Ltd. Niigata<br>8½k |
| **ORAKI**<br>ion S.S. Co. of<br>New Zealand Ltd.<br>ellington<br>New Zealand | 3790<br>1928<br>5238 | ✠100A1<br>✠LMC<br>MN482 | CS 12/65<br>EL v 1¾″SQ | 1957-9 A. Stephen & Sons Ltd.—Gls<br>345′ 2″ 51′ 4″ 22′ 4¾″<br>325′ 0″ 51′ 0″ 26′ 0″<br>P&B109′ F40′ 1 dk<br>NS 5BH<br>rf 3″ WB695t | M<br>3 Ho 73¾′, 71½′, 82¼′<br>G.265970 B.249870<br>3 Ha (stl) (42½′, 43¾′, 44½′×20′)<br>12W Der 12(5) | Oil 2SA 6Cy. 600×1040 mm<br>2410bhp Sulzer 344t (d.o)<br>A. Stephen & Sons Ltd. Gls<br>3×135kW 220V d.c. 12k |
| **ORAL**<br>il-59<br>lish Government<br>lish Ship Salvage Co.<br>Polish | 1225<br>382<br>— | ✠Classed LR until 5/62 | PR | 1959-6 C. Hill & Sons Ltd.—Brs<br>215′ 4″ 40′ 1″ 17′ 3″<br>197′ 2″ 39′ 0″ 19′ 0″<br>B&F128′ 1 dk, 2nd dk except in mchy. space<br>RW<br>rf 18″ BK6″ | M Salvage Tug | 2 Oil 4SA each 7Cy. 17″×21½″ with hydraulic couplings, dr & reverse gearing to sc. shaft<br>3150bhp<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>3×150kW 230V d.c. 15k |
| **ORALEN**<br>Southern Angler-65<br>R Brödrene Davik<br>in Davik<br>sund<br>Norwegian | 424 ~~492~~<br>197 ~~234~~<br>— | ✱Classed BC until 8/64 | NV | 1950-9 Smith's Dock Co. Ltd.—Mdb<br>158′ 10″ 27′ 7″ 14′ 0½″<br>144′ 5″ 27′ 6″ 15′ 6″<br>1 dk<br>RW<br>BK7½″ | M Fishing Mchy.aft<br>1 Ho<br>3 Ha (4¼′×3¾′) (5¼×4¾′) (13¾′×9¾′)<br>1W Der 1(5) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp NE65<br>Klöckner-Humboldt-Deutz Kln<br>3×75, 75, 40kW 220V 50c/s a.c |
| **RALHAV**<br>R Brödr. Davik<br>in Davik<br>sund<br>Norwegian | T.Mk 499 498<br>207<br>— | | NV | 1967 Hatlø Verksted A/S—Ulsteinvik<br>162′10″ 30′3″<br>140′ 0″ 30′ 2″ 16′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz Kln |
| **RALL**<br>.S.R.<br>Russian | 3170<br>1225<br>1460 | | | 1964 ....................Russia<br>277′ 10″ 46′ 0″ 18′ 9″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>7 Ha<br>4W Der 2(7½) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| **RALLE**<br>ros-59<br>Steamship Co. Ltd.<br>Canadian | 836<br>381<br>1187 | ✠Classed LR until 3/59 | GL | 1937-10 Öresundsvarvet A/B—Lkr<br>231′ 7″ 35′ 7″ 15′ 2″<br>218′ 0″ 35′ 6″ 22′ 6″<br>B42′ 1 dk & S dk<br>R | M (4P) OSD<br>2 Ho 74½′, 63¾′<br>G.93000 B.83000<br>1 Ha (stl) (46′×13′)<br>2 Ha (w) (17¾′, 15¾′×12¾′)<br>Der 1(10) 8(3-5) | 2 Oil 2SA each 4Cy. 340×570 mm with electro-magnetic slip couplings & sr gearing to sc. shaft<br>1400bhp 133t (d.o)<br>Atlas-Diesel Skm<br>2×80kW 220V d.c. 12k |
| **RALLE**<br>enreederei Iggena-<br>Petersen-Blase<br>lte & Bruns<br>W. German | 211<br>130<br>570 | | GL | 1967 Deutsche Ind.-Werke A.G.—Bln<br>162′ 2″ 29′ 9″ 9′ 3¾″<br>148′ 7″ 29′ 6″ 16′ 9″<br>P32′ 1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>435bhp<br>Klöckner-Humboldt-Deutz Kln |
| **RANA**<br>Gorthon-64<br>goslavenska Linijska<br>Plovidba<br>Yugoslav | 3457<br>1811<br>5940 | ✠100A1<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>MN950 | SS 5/65<br>EL y<br>JR | 1945-11 Kockums M/V A/B—Mmo<br>398′ 2″ 53′ 1″ 22′ 8¾″<br>370′ 0″ 53′ 0″ 34′ 0″<br>F85′ 1 dk & S dk, 3rd dk in No. 3 hold<br>Coll BH to S dk 5 to 2nd dk<br>WB1269t incl. Tunnel tanks 238t | M Ref OSD<br>G.360480 B.330790 In.37580<br>11W Der 1(25) 1(15) | Oil 2DA 7Cy. 600×1100 mm<br>4750bhp MAN 1032t<br>Kockums M/V A/B Mmo<br>db 100℔ 15k |
| **RANGI**<br>stan River Steamers<br>Ltd.<br>ittagong<br>Pakistan | 854<br>359<br>862 | ✠100A1<br>oil tanker<br>East Pakistan coasting service<br>✠LMC<br>MN214 | SS 6/67<br>EL I $1\frac{5}{16}$″SQ | 1963-8 Karachi S. & E. Wks Ltd.—Krh<br>208′ 10″ 37′ 5″ 10′ 4″<br>190′ 0″ 36′ 0″ 11′ 3″<br>P48′ F18′ Trunk 113′ 1 dk<br>7BH<br>rf 4″ WB100t incl. DTf80t | TM Tanker Mchy.aft | 2 Oil 2SA each 4Cy. 10½″×13½″ with flexible couplings & sr reverse gears<br>1070bhp<br>Crossley Bros. Ltd. Mch |
| **RANUI**<br>on S.S. Co. of<br>New Zealand Ltd.<br>ckland<br>New Zealand | 3722<br>1903<br>5137 | ✠100A1<br>✠LMC<br>MN482 | SS 7/65<br>EL v 1¾″SQ | 1956-11 A. Stephen & Sons Ltd.—Gls<br>345′ 4″ 50′ 4″ 22′ 4½″<br>325′ 0″ 50′ 0″ 26′ 0″<br>P&Ba170′ F40′ 1 dk<br>NS in lower part of holds 5BH<br>rf 3″ WB685t | M<br>3 Ho 73¾′. 71½′, 82¼′<br>G.260340 B.243780<br>3 Ha (stl) (42½′, 43¾′, 45½′×20′)<br>12W Der 1(25) 12(5) | Oil 2SA 6Cy. 600×1040 mm<br>2410bhp Sulzer 338t (d.o)<br>A. Stephen & Sons Ltd. Gls<br>3×135kW 220V d.c. 12k |
| **RARA**<br>Corina-54 exErdstaal-51<br>nes-48<br>Burke Ltd.<br>bane<br>British | 388<br>156<br>451 | ✠100A1<br>✠LMC | SS 5/66<br>EL f | 1947-3 C.R.D. Adriatico—Mfl<br>158′ 7″ 27′ 1″ 9′ 5¾″<br>144′ 4″ 26′ 11″ 10′ 8″<br>P50′ F25′ 1 dk<br>RW 4BH<br>WB111t incl. DTf26t | M Mchy.aft<br>2 Ho 38½′, 43¼′<br>G.20130 B.19035<br>2 Ha (each 21¾′×13′)<br>2W Der 1(5) 1(3) | Oil 4SA 8Cy. 220×290 mm sr geared<br>360bhp ✠NE51 34t (d.o)<br>Blackstone & Co. Ltd. Stamford<br>2×40, 15kW 220V d.c. 9k |

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| 519364<br>PFLH<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KORATIA**<br><br>**Shell Tankers N.V.**<br>The Hague Netherland | 12154<br>6938<br>18050 | ✠100A1 TD4–12/66<br>oil tanker<br>✠LMC<br><br>MN1660 EL h†2$\frac{1}{16}$"SQ | 1954–6 N.V. Wilton-Fijenoord—Sch<br>555' 8" 69' 5" 29' 9"<br>530' 0" 69' 3" 39' 0"<br>P115' B59' F45' 1 dk<br>RW 16BH<br>WB306t | T-E Tanker Mchy.aft<br>33 Ta<br>L.890589 HeCls. BC | 2 S Turb connected<br>sc. shaft<br>8704shp<br>N.V. Werkspoor<br>2WTB 495lb Spt 485lb |
| 519365<br>DHKB<br><br>Df Esd<br>Rdr | **KORBACH**<br><br>**Partenreederei m.s.**<br>**"Korbach"**<br>Hans Krüger G.m.b.H.<br>Hamburg W. German | 1861<br>1151<br>— | <br><br>GL | 1955 Jos. L. Meyer—Papenburg<br>268·3' 38' 7" 18' 8¼"<br>38' 5" 23' 0"<br>Q145' 2 dks<br>RW len 65 | M Mchy.aft<br><br>G.118000 B.109200<br><br>8W Der 8(3) | Oil 4SA 8Cy. 420×660 mm<br>1650bhp<br>Klöckner-Humboldt-D |
| 670927 | **KORCULA**<br><br>**Atlantska Plovidba**<br>Dubrovnik Yugoslav<br>For later particulars see New Entries No. 4 | 2300<br>1897 1300<br>3100 | 100A1<br>Class contemplated<br>✠Lloyd's RMC | Brodogradiliste J. L. Mosor—<br>Trogir<br>335' 1" 48' 7" 18' 6½"<br>298' 7" 48' 6" 28' 4" | M Ref Mchy.aft<br><br>In.5435 | Oil 2SA 6Cy. 420×900 mm<br>B&W<br>Hitachi Zosen |
| 640587<br>YTSB | **KORČULANKA**<br>exGreben<br>**Obalna Plovidba "Vela Luka"**<br>Vela Luka Yugoslav | 169<br>105<br>— | | ........................<br>127' 4" 16' 6" 6' 3"<br>16' 4" | M | Oil 4SA 4Cy.<br>155bhp<br>Atlas Imperial D.E. Co.<br>1×45kW 24V d.c. |
| 651618<br>STKF<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **KORDOFAN**<br><br>**Sudan Shipping Line Ltd.**<br>Port Sudan Sudanese | 3769<br>2033<br>4980<br>5311<br>3083 | ✠100A1<br>DTm—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1090 EL y 1⅞"SQ | 1966–1 Brodogradiliste "Uljanik"—Pla<br>395' 2" 53' 11" 22' 2⅜"/—<br>360' 11" 53' 9½" 33' 5"<br>RFD41' 1 dk & S dk, 3rd dk in No. 3 hold<br>Coll BH to S dk 6 to 2nd dk<br><br>rf 4" DK in No. 3 hold & DTm WB1804t incl. DTm628t | M (12P) Ref OSD/CSD<br>4 Ho 54½', 77½', 48', 54½'<br>In.24438<br>4 Ha (stl) (27½', 48½', 41½'×21')<br>(27½'×18½')<br>Der 1(40) 2(10) 10(5) | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>Brodogradiliste "Uljanik"<br>AuxB 100lb<br>3×200kW 450V 60c/s a.c. |
| 519367<br>YTIX<br><br>Df Esd<br>Gc Pfd<br>Rdr | **KORDUN**<br>exDeerpool–61<br>**Jugoslavenska Oceanska Plovidba**<br>Kotor Yugoslav | *4915*<br>*2325*<br>7876 | ✠100A1 ~~SS 6/64~~<br>with freeboard SS 11/68<br>DTm—oil FP above —150° F. or vegetable oil<br>✠LMC<br>MN660 EL a†2"SQ<br>JR | 1950–8 Sir J. Laing & Sons Ltd.—Sld<br>445' 2" 56' 7" 23' 7"<br>418' 3" 56' 6" 36' 0"<br>F81' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2406t incl. Tunnel tanks 322t DTm568t | M OSD<br><br>G.516076 B.469377<br><br>10W Der 4(10) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford<br>Hawthorn, Leslie & Co.<br>AuxB 105lb |
| 519369<br>HLOV<br><br>Df Esd<br>Gc Rdr | **KOREA**<br>exKazuura Maru<br>**Far Eastern Marine Transport Co. Ltd.**<br>Inchon S. Korean | 6820<br>4855<br>10766 | BS✳ Dr 11/65<br><br>MBS✳<br><br>C38 S34 | 1938–12 Mitsubishi Jukogyo—Nag<br>457' 0" 58' 8" 26' 5½"<br>435' 0" 58' 6" 32' 10"<br>P30' B157' F41' 2 dks<br>R 6BH<br>rf 5" WB3044t incl. DT1145t | M (3P)<br>5 Ho 61½', 119½', 35½', 58½', 56½'<br><br>6 Ha (31½', 38½', 30½', 16½', 38½', 30½'×21')<br>Der 2(10) 10(5) | Oil 2SA 6Cy. 720×1250 mm<br>4300bhp<br>Mitsubishi Jukogyo<br>db 120lb<br>3×90kW 225V d.c. |
| 519370<br><br>171415 | **KOREA**<br><br>**North Shore Ferries Ltd.**<br>Auckland New Zealand | 279<br>190<br>— | | 1937 P. Vos—Auk<br>145' 10" 34' 2" 8' 0"<br>... ... ...<br>1 dk | Comp M Ferry | Oil 2SA 8Cy. 320×380 mm<br><br>L. Gardner & Sons Ltd.<br>Propellers 1 fwd 1 aft |
| 641282<br><br><br>Df Rdr<br>RT | **KOREA 71**<br><br>**Korea Fishing Co. Ltd.**<br>Pusan S. Korean | 141<br>55<br>— | | 1964 Tosa Zosen Tekkosho—Kochi<br>103' 2" 19' 2" 7' 6"<br>89' 5" 19' 0" 8' 10"<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 260×400 mm<br><br>Niigata Eng. Co. Ltd. |
| 641283<br><br><br>Df Rdr<br>RT | **KOREA 72**<br><br>**Korea Fishing Co. Ltd.**<br>Pusan S. Korean | 141<br>55<br>— | | 1964 Tosa Zosen Tekkosho—Kochi<br>103' 2" 19' 2" 7' 6"<br>89' 5" 19' 0" 8' 10"<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 260×400 mm<br><br>Niigata Eng. Co. Ltd. |
| 641284<br><br><br>Df Rdr<br>RT | **KOREA 75**<br><br>**Korea Fishing Co. Ltd.**<br>Pusan S. Korean | 141<br>55<br>— | | 1964 Tosa Zosen Tekkosho—Kochi<br>103' 2" 19' 2" 7' 6"<br>89' 5" 19' 0" 8' 10"<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 260×400 mm<br><br>Niigata Eng. Co. Ltd. |
| 641285<br><br><br>Df Rdr<br>RT | **KOREA 76**<br><br>**Korea Fishing Co. Ltd.**<br>Pusan S. Korean | 141<br>55<br>— | | 1964 Tosa Zosen Tekkosho—Kochi<br>103' 2" 19' 2" 7' 6"<br>89' 5" 19' 0" 8' 10"<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 260×400 mm<br><br>Niigata Eng. Co. Ltd. |
| 650163<br><br><br>Df Rdr<br>RT | **KOREA 77**<br><br>**Korea Fishing Co. Ltd.**<br>Pusan S. Korean | 141<br>55<br>— | | 1964 Tosa Zosen Tekkosho—Kochi<br>103' 2" 19' 2" 7' 6"<br>89' 5" 19' 0" 8' 10"<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 260×400 mm<br><br>Niigata Eng. Co. Ltd. |
| 650164<br><br><br>Df Rdr<br>RT | **KOREA 78**<br><br>**Korea Fishing Co. Ltd.**<br>Pusan S. Korean | 141<br>55<br>— | | 1964 Tosa Zosen Tekkosho—Kochi<br>103' 2" 19' 2" 7' 6"<br>89' 5" 19' 0" 8' 10"<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 260×400 mm<br><br>Niigata Eng. Co. Ltd. |

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|---|---|---|---|---|---|
| **KOREA 79**<br>**Korea Fishing Co. Ltd.**<br>Pusan S. Korean | **141**<br>55<br>— | | **1964** Tosa Zosen Tekkosho—Kochi<br>103′ 2″ 19′ 2″ 7′ 6″<br>89′ 5″ 19′ 0″ 8′ 10″<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 260×400 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **KOREA 80**<br>**Korea Fishing Co. Ltd.**<br>Pusan S. Korean | **141**<br>55<br>— | **WRECKED 10/63** | **1964** Tosa Zosen Tekkosho—Kochi<br>103′ 2″ 19′ 2″ 7′ 6″<br>89′ 5″ 19′ 0″ 8′ 10″<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 260×400 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **KOREA 82**<br>**Korea Fishing Co. Ltd.**<br>Pusan S. Korean | **141**<br>55<br>— | | **1964** Tosa Zosen Tekkosho—Kochi<br>103′ 2″ 19′ 2″ 7′ 6″<br>89′ 5″ 19′ 0″ 8′ 10″<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 260×400 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **KOREA BEAR**<br>Korean Bear–63<br>**Pacific Far East Line Inc.**<br>San Francisco United States | T.Mk<br>**9100**<br>5307<br>—<br>**12421**<br>7406<br>14323 | AB | **1955** Bethlehem Pacific Coast Stl Corp.<br>—S.Fo<br>*529·6′* 76′ 2″ —/31′ 7¾″<br>528′ 6″ 76′ 0″ 44′ 6″<br>B72′ F80′ 3 dks<br>RW<br>rf nil | S Ref<br>7 Ho<br>G.717707 B.651372 In.88362<br>7 Ha<br>24W Der 2(60) 10(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>19250shp 3145t (o.f)<br>De Laval S. Turb. Co. Trenton<br>20k |
| **KOREI MARU**<br>**Japan Line Ltd.**<br>~~**oumi Kisen K.K.**~~<br>Osaka Japanese | **4999**<br>2989<br>7500 | NK | **1956** Sanoyasu Dock Co. Ltd.—Osa<br>402′ 7″ 53′ 8″ 24′ 3″<br>377′ 4″ 53′ 6″ 30′ 4″<br>P39′ B79′ F33′ 1 dk | M<br>5 Ho<br>G.359848 B.330902<br>5 Ha (28¾′×18′) (44½′, 28¾′, 34¼′, 28¾′×21′)<br>12W Der 4(10) 8(5) | Oil 2SA 8Cy. 520×900 mm<br>3480bhp 621t<br>Mitsubishi Nippon Hvy Ind. Yka<br>3×120kW 230V d.c. 13k |
| **KOREIZ**<br>U.S.S.R.<br>Sevastopol Russian | **2435**<br>1070<br>890 | | **1963** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.61448<br>3 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>12½k |
| **KORENDYK**<br>N.V. **Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)**<br>tterdam Netherland | T.Mk<br>**5019**<br>2583<br>7368 | ✠100A1 ~~SS 11/64~~<br>tunnel side tanks—veg. oil SS 11/68<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>~~MN1440~~ EL c†2⅛″SQ | **1959–10** Lübecker Flender-Werke—Lbc<br>459′ 10″ 62′ 2″ 25′ 1¼″<br>426′ 6″ 61′ 9″ 37′ 0″<br>F50′ 1 dk & S dk, 3rd dk in way of Nos. 1, 2 & 3 holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 8″ WB1131t incl. Tunnel tanks 632t | M Ref OSD<br>5 Ho 60¾′, 69′, 64′, 64′, 51¾′<br>G.414019 B.365562 In.37329<br>5 Ha (stl) (22½′×18′) (36¾′×22′) (36¾′×19¼′) (36¾′, 24½′×22′)<br>16W Der 1(40) 2(10) 14(5) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp ✠NE9/68<br>N.V. Kon. Maats. "De Schelde" Fls<br>AuxB 100℔<br>3×230kW 220V d.c. 16k |
| **ORENIA**<br>**hell Tankers N.V.**<br>e Hague Netherland | **12152**<br>6935<br>18101 | ✠100A1 TD4–10/67<br>oil tanker<br>✠LMC<br>MN1740 EL h†2$\frac{9}{16}$″SQ | **1955–5** N.V. Wilton-Fijenoord—Sch<br>555′ 9″ 69′ 6″ 29′ 10¼″<br>530′ 0″ 69′ 3″ 39′ 0″<br>P115′ B44′ F52′ 1 dk<br>RW 16BH<br>rf 3½″ WB311t | T-E Tanker Mchy.aft<br>33 Ta<br>L.890589 HeCls. BC | 2 S Turb connected to elec. motors & sc. shaft<br>8704shp 1675t (o.f)–48pd<br>N.V. Werkspoor Ams<br>2WTB 495℔ Spt 485℔ hs12056 14½k |
| **ORI**<br>Mooncrest–56<br>ompania **Auxiliar Maritima Ltda.**<br>nama Panamanian | *5173*<br>*3098*<br>9200 | ✠100A1 TD 6/66<br>with freeboard<br>✠LMC<br>EL a† | **1941–5** Lithgows Ltd.—P.Gl<br>447′ 7″ 56′ 2″ 24′ 9″<br>425′ 0″ 56′ 0″ 36′ 10″<br>F39′ 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB1794t | S OSD<br>5 Ho 65½′, 121¼′ comb., 26′, 65½′, 72¼′<br>G.541481 B.500200<br>6 Ha (31½′, 31½′, 13′, 13′, 31½′, 31½′×20′)<br>11W Der 4(3½) 1(2½) | T 3Cy. 23½″ 35″ & 68″×48″<br>2100ihp 898t (o.f)<br>Rankin & Blackmore Ltd. Grk<br>2 SB 220℔ hs(5830) 8cf<br>3×16kW 110V d.c. 10k |
| **ORIAKI**<br>U.S.S.R.<br>tropavlovsk Russian | **463**<br>153<br>274 | | **1962** ....................Russia<br>164′ 3″ 26′ 3″ 9′ 6″<br>26′ 2″ 11′ 6″<br>1 dk | M Fish Carrier<br>2 Ho<br>In.34573<br>2 Ha (each 11½′×8¼′)<br>2W Der 2(1½) | Oil 2SA 4Cy. 300×500 mm<br>Russia<br>9¼k |
| **ORISSIA KEAS**<br>assilios–64<br>**hn Charalabou Perdikouris**<br>striani Greek | **121**<br>77<br>— | HR | **1964** N. Savas—Piræus<br>96′ 7″ 23′ 11″<br>95′ 2″ 23′ 9″ 4′ 9″<br>1 dk | Wood TM Ferry Mchy.aft | 2 Oil 4SA each 6Cy.<br>240bhp Emade—refitted64<br>Gleniffer Engines Ltd Gls |
| **ORLE LAGOON**<br>**ack Star Line Ltd.**<br>koradi Ghanaian | T.Mk<br>**4837**<br>2662<br>—<br>**7337**<br>4243<br>~~8900~~ | ✠100A1 SS 9/68<br>✠LMC<br>MN1440 EL b†2$\frac{1}{16}$″SQ | **1964–9** Swan, Hunter & Wghm Rchdsn —Nwc<br>454′ 6″ 62′ 8″ ~~26′ 11″/27′ 7¾″~~ — /27′ 7⅝″<br>423′ 11″ 62′ 6″ 35′ 8″<br>P37′ F40′ 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>WB1197t incl. Tunnel tanks 222t | M (12P) ~~OSD/CSD~~<br>5 Ho 54¼′, 73¼′, 63¼′, 66½′, 59′<br>G.489133 B.442417<br>5 Ha (stl) (22½′×14′) (47¾′, 37¼′, 39¾′×23′) (24′×20′)<br>16W Der 1(60) 1(25) 12(10) 4(5) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer 795t (hvf)<br>Wallsend Slpwy & E. Co. Wal<br>AuxB (o.f) 103℔<br>AuxB (ex.g) 114℔ 17½k |
| **RMORAN**<br>**utsche Seereederei**<br>ostock E. German | **983**<br>421<br>1572<br>**1824**<br>917<br>2733 | DSRK | **1963** Schiffswerft Neptun—Ros<br>270′ 4″ 41′ 4″ 13′ 11″/18′ 9″<br>41′ 2″ 21′ 11″<br>1 dk & S dk | M OSD/CSD Mchy.aft | Oil 4SA 6Cy. 470×660 mm<br>1270bhp<br>Masch. Halberstadt |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|
| 519377<br>DEOQ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **KORMORAN**<br><br>**Reederei Söhle K.G.**<br>Hanseatische Hochseefischerei<br>A.G.<br>Bremerhaven W. German | 825<br>372<br>— | GL | 1959 Schiffb. Unterweser—Bhn<br>219' 4" 31' 0" 14' 4"<br>30' 10" 14' 10"<br><br>RW | M Trawler<br><br><br>4 Ha (stl) (4¾', 8½', 8½', 4¾'×4¾') | Oil 4SA 6Cy. 420×600<br>also Oil 310bhp driving<br>nected to elec. motor for<br>propulsion<br>Klöckner-Humboldt-Deutz<br>2×370, 140kW 305, 220V |
| 524092<br><br><br>Df Esd<br>Rdr<br>RTv | **KORNAT**<br>exFidas–67 exSunny Boy–65<br>exMonterey–64 exNorfarer–57<br>**Slobodna Plovidba**<br>Yugoslav | 1878<br>1089<br>3117 | | 1957 Ottensener Eisenwerk—Ham<br>275' 6" 40' 0" 20' 0"<br>248' 0" 39' 10½" 23' 7"<br>P52' F33' 2 dks | M (2P) CSD Mchy.aft<br>2 Ho 80½', 77½'<br>G.137500 B.125000<br>2 Ha (stl) (60½' comb.,<br>56½' comb.×21½')<br>8W Cr 8(3–5) Der 1(20) 8(3–5) | Oil 4SA 8Cy. 400×600 mm<br>1680bhp<br>Masch. Augsburg-Nürnberg<br>2×85kW 380V 50c/s a.c. |
| 519379<br>OYWZ<br><br>Df<br>RTm | **KORNMOD**<br>exTrean–54 exDanaland–41<br>**Svend Hansen**<br>Egernsund Danish | 148<br>54<br>210 | BV | 1939 T. van Duijvendijk's Schps.—<br>Lekkerkerk<br>114' 4" 22' 10" 7' 9"<br><br>1 dk<br>R len 48 | M Mchy.aft<br><br><br><br>Der 2(2) | Oil 4SA 6Cy. 215×360 mm<br>300bhp NE55<br>Masch. Kiel A.G.<br>1×24V |
| 640064 | **KORO MARU No. 3**<br><br>**Kitakyushu Kisen K.K.**<br>Kitakyushu Japanese | 496<br>256<br>800 | | 1963 Hashihama Zosen—Imabari<br>169' 11" 28' 8" 12' 6"<br>155' 10" 28' 6½" 13' 11"<br>1 dk<br>RW | M Cement Carrier Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 325×460 mm<br>700bhp<br>Nippon Hatsudoki |
| 519380<br>UBOW<br>M-22291 | **KOROLENKO**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 3170<br>1225<br>1315 | | 1959 ......................Russia<br>277' 10" 46' 0" 18' 3"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>6W Der 2(5) 2(3) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp |
| 519381<br>YTKO | **KOROMACNO**<br>exMathilde–55<br>**Obalna Plovidba**<br>**"Vela Luka"**<br>Vela Luka Yugoslav | 221<br>151<br>— | JR | 1935 Lübecker Flender-Werke—Lbc<br>*116·9'* 23' 1"<br>... ... ...<br>1 dk<br>R len 37 | M Mchy.aft | Oil 4SA 4Cy. 270×420 mm<br><br>Deutsche Werke A.G. |
| 641532<br>TKMI<br><br>Df Esd<br>Pfd RT | **KOROS**<br><br>**Auger & Morillon**<br>A. Auger<br>La Rochelle French | 241<br>80<br>389 | BV | 1964 Schpsw. Kramer & Booy—<br>Kootstertille<br>122' 10" 24' 3" 10' 4"<br>104' 11" 23' 11½" 12' 10" | M Trawler<br><br><br>3 Ha (each 3½'×3½') | Oil 4SA 6Cy. 320×450 mm<br><br>Klöckner-Humboldt-Deutz |
| 519383<br>YTGF<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **KOROTAN**<br>exTrbovlje–60<br>**Splosna Plovba**<br>Koper Yugoslav | 6469<br>3398<br>10526<br>9261<br>5564<br>12666 | BV JR | 1959 Brodogradiliste Uljanik—Pla<br>488' 1" 61' 10" 25' 11"/29' 1"<br>447' 3" 61' 8½" 39' 0"<br>P58' F94' 1 dk & S dk<br>RW<br>rf 6" | M (9P) OSD/CSD<br>6 Ho 53¾', 67', 73½', 51½', 71½', 23½'<br>G.716177 B.645402<br>6 Ha (36', 39½, 44½', 50½', 39½',<br>13'×26')<br>16W Der 2(10) 14(5) | Oil 2SA 5Cy. 740×1600<br>6250bhp B&W<br>Brodogradiliste Uljanik<br>3×200kW 440V 60c/s a.c. |
| 519384<br>PFLM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOROVINA**<br><br>**Shell Tankers N.V.**<br>The Hague Netherland | 12121<br>6931<br>18069 | ✠100A1 TD 11/67<br>oil tanker<br>✠LMC<br><br>MN1650 EL ht2-$\frac{1}{16}$ *SQ | 1954–10 N.V. Wilton-Fijenoord—Sch<br>555' 8" 69' 5" 29' 10½"<br>530' 0" 69' 3" 39' 0"<br>P115' B59' F50' 1 dk<br>RW 16BH<br>WB311t | S Tanker Mchy.aft<br>33 Ta<br>L.890589 HeCls. BC | 2 S Turb dr geared to sc.<br>8250shp<br>Wallsend Slpwy Co.<br>2WTB 570lb Spt 525lb<br>sg 125lb |
| 519387<br>UFSB<br>M-1773<br>Df Esd<br>Gc | **KORSAKOV**<br><br>**U.S.S.R.**<br>Kalingrad Russian | 2930<br>1450<br>2257 | | 1944 Deutsche Werft—Ham<br>301' 3" 44' 6" 18' 9"<br>44' 4" 26' 11"<br>2 dks<br>RW | S Fish Carrier<br>3 Ho<br>In.127910<br>3 Ha (18½', 14', 14'×13')<br>6W Der 6(3) | C 4Cy. (2) 16$\frac{1}{16}$" & (2)<br><br>Howaldtswerke A.G. |
| 680605<br>USDB<br>M-<br>495 | **KORSAKOV**<br><br>**U.S.S.R.**<br>Petropavlovsk Russian | 1311<br>565<br>640 | | 1949 "Gheorghiu Dej" Shpyd—Bdp<br>216' 5" 32' 11" 12' 5½"<br>32' 10" 17' 5"<br>1 dk | TM<br>2 Ho<br>G.40930<br>2 Ha (22¾'×6½') (19¾'×13')<br>4W Der 4(2) | 2 Oil 4SA each 8Cy.<br>NE58<br>Lang Eng. Works |
| 64128<br><br>Df | /SIKA<br><br>Selskab A/S<br>Danish | 500<br>276<br>1070 | BV | 1966 Aarhus Flydk. & Msk.—Aar<br>229' 11" 36' 7" 12' 5½"<br>206' 8" 36' 1" 21' 6"<br>P36½' F22' 1 dk & S dk<br><br>rf 3¾" | M OSD Mchy.aft<br>2 Ho 54', 90½'<br>G.98975 B.90660<br>3 Ha (stl) (each 34'×17')<br>4W Der 2(10) 1(5) 3(2-5) | Oil 4SA 8Cy. 320×450 mm<br>1199bhp<br>Masch. Kiel G.m.b.H.<br>3×55kW 220V d.c. |
| 650<br><br>Df Rdr<br>RT | Ko<br>Pusan | | | | | |
| 650164<br><br><br>Df Rdr<br>RT | **KOREA 78**<br><br>**Korea Fishing Co. Ltd.**<br>Pusan S. Korean | 146 | BV | 1929 Gebr. van Diepen—Waterhuizen<br>*107·8'* 19' 8"<br>7' 2"<br>1 dk<br>R | M | Oil 4SA 4Cy. 220×360 mm<br>127bhp NE43<br>Humboldt-Deutzmot. |

KORSIKA

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| **KORSNES**<br>**A/S Kristian Jebsens Rederi**<br>Bergen Norwegian | 2554<br>1469<br>3560 | NV | 1966 Fr. Lürssen—Vgk<br>314′ 4″ 45′ 8″ 18′ 0½″<br>285′ 8″ 45′ 7″ 21′ 4″<br>P62′ F23′ 1 dk<br>rf nil | M Mchy.aft<br>2 Ho each 101½′<br>G.181289 B.175500<br>1 Ha (stl) (74½′×29½′)<br>5W | 2 Oil 4SA each 8Cy. 250×300 mm<br>geared to sc. shaft<br>2080bhp<br>A/S Bergens M/V | <br><br>200t (d.o)<br>Bgn<br>12½k |
| **KORSÖR**<br>**De Danske Statsbaner**<br>Korsör Danish | 2398<br>991<br>880 | BV | 1927 Helsingörs Jernsk & Msk.—Hsg<br>317′ 6″ 56′ 7″ 14′ 9¼″<br>56′ 5″<br>B200′ 2 dks<br>R<br>rf 10″ | TM Ferry (1500P) | 2 Oil ~~4SA each 8Cy. 550×750 mm~~<br>~~4000bhp~~ NE67<br>~~Burmeister & Wain~~<br>3×120kW 220V d.c. | <br>~~60t (d.o)~~<br>~~Cpn~~<br>15k |
| **KORSUN SHEVTSHENKOVSKY**<br>exEmpire Douglas–46<br>exWilhelmshavn–54<br>**U.S.S.R.**<br>Tallinn Russian | 1847<br>809<br>3026 | | 1943 T. van Duijvendijk's Sch.—<br>Lekkerkerk<br>301′ 4″ 44′ 4″ 18′ 5″<br>44′ 2″ 27′ 0″<br>1 dk & S dk | S OSD<br>3 Ho<br>G.176927<br>3 Ha (24½′, 47½′, 47½′×18′)<br>11W Der 1(10) 10(3) | C 4Cy. (2) 16½″ & (2) 35½″×35½″<br>Waggon & Masch. | <br>Gorlitz<br>11k |
| **KORTHI**<br>exRogo–66 exKorthi–60<br>exPilot–57 exNorth Pilot–57<br>exWestchester–53<br>exErnest W. Gibson–51<br>Gotham **Cia. Nav. S.A.**<br>Monrovia Liberian | 7239<br>4459<br>10912 | AB | 1944 New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8¼″<br>417 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562600 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. | <br>2318t (o.f)<br>Hamilton<br>10½k |
| **KORTINA**<br>exLumaskjær–64<br>exKviteggen–57<br>Gurvikdal **Partrederi**<br>Nils Værnes<br>Trondheim Norwegian | 140<br>63<br>— | NV<br>✠Classed LR until 3/27 | 1923–3 Kristiansands M/V A/S—Krs<br>*110·8′* 19′ 2″<br>19′ 0″<br>1 dk<br>R len 30<br>BK9″ | M Fishing<br>1 Ho<br>3 Ha (4¾′×4½′) (8½′×6½′) (3¾′×5¼′)<br>1W Der 1(4) | Oil 2SA 3Cy. 360×380 mm<br>260bhp NE67<br>Hjelset Motfbr. | <br><br>Ålesund<br>10k |
| **KORYO MARU No. 2**<br>Y. Ohishi<br>Nahari Japanese | 294<br>158<br>— | | 1963 Kanazashi Zosensho—Shimizu<br>153′ 8″ 25′ 5″<br>136′ 1″ 25′ 3″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×480 mm<br>Ito Tekkosho | <br>Shimizu |
| **KORYO MARU No. 11**<br>Heishichi Maru No. 15–65<br>Miho Maru No. 15–61<br>Satsuma Maru No. 1–58<br>K. Sato<br>Shiogama Japanese | 286<br>177<br>— | | 1954 Hitachi Zosen—Mukaishima<br>140′ 5″ 23′ 8″ 9′ 10¾″<br>127′ 2″ 23′ 7″ 11′ 11″<br>P48′ F16′ 1 dk | M Fishing Mchy.aft<br>G.10679 B.9624 | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Hanshin Nainenki Kogyo | <br>123t<br>Kob<br>10½k |
| **KORYO MARU No. 11**<br>S. Ogino<br>Takaoka Japanese | 285<br>160<br>— | | 1960 Nishii Dock Co. Ltd.—Nansei<br>*127·5′* 24′ 1″ 10′ 11″<br>... ... ...<br>dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>650bhp<br>Hanshin Nainenki Kogyo | <br>175t<br>Kob |
| **KORYO MARU No. 15**<br>Hokkai **Gyogyo Seisan Kumiai**<br>Takaoka Japanese | 341<br>186<br>— | | 1962 Kanazashi Zosensho—Shimizu<br>160′ 5″ 25′ 8″ 17′ 2″<br>25′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>800bhp<br>Hanshin Nainenki Kogyo | <br>216t<br>Kob<br>10k |
| **KORYO MARU No. 28**<br>S. Ogino<br>Takaoka Japanese | 300<br>158<br>— | | 1966 Kanazashi Zosensho—Shimizu<br>152′ 0″ 25′ 4″ 9′ 10″<br>134′ 4″ 25′ 3″ 11′ 3″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob |
| **KORYO MARU No. 52**<br>Senkon **Gyogyo K.K.**<br>Kushiro Japanese | 296<br>150<br>— | | 1964 Niigata Eng. Co. Ltd.—Niigata<br>145′ 2″ 28′ 10″ 10′ 0″<br>129′ 7″ 24′11½″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy 310×440 mm<br>850bhp<br>Niigata Eng. Co. Ltd. | <br><br>Niigata<br>10½k |
| **KORYU MARU**<br>Yoshu **Kisen K.K.**<br>Namikata Japanese | 980<br>594<br>1673 | | 1965 Kurushima Dock Co. Ltd.—<br>Imabari<br>216′ 6″ 34′ 4″ 16′ 1″<br>200′ 1″ 34′ 1″ 16′ 6″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.76103 B.72431<br>1 Ha (115½′×19′) | Oil 4SA 6Cy. 350×520 mm<br>1200bhp<br>Akasaka Tekkosho<br>2×40kW 225V a.c. | <br>54t<br>Yaizu<br>11k |
| **KORYU MARU**<br>Uwajima **Unyu K.K.**<br>Uwajima Japanese | 409<br>211<br>530 | | 1956 Onomichi Zosen—Onomichi<br>161′ 2″ 25′ 8″ 11′ 2″<br>144′ 4″ 25′ 7″ 12′ 6″<br>1 dk | M Mchy.aft<br>G.25592 B.25603<br>2 Ha (27½′×11¾′) (36¾′×13′) | Oil 4SA 6Cy. 310×460 mm<br>530bhp<br>Nippon Hatsudoki | <br>16t<br>Kob<br>10½k |

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| 519397<br>JLHI<br>88029<br>Gc Rdr | **KORYU MARU No. 3**<br><br>**T. Okuji**<br>Yokkaichi Japanese<br>Now **SHINKO MARU No. 8** See New Entries No. 3 | 456<br>268<br>— | | 1960 Tosa Zosen Tekkosho—Kochi<br>*163·2'* 24' 9" 11' 6"<br>24' 7" 12' 5"<br>1 dk<br>RW len 64 | M Tanker Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>430bhp<br>Matsui Tekkosho |
| 519398<br>7KSC<br>88456<br>Rdr | **KORYU MARU No. 8**<br><br>**Miyamoto Kaiun K.K.**<br>Mikame Japanese | 578<br>321<br>— | | 1961 Uwajima Zosen—Uwajima<br>*179·2'* 25' 6"<br>25' 4"<br>1 dk<br>len 64 | M Tanker Mchy.aft | Oil 4SA 6Cy. 310×420 mm<br>600bhp<br>Usuki Tekkosho |
| 512212<br>6ZRU<br>2537<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KOS**<br>exFrubel Maria-66<br>exKarin Thordén-58<br>**Criomar Inc.**<br>Monrovia Liberian | *3267*<br>*1131*<br>3510 | NV | 1956 Uddevallavarvet A/B—Udv<br>406' 1" 53' 7" 20' 11½"<br>370' 0" 53' 6"<br>F342' 1 dk & S dk, 3rd dk in Nos. 1 & 2 holds | M (1P) Ref OSD<br>4 Ho 63½', 61½', 50', 63½'<br>In.217700<br>4 Ha (each 22½'×13½')<br>8W Der 8(3–5) | Oil 2SA 10Cy. 630×1300 mm<br>6250bhp Götaverken<br>Uddevallavarvet A/B<br>4×215kW 230V d.c. |
| 519399<br>SVEL<br>1521 | **KOS**<br><br>**E.T.M.A.E.**<br>Piræus Greek | 279<br>49<br>— | | ........................<br>27' 9"<br>27' 7"<br>R | Iron S Dredger | C 2Cy. |
| 519401<br><br>191409<br>RT | **KOS I**<br><br>**Tuna & Trawling Industries Pty. Ltd.**<br>Brisbane British | 254<br>97<br>— | ✱Classed BC until 10/59 | 1929–7 Smith's Dock Co. Ltd.—Mdb<br>125' 0" 24' 2" 12' 0½"<br>116' 0" 24' 0" 13' 6"<br>1 dk<br>R<br>BK7½" | S Whaler<br>1 Ho 27' | T 3Cy. 14" 23" & 39"×24"<br><br>Smith's Dock Co. Ltd. |
| 519402<br><br>191410<br>RT | **KOS II**<br><br>**Tuna & Trawling Industries Pty. Ltd.**<br>Brisbane British | 258<br>91<br>— | ✱100A1 SS 10/67<br>Australian coasting service and to Papua, New Guinea and New Britain<br>✱LMC<br>MN170 EL (d) | 1929–7 Smith's Dock Co. Ltd.—Mdb<br>125' 0" 24' 2" 12' 0½"<br>116' 0" 24' 0" 13' 6"<br>1 dk<br>R 5BH conv whaler 66<br>conv fish carrier 67<br>rf 30" BK7½" WB16t | S Survey Ship<br>1 Ho 27' | T 3Cy. 14" 23" & 39"×24"<br>850ihp<br>Smith's Dock Co. Ltd.<br>1 SB o.f. 200lb<br>1×24kW 240V 50c/s a.c. |
| 519404<br><br>191411<br>Df<br>RTh | **KOS VII**<br><br>**J. Franetovich**<br>Fremantle British | 253<br>108<br>— | ✱Classed BC until 3/61 | 1929–7 Smith's Dock Co. Ltd.—Mdb<br>125' 0" 24' 2" 12' 0½"<br>116' 0" 24' 0" 13' 6"<br>1 dk<br>R<br>BK7½" | S Whaler<br>1 Ho 27' | T 3Cy. 14" 23" & 39"×24"<br>850ihp<br>Smith's Dock Co. Ltd. |
| 650646<br>LLPT<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **KOS 55**<br><br>**A/S Kosmos**<br>Anders Jahre<br>Sandefjord Norwegian | 728<br>224<br>— | NV | 1964 Hayashikane Zosen—Snk<br>224' 4" 32' 8"<br>200' 1" 32' 6" 16' 11"<br>1 dk<br>RW | M Whaler | Oil 2SA 8Cy. 450×750 mm<br>3600bhp Mitsubishi<br>Hayashikane Zosen<br>2×248/375kW 440V 60c/s a.c. |
| 519425<br>JKVM<br>79167 | **KOSAN MARU**<br>exHosei Maru No. 12-60<br>**N. Katsuya**<br>Kawajiri Japanese | 378<br>223<br>545 | | 1958 Tsuneishi Zosen—Numakuma<br>149' 5" 23' 8" 11' 4"<br>134' 6" 23' 7" 12' 5"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (61½'×13') | Oil 4SA 6Cy. 280×410 mm<br>350bhp<br>Ito Tekkosho |
| 650259 | **KOSAN MARU**<br><br>**Y. Nakazawa**<br>Kochi Japanese | 199<br>—<br>— | | 1964 Hirata Zosen—Kochi<br>22' 6" 9' 10"<br>96' 10" 22' 4" 10' 10"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>Emade [illegible]<br>Hanshin Nainenki Kogyo |
| 680393<br>JM2336<br>99001 | **KOSAN MARU No. 2**<br><br>**Tanabe Kisen K.K.**<br>Kamae Japanese | 199<br>104<br>380 | | 1966 Hiroshima Zosen K.K.—Hma<br>121' 4" 24' 0" 9' 10"<br>109' 2" 23' 11" 10' 10"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>430bhp<br>Ito Tekkosho |
| 540620<br>8KZJ<br>92704<br>Rdr | **KOSAN MARU No. 3**<br><br>**Kosan Kisen K.K.**<br>Numakuma Japanese | 500<br>288<br>— | | 1963 Tsuneishi Zosensho—Numakuma<br>172' 3" 27' 2" 12' 9"<br>158' 10" 27' 0½" 14' 1"<br>1 dk | M Mchy.aft<br><br>G.36692 B.33937<br>1 Ha (82'×16½') | Oil 4SA 6Cy. 360×520 mm<br>650bhp Emade [illegible]<br>Kobe Hatsudoki Seizosh |
| 519427<br>OXYV<br><br>Df Esd<br>RT | **KOSANGAS**<br>exMorild-51 exAmstel XVIII-48<br>**I/S Dansk Flaskegas (Brdr. Tholstrup & Co.)**<br>A/S Trans-Kosan<br>Nörresundby Danish | 150<br>70<br>159 | BV | 1947 Schps. De Gideon v/h J. Koster—Gro<br>105' 4" 17' 8" 7' 0"<br>17' 6"<br>1 dk | M Liquefied Gas Carrier | Oil 4SA 3Cy. 200×300 mm<br><br>Gebr. Stork & Co. |
| 519428<br>TCAL<br>404 | **KOSAR**<br>exAtilla-57 exHelena<br>exLudworth<br>**Ahmet ve Mehmet Kosar Kollektif Sirketi**<br>Istanbul Turkish | 1301<br>783<br>1880 | BV<br>✠Classed LR until 12/32 | 1907–4 Blyth S.B. Co. Ltd.—Bly<br>*234·7'* 34' 6" 15' 6"<br>234' 6" 34' 2" 17' 3"<br>Q122' B10' F24' 1 dk Well dk<br>R | S<br><br>G.92000 | T 3Cy. 19" 31" & 51"×36"<br><br>Richardsons, Westgarth |

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| **KOSCIUSZKO**<br>exAdmiral Nachimov-47<br>exRheinfels-46<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 7707<br>4333<br>10231 | **100A1** TD 9/65<br>**LMC**<br>MN1160 EL e† | **1939** Deutsche S. & M.—Bmn<br>515′ 1″ 62′ 8″ 26′ 7½″<br>486′ 7″ 62′ 4″ 39′ 6″<br>F35′ 1 dk & S dk, 3rd dk except in No. 4 hold<br>R Coll BH to S dk 5 to 2nd dk<br>WB180t | S (12P) OSD<br>5 Ho<br>G.674139 B.610267<br>5 Ha (20¾′, 71¾′, 15¾′, 31½′, 36¾′×19¾′)<br>23W Der 1(120) 1(30) 1(15) 7(10) 13(5) | T 4Cy. 32½″ 47¼″ & (2) 59$\frac{1}{16}$″×55⅛″ & LP turb with dr gearing & hydraulic coupling<br>6250ihp 1862t (o.f)<br>Deutsche S. & M. Wsm<br>4WTB 230℔ Spt 234℔ 14k |
| **KOSEI MARU**<br>**Japan Line Ltd.**<br>Kobe Japanese | **9202**<br>5353<br>12190 | NK<br>✠Classed LR until 2/64 | **1957-7** Mitsubishi Zosen—Nag<br>496′ 3″ 63′ 10″ 29′ 7¼″<br>459′ 4″ 63′ 8″ 40′ 0″<br>F44′ 2 dks, 3rd dk except in Nos. 4 & 6 holds<br>rf 7″ | M Ref<br>6 Ho<br>G.646515 B.597787 In.11260<br>6 Ha (31½′×16½′) (42′, 36¾′, 28¾′, 36¾′, 28¾′×23′)<br>16W Der 4(15) 14(5) | Oil 2SA 6Cy. 750×1500 mm<br>8500bhp 1446t<br>Mitsubishi Zosen Nag<br>3×200kW 450V a.c. 16k |
| **KOSEI MARU**<br>**Sanyo Kaiun K.K.**<br>Omishima Japanese | **995**<br>594<br>2021 | | **1967** Imabari Zosen—Imabari<br>232′ 4″ 36′ 1″ 16′ 2″<br>213′ 3″ 36′ 0″ 18′ 4″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 380×550 mm<br>1400bhp<br>Hanshin Nainenki Kogyo Kob |
| **KOSEI MARU**<br>**Taisei Kaiun K.K.**<br>Tokyo Japanese | **982**<br>494<br>1575 | NK | **1959** Shikoku Dock Ind. Co.—Takamatsu<br>227′ 6″ 31′ 10″ 15′ 10″<br>208′ 4″ 31′ 8″ 18′ 1″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.81731 B.64308<br>2 Ha (44½′, 45¼′×18′)<br>4W Der 2(7) 2(5) | Oil 4SA 6Cy. 380×520 mm<br>1100bhp 84t<br>Nippon Hatsudoki Kob<br>2×15kW 110V d.c. 10k |
| **KOSEI MARU**<br>**Tabuchi Kaiun K.K.**<br>Osaka Japanese | **774**<br>461<br>1145 | NK | **1955** Onomichi Zosensho—Onomichi<br>198′ 2″ 31′ 6″ 14′ 2″<br>180′ 5″ 31′ 5″ 15′ 9″<br>P49′ F20′ 1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.28181 B.26769<br>1 Ha (87½′×14¾′)<br>4W Der 4(5) | Oil 2SA 4Cy. 360×600 mm<br>750bhp 37t<br>Uraga Diesel Kogyo Tamashima<br>2×12kW 230V a.c. 10k |
| **KOSEI MARU**<br>**Taisei Kisen K.K.**<br>Imabari Japanese | **752**<br>492<br>1311 | | **1966** Imabari Zosen—Imabari<br>199′ 2″ 31′ 6″ 15′ 6″<br>180′ 4″ 31′ 5″ 15′ 9″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 380×450 mm<br>1300bhp<br>Makita Tekkosho Takamatsu |
| **KOSEI MARU**<br>**S. Okada**<br>Nagoya Japanese | **427**<br>238<br>— | | **1963** Kishimoto Zosen—Kinoe<br>166′ 0″ 25′ 0″ 10′ 10″<br>147′ 7″ 24′11½″ 12′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 350×400 mm<br>Emade54fitted63<br>Ikegai Tekkosho Tok |
| **KOSEI MARU**<br>Heiwa Maru-65<br>**oyo Kaiun K.K.**<br>noe Japanese | **422**<br>221<br>700 | | **1959** Takehara Zosen—Hma<br>146′ 0″ 25′ 9″ 11′ 2″<br>134′ 6″ 25′ 7″ 12′ 6″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>420bhp 14t<br>Kinoshita Tekkosho Akashi |
| **KOSEI MARU**<br>**Sumitomo Kaiun K.K.**<br>Osaka Japanese | **345**<br>188<br>— | | **1959** Koyo Dock—Mihara<br>143′ 2″ 24′ 5″ 10′ 11″<br>127′ 11″ 24′ 3″ 12′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Fuji Seisakusho Chiba |
| **KOSEI MARU**<br>**Kosei Kisen K.K.**<br>Onomichi Japanese | **264**<br>135<br>— | | **1959** Koyo Dock—Mihara<br>130′ 1″ 21′ 11″ 9′ 10″<br>… … …<br>1 dk | M Mchy.aft<br>1 Ha (52½′×13′) | Oil 4SA 6Cy. 265×400 mm<br>430bhp 15t<br>Nippon Hatsudoki Kob<br>10k |
| **KOSEI MARU**<br>**Shin Marubishi Kaiun K.K.**<br>Kobe Japanese | **192**<br>65<br>— | | **1967** Shin-Yamamoto Zosen K.K.—Kochi<br>… … …<br>95′ 1″ 26′ 11″ 12′ 5″<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy. 320×390 mm<br>2200bhp<br>Hanshin Nainenki Kogyo Kob |
| **KOSEI MARU**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **178**<br>80<br>— | | **1950** Hayashikane Zosen—Smk<br>104′ 4″ 21′ 8″<br>21′ 6″<br>F18′ 1 dk<br>RW | M Fishing<br>B.3116 In.3116<br>1W | Oil 4SA 6Cy. 325×460 mm<br>430bhp 49t<br>Akasaka Tekkosho Yaizu<br>9k |
| **KOSEI MARU**<br>**Takara Kaiun K.K.**<br>Osaka Japanese | **173**<br>80<br>— | | **1960** Fuji Zosen K.K.—Kob<br>97′ 9″ 19′ 10″ 9′ 2″<br>96′ 9″ 19′ 8″ 9′ 10″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>Emade47refitted60<br>Niigata Eng. Co. Ltd. Niigata |
| **KOSEI MARU No. 1**<br>Kissho Maru No. 18-61<br>**Sumitomo Kaiun K.K.**<br>Kobe Japanese | **1999**<br>1077<br>3096 | NK | **1942** Osaka Tekkosho—Inn<br>296′ 6″ 41′ 2″<br>278′ 10″ 41′ 0″ 21′ 4″<br>P21′ B73′ F28′ 1 dk | M<br>4 Ho<br>G.146627 B.136739<br>4 Ha (19½′, 19½′, 25¾′, 19¼′×16½′)<br>8W Der 1(20) 8(10) | Oil 4SA 6Cy. 430×620 mm<br>1150bhp NE54 219t<br>Hanshin Nainenki Kogyo Kob<br>1×15kW 100V d.c 11k |
| **KOSEI MARU No. 2**<br>Yamashita<br>oto Japanese | **192**<br>87<br>— | | **1947** Mitsui Zosen—Tmn<br>*99·8′* 19′ 8″<br>… … …<br>1 dk | M Fishing | Oil 4SA 6Cy. 280×450 mm<br>Ikegai Tekkosho Kawasaki |

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| 519440<br>JHIH<br>60193 | **KOSEI MARU No. 2**<br><br>**Daito Gyorui K.K.**<br>Tokyo Japanese | 149<br>68<br>— | | 1947 Kawasaki Jukogyo—Kob<br>*97·7′* 19′ 8″<br>... ...<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Ikegai Tekkosho |
| 540621<br>8KWK<br>92535 | **KOSEI MARU No. 2**<br><br>**K. Kawasaki**<br>Kochi Japanese | 147<br>48<br>— | | 1963 Shin Yamamoto Zosen—Kochi<br>83′ 10″ 20′ 2″ 8′ 10″<br>75′ 6″ 20′ 0″ 9′ 10″<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 3Cy. 305×340 mm<br>Emade48(fitted62)<br>Yubari Seisakusho |
| 542446<br>JI2061<br>93694 | **KOSEI MARU No. 8**<br><br>**Nakahira Sangyo K.K.**<br>Kochi Japanese | 192<br>90<br>— | | 1963 Takehara Zosen—Takehara<br>106′ 11″ 24′ 8″ 8′ 10″<br>96′ 10″ 24′ 7″ 9′ 10″<br>1 dk | M Mchy.aft<br>1 Ha (44½′×18½′) | Oil 4SA 6Cy. 270×370 mm<br>310bhp Emade54(fitted63)<br>Hanshin Nainenki Kogyo |
| 671352 | **KOSEI MARU No. 11**<br><br>**N. Sakairi**<br>Sakaide Japanese | 199<br>106<br>350 | | 1966 Matsuura Zosen—Kinoe<br>121′ 0″ 24′ 2″ 10′ 0″<br>108′ 0″ 24′ 0″ 11′ 0″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 275×400 mm<br>350bhp<br>Makita Tekkosho |
| 519441<br>JDCR<br>79644 | **KOSEN MARU**<br>exRaifuku Maru-61<br>**M. Nishimura**<br>Yura Japanese | 289<br>166<br>— | | 1957 Takehara Zosen—Takehara<br>132′ 2″ 21′ 9″ 7′ 4″<br>21′ 7″ 11′ 6″<br>1 dk<br>len 58 | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×380 mm<br>250bhp Emade39(fitted57)<br>Hanshin Nainenki Kogyo |
| 519442<br>DHZK<br>2272<br>Df Esd<br>RTv | **KOSEROW**<br><br>**Deutsche Seereederei**<br>Rostock E. German | 439<br>174<br>563 | DSRK | 1956 Elbewerft—Boizenburg<br>163′ 8″ 27′ 2″ 10′ 5″<br>... ... ...<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 320×400 mm<br><br>Schwermasch. Karl Li |
| 519444 | **KOSHI MARU No. 8**<br><br>**Koshi Kisen K.K.**<br>Anan Japanese | 170<br>—<br>— | | 1960 Mizutani Zosen—Sakai<br>21′ 6″ 9′ 6″<br>96′ 9″ 21′ 4″ 10′ 5″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>Emade55refitted6<br>Kanegafuchi Nainenki |
| 519446<br>JHNA<br>67926<br>Df Esd<br>Gc Rdr<br>RT | **KOSHIN MARU**<br>exKotoh Maru-62<br>**Hiroumi Kisen K.K.**<br>Osaka Japanese | 7186<br>4278<br>10419 | NK | 1951 Higashi Nippon Jukogyo—Yka<br>462′ 8″ 60′ 11″ 26′ 11″<br>430′ 9″ 60′ 8″ 34′ 1″<br>P23′ B136′ F38′ 2 dks<br>RW | M Mchy.aft<br>6 Ho<br>G.570703 B.527329<br>6 Ha (27′×19¾′) (39½′, 28½′, 21′, 34′, 30½′×23′)<br>18W Der 1(30) 6(10) 12(5) | Oil 2DA 6Cy. 600×1100 m<br>4700bhp<br>Higashi Nippon Jukogyo<br>3×200kW 230V d.c. |
| 519447<br>7JVS<br>88030<br>Rdr RT | **KOSHIN MARU**<br><br>**Koshin Kaiun K.K.**<br>Kobe Japanese | 1135<br>573<br>1725 | | 1961 Kurushima Dock Co. Ltd.—Imabari<br>230′ 8″ 34′ 11″ 15′ 9″<br>209′ 11″ 34′ 9″ 17′ 1″<br>1 dk<br>RW | M Tanker Mchy.aft<br>8 Ta<br>L.73525 | Oil 4SA 6Cy. 380×520 mm<br>1150bhp<br>Nippon Hatsudoki<br>2×20kW 225V d.c. |
| 660779<br>JG2285<br>98393<br>Rdr RT | **KOSHIN MARU**<br><br>**Shinwa Kaiun K.K.**<br>~~Kobe~~ Tokyo Japanese | 571<br>281<br>402 | NK | 1965 Taguma Zosen K.K.—Inn<br>165′ 11″ 28′ 11″ 11′ 4″<br>150′ 11″ 28′ 10″ 13′ 5″<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft<br>2 Ta<br>L.24614 | Oil 4SA 6Cy. 260×330 mm<br>650bhp<br>Hanshin Nainenki Kogyo |
| 519451<br>7JSU<br>87856 | **KOSHIN MARU**<br><br>**Akatsuki Kaiun K.K.**<br>Osaka Japanese | 310<br>180<br>— | | 1961 Tokushima Zosen Sangyo—Tokushima<br>*129·0′* 25′ 8″ 9′ 8″<br>127′ 11″ 25′ 7″ 11′ 4″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>260bhp<br>Akasaka Tekkosho |
| 519452<br>JBUD<br>62028 | **KOSHIN MARU**<br>exTozai Maru No. 3-58<br>**U. Yano**<br>Osaka Japanese | 197<br>116<br>— | | 1948 Mitsubishi Jukogyo—Yka<br>*120·1′* 20′ 3″<br>118′ 0″ 19′ 8″ 11′ 2″<br>P37′ F10′ 1 dk<br>RW | M Mchy.aft<br><br>G.12854 B.11336<br>1 Ha (26½′×11½′) | Oil 4SA 6Cy. 300×330 mm<br>320bhp<br>Kubato Tekkosho |
| 519453<br>JLRO<br>85540 | **KOSHIN MARU**<br><br>**S. Maekawa**<br>Nandan Japanese | 196<br>99<br>— | | 1960 Matsuura Zosen—Hma<br>124′ 3″ 20′ 6″ 8′ 10″<br>109′ 11″ 20′ 4″ 9′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>270bhp<br>Kinoshita Tekkosho |
| 650467<br>JRKS<br>85367 | **KOSHIN MARU**<br><br>**Tanimoto Kisen K.K.**<br>Kochi Japanese | 185<br>88<br>— | | 1960 Tosa Zosen Tekkosho—Kochi<br>*96·8′* 20′ 11″ 9′ 10″<br>... ... ...<br>1 dk | M Mchy.aft<br>1 Ha (44½′×13′) | Oil 4SA 6Cy. 255×380 mm<br>250bhp<br>Hanshin Nainenki Kogyo |
| 540623 | **KOSHIN MARU**<br><br>**H. Yamaoka**<br>Kinoe Japanese | 185<br>82<br>— | | 1962 Kishimoto Zosen—Kinoe<br>103′ 4″ 22′ 6″ 9′ 6″<br>90′ 3″ 22′ 4″ 10′ 6″<br>1 dk | M Mchy.aft | Oil 2SA 4Cy. 340×380 mm<br><br>Makita Tekkosho |

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| **KOSHIN MARU**<br>K. Kida<br>Daio<br>Japanese | 129<br>56<br>— | | **1958** Osaka Sempaku Kogyo—Sakai<br>98' 9" 17' 7" 7' 11"<br>90' 3" 17' 6" 8' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 250×380 mm<br>180bhp<br>Nippon Hatsudoki | <br>10t<br>Kob<br>10k |
| **KOSHIN MARU No. 1**<br>M. Isokawa<br>Ito<br>Japanese | 152<br>89<br>— | | **1961** Daiichi Zosen Tekkosho—Yka<br>*96·2'* 21' 8"<br>21' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 250×380 mm<br>160bhp<br>Ito Tekkosho | <br>5t<br>Yka<br>7k |
| **KOSHIN MARU No. 2**<br>Chuo Kaiun K.K.<br>Kobe<br>Japanese | 850<br>460<br>585 | NK | **1966** Taguma Zosen K.K.—Inn<br>*175·8'* 32' 11" 12' 4"<br>173' 10" 32' 10" 15' 5"<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>700bhp<br>Daihatsu Kogyo | <br><br>Osa |
| **KOSHIN MARU No. 3**<br>K. Kida<br>Daio<br>Japanese | 150<br>72<br>— | | **1961** Shikoku Dock Co.—Takamatsu<br>101' 9" 19' 3" 8' 3"<br>91' 10" 19' 1" 8' 10"<br>1 dk | M Tanker Mchy.aft<br>L.9358 | Oil 4SA 4Cy. 240×400 mm<br>165bhp<br>Makita Tekkosho | <br>11t<br>Takamatsu<br>8k |
| **KOSHIN MARU No. 3**<br>S. Sasaki<br>Yokohama<br>Japanese | 123<br>63<br>— | | **1958** Daiichi Zosen Tekkosho—Yka<br>93' 5" 21' 10"<br>87' 9" 21' 8" 8' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 250×265 mm<br>180bhp<br>Nakayama Nainenki | <br><br>Shizuoka |
| **KOSHIN MARU No. 18**<br>Sakura Unyu K.K.<br>Tokyo<br>Japanese | 127<br>83<br>— | | **1956** Nakamura Kogyo—Yka<br>*98·1'* 19' 1"<br>18' 11"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 250×380 mm<br>180bhp Emade40refitted56<br>Kobe Hatsudoki Seizosho | <br>2t<br>Kob<br>8½k |
| **KOSHO MARU**<br>guchi Kisen K.K.<br>obe<br>Japanese | 2990<br>—<br>5100 | NK | **1967** Hashihama Zosen—Imabari<br>49' 4" 20' 11"<br>308' 4" 49' 3" 25' 3"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 470×820 mm<br>3000bhp<br>Ito Tekkosho | <br><br>Shimizu |
| **KOSHO MARU**<br>akaya Kaiun K.K.<br>meji<br>Japanese | 377<br>222<br>— | | **1962** Kanda Zosensho—Kur<br>140' 9" 23' 10" 10' 10"<br>124' 7" 23' 7½" 11' 8"<br>1 dk | M Mchy.aft<br>G.20235 B.18575<br>1 Ha (60¾'×15') | Oil 4SA 6Cy. 290×430 mm<br>400bhp<br>Nippon Hatsudoki | <br>18t<br>Kob<br>10½k |
| **OSHO MARU**<br>nko Kaiun K.K.<br>monoseki<br>Japanese | 338<br>198<br>— | | **1958** Imai Zosen—Kochi<br>*121·9'* 22' 11"<br>… … …<br>1 dk | M Mchy.aft<br>1 Ha (56¾'×14') | Oil 4SA 6Cy. 280×410 mm<br>350bhp<br>Ito Tekkosho | <br>18t<br>Shimizu |
| **OSHO MARU**<br>takuchi Kisen K.K.<br>nomichi<br>Japanese | 195<br>82<br>— | | **1963** Koyo Dock—Mihara<br>108' 4" 21' 6" 9' 4"<br>96' 10" 21' 4" 10' 2"<br>1 dk | M Mchy.aft<br>G.9782 B.9152<br>1 Ha (46'×13¾') | Oil 4SA 5Cy. 250×380 mm<br>210bhp Emade—fitted63<br>Osaka Tekkosho | <br>11t<br>Osa<br>8½k |
| **OSHO MARU**<br>awasaki Koun K.K.<br>awasaki<br>Japanese | 144<br>74<br>250 | | **1958** Tsurumi Dock—Yka<br>98' 8" 21' 1" 8' 6"<br>96' 2" 20' 11" 9' 5"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 280×380 mm<br>Emade47refitted58<br>Hanshin Nainenki Kogyo | <br><br>Kob |
| **OSHO MARU No. 2**<br>Nakagawa<br>kohama<br>Japanese | 179<br>107<br>— | | **1961** Tsurumi Dock—Yka<br>*97·5'* 23' 8"<br>23' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 261×380 mm<br>160bhp<br>Hanshin Nainenki Kogyo | <br>4t<br>Kob<br>9k |
| **OSHO MARU No. 3**<br>Nakagawa<br>kohama<br>Japanese | 179<br>107<br>— | | **1961** Tsurumi Dock—Yka<br>*97·5'* 23' 9"<br>23' 7"<br>1 dk | M Tanker Mchy.aft<br>L.12713 | Oil 4SA 4Cy. 248×380 mm<br>160bhp<br>Hanshin Nainenki Kogyo | <br>3t<br>Kob<br>8½k |
| **OSHO MARU No. 5**<br>Daisho Maru No. 5—62<br>kuei Kaiun K.K.<br>uma<br>Japanese | 337<br>191<br>— | | **1956** Koyo Dock—Saizaki<br>137' 10" 24' 4"<br>127' 11" 24' 3" 12' 2"<br>1 dk | M Mchy.aft<br>1 Ha (54¼'×13¾') | Oil 4SA 6Cy. 290×420 mm<br>350bhp<br>Kinoshita Tekkosho | <br>12t<br>Akashi<br>10¾k |
| **OSHO MARU No. 7**<br>isho Maru–64<br>kuei Kaiun K.K.<br>uma<br>Japanese | 418<br>222<br>— | | **1960** Kurushima Dock Co. Ltd.—Imabari<br>152' 9" 26' 5" 11' 5"<br>137' 10" 26' 3" 12' 5"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 290×430 mm<br>530bhp<br>Nippon Hatsudoki | <br>31t<br>Kob<br>9½k |
| **SHO MARU No. 7**<br>kichi Osawa<br>mezaki<br>Japanese | 261<br>146<br>— | | **1955** Miho Zosensho—Shimizu<br>*114·8'* 22' 4"<br>113' 2" 22' 3" 11' 8"<br>B47' 1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>550bhp<br>Akasaka Tekkosho | <br>106t<br>Yaizu<br>10½k |

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| 519470<br>7JEL<br>87049<br>Df Esd<br>Rdr | **KOSHO MARU No. 7**<br><br>**E. Kumagai**<br>Karakuwa Japanese | 240<br>129<br>— | | | **1961** Uchida Zosen—Ise<br>136' 4" 23' 5" 10' 0"<br>123' 4" 23' 3½" 11' 3"<br>1 dk<br>RW | M Fishing Mchy.aft | | Oil 4SA 6Cy. 330×47<br>650bhp<br>Sumiyoshi Tekkosho |
| 641344<br>8KRV<br>94119<br>Df Esd<br>Gc Rdr | **KOSHO MARU No. 11**<br><br>**Y. Kitami**<br>Yotsukura Japanese | 192<br>95<br>— | | | **1963** Kanazashi Zosensho—Shimizu<br>128' 0" 22' 10" 9' 2"<br>110' 1" 22' 8" 10' 2"<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 6Cy. 320×4<br><br>Hanshin Nainenki Kogyo |
| 651005<br>JI2123<br>96531<br>Rdr RT | **KOSHO MARU No. 16**<br><br>**Kanko Kaiun K.K.**<br>Osaka Japanese | 500<br>273<br>850 | | | **1964** Uwajima Zosen—Ehime<br>*159·7'* 28' 0" 12' 5"<br>27'10½" 13' 9"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha | | Oil 4SA 6Cy. 320×4<br>750bhp<br>Kobe Hatsudoki Seizosho |
| 519472<br>8KFF<br>90521<br>Df Esd<br>Gc Rdr | **KOSHO MARU No. 17**<br><br>**K. Osawa**<br>Omaezaki Japanese | 240<br>124<br>— | | | **1962** Miho Zosensho—Shimizu<br>139' 3" 23' 8"<br>121' 4" 23' 7" 11' 2"<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 6Cy. 300×4<br>650bhp<br>Akasaka Tekkosho |
| 515290<br>JCAW<br>75823 | **KOSHO MARU No. 21**<br>exHoko Maru–64<br>exKawako Maru No. 7<br>**G. Komatsu**<br>Anan Japanese | 382<br>222<br>— | | | **1944** Kawaminami Kogyo—<br>Koyagishima<br>*126·9'* 29' 7"<br>... ... ...<br>1 dk | M Mchy.aft<br>1 Ha (51½'×20½') | | Oil 4SA 5Cy. 350×4<br>430bhp NE45<br>Ikegai Tekkosho |
| 651319<br>JLMO<br>97980<br>Df Esd<br>Gc Pfd<br>Rdr | **KOSHO MARU No. 23**<br><br>**K. Osawa**<br>Omaezaki Japanese | 192<br>73<br>— | | | **1965** Miho Zosensho—Shimizu<br>136' 2" 21' 8"<br>111' 10" 21' 7" 10' 6"<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 6Cy. 300×4<br><br>Akasaka Tekkosho |
| 519473<br>JRSQ<br>82116<br>Df Esd<br>Gc Rdr<br>RT | **KOSHU MARU**<br><br>**Hiroumi Kisen K.K.**<br>Osaka Japanese | 2538<br>1594<br>3696 | | NK | **1958** Shioyama Dkyd Co. Ltd.—Osa<br>302' 6" 44' 9" 19' 3½"<br>278' 10" 44' 7" 20' 11"<br>F37' 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.189625 B.174904<br>2 Ha (66½', 82½'×22½')<br>12W Der 1(50) 4(15) 4(10) | | Oil 4SA 6Cy. 470×6<br>1800bhp<br>Akasaka Tekkosho<br>2×65kW 230V d.c. |
| 519474<br>JJDG<br>80860<br>Df Esd<br>Gc Rdr<br>RT | **KOSHUN MARU**<br><br>**Yamashita-Shinnihon Kisen K.K.**<br>~~Kobe~~ Tokyo Japanese | 4935<br>2738<br>7561 | | NK | **1958** Hitachi Zosen—Mukaishima<br>396' 1" 54' 11" 24' 0½"<br>367' 7" 54' 9" 29' 10"<br>2 dks | M<br>4 Ho<br>G.359928 B.325179<br>4 Ha (33½', 57½', 41½', 34½'×21½')<br>10W Der 4(10) 6(5) | | Oil 2SA 6Cy. 500×11<br>3450bhp B&W<br>Hitachi Zosen<br>2×64kW 450V a.c. |
| 660437<br>JJ2103<br>97164<br>Rdr RT | **KOSHUN MARU**<br><br>**Eguchi Kisen K.K.**<br>Kobe Japanese | 1172<br>597<br>1891 | | | **1965** Hashihama Zosen—Imabari<br>229' 0" 34' 6" 16' 5"<br>209' 11" 34' 5" 18' 1"<br>1 dk<br>RW | TM Tanker Mchy.aft<br>8 Ta | | 2 Oil 4SA each 6Cy.<br>1300bhp<br>Daihatsu Kogyo<br>2×32kW 225V a.c. |
| 542099<br>OLGL<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **KOSICE**<br><br>**Czechoslovak Ocean Shipping International Joint Stock Co.**<br>Prague Czechoslovak | 16760<br>12554<br>26663 | ✠100A1<br>ore carrier<br>Ice Class 3<br>✠LMC<br>MN2320 | SS 5/68<br><br><br><br>EL l†2⅜"SQ | **1963**–12 Hitachi Zosen—Inn<br>594' 6" 81' 7" 31' 6¾"<br>564' 4" 81' 4" 42' 8"<br>P103' F50' 1 dk<br>5BH<br>rf 2" WB21182t incl. DTf2170t | M Bulk Carrier Mchy.aft<br>2 Ho 190', 194'<br>G.486280<br>6 Ha (stl) (each 46'×28½')<br>Der 2(5) 3(3) | | Oil 2SA 7Cy. 740×16<br>11600bhp<br>Hitachi Zosen<br>AuxB 57lb<br>4×320, 320, 320, 40kW |
| 519475<br>PFLO<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOSICIA**<br><br>**Shell Tankers N.V.**<br>The Hague Netherland | 12146<br>6927<br>~~18240~~<br>19044 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1650 | SS 11/65<br><br><br><br>EL h†2 1/16"SQ | **1957**–1 S.A. Cockerill-Ougrée—Hbk<br>Cmpl. by N.V. Wilton-Fijenoord—Sch<br>555' 9" 69' 5" 29' 9½"<br>530' 10" 69' 3" 39' 0"<br>P115' B49' F50' 1 dk<br>16BH<br>rf 3" WB306t | S Tanker Mchy.aft<br>33 Ta<br>L.890000 | HeCls. BC | 2 S Turb dr geared to sc.<br>8250shp<br>N.V. Wilton-Fijenoord<br>2WTB 570lb Spt 530lb<br>sg 135lb |
| 519476<br>YTDK<br><br>Df RT | **KOSMAJ**<br>exLord Glentoran–50<br>exDaldorch–45<br>**Jugoslavenska Oceanska Plovidba**<br>Kotor Yugoslav | 5648<br>3437<br>8833 | ✠100A1<br><br>✠LMC | TD 5/66<br><br><br><br>EL z<br>JR | **1930**–10 W. Beardmore & Co. Ltd.—Gls<br>420' 10" 55' 2" 25' 3"<br>405' 0" 55' 0" 31' 0"<br>P38' B124' F43' 2 dks<br>R 6BH to U dk 1 to 2nd dk<br>WB2168t incl. DTa917t | S<br><br>G.465000 B.426000 | | T 3Cy. 25½" 42" & 6<br>with dr gearing & hyd<br>2000ihp<br>W. Beardmore & Co. Ltd.<br>3 SB 200lb |
| 505074<br>SWZW<br>2325<br>Df Esd<br>Gc Rdr<br>RT | **KOSMAS M.**<br>exBrattfonn–64<br>**Greek Maritime Exploitation Co. "Nek" Ltd.**<br>Piræus Greek | 10315<br>5978<br>16080 | | NV | **1950** A B Götaverken—Got<br>515' 4" 64' 0" 30' 6½"<br>489' 7" 63' 9 38' 2"<br>P215' B38' F60' 1 dk | M Tanker Mchy.aft<br>19 Ta<br>L.782000 | HeCls. C | Oil 2SA 8Cy. 760×13<br>6700bhp<br>A/B Götaverken |

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| **OSMOGAZ**<br>Shrine Tholstrup–65<br>**Kosmogas Hellas S.A.**<br>Greek<br>reus | 209<br>84<br>125 | BV | **1954** A/S Svendborg Skibs—Svb<br>110′ 10″ 21′ 1″ 8′ 8″<br>20′ 11″ 9′ 8″<br>P33′ B11′ F23′ 1 dk | M Liquefied Gas Carrier Mchy.aft<br>1 Ta | Oil 2SA 3Cy. 230×400 mm<br>180bhp 15t–1pd<br>Alpha-Diesel A/S Fkn<br>8k |
| **SMONAUT**<br>.S.S.R.<br>essa<br>Russian | 10658<br>6236<br>14510 | ✠Classed LR until 9/65 | **1963–4** Burmeister & Wain—Cpn<br>526′ 1″ 69′ 9″ 31′ 9″<br>486′ 3″ 69′ 6″ 41′ 9″<br>F105′ 2 dks<br>rf 4″ | M<br>5 Ho<br>G.720775<br>5 Ha (35¾′×26¼′) (36′, 36′, 36′, 36′×32¾′)<br>Cr 6(5) | Oil 2SA 6Cy. 840×1800 mm<br>12600bhp<br>Burmeister & Wain Cpn<br>17½k |
| **SMONAUT TITOV**<br>.S.S.R.<br>trakhan<br>Russian | 669<br>329<br>228 | | **1955** ......................E. Germany<br>179′ 2″ 29′ 8″ 8′ 0½″<br>29′ 7″ 13′ 5″ | D-E Trawler<br>2 Ho<br>In.42413<br>2 Ha<br>Cr 2(1) | 2 Oil 4SA each 6Cy. 240×360 mm connected to elec. motor & geared to sc. shaft<br>Schwermasch. Karl Liebknecht Mgd<br>8k |
| **SMOS**<br>.S.S.R.<br>rmansk<br>Russian | **2894**<br>1271<br>1417 | | **1962** Stocznia Gdanska—Gdk<br>272′ 8″ 45′ 5″ 18′ 2″<br>45′ 3″ 32′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.62331<br>5 Ha<br>2W Der 2(1½) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>Soc. Española de Const. Nav. Bbo<br>13k |
| **SMOS IV**<br>Walter Rau–46<br>S Kosmos<br>ders Jahre<br>ndefjord<br>Norwegian | 14869<br>8825<br>19858 | **100A1** SS 10/67<br>with fbd Whaling purposes or oil tanker FP above 150°F.<br>Str. nav. ice<br>**LMC**<br>**Lloyd's RMC**<br>EL m† | **1937** Deutsche Werft A.G.—Ham<br>600′ 7″ 74′ 6″ 34′ 9¼″<br>571′ 2″ 74′ 2″ 52′ 1″<br>B103′ F168′ 2 dks, 3rd dk except in ER spaces, intermediate 'tween dks clear of cargo tanks<br>R 2BH to U dk 9 to 2nd dk 9 to 3rd dk len 51<br>rf 4″ WB2831t incl. DTf1104t | TM Whale Oil Factory Ref Mchy.aft<br>21 Ta<br>In.299332 HeCls. BC | 2 Oil 2DA each 5Cy. 600×1100 mm<br>8000bhp NE51 2835t (d.o)–41pd<br>Masch. Augsburg-Nürnberg Aug<br>3AuxB Spt 213℔ 4WTAuxB 213℔ NWTAuxBmade37refitted49<br>16 PrB–50℔ 2 PrB–60℔<br>6×250, 250, 250, 250, 40, 40kW 380V 50c/s a.c.<br>12½k |
| **SOH MARU**<br>Line Ltd.<br>Japanese | **9205**<br>5350<br>12053 | NK<br>✠Classed LR until 2/64 | **1956–6** Mitsubishi Zosen—Nag<br>496′ 3″ 63′ 10″ 29′ 7¼″<br>459′ 4″ 63′ 8″ 40′ 0″<br>F44′ 2 dks, 3rd dk except in Nos. 4 & 6 holds<br>rf 7″ | M Ref<br>6 Ho<br>G.670110 B.621701 In. 11600<br>6 Ha (31½′×16½′) (42′, 36¾′, 28¾′, 36¾′, 28¾′×23′)<br>18W Der 4(15) 14(5) | Oil 2SA 6Cy. 750×1500 mm<br>8500bhp 1437t<br>Mitsubishi Zosen Nag<br>3×200kW 450V a.c.<br>16k |
| **SOVA**<br>Dantepie–61<br>Deniz **Nakliyati T.A.S.**<br>bul<br>Turkish | 499<br>249<br>969 | **✠100A1** SS 9/65<br>Str. nav. ice<br>**✠LMC**<br>MN220 EL k | **1958–4** Cant. Nav. Giuliano—Tri<br>218′ 0″ 32′ 9″ 12′ 2″<br>195′ 6″ 32′ 6″ 19′ 0″<br>F21′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil WB277t | M OSD Mchy.aft<br>2 Ho 49′, 78′<br>G.68441 B.62920<br>2 Ha (stl) (36′, 56′×19¼′)<br>6W Der 4(6) 2(5) | Oil 4SA 8Cy. 320×450 mm<br>1100bhp 97t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×20kW 220V d.c.<br>12k |
| **SOVO**<br>goslavenska **Linijska**<br>Plovidba (**Yugoslav Line**)<br>ka<br>Yugoslav | 10861<br>6494<br>16000 | **✠100A1** SS 8/68 ~~SS 9/68~~<br>DTm—vegetable oil<br>**✠LMC**<br>MN1440 EL f†2¼″SQ<br>JR | **1959–10** Hakodate Dock Co. Ltd.—Hakodate<br>519′ 2″ 64′ 9″ 31′ 0¼″<br>490′ 11″ 64′ 6″ 41′ 6″<br>Ba81′ F43′ 2 dks<br>8BH to U dk 1 to 2nd dk<br>rf 4″ WB3764t incl. DTm1110t | M CSD Mchy.aft<br>G.808000 B.742000<br>6 Ha (each 39¼′×25½′)<br>12W Der 12(5–10) | Oil 2SA 8Cy. 720×1250 mm<br>7200bhp Sulzer 1570t<br>Iino S.B. & Eng. Co. Ltd. Maizuru<br>AuxWTB 142℔<br>15k |
| **SSMATELLA**<br>Helix–62<br>ll Tankers **N.V.**<br>e Hague<br>Netherland | 12144<br>6938<br>17892 | **✠100A1** TD4–5/67<br>oil tanker<br>**✠LMC**<br>MN1660 EL h†$2\frac{9}{16}$″SQ | **1953–10** Swan, Hunter & Wghm Rchdsn—Wal<br>555′ 8″ 69′ 5″ 29′ 9¼″<br>530′ 0″ 69′ 3″ 39′ 0″<br>P115′ B59′ F45′ 1 dk<br>RW 16BH<br>WB1668t incl. DTf964t | T-E Tanker Mchy.aft<br>33 Ta<br>L.891200 | 2 S Turb connected to elec. motor & sc. shaft<br>900shp 1707t (o.f)<br>B.T.H. Co. Ltd. Rugby<br>Wallsend Slpwy & E. Co. Wal<br>2WTB 495℔ Spt 450℔ hs(13056) 14½k |
| **STA RACIN**<br>dranska **Linijska Plovidba**<br>(**Adriatic Line**)<br>eka<br>Yugoslav | 425<br>187<br>— | JR | **1954** Brodogradiliste Uljanik—Pla<br>177′ 7″ 11′ 7″<br>... ... ...<br>1 dk<br>RW | TM | 2 Oil 2SA each 6Cy. 260×450 mm<br>S.A. Fiat S.G.M. Tur |
| **STANTIS YEMELOS**<br>cholar–64 exSamidway–47<br>avena Marine<br>Enterprises **S.A.**<br>eus<br>Greek | 7244<br>4267<br>10981 | **100A1** SS 7/66<br>DTa—oil FP above 150° F.<br>**LMC**<br>MN450 EL a†$2\frac{1}{16}$″SQ | **1944** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 9¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>7BH<br>rf 6″ WB2936t incl. DTsf648t DTa760t | S<br>5 Ho 61¾′, 72½′, 50′, 45′, 70′<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>Der 1(50) 1(15) 2(10) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Harrisburg Mchy. Corp. Harrisburg<br>2WTB 250℔ Spt 230℔ hs10232<br>3×20kW 120V 11k |
| **STAS**<br>de–67<br>Gigilinis &<br>. Kalkasinas<br>ssaloniki<br>Greek | **946**<br>498<br>1350 | ✠LR class withdrawn—Owners' request 3/68 | **1938–8** A. Vuijk & Zonen—Capelle<br>213′ 0″ 32′ 8″ 14′ 5½″<br>199′ 0″ 32′ 6″ 15′ 0″<br>P54′ Q77′ F25′ 1 dk<br>R<br>rf 3″ | M Mchy.aft<br>2 Ho 51′, 68′<br>G.62230<br>2 Ha (39¼′, 56¼′×20′)<br>2W Der 2(3) | Oil 4SA 6Cy. 320×450 mm<br>800bhp NE55 41t (d.o)<br>Humboldt-Deutzmot. Köln-Deutz<br>2×41kW 220V d.c.<br>10k |

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| 538212<br>SZXO<br>19<br>Df RT | **KOSTAS**<br>exVirgo-66<br>**Kalaphas Bros.**<br>Volos Greek | 398<br>217<br>445 | ✠Class **WITHDRAWN**<br>at Owners' request<br>3/69 | 1939-6 Scheeps v.d. Werf—Deest<br>151' 1" 25' 1" 9' 9½"<br>141' 0" 23' 2" 9' 10"<br>P37' Q49' F20' 1 dk<br>R NS. 8BH<br>WB122t | M Mchy.aft | Oil 4SA 6Cy. 290×<br>300bhp NE56<br>Masch. Kiel A.G. |
| 519487<br>SZKQ<br>716<br>RT | **KOSTAS**<br>**Vassileios Kondylis & Co.**<br>Piræus Greek | 128<br>81<br>— | | 1905 ......................Ist<br>127' 7" 17' 2"<br>... ... ...<br>1 dk<br>R | M | Oil 4DA 6Cy.<br>300bhp NE59<br>Z.U.T. Zgoda |
| 519488<br>SIEH<br>10065<br>Df Esd<br>RT | **KOSTER**<br>exMarguerite-60<br>exMargaretha-59<br>**B. R. Abrahamsson**<br>Edshultshall Swedish | 261<br>114<br>320 | BV | 1948 N.V. Scheeps. Unie—Gro<br>137' 10" 23' 2" 9' 2½"<br>23' 0"<br>P35' F18' 1 dk | M Mchy.aft<br>1 Ho 73½'<br>G.15500 B.14700<br>2W Der 2(2) | Oil 2SA 5Cy. 230×<br>350bhp NE59<br>Alpha-Diesel A/S |
| 519489<br>SWLK<br>1999<br>Df Esd<br>Gc Rdr | **KOSTIS**<br>exArthur Stove-55<br>exAnna H. Branch-47<br>**Costis Cia. Mar. S.A.**<br>Piræus Greek | 7264<br>4475<br>10949 | AB<br>**WRECKED 6/68** | 1944 Houston S.B. Corp.—Houston<br>441' 6" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S CSD<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.562608 B.499573<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 1(50) 1(30) | T 3Cy. 24½" 37" & 70"×<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 651286<br>SYHN<br>2551<br>Df Esd<br>Gc Rdr<br>RT | **KOSTIS PROIS**<br>**Aegean Cia. Nav. S.A.**<br>Greek | 14088<br>8807<br>23468 | AB | 1965 Osaka Zosensho—Osa<br>583' 2" 75' 7" 32' 3¼"<br>551' 2" 75' 5" 44' 9"<br>1 dk<br>RW<br>rf 4" | M Bulk Carrier Mchy.aft<br>6 Ho<br>B.1054000<br>6 Ha | Oil 2SA 7Cy. 760×<br>10500bhp Sulzer<br>Maizuru S. & E. Co. Ltd. |
| 542780<br>YTJU<br>Df Esd<br>Gc Pfd<br>Rdr | **KOSTRENA**<br>**Jugoslavenska Linijska**<br>**Plovidba (Yugoslav Line)**<br>Rijeka Yugoslav | 7378<br>3908<br>— | ✠**100A1** SS 3/67<br>DTa—vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN2080 EL f†2½"SQ<br>JR | 1963-7 Brodogradiliste III Maj Rka<br>509' 3" 67' 8" 26' 11½"<br>475' 9" 67' 3" 40' 0"<br>F88' 1 dk & S dk, 3rd dk in Nos. 2 & 3 holds<br>RW Coll BH to S dk 8 to 2nd dk<br>rf nil WB2433t incl. DTa661t | M Ref OSD<br>G.633004 B.568125 In.22420<br>18W Der 20(5-10) | Oil 2SA 8Cy. 760×<br>10400bhp Sulzer<br>C.R.D. Adriatico<br>2WTAuxB (1 o.f1 |
| 519492<br>UVPS<br>M-1353 | **KOSTROMA**<br>**U.S.S.R.**<br>Tuapse Russian | 8229<br>3942<br>11680 | | 1955 ......................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 11" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br>4000bhp<br>Skoda |
| 672886 | **KOSTROMA**<br>**U.S.S.R.**<br>Russian | 685<br>280<br>711 | | 1953 Stocznia im. Komuny Paryskiej—Gdy<br>189' 1" 29' 7" 13' 10"<br>170' 10" 29' 6" 15' 8"<br>1 dk | M<br>2 Ho<br>G.37400<br>2 Ha (each 33¾'×13')<br>4W Der 4(3) | Oil 4SA 8Cy. 290×<br>640bhp<br>Masch. Kiel A.G. |
| 519493<br>UOQJ<br>Df Esd | **KOSTROMA**<br>**U.S.S.R.**<br>Murmansk Russian | 639<br>240<br>473 | | 1956 Valmet O/Y—Turku<br>197' 8" 29' 10" 14' 5½"<br>175' 6" 29' 6" 15' 11" | S Trawler | C 4Cy. (2) 295 & (2)<br>A/B Finnboda Varf |
| 641839<br>UEPA<br>M-17122<br>Df Esd<br>Gc Rdr<br>RT | **KOSTROMALES**<br>**U.S.S.R.**<br>Leningrad Russian | 2915<br>1318<br>3456 | | 1964 Valmet O/Y Pansion Telakka—Åbo<br>334' 9" 46' 1" 19' 2"<br>305' 2" 45' 11" 23' 0"<br>1 dk | M Mchy.aft<br>4 Ho<br>G.168981<br>4 Ha (27½', 27½', 27½', 23'×32¾')<br>8W Der 8(5) | Oil 2SA 5Cy. 500×<br>2900bhp B&W<br>Valmet O/Y Rautpohja |
| 519494<br>SPQF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOSZALIN**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 1273<br>566<br>1567 | PR | 1960 Stocznia im. Komuny Paryskiej—Gdy<br>283' 6" 40' 9" 15' 2"<br>260' 0" 40' 7" 23' 6"<br>1 dk & S dk | M Ref OSD<br>3 Ho<br>B.109296 In.57387<br>3 Ha | Oil 2SA 6Cy. 480×<br>2250bhp Sulzer<br>Z.U.T. Zgoda |
| 517493<br>9VMF<br>333074<br>Df Esd<br>Gc Rdr<br>RTm | **KOTA BERAKAT**<br>exJon Presthus-68<br>exHöegh Silvercrest-61<br>exKurland-45<br>Launched as Höegh Trader<br>**Pacific International Lines Ltd.**<br>Singapore Singapore | 7708<br>4728<br>10550 | ✠**100A1** SS 12/64<br>FPT, APT & DTs—oil FP above 150° F.<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL b† | Lch. 1940 Recmd. 1947-2 Burmeister & Wain—Cpn<br>465' 6" 58' 4" 28' 10"<br>430' 0" 58' 0" 37' 6"<br>P35' F80' 2 dks, 3rd dk in Nos. 2 & 4 holds, platform dk in No. 3 hold<br>8BH<br>DK fwd of mchy. space WB5173t incl. DTa1166t DTm1146t DTf1176t | M (6P) Ref<br>5 Ho 47', 93', 40', 26' DT, 84', 55'<br>G.581000 B.522000 In.64300<br>5 Ha (31½', 41½', 20½', 38½', 35½'×20')<br>14W Der 1(15) 10(5) 4(2½) | Oil 2DA 5Cy. 550×<br>4550bhp<br>Burmeister & Wain<br>4×175, 120, 120, 120kW |
| 501735<br>9VLI<br>172808 | **KOTA INTAN**<br>exAngelina-67<br>exEdith Moller-51<br>**Pacific International Lines Ltd.**<br>Singapore Singapore | 564<br>257<br>700 | **BS** SS 11/66<br>Singapore, Dairen & Japan coasting service<br>**MBS**<br>MN160 CT642 C19 | 1944 Higgins Inc.—N.Os<br>180' 0" 32' 2" 12' 5½"<br>166' 3" 32' 0" 14' 3"<br>F30' 1 dk<br>5BH<br>WB191t | TM Mchy.aft<br>3 Ha (20', 20'×16') (6'×3')<br>Der 2(5) 2(3) | 2 Oil 4SA each 6Cy.<br>800bhp<br>Cooper-Bessemer Corp.<br>3×100, 100, 25kW |
| 510259<br>VRJL<br>172813 | **KOTA JADE**<br>exElsbeth-67 exEthel Moller-51<br>**Pacific International Lines Ltd.**<br>~~Hong Kong~~ ~~British~~<br>Singapore Singapore | 564<br>269<br>730 | **BS** TD 6/68 ~~SS 11/62~~<br>Singapore, Dairen & Japan coasting service<br>**MBS**<br>MN160 CT642 | 1943 Higgins Inc.—N.Os<br>180' 0" 32' 0" 12' 3½"<br>166' 3" 14' 3"<br>F30' 1 dk<br>5BH<br>WB191t | TM Mchy.aft<br>3 Ha (20', 20'×16') (6'×3')<br>Der 2(5) 2(3) | 2 Oil 4SA each 6Cy.<br>800bhp<br>Cooper-Bessemer Corp.<br>3×100 100, 25kW |

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| **OTA JAYA**<br>Mataram–68<br>**acific International Lines**<br>Ltd.<br>ngapore Singapore | 9727<br>5866<br>11930 | BV | **1949** N.V. Mch. & Schps. P. Smit, Jr.—<br>Rot<br>515′ 4″ 62′ 8″ 30′ 10″<br>62′ 5″<br>F103′ 3 dks | TM (35P) Ref<br>5 Ho 70¼′, 77½′, 77½′, 63¾′, 66½′<br>G.616390 B.569891 In.3450<br>6 Ha (22′, 38¾′×19¾′) (16¾′, 16¾′×23′)<br>(33¼′, 27½′×19¾′)<br>18W Der 2(49) 4(10) 5(5) 8(3) | 2 Oil 2SA each 9Cy. 620×1150 mm<br>8000bhp B&W 1668t (hvf)<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>3×200kW 220V d.c. 15½k |
| **OTA MAJU**<br>Mallam–67 exShonga–65<br>**acific International**<br>**Lines Ltd.**<br>ngapore Singapore | **4804**<br>2419<br>6330 | **BS✻** CS 7/64<br>**MBS✻**<br>MN620 CT5884 C36 S31 | **1947–11** Scott's S.B. & Eng. Co. Ltd.—<br>Grk<br>408′ 0″ 57′ 3″ 22′ 4⅛″<br>385′ 0″ 57′ 0″ 32′ 9″<br>F36′ 2 dks & S dk<br>RW 7BH<br>rf nil WB1061t | M OSD<br>4 Ho 57¾′, 65′, 70′, 37½′,<br>6 DTs each 32½′<br>G.399000 B.364000<br>7 Ha (25′, 30′×18′) (10′, 10′×8′)<br>(10′×12′) (30′, 22½′×18′)<br>14W Der 1(50) 1(30) 2(10) 6(7) 2(5)<br>4(3) | Oil 2SA 4Cy. 560×2160 mm<br>3100bhp Doxford 668t (hvf)<br>Scott's S.B. & E. Co. Ltd. Grk<br>db 120lb<br>3×125kW 220V d.c. 12¼k |
| **OTA NAGA**<br>Sinabang–67<br>**acific International Lines**<br>Ltd.<br>ngapore Singapore | **2206**<br>1320<br>2507 | BV | **1949** C. v.d. Giessen—Krimpen<br>293′ 6″ 43′ 3″ 18′ 0¼″<br>... ... ...<br>P31′ B72′ F36′ 1 dk | M (9P) Ref<br>B.127756<br>4 Ha (20¼′×13′) (21′, 18½′, 16¼′×16½′)<br>8W Der 1(20) 8(3) | Oil 2SA 5Cy. 480×700 mm<br>1300bhp Sulzer 319t<br>N.V. Werkspoor Ams<br>11k |
| **OTA SELATAN**<br>Straat Soenda–67<br>**acific International Lines**<br>Ltd.<br>ngapore Singapore | **6439**<br>3859<br>8539<br>**8315**<br>4761<br>9096 | BV | **1938** C. v.d. Giessen—Krimpen<br>475′ 9″ 62′ 2″ 27′ 4½″/28′ 3½″<br>... ... ...<br>P43′ B&F403′ 1 dk & S dk<br>R<br>rf 5½″ | TM (3P) Ref OSD/CSD<br>6 Ho 49½′, 60¼′, 54¼′, 51¾′, 67¼′, 38¾′<br>G.493455 B.461919 In.20715<br>6 Ha (22½′, 28½′, 28½′, 28½′, 28½′,<br>23¼′×19½′)<br>20W Der 1(25) 20(6) | 2 Oil 4SA each 8Cy. 720×1400 mm<br>8000bhp 1123t (hvf)<br>N.V. Werkspoor Ams<br>3×200kW 220V d.c. 16½k |
| **OTA SILAT X**<br>Mualang–62<br>T. Pelajaran **Persatuan**<br>**Nasional**<br>karta Indonesian | **121**<br>68<br>150 | ✠Classed LR until 3/59 | **1947–1** I. Pimblott & Sons Ltd.—<br>Northwich<br>85′ 0″ 20′ 0″ 8′ 7½″<br>80′ 6″ 19′ 11″ 9 6″<br>F14′ 1 dk | M Mchy.aft<br>1 Ho 41′<br>G.7710 B.7196<br>1 Ha (33½′×14¼′) | Oil 2SA 5Cy. 215×305 mm<br>18½t<br>H. Widdop & Co. Ltd. Keighley<br>8½k |
| **OTA SILAT XI**<br>Sang Muda–63 exMoeda–57<br>T. Pelajaran **Persatuan**<br>**Nasional**<br>Indonesian | **123**<br>64<br>— | ✠Classed LR until 8/58 | **1948–9** Isaac Pimblott & Sons Ltd.—<br>Northwich<br>85′ 0″ 20′ 0″ 8′ 7½″<br>... ... ...<br>1 dk | M Mchy.aft | Oil 2SA 5Cy. 215×305 mm<br>H. Widdop & Co. Ltd. Keighley |
| **OTA SINGA**<br>Sberoet–67<br>**acific International Lines**<br>Ltd.<br>gapore Singapore | **2206**<br>1314<br>2524 | BV | **1949** C. v.d. Giessen—Krimpen<br>293′ 6″ 43′ 3″ 18′ 0¼″<br>43′ 1″<br>P43′ B75′ F34′ 1 dk | M (12P)<br>B.129787<br>4 Ha (20¼′×13¼′) (21′, 18½′,<br>16¼′×16½′)<br>8W Der 1(20) 8(3) | Oil 2SA 5Cy. 480×700 mm<br>1300bhp Sulzer 289t<br>De Schelde N.V. Fls<br>11k |
| **TA TIMUR**<br>raat Malakka–67<br>**cific International Lines**<br>td.<br>gapore Singapore | **6439**<br>3859<br>8486<br>**8315**<br>4761<br>9043 | BV | **1939** C. v.d. Giessen—Krimpen<br>475′ 9″ 62′ 2″ 27′ 4½″/28′ 3½″<br>62′ 0″<br>P43′ B&F403′ 1 dk & S dk<br>R<br>rf 5½″ | TM (3P) Ref OSD/CSD<br>6 Ho 49½′, 60¼′, 54¼′, 51¾′, 67¼′, 38¾′<br>G.513995 B.485977 In.37400<br>6 Ha (22½′, 28½′, 28½′, 28½′, 28½′,<br>23¼′×19½′)<br>20W Der 1(25) 20(6) | 2 Oil 4SA each 8Cy. 720×1400 mm<br>8000bhp 1125t (hvf)<br>N.V. Werkspoor Ams<br>3×250kW 220V d.c. 16½k |
| **OTEI MARU**<br>pan Line **Ltd.**<br>be Japanese | **9096**<br>5337<br>11997 | NK<br>✠Classed LR until 2/64 | **1958–7** Mitsubishi Zosen—Nag<br>496′ 3″ 63′ 9″ 28′ 7¼″<br>459′ 4″ 63′ 8″ 40′ 0″<br>F44′ 2 dks, 3rd dk except in Nos. 4 & 6 holds<br>rf 7″ | M Ref<br>6 Ho<br>G.656622 B.607644 In.11091<br>6 Ha (31¼′×16½′) (42′, 36¾′, 28¾′,<br>36¾′, 28¾′×23′)<br>18W Der 4(15) 14(5) | Oil 2SA 6Cy. 750×1500 mm<br>8500bhp 1445t<br>Mitsubishi Zosen Nag<br>3×200kW 450V a.c. 16k |
| **OTÉLNICH**<br>.S.S.R.<br>rmansk Russian | **734**<br>238<br>— | ✠ | **1954–12** A/B Finnboda Varf—Skm<br>*197·5′* 30′ 7″<br>180′ 6″ 30′ 6″ 15′ 11″<br>F41′<br>RW<br>BK8″ | S Trawler | C 4Cy. (2) 11⅜″ & (2) $27\frac{3}{16}$″×$25\frac{3}{16}$″<br>A/B Finnboda Varf Skm |
| **OTEN MARU**<br>pan Line **Ltd.**<br>be Japanese | **7313**<br>4160<br>10413 | NK | **1955** Mitsubishi Zosen—Nag<br>463′ 10″ 60′ 5″ 26′ 11″<br>434′ 1″ 60′ 4″ 33′ 6″<br>P24′ B180′ F33′ 2 dks<br>RW | M<br>6 Ho<br>G.530711 B.496313<br>6 Ha (28½′, 38¼′ 35½′×23′)<br>(27¼′×25½′) (35½′, 30¼′×23′)<br>18W Der 6(10) 12(5) | Oil 2SA 8Cy. 720×1250 mm<br>5700bhp 1733t<br>Mitsubishi Zosen Nag<br>3×240kW 450V a.c. 14k |
| **OTI RAJAN**<br>Shansi–67<br>**cific International Lines**<br>td.<br>ndon British<br>ame should be **KOTA RAJAH** See New Entries No. 1 | **3161**<br>1631<br>2628 | **BS✻** SS 10/67<br>**MBS✻**<br>MN360 CT3001 C30 S30 | **1947–2** Scotts' S.B. & Eng. Co. Ltd.—<br>Grk<br>321′ 0″ 46′ 4″ 18′ 0¾″<br>298′ 0″ 46′ 0″ 25′ 0″<br>P&B190′ F66′ 2 dks<br>R 6BH<br>rf 2″ WB885t incl. DT330t | M (11P) Ref CSD<br>4 Ho 51¼′, 72′, 36′, 44¾′<br>G.172673 B.158163 In.3700<br>4 Ha (16′×14′) (31½′, 27′×16′)<br>(13½′×12′)<br>10W Der 1(20) 2(10) 4(5) 4(2) | Oil 2SA 4Cy. 480×1660 mm<br>1800bhp Doxford 169t (hvf)<br>Scotts' S.B. & E. Co. Ltd. Grk<br>db 100lb<br>3×75kW 220V d.c. 12½k |
| **OTLAS**<br>.S.S.R.<br>Russian | **3258**<br>1564<br>4410 | | **1955** Schiffswerft Neptun—Ros<br>334′ 7″ 47′ 3″ 21′ 10″<br>47′ 1″ 26′ 0″<br>1 dk<br>RW | S<br>4 Ho<br>G.188157<br>4 Ha (27½′, 27½′, 27½′, 23¼′×16¼′)<br>11W Der 1(15) 2(5) 8(3) | C 4Cy. (2) 465 & (2) 1000×1000 mm<br>& LP turb<br>E. Germany<br>12½k |
| **OTLAS**<br>.S.S.R.<br>rmansk Russian | **685**<br>223<br>433 | ✠ | **1957–12** Brooke Marine Ltd.—Lwt<br>189′ 0″ 32′ 4″ 15′ 3″<br>172′ 3″ 32′ 0″ 16′ 6″<br>F41′<br>RW<br>rf 33″ BK5″ | M Trawler | Oil 4SA 8Cy. 15″×18″<br>1100bhp<br>Mirrlees, Bickerton & Day Stckpt |

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| 519503<br>UQDE<br>M-17070<br>Df Esd<br>Gc Rdr | **KOTLASLES**<br><br>**U.S.S.R.**<br>Archangel Russian | 2925<br>1361<br>3506 | | **1962** F. W. Hollming—Rauma<br>335' 0" 46' 1" 19' 8"<br>305' 2" 45' 11" 22' 6"<br>1 dk | M<br>4 Ho<br>G.168416<br>4 Ha (each 32¾'×27½')<br>2W Cr 2(3) Der 2(5) | Oil 2SA 5Cy. 550×110<br>2900bhp<br>Burmeister & Wain |
| 519505<br>JELN<br>84534 | **KOTOBUKI MARU**<br><br>**Kotobuki Kisen K.K.**<br>Hinase Japanese | 454<br>273<br>— | | **1960** Yoshiura Zosen—Kur<br>161' 5" 26' 5" 11' 10"<br>149' 3" 26' 3" 13' 2"<br>1 dk | M Mchy.aft<br><br><br>1 Ha (71¾'×17') | Oil 4SA 6Cy. 290×410 mm<br>550bhp<br>Hanshin Nainenki Kogyo |
| 519506<br>7KKS<br>83947<br>Esd RT | **KOTOBUKI MARU**<br><br>**Arimura Shoji K.K.**<br>Nase Japanese | 229<br>186<br>— | | **1961** Usuki Tekkosho—Usuki<br>129' 9" 22' 6" 9' 11"<br>116' 6" 22' 4" 10' 10"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 280×420 mm<br>380bhp<br>Usuki Tekkosho |
| 542100<br>8LBH<br>92818<br>Rdr | **KOTOBUKI MARU No. 2**<br><br>**Kotobuki Kisen K.K.**<br>Hinase Japanese | 498<br>289<br>— | | **1963** Koyo Dock—Mihara<br>176' 4" 28' 3" 12' 5"<br>160' 8" 28' 2½" 13' 9"<br>1 dk | M Mchy.aft<br><br>G.37257 B.35068<br>1 Ha (80½'×17') | Oil 4SA 6Cy. 320×420 mm<br>800bhp<br>Hanshin Nainenki Kogyo |
| 519508<br>JPAY<br>48814 | **KOTOBUKI MARU No. 6**<br><br>**Taiyo Kisen K.K.**<br>Osaka Japanese | 1105<br>628<br>1746 | **BROKEN UP** | **1941** Urabe Zosen Tekkosho—Osa<br>234' 10" 32' 0"<br>218' 5" 31' 10"<br>P29' B46' F36' 1 dk<br>len 57 | M<br>2 Ho<br>G.56974 B.53652<br>2 Ha (44½', 63¾'×18')<br>4W Der 4(3½) | Oil 4SA 6Cy. 370×520 mm<br>650bhp NE54<br>Hanshin Nainenki Kogyo<br>1×7kW 100V d.c. |
| 640065<br>8LFP<br>94037<br>Df Gc<br>Rdr RT | **KOTOBUKI MARU No. 18**<br><br>**E. Fujita**<br>Miyako Japanese | 111<br>49<br>— | | **1963** Tokushima Zosen Sangyo—Tokushima<br>19' 10" 7' 10"<br>89' 11" 19' 8" 8' 10"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 200×420 mm<br><br>Niigata Eng. Co. Ltd. |
| 542781<br>8LFW<br>89808<br>Df Esd<br>Gc Pfd<br>Rdr | **KOTOBUKI MARU No. 20**<br><br>**K. Tsuda**<br>Ishinomaki Japanese | 192<br>94<br>— | | **1963** Niigata Eng. Co. Ltd.—Niigata<br>127' 9" 22' 10" 9' 2"<br>112' 0" 22' 8" 10' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br><br>Niigata Eng. Co. Ltd. |
| 671598<br>JCNA<br>99210<br>Df Esd<br>Gc Rdr<br>RT | **KOTOBUKI MARU No. 23**<br><br>**Tsuda Gyogyo K.K.**<br>Ishinomaki Japanese | 315<br>138<br>772 | | **1966** Niigata Eng. Co. Ltd.—Niigata<br>153' 6" 27' 1" 10' 6"<br>136' 9" 27' 0" 11' 9"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 310×380 mm<br>1250bhp<br>Niigata Eng. Co. Ltd. |
| 680298<br>JGFW<br>101775<br>Df Esd<br>Gc Rdr<br>RT | **KOTOBUKI MARU No. 25**<br><br>**Kotobuki Maru K.K.**<br>Ishinomaki Japanese | 349<br>149<br>— | | **1967** Niigata Eng. Co. Ltd.—Niigata<br>158' 10" 28' 3" 10' 10"<br>141' 8" 28' 2" 12' 1"<br>2 dks | M Trawler Mchy.aft | Oil 4SA 8Cy. 310×380 mm<br>1650bhp<br>Niigata Eng. Co. Ltd. |
| 660780<br><br><br>Rdr RT | **KOTOBUKISAN MARU**<br><br>**Arimura Shoji K.K.**<br>Nase Japanese | 650<br>360<br>1000 | | **1966** Kanda Zosensho—Kur<br>191' 5" 30' 11" 13' 11½"<br>173' 11" 30' 10" 15' 5"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 380×540 mm<br>1100bhp<br>Nippon Hatsudoki |
| 519510<br>7JIO<br>86179<br>Esd Rdr<br>RT | **KOTOHIRA MARU No. 1**<br><br>**K. Yamazaki**<br>Tateyama Japanese | 676<br>375<br>— | | **1961** Ichikawa Zosen—Ise<br>188' 8" 29' 5" 13' 4"<br>172' 2" 29' 2½" 14' 7"<br>1 dk<br>RW | M Tanker Mchy.aft<br><br>L.445313 | Oil 4SA 6Cy. 360×520 mm<br>800bhp Emade<br>Ikegai Tekkosho |
| 519513<br>JIFT<br>70114<br>Df | **KOTOHIRA MARU No. 28**<br><br>**K. Yamazaki**<br>Tateyama Japanese | 314<br>196<br>— | | **1953** Kanazashi Zosensho—Shimizu<br>*144·5'* 25' 9"<br>144' 6" 25' 7" 13' 2"<br>F21' 1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 360×520 mm<br>750bhp<br>Akasaka Tekkosho |
| 519515<br>JQGI<br>84220<br>Df Esd<br>Pfd Rdr | **KOTOHIRA MARU No. 35**<br><br>**K. Yamazaki**<br>Tateyama Japanese | 417<br>244<br>— | | **1960** Kanazashi Zosensho—Shimizu<br>157' 8" 25' 8" 10' 10"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>950bhp<br>Niigata Eng. Co. Ltd. |
| 642279<br>7LYG<br>93117<br>Df Esd<br>Gc Rdr<br>RT | **KOTOHIRA MARU No. 38**<br><br>**K. Yamazaki**<br>Tateyama Japanese | 362<br>191<br>— | | **1964** Kanazashi Zosensho—Shimizu<br>164' 9" 26' 5" 11' 0"<br>147' 6" 26' 3" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. |

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| **OTOHISA MARU No. 5**<br>Kubo<br>roto<br>Japanese | 111<br>—<br>— | | **1963** Tokushima Zosen Sangyo—Tokushima<br>19′ 10″ 7′ 10″<br>89′ 11″ 19′ 8″ 8′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>Daihatsu Kogyo Osa |
| **OTOKU MARU**<br>agashira Kaiun K.K.<br>~~Daiko Shosen K.K.~~<br>Onomichi<br>Japanese | 2278<br>1208<br>3501 | NK | **1949** Mitsubishi Jukogyo—Nag<br>302′ 8″ 43′ 6″ 19′ 7¾″<br>284′ 9″ 43′ 4″ 23′ 0″<br>P20′ B77′ F29′ 1 dk | M<br>4 Ho<br>G.159234 B.147722<br>4 Ha (21¾′, 28¼′, 23¾′, 19½′×17′)<br>10W Der 1(20) 8(5) 2(3) | Oil 4SA 7Cy. 470×670 mm<br>2100bhp NE60 339t<br>Akasaka Tekkosho Yaizu<br>2×40kW 110V d.c. 12k |
| **OTOKU MARU**<br>Shoei Maru-63<br>toku Kisen K.K.<br>tsu<br>Japanese | 412<br>243<br>— | | **1960** Takehara Zosen—Hma<br>*158·4′* 23′ 1″ 10′ 10″<br>22′ 11″ 11′ 10″<br>1 dk<br>len 63 | M Tanker Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>420bhp 11t<br>Kinoshita Tekkosho Akashi |
| **OTOKU MARU**<br>toku Gyogyo K.K.<br>rotomisaki<br>Japanese | 254<br>130<br>— | | **1966** Kanazashi Zosensho—Shimizu<br>139′ 11″ 24′ 9″<br>122′ 10″ 24′ 8″ 11′ 1″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **OTOKU MARU No. 3**<br>Yamazaki<br>shimoto<br>Japanese | 195<br>94<br>299 | | **1956** Matsuura Zosen—Hma<br>*99·9′* 19′ 8″ 8′ 10″<br>98′ 9″ 19′ 7″ 9′ 10″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>260bhp 9t<br>Hanshin Nainenki Gyogyo Kob<br>9½k |
| **TOKU MARU No. 5**<br>Taoyama<br>Japanese | 200<br>109<br>350 | | **1964** Matsuura Zosen—Kinoe<br>116′ 2″ 21′ 9″ 9′ 6″<br>103′ 4″ 21′ 8″ 10′ 6″<br>1 dk | M Mchy.aft<br>1 Ha (50¾′×13¾′) | Oil 4SA 6Cy. 200×260 mm<br>280bhp 10t<br>Mitsubishi Hvy Ind. Ltd. Kob<br>9k |
| **TOKU MARU No. 5**<br>masaki Kaiun K.K.<br>Japanese | 145<br>65<br>— | | **1959** Kishimoto Zosen—Toyota<br>103′ 5″ 18′ 6″ 8′ 0″<br>91′ 10″ 18′ 4″ 8′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>180bhp Emade—refitted60<br>Matsui Tekkosho Ise<br>8k |
| **TOKU MARU No. 11**<br>da Unyu K.K.<br>tahama<br>Japanese | 366<br>192<br>— | | **1961** Takehara Zosen—Hma<br>155′ 8″ 23′ 1″ 10′ 10″<br>141′ 0″ 22′ 11″ 11′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 280×420 mm<br>500bhp 11t<br>Makita Tekkosho Takamatsu<br>10½k |
| **TOKU MARU No. 13**<br>da Unyu K.K.<br>etahama<br>Japanese | 485<br>302<br>700 | | **1965** Imamura Zosen—Kur<br>*159·7′* 25′ 9″ 11′ 1″<br>157′ 5″ 25′ 7″ 12′ 6″<br>1 dk<br>RW | M Tanker Mchy.aft<br>L.34962 | Oil 4SA 6Cy. 370×520 mm<br>700bhp 20t<br>Kobe Hatsudoki Seizosho Kob<br>11k |
| TOR<br>oslavenska **Oceanska**<br>lovidba<br>Yugoslav | 23247<br>14419<br>35515 | **✠100A1**<br>strengthened for ore cargoes—Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>MN2400 EL q†2⅞″SQ<br>JR | **1965**–9 Kure Zosensho—Kur<br>~~654′ 7″~~ 90′ 6″ 654′ 7″(incl.BB)<br>616′ 10″ 90′ 2½″ 50′ 10″<br>P112′ F47′ 1 dk<br>NS 9BH<br>rf nil WB14305t incl. Comb. btm, side & topside tanks in No. 4 hold 2907t Topside tanks in holds 4512t | M Bulk Carrier Mchy.aft<br>G.1600338 | Oil 2SA 8Cy. 760×1550 mm<br>12000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio<br>AuxB 100℔ |
| **TOSHIRO MARU No. 1**<br>toshiro Gyogyo K.K.<br>Japanese | 998<br>553<br>— | | **1967** Kanazashi Zosensho—Shimizu<br>223′ 1″ 36′ 9″ 15′ 0″<br>200′ 8″ 36′ 8″ 16′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 440×650 mm<br>1800bhp<br>Akasaka Tekkosho Yaizu |
| **TOSHIRO MARU No. 1**<br>Yamada<br>Japanese | 278<br>140<br>— | | **1964** Miho Zosensho—Shimizu<br>149′ 6″ 25′ 1″<br>131′ 2″ 24′ 11″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>700bhp 158t<br>Niigata Eng. Co. Ltd. Niigata<br>10½k |
| **TOSHIRO MARU No. 1**<br>Shoji K.K.<br>Japanese | 252<br>131<br>— | | **1948** Niigata Tekkosho—Niigata<br>*125·4′* 20′ 4″<br>... ... ...<br>1 dk<br>RW len 62 | M Fishing | Oil 4SA 6Cy. 250×380 mm<br>250bhp<br>Niigata Tekkosho Niigata |
| **TOSHIRO MARU No. 3**<br>kamura<br>Japanese | 338<br>191<br>— | | **1959** Miho Zosensho—Shimizu<br>158′ 7″ 25′ 10″<br>139′ 6″ 25′ 8″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>750bhp 196t<br>Akasaka Tekkosho Yaizu<br>10½k |

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| 519524<br>JFLK<br>73621<br>Df | **KOTOSHIRO MARU No. 5**<br>exMan-Ei Maru No. 12-61<br>**Y. Nakamura**<br>Nansei Japanese | 238<br>105<br>— | 1955 Kanazashi Zosensho—Shimizu<br>121' 6" 22' 6" 9' 6"<br>113' 10" 22' 4" 11' 6"<br>1 dk<br>RW | M Fishing | Mchy.aft | Oil 4SA 6Cy. 325 x 460 mm<br>630bhp<br>Akasaka Tekkosho |
| 671551<br>JDKC<br>101275<br>Df Esd<br>Gc Rdr | **KOTOSHIRO MARU No. 7**<br><br>**Y. Nakamura**<br>Tasoura Japanese | 253<br>87<br>— | 1967 Miho Zosensho—Shimizu<br>151' 3" 23' 9"<br>124' 8" 23' 8" 11' 5"<br>1 dk | M Fishing | Mchy.aft | Oil 4SA 6Cy. 310 x 460 mm<br>950bhp<br>Niigata Eng. Co. Ltd. |
| 519525<br>7JOJ<br>87628<br>Esd Gc<br>Pfd Rdr | **KOTOSHIRO MARU No. 8**<br><br>**Y. Nakamura**<br>Nansei Japanese | 340<br>183<br>— | 1961 Miho Zosensho—Shimizu<br>159' 6" 25' 3"<br>141' 0" 25' 1" 12' 6"<br>1 dk | M Fishing | Mchy.aft | Oil 4SA 6Cy. 350 x 500 mm<br>800bhp<br>Akasaka Tekkosho |
| 519526<br>JDQH<br>69514<br>Rdr | **KOTOSHIRO MARU No. 8**<br><br>**Kotoshiro Gyogyo K.K.**<br>Miura Japanese | 299<br>185<br>— | 1952 Kanazashi Zosensho—Shimizu<br>*130-0'* 23' 7"<br>... ... ...<br>1 dk | M Fishing | Mchy.aft | Oil 4SA 6Cy. 370 x 520 mm<br>650bhp<br>Akasaka Tekkosho |
| 519527<br>JDCK<br>70974<br>Df | **KOTOSHIRO MARU No. 10**<br><br>**Kotoshiro Gyogyo K.K.**<br>Miura Japanese | 493<br>282<br>— | 1953 Kanazashi Zosensho—Shimizu<br>*154-4'* 26' 7"<br>150' 1" 25' 2" 14' 1"<br>F20' 1 dk | M Fishing | Mchy.aft | Oil 4SA 6Cy. 420 x 600 mm<br><br>Akasaka Tekkosho |
| 519528<br>7LFS<br>89067<br>Df Esd<br>Gc Pfd<br>Rdr | **KOTOSHIRO MARU No. 11**<br><br>**T. Nakamura**<br>Nansei Japanese | 354<br>191<br>— | 1962 Miho Zosensho—Shimizu<br>165' 2" 26' 0"<br>146' 5" 25' 11" 12' 6"<br>1 dk<br>RW | M Fishing | Mchy.aft | Oil 4SA 6Cy. 350 x 500 mm<br>900bhp<br>Akasaka Tekkosho |
| 519531<br>JJMG<br>58533 | **KOTOSHIRO MARU No. 15**<br>exHinode Maru No. 25-58<br>exSeiju Maru No. 12<br>exKotohira Maru No. 12<br>**M. Nishide**<br>Wakayama Japanese | 168<br>100<br>— | 1947 Mitsubishi Jukogyo—Yka<br>*108-0'* 19' 8"<br>... ... ...<br>1 dk<br>RW len — | M Fishing | Mchy.aft | Oil 4SA 6Cy. 250 x 380 mm<br>250bhp<br>Ikegai Tekkosho |
| 680303<br>JRQR<br>101292<br>Df Esd<br>Gc Rdr | **KOTOSHIRO MARU No. 17**<br><br>**T. Nakamura**<br>Nansei Japanese | 414<br>219<br>— | 1967 Miho Zosensho—Shimizu<br>174' 10" 27' 11"<br>155' 10" 27' 10" 12' 8"<br>1 dk | M Fishing | Mchy.aft | Oil 4SA 6Cy. 370 x 540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. |
| 519532<br>JMSQ<br>75877<br>Df Esd<br>Gc Pfd<br>Rdr | **KOTOSHIRO MARU No. 18**<br><br>**Kotoshiro Gyogyo K.K.**<br>Miura Japanese | 1109<br>715<br>— | 1956 Kanazashi Zosensho—Shimizu<br>252' 11" 36' 3" 15' 1"<br>36' 1" 17' 4"<br><br>RW len 60 | M Fishing | Mchy.aft | Oil 4SA 6Cy. 470 x 670 mm<br>1500bhp<br>Akasaka Tekkosho |
| 519533<br>JFLN<br>70355<br>Df | **KOTOSHIRO MARU No. 18**<br>exNikko Maru No. 5-61<br>exFukko Maru No. 3-57<br>**Hokko Kaiun K.K.**<br>Nanao Japanese | 299<br>153<br>— | 1953 Miho Zosensho—Shimizu<br>*130-5'* 23' 9"<br>127' 11" 23' 8" 11' 10"<br>P52' F25' 1 dk<br>RW | M Fishing | Mchy.aft | Oil 4SA 6Cy. 370 x 520 mm<br>650bhp<br>Niigata Tekkosho |
| 519534<br>JRFQ<br>82101<br>Df | **KOTOSHIRO MARU No. 25**<br><br>**Kotoshiro Gyogyo K.K.**<br>Miura Japanese | 395<br>240<br>— | 1959 Kanazashi Zosensho—Shimizu<br>141' 5" 20' 0"<br>131' 6" 19' 10" 11' 11"<br>1 dk | M Fishing | Mchy.aft | Oil 4SA 6Cy. 370 x 520 mm<br>900bhp<br>Akasaka Tekkosho |
| 519535<br>JRIV<br>83152<br>Df Esd<br>Gc Pfd<br>Rdr | **KOTOSHIRO MARU No. 28**<br><br>**Kotoshiro Gyogyo K.K.**<br>Miura Japanese | 573<br>366<br>— | 1959 Kanazashi Zosensho—Shimizu<br>176' 8" 29' 0"<br>28' 10"<br>1 dk<br>RW | M Fishing | Mchy.aft | Oil 4SA 6Cy. 400 x 705mm<br><br>Akasaka Tekkosho |
| 519536<br>JGER<br>84204<br>Df Esd<br>Gc Rdr | **KOTOSHIRO MARU No. 30**<br><br>**Kotoshiro Gyogyo K.K.**<br>Miura Japanese | 480<br>310<br>— | 1960 Usuki Tekkosho—Usuki<br>170' 7" 28' 5" 12' 2"<br>153' 7" 28' 3" 13' 7"<br>1 dk | M Fishing | Mchy.aft | Oil 4SA 6Cy. 370 x 520 mm<br>1000bhp<br>Akasaka Tekkosho |
| 519537<br>JKGT<br>85493<br>Df Esd<br>Gc Rdr<br>RT | **KOTOSHIRO MARU No. 38**<br><br>**Kotoshiro Gyogyo K.K.**<br>Miura Japanese | 1201<br>697<br>— | 1960 Usuki Tekkosho—Usuki<br>238' 6" 38' 11" 15' 11"<br>217' 6" 38' 9" 17' 5"<br>1 dk | M Fishing | Mchy.aft | Oil 4SA 6Cy. 470 x 670 mm<br>1800bhp<br>Akasaka Tekkosho |

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| **OTOSHIRO MARU No. 57**<br>**otoshiro Gyogyo K.K.**<br>ura<br>Japanese | 493<br>282<br>— | | 1961 Usuki Tekkosho—Saeki<br>183′ 6″ 29′ 0″ 12′ 9″<br>160′ 8″ 28′ 10″ 13′ 11″<br>1 dk | M Fishing | Oil 4SA 6Cy. 370×520 mm<br>1100bhp 242t<br>Akasaka Tekkosho Yaizu<br>10¼k |
| **OTOSHIRO MARU No. 58**<br>**otoshiro Gyogyo K.K.**<br>ura<br>Japanese | 431<br>233<br>— | | 1961 Kanazashi Zosensho—Shimizu<br>172′ 6″ 27′ 8″<br>153′ 3″ 27′ 6½″ 13′ 1<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>1000bhp 224t<br>Akasaka Tekkosho Yaizu<br>10¾k |
| **OTOURA MARU**<br>**amashita-Shinnihon Kisen K.K.**<br>okyo<br>Japanese | 16077<br>6257<br>25679 | NK | 1962 Hitachi Zosen—Inn<br>580′ 2″ 78′ 11″ 32′ 3″<br>551′ 2″ 78′ 9″ 43′ 0″<br>P116′ F51′ 1 dk | M Ore Carrier Mchy.aft<br>2 Ho<br>G.586425<br>4 Ha (each 74¾′×28¾′)<br>16W Der 16(5) | Oil 2SA 7Cy. 620×1400 mm<br>7600bhp B&W 2422t<br>Hitachi Zosen Osa<br>2×200kW 450V a.c. 13¼k |
| **OTOVSK**<br>S.S.R.<br>dessa<br>Russian | 1309<br>603<br>1325 | | 1960 "Gheorghiu Dej" Shpyd—Bdp<br>244′ 5″ 37′ 3″ 13′ 1½″<br>37′ 1″ 17′ 5″<br>1 dk | M Mchy.aft<br>3 Ho<br>G.73878<br>3 Ha (each 28¼′×18¼′)<br>7W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 mm<br>1600bhp<br>Lang Eng. Works Bdp<br>10½k |
| **OTOVSKY**<br>S.S.R.<br>essa<br>Russian | 1205<br>628<br>— | | 1928 Schiffs. (v. J. & Sch.)—Ham<br>*202·4′* 33′ 4″<br>33′ 2″<br>2 dks<br>R | M | Oil 4SA 8Cy. 470×740 mm<br>Motfbr. "Deutz" A.G. Köln-Deutz |
| **OUANG-SI**<br>des **Messageries**<br>aritimes<br>unkirk<br>French | 6991<br>3824<br>8802 | BV | 1957 Ch. Nav. de La Ciotat—La Ciotat<br>488′ 8″ 61′ 9″ 26′ 0″<br>456′ 7″ 61′ 8″ 38′ 10″<br>B109′ F51′ 2 dks & S dk | M (6P) Ref OSD<br>5 Ho 41½′, 70¾′, 37¼′, 79′, 43′<br>G.518100 B.471000 In.29600<br>5 Ha (stl) (29′, 43¼′, 22¾′, 40¼′, 22¾′×19½′)<br>14W Der 1(60) 1(30) 4(10) 10(5) | Oil 2SA 9Cy. 740×1600 mm<br>8300bhp B&W 1355t (hvf)<br>Forg. & At. du Creusot Le Creusot<br>3×250kW 220V d.c. 16k |
| **UDEKERK**<br>V. Vereenigde<br>ederlandsche **Scheepv.**<br>aats.<br>Hague<br>Netherland | T.Mk<br>7293<br>3865<br>9580<br>9872<br>5506<br>11747 | ✠100A1<br>tunnel side tanks in No. 4 hold—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN2600 EL g†2$\frac{11}{16}$″SQ | 1964–6 van der Giessen-De Noord N.V.—Krimpen<br>541′ 2″ 69′ 5″ 26′ 5¾″/29′ 5⅛″<br>502′ 11″ 69′ 0″ 39′ 0″<br>F62′ RAD41′ 2 dks, 3rd dk in Nos. 1, 2 & 3 holds<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 4″ WB1571t incl. Tunnel tanks 1183t | M Ref<br>6 Ho 61½′, 81¾′, 77¾′, 72½′, 66½′, 19¾′<br>G.637158 B.598915 In.14894<br>5 Ha (stl) (27′×14¾′) (49¾′, 44½′, 42′, 42′×23′) 1 Ha (w) (7¾′×13′)<br>18W Der 1(120) 8(12) 10(6) | Oil 2SA 6Cy. 850×1700 mm<br>14200bhp 2210t (hvf)<br>Gebr. Stork & Co. Hengelo<br>2AuxB 100lb<br>4×225kW 440V 60c/s a.c. 19k |
| **UFRA**<br>Maritime des<br>Chargeurs **Réunis**<br>ra<br>French | 4294<br>2167<br>3216 | BV | 1955 Forg. & Ch. de la Méditerranée—Hav<br>359′ 3″ 59′ 6″ 21′ 1″<br>59′ 4″<br>B91 2 dks | TM Ref<br>B.146600 In.146600<br>5 Ha (each 16¾′×16½′)<br>10W Der 10(3) | 2 Oil 2SA each 8Cy. 500×1100 mm<br>6500bhp B&W 650t<br>Ch. & At. de St. Nazaire (Penhoët)<br>16k |
| **UN MARU**<br>o Tsusho **K.K.**<br>yo<br>Japanese | 479<br>262<br>— | | 1956 Fukabori Zosen—Nag<br>168′ 5″ 27′ 4″ 12′ 9$\frac{15}{16}$″<br>151′ 10″ 27′ 3″ 13′ 9″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 8Cy. 350×520 mm<br>1000bhp 248t<br>Kobe Hatsudoki Seizosho Kob<br>11k |
| **UN MARU**<br>kayama **Kosan K.K.**<br>hara<br>Japanese | 453<br>273<br>— | | 1960 Taihei Kogyo—Hma<br>164′ 11″ 26′ 5″ 11′ 9″<br>134′ 6″ 23′ 7″ 12′ 2″<br>1 dk | M Mchy.aft<br>G.31889 B.29488<br>1 Ha (71′×16¾′) | Oil 4SA 6Cy. 320×450 mm<br>650bhp 17t<br>Kanegafuchi Nainenki Tok<br>11¼k |
| **UN MARU**<br>a Kaiun **K.K.**<br>magari<br>Japanese | 378<br>210<br>— | | 1961 Takehara Zosen—Takehara<br>150′ 8″ 23′ 9″ 10′ 10″<br>... ... ...<br>1 dk | M Mchy.aft<br>1 Ha (64½′×14¾′) | Oil 4SA 6Cy. 300×420 mm<br>420bhp 17t<br>Kinoshita Tekkosho Akashi<br>10k |
| **UN MARU No. 3**<br>nike **Unyu K.K.**<br>aka<br>Japanese | 448<br>287<br>— | | 1963 Kurushima Dock Co. Ltd.—Imabari<br>*127·3′* 27′ 8″ 10′ 5″<br>124′ 7″ 27′ 6½″ 14′ 9″<br>1 dk<br>RW | M Mchy.aft<br>G.33760 B.31606<br>1 Ha (69¾′×22½′) | Oil 4SA 6Cy. 270×400 mm<br>550bhp<br>Hanshin Nainenki Kogyo Kob<br>9½k |
| **UN MARU No. 5**<br>obayashi<br>akuma<br>Japanese | 438<br>225<br>625 | | 1959 Kishigami Zosen—Hma<br>163′ 4″ 24′ 9″ 11′ 6″<br>148′ 4″ 24′ 7″ 12′ 5″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>1 Ha | Oil 4SA 6Cy. 300×420 mm<br>550bhp 19t<br>Kinoshita Tekkosho Akashi<br>10k |

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| 660127<br>JI2172<br>99386 | **KOUN MARU No. 5**<br>**Konoike Unyu K.K.**<br>Osaka Japanese | 427<br>269<br>450 | | 1965 Kurushima Dock Co. Ltd.—<br>Imabari<br>138' 5" 27' 9" 10' 6"<br>124' 8" 27' 7" 14' 10"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>1 Ha (68¼'×17') | Oil 4SA 6Cy. 400×7<br>600bhp<br>Hanshin Nainenki Kog |
| 640197<br>8KRW<br>94026<br>Df Esd<br>Gc Rdr | **KOUN MARU No. 22**<br>**Toda Suisan K.K.**<br>Iwaki Japanese | 253<br>128<br>— | | 1963 Kanazashi Zosensho—Shimizu<br>143' 0" 24' 10"<br>126' 5" 24' 7" 10' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. |
| 519550<br>JLZS<br>81346<br>Rdr RT | **KOUNAN MARU**<br>**Mishima Mura Office**<br>Kagoshima Japanese | 719<br>343<br>261 | | 1959 Mitsubishi Zosen—Smk<br>*175·7'* 29' 0" 10' 6"<br>168' 11" 28' 10" 13' 1"<br>1 dk | M Mchy.aft<br>G.14514 B.13102<br>2 Ha (13¼', 11¾'×8¼') | Oil 4SA 7Cy. 430×620 mm<br>1500bhp<br>Hanshin Nainenki Kog |
| 541627<br>8JJC<br>89337<br>Rdr RT | **KOURAKU MARU**<br>**Uko Kokudo Ferry K.K.**<br>Takamatsu Japanese | 649<br>275<br>— | | 1962 Shikoku Dock Co.—Takamatsu<br>156' 10" 36' 2" 8' 3"<br>36' 0"<br>1 dk<br>RW | TM Ferry | 2 Oil 4SA each 6Cy. 3<br>1300bhp<br>Hanshin Nainenki Kog |
| 670459<br>JL2343<br>97586<br>Df Rdr<br>RT | **KOUTOKU MARU No. 16**<br>**Maeda Unyu K.K.**<br>Yawatahama Japanese | 500<br>263<br>950 | | 1966 Imamura Zosen—Kur<br>177' 2" 28' 3" 12' 7½"<br>160' 9" 28' 2½" 13' 11"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 290×420 mm<br>700bhp<br>Kobe Hatsudoki |
| 519551<br>SVKF<br>1587<br>Df Esd<br>Pfd | **KOUTOURIARIS S.**<br>exNordenham–58<br>exTeutoburger Wald<br>**J. Stathakis & Sons**<br>Piræus Greek | 434<br>184<br>— | BV | 1944 Rotterdamsche D.D. Maats.—Rot<br>*169·5'* 30' 2" 13' 8½"<br>... ... ... | M Trawler<br>2 Ha | Oil 4SA 6Cy. 420×600 mm<br>1500bhp NE59<br>Klöckner-Humboldt-Deu |
| 519552<br>SXNG<br>2071<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOUTOURIARIS S. II**<br>exWartburg–62<br>**J. Stathakis & Sons**<br>Piræus Greek | 577<br>270<br>— | BV | 1950 A.G. "Weser" Werk Seebeck—Bhn<br>*170·5'* 28' 8" 14' 2½"<br>28' 6" 16' 4"<br>F34'<br>RW | M Trawler<br>2 Ha (each 5½'×4½')<br>1W | Oil 4SA 7Cy. 390×680 mm<br>1630bhp NE63<br>N.V. Werkspoor |
| 517722<br>SZJX<br>2393<br>Df Esd<br>Rdr RT | **KOUTOURIARIS S. III**<br>exJuni–64<br>Launched as Hofrungur<br>**J. Stathakis & Sons**<br>Piræus Greek | 795<br>398<br>— | BV<br>✠Classed LR until 11/64 | 1951–3 A. Hall & Co. Ltd.—Abn<br>202' 0" 30' 2" 15' 1"<br>184' 0" 30' 0" 16' 0"<br>Q94' F34'<br>RW<br>BK8" | S Trawler<br>2 Ha (each 6'×6½') | T 3Cy. 16½" 28½" & 47"<br>1665ihp<br>A. Hall & Co. Ltd. |
| 519553<br>ZMKM<br>121594 | **KOUTUNUI**<br>**Luggate Game Packers Ltd.**<br>~~**Gisborne Lightering & Stevedoring Co. Ltd.**~~<br>Napier New Zealand | 167<br>71<br>— | | 1910 C. Bailey, Jr.—Auk<br>*96·7'* 24' 0"<br>... ... ...<br>1 dk | Wood TM | 2 Oil 2SA each 3Cy.<br>NE29<br>Fairbanks, Morse & Co. |
| 661585 | **KOVDA**<br>**U.S.S.R.**<br>Russian | 4846<br>—<br>— | | 1966 Stocznia Gdanska—Gdk<br>406' 5" 54' 11" 22' 4¾"<br>... ... ...<br>1 dk<br>RW | M | Oil |
| 541222 | **KOVDA**<br>**Republik Indonesia**<br>Indonesian | 1248<br>552<br>— | | 1962 Angyalfold Works—Bdp<br>244' 4" 37' 2"<br>... ... ...<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 315×450 mm<br>Lang Eng. Works |
| 519554<br>Esd | **KOVDA**<br>**U.S.S.R.**<br>Murmansk Russian | 747<br>260<br>— | ✠ | 1952–3 A/B Lindholmens Varv—Got<br>207' 0" 30' 7" 14' 10½"<br>187' 7" 30' 6" 15' 11"<br>F39'<br>RW | S Trawler | C 4Cy. (2) 11¾" & (2)<br>A/B Lindholmens Varv |
| 541628<br>Df Esd<br>Gc Rdr<br>RT | **KOVDALES**<br>**U.S.S.R.**<br>Russian | 2925<br>1361<br>— | | 1963 Nystads Varv—Nystad<br>335' 0" 46' 1" 18' 9"<br>305' 2" 45' 11" 22' 6"<br>1 dk | M | Oil 2SA 5Cy. 550×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan |
| 671805<br>UZFU<br>U-1708 | **KOVDOR**<br>**U.S.S.R.**<br>Russian<br>For later particulars see New Entries No. 3 | 4699<br>2270<br>2550 | 100A1<br>Class contemplated<br>✠Lloyd's RMC | Burmeister & Wain—Cpn<br>336' 0" 52' 7"<br>298' 7" 52' 6" 36' 5" | M Fish Factory Ref | Oil 2SA 6Cy. 500×900 mm<br>Burmeister & Wain |

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| **KOVDOR**<br>**U.S.S.R.**<br>Murmansk Russian | **3361**<br>1537<br>4300 | | **1967** Schiffswerft Neptun—Ros<br>344′ 7″ 21′ 4″<br>314′ 11″ 47′ 11″ 26′ 3″<br>2 dks | M | Oil 2SA 6Cy. 570×800 mm<br>3250bhp MAN<br>Dieselmotorenwerk Ros |
| **KOVEL**<br>**U.S.S.R.**<br>Russian | **3359**<br>1738<br>— | | **1958** Schiffswerft Neptun—Ros<br>341′ 2″ 47′ 3″<br>47′ 1″<br>1 dk | M | Oil |
| **KOVROV**<br>**U.S.S.R.**<br>Leningrad Russian | **9250**<br>5163<br>— | | **1962** Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>482′ 4″ 64′ 10″ 30′ 0″<br>441′ 4″ 64′ 8″ 39′ 4″<br>2 dks | M CSD | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo |
| **KOWA MARU**<br>**Taiheiyo Kaiun K.K.**<br>Tokyo Japanese | **21749** ~~21874~~<br>12838 ~~13023~~<br>34522 | NK<br>✠Classed LR until 8/63 | **1959–10** Nippon Kokan—Tsu<br>667′ 10″ 90′ 5″ 34′ 9¾″<br>640′ 0″ 90′ 0″ 46′ 0″<br>P134′ F80′ 1 dk<br>rf 4″ | M Tanker (2P) Mchy.aft<br>30 Ta<br>L.1627906 HeCls. BC<br>Cr 1(8) Der 2(5) | Oil 2SA 9Cy. 780×1400 mm<br>12000bhp MAN 1131t (hvf)–40¾pd<br>Mitsubishi Nippon Hvy Ind. Yka<br>2×300kW 445V 60c/s a.c. 15½k |
| **KOWA MARU**<br>exMantetsu Maru No. 5–57<br>**Japan Line Ltd.**<br>Tokyo Japanese | **5065**<br>2850<br>7097 | NK<br>✠Classed LR until 2/60 | **1953–5** Sanoyasu Dkyd Co. Ltd.—Osa<br>402′ 7″ 53′ 8″ 24′ 7¾″<br>377′ 4″ 53′ 6″ 29′ 8″<br>P27′ B168′ F34′ 2 dks<br>RW | M<br>5 Ho<br>G.370856 B.332127<br>5 Ha (24¾′×16½′) (41¾′×20¼′)<br>(13′×13′) (28¾′, 34′×20½′)<br>12W Der 1(30) 1(10) 5(4) | Oil 2SA 6Cy. 600×1040 mm<br>4000bhp NE60 824t<br>Harima Zosensho Aio<br>2×120kW 230V d.c. 13¾k |
| **OWA MARU**<br>exShoho Maru–67<br>**owa Kaiun K.K.**<br>Tokyo Japanese | **3420**<br>1924<br>5251 | NK | **1958** Hayashikane Zosen—Smk<br>347′ 6″ 49′ 5″ 21′ 0″<br>321′ 6″ 49′ 3″ 25′ 3″<br>1 dk<br>RW | M<br>4 Ho 59¾′, 65½′, 93¼′, 131¼′<br>G.241942 B.222978<br>4 Ha (29½′, 39′, 34¼′, 30′×19¾′)<br>Der 1(20) 2(10) 6(7) | Oil 4SA 8Cy. 460×690 mm<br>2400bhp 407t (hvf)<br>Ito Tekkosho Shimizu<br>2×65kW 220V d.c. 12¼k |
| **OWA MARU**<br>**wa Kaiun K.K.**<br>ogama Japanese | **2812**<br>1552<br>4523 | | **1962** Hakodate Dock Co. Ltd.—Hak<br>320′ 4″ 47′ 8″ 20′ 6″<br>295′ 2″ 47′ 7″ 25′ 0″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.196809 B.190665<br>3 Ha (51¾′, 61½′, 49¼′×23′) | Oil 4SA 8Cy. 470×700 mm<br>2800bhp 177t<br>Ito Tekkosho Shimizu<br>2×60kW 445V a.c. 13k |
| **WA MARU**<br>**owa Sangyo Kaiun K.K.**<br>ka Japanese | **1597**<br>891<br>2561 | NK | **1956** Sanoyasu Dock Co. Ltd.—Osa<br>272′ 2″ 39′ 5″ 16′ 11″<br>254′ 3″ 39′ 4″ 19′ 8″<br>P74′ F33′ 1 dk<br>RW<br>rf 3″ | M Mchy.aft<br>2 Ho 66½′, 101′<br>G.114937 B.106535<br>2 Ha (44½′, 85′×20½′)<br>9W Der 1(15) 3(10) 2(5) | Oil 4SA 7Cy. 430×620 mm<br>1400bhp 160t (d.o)<br>Hanshin Nainenki Kogyo Kob<br>2×25kW 115V d.c. 11½k |
| **WA MARU**<br>**yowa Kisen K.K.**<br>uoka Japanese | **994**<br>507<br>1605 | NK | **1960** Onomichi Zosen—Onomichi<br>223′ 2″ 34′ 4″ 15′ 11″<br>203′ 5″ 34′ 2″ 18′ 1″<br>1 dk | M Mchy.aft<br>2 Ho 71½′, 67′<br>G.69605 B.64061<br>2 Ha (46¾′, 47¼′×16½′)<br>4W Der 4(5) | Oil 2SA 6Cy. 360×600 mm<br>900bhp Sulzer 50t (d.o)<br>Uraga Diesel Kogyo Tamashima<br>3×40, 40, 15kW 225V d.c. 11k |
| **WA MARU**<br>**iwa Kisen K.K.**<br>yo Japanese | **675**<br>338<br>995 | NK<br>**BROKEN UP** | **1954** Nagoya Zosen—Nga<br>196′ 6″ 30′ 8″ 13′ 2″<br>180′ 6″ 30′ 6″ 14′ 7″<br>P47′ F26′ 1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta<br>L.42059 | Oil 4SA 6Cy. 370×520 mm<br>900bhp 57t<br>Hanshin Nainenki Kogyo Kob<br>2×9kW 115V d.c. 11k |
| **WA MARU**<br>**ohoku Kaiun K.K.**<br>aka Japanese | **667**<br>356<br>900 | | **1949** Sanoyasu Dock Co. Ltd.—Osa<br>190′ 0″ 29′ 6″ 14′ 2″<br>173′ 10″ 29′ 5″ 15′ 0″<br>P43′ B48′ F19′ 1 dk<br>RW | S<br>2 Ho<br>G.39729 B.36657<br>2 Ha (43¾′, 22¾′×16½′)<br>4W Der 4(5) | T 3Cy. 11½″ 18⅛″ & 30″×20″<br>700ihp Emade45fitted49 117t (o.f)<br>Koki Sangyo Osa<br>1×7kW 110V d.c. 8k |
| **WA MARU**<br>**ko Kaiun K.K.**<br>oya Japanese | **491**<br>283<br>— | | **1947** Kawasaki Jukogyo—Tanakawa<br>*157·8′* 26′ 3″<br>26′ 1″<br>1 dk | M Mchy.aft<br>1 Ha (72¼′×16½′) | Oil 4SA 6Cy. 370×540 mm<br>600bhp NE— 34t<br>Kinoshita Tekkosho Akashi<br>10½k |
| **WA MARU**<br>ichifuku Maru No. 5–64<br>**wa Kaiun K.K.**<br>makuma Japanese | **433**<br>222<br>600 | | **1958** Kishigami Zosen—Hma<br>159′ 6″ 24′ 8″ 11′ 4″<br>144′ 7″ 24′ 7″ 12′ 5″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (68½′×16½′) | Oil 4SA 6Cy. 320×460 mm<br>500bhp 19t<br>Kinoshita Tekkosho Akashi<br>10½k |
| **A MARU**<br>Yashiki<br>ashi Japanese | **377**<br>195<br>576 | NK | **1960** Kure Zosensho—Kur<br>145′ 2″ 25′ 9″ 11′ 1″<br>131′ 7″ 25′ 7″ 12′ 2″<br>1 dk | M Mchy.aft<br>1 Ho<br>G.25144 B.22778<br>1 Ha (69′×19¾′)<br>2W Der 2(3) | Oil 4SA 6Cy. 290×430 mm<br>520bhp 21t<br>Nippon Hatsudoki Kob<br>1×10kW 115V d.c. 9½k |

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| 519567<br>7JYN<br>88090 | **KOWA MARU**<br><br>**Kowa Kaiun K.K.**<br>Kaminoseki Japanese | 368<br>204<br>— | | 1961 Yawatahama Zosensho—<br>Yawatahama<br>22' 11" 10' 5"<br>150' 11" 22' 9" 11' 10"<br>1 dk | M Tanker Mchy.aft<br>4 Ts | Oil 4SA 6Cy. 320×460 mm<br>400bhp<br>Yawatahama Nainenki |
| 519568<br>JDQO<br>52706 | **KOWA MARU**<br>exEifuku Maru No. 11–56<br>exYashio Maru–53<br>**Nate Kisen Y.K.**<br>Kobe Japanese | 255<br>149<br>— | | 1944 Matsuura Zosen—Hma<br>*117·9'* 21' 7"<br>... ... ...<br>P41' B9' F18' 1 dk<br>len & conv tug 53 | M Tanker Mchy.aft | Oil 4SA 6Cy. 275×420 mm<br>320bhp Emada<br>Ito Tekkosho |
| 519569<br>7LNO<br>88306<br>Esd Gc | **KOWA MARU**<br><br>**Kowa Kaiun K.K.**<br>Ogaki Japanese | 239<br>102<br>— | | 1961 Kishimoto Zosen—Kinoe<br>22' 2" 10' 0"<br>104' 11" 22' 0" 11' 2"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br><br>Makita Tekkosho |
| 519570<br>7KAW<br>88160 | **KOWA MARU**<br><br>**Kowa Kisen K.K.**<br>Bizen Japanese | 196<br>108<br>— | | 1961 Koyo Dock—Mihara<br>102' 10" 24' 5" 9' 2"<br>96' 10" 24' 3" 9' 10"<br>1 dk | M Tanker Mchy.aft<br><br>L.11689 | Oil 4SA 6Cy. 260×400 mm<br>250bhp<br>Niigata Eng. Co. Ltd. |
| 519571<br>JLCD<br>83705<br>Gc | **KOWA MARU**<br><br>**Shin Idemitsu Sekiyu K.K.**<br>Fukuoka Japanese | 164<br>64<br>— | | 1959 Nippon Zosen—Fukuoka<br>103' 0" 20' 0" 8' 6"<br>92' 2" 19' 10" 9' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 230×360 mm<br>220bhp<br>Akasaka Tekkosho |
| 519572<br>JAIX<br>83873 | **KOWA MARU No. 1**<br><br>**N. Hiromasa**<br>Mihara Japanese | 173<br>70<br>— | | 1960 Ehime Zosensho—Imabari<br>*94·2'* 19' 8"<br>19' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×400 mm<br>200bhp<br>Makita Tekkosho |
| 519573<br>8JQY<br>92053<br>Rdr<br>RTm/h | **KOWA MARU No. 2**<br><br>**Kyowa Sangyo Kaiun K.K.**<br>Osaka Japanese | 1894<br>687<br>2821 | <br><br>NK | 1962 Hitachi Zosen—Mukaishima<br>271' 0" 40' 8" 18' 1"<br>249' 4" 40' 7½" 21' 0"<br>1 dk<br>rf 4" | M Mchy.aft<br>3 Ho 27¾', 55', 53½'<br>G.76598<br>3 Ha (stl) (each 36½'×19¾') | Oil 4SA 8Cy. 430×620 mm<br>1800bhp<br>Niigata Eng. Co. Ltd.<br>2×40kW 230V d.c. |
| 661032<br>JK2337<br>97782<br>Rdr | **KOWA MARU No. 2**<br><br>**Kowa Kaiun K.K.**<br>Hiroshima Japanese | 429<br>237<br>612 | | 1965 Ujina Zosensho—Hma<br>157' 5" 25' 0" 11' 5"<br>141' 0" 24' 11" 12' 5"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 325×460 mm<br>700bhp<br>Nippon Hatsudoki |
| 672027<br><br><br>Rdr | **KOWA MARU No. 2**<br><br>**S. Ozawa**<br>Shimizu Japanese | 199<br>100<br>400 | | 1966 Sokooshi Zosen—Hma<br>121' 4" 23' 9" 10' 2"<br>108' 3" 23' 8" 11' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>420bhp<br>Yanagihara Tekkosho |
| 670560 | **KOWA MARU No. 2**<br><br>**F. Nakamura**<br>Kitakyushu Japanese | 195<br>99<br>254 | | 1965 Ikeda Zosen—Hma<br>106' 0" 25' 0" 9' 2½"<br>94' 8" 24' 11" 10' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>340bhp<br>Niigata Eng. Co. Ltd. |
| 519575<br>JLZY<br>84403<br>Gc | **KOWA MARU No. 10**<br><br>**Shin Idemitsu Sekiyu K.K.**<br>Fukuoka Japanese | 125<br>44<br>— | | 1959 Nippon Zosen—Fukuoka<br>*86·6'* 18' 9"<br>18' 7"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 230×360 mm<br>180bhp<br>Akasaka Tekkosho |
| 519577<br>JBMT<br>62854 | **KOWEI MARU**<br><br>**Uwajima Unyu K.K.**<br>Uwajima Japanese | 383<br>209<br>— | | 1948 Nippon Kokan—Yka<br>*143·7'* 24' 9"<br>142' 6" 24' 7" 12' 2"<br>P42' F17' 1 dk<br>RW | M Mchy.aft<br><br>G.22142 B.20059<br>2 Ha (each 29½'×13') | Oil 4SA 6Cy. 290×420 mm<br>380bhp NE58<br>Nippon Hatsudoki |
| 519579<br>ZMQU<br>196277<br>Df Esd<br>RTm/v | **KOWHAI**<br><br>**Union S.S. Co. of New Zealand Ltd.**<br>Wellington New Zealand | 3528<br>1980<br>5189 | ✠100A1 SS 3/65<br><br>✠LMC<br><br>MN482 EL v 1¾"SQ | 1952–9 A. Stephen & Sons Ltd.—Gls<br>345' 2" 50' 5" 22' 4½"<br>325' 9" 50' 0" 26' 0"<br>P&B162' F39' 1 dk<br>RW NS in lower part of holds 5BH<br>rf 3" WB674t | M<br>3 Ho 75¾', 69½', 54½'<br>G.255655 B.249534<br>3 Ha (stl) (44¾', 46', 46¾'×20')<br>12W Der 1(25) 12(5) | Oil 2SA 6Cy. 600×1040 mm<br>2410bhp Sulzer<br>A. Stephen & Sons Ltd.<br>3×135kW 220V d.c. |
| 515128<br>VRKL<br>180074<br>Df Esd<br>Rdr | **KOWLOON**<br>exHinsang–65<br>exEmpire Perlis–46<br>**Kinabatangan Shipping Co. Ltd.**<br>Hong Kong British | 3541<br>2239<br>4131 | ✠100A1 SS 6/66<br>with freeboard<br>✠LMC<br><br>EL u | 1944–7 W. Gray & Co. Ltd.—Hpl<br>328' 0" 46' 6" 20' 10"<br>312 0" 46' 4" 24' 9"<br>P82' Q197' F29' Trunk on Upr dk 88' on Q117' 1 dk<br>R NS 6BH<br>WB1470t | S Mchy.aft<br><br>G.250692 B.239763<br>4 Ha (24¾'×20') (24¾', 40', 22'×26')<br>1W Der 2(15) 4(10) 2(8) | T 3Cy. 20" 31" & 55"×39"<br>1500ihp<br>Cen. Mar. Eng. Wks<br>2 SB 200lb Sat<br>2×20kW 110V d.c. |

Now **HORIS** See New Entries No. 10

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|---|---|---|---|---|---|---|
| **KOWLOON No. 1**<br>exCachupin-66<br>exTroon Breeze-64<br>exCoolabah-56<br>exMount Austin-52<br>exNancy Moller-51<br>exEmpire Dirk-51<br>**Shiu Cheung Shipping & Trading Co. Ltd.**<br>Panama Panamanian | *3327*<br>*1824*<br>4431 | ~~BV~~—<br><br>✠Classed LR until 11/56 | **1943**-12 Ailsa S.B. Co. Ltd.—Trn<br>328′ 0″ 46′ 6″ 20′ 9½″<br>310′ 0″ 46′ 4″ 25′ 2″<br>P33′ B82′ F32′ 1 dk | S<br><br>G.227561 B.215535<br><br>8W Der 8(5) | T 3Cy. 20″ 31″ & 55″×39″<br>1100ihp<br>Ailsa S.B. Co. Ltd. | <br>517t (o.f)<br>Trn<br>10k |
| | | **DAMAGED BY STRANDING 9/67—TO BE BROKEN UP** | | | | |
| **KOWLOON STAR**<br>exTamahine-63<br>**Cia. di Nav. Sunlite S.A.**<br>Panama Panamanian | *1964*<br>*762*<br>444 | ✠100A1 SS 4/67<br>with fbd Indonesian<br>Archipelago service & to<br>New Guinea<br>✠LMC<br>EL r | **1925**-10 Swan, Hunter & Wghm Rchdsn<br>—Nwc<br>274′ 8″ 40′ 2″ 13′ 7½″<br>262′ 6″ 40′ 0″ 24′ 3″<br>2 dks (stl-weather dk pt teak s)<br>R NS Coll BH to U dk 5 to 2nd dk<br>WB297t incl. Tunnel tanks 28t | TS<br><br>B.40200<br><br>6W Der 2(5) 4(3) | T 8Cy. 18″ 29″ & (2) 33″×27″<br>3500ihp<br>Swan, Hunter & Wghm Rchdsn<br>2 SB 190lb hs(7400) 8cf | <br>125t (o.f)<br>Nwc<br>13k |
| | | **SURVEYS OVERDUE—CLASS SUSPENDED 20/9/68** | | | | |
| **KOWLOON VENTURE**<br>exPlover-65<br>exRonald M. Scobie-54<br>exEmpire Prospect-47<br>Kowloon **Carriers Inc.**<br>Wah Kwong & Co. (Hong Kong) Ltd.<br>Monrovia Liberian | 7179<br>4366<br>10048 | ✠100A1 SS 9/66<br>with freeboard<br>✠LMC<br>EL a†2″SQ | **1945**-6 S.B. Corp. Ltd.—Nwc<br>447′ 10″ 56′ 4″ 26′ 9″<br>56′ 2″ 38′ 0″<br>F38′ 2 dks<br>RW NS 6BH to U dk 1 to 2nd dk<br>WB2249t incl. Tunnel tanks 609t | S<br>5 Ho 51¾′, 72¾′, 60′, 63′, 65½′<br>G.545000 B.508000<br>5 Ha (each 35½′×23′)<br>10W Der 1(50) 5(10) 5(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>✠NEmade42pt remade&fitted45<br>Canadian Allis-Chalmers Ltd.<br>remade by N.E. Marine Eng. Co. (1938) Ltd.<br>3 SB 220lb Spt hs(7248) 9cf<br>2×15kW 110V d.c. | <br>1374t (o.f)<br><br>Mtl<br>Nwc<br><br>11k |
| **KOYO MARU**<br><br>Taiyo **Gyogyo K.K.**<br>Tokyo Japanese | 7658<br>4324<br>8310 | <br><br>NK | **1955** Mitsubishi Zosen—Hma<br>458′ 2″ 59′ 11″ 26′ 6″<br>433′ 5″ 59′ 9″ 32′ 10″<br>PB&F226′ 2 dks<br>RW | M Ref Mchy.aft<br>5 Ha<br>G.284468 B.282325 In.230826<br>5 Ha (6¾′×5′) (11¼′×13′) (11¼′, 11¼′, 11¼′×11¼′)<br>8W Der 1(15) 8(5) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp<br>Mitsubishi Hvy Ind. Reorg.<br>3×542kW 450V a.c. | <br>1392t<br>Kob<br>14½k |
| **KOYO MARU**<br><br>Kokusai **Kaiun K.K.**<br>Tokyo Japanese | 7068<br>4553<br>10629 | <br><br>NK | **1965** Nipponkai Jukogyo—Toyama<br>428′ 2″ 68′ 1″ 25′ 11″<br>400′ 4″ 67′ 11″ 34′ 5″<br>1 dk | M Mchy.aft<br>3 Ho<br>G.510229 B.480670<br>3 Ha (67′, 75′, 75′×31′)<br>10W Der 10(15) | Oil 2SA 5Cy. 600×1050 mm<br>4500bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>2×140kW 445V a.c. | <br>812t<br>Kob<br>13k |
| **OYO MARU**<br><br>heiyo **Kinkai Sempaku K.K.**<br>kyo Japanese | 3439<br>2025<br>5379 | <br><br>NK | **1964** Namura Zosensho—Osa<br>346′ 5″ 49′ 5″ 20′ 9″<br>321′ 6″ 49′ 2½″ 25′ 3″<br>1 dk<br>rf 2¼″ | M (2P) Mchy.aft<br>3 Ho 64¼′, 98¾′, 64¼′<br>G.251300 B.233819<br>3 Ha (38¾′, 75¾′, 43¾′×21¾′)<br>Cr 11(5) Der 4(15) 4(10) | Oil 2SA 6Cy. 450×750 mm<br>2700bhp<br>Kobe Hatsudoki Seizosho<br>2×88kW 445V 60c/s a.c. | <br>351t (hvf)<br>Kob<br>12k |
| **OYO MARU**<br><br>heiyo **Sempaku K.K.**<br>kyo Japanese | 3353<br>1930<br>5600 | <br><br>NK | **1966** Fujinagata S.B. & E. Co. Ltd.—Osa<br>339′ 10″ 48′ 7″ 21′ 11″<br>314′ 11″ 48′ 6″ 27′ 4″<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.245014<br>3 Ha (46′, 74′, 61′×22 ) | Oil 4SA 6Cy. 450×720 mm<br>3300bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd<br>2×88kW 445V a.c. | <br>124t<br>Kob<br>12½k |
| **OYO MARU**<br><br>yo Shoshen **K.K.**<br>hon Yusosen K.K.<br>kyo Japanese | **3162**<br>1655<br>4902 | <br><br>NK | **1961** Nippon Kokan—Tsu<br>332′ 5″ 48′ 8″ 20′ 6″<br>308′ 5″ 48′ 6½″ 24′ 11″<br>P103′ B60′ F43′ 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.223384 B.207761<br>2 Ha (74½′, 76¼′×23′)<br>12W Der 8(10-15) | Oil 2SA 6Cy. 480×700 mm<br>2250bhp Sulzer<br>Mitsubishi Hvy Ind. Reorg.<br>2×88kW 450V a.c. | <br>322t<br>Kob<br>11½k |
| **OYO MARU**<br><br>isei Kaiun **K.K.**<br>tsuyama Japanese | **2575**<br>1519<br>3850 | <br><br>NK | **1966** Kurushima Dock Co. Ltd.—Imabari<br>293′ 11″ 47′ 4″ 19′ 4″<br>272′ 4″ 47′ 3″ 23′ 3″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.174314 B.168911<br>2 Ha (58′, 89½′×23′)<br>Der 3(5) 6(3) | Oil 4SA 6Cy. 470×700 mm<br>2200bhp<br>Ito Tekkosho | <br>269t<br>Shimizu<br>12½k |
| **OYO MARU**<br><br>kuyo Suisan **K.K.**<br>kyo Japanese | **2523**<br>1358<br>2334 | <br><br>NK | **1964** Mitsui Zosen—Tmn<br>278′ 9″ 44′ 5″ 17′ 4″<br>252′ 7″ 44′ 3½″ 29′ 6″<br>2 dks<br>RW | M Trawler<br>3 Ho | Oil 2SA 7Cy. 420×750 mm<br>2750bhp B&W<br>Mitsui Zosen<br>2×250kW 445V a.c. | <br>712t<br>Tmn<br>12½k |
| **OYO MARU**<br><br>pon Koyo Eisen **K.K.**<br>yo Japanese | **2060**<br>670<br>1880 | | **1967** Mitsubishi Hvy Ind. Ltd.—Smk<br>280′ 6″ 46′ 0″ 19′ 8″<br>255′ 11″ 45′ 11″ 22′ 11″<br>1 dk | M Salvage Tug | 2 Oil 4SA each 9Cy. 400×540 mm geared to sc. shaft<br>9000bhp MAN<br>Mitsubishi Hvy Ind. Ltd. | <br><br><br>Yka |
| **O MARU**<br><br>a Kaiun **K.K.**<br>Japanese | **1982**<br>—<br>3300 | <br><br>NK | **1967** Kurushima Dock Co. Ltd.—Imabari<br>43′ 5″ 18′ 4″<br>270′ 8″ 43′ 4″ 21′ 8″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 470×700 mm<br>2200bhp<br>Ito Tekkosho | <br><br>Shimizu |

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| 519586<br>JHAB<br>81402<br>Df Esd<br>Gc Rdr | **KOYO MARU**<br><br>Government of Japan<br>(Ministry of Agriculture &<br>Forestry)<br>Shimonoseki Japanese | 1215<br>368<br>— | | 1958 Mitsubishi Zosen—Smk<br>236' 11" 36' 10" 14' 8"<br>212' 11" 36' 9" 18' 4"<br>2 dks<br>RW | M Fishery Training Ship | Oil 2SA 6Cy. 480×78<br>1800bhp Sulzer<br>Uraga Diesel Kogyo |
| 650725<br>JL2283<br>97355<br>Rdr RT | **KOYO MARU**<br><br>Koyo Kisen K.K.<br>Sakaide Japanese | 766<br>470<br>1232 | | 1965 Hashihama Zosen—Imabari<br>202' 9" 29' 7" 14' 2"<br>183' 8" 29' 5" 15' 1"<br>1 dk | M Tanker Mchy.aft<br><br>L.56221 | Oil 4SA 6Cy. 325×460<br>850bhp<br>Nippon Hatsudoki |
| 519588<br>JHJQ<br>59728<br>Rdr RT | **KOYO MARU**<br><br>Kyodo Shosen K.K.<br>Tokyo Japanese | 592<br>265<br>826 | <br><br>NK | 1948 Yamamoto Zosen Tekkosho—<br>Kochi<br>186' 8" 28' 1" 12' 8"<br>173' 10" 27' 11" 14' 1"<br>P61' F17' 1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.35209 B.32348<br>1 Ha (77½'×14')<br>4W Der 2(5) 2(3) | Oil 4SA 6Cy. 350×520<br>800bhp NE53<br>Suction Gas Kikan Seizo<br>1×10kW 105V d.c. |
| 519589<br>JLLT<br>73860 | **KOYO MARU**<br><br>Koyo Sempaku K.K.<br>Yawata Japanese | 499<br>265<br>750 | | 1957 Kishigami Zosen—Hma<br>164' 0" 27' 4" 12' 6"<br>147' 8" 27' 3" 14' 1"<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (66¾'×17½') | Oil 4SA 6Cy. 350×500<br>600bhp<br>Kinoshita Tekkosho |
| 641074<br>JM2005<br>94741 | **KOYO MARU**<br><br>Tsunemi Kaiun K.K.<br>Kitakyushu Japanese | 436<br>236<br>— | | 1963 Kurushima Dock Co. Ltd.—Imabari<br>156' 4" 26' 5" 11' 5"<br>141' 0" 26' 3" 12' 6"<br>1 dk<br>RW | M Mchy.aft<br><br>G.24649 B.22989<br>1 Ha (65'×16½') | Oil 4SA 6Cy. 290×430<br>550bhp<br>Nippon Hatsudoki |
| 519590<br>PJKD<br><br>Df Gc<br>Rdr<br>RTm/h/v | **KOYO MARU**<br><br>Netherlands Antilles<br>Shipping Co. N.V.<br>Willemstad Netherland<br>(Antilles) | 364<br>101<br>— | | 1946 Hakodate Dock—Muroran<br>*142·7'* 25' 7"<br>25' 5"<br>1 dk<br>RW<br>rf 39' | M Whaler | Oil 2SA 7Cy. 480×780<br>1920bhp<br>Hitachi Zosen<br>3×25, 20, 15kW 110V d.c. |
| 519591<br>JDYE<br>69796 | **KOYO MARU**<br><br>A. Tanaka<br>Tokushima Japanese | 333<br>158<br>— | | 1952 Shioyama Dkyd Co. Ltd.—Osa<br>*131·7'* 23' 0"<br>... ... ...<br>P43' F16' 1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 300×3<br>400bhp Emade44refit<br>Hanshin Nainenki Kog |
| 519592<br>7JST<br>87855 | **KOYO MARU**<br><br>Akatsuki Kaiun K.K.<br>Osaka Japanese | 313<br>184<br>— | | 1961 Tokushima Zosen Sangyo—<br>Tokushima<br>*129·2'* 25' 8" 9' 8"<br>127' 11" 25' 7" 11' 4"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×40<br>260bhp<br>Akasaka Tekkosho |
| 519593<br>JBDL<br>82274 | **KOYO MARU**<br><br>Koyo Kaiun K.K.<br>Kobe Japanese | 262<br>141<br>— | | 1958 Awaji Zosen Tekko—Awaji<br>130' 11" 21' 5" 9' 10"<br>21' 4" 10' 6"<br>1 dk<br>RW len 60 | M Mchy.aft<br><br><br>1 Ha (39½'×13') | Oil 4SA 6Cy. 250×3<br>250bhp Emade49refit<br>Ito Tekkosho |
| 519594<br>JIEX<br>84360<br>Df Esd | **KOYO MARU**<br><br>Hakodate Kokai Gyogyo<br>K.K.<br>Tokyo Japanese | 237<br>131<br>— | | 1959 Azuma Zosen—Yokosuka<br>131' 5" 22' 9"<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×460<br>650bhp<br>Kobe Hatsudoki Seizo |
| 542101<br>JIWJ<br>86301 | **KOYO MARU**<br><br>S. Fujisawa<br>Matsuyama Japanese | 199<br>89<br>— | | 1961 Asakawa Zosen—Imabari<br>*98·1'* 21' 5"<br>21' 3"<br>1 dk | M Tanker Mchy.aft | Oil |
| 519595<br>JLUC<br>76056 | **KOYO MARU**<br><br>Showa Kaiun K.K.<br>Ejima Japanese | 198<br>99<br>127 | | 1956 Asano Zosensho—Osa<br>*115·9'* 19' 9" 8' 8½"<br>19' 8" 9' 11"<br>1 dk<br>len 61 | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×40<br>210bhp<br>Hanshin Nainenki Kog |
| 672652<br>JPIA<br>100985<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOYO MARU**<br><br>Nippon Suisan K.K.<br>Tokyo Japanese | 185<br>73<br>— | | 1967 Nagasaki Zosen—Nag<br>121' 0" 22' 5" 9' 1"<br>103' 4" 22' 4" 10' 5"<br>1 dk | M Fishing Mchy.aft<br>* | Oil 4SA 6Cy. 280×440<br>850bhp<br>Niigata Eng. Co. Ltd. |
| 519597<br>JRZQ<br>82131 | **KOYO MARU**<br><br>S. Fukuda<br>Japanese | 133<br>51<br>— | | 1958 Murakami Zosen Tekko—Smk<br>*89·9'* 17' 4"<br>... ... ...<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 230×3<br>150bhp<br>Matsue Nainenki Kog |
| 540627<br>8JRJ<br>92072 | **KOYO MARU**<br><br>Showa Yusen K.K.<br>Osaka Japanese | 121<br>40<br>— | | 1962 Koyo Dock—Mihara<br>84' 4" 23' 8"<br>74' 6" 23' 7½" 9' 10" | TM Tug | 2 Oil 4SA each 6Cy.<br>1200bhp<br>Fuji Seisakusho |

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| **KOYO MARU**<br>**Aomori Prefecture**<br>Aomori<br>Japanese | 121<br>37<br>— | | **1962** Nichiro Kogyo—Hak<br>97′ 10″ 19′ 1″ 7′ 6$\frac{9}{16}$″<br>85′ 4″ 19′ 0″ 9′ 0″<br>1 dk<br>RW | M Fishery Research Ship | Oil 4SA 6Cy. 260×400 mm<br>400bhp 30t<br>Hanshin Nainenki Kogyo Kob<br>9½k |
| **KOYO MARU**<br>**Hokkaido Prefecture**<br>Otaru<br>Japanese | 110<br>32<br>— | | **1953** Hakodate Dock Co. Ltd.—Hak<br>*94·0′* 18′ 5″<br>… … …<br>1 dk<br>RW | M Fishery Research Ship<br>Mchy.aft | Oil 4SA 6Cy. 280×420 mm<br>320bhp 24t<br>Niigata Tekkosho Niigata<br>10½k |
| **KOYO MARU No. 1**<br>**Koyo Kisen K.K.**<br>Osaka<br>Japanese | 215<br>111<br>320 | | **1959** Takehara Zosen—Hma<br>121′ 4″ 20′ 5″<br>111′ 4″ 20′ 4″ 10′ 2″<br>1 dk | M Tanker | Oil 4SA 5Cy. 270×400 mm<br>270bhp 8t<br>Kinoshita Tekkosho Akashi |
| **KOYO MARU No. 1**<br>**atsubori Shoten K.K.**<br>Japanese | 118<br>46<br>— | | **1963** Usuki Tekkosho—Usuki<br>108′ 6″ 19′ 1″<br>92′ 10″ 19′ 0″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>Sumiyoshi Tekkosho Yoshida |

New **GENRYU MARU** See New Entries No. 3

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| **KOYO MARU No. 2**<br>**okuyo Suisan K.K.**<br>Tokyo<br>Japanese | 3456<br>—<br>— | NK | **1967** Fujinagata S.B. & E. Co. Ltd.—<br>Osa<br>52′ 7″ 19′ 8″<br>288′ 9″ 52′ 6″ 24′ 0″<br>1 dk<br>RW | M Stern Trawler Mchy.aft | Oil 2SA 9Cy. 420×750 mm<br>3900bhp B&W<br>Nippon Kokan Yka |
| **OYO MARU No. 2**<br>**ttsu Futo Kaiun K.K.**<br>saka<br>Japanese | 595<br>344<br>— | | **1956** Kishigami Zosen—Hma<br>169′ 3″ 27′ 3″<br>27′ 1″<br>1 dk | M Cement Carrier Mchy.aft | Oil<br>600bhp 17t<br>Kinoshita Tekkosho Akashi<br>9k |
| **OYO MARU No. 2**<br>Tsurukame Maru No. 11–65<br>**yo Kisen K.K.**<br>sen<br>Japanese | 300<br>176<br>— | | **1958** Showa Sempaku Kogyo—Osa<br>*136·9′* 21′ 11″<br>21′ 10″ 10′ 10″<br>1 dk<br>RW len 59 | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>300bhp 16t<br>Kido Tekkosho Matsuyama |
| **OYO MARU No. 2**<br>**rusho K.K.**<br>imonoseki<br>Japanese | 250<br>147<br>— | | **1960** Towa Zosen Tekkosho—Smk<br>109′ 1″ 21′ 1″<br>98′ 4″ 20′ 11″ 10′ 2″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 275×400 mm<br>14t<br>Kanegafuchi Nainenki Tok |
| **YO MARU No. 2**<br>**kodate Kokai Gyogyo**<br>**K.K.**<br>yo<br>Japanese | 239<br>125<br>— | | **1961** Taiyo Zosen—Nag<br>134′ 5″ 23′ 9″ 9′ 6″<br>119′ 6″ 23′ 7″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>650bhp 159t<br>Akasaka Tekkosho Yaizu<br>10k |
| **OYO MARU No. 2**<br>**tomari Gyogyo K.K.**<br>tsucho<br>Japanese | 192<br>—<br>— | | **1967** Uchida Zosen—Ise<br>21′ 6″ 9′ 1″<br>114′ 10″ 21′ 5″ 10′ 5″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **YO MARU No. 2**<br>**Shintaku**<br>roshima<br>Japanese | 187<br>83<br>266 | | **1964** Kishimoto Zosen—Kinoe<br>106′ 4″ 25′ 0″ 9′ 10″<br>84′ 1″ 24′ 11½″ 11′ 6<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 200×260 mm<br>Mitsubishi Hvy Ind. Ltd. Kob |
| **YO MARU No. 3**<br>**yo Kisen K.K.**<br>omichi<br>Japanese | 602<br>379<br>652 | | **1966** Taihei Kogyo—Hma<br>234′ 7″ 33′ 6″ 12′ 6½″<br>213′ 1″ 33′ 5½″ 14′ 1″<br>2 dks | M Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **YO MARU No. 3**<br>**ppon Suisan K.K.**<br>kyo<br>Japanese | 367<br>118<br>— | NK<br>**BROKEN UP** | **1947** Hitachi Zosen—Osa<br>*157·9′* 24′ 11″<br>154′ 3″ 24′ 9″ 13′ 9″<br>1 dk<br>RW | M Whaler Mchy.aft | Oil 4SA 8Cy. 430×540 mm<br>1600bhp NE57<br>Niigata Eng. Co. Ltd. Niigata |
| **YO MARU No. 3**<br>**kodate Kokai Gyogyo**<br>**K.K.**<br>odate<br>Japanese | 315<br>163<br>— | | **1963** Taiyo Zosen—Nag<br>157′ 6″ 26′ 1″ 10′ 2″<br>139′ 5″ 25′ 11″ 11′ 8″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 326×460 mm<br>800bhp 175t<br>Akasaka Tekkosho Yaizu<br>10k |
| **O MARU No. 5**<br>**busa Kisen K.K.**<br>jiri<br>Japanese | 479<br>283<br>750 | | **1956** Kishigami Zosen—Hma<br>164′ 0″ 27′ 5″ 12′ 6″<br>147′ 8″ 27′ 3″ 14′ 1″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (66¾′×17½′) | Oil 4SA 6Cy. 350×500 mm<br>600bhp 20t<br>Kinoshita Tekkosho Akashi<br>10½k |

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|---|---|---|---|---|---|---|
| 642280<br>JRGO<br>95530<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOYO MARU No. 5**<br><br>**Hakodate Kokai Gyogyo K.K.**<br>Tokyo | Japanese | 254<br>127<br>— | **1964** Taiyo Zosen—Nag<br>141′ 3″ 24′ 8″ 9′ 10″<br>123′ 0″ 24′ 7″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300 x 400 mm<br>630bhp<br>Akasaki Tekkosho |
| 519607<br>JQOQ<br>82522 | **KOYO MARU No. 6**<br><br>**Nittsu Futo Kaiun**<br>Kawajiri | Japanese | 435<br>222<br>600 | **1959** Kishigami Zosen—Hma<br>163′ 4″ 24′ 9″ 11′ 6″<br>144′ 7″ 24′ 7″ 12′ 5″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (68½′ × 17′) | Oil 4SA 6Cy. 320 x 460 mm<br>500bhp<br>Kinoshita Tekkosho |
| 542103<br>8JDL<br>90686<br>Df Gc<br>Rdr RT | **KOYO MARU No. 6**<br><br>**Kokkaido Gyogyo Kosha K.K.**<br>Tokyo | Japanese | 111<br>44<br>— | **1963** Hayashikane Zosen—Smk<br>98′ 9″ 19′ 1″ 6′ 10″<br>84′ 0″ 19′ 0″ 9′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 200 x 260 mm<br>400bhp<br>Niigata Eng. Co. Ltd. |
| 670561<br>JK2376<br>97798<br>Rdr | **KOYO MARU No. 7**<br><br>**Nittoku Kisen K.K.**<br>Akitsu | Japanese | 609<br>387<br>644 | **1966** Taihei Kogyo—Hma<br>234′ 6″ 34′ 6″ 12′ 9½″<br>213′ 0″ 33′ 5½″ 14′ 1″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 370 x 540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. |
| 519608<br>JFXX<br>84191 | **KOYO MARU No. 7**<br><br>**Koyo Kaiun K.K.**<br>Yokohama | Japanese | 209<br>139<br>— | **1959** Tozai Koki Kosakusho—Yka<br>*100·9′* 23′ 8″<br>23′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 240 x 370 mm<br>250bhp<br>Usuki Tekkosho |
| 519610<br>8JEA<br>88833 | **KOYO MARU No. 8**<br><br>**Koyo Kaiun K.K.**<br>Shimonoseki | Japanese | 370<br>213<br>— | **1962** Towa Zosen Tekkosho—Smk<br>148′ 4″ 24′ 1″<br>134′ 6″ 23′ 11″ 11′ 11″<br>1 dk | M Tanker Mchy.aft<br>L.23908 | Oil 4SA 6Cy. 295 x 450 mm<br>400bhp<br>Matsui Tekkosho |
| 542104<br>7LIU<br>87301 | **KOYO MARU No. 8**<br><br>**Koyo Kaiun K.K.**<br>Yokohama | Japanese | 348<br>245<br>— | **1961** Tozai Koki Kosakusho—Yka<br>*117·3′* 25′ 1″<br>24′ 11″<br>1 dk | M Tanker Mchy.aft<br>L.19176 | Oil 4SA 6Cy.<br>300bhp<br>Usuki Tekkosho |
| 542105<br>8LEP<br>89779<br>Df Esd<br>Gc Pfd<br>RT | **KOYO MARU No. 8**<br><br>**T. Shiga**<br>Iwaki | Japanese | 192<br>95<br>— | **1963** Niigata Eng. Co. Ltd.—Niigata<br>127′ 9″ 22′ 10″ 9′ 2″<br>112′ 0″ 22′ 8″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280 x 440 mm<br><br>Niigata Eng. Co. Ltd. |
| 519611<br>JICB<br>68643<br>Df | **KOYO MARU No. 10**<br><br>**Koyo Gyogyo Seisan Kumiai**<br>Mikita | Japanese | 314<br>158<br>— | **1954** Miho Zosensho—Shimizu<br>*131·2′* 23′ 9″<br>129′ 7″ 23′ 7″ 11′ 10″<br>P49′ F16′ 1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370 x 520 mm<br>650bhp<br>Akasaka Tekkosho |
| 640873<br>JG2011<br>93133<br>Rdr RT | **KOYO MARU No. 11**<br><br>**Koyo Kaiun K.K.**<br>Yokohama | Japanese | 697<br>453<br>— | **1963** Asakawa Zosen—Imabari<br>*151·8′* 31′ 4″ 13′ 9″<br>149′ 2″ 31′ 2″ 14′ 9″<br>1 dk<br>RW | M Tanker Mchy.aft<br>L.44179 | Oil 4SA 6Cy. 260 x 320 mm<br>620bhp<br>Daihatsu Kogyo |
| 540628<br>8LAI<br>92793 | **KOYO MARU No. 12**<br><br>**Morikawa Kaiun Y.K.**<br>Hiroshima | Japanese | 188<br>114<br>— | **1963** Kishigami Zosen—Hma<br>109′ 9″ 26′ 11″ 9′ 2″<br>96′ 10″ 24′ 7″ 10′ 4″<br>1 dk | M Mchy.aft | Oil 4SA 5Cy. 240 x 390 mm<br><br>Sumiyoshi Tekkosho |
| 540629<br>8LAJ<br>92794 | **KOYO MARU No. 13**<br><br>**Morikawa Kaiun Y.K.**<br>Hiroshima | Japanese | 188<br>114<br>— | **1962** Kishigami Zosen—Hma<br>109′ 9″ 26′ 11″ 9′ 2″<br>96′ 10″ 24′ 7″ 10′ 4″<br>1 dk | M Mchy.aft | Oil 4SA 5Cy. 240 x 390 mm<br><br>Sumiyoshi Tekkosho |
| 519612<br>7KUK<br>88637<br>Df Esd<br>Rdr | **KOYO MARU No. 15**<br><br>**Koyo Gyogyo Seisan Kumiai**<br>Yukicho | Japanese | 315<br>169<br>— | **1962** Miho Zosensho—Miho<br>156′ 0″ 25′ 8″<br>137′ 10″ 25′ 7″ 12′ 0″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 325 x 460 mm<br><br>Akasaka Tekkosho |
| 519614<br>7LSV<br>92669 | **KOYO MARU No. 15**<br><br>**T. Kaneda**<br>Kawajiri | Japanese | 200<br>116<br>— | **1962** Taihei Kogyo—Hma<br>108′ 9″ 24′ 10″ 9′ 2″<br>97′ 5″ 24′ 7″ 10′ 4″<br>1 dk | M Mchy.aft | Oil 4SA 4Cy. 270 x 400 mm<br><br>Kinoshita Tekkosho |
| 541223<br>JLAY<br>61933 | **KOYO MARU No. 15**<br>exSakura Maru No. 5–63<br>**K. Sakagami**<br>Nanao | Japanese | 149<br>73<br>— | **1948** Yamamoto Zosen Tekkosho—Kochi<br>*97·7′* 19′ 8″<br>19′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 252 x 300 mm<br><br>Hanshin Nainenki Kogyo |

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| **KOYO MARU No. 16**<br>Shinsei Maru No. 8–65<br>Junko Maru No. 8–59<br>**K. Sakagami**<br>nao Japanese | 238<br>122<br>— | | **1952** Kanazashi Zosensho—Shimizu<br>*113·1′* 22′ 4″ 11′ 0″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 335×470 mm<br>500bhp<br>Akasaka Tekkosho | <br>97t<br>Shimizu<br>10k |
| **KOYO MARU No. 16**<br>**aki Kaiun K.K.**<br>iroshima Japanese | 195<br>120<br>— | | **1963** Kishigami Zosen—Hma<br>97′ 11″ 24′ 8″ 9′ 2″<br>96′ 9″ 24′ 7″ 10′ 4″<br>1 dk | M Mchy.aft | Oil 4SA 5Cy. 240×390 mm<br>Sumiyoshi Tekkosho | <br>Yoshida |
| **KOYO MARU No. 16**<br>Seiju Maru No. 3–63<br>**okkaido Gyogyo Kosha K.K.**<br>Tokyo Japanese | 167<br>104<br>— | | **1947** Kanazashi Zosensho—Shimizu<br>122′ 0″ 19′ 4″<br>19′ 2″<br>F18′ 1 dk<br>RW len 53 | M Fishing Mchy.aft<br>B.5357 | Oil 4SA 6Cy. 300×420 mm<br>Emade50refitted—<br>Niigata Tekkosho | <br>69t<br>Niigata<br>8k |
| **KOYO MARU No. 17**<br>Sakiyoshi Maru No. 10–63<br>**K. Sakagami**<br>nao Japanese | 377<br>203<br>— | | **1956** Shioyama Dkyd Co. Ltd.—Osa<br>156′ 0″ 25′ 0″ 11′ 0″<br>139′ 5″ 24′ 11″ 12′ 5″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>Niigata Tekkosho | <br>Niigata |
| **OYO MARU No. 17**<br>Asahi Maru No. 11–63<br>**okkaido Gyogyo Kosha K.K.**<br>kyo Japanese | 135<br>60<br>— | | **1956** Azuma Zosen—Yokosuka<br>*93·2′* 19′ 0″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy 290×410 mm<br>Kobe Hatsudoki Seizosho | <br>Kob |
| **OYO MARU No. 18**<br>**yo Kaiun K.K.**<br>imonoseki Japanese | 384<br>204<br>— | | **1966** Towa Zosen Tekkosho—Smk<br>151′ 6″ 24′ 7″ 11′ 4″<br>137′ 9″ 24′ 6″ 12′ 4″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>720bhp<br>Matsui Tekkosho | <br><br>Ise |
| **OYO MARU No. 18**<br>**yo Gyogyo Seisan Kumiai**<br>Japanese | 349<br>194<br>— | | **1958** Miho Zosensho—Shimizu<br>153′ 7″ 24′ 10″<br>134′ 7″ 24′ 8″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>Akasaka Tekkosho | <br>Yaizu |
| **OYO MARU No. 21**<br>**kuyo Suisan K.K.**<br>yo Japanese | 550<br>174<br>— | | **1967** Niigata Eng. Co. Ltd.—Niigata<br>183′ 4″ 31′ 11″ 12′ 4″<br>168′ 4″ 31′ 10″ 13′ 7″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| **OYO MARU No. 21**<br>Choun Maru No. 11–59<br>Tyoun Maru No. 11<br>**o Sekiyu K.K.**<br>gasu Japanese | 136<br>79<br>— | **BROKEN UP** | **1931** Namura Zosensho—Osa<br>*101·0′* 18′ 0″<br>… … …<br>1 dk<br>R | M | Oil 4SA 5Cy. 250×380 mm<br>Hanshin Tekkosho | <br>Kob |
| **OYO MARU No. 23**<br>Sumiyoshi Maru No. 5–65<br>**Sakagami**<br>nao Japanese | 463<br>296<br>— | | **1953** Niigata Tekkosho—Niigata<br>*148·6′* 26′ 2″<br>13′ 5″<br>1 dk<br>RW | M Fishing Mchy.aft<br>2 Ho 36′ comb., 50¾′ comb.<br>Der 4(1) | Oil 4SA 7Cy. 370×520 mm<br>750bhp<br>Niigata Tekkosho<br>1×5kW 105V d.c. | <br>169t (d.o)<br>Niigata<br>10k |
| **OYO MARU No. 28**<br>**yo Gyogyo Seisan Kumiai**<br>Japanese | 253<br>131<br>— | | **1967** Miho Zosensho—Shimizu<br>143′ 0″ 24′ 9″<br>125′ 0″ 24′ 8″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×440 mm<br>820bhp<br>Akasaka Tekkosho | <br><br>Yaizu |
| **OYO MARU No. 38**<br>**yo Gyogyo Seisan Kumiai**<br>kushima Japanese | 253<br>131<br>— | | **1967** Miho Zosensho—Shimizu<br>143′ 0″ 24′ 9″<br>125′ 0″ 24′ 8″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×440 mm<br>820bhp<br>Akasaka Tekkosho | <br><br>Yaizu |
| **OYO MARU No. 51**<br>Tamura<br>Japanese | 253<br>—<br>— | | **1964** Kochiken Zosen—Kochi<br>25′ 5″ 9′ 11″<br>126′ 4″ 25′ 3″ 11′ 0″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×430 mm<br>Fuji Seisakusho | <br>Tateyama |
| **OYO MARU No. 58**<br>Tamura<br>Japanese | 192<br>—<br>— | | **1963** Kochiken Zosen—Kochi<br>22′ 10″ 9′ 4″<br>110′ 2″ 22′ 8″ 10′ 4″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×430 mm<br>Fuji Seisakusho | <br>Tateyama |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|
| 519619<br>JCHU<br>79250<br>Df | **KOYU MARU No. 5**<br><br>**Koyu Gyogyo Seisan**<br>**Kumiai**<br>Miura Japanese | 235<br>123<br>— | | 1957 Usuki Tekkosho—Usuki<br>130' 6" 22' 5"<br>117' 5" 22' 4" 11' 2" | M Trawler | Oil 4SA 6Cy. 300×420 mm<br><br>Usuki Tekkosho |
| 519620<br>JCGH<br>72010 | **KOYU MARU No. 11**<br><br>**Y. Watanabe**<br>Omishima Japanese | 249<br>167<br>— | | 1954 Koyo Dock—Saizaki<br>*109·3'* 20' 11"<br>... ... ...<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 3Cy. 387×413 mm<br>Emade—refitted<br>Hayashikane Zosen |
| 519621<br>JFKA<br>72033 | **KOYU MARU No. 18**<br>exKoyu Maru No. 12-58<br>**Tagashira Kisen K.K.**<br>Onomichi Japanese | 433<br>239<br>— | | 1955 Kurushima Dock—Imabari<br>163' 9" 23' 11" 12' 2"<br>145' 10" 23' 2" 14' 8"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 300×380 mm<br>Emade—fitted<br>Niigata Tekkosho |
| 670624<br>JLUW<br>99528<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOZAN MARU**<br><br>**Manno Kisen K.K. &**<br>**Shinwa Kaiun K.K.**<br>Osaka Japanese | 10042<br>6384<br>15400 | NK | 1967 Namura Zosensho—Osa<br>*458·1'* 71' 3" 28' 2"<br>452' 10" 71' 2" 38' 5"<br>1 dk | M Bulk Carrier Mchy.aft<br><br>G.729215 B.714595<br>7 Ha (stl) (42½'×32½') (64½', 64½', 64½', 64½', 64½', 64½'×24½') | Oil 2SA 6Cy. 700×1200 mm<br>7200bhp MAN<br>Mitsubishi Hvy Ind. Ltd. |
| 519623<br>7JTV<br>87915<br>Rdr RT | **KOZAN MARU**<br><br>**Kyosho Kaiun K.K.**<br>Kobe Japanese | 437<br>236<br>— | | 1961 Mitsubishi Hvy Ind. Reorg.—Kob<br>164' 0" 27' 5" 8' 1"<br>149' 11" 27' 3" 12' 5"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 325×480 mm<br><br>Nippon Hatsudoki |
| 518955<br>JFGG<br>83085 | **KOZAN MARU**<br>exKiun Maru-63<br>**Amatetsu Kaiun K.K.**<br>Amagasaki Japanese | 417<br>230<br>578 | | 1959 Kurushima Dock Co. Ltd.—Imabari<br>161' 2" 25' 3" 11' 4"<br>144' 4" 25' 1" 12' 4"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 90'<br>G.29418 B.24715<br>1 Ha (66½'×16½')<br>3W Der 3(3) | Oil 4SA 6Cy. 290×410 mm<br>550bhp<br>Hanshin Nainenki Kogyo<br>1×110V d.c. |
| 519624<br>JMKQ<br>79206 | **KOZAN MARU**<br><br>**Yamamoto Kisen K.K.**<br>Ondo Japanese | 274<br>127<br>349 | | 1957 Takehara Zosen–Hma<br>124' 7" 21' 8"<br>114' 10" 21' 7" 11' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>Emade47refitted<br>Hanshin Nainenki Kogyo |
| 518435<br>JFJB<br>53840 | **KOZAN MARU**<br>exKazahaya Maru-64<br>**Oue Kisen Y.K.**<br>Mihara Japanese | 254<br>165<br>— | | 1945 Higuchi Zosen—Osa<br>*114·3'* 21' 4"<br>... ... ...<br>1 dk conv tug — | M | Oil 2SA 3Cy. 400×445 mm<br>Emade46refitted<br>Riken Jukogyo |
| 519625<br>7JMQ<br>87582 | **KOZAN MARU**<br><br>**Yamamizu Shoji K.K.**<br>Tokyo Japanese | 199<br>114<br>— | | 1961 Suzuki Zosen Tekkosho—Shimizu<br>*98·3'* 23' 11"<br>23' 9"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy.<br><br>Usuki Tekkosho |
| 672939<br>JK2422<br>97884<br>Rdr | **KOZAN MARU No. 1**<br><br>**Yamamoto Kisen K.K.**<br>Ondo Japanese | 498<br>263<br>1000 | | 1967 Kegoya Dock K.K.—Kur<br>182' 3" 28' 7" 13' 5"<br>165' 7" 28' 6" 14' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 325×460 mm<br>850bhp<br>Nippon Hatsudoki |
| 531344<br>JMSN<br>77964 | **KOZAN MARU No. 2**<br>exSanyo Maru-63<br>**Yamamoto Kisen K.K.**<br>Ondo Japanese | 171<br>106<br>— | | 1959 Nakayama Zosen—Kur<br>108' 7" 19' 10" 8' 6"<br>97' 11" 19' 8" 9' 2"<br>1 dk | M Mchy.aft | Oil 4SA 5Cy. 270×380 mm<br><br>Matsui Tekkosho |
| 652219<br>YTOG<br>416/65<br>Df Esd<br>Gc Rdr<br>RTh | **KOZARA**<br><br>**Jugoslavenska Oceanska**<br>**Plovidba**<br>Kotor Yugoslav | 23247<br>14419<br>35515 | ✠100A1<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN2400 EL q†2¼"SQ<br>JR | 1965-11 Kure Zosensho—Kur<br>~~654' 1"~~ 90' 6" 35' 0½" 654' 7"(incl.BB)<br>616' 10" 90' 2½" 50' 10"<br>P112' F47' 1 dk<br>NS 9BH<br>rf nil WB14297t incl. Comb. btm & side tanks in holds 8991t Topside tanks in holds 4512t | M Bulk Carrier Mchy.aft<br>7 Ho 69', 67', 67', 67', 67', 67', 67'<br>G.1600338 B.1535901<br>7 Ha (stl) (39'×33½') (39', 39', 39', 39', 39', 39'×44½') | Oil 2SA 8Cy. 760×1550 mm<br>12000bhp Sulzer<br>Ishikawajima-Harima Hvy<br>AuxB 100lb e (ex.g) 1428<br>3×335kW 450V 60c/s a.c. |
| 650075<br>USQZ<br>M-24868 | **KOZEROG**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 2435<br>1070<br>889 | | 1963 Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" 16' 1"<br>233' 0" 43' 2" 23' 0"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.33550<br>3 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht |
| 519627<br>SPCD<br><br>Df Esd<br>Rdr RT | **KOZIOROZEC**<br><br>**Polish Government**<br>Gdanski Urzad Morski<br>Gdynia Polish | 203<br>48<br>— | PR<br><br>✠Classed LR until 12/52 | 1950-5 A/B Finnboda Varf—Skm<br>119' 10" 23' 0"<br>10' 5" | M Hydrographic Ship | Oil 4SA 6Cy. 240×<br>gearing<br>450bhp<br>Davey, Paxman & Co.<br>2×25 & 6kW 220V d.c. |

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| **OZLU**<br>eptune-28<br>**rkiye Kömür Isletmeleri**<br>**urumu-Eregli Kömürleri**<br>**letmesi Muessesesi**<br>nguldak<br>Turkish | **167**<br>6<br>— | | | **1893** Barclay, Curle & Co. Ltd.—Gls<br>100′ 0″ 21′ 1″ 9′ 2″<br>... ... ...<br>R | S Tug | C 2Cy. 18″ & 36″×27″<br>Barclay, Curle & Co. Ltd. Gls |
| **ZYU MARU No. 6**<br>Obori<br>Japanese | **266**<br>123<br>350 | | | **1958** Uchida Zosen—Ise<br>125′ 6″ 21′ 6″ 10′ 2″<br>113′ 2″ 21′ 4″ 11′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 265×400 mm<br>Nippon Hatsudoki Kob |
| **PESHIE**<br>**rtan Seafoods Ltd.**<br>Canadian<br>lifax | **335**<br>119<br>— | **✠100A1**<br>fishing vessel<br>**✠LMC**<br>MN168 | SS 10/66<br>EL (f)o | **1962**–3 P. K. Harris & Sons Ltd.—Apl<br>127′ 5″ 30′ 1″<br>114′ 0″ 29′ 6″ 14′ 6″<br>F44′ 1 dk<br>3BH<br>rf 31″ BK2″ WB344t | M Fishing | Oil 4SA 8Cy. 9″×12″ with flexible coupling & sr reverse gearing<br>839bhp 70t<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>11¼k |
| **PO**<br>**rell Lines Inc.**<br>Liberian<br>nrovia | **366**<br>227<br>733 | | AB | **1954** Jakobson Shpyd Inc.—N.Yk<br>142′ 9″ 31′ 2″ 10′ 1¾″<br>134′ 4″ 31′ 0″ 12′ 0″<br>F27′ 1 dk<br>rf nil | TM Mchy.aft<br>2 Ho<br>B.23829<br>2 Ha<br>4W Der 2(3–5) 2(3) | 2 Oil 2SA each 6Cy. 4¼″×5″<br>240bhp 40t<br>General Motors Corp. Det<br>8k |
| **ASHOK**<br>Procyon-65 exElin Hope-60<br>**kumar Lines Ltd.**<br>Indian<br>cutta | **3923**<br>2221<br>7040 | | NV | **1949** A/S Fredriksstad M/V—Fks<br>388′ 0″ 57′ 4″ 22′ 1½″<br>358′ 0″ 57′ 2″<br>P26′ F73′ 1 dk & S dk<br>RW | S OSD<br>4 Ho<br>G.495720 B.455170<br>6 Ha (24½′, 30′, 26¼′, 28¾′, 26¼′, 26¼′×24′)<br>12W Der 1(25) | C 4Cy. (2) 17$\frac{11}{16}$″ & (2) 42½″×38¾″<br>2100ihp 883t (o.f)<br>A/S Fredriksstad M/V Fks<br>12k |
| | | | | **DAMAGED BY FIRE 5/67—TO BE BROKEN UP** | | |
| **AVINASH**<br>int Bertrand-63<br>cques Duroux-57<br>iekeroog-47<br>**kumar Lines Ltd.**<br>Indian<br>nbay | **2784**<br>1498<br>5420 | | BV | Lch.**1944** Cmd.**1947** Aalborg Værft A/S —Abg<br>359′ 2″ 50′ 11″ 20′ 8½″<br>50′ 9″<br>F32′ 1 dk & S dk | S OSD<br>G.312871 B.244094<br>8W Der 10(3–5) | C 4Cy. (2) 16$\frac{9}{16}$″ & (2) 35$\frac{7}{16}$″×35$\frac{7}{16}$″ & LP turb with dr gearing & hydraulic coupling 370t (o.f)<br>Helsingörs Jernsk. & Msk. Hsg<br>10k |
| **TÖNDER**<br>**Nordtrål**<br>Bergvoll<br>tad<br>Norwegian | **984**<br>441<br>— | | NV | **1962** Rickmers Werft—Bhn<br>220′ 1″ 31′ 7″ 16′ 8½″<br>191′ 11″ 31′ 6″<br>1 dk & S dk | D-E Stern Trawler OSD<br>2 Ho<br>2 Ha (each 13¾′×4¾′)<br>1W Der 2(2) | Oil 4SA 8Cy. 400×580 mm connected to elec. motor<br>1665bhp<br>Klöckner-Humboldt-Deutz Kln |
| **AFTCA**<br>**Scheepvaart Onderne-**<br>**ing Saimaaca**<br>ethoff's Bevrachtings.<br>sterdam<br>Netherland | **500**<br>328<br>1175 | **✠100A1**<br>Ice Class 2<br>**✠LMC**<br>MN188 | EL n 1$\frac{5}{16}$″SQ | **1966**–1 Schps. Gebr. van Diepen—Waterhuizen<br>239′ 4″ 35′ 9″ 12′ 6¼″<br>214′ 0″ 35′ 5″ 21′ 2″<br>Ba34′ F34′ 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf nil WB361t | M OSD Mchy.aft<br>G.95871 B.87524 | Oil 4SA 8Cy. 270×500 mm<br>940bhp 72t<br>N.V. Werkspoor Ams<br>11k |
| **AGHENAI**<br>**chkombinat Sassnitz**<br>snitz<br>E. German | **134**<br>48<br>— | | DSRK | **1958** Elbewerft—Boizenburg<br>86′ 11″ 22′ 0″ 11′ 2″<br>12′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>250bhp<br>Masch. Halberstadt Halberstadt |
| **AGUJEVAC**<br>antska **Plovidba**<br>rovnik<br>Yugoslav | **8289**<br>5148<br>12586<br>**10660**<br>7095<br>15197 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>MN1800 | SS 12/67<br>EL g†2$\frac{5}{16}$″SQ<br>JR | **1963**–11 Brodogradiliste Split—Spt<br>545′ 6″ 67′ 5″ 26′ 7½″/29′ 10½″<br>502′ 0″ 67′ 3″ 40′ 0″<br>P114′ F50′ 1 dk & S dk<br>Coll BH to S dk 8 to 2nd dk<br>rf nil WB5022t incl. DTm1106t TwD1100t | M OSD/CSD Mchy.aft<br>6 Ho 51¼′, 60½′, 63′, 52½′, 60½′, 41′ and 3 Top Ho each 15½′<br>G.765957 B.688462<br>6 Ha (stl) (29′, 36¼′, 36¾′, 36¾′, 36¾′, 26¼′×29½′) and 3 Top Ha (stl) (each 15¾′×29½′)<br>12W Der 1(30) 4(10) 8(5) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp 955t (hvf)<br>Sulzer Bros. Ltd. Win<br>AuxB 100lb e(ex.g) 100lb<br>3×450, 375, 375kW 440V 60c/s a.c. 17k |
| **AJINA**<br>oslavenska **Tankerska**<br>Plovidba<br>ar<br>Yugoslav | **349**<br>172<br>500 | | JR | **1954** Brodogradiliste Split—Spt<br>136′ 11″ 25′ 11″ 10′ 9⅞″<br>25′ 9″<br>1 dk<br>R | M Tanker Mchy.aft<br>4 Ta | Oil 2SA 5Cy. 230×400 mm<br>300bhp (d.o)<br>Burmeister & Wain Cpn<br>2×7½kW 110V d.c. |
| **AKATAU**<br>**ublik Indonesia**<br>usahaan Negara Kereta Api<br>karta<br>Indonesian | **2315**<br>1085<br>— | | | **1960** Zaanlandse Schps. Maats.—Zaandam<br>276′ 11″ 41′ 0″ 10′ 2″<br>239′ 6″ 40′ 8″ 17′ 8″<br>3 dks | TM Ferry (480P) | 2 Oil 4SA each 8Cy. 270×500 mm<br>1500bhp<br>N.V. Werkspoor Ams<br>13k |
| **AKOW**<br>**sh Government**<br>**sh Steamship Co.**<br>ecin<br>Polish | **3428**<br>1652<br>5313<br>**5534**<br>3049<br>5993 | | PR | **1965** Stocznia Szczecinska—Szn<br>407′ 3″ 21′ 1⅛″/22′ 6½″<br>... ... ...<br>1 dk & S dk | M (12P) OSD/CSD<br>4 Ho 63′, 79′, 46′, 55¾′<br>G.342687 B.311399<br>4 Ha (33½′×21¼′) (51′, 36¼′×29½′) (24¼′×19½′)<br>14W Der 3(10) 2(5) 1(3) 8(2½) | Oil 2SA 7Cy. 550×1200 mm<br>4900bhp (d.o)<br>H. Cegielski Poz<br>3×400, 400, 250kW 400V 50c/s a.c. 16k |

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| **511849**<br>DDWM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KRAKOW**<br>exFortuna Bay-65<br>**Deutsche Seereederei**<br>Rostock E. German | **705**<br>275<br>1153<br>1175<br>697<br>1611 | ~~BM~~ DSRK | **1957** N.V. Scheeps. "Westerbroek"—<br>Westerbroek<br>240' 9" 33' 6" 12' 6¾"/14' 11½"<br>220' 2" 33' 5" 19' 8"<br>1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>1 Ho<br>G.84270 B.77410<br>3 Ha<br>6W Der 1(15) 6(5) | Oil 4SA 6Cy. 385×<br>1150bhp<br>Masch. Kiel A.G. |
| **519637**<br>UJLC<br>M-25146 | **KRAMATORSK**<br><br>**U.S.S.R.**<br>Vladivostok Russian | **5217**<br>2524<br>5840 | | **1958** Baltic S.B. & Eng. Wks—Len<br>429' 6" 55' 3" 24' 7"<br>55' 1" 31' 2"<br>2 dks | TD-E<br>5 Ho<br>In.241906<br>5 Ha (16½', 16½', 16½', 16½'×16½')<br>(14¾'×14¾')<br>10W Der 10(3½) | 4 Oil 2SA each 10Cy.<br>connected to elec.<br>to 2 sc. shafts |
| **519638**<br>UWZH<br>M-20980<br>Df Esd | **KRAMATORSK**<br><br>**U.S.S.R.**<br>Zhdanov Russian | **1946**<br>979<br>2630 | | **1952** Stocznia Gdanska—Gdk<br>285' 5" 40' 0" 17' 8½"<br>39' 10" 19' 7"<br>1 dk<br>RW | S Ore Carrier Mchy.aft<br>4 Ho<br>G.116433<br>4 Ha (25½'×18') (29½', 28½', 28½'×26')<br>8 Der 8(3) | C 4Cy. (2) 370 & (2)<br>1300ihp<br>Z.U.T. Zgoda |
| **517060**<br>LCSK<br><br>RT | **KRANFARTØY 1**<br>exJason-67 exPhoenix-52<br>**Ivar Matre**<br>Bergen Norwegian | **222**<br>65<br>— | **BROKEN UP** | **1932** Fr. Lürssen—Vgk<br>128' 8" 26' 4" 6' 10"<br>26' 2"<br>F25' 1 dk<br>R len 34 | TM Crane Ship | 2 Oil 4SA each 6Cy.<br>500bhp<br>Linke-Hofmann Busch A. |
| **661263**<br>YTQN<br><br>Df Esd<br>Gc Rdr<br>RT | **KRANJCEVIĆ**<br><br>**Jugoslavenska Linijska**<br>**Plovidba**<br>Rijeka Yugoslav | T.Mk<br>6174<br>3285<br>—<br>8359<br>4564<br>— | ✠100A1<br>DTf—veg. oil or latex<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN2000 EL d†2 3/16"SQ<br>JR | **1966**-10 Brodogradiliste "Uljanik"—Pla<br>~~496' 5"~~ 65' 8" 24' 4" 496' 5"(incl.BB)<br>452' 9" 65' 6½" 37' 9"<br>F46' 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>RW 7BH to U dk 1 to 2nd dk<br>rf 7" DK fwd WB1815t incl. DTf539t | M Ref<br><br>In.37550 | Oil 2SA 6Cy. 750×<br>10000bhp<br>N.V. Werkspoor<br>2WTAux B (1 o.f 1<br>4×300kW 380/220V |
| **680611**<br>UQAP<br>M-21997 | **KRASHENINNIKOV**<br><br>**U.S.S.R.**<br>Petropavlovsk Russian | **402**<br>149<br>412 | | **1954** ......................Russia<br>152' 3" 26' 3" 10' 8"<br>26' 2" 11' 6"<br>1 dk | M<br>2 Ho<br>G.16810<br>2 Ha (each 18'×11½')<br>4W Der 4(1½) | Oil 2SA 4Cy. 300× |
| **519640**<br>UNZM<br>M-24677<br>Rdr | **KRASIN**<br>exSviatogor<br>**U.S.S.R.**<br>Leningrad Russian | **6048**<br>1687<br>4115 | ✠ | **1917**-2 Armstrong Whitworth Nwc<br>*297·9'* 70' 9" 28' 2½"<br>465' 11" 65' 7½" 41' 5"<br><br>R | TrS Icebreaker | T 9Cy. 730 1180 & 1900×<br>NE57<br>Willy H. Schlieker K.G. |
| **661196** | **KRASKINO**<br><br>**U.S.S.R.**<br>Vladivostok Russian | **4846**<br>2458<br>~~6172~~<br>5868 | | **1965** Stocznia Gdanska Gdk<br>406' 5" 54' 11" 22' 4½"<br>54' 9" 27' 7"<br>1 dk<br>RW | M | Oil 2SA 5Cy. 620×<br>5450bhp B&W<br>Stocznia Gdanska |
| **650624**<br>UNRC<br>562<br>Df Esd<br>Gc Rdr<br>RT | **KRASLAVA**<br><br>**U.S.S.R.**<br>~~Riga~~ Odessa Russian | **3492**<br>1519<br>2515 | ✠LR class withdrawn—<br>Owners' request 5/67 | **1965**-3 Mitsubishi Hvy Ind. Ltd.—Hma<br>316' 7" 49' 4" 16' 5½"<br>288' 9" 49' 2½" 24' 7"<br>P86' F41' 1 dk<br>rf 8" | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 6Cy. 480×<br>2400bhp Sulzer<br>Uraga Hvy Ind. Ltd. |
| **519641**<br>SPOO<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **KRASNAL**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | **499**<br>244<br>920 | PR | **1959** Stocznia im. Komuny Paryskiej—<br>Gdy<br>217' 2" 32' 8" 12' 1"<br>193' 6" 32' 6" 12' 4"<br>1 dk & S dk | M (2P) OSD Mchy.aft<br>2 Ho 54½', 62½'<br>G.67543 B.60847<br>2 Ha (each 39½'×18')<br>4W Der 4(2) | Oil 2SA 8Cy. 290×<br>960bhp B&W<br>Alpha-Diesel A/S<br>3×45kW 230V d.c. |
| **519642**<br>UKJA<br>M-27566 | **KRASNAYA PRESNYA**<br><br>**U.S.S.R.**<br>Odessa Russian | **12285**<br>6903<br>16255 | | **1962** ......................Kherson<br>557' 6" 71' 6" 31' 11"<br>521' 0" 71' 4" 42' 4"<br>2 dks | S<br>6 Ho<br>G.715478<br>6 Ha (38¾', 38¾', 38¾', 38¾'×29½')<br>(27½'×21¼') (30½'×23')<br>Cr 7(5) | S Turb<br>13000shp |
| **519643**<br>UKTF<br>M-2010 | **KRASNODAR**<br>exEmpire Dart-46<br>exPernambuco-45 exSkåneland<br>**U.S.S.R.**<br>Odessa Russian | **6001**<br>3322<br>7820 | ✠Classed LR until 8/29 | **1925**-11 Kockums M/V A/B—Mmo<br>397' 10" 54' 0" 24' 7"<br>53' 10" 34' 9"<br>2 dks<br>R | M<br>5 Ho<br>G.380694<br>5 Ha (27½', 27½', 27½', 27', 27'×17¾')<br>10W Der 8(5) 2(3) | Oil 4SA 6Cy. 700×<br><br>Kockums M/V A/B |
| **641436**<br>UIDV<br>M-17120<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KRASNODON**<br><br>**U.S.S.R.**<br>Leningrad Russian | **9236**<br>5158<br>12200 | | **1964** Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>482' 4" 64' 10" 30' 0"<br>441' 4" 64' 8" 39' 4"<br>2 dks | M CSD<br>5 Ho<br>G.595619<br>5 Ha (27'×30½') (34¾', 34¾', 34¾',<br>34¾'×34¾')<br>4W Cr 4(5) Der 4(5) | Oil 2SA 6Cy. 760×<br>9000bhp Sulzer<br>Wärtsilä Kon. Crichton |

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| **RASNOE SELO**<br>.S.S.R.<br>ningrad Russian | 9235<br>5158<br>~~12290~~<br>12350 | **1965** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>483′ 5″ ~~482′ 4″~~ 64′ 10″ ~~30′ 0″~~ 30′ 0¼″<br>441′ 4″ 64′ 8″ 39′ 4″<br>2 dks | M CSD<br>5 Ho<br>G.628597<br>5 Ha (27′×30¼′) (34¾′, 34¾′, 34¾′, 34¾′×34¾′)<br>4W Cr 4(5) Der 4(5) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>17¼k |
| **RASNOE ZNAMYA**<br>.S.S.R.<br>dessa Russian | 12285<br>6874<br>16220 | **1963** .....................Kherson<br>557′ 6″ 71′ 6″ 31′ 11″<br>521′ 0″ 71′ 4″ 42′ 4″<br>2 dks | S<br>6 Ho<br>G.715478<br>6 Ha (38¾′, 38¾′, 38¾′, 38¾′×29½′) (27½′×21¾′) (30½′×23′)<br>Cr 12(5) | S Turb<br>13000shp<br>19k |
| **RASNOGORSK**<br>.S.S.R.<br>adivostok Russian | 1571<br>674<br>885 | **1956** Burmeister & Wain—Cpn<br>238′ 6″ 37′ 10″ 14′ 1¾″<br>214′ 10″ 37′ 9″ 19′ 0″<br>1 dk | M Fish Carrier Mchy.aft<br>2 Ho<br>In.46898<br>2 Ha (each 14′×10′)<br>5W Der 1(5) 4(2) | Oil 2SA 6Cy. 350×620 mm<br>Burmsieter & Wain Cpn<br>10¾k |
| **RASNOGORSK**<br>.S.S.R.<br>Russian | 1193<br>446<br>1040 | **1950** "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 5½″<br>32′ 8″ 17′ 5″ | TM<br>3 Ho<br>G.54102<br>3 Ha (each 22¾′×13′)<br>6W Der 2(10) 4(2) | 2 Oil 4SA each 8Cy. 216×310 mm<br>1000bhp<br>Ganz Waggon & Eng. Wks Bdp<br>9½k |
| **RASNOGORSKLES**<br>.S.S.R.<br>olmsk Russian | 2925<br>1361<br>3400 | **1962** F. W. Hollming—Rauma<br>355′ 0″ 46′ 1″ 18′ 8½″<br>45′ 11″ 22′ 7″<br>1 dk | M<br>5 Ho<br>G.168134<br>5 Ha (32¾′, 32¾′, 32¾′, 32¾′×27½′) (10¾′×7½′)<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy. 550×1100 mm<br>2900bhp<br>Burmeister & Wain Cpn<br>13¾k |
| **RASNOGRAD**<br>.S.S.R.<br>ningrad Russian | 9254<br>5156<br>12212 | **1961** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>482′ 4″ 64′ 10″ 30′ 0″<br>441′ 4″ 64′ 8″ 39′ 4″<br>2 dks | M CSD<br>5 Ho<br>G.585618<br>5 Ha (27′×29¾′) (34¾′, 34¾′, 34¾′, 34¾′×34¾′) (34½′×29¾′)<br>Cr 4(5) | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>15¼k |
| **RASNOGVARDEETS**<br>Charles S. Fairchild–43<br>S.S.R.<br>divostok Russian | 7148<br>4176<br>10585 | **1943** Permanente (Shpyd No. 1)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks | S<br>5 Ho<br>G.458280<br>5 Ha (33¾′, 34¾′, 34¾′, 34¾′, 20′×20′)<br>11W Der 1(15) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>10½k |
| **ASNOGVARDEISK**<br>S.S.R.<br>ngrad Russian | ~~9269~~ 9235<br>5158<br>~~12200~~ 12350 | **1965** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>483′ 5″ ~~482′ 4″~~ 64′ 10″ ~~30′ 0″~~ 30′ 0¼″<br>441′ 4″ 64′ 8″ 39′ 4″<br>2 dks | M CSD<br>5 Ho<br>G.628597<br>5 Ha (27′×29¾′) (34¾′, 34¾′, 34¾′×34¾′) (34½′×29¾′)<br>4W Cr 4(5) Der 4(5) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>17¼k |
| **ASNOGVARDEISK**<br>S.S.R.<br>divostok Russian | 5217<br>2524<br>5840 | **1958** Baltic S.B. & E. Wks—Len<br>429′ 6″ 55′ 3″ 24′ 7″<br>55′ 1″ 31′ 2″<br>2 dks | TD-E<br>5 Ho<br>In.241906<br>5 Ha (16½′, 16½′, 16½′, 16½′×16½′) (14¾′×14¾′)<br>10W Der 10(3) | 4 Oil 2SA each 10Cy. 207×254 mm connected to elec. motor & geared to 2 sc. shafts<br>Russia<br>17½k |
| **ASNOKAMSK**<br>S.S.R.<br>ngrad Russian | 9236<br>5158<br>12200 | **1963** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>482′ 4″ 64′ 10″ 30′ 0″<br>441′ 4″ 64′ 8″ 39′ 4″<br>2 dks | M CSD<br>5 Ho<br>G.629027<br>5 Ha (27′×29¾′) (34¾′, 34¾′, 34¾′×34¾′) (34½′×29¾′)<br>4W Cr 4(5) Der 4(5) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>17¼k |
| **ASNOUFIMSK**<br>S.S.R.<br>ngrad Russian | 9269<br>5163<br>12200 | **1963** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>482′ 4″ 64′ 10″ 30′ 0″<br>441′ 4″ 64′ 8″ 39′ 4″<br>2 dks | M CSD<br>5 Ho<br>G.595478<br>5 Ha (34½′, 34¾′, 34¾′, 34¾′×34¾′) (27′×29¾′)<br>Cr 4(5) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>15¼k |
| **ASNOURALSK**<br>S.S.R.<br>ngrad Russian | 9235<br>5158<br>12200 | **1964** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>482′ 4″ 64′ 10″ 30′ 0″<br>441′ 4″ 64′ 8″ 39′ 4″<br>2 dks | M CSD<br>5 Ho<br>G.629027<br>5 Ha (27′×30¼′) (34¾′, 34¾′, 34¾′, 34¾′×34¾′)<br>4W Cr 4(5) Der 4(5) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>17¼k |
| **ASNOVODSK**<br>S.S.R.<br>mi Russian | 8229<br>3942<br>11770 | **1956** .....................Russia<br>477′ 4″ 63′ 1″ 27′ 10½″<br>62′ 11″ 34′ 2″<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19′×13′)<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430×610 mm<br>4000bhp<br>Skoda Prague<br>12½k |

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| 671949<br>UOFY<br>M-11571 | **KRASNOYARSK**<br>exSakhalin-45<br>**U.S.S.R.**<br>Petropavlovsk Russian | 3554<br>1964<br>3138 | | 1930 Baltic S.B. & Eng. Wks—Len<br>329' 9" 46' 1" 19' 4"<br>28' 5"<br>2 dks | S CSD<br>4 Ho<br>G.100471<br>4 Ha (17¾', 25½', 25½', 18½'×17')<br>9W Der 2(5) 6(3) 1(1½) | T 3Cy. 22$\frac{1}{16}$" 37" &<br>Baltic S.B. & Eng Wks |
| 519651<br>Df Esd | **KRASNOYARSK**<br>**U.S.S.R.**<br>Murmansk Russian | 680<br>257<br>456 | | 1955 Valmet O/Y Helsingin Telakka—Hfs<br>198' 4" 29' 6" 14' 5"<br>29' 4" | S Trawler | C 4Cy. (2) 11¾" & (2)<br>A/B Finnboda Varf |
| 650928<br>ULBH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KRASNOZAVODSK**<br>**U.S.S.R.**<br>Leningrad Russian | 9236<br>5158<br>~~12200~~<br>12350 | | 1965 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>483' 5" ~~482' 4"~~ 64' 10" ~~30' 0"~~ 30' 0¼"<br>441' 4" 64' 8" 39' 4"<br>2 dks | M CSD<br>5 Ho<br>G.595478<br>5 Ha (27'×29¾') (34¾', 34¾', 34¾'×34¾') (34¾'×29¾')<br>4W Cr 4(5) Der 4(5) | Oil 2SA 6Cy. 760×1550<br>Sulzer<br>Wärtsilä Kon. Crichton- |
| 540633<br>ULZB<br>M-27587 | **KRASNY OKTYABR**<br>**U.S.S.R.**<br>Odessa Russian | 12285<br>6383<br>16214 | | 1962 .......................Kherson<br>557' 6" 71' 6" 31' 11"<br>521' 0" 71' 4" 42' 4"<br>2 dks | S<br>6 Ho<br>G.716184<br>6 Ha (38½', 38½', 38½', 38½'×29½') (27½'×21¼') (30½'×23')<br>Cr 12(5) | S Turb<br>13000shp |
| 641840<br>UYGK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KRASNYJ LUCH**<br>**U.S.S.R.**<br>Kerch Russian | 5221<br>3265<br>— | ✠LR class withdrawn—Owners' request 7/67 | 1964-10 Hitachi Zosen—Mukaishima<br>377' 4" 57' 3" 18' 4½"<br>344' 6" 57' 1" 28' 10"<br>P99' F36' 2 dks<br>rf 4" | M Fish Factory Ref Mchy.aft<br>In.18035 | Oil 2SA 6Cy. 500×1100<br>3450bhp B&W<br>Hitachi Zosen |
| 541224<br>SPSM<br>Df Esd<br>Gc Rdr<br>RT | **KRASZEWSKI**<br>**Polish Government**<br>**Polish Ocean Lines**<br>Gdynia Polish | 7151<br>4035<br>12275<br>10363<br>6115<br>14403 | PR<br>✠Classed LR until 12/65 | 1963-3 Odense Staalskibs. A/S—Odn<br>503' 0" 66' 8" ~~27' 2½"/~~—27' 2¼"/30' 0¼"<br>466' 0" 66' 6" 41' 0"<br>F47' 1 dk & S dk, 3rd dk in Nos. 3 & 4 holds<br>rf 4" | M (4P) OSD/CSD<br>G.768620 B.697540 | Oil 2SA 7Cy. 620×1400<br>7600bhp<br>Burmeister & Wain<br>3×425kW 400V a.c. |
| 672791<br>Df Esd<br>Gc Rdr<br>RT | **KRATER**<br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia Polish | 2794<br>1070<br>1574 | | 1967 Stocznia Gdanska—Gdk<br>278' 10" 45' 4" 17' 0½"<br>45' 2" 32' 0"<br>2 dks | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 480×700<br>Sulzer |
| 519653<br>SFHU<br>10326<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **KRATOS**<br>**Salénrederierna A/B**<br>Stockholm Swedish | 18362<br>9979<br>~~6100~~<br>27330 | ✠100A1 SS 5/66<br>~~ore carrier~~<br>Str for ore cargoes Holds 2, 4, & 8 may be empty<br>✠LMC<br>MN1750 EL I†2¾"SQ | 1962-9 A/B Götaverken—Got<br>584' 3" 78' 3" 34' 7½"<br>550' 8" 78' 0" 49' 0"<br>P99' F58' 1 dk<br>8BH<br>rf nil WB11486t incl. Comb. btm & side tanks in holds 7625t DTm2355t | M Bulk Carrier Mchy.aft<br>9 Ho 52½', 84', 31½', 28½', 18½', 31½', 31½', 94½', 31½'<br>G.1105030<br>12 Ha (stl) (23½', 33', 33', 23½', 23½', 23½' 23½', 23½', 23½', 23½', 23½', 23½'×36½')<br>Der 2(3) | Oil 2SA 7Cy. 760×1500<br>8750bhp<br>A/B Götaverken<br>AuxB 100lb<br>3×216kW 450V 60c/s a.c. |
| 519656<br>DHLK<br>Df Esd<br>Rdr RT | **KRAUTSAND**<br>**Gustav Behrmann**<br>Küstenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg W. German | 417<br>280<br>651 | | 1950 Stader Schiffsw.—Stade<br>*156·9'* 24' 8" 10' 6¾"<br>24' 6" 12' 2"<br>P30' F15' 1 dk<br>RW len 57 | M<br>1 Ho 104½'<br>G.19600 B.18000<br>2 Ha (42½', 44'×16½')<br>2W Der 2(2) | Oil 4SA 6Cy. 270×360<br>300bhp NE63<br>Klöckner-Humboldt- |
| 519657<br>PFLV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KREBSIA**<br>**Shell Tankers N.V.**<br>The Hague Netherland | 12107<br>6922<br>18184 | ✠100A1 TD 5/68 ~~SS 4/63~~<br>oil tanker<br>✠LMC<br>MN1650 EL h†2$\frac{7}{16}$"SQ | 1954-12 N.V. Mch. & Schps. P. Smit, Jr. —Rot<br>555' 8" 69' 5" 29' 10½"<br>530' 0" 69' 3" 39' 0"<br>P115' B59' F50' 1 dk, 2nd dk clear of cargo tanks<br>RW 16BH<br>WB218t | S Tanker Mchy.aft<br>33 Ta<br>L.890589 HeCls. BC | 2 S Turb dr geared to<br>8250shp<br>N.V. Wilton-Fijenoord<br>2WTB 565lb Spt 555lb<br>sg 130lb |
| 519659<br>DILJ<br>Df Esd<br>Gc Rdr<br>RTv | **KREFELD**<br>**Hamburg-Amerika Linie**<br>Hamburg W. German | 3279<br>1778<br>5039 | GL | 1955 Lübecker Flender-Werke—Lbc<br>390' 2" 53' 3" 22' 5"<br>356' 4" 53' 2" 33' 0"<br>P22' F38' 1 dk & S dk<br>RW | M (12P) Ref OSD<br>4 Ho 71½', 78', 57½', 50½'<br>G.345136 B.305050 In.2543<br>4 Ha (stl) (34½', 48½', 36½', 23'×18½')<br>12W Der 1(60) 4(5-10) 8(3-5) | Oil 2SA 6Cy. 720×1250<br>4200bhp<br>Gebr. Sulzer A.G.<br>3×193kW 400V 50c/s a.c. |
| 519660<br>Df Esd | **KREKING**<br>**U.S.S.R.**<br>Vladivostok Russian | 1178<br>397<br>1290 | | 1956 Valmet O/Y Pansion Telakka—Åbo<br>209' 4" 32' 10" 14' 7"<br>32' 8"<br>1 dk | M Tanker Mchy.aft | Oil SA 6Cy. 340×570<br>Nydqvist & Holm A/B |
| 519661<br>UUZM<br>M-22515 | **KREMENETCHUG**<br>**U.S.S.R.**<br>Tuapse Russian | 8229<br>3942<br>11770 | | 1960 .......................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 11" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 6Cy.<br>4000bhp |

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|---|---|---|---|---|---|---|
| **KREMENETS**<br>**S.S.R.**<br>mail<br>Russian | **1211**<br>447<br>1090 | | | **1958 "Gheorghiu Dej" Shpyd—Bdp**<br>229′ 7″ 32′ 10″ 12′ 5½″<br>32′ 8″ 17′ 5″<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.55903<br>3 Ha (22½′, 26½′, 20¾′ × 13′)<br>7W Der 1(10) 6(2½) | 2 Oil 4SA each 8Cy. 216 × 310 mm<br>1000bhp<br>Ganz Waggon & Eng. Wks Bdp<br>9½k |
| **REML**<br>**S.S.R.**<br>dessa<br>Russian | **12285**<br>6865<br>16236 | | | **1964 ......................Kherson**<br>557′ 6″ 71′ 6″ 31′ 11″<br>521′ 0″ 71′ 4″ 42′ 6″<br>2 dks | S<br>6 Ho<br>G.716184<br>6 Ha (38¾′, 38¾′, 38¾′, 38¾′ × 38¾′)<br>(27½′ × 21¾′) (30½′ × 23′)<br>Cr 12(5) | S Turb<br>13000shp (o.f)<br>Russia<br>19k |
| **KREML**<br>Soyuz Vodnikov S.S.S.R.–38<br>**S.S.R.**<br>uapse<br>Russian | **7661**<br>4111<br>10800 | | | **1932 "Andre Marti" S.B. Yd.—Nic**<br>*446·0′* 56′ 1″<br>... ... ...<br>P98′ B42′ F58′ 2 dks<br>R | TM Tanker Mchy.aft | 2 Oil 2SA each 4Cy. 600 × 1060 mm<br>"Andre Marti" S.B. Yd. Nic |
| **REML**<br>**S.S.R.**<br>Russian | **1670**<br>—<br>— | | | **1949 J. Boel & Fils—Tamise**<br>*223·0′* 38′ 7″<br>... ... ... | M Trawler | Oil 4SA 6Cy. 525 × 800 mm<br>Soc. d'Elec. & Méc. Ght |
| **REON**<br>oninkl. **Nederl. Stoomb.**<br>**Maats. N.V.**<br>nsterdam<br>Netherland | T.Mk<br>**2559**<br>1298<br>3775<br>**3836**<br>2099<br>4757 | **✠100A1**<br><br>**✠LMC**<br><br>MN720 | SS 11/66<br><br><br><br>EL v 2″SQ | **1960–2 A. Vuijk & Zonen—Capelle**<br>392′ 0″ 49′ 3″ 18′ 7¾″/21′ 0½″<br>362′ 11″ 49′ 0″ 26′ 6″<br>F40′ 2 dks, 3rd dk in No. 1 hold<br>RW 5BH to U dk 1 to 2nd dk len 66<br>rf 4″ WB316t incl. DTf95t DTa118t | M (12P) Ref Mchy.aft<br>3 Ho 52′, 67′, 75¾′<br>G.193260 B.179600 In.11655<br>3 Ha (stl) (26′ × 12′) (41′, 41′ × 16¼′)<br>10W Der 1(45) 4(9) 2(6) 4(3) | Oil 2SA 8Cy. 540 × 1150 mm<br>3600bhp 152t (hvf)<br>Gebr. Stork & Co. Hengelo<br>AuxB 100℔ e (ex.g) 120℔<br>3 × 130kW 220V d.c. 16k |
| **REPINA**<br>lish **Government**<br>P.D. i U.R. "Gryf"<br>zecin<br>Polish | **686**<br>224<br>— | | PR | **1960 Stocznia im. Komuny Paryskiej—**<br>**Gdy**<br>194′ 4″ 29′ 7″<br>16′ 3″ | S Trawler | C 4Cy. (2) 295 & (2) 690 × 640 mm<br>800ihp (o.f)<br>H. Cegielski Poz<br>3 × 25, 25, 12kW 220V d.c. 12k |
| **RETÅ**<br>forenede **Dampskibs-**<br>Selskab **A/S**<br>penhagen<br>Danish | **500**<br>285<br>1070 | | | **1966 Rolandwerft G.m.b.H.—Bmn**<br>229′ 8″ 36′ 2″ 12′ 6″<br>206′ 8″ 36′ 1″<br>P37′ F22′ 1 dk & S dk<br>rf 4″ | M OSD<br>2 Ho 54½′, 90¼′<br>G.98975 B.90660<br>3 Ha (stl) (each 34′ × 17′)<br>4W Der 1(10) 3(5) | Oil 4SA 8Cy. 320 × 450 mm<br>1199bhp 96t (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>3 × 55kW 220V d.c. 12k |
| **JMAR**<br>**S.S.R.**<br>Russian | **2435**<br>1070<br>850 | | | **1966 Volkswerft Stralsund—Stralsund**<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.61448<br>3 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. 320 × 480 mm<br>geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>11¾k |
| **RILOV**<br>**S.S.R.**<br>ipeda<br>Russian | **3170**<br>1225<br>1300 | | | **1959 ......................Russia**<br>277′ 10″ 46′ 0″ 18′ 2″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.50853<br>3 Ha<br>6W Der 2(5) 2(3) 2(1½) | Oil 2SA 8Cy. 430 × 610 mm<br>2000bhp<br>Russia<br>9½k |
| **RIM**<br>**S.S.R.**<br>essa<br>Russian | **5008**<br>2625<br>1520 | | | **1928 Frd. Krupp A.G.—Kel**<br>380′ 2″ 51′ 1″ 19′ 0″<br>50′ 11″ 28′ 1″<br>3 dks<br>R | TM (450P) Ref<br>4 Ho<br>B.91854<br>4 Ha<br>Cr 6(1) | 2 Oil 2SA each 6Cy. 600 × 1150 mm<br>Frd. Krupp Germ. A.G. Kel<br>12½k |
| **RIM**<br>**S.S.R.**<br>vastopol<br>Russian | **1152**<br>—<br>1204 | | | **1963 Valmet O/Y Pansion Telakka—Åbo**<br>200′ 9″ 38′ 9″ 15′ 1″<br>181′ 6″ 37′ 9″ 18′ 10″ | M Salvage Tug<br>2 Ho<br>B.6780<br>2 Ha<br>2W Der 1(10) 1(1½) | Oil 2SA 7Cy. 520 × 740 mm<br>Masch. Augsburg-Nürnberg Aug<br>15k |
| **RIOS**<br>Garthfield-62 exLairdsoak-60<br>Silver Coast-46 exNgarua-40<br>Vrangos<br>esco" Mediterranean<br>Shipping Co. Ltd.<br>raeus<br>Greek<br>**KYRIAKOULA K**<br>See New Entries No.1 | **496**<br>286<br>750 | **✠100A1**<br><br>**✠LMC** | SS 8/66<br><br><br><br>EL h | **1938–1 T. van Duijvendijk's Sch.—**<br>**Lekkerkerk**<br>170′ 0″ 28′ 10″ 11′ 5¾″<br>160′ 0″ 28′ 6″ 11′ 10″<br>P45′ Q102′ F17′ 1 dk<br>R NS 3BH<br>WB247t | M Mchy.aft<br>2 Ho<br>G.40000 B.38000<br>2 Ha (37½′ × 18′) (40′ × 19′)<br>Der 2(3) | Oil 2SA 6Cy. 250 × 420 mm<br>480bhp 23t (d.o)<br>Atlas-Diesel Skm<br>2 × 15, 10kW 110V d.c. 9k |
| **SCHAN STARK**<br>ora-57 exGerda Hoyer-32<br>Heinrich **Behrens u.**<br>Christian **Stark**<br>burg<br>W. German | **348**<br>225<br>461 | | <br><br>GL | **1927 Werft Nobiskrug—Rendsburg**<br>*145·5′* 25′ 6″<br>9′ 8″<br>P27′ 1 dk<br>R len 37, 51 & 60, widened 58 | M Mchy.aft<br><br>G.24900 B.21200<br>2 Ha | Oil 4SA 6Cy. 220 × 280 mm<br>300bhp NE63<br>Klöckner-Humboldt-Deutz Kln<br>8k |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|
| 519671<br>VWSF<br>1050<br>Df Esd<br>Gc Rdr | **KRISHNA JAYANTI**<br>exJevington Court–62<br>**Jayanti Shipping Co. Ltd.**<br>The Shipping Corporation of India Ltd.<br>Bombay Indian | 6248<br>3416<br>11050 | AB<br>✠Classed LR until 6/65 | 1956–11 Bartram & Sons Ltd.—Sld<br>476′ 0″ 62′ 0″ 26′ 11½″<br>445′ 0″ 61′ 9½″ 40′ 3″<br>F47′ 1 dk & S dk<br>RW<br>rf 4″ | M OSD<br>G.679887 B.617446<br>10W Der 1(30) 10(10) | Oil 2SA 4Cy. 620×140<br>470 mm<br>3300bhp B&W<br>Harland & Wolff Ltd. |
| 519672<br>UMFM<br>M-22379 | **KRISHYANS VOLDEMARS**<br>**U.S.S.R.**<br>Riga Russian | 3170<br>1225<br>1301 | | 1959 ……………………Russia<br>277′ 10″ 46′ 0″ 18′ 3″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>6W Der 2(7½) 2(3) 2(1½) | Oil 2SA 8Cy. 430×610<br>2000bhp<br>Skoda |
| 519673<br>WA6876<br>241282 | **KRISIDIA**<br>**F. J. J. Sloat Dredging Co. Inc.**<br>New Orleans United States | 102<br>69<br>— | | 1941 Runyan Marine Ways—Pca<br>85′ 0″ 21′ 10″<br>21′ 8″ | Wood M Tug<br>1 Ho | Oil 2SA 5Cy. 14″×17″<br>500bhp<br>Fairbanks, Morse & Co. |
| 542783<br>Df Esd<br>Gc Rdr | **KRISS**<br>exMadda Bozzo–63<br>exMadda Primo–58<br>exSterling Valour–58<br>exGryfevale–55<br>exCrowborough Hill–51<br>exEmpire Tobago–47<br>**Seastar Shipping Corp.**<br>Mogadishu Somali Rep | 7256<br>4300<br>10720 | ~~✠100A1~~ ~~SS 5/64~~<br>~~with freeboard~~<br>~~✠LMC~~<br>BROKEN UP ~~EL a/2′60~~ | 1945–10 Bartram & Sons Ltd.—Sld<br>447′ 10″ 56′ 4″ 27′ 6″<br>425′ 0″ 56′ 0″ 38′ 1″<br>F38′ 2 dks<br>RW 7BH<br>WB1964t incl. Tunnel tank 335t | S CSD<br>G.543707 B.500113<br>10W Der 5(10) 5(5) | T 3Cy. 24½″ 39″ & 70″×48″<br>2500ihp<br>Duncan Stewart & Co. Ltd.<br>3 SB 220lb Spt hs(7240) |
| 519674<br>UKVB<br>M-22393 | **KRISTALL**<br>**U.S.S.R.**<br>Kaliningrad Russian | 3170<br>1225<br>1322 | | 1960 ……………………Russia<br>277′ 10″ 46′ 0″ 18′ 3″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>7 Ha<br>6W Der 2(5) 4(1½) | Oil 2SA 8Cy. 430×610<br>2000bhp<br>Skoda |
| 519675<br>TFPX<br>Df Esd<br>Rdr RT | **KRISTBJØRG**<br>**Sveinn Hjørleifsson**<br>Vestmannaeyjum Icelandic | 113<br>36<br>— | NV | 1960 Haugsdal Skipsbyggeri—Strusshamn<br>86′ 4″ 20′ 5″<br>77′ 0″ 20′ 4″ 10′ 6″<br>1 dk | M Fishing | Oil 4SA 5Cy. 300×410<br>550bhp<br>A/S Vølund |
| 519676<br>TMJV<br>Df Esd<br>RT | **KRISTEL**<br>exTenira–59 exPassat–54<br>**R. J. Piszczek Partrederi**<br>Sakskŏbing Danish | ~~810~~ 789<br>~~509~~ 439<br>~~1076~~ | | 1951 W. Holst Schiffs.—Ham<br>*194·0′* 30′ 5″ 16′ 4″<br>30′ 3″<br>2 dks<br>RW | M Sand Carrier<br>3 Ha (52¾′, 32′, 4¾′×19½′)<br>Der 1(10) 3(5) 2(2) | Oil 4SA 8Cy. 320×450<br>925bhp<br>Klŏckner-Humboldt-Deut |
| 519677<br>Esd RT | **KRISTIANSAND**<br>Now **AL NADA** See New Entries No. 1 | 183<br>62<br>— | NV | 1960 P. Hŏlvolds M/V—Krs<br>104′ 7″ 23′ 1″<br>90′ 3″ 23′ 0″ 11′ 6″ | M Trawler | Oil 2SA 6Cy. 230×400<br>Alpha-Diesel A/S |
| 519678<br>LATI<br>Df Esd<br>Gc Rdr<br>RT | **KRISTIN BAKKE**<br>**Hvalfangst A/S Suderöy**<br>Knut Knutsen O.A.S.<br>Haugesund Norwegian | 9595<br>5595<br>10460 | NV | 1955 A/B Gŏtaverken—Got<br>507′ 0″ 63′ 7″ 28′ 7″<br>465′ 0″ 63′ 6″ 41′ 6″<br>P78′ B98′ F110′ 2 dks, 3rd dk in Nos. 1, 2, 3, 4 & 5 holds<br>RW | M Ref CSD<br>7 Ho<br>G.510580 B.462680 In.102535<br>7 Ha (25½′, 35′, 44½′, 35′, 18½′, 18½′, 22½′×18½′)<br>Cr 2 Der 1(40) 1(15) 4(10) 16(5) | Oil 2SA 9Cy. 760×1500<br>8200bhp<br>A/B Gŏtaverken<br>5×230, 230, 230, 200, 230 |
| 680858<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KRISTIN BRÖVIG**<br>**Partrederiet Brövigtank**<br>Th. Brŏvig<br>Farsund Norwegian | ~~18700~~ 13767<br>— 8114<br>~~21750~~ 21757 | NV | 1967 Hitachi Zosen—Mukaishima<br>526′ 6″ ~~31′ 5½″~~ 31′ 8″<br>494′ 11″ 74′ 10″ 44′ 7″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 620×1400<br>8400bhp B&W<br>Hitachi Zosen |
| 519680<br>OFYI<br>496<br>Df Esd<br>Gc Rdr<br>RTm | **KRISTINA**<br>exKollbryn–58<br>**Lovisa Ångfartygs A/B**<br>A/B R. Nordström & Co. O/Y<br>Lovisa Finnish<br>Now **CHICHOW FROG** See New Entries No. 6 | 1369<br>678<br>2480 | NV | 1951 A/S Langesunds M/V—Langesund<br>258′ 0″ 41′ 6″ 17′ 3½″<br>250′ 2″ 41′ 4″<br>1 dk & S dk<br>R | S (4P) OSD<br>2 Ho 86′, 89′<br>G.163900 B.152200<br>4 Ha (23′, 28½′, 26′, 26′×21′)<br>8W Der 1(15) 4(5) 4(3) | C 2Cy. 16½″ & 33½″×33<br>dr gearing & hydraulic<br>1200ihp<br>A/S Langesunds M/V & Barclay, Curle & Co. Ltd.<br>2×20kW 110V |
| 651500<br>SDAI<br>10621<br>Df Esd<br>Pfd Rdr<br>RT | **KRISTINA**<br>**Karl Bror Karlsson Partrederi**<br>Donsŏ Swedish | 159<br>58<br>— | NV | 1965 A/B Marstrandsverken—Mtd<br>103′ 1″ 22′ 2″ 11′ 6″<br>91′ 10″ 22′ 0″ 11′ 9″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450<br>1000bhp<br>Klŏckner-Humboldt-Deut |
| 519681<br>SYYU<br>2487<br>Df Esd<br>Gc Rdr<br>RTm | **KRISTINA THORDÉN**<br>**Stella Marina S.A.**<br>Piræus Greek<br>Now **ALEXFAN** See New Entries No. 9 | *3605*<br>*1921*<br>6000 | ✠100A1 SS 6/65<br>with freeboard<br>Str. nav. Ice<br>✠LMC<br>EL x | Lch.1940 Cmd.1945–5 A/B Crichton-Vulcan—Åbo<br>388′ 2″ 51′ 4″ 23′ 9½″<br>364′ 3″ 51′ 2″ 33′ 0″<br>1 dk & S dk, 3rd dk in fwd hold<br>Coll BH to S dk 5 to 2nd dk<br>WB1180t | M (12P) Ref OSD<br>5 Ho 58½′, 53½′, 54½′, 54½′, 56½′<br>G.357000 B.328000 In.16200<br>5 Ha (23½′×15′) (24½′, 24½′, 24½′, 24½′×18′)<br>10W Der 1(25) | Oil 2SA 7Cy. 650×1250<br>3600bhp Krupp<br>A/B Crichton-Vulcan<br>3×160, 100, 100kW 220 |

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| **KRISTINE MÆRSK**<br>A/S D/S Svendborg & D/S<br>af 1912 A/S<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | **26636**<br>16127<br>42950 | **✠100A1** SS 12/66<br>oil tanker<br>**✠LMC**<br>MN2750 EL s†$3\frac{1}{16}$″SQ | **1962–3** Odense Staalskibs. A/S—Odn<br>708′ 2″ 93′ 9″ 37′ 10½″<br>670′ 0″ 93′ 6″ 49′ 6″<br>P96′ B40′ F89′ 1 dk<br>15BH<br>rf 4″ WB4327t incl. 2927t in clean ballast tanks | S Tanker Mchy.aft<br>29 Ta<br>L.1929000 | 2 S Turb dr geared to sc. shaft<br>13750shp (o.f)<br>General Electric Co. Lyn<br>2WTB 700℔ Spt 850° F. 645℔ hs18425<br>sg 120℔ |
| **KRISTINE PACE**<br>exSilvio–66<br>**Malta Maritime Services Ltd.**<br>Nassau British | **1799**<br>755<br>2137<br>**2363**<br>1341<br>— | **✠100A1** SS 2/67<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>EL s | **1947–11** Henry Robb Ltd.—Lth<br>297′ 0″ 42′ 3″ 17′ 2½″/19′ 9¾″<br>280′ 5″ 42′ 0″ 25′ 3″<br>1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 8″ WB429t | S (12P) OSD/CSD<br>3 Ho 47′, 63′, 70′ comb.<br>G.146000 B.134000<br>4 Ha (29¼′×16′) (22½′, 20¼′, 13½′×14′)<br>8W Der 2(10) 6(5) | T 3Cy. 19½″ 32″ & 54″×36″ & LP turb<br>with hydraulic coupling & dr gearing<br>1900ihp 306t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 210℔ hs(6137) 6cf<br>2×15, 10kW 110V d.c. 13½k |
| **KRISTJÁN VALGEIR**<br>Tangi h/f<br>Vopnafirdi Icelandic | **356**<br>162<br>— | NV | **1966** Kaarbös M/V A/S—Harstad<br>130′ 6″ 26′ 0″<br>115′ 8″ 25′ 8″ 12′ 11″<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>2 Ha (8¼′, 9¾′×4½′)<br>1W Der 1 | Oil 2SA 6Cy. 280×420 mm<br>900bhp<br>Wichmann Mtrf. Rub<br>2×50kW 220V 50c/s a.c. |
| **KRITI**<br>exMelrose Abbey II–59<br>exMelrose Abbey–58<br>**Aegean Steam Nav.**<br>**Typaldos Bros. Ltd.**<br>Piraeus Greek | **2069**<br>1162<br>1275 | ✠Classed LR until 4/60 | **1929–4** Earle's Co. Ltd.—Hul<br>292′ 6″ 38′ 3″ 15′ 4¾″<br>280′ 0″ 38′ 0″ 18′ 3″<br>P55′ B110′ F66′ 1 dk<br>R | S<br>G.96270 B.82130<br>6W Der 1(10) 8(3) | T 3Cy. 21½″ 37″ & 64″×42″<br>2800ihp 181t (c)<br>Earle's Co. Ltd. Hul<br>13k |
| **KRITI**<br>exMaguelone–61 exCiterne 4<br>**Greek Tanker-shipping**<br>**Co. Ltd.**<br>Piraeus Greek | **766**<br>259<br>780 | BV | **1944** S.A. des Anc. Ch. Dubigeon—Nts<br>185′ 11″ 28′ 11″ 15′ 0″<br>28′ 9″<br>P13′ F69′ 1 dk<br>rf nil | M Tanker | Oil 2SA 6Cy. 420×500 mm<br>600bhp Sulzer (d.o)<br>Forg. & Ch. de la Médit. Hav |
| **KRIVOI ROG**<br>**U.S.S.R.**<br>Zhdanov Russian | **1946**<br>979<br>2620 | | **1952** Stocznia Gdanska—Gdk<br>285′ 5″ 40′ 0″ 18′ 0¾″<br>39′ 10″ 19′ 8″<br>1 dk<br>RW | S Ore Carrier Mchy.aft<br>4 Ho<br>G.116433<br>4 Ha (23¼′×18′) (25¼′, 25¼′, 27¼′×26′)<br>8W Der 8(3) | C 4Cy. (2) 370 & (2) 800×800 mm<br>1300ihp<br>Z.U.T. Zgoda Swi<br>9½k |
| **KRK**<br>exAda Gorthon–61<br>Jugoslavenska **Linijska**<br>Plovidba (**Yugoslav Line**)<br>Rijeka Yugoslav | **3789**<br>1695<br>5945 | **✠100A1** SS 5/68 ~~SS 3/64~~<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL y<br>JR | **1945–8** Kockums M/V A/B—Mmo<br>398′ 2″ 53′ 1″ 22′ 8¾″<br>370′ 0″ 53′ 0″ 34′ 0″<br>F85′ 1 dk & S dk, 3rd dk in No. 3 hold<br>Coll BH to S dk 5 to 2nd dk<br>rf 6″ WB1287t incl. Tunnel tanks 238t | M Ref OSD<br>G.360860 B.331170 In.37530<br>11W Der 1(25) 1(15) | Oil 2DA 7Cy. 600×1100 mm<br>4750bhp MAN 1032t<br>Kockums M/V A/B Mmo<br>db 100℔ 15k |
| **KRKA**<br>exHolstein–64<br>Slobodna **Plovidba**<br>Sibenik Yugoslav | **824**<br>378<br>1418<br>**1242**<br>750<br>2052 | JR | **1953** Krögerwerft G.m.b.H.—Rendsburg<br>235′ 1″ 34′ 8″ 14′ 10″/18′ 0″<br>34′ 6″ 20′ 10″<br>B51′ F30′ 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>1 Ho 135¾′<br>G.87500 B.81900<br>2 Ha (48′, 54′×16½′)<br>6W Der 1(22) 1(10) 1(5) 4(3) | Oil 4SA 6Cy. 385×580 mm<br>1000bhp NE56 112t (d.o)<br>Masch. Kiel A.G. Kel<br>2×50kW 220V d.c. 11½k |
| **KROKVAAG**<br>exSenior I–54<br>Edvar **Gröntvedt and**<br>Brothers<br>Trondheim Norwegian | **206**<br>82<br>— | | **1944** Ole Lothe—Flatraaker, Tysnes<br>128′ 7″ 24′ 4″<br>… … … | Wood M Fishing Mchy.aft | Oil 2SA 5Cy. 280×420 mm<br>750bhp NE65<br>Wichmann Mtrf. Rub |
| **KROMHOUT**<br>Roberts **Fisheries Ltd.**<br>St. John's, Nfl Canadian | **115**<br>90<br>— | **CONDEMNED** | **1929** Smith & Rhuland—Lunenburg<br>*107·6′* 25′ 2″<br>… … … | Wood Aux T Sr | 2 Oil<br>(1) 4 Cy. 150×230 mm NE51<br>Bergius Co. Ltd. Gls<br>(ii) 4Cy. 165×215 mm<br>Emade45fitted49<br>Atlas-Imperial D.E. Co. Oakland |
| **KROMIT I**<br>exPetrol I–59<br>Kromit **Ltd. Ortakligi**<br>Istanbul Turkish | **394**<br>180<br>357 | | **1944** ....................United Kingdom<br>*185·9′* 37′ 11″ 4′ 11″<br>37′ 9″<br>1 dk | TM Tanker Mchy.aft | 2 Oil each 6Cy. 180×195 mm<br>Davey, Paxman & Co. Ltd. Col |
| **KROMIT II**<br>exPetrol II–59<br>Kromit **Ltd. Ortakligi**<br>Istanbul Turkish | **394**<br>180<br>357 | | **1944** ....................United Kingdom<br>*185·2′* 37′ 11″ 4′ 11″<br>37′ 9″<br>1 dk | TM Tanker Mchy.aft | 2 Oil each 6Cy. 180×195 mm<br>Davey, Paxman & Co. Ltd. Col |
| **KRONBORG**<br>A/S **Carl Nielsen**<br>Copenhagen Danish | **844**<br>242<br>— | BV | **1965** Helsingör Skibs. & Msk.—Hsg<br>198′ 11″ 36′ 0″ 13′ 9½″<br>37′ 0″ 15′ 9″<br>1 dk | M Suction Hopper Dredger<br>1 Ho 40¼′<br>1 Ha (37¾′×25½′)<br>Cr 1(6½) Der 1(6½) | Oil 2SA 5Cy. 350×620 mm<br>1200bhp B&W (d.o)<br>Helsingör Skibs & Msk. Hsg<br>3×250, 250, 22kW 220V 50c/s a.c. |
| **KRONBORG**<br>Danske **Statsbaner**<br>Helsingör Danish | **481**<br>191<br>90 | BV | **1935** Nakskov Skibsv. A/S—Nkv<br>147′ 7″ 36′ 9″ 8′ 11″<br>36′ 7″<br>1 dk<br>R<br>rf 24″ | M Ferry (400P) | Oil 4SA 6Cy. 300×540 mm<br>650bhp 3½t (d.o)<br>A/S Frichs Aar<br>2×60, 35kW 220V d.c.<br>Propellers 1 fwd 1 aft 10k |

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| 519693<br>OZEE<br><br>Df Esd<br>Gc Rdr<br>RT | **KRONHOLM**<br><br>**Det forenede Dampskibs-Selskab A/S**<br>Copenhagen Danish | 693<br>288<br>1106<br>1168<br>692<br>1565 | BV | **1962** N.V. Scheeps. "Westerbroek"—Westerbroek<br>241' 1" 33' 7" 12' 6"/15' 0"<br>220' 1" 33' 6"<br>P54' F28' 1 dk & S dk<br>RW<br>rf 3" | M OSD/CSD Mchy.aft<br>1 Ho,131½'<br>G.82700 B.75970<br>3 Ha (31½', 31½', 32'×19')<br>6W Der 6(3) | Oil 4SA 6Cy. 385×580<br>1150bhp<br>Masch. Kiel A.G.<br>3×55kW d.c. |
| | Now **SOUTHERN TRADER** See New Entries No. 11 | | | | | |
| 535147<br>SZVW<br>2628<br>Df Esd<br>Gc Rdr<br>RTm/v/h | **KRONIOS**<br>exTamar–65<br>**Kronios Cia. Maritima S.A.**<br>Piræus Greek | 2373<br>1242<br>4000 | ✠100A1 SS 8/66<br><br>✠LMC<br><br>EL v | **1951–10** De Merwede v. Vliet & Co.—Hxd<br>352' 7" 46' 10" 19' 7"<br>326' 5" 46' 7" 28' 2"<br>F76' 1 dk & S dk<br>RW 2BH to S dk 3 to 2nd dk<br>WB444t | M (12P) OSD<br><br>5 Ha (26¾', 29¾', 34¾', 29¾', 25¾'×23')<br>Der 1(15) 10(3–5) | Oil 2SA 10Cy. 520×900<br>3300bhp<br>Masch. Augsburg-Nürnberg<br>db 105lb<br>3×110kW 220V d.c. |
| 519694<br>OFYC<br>371<br>Df Esd<br>Rdr | **KRONOBORG**<br>exSlesvig–57<br>**Rederibolaget Zachariassen & Co.**<br>Uusikaupunki/Nystad Finnish | 3154<br>1685<br>6000 | NV<br><br>✱Classed BC until 9/60 | **1938–11** Helsingörs Jernsk. & Msk.—Hsg<br>373' 0" 50' 8" 20' 9½"<br>350' 0" 50' 6" 23' 3"<br>1 dk & S dk<br>R | M OSD<br>5 Ho<br>G.225750 B.210250<br>5 Ha (26', 33¾', 33¾', 33¾', 27'×20')<br>10W Der 1(15) 10(3) | Oil 2SA 7Cy. 500×900<br>2700bhp B&W<br>Helsingörs Jernsk. & Msk. |
| | Now **TIURI** See New Entries No. 11 | | | | | |
| 530760<br><br><br>Esd Gc<br>Pfd Rdr<br>RT | **KRONOS**<br>exSalamanca–68<br>**El Shako Cia. Naviera S.A.**<br>Piræus Greek | 8610<br>5142<br>9959 | ✠100A1 SS 1/66<br>with fbd Tunnel side tanks—vegetable oil<br>✠LMC<br>EL d†2$\frac{5}{16}$"SQ | **1948–3** Harland & Wolff Ltd.—Bel<br>466' 4" 62' 10" 28' 0½"<br>440' 9" 62' 6"<br>F42' 2 dks, 3rd dk except in No. 4 hold<br>RW Coll BH to U dk<br>WB2528t incl. Tunnel tanks 913t | M CSD<br><br>G.627880 B.57000<br><br>10W Der 1(50) | Oil 2DA 8Cy. 620×1400<br>7500bhp<br>Harland & Wolff Ltd.<br>AuxB 100lb |
| 661489<br><br><br>Df Esd<br>Rdr RT | **KRONOS**<br><br>**Government of Poland**<br>Zarzad Portu Gdynia<br>Gdynia Polish | 182<br>53<br>100 | NV | **1966** A/S Svendborg Skibsv.—Svb<br>94' 2" 27' 7" 10' 2"<br>85' 4" 26' 3" 13' 1"<br>1 dk<br>rf 16" | M Tug Mchy.aft | 2 Oil 4SA each 5Cy.<br>geared to sc. shaft<br>1650bhp<br>Burmeister & Wain<br>4×62½, 62½, 62½, 15kW |
| 660623<br>SJMW<br>10691<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **KRONPRINS CARL GUSTAF**<br>**A/B Bonnierföretagen**<br>H. Meijer, Lion Ferry A/B<br>Halmstad Swedish | 4020<br>1666<br>— | ✠100A1<br>Baltic & Kattegat service<br>Ice Class 3<br>✠LMC<br>MN2280 EL x 1$\frac{13}{16}$"SQ | **1966–5** Werft Nobiskrug—Rendsburg<br>361' 7" 58' 11" 14' 4"<br>327' 1" 57' 9" 22' 0"<br>P12' B&F300' 1 dk, 2nd dk except in mchy. space<br>13BH<br>rf 20" WB323t | TM Ferry (750P)<br>Bow & stern doors | 4 Oil 4SA each 18Cy.<br>sr gearing to 2 sc. shafts<br>11400bhp<br>Masch. Augsburg-Nürnberg<br>3×464kW 400V 50c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust contr. pitch |
| 519698<br>OZHW<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KRONPRINS FREDERIK**<br><br>**Det forenede Dampskibs-Selskab A/S**<br>Esbjerg Danish | 3920<br>1954<br>1615 | BV | **1941** Helsingörs Jernsk. & Msk.—Hsg<br>375' 6" 49' 9" 18' 6½"<br>49' 7"<br>F98' 2 dks<br>rf 6" | TM (324P) Ref<br>2 Ho 32½', 62½'<br>G. 75320 B.70985 In. 47275<br>3 Ha (11'×12½') (15½'×22½') (17½'×10½')<br>6W Cr 1(3) Der 2(5) 2(2) | 2 Oil 2SA each 10Cy.<br>8400bhp B&W<br>Helsingörs Jernsk. & Msk.<br>4×340, 340, 240, 240kW |
| 519699<br>JXNF<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **KRONPRINS HARALD**<br><br>**Anders Jahre**<br>Sandefjord Norwegian | 7019<br>3316<br>— | NV | **1961** Kieler Howaldtswerke A.G.—Kel<br>453' 6" 59' 2" 18' 0"<br>401' 11" 59' 0½"<br>2 dks & S dk<br>rf 9½" | TM (520P) OSD | 2 Oil 2SA each 9Cy.<br>9540bhp MAN<br>Kieler Howaldtswerke A.G.<br>5×475kW 380V 50c/s a.c. |
| 519701<br>OULZ<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **KRONPRINSESSE INGRID**<br><br>**Det forenede Dampskibs-Selskab A/S**<br>Esbjerg Danish | 3985<br>2056<br>1700 | BV | **1949** Helsingörs Jernsk. & Msk.—Hsg<br>375' 6" 49' 9" 18' 5½"<br>49' 7"<br>F105' 2 dks<br>rf 6" | TM (334P) Ref<br>2 Ho 31', 59'<br>G.74000 B.70000<br>3 Ha (11'×12½') (15½'×23') (19¾'×10½')<br>6W Cr 1(4) Der 2(5) 2(3) | 2 Oil 2SA each 10Cy.<br>8400bhp<br>Burmeister & Wain<br>4×280kW 220V d.c. |
| 519702<br>LEHP<br><br>Rdr<br>RTm | **KRONPRINSESSE MÄRTHA**<br>exRyfylke–45<br>exKronprinsesse Märtha–41<br>**Det Stavangerske Dampskibsselskab**<br>Stavanger Norwegian | 996<br>597<br>— | | **1929** International S.B. & E. Co. Ltd.—Danzig<br>192' 4" 31' 2"<br>31' 0"<br>1 dk & S dk. pt 3rd dk<br>RW<br>rf 7" len 58 | M (550P) OSD<br>2 Ho 30¾', 27½'<br>B.38300<br>3 Ha (7½'×8') (17¾'×10') (7½'×8')<br>5W Der 2(5) 3(2½) | Oil 2SA 16Cy. 220×265<br>1400bhp NE58<br>General Motors Corp.<br>3×60, 60, 20kW 230V |
| 519703<br>DJRB<br><br>Df Esd<br>Rdr | **KRONSBERG**<br>exPorjus–49<br>**Schiffshandel jeglicher Art Behrend Janssen Schuchmann**<br>Hamburg W. German | 712<br>351<br>1176 | GL | **1937** Lübecker Flender-Werke—Lbc<br>214' 11" 31' 4" 14' 1"<br>31' 2" 22' 2"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br><br>G.72107 B.64583<br>3 Ha (25¾', 31½', 31½'×16½')<br>6W Der 6(2–3) | Oil 4SA 8Cy. 385×580<br>865bhp<br>Deutsche Werke A.G.<br>3×80, 80, 15kW 220V d.c. |
| 519704<br>UPNE<br>M-11999<br>Df | **KRONSHTADT**<br>exKronoborg–46<br>exTower Dale–37<br>exPort Curtis–36<br>**U.S.S.R.**<br>Vladivostok Russian | 8639<br>5172<br>12270 | ✠ | **1920–4** Workman, Clark & Co. Ltd.—Bel<br>461' 11" 58' 5" 29' 7½"<br>58' 3" 40' 3"<br>1 dk & S dk<br>R | S OSD<br>5 Ho<br>G.577468<br>5 Ha (each 27½'×18½')<br>10W Der 10(5) | T 3Cy. 27½" 46" & 77"×<br>Palmers' Co. Ltd. |
| 519705<br>UIOJ<br>M-16892<br>Df Esd<br>Gc Rdr | **KRONSHTADT**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 533<br>—<br>250 | | **1958** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>151' 2" 32' 8" 11' 9½"<br>138' 6" 31' 2" 15' 5" | S Tug<br><br>1W Der 1(1) | T 3Cy. 420 700 & 1150×<br>Wärtsilä Kon. Crichton- |

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| **KRONSTADTSKAJA**<br>**SLAVA**<br>U.S.S.R.<br>Kaliningrad Russian | 16537<br>11035<br>~~10000~~<br>11009 | GL | 1966 Kieler Howaldtswerke—Kel<br>546′ 4″ 80′ 0″ ~~24′ 0″~~ 24′ 7″<br>503′ 8″ 78′ 9″ 48′ 8″<br>2 dks | M Fish Factory CSD Mchy.aft | Oil 2SA 6Cy. 700×1200 mm<br>5640bhp MAN<br>Kieler Howaldtswerke A.G. Kel |
| **KROOMAN**<br>**United Towing Co. Ltd.**<br>Hull British | 214<br>—<br>— | ✠Classed LR until 5/63 | 1938–2 Cochrane & Sons Ltd.—Sel<br>106′ 0″ 25′ 2″ 13′ 1½″<br>100′ 0″ 25′ 0″ 13′ 6″<br>R<br>rf 24″ BK7½″ | M Tug | Oil 2SA 12Cy. 220×380 mm<br>900bhp NE65 38t (d.o)<br>Drypool Eng. & D.D. Co. Ltd. Hul<br>1×22½kW 220V |
| **KROONBORG**<br>**E. Wagenborg's Scheepv. &**<br>**Exped. Bedr. N.V.**<br>Delfzijl Netherland | ~~499~~ T.Mk<br>299 499<br>~~997~~ 254<br>~~899~~ 1009<br>650<br>1428 | BV | 1953 Gebr. Niestern—Dzl<br>241′ 1″ 34′ 1″ ~~14′ 10½″~~ 11′ 9″/14′ 2″<br>33′ 11″<br>1 dk & S dk<br>RW<br>rf nil | M ~~OSD~~ Mchy.aft<br>1 Ho 151′ 1 TwD 158½′<br>G.76850 B.64900<br>2 Ha (each 56′ comb.×19¼′)<br>Der 8(3) | Oil 4SA 6Cy. 400×600 mm<br>1150bhp 100t (d.o)<br>D. & J. Boot "De Industrie" Alp<br>3×30, 30, 25kW 110V d.c. 12½k |
| **KROPOTKIN**<br>U.S.S.R.<br>Leningrad Russian | 322<br>41<br>269 | | 1951 ....................Finland<br>129′ 0″ 29′ 5″ 11′ 1″<br>13′ 4″ | Aux Training Ship | Oil 4SA 8Cy. 240×360 mm<br>NE60<br>7½k |
| **KROSSANES**<br>**Hradfrystihus**<br>**Eskifjardar h/f**<br>Eskifirdi Icelandic | 264<br>114<br>— | | 1964 Elbewerft—Boizenburg<br>*103·7′* 23′ 8″<br>... ... ... | M Fishing Mchy.aft | Oil 4SA<br>660bhp<br>Lister Blackstone Mar. Ltd. Dursley |
| **KROSSFJORD**<br>Franka II–65<br>**Rederi A/B Krossfjord**<br>Claes Witte<br>Gothenburg Swedish | 484<br>224<br>670 | ✠100A1 SS 9/64<br>✠LMC<br>MN79 EL g | 1952–6 Schps. Waterhuizen J. Pattje—<br>Waterhuizen<br>173′ 2″ 27′ 3″ 11′ 1″<br>155′ 10″ 27′ 0″ 11′ 4″<br>P41′ Q56′ F25′ 1 dk<br>RW 3BH<br>WB173t | M Mchy.aft<br>1 Ho<br>G.32000 B.30000<br>2W | Oil 4SA 6Cy. 305×460 mm<br>395bhp 40t<br>D. & J. Boot "De Industrie" Alp<br>10k |
| **KROSSFJORD**<br>**Partrederiet "Krossfjord"**<br>A.K. Hamre<br>Bergen Norwegian | ~~217~~ 235<br>~~107~~ 109<br>— | | 1964 Skaalurens Skibs.—Rosendal<br>126′ 5″ ~~110′ 0″~~ 23′ 7″<br>97′ 3″ 23′ 6″ 12′ 0″<br>1 dk<br>len 67 | M Fishing Mchy.aft | Oil 2SA 5Cy. 280×420 mm<br>500bhp Emade57fitted64<br>Wichmann Mtrf. Rub |
| **ROSSFONN**<br>**Krossfonn**<br>Sigval Bergesen<br>Stavanger Norwegian | 13481<br>6832<br>18971 | NV | 1961 Harland & Wolff Ltd.—Bel<br>557′ 4″ 70′ 5″ 31′ 8½″<br>520′ 0″ 70′ 0″ 42′ 9″<br>1 dk<br>RW<br>rf 5″ | M Bulk Carrier (2P) Mchy.aft<br>7 Ho 54′, 55¾′, 22½′, 110′, 22½′, 55′, 55′<br>G.906410 B.863000<br>8 Ha (33¾′×30′) (36¾′, 17½′, 37½′, 37½′,<br>17½′, 37½′, 37½′×34½′)<br>4W Der 1(7) 4(5) 1(1) | Oil 2SA 5Cy. 750×2000 mm<br>7000bhp B&W 1204t (hvf)<br>Harland & Wolff Ltd. Bel<br>3×200kW 220V d.c. 14¼k |
| **RPAN**<br>**Splosna Plovba**<br>Koper Yugoslav | ~~9289~~ 9353<br>~~5616~~ 5448<br>~~14160~~ 14065 | BV JR | 1966 J. Boel & Fils—Tamise<br>490′ 2″ 62′ 5″ 35′ 1″<br>459′ 4″ 62′ 4″ 38′ 2″<br>1 dk | M Bulk Carrier Mchy.aft<br>G.621700 B.605400<br>6 Ha (each 50¼′×26¼′)<br>6W Der 5(5) 2(1) | 2 Oil 2SA 5Cy. 550×1100 mm<br>7000bhp<br>S.A. Cockerill-Ougrée Seraing<br>12k |
| **RU**<br>AI6–52<br>**Karl Refsnes**<br>Trondheim Norwegian | 183<br>77<br>220 | NV | 1942 J. S. Doig Ltd.—Gms<br>*114·1′* 22′ 5″<br>110′ 7″<br>1 dk | Wood M<br>2 Ha (16½′×11¾′) (8¼′×6½′) | Oil 4SA 3Cy. 290×410 mm<br>210bhp NE54<br>A/S Vølund Cpn |
| **KRUCIA**<br>exKrusaa–60<br>exEmpire Blackwater–49<br>exPompeji–45<br>**O/B Krucia Shipping O/Y**<br>**Vasa Shipping O/Y**<br>Vasa/Vasa Finnish | 2930<br>1539<br>5187 | BV | 1939 Flensburger Schiffs. Ges.—Fln<br>361′ 6″ 52′ 6″ 20′ 7″<br>52′ 4″<br>P28′ B&F303′ 1 dk & S dk<br>R | S OSD<br>4 Ho 46′, 102½′, 40½′, 49¾′<br>G.330000 B.302000<br>5 Ha (25½′, 34½′, 20½′, 25½′, 25½′×17′)<br>12W Der 1(40) 1(20) 12(5) | T 3Cy. 22$\frac{1}{16}$″ 34⅝″ & 56$\frac{5}{16}$″×37⅜″ & LP turb with dr gearing & hydraulic coupling<br>1760ihp 715t (o.f)<br>Flensburger Schiffs. Ges. Fin<br>3×44, 15, 10kW 115/110/115V d.c. 12k |
| **KRUGERLAND**<br>~~Reederei G.m.b.H.~~<br>Hamburg<br>~~W. German~~<br>**South African Lines Ltd.**<br>Cape Town S. African | T.Mk<br>5947<br>3426<br>—<br>8383<br>4972<br>— | ✠Lloyd's RMC<br>GL | 1962 Flensburger Schiffs. Ges.—Fln<br>486′ 9″ 64′ 5″ 25′ 10″/29′ 11″<br>446′ 1″ 64′ 4″ 39′ 1″<br>B82′ F105′ 1 dk & S dk<br>RW<br>rf nil | M (12P) Ref OSD/CSD<br>5 Ho 56½′, 74¾′, 45′, 69¾′, 64¾′<br>G.580146 B.523140 In.32250<br>5 Ha (stl) (27½′, 49¾′, 33½′, 38¾′,<br>20′×19½′)<br>16W Der 1(39) 1(19½) 4(5–10) 6(5)<br>6(3–5) | Oil SA 8Cy. 780×1400 mm<br>9300bhp 1402t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×320kW 380V 50c/s a.c. 18k |
| **RUMMENDORF**<br>**Schiffsbergung u. Taucherei**<br>Stralsund E. German | 139<br>—<br>— | DSRK | 1961 Schiffswerft "Edgar Andrè"—Mgd<br>86′ 7″ 25′ 0″ 11′ 4″<br>11′ 5″ | M Tug | Oil 4SA 8Cy. 365×550 mm<br>920bhp (d.o)<br>Görlitzer Masch. Görlitz<br>2×63, 44kW 230V d.c. |

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| 519715<br>DJDE<br><br>Df Esd<br>Gc Pfd<br>RT | **KRUSAU**<br><br>**Flensburger Trampreeder**<br>**G.m.b.H.**<br>Nissen & Co. K.G.<br>Flensburg W. German | 1593<br>821<br>2808 | GL | 1951 Flensburger Schiffs. Ges.—Fln<br>282' 10" 42' 8" 17' 10"<br>42' 6" 25' 10"<br>F26' 1 dk & S dk<br>RW | S OSD Mchy.aft<br><br>G.164890 B.153250<br>4 Ha<br>8W Der 4(5) | C 4Cy. (2) 14$\frac{3}{16}$" &<br>turb<br>1200ihp<br>Flensburger Schiffs. Ges. |
| 660857<br>YTLU<br>155/66<br>Df Esd<br>Gc Rdr<br>RT | **KRUSEVAC**<br><br>**Jugoslavenska Oceanska**<br>**Plovidba**<br>Kotor Yugoslav | 24225<br>16939<br>35515 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN2400 EL q†2¾"SQ<br>JR | 1966–5 Kure Zosensho—Kur<br>~~654' 7"~~ 90' 6" 35' 0½" 654' 7"(incl.BB)<br>616' 10" 90' 3" 50' 10"<br>P112' F47' 1 dk<br>RW NS 9BH<br>rf nil WB14296t incl. Comb. btm & side tanks in holds 8188t Topside tanks in holds 5315t | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 760×1550 mm<br>12000bhp Sulzer<br>Ishikawajima-Harima<br>AuxB 100lb e (ex.g)<br>3×216kW 450V 60c/s a.c. |
| 519716<br>SPRE<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **KRUSZWICA**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Gdynia Polish | 3381<br>1818<br>5375 | PR | 1961 Stocznia Szczecinska—Szn<br>407' 10" 54' 5" 21' 5"<br>54' 3" 32' 9"<br>1 dk & S dk | M (4P) OSD<br>5 Ho 48½', 49½', 55', 57½', 50½<br>G.353886 B.328510<br>5 Ha (27', 30½', 39½', 29½', 25½'×19')<br>Der 1(15) 12(5) | Oil 2SA 6Cy. 620×1150 mm<br>4900bhp B&W<br>Brodogradiliste Uljanik<br>3×250, 250, 120kW 230V |
| 660745 | **KRUTICA**<br><br>**Gujarat State (Director of Ports)**<br>*Sikka* Indian | 63<br>20<br>— | ✠Class WITHDRAWN at Owners' request 5/68 | 1966–9 Alcock, Ashdown & Co. Ltd.—Bom<br>74' 10" 20' 5" 7' 10½"<br>66' 11" 19' 0½" 8' 5"<br>RW 4BH<br>rf 24" BK6" | M Tug | Oil 4SA 4Cy. 300×450<br>geared<br>370bhp MAN<br>N.V. Wilton-Fijenoord |
| 680610<br>UFMB<br>M-22691 | **KRUTOGOROVO**<br><br>**U.S.S.R.**<br>Astrakhan Russian | 669<br>329<br>228 | | 1954 ......................E. Germany<br>187' 0" 29' 10" 8' 6"<br>29' 8" 13' 5" | D-E Trawler<br>2 Ho<br>In.21260<br>2 Ha<br>Cr 2(1) | 2 Oil 4SA each 6Cy.<br>connected to elec. mo<br>to sc. shaft<br>Schwermasch. Karl Liebk |
| 519717<br>SPOB<br><br>Df Esd<br>Gc Rdr<br>RTm | **KRUTYNIA**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 473<br>183<br>675 | PR<br>✠Classed LR until 3/61 | 1959–7 Stocznia Gdanska—Gdk<br>197' 3" 31' 7" 11' 2½"<br>180' 5" 31' 6" 19' 1"<br>1 dk & S dk<br><br>rf 6" | M (2P) OSD Mchy.aft<br>2 Ho 44½', 53½'<br>G.51659 B.47068<br>2 Ha (31½', 39½'×18')<br>4W Der 4(2) | Oil 2SA 8Cy. 10½"×13½"<br>680bhp<br>Crossley Bros. Ltd.<br>3×40kW 230V d.c. |
| 672887<br>UPLM | **KRYMSK**<br><br>**U.S.S.R.**<br>Zhdanov Russian | 3172<br>1371<br>— | | 1967 ......................Russia | M | Oil |
| 641207<br>UJOB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KRYMSKIE GORY**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 10872<br>5904<br>8900 | ✠LR class withdrawn—Owners' request 5/67 | 1964–11 Uddevallavarvet A/B—Udv<br>515' 1" 69' 9" ~~24' 6"~~ 25' 2½"<br>475' 11" 69' 7" 43' 4"<br>P123' F49' 2 dks, 3rd dk except in mchy. space<br>rf 6" | M Ref Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>8750bhp Götaverken<br>Uddevallavarvet A/B |
| 519719<br>SPNI<br><br>Df Esd<br>Gc Rdr<br>RT | **KRYNICA**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 3442<br>1822<br>5150 | PR | 1958 Stocznia Szczecinska—Szn<br>407' 0" 54' 3" 21' 1"<br>367' 4" 54' 1½"<br>1 dk & S dk<br>RW | M (12P) OSD<br>5 Ho<br>G.356848 B.331457<br>5 Ha (27', 30', 39½', 29½', 25½'×19')<br>Der 1(30) 13(5) | Oil 2SA 6Cy. 700×1200 mm<br>5000bhp<br>Masch. Augsburg-Nürnberg<br>3×175kW 230V d.c. |
| 651034<br>UURT<br>M-3458 | **KRYPTON**<br><br>**U.S.S.R.**<br>Tallinn Russian | 1769<br>559<br>1660 | | 1965 ......................Kerch<br>274' 6" 39' 6" 15' 3"<br>39' 4" 17' 5"<br>1 dk | M Tanker Mchy.aft<br>12 Ta<br>L.72890<br><br>4W Der 4(2) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda |
| 519720<br>PFLX<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KRYPTOS**<br><br>**Shell Tankers N.V.**<br>The Hague Netherland | 12098<br>6917<br>~~18169~~<br>18907 | ✠100A1 TD 9/67<br>oil tanker<br>✠LMC<br>MN1650 EL h†2$\frac{3}{16}$"SQ | 1955–8 N.V. Mch. & Schps. P. Smit, Jr.—Rot<br>555' 9" 69' 5" ~~29' 10½"~~ 30' 8"<br>530' 0" 69' 3" 39' 0"<br>P115' B59' F50' 1 dk<br>16BH<br>rf 3½" WB311t | S Tanker Mchy.aft<br>33 Ta<br>L.890589 HeCls. BC | S Turb dr geared to sc.<br>8250shp<br>N.V. Werkspoor<br>2WTB 570lb Spt 525<br>sg 135lb |
| 519722<br><br>199549 | **KUALA KANGSAR**<br>exVanda-61 exCelia-58<br>**Hup Hoe Shipping Co.**<br>Penang Malaysian | 489<br>237<br>690 | | 1940 Cochrane & Sons Ltd.—Sel<br>*154·7'* 27' 5"<br>27' 3"<br>1 dk | M | Oil 2SA 8Cy. 265×335 mm<br><br>Crossley Bros. Ltd. |
| 519724<br>GYQV<br>164568<br>Df Esd<br>Gc Rdr<br>RTv | **KUALA LUMPUR**<br>exDilwara-60<br>**China Navigation Co. Ltd.**<br>John Swire & Sons Ltd.<br>London British | 12598<br>7512<br>3435 | ✠100A1 CS 1/67<br>with freeboard<br>✠LMC<br>EL (g†)2¾"SQ | 1936–1 Barclay, Curle & Co. Ltd.—Gls<br>517' 0" 65' 0" 24' 11½"<br>490' 0" 63' 0" 43' 6"<br>F244' 4 dks, platform dk fwd<br>R NS Coll BH to U dk 8 to 2nd dk<br>rf 9" WB2270t incl. Tunnel tanks 620t | TM (1837P) Ref<br><br><br>4 Ha (6', 13½', 13½', 11'×11½')<br>8W Der 4(5) 4(3) | 2 Oil 2SA each 5Cy.<br>6530bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>2AuxB 100lb<br>4×375, 375, 220, 220kW |

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| **UALA TUNGKAL**<br>Cornfish–57<br>Hok Tjuan<br>karta Indonesian | **194**<br>75<br>— | | | **1943** ....................<br>*113·8'* 22' 6"<br>... ... ... | Wood M | Oil 2SA 6Cy. 265×345 mm<br>Crossley Bros. Ltd. | Mch |
| **UANUA**<br>Koon Yam Shan–67<br>Koon Yim Shan–56<br>**ell Co. (Pacific Islands) Ltd.**<br>rt Moresby British | **254**<br>113<br>165 | ✠100A1<br>oil tanker<br>New Guinea & Solomon Islands service<br>✠LMC<br>MN40 | TD 1/67<br>EL (c) ¾" | **1956–8** Cheoy Lee Shipyard—H.Kg<br>132' 4" 22' 7" 7' 4½"<br>127' 0" 22' 0" 8' 3"<br>P33' Trunk 39' 1 dk<br>9BH<br>rf 6" WB19t incl. DTf8t | M Tanker Mchy.aft<br>len 59 | Oil 2SA 5Cy. 7"×9" sr geared<br>200bhp<br>Crossley Bros. Ltd. | Mch<br>7½k |
| **UBA**<br>Quartett–63<br>S.S.R.<br>ga Russian | **3198**<br>1597<br>3470 | | | **1955** Lübecker Flender-Werke—Lbc<br>431' 5" 52' 10" 20' 0"<br>401' 1" 52' 8" 28' 6"<br>F318' 1 dk & S dk, pt 3rd dk<br>RW | M Ref OSD<br>4 Ho<br>In.228495<br>4 Ha (22¾', 22¾', 22¾', 34'×14¾')<br>8W Der 8(3½) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp<br>Masch. Augsburg-Nürnberg | Aug<br>16k |
| **UBA**<br>S.S.R.<br>etropavlovsk Russian | **3170**<br>1225<br>1460 | | | **1964** ....................Russia<br>278' 10" 46' 0" 18' 9"<br>45' 10" 32' 11" | M Trawler<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(7½) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda | Prague<br>13k |
| **UBAN**<br>unched as William G. T'Vault<br>S.S.R.<br>ningrad Russian | **7184**<br>4243<br>10595 | | | **1943** Oregon S.B. Corp.—Pld<br>441' 6" 57 0" 27' 7½"<br>417' 9" 56' 11" 37' 4"<br>2 dks | S<br>5 Ho<br>G.458280<br>5 Ha (33½', 34½', 34½', 34½', 20'×20')<br>11W Der 1(15) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>25000ihp<br>Iron Fireman Mfg Co. | (o.f)<br>Pld<br>10½k |
| **UBAN**<br>S.S.R. Russian | **658**<br>280<br>450 | | | **1954** Stocznia Gdanska—Gdk<br>*185·7'* 29' 8" 13' 11"<br>29' 6½" 16' 3" | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp<br>Z.U.T. Zgoda | Swi |
| **UBATLY**<br>S.S.R.<br>ku Russian | **3479**<br>1884<br>4016 | | | **1963** ....................Russia<br>393' 9" 49' 3" 13' 9½"<br>49' 1" 21' 4" | TM<br>4 Ho<br>G.193702<br>4 Ha (45¼', 45¼', 45¼', 38¾'×26¼') | 2 Oil 2SA each 8Cy. 300×500 mm | Russia<br>11½k |
| **UBIKI MARU**<br>**igata Prefecture**<br>igata Japanese | **103**<br>28<br>— | | | **1963** Niigata Eng. Co. Ltd.—Niigata<br>80' 2" 22' 1"<br>71' 6" 22' 0" 9' 7" | TM Tug | 2 Oil 4SA each 6Cy. 200×260 mm<br>Niigata Eng. Co. Ltd. | Niigata |
| **UBO MARU No. 8**<br>Kubo<br>oto Japanese | **253**<br>127<br>— | | | **1963** Kanazashi Zosensho—Shimizu<br>143' 4" 24' 10" 9' 6"<br>126' 4" 24' 7" 10' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>Akasaka Tekkosho | Yaizu |
| **UBOTA MARU**<br>**kita Prefecture**<br>ita Japanese | **119**<br>35<br>— | | | **1964** Tohoku Zosen—Shiogama<br>82' 0" 24' 8" 7' 6"<br>72' 2" 23' 11" 10' 6" | TM Tug | 2 Oil 4SA each 6Cy. 270×400 mm<br>Matsui Tekkosho | Ise |
| **UDAMATSU MARU**<br>okyo Tanker **K.K.**<br>kyo Japanese | **29245**<br>21037<br>49959 | | AB NK | **1962** Mitsubishi Zosen—Nag<br>736' 0" 100' 3" 39' 0¼"<br>698' 10" 100' 0" 49' 10"<br>P130' B44' F72' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>23 Ta<br>L.2361730<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17600shp 4709t (o.f)–95pd<br>Mitsubishi Zosen<br>2×700kW 450V 60c/s a.c. | Nag<br>16½k |
| **UDJANG II**<br>epublik **Indonesia**<br>Indonesian | **249**<br>121<br>200 | | | **1965** P. N. Dok dan Perkapalan—Sba<br>140' 0" 22' 7" 9' 0"<br>... ... ...<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 235×330 mm<br>Masch. Augsburg-Nürnberg | Aug |
| **UEI MEN**<br>unched as Wan Chou<br>ng Sung **Shipping Co.**<br>nghai<br>People's Rep. of China | **903**<br>518<br>— | ✠ | | **1948–9** St. Lawrence Metal & Marine Wks—Qbc<br>168' 7" 34' 5" 8' 6⅜"<br>160' 0" 33' 0" 17' 1"<br>2 dks<br>RW | TM | 2 Oil 2SA each 12Cy. 220×265 mm<br>General Motors Corp. | Clv |
| **OHLUNGSBORN**<br>tsche **Seereederei**<br>tock E. German | **439**<br>174<br>563 | | DSRK | **1956** Elbewerft—Boizenburg<br>163' 8" 27' 2" 10' 5"<br>27' 0" 12' 4"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>400bhp<br>Schwermasch. Karl Liebknecht | Mgd |
| **UIBISHEV**<br>amakua–45 exOlympia–37<br>ity of Spokane<br>S.S.R.<br>divostok Russian | **6403**<br>4635<br>9549 | | | **1919** Skinner & Eddy Corp.—Sea<br>415' 11" 54' 10" 26' 7"<br>402' 0" 54' 6" 34' 6"<br>P35' F43' 2 dks<br>R | S<br>5 Ho<br>G.414525<br>5 Ha (30½', 30½', 30½', 10¾', 28¾'×17¾')<br>10W Der 8(5) 2(3) | T 3Cy. 24½" 41½" & 72"×48"<br>Hooven, Owens & Rentschler | (o.f)<br>Hamilton, Ont<br>10k |

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| 519734<br><br>Df Esd<br>Gc Rdr | **KUIBISHEV**<br><br>**U.S.S.R.**<br>Murmansk Russian | 678<br>245<br>500 | | 1957 Stocznia Gdanska—Gdk<br>194' 4" 29' 7" 14' 2½"<br>176' 8" 29' 6½" 16' 3" | S Trawler | C 4Cy. (2) 295 & (2)<br><br>H. Cegielski |
| 519735<br>UKKF<br>M-22246 | **KUIBYSHEVGES**<br><br>**U.S.S.R.**<br>Murmansk Russian | 5619<br>2875<br>7215 | | 1957 Nosenko Shpyd—Nic<br>387' 2" 55' 3" 25' 1"<br>55' 1" 31' 3"<br>2 dks | D-E Mchy.aft<br>5 Ho<br>In.309005<br>5 Ha (30½', 30½', 30½', 30½', 16½' × 23')<br>10W Der 10(5) | 4 Oil 2SA each<br>connected to elec.<br>to sc. shaft |
| 650727<br>JK2157<br>94430<br>Rdr RT | **KUKI MARU**<br><br>**Nissei Kaiun K.K.**<br>Japanese | 466<br>230<br>659 | | 1964 Fukushima Zosensho—Matsue<br>163' 4" 26' 5" 11' 10"<br>147' 7" 26' 3" 13' 1"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.30547<br>1 Ha | Oil 4SA 6Cy. 300 × 420<br>650bhp<br>Kinoshita Tekkosho<br>1 × 5kW 100V d.c |
| 672940<br>JIXL<br>101880<br>Df Esd<br>Gc Pfd<br>Rdr | **KUKO MARU**<br><br>**Sanko Kisen K.K.**<br>Amagasaki Japanese | 11463<br>—<br>18300 | <br><br>NK | 1967 Sanoyasu Dockyd Co. Ltd.—Osa<br>508' 6" 74' 11" 29' 2"<br>479' 0" 74' 10" 41' 0"<br>1 dk | M Mchy.aft | Oil 2SA 7Cy. 680 × 1250<br>8400bhp Sulzer<br>Ishikawajima-Harima |
| 670029 | **KUKURUKU**<br><br>**Nigerian Ports Authority**<br>Lagos Nigerian | 50<br>—<br>— | ✠100A1<br>Nigerian coastal service<br>✠LMC<br><br>MN57 EL (a) | 1967–5 Akerboom Bros. Shpyd Ltd.—Leiden<br>Completed—Epe Boatyard Co. Ltd.—Epe<br>66' 3" 17' 0" 4' 9"<br>57' 5" 16' 1" 8' 3"<br>1 dk<br>4BH BK1"<br>rf 19" | TM Pilot Ship | 2 Oil 4SA each 6Cy.<br>geared<br>285bhp<br>Gardner & Sons Ltd. |
| 526692<br>HPVI<br>4145-L<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KULAND**<br>exOtina–67<br>**Kulan Corp. Ltd.**<br>Panama Panamanian | 28354<br>17545<br>52224 | ✠100A1 SS 9/66<br>oil tanker<br>✠LMC<br><br>MN3200 EL v†3⅜"SQ | 1962–3 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>748' 2" 102' 9" 38' 4"<br>716' 3" 102' 6" 51' 6"<br>P126' F68' 1 dk<br>17BH<br>rf 5" WB11654t incl. 10839t in clean ballast tanks | S Tanker Mchy.aft | 2 S Turb dr geared<br>16000shp<br>Cammell Laird (S.B.<br>2WTB 675lb Spt<br>sg 135lb |
| 672287<br><br><br>Df Esd<br>Gc Rdr | **KULESHOVKA**<br><br>**U.S.S.R.**<br>Russian | 658<br>280<br>450 | | 1954 Stocznia Gdanska—Gdk<br>*185·7'* 29' 8" 13' 11"<br>29' 6½' 16' 3" | S Trawler | C 4Cy. (2) 330 & (2)<br>1000ihp |
| 519739<br>SJCW<br>3163 | **KULLAVIK**<br>exLars–59<br>**A. V. C. Andersson**<br>Gothenburg Swedish | 121<br>78<br>200 | | 1898 Sixten Groth—Sjötorp<br>91' 0" 22' 11"<br>... ... ... | Wood Aux K<br>1 Ho | Oil<br>NE39<br>A/B J. V. Svenssons |
| 519740<br>SFVJ<br>9270<br>RTm | **KULLEN**<br>exLeer–51<br>**Erik A. Abrahamsson**<br>Hovenäset Swedish | 183<br>97<br>210 | <br><br>BV<br><br>len 34 & 53<br>conv sailing ship — | 1914 J. L. Meyer—Papenburg<br>121' 5" 21' 6" 10' 2"<br>21' 4"<br>1 dk<br>R | M Mchy.aft<br>1 Ho 75½'<br>G.133300 B.121000<br>1 Ha (59' × 11½')<br>2W Der 2(1½) | Oil 2SA 2Cy. 380 ×<br>210bhp NE51<br>A/B Skandiaverken<br>Controllable pitch |
| 519741<br>DAOC<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **KULMERLAND**<br><br>**Hamburg-Amerika Linie**<br>Hamburg W. German | 6957<br>3926<br>8300<br>9359<br>5481<br>11103 | <br><br>GL | 1961 Deutsche Werft A.G.—Ham<br>515' 7" 63' 1" 26' 1¼"/30' 4¼"<br>475' 9" 63' 0" 39' 9"<br>2 dks & S dk<br>RW<br>rf 4" | M (12P) Ref OSD/CSD<br>5 Ho 55', 71½', 82½', 77½', 67'<br>G.640401 B.574365 In.52300<br>5 Ha (stl) (16½' × 14½') (40½', 49½', 40½', 40½' × 18½')<br>20W Der 1(60) 1(20) 6(5–10) 12(3–5) 2(2) | Oil 2SA 8Cy.<br>10800bhp<br>Masch. Augsburg-<br>3 × 312, 312, 240kW |
| 519742<br>UNJG<br>M-12057<br>Df Esd<br>Gc Rdr | **KULOI**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 3788<br>1800<br>3640 | | 1956 Orestein-Koppel & Lbcr. Masch.—Lbc<br>366' 7" 47' 10" 20' 6½"<br>337' 11" 47' 7" 27' 3"<br>2 dks<br>RW | M Fish Carrier Mchy.aft<br>5 Ho<br>In.158563<br>5 Ha (each 13' × 10')<br>10W Der 10(3) | Oil 2SA 6Cy. 600 ×<br><br>Masch. Augsburg- |
| 519743<br>9GTH<br>316510<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KULPAWN RIVER**<br><br>**Black Star Line Ltd.**<br>Takoradi Ghanaian | T.Mk<br>4866<br>2760<br>—<br>7356<br>4670<br>— | ✠100A1 SS 3/67<br>Tunnel side tanks—veg. oil<br>✠LMC<br>MN900 EL b†2⅟₁₆"SQ | 1962–11 N.V. Kon. Maats. "De Schelde"—Fls<br>460' 11" 60' 3" ~~26' 3½"/27' 6½"~~ — /27' 6½"<br>410' 1" 60' 0½" 35' 9"<br>P25' F45' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB1955t incl. Tunnel tanks 669t | M (12P) ~~OSD/CSD~~<br>5 Ho 50½', 73½', 66½', 66½', 51½'<br><br>5 Ha (stl) (19½' × 20½') (49', 41½', 41½' × 22½') (24½' × 20½')<br>Der 1(80) 4(15) 8(10) 4(5) | Oil 2SA 5Cy. 680 ×<br>4500bhp Sulzer<br>N.V. Kon. Maats.<br>AuxB 100lb<br>3 × 440V 60c/s a.c. |
| 651103 | **KULUNG**<br><br>**Karachi Port Trust**<br>*Karachi* Pakistan | 677<br>—<br>800 | ✠100A1<br>hopper barge Karachi harbour service & within 5 miles seawards<br>✠LMC<br>MN149 EL I | 1965–11 Karachi S. & E. Works Ltd.—Krh<br>199' 5" 39' 5" 12' 5½"<br>185' 1" 38 0" 15' 0"<br>1 dk<br>5BH<br>rf nil WB6t | M Hopper Barge Mchy.aft | Oil 4SA 6Cy.<br>coupling &<br>745bhp<br>Masch. Augsburg- |

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| **KUMAEI MARU No. 10**<br>exAkahane Maru-65<br>exAsahi Maru No. 2-65<br>**Kumaei Kaiun K.K.**<br>Wakayama Japanese | 112<br>57<br>— | | 1961 Matsuura Zosen—Hma<br>97' 8" 17' 3" 7' 0½"<br>88' 6" 17' 1" 7' 10"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>180bhp Emade55fitted61<br>Matsue Nainenki Kogyo | Matsue<br>9k |
| **KUMAEI MARU No. 28**<br>**Kumaei Gyogyo K.K.**<br>Tokyo Japanese | 289<br>166<br>— | | 1961 Usuki Tekkosho—Saeki<br>150' 2" 25' 1" 11' 2"<br>131' 2" 24' 11½" 11' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×420 mm<br>Niigata Eng. Co. Ltd. | Niigata |
| **KUMAFUKU MARU**<br>**Kumano Kisen K.K.**<br>Kobe Japanese | 1000<br>505<br>1661 | | 1962 Koyo Dock—Mihara<br>222' 8" 34' 11" 15' 9"<br>203' 5" 34' 9" 17' 9"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.71760 B.67310<br>2 Ha (42½', 47½'×18')<br>4W Der 4(3) | Oil 4SA 6Cy. 380×520 mm<br>1200bhp<br>Nippon Hatsudoki<br>2×7½kW 105V d.c. | 96t<br>Kob<br>12k |
| **KUMALLA**<br>**Union S.S. Co. of New Zealand Ltd.**<br>Melbourne British | 1865<br>760<br>1837 | ✠100A1 SS 1/65<br>✠LMC<br>MN256 EL q 1 1/16"SQ | 1956-11 Henry Robb Ltd.—Lth<br>252' 5" 45' 6" 14' 0"<br>235' 0" 45' 0½" 15' 3"<br>P&B116' F35' 1 dk<br>RW 5BH<br>rf 5" WB655t incl. DTm166t | M<br>2 Ho 110', 40'<br>G.95915 B.91830<br>2 Ha (stl) (81½', 26'×28')<br>6W Der 6(5) | Oil 2SA 8Cy. 340×570 mm<br>1280bhp<br>British Polar Engines Ltd.<br>3×75kW 220V d.c. | 93½t (d.o)<br>Gls<br>10k |
| **KUMAMBA**<br>exAdrian-63<br>**Republik Indonesia**<br>P.T. Pelajaran **Nasional Indonesia**<br>Djakarta Indonesian | 847<br>551<br>1300 | ✠LR class withdrawn 3/68 | 1951-3 C.R.D. Adriatico—Tri<br>201' 5" 32' 7" 16' 5⅓"<br>186' 7" 32' 6" 18' 10"<br>Ba49' RFD21' 2 dks<br>RW 5BH<br>WB209t | M Mchy.aft<br>G.55068 B.51000<br>6W | Oil 2SA 6Cy. 360×600 mm<br>900bhp Sulzer<br>C.R.D. Adriatico | 100t<br>Tri<br>12k |
| **KUMAMOTO MARU No. 1**<br>**Kumamoto Prefecture**<br>Ashikita Japanese | 102<br>55<br>— | | 1961 Taiyo Zosen—Nag<br>102' 4" 17' 11" 7' 6"<br>88' 7" 17' 9" 8' 10"<br>1 dk | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 270×390 mm<br>Matsui Tekkosho | Ise |
| **KUMAMOTO MARU No. 2**<br>**Kumamoto Prefecture**<br>Ashikita Japanese | 102<br>55<br>— | | 1961 Taiyo Zosen—Nag<br>102' 4" 17' 11" 7' 6"<br>88' 7" 17' 9" 8' 10"<br>1 dk | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 270×390 mm<br>Matsui Tekkosho | Ise |
| **UMANO MARU**<br>node **Kisen K.K.**<br>kyo Japanese | 5024<br>2695<br>7429 | NK | 1959 Kawasaki Dkyd Co. Ltd.—Kob<br>402' 11" 53' 11" 24' 3"<br>374' 0" 53' 9½" 30' 6"<br>1 dk<br>RW<br>rf 4" | M (4P) Mchy.aft<br>3 Ho 37½', 106¾', 118'<br>G.359694 B.339990<br>3 Ha (11'×13') (89½', 91'×23½')<br>14W Der 8(15) 1(5) | Oil 2SA 5Cy. 700×1200 mm<br>4000bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>2×136kW 445V 60c/s a.c. | 215½t (hvf)<br>Kob<br>13½k |
| **UMANO MARU**<br>saka Unyu **K.K.**<br>saka Japanese | 496<br>271<br>700 | | 1959 Geibi Zosen Kogyo—Kur<br>174' 10" 26' 4" 11' 10"<br>161' 5" 26' 3" 12' 11"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>Nihon Hatsudoki | Kob |
| **UMANO MARU No. 8**<br>umano **Suisan K.K.**<br>Choshi Japanese | 188<br>102<br>— | | 1962 Usuki Tekkosho—Usuki<br>102' 11" 23' 8"<br>97' 0" 23' 7½" 9' 11"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 240×360 mm<br>Usuki Tekkosho | Usuki |
| **UMANO MARU No. 15**<br>K.Kazawa<br>Japanese | 315<br>139<br>— | | 1967 Yamanishi Zosen Tekkosho—Ishinomaki<br>146' 8" 27' 7" 10' 10"<br>130' 6" 27' 6" 12' 4"<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 350×520 mm<br>1250bhp<br>Akasaka Tekkosho | Yaizu |
| **UMANOVO**<br>ugoslavenska **Oceanska Plovidba**<br>tor Yugoslav | 24221<br>16939<br>35150 | ✠100A1<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN2400 EL q†2⅛"SQ<br>JR | 1966-3 Kure Zosensho—Kur<br>~~654'-7"~~ 90' 6" 35' 0¾" 654' 7"(Incl.BB)<br>616' 10" 90' 2¼" 50' 10"<br>P112' F47' 1 dk<br>RW NS 9BH<br>rf nil WB14297t incl. Comb. btm & side tanks in holds 8991t Topside tanks in holds 4512t | M Bulk Carrier Mchy.aft<br>7 Ha (each 44½'×39')<br>4W Der 2(5) 2(2) | Oil 2SA 8Cy. 760×1550 mm<br>12000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>AuxB 100℔ θ(ex.g) 142℔ | Alo |
| **UMASACHI MARU**<br>umano **Kisen K.K.**<br>Japanese | 856<br>489<br>1333 | | 1959 Koyo Dock—Mihara<br>204' 5" 31' 7" 14' 6"<br>186' 6" 31' 5" 16' 1"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.58940 B.54526<br>2 Ha | Oil 4SA 6Cy. 370×520 mm<br>950bhp<br>Nippon Hatsudoki<br>2×7½kW 105V d.c. | 58t<br>Kob |
| **UMASACHI MARU**<br>No. 1<br>umano **Kisen K.K.**<br>Japanese | 3000<br>1737<br>4980 | NK | 1966 Tohoku Zosen—Shiogama<br>323' 8" 50' 11" 20' 0"<br>301' 10" 50' 10" 24' 2"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.215208 B.206909<br>3 Ha (38¼', 64½', 41¼'×25')<br>12W Der 1(15) 3(10) | Oil 4SA 7Cy. 500×700 mm<br>2800bhp<br>Hanshin Nainenki Kogyo | 404t<br>Kob<br>12k |

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| 519755<br>GVRR<br>300212<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KUMBA**<br><br>**Elder Dempster Lines Ltd.**<br>Glasgow British | 5439<br>2996<br>9400 | ✠100A1 SS 5/68 ~~SS 6/65~~<br>DTm—vegetable oil<br>✠LMC<br><br>MN660 EL b†2 1/16"SQ | 1958-9 Lithgows Ltd.—P.Gl<br>454' 10" 58' 3" 25' 1"<br>430' 4" 58' 0" 37' 4"<br>F41' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2016t incl. DTsm1057t | M OSD<br>4 Ho 73½', 82½', 36½' DT, 36½' DT,<br>69½', 77½'<br>G.597398 B.544571<br>5 Ha (31½', 31', 31', 31', 31'×22')<br>10W Der 2(12) 2(10) 6(5) | Oil 2SA 4Cy. 620×140<br>470 mm<br>3300bhp<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 120lb<br>3×40, 30, 30kW 220V d.c. |
| 519756<br>JEVL<br>82261 | **KUMI MARU**<br><br>**Kyodo Kaiun K.K.**<br>Kudamatsu Japanese | 250<br>118<br>355 | | 1959 Hayashikane Zosen—Smk<br>123' 0" 22' 1" 10' 4"<br>111' 6" 21' 7" 11' 5"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 62½'<br><br>1 Ha (50½'×14½')<br>Der 1(3) | Oil 4SA 6Cy. 270×390 mm<br>310bhp<br>Hayashikane Zosen<br>1×3kW 100V d.c. |
| 672572<br>YTQV<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **KUMROVEC**<br><br>**Jugoslavenska Linijska**<br>**Plovidba (Yugoslav Line)**<br>Rijeka Yugoslav | 8736<br>4907<br>7770 | <br><br>BV | 1967 Brodogradiliste III Maj—Rka<br>493' 5" 65' 8" 24' 6"<br>453' 10" 65' 7" 37' 8"<br>F56' 1 dk & S dk | M (12P) Ref<br>5 Ho 57', 60½', 60½', 69', 69'<br>G.557640 B.490359<br>5 Ha (stl) (29½'×18½') (39½', 39½'×23')<br>(39½'×18½') (39½'×23')<br>18W Der 1(15) 6(10) 10(5) 2(3) | Oil 2SA 6Cy. 750×1800 mm<br>9600bhp<br>Gebr. Stork & Co.<br>4×300kW 380V 50c/s a.c. |
| 519758<br>BMDX<br>739<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KUN AN**<br>exEurycleia–60<br>**Tai An Steamship Co. Ltd.**<br>Kaohsiung China (Taiwan) | ~~15669~~ 16039<br>~~9702~~ 11436<br>24223 | <br><br>AB CR (Taiwan) | 1952 Higashi Nippon Jukogyo—Yka<br>590' 0" 78' 9" 31' 10"<br>584' 0" 78' 7" 42' 7"<br>P126' F49' 1 dk<br>RW<br>rf 5½" | M Tanker Mchy.aft<br>27 Ta<br>L.1175424 HeCls. BC | Oil 2DA 8Cy. 720×1200<br>8500bhp MAN<br>Higashi Nippon Jukogyo<br>2×200kW 115V d.c. |
| 519759<br>9VHC<br>315146<br>Df Esd<br>Rdr RT | **KUNAK**<br>exBaud–60<br>**Straits S.S. Co. Ltd.**<br>Singapore Singapore | 4874<br>2781<br>4070 | <br><br>BV | 1949 N.V. Wilton-Fijenoord—Sch<br>375' 4" 53' 2" 20' 2"<br>... ... ...<br>P28' B120' F45' 3 dks<br>RW<br>rf 8" | M (60bth 455 dk P)<br>4 Ho 55½', 67½', 58', 62½'<br>B.208187<br>4 Ha (20'×15½') (24½', 24', 19½'×16')<br>8W Cr 4(3) Der 1(25) 2(6) 2(3) | Oil 4SA 8Cy. 650×1400<br>3000bhp Emade<br>Hawthorn, Leslie & Co.<br>3×160kW 220V d.c. |
| 660587 | **KUNDA**<br><br>**U.S.S.R.**<br>Tallinn Russian | 1248<br>552<br>~~1299~~<br>1285 | | 1965 Angyalfold Shipyard—Bdp<br>244' 4" 37' 2" 13' 1½"<br>37' 0" 17' 5" | M Mchy.aft<br>3 Ho<br>G.74267<br>3 Ha (each 28½'×18½')<br>7W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 mm<br>1000bhp<br>Lang Eng. Works |
| 510077<br>OWOK<br><br>Df Esd<br>Rdr<br>RTm | **KUNDA**<br>exElena–65 exFyris–59<br>**Arnold Nordmann**<br>Suenson & Jespersen<br>Copenhagen Danish | 492<br>272<br>750 | <br><br>BV | 1946 Kalmar Varv—Kal<br>162' 1" 29' 7" 13' 0"<br>29' 5"<br>P34' F17' 1 dk<br>RW len 51<br>BK6½" | M Mchy.aft<br>1 Ho 105'<br>G.36500 B.33000<br>2 Ha (each 39'×16½') | Oil 2SA 4Cy. 250×420<br>360bhp<br>Atlas-Diesel<br>1×10kW 110V a.c. |
| 519760 | **KUNG**<br><br>**National Iranian Oil Co. Ltd.**<br>Abadan Iranian | 299<br>299<br>— | ✠100A– ~~SS 3/64~~<br>Persian Gulf coasting<br>service SS 10/68 | 1949-1 J. Bolson & Son Ltd.—Poo<br>166' 2" 25' 3"<br>160' 0" 25' 0" 8' 6"<br>1 dk<br>3BH<br>rf nil WB137t | Barge | |
| 519761 | **KUNG CHIANG**<br><br>**Ming Sung Shipping Co.**<br>Shanghai<br>People's Rep. of China | 866<br>347<br>650 | | 1944 ......................<br>*196·5'* 34' 6"<br>194' 6" 33' 11" 18' 3" | TM<br><br>B.120000 | 2 Oil 2SA each 10Cy.<br><br>Fairbanks, Morse & Co. |
| 519763<br>SFEM<br>4096 | **KUNG WASA**<br>exKonung Gustaf Wasa–53<br>**Stockholms-Ångslups A/B**<br>Stockholm Swedish | 118<br>70<br>25 | | 1902 Bergsunds M/V A/B—Skm<br>*86·8'* 17' 6"<br>... ... ...<br>1 dk<br>R | S | C 2Cy. 14½" & 31½"×1<br><br>Bergsunds M/V A/B |
| 672941<br>SKGT<br>10885<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **KUNGALAND**<br><br>**Ångfartygs A/B Tirfing**<br>Dan-Axel Broström<br>Gothenburg Swedish | 57794<br>36850<br>108500 | <br><br>NV | 1967 Eriksbergs M/V A/B—Got<br>908' 10" 128' 0" 48' 3½"<br>875' 0" 127' 9" 63' 4"<br>F77' 1 dk | M Tanker Mchy.aft<br>12 Ta<br>L.4602314 HeCls. BC<br><br>Der 2(10–5) 2(1½) | Oil 2SA 10Cy.<br>23000bhp B&W<br>Eriksbergs M/V A/B<br>4×550, 365, 365, |
| 506434<br>SIBV<br>10036<br>Df Esd<br>RT | **KUNGSHAMN**<br>exCarmel–66<br>**Leif & Bill Hedberg**<br>Kungshamn Swedish | 117<br>40<br>— | | 1960 A/B Göteborgs Varv—Got<br>87' 6" 21' 1" 10' 2"<br>... ... ...<br>1 dk | M Trawler Mchy.aft<br><br><br>3 Ha (2½'×4½') (4½'×4½')<br>(2½'×4½') | Oil 4SA 7Cy.<br>480bhp<br>Klöckner-Humboldt-Deutz |
| 651235<br>SGON<br>10674<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KUNGSHOLM**<br><br>**A/B Svenska Amerika**<br>**Linien**<br>Erik Wijk<br>Gothenburg Swedish | 26678<br>12838<br>5100 | ✠100A1<br><br>✠LMC 660' 2"(incl.BB)<br><br>MN5040 EL q†2¼"SQ | 1966-3 John Brown & Co. (Clydebank)<br>Ltd.—Cly<br>~~660' 2"~~ 87' 2" 28' 1"<br>570' 0" 87' 0" 50' 6"<br>B&F573' UprB392' 4 dks. 5th dk above mchy. space<br>Coll BH to U dk 9 to 2nd dk<br>rf 36" WB2870t | TM (750P) | 2 Oil 2SA each 9Cy.<br>25200bhp<br>A/B Götaverken<br>2AuxB 115lb<br>✠2ne (ex.g) 67-14 |

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| **UNGSÖ**<br>**ariehamns Rederi A/B**<br>a Gustaf Erikson<br>ariehamn Finnish | **2097**<br>1150<br>3149 | GL | **1947** A/B Crichton-Vulcan—Åbo<br>296′ 6″ 42′ 10″ 18′ 6″<br>— 42′ 8″ 21′ 3″<br>1 dk<br>R<br>rf 4″ | S<br>2 Ho 106′, 103¾′<br>G.164087 B.153974<br>4 Ha (each 35½′×19¾′)<br>8W Der 8(4) | C 4Cy. (2) 14 11/16″ & (2) 32 3/16″×32 3/16″<br>1000ihp 312t (o.f)<br>A/B Crichton-Vulcan Åbo<br>3×20, 15, 8kW 120V d.c. 10k |
| **UNGSÖ**<br>Johannes-55 exHavet-32<br>Leeuwerik<br>**rithiof Albinsson**<br>yrsö Swedish | 211<br>115<br>270 | GL | **1918** H. H. Bodewes Scheeps.—Millingen<br>124′ 5″ 21′ 10″ 11′ 6″<br>… … …<br>1 dk<br>R len 50 | M Mchy.aft<br>1 Ho<br>2 Ha (29½′, 23½′×15¼′)<br>Der 1(1½) 2(1) | Oil 2SA 4Cy. 230×400 mm<br>280bhp NE57 (hvf)<br>Alpha-Diesel A/S Fkn |
| **KUNGSTEN**<br>Tjamme-66<br>**rvid Pettersson Partrederi**<br>kärhamn Swedish | 499<br>322<br>817 | BV | **1958** Grol's Scheepswerven—Zuidbroek<br>189′ 11″ 29′ 6″ 11′ 0″<br>170′ 7″ 29′ 3″ 12′ 4″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 118′<br>G.37000 B.35000<br>2 Ha (stl) (each 44¼′×15½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 305×460 mm<br>500bhp 40t<br>D. & J. Boot "De Industrie" Alp<br>2×6kW 110V d c. 10k |
| **KUNGSVIK**<br>Intrepide-63<br>**rvid Pettersson Partrederi**<br>kärhamn Swedish | 499<br>277<br>815 | ✠100A1 SS 3/66<br>✠LMC<br>MN100 EL i | **1958–5** N.V. Bodewes Schps.—Martenshoek<br>187′ 4″ 29′ 5″ 11′ 5½″<br>170′ 1″ 29′ 2½″ 12′ 7″<br>P48′ F29′ 1 dk<br>RW 3BH<br>rf 3″ WB234t incl. Dk tanks m 8t | M Mchy.aft<br>1 Ho 111½′<br>G.36600 B.34600<br>2W Der 2(3) | Oil 4SA 8Cy. 290×450 mm<br>500bhp 33t<br>Appingedammer Brons. Apg<br>10k |
| **KUNGUR**<br>.S.S.R. Russian | **4846**<br>2458<br>6237 | | **1966** Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 9″ 26′ 1″<br>1 dk<br>RW | M | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>Stocznia Gdanska Gdk |
| **KUNGUR**<br>.S.S.R. Russian | **3247**<br>1572<br>— | | **1958** Schiffswerft Neptun—Ros<br>334′ 7″ 47′ 3″ 23′ 8″<br>… … …<br>1 dk<br>RW | S | Steam Reciprocating & LP turb |
| **UNGURLES**<br>.S.S.R.<br>changel Russian | **2925**<br>1361<br>3506 | | **1963** F. W. Hollming—Rauma<br>335′ 0″ 46′ 1″ 19′ 8″<br>305′ 2″ 45′ 11″ 22′ 7″<br>1 dk | M<br>4 Ho<br>G.168416<br>4 Ha (each 32¾′×27½′)<br>2W Cr 2(3) Der 2(5) | Oil 2SA 5Cy. 550×1100 mm<br>2900bhp B&W<br>Valmet O/Y Rautpohjan Tehdas<br>Jyväskylä<br>13¾k |
| **UNI MARU No. 1**<br>oshidaka Maru No. 12–56<br>**wasa Gyogyo Kyodo**<br>umiai<br>wasa Japanese | 245<br>173<br>— | | **1953** Kanazashi Zosensho—Shimizu<br>*113·1′* 22′ 0″<br>… … …<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 335×470 mm<br>Akasaka Tekkosho Yaizu |
| **UNI MARU No. 3**<br>**wasa Gyogyo Kyodo**<br>Kumiai<br>wasa Japanese | 411<br>214<br>— | | **1962** Miho Zosensho—Shimizu<br>170′ 8″ 27′ 0″<br>151′ 0″ 26′ 11″ 13′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>Akasaka Tekkosho Yaizu |
| **UNIHIRO MARU**<br>. Deguchi<br>akyushu Japanese | 174<br>80<br>250 | | **1964** Kishimoto Zosen—Kinoe<br>93′ 10″ 24′ 4″ 9′ 10″<br>83′ 10″ 24′ 3″ 11′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 5Cy. 260×320 mm<br>Hanshin Nainenki Kogyo Kob |
| **UNIKAWA MARU**<br>**awasaki Kisen K.K.**<br>be Japanese | **9566**<br>5476<br>11244 | ✠100A1 SS 4/68 ~~SS 5/65~~<br>tunnel side tanks—oil FP above 150° F.<br>DTsa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1560 EL e†2⅝″SQ<br>NK | **1952–8** Kawasaki Dkyd Co. Ltd.—Kob<br>514′ 11″ 64′ 0″ 27′ 4½″<br>475′ 9″ 63′ 11″ 40′ 1″<br>F45′ 2 dks, 3rd dk in Nos. 2, 3, 4 & 5 holds<br>RW 3BH to U dk 5 to 2nd dk<br>WB2510t incl. DTsa1437t | M Ref CSD<br>6 Ho<br>G.690609 B.628931 In.5060<br>6 Ha (27½′×19¾′) (41¾′, 41¾′, 28′, 41¾′×24½′) (28′×19¾′)<br>18W Der 2(20) | Oil 2DA 7Cy. 720×1200 mm<br>7800bhp 1368t<br>Kawasaki Dkyd Co. Ltd. Kob<br>AuxB 100℔ 16¼k<br>2×270kW 230V d.c. |
| **UNIKO**<br>**epublik Indonesia**<br>rusahaan Negara<br>ertambangan Minjak<br>asional<br>akarta Indonesian | **3579**<br>2294<br>5033 | GL<br>✠Classed LR until 11/66 | **1965–6** Mitsubishi Hvy Ind. Ltd.—Smk<br>350′ 11″ 50′ 0″ 20′ 6¾″<br>321′ 6″ 49′ 11″ 25′ 11″<br>P80′ F38′ 1 dk<br>rf 4 | M Tanker Mchy.aft | Oil 2SA 5Cy. 520×700 mm<br>2350bhp MAN<br>Mitsubishi Hvy Ind. Ltd. Yka |
| **UNIMISAN MARU**<br>**ashita Kaiun K.K.**<br>shima Japanese | 287<br>154<br>— | | **1960** Ujina Zosensho—Hma<br>134′ 8″ 23′ 1″ 9′ 10″<br>119′ 11″ 22′ 11″ 10′ 10″<br>1 dk | M Mchy.aft<br>1 Ha (61½′×14′) | Oil 4SA 6Cy. 265×400 mm<br>Nippon Hatsudoki Kob |

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| 542108<br>KSCL<br>OT7152<br>Df | **KUNISACHI MARU No. 7**<br><br>**Sunabe Kaiun G.K.**<br>Naha Japanese | 231<br>117<br>— | | 1963 Imai Kosen—Kochi<br>*113·1'* 21' 10" 8' 1"<br>111' 6" 21' 8" 9' 6"<br>1 dk<br>RW | M Mchy.aft<br><br>G.10065 B.9464<br>1 Ha (29½'×11½') | Oil 4SA 6Cy. 280×420<br><br>Matsui Tekkosho |
| 519776<br>JAGG<br>67877<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KUNISHIMA MARU**<br><br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | 7220<br>4075<br>10230 | NK | 1951 Ishikawajima Jukogyo—Tok<br>476' 6" 60' 2" 26' 7"<br>442' 3" 60' 0" 33' 4"<br>P22' B181' F30' 2 dks<br>RW | S<br>6 Ho<br>G.579534 B.527352<br>6 Ha (28¾'×21½') (36¾', 28¾, 26½',<br>36½', 27'×23½')<br>16W Der 1(40) | 2 S Turb dr geared to sc.<br>6000shp<br>Ishikawajima Jukogyo<br>2×280kW 230V d.c. |
| 670803<br>JKDI<br>101439<br>Df Esd<br>Gc Rdr | **KUNISHIMA MARU**<br><br>**Hojyo Kyodo Kaiun K.K.**<br>Hojyo Japanese | 2993<br>2005<br>5500 | NK | 1967 Imabari Zosen—Imabari<br>*311·6'* 51' 8" 21' 8"<br>308' 5" 51' 6" 26' 3"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.263837 B.250735<br>2 Ha (77', 96½'×27½') | Oil 4SA 7Cy. 500×750<br>3000bhp<br>Hanshin Nainenki Kogyo |
| 671425<br><br><br>Rdr | **KUNISHIMA MARU**<br><br>**Sanwa Kisen K.K.**<br>Kochi Japanese | 579<br>300<br>1000 | | 1967 Kochiken Zosen—Kochi<br>30' 3" 14' 1"<br>162' 5" 30' 2" 15' 1"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 430×620<br>1200bhp Emade<br>Hanshin Nainenki Kogyo |
| 650728<br>JECL<br>97046<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KUNITAMA MARU**<br><br>**Tamai Shosen K.K.**<br>Kobe Japanese | 4711<br>2727<br>7109 | NK | 1965 Ishikawajima-Harima Hvy Ind.—<br>Nagoya<br>381' 6" 56' 6" 21' 10"<br>357' 7" 56' 5" 28' 3"<br>P92' F40' 1 dk | M Mchy.aft<br>4 Ho<br>G.338100 B.319813<br>4 Ha (32½'×21½') (49¾', 49¾',<br>40¾'×25½')<br>12W Der 6(10) 2(9) | Oil 2SA 6Cy. 540×900<br>3200bhp Sulzer Emad<br>Uraga Hvy Ind. Ltd.<br>2×65kW 105V d.c. |
| 652551<br>JL2350<br>97494<br>Gc Rdr<br>RT | **KUNITSU MARU**<br><br>**Hojyo Kyodo Kaiun K.K.**<br>Hojyo Japanese | 2441<br>1417<br>4172 | NK | 1965 Imabari Zosen—Imabari<br>305' 8" 44' 4" 19' 11"<br>282' 2" 44' 3" 24' 3"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.190170 B.185615<br>2 Ha (86 , 83½'×21½') | Oil 4SA 6Cy. 500×700<br>2400bhp<br>Hanshin Nainenki Kogyo<br>2×100kW 440V a.c. |
| 640874<br>OUNU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **KUNUNGUAK**<br><br>**Ministry of Greenland**<br>**Royal Greenland Trade**<br>**Department**<br>Copenhagen Danish | 2265<br>1062<br>600 | BV | 1964 Frederikshavns V. & T. A/S—Fkn<br>244' 5" 42' 5" 13' 1"<br>217' 3" 42' 4" 20' 8"<br>4 dks<br>RW | M (175P) Ref<br>1 Ho 18'<br>In.3397<br>1 Ha (stl) (15¾'×11½')<br>Der 2(3) | Oil 2SA 7Cy. 350×620<br>2200bhp<br>Burmeister & Wain<br>2×410, 345kW 400V a.c. |
| 519777 | **KUO FAO**<br>exMei Sing-60<br>**Hsin Fu S.S. Co. Ltd.**<br>China (Taiwan) | 785<br>421<br>— | | 1954 ......................U.S.A.<br>*194·5'* 37' 0"<br>... ... ...<br>2 dks | Wood TM | 2 Oil<br><br>Busch-Sulzer Bros. |
| 519778<br>BNFD<br>1798<br>Df Esd | **KUO FOO**<br><br>**Shan Fu Steam Ship**<br>**Company**<br>Keelung China (Taiwan) | 853<br>465<br>1260 | | 1944 Canulette S.B. Co.—Slidell<br>183' 10" 37' 6" 17' 0"<br>169' 3" 37' 5" 19' 6"<br>2 dks | Wood TM<br>2 Ho<br><br>2 Ha<br>2W | 2 Oil each 4Cy. 12½"×<br>900bhp<br>American Locomotive<br>3×60kW 120V d.c. |
| 680847 | **KUO HSIEN**<br><br>**Keelung Harbour Bureau**<br>Keelung China (Taiwan) | 200<br>—<br>— | | 1967 Kurushima Dock Co. Ltd.—<br>Imabari<br>28' 4" 9' 2"<br>88' 6" 28' 3" 12' 9"<br>1 dk<br>RW | TM Tug | 2 Oil 4SA each 6Cy.<br>1700bhp<br>Nippon Hatsudoki |
| 503711<br>BICT<br><br>Df Esd<br>Gc Rdr | **KUO YANG**<br>exZita-65<br>exBaron Glenconner-63<br>**Taiwan International Line**<br>**Ltd.**<br>Keelung China (Taiwan) | 7541<br>4338<br>10959 | ✠100A1 SS 9/64<br><br>LMC<br><br>MN603 EL b† | 1955-9 Caledon S.B. & E. Co. Ltd.—<br>Dun<br>461' 3" 58' 3" 27' 9"<br>430' 0" 58' 0" 37' 6"<br>F40' 2 dks<br>RW NS Coll BH to U dk 7 to 2nd dk<br>rf 3" WB2411t incl. DTsm605t | S<br><br>G.561640 B.517395<br>5 Ha (33¾', 32¼'×24') (25'×18')<br>(32½', 32½'×24')<br>10W Der 10(5) | T 3Cy. 24½" 41" &<br>with dr gearing &<br>3350ihp<br>J. G. Kincaid & Co. Ltd.<br>2WTB 220lb made<br>hs10356 9cf |
| | Now **CONVOY PIONEER** See New Entries No. 1 | | | | | |
| 652550<br>BVBA<br><br>Df Esd<br>Gc Rdr<br>RT | **KUO YUAN**<br><br>**China Sea-Products**<br>**Development Corp.**<br>Kaohsiung China (Taiwan) | 1406<br>766<br>1996 | CR (Taiwan) | 1965 Kanazashi Zosensho—Shimizu<br>251' 2" 40' 1" 16' 3"<br>226' 4" 40' 0" 18' 1"<br>1 dk | M Fishing Mchy.aft<br>3 Ho 63', 45', 43½'<br><br>4 Ha (6½', 6½', 6½'×7½') (4'×3½')<br>6W Der 4(15) 2(1½) | Oil 4SA 6Cy.<br>2000bhp<br>Akasaka Tekkosho<br>3×184, 184, 40kW |
| 651079<br><br>307988 | **KUPANG**<br><br>**Shell Malaysia Ltd.**<br>London British | 465<br>377<br>775 | ✠A1<br>oil tanker—FP above<br>150°F. Singapore harbour<br>service<br>✠LMC<br>MN98 EL (h) | 1965-11 H.Kg. & Whampoa Dk Co. Ltd.<br>—H.Kg<br>149' 7" 34' 8" 9' 8"<br>148' 0" 34' 0" 11' 6"<br>1 dk<br>9BH<br>rf 4" WB204t | TM Oil Barge Mchy.aft | 2 Oil 4SA each<br>hydraulic clutches<br>490bhp<br>Rolls Royce Ltd.<br>Directional propellers |

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| **KUPRES**<br>Daleby–61<br>**Jugoslavenska Oceanska**<br>**Plovidba**<br>otor<br>Yugoslav | *5148*<br>*2385*<br>7992 | ✠100A1 SS 7/67<br>with freeboard<br>DTm—oil FP above<br>150° F. or vegetable oil<br>✠LMC<br>MN660 EL a†2"SQ<br>JR | **1950–6** Sir J. Laing & Sons Ltd.—Sld<br>445′ 2″ 56′ 7″ 23′ 7″<br>418′ 3″ 56′ 6″ 36′ 0″<br>F81′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2426t incl. Tunnel tanks 332t DTm568t | M OSD<br>G.516076 B.469377<br>10W Der 4(10) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford<br>Hawthorn, Leslie & Co. Ltd.<br>AuxB 105lb | 722t<br>Nwc<br>12¼k |
| **KUPRIN**<br>**U.S.S.R.**<br>urmansk<br>Russian | **2806**<br>1122<br>1432 | | **1960** Stocznia Gdanska—Gdk<br>281′ 0″ 45′ 0″ 18′ 2″<br>44′ 10″ 32′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>4 Ho<br>In.57210<br>4 Ha<br>2W Der 2(1½) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp<br>Sulzer Bros. Ltd. | Win<br>13k |
| **KURA**<br>**U.S.S.R.**<br>iga<br>Russian | **4084**<br>2132<br>4496 | GL | **1960** Kieler Howaldtswerke A.G.—Kel<br>395′ 9″ 54 0″ 23′ 3¼″<br>359′ 7″ 53′ 10″ 28′ 1″<br>2 dks, pt 3rd dk | M Ref<br>4 Ho<br>In.180105<br>4 Ha (each 16′×14¾′)<br>8W Der 1(10) 7(5) | Oil 2SA 8Cy. 700×1200 mm<br>7250bhp MAN<br>Kieler Howaldtswerke A.G. | Kel<br>17¾k |
| **URAMA MARU**<br>ippon **Suisan K.K.**<br>okyo<br>Japanese | **2522**<br>1363<br>2272 | NK | **1963** Mitsui Zosen—Tmn<br>278′ 9″ 44′ 4″ 17′ 5¼″<br>252′ 8″ 44′ 3½″ 28′ 7″<br>2 dks<br>rf 3¾″ | M Stern Trawler<br>3 Ho 27′, 60′, 51½′<br>3 Ha (each 7¾′×7¾′)<br>10W Cr 6(1½) Der 2(3) 4(1½) | Oil 2SA 7Cy. 420×750 mm<br>2750bhp B&W<br>Mitsui Zosen<br>2×250kW 445V 60c/s a.c. | 715t (hvf)<br>Tmn<br>12½k |
| **URE MARU**<br>ippon **Yusen Kaisha**<br>okyo<br>Japanese | **17315**<br>12579<br>23489 | NK | **1964** Nippon Kokan—Shimizu<br>570′ 11″ 78′ 11″ 32′ 6⅝″<br>539′ 4″ 78′ 9″ 54′ 2″<br>1 dk<br>rf 4″ | M (2P) Mchy.aft<br>5 Ho 67½′, 68′, 78¾′, 78¾′, 66½′<br>G.1437373<br>6 Ha (stl) (33¾′, 39¼′, 44¼′, 29½′, 44¼′, 39¼′×39′)<br>Cr 2(3) | Oil 4SA 6Cy. 700×1200 mm<br>7200bhp MAN<br>Mitsubishi Hvy Ind. Ltd.<br>3×300kW 450V 60c/s a.c. | 1267t (hvf)<br>Yka<br>13½k |
| **URE MARU**<br>ukiboshi **Unyu K.K.**<br>kuyama<br>Japanese | **296**<br>156<br>443 | | **1962** Mukaishima Dock Co. Ltd.—<br>Mukaishima<br>*129·4′* 27′ 1″ 8′ 9½″<br>127′ 11″ 26′ 11″ 10′ 2″<br>1 dk<br>rf 4″ | M Mchy.aft<br>1 Ho 83′<br>G.22460<br>1 Ha (77½′×21¾′) | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Nippon Hatsudoki<br>1×3kW 35V d.c. | (d.o)<br>Kob |
| **RE MARU No. 3**<br>obuchi **Kaiun**<br>**K.K.**<br>chi<br>Japanese | **388**<br>—<br>— | | **1966** Shin Yamamoto Zosen—Kochi<br>24′ 4″ 11′ 10″<br>137′ 10″ 24′ 3″ 12′ 10″<br>P154′ Q6′ B7′ F6′ 1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.29310<br>Der 1(½) | Oil 4SA 6Cy. 270×400 mm<br>600bhp<br>Hanshin Nainenki Kogyo<br>2×12kW 225V 60c/s a.c. | (hvf)–2pd<br>Kob<br>10k |
| **REHA MARU**<br>ba-Daiko **Shosen K.K.**<br>kyo<br>Japanese | **2403**<br>1302<br>3644 | NK | **1958** Niigata Eng. Co. Ltd.—Niigata<br>304′ 5″ 42′ 9″ 19′ 6½″<br>286′ 3″ 42′ 7″ 22′ 4″<br>1 dk | M Mchy.aft<br>3 Ho<br>G.167463 B.155844<br>3 Ha (32¼′, 61¾′, 27½′×18′)<br>8W Der 2(10) 6(5) | Oil 2SA 6Cy. 480×800 mm<br>1800bhp<br>Niigata Eng. Co. Ltd.<br>2×50kW 230V d.c. | 197t<br>Niigata<br>11½k |
| **REHA MARU**<br>yama-ken **Gyogyo Kosha**<br>yama<br>Japanese | **294**<br>155<br>— | | **1963** Kanazashi Zosensho—Shimizu<br>153′ 8″ 25′ 5″ 9′ 10″<br>136′ 1″ 25′ 3″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil SA 6Cy. 320×450 mm<br>Hanshin Nainenki Kogyo | Kob |
| **REIKA**<br>**S.S.R.**<br>rmansk<br>Russian | **692**<br>227<br>— | ✠ | **1955–10** A/B Lindholmens Varv—Got<br>207′ 0″ 30′ 10″<br>180′ 5″ 30′ 6″ 15′ 11″<br>F42′<br>RW<br>BK8″ | S Trawler | C 4Cy. (2) 11⅜″ & (2) 27$\frac{3}{16}$″×25$\frac{3}{16}$″<br>A/B Lindholmens Varv | Got |
| **RENAI MARU**<br>nsai-Kisen **K.K.**<br>ka<br>Japanese | **2952**<br>1639<br>502 | | **1960** Mitsubishi Hvy Ind. Reorg.—Kob<br>284′ 6″ 44′ 10″ 12′ 9½″<br>262′ 6″ 43′ 11½″ 20′ 6″<br>2 dks | TM Ferry (1164P)<br>2 Ho | 2 Oil 2SA each 6Cy. 480×700 mm<br>5400bhp Sulzer<br>Mitsubishi Hvy Ind. Reorg.<br>3×200kW 445V a.c. | 96t<br>Kob<br>18k |
| **RENAI MARU No. 2**<br>yama **Gyogyo K.K.**<br>yo<br>Japanese | **192**<br>76<br>184 | | **1964** Azuma Zosen—Yokosuka<br>136′ 2″ 22′ 6″ 9′ 3″<br>108′ 2″ 22′ 4″ 10′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>Niigata Eng. Co. Ltd. | Niigata |
| **RGAN**<br>**S.R.**<br>ivostok<br>Russian | **5217**<br>2521<br>5840 | | **1956** Baltic S.B. & E. Wks—Len<br>429′ 6″ 55′ 1″ 24′ 7″<br>54′ 11″ 31′ 2″<br>2 dks | TD-E Fish Carrier<br>5 Ho<br>In.241906<br>5 Ha (16½′, 16½′, 16½′, 16½′×16½′) (13¾′×13¾′)<br>10W Der 10(5) | 4 Oil 2SA each 10Cy. 207×254 mm connected to elec. motor & geared to 2 sc. shafts | Russia<br>17½k |

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| 519793<br>URHB<br>M-21260<br>Df Esd | **KURGAN**<br><br>**U.S.S.R.**<br>Zhdanov Russian | 1946<br>979<br>2550 | | 1953 Stocznia Gdanska—Gdk<br>285' 5" 40' 0" 17' 8½"<br>39' 10" 19' 3"<br>1 dk<br>RW | S Ore Carrier Mchy.aft<br>4 Ho<br>G.116433<br>4 Ha (21½'×20½') (25½', 25½', 27½'×26')<br>8W Der 8(3) | C 4Cy. (2) 370 & (2)<br>1300ihp<br>Z.U.T. Zgoda |
| 641570<br>VM3276<br>196935<br>Esd Rdr | **KURI PEARL**<br><br>**Pearls Pty Ltd.**<br>Fremantle British | 129<br>57<br>— | ✠100A1 SS 1/69<br>pearl shell carrier Australian coastal service & to Papua & New Guinea<br>**LMC**<br>MN76 EL a | 1964–7 Carrington Slipways Pty Ltd.—N.S.W<br>105' 6" 21' 4" 8' 9½"<br>91' 11" 20' 0" 9' 6"<br>RFD19' 1 dk<br>7BH<br>rf 18" BK4" WB14t | M Pearl Shell Carrier Mchy.aft | Oil 4SA 6Cy. 6½"×<br>gearing<br>380bhp<br>Caterpillar Tractor Co. |
| 671690<br><br><br>Esd RT | **KURIAT**<br><br>**Compagnie Tunisienne de Navigation**<br>Tunis Tunisian | 499<br>371<br>780 | | 1967 Brodogradiliste "Bijela"—Bijela<br>189' 2" 31' 8" 11' 0"<br>170' 7" 31' 2" 12' 4"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 290×<br>720bhp B&W<br>"Litostroj" |
| 640590<br>YTVK | **KURILA**<br>exPlavnik exSv. Juraj<br>**Poduzece "Vinarija"**<br>Vis Yugoslav | 116<br>71<br>— | | 1946 Brodogradiliste Zurkovo—Zurkovo<br>89' 0" 22' 10" 11' 10"<br>22' 8"<br>1 dk | Wood M | Oil 4SA 5Cy.<br><br>Masch. Augsburg-Nürnberg |
| 519794<br>UWGV<br>M-19456 | **KURILSK**<br><br>**U.S.S.R.**<br>Kholmsk Russian | 1237<br>481<br>795 | | 1950 "Gheorghiu Dej" Shpyd—Bdp<br>229' 7" 32' 10" 12' 1½"<br>32' 8" 17' 5" | TM<br>2 Ho<br>B.36798<br>2 Ha (each 22½'×13')<br>4W Der 4(2) | 2 Oil 4SA each 6Cy.<br>NE61<br>Schwermasch. Karl L |
| 680632<br>UVWP<br>M-12197 | **KURILSK**<br><br>**U.S.S.R.**<br>Korsakov Russian | 463<br>153<br>274 | | 1961 ......................Russia<br>170' 1" 26' 3" 10' 11"<br>26' 2" 11' 6" | M Fish Carrier<br>2 Ho<br>In.13702<br>2 Ha (each 11½'×9½')<br>2W Der 2(1½) | Oil 2SA 4Cy. 300× |
| 519797<br>OGEQ<br>1273<br>Df Esd<br>Gc Rdr | **KURKI**<br><br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | 499<br>274<br>1013<br>1145<br>686<br>1762 | NV | 1961 O/Y Laivateollisuus A/B—Åbo<br>240' 2" 34' 3" 11' 0½"/16' 4½"<br>216' 6" 34' 1" 20' 5½"<br>1 dk & S dk<br>rf nil | M OSD/CSD Mchy.aft<br>2 Ho<br><br>2 Ha (36'×17½') (64'×17½')<br>2W Cr 2(5) Der 2(5) | Oil 2SA 8Cy. 10½"×<br>1010bhp<br>Crossley Bros. Ltd. |
| 519798<br>DFMN<br><br>Df Esd<br>Gc Rdr<br>RT | **KURMARK**<br><br>**Cuxhavener Hochseef. G.m.b.H.**<br>Cuxhaven W. German | 582<br>239<br>— | GL | 1952 A.G. "Weser" Werk Seebeck—Bhn<br>*174·2'* 28' 8"<br>28' 6" 16' 3"<br>F28'<br>RW | S Trawler<br><br><br><br>1W | T 3Cy. 15" 24" &<br>1000ihp<br>A.G. "Weser" Werk |
| 519799<br>VKGR<br>315255<br>RTv | **KURNELL**<br><br>**Wallace Tugs Proprietary Ltd.**<br>Sydney, N.S.W. British | 208<br>—<br>— | ✠100A1 SS 10/67<br>tug<br>✠**LMC**<br>MN208 EL (e)1"SQ | 1959–11 Adelaide Ship Cons. Ltd.—Adl<br>106' 2" 28' 0" 12' 0"<br>95' 0" 26' 6" 13' 5"<br>4BH<br>rf 21" BK2" | M Tug | Oil 4SA 8Cy. 12"×<br>gear<br>1040bhp<br>Nat. Gas & O. Eng. Co.<br>3×25, 25, 10kW 220V |
| 519802<br>7LLE<br>87881<br>RT | **KUROGANE MARU**<br><br>**Sumitomo Shoji K.K.**<br>Osaka Japanese | 231<br>55<br>— | | 1961 Mitsubishi Zosen—Smk<br>104' 4" 27' 8"<br>97' 7" 27' 6½" 11' 10" | TM Tug | 2 Oil 4SA each 6Cy.<br><br>Ito Tekkosho |
| 542784<br>8LGF<br>89814<br>Df Esd<br>Gc Pfd<br>Rdr | **KUROMORI MARU No. 18**<br><br>**Tanaka Gyogyo K.K.**<br>Ozuchi Japanese | 192<br>94<br>— | | 1963 Niigata Eng. Co. Ltd.—Niigata<br>127' 9" 22' 10" 9' 2"<br>112' 0" 22' 8" 10' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×<br><br>Niigata Eng. Co. Ltd. |
| 672434<br>JBBW<br>99289<br>Df Esd<br>Gc Rdr<br>RT | **KUROMORI MARU No. 22**<br><br>**K. Tanaka**<br>Ohzuchi Japanese | 254<br>133<br>— | | 1967 Niigata Eng. Co. Ltd.—Niigata<br>140' 8" 25' 0" 9' 6"<br>124' 0" 24' 11" 10' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 542109<br>7KPM<br>85743 | **KUROSAKI MARU No. 1**<br><br>**Kyodo Kisen K.K.**<br>Kitakyushu Japanese | 299<br>176<br>— | | 1962 Kurushima Dock Co. Ltd.—Imabari<br>*113·5'* 27' 0"<br>26' 10"<br>1 dk | M<br><br>G.21365 B.19458 | Oil 4SA 6Cy.<br><br>Nippon Hatsudoki |
| 519803<br>7KPN<br>90186 | **KUROSAKI MARU No. 2**<br><br>**Kyodo Kisen K.K.**<br>Kitakyushu Japanese | 297<br>168<br>— | | 1962 Kurushima Dock Co. Ltd.—Imabari<br>124' 8" 27' 1" 10' 8"<br>111' 6" 26' 11" 11' 6"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy.<br><br>Nippon Hatsudoki |

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| **KUROSHIO MARU**<br>**ansai Kisen K.K.**<br>saka<br>Japanese | **1639**<br>859<br>979 | | **1948** Mitsui Zosen—Tmn<br>*241·2'* 37' 8" 14' 9"<br>37' 6"<br>F74' 2 dks<br>RW len 58 | M<br>G.60996 B.54777 | Oil 2SA 6Cy. 450×750 mm<br>NE58<br>Kobe Hatsudoki Seizosho | 63t<br>Kob<br>12k |
| **KUROSHIO MARU**<br>**agata Kaiun K.K.**<br>uchinotsu<br>Japanese | **868**<br>547<br>1607 | | **1945** Tokyo Zosensho—Tok<br>210' 11" 31' 3" 15' 0"<br>… … …<br>P48' F24 1 dk | M Training Ship Mchy.aft<br>4W Der 4(10) | Oil 4SA 5Cy. 350×520 mm<br>Kanegafuchi Diesel Kogyo | Tok<br>8½k |
| **UROSHIO MARU**<br>**okai Kisen K.K.**<br>okyo<br>Japanese | **496**<br>231<br>508 | NK | **1947** Harima Zosensho—Aio<br>*162·2'* 28' 3" 12' 1"<br>160' 9" 28' 2" 13' 7"<br>P9' F20' 1 dk<br>RW | M<br>3 Ho<br>3 Ha | Oil 4SA 6Cy. 370×500 mm<br>950bhp NE62<br>Hanshin Nainenki Kogyo<br>2×40kW 105V d.c. | 30t<br>Kob<br>12½k |
| **UROSHIO MARU**<br>**urogane Kisen Y.K.**<br>akubo<br>Japanese | **457**<br>263<br>— | | **1964** Imabari Zosen—Imabari<br>164' 4" 25' 8" 11' 10"<br>147' 7" 25' 7" 13' 1"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 320×470 mm<br>Makita Tekkosho | Takamatsu |
| **UROSHIO MARU**<br>amasho Maru No. 2–65<br>**Kobayashi**<br>ura<br>Japanese | **242**<br>152<br>— | | **1961** Koyo Dock—Mihara<br>*97·4'* 24' 2"<br>24' 0"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×440 mm<br>250bhp<br>Nippon Hatsudoki | 8t<br>Kob<br>9½k |
| **UROSHIO MARU No. 1**<br>**hio Tsusho K.K.**<br>kyo<br>Japanese | **258**<br>115<br>— | | **1947** Mitsubishi Jukogyo—Smk<br>*135·3'* 20' 6"<br>20' 4" 10' 4"<br>1 dk<br>RW len & conv dry cargo ship 57 | M Tanker Mchy.aft | Oil 4SA 5Cy. 350×520 mm<br>Minsei Sangyo | Tok |
| **UROSHIO MARU No. 2**<br>**iyaji Salvage K.K.**<br>obe<br>Japanese | **178**<br>56<br>— | | **1947** Mitsubishi Jukogyo—Smk<br>*116·2'* 20' 2"<br>114' 10" 20' 0" 10' 4"<br>F14' 1 dk<br>RW | M Salvage Ship Mchy.aft | Oil 4SA 5Cy. 350×520 mm<br>Minsei Sangyo | Tok |
| **ROSHIO MARU No. 8**<br>**hiro Gyogyo K.K.**<br>yo<br>Japanese | **179**<br>94<br>— | | **1947** Uraga Dock Co. Ltd.—Yokosuka<br>*110·0'* 19' 8" 8' 0"<br>107' 7" 19' 7" 10' 1"<br>F17' 1 dk<br>RW len 54 | M Fishing Mchy.aft<br>G.5933 | Oil 4SA 6Cy. 300×420 mm<br>NE54<br>Niigata Tekkosho | Niigata |
| **ROSHIO MARU No. 10**<br>**hiro Gyogyo K.K.**<br>yo<br>Japanese | **187**<br>94<br>— | NK | **1947** Uraga Dock Co. Ltd.—Yokosuka<br>*110·0'* 19' 8" 8' 0"<br>107' 7" 19' 7" 10' 1"<br>F17' 1 dk<br>RW len 54 | M Fishing Mchy.aft<br>G.5933 | Oil 4SA 6Cy. 300×420 mm<br>400bhp NE54<br>Niigata Tekkosho | 67t<br>Niigata<br>9k |
| **ROSHIO MARU No. 11**<br>oyo Maru No. 1<br>**chiro Gyogyo K.K.**<br>yo<br>Japanese | **162**<br>76<br>— | | **1947** Mitsui Zosen—Tmn<br>109' 8" 19' 8"<br>97' 9" 19' 7" 10' 1"<br>F15' 1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×380 mm<br>NE49<br>Akasaka Tekkosho | 62t<br>Yaizu<br>9k |
| **ROSHIO MARU No. 12**<br>oyo Maru No. 2<br>**chiro Gyogyo K.K.**<br>yo<br>Japanese | **162**<br>76<br>— | | **1947** Mitsui Zosen—Tmn<br>109' 8" 19' 8"<br>97' 9" 19' 7" 10' 1"<br>F15' 1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×380 mm<br>NE50<br>Akasaka Tekkosho | Yaizu<br>9k |
| **ROSHIO MARU No. 15**<br>**chiro Gyogyo K.K.**<br>yo<br>Japanese | **407**<br>188<br>446 | | **1953** Mitsubishi Zosen—Smk<br>154' 10" 25' 7" 12' 0"<br>25' 5"<br>P38' F20' 1 dk<br>RW | M Ref Mchy.aft<br>G.16514 B.14149 In.14149<br>1W | Oil 4SA 6Cy. 370×520 mm<br>Niigata Tekkosho | 151t<br>Niigata<br>9k |
| **ROSHIO MARU No. 18**<br>**hiro Gyogyo K.K.**<br>Japanese | **407**<br>206<br>446 | | **1953** Mitsubishi Zosen—Smk<br>154' 10" 25' 7" 12' 0"<br>25' 5"<br>P38' F20' 1 dk<br>RW | M Ref Mchy.aft<br>G.16514 B.14149 In.14149<br>1W | Oil 4SA 6Cy. 370×520 mm<br>Hanshin Nainenki Kogyo | 151t<br>Kob<br>9k |
| **OSHIO MARU No. 21**<br>**ro Gyogyo K.K.**<br>Japanese | **1913**<br>998<br>1384 | NK | **1954** Mitsubishi Zosen—Smk<br>262' 1" 41' 1" 16' 5"<br>236' 3" 41' 0" 24' 7"<br>F27' 2 dks | M Ref Mchy.aft<br>4 Ho<br>G.72223 B.61986 In.62013<br>4W Der 4(15) | Oil 2SA 6Cy. 520×700 mm<br>2100bhp<br>Mitsubishi Hvy Ind. Reorg.<br>3×150kW 230V d.c. | 527t<br>Kob<br>13k |
| **OSHIO MARU No. 22**<br>miya Maru No. 2-55<br>**hiro Gyogyo K.K.**<br>Japanese | **484**<br>340<br>— | | **1953** Miho Zosensho—Shimizu<br>*154·2'* 26' 4"<br>26' 2" 17' 11"<br>P54' F24' 1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>Akasaka Tekkosho | Yaizu |

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| 519818<br>JQDJ<br>74606<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KUROSHIO MARU No. 23**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 871<br>450<br>900 | <br><br>NK<br><br>len 63 | 1956 Mitsubishi Zosen—Smk<br>205' 11" 35' 6" 14' 1½"<br>187' 0" 35' 5" 15' 1"<br>1 dk | M Ref Mchy.aft<br>4 Ho<br>In.32242<br><br>4W Der 1(15) 2(3) | Oil 4SA 6Cy. 430×5<br>1200bhp<br>Niigata Tekkosho<br>2×150kW 230V d.c. |
| | | | | **STRANDED & SANK 4/67** | | |
| 519819<br>JQDB<br>74604<br>Df Esd<br>Gc Rdr | **KUROSHIO MARU No. 25**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 493<br>356<br>541 | | 1956 Miho Zosensho—Shimizu<br>171' 2" 27' 11" 12' 4"<br>155' 9" 27' 10" 13' 11"<br>1 dk | M Ref Mchy.aft | Oil 4SA 6Cy. 370×5<br><br>Hanshin Nainenki Kog |
| 680306<br>JPIE<br>100991<br>Df Esd<br>Gc Rdr | **KUROSHIO MARU No. 26**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 422<br>224<br>— | | 1967 Miho Zosensho—Shimizu<br>176' 6" 27' 11"<br>157' 5" 27' 10" 12' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×5<br>1250bhp<br>Akasaka Tekkosho |
| 680307<br>JPJP<br>100992<br>Df Esd<br>Gc | **KUROSHIO MARU No. 27**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 500<br>—<br>— | | 1967 Miho Zosensho—Shimizu<br>187' 0" 28' 11"<br>167' 4" 28' 10" 13' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×5<br>1250bhp<br>Akasaka Tekkosho |
| 519820<br>JQDE<br>74605<br>Df Esd<br>Gc Rdr<br>RT | **KUROSHIO MARU No. 28**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 493<br>356<br>541 | <br><br>~~NK~~ | 1956 Miho Zosensho—Shimizu<br>171' 2" 27' 11" 12' 4"<br>155' 9" 27' 10" 13' 11"<br>1 dk | M Ref Mchy.aft<br><br>In.18222 | Oil 4SA 6Cy. 370×5<br>900bhp<br>Hanshin Nainenki Kog |
| 519821<br>JDYC<br>71602<br>Df | **KUROSHIO MARU No. 31**<br>exSeiju Maru No. 1–56<br>**Nichiro Gyogyo K.K.**<br>Shimizu Japanese | 450<br>323<br>— | | 1954 Kanazashi Zosensho—Shimizu<br>*153·1'* 25' 7"<br>150' 0" 25' 0" 13' 0"<br>P69' F22' 1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 400×5<br><br>Akasaka Tekkosho |
| 519822<br>JBSS<br>78745<br>Df Esd<br>Gc Rdr<br>RT | **KUROSHIO MARU No. 35**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 1159<br>672<br>1411 | <br><br>NK | 1957 Miho Zosensho—Shimizu<br>224' 9" 38' 0" 15' 9½"<br>203' 5" 37' 9" 17' 5"<br>1 dk<br>RW | M Fishing Mchy.aft<br>3 Ho | Oil 4SA 6Cy. 470×6<br>1800bhp<br>Akasaka Tekkosho<br>2×180kW 450V a.c. |
| 519823<br>JFQO<br>82906<br>Df Esd<br>Rdr | **KUROSHIO MARU No. 36**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 338<br>183<br>— | | 1959 Miho Zosensho—Shimizu<br>158' 3" 24' 10" 11' 4½"<br>141' 2" 24' 7" 12' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 325×4<br><br>Akasaka Tekkosho |
| 519824<br>JICX<br>84356<br>Df | **KUROSHIO MARU No. 37**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 479<br>272<br>— | | 1960 Miho Zosensho—Shimizu<br>173' 11" 29' 1"<br>155' 11" 28' 10½" 13' 10"<br>1 dk | M Fishing Mchy.aft<br><br>G.20166 B.18208<br><br>4W Der 4(1) | Oil 4SA 6Cy. 370×5<br><br>Akasaka Tekkosho |
| 519825<br>JIDX<br>84357<br>Df | **KUROSHIO MARU No. 38**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 479<br>272<br>— | | 1960 Miho Zosensho—Shimizu<br>173' 11" 29' 1"<br>155' 11" 28' 10½" 13' 10"<br>1 dk | M Fishing Mchy.aft<br><br>G.20166 B.18208<br><br>4W Der 4(1) | Oil 4SA 6Cy. 370×5<br><br>Niigata Eng. Co. Ltd. |
| 519826<br>7LMH<br>89233<br>Df Esd<br>Gc Rdr | **KUROSHIO MARU No. 70**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 240<br>102<br>— | | 1961 Miho Zosensho—Shimizu<br>134' 6" 24' 4"<br>118' 1" 24' 3" 11' 2"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×4<br><br>Akasaka Tekkosho |
| 519827<br>7LMI<br>89234<br>Df Esd<br>Gc Rdr | **KUROSHIO MARU No. 71**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 240<br>102<br>— | | 1962 Miho Zosensho—Shimizu<br>134' 10" 24' 4"<br>118' 1" 24' 3" 11' 2"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×4<br><br>Akasaka Tekkosho |
| 519828<br>8JAA<br>89855<br>Df Esd<br>Gc Rdr | **KUROSHIO MARU No. 72**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 239<br>115<br>— | | 1962 Hakodate Dock Co. Ltd.—Hak<br>135' 8" 24' 6"<br>118' 1" 24' 3" 11' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×4<br><br>Akasaka Tekkosho |
| 519829<br>8JAB<br>89856<br>Df Esd<br>Gc Rdr | **KUROSHIO MARU No. 73**<br><br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | 239<br>115<br>— | | 1962 Hakodate Dock Co. Ltd.—Hak<br>135' 8" 24' 6"<br>118' 1" 24' 3" 11' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×4<br><br>Akasaka Tekkosho |

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| **KUROSHIO MARU No. 75** | **240** | | **1962** Miho Zosensho—Shimizu | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm |
| | 102 | | 134′ 10″ 24′ 4″ | | |
| Nichiro Gyogyo K.K. | — | | 118′ 1″ 24′ 3″ 11′ 2″ | | Akasaka Tekkosho Yaizu |
| Tokyo Japanese | | | 1 dk | | |
| | | | RW | | |
| **UROSHIO MARU No. 76** | **303** | | **1963** Miho Zosensho—Shimizu | M Fishing | Oil 4SA 6Cy. 326×460 mm |
| | 130 | | 133′ 3″ 28′ 0″ | | |
| Nichiro Gyogyo K.K. | — | | 116′ 5″ 27′ 10½″ 12′ 8″ | | Akasaka Tekkosho Yaizu |
| Tokyo Japanese | | | 1 dk | | |
| **UROSHIO MARU No. 81** | **145** | | **1964** Shimoda Dock Yard Co. Ltd.— | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm |
| | 50 | | Shimoda | | |
| Nichiro Gyogyo K.K. | — | | 104′ 3″ 22′ 6″ 9′ 3″ | | Akasaka Tekkosho Yaizu |
| Tokyo Japanese | | | 90′ 8″ 21′ 0″ 9′ 10″ | | |
| | | | 1 dk | | |
| **UROSHIO MARU No. 82** | **145** | | **1964** Shimoda Dock Yard Co. Ltd.— | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm |
| | 50 | | Shimoda | | |
| Nichiro Gyogyo K.K. | — | | 104′ 3″ 22′ 6″ 9′ 2″ | | Akasaka Tekkosho Yaizu |
| Tokyo Japanese | | | 90′ 8″ 21′ 0″ 9′ 10″ | | |
| | | | 1 dk | | |
| **URRABA** | **94** | ✠100A- SS 2/67 | **1962**-10 Adelaide Ship Cons. Ltd.—Adl | M Tug | Oil 4SA 8Cy. 8¾″×11½″ with sr reverse |
| | — | tug | 73′ 2″ 21′ 0″ 8′ 11½″ | | gear |
| Wallace Tugs Proprietary | — | for service at Sydney | 67′ 6″ 19′ 8″ 10′ 6″ | | 660bhp 12t (d.o) |
| Ltd. | | ✠LMC | | | Lister Blackstone Mar. Ltd. Dursley |
| Sydney, N.S.W British | | MN132 EL (a) $\frac{11}{16}$″SQ | 4BH | | 2×12kW 220V d.c. |
| | | | rf 19″ WB30t | | |
| **URS** | **686** | ✠ | **1955**-5 A/B Gävle Varv—Gfl | S Trawler | C 4Cy. (2) 11⅝″ & (2) $27\frac{3}{16}$″×$25\frac{3}{16}$″ |
| | 225 | | 207′ 0″ 30′ 8″ | | |
| .S.S.R. | — | | 187′ 6″ 30′ 6″ 15′ 11″ | | Lindholmens Varv A/B Got |
| urmansk Russian | | | F40′ | | |
| | | | RW | | |
| | | | BK8″ | | |
| **URSK** | **8229** | | **1957** .....................Russia | TM Tanker Mchy.aft | 2 Oil 2SA each 8Cy. 430×610 mm |
| | 3942 | | 477′ 4″ 63′ 1″ 27′ 10½″ | 24 Ta 1 Ho | 4000bhp |
| .S.S.R. | 11560 | | 62′ 11″ 34′ 2″ | L.494831 G.39482 | Russia |
| Russian | | | 1 dk | 1 Ha (19′×13′) | 12¼k |
| | | | | 2W Der 1(5) 1(2) | |
| **RT BASTIAN** | **836** | | **1954** Heinr. Brand—Oldenburg | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm |
| | 449 | | 215′ 6″ 35′ 5″ 12′ 5½″ | | 920bhp NE65 |
| lmut Bastian | 1105 | GL | 190′ 3″ 35′ 3″ 13′ 11″ | G.58000 B.52000 | Masch. Kiel G.m.b.H. Kel |
| men W. German | | | P41′ F28′ 1 dk | 2 Ha | 11½k |
| | | | RW | 6W Der 1(9) 5(3) | |
| **RT BURKOWITZ** | **615** | | **1959** Jadewerft G.m.b.H.— | M Buoy Ship Mchy.aft | 4 Oil 4SA each 6Cy. 185×200 mm |
| | 169 | | Wilhelmshaven | | geared to sc. shaft |
| rman Federal Government | — | | 178′ 6″ 30′ 0″ 11′ 6″ | | 2120bhp (d.o) |
| (Bundesverkehrsminister) | | | ... ... ... | | Maybach Friedrichshafen |
| Wilhelmshaven W. German | | | 1 dk | Cr 1(12) | 6×285, 170, 65, 65, 37, 37kW 230/400V |
| | | | | | d.c. |
| | | | | | Thw. thrust propellers fwd & aft |
| | | | | | Controllable pitch propeller |
| **RUCESME** | **813** | | **1951** S.A. des Anc. Ch. Dubigeon—Nts | TM Ferry | 2 Oil 2SA each 5Cy. 360×600 mm |
| | 49 | | *180·4′* | | 1600bhp |
| enizcilik Bankasi T.A.O. | — | AB | 173′ 3″ 42′ 7½″ 16′ 5″ | | At. & Ch. de la Loire St. Denis |
| hir Hatlari Isletmesi | | | 1 dk | | Propellers 2 twd 2 aft |
| anbul Turkish | | | | | |
| **RUSHIMA MARU** | **1177** | | **1956** Shioyama Dkyd. Co. Ltd.—Osa | M Ref Mchy.aft | Oil 4SA 6Cy. 430×540 mm |
| Meiko Maru-66 | 664 | | 241′ 10″ 35′ 6″ 15′ 9″ | 2 Ho 67¼′, 66′ | 1400bhp 409t (d.o) |
| shima Kaiun K.K. | 1657 | NK | 219′ 10″ 35′ 5″ 18′ 8″ | B.52597 In.52597 | Niigata Tekkosho Niigata |
| kyo Japanese | | | P68′ F23′ 1 dk | 2 Ha (each 7¾′×7¾′) | 2×120kW 220V d.c. 12k |
| | | | | 4W Der 4(1½) | |
| | | | rf 11¾″ | | |
| me should be **KURISHIMA MARU** See New Entries No. **10** | | | | | |
| **RUTAI** | **3528** | ✠100A1 SS 5/68 ~~SS 4/64~~ | **1952**-7 A. Stephen & Sons Ltd.—Gls | M | Oil 2SA 6Cy. 600×1040 mm |
| | 1982 | | 345′ 2″ 50′ 6″ 22′ 4¼″ | 3 Ho 75¾′, 69¼′, 54¼′ | 2410bhp Sulzer 335t (d.o) |
| ion S.S. Co. of New | 5189 | ✠LMC | 325′ 9″ 50′ 0″ 26′ 0″ | G.255655 B.249534 | A. Stephen & Sons Ltd. Gls |
| Zealand Ltd. | | | P&B162′ F39′ 1 dk | 3 Ha (stl) (44¾′, 46′, 46¾′×20′) | 3×135kW 220V d.c. 11¼k |
| llington New Zealand | | MN482 EL v 1¾″SQ | NS in lower part of holds 5BH | 12W Der 12(5) | |
| | | | rf 3″ WB674t | | |
| **RWINA** | **227** | | **1961**-5 Taikoo D. & E. Co.—H.Kg | TM (64P) Mchy.aft | 2 Oil 4SA each 8Cy. 5½″×7¾″ |
| | 100 | | 99′ 6″ 22′ 1″ 7′ 6½″ | 1 Ho 49′ | 198bhp (d.o) |
| s, Philp (New Guinea) | 176 | ✠Classed LR until 2/64 | 92′ 0″ 22′ 0″ 10′ 0″ | | L. Gardner & Sons Ltd. Mch |
| Ltd. | | | P36′ 1 dk | 1 Ha (24½′×11′) | 2×7½kW 110V d.c. |
| t Moresby British | | | | Der 2(2–2½) | |
| | | | rf nil | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 519840<br>JLBY<br>61935<br>Df Esd<br>Rdr RT | **KUSHIRO MARU**<br>**Dowa Kaiun K.K.**<br>Tokyo Japanese | 2536<br>1255<br>3730 | NK | **1948** Mitsubishi Jukogyo—Nag<br>303' 1" 43' 5" 20' 8"<br>284' 9" 43' 4" 24' 3"<br>P21' B73' F30' 1 dk<br>RW | M<br>4 Ho<br>G.150802 B.138870<br>4 Ha (21¾', 28¼', 26', 19½'×17')<br>8W Der 2(10) 6(5) | Oil 4SA 6Cy. 460×590<br>1800bhp NE57<br>Ito Tekkosho<br>2×50kW 105V d.c. |
| 519842<br>UUFW<br>M-12019<br>Df Esd<br>Gc | **KUSTANAI**<br>**U.S.S.R.**<br>Vladivostok Russian | 1758<br>834<br>1963 | ✠ | **1955–12** A/B Oskarshamns Varv—Osk<br>260' 0" 41' 5" 20' 0½"<br>235' 6" 41' 4" 25' 8"<br>P63' F34' 2 dks | M Fish Factory Mchy.aft<br>2 Ho<br>In.*66600*<br>2 Ha (each 14½'×10½')<br>4W Der 4(3) | Oil 2SA 6Cy. 520×700<br>Masch. Augsburg- |
| 672488<br>UFRR<br>M-16845 | **KUSTANAI**<br>**U.S.S.R.**<br>Riga Russian | 351<br>38<br>162 | | **1954** ........................Finland<br>129' 9" 30' 7" 13' 8"<br>15' 0"<br>1 dk | Aux Training Ship<br>1 Ho<br>G.6710<br>1 Ha (10½'×8½')<br>1 W Der 1(1½) | Oil 2SA 4Cy. 350×410 |
| 519843<br>SGZR<br>4963 | **KUSTTRAFIK**<br>exTuristen–39<br>**Karl-Erik Lindbäck**<br>Luleå Swedish | 153<br>79<br>80 | | **1908** Eriksbergs M/V A/B—Got<br>*98·4'* 17' 11" 8' 0"<br>... ... ...<br>1 dk<br>R | M (250P)<br>1 Ho 9½'<br>Der 1(½) | Oil 2SA<br>280bhp Emade47<br>General Motors Corp.<br>1×60V d.c. |
| 519844<br>OGKQ<br>1105 | **KUSTVÅG**<br>exWotan–51<br>**Toivo Nordlund**<br>Mariehamn Finnish | 266<br>140<br>290 | GL | **1935** W. Holst Schiffs.—Ham<br>125' 0" 21' 6"<br>... ... ...<br>1 dk<br>R len 56 | M | Oil 4SA 5Cy. 255×400<br>NE60<br>A/B Jönköpings Mot |
| 519845<br>JQTD<br>86657 | **KUSU MARU**<br>**Tomishima Shoun K.K.**<br>Kobe Japanese | 395<br>235<br>— | | **1960** Hashihama Zosen—Imabari<br>155' 3" 25' 1" 11' 2"<br>137' 10" 24' 11" 12' 2"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (55'×15½') | Oil 4SA 6Cy. 325×480<br>Nippon Hatsudoki |
| 680633<br>UNJQ<br>M-7451 | **KUTUZOV**<br>**U.S.S.R.**<br>Murmansk Russian | 353<br>—<br>74 | | **1954** ........................Russia<br>144' 6" 26' 4" 7' 2½"<br>26' 0" 11' 6" | TM Tug | 2 Oil 2SA each 6Cy.<br>Emade50 |
| 641101 | **KUVVET**<br>exBingol II<br>**T. C. Deniz Kuvvetleri**<br>Istanbul Turkish | 213<br>77<br>— | AB GL | **1952** Avondale MarineWays Ltd.—Avondale<br>26' 8" 13' 3½"<br>100' 3" 26' 6" 14' 10"<br>1 dk<br>rf nil | M Tug | Oil 2SA 6Cy. 16"×20"<br>1200bhp<br>Fairbanks, Morse & Co. |
| 651860<br>JL2301<br>97462<br>Rdr RT | **KUWANA MARU**<br>**Kuwana Kaiun K.K.**<br>Namikata Japanese | 694<br>432<br>1200 | | **1965** Asakawa Zosen—Imabari<br>190' 3" 31' 4" 14' 5"<br>173' 10" 31' 2" 15' 1"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho | Oil 4SA 6Cy. 360×520<br>850 bhp<br>Hanshin Nainenki Kog |
| 519849<br>UQMF<br>M-21000<br>Df Esd<br>Gc | **KUZBASS**<br>**U.S.S.R.**<br>Vladivostok Russian | 3859<br>1979<br>4830 | | **1953** Stocznia Gdanska—Gdk<br>355' 2" 48' 0" 21' 8½"<br>47' 10" 26' 5"<br>1 dk<br>RW | S<br>4 Ho<br>G.197869<br>4 Ha (36½', 36½'×27') (30½', 30½'×31½')<br>8W Der 8(5) | C 4Cy. (2) 440 & (2)<br>LP turb & hydraulic<br>2500ihp<br>Z.U.T. Zgoda |
| 519850<br>3207<br>Rdr | **KUZGUNCUK**<br>**Denizcilik Bankasi T.A.O.**<br>Sehir Hatlari Isletmesi<br>Istanbul Turkish | 781<br>293<br>— | ✠100A1 SS 4/65<br>Bosphorus & Sea of Marmara service<br>✠LMC<br>MT288 EL (n)1$\frac{1}{16}$" | **1961–6** Fairfield S.B. & Eng. Co. Ltd.—Gls<br>229' 3" 44' 6"<br>210' 0" 36' 0" 12' 10"<br>F38' 1 dk, 2nd dk except in mchy. space<br>RW 6BH<br>rf 12" | TS Ferry | C 8Cy. (4) 280 & (4)<br>1600ihp Christiansen &<br>Fairfield S.B. & E. Co.<br>2 SB 225lb |
| 519851<br>UPOK<br>Df Esd | **KUZNETSKSTROI**<br>**U.S.S.R.**<br>Vladivostok Russian | 2981<br>1526<br>— | | **1936** Burmeister & Wain—Cpn<br>*325·1'* 48' 1"<br>47' 11"<br>1 dk<br>R | S | T 3Cy. 22$\frac{1}{16}$"<br>Helsingörs Jernsk. & |
| 680628<br>USCY<br>M-16820 | **KUZOMEN**<br>**U.S.S.R.**<br>Russian | 533<br>—<br>250 | | **1954** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157' 1" 31' 3" 11' 10"<br>139' 9" 31' 0" 15' 5" | S Tug | T 3Cy. 16$\frac{1}{16}$"<br>Wärtsilä Kon. |
| 519853<br>LHLU<br>Df Esd<br>Rdr | **KVALØY**<br>**A/S Troms Fylkes Dampskipsselskap**<br>Tromsö Norwegian | 498<br>230<br>— | | **1956** A/S Mjellem & Karlsen—Bgn<br>152' 0" 28' 7" 10' 6"<br>132' 0" 28' 6" 17' 9"<br>2 dks | M Mchy.aft | Oil 2SA 8Cy.<br>840bhp<br>Nydqvist & Holm A.B |

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|---|---|---|---|---|---|---|
| **VALØYFJORD**<br>vald Eilertsen<br>omsø<br>Norwegian | 216<br>104<br>200 | NV | 1967 Ejnar S. Nielsen M/V A/S—<br>Harstad<br>101′ 6″ 23′ 1″ 10′ 0″<br>88′ 7″ 23′ 0″ 12′ 0″<br>1 dk | M Fishing Mchy.aft<br>1 Ha (8¼′×6½′) | Oil 2SA 5Cy. 280×420 mm<br>500bhp<br>Wichmann Mtrf. | Rub |
| **VALSUND SENIOR**<br>ds Kvalsund<br>lesund<br>Norwegian | 245<br>144<br>— | | 1965 Hjelmås Slip—Florø<br>117′ 0″ 22′ 2″<br>22′ 0″ 12′ 0″<br>1 dk<br>len 66 | M Fishing Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br>280bhp Emade61fitted65<br>Alpha-Diesel A/S | Fkn |
| **VALVAAG**<br>Notland–58 exServannaise–54<br>Corona<br>ter O. Austnes Partrederi<br>sund<br>Norwegian | 196<br>120<br>— | BV | 1934 "Foxhol" N.V.—Foxhol<br>112′ 1″ 21′ 4″<br>105′ 0″<br>1 dk<br>R | M (246P) Mchy.aft<br>1 Ho<br>G.12000<br>1 Ha (47½′×13′)<br>2W Der 1(1¾) 1(1¼) | Oil 4SA 6Cy. 220×330 mm<br>250bhp NE46<br>Soc. Gén. de Const. Méc.<br>1×9½kW 230V 50c/s a.c. | (d.o)<br>La Courneuve |
| **VAMSØY**<br>lkesbaatane<br>Sogn og Fjordane<br>rgen<br>Norwegian | 337<br>156<br>— | | 1965 Ulstein M/V A/S—Ulsteinvik<br>129′ 8″ 33′ 2″ 9′ 6½″<br>118′ 0″ 33′ 1¼″ 11′ 5″<br>1 dk | TM Ferry Mchy.aft | 2 Oil 2SA each 4Cy. 200×300 mm<br>600bhp<br>Wichmann Mtrf. | Rub |
| **VANÖY**<br>Nilsen Nygaard and others<br>Norwegian | 134<br>49 | | 1946 Fana Båtbyggeri—Bgn<br>*90·6′* 22′ 4″<br>... ... ...<br>1 dk | Wood M Mchy.aft | Oil 2SA 3Cy. 280×420 mm<br>300bhp NE57<br>Wichmann Mtrf. | Rub |
| **VARNER**<br>Alida Gorthon–61<br>goslavenska Linijska<br>Plovidba (Yugoslav Line)<br>jeka<br>Yugoslav | 3589<br>1687<br>5920 | ✠100A1<br>with freeboard<br>Str. nav. Ice<br>✠LMC<br>✠Lloyd's RMC<br>SS 9/65<br>EL y<br>JR | 1946–2 Kockums M/V A/B—Mmo<br>398′ 2″ 53′ 1″ 22′ 9″<br>370′ 8″ 53′ 0″ 34′ 0″<br>F85′ 1 dk & S dk, 3rd dk in No. 3 hold<br>Coll BH to S dk 5 to 2nd dk<br>WB1269t incl. Tunnel tanks 238t | M Ref OSD<br>G.360480 B.330790 In.38280<br>11W Der 1(25) 1(15) | Oil 2DA 7Cy. 600×1100 mm<br>4750bhp MAN<br>Kockums M/V A/B<br>db 100ft | 1032t<br>Mmo<br>15k |
| **VARVEN**<br>sköy–65 exÅrdalsfjord–51<br>yffe–46<br>laget Asköy Bergen<br>S<br>gen<br>Norwegian | 131<br>75<br>— | | 1933 Odense Staalskibs A/S—Odn<br>*95·0′* 19′ 11″ 6′ 6″<br>19′ 9″<br>R | M | Oil 2SA 4Cy. 350×370 mm<br>250bhp<br>A/S Tuxham | Cpn |
| **HOSØY** See New Entries No. 7 | | | | | | |
| **EFJORD**<br>rsild–46<br>Nordlund Partrederi<br>tad<br>Norwegian | 124<br>57<br>200 | | 1942 Lindstöls Skibs. & Båt.—Risör<br>*93·5′* 21′ 8″<br>... ... ...<br>1 dk | Wood M Fishing<br>1 Ho<br>1 Ha (16¼′×8′)<br>1W Der 1(1½) | Oil 2SA 3Cy. 280×420 mm<br>300bhp NE61<br>Wichmann Mtrf. | Rub |
| **ELLSETH**<br>orröna–63 exTernen–39<br>ærdö I<br>Kvellestad &<br>A. Apneseth<br>d<br>Norwegian | 198<br>117<br>225 | BV | 1919 Kalundborg Skibs—Kalundborg<br>107′ 4″ 22′ 7″ 10′ 0″<br>102′ 4″ 22′ 5″<br>P22′ F16′ 1 dk<br>R<br>len 56 | M Mchy.aft<br>1 Ho 51½′<br>G.10300 B.9450<br>2W | Oil 4SA 8Cy. 220×280 mm<br>210bhp NE50<br>Klöckner-Humboldt-Deutz | 45t<br>Kln<br>8k |
| **ELLVIK**<br>rafik 7–65<br>nrad Mallasvik<br>Partrederi<br>d<br>Norwegian | 200<br>84<br>— | NV | 1912 Moss Værft—Moss<br>107′ 2″ 21′ 8″ 10′ 6″<br>... ... ...<br>1 dk<br>R<br>rf 3″ BK6″ | M Mchy.aft<br>1 Ho<br>2 Ha (each 16′×10′)<br>1W Der 1 | Oil 2SA 4Cy. 300×360 mm<br>280bhp NE66<br>A/S Bergens M/V | Bgn |
| **IKK**<br>Joensen & Olsen<br>ikksvik<br>Faroese | 316<br>131<br>— | NV | 1963 Søviknes Skips. A/S—Syvikgrend<br>127′ 1″ 24′ 7″ 11′ 10¼″<br>111′ 6″ 24′ 6″ 12′ 7″<br>1 dk | M Fishing Mchy.aft<br>2 Ho<br>3 Ha (3¾′×3¾′) (5¼′×4¼′) (6½′×4¼′)<br>1W Der 1 | Oil 4SA 6Cy. 300×410 mm<br>450bhp<br>A/S Vølund | Cpn |
| **INT**<br>Southern Jester–66<br>Kapp–52 exKvint–51<br>S Kvint<br>eif Jensen<br>tiansand<br>Norwegian | 485<br>257<br>— | Classed LR until 9/65 | 1950 A. & J. Inglis Ltd.—Gls<br>167′ 3″ 29′ 8″ 16′ 7″<br>147′ 7″ 29′ 6″ 18′ 0″<br>1 dk<br>RW<br>BK7″<br>conv whaler 66 | M Mchy.aft | Oil 2SA 6Cy. 230×400 mm<br>480bhp Emade52fitted66<br>Alpha-Diesel A/S | Fkn |
| **TBJÖRN**<br>S Rieber & Co.<br>msö<br>Norwegian | 361<br>165<br>458 | NV | 1967 A. M. Liaaen Skips. & M/V<br>Ålesund<br>134′ 4″ 27′ 11″<br>118′ 0″ 27′10½″ 14′ 11″<br>B54′ F36′ 1 dk<br>rf 30″ | M Sealer Mchy.aft<br>3 Ho 23¼′, 16′, 18′<br>2 Ha (Alu) (8¾′×5½′) (8¾′×7½′)<br>1 Ha (stl) (3½′×3½′)<br>Der 1(3) 1(1½) | Oil 4SA 8Cy. 320×450 mm<br>1600bhp<br>Atlas-Mak Masch.<br>2×72, 50kW 230V 50c/s a.c.<br>Controllable pitch propeller | 129t (d.o)–6pd<br>Kel<br>13k |

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|---|---|---|---|---|---|---|
| 519865<br>VGVD<br>326083<br>Df Esd<br>Pfd Rdr<br>RTm | **KVITFJELL**<br>exTottan-60<br>**Carino Co. Ltd.**<br>Halifax Canadian | 585<br>218<br>600 | ✠<br>NV | 1940-10 Goole S.B. & R. Co. Ltd. Goo<br>164' 0" 27' 8" 12' 6"<br>151' 6" 27' 6" 15' 0"<br>1 dk<br>RW conv trawler 51 | M Sealer Mchy.aft<br>3 Ho each 29½'<br>2 Ha (5'×10') (15' comb.×12½')<br>Der 1(5) 2(3) | Oil 4SA 8Cy. 320×45<br>1400bhp NE64<br>Masch. Kiel G.m.b.H.<br>3×52kW 225V 50c/s a.c.<br>Controllable pitch prope |
| 519866<br>LDRV | **KVITNES**<br>exElgjups-45 exOrnstol<br>exStorholmen<br>**Brødr. Skarbak**<br>Ålesund Norwegian | 169<br>69<br>— | NV | 1917 Rosenberg M V—Stv<br>124' 10" 19' 10"<br>... ... ...<br>1 dk<br>R len 29 & 55 | M Fishing | Oil 4SA 6Cy. 320×45<br>500bhp NE50<br>Klöckner-Humboldt-Deu |
| 519867<br>LDJI<br>Df Esd<br>Rdr RT | **KVITÖY**<br>exWhitecoat-51 exIsbjörn I-46<br>exSkjoldur exFieldvik<br>**A/S Rieber & Co.**<br>Tromsö Norwegian | 167<br>61<br>— | | 1918 Fjeldvik Baatbyggen—Arendal<br>*94-4'* 25' 6"<br>25' 4"<br>1 dk<br>alt 50 | Wood M Sealer Mchy.aft<br>1 Ho<br>1 Ha<br>1W Der 1(1½) | Oil 2SA 5Cy. 280×42<br>500bhp NE63<br>Wichmann Mtrf. |
| 519868<br>JWQY<br>Rdr<br>RTm | **KVITSÖY**<br>**Det Stavangerske Dampskibsselskab**<br>Stavanger Norwegian | 485<br>172<br>650<br>744<br>432<br>1015 | NV | 1958 Abeking & Rasmussen—Lemwerder<br>190' 5" 31' 1" 10' 5½"/—<br>174' 3" 31' 0" 17' 6"<br>1 dk & S dk<br>rf nil | M OSD/CSD Mchy.aft<br>3 Ho 48', 54½' comb., 16½'<br>B.48455<br>4 Ha (stl) (21½', 16', 14½'×10') (5½'×5½')<br>4W Cr 1(3) Der 1(6) 2(2) 1(1) | Oil 4SA 8Cy. 320×45<br>600bhp<br>Klöckner-Humboldt-Deu<br>3×65, 65, 15kW 380V |
| 519869<br>LHUN<br>RTh | **KVITUNGEN**<br>exVesle Truls-36 exHelgehorn<br>**G. C. Rieber & Co. A/S**<br>Bergen Norwegian | 168<br>51<br>200 | NV | 1920 Tangens Skibs. A/S—Dmn<br>*106-8'* 22' 1" 12' 5½"<br>106' 4" | Wood M Sealer (6P) Mchy.aft<br>1 Ho 28'<br>1 Ha (8½'×6')<br>Der 1(5) | Oil 2SA 6Cy. 280×42<br>600bhp NE55<br>Wichmann Mtrf.<br>2×15kW 110V d.c.<br>Controllable pitch prop |
| 662041<br>361<br>Esd | **KWAI HAI 361**<br>**The People's Republic of China**<br>Canton<br>People's Rep. of China | 487<br>320<br>568 | ~~✠100A1~~<br>~~South China coasting service~~<br>~~✠LMC~~<br>~~MN165~~ ~~EL (g)~~<br>✠Class WITHDRAWN 4/10/68 | 1966-10 Wang Tak. E. & S.B. Co. Ltd.—H.Kg<br>165' 0" 30' 1" 10' 6½"<br>150' 0" 28' 6" 13' 0"<br>P4' F16' 1 dk<br>4BH<br>rf 6" WB52t | M Mchy.aft | Oil 2SA 6Cy. 310×4<br>825bhp<br>Alpha-Diesel A/S<br>2×25kW 220V d.c. |
| 662279<br>362<br>Esd | **KWAI HAI 362**<br>**The People's Republic of China**<br>Canton<br>People's Rep. of China | 487<br>320<br>568 | ~~✠100A1~~<br>~~South China coasting service~~<br>~~✠LMC~~<br>~~MN165~~ ~~EL (g)~~<br>✠Class WITHDRAWN 5/68 | 1966-11 Wang Tak E. & S.B. Co. Ltd.—H.Kg<br>165' 0" 30' 1"<br>150' 0" 28' 6" 13' 0"<br>P4' F16' 1 dk<br>4BH<br>rf 6" WB52t | M Mchy.aft | Oil 2SA 6Cy. 310×4<br>825bhp<br>Alpha-Diesel A/S<br>2×25kW 220V d.c. |
| 519870<br>BNDD<br>540 | **KWANG HO**<br>exFeng Shan-55<br>exYamato Maru No. 3<br>**Hwa Tung Nav. Co. Ltd.**<br>Kaohsiung, China (Taiwan) | 495<br>247<br>— | CR (Taiwan) | 1937 Fu Seki Works Ltd.—Huzan<br>152' 5" 25' 1" 11' 6"<br>146' 3" 24' 2" 12' 4"<br>R | M Mchy.aft<br>2 Ho 55', 27'<br>1 Ha (51'×15½')<br>3W | Oil 4Cy. 310×510 mm<br>330bhp<br>Fu Seki Works Ltd.<br>2×5kW 110V d.c. |
| 680032<br>BVLK<br>Df Esd<br>Rdr RT | **KWANG LUNG No. 1**<br>**Kwang Lung Fishery Co. Ltd.**<br>Kaohsiung China (Taiwan) | 170<br>94<br>73 | CR (Taiwan) | 1967 Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>105' 5" 20' 10" 7' 9"<br>91' 3" 20' 4" 9' 1"<br>1 dk | M Fishing Mchy.aft<br>3 Ho 22', 15', 13½'<br>4 Ha | Oil 4SA 6Cy. 275×4<br>390bhp<br>Fuji Seisakusho<br>2×60, 40kW a.c. |
| 672792<br>Df Esd<br>Gc Rdr<br>RT | **KWANG MYUNG HO 31**<br>**Korea Won Yang Fishing Co. Ltd.**<br>Pusan S. Korean<br>Name should be 31 **KWANG MYUNG HO** See New Entries No. 6 | 347<br>—<br>— | | 1967 Korea S.B. & E. Corp.—Pusan<br>150' 6" 25' 7" 10' 4"<br>135' 1" 25' 6" 11' 7"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×4<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 672793<br>Df Esd<br>Gc Rdr<br>RT | **KWANG MYUNG HO 32**<br>**Korea Won Yang Fishing Co. Ltd.**<br>Pusan S. Korean<br>Name should be 32 **KWANG MYUNG HO** See New Entries No. 6 | 347<br>—<br>— | | 1967 Korea S.B. & E. Corp.—Pusan<br>150' 6" 25' 7" 10' 4"<br>135' 1" 25' 6" 11' 7"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×4<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 672794<br>Df Esd<br>Gc Rdr<br>RT | **KWANG MYUNG HO 33**<br>**Korea Won Yang Fishing Co. Ltd.**<br>Pusan S. Korean<br>Name should be 33 **KWANG MYUNG HO** See New Entries No. 6 | 347<br>—<br>— | | 1967 Korea S.B. & E. Corp.—Pusan<br>150' 6" 25' 7" 10' 4"<br>135' 1" 25' 6" 11' 7"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×4<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 660500<br>BNDC<br>Df Esd<br>Rdr | **KWANG TA**<br>**Kwang Ho Shipping Co.**<br>Kaohsiung China (Taiwan) | 793<br>386<br>1181 | CR (Taiwan) | 1965 Ujina Zosensho—Hma<br>206' 0" 33' 0" 13' 6"<br>190' 3" 32' 10" 15' 1"<br>1 dk | M Mchy.aft<br>2 Ho each 77½'<br>B.49547<br>2 Ha (each 54'×16½')<br>6W Der 2(5) 2(3) 2(2) | Oil 4SA 6Cy.<br>1200bhp<br>Hanshin Nainenki<br>2×60kW 445V |

| | | | | | |
|---|---|---|---|---|---|
| **WANGSI**<br>**ina Nav. Co. Ltd.**<br>n Swire & Sons Ltd.<br>British<br>ndon | **5957**<br>3243<br>6521 | ✠**100A1** SS 2/65<br>DTsmf—vegetable oil or<br>latex<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN890 EL z 2¼"SQ | **1960–3** Taikoo D. & E. Co.—H.Kg<br>422' 1" 56' 0" ~~24' 1"~~ 24' 7"<br>390' 0" 55' 9" 33' 6"<br>P32' F26' 2 dks<br>RW 5BH to U dk 2 to 2nd dk<br>rf 3" WB1824t incl. DTmf954t | M (2P) Ref CSD<br>4 Ho 54', 69¾', 30' DT, 67½', 57½'<br>G.318285 B.295926 In.24865<br>5 Ha (stl) (22½'×17') (40', 15',<br>27½'×20') (25'×18')<br>14W Der 14(10) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford (hvf)<br>Taikoo D. & E. Co. H.Kg<br>AuxB 100℔<br>4×180kW 220V d.c. |
| **WANGTUNG**<br>orman-66 exKwangtung-65<br>**ina Nav. Co. Ltd.**<br>n Swire & Sons Ltd.<br>British<br>ndon | T.Mk<br>**3957**<br>1682<br>5870<br>**5810**<br>3109<br>6777 | ✠**100A1** SS 3/64<br>DTmf—vegetable oil or<br>latex<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN890 EL z 2¼"SQ | **1959–3** Taikoo D. & E. Co.—H.Kg<br>422' 1" 56' 0" 22' 9"/24' 7"<br>390' 0" 55' 9" 33' 6"<br>P32' F26' 2 dks<br>RW 6BH to U dk to 2nd dk<br>rf 3" WB1844t incl. DTsmf974t | M (2P) Ref<br>4 Ho 54', 69¾', 30'DT, 67½', 57½'<br>G.319889 B.295881 In.24215<br>5 Ha (stl) (22½'×17') (40', 15',<br>27½'×20') (25'×18')<br>14W Der 14(10) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford 701t (hvf)<br>Taikoo D. & E. Co. H.Kg<br>AuxB 100℔<br>4×180kW 220V d.c. 14k |
| **ANMIN**<br>**ang Ho Shipping Co.**<br>China (Taiwan)<br>hsiung | **200**<br>92<br>— | | **1964** Koike Zosensho—Kinoe<br>108' 3" 21' 9" 9' 6"<br>99' 4" 21' 8" 10' 6"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×390 mm<br>Emade58fitted64<br>Kobe Hatsudoki Seizosho Kob |
| **EILIN**<br>**ina Nav. Co. Ltd.**<br>n Swire & Sons Ltd.<br>British<br>ndon | **5902**<br>3213<br>6477 | ✠**100A1** SS 2/67<br>DTsmf—vegetable oil or<br>latex<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN890 EL z 2¼"SQ | **1962–1** Taikoo D. & E. Co.—H.Kg<br>422' 1" 56' 0" 24' 1"<br>390' 0" 55' 9" 33' 6"<br>P32' F36' 2 dks<br>RW 7BH<br>rf 3" WB1525t | M (2P) Ref<br>4 Ho 54', 67¼', 30'DT, 67½', 57½'<br>G.322085 B.297365 In.23389<br>5 Ha (stl) (22½', 35', 15', 27½', 25'×20')<br>6W Der 1(30) 4(10) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford 702t (hvf)<br>Taikoo D. & E. Co. H.Kg<br>AuxB 100℔<br>4×180kW 220V d.c. 11½k |
| **ESI PLANGE**<br>**ernment of Ghana**<br>Ghanaian<br>oradi | **184**<br>—<br>— | ✠**100A1** SS 10/68<br>tug<br>✠**LMC**<br>MN264 EL (c) | **1963–6** Norderwerft Köser & Meyer—<br>Ham<br>104' 6" 27' 0" 9' 11½"<br>91' 10" 25' 7" 12' 1"<br>5BH<br>rf 39" WB70t | TM Tug | 2 Oil 4SA each 8Cy. 8¾"×11½" with<br>flexible couplings & sr reverse gears<br>1320bhp<br>Lister Blackstone Mar. Ltd. Dursley |
| **WICZOL**<br>**olish Government**<br>P.D.i U.R. "Gryf"<br>zecin<br>Polish | **156**<br>58<br>98 | PR | **1951** Stocznia Polnocna—Gdk<br>106' 10" 22' 2" 9' 11¾"<br>11' 0"<br>1 dk<br>RW | M Fishing | Oil 4SA 8Cy. 240×360 mm<br>400bhp NE59<br>Schwermasch. Karl Liebknecht Mgd<br>3×18, 12, 6kW 110V d.c. 9k |
| **EK**<br>**nelis Eeftingh**<br>agenborg's Scheepv. &<br>ed. Bedr. N.V.<br>aelternijveen Netherland | **178**<br>99<br>210 | BV | **1926** G. J. v.d. Werff—Hgz<br>*101·7'* 21' 0" 7' 1⅛"<br>… … …<br>1 dk<br>R | M Mchy.aft<br>G.10595 B.9800<br>2 Ha (16½', 29¼'×12½')<br>Der 2(2) | Oil 4SA 3Cy. 280×350 mm<br>105bhp<br>Appingedammer Brons. Apg<br>8k |
| **ISA**<br>**ish Government**<br>P.D.i U.R. "Odra"<br>oujscie<br>Polish | **674**<br>240<br>499 | PR | **1959** Stocznia im. Komuny Paryskiej—<br>Gdy<br>194' 4" 29' 7"<br>16' 3"<br>1dk | S Trawler | C 4Cy. 295 & (2) 690×640 mm<br>800ihp (o.f)<br>H. Cegielski Poz<br>3×25, 25, 12kW 230V d.c. 12k |
| **ONG CHEUNG**<br>apitaine Pierre Meric–62<br>ched as Lieutenant<br>rre Meric<br>Cheung **Yuen Shipping**<br>**o. Ltd. S.A.**<br>ama<br>Panamanian | **3775**<br>2009<br>4961 | NV | **1947** Smith's Dock Co. Ltd.—Mdb<br>386' 3" 48' 7"<br>360' 4" 48' 5" 25' 3"<br>P23' B65' F29' 1 dk<br>R | S<br>4 Ho 57', 58', 60½', 65¼'<br>G.244523 B.216000<br>4 Ha (stl) (36½', 41¾', 42', 45¾'×32¼')<br>8W Der 4(15) 4(10) | T 3Cy. 20" 30" & 57"×39" & exhaust turb<br>driving steam compressor<br>1800ihp 458t(o.f)<br>Smith's Dock Co. Ltd. Mdb<br>3×30, 20, 20kW 110V d.c. 11k |
| **ONG HING**<br>uiberon–64<br>**Hing Shipping Co. Ltd.**<br>rovia Liberian | **3380**<br>1929<br>4778 | BV | **1949** Arsenal de Brest—Brt<br>372' 8" 48' 7" 20' 2"<br>48' 5"<br>1 dk<br>R | S (2P)<br>4 Ho 55¾', 51¾', 59¾', 60¼'<br>4 Ha (stl) (36½', 38', 38', 42½'×32')<br>12W Der 4(15) 4(10) | T 3Cy. $19\frac{5}{16}$" 28½" & 53½"×36⅕" & exhaust<br>turb driving steam compressor<br>2000ihp (o.f)<br>Ch. & At. de Provence Msl<br>2×35, 30kW 110V d.c. |
| **ONG TUNG**<br>ungmyitta–63<br>**Tung Shipping Co. Ltd.**<br>.A.<br>ama<br>Panamanian | **5661**<br>2845<br>7889 | ✠**100A1** SS 2/67<br>✠**LMC**<br>MN414 EL y | **1954–6** H. C. Stülcken Sohn—Ham<br>418' 8" 55' 10" 23' 1¾"<br>387' 2" 55' 9" 29' 2"<br>P90' F57' 1 dk<br>RW 7BH<br>WB2042t incl. DTsf540t Dk tanks 112t | S (12P) Mchy.aft<br>4 Ho 55', 57½', 57½', 60'<br>G.354560 B.334710<br>4 Ha (stl) (each 36'×33¼')<br>8W Der 4(15) 4(10) | C 4Cy. (2) $19\frac{5}{16}$" & (2) $41\frac{5}{16}$"×$41\frac{5}{16}$"<br>2300ihp 709t (o.f)<br>H. C. Stülcken Sohn Ham<br>3 SB 229℔ Spt hs(12290) 9cf<br>3×65, 65, 45kW 230V d.c. 10½k |
| **Norske Stat**<br>**tatenshavnevesen)**<br>Norwegian | **120**<br>35<br>— | len 60 | **1954** A/S Pusnes M/V—Arendal<br>93' 7" 20' 0" 9' 4"<br>19' 10"<br>1 dk<br>BK4½" | M Mchy.aft<br>1 Ho 29½'<br>G.36000 B.33500<br>1 Ha (16'×7')<br>2W Der 1(4) | Oil 2SA 3Cy. 280×420 mm<br>300bhp 54t (d.o)<br>Wichmann Mtrf. Rub<br>1×1¾kW 24V d.c.<br>Controllable pitch propeller 10½k |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 519881 | **KYANT KHAING YAY** | | 427 | | | 1960–4 J. & K. Smit's Scheepsw.— | M Bucket Dredger Mchy.aft | 2 Oil 4SA each 6Cy. |
| XYUQ | | | 129 | | | Kinderdijk | | geared to sc. shaft |
| 1139 | **Board of Management for** | | — | ✠Classed LR until 9/60 | | 166' 1" 33' 1" 8' 5¼" | | Lister Blackstone Mar. Lt |
| Esd | **The Port of Rangoon** | | | | | 155' 0" 32' 0" 12' 0" | | |
| | Rangoon | Burmese | | | | 1 dk | | |
| | | | | | | rf nil | | |
| 651290 | **KYAUKPYU** | | 227 | | | 1965–6 Tokushima Zosen Sangyo— | TM | 2 Oil 4SA each 6Cy. |
| | | | 91 | ✠LR class withdrawn— | | Tokushima | | flexible couplings & |
| | **Inland Water Transport** | | 110 | Owners' request 7/67 | | 125' 10" 25' 1" 5' 6" | | 800bhp |
| Esd | **Board** | | | | | 115' 0" 24' 0" 7' 9" | | Niigata Eng. Co. Ltd. |
| | Rangoon | Burmese | | | | 1 dk | | |
| | | | | | | rf 3" | | |
| 672396 | **KYBFELS** | | ~~9565~~ 6981 | | | 1967 A.G. "Weser"—Bmn | M Ref CSD Mchy.aft | Oil 2SA 7Cy. 780×1380 |
| DEJM | | | ~~5863~~ — | | | 499' 6" 67' 1" 30' 5¼" | 5 Ho 29½', 45', 80', 80', 65½' | 11200bhp MAN |
| | **Deutsche Dampfschiffahrts** | | ~~12550~~ 10074 | | GL | 472' 6" 66' 11½" 40' 0" | G.721650 B.662350 In.8180 | Masch. Augsburg-Nürnb |
| Df Esd | **Ges. "Hansa"** | | **9427** | | | 3 dks | | 3×280kW 380V 50c/s a.c. |
| Gc Pfd | Bremen | W. German | 5603 | | | | 24W Cr 2(5) Der 1(150) 8(10) 2(5) | |
| Rdr | | | 12355 | | | | | |
| tTm/h/v | | | | | | | | |
| 652277 | **KYERAWE** | | 618 | | | 1964 Leninskaya Kuznitsa—Kiev | M Trawler | Oil 4SA 8Cy. 320×400 |
| 9GUN | | | 246 | | | 177' 10" 30' 6" | | |
| 316536 | **Mankoadze Fisheries Ltd.** | | — | | | ... ... ... | | Schwermasch. Karl Lie |
| | Takoradi | Ghanaian | | | | | | |
| 519884 | **KYKNOS** | | 537 | | | 1930 Bath Iron Wks Corp.—Bath, Me | TM | 2 Oil 4SA each 6Cy. |
| SZGU | exAdelphic–48 exSylvia–46 | | 364 | | | 189' 11" 30' 5" | | 715bhp NE60 |
| 997 | exTourmaline | | — | | | ... ... ... | | Masch. Augsburg Nürnb |
| Df | **Hellenic Marine Enterprises** | | | | | 1 dk | | |
| | **"Saronikos" S.A.** | | | | | R conv yacht 46 | | |
| | Piræus | Greek | | | | | | |
| 519885 | **KYLE** | | 1055 | | | 1913–5 Swan, Hunter & Wghm Rchdsn— | S | T 3Cy. 18½" 30½" & 50" |
| VOLR | exArctic Eagle–61 exKyle–59 | | 548 | | | Nwc | | |
| 133532 | **Kyle Shipping Ltd.** | | 1050 | ✠Classed LR until 9/58 | | 230' 0" 32' 4" 17' 8" | G.28523 B.25930 | Swan, Hunter & Wghm |
| Df | St. John's, Nfl | Canadian | | | | 220' 0" 32' 0" 20' 6" | | |
| | | | | | | F32' 2 dks | 2W Der 2(3) | |
| | | | | | | R | | |
| 519886 | **KYLE V. JOHNSON** | | 7240 | | | 1944 Todd-Houston S.B. Corp.— | S | T 3Cy. 24½" 37" & 70" |
| WSGL | | | 4428 | | | Houston | 5 Ho 60½', 72½', 50', 45', 70', 20' DT | 2500ihp |
| 246177 | **United States Department of** | | 10501 | | AB | 441' 6" 57' 0" 27' 8¾" | G.560000 B.500000 | Joshua Hendy Irn Wks |
| Df Esd | **Commerce** | | | | | 417' 9" 56' 11" 37' 4" | 5 Ha (33½', 35', 20', 35', 35'×20') | 3×20kW 120V d.c. |
| Gc | Houston | United States | | | | 2 dks, 3rd dk fwd | 10W Der 10(5) | |
| | | | | | | rf 6" | | |
| 519888 | **KYLEBANK** | | 1143 | ✠100A1 | SS 3/66 | 1961–3 Clelands S.B. Co. Ltd.—Wal | M Mchy.aft | Oil 4SA 6Cy. 15"×20" |
| GHMN | | | 550 | | | 228' 0" 35' 10" 15' 0¾" | 3 Ho 46', 45', 41' | 1050bhp |
| 301374 | **Kyle Shipping Co. Ltd.** | | 1648 | ✠LMC | | 215' 0" 35' 6" 15' 4" | G.82440 B.78340 | Mirrlees, Bickerton & D |
| Df Esd | Monroe Bros. | | | | | P55' R dk fwd of P94' F23' 1 dk | 3 Ha (stl) (28'×21') (28', 28'×23') | 3×50, 50, 25kW 220V |
| Gc Rdr | Liverpool | British | | MN210 | EL n 1$\frac{1}{16}$"SQ | RW NS 5BH | 3W Der 3(3) | |
| RTm/v | | | | | | rf 4" WB503t incl. DTf143t | | |
| 519890 | **KYLIX** | | 12119 | ✠100A1 | SS 10/65 | 1955–12 Nederl. Dok & Schpsb.—Ams | S Tanker Mchy.aft | 2 S Turb dr geared to sc |
| PFLY | | | 6920 | oil tanker | | 555' 9" 69' 5" 29' 9½" | 33 Ta | 8250shp |
| | **Shell Tankers N.V.** | | 18140 | ✠LMC | | 530' 0" 69' 3" 39' 0" | L.890587 HeCls. BC | N.V. Werkspoor |
| Df Esd | The Hague | Netherland | | | | P115' B50' F50' 1 dk | | 2WTB 565lb Sp |
| Gc Pfd | | | | MN1650 | EL h†2$\frac{1}{16}$"SQ | 16BH | | sg 135lb |
| Rdr RT | | | | | | rf 3½" WB314t | | |
| 506481 | **KYLLINI** | | 1598 | | HR | 1935–4 H. C. Stülcken Sohn—Ham | TM Tanker Mchy.aft | 2 Oil 4SA each 8Cy. |
| SVYL | exCaroline M.–66 exThornol–48 | | 759 | ✠LR class withdrawn— | | 255' 0" 41' 6" 14' 11" | 10 Ta | reverse gear |
| 2849 | exEmpire Tegyika–47 | | 2100 | Reported defects 10/67 | | 244' 1" 41' 4" 16' 9" | L.96614 HeCls. BC | 1152bhp NE58 |
| Df Esd | exLiselotte Essberger–45 | | | | | P65' F31' 1 dk | | Lister Blackstone Mar. |
| Rdr | **Greek Tankershipping Co.** | | | | | R | | 2×30kW 110V d.c. |
| RTm | **Ltd.** | | | | | | | |
| | Piræus | Greek | | | | | | |
| 526896 | **KYMA** | | 2838 | | GL | 1938–6 W. Gray & Co. Ltd.—Hpl | S OSD | T 3Cy. 23" 38" & 65" |
| SZYG | exPalermo–65 | | 1401 | | | 354' 8" 48' 1" 22' 1½" | | 2350ihp |
| 2609 | **Roussos Bros. & John** | | 4494 | ✱Classed BC until 8/65 | | 335' 0" 47' 10" 32' 8" | G.286303 B.263859 | Cen. Mar. Eng. Wks |
| Df Esd | **Valabous** | | | | | F26' 1 dk & S dk | 5 Ha (23½', 32½'×16') (19½'×14') | 2×8½kW 110V d.c. |
| Rdr | Piræus | Greek | | | | R | (27½', 19¾'×16') | |
| RTm/h | | | | | | | 10W Der 1(25) 10(7) | |
| 519892 | **KYMO** | | 24305 | ✠100A1 | SS 2/67 | 1956–12 Mitsubishi Nippon Hvy Ind.— | S Tanker Mchy.aft | 2 S Turb dr geared |
| 5LEG | | | 15340 | oil tanker | | Yka | 33 Ta | 17000shp |
| 881 | **Glara Steamship Co. S.A.** | | 40416 | ✠LMC | | 694' 7" 94' 11" 37' 1" | L.1941643 HeCls. BC | Hitachi Seisakusho |
| Df Esd | Monrovia | Liberian | | | | 669' 4" 94' 6" 48' 3" | | 2WTB 700lb Sup |
| Gc Rdr | | | | MN3400 | EL s†3"SQ | P132' F84' 1 dk | Der 2(5) | 2×600kW 450V |
| RTh/v | | | | | | 18BH | | |
| | | | | | | rf 3" WB3979t incl. DTsf3187t | | |

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|---|---|---|---|---|---|---|---|
| **KYNDILL**<br>**Oliufélagid Skeljungur h/f &**<br>**H/f Shell á Islandi**<br>Reykjavik Icelandic | 778<br>326<br>820 | ✠100A1<br>oil tanker<br>✠LMC<br>MN154 | SS 6/66<br>EL k | 1955–10 Schps. Waterhuizen J. Pattje—Waterhuizen<br>197′ 10″ 32′ 8″ 13′ 2¾″<br>180′ 0″ 32′ 0″ 14′ 0″<br>P54′ Ba39′ F29′ Trunk 99′ 1 dk<br>RW 10BH<br>rf 2″ WB76t incl. DTf30t | M Tanker Mchy.aft<br>10 Ta<br>L.43000 | Oil 2SA 8Cy 267×343 mm<br>770bhp<br>Crossley Bros. Ltd.<br>db 100℔ | Mch |
| **KYO MARU**<br>**Nakamura**<br>Osaka Japanese | **195**<br>96<br>— | | | **1964** Kishımoto Zosen—Kinoe<br>106′ 8″ 21′ 9″ 8′ 10″<br>95′ 4″ 21′ 8″ 9′ 9″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>Usuki Tekkosho | Usuki |
| **KYO MARU No. 2**<br>**Nippon Suisan K.K.**<br>Tokyo Japanese | **285**<br>83<br>— | | | **1946** Kawasaki Jukogyo—Kob<br>*127·6′* 23′ 7″<br>23′ 5″<br>1 dk<br>RW | M Whaler | Oil 4SA 8Cy. 370×500 mm<br>Kawasaki Jukogyo | Kob |
| **KYO MARU No. 2**<br>**Junko-Maru Unyu K.K.**<br>Tokyo Japanese | **190**<br>101<br>— | | | **1961** Nagasaki Zosen—Nga<br>*98·4′* 23′ 11″<br>23′ 9″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×380 mm<br>Emade54fitted61<br>Usuki Tekkosho | Usuki |
| **KYO MARU No. 3**<br>**Kyo Gyogyo K.K.**<br>Tokyo Japanese | **190**<br>101<br>— | | | **1961** Nagasaki Zosen—Nga<br>*98·4′* 23′ 11″<br>23′ 9″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×380 mm<br>Emade54fitted61<br>Usuki Tekkosho | Usuki |
| **KYO MARU No. 5**<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | **381**<br>110<br>— | | | **1947** Harima Zosen—Aio<br>*155·1′* 26′ 11″ 14′ 1″<br>26′ 9″<br>1 dk<br>RW | M Whaler | Oil 4SA 10Cy. 430×450 mm<br>Harima Zosen | Aio |
| **KYO MARU No. 6**<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | **374**<br>149<br>— | **BROKEN UP** | | **1947** Harima Zosen—Aio<br>*155·1′* 26′ 11″ 14′ 1″<br>26′ 9″<br>1 dk<br>RW | M Whaler | Oil 4SA 10Cy. 430×450 mm<br>Harima Zosen | Aio |
| **KYO MARU No. 7**<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | **399**<br>123<br>— | | NK | **1952** Osaka Zosensho—Osa<br>*164·0′* 27′ 7″ 14′ 9″<br>159′ 5″ 27′ 6″ 14′ 11″<br>1 dk<br>RW | M Whaler Mchy.aft | Oil 2SA 8Cy. 480×760 mm<br>2300bhp<br>Niigata Tekkosho | 177t<br>Niigata |
| **KYO MARU No. 8**<br>**nko-Maru Unyu K.K.**<br>Tokyo Japanese | **311**<br>181<br>— | | | **1961** Tokushima Zosen Sangyo—Tokushima<br>*129·1′* 25′ 6″<br>25′ 4″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>Fuji Seisakusho | Tateyama |
| **KYO MARU No. 10**<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | **696**<br>204<br>353 | | NK | **1956** Osaka Zosensho—Osa<br>208′ 1″ 31′ 3″ 16′ 8″<br>187′ 0″ 31′ 2″ 16′ 9″<br>1 dk | M Whaler Mchy.aft | Oil 2SA 8Cy. 520×900 mm<br>3500bhp<br>Mitsubishi Nippon Hvy Ind. | 305t<br>Yka |
| **KYO MARU No. 10**<br>**masu Suisan K.K.**<br>Tokyo Japanese | **199**<br>103<br>— | | | **1961** Tokushima Zosen Sangyo—Tokushima<br>*97·6′* 25′ 8″ 8′ 10″<br>95′ 2″ 25′ 6″ 9′ 10″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>Sumiyoshi Tekkosho | Shizuoka |
| **KYO MARU No. 11**<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | **696**<br>207<br>357 | | NK | **1956** Osaka Zosensho—Osa<br>208′ 1″ 31′ 3″ 16′ 8″<br>187′ 0″ 31′ 2″ 16′ 9″<br>1 dk<br>RW | M Whaler Mchy.aft | Oil 2SA 8Cy. 520×900 mm<br>3500bhp<br>Mitsubishi Nippon Hvy Ind. | 305t<br>Yka<br>16k |
| **KYO MARU No. 11**<br>**Iidaka**<br>Tokyo Japanese | **196**<br>102<br>— | | | **1961** Tokushima Zosen Sangyo—Tokushima<br>*97·6′* 25′ 7″ 8′ 7″<br>96′ 10″ 25′ 5″ 9′ 10″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 5Cy. 270×390 mm<br>Yamamoto Tekkosho | Tokushima |
| **KYO MARU No. 12**<br>exOtori Maru 3–57<br>exOlympic Explorer–56<br>ight–50<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | **728**<br>228<br>— | ✠ | NK | **1942–6** Morton Eng. & D.D. Co. Ltd.—Qbc<br>208′ 5″ 34′ 9″<br>190′ 0″ 33′ 0″ 17′ 6″<br>2 dks<br>RW | M Whaler | Oil 2SA 8Cy. 520×900 mm<br>3500bhp NE57<br>Mitsubishi Nippon Hvy Ind. | 289t<br>Yka<br>15k |

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| 542736<br>JG2061<br>90936 | **KYO MARU No. 12**<br>**Koyo Gyogyo K.K.**<br>Tokyo Japanese | 307<br>189<br>— | | | **1963** Nagasaki Zosen—Nga<br>137' 2" 25' 8" 10' 5"<br>127' 11" 25' 7" 11' 4"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×400 m<br>340bhp<br>Usuki Tekkosho |
| 519909<br>JDAF<br>76208<br>Df Esd<br>Gc Rdr<br>RT | **KYO MARU No. 15**<br>exOtori Maru 1–57<br>exOlympic Leader–56<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 738<br>232<br>— | ✠ | NK | **1943–8** Morton Eng. & D.D. Co. Ltd.—<br>Qbc<br>205' 2" 33' 1"<br>190' 0" 33' 0" 17' 6"<br>2 dks<br>RW | M Whaler | Oil 2SA 8Cy. 520×900 m<br>3500bhp NE57<br>Mitsubishi Nippon Hvy Ind. |
| 519910<br>JIBS<br>79114<br>Df Gc<br>Rdr | **KYO MARU No. 16**<br>exOtori Maru No. 10–59<br>exOlympic Runner–56<br>exTrillium–50<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 725<br>242<br>— | | NK | **1940** Canadian Vickers Ltd.—Mtl<br>205' 2" 34' 9"<br>190' 0" 33' 0" 17' 6"<br>2 dks<br>RW | M Whaler | Oil 2SA 8Cy. 520×900 m<br>3500bhp NE58<br>Mitsubishi Nippon Hvy Ind. |
| 519911<br>JGUP<br>85922<br>Df Gc<br>Rdr RT | **KYO MARU No. 17**<br>exSetter IX–60<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 754<br>234<br>— | | NK | **1953** A. & J. Inglis Ltd.—Gls<br>187' 4" 31' 2" 16' 11"<br>179' 0" 31' 0" 17' 6"<br>1 dk | M Whaler | 2 Oil 6Cy. 430×545 mm<br>shaft<br>3200bhp<br>Nat. Gas & O. Eng. Co. |
| 519912<br>JIAJ<br>79112<br>Df Gc<br>Rdr | **KYO MARU No. 20**<br>exOtori Maru No. 6–61<br>exOlympic Fighter–56<br>exTra Los Montes–50<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 724<br>243<br>— | | NK | **1941** Marine Industries Ltd.—Srl<br>205' 2" 33' 1"<br>190' 0" 33' 0" 17' 6"<br>2 dks | M Whaler | Oil 2SA 8Cy. 520×900<br>3500bhp NE62<br>Mitsubishi Nippon Hvy |
| 519913<br>JIBU<br>79115<br>Df Gc<br>Rdr | **KYO MARU No. 21**<br>exOtori Maru No. 11–61<br>exOlympic Arrow–56<br>exBrantford–50<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 724<br>243<br>— | | NK | **1942** Midland Shipyards Ltd.—Midland<br>205' 0" 33' 1"<br>190' 0" 33' 0" 17' 6"<br>2 dks | M Whaler | Oil 2SA 8Cy. 520×900<br>3500bhp NE61<br>Mitsubishi Nippon Hvy |
| 519914<br>JCXY<br>75662 | **KYO MARU No. 22**<br>exOtori Maru No. 15–61<br>exOlympic Champion–56<br>exParry Sound–50<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 697<br>203<br>— | | | **1944** Midland S.B. Co. Ltd.—Midland<br>*194·4'* 33' 1"<br>190' 0" 33' 0" 17' 6"<br>2 dks<br>RW | M Whaler | Oil 2SA 8Cy. 540×900<br>3500bhp NE61<br>Niigata Eng. Co. Ltd. |
| 519915<br>JCYG<br>75663<br>Esd RT | **KYO MARU No. 23**<br>exOtori Maru No. 16–61<br>exOlympic Lightning–56<br>exSmith Falls–50<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 701<br>290<br>— | | NK | **1943** Kingston S.B. Co. Ltd.—Kin<br>205' 2" 33' 1"<br>190' 0" 33' 0" 17' 6"<br>2 dks<br>RW | M Whaler | Oil 2SA 8Cy. 540×900<br>3500bhp NE61<br>Niigata Eng. Co. Ltd. |
| 519916<br>JCXD<br>75661<br>Df Esd<br>Gc Rdr<br>RT | **KYO MARU No. 25**<br>exOtori Maru No. 12–62<br>exOlympic Victor–56<br>exMimico–50<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 695<br>215<br>— | ✠ | NK | **1944–1** J. Crown & Sons Ltd.—Sld<br>205' 2" 33' 1"<br>189' 11" 32' 11" 17' 6"<br>2 dks<br>RW | M Whaler | Oil 2SA 8Cy. 540×900<br>3500bhp NE61<br>Niigata Eng. Co. Ltd. |
| 519917<br>JARW<br>52850 | **KYODO MARU No. 2**<br>**Tokushima Shokai K.K.**<br>Kobe Japanese | 904<br>592<br>— | | | **1944** Tokyo Zosensho—Tok<br>*198·7'* 31' 4"<br>196' 10" 31' 2" 17' 11"<br>P54' F24' 1 dk | M Mchy.aft | Oil 4SA 5Cy. 350×520<br>Suction Gas Seisak |
| 519918<br>JDHF<br>67878<br>Df Esd<br>Gc Pfd<br>Rdr | **KYOEI MARU**<br>**Kyoritsu Kisen K.K.**<br>Tokyo Japanese<br>Now **ACAPULCO MARU** See New Entries No. 1 | 6493<br>3682<br>10290 | | NK | **1951** Nippon Kokan—Yka<br>503' 4" 63' 6" 27' 0½"<br>465' 11" 63' 4" 31' 1"<br>F37' 2 dks & S dk<br>RW<br>rf 4" | M Ref OSD<br>6 Ho<br>G.643047 B.594877 In.7134<br>6 Ha (27¾'×19¾') (42½', 33½', 25½', 39½', 25½'×23')<br>18W Der 1(35) 2(15) 2(10) | Oil 2SA 9Cy. 740×<br>8000bhp B&W<br>Mitsui Zosen<br>3×250kW 230V d.c. |
| 650910<br>JNJW<br>96118<br>Df Esd<br>Gc Rdr | **KYOEI MARU**<br>**Sankyo Kaiun K.K.**<br>Tokyo Japanese | 1997<br>1167<br>3298 | | NK | **1965** Mitsubishi Hvy Ind. Ltd.—Smk<br>294' 10" 42' 1" 18' 8"<br>272' 4" 42' 0" 22' 2"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.150935 B.139281<br>2 Ha (56', 93¾'×21½')<br>6W Der 2(20) 5(10) | Oil 2SA 6Cy.<br>2200bhp<br>Kobe Hatsudoki<br>2×96kW 225V a.c. |

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| **KYOEI MARU**<br>yoei Kisen K.K.<br>inase Japanese | 271<br>141<br>— | | 1961 Kishigami Zosen—Hma<br>*120·0′* 21′ 9″<br>21′ 7″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 250×390 mm<br>Sumiyoshi Tekkosho Yoshida |
| **YOEI MARU No. 1**<br>yoei Unyu K.K.<br>akodate Japanese | 195<br>106<br>— | | 1962 Fukae Zosen K.K.—Ohkaki<br>109′ 4″ 22′ 8″ 10′ 6″<br>95′ 2″ 22′ 7½″ 11′ 6″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 57′<br>G.13490 B.12678<br>Der 2(2) | Oil 4SA 6Cy. 270×370 mm<br>310bhp (d.o)<br>Hanshin Nainenki Kogyo Kob<br>1×7½kW 100V |
| **YOEI MARU No. 2**<br>Shinei Kaiun K.K.<br>obe Japanese | 1261<br>564<br>1793 | | 1954 Harima Zosensho—Aio<br>228′ 7″ 31′ 2″ 16′ 1″<br>213′ 3″ 31′ 1″ 17′ 9″<br>P57′ F21′ 1 dk | M Tanker Mchy.aft<br>L.81683 | Oil 2SA 6Cy. 360×600 mm<br>900bhp 101t<br>Harima Zosensho Aio<br>11k |
| **YOEI MARU No. 2**<br>yoei Kaiun K.K.<br>amikata Japanese | 502<br>315<br>— | | 1961 Kurushima Dock Co. Ltd.—Imabari<br>146′ 0″ 26′ 5″ 11′ 6″<br>141′ 0″ 26′ 3″ 12′ 9″<br>1 dk<br>RW | M Mchy.aft<br>G.29417 B.27369<br>1 Ha (67′×16½′) | Oil 4SA 6Cy. 290×430 mm<br>Nippon Hatsudoki Kob |
| **YOEI MARU No. 2**<br>Shirado<br>akaminato Japanese | 193<br>78<br>— | | 1964 Uchida Zosen—Ise<br>21′ 10″ 9′ 3″<br>113′ 6″ 21′ 8″ 10′ 6″<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×430 mm<br>Fuji Seisakusho Tateyama |
| **YOEI MARU No. 2**<br>yoei Unyu K.K.<br>akodate Japanese | 184<br>120<br>— | | 1963 Fukae Zosen K.K.—Ogaki<br>105′ 4″ 23′ 0″ 9′ 0″<br>92′ 10″ 22′ 11½″ 9′ 10″<br>1 dk | M Mchy.aft<br>1 Ho 51¾′<br>Der 1(2) | Oil 4SA 6Cy. 260×390 mm<br>310bhp (d.o)<br>Sumiyoshi Tekkosho Yoshida<br>1×3kW 24V |
| **YOEI MARU No. 3**<br>yoei Unyu K.K.<br>akodate Japanese | 269<br>137<br>— | | 1964 Fukae Zosen K.K.—Ohkaki<br>134′ 8″ 23′ 8″ 10′ 11″<br>121′ 4″ 23′ 7½″ 12′ 0″<br>P62′ F26′ 1 dk | M Mchy.aft<br>1 Ho 73¾′<br>G.16396 B.15358<br>1 Ha (53′×14¼′)<br>2W Der 2(2) | Oil 4SA 6Cy. 300×420 mm<br>380bhp 18t (d.o)<br>Akasaka Tekkosho Yaizu<br>2×40, 25kW 230V 10k |
| **YOEI MARU No. 6**<br>akatsuki Kensetsu Y.K.<br>shima Japanese | 224<br>110<br>— | | 1963 Uwajima Zosensho—Uwajima<br>*102·4′* 25′ 1″ 9′ 10″<br>91′ 10″ 24′ 11½″ 10′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 260×390 mm<br>280bhp<br>Shin Mitsubishi Hvy Ind. Kob<br>9k |
| **YOEI MARU No. 15**<br>shikino Gyogyo G.K.<br>shikino Japanese | 111<br>41<br>— | | 1964 Kanazashi Zosensho—Shimizu<br>100′ 9″ 20′ 6″ 7′ 4″<br>88′ 7″ 20′ 4″ 8′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>Niigata Eng. Co. Ltd. Niigata |
| **YOEI MARU No. 22**<br>Shirado<br>akaminato Japanese | 253<br>129<br>— | | 1963 Uchida Zosen—Ise<br>24′ 5″ 9′ 8″<br>124′ 0″ 24′ 3″ 11′ 4″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>700bhp<br>Ikegai Tekkosho Tok |
| **YOFUKU MARU No. 12**<br>aiju Gyogyo K.K.<br>ukuoka Japanese | 114<br>41<br>124 | | 1967 Fukuoka Zosen—Fukuoka<br>109′ 11″ 18′ 10″ 7′ 6″<br>95′ 11″ 18′ 9″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>650bhp<br>Makita Tekkosho Takamatsu |
| **YOFUKU MARU No. 13**<br>aiju Gyogyo K.K.<br>ukuoka Japanese | 114<br>41<br>124 | | 1967 Fukuoka Zosen—Fukuoka<br>109′ 11″ 18′ 10″ 7′ 6″<br>95′ 11″ 18′ 9″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>650bhp<br>Makita Tekkosho Takamatsu |
| **YOHO MARU**<br>Geddington Court–51<br>chiro Gyogyo K.K.<br>yo Japanese | 7158<br>4367<br>10146 | NK<br>✠Classed LR until 3/55 | 1928–9 Northumberland S.B. Co. (1927) Ltd.—Nwc<br>435′ 0″ 56′ 3″ 27′ 1¼″<br>419′ 5″ 56′ 2″ 36′ 4″<br>F42′ 2 dks, pt 3rd dk<br>R | M Fish Factory CSD<br>5 Ho<br>G.522256 B.483211<br>5 Ha (30¼′, 30¼′×20′) (11¾′×18′) (30¼′, 25¾′×20′)<br>12W Der 10(5) | Oil 2SA 7Cy. 520×900 mm<br>2800bhp NE57 1648t<br>Mitsubishi Nippon Hvy Ind. Yka<br>2×144kW 230V a.c. 10k |
| **OHO MARU**<br>kyo Kaiun K.K.<br>Japanese | 3524<br>2121<br>56658 | NK | 1965 Mitsubishi Hvy Ind. Ltd.—Smk<br>348 8′ 50′ 8″ 21′ 6″<br>321′ 6″ 50′ 6″ 26′ 11<br>1 dk | M Mchy.aft<br>3 Ho<br>G.267051 B.245756<br>3 Ha (41′, 73¼′, 44¾′×21¾′)<br>12W Der 2(15) 6(10) | Oil 2SA 6Cy. 450×750 mm<br>3000bhp 346t<br>Kobe Hatsudoki Seizosho Kob<br>2×120kW 445V d.c. 12k |

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| 650875<br>JI2088<br>96452 | **KYOHO MARU**<br><br>**Katsuura Zosen**<br>Osaka Japanese | 180<br>99<br>344 | | 1964 Katsuura Zosen—Katsuura<br>104' 0" 23' 1" 8' 10"<br>97' 1" 22' 11½" 9' 10"<br>1 dk<br>RW | M Tanker Mchy.aft<br><br>L.10594 | Oil 4SA 5Cy. 250×300 mm<br>220bhp<br>Matsui Tekkosho |
| 650267<br>JMOC<br>96075<br>Df Esd<br>Rdr RT | **KYOKAI MARU**<br><br>**Sankyo Kaiun K.K.**<br>Tokyo Japanese | 3561<br>2136<br>5748 | NK | 1964 Mitsubishi Hvy Ind.—Smk<br>348' 8" 50' 8" 21' 6"<br>321' 6" 50' 6" 26' 11"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.267050 B.245649<br>3 Ha (41½', 73½', 44½'×21½')<br>Der 2(15) 6(10) | Oil 2SA 6Cy. 450×750 mm<br>3000bhp<br>Akasaka Tekkosho<br>2×120kW 445V d.c. |
| 519925<br>JCJO<br>82753 | **KYOKAI MARU No. 5**<br>exTama Maru No. 2-61<br>**R. Shimizu**<br>Uwajima Japanese | 233<br>151<br>— | | 1958 Ujina Zosensho—Hma<br>136' 3" 20' 5" 9' 2"<br>20' 4" 10' 2"<br>1 dk<br>len 59 | M Mchy.aft<br><br><br>1 Ha (53'×12½') | Oil 4SA 6Cy. 280×380 mm<br>Emade48refitted59<br>Hanshin Nainenki Kogyo |
| 519926<br>JBSF<br>78743<br>Df Esd<br>Gc Rdr | **KYOKEI MARU**<br><br>**Daini Kyoritsu Kisen K.K.**<br>Tokyo Japanese | 7888<br>4597<br>11919 | NK | 1957 Ishikawajima Jukogyo—Tok<br>459' 0" 59' 10" 28' 9¾"<br>426' 6" 59' 8½" 38' 1"<br>2 dks | M<br>5 Ho<br>G.593862 B.543818<br>5 Ha (27'×19¾') (49¾', 49¾', 28¾',<br>39'×23')<br>14W Der 4(10) 10(5) | Oil 2SA 6Cy. 700×1200 m<br>6000bhp MAN<br>Mitsubishi Nippon Hvy Ind<br>2×144kW 450V a.c. |
| 671643<br>JG2V<br>100885<br>Df Esd<br>Rdr RT | **KYOKEI MARU**<br><br>**Sankyo Kaiun K.K.**<br>Tokyo Japanese | 2766<br>1717<br>4601 | NK | 1967 Ujina Zosensho—Hma<br>311' 0" 47' 8" 20' 2"<br>288' 8" 47' 7" 23' 11"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.200623 B.192148<br>2 Ha (73½', 76½'×25½') | Oil 2SA 6Cy. 450×750 m<br>3300bhp<br>Kobe Hatsudoki Seizos |
| 641208<br>JCKH<br>93817<br>Df Esd<br>Gc Rdr<br>RTm | **KYOKKO MARU**<br><br>**Sanko Kisen K.K.**<br>Amagasaki Japanese | 9523<br>5845<br>15248 | NK | 1964 Sanoyasu Dockyd Co. Ltd.—Osa<br>474' 6" 69' 8" 29' 3"<br>446' 2" 69' 6½" 38' 9"<br>P102' F31' 1 dk | M Mchy.aft<br>4 Ho 67½', 85¾', 85¾', 85¾'<br>G.700857 B.666108<br>4 Ha (stl) (47½'×28½') (60½', 60½',<br>60½'×32½')<br>4W Der 4(15) | Oil 2SA 6Cy. 680×1250 m<br>6480bhp Sulzer<br>Uraga Hvy Ind. Ltd.<br>2×275kW 445V 60c/s a.c. |
| 519927<br>JBVP<br>75648<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KYOKKO MARU**<br><br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 8600<br>5983<br>8088 | NK | 1956 Osaka Zosensho—Osa<br>457' 7" 59' 1" 26' 9"<br>419' 11" 59' 0" 38' 1"<br>1 dk, pt 2nd & 3rd dks | M Ref<br>5 Ho<br>G.327333 In.280046<br>5 Ha (9'×14⅛') (9¼', 10½', 10½'<br>10½'×10½') | Oil 2SA 6Cy. 700×1200<br>5500bhp<br>Mitsubishi Nippon Hvy<br>2×544kW 450V a.c. |
| 541629<br>JKPL<br>42702<br>RT | **KYOKKO MARU No. 1**<br>exKoan Maru-62<br>**Uyeno Unyu Shokai Gomei Kaisha**<br>Yokohama Japanese | 890<br>393<br>1195 | NK | 1937 Tsurumi Seitetsu Zosen—Tsu<br>197' 1" 32' 1" 14' 6"<br>185' 4" 32' 0" 15' 7"<br>P62' F21' 1 dk<br>R<br>rf 8" | M Tanker Mchy.aft<br>9 Ta<br>L.42747 HeCls. BC<br><br>Der 1(½) | Oil 4SA 6Cy. 370×520<br>950bhp NE57<br>Hanshin Nainenki Kogy<br>2×15 & 7kW 110V d.c. |
| 542112<br>7JXW<br>85710 | **KYOKKO MARU No. 1**<br><br>**Marushige Shoji K.K.**<br>Tokuyama Japanese | 330<br>194<br>— | | 1961 Higaki Shige Zosen—Imabari<br>*98·1'* 28' 4"<br>28' 2"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×380 m<br>330bhp<br>Usuki Tekkosho |
| 651661<br>JPTE<br>96388<br>Df Rdr<br>RT | **KYOKO MARU**<br><br>**Kyowa Kaiun K.K.**<br>Tokyo Japanese | 1998<br>1162<br>3351 | NK | 1965 Mitsubishi Hvy Ind. Ltd.—Smk<br>294' 10" 42' 2" 18' 7½"<br>272' 4" 42' 0" 22' 2"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.150935 B.139281<br>2 Ha (56', 93¾'×21½')<br>6W Der 2(20) 5(10) | Oil 2SA 6Cy. 390×650 m<br>2200bhp<br>Kobe Hatsudoki Seizos<br>2×96kW 225V a.c. |
| 519928<br>7JZK<br>88092 | **KYOKO MARU**<br><br>**Kyodo Sempaku Kyodo Kumiai**<br>Kudamatsu Japanese | 258<br>133<br>362 | | 1961 Koyo Dock—Mihara<br>129' 11" 22' 0" 9' 10"<br>118' 1" 21' 10" 10' 8"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 71¾'<br>G.16809 B.15856<br>1 Ha (57½'×13')<br>Der 1(2½) | Oil 4SA 6Cy. 270×400 m<br>350bhp<br>Kinoshita Tekkosho<br>1×3kW 100V d.c. |
| 519929<br>JMJF<br>70288<br>Df Esd<br>Gc Rdr<br>RT | **KYOKUEI MARU**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese<br>Now **UNIVERSAL JASMINE** See New Entries No. 12 | 15915<br>10035<br>24176 | NK<br>✠Classed LR until 6/62 | 1953-6 Harima Zosensho—Aio<br>630' 5" 74' 4" 32' 5"<br>588' 4" 74' 2" 46' 5"<br>1 dk<br>RW len & conv tanker 62 | M Bulk Carrier Mchy.aft<br>5 Ho<br>G.1095571<br>5 Ha (52', 52½', 52½', 52½', 52½'×30')<br>4W Der 2(5) | Oil 2SA 10Cy. 720×1250<br>7000bhp Sulzer<br>Harima Zosensho<br>2×240kW 230V d.c. |
| 651320<br>J!2134<br>96553<br>Rdr RT | **KYOKUHO MARU**<br><br>**Kinki Yuso K.K.**<br>Osaka Japanese | 188<br>82<br>— | | 1965 Mukaishima Zoki K.K.—<br>Mukaishima<br>108' 11" 21' 1" 8' 10"<br>96' 10" 21' 0" 9' 10"<br>1 dk<br>RW | M Tanker Mchy.aft<br>4 Ta | Oil 4SA 5Cy. 260×400<br>260bhp<br>Hanshin Nainenki Kogy<br>1×5kW 110V d.c. |
| 519931<br>7JYF<br>85887 | **KYOKUHO MARU**<br><br>**S. Ohshima**<br>Tamashima Japanese | 147<br>69 | | 1961 Matsuura Zosen—Hma<br>102' 8" 19' 3" 7' 10"<br>91' 10" 19' 1" 8' 10"<br>1 dk | M Tanker | Oil 4SA 4Cy. 240×3<br><br>Matsue Nainenki Kogy |

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| **YOKUMEI MARU**<br>saka Unyu K.K.<br>Japanese<br>saka | 466<br>230<br>555 | NK | 1953 Shioyama Dock Yard Co. Ltd.—Osa<br>158′ 5″ 25′ 9″ 11′ 6″<br>149′ 3″ 25′ 8″ 12′ 11″<br>P49′ F15′ 1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta<br>L.24649 | Oil 4SA 6Cy. 335×470 mm<br>550bhp 34t<br>Akasaka Tekkosho Yaizu<br>1×10kW 100V d.c. 9k |
| **YOKUMEI MARU**<br>Waki Maru No. 2–61<br>Yuki Maru No. 12–60<br>Fukusei Maru<br>aruhisa Kaiun K.K.<br>Japanese<br>takyushu | 195<br>96<br>— | | 1947 Koyanagi Zosensho—Shizuoka<br>*111·2′* 19′ 0″<br>… … …<br>1 dk<br>RW len 60 | M Fishing | Oil 4SA 6Cy. 250×380 mm<br>Akasaka Tekkosho Yaizu |
| **YOKUREI MARU**<br>Enderby–60 exTekoa–58<br>Kyokuyo Hogei K.K.<br>Japanese<br>Tokyo | 9943<br>5936<br>11146 | NK<br>✠Classed LR until 11/60 | 1922–3 Earle's Co. Ltd.—Hul<br>483′ 0″ 62′ 10″ 30′ 4″<br>460′ 10″ 62′ 6″ 37′ 9″<br>B270′ F54′ 3 dks<br>R | S Ref CSD<br>G.164769 B.157799 In.318629<br>6 Ha (27′, 31′, 27′, 27′, 31′×20′) (16′×8′)<br>12W Der 10(5) 1(1½) | 3 S Turb dr geared to sc. shaft<br>6150shp 2506t (o.f)<br>Earle's Co. Ltd. Hul<br>10½k |
| **YOKURYU MARU**<br>ise Maru–62<br>Okada Kaiun K.K.<br>Japanese<br>Osaka | 13221<br>8269<br>20713 | NK<br>✠Classed LR until 2/61 | 1954–7 Harima Zosensho—Alo<br>580′ 0″ 73′ 1″ 31′ 3″<br>547′ 11″ 73′ 2″ 40′ 4″<br>P128′ B42′ F66′ 1 dk<br>RW | M Tanker Mchy.aft<br>27 Ta<br>L.972216 | Oil 2SA 10Cy. 760×1550 mm<br>9300bhp 1541t<br>Harima Zosensho Alo<br>2×264kW 445V a.c. 14½k |
| **YOKURYU MARU**<br>Shikoku Dock Co.<br>Japanese<br>Tokyo | 383<br>176<br>— | | 1963 Shikoku Dock Co.—Takamatsu<br>*137·8′* 24′ 5″ 11′ 2″<br>137′ 1″ 24′ 3″ 12′ 2″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 275×400 mm<br>500bhp<br>Kanegafuchi Nainenki Tok<br>10k |
| **YOKUSAN MARU**<br>Yamamizu Maru No. 5–56<br>Kyokuyo Hogei K.K.<br>Japanese<br>Tokyo | 11573<br>7143<br>— | NK | 1945 Mitsubishi Jukogyo—Nag<br>516′ 2″ 66′ 11″ 29′ 9¾″<br>492′ 0″ 66′ 10″ 39′ 4″<br>1 dk<br>RW conv tanker 56 | S Ref Mchy.aft<br>G.224602 In.204896<br>4 Ha (6½′×9¾′) (8¼′×8¼′) (9¾′×10¼′) (9¼′×9′) | 2 S Turb dr geared to sc. shaft<br>5500shp (o.f)<br>Mitsubishi Jukogyo Nag<br>2×60kW 220V d.c. 11k |
| **YOKUSEI MARU**<br>Baikal Maru–55<br>yokuyo Hogei K.K.<br>Japanese<br>kyo | 5505<br>3709<br>4622 | NK<br>✠Classed LR until 7/38<br>**BROKEN UP** | 1921–9 Mitsubishi Jukogyo—Kob<br>419′ 11″ 50′ 2″ 23′ 2″<br>407′ 0″ 50′ 0″ 30′ 0″<br>P111′ B35′ Bf45′ F46′ 2 dks<br>R conv whale oil factory 53 | TM Fish Factory CSD Mchy.aft<br>7 Ho | 2 Oil 4SA each 6Cy. 430×540 mm<br>3600bhp NE59 969t<br>Niigata Eng. Co. Ltd. Niigata<br>12k |
| **YOKUTO MARU No. 6**<br>Fukuho Maru No. 63–62<br>ppo Gyogyo K.K.<br>Japanese | 123<br>47<br>— | | 1957 Usuki Tekkosho—Usuki<br>*89·6′* 18′ 4″<br>… … …<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×390 mm<br>Kobe Hatsudoki Seizosho Kob |
| **YOKUTO MARU No. 7**<br>Fukuho Maru No. 67–62<br>Shinho Maru No. 8–61<br>ppo Gyogyo K.K.<br>Japanese<br>gasaki | 160<br>85<br>— | **BROKEN UP** | 1947 Nippon Kokan—Shimizu<br>*101·1′* 19′ 8″<br>97′ 9″ 19′ 7″ 10′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×390 mm<br>Hanshin Nainenki Kogyo Kob |
| **YOKUYO MARU**<br>Tsuruoka Maru–55<br>yokuyo Hogei K.K.<br>Japanese<br>kyo | 11448<br>8332<br>14454 | NK<br>**BROKEN UP** | 1945 Mitsubishi Jukogyo—Nag<br>522′ 2″ 66′ 11″ 32′ 5″<br>492′ 0″ 66′ 9″ 39′ 4″<br>P130′ F51′ 1 dk<br>RW conv tanker 55 | S Whale Oil Factory Mchy.aft<br>26 Ta<br>L.572389 | 2 S Turb dr geared to sc. shaft<br>3300shp 2332t (o.f)–50pd<br>Mitsubishi Jukogyo Nag<br>3×200kW 230V d.c. 12k |
| **YOKUYO MARU**<br>ppon Yusosen K.K. and<br>Hinode Kisen K.K.<br>Japanese<br>kyo | 8418<br>5317<br>12829 | NK | 1957 Hakodate Dock Co. Ltd.—Hak<br>490′ 9″ 62′ 6″ 28′ 10″<br>442′ 11″ 62′ 4″ 38′ 5″<br>F44′ 2 dks<br>RW | M<br>6 Ho<br>G.650738 B.611770<br>6 Ha (29′×16½′) (44¼′, 31½′, 26¼′, 39¼′×23′) (26¼′×19¾′)<br>16W Der 2(30) 5(10) 10(6) | Oil 2DA 6Cy. 600×1200 mm<br>4800bhp MAN 2901t<br>Mitsubishi Nippon Hvy Ind. Yka<br>2×168kW 450V a.c. 13½k |
| **OKUYO MARU**<br>izaki Kisen K.K.<br>Japanese<br>tsuyama | 454<br>219<br>177 | | 1965 Kanda Zosensho—Kur<br>146′ 4″ 36′ 5″ 8′ 2″<br>132′ 10″ 32′ 2″ 11′ 10″<br>1 dk | TM Ferry | 2 Oil 4SA each 6Cy. 250×320 mm<br>Niigata Eng. Co. Ltd. Tok |
| **OKUYO MARU**<br>mada Kisen K.K.<br>Japanese<br>omichi | 233<br>121<br>— | | 1959 Takehara Zosen—Hma<br>126′ 4″ 20′ 5″ 9′ 2″<br>114′ 10″ 20′ 4″ 10′ 2″<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (50¾′×12½′) | Oil 4SA 5Cy. 260×380 mm<br>230bhp 9t<br>Sumiyoshi Tekkosho Akashi |
| **OKUYO MARU**<br>yo Kaiun K.K.<br>Japanese | 180<br>—<br>— | | 1967 Yamamoto Tekkosho—Osa<br>27′ 0″ 9′ 0¼″<br>95′ 2″ 26′ 11″ 12′ 6″<br>1 dk<br>RW | TM Tug | 2 Oil 4SA each 6Cy. 320×500 mm<br>1500bhp<br>Fuji Seisakusho Tateyama |

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| 519943<br>JEGL<br>82715<br>Df Esd<br>Rdr RT | **KYOKUYO MARU No. 1**<br>**Kyokuyo Suisan K.K.**<br>Isahaya Japanese | 260<br>129<br>180 | | 1959 Uchida Zosen—Ise<br>135' 10" 23' 1" 10' 2"<br>119' 9" 22' 11" 11' 6"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×4<br>650bhp<br>Hanshin Nainenki Kog |
| 519944<br>JDAR<br>76211<br>Df Esd<br>Gc Rdr | **KYOKUYO MARU No. 2**<br>exOlympic Challenger-56<br>exHerman F. Whiton-50<br>exOregon Trail-48<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 16433<br>12453<br>16920 | NK | 1943 Kaiser Co. Inc.—Pld<br>565' 8" 68' 2" 33' 6"<br>544' 6" 68' 0" 39' 3"<br>P90' 1 dk<br>conv tanker 50 | T-E Whale Oil Factory Mchy.aft<br>L.792420 | S Turb connected to el<br>6000shp<br>General Electric Co.<br>2×400kW 450V a.c. |
| 519945<br>JQXZ<br>85911<br>Df Esd<br>Gc Rdr<br>RT | **KYOKUYO MARU No. 3**<br>exBalaena-60<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 20300<br>13622<br>17847 | NK<br>✠Classed LR until 11/60 | 1946-9 Harland & Wolff Ltd.—Bel<br>555' 0" 77' 5" 34' 9"<br>534' 10" 77' 1" 56' 11"<br>2 dks<br>RW | TS Whale Oil Factory Mchy.aft<br>G.47569 B.42837 | T 6Cy. 27" 44" & 76"×<br>7300ihp<br>Harland & Wolff Ltd. |
| 519947<br>JGJG<br>83116 | **KYOKUYO MARU No. 11**<br>**M. Hoki**<br>Osaka Japanese | 232<br>139<br>343 | | 1959 Imai Zosen—Kochi<br>107' 7" 24' 9" 10' 5"<br>93' 6" 24' 7" 11' 10"<br>1 dk | M Mchy.aft | Oil 4SA 4Cy. 280×360<br>Akasaka Tekkosho |
| 519948<br>JGOX<br>84249 | **KYOKUYU MARU**<br>**K. Kurokawa**<br>Imabari Japanese | 174<br>69<br>— | | 1959 Ehime Zosensho—Imabari<br>*94·2'* 19' 8"<br>19' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 265×400<br>Makita Tekkosho |
| 540642<br>JBHX<br>90643<br>Rdr | **KYOKYU MARU**<br>**Sankyo Kaiun K.K.**<br>Tokyo Japanese | 1995<br>1178<br>3287 | NK | 1963 Mitsubishi Zosen—Smk<br>294' 10" 42' 2" 21' 11"<br>272' 4" 42' 0" 22' 2"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.150935 B.139281<br>2 Ha (56', 93¾'×21½')<br>9W Der 1(20) 5(10) | Oil 4SA 6Cy. 460×690<br>1800bhp<br>Ito Tekkosho<br>2×80kW 445V a.c. |
| 519949<br>JQYH<br>75249<br>Df Esd<br>Gc Rdr | **KYOMEI MARU**<br>**Kyoritsu Kisen K.K.**<br>Tokyo Japanese | 7711<br>4414<br>11671 | NK | 1956 Ishikawajima Jukogyo—Tok<br>459' 0" 59' 10" 27' 5¾"<br>426' 0" 59' 8½" 38' 1"<br>F31' 2 dks | M<br>5 Ho<br>G.586527 B.536698<br>5 Ha (27'×19¾') (50', 34', 34', 39'×23')<br>12W Der 4(10) 8(5) | Oil 2SA 9Cy. 740×1600<br>6250bhp B&W<br>Mitsui Zosen<br>2×80kW 450V a.c. |
| 670938<br>8LBM<br>97893<br>Df Esd<br>Rdr RT | **KYOMEI MARU**<br>**Nagashiki Kisen K.K.**<br>Kasaoka Japanese | 2715<br>1665<br>4616 | NK | 1966 Ujina Zosensho—Hma<br>311' 0" 47' 7" 20' 1"<br>288' 9" 47' 6" 23' 11"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.201824 B.188157<br>2 Ha (73¾', 76¾'×23')<br>8W Der 1(15) 2(10) 1(5) | Oil 4SA 6Cy. 500×700<br>2500bhp<br>Hanshin Nainenki Kog<br>2×120kW 445V a.c. |
| 519950<br>JDDO<br>46797 | **KYOMI MARU**<br>**Fuji Seitetsu K.K.**<br>Himeji Japanese | 162<br>54<br>— | | 1939 Hakodate Dock—Hak<br>95' 10" 22' 0" 10' 6"<br>… … …<br>R | TS Tug | T 6Cy. 9 11/16" 16½" & 2<br>Hakodate Dock |
| 661867<br>JANF<br>97589<br>Df Esd<br>Rdr RT | **KYONAN MARU**<br>**Yamashita Unyu K.K.**<br>Mikame Japanese | 2703<br>1641<br>4587 | NK | 1966 Ujina Zosensho—Hma<br>311' 0" 47' 7" 20' 2"<br>288' 9" 47' 6" 23' 11"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.201824 B.188157<br>2 Ha (73¾', 76¾'×23')<br>12W Der 1(15) 2(10) 1(5) | Oil 4SA 6Cy. 500×700<br>2500bhp<br>Hanshin Nainenki Kog<br>2×150kW 445V a.c. |
| 542113<br>7JZZ<br>86071 | **KYORIKI MARU No. 5**<br>**T. Nakamoto**<br>Kurahashi Japanese | 193<br>90<br>— | | 1961 Watanabe Zosensho—Nag<br>*98·0'* 21' 5"<br>21' 3"<br>1 dk | M Mchy.aft<br>1 Ha (50¾'×14') | Oil 2SA 4Cy.<br>Makita Tekkosho |
| 680850<br>JM2552<br>102222 | **KYORITSU MARU No. 5**<br>**Kyoritsu Tanker K.K.**<br>Hofu Japanese | 177<br>80<br>400 | | 1967 Towa Zosen Tekkosho Smk<br>109' 0" 22' 0" 10' 5"<br>98' 2" 21' 11" 11' 2"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 270×400<br>280bhp<br>Matsui Tekkosho |
| 651256<br>JL2309<br>97480<br>Rdr RT | **KYOSEI MARU**<br>**Yahata Kisen K.K.**<br>Namikata Japanese | 867<br>507<br>1496 | | 1965 Imabari Zosen—Imabari<br>209' 9" 31' 7" 15' 5"<br>190' 2" 31' 6" 16' 5"<br>1 dk<br>RW | M Tanker Mchy.aft<br>L.63814 | Oil 4SA 6Cy. 380×540<br>Makita Tekkosho |
| 519952<br>JEWI<br>83619 | **KYOSEI MARU**<br>**Kyodo Kaiun K.K.**<br>Kudamatsu Japanese | 284<br>153<br>431 | | 1959 Hayashikane Zosen—Smk<br>123' 0" 22' 1" 10' 6"<br>111' 6" 21' 7" 11' 5"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 84'<br>1 Ha (65'×14¾')<br>Der 1(3) | Oil 4SA 6Cy. 270×39<br>310bhp<br>Hayashikane Zose<br>1×3kW 100V d.c. |
| 680851<br>Rdr RT | **KYOSEKI MARU No. 1**<br>**Nippon Tanker K.K.**<br>Tokyo Japanese | 900<br>—<br>— | | 1968 Taguma Zosen—Inn<br>201' 5" 32' 11" 12' 5"<br>183' 7" 32' 10" 15' 5"<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 8Cy. 260×<br>1000bhp<br>Daihatsu Kyog |

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| **YOSETSU MARU**<br>aizan Kaiun K.K.<br>Japanese<br>enyo | 2000<br>1198<br>3472 | NK | 1967 Ujina Zosensho—Hma<br>294′ 4″ 42′ 1″ 18′ 10″<br>272′ 4″ 42′ 0″ 22′ 2″<br>1 dk | M Mchy.aft<br>G.151818 B.144226<br>2 Ha (57¾′, 96′×21¼′) | Oil 4SA 6Cy. 470×700 mm<br>2200bhp<br>Ito Tekkosho | 253t<br>Shimizu<br>12k |
| **YOSHIN MARU**<br>aini Kyoritsu Kisen K.K.<br>Japanese<br>okyo | 7894<br>4592<br>11789 | NK | 1957 Ishikawajima Jukogyo—Tok<br>459′ 0″ 59′ 10″ 28′ 10″<br>426′ 6″ 59′ 9″ 38′ 1″<br>2 dks<br>RW | M<br>5 Ho<br>G.595412 B.545166<br>5 Ha (27′×19¾′) (49¾′, 49¾′, 28¾′, 39′×23′)<br>14W Der 10(15) 4(10) | Oil 2SA 6Cy. 620×1400 mm<br>5400bhp B&W<br>Mitsui Zosen<br>2×80kW 450V a.c. | 1372t<br>Tmn<br>13½k |
| **YOSHIN MARU**<br>yowa Kaiun K.K.<br>Japanese<br>okyo | 2996<br>1910<br>4820 | NK | 1966 Mitsubishi Hvy Ind. Ltd.—Smk<br>329′ 10″ 50′ 4″ 21′ 2″<br>301′ 10″ 50′ 3″ 25′ 2″<br>P93 F43′ 1 dk<br>rf 6″ | M Mchy.aft<br>2 Ho 106½′, 97′<br>G.225450 B.210449<br>2 Ha (68¾′, 77′×22¼′)<br>12W Der 1(15) 3(10) | Oil 2SA 6Cy. 450×750 mm<br>2550bhp<br>Akasaka Tekkosho<br>2×120kW 445V 60c/s a.c. | 335t (hvf)<br>Yaizu<br>15k |
| **YOSHIN MARU**<br>yowa Kisen K.K.<br>Japanese<br>akata | 2993<br>2085<br>5500 | NK | 1968 Imabari Zosen Imabari<br>51′ 7″ 21′ 8″<br>308′ 5″ 51′ 6″ 26′ 3″<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 7Cy. 390×650 mm<br>3000bhp<br>Kobe Hatsudoki Seizosho | Kob |
| **YOSHIN MARU**<br>ahama Enyo Gyogyo K.K.<br>Japanese<br>aki | 192<br>97<br>— | | 1963 Kanazashi Zosensho—Shimizu<br>128′ 0″ 22′ 10″<br>110′ 1″ 22′ 8″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. | Niigata |
| **YOSHIN MARU**<br>Shimeki<br>Japanese<br>himotsu | 124<br>59<br>— | | 1961 Imai Zosen K.K.—Kochi<br>*91·3′* 18′ 7″ 7′ 7″<br>90′ 3″ 18′ 5″ 8′ 7″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 4Cy. 240×380 mm<br>Makita Tekkosho | Takamatsu |
| **YOSHIN MARU No. 2**<br>kushima-Ken Hisawa-cho<br>Gyogyo Kyodo Kumiai<br>Japanese<br>awa | 371<br>175<br>— | | 1964 Kanazashi Zosen—Shimizu<br>164′ 9″ 26′ 9″ 10′ 11″<br>145′ 10″ 26′ 7″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cv 330×520 mm<br>Niigata Eng. Co. Ltd. | Niigata |
| **OSHIN MARU No. 8**<br>akuyu Maru No. 8<br>ue Kaiun K.K.<br>Japanese<br>ji | 316<br>165<br>— | | 1961 Setouchi Zosen—Imabari<br>*98·2′* 28′ 4″<br>98′ 4″ 28′ 2½″ 13′ 1″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 308×450 mm | 8k |
| **OSHIN MARU No. 21**<br>okuyo Hogei K.K.<br>Japanese<br>yo | 125<br>59<br>— | | 1959 Usuki Tekkosho—Usuki<br>106′ 6″ 18′ 11″ 7′ 10″<br>93′ 10″ 18′ 9″ 9′ 2″<br>RW | M Trawler<br>G.3815 | Oil 4SA 6Cy. 260×390 mm<br>Usuki Tekkosho | 16t<br>Usuki<br>9k |
| **OSHIN MARU No. 22**<br>okuyo Hogei K.K.<br>Japanese<br>yo | 113<br>57<br>— | | 1959 Usuki Tekkosho—Usuki<br>102′ 11″ 18′ 2″ 7′ 6″<br>90′ 3″ 18′ 1″ 8′ 10″<br>RW | M Trawler | Oil 4SA 6Cy. 260×390 mm<br>330bhp<br>Usuki Tekkosho | 25t<br>Usuki |
| **OSHIN MARU No. 23**<br>okuyo Hogei K.K.<br>Japanese<br>yo | 113<br>55<br>— | | 1959 Usuki Tekkosho—Usuki<br>102′ 11″ 18′ 2″ 7′ 6″<br>90′ 3″ 18′ 1″ 8′ 10″<br>RW | M Trawler | Oil 4SA 6Cy. 260×390 mm<br>330bhp<br>Usuki Tekkosho | 25t<br>Usuki |
| **OSHIN MARU No. 25**<br>mada Suisan K.K.<br>Japanese | 111<br>48<br>— | | 1964 Kanazashi Zosensho—Shimizu<br>100′ 9″ 20′ 6″ 7′ 4″<br>87′ 7″ 20′ 4″ 8′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 200×260 mm<br>Niigata Eng. Co. Ltd. | Niigata |
| **OSHIN MARU No. 28**<br>mada Suisan K.K.<br>Japanese | 193<br>97<br>— | | 1965 Kanazashi Zosensho—Shimizu<br>128′ 0″ 22′ 10″ 9′ 2″<br>110′ 0″ 22′ 8″ 12′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>Niigata Eng. Co. Ltd. | Niigata |
| **OSHIN MARU No. 31**<br>mada Suisan K.K.<br>Japanese | 193<br>105<br>— | | 1967 Kanazashi Zosensho—Shimizu<br>126′ 5″ 22′ 8″ 9′ 1″<br>108′ 2″ 22′ 7″ 10′ 1″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. | Niigata |

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| 641437<br>8LZY<br>95555<br>Esd Gc<br>Rdr RT | **KYOSHIN MARU No. 51**<br><br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 314<br>115<br>— | <br><br>NK | 1964 Mitsubishi Zosen—Smk<br>144′ 9″ 25′ 8″ 11′ 11″<br>126′ 4″ 25′ 7″ 13′ 5″ | M Trawler | Oil 4SA 6Cy. 340×470<br>1000bhp<br>Fuji Seisakusho |
| 650058<br>8LZZ<br>95556<br>Esd Rdr | **KYOSHIN MARU No. 52**<br><br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 314<br>115<br>— | <br><br>NK | 1964 Mitsubishi Hvy Ind. Ltd.—Smk<br>144′ 9″ 25 8″ 11′ 11″<br>126′ 4″ 25′ 7″ 13 5″ | M Trawler | Oil 4SA 6Cy. 340×470<br>1000bhp<br>Fuji Seisakusho |
| 670958<br>JFQT<br>100025<br>Df Gc<br>Rdr RT | **KYOSHIN MARU No. 53**<br><br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 549<br>207<br>— | <br><br>NK | 1966 Usuki Tekkosho—Saiki<br>*157·4′* 30′ 6″<br>160′ 6″ 30′ 5″ 13′ 9″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 400×580<br>1500bhp<br>Fuji Seisakusho<br>1×144kW 445V a.c. |
| 670959<br>JFRD<br>100026 | **KYOSHIN MARU No. 55**<br><br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 549<br>206<br>— | <br><br>NK | 1966 Usuki Tekkosho—Saiki<br>*157·4′* 30′ 6″<br>160′ 6″ 30′ 5″ 13′ 9″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 400×580<br>1500bhp<br>Fuji Seisakusho<br>1×144kW 445V a.c. |
| 672315<br>JHXQ<br>100911<br>Df Esd<br>Gc Rdr<br>RT | **KYOSHIN MARU No. 57**<br><br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | 550<br>184<br>1225 | | 1967 Niigata Eng. Co. Ltd.—Niigata<br>188′ 2″ 31′ 11″ 12′ 4″<br>168′ 4″ 31′ 10″ 13′ 8″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 370×540<br>1500bhp<br>Niigata Eng. Co. Ltd. |
| 661863<br>JFYH<br>100054<br>Df Esd<br>Gc Rdr | **KYOSHO MARU**<br><br>**Sankyo Kaiun K.K.**<br>Tokyo Japanese | 2995<br>1914<br>4825 | <br><br>NK | 1966 Mitsubishi Hvy Ind. Ltd.—Smk<br>329 10″ 50′ 4″ 21′ 1″<br>301′ 10″ 50′ 3″ 25′ 2″<br>P98′ F43′ 1 dk<br>rf 6″ | M Mchy.aft<br>2 Ho 96½′, 106′<br>G.225303 B.210436<br>2 Ha (st!) (68½′, 77′×22½′)<br>Der 1(15) 3(10) | Oil 2SA 6Cy. 450×750<br>3000bhp<br>Akasaka Tekkosho<br>2×120kW 445V 60c/s a.c. |
| 640876<br>8LHE<br>93987<br>Df Esd<br>Gc Pfd<br>Rdr | **KYOSHO MARU No. 5**<br><br>**Sakurada Gyogyo K.K.**<br>Kesennuma Japanese | 192<br>88<br>— | | 1953 Miho Zosensho—Shimizu<br>126′ 9″ 22′ 8″<br>109′ 6″ 22′ 7½″ 10′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 290×410<br><br>Hanshin Nainenki Kog |
| 512350<br>JJQG<br>80934<br>Df | **KYOSHO MARU No. 12**<br>exFukusei Maru No. 12–63<br>**S. Tsuda**<br>Ishinomaki Japanese | 316<br>173<br>— | | 1958 Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>132′ 0″ 24′ 1″<br>130′ 0″ 24′ 0″ 12′ 0″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520<br>650bhp<br>Akasaka Tekkosho |
| 671006<br>JCPR<br>99318<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KYOSHO MARU No. 31**<br><br>**S. Tsuda**<br>Ishinomaki Japanese | 315<br>152<br>— | | 1966 Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>148′ 4″ 27′ 7″ 10′ 8″<br>132′ 3″ 27′ 6″ 12′ 2″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 320×380<br>1280bhp<br>Fuji Seisakusho |
| 671553<br>JRTI<br>99736<br>Df Rdr | **KYOSHU MARU**<br><br>**Senko Kaiun K.K.**<br>Namikata Japanese | 2993<br>2006<br>5704 | <br><br>NK | 1966 Imabari Zosen—Imabari<br>332′ 6″ 51′ 7″ 19′ 8″<br>308′ 5″ 51′ 6″ 26′ 3″<br>1 dk<br>RW | M Ore Carrier Mchy.aft<br><br>G.263837 B.250735<br>2 Ha (77′, 96½′×27½′) | Oil 4SA 7Cy. 500×700<br>2800bhp<br>Hanshin Nainenki Kog |
| 519963<br>JLOJ<br>77508<br>Df Esd<br>Gc Rdr | **KYOTAI MARU**<br><br>**Kyoritsu Kisen K.K.**<br>Tokyo Japanese | 7888<br>4600<br>11738 | <br><br>NK | 1957 Ishikawajima Jukogyo—Tok<br>459′ 0″ 59′ 10″ 28′ 9¾″<br>426′ 6″ 59′ 8½″ 38′ 1″<br>2 dks<br>RW | M<br>5 Ho<br>G.593862 B.543318<br>5 Ha (27′×19¾′) (49½, 49½′, 28¾′,<br>39′×23′)<br>14W Der 4(10) 10(5) | Oil 2SA 6Cy. 700×120<br>6000bhp MAN<br>Mitsubishi Nippon<br>2×144kW 450V a.c. |
| 519924<br>JPJI<br>86526<br>Df Rdr | **KYOTAI MARU**<br>exKyoho Maru–66<br>**Sankyo Kaiun K.K.**<br>Tokyo Japanese | 1595<br>867<br>2533 | <br><br>NK | 1960 Shikoku Dock Ind. Co.—<br>Takamatsu<br>275′ 6″ 39′ 6″ 16′ 11″<br>254′ 3″ 39′ 4″ 19′ 8″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.115585 B.108170<br>2 Ha (48½′, 83′×19¾′) | Oil 4SA 6Cy. 460×6<br>1800bhp<br>Ito Tekkosho<br>2×30kW 220V d.c. |
| 519964<br>SHXA<br>9626<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **KYOTO**<br><br>**A/B Svenska Ostasiatiska**<br>**Kompaniet**<br>Kristian von Sydow<br>Gothenburg Swedish | 6021<br>3203<br>8400<br>8320<br>4669<br>9180 | ✠100A1 SS 1/65<br>DTsma—vegetable oil<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>MN1600 EL d†2½″ | 1955–12 Eriksbergs M/V A/B—Got<br>482′ 5″ 62′ 2″ 25′ 9½″/27′ 0¾″<br>445′ 0″ 62′ 0″ 38′ 6″<br>P47′ F98′ 1 dk & S dk, 3rd dk in Nos. 1, 2,<br>3 & 4 holds<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 6″ WB3513t incl. Tunnel tanks 382t DTsa 1428t | M (4P) Ref OSD/CSD<br>5 Ho 44½′, 37½′, 65½′, 70½′, 78½′<br>G.585695 B.534703 In.39445<br>2 Ha (st!) (28¾′×20′) (13′×16½′)<br>4 Ha (w) (39½′, 39½′, 39½′, 28¾′×20′)<br>18W Der 1(65) 6(10) 4(7½) 8(5) | Oil 2SA 7Cy. 740×<br>8300bhp B&W<br>Eriksbergs M/V A/B<br>AuxB 100lb<br>4×210, 210, 175, 175 |

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| **YOTO MARU**<br>**Tokyo Senpaku K.K.**<br>Tokyo Japanese | 6545<br>3759<br>9115 | NK<br>✠Classed LR until 1/60 | **1952-12** Mitsubishi Nippon Hvy Ind.—Yka<br>432′ 1″ 57′ 3″ 26′ 8″<br>401′ 0″ 57′ 1″ 35′ 5″<br>F38′ 2 dks<br>RW | M (8P) Ref<br>5 Ho 49¼′, 65½′, 47½′, 64′, 54¼′<br>G.461295 B.427366 In.1247<br>5 Ha (27′, 41¾′, 24½′, 39¼′, 34¼′×20′)<br>14W Der 4(10) 10(5) | Oil 2SA 6Cy. 720×1300 mm<br>3900bhp 949t (hvf)<br>Mitsubishi Nippon Hvy Ind. Yka<br>4×180, 180, 180, 40kW 230V d.c. 13½k |
| **YOTOKU MARU**<br>**Kyoritsu Kisen K.K.**<br>Tokyo Japanese | 6525<br>3696<br>10242 | NK | **1954** Nippon Kokan—Yka<br>502′ 7″ 63′ 6″ 27′ 0″<br>465′ 10″ 63′ 4″ 31′ 1″<br>F37′ 2 dks & S dk<br>RW | M Ref OSD<br>6 Ho<br>G.638153 B.590075 In.7345<br>6 Ha (27′×19¾′) (42′, 39½′, 25½′, 39½′, 25½′×23′)<br>18W Der 1(35) 2(15) 2(10) | Oil 2SA 6Cy 740×1600 mm<br>8500bhp NE61 2301t<br>Mitsui Zosen Tmn<br>2×200kW 230V a.c. 16½k |
| Now **ADELAIDE MARU** See New Entries No. **3** | | | | | |
| **YOTOKU MARU No. 1**<br>**ashimoto Gyogyo K.K.**<br>ukuoka Japanese | 102<br>45<br>— | | **1966** Hakata Dock—Fukuoka<br>101′ 6″ 18′ 1″ 7′ 6″<br>93′ 6″ 18′ 0″ 8′ 6″<br>1 dk | M Fishing | Oil 4SA 6Cy. 275×400 mm<br>450bhp<br>Makita Tekkosho Takamatsu |
| **YOTOKU MARU No. 2**<br>**ashimoto Gyogyo K.K.**<br>ukuoka Japanese | 102<br>45<br>— | | **1966** Hakata Dock—Fukuoka<br>101′ 6″ 18′ 1″ 7′ 6″<br>93′ 6″ 18′ 0″ 8′ 6″<br>1 dk | M Fishing | Oil 4SA 6Cy. 275×400 mm<br>450bhp<br>Makita Tekkosho Takamatsu |
| **YOTOKU MARU No. 28**<br>**isuke Gyogyo K.K.**<br>waki Japanese | 192<br>92<br>— | | **1963** Tokushima Zosen Sangyo—Tokushima<br>22′ 10″ 9′ 2″<br>113′ 1″ 22′ 7½″ 10′ 2″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×430 mm<br>Fuji Seisakusho Tateyama |
| **YOUWA MARU**<br>**yowa Kisen K.K.**<br>kata Japanese | 2290<br>1440<br>5400 | | **1967** Imabari Zosen—Imabari<br>300′ 2″ 47′ 7″ 21′ 11″<br>282′ 1″ 47′ 6″ 23′ 11″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 460×680 mm<br>2200bhp<br>Hanshin Nainenki Kogyo Kob |
| **YOWA MARU**<br>**wanokuni Kyodo Kisen K.K.**<br>kushima Japanese | 315<br>173<br>— | | **1960** Kanawa Dock Co. Ltd.—Kanawajima<br>137′ 9″ 23′ 9″ 10′ 2″<br>124′ 8″ 23′ 7″ 11′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 360×440 mm<br>550bhp 10t<br>Niigata Eng. Co. Ltd. Niigata<br>10½k |
| **OWA MARU No. 1**<br>**Miki**<br>ese Japanese | 253<br>—<br>— | | **1966** Miho Zosensho—Shimizu<br>149′ 11″ 23′ 9″<br>124′ 8″ 23′ 8″ 11′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×460 mm<br>850bhp<br>Niigata Eng. Co.Ltd. Niigata |
| **OWA MARU No. 1**<br>**hida Kisen K.K.**<br>u Japanese | 244<br>127<br>— | | **1959** Usuki Tekkosho—Usuki<br>110′ 11″ 21′ 1″ 9′ 6″<br>98′ 2″ 20′ 11″ 10′ 11″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 260×390 mm<br>300bhp<br>Usuki Tekkosho Usuki<br>20k |
| **OWA MARU No. 1**<br>**Miki**<br>wase Japanese | 233<br>102<br>— | | **1956** Yamanishi Zosen Tekkosho—Ishinomaki<br>138′ 10″ 22′ 1″<br>112′ 2″ 22′ 0″ 11′ 0″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp 98t<br>Niigata Tekkosho Niigata<br>10½k |
| **OWA MARU No. 1**<br>**yowa Sangyo Kaiun K.K.**<br>aka Japanese | 145<br>79<br>182 | | **1954** Koyo Dock—Mihara<br>*90·0′* 18′ 7″<br>89′ 3″ 18′ 5″ 9′ 6″<br>P34′ B8′ F14′ 1 dk<br>RW<br>rf 10″ | M Chemical Tanker Mchy.aft | Oil 2SA 3Cy. 315×350 mm<br>120bhp (d.o)<br>Hirosumi Tekkosho Onomichi<br>1×1kW 35V d.c. 8k |
| **OWA MARU No. 2**<br>**T. Miki**<br>ese Japanese | 338<br>181<br>— | | **1960** Miho Zosensho—Shimizu<br>157′ 10″ 25′ 10″<br>139′ 6″ 25′ 7″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>750bhp 166t<br>Niigata Eng. Co. Ltd. Niigata<br>10½k |
| **OWA MARU No. 2**<br>**Masuda**<br>do Japanese | 199<br>104<br>— | **BROKEN UP** | **1947** Nippon Kokan—Shimizu<br>*101·1′* 19′ 8″<br>19′ 6″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 290×440 mm<br>Ikegai Tekkosho Kawasaki |
| **OWA MARU No. 2**<br>**wa Sangyo Kaiun K.K.**<br>aka Japanese | 196<br>78<br>246 | | **1956** Koyo Dock—Mihara<br>112′ 3″ 21′ 1″<br>101′ 9″ 21′ 0″ 10′ 6″<br>P37′ B10′ F18′ 1 dk<br>RW<br>rf 10″ | M Chemical Tanker Mchy.aft<br>2 Ta | Oil 4SA 5Cy. 260×400 mm<br>250bhp 7t (d.o)-¾pd<br>Niigata Tekkosho Niigata<br>1×2kW 35V d.c. 10k |

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| 519975<br>7JQW<br>85772 | **KYOWA MARU No. 2**<br><br>Marushin Kaiun K.K.<br>Shimotsu Japanese | 192<br>100<br>— | 1961 Takehara Zosen—Takehara<br>*98·3'* 20' 4"<br>20' 2"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy.<br>250bhp<br>Akasaka Tekkosho |
| 660781<br>JFNM<br>96962<br>Df Esd<br>Gc Rdr<br>RT | **KYOWA MARU No. 3**<br><br>Onohama Enyo-Gyogyo<br>K.K.<br>Iwaki Japanese | 300<br>139<br>283 | 1965 Narazaki Zosen—Muroran<br>143' 10" 29' 4" 11' 2"<br>125' 8" 29' 3" 12' 9"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 310×480 mm<br>900bhp<br>Niigata Eng. Co. Ltd. |
| 519977<br>JKKE<br>79978 | **KYOWA MARU No. 3**<br><br>Kyowa Sangyo Kaiun K.K.<br>Osaka Japanese | 144<br>60<br>182 | 1957 Koyo Dock—Mihara<br>97' 9" 18' 2" 8' 3"<br>88' 7" 18' 1" 9' 6"<br>1 dk<br>RW<br>rf 4" | M Chemical Tanker Mchy.aft | Oil 4SA 4Cy. 260×380 mm<br>180bhp<br>Niigata Eng. Co. Ltd.<br>1×2kW 35V d.c. |
| 519978<br>JKHX<br>84592<br>Df Esd<br>Gc Pfd<br>Rdr | **KYOWA MARU No. 5**<br><br>B. Kato<br>Nansei Japanese | 339<br>175<br>— | 1960 Miho Zosensho—Shimizu<br>158' 6" 25' 8"<br>139' 5" 25' 7" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>750bhp<br>Akasaka Tekkosho |
| 519979<br>7LNI<br>88362 | **KYOWA MARU No. 5**<br><br>Kyowa Sangyo Kaiun K.K.<br>Osaka Japanese | 114<br>68<br>62 | 1962 Taguma Zosen—Inn<br>*76·7'* 18' 10" 6' 10"<br>78' 6" 18' 8" 8' 6"<br>B8' F15' 1 dk<br>RW<br>rf 3" | M Chemical Tanker Mchy.aft<br>1 Ta<br>L.40000 | Oil 4SA 6Cy. 140×200 mm<br>90bhp<br>Yanmar Diesel Eng. Co.<br>1×1kW 35V d.c. |
| 541831<br>7LYW<br>93020<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KYOWA MARU No. 6**<br><br>W. Shimosato<br>Miura Japanese | 253<br>126<br>— | 1963 Tokushima Zosen Sangyo—<br>Tokushima<br>136' 3" 24' 9" 9' 10"<br>124' 5" 24' 7" 11' 0"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>730bhp<br>Ito Tekkosho |
| 519980<br>7LFH<br>89052<br>Df Esd<br>Gc Pfd<br>Rdr | **KYOWA MARU No. 7**<br><br>B. Kato<br>Nansei Japanese | 389<br>215<br>— | 1961 Miho Zosensho—Shimizu<br>169' 6" 27' 1"<br>149' 2" 26' 11" 13' 0"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 m<br><br>Niigata Eng. Co. Ltd. |
| 641916<br>JI2073<br>95346 | **KYOWA MARU No. 7**<br><br>Kyowa Sangyo Kaiun K.K.<br>Osaka Japanese | 137<br>65<br>70 | 1964 Koyo Dock—Mihara<br>*84·9'* 18' 9" 6' 10"<br>18' 8" 8' 6"<br>1 dk<br>RW<br>rf 3" | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 230×380 m<br>260bhp<br>Niigata Eng. Co. Ltd.<br>1×1kW 35V d.c. |
| 519981<br>JGBG<br>82952 | **KYOWA MARU No. 8**<br><br>Kyowa Sangyo Kaiun K.K.<br>Osaka Japanese | 200<br>73<br>250 | 1959 Koyo Dock—Mihara<br>116' 5" 21' 1" 9' 2"<br>20' 11"<br>1 dk<br>RW<br>rf 3" | M Chemical Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 m<br>250bhp<br>Niigata Eng. Co. Ltd.<br>1×2kW 35V d.c. |
| 651501<br>8KIT<br>93516<br>Df Esd<br>Gc Rdr | **KYOWA MARU No. 8**<br><br>Dalen Reizo K.K.<br>Shimizu Japanese | 192<br>88<br>— | 1963 Miho Zosensho—Shimizu<br>126' 9" 22' 8"<br>109' 6" 22' 7½" 10' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 m<br><br>Niigata Eng. Co. Ltd. |
| 542115<br>7KLI<br>88786 | **KYOWA MARU No. 8**<br><br>T. Okada<br>Kannonji Japanese | 170<br>94<br>— | 1962 S. Sasaki—Kinoe<br>*96·0'* 21' 9"<br>21' 7"<br>1 dk | M<br>1 Ha (52½' × 13½') | Oil 2SA 3Cy. 355×380 m<br>150bhp<br>Satsuma Imono Seisak |
| 519984<br>7KAR<br>88153 | **KYOWA MARU No. 10**<br><br>Kyowa Sangyo Kaiun K.K.<br>Osaka Japanese | 198<br>75<br>246 | 1961 Koyo Dock—Mihara<br>116' 8" 21' 1" 9' 1"<br>104' 11" 20' 11" 9' 10"<br>1 dk<br>RW<br>rf 3" | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 m<br>250bhp<br>Niigata Eng. Co. Ltd.<br>1×2kW 35V d.c. |
| 519985<br>7LOI<br>88365 | **KYOWA MARU No. 11**<br><br>Kyowa Sangyo Kaiun K.K.<br>Osaka Japanese | 296<br>133<br>336 | 1962 Koyo Dock—Mihara<br>137' 10" 22' 10" 9' 6"<br>124' 7" 22' 7½" 10' 6"<br>1 dk<br>RW<br>rf 3" | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 260×400 m<br>340bhp<br>Niigata Eng. Co. Ltd.<br>1×3kW 35V d.c. |

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| **KYOWA MARU No. 12**<br>Kyowa Sangyo Kaiun K.K.<br>Osaka Japanese | 197<br>76<br>245 | | 1962 Koyo Dock—Mihara<br>116′ 8″ 21′ 1″ 9′ 0″<br>104′ 11″ 21′ 0″ 9′ 10″<br>1 dk<br>RW<br>rf 3″ | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 230×380 mm<br>260bhp<br>Niigata Eng. Co. Ltd.<br>1×2kW 35V d.c. | 10t (d.o)<br>Niigata<br>8k |
| **KYOWA MARU No. 15**<br>Kyowa Gyogyo K.K.<br>Kansei Japanese | 435<br>—<br>— | | 1967 Miho Zosensho—Shimizu<br>181′ 1″ 27′ 11″<br>162′ 0″ 27′ 10″ 12′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **KYOWA MARU No. 15**<br>Kyowa Sangyo Kaiun K.K.<br>Osaka Japanese | 154<br>60<br>170 | | 1963 Taguma Zosen—Inn<br>23′ 9″ 6′ 10″<br>78′ 9″ 23′ 7½″ 7′ 7″<br>1 dk<br>RW<br>rf 3″ | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 230×380 mm<br>260bhp<br>Niigata Eng. Co. Ltd.<br>1×1kW 35V d.c. | 9t (d.o)<br>Niigata<br>7½k |
| **KYOWA MARU No. 17**<br>Daien Reizo K.K.<br>Shimizu Japanese | 403<br>215<br>— | | 1966 Miho Zosensho—Shimizu<br>174′ 11″ 27′ 0″<br>156′ 0″ 26′ 11″ 12′ 5″<br>P72′ B37′ F19′ 1 dk<br>rf 11″ | M Fishing Mchy.aft<br>3 Ho 23½′, 23½′, 72¼′<br>G.19140 B.17091<br>4 Ha (4¼′, 4¼′×3½′) (6½′, 6½′×6½′)<br>Der 4(1) | Oil 4SA 6Cy. 370×540 mm<br>1300bhp<br>Niigata Eng. Co. Ltd.<br>2×128kW 150V 60c/s a.c. | 214t (hvf)<br>Niigata<br>11½k |
| **KYOWA MARU No. 18**<br>exTaisei Maru No. 11–64<br>Kyowa Sangyo Kaiun K.K.<br>Osaka Japanese | 301<br>159<br>362 | | 1951 Ujina Zosensho—Hma<br>*134·2′* 21′ 10″<br>21′ 8″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>340bhp Emade42fitted51<br>Akasaka Tekkosho<br>2×105V d.c. | (d.o)<br>Yaizu<br>8½k |
| **KYOWA MARU No. 21**<br>Kyowa Sangyo Kaiun K.K.<br>Osaka Japanese | 138<br>98<br>81 | | 1965 Koyo Dock—Mihara<br>89′ 5″ 18′ 9″ 7′ 2½″<br>80′ 5″ 18′ 8½″ 8′ 7″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 160×200 mm<br>260bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **KYOWA MARU No. 22**<br>exDaifuku Maru No. 11–65<br>Kyowa Sangyo Kaiun K.K.<br>Osaka Japanese | 462<br>235<br>— | | 1950 Ujina Zosensho—Hma<br>*154·1′* 25′ 11″<br>25′ 9″<br>P52′ F20′ 1 dk<br>RW | M Tanker Mchy.aft<br>HeCls. C | Oil 4SA 6Cy. 310×440 mm<br>500bhp NE55<br>Niigata Tekkosho | 4½pd<br>Niigata<br>8½k |
| **YOWA MARU No. 31**<br>yowa Sangyo Kaiun K.K.<br>Osaka Japanese | 480<br>—<br>755 | | 1967 Taguma Zosen—Inn<br>28′ 3″ 12′ 5″<br>159′ 1″ 28′ 2″ 14′ 5″<br>1 dk | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>650bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **KYOWA MARU No. 51**<br>Kyowa Sangyo Kaiun K.K.<br>Osaka Japanese | 1350<br>—<br>2140 | | 1967 Maizuru Jukogyo—Maizuru<br>38′ 10″ 17′ 1″<br>219′ 10″ 38′ 9″ 20′ 4″<br>1 dk<br>RW | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 430×620 mm<br>1650bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **KYOYO MARU**<br>Kyowa Kaiun K.K.<br>Tokyo Japanese | 2899<br>1583<br>4297 | NK | 1960 Kurushima Dock Co. Ltd.—Imabari<br>308′ 6″ 47′ 8″ 20′ 7″<br>284′ 8″ 47′ 6″ 24′ 3″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.206521 B.190735<br>2 Ha (58¾′, 82¾′×23′)<br>8W Der 4(10) 4(5) | Oil 4SA 7Cy. 470×700 mm<br>2450bhp<br>Ito Tekkosho<br>2×45kW 110V d.c. | 353t<br>Shimizu<br>13k |
| **KYOYO MARU**<br>anyo Kaiun K.K.<br>Mikame Japanese | 2456<br>1453<br>4073 | NK | 1966 Imai Zosen—Kochi<br>*276·0′* 47′ 4″ 19′ 10″<br>272′ 4″ 47′ 3″ 23′ 3″<br>1 dk | M Mchy.aft<br>G.187133 B.175197<br>2 Ha (55½′, 87½′×23¾′) | Oil 2SA 6Cy. 390×650 mm<br>2500bhp<br>Kobe Hatsudoki Seizosho | 248t<br>Kob<br>12½k |
| **KYOYO MARU**<br>Makurazaki Gyogyo K.K.<br>Makurazaki Japanese | 192<br>63<br>— | | 1967 Miho Zosensho—Shimizu<br>136′ 5″ 21′ 8″<br>113′ 1″ 21′ 7″ 10′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×430 mm<br>750bhp<br>Hanshin Nainenki Kogyo | Kob |
| **KYOYO MARU No. 2**<br>Makurazaki Gyogyo K.K.<br>Makurazaki Japanese | 191<br>85<br>— | | 1962 Uchida Zosen—Ise<br>*108·2′* 21′ 5″ 9′ 1″<br>108′ 2″ 21′ 4″ 10′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>450bhp<br>Hanshin Nainenki Kogyo | 72t<br>Kob<br>9½k |
| **KYOYO MARU No. 3**<br>Makurazaki Gyogyo K.K.<br>Makurazaki Japanese | 193<br>73<br>— | | 1965 Miho Zosensho—Shimizu<br>135′ 5″ 21′ 9″<br>111′ 10″ 21′ 8″ 10′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 290×410 mm<br>700bhp<br>Hanshin Nainenki Kogyo | Kob |

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| 519988<br>JATP<br>69429<br>Df Esd<br>Gc Pld<br>Rdr | **KYOYU MARU**<br><br>**Kyoritsu Kisen K.K.**<br>Tokyo Japanese | 6646<br>3760<br>10661 | <br><br>NK | **1952** Nippon Kokan—Yka<br>502' 7" 63' 6" 27' 0"<br>465' 11" 63' 4" 31' 1"<br>F37' 3 dks<br>RW<br>rf 4" | S Ref<br>6 Ho<br>G.656368 B.605960 In.7000<br>6 Ha (27¾'×19¾') (42¾', 39¾', 25¾', 39¾', 25¾'×23')<br>18W Der 1(35) 2(15) 4(10) | 2 S Turb dr geared to sc sh<br>6000shp<br>Ishikawajima Jukogyo<br>2×144kW 230V a.c. |
| 519989<br>JQYS<br>89927<br>Df Rdr<br>RT | **KYOYU MARU**<br><br>**Sankyo Kaiun K.K.**<br>Tokyo Japanese | 1999<br>1189<br>3157 | <br><br>NK | **1962** Shikoku Dock K.K.—Takamatsu<br>291' 10" 42' 1" 17' 11"<br>270' 7" 42' 0" 21' 2"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.148357 B.137480<br>2 Ha (51¾', 91¾'×21')<br>9W Der 1(20) 5(10) | Oil 4SA 4Cy. 260×400 mm<br>1800bhp<br>Ito Tekkosho<br>2×32kW 440V a.c. |
| 650059<br>8LSI<br>94631<br>Df Esd<br>Rdr RT | **KYOZAN MARU**<br><br>**Yamashita Unyu K.K.**<br>Sanbeicho Japanese | 1998<br>1275<br>3238 | <br><br>NK | **1964** Ujina Zosensho—Hma<br>292' 4" 42' 1" 18' 2"<br>270' 7" 42' 0" 21' 4"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.153761 B.136350<br>2 Ha (53¾', 91¾'×23')<br>9W Der 1(20) 5(10) | Oil 4SA 6Cy. 460×690 mm<br>1800bhp<br>Ito Tekkosho<br>2×32kW 440V a.c. |
| 519990<br>JKDM<br>81052<br>Df Esd<br>Gc Rdr | **KYOZUI MARU**<br><br>**Daini Kyoritsu Kisen K.K.**<br>Tokyo Japanese | 7836<br>4566<br>11735 | <br><br>NK | **1958** Ishikawajima Jukogyo—Tok<br>459' 0" 59' 10" 28' 11"<br>426' 6" 59' 8" 38' 1"<br>2 dks<br>RW | M<br>5 Ho<br>G.593862 B.543818<br>5 Ha (27'×19¾') (49¾', 49¾', 29¾', 39'×23')<br>14W Der 4(10) 10(5) | Oil 2SA 6Cy. 700×1200 mm<br>6000bhp MAN<br>Yokohama Zosen<br>2×144kW 450V a.c. |
| 670939<br>JNKF<br>100830<br>Df Esd<br>Gc Rdr | **KYOZUI MARU**<br><br>**Sankyo Kaiun K.K.**<br>Tokyo Japanese | 3566<br>2242<br>5737 | <br><br>NK | **1966** Mitsubishi Hvy Ind. Ltd.—Smk<br>350' 5" 50' 7" 21' 5"<br>321' 6" 50' 6" 26' 11"<br>P94' F41' 1 dk<br>rf 4" | M Mchy.aft<br>3 Ho 68', 97', 66'<br>G.276762 B.254690<br>3 Ha (43½', 73½', 42½'×27½')<br>12W Der 2(15) 2(10) | Oil 2SA 6Cy. 720×450 mm<br>3300bhp<br>Mitsubishi Hvy Ind. Ltd.<br>2×120kW 445V 60c/s a.c. |
| 519992<br>GFLN<br>183765<br>Df Esd<br>Gc Rdr<br>RTv | **KYPROS**<br>exAurania-67 exKypros-67<br>**Moss Hutchison Line Ltd.**<br>Liverpool British | 3499<br>1611<br>4890 | **✠100A1** SS 9/64<br>with freeboard<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN660 EL x 1¾"SQ | **1950-4** W. Pickersgill & Sons Ltd.—Sld<br>367' 8" 52' 4" 21' 5½"<br>345' 8" 52' 0" 32' 5"<br>F34' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB1653t incl. Tunnel tank 125t DTm345t | M Ref OSD<br>4 Ho 45', 77½', 72½', 37½'<br>G.296290 B.271000 In.5965<br>5 Ha (19½', 40', 40', 17½', 6'×18')<br>13W Der 1(25) 4(10) 4(5) 4(3) | Oil 2SA 4Cy. 600×2000 mm<br>3300bhp Doxford<br>N.E. Mar. Eng. Co. (193<br>db 120lb<br>3×175kW 220V d.c. |
| 640508<br>UKHB<br>M-26932 | **KYPU**<br><br>**U.S.S.R.**<br>Tallinn Russian | 3722<br>1792<br>4226 | | **1963** Schiffswerft Neptun—Ros<br>347' 2" 47' 10" 21' 6"<br>47' 8" 26' 3"<br>2 dks | M<br>4 Ho<br>G.175020<br>4 Ha (23'×32¾') (29½', 29½', 28¾'×34')<br>8W Der 8(5) | Oil 2SA 6Cy. 570×800 mm<br><br>Masch. Augsburg-Nürnb |
| 541376<br>6ZET<br>2197<br>Df Esd<br>Gc Rdr<br>RT | **KYRA**<br>exSusan Paulin-65<br>exArneta-63 exFrostvik-50<br>exEmile Berliner-47<br>**Astrorico Cia. Nav. S.A.**<br>Monrovia Liberian | 7239<br>4252<br>10865 | <br><br>AB | **1943** Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.562608 B.499573<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>12W Der 1(15) | T 3Cy. 24½" 37" & 70"×<br>2500ihp<br>Willamette Irn & Stl Co<br>3×20kW 120V d.c. |
| 526715<br>SWZR<br>2290<br>Df Esd<br>Gc Rdr | **KYRA ELENI**<br>exOtta-63<br>**Kyra Maritime S.A.**<br>Piræus Greek | 2032<br>1072<br>3600 | <br><br>NV | **1949** Trondhjems M/V—Tdh<br>323' 10" 44' 0" 19' 7"<br>299' 10" 43' 10"<br>1 dk & S dk<br>RW | M OSD<br><br>G.224000 B.211000 | Oil 4SA 9Cy. 400×600 mm<br>NE59<br>Masch. Augsburg-Nürnb |
| 517821<br>6ZUU<br>2616<br>Df Esd<br>Rdr<br>RTm/h/v | **KYRA KATINA**<br>exKadeik-66<br>**Vronca Cia. Nav. S.A.**<br>Monrovia Liberian | 7415<br>4390<br>10200 | **✠100A1** SS 12/65<br><br>**✠LMC**<br><br>MN660 EL b†2 1/16"SQ | **1952-1** Lithgows Ltd.—P.Gl<br>454' 10" 58' 2" 26' 8½"<br>430' 11" 58' 0" 37' 4"<br>F41' 2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>rf 6" WB3123t incl. DTm1507t | M CSD<br>4 Ho 68½', 87¾', 36½' DT, 64½', 75'<br>G.584707 B.536908<br>5 Ha (31½', 31', 31', 31', 31'×22')<br>10W Der 2(12) 2(10) 6(5) | Oil 4SA 6Cy. 740×1500 mm<br>3300bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 120lb<br>2×40, 30kW 220V d.c. |
| 519996<br>SVFS<br>694<br>Df Esd<br>Gc Rdr<br>RT | **KYRAKATINGO**<br><br>**Cia. Naviera Avra S.A.**<br>Lemos & Pateras Ltd.<br>Piræus Greek | 9086<br>5849<br>12894 | **✠100A1** SS 6/66<br><br>**✠LMC**<br><br>MN1112 EL d†2 3/16"SQ | **1956-11** A.G. "Weser" Werk Seebeck—Bhn<br>490' 10" 61' 3" 29' 7½"<br>457' 1" 61' 0" 40' 0"<br>F42' 2 dks<br>RW 7BH<br>rf 6" WB2994t incl. DTm1160t | M CSD<br><br>G.686881 B.607303<br><br>10W Der 1(30) 1(15) 10(5) | Oil 2SA 8Cy. 700×1200 mm<br>5560bhp<br>Masch. Augsburg-Nürnb<br>AuxB 114lb e (ex.g) 11 |
| 506224<br>SYCM<br>1981<br>Df Esd<br>Gc Rdr | **KYRAMARTHA**<br>exCapetan Petros-65<br>exJane Stove-56<br>exSilvester Gardiner-47<br>**Cia. Libano Ltda.**<br>Piræus Greek | 7291<br>4548<br>10926 | <br><br>AB | **1943** New England S.B. Corp.—P.Me<br>441' 6" 57' 1" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.562608 B.499573<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 1(50) 1(30) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>Worthington Corp.<br>3×20kW 120V d.c. |
| 504271<br>SVEE<br><br>Df Esd<br>Pld Rdr<br>RTm/h/v | **KYRIAKI**<br>exBernhard Ingelsson-65<br>**Alhaimo Shipping Co. S.A.**<br>Piræus Greek | 3312<br>1788<br>6400 | **✠100A1** TD 4/68 ~~SS 7/65~~<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>EL y 2½" | **1945-1** Öresundsvarvet A/B—Lkr<br>398' 2" 53' 1" 23' 2½"<br>375' 0" 53' 0" 34' 0"<br>F42' 1 dk & S dk, intermediate 'tween dk aft under raised S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 6" WB1351t incl. Tunnel tanks 239t | M (4P) OSD<br>4 Ho 57¾', 108½', 53½', 60½'<br>G.393590 B.354910<br>5 Ha (27', 30', 30', 30', 30'×18')<br>10W Der 1(25) 10(5) | Oil 2SA 7Cy. 630×1300 mm<br>3900bhp<br>A/B Götaverken<br>3×110kW 220V d.c. |

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| **KYRIAKI**<br>Sielwall-63 exIngrid-55<br>Chr. M. **Sarlis & Co.**<br>Patras Greek | 480<br>238<br>760 | GL | 1954 Kalmar Varv—Kal<br>153′ 8″ 30′ 7″ 13′ 2″<br>30′ 5″ 14′ 5″<br>1 dk | M Mchy.aft<br>1 Ho<br>G.34000 B.31000<br>2W | Oil 2SA 8Cy. 220×330 mm<br>500bhp 46t<br>Klöckner-Humboldt-Deutz Kln<br>10½k |
| **KYRIAKOS K**<br>Fourikis & **Karnessis**<br>Piræus Greek | 150<br>100<br>— | | 1962 ......................Perama<br>105′ 4″ 25′ 4″<br>4′ 6″ | TM Ferry | 2 Oil 4SA each 6Cy.<br>115bhp<br>Gardner & Sons Ltd. |
| **KYRIAKOULA D. LEMOS**<br>Capetandiamantis **Cia. Mar. S.A.**<br>Piræus Greek | 20516<br>14803<br>41003 | ✠100A1<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN2640 EL p†2⅛″SQ | 1966–9 Hitachi Zosen—Inn<br>636′ 6″ 92′ 8″ 38′ 8½″<br>604′ 1″ 92′ 6″ 52′ 6″<br>P106′ F51′ 1 dk<br>NS 9BH<br>rf 4″ WB19661t incl. Topside tanks in holds 6191t. Comb. btm and side tanks in holds 5633t | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 740×1600 mm<br>13200bhp B&W<br>Hitachi Zosen Inn<br>AuxB 100lb<br>3×310kW 450V 60c/s a.c. |
| **KYRIAKOULA K.**<br>exVinga V-63 exVingaren-59<br>Gourarmeno **Cia. Mar. S.A.**<br>Panama Panamanian | 3150<br>1711<br>6135 | ✠100A1 SS 1/66<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>MN820 EL x | 1936–11 Eriksbergs M/V A/B—Got<br>380′ 8″ 51′ 8″ 23′ 9¼″<br>360′ 0″ 51′ 6″ 34′ 6″<br>1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB1336t incl. Tunnel tanks 65t | TM OSD<br>G.370557 B.339037<br>10W Der 2(15) | 2 Oil 2SA each 6Cy. 500×900 mm<br>4100bhp 996t<br>Eriksbergs M/V A/B Got<br>14½k |

Now **FILIPPOS** See New Entries No. 9

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| **KYRIAKOULA P.K.**<br>exUndine-65 exNebraska-62<br>exKanangoora-56<br>P. Katsoulakos<br>Piræus Greek | 4836<br>2480<br>— | ✠100A1 SS 3/66<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL a† | 1938–1 A/B Götaverken—Got<br>437′ 10″ 56′ 8″ 26′ 2″<br>415′ 0″ 56′ 6″ 37′ 6″<br>1 dk & S dk, 3rd dk in No. 1 hold<br>R Coll BH to S dk 6 to 2nd dk<br>DK fwd of mchy. space WB2293t incl. Tunnel tanks 590t | TM OSD<br>G.457885 B.427000<br>10W Der 2(12) | 2 Oil 2SA each 8Cy. 620×1150 mm<br>8300bhp B&W 1800t<br>A/B Götaverken Got<br>17k |
| **KYRIOS STELIOS**<br>exPerseus-66<br>Kardamylan **Development Corp. SA.**<br>Monrovia Liberian | 2860<br>1512<br>3500 | ~~Lloyd's RMC~~ GL | 1951 Deutsche Werft A.G.—Ham<br>413′ 11″ 49′ 8″ 20′ 1″<br>49′ 6″ 28′ 8¼″<br>B&F295′ 1 dk & S dk, 3rd dk fwd & aft<br>RW | M (12P) Ref OSD<br>4 Ho 67′, 53¾′, 66¼′, 85¼′<br>G.239400 B.233570 In.217852<br>4 Ha (stl) (20¼′, 23′×14¾′)<br>(20¾′, 20¾′×16½′)<br>8W Der 8(3-5) | Oil 2DA 6Cy. 600×1100 mm<br>4800bhp 900t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>4×150kW 230V d.c. 16¾k |
| **KYRJASTEINUR**<br>& P. Joensen<br>Thorshavn Faroese | ~~142~~ 148<br>~~78~~ 57<br>— | | 1936 Tuxen Petersens Eftf.—Korsör<br>*92·4′* 24′ 2″<br>... ... ...<br>1 dk | Wood Aux Gl Fishing | Oil 2SA 2Cy. 355×430 mm<br>150bhp NE39<br>A/S Vølund Cpn |
| **KYRKA**<br>exSurama-67 exMimosa-61<br>Kyrkspring **Corp.**<br>Monrovia Liberian | 11743 ~~14270~~<br>7203 ~~6789~~<br>— ~~17410~~ | ✠Classed LR until 11/62 | 1954–2 A/B Götaverken—Got<br>549′ 2″ 66′ 2″ 31′ 2½″<br>511′ 10″ 66′ 0″ 39′ 3″<br>1 dk<br>RW conv tanker 62 | M Bulk Carrier Mchy.aft<br>5 Ho 69′, 64′, 65¾′, 77′, 64′<br>5 Ha (stl) (46′, 43¼′, 41¾′, 52½′, 43½′×27½′)<br>Der 4(5) 1(3) 1(1) | Oil 2SA 9Cy. 680×1500 mm<br>6750bhp (hvf)<br>A/B Götaverken Got<br>3×140kW 220V d.c. |
| **KYSKA**<br>Waterman **Steamship Corp.**<br>New York United States | 6065<br>3594<br>10400 | AB | 1945 Gulf S.B. Corp.—Chickasaw<br>468′ 9″ 63′ 3″ 27′ 5¾″<br>445′ 4″ 63′ 0″ 31′ 3″<br>2 dks & S dk<br>rf nil | S (12P) OSD<br>5 Ho 57′, 62½′, 77⅓′, 72½′, 77½′<br>G.645997 B.570873<br>5 Ha (27′, 37½′, 45′, 37½′, 27½′×20′)<br>16W Der 1(30) 16(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 2836t (o.f)<br>De Laval S. Turb. Co. Trenton<br>2×300kW 220/240V d.c. 16k |
| **KYTHNOS**<br>exAndros Maiden-60<br>San Cecilio **Cia. Nav. S.A.**<br>Monrovia Liberian | 13895<br>8631<br>21581 | AB<br>✠Classed LR until 11/65 | 1957–12 Ishikawajima Jukogyo—Tok<br>578′ 5″ 75′ 8″ 30′ 9¾″<br>547′ 11″ 75′ 5½″ 43′ 8″<br>P110′ F45′ 1 dk<br>rf 4″ | S Bulk Carrier Mchy.aft<br>8 Ho<br>8 Ha | 2 S Turb dr geared to sc. shaft<br>12000shp 3220t (o f)<br>Ishikawajima Jukogyo Tok |
| **KYUEI MARU**<br>Shibuzawa **Soko K.K.**<br>Tokyo Japanese | 375<br>224<br>570 | | 1958 Harima Zosensho—Aio<br>144′ 6″ 27′ 6″ 11′ 0¾″<br>134′ 6″ 26′ 11″ 12′ 4″<br>1 dk | M Mchy.aft<br>1 Ha (58½′×17′) | Oil 2SA 5Cy. 240×400 mm<br>375bhp Sulzer 13t<br>Harima Zosensho Aio<br>9k |
| **KYUHO MARU No. 5**<br>K. Hisatoyo<br>Usuki Japanese | 150<br>80<br>— | | 1966 Fukuoka Zosen—Fukuoka<br>111′ 8″ 19′ 9″ 8′ 6½″<br>96′ 9″ 19′ 8″ 9′ 10″<br>1 dk | M Fishing | Oil 4SA 6Cy. 280×400 mm<br>530bhp<br>Usuki Tekkosho Usuki |
| **KYUNG JU**<br>Korea United **Lines**<br>Seoul S. Korean | 15500<br>—<br>25370 | 100A1<br>Class contemplated | ASGEN Ansaldo-San Giorgio S.p.A.—Gen<br>587′ 1″<br>550′ 2″ 75′ 4″ 45′ 3″ | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 750×1320 mm<br>Ansaldo Stab. Mecc. Gen |

Name should be **KYUNGJU** See New Entries No. 8

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| **KYUSHO MARU**<br>Nippon Kinkai **Hogei K.K.**<br>Tokyo Japanese | 240<br>129<br>— | | 1961 Azuma Zosen—Yokosuka<br>134′ 0″ 23′ 7″ 9′ 4¼″<br>119′ 3″ 23′ 5″ 11′ 3″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>Akasaka Tekkosho Yaizu |

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| 521881<br>JGWJ<br>60109 | **KYUSHO MARU No. 1**<br>exMan-ei Maru No. 18-64<br>exHinode Maru No. 18-61<br>**Y. Yamamoto**<br>Nansei Japanese | 179<br>93<br>— | | | 1948 Kanazashi Zosensho—Shimizu<br>*101-3'* 19' 8"<br>... ... ...<br>1 dk<br>RW len 55 | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×380 m<br>NE55<br>Akasaka Tekkosho |
| 520006<br>JNPH<br>70160<br>Df Esd<br>Gc Pfd<br>Rdr | **KYUSHU MARU**<br>**Sawayama Kisen K.K.**<br>Kobe Japanese | 7155<br>4205<br>10108 | | NK | 1953 Mitsubishi Zosen—Nag<br>463' 9" 60' 5" 26' 7"<br>434' 1" 60' 4" 33' 5"<br>P24' B136' F33' 2 dks, pt 3rd dk<br>RW | M<br>6 Ho<br>G.537315 B.504648<br>6 Ha (28½', 38½', 30', 21½', 35½', 30½'×23')<br>18W Der 1(30) 6(10) 12(5) | Oil 2SA 7Cy. 720×1250 m<br>5000bhp<br>Mitsubishi Zosen<br>2×170kW 230V d.c. |
| 520007<br>JPTX<br>84885 | **KYUSHU MARU No. 5**<br>**Kyushu Tanker K.K.**<br>Nagasaki Japanese | 115<br>46<br>— | | | 1960 Yamashita Zosen Tekkosho—Nag<br>98' 6" 17' 11" 7' 6"<br>94' 6" 17' 9" 8' 10"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 255×380 m<br>160bhp Emade37refitted<br>Hanshin Nainenki Kogyo |
| 520008<br>JJDO<br>85158<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **KYUYO MARU**<br>**Azuma Kaiun K.K.**<br>Tokyo Japanese | 5854<br>2381<br>8434 | | NK | 1960 Uraga Dock Co.—Yokosuka<br>418' 4" 58' 7" 22' 9"<br>393' 9" 58' 5" 29' 6"<br>1 dk<br>RW | M Cement Carrier (2P) Mchy.aft<br>4 Ho<br>G.223366 | Oil 2SA 7Cy. 480×700 m<br>2800bhp<br>Uraga Diesel Kogyo<br>2×170kW 445V 60c/s a.c. |
| 520009<br>KSCA<br>OT7027<br>Df Rdr | **KYUYO MARU**<br>**Ryukyu Kaiun K.K.**<br>Naha Japanese<br>Now **POONG NION** See New Entries No. 12 | 3419<br>1963<br>5181 | | NK | 1957 Onomichi Zosen—Onomichi<br>347' 10" 49' 5" 21' 1½"<br>321' 6" 49' 2½" 25' 3"<br>1 dk, pt 2nd dk | M<br>3 Ho<br>G.253172 B.231983<br>3 Ha (36½', 50½', 55'×19½')<br>10W Der 8(10) 2(5) | Oil 2SA 8Cy. 480×700 m<br>2400bhp Sulzer<br>Uraga Diesel Kogyo<br>2×220kW 220V d.c. |
| 541227<br>KSBL<br>OT7102 | **KYUYO MARU No. 1**<br>exIno Maru No. 7-62<br>exMyojo Maru No. 7<br>**S. Kina**<br>Naha Japanese | 347<br>240<br>— | | | 1953 Kanazashi Zosensho—Shimizu<br>*130-0'* 23' 7"<br>23' 5"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 m<br>hydraulic coupling<br>Akasaka Tekkosho |
| 520010<br>SVTG<br>785<br>Df Esd<br>Gc Rdr | **KYVERNITIS**<br>**Miramar Cia. Nav. S.A.**<br>Piræus Greek | 9360<br>5205<br>12930 | ✠100A1<br>✠LMC<br>MN1260 | ~~SS 1/64~~<br>SS 10/68<br>EL d†2⅛"SQ | 1959-9 Brodogradiliste III Maj—Rka<br>499' 8" 62' 0" 29' 6½"<br>460' 8" 61' 8" 39' 4"<br>F61' 2 dks<br>7BH to U dk 1 to 2nd dk<br>rf 6" WB3889t incl. Tunnel tanks 313t DTmf1267t | M | Oil 2SA 7Cy. 720×1250 m<br>6300bhp<br>Sulzer Bros. Ltd.<br>2AuxB 100lb |

| 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|
| HIP'S NAME<br>rmer names<br>WNERS<br>nagers<br>rt of Registry Flag | TONS<br>Gross<br>Net<br>Summer Deadwt<br>Gross<br>Net<br>Summer Deadwt | CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
| **L.A.N.**<br>**Noel**<br>Caraquet Canadian | 122<br>59<br>— | | **1964** Ch. Nav. Ltd.—Caraquet<br>*81·9'* 21' 4"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 12Cy. 5½"×6"<br>Cummins Eng. Co. Columbus |
| **A. SJONG**<br>**A. Sjong & Co.**<br>Norwegian | 349<br>156<br>— | NV | **1966** Bolsønes Verft—Molde<br>130' 0" 26' 7"<br>... ... ...<br>1 dk<br>BK4½" | M Fishing Mchy.aft<br>2 Ho<br>2 Ha (8¼', 9¾'×9¾')<br>1W Der 1 | Oil 2SA 6Cy. 280×420 mm<br>900bhp<br>Wichmann Mtrf. Rub<br>2×50kW 220V 50c/s a.c. |
| **C.T. 1346**<br>**overnment of Qatar**<br>Qatar | 404<br>272<br>— | Classed LR until 6/66 | **1945** Motherwell Bdge & Eng. Co. Ltd. —Motherwell<br>185' 6" 38' 10" 3' 6⅜"<br>168' 2" 38' 0" 5' 5"<br>P48' 1 dk<br>RW conv 59<br>rf nil | TM Landing Craft Mchy.aft<br>Bow doors | 2 Vee Oil 4SA each 12Cy. 7"×7¾" with sr & reverse gear<br>960bhp<br>Davey, Paxman & Co. Ltd. Col |
| **E. BLOCK**<br>**land Steel Co.**<br>icago United States | 9376<br>6967<br>15770 | ✠Classed LR until 2/50 AB | **1927–3** American S.B. Co.—Lorain<br>*604·2'* 64' 2" 22' 4½"<br>604' 10" 64' 0" 33' 1"<br>P94' F58' 1 dk<br>R | S Mchy.aft<br>3 Ho<br>18 Ha (stl) (each 11'×41½') | 2 S Turb dr geared to sc. shaft<br>4950shp NE53 (o.f)<br>Westinghouse Electric Corp. Pbg |
| **G. LA DUCA II**<br>**Shore Fuel Inc.**<br>United States | 402<br>351<br>— | | **1966** Blount Mar. Corp.—Warren, R.I.<br>131' 0" 32' 6"<br>128' 9" 32' 0" 14' 0"<br>1 dk | TM Tanker Mchy.aft | 2 Oil 2SA each 12Cy. 4¼"×5" with reverse reduction gearing<br>670bhp<br>General Motors Corp. Det |
| **K. SENIOR**<br>Stjernabuen–63<br>**Kristiansen Partrederi**<br>stiansund Norwegian | 231<br>76<br>— | NV | **1959** Örens M/V—Tdh<br>119' 11" 22' 8"<br>... ... ...<br>1 dk<br>len 66 | M Fishing Mchy.aft<br>2 Ha (11¾'×7½') (7¾'×7½')<br>Der 2 | Oil 4SA 6Cy. 270×400 mm<br>690bhp NE66<br>Aabenraa Motorfabrik Åbenrå |
| **GEMSBOK**<br>**seway Shipping Co. Ltd.**<br>erpool British | 314<br>88<br>— | ✠100A1<br>✠LMC<br>MN99 EL I 1"SQ | **1965–5** Schpsw. Boot-Leiden N.V.—Leiden<br>128' 8" 27' 4"<br>115' 0" 27' 3" 11' 5"<br>1 dk<br>5BH<br>rf 30" WB38t | M Buoy Ship Mchy.aft | Oil 4SA 6Cy. 8¾"×11½"<br>495bhp<br>Blackstone & Co. Ltd. Stamford |
| **SEA PIPER**<br>**d & Marine Contractors Ltd.**<br>erpool British | 629<br>207<br>— | | **1941** Wm. Simons & Co.—Rnf<br>*153·5'* 32' 1"<br>31' 11"<br>2 dks | S Pipe Layer | T 3Cy. 14¾" 23¾" & 39½"×20"<br>Wm. Simons & Co. Rnf |
| **O. MØGSTER**<br>**eiet Lars Møgster**<br>gen Norwegian | 430<br>190<br>— | NV | **1965** A/S Ankerløkken Verft—Florö<br>142' 6" 26' 11"<br>126' 0" 26' 9"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 7Cy. 280×420 mm<br>1050bhp<br>Wichmann Mtrf. Rub |
| **P. MARU No. 1**<br>**pon Ekika Gas Yuso K.K.**<br>Japanese | 1077<br>571<br>643 | NK | **1960** Harima Zosensho—Aio<br>210' 0" 35' 7" 12' 5"<br>190' 4" 35' 6" 18' 5"<br>1 dk | M Liquefied Gas Carrier Mchy.aft<br>13 Ta<br>L.34991 | Oil 2SA 6Cy. 240×400 mm<br>630bhp Sulzer 15½t–2¼pd<br>Harima Zosensho Aio<br>3×72kW 225V a.c. 10k |
| **P. MARU No. 2**<br>**an Kinkai K.K.**<br>Japanese | 535<br>259<br>462 | NK | **1961** Fujinagata Zosensho—Osa<br>156' 7" 30' 4" 10' 11"<br>154' 3" 30' 2" 14' 7"<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft<br>3 Ta<br>L.21470 | Oil 4SA 6Cy. 310×440 mm<br>650bhp 61t<br>Niigata Eng. Co. Ltd. Niigata<br>2×8kW 225V a.c. 10k |
| **MARU No. 3**<br>**on Ekika Gas Yuso K.K.**<br>Japanese | 998<br>450<br>741 | NK | **1961** Ishikawajima-Harima Hvy Ind.—Aio<br>208' 11" 35' 8" 11' 6"<br>190' 3" 35' 6" 16' 6"<br>1 dk | M Liquefied Gas Carrier Mchy.aft<br>3 Ta<br>L.34220 | Oil 4SA 6Cy. 320×460 mm<br>650bhp 38t–2½pd<br>Nippon Hatsudoki Kob<br>3×72kW 225V a.c 10½k |
| **MARU No. 5**<br>**Kinkai K.K.**<br>Japanese | 998<br>459<br>781 | NK | **1965** Ichikawa Zosen—Ise<br>208' 11" 35' 7" 11' 5"<br>190' 3" 35' 5" 16' 5"<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft<br>3 Ta<br>L.33654 | Oil 4SA 6Cy. 325×460 mm<br>850bhp 59t<br>Nippon Hatsudoki Kob<br>3×72kW 225V a.c. 10¾k |

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| **662195**<br>JG2383<br>100843<br>Rdr<br>RTh | **L.P. MARU No. 7**<br><br>**Japan Kinkai K.K.**<br>Tokyo Japanese | **1118**<br>521<br>959 | NK | **1966** Hashihama Zosen—Imabari<br>*200-1'* 36' 2" 15' 5"<br>198' 5" 36' 1" 16' 5"<br>1 dk<br>RW<br>rf 4" | M Liquefied Gas Carrier Mchy.aft<br>3 Ta<br>L.41318 | Oil 4SA 6Cy. 325×<br>850bhp<br>Daihatsu Kogyo<br>2×150kW 225V 60c/s |
| **640918**<br>PFPU<br><br>Df Esd<br>Pfd Rdr<br>RTm | **L.R. KOOLEMANS BEYNEN**<br><br>**N.V. Verre Viss. Maats.**<br>Netherland | **321**<br>138<br>— | | **1964** Dok & Schpsb. Maats. "Makkum"—Makkum<br>142' 3" 23' 11" 9' 7½"<br>127' 0" 23' 7½" 13' 1" | **M Trawler** | Oil 4SA 8Cy. 320×<br>1300bhp<br>Motorenw. Mannheim |
| **542788**<br><br>324018 | **LS 74**<br>exPesco 26–63<br>**Rompin Mining Co. Ltd.**<br>Penang Malaysian | **170**<br>164<br>316 | ✠100A1 SS 4/65<br>Singapore home trade service<br>EL (b) | **1961–2** Taikoo D. & E. Co.—H.Kg<br>89' 1" 29' 1" 6' 4½"<br>88' 0" 28' 0" 8' 0"<br>1 dk<br>2BH<br>rf nil | Barge | |
| **527551**<br><br>324019 | **LS 75**<br>exPesco 27–63<br>**Rompin Mining Co. Ltd.**<br>Penang Malaysian | **170**<br>164<br>316 | ✠100A1 SS 5/65<br>Singapore home trade service<br>EL (b) | **1961–2** Taikoo D. & E. Co.—H.Kg<br>89' 1" 29' 1" 6' 4½"<br>88' 0" 28' 0" 8' 0"<br>1 dk<br>2BH<br>rf nil | Barge | |
| **527548**<br><br>324022 | **LS 87**<br>exPesco 24–63<br>**Rompin Mining Co. Ltd.**<br>Penang Malaysian | **163**<br>157<br>301 | ✠100A1 SS 5/65<br>oil tanker Singapore home trade service<br>EL (b) | **1961–3** Taikoo D. & E. Co.—H.Kg<br>89' 1" 29' 1" 6' 4½"<br>88' 0" 28' 0" 8' 0"<br>1 dk<br>3BH<br>rf 4" | Oil Barge<br>4 Ta | |
| **527549**<br><br>324023 | **LS 88**<br>exPesco 25–63<br>**Rompin Mining Co. Ltd.**<br>Penang Malaysian | **163**<br>157<br>301 | ✠100A1 SS 5/65<br>oil tanker Singapore home trade service<br>EL (b) | **1961–3** Taikoo D. & E. Co.—H.Kg<br>89' 1" 29' 1" 6' 4½"<br>88' 0" 28' 0" 8' 0"<br>1 dk<br>3BH<br>rf 4" | Oil Barge<br>4 Ta | |
| **542449**<br><br>324024 | **LS 89**<br>exPesco 28–63<br>**Rompin Mining Co. Ltd.**<br>Penang Malaysian | **378**<br>331<br>— | ✠100A1 SS 4/66<br>oil tanker Singapore home trade service<br>EL f | **1962–3** Taikoo D. & E. Co.—H.Kg<br>141' 4" 31' 5" 8' 6½"<br>...<br>1 dk<br>8BH<br>rf 6" WB171t | Oil Barge | |
| **540644**<br>DZLB<br>207751 | **LSCO BAUAN**<br>exCaltex Mindanao–63<br>exCaltex 85–54 exGlobe–49<br>**Luzon Stevedoring Corp.**<br>Batangas Philippine | **695**<br>387<br>1015 | AB | **1944** Odenbach S.B. Corp.—Rochester, N.Y<br>182' 6" 30' 2" 11' 3"<br>179' 4" 30' 0" 13' 6"<br>P38' F23' 1 dk<br>rf nil | TM Tanker Mchy.aft<br>6 Ta<br>L.38387 | 2 Oil 2SA each 4Cy.<br>700bhp<br>Clark Bros. Co. Inc. |
| **520023**<br>DZTF<br>210464<br>Esd Rdr | **LSCO KABIBI**<br><br>**Luzon Stevedoring Corp.**<br>Batangas Philippine | **1904**<br>1066<br>2882 | AB | **1962** Osaka Zosensho—Osa<br>275' 3" 40' 10" 18' 4¾"<br>254' 2" 40' 8" 22' 2"<br>P79' F38' 1 dk<br>RW<br>rf 1" | M Tanker Mchy.aft<br>8 Ta<br>L.114339<br>HeCls. C | Oil 2SA 6Cy. 350×<br>1680bhp B&W<br>Hitachi Zosen |
| **660750**<br>DUJM<br>211530<br>Df | **LSCO LAKANDULA**<br>exY 101–65<br>**Luzon Stevedoring Corp.**<br>Batangas Philippine | **664**<br>278<br>1015 | AB | **1944** Odenbach S.B. Corp.—Rochester, N.Y<br>30' 2" 11' 2½"<br>179' 4" 30' 0" 13' 6"<br>P38' F23' 1 dk<br>rf nil | TM Tanker Mchy aft<br>6 Ta | 2 Oil 4SA each 6Cy.<br>630bhp<br>Cooper-Bessemer |
| **536332**<br><br><br>Rdr | **LSCO LIMAY**<br>exTokachi Maru–64<br>**Luzon Stevedoring Corp.**<br>Philippine | **1530**<br>875<br>2332 | AB | **1961** Shikoku Dock Co.—Takamatsu<br>*229-7'* 38' 6" 17' 11½"<br>226' 4" 38' 4" 19' 4"<br>P55' F30' 1 dk<br>RW<br>rf 8" | M Tanker Mchy.aft<br>8 Ta | Oil 4SA 6Cy.<br>1500bhp<br>Akasaka Tekkosho |
| **501885**<br><br><br>Df Esd<br>Gc Rdr | **LSCO PANDACAN**<br>exAnne–64<br>exBritish Warrior–61<br>**Luzon Stevedoring Corp.**<br>Batangas Philippine | **5943**<br>3388<br>— | ✠100A1 SS 3/67<br>oil tanker<br>✠LMC<br>MN490 EL z | **1951–7** J. L. Thompson & Sons Ltd.—Sld<br>422' 10" 56' 4" 25' 0½"<br>400' 0" 56' 0" 30' 1"<br>P90' B46' F37' 1 dk<br>RW 16BH<br>WB243t | M Tanker Mchy.aft<br>24 Ta<br>L.397970<br>HeCls. B | Oil 2SA 3Cy.<br>2250bhp<br>Wm. Doxford<br>2AuxB 150 |

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| **SCO PLATYPUS**<br>Ciudad de Manta–65<br>Republica del Ecuador–65<br>Jacob's Ladder–47<br>**uzon Stevedoring Corp.**<br>Philippine<br>anila | 4010<br>2557<br>5737 | AB | **1945** W. Butler (S.Bs) Inc.—Superior<br>338′ 8″ 50′ 4″ 23′ 5″<br>321′ 4″ 50 0″ 29′ 0″<br>1 dk 2nd dk aft<br>conv dry cargo ship 65<br>rf nil | M Ore/Oil Carrier Mchy.aft<br>3 Ho 11 Ta<br>3 Ha | Oil 2SA 6Cy. 545×735 mm<br>1700bhp Sulzer 374t<br>Nordberg Mfg Co. Milwaukee |
| **SCO TABANGAO**<br>**zon Stevedoring Corp.**<br>Philippine<br>atangas | 2912<br>1647<br>4694 | AB | **1962** Osaka Zosensho—Osa<br>330′ 0″ 46′ 9″ 20′ 8⅛″<br>308′ 5″ 46′ 7″ 25′ 1″<br>P94′ F27′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>10 Ta<br>L.195213 HeCls. C | Oil 2SA 7Cy. 350×620 mm<br>1960bhp B&W 270t–7pd<br>Hitachi Zosen Osa<br>11¼k |
| **SCO TACLOBO**<br>**zon Stevedoring Corp.**<br>Philippine<br>atangas | 1544<br>799<br>2101 | AB | **1962** Osaka Zosensho—Osa<br>*241·2′* 38′ 3″ 17′ 3¼″<br>239′ 6″ 38′ 0½″ 20′ 0″<br>1 dk<br>RW<br>rf 1″ | M Tanker Mchy.aft<br>8 Ta<br>L.88801 HeCls. C | Oil 2SA 8Cy. 280×500 mm<br>1380bhp B&W 144t–5pd<br>Hitachi Zosen Osa<br>17k |
| **SCO VUNG TAU**<br>Millers Canopus–66<br>Merchant Knight–63<br>**zon Stevedoring Corp.**<br>Philippine | 10172<br>5854<br>15330 | **✠100A1** SS 10/63<br>oil tanker<br>**✠LMC**<br>MN890 EL e†2¼″SQ | **1952–9** Sir J. Laing & Sons Ltd.—Sld<br>505′ 6″ 67′ 6″ 29′ 1″<br>475′ 0″ 67′ 5″ 37′ 4″<br>P99′ B43′ F45′ 1 dk<br>RW 15BH<br>WB328t | M Tanker Mchy.aft<br>24 Ta<br>L.12800 HeCls. BC | Oil 2SA 4Cy 670×2320 mm<br>4450bhp Doxford 1271t–14pd<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2AuxB 160lb 12¾k |
| **SCO WAWA**<br>Yo–46 exBullwheel<br>**zon Stevedoring Corp.**<br>Philippine<br>atangas | 1243<br>581<br>2085 | AB | **1942** Lake Superior S.B.—<br>Superior, Wis<br>37′ 9″ 16′ 7⅞″<br>222′ 0″ 37′ 0″ 19′ 3″<br>1 dk<br>rf nil | TD-E Tanker Mchy.aft<br>12 Ta | 2 Oil each 6Cy. 12″×15″ 1300bhp with elec. drive<br>Enterprise Engine Co. |
| **STARITA**<br>**cietà Rimorchiatori**<br>**apoletani**<br>ples<br>Italian | 180<br>27<br>— | RI | **1930** Off. & Cant. Partenopei—Nap<br>106′ 7″ 22′ 1″ 13′ 1″<br>99′ 5″ 22′ 0″<br>R | S Tug<br>Der 1(1½) | T 3Cy. 14 3/16″ 22¾″ & 36⅝″×22¾″<br>716ihp<br>Off. & Cant. Partenopei Nap<br>1×5kW 110V d.c. |
| **W. SWEET**<br>R.H. McElroy–55<br>**ion Oil Co. of California**<br>nsville<br>United States | 506<br>344<br>— | | **1950** Sturgeon Bay S.B. & D.D. Co.—<br>Sturgeon Bay<br>*108·4′* 45′ 1″<br>118′ 0″ 45′ 0″ 11′ 3″ | TM Tug<br>4W | 2 Oil 2SA each 10Cy. 215×255 mm sr geared<br>3200bhp Emade43fitted50 125t<br>Fairbanks, Morse & Co. Beloit<br>8k |
| **FRICAIN**<br>**ement So. Lu.**<br>**o.-Lecuona**<br>onne<br>French | 194<br>70<br>— | BV<br>**BURNT 7/65** | **1958** Ch. Chauffeteau—Sables d'Olonne<br>*92·4′* 24′ 9″<br>… … … | Wood M Fishing | Oil 4SA 12Cy. 175×180 mm<br>500bhp<br>Soc. Alsacienne Con. Méc. Mulhouse<br>10¾k |
| **IGLON**<br>Port-Lay–55<br>**es Talleux**<br>nkirk<br>French | 120<br>—<br>— | | **1947** Ch. Joostens—Niel<br>*95·2′* 23′ 6″<br>… … … | Wood M Trawler | Oil 4SA 6Cy. 285×420 mm<br>Soc. Gén. de Const. Méc.<br>La Courneuve |
| **LSACIENNE**<br>**ement Aubert-Jan**<br>ncarneau<br>French | 113<br>42<br>— | BV | **1958** Ch. A. Dupret—Gujan-Mestras<br>*80·4′* 20′ 8″<br>… … … | Wood M Fishing<br>1 Ha (3½′×3¼′)<br>Der 1(2½) | Oil 4SA 8Cy. 175×180 mm<br>335bhp 19t<br>Soc. Alsacienne Con. Méc. Mulhouse<br>10½k |
| **RMORICAIN**<br>Urmajo–61 exEgina–55<br>**c. Bretonne de Cabotage**<br>ence Maritime de l'Ouest<br>mpol<br>French | 498<br>308<br>817 | **✠100A1** SS 8/68 ~~SS 5/64~~<br>Str. nav. ice<br>**✠LMC**<br>MN100 EL h | **1949–11** Zaanlandsche Schps. Maats.—<br>Zaandam<br>183′ 6″ 28′ 6″ 11′ 4½″<br>169′ 3″ 28′ 5″ 12′ 7″<br>Q39′ F28′ 1 dk<br>3BH<br>WB243t | M Mchy.aft<br>1 Ho 111½′<br>G.37000 B.35000<br>2 Ha (each 41½′×16½′)<br>2W Der 2(2½) | Oil 4SA 8Cy. 270×500 mm<br>500bhp 19t<br>N.V. Werkspoor Ams<br>10k |
| **QUIPE**<br>Gascogne–56<br>**assius & Cie.**<br>Rochelle<br>French | 318<br>102<br>— | BV | **1946** J. Lewis & Sons Ltd.—Abn<br>*129·6′* 24′ 7″<br>… … … | M Trawler<br>3 Ha (3¼′×3¼′) ″(3½′×3½′) | Oil 4SA 8Cy. 315×480 mm<br>800bhp NE56 97t<br>Etab. Duvant Vln<br>11k |
| **SPADON**<br>**abre, Nicot & Cie.**<br>ncarneau<br>French | 143<br>42<br>— | BV | **1957** S.I.C.C. Na. (Anc. Ch. Mougin)—<br>St.M<br>*88·8′* 22′ 8″<br>… … … | M Trawler<br>2 Ha (each 3¼′×3¼′)<br>Der 1(3) | Oil 4SA 6Cy. 255×300 mm<br>570bhp NE61 28¾t<br>Etab. Duvant Vln<br>11k |
| **ASIS**<br>**Daniel**<br>French | 122<br>36<br>— | BV | **1958** Ch. "Espoir Sablais"—Sables<br>d'Olonne<br>*77·7′* 23′ 4″<br>… … … | Wood M Fishing<br>1 Ha (3¼′×3¼′) | Oil 4SA 8Cy. 220×320 mm<br>330bhp<br>Cie. de Const. Méc. Lorient<br>9½k |

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| 520039 | **LA AMERICANA**<br>**Naviera Dominicana**<br>**C. por A.**<br>Santo Domingo Dominican | 170<br>127<br>— | | | 1943........................Santo Domingo<br>*106·3'* 23' 8"<br>... ... ... | Wood M | Oil |
| 520040<br>TPVF<br>Df Esd<br>Pfd RT | **LA BALLERINE**<br>**Tonnerre & Cie.**<br>Lorient French | 104<br>17<br>— | | BV | 1956 Ch. Louis Bonnec—Lorient<br>*75·2'* 21' 2"<br>... ... ... | Wood M Trawler<br>1 Ha (3½'×3½')<br>Der 1(1) | Oil 4SA 8Cy. 150×180 m<br>230bhp |
| 640303<br>TPCN<br>Df Esd<br>RT | **LA BARBADE**<br>**Joseph Riou & Cie.**<br>Camaret French | 328<br>200<br>— | | BV | 1963 A. Peron—Camaret<br>*107·6'* 26' 10"<br>26' 8" | Wood M Fishing | Oil 4SA 12Cy. 175×180 m<br>550bhp<br>Soc. Alsacienne Con. M |
| 652375<br>FTDV<br>Esd Rdr<br>RT | **LA BARDELIERE**<br>**Soc. Malouine de Pêche**<br>**Fraiche**<br>St. Malo French | 118<br>42<br>— | | BV | 1965 Chant. J. Bellott—Cherbourg<br>*71·2'*<br>... ... ... | Wood M Trawler<br>4 Ha (2½'×2½') (2¾'×3') (8¼'×9')<br>(2'×2) | Oil 4SA 8Cy. 185×200 m<br>400bhp<br>Moteurs Baudouin |
| 520041<br>FPXU<br>Df Esd<br>Gc<br>RTm/v | **LA BAULE**<br>**Cie. Générale**<br>**Transatlantique**<br>Havre French | 4311<br>2160<br>5700 | ✠100A1<br>with freeboard<br>✠**LMC**<br>**Lloyd's RMC** | SS 9/65<br>EL z | 1949–4 Canadian Vickers Ltd.—Mtl<br>420' 6" 55' 1" 22' 9"<br>395' 7" 55' 0" 33' 6"<br>F46' 2 dks & S dk<br>Coll BH to S dk 5 to 2nd dk<br>rf 6" WB1000t incl. DT183t | M Ref OSD<br>5 Ho 60½', 57¾', 40', 59¾', 42½'<br>G.300191 B.272092 In.11570<br>5 Ha (stl) (33¾', 32½', 20', 30',<br>22½'×17¾')<br>12W Der 2(8) 8(5) 2(2) | Oil 2SA 10Cy. 620×11<br>5500bhp B&W<br>Harland & Wolff Ltd.<br>3×225kW 220V d.c. |
| 520042<br>TPUY | **LA BELLE POULE**<br>**Soc. Cherbourgeoise**<br>**d' Armement à la Pêche**<br>Cherbourg French | 102<br>14<br>— | | | 1956 Ch. J. Bellot—Chb<br>*68·5'* 21' 6"<br>... ... ... | Wood M Trawler | Oil 4SA 8Cy. 230×330 m<br>Etab. Duvant |
| 652245<br>ZIRF<br>317387<br>Df Esd<br>Gc Rdr<br>RTm | **LA BONITA**<br>**Marine Trading Ltd.**<br>Nassau British | 1442<br>1013<br>2364 | ✠100A1<br>✠**LMC**<br>MN320 | EL p 1⅜"SQ | 1965–12 Jadewerft G.m.b.H.—<br>Wilhelmshaven<br>238' 10" 45' 4" 17' 5"<br>216' 0" 44' 11" 20' 9"<br>P40' F22' 2 dks<br>NS in 'tween dks 3 BH<br>rf nil WB338t | M CSD Mchy.aft<br>1 Ho 143¾'<br>G.99341 B.93018<br>3 Ha (stl)( 32½ ' 44', 32½'×23½')<br>Cr 2(19½) 1(17) | Oil 4SA 6Cy. 400×60<br>1600bhp<br>Masch. Augsburg-Nür<br>2×125kW 266/460V |
| 520043<br>FOER<br>Df Esd<br>Gc Rdr<br>RTv | **LA BOURDONNAIS**<br>**Compagnie des**<br>**Messageries Maritimes**<br>Marseilles French<br>Now **KNOSSOS** See New Entries No. 9 | 10886<br>5935<br>5965 | | BV | 1953 Arsenal de Lorient—Lorient<br>492' 5" 64' 4" 24' 5"<br>64' 1"<br>B178' 2 dks<br>RW | TM (346P) Ref CSD<br>6 Ho 36½', 52½', 48½', 48½' 50½', 46½<br>G.320100 B.291013 In.18003<br>6 Ha (stl) (18'×14½') (27'×21½')<br>(12¾', 14½'×13½') (27½'×21½')<br>(17¾'×15½') | 2 Oil 2SA each 10Cy<br>10300bhp<br>Ch. & At. de St. Nazaire<br>4×360kW 380V 50c/s a.c. |
| 520044<br>FOOV | **LA BRETONNIÈRE**<br>exGreetings–49 exGruessgott<br>**Cie. Cherbourgeoise de**<br>**Remorquage & de**<br>**Sauvetage**<br>Cherbourg French | 781<br>290<br>— | 100A1<br>tender<br>**LMC** | Dr 11/63<br>EL I | 1914 Nüscke & Co. A.G.—Stn<br>207' 4" 41' 4" 10' 8¾"<br>206' 6" 31' 3" 13' 7"<br>B62' F43' 1 dk (stl-ws)<br>R 8BH<br>WB96t | TS Tender (343P)<br>2W | T 6Cy. 14$\frac{13}{16}$" 24$\frac{1}{16}$" &<br>1375ihp<br>Bremer Vulkan<br>2 SB 200lb hs(5300)<br>✠NBmade44fitted<br>3×15, 7, 5kW 110V d.c. |
| 520045<br>VYLX<br>178231<br>Rdr RT | **LA BRISE**<br>exSea Giant–60<br>**Vancouver Tug Boat Co. Ltd.**<br>Vancouver Canadian | 182<br>36<br>— | | | 1944 Pacific B.B. Co.—Tac<br>100' 0" 24' 4" 14' 0"<br>24' 2" | Wood M Tug<br>1 Ho 15'<br>1 Ha (6½'×8½') | Oil 12Cy. 6½"×8"<br>NE62<br>Caterpillar Tractor Co. |
| 520047<br>FOAE | **LA CALYPSO**<br>exCalypso G–51<br>**Société Calypso**<br>Toulon French | 332<br>—<br>— | | | 1942 Ballard Marine Rly Co.—Sea<br>*128·5'* 24' 6"<br>... ... ...<br>conv yacht 51 | Wood TM Research Ship | 2 Oil each 8Cy. 165×1<br>General Motors Corp. |
| 650554<br>FNOK<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **LA CANCHE**<br>**Poller Frères & Cie.**<br>Boulogne French | 490<br>151<br>382 | | BV | 1965 A.G. "Weser" Werk Seebeck—Bhn<br>173' 4" 31' 4"<br>150' 1" 31' 2" 22' 4"<br>2 dks | D-E Stern Trawler<br>2 Ha (each 4½'×8¾') | 2 Oil 4SA each 8C<br>driving 2 gen. each<br>connected to 2 elec.<br>shaft<br>1800shp<br>Klöckner-Humboldt-De<br>1×80kW 380V 50c/s a.c.<br>Controllable pitch prop |
| 520048 | **LA CARRIERE**<br>**Texaco Trinidad Inc.**<br>*Port of Spain* British | 164<br>49<br>— | ✠100A1<br>tug<br>Lesser Antilles & Gulf of<br>Paria service<br>✠**LMC**<br>MN238 | SS 10/67<br>EL (b) | 1959–3 Dorset Lake Shipyard Ltd.—Poo<br>98' 0" 25' 11" 9' 0"<br>88' 3" 24' 7" 11' 6"<br>5BH<br>BK2" WB29t | M Tug | 2 Oil 4SA each 8C<br>clutch & sr gearing<br>1188bhp<br>Lister Blackstone |

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| **A CARTUJA**<br>Canton Pequeño-66<br>**aviera del Odiel S.A.**<br>uelva Spanish | 951<br>450<br>1200 | <br><br>BV | 1960 Astano S.A.—Frl<br>226′ 5″ 36′ 4″ 14′ 6½″<br>210′ 0″ 36′ 1″ 16′ 6″<br>1 dk<br>RW | M (2P) Mchy.aft<br>2 Ho 53¾′, 70′<br>G.66850 B.62154<br>2 Ha (stl) (37¾′×18′) (41′×21¼′)<br>4W Der 4(3) | Oil 2SA 8Cy. 340×570 mm<br>1250bhp Atlas Polar 175t (d.o)<br>Soc. Española de Const. Nav.<br>San Carlos<br>2×60kW 220V d.c. 12k |
| **A CHACRA**<br><br>**uries Markes Ltd.**<br>ondon British | 16599<br>10347<br>~~28140~~<br>24275 | ✠100A1 SS 4/67<br>strengthened for ore cargoes—Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN1800 EL I†2⅛″SQ | 1963–4 Ch. Nav. de la Ciotat—La Ciotat<br>617′ 3″ 75′ 4″ 31′ 10″<br>578′ 3″ 74′11½″ 45′ 11″<br>P102′ F47′ 1 dk<br>9BH<br>rf nil WB11265t incl. Side & topside tanks in holds 6133t | M Bulk Carrier (2P) Mchy.aft<br>7 Ho 50½′, 72¼′, 51¾′, 75′, 51¾′, 75′, 40¼′<br>G.1192576<br>10 Ha (stl) (29½′×29¼′) (26′, 26′, 40′, 26′, 26′, 39¼′, 26′, 26′, 26′×44¾′) | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer 1972t (hvf)<br>Soc. des For. de la Méditérranée Hav<br>2AuxB (1 o.f 1 ex.g) 85℔<br>3×365kW 440V 60c/s a.c.<br>Thw. thrust propeller fwd 15¼k |
| **A CHICHARRA**<br>Alejandro Cinco-50<br>**ndustrial Pesquera Santurzana S.A.**<br>asajes Spanish | 112<br>41<br>— | | 1948 Alejandro Bengoechea & Co.—Bbo<br>*75·8′* 17′ 7″<br>… … … | S Trawler | T 3Cy. 7″ 12½″ & 20$\frac{3}{16}$″×12$\frac{5}{8}$″<br>145ihp (o.f)<br>Alejandro Bengoechea & Co. Bbo |
| **A CIENCIA**<br><br>**ichfield Oil Corp.**<br>s Angeles United States | 250<br>113<br>200 | | 1944 ………………….City Island, N.Y<br>136′ 0″ 24′ 7″ 9′ 0″<br>130′ 7″ 24′ 6″ 11′ 11″ | Wood M | Oil<br>1000bhp 19t (d.o)<br>2×30kW 110V d.c. 11k |
| **A CINTA**<br>a Rabida-67<br>**aviera del Odiel S.A.**<br>go Spanish | 1286<br>577<br>1996 | ✠100A1<br>~~Ice Class 3~~<br>✠LMC<br>MN448 EL r 1½″SQ | 1966–6 Ast. Construcciones S.A.—Vgo<br>284′ 2″ 41′ 9″ 15′ 9½″<br>252′ 4″ 41′ 7½″ 24′ 7″<br>F33′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 4″ | M OSD Mchy.aft<br>3 Ho 49¼′, 68¾′, 45¼′<br>G.143519 B.136704<br>3 Ha (stl) (29½′, 48¼′, 29½′×21½′)<br>8W Der 8(3) | Oil 2SA 8Cy. 350×620 mm<br>2240bhp 164t (d.o)<br>La Maquinista Terrestre y Mar Bcl<br>3×75kW 220V d.c. 14k |
| **A COLINA**<br><br>**uries Markes Ltd.**<br>ndon British | 7216<br>2959<br>9920 | <br><br>BV | 1958 Ch. Reunis Loire-Normandie—Gd. Quevilly<br>427′ 0″ 57′ 2″ 25′ 2″<br>410′ 7″ 56′ 11″ 30′ 6″<br>P106′ B77′ F52′ 1 dk<br>rf 3″ | M Ore Carrier Mchy.aft<br>3 Ho 115½′, 113′, 41½′<br>G.282550<br>5 Ha (stl) (37½′, 37½′, 37½′, 37½′×32¾′) (11¾′×16¼′)<br>1W Der 2(3) | 2 Oil 4SA each 8Cy. 420×660 mm geared to sc. shaft<br>4000bhp 600t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×248kW 440V 60c/s a.c. 13k |
| **COMÈTE**<br><br>**n Gourmelen**<br>maret French | 230<br>129<br>— | <br><br>BV | 1962 Ch. A. Peron—Camaret<br>*90·2′* 25′ 2″<br>… … … | Wood M Fishing<br>4 Ha (2¾′×2¼′) (4½′, 4½′×3¼′) (5¼′×5¼′) | Oil 4SA 5Cy. 220×320 mm<br>300bhp 50t<br>Cie. de Const. Méc. Lorient<br>9k |
| **COUBRE**<br><br>**Générale**<br>**ransatlantique**<br>tes French | 4310<br>2156<br>5700 | ✠100A1 SS 4/65<br>with freeboard<br>**LMC**<br>**Lloyd's RMC**<br>EL z | 1948-7 Canadian Vickers Ltd.—Mtl<br>420′ 6″ 55′ 2″ 22′ 3″<br>395′ 7″ 55′ 0″ 33′ 6″<br>F46′ 2 dks & S dk<br>Coll BH to S dk 5 to 2nd dk aft end renewed 61<br>rf 6″ WB1003t incl. DTf85t | M Ref OSD<br>5 Ho 60¼′, 57¾′, 40′, 59¾′, 42½′<br>G.300191 B.272092 In.11500<br>5 Ha (stl) (33¾′, 32½′, 20′, 30′, 22½′×17¾′)<br>12W Der 2(8) 8(5) 2(2) | Oil 2SA 10Cy. 620×1150 mm<br>5500bhp B&W 665t (d.o)<br>Harland & Wolff Ltd. Gls<br>3×225kW 220V d.c. 15k |
| **COURONNÉE**<br><br>**ds Commun du Pilotage**<br>**e La Loire**<br>Nazaire French | 263<br>99<br>— | <br><br>BV | 1961 Ch. Réunis Loire-Normandie—Nts<br>116′ 7″ 23′ 9″ 12′ 0″<br>105′ 0″ 23′ 8″<br>2 dks | M Pilot Tender Mchy.aft<br>Der 1(1) | Oil 4SA 6Cy. 315×480 mm<br>600bhp<br>Etab. Duvant Vin<br>11¾k |
| **CRIADA**<br><br>**Cubana de Navegación**<br>**ostanera Soc. Anon.**<br>es Cuban | 185<br>126<br>— | | 1909 J. H. Dialogue & Son—Camden<br>*101·0′* 21′ 6″<br>… … …<br>R | S Tug | C 2Cy. 15″ & 30″×22″ |
| **CROIX DU FIEF**<br>Germon-67<br>**& Consorts**<br>Malo French | 132<br>25<br>— | <br><br>BV | 1955 S.I.C.C. Na. (Anc. Ch. Mougin)—St.M<br>*85·0′* 22′ 8″<br>… … … | M Trawler<br>Der 1(3) 1(1½) | Oil 4SA 6Cy. 230×330 mm<br>570bhp 19t<br>Etab. Duvant Vin<br>11¼k |
| **UCHESSE DE**<br>**RETAGNE**<br>ighton-67<br>**y Lines Ltd.**<br>British | 2875<br>1079<br>456 | ✠A1 SS 12/64<br>with fbd English Channel service<br>✠LMC<br>MN3800 EL (t)1$\frac{7}{16}$″SQ | 1950–4 Wm. Denny & Bros. Ltd.—Dmb<br>311′ 9″ 43′ 5″ 11′ 1¾″<br>299′ 8″ 40′ 8″ 24′ 9″<br>B178′ 1 dk & Prom dk, 3rd dk clear of mchy. space<br>RW 8BH<br>rf 12″ WB198t incl. DTa63t DTsm59t | TS (1450P)<br>1 Ho 32′<br>B.11745<br>2 Ha (each 10′×10′) | 2 S Turb sr geared<br>19000shp 118t (o.f)<br>Wm. Denny & Bros. Ltd. Dmb<br>2WTB 505℔ Spt hs(13485)<br>db 60℔<br>3×150kW 225V d.c. 16k |
| **UCHESSE DE**<br>**RMANDIE**<br>Richard Grenville-64<br>**y Lines Ltd.**<br>British | 913<br>306<br>335 | ✠100A1 Dr 5/64<br>English Channel service<br>✠LMC<br>MN288 EL I | 1931-7 Earle's S.B. & E. Co. Ltd.—Hul<br>180′ 0″ 44 8″ 11′ 9½″<br>170′ 0″ 42′ 6″ 15′ 9″<br>1 dk, 2nd dk except in mchy. space<br>R 7BH<br>rf 24″ | TS | T 6Cy. 16½″ 27″ & 46″×24″<br>1750ihp 40t (o.f)<br>Earle's S.B. & E. Co. Ltd. Hul<br>2 SB 185℔ hs4200 6cf 10k |

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| 651724<br>GQVU<br>307941<br>Df Esd<br>Gc Rdr<br>RTm/v | **LA ESTANCIA**<br>**Buries Markes Ltd.**<br>London British | 29007<br>17984<br>46651 | ✠100A1<br>strengthened for ore cargoes Nos. 1 & 7 holds may be empty<br>✠LMC<br>MN2760 EL ††3¾"SQ | 1965–9 Harland & Wolff Ltd.—Bel<br>720' 0" 92' 4" 40' 1⅜"<br>686' 4" 92' 0" 54' 6"<br>P119' F55' 1 dk<br>NS 12BH<br>rf 5" WB19030t incl. Comb. btm. & side tanks in holds 8966t Topside tanks in holds 8244t | M Bulk Carrier Mchy.aft<br>9 Ho 54', 60', 60', 51', 60', 51', 60', 60', 51'<br>9 Ha (stl) (30', 33', 33', 30', 33', 30', 33', 33', 30'×50') | Oil 2SA 6Cy. 840×18<br>13800bhp<br>Harland & Wolff Ltd.<br>2 AuxB (1 o.f 1 ex.g)<br>3×450kW 440V 60c/s a.c. |
| 520060<br>DZDC<br>202326 | **LA ESTRELLA CALTEX**<br>**Caltex (Philippines) Inc.**<br>Batangas Philippine | 734<br>373<br>900 | AB | 1945 Manitowoc S.B. Co.—Manitowoc<br>174' 0" 32' 2" 13' 5½"<br>166' 2" 32' 0" 15' 0"<br>P58' F33' 1 dk<br>rf 3" | M Tanker Mchy.aft<br>8 Ta<br>L.29845 | Oil 2SA 8Cy. 220×28<br>640bhp<br>General Motors Corp. |
| 520063 | **LA FE**<br>exArgosy<br>**Compania Maritima Continental S.A.**<br>Havana Cuban | *404*<br>*168*<br>— | ✠Classed LR until 5/13 | 1905–2 T. Dobson & Co.—Hessle<br>*151·0'* 24' 1"<br>23' 11"<br>Q81' B11' F17' 1 dk<br>R | S Mchy.aft<br>B.19000 | T 3Cy. 12½" 21" & 34"×2<br>Crabtree & Co. Ltd. |
| 672209<br>Esd RT | **LA FLORIDA I**<br>**Cia. Pesquera La Florida**<br>Chimbote Peruvian | 200<br>89<br>— | GL | 1967 Ast. Pesquera Ind. Callao—Clo<br>*87·9'* 23' 2"<br>11' 4"<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×20<br>380bhp<br>Caterpillar Tractor Co. |
| 520065<br>141341<br>Df Esd<br>Gc Pfd<br>Rdr | **LA FORCE**<br>exArctic Rover–62<br>exA. G. Garrish–58<br>exArmentières–47<br>**Vancouver Tug Boat Co. Ltd.**<br>Vancouver Canadian | 351<br>159<br>— | | 1918 Canadian Vickers Ltd.—Mtl<br>138' 0" 25' 2" 16' 0"<br>... ... ...<br>R conv trawler 47 | M Tug | Oil 4SA 8Cy. 16½"×2<br>Emade45<br>Union Diesel Eng. Co. |
| 520066<br>TVGL | **LA FRANCE**<br>**Cie. Cherbourgeoise de Remorquage & de Sauvetage**<br>Cherbourg French | 751<br>175<br>492 | ✠<br>BV | 1915–10 J. T. Eltringham & Co. Ltd.—Willington<br>*185·1'* 34' 1" 13' 10"<br>... ... ...<br>1 dk<br>R | TS Tender (450P) | T 6Cy. 15" 24½" & 41"×2<br>1000ihp<br>J. T. Eltringham & Co.<br>2×11kW 110V d.c. |
| 671691<br>Esd RT | **LA GALLITE**<br>**Compagnie Tunisienne de Navigation**<br>Tunis Tunisian | ~~499~~ 500<br>— 237<br>780 | BV | 1967 Brodogradiliste "Bijela"—Bijela<br>189' 2" 31' 8" 11' 0"<br>170' 7" 31' 2" 12' 4"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 290×4<br>720bhp B&W<br>"Litostroj" |
| 520067<br>VDMR<br>174071<br>Rdr RT | **LA GARDE**<br>**Vancouver Tug Boat Co. Ltd.**<br>Vancouver Canadian | 128<br>19<br>— | | 1942 Vancouver Tug Boat Co. Ltd.—Vcr<br>*81·7'* 21' 6"<br>... ... ... | Wood M Tug | Oil 4SA 6Cy. 330×4<br>NE55<br>Cooper-Bessemer Co |
| 502130<br>FTSX<br>Df Esd<br>Gc Rdr<br>RT | **LA GAVOTTE**<br>exAra–66<br>**Cie. Franco-Finlandaise de Nav. (Finfranline)**<br>Caen French<br>Now **FAY** See New Entries No. 7 | 1349<br>584<br>1737 | ✠100A1 SS 5/66<br>Str. nav. Ice<br>✠LMC<br>MN220 EL o | 1954–10 Schps. & Mach. "De Merwede"—Hxd<br>247' 1" 37' 2" 15' 11½"<br>226' 5" 37' 1" 18' 1"<br>P80' F28' 1 dk<br>RW 4BH<br>WB352t incl. DTf104t | M Mchy.aft<br>G.84860 B.78945<br>6W | Oil 4SA 8Cy. 390×5<br>1100bhp<br>Werkspoor N.V.<br>db 114lb |
| 520068<br>TOGJ<br>Df Esd<br>RT | **LA GAVOTTE II**<br>**Guillamet-Signour**<br>Concarneau French | 141<br>47<br>278 | BV | 1959 Ch. Maritimes du Midi—Balaguier<br>*84·7'* 25' 2"<br>... ... ... | M Trawler<br>1 Ha (4'×4')<br>Der 1(2½) | Oil 2SA 6Cy. 230×4<br>420bhp<br>Burmeister & Wain |
| 506036<br>EDAU<br>Df RTm | **LA GIRALDA**<br>exCanton Grande–66<br>**Naviera del Odiel S.A.**<br>Huelva Spanish | 951<br>450<br>1200 | BV | 1960 Astano S.A.—Frl<br>226' 5" 36' 4" 14' 6½"<br>210' 0" 36' 1" 16' 6"<br>1 dk<br>RW | M (2P) Mchy.aft<br>2 Ho 53¾', 70'<br>G.66850 B.62154<br>2 Ha (stl) (37¾'×18') (41'×21½')<br>4W Der 4(3) | Oil 2SA 8Cy. 340×5<br>1250bhp Atlas Pol<br>Soc. Española de Con<br>2×60kW 220V d.c. |
| 523114<br>HPIH<br>Df Esd<br>Gc Rdr<br>RTv | **LA GRANDE ABETO**<br>exMeinam–67<br>**Cia. de Nav. Abeto S.A.**<br>Panama Panamanian | 8536<br>4926<br>10647 | BV | 1950 Arsenal de Brest—Brt<br>536' 9" 64' 5" 27' 11"<br>64' 2"<br>B114' F55' 2 dks & S dk<br>RW | TM (12P) Ref OSD<br>6 Ho 43½', 64¾', 69', 62¼', 59', 57½'<br>G.663851 B.603524<br>6 Ha (stl) (24¾', 37', 29', 26½', 28', 23¾'×19¾')<br>20W Der 1(80) 1(40) 4(8) 2(6) 14(5) | 2 Oil 2SA each 8Cy.<br>10000bhp Sulzer<br>Cie. de Const. Méc.<br>3×240kW 220V d.c. |
| 520069<br>TQOC<br>Df Esd<br>Pfd RT | **LA GRANDE CALINE**<br>**Riverais**<br>Etel French | 139<br>37<br>— | BV | 1958 Ch. Roy & Barbeau—Etel<br>*77·9'* 23' 2"<br>... ... ... | Wood M Fishing<br>2 Ha (each 2¾'×3½')<br>Der 1(2) | Oil 4SA 8Cy. 220×2<br>330bhp<br>Cie. de Const. Méc. |
| 520072<br>FPUO<br>Df Esd<br>Gc Rdr<br>RTm/v | **LA HAGUE**<br>**Cie. Générale Transatlantique**<br>Nantes French | 4310<br>2156<br>5440 | BV<br>✠Classed LR until 5/48 | 1947–6 Harland & Wolff Ltd.—Gls<br>420' 1" 55' 1" 22' 3"<br>54' 11"<br>F46' 1 dk & S dk<br>rf 6" | M Ref OSD<br>5 Ho 60½', 57¾', 40', 59¾', 42¼'<br>G.299767 B.269903 In.59939<br>5 Ha (stl) (33½', 32½', 20', 30', 22½'×17¾')<br>12W Der 2(8) 8(5) 2(2) | Oil 2SA 10Cy.<br>6000bhp B&W<br>Harland & Wolff Ltd<br>3×225kW 220V d.c. |

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| **LA HÈVE**<br>Cie. Générale<br>Transatlantique<br>French<br>avre | **4310**<br>2156<br>5440 | ✠Classed LR until 5/48 | BV | **1947–9** Harland & Wolff Ltd.—Gls<br>420′ 1″ 55′ 1″ 22′ 3″<br>54′ 11″<br>F46′ 1 dk & S dk<br>rf 6″ | M Ref OSD<br>5 Ho 59¼′, 57½′, 40′, 59¾′, 42½′<br>G.299767 B.269903 In.59939<br>5 Ha (stl) (33¾′, 32½′, 20′, 30′, 22½′×17¾′)<br>12W Der 2(8) 8(5) 2(2) | Oil 2SA 10Cy. 620×1150 mm<br>6000bhp B&W 665t (d.o)<br>Harland & Wolff Ltd. Gls<br>3×225kW 220V d.c. 15k |
| **LA HORTENSIA**<br>ower Line Ltd.<br>ries Markes Ltd.<br>British<br>ndon | **7029**<br>3700<br>11260<br>**9486**<br>5957<br>13700 | ✠**100A1**<br>✠**LMC**<br>MN1160 | SS 12/65<br>EL d†2¼″SQ | **1961–1** Soc. des For. de la Méditerranée —La Seyne<br>463′ 2″ 61′ 3″ 27′ 0½″/30′ 6¾″<br>439′ 1″ 61′ 0″ 40′ 6″<br>P87′ F43′ 1 dk & S dk<br>7BH<br>rf 3″ DK fwd WB4339t incl. DTm2500t | M OSD/CSD Mchy.aft<br>5 Ho 61¼′, 67¾′, 52¾′, 67¾′, 65¼′<br>G.730017 B.635048<br>5 Ha (stl) (35¾′, 37½′, 22¾′, 37½′, 37½′×25′)<br>10W Der 10(5) | Oil 2SA 7Cy. 630×1300 mm<br>5800bhp Götaverken 1257t (hvf)<br>Soc. des For. de la Méditerranée Hav<br>2AuxB 85lb<br>3×200kW 220V d.c. 14k |
| **LAMBROS M. FATSIS** See New Entries No. 3 | | | | | | |
| **LA ISLA**<br>ime Gómez Pablos<br>Spanish<br>diz | **201**<br>100<br>— | | BV | **1962** Hijos de J. Barreras S.A.—Vgo<br>109′ 3″ 21′ 5″<br>95′ 2″ 21′ 3½″ 12′ 4″<br>RW | M Trawler<br>2 Ha (each 3¼ ×3¼′) | Oil 4SA 6Cy. 270×500 mm<br>430bhp Werkspoor 75t<br>Hijos de J. Barreras S.A. Vgo<br>11½k |
| **LA JEUNE FRANÇAISE**<br>Cie. Générale de Grande<br>Pêche<br>French<br>rdeaux | **1525**<br>797<br>1625 | | BV | **1955** Ch. & At. de St. Nazaire—Gd. Quevilly<br>*229·7′* 39′ 9″<br>223′ 1″ 38′ 5″ 20′ 6″<br>P68′ F54′<br>RW | M Trawler<br>3 Ha (each 6½′×6½′)<br>Der 1(7) | Oil 2SA 5Cy. 500×700 mm<br>1600bhp 432t<br>Nydqvist & Holm A/B Thn<br>12½k |
| **LA JOCONDE**<br>niel Robic & Cie.<br>French | **118**<br>44<br>— | | BV | **1962** Ch. Union & Travail—Sables d'Olonne<br>*77·5′* 21′ 7″<br>… … … | Wood M Fishing | Oil 4SA 6Cy. 220×280 mm<br>435bhp<br>Klöckner-Humboldt-Deutz Kln<br>9½k |
| **LA JOVEN MARIA**<br>vier Saldana<br>Spanish | **650**<br>—<br>— | | | **1967** S.A. Juliana Const. Gijonesa—Gjn<br>151′ 4″ 32′ 4″ 13′ 1″<br>131′ 10″ 32′ 0″ 15′ 9″ | M Fishing | Oil 4SA<br>Maybach Friedrichshafen |
| **LA LAJA**<br>viera del **Odiel S.A.**<br>Spanish | **1286**<br>577<br>1942 | ✠**100A1**<br>Ice Class 3<br>✠**LMC**<br>MN448 | EL r 1½″SQ | **1964–11** Ast. Construcciones S.A.—Vgo<br>284′ 0″ 41′ 9″ 15′ 9½″<br>252′ 2″ 41′ 7½″ 24′ 7″<br>F33′ 1 dk & S dk<br>5BH<br>rf 4″ WB301t | M (4P) OSD Mchy.aft<br>3 Ho 49¼′, 69′, 45¼′<br>2 Ha (stl) (48¼′, 29½′×21¼′)<br>Der 1(15) 8(3) | Oil 2SA 8Cy. 350×620 mm<br>2240bhp B&W (d.o)<br>La Maquinista Terrestre y Mar. Bcl<br>3×65kW 220V d.c. |
| **LIMA**<br>ealengo 18–66<br>lgeneb–66 exYugala–66<br>ublica de **Cuba**<br>presa Consolidada de Nav.<br>ambisa<br>Cuban | **3419**<br>1402<br>3065<br>**4762**<br>2233<br>5885 | ✠**100A1**<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1480 | SS 6/67<br>EL a†2⅜″SQ | **1959–10** Helsingör Skibs. & Msk.—Hsg<br>434′ 7″ 56′ 8″ 20′ 4″/26′ 3″<br>394′ 4″ 56′ 7″ 29′ 6″<br>P18′ B&F366′ 1 dk & S dk, 3rd dk fwd of mchy. space for light cargoes<br>Coll BH to S dk 6 to 2nd dk<br>rf 4″ WB1507t incl. Tunnel tanks 876t | M Ref OSD/CSD<br>5 Ho 65′, 42′, 42′, 60′, 53′<br>In.249440<br>5 Ha (stl) (21¼′, 21′, 21′, 21′, 21′×16¼′)<br>10W Der 10(5) | Oil 2SA 9Cy. 620×1150 mm<br>7400bhp B&W 1250t (hvf)<br>Helsingör Skibs. & Msk. Hsg<br>AuxB 100lb e (ex,g) 100lb<br>4×220V d.c. 19k |
| **LOMA**<br>ries Markes Ltd.<br>British<br>don | **10251**<br>6260<br>14450 | ✠**100A1**<br>✠**LMC**<br>MN1020 | SS 8/64<br>EL e†2¼″SQ | **1959–4** Bartram & Sons Ltd.—Sld<br>493′ 10″ 63′ 2″ 30′ 0½″<br>465′ 10″ 63′ 0″ 41′ 6″<br>P97′ RFD115′ 2 dks<br>NS 7BH<br>rf 6″ DK fwd WB4197t | M Mchy.aft<br>5 Ho 62½′, 67¾′, 57¾′, 66¼′, 71½′<br>G.776050<br>5 Ha (stl) (36′, 35¾′, 35¾′, 35¾′, 35¾′×26′)<br>10W Der 10(5) | Oil 2SA 4Cy. 700×2320 mm<br>5100bhp 837t (hvf)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>2AuxB (1 o.f 1 ex.g) 120lb<br>✠NAuxB (ex.g) 9/65–120lb<br>3×200kW 220V d.c. 14k |
| **MADDALENA**<br>"Tirrenia" **Società per**<br>Azioni di **Navigazione**<br>Italian<br>noa | **494**<br>172<br>170 | | RI | **1966** "Navalmeccanico" Cant. Nav—Castellammare<br>161′ 3″ 33′ 11″ 9′ 10″<br>157′ 6″ 32′ 10″ 16′ 1″<br>Q66′ B74′ 1 dk<br>RW | M Ferry (350P) | 2 Oil 4SA each 6Cy. 320×420 mm<br>1600bhp 42t (d.o)<br>Ansaldo Stab. Mecc. Gen<br>2×88kW 220V 60c/s a.c.<br>Directional propellers 1 fwd 1 aft<br>13¼k |
| **MADELON II**<br>Rivière du Loup–65<br>l'Ile d'Orleans–39<br>vigation **Voyageur, Inc.**<br>Canadian<br>ntreal | **1491**<br>1174<br>— | A–<br>Montreal harbour service<br>**LMC** | Lake SS 5/65 | **1925** Davie S.B. & Rep. Co. Ltd.—Lauzon<br>150′ 0″ 53′ 7″ 14′ 10″<br>144′ 0″ 53′ 6″ 16′ 0″<br>Prom dk 143′ 2 dks<br>R 6BH<br>WB314t incl. DTsf75t | M Ferry | Oil 2SA 9Cy. 290×500 mm<br>1125bhp Sulzer 150t<br>NEmade43refitted58<br>Dominion Eng. Wks Ltd. Mtl<br>db 180lb 10k |
| | | **SANK IN PORT 11/68—CLASS SUSPENDED 11/68** | | | | |
| **MANCHA**<br>~~presa Nacional "Elcano"~~<br>~~la Marina Mercante~~<br>~~tagena~~ ~~Spanish~~<br>aner y Ortiz S.A.<br>encia<br>Spanish | **2889**<br>1402<br>4008 | ✠Class **WITHDRAWN** at Owners' request 7/68 | BV | **1954–3** Bazan Empresa Nac.—Ctg<br>355′ 2″ 48′ 6″ 19′ 11″<br>325′ 8″ 48′ 4″ 28′ 6″<br>F73′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>WB693t | M OSD<br>G.240816 B.220978<br>10W Der 1(25) | Oil 4SA 6Cy. 600×1100 mm<br>2325bhp 325t<br>N.V. Werkspoor Ams<br>db 71lb 13½k |
| **MAREA**<br>s Dreyfus & Co. Ltd.<br>es Markes Ltd.<br>British<br>don | **10112**<br>6287<br>14500 | ✠**100A1**<br>✠**LMC**<br>MN1020 | SS 10/63<br>EL e†2¼″SQ | **1958–10** Bartram & Sons Ltd.—Sld<br>493′ 10″ 63′ 2″ 30′ 0½″<br>465′ 10″ 63′ 0″ 41′ 6″<br>P97′ F40′ 2 dks<br>NS 7BH<br>rf 6″ DK fwd WB4293t | M (2P) Mchy.aft<br>5 Ho 62½′, 67¾′, 57¾′, 66¼′, 71½′<br>G.717500 B.660000<br>5 Ha (stl) (36′, 35¾′, 35¾′, 35¾′, 35¾′×26′)<br>10W Der 10(5) | Oil 2SA 4Cy. 700×2320 mm<br>5100bhp 854t (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2AuxB (1 o.f 1 ex.g) 120lb<br>3×200kW 220V d.c. 14k |

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| 640391<br><br><br>Gc RT | **LA MAREA**<br><br>**V. Estevez Baez**<br>Vigo Spanish | 168<br>66<br>— | | 1963 Ast. Santodomingo—Vgo<br>98' 5" 11' 2"<br>83' 8" 11' 0"<br><br>RW | M Trawler | Oil 4SA<br>450bhp Sulzer<br>Empresa Nacl. "Bazan" |
| 508347<br><br>190476 | **LA MARIE-JO**<br>exCyrius–67<br>~~La Société des Bateaux-Mouches~~ **J. R. Desauteis**<br>Montreal Canadian | 111<br>69<br>— | | 1941 J. J. Taylor & Sons Ltd.—Tto<br>*107·5'* 18' 2"<br>... ... ... | Wood TM | 2 Oil each 12Cy. 110×1<br>Emade44fCad–<br>General Motors Corp. |
| 650100<br><br>Df Esd<br>Rdr RT | **LA MILAGROSA**<br><br>**Antonio Ripoll Ruiz**<br>Malaga Spanish | 168<br>66<br>— | BV | 1964 Ast. Santodomingo—Vgo<br>*88·6'* 22' 6"<br>87' 7" 22' 4" 11' 7" | M Trawler<br><br><br>2 Ha (each 3½'×3½') | Oil 4SA 6Cy. 295×420<br>550bhp<br>La Maquinista Terrestre |
| 530913<br>HPQQ<br>4266-RH<br>Df Esd<br>Pfd Rdr<br>RTm/v | **LA MOLINERA**<br>exSanderstead–67<br>exSamuel Clegg–67<br>**Cia. Nav. La Molinera S.A.**<br>Panama Panamanian | *1773*<br>*1191*<br>2710 | ✠100A1 ~~SS 6/62~~<br>SS 10/67<br>✠LMC<br><br>MN236 EL q 1½"SQ | 1950–1 S. P. Austin & Son Ltd.—Sld<br>270' 6" 39' 6" 17' 1"<br>257' 0" 39' 4" 18' 6"<br>Q158' B20' F25' 1 dk<br>R NS 5BH<br>rf nil WB935t incl. DTm164t | M Mchy.aft<br>3 Ho 65', 54', 49½'<br>B.129000<br>3 Ha (stl) (44'×23') (38', 30'×27')<br>1W | Oil 2SA 8Cy. 340×570<br>1180bhp<br>British Polar Engines Ltd.<br>2×35kW 220V d.c. |
| 520087<br>TQZP | **LA NATIVITÉ**<br><br>**Le Rouxel, Doucet, Lancelle**<br>Cherbourg French | 102<br>34<br>— | | 1959 Ch. Barbanchon & Fils—Chb<br>*67·7'* 20' 10"<br>... ... ... | Wood M Fishing | Oil 4SA 12Cy. 150×180<br><br>Soc. Surgérienne de Con |
| 540646<br>TOBZ<br><br>Df Esd<br>RTh | **LA PAIMPOLAISE**<br>exSonja D–63 exDependent–56<br>**Agence Maritime de l'Ouest**<br>Paimpol French | 455<br>218<br>620 | BV | 1953 D. & J. Boot "De Vooruitgang"—Alp<br>164' 6" 27' 8" 10' 6½"<br>27' 6"<br>1 dk<br>R | M Mchy.aft<br>1 Ho 101½'<br><br>2 Ha (each 41'×16½')<br>Der 2(2) | Oil 4SA 6Cy. 305×460<br>395bhp<br>D. & J. Boot "De Indu |
| 520088<br>FPTI<br><br>Df Esd<br>Gc RT | **LA PALLICE**<br>exAnne Bradstreet–47<br>**French Government (Ministère de la Marine Marchande)**<br>~~Soc. Nav. Delmas-Vieljeux~~<br>La Rochelle French | 7176<br>4380<br>10860 | BV | 1943 South Portland S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks | S Ref<br><br>G.512000 B.448000<br>5 Ha (35', 35', 20', 33½', 30½'×20')<br>Der 1(50) 1(15) 6(10) 6(5) | T 3Cy. 24½" 37" & 70"×<br>2500ihp<br>Harrisburg Mchy. Corp. |
| 520089<br>EARN<br><br>Esd<br>RTm | **LA PALMA**<br><br>**Cia. Trasmediterranea**<br>Santa Cruz Spanish | 894<br>514<br>537 | ✠100A1 SS 2/68 ~~Dr 4/64~~<br>shelter dk with freeboard<br>✠LMC<br><br>MN126 EL m 1 1/16"SQ | 1912–4 W. Harkess & Son Ltd.—Mdb<br>220' 1" 30' 0" 12' 1"<br>210' 0" 29' 10" 19' 6"<br>B72' 1 dk & S dk (teak)<br>R 5BH<br>WB199t | S (190P) OSD<br><br>G.30301 B.28253<br>3 Ha (7½'×10') (10½', 10½'×7½')<br>3W Der 2(3) 2(2) 2(1½) | T 3Cy. 16½" 27" & 44"×<br>700ihp<br>MacColl & Pollock Ltd.<br>2 SB 180lb hs(256 |
| 520091<br>DDKE<br>1138<br>Df Esd<br>RT | **LA PALOMA**<br>exSuntrader–61<br>**Partenreederei m.s. "La Paloma"**<br>Hans Beilken<br>Brake W. German | 497<br>298<br>824 | GL | 1956 Abeking & Rasmussen—Lemwerder<br>194' 11" 30' 11" 10' 11½"<br>177' 2" 30' 10" 12' 8"<br>P&B106' 1 dk<br>RW | M Mchy.aft<br>1 Ho 119'<br>G.37859 B.33515<br>2 Ha<br>2W Der 2(3) | Oil 4SA 8Cy. 290×420<br>500bhp<br>Masch. Kiel A.G. |
| 520092<br>PFNI<br><br>Df | **LA PALOMA**<br>exTonny–56 exBrinda–55<br>**P. & F. Doorenweerd & P. M. v. Putten**<br>Rotterdamse Bevrachtings & Scheepv. Maats. N.V.<br>Kampen Netherland | 200<br>95<br>275 | BV | 1936 J. Koster Hzn. "De Gideon"—Gro<br>*110·7'* 21' 8"<br>... ... ...<br>1 dk<br>R | M Mchy.aft<br><br>G.13030 B.12330<br>2 Ha (14½', 29½'×16½')<br>Der 2(2) | Oil 4SA 3Cy. 242×3<br>185bhp NE62<br>Anglo Belgian S.A. C |
| 520095<br><br><br>Df Esd | **LA PAZ**<br>exAletta–55<br>**Lou Shipping Corporation**<br>Panama Panamanian | 3085<br>1572<br>4035 | ✠Classed LR until 9/56<br><br>BROKEN UP | 1927–5 Caledon S.B. & E. Co. Ltd.—Dun<br>*305·0'* 50' 4" 17' 5½"<br>305' 0" 50' 0" 19' 3"<br>P86' F50' Trunk 169' 1 dk<br>R conv tanker 55 | TM Mchy.aft<br>4 Ho 31½', 63½', 31½', 35½'<br><br>5 Ha (18½', 24', 17½', 18½'×15½') (8½'×9½')<br>Der 10(2) | 2 Oil 4SA each 6Cy.<br><br>Werkspoor N.V.<br>3×20, 20, 15kW 110V |
| 640392<br>XCLP<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **LA PAZ**<br><br>**Caminos y Puentes Federales de Ingresos y Servicios Conexos**<br>Mazatlan Mexican | 2531<br>1050<br>781 | ✠100A1<br><br>✠LMC<br><br>MN1120 EL y 1½"SQ | 1964–7 Kure Zosensho—Kure<br>357' 8" 57' 6" 14' 2"<br>324' 11" 56' 1" 19' 8"<br>B232' 1 dk & S dk, 3rd dk except in mchy. space<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 11" WB545t incl. DTa155t f 83t | TM Ferry (370P) OSD<br>Bow door | 2 Oil 2SA each<br>5600bhp B&W<br>Hitachi Zosen<br>db 92lb<br>3×320kW 450V<br>Thw. thrust propeller |
| 652510<br>FTNJ<br><br>Df Esd<br>Rdr RT | **LA PELAGIA**<br><br>**Institut Scientifique et Technique des Pêches Maritimes**<br>Nantes French | 242<br>77<br>250 | BV | 1965 At. & Ch. de la Manche—Dpe<br>106' 0" 24' 3" 12' 2"<br>90' 0" 24' 1" 13' 4"<br>1 dk | M Research Ship Mchy.aft | 2 Vee Oil 4SA each<br>geared to sc. shaft<br>800bhp<br>Moteurs Baudouin |

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| **PERLE II**<br>Chr. Bjelland–61<br>**uritius Fishing**<br>**Development Ltd.**<br>t Louis British | **348**<br>125<br>— | | **1948** Pusnæs M/V A/S—Arendal<br>154′ 11″ 25′ 6″ 14′ 0″<br>… … …<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 2SA 4Cy. 345×580 mm<br>Nydqvist & Holm A/B Thn |
| **PINTADA**<br>Pintada **Cia. de Nav. S.A.**<br>onrovia Liberian | **10379**<br>6095<br>16870 | AB<br>✠Classed LR until 1/60 | **1958**–10 Ansaldo S.p.A.—Spz<br>544′ 0″ 68′ 11″ 29′ 7¼″<br>502′ 3″ 68′ 7″ 41′ 3″<br>P108′ F52′ 1 dk<br>rf 5″ | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.783660<br>7 Ha<br>12W Der 6(3) | Oil 2SA 7Cy. 750×1320 mm<br>7000bhp 1000t<br>S.A. Fiat S.G.M. Tur<br>15¼k |
| **PLATA**<br>gentine **Government**<br>**(Yacimientos Petroliferos**<br>**Fiscales)**<br>enos Aires Argentine | **11773**<br>6595<br>16030 | ✠Classed LR until 9/64 | **1950**–12 N.V. Mch. Schps. P. Smit, Jr.—Rot<br>557′ 8″ 68′ 3″ 28′ 9½″<br>525′ 11″ 68′ 0″ 37′ 0″<br>P149′ B49′ F52′ 1 dk<br>RW<br>rf nil | TM Tanker Mchy.aft<br>21 Ta<br>L.683942 HeCls. BC | 2 Oil 2SA each 5Cy. 740×1600 mm<br>9300bhp 1181t–35pd<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>16k |
| **PLATA**<br>epublica de Cuba<br>vana Cuban | **7000**<br>3693<br>—<br>**9390**<br>5238<br>13000 | **✠100A1**<br>strengthened for heavy cargoes DTsf—veg. oil<br>Ice Class 2<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1920 EL e†2¼″SQ | **1965**–12 Soc. Española de Const. Nav.—Sestao<br>514′ 7″ 64′ 9″ 29′ $9\frac{5}{16}$″/—<br>470′ 0″ 64′ 6″ 38′ 6″<br>Ba148′ F48′ 1 dk & S dk<br>3 BH to S dk 5 to 2nd dk<br>rf 3″ WB2454t | M Ref OSD/CSD<br>6 Ho<br>In.40000 | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Soc. Española de Const. Nav. Sestao<br>AuxB 100℔ |
| **PLATA MARU**<br>sui-O.S.K. Lines K.K.<br>ka Japanese | **8722**<br>5037<br>11319 | NK | **1955** Mitsubishi Hvy Ind. Reorg.—Kob<br>495′ 9″ 63′ 0″ 29′ 11″<br>459′ 4″ 62′ 10″ 40′ 4″<br>F37′ 2 dks<br>RW | M Ref<br>6 Ho<br>G.539294 B.492253 In.7275<br>6 Ha (20¼′×20′) (41′, 34¼′, 24¼′, 43′×23′) (26½′×20′)<br>18W Der 4(25) 2(15) 12(5) | Oil 2SA 9Cy. 760×1550 mm<br>8500bhp 1651t<br>Mitsubishi Hvy Ind. Reorg. Kob<br>3×170kW 450V a.c. 16¼k |
| **POINTE**<br>ingsway–40<br>couver **Tug Boat Co.**<br>Ltd.<br>couver Canadian | **285**<br>108<br>— | ✠ | **1906**–4 Lytham S.B. & E. Co. Ltd.—Lytham<br>*125·9′* 22′ 1″<br>… … …<br>R conv trawler 40 | M Tug | Oil 6Cy. 16″×20″<br>Emade56fitted59<br>Fairbanks Morse & Co. Cgo |
| **PORTE**<br>ited States **Department of**<br>**Commerce**<br>tland, Or United States | **7606**<br>4549<br>— | AB | **1944** Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 1″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S | 2 S Turb dr geared to sc. shaft<br>9350shp 1177t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg |
| **PORTELA**<br>is **Castro Valverde**<br>o Spanish | **194**<br>97<br>136 | | **1951** Hijos de J. Barreras S.A.—Vgo<br>96′ 2″ 21′ 1″ 11′ 11″<br>20′ 11″<br>F14′ | Wood S Trawler<br>1 Ho 27′ | T 3Cy. 9½″ 15½″ & 26″×16″<br>218ihp 95t (o.f)<br>Hijos de J. Barreras S.A. Vgo<br>9k |
| **POY**<br>agallanico exCap Horn–57<br>stfjord–49<br>io **Justiliano**<br>que Chilean | **229**<br>95<br>— | | **1944** ………………….<br>*141·9′* 22′ 1″<br>21′ 11″<br>1 dk | TM | 2 Oil 4SA each 12Cy. 180×195 mm<br>Davey, Paxman & Co. Ltd. Col |
| **PRIMAVERA**<br>wer Line **Ltd.**<br>ies Markes **Ltd.**<br>don British | T.Mk<br>**6935**<br>3814<br>11678<br>**9415**<br>5793<br>13657 | **✠100A1** SS 8/65<br>**✠LMC**<br>MN1160 EL d†2¼″SQ | **1960**–9 Soc. des For. de la Méditerranée—La Seyne<br>463′ 2″ 61′ 3″ ~~27′ 0″/30′ 6″ — /30′ 6″~~<br>439′ 1″ 61′ 0″ 40′ 6″ 27′ 6½″/30′ 6¾″<br>P87′ F43′ 1 dk & S dk<br>7BH<br>rf 3″ DK fwd WB4339t incl. DTm2500t | M ~~OSD/CSD~~ Mchy.aft<br>5 Ho 61¼′, 67¾′, 52¾′, 67¾′, 65¼′<br>5 Ha (stl) (35¾′, 37½′, 22¾′, 37½′, 37½′×25′)<br>Der 10(5) | Oil 2SA 7Cy. 630×1300 mm<br>5800bhp Götaverken (hvf)<br>Soc. des For. de la Mediterranée Hav<br>✠NAuxB (o.f) 9/64–85℔<br>AuxB (ex.g) 85℔<br>3×200kW 220V d.c. |
| **RABIDA**<br>mpañia **Maritima**<br>"Rio Gulf" **S.A.**<br>lva Spanish | **55000**<br>—<br>95965 | **100A1**<br>oil tanker<br>Class contemplated | Ast. de Cadiz S.A.—Cdz<br>882′ 6″ 128′ 2″ 46′ 2″<br>826′ 10″ 128′ 0″ 60′ 8″ | M Tanker Mchy.aft | Oil 2SA 9Cy. 900×1500 mm<br>Sulzer<br>Ast. de Cadiz S.A. Cdz |
| For later particulars see New Entries No. **11** | | | | | |
| **RAFALE**<br>C.L.F. 6<br>ement **Sanquer**<br>Rochelle French | **231**<br>49<br>98 | BV | **1948** Forg. & Ch. de la Médit.—La Seyne<br>*107·0′* 23′ 1″<br>… … … | M Trawler<br>4 Ha (2½′×3¼′) (2½′×3¾′) (3½′, 3½′×3¾′) | Oil 4SA 6Cy. 315×480 mm<br>600bhp NE59<br>Etab. Duvant Vln |
| **REDONDELA**<br>sueta–60<br>onio **Desardi Perez**<br>Sebastian Spanish | **128**<br>59<br>— | | **1950** Clemente Goldaracena—Pjs<br>98′ 1″ 20′ 0″<br>… … … | Wood M Trawler | Oil 2SA 4Cy. 300×400 mm<br>460bhp 38t (d.o)<br>Kromhout Motorenfab. Ams<br>10½k |
| **REINE**<br>couver **Tug Boat Co.**<br>Ltd.<br>couver Canadian | **207**<br>42<br>— | | **1964** Star Shpyd (Mercers) Ltd.—N. Westminster<br>95′ 3″ 26′ 0″<br>92′ 6″ 25′ 0″ 12′ 0″ | TM Tug | 2 Oil 4SA each 8Cy. 8¼″×11¾″<br>Gebr. Stork & Co. Hengelo |

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| 520111<br>EHAB<br><br>Df Esd<br>Gc Rdr<br>RTm | **LA RIOJA**<br><br>**Marasia S.A.**<br>Cartagena Spanish | **2848**<br>1356<br>3749 | ✠100A1 SS 7/66<br><br>✠LMC<br><br>MN465 EL v | **1953–7** Empresa Nacl. "Bazan"—Ctg<br>355' 2" 48' 7" 19' 11½"<br>325' 8" 48' 5" 28' 6"<br>F73' 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>WB635t | M (12P) OSD<br>3 Ho 43', 94 , 80'<br>G.240816 B.220978<br>5 Ha (stl) (20', 26', 30', 28', 26'×26')<br>10W Der 1(20) 4(5) 6(3) | Oil 4SA 6Cy. 600×1<br>2325bhp<br>N.V. Werkspoor<br>db 71ft<br>3×200kW 220V d.c. |
| 524145<br>EDGE<br><br>Df Esd<br>RTm | **LA ROCINA**<br>exMorcuera–65<br>**Naviera del Odiel S.A.**<br>Huelva Spanish | **656**<br>414<br>855 | | **1961** S.A. Juliana Const. Gijonesa—Gjn<br>179' 1" 29' 8" 13' 2"<br>166' 10" 29' 6" 17' 7"<br>2 dks<br>RW | M CSD Mchy.aft<br>1 Ho 111'<br><br>2 Ha (26', 48½'×13')<br>Der 6(3) | Oil 2SA 7Cy. 300×5<br>1120bhp Smit Bolnes<br>Empresa Nacional "E<br>2×40kW 220V d.c. |
| 520860<br>IMFB<br>423 | **LA SALERNITANA**<br>exLina D'Angelo–66<br>exAntonio Landi–61<br>exCarolina Landi exCarolina<br>exDovere–36 exLavora<br>exElisabetta Z<br>**Antonino Provenzano**<br>Leghorn Italian | **363**<br>286<br>513 | <br><br>RI | **1891** A. Rancallo—Sampierdarena<br>143' 7" 28' 3" 13' 1"<br>128' 9" 28' 1" 14' 3"<br>1 dk<br>R conv sailing ship — len 49 | M<br>1 Ho<br>G.20297<br><br>2W Der 2(1) | Oil 2SA 6Cy. 265×41<br>300bhp NE49<br>S.A. Ansaldo |
| 520114<br>KOEJ<br>251504<br>Df Esd<br>Gc RT | **LA SALLE**<br>exRival–47 exBaxter–46<br>exAntinous<br>**United States Department of Commerce**<br>Mobile United States | **6126**<br>3591<br>10206 | <br><br>AB<br>**BROKEN UP** | **1943** Gulf S.B. Corp.—Mob<br>468' 9" 63' 3" 27' 5¾"<br>445' 4" 63' 0" 31' 3"<br>2 dks & S dk<br>rf nil | S OSD<br>5 Ho<br>G.644866 B.568671<br>5 Ha<br>16W Der 1(30) | 2 S Turb dr geared to<br>6600shp<br>General Electric Co. |
| 652081<br><br><br>Df Esd<br>Rdr RT | **LA SALLE**<br><br>**Fundacion la Salle de Ciencias Naturales**<br>Pampatar Venezuelan | **433**<br>123<br>250 | ✠100A1<br>fishing vessel<br>LMC<br><br>MN160 EL (f)n | **1965–12** Aukra Bruk A/S—Aukra<br>129' 7" 31' 4" 11' 6"<br>110' 0" 31' 2½" 13' 5"<br>B&F72' 1 dk<br>5BH<br>rf 59" BK6" WB10t | M Fishing & Oceanographic Research Ship | Vee Oil 4SA 12Cy.<br>coupling & sr gearing<br>800bhp<br>Caterpillar Tractor Co.<br>Controllable pitch pro |
| 660166<br>GQWU<br>308026<br>Df Esd<br>Gc Rdr<br>RTm/v | **LA SIERRA**<br><br>**Buries Markes Ltd.**<br>London British | **28004**<br>18003<br>46546 | ✠100A1<br>strengthened for ore cargoes, Nos. 1 & 7 holds may be empty<br>✠LMC<br>MN2760 EL (t†)3¾"SQ | **1966–2** Harland & Wolff Ltd.—Bel<br>720' 0" 92' 4" 40' 1½"<br>686' 4" 92' 0" 54' 6"<br>P119' F55' 1 dk<br>NS 12BH<br>rf 5" WB19032t | M Bulk Carrier Mchy.aft<br>9 Ho 54', 60', 60', 51', 60', 51' 60', 60', 51'<br>G.1862400<br>9 Ha (stl) (30', 33', 33', 30', 33', 30', 33', 33', 30'×50')<br>4W Der 2(1½) | Oil 2SA 6Cy. 840×18<br>13800bhp<br>Harland & Wolff Ltd.<br>2AuxB (1 o.f 1 ex.g)<br>3×450kW 440V 60c/s |
| 640740 | **LA SPEZIA**<br><br>**S.A.L.C.I. S.p.A.**<br>Venice Italian | **176**<br>120<br>334 | <br><br>RI | **1963** Cant. Achille Lucchese—Ven<br>105' 0" 24' 8" 7' 6½"<br>101' 9" 24' 7" 8' 10"<br>1 dk | TM Sludge Carrier Mchy.aft<br>1 Ho 59' | 2 Oil 4SA each 6Cy.<br>216bhp Fiat<br>Motori Marini Carraro<br>1×11½kW 220V 50c/s |
| 520117<br>IPDZ<br>600<br>Df Esd<br>RT | **LA TORETTA**<br>exOda–57 exLaudahn<br>**Lugari & Filippi**<br>Leghorn Italian | **689**<br>378<br>— | <br><br>RI | **1929** Deutsche Werke A.G.—Kel<br>*186·5'* 27' 4" 13' 3"<br>173' 2" 27' 2" 15' 9"<br>1 dk<br>R len 62 | M Tanker<br>10 Ta<br>L.24900 HeCls. C | Oil 4SA 6Cy. 350×4<br>550bhp NE42<br>Motorenw. Mannheim |
| 520119<br>TNOJ | **LA TROMBE**<br>exC. L. B.–2<br>**Jules Talleux**<br>Gravelines French | **114**<br>34<br>— | | **1948** Ch. Argentin—Fécamp<br>*80·7'* 21' 1"<br>… … … | Wood M Trawler | Oil<br>NE— Duvant |
| 520120<br>TQWJ<br><br>RT | **LA VARENNE**<br><br>**Société Malouine de Pêche ~~Fraicle~~ Fraiche**<br>St. Malo French | **118**<br>22<br>— | <br><br>BV | **1958** Ch. Krebbs—Concarneau<br>82' 0" 21' 4"<br>… … … | Wood M Fishing<br><br><br>1 Ha (3½'×3½')<br>Der 1(2½) | Oil 4SA 6Cy. 220×<br>375bhp<br>Cie. de Const. Méc. |
| 520121<br>VXFB<br>179470<br>Rdr RT | **LA VERNE**<br><br>**Vancouver Tug Boat Co. Ltd.**<br>Vancouver Canadian | **197**<br>50<br>— | <br><br>✠Classed LR until 8/49 | **1944–7** Vancouver Shpyd Ltd.—Vcr<br>119' 4" 22' 0"<br>… … … | Wood M Tug Mchy.aft | Oil 4SA 8Cy. 370×4<br>Emadel<br>Washington Iron Wo |
| 520123<br>PFMZ<br>11031<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LAARDERKERK**<br><br>**N.V. Vereenigde Nederlandsche Scheepv. Maats.**<br>The Hague Netherland | T.Mk<br>**6572**<br>3803<br>9900<br>**8766**<br>5222<br>— | ✠100A1 ~~SS 9/62~~<br>DTsa—vegetable oil<br>✠LMC SS 12/68<br>✠Lloyd's RMC<br>MN1300 EL d†2¼"SQ | **1958–7** Howaldtswerke Ham. A.G.—Ham<br>479' 2" 66' 2" 26' 3"/28' 9"<br>440' 0" 66' 0" 38' 0"<br>F51' 2 dks, 3rd dk except in aft hold<br>7BH<br>rf 4½" WB1991t incl. DTsa1536t | M (5P) Ref<br>5 Ho 63½', 72½', 61½', 81½', 58'<br>G.570000 B.520000 In.11280<br>5 Ha (stl) (27'×18') (49½', 34', 42', 34'×22')<br>16W Der 1(120) 1(50) 4(10) 12(5) | Oil 2SA 8Cy.<br>6500bhp<br>Gebr. Stork N.V.<br>2AuxB (1 o.f 1 ex.g)<br>3×200kW 220V d.c. |
| 520124<br>UQIR<br>M-26484<br>Df Esd<br>Gc Rdr | **LABINSK**<br><br>**U.S.S.R.**<br>Odessa Russian | **6660**<br>3666<br>—<br>**9820**<br>5261<br>11250 | | **1960** Stocznia Gdanska—Gdk<br>504' 11" 63' 9" 28' 9"<br>63' 6" 41' 2"<br>1 dk & S dk<br>RW | M OSD/CSD<br>5 Ho<br>G.594948<br>5 Ha (24½', 37½', 37½', 37½', 27½'×21½')<br>16W Der 2(10) 14(5) | Oil 2SA 8Cy.<br>8000bhp<br>Fiat S.G.M. |

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| **ABOE**<br>**chseefisch. Kiel G.m.b.H.**<br>W. German | 635<br>207<br>— | | GL | **1954** Kieler Howaldtswerke A.G.—Kel<br>203' 5" 30' 4"<br>180' 6" 30' 3" 16' 5"<br>P4' F32' 1 dk | M Trawler | 2 Oil 4SA 8Cy. & 4Cy. 365×500 mm<br>geared to sc. shaft<br>1530bhp<br>Kieler Howaldtswerke A.G. Kel |
| **ABOE**<br>Marianne C–66<br>Magdalene–61<br>**riet Behrens**<br>ndsburg W. German | **386**<br>254<br>640 | | GL | **1954** Werft Nobiskrug—Rendsburg<br>*161·0'* 26' 4" 9' 9¾"<br>26' 3" 11' 2"<br>P31' B20' F25' 1 dk<br>RW len 56 | M Mchy.aft<br>1 Ho 104¾'<br>G.30760 B.29600<br>3W Der 3(1½) | Oil 4SA 6Cy. 290×420 mm<br>300bhp 10t<br>Masch. Kiel A.G. Kel<br>9k |
| **ABOE**<br>**ieler Verkehrs A.G.**<br>W. German | **140**<br>90<br>— | | GL | **1962** Krögerwerft G.m.b.H.—Rendsburg<br>109' 8" 22' 4" 4' 4⅞"<br>96' 0" 21' 8" 7' 3"<br>1 dk<br>RW | M Ferry (210P) | Oil 4SA 8Cy. 140×180 mm<br>200bhp 2¾t (d.o)<br>Motorenw. Mannheim Mhm<br>11¾k |
| **ABOR**<br>Abeille No. 24–64<br>Vigoureux–51<br>Empire Elinor–46<br>**cietà Rimorchiatori**<br>**Laziali**<br>itavecchia Italian | **280**<br>27<br>— | ✠Classed LR until 12/65 | RI | **1944**–11 Henry Scarr Ltd.—Hessle<br>113' 5" 28' 8" 12' 3¼"<br>105' 0" 26' 6" 13' 6" | S Tug | T 3Cy. 16" 26" & 43"×30"<br>1000ihp 100t (c)<br>C. D. Holmes & Co. Ltd. Hul<br>11½k |
| **ABOR**<br>Gina<br>**alna Plovidba "Ploce"**<br>Yugoslav | **210**<br>156<br>— | | JR | **1946** Brodogradiliste Rovinj—Rovinj<br>113' 2" 26' 3" 11' 5"<br>26' 1"<br>1 dk | Wood M | Oil 4SA 4Cy. 265×410 mm<br>Ansaldo Stab. Mecc. Gen |
| **ABOTAS**<br>**ewe Kustv. Maats. N.V.**<br>enkl. Nederl. Stoomb.<br>ats. N.V.<br>erdam Netherland | T.Mk<br>**499**<br>222 | **✠100A1**<br>Str. nav. ice<br>**✠LMC**<br>MN150 | SS 10/67<br>EL I | **1958**–4 N.V. Scheeps. "Westerbroek"—<br>Westerbroek<br>212' 9" 32' 6" 12' 1¾"<br>196' 0" 32' 2" 19' 0"<br>Ba37' 2 dks<br>RW Coll BH to U dk 3 to 2nd dk<br>rf nil WB143t | M Mchy.aft<br>2 Ho 49', 74¼'<br>B.61600<br>2 Ha (26½', 40'×13¼')<br>6W Der 2(6) 4(3) | Oil 4SA 6Cy. 390×680 mm<br>750bhp 223t (d.o)<br>N.V. Werkspoor Ams<br>3×25kW 110V d.c. 10¾k |
| **BOUR I**<br>**ernment of Iran**<br>**Ministry of Economy,**<br>Ports and **Navigation**<br>**Organisation)**<br>rramshahr Iranian | **184**<br>160<br>— | **✠A1**<br>River Shatt el Arab service | SS 9/64<br>EL (b) ⅞" | **1960**–2 Fa. G. de Vries Lentsch. Schpsw.<br>"Het Fort"—Nieuwendam<br>112' 3" 24' 3" 6' 9"<br>111' 11" 23' 1½" 8' 10"<br>RAD20' RFD20' 1 dk<br>4BH<br>rf nil | Hopper Barge | |

**SURVEYS OVERDUE—CLASS SUSPENDED 1/3/69**

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| **BOUR II**<br>**ernment of Iran**<br>**Ministry of Economy,**<br>Ports and **Navigation**<br>**Organisation)**<br>rramshahr Iranian | **184**<br>160<br>— | **✠A1**<br>River Shatt el Arab service | SS 9/64<br>EL (b) ⅞" | **1960**–4 Fa. G. de Vries Lentsch Schpsw.<br>"Het Fort"—Nieuwendam<br>Re-erected at Khorramshahr **1960**–11<br>112' 3" 24' 3" 6' 9"<br>111' 11" 23' 1½" 8' 10"<br>RAD20' RFD20' 1 dk<br>4BH<br>rf nil | Hopper Barge | |

**SURVEYS OVERDUE—CLASS SUSPENDED 1/3/39**

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| **BRADOC**<br>**M. Paterson & Sons Ltd.**<br>t William Canadian | **3610**<br>2239<br>5565 | **✠100A1**<br>winters in the Great Lakes<br>Ice Class 3<br>**✠LMC**<br>MN800 | EL u $1\frac{11}{16}$"SQ | **1966**–4 Davie S.B. Ltd.—Lauzon<br>315' 0" 49' 6" 23' 0¼"<br>299' 0" 49' 0" 26' 6"<br>P62' Q126' F92' 1 dk<br>NS 5BH<br>rf 3" WB1233t incl. TwDf167t | M Mchy.aft<br>3 Ho 56', 96', 56'<br>G.266000 B.240000<br>4 Ha (stl) (each 30'×30')<br>8W Der 8(5) | 2 Oil 2SA each 12Cy. 8⅛"×20" comb. with sr reverse gear to sc. shaft<br>4000bhp Fairbanks-Morse 320t (d.o.)<br>Canadian Locomotive Co. Ltd. Kin<br>3×165kW 575V 60c/s a.c.<br>Controllable pitch propeller 14k |
| **BRADOR**<br>t forenede<br>**Dampskibs-Selskab. A/S**<br>benhagen Danish | **4430**<br>2333<br>6585 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2400 | EL b†$2\frac{1}{16}$"U2 | **1967**–4 A/S Bergens M/V—Bgn<br>462' 11" 61' 8" 24' 2½"<br>418' 4" 61' 6½" 36' 1"<br>B86' F35' 1 dk & S dk, 3rd dk in No. 4B hold<br>Coll BH to S dk 9 to 2nd dk<br>rf 4" WB1034t | M Ref OSD<br>In.82000<br>Der 1(50) 12(15) 4(10) | Oil 2SA 10Cy. 620×1400 mm<br>12000bhp<br>Burmeister & Wain Cpn<br>WTAuxB 142℔<br>AuxB (o.f) 142℔<br>3×284kW 450V 60c/s a.c. |
| **BRADOR**<br>**ernment of Canada**<br>**nister of Transport)**<br>wa Canadian | **3823**<br>1589<br>1950 | **100A1**<br>**LMC**<br>MN2400 | SS 7/66<br>EL (v) 1⅝"SQ | **1953** Marine Industries Ltd.—Srl<br>269' 0" 63' 10" 30' 1¼"<br>250' 0" 63' 9½" 37' 10"<br>3 dks, 4th dk clear of mchy. space<br>6BH<br>WB268t | TD-E Icebreaker (66P)<br>1 Ho 30¾'<br>1 Ha (stl) (10¾'×10¾')<br>Cr 2(11) Der 2(2½) 1(¼) | 6 Oil 2SA each 10Cy. 8⅛"×20" 12000bhp driving 6 gen. each 1375kW 900V d.c. connected to 2 elec. motors each 5000shp (CC) & sc. shafts<br>Fairbanks, Morse & Co. Beloit<br>3 wtdb 160℔<br>4×312kW 440V 60c/s a.c. |
| **BRADOR**<br>–64 exMax Pust–61<br>**ann Ges.m.b.H.**<br>**ssen T. W.**<br>erhaven W. German | **566**<br>236<br>390 | | GL | **1952** A.G. "Weser" Werk Seebeck—Bhn<br>*174·2'* 28' 8"<br>28' 6" 16' 3"<br>F28' 1 dk<br>RW<br>rf 35" | S Trawler | T 3Cy. 15" 24" & 39½"×26" with LP turb<br>1000ihp<br>A.G. "Weser" Werk Seebeck Bhn<br>2×35, 25kW 110V d.c. |

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| 520135<br>PFMB<br><br>Df Esd<br>Rdr RT | **LABRADOR**<br>exLibra R-61 exIvanilde-57<br>exLibra-57<br>**Rederij Labrador**<br>"Carebeka" N.V.<br>Rotterdam Netherland | 500<br>303<br>890 | ✠100A1<br><br>✠LMC<br><br>MN108 | SS 5/64<br><br><br><br>EL j | 1956-10 Schps. Waterhuizen J. Pattje—Waterhuizen<br>192' 11" 30' 3" 11' 10⅝"<br>177' 2" 29' 8¼" 13' 8"<br>P51' F31' 1 dk<br>RW 3BH<br>rf 2" WB283t incl. Dk tanks 60t | M Mchy.aft<br><br>G.38200 B.34500 | Oil 4SA 8Cy. 270×<br>540bhp<br>N.V. Werkspoor |
| 520136<br>WP8874<br>284504<br>Pfd Rdr<br>RTm/v | **LABRADOR**<br>exLupe-62<br>**H. A. Daubenspeck**<br>Seattle United States | 197<br>134<br>— | | | 1942 Basalt Rock Co. Inc.—Napa, Cal<br>*125·9'* 30' 1" 10' 7¾"<br>125' 9" 30' 0" 11' 0" | TM Salvage Tug<br><br><br><br>Cr 1(3) | 2 Oil 4SA each 6Cy.<br>600bhp<br>Union Diesel Eng. Co.<br>3×60kW 120V d.c. |
| 630464<br><br>459<br>Esd Rdr<br>RT | **LABRADOR**<br><br>**A. Gasparoni**<br>Ancona Italian | 108<br>33<br>— | | | 1967 Cant. Nav. Mario Morini—Anc<br>97' 1" 21' 0" 9' 2"<br>71' 2" 20' 6" 10' 5"<br>2 dks | Wood M Fishing Mchy.aft | Oil 4SA 6Cy.<br>350bhp<br>Atlas-Mak Masch. |
| 520137<br>PKVZ<br><br>Esd RT | **LABU**<br><br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 840<br>355<br>942 | | ~~BV~~ | 1962 Brodogradiliste "J. L. Mosor"—Trogir<br>227' 8" 34' 6" 12' 7½"<br>198' 10" 34' 5½"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br><br><br>2 Ha (each 31½'×16½')<br>Der 2(5) 2(3) | Oil 2SA 8Cy. 290×<br>960bhp B&W–Alpha<br>"Litostroj" |
| 520138<br>HPAF<br>3726HK<br>Df Esd<br>Pfd Rdr<br>RT | **LABUAN BAY**<br>exArdross-63<br>exClan Mackinnon-61<br>exEmpire Dunnet-46<br>**Concordia Kinabatangan Shipping S.A.**<br>Panama Panamanian | *7372*<br>*4611*<br>10100 | <br><br>✠Classed LR until 10/63<br><br>**BROKEN UP** | BV | 1945-9 W. Gray & Co. Ltd.—Hpl<br>449' 0" 56' 2" 26' 8¾"<br>425' 0" 56' 0" 38' 1"<br>P32' F38' 2 dks<br>R | S CSD<br><br>G.575433 B.548264<br>5 Ha (29½', 36' 33', 36', 36'×23')<br>12W Der 1(30) 6(10) 6(5) | T 3Cy. 24" 39" & 70"×<br>2825ihp<br>Cen. Mar. Eng. Wks<br>3×40, 25, 25kW 110V |
| 620138<br>HOLJ<br><br>Esd RT | **LABUAN HADJI**<br>exBosnik-51 exTarakan-47<br>**Cia. Nav. Sumatra S.A.**<br>Panama Panamanian | 556<br>361<br>427 | | <br><br>BV | 1946 Albina Eng. & Mch. Wks—Pld<br>181' 1" 29' 1" 8' 6"<br>28' 11"<br>P36' F27' 1 dk | M Mchy.aft<br><br>B.29053<br><br>4W | Oil 4SA 6Cy. 305×<br><br>Enterprise Eng. & |
| 520139<br>EDGC<br><br>Esd | **LACA Y BURGOA**<br><br>**Agustin Laca Astigarraga**<br>Lequeitio Spanish | 111<br>58<br>— | | | 1960 Ramon Mendieta—Lequeitio<br>79' 8" 20' 10"<br>... ... ... | Wood M Fishing | Oil 6Cy. 250×400 mm<br>260bhp |
| 520140<br>EEYB | **LACAR**<br>exMaria-42 exLeonor<br>**Felipe Calvino Diaz**<br>Corunna Spanish | 183<br>90<br>— | | | 1918 Cortadi Hermanos—Bbo<br>*113·3'* 19' 5"<br>... ... ...<br>R | S | C 2Cy. 10" & 20"×<br>116ihp |
| 508568<br>WH7672<br>273952<br>Rdr RT | **LACEY 1**<br>exDalzell 1-66<br>**Lacey Harbor Corp.**<br>New York United States | 214<br>146<br>— | | <br><br>AB | 1957 R.T.C. S.B. Corp.—Camden<br>102' 6" 26' 8"<br>96' 5" 26' 4" 13' 3"<br>1 dk<br>BK4" | M Tug | Oil 2SA 10Cy. 8½"×<br>1800bhp<br>Fairbanks, Morse & Co.<br>Controllable pitch |
| 508569<br>WJ2010<br>274443<br>Rdr RT | **LACEY 2**<br>exDalzell 2-66<br>**Lacey Harbor Corp.**<br>New York United States | 214<br>146<br>— | | <br><br>AB | 1957 R.T.C. S.B. Corp.—Camden<br>102' 6" 26' 8"<br>96' 5" 26' 4" 13' 3"<br>1 dk<br>BK4" | M Tug | Oil 2SA 10Cy. 8½"×<br>1800bhp<br>Fairbanks, Morse & Co.<br>Controllable pitch |
| 508570<br>WJ4522<br>274845<br>Rdr RT | **LACEY 3**<br>exDalzell 3-66<br>**Lacey Harbor Corp.**<br>New York United States | 214<br>146<br>— | | <br><br>AB | 1957 R.T.C. S.B. Corp.—Camden<br>102' 6" 26' 8"<br>96' 5" 26' 4" 13' 3"<br>1 dk<br>BK4" | M Tug | Oil 2SA 10Cy. 8½"×<br>1800bhp<br>Fairbanks, Morse & Co.<br>Controllable pitch |
| 520141<br>VDWF<br>197721<br>Df Gc<br>Rdr<br>RTm/v | **LACHINEDOC**<br><br>**N. M. Paterson & Sons Ltd.**<br>Fort William Canadian | 2193<br>1648<br>4086 | ✠100A1<br>Great Lakes, Gulf of St. Lawrence & coasting service between Belle Isle & New York<br>✠LMC<br>MN192 | SS 7/66<br><br><br><br><br>EL r | 1956-4 Atlantic Shipbuilding Co. Ltd.—Npt<br>259' 2" 44' 0" 16' 6½"<br>252' 0" 43' 10" 22' 6"<br>P41' F30' 1 dk<br>NS 3BH<br>rf 3" WB752t | TM Mchy.aft<br>2 Ho each 96'<br>G.174131 B.160880<br>2 Ha (stl) (28', 30'×26')<br>2W Cr 2(3) | 2 Oil 4SA each<br>gear<br>960bhp<br>Blackstone & Co. Ltd<br>2×104kW 220V d.c. |
| 520142<br>WA6902<br>205349<br>Df Gc<br>Rdr RT | **LACKAWANNA**<br>exEdwin E. Slick<br>exDaniel B. Meacham<br>**The Buckeye S.S. Co.**<br>Wilmington, Del United States | 6971<br>5482<br>— | | <br><br>AB | 1908 Gt. Lakes Eng. Wks—Ecorse<br>56' 2" 20' 11"<br>538' 5" 56' 0" 31' 1"<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br><br>30 Ha (stl) (each 9'×36') | T 3Cy. 23" 37" &<br>1800ihp<br>Gt. Lakes Eng. Wks |

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| **CONIA**<br>**ica Sea Carriers**<br>**Corporation**<br>dros Greek | 14431<br>7724<br>20853 | | AB | **1959** Harima Zosensho—Aio<br>580' 9" 74' 6" 30' 11"<br>547' 11" 74' 2" 44' 0"<br>P116' F34' 1 dk<br>RW<br>rf 5" | S Bulk Carrier Mchy.aft<br>6 Ho<br>6 Ha | 2 S Turb dr geared to sc. shaft<br>12000shp 3710t (o.f)<br>Ishikawajima Jukogyo Tok |
| **CONIA**<br>~~**muda Board of Trade**~~<br>~~ilton, Bermuda British~~<br>**muda Marine & Port**<br>**Authority**<br>ilton, Bermuda British | 42<br>19<br>— | ✠A1<br>harbour service<br>✠LMC<br>MN32 | SS 9/68<br>EL (a)⅜" | **1963–10** Rowhedge Irn Wks Co. Ltd.—<br>Rowhedge<br>54' 3" 16' 0"<br>47' 6" 15' 0" 7' 0"<br>RFD10' 1 dk<br>2BH<br>rf 30" BK4" | M Ferry (90P) | Oil 4SA 8Cy. 6"×7" with reverse gear<br>160bhp (d.o)<br>Gleniffer Engines Ltd. Gls |
| **CONIC**<br>**ahawk Shipping Co. S.A.**<br>orovia Liberian | 34185<br>22515<br>56405 | | AB | **1965** Ishikawajima-Harima Hvy Ind.—<br>Aio<br>791' 0" 104' 6" 38' 3⅜"<br>744' 1" 104' 0" 56' 0"<br>P68' F63' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>9 Ta | 2 S Turb dr geared to sc. shaft<br>20250shp (o.f)<br>General Electric Co. |
| **CYDON**<br>Tours-51<br>**c. Franco-Tunisienne**<br>**'Armement**<br>is Tunisian | 4158<br>2561<br>6910 | ✠Classed LR until 7/52 | | **1920–5** Forth S.B. & Eng. Co. Ltd.—All<br>380' 4" 52' 6" 22' 11"<br>52' 4"<br>P18' Q128' B68' 1 dk<br>R | S<br>G.328000 B.310000 | T 3Cy. 23½" 38" & 64"×42"<br>1000t (o.f)<br>Sir W. G. Armstrong Whitworth<br>Nwc |
| **DEJARL**<br>**sen Trafikklag A/S**<br>ndheim Norwegian | 377<br>183<br>— | | NV | **1966** Storviks M/V—Kristiansund<br>137' 5" 29' 8" 11' 0¼"<br>117' 3" 29' 6" 13' 5"<br>1 dk | TM Ferry Mchy.aft | 2 Oil 4SA each 6Cy. 222×292 mm<br>990bhp<br>Blackstone & Co. Ltd. Stamford |
| **DOGA**<br>**S.S.R.**<br>ngrad Russian | 533<br>—<br>250 | | | **1954** Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>157' 0" 31' 2" 11' 7"<br>139' 8" 31' 0" 15' 6" | S Tug<br>1W Der 1(1) | T 3Cy. $16\frac{17}{32}$" $27\frac{9}{16}$" & $45\frac{9}{32}$"×$27\frac{9}{16}$"<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>10k |
| **DOGALES**<br>**S.S.R.**<br>ngrad Russian | 2915<br>1318<br>3796 | | | **1964** Valmet O/Y Helsingin Telakka—Hfs<br>334' 4" 45' 7" 18' 11"<br>45' 5" 22' 7"<br>1 dk | M<br>4 Ho<br>G.168769<br>4 Ha (27½', 27½', 27½', 23'×32¾')<br>8W Der 8(5) | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Valmet O/Y Rautpohjan Tehdas<br>Jyväskylä<br>13k |
| **DON**<br>**inkl. Nederl. Stoomb.**<br>**aats. N.V.**<br>sterdam Netherland | T.Mk<br>**2553**<br>1303<br>3736<br>**3833**<br>2104<br>4718 | ✠100A1<br>✠LMC<br>MN720 | SS 6/67<br>EL (v) 2"SQ | **1960–9** C. v.d. Giessen Schps.—<br>Krimpen<br>392' 0" 49' 3" 18' 7¾"/21' 0½"<br>262' 11" 49' 0" 26' 6"<br>F34' 2 dks<br>RW 5BH to U dk 1 to 2nd dk len 67<br>rf 4" WB318t incl. DTf96t | M (12P) Ref Mchy.aft<br>3 Ho 52', 82¼', 88¾'<br>G.225920 B.211240 In.10894<br>3 Ha (stl) (23¾'×12') (52', 52'×16')<br>10W Der 1(45) 4)9) 2(6) 4(3) | Oil 2SA 8Cy. 540×1150 mm<br>3600bhp 226¼t (hvf)<br>Gebr. Stork & Co. Hengelo<br>AuxB 100℔<br>3×130kW 220V d.c. 16k |
| **DONA MAY**<br>**yo Fishing Co. Ltd.**<br>enburg Canadian | 168<br>69<br>— | | | **1964** R. Snyder Ltd.—Dayspring, N.S<br>96' 11" 23' 2"<br>91' 6" 23' 0"<br>1 dk | Wood M Fishing | Oil 4SA 12Cy. 8½"×8½"<br>Waukesha Motor Co. Waukesha |
| **DOR**<br>Terje 4-58<br>**Møgster and others**<br>gen Norwegian | 344<br>125<br>— | | | **1936** Deutsche S. & M.—Wsm<br>137' 11" 26' 1"<br>125' 3" 26' 0" 15' 6"<br>1 dk<br>R | M Whaler Mchy.aft | Oil 2SA 7Cy. 280×420 mm<br>560bhp NE58 120t<br>Wichmann Mtrf. Rub<br>12½k |
| **RINGSNURP**<br>See New Entries **No. 12** | | | | | | |
| **Y ACADIAN**<br>**eau's Sea Foods Ltd.**<br>mouth, N.S Canadian | 187<br>81<br>— | | | **1965** A. F. Theriault & Son—Meteghan<br>*95·3'* 24' 5"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 12Cy. 6¼"×8"<br>Caterpillar Tractor Co. Peoria |
| **Y ALISON**<br>**O. Offshore Services**<br>d.<br>ational Offshore Services<br>K) Ltd.<br>on British | 854<br>387<br>713 | ✠100A1<br>✠LMC<br>MN320 | EL k 1⅛"SQ | **1965–11** Hall, Russell & Co. Ltd.—Abn<br>188' 0" 37' 7" 10' 9¾"<br>175' 0" 37' 0" 15' 6"<br>RFD83' 1 dk<br>NS 5BH<br>rf 4" WB3571t incl. Tunnel tanks 73t | TM Supply Ship | 2 Oil 4SA each 8Cy. 8¾"×11½" with flexible couplings & sr reverse gears<br>1600bhp<br>Blackstone & Co. Ltd. Stamford<br>Thw. thrust propeller fwd |
| **Y ALMA**<br>**H. Pigott & Son Ltd.**<br>msby British | 218<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN405 | EL (c) | **1966–5** Charles D. Holmes & Co. Ltd.—<br>Bev<br>106' 8" 29' 9" 11' 0"<br>95' 0" 28' 0" 13' 6"<br>3BH<br>rf 18" BK6" | TM Tug | 2 Oil 4SA each 7Cy. 10¼"×14½" with sr reverse gears<br>2024bhp 50t (d.o)<br>Ruston & Hornsby Lch<br>3×35, 35, 7½kW 400V 50c/s a.c. 11½k |

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| 519509<br><br><br>Df | **LADY ANGELITA II**<br>exKotobuki Maru No. 15–67<br>exFukusei Maru No. 11–61<br>**Del Rosario Brothers**<br>Manila Philippine | 299<br>162<br>— | | | 1952 Kanazashi Zosensho—Shimizu<br>126·3′ 23′ 7″<br>... ... ...<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×<br>600bhp<br>Hanshin Nainenki Ko |
| 651212<br>FTRI<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **LADY ANITA**<br><br>**Offshore Marine Services**<br>International Offshore Services<br>(UK) Ltd.<br>Dunkirk French | 499<br>180<br>610 | | <br><br>BV | 1965 Verolme Schpsw.—Heusden<br>159′ 10″ 33′ 0″ 9′ 10″<br>149′ 11″ 32′ 10″ 12′ 6″<br>1 dk<br>rf nil | TM Supply Ship (12P) Mchy.aft<br><br><br><br>Der 1(10) | 2 Oil 4SA each 8Cy.<br>1700bhp<br>Kromhout Motorenfab.<br>2×150kW 380V 50c/s a.c.<br>Thw. thrust propellers |
| 642069<br><br>320617<br>Esd Pfd<br>Rdr RT | **LADY ANNA**<br><br>**Lady Anna Fisheries Ltd.**<br>Weymouth, N.S Canadian | 190<br>90<br>— | | | 1964 A. F. Theriault & Son—Meteghan<br>102′ 0″ 24′ 5″<br>95′ 4″ 24′ 4″ 11′ 7″<br>1 dk | Wood M Fishing | Oil 4SA 12Cy. 6½″×<br><br>Caterpillar Tractor Co. |
| 670058<br>PFMK<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **LADY ASTRI**<br>**International Offshore**<br>**Marine Services**<br>International Offshore Services<br>(UK) Ltd.<br>Rotterdam Netherland | 500<br>185<br>650 | | <br><br>NV | 1966 Verolme Schpsw.—Heusden<br>159′ 5″ 32′ 11″ 11′ 0″<br>154′ 10″ 32′ 10″ 13′ 5″<br>1 dk | TM Supply Ship (12P) Mchy.aft | 2 Oil 4SA each 8Cy.<br>1700bhp<br>Kromhout Motorenfab.<br>3×112kW 220/380V<br>Thw. thrust propeller |
| 520152<br>VQMA<br>180470<br>RTm | **LADY BERBICE**<br>exEmpire Maytown–47<br>**Government of Guyana**<br>~~Georgetown, Dem~~ British<br>Georgetown, Guyana | 394<br>112<br>472 | <br><br>*Classed BC until 12/46 | | 1946 Henry Scarr Ltd.—Hessle<br>151′ 0″ 27′ 1″ 10′ 2¾″<br>140′ 5″ 27′ 0″<br>1 dk & S dk<br>R | S (323P) OSD Mchy.aft<br>2 Ho 41′, 30′<br><br>2 Ha (each 18′×13′)<br>2W Der 2(1½) | T 3Cy. 9″ 16″ & 26″×18″<br>375ihp<br>Amos & Smith Ltd.<br>2×45kW 110V d.c. |
| 671806<br><br><br>Df Esd<br>Gc Rdr<br>RT | **LADY BETH**<br><br>**International Offshore**<br>**Marine Services**<br>International Offshore Services<br>(UK) Ltd.<br>Rotterdam Netherland | 499<br>186<br>753 | | <br><br>NV | 1967 Verolme Schpsw.—Heusden<br>159′ 6″ 32′ 11″ 11′ 0″<br>154′ 10″ 32′ 10″ 13′ 6″<br>2 dks | TM Supply Ship Mchy.aft<br><br><br><br>Der 2 | 2 Oil 4SA each 10Cy.<br>2600bhp<br>N.V. Werkspoor |
| 660514<br>GRZQ<br>308128<br>Df Esd<br>Rdr RTv | **LADY BRIGID**<br><br>**P. & O. Offshore Services**<br>**Ltd.**<br>International Offshore Services<br>(UK) Ltd.<br>London British | 677<br>247<br>675 | ✠100A1<br><br>✠LMC<br><br>MN320 | <br><br><br><br>EL j $1\frac{1}{16}$″SQ | 1966–4 J. Bolson & Son Ltd.—Poo<br>158′ 0″ 37′ 10″ 12′ 0½″<br>141′ 0″ 37′ 6″ 15′ 6″<br>F50′ 1 dk<br>6BH<br>rf 18″ WB286t incl. DTf74t | TM Supply Ship Mchy.aft | 2 Oil 4SA each 8Cy.<br>reverse gears<br>1600bhp<br>Blackstone & Co. Ltd.<br>3×80kW 220V d.c.<br>Thw. thrust propellers |
| 660439<br>PFMJ<br><br>Df Esd<br>Gc Rdr<br>RT | **LADY CAROLINA**<br><br>**Offshore Marine Services**<br>International Offshore Services<br>(UK) Ltd.<br>Rotterdam Netherland | 498<br>167<br>585 | | <br><br>BV | 1966 Verolme Schpsw—Heusden<br>159′ 5″ 33′ 0″ 9′ 10″<br>149′ 11″ 32′ 10″ 12′ 4″<br>1 dk | TM Supply Ship (6P) Mchy.aft<br><br><br><br>Der 1(10) | 2 Oil 4SA each 8Cy.<br>1700bhp<br>Kromhout Motorenfa |
| 652254<br>MIVH<br>307552<br>Esd Pfd<br>Rdr<br>RTm/v | **LADY CECILIA**<br><br>**J. H. Pigott & Son Ltd.**<br>Grimsby British | 198<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN405 | <br><br><br><br>EL (c) | 1966–1 Appledore S.B. Ltd.—Apl<br>106′ 3″ 29′ 8″ 11′ 6″<br>95′ 0″ 28′ 0″ 13′ 6″<br>B36′<br>4BH<br>rf 17″ BK2″ WB61t | TM Tug | 2 Oil 4SA each 7Cy.<br>reverse gears<br>2024bhp<br>Ruston & Hornsby<br>3×35, 35, 7½kW 400V |
| 670059<br>PFML<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **LADY CECILIE**<br>**International Offshore**<br>**Marine Services**<br>International Offshore Services<br>(UK) Ltd.<br>Rotterdam Netherland | 499<br>187<br>650 | | <br><br>NV | 1966 Verolme Schpsw.—Heusden<br>159′ 5″ 32′ 11″ 11′ 0″<br>154′ 10″ 32′ 10″ 13′ 5″<br>1 dk | TM Supply Ship (12P) Mchy.aft | 2 Oil 4SA each 12Cy.<br>3380bhp<br>Naval-Stork-Werkspoor<br>3×112kW 220/380V<br>Thw. thrust propeller |
| 520153<br>MPSW<br>184730<br>Esd Pfd<br>Rdr<br>RTm/v | **LADY CHARRINGTON**<br><br>**Charrington, Gardner,**<br>**Locket (London) Ltd.**<br>London British | 2154<br>1096<br>2920 | ✠100A1<br><br>✠LMC<br><br>MN180 | SS 9/64<br><br><br><br>EL r $1\frac{1}{16}$″SQ | 1952–11 S. P. Austin & Son Ltd.—Sld<br>285′ 5″ 41′ 0″ 18′ 0″<br>270′ 4″ 40′ 9″ 19′ 6″<br>P61′ Q164′ F29′ 1 dk<br>RW NS 4BH<br>rf nil WB1118t incl. DTm192t | S Mchy.aft<br>4 Ho 42′, 42′, 40′, 36′<br>G.136500<br>4 Ha (stl) (28′×21′) (28′, 26′, 26′×26′) | T 3Cy. 16½″ 28½″ &<br>1000ihp<br>N.E. Mar. Eng. Co.<br>2 SB 220lb hs(3470)<br>1×25kW 110V d.c. |
| 660746<br>GSNH<br>308166<br>Df Esd<br>Pfd Rdr<br>RTv | **LADY CLAUDINE**<br><br>**P. & O. Offshore Services**<br>**Ltd.**<br>International Offshore Services<br>(UK) Ltd.<br>London British | 620<br>236<br>625 | ✠100A1<br><br>✠LMC<br><br>MN320 | <br><br><br><br>~~EL i $1\frac{1}{16}$″SQ~~<br>EL i $1\frac{1}{16}$″SQ | 1966–5 Brooke Marine Ltd.—Lwt<br>158′ 3″ 36′ 9″ 12′ 0½″<br>145′ 0″ 36′ 0″ 15′ 3″<br>RFD52′ 1 dk<br>7BH<br>rf 9″ WB299t incl. DTf50t | TM Supply Ship Mchy.aft | 2 Oil 4SA each 8Cy.<br>reverse gears<br>1600bhp<br>Blackstone & Co. Ltd.<br>3×70kW 220V d.c.<br>Thw. thrust propeller |
| 535898<br>SYFI<br>2422<br>Df Esd<br>Rdr<br>RTm | **LADY CLIO**<br>exThisbe–64 exNormand–56<br>exNabeul–55<br>**J. J. Colocotronis and**<br>**others**<br>Piræus Greek | 2340<br>1086<br>3800<br>3435<br>2181<br>4400 | | <br><br>AB BV | 1951 At. & Ch. de Bretagne—Nts<br>329′ 0″ 47′ 9″ 19′ 8¾″/21′ 10¾″<br>306′ 9″ 47′ 7″ 29′ 2″<br>Q38′ B56′ F38′ 1 dk & S dk<br>RW<br>rf 4″ | S OSD/CSD<br>4 Ho 42½′, 71½′, 44½′, 42½′<br>G.226944 B.189561<br>4 Ha (stl) (42½′, 71½′, 44½′, 42½′×—)<br>12W Der 1(30) 2(10) 6(5) | T 3Cy. 19½″<br>& LP turb<br>1900bhp<br>At. & Ch. de la Loire<br>3×30, 30, 15kW |

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| **ADY COMEAU**<br>**Comeau's Sea Foods Ltd.**<br>eymouth, N.S. Canadian | 147<br>92<br>— | | 1963 A. F. Theriault & Son—Meteghan<br>*90·6′* 23′ 5″<br>23′ 3″<br>1 dk | Wood M Fishing | Oil 4SA 8Cy. 6¼″×8″<br>Caterpillar Tractor Co. Peoria |
| **ADY CONSTANCE**<br>**. H. Pigott & Son Ltd.**<br>msby British | 66<br>—<br>— | ✠A1<br>tug<br>River Humber service<br>✠LMC<br>MN136 EL (a) | 1965–12 J. Harker Ltd.—Knottingley<br>72′ 4″ 21′ 0″ 7′ 6″<br>65′ 1″ 19′ 6″ 9′ 0″<br>3BH<br>rf 12″ BK5″ WB30t | M Tug | Oil 4SA 6Cy. 8″×10¾″ with sr reverse gear<br>682bhp<br>Ruston & Hornsby Lcn |
| **ADY DAPHNE**<br>**& W. Paul (Maltsters) Ltd.**<br>chester British | 117<br>84<br>140 | | 1923 Short Bros. Ltd—Rch<br>*90·9′* 21′ 5″ 7′ 3″<br>21′ 3″ | Wood Aux Spt Barge Mchy.aft<br>1 Ho 53′<br>G.6850<br>2 Ha (32′×10′) (10′×8′)<br>3W Cr 1(1½) | Oil 4SA 5Cy. 135×205 mm<br>100bhp NE47 3t (d.o)<br>Ruston & Hornsby Lcn<br>8k |
| **ADY DELIA**<br>**& O. Offshore Services Ltd.**<br>ternational Offshore Services (UK) Ltd.<br>ndon British | 773<br>337<br>— | ✠100A1<br>✠LMC<br>MN320 EL k 1⅛″SQ | 1966–7 Brooke Marine Ltd.—Lwt<br>170′ 0″ 37′ 9″ 12′ 6½″<br>155′ 0″ 37′ 0″ 17′ 0″<br>F55′ 1 dk<br>8BH<br>rf 9″ WB358t incl. DTf202t | TM Supply Ship | 2 Oil 4SA each 8Cy. 8¾″×11½″ with sr reverse gears<br>1600bhp<br>Blackstone & Co. Ltd. Stamford<br>3×80kW 220V d.c.<br>Thw. thrust propeller fwd 11½k |
| **ADY DENISE**<br>dy Denise **Fisheries Ltd.**<br>eymouth, N.S Canadian | 141<br>88<br>— | | 1962 A. F. Theriault & Son—Meteghan<br>97′ 0″ 23′ 0″<br>22′ 10″<br>1 dk | Wood M Fishing Mchy.aft | Oil 4SA 8Cy. 6¼″×8″<br>Caterpillar Tractor Co. Peoria |
| **ADY DIANA**<br>ffshore **Marine Services**<br>ternational Offshore Services (UK) Ltd.<br>tterdam Netherland | 499<br>189<br>585 | BV | 1964 Verolme Schpsw.—Heusden<br>159′ 10″ 33′ 0″ 9′ 10″<br>149′ 11″ 32′ 10″ 12′ 6″<br>1 dk<br>rf nil | TM Supply Ship (12P) Mchy.aft<br>2 Ha (each 11¾′×8′)<br>2W Der 2(10) | 2 Oil 4SA each 8Cy. 240×260 mm<br>1300bhp (d.o)<br>Kromhout Motorenfab. Ams<br>2×150kW 440V 60c/s a.c.<br>Thw. thrust propeller fwd 12k |
| **ADY DOROTHY**<br>apa **Steamship Co. S.A.**<br>rovia Liberian | 11261<br>6670<br>17648 | ✠100A1 TD4–12/67<br>oil tanker<br>✠LMC<br>MN1460 EL h†2⅜″SQ | 1953–9 Scotts' S.B. & E. Co. Ltd.—Grk<br>554′ 0″ 70′ 0″ 30′ 2¾″<br>526′ 0″ 69′ 9″ 39′ 2″<br>P121′ B38′ F56′ 1 dk<br>13BH<br>WB1443t incl. DTf1044t | M Tanker Mchy.aft<br>19 Ta<br>Der 2(5) 2(4) | Oil 2SA 6Cy. 700×2320 mm<br>7300bhp Doxford 1090t (hvf)<br>Scotts' S.B. & E. Co. Ltd. Grk<br>2AuxB 150℔<br>2×50kW 110V d.c. 14k |
| **DY DUNDAS**<br>Roberts **Ltd.**<br>ssau British | 115<br>97<br>— | | 1939 T. B. Albury—Harbour Island<br>*82·7′* 19′ 6″<br>... ... ...<br>1 dk<br>R | M | Oil 2SA 5Cy. 220×265 mm<br>Fairbanks, Morse & Co. Beloit |
| **DY EDWINA**<br>**& O. Offshore Services Ltd.**<br>ternational Offshore Services (UK) Ltd.<br>ndon British | 262<br>87<br>192 | ✠100A1<br>✠LMC<br>MN135 EL c | 1966–4 J. Lewis & Sons Ltd.—Abn<br>105′ 3″ 25′ 8″ 9′ 3″<br>95′ 0″ 25′ 0″ 12′ 0″<br>F46′ 1 dk<br>RW 4BH<br>rf 6″ | TM Supply Ship | 2 Oil 4SA each 6Cy. 7″×7¾″ with reverse reduction gears<br>674bhp<br>Davey, Paxman & Co. Ltd. Col |
| **DY ELSIE**<br>**. Pigott & Son Ltd.**<br>msby British | 159<br>—<br>— | ✠100A1 SS 3/67<br>tug U.K. & between River Elbe & Brest<br>✠LMC<br>MN184 EL (b) | 1963–2 Cook, Welton & Gemmell Ltd.—Bev<br>93′ 10″ 24′ 8″<br>85′ 0″ 24′ 0″ 12′ 6″<br>3BH<br>rf 24″ BK6″ WB34t | M Tug | Oil 4SA 7Cy. 10¼″×14½″ with sr reverse gears<br>920bhp 20t<br>Ruston & Hornsby Lcn |
| **DY ELSPETH**<br>rsound-67 exCormoor-54<br>lluck Cia. **Nav. S.A.**<br>rovia Liberian | ~~3974~~ 3545<br>~~1775~~<br>4638 | GL<br>✠Classed LR until 6/67 | 1953–7 Hall, Russell & Co. Ltd.—Abn<br>339′ 0″ 46′ 2″ 20′ 2¼″<br>320′ 0″ 46′ 0″ 22′ 5″<br>Q205′ Ba59′ F29′ 1 dk<br>rf 3″ | S Mchy.aft<br>5 Ho 49′, 46′, 42′, 38′, 40′<br>G.226582 B.220740<br>5 Ha (stl) (31′×25′) (28′, 22¼′, 22¼′, 22¼′×30′) | T 3Cy. 18½″ 29″ & 52″×39″<br>1350ihp 154t (c)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>2×20, 15kW 220V d.c. 10k |
| **DY ENID**<br>ancy Grace<br>Albury<br>sau British | 106<br>41<br>— | | 1943 J. J. Taylor & Sons—Tto<br>*107·7′* 18′ 2″<br>... ... ...<br>1 dk | Wood TM | 2 Oil each 6Cy. 4¼″×5″<br>Gray Marine Motor Co. Det |
| **DY ERA**<br>anwear-66<br>anic Freighters **Corp.**<br>us Greek | 8108<br>4540<br>11100 | ✠100A1 SS 8/66<br>✠LMC<br>MN880 EL b†2$\frac{1}{16}$″SQ | 1956–12 Wm. Pickersgill & Sons Ltd.—Sld<br>457′ 10″ 59′ 8″ 27′ 2¾″<br>430′ 0″ 59′ 6″ 38′ 3″<br>F45′ 2 dks<br>7BH<br>rf 3″ WB3147t incl. DTm1398t | M CSD<br>5 Ho 65′, 64¾′, 61′, 64½′, 64¾<br>G.609255 B.586688<br>5 Ha (30′, 38′, 30′, 30′, 30′×23½′)<br>11W Der 1(25) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 1150t (hvf)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×165kW 220V d.c. 13k |

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| 520162<br>ZCQA<br>301540<br>RT | **LADY ESMÉ**<br>**Government of the Seychelles**<br>Port Victoria, Seychelles British | 114<br>49<br>— | ✠100A1 SS 12/65<br>Seychelle Islands service<br>✠LMC<br>MN50 EL (a) | 1961–11 Philip & Son Ltd.—Drt<br>90' 0" 21' 6" 5' 5½"<br>80' 8" 21' 0" 9' 6"<br>1 dk<br>RW NS 4BH<br>rf 15" | TM | 2 Oil 4SA each 4Cy.<br>reverse gears<br>450bhp<br>Lister Blackstone Mar. Ltd. |
| 661450<br>GSNE<br>309747<br>Df Esd<br>Pfd Rdr<br>RT | **LADY FIONA**<br>**P. & O. Offshore Services Ltd.**<br>International Offshore Services (UK) Ltd.<br>London British | 773<br>337<br>— | ✠100A1<br>✠LMC<br>MN320 EL (k) | 1966-9 Brooke Marine Ltd.—Lwt<br>170' 0" 37' 9" 12' 6½"<br>155' 0" 37' 0" 17' 0"<br>F55' 1 dk<br>8BH<br>rf 9" WB358t incl. DTf202t | TM Supply Ship | 2 Oil 4SA each 8Cy.<br>geared<br>1600bhp<br>Blackstone & Co. Ltd.<br>3×80kW 220V d.c. |
| 541636<br>318628<br>Df Esd<br>Rdr RT | **LADY FRANCINE**<br>**Lady Francine Fisheries Ltd.**<br>Weymouth, N.S Canadian | 146<br>92<br>— | | 1963 A. F. Theriault & Son—Meteghan<br>*91·0'* 23' 6"<br>23' 4"<br>1 dk | Wood M Fishing | Oil 4SA 8Cy. 6½"×8"<br>Caterpillar Tractor Co. |
| 652279<br>323149 | **LADY GLORIA**<br>**G. Glonet**<br>Caraquet Canadian | 123<br>59<br>— | | 1964 Ch. Nav. Ltd.—Caraquet<br>*81·7'* 21' 4"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 8Cy. 6½"×8"<br>Caterpillar Tractor Co. |
| 520163<br>318912<br>Esd Rdr<br>RTh | **LADY GRENFELL**<br>**International Grenfell Association**<br>Lunenburg Canadian | 370<br>184<br>500 | | 1962 Smith & Rhuland—Lunenburg<br>145' 0" 28' 0"<br>27' 10" 12' 3"<br>1 dk | Wood M<br>G.17243<br>Cr 1(2) 1(1½) | Oil 2SA 8Cy. 5½"×7½"<br>640bhp<br>Fairbanks, Morse & Co.<br>1×110V 60c/s a.c. |
| 672796<br>PFMQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LADY JANE**<br>**B. van der Laan's Scheepvaart & Handel Mij**<br>Rotterdam Netherland | 498<br>265<br>1300 | ✠100A1<br>✠LMC<br>MN198 EL J 1"U2 | 1967–11 T. van Duyvendijk's Scheepswerf N.V.—Lekkerkerk<br>249' 9" 43' 10" 9' 4½"<br>230' 10" 42' 8" 20' 4"<br>2 dks<br>NS Coll BH to U dk 2 to 2nd dk<br>rf nil WB1350t | TM Mchy.aft<br>Bow door Stern door | 6 Vee Oil 4SA each<br>with Vee belts &<br>990bhp Leyland<br>v. Doorne's Automob<br>3×60, 60, 32kW 380V<br>Directional propellers |
| 520165<br>148366<br>RT | **LADY JEAN**<br>**R. & W. Paul (Maltsters) Ltd.**<br>Rochester British | 118<br>83<br>140 | | 1926 Short Bros. Ltd.—Rch<br>*91·2'* 21' 7" 7' 6"<br>21' 5"<br>1 dk | Wood M Mchy.aft<br>1 Ho 53½'<br>G.6880<br>2 Ha (32'×10') (10'×8')<br>3W Cr 1(1½) | Oil 5Cy. 5¼"×8"<br>100bhp NE47<br>Ruston & Hornsby |
| 651321<br>307546<br>RT | **LADY JOAN**<br>**J. H. Pigott & Sons Ltd.**<br>Grimsby British | 45<br>—<br>— | ✠A1<br>tug River Humber service<br>✠LMC<br>MN106 EL (a) | 1965–7 J. Harker Ltd.—Knottingley<br>62' 4" 18' 5"<br>55' 5" 17' 0" 7' 6"<br>RAD3'<br>3BH<br>rf 12" WB13t | M Tug | Vee Oil 4SA 8Cy.<br>reverse gears<br>421bhp<br>Davey, Paxman & Co |
| 541637<br>318363<br>Rdr RT | **LADY JOHNSON**<br>**C. M. Johnson**<br>St. John's, Nfl Canadian | 149<br>95<br>— | | 1963 Newfoundland Shpyds Ltd.—Clarenville<br>106' 0" 23' 2" 10' 10"<br>97' 1" 22' 6"<br>1 dk | Wood M | Oil 2SA 4Cy. 300×380<br>A/S Bergens M/V<br>Controllable pitch pro |
| 670919<br>PFMM<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LADY KAREN**<br>**Offshore Marine Services**<br>International Offshore Services (UK) Ltd.<br>Rotterdam Netherland | 500<br>372<br>640 | NV | 1967 Verolme Schpsw.—Heusden<br>159' 6" 33' 0" 11' 0"<br>154' 10" 32' 10" 13' 6"<br>2 dks | TM Supply Ship (12P) Mchy.aft<br>Der 2 | 2 Oil 4SA each 8Cy.<br>1700bhp<br>Kromhout Motorenfab.<br>3×140kW 220/380V |
| 651445<br>PFMF<br>Df Esd<br>Gc Rdr<br>RTm/h | **LADY LAURA**<br>**Offshore Marine Services**<br>International Offshore Services (UK) Ltd.<br>Rotterdam Netherland | 499<br>180<br>610 | BV | 1965 Verolme Schpsw.—Heusden<br>159' 5" 33' 0" 9' 10"<br>149' 11" 32' 10" 12' 6"<br>1 dk | TM Supply Ship (12P) Mchy.aft<br>Der 1(10) | 2 Oil 4SA each 8Cy.<br>1700bhp<br>Kromhout Motorenfab.<br>2×150kW 380V 50c/s<br>Thw. thrust propellers |
| 672685<br>333946 | **LADY LAURA**<br>**J. H. Pigott & Son Ltd.**<br>Grimsby British<br>For later particulars see New Entries No. 1 | 114<br>—<br>— | A1<br>tug<br>for restricted service<br>Class contemplated | Richards (Shipbuilders) Ltd.—Lwt<br>84' 0" 24' 1" 9' 5"<br>75' 0" 23' 0" 11' 0" | TM Tug Mchy.aft | 2 Oil 4SA each 6Cy.<br>Ruston & Hornsby |
| 520168<br>318604<br>Esd Pfd<br>Rdr RT | **LADY LOUISE**<br>**Lady Louise Fisheries Ltd.**<br>Weymouth Canadian | 138<br>86<br>— | | 1962 A. F. Theriault & Son—Meteghan<br>97' 0" 23' 0"<br>... ... ...<br>1 dk | Wood M Fishing Mchy.aft | Oil 4SA 8Cy. 6½"×8"<br>Caterpillar Tractor Co. |
| 520169<br>GNBW<br>184973<br>Esd Pfd<br>Rdr<br>RTh | **LADY McGOWAN**<br>**Imperial Chemical Industries Ltd.**<br>Glasgow British | 664<br>291<br>762 | ✠100A1 SS 8/68 ~~SS 9/64~~<br>✠LMC<br>MN170 EL J | 1952–6 Scott & Sons—Bwg<br>182' 5" 30' 2" 12' 8½"<br>170' 5" 30' 0" 12' 10"<br>Q113' F26' 1 dk<br>RW 3BH<br>WB194t | M Mchy.aft<br>2 Ho 44', 47½'<br>B.31260<br>2 Ha (25½', 27½'×17')<br>2W Der 1(4) 1(1½) | Oil 2SA 5Cy.<br>850bhp<br>British Polar Engines<br>3×60, 30, 15kW 220V |

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| **ADY MARINA**<br>**H. Pigott & Son Ltd.**<br>rimsby British<br>For later particulars<br>see New Entries No. 1 | 155<br>—<br>— | A1<br>tug<br>for restricted service<br>Class contemplated | | Richards (Shipbuilders) Ltd.—<br>Lwt<br>84′ 0″ 24′ 1″ 9′ 5″<br>75′ 0″ 23′ 0″ 11′ 0″ | TM Tug Mchy.aft | 2 Oil 4SA each 6Cy. 8″×10½″<br>Ruston & Hornsby | Lcn<br>10k |
| **ADY MONA**<br>**ternational Offshore**<br>**Marine Services**<br>nternational Offshore<br>Services (UK) Ltd.<br>otterdam Netherland | 481<br>—<br>— | | | **1967** At. & Ch. de la Manche—Dpe<br>158′ 2″ 33′ 0″ 11′ 0″<br>155′ 0″ 32′ 10″ 13′ 5″<br>B33′ F62′ 1 dk<br>rf 2″ | TM Supply Ship<br>10 Ta<br>L.2500 | 2 Oil 4SA each 8Cy. 240×260 mm<br>1700bhp<br>Kromhout Motorenfab.<br>3×112kW 220/380V 50c/s a.c. | 70t (d.o)<br>Ams<br>12k |
| **ADY MONICA**<br>**omeau's Sea Foods Ltd.**<br>eymouth Canadian | 196<br>94<br>— | | | **1966** A. F. Theriault & Son—<br>Meteghan<br>*95·8′* 24′ 5″<br>… … …<br>1 dk | Wood M Fishing | Oil 12Cy 6¼″×8″<br>765bhp<br>Caterpillar Tractor Co. | Peoria<br>10k |
| **ADY MOORE**<br>El Mexicano–52<br>Twenty Grand<br>**overnment of the Bahamas**<br>assau British | 422<br>233<br>400 | | | **1945** Missouri Valley B. & I. Wks—<br>Evansville<br>138′ 0″ 30′ 0″ 9′ 0″<br>125′ 9″ 29′ 10″ 12′ 3″<br>B34′ F25′ 1 dk | TM (600P) Ref Mchy.aft<br>1 Ho 43¼′<br>In.10234<br>1 Ha (10′×10′)<br>1W Der 5 | 2 Oil 2SA each 8Cy. 165×180 mm<br>1000bhp<br>General Motors Corp.<br>2×60kW 120V d.c. | 100t (d.o)<br>Det<br>10k |
| **ADY MYRTLE**<br>Myrtle<br>**rmah-Shell Oil Storage &**<br>**Distributing Co. of India**<br>**Ltd.**<br>alcutta Indian | 164<br>112<br>— | | | **1940** Hooghly Dkg & Eng. Co. Ltd.—Cal<br>135′ 6″ 28′ 0″<br>27′ 10″ | M Oil Barge Mchy.aft<br>L.9380 | Oil 2SA 5Cy. 230×280 mm<br>L. Gardner & Sons Ltd. | Mch<br>8½k |
| **ADY NATHALIA**<br>**ffshore Marine Services**<br>nternational Offshore Services<br>(UK) Ltd.<br>otterdam Netherland | 499<br>175<br>615 | | BV<br>**WRECKED 3/68** | **1965** Verolme Schpsw.—Heusden<br>159′ 5″ 33′ 0″ 9′ 10″<br>149′ 11″ 32′ 10″ 12′ 6″<br>1 dk<br>rf nil | TM Supply Ship (12P) Mchy.aft<br>2W Der 1(10) | 2 Oil 4SA each 8Cy. 240×260 mm<br>1700bhp<br>Kromhout Motorenfab.<br>2×150kW 380V 50c/s a.c.<br>Thw. thrust propellers fwd | 50t (d.o)<br>Ams<br>11½k |
| **ADY NOREEN**<br>**E. Guptill**<br>ncouver Canadian | 223<br>110<br>— | | | **1967** Benson Bros. S.B. Co. (1960) Ltd.<br>—Vcr<br>100′ 5″ 24′ 6″ 11′ 9″<br>13′ 3″<br>1 dk | M Trawler | Oil 2SA 12Cy. 6¼″×8″<br>765bhp<br>Caterpillar Tractor Co. | Peoria<br>10k |
| **ADY NORTHCOTE**<br>**overnment of Guyana**<br>~~orgetown, Dem~~ British<br>eorgetown, Guyana | 303<br>124<br>290 | ✠ | | **1937–6** Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>132′ 1″ 29′ 1″ 7′ 8½″<br>28′ 11″<br>F31′ 1 dk<br>R | TM (666P)<br>2 Ho 52′, 22′<br>2 Ha (14¼′×10¼′) (5½′×7¾′)<br>1W Der 1(4) | 2 Oil 4SA each 5Cy. 8¾″×11½″<br>808bhp NE55<br>Lister Blackstone Mar. Ltd.<br>2×30, 15kW 220V d.c. | 4t (d.o)<br>Dursley<br>10¼k |
| **ADY PARKES**<br>**ston Deep Sea Fisheries**<br>Ltd.<br>A. Parkes<br>ll British | 1746<br>715<br>690 | **✠100A1**<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>MN470 | EL p 1½″SQ | **1966–5** Hall, Russell & Co. Ltd.—Abn<br>41 1″ 15′ 0″<br>205′ 3″ 41′ 0″ 26′ 6″<br>B46′ RFD26′ 2 dks<br>Coll BH to U dk 3 to 2nd dk<br>rf 33″ BK6″ WB68t | M Stern Trawler<br>1 Ho 99¾′<br>In.27500<br>1 Ha (w) (9½′×9½′) 1 Ha (stl) (9′×9′)<br>1 Ha (w) (11¾′×4¼′)<br>1 Ha (stl) (5¼′×4½′)<br>4W | Oil 4SA 8Cy. 15″×20″ with sr gearing<br>2350bhp<br>Mirrlees National Ltd.<br>AuxB 180℔<br>1×280/330kW 220V d.c.<br>1×330kW 220V d.c.<br>Controllable pitch propeller<br>Emy. propulsion by motoring<br>M.E. driven generator | 423t (d.o)<br>Stckpt |
| **ADY ROSLIN**<br>**mperial Chemical Industries**<br>Ltd.<br>lasgow British | 698<br>269<br>543 | **✠100A1**<br>**✠LMC**<br>MN170 | SS 7/66<br>EL j 1⁵⁄₁₆″SQ | **1958–9** Ardrossan Dkyd Ltd.—Ard<br>174′ 6″ 32′ 1″ 12′ 0″<br>164′ 0″ 30′ 6″ 16′ 0″<br>Q8′ Ba59′ F30′ 1 dk<br>RW 3BH<br>rf 6″ WB266t | M Mchy.aft<br>2 Ho 33′, 33′<br>2 Ha (22′, 22′×17′)<br>Der 1(4) 1(2) | Oil 2SA 5Cy. 340×570 mm<br>850bhp<br>British Polar Engines Ltd.<br>3×40, 40, 20kW 220V d.c. | (d.o)<br>Gls |
| **ADY SANDRA**<br>~~**omas Watson (Shipping)**~~<br>~~Ltd.~~ Manche **Shipping Ltd,**<br>~~J. Bradley~~<br>~~chester~~ Jersey British<br>SOREL See<br>New Entries No. 9 | 356<br>180<br>449 | **100A1**<br>**LMC**<br>MN66 | SS 5/67 ~~SS 5/63~~<br>EL f | **1958** J. H. Bodewes Schps.<br>"Hoornsediep"—Wirdum<br>149′ 3″ 23′ 11″ 9′ 8¾″<br>136′ 7″ 23′ 7″ 10′ 8″<br>P28′ R dk fwd of P13′ F21′ 1 dk<br>RW 3BH<br>rf nil WB138t | M Mchy.aft<br>1 Ho 88½′<br>G.22400 B.20800<br>2 Ha (24½′, 34½′×14½′)<br>2W Der 2(1½) | Oil 4SA 6Cy. 240×260 mm with dr &<br>reverse gear<br>330bhp<br>Kromhout Motorenfab.<br>1×5kW 110V d.c. | 15t (d.o)<br>Ams<br>10k |
| **ADY SARITA**<br>**omas Watson (Shipping)**<br>Ltd.<br>J. Bradley<br>chester British | 200<br>136<br>372 | | | **1965** Schps. "Hoogezand", J. Bodewes<br>—Bergum<br>136′ 5″ 25′ 4″ 7′ 5″<br>130′ 0″ 25′ 0″ 8′ 8″<br>1 dk<br>rf nil | M Mchy.aft<br>1 Ho 92<br>G.17450 B.16170<br>1 Ha (79½′×14′) | Oil 4SA 8Cy. 175×220 mm<br>260bhp<br>Masch. Augsburg-Nürnberg | 7t (d.o)<br>Aug<br>9k |

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| 641796<br>MHNG<br>305825<br>RTm | **LADY SERENA**<br><br>**Thomas Watson (Shipping) Ltd.**<br>D. J. Bradley<br>Rochester British | 200<br>144<br>361 | | **1964** Clelands S.B. Co. Ltd.—Wal<br>136′ 6″ 25′ 4″ 7′ 5″<br>130′ 0″ 25′ 0″ 8′ 8″<br>1 dk<br>rf 3″ | M Mchy.aft<br>1 Ho 92′<br>G.16530 B.15114<br>1 Ha (80½′×14′) | Oil 4SA 6Cy. 6½″×7½″<br>240bhp<br>Bergius-Kelvin Co. Ltd. |
| 660913<br>GSVE<br>308462<br>Rdr RT | **LADY SHEENA**<br><br>**Thomas Watson (Shipping) Ltd.**<br>D. J. Bradley<br>Rochester British | 200<br>136<br>365 | | **1966** Schps. "Hoogezand" J. Bodewes —Bergum<br>136′ 5″ 25′ 4″ 7′ 5″<br>129′ 11″ 25′ 0″ 8′ 8″ —<br>1 dk | M Mchy.aft | Oil SA 175×220 mm<br>280bhp<br>Masch. Augsburg-Nürn |
| 520179<br>MMRL<br>165627<br>Df RTm | **LADY SONIA**<br>exParkstone–54<br>exApollinaris III–37<br>~~P. Williams—Herb Ship Ltd.~~<br>~~Rochester British~~<br>A. E. B. Jones<br>Rochester British | 199<br>119<br>225 | ✠Classed LR until 3/51 | **1929**–11 J. Meyer's S.B. Co.— Zaltbommel<br>*108-4′* 21′ 8″ 9′ 0″<br>21′ 6″<br>P27′ F12′ 1 dk<br>R | M Mchy.aft<br>1 Ho 67′<br>G.13000 B.12000<br>2 Ha (27′, 21′×13½′)<br>1W | Oil 4SA 5Cy. 220×290 mm<br>200bhp NE48<br>Blackstone & Co. |
| 520180<br>5MIF<br>1612<br>Df Esd<br>Rdr<br>RTm | **LADY SOPHIA**<br>exFernebo–60<br>**Downlands Shipping Inc.**<br>Monrovia Liberian | 1245<br>602<br>2190<br>**2096**<br>1216<br>2510 | ✠**100A1** SS 10/67<br>with freeboard<br>Str. nav. ice<br>✠**LMC**<br>EL r pt SQ | **1945**–8 A/B Lindholmens Varv—Got<br>264′ 10″ 40′ 1″ 17′ 2″/18′ 7½″<br>245′ 0″ 40′ 0″ 25′ 9″<br>F31′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 2″ WB550t incl. Tunnel tanks 164t | M OSD/CSD<br>2 Ho 90½′, 81½′<br>G.151795 B.136830<br>4 Ha (25′, 31½′, 25′, 25′×17′)<br>8W Der 8(5) | Oil 2SA 8Cy. 340×570 mm<br>1310bhp<br>Atlas Diesel<br>db 71lb<br>3×53kW 220V d.c. |
| | Now **CHRYSSOULA** See New Entries No. 6 | | | | | |
| 641842<br><br>340795<br>RT | **LADY SYBIL**<br><br>**J. H. Pigott & Son Ltd.**<br>Grimsby British | 111<br>—<br>— | ✠**A1**<br>tug<br>Humber Estuary service<br>✠**LMC**<br>MN157 EL (a) | **1965**–1 Charles D. Holmes & Co. Ltd.— Bev<br>83′ 7″ 24′ 5″<br>75′ 0″ 23′ 0″ 11′ 3″<br>3BH<br>rf 24″ BK4½″ WB37t | M Tug | Oil 4SA 6Cy. 10½″×14″<br>coupling & sr reverse<br>785bhp<br>Ruston & Hornsby |
| 520181<br>GCHQ<br>300552<br>Df<br>RTm | **LADY SYBILLA**<br>exVitesse–59<br>**Thomas Watson (Shipping) Ltd.**<br>D. J. Bradley<br>Rochester British | ~~349~~ 325<br>~~170~~ 163<br>441 | BV | **1952** Scheeps. A. Apol—Wirdum<br>149′ 3″ 23′ 8″ 9′ 10″<br>23′ 6″<br>P41′ F22′ 1 dk<br>RW<br>rf nil | M Mchy.aft<br>1 Ho 89½′<br>G.22400 B.20800<br>2 Ha (27′, 34½′×14½′)<br>2W Der 2(1½) | Oil 4SA 8Cy. 175×220 mm<br>390bhp NE65<br>Masch. Augsburg-Nürn<br>1×3kW 48V d.c. |
| 508936<br>5MSS<br>1885<br>Pfd Rdr<br>RTm | **LADY SYLVIA**<br>exDevonbrook–63<br>**Downlands Shipping Inc.**<br>Monrovia Liberian | 1336<br>726<br>1652 | ✠**100A1** SS 11/67<br>✠**LMC**<br>MN237 EL o 1$\frac{11}{16}$″ | **1954**–2 J. Lewis & Sons Ltd.—Abn<br>248′ 6″ 36′ 8″ 15′ 2½″<br>225′ 0″ 36′ 6″ 15′ 9″<br>P64′ Q148′ B13′ F16′ 1 dk<br>RW NS 5BH<br>rf 3″ WB561t incl. DTf116t | S Mchy.aft<br>3 Ho 48½′, 46′, 45′<br>G.82759<br>3 Ha (28½′×23′) (29½′, 29½′×24½′)<br>3W Der 3(3) | T 3Cy. 17″ 28½″ & 47″×<br>1230ihp<br>J. Lewis & Sons Ltd.<br>2 SB 225lb hs(3268)<br>1×15kW 220V d.c. |
| | Now **TOLMI** See New Entries No. 6 | | | | | |
| 670168<br><br>307568<br>Pfd Rdr<br>RT | **LADY THELMA**<br><br>**J. H. Pigott & Sons Ltd.**<br>Grimsby British | 211<br>—<br>— | ✠**100A1**<br>tug<br>✠**LMC**<br>MN405 EL (c) | **1967**–2 Appledore S.B. Ltd.—Apl<br>106′ 3″ 29′ 8″ 11′ 8½″<br>95′ 0″ 28′ 0″ 13′ 6″<br>4BH<br>rf 18″ BK2″ WB41t | TM Firefighting Tug | 2 Oil 4SA each 6Cy.<br>2024bhp<br>Ruston & Hornsby<br>3×35, 35, 12kW 400V |
| 541229<br>MGBH<br>304783<br>Rdr RT | **LADY THERESA**<br><br>**J. H. Pigott & Son Ltd.**<br>Grimsby British | 159<br>—<br>— | ✠**100A1** SS 3/67<br>tug<br>U.K. & between River Elbe & Brest<br>✠**LMC**<br>MN184 EL (b) | **1963**–3 Cook, Welton & Gemmell Ltd.— Bev<br>93′ 10″ 24′ 8″ 10′ 11½″<br>85′ 0″ 24′ 0″ 12′ 6″<br>3BH<br>rf 24″ BK6″ WB34t | M Tug | Oil 4SA 7Cy. 10½″×14″<br>sr reverse gearbox<br>920bhp<br>Ruston & Hornsby |
| 520186<br>VGYR<br>126899<br>Esd | **LADY VALENTINE**<br>exWayward Lady–59<br>exColumbia II–57<br>exColumbia–56<br>**E. W. & W. Griffiths**<br>Vancouver Canadian | 106<br>64<br>— | | **1910** Westminster Mar. Rly Co.— N. Westminster<br>100′ 0″ 18′ 9″ 7′ 0″<br>… … …<br>1 dk | Wood M | Oil 6Cy.<br>NE24<br>Atlas Imperial Co. |
| 520187<br>GFGC<br>165694<br>RT | **LADY VERA**<br>exBrahman–62<br>**J. H. Pigott & Son Ltd.**<br>Grimsby British | 208<br>—<br>— | ✠Classed LR until 9/63 | **1938**–1 Cochrane & Sons Ltd.—Sel<br>106′ 0″ 25′ 1″ 13′ 1½″<br>100′ 0″ 25′ 0″ 13′ 6″<br>R<br>BK7½″ | M Tug | Oil 4SA 12Cy. 9½″×1<br>1250bhp Emade<br>Mirrlees, Bickerton & |
| 520188<br>ZBSD<br><br>RTm | **LADY WRIGHT**<br><br>**Government of Gambia**<br>British | 532<br>326<br>165 | | **1951** J. Morris & Co. (Gosport) Ltd.— Fareham<br>160′ 0″ 30′ 1″ 7′ 0½″<br>152′ 9″ 30′ 0″ 13′ 1″<br>Q14′ F21′ 1 dk | TM (250P) Mchy.aft<br>1 Ho 44′<br>G.5750<br>1 Ha (16′×12′)<br>1W Der 1(12) | 2 Oil 2SA each 8Cy.<br>600bhp<br>Crossley Bros. Ltd.<br>2×50kW 230V d.c. |
| 651374<br><br>323160 | **LADY YVETTE**<br><br>**Comeau's Sea Foods Ltd.**<br>Weymouth, N.S. Canadian | 188<br>82<br>— | | **1964** A. F. Theriault & Son—Meteghan<br>*95-6′* 24′ 6″<br>… … …<br>1 dk | Wood M Fishing | Oil 12Cy. 6½″×8″<br><br>Caterpillar Tractor Co. |

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| **ADY OF MANN**<br>le of Man Steam Packet Co. Ltd.<br>ouglas British | 3104<br>1258<br>535 | ✠A1 TD 6/67 ~~SS 6/68~~<br>with fbd Irish Channel service<br>✠LMC<br>MN2300 EL (w) 2$\frac{1}{16}$" | 1930–6 Vickers-Armstrongs Ltd.—Brw<br>372′ 4″ 50′ 2″ 13′ 0¼″<br>360′ 0″ 50′ 0″ 26′ 6″<br>Prom dk 270′ 1 dk & S dk (pt stl-teak s), 3rd dk clear of E&B spaces<br>R 10BH<br>BK1½″ WB332t incl. DTa35t DTf60t | TS (2873P) OSD | 4 S Turb sr geared to 2 sc. shafts<br>11500shp (o.f)<br>Vickers-Armstrongs Ltd. Brw<br>2 DB & 2 SB 220℔ hs18146 24cf<br>2×130kW 220V d.c. |
| **ADY OF VICTORIA**<br>Koorine–64 exDandenong–60<br>echo Steamship Co. S.A.<br>nama Panamanian<br>ow **SHA CHAU** See New Entries No. **12** | *2416*<br>*1152*<br>2995 | ✠100A1 SS 1/64<br>✠LMC<br>MN333 EL s 1$\frac{9}{16}$"SQ | 1946–9 Broken Hill Pty Co. Ltd.—Wya<br>291′ 4″ 46′ 4″ 19′ 0″<br>270′ 6″ 46′ 0″ 21′ 6″<br>P32′ B88′ F31′ 1 dk<br>NS 5BH<br>WB219t incl. Tunnel tanks 81t | S Ref<br>G.116307 B.110039 In.1350<br>10W Der 1(20) | C 4Cy. (2) 19$\frac{7}{16}$" & (2) 39¼″×40″<br>1850ihp Lentz (o.f)<br>Commonw'lth Gov. E. Wks. Mel<br>2WTB 240℔ Spt 220℔ hs5101 11k |
| **ERDAL**<br>ylkesbaatane i Sogn og Fjordane<br>ergen Norwegian | 324<br>212<br>— | | 1939 Gravdals Skibsbyggeri—Sunde<br>*118·5′* 26′ 1″<br>… … … | Wood M Ferry Mchy.aft | Oil 2SA 4Cy. 380×400 mm<br>Haldorsen & Sönner Rub |
| **AERTES**<br>ed. Stoomv. Maats. "Oceaan" N.V.<br>msterdam Netherland | T.Mk<br>5100<br>2633<br>6670 ~~6630~~<br>7467<br>4103<br>9403 | **BS**✳ SS 4/66<br>**MBS**✳<br>**Lloyd's RMC**<br>MN1360 CT8412 C40 S35 | 1949–10 Vickers-Armstrongs Ltd.—Nwc<br>487′ 2″ 62′ 3″ 24′ 0″/28′ 3″<br>452′ 10″ 62′ 0″ 35′ 0″<br>P41′ B190′ F48′ 2 dks, 3rd dk in No. 1 hold<br>RW 8BH<br>rf 9″ WB4502t incl. DTsm1868t DTa961t | M (12P) Ref<br>6 Ho 58′, 71′, 47′, 30′, 80′. 58′<br>G.591927 B.535247 In.1400<br>6 Ha (24½′×16′) (35′, 23′, 23′, 27′×22′) (27′×18′)<br>24W Der 1(50) 1(25) 8(10) 16(5) | Oil 2DA 8Cy. 550×1200 mm exhaust 400 mm<br>6800bhp B&W 1122t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 105℔<br>3×220kW 220V d.c. 16k |
| **AERTIS**<br>Assyria–63<br>ala Cia. Nav. S.A.<br>onrovia Liberian | 8530<br>4856<br>11320 | ✠100A1 TD 5/68 ~~SS 2/63~~<br>tunnel side tanks—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1600 EL e†2¼″SQ | 1950–8 Swan, Hunter & Wghm Rchdsn —Wal<br>508′ 10″ 64′ 1″ 27′ 7¼″<br>480′ 7″ 63′ 9″ 34′ 10″<br>P46′ B168′ F57′ 2 dks, 3rd dk fwd of mchy. space<br>RW 8BH<br>WB4034t incl. DTa1171t Tunnel tanks 267t DTf512t | S Ref<br>G.588762 B.550153 In.120572<br>18W Der 6(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>8000shp 1656t (o.f)<br>Richardsons, Westgarth Hpl<br>2WTB 490℔ Spt 750° F. 475℔ hs11071<br>db 105℔ db 40℔ sg 100℔ 15½k |
| **ESØ**<br>Ærøboen–67<br>ndels D/S Læsø<br>Chr. F. Johansen<br>esterø Havn Danish | 499<br>208<br>— | ✠Class **WITHDRAWN** at Owners' request 4/68 | 1965–7 Martin Jansen—Leer<br>156′ 1″ 34′ 2″ 7′ 10¼″<br>137′ 10″ 32′ 10″ 11′ 2″<br>F20′ 1 dk<br>7BH<br>rf 12″ WB73t incl. DTf30t | M Ferry (400P) | Oil 4SA 6Cy. 320×450 mm<br>950bhp (d.o)<br>Masch. Kiel G.m.b.H. Kel<br>3×70, 70, 15kW 220/380V 50c/s a.c.<br>Controllable pitch propeller |
| **AEVELD**<br>idde Westelike Visprodukte BpK<br>pe Town S. African<br>Name should be **AMOLEEN** See New Entries No. **1** | 130<br>—<br>— | 100A1<br>fishing vessel<br>Class contemplated | Maritime Industries Ltd.—C.Tn<br>83′ 1″ 25′ 9″ 10′ 5½″<br>71′ 3″ 24′ 11″ 12′ 6″ | Reinforced Plastic M Fishing Mchy.aft | Oil 4SA 6Cy. 6½″×8″<br>Caterpillar Tractor Co. Peoria |
| **AEVELD I**<br>idde Westelike Visprodukte BpK<br>pe Town S. African<br>Name should be **HOEVELD** See New Entries No. **1** | 150<br>—<br>— | 100A1<br>fishing vessel<br>Class contemplated | Maritime Industries Ltd.—C.Tn<br>83′ 1″ 25′ 9″ 10′ 5⅞″<br>71′ 3″ 24′ 11″ 12′ 6″ | Reinforced Plastic M Fishing Mchy.aft | Oil 4SA 6Cy. 6½″×8″<br>Caterpillar Tractor Co. Peoria |
| **AFAYETTE VICTORY**<br>ited States Department of Commerce<br>an Francisco United States | 7607<br>4563<br>10681 | AB | 1945 Permanente (Shpyd No. 2)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. |
| **AFFAN**<br>hell Co. of Qatar Ltd.<br>British | —<br>—<br>— | ~~100A1 SS 3/65~~<br>~~oil tanker—FP above 150° F. For service at Qatar~~<br>~~EL (a) ⅝″~~<br>Class **WITHDRAWN** at Owners' request 8/68 | 1954–2 J. W. Cook & Co. (Wivenhoe) Ltd.—Wvn<br>86′ 0″ 17′ 11″<br>85′ 4″ 17′ 9″ 5′ 6″<br>1 dk<br>5BH<br>rf nil | Oil Barge | |
| **AFFORD**<br>T. J. Palmer<br>ondon British | 138<br>85<br>220 | | 1958 J. W. Cook & Co. (Wivenhoe) Ltd.—Wvn<br>90′ 9″ 21′ 5″ 7′ 9¾″<br>85′ 0″ 21′ 0″ 8′ 9″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 6″×9″<br>Emade54fitted58<br>Bergius Co. Ltd. Gls |
| **AGA**<br>amar Soc. Anon.<br>ajes Spanish | 159<br>93<br>— | BV | 1949 Ast. de T. Ruiz de Velasco—Bbo<br>*89·0′* 20′ 0″<br>… … … | M Trawler<br>2 Ha (each 3½′×3½′) | Oil 4SA 6Cy. 270×500 mm<br>430bhp 44½t<br>N.V. Werkspoor Ams<br>9k |
| **AGA II**<br>~~itish Railways Board~~<br>~~ndon British~~<br>unds Shipowners & Shipbreakers Ltd.<br>ndon British<br>Now **PEN YAR** See New Entries No. **10** | 693<br>334<br>991 | ✠100A1 CS 9/65<br>hopper barge<br>✠LMC<br>MN119 EL j | 1955–3 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>179′ 11″ 36′ 7″ 12′ 2″<br>170′ 0″ 35′ 0″ 13′ 6″<br>1 dk<br>RW 4BH<br>rf nil WB59 | M Hopper Barge Mchy.aft | Oil 4SA 8Cy. 315×380 mm with sr gearing<br>595bhp 30t (d.o)<br>Ruston & Hornsby Lcn<br>2×30kW 220V d.c. 9k |

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| 651322<br>SIJK<br>10627<br>Esd Pfd<br>Rdr RT | **LAGAFORS**<br><br>**Hans Holgersson Partrederi**<br>Bohus-Björkö Swedish | 125<br>58<br>— | | **1965** J. W. Berg Varv & Mek.—Hälsö<br>91' 7" 22' 8" 10' 1½"<br>89' 9" 11' 11"<br>1 dk | Wood M Fishing Mchy.aft | Oil 4SA 6Cy. 250×300 mm<br>750bhp<br>Nydqvist & Holm A/B |
| 520202<br>GTNN<br>185565<br>Df Esd<br>Gc Rdr<br>RTv | **LAGANBANK**<br><br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Belfast British | 5671<br>3219<br>8975 | ✠100A1 SS 3/64<br>DTs—oil FP above 150° F.<br>or vegetable oil or latex<br>✠LMC<br>MN1020 EL b†2 1/16"SQ | 1955–10 Harland & Wolff Ltd.—Bel<br>455' 0" 59' 3" 26' 0½"<br>425' 0" 59' 0" 38' 3"<br>P37' F40' 1 dk & S dk, 3rd dk fwd of mchy. space<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6" WB4154t incl. DTsmf4154t DTa1350t | M Ref OSD<br>4 Ho 56½', 83', 32' DT, 32' DT, 26½' DT, 26½' DT, 47½', 68'<br>G.561310 B.505490 In.12360<br>7 Ha (29½', 31½', 28½', 13', 28½', 28½', 8'×22')<br>14W Der 1(25) 14(5) | Oil 2SA 6Cy. 620×1400<br>470 mm<br>5100bhp<br>Harland & Wolff Ltd.<br>2db 100lb<br>4×175, 175, 175, 20kW |
| 520203<br>ECAR<br><br>Esd RT | **LAGARES**<br><br>**Rafael Garralda Gómez**<br>Vigo Spanish | 196<br>80<br>— | | **1952** Francisco Montenegro—Vgo<br>*86·9'* 21' 1"<br>··· 21'··· ··· | Wood S Trawler | T 3Cy. 9½" 15" & 23½"×18"<br>232ihp |
| 520204<br>TFLA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **LAGARFOSS**<br><br>**H/f Eimskipafelag Islands**<br>Reykjavik Icelandic | 2923<br>1618<br>2675 | ✠100A1 SS 9/67<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>EL u | **1949**–5 Burmeister & Wain—Cpn<br>310' 7" 46' 1" 21' 3½"<br>290' 6" 46' 0" 29' 7"<br>F33' 2 dks, 3rd dk in Nos. 1, 2 & 3 holds<br>RW Coll BH to U dk 5 to 2nd dk<br>rf 3" WB636t incl. Tunnel tanks 79t | M Ref CSD<br>4 Ho<br>G.160000 B.150000 In.78900<br>4 Ha (each 30½'×18')<br>8W Der 1(20) 8(5) | Oil 2SA 9Cy. 500×900 mm<br>2950bhp<br>Burmeister & Wain<br>db 100lb |
| 641346<br>LJNW<br><br>Rdr | **LAGATUN**<br><br>**Fosen Trafikklag A/S**<br>Trondheim Norwegian | 329<br>142<br>— | ~~NV~~ | **1964** Storviks M/V—Kristiansund<br>137' 1" 29' 7" 11' 0½"<br>29' 6" 13' 6"<br>1 dk len 65 | TM Ferry Mchy.aft | 2 Oil 4SA each 6Cy.<br>900bhp<br>Caterpillar Tractor Co. |
| 503194<br>LCYU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **LAGO**<br>exMemento–65<br>exAxel Mærsk–63<br>**D/S A/S Laly**<br>C. T. Gogstad & Co.<br>Oslo Norwegian<br>Now **MARIA XILAS**<br>See New Entries No. 1 | 12512<br>7394<br>19576 | ✠100A1 SS 6/63<br>oil tanker<br>✠LMC<br>MN1750 EL l†2½"SQ | **1958**–6 Odense Staalskibsværft A/S—Odn<br>559' 11" 72' 0" 30' 6½"<br>538' 0" 71' 10" 39' 9"<br>P119' B38' F64' 1 dk<br>12BH<br>rf 1" WB568t | M Tanker (2P) Mchy.aft<br>21 Ta<br>L.931000 | Oil 2SA 7Cy. 740×1600<br>8750bhp<br>Burmeister & Wain<br>2AuxB (o.f) 180lb Spt<br>AuxB (ex.g) 180lb<br>4×116, 116, 116, 62½kW |
| 640393<br><br><br>Df Esd<br>Gc Rdr<br>RT | **LAGO ALUMINE**<br><br>**Empresa Lineas Maritimas Argentinas**<br>Buenos Aires Argentine | ~~7238~~ 6129<br>~~4029~~ 2981<br>—<br>8830<br>5175<br>12745 | AB | **1965** Ast. Rio Santiago (A.F.N.E.)—Rio Santiago<br>476' 0" 58' 9" —/24' 6½"<br>439' 0" 58' 7" 27' 5"<br>B171' F41' 1 dk & S dk<br>rf 6" | M Ref OSD/CSD<br>6 Ho<br>G.355600 B.333000 In.47000<br>6 Ha<br>16W Der 2(35) 4(8) 12(5) | Oil 2SA 8Cy. 780×1400<br>9300bhp<br>Masch. Augsburg-Nürnb |
| 520208<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **LAGO ARGENTINO**<br><br>**Empresa Lineas Maritimas Argentinas**<br>Buenos Aires Argentine | 8830<br>5175<br>— | AB | **1962** Ast. Rio Santiago (A.F.N.E.)—Rio Santiago<br>476' 0" 58' 9" 24' 6½"<br>439' 0" 58' 6" 27' 5"<br>P25' 1 dk & S dk<br>rf 6" | M Ref OSD<br>6 Ho<br>G.406200 B.356000 In.58600<br>6 Ha<br>10W Der 14(35, 20, 12, 8, 5, 3) | Oil 2SA 8Cy. 780×1400<br>9300bhp<br>Masch. Augsburg-Nürnb |
| 520209<br>EDEA<br><br>Df Esd<br>Pfd Rdr<br>RT | **LAGO COMO**<br><br>**Naviera Lagos S.A.**<br>Bilbao Spanish | 999<br>503<br>1925<br>—<br>—<br>— | ✠100A1 ~~SS 1/65~~<br>SS 12/68<br>✠LMC<br>MN404 EL q | **1960**–9 S.A. Juliana Const. Gijonesa—Gjn<br>264' 8" 39' 6" 14' 8"/—<br>246' 1" 39' 4½" 23' 0"<br>F29' 1 dk & S dk<br>RW NS in 'tween dks Coll BH to S dk 5 to 2nd dk<br>rf 4" WB656t | M OSD/CSD Mchy.aft<br>G.136000 B.120000<br>8W Der 8 | Oil 2SA 8Cy. 350×620<br>2016bhp B&W<br>La Maquinista Terrestr |
| 520210<br>EBUW<br><br>Df Esd<br>Pfd Rdr<br>RT | **LAGO ENOL**<br><br>**Naviera Lagos S.A.**<br>Bilbao Spanish | 992<br>572<br>1825 | ✠100A1 SS 9/66<br>✠LMC<br>MN296 EL p | **1958**–5 Cia. Euskalduna—Bbo<br>250' 6" 37' 3" 15' 6½"<br>230' 7" 37' 0½" 23' 0"<br>F26' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 3" WB407t | M OSD Mchy.aft | Oil 2SA 8Cy. 340×570<br>1480bhp Polar<br>Soc. Española de Const |
| 520772<br>EADQ<br><br>Df Esd<br>Rdr RT | **LAGO ERCINA**<br>exLibra–67<br>**Naviera Lagos S.A.**<br>Santander Spanish | 1012<br>498<br>1802 | ✠100A1 SS 10/67<br>✠LMC<br>✠Lloyd's RMC<br>MN340 EL q | **1959**–7 Corcho Hijos S.A.—Snt<br>269' 0" 40' 5" 14' 8½"<br>246' 1" 39' 4½" 23' 0"<br>F24' 2 dks<br>RW Coll BH to U dk 4 to 2nd dk<br>rf 4" WB552t | M Ref Mchy.aft<br>In.90075 | Oil 4SA 8Cy. 390×<br>1700bhp<br>N.V. Werkspoor |
| 520211<br>EDDZ<br><br>Df Esd<br>Pfd Rdr<br>RT | **LAGO GARDA**<br><br>**Naviera Lagos S.A.**<br>Bilbao Spanish | 999<br>503<br>1925<br>—<br>—<br>— | ✠100A1 SS 2/65<br>✠LMC<br>MN404 EL q | **1960**–11 S.A. Juliana Const. Gijonesa—Gjn<br>264' 8" 39' 6" 14' 8"/—<br>246' 1" 39' 4½" 23' 0"<br>F29' 1 dk & S dk<br>RW NS in 'tween dks Coll BH to S dk 5 to 2nd dk<br>rf 4" WB656t | M OSD/CSD Mchy.aft | Oil 2SA 8Cy. 350×<br>2016bhp B&W<br>La Maquinista Terr |

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| **LAGO GENERAL CARRERA**<br>Empresa **Maritima del**<br>Estado **(Chilean Government Merchant Marine)**<br>Valparaiso Chilean | **2097**<br>998<br>2250 | | BV | **1960** At. Duchesne & Bossière—Hav<br>312′ 0″ 40′ 1″ 13′ 2″<br>285′ 5″ 40′ 0″ 21′ 4″<br>2 dks | TM CSD Mchy.aft<br>Bow doors | 2 Oil 4SA each 9Cy. 300×450 mm<br>Masch. Augsburg-Nürnberg Aug |
| **LAGO ISOBA**<br>Naviera **Lagos S.A.**<br>Bilbao Spanish | **1556**<br>1030<br>— | **✠100A1**<br>**✠LMC**<br>MN296 | SS 9/66<br>EL p | **1958**-4 Cia. Euskalduna—Bbo<br>250′ 6″ 37′ 3″ 18′ 9″<br>230′ 7″ 37′ 1″ 23′ 0″<br>F26′ 2 dks<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 3″ WB407t | M CSD Mchy.aft | Oil 2SA 8Cy. 340×570 mm<br>1480bhp Polar<br>Soc. Española de Const. Nav. Bbo |
| **LAGO LACAR**<br>Empresa **Lineas Maritimas Argentinas**<br>Buenos Aires Argentine | **8486**<br>4369<br>10293 | | AB | **1962** Brodogradiliste Split—Spt<br>515′ 10″ 66′ 9″ 27′ 0″<br>472′ 6″ 66′ 7½″ 40′ 0″<br>F40′ 1 dk & S dk<br>rf nil | M Ref OSD<br>6 Ho<br>B.569000 In.74000<br>6 Ha | Oil 2SA 9Cy. 750×1320 mm<br>10300bhp 1240t<br>S.A. Fiat S.G.M. Tur |
| **LAGO NAHUEL HUAPI**<br>Empresa **Lineas Maritimas Argentinas**<br>Buenos Aires Argentine | **8482**<br>4364<br>10272 | | AB | **1961** Brodogradiliste Split—Spt<br>515′ 10″ 66′ 9″ 27′ 0″<br>472′ 6″ 66′ 7½″ 40′ 0″<br>F40′ 1 dk & S dk<br>rf nil | M Ref OSD<br>6 Ho<br>B.569000 In.74000<br>6 Ha | Oil 2SA 9Cy. 750×1320 mm<br>10300bhp 1018t<br>S.A. Fiat S.G.M. Tur |
| **LAGO NEGRO**<br>exEscorpion-67<br>~~Naviera Lagos~~<br>Santander Spanish<br>Naviera **Continental S.A.** | **1012**<br>498<br>1802 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN340 | SS 8/67<br>EL q | **1959**-11 S.A. Corcho Hijos—Snt<br>269′ 0″ 40′ 5″ 14′ 8½″<br>246′ 1″ 39′ 4½″ 23′ 0″<br>F24′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 4″ WB552t | M Ref OSD Mchy.aft<br>In.90075 | Oil 4SA 8Cy. 390×680 mm<br>1700bhp<br>N.V. Werkspoor Ams |
| **LAGO SAN MAURICIO**<br>Naviera **Lagos S.A.**<br>Spanish<br>For later particulars see New Entries No. 1 | **1750**<br>—<br>— | **100A1**<br>Class contemplated | | Astano S.A.—Frl<br>317′ 2″<br>288′ 8″ 45′ 3″ 26′ 11″ | M Ref Mchy.aft | Oil 2SA 6Cy. 500×1100 mm<br>B&W<br>Soc. Española de Const. Nav. Bbo |
| **LAGO SANABRIA**<br>Naviera **Lagos S.A.**<br>Bilbao Spanish | **1694**<br>1258<br>— | **✠100A1**<br>**✠LMC**<br>MN403 | EL q | **1964**-7 S.A. Juliana Const. Gijonesa—Gjn<br>270′ 1″ 39′ 7″ 18′ 7″<br>247′ 6″ 39′ 4″ 23′ 0″<br>F29′ 2 dks<br>5BH<br>rf 4″ WB537t | M CSD Mchy.aft | Oil 2SA 8Cy. 350×620 mm<br>2016bhp<br>La Maquinista Terrestre y Mar. Bcl |
| **GO TRAFUL**<br>presa **Lineas Maritimas Argentinas**<br>enos Aires Argentine | **8486**<br>4369<br>10320 | | AB | **1962** Brodogradiliste "Split"—Spt<br>515′ 10″ 66′ 9″ 27′ 1″<br>472′ 6″ 66′ 7½″ 40′ 0″<br>F40′ 1 dk & S dk<br>rf nil | M Ref OSD<br>6 Ho<br>B.569000 In.74000<br>6 Ha | Oil 2SA 9Cy. 750×1320 mm<br>10300bhp 1018t<br>S.A. Fiat S.G.M. Tur |
| **GO YPACARAI**<br>vernment **of Paraguay**<br>(Flota **Mercante del Estado)**<br>uncion Paraguayan | **639**<br>335<br>1014 | | | **1945** Kane S.B. Corp.—Gal<br>180′ 6″ 30′ 1″ 11′ 6″<br>… … …<br>P39′ F21′ 1 dk | TM Tanker Mchy.aft<br>L.37685 | 2 Oil 4SA each 6Cy. 235×355 mm<br>38¾t-2½pd<br>Wolverine Motor Wks Inc. P.Huron<br>9k |
| **GO YPOA**<br>vernment **of Paraguay**<br>(Flota **Mercante del**<br>Estado)<br>nción Paraguayan<br>For later particulars see New Entries No. 3 | **1122**<br>628<br>— | ✠Classed LR until 5/64 | | **1961**-10 Ast. de T. Ruiz de Velasco—Bbo<br>242′ 2″ 39′ 6″ 10′ 3¾″<br>223′ 1″ 39′ 4½″ 12′ 9″<br>F17′ 1 dk<br>rf nil | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>900bhp<br>Motorenw. Mannheim Mhm |
| **GOA**<br>Villaviciosa-51<br>Cia. de Nav. **"Carregadores Acoreanos"**<br>nta Delgada Portuguese | **2415**<br>1406<br>2885 | **✠100A1**<br>with freeboard<br>**✠LMC**<br>MN360 | SS 8/67 ~~SS 2/63~~<br>EL s | **1950**-6 Soc. Española de Const. Nav.—Bbo<br>293′ 10″ 43′ 4″ 18′ 10½″<br>272′ 4″ 43′ 1″ 25′ 0″<br>RFD26′ 2 dks<br>R 2BH to U dk 2 to 2nd dk<br>rf nil WB690t | S (5P) CSD<br>4 Ho 47½′, 62¼′, 48½′, 30¼′<br>G.169969 B.161531<br>4 Ha (25′, 29¾′, 27′, 25′×20¼′)<br>8W Der 1(7) 8(3) | C 4Cy. (2) $19\tfrac{5}{16}$″ & (2) $41\tfrac{5}{16}$″×$41\tfrac{5}{16}$″<br>1800ihp 362t (o.f)<br>Soc. Española de Const. Nav. Bbo<br>2WTB 220lb Spt hs(4348)<br>2×50kW 110V d.c. 13k |
| **ONG**<br>ublik **Indonesia**<br>Pelajaran Nasional<br>donesia<br>arta<br>Indonesian | **522**<br>241<br>667 | | BV | **1953** Rolandwerft—Bmn<br>189′ 10″ 29′ 11″ 11′ 1″<br>29′ 10″ 12′ 2″<br>1 dk<br>RW | M Mchy.aft<br>G.34800 B.31200<br>2 Ha (each 27′×17′)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 305×380mm<br>480bhp 45t<br>Enterprise Eng. & Mach. Co. S.Fo<br>10k |
| **OS ERIE**<br>Bente-62<br>Armadora **San**<br>rancisco **S.p.A.**<br>ama<br>Panamanian | **9907**<br>5929<br>16200 | | BV | **1950** Uddevallavarvet A/B—Udv<br>521′ 4″ 64′ 4″ 29′ 9¼″<br>64′ 1″<br>P105′ B40′ F59′ 1 dk | M Tanker Mchy.aft<br>19 Ta | Oil 2SA 9Cy. 680×1500 mm<br>1169t-22pd<br>A/B Götaverken Got<br>14½k |

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| 520225<br>HOBF<br>1730<br>Df Esd<br>Gc | **LAGOS MICHIGAN**<br>exPhaeax II–56<br>exGreen Hill Park–46<br>Launched as Fort Simcoe<br>**Cia. Armadora San Francisco S.p.A.**<br>Panama Panamanian | **7060**<br>4269<br>10754 | AB<br>✠Classed LR until 3/58<br>**BROKEN UP** | **1944**–1 Burrard D.D. Co. Ltd.—Vcr<br>441' 6" 57' 2" 27' 8½"<br>416' 0" 56' 10" 37' 4"<br>2 dks<br>RW<br>rf 6" | S CSD<br>5 Ho 60', 72', 49½', 45', 68', 20' DT<br>G.544675 B.485920<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>11W Der 1(50) 1(30) 10(5) | T 3Cy. 24½" 37" & 70"×<br>2500ihp<br>John Inglis Co. Ltd. |
| 520226<br>HPBN<br><br>Df Esd<br>Gc | **LAGOS ONTARIO**<br>exLagoonside–52<br>exEastwave–52<br>exFort Wrangell–48<br>**Cia. Armadora San Francisco S.p.A.**<br>Panama Panamanian | **7138**<br>4412<br>10776 | AB<br>✠Classed LR until 9/57<br>**BROKEN UP** | **1944**–12 Burrard D.D. Co. Ltd.—Vcr<br>441' 6" 57' 2" 27' 8½"<br>416' 0" 56' 10" 37' 4"<br>2 dks<br>RW<br>rf 6" | S<br>5 Ho 60', 72', 49½', 45', 68', 20' DT<br>G.560000 B.503000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 520227<br>GHQJ<br>302744<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LAGOS PALM**<br><br>**Palm Line Ltd.**<br>London British | **5027** ~~6230~~<br>2568 ~~2791~~<br>— ~~8737~~ | ✠**100A1** ~~SS 7/65~~<br>DTsmf—vegetable oil<br>✠**LMC** SS 11/68<br>MN1500 EL c†2 1/16"SQ | **1961**–7 Swan, Hunter & Wghm Rchdsn —Nwc<br>473' 6" 63' 3" 25' 1"<br>440' 0" 63' 0" 37' 0"<br>P37' F43' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB2539t | M (2P) Ref OSD<br>5 Ho 51¾', 60', 72½', 80', 69¾'<br>G.526575 B.487720 In.6370<br>5 Ha (22½', 35¾', 36½', 33¼', 33¼'×20')<br>16W Der 1(50) 4(15) 2(10) 10(5) | Oil 2SA 6Cy. 700×2320<br>7500bhp Doxford<br>Swan, Hunter & Wghm<br>2AuxB 100lb<br>3×250kW 220V d.c. |
| 520228<br>HPGQ<br>3602GI<br>Df Esd<br>Gc Rdr | **LAGOS SUPERIOR**<br>exShetland–62<br>**Cia. Armadora San Francisco S.p.A.**<br>Panama Panamanian | **10529**<br>6361<br>16053 | BV<br>✠Classed LR until 5/62 | **1951**–12 A/B Lindholmens Varv—Got<br>550' 11" 64' 4" 29' 11"<br>516' 0" 63' 11" 38' 6"<br>P108' B31' F65' 1 dk, pt 2nd dk | M Tanker Mchy.aft<br>20 Ta<br>L.783195 HeCls. BC | Oil 2SA 9Cy. 720×1250<br>Sulzer<br>Karlstads M/V |
| 520232<br>ZPKO<br>1240<br>RT | **LAGUNA VERA**<br><br>**Government of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguayan | **1174**<br>589<br>— | ✠Classed LR until 5/64 | **1960**–10 Uraga Dock Co.—Yokosuka<br>237' 11" 39' 11" 10' 6"<br>223' 1" 39' 4½" 12' 10"<br>RFD19' Trunk 141' 1 dk<br>rf nil | M Tanker Mchy.aft | Oil 4SA 6Cy. 370×520<br>1000bhp<br>Niigata Eng. Co. Ltd. |
| 520233<br>ELUJ<br>625<br>Df Esd<br>Gc Rdr | **LAGUNILLAS**<br><br>**Afran Transport Co.**<br>Monrovia Liberian | **21875** ~~21147~~<br>**13568** ~~12951~~<br>31934 | ✠**100A1** SS 4/64<br>oil tanker<br>✠**LMC**<br>MN2750 EL p†2 11/16"SQ | **1955**–9 Deutsche Werft A.G.—Ham<br>664' 7" 87' 4" ~~34' 4½"~~ 35' 10"<br>630' 0" 87' 0" 45' 8"<br>P130' B41' F83' 1 dk<br>RW 15BH<br>rf nil WB2444t incl. DTf1662t | S Tanker Mchy.aft<br>30 Ta<br>L.1552735 HeCls. BC | 2 S Turb dr geared to<br>13750shp<br>Allgemeine Elec. Ges.<br>2WTB 668lb Spt 850°F<br>sg 150lb |
| 520234<br>KOCF<br>247273<br>Df Esd<br>Gc | **LAHAINA VICTORY**<br><br>**United States Department of Commerce**<br>San Francisco United States | **7607**<br>4563<br>10681 | AB | **1945** Permanente (Shpyd No. 2)—Richmond<br>455' 3" 62' 1" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 520235<br>DKGR<br><br>Df Esd<br>RT | **LAHN**<br>exBaltenland–54<br>**Schepers Rhein-See Linie**<br>Duisburg-Ruhrort W. German | **338**<br>152<br>548 | GL | **1952** C. Lühring—Brake<br>138' 1" 24' 8" 9' 8"<br>24' 6" 11' 0"<br>P37' F16' 1 dk<br>RW len 55 | M<br>1 Ho 68¾'<br>G.20360 B.18360<br>1 Ha (46'×15¾')<br>2W | Oil 4SA 6Cy. 290×420<br>360bhp<br>Masch. Kiel A.G. |
| 520236<br>DDUU<br><br>Df Esd<br>Gc Rdr<br>RTv | **LAHNSTEIN**<br><br>**Norddeutscher Lloyd**<br>Bremen W. German | **2791**<br>1447<br>4880 | GL | **1951** Bremer Vulkan—Vgk<br>392' 4" 50' 1" 21' 0¾"<br>49' 11" 31' 8"<br>F67' 1 dk & S dk<br>RW | M (2P) OSD<br>6 Ho 41½', 55¾', 63', 57¾', 39½', 23½'<br>G.359997 B.323250<br>6 Ha (23', 35½', 39½', 34', 23¼'×15¾')<br>(7¾'×9¾')<br>12W Der 1(30) 12(5) 1(1) | Oil 2DA 5Cy. 600×1<br>4000bhp<br>Bremer Vulkan<br>4×100, 100, 100, 15kW |
| 640972<br>SEJU<br>10472<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **LAIDAURE**<br><br>**Trafik A/B Grängesberg-Oxelösund**<br>Erland Waldenström<br>Stockholm Swedish | **24810**<br>14024<br>36200 | ✠**100A1**<br>ore carrier Nos. 3 & 7 holds may be empty, (cc) in side tanks Nos. 1–5 (p&s)<br>Ice Class 3<br>✠**LMC**<br>MN2520 EL q†2¼"SQ | **1964**–4 A/B Götaverken—Got<br>655' 9" 88' 10" 35' 11½"<br>630' 4" 88' 6" 52' 0"<br>P106' F53' 1 dk<br>8BH<br>rf 2" WB17269t incl. Comb. btm & side tanks in holds 11744t DTf884t | M Ore Carrier Mchy.aft<br>9 Ho 88½', 23½', 82¾', 23½', 82¾', 23½', 82¾', 23½', 94½'<br>G.1659950<br>9 Ha (stl) (65', 23½', 53', 23½', 53', 23½', 53', 23½', 62'×42¾') | Oil 2SA 6Cy. 850×17<br>12600bhp<br>A/B Götaverken<br>AuxB 142lb<br>4×400, 216, 216, 2 |
| 521095<br>SGZV<br>9748<br>Df Esd<br>Pfd Rdr<br>RTm/v | **LAILA**<br>exLoke–67<br>**Frank Karlsson Partrederi**<br>Klädesholmen Swedish | **499**<br>242<br>1065 | ✠**100A1** SS 5/67<br>Str. nav. ice<br>✠**LMC**<br>MN214 EL I | **1957**–3 Sölvesborgs Varvs—Sbg<br>217' 5" 32' 11" 12' 4½"<br>194' 5" 32' 9½" 19' 7"<br>F24' 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf 2" WB363t | M OSD Mchy.aft<br>2 Ho 53½', 82¾'<br>G.74000 B.67000<br>3 Ha (each 33½'×16½')<br>6W Der 6(3) | Oil 4SA 8Cy. 320×<br>1068bhp<br>Klöckner-Humbol<br>3×40kW 220V d.c. |
| 520237<br>OGPD<br>1114 | **LAILA**<br>exLaila I–64 exWisma–57<br>exTidan–47<br>**Erkki J. E. Isaksson**<br>Mariehamn Finnish | **120**<br>62<br>195 | BV | **1938** Sixten Groth—Sjötorp<br>81' 2" 22' 8" 10' 3"<br>22' 6"<br>1 dk | Comp M Mchy.aft | Oil 2SA 2Cy.<br>150bhp Emad<br>Jönköpings Mot |

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| **LAINE**<br>Halvor–67 exChile<br>**akennus O/Y Laine**<br>Helsinki/Helsingfors Finnish | 738<br>202<br>— | | BV | 1929 Schps. L. Smit & Zoon—<br>Kinderdijk<br>192′ 5″ 31′ 2″<br>16′ 0″ | S Sand Pump Hopper dredger<br>Mchy.aft | T 3Cy. 13½″ 21¼″ & 34½″×20½″<br>(o.f)<br>Schps. L. Smit & Zoon Kinderdijk |
| **LAIRAN**<br>**Republik Indonesia**<br>P.T. Pelajaran Nasional<br>Indonesia<br>Djakarta Indonesian | 522<br>241<br>667 | | | 1953 D. W. Kremer Sohn—Elmshorn<br>189′ 10″ 30′ 0″ 11′ 1″<br>29′ 10″<br>F22′ 2 dks | M Mchy.aft<br>G.34800 B.31200<br>2 Ha (each 27′×17′)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 305×380 mm<br>480bhp 45t<br>Enterprise Eng. & Fdry Co. S.Fo<br>10k |
| **LAIRDS LOCH**<br>**Burns & Laird Lines Ltd.**<br>Glasgow British<br>Now **HEY DAROMA** See New Entries No. 9 | 1736<br>820<br>522 | **BS*<br>MBS***<br>MN512 | CS 6/65<br>CT1772 C26 | 1944–8 Ardrossan Dockyard Ltd.—Ard<br>275′ 0″ 41′ 2″ 12′ 1½″<br>256′ 6″ 41′ 0″<br>P58′ B112′ F42′ 1 dk, pt 2nd dk<br>10BH<br>WB541t incl. DTs303t | TM (1042P)<br>G.83000 B.69012 | 2 Oil 2SA each 8Cy. 340×570 mm<br>2560bhp 142t<br>British Auxiliaries Ltd. Gls<br>db 170℔ 13k |
| **LAIRDSCREST**<br>**Burns & Laird Lines Ltd.**<br>Glasgow British<br>Now **SAN MARCO** See New Entries No. 9 | 789<br>316<br>902 | **BS*<br>MBS***<br>MN280 | SS 3/67<br>CT1219 C24 | 1936–8 Harland & Wolff Ltd.—Bel<br>236′ 6″ 37′ 2″ 13′ 0″<br>225′ 4″ 37′ 0″ 13′ 9″<br>P59′ B&F158′ 1 dk<br>R 5BH<br>WB280t | TM<br>B.75000 | 2 Oil 2SA each 5Cy. 350×620 mm<br>1400bhp 137t<br>Harland & Wolff Ltd. Bel<br>13½k |
| **LAIRDSFIELD**<br>exGreenfield–66<br>exCoolsingel–55<br>**Burns & Laird Lines Ltd.**<br>Glasgow British | 522<br>272<br>760 | **100A1<br>LMC**<br>MN120 | SS 8/66<br>EL (g)<br>BV | 1953 Scheeps. v.d. Werf—Deest<br>174′ 8″ 28′ 4″ 11′ 9¼″<br>157′ 10″ 27′10½″ 13′ 0″<br>F23′ RAD39′ 1 dk<br>RW 3BH<br>rf nil WB240t | M Mchy.aft<br>1 Ho 106′<br>G.35100 B.34100<br>1 Ha (stl) (74¾′×15½′) | Oil 4SA 8Cy. 305×460 mm<br>600bhp 47t (d.o)<br>D. & J. Boot "De Industrie" Alp<br>3×7, 7, 3kW 220V d.c. 11k |
| **LAIRDSFOX**<br>exFoxfield–66 exLeemans–54<br>**Burns & Laird Lines Ltd.**<br>Glasgow British | 562<br>272<br>864 | **✠100A1<br>✠LMC**<br>MN130 | SS 6/68 ~~SS 4/64~~<br>EL i | 1952–1 F. Smit v/h J. Smit & Zoon—<br>Foxhol<br>189′ 0″ 30′ 7″ 12′ 0¾″<br>173′ 1″ 30′ 5″ 13′ 6″<br>P47′ F32′ 1 dk<br>RW 3BH<br>WB155t | M Mchy.aft<br>1 Ho 113½′<br>G.38519 B.35300<br>2 Ha (each 36′×16½′)<br>2W Der 2(3) | Oil 4SA 6Cy. 330×600 mm<br>650bhp 59t (d.o)<br>N.V. Werkspoor Ams<br>2×7kW 110V d.c. 10k |
| **LAIRDSGLEN**<br>**Burns & Laird Lines Ltd.**<br>Glasgow British | 1544<br>523<br>1875 | **✠100A1<br>✠LMC**<br>MN572 | SS 10/66<br>EL s | 1954–10 Ardrossan Dkyd Ltd.—Ard<br>297′ 11″ 43′ 2″ 17′ 1″<br>280′ 0″ 43′ 0″ 17′ 8″<br>P40′ B&F232′ UprF27′ 1 dk, 2nd dk clear of mchy. space<br>RW 5BH<br>WB719t incl. DTsm 125t Tunnel tanks 124t | TM<br>G.130460 B.115300<br>12W Der 2(10) 10(5) | 2 Oil 2SA each 6Cy. 480×700 mm<br>2860bhp 130t<br>George Clark (1938) Ltd. Sld<br>4×110, 110, 110, 15kW 220V d.c. 14k |
| **AISSEZ FAIRE**<br>Olga Patricia–66<br>Deal exDon Carlos<br>**iscaya Inc.**<br>anama Panamanian | 480<br>248<br>— | | AB | 1944 Wheeler's Shipyard—N.Yk<br>*166·3′* 32′ 3″ 10′ 0½″<br>165′ 0″ 32′ 0″ 14′ 4″<br>F26′ 1 dk<br>rf 6″ | TM Radio Station Mchy.aft<br>2 Ho<br>B.21000<br>2 Ha | 2 Oil 2SA 6Cy. 8¾″×10½″<br>1000bhp 63t<br>General Motors Corp. Clv |
| **AITA**<br>**allops Inc.**<br>hiladelphia United States | 199<br>99<br>— | | | 1948 Bath Iron Wks Corp.—Bath, Me<br>117′ 7″ 22′ 6″<br>... ... ... | M Trawler<br>3 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 330×600 mm<br>650bhp<br>Burmeister & Wain Cpn<br>10¾k |
| **AJES**<br>**mpresa de Navegação**<br>**Alianca S.A.**<br>de Janeiro Brazilian<br>Now **PETRÓPOLIS** See New Entries No. 6 | 6254<br>3366<br>10200 | | | 1966 Verolme Est. Reunidos do Brasil<br>—Jacuacanga<br>466′ 10″ 64′ 2″ 26′ 11¼″<br>426′ 6″ 64′ 0″ 40′ 2″<br>2 dks & S dk | M OSD Mchy.aft | Oil 2SA 7Cy. 620×1400 mm<br>8400bhp B&W<br>Industrias Villares Rio |
| **AJPAT RAI**<br>**The Shipping Corporation**<br>**of India Ltd.**<br>mbay Indian | 28812<br>20782<br>~~46012~~<br>48484 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN3220 | EL (m)t†$3\frac{1}{16}$″SQ | 1965–7 Hitachi Zosen—Inn<br>713′ 7″ 104′ 8″ ~~35′ 8″~~ 36′ 7½″<br>679′ 2″ 104′ 4″ 47′ 7″<br>P128′ F77′ 1 dk<br>RW 13BH<br>rf 2″ WB4690t incl. DTsf2982t | M Tanker Mchy.aft<br>Der 2(10) 1(3) | Oil 2SA 7Cy. 840×1800 mm<br>16100bhp B&W<br>Hitachi Zosen Osa<br>2WTAuxB primary 740℔<br>secondary 245℔ (Spt)<br>3×440kW 450V 50c/s a.c. |
| **AJU**<br>**raits S.S. Co. Ltd.**<br>gapore Singapore | 178<br>88<br>— | **✠A1**<br>Singapore harbour service<br>**✠LMC**<br>MN126 | SS 11/68 ~~SS 8/64~~<br>EL (b) ⅝″ | 1960–10 Straits S.S. Co. Ltd.—Png<br>97′ 10″ 21′ 6″ 5′ 3″<br>90′ 0″ 21′ 0″ 9′ 9″<br>1 dk<br>RW 6BH<br>rf 24″ WB38t incl. DTa20t f10t | TM Ferry (215P) | 2 Oil 4SA each 8Cy. 5⅛″×6″ with sr reverse gear<br>632bhp 7t (d.o)<br>Rolls Royce Ltd. Shrewsbury<br>2×220V 60c/s a.c. |
| **KE BARRINE**<br>**stralian Coastal Shipping**<br>**Commission**<br>bourne British | 7215<br>4375<br>~~10437~~<br>11187 | **✠100A1<br>✠LMC**<br>MN646 | SS 2/65<br>EL b†$2\frac{1}{16}$″SQ | 1956–8 Evans, Deakin & Co. Ltd.—Bsb<br>467′ 6″ 57′ 5″ 25′ 6¼″<br>440′ 0″ 57′ 0″ 34′ 1″<br>F42′ 1 dk<br>RW NS 7BH<br>rf 4½″ WB2665t incl. Topside tanks 172t | M Bulk Carrier Mchy.aft<br>5 Ho 61¼′, 61¼′, 61¼′, 62½′, 62½′<br>G.447784<br>5 Ha (stl) (each 41½′×30′)<br>Der 2(1½) | Oil 2SA 4Cy. 600×2320 mm<br>3228bhp Doxford 375t (hvf)<br>Commnw'th Gov. E. Wks Mel<br>AuxB 100℔<br>3×150kW 220V d.c. 12k |

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|---|---|---|---|---|---|---|
| 520225<br>HOBF<br>1730<br>Df Esd<br>Gc | **LAGOS MICHIGAN**<br>exPhaeax II-56<br>exGreen Hill Park-46<br>Launched as Fort Simcoe<br>**Cia. Armadora San Francisco S.p.A.**<br>Panama Panamanian | 7060<br>4269<br>10754 | AB<br>✠Classed LR until 3/58<br>**BROKEN UP** | 1944-1 Burrard D.D. Co. Ltd.—Vcr<br>441' 6" 57' 2" 27' 8½"<br>416' 0" 56' 10" 37' 4"<br>2 dks<br>RW<br>rf 6" | S CSD<br>5 Ho 60', 72', 49½', 45', 68', 20' DT<br>G.544675 B.485920<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>11W Der 1(50) 1(30) 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>John Inglis Co. Ltd. |
| 520226<br>HPBN<br><br>Df Esd<br>Gc | **LAGOS ONTARIO**<br>exLagoonside-52<br>exEastwave-52<br>exFort Wrangell-48<br>**Cia. Armadora San Francisco S.p.A.**<br>Panama Panamanian | 7138<br>4412<br>10776 | AB<br>✠Classed LR until 9/57<br>**BROKEN UP** | 1944-12 Burrard D.D. Co. Ltd.—Vcr<br>441' 6" 57' 2½" 27' 8½"<br>416' 0" 56' 10" 37' 4"<br>2 dks<br>RW<br>rf 6" | S<br>5 Ho 60', 72', 49½', 45', 68', 20' DT<br>G.560000 B.503000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 520227<br>GHQJ<br>302744<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LAGOS PALM**<br><br>**Palm Line Ltd.**<br>London British | 5027 ~~6230~~<br>2568 ~~2791~~<br>— ~~8737~~ | ✠100A1 ~~SS 7/65~~<br>DTsmf—vegetable oil<br>✠LMC SS 11/68<br>MN1500 EL ct2⅛"SQ | 1961-7 Swan, Hunter & Wghm Rchdsn —Nwc<br>473' 6" 63' 3" 25' 1"<br>440' 0" 63' 0" 37' 0"<br>P37' F43' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB2539t | M (2P) Ref OSD<br>5 Ho 51½', 60', 72½', 80', 69½'<br>G.526575 B.487720 In.6370<br>5 Ha (22½', 35½', 36½', 33½', 33½'×20')<br>16W Der 1(50) 4(15) 2(10) 10(5) | Oil 2SA 6Cy. 700×2320<br>7500bhp Doxford<br>Swan, Hunter & Wghm<br>2AuxB 100lb<br>3×250kW 220V d.c. |
| 520228<br>HPGQ<br>3602GI<br>Df Esd<br>Gc Rdr | **LAGOS SUPERIOR**<br>exShetland-62<br>**Cia. Armadora San Francisco S.p.A.**<br>Panama Panamanian | 10529<br>6361<br>16053 | BV<br>✠Classed LR until 5/62 | 1951-12 A/B Lindholmens Varv—Got<br>550' 11" 64' 4" 29' 11"<br>516' 0" 63' 11" 38' 6"<br>P108' B31' F65' 1 dk, pt 2nd dk | M Tanker Mchy.aft<br>20 Ta<br>L.783195 HeCls. BC | Oil 2SA 9Cy. 720×1250<br>Sulzer<br>Karlstads M/V |
| 520232<br>ZPKO<br>1240<br>RT | **LAGUNA VERA**<br><br>**Government of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguayan | 1174<br>589<br>— | ✠Classed LR until 5/64 | 1960-10 Uraga Dock Co.—Yokosuka<br>237' 11" 39' 11" 10' 6"<br>223' 1" 39' 4½" 12' 10"<br>RFD19' Trunk 141' 1 dk<br>rf nil | M Tanker Mchy.aft | Oil 4SA 6Cy. 370×520<br>1000bhp<br>Niigata Eng. Co. Ltd. |
| 520233<br>ELUJ<br>625<br>Df Esd<br>Gc Rdr | **LAGUNILLAS**<br><br>**Afran Transport Co.**<br>Monrovia Liberian | 21875 ~~21147~~<br>13568 ~~12951~~<br>31934 | ✠100A1 SS 4/64<br>oil tanker<br>✠LMC<br>MN2750 EL pt2⅜"SQ | 1955-9 Deutsche Werft A.G.—Ham<br>664' 7" 87' 4" ~~84' 4½"~~ 35' 10"<br>630' 0" 87' 0" 45' 8"<br>P130' B41' F83' 1 dk<br>RW 15BH<br>rf nil WB2444t incl. DTf1662t | S Tanker Mchy.aft<br>30 Ta<br>L.1552735 HeCls. BC | 2 S Turb dr geared to<br>13750shp<br>Allgemeine Elec. Ges.<br>2WTB 668lb Spt 850°F<br>sg 150lb |
| 520234<br>KOCF<br>247273<br>Df Esd<br>Gc | **LAHAINA VICTORY**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7607<br>4563<br>10681 | AB | 1945 Permanente (Shpyd No. 2)—Richmond<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 520235<br>DKGR<br><br>Df Esd<br>RT | **LAHN**<br>exBaltenland-54<br>**Schepers Rhein-See Linie**<br>Duisburg-Ruhrort W. German | 338<br>152<br>548 | GL | 1952 C. Lühring—Brake<br>138' 1" 24' 8" 9' 8"<br>24' 6" 11' 0"<br>P37' F16' 1 dk<br>RW len 55 | M<br>1 Ho 68½'<br>G.20360 B.18360<br>1 Ha (46'×15½')<br>2W | Oil 4SA 6Cy. 290×420<br>360bhp<br>Masch. Kiel A.G. |
| 520236<br>DDUU<br><br>Df Esd<br>Gc Rdr<br>RTv | **LAHNSTEIN**<br><br>**Norddeutscher Lloyd**<br>Bremen W. German | 2791<br>1447<br>4880 | GL | 1951 Bremer Vulkan—Vgk<br>392' 4" 50' 1" 21' 0½"<br>49' 11" 31' 8"<br>F67' 1 dk & S dk<br>RW | M (2P) OSD<br>6 Ho 41½', 55½', 63', 57½', 39½', 23½'<br>G.359997 B.323250<br>6 Ha (23', 35½', 39½', 34', 23½'×15½') (7½'×9½')<br>12W Der 1(30) 12(5) 1(1) | Oil 2DA 5Cy. 600×11<br>4000bhp<br>Bremer Vulkan<br>4×100, 100, 100, 15kW |
| 640972<br>SEJU<br>10472<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **LAIDAURE**<br><br>**Trafik A/B Grängesberg-Oxelösund**<br>Erland Waldenström<br>Stockholm Swedish | 24810<br>14024<br>36200 | ✠100A1<br>ore carrier Nos. 3 & 7 holds may be empty, (cc) in side tanks Nos. 1-5 (p&s)<br>Ice Class 3<br>✠LMC<br>MN2520 EL qt2¼"SQ | 1964-4 A/B Götaverken—Got<br>655' 9" 88' 10" 35' 11½"<br>630' 4" 88' 6" 52' 0"<br>P106' F53' 1 dk<br>8BH<br>rf 2" WB17269t incl. Comb. btm & side tanks in holds 11744t DTf884t | M Ore Carrier Mchy.aft<br>9 Ho 88½', 23½', 82½', 23½', 82½', 23½', 82½', 23½', 94½'<br>G.1659950<br>9 Ha (stl) (65', 23½', 53', 23½', 53', 23½', 53', 23½', 62'×42½') | Oil 2SA 6Cy. 850×17<br>12600bhp<br>A/B Götaverken<br>AuxB 142lb<br>4×400, 216, 216, 2 |
| 521095<br>SGZV<br>9748<br>Df Esd<br>Pfd Rdr<br>RTm/v | **LAILA**<br>exLoke-67<br>**Frank Karlsson Partrederi**<br>Klädesholmen Swedish | 499<br>242<br>1065 | ✠100A1 SS 5/67<br>Str. nav. ice<br>✠LMC<br>MN214 EL I | 1957-3 Sölvesborgs Varvs—Sbg<br>217' 5" 32' 11" 12' 4½"<br>194' 5" 32' 9½" 19' 7"<br>F24' 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf 2" WB363t | M OSD Mchy.aft<br>2 Ho 53½', 82½'<br>G.74000 B.67000<br>3 Ha (each 33½'×16½')<br>6W Der 6(3) | Oil 4SA 8Cy.<br>1068bhp<br>Klöckner-Humb<br>3×40kW 220V d.c. |
| 520237<br>OGPD<br>1114 | **LAILA**<br>exLaila I-64 exWisma-57<br>exTidan-47<br>**Erkki J. E. Isaksson**<br>Mariehamn Finnish | 120<br>62<br>195 | BV | 1938 Sixten Groth—Slötorp<br>81' 2" 22' 8" 10' 3"<br>22' 6"<br>1 dk | Comp M Mchy.aft | Oil 2SA 2Cy.<br>150bhp Emad<br>Jönköpings Mek |

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| **AINE**<br>Halvor-67 exChile<br>akennus **O/Y Laine**<br>elsinki/Helsingfors Finnish | 738<br>202<br>— | BV | **1929** Schps. L. Smit & Zoon—<br>Kinderdijk<br>192' 5" 31' 2"<br>16' 0" | S Sand Pump Hopper dredger<br>Mchy.aft | T 3Cy. 13¼" 21¼" & 34½"×20½"<br>(o.f)<br>Schps. L. Smit & Zoon Kinderdijk |
| **AIRAN**<br>epublik **Indonesia**<br>T. Pelajaran Nasional<br>Indonesia<br>jakarta Indonesian | 522<br>241<br>667 | | **1953** D. W. Kremer Sohn—Elmshorn<br>189' 10" 30' 0" 11' 1"<br>29' 10"<br>F22' 2 dks | M Mchy.aft<br>G.34800 B.31200<br>2 Ha (each 27'×17')<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 305×380 mm<br>480bhp 45t<br>Enterprise Eng. & Fdry Co. S.Fo<br>10k |
| **AIRDS LOCH**<br>rns & **Laird Lines Ltd.**<br>asgow British<br>Now **HEY DAROMA** See New Entries No. 9 | 1736<br>820<br>522 | **BS✱** CS 6/65<br>**MBS✱**<br>MN512 CT1772 C26 | **1944-8** Ardrossan Dockyard Ltd.—Ard<br>275' 0" 41' 2" 12' 1½"<br>256' 6" 41' 0"<br>P58' B112' F42' 1 dk, pt 2nd dk<br>10BH<br>WB541t incl. DTs303t | TM (1042P)<br>G.83000 B.69012 | 2 Oil 2SA each 8Cy. 340×570 mm<br>2560bhp 142t<br>British Auxiliaries Ltd. Gls<br>db 170lb 13k |
| **AIRDSCREST**<br>rns & **Laird Lines Ltd.**<br>asgow British<br>Now **SAN MARCO** See New Entries No. 9 | 789<br>316<br>902 | **BS✱** SS 3/67<br>**MBS✱**<br>MN280 CT1219 C24 | **1936-8** Harland & Wolff Ltd.—Bel<br>236' 6" 37' 2" 13' 0"<br>225' 4" 37' 0" 13' 9"<br>P59' B&F158' 1 dk<br>R 5BH<br>WB280t | TM<br>B.75000 | 2 Oil 2SA each 5Cy 350×620 mm<br>1400bhp 137t<br>Harland & Wolff Ltd. Bel<br>13½k |
| **AIRDSFIELD**<br>Greenfield-66<br>Coolsingel-55<br>rns & **Laird Lines Ltd.**<br>asgow British | 522<br>272<br>760 | **100A1** SS 8/66<br>**LMC**<br>MN120 EL (g)<br>BV | **1953** Scheeps. v.d. Werf—Deest<br>174' 8" 28' 4" 11' 9¼"<br>157' 10" 27'10½" 13' 0"<br>F23' RAD39' 1 dk<br>RW 3BH<br>rf nil WB240t | M Mchy.aft<br>1 Ho 106'<br>G.35100 B.34100<br>1 Ha (stl) (74¾'×15½') | Oil 4SA 8Cy. 305×460 mm<br>600bhp 47t (d.o)<br>D. & J. Boot "De Industrie" Alp<br>3×7, 7, 3kW 220V d.c. 11k |
| **AIRDSFOX**<br>Foxfield-66 exLeemans-54<br>rns & **Laird Lines Ltd.**<br>asgow British | 562<br>272<br>864 | **✠100A1** SS 6/68 ~~SS 4/64~~<br>**✠LMC**<br>MN130 EL i | **1952-1** F. Smit v/h J. Smit & Zoon—<br>Foxhol<br>189' 0" 30' 7" 12' 0¾"<br>173' 1" 30' 5" 13' 6"<br>P47' F32' 1 dk<br>RW 3BH<br>WB155t | M Mchy.aft<br>1 Ho 113¼'<br>G.38519 B.35300<br>2 Ha (each 36'×16½')<br>2W Der 2(3) | Oil 4SA 6Cy. 330×600 mm<br>650bhp 59t (d.o)<br>N.V. Werkspoor Ams<br>2×7kW 110V d.c. 10k |
| **AIRDSGLEN**<br>rns & **Laird Lines Ltd.**<br>asgow British | 1544<br>523<br>1875 | **✠100A1** SS 10/66<br>**✠LMC**<br>MN572 EL s | **1954-10** Ardrossan Dkyd Ltd.—Ard<br>297' 11" 43' 2" 17' 1"<br>280' 0" 43' 0" 17' 8"<br>P40' B&F232' UprF27' 1 dk, 2nd dk clear of mchy. space<br>RW 5BH<br>WB719t incl. DTsm 125t Tunnel tanks 124t | TM<br>G.130460 B.115300<br>12W Der 2(10) 10(5) | 2 Oil 2SA each 6Cy. 480×700 mm<br>2860bhp 130t<br>George Clark (1938) Ltd. Sld<br>4×110, 110, 110, 15kW 220V d.c. 14k |
| **SSEZ FAIRE**<br>ga Patricia-66<br>eal exDon Carlos<br>aya Inc.<br>ama Panamanian | 480<br>248<br>— | AB | **1944** Wheeler's Shipyard—N.Yk<br>*166·3'* 32' 3" 10' 0½"<br>165' 0" 32' 0" 14' 4"<br>F26' 1 dk<br>rf 6" | TM Radio Station Mchy.aft<br>2 Ho<br>B.21000<br>2 Ha | 2 Oil 2SA 6Cy. 8¾"×10½"<br>1000bhp 63t<br>General Motors Corp. Clv |
| **TA**<br>llops Inc.<br>adelphia United States | 199<br>99<br>— | | **1948** Bath Iron Wks Corp.—Bath, Me<br>117' 7" 22' 6"<br>... ... ... | M Trawler<br>3 Ha (each 3¼'×3¼') | Oil 4SA 6Cy. 330×600 mm<br>650bhp<br>Burmeister & Wain Cpn<br>10¾k |
| **ES**<br>resa de **Navegação**<br>ianca **S.A.**<br>e Janeiro Brazilian<br>Now **PETRÓPOLIS** See New Entries No. 6 | 6254<br>3366<br>10200 | | **1966** Verolme Est. Reunidos do Brasil<br>—Jacuacanga<br>466' 10" 64' 2" 26' 11¼"<br>426' 6" 64' 0" 40' 2"<br>2 dks & S dk | M OSD Mchy.aft | Oil 2SA 7Cy. 620×1400 mm<br>8400bhp B&W<br>Industrias Villares Rio |
| **PAT RAI**<br>Shipping **Corporation**<br>India **Ltd.**<br>bay Indian | 28812<br>20782<br>~~46012~~<br>48484 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN3220 EL (m)t†3$\frac{1}{16}$"SQ | **1965-7** Hitachi Zosen—Inn<br>713' 7" 104' 8" ~~35' 8"~~ 36' 7½"<br>679' 2" 104' 4" 47' 7"<br>P128' F77' 1 dk<br>RW 13BH<br>rf 2" WB4690t incl. DTsf2982t | M Tanker Mchy.aft<br>Der 2(10) 1(3) | Oil 2SA 7Cy. 840×1800 mm<br>16100bhp B&W<br>Hitachi Zosen Osa<br>2WTAuxB primary 740lb<br>secondary 245lb (Spt)<br>3×440kW 450V 50c/s a.c. |
| ts **S.S. Co. Ltd.**<br>pore Singapore | 178<br>88<br>— | **✠A1** SS 11/68 ~~SS 8/64~~<br>Singapore harbour service<br>**✠LMC**<br>MN126 EL (b) ⅝" | **1960-10** Straits S.S. Co. Ltd.—Png<br>97' 10" 21' 6" 5' 3"<br>90' 0" 21' 0" 9' 9"<br>1 dk<br>RW 6BH<br>rf 24" WB38t incl. DTa20t f10t | TM Ferry (215P) | 2 Oil 4SA each 8Cy. 5⅛"×6" with sr reverse gear<br>632bhp 7t (d.o)<br>Rolls Royce Ltd. Shrewsbury<br>2×220V 60c/s a.c. |
| **BARRINE**<br>lian **Coastal Shipping**<br>mission<br>rne British | 7215<br>4375<br>~~10437~~<br>11187 | **✠100A1** SS 2/65<br>**✠LMC**<br>MN646 EL b†2$\frac{1}{16}$"SQ | **1956-8** Evans, Deakin & Co. Ltd.—Bsb<br>467' 6" 57' 5" 25' 6¼"<br>440' 0" 57' 0" 34' 1"<br>F42' 1 dk<br>RW NS 7BH<br>rf 4½" WB2665t incl. Topside tanks 172t | M Bulk Carrier Mchy.aft<br>5 Ho 61¼', 61¼', 61¼', 62½', 62½'<br>G.447784<br>5 Ha (stl) (each 41½'×30')<br>Der 2(1½) | Oil 2SA 4Cy. 600×2320 mm<br>3228bhp Doxford 375t (hvf)<br>Commnw'th Gov. E. Wks Mel<br>AuxB 100lb<br>3×150kW 220V d.c. 12k |

Bu 11/65 @ Kaohsiung (Twn)

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| 520249<br>VJSW<br>196374<br>Df Esd<br>Gc Rdr<br>RTv | **LAKE BOGA**<br>**Australian Coastal Shipping**<br>**Commission**<br>Brisbane British | 7327<br>4444<br>~~10388~~<br>11391 | ✠100A1<br>✠LMC<br>MN646 | SS 3/66<br>EL b†2 1/16"SQ | 1957–8 Evans, Deakin & Co. Ltd.—Bsb<br>468' 2" 57' 6" 25' 6½"<br>440' 0" 57' 0" 34' 0"<br>P98' F42' 1 dk<br>RW NS 8BH<br>rf 4½" WB4252t incl. Topside tanks 497t | M Bulk Carrier Mchy.aft<br>5 Ho 61½', 51½', 50', 62½', 62½'<br>5 Ha (stl) (each 41½'×30')<br>Der 2(1½) | Oil 2SA 4Cy. 600×2320 m<br>3228bhp Doxford<br>Commnw'th Gov. E. Wks<br>✠NAuxB 100lb–1/62<br>3×150kW 220V d.c. |
| 541231<br>9GTI<br>316511<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LAKE BOSOMTWE**<br>**Black Star Line Ltd.**<br>Takoradi Ghanaian | T.Mk<br>4868<br>2760<br>—<br>7356<br>4670<br>— | ✠100A1<br>tunnel side tanks—veg. oil<br>✠LMC<br>MN900 | SS 4/67<br>EL b†2 1/16"SQ | 1963–3 N.V. Kon. Maats. "De Schelde"<br>—Fls<br>460' 11" 60' 3" 23' 3½"/27' 7"<br>410' 1" 60' 0½" 35' 9"<br>P25' F45' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB1955t incl. Tunnel tanks 669t | M (12P) OSD/CSD<br>5 Ho 50½', 73½', 66½', 66½', 51¾'<br>5 Ha (stl) (19¾'×20¾') (49', 41½', 41½'×22¾') (24¾'×20¾')<br>Der 1(120) 4(15) 8(10) 4(5) | Oil 2SA 5Cy. 680×1250 m<br>4500bhp Sulzer<br>N.V. Kon. Maats. "De Sch<br>AuxB 100lb e (ex.g) 120lb<br>3×440V 60c/s a.c. |
| 520251<br>VJFW<br>196376<br>Df Esd<br>Gc Rdr<br>RTv | **LAKE COLAC**<br>**Australian Coastal Shipping**<br>**Commission**<br>Brisbane British | 7317<br>4440<br>~~10170~~<br>11320 | ✠100A1<br>✠LMC<br>MN646 | SS 9/62<br>EL b†2 1/16"SQ | 1958–8 Evans, Deakin & Co. Ltd.—Bsb<br>467' 7" 57' 5" 25' 6½"<br>440' 0" 57' 0" 34' 0"<br>P96' F42' 1 dk<br>RW NS 8BH<br>rf 4½" WB4049t incl. Topside tanks 497t | M Bulk Carrier Mchy.aft<br>5 Ho 61½', 51½', 50', 62½', 62½'<br>G.469211<br>5 Ha (stl) (each 41½'×30')<br>Der 2(1½) | Oil 2SA 4Cy. 600×2320 m<br>3228bhp Doxford<br>Commnw'th Gov. E. Wks<br>AuxB 100lb<br>3×150kW 220V d.c. |
| 520252<br>WF3573<br>266684<br>RT | **LAKE EDWARD**<br>**Penn Machine Corp.**<br>Wilmington, Del United States<br>Now **J. S. ST. JOHN** See New Entries No. 10 | 598<br>406<br>953 | | | 1945 Smith's Shipyards Inc.—Pca<br>174' 0" 32' 2" 12' 0"<br>165' 10" 32' 0" 15' 0"<br>P49' F24' 1 dk<br>rf 3" | M Tanker Mchy.aft<br>8 Ta<br>L.37272 | Oil 4SA 6Cy. 355×485 m<br>560bhp<br>Union Diesel Eng. Co. |
| 520253<br>SFYE<br>10197<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **LAKE EYRE**<br>**A/B Svenska Orient Linien**<br>William Thorén<br>Gothenburg Swedish | 8303<br>4469<br>8250 | ✠100A1<br>Ice Class 2<br>✠LMC<br>✠Lloyd's RMC<br>MN2000 | SS 6/65<br>EL d†2 1/16"SQ | 1961–9 Eriksbergs M/V A/B—Got<br>489' 0" 62' 3" 28' 0"<br>451' 6" 62' 0" 39' 9"<br>F54' 2 dks, 3rd dk except in mchy. space<br>7BH 4th dk fwd of mchy. space<br>rf 19" DK fwd WB2373t incl. Tunnel tanks 1069t | M (4P) Ref<br>5 Ho 62', 60½', 65½', 73½', 60½'<br>B.365520<br>5 Ha (stl) (23¾', 37', 37', 37', 37'×19¾')<br>10W Cr 3(3) Der 1(25) 10(5) | Oil 2SA 8Cy. 740×1600 m<br>10000bhp B&W<br>Eriksbergs M/V A/B<br>AuxB 71lb<br>3×370kW 750V 60c/s a.c. |
| 520254<br>VJLY<br>196744<br>Df Esd<br>Rdr<br>RTv | **LAKE EYRE**<br>**Australian Coastal Shipping**<br>**Commission**<br>Melbourne British | 7584<br>3994<br>10368<br>10401 | ✠100A1<br>✠LMC<br>MN700 | SS 9/65<br>EL b†2 1/16"SQ | 1956–6 Broken Hill Pty Co. Ltd.—Wya<br>458' 5" 58' 10" 25' 11"<br>435' 0" 58' 6" 34' 0"<br>Q88' F38' 1 dk<br>RW 7BH<br>rf 3" WB2986t incl. Tunnel tanks 307t Dk tanks 516t | S Bulk Carrier Mchy.aft<br>4 Ho 76½', 67½', 67½', 75'<br>G.381354<br>4 Ha (stl) (50½', 47½', 45', 47½'×30')<br>Der 1(1½) | 2 S Turb dr geared to sc<br>3500shp<br>Parsons Marine Turb. Co<br>2WTB 305lb Spt 750°F.<br>2×200kW 220V d.c. |
| 540311<br>ELEL<br>211<br>Df Esd<br>Gc Rdr<br>RT | **LAKE GEORGE**<br>exDemitrios A.–66<br>exAtlantic Capetown–63<br>exKongsholm–51<br>exAtlantic Africa–51<br>exMarin Hills–47<br>**Artemision Steamship Co. S.A.**<br>Monrovia Liberian | 10385<br>6261<br>16739 | **BROKEN UP** | AB | 1945 Marinship Corp.—Sausalito<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F33' 1 dk<br>RW | T-E Tanker Mchy.aft<br>26 Ta<br>L.792067 HeCls. BC | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (Sy) NE34<br>General Electric Co. |
| 520256<br>VJFG<br>178472<br>Df Esd<br>Gc Rdr<br>RTv | **LAKE ILLAWARRA**<br>**Australian Coastal Shipping**<br>**Commission**<br>Port Adelaide British | 7274<br>4343<br>10601 | ✠100A1<br>✠LMC<br>MN700 | SS 7/66<br>EL b†2 1/16"SQ | 1958–3 Broken Hill Pty Co. Ltd.—Wya<br>458' 6" 58' 11" 26' 3½"<br>435' 0" 58' 6" 34' 0"<br>P114' F38' 1 dk<br>RW NS 6BH<br>rf 3" WB3957t incl. Topside tanks 1092t | S Bulk Carrier Mchy.aft<br>4 Ho 76½', 72½', 72½', 80'<br>G.481762<br>4 Ha (stl) (50½', 47½', 47½', 50'×30')<br>Der 2(1½) | 2 S Turb dr geared to sc<br>3500shp Parsons<br>Cockatoo Dks & E. Co.<br>2WTB 305lb Spt 750°F.<br>2×200kW 220V d.c. |
| 541709<br>5MPJ<br>1798<br>Df Esd<br>Gc Rdr<br>RT | **LAKE KATRINA**<br>exPatricia D.–66 exOrcher–63<br>exScotts Bluff–48<br>**Superior Shipping Co.**<br>Monrovia Liberian | 10566<br>6395<br>16699 | **BROKEN UP** | AB | 1944 Kaiser Co. Inc.—Pld<br>524' 0" 68 1" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.790300 HeCls. B | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (Sy)<br>General Electric Co. |
| 520257<br>186997 | **LAKE LOTHING**<br>**British Transport Docks**<br>**Board**<br>Lowestoft British | 659<br>262<br>— | ✠Classed LR until 5/64 | | 1955–4 Henry Robb Ltd.—Lth<br>165' 5" 34' 2" 13' 6"<br>156' 3" 34' 0" 14' 0"<br>Q60' 1 dk<br>RW | M Grab Hopper Dredger Mchy.aft | Oil 4SA 8Cy. 260×<br>720bhp<br>Ruston & Hornsby |
| 502577<br>5MTW<br>1915<br>Df Esd<br>Gc Rdr | **LAKE LUZERNE**<br>exJanill–66<br>exArticulo 32 Constitucion–63<br>exFederico G. Fassio–62<br>exThe Yakima–47<br>~~**Hemlock Shipping Co. Inc.**~~<br>Monrovia Liberian<br>**Cosmos Carrier & Trading Corp.** | 10343<br>6210<br>16672 | **BROKEN UP** | AB | 1944 Alabama D.D. & S.B. Co.—Mob<br>523' 3" 68' 3" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>28 Ta<br>L.792660 | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (Sy)<br>General Electric Co. |
| 520258<br>VJTR<br>315297<br>Esd Gc<br>Rdr<br>RTv | **LAKE MACQUARIE**<br>**Australian Coastal Shipping**<br>**Commission**<br>Port Adelaide British | 7358<br>4518<br>~~10224~~<br>11364 | ✠100A1<br>✠LMC<br>MN646 | SS 12/66<br>EL b†2 1/16"SQ | 1958–9 Broken Hill Pty Co. Ltd.—Wya<br>467' 7" 57' 6" 25' 6½"<br>440' 0" 57' 0" 34' 0"<br>P96' F42' 1 dk<br>RW NS 8BH<br>rf 4½" WB4149t incl. Topside tanks 497t | M Bulk Carrier Mchy.aft<br>5 Ho 61½', 51½', 50', 62½', 62½'<br>G.470699 B.431853<br>5 Ha (stl) (each 41½'×30')<br>Der 2(1½) | Oil 2SA 4Cy.<br>3300bhp Doxford<br>Commnw'th Gov. E.<br>AuxB 100lb<br>3×150kW 220V d.c. |

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| **LAKE ONTARIO**<br>**Malmros Rederi A/B**<br>~~**Trelleborgs Ångfartygs A/B**~~<br>Trelleborg Swedish | 8155<br>4490<br>7800 | ✠100A1 SS 7/65<br>Ice Class 2<br>✠LMC<br>✠Lloyd's RMC<br>MN2180 EL d†2$\frac{3}{16}$"SQ | 1961–7 Öresundsvarvet A/B—Lkr<br>492′ 3″ 64′ 2″ 28′ 6″<br>450′ 0″ 64′ 0″ 39′ 6″<br>F50′ 2 dks, 3rd dk except in mchy. space,<br>7BH 4th dk fwd of mchy. space<br>rf 15″ DK fwd WB1728t incl. Tunnel tanks 640t | M Ref<br>5 Ho 67½′, 56½′, 61′, 55¼′, 48½<br>1 TwD 23′<br>In.377195<br>5 Ha (stl) (32¼′×15¼′) (32¾′, 30¼′, 30¼′×20′) (33¼′×20½′)<br>10W Cr 4(3) Der 1(25) 10(5) | Oil 2SA 9Cy. 760×1300 mm<br>10900bhp 1715t (hvf)<br>A/B Götaverken Got<br>AuxB 114℔<br>4×400kW 450V 60c/s a.c. 19½k |
| **LAKE PALOURDE**<br>**Barracuda Tanker Corp.**<br>Monrovia Liberian | 61275<br>48484<br>117966 | ✠100A1 SS 3/65<br>oil tanker<br>✠LMC<br>MN5000 EL j*4"SQ | 1959–5 Newport Ns S.B. & D.D. Co.—N.Ns<br>974′ 5″ 125′ 5″ 51′ 5½″<br>936′ 4″ 125′ 0″ 68′ 7½″<br>F108′ 1 dk<br>RW 11BH cargo tanks & fore end renewed & len 65<br>rf nil WB30723t incl. 14980t in clean ballast tanks DTsf10685t | S Tanker Mchy.aft<br>L.4949000 | 2 S Turb dr geared to sc. shaft<br>25000shp (o.f)<br>Newport Ns S.B. & D.D. Co. N.Ns<br>2WTB 965℔ Spt 880° F. 893℔ hs25860<br>2×1000kW 450V 60c/s a.c. |
| **LAKE PLACID**<br>exAspronisos–66<br>exCaribbean Sky–62<br>exRonsard–60<br>exPetit Couronne–47<br>exWood Lake–47<br>**Superior Shipping Co.**<br>Monrovia Liberian | 14243<br>10011<br>22850 | AB | 1962 (Fwd & cargo sections) Ishikawajima-Harima Hvy Ind.—Aio<br>1944 (Aft section) Alabama D.D. & S.B. Co.—Mob<br>572′ 1″ 75′ 2″ 32′ 10½″<br>551′ 6″ 75′ 0″ 46′ 9″<br>P108′ B36′ F53′ 1 dk<br>RW conv tanker 62<br>rf nil | T-E Bulk Carrier Mchy.aft<br>5 Ho<br>5 Ha (stl) | S Turb 7240shp connected to elec. motor (o.f)<br>General Electric Co. Lyn<br>15k |
| **LAKE SORELL**<br>**Australian Coastal Shipping Commission**<br>Brisbane British | 7317<br>4440<br>~~10295~~<br>11430 | ✠100A1 SS 6/67<br>✠LMC<br>MN646 EL b†2$\frac{1}{16}$"SQ | 1959–6 Evans, Deakin & Co. Ltd.—Bsb<br>467′ 11″ 57′ 5″ 25′ 6″<br>440′ 2″ 57′ 0″ 34′ 1″<br>P97′ F42′ 1 dk<br>RW NS 8BH<br>rf 4½″ WB4152t incl. Topside tanks in holds 497t | M Bulk Carrier Mchy.aft<br>5 Ho 61¼′, 51¼′, 50′, 62½′, 62½′<br>G.469211<br>5 Ha (stl) (each 41½′×30′)<br>Der 2(1½) | Oil 2SA 4Cy. 600×2320 mm<br>3228bhp Doxford 427t (hvf)<br>Commnw'th Govt. E. Wks Mel<br>AuxB 100℔<br>3×150kW 220V d.c. 11½k |
| **LAKE TORRENS**<br>**Australian Coastal Shipping Commission**<br>Port Adelaide British | 7329<br>4392<br>~~10437~~<br>10647 | ✠100A1 SS 12/65<br>✠LMC<br>MN700 EL b†2$\frac{1}{16}$"SQ | 1957–9 Broken Hill Pty Co. Ltd.—Wya<br>458′ 6″ 58′ 11″ 26′ 3½″<br>435′ 0″ 58′ 6″ 34′ 0″<br>P114′ F38′ 1 dk<br>RW NS 6BH<br>rf 3″ WB3957t incl. Topside tanks 1092t | S Bulk Carrier Mchy.aft<br>4 Ho 76½′ 72½′, 72½′, 80′<br>4 Ha (stl) (50½′×25′) (47½′, 47½′, 50′×30′)<br>Der 2(1½) | 2 S Turb dr geared to sc. shaft<br>3500shp (o.f)<br>Cockatoo Dks & E. Co. Pty Syd<br>2WTB 305℔ Spt 750° F. 260℔ hs7656<br>2×200kW 220V d.c. |
| **LAKE WINNIPEG**<br>exNivose–62 exTable Rock–48<br>**Nipigon Transport Ltd.**<br>Carryore Ltd.<br>Fort William Winnipeg Canadian | 18660<br>13012<br>23014 | 100A1 Lake SS 4/67<br>Great Lakes & River St. Lawrence service<br>LMC<br>MN1200 EL(o†)2$\frac{5}{16}$"SQ | 1943 Kaiser Co. Inc.—Pld<br>730′ 0″ 75′ 5″ 26′ 7″FW<br>712′ 0″ 75′ 0″ 42′ 6″<br>P107′ F53′ 1 dk<br>9BH ✠rebuilt 62, len, widened, deepened & conv tanker 62<br>rf 3″ WB14120t incl. Comb btm & side tanks in holds 899t DTsf&a 4226t | T-E Bulk Carrier Mchy.aft<br>G.1271380 B.1182383 | 2 S Turb connected to elec. motor & sc. shaft<br>6000shp 719t (o.f)<br>General Electric Co. Lyn<br>2WTB 500℔ Spt 465℔<br>✠nwtdb 160℔–62 hs11354 13½k |
| **KELAND VICTORY**<br>**ited States Department of Commerce**<br>n Francisco United States | 7607<br>4563<br>10681 | AB<br>**BROKEN UP** | 1945 Permanente (Shpyd No. 2)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>587′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (20′, 24′, 36′, 36′. 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. |
| **KESHELL**<br>**ell Canada Ltd.**<br>ronto Canadian | 2238<br>1665<br>2980 | ✠100A1 Lake SS 4/67<br>oil tanker with fbd corresponding to a draught of 14′ Great Lakes & River St. Lawrence service<br>LMC<br>EL (q) 1⅝″ | 1940–8 Marine Industries Ltd.—Srl<br>259′ 0″ 44′ 0″ 14′ 0″<br>252′ 3″ 43′ 10″ 20′ 0″<br>P49′ F31′ Trunk 172′ 1 dk<br>10BH<br>WB308t | TM Tanker Mchy.aft<br>10 Ta<br>L.150000 HeCls. B | 2 Oil 2SA each 4Cy. 290×500 mm<br>960bhp 100t–4pd<br>Sulzer Bros. Win<br>wtdb 150℔ 9k |
| **KEWOOD**<br>Michigan–56<br>Charles M. Warner<br>esque Isle<br>**Transportation Co.**<br>United States | 3751<br>2708<br>4050 | | 1903 Chicago S.B. Co.—Cgo<br>*377·0′* 48′ 2″ 19′ 5⅜″<br>377′ 8″ 48′ 0″ 28′ 1″<br>1 dk<br>R | M Dredger Mchy.aft<br>4 Ho 16′, 64′, 84′. 16′<br>1 Ha (stl) (12′×23′) 2 Ha (open) (64′, 84′×23′) 1 Ha (stl) (14′×23′)<br>Der 2(6½) | Oil 2SA 16Cy. 8½″×10″<br>1650bhp NE57 (d.o)<br>General Motors Corp.<br>2×150, 125kW 60c/s a.c. |
| **KEWOOD VICTORY**<br>**ted States Department of Commerce**<br>Francisco United States | 7607<br>4563<br>10681 | AB | 1944 Permanente (Shpyd No. 1)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. |
| **HISH**<br>**Israel Nav. Co. Ltd.**<br>Israel | 813<br>291<br>742<br>1342<br>633<br>918 | ✠100A1 ~~SS 11/63~~<br>Str. nav. ice OSD only<br>✠LMC SS 3/68<br>✠Lloyd's RMC<br>MN294 EL o | 1958–10 Mützelfeldwerft—Cuxhaven<br>246′ 8″ 36′ 2″ 12′ 6½″/13′ 6½″<br>226′ 3″ 36′ 1″ 21′ 4″<br>Ba37′ F36′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 4″ WB260t | M Ref OSD/CSD Mchy.aft<br>2 Ho 60′, 69′<br>In.60500<br>3 Ha (stl) (16′, 18¾′×12¼′) (5½′×5′)<br>4W Der 2(3) 2(2) | Oil 4SA 6Cy. 420×660 mm<br>1470bhp 155t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×180, 140, 110kW 230/400V 50c/s a.c.<br>13k |

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| 520273<br>UPFV<br>M-8084 | **LAKHTA**<br>exHasselburg–35 exOceana<br>exWitell exMarkab exSolsvik<br>**U.S.S.R.**<br>Archangel Russian | 1447<br>741<br>2125 | | 1917 N.V. Scheepsb. "Baanhoek"<br>Sliedrecht<br>246′ 0″ 36′ 6″ 16′ 0″<br>36′ 4″ 18′ 1″<br>1 dk<br>R | S<br>2 Ho<br>G.85391<br>4 Ha (23′, 23′ × 16′) (21′ × 15½′)<br>(18½′ × 16′)<br>6W Der 6(3) | T 3Cy. 17 [illegible]" 29 [illegible]" &<br>J. & A. v.d. Schuyt |
| 520274<br>6ZMU<br>2407<br>Df Esd<br>Gc Rdr | **LAKMOS**<br>exAndros Trader–60<br>**Maroceano Cia. Nav. S.A.**<br>Monrovia Liberian | 27462<br>17385<br>47113 | AB | 1959 Mitsui Zosen—Tmn<br>735′ 0″ 99′ 4″ 39′ 4½″<br>705′ 0″ 99′ 0″ 50′ 4″<br>P147′ B33′ F91′ 1 dk<br>RW<br>rf 3½″ | S Tanker Mchy.aft<br>33 Ta<br>L.1878665 HeCls. BC | 2 S Turb dr geared to sc.<br>19000shp<br>Hitachi Seisakusho |
| 520276<br>PKGH<br><br>Df Esd<br>RT | **LAKOR**<br><br>**Republik Indonesia**<br>P.T. Pelajaran Nasional<br>Indonesia<br>Djakarta Indonesian | 522<br>241<br>667 | ~~BV~~ | 1953 Fr. Lürssen—Bmn<br>189′ 10″ 30′ 0″ 11′ 1″<br>29′ 10″<br>B26′ F34′ 1 dk | M Mchy.aft<br><br>G.34800 B.31200<br>2 Ha (each 27′ × 17′)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 305 × 380 mm<br>480bhp<br>Enterprise Eng. & Fdry Co. |
| 520277<br>PKGI<br><br>Df Esd<br>RT | **LAKOTA**<br><br>**Republik Indonesia**<br>P.T. Pelajaran Nasional<br>Indonesia<br>Djakarta Indonesian | 522<br>241<br>667 | BV | 1953 Fr. Lürssen—Bmn<br>189′ 10″ 29′ 11″ 11′ 1″<br>29′ 9″<br>B26′ F34′ 1 dk | M Mchy.aft<br><br>G.34800 B.31200<br>2 Ha (each 27′ × 17′)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 305 × 380 mm<br>480bhp<br>Enterprise Eng. & Fdry Co. |
| 520278<br>GHCJ<br>300620<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **LAKSA**<br><br>**The South Georgia Co. Ltd.**<br>Chr. Salvesen & Co. Ltd.<br>Leith British | 1323<br>598<br>1507 | ✠100A1 SS 7/65<br><br>✠LMC<br><br>MN201 EL n 1 1/16"SQ | 1960–8 James Lamont & Co. Ltd.—P.Gl<br>229′ 9″ 35′ 5″ 15′ 0½″<br>215′ 0″ 35′ 0″ 15′ 4″<br>P53′ Q149′ F23′ 1 dk<br>RW NS 6BH<br>rf 4″ WB577t incl. DTm176t | M Mchy.aft<br>3 Ho 45′, 48½′, 43′<br>G.79005 B.75780<br>3 Ha (stl) (27¾′ × 21′) (27¼′<br>25¼′ × 22½′)<br>3W Der 1(5) 2(3) | Oil 4SA 6Cy. 15″ × 18″<br>1007bhp<br>Mirrlees, Bickerton & Day<br>2 × 50kW 220V d.c. |
| 520279<br>OXXE<br><br>Df RT | **LAKSEN**<br>exHermann–56 exLucie<br>exHermann<br>**Hans P. M. Larsen**<br>Nörresundby Danish | 228<br>141<br>280 | GL | 1913 J. J. Pattje & Zonen—Waterhuizen<br>135′ 2″ 21′ 6″ 8′ 8″<br>... ... ...<br>1 dk<br>R len 50 & 54 | M Mchy.aft<br>1 Ho<br>G.17000 B.16000<br>2 Ha (40′, 27′ × 14′)<br>2W Der 2 | Oil 4SA 3Cy. 300 × 410 mm<br>225bhp NE57<br>A/S Vølund |
| 520280<br>PKGQ<br><br>Df Esd<br>RT | **LALANG**<br><br>**Republik Indonesia**<br>P.T. Pelajaran Nasional<br>Indonesia<br>Djakarta Indonesian | 522<br>241<br>667 | ~~BV~~ | 1953 Rolandwerft—Bmn<br>189′ 10″ 29′ 11″ 11′ 1″<br>29′ 10″ 12′ 2″<br>1 dk | M<br><br><br>2 Ha (each 27′ × 17′)<br>Der 2(5) 2(3) | Oil 4SA 8Cy. 305 × 380 mm<br>with hydraulic coupling<br>480bhp<br>Enterprise Eng. & Fdry Co. |
| 661264<br>ETBD<br><br>Df Esd<br>Gc Rdr<br>Tm/h/v | **LALIBELLA**<br><br>**Ethiopian Shipping Lines**<br>Olie Scheepsvaart N.V.<br>(Oil-Shipping Co.)<br>Assab Ethiopian | 21886<br>14711<br>34075 | ✠100A1<br>oil tanker<br>✠LMC 670′ 11″(incl.BB)<br><br>EL p†2 11/16"SQ | 1966–8 Verolme Dok & Schpsb.—<br>Rozenburg<br>~~670′ 11″~~ 85′ 6″ 35′ 0½″<br>636′ 6″ 85′ 3½″ 47′ 4″<br>P120′ F73′ 1 dk<br>9BH<br>rf nil WB8297t incl. clean ballast tanks 7155t | M Tanker Mchy.aft<br>12 Ta<br>L.1704548 HeCls. B ptC<br><br>Cr 1(1) Der 2(10) | Oil 2SA 6Cy. 860 × 1550 mm<br>12600bhp MAN<br>Verolme Machfbk.<br>2WTAuxB 200lb<br>AuxB (ex.g) 100lb<br>3 × 340, 340, 131kW |
| 520283<br>VLDM<br>165257 | **LALOR**<br>exEmpire Minotaur–49<br>~~Townsville Harbour Board~~<br>~~Townsville~~ ~~British~~<br>**Stannard Bros. Tug Co. Pty. Ltd.**<br>Townsville British | 233<br>2<br>— | ~~✠100A1~~ ~~SS 3/65~~<br>~~tug~~<br>~~✠LMC~~<br><br>SCUTTLED 1/69 ~~EL (e)~~ | 1942–7 A. Hall & Co. Ltd.—Abn<br>112′ 10″ 27′ 1″ 11′ 7″<br>105′ 0″ 27′ 0″ 12′ 6″<br><br>R 3BH<br>BK7½″ WB29t | S Tug | T 3Cy. 16″ 25″ & 42″ × 27″<br>900ihp<br>A. Hall & Co. Ltd.<br>SB 200lb hs(2800) |
| 520284<br>VSNL<br>196168<br>RT | **LAM ANN**<br>exSan Fafael<br>~~Lam Hai Shipping Co. Ltd.~~<br>Singapore ~~British~~<br>**Koh Bah Bah** Singapore | 543<br>237<br>— | | — Higgins Industries Inc.—N.Os<br>*160·8′* 31′ 11″<br>... ... ...<br>1 dk | TM | 2 Oil 4SA each 12Cy.<br><br>Davey, Paxman & Co. |
| 520285 | **LAM KOK**<br>exM.T.S. No. 8–48<br>exNanshin Maru No. 1<br>**Chen P. Teck**<br>Bangkok Thai | *832*<br>*588*<br>— | | 1943 .....................Japan<br>*203·0′* 31′ 2″<br>... ... ...<br>1 dk | M | Oil 2SA 4Cy. 430 × 510 mm<br><br>Kinoshito Tekkosho |
| 520286<br>9MSP<br>199540 | **LAM LIANG 24**<br><br>**Lim Yam Hoong**<br>Penang Malaysian | 202<br>97<br>— | | — Jelutong Yard—Png<br>... ... ...<br>103′ 6″ 25′ 8″ 12′ 0″<br>1 dk | Wood M Mchy.aft | Oil 6Cy. 300 × 430 mm<br><br>Masch. Augsburg-Nürnberg |
| 519708<br>LNCK<br><br>Df Esd<br>RTm | **LAMANN**<br>exKrossfjord–65<br>exKaap St. Vincent–60<br>**Magnus Stokka**<br>Haugesund Norwegian | 299<br>152<br>380 | BV | 1953 "De Vooruitgang" D. & J. Boot—<br>Alp<br>143′ 2″ 24′ 5″ 9′ 8″<br>129′ 7″ 24′ 3″ 10′ 2″<br>P26′ F21′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 74′<br>G.19500 B.18700<br>1 Ha (62′ × 14¼′)<br>2W Der 1(6) 1(4) | Oil 2SA 4Cy. 200 × 300 mm<br>300bhp NE66<br>Wichmann Mfbr.<br>4 × 4kW 110, 110, 40, 40<br>Thw. thrust propeller |

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|---|---|---|---|---|---|
| **AMARA**<br>L. Schepers<br>Aschendorf<br>W. German | ~~499~~ 484<br>~~294~~ 279<br>1099<br>~~998~~999<br>~~697864~~ 671<br>1925 | | **1967** N.V. Scheeps "Westerbroek"—<br>Westerbroek<br>209' 11" 36' 9" 11' 5"/16' 0"<br>188' 7" 36' 5" 19' 2"<br>P36' B24' F39' 1 dk & S dk | M OSD/CSD Mchy.aft<br>1 Ho 128'<br>G.80190 B.75300<br>3W Der 1(15) 2(3) | Oil 4SA 6Cy. 385×580 mm<br>1100bhp 106t (d.o)<br>Atlas-Mak Masch. Kel<br>3×30, 30, 25kW 220/380V 50c/s a.c.<br>12k |
| **AMARA**<br>Keizersgracht–58<br>we Buchhorn<br>aren/Ems<br>W. German | **492**<br>252<br>675 | ✠Classed LR until 2/60<br>BV | **1946–6** Gebr. van Diepen—Waterhuizen<br>171' 4" 27' 9" 11' 3"<br>153' 3" 27' 6" 11' 4"<br>P48' Q45' F27' 1 dk<br>RW | M Mchy.aft<br>1 Ho 92'<br>G.32500 B.31000<br>2W Der 2(3) | Oil 4SA 6Cy. 300×480 mm<br>400bhp 27t<br>N.V. Werkspoor Ams<br>9½k |
| **AMAS**<br>Vesturvon–66<br>**rs Oterhals Partrederi**<br>olde<br>Norwegian | **294**<br>130<br>— | NV | **1958** Søviknes Skipsbyggeri A/S—<br>Syvikgrend<br>120' 0" 23' 5"<br>108' 0" 23' 4" 12' 2"<br>1 dk | M Fishing Mchy.aft<br>3 Ha (stl) (6½'×6½') (6'×5¼')<br>(6½'×8¼')<br>Der 1(2½) | Oil 2SA 6Cy. 230×400 mm<br>420bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>3×23, 18, 18kW 220V 50c/s a.c. |
| **AMBERT POINT**<br>M. Moran–60<br>Dauntless No. 14–55<br>g Eugenia **M. Moran Corp.**<br>United States | **249**<br>103<br>— | AB | **1940** Jakobson Shpyd Inc.—Oyster Bay<br>115' 0" 25' 0" 12' 8⅛"<br>107' 0" 24' 10" 13' 8"<br>1 dk | M Tug | Oil 2SA 16Cy. 220×265 mm<br>1641bhp Emade—fitted49 136t<br>General Motors Corp. Det |
| **AMBETH**<br>**uth Eastern Gas Board**<br>K. Jacobs<br>ndon<br>British | **1877**<br>996<br>2835 | **✠100A1** SS 12/65<br>**✠LMC**<br>MN230 EL q 1$\frac{1}{16}$"SQ | **1958–4** Hall, Russell & Co. Ltd.—Abn<br>275' 2" 39' 5" 17' 1"<br>261' 6" 39' 4" 18' 6"<br>Q163' B23' F26' 1 dk<br>RW NS 6BH<br>rf nil WB1058t incl. DTf175t | M Mchy.aft<br>3 Ho 60', 54', 49'<br>3 Ha (stl) (37¼'×25¾') (36', 36'×27') | Oil 2SA 8Cy. 340×570 mm<br>1150bhp (d.o)<br>British Polar Engines Ltd. Gls<br>3×40kW 220V d.c. |
| **AMBROS**<br>Drente–66<br>Cia. Nav. **Odiseo S.A.**<br>rovia<br>Liberian | **8089**<br>4681<br>12665 | AB | **1943** Seattle Tacoma S.B. Corp.—Tac<br>492' 0" 69' 7" 29' 5½"<br>465' 3" 69' 6" 33' 11"<br>2 dks & S dk<br>RW<br>rf nil | S (12P) OSD<br>5 Ho 78¾', 60', 77½', 67½', 82½'<br>B.701280<br>5 Ha (stl) (36'×20') (30', 32½', 30',<br>35'×24')<br>20W Der 1(40) 1(30) 4(10) 16(5) | S Turb dr geared<br>8500shp 1818t (o.f)<br>Allis-Chalmers Mfg Co. Milwaukee<br>3×250kW 230V d.c. 16½k |
| **ULYSSES** See New Entries No. 9 | | | | | |
| **AMINATORE**<br>**ITALSIDER" Alti Forni e**<br>**Acciaierie Riunite Ilva e**<br>**Cornigliano S.p.A.**<br>dermar" S.p.A.<br>noa<br>Italian | **11252**<br>5993<br>16416 | AB RI<br>✠Classed LR until 8/66 | **1957–11** Ansaldo S.p.A.—Spz<br>542' 11" 68' 11" 28' 10"<br>502' 0" 68' 7" 40' 1"<br>P108' F52' 1 dk<br>RW<br>rf 6" | M Bulk Carrier Mchy.aft<br>6 Ho 53½', 54½', 59', 59', 55¾', 53½'<br>G.707765<br>6 Ha (stl) (each 38'×38')<br>Der 2(6) 2(4) 2(1) | Oil 2SA 7Cy. 750×1320 mm<br>5500bhp 888t (hvf)<br>S.A. Fiat S.G.M. Tur<br>4×125kW 220V d.c. 13k |
| **MONE**<br>ad Alkmaar–65<br>ittima **Ravennate S.p.A.**<br>enna<br>Italian | **5891**<br>3208<br>9794 | RI<br>Classed LR until 5/66 | **1948–2** N.V. Mch. & Schps. P.Smit, Jr.<br>—Rot<br>474' 0" 58' 9" 25' 0¾"<br>443' 5" 58' 5" 36' 2"<br>P25' F41' 1 dk & S dk<br>RW | S OSD<br>7 Ho<br>G.575000 B.518000<br>7 Ha (33½', 23¼', 33¼', 33¼', 33¼', 23¼',<br>33¼'×26¼')<br>Der 3(15) 8(5) 2(4) | T 3Cy. 23⅝" 37⅜" & 60⅝"×45¼" & LP turb<br>with dr gearing & hydraulic coupling<br>2750ihp 585t (o.f)<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>12k |
| **MPART**<br>as–63 exBaltrum<br>**ish Government**<br>ad Portu Gdansk<br>ansk<br>Polish | **135**<br>—<br>— | PR | **1948** Schps. Waterhuizen J. Pattje—<br>Waterhuizen<br>93' 6" 22' 5"<br>12' 4"<br>1 dk | S Tug | C 4Cy<br>450bhp<br>Amsterdamsche D.D. Maats. Ams<br>1×5kW 110V d.c. 10k |
| **MUT**<br>S.S.R.<br>opavlovsk<br>Russian | **4982**<br>3388<br>3319 | ✠ | **1959–9** Hitachi Zosen—Mukaishima<br>361' 9" 52' 9" 19' 8"<br>334' 8" 52' 6" 29' 7"<br>P101' F37' 1 dk<br>rf 6" | M Fish Factory Mchy.aft<br>4 Ho<br>In.77163<br>4 Ha (13¾', 13¾', 13¾', 13'×13')<br>8W Der 8(3) | Oil 2SA 6Cy. 500×900 mm<br>B&W<br>Hitachi Zosen Sakurajima<br>12½k |
| **MYRA**<br>cholas J. Goulandris–68<br>va Sevilla **Cia. Nav. S.A.**<br>ovia<br>Liberian | **37338**<br>23918 | **✠100A1** **SS 3/68**<br>oil tanker<br>(cc) crude oil—defined<br>ballasting<br>**✠LMC**<br>MN3800 EL y 3⅜"SQ | **1964–3** Hitachi Zosen—Inn<br>772' 6" 116' 6" 40' 5"<br>734' 11" 116' 2" 55' 4"<br>P41' F79' 1 dk<br>13BH<br>rf 2" WB21158t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft (o.f)<br>19000shp Kob<br>Kawasaki Dkyd Co. Ltd.<br>2WTB 710lb Spt 848° F. 656lb<br>sg 142lb |
| **A**<br>ederiet för **m.t. "Lana"**<br>Johansson<br>amn<br>Swedish | **2254**<br>1265<br>3400 | 284' 6"<br>**NV** | **1967** A/B Lödöse Varv Lod<br>~~285' 3"~~ 41' 1" **20** 11¾"<br>262' 6" 41' 0" 24' 11"<br>Q121' F27' 1 dk | M Oil/Chemical/Bitumen Tanker<br>Mchy.aft<br>11 Ta<br>HeCls. C | Oil 4SA 8Cy. 360×450 mm<br>2200bhp (d.o)<br>Motorenw. Mannheim Mhm<br>3×84kW 380V 50c/s a.c.<br>Controllable pitch propeller 12½k |
| **AO**<br>**pine Steam**<br>**ation Co. Inc.**<br>Philippine | **736**<br>438<br>880 | | **1944** J. K. Welding Co. Inc.—Brooklyn<br>*166·3'* 32' 0" 11' 11⅞"<br>... ... ...<br>1 dk<br>rf 6" | TM (292P) Mchy.aft<br>4 Ho 34', 40', 23', 26'<br>4 Ha (20', 20', 12'×16') (6'×6')<br>Der 1(15) 2(5) 1(3) | 2 Oil 2SA each 6Cy. 220×265 mm<br>1000bhp (d.o)<br>General Motors Corp. Det<br>2×100kW 240V d.c. |

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|---|---|---|---|---|---|---|---|
| 540650<br>MGEW<br>303886<br>Df Esd<br>Gc Rdr<br>RTv | **LANCASHIRE**<br>**Bibby Line Ltd.**<br>Bibby Bros. & Co.<br>Liverpool British | T.Mk<br>6720<br>3801<br>10989<br>8919<br>5166<br>12920 | ✠100A1<br>✠LMC<br>MN1720 | CS 4/66<br>EL d↑2 3/16"SQ | 1963-8 Fairfield S.B. & Eng. Co. Ltd.—Gls<br>465' 0" 65' 2" ~~27' 0½"/30' 4½"~~ — /30' 4½"<br>436' 0" 65' 0" 39' 9"<br>P34' F42' 1 dk & S dk, 3rd dk in No. 3 hold<br>7BH<br>rf 5" DK fwd WB3060t incl. Tunnel tanks 199t DTmf104t | M (4P) ~~OSD/OSD~~<br>5 Ho 58½', 69½', 72½', 60', 52½'<br>5 Ha (stl) (27'×20') (37½', 32½', 32½', 27½'×22')<br>Der 1(50) 4(15) 2(10) 2(7) 8(5) | Oil 2SA 6Cy. 760×1550<br>9500bhp Sulzer<br>Fairfield-Rowan Ltd.<br>2AuxB (1 o.f 1 ex.g) 125lb<br>3×350, 255, 255kW 220V |
| 520299<br>GRVL<br>185482<br>Df Esd<br>Pfd Rdr<br>RT | **LANCASHIRE COAST**<br>**Coast Lines Ltd.**<br>Liverpool British<br>Now **TROJAN PRINCE** (No. 520299) in the Register | 1283<br>451<br>1535 | ✠100A1<br>✠LMC<br>MN325 | SS 7/66<br>EL p 1 1/16"SQ | 1954-4 C. Hill & Sons Ltd.—Brs<br>256' 0" 39' 2" 13' 11½"<br>240' 0" 38' 0" 21' 5"<br>P61' F21' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 4" WB610t incl. DTf179t | M OSD Mchy.aft<br>2 Ho 33½', 100'<br>G.97353 B.93648<br>3 Ha (21'×18') (38½', 32½'×22')<br>5W Der 1(15) 4(6) 1(5) 4(3) | Oil 2SA 5Cy. 480×700<br>1625bhp<br>George Clark (1938) Ltd.<br>4×55, 55, 55, 9kW 220V |
| 507382<br>GTYT<br>187122<br>Df Esd<br>Gc Rdr<br>RTv | **LANCASTRIAN**<br>exAlsatia-66 exLancastrian-66<br>exCity of Leicester-64<br>exLancastrian-62<br>**Ellerman Lines Ltd.**<br>Ellerman & Papayani Lines Ltd.<br>Liverpool British<br>Now **THEOKRATES** See New Entries No. 12 | 3799<br>1641<br>5300 | ✠100A1<br>✠LMC<br>MN630 | SS 5/64<br>EL x | 1956-2 Wm. Gray & Co. Ltd.—Hpl<br>376' 11" 53' 4" 22' 0½"<br>350' 6" 53' 0" 32' 9"<br>F31' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB714t | S (2P) OSD<br>4 Ho 47½', 89½' comb., 55', 59½'<br>G.339795 B.313130<br>5 Ha (stl) (15½'×14½') (42½', 12½', 30', 25'×20')<br>12W Der 1(35) 2(10) 8(7) 2(5) | T 3Cy. 23" 38" & 65"×<br>with hydraulic coupling<br>3500ihp<br>Cen. Mar. Eng. Wks<br>3 SB 225lb Spt hs12<br>3×33, 25, 25kW 220V d.c. |
| 520300<br>GHBC<br>301226<br>Df Esd<br>Gc Rdr<br>RTv | **LANCASTRIAN PRINCE**<br>**Prince Line Ltd.**<br>~~Furness Ship Management, Ltd.~~<br>London British<br>Furness, Withy & Co. Ltd. (Mgrs.) | 4800<br>2730<br>~~5650~~<br>5864 | ✠100A1<br>✠LMC<br>MN660 | SS 9/64<br>EL x 1 11/16"SQ | 1960-9 Burntisland S.B. Co. Ltd.—Bnt<br>372' 0" 52' 10" ~~23' 5"~~ 23' 11"<br>345' 8" 52' 7" 32' 5"<br>B105' F32' 2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>rf 3" WB1003t incl. DTmf436t | M (12P)<br>4 Ho 49', 79½', 67½', 44'<br>G.311110 B.283100<br>4 Ha (20½', 40', 30 , 17½'×16')<br>12W Der 1(25) 4(10) 8(5) | Oil 2SA 4Cy. 600×2320<br>3300bhp Doxford<br>Hawthorn, Leslie (Eng.)<br>db 100lb<br>3×175kW 220V d.c. |
| 652489<br>LDXT<br><br>Df Esd<br>Pfd Rdr<br>RT | **LANCE II**<br>**Enok Martinsen**<br>Harstad Norwegian | 371<br>147<br>— | | NV | 1966 Kaarbös M/V A/S—Harstad<br>131' 4" 26' 9"<br>113' 8" 26' 7"<br>P56 F39' 1 dk<br>BK4" | M Fishing Mchy.aft<br>2 Ho 29½', 18'<br>1 Ha (stl) (16½'×8½')<br>Der 1(3) 1(2) | Oil 2SA 6Cy. 320×450<br>1500bhp<br>Masch. Kiel G.m.b.H.<br>2×40kW 220V 50c/s a.c.<br>Controllable pitch prope |
| 520301<br>GQMX<br>185151<br>Df Esd<br>Pfd Rdr<br>RT | **LANCELLA**<br>**J. Marr & Son Ltd.**<br>Hull British | 790<br>286<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN239 | SS 7/65<br>EL (l)z | 1953-7 Cook, Welton & Gemmell Ltd.—Bev<br>*190·2'* 32' 4"<br>185' 3" 32' 0" 16' 6"<br>Q103' F32'<br>RW 5BH<br>BK8" WB14t | S Trawler<br>1W | T 3Cy. 16½" 28½" & 47"×<br>1325ihp<br>C. D. Holmes & Co. Ltd.<br>SB 225lb Spt hs(4375) |
| 520303<br>GCPC<br>182635<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **LANCER**<br>**Northern Trawlers Ltd.**<br>Grimsby British | 668<br>243<br>— | ~~✠100A1~~<br>~~trawler~~<br>~~✠LMC~~<br>**BROKEN UP** | ~~SS 10/65~~<br>~~EL (k)y~~ | 1949-7 Cook, Welton & Gemmell Ltd.—Bev<br>*183·4'* 30' 7"<br>180' 0" 30' 6" 16' 0"<br>Q95' F34'<br>RW 5BH<br>BK8" WB114t incl. DTa7t | S Trawler | T 3Cy. 15½" 26" & 43"×<br>1100ihp<br>C. D. Holmes & Co. Ltd.<br>SB 225lb Spt hs(4020)<br>2×15kW 110V d.c. |
| 520305<br>JXCV<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LANCING**<br>**Hvalfangerselskapet Globus A/S**<br>Melsom & Melsom<br>Larvik Norwegian | 16810<br>9280<br>24910 | | NV | 1963 Kieler Howaldtswerke A.G.—Kel<br>588' 6" 75' 8" 34' 1½"<br>557' 5" 75' 5½" 47' 11"<br>1 dk<br>rf 4" | M Mchy.aft<br>6 Ho 64½', 65', 69½', 69½', 69½', 66½'<br>6 Ha (stl) (39', 41½', 47½', 47½', 47½', 47½'×37')<br>Der 1(5) 1(3) 2(1) | Oil 2SA 6Cy. 780×140<br>7550bhp MAN<br>Kieler Howaldtswerke<br>3×220kW 450V 60c/s |
| 520306<br>OGCB<br>1050<br>Df Esd<br>Gc Rdr | **LANCING**<br>**Rederi A B Hildegaard**<br>Lundqvist Rederierna<br>Mariehamn Finnish | 12303<br>7443<br>~~17730~~<br>18456 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1120 | TD4 8/66<br>EL h↑2½"SQ | 1950-5 Blythswood S.B. Co. Ltd.—Gls<br>544' 8" 70' 8" 30 1½"<br>517' 0" 70' 6" 37' 9"<br>P107' B54' F56' 1 dk<br>RW 17BH<br>WB1016t incl. DTf549t | M Tanker Mchy.aft<br>L.853350 HeCls. BC | Oil 2SA 5Cy. 670×23<br>5600bhp<br>D. Rowan & Co. Ltd.<br>2AuxB 180lb |
| 520307<br>GXGV<br>187744<br>Esd Pfd<br>Rdr<br>RTm/v | **LANCING**<br>**Stephenson Clarke Shipping** ~~**Stephenson Clarke Ltd.**~~ **Ltd.**<br>London British | 1638<br>763<br>2045 | ✠100A1<br>✠LMC<br>MN240 | SS 8/66<br>EL p 1 1/16"SQ | 1958-3 Austin & Pickersgill Ltd.—Sld<br>242' 0" 38' 2" 15' 9½"<br>231' 0" 38' 0" 16' 6"<br>Q148' B16' F25' 1 dk<br>RW NS 6BH<br>rf nil WB726t incl. DTm124t | M Mchy.aft<br>3 Ho 50', 46', 45½'<br>G.102200 B.95400<br>3 Ha (stl) (31'×22') (31', 31'×24½')<br>Der 1(2½) | Oil 2SA 8Cy. 360×60<br>1200bhp Sulzer<br>G. Clark & N.E. Mar.<br>2×100kW 220V d.c. |
| 520308<br>DFNE<br><br>Df Esd<br>Rdr RT | **LAND HADELN**<br>**Heinrich Ehler**<br>Otterndorf W. German | 499<br>313<br>838 | | GL | 1956 Stader Schiffsw.—Stade<br>192' 6" 29 3" 11' 5½"<br>174' 7" 28' 10½" 12' 10"<br>P34' F28' 1 dk<br>RW | M Mchy.aft<br>G.39766 B.37794<br>2 Ha | Oil 4SA 8Cy. 290×<br>490bhp<br>Masch. Kiel A.G. |
| 520309<br>HOLI<br><br>Esd RT | **LANDAK**<br>exMerauke-51<br>**Cia. Nav. La Luna**<br>Panama Panamanian | 556<br>361<br>434 | | BV | 1946 Albina Eng. & Mach. Wks—Pld<br>181' 1" 29' 1" 8' 6"<br>28' 11"<br>P36' F27' 1 dk | M Mchy.aft<br>B.29053<br>4W | Oil 4SA 6Cy. 325×<br>Enterprise Eng. & |

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|---|---|---|---|---|---|
| **ANDANES**<br>Suderöy III-37 exAngola<br>Rio Chira exViking 2<br>**A/S Haugesunds Slip**<br>augesund Norwegian | **245**<br>132<br>— | | **1914** Kaldnes M/V—Tbg<br>116′ 6″ 21′ 7″<br>21′ 5″<br>1 dk<br>R | M<br>1 Ho 42′<br>1 Ha (15¾′×6′)<br>1W | Oil 4SA 6Cy. 290×410 mm<br>420bhp NE55 14t<br>A/S Vølund Cpn<br>9k |
| **ANDAVERDE**<br>**aime Bermeosolo y Cia.**<br>ndarroa Spanish | **190**<br>82<br>108 | BV | **1965** Ast. de Murueta—Murueta<br>108′ 0″ 21′ 3″ 10′ 7″<br>94′ 0″ 21′ 0″ 12′ 0″<br>RW | M Trawler<br>2 Ha (each 3½′×3½′)<br>Der 1(2) | Oil 2SA 8Cy. 270×360 mm<br>750bhp<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| **ANDBREEZE**<br>Sydhav-61<br>**S. Bendixen A/S**<br>esand Norwegian | *10946*<br>*6174*<br>16100 | ✠100A1 Dr 4yrs-7/65<br>oil tanker<br>✠LMC<br>MN1100 EL f†2¼″SQ | **1952-3** Lithgows Ltd.—P.Gl<br>530′ 4″ 68′ 5″ 29′ 9½″<br>499′ 0″ 68′ 0″ 37′ 2″<br>P11′ B42′ F45′ 1 dk<br>RW 14BH<br>WB1160t incl. DTf789t | M Tanker Mchy.aft<br>23 Ta<br>L.789667 HeCls. C | Oil 2SA 5Cy. 750×2000 mm<br>5500bhp B&W 1346t (d.o)–17pd<br>J. G. Kincaid & Co. Ltd. Grk<br>2AuxB 180℔<br>3×60/70kW 110V d.c. 13k |
| **ANDEMER**<br>Megas exAtlantic-19<br>**Cherbourgeoise de**<br>**Remorquage & de**<br>**Sauvetage**<br>rbourg French | **546**<br>101<br>355 | BV<br>✠Classed LR until 5/21<br>**BROKEN UP** | **1903-2** New York S.B. Co.—Camden<br>148′ 11″ 30′ 1″ 11′ 9″<br>29′ 11″<br>F24′<br>R conv dredger 19 | S Tender (100P)<br>3 Ha (14′×11¼′) (4′×6′) (3¼′×6½′)<br>2W | T 3Cy. 17¼″ 28¾″ & 46½″×20″<br>850ihp Emade18fitted— 100t (c)<br>John Reid & Co. N.Yk<br>2×15, 10kW 110V d.c. 10k |
| **ANDGUARD**<br>**tish Railways Board**<br>wich British | **674**<br>322<br>725 | ✠**100A1** SS 7/68 ~~SS 7/64~~<br>east coast of England<br>service<br>✠**LMC**<br>MN104 EL i | **1960-3** Goole S.B. & R. Co. Ltd.—Goo<br>158′ 0″ 35′ 7″ 12′ 11½″<br>145′ 0″ 34′ 6″ 14′ 3″<br>Q56′ RFD45′ 1 dk<br>RW 4BH<br>rf nil WB306t | M Grab Hopper Dredger Mchy.aft<br>Der 1(6½) | Oil 4SA 6Cy. 10¼″×14½″ with flexible coupling & sr reverse gear<br>520bhp 22½t (d.o)<br>Ruston & Hornsby Lcn<br>3×50, 50, 20kW 220V d.c. |
| **ANDKIRCHEN**<br>**rt Kühlcke**<br>ückstadt W. German | **196**<br>99<br>270 | GL | Lch.**1915** Cmpl.**1917** C. Lühring—Brake<br>*110·8′* 22′ 11″<br>9′ 6″<br>1 dk<br>R len 21 conv sailing ship — | M | Oil 4SA 6Cy. 220×360 mm<br>150bhp NE34<br>Humboldt-Deutzmot. Köln-Deutz |
| **ANDRO**<br>York<br>viera de **San Esteban S.A.**<br>Esteban de Pravia Spanish | **206**<br>119<br>— | ✠ | **1905-6** Smith's Dock Co. Ltd.—Shl<br>104′ 11″ 20′ 2″<br>... ... ...<br>1 dk<br>R | S Mchy.aft | C 2Cy. 12″ & 26″×18″<br>205ihp 25t (c)<br>Shields Eng. Co. Ltd. Shl<br>8k |
| **NDSORT**<br>lenweg-66<br>hanne Becker-60<br>lmuth **Büther**<br>burg W. German | **162**<br>88<br>217 | GL | **1931** Gebr. van Diepen—Waterhuizen<br>*117·1′* 19′ 10″<br>7′ 6″<br>1 dk<br>R len 50 | M | Oil 4SA 4Cy. 250×350 mm<br>150bhp NE43<br>Motorenw. Mannheim Mhm |
| **NDU**<br>ublik **Indonesia**<br>Pelajaran **Nasional**<br>donesia<br>arta Indonesian | **522**<br>241<br>667 | ~~BV~~ | **1954** Abeking & Rasmussen—Lemwerder<br>189′ 10″ 29′ 11″ 11′ 1″<br>29′ 9″<br>Q125′ B26′ F34′ 1 dk<br>RW | M<br>G.34800 B.31200<br>2 Ha (each 27′×17′)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 305×380 mm<br>480bhp 45t<br>Enterprise Eng. & Fdry Co. S.Fo<br>10k |
| **NDVARD**<br>sters Rederi **A/S**<br>tz Kloster<br>Norwegian | **12978**<br>7486<br>19780 | NV | **1962** A/S Akers M/V—Osl<br>557′ 0″ 72′ 0″ 30′ 10″<br>525′ 0″ 71′ 0″ 40′ 1″<br>1 dk<br>rf 2″ | M Tanker Mchy.aft<br>30 Ta<br>L.938000 | Oil 2SA 8Cy. 740×1600 mm<br>9300bhp B&W (hvf)<br>A/S Akers M/V Osl<br>3×352, 352, 152kW 440V 60c/s a.c. |
| **NDWADE**<br>**tic Shipping & Trading**<br>Ltd.<br>Tatem Ltd.<br>British | T.Mk<br>**5527**<br>3078<br>10070<br>**7657**<br>4443<br>11050 | ✠**100A1** SS 7/65<br>✠**LMC**<br>MN960 EL b†2 1/16″SQ | **1961-5** Bartram & Sons Ltd.—Sld<br>460′ 6″ 60′ 2″ 26′ 5¾″/28′ 1″<br>431′ 5″ 60′ 0″ 38′ 0″<br>F44′ 2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>rf 4″ WB2696t incl. DTm1237t | M<br>4 Ho 70′, 93′, 30′ DT, 76′, 70′<br>5 Ha (33¾′, 35′, 35′, 35′, 35′×24′)<br>Der 2(30) 15(10) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp Doxford (hvf)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>AuxB 100℔<br>3×185kW 220V d.c. |
| **E VICTORY**<br>States **Department of**<br>mmerce<br>Angeles United States | **7638**<br>5193<br>10719 | AB | **1945** California S.B. Corp.—L.An<br>455 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Allis-Chalmers Mfg Co. Milwaukee<br>2×300kW 240V d.c. |
| **STOSA**<br>e Quinto-54<br>portes **Navales S.A.**<br>Spanish | **299**<br>192<br>490 | | **1952** Torre & Bereciartua—Bbo<br>*141·0′* 24′ 7″ 12′ 0″<br>... ... ...<br>1 dk<br>len 55 | M Mchy.aft | Oil 2SA 3Cy. 400×480 mm<br>300bhp 35t (d.o)<br>De Laval Ångturbin Skm<br>9½k |

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|---|---|---|---|---|---|---|---|
| 540650 | **LANCASHIRE** | T.Mk | ✠100A1 | CS 4/68 | 1963-8 Fairfield S.B. & Eng. Co. Ltd.— | M (4P) ~~OSD/OSD~~ | Oil 2SA 6Cy. 760×1550 m |
| MGEW | | 6720 | | | Gls | 5 Ho 58½', 69½', 72½', 60', 52½' | 9500bhp Sulzer |
| 303886 | **Bibby Line Ltd.** | 3801 | ✠LMC | | 465' 0" 65' 2" ~~27' 0½"/30' 4½"~~ — /30' 4½" | | Fairfield-Rowan Ltd. |
| Df Esd | Bibby Bros. & Co. | 10980 | | | 436' 0" 65' 0" 39' 9" | 5 Ha (stl) (27'×20') (37½', 32½', 32½', | 2AuxB (1 o.f 1 ex.g) 125 |
| Gc Rdr | Liverpool British | 8919 | MN1720 | EL d†2 1/16"SQ | P34' F42' 1 dk & S dk, 3rd dk in No. 3 hold | 27½'×22') | 3×350, 255, 255kW 220V d. |
| RTv | | 5168 | | | 7BH | Der 1(50) 4(15) 2(10) 2(7) 8(5) | |
| | | 12920 | | | rf 5" DK fwd WB3060t incl. Tunnel tanks 199t DTmf104t | | |
| 520299 | **LANCASHIRE COAST** | 1283 | ✠100A1 | SS 7/66 | 1954-4 C. Hill & Sons Ltd.—Brs | M OSD Mchy.aft | Oil 2SA 5Cy. 480×700 mm |
| GRVL | | 451 | | | 256' 0" 39' 2" 13' 11½" | 2 Ho 33½', 100' | 1625bhp |
| 185482 | **Coast Lines Ltd.** | 1535 | ✠LMC | | 240' 0" 38' 0" 21' 5" | G.97353 B.93648 | George Clark (1938) Ltd. |
| Df Esd | Liverpool British | | | | P61' F21' 1 dk & S dk | 3 Ha (21'×18') (38½', 32½'×22') | 4×55, 55, 55, 9kW 220V d.c. |
| Pfd Rdr | | | MN325 | EL p 1 1/16"SQ | RW Coll BH to S dk 3 to 2nd dk | 5W Der 1(15) 4(6) 1(5) 4(3) | |
| RT | Now **TROJAN PRINCE** (No. 520299) in the Register | | | | rf 4" WB610t incl. DTf179t | | |
| 507382 | **LANCASTRIAN** | 3799 | ✠100A1 | SS 5/64 | 1956-2 Wm. Gray & Co. Ltd.—Hpl | S (2P) OSD | T 3Cy. 23" 38" & 65"×48 |
| GTYT | exAlsatia-66 exLancastrian-66 | 1641 | | | 376' 11" 53' 4" 22' 0½" | 4 Ho 47½', 89½' comb., 55', 59½' | with hydraulic coupling |
| 187122 | exCity of Leicester-64 | 5300 | ✠LMC | | 350' 6" 53' 0" 32' 9" | G.339795 B.313130 | 3500ihp |
| Df Esd | exLancastrian-62 | | | | F31' 1 dk & S dk | 5 Ha (stl) (15½'×14½') (42½', 12½', 30', | Cen. Mar. Eng. Wks |
| Gc Rdr | **Ellerman Lines Ltd.** | | MN630 | EL x | RW Coll BH to S dk 5 to 2nd dk | 25'×20') | 3 SB 225℔ Spt hs1230 |
| RTv | Ellerman & Papayani Lines Ltd. | | | | rf 3" WB714t | 12W Der 1(35) 2(10) 8(7) 2(5) | 3×33, 25, 25kW 220V d.c. |
| | Liverpool British | | | | | | |
| | Now **THEOKRATES** See New Entries No. 12 | | | | | | |
| 520300 | **LANCASTRIAN PRINCE** | 4800 | ✠100A1 | SS 9/64 | 1960-9 Burntisland S.B. Co. Ltd.—Bnt | M (12P) | Oil 2SA 4Cy. 600×2320 m |
| GHBC | | 2730 | | | 372' 0" 52' 10" ~~33' 5"~~ 23' 11" | 4 Ho 49', 79½', 67½', 44' | 3300bhp Doxford |
| 301226 | **Prince Line Ltd.** | ~~5660~~ | ✠LMC | | 345' 8" 52' 7" 32' 5" | G.311110 B.283100 | Hawthorn, Leslie (Eng.) L |
| Df Esd | ~~Furness Ship Management Ltd.~~ | 5864 | | | B105' F32' 2 dks | 4 Ha (20½', 40', 30 , 17½'×16') | db 100℔ |
| Gc Rdr | London British | | MN660 | EL x 1 11/16"SQ | RW 6BH to U dk 1 to 2nd dk | 12W Der 1(25) 4(10) 8(5) | 3×175kW 220V d.c. |
| RTv | Furness, Withy & Co. Ltd. (Mgrs.) | | | | rf 3" WB1003t incl. DTmf436t | | |
| 652489 | **LANCE II** | 371 | | | 1966 Kaarbös M/V A/S—Harstad | M Fishing Mchy.aft | Oil 2SA 6Cy. 320×450 m |
| LDXT | | 147 | | | 131' 4" 26' 9" | 2 Ho 29½', 18' | 1500bhp |
| | **Enok Martinsen** | — | | NV | 113' 8" 26' 7" | | Masch. Kiel G.m.b.H. |
| Df Esd | Harstad Norwegian | | | | P56 F39' 1 dk | 1 Ha (stl) (16½'×8½') | 2×40kW 220V 50c/s a.c. |
| Pfd Rdr | | | | | BK4" | Der 1(3) 1(2) | Controllable pitch prope |
| RT | | | | | | | |
| 520301 | **LANCELLA** | 790 | ✠100A1 | SS 7/65 | 1953-7 Cook, Welton & Gemmell Ltd.— | S Trawler | T 3Cy. 16½" 28½" & 47"×3 |
| GQMX | | 286 | trawler | | Bev | | 1325ihp |
| 185151 | **J. Marr & Son Ltd.** | — | ✠LMC | | *190-2'* 32' 4" | | C. D. Holmes & Co. Ltd. |
| Df Esd | Hull British | | | | 185' 3" 32' 0" 16' 6" | | SB 225℔ Spt hs(437) |
| Pfd Rdr | | | MN239 | EL (I)z | Q103' F32' | 1W | |
| RT | | | | | RW 5BH | | |
| | | | | | BK8" WB14t | | |
| 520303 | **LANCER** | 668 | ~~✠100A1~~ | ~~SS 10/65~~ | 1949-7 Cook, Welton & Gemmell Ltd.— | S Trawler | T 3Cy. 15½" 26" & 43"×2 |
| GCPC | | 243 | ~~trawler~~ | | Bev | | 1100ihp |
| 182635 | **Northern Trawlers Ltd.** | — | ~~✠LMC~~ | | *183-4'* 30' 7" | | C. D. Holmes & Co. Lt |
| Df Esd | Grimsby British | | | | 180' 0" 30' 6" 16' 0" | | SB 225℔ Spt hs(402) |
| Pfd Rdr | | | **BROKEN UP** | ~~EL (h)y~~ | Q95' F34' | | 2×15kW 110V d.c. |
| RTm/h/v | | | | | RW 5BH | | |
| | | | | | BK8" WB114t incl. DTa7t | | |
| 520305 | **LANCING** | 16810 | | | 1963 Kieler Howaldtswerke A.G.—Kel | M Mchy.aft | Oil 2SA 6Cy. 780×140 |
| JXCV | | 9280 | | | 588' 6" 75' 8" 34' 1½" | 6 Ho 64½', 65', 69½', 69½', 69½', 66½' | 7550bhp MAN |
| | **Hvalfangerselskapet Globus** | 24910 | | NV | 557' 5" 75' 5½" 47' 11" | | Kieler Howaldtswerke A |
| Df Esd | **A/S** | | | | 1 dk | 6 Ha (stl) (39', 41½', 47½', 47½', 47½', | 3×220kW 450V 60c/s a |
| Gc Rdr | **Melsom & Melsom** | | | | | 47½'×37') | |
| RTm/h/v | Larvik Norwegian | | | | rf 4" | Der 1(5) 1(3) 2(1) | |
| 520306 | **LANCING** | 12303 | ✠100A1 | TD4 8/66 | 1950-5 Blythswood S.B. Co. Ltd.—Gls | M Tanker Mchy.aft | Oil 2SA 5Cy. 670×2320 |
| OGCB | | 7443 | oil tanker | | 544' 8" 70' 8" 30 1½" | | 5600bhp |
| 1050 | **Rederi A B Hildegaard** | ~~17730~~ | ✠LMC | | 517' 0" 70' 6" 37' 9" | L.853350 HeCls. BC | D. Rowan & Co. Ltd. |
| Df Esd | Lundqvist Rederierna | 18456 | | | P107' B54' F56' 1 dk | | 2AuxB 180℔ |
| Gc Rdr | Mariehamn Finnish | | MN1120 | EL h†2½"SQ | RW 17BH | | |
| | | | | | WB1016t incl. DTf549t | | |
| 520307 | **LANCING** | 1638 | ✠100A1 | SS 8/66 | 1958-3 Austin & Pickersgill Ltd.—Sld | M Mchy.aft | Oil 2SA 8Cy. 360× |
| GXGV | **Stephenson Clarke Shipping** | 763 | | | 242' 0" 38' 2" 15' 9½" | 3 Ho 50', 46', 45½' | 1200bhp Sulzer |
| 187744 | ~~**Stephenson Clarke Ltd.**~~ **Ltd.** | 2045 | ✠LMC | | 231' 0" 38' 0" 16' 6" | G.102200 B.95400 | G. Clark & N.E. Mar. |
| Esd Pfd | London British | | | | Q148' B16' F25' 1 dk | 3 Ha (stl) (31'×22') (31', 31'×24½') | 2×100kW 220V d.c. |
| Rdr | | | MN240 | EL p 1 1/16"SQ | RW NS 6BH | Der 1(2½) | |
| RTm/v | | | | | rf nil WB726t incl. DTm124t | | |
| 520308 | **LAND HADELN** | 499 | | | 1956 Stader Schiffsw.—Stade | M Mchy.aft | Oil 4SA 8Cy. |
| DFNE | | 313 | | | 192' 6" 29' 3" 11' 5½" | | 490bhp |
| | **Heinrich Ehler** | 838 | | GL | 174' 7" 28' 10½" 12' 10" | G.39766 B.37794 | Masch. Kiel A.G. |
| Df Esd | Otterndorf W. German | | | | P34' F28' 1 dk | 2 Ha | |
| Rdr RT | | | | | RW | | |
| 520309 | **LANDAK** | 556 | | | 1946 Albina Eng. & Mach. Wks—Pld | M Mchy.aft | Oil 4SA 6Cy. |
| HOLI | exMerauke-51 | 361 | | | 181' 1" 29' 1" 8' 6" | | |
| | **Cia. Nav. La Luna** | 434 | | BV | 28' 11" | B.29053 | Enterprise Eng. & |
| Esd RT | Panama Panamanian | | | | P36' F27' 1 dk | | |
| | | | | | | 4W | |

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|---|---|---|---|---|---|
| **LANDANES**<br>exSuderöy III–37 exAngola<br>exRio Chira exViking 2<br>**A/S Haugesunds Slip**<br>augesund Norwegian | **245**<br>132<br>— | | **1914** Kaldnes M/V—Tbg<br>116′ 6″ 21′ 7″<br>21′ 5″<br>1 dk<br>R | M<br>1 Ho 42′<br>1 Ha (15¾′×6′)<br>1W | Oil 4SA 6Cy. 290×410 mm<br>420bhp NE55 14t<br>A/S Vølund Cpn<br>9k |
| **LANDAVERDE**<br>**aime Bermeosolo y Cia.**<br>ndarroa Spanish | **190**<br>82<br>108 | BV | **1965** Ast. de Murueta—Murueta<br>108′ 0″ 21′ 3″ 10′ 7″<br>94′ 0″ 21′ 0″ 12′ 0″<br>RW | M Trawler<br>2 Ha (each 3½′×3½′)<br>Der 1(2) | Oil 2SA 8Cy. 270×360 mm<br>750bhp<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| **LANDBREEZE**<br>exSydhav–61<br>**T. S. Bendixen A/S**<br>esand Norwegian | *10946*<br>*6174*<br>16100 | ✠100A1 Dr 4yrs–7/65<br>oil tanker<br>✠LMC<br>MN1100 EL f†2¼″SQ | **1952–3** Lithgows Ltd.—P.Gl<br>530′ 4″ 68′ 5″ 29′ 9½″<br>499′ 0″ 68′ 0″ 37′ 2″<br>P11′ B42′ F45′ 1 dk<br>RW 14BH<br>WB1160t incl. DTf789t | M Tanker Mchy.aft<br>23 Ta<br>L.789667 HeCls. C | Oil 2SA 5Cy. 750×2000 mm<br>5500bhp B&W 1346t (d.o)–17pd<br>J. G. Kincaid & Co. Ltd. Grk<br>2AuxB 180℔<br>3×60/70kW 110V d.c. 13k |
| **LANDEMER**<br>exMegas exAtlantic–19<br>**Cie. Cherbourgeoise de Remorquage & de Sauvetage**<br>erbourg French | **546**<br>101<br>355 | BV<br>✠Classed LR until 5/21<br>**BROKEN UP** | **1903–2** New York S.B. Co.—Camden<br>148′ 11″ 30′ 1″ 11′ 9″<br>29′ 11″<br>F24′<br>R conv dredger 19 | S Tender (100P)<br>3 Ha (14′×11¼′) (4′×6′) (3¼′×6½′)<br>2W | T 3Cy. 17¼″ 28¾″ & 46½″×20″<br>850ihp Emade18fitted— 100t (c)<br>John Reid & Co. N.Yk<br>2×15, 10kW 110V d.c. 10k |
| **ANDGUARD**<br>**itish Railways Board**<br>rwich British | **674**<br>322<br>725 | ✠100A1 SS 7/68 ~~SS 7/64~~<br>east coast of England<br>service<br>✠LMC<br>MN104 EL I | **1960–3** Goole S.B. & R. Co. Ltd.—Goo<br>158′ 0″ 35′ 7″ 12′ 11½″<br>145′ 0″ 34′ 6″ 14′ 3″<br>Q56′ RFD45′ 1 dk<br>RW 4BH<br>rf nil WB306t | M Grab Hopper Dredger Mchy.aft<br>Der 1(6½) | Oil 4SA 6Cy. 10¼″×14½″ with flexible coupling & sr reverse gear<br>520bhp 22½t (d.o)<br>Ruston & Hornsby Lcn<br>3×50, 50, 20kW 220V d.c. |
| **ANDKIRCHEN**<br>rt Kühlcke<br>ückstadt W. German | **196**<br>99<br>270 | GL | Lch.**1915** Cmpl.**1917** C. Lühring—Brake<br>*110·8′* 22′ 11″<br>9′ 6″<br>1 dk<br>R len 21 conv sailing ship — | M | Oil 4SA 6Cy. 220×360 mm<br>150bhp NE34<br>Humboldt-Deutzmot. Köln-Deutz |
| **NDRO**<br>York<br>viera de **San Esteban S.A.**<br>Esteban de Pravia Spanish | **206**<br>119<br>— | ✠ | **1905–6** Smith's Dock Co. Ltd.—Shl<br>104′ 11″ 20′ 2″<br>… … …<br>1 dk<br>R | S Mchy.aft | C 2Cy. 12″ & 26″×18″<br>205ihp 25t (c)<br>Shields Eng. Co. Ltd. Shl<br>8k |
| **NDSORT**<br>olenweg–66<br>channe Becker–60<br>lmuth **Büther**<br>nburg W. German | **162**<br>88<br>217 | GL | **1931** Gebr. van Diepen—Waterhuizen<br>*117·1′* 19′ 10″<br>7′ 6″<br>1 dk<br>R len 50 | M | Oil 4SA 4Cy. 250×350 mm<br>150bhp NE43<br>Motorenw. Mannheim Mhm |
| **NDU**<br>ublik **Indonesia**<br>T. Pelajaran **Nasional**<br>donesia<br>karta Indonesian | **522**<br>241<br>667 | ~~BV~~ | **1954** Abeking & Rasmussen—<br>Lemwerder<br>189′ 10″ 29′ 11″ 11′ 1″<br>29′ 9″<br>Q125′ B26′ F34′ 1 dk<br>RW | M<br>G.34800 B.31200<br>2 Ha (each 27′×17′)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 305×380 mm<br>480bhp 45t<br>Enterprise Eng. & Fdry Co. S.Fo<br>10k |
| **NDVARD**<br>sters Rederi **A/S**<br>ritz Kloster<br>o Norwegian | **12978**<br>7486<br>19780 | NV | **1962** A/S Akers M/V—Osl<br>557′ 0″ 72′ 0″ 30′ 10″<br>525′ 0″ 71 0″ 40′ 1″<br>1 dk<br>rf 2″ | M Tanker Mchy.aft<br>30 Ta<br>L.938000 | Oil 2SA 8Cy. 740×1600 mm<br>9300bhp B&W (hvf)<br>A/S Akers M/V Osl<br>3×352, 352, 152kW 440V 60c/s a.c. |
| **NDWADE**<br>ntic **Shipping & Trading**<br>Co. Ltd.<br>I. Tatem Ltd.<br>ndon British | T.Mk<br>**5527**<br>3078<br>10070<br>**7657**<br>4443<br>11050 | ✠100A1 SS 7/65<br>✠LMC<br>MN960 EL b†2$\frac{1}{16}$″SQ | **1961–5** Bartram & Sons Ltd.—Sld<br>460′ 6″ 60′ 2″ 26′ 5¾″/28′ 1″<br>431′ 5″ 60′ 0″ 38′ 0″<br>F44′ 2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>rf 4″ WB2696t incl. DTm1237t | M<br>4 Ho 70′, 93′, 30′ DT, 76′, 70′<br>5 Ha (33¾′, 35′, 35′, 35′, 35′×24′)<br>Der 2(30) 15(10) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp Doxford (hvf)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>AuxB 100℔<br>3×185kW 220V d.c. |
| **E VICTORY**<br>ed States **Department of**<br>mmerce<br>Angeles United States | **7638**<br>5193<br>10719 | AB | **1945** California S.B. Corp.—L.An<br>455 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Allis-Chalmers Mfg Co. Milwaukee<br>2×300kW 240V d.c. |
| **ESTOSA**<br>pe Quinto–54<br>portes **Navales S.A.**<br>Spanish | **299**<br>192<br>490 | | **1952** Torre & Bereciartua—Bbo<br>*141·0′* 24′ 7″ 12′ 0″<br>… … …<br>1 dk<br>len 55 | M Mchy.aft | Oil 2SA 3Cy. 400×480 mm<br>300bhp 35t (d.o)<br>De Laval Ångturbin Skm<br>9½k |

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| 650419<br>TFAK<br><br>Df Esd<br>Gc Rdr<br>RT | **LANGA**<br><br>**Hafskip h/f**<br>Neskaupstad Icelandic | 1401<br>893<br>2233 | <br><br>GL | 1965 D. W. Kremer Sohn—Elmshorn<br>244' 10" 36' 10" 17' 7"<br>218' 2" 36' 9" 20' 4"<br>2 dks | M Mchy.aft<br>2 Ho<br>G.103324 B.92995<br>2 Ha<br>3W Cr 2(5) 1(3) | Oil 4SA 8Cy. 320×450 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz |
| 542790<br>9MTD<br>199569<br>RTv | **LANGAT**<br><br>**Malayan Railway**<br>Penang Malaysian | 191<br>4<br>— | ✠100A1 SS 9/67<br>tug East Indian Archipelago service<br>✠LMC<br>MN236 EL (d) 1" | 1963-6 Sharikat Perkapalan Kris Tanah Melayu Ltd.—Png<br>110' 8" 27' 6" 11' 8½"<br>101' 0" 26' 0" 13' 3"<br>R 4BH<br>BK5½" WB35t | M Tug<br><br><br><br>Der 1(1) | Oil 4SA 8Cy. 12"×15"<br>coupling & sr reverse<br>1180bhp<br>Mirrlees National Ltd.<br>2×35kW 220V d.c. |
| 661869<br>DLWP<br><br>Esd Rdr<br>RT | **LANGBALLIGAU**<br><br>**Förde-Reederei G.m.b.H.**<br>Flensburg W. German | 147<br>94<br>— | <br><br>GL | 1966 Husumer Schiffsw.—Husum<br>109' 7" 22' 5" 4' 1½"<br>96' 0" 21' 8" 7' 3"<br>1 dk | M Ferry | Oil 4SA 8Cy. 160×180 mm<br>300bhp<br>Masch. Augsburg-Nürnb |
| 520325<br>VCKK<br>195485<br>Rdr RT | **LANGDALE QUEEN**<br>exKahloke-62<br>exCity of Sacramento-53<br>exAsbury Park<br>**Province of British Columbia**<br>**Dept. of Highways, Ferries**<br>**Div- B.C. Ferries**<br>Victoria Canadian | 3911<br>2525<br>— | | 1903 Wm. Cramp & Sons—Phl<br>*299·7'* 57' 5" 13' 0"<br>57' 3"<br>2 dks<br>R | TD-E Ferry | 4 Oil each 16Cy. 220×280<br>to elec. motors & 2 sc.<br>Emade43fitted53<br>General Motors Corp. |
| 650477<br>OZLA<br><br>Df Esd<br>Gc Rdr<br>RT | **LANGELAND**<br><br>**I/S Langeland-Kiel Linien**<br>Bagenkop Danish | 907<br>257<br>— | <br><br>NV | 1965 Jos. L. Meyer—Papenburg<br>208' 8" 40' 10" 11' 5"<br>187' 0" 40' 8" 16' 1"<br>1 dk & S dk | TM Ferry OSD Mchy.aft | 2 Oil 4SA each 8Cy.<br>3000bhp<br>Masch. Kiel G.m.b.H. |
| 513617<br>LDQC<br><br>Df | **LANGELAND**<br>exGribb-65 exHeektor 9-34<br>**Arvid Langeland**<br>Trondheim Norwegian | 278<br>86<br>— | <br><br>NV | 1930 Nylands Verksted—Osl<br>127' 7" 24' 5" 13' 11½"<br>... ... ...<br>1 dk<br>R conv whaler 54 | M Fishing Mchy.aft<br><br><br>2 Ha (6½'×8') (8½'×11') | Oil 4SA 6Cy. 320×480<br>900bhp NE65<br>Motorenw. Mannheim |
| 540651<br>DDQM<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **LANGELSHEIM**<br><br>**Unterweser Reederei G.m.b.H. Bremen**<br>Bremen W. German | 7224<br>4150<br>11290 | <br><br>GL | 1963 A.G. "Weser" Werk Seebeck—Bhn<br>398' 1" 60' 9" 27' 11"<br>377' 4" 60' 8½" 37' 3"<br>P88' F39' 1 dk<br>RW | M Bulk Carrier Mchy.aft<br>5 Ho 45½', 63', 36½', 63½', 42'<br>G.442059 B.417135<br>5 Ha (stl) (28½', 44½', 24½', 44½', 28½'×31½')<br>Der 1(1) | Oil 4SA 6Cy. 600×1050<br>4050bhp<br>Masch. Augsburg-Nürnb<br>3×240kW 380V 50c/s a.c. |
| 520326<br>LENT | **LANGENES**<br><br>**Bernt P. Flem Partrederi**<br>Ålesund Norwegian<br>Now **HORISONT** *See* New Entries No. 10 | 144<br>43<br>— | | 1951 Austerheims Båtbyggeri—Sandane<br>*95·2'* 23' 4"<br>... ... ... | Wood M Fishing Mchy.aft | Oil 4SA 5Cy. 260×400<br>550bhp NE67<br>A/B Jönköpings Motf. |
| 520327<br>DCPE<br><br>Rdr RTv | **LANGEOOG**<br><br>**Ems-Schlepper A.G.**<br>Emden W. German | 142<br>35<br>— | <br><br>GL | 1962 Schulte & Bruns—Emd<br>94' 2" 24' 10" 10' 10"<br>83' 8" 22' 4" 12' 10"<br>1 dk<br>RW | M Tug | Oil 4SA 8Cy. 320×480<br>1387bhp<br>Motorenw. Mannheim<br>2×16kW 380V 50c/s a.c. |
| 520328<br>LAMD<br><br>Esd RT | **LANGEVÅG**<br>exBritannia-52 exSusanne S.-48<br>exRonæs-48 exHanseat-47<br>**Arvid Raknes Partrederi**<br>Molde Norwegian | 249<br>148<br>365 | <br><br>BV | 1937 Stader Schiffsw.—Stade<br>132' 5" 23' 2" 10' 2"<br>125' 4" 23' 0"<br>P26' F17' 1 dk<br>R len 57 | M Mchy.aft<br>1 Ho 62'<br><br><br>2W Der 2(1½) | Oil 4SA 4Cy. 280×400<br>270bhp Emade39fitted-<br>Humboldt-Deutzmot. |
| 520330<br>PKGR<br><br>Df Esd<br>RT | **LANGIR**<br><br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 522<br>241<br>667 | | 1953 Rolandwerft—Bmn<br>189' 10" 29' 11" 11' 1"<br>190' 2" 29' 10" 12' 2"<br>1 dk<br>RW | M<br><br>G.34800 B.31200<br>2 Ha (each 27'×17')<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 305×380<br>480bhp<br>Enterprise Eng. & Fdry |
| 520332<br>PKGD<br><br>Df Esd<br>RT | **LANGKARA**<br><br>**Republik Indonesia**<br>P.T. Pelajaran Nasional Indonesia<br>Djakarta Indonesian | 522<br>241<br>667 | <br><br>BV | 1953 Flensburg Masch. Anst.—Fln<br>*189' 10"* 29' 11" 11' 1"<br>190' 2" 29' 10" 12' 2"<br>P38' B112' F25' 1 dk | M Mchy.aft<br><br>G.34800 B.31200<br>2 Ha (each 27'×17')<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 305×380<br>480bhp<br>Enterprise Eng. & Fdry |
| 520333<br>PFNH<br>7386Z<br>Df Esd<br>Gc Rdr<br>RTv | **LANGKOEAS**<br><br>**Manboed Cia. Nav. S.A. Monrovia**<br>Monrovia Liberian | 9313 ~~9384~~<br>5427 ~~5565~~<br>12420 | ✠100A1 ~~SS 10/66~~<br>DTsa—vegetable oil<br>DTsf—vegetable oil or molasses SS 6/68<br>✠LMC<br>**Lloyd's RMC**<br>EL f†2½"SQ | 1949-5 N.V. Mch. & Schps. P. Smit, Jr.—Rot<br>514' 8" 62' 9" 31' 2½"<br>483' 4" 62' 4" 39' 6"<br>B172' F109' 2 dks, 3rd dk clear of mchy. spaces & No. 5 hold<br>RW 7BH to U dk 1 to 2nd dk<br>WB7276t incl. Tunnel tanks 2014t DTsm3519t | TM (26P) Ref<br>5 Ho 73', 72', 80½', 72', 66½'<br>B.605536 In.3000<br>6 Ha (22', 38½'×19½') (16½', 16½'×23') (33½', 27½'×19½')<br>18W Der 2(49) 4(9½) 5(4½) 8(3) | 2 Oil 2SA each 6Cy.<br>✠NE<br>9200bhp<br>Sulzer Bros. Ltd.<br>AuxB 213lb<br>3×225kW 220V d.c. |

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| **LANGLADE**<br>Coastal Glacier–54<br>ench Government<br>(Administration des Iles de<br>St. Pierre & Miquelon)<br>St. Pierre & Miquelon French | 271<br>167<br>125 | BV | 1943 Northwestern S.B. Co.—<br>Bellingham, Wash<br>*107·1'* 26' 8"<br>... ... ...<br>1 dk | Wood TM<br><br><br>1 Ha (6'×9¾') | 2 Oil 4SA each 6Cy. 290×380 mm<br>650bhp 29t<br>Atlas-Imperial D.E. Co. Oakland<br>11k |
| **LANGLÜTJENSAND**<br>Partenreederei<br>"Langlütjensand"<br>Helmut Meyer<br>Brake W. German | 499<br>267<br>1062<br>1000<br>593<br>1891 | GL | 1964 Schiffsw. Heinr. Brand K.G.—<br>Oldenburg<br>225' 0" 35' 9" 12' 1⅜"/16' 9"<br>200' 6" 35' 3" 17' 1"<br>P46' F26' 1 dk & S dk | M OSD/CSD Mchy.aft<br><br>G.80900 B.72850<br>1 Ha (stl) (48¾'×21')<br>1 Ha (w) (48¾'×21')<br>4W Der 1(10) 3(3–4) | Oil 4SA 8Cy. 320×450 mm<br>999bhp 12t<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| **LANGÖYSUND**<br>exKinsarvik-59<br>Gunnar & Atle Langöy<br>Bergen Norwegian | 109<br>43<br>— | | 1930 Gravdal Skips—Sunde<br>85' 7" 20' 0"<br>... ... ...<br>1 dk | Wood M Mchy.aft | Oil 2SA 2Cy. 340×380 mm<br>90bhp<br>Haldorsen & Sön Rub |
| **LANGSKJÆR**<br><br>Hjalmar Törrissen<br>Bodö Norwegian | 239<br>85<br>— | | 1958 Leirvik Sveis—Lervik, Stord<br>110' 8" 22' 9"<br>89' 7" 22' 6" 11' 11"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 4Cy. 280×420 mm<br>320bhp<br>Wichmann Mtrf. Rub |
| **LANGSTRAND**<br>exSoya V–58<br>Kåre Bertnes<br>Bodö Norwegian | 228<br>135<br>275 | | 1941 Lidingö Nya Varv. & Verk.—Skm<br>115' 11" 21' 10" 10' 1"<br>... ... ...<br>1 dk<br>len 48 conv tanker 60 | M Mchy.aft<br><br>G.12000 B.10000<br>1 Ha (38'×16')<br>1W Der 1(4) | Oil 2~~SA 4Cy. 250×480 mm~~<br>~~147bhp~~ NE67<br>~~Nydqvist & Holm A/B~~ ~~Thn~~ |
| **LANGSUND**<br><br>Hugo Lockertsen and others<br>Tromsö Norwegian | 228<br>81<br>— | NV | 1967 Leirvik Sveis—Lervik Stord<br>105' 8" 24' 0"<br>96' 1" 23' 11" 11' 10"<br>1 dk | M Fishing | Oil 4SA 6Cy. 250×360 mm<br>540bhp<br>A/S Bergens M/V Bgn |
| **LANGTON**<br><br>Alexandra Towing Co. Ltd.<br>Liverpool British | 172<br>—<br>— | ✠100A1 SS 2/69<br>tug<br>U.K. coasting service<br>✠LMC<br>MN240 EL (c) | 1964–11 W. J. Yarwood & Sons Ltd.—<br>Northwich<br>102' 11" 27' 1"<br>93' 0" 25' 6" 12' 6"<br><br>3BH<br>rf 21" BK6" WB65t | M Tug | Oil 2SA 8Cy. 10½"×13½" with flexible coupling & sr gearing<br>1200bhp (d.o)<br>Crossley Bros. Ltd. Mch<br>3×15kW 220V d.c. |
| **LANGUEDOC**<br>exMarie Vincent–62<br>~~Aubert J. Frédéric~~<br>La Rochelle French<br>Armement Aubert-Jan | 200<br>53<br>— | BV | 1955 At. & Forges de l'Ouest—St.N<br>114' 4" 22' 9" 11' 9¾"<br>98' 5" 22' 7" 13' 2" | M Trawler | Oil 4SA 6Cy. 315×480 mm<br><br>Etab. Duvant Vln |
| **LANGUST**<br><br>U.S.S.R.<br>Sevastopol Russian | 2435<br>1070<br>~~890~~<br>850 | | 1966 Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" ~~16' 1"~~ 17' 0¾"<br>233' 0" 43' 2" 23' 0" | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(6) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>11¾k |
| **LANGUSTA**<br><br>Polish Government<br>P.P.D. i U.R. "Odra"<br>Swinoujscie Polish | 3096<br>1343<br>1273 | PR | 1966 Stocznia im. Komuny Paryskiej—<br>Gdy<br>286' 2" 46' 5" 17' 7"<br>... ... ...<br>3 dks | M Stern Trawling Factory Ship | Oil 2SA 6Cy. 480×700 mm<br>2250bhp Sulzer (d.o)<br>Z.U.T. Zgoda Swi<br>5×320, 320, 250, 250, 33kW 230V d.c.<br>14k |
| **LANGVIN**<br>exSistra-63 exGos IX–54<br>Ole Edvardsen Partrederi<br>Ålesund Norwegian | 406<br>160<br>— | Classed LR until 6/62 | 1937 Kaldnes M/V A/S—Tbg<br>152' 11" 26' 4" 14' 1½"<br>133' 1" 26' 3" 15' 1"<br>1 dk<br>R conv whaler 63<br>BK7" | M Fishing | Oil 4SA 8Cy. 320×450 mm<br>1000bhp NE63<br>Klöckner-Humboldt-Deutz Kln |
| **LANKENAUERSAND**<br>Partenreederei<br>Lankenauersand<br>Helmut Meyer<br>Brake W. German | 529<br>307<br>1101<br>994<br>665<br>1739 | GL | 1963 Elsflether Werft—Elsfleth<br>221' 6" 34' 3" 12' 6⅜"/16' 3⅝"<br>201' 6" 34' 2" 19' 0"<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho<br>G.79990 B.69964<br>1 Ha (w) (49¼'×19¾')<br>1 Ha (stl) (49¼'×19¾')<br>4W Der 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| **LANKUS**<br>Launched as Svendborg Mærsk<br>Universal Bulk Carriers Ltd.<br>Hamilton, Bermuda British | 44411<br>32301<br>78020 | ✠100A1<br>oil tanker<br>✠LMC<br>MN4140 EL a*3 9/16"SQ | 1966–8 Nippon Kokan—Yka<br>816' 2" 120' 5" 42' 9¾"<br>780' 0" 120' 0" 57' 6"<br>P79' F80' 1 dk<br>RW 10BH<br>rf 6" WB16062t incl. 9788t in clean ballast tanks DTf3094t | M Tanker (2P) Mchy.aft<br>pt higher tensile steel<br>14 Ta<br>L.3368493 HeCls. BC<br><br>2W Der 2(10) 2(3) | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W (hvf)–75½pd<br>Mitsui Zosen Tmn<br>2WTAuxB primary 782lb<br>secondary 206lb e (ex.g) 263lb<br>3×520, 520, 470kW 450V 60c/s a.c. 17k |

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| 513724<br>ZCVR<br>317154<br>Df Esd<br>Gc Rdr<br>RT | **LANMAR**<br>exGudrun Mærsk–66<br>**Stephanotis, Ltd.**<br>Hamilton, Bermuda British | 16096<br>9531<br>25760 | ✠100A1 ~~SS 10/63~~ SS 10/68<br>oil tanker<br>✠LMC<br>MN1750 EL l†2 11/16"SQ | 1959–1 Odense Staalskibs.—Odn<br>621′ 11″ 74′ 4″ 34′ 0½″<br>586′ 1″ 74′ 0″ 44′ 7″<br>P130′ B40′ F74′ 1 dk<br>13BH<br>rf 2″ WB714t | M Tanker Mchy.aft<br>15 Ta<br>Der 2(10) 2(3) | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp<br>Burmeister & Wain<br>3AuxB 180lb Spt<br>2×470kW 450V 60c/s a.c. |
| 640430<br>Esd<br>RTh | **LANNATHAI**<br>**Thai Petroleum Transports Co. Ltd.**<br>Bangkok Thai | 1511<br>694<br>2079 | ✠100A1<br>oil tanker (cc)<br>Malaysian service & to Hong Kong<br>✠LMC<br>MN211 EL p1 3/16"SQ | 1964–3 Smith's Dock Co. Ltd.—Mdb<br>267′ 6″ 42′ 2″ 12′ 9½″<br>246′ 0″ 41′ 4″ 17′ 6″<br>F23′ 1 dk<br>6BH<br>rf 6″ WB361t incl. DTf238t | TM Tanker Mchy.aft<br>Cr 2(½) | 2 Oil 4SA each 6Cy.<br>sr reverse gears<br>1056bhp<br>Mirrlees National Ltd.<br>2×40, 30×220V d.c. |
| 520344<br>GWRV<br>186656<br>Df Esd<br>Pfd Rdr<br>RTm | **LANRICK**<br>**Geo. Gibson & Co. Ltd.**<br>Leith British | 570<br>266<br>1120 | ✠100A1 SS 5/67<br>Str. nav. ice<br>✠LMC<br>MN289 EL n | 1957–7 A B Gävle Varv—Gfl<br>244′ 2″ 36′ 6″ 12′ 0½″<br>215′ 11″ 35′ 5″ 19′ 7″<br>F29′ 1 dk & S dk<br>NS Coll BH to S dk 2 to 2nd dk<br>rf 8″ WB441t | M OSD Mchy.aft<br>1 Ho 147′<br>G.87000 B.79000<br>2 Ha (stl) (each 48½′×18′)<br>1W Cr 2(3) Der 1(5) | Oil 4SA 12Cy.<br>coupling, sr & reverse<br>1484bhp<br>Davey, Paxman & Co. Ltd.<br>3×48, 48, 19kW 220V d.c. |
| 671287<br>O.288<br>Df Esd<br>Rdr<br>RTm | **LANS**<br>**Rederij Lans**<br>Ostend Belgian | 418<br>172<br>218 | BV | 1967 Béliard Murdoch S.A.—Ost<br>140′ 1″ 29′ 5″ 13′ 5″<br>127′ 7″ 29′ 2″ 19′ 4″<br>B12′ 1 dk | M Stern Trawler Mchy.aft<br>1 Ho 29½′<br>2 Ha (stl) (each 4½′×4′) | Oil 4SA 6Cy. 320×450 mm<br>975bhp<br>Klöckner-Humboldt-Deutz<br>2×40kW 230V d.c. |
| 520345<br>VGDQ<br>88629<br>RTm | **LANSDOWNE**<br>**Canadian National Railway Co.**<br>Windsor, Ont Canadian | 1571<br>908<br>663 | | 1884 Detroit D.D. Co.—Wyandotte<br>294′ 0″ 41′ 4″ 9′ 0″<br>41′ 2″<br>1 dk<br>R | Iron SP Train Ferry<br>1 Ho 66½′ | 2Cy. 50″×108″<br>2000ihp Emade72<br>Gilbert & Sons<br>2×15, 12½kW 110/120V d.c. |
| 520347<br>EBUN<br>Df Esd<br>RT | **LANZADA**<br>**José Luis Barreras Bolibar y Hermanos**<br>Vigo Spanish | 207<br>101<br>119 | BV | 1958 Hijos de J. Barreras S.A.—Vgo<br>109′ 11″ 20′ 0″ 10′ 11¼″<br>95′ 1″ 19′ 8″ 12′ 0″<br>RW | M Trawler<br>2 Ha | Oil 4SA 6Cy. 260×350 mm<br>330bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| 526422<br>Df Esd<br>Gc Rdr<br>RT | **LANZHOU**<br>exOrava–65 exZeromski–59<br>exVölkerfreundschaft–57<br>**The People's Republic of China**<br>People's Rep. of China | 6503<br>3720<br>10070 | | 1957 Warnowwerft—Warnemünde<br>518′ 0″ 65′ 10″ 27′ 7¾″<br>465′ 11″ 65′ 8″ 31′ 8″<br>P128′ Q131′ B48′ F61′ 1 dk & S dk<br>RW | TM Ref OSD<br>5 Ho<br>G.606948 B.556646 In.12284<br>7 Ha<br>14W Der 1(49) 2(14½) 2(4½) 12(2½) | 4 Oil 4SA each 8Cy.<br>geared to 2 sc. shafts<br>Maschb. Halberstadt |
| 520349<br>SKRT<br>8836<br>Df Esd<br>Gc Rdr<br>RT | **LAO**<br>exTosca–52<br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish | 5553<br>2964<br>9050 | ✠100A1 SS 8/65<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>EL c† | 1947–3 Kockums M/V A/B—Mmo<br>462′ 2″ 59′ 7″ 26′ 3¾″<br>431′ 11″ 59′ 6″ 37′ 3″<br>P27′ F98′ 1 dk & S dk, 3rd dk except in Nos. 1 & 5 holds<br>Coll BH to S dk 6 to 2nd dk<br>WB1948t incl. Tunnel tanks 277t | M Ref OSD<br>G.464000 In.124845 | Oil 2DA 6Cy. 720×1200 mm<br>6000bhp<br>Kockums M/V A/B |
| 538640<br>Df Esd<br>Gc Rdr | **LAODONG**<br>exWarszawa–63 exBaståsen–51<br>exAxel Salén–51<br>exSea Witch–47<br>**The People's Republic of China**<br>People's Rep. of China | 6021<br>3533<br>9274 | Classed LR until 12/63 | 1940 Tampa S.B. & Eng. Co.—Tampa<br>459′ 0″ 63′ 6″ 27′ 8½″<br>435′ 0″ 63′ 0″ 31′ 6″<br>P22′ B75′ 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW | M OSD<br>G.608301 B.558270 | 2 Oil 2SA each 9Cy.<br>hydraulic couplings<br>shaft<br>Nordberg Mfg Co. |
| 520350<br>GPVP<br>185459<br>Df Esd<br>Gc Rdr<br>RTv | **LAOMEDON**<br>**China Mutual Steam Nav. Co. Ltd.**<br>~~A. Holt & Co.~~<br>Liverpool British<br>Blue Funnel Line Ltd. (Mgrs.) | T.Mk<br>5667<br>2490<br>6740 ~~6785~~<br>7599<br>4191<br>9307 | ✠100A1 SS 6/65<br>✠LMC<br>✠Lloyd's RMC<br>MN1520 EL d†2¼"SQ | 1953–2 Vickers-Armstrongs Ltd.—Nwc<br>487′ 2″ 62′ 4″ ~~[illegible]~~ 24′ 4½″/28′ 4¾″<br>454′ 10″ 62′ 0″ 35′ 3″<br>P41′ B190′ F48′ 2 dks, 3rd dk in No. 1 hold<br>RW 9BH<br>rf 9″ WB4280t incl. DTa945t DTsm1878t | M Ref<br>6 Ho 59′, 72′, 48′, 30′, 81′, 72′<br>G.608001 B.544930 In.2509<br>2 Ha (stl) (24½′×16′) (35′×22′)<br>2 Ha (w) (each 23′×22′)<br>2 Ha (stl) (27′×22′) (27′×18′)<br>24W Der 1(50) 8(10) 16(5) | Oil 2SA 7Cy. 750×1<br>500 mm<br>7000bhp B&W<br>Harland & Wolff Ltd.<br>WTAuxB 100lb<br>3×220kW 220V d.c. |
| 520351<br>FOES<br>Df Esd<br>Gc Rdr<br>RTv | **LAOS**<br>**Cie. des Messageries Maritimes**<br>Marseilles French | 13520<br>7223<br>5631 | BV | 1954 Ch. Nav. de la Ciotat—La Ciotat<br>531′ 10″ 72′ 4″ 25′ 10″<br>72′ 0″<br>B235′ F104′ 3 dks<br>RW | TS (441P) Ref CSD<br>6 Ho 52½′, 62½′, 31′, 59′, 55′, 45′<br>G.274563 B.249606 In.2048<br>6 Ha (stl) (13½′×12½′) (32½′×18¾′) (19½′×19½′) (13′×13½′) (27½′×18′) (20½′×15½′)<br>18W Der 1(50) 4(10) 2(5) 6(2½) 6(1½) | 6 S Turb dr geared to 2<br>24000shp<br>At. & Ch. de la Loire<br>5×730, 700, 700, 700,<br>50c/s a.c. |
| 541232<br>YTOL<br>Df Esd<br>Gc Rdr<br>RTm | **LAPAD**<br>exLochwood–63<br>**Atlantska Plovidba**<br>Dubrovnik Yugoslav | *1689*<br>*852*<br>2370 | ✠100A1 SS 5/66<br>with freeboard<br>✠LMC<br>EL s1 3/16"SQ<br>JR | 1949–11 Burntisland S.B. Co. Ltd.—Bnt<br>287′ 0″ 41′ 6″ 17′ 8½″<br>270′ 0″ 41′ 5″ 26′ 9″<br>F29′ 1 dk & S dk<br>R Coll BH to S dk 4 to 2nd dk<br>WB612t | M (12P) OSD<br>3 Ho 48′, 74½′, 63′<br>G.171590 B.157550<br>3 Ha (29½′, 45′, 29½′×18′)<br>8W Der 2(5) 6(3) | Oil 2SA 8Cy. 340×5<br>1205bhp<br>British Polar Engines Ltd.<br>3×125kW 220V d.c. |

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| **LAPATAIA**<br>**gentine Government**<br>**(Secretaria de Marina)**<br>mando de Transportes<br>Navales<br>nos Aires Argentine | 4153<br>2411<br>3160 | ✠100A1<br>with freeboard<br>✠LMC<br>MN740 | SS 8/64<br>EL w1⅞"SQ | **1951**–10 C.R.D. Adriatico—Mfl<br>340′ 0″ 50′ 5″ 22′ 2½″<br>311′ 8″ 50′ 3″ 30′ 10″<br>B103′ F39′ 2 dks<br>RW 5BH<br>WB536t incl. DTa48t | TM (100P) | 2 Oil 2SA each 6Cy. 520×960 mm<br>3900bhp<br>S.A. Fiat S.G.M.<br>db 50℔ | <br><br>Tur<br>15k |
| **LAPONDA**<br>**publik Indonesia**<br>.T. Pelajaran Nasional<br>donesia<br>karta Indonesian | 522<br>240<br>667 | | ~~BV~~ | **1954** Abeking & Rasmussen—<br>Lemwerder<br>189′ 10″ 30′ 0″ 11′ 1″<br>167′ 4″ 29′ 10″ 22′ 2″<br>P40′ F22′ 1 dk<br>RW | M Mchy.aft<br>G.34800 B.31200<br>2 Ha (27′×17′)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 305×380 mm<br>480bhp<br>Enterprise Eng. & Mchy. Co. | <br>45t<br>S.Fo<br>10k |
| **LAPONIA**<br>**Trafik A/B Grängesberg-**<br>**Oxelösund**<br>rland Waldenström<br>ockholm Swedish | 24810<br>14124<br>36200 | ✠100A1<br>ore carrier<br>(cc) In side tanks Nos. 1–5<br>Ice Class 3<br>✠LMC<br>MN2520 | SS 9/68<br>EL q†2⅞"SQ | **1963**–10 A/B Götaverken—Got<br>665′ 9″ 88′ 10″ 35′ 11½″<br>630′ 4″ 88′ 6″ 52′ 0″<br>P106′ F53′ 1 dk<br>8BH<br>rf 2″ WB17278t incl. Comb. btm & side tanks in holds 11744t DTf864t | M Ore Carrier Mchy.aft<br>9 Ho 88½′, 23½′, 82¾′, 23½′, 82¾′, 23½′, 82¾′, 23½′, 94½′<br>G.1659950<br>9 Ha (stl) (65′, 23½′, 53′, 23½′, 53′, 23½′, 53′, 23½′, 62′×42¾′) | Oil 2SA 6Cy. 850×1700 mm<br>12600bhp<br>A/B Götaverken<br>AuxB 142℔ e (ex.g) 142℔<br>4×400, 216, 216, 216kW 450V 60c/s a.c. | <br>2173t (hvf)<br>Got<br><br><br>15¾k |
| **LAPPE**<br>**etroleum Marketing Co.**<br>**(West Indies) Ltd.**<br>~~Georgetown, Dem~~ British<br>eorgetown, Guyana | 165<br>78<br>150 | ✠100A1<br>oil tanker<br>✠LMC<br>MN45 | TD 9/68 ~~SS 4/64~~<br>EL b | **1956**–3 A. & J. Inglis Ltd.—Gls<br>104′ 0″ 22′ 7″ 7′ 0½″<br>99′ 0″ 22′ 0″ 8′ 6″<br>P27′ 1 dk<br>11BH<br>rf 3″ WB16t | TM Tanker Mchy.aft | 2 Oil 4SA each 6Cy 5″×5⅞″ sr geared<br>224bhp<br>Ruston & Hornsby | <br><br>Lcn |
| **LAPPLAND**<br>**ngf. A/B Tirfing**<br>an-Axel Broström<br>othenburg Swedish | 12964<br>5378<br>18650 | ✠100A1<br>ore carrier<br>✠LMC<br>MN1440 | SS 5/64<br>EL i†2 9/16"SQ | **1959**–9 Eriksbergs M/V A/B—Got<br>582′ 10″ 70′ 0″ 29′ 11¼″<br>550′ 0″ 69′ 9″ 39′ 3″<br>P117′ F74′ 1 dk<br>6BH<br>rf 1″ WB14364t | M Ore Carrier Mchy.aft<br>4 Ho 39½′, 109′, 152′. 105′<br>G.413145<br>5 Ha (stl) (17¾′×26¼′) (81¾′, 76¾′, 58½′, 81¾′×28¼′)<br>2W Der 2(5) | Oil 2SA 6Cy. 748×1600 mm<br>7200bhp B&W<br>Eriksbergs M/V A/B<br>AuxB 114℔ e (ex.g) 116℔<br>3×280kW 450V 60c/s a.c. | <br>1870t (hvf)<br>Got<br><br>15½k |
| **LAPPLAND**<br>Marie Rüsch–65<br>**ul Rüsch**<br>mburg W. German | 499<br>357<br>1270 | | GL | **1965** Schiffsw. J. J. Sietas—Ham<br>243′ 4″ 35′ 6″ 12′ 11½″<br>222′ 1″ 35′ 5″ 21′ 6″<br>P35′ F24′ 1 dk & S dk | M OSD Mchy.aft<br>2 Ho 39¼′, 124′<br>G.109000 B.99000<br>3 Ha (stl) (33½′×21¼′) (59′ comb., 33½′×26¼′)<br>Der 4(3) | Oil 4SA 8Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>4×120, 50, 25, 25kW 380V 50c/s a.c.<br>Directional propeller | <br>(d.o)<br>Kln<br><br>12½k |
| **PPONIA**<br>**ska Ångfartygs A/B**<br>sinki/Helsingfors Finnish<br>For later particulars see New Entries No. 9 | T.Mk<br>**1471**<br>680<br>2404<br>**2255**<br>1165<br>3158 | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN480 | SS 10/66<br>EL s1 9/16"SQ | **1962**–4 Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>294′ 9″ 43′ 1″ 17′ 9¾″/20′ 8¼″<br>264′ 10″ 43′ 0″ 24′ 8″<br>F37′ RAD65′ 2 dks<br>Coll BH to U dk 3 to 2nd dk<br>rf 4″ WB450t | M Mchy.aft<br>2 Ho<br>G.152000 B.142000<br>2 Ha (60¾′, 62¼′×19¾′)<br>4W Cr 2(5) Der 1(20) 4(5) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan | <br><br>Åbo |
| **PU-LAPU**<br>**public of the Philippines**<br>nila Philippine | 139<br>60<br>— | | NK | **1966** Kasado Dock Co. Ltd.—<br>Kudamatsu<br>101′ 0″ 20′ 9″ 8′ 2½″<br>88′ 7″ 20′ 8″ 9′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Matsui Tekkosho | <br>34t<br>Ise<br>9½k |
| **ARAT**<br>**publik Indonesia**<br>.T. Pelajaran Nasional<br>donesia<br>karta Indonesian | 522<br>241<br>667 | | | **1953** Elsflether Werft A.G.—Elsfleth<br>189′ 11″ 30′ 2″ 11′ 1″<br>167′ 4″ 30′ 0″ 19′ 4″<br>F22′ 1 dk<br>RW | M Mchy.aft<br>G.34800 B.31200<br>2 Ha (27′×17′)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 305×380 mm<br>480bhp<br>Enterprise Eng. & Fdry Co. | <br>45t<br>S.Fo<br>10k |
| **ARCHBANK**<br>**k Line Ltd.**<br>rew Weir & Co. Ltd.<br>gow British | T.Mk<br>**6234**<br>3503<br>10308<br>**8380**<br>4854<br>12100 | ✠100A1<br>DTsm f & a—veg. oil<br>✠LMC<br>MN960 | SS 8/65<br>EL d†2 3/16"SQ | **1961**–7 Wm. Doxford & Sons (S.B.)<br>Ltd.—Sld<br>487′ 9″ 62′ 3″ 26′ 2″/28′ 10⅜″<br>451′ 1″ 62′ 0″ 38′ 6″<br>F41′ 2 dks<br>RW Coll BH to U dk 8 to 2nd dk<br>rf 6″ WB4183t incl. DTma1435t f 1269t | M<br>5 Ho 55¾′, 62¾′, 32½′, 50′. 81½′<br>4 DTs each 25½′, 2 DTs each 30′<br>G.642830 B.579465<br>6 Ha (29¼′, 32½′, 32½′, 13½′, 30′, 30′×22′)<br>14W Der 1(25) 4(10) 10(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp<br>Wm. Doxford & Sons (Eng.) Ltd.<br>2AuxB 120℔<br>4×200, 200, 200, 20kW 220V d.c. | <br>1300t (hvf)<br>Sld<br><br>14k |
| **AREDO**<br>**Tizon Lago**<br>Spanish | 180<br>86<br>— | | | **1966** Const. Nav. Santodomingo—Vgo<br>94′ 6″ 21′ 1″ 10′ 1″<br>82′ 8″ 21′ 0″ 11′ 8″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>400bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln |
| **REDO VICTORY**<br>**ted States Department of**<br>**mmerce**<br>Francisco United States | 7637<br>4618<br>10681 | | AB | **1945** Permanente (Shpyd No. 2)—<br>Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. | <br>2882t (o.f)<br>Lyn |

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| 520361<br>5LEE<br>879<br>Df Esd<br>Gc Rdr | **LARGO**<br>**Rea Shipping Co. S.A.**<br>Monrovia Liberian | 23880<br>15589<br>38717 | AB | 1956 Kawasaki Dockyard Co. Ltd.—Kob<br>690' 8" 92' 11" ~~35' 10½"~~ 37' 2½"<br>659' 6" 92' 6" 47' 11"<br>P139' F53' 1 dk<br>RW<br>rf 6" | S Tanker Mchy.aft<br>33 Ta | 2 S Turb dr geared to sc<br>20250shp<br>Kawasaki Dockyard Co. Ltd. |
| 517491<br>GTJH<br>308549<br>Df Esd<br>Rdr RT | **LARISSA**<br>exJón Forseti-66<br>**Henriksen & Co. Ltd.**<br>Hull British | 729<br>283<br>— | ~~✠100A1~~ ~~SS 6/64~~<br>~~trawler~~<br>~~✠LMC~~<br>~~EL (f) γ~~<br>TO BE BROKEN UP | 1948-7 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*184·1'* 30' 1" 15' 1"<br>180' 1" 30' 0" 16' 0"<br>Q94' F33'<br>RW 4BH<br>BK8" WB74t | S Trawler | T 3Cy. 16½" 28½" & 47"×3<br>1250ihp<br>C. D. Holmes & Co. Ltd.<br>SB 225lb Spt hs(4028) |
| 651576<br>GPJU<br>305442<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **LARISTAN**<br>**Common Brothers Ltd.**<br>Common Brothers (Management) Ltd.<br>Newcastle British | 37927<br>22782<br>61600 | ✠100A1<br>oil tanker 779' 9"(Incl.BB)<br>✠LMC<br>MN3850 EL x†3 1/16"SQ | 1965-12 Lithgows Ltd.—P.Gl<br>~~779' 9"~~ 106' 0" 40' 7"<br>746' 2" 105' 9½" 54' 3"<br>P128' F84' 1 dk<br>10BH<br>rf nil WB13266t incl. 8526t in clean ballast tanks DTf3400t | S Tanker Mchy.aft | 2 S Turb dr geared to sc<br>19250shp<br>Westinghouse Elec. Corp.<br>2WTB 710lb Spt 900° F.<br>sg 150lb<br>2×688kW 440V 60c/s a.c. |
| 542453<br>ZSHJ<br>350320<br>Df Esd<br>RTh | **LARKSPUR**<br>**Irvin & Johnson Ltd.**<br>Cape Town S. African | 342<br>136<br>186 | ✠Classed LR until 2/65 | 1963-7 Globe Engineering Works—C.Tn<br>139' 9" 26' 10"<br>123' 5" 26' 6" 13' 9"<br>F23'<br>rf 30" | M Trawler<br>2 Ho 29', 12½'<br>5 Ha (3'×3½') (3½'×4½') (5½', 5½'×3½') (5'×5') | Oil 2SA 7Cy. 310×490 mm<br>840bhp<br>Alpha-Diesel A/S<br>2×40, 25kW 110V d.c.<br>Controllable pitch propel |
| 537476<br>FNUG<br>1025<br>Df Esd<br>Gc Rdr<br>RT | **LAROCHE**<br>exUskport-67<br>exSugar Importer-62<br>**Compagnie Maritime et Commerciale du Sud-Ouest**<br>Bordeaux French | 4024<br>1898<br>— | ✠100A1 SS 8/68 ~~SS 9/64~~<br>✠LMC<br>MN608 EL v1¾"SQ | 1955-10 Hall, Russell & Co. Ltd.—Abn<br>353' 9" 50 3" 22' 2½"<br>330' 0" 50' 0" 26' 6"<br>P56' B56' F41' 1 dk<br>RW NS 6BH<br>rf nil WB1585t incl. DTm417t DTf347t | M Mchy.aft | 2 Oil 2SA each 8Cy. 34<br>hydraulic coupling &<br>shaft<br>3040bhp<br>British Polar Engines Ltd.<br>db 100lb |
| 520365<br>EFFQ<br>Df Esd<br>Gc RT | **LARRA**<br>**Alvamar S.A.**<br>San Sebastian Spanish | 159<br>93<br>— | BV | 1950 Ast. de T. Ruiz de Velasco—Bbo<br>*91·3'* 20' 0"<br>... ... ...<br>1 dk | M Fishing<br>2 Ha (each 3½'×3½') | Oil 4SA 6Cy. 270×500 mm<br>430bhp<br>N.V. Werkspoor |
| 520368<br>LLRV<br>Esd Rdr<br>RTm | **LARS HAGERUP**<br>**S/L Fiskernes Agnforsyning**<br>Johan Hagerup, Jr.<br>Tromsö Norwegian | 168<br>63<br>— | NV | 1946 Em Moen & Sön—Risör<br>99' 2" 21 8"<br>89' 8" 21' 7"<br>1 dk<br>len 63 | Wood M Mchy.aft<br>1 Ho 46<br>1 Ha (24'×12¾')<br>Der 1(1½) | Oil 2SA 3Cy. 280×420 m<br>300bhp NE61<br>Wichmann Mtrf. |
| 500865<br>OYFY | **LARS JØRGEN**<br>exAlberta-63 exNoordster-52<br>**Erling Bager**<br>~~Århus~~ Danish<br>Frederiksværk | 136<br>76<br>164 | | 1924 De Haan & Oerlemans—Heusden<br>*99·2'* 17' 7"<br>... ... ...<br>1 dk<br>R | Aux Sp Mchy.aft | Oil 2SA 2Cy.<br>NE— |
| 520369<br>OXWN<br>Df Esd<br>Gc Rdr<br>RT | **LARS MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>3886<br>2182<br>6550 | ✠100A1 SS 9/66<br>DTsm—oil FP above 150° F. vegetable oil, latex or molasses<br>FPT—latex<br>✠LMC<br>MN980 EL z 1 11/16"SQ | 1956-7 Burmeister & Wain—Cpn<br>444' 7" 54' 2" 21' 8½"/—<br>408' 4" 54' 0" 32' 0"<br>P17' F80' 1 dk & S dk<br>Coll BH to S dk 8 to 2nd dk len 60<br>rf 4" WB2267t incl. Tunnel tanks 165t DTm949t | M OSD/CSD<br>4 Ha (27'×16') (40½', 69', 35½'×18') (26½'×16')<br>16W Der 1(40) 1(30) 5(10) 11(5) | Oil 2SA 6Cy. 620×115<br>4900bhp<br>Burmeister & Wain<br>2AuxB (1 o.f 1 ex.g) |
| 520370<br>LATC<br>Df Esd<br>Gc Rdr<br>RTm/h | **LARS MELING**<br>**Skibs A/S Corona**<br>H. M. Wrangell & Co. A/S<br>Haugesund Norwegian | 5314<br>3074<br>9350 | NV | 1955 Öresundsvarvet A/B—Lkr<br>461' 0" 57' 2" 25' 7½"<br>430' 0" 57' 0" 29' 0"<br>P28' F98' 1 dk & S dk, pt dk in No. 3 hold<br>rf 6" | M (12P) OSD<br>5 Ho 65½', 65½', 65½', 65½', 49'<br>G.616500 B.556200<br>5 Ha (32½', 39½', 32½', 39½', 32½'×20')<br>14W Der 1(30) 2(10) 12(5) | Oil 2SA 8Cy. 680×15<br>6000bhp<br>A/B Götaverken<br>3×200kW 230V d.c. |
| 500049<br>LLQV<br>Df Esd<br>Rdr<br>RTm/h | **LARS NYVOLL**<br>exAalesund-67 exLiscomb-47<br>**Leif Nyvoll**<br>Ålesund Norwegian | ~~491~~<br>~~243~~<br>~~600~~ | T.Mk<br>490<br>242<br>630<br>NV | 1942 Kingston S.B. Co. Ltd.—Kin<br>164' 0" 27' 6" 13' 3½"<br>150' 0" 27' 4" 15' 0"<br>1 dk<br>R | M Ref Mchy.aft<br>2 Ho each 38½'<br>In.20000<br>2 Ha (each 10½'×9½')<br>2W Der 2(3) | Oil 4SA 6Cy. 350×5<br>550bhp Emade<br>Mirrlees, Bickerton &<br>3×60, 60, 12kW 220V |
| 520371<br>IPHE<br>226<br>Df Esd<br>Pfd RT | **LARUS**<br>exGris-Nez-62<br>**Merlini & Ruffini**<br>Ancona Italian | 390<br>206<br>230 | RI | 1950 S.A. des Anc. Ch. Dubigeon—Nts<br>152' 6" 27' 1" 16' 0"<br>136' 10" 26' 11"<br>F25' | M Trawler<br>2 Ho<br>1W Der 1(3) | Oil 2SA 6Cy. 360×<br>750bhp Sulzer<br>At. & Ch. de la Loire |

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| **LAS ARENAS**<br>aviera **Bilbaina S.A.**<br>Spanish<br>Bilbao | 6365<br>4127<br>11490<br>8691<br>6051<br>13418 | SS 11/68<br>✠100A1 ~~SS 10/64~~<br>DT in No. 3 hold—vegetable oil<br>✠LMC<br>MN980 EL c†2⅛"SQ | 1960–8 Soc. Española de Const. Nav.—Bbo<br>474′ 9″ 61′ 6″ 25′ 10¼″/29′ 2⅞″<br>440′ 10″ 61′ 2″ 39′ 5″<br>Ba127′ F44′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf nil WB4460t incl. Tunnel tanks 335t TwDf184t | M OSD/CSD Mchy.aft<br>5 Ho 58½′, 63½′. 63¾′, 85¾′, 73¾′<br>G.682738 B.631368<br>5 Ha (stl) (31½′, 34½′, 34½′, 56½′, 32′×25′)<br>12W Der 1(30) 12(5) | Oil 2SA 6Cy. 620×1150 mm<br>4900bhp B&W 815t (hvf)<br>Soc. Española de Const. Nav. Bbo<br>AuxB 100℔<br>3×150kW 220V d.c. 13k |
| **LAS MERCEDES**<br>epublic **de Cuba**<br>Cuban<br>avana | 742<br>280<br>841<br>**1237**<br>602<br>1180 | ✠100A1<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN460 EL o1⅜"SQ | 1966–11 Ast. de Palma S.A.—Palma, Maj<br>238′ 8″ 36′ 2″ 14′ 8″/—<br>219′ 2″ 36′ 1″ 20′ 10″<br>Ba57′ F26′ 1 dk & S dk<br>Coll & 1BH to S dk 2 to 2nd dk<br>rf 4″ WB177t | M Ref OSD/CSD Mchy.aft<br>In.57492 | Oil 4SA 10Cy. 390×680 mm<br>2300bhp Werkspoor<br>Naval-Stork Werkspoor Cdz<br>3×108kW 450V 60c/s a.c. |
| **LAS MINAS**<br>as Minas **Cia. Nav. Panamena S.A.**<br>Liberian<br>onrovia | 10435<br>6194<br>16072 | ~~✠100A1~~ ~~SS 5/66~~<br>~~✠LMC~~<br>~~MN1400~~ ~~EL g†2¹⁄₁₆"SQ~~<br>✠Class **WITHDRAWN** ~~AB RI~~ at Owners' request<br>9/68 AB RI | 1957–12 Ansaldo S.p.A.—Lgn<br>542′ 11″ 68′ 11″ 30′ 2¼″<br>502′ 0″ 68′ 7″ 40′ 0″<br>P108′ F52′ 1 dk<br>NS 9BH<br>rf 6″ WB6037t incl. DTf483t Topside tanks 2558t | M Mchy.aft<br>7 Ho<br>G.731736<br>7 Ha<br>12W Der 12(3) | Oil 2SA 7Cy. 750×1320 mm<br>7000bhp Fiat 955t<br>Ansaldo Stab. Mecc. Gen<br>2AuxB 100℔ 14½k |
| **LAS MINAS**<br>efineira **Panama S.A.**<br>Panamanian<br>anama | **108**<br>—<br>— | AB | **1961** Nat. Bulk Carriers Inc. (Kure Shpyd Div.)—Kur<br>77′ 8″ 23′ 4″<br>72′ 2″ 22′ 6″ 10′ 11″ | M Tug | Oil 2SA 8Cy. 10½″×13½″<br>632bhp Emade—fitted61 36t<br>Cooper-Bessemer Corp. Grove City |
| **LAS NIEVES**<br>rancisco **Senabre Verdu**<br>Spanish<br>igo | **220**<br>95<br>140 | BV | **1950** Hijos de J. Barreras S.A.—Vgo<br>113′ 10″ 22′ 0″ 10′ 4″<br>21′ 10″<br>F19′ | M Trawler<br>1 Ho 36′<br>2 Ha (each 3½′×3¼′) | Oil 4SA 6Cy. 270×500 mm<br>430bhp 56t<br>N.V. Werkspoor Ams<br>10k |
| **LAS PALMAS**<br>ldenburg **Portugiesische Dampfsch.-Rhed. Kusen, Heitmann & Cie. K.G.**<br>W. German<br>amburg | **1927**<br>986<br>3220<br>**3139**<br>1850<br>4550 | GL | **1950** Deutsche Werft A.G.—Ham<br>*323·5′* 47′ 10″ 18′ 2″/22′ 1″<br>47′ 8″ 26′ 11″<br>F22′ 1 dk & S dk<br>RW | M OSD/CSD<br>G.211000 B.195000<br>4 Ha<br>Der 2(10) | 2 Oil 4SA each 9Cy. 400×460 mm geared to sc. shaft<br>3600bhp 230t<br>Masch. Augsburg-Nürnberg Aug<br>14½k |
| **LAS PALMAS DE GRAN CANARIA**<br>ompañia **Trasmediterranea**<br>Spanish<br>alencia | **8983**<br>5874<br>1700 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN3200 EL c†2⅛"SQ | **1967–7** Union Nav. de Levante S.A.—Val<br>428′ 7″ 63′ 1″ 17′ 9¼″<br>385′ 6″ 63 0″ 36′ 5″<br>Ba166′ B&F182′<br>RW Coll BH to U dk 8 to 2nd dk<br>rf 13″ WB372t | TM Ferry Ref<br>In.21350 | 2 Oil 2SA each 7Cy. 620×900 mm<br>16000bhp B&W<br>La Maquinista Terrestre y Mar. Bcl<br>2db 100℔<br>4×400kW 400V 50c/s a.c.<br>Thw. thrust propeller fwd<br>Controllable pitch propellers |
| **LAS PIEDRAS**<br>ran **Transport Co.**<br>Liberian<br>onrovia | **29306**<br>22099<br>50940 | ✠100A1 SS 7/65<br>oil tanker<br>✠LMC<br>MN2750 EL v†3³⁄₁₆"SQ | **1965–7** (Fwd & cargo sections) Kure Zosensho—Kur<br>**1953–1** (Aft section) Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>766′ 2″ 102′ 4″ 38′ 8″<br>725′ 0″ 102′ 0″ 52′ 1″<br>B30′ F104′ 1 dk<br>RW 13BH<br>WB3837t incl. DTsf2439t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>12500shp (o.f)<br>Bethlehem Stl Co. Qcy<br>✠2NWTB 690℔<br>Spt 850° F. 625℔ 7/65 hs20062<br>sg 125℔ |

**ANGEL PARK** See New Entries No. 1

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| **LAS PLUMAS**<br>estern **Pacific Railroad Co.**<br>United States<br>an Francisco | **2255**<br>1533<br>— | AB | **1957** Albina Eng. & Mach. Wks—Pld<br>375′ 0″ 59′ 2″<br>360′ 0″ 59′ 0″ 16′ 0″<br>1 dk | Tr M Ferry | 3 Oil 4SA each 8Cy. 12″×15″<br>2100bhp<br>Enterprise Eng. & Mchy. Co. S.Fo |
| **LAS VEGAS VICTORY**<br>nited States **Department of** Commerce<br>United States<br>an Francisco | **7646**<br>4608<br>10681 | AB | **1944** Permanente (Shpyd No. 1)—Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22¼′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. |
| **LAS VILLAS**<br>epública **de Cuba**<br>mpresa Consolidada de Nav. Mambisa<br>Cuban<br>avana | **3142**<br>1705<br>4102 | | **1959** Atlantic Shipbuilding Co. Ltd.—Npt<br>334′ 3″ 45′ 1″ 20′ 7¾″<br>310′ 0″ 45′ 0″ 27′ 6″<br>P75′ F29′ 2 dks | M Mchy.aft | 2 Oil 4SA each 16Cy. 9¾″×10½″ geared to sc. shaft<br>Ruston 400t<br>Davey, Paxman & Co. Ltd. Col |
| **LASA**<br>osé Antonio **Lasa, Hijos,** S.R.C.<br>Spanish<br>Sebastian | **355**<br>214<br>— | BV | **1965** Talleres del Astillero—Snt<br>*114·5′* 24′ 9″<br>24′ 7″ 13′ 9″<br>RW | M Trawler<br>Der 2 | Oil 4SA 6Cy. 330×600 mm<br>650bhp 130t<br>N.V. Werkspoor Ams<br>10½k |

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| 661120 **LASALVE**<br>EEYW<br>**José Antonio Lasa**<br>Df Esd **Hijos S.R.C.**<br>Pfd Rdr San Sebastian Spanish<br>RT | **498**<br>293<br>405 | BV | **1967** Balenciaga S.A.—Zumaya<br>145' 8" 26' 4"<br>121' 5" 26' 3" 14' 9"<br>1 dk<br>RW | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>900bhp<br>Klöckner-Humboldt-Deutz |
| 661616 **LASANTA**<br>EFIZ<br>**José Antonio Lasa,**<br>Df Esd **Hijos S.R.C.**<br>Rdr San Sebastian Spanish | **498**<br>293<br>405 | BV | **1967** Balenciaga S.A.—Zumaya<br>145' 8" 26' 4"<br>121' 5" 26' 3" 14' 9"<br>1 dk<br>RW | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>900bhp<br>Klöckner-Humboldt-Deutz |
| 642284 **LASARTE**<br>EEIO<br>**José Antonio Lasa, Hijos,**<br>Df Esd **S.R.C.**<br>Pfd Rdr San Sebastian Spanish<br>RT | **355**<br>214<br>— | BV | **1965** Talleres del Astillero—Snt<br>*114·5'* 24' 9"<br>24' 7" 13' 9"<br>RW | M Trawler<br>3 Ha (16¼'×9¾') (5', 5'×5') | Oil 4SA 6Cy. 330×600 mm<br>650bhp<br>N.V. Werkspoor |
| 520381 **LASBEK**<br>DABW<br>**Clauss & Co.**<br>Df Esd Knöhr & Burchard Nfl.<br>Gc Rdr Hamburg W. German<br>RTm | **2537**<br>1283<br>4650<br>**3903**<br>2133<br>5561 | GL | **1958** Orenstein-Koppel & Lbcr. Masch.—Lbc<br>358' 5" 48' 8" 20' 7½"/22' 10½"<br>48' 6" 29' 6"<br>P36' Q72' F36' 1 dk & S dk<br>RW | S OSD/CSD<br>3 Ho 46', 95½', 88½'<br>G.270045 B.248512<br>5 Ha (27½', 27½', 32½', 27½', 27½'×20½')<br>10W Der 1(30) 1(10) 10(3–5) | C 4Cy. (2) 440 & (2)<br>LP turb<br>2200ihp<br>Christiansen & Meyer<br>1×50kW 220V d.c. |
| 520382 **LASHERCIA**<br>EARO<br>**Rafael Riva Suardia**<br>Df RT San Sebastian Spanish | **315**<br>149<br>425 | BV | **1954** S.A. Balenciaga—Zumaya<br>126' 4" 23' 1"<br>118' 2" 22' 11"<br>1 dk<br>len 56 | M<br>B.21000<br>2 Ha (21½'×12½') (21½'×13')<br>2W Der 2 | Oil 2SA 6Cy. 190×350 mm<br>300bhp<br>Kromhout Motorenfab. |
| 525851 **LASITHI**<br>SUDR exNovia–67 exPoju–61<br>exDangulf Oil–59 exJane–48<br>Pfd **The Crete Co. Ltd.**<br>Piræus Greek | ~~483~~ 476<br>~~103~~ 234<br>~~600~~ — | BV | **1947** Pusnes M/V—Arendal<br>171' 1" 25' 6" 10' 8"<br>... ... ...<br>1 dk | M Tanker<br>8 Ta<br>L.27700 HeCls. BC | Oil 4SA 6Cy. 375×550 mm<br>550bhp<br>Motorenw. Mannheim |
| 671427 **LASPI**<br>**U.S.S.R.**<br>Russian | **1772**<br>558<br>— | | **1966** ......................Kerch<br>1 dk | M Tanker Mchy.aft | Oil |
| 642070 **LASSE**<br>OXCT<br>**Juelsminde-Kalundborg**<br>Df Esd **Linien A/S**<br>Gc Pfd Kalundborg Danish<br>Rdr RT | **2360**<br>1075<br>700 | ✠100A1<br>Skagerrak, Kattegat &<br>Baltic service<br>Ice Class 3<br>✠**LMC**<br>MN1120 EL v 1½"SQ | **1964**–12 Aalborg Værft A/S—Abg<br>302' 2" 54' 10" 13' 8"<br>247' 7" 54' 1½" 17' 7"<br>B&F263' 1 dk, 2nd dk clear of mchy. space<br>8BH<br>rf 6" WB238t | TM Ferry | 4 Oil 4SA each 9Cy.<br>flexible couplings &<br>shafts<br>5600bhp<br>Masch. Augsburg-Nürnb<br>2 Controllable pitch prop<br>Thw. thrust contr. pitch |
| 520384 **LASSE**<br>LNRY exVian–54<br>**Edvard Edvardsen**<br>Bodö Norwegian | **198**<br>96<br>268 | NV | **1946** Aarhus Staalskibsvaerft—Aar<br>110' 0" 23' 0" 7' 0"<br>101' 5" 22' 10"<br>P25' F15' 1 dk | M Mchy.aft<br>G.13000<br>2W | Oil 2SA 4Cy. 230×400 mm<br>240bhp<br>Frederikshavns Jernst. |
| 513684 **LASSI**<br>SYVM exGrutto–64<br>2881 exBree Helle exLina–56<br>Df Esd **Lasse Shipping Co.**<br>RTm Piræus Greek | **341**<br>104<br>499 | AB<br>✱Classed BC until 9/49 | **1940–7** Gebr. van Diepen—Waterhuizen<br>175' 0" 26' 7" 9' 5¾"<br>159' 0" 26' 5"<br>1 dk & S dk<br>RW | M Ref OSD Mchy.aft<br>2 Ho each 44'<br>G.35800 B.34250 In.5000<br>3 Ha (34½', 17½', 16½'×16¾')<br>2W Der 2(3) | Oil 4SA 6Cy. 300×4<br>400bhp<br>N.V. Werkspoor<br>2×28, 24kW 110V d.c. |
| 524698 **LASSI II**<br>SVIU exNantes–66<br>2916 **Othon J. Metaxas**<br>Df Rdr Piræus Greek<br>RT Now **ENY** See New Entries No. 6 | **999**<br>402<br>717 | BV | **1946** Ch. & At. de St. Nazaire (Penhoët)—Gd. Quevilly<br>237' 8" 34' 7" 11' 7"<br>34' 5"<br>B73' F34' 2 dks | TM<br>G.51185 B.47090<br>2 Ha (33¾', 35¾'×11½') | 2 Oil 4SA each 7Cy.<br>2000bhp<br>Soc. Gen. de Const. |
| 529313 **LASSI III**<br>SVIY exRennes–66<br>2750 **Othon J. Metaxas**<br>Df Rdr Piræus Greek<br>RT Now **DIANA** See New Entries No. 4 | **970**<br>402<br>716 | BV | **1947** Ch. & At. de Normandie—Gd. Quevilly<br>237' 10" 34' 5" 11' 7"<br>34' 3"<br>B41' F38' 2 dks | TM Mchy.aft<br>G.51200 B.47100 | 2 Oil 4SA each 7Cy.<br>2000bhp<br>Soc. Gen. de Const. |
| 511226 **LASTOVO**<br>YTGL exFaloria–67<br>**Jadranska Linijska Plovidba**<br>RT Rijeka Yugoslav | **547**<br>242<br>950<br>**965**<br>503<br>1654 | AB RI | **1959** Cant. Nav. Offic. Mecc. "Papette"—Ven<br>218' 2" 33' 1" —/17' 4½"<br>195' 11" 32' 10" 19' 8"<br>P49' F18' 1 dk & S dk<br>RW<br>rf 4" | M OSD/CSD Mchy.aft<br>2 Ho<br>G.68835 B.64246<br>2 Ha<br>6W Der 6(3) | Oil 4SA 6Cy. 370×<br>900bhp<br>Ansaldo S.p.A. |

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| **LATAKIA**<br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | **3750**<br>2048<br>5000 | ✠100A1<br>✠LMC<br>MN465 | SS 8/65<br>EL v | **1958–8** Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 1″ 21′ 10″<br>331′ 6″ 47′ 11″ 26′ 3″<br>P26′ B62′ F35′ 1 dk, 2nd dk in Nos. 1, 2 & 3 holds<br>6BH<br>rf 8″ WB462t | M | Oil 4SA 10Cy. 400×600 mm<br>✠NE8/65<br>Masch. Augsburg-Nürnberg<br>✠ndb 100℔ | Aug |
| **LATANIA**<br>exBoy Philip–47<br>**Norrard Trawlers Ltd.**<br>Grimsby British | **134**<br>48<br>— | ✠Classed LR until 9/56 | | **1930–6** Crabtree & Co. (R. H. Hutchinson)—Yar<br>*92·4′* 20′ 1″<br>92′ 0″ 20′ 0″ 10′ 6″<br>R<br>BK7½″ | M Trawler | Oil 5Cy. 9¾″×10½″<br>Emade56fitted57<br>Mirrlees, Bickerton & Day | Stckpt |
| **LATIMODJONG**<br>Stichting<br>**"Gemeenschappelijk Schepenbezit"**<br>Djakarta Indonesian | **176**<br>86<br>— | | | **1944** N.S.W. Govt. E. & S.B. Undertaking—N.S.W.<br>*120·0′* 24′ 0″<br>... ... ... | TM | 2 Oil 4SA each 3Cy. 190×— mm<br>Atlas-Imperial D.E. Co. | Oakland |
| **LATIN AMERICAN**<br>**Texaco Inc.**<br>Wilmington, Del United States | **165**<br>112<br>— | | | **1918** Texas S.S. Co.—Bath, Me<br>100′ 6″ 23′ 7″ 12′ 0″<br>... ... ...<br>1 dk<br>R<br>rf 27″ | M Tug | Oil 2SA 12Cy. 8½″×10″<br>900bhp Emade43fitted57<br>General Motors Corp.<br>1×60kW 120V d.c. | 64t (d.o)<br>Det<br>7k |
| **LATINIA**<br>exOtranto–61<br>**Cartotecnica di Arbatax S.p.A.**<br>Cagliari Italian | **921**<br>701<br>1017 | | RI | **1948** Cant. Nav. Felszegi—Tri<br>202′ 6″ 32′ 7″ 13′ 4½″<br>184′ 4″ 32′ 5″ 18′ 10″<br>P62′ F20′ 2 dks<br>R<br>rf nil | M Mchy.aft<br>3 Ho 77′, 42¼′, 23′<br>G.67120<br>4 Ha (19¼′, 27′, 27′×13′) (9¾′×8¼′)<br>6W Der 7(2) | Oil 2SA 6Cy. 290×500 mm<br>600bhp Sulzer<br>C.R.D. Adriatico<br>3×25, 25, 5kW 220V d.c. | 45t (d.o)<br>Tri<br>10½k |
| **LATORRE**<br>**Alejandro Barreras Barret and others**<br>Vigo Spanish | **207**<br>101<br>— | | BV | **1958** Hijos de J. Barreras S.A.—Vgo<br>109′ 11″ 20′ 0″<br>... ... ...<br>1 dk<br>RW | M Fishing<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 260×350 mm<br>330bhp Werkspoor<br>Hijos de J. Barreras S.A. | 50t<br>Vgo<br>10½k |
| **LATTUGA**<br>exGiorgio Parodi–65<br>**rmosy Corp.**<br>Monrovia Liberian | **8717**<br>5459<br>12540 | | AB | **1956** Cant. del Tirreno—Gen<br>483′ 3″ 62′ 9″ 29′ 1½″<br>446′ 1″ 62′ 7½″ 39′ 1″<br>F35′ 2 dks<br>RW<br>rf 5″ | M CSD<br>6 Ho 63¾′, 62¼′, 57¼′, 35¼′, 69¼′, 65¼′<br>G.660529 B.613211<br>6 Ha (stl) (27¼′, 35¼′, 27¾′×26¼′) (15¼′×21¼′) (35¼′, 27¾′×26¼′)<br>12W Der 4(5) | Oil 2SA 6Cy. 740×1600 mm<br>5540bhp B&W<br>Cant. Nav. Riuniti<br>3×200kW 220V d.c.<br>Controllable pitch propeller | 950t (hvf)<br>Anc<br>14½k |
| **LATVIA**<br>U.S.S.R.<br>Leningrad Russian | **4871**<br>2061<br>1372 | | | **1960** Mathias-Thesen-Werft—Wismar<br>400′ 9″ 52′ 6″ 16′ 11½″<br>52′ 4″ 24′ 11″<br>3 dks<br>RW | TM (333P)<br>1 Ho<br>B.19918<br>1 Ha (18½′×13′)<br>Cr 1(7) 1(3) | 2 Oil 2SA each 6Cy. 570×800 mm<br>8300bhp MAN<br>Dieselmotorenwerk | Ros<br>17k |
| **LATVIA**<br>U.S.S.R.<br>Russian | **658**<br>280<br>450 | | | **1954** Stocznia Gdanska—Gdk<br>*185·7′* 29′ 8″ 13′ 11″<br>29′ 6½″ 16′ 3″ | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp | |
| **LAUMÜHLEN**<br>**Hinrich Buck**<br>Hamburg W. German | **424**<br>269<br>— | | GL | **1957** Stader Schiffsw.—Stade<br>*167·9′* 27′ 10″ 9′ 10½″<br>27′ 6″ 10′ 10″<br>P30′ F19′ 1 dk<br>RW len 67 | M<br>1 Ho<br>1 Ha (67¼′×16½′) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz | Kln<br>9k |
| **LAUNDOLA**<br>UML Ltd.<br>~~**Unilever Merseyside Ltd.**~~<br>Liverpool British | **189**<br>108<br>— | | | **1947** W. J. Yarwood & Sons Ltd.—Northwich<br>*100·2′* 23′ 0″ 8′ 6″<br>22′ 10″<br>1 dk | M Mchy.aft<br>1 Ho 54¼′<br>1 Ha<br>1W Der 1(1) | Oil 4SA 8Cy. 5½″×7¾″<br>NE62<br>L. Gardner & Sons | Mch<br>8k |
| **LAUPAREN**<br>**Møre og Romsdal Fylkesbåtar**<br>lde Norwegian | **183**<br>60<br>72 | | | **1950** A/S Stord—Lervik<br>113′ 0″ 26′ 0″ 8′ 0″<br>25′ 10″<br>B47′ 1 dk | M Ferry | Oil 2SA 6Cy. 265×345 mm<br>510bhp<br>Crossley Bros. Ltd. | 14½t<br>Mch<br>11k |
| **LAUPEN**<br>exMöwe III exBeachwood–62<br>exMöwe III–59<br>**ller Shipping Ltd.**<br>le Swiss | **999**<br>701<br>1634 | | AB | **1956** Alfred Hagelstein—Lbc<br>208′ 11″ 33′ 10″ 16′ 5⅝″<br>198′ 5″ 33′ 9″ 17′ 5″<br>F26′ 2 dks<br>RW<br>rf 3″ | M CSD Mchy.aft<br>1 Ho 123¼′<br>2 Ha<br>3W Der 2(5) 4(2) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz | 122t<br>Kln<br>12k |

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| 520397<br>PFNE<br>11302<br>Df Esd<br>Rdr<br>RTm/h/v | **LAURA**<br><br>**Zeeuwse Rederij**<br>Breskens Netherland | 495<br>261<br>970 | ✠100A1 SS 6/68 ~~SS 4/66~~<br><br>✠LMC<br><br>MN210 | <br><br><br><br>EL k | 1959–3 Terneuzensche Schps. Maats.—<br>Terneuzen<br>203' 0" 33' 1" 11' 11½"<br>183' 9" 32' 6" 18' 11"<br>1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf nil WB313t | M OSD Mchy.aft<br>2 Ho each 60'<br>G.65451 B.58583<br>2 Ha (each 42'×16½')<br>Der 1(10) 4(6) | Oil 4SA 8Cy. 320×400 mm<br>1050bhp<br>Motorenw. Mannheim<br>3×20kW 110V d.c. |
| 520398<br>PFNP<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **LAURA CHRISTINA**<br>**N.V. Motorscheepv. Mij**<br>**Kenitra**<br>Dammers & v.d. Heide<br>(Antillen) N.V.<br>~~Willemstad-~~ Netherland<br>~~Rotterdam~~ (Antilles)<br>Willemstad | ~~1296~~ 1300<br>576<br>1615 | | <br><br>BV | 1962 Soc. des Ch. & At. du Rhin—<br>Strasbourg<br>260' 9" 36' 10" 15' 9"<br>231' 1" 36' 5" 25' 11"<br>2 dks | M Ref Mchy.aft<br><br>In.80000<br>3 Ha (each 20½'×16½')<br>6W Der 6(3) | Oil 4SA 8Cy. 400×580 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz |
| 520400<br>KJCY<br>242905<br>Df Esd<br>Rdr | **LAURA KEENE**<br><br>**United States Department of**<br>**Commerce**<br>Portland, Or United States | 7228<br>4443<br>10844 | | <br><br>AB | 1943 Kaiser Co. Inc.—Vcr, Wash<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 75', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Oregon War Industries Inc<br>3×20kW 120V d.c. |
| 520401<br>ICUR<br>608<br>Df Esd<br>Gc RT | **LAURA LAURO**<br>exElwood Haynes–47<br>**Achille Lauro**<br>Naples Italian | 7082<br>4311<br>10874 | <br><br><br>BROKEN UP | <br><br>RI | 1944 Permanente (Shpyd No. 2)—<br>Richmond<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk | S<br>5 Ho<br>G.562000 B.499000 | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks |
| 660924<br>OWJD<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **LAURA MÆRSK**<br><br>**A/S D/S Svendborg &**<br>**D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 27074<br>15920<br>46350 | ✠100A1<br>strengthened for ore<br>cargoes Nos. 2 & 6 holds<br>may be empty<br>✠LMC<br>MN2760 | <br><br><br><br><br>EL s†3 1/16"SQ | 1966–7 Odense Staalskibs. A/S—Odn<br>~~690' 0"~~ 93' 9" 38' 9½" 696' 3" (incl.BB)<br>666' 7" 93' 5½" 53' 7"<br>F59' 1 dk<br>NS 10BH<br>rf nil DK WB18673t incl. Comb. btm &<br>side tanks in holds 9892t Topside tanks in holds 7002t | M Bulk Carrier Mchy.aft<br>7 Ho 69½', 69', 70½', 70½', 70½', 70½',<br>70½'<br>G.1861385 B.1805444<br>7 Ha (stl) (each 47'×40½')<br>Cr1(2) | Oil 2SA 6Cy. 840×1800 m<br>13800bhp B&W<br>Cant. Nav. Riuniti<br>2AuxB 100lb<br>3×376kW 450V 60c/s a.c. |
| 533139<br>OZMW<br><br>Df Esd<br>Rdr<br>RTm | **LAURA TERKOL**<br>exSkodvik–65<br>exThuntank VI–62<br>exSelje–60<br>exSlotteröy exUtvær<br>**Rederi I/S Nordtank**<br>A/S Terkol<br>Aarhus Danish | 1134<br>587<br>1610 | | <br><br>NV | 1943 Porsgrunds M/V—Porsgrunn<br>256' 4" 33' 4" 14' 3½"<br>239' 2" 33' 2" 15' 9"<br>1 dk<br>RW len 64<br>rf 6" | M Tanker<br>14 Ta | Oil 4SA 8Cy. 320×480 m<br>860bhp NE57<br>Motorenw. Mannheim<br>3×35, 23kW 110V d.c. |
| 520403<br>IPCL<br>86<br>Gc RT | **LAURA WOFSI**<br>exSchwansen–58<br>~~**Cia. di Nav. Trasmar**~~<br>Cagliari Italian<br>Giorgio Poretti | 699<br>399<br>— | | <br><br>RI | 1941 Rickmerswerft—Bhn<br>167' 2" 30' 4" 10' 9½"<br>164' 4" 30' 2" 12' 3"<br>P31' F20' 1 dk | M Chemical Tanker Mchy.aft<br><br>G.41000 B.38000<br><br>4W | Oil 4SA 6Cy. 320×450 m<br>500bhp NE66<br>Klöckner-Humboldt-Deutz |
| 541638<br>GKKA<br>304166<br>Df Esd<br>Gc Rdr<br>RT | **LAURELBANK**<br><br>**Bank Line Ltd.**<br>**Andrew Weir & Co. Ltd.**<br>Glasgow British | T.Mk<br>6167<br>3459<br>10523<br>8432<br>4894<br>12310 | ✠100A1 SS 11/67<br>DTma—vegetable oil<br>✠LMC<br><br>MN1328 | <br><br><br><br>EL d†2 1/16"SQ | 1963–8 Wm. Doxford & Sons (S.B.) Ltd.<br>—Sld<br>487' 0" 62' 3" 26' 2"/28' 10½"<br>451' 1" 62' 0" 29' 6"<br>F41' 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6" WB3095t incl. DTma1459t | M<br>5 Ho 56½', 61½', 59', 31' DT, 52½', 83½'<br>G.648170 B.583400<br>6 Ha (29½', 32½', 32½', 12½', 32½',<br>32½'×22')<br>14W Der 1(50) 4(10) 10(6) | Oil 2SA 4Cy 670×2100<br>6640bhp<br>Wm. Doxford & Sons<br>2AuxB 120lb<br>4×250, 250, 250, 40kW |
| 535412<br>FNZX<br>1025<br>Esd Rdr | **LAURENCE**<br>exTayo–67<br>**Compagnie Maritime et**<br>**Commerciale du**<br>**Sud-Ouest**<br>Bordeaux French<br>Now **HANG HING** See New Entries No. 3 | 4261<br>2226<br>5521 | | <br><br>BV | 1951 W. Pickersgill & Sons Ltd.—Sld<br>374' 4" 51' 8" 20' 0"<br>51' 6"<br>P25' B65' F32' 1 dk | S<br><br>G.277631 B.265407<br><br>4W | T 3Cy. 21½" 35½" & 62"×<br><br>N.E. Mar. Eng. Co. |
| 650744<br>WF7069<br>200669<br>Df Gc<br>Rdr<br>RTm/h/v | **LAURENCE C. TURNER**<br>exNo. 15, M.F.D.<br>**Great Lakes Towing Co.**<br>Duluth United States | 194<br>132<br>65 | | <br><br>AB | 1903 Ship Owners D.D. Co.—Cgo<br>*106·2'* 26' 0" 11' 0½"<br>112' 0" 24' 0" 13' 6"<br><br>R<br>rf 12" BK6" | D-E Tug | Oil 2SA 16Cy. 8½"×10½"<br>1 gen. 1090kW 525V<br>elec. motor<br>1380shp(WL)<br>Emade<br>General Motors Corp.<br>3×60, 40, 35kW 230, 1 |
| 520404<br>CBBR<br>1285 | **LAURENCIA**<br>exBreeze–35<br>**Solminiha Hermanos &**<br>**Cia.**<br>Puerto Montt Chilean | 185<br>132<br>— | <br><br>✠Classed LR until 2/26 | | 1903–10 H. H. Bodewes—Millingen<br>*100·0'* 20' 1"<br>... ... ...<br>1 dk<br>R | S Mchy.aft | C 2Cy. 11" & 24"×18"<br><br>W. H. Jacobs |
| 520405<br>TKZL<br><br>Df Esd<br>Rdr<br>RTh/v | **LAURENT CHAMBON**<br><br>**Compagnie Chambon Soc.**<br>**Gén. de Remorquage et de**<br>**Travaux Maritimes**<br>Marseilles French | 263<br>—<br>— | | <br><br>BV | 1960 Schps. v/h Jonker & Stans—<br>Hendrik-I-A<br>109' 3" 27' 7" 12' 1½"<br>... ... ... | M Tug | Oil 4SA 8Cy. 310×<br>1320bhp<br>Swiss Loco & Mch. Wks<br>2×50kW 220V d.c. |

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| **LAURENT LETZER**<br>Union de Remorquage et de Sauvetage S.A.<br>Antwerp Belgian | **141**<br>24<br>57 | BV | **1964** J. Boel & Fils—Tamise<br>99′ 5″ 25′ 0″ 9′ 1″<br>88′ 7″ 23′ 4″ 11′ 7″ | M Tug<br>1 Ha (5½′ × 6½′) | Oil 4SA 6Cy. 320 × 450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz Kln<br>12¾k |
| **LAURENT PHILIPPE**<br>Chantaco-67<br>Jean Lucas<br>La Rochelle French | **222**<br>69<br>— | BV | **1962** S.I.C.C. Na—St.M<br>115′ 4″ 25′ 0″ 10′ 10″<br>100′ 7″ 24′ 11″ 12′ 8″ | M Trawler<br>4 Ha (3¾′, 3¾, 3¾′ × 3¾′) (3¼′ × 3½′)<br>Der 1(2) 1(1) | Oil 4SA 6Cy. 320 × 450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz Kln<br>12¾k |
| **LAURENT SCHIAFFINO**<br>Soc. Algérienne de Nav.<br>Charles Schiaffino & Cie.<br>Dunkirk French | **5016**<br>2749<br>6171 | BV | **1956** At. & Ch. de la Seine Mtme—Le Trait<br>393′ 5″ 52′ 0″ 24′ 0″<br>362′ 2″ 51′ 11″ 32′ 10″<br>F41′ 2 dks | M<br>pt bulk wine carrier<br>G.267115 B.243217<br>10W Der 1(50) 1(20) 8(8) 2(5) | Oil 2SA 6Cy. 720 × 1250 mm<br>4200bhp 400t<br>Cie. de Const. Méc. St. Denis<br>14k |
| **LAURENT STÉPHANIE**<br>Laurent Jouanno & Cie.<br>Lorient French | **114**<br>33<br>— | BV | **1958** Ch. "Union & Travail"—Sables d'Olonne<br>*87·9′* 21′ 5″<br>... ... ... | Wood M Fishing<br>2 Ha (each 3′ × 2¾′) | Oil 4SA 7Cy. 230 × 300 mm<br>315bhp<br>Etab. Crepelle Lille<br>9k |
| **LAURENTIA**<br>Lorancia<br>Mrs. D. Peltier<br>Montreal Canadian | **346**<br>205<br>— | | **1909** Z. Leroux—Valleyfield<br>*112·0′* 22′ 2″<br>... ... ...<br>2 dks | Wood TS | C 4Cy. 9″ & 18″ × 12″<br>Cie. Pontbriand Ltd. Srl |
| **LAURENTIC**<br>Shaw, Savill & Albion Co. Ltd.<br>London British | **7964**<br>4260<br>9520 | ✠100A1<br>'tween deck tanks aft—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN2520 EL d†2 3/16″SQ | **1965**–5 Vickers Ltd.—Nwc<br>481′ 3″ 65′ 10″ 29′ 2″<br>440′ 0″ 65′ 6″ 37′ 9″<br>F128′ 2 dks, 3rd dk in Nos. 2 & 3 holds<br>RW 6BH<br>rf 6″ DK fwd WB2081t incl. Tunnel tanks 442t DTsf434t | M Ref<br>4 Ho 75′, 77½′, 72½′, 95′<br>B.35730 In.364120<br>4 Ha (stl) (33¾′ × 16′) (34′, 34′ × 17′) (34′ × 15′)<br>10W Cr 2(3) Der 1(30) 2(7) 2(5) 6(3) | Oil 2SA 8Cy. 760 × 1550 mm<br>13100bhp Sulzer 2017t<br>G. Clark & N.E.M. Ltd. Sld<br>2AuxB (1 o.f 1 ex.g) 110℔<br>4 × 360kW 440V 60c/s a.c. 18k |
| **LAURENZ**<br>Schöning-65<br>Harburg-63<br>Lucas Bols II-62<br>Margret Riddering<br>ren/Ems W. German | **499**<br>291<br>830 | GL<br>✠Classed LR until 4/64 | **1950**–10 Gebr. van Diepen—Waterhuizen<br>186′ 3″ 28′ 4″ 11′ 9″<br>171′ 11″ 28′ 3″ 13′ 5″<br>Q43′ F32′ 1 dk<br>RW | M Mchy.aft<br>G.36500 B.34000<br>2 Ha | Oil 4SA 8Cy. 320 × 450 mm<br>500bhp 40t<br>Klöckner-Humboldt-Deutz Kln<br>9½k |
| **AURI-RAGNAR**<br>Vaasa Provider-66<br>Rauanheimo O/Y<br>B R. Nordström & Co. O/Y<br>kkola/Gamlakarleby Finnish | **1599**<br>777<br>2278<br>**2496**<br>1498<br>3430 | ✠100A1 SS 8/68<br>✠LMC<br>MN480 EL s 1 5/16″SQ | **1963**–11 Terneuzensche Schps. Maats.—Terneuzen<br>296′ 0″ 43′ 10″ 16′ 8¼″/~~20′ 9¾″~~ 21′ 0″<br>268′ 1″ 43′ 6″ 24′ 8″<br>F35′ RAD71′ 1 dk & S dk<br>Coll BH to S dk 4 to 2nd dk<br>rf nil WB565t | M (2P) OSD/CSD Mchy.aft<br>2 Ho 77¾′, 94′ 2 TwD 88′, 90¼′<br>2 Ha (stl) (61′, 63′ × 22¼′)<br>Der 2(16) 6(13) | Oil 2SA 6Cy. 450 × 700 mm<br>2400bhp (d.o)<br>N.V. Werkspoor Ams |
| **AURIE ELIZABETH**<br>wim Brothers Fisheries Ltd.<br>John. N.B. Canadian | **363**<br>176<br>— | | **1967** St. John S.B. & D.D. Co. Ltd.—St.J<br>125′ 6″ 28′ 1″ 11′ 0″<br>109′ 2″ 28′ 0″ 16′ 6″<br>1 dk | M Stern Trawler | 2 Oil 4SA each 8Cy. 6¼″ × 8″ geared to sc. shaft<br>1020bhp<br>Caterpillar Tractor Co. Peoria<br>11½k |
| **AURIERGRACHT**<br>C.V. Scheepvaart Onderneming<br>liethoff's Bevrachtingskantoor N.V.<br>msterdam Netherland | **500**<br>321<br>935 | ✠100A1 SS 4/66<br>Ice Class 3<br>✠LMC<br>MN130 EL j 1⅛″SQ | **1962**–8 Kerstholt Scheeps. N.V.—Gro<br>200′ 5″ 30′ 6″ 11′ 11¼″<br>182′ 6″ 30′ 2″ 13′ 3″<br>F42′ RAD40′ 1 dk<br>RW 3BH<br>rf 6″ WB310t incl. Dk tanks a15t m10t | M Mchy.aft<br>G.40000 B.37400<br>2W Der 2(3) | Oil 4SA 6Cy. 330 × 600 mm<br>650bhp 96t<br>N.V. Werkspoor Ams<br>10½k |
| **AURO SODRÉ**<br>erviços de Navegaçao da Amazonia e de Administração do Porto do Pará<br>elem Brazilian | **1351**<br>715<br>953 | ✠ | **1955** Arnhemsche Scheeps. Maats.—Ahm<br>233′ 9″ 41′ 2″ 8′ 0½″<br>215′ 3″ 41′ 1″ 10′ 6″<br>1 dk & Shade dk<br>RW | TM Mchy.aft | 2 Oil 2SA each 6Cy. 290 × 500 mm<br>Sulzer Bros. Ltd. Win |
| **AUS**<br>els C. Borg<br>openhagen Danish | **500**<br>266<br>965 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN160 ELj | **1963**–12 Brödrene Lothe A/S—Hgs<br>194′ 3″ 30′ 11″ 12′ 7¾″<br>171′ 10″ 30′ 10″ 13′ 1″<br>P&B104′ F29′ 1 dk<br>NS 3BH<br>rf 4″ WB270t | M Mchy.aft<br>1 Ho 116½′ comb.<br>2 Ha (stl) (33¾′ × 17¾′) (44′ × 20½′)<br>Der 1(5) 2(3) | Oil 4SA 6Cy. 320 × 450 mm<br>800bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3 × 41kW 220V 50c/s a.c. |
| Now **GROLLEN** See New Entries **No. 6** | | | | | |
| **USITZ**<br>strid Torm-66<br>tsche Seereederei<br>ock E. German | **4120**<br>2223<br>6725<br>**5874**<br>3420<br>7375 | ✠LR class withdrawn—Owners' request 11/67 | **1952**–3 A/S Nakskov Skibs.—Nks<br>424′ 0″ 57′ 10″ 24′ 0½″/25′ 3¾″<br>390′ 0″ 57′ 8″ 34′ 8″<br>F88′ 1 dk & S dk<br>RW<br>rf 5″ | M (12P) OSD/CSD<br>5 Ho 47¼′, 53¾′, 62′, 52′, 67¼′<br>G.436500 B.385400<br>5 Ha (stl) (27′ × 16½′) (35′, 44¾′, 35′, 35′ × 20′)<br>Cr 2(3) Der 1(30) 10(5) | Oil 2SA 6Cy. 740 × 1600 mm<br>5530bhp 1150t (hvf)<br>Burmeister & Wain Cpn<br>3 × 200kW 220V d.c. 16k |

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| 652107<br>OYVY<br><br>Df Gc<br>Pfd Rdr<br>RTh | **LAUST MÆRSK**<br><br>**A/S D/S Svendborg & D/S**<br>**af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 27042<br>15923<br>46350 | ✠100A1<br>strengthened for ore cargoes Nos. 2 & 6 holds may be empty<br>✠LMC<br>MN2760 EL s†3$\frac{1}{16}$"SQ | 1965-11 Odense Staalskibs. A/S—Odn<br>~~694' 8"~~ 93' 9" 38' 9½" 694' 8" (incl.BB)<br>666' 0" 93' 5½" 53' 7"<br>F59' 1 dk<br>NS 10BH<br>rf nil DK WB18673t incl. Comb. btm & side tanks in holds 9892t Topside tanks in holds 7002t | M Bulk Carrier Mchy.aft<br>7 Ho 69½', 69', 70¾', 70¾', 70¾', 70¾', 70¾'<br>G.1861385 B.1805444<br>7 Ha (stl) (each 47'×40½')<br>Cr 1(2) | Oil 2SA 6Cy. 840×180<br>1380bhp<br>Burmeister & Wain<br>2AuxB (1 o.f 1 ex.g) 10<br>3×376kW 450V 60c/s a.c. |
| 502740 | **LAUT ARAFURA**<br>See also No. **502740 ASTA** in the Register | | | | | |
| 520416 | **LAUT BANDA**<br><br>**N.V. Nederland-Indonesiё**<br>**Steenkolen Handel Maats.**<br><br>Reported sailing as **LAUT BANGKA** under Indonesian flag | 255<br>—<br>— | ~~BV~~ | 1953 H. H. Bodewes Scheeps.—Millingen<br>105' 11" 25' 7" 11' 11"<br>... ... ...<br>B49' | S Tug<br><br><br><br>2W Der 1(3½) | T 3Cy. 15½" 25$\frac{1}{16}$" & 42<br>951ihp<br>Verschure & Co.'s Sch |
| 520416 | **LAUT BANGKA**<br>See also No. **520416 LAUT BANDA** in the Register | | | | | |
| 504716 | **LAUT BELAWAN**<br>See also No. **504716 BÖDEKER** in the Register | | | | | |
| 520420 | **LAUT DJAJA**<br>See also No. **520420 LAUT DJAWA** in the Register | | | | | |
| 520420<br><br><br>RT | **LAUT DJAWA**<br><br>**N.V. Nederland-Indonesiё**<br>**Steenkolen Handel Maats.**<br><br>Reported sailing as **LAUT DJAJA** under Indonesian flag | 190<br>—<br>— | | 1953 Boele's Schps. & Masch.—Bolnes<br>97' 5" 23' 11" 10' 7½"<br>... ... ... | S Tug Mchy.aft<br><br><br><br>2W Der 1(3) | T 3Cy. 14$\frac{1}{16}$" 23$\frac{1}{16}$" &<br><br>Boele's Schps. & Masch |
| 516735 | **LAUT JAMDENA**<br>See also No. **516735 JACOBS** in the Register | | | | | |
| 534600 | **LAUT SAWU**<br>See also No. **534600 SUUS** in the Register | | | | | |
| 520425 | **LAUT TERNATE**<br>See also No. **520425 LAUT TIMOR** in the Register | | | | | |
| 520425<br><br><br>RT | **LAUT TIMOR**<br><br>**N.V. Nederland-Indonesiё**<br>**Steenkolen Handel Maats.**<br><br>Reported sailing as **LAUT TERNATE** under Indonesian flag | 190<br>—<br>— | | 1953 Boele's Schps. & Masch.—Bolnes<br>97' 5" 23' 11" 10' 7½"<br>... ... ... | S Tug Mchy.aft | T 3Cy. 14$\frac{1}{16}$" 23$\frac{1}{16}$" &<br><br>Boele's Schps. & Masch |
| 520426<br>OWJO<br><br>Df Esd<br>Rdr RT | **LAUTA**<br><br>**I/S Lauta**<br>H. Hermansen<br>Marstal Danish | 481<br>229<br>650 | BV<br>✠LR class withdrawn—Owners' request 6/67 | 1957-6 F. Smit v/h Smit & Zoon—Foxhol<br>168' 5" 28' 1" 10' 9½"<br>150' 11" 27' 10½" 11' 10"<br>P39' F23' 1 dk<br>RW<br>rf nil | M Mchy.aft<br>1 Ho<br>G.30000 B.29000<br>2 Ha (each 36'×17½')<br>2W Der 2(3) | Oil 4SA 6Cy. 290×4<br>390bhp<br>Masch. Kiel A.G. |
| 532712<br>DDPH<br><br>Df Esd<br>Gc Rdr<br>RT | **LAUTER**<br>exSiegfried-65<br>exKarl-Heinz Parchmann-62<br>**Lauter-Elbe Reederei**<br>**G.m.b.H.**<br>Hamburg W. German | 826<br>379<br>1350<br>1266<br>785<br>2010 | GL | 1961 Alfred Hagelstein—Lbc<br>249' 4" 35' 5" 13' 2¾"/16' 6¾"<br>228' 0" 19' 8"<br>F38' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br><br>G.89060 B.82285<br><br>8W Der 6(5) | Oil 4SA 8Cy. 320×4<br>1060bhp<br>Klöckner-Humboldt-D |
| 520428<br>PFNG<br><br>Df Esd<br>RT | **LAUWERS**<br><br>**Rederij Lauwers**<br>"Carebeka" N.V.<br>Groningen Netherland | 496<br>255<br>650 | ✠100A1 SS 6/66<br><br>✠LMC<br><br>MN80 EL g | 1953-9 Foxhol N.V.—Foxhol<br>167' 11" 27' 5" 11' 4½"<br>154' 6" 27' 3" 11' 6"<br>P43' Q58' F23' 1 dk<br>RW 3BH<br>WB195t | M Mchy.aft<br>1 Ho<br>G.22750 B.21500<br><br>2W Der 2(3) | Oil 4SA 7Cy. 290×4<br>400bhp<br>Appingedammer Br |
| 520429<br>PFNL<br><br>Df Esd<br>RTm | **LAUWERSBORG**<br>exMercator-54<br>**E. Wagenborg's Scheepv. &**<br>**Exped. Bedr. N.V.**<br>Delfzijl Netherland<br><br>Now **BONNY** See New Entries No. 3 | 298<br>186<br>356 | BV | 1952 De Vooruitgang D. & J. Boot—Alp<br>142' 8" 24' 5" 8' 11½"<br>... ... ...<br>1 dk<br>RW<br>rf nil | M Mchy.aft<br>1 Ho 79½'<br><br>1 Ha (61½' comb.×14½')<br>Der 2(2) | Oil 4SA 4Cy. 280×4<br>195bhp<br>D. & J. Boot "De In<br>1×37kW 60V d.c. |
| 640558<br>CUVW<br>LX-83-C | **LAVADORES**<br><br>**SUPEL—Sociedade União**<br>**de Pescarias Ltda.**<br>Leixoes Portuguese | 125<br>46<br>— | | 1963 Est. São Jacinto S.a.r.l.—Aveiro<br>98' 3" 21' 2" 8' 2½"<br>85' 4" 21' 0" 10' 6"<br><br>RW | M Trawler | Oil 2SA 6Cy. 24<br><br>Motorenf. Darmst |

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| **VALLEE II**<br>Westwhale 4–67<br>Tahsis Chief–62<br>**ritish Columbia Packers Ltd.**<br>ncouver Canadian | **254**<br>150<br>— | | **1942** J. M. Martinac S.B. Corp.—Tac<br>*120·0′* 24′ 7″<br>… … …<br>1 dk<br>conv yacht 49 | Wood TM Whaler<br>2 Ho 33¾′, 19¼′<br>2 Ha (11¾′×10′) (10¾′×9′) | 2 Oil each 8Cy. 205×280 mm<br>1300bhp 22t (d.o)<br>Cooper-Bessemer Corp. Mt.Vernon<br>2×30kW 115V d.c. |
| **VALLEJA**<br>**ruguayan Govt. (Administracion Nacional de Puertos)**<br>ontevideo Uruguayan | **234**<br>30<br>— | ✠**100A1** SS 3/68<br>tug<br>✠**LMC**<br>MN360 EL (c)<br>~~**DRY DOCKING OVERDUE—CLASS SUSPENDED 2/65**~~ | **1962**–12 Empresa Nacional "Elcano"—Sev<br>103′ 6″ 28′ 1″<br>91′ 10″ 26′ 3″ 12′ 6″<br>RFD16′<br>3BH<br>rf 22″ BK6″ WB7t | M Tug | Oil 2SA 6Cy. 350×620 mm<br>1680bhp B&W<br>La Maquinista Terrestre y Mar. Bcl |
| **VANCO**<br>**PEL-Sociedade União de Pescarias Ltda.**<br>ixoes Portuguese | **124**<br>38<br>— | ✠Classed LR until 8/60 | **1958**–10 Est. São Jacinto S.a.r.l.—Aveiro<br>96′ 2″ 21′ 3″ 8′ 9″<br>88′ 3″ 21′ 0″ 10′ 6″<br>RFD15′<br>RW<br>rf 29″ BK6½″ | M Trawler | Oil 4SA 8Cy. 290×420 mm<br>Masch. Kiel A.G. Kel |
| **VARDIN II**<br>**hl & Cie.**<br>Rochelle French | **392**<br>144<br>— | BV | **1950** At. & Ch. de France—Dnk<br>152′ 4″ 27′ 1″ 14′ 2″<br>26′ 11″<br>B49′ F30′ | M Trawler<br>4 Ha (each 3¼′×3¼′)<br>1W Der 1(5) | Oil 2SA 6Cy. 360×600 mm<br>750bhp Sulzer 125t<br>Cie. de Const. Méc. St. Denis<br>12k |
| **VAUX**<br>**ica S.A.**<br>sse Atlantique Soc. d'Arm.<br>arit. S.A.<br>le Swiss | **T.Mk**<br>**6102**<br>3384<br>**11030**<br>**9018**<br>**5216**<br>**13400** | ✠**100A1** SS 11/67<br>✠**LMC**<br>MN1120 EL d†ptSQ | **1959**–5 Brodogradiliste III Maj—Rka<br>499′ 6″ 61′ 11″ 26′ 8¾″/29′ 10″<br>460′ 8″ 61′ 8″ 39′ 5″<br>F107′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2704t incl. DTmf1242t | M OSD/CSD<br>5 Ho 63½′, 72¼′, 40′, 66′, 66¼′<br>5 Ha (stl) (31½′, 42½′, 22½′, 35′, 35′×22¼′)<br>Der 2(25) 5(5–10) 7(5) 2(3) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp (hvf)<br>Sulzer Bros. Ltd. Win<br>2db 100℔<br>3×200kW 220V d.c. |
| **VERNOCK**<br>**itish Transport Docks Board**<br>rdiff British | **1864**<br>773<br>2100 | ~~✠100A1~~<br>~~hopper dredger~~<br>~~Newport—Swansea~~<br>~~✠LMC~~<br>~~MN805—~~ ~~EL q 1½″U2~~<br>✠Class **WITHDRAWN** at Owners' request 11/68 | **1967**–7 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>250′ 1″ 48′ 6″ 16′ 0¼″<br>234′ 0″ 47′ 0″ 19′ 2″<br>1 dk<br>4BH<br>rf nil WB193t | TD-E Suction Hopper Dredger Mchy.aft | 2 Vee Oil 4SA each 16Cy. 9¾″×10½″ 4024bhp driving 2 gen. each 1200kW 730V d.c. connected to 2 elec. motors each 1100shp (CC) 100t (hvf)<br>Davey Paxman & Co. Ltd. Col<br>2×200kW 220V d.c.<br>Thw. thrust propeller fwd **12k** |
| **VINIA**<br>oyne–66<br>**rles Brand & Son Ltd.**<br>rpool British | **300**<br>13<br>— | ✠Classed LR until 5/60 | **1928**–10 J. Crichton & Co. Ltd.—Chs<br>113′ 9′ 27′ 0″ 12′ 9½″<br>105′ 0″ 13′ 6″<br>R<br>rf 24″ BK7½″ | S Tug | T 3Cy. 17″ 27¾″ & 46″×30″<br>900ihp 120t (c)<br>Earle's Co. Ltd. Hul<br>1×5kW 110V d.c. 11k |
| **VOISIER**<br>**ocean S.A.**<br>rseilles French | **5102**<br>2629<br>6265 | BV | **1963** Ch. Nav. de la Ciotat—LaCiotat<br>380′ 7″ 54′ 2″ 23′ 6¼″<br>344′ 8″ 54′ 1½″ 28′ 10″<br>1 dk | M Liquefied Gas Carrier Mchy.aft<br>Der 2(3) | 2 Oil 4SA each 6Cy. 400×460 mm geared to sc. shaft<br>4260bhp Pielstick (d.o)<br>Soc. Gén. de Const. Méc. La Courneuve<br>3×720kW 440V 60c/s a.c. 15¼k |
| **VORO**<br>**hille Lauro**<br>les Italian | **7624**<br>4376<br>11210 | RI<br>Classed LR until 4/49 | **1938** C.R.D. Adriatico—Tri<br>483′ 4″ 59′ 2″ 26′ 2½″<br>460′ 0″ 59′ 1″ 34′ 0″<br>1 dk, pt 2nd dk<br>R conv tanker 56 | M Mchy.aft<br>5 Ho | Oil 2SA 8Cy. 680×1100 mm<br>4800bhp<br>S.A. Fiat S.G.M. Tur<br>13½k |
| **VRENTIOS**<br>Pacific Unity–64<br>**roleal Cia. Nav. S.A.**<br>rovia Liberian | **9181**<br>5449<br>11424 | ✠**100A1** ~~SS 8/63~~<br>with freeboard **SS 11/67**<br>Tunnel side tanks—oil FP above 150° F. or fish oil<br>DTmf—oil FP above 150° F.<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL e†2¼″SQ | **1948**–10 Sir J. Laing & Sons Ltd.—Sld<br>498′ 6″ 63′ 5″ 29′ 7¼″<br>470′ 8″ 63′ 2″ 41′ 1″<br>F41″ 2 dks, 3rd dk clear of DTs, 4th dk in No. 2 hold<br>RW 4BH to U dk 4 to 2nd dk<br>WB2928t incl. Tunnel tanks 269t DTmf1238t | S Ref<br>G.570000 B.533000 In.131200<br>18W Der 1(25) | 3 S Turb HP dr geared IP & LP sr geared to sc. shaft<br>7700shp 2394t (o.f)<br>Parsons Marine Turb. Co. Wal<br>2WTB 470℔ Spt 450℔ hs(12016)<br>db 125lb 15½k |
| **WAK**<br>**blik Indonesia**<br>**Pelajaran Nasional**<br>donesia<br>rta Indonesian | **522**<br>241<br>667 | | **1953** Fr. Lürssen—Bmn<br>30′ 0″ 11′ 1″<br>190′ 3″ 29′ 10″ 12′ 2″<br>P40′ F11′ 1 dk | M Mchy.aft<br>G.34800 B.31200<br>2 Ha (each 27′×17′)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 305×380 mm<br>480bhp 45t<br>Enterprise Eng. & Fdry Co. S.Fo<br>10k |
| **WANDRA**<br>**blik Indonesia**<br>**Pelajaran Nasional**<br>donesia<br>rta Indonesian | **522**<br>241<br>667 | BV | **1954** Rolandwerft—Bmn<br>189′ 11″ 29′ 11″ 11′ 1″<br>167′ 4″ 29′ 10″ 12′ 2″<br>1 dk | M Mchy.aft<br>G.34800 B.31200<br>2 Ha (each 27′×17′)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 305×380 mm<br>480bhp 45t<br>Enterprise Eng. & Fdry Co. S.Fo<br>10k |

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| 520444<br>PKGC<br>Df Esd<br>RT | **LAWIN**<br>**Republik Indonesia**<br>**P.T. Pelajaran Nasional**<br>**Indonesia**<br>Djakarta Indonesian | **522**<br>241<br>667 | | **1953** Elsflether Werft A.G.—Elsfleth<br>189′ 10″ 29′ 11″ 11′ 1″<br>167′ 4″ 29′ 6″<br>F22′ 1 dk<br>RW | M Mchy.aft<br>G.34800 B.31200<br>2 Ha (each 27′×17′)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 305×380<br>480bhp<br>Enterprise Eng. & Fdry Co. |
| 520446<br>KXJF<br>243788<br>Df Esd | **LAWRENCE D. TYSON**<br>**United States Department of Commerce**<br>Wilmington, N.C. United States | **7230**<br>4455<br>10550 | AB | **1943** N. Carolina S.B. Co.—Wmn<br>441′ 6″ 57′ 0″ 27′ 8¼″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60½′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.500000 B.500000<br>5 Ha (33½′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 520447<br>KWTL<br>247790<br>Df Esd<br>Gc Rdr | **LAWRENCE VICTORY**<br>**United States Department of Commerce**<br>Portland, Or United States | **7653**<br>4623<br>10626 | AB | **1945** Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 1″ 28′ 6½″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc.<br>9350shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 651503<br>VCQC<br>323002<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LAWRENCECLIFFE HALL**<br>**Industrial Acceptance Corporation Ltd.**<br>Hall Corporation of Canada<br>Montreal Canadian | **17917**<br>13074<br>26615 | ✠100A1 Lake SS 7/66<br>Great Lakes & River St. Lawrence service<br>✠LMC<br>MN1880 EL (o†)2¾″SQ | **1965–6** Davie S.B. Ltd.—Lauzon<br>730′ 3″ 75′ 3″ 26′ 4½″<br>709′ 3″ 75′ 0″ 39′ 2″<br>Ba100′ F57′ 1 dk<br>NS 8BH<br>rf 3″ WB11336t | M Bulk Carrier Mchy.aft | 4 Oil 2SA each 12Cy.<br>9400bhp Fairbanks Mors<br>Canadian Locomotive Co.<br>& 2 Vee Oil 4SA each<br>Caterpillar Tractor Co.<br>all sr geared to sc. shaft<br>Controllable pitch propel |
| 520448<br>VGDG<br>188400<br>Df Esd<br>Gc Rdr<br>RTm/v | **LAWRENDOC**<br>**N. M. Paterson & Sons Ltd.**<br>Fort William Canadian | **2497**<br>1619<br>4370 | ✠100A1 Lake SS 7/65<br>Great Lakes service also coasting between Belle Isle & New York<br>Ice Class 3<br>✠LMC<br>MN400 EL (s)1½″SQ | **1962–4** Collingwood Shpyds Ltd.—Clw<br>291′ 0″ 45′ 3″ 19′ 4¾″<br>271′ 0″ 45′ 0″ 24′ 0″<br>P55′ F22′ 1 dk<br>NS 5BH<br>rf 3″ WB894t | M Mchy.aft<br>3 Ho 50′, 84′, 56′<br>4 Ha (stl) (each 28′×28′)<br>Cr 2(3) | 2 Oil 2SA each 6Cy.<br>gearing to sc. shaft<br>2000bhp Fairbanks-Mors<br>Canadian-Locomotive C<br>3×75kW 220V d.c. |
| 520449<br>TFIB<br>Df Esd<br>Rdr RT | **LAXA**<br>**Hafskip h/f**<br>Reykjavik Icelandic | **705**<br>487<br>1091 | GL | **1959** D. W. Kremer Sohn—Elmshorn<br>194′ 11″ 30′ 10″ 13′ 10½″<br>177′ 3″ 29′ 2½″ 17′ 9″<br>2 dks | M CSD Mchy.aft<br>G.55000 B.49000<br>2 Ha (30½′, 40′×16½′)<br>4W Der 4(3) | Oil 4SA 6Cy. 320×450<br>750bhp<br>Klöckner-Humboldt-Deu |
| 520450<br>VWSK<br>1067<br>Df Esd<br>Gc Rdr | **LAXMI JAYANTI**<br>exFramlington Court–62<br>**Jayanti Shipping Co. Ltd.**<br>The Shipping Corporation of India Ltd.<br>Bombay Indian | **5754**<br>3208<br>10050 | AB<br>✠Classed LR until 6/65 | **1952–6** W. Pickersgill & Sons Ltd.—Sld<br>457′ 2″ 59′ 8″ 25′ 8½″<br>430′ 9″ 59′ 6″ 38′ 2″<br>F45′ 1 dk & S dk<br>RW<br>rf 3″ | M OSD<br>5 Ho<br>G.617085 B.579935<br>5 Ha | Oil 4SA 6Cy. 740×<br>3300bhp<br>J. G. Kincaid & Co. Ltd |
| 652410<br>9VJO<br>324326 | **LAYANG**<br>**Straits S.S. Co. Ltd.**<br>Singapore Singapore | **108**<br>42<br>34 | ✠A1<br>Singapore harbour service<br>✠LMC<br>MN113 EL (b) | **1965–12** Sharikat Perkapalan Kris Tanah Melayu Ltd.—Png<br>97′ 10″ 21′ 7″ 5′ 3″<br>90′ 0″ 21′ 0″ 10′ 0″<br>B16′ 1 dk<br>RW 4BH<br>rf 24″ WB9t | TM Ferry (250P) Mchy.aft | 2 Oil 4SA each 8Cy.<br>reverse gears<br>566bhp<br>Rolls Royce Ltd.<br>2×18kW 220V 60c/s |
| 520453<br>URAG<br>M-26856 | **LAZAREV**<br>**U.S.S.R.**<br>Vladivostok Russian | **3446**<br>1812<br>4315 | | **1960** Schiffswerft Neptun—Ros<br>341′ 2″ 47′ 3″ 21′ 7″<br>47′ 1″ 26′ 0″ | M | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>Görlitzer Masch. |
| 520454<br>IPFH<br>101<br>RT | **LAZIALE**<br>**Società Rimorchiatori Laziali**<br>Civitavecchia Italian | **169**<br>51<br>— | RI | **1954** Cant. Nav. M. & B. Benetti—Viareggio<br>94′ 6″ 22′ 0″<br>85′ 4″ 21′ 11″ 12′ 9″ | M Salvage Tug | Oil 4SA 6Cy. 370×<br>900bhp<br>S.A. Ansaldo |
| 520455<br>IBEN<br>297<br>Df Esd<br>Rdr RT | **LAZIO**<br>**"Tirrenia" Soc. per Azioni di Nav.**<br>Palermo Italian | **4808**<br>2633<br>1391 | RI | **1953** Cant. Nav. Riuniti—Pal<br>382′ 8″ 52′ 4″ 17′ 4″<br>347′ 10″ 52′ 2″ 24′ 3″<br>Q265′ F67′ 3 dks, pt 4th dk<br>RW | TM (560P) Ref<br>3 Ho<br>In.8122 | 4 Oil 2SA each 8Cy.<br>geared to 2 sc. shaft<br>8320bhp<br>S.A. Fiat S.G.M. |
| 520456<br>IBLY<br>630<br>Df Gc<br>Pfd Rdr<br>RT | **LAZZARO MOCENIGO**<br>exCortina–66<br>exLazzaro Mocenigo–64<br>**"SIDARMA" Soc. Italiana di Armamento S.p.A.**<br>Venice Italian | **6078**<br>3598<br>11860<br>8524<br>5178<br>12507 | AB RI | **1956** Cant. Nav. Breda—Ven<br>476′ 9″ 62′ 5″ 26′ 4″/28′ 0″<br>442′ 11″ 62′ 4″ 38′ 8″<br>Q85′ B82′ F33′ 1 dk & S dk<br>RW | M OSD/CSD<br>5 Ho 49½′, 68½′, 53′, 75½′, 58′<br>G.651426 B.587039<br>5 Ha (31½′, 40½′, 60½′, 40½′, 35½′×24½′)<br>16W Der 1(40) 1(22) 16(5) | Oil 2SA 8Cy. 680×<br>6000bhp<br>S.A. Fiat S.G.M.<br>3×175kW 220V a.c. |
| 520457<br>VGQR<br>130304 | **LE BEAU**<br>exHaro–60<br>**Vancouver Tug Boat Co. Ltd.**<br>Vancouver Canadian | **217**<br>35<br>— | | **1910** A. McDonald—Vcr<br>120′ 0″ 25′ 7″ 14′ 0″<br>25′ 5″ | Wood M Tug<br>2W | Oil 7Cy. 14″×17″<br>Emade<br>Fairbanks, Morse & Co |

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| **LE BELON**<br>Antonie Karel-63<br>Kitty-61 exJorina-54<br>Flat-50<br>mement **TIMAC**<br>rient French | 187<br>89<br>245 | | | **1933** Gebr. Niestern & Co.—Dzl<br>116′ 11″ 21′ 1″ 7′ 5¾″<br>20′ 11″<br>1 dk<br>R | M | Oil 4SA 6Cy. 220×280 mm<br>NE53<br>**Klöckner-Humboldt-Deutz** Kln |
| **LE CAMEROUNAIS**<br>mement **Cotonnec**<br>ncarneau French | 102<br>42<br>— | | | **1959** Ch. de l'Adour—Anglet<br>*75·8′* 21′ 6″<br>… … … | M Fishing | 2 Oil 4SA each 6Cy. 140×180 mm geared to sc. shaft<br>**Moteurs Baudouin** Msl |
| **LE CAPITAN**<br>erre **Lepretre**<br>avelines French | 168<br>57<br>— | | BV | **1963** S.I.C.C. Na.—St.M<br>95′ 0″ 23′ 5″<br>82′ 0″ 23′ 3″ 11′ 8″ | M Trawler<br>2 Ha (each 3¾′×3¾′)<br>Der 1(2) | Oil 4SA 6Cy. 255×300 mm<br>575bhp<br>**Etab. Duvant** Vln<br>11½k |
| **LE CAVALEUR**<br>mement **A. Guelfi**<br>Rochelle French<br>Now **PHIDIAS** See New Entries No. **12** | 287<br>145<br>— | | BV | **1965** S.I.C.C. Na.—St.M<br>109′ 0″ 25′ 5″<br>92′ 7″ 25′ 3″ 12′ 6″ | M Stern Trawler<br>4 Ha (3¼′×3′) (3¾′, 3¾′, 3¾′×3¾′) | Oil 4SA 12Cy. 158×203 mm<br>800bhp<br>**Caterpillar Tractor Co.** Peoria<br>12½k |
| **LE CHACAL**<br>llou-**Helies**<br>ncarneau French | 151<br>53<br>— | | BV | **1958** S.I.C.C. Na. (Anc. Ch. Mougin)—St.M<br>*88·8′* 22′ 8″<br>… … … | M Trawler<br>2 Ha (each 3¼′×3¼′)<br>Der 1(3) | Oil 4SA 6Cy. 270×500 mm<br>430bhp 33½t<br>**Etab. Crepelle** Lille<br>12k |
| **LE CHAMOIS**<br>oupement des<br>Mareyeurs **Armateurs de**<br>**Concarneau**<br>ncarneau French | 148<br>55<br>177 | | BV | **1958** At. & Ch. de la Perrière—Lorient<br>*88·8′* 22′ 8″<br>… … … | M Trawler<br>2 Ha (each 3¼′×3¼′)<br>Der 1(1) | Oil 4SA 6Cy. 270×500 mm<br>430bhp 27t<br>**Etab. Crepelle** Lille<br>11k |
| **LE CLAPOTIS**<br>Yar Vor-63<br>rassius **& Cie.**<br>Rochelle French | 232<br>65<br>— | | BV | **1948** Ch. & At. Aug. Normand—Hav<br>*106·8′* 23′ 0″<br>22′ 10″ | M Trawler<br>4 Ha (3¾′, 3¾′×3½′) (3¾′×2½′) (3¼′×2¾′)<br>Der 2(1½) | Oil 4SA 6Cy.<br>700bhp NE58<br>**Klöckner-Humboldt-Deutz** Kln |
| **LE CONCARNOIS**<br>c. Nouvelle des<br>Glacières **Concarnoises**<br>mper French | 148<br>49<br>— | | BV | **1964** Ch. Nav. Franco-Belges—Villeneuve<br>*98·4′* 22′ 8″<br>22′ 6″ | M Trawler<br>2 Ha (each 4′×3½′)<br>Der 1 | Oil 4SA 12Cy. 185×200 mm<br>600bhp 35½t<br>**Moteurs Baudouin** Msl<br>11½k |
| **LE CONDOR**<br>né **Sénéchal and others**<br>maret French | 141<br>83<br>— | | BV | **1964** Ch. Kéraudren Père & Fils—Camaret<br>82′ 0″ 23′ 1″ 11′ 8″<br>70′ 4″ 23′ 0″ 13′ 2″ | Wood M Fishing | Oil 4SA 4Cy. 255×300 mm<br>380bhp 37t<br>**Etab. Duvant** Vln<br>10k |
| **LE CONGOLAIS**<br>mement **Cotonnec**<br>ncarneau French | 105<br>36<br>— | | | **1958** Ch. de l'Adour—Anglet<br>*75·8′* 21′ 6″<br>… … … | M Fishing | 2 Oil 4SA each 6Cy. 140×180 mm geared to sc. shaft<br>**Moteurs Baudouin** Msl |
| **LE CORSAIRE**<br>vernment **of Mauritius**<br>rt Louis British | 479<br>126<br>224 | ✠**100A1**<br>tug<br>✠**LMC**<br>MN463 | EL (h) | **1967–3** R. Dunston (Hessle) Ltd.—Hessle<br>148′ 3″ 32′ 5″ 12′ 9¾″<br>132′ 0″ 31′ 0″ 14′ 9″<br>B&F78′ RAD4′ 1 dk<br>4BH<br>rf 24″ WB103t | M Firefighting Salvage Tug | Oil 4SA 9Cy. 12½″×14½″ sr reverse geared<br>2315bhp<br>**Ruston & Hornsby** Lcn<br>3×80, 80, 40kW 400V 50c/s a.c.<br>Thw. thrust propeller fwd |
| **LE COULI**<br>mement **Aubert-Jan**<br>ncarneau French | 124<br>53<br>— | | BV | **1958** Ch. de l'Adour—Anglet<br>*85·7′* 22′ 8″<br>… … … | M Fishing<br>2 Ha (each 3¼′×3¼′)<br>Der 1(3) | Oil 4SA 7Cy. 230×300 mm<br>440bhp 28t<br>**Etab. Crepelle** Lille<br>11k |
| **LE FLUX**<br>mement **Maurice Onfroy**<br>Rochelle French | 145<br>48<br>311 | | BV | **1952** At. & Ch. de la Manche—Dpe<br>*96·8′* 21′ 5″<br>… … …<br>RW | M Trawler<br>4 Ha (2¾′, 2¾′×2¼′) (3¼′, 3¼′×3′) | Oil 4SA 6Cy. 320×450 mm<br>500bhp NE60<br>**Klöckner-Humboldt-Deutz** Kln<br>12k |
| **LE FRÉMUR**<br>Goelo-60<br>oggersbank-49<br>**Guiomard**<br>Malo French | 206<br>96<br>250 | ✱BC class withdrawn | | **1939–6** Bodewes Scheeps.—Martenshoek<br>124′ 6″ 21′ 9″ 8′ 10″<br>114′ 10″ 21′ 4″<br>Q33′ F17′ 1 dk<br>R | M Mchy.aft<br>1 Ho 69′<br>G.11950 B.11100 | 2 Oil 4SA each 6Cy. 140×180 mm geared to sc. shaft<br>NE62 10t<br>**Moteurs Baudouin** Msl<br>8k |

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|---|---|---|---|---|---|---|
| 525455<br>TKFB<br><br>Df Esd<br>RTh | **LE GOELO**<br>exNoorderlicht-64<br>**Soc. Bretonne de Cabotage**<br>Agence Maritime de l'Ouest<br>Paimpol French | 495<br>228<br>650 | BV | **1953** Foxhol N.V.—Foxhol<br>165' 9" 27 11" 11' 0"<br>27' 9"<br>P37' F24' 1 dk<br>R | M Mchy.aft<br>1 Ho 101½'<br>G.30360 B.28230<br>2 Ha (each 41'×16½')<br>2W Der 2(3) | Oil 4SA 8Cy. 290×450<br>500bhp<br>Appingedammer Brons |
| 520469<br>IVOU<br>45 | **LE GRAZIE**<br>exVittoria-55<br>**Azienda Municipalizzata Filo-Tranviaria "FITRAM"**<br>Spezia Italian | 128<br>87<br>— | RI | **1929** Schisano Torquato—Sorrento<br>111' 10" 19' 8"<br>103' 0" 19' 4" 6' 10"<br>F13' 1 dk | Wood TM<br>1 Ho | 2 Oil 4SA each 6Cy.<br>460bhp NE58<br>Klöckner-Humboldt-De |
| 506881<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **LE HAVRE ABETO**<br>exCharles Tellier-67<br>**Cia. de Nav. Abeto S.A.**<br>Panama Panamanian | 12177<br>6875<br>9221 | ~~✠Lloyd's RMC~~ BV | **1952** At. & Ch. de la Loire—St.N<br>536' 9" 64' 6" 27' 10"<br>64' 2"<br>B294' F44' 3 dks<br>R | TM (412P) Ref<br>5 Ho 58½', 60½', 68', 57½', 51½'<br>B.427893 In.114837<br>5 Ha (stl) (20½'×13') (29', 21', 17½', 18½'×16½')<br>12W Der 2(8) 10(5) | 2 Oil 2SA each 8Cy.<br>10000bhp<br>Cie. de Con. Méc.<br>4×240kW 220V d.c. |
| 520472<br>TQDL<br><br>Df Esd<br>RTh | **LE LÉONARD**<br>Launched as Celtic<br>**Soc. Bretonne de Cabotage**<br>Agence Maritime de l'Ouest<br>Paimpol French | 377<br>181<br>500 | BV | **1957** Scheepsw. "De Dollard"—Landsmeer<br>161' 11" 25' 9" 10' 0"<br>142' 8" 25' 7" 10' 2"<br>1 dk<br>R | M Mchy.aft<br>1 Ho 91½'<br>1 Ha (75½'×14½')<br>Der 2(2) | Oil 4SA 6Cy. 290×420<br>400bhp<br>Masch. Kiel A.G. |
| 520473<br>TPWD<br><br>Esd | **LE LISTAOS**<br>**Perre Nicot**<br>~~Goalabre, Nicot & Cie.~~<br>Concarneau French | 136<br>39<br>— | BV | **1956** S.I.C.C. Na. (Anc. Ch. Mougin)—St.M<br>*85·0'* 22' 8"<br>... ... ... | M Trawler<br>6 Ha (3½', 3'. 3'×3½') (2'×4') (2½'×4½') (1½'×1½') | Oil 4SA 6Cy. 255×300<br>570bhp NE62<br>Etab. Duvant |
| 520474<br>TUL2076<br><br>Df Esd<br>Pfd RT | **LE LOCH**<br><br>**Jean Lucas**<br>Abidjan Ivory Coast | 123<br>43<br>71 | BV | **1958** At. & Ch. du Nord-Ouest—Dpe<br>*87·3'* 20' 5"<br>... ... ...<br>1 dk | M Fishing<br>2 Ha (each 3½'×3½')<br>Der 1(2½) | Oil 4SA 7Cy. 230×300<br>410bhp<br>Etab. Crepelle |
| 520475<br>TQKS | **LE LUTIN**<br><br>**Le Breton**<br>Concarneau French | 101<br>40<br>— | | **1957** Ch. Pieere Glehen—Audierne<br>*73·2'* 21' 5"<br>... ... ... | Wood Aux Fishing<br>2 Ha (each 3'×3')<br>Der 1(2½) | 2 Oil 4SA each 6C<br>geared to sc. shaft<br>300bhp<br>Moteurs Baudouin |
| 520476<br>LOPV<br><br>Df Esd<br>Gc Rdr | **LE MAIRE**<br><br>**Argentine Government (Secretaria de Marina)**<br>Comando de Transportes Navales<br>Buenos Aires Argentine | 4153<br>2411<br>3160 | ✠100A1 SS 3/61<br>with freeboard<br>✠LMC<br>MN740 EL w 1$\frac{11}{16}$"SQ<br>**SURVEYS OVERDUE 3/65** | **1951–9** C.R.D. Adriatico—Mfl<br>340' 0" 50' 5" 22' 2½"<br>311' 8" 50' 3" 30' 10"<br>B103' F39' 2 dks<br>RW 5BH<br>WB536t incl. DTa48t | TM (100P) | 2 Oil 2SA each 6Cy.<br>3900bhp<br>S.A. Fiat S.G.M.<br>db 100lb |
| 672232<br>328843<br>VXSS<br>Df Esd<br>Gc Rdr<br>RT/m/h | **LE MARS**<br><br>**Vancouver Tug Boat Co. Ltd.**<br>Vancouver Canadian | 203<br>25<br>— | | **1967** Star Shpyd (Mercers) Ltd.—N. Westminster<br>95' 3" 25' 11"<br>92' 6" 25' 0" 13' 11"<br>B42' 1 dk | TM Tug<br>2 Ha (stl) (3'×5') (2'×2') | 2 Oil 4SA each 6Cy.<br>1800bhp<br>Klöckner-Humboldt-De<br>2×75kW 120/208V |
| 540654<br>TOBW<br>CC3855<br>Df Esd<br>Pfd RT | **LE MARTINET**<br>exBoston Swallow-63<br>**Armement Aubert-Jan**<br>Concarneau French | 191<br>61<br>340 | ✠Class **WITHDRAWN** at Owners' request 11/68 | **1958–1** Richards Irn Wks Ltd.—Lwt<br>*107·6'* 23' 4" 9' 10½"<br>104' 0" 23' 0" 11' 0"<br>F18'<br>RW 4BH<br>rf 12" BK7" | M Trawler | Oil 2SA 5Cy. 12½"×<br>550bhp<br>H. Widdop & Co. Ltd. |
| 520477<br>FORI<br>154<br>Rdr | **LE MASCARET**<br><br>**Pilotes de la Seine**<br>Havre French | 293<br>83<br>63 | BV | **1961** At. Duchesne & Bossiere—Hav<br>135' 0" 25' 1" 10' 6"<br>121' 0" 25' 0" 12' 6"<br>1 dk | M Pilot Tender Mchy.aft | 2 Oil 4SA each 7C<br>geared to sc. shaft<br>750bhp<br>Etab Crepelle |
| 652588<br>FNRQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **LE MATELOT**<br><br>**Société de Pêche à Moteur**<br>Pêcheries Manesse & Sénéchal<br>Boulogne French | 710<br>322<br>370 | BV | **1966** Béliard Murdoch S.A.—Ost<br>191' 0" 33' 5" 14' 5"<br>166' 0" 33' 1" 20' 1" | M Stern Trawler<br>4 Ha (each 5'×3½')<br>Der 1(6) | Oil 4SA 9Cy. 300×4<br>1425bhp<br>Masch. Augsburg- |
| 520479<br>FOMH<br><br>Df Esd<br>Gc Rdr<br>RT | **LE NATAL**<br><br>**Cie. des Messageries Maritimes**<br>Dunkirk French | 7051<br>3888<br>8953 | BV | **1956** Ch. Nav. de La Ciotat<br>488' 8" 61' 9" 26' 0"<br>... ... ...<br>B109' F51' 2 dks & S dk | M (6P) Ref OSD<br>5 Ho 44', 72', 38½', 74½', 56½'<br>G.575400 B.523100 In.13940<br>5 Ha (stl) (29½', 43½', 23', 40½', 23'×19½')<br>14W Der 1(60) 1(30) 4(10) 10(5) | Oil 2SA 9Cy. 740×1<br>8300bhp B&W<br>Schneider & Cie.<br>3×250kW 220V d.c. |

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| **LE NOHIC**<br>**Marcel Le Sager and others**<br>Lorient French | 124<br>37<br>— | BV | 1963 Ch. Herbert & Heraud—Port Lorois<br>*78·6′* 21′ 4″<br>21′ 2″ | Wood M Fishing<br>2 Ha (each 3′×3¼′)<br>Der 1(1) | Oil 4SA 12Cy. 175×180 mm<br>500bhp<br>Soc. Alsacienne Con. Méc. | Mulhouse<br>10k |
| **LE NORVÉGIEN III**<br>**Den Norske Amerikalinje A/S**<br>Oslo Norwegian | 1329<br>631<br>1683 | NV | 1954 Norrköpings Varv & Verks.—Norrköping<br>235′ 8″ 34′ 10″ 15′ 6″<br>215′ 0″ 34′ 8″ 21′ 0″<br>P64′ Q74′ F28′ 2 dks<br>rf 4″ | M Mchy.aft<br>2 Ho 65′, 67′<br>G.86131 B.80238<br>2 Ha (41¾′, 43¾′×18′)<br>8W Der 1(20) 4(10) 4(5) | Oil 2SA 6Cy. 345×580 mm<br>940bhp<br>Nydqvist & Holm A/B<br>2×50kW 220V d.c. | 125t (d.o)<br>Thn<br>11k |
| **LE PALADIN**<br>**Pierre Lepretre**<br>Gravelines French | 168<br>57<br>— | BV | 1964 S.I.C.C. Na.—St.M<br>95′ 2″ 23′ 5″<br>82′ 0″ 23′ 3″ 11′ 8″ | M Trawler<br>2 Ha (each 3¾′×3¾′)<br>Der 1(2) | Oil 4SA 6Cy. 255×300 mm<br>570bhp<br>Etab. Duvant | Vln<br>11½k |
| **LE RAVIL**<br>**oalabre, Nicot & Cie.**<br>Concarneau French | 136<br>39<br>— | BV | 1956 S.I.C.C. Na. (Anc. Ch. Mougin)—St.M<br>*85·0′* 22′ 9″<br>… … … | M Trawler<br>6 Ha (3¼′, 3′, 3′×3¼′) (2′×3¾′) (2¼′×4¾′) (1¼′×1¼′) | Oil 4SA 6Cy. 255×300 mm<br>570bhp NE61<br>Etab. Duvant | Vln<br>11¼k |
| **LE REFLUX**<br>Claude Parisse<br>~~Mme. Marguerite Onfroy~~<br>~~La Rochelle~~ French | 143<br>48<br>— | BV | 1952 At. & Ch. de la Manche—Dpe<br>*96·8′* 21′ 5″<br>91′ 11″ 21′ 4″ 12′ 0″<br>F23′<br>RW | M Trawler<br>4 Ha (2¾′, 2¾′×2¼′) (2¾′×2¾′) (2¾′×2½′) | Oil 4SA 5Cy. 315×480 mm<br>390bhp<br>Etab. Duvant | Vln<br>10¾k |
| **LE ROI**<br>exSea Monarch II–58<br>exNemaha–52<br>**Vancouver Tug Boat Co. Ltd.**<br>Vancouver Canadian | 234<br>49<br>— | | 1927 New York S.B. Corp.—Camden<br>*117·8′* 24′ 4″<br>… … …<br>R | M Tug | Oil 4SA 8Cy. 305×381 mm<br>NE55<br>Enterprise Eng. Co. | S.Fo |
| Now **INTERNATIONAL TUG** See New Entries No. 1 | | | | | | |
| **LE ROUZ**<br>**Cie. Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Concarneau French | 291<br>135<br>— | BV | 1965 Ch. Krebs—Concarneau<br>*97·1′* 26′ 6″<br>… … … | Wood M Fishing<br>8 Ha<br>Der 1(2) 1(1½) 1(1) | Oil 4SA 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz<br>2×120kW 220/380V 50c/s a.c. | (d.o)<br>Kln<br>9½k |
| **LE SAGITTAIRE**<br>exPierre & Laurent–58<br>exMon Petit–56 exBanderole–49<br>**Cie. Générale de Géophysique**<br>La Rochelle French | 150<br>62<br>49 | BV | 1933 S.A. des Anc. Ch. Dubigeon—Nts<br>*96·4′* 20′ 1″<br>… … …<br>R | M Oceanographic Ship (9P) | Oil 4SA 12Cy. 175×180 mm<br>550bhp NE58<br>Soc. Alsacienne Con. Méc.<br>2×60, 40kW 110/220V 50c/s a.c. | 23½t (d.o)<br>Mulhouse<br>10k |
| **LE SCANDINAVE**<br>**Den Norske Amerikalinje A/S**<br>Oslo Norwegian | 1437<br>732<br>1688 | NV | 1957 Drammen Slip & Verksted—Dmn<br>238′ 0″ 35′ 4″ 15′ 6½″<br>216′ 0″ 35′ 2″ 21′ 0″<br>2 dks<br>rf 4″ | M Mchy.aft<br>3 Ho 33½′, 46½′, 57¾′<br>G 91000 B.84000<br>3 Ha (7¾′×13′) (38¾′, 42½′×17′)<br>Der 1(20) 4(10) 4(5) | Oil 2SA 7Cy. 345×580 mm<br>1095bhp<br>Nydqvist & Holm A/B<br>2×55kW 220V d.c. | (d.o)<br>Thn |
| **LE SCRAVICK**<br>**ton, Tanguy & Cie.**<br>Douarnenez French | 279<br>153<br>— | | 1961 Ch. Krebs—Concarneau<br>*93·2′* 26′ 1″<br>… … … | Wood M Fishing<br>3 Ha (4′×2¼′) (4′×5½′) (2¼′×4¾′) | Oil 4SA 8Cy. 185×200 mm<br>400bhp<br>Moteurs Baudouin | Msl<br>8k |
| | | | **DAMAGED BY STRANDING 7/67** | | | |
| **LE STIFF**<br>**Armement Coopératif Artisanal Finistérien**<br>Douarnenez French | 179<br>59<br>— | BV | 1965 S.I.C.C.Na—St.M<br>102′ 0″<br>89′ 9″ 23′ 7½″ 11′ 10″ | M Trawler<br>2 Ha (each 3¼′×3¼′)<br>Der 1(2) 1(1) | Oil 4SA 8Cy. 220×280 mm<br>750bhp<br>Klöckner-Humboldt-Deutz | Kln<br>12k |
| **LE TESTERIN**<br>**Armement Duborg et Baudouin**<br>Arcachon French | 117<br>46<br>79 | BV | 1936 Ch. Nav. & At. De Wachter—Boom<br>96′ 6″ 20′ 8″ 11′ 4″<br>… … …<br>R | M Trawler<br>2 Ha (each 2½′×3′) | Oil 2SA 6Cy. 230×400 mm<br>360bhp NE56<br>Alpha-Diesel A/S | 31t<br>Fkn<br>10k |
| **LE TRIEUX**<br>on–65<br>**Bretonne de Cabotage**<br>Maritime de l'Ouest<br>pol French | 500<br>297<br>900 | BV | 1958 F. Smit v/h Smit & Zoon—Foxhol<br>216′ 2″ 29′ 10″ 11′ 6″<br>196′ 10″ 29′ 6″ 13′ 2″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 137¾′<br>G.42000 B.40000<br>3 Ha (each 32¾′×14¾′)<br>Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz | 60t<br>Kln<br>11k |
| **TROUBADOUR**<br>**levic, Le Tortolec,**<br>randel French | 114<br>37<br>— | BV | 1963 Ch. Roy & Barbeau—Pont Lorois<br>*76·1′* 23′ 1″<br>22′ 11″ | Wood M Fishing<br>2 Ha (each 3′×3′)<br>Der 1(1½) | Oil 4SA 8Cy. 185×200 mm<br>400bhp<br>Moteurs Baudouin | Msl<br>9½k |

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| 520494<br>TPNY<br><br>Df Esd<br>Pld RT | **LE VENT**<br><br>**Jean Gaury**<br>La Rochelle French | 170<br>75<br>59 | <br><br>BV | 1957 At. & Ch. de la Manche—Dpe<br>113' 1" 21' 8"<br>108' 3" 21' 7" 12' 4"<br><br>RW | M Trawler<br><br><br>3 Ha<br>Der 1(2) | Oil 4SA 6Cy. 320×4<br>750bhp<br>Klöckner-Humboldt-De |
| 641621<br>4XMG<br>MS154<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LEA**<br><br>**Zim Israel Navigation Co.**<br>**Ltd.**<br>Haifa Israel | 2038<br>1231<br>2985 | ✠100A1 SS 11/68<br>Ice Class 3<br>✠LMC<br><br>MN300 EL r 1½"SQ | 1964–10 Schps. "De Hoop"—Lobith<br>276' 7" 41' 4" 20' 6½"<br>247' 3" 41' 0" 23' 4"<br>Ba64' F39' RDF of Ba79' 2 dks<br>4BH<br>rf 2" WB483t | M Mchy.aft<br>2 Ho each 80'<br>G.140658 B.128864<br>2 Ha (stl) (51½', 53½'×18')<br>8W Der 2(5–10) 6(3–5) | Oil 4SA 6Cy. 390×5<br>1500bhp<br>Werkspoor N.V.<br>3×120kW 450V 60c/s a.c. |
| 520496<br>PFNU<br><br>Df Esd<br>RT | **LEA**<br>exUni E.–55<br>**L. v.d. Veen**<br>N.V. Wijnne & Barends<br>Groningen Netherland | 359<br>182<br>420 | ✠100A1 SS 10/65<br><br>✠LMC<br><br>EL e | 1948–6 A. Apol—Wirdum<br>144' 5" 23' 5" 9' 7½"<br>131' 7" 23' 3" 9' 8"<br>P34' Q53' F20' 1 dk<br>RW 3BH<br>WB117t | M Mchy.aft | Oil 4SA 4Cy. 280×4<br>200bhp<br>D. & J. Boot "De Indu |
| 520497<br><br><br>RT | **LEA**<br>exAriel–54<br>**Donald Winston II**<br>United States | *258*<br>*160*<br>315 | <br><br>BV | 1947 Pukaviks Gamla Skepps.—Pukavik<br>*109·7'* 24' 11" 13' 0"<br>... ... ...<br>1 dk | Wood Aux Sr Mchy.aft<br><br><br>2 Ha (each 23'×16½')<br>Der 1(1½) 1(1) | Oil 2SA 2Cy. 380×41<br>180bhp<br>A/B Bolinder-Munktell<br>2×24V d.c. |
| 520498<br>OHKE<br>485 | **LEA**<br>exOsmo–55<br>~~Algot V. Helmberg~~<br>Porvoo/Borgå Finnish<br>**Karl-Vilhelm Gustafsson** | 211<br>111<br>280 | | 1927 ....................Koivisto<br>101' 1" 23' 1" 9' 10"<br>... ... ... | Wood M | Oil 2SA 2Cy. 260×2<br>NE48 |
| 520501<br>DIFM<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LEADA**<br><br>**Leo Adams Reederei**<br>Ahrenkiel & Bene<br>Hamburg W. German | 3318<br>1798<br>6438<br>5251<br>3103<br>7758 | <br><br>GL | 1961 H. C. Stülcken Sohn—Ham<br>417' 8" 54' 4" 22' 5½"/25' 3"<br>377' 4" 53' 2" 32' 2"<br>P18' Q57' F43' 1 dk & S dk<br>RW<br>rf nil | M (8P) Ref OSD/CSD<br>5 Ho 34', 32½', 51½', 37', 30½'<br>G.365155 B.328428 In.13067<br>5 Ha (stl) (27½×16½') (30½', 49½',<br>35½', 30½'×20½')<br>14W Der 1(60) 1(25) 3(3–5–10) 9(3–5)<br>2(3) | Oil 2SA 7Cy. 600×1<br>4550bhp<br>Masch.Augsburg-Nürn<br>3×190kW 400V 50c/s a.c. |
| 520502<br>VXRS<br>316036<br>Df Gc<br>Rdr RT | **LEADALE**<br>exFred A. Manske–62<br>exConsumers Power–58<br>exHarry Yates–34<br>**Leadale Shipping Ltd.**<br>Hamilton Canadian | 7073<br>4701<br>9400 | <br><br>AB | 1910 Gt. Lakes Eng. Wks.—St.Clair<br>*512·1'* 56' 3" 20' 0½"<br>512' 0" 56' 0" 30' 0"<br>1 dk<br>R | S Mchy.aft<br>Self-unloader<br>6 Ho<br><br>27 Ha | T 3Cy. 23" 37" & 63"×<br>1765ihp<br>Gt. Lakes Eng. Wks. |
| 519679<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LEADER COLOCOTRONIS**<br>exKristina–68<br>**Astromandato Cia. Nav.**<br>**S.A.**<br>Piræus Greek | ~~12843~~ 12821<br>~~7366~~ 7517<br>19500 | <br><br>BV ~~NV~~ | 1959 Eriksbergs M/V A/B—Got<br>559' 10" 71' 11" 30' 8½"<br>530' 0" 71' 9" 40' 3"<br>1 dk<br><br>rf 2" | M Tanker Mchy.aft<br>26 Ta<br>L.942906 HeCls. B<br><br>Der 6(5) 1(3) | Oil 2SA 6Cy. 740×1<br>7500bhp B&W<br>Eriksbergs M/V A/B<br>2×280kW 220V d.c. |
| 651362<br><br>180265<br>RT | **LEADSMAN**<br>exPinard–51 exChant 11–46<br>**S. Bezzina**<br>London British<br>Now **UADDAN** See New Entries No. 2 | 396<br>206<br>450 | <br><br>✱Classed BC until 2/54 | 1944–7 Henry Scarr Ltd.—Hessle<br>148' 2" 27' 0" 10' 0½"<br>... ... ...<br>1 dk | M Tanker Mchy.aft | Oil 2SA 4Cy. 265×3<br><br>Crossley Bros. Ltd. |
| 540656<br>SYDL<br>925<br>Df Esd<br>Gc Pfd<br>Rdr | **LEANDROS**<br><br>**Diamante Sociedad de**<br>**Transportes S.A.**<br>Piræus Greek | 7776<br>4262<br>—<br>10514<br>6331<br>— | ✠100A1 SS 9/67<br>strengthened for heavy<br>cargoes<br>DTmf—vegetable oil<br>Ice Class 3<br>✠LMC<br>MN1560 EL f†2½"SQ | 1963–1 Brodogradiliste III Maj—Rka<br>533' 1" 65' 11" 30' 10"<br>485' 7" 65' 7½" 40' 4"<br>P27' F55' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 6" WB4042t incl. Tunnel tanks 368t DTmf1410t | M OSD/CSD | Oil 2SA 6Cy. 760×1<br>7800bhp Sulzer<br>Brodogradiliste III Ma<br>2AuxB (1 o.f 1 ex.g |
| 508603<br>DNKO<br>10740<br>Df Esd<br>Gc Rdr<br>RTm | **LEANNA**<br>exDanholm–65<br>**Partenreederei**<br>**m.s. "Leanna"**<br>Ahrenkiel & Bene<br>Hamburg W. German | 3754<br>1924<br>—<br>5854<br>3210<br>— | <br><br>NV | 1958 Ottensener Eisenwerk—Ham<br>423' 7" 56' 3" 22' 11½"/26' 5½"<br>384' 1" 56' 1" 33' 11"<br>1 dk & S dk<br>RW | M (7P) OSD/CSD<br>4 Ho 64½', 94½', 54½', 63½'<br>G.409139 B.375603<br>4 Ha (stl) (39', 59' comb., 32',<br>34½'×21½')<br>Der 1(30) 1(15) 10(5) | Oil 2SA 8Cy. 6<br>4800bhp<br>Ottensener Eisenw<br>3×175kW 380V 5 |
| 520510<br>DAJY<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **LEARINA**<br><br>**Partenreederei m.s.**<br>**"Learina"**<br>Hamburg W. German | 3282<br>1748<br>6380<br>5104<br>2905<br>7920 | <br><br>GL | 1958 H. C. Stülcken Sohn—Ham<br>400' 5" 53' 3" 22' 3½"/25' 7½"<br>360' 11" 53' 1½" 32' 2"<br>1 dk & S dk<br>RW<br>rf nil | M (6P) OSD/CSD<br>4 Ho 51½', 47', 35½', 30½'<br>G.376020 B.337650<br>4 Ha (stl) (36½', 45' 35½', 30½'×20½')<br>Der 1(50) 1(25) 3(3–5–10) 7(3–5) | Oil 2SA 6Cy. 6<br>3960bhp<br>Borsig A.G.<br>3×149kW 400V 5 |

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|---|---|---|---|---|---|
| **LEASOWE**<br>**Wallasey Corporation Passenger Transport**<br>Liverpool **British** | 567<br>311<br>— | ✠Classed LR until 1/64 | **1951–11** Philip & Son Ltd.—Drt<br>147′ 0″ 34′ 1″ 7′ 4″<br>139′ 3″ 34′ 0″ 12′ 3″<br>1 dk<br>RW | TM (1342P) | 2 Oil 2SA each 8Cy. 265×345 mm<br>1280bhp 29t (d.o)<br>Crossley Bros. Ltd. Mch<br>2×50kW 220V d.c. 12k |
| **LEBA**<br>**Polish Government**<br>**P.P.D. I U.R. "Odra"**<br>Swinoujscie **Polish** | 670<br>220<br>533 | PR | **1957** Stocznia Gdanska—Gdk<br>194′ 4″ 29′ 7″ 13′ 11⅜″<br>176′ 8″ 29′ 6½″ 16′ 3″<br>1 dk | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000bhp (o.f)<br>A/S Atlas Mskfbk. Cpn<br>2×20kW 230V d.c. 12k |
| **LEBANESE SKY**<br>exMegrez-N-66<br>**Compagnie Libanaise de Navigation Cotière et d'Outre-Mer, S.A.L.**<br>Arghiris Maritime (Lebanon) S.A.L.<br>Beirut **Lebanese** | 500<br>219<br>845 | BV | **1952** N.V. Werf "Gusto"—Sch<br>217′ 2″ 32′ 1″ 11′ 10⅜″<br>31′ 11″<br>P59′ F27′ 1 dk & S dk<br>RW<br>rf 4″ | M OSD Mchy.aft<br>1 Ho 123′<br>G.62480 B.55667<br>2 Ha (39¼′×19¾′) (43¼′×21¼′)<br>4W Der 4(5) | Oil 4SA 7Cy. 330×600 mm<br>700bhp 67t (d.o)<br>N.V. Werkspoor Ams<br>3×45, 45, 15kW 110V d.c. 11¾k |
| **LEBANESE STAR**<br>exMeres-N-66<br>**Compagnie Libanaise de Navigation Cotière et d'Outre-Mer, S.A.L.**<br>Arghiris Maritime (Lebanon) S.A.L.<br>Beirut **Lebanese** | 486<br>222<br>845 | BV | **1952** N.V. Werf. "Gusto"—Sch<br>217′ 2″ 32′ 1″ 11′ 10⅜″<br>31′ 11″<br>P56′ B135′ F14′ 1 dk & S dk<br>RW<br>rf 4″ | M OSD Mchy.aft<br>1 Ho 123′<br>G.62480 B.55667<br>2 Ha (39¼′×19¾′) (43¼′×21¼′)<br>4W Der 2(5) 2(3) | Oil 4SA 6Cy. 360×600 mm<br>700bhp 45t (d.o)<br>Gebr. Stork & Co. Hengelo<br>3×45, 45, 15kW 110V d.c. 11k |
| **LEBANESE WAVE**<br>exSheliak-67 exLeanna-63<br>**Compagnie Libanaise de Navigation Cotière et d'Outre-Mer S.A.L.**<br>Arghiris Maritime (Lebanon) S.A.L.<br>Beirut **Lebanese** | 1983<br>1378<br>3189 | GL | **1953** H. C. Stülcken Sohn—Ham<br>*252·8′* 42′ 0″ 21′ 6¾″<br>252′ 6″ 41′ 8″<br>Q87′ B55′ F35′ 2 dks<br>RW | M (3P) CSD Mchy.aft<br>2 Ho 80¼′, 69¾′<br>G.144200 B.134810<br>1 Ha (stl) (49½′ comb.×19¾′)<br>1 Ha (w) (51¾′ comb.×19¾′)<br>8W Der 1(25) 1(3–10) 3(3–5) 4(3) | Oil 4SA 8Cy. 385×580 mm<br>1400bhp 154t (d.o)<br>Masch. Kiel A.G. Kel<br>2×75kW 230V d.c. 12k |
| **LEBANESE WIND**<br>exSulaphat-67 exLeamitra-63<br>Leada<br>**Compagnie Libanaise de Navigation Cotière et d'Outre-Mer S.A.L.**<br>Arghiris Maritime (Lebanon) S.A.L.<br>Beirut **Lebanese** | 1962<br>1330<br>2903 | GL | **1952** H. C. Stülcken Sohn—Ham<br>*253·2′* 41′ 2″ 20′ 4½″<br>41′ 0″<br>Q85′ F34′ 2 dks<br>RW | M (3P) CSD Mchy.aft<br>2 Ho 78¾′, 74¼′<br>G.138340 B.132022<br>2 Ha (49⅓′, comb., 51½′ comb.×19¾′)<br>8W Der 1(15) 2(3–5–10) 2(3–5) 4(3) | Oil 4SA 8Cy. 385×580 mm<br>1400bhp 170t (d.o)<br>Masch. Kiel A.G. Kel<br>2×75kW 230V d.c. 12k |
| **BARON RUSSELL BRIGGS**<br>**United States Department of Commerce**<br>Pensacola **United States** | 7256<br>4468<br>10750 | AB | **1944** J. A. Jones Const. Co.—Panama City<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. |
| Name should be **LE BARON RUSSELL BRIGGS** See New Entries No. 10 | | | | | |
| **LEBEDIN**<br>**U.S.S.R.**<br>Odessa **Russian** | 22226<br>15360<br>35133 | ✠Classed LR until 12/64 | **1962–7** Mitsubishi Zosen—Hma<br>679′ 2″ 88′ 11″ 35′ 3″<br>639′ 9″ 88′ 7″ 46′ 9″<br>P142′ F82′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>21 Ta 1 Ho<br>L.1639631 G.25109<br>1 Ha (13½′×14¾′)<br>2W Der 2(1½) | Oil 2SA 9Cy. 900×1550 mm<br>18000bhp Sulzer<br>Mitsubishi Zosen Hma<br>16½k |
| **LEBEDJ**<br>**U.S.S.R.**<br>Kaliningrad **Russian** | 2435<br>1070<br>— | | **1964** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship | 2 Oil 4SA each 8Cy. geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>11¾k |
| **LEBLON**<br>**Companhia de Navegação Lloyd Brasileiro**<br>Rio de Janeiro **Brazilian** | 3847<br>2114<br>— | **✠100A1**<br>**✠LMC**<br>MN463 EL v | **1960–5** Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 1″ 21′ 9¾″<br>331′ 6″ 47′ 11″ 26′ 3″<br>P27′ B74′ F37′ 1 dk, 2nd dk in Nos. 1, 2 & 3 holds<br>6BH<br>rf 6″ WB979t | S | C 4Cy. (2) 440 & (2) 950×950 mm with exhaust turb & fluid coupling<br>2315ihp (o.f)<br>Z.U.T. Zgoda Swi<br>2WTB 228℔ Spt hs5860 |
| | | **LAID UP—SURVEYS OVERDUE 5/64** | | | |
| **LEBSKO**<br>**The People's Republic of China**<br>**People's Rep. of China** | 2630<br>1300<br>3200 | | **1956** Stocznla Szczecinska—Szn<br>310′ 8″ 44′ 5″ 18′ 5″<br>293′ 9″ 44′ 3½″ 20′ 6″<br>1 dk<br>RW | S | C 4Cy. (2) 455 & (2) 980×980 mm<br>(o.f)<br>Z.U.T. Zgoda Swi |

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|---|---|---|---|---|---|---|---|
| 520494<br>TPNY<br><br>Df Esd<br>Pfd RT | **LE VENT**<br><br>**Jean Gaury**<br>La Rochelle French | 170<br>75<br>59 | | <br><br>BV | 1957 At. & Ch. de la Manche—Dpe<br>113' 1" 21' 8"<br>108' 3" 21' 7" 12' 4"<br><br>RW | M Trawler<br><br><br>3 Ha<br>Der 1(2) | Oil 4SA 6Cy. 320×450<br>750bhp<br>Klöckner-Humboldt-Deutz |
| 641621<br>4XMG<br>MS154<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LEA**<br><br>**Zim Israel Navigation Co.**<br>**Ltd.**<br>Haifa Israel | 2038<br>1231<br>2985 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN300 | SS 11/68<br><br><br><br>EL r 1½"SQ | 1964–10 Schps. "De Hoop"—Lobith<br>276' 7" 41' 4" 20' 6¾"<br>247' 3" 41' 0" 23' 4"<br>Ba64' F39' RDF of Ba79' 2 dks<br>4BH<br>rf 2" WB483t | M Mchy.aft<br>2 Ho each 80'<br>G.140658 B.128864<br>2 Ha (stl) (51¾', 53¾'×18')<br>8W Der 2(5–10) 6(3–5) | Oil 4SA 6Cy. 390×680<br>1500bhp<br>Werkspoor N.V.<br>3×120kW 450V 60c/s a.c. |
| 520496<br>PFNU<br><br>Df Esd<br>RT | **LEA**<br>exUni E.–55<br>**L. v.d. Veen**<br>N.V. Wijnne & Barends<br>Groningen Netherland | 359<br>182<br>420 | ✠100A1<br><br>✠LMC | SS 10/65<br><br><br><br>EL e | 1948–6 A. Apol—Wirdum<br>144' 5" 23' 5" 9' 7½"<br>131' 7" 23' 3" 9' 8"<br>P34' Q53' F20' 1 dk<br>RW 3BH<br>WB117t | M Mchy.aft | Oil 4SA 4Cy. 280×4<br>200bhp<br>D. & J. Boot "De Indus |
| 520497<br><br><br>RT | **LEA**<br>exAriel–54<br>**Donald Winston II**<br>United States | *258*<br>*160*<br>315 | | <br><br>BV | 1947 Pukaviks Gamla Skepps.—Pukavik<br>*109·7'* 24' 11" 13' 0"<br>... ... ...<br>1 dk | Wood Aux Sr Mchy.aft<br><br><br>2 Ha (each 23'×16½')<br>Der 1(1½) 1(1) | Oil 2SA 2Cy. 380×41<br>180bhp<br>A/B Bolinder-Munktell<br>2×24V d.c. |
| 520498<br>OHKE<br>485 | **LEA**<br>exOsmo–55<br>~~Algot V. Helmberg~~<br>Porvoo/Borgå Finnish<br>Karl-Vilhelm Gustafsson | 211<br>111<br>280 | | | 1927 .....................Koivisto<br>101' 1" 23' 1" 9' 10"<br>... ... ... | Wood M | Oil 2SA 2Cy. 260×28<br>NE48 |
| 520501<br>DIFM<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LEADA**<br><br>**Leo Adams Reederei**<br>Ahrenkiel & Bene<br>Hamburg W. German | 3318<br>1798<br>6438<br>5251<br>3103<br>7758 | | <br><br>GL | 1961 H. C. Stülcken Sohn—Ham<br>417' 8" 54' 4" 22' 5½"/25' 3"<br>377' 4" 53' 2" 32' 2"<br>P18' Q57' F43 1 dk & S dk<br>RW<br>rf nil | M (8P) Ref OSD/CSD<br>5 Ho 34', 32½', 51¾', 37', 30½'<br>G.365155 B.328428 In.13067<br>5 Ha (stl) (27¾×16½') (30½', 49½', 35½', 30¾'×20¾')<br>14W Der 1(60) 1(25) 3(3–5–10) 9(3–5) 2(3) | Oil 2SA 7Cy. 600×10<br>4550bhp<br>Masch.Augsburg-Nürnb<br>3×190kW 400V 50c/s a.c. |
| 520502<br>VXRS<br>316036<br>Df Gc<br>Rdr RT | **LEADALE**<br>exFred A. Manske–62<br>exConsumers Power–58<br>exHarry Yates–34<br>**Leadale Shipping Ltd.**<br>Hamilton Canadian | 7073<br>4701<br>9400 | | <br><br>AB | 1910 Gt. Lakes Eng. Wks.—St.Clair<br>*512·1'* 56' 3" 20' 0½"<br>512' 0" 56' 0" 30' 0"<br>1 dk<br>R | S Mchy.aft<br>Self-unloader<br>6 Ho<br><br>27 Ha | T 3Cy. 23" 37" & 63"×<br>1765ihp<br>Gt. Lakes Eng. Wks. |
| 519679<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LEADER COLOCOTRONIS**<br>exKristina–68<br>**Astromandato Cia. Nav.**<br>**S.A.**<br>Piræus Greek | ~~12843~~ 12821<br>~~7356~~ 7517<br>19500 | | <br><br>BV ~~NV~~ | 1959 Eriksbergs M/V A/B—Got<br>559' 10" 71' 11" 30' 8¾"<br>530' 0" 71' 9" 40' 3"<br>1 dk<br><br>rf 2" | M Tanker Mchy.aft<br>26 Ta<br>L.942906 HeCls. B<br><br>Der 6(5) 1(3) | Oil 2SA 6Cy. 740×1<br>7500bhp B&W<br>Eriksbergs M/V A/B<br>2×280kW 220V d.c. |
| 651362<br><br>180265<br>RT | **LEADSMAN**<br>exPinard–51 exChant 11–46<br>**S. Bezzina**<br>London British<br>Now **UADDAN** See New Entries No. 2 | 396<br>206<br>450 | <br><br>✳Classed BC until 2/54 | | 1944–7 Henry Scarr Ltd.—Hessle<br>148' 2" 27' 0" 10' 0¾"<br>... ... ...<br>1 dk | M Tanker Mchy.aft | Oil 2SA 4Cy. 265×3<br><br>Crossley Bros. Ltd. |
| 540656<br>SYDL<br>925<br>Df Esd<br>Gc Pfd<br>Rdr | **LEANDROS**<br><br>**Diamante Sociedad de**<br>**Transportes S.A.**<br>Piræus Greek | 7776<br>4262<br>—<br>10514<br>6331<br>— | ✠100A1<br>strengthened for heavy cargoes<br>DTmf—vegetable oil<br>Ice Class 3<br>✠LMC<br>MN1560 | SS 9/67<br><br><br><br><br><br>EL f†2½"SQ | 1963–1 Brodogradiliste III Maj—Rka<br>533' 1" 65' 11" 30' 10"<br>485' 7" 65' 7½" 40' 4"<br>P27' F55' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 6" WB4042t incl. Tunnel tanks 368t DTmf1410t | M OSD/CSD | Oil 2SA 6Cy. 760×1<br>7800bhp Sulzer<br>Brodogradiliste III Ma<br>2AuxB (1 o.f 1 ex.g) |
| 508603<br>DNKO<br>10740<br>Df Esd<br>Gc Rdr<br>RTm | **LEANNA**<br>exDanholm–65<br>**Partenreederei**<br>**m.s. "Leanna"**<br>Ahrenkiel & Bene<br>Hamburg W. German | 3754<br>1924<br>—<br>5854<br>3210<br>— | | <br><br>NV | 1958 Ottensener Eisenwerk—Ham<br>423' 7" 56' 3" 22' 11½"/26' 5½"<br>384' 1" 56' 1" 33' 11"<br>1 dk & S dk<br>RW | M (7P) OSD/CSD<br>4 Ho 64½', 94½', 54½', 63¾'<br>G.409139 B.375603<br>4 Ha (stl) (39', 59' comb., 32', 34¾'×21¾')<br>Der 1(30) 1(15) 10(5) | Oil 2SA 8Cy. 600×1<br>4800bhp<br>Ottensener Eisenw<br>3×175kW 380V 50c/s |
| 520510<br>DAJY<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **LEARINA**<br><br>**Partenreederei m.s.**<br>**"Learina"**<br>Hamburg W. German | 3282<br>1748<br>6380<br>5104<br>2905<br>7920 | | <br><br>GL | 1958 H. C. Stülcken Sohn—Ham<br>400' 5" 53' 3" 22' 3¾"/25' 7¾"<br>360' 11" 53' 1¾" 32' 2"<br>1 dk & S dk<br>RW<br>rf nil | M (6P) OSD/CSD<br>4 Ho 51¼', 47', 35¼', 30¼'<br>G.376020 B.337650<br>4 Ha (stl) (36¼', 45' 35¼', 30¾'×20¾')<br>Der 1(50) 1(25) 3(3–5–10) 7(3–5) | Oil 2SA 6Cy. 600×1<br>3960bhp<br>Borsig A.G.<br>3×149kW 400V 50c/s |

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|---|---|---|---|---|---|
| **EASOWE**<br>**allasey Corporation**<br>**Passenger Transport**<br>verpool<br>British | 567<br>311<br>— | ✠Classed LR until 1/64 | **1951–11** Philip & Son Ltd.—Drt<br>147′ 0″ 34′ 1″ 7′ 4″<br>139′ 3″ 34′ 0″ 12′ 3″<br>1 dk<br>RW | TM (1342P) | 2 Oil 2SA each 8Cy. 265×345 mm<br>1280bhp 29t (d.o)<br>Crossley Bros. Ltd. Mch<br>2×50kW 220V d.c. 12k |
| **EBA**<br>**olish Government**<br>P.D. i U.R. "Odra"<br>winoujscie<br>Polish | 670<br>220<br>533 | PR | **1957** Stocznia Gdanska—Gdk<br>194′ 4″ 29′ 7″ 13′ 11⅜″<br>176′ 8″ 29′ 6½″ 16′ 3″<br>1 dk | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000bhp (o.f)<br>A/S Atlas Mskfbk. Cpn<br>2×20kW 230V d.c. 12k |
| **EBANESE SKY**<br>Megrez-N-66<br>**ompagnie Libanaise de**<br>**Navigation Cotière et**<br>**d'Outre-Mer, S.A.L.**<br>phiris Maritime (Lebanon)<br>S.A.L.<br>irut<br>Lebanese | 500<br>219<br>845 | BV | **1952** N.V. Werf "Gusto"—Sch<br>217′ 2″ 32′ 1″ 11′ 10⅜″<br>31′ 11″<br>P59′ F27′ 1 dk & S dk<br>RW<br>rf 4″ | M OSD Mchy.aft<br>1 Ho 123′<br>G.62480 B.55667<br>2 Ha (39¼′×19¾′) (43¼′×21¼′)<br>4W Der 4(5) | Oil 4SA 7Cy. 330×600 mm<br>700bhp 67t (d.o)<br>N.V. Werkspoor Ams<br>3×45, 45, 15kW 110V d.c. 11¾k |
| **BANESE STAR**<br>Mares-N-66<br>**mpagnie Libanaise de**<br>**avigation Cotière et**<br>**d'Outre-Mer, S.A.L.**<br>phiris Maritime (Lebanon)<br>S.A.L.<br>rut<br>Lebanese | 486<br>222<br>845 | BV | **1952** N.V. Werf. "Gusto"—Sch<br>217′ 2″ 32′ 1″ 11′ 10⅜″<br>31′ 11″<br>P56′ B135′ F14′ 1 dk & S dk<br>RW<br>rf 4″ | M OSD Mchy.aft<br>1 Ho 123′<br>G.62480 B.55667<br>2 Ha (39¼′×19¾′) (43¼′×21¼′)<br>4W Der 2(5) 2(3) | Oil 4SA 6Cy. 360×600 mm<br>700bhp 45t (d.o)<br>Gebr. Stork & Co. Hengelo<br>3×45, 45, 15kW 110V d.c. 11k |
| **BANESE WAVE**<br>Sheliak-67 exLeanna-63<br>**mpagnie Libanaise de**<br>**avigation Cotière et**<br>**d'Outre-Mer S.A.L.**<br>phiris Maritime (Lebanon)<br>S.A.L.<br>eirut<br>Lebanese | **1983**<br>1378<br>3189 | GL | **1953** H. C. Stülcken Sohn—Ham<br>*252·8′* 42′ 0″ 21′ 6¾″<br>252′ 6″ 41′ 8″<br>Q87′ B55′ F35′ 2 dks<br>RW | M (3P) CSD Mchy.aft<br>2 Ho 80¼′, 69¾′<br>G.144200 B.134810<br>1 Ha (stl) (49½′ comb.×19¾′)<br>1 Ha (w) (51¾′ comb.×19¾′)<br>8W Der 1(25) 1(3–10) 3(3–5) 4(3) | Oil 4SA 8Cy. 385×580 mm<br>1400bhp 154t (d.o)<br>Masch. Kiel A.G. Kel<br>2×75kW 230V d.c. 12k |
| **BANESE WIND**<br>Sulaphat-67 exLeamitra-63<br>Leda<br>**mpagnie Libanaise de**<br>**avigation Cotière et**<br>**Outre-Mer S.A.L.**<br>hiris Maritime (Lebanon)<br>A.L.<br>t<br>Lebanese | **1962**<br>1330<br>2903 | GL | **1952** H. C. Stülcken Sohn—Ham<br>*253·2′* 41′ 2″ 20′ 4½″<br>41′ 0″<br>Q85′ F34′ 2 dks<br>RW | M (3P) CSD Mchy.aft<br>2 Ho 78¾′, 74¼′<br>G.138340 B.132022<br>2 Ha (49⅓′, comb., 51½′ comb.×19¾′)<br>8W Der 1(15) 2(3–5–10) 2(3–5) 4(3) | Oil 4SA 8Cy. 385×580 mm<br>1400bhp 170t (d.o)<br>Masch. Kiel A.G. Kel<br>2×75kW 230V d.c. 12k |
| **ARON RUSSELL**<br>**RIGGS**<br>**ted States Department of**<br>**ommerce**<br>sacola<br>United States | **7256**<br>4468<br>10750 | AB | **1944** J. A. Jones Const. Co.—Panama City<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. |

me should be **LE BARON RUSSELL BRIGGS** See New Entries No. 10

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| **EDIN**<br>S.S.R.<br>ssa<br>Russian | **22226**<br>15360<br>35133 | ✠Classed LR until 12/64 | **1962–7** Mitsubishi Zosen—Hma<br>679′ 2″ 88′ 11″ 35′ 3″<br>639′ 9″ 88′ 7″ 46′ 9″<br>P142′ F82′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>21 Ta 1 Ho<br>L.1639631 G.25109<br>1 Ha (13½′×14¾′)<br>2W Der 2(1½) | Oil 2SA 9Cy. 900×1550 mm<br>18000bhp Sulzer<br>Mitsubishi Zosen Hma<br>16½k |
| **BEDJ**<br>S.S.R.<br>ingrad<br>Russian | **2435**<br>1070<br>— | | **1964** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship | 2 Oil 4SA each 8Cy. geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>11¾k |
| **LON**<br>**mpanhia de Navegação**<br>**oyd Brasileiro**<br>e Janeiro<br>Brazilian | **3847**<br>2114<br>— | **✠100A1**<br>**✠LMC**<br>MN463 EL v | **1960–5** Stocznia Gdanska—Gdk<br>355′ 2″ 48′ 1″ 21′ 9¾″<br>331′ 6″ 47′ 11″ 26′ 3″<br>P27′ B74′ F37′ 1 dk, 2nd dk in Nos. 1, 2 & 3 holds<br>6BH<br>rf 6″ WB979t | S | C 4Cy. (2) 440 & (2) 950×950 mm with exhaust turb & fluid coupling<br>2315ihp (o.f)<br>Z.U.T. Zgoda Swi<br>2WTB 228lb Spt hs5860 |

**LAID UP—SURVEYS OVERDUE 5/64**

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| **SKO**<br>**People's Republic of**<br>na<br>People's Rep. of China | **2630**<br>1300<br>3200 | | **1956** Stocznia Szczecinska—Szn<br>310′ 8″ 44′ 5″ 18′ 5″<br>293′ 9″ 44′ 3½″ 20′ 6″<br>1 dk<br>RW | S | C 4Cy. (2) 455 & (2) 980×980 mm<br>(o.f)<br>Z.U.T. Zgoda Swi |

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| 520519<br>CBLU<br>1507<br>Df Esd<br>Gc Rdr<br>RT | **LEBU**<br><br>**Compania Sud-Americana**<br>**de Vapores**<br>Valparaiso Chilean | **8364**<br>4457<br>10622 | ✠100A1 SS 4/65<br>Tunnel side tanks—wine<br>FP above 150° F.<br>✠LMC<br>✠Lloyd's RMC<br>MN1500 EL d†2$\frac{1}{16}$"SQ | **1955**-5 At. & Ch. de la Loire—St.N<br>488' 10" 61' 0"<br>452' 9" 60' 9" 39' 4"<br>F50' 2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>RW 7BH<br>rf 6" DK fwd WB300t | S Ref<br><br>G.471776 B.426536 In.46960<br><br>16W Der 1(30) 4(10) 12(5) | 2 S Turb dr geared<br>7500shp<br>At. & Ch. de la Loire<br>2WTB Spt 784° F.<br>db 125lb |
| 670875<br>SPVJ<br>11160<br>Df Esd<br>Gc Rdr<br>RT | **LECHISTAN II**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdansk Polish | **2968**<br>1490<br>4429 | <br><br>NV | **1967** Aalborg Værft A/S—Abg<br>375 6" 52' 7" 20' 8"<br>341' 0" 52' 5½" 30' 10"<br>1 dk & S dk | M Ref OSD<br>4 Ho<br>G.280040 B.260906<br>4 Ha (31½'×19½') (47½', 38½'×21½')<br>(22½'×16½')<br>12W Der 1(25) 10(5) | Oil 2SA 7Cy. 500×1100<br>4900bhp B&W<br>Helsingör Skibs. &<br>3×230kW 380V a.c. |
| 520522<br>DDQK<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **LECHSTEIN**<br><br>**Norddeutscher Lloyd**<br>Bremen W. German | **3660**<br>1884<br>5531<br>**5347**<br>3139<br>7110 | <br><br>GL | **1958** Atlas-Werke A.G.—Bmn<br>428' 6" 53' 3" 22' 2¼"/25' 5¾"<br>387' 2" 53' 1" 32' 10"<br>B69' F51' 1 dk & S dk<br>RW | M (2P) OSD/CSD<br>5 Ho 43½', 57½', 73½', 64½', 52½'<br>G.400514 B.358719<br>5 Ha (stl) (20½', 39', 43½', 34½',<br>25½'×16½')<br>1 Ha (w) (8½'×11½')<br>14W Der 1(60) 14(3–5) | Oil 2SA 7Cy. 700×1200<br>4000bhp<br>Bremer Vulkan<br>3×140kW 220V d.c. |
| 502448<br>SHPY<br>9919<br>Df Esd<br>RTm | **LECKO** T.Mk<br>exArkö–64<br>**Thunrederier A/B**<br>Helge Kållsson<br>Lidköping Swedish | **494**<br>246<br>1010 986<br>**999**<br>559<br>~~1503~~<br>1524 | ✠100A1 SS 3/67<br>Str. nav. ice<br>✠LMC<br><br>MN192 EL m | **1959**–4 H. Brand—Oldenburg<br>216' 6" 34' 8" 12' 6½"/16' 1½"<br>192' 11" 34' 3½" 19' 10"<br>Q40' F33' 1 dk & S dk<br>R Coll BH to S dk 3 to 2nd dk<br>rf 4" WB314t incl. DTf11t | M OSD/CSD Mchy.aft<br>1 Ho 119'<br>G.72000 B.66000<br>2 Ha (stl) (59½', 34½'×26')<br>6W Der 2(3–5) 1(3) | Oil 2SA 8Cy. 290×490<br>960bhp<br>Alpha-Diesel A/S<br>2×70kW 400V 50c/s a.c. |
| 520524<br><br>163390 | **LECTRO**<br><br>**Union Lighterage Co. Ltd.**<br>London British | **120**<br>—<br>— | <br><br>✠Classed LR until 12/35 | **1933**–10 H. Robb Ltd.—Lth<br>*86·4'* 22' 1"<br>... ... ...<br><br>R | D-E Tug | Oil 4SA 12Cy. 320×<br>to elec. motor<br>Mirrlees, Bickerton & |
| 520525<br>LAMX<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **LEDA**<br><br>**Det Bergenske**<br>**Dampskibsselskab**<br>Bergen Norwegian | **6670**<br>3635<br>1970 | <br><br>NV | **1953** Swan, Hunter & Wghm Rchdsn—<br>Wal<br>436' 8" 57' 2" 20' 0"<br>411' 0" 57' 0" 30' 0"<br>F167' 2 dks, pt 3rd dk<br>RW<br>rf 12" | TS (530P) Ref<br>3 Ho 36', 46½', 62½'<br>B.75630 In.75630<br>3 Ha (stl) (23½'×9½') (24½', 24'×13½')<br>Der 3(1–3) | 2 S Turb dr geared<br>13000shp<br>Wallsend Slpwy Co<br>3×350kW 220V d.c. |
| 520526<br>OGHH<br>1301<br>Df Esd<br>Gc Pfd<br>Rdr | **LEDA**<br>exKarna Dan–63<br>~~Finska Ångfartygs A/B~~<br>~~Helsinki/Helsingfors Finnish~~<br>**Anna Kyrtata**<br>Piræus Greek | **946**<br>544<br>1387 | ✠100A1 ~~SS 12/64~~<br>Str. nav. ice SS 12/68<br>✠LMC<br><br>MN168 EL m 1$\frac{1}{16}$"SQ | **1956**–9 A/S Svendborg Skibs.—Svb<br>218' 6" 33' 1" 15' 3½"<br>195' 3" 33' 0" 19' 8"<br>F30' 2 dks<br>RW Coll BH to U dk 3 to 2nd dk<br>rf 3" WB389t incl. DTf63t | M CSD Mchy.aft<br>1 Ho 116'<br>G.68800 B.63000<br><br>6W Der 6(5) | Oil 2SA 7Cy.<br>hydraulic coupling<br>840bhp B&W<br>Alpha-Diesel A/S<br>Controllable pitch |
| 520527<br>DCMD<br>3427<br>Df Esd<br>Rdr<br>RTm | **LEDA**<br>exOostzee–60<br>exBert Welsford Sr–59<br>exOostzee–58<br>**Partenreederei m.s. "Leda"**<br>W. Bruns<br>Leer W. German | **497**<br>296<br>925 | GL<br><br>✠Classed LR until 3/64 | **1951**–9 Bodewes Scheeps.—<br>Martenshoek<br>196' 0" 30' 4" 11' 6½"<br>181' 3" 30' 2" 13' 0"<br>P40' F33' 1 dk<br>RW | M Mchy.aft<br>1 Ho 115'<br>G.39000 B.36500<br><br>4W | Oil 4SA 6Cy. 385×<br>745bhp<br>Masch. Kiel A.G. |
| 641155<br>DNFI<br><br>Df Esd<br>Rdr | **LEDA** T.Mk<br><br>**Kapt. Werner Bartels**<br>Hamburg W. German | **424**<br>270<br>886 | <br><br>GL | **1964** Schiffsw. J. J. Sietas—Ham<br>201' 6" 34' 6" 12' 9½"<br>180' 6" 34' 4" 20' 0"<br>F24' 1 dk & S dk | M OSD Mchy.aft<br><br>G.72800 B.65350<br>2 Ha | Oil 4SA 6Cy. 320×<br>540bhp<br>Klöckner-Humboldt- |
| 520529<br>OWEC<br><br>Df Esd<br>Gc Rdr<br>RT | **LEDA MÆRSK**<br><br>**A/S D/S Svendborg & D/S**<br>**af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>**6420**<br>3590<br>9714<br>**9138**<br>5398<br>12520 | ✠100A1 SS 5/62<br>DTm & DTsa— oil FP<br>above 150° F., molasses,<br>glycerine, vegetable oil<br>or latex<br>✠LMC<br>MN2000 EL e†2$\frac{1}{16}$"SQ | **1957**–3 Odense Stålskibsværft A/S—<br>Odn<br>497' 2" 63' 11" 27' 5½"/—<br>455' 10" 63' 9" 41' 3"<br>P43' F96' 3 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 4" WB3965t incl. DTsa1899t Tunnel tanks 240t | M<br>5 Ho<br>G.689000 B.625000<br>5 Ha (31½'×16') (47½', 42', 39½'×20')<br>(34'×16')<br>20W Der 1(60) 1(15) 20(5) | Oil 2SA 8Cy. 740×<br>10000bhp<br>Burmeister & Wain<br>WTAuxB 100lb |
| 538122<br>SDJN<br>10529<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LEDARÖ**<br>exVindafjord–64<br>**Salénrederierna A/B**<br>Stockholm Swedish | **8885**<br>5080<br>12360 | <br><br>NV | **1955** A/B Götaverken—Got<br>488' 7" 59' 2" 27' 10"<br>459' 5" 58' 11" 35' 6"<br>1 dk<br>RW<br>rf nil | M Ore/Oil Carrier Mchy.aft<br>4 Ho 73½', 70½', 69½', 70½' 16 Ta<br>G.670788 L.417062 HeCls. BC<br>8 Ha (stl) (each 24½'×23½')<br>2W Der 4(5) | Oil 2SA 7Cy. 680×<br>5050bhp<br>A/B Götaverken<br>3×110kW 220V d.c. |
| 640942<br>DDGL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **LEDINGERLAND**<br><br>**Kapt. Jürgen Ulpts**<br>Brake W. German | **498**<br>298<br>1155 | <br><br>GL | **1964** C. Lühring—Brake<br>219' 10" 32' 10" 12' 7"<br>32' 8" 19' 5"<br>1 dk & S dk | M OSD Mchy.aft<br><br>G.76917 B.76495<br>2 Ha | Oil 4SA 6Cy. 320×<br>499bhp<br>Motorenw. Mannheim |

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| **LEE**<br>Heilbronn-62<br>**Partenreederei m.s. "Lee"**<br>Gunther Schulz<br>Schulau W. German | 834<br>431<br>1230 | BV | Lch.1944 Cmpl.1952 Norderwerft Köser & Meyer—Ham<br>*206·5'* 31' 5" 15' 5"<br>16' 11"<br>P36' F19' 1 dk<br>R | M Mchy.aft<br>1 Ho 124½'<br>G.58245 B.54538<br>2 Ha (each 49½'×21¼')<br>4W | Oil 4SA 8Cy. 290×420 mm<br>750bhp 40t (d.o)<br>Masch. Kiel A.G. Kel<br>3×5, 2½, 1½kW 24V d.c. 11k |
| **LEE HONG**<br>Miss Orient-49 exChungshan<br>Lee Hong-39<br>**Tak Kee Shipping & Trading Co. Ltd.**<br>Hong Kong British | 1127<br>703<br>— | Classed LR until 1/64 | **1934** Kwong Fook Cheong—H.Kg<br>199' 6" 32' 11" 9' 2½"<br>192' 6" 31' 0" 17' 6"<br>B70' 1 dk & S dk<br>R | M (759P) OSD<br>3 Ho 31', 35', 36½' | Oil 4SA 8Cy. 405×610 mm<br>1000bhp NEmade31refitted49 (d.o)<br>Rathbun-Jones Eng. Co. Toledo<br>3×60, 45, 40kW 110V d.c. |
| **LEE REUBEN**<br>Brooklyn-67<br>**Reuben C. Pace**<br>New Orleans United States | 574<br>390<br>— | AB | **1945** Marietta Mfg Co.—Pt.Pleasant<br>149' 0" 33' 1"<br>141' 0" 33' 0" 18' 10" | S Tug | Unaflow 3Cy. 24½"×24"<br>1200ihp 408t<br>Skinner Engine Co. Erie<br>9½k |
| **LEE YUNG**<br>Oceanic Confidence-59<br>Salomé-59<br>**hinese Maritime Trust Ltd.**<br>aohsiung China (Taiwan) | 13291<br>6876<br>18511 | BV | **1940** At. & Ch. de France—Dnk<br>574' 2" 71' 6" 30' 11"<br>71' 3"<br>1 dk | TM Tanker<br>27 Ta<br>L.878178 | 2 Oil 4SA each 6Cy. 740×1500 mm<br>7200bhp 2032t-28pd<br>Burmeister & Wain Cpn<br>13k |
| **EEDERRY**<br>**rait Shipping Co. Pty**<br>Ltd.<br>elbourne British | 126<br>60<br>135 | | **1943** Anson Bay Timber Co.—St. Helens, Tas<br>*97·2'* 23' 8" 7' 11"<br>23' 6"<br>1 dk | Wood Aux T K<br>1 Ho 43'<br>G.6558<br>1 Ha (20¾'×8½')<br>1W | 2 Oil 2SA each 6Cy. 4¼"×6"<br>(p)Emade50fitted64 (s)NE64 8t<br>General Motors Corp. Det<br>7k |
| **EEDS**<br>Associated **Humber Lines**<br>Ltd.<br>oole British | 1113<br>481<br>1274 | ✠100A1 SS 5/67<br>✠LMC<br>MN371 EL p 1 7/16"SQ | **1959–4** A. & J. Inglis Ltd.—Gls<br>244' 4" 39' 4" 13' 2¾"<br>225' 0" 39' 0" 22' 10"<br>Ba56' F22' 1 dk & S dk<br>NS Coll BH to S dk 4 to 2nd dk<br>rf 3" WB330t incl. DTf62t | M OSD Mchy.aft<br>2 Ho 56', 76'<br>G.106684 B.102729<br>2 Ha (stl) (44', 54'×20')<br>4W Der 2(10) 2(7) | Oil 4SA 7Cy. 17"×18" with flexible coupling sr & reverse gear<br>1880bhp 97t (d.o)<br>Ruston & Hornsby Lcn<br>3×70kW 220V d.c. 12k |
| **ELAVATI JAYANTI**<br>**yanti Shipping Co. Ltd.**<br>e Shipping Corporation of<br>dia Ltd.<br>mbay Indian | 15528<br>10227<br>~~20578~~<br>21615 | ✠100A1<br>ore carrier or for oil in all tanks except No. 2 centre<br>✠LMC<br>MN1920 EL i†2 7/16"SQ | **1965–8** Mitsubishi Hvy Ind. Ltd.—Hma<br>554' 6"(incl.BB) 75' 2" 31' 7¼"<br>523' 11" 75' 0" 43' 6"<br>P113' F40' 1 dk<br>NS 9BH<br>rf nil WB29649t incl. DTf1341t | M Ore/Oil Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. Nag<br>WTAuxB primary 711lb<br>secondary 242lb |
| **EMANS**<br>V.Scheepvaartonder-<br>neming **Kustveerkeer**<br>H. James & Co 's Scheepv.<br>Handel **Maats.**<br>tterdam Netherland | 496<br>295<br>866 | ✠100A1 SS 9/68 ~~SS 3/64~~<br>✠LMC<br>MN130 EL j | **1956–5** Schpsw. "Voorwaarts"—Martenshoek<br>190' 5" 30' 9" 12' 1½"<br>173' 1" 30' 4½" 13' 6"<br>P47' F30' 1 dk<br>RW 3BH<br>rf 4" WB225t | M Mchy.aft<br>1 Ho 113½'<br>G.39440 B.36300<br>1 Ha (79½' comb.×16½')<br>Der 2(3) | Oil 4SA 6Cy. 330×600 mm<br>650bhp (d.o)<br>N.V. Werkspoor Ams<br>2×7kW 110V d.c. 10k |
| **ENDERT BROERE**<br>br. Broere **N.V.**<br>rdrecht Netherland | 500<br>227<br>785 | ✠100A1 SS 6/64<br>oil tanker<br>✠LMC<br>MN130 EL j 1 1/16"SQ | **1960–9** D W. Kremer Sohn—Elmshorn<br>194' 7" 28' 6" 11' 6"<br>180' 1" 28' 2½" 12' 3"<br>P56' F32' 1 dk<br>RW 10BH<br>rf 5" WB115t | M Tanker Mchy.aft<br>10 Ta<br>L.32302 | Oil 2SA 6Cy. 320×450 mm<br>650bhp 23¾t (d.o)-2¾pd<br>Klöckner-Humboldt-Deutz Kln<br>db 150lb<br>3×10, 8, 8kW 110V d.c. 11k |
| **ERORT**<br>ineta-60 exGobo-59<br>unched as Combi<br>Bruns<br>W. German | 499<br>310<br>920 | ✠100A1 SS 9/66<br>✠LMC<br>MN130 EL j | **1959–1** Grol's Scheepswerven—Zuidbroek<br>198' 8" 30' 6" 11' 8¼"<br>180' 6" 30' 2" 12' 11"<br>Q49' F38' 1 dk<br>R 3BH<br>rf 6" WB320t incl. Dk tanks a39t m11t | M Mchy.aft<br>1 Ho 119½'<br>G.39200 B.36400<br>2 Ha (each 39'×15¾')<br>Der 2(3) 2(1½) | Oil 4SA 8Cy. 290×455 mm<br>650bhp (d.o)<br>Appingedammer Brons. Apg<br>10½k |
| **FKADIOS**<br>y of Brooklyn-67<br>Dinamicos **Cia. Nav.**<br>A.<br>Greek | 7557<br>4411<br>10880 | ✠100A1 ~~SS 11/62~~<br>with fbd DTsm & DTa—oil FP above 150° F. or vegetable oil or latex<br>✠LMC SS 1/68<br>MN1584 EL d† | **1949–5** Swan, Hunter & Wghm Rchdsn—Wal<br>485' 4" 61' 10" 28' 9¾"<br>450' 9" 61' 6" 41' 9"<br>F43' 2 dks & S dk, 4th dk in way of No. 1 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB3126t incl. DTsm968t DTa691t | S (12P) OSD<br>4 Ho 51½', 108¼', —' DT, 35', 75'<br>G.640930 B.578130<br>5 Ha (22½'×18') (59½' comb.×20¼') (15'×18') (32½', 20'×20¼')<br>16W Der 1(50) 1(20) 8(10) 8(7) | 3 S Turb sr geared to sc. shaft<br>7902shp 1772t (o.f)<br>Wallsend Slpwy & E. Co. Ltd. Wal<br>2WTB 300lb Spt 290lb hs14348<br>3×30kW 110V d.c. 15½k |

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| **512947**<br>SVSW<br>1513 | **LEFKAS**<br>exGeorgios Th–64<br>exKapetan Dimitris–62<br>exMaryland exRhin–56<br>exBidouane–52<br>exVille de Tipâza–47<br>exMichel & Renée<br>**Vassilios & Petros Sklavenitis**<br>Piræus Greek | 348<br>200<br>410 | | HR | **1917** At. & Ch. de Bretagne—Nts<br>140' 6" 24' 1"<br>23' 11"<br>P47' B11' F23' 1 dk<br>R | M<br>1 Ho 84½<br>2 Ha<br>2W | Oil 2SA 6Cy. 230×380<br>150bhp NE38<br>Sulzer Bros. Ltd. |
| **500262**<br>SZLI<br>2522<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LEFKIPOS**<br>exAdelsö–64 exWearpool–54<br>**Skarasteel Shipping Co.**<br>~~Union Commercial Steamship~~<br>~~Co.~~<br>Piræus Greek | 4997<br>2692<br>9160 | ✠100A1<br>with freeboard<br>✠LMC | SS 6/64<br>EL a† | **1935–8** W. Doxford & Sons Ltd.—Sld<br>439' 3" 54' 3" 25' 6"<br>415' 3" 53' 11" 37' 2"<br>1 dk & S dk<br>R NS Coll BH to S dk 6 to 2nd dk<br>WB2794t incl. DTm721t DTf220t Tunnel tanks 354t | M OSD<br>G.549000 B.494000 | Oil 2SA 3Cy. 520×2080<br>1800bhp<br>W. Doxford & Sons Ltd.<br>2AuxB 120lb |
| **520549**<br>DZMG<br>208400<br>Pfd | **LEGAZPI**<br>**Everett S.S. Corp.**<br>Manila Philippine | 2048<br>1061<br>2087 | | AB | **1955** Hitachi Zosen—Osa<br>*268-4'* 41' 2" 16' 6⅜"<br>262' 6" 41' 0" 25' 1"<br>B59' F29' 2 dks<br>rf 4" | M (547P)<br>4 Ho 34', 52', 44', 42'<br>4 Ha (18'×15') (24'×16') (18'×16½') (10'×12') | Oil 2SA 7Cy. 500×900<br>2870bhp<br>Hitachi Zosen<br>2×160kW 230V d.c. |
| **520551**<br>SPNL<br>Df Esd<br>Gc Pfd<br>Rdr | **LEGNICA**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 3351<br>1816<br>5450 | ✠Classed LR until 2/63 | PR | **1960–6** Stocznia Szczecinska—Szn<br>406' 7" 54' 3" 21' 6½"<br>368' 4" 54' 1½"<br>F34' 1 dk & S dk<br>rf nil | M (4P) OSD<br>5 Ho<br>G.356848 B.331457<br>5 Ha (27', 30', 39½', 29½', 25½'×19')<br>Der 1(30) 13(5) | Oil 2SA 6Cy. 700×120<br>5000bhp<br>Masch. Augsburg-Nürn<br>3×175kW 230V d.c. |
| **520552**<br>WA7080<br>244505<br>Df Gc<br>Rdr RT | **LEHIGH**<br>Launched as Mesabi<br>**Bethlehem Steel Corp.**<br>Bethlehem Transportation Corp.<br>Wilmington, Del United States | 9057<br>6793<br>15865 | | AB | **1943** Gt. Lakes Eng. Wks—River Rouge<br>620' 7" 60' 3" 23' 11⅞"<br>604' 0" 60' 0" 35' 0"<br>F52' 1 dk<br>RW<br>rf 3" | S Mchy.aft<br>4 Ho<br>G.618854<br>18 Ha (stl) (each 11'×38') | T 3Cy. 24" 41½" & 68"<br>2500ihp NE63<br>Gt. Lakes Eng. Wks |
| **520553**<br>OWUF<br>Df | **LEHNSKOV**<br>exSkaarupsund–60<br>exStevnsvig–58<br>exAnnaliese Wehlen–57<br>exSonne exTheda<br>**Rederiet Nytofte I/S**<br>Fru Kamma Nytofte<br>Svendborg Danish | 177<br>99<br>230 | | BV | **1906** Stocks & Kolbe—Kel<br>112' 11" 21' 5"<br>... ... ...<br>1 dk<br>R | M | Oil 2SA 4Cy.<br>200bhp<br>Alpha-Diesel A/S |
| **520556**<br>PFNO<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LEIDERKERK**<br>**N.V. Vereenigde Nederlandsche Scheepv. Maats.**<br>The Hague Netherland | ~~8915~~ T.Mk<br>~~5240~~ 6572<br>~~11730~~ 3795<br>9930<br>8766<br>5214<br>11730 | | BV | **1959** N.V. Werft "Gusto"—Sch<br>479' 3" 66' 4" ~~28' 10½"~~ 26' 3"/28' 10½"<br>440' 0" 66' 2" 38' 0"<br>B67' F59' 3 dks<br>RW<br>rf 4½" | M (6P) Ref ~~OSD~~<br>4 Ho 63½', 72½', 61½', 58' 1 TwD 81½'<br>G.597040 B.542280 In.11280<br>5 Ha (stl) (27'×18') (49½', 34', 42', 34'×22')<br>16W Der 1(120) 1(50) 5(10) 11(5) | Oil 2SA 8Cy. 630×12<br>6500bhp<br>Gebr. Stork N.V.<br>3×200kW 220V d.c. |
| **520557**<br>ORNH | **LEIE**<br>**Union de Remorquage et de Sauvetage S.A.**<br>Antwerp Belgian | 155<br>10<br>— | | BV | **1953** L. Smit & Zoon—Kinderdijk<br>89' 1" 24' 8" 10' 6"<br>24' 6" | S Tug Mchy.aft<br>1W | T 3Cy. 13¾" & (2) 21½"<br>400ihp<br>L. Smit & Zoon |
| **640816**<br>VOWS<br>326966<br>Df Esd<br>Gc Rdr<br>RTm/v | **LEIF EIRIKSSON**<br>exPrins Bertil–66<br>**Government of Canada (Minister of Transport)**<br>St. John's, Nfl Canadian | 6066 ~~6023~~<br>3474 ~~3440~~<br>— | ✠100A1<br>North Sydney & Mulgrave N.S.–Port Aux Basques, Argentina & St. John's, Nfl also between Bar Harbour, Maine & Yarmouth N.S.<br>Modified Ice Class 3<br>✠LMC<br>MN1936 | EL x1⅞"SQ | **1964–4** Werft Nobiskrug—Rendsburg<br>376' 11" 58' 6" 14' 4"<br>328' 1" 57' 9" 22' 0"<br>P12' B&F300' 1 dk, 2nd dk except in mchy. space<br>13BH<br>rf 20" WB323t incl. DTf109t DTsa 80t | TM Ferry (900P)<br>Bow and stern doors | 4 Vee Oil 4SA each<br>with hydraulic<br>to 2 sc. shafts<br>9680bhp<br>Masch. Augsburg-<br>3×464kW 380V 50c/s<br>Thw. thrust propeller |
| **520558**<br>KOEQ<br>247714<br>Df Esd<br>Gc | **LEIF M. OLSON**<br>**United States Department of Commerce**<br>Portland, Me United States | 7176<br>4380<br>10735 | | AB | **1945** New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 8⅛"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| **520560**<br>OWSQ<br>Df Rdr<br>RTm | **LEIF STÆRKE**<br>exLeo–59 exBredholm–51<br>exZeus–50<br>**R. Stærke Kristensen**<br>Ommel Danish | 400<br>211<br>600 | | BV | **1944** Béliard, Crighton & Cie.—Ost<br>155' 10" 28' 8" 14' 7"<br>28' 6"<br>P51' F23' 1 dk<br>R | M<br>G.26600 B.23760<br>2 Ha (32½', 29½'×15½')<br>2W Der 2(1½) | Oil 2SA 5Cy.<br>300bhp NE51<br>Fredrikshavns Jern.<br>3×5kW 110V<br>Controllable pitch |
| **510232**<br>LAXM | **LEIKING**<br>exElmain–65<br>exHeinr. Kappelhoff–57<br>**Leif Korsöen Partrederi**<br>Bergen Norwegian | 198<br>98<br>— | | GL | **1934** F. Schichau—Danzig<br>107' 6" 23' 1" 10' 0"<br>101' 1" 10' 11"<br>1 dk<br>R | M Fishing | Oil 2SA 3Cy.<br>240bhp<br>Wichmann Mtrf. |

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| **EIKUR**<br>Kvörn<br>J. Jensen<br>horshavn Faroese | 468<br>219<br>— | NV | 1964 Søviknes Skips A/S—Syvikgrend<br>140′ 4″ 26′ 4″ 13′ 4¼″<br>140′ 0″ 26′ 3″ 14′ 0″<br>1 dk & S dk | M Fishing OSD Mchy.aft<br>2 Ho<br>2 Ha (4′×3′) (7¼′×7¼′)<br>1W Der 1 | Oil 4SA 7Cy. 260×400 mm<br>770bhp<br>A/B Jönköpings Motorfb. Jönköping |
| **ILA B**<br>Hestia–62 exZeehond–48<br>Brevard–47<br>A. Bakhashab<br>ddah Saudi Arabian | 3921<br>2224<br>5846 | AB | 1945 Kaiser Cargo Inc.—Richmond<br>338′ 8″ 50′ 1″ 23′ 3⅞″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>rf nil | M Ref CSD Mchy.aft<br>4 Ho 42¾′, 78¾′, 67½′, 30¾′<br>B.219120 In.12806<br>4 Ha (20¾′, 40½′, 40½′×20′) (9′×8′)<br>12W Der 1(30) 1(20) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 934t<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 230V d.c. 11½k |
| **INEBJØRN**<br>nton & Karl Leine<br>lesund Norwegian | 238<br>103<br>— | NV | 1965 Skaalurens Skibs.—Rosendal<br>110′ 0″ 23′ 7″<br>97′ 3″ 23′ 6″ 12′ 0″<br>1 dk | M Fishing Mchy.aft<br>1 Ho<br>2 Ha (each 8¼′×6½′) | Oil 2SA 6Cy. 280×420 mm<br>600bhp<br>Wichmann Mtrf. Rub |
| **INEFISK**<br>Norleif–67<br>nt Leinebö<br>lesund Norwegian | 108<br>40<br>— | NV | 1956 Hatlø Verksted A/S—Ulsteinvik<br>93′ 8″ 20′ 0″<br>... ... ...<br>1 dk len 67<br>BK4″ | M Fishing Mchy.aft<br>1 Ho<br>2 Ha (2¼′×5¼′) (8′×5¾′) | Oil 2SA 3Cy. 280×420 mm<br>450bhp NE67<br>Wichmann Mtrf. Rub |
| **INSTER**<br>itish & Irish Steam Packet Co. Ltd.<br>blin Irish Republic<br>Now **APHRODITE** See New Entries No. 9 | 4115<br>1981<br>963 | ✠100A1 SS 2/64<br>with freeboard<br>Irish Channel service<br>✠LMC<br>MN1590 EL w 1$\frac{13}{16}$″SQ | 1948–3 Harland & Wolff Ltd.—Bel<br>366′ 10″ 50′ 2″ 15′ 1¼″<br>345′ 0″ 50′ 0″ 27′ 0″<br>P60′ B186′ Bf22′ F43′ 1 dk & S dk<br>R 8BH<br>rf 6″ WB675t incl. DTsf95t | TM (1500P) Ref OSD<br>3 Ho 37′, 35′, 75′<br>B.85000 In.7770<br>3 Ha (10′×12′) (12′, 14′×18′)<br>3W Der 2(3) 1(1½) | 2 Oil 2SA each 10Cy. 500×900 mm<br>5600bhp 160t (d.o)<br>Harland & Wolff Ltd. Bel<br>db 80lb<br>4×150kW 220V d.c. 17½k |
| **INSTER BAY**<br>rtrederiet af 5.3.1966<br>H. Bang & Co.<br>Copenhagen Danish | 2130<br>1222<br>3170 | GL | 1966 Werft Nobiskrug—Rendsburg<br>295′ 5″ 44′ 5″ 18′ 9″<br>269′ 0″ 44′ 3½″ 22′ 2″<br>F39′ 2 dks<br>rf 4″ | M CSD Mchy.aft<br>2 Ho 87¼′, 84′<br>G.150163 B.139928<br>2 Ha (stl) (each 59½′×23′)<br>8W Der 1(40) 4(5) 4(3) | Oil 4SA 9Cy. 400×600 mm<br>2400bhp (hvf)<br>Masch. Augsburg-Nürnberg Ham<br>3×120kW 380V 50c/s a.c. 13½k |
| **IPZIG**<br>mburg-**Amerika Linie**<br>mburg W. German | 6745<br>3974<br>9858 | GL | 1954 Lübecker Flender-Werke—Lbc<br>524′ 11″ 63′ 3″ 26′ 4″<br>482′ 4″ 62′ 11″ 37′ 4″<br>F29′ 1 dk & S dk<br>RW<br>rf 3″ | S (12P) Ref OSD<br>6 Ho 46¼′, 71½′, 87¼′, 66¼′, 42¾′, 44½′<br>G.714625 B.657941<br>6 Ha (stl) (29¾′, 44′, 58½′, 45¼′, 29¼′, 29½′×18¼′)<br>19W Der 1(50) 6(5–10) 12(3–5) 1(2) | S Turb dr geared<br>9000shp 1435t (o.f)<br>Siemens-Schuckertwerke Mülheim<br>3×385, 200, 200kW 230V 50c/s a.c. 17k |
| **PZIG**<br>tsche **Seereederei**<br>stock E. German | 6744<br>3889<br>9911<br>9644<br>5768<br>12795 | DSRK | 1958 Warnowwerft—Warnemünde<br>516′ 5″ 65′ 9″ 27′ 7″/31′ 8″<br>65′ 4″ 42′ 0″<br>2 dks & S dk<br>RW | TM Ref OSD/CSD<br>G.630003 B.586840 In.12291<br>14W Cr 2 Der 5(50) 8(15) 2(5) | 4 Oil 4SA each 8Cy. 470×660 mm with electro-magnetic coupling & gearing to 2 sc. shafts<br>7200bhp 1477t<br>Maschb. Halberstadt Halberstadt<br>14½k |
| **PZIG**<br>chkombinat **Rostock**<br>stock E. German | 588<br>221<br>— | DSRK | 1951 Volkswerft Stralsund—Stralsund<br>188′ 7″ 29′ 7″ 13′ 2″<br>15′ 10″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 365×550 mm<br>920bhp<br>Görlitzer Masch. Görlitz |
| **IRE**<br>viera **Artola S.A.**<br>diz Spanish<br>Name should be **LEYRE** See New Entries No. 4 | 15766<br>8911<br>24700 | 100A1<br>Class contemplated | Soc. Española de Const. Nav.—<br>Cdz<br>606′ 10″ 74′ 0″ 33′ 8⅜″<br>570′ 11″ 73′ 10″ 46′ 5″ | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Soc. Española de Const. Nav. Bbo |
| **ISA**<br>Burgundia–60<br>~~Tek~~ **Tage S. Vedel**<br>~~Vedel~~<br>Danish | 200<br>107<br>300 | BV | 1953 A/S H. C. Christensens Staals.—<br>Marstal<br>133′ 1″ 21′ 4″ 10′ 0″<br>... ... ...<br>1 dk len 61 | M Mchy.aft | Oil 4SA 3Cy. 290×410 mm<br>210bhp<br>A/S Vølund Cpn |
| **SE MÆRSK**<br>S D/S **Svendborg & D/S** of 1912 A/S<br>P. Möller, Copenhagen<br>enhagen Danish<br>For later particulars see New Entries No. 1 | 42500<br>—<br>78600 | 100A1<br>Class contemplated | Odense Staalskibs. A/S—Lindö<br>838′ 8″ 107′ 0″ 46′ 0″<br>800′ 6″ 106′ 9½″ 63′ 0″ | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 900×1550 mm<br>Sulzer Bros. Ltd. Win |
| **AARSETH**<br>VII–66<br>**Aarseth & Co. A/S**<br>und Norwegian | 638<br>299<br>— | NV | 1948 Hall, Russell & Co. Ltd.—Abn<br>170′ 7″ 29′ 8″ 16′ 0¼″<br>147′ 8″ 29′ 6″ 18′ 0″<br>1 dk<br>RW conv whaler 66 | M Fishing Mchy.aft<br>1 Ho 18′<br>1 Ha (6½′×3¼′) | Oil 4SA 6Cy. 385×580mm<br>NE66<br>Atlas-Mak Masch. Kel<br>14½k |

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| 670070<br>LJOA<br><br>Df Esd<br>Gc Rdr<br>RTv | **LEIV EIRIKSSON**<br><br>**A/S Laboremus**<br>Einar Bakkevig<br>Oslo Norwegian | 30050<br>22690<br>53000 | <br><br>NV | 1968 Rheinstahl Nordseewerke—Emd<br>730' 0" 93' 8" 42' 4¾"<br>688' 8" 93' 6" 57' 5"<br>P143' B83' F69' 1 dk<br><br>rf nil | M Bulk Carrier Mchy.aft<br>8 Ho 55', 67½', 68½', 68½',<br>68½', 68½' 68½', 65½'<br>G.2420000<br>1 Ha (stl) (27½'×42')<br>7 Ha (stl) (each 40'×42') | Oil 2SA 6Cy. 840×1800 m<br>13800bhp B&W<br>Frd. Krupp Masch. Abt |
| 520573<br>XPYJ<br><br>Df Esd<br>Gc Rdr | **LEIVUR ÖSSURSSON**<br><br>**Government of the Faroe**<br>**Islands**<br>Tvöroyri Faroese | 792<br>303<br>— | ✠100A1 SS 11/67<br>trawler<br>Str. nav. Ice<br>✠LMC<br>MN294 EL (I) z | 1959–5 Est. Nav. de Viana do Castelo—<br>Viana do Castelo<br>200' 2" 32' 4" 15' 3¾"<br>183' 9" 32' 0" 16' 6"<br>F41'<br>RW 5BH<br>rf 39" BK6" WB163t | M Trawler | Oil 4SA 7Cy. 400×<br>flexible coupling<br>1470bhp<br>Masch. Augsburg-Nürnb<br>db50lb<br>Controllable pitch propell |
| 642218<br>EEKH<br><br>Df Esd<br>Gc Rdr<br>RT | **LEIZA**<br><br>**Pesqueras Vasco Asturianas**<br>Cadiz Spanish | 1014<br>469<br>— | | 1964 Hijos de J. Barreras S.A.—Vgo<br>215' 11" 37' 6"<br>183' 8" 37' 4" 16' 5"<br>2 dks | M Stern Trawling Factory Ship | Oil 4SA 8Cy. 390×580 m<br>1850bhp Werkspoor<br>Hijos de J. Barreras S.A. |
| 520574<br>EEVQ | **LEKEITIARRA**<br><br>**Aramberri & Cia. Ltda.**<br>Bilbao Spanish | 180<br>101<br>— | | 1919 Achurray Eguren—Lequetio<br>98' 11" 23' 4"<br>... ... ... | Wood Aux Sr | C 2Cy. 8 11/16" & 16 5/16"×13<br>72ihp |
| 520575<br>PFOC<br><br>Df Esd<br>Gc Rdr | **LEKHAVEN**<br><br>**N.V. Gebr. van Uden's**<br>**Scheepv. en Agentuur**<br>**Maats.**<br>Rotterdam Netherland | T.Mk<br>5050<br>2709<br>9673<br>7678<br>4616<br>9752 | ✠100A1 ~~SS 10/64~~<br>SS 6/68<br>✠LMC<br><br>MN800 EL b†2 1/16"SQ | 1952–9 Werf de Noord—Alb<br>459' 4" 60' 2" ~~24' 9½"~~25' 0½"/25' 2½"<br>424' 10" 60' 0" 36' 6"<br>P90' F93' 2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>WB1973t incl. Tunnel tanks 403t DTm706t | M ~~OSD~~<br>5 Ho 63½', 64½', 75½', 56½', 59½'<br>G.610460<br>5 Ha (29½', 44', 44', 28½', 28½'×20')<br>Der 1(25) 1(10) 2(3–7½) 10(3–5) | Oil 2SA 6Cy. 700×1200 m<br>4000bhp<br>Masch. Augsburg-Nürnb<br>db 105lb<br>3×160, 160, 100kW 220V |
| | Now **CAPTAIN JOHN TSAVLIRIS** See New Entries No. 9 | | | | | |
| 520576<br>PKQN<br><br>Df Esd | **LEKO**<br>exEmpeno–62 exMinjak–60<br>**P.T. Pelajaran Sriwidjaja**<br>**Raja**<br>Djakarta Indonesian | 1042<br>635<br>1330 | | 1951 Gebr. Pot—Bolnes<br>221' 6" 35' 0" 13' 9¼"<br>... ... ...<br>P67' B30' F27' 1 dk | M Mchy.aft<br><br>B.58605<br><br>8W | Oil 4SA 6Cy. 350×500<br><br>Gebr. Stork & Co. N.V. |
| 520577<br>WLDE<br>284217<br>Df Esd<br>Gc Rdr<br>RTm/h | **LELAND I. DOAN**<br><br>**Marine Interests Corp.**<br>**Marine Transport Lines Inc.**<br>Wilmington, Del United States | 9558<br>5723<br>16584 | <br><br>AB | 1961 Bethlehem Stl Co.—Qcy<br>551' 1" 68' 2" 29' 9¾"<br>524' 0" 68' 0" 37' 7"<br>1 dk<br>RW<br>rf 9" | S Chemical Tanker Mchy.aft<br>22 Ta | 2 S Turb dr geared<br>7700shp<br>Bethlehem Stl Co. |
| 520578<br>WD9193<br>262975<br>Rdr RT | **LELAND JAMES**<br><br>**Babbidge & Holt Inc.**<br>Portland, Or United States | 359<br>244<br>— | | 1944 Pullman Standard Car Mfg Co.—<br>Cgo<br>*96·3'* 34' 0"<br>... ... ... | TM Tug | 2 Oil 2SA each 5Cy.<br>3600bhp<br>Fairbanks, Morse & Co. |
| 519633<br>SWYF<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **LELAPS**<br>exKrageholm–67<br>**Lobos Cia. Nav. S.A.**<br>Piræus Greek | 3887<br>2011<br>6390 | ✠100A1 SS 12/64<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>~~✠Lloyd's RMC~~<br>EL z 2⅜"SQ | 1943–12 Kockums M/V A/B—Mmo<br>423' 0" 56' 1" 23' 5"<br>395' 0" 56' 0" 34' 4"<br>1 dk & S dk, intermediate 'tween dks fwd<br>& aft under raised S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 6" WB1508t incl. Tunnel tanks 245t | M (6P) ~~Ref~~ OSD<br>5 Ho 53½', 69¾', 45', 65½', 69¾'<br>G.435575 B.399850 ~~In.21675~~<br>1 Ha (stl) (25½'×18')<br>4 Ha (w) (32½', 25½', 32½', 25½'×18')<br>16W Der 1(25) 4(7½) 12(5) | Oil 2DA 720×1200 mm<br>6000bhp MAN<br>Kockums M/V A/B<br>db 80lb<br>3×150kW 230V d.c. |
| 520580<br>SPRU<br><br>Df Esd<br>Gc Rdr<br>RT | **LELEWEL**<br><br>**Polish Government**<br>**Polish Ocean Lines**<br>Gdynia Polish | 7817<br>4285<br>10266 | <br><br>✠Classed LR until 6/64 | PR 1952–11 Stocznia Gdanska—Gdk<br>504' 11" 63' 11" 27' 4¾"<br>464' 7" 63' 8" 31' 0"<br>F94' 1 dk & S dk<br><br>rf 6" | M (4P) Ref OSD<br>5 Ho<br>G.689929 B.605529 In.65262<br>5 Ha (24½', 44¾', 37¾', 27½'. 27½'×21¼')<br>18W Der 1(25) 6(10) 10(5) 1(1½) | Oil 2SA 6Cy. 760×1<br>7800bhp<br>Sulzer Bros. Ltd.<br>3×320kW 220V d.c. |
| 670424 | **LELIEGRACHT**<br><br>**Reederij Cement Tankvaart**<br>**NV.**<br>Amsterdam Netherland | 595<br>425<br>— | | 1966 "Weserwerft" G.m.b.H.—Minden<br>144' 0" 21' 8"<br>141' 8" 21' 4" 10' 2"<br>1 dk | M Cement Carrier Mchy.aft | Oil 4SA 8Cy. 175×<br>280bhp<br>Masch. Augsburg- |
| 672991<br>PFOH | **LELIEGRACHT**<br><br>**Spliethoff's**<br>**Bevrachtingskantoor N.V.**<br>Amsterdam Netherland | T.Mk<br>497<br>303<br>1215<br>1128<br>756<br>1904 | 100A1<br>Class contemplated | Schps. Gebr. v. Diepen—<br>Waterhuizen<br>239' 6" 35' 8" 13' 0"/17' 1½"<br>216' 9" 35' 5" 21' 2" | M Mchy.aft | Oil 4SA 8Cy.<br><br>N.V. Werkspoor |
| | For later particulars see New Entries No. 3 | | | | | |
| 520582<br>IPEH<br>916<br>Df Esd<br>RT | **LELLO**<br>exSoneck–62<br>**Antonio d'Antuono Scotto**<br>Naples Italian | 1287<br>691<br>1732 | <br><br>GL RI | 1953 Atlas-Werke A.G.—Bmn<br>233' 3" 35' 2" 16' 5½"<br>209' 11" 35' 1" 20' 11"<br>F26' H55' 2 dks<br>RW | M CSD Mchy.aft<br>2 Ho<br>G.85651 B.76644<br><br>6W Der 1(15) | Oil 4SA 7Cy.<br>1380bhp<br>Masch. Augsburg- |

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| **LELY**<br>**N.V. Scheepvaart-**<br>**Onderneming Kustverkeer**<br>W. H. James & Co.'s Scheepv.<br>& Handel Maats. N.V.<br>Rotterdam Netherland | **499**<br>286<br>1087 | **✠100A1** SS 3/67<br>Ice Class 3<br>**✠LMC**<br>MN200 EL m 1¼"SQ | **1962–11** Schps. Gebr. v. Diepen—Waterhuizen<br>225′ 2″ 33′ 11″ 13′ 0¼″<br>204′ 3″ 33′ 6″ 20′ 2″<br>F25′ 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf nil WB261t | M OSD Mchy.aft<br>1 Ho 140¾′<br>G.73916 B.66548<br>1 Ha (94′ comb. × 18′)<br>Der 4(3–5) | Oil 4SA 8Cy. 320 × 450 mm<br>1000bhp 101t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2 × 15kW 220V d.c. 12k |
| **LELYKERK**<br>**N.V. Vereenigde**<br>**Nederlandsche Scheepv.**<br>**Maats.**<br>The Hague Netherland | **8766** ~~8049~~<br>5223 ~~5241~~<br>11628 ~~11185~~ | **✠100A1** SS 9/68 ~~SS 7/68~~<br>DTsa—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1300 EL d†2½"SQ | **1958–9** Howaldtswerke Ham. A.G.—Ham<br>479′ 3″ 66′ 2″ 28′ 2¼″<br>440′ 0″ 66′ 0″ 38′ 0″<br>F51′ 2 dks, 3rd dk except in aft hold<br>RW 7BH<br>rf 4¾″ WB1991t incl. DTsa1536t | M (6P) Ref CSD<br>4 Ho 63½′ 72¾′, 61¾′, 58′ 1 TwD 81¾′<br>G.570000 B.520000 In.11280<br>5 Ha (stl) (27′ × 18′) (49¾′, 34′, 42′, 34′ × 22′)<br>16W Der 1(120) 1(50) 4(10) 12(5) | Oil 2SA 8Cy. 630 × 1350 mm<br>6500bhp 1400t (hvf)<br>Gebr. Stork N.V. Hengelo<br>2AuxB 100℔<br>3 × 200kW 220V d.c. 15k |
| **EM SENIOR**<br>Polarbris I-66 exRau VIII–48<br>**Canning Co.**<br>Norwegian | **443**<br>177<br>410 | NV | **1937** Deutsche S. & M.—Wsm<br>143′ 0″ 26′ 5″<br>133′ 5″ 26′ 4″<br>1 dk<br>R conv whaler 66 | S Fishing Mchy.aft<br>2 Ho 19¾′, 30¼′<br>2 Ha (stl) (10½′, 11¾′ × 7¾′)<br>Cr 1(5) | Oil 4SA 6Cy. 320 × 450 mm<br>1100bhp NE66 (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2 × 57kW 220V 50c/s a.c.<br>Controllable pitch propeller |
| **EMAN**<br>**Fetmar S.A.**<br>& Cie.<br>Swiss | **320**<br>214<br>418 | **100A1** TD 5/68 ~~SS 4/64~~<br>Mediterranean, Black Sea, European and North West African coasting services<br>DTm & DTsf&a—wine FP above 150° F.<br>**LMC**<br>MN70 EL e | **1947** S.A. Cant. Cerusa—Gen<br>152′ 0″ 24′ 8″ 9′ 11″<br>139′ 5″ 24′ 7″ 10′ 4″<br>Q38′ F19′ 1 dk<br>8BH<br>BK7″ | M (11P) Mchy.aft<br>2 Ho 19½′, 19¾′<br>2 Ha (each 12¾′ × 11¾′) | Oil 4SA 7Cy. 265 × 410 mm<br>350bhp (d.o)<br>S.A. Ansaldo Gen<br>2 × 16 & 4kW 110V |
| **EMANA**<br>**Steamships Pty**<br>Ltd.<br>**Kingsbury Pty**<br>Ltd.<br>N.S.W British<br>esby | **946**<br>430<br>1000 | **✠100A1** SS 4/68 ~~SS 6/64~~<br>**✠LMC**<br>MN185 EL l | **1956–10** G. Brown & Co. (Marine) Ltd.—Grk<br>213′ 3″ 34′ 0″ 13′ 7″<br>195′ 6″ 32′ 6″ 15′ 3″<br>P52′ Ba40′ F29′ 1 dk<br>RW NS 3BH<br>rf 3½″ DK in way No. 3 DB tank WB232t | M Mchy.aft<br>1 Ho 122′<br>G.59000 B.56000<br>8W Der 2(10) 6(5) | Oil 2SA 5Cy. 340 × 570 mm<br>925bhp 60t<br>British Polar Engines Ltd. Gls<br>11k |
| **LEMATANG**<br>exKalabahi–60<br>T. Pelajaran **Sriwidjaja**<br>Raja<br>karta Indonesian | **2197**<br>1521<br>1800 | | **1948** N.V. Mch. & Schps. P. Smit, Jr.—Rot<br>276′ 11″ 43′ 2″ 14′ 7″<br>43′ 0″<br>2 dks | M<br>G.100000 B.97633<br>3 Ha (19½′, 19½′ 26′ × 14¾′)<br>9W Der 1(15) 8(3) | Oil 2SA 5Cy. 480 × 700 mm<br>1300bhp Sulzer 105t<br>De Schelde N.V. Zaltbommel<br>11k |
| **MBERG**<br>**Trawlers Ltd.**<br>Bacon<br>msby British | **270**<br>87<br>— | **✠100A1** SS 6/66<br>trawler<br>**✠LMC**<br>MN150 EL (d)l | **1961–11** J. S. Doig (Grimsby) Ltd.—Gms<br>*117·0′* 24′ 7″<br>114′ 11″ 24′ 3″ 13′ 0″<br>Q59′ F19′<br>RW 4BH<br>rf 47″ BK6″ WB30t | M Trawler | Oil 4SA 6Cy. 15″ × 18″<br>750bhp<br>Mirrlees, Bickerton & Day Stckpt |
| **MNOS**<br>deri A/B **Helsingborg**<br>Hillerström<br>singborg Swedish | ~~T.Mk~~<br>**4575**<br>2052<br>**7780** | **✠100A1**<br>DTm & f—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1968 EL b†$2\frac{1}{16}$"SQ | **1966–6** A/B Lindholmens Varv—Got<br>440′ 2″ 61′ 1″ ~~25′ 1″/29′ 6″~~ 26′ 2½″<br>393′ 11″ 60′ 8½″ 37′ 3″<br>P98′ F97′ 2 dks, 3rd dk in No. 5 hold<br>6BH<br>rf 4″ WB2312t incl. DTm387t & DTf324t | M Ref Mchy.aft<br>5 Ho 40½′, 55′, 49¾′, 49¾′, 42′<br>G.437800 B.419450 In.54350<br>9 Ha (stl) (26¾′ × 24½′) (36¾′, 36¾′ × 17¾′) (39¼′, 39¼′, 39¼′, 39¼′ × 20¼′) (12′, 12′ × 15¼′)<br>Cr 2(10) 4(5) | 2 Vee Oil 4SA each 12Cy. 400 × 460 mm with hydraulic couplings & sr gearing to sc. shaft<br>9840bhp Pielstick 1316t (d.o)<br>A/B Lindholmens Varv Got<br>2AuxB (1 o.f 1 ex.g) 85℔<br>3 × 308kW 450V 60c/s a.c. 17½k |
| **MNOS**<br>forenede **Dampskibs-**<br>Selskab **A/S**<br>penhagen Danish<br>Now **BEITTEDINE**<br>See New Entries **No. 1** | **1847**<br>961<br>2535 | BV | **1949** Helsingör Jernsk. & Msk.—Hsg<br>331′ 0″ 43′ 5″ 18′ 4″<br>43′ 3″<br>F74′ 1 dk & S dk<br>rf 3″ | M (12P) Ref OSD<br>4 Ho 47′, 69′, 51½′, 46′<br>G.165700 B.153900 In.31550<br>4 Ha (21½′ × 16′) (31½′, 29¼′ × 17¼′) (20½′ × 15¼′)<br>8W Der 1(10) 8(3) | Oil 2SA 8Cy. 500 × 900 mm<br>3200bhp B&W 340t (d.o)<br>Helsingör Jernsk. & Msk. Hsg<br>3 × 580, 580, 100kW 220V d.c. 14k |
| **MNOS**<br>North Shore–61<br>**Steam Nav.**<br>Typaldos **Bros. Ltd.**<br>Greek | **1078**<br>634<br>368 | Classed LR until 7/64 | **1943** Midland Shipyards Ltd.—Midland<br>208′ 6″ 33′ 4″ 15′ 1¼″<br>191′ 6″ 33′ 0″ 24′ 3″<br>Q128′ 2 dks, 3rd dk clear of mchy. space<br>RW | S<br>1 Ho 52′<br>B.6000<br>1 Ha (11½′ × 10′)<br>2W Der 2(3) | T 4Cy. 18½″ 31″ & (2) 38½″ × 30″<br>2750ihp 234t (o.f)<br>Pt. Arthur S.B. Co. Ltd. Pt.A<br>15k |
| **MONCORE**<br>**Fruit Carriers**<br>Co. Ltd.<br>Israel | **5954**<br>3345<br>—<br>**8242**<br>4835<br>— | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2300 EL e†2¼"SQ | **1964–12** A/S Bergens M/V—Bgn<br>485′ 0″ 65′ 9″ 27′ 11¼″/—<br>443′ 11″ 65′ 7½″ 41′ 0″<br>F45′ 1 dk & S dk, 3rd & 4th dks in Nos. 1, 2 & 3 holds, 3rd dk in No. 4 hold<br>Coll BH to S dk 5 to 2nd dk<br>rf 4″ WB1271t | M Ref OSD/CSD<br>In.411229<br>12W Der 12(5–10) | Oil 2SA 7Cy. 740 × 1600 mm<br>11500bhp B&W 1600t<br>A/S Akers M/V Osl<br>AuxB 100℔ 20k |
| **MONIA**<br>Maria–64 exMoura–61<br>mus–57<br>Jacoba Catharina–54<br>Thames III–48 exLincoln I–34<br>Kapetanios<br>Greek | **449**<br>294<br>690 | Classed BC until 11/65 HR | **1907** C. Ruthof—Mainz<br>199′ 8″ 26′ 10″ 11′ 8″<br>189′ 7″ 26′ 8″ 16′ 1″<br>1 dk & S dk<br>R | M OSD<br>3 Ho<br>G.49000<br>3 Ha<br>3W Der 3(2) | Oil 4SA 6Cy. 345 × 500 mm<br>500bhp Emade26fitted48 44t<br>Masch. Augsburg-Nürnberg Aug<br>8½k |

**DAMAGED BY FIRE 10/67—TO BE BROKEN UP**

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| 520592<br>EDLF<br><br>Df Esd<br>Rdr RT | **LEMOS**<br><br>**Pescanova S.A.**<br>Vigo Spanish | 523<br>219<br>— | <br><br>BV | **1961** Ast. Construcciones S.A.—Vgo<br>*147·5′* 27′ 11″<br>147′ 6″ 26′ 11″ 14′ 9″<br><br>RW | M Trawler<br><br><br>2 Ha (each 6½′×4′) | Oil 4SA 8Cy. 295×<br>950bhp Krupp<br>La Maquinista Terrest |
| 520593<br>VGTM<br>152647<br>Df Gc<br>Rdr<br>RTh/v | **LEMOYNE**<br>exGlenmohr<br>**Canada Steamship Lines Ltd.**<br>Midland Canadian | 10480<br>7068<br>14730 | **BS** ✠ Lake SS 7/65<br>Great Lakes & River St.<br>Lawrence service<br>**MBS** ✠<br>CT9712 C37 | **1926**-8 Midland S.B. Co. Ltd.—Midland<br>633′ 0″ 70′ 2″ 19′ 3½″<br>620′ 0″ 70′ 0″ 29′ 0″<br>F48′ 1 dk<br>R 4BH<br>rf 3″ WB11343t | S Bulk Carrier Mchy.aft<br>7 Ho 69′, 72′, 54′, 72′, 54′, 72′, 81′<br><br>25 Ha (stl) (each 12′×44′) | T 3Cy. 25½″ 41½″ & 72″×<br>3000ihp Emade19<br>Hooven, Owens & R<br><br>✠2NWTB 5/61-225<br>2×25kW 115V d.c. |
| 520571<br>HRZQ<br><br>Df Esd<br>Gc Rdr<br>RT | **LEMPA**<br>exLeith Hill–66<br>exLempa–59<br>**Empresa Hondurena de Vapores S.A.**<br>Puerto Cortes Honduran | 3253<br>1792<br>2970 | <br><br>AB | **1952** Bremer Vulcan—Vgk<br>369′ 4″ 45′ 1″ 18′ 9½″<br>340′ 7″ 45′ 0″ 29′ 9″<br>P65′ F42′ 2 dks<br>RW len 64<br>rf 4″ | TM (2P) Ref CSD Mchy.aft<br>3 Ho 61½′, 73½′, 72½′<br>G.176200 B.160000<br>3 Ha (25½′, 29½′, 25½′×15′)<br>6W Der 1(15) 6(5) | 2 Oil 2SA each 5Cy.<br>2800bhp MAN<br>Bremer Vulkan<br>3×200, 200, 120kW |
| 520594<br>HOMS<br><br>Df Esd<br>Gc Rdr | **LEMPIRA**<br>exQuebrancha–57<br>**Elmore Daniels**<br>La Ceiba Honduran | 323<br>220<br>350 | <br><br>BV | **1944** New Jersey S.B. Corp.—Barber<br>*154·6′* 23′ 5″<br>152′ 0″ 23′ 3″ 11′ 6″<br>B48′ F30′ 1 dk | TM Mchy.aft | 4 Oil 2SA each 6Cy.<br>geared to 2 sc. shafts<br>General Motors Corp. |
| 672994<br>DDGB<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **LEMWERDERSAND**<br><br>**Partenreederei "Lemwerdersand"**<br>Helmut Meyer<br>Brake W. German | T.Mk<br>1000<br>569<br>2190<br>1600<br>1111<br>2878 | <br><br>GL | **1967** Schiffsw. Heinr. Brand K.G.—Oldenburg<br>262′ 6″ 40′ 10″ ~~16′ 3″/10′ 9″~~ 15′ 9″/19′ 10″<br>232′ 0″ 40′ 2″ 23′ 1″<br>F30′ 2 dks | M Mchy.aft<br><br>G.129000 B.121000<br>2 Ha (stl) (57½′, 50½′×21½′)<br>8W Der 1(10) 3(3) | Oil 4DA 8Cy. 400×58<br>2000 bhp<br>Klöcker-Humboldt-D<br>3×112kW 220V d.c. |
| 520595<br>UQSZ<br>M-10015<br>Df | **LENA**<br><br>**U.S.S.R.**<br>Murmansk Russian | 7503<br>4251<br>6320 | ✠ | **1954**-3 "De Schelde" N.V.—Fls<br>427′ 1″ 61′ 11″ 26′ 9½″<br>389′ 6″ 61′ 8″ 36′ 9″<br>F47′ 3 dks<br>RW | D-E<br>6 Ho<br>G.321718<br>6 Ha (27½′, 27½′, 33½′, 33½′, 9½′, 10½′×24½′)<br>12W Der 2(10) 10(5) | 4 Oil 2SA each 8C<br>connected to elec.<br>"De Schelde" N.V. |
| 500987<br>5MZO<br>2062<br>Df Rdr | **LENA**<br>exAlès–64<br>**Lena Shipping S.A.**<br>Monrovia Liberian | 2624<br>1422<br>3444 | <br><br>BV | **1948** Ch. Nav. de Caen—Blainville<br>322′ 6″ 43′ 8″ 18′ 2″<br>43′ 6″<br>P27′ B62′ F25′ 1 dk | S<br><br>G.162556<br><br>4W Der 4(3) | T 3Cy. 20 1/16″ 33 1/16″ &<br><br>Ch. de la Seine Mar |
| 651816<br>SFAT<br>10650<br>Df Esd<br>Gc Rdr<br>RTm/v | **LENA**<br><br>**O. T. Rederierna**<br>Lars Johansson<br>Skärhamn Swedish | 2268<br>1282<br>3185 | <br><br>NV | **1965** A/B Lödöse Varf—Lod<br>284′ 8″ 41′ 1″ 19′ 0½″<br>262′ 6″ 41′ 0″ 20′ 0″<br>1 dk<br>rf 4″ | M Tanker Mchy.aft<br>12 Ta<br>L.149000<br><br>Der 5(1) | Oil 4SA 8Cy. 380×<br>2200bhp<br>Motorenw. Mannhei<br>3×84kW 380V 50c/s<br>Controllable pitch pr |
| 520596<br>UOYN<br>M-8094 | **LENA**<br>exKralingen–34<br>**U.S.S.R.**<br>Archangel Russian | 1505<br>783<br>2200 | | **1917** L. Smit & Zoon—Kinderdijk<br>247′ 9″ 36′ 0″ 16′ 8¾″<br>35′ 10″ 19′ 0″<br>P23′ B56′ F25′ 1 dk<br>R | S<br>2 Ho<br>G.82072<br>4 Ha (23½′, 22½′, 18′, 18′×16′)<br>6W Der 6(2) | T 3Cy. 17½″ 29 1/16″ &<br><br>L. Smit & Zoon |
| 520967<br><br><br>Rdr RT | **LENA**<br>exLista–66 exGun–56<br>exSiggen–34 exEina exSoltind<br>exBelize exElgin<br>**Commasu**<br>Panama Panamanian | 768<br>403<br>970 | <br><br>BV | **1918** Werf Zeeland—Hanswert<br>*179·2′* 30′ 1″ 13′ 3½″<br>29′ 11″<br>P60′ F28′ 1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.47000 B.45000<br><br>4W Der 4(2½) | Oil 4SA 8Cy. 290×<br>NE56<br>Masch. Kiel A.G. |
| 520598<br>DCLH | **LENA**<br>exTim–38<br>**Timotheus & Maria Schepers**<br>Haren/Ems W. German | 211<br>123<br>305 | <br><br>GL | **1931** Gebr. van Diepen—Waterhuizen<br>*127·6′* 19′ 8″<br>8′ 8″<br>Q28′ F12′ 1 dk<br>R len 59 | M Mchy.aft<br><br>G.17000 B.16000<br>2 Ha | Oil 4SA 6Cy. 220×<br>290bhp NE82<br>Klöckner-Humbold |
| 520600<br><br><br>Df Esd | **LENA KATHARINA**<br><br>**Wilhelm & Günther Braasch**<br>Varelerhafen W. German | 173<br>101<br>— | <br><br>BV | **1926** Gebr. van Diepen—Waterhuizen<br>*102·3′* 20′ 5″<br>... ... 8′ 3″<br>1 dk<br>R | M | Oil 4SA 6Cy.<br>230bhp Emade<br>Klöckner-Humbold |
| 520601<br>KYGN<br>244049<br>Df Esd<br>Gc Rdr<br>RTm | **LENA LUCKENBACH**<br>exSea Cat–49<br>**Luckenbach Overseas Corp.**<br>New York United States<br><br>Now **OVERSEAS LENA** See New Entries No. 1 | 7938<br>4640<br>12778 | <br><br>AB | **1943** Western Pipe & Stl Co.—S.Fo<br>492′ 0″ 69′ 7″ 29′ 4½″<br>465′ 3″ 69′ 6″ 33′ 11″<br>F37′ 2 dks & S dk<br><br>rf nil | S (12P) OSD<br>5 Ho 75½′, 57′, 70′, 63½′, 65′<br>G.787410 B.696110<br>5 Ha (stl) (36′×20′) (30′, 37½′, 30½′, 40′×24′)<br>20W Der 1(30) 4(10) 16(5) | 2 S Turb dr geared<br>8500shp<br>General Electric Co.<br>3×300kW 240V d.c. |

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| **ENA MARIANNE**<br>Bretland-64<br>ars Lindberg<br>aahe<br>Finnish<br>ow ALPPILA<br>See New Entries No.1 | 2726<br>1426<br>3950 | ✠100A1<br>Str. nav. Ice<br>✠LMC<br>MN550 | SS 4/65<br>EL u 1 11/16"SQ | 1956–7 Aalborg Værft A/S—Abg<br>333′ 11″ 47′ 11″ 19′ 5¾″<br>311′ 0″ 47′ 9″ 21′ 6″<br>Q192′ F31′ 1 dk<br>RW NS 4BH<br>rf 5″ WB875t incl. DTsf75t | M Mchy.aft<br>2 Ho 99′, 102¼′<br>G.210150 B.198570<br>4 Ha (stl) (31½′×19¾′) (36′, 36′, 33¾′×29½′)<br>4W Der 4(3) | Oil 2SA 5Cy. 500×1100 mm<br>3060bhp<br>Burmeister & Wain<br>AuxB 100lb<br>2×100kW 220V d.c. | (hvf)<br>Cpn<br>14k |
| **EÑADOR**<br>San Roman del Eo-59<br>aviera Alvargonzález S.A.<br>omualdo Alvargonzález S.A.<br>Spanish<br>Gijon | 361<br>233<br>383 | | | 1952 S.A. Julian Const. Gijonesa—Gijon<br>132′ 2″ 24′ 7″ 11′ 4″<br>24′ 5″<br>1 dk<br>R | M Mchy.aft<br>2 Ho 32¼′, 50′<br>G.24720 B.21600<br>2 Ha (21¼′, 30½′×13′)<br>2W Cr 1(2½) | Oil 4SA 6Cy. 220×280 mm<br>230bhp<br>Klöckner-Humboldt-Deutz<br>2×8 & 5kW 220V d.c. | (d.o)<br>Kln<br>7k |
| **ENALES**<br>U.S.S.R.<br>Russian | 2925<br>1365<br>3506 | | | 1964 Nystads Varv—Nystad<br>335′ 0″ 46′ 1″ 18′ 9″<br>305′ 2″ 45′ 11″ 22′ 6″<br>1 dk | M<br>5 Ho<br>G.185438<br>5 Ha (32¾′, 32¾′, 32¾′, 32¾′×27½′) (11¼′×7¾′)<br>1W Cr 2(3) Der 1(5) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain | Cpn<br>13¾k |
| **ENDERT**<br>Leendert B-59<br>~~useppe Occhetti~~<br>Genoa<br>etro Occhetti<br>;Italian | 499<br>206<br>748 | ✠Classed LR until 1/60 | RI | 1951–3 De Haan & Oerlemans—Heusden<br>183′ 8″ 28′ 4″ 11′ 5″<br>169′ 3″ 28′ 3″ 12′ 3″<br>P51′ F28′ 1 dk<br>R | M Tanker Mchy.aft<br>13 Ta<br>L.30350<br>HeCls. C | Oil 4SA 8Cy. 290×450 mm<br>500bhp<br>Appingedammer Brons.<br>2×40, 20kW 110V d.c. | 55t (d.o)–2pd<br>Apg<br>10k |
| **ENE NIELSEN**<br>artrederiet af 23.8.1965<br>Amsinck<br>openhagen<br>Danish | 1183<br>817<br>2200 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN280 | EL o 1⅜″U2 | 1967–5 Aarhus Flydk & Msk.—Aar<br>231′ 1″ 37′ 10″ 17′ 5″<br>214′ 1″ 37′ 9″ 20′ 8″<br>Ba37′ F36′ 2 dks<br>3BH<br>rf 2″ WB557t | M Mchy.aft<br>1 Ho 159′<br>G.100000 B.88000<br>2 Ha (stl) (55′, 56′×23′)<br>4W Der 1(10) 3(5) | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Atlas-Mak Masch.<br>2×80kW 380V 50c/s a.c. | 140t (d.o)<br>Kel |
| **ENENGOA**<br>~~ardo Germán Oleaga~~<br>~~Spanish~~<br>esquera Bilbaina<br>San Sebastian<br>Spanish | 464 434<br>225 199<br>440 | | BV | 1967 Maritima del Musel S.A.—Gjn<br>152′ 6″ 13′ 3½″<br>131′ 3″ 27′ 4½″ 14′ 5″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz | Kln |
| **ENGKENG**<br>epublik Indonesia<br>T. Iskandar Muda Lloyd Styl<br>Baru<br>akarta<br>Indonesian | 677<br>280<br>— | ✠Classed LR until 4/65 | | 1960–11 Stocznia im. Komuny Paryskiej—Gdy<br>215′ 11″ 34′ 7″ 12′ 2½″<br>193′ 7″ 34′ 5½″ 19′ 7″<br>F26′ 1 dk & S dk<br>rf 4″ | M OSD Mchy.aft | Oil 2SA 8Cy. 290×490 mm<br>960bhp<br>Burmeister & Wain | Cpn |
| **ENGUADO**<br>Olyutorka-64<br>epublica de Cuba (Flota Cubana de Pesca)<br>avana<br>Cuban | 502<br>197<br>726 | | | 1958 Volkswerft Stralsund—Stralsund<br>166′ 7″ 27′ 10″ 12′ 6″<br>… … …<br>1 dk | M Fishing | Oil 4SA 8Cy. 320×480 mm<br>Schwermasch. Karl Liebknecht | Mgd |
| **ENI** T.Mk<br>artenreederei m.s. "Leni"<br>edrich Sander<br>emen<br>W. German | 387<br>220<br>1000 | | GL | 1967 Jadewerft G.m.b.H.—Wilhelmshaven<br>175′ 9″ 30′ 8″ 12′ 9″<br>159′ 5″ 30′ 6″ 20′ 6″<br>1 dk & S dk | M ~~OSD~~ Mchy.aft | Oil 4SA 6Cy. 250×350 mm<br>640bhp<br>Motorenw. Mannheim | Mhm |
| **ENIE**<br>ienhuis & Lenting<br>V. Wijnne & Barends<br>endam<br>Netherland | 400<br>231<br>500 | | BV | 1962 Schps. Gebr. Coops.—Hgz<br>159′ 11″ 26′ 3″ 9′ 9″<br>144′ 4″ 25′ 11″ 10′ 8″<br>P43′ F82′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 98¼′<br>G.27700 B.25800<br>2 Ha (each 38′×15¼′)<br>2W Der 2(2) | Oil 2SA 5Cy. 220×380 mm<br>220bhp<br>Appingedammer Brons. | 24t<br>Apg<br>9k |
| **ENIN**<br>S.S.R.<br>ningrad<br>Russian | 14067<br>1303<br>2820 | | | 1959 Baltic S.B. & E. Works—Len<br>439′ 8″ 90′ 8″ 30′ 6¼″<br>52′ 11″ | Tr Nuclear T-E Icebreaker<br>6 Ho 6 DT<br>G.92737<br>6 Ha (each 6½′×5¼′)<br>Cr 1(12) 2(3) Der 2(1½) | S Turb connected to elec. motors & sc. shafts<br>44000shp Nuclear reactor | 18k |
| **ENINABAD**<br>S.S.R.<br>essa<br>Russian | 23781<br>15206<br>35172 | ✠Classed LR until 12/65 | | 1964–3 Ishikawajima-Harima Hvy Ind.—Aio<br>679′ 3″ 88′ 11″ 35′ 2¼″<br>639′ 9″ 88′ 7″ 47′ 3″<br>P136′ F81′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>18 Ta 1 Ho<br>L.1680561 G.51206<br>1 Ha (13′×13′)<br>1W Der 1(2½) | Oil 2SA 9Cy. 900×1550 mm<br>18000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. | Aio<br>16½k |
| **ENINAKAN**<br>S.S.R.<br>essa<br>Russian | 23781<br>15215<br>35172 | ✠Classed L.R. until 11/66 | | 1964–6 Ishikawajima-Harima Hvy Ind.—Aio<br>679′ 3″ 88′ 11″ 35′ 2¼″<br>639′ 9″ 88′ 7″ 47′ 3″<br>P136′ F81′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>18 Ta 1 Ho<br>L.1680561 G.51206<br>1 Ha (13′×13′)<br>1 W Der 1(2½) | Oil 2SA 9Cy. 900×1550 mm<br>18000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. | Aio<br>16½k |

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| 520609 | **LENINETS**<br>**U.S.S.R.**<br>Russian | 543<br>146<br>— | | 1954 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157' 0" 31' 2"<br>139' 8" 31' 0" 15' 6" | S Tug | T 3Cy. 16½" 27⅛" &<br>Wärtsilä Kon. Crichton- |
| 520610<br>USGC<br>M-17041<br>Df Esd<br>Gc Rdr | **LENINGRAD**<br>**U.S.S.R.**<br>Murmansk Russian | 9425<br>1139<br>4221 | ✠Classed LR until 11/63 | 1961–11 Wärtsilä Kon. Sandvikens Skepps.—Hfs<br>400' 8" 80' 8" 34' 6½"<br>347' 6" 80' 4½" 45' 11"<br>F148' 3 dks<br>rf 10" | Tr D-E Icebreaker Mchy.aft<br>4 Ho<br>G.33372<br>4 Ha<br>2W Cr 2(10) 2(1½) Der 2(1½) | 8 Oil 2SA each 9Cy.<br>26000bhp driving<br>2160kW d.c. connected<br>motors each 5500shp &<br>Wartsilä Kon. Vasa |
| 520611<br>UQNX<br>M-1138 | **LENINGRAD**<br>**U.S.S.R.**<br>Tuapse Russian | 8229<br>3942<br>11680 | | 1953 Admiralteiski Shpyd—Len<br>477' 4" 63' 1" 27' 10½"<br>62' 11" 34' 2"<br>1 dk | M Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br>geared to sc. shaft<br>4000shp<br>Russki-Diesel Wks |
| 651524<br>SPTW<br>Df Esd<br>Gc Rdr<br>RT | **LENINGRAD**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdansk Polish | 5730<br>3127<br>9595<br>8682<br>4861<br>11855 | PR | 1965 Stocznia im. Komuny Paryskiej—Gdy<br>500' 8" 63' 10" 25' 3½"/28' 8½"<br>63' 8" 38' 3"<br>1 dk & S dk | M (6P) OSD/CSD<br>5 Ho<br>G.656387 B.613624<br>5 Ha (29½'×23') (45½', 45½', 39¾'×29½') (39¾'×29¾')<br>18W Der 1(50) 1(30) 1(12) 5(10) 10(5) 2(1½) | Oil 2SA 6Cy. 680×1250<br>7200bhp Sulzer<br>H. Cegielski<br>3×420, 420, 250kW 400V |
| 520613<br>ULAR<br>M-16640<br>Df Esd | **LENINGRAD**<br>**U.S.S.R.**<br>Tallinn Russian | 533<br>—<br>272 | | 1956 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157' 0" 31' 2" 11' 10"<br>139' 8" 31' 1½" 15' 5" | S Tug<br>1W Der 1(1) | T 3Cy. 16½" 27⅛" &<br>Wärtsilä Kon. Crichton- |
| 661991<br>USWD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LENINGRADSKAJA SLAVA**<br>**U.S.S.R.**<br>Kaliningrad Russian | 16537<br>11035<br>10000 | GL | 1966 Kieler Howaldtswerke A.G.—Kel<br>546' 3" 80' 0" 24' 0"<br>503' 7" 78' 9" 48' 7"<br>P109' F96' 2 dks | M Fish Factory Ref CSD<br>Mchy.aft | Oil 4SA 6Cy. 700×1200<br>5640bhp MAN<br>Kieler Howaldtswerke A. |
| 650730<br>UOTV<br>278<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LENINO**<br>**U.S.S.R.**<br>Novorossisk Russian | 22327<br>15497<br>~~35200~~<br>35216 | 679' 2"(incl.BB)<br>✠Classed LR until 2/67 | 1965–2 Mitsubishi Hvy Ind. Ltd.—Hma<br>~~679' 2"~~ 88' 11" 35' 2½"<br>639' 9" 88' 7" 46' 9"<br>P142' F83' 1 dk | M Tanker Mchy.aft | Oil 2SA 9Cy. 900×1550<br>18000bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd |
| 641518<br>SPTO<br>Df Esd<br>Gc Rdr | **LENINO**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdansk Polish | 5667<br>3127<br>9503<br>8614<br>4858<br>— | PR | 1964 Stocznia im. Komuny Paryskiej—Gdy<br>500' 8" 63' 10" 25' 3½"/—<br>38' 3"<br>1 dk & S dk | M OSD/CSD<br>5 Ho<br>G.656387 B.613624<br>5 Ha (29½'×23) (45½', 45½', 39¾'×29½') (39¾'×29¾')<br>18W Der 1(50) 1(30) 1(12) 5(10) 10(5) 2(1½) | Oil 2SA 6Cy. 680×1250<br>7200bhp Sulzer<br>H. Cegielski<br>3×420, 420, 250kW 400V |
| 520614<br>UIWY<br>M-26096<br>Df Esd<br>Gc Rdr | **LENINOGORSK**<br>**U.S.S.R.**<br>Odessa Russian | 9935<br>5420<br>10800 | | 1958 Stocznia Gdanska—Gdk<br>504' 11" 63' 9" 28' 8½"<br>464' 7" 63' 8" 41' 2"<br>2 dks<br>RW | M CSD<br>5 Ho<br>G.594948<br>5 Ha (24½', 37½', 37½', 37½', 27½'×21½')<br>16W Der 2(10) 14(5) | Oil 2SA 8Cy. 750×1320<br>8000bhp<br>S.A. Fiat S.G.M. |
| 520615<br>UODT<br>M-24908 | **LENINSK**<br>**U.S.S.R.**<br>Novorossisk Russian | 8229<br>3942<br>11680 | | 1956 ......................Russia<br>477' 4" 63' 1" 27' 10½"<br>62' 9" 34' 2"<br>1 dk | TM Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19'×13')<br>1W Der 1(5) | 2 Oil 2SA each 8Cy.<br>4000bhp<br>Skoda |
| 642071<br>UJMZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LENINSKIE GORY**<br>**U.S.S.R.**<br>Kaliningrad Russian | 10873<br>5906<br>8759 | ✠LR class withdrawn—Owners' request 4/67 | 1965–1 A/B Götaverken—Got<br>515' 1" 69' 9" 24' 3"<br>475 11" 67' 7" 43' 4"<br>P123' F49' 2 dks, 3rd dk except in mchy space<br>rf 6" | M Ref Mchy.aft<br>In.446696 | Oil 2SA 7Cy. 760×1500<br>8750bhp<br>A/B Götaverken |
| 520616<br>UQIM<br>M-22384 | **LENINSKY KOMSOMOL**<br>**U.S.S.R.**<br>Odessa Russian | 12017<br>6718<br>16040 | | 1960 ......................Kherson<br>557' 6" 71' 6" 31' 11"<br>521' 0" 71' 3" 42' 4"<br>2 dks | S<br>6 Ho<br>G.716184<br>6 Ha (38½', 38½', 38½', 38½'×29½') (27½'×21½') (42½'×23')<br>20W Der 4(10) 16(5) | S Turb<br>13000shp |
| 520617<br>ULZW<br>M-27565 | **LENINSKY PIONER**<br>**U.S.S.R.**<br>Odessa Russian | 12285<br>6874<br>16220 | | 1962 ......................Kherson<br>557' 6" 71' 6" 31' 11"<br>521' 0" 71' 4" 42' 4"<br>2 dks | S<br>6 Ho<br>G.716184<br>6 Ha (38½', 38½', 38½', 38½'×29½') (27'×21½') (42½'×23')<br>Cr 8(5) | S Turb<br>13000shp |

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| **LENINSKYJ LUCH**<br>U.S.S.R.<br>Vladivostok Russian | 5272<br>3109<br>3015 | ✠Classed LR until 12/66 | **1964**-4 Hitachi Zosen—Mukaishima<br>377′ 4″ 57′ 3″ 18′ 4¼″<br>344′ 6″ 57′ 1″ 28′ 10″<br>P99′ F36′ 2 dks<br>rf 4″ DK | M Fish Factory Ref Mchy.aft<br>3 Ho<br>G.91112 In.18046<br>3 Ho | Oil 2SA 6Cy. 500×1100 mm<br>3450bhp B&W<br>Hitachi Zosen Osa |
| **LENKO**<br>Grindefjell-66<br>**Kala Shipping Co. S.A.**<br>Grecomar Shipping Agency<br>Piraeus Greek | ~~1887~~ 1856<br>~~1001~~ 993<br>~~3205~~ — | NV<br>**BURNT & SANK 9/68** | **1953** J. Crown & Sons Ltd.—Sld<br>297′ 2″ 42′ 10″ 18′ 2¾″<br>42′ 8″<br>1 dk & S dk<br>RW<br>rf 4″ len 60 | M (6P) OSD<br>3 Ho 40½′, 81¼′, 75¼′ 4 TwD 128′, 24¼′, 20¼′, 71′<br>G.206120 B.191350<br>4 Ha (26½′×20′) (70′ comb., 24½′×22′) (18¼′×20′)<br>8W Der 2(10) 8(5) | 2 Oil 2SA each 5Cy. 360×600 mm with hydraulic coupling & geared to sc. shaft<br>1580bhp Sulzer 386t (d.o)<br>George Clark (1938) Ltd. Sld<br>3×110kW 220V d.c. 12k |
| **LENKORAN**<br>U.S.S.R.<br>Odessa Russian | 23159<br>14575<br>34661 | ✠Classed LR until 8/64 | **1962**-5 Ishikawajima-Harima Hvy Ind.—Aio<br>679′ 3″ 88′ 11″ 35′ 0½″<br>639′ 9″ 88′ 7″ 47′ 3″<br>P136′ F81′ 1 dk<br>rf 2″ | M Tanker Mchy.aft<br>22 Ta 1 Ho<br>L.1679431 G.51206<br>1 Ha (13′×13′)<br>1W Der 1(2½) | Oil 2SA 9Cy. 900×1550 mm<br>18000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio<br>16½k |
| **ENNART**<br>us Vougt<br>lun Swedish | 144<br>101<br>205 | | **1910** Sixten Groth—Sjötorp<br>93′ 7″ 22′ 7″ 10′ 6″<br>... ... ... | Wood Aux Sr | Oil 2SA 2Cy. 320×370 mm<br>130bhp NE44<br>Skandiaverken A/B Lysekil |
| **ENNOX II**<br>**Clyde Port Authority**<br>Glasgow British | 795<br>271<br>910 | ✠**A1** SS 11/66<br>Clyde river & estuary service<br>✠**LMC**<br>MN198 EL (j) | **1954**-4 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>191′ 10″ 38′ 0″ 13′ 10″<br>182′ 0″ 36′ 6″ 16′ 0″<br>1 dk<br>R 4BH<br>rf nil WB207t | TS Grab Hopper Dredger Mchy.aft<br>2W Cr 2(6½) | T 6Cy. 14″ 22″ & 36″×24″<br>1100ihp 110t (o.f)<br>Ferguson Bros. (P.Gl) Ltd. P.Gl<br>2 SB 180℔ hs(3400) 6cf<br>2×12½, 5kW 110V d.c. 10½k |
| **ENNY**<br>debred-62 exBeduin-58<br>Rederi **A/B Sally**<br>Algot Johansson<br>Mariehamn Finnish | 11099<br>6479<br>17460 | NV | **1948** A/B Götaverken—Got<br>540′ 10″ 66′ 0″ 30′ 3¼″<br>512′ 0″<br>P101′ B38′ F58′ 1 dk<br>rf 1½″ | M Tanker Mchy.aft<br>20 Ta<br>L.818000 HeCls. BC<br>Der 2(3–5) 1(3) 2(2) 1(½) | Oil 2SA 9Cy. 680×1500 mm<br>6750bhp 1550t (hvf)–23pd<br>A/B Götaverken Got<br>3×140, 140, 110kW 220V d.c. 14k |
| **NS**<br>e. **Générale d'Armements**<br>**Maritimes**<br>deaux French | 18047<br>7935<br>22223 | BV | **1959** Forg. & Ch. de la Médit.—La Seyne<br>610′ 2″ 77′ 1″ 31′ 11⅜″<br>584′ 0″ 76′ 9″ 45′ 11″<br>1 dk<br>RW<br>rf nil | M Ore/Oil Carrier<br>6 Ho 39¼′, 67¾′, 67¾′, 67¾′, 67¾′, 67¾′<br>G.811547<br>11 Ha (stl) (each 28¼′×32½′)<br>4W Der 2(5) 2(2) | Oil 2SA 8Cy. 760×1550 mm<br>10400bhp Sulzer 1825t (hvf)<br>Forg. & Ch. de la Médit. Hav<br>3×250kW 220V d.c. 15k |
| **NTINI**<br>Dordrecht-61 exJan-54<br>**CIANE-ANAPO"**<br>Compagnia di **Navigazione**<br>e Bunkeraggi **S.p.A.**<br>racuse Italian | 6307<br>3676<br>9214 | RI<br>✠LR class withdrawn—Owners' request 12/67 | **1948**-3 C.R.D. Adriatico—Mfl<br>460′ 6″ 54′ 6″ 25′ 8″<br>434′ 0″ 54′ 3″ 31′ 0″<br>P92′ B38′ F57′ 1 dk, 2nd dk clear of cargo tanks<br>RW | M Tanker Mchy.aft<br>24 Ta<br>L.447666 HeCls. BC | Oil 2SA 6Cy. 720×1250 mm<br>4200bhp 608t–14pd<br>C.R.D. Adriatico Tri<br>13k |
| **NVIKTRÅL**<br>Tromsøy IV-65 exBørtind-62<br>Cape Royds-35 exMerok-34<br>Myna-32<br>me **Bogstrand**<br>Partrederi<br>Tromsø Norwegian | 418<br>150<br>— | ✠**100A**- trawler TD 9/67<br>✠**LMC**<br>MN168 | **1912**-1 Cook, Welton & Gemmell Ltd.—Bev<br>164′ 5″ 23′ 11″<br>140′ 0″ 23′ 7″ 13′ 3″<br>Q76′<br>R 4BH len 50<br>rf 8″ | M Trawler | Oil 2SA 7Cy. 290×490 mm<br>840bhp ✠NE5/58<br>Alpha-Diesel A/S Fkn<br>Controllable pitch propeller |
| **EO**<br>Det Bergenske<br>**Dampskibsselskab**<br>rgen Norwegian<br>Now **KAOHSIUNG** See New Entries No. 5 | 1289<br>674<br>1960 | NV | **1949** Moss Værft & Dokk A/S—Moss<br>264′ 4″ 40′ 2″ 16′ 7⅞″<br>245′ 5″ 40′ 0″<br>1 dk & S dk<br>RW<br>rf 6″ | M (6P) Ref OSD<br>3 Ho 42¼′, 66¼′, 56¾′<br>G.124141 B.111855<br>3 Ha (22′, 44′, 38′×14′)<br>8W Cr 1(1½) Der 1(25) 4(5) 4(3) | Oil 2SA 6Cy. 480×700 mm<br>1100bhp 213t (d.o)<br>Sulzer Bros. Ltd. Win<br>2×90kW 220V d.c. 12k |
| viera del **Cantabrico S.A.**<br>ntander Spanish | 392<br>210<br>532 | ✠LR class withdrawn—Owners' request 1/68 | **1947**-5 J. Fernandez Montes—Gijon<br>160′ 4″ 26′ 5″ 11′ 4″<br>144′ 4″ 26′ 3″<br>P40′ F18′ 1 dk<br>R | S Mchy.aft<br>2 Ho each 32½′<br>G.26000 B.24500<br>2W Der 2(1) | T 3Cy. 7⅞″ $13\frac{13}{16}$″ & 21⅝″×15¾″<br>250ihp (o.f)<br>Vieda de Martin Martin Snt<br>9k |
| p-64 exThurösund-59<br>aja-57 exHans<br>F. Petersen<br>Danish | 149<br>78<br>210 | BV | **1917** G. Booth—Alp<br>107′ 0″ 21′ 8″ 9′ 10″<br>... ... ...<br>1 dk<br>R len 30 | Aux Mchy.aft<br>1 Ho 61½′<br>2 Ha (13¾′, 27½′×11¾′)<br>Der 1(1½) | Oil 2SA 3Cy. 230×400 mm<br>210bhp NE57 (hvf)<br>Alpha-Diesel A/S Fkn |

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| 520631<br>DAGQ<br><br>Esd<br>RTm/h | **LEO FÜRBRINGER**<br><br>**Emder Heringsfischerei A.G.**<br>Emden W. German | 193<br>92<br>— | <br><br>GL | 1933 Schulte & Bruns—Emd<br>99-0' 23' 0" 9' 8"<br>10' 10"<br>1 dk<br>R | M Fishing Mchy.aft<br>2 Ho 32½', 13'<br><br>24 Ha | Oil 4SA 6Cy. 260×340 m<br>200bhp NE47<br>Motorenw. Mannheim<br>3×16, 16, 4kW 115V d.c. |
| 670176<br>WB8481<br>501922<br>Df Rdr<br>RT | **LEO JUDE**<br><br>**Blue Water Transportation of Texas Inc.**<br>Houston United States | 291<br>108<br>— | | 1965 Bishop Shipbuilding Inc.—Aransas Pass<br>36' 2" 11' 1⅝"<br>140' 0" 36' 0" 13' 0"<br>1 dk | TM Supply Ship | 2 Oil each 12Cy. 6½"×8"<br>1530bhp<br>Caterpillar Tractor Co. |
| 529532<br>FPWD<br><br>Df Rdr | **LEOGNAN**<br>exBruay-60<br>**Cie. Maritime et Commerciale du Sud-Ouest**<br>Robert Colombier<br>Bordeaux French<br>Now **THEODOROS YANAKIS** See New Entries No. 4 | 2880<br>1408<br>3503 | <br><br>BV | 1947 Forg. & Ch. de la Médit.—Hav<br>324' 4" 43' 7" 18' 3"<br>43' 5"<br>P39' Q92' B62' F28' 1 dk | S<br><br>G.162556<br>4 Ha (30', 36', 43½', 32½'×27')<br>4W Der 4(3) | T 3Cy. 20" 33" & 59"×41½"<br>1200ihp<br>Forg. & Ch. de la Médit. |
| 650932<br>6ZFH<br>2211<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LEON**<br><br>**Transworld Tankers Inc.**<br>Monrovia Liberian | 37599 ~~34749~~<br>27317 ~~24407~~<br>62586 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN4140 El x†3 1/16"SQ | 1965–5 Mitsubishi Hvy Ind. Ltd.—Nag<br>776' 0" 106' 0" 43' 5"<br>738' 4" 105' 8" 56' 7"<br>P141' F71' 1 dk<br>10BH<br>rf nil ~~WB12045t incl. 8448t in clean ballast tanks DT(2182t~~<br>WB4195t DT(2182t | M Tanker (4P) Mchy.aft<br>15 Ta<br>L.2762924 HeCls. BC | Oil 2SA 9Cy. 900×1550 m<br>20700bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd.<br>2WTAuxB 242lb e(ex.g<br>4×320kW 115/450V 60c/s |
| 504988<br>HRZI<br><br>Df Esd<br>Gc Rdr<br>RT | **LEON**<br>exBox Hill-66 exLeon-59<br>**Empresa Hondurena de Vapores S.A.**<br>Honduran | 3245<br>1797<br>2970 | <br><br>AB | 1952 Bremer Vulkan—Vgk<br>369' 4" 45' 1" 18' 9½"<br>340' 7" 45' 0" 25' 9"<br>P65' F42' 2 dks<br>RW len 64<br>rf 4" | TM (2P) Ref CSD Mchy.aft<br>3 Ho 61½', 73½', 72½'<br>G.176200 B.160000<br>3 Ha (25½', 29½', 25½'×15')<br>6W Der 1(15) 6(5) | 2 Oil 2SA each 5Cy.<br>2800bhp MAN<br>Bremer Vulkan<br>3×300, 300, 120kW 230V |
| 531249<br>SXEQ<br>1737<br>Df Esd<br>Rdr<br>RTm | **LEON**<br>exSanta Maria-64 exLilika-61<br>exAl Sadiq-60 exIlos-59<br>exBergen-47 exMowe-47<br>**P. Vrangos & Ath. Kyriakides**<br>"Mesco" Mediterranean Shipping Co. Ltd.<br>Piræus Greek | 1151<br>534<br>1520<br>**1631**<br>918<br>— | ~~100A1 SS 12/65~~<br>~~Mediterranean, Black Sea & Red Sea service, also European & African coasting service including Azores~~<br>~~LMC~~<br>~~EL (n) 1½"SQ~~<br>TO BE BROKEN UP | 1936 Nordseewerke Emden—Emd<br>261' 4" 38' 6" 16' 0"/—<br>243' 7" 38' 4" 22' 9"<br>B66' F26' 1 dk & S dk<br>R 5BH<br>WB209t | S OSD/CSD<br>3 Ho 44', 47½', 64½'<br>B.102440<br>4 Ha (25½', 25½', 20½', 12¾'×13')<br>8W Der 1(20) 8(3) | C 2Cy. 17 11/16" & 35 1/16"×3<br>with dr gearing & hy<br>1180ihp<br>Deutsche S. & M.<br>2WTB 227lb Spt hs(4<br>2×15, 7½kW 110V d.c. |
| 520633<br>SZVD<br>1047<br>Df Esd<br>Gc Rdr<br>RTm/h | **LEON**<br><br>**Greek Government**<br>Piræus Greek | 496<br>337<br>— | 100A– SS 3/66<br>tug<br>**LMC**<br><br>EL (h) | 1943 Gulfport Blr & Wldg Wks—Pt.Arthur<br>143' 0" 33' 1"<br>133' 7" 33' 0" 17' 0"<br>F44' 1 dk, 2nd dk clear of mchy. space<br>4BH<br>WB111t | D-E Tug<br><br><br><br>Der 1(1) | 2 Vee Oil 2SA each 12<br>driving 2 gen. each<br>connected to 2 ele<br>765shp & sr gearing<br>1900bhp<br>General Motors Corp. |
| 520635<br>WP7937<br>247576<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **LEON FALK, Jr.**<br>exWinter Hill-61<br>**Skar-Ore Steamship Corp.**<br>Wilmington, Del United States | 12501<br>8811<br>24000 | <br><br>AB | 1961 (Cargo section) Schlieker-Werft Willy H. Schlieker K.G.—Ham<br>1945 (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>730' 0" 75' 2" 26' 11¾"<br>708' 9" 75' 0" 39' 0"<br>P108' B36' F53' 1 dk<br>RW conv tanker 61<br>rf 3" | T-E Bulk Carrier Mchy.aft<br>4 Ho 120', 120', 120', 144'<br><br>1 Ha (stl) (12'×42')<br>20 Ha (stl) (each 12'×48') | S Turb 7240shp driving<br>2400V a.c. connected<br>6600shp (Sy)<br>Westinghouse Elec. &<br>2×400kW 450V 60c/s |
| 520636<br>WA7105<br>241856<br>Df Gc<br>Rdr RT | **LEON FRASER**<br><br>**United States Steel Corp. Great Lakes Fleet**<br>New York United States | 10294<br>6439<br>17600 | <br><br>AB | 1942 Gt. Lakes Eng. Wks—River Rouge<br>639' 6" 67' 2" 24' 0"<br>623' 3" 67' 0" 35' 0"<br>F54' 1 dk<br>RW<br>rf 3" | S Mchy.aft<br>3 Ho<br>G.514386<br>18 Ha (stl) (each 11'×43¾') | 2 S Turb dr geared<br>4400shp<br>De Laval S. Turb. Co. |
| 520637<br>KUWN<br>244990<br>Df Esd<br>Gc | **LEON GODCHAUX**<br>exWildcat exLeon Godchaux<br>**United States Department of Commerce**<br>New Orleans United States | 7218<br>4409<br>10665 | <br><br>AB | 1944 Delta S.B. Co. Inc.—N.Os<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>rf 6" | S Tanker<br>18 Ta<br>L.364021 | T 3Cy. 24½" 37" & 70"<br>2500ihp<br>Iron Fireman Mfg Co. |
| 520638<br>ORNI | **LÉON-LETZER**<br><br>**Remorquage Letzer Soc. Anon.**<br>Antwerp Belgian | 116<br>3<br>64 | | 1947 Ch. Nav. de Rupelmonde—Rupelmonde<br>*87-6'* 23' 0"<br>... ... ... | S Tug | T 3Cy. 12 1/16" 18¼" & 3<br>350ihp<br>Masch. H. Veerstaeg |
| 520639<br>FPGK<br><br>Df Esd<br>Rdr RT | **LEON MAZZELLA**<br>exPhryné-60<br>**Armement L. Mazzella & Cie.**<br>Bayonne French<br>Now **EVI ANTONATOS** See New Entries No. 3 | 3627<br>1895<br>5088 | <br><br>BV | 1947 Davie S.B. & Rep. Co. Ltd.—Levis<br>372' 8" 48' 6" 20' 3"<br>48' 4"<br>P27' B56' F33' 1 dk | S<br><br>G.228000 B.213000<br>4 Ha (36½', 38', 38', 42½'×32')<br>Der 8(5) | Uniflow 4Cy. 25"×3<br>1810ihp<br>Canadian Vickers Ltd. |

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| **LEON PAEGLE**<br>U.S.S.R.<br>Riga Russian | 3170<br>1225<br>1301 | | **1961** Nosenko Shpyd—Nic<br>277′ 10″ 46′ 0″ 18′ 2″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>10½k |
| **LEON PANCALDO**<br>Soc. Carmelo Noli fu Giovanni<br>Savona Italian | **132**<br>13<br>— | RI | **1944** Decatur Iron & Steel Co.—Decatur<br>86′ 8″ 23′ 9″<br>80′ 9″ 22′ 11″ 10′ 4″ | M Tug | Oil 2SA 6Cy. 317×406 mm<br>808bhp (d.o)<br>Clark Bros. Co. Inc. Olcon<br>2×30kW 125V d.c. |
| **LEON PROM**<br>Cordoba-67<br>Ets. **Maurel & Prom**<br>Bordeaux French | **3669**<br>1993<br>4575 | **✠100A1** SS 8/68 ~~SS 5/68~~<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN660 EL v1¾″SQ | **1958–12** Helsingborgs Varfs A/B—Hbg<br>349′ 10″ 47′ 7″ 22′ 6¾″<br>321′ 2″ 47′ 6″ 29′ 6″<br>P&B123′ F39′ 2 dks<br>RW 6BH<br>rf 2″ WB741t incl. Tunnel tanks 144t | M Ref<br>4 Ho 50½′, 66¼′, 59¾′, 48½′<br>G.251300 B.233210 In.5670<br>4 Ha (stl) (24¼′, 42′, 42′×20′) (24¼′×17¾′)<br>12W Der 10(5–7½) 2(5) | Oil 2SA 6Cy. 500×1100 mm<br>3300bhp 550t (d.o)<br>Burmeister & Wain Cpn<br>3×150kW 440V 60c/s a.c. 15k |
| **LEON SIF**<br>ederi **I/S "Sif XI"**<br>ud I. Larsen<br>penhagen Danish | **500**<br>340<br>1308 | | **1967** N.V. Bodewes Schps.—Martenshoek<br>240′ 10″ 38′ 10″ 12′ 0¾″<br>218′ 1″ 38′ 8″ 12′ 4″<br>P49′ B22′ F38′ 1 dk<br>rf 6″ | M Mchy.aft<br>1 Ho 157½′<br>G.100000 B.91000<br>2 Ha (stl) (69′×19½′)<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>1000bhp 125t (d.o)<br>Atlas-Mak Masch. Kel<br>4×19, 19, 19, 10kW 220V a.c. 11½k |
| **EON Y CASTILLO**<br>Cia. **Trasmediterranea**<br>nta Cruz Spanish | *871*<br>*486*<br>537 | **✠100A1** SS 9/66<br>with freeboard<br>**✠LMC**<br>EL m 1⅝″ | **1912–3** W. Harkess & Son Ltd.—Mdb<br>220′ 1″ 30′ 1″ 11′ 11¾″<br>210′ 0″ 29′ 10″ 19′ 6″<br>B72′ 1 dk & S dk (teak)<br>R 5BH<br>WB223t | S (190P) OSD<br>G.25975 B.25909<br>3 Ha (8′×10′) (10¾′, 10¾′×8′)<br>3W Cr 2(3) 4(2) | T 3Cy. 16½″ 27″ & 44″×28″<br>700ihp 160t (o.f)<br>MacColl & Pollock Ltd. Sld<br>2 SB 180lb hs(2561) 4cf ND 11k |
| **EONARD**<br>Leneverett-62<br>Hawser Bend-48<br>Philippine **Steam Nav. Co.**<br>Manila Philippine | **3981**<br>2364<br>5938 | AB | **1945** Pennsylvania Shpyds Inc.—Beaumont<br>338′ 8″ 50′ 4″ 23′ 5¼″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>rf 3″ | M Ref Mchy.aft<br>4 Ho 36′, 70′, 60′, 28′<br>G.257771 B.234599 In.5000<br>1 Ha (stl) (20′×20′)<br>3 Ha (w) (40′, 40′×20′) (8′×9′)<br>16W Der 1(30) 5(5) 1(1½) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 702t (hvf)<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 240V d.c. 10k |
| **LEONARD III**<br>Stenbryggen<br>Pieter Johannes<br>rs Gjerde **Partrederi**<br>esund Norwegian | **115**<br>54<br>— | NV | **1916** Werf v/h Rijkee & Co.—Rot<br>91′ 4″ 21′ 0″<br>84′ 5″<br>R | Aux Gl Mchy.aft | Oil 2SA 1Cy. 400×450 mm<br>60bhp NE34<br>Haldorsen & Sön Rub |
| **ONARD BÖHMER**<br>V. Reederij **"Nautiek"**<br>terdam Netherland<br>For later particulars see New Entries No. 1 | T.Mk<br>**499**<br>341<br>1230<br>**1240**<br>910<br>2200 | **100A1**<br>**Class contemplated** | Zaanlandse Schps. Maats.—Zaandam<br>252′ 2″ 38′ 8″ 12′ 4″/17′ 4″<br>230′ 0″ 38′ 1″ 21′ 8″ | M Mchy.aft | Oil 4SA 6Cy. 390×680 mm<br>Werkspoor N.V. Ams |
| **ONARD C. HANNA**<br>ited States **Department of Commerce**<br>w York United States | **6235**<br>5139<br>— | AB<br>**BROKEN UP** | **1905** American S.B. Co.—Clv<br>*511·0′* 54′ 2″ 20′ 9⅛″<br>511′ 9″ 54′ 0″ 30′ 2″<br>1 dk<br>R | S Mchy.aft<br>3 Ho<br>16 Ha (stl) (each 10¾′×35′) | T 3Cy. 23½″ 37¼″ & 63″×42″<br>1700ihp<br>Detroit S.B. Co. Det |
| **ONARD COCKRELL**<br>st Anglian **Ice & Cold Storage Co. Ltd.**<br>bsons (Lowestoft) Ltd.<br>westoft British | **130**<br>54<br>— | | **1958** Richards Irn Wks Ltd.—Lwt<br>*91·4′* 22′ 6″ 8′ 6″<br>88′ 10″ 22′ 0″ 10′ 6″<br>RW | M Trawler | Oil 4SA 6Cy. 10¼″×14½″<br>Ruston & Hornsby Lcn |
| **ONARDO DA VINCI**<br>alia" Soc. **per Azioni di Nav.**<br>noa Italian | **33340**<br>17227<br>5552 | **✠100A1** SS 12/64<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN10400 EL w†3¼″SQ<br>AB RI | **1960–6** Ansaldo S.p.A.—Gen<br>767′ 4″ 92′ 2″ 31′ 4⅓″<br>675′ 2″ 91′10½″ 50′ 11″<br>B&F659′ UprB&F627′ 3 dks, 4th & 5th dks except in mchy. space<br>RW 14BH<br>rf 12″ WB4289t | TS (1326P) Ref<br>2 Ho 31½′, 36′<br>In.13561<br>2 Ha (stl) (13¾′×11′) (24¾′×12½′)<br>Der 2(30) 2(10) 2(5) 2(3) | 4 S Turb dr geared to 2 sc. shafts<br>52000shp (o.f)<br>Ansaldo Stab. Mecc. Gen<br>4WTB 668lb Spt 850° F. 626lb hs75305<br>2wtdb 142lb<br>5×1100kW 450V 60c/s a.c. 25½k |
| **NARDO DA VINCI**<br>S.S.R.<br>essa Russian | **31295**<br>18948<br>48933 | ✠Classed LR until 5/66 | **1963–12** Ansaldo S.p.A.—Gen<br>744′ 9″ 102′ 1″ 38′ 9¼″<br>705′ 6″ 101′ 8″ 50′ 11″<br>P147′ B44′ F101′ 1 dk<br>rf 5″ | M Tanker Mchy.aft<br>22 Ta 1 Ho<br>L.2174368<br>1 Ha (13′×13′) | Oil 2SA 9Cy. 900×1600 mm<br>19000bhp<br>S.A. Fiat S.G.M. Tur<br>16k |
| **NARDOS**<br>rshamn-65<br>eimdal-64 exMuskö-54<br>nched as Fisser IV<br>odora **Cia. Nav. S.A.**<br>eus Greek | **3494**<br>1853<br>4300 | GL<br>✠Classed LR until 1/55 | Lch. **1944** Cmd. **1946–9** Oskarshamns Varv A/B—Osk<br>342′ 11″ 49′ 0″ 20′ 8¼″<br>321′ 6″ 48′ 10″ 23′ 8″<br>P23′ Q87′ B60′ UprB60′ F32′ 1 dk<br>R | S<br>G.225000 B.210000<br>5 Ha (stl) (27′, 27′, 36′, 27′, 27′×29¼′)<br>Cr 10(5) Der 10(5) | C 4Cy. (2) $16\frac{3}{16}$″ & (2) $35\frac{7}{16}$″×$35\frac{7}{16}$″ 1600ihp & LP turb 400shp with dr gearing & hydraulic coupling (o.f)<br>Rheinmetall-Borsig A.G. Bln<br>11k |

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| 520652<br>FOYP<br><br>Df Esd<br>Gc Rdr<br>RT | **LÉONCE VIELJEUX**<br><br>**Société Navale Delmas-**<br>**Vieljeux**<br>La Rochelle French<br>Now **KORHOGO** See New Entries No. 11 | 6746<br>3807<br>8915 | BV | 1958 At. & Ch. de Bretagne—Nts<br>443' 1" 59' 2" 27' 1"<br>410' 3" 59' 1" 35' 5"<br>P46' Q16' B29' F52' 2 dks<br>RW | M Ref CSD<br><br>G.441250 B.405950 In.9323<br>5 Ha (27', 27'×19½') (35½', 38½', 33½'×23')<br>16W Der 4(20) 8(10) 4(5) | Oil 2SA 8Cy. 760×1550<br>8280bhp<br>Cie. de Const. Méc. |
| 672832<br>IPHM<br>3395<br>RT | **LEONE**<br>exEfficace<br>**Imprese Marittime e**<br>**Portuali S.p.A.**<br>Genoa Italian | 297<br>24<br>— | RI | 1944 At. & Ch. de la Loire—St.N<br>*128·3'* 27' 11"<br>118' 1" 27' 10" 15' 6" | S Tug | T 3Cy. 16½" 26½" 38"×27<br>1000ihp<br>At. & Ch. de la Loire |
| 520654<br>UNGT<br>M-11898 | **LEONID KRASIN**<br>exBrann exStavn exBrager<br>**U.S.S.R.**<br>Kholmsk Russian | 1840<br>1152<br>3010 | Classed LR until 6/30 | 1913 A/S Fredriksstad M/V—Fks<br>276' 11" 42' 2" 17' 2½"<br>42' 0" 22' 4"<br>1 dk<br>R | S<br>2 Ho<br>G.123072<br>4 Ha (29½', 29½', 30½', 30½'×17½')<br>8W Der 8(2) | T 3Cy. 20½" 33" & 56"×36<br><br>A/S Fredriksstad M/V |
| 520655<br>UKPE<br>M-19876 | **LEONID LEONIDOV**<br><br>**U.S.S.R.**<br>Leningrad Russian | 3385<br>1577<br>5665 | | 1957 J. Boel & Fils—Tamise<br>395' 1" 54' 11" 22' 1½"<br>357' 7" 54' 9½" 23' 9"<br>1 dk & S dk | M OSD<br>5 Ho<br>G.308404<br>5 Ha (39½', 39½', 36½', 34', 34'×21½')<br>10W Der 10(3) | Oil 2SA 6Cy. 720×1250<br><br>Sulzer Bros. Ltd. |
| 520656<br>ELHE<br>282<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LEONIDAS**<br><br>**Miramonte Cia. Naviera S.A.**<br>Monrovia Liberian | 13406<br>8017<br>20662 | AB<br>✠Classed LR until 4/65 | 1953-5 Nippon Kokan—Shimizu<br>579' 0" 74' 2" 31' 4"<br>550' 0" 74' 0" 40' 6"<br>P131' B45' F63' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>27 Ta | 2 S Turb dr geared to<br>9500shp<br>Ishikawajima Jukogyo |
| 520657<br>PFNS<br>11006<br>Df Esd<br>Rdr<br>RTm/h | **LEONIDAS**<br><br>**Nieuwe Kustv. Maats. N.V.**<br>Kon. Nederl. Stoomb. Maats.<br>N.V.<br>Amsterdam Netherland | T.Mk ~~499~~<br>499 ~~226~~<br>222 ~~886~~<br>886 | ✠100A1 SS 4/68 ~~SS 4/63~~<br>Str. nav. ice<br>✠LMC<br><br>MN150 EL I | 1958-6 E. J. Smit & Zn's Scheeps.—<br>Westerbroek<br>212' 9" 32' 6" ~~12' 1½"~~ 18' 1"<br>195' 0" 32' 2" 19' 0"<br>Ba37' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil WB143t | M ~~OSD~~ Mchy.aft<br>2 Ho 49', 74½'<br>B.61600<br>2 Ha (26½', 40'×13½')<br>6W Der 2(6) 4(3) | Oil 4SA 6Cy. 330×580<br>750bhp<br>N.V. Werkspoor<br>3×25kW 110V d.c. |
| 502679<br>SYYK<br>2448<br>RT | **LEONIDAS**<br>exAshleigh-64 exMagrix-60<br>**Alex. A. Zissis and others**<br>Piræus Greek | 454<br>224<br>609 | ✠100A1 Dr 7/64<br><br>✠LMC<br><br>EL g | 1938-8 Schps. "De Gideon" v/h J. Koster<br>Hzn—Gro<br>165' 4" 25' 11" 10' 11½"<br>152' 7" 25' 7"<br>P40' Q48 F18' 1 dk<br>R 3BH<br>WB204t | M Mchy.aft<br><br>G.29337 B.27394<br><br>2W | Oil 4SA 8Cy. 280×450<br>485bhp ✠NEmade37<br>Humboldt-Deutzmot. |
| 670844<br>6ZWB<br>2651<br>Df Esd<br>Gc Rdr<br>RT | **LEONIDAS D.**<br><br>**Ocean Freighters Corp.**<br>Monrovia Liberian | 28776<br>20254<br>52458 | AB | 1966 Ishikawajima-Harima Hvy Ind.—<br>Tok<br>708' 10" 101' 10" 39' 7½"<br>672' 7" 101' 8" 59' 1"<br>F41' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.2329000<br>7 Ha (stl) | Oil 2SA 8Cy. 760×1550<br>12800bhp Sulzer<br>Ishikawajima-Harima<br>3×260kW |
| 520659<br>KXRZ<br>243857<br>Df Esd | **LEONIDAS MERRITT**<br><br>**United States Department of**<br>**Commerce**<br>San Francisco United States | 7176<br>4380<br>10500 | AB | 1943 Permanente (Shpyd No. 1)—<br>Richmond<br>441' 6" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70', 20' DT<br>G.560000 B.460000<br>5 Ha (33½', 35' 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 539326<br>5LPF<br>1114<br>Df Esd<br>Gc Rdr<br>RT | **LEONIDAS VOYAZIDES**<br>exWorld Japonica-65<br>**Cia. de Nav. Zita S.A.**<br>Monrovia Liberian | 10499<br>6175<br>15057 | AB | 1957 Mitsubishi Zosen—Hma<br>503' 9" 66' 9" 30' 1½"<br>471' 6" 66' 7" 41' 0"<br>P109' 2 dks<br>RW<br>rf 6" | S CSD Mchy.aft<br>5 Ho<br>B.751000<br>5 Ha | 2 S Turb dr geared to<br>7150shp<br>Mitsubishi Jukogyo |
| 652511<br>SYOA<br>348<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LEONIDAS Z. CAMBANIS**<br><br>**Fairseas Marine Corporation**<br>Andros Greek | 15738<br>10528<br>25336 | AB | 1965 Mitsui Zosen—Tmn<br>610' 3" 79' 2" 33' 0"<br>577' 6" 79' 0" 46' 9"<br>1 dk<br>RW<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho<br><br>7 Ha | Oil 2SA 6Cy. 740×1600<br>9900bhp B&W<br>Mitsui Zosen |
| 524395<br>SVCS<br>2868<br>Df Esd<br>Gc Rdr<br>RTv | **LEONIS**<br>exMuristan-66<br>**Achille P. Halcoussis**<br>Piræus Greek<br><br>Now **ATLAS TRADER** See New Entries No. 6 | 8408<br>5008<br>10760 | ✠100A1 SS 12/66<br><br>✠LMC<br><br>MN1200 EL d†2⅛"SQ | 1950-10 J. Readhead & Sons Ltd.—Shl<br>511' 7" 62' 2" 26' 7"<br>480' 10" 62' 0" 33' 8"<br>P47' B155' F45' 2 dks<br>R 8BH<br>rf 6" WB3098t incl. DTa1145t | S (12P) Ref CSD<br>6 Ho 62', 92½', 62', 38' 47½', 72'<br>G.619570 B.558283 In.13762<br>6 Ha (31½', 58', 24½', 12', 31½', 31½'×22')<br>18W Der 1(30) 1(15) 4(10) 4(7) 10(5) | T 3Cy. 29" 48" & 8<br>dr gearing and<br>6000ihp<br>J. Readhead & Sons<br>3 SB made51<br>SB made51<br>3×40kW 110V d.c. |

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| **LEONOR**<br>exNoreverett-65<br>exTenna Dan-63<br>exHöegh Trader-58<br>exCape Trafalgar-47<br>**Everett S.S. Corp.**<br>Manila Philippine | **5164**<br>2853<br>7990<br>**7227**<br>3793<br>8390 | ✠Classed LR until 10/63<br>AB | **1944** Pennsylvania Shpyds Inc.—Beaumont<br>412′ 3″ 60′ 2″ 24′ 9¾″/—<br>390′ 0″ 60′ 0″ 28′ 6″<br>2 dks & S dk<br>rf 4″ | M OSD/CSD<br>5 Ho 40′, 52′, 54′, 44′, 44′<br>G.501000 B.442000<br>5 Ha (22′, 29′, 28′, 16′, 30′×21′)<br>12W Der 1(30) 6(5) | 2 Oil 2SA each 6Cy. 21½″×29″ sr geared to sc. shaft<br>4150bhp 1016t (hvf)<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 240V d.c. 13k |
| **LEOPARD**<br>**Société Anon. de Gérance et d'Armement**<br>Havre French | **5719**<br>2783<br>2400 | **100A1**<br>**Class contemplated** | At. & Ch. de Bretabne et Dubigeon-Normandie S.A.—Nts<br>441′ 8″ 71′ 9″ 15′ 10″<br>415′ 0″ 69′ 8″ 38′ 6″ | TM | 2 Vee Oil 4SA each 12Cy. 400×460 mm Pielstick<br>At. & Ch. de Bretagne Nts |
| **LEOPARD** T.Mk<br>**Christoph Söhl**<br>Cuxhaven W. German | **420**<br>277<br>1115 | GL | **1964** Büsumer Werft G.m.b.H.—Büsum<br>201′ 11″ 35′ 3″ 12′ 6¼″<br>182′ 9″ 34′ 9½″ 19′ 8″<br>1 dk & S dk | M ~~OSD~~ Mchy.aft<br>2 Ho 69′, 34½′<br>G.79400 B.69600<br>2 Ha (stl) (69′, 34½′×23′)<br>3W Der 3(3) | Oil 4SA 6Cy. 320×450 mm<br>800bhp 55t (d.o)<br>Masch. Kiel G.m.b.H. Kel |
| **LEOPOLDA SECONDA**<br>exCapodimonte-64<br>exHarvestehude-61<br>**Società Italiana Pesca Atlantica (S.I.P.A.)**<br>Palermo Italian | **456**<br>227<br>— | RI | **1949** Howaldtswerke A.G.—Ham<br>*143·7′* 26′ 5″<br>142′ 4″ 26′ 3″ 15′ 7″<br>RW | M Trawler<br>1 Ho | Oil 4SA 6Cy. 370×560 mm<br>900bhp NE62<br>Ansaldo Stab. Mecc. Gen |
| **LEOPOLDO PERES**<br>**Serviços de Navegação da Amazonia e de Adminis-tracao do Porto do Pará**<br>Belem Brazilian | **1352**<br>719<br>— | ✠Classed LR until 9/58 | **1954–8** N.V. Schpsw. Gebr. van der Werf—Deest<br>233′ 7″ 42′ 1″ 7′ 10¼″<br>215′ 3″ 41′ 0″ 10′ 6″<br>1 dk & Shade dk<br>RW | TM | 2 Oil 2SA each 6Cy. 290×500 mm<br>Sulzer Bros. Ltd. Win |
| **LEORA**<br>exErog-61<br>Launched as Carlshamn<br>**Marine Transport Ltd.**<br>Mediterranean Lines Ltd.<br>Haifa Israel | **1831**<br>875<br>3050<br>**2424**<br>1267<br>3813 | **✠100A1** SS 8/66<br>with freeboard<br>Str. nav. ice—OSD only<br>**✠LMC**<br>MN588 EL t | **1950–2** Ekensbergs Varv—Skm<br>312′ 6″ 43′ 6″ 18′ 4″/—<br>293′ 11″ 43′ 5″ 26′ 6″<br>1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>WB683t incl. Tunnel tanks 108t | M OSD/CSD<br>2 Ho 105′, 91¾′<br>4 Ha (26′×11½′) (28′, 26′, 26′×22′)<br>Der 8(5) | 2 Oil 4SA each 7Cy. 400×600 mm with electro-magnetic coupling & sr gearing to sc. shaft<br>2940bhp ✠NE7/54 (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>db 105lb<br>3×125 125, 90kW 220V d.c |

Now **BROTHERS** See New Entries No. 1

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| **LEOVILLE**<br>**Government of France (Ministére de la Marine Marchande)**<br>Marseilles French | **1195**<br>499<br>1530 | ~~BV~~ | **1959** Rolandwerft G.m.b.H.—Bmn<br>284′ 5″ 38′ 1″ 15′ 0¾″<br>257′ 6″ 23′ 5″<br>1 dk & S dk<br>RW | M Ref OSD Mchy.aft<br>G.102487 B.95818 In.15179<br>2 Ha (36′, 52′×19′)<br>6W Der 1(19¾) 4(9¾) 2(2¾) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>2400bhp 134t<br>Motorenw. Mannheim Mhm<br>15¼k |
| **LEPANTO**<br>**Lindsey Trawlers Ltd.**<br>Bacon<br>Grimsby British | **270**<br>87<br>— | **✠100A1** SS 7/65<br>trawler<br>**✠LMC**<br>MN150 EL (d) I | **1961–7** J. S. Doig (Grimsby) Ltd.—Gms<br>*117·0′* 24′ 7″ 10′ 9″<br>114′ 11″ 24′ 3″ 13′ 0″<br>Q59′ F19′<br>RW 4BH<br>rf 47″ BK6″ WB30t | M Trawler | Oil 4SA 6Cy. 15″×18″<br>750bhp 54t<br>Mirrlees, Bickerton & Day Stckpt<br>10¾k |
| **LEPRECHAUN**<br>exSkum-67 exAdara-65<br>exArent M.-53<br>**N.V. Scheepvaartbedr. "Gruno"**<br>Amsterdam Netherland | **324**<br>149<br>410 | BV | **1948** N.V. Noord Ned. Schps.—Gro<br>*150·0′* 23′ 1″ 8′ 10″<br>22′ 11″<br>1 dk len 56 | M Mchy.aft<br>1 Ho 93½′<br>G.22000 B.20500<br>2 Ha (30¾′, 41½′×13¾′)<br>2W Der 2(2) | Oil 4SA 4Cy. 275×500 mm<br>250bhp 13t<br>Werkspoor N.V. Ams<br>8½k |
| **LEPSØY**<br>**Sevrin E. Kjerstad Partrederi**<br>Ålesund Norwegian | **175**<br>89<br>— | | **1964** Vaagland Båtbyggeri—Vaagland<br>101′ 5″ 21′ 3″<br>21′ 0″ 10′ 8″<br>1 dk len 66 | M Fishing Mchy.aft | Oil 4SA 5Cy. 270×400 mm<br>400bhp<br>Aabenraa Motorfabrikk Åbenrå |
| **LEPTIS**<br>exMonte Cinto-63<br>Launched as Con Amore<br>**S.A. de Navigation Daher**<br>Marseilles French | **500**<br>265<br>975 | BV | **1958** Schps. v/h De Groot & v. Vliet—Slikkerveer<br>214′ 8″ 32′ 10″ 12′ 2½″<br>191′ 11″ 32′ 6″<br>P53′ B16′ F35′ 1 dk & S dk<br>RW | M OSD Mchy.aft<br>G.68283 B.63333<br>2 Ha (each 43¾′×19′)<br>4W Der 4(3–5) | Oil 4SA 8Cy. 320×480 mm<br>1000bhp 80t<br>Motorenw. Mannheim Mhm<br>12k |

Now **GAELIC** See New Entries No. 12

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| **LEQUEITIO I**<br>**Lequeitiana de Pesqueros S.A.**<br>Bilbao Spanish | **188**<br>85<br>98 | BV | **1961** Ast. de Murueta—Murueta<br>110′ 3″ 21′ 2″<br>94′ 6″ 21′ 0″ 12′ 0″<br>RW | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 295×420 mm<br>550bhp<br>La Maquinista Terrestre y Mar. Bcl<br>11½k |
| **LEQUEITIO II**<br>**Lequeitiana de Pesqueros S.A.**<br>Bilbao Spanish | **188**<br>85<br>98 | BV | **1961** Ast. de Murueta—Murueta<br>110′ 3″ 21′ 2″<br>94′ 6″ 21′ 0″ 12′ 0″<br>RW | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 295×420 mm<br>550bhp<br>La Maquinista Terrestre y Mar. Bcl<br>11k |

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| 520676<br>EGCW<br><br>Esd | **LERCHUNDI LUIS**<br><br>**Soc. R. C. Hijos**<br>**T. Lerchundi**<br>Pasajes Spanish | 249<br>120<br>— | <br><br>BV | **1951** Ast. del Cadagua—Bbo<br>*121·8'* 21' 4"<br>... ... ...<br><br>len 60 | M Trawler<br><br><br>3 Ha (each 3½'×3') | Oil 4SA 6Cy. 320×450 mm<br>750bhp NE62<br>Klöckner-Humboldt-Deutz |
| 520677<br>EGHK<br><br>Esd | **LERCHUNDI TOMAS**<br><br>**Soc. R. C. Hijos**<br>**T. Lerchundi**<br>Pasajes Spanish | 249<br>120<br>— | <br><br>BV | **1951** Ast. del Cadagua—Bbo<br>*121·8'* 21' 4"<br>... ... ...<br><br>len 60 | M Trawler<br><br><br>3 Ha (each 3½'×3') | Oil 4SA 6Cy. 320×450 mm<br>750bhp NE62<br>Klöckner-Humboldt-Deutz |
| 541639<br><br><br>Esd Rdr<br>RT | **LEREZ**<br><br>**Pescanova S.A.**<br>Vigo Spanish | 203<br>74<br>— | <br><br>BV | **1964** Hijos de J. Barreras S.A.—Vgo<br>107' 7" 25' 8"<br>94' 5" 25' 6" 12' 9"<br><br>RW | M Stern Trawler<br><br><br>7 Ha (each 4½'×4½') | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1000bhp<br>Masch. Augsburg-Nürnb |
| 520678<br>IVGZ<br>12 | **LERICI**<br>exUnione Operaia-52<br>**Azienda Municipalizzata**<br>**Filo-Tranviaria "FITRAM"**<br>Spezia Italian | 142<br>75<br>— | <br><br>RI | **1906** S.A. Coop. Nav. Unione Operaia—<br>Lerici<br>*113·7'* 19' 10"<br>... ... ...<br>1 dk<br>R len 63 | S | C 2Cy. 15½" & 29½"×17½"<br>390ihp<br>Ceretti & Parodi |
| 520679<br>ICWL<br>653<br>Df Esd<br>Gc Rdr<br>RTv | **LERICI SECONDA**<br><br>**"Carbonavi" S.p.A.**<br>Palermo Italian<br><br>Now **CAROLINA LOLLI-GHETTI** See New Entries No. 10 | 17218<br>10270<br>26050 | <br><br>AB RI | **1953** Cant. Nav. Breda—Ven<br>630' 0" 79' 5" 34' 9"<br>582' 5" 79' 3" 46' 7"<br>P125' F52' 1 dk<br>RW<br>rf 5" | M Bulk Carrier Mchy.aft<br>5 Ho each 78½'<br>G.1160000<br>5 Ha (stl) (57'×36') (57½', 57½', 57½'<br>57½'×36')<br>Cr 2(5) 2(1½) | Oil 2SA 8Cy. 750×1320 mm<br>11200bhp<br>S.A. Fiat S.G.M.<br>3×384kW 440V 60c/s a.c. |
| 520681<br>UKOZ<br>M-22283 | **LERMONTOV**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 3170<br>1225<br>1301 | | **1958** ......................Russia<br>277' 10" 46' 0" 18' 3"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>6W Der 2(5) 2(3) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp |
| 520683<br>SXUV<br>320 | **LEROS**<br><br>**D. Tzourintos**<br>Piræus Greek | 107<br>80<br>160 | | ......................<br>90' 2" 21' 7"<br>... ...<br>1 dk | Wood Aux Mchy.aft | Oil 2Cy.<br>Emade48fitted-<br>J. & C. G. Bolinders M |
| 671469<br><br>323661<br>Df Esd<br>Pfd Rdr<br>RT | **LEROY AND BARRY**<br><br>**Mathews Bros.**<br>St. Andrews Canadian | 126<br>63<br>150 | | **1967** St. John S.B. & D.D. Co. Ltd.—<br>St.J<br>79' 0" 22' 7" 10' 0"<br>73' 0" 22' 0" 11' 2"<br>1 dk | M Fishing | Oil 4SA 8Cy. 6½"×8"<br>510bhp<br>Caterpillar Tractor Co. |
| 507915<br>LKTH<br><br>Df Esd<br>Pfd RT | **LERVIK SENIOR**<br>exCool Baby-66<br>exPresthus 1-62<br>**Erling Lervik Partrederi**<br>Ålesund Norwegian | 180<br>74<br>250 | <br><br>NV | **1942** Skaalurens Skibs.—Rosendal<br>118' 0" 23' 0" 12' 0½"<br>22' 10"<br>1 dk | Wood M Mchy.aft<br>1 Ho<br>G.9000 B.8500<br><br>2W | Oil 2SA 6Cy. 230×400 mm<br>420bhp Emade50fitted<br>Alpha-Diesel A/S |
| 542796<br>MHGN<br>305298<br>Df<br>RTm | **LERWICK**<br>exRema-63<br>**Enid Shipping Co. Ltd.**<br>Leith British<br><br>Now **CORBIERE** See New Entries No. 3 | 372<br>166<br>435 | ✠100A1 SS 10/66<br><br>✠LMC<br><br>MN60 EL e | **1950-6** Scheeps. Delfzijl v/h Sander—<br>Dzl<br>150' 10" 24' 8" 9' 5"<br>135' 0" 24' 7" 9' 6"<br>P36' Q47' F18' 1 dk<br>RW 3BH<br>rf nil WB110t | M Mchy.aft<br>1 Ho 82'<br><br>2 Ha (each 31½'×15½')<br>Der 2(2) | Oil 4SA 6Cy. 280×400 mm<br>300bhp<br>D. & J. Boot "De Indus<br>1×6kW 50V d.c. |
| 520684<br>THBM<br>4249<br>Df Esd<br>Gc Rdr<br>RT | **LES ANNASSERS**<br>exBiörn Clausen-61<br>**Armement Nord-Africain**<br>**Cherfils & Cie.**<br>Algiers French | 1586<br>672<br>2155 | <br><br>BV | **1949** Aalborg Værft A/S—Abg<br>296' 0" 41' 7" 16' 8"<br>41' 5"<br>P37' 1 dk & S dk | M Ref OSD<br>pt bulk wine carrier<br>G.151840 B.139410 In.5650<br>4 Ha (24', 24', 24', 39½'×16½')<br>10W Der 1(15) 8(3) 2(2) | Oil 2SA 8Cy. 500×900 mm<br>2289bhp<br>Burmeister & Wain |
| 520685<br>THEL<br><br>Esd Pfd<br>RT | **LES BALEINES II**<br><br>**Dahl & Cie.**<br>La Rochelle French | 392<br>144<br>— | <br><br>BV | **1949** At. & Ch. de France—Dnk<br>152' 5" 27' 1" 14' 2"<br>26' 11" | M Trawler<br><br><br>4 Ha (each 3½'×3½')<br>1W Der 1(5) | Oil 2SA 6Cy. 360×600<br>900bhp Sulzer<br>Cie. de Const. Méc. |
| 520686<br>FOFD<br><br>Esd Pfd<br>RT | **LES BARGES III**<br><br>**Dahl & Cie.**<br>La Rochelle French | 405<br>164<br>— | <br><br>BV | **1948** S.A. des Anc. Ch. Dubigeon—Nts<br>152' 5" 27' 1" 14' 2"<br>26' 11"<br>B65' F30' | M Trawler<br><br><br><br>1W Der 1(5) | Oil 2SA 6Cy. 360×600<br>900bhp Sulzer<br>At. & Ch. de la Loire |
| 520687<br>TQJI | **LES BRISANTS**<br><br>~~**Bertie & Cie.**~~ M. Callaghan<br>~~Etel~~ ~~French~~<br>Dublin Irish Republic | ~~445~~ 102<br>~~83~~ 42<br>— | <br><br>BV | **1957** Ch. Herbert & Heraud—Etel<br>*76·8'* ~~77·1'~~ 21' 5"<br>... ... ...<br>1 dk | Wood M Trawler<br><br><br>2 Ha (each 3½'×3') | Oil 4SA 6Cy. 230×<br>420bhp<br>Etab. Duvant |

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| **LES DEUX AMIS**<br>Robert **Saint-Sans**<br>Dieppe French | 178<br>63<br>59 | BV | **1957** At. & Ch. de la Manche—Dpe<br>113′ 1″ 21′ 8″ 12′ 5½″<br>96′ 10″ 21′ 7″ 12′ 7″<br>RW | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 295×450 mm<br>600bhp 50t<br>Etab. Duvant Vln<br>12½k |
| **LES ECLAIREURS**<br>Argentine **Government (Secretaria de Marina)**<br>Comando de Transportes Navales<br>Buenos Aires Argentine | 4153<br>2411<br>3610 | ✠Classed LR until 1/67 | **1951–10** C.R.D. Adriatico—Mfl<br>340′ 0″ 50′ 5″ 22′ 2½″<br>311′ 8″ 50′ 3″ 30′ 10″<br>B103′ F39′ 2 dks<br>RW | TM (100P) | 2 Oil 2SA each 6Cy. 520×960 mm<br>3000bhp<br>S.A. Fiat S.G.M. Tur<br>15k |
| **LES FRÈRES COQUELIN**<br>Chalutiers **de La Rochelle**<br>La Rochelle French | 185<br>50<br>— | BV | **1934** S.A. des Anc. Ch. Dubigeon—Nts<br>106′ 10″ 21′ 1″ 14′ 1″<br>... ... ...<br>R | M Fishing<br>3 Ha (5½′, 3¾′, 3¾′×5′) | Oil 4SA 6Cy. 260×370 mm<br>454bhp NE53 25t<br>Ruston & Hornsby Lcn<br>10k |
| **LES LEVY**<br>Arthur **Levy Boat Service** Inc.<br>Morgan City United States | 196<br>133<br>— | | **1966** American Marine Corp.—N.Os<br>155′ 0″ 36′ 2″ 10′ 4⅞″<br>146′ 2″ 36′ 0″ 12′ 6″<br>1 dk | TM Supply Ship Mchy.aft | 2 Oil 2SA<br>1420bhp<br>Caterpillar Tractor Co. Peoria |
| **LES TROIS FRANGINES**<br>exMadeleine Yvette–66<br>Antoine **Langlois et Consorts**<br>Caen French | 103<br>25<br>— | | **1957** Ch. Bonnec—Lorient<br>*72·3′* 21′ 0″<br>... ... ... | Wood M Fishing<br>2 Ha (each 3¼′×3′)<br>Der 1(1½) | Oil 4SA 8Cy. 220×280 mm<br>310bhp<br>Klöckner-Humboldt-Deutz Kln<br>9½k |
| **LESCH**<br>U.S.S.R.<br>Murmansk Russian | 417<br>150<br>— | | **1931** Howaldtswerke A.G.—Kel<br>*142·7′* 25′ 11″<br>... ... ...<br>R | M Trawler | Oil 4SA 8Cy. 370×580 mm<br>Humboldt-Deutzmot. Köln-Deutz |
| **LESENDRO**<br>Prekookeanska **Plovidba**<br>Bar Yugoslav | 128<br>55<br>— | JR | **1953** Brodogradiliste Split—Spt<br>98′ 5″ 18′ 0″ 7′ 10″<br>17′ 10″<br>1 dk | M<br>G.6003 | Oil 2SA 3Cy. 200×340 mm<br>Burmeister & Wain Cpn |
| **ESKOV**<br>unched as Chernyshevsk<br>.S.S.R.<br>urmansk Russian | 2805<br>1192<br>1384 | | **1960** Stocznia Gdanska—Gdk<br>279′ 6″ 45′ 0″ 18′ 2″<br>44′ 10″ 32′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>4 Ho<br>In.57210<br>4 Ha<br>2W Der 2(1½) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp<br>Sulzer Bros. Ltd. Win<br>13k |
| **ESLIE**<br>am Pacifico **S.A.**<br>imbo de Mora Peruvian | 120<br>—<br>— | ✠100A–<br>fishing vessel<br>Peruvian coastal service<br>**LMC**<br>MN67 EL (a) | **1966–12** Fabricaciones Metalicas—Clo<br>82′ 8″ 23′ 5″ 10′ 5″<br>70′ 6″ 23′ 0″ 11′ 4″<br>RAD11′ RFD30′ 1 dk<br>3BH<br>rf 18″ Box K | M Fishing | Vee Oil 2SA 12Cy. 4¼″×5″ reverse reduction geared<br>335bhp<br>General Motors Corp. Det |
| **ESLIE FOSS**<br>John Michael–51<br>oss Launch **& Tug Co.**<br>eattle United States | 275<br>187<br>— | | **1944** Minneford Yacht Yd Inc.—City Island<br>*117·5′* 28′ 2″ 13′ 6½″<br>118′ 0″ 28′ 0″ 14′ 7″<br>1 dk<br>BK14½″ | Wood M Tug | Oil 4SA 8Cy. 370×510 mm<br>1200bhp 113t<br>National Supply Co. Phl |
| **ESLIE J. THOMPSON**<br>mpol **Petroleum Ltd.**<br>atterson<br>ondon British | 16206<br>10562<br>24700 | ✠100A1 SS 7/68 ~~SS 9/63~~<br>oil tanker<br>✠**LMC**<br>MN1950 EL I†2⅜″SQ | **1959–9** S.A. Cockerill-Ougrée—Hbk<br>614′ 8″ 76′ 9″ 32′ 9¾″<br>581′ 4″ 76′ 6″ 42′ 7″<br>P126′ B42′ F55′ 1 dk<br>RW 15BH<br>rf 4″ WB487t | M Tanker Mchy.aft<br>30 Ta<br>L.1203096 HeCls. BC<br>Der 1(6) 3(5) 2(1) | Oil 2SA 8Cy. 740×1600 mm<br>9750bhp B&W 2295t (hvf)–30pd<br>S.A. Cockerill-Ougrée Seraing<br>2AuxB 180℔<br>2×775kW 220V d.c. 15k |
| **ESLIE LYKES**<br>kes Bros. **S.S. Co. Inc.**<br>cksonville United States | T.Mk<br>**6386**<br>3478<br>—<br>**9239**<br>5305<br>11343 | AB | **1962** Bethlehem Stl Co.—Sp.Pt<br>495′ 0″ 69′ 2″ —/31′ 1⅛″<br>470′ 0″ 69′ 0″ 41′ 7″<br>F106′ 2 dks<br>RW<br>rf nil | S (12P) Ref<br>5 Ho 70½′, 72½′, 72½′, 50′, 88½′<br>G.595520 B.548818 In.16362<br>5 Ha (stl) (31½′×18′) (40′, 35′, 35′, 30′×25′)<br>16W Der 1(60) 12(15) 4(10) | 2 S Turb dr geared to sc. shaft<br>9000shp 2827t (o.f)<br>General Electric Co. Lyn<br>2×600kW 450V 60c/s a.c. 17¼k |
| **ESNOI**<br>.S.S.R.<br>evastopol Russian | 2435<br>1070<br>~~890~~<br>850 | | **1965** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ ~~46′ 1″~~ 17′ 0¾″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.61448<br>3 Ha<br>6W Der 2(5) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>11¾k |

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| 520676<br>EGCW<br><br>Esd | **LERCHUNDI LUIS**<br><br>**Soc. R. C. Hijos**<br>**T. Lerchundi**<br>Pasajes Spanish | 249<br>120<br>— | <br><br>BV | **1951** Ast. del Cadagua—Bbo<br>*121·8'* 21' 4"<br>... ... ...<br><br>len 60 | M Trawler<br><br><br>3 Ha (each 3½'×3') | Oil 4SA 6Cy. 320×450 mm<br>750bhp NE62<br>Klöckner-Humboldt-Deutz |
| 520677<br>EGHK<br><br>Esd | **LERCHUNDI TOMAS**<br><br>**Soc. R. C. Hijos**<br>**T. Lerchundi**<br>Pasajes Spanish | 249<br>120<br>— | <br><br>BV | **1951** Ast. del Cadagua—Bbo<br>*121·8'* 21' 4"<br>... ... ...<br><br>len 60 | M Trawler<br><br><br>3 Ha (each 3½'×3') | Oil 4SA 6Cy. 320×450 mm<br>750bhp NE62<br>Klöckner-Humboldt-Deutz |
| 541639<br><br><br>Esd Rdr<br>RT | **LEREZ**<br><br>**Pescanova S.A.**<br>Vigo Spanish | 203<br>74<br>— | <br><br>BV | **1964** Hijos de J. Barreras S.A.—Vgo<br>107' 7" 25' 8"<br>94' 5" 25' 6" 12' 9"<br><br>RW | M Stern Trawler<br><br><br>7 Ha (each 4½'×4½') | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1000bhp<br>Masch. Augsburg-Nürnb |
| 520678<br>IVGZ<br>12 | **LERICI**<br>exUnione Operaia-52<br>**Azienda Municipalizzata**<br>**Filo-Tranviaria "FITRAM"**<br>Spezia Italian | 142<br>75<br>— | <br><br>RI | **1906** S.A. Coop. Nav. Unione Operaia—<br>Lerici<br>*113·7'* 19' 10"<br>... ... ...<br>1 dk<br>R len 63 | S | C 2Cy. 15½" & 29½"×17½"<br>390ihp<br>Ceretti & Parodi |
| 520679<br>ICWL<br>653<br>Df Esd<br>Gc Rdr<br>RTv | **LERICI SECONDA**<br><br>**"Carbonavi" S.p.A.**<br>Palermo Italian<br><br>Now **CAROLINA LOLLI-GHETTI** See New Entries No. **10** | 17218<br>10270<br>26050 | <br><br>AB RI | **1953** Cant. Nav. Breda—Ven<br>630' 0" 79' 5" 34' 9"<br>582' 5" 79' 3" 46' 7"<br>P125' F52' 1 dk<br>RW<br>rf 5" | M Bulk Carrier Mchy.aft<br>5 Ho each 78½'<br>G.1160000<br>5 Ha (stl) (57'×36') (57½', 57½', 57½'<br>57½'×36')<br>Cr 2(5) 2(1½) | Oil 2SA 8Cy. 750×1320<br>11200bhp<br>S.A. Fiat S.G.M.<br>3×384kW 440V 60c/s a.c. |
| 520681<br>UKOZ<br>M-22283 | **LERMONTOV**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 3170<br>1225<br>1301 | | **1958** ......................Russia<br>277' 10" 46' 0" 18' 3"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>6W Der 2(5) 2(3) 2(1½) | Oil 2SA 8Cy. 430×610<br>2000bhp |
| 520683<br>SXUV<br>320 | **LEROS**<br><br>**D. Tzourintos**<br>Piræus Greek | 107<br>80<br>160 | | ......................<br>90' 2" 21' 7"<br>... ... ...<br>1 dk | Wood Aux Mchy.aft | Oil 2Cy.<br>Emade48fitted-<br>J. & C. G. Bolinders M |
| 671469<br><br>322661<br>Df Esd<br>Pfd Rdr<br>RT | **LEROY AND BARRY**<br><br>**Mathews Bros.**<br>St. Andrews Canadian | 126<br>63<br>150 | | **1967** St. John S.B. & D.D. Co. Ltd.—<br>St.J<br>79' 0" 22' 7" 10' 0"<br>73' 0" 22' 0" 11' 2"<br>1 dk | M Fishing | Oil 4SA 8Cy. 6½"×8"<br>510bhp<br>Caterpillar Tractor Co |
| 507915<br>LKTH<br><br>Df Esd<br>Pfd RT | **LERVIK SENIOR**<br>exCool Baby-66<br>exPresthus 1-62<br>**Erling Lervík Partrederi**<br>Ålesund Norwegian | 180<br>74<br>250 | <br><br>NV | **1942** Skaalurens Skibs.—Rosendal<br>118' 0" 23' 0" 12' 0½"<br>22' 10"<br>1 dk | Wood M Mchy.aft<br>1 Ho<br>G.9000 B.8500<br><br>2W | Oil 2SA 6Cy. 230×40<br>420bhp Emade50fitted<br>Alpha-Diesel A/S |
| 542796<br>MHGN<br>305298<br>Df<br>RTm | **LERWICK**<br>exRema-63<br>**Enid Shipping Co. Ltd.**<br>Leith British<br><br>Now **CORBIERE** See New Entries No. **3** | 372<br>166<br>435 | **✠100A1** SS 10/66<br><br>**✠LMC**<br><br>MN60 EL e | **1950–6** Scheeps. Delfzijl v/h Sander—<br>Dzl<br>150' 10" 24' 8" 9' 5"<br>135' 0" 24' 7" 9' 6"<br>P36' Q47' F18' 1 dk<br>RW 3BH<br>rf nil WB110t | M Mchy.aft<br>1 Ho 82'<br><br>2 Ha (each 31½'×15½')<br>Der 2(2) | Oil 4SA 6Cy. 280×40<br>300bhp<br>D. & J. Boot "De Indus<br>1×6kW 50V d.c. |
| 520684<br>THBM<br>4249<br>Df Esd<br>Gc Rdr<br>RT | **LES ANNASSERS**<br>exBiörn Clausen-61<br>**Armement Nord-Africain**<br>**Cherfils & Cie.**<br>Algiers French | 1586<br>672<br>2155 | <br><br>BV | **1949** Aalborg Værft A/S—Abg<br>296' 0" 41' 7" 16' 8"<br>41' 5"<br>P37' 1 dk & S dk | M Ref OSD<br>pt bulk wine carrier<br>G.151840 B.139410 In.5650<br>4 Ha (24', 24', 24', 39½'×16½')<br>10W Der 1(15) 8(3) 2(2) | Oil 2SA 8Cy. 500×9<br>2289bhp<br>Burmeister & Wain |
| 520685<br>THEL<br><br>Esd Pfd<br>RT | **LES BALEINES II**<br><br>**Dahl & Cie.**<br>La Rochelle French | 392<br>144<br>— | <br><br>BV | **1949** At. & Ch. de France—Dnk<br>152' 5" 27' 1" 14' 2"<br>26' 11" | M Trawler<br><br><br>4 Ha (each 3½'×3½')<br>1W Der 1(5) | Oil 2SA 6Cy. 360×<br>900bhp Sulzer<br>Cie. de Const. Méc. |
| 520686<br>FOFD<br><br>Esd Pfd<br>RT | **LES BARGES III**<br><br>**Dahl & Cie.**<br>La Rochelle French | 405<br>164<br>— | <br><br>BV | **1948** S.A. des Anc. Ch. Dubigeon—Nts<br>152' 5" 27' 1" 14' 2"<br>26' 11"<br>B65' F30' | M Trawler<br><br><br><br>1W Der 1(5) | Oil 2SA 6Cy. 360×<br>900bhp Sulzer<br>At. & Ch. de la Loire |
| 520687<br>TQJI | **LES BRISANTS**<br><br>~~**Bertie & Cie.**~~ M. Callaghan<br>~~Etel~~ ~~French~~<br>Dublin Irish Republic | ~~445~~ 102<br>~~30~~ 42<br>— | <br><br>BV | **1957** Ch. Herbert & Heraud—Etel<br>*76-8'* ~~*77-1'*~~ 21' 5"<br>... ... ...<br>1 dk | Wood M Trawler<br><br><br>2 Ha (each 3½'×3') | Oil 4SA 6Cy. 230×<br>420bhp<br>Etab. Duvant |

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| **LES DEUX AMIS**<br>Robert **Saint-Sans**<br>Dieppe French | 178<br>63<br>59 | BV | **1957** At. & Ch. de la Manche—Dpe<br>113′ 1″ 21′ 8″ 12′ 5½″<br>96′ 10″ 21′ 7″ 12′ 7″<br>RW | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 295×450 mm<br>600bhp 50t<br>Etab. Duvant Vln<br>12½k |
| **LES ECLAIREURS**<br>Argentine **Government**<br>(**Secretaria de Marina**)<br>Comando de Transportes<br>Navales<br>Buenos Aires Argentine | **4153**<br>2411<br>3610 | ✠Classed LR until 1/67 | **1951**–10 C.R.D. Adriatico—Mfl<br>340′ 0″ 50′ 5″ 22′ 2½″<br>311′ 8″ 50′ 3″ 30′ 10″<br>B103′ F39′ 2 dks<br>RW | TM (100P) | 2 Oil 2SA each 6Cy. 520×960 mm<br>3000bhp<br>S.A. Fiat S.G.M. Tur<br>15k |
| **LES FRÈRES COQUELIN**<br>Chalutiers de **La Rochelle**<br>La Rochelle French | 185<br>50<br>— | BV | **1934** S.A. des Anc. Ch. Dubigeon—Nts<br>106′ 10″ 21′ 1″ 14′ 1″<br>... ... ...<br>R | M Fishing<br>3 Ha (5½′, 3¾′, 3¾′×5′) | Oil 4SA 6Cy. 260×370 mm<br>454bhp NE53 25t<br>Ruston & Hornsby Lcn<br>10k |
| **LES LEVY**<br>Arthur **Levy Boat Service**<br>Inc.<br>Morgan City United States | 196<br>133<br>— | | **1966** American Marine Corp.—N.Os<br>155′ 0″ 36′ 2″ 10′ 4⅞″<br>146′ 2″ 36′ 0″ 12′ 6″<br>1 dk | TM Supply Ship Mchy.aft | 2 Oil 2SA<br>1420bhp<br>Caterpillar Tractor Co. Peoria |
| **LES TROIS FRANGINES**<br>exMadeleine Yvette–66<br>Antoine **Langlois et**<br>**Consorts**<br>Caen French | 103<br>25<br>— | | **1957** Ch. Bonnec—Lorient<br>*72·3′* 21′ 0″<br>... ... ... | Wood M Fishing<br>2 Ha (each 3¼′×3′)<br>Der 1(1½) | Oil 4SA 8Cy. 220×280 mm<br>310bhp<br>Klöckner-Humboldt-Deutz Kln<br>9½k |
| **LESCH**<br>U.S.S.R.<br>Murmansk Russian | **417**<br>**150**<br>— | | **1931** Howaldtswerke A.G.—Kel<br>*142·7′* 25′ 11″<br>... ... ...<br>R | M Trawler | Oil 4SA 8Cy. 370×580 mm<br>Humboldt-Deutzmot. Köln-Deutz |
| **LESENDRO**<br>Prekookeanska **Plovidba**<br>Bar Yugoslav | 128<br>55<br>— | JR | **1953** Brodogradiliste Split—Spt<br>98′ 5″ 18′ 0″ 7′ 10″<br>17′ 10″<br>1 dk | M<br>G.6003 | Oil 2SA 3Cy. 200×340 mm<br>Burmeister & Wain Cpn |
| **ESKOV**<br>unched as Chernyshevsk<br>S.S.R.<br>urmansk Russian | **2805**<br>1192<br>1384 | | **1960** Stocznia Gdanska—Gdk<br>279′ 6″ 45′ 0″ 18′ 2″<br>44′ 10″ 32′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>4 Ho<br>In.57210<br>4 Ha<br>2W Der 2(1½) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp<br>Sulzer Bros. Ltd. Win<br>13k |
| **ESLIE**<br>am Pacifico **S.A.**<br>ambo de Mora Peruvian | 120<br>—<br>— | **✠100A**–<br>fishing vessel<br>Peruvian coastal service<br>**LMC**<br>MN67 EL (a) | **1966**–12 Fabricaciones Metalicas—Clo<br>82′ 8″ 23′ 5″ 10′ 5″<br>70′ 6″ 23′ 0″ 11′ 4″<br>RAD11′ RFD30′ 1 dk<br>3BH<br>rf 18″ Box K | M Fishing | Vee Oil 2SA 12Cy. 4¼″×5″ reverse reduction geared<br>335bhp<br>General Motors Corp. Det |
| **ESLIE FOSS**<br>exJohn Michael–51<br>ss Launch **& Tug Co.**<br>eattle United States | **275**<br>**187**<br>— | | **1944** Minneford Yacht Yd Inc.—City Island<br>*117·5′* 28′ 2″ 13′ 6½″<br>118′ 0″ 28′ 0″ 14′ 7″<br>1 dk<br>BK14½″ | Wood M Tug | Oil 4SA 8Cy. 370×510 mm<br>1200bhp 113t<br>National Supply Co. Phl |
| **ESLIE J. THOMPSON**<br>mpol **Petroleum Ltd.**<br>Patterson<br>ondon British | **16206**<br>10562<br>24700 | **✠100A1** SS 7/68 ~~SS 9/63~~<br>oil tanker<br>**✠LMC**<br>MN1950 EL I†2⅜°SQ | **1959**–9 S.A. Cockerill-Ougrée—Hbk<br>614′ 8″ 76′ 9″ 32′ 9¾″<br>581′ 4″ 76′ 6″ 42′ 7″<br>P126′ B42′ F55′ 1 dk<br>RW 15BH<br>rf 4″ WB487t | M Tanker Mchy.aft<br>30 Ta<br>L.1203096 HeCls. BC<br>Der 1(6) 3(5) 2(1) | Oil 2SA 8Cy. 740×1600 mm<br>9750bhp B&W 2295t (hvf)–30pd<br>S.A. Cockerill-Ougrée Seraing<br>2AuxB 180lb<br>2×775kW 220V d.c. 15k |
| **ESLIE LYKES**<br>kes Bros. **S.S. Co. Inc.**<br>cksonville United States | T.Mk<br>**6386**<br>3478<br>—<br>**9239**<br>5305<br>11343 | AB | **1962** Bethlehem Stl Co.—Sp.Pt<br>495′ 0″ 69′ 2″ —/31′ 1⅛″<br>470′ 0″ 69′ 0″ 41′ 7″<br>F106′ 2 dks<br>RW<br>rf nil | S (12P) Ref<br>5 Ho 70½′, 72½′, 72½′, 50′, 88½′<br>G.595520 B.548818 In.16362<br>5 Ha (stl) (31½′×18′) (40′, 35′, 35′, 30′×25′)<br>16W Der 1(60) 12(15) 4(10) | 2 S Turb dr geared to sc. shaft<br>9000shp 2827t (o.f)<br>General Electric Co. Lyn<br>2×600kW 450V 60c/s a.c. 17¼k |
| **SNOI**<br>S.S.R.<br>evastopol Russian | **2435**<br>1070<br>~~890~~<br>850 | | **1965** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ ~~46′ 1″~~ 17′ 0¾″<br>233′ 0″ 43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.61448<br>3 Ha<br>6W Der 2(5) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>11¾k |

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| 520698<br>USDC<br>M-496 | **LESOGORSK**<br>**U.S.S.R.**<br>Vladivostok Russian | 1194<br>446<br>1060 | | | 1950 "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 4½″<br>32′ 8″ 17′ 5″<br>1 dk | TM<br>3 Ho<br>G.59929<br>3 Ha (each 22½′×13′)<br>6W Der 2(10) 4(2) | 2 Oil 4SA each 6Cy.<br>NE64<br>Schwermasch. Karl |
| 520699<br>UQIS<br>M-26495<br>Df Esd<br>Gc Rdr | **LESOZAVODSK**<br>**U.S.S.R.**<br>Odessa Russian | 6660<br>3666<br>—<br>9820<br>5261<br>11250 | | | 1960 Stocznia Gdanska—Gdk<br>504′ 11″ 63′ 9″ 28′ 7″/—<br>63′ 6″ 41′ 2″<br>1 dk & S dk<br>RW | M OSD/CSD<br>5 Ho<br>G.594948<br>5 Ha (24½′, 37½′, 37½′, 37½′, 27½′×21½′)<br>16W Der 2(10) 14(5) | Oil 2SA 8Cy. 750×1320 mm<br>8000bhp<br>S.A. Fiat S.G.M. |
| 538901<br>GWXR<br>186872<br>Df RT | **LESRIX**<br>*ex*Whitehaven-64<br>**Whitehaven Shipping Co. Ltd.**<br>J. R. Rix & Sons Ltd.<br>Hull British | 676<br>376<br>950 | ✠100A1<br>✠LMC<br>MN150 | SS 7/66<br>EL j | 1957-11 Jos. L. Meyer—Papenburg<br>185′ 0″ 32′ 8″ 11′ 11¼″<br>167′ 3″ 32′ 3½″ 15′ 7″<br>P39′ F18′ R dk fwd of P67′ 1 dk<br>RW NS 3BH<br>rf 2″ WB268t | M Mchy.aft<br>1 Ho<br>G.47050 B.44196<br>2W Der 2(3) | Oil 4SA 6Cy. 320×450 mm<br>755bhp<br>Klöckner-Humboldt-Deutz |
| 541640<br>DDSW<br>Df Esd<br>Rdr RT | **LESUM**<br>**Bremen-Vegesacker Fischerei-Gesellschaft**<br>Bremen W. German | 500<br>214<br>— | | GL | 1963 Schiffbau-Gesellschaft Unterweser A.G.—Bhn<br>159′ 1″ 29′ 0″ 14′ 5″<br>133′ 11″ 28′ 0″ 15′ 9″<br>P70′ F19′ 1 dk | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>999bhp<br>Klöckner-Humboldt-Deutz |
| 520701<br>DEGK<br>Df Esd<br>Rdr RT | **LESUM**<br>**Partenreederei m.s. "Lesum"**<br>Alfred Kirchhof<br>Bremen W. German | 394<br>252<br>575 | | GL | 1956 Husumer Schiffsw.—Husum<br>163′ 1″ 27′ 3″ 10′ 2½″<br>144′ 0″ 27′ 0″ 11′ 5″<br>P29′ F19′ 1 dk<br>RW | M Mchy.aft<br>G.28480 B.27280<br>2 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 680870<br>SYDS | **LESVOS**<br>exPaola di Maria-67<br>**Ktimatonaftiliaki S.A.**<br>Greek<br>**CANCEL ALL PARTICULARS** | 150<br>103<br>— | | RI | 1946 Cant. Nav. Ansaldo—Gen<br>105′ 2″ 19′ 9″<br>97′ 10″ 19′ 7″ 8′ 10″<br>1 dk | M Tanker<br>4 Ta | Oil 4SA 3Cy. 265×410<br>150bhp<br>S.A. Ansaldo |
| 520702<br>SXNN<br>274 | **LESVOS**<br>**G. P. Ganossis & N. A. Parasevaidis**<br>Piræus Greek | 130<br>81<br>230 | | | 1945 ......................Skiathos<br>92′ 2″ 22′ 11″<br>... ... ... | Wood Aux Mchy.aft | Oil 2DA 4Cy.<br>Sulzer Bros. Ltd. |
| 520703<br>302231<br>Df Esd<br>Pfd Rdr | **LESWOOD**<br>**Ashley Fishing Co. Ltd.**<br>John Wood & Son (Abdn.) Ltd.<br>Aberdeen British | 237<br>67<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN132 | SS 10/64<br>EL (d)I | 1960-10 T. Mitchison Ltd.—Gts<br>*115·4′* 25′ 4″<br>113′ 2″ 25′ 0″ 12′ 6″<br>F16′<br>5BH<br>rf 4″ WB44t incl. DTm34t | M Trawler | Oil 4SA 8Cy. 8¾″×11½″<br>gear—2 ahead speeds<br>660bhp<br>Lister Blackstone Mar.<br>db 50t |
| 670715<br>Df Esd<br>Gc Rdr | **LETITIA LYKES**<br>**Lykes Bros. S.S. Co. Inc.**<br>United States<br>For later particulars see New Entries No. 8 | ~~11400~~ 10723<br>6600<br>13694 | | AB | 1966 Avondale Shpyds Inc.—Avondale<br>540′ 0″ 76′ 2″ 31′ 6″<br>514′ 0″ 76′ 0″ 42′ 6″<br>2 dks<br>RW | S CSD | 2 S Turb dr geared<br>12500shp<br>De Laval Turbine Inc. |
| 520707<br>5MRI<br>1894<br>Df Esd<br>Gc Rdr | **LETO**<br>exDarnie-61<br>**Alma Shipping Corp.**<br>Monrovia Liberian | 12577<br>7446<br>19810 | | AB | 1953 Hitachi Zosen—Inn<br>*548·4′* 70′ 11″ 30′ 4½″<br>541′ 4″ 70′ 6″ 39′ 4″<br>P124′ B41′ F68′ 1 dk<br>RW<br>rf 4″ | S Tanker Mchy.aft<br>27 Ta<br>Der 4(5) | 2 S Turb dr geared<br>8000shp<br>Hitachi Seisakusho |
| 502533<br>SZNN<br>2504<br>Df Esd<br>Rdr<br>RTm/h | **LETO**<br>exArromanches-65 exVichy<br>**Petros M. Nomikos Ltd.**<br>Piræus Greek | 2404<br>640<br>— | | BV | 1946 Forg. & Ch. de la Méditerranée—Hav<br>310′ 0″ 39′ 8″ 10′ 7″<br>39′ 6″<br>B165′ 2 dks | TS (1000P)<br>B.12178 | 2 S Turb sr geared<br>22000shp<br>Forg. & Ch. de la<br>1×150kW 110V d.c. |
| 520710<br>LGQR | **LETTEN**<br>**R. Wiland**<br>Bodö Norwegian | 125<br>80<br>200 | | | 1919 F. Weyergangs Verft.—Mandal<br>92′ 0″ 22′ 7″ 9′ 0″<br>... ... ...<br>1 dk<br>len 33 | Wood M Fishing Mchy.aft | Oil 2SA 3Cy. 315×<br>220bhp<br>Brunvoll Motorf. |
| 520711<br>DHXK<br>Df Esd<br>Gc Rdr<br>RT | **LEUNA**<br>**Fischkombinat Rostock**<br>Rostock E. German | 696<br>262<br>— | | DSRK | 1954 Schiffswerft Neptun—Ros<br>192′ 6″ 29′ 6″ 13′ 3″<br>16′ 5″<br>1 dk<br>RW | M Trawler | Oil 4SA 8Cy.<br>920bhp<br>Görlitzer Masch. |
| 520712<br>DHZO<br>2424<br>Df Esd<br>Gc Rdr<br>RT | **LEUNA I**<br>**Deutsche Seereederei**<br>Rostock E. German | 7874<br>4813<br>11670 | | DSRK | 1957 Admiralteiski Shpyd—Len<br>477′ 4″ 63′ 0″ 28′ 1″<br>62′ 9″ 34′ 2″<br>1 dk<br>RW | M Tanker Mchy.aft | 2 Oil 2SA each<br>geared to sc. shaft<br>4000bhp<br>Russki-Diesel |

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| **UNA II**<br>**Deutsche Seereederei**<br>Rostock E. German<br>Now **DESSAU** See New Entries No. 6 | 7874<br>4737<br>11670 | DSRK | 1958 Admiralteiski Shpyd—Len<br>477′ 4″ 63′ 0″ 28′ 1″<br>62′ 9″ 34′ 2″<br>1 dk<br>RW | M Tanker Mchy.aft | 2 Oil 2SA each 8Cy. 430×610 mm geared to sc. shaft<br>4000bhp<br>Russki-Diesel Len |
| **EUNTJE**<br>exAnnie–62<br>exVan der Duijn<br>van Maasdam–53<br>**K. van der Plas**<br>Katwijk a/Zee Netherland | 118<br>42<br>— | | 1918 Wed. Duivendijk—Gouderak<br>91′ 8″ 21′ 8″ 9′ 6¼″<br>... ... ...<br>R | M Fishing | Oil 4SA 6Cy. 290×420 mm<br>NE52<br>Masch. Kiel A.G. Kel |
| **EUVE LLOYD**<br>**Koninklijke Rotterdamsche Lloyd N.V.**<br>Rotterdam Netherland | 12897<br>7036<br>12080 | ✠100A1<br>DTsf & TwDsa—oil FP above 150° F. or vegetable oil or latex or molasses, also DTsf—wine FP above 150° F.<br>✠LMC<br>✠Lloyd's RMC<br>MN3400 EL i†2$\frac{1}{16}$″SQ | 1966–12 Nippon Kokan K.K.—Shimizu<br>~~531′ 6″~~ 78′ 0″ 29′ 9¼″ 531′ 6″(Incl.BB)<br>504′ 7″ 77′ 9″ 45′ 11″<br>F98′ 3 dks, 4th dk in Nos. 3 & 4 holds<br>8BH<br>rf 4″ WB1235t incl. DTa285t | M Ref<br>6 Ho 56¼′, 70¾′, 71½′, 71½′, 57¾′, 47¼′<br>B.680400 In.60716<br>17 Ha (stl) (lengths between 9¼′ & 44½′) (breadths between 9¼′ & 23½′)<br>12W Cr 6(5) Der 1(130) 2(15) 1(10) | Oil 2SA 6Cy. 900×1700 mm<br>17000bhp<br>Gebr. Stork & Co. Hengelo<br>AuxB 100℔ e (ex.g) 142℔<br>3×376kW 450V 60c/s a.c. 20k |
| **EUVEHAVEN**<br>**V. Gebr. van Uden's Scheepv. & Agentuur Maats.**<br>Rotterdam Netherland | 357<br>158<br>611 | BV | 1955 Schps. Waterhuizen J. Pattje—Waterhuizen<br>188′ 9″ 28′ 4″ 10′ 6¾″<br>170′ 6″ 28′ 3″ 17′ 6″<br>2 dks<br>RW | M (2P) Mchy.aft<br>1 Ho 110′<br>G.52000<br>1 Ha (75¼′×16¼′)<br>Der 4(2) | Oil 4SA 8Cy. 275×500 mm<br>540bhp 59t (d.o)<br>N.V. Werkspoor Ams<br>1×10kW 110V d.c. 10½k |
| **EV TOLSTOY**<br>**S.S.R.**<br>liningrad Russian | 3170<br>1225<br>1311 | | 1958 ....................Russia<br>277′ 10″ 46′ 0″ 18′ 3″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>6W Der 2(5) 2(3) 2(1½). | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Russia<br>12k |
| **EV TOLSTOY**<br>Launched as Stalingrad<br>**U.S.S.R.**<br>Petropavlovsk Russian | 1711<br>1007<br>2981 | | 1951 J. Boel & Fils—Tamise<br>302′ 0″ 44′ 4″ 18′ 5″<br>44′ 2″ 18′ 9″<br>2 dks | M<br>3 Ho<br>G.93231<br>3 Ha (22′, 39¾′, 39¾′×19¾′)<br>11W Der 1(10) 10(5) | Oil 4SA 8Cy. 390×680 mm<br>N.V. Werkspoor Ams<br>11k |
| **EVANT EXPLORER**<br>Bahamas Explorer–48<br>**bdel Rahim el Makkawi**<br>rt Said Egyptian (U.A.R.) | *502*<br>*204*<br>— | | 1943 Bethlehem Stl Co.—Qcy<br>*153·0′* 23′ 6″<br>... ... ...<br>1 dk | TM Survey Ship | 2 Oil 2SA each 24Cy. 110×130 mm<br>General Motors Corp. Det |
| **EVEN**<br>Chas. A. Phayer–66<br>Empire Downland<br>**evonport Marine Board**<br>elbourne British | 683<br>287<br>825 | ✱Classed BC until 2/50 | 1945–4 Fleming & Ferguson Ltd.—Psy<br>169′ 0″ 33′ 1″ 13′ 0″<br>161′ 0″ 33′ 0″ 15′ 0″<br>R<br>rf nil | TS Hopper Barge Mchy.aft | T 6Cy. 11″ 18½″ & 30″×21″<br>1180ihp 100t (o.f)<br>Fleming & Ferguson Ltd. Psy<br>1×10kW 110V d.c. 10k |
| **EVEN FISHER**<br>**ames Fisher & Sons Ltd.**<br>arrow British | 1540<br>740<br>— | ✠100A1 SS 2/66<br>✠LMC<br>MN360 EL p 1$\frac{7}{16}$″SQ | 1962–1 Burntisland S.B. Co. Ltd.—Bnt<br>260′ 0″ 39′ 3″ 16′ 9″<br>241′ 0″ 38′ 10″ 19′ 5″<br>P57′ F24′ 1 dk<br>RW NS 6BH<br>rf 2″ WB865t incl. DTf158t | M Mchy.aft<br>G.101000<br>3W Der 3(5) | Oil 4SA 8Cy. 420×660 mm<br>1800bhp 189t (hvf) ~~189t~~<br>Klöckner-Humboldt-Deutz Kln<br>12¼k |
| **EVENDEFISK 1**<br>**rges Levendefisklag S/L**<br>mil Pedersen<br>rondheim Norwegian | 102<br>34<br>— | | 1952 A/S Stongfjordanleggene—Stongfjorden<br>80′ 0″ 21′ 8″<br>21′ 6″<br>1 dk | Wood M Mchy.aft<br>1W | Oil 2SA 4Cy. 230×400 mm<br>186bhp (d.o)<br>Frederikshavns Jernst. & Msk. Fkn<br>2×3½kW 24V d.c. |
| **EVENDEFISK 2**<br>**rges Levendefisklag S/L**<br>mil Pedersen<br>lde Norwegian | 130<br>42<br>— | | 1949 Iver Hagen's Baatbyggeri—Hjelset<br>90′ 0″ 23′ 5″<br>21′ 6″<br>1 dk | Wood M Mchy.aft<br>1W | Oil ~~2SA 4Cy. 330×360 mm~~<br>~~244bhp~~ NE67<br>~~De Forenede Mtrfb.~~ Bgn<br>~~3×19kW 24/110V d.c.~~ |
| **EVERKUSEN**<br>**mburg-Amerika Linie**<br>mburg W. German | 6828<br>3984<br>9990 | GL | 1953 Lübecker Flender-Werke—Lbc<br>524′ 11″ 63′ 3″ 26′ 4″<br>484′ 2″ 63′ 0″ 39′ 5″<br>2 dks & S dk<br>RW<br>rf 3″ | S (12P) OSD<br>6 Ho 46¼′, 71¼′, 87¼′, 66¼′, 42¾′, 44½′<br>G.711738 B.655208<br>6 Ha (stl) (29¾′, 44′, 58½′, 45¼′, 29¼′, 29¼′×18¼′)<br>Der 1(50) 6(5–10) 12(3–5) 1(2) | 2 S Turb dr geared to sc. shaft<br>9000shp (o.f)<br>Siemens-Schuckertwerke Mülheim<br>3×380, 200, 200kW 230V 16¼k |
| **EVERN**<br>Claudia–65<br>**Osterwisch**<br>mburg W. German | 499<br>362<br>960 | GL | 1957 J. J. Sietas Schiffsw.—Ham<br>196′ 7″ 31′ 6″ 12′ 0″<br>177′ 6″ 13′ 4″<br>P32′ F24′ 1 dk<br>RW | M<br>G.42456 B.38536 | Oil 4SA 6Cy. 290×420 mm<br>500bhp<br>Masch. Kiel A.G. Kel<br>10k |

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| 520727<br>GHKP<br>301458<br>Df Esd<br>Gc Rdr | **LEVERNBANK**<br><br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow British | T.Mk<br>6303<br>3627<br>10293<br>8567<br>5066<br>12356 | ✠100A1 SS 3/66<br>DTma—palm oil or oil FP above 150° F.<br>✠LMC<br>MN1340 EL d†2☆"SQ | **1961–8** Harland & Wolff Ltd.—Bel<br>483' 4" 62' 9" 26' 2"/29' 2½"<br>451' 10" 62' 6" 38' 5"<br>P39' F43' 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6" WB1995t incl. DTma 1494t | M<br>5 Ho 60', 71', 60', 28'DT, 28'DT, 51½', 67'<br>G.670210 B.608130<br>7 Ha (29½', 35', 22½', 15', 30', 30'×22') (8'×15')<br>15W Der 1(25) 4(10) 10(5) 2(3) | Oil 2SA 6Cy. 620×14<br>470mm<br>6700bhp<br>Harland & Wolff Ltd.<br>2AuxB 100lb<br>4×175, 175, 175, 20kW |
| 520730<br>VDNV<br>179275 | **LEVISIENNE**<br><br>**J. J. Lavoie**<br>Quebec Canadian | 148<br>121<br>— | | **1949** C. H. Lambert—St. Joseph de la Rive<br>*77·6'* 29' 1"<br>... ... ...<br>1 dk | Wood M Mchy.aft | 2 Oil each 6Cy. 110×13<br>sc. shaft Emade<br>General Motors Corp. |
| 537092<br>SNOX<br><br>Df Esd<br>Pfd Rdr<br>RT | **LEW**<br>exTur–63<br>**Polish Government**<br>Zarzad Portu Gdansk<br>Gdansk Polish | 113<br>30<br>— | PR<br><br>✠Classed LR until 3/62 | **1959–2** P. K. Harris & Sons Ltd.—Apl<br>93' 3" 24' 7" 9' 0"<br>85' 0" 23' 3" 10' 6"<br>1 dk<br>rf 21" | M Tug | 2 Oil 4SA each 6Cy. 8¾"×<br>to sc. shaft<br>990bhp<br>Lister Blackstone Mar. Ltd.<br>3×46, 46, 3½kW 220V d.c. |
| 520731<br>KGEV<br>242135<br>Df Esd<br>Rdr | **LEW WALLACE**<br><br>**United States Department of Commerce**<br>San Francisco United States | 7181<br>4384<br>10500 | AB | **1942** Permanente (Shpyd No. 1)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70' 20' DT,<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 671964<br><br><br>Df Esd<br>Gc Rdr<br>RT | **LEWANT II**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdansk Polish | 2900<br>1473<br>4430 | NV | **1967** Aalborg Værft A/S—Abg<br>375' 8" 52' 7" 20' 10"<br>341' 2" 52' 5½" 30' 10"<br>1 dk & S dk | M Ref OSD<br>4 Ho<br>4 Ha (31½'×19¾') (47½', 38½'×21½') (22½'×16½') | Oil 2SA 7Cy. 500×1100<br>4900bhp B&W<br>Helsingör Skibs. & Ma |
| 517450<br>WB6251<br>223376<br>Df Gc<br>Pfd Rdr | **LEWIS G. HARRIMAN**<br>exJohn W. Boardman–65<br>**Huron Portland Cement Div., National Gypsum Co.**<br>Wilmington, Del. United States | 3838<br>2763<br>6200 | AB | **1923** Toledo S.B. Co.—Toledo<br>*340·6'* 55' 1" 21' 8½"<br>341' 6" 55' 0" 28' 0"<br>1 dk<br>R | S Cement Carrier Mchy.aft<br>Self-unloader<br>3 Ho | T 3Cy. 21" 35" & 59"×42"<br>1500ihp<br>Toledo S.B. Co. |
| 520735<br>OWGW<br><br>Df Esd<br>Gc Rdr<br>RT | **LEXA MÆRSK**<br><br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>6381<br>3598<br>9720<br>9062<br>5046<br>— | ✠100A1 SS 3/67<br>tunnel side tanks, DTsm & DTsa—oil FP above 150° F., vegetable oil, molasses or latex<br>✠LMC<br>MN2000 EL e†2☆"SQ | **1957–3** A.G. "Weser"—Bmn<br>497' 7" 63' 11" 27' 5¾"/—<br>457' 0" 63' 0" 41' 3"<br>P42' F96' 2 dks, 3rd dk except in aft hold<br>Coll BH to U dk 6 to 2nd dk<br>rf 4' WB5042t incl. Tunnel tanks 234t<br>DTsa1941t DTm1171t | M<br>5 Ho<br>G.708000 B.639000<br>5 Ha (31½'×16') (47½', 42', 39½'×20') (34'×16')<br>20W Der 1(60) 2(15) 20(5) | Oil 2SA 8Cy. 740×1600<br>10000bhp<br>Burmeister & Wain<br>AuxB 100lb |
| 520739<br>WA2203<br>249877<br>Df | **LEXINGTON**<br>exWashington Star–62<br>exAleutian Queen–48<br>**Compania de Arriendos McAlister S.A.**<br>Mayaguez, P.R United States | 617<br>338<br>— | | **1944** Anacortes Shipways Inc.—Anacortes<br>*139·1'* 33' 7"<br>138' 9" 33' 5" 17' 8"<br>1 dk<br>BK14½" | Wood M<br>2 Ho<br>2 Ha | Oil 2SA 5Cy. 405×510<br>875bhp<br>Fairbanks, Morse & Co. |
| 520740 | **LEYTE**<br><br>**Compañia Maritima**<br>Manila Philippine | 730<br>370<br>925 | | **1944** Ingalls S.B. Corp.—Decatur<br>217' 3" 32' 0" 11' 9¾"<br>31' 10"<br>1 dk<br>rf 6" len 56 | TM Mchy.aft<br>3 Ho 41½', 44', 38'<br>G.24410 B.22946<br>3 Ha (20', 33', 10'×16')<br>4W Der 1(15) 4(5) | 2 Oil 2SA each 6Cy.<br>geared<br>1000bhp<br>General Motors Corp.<br>2×100kW 100/220V d.c. |
| 520741 | **LI HUA**<br><br>**Whangpoo Conservancy Board**<br>Shanghai People's Rep. of China | 162<br>2<br>— | | **1947** Chinese Navy Kiangnan Dkyd—Shl<br>*95·0'* 20' 0"<br>... ... ... | M Tug | Oil 4SA 6Cy. 330×42<br>Atlas-Diesel |
| 541238<br><br><br>Df Esd<br>Gc Rdr<br>RT | **LI MING**<br>exLondon Tradesman–64<br>**The People's Republic of China**<br>People's Rep. of China | 8076<br>4365<br>12850 | ✠Classed LR until 6/66 | **1963–12** Uddevallavarvet A/B—Udv<br>531' 1" 67' 7" 28' 3½"<br>493' 2" 67' 3" 42' 3"<br>F51 1 dk & S dk, 3rd dk in No. 1 hold<br>rf 2" | M OSD<br>G.815950 B.754134<br>18W Der 1(30) 1(15) 18(10) | Oil 2SA 8Cy. 760×<br>10000bhp Götaverken<br>Uddevallavarvet A/B |
| 520742<br>SLUT<br>8881<br>Df Esd<br>Gc Rdr<br>RT | **LIA**<br><br>**Rederi A/B Disa**<br>Olof Brodin<br>Stockholm Swedish<br>Now **RIVER SES** See New Entries No. 3 | T.Mk<br>3460<br>1848<br>6370 | ✠100A1 SS 3/65<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>EL y 2☆"SQ | **1947–10** Öresundsvarvet A/B—Lkr<br>399' 7" 53' 2" 24' 2½"<br>375' 11" 52' 11" 34' 0"<br>F42' 2 dks, Intermediate 'tween dk aft under raised U dk<br>Coll BH to U dk 5 to 2nd dk<br>WB1336t incl. Tunnel tanks 239t | M Ref<br>5 Ho<br>G.366850 B.336590 In.42720<br>5 Ha (27', 30½', 30½', 30½', 30½'×18')<br>10W Der 1(25) 10(5) | Oil 2SA 8Cy. 630×<br>4800bhp<br>A/B Götaverken |

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| **LIA**<br>**Pesquera Industrial Santa Martha S.A.**<br>Pisco<br>Peruvian | 158<br>69<br>— | | GL | 1967 Ast. Pesquera Ind. Callao—Clo<br>*80·4'* 22' 0"<br>11' 4"<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. Peoria |
| **LIAFJELD**<br>exMarin Adroit<br>**Kalhammaren Fodermelfabrik A/S**<br>Arne Helland<br>Stavanger<br>Norwegian | 229<br>105<br>— | | BV | 1936 A. Vuyk & Zonen—Capelle<br>127' 2" 22' 5"<br>119' 4" 22' 4"<br>1 dk<br>R len 60 | M Fishing Mchy.aft | Oil 2SA 4Cy. 280×420 mm<br>400bhp NE64<br>Wichmann Mtrf. Rub |
| **LIAN MIN**<br>exLucky Chen-59<br>exCambay Breeze-57<br>exBangalow-55<br>**Lucky Shipping & Trading Co. Ltd.**<br>Panama<br>Panamanian | 648<br>279<br>510 | *Classed BC until 10/55 | | 1939-3 Harland & Wolff Ltd.—Gls<br>169' 2" 36' 2" 9' 1"<br>160' 0" 36' 0" 10' 0"<br>P31' F31' 1 dk<br>R | S Ref Mchy.aft<br>1 Ho 80½'<br>1 Ha (40¼'×14')<br>1W Der 1(12) | T 3Cy. 11½" 19" & 32"×22"<br>(o.f)<br>Plenty & Sons Ltd. Nby<br>9k |
| **LIANA**<br>**Skibs A/S Saphir & Skibs A/S Hassel**<br>A/S Rederiet Odfjell<br>Bergen<br>Norwegian | 2999<br>1432<br>4040 | | NV | 1965 A/S Akers M/V—Osl<br>330' 11" 44' 7" 19' 11¼"<br>306' 3" 44' 6" 22' 4"<br>1 dk<br>rf 3" | M Tanker Mchy.aft<br>14 Ta<br>L.177000 | Oil 2SA 5Cy. 420×900 mm<br>2500bhp B&W (hvf)<br>A/S Akers M/V Osl<br>2×220kW 440V 60c/s a.c. |
| **LIANA**<br>exPavlos-67 exLapland-59<br>**Halcophil Compania Naviera S.A.**<br>Beirut<br>Lebanese | *2881* ~~2981~~<br>*1612*<br>4600 | ✠100A1<br>✠LMC | ~~SS 11/64~~<br>TD 11/68<br>EL u | 1942-11 Caledon S.B. & E. Co. Ltd.—Dun<br>328' 0" 46' 7" 20' 9½"<br>310' 0" 46' 4" 25' 2"<br>P33' B82' F34' 1 dk<br>5BH<br>WB911t | S<br>8W | T 3Cy. 20" 31" & 55"×39"<br>1200ihp 527t (o.f)<br>N.E. Mar. Eng. Co. (1933) Ltd. Nwc<br>2 SB 200℔ Spt hs(5338) 6cf 9k |
| **LIANA**<br>**Vapores Costeros**<br>L. Alvarez Hernandez<br>Santander<br>Spanish | 2197<br>1260<br>3600 | ✠100A1<br>strengthened for heavy cargoes<br>✠LMC<br>MN560 | EL s $1\frac{9}{16}$"U2 | 1967-2 Soc. Española de Const. Nav.—Matagorda<br>305' 2" 47' 9" 17' 7¼"<br>278' 10" 47' 7" 20' 8"<br>P66' F36' 1 dk<br>RW NS 4BH<br>rf nil DK fwd WB806t | M Mchy.aft | Oil 2SA 8Cy. 480×700 mm<br>2800bhp Sulzer<br>Soc. Española de Const. Nav. Bbo<br>3×150, 150, 40kW 440V 60c/s a.c. |
| **LIANKA**<br>exKarina-63 exWilhelmine<br>exMaria Ursula<br>**Heinz Jacob**<br>Elsfleth<br>W. German | 138<br>95<br>— | | | 1927 Carl Heidelmann—Lauenburg<br>*112·5'* 18' 2"<br>7' 10"<br>1 dk<br>R len 51 | M | Oil 2SA 5Cy. 160×270 mm<br>120bhp NE41<br>Demag A.G. Darmstadt |
| **LIAO YUAN**<br>**The People's Republic of China**<br>People's Rep. of China | 4693<br>2524<br>6931 | | | 1959 ....................China | M | Oil |
| **LIAZI**<br>**Empresa do Limpopo A. Couto Ltda.**<br>Lourenço Marques<br>Portuguese | 1253<br>455<br>1500 | ✠100A1<br>✠LMC<br>MN440 | SS 4/63<br>EL p $1\frac{7}{16}$"SQ | 1957-8 Est. Nav. do Mondego—Figueira<br>257' 11" 39' 2" 13' 11"<br>230' 0" 39' 0" 22' 6"<br>P29' F38' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil WB222t | TM (8P) OSD<br>2 Ho each 74½'<br>2 Ha (each 40¾'×17¾')<br>Cr 1(15) 7(3) Der 1(15) 8(4) | 2 Oil 4SA each 8Cy. 390×680 mm<br>2200bhp (d.o)<br>N.V. Werkspoor Ams<br>3×90, 90, 45kW 220V d.c. |
| **LIBANON**<br>**Beck, Godeffroy & Co.**<br>Hamburg<br>W. German | 4435<br>2629<br>6033 | | GL | 1952 Lübecker Flender-Werke—Lbc<br>379' 2" 52' 8" 22' $11\frac{5}{16}$"<br>52' 6" 30' 6"<br>F27' 2 dks<br>RW | M (8P) CSD<br>G.331269 B.301464<br>5 Ha (27½', 37¼', 28', 30¼', 30¼'×18')<br>10W Der 1(40) 1(15) 10(3-5) | Oil 2SA 5Cy. 680×1250 mm<br>3000bhp 304t (d.o)<br>Waggon & Maschb. Ham<br>13k |
| **LIBANON**<br>**Carl-Gunnar Berndtsson Partrederi**<br>Öckerö<br>Swedish | 141<br>66<br>— | | NV | 1961 Ankerløkken Verft A/S—Florø<br>95' 8" 22' 1"<br>... ... ...<br>1 dk | M Trawler | Oil 4SA 6Cy. 290×420 mm<br>650bhp<br>Masch. Kiel A.G. Kel |
| **LIBAS**<br>exGlobe XIII-66<br>Ole P. Lie<br>Bergen<br>Norwegian | 598<br>203<br>— | | NV | 1950 Framnæs M/V—Sfj<br>158' 0" 29' 8"<br>29' 6" 17' 0"<br>1 dk<br>RW conv whaler 67 | M Fishing Mchy.aft<br>3 Ho<br>3 Ha (10½', 9¾', 10½'×11¾')<br>2W Der 1(5) 1(2) | Oil 2SA 9Cy. 280×420 mm<br>1350bhp NE66<br>Wichmann Mtrf. Rub<br>2×50kW 230V 50c/s a.c. |
| **LIBBY ISLAND**<br>**United States Department of Commerce**<br>New Orleans<br>United States | 1117<br>251<br>— | | | 1943 Avondale Marine Ways—N.Os<br>*185·5'* 37' 7"<br>185' 0" 37' 6" 21' 5"<br>B&F106' 2 dks | M Tug | 2 Oil 4SA each 8Cy. 370×510 mm sr geared to sc. shaft<br>2320bhp 566t<br>National Supply Co. Springfield |

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| 520727<br>GHKP<br>301458<br>Df Esd<br>Gc Rdr | **LEVERNBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow British | T.Mk<br>6303<br>3627<br>10293<br>8567<br>5066<br>12356 | ✠100A1 SS 3/66<br>DTma—palm oil or oil FP above 150° F.<br>✠LMC<br>MN1340 EL d†2$\frac{3}{16}$"SQ | **1961-8** Harland & Wolff Ltd.—Bel<br>483' 4" 62' 9" 26' 2"/29' 2½"<br>451' 10" 62' 6" 38' 5"<br>P39' F43' 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6" WB1995t incl. DTma 1494t | M<br>5 Ho 60', 71', 60', 28'DT, 28'DT, 51¾', 67'<br>G.670210 B.608130<br>7 Ha (29½', 35', 22½', 15', 30', 30'×22') (8'×15')<br>15W Der 1(25) 4(10) 10(5) 2(3) | Oil 2SA 6Cy. 620×1438<br>470mm<br>6700bhp<br>Harland & Wolff Ltd.<br>2AuxB 100lb<br>4×175, 175, 175, 20kW 220V |
| 520730<br>VDNV<br>179275 | **LEVISIENNE**<br>**J. J. Lavoie**<br>Quebec Canadian | 148<br>121<br>— | | **1949** C. H. Lambert—St. Joseph de la Rive<br>*77·6'* 29' 1"<br>... ... ...<br>1 dk | Wood M Mchy.aft | 2 Oil each 6Cy. 110×130<br>sc. shaft Emade<br>General Motors Corp. |
| 537092<br>SNOX<br><br>Df Esd<br>Pfd Rdr<br>RT | **LEW**<br>exTur-63<br>**Polish Government**<br>Zarzad Portu Gdansk<br>Gdansk Polish | 113<br>30<br>— | PR<br>✠Classed LR until 3/62 | **1959-2** P. K. Harris & Sons Ltd.—Apl<br>93' 3" 24' 7" 9' 0"<br>85' 0" 23' 3" 10' 6"<br>1 dk<br>rf 21" | M Tug | 2 Oil 4SA each 6Cy. 8¾"×<br>to sc. shaft<br>990bhp<br>Lister Blackstone Mar. Ltd.<br>3×46, 46, 3¼kW 220V d.c. |
| 520731<br>KGEV<br>242135<br>Df Esd<br>Rdr | **LEW WALLACE**<br>**United States Department of Commerce**<br>San Francisco United States | 7181<br>4384<br>10500 | AB | **1942** Permanente (Shpyd No. 1)—Richmond<br>441' 6" 57' 0" 27' 8⅝"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70' 20' DT,<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 671964<br><br><br>Df Esd<br>Gc Rdr<br>RT | **LEWANT II**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdansk Polish | 2900<br>1473<br>4430 | NV | **1967** Aalborg Værft A/S—Abg<br>375' 8" 52' 7" 20' 10"<br>341' 2" 52' 5½" 30' 10"<br>1 dk & S dk | M Ref OSD<br>4 Ho<br>4 Ha (31½'×19¾') (47½', 38½'×21½') (22½'×16½') | Oil 2SA 7Cy. 500×1100<br>4900bhp B&W<br>Helsingör Skibs. & Mas. |
| 517450<br>WB6251<br>223376<br>Df Gc<br>Pfd Rdr | **LEWIS G. HARRIMAN**<br>exJohn W. Boardman-65<br>**Huron Portland Cement Div., National Gypsum Co.**<br>Wilmington, Del. United States | 3838<br>2763<br>6200 | AB | **1923** Toledo S.B. Co.—Toledo<br>*340·6'* 55' 1" 21' 8½"<br>341' 6" 55' 0" 28' 0"<br>1 dk<br>R | S Cement Carrier Mchy.aft<br>Self-unloader<br>3 Ho | T 3Cy. 21" 35" & 59"×42"<br>1500ihp<br>Toledo S.B. Co. |
| 520735<br>OWGW<br><br>Df Esd<br>Gc Rdr<br>RT | **LEXA MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>6381<br>3598<br>9720<br>9062<br>5046<br>— | ✠100A1 SS 3/67<br>tunnel side tanks, DTsm & DTsa—oil FP above 150° F., vegetable oil, molasses or latex<br>✠LMC<br>MN2000 EL e†2$\frac{3}{16}$"SQ | **1957-3** A.G. "Weser"—Bmn<br>497' 7" 63' 11" 27' 5⅞"/—<br>457' 0" 63' 0" 41' 3"<br>P42' F96' 2 dks, 3rd dk except in aft hold<br>Coll BH to U dk 6 to 2nd dk<br>rf 4' WB5042t incl. Tunnel tanks 234t<br>DTsa1941t DTm1171t | M<br>5 Ho<br>G.708000 B.639000<br>5 Ha (31½'×16') (47½', 42', 39½'×20') (34'×16')<br>20W Der 1(60) 2(15) 20(5) | Oil 2SA 8Cy. 740×1600<br>10000bhp<br>Burmeister & Wain<br>AuxB 100lb |
| 520739<br>WA2203<br>249877<br>Df | **LEXINGTON**<br>exWashington Star-62<br>exAleutian Queen-48<br>**Compania de Arriendos McAlister S.A.**<br>Mayaguez, P.R United States | 617<br>338<br>— | | **1944** Anacortes Shipways Inc.—Anacortes<br>*139·1'* 33' 7"<br>138' 9" 33' 5" 17' 8"<br>1 dk<br>BK14½" | Wood M<br>2 Ho<br>2 Ha | Oil 2SA 5Cy. 405×510<br>875bhp<br>Fairbanks, Morse & Co. |
| 520740 | **LEYTE**<br>**Compañia Maritima**<br>Manila Philippine | 730<br>370<br>925 | | **1944** Ingalls S.B. Corp.—Decatur<br>217' 3" 32' 0" 11' 9¾"<br>31' 10"<br>1 dk<br>rf 6" len 56 | TM Mchy.aft<br>3 Ho 41½', 44', 38'<br>G.24410 B.22946<br>3 Ha (20', 33', 10'×16')<br>4W Der 1(15) 4(5) | 2 Oil 2SA each 6Cy.<br>geared<br>1000bhp<br>General Motors Corp.<br>2×100kW 100/220V d.c. |
| 520741 | **LI HUA**<br>**Whangpoo Conservancy Board**<br>Shanghai People's Rep. of China | 162<br>2<br>— | | **1947** Chinese Navy Kiangnan Dkyd—Shl<br>*95·0'* 20' 0"<br>... ... ... | M Tug | Oil 4SA 6Cy. 330×420<br>Atlas-Diesel |
| 541238<br><br><br>Df Esd<br>Gc Rdr<br>RT | **LI MING**<br>exLondon Tradesman-64<br>**The People's Republic of China**<br>People's Rep. of China | 8076<br>4365<br>12850 | ✠Classed LR until 6/66 | **1963-12** Uddevallavarvet A/B—Udv<br>531' 1" 67' 7" 28' 3½"<br>493' 2" 67' 3" 42' 3"<br>F51' 1 dk & S dk, 3rd dk in No. 1 hold<br>rf 2" | M OSD<br>G.815950 B.754134<br>18W Der 1(30) 1(15) 18(10) | Oil 2SA 8Cy. 760×<br>10000bhp Götaverken<br>Uddevallavarvet A/B |
| 520742<br>SLUT<br>8881<br>Df Esd<br>Gc Rdr<br>RT | **LIA**<br>**Rederi A/B Disa**<br>Olof Brodin<br>Stockholm Swedish<br>Now **RIVER SES** See New Entries No. 3 | T.Mk<br>3460<br>1848<br>6370 | ✠100A1 SS 3/65<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>EL y 2$\frac{3}{16}$"SQ | **1947-10** Öresundsvarvet A/B—Lkr<br>399' 7" 53' 2" 24' 2½"<br>375' 11" 52' 11" 34' 0"<br>F42' 2 dks, Intermediate 'tween dk aft under raised U dk<br>Coll BH to U dk 5 to 2nd dk<br>WB1336t incl. Tunnel tanks 239t | M Ref<br>5 Ho<br>G.366850 B.336590 In.42720<br>5 Ha (27', 30½', 30½', 30½', 30½'×18')<br>10W Der 1(25) 10(5) | Oil 2SA 8Cy. 630×1300<br>4800bhp<br>A/B Götaverken |

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| **LIA**<br>**Pesquera Industrial Santa**<br>**Martha S.A.**<br>Pisco Peruvian | **158**<br>69<br>— | GL | **1967** Ast. Pesquera Ind. Callao—Clo<br>*80·4'* 22' 0"<br>11' 4"<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. Peoria |
| **LIAFJELD**<br>exMarin Adroit<br>**Kalhammaren Fodermelfabrik A/S**<br>Arne Helland<br>Stavanger Norwegian | **229**<br>105<br>— | BV | **1936** A. Vuyk & Zonen—Capelle<br>127' 2" 22' 5"<br>119' 4" 22' 4"<br>1 dk<br>R len 60 | M Fishing Mchy.aft | Oil 2SA 4Cy. 280×420 mm<br>400bhp NE64<br>Wichmann Mtrf. Rub |
| **LIAN MIN**<br>exLucky Chen–59<br>exCambay Breeze–57<br>exBangalow–55<br>**Lucky Shipping & Trading Co. Ltd.**<br>Panama Panamanian | **648**<br>279<br>510 | ✻Classed BC until 10/55 | **1939–3** Harland & Wolff Ltd.—Gls<br>169' 2" 36' 2" 9' 1"<br>160' 0" 36' 0" 10' 0"<br>P31' F31' 1 dk<br>R | S Ref Mchy.aft<br>1 Ho 80½'<br>1 Ha (40¼'×14')<br>1W Der 1(12) | T 3Cy. 11½" 19" & 32"×22" (o.f)<br>Plenty & Sons Ltd. Nby<br>9k |
| **LIANA**<br>**Skibs A/S Saphir & Skibs A/S Hassel**<br>A/S Rederiet Odfjell<br>Bergen Norwegian | **2999**<br>1432<br>4040 | NV | **1965** A/S Akers M/V—Osl<br>330' 11" 44' 7" 19' 11½"<br>306' 3" 44' 6" 22' 4"<br>1 dk<br>rf 3" | M Tanker Mchy.aft<br>14 Ta<br>L.177000 | Oil 2SA 5Cy. 420×900 mm<br>2500bhp B&W (hvf)<br>A/S Akers M/V Osl<br>2×220kW 440V 60c/s a.c. |
| **LIANA**<br>exPavlos–67 exLapland–59<br>**Halcophil Compania Naviera S.A.**<br>Beirut Lebanese | *2881* ~~2981~~<br>*1612*<br>4600 | **✠100A1** ~~SS 11/64~~<br>TD 11/68<br>**✠LMC**<br>EL u | **1942–11** Caledon S.B. & E. Co. Ltd.—Dun<br>328' 0" 46' 7" 20' 9½"<br>310' 0" 46' 4" 25' 2"<br>P33' B82' F34' 1 dk<br>5BH<br>WB911t | S<br>8W | T 3Cy. 20" 31" & 55"×39"<br>1200ihp 527t (o.f)<br>N.E. Mar. Eng. Co. (1933) Ltd. Nwc<br>2 SB 200lb Spt hs(5338) 6cf 9k |
| **LIANA**<br>**Vapores Costeros**<br>Luis Alvarez Hernandez<br>Santander Spanish | **2197**<br>1260<br>3600 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>MN560 EL s 1$\frac{9}{16}$"U2 | **1967–2** Soc. Española de Const. Nav.—Matagorda<br>305' 2" 47' 9" 17' 7¼"<br>278' 10" 47' 7" 20' 8"<br>P66' F36' 1 dk<br>RW NS 4BH<br>rf nil DK fwd WB806t | M Mchy.aft | Oil 2SA 8Cy. 480×700 mm<br>2800bhp Sulzer<br>Soc. Española de Const. Nav. Bbo<br>3×150, 150, 40kW 440V 60c/s a.c. |
| **IANKA**<br>exKarina–63 exWilhelmine<br>exMaria Ursula<br>**Heinz Jacob**<br>Elsfleth W. German | **138**<br>95<br>— | | **1927** Carl Heidelmann—Lauenburg<br>*112·5'* 18' 2"<br>7' 10"<br>1 dk<br>R len 51 | M | Oil 2SA 5Cy. 160×270 mm<br>120bhp NE41<br>Demag A.G. Darmstadt |
| **IAO YUAN**<br>**The People's Republic of China**<br>People's Rep. of China | **4693**<br>2524<br>6931 | | **1959** ....................China | M | Oil |
| **IAZI**<br>**Empresa do Limpopo A. Couto Ltda.**<br>Lourenço Marques Portuguese | **1253**<br>455<br>1500 | **✠100A1** SS 4/63<br>**✠LMC**<br>MN440 EL p 1$\frac{7}{16}$"SQ | **1957–8** Est. Nav. do Mondego—Figueira<br>257' 11" 39' 2" 13' 11"<br>230' 0" 39' 0" 22' 6"<br>P29' F38' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil WB222t | TM (8P) OSD<br>2 Ho each 74½'<br>2 Ha (each 40¾'×17¾')<br>Cr 1(15) 7(3) Der 1(15) 8(4) | 2 Oil 4SA each 8Cy. 390×680 mm<br>2200bhp (d.o)<br>N.V. Werkspoor Ams<br>3×90, 90, 45kW 220V d.c. |
| **IBANON**<br>**Beck, Godeffroy & Co.**<br>Hamburg W. German | **4435**<br>2629<br>6033 | GL | **1952** Lübecker Flender-Werke—Lbc<br>379' 2" 52' 8" 22' 11$\frac{5}{16}$"<br>52' 6" 30' 6"<br>F27' 2 dks<br>RW | M (8P) CSD<br>G.331269 B.301464<br>5 Ha (27½', 37¼', 28', 30¼', 30¼'×18')<br>10W Der 1(40) 1(15) 10(3–5) | Oil 2SA 5Cy. 680×1250 mm<br>3000bhp 304t (d.o)<br>Waggon & Maschb. Ham<br>13k |
| **IBANON**<br>**Carl-Gunnar Berndtsson Partrederi**<br>Öckerö Swedish | **141**<br>66<br>— | NV | **1961** Ankerløkken Verft A/S—Florø<br>95' 8" 22' 1"<br>... ... ...<br>1 dk | M Trawler | Oil 4SA 6Cy. 290×420 mm<br>650bhp<br>Masch. Kiel A.G. Kel |
| **IBAS**<br>exGlobe XIII–66<br>**Ole P. Lie**<br>Bergen Norwegian | **598**<br>203<br>— | NV | **1950** Framnæs M/V—Sfj<br>158' 0" 29' 8"<br>29' 6" 17' 0"<br>1 dk<br>RW conv whaler 67 | M Fishing Mchy.aft<br>3 Ho<br>3 Ha (10½', 9¾', 10½'×11¾')<br>2W Der 1(5) 1(2) | Oil 2SA 9Cy. 280×420 mm<br>1350bhp NE66<br>Wichmann Mtrf. Rub<br>2×50kW 230V 50c/s a.c. |
| **BBY ISLAND**<br>**United States Department of Commerce**<br>New Orleans United States | **1117**<br>251<br>— | | **1943** Avondale Marine Ways—N.Os<br>*185·5'* 37' 7"<br>185' 0" 37' 6" 21' 5"<br>B&F106' 2 dks | M Tug | 2 Oil 4SA each 8Cy. 370×510 mm sr geared to sc. shaft<br>2320bhp 566t<br>National Supply Co. Springfield |

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| 520754<br>OYBT | **LIBELLE**<br><br>**Martin Bauer**<br>Kolding Danish | 100<br>58<br>— | | 1930 W. Holst—Cranz<br>*84·5'* 18' 0"<br>... ... ...<br><br>R | Aux | Oil 4SA 4Cy. 215×360 mm<br>NE48<br>Holsteinische Masch. A.G. |
| 520755<br>IPHY<br>306 | **LIBERA MAURIZIO**<br>exLibera-55<br>**M. Scotto di Santolo**<br>Naples Italian | 129<br>79<br>— | RI | 1927 A. Aurilia—Torre del Greco<br>107' 1" 20' 8"<br>96' 2" 19' 5" 6' 8"<br>1 dk | Wood M | Oil 2SA 3Cy. 220×370 mm<br>300bhp Emade<br>Burmeister & Wain |
| 505541<br><br><br>Df Esd<br>Gc Rdr<br>RTm/v | **LIBERATOR COLOCOTRONIS**<br>exBurg Sparrenberg-67<br>**Marcuna Cia. Naviera S.A.**<br>Piræus Greek | ~~4142~~ 4137<br>~~2965~~ 2444<br>7086 | GL | 1951 Deutsche Werft A.G.—Ham<br>431' 9" 56' 7" 21' 6¾"<br>56' 5" 32' 2"<br>F38' 1 dk & S dk<br>RW | M (12P) OSD<br><br>G.424900 B.390040<br>5 Ha (29¾', 43¾', 29½', 36½', 29½'×21½')<br>12W Der 1(40) 1(15) 12(3–5) | Oil 2SA 6Cy. 700×1200 mm<br>4000bhp<br>Masch. Augsburg-Nürnberg |
| 520757<br>PFNW<br><br>Df Esd<br>Gc Rdr<br>RTv | **LIBERIAKUST**<br><br>**N.V. Stoomv. Maats. "Nederland"**<br>N.V. Hollandsche Stoomb. Maats.<br>Amsterdam Netherland | 4623<br>2580<br>5354 | ✠100A1 SS 7/65<br>Tunnel side tanks<br>DTma & DTf—veg. oil<br>✠LMC<br>MN660 EL x 2¼"SQ | 1960–7 Arnhemsche Schps. Maats.—Ahm<br>389' 11" 51' 5" 22' 10½"<br>356' 8" 51' 0" 30' 2"<br>P27' F44' 2 dks, 3rd dk in Nos. 1, 3 & 4 holds<br>RW 6BH to U dk 3 to 2nd dk<br>rf 4" WB1900t incl. Tunnel tanks 463t DTma692t DTf368t | M (8P) Ref<br>4 Ho 65½', 73½', 68¾', 64½'<br>G.307914 B.295294<br>4 Ha (29½'×14¾') (41½', 39', 29¾'×19')<br>Der 1(35) 8(3–10) 4(3–5) | Oil 2SA 6Cy. 600×1100 mm<br>3300bhp<br>N.V. Werkspoor<br>AuxB 100lb<br>3×150kW 230V d.c. |
| 520758<br>LPAC<br>1366F<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LIBERTAD**<br>ex17 de Octubre-55<br>**Empresa Lineas Maritimas Argentinas**<br>Buenos Aires Argentine | *12653*<br>*7206*<br>19089 | ✠100A1 SS 9/64<br>with freeboard<br>DTsm—oil FP above 150° F. or vegetable oil, but not in adjacent tanks<br>✠LMC<br>✠Lloyd's RMC<br>EL h†2¾"SQ | 1950–10 Vickers-Armstrongs—Brw<br>530' 0" 71' 2" 27' 6"<br>495' 0" 71' 0" 38' 6"<br>B327' F118' 2 dks, 3rd dk clear of mchy. space<br>RW 7BH to U dk 1 to 3rd dk<br>WB4722t incl. Tunnel tanks 675t DTsm1880t | TS (400P) Ref<br><br>G.350000 B.309000 In.262937 | 4 S Turb dr geared<br>14500shp<br>Vickers-Armstrongs<br>2WTB 570lb Spt 500lb<br>Aux WTB 540lb Spt |
| 522515<br>5BDS<br><br>Df Esd<br>Gc Rdr | **LIBERTAS**<br>exMarineri-67<br>exCity of St. Albans-59<br>exFrederick Banting-47<br>**Dolphin Shipping Co. Ltd.**<br>Famagusta Cyprus | 7266<br>4438<br>10657 | ~~BS~~ ~~SS 2/65~~<br>~~MBS~~<br>~~MN450~~ ~~CT6708 C37 S33~~<br>**BROKEN UP** | 1943 Bethlehem-Fairfield—Bal<br>441' 8" 57' 0" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br>RW 7BH<br>WB2803t incl. DTf648t a706t | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.562827 B.499816<br>5 Ha (33½', 35 , 20', 35', 35'×20')<br>10W Der 1(50) 1(20) | T 3Cy. 24½" 37" & 70"×<br>2500ihp<br>General Mchy. Corp.<br>2WTB 240lb Spt |
| 520761<br>PFOZ<br><br>Df Esd<br>Rdr<br>RTm/h | **LIBERTAS**<br><br>**Nieuwe Kustv. Maats. N.V.**<br>Kon. Nederl. Stoomb. Maats. N.V.<br>Amsterdam Netherland | 499<br>222 ~~206~~<br>876 | ✠100A1 SS 9/68 ~~SS 9/63~~<br>Str. nav. ice<br>✠LMC<br>MN150 EL I | 1958–9 E. J. Smit & Zoon's Scheeps.—Westerbroek<br>212' 9" 32' 6" 12' 1½"<br>196' 0" 32' 2" 19' 0"<br>Ba37' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf nil WB90t | M OSD Mchy.aft<br>2 Ho 49', 74½'<br>B.61600<br>2 Ha (26½', 40'×13½')<br>6W Der 2(6) 4(3) | Oil 4SA 6Cy. 390×<br>750bhp<br>N.V. Werkspoor<br>3×25kW 110V d.c. |
| 520762<br><br><br>Df Esd<br>Gc | **LIBERTATEA**<br>exLuceafarul exNahlin<br>**NAVROM Roumanian Maritime and Fluvial Navigation**<br>Constantza Roumanian | 1392<br>555<br>— | ✠ | 1930–7 John Brown & Co. (Clydebank) Ltd.—Cly<br>296' 0" 36' 2" 14' 9"<br>... ... ...<br>1 dk<br>R conv yacht — | TS | 4 S Turb geared<br><br>John Brown & Co. |
| 520764<br>PFOT<br><br>Df RT | **LIBERTY**<br><br>**E., P. E. and J. P. Beck**<br>Beck's Scheepvaartkantoor N.V.<br>Groningen Netherland | 399<br>239<br>620 | ✠100A1 SS 4/64<br>✠LMC<br>MN75 EL g | 1952–4 Schps."Hoogezand" J.Bodewes—Hgz<br>164' 7" 26' 11" 10' 9½"<br>152' 0" 26' 9" 11' 10"<br>Q38' F26' 1 dk<br>RW 3BH<br>WB158t | M Mchy.aft<br><br>G.27500 B.26000 | Oil 4SA 6Cy. 290×<br>375bhp<br>Appingedammer Bros |
| 520765<br>ELQH<br>519<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **LIBERTY BELL**<br><br>**Grand Bassa Tankers Inc.**<br>Monrovia Liberian | 22610<br>13994<br>39281 | AB | 1954 Newport Ns S.B. & D.D. Co.—N.Ns<br>707' 0" 93' 2" 36' 10½"<br>677' 0" 93' 0" 48' 6"<br>P156' B52' F90' 1 dk<br>RW<br>rf 8" | S Tanker Mchy.aft<br>33 Ta<br>L.1661924 HeCls. BC | 2 S Turb dr geared<br>22000shp<br>De Laval S Turb. Co.<br>2×750kW 450V |
| 520766<br>KONC<br>247041 | **LIBERTY BELL**<br><br>**Frank H. Gonsalves, Jr.**<br>San Diego United States | 265<br>139<br>— | | 1944 Hodgson-Greene-Haldeman (S.Bs)—Long Beach<br>*101·5'* 26' 8"<br>... ... ... | Wood M Fishing | Oil 2SA 6Cy.<br>550bhp<br>Enterprise Eng. & |
| 520767 | **LIBIA**<br>exAlato-55 exGiulia-40<br>exPierrot exPierrot II<br>**Società Libica Marittima**<br>Tripoli Libyan | 303<br>109<br>— | | 1918 Forg. & Ch. de la Médit.—Hav<br>*142·1'* 24' 1"<br>132' 0" 24' 0" 12' 11"<br>Q79' F25' 1 dk<br>R | S | C 2Cy. 18" & 36"×<br><br>Forg. & Ch. de la |

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| **LIBIA II°**<br>exMarsa<br>Ing. **Giuseppe Panfido**<br>Venice Italian | 739<br>410<br>— |  | RI | 1901 Anc. Etab. H. Sâtre—Arles<br>198′ 4″ 34′ 7″ 11′ 5″<br>188′ 4″ 34′ 5″ 14′ 5″<br>1 dk<br>R | TS Hopper Barge | C 4Cy. (2) $17\frac{5}{16}$″ & (2) $31\frac{1}{2}$″×$18\frac{5}{16}$″<br>540ihp<br>Anc. Etab. H. Sâtre Arles |
| **LIBRA**<br>**Navigazione Quattro Venti S.p.A.**<br>Palermo Italian | 12892<br>7764<br>19420 |  | RI | 1965 Cant. Nav. Riuniti—Pal<br>567′ 9″ 74′ 3″ 30′ 1″<br>528′ 3″ 74′ 2″ 41′ 8″<br>P130′ Q&B130′ 1 dk<br>RW | M Bulk Carrier Mchy.aft<br>5 Ho 68¼′, 75½′, 78′, 74′, 78′<br>G.1003876<br>5 Ha (stl) (40¾′, 49¼′, 49¼′, 49¼′, 49¼′×32¾′)<br>10W Der 1(30) 10(5) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W 1430t (hvf)<br>Cant. Nav. Riuniti Anc<br>4×280, 280, 280, 120kW 220V d.c. 16k |
| **LIBRA**<br>**Rederiet för m.s. "Libra"**<br>~~exFalkland~~ Gunnar S. Borgström<br>Helsingborg Swedish | ~~1200~~ 1243<br>— 606<br>— 1613 |  | 222′ 0″<br>NV | 1967 Jos. L. Meyer—Papenburg<br>~~222′ 2″~~ 38′ 1″ ~~16′ 5⅛″~~ 16′ 6″<br>203′ 5″ 37′ 9″ 18′ 5″<br>1 dk | M Liquefied Gas Carrier Mchy.aft | Oil SA 8Cy. 320×450 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz Kln |
| **LIBRA**<br>**Sigvard Kristensen**<br>Ålborg Danish | 300<br>152<br>460 |  | BV | 1962 H. C. Christensens Staalskibsværft—Marstal<br>157′ 10″ 23′ 8″ 10′ 0″<br>23′ 7½″<br>1 dk len 64 | M Mchy.aft<br>1 Ho 85¼′<br>1 Ha (82¾′×13¾′)<br>Der 2(2) | Oil 2SA 5Cy. 230×400 mm<br>300bhp<br>Alpha-Diesel A/S Fkn<br>10k |
| **LIBRA**<br>**Midde Westelike Visprodukte Bpk**<br>Cape Town S. African | 158<br>—<br>175 | 100A1<br>fishing vessel<br>Class contemplated |  | Maritime Industries Ltd.—C.Tn<br>83′ 1″ 25′ 9″ 10′ 5⅞″<br>71′ 3″ 24′ 11″ 12′ 6″ | Reinforced Plastic M Fishing Mchy.aft | Vee Oil 2SA 16Cy. 4¼″×5″<br>General Motors Corp. |
| **LIBRA I**<br>exGretel Marina-65<br>exGarda II-57<br>Gertrud u. **Martin Both**<br>Johs Thode<br>Hamburg W. German | 221<br>122<br>340 |  | GL | 1932 Werft Nobiskrug—Rendsburg<br>129′ 8″ 23′ 1″ 10′ 0″<br>22′ 11″<br>Q27′ F5′ 1 dk<br>R len 52 | M Mchy aft<br>1 Ho 85¼′<br>G.17000 B.16000<br>1 Ha (65½′×14¼′)<br>2W | Oil 4SA 3Cy. 280×450 mm<br>150bhp<br>Humboldt-Deutzmot. Köln-Deutz<br>7k |
| **LIBREVILLE**<br>Skibs A/S **Siljestad**<br>A.F. Klaveness & Co. A/S<br>Oslo Norwegian | 3477<br>1729<br>5270 |  | NV | 1956 Helsingör Skibs & Msk.—Hsg<br>398′ 1″ 54′ 1″ 21′ 10½″<br>360′ 0″ 53′ 11″ 32′ 10″<br>Q81′ B76′ F86′ 1 dk & S dk<br>RW<br>rf 4″ | M (10P) Ref OSD<br>5 Ho 40¾′, 59¾′, 43¾′, 52¾′, 39′<br>G.366920 B.335320 In.5670<br>5 Ha (stl) (27½′, 29¾′, 29¾′, 32¼′ 25¼′×21¾′)<br>16W Der 1(30) 16(10) | Oil 2SA 6Cy. 620×1150 mm<br>4700bhp B&W 727t (hvf)<br>Helsingör Skibs. & Msk Hsg<br>4×180, 180, 180, 36kW 440V 60c/s a.c.<br>16k |
| **LIBURNIA**<br>"AMIC" **Armatoriale Mediterranea Idrocarburi S.p.A.**<br>Palermo Italian | 8194<br>4868<br>12054 | ✠Classed LR until 11/64 | RI | 1947-1 C.R.D. Adriatico—Tri<br>498′ 8″ 59′ 4″ 27′ 7″<br>470′ 0″ 59′ 1″ 34′ 2″<br>P100′ B44′ F53′ 1 dk<br>RW | M Tanker Mchy.aft<br>21 Ta<br>L.603771 HeCls. BC | Oil 2DA 6Cy. 640×1160 mm<br>4800bhp 680t-20pd<br>S.A. Fiat S.G.M. Tur<br>13½k |
| **LIBURNIJA**<br>Jadranska **Linijska Plovidba (Adriatic Line)**<br>Rijeka Yugoslav | 3038<br>1572<br>591 |  | BV JR | 1965 Schps. & Mach. "De Merwede"—Hxd<br>292′ 8″ 53′ 10″ 13′ 9½″<br>260′ 3″ 52′ 2″ 17′ 7″<br>1 dk & S dk | TM Ferry OSD | 2 Oil 2SA each 8Cy. 480×700 mm<br>6000bhp<br>Sulzer Bros. Ltd. Win<br>17½k |
| **LIBY**<br>exRuhamah-65<br>exMien An-61 exUrsula-60<br>exTucana-58 exAdele-57<br>exMeroë-50 exLafian-36<br>**Liberal Line (Panama) Ltd.**<br>Panama Panamanian | 3824<br>2248<br>4930 | ✠Classed LR until 6/63<br>**BROKEN UP** | CR (Taiwan) | 1928-10 Barclay, Curle & Co. Ltd.—Gls<br>48′ 2″ 20′ 10″<br>330′ 0″ 48′ 0″ 30′ 0″<br>P27′ F28′ 2 dks<br>R | S Ref CSD<br>5 Ho 58½′, 60′, 40¼′, 49′, 46¾′<br>G.284990 B.265203<br>5 Ha (20¼′, 25′, 11¾′, 25¾′, 21¾′×16′)<br>10W Der 2(25) 8(5) 2(3) | T 3Cy. 22″ 37¼″ & 63″×45″<br>1500ihp 450t (o.f)<br>Barclay, Curle & Co. Ltd. Gls<br>3×25, 10, 10kW 110V d.c. 10k |
| **LIBYA**<br>exPeregrine-65<br>exEmpire Spinney-46<br>A. Kontos, **D. Vassilatos** and others<br>Piraeus Greek | 890<br>481<br>1051 | ✠100A1<br>✠LMC<br>MN160 | Dr 3/66<br>EL I | 1941-9 A. & J. Inglis Ltd.—Gls<br>211′ 0″ 33′ 1″ 13′ 5¾″<br>198′ 6″ 33′ 0″ 13′ 10″<br>Q123′ F25′ 1 dk, 2nd dk in No. 2 hold<br>5BH<br>WB324t incl. DTf44t | M Mchy.aft<br>2 Ho<br>G.55120 B.52420<br>2 Ha<br>2W | Oil 2SA 5Cy. 340×570 mm<br>800bhp 42t<br>British Auxiliaries Ltd. Gls<br>10k |
| **LICA MÆRSK**<br>A/S D/S **Svendborg & D/S af 1912 A/S**<br>A.P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>6335<br>3578<br>9745<br>9013<br>5332<br>— | ✠100A1<br>tunnel side tanks, DTsm & DTsa—oil FP above 150° F., vegetable oil, latex or molasses<br>✠LMC<br>MN2000 | SS 8/66<br>EL e†2 5/16″SQ | 1956-9 A.G. "Weser"—Bmn<br>497′ 7″ 63′ 11″ 27′ 5⅜″/—<br>457′ 0″ 63′ 9″ 41′ 3″<br>P42′ F96′ 2 dks, 3rd dk except in aft hold<br>Coll BH to U dk 6 to 2nd dk<br>rf 4″ WB5039t incl. Tunnel tanks 234t DTsa1941t DTm1171t | M<br>G.708000 B.639000<br>6 Ha (31½′×16′) (37¼′, 41¼′, 39¼′×20′) (34¼′, 10½′×16′)<br>20W Der 1(60) 2(15) 20(5) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp<br>Burmeister & Wain Cpn<br>AuxB 100lb |

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| 520779<br>DEET<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LICHTENFELS**<br><br>**Deutsche Dampfschiff.**<br>**Ges. "Hansa"**<br>Bremen W. German | **6800**<br>4182<br>8514 | <br><br>GL | **1954** H. C. Stülcken Sohn—Ham<br>461' 3" 58' 8" 26' 4"<br>422' 3" 58' 5" 34' 2"<br>B24' F74' 2 dks<br><br>rf 4" | M (12P) Ref Mchy.aft<br>3 Ho 60½', 95½', 95½'<br>G.470420 B.438890 In.7770<br>3 Ha (39½', 78½', 59½' × 20½')<br>14W Der 1(140) 1(30) 1(15) 4(5)<br>8(3–5) 2(2) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>5600bhp<br>Masch. Augsburg-Nürnberg<br>4 × 150kW 220V d.c. |
| 520780<br>DEAT<br><br>Df Esd<br>Gc Rdr<br>RTv | **LICHTENSTEIN**<br><br>**Norddeutscher Lloyd**<br>Bremen W. German<br>Now **DON CAMILO**<br>See New Entries No. **1** | **2353**<br>1275<br>3076 | <br><br>GL | **1951** Bremer Vulkan—Vgk<br>344' 10" 46' 7" 20' 3¾"<br>46' 5" 28' 6"<br>P71' F102' 1 dk & S dk<br>RW | M (12P) OSD<br>4 Ho 69½', 69½', 52½', 47½'<br>G.255858 B.227107<br>4 Ha (27½', 32', 27', 27' × 15½')<br>8W Der 2(3–5) 6(3) | Oil 2DA 6Cy. 600 × 900 mm<br>3900bhp<br>Bremer Vulkan<br>4 × 120, 120, 120, 15kW |
| 520781<br>ICWZ<br>918<br>Df Esd<br>Gc<br>RTh | **LICOLA**<br>exCap Falcon–62 exVianna–55<br>exLa Grande Hermine–51<br>exRockwood Park–47<br>**Emilo Parrello**<br>Naples Italian | **2678**<br>1605<br>4623 | RI<br><br>✠Classed LR until 10/60 | **1943–2** St. John D.D. & S.B. Co. Ltd.—<br>St.J<br>328' 0" 46' 6" 20' 10"<br>310' 0" 46' 4" 25' 2"<br>P33' B82' F34' 1 dk<br>R | S<br>4 Ho 60', 62', 58', 48'<br><br>5 Ha (32' × 22') (34', 8', 34' × 24')<br>(32' × 22')<br>Der 8(3) | T 3Cy. 20" 31" & 55" × 39"<br>1500ihp<br>Dominion Bridge Co. Ltd.<br>3 × 15kW 110V d.c. |
| 520782<br><br><br>Df Esd<br>Rdr RT | **LICORNE**<br>exLady Cecilia–63<br>**Taikoo Dockyard & Eng. Co.**<br>**Ltd.**<br>British<br>Now **TAIKOO WAN CHUN** See New Entries No. **11** | **162**<br>47<br>— | ✠100A1 SS 12/66<br>tug<br>✠LMC<br><br>MN206 EL (b) | **1959–4** P. K. Harris & Sons Ltd.—Apl<br>97' 8" 25' 4" 10' 10"<br>88' 8" 24' 9" 12' 6"<br><br>4BH<br>rf 24" BK3" WB53t | M Tug Mchy.aft | Oil 4SA 8Cy. 12½" × 15"<br>reverse gear<br>1030bhp<br>Ruston & Hornsby |
| 520783<br>CQAE<br>25<br>Esd<br>RTm/h | **LICUNGO**<br><br>**Empresa do Limpopo**<br>**A. Couto Ltda.**<br>Lourenço Portuguese<br>Marques | **1047**<br>502<br>1161 | ✠100A1 SS 3/67<br>with freeboard<br>✠LMC<br><br>MN317 ~~EL p~~<br>EL p pt1½"SQ | **1948–10** Grangemouth Dkyd Co. Ltd.—<br>Gmh<br>255' 5" 36' 8" 12' 10½"<br>235' 3" 36' 6" 20' 5"<br>P29' B52' F37' 1 dk & S dk<br>R Coll BH to S dk 3 to 2nd dk<br>WB357t | TM (8P) OSD<br>2 Ho 90½', 56½'<br>G.96650 B.85500<br>2 Ha (37', 35½' × 13½')<br>6W Der 1(10) 2(4) 6(2½) | 2 Oil 4SA each 8Cy.<br>1440bhp<br>Mirrlees, Bickerton & D<br>1 × 25kW 110V d.c. |
| 520789<br>JXER<br><br>Esd Gc<br>Rdr<br>RTm/h/v | **LIDFOLD**<br>exLidvard–67<br>**I/S Kvartia Marin**<br>Tschudi & Wang<br>Oslo Norwegian | **12743**<br>7463<br>19950 | <br><br>NV | **1959** Kockums M/V A/B—Mmo<br>557' 9" 72' 0" 30' 11½"<br>525' 8" 71' 9½" 40' 1"<br>1 dk<br>rf 1" | M Tanker Mchy.aft<br>24 Ta<br><br>HeCls. C | Oil 2SA 8Cy. 780 × 1400<br>9000bhp<br>Kockums M/V A/B<br>3 × 232kW 440V 60c/s |
| 520784<br>ZCTT<br>316716 | **LIDIA**<br><br>**Corrosion Protection**<br>**Manufacturing Co. Ltd.**<br>Port of Spain British | **3573**<br>2173<br>4153 | <br><br>Classed LR until 3/55 | **1943** Chicago Bridge & Iron Co.—<br>Seneca<br>327' 10" 50' 4" 15' 6½"<br>50' 2"<br>1 dk conv tanker 63 | TM Pipe Layer Mchy.aft | 2 Oil 2SA each 12Cy.<br><br>General Motors Corp. |
| 520785<br>IPIR<br>618<br>Df Esd<br>RT | **LIDIA**<br>exJop–62 exNettie–60<br>**Cia. di Nav. Trasmar**<br>Leghorn Italian | **479**<br>255<br>660 | RI<br><br>✠Classed LR until 10/63 | **1937–7** N.V. Ind. Maats. De Noord—Alb<br>169' 1" 26' 5" 10' 9"<br>159' 1" 26' 3" 11' 10"<br>Q43' F23' 1 dk<br>R | M Mchy.aft<br>1 Ho 110'<br>G.32105 B.30000<br><br>2W Der 1(3) 1(1½) | Oil 4SA 8Cy. 290 × 420<br>420bhp NE54<br>Masch. Kiel A.G. |
| 522332<br>CLLM<br><br>Df Esd<br>Gc Rdr<br>RT | **LIDIA DOCE**<br>exMaria Teresa–64<br>**República de Cuba**<br>Empresa Consolidada de Nav.<br>Mambisa<br>Havana Cuban | **2200**<br>1091<br>3000 | <br><br>NV | **1957** A/S Langesunds M/V—<br>Langesund<br>299' 5" 42' 7" 19' 1½"<br>274' 0" 42' 6" 22' 4"<br>1 dk<br>RW<br>rf 4" | M Mchy.aft<br>2 Ho<br><br>2 Ha (each 62½' × 24½')<br>8W Der 8(5) | Oil 4SA 8Cy. 400 × 600<br>1680bhp<br>Masch. Augsburg-<br>2 × 50kW 380V 50c/s |
| 520786<br><br><br>Df Esd<br>Gc Rdr<br>RTm | **LIDICE**<br><br>**The People's Republic of**<br>**China**<br>People's Rep. of China | **5659**<br>2732<br>8830 | <br>✠LR class withdrawn—<br>7/67 | **1954–11** Wärtsilä Kon. Crichton-Vulcan<br>—Åbo<br>457' 4" 57' 11" 25' 9½"<br>426' 6" 57' 8½" 38' 0"<br>Q33' RFD89' 1 dk & S dk, 3rd dk except<br>RW in aft hold | M OSD<br>5 Ho 58½', 54½', 53½', 51½', 54½'<br>B.487895<br>5 Ha (31½' × 19½') (32½', 32½', 32½',<br>32½' × 23½')<br>16W Der 1(30) 2(15) 24(5) | Oil 2SA 7Cy. 780 × 1400<br>6300bhp<br>Masch. Augsburg-<br>4 × 160, 160, 160, 30kW |
| 517793<br>SZQC<br><br>Df Esd<br>Pfd Rdr | **LIDRA**<br>exJylland–66<br>**Constantinos S. Efthymiadis**<br>Piræus Greek<br>Name should be **LEDRA**<br>See New Entries No. **1** | **1632**<br>813<br>418 | <br><br>BV | **1933** Nakskov Skibsv. A/S—Nkv<br>275' 0" 40' 8" 12' 1"<br>40' 6"<br>1 dk<br>R<br>rf 3" | M Ferry (1200P) | Oil 2SA 6Cy. 500 × 900<br>2850bhp<br>Burmeister & Wain<br>4 × 133, 85, 85, 85kW |
| 672737<br>LMNF<br><br>Df Esd<br>Rdr<br>RTh | **LIDROTT**<br>**Skips A/S Lidrott**<br>Erling Lie<br>Bergen Norwegian | **182**<br>111<br>278 | <br><br>NV | **1967** Schps. "Hoogezand" J. Bodewes—<br>Hgz<br>107' 0" 23' 1" ~~9' 4"~~ 9' 3½"<br>96' 10" 22' 11½" 10' 2"<br>1 dk | M Mchy.aft<br>1 Ho 62½'<br>G.13216 B.12493<br>1 Ha (stl) (43½' × 14')<br>1W Der 1(5) | Oil 4SA 6Cy. 137 × 165<br>325bhp<br>Caterpillar Tractor Co. |
| 520791<br>DLAW<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LIEBENFELS**<br><br>**Deutsche Dampf-schiff.**<br>**Ges. "Hansa"**<br>Bremen W. German | **6760**<br>4469<br>8634 | <br><br>GL | **1955** A.G. "Weser" Werk Seebeck—Bhn<br>463' 11" 58' 8" 26' 4½"<br>422' 3" 58' 5" 34' 2"<br>F65' 2 dks<br>RW<br>rf 4" | M (12P) Ref Mchy.aft<br>3 Ho 60½', 95½', 95½'<br>G.488700 B.443720 In.8119<br>3 Ha (39½', 79½', 59½' × 20½')<br>14W Der 1(140) 1(30) 1(15) 4(5)<br>8(3–5) 2(2) | 2 Oil 2SA each 8Cy.<br>geared to sc. shaft<br>[illegible]bhp NE67<br>Masch. Augsburg-<br>4 × 150kW 220V d.c. |

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| **EBENSTEIN**<br>**Norddeutscher Lloyd**<br>Bremen W. German<br>Now **DON LORENZO**<br>See New Entries No. **1** | 2353<br>1275<br>3125 | | GL | **1951** Bremer Vulkan—Vgk<br>344′ 10″ 46′ 7″ 20′ 3⅜″<br>46′ 5″ 28′ 6″<br>P72′ F102′ 1 dk & S dk<br>RW | M (12P) OSD<br>4 Ho 69½′, 69½′, 52½′, 47½′<br>G.255858 B.227107<br>4 Ha (27½′, 32′, 27′, 27′×15½′)<br>8W Der 6(5) 2(3–5) | Oil 2DA 6Cy. 600×900 mm<br>3900bhp<br>Bremer Vulkan<br>4×120, 120, 120, 15kW 220V d.c. | <br>390t (d.o)<br>Vgk<br>16k |
| **LIEN**<br>N.V. Equator<br>ederij m.s. "Lien"<br>~~Scheepvaartbedr. "Grunel"~~<br>Groningen Netherland | **386**<br>201<br>460 | | BV | **1957** Schps. Hijlkema—Martenshoek<br>157′ 5″ 25′ 7″ 9′ 4″<br>142′ 0″ 25′ 2″ 10′ 4″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 93½′<br>G.25335 B.23885<br>2 Ha (each 86′×15¾′)<br>2W Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>240bhp<br>Appingedammer Brons. | <br>24t<br>Apg<br>8½k |
| **IEN CHIAO**<br>Eishun Maru-61<br>**Ta Lai S.S. Co. Ltd.**<br>aohsiung China (Taiwan) | **496**<br>245<br>— | | CR (Taiwan) | **1955** Taguma Zosen—Inn<br>*163·8′* 27′ 9″ 12′ 7″<br>162′ 5″ 27′ 7″ 13′ 9″<br>P49′ F22′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 95½′<br>G.34079 B.31748<br>1 Ha (66′×14¾′) | Oil 4SA 6Cy. 350×520 mm<br>550bhp Emade43refitted55<br>Akasaka Tekkosho<br>1×7kW 105V d.c. | <br>36t<br>Shimizu<br>10k |
| **IENERHÖRN** T.Mk<br>ermann **Böhmer**<br>Brake W. German | **500**<br>297<br>1170 | | GL | **1962** Jadewerft G.m.b.H.—<br>Wilhelmshaven<br>217′ 6″ 34′ 7″ 12′ 0½″<br>196′ 10″ 34′ 5½″ 19′ 0″<br>P47′ F31′ 1 dk & S dk<br>rf 2″ | M ~~OSD~~ Mchy.aft<br>1 Ho 144½′<br>G.85440 B.77430<br>2 Ha (each 53¼′×19¾′)<br>4W Der 4(3) | Oil 4SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim<br>2×20kW 230V d.c. | <br>(hvf)<br>Mhm<br>11½k |
| **IENERSAND**<br>artenreederei **Lienersand**<br>elmut Meyer<br>ake W. German | **537**<br>276<br>1200<br>**1000**<br>712<br>1952 | | GL | **1965** Elsfletherwerft--Elsfleth/Weser<br>229′ 9″ 36′ 6″ 12′ 2⅜″/16′ 3½″<br>206′ 6″ 36′ 1″ 19′ 0″<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>G.88133 B.74469<br>2 Ha (each 50½′×19¾′)<br>4W Der 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln<br>11½k |
| **IEPAJA**<br>U.S.S.R.<br>Riga Russian | **7949**<br>3928<br>11570 | | | **1960** Admiralteiski Shpyd—Len<br>477′ 4″ 63′ 1″ 27′ 10½″<br>62′ 9″ 34′ 2″<br>1 dk | M Tanker Mchy.aft<br>24 Ta 1 Ho<br>L.494831 G.39482<br>1 Ha (19′×13′)<br>3W Der 2(5) 1(1½) | 2 Oil 2SA each 8Cy. 430×610 mm<br>4000bhp<br>Russki-Diesel Wks | <br><br>Len |
| **LIES**<br>Tommaso **Ambrosino di**<br>**Miccio**<br>aples Italian | **498**<br>265<br>730 | ✠Class **WITHDRAWN**<br>at Owners' request<br>**7/68** | RI | **1949–5** A. Vuijk & Zonen—Capelle<br>181′ 4″ 28′ 0″ 10′ 11½″<br>168′ 0″ 27′ 10″ 12′ 2″<br>P38′ F26′ 1 dk<br>RW 4BH<br>WB205t | M Mchy.aft<br>1 Ho 118½′<br>G.36000 B.33500<br>2W Der 2(3) | Oil 4SA 6Cy. 320×480 mm<br>395bhp ✠NE8/61<br>Motoren Werke | <br>41t<br>Mhm<br>9k |
| **IES**<br>Swallow-58<br>Empire Swallow-46<br>Schwalbe-45<br>Swallow exMeuse-35<br>ermann **& Trude Schöning**<br>eederei J. Schöning<br>sseldorf W. German<br>Now **MARIANA J** See New Entries No. **12** | **249**<br>148<br>350 | Classed BC until 12/58 | BV | **1928** Schps. "De Gideon" v/h J. Koster<br>Hzn—Gro<br>*132·8′* 20′ 7″<br>20′ 6″ 8′ 8″<br>Q30′ F15′ 1 dk<br>R len & deepened 62 | M Mchy.aft<br>1 Ho 65¼′<br>G.11460 B.10190<br>1W | Oil 4SA 4Cy. 280×450 mm<br>150bhp<br>Motfbr. Deutz | <br>8t<br>Köln-Deutz<br>8k |
| **IESBETH**<br>elena **Lohmann**<br>aren/Ems W. German | **141**<br>105<br>— | | | **1928** M. Wolthuis—Sappemer<br>*105·6′* 19′ 7″<br>… … …<br>1 dk<br>R | M | Oil 4SA 4Cy. 220×280 mm<br>150bhp NE61<br>Klöckner-Humboldt-Deutz | <br><br>Kln |
| **IESELOTTE HERRMANN**<br>Deutsche **Seereederei**<br>ostock E. German | **5242**<br>2519<br>7554<br>**7992**<br>4180<br>10236 | | DSRK | **1965** Warnowerft—Warnemünde<br>466′ 7″ 61′ 0″ 23′ 8″/28′ 4″<br>36′ 10″<br>1 dk & S dk | M OSD/CSD | Oil 2SA 7Cy. 700×1200 mm<br>5350bhp<br>Dieselmotorenwerk | <br><br>Ros |
| **IESJE EN RUTGER**<br>Kornaat's **Handelmaats.**<br>N.V.<br>s. Maats. "Vlaardingen"<br>N.V.<br>ardingen Netherland | **270**<br>129<br>— | | | **1956** D. & J. Boot Schps. "De Industrie"<br>—Alp<br>133′ 10″ 23′ 8″<br>121′ 0″ 23′ 7″ 12′ 6″<br>RW | M Trawler | Oil 4SA 6Cy. 305×460 mm<br><br>D. & J. Boot "De Industrie" | <br><br>Alp |
| **ETZOW**<br>eutsche **Seereederei**<br>ostock E. German | **299**<br>171<br>600 | ✠LR class withdrawn—<br>Owners' request 10/67 | DSRK | **1966–4** Schpsw. Ton Bodewes N.V.—<br>Franeker<br>157′ 9″ 30′ 2″<br>141′ 2″ 30′ 1″ 11′ 4″<br>P&B79′ F23′ 1 dk<br>rf 5″ | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>540bhp<br>Schwermasch. Karl Liebknecht | <br><br>Mgd |
| **EUTENANT JEAN**<br>**CARIN**<br>is & Cie.<br>Rochelle French | **143**<br>48<br>311 | | BV | **1949** At. & Ch. de la Manche—Dpe<br>*91·8′* 21′ 5″<br>… … … | M Trawler<br>3 Ha (2¾′×2½′) (2¾′, 2¼′×2¾′) | Oil 4SA 6Cy. 285×420 mm<br>375bhp<br>Soc. Gen. de Const. Méc. | <br><br><br>La Courneuve<br>11k |

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|---|---|---|---|---|---|---|
| 520806<br>PFQN<br>11459<br>Df Esd<br>Rdr RT | **LIFANA**<br><br>**E. Hijlkema, P. Bakker &**<br>**P. Liemberg**<br>"Carebeka" N.V.<br>Groningen Netherland | 500<br>243<br>1040<br>940<br>467<br>— | ✠100A1 SS 1/68 ~~SS 0/63~~<br><br>✠LMC<br><br>MN130 EL I | 1959-8 N.V. Scheepswerf Kampen—Kampen<br>Cmpl. by Scheeps. Reparatiebedrijf—Hrl<br>215' 11" 32' 5" 12' 2"/ —<br>189' 9" 31' 10" 18' 8"<br>RAD47' 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf 2" WB332t incl. TwDa6t | M ~~OOD~~ Mchy.aft OSD/CSD | Oil 4SA 6Cy. 330×600 mm<br>650bhp<br>N.V. Werkspoor |
| 520807<br><br>183754 | **LIFEBUOY**<br>UML Ltd.<br>~~Unilever Merseyside Ltd.~~<br>Liverpool British | ~~199~~ 198<br>~~443~~ 101<br>200 | | 1949 W. J. Yarwood & Sons Ltd.—Northwich<br>101' 0" 23' 1" 8' 0"<br>22' 11"<br>1 dk | M Tanker Mchy.aft<br>2 Ta<br>HeCls. C | Oil ~~C 6Cy. 13" & 26" × 12"~~<br>NE67<br>~~W. J. Yarwood & Sons Ltd.~~ |
| 520808<br>GDGN<br>182639<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **LIFEGUARD**<br><br>**Northern Trawlers Ltd.**<br>Grimsby British | 668<br>243<br>— | ✠~~100A1~~ ~~SS 1/66~~<br>~~trawler~~<br>~~✠LMC~~<br>~~EL (k)~~<br>TO BE BROKEN UP | 1949-11 Cook, Welton & Gemmell—Bev<br>*183-4'* 30' 7"<br>180' 0" 30' 6" 16' 0"<br>Q59' F34'<br>R 5BH<br>rf 19" BK8" WB114t incl. DTa7t | S Trawler | T 3Cy. 15½" 26" & 43"×27"<br>1100ihp<br>C. D. Holmes & Co. Ltd.<br>SB 225lb Spt hs(4027)<br>2×15kW 110V d.c. |
| 520809<br>MAOX<br>167866<br>Esd Rdr<br>RT | **LIFELINE**<br><br>**Risdon Beazley Ltd.**<br>R. A. Beazley<br>Southampton British | 783<br>319<br>— | BS ✳ TD 1/68<br>salvage purposes<br>✠LMC<br>MN128 C23 | 1944-2 Smith's Dock Co. Ltd.—Mdb<br>178' 10" 35' 8" 12' 0½"<br>150' 6" 35' 6" 16' 0"<br>B47' F24'<br>4BH<br>WB94t incl. DTsf63t | M Salvage Ship | Oil 2SA 4Cy. 340×570 mm<br>640bhp ✠NE2/60<br>British Polar Engines Ltd. |
| 520810<br>JWYV<br><br>Df Esd<br>Gc Rdr | **LIFJORD**<br>exAcina-61<br>**Skips A/S Hidlefjord**<br>Kornelius Olsen<br>Stavanger Norwegian | 12369<br>7050<br>18860 | NV | 1958 Uddevallavarvet A/B—Udv<br>560' 1" 69' 11" 30' 8½"<br>530' 0" 69' 9" 39' 8"<br>P116' B44' F67' 1 dk | M Tanker Mchy.aft<br>26 Ta<br>L.878299<br>HeCls. B | Oil 2SA 8Cy. 760×1500 mm<br>7500bhp Götaverken<br>Uddevallavarvet A/B |
| 660373<br>LEFO<br><br>Df Rdr<br>RT | **LIFOS**<br><br>**Tinfos Papirfabrik**<br>Fredrik Høyer<br>Skien Norwegian | 107<br>—<br>135 | NV | 1966 Ulstein M/V A/S—Ulsteinvik<br>87' 10" 20' 7"<br>78' 10" 20' 6" 9' 8"<br>1 dk | M Tug & Icebreaker Mchy.aft | 2 Oil 4SA each 12Cy.<br>800bhp<br>Caterpillar Tractor Co.<br>1×28kW 220V 50c/s a.c.<br>Controllable pitch prop<br>1 aft |
| 641844<br>GPDE<br>316442<br>Df Esd<br>Rdr<br>RTm | **LIGAR BAY**<br><br>**Tarakohe Shipping Co. Ltd.**<br>D. O. Whyte<br>Wellington New Zealand | 1330<br>473<br>1426 | ✠100A1<br><br>✠LMC<br><br>MN400 EL n 1 1/16"SQ | 1964-10 Henry Robb Ltd.—Lth<br>226' 7" 39' 1" 14' 0½"<br>210' 0" 38' 0" 16' 0"<br>P72' F26' Trunk 84' 1 dk<br>NS 4BH<br>rf 4" WB413t incl. Comb. btm & side tanks in holds 326t | TD-E Cement Carrier Mchy.aft<br>Self unloader<br>1 Ho 96'<br>Der 1(4) | 2 Oil 4SA each 8Cy.<br>driving 2 gen. each<br>connected to 2 elec.<br>655shp (WL)<br>English Electric Co.-V<br>New<br>2×75kW 220V d.c. |
| 520811<br>KETF<br>241646<br>Df Esd<br>Gc | **LIGHTNING**<br><br>**United States Department of**<br>**Commerce**<br>New York United States | 8591<br>5053<br>8595 | AB | 1942 Sun S.B. & D.D. Co.—Chester, Pa<br>*453·3'* 63' 2" 26' 6½"<br>450' 0" 63' 0" 40' 6"<br>B85' 3 dks<br>RW<br>rf nil | M Ref<br>5 Ho<br>B.384000 In.384000<br>5 Ha | Oil 2SA 5Cy. 815×<br>8250bhp<br>Sun S.B. & D.D. Co. |
| 520812<br><br>188702<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LIGHTSHIP No. 1**<br><br>**Government of Canada**<br>**(Minister of Transport)**<br>Ottawa Canadian | 527<br>132<br>105 | ✠100A1 SS 11/65<br>East Coast of Canada<br>service<br>✠LMC<br>MN96 EL (f) 1⅛" | 1956-12 G. T. Davie & Sons Ltd.—Lauzon<br>129' 9" 30' 8" 11' 0½"<br>112' 4" 30' 6" 21' 5"<br>Turtle dk 30' 2 dks, 3rd dk fwd of mchy. space<br>RW Coll BH to U dk 4 to 2nd dk<br>rf 12", WB13t | M Lightship<br>Der 1(1) | Oil 2SA 8Cy. 8¼"×11½"<br>480bhp<br>Canadian Fairbanks-Mo<br>3×75kW 250V 60c/s a.c. |
| 520813<br><br>192758<br>Df Esd<br>Gc Rdr<br>RTm/h | **LIGHTSHIP No. 2**<br>Launched as Lurcher II-50<br>**Government of Canada**<br>**(Minister of Transport)**<br>Ottawa Canadian | 521<br>156<br>110 | ✠100A1 SS 10/62<br>with freeboard<br>East Coast of Canada<br>service<br>✠LMC<br>EL (f) 1⅛"<br>LAID UP PENDING SURVEY | 1950-9 Canadian Vickers Ltd.—Mtl<br>128' 0" 30' 7" 11' 0½"<br>112' 3" 30' 6" 21' 4"<br>Turtle dk 30' 2 dks, 3rd dk fwd of mchy space<br>Coll BH to U dk 4 to 2nd dk<br>WB 13t | M Lightship Mchy.aft<br>1W Der 1(1) | Oil 4SA 6Cy. 330×<br>550bhp<br>Atlas-Imperial D.E. Co.<br>db 15lb<br>3×40kW 220V 60c/s a.c. |
| 520814<br>CGBG<br>313103<br>Df<br>RTm/h | **LIGHTSHIP No. 4**<br>Launched as Cataraqui<br>**Government of Canada**<br>**(Minister of Transport)**<br>Ottawa Canadian | 521<br>132<br>158 | ✠Classed LR until 10/65 | 1959-11 Canadian S.B. & E. Co. Ltd.—Kin<br>130' 7" 30' 8" 11' 0"<br>112' 1" 30' 6" 21' 5"<br>Turtle dk 30' 2 dks, 3rd dk fwd of mchy. space<br>rf 7½" | M Lightship<br>Der 1(1) | Oil 2SA 4Cy. 8¼"×<br>coupling & sr gearing<br>500bhp Fairbanks-<br>Canadian Locomotive<br>3×40kW 220V 60c/s a.c. |
| 670716<br><br><br>Df Esd<br>Gc Rdr<br>RT | **LIGOVO**<br><br>**U.S.S.R.**<br>Leningrad Russian | 2850<br>—<br>3600 | | 1967 Valmet O/Y Pansion Tehdas—Åbo<br>335' 7" 45' 11" 19' 8½"<br>22' 6"<br>1 dk | M | Oil 2SA 5Cy.<br>2900bhp B&W<br>Valmet O/Y Rau |

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|---|---|---|---|---|---|
| **GRUNN**<br>Kos 11–58<br>e P. Lie<br>rgen Norwegian | 303<br>94<br>— | ✠Classed BC until 5/57 | **1932–6** Smith's Dock Co. Ltd.—Mdb<br>127′ 11″ 24′ 1″ 12′ 0″<br>117′ 0″ 24′ 0″ 13′ 6″<br>1 dk<br>R<br>BK7½″ | M Fishing Mchy.aft | Oil 2SA 7Cy.<br>560bhp ~~NE57~~ NE68<br>Wichmann Mtrf. Rub |
| **GURIA**<br>lian Government—<br>Ministero dei Lavori<br>Pubblici (Ufficio<br>Escavazioni)<br>ghorn Italian | 114<br>11<br>— | RI | **1912** S.A Coop. di Produzione—Gen<br>84′ 6″ 18′ 6″<br>77′ 9″ 18 5″ 11′ 2″<br>R | S Tug | C 2Cy. 15¾″ & 31½″×21⅝″<br>380ihp<br>S.A. Coop. di Produzione Gen |
| **HAUG**<br>Vinga–66<br>Michel Swenden–62<br>Leif Myklehust<br>Alesund Norwegian | 491 ~~499~~<br>308 ~~295~~<br>765 | ✠Classed LR until 3/51<br>BV | **1949–6** Bodewes Scheeps.—<br>Martenshoek<br>181′ 5″ 28′ 6″ 11′ 9¼″<br>28′ 4″<br>P41′ Q54′ F24′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 106′<br>G.37450 B.35000<br>2W | Oil 4SA 8Cy. 290×450 mm<br>500bhp 40½t<br>Appingedammer Brons. Apg<br>10k |
| **JNBAANSGRACHT**<br>V. Scheepvaart<br>Onderneming<br>"Lijnbaansgracht"<br>lethoff's<br>Bevrachtingskantoor N.V.<br>nsterdam Netherland | 500<br>328<br>1175 | ✠100A1<br>Ice Class 2<br>✠LMC<br>MN188 EL n 1 5⁄16″ U2 | **1966–8** Schps. Gebr. v. Diepen—<br>Waterhuizen<br>239′ 4″ 35′ 9″ 12′ 6¼″<br>214′ 0″ 35′ 5″ 21′ 2″<br>Ba34′ F34′ 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf nil | M OSD Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>940bhp<br>N.V. Werkspoor Ams |
| **KA**<br>goslavenska Linijska<br>Plovidba (Yugoslav Line)<br>jeka Yugoslav | 6211<br>3270<br>10080 | ✠100A1 SS 4/66<br>✠LMC<br>MN924 EL c†<br>JR | **1957–10** Brodogradiliste III Maj—Rka<br>479′ 0″ 60′ 3″ 25′ 9½″<br>447′ 0″ 60′ 0″ 39′ 0″<br>F42′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB1930t incl. Tunnel tanks 555t | M OSD<br>G.645928 B.582367<br>10W Der 10(5) | Oil 2SA 6Cy. 720×1250 mm<br>4620bhp 1116t<br>Sulzer Bros. Ltd. Win<br>2db 71℔ 13½k |
| **OSLAVL**<br>U.S.S.R.<br>dessa Russian | 22371<br>15746<br>35200 | ✠Classed LR until 4/65 | **1963–10** Mitsubishi Zosen—Hma<br>679′ 2″ 88′ 11″ 35′ 2¾″<br>639′ 9″ 88′ 7″ 46′ 9″<br>P142′ F82′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>21 Ta 1 Ho<br>L.1369772 G.24685<br>1 Ha (13½′×14¾′)<br>2W Der 2(1½) | Oil 2SA 9Cy. 900×1550 mm<br>18000bhp Sulzer<br>Mitsubishi Zosen Hma<br>16½k |
| **LAS**<br>Blidum–63<br>nas Shipping Corp.<br>nrovia Liberian | 1681<br>875<br>3447 | GL | **1950** Howaldtswerke A.G.—Kel<br>328′ 5″ 43′ 6″ 17′ 8¼″<br>43′ 4″ 25′ 11″<br>B23′ F15′ 1 dk & S dk<br>RW | S OSD<br>G.216024 B.189525 | C 4Cy. (2) 14 9⁄16″ & (2) 31½″×31½″ & LP turb<br>1200ihp 470t (o.f)<br>Howaldtswerke A.G. Kel<br>12k |
| **I THOLSTRUP**<br>S Dansk Flaskegas<br>Brdr. Tholstrup & Co.)<br>S Trans-Kosan<br>hus Danish | 791<br>372<br>623 | BV | **1961** Aarhus Flydk. & Msk.—Aar<br>214′ 4″ 31′ 4″ 11′ 8″<br>191′ 2″ 31′ 2″ 18′ 4″<br>2 dks | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 8Cy. 290×420 mm<br>1050bhp<br>Masch. Kiel A.G. Kel |
| **LION**<br>Pupi–65 exPortos–64<br>Anita–56 exOtter<br>dinando Tessarin<br>nice Italian | 895<br>502<br>1500 | RI | **1943** Deutsche Werke A.G.—Kel<br>186′ 0″ 34′ 1″ 14′ 2″<br>173′ 10″ 33′ 11″ 17′ 2″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho | Oil 4SA 8Cy. 320×420 mm<br>1300bhp NE66<br>Ansaldo Stab. Mecc. Gen |
| **LA B. BOUTILIER**<br>G. Earle<br>John's, Nfl Canadian | 207<br>113<br>275 | | **1938** Smith & Rhuland—Lunenburg<br>*129·6′* 27′ 1″ 16′ 0″<br>26′ 11″<br>1 dk | Wood Aux Sr Mchy.aft<br>1 Ho 60′<br>1W | Oil 4SA 6Cy. 290×380 mm<br>Atlas-Imperial D.E. Co. Oakland<br>9½k |
| **LAN**<br>rik Nissen<br>stad Norwegian | 117<br>40<br>— | | **1935** Joh. Drage—Rognan<br>*91·4′* 22′ 4″<br>22′ 2″ | Wood M Fishing<br>len 52 | Oil 2SA 4Cy. 280×420 mm<br>400bhp NE62<br>Wichmann Mtrf. Rub |
| **LEBÆLT**<br>enö–45 exAstræa<br>B. Knudsen<br>vig Danish | 149<br>111<br>230 | BV | **1921** Chr. L. Johansens<br>Træskibsbyggeri—Marstal<br>98′ 10″ 24′ 2″ 11′ 0″<br>… … …<br>1 dk | Wood Aux Sr Mchy.aft | Oil 2SA 3Cy. 200×340 mm<br>150bhp NE57<br>Alpha-Diesel A/S Fkn |
| **LEBJÖRN**<br>S H. J. Hansen<br>~~Danske Stat~~<br>~~Ministeriet for Handel~~<br>Industri og ~~Söfart)~~<br>enhagen Danish | 690<br>215<br>— | | **1926** Frederikshavn Skibs. & Flyd.—Fkn<br>*136·3′* 36′ 10″<br>… … …<br>2 dks<br>R | S Icebreaker | T 3Cy. 20″ 32″ & 53″×29″<br>(o.f)<br>Helsingörs Jernsk. & Msk. Hsg |

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|---|---|---|---|---|---|---|---|
| 513607<br>OWKU<br><br>Df Esd<br>Gc Rdr | **LILLEKLINT**<br>exGrete Thybo-65<br>exClipperen-61<br>**I/S Quinta**<br>Firma Hansen & Bjerrum<br>Copenhagen Danish | 297<br>173<br>485 | | BV | 1958 Alssund Skibs.—Sönderborg<br>121' 5" 24' 7" 12' 9"<br>106' 0" 24' 6" 15' 8"<br>2 dks | M CSD Mchy.aft<br>1 Ho 65'<br>G.21850 B.19250<br>1 Ha (47½'×13')<br>2W Der 2(2) | Oil 2SA 4Cy 230×400 m<br>280bhp<br>Alpha-Diesel A/S |
| 520829<br>OFRV<br>987<br>Df Esd<br>Rdr RT | **LILLGAARD**<br><br>**Bror Husell**<br>Mariehamn Finnish | 499<br>319<br>935 | ✠100A1 SS 4/68 ~~SS 4/64~~<br>Str. nav. Ice<br>✠LMC<br><br>MN130 | EL I | 1952-7 Zaanlandsche Scheeps. Maats.<br>—Zaandam<br>192' 10" 29' 4" 11' 8¾"<br>176' 10" 29' 0" 13' 0"<br>Q39' F28' 1 dk<br>3BH<br>WB261t | M Mchy.aft<br>1 Ho 123'<br>G.41240 B.39100<br><br>2W | Oil 4SA 6Cy. 330×600 m<br>650bhp<br>N.V. Werkspoor |
| 520831<br>WA3142<br>239970 | **LILLIAN**<br>exB. T. De Bardeleben-51<br>**Bifrost Inc.**<br>Nebel Towing Co. Inc.<br>New Orleans United States | 138<br>66<br>— | | | 1940 Equitable Eqpt. Co. Inc.—<br>Madisonville<br>75' 11" 23' 6" 8' 0"<br>75' 0" 23' 0" 9' 6"<br>1 dk<br>BK2½" | M Tug | Oil 2SA 16Cy. 8¾"×10"<br>600bhp NE—<br>General Motors Corp. |
| 528529<br>6ZYM<br>2714<br>Df Esd<br>Gc Rdr<br>RT | **LILLIANA**<br>exPrinsdal-67<br>**Louisa Shipping Co. Inc.**<br>Monrovia Liberian | 9999<br>5737<br>14428 | | ~~NV~~ | 1958 Forg. & Ch. de la Méditerranée—<br>La Seyne<br>490' 2" 64' 2" 30' 0"<br>458' 6" 64' 0" 39' 4"<br>1 dk<br>RW rf 2" | M Mchy.aft<br>4 Ho<br>G.624000 B.595000<br>6 Ha (33½', 32', 32', 32', 32', 32'×31½')<br>12W Der 12 | Oil 2SA 8Cy. 720×1250 m<br>7200bhp Sulzer<br>Forg. & Ch. de la Médite |
| 520835<br>DGTZ | **LILLY**<br><br>**Hans Sonn u. Rudolf Miethbauer**<br>Hamburg W. German | 168<br>96<br>245 | | | 1929 Gebr. van Diepen—Waterhuizen<br>*117·4'* 18' 8"<br>8' 4"<br>B11' 1 dk<br>R len 37 & 53 | M | Oil 4SA 6Cy. 215×360 m<br>180bhp NE53<br>Masch. Kiel A.G. |
| 520836<br>DDHT | **LILLY**<br>exBrake<br>exNoord Friesland-34<br>**Fritz Köhlken**<br>Brake W. German | 150<br>88<br>197 | | GL | 1907 Gebr. de Boer—Lemmer<br>*110·8'* 19' 8"<br>7' 2"<br>1 dk<br>R | M | Oil 4SA 4Cy. 215×360<br>120bhp NE36<br>Deutsche Werke A.G. |
| 520837<br>LIXP<br><br>RT | **LILLY I**<br>exLilly-35<br>**Gard Gullaksen Partrederi**<br>Kristiansund Norwegian | 298<br>171<br>475 | ✠Classed LR until 6/54 | | 1916-9 P. Larsson—Thorskog<br>127' 6" 22' 7" 10' 10½"<br>... ... ...<br>1 dk<br>R len 17 | M Mchy.aft<br>2 Ha (29½', 34½'×18½')<br>Cr 2(2½) Der 2(2½) | Oil 2SA 4Cy. 329×380<br>240bhp NE54<br>Hjelset Motfbk.<br>1×24V |
| 520838<br>OYYX<br><br>Df RTm | **LILLY ARRE**<br><br>**A. Kristensen**<br>H. Folmer & Co.<br>Marstal Danish | 216<br>120<br>315 | | BV | 1954 H. C. Christensens Staalskibsværft—Marstal<br>136' 8" 21' 4" 9' 6"<br>21' 3" 9' 8"<br>P32' F21' 1 dk<br>RW len 66<br>BK 6" | M Mchy.aft<br>1 Ho 80½'<br>G.16500 B.15800<br>1 Ha (68½'×14½')<br>2W Der 2(2) | Oil 2SA 4Cy. 230×400<br>300bhp<br>Alpha-Diesel A/S<br>2×2½kW 24V d.c. |
| 520840<br>PVGW<br><br>Df Esd<br>Gc | **LILY**<br>exPirambu-61<br>**Empresa de Nav. Alianca S.A.**<br>Rio de Janeiro Brazilian | 3883<br>2134<br>— | ✠Classed LR until 2/66 | BV | 1961-3 Stocznia Gdanska—Gdk<br>355' 2" 48' 1" 21' 9½"<br>331' 6" 47' 11" 26' 3"<br>P27' B74' F37' 1 dk, 2nd dk in Nos. 1, 2 & 3 holds<br>rf 6" | S<br>G.260447 B.233643<br>9W Der 1(25) 8(5) | C 4Cy. (2) 440 & (2)<br>exhaust turb by<br>gearing<br>2315ihp<br>Z.U.T. Zgoda |
| 520841<br>SXZG<br>1823<br>Df Esd<br>Gc Rdr | **LILY C. MICHALOS**<br>exStugard-61<br>exWebb Miller-47<br>**Mrs. Lily C. Michalos**<br>Piræus Greek | 7291<br>4382<br>10626 | | NV | 1943 New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 9"<br>417' 0" 56' 10"<br>2 dks | S<br>5 Ho 55½', 72½', 50', 45', 70'<br>G.562608 B.499573<br>5 Ha (33½', 35', 20', 30', 35'×20')<br>Der 1(30) 1(15) 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>Harrisburg Mchy. C |
| 501737<br>ICDM<br>607<br>Df Esd<br>Gc | **LILY LAURO**<br>exAngelina Lauro-64<br>exBeniamin H. Brewster<br>**Achille Lauro**<br>Naples Italian | 7176<br>4398<br>10874 | | RI | 1943 Permanente (Shpyd No. 2)—<br>Richmond<br>441' 5" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, pt 3rd dk | S<br>5 Ho<br>G.562000 B.499000 | T 3Cy. 24½" 37" &<br>2500ihp<br>Joshua Hendy Irn |
| 520843 | **LIM**<br><br>**Ivan Milutinovic-Pim, The Enterprise for Waterways**<br>Yugoslav | 500<br>—<br>— | ✠A1 SS 4/66<br>river & estuary service | EL g 1½"SQ | 1961-11 Uraga Dock Co.—Yka<br>138' 10" 33' 11" 6' 6"<br>137' 10" 32' 9½" 10' 10"<br>1 dk<br>3BH<br>rf nil WB192t | Suction & Cutter Dredger<br>Der 1(5) | 1×8kW 220V |

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| **IMA**<br>Equateur-66<br>onsorcio **Naviero**<br>**Peruano S.A.**<br>allao Peruvian | 7267<br>4091<br>8511 | <br><br>BV | 1951 For. & Ch. de la Gironde—Bdx<br>482′ 4″ 62′ 4″ 25′ 8″<br>62′ 1″<br>F36′ 2 dks & S dk<br>RW<br>rf 6¾″ | M Ref OSD<br>5 Ho 64′, 75′, 60¾′, 72¼′, 64¼′<br>G.559081 B.510438 In. 17861<br>5 Ha (stl) (28½′, 39¼′, 19¼′×17½′)<br>(37′, 27′×18¼′)<br>14W Der 4(9) 10(5) | 2 Oil 2SA each 8Cy. 580×840 mm with gearing & hydraulic coupling to sc. shaft<br>8240bhp Sulzer 812t (hvf)<br>For. & Ch. de la Médit. Hav<br>3×225kW 220V d.c. 16k |
| **IMA**<br>Westerwald<br>mpresa **Insulana de Nav.**<br>sbon Portuguese | 4056<br>2470<br>3069 | BV<br><br>Classed LR until 7/56 | 1907 Furness, Withy & Co. Ltd.—Hpl<br>366′ 0″ 45′ 1″ 24′ 6″<br>352′ 11″ 45′ 0″ 28′ 10″<br>P40′ B115′ F69′ 2 dks<br>R<br>BK3″ | S<br>4 Ha (12¾′, 26′, 17¼′×14¾′) (12¾′×15′)<br>Der 2(15) 10(5) 4(2½) | T 3Cy. 25½″ 43″ & 73″×48″<br>2700ihp 530t (o.f)<br>Richardsons Westgarth Hpl<br>12½k |
| **IMA**<br>Gertrud-65<br>ne **Sørensen**<br>**Partrederi**<br>dersley Danish | 300<br>162<br>470 | <br><br>GL | 1930 C. Lühring—Brake<br>147′ 7″ 23′ 1″ 10′ 10″<br>22′ 11″ 11′ 10″<br>1 dk<br>R len 37 & 53 | M Mchy.aft | Oil 4SA 3Cy. 280×450 mm<br>150bhp<br>Motfbr. Deutz A.G. Köln-Deutz |
| **IMANDA**<br>. van der **Plas**<br>twijk a/Zee Netherland | 118<br>44<br>— | | 1956 D. & J. Boot Schps. "De Industrie" —Alp<br>88′ 9″ 21′ 5″<br>77′ 9″ 21′ 4″ 10′ 6″<br>RW | M Trawler | Oil 4SA 6Cy. 250×350 mm<br>D. & J. Boot "De Industrie" Alp |
| **IMBAZHY**<br>.S.S.R.<br>entspils Russian | 13218<br>7566<br>18337 | | 1965 Stocznia im. Komuny Paryskiej—Gdy<br>580′ 5″ ~~580′ 4″~~ 71′ 10″ ~~30′ 4″~~ 30′ 5½″<br>71′ 7″ 38′ 8″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9000bhp Sulzer<br>H.Cegielski Poz |
| **IMBURG**<br>oninklijke **Rotterdamsche**<br>**loyd n.v.**<br>otterdam Netherland | 8374<br>4780<br>12070 | ✠100A1 SS 4/64<br>with freeboard<br>DTs—oil FP above 150° F.<br>or molasses<br>✠LMC<br>EL (f†) 2¼″SQ | 1946–3 Sun S.B. & D.D. Co.—Chester, Pa<br>492′ 0″ 69′ 8″ 29′ 1″<br>465′ 11″ 69′ 6″ 41′ 6″<br>F54′ 1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>Coll BH to S dk 6 to 2nd dk<br>WB5789t incl. Tunnel tanks 376t<br>DTsa2071t DTsm1719t | S (12P) Ref OSD<br>5 Ho 76½′, 60′, 72½′, 72½′, 82½′<br>B.660855 In.4004<br>5 Ha (stl) (36′×20′) (30′, 35′, 35′, 40′×24′)<br>20W Der 2(50) 8(10) 12(5) | 2 S Turb dr geared to sc. shaft<br>8500shp 1706t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2WTB 525℔ Spt 490℔ hs(11136)<br>3×290kW 230V d.c. 16½k |
| **MERICK**<br>Enton-55<br>venue **Shipping Co. Ltd.**<br>inder, Anderson & Co. Ltd.<br>ondon British | 6194 ~~6443~~<br>3553 ~~3634~~<br>~~9890~~<br>10177 | ✠100A1 SS 1/65<br>✠LMC<br>MN1100 EL c†2¼″SQ | 1952–5 A. Stephen & Sons Ltd.—Gls<br>460′ 4″ 59′ 0″ ~~27′ 2¼″~~ 27′ 8″<br>432′ 9″ 53′ 9″ 39′ 6″<br>F42′ 1 dk & S dk, 3rd dk clear of ER<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB2530t incl. DTf1378t | M ~~OSD~~<br>5 Ho 50¾′, 76¾′, 46¼′, 73¼′, 64¾′<br>G.600325 B.547725<br>5 Ha (stl) (24¾′, 37¼′, 18¾′, 32′, 24′×20′)<br>14W Der 1(30) 14(10) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford 1476t (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>AuxB 100℔<br>3×200kW 220V d.c. 14k |
| **MHAMN**<br>venska **Rederi A/B**<br>Öresund<br>almö Swedish | 398<br>160<br>180 | <br><br>BV | 1960 A/S Bergens M/V—Bgn<br>148′ 7″ 33′ 2″ 10′ 0″<br>32′ 0″<br>1 dk | TM Ferry (300P) | 4 Oil 4SA each 6Cy. 127×135 mm geared to 2 sc. shafts<br>820bhp NE66 (d.o)<br>A/B Scania-Vabis Södertälje<br>2×104kW 380V 50c/s a.c.<br>Controllable pitch propellers |
| **MNI**<br>Clark-Milwaukee–64<br>Republic-Pittsburgh–54<br>Minneapolis Husky–44<br>reek **Tankershipping Co.**<br>**Ltd.**<br>iraeus Greek | 1147<br>906<br>1500 | <br><br>AB HR | 1941 Ingalls S.B. Corp.—Decatur<br>235′ 0″ 35′ 2″ 14′ 0″<br>228′ 0″ 35′ 0″ 14′ 6″<br>1 dk<br>rf 1½″ | TM Tanker Mchy.aft<br>12 Ta | 2 Oil 4SA each 8Cy. 330×405 mm<br>1200bhp NE44 11t (d.o)<br>Cooper-Bessemer Corp. Grove City<br>10k |
| **MNOS**<br>overnment of **Canada**<br>**(Minister of Mines and**<br>**Technical Surveys)**<br>Canadian<br>For later particulars see New Entries No. **10** | 450<br>—<br>144 | 100A1<br>for restricted service<br>Class contemplated | Port Weller D.D. Ltd.—P. Weller<br>147′ 0″ 33′ 1″ 8′ 0″<br>135′ 6″ 32′ 0″ 12′ 0″ | TM Survey Ship Mchy.aft | 2 Oil 4SA each 12Cy. 7″×7½″<br>Davey, Paxman & Co. Ltd. Col |
| **ON**<br>ited **Fruit Co.**<br>w York United States | T.Mk<br>4781<br>2096<br>—<br>6573<br>3410<br>6638 | <br><br>AB | 1945 Gulf S.B. Corp.—Chickasaw<br>455′ 5″ 61′ 2″ —/27′ 1⅞″<br>431′ 2″ 61′ 0″ 35′ 6″<br>B&F247′ 4 dks<br>rf 9″ | TS Ref<br>4 Ho<br>B.333900 In.313070<br>4 Ha<br>12W Der 1(35) 1(10) | 4 S Turb dr geared to 2 sc. shafts<br>13200shp 1512t (o.f)<br>De Laval S. Turb. Co. Trenton<br>18½k |
| **POPO**<br>rtuguese **Government**<br>**Ministry for Overseas**<br>**rovinces)**<br>renço<br>arques Portuguese | 173<br>23<br>— | <br><br>✠Classed LR until 9/65 | 1964–1 Est. São Jacinto—Aveiro<br>96′ 3″ 25′ 1″<br>87′ 0″ 24′ 3½″ 12′ 2″<br>RAD2′<br>RW<br>rf 31″ | M Salvage Tug | 2 Oil 4SA each 7Cy. 235×330 mm through hydroflex slip couplings & sr gearing to sc. shaft<br>1200bhp<br>Masch. Augsburg-Nürnberg Aug<br>Controllable pitch propeller |

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| 538218<br>JXVN<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LINA**<br>exVirna-66<br>**I/S Protector**<br>Alf Mohn<br>Oslo Norwegian | 1548<br>855<br>2067 | <br><br>NV | 1963 Astano S.A.—Fri<br>259' 7" 39' 6" 16' 8½"<br>236' 3" 39' 5" 18' 0"<br>Q146' B42' F42' 1 dk | M Mchy.aft<br>2 Ho 80', 75½'<br>G.108210 B.102270<br>2 Ha (stl) (55½'×21½') (55½'×23')<br>8W Der 2(10) 6(5) | Oil 4SA 7Cy. 400×600 mm<br>1600bhp<br>Masch. Augsburg-Nürnberg<br>4×88, 88, 88, 26½kW 220V |
| 520857<br>SXQW<br>1575<br>Esd Rdr<br>RT | **LINA**<br>exNady-60 exAntonia<br>**Aktis S.A. and**<br>**D. A. Portolos**<br>Piræus Greek | 1399<br>920<br>2350 | <br><br>BV | 1944 Odenbach S.B. Corp.—Rochester,<br>N.Y.<br>257' 5" 34' 5" 17' 4½"<br>34' 3"<br>P51' F30' 1 dk | TM Tanker Mchy.aft<br>12 Ta<br>L.45118 | 2 Oil 4SA each 6Cy.<br>1000bhp NE53<br>Motorenw. Mannheim |
| 520859<br>EHLC<br><br>Df Esd<br>RT | **LINA**<br><br>**Casa Ciriza S.A.**<br>San Sebastian Spanish | 133<br>53<br>—<br> | | 1933 Const. Guipuzcoana—Pjs<br>83' 10" 19' 1"<br>... ... ...<br><br>R | M Fishing | Oil 4SA 4Cy. 270×420 mm<br>200bhp<br>Deutsche Werke A.G. |
| 652032<br>SZHX<br>2238 | **LINA A**<br>**Holiday Lines-Shipping Enter-**<br>**prises Athanassoula S.A.**<br>Candia Co. Ltd.<br>Piræus Greek | 727<br>389<br>— | <br><br>BV | 1964 ........................Perama<br>164' 7" 25' 11"<br>12' 8" | M | 2 Oil<br><br>Klöckner-Humboldt-Deutz |
| 520861<br>DNBU<br><br>Df Esd<br>Rdr<br>RTm | **LINA VON BARGEN**<br><br>**Heinrich von Bargen &**<br>**Sohn O.H.G.**<br>Hamburg W. German | 499<br>308<br>1200 | <br><br>GL | 1962 J. J. Sietas Schiffsw.—Ham<br>228' 4" 35' 7" 12' 5½"<br>206' 9" 35' 5" 19' 10"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 146¾'<br><br>2 Ha (each 55'×21')<br>Der 6(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>3×36kW 220V d.c. |
| 520862<br>USUR<br>M-27350 | **LINARD LAITSEN**<br><br>**U.S.S.R.**<br>Riga Russian | 3170<br>1225<br>1301 | | 1961 ........................Russia<br>277' 10" 46' 0" 18' 2"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda |
| 520863<br>ZUAN<br>350051<br>Esd<br>RTm | **LINARIA**<br><br>**Irvin & Johnson Ltd.**<br>Cape Town S. African | 360<br>120<br>186 | <br><br>✠Classed LR until 8/62 | 1961-1 Cook, Welton & Gemmell Ltd.—<br>Bev<br>139' 10" 26' 10"<br>125' 7" 26' 6" 13' 9"<br>F23'<br>RW<br>rf 30" BK7" | M Trawler<br>2 Ho 27', 12½'<br><br>5 Ha (3'×3½') (3½'×4½')<br>(5½', 5½'×3½') (5'×5')<br>Cr 1(1) | Oil 2SA 7Cy. 290×490<br>840bhp<br>Alpha-Diesel A/S<br>2×40, 25kW 110V d.c.<br>Controllable pitch prop |
| 520865<br>EDPU<br><br>Df Esd<br>RT | **LINCE**<br><br>**Manuel Sanchez Caribad**<br>Corunna Spanish | 202<br>80<br>— | <br><br>BV | 1962 Const. Nav. P. Freire—Vgo<br>*95·2'* 22' 0"<br>95' 2" 21' 10" 12' 5"<br><br>RW | S Trawler<br><br><br>2 Ha (each 3½'×3½') | T 3Cy. 228 368 & 610×4<br>240ihp<br>Const. Nav. P. Freire |
| 520867<br><br>166637<br>Rdr | **LINCOLN CASTLE**<br><br>**British Railways Board**<br>Associated Humber Lines Ltd.<br>Grimsby British | 598<br>320<br>129 | | 1940 A. & J. Inglis Ltd.—Gls<br>208' 9" 56' 6" 4' 6"<br>199' 8" 33' 2" 9' 0"<br>Promenade dk 135' 1 dk<br>R<br>rf nil | SP Ferry (914P) | T 3Cy. 16¾" 26" & 41"×<br>850ihp<br>Ailsa S.B. Co. Ltd.<br>1×10kW 110V d.c. |
| 680804<br>LGPY<br><br>RTh/v | **LINCOLN ELLSWORTH**<br><br>**A/S Laboremus**<br>Einar Bakkevig<br>Oslo Norwegian | 1066<br>412<br>1153 | <br><br>NV | 1966 A.G. "Weser" Werk Seebeck—<br>Bhn<br>203' 6" 34' 2" 14' 9¾"<br>181' 6" 34 1½" 16' 5"<br>1 dk | M Liquefied Gas Carrier Mchy.aft<br><br>L.27711 | Oil 4SA 9Cy. 300×45<br>1180bhp<br>Masch. Augsburg-Nü |
| 542120<br>HPAS<br><br>Df Esd<br>Gc Rdr<br>RTh | **LINCOLN EXPRESS**<br>exHelena-63 exChatham-47<br>**Bahamas Line**<br>Panama Panamanian | 3918<br>2166<br>5912 | <br><br>AB | 1945 Froemming Bros. Inc.—Milwaukee<br>338' 8" 50' 1" 23' 5"<br>321' 4" 50' 0" 29' 0"<br>P90' F38' 2 dks<br>rf nil | M Ref CSD Mchy.aft<br>2 Ho each 78½'<br>B.219960 In.179313<br>3 Ha (each 40½'×20')<br>12W Cr 2(40) Der 10(5) 2(1½) | Oil 2SA 6Cy. 545×<br>1700bhp<br>Nordberg Mfg Co.<br>2×250kW 220V d.c. |
| 520869<br>KKCD<br>242548<br>Df Esd | **LINCOLN STEFFENS**<br><br>**United States Department of**<br>**Commerce**<br>Los Angeles United States | 7262<br>4469<br>10807 | <br><br>AB | 1942 California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8¼"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33½', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>Joshua Hendy<br>3×20kW 120V d.c. |
| 520870<br>LDHF<br><br>Df Esd<br>Rdr<br>RTm/h | **LIND**<br><br>**Skibs A/S Storli & Skibs**<br>**A/S Oljetransport**<br>A/S Rederiet Odfjell<br>Bergen Norwegian<br>Now **PORTO DE AVEIRO** See New Entries No. 4 | 1855<br>858<br>2445 | <br><br>NV | 1960 A/S Stord—Lervik<br>273' 2" 41' 1" 17' 7¾"<br>249' 10" 41' 0" 20' 0"<br>1 dk<br>rf 3" | M Tanker Mchy.aft<br>13 Ta<br>L.108000 | Oil 4SA 8Cy.<br>1600bhp<br>N.V. Werkspoor<br>2×132kW 440V |

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| LINDA<br>Marviento Compania<br>Naviera S.A.<br>Piraeus Greek | 14302<br>7616<br>20954 | AB | 1960 Harima Zosensho—Aio<br>580′ 9″ 74′ 5″ 30′ 10″<br>547′ 11″ 74′ 2″ 44′ 0″<br>P116′ F34′ 1 dk<br>RW | S Mchy.aft<br>6 Ho<br>G.1039663 B.982588<br>6 Ha<br>12W Der 12(5) | 2 S Turb dr geared to sc. shaft<br>1200shp 3697t (o.f)<br>Ishikawajima Jukogyo Tok<br>16k |
| LINDA<br>World Luck-64<br>Muskegon-56<br>Ampac Nevada-56<br>King S. Woolsey-51<br>Alexandra Nav. Corp. Ltd.<br>Monrovia Liberian | 7257<br>4440<br>10711 | AB | 1942 California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 1(50) 1(30) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1856t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. 10k |
| LINDA<br>U.S.S.R. Russian | 1456<br>750<br>— | | 1956 ....................Russia<br>1 dk | M Tanker Mchy.aft | Oil |
| NDA<br>Pepping and others<br>mmers & v.d. Heide<br>tterdam Netherland | 499<br>313<br>1000 | ✠100A1<br>✠LMC<br>MN240 EL I 1⅛″SQ | 1965-12 N.V. Nieuwe Noord Ned.<br>Schps—Gro<br>197′ 0″ 35′ 2″ 12′ 10¼″<br>184′ 6″ 34′ 5½″ 20′ 0″<br>F20′ 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4″ WB447t | M OSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz Kln |
| NDA<br>Linda Chotin<br>Feeder Line Towing<br>Service Inc.<br>Greenville United States | 335<br>228<br>— | | 1946 F. B. Walker & Sons Inc.—<br>Pascagoula<br>*104·8′*<br>30′ 0″ | TM Tug | 2 Oil 2SA each 6Cy. 14½″×20″<br>2000bhp |
| LINDA<br>Antonio Savarese<br>Castellammare di Stabia Italian | 193<br>106<br>— | RI | 1931 P. Ciro Marina di Equa—<br>131′ 0″ 22′ 0″<br>116′ 10″ 21′ 6″ 8′ 11″<br>F49′ 1 dk | Wood TM | 2 Oil 4SA each 6Cy. 270×360 mm<br>560bhp NE59<br>Klöckner-Humboldt-Deutz Kln |
| LINDA<br>wen Jerstad<br>ncouver Canadian | 124<br>84<br>— | | 1942 Peterson Boat Wks—Sturgeon Bay<br>*108·0′* 18′ 2″<br>... ... ...<br>1 dk | Wood TM Fishing | 2 Oil each 6Cy. 110×130 mm<br>Gray Marine Motor Co. Det |
| NDA FISHER<br>Claud Hamill-63<br>Thames-56 exJack Ruff-50<br>ing Fisher Marine Service<br>Inc.<br>ouston United States | 147<br>71<br>— | | 1941 Levingston S.B. Co.—Orange<br>85′ 0″ 23′ 2″ 9′ 0″<br>80′ 10″ 23′ 0″ 10′ 4″<br>1 dk<br>BK2½″ | M Tug | Oil 2SA 12Cy. 8½″×10″<br>600bhp 43t<br>General Motors Corp. Clv |
| NDA GIOVANNA<br>Braconda-51<br>D'Amico" Società di<br>Navigazione S.p.A.<br>ome Italian | 9985<br>6064<br>15963 | RI<br>✠Classed LR until 9/60 | 1940-1 Kockums M/V A/B—Mmo<br>533′ 1″ 63′ 2″ 29′ 6″<br>499′ 0″ 63′ 0″ 38′ 6″<br>P98′ F68′ 1 dk, pt 2nd dk | M Tanker Mchy.aft<br>20 Ta<br>L.752840 HeCls. C | Oil 2DA 8Cy. 600×1100 mm<br>5500bhp 1077t-16½pd<br>Kockums M/V A B Mmo<br>13k |
| NDA LUC<br>ené Chevarie<br>rindstone Canadian | 128<br>64<br>— | ✠100A1 SS 7/67<br>trawler<br>Str. nav. ice<br>LMC<br>MN62 EL (e) | 1962-11 Marine Industries Ltd.—Srl<br>81′ 10″ 22′ 0″<br>73′ 9″ 21′ 6″ 11′ 0″<br>F13′<br>4BH<br>rf 50″ WB3t | M Trawler | Oil 2SA 4Cy. 230×400 mm with hydraulic coupling<br>310bhp<br>Alpha-Diesel A/S Fkn<br>Controllable pitch propeller |
| NDA MAY<br>hn Collins<br>t. John's, Nfl Canadian | 186<br>106<br>— | | 1946 H. W. Stone—Trinity Bay, Nfl<br>*113·9′* 24′ 11″<br>... ... ...<br>1 dk | Wood M Fishing | Oil 2SA 8Cy. 5½″×8″<br>NE58<br>Caterpillar Tractor Co. Peoria |
| NDA PRIMA<br>Linda Dan-61 exLinda-46<br>Trasmedi" S.p.A.<br>armedi" Cia. Mediterranea<br>di Navigazione S.p A<br>ermo Italian | 1584<br>870<br>1725 | ~~100A1~~ ~~Dr 10/63~~<br>~~with freeboard~~<br>~~Str. nav. ice~~<br>~~LMC~~<br>~~MN152~~ ~~EL (p) 1½″~~<br>TO BE BROKEN UP ~~RI~~ | 1936 Helsingörs Jernsk. & Msk.—Hsg<br>251′ 0″ 36′ 11″ 16′ 6½″<br>235′ 0″ 36′ 9″ 22′ 7″<br>2 dks<br>R 4BH<br>WB387t | S CSD<br>2 Ho<br>G.106000 B.97000<br>3W | C 3Cy.(2) 13⅜″ & 33$\frac{7}{16}$″×33$\frac{7}{16}$″ & LP turb with dr gearing & chain drive<br>760ihp 350t (o.f)<br>Helsingörs Jernsk. & Msk. Hsg<br>2 SB 220℔ Spt hs2200 4cf 11¾k |
| NDA SCARLETT<br>lebuss International<br>A/B<br>ndskrona Swedish | 1588<br>651<br>— | GL | 1961 Schiedamsche Schpsw—Groot-<br>Ammers<br>258′ 10″ 47′ 7″ 9′ 6″<br>47′ 5″ 14′ 5″<br>4 dks | TM Ferry (700P) | 2 Oil 4SA each 8Cy. 320×450 mm<br>1998bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×85kW 220V d.c.<br>Thw. thrust propeller fwd |

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|---|---|---|---|---|---|---|
| 672435<br>LLTP<br><br>Rdr<br>RTm | **LINDÅS**<br><br>**A/S Bergen-Nordhorland**<br>**Trafikklag & Brødrene**<br>**Wilhelmsen A/S**<br>A/S Bergen-Nordhordland<br>Trafikklag<br>Bergen Norwegian | 352<br>149<br>125 | NV | 1967 Løland Motorverksted—Leirvik<br>161' 0" 34' 10" 9' 5½"<br>151' 7" 34' 9" 13' 9"<br>B32' 1 dk<br>rf 18" | M Ferry (360P) Mchy.aft | Oil 2SA 6Cy. 280×420 mm<br>600bhp<br>Wichmann Mtrf.<br>2×36kW 50c/s a.c.<br>Controllable pitch propeller |
| 520880<br>LLYR<br><br>Df Esd<br>Rdr<br>RTm | **LINDBORG**<br>exLotos-49 exIsobel-46<br>exl. W. Winck-42<br>**D/S A/S Alf Lindö's Rederi**<br>Alf Lindö<br>Haugesund Norwegian | 1519<br>879<br>2770 | ✠Classed LR until 9/61<br>**BROKEN UP**<br>NV | 1929-12 A/S Fredriksstad M/V—Fks<br>266' 0" 40' 1" 17' 9"<br>255' 0" 40' 0" 19' 1"<br>P19' B161' F27' 1 dk<br>R | S<br><br>G.151450 B.137580<br>4 Ha (20½', 32½', 28½', 20½'×17')<br>8W Der 8(3) | T 3Cy. 18½" 29½" & 49"×3<br>990ihp<br>A/S Frederikstad M/V<br>1×15kW 110V d.c. |
| 650420<br>LNXS<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LINDE**<br><br>**A/S Tönsbergs Hvalfangeri**<br>Tönsberg Norwegian | 13883<br>8500<br>19510 | NV | 1965 Deutsche Werft A.G.—Ham<br>541' 5" 70' 8" 32' 4½"<br>513' 0" 70' 7" 45' 8"<br>P106' F42' 1 dk | M Bulk Carrier (8P) Mchy.aft<br>6 Ho 60', 59½', 59½', 59½', 59½', 59½'<br>G.865919<br>6 Ha (stl) (40½', 45½', 45½', 45½',<br>45½', 40½'×33½')<br>12W Der 6(10) | Oil 2SA 8Cy. 700×1200 mm<br>9200bhp<br>Masch. Augsburg-Nürnbe<br>3×345kW 440V 60c/s a.c. |
| 520882<br>PFOX<br><br>Df Esd<br>RT | **LINDE**<br><br>**N.V. Scheepvaart Maats.**<br>**Suriname**<br>Paramaribo Netherland | 500<br>390<br>1080 | BV | 1963 Schps. v/h Th. J. Fikkers—Foxhol<br>207' 9" 31' 1" 12' 5½"<br>187' 0" 30' 6" 12' 8"<br>1 dk<br>RW | M Mchy.aft<br><br><br>3 Ha (39½', 33½', 33½'×14½')<br>Der 3(2) | Oil 4SA 8Cy. 250×350 mm<br>640bhp<br>D. & J. Boot "De Industr |
| 520883<br>5LHV<br>974<br>Df Esd<br>Rdr<br>RTm | **LINDEN**<br><br>**Owens-Illinois Glass Co.**<br>Monrovia Liberian | 573<br>389<br>— | BV | 1944 Marietta Mfg Co.—Pt.Pleasant<br>149' 0" 33' 1" 15' 9"<br>141' 0" 33' 0" 18' 10" | S Tug | Unaflow 3Cy. 24½"×24"<br>1200ihp<br>Skinner Engine Co.<br>2×25kW 120V<br>Controllable pitch prope |
| 520884<br>5ZSO<br>167112 | **LINDEN**<br>exEmpire Linden-56<br>**East African Railways &**<br>**Harbours Administration**<br>Mombasa British | 245<br>—<br>— | ✠Classed LR until 12/48 | 1942-2 Henry Scarr Ltd.—Hessle<br>113' 5" 26' 8" 11' 11½"<br>... ... ...<br>R<br>rf 15" | S Tug | T 3Cy. 16" 26" & 43"×2<br>800ihp<br>C. D. Holmes & Co. Lt<br>2×4kW 110V d.c. |
| 520885<br>GHDP<br>301460<br>Df Esd<br>Gc Rdr<br>Rtv | **LINDENBANK**<br><br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow British | T.Mk<br>6234<br>3503<br>10308<br>8380<br>4854<br>12100 | ✠100A1 SS 10/65<br>DTsm f&a—veg. oil<br>✠LMC<br><br>MN960 EL d†2 1/16"SQ | 1961-9 Wm. Doxford & Sons (S.Bs) Ltd.<br>—Sld<br>487' 9" 62' 3" 26' 2"/28' 10½"<br>451' 1" 62' 0" 38' 6"<br>F41' 2 dks<br>RW Coll BH to U dk 8 to 2nd dk<br>rf 6" WB4183t incl. DTma1435t f1269t | M<br>5 Ho 55½', 62½', 32½', 50', 81½'<br>4 DTs each 25½', 2 DTs each 30'<br>G.644690 B 581175<br>6 Ha (29½', 32½', 32½', 13½', 30',<br>30'×22')<br>14W Der 1(25) 4(10) 10(5) | Oil 2SA 4Cy. 700×232<br>4800bhp<br>Wm. Doxford & Sons<br>2AuxB (1 o.f 1 ex.g)<br>4×200, 200, 200, 200kW |
| 520886<br>LLBU | **LINDENES**<br>exLindenes I-50<br>**Thoralf Jarland**<br>Odda Norwegian | 111<br>62<br>— | | 1943 H. & E. Nordtveit—Bgn<br>75' 0" 18' 7" 8' 7"<br>18' 5" | Wood M Ferry Mchy.aft | Oil 2SA 2Cy. 280×42<br>NE57<br>Wichmann Mtrf. |
| 520887<br>DLBD<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LINDENFELS**<br><br>**Deutsche Dampfsch. Ges.**<br>**"Hansa"**<br>Bremen W. German | 6612<br>3945<br>8578 | GL | 1955 H. C. Stülcken Sohn—Ham<br>463' 11" 58' 8" 26' 4½"<br>58' 6" 34' 1"<br>F65' 2 dks<br><br>rf 4" | M (12P) Ref Mchy.aft<br>3 Ho 60½', 95½', 95½'<br>G.489850 B.445670 In.8119<br>3 Ha (39½', 79½', 59½'×20½')<br>14W Der 1(140) 1(30) 1(15) 4(5) 8(3-5)<br>2(2) 1(1) | 2 Oil 4SA each 6Cy<br>geared to sc. shaft<br>5600bhp<br>Masch. Augsburg-Nürn<br>4×150kW 220V d.c. |
| 520888<br><br>301591<br>Esd Pfd<br>Rdr | **LINDENLEA**<br><br>**Southburn (Fishing) Ltd.**<br>Craig Stores (Aberdeen) Ltd.<br>Aberdeen British | 281<br>95<br>— | ✠100A1 SS 5/64<br>trawler<br>✠LMC<br><br>MN143 EL (e) m | 1960-3 J. Lewis & Sons Ltd.—Abn<br>*121-0'* 25' 10"<br>118' 10" 25' 6" 12' 9"<br>F20'<br>RW 4BH<br>rf 30" BK7" | M Trawler | Oil 4SA 6Cy. 15"×18"<br>712bhp<br>Mirrlees, Bickerton & D |
| 507561<br>DEHJ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **LINDENSTEIN**<br>exClary Thordén-65<br>**Norddeutscher Lloyd**<br>Bremen W. German | 4785<br>2633<br>— | GL | 1954 Uddevallavarvet A/B—Udv<br>433' 10" 56' 8" 25' 1½"<br>400' 0" 56' 6"<br>P45' B79' F99' 1 dk & S dk<br>RW<br>rf 8½" | M (12P) Ref OSD<br>5 Ho 52½', 57½', 62½', 62½', 46'<br>G.372143 B.336407 In.47038<br>5 Ha (stl) (30½'×19½') (39½', 39½', 37½',<br>35'×21')<br>16W Der 1(25) 6(5-7½) 2(3-5) | Oil 2SA 8Cy. 760×15<br>7500bhp<br>Uddevallavarvet A/B<br>4×200, 165, 165, 125k |
| 520889<br><br>248278<br>Df Esd<br>Gc | **LINDENWOOD VICTORY**<br><br>**United States Department of**<br>**Commerce**<br>San Francisco United States | 7641<br>4634<br>10681 | AB | 1945 Permanente (Shpyd No. 2)—<br>Richmond<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |

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| **NDFIELD** | **384** | | **1920–3** Livingstone & Cooper Ltd.— | S Tug | T 3Cy. 18¼″ 28½″ & 48½″×28″ |
| St. Claude | 1 | | Hessle | | |
| **Sin Kian** | — | ✠Classed LR until 6/62 | 140′ 0″ 29′ 2″ 14′ 9½″ | | Earle's Co. Ltd. Hul |
| ydney, N.S.W British | | | 135′ 0″ 29′ 0″ 16′ 2″ | | 11k |
| | | | R | | |
| | | | BK6″ | | |

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| **NDHOLM** | **399** | | **1952** Hugo Peters—Wewelsfleth | M Mchy.aft | Oil 2SA 6Cy. 240×400 mm |
| ngrid–59 | 251 | | 171′ 9″ 26′ 5″ 10′ 6″ | 1 Ho 108¼′ | 515bhp NE64 (d.o) |
| E. Lindholm | 600 | GL | 26′ 3″ | G.30000 B.27500 | Alpha-Diesel A/S Fkn |
| rstal Danish | | | 1 dk | 2 Ha (46′, 47′×16½′) | 1×12kW 220V 50c/s a.c. |
| | | | RW len 64 | Der 2(2) | 2×1½, 1kW 24V d.c. 10½k |

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| **NDISFARNE** | **12733** | ✠**100A1** SS 5/68 ~~SS 4/64~~ | **1960–7** J. L. Thompson & Sons Ltd.— | M Ore Carrier Mchy.aft | Oil 2SA 4Cy. 670×2320 mm |
| | 5633 | ore carrier | Sld | 2 Ho each 168′ | 4400bhp (hvf) |
| amburgh **Shipping Co. Ltd.** | 18220 | ✠**LMC** | 525′ 0″ 70′ 3″ 29′ 6½″ | | Wm. Doxford & Sons (Eng.) Ltd. Sld |
| A. Souter & Co. Ltd. | | | 505′ 0″ 70′ 0″ 41′ 2″ | 6 Ha (stl) (each 40′×28′) | 2AuxB 120lb |
| wcastle British | | MN880 EL g‡2$\frac{5}{16}$″SQ | P108′ F58′ 1 dk | Der 4(5) | 3×320kW 220V d.c. |
| | | | RW 5BH | | |
| | | | rf 3″ WB15233t | | |

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| **NDÖ** | **4471** | ✠**100A1** SS 3/67 | **1957–5** Kieler Howaldtswerke A.G.—Kel | M Ore/Oil Carrier Mchy.aft | Oil 2SA 8Cy. 520×900 mm |
| | 2436 | ore carrier Carrying oil | 360′ 3″ 52′ 2″ 20′ 3¼″ | 2 Ho 96½′, 101′ 14 Ta | 2725bhp MAN 500t (d.o)–8pd |
| lénrederierna **A/B** | 5540 | in combined side & btm | 348′ 5″ 52′ 0″ 27′ 11″ | G.91466 | Kieler Howaldtswerke A.G. Kel |
| ckholm Swedish | | tanks only when no cargo | P87′ F44′ 1 dk | 4 Ha (stl) (30′, 40′, 40′, 40′×20¼′) | 2db 185lb |
| | | is carried in adjacent | 7BH | | 3×190kW 400V 50c/s a.c. 12½k |
| | | compartments | rf 4″ WB355t incl. DTf163t | | |
| | | Str. nav. ice | | | |
| | | ✠**LMC** | | | |
| | | MN545 EL w 1$\frac{13}{16}$″SQ | | | |

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| **NDO** | **2749** | | **1961** P. Lindenau—Kel | M Mchy.aft | Oil 4SA 6Cy. 520×740 mm |
| | 1688 | | 300′ 2″ 48′ 1″ 19′ 9½″ | 2 Ho 93′, 95′ | 2250bhp (d.o) |
| al **Wilson & Co. A/S** | 4000 | NV | 276′ 0″ 48′ 0″ 23′ 0″ | | Masch. Augsburg-Nürnberg Aug |
| rgen Norwegian | | | 1 dk | 2 Ha (stl) (each 70′×24′) | 2×160kW 440V 60c/s a.c. |
| | | | | Der 2(5–8) 2(5) | |

Now **HTAN TAW YWA** See New Entries No. 8

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| LINDÖ | **500** | ✠**100A1** SS 4/68 ~~SS 4/64~~ | **1957–3** Gebr. v.d. Werf—Deest | M Mchy.aft | Oil 4SA 7Cy. 305×460 mm |
| exHelemar-H–65 exHelemar–59 | 260 | | 187′ 5″ 28′ 9″ 11′ 7⅜″ | | 525bhp 68t |
| el Larsson | 805 | ✠**LMC** | 169′ 0″ 28′ 4½″ 12′ 0″ | G.37600 B.33900 | D. & J. Boot "De Industrie" Alp |
| desholmen Swedish | | | P42′ F28′ R dk fwd of P59′ 1 dk | | 9½k |
| | | MN105 EL I | RW 3BH | 2W Der 2(3) | |
| | | | rf 2″ WB196t | | |

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| **NDÖ** | **142** | | **1962** Hjelmas Slip—Florø | M Trawler | Oil 4SA 8Cy. 220×280 mm |
| | 64 | | 95′ 8″ 22′ 1″ | | |
| ert Gustavsson **Partrederi** | — | NV | 83′ 0″ 22′ 0″ 11′ 8″ | | Klöckner-Humboldt-Deutz Kln |
| thenburg Swedish | | | 1 dk | | |

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| **NDÖ** | **103** | | **1929** ....................Björkenäs | Wood M | Oil 2SA 2Cy. 293×340 mm |
| | 66 | | 91′ 0″ 22′ 1″ | | NE47 |
| K. Olsson **Partrederi** | 160 | BV | ... ... ... | | A/B Jönköpings Motfb. Jönköping |
| mar Swedish | | | 1 dk | | |

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| **NDOS** | ~~16241~~ **15987** | | **1958** Kieler Howaldtswerke A.G.—Kel | M Tanker Mchy.aft | Oil 2SA 9Cy. 740×1600 mm |
| Benstream–67 | ~~9462~~ **9691** | | 620′ 6″ 74′ 1″ 34′ 7¾″ | 28 Ta | 11200bhp B&W (hvf) |
| Ring Chief–64 | 25970 | NV | 586′ 0″ 73′ 10″ 45′ 3″ | L.1176000 | Frd. Krupp A.G. Essen |
| ican **Shipping Enterprises** | | | 1 dk | | 3×200kW 450V 60c/s a.c. |
| Ltd. | | | | | |
| nrovia Liberian | | | rf 4″ | | |

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| **NDOS** | **10833** | | **1962** Osaka Zosensho—Osa | M Mchy.aft | Oil 2SA 6Cy. 760×1550 mm |
| | 6605 | | 505′ 3″ 66′ 7″ 30′ 5¼″ | 5 Ho | 9000bhp 3880t |
| rres **Compania Naviera** | ~~15002~~ | AB | 475′ 8″ 66′ 3″ 41′ 4″ | | Iino S.B. & Eng. Co. Ltd. Maizuru |
| S.A. | 15565 | | P105′ F37′ 2 dks | | |
| dros Greek | | | 2 dks | 5 Ha | |
| | | | RW | | |
| | | | rf 6″ | | |

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| **NDOS** | ~~9034~~ **9354** | | **1952** Forg. & Ch. de la Médit.— | TS (545P) Ref Mchy.aft | 2 S Turb sr geared |
| yautey–67 exGalilée–66 | ~~5532~~ 5576 | | La Seyne | 4 Ho 60¾′, 55′, 63¾′, 41¾′ | 23570shp 1111t (o.f) |
| yautey–66 | 2651 | BV | 465′ 1″ 63′ 11″ 21′ 8″ | G.174417 B.157191 In.7413 | Forg. & Ch. de la Médit. La Seyne |
| nstantinos **S. Efthymiadis** | | | 63′ 8″ | 4 Ha (stl) (12½′×9¾′) (22¼′, 15½′×13′) | 5×1200, 1200, 330, 330, 330kW 380V |
| eus | | | | | |
| Greek | | | B300′ 4 dks | (12¼′×9½′) | 50c/s a.c. 22k |
| | | | RW | 8W Der 8(3) | |
| | | | rf 19¾″ | | |

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| **NDOS** | **238** | | **1930–11** Cook, Welton & Gemmell Ltd. | S Trawler | T 3Cy. 12½″ 22″ & 35″×24″ |
| sa–65 | 93 | | —Bev | | |
| layan–62 | — | ✠Classed LR until 9/35 | *122·6′* 22′ 1″ | | C. D. Holmes & Co. Ltd. Hul |
| etios **N. Sofras** | | | ... ... ... | | |
| us | | | | | |
| Greek | | | R | | |

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| 501762<br>LFFF<br><br>Df Esd<br>Rdr<br>RTm/h | **LINDVANG**<br>exAnglo-65 exBenue-52<br>exBenjamin Tay-51<br>**D/S A/S Ryvingen**<br>Alf Lindö<br>Haugesund Norwegian | 1845<br>1008<br>2843 | LR class withdrawn—<br>7/67 NV | 1943 Pacific Bridge Co.—Alameda<br>258' 10" 42' 2" 18' 0"<br>250' 0" 42' 1" 20' 5"<br>1 dk | M<br><br>G.136823 B.121203<br>4 Ha (31½', 34½', 27', 27'×21')<br>6W Der 6(5) | Oil 2SA 8Cy. 360×5<br>gearing<br>Emade51ft<br>1200bhp<br>Sulzer Bros. Ltd.<br>3×100, 100, 60kW 220V d.c. |
| 533996<br>LAPZ<br><br>Df Esd<br>Rdr RT | **LINE**<br>exSteinbjörn-66<br>**Sameiet Odd Wagle & Nils Solheim**<br>Oslo Norwegian | 300<br>123<br>450 | NV | 1954 C. Lühring—Brake<br>140' 10" 25' 6" 10' 4"<br>25' 4"<br>P36' F12' 1 dk<br>R | M Mchy.aft<br>1 Ho 98½'<br>G.20650 B.19200<br>1 Ha (60½'×16½')<br>2W | Oil 2SA 5Cy. 230×400 mm<br>350bhp Emade60ft<br>Alpha-Diesel A/S<br>2×5 & 2kW 24V |
| 520903<br>DGUB | **LINE HINSCH**<br>exWaterhuizen<br>**Partenreederei "Line Hinsch"**<br>Johannes Schmedje<br>Hamburg W. German | 105<br>52<br>157 | GL | 1928 Gebr. van Diepen—Waterhuizen<br>*95-3'* 18' 6"<br>6' 11"<br>1 dk<br>R len 38 | M | Oil 4SA 4Cy. 210×320 mm<br>100bhp Emade34ft<br>Deutsche Werk A.G. |
| 650478<br>EELA<br>Df Esd<br>RT | **LIÑEIROS**<br><br>**Fernando Varela Grassi**<br>Vigo Spanish | 118<br>46<br>— | BV | 1965 Ast. Santodomingo—Vgo<br>*70-8'* 19' 10"<br>70' 10" 19' 8" 8' 6" | M Trawler<br><br><br>7 Ha (3½', 3½', 3½', 3½'×3½')<br>(2½', 2½'×2½') (2½'×2½') | Oil 4SA 6Cy. 220×290 mm<br>290bhp<br>Klöckner-Humboldt-De |
| 520904<br>KOPG<br>248123<br>Df Esd<br>Gc Rdr | **LINFIELD VICTORY**<br><br>**United States Department of Commerce**<br>Portland, Or United States | 7643<br>4622<br>10650 | AB | 1945 Oregon S.B. Corp.—Pld<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared to sc<br>9350shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 520905<br>WH6000<br>273058<br>Esd Gc<br>Rdr<br>RTm | **LING**<br><br>**Ling Towing Co.**<br>Galveston United States | 198<br>135<br>— | | 1957 Gulfport S.B. Corp.—Pt.Arthur<br>*100-1'* 27' 3" 12' 8½"<br>100' 3" 27' 1" 14' 0"<br><br>BK2½" | M Tug | Oil 2SA 16Cy. 8½"×10½"<br>1700bhp Emade43ft<br>General Motors Corp.<br>3×60, 60, 20kW 120/220V |
| 520906<br>ZENA<br>315347 | **LING CHU MING**<br><br>**Rejang Transport Co. (U.K.) Ltd.**<br>Rejang Transport Co. Ltd.<br>Hong Kong British | 379<br>240<br>386 | ✠100A1 SS 8/65<br>Singapore home trade<br>✠LMC<br>MN62 EL e | 1960–11 H.Kg & Whampoa Dk Co. Ltd.<br>—H.Kg<br>140' 10" 27' 1" 7' 6½"<br>129' 9" 27' 0" 11' 0"<br>RFD22' 1 dk<br>RW NS 3BH<br>rf 1" WB67t | TM Mchy.aft<br>1 Ho 66'<br>G.25738 B.24589<br>2 Ha (37', 28'×20')<br>4W Der 4(5) | 2 Oil 4SA each 8Cy.<br>flexible couplings &<br>310bhp<br>Klöckner-Humboldt-De<br>1×12kW 220V d.c. |
| 509217<br>DZRQ<br>206304<br>Df Esd<br>Gc Rdr<br>RT | **LINGAYEN GULF**<br>exDona Alicia-65<br>~~**Cia. Maritima**~~<br>~~**Manila** **Philippine**~~<br>**Maritime Company of the Philippines**<br>Manila Philippine | 7355<br>4329<br>9327 | AB | 1950 Nishi Nippon Jukogyo—Nag<br>504' 3" 64' 6" 27' 10½"<br>466' 9" 64' 4" 32' 2"<br>Q33' F37' 2 dks, pt 3rd dk<br>R<br>rf nil | TM (11P) Ref<br>6 Ho 41', 61', 57½', 49½', 57½', 51½'<br>G.493681 B.492517 In.31584<br>6 Ha (21½'×16½') (37½', 25½', 22½', 39', 22½'×21')<br>18W Der 2(50) 6(10) 12(5) | 2 Oil 2SA each 7Cy.<br>10500bhp Sulzer<br>Nishi Nippon Jukog<br>3×350kW 220V d.c. |
| 520907<br>DAUD<br><br>Df Esd<br>Rdr RT | **LINGBANK**<br><br>**Fischkombinat Sassnitz**<br>Sassnitz E. German | 133<br>47<br>— | DSRK | 1957 Schiffbau- u. Reparaturwerft—Stralsund<br>86' 11" 22' 0" 11' 7"<br>12' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×<br>250bhp<br>Masch. Halberstadt |
| 520908<br>PFPM<br><br>Df Esd<br>RTm | **LINGEBORG**<br><br>**E. Wagenborg's Scheepv. & Exped. Bedr. N.V.**<br>Delfzijl Netherland | 394<br>224<br>506 | BV | 1960 Schpsw. "Friesland" N.V.—Lemmer<br>159' 1" 26' 1" 9' 8"<br>144' 4" 25' 11" 10' 6"<br>1 dk<br>RW<br>rf 2" | M Mchy.aft<br>1 Ho 98½'<br>G.26634 B.24507<br>2 Ha (each 38'×15½')<br>Der 2(2) | Oil 4SA 4Cy. 290×<br>220bhp<br>Appingedammer Bros<br>2×5kW 110V d.c. |
| 662015<br><br><br>RT | **LINGKABO**<br><br>**The Government of the State of Sabah**<br>Labuan Malaysian | 192<br>—<br>215 | | 1966 Cheoy Lee Shpyd—H.Kg<br>101' 6" 27' 3" 6' 0"<br>98' 1" 26' 6" 8' 0"<br>1 dk | TM Dredger Mchy.aft | 2 Oil 4SA each 6Cy.<br><br>J. I. Thornycroft & Co.<br>Directional propellers |
| 541235<br><br>305252<br>Df Esd<br>Rdr<br>RTm | **LINGLEE**<br>exLinglea-67<br>**Simpson Steamship & Nav. Co. Ltd.**<br>Nassau British | 498<br>333<br>1052<br>**1105**<br>700<br>1818 | ✠100A1 SS 4/67<br>Ice Class 3<br>✠LMC<br><br>MN300 EL o 1⅛"SQ | 1963–10 Cia. Euskalduna—Bbo<br>245' 4" 35' 3" 11' 0½"/16' 0½"<br>227' 11" 35' 1" 19' 0"<br>F27' 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf nil WB470t | M OSD/CSD Mchy.aft<br>2 Ho 84½', 83½'<br>G.88600 B.77000<br>2 Ha (stl) (each 55½'×18½')<br>5W Der 5(5) | Oil 2SA 8Cy. 290×<br>1500bhp<br>Masch. Kiel A.G.<br>2×48kW 220V 50c/s |
| 520911<br>EDQL<br><br>Df Esd<br>Gc Rdr<br>RT | **LINGOTE**<br><br>**Empresa Nacional "Elcano" de la Marina Mercante**<br>Cadiz Spanish | 5355<br>3080<br>— | ✠100A1 SS 11/67<br><br>✠LMC<br><br>MN700 EL y 1⅛"SQ | 1963–7 Empresa Nacional "Bazan"—Cdz<br>410' 4" 51' 5" 23' 6½"<br>381' 4" 51' 2" 30' 10"<br>P89' F52' 1 dk<br>RW NS 6BH<br>rf 4" WB2953t incl. DTf487t | M Mchy.aft | Oil 2SA 7Cy. 520×<br>3500bhp Götaverken<br>Empresa Nacional |

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| **NGUIST**<br>**harente S.S. Co. Ltd.**<br>T. & J. Harrison Ltd.<br>verpool British | 6448<br>3292<br>7800 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN1280 | EL a†2"SQ | 1966–12 A/B Lindholmens Varv—Got<br>418' 2" 59' 2" 26' 6¼"<br>381' 0" 59' 0" 32' 2"<br>P152' F37' RFD92' 2 dks<br>7BH<br>rf 4" WB1437t | M Ref Mchy.aft<br>4 Ho 57½', 70', 70½', 50'<br>G.412045 B.378025 In.6064<br>4 Ha (stl) (34½'×25') (46', 46'×39½')<br>(34½'×25')<br>6W Cr 2(10) 2(5) Der 1(70) 6(5) | 2 Vee Oil 4SA each 8Cy. 400×460 mm through electro-magnetic slip couplings & sr gears to sc. shaft Pielstick<br>6400bhp 808t (d.o)<br>A/B Lindholmens Varv Got<br>4×336, 336, 204, 204kW 450V 60c/s a.c.<br>16k |
| **NITA**<br>ichberg–57<br>**sus Vicente Romero**<br>Guaira Venezuelan | 620<br>370<br>985 | | FOUNDERED 8/68 | 1913 A. Vuijk & Zonen—Capelle<br>168' 11" 26' 4" 12' 8½"<br>26' 2"<br>1 dk<br>RW conv lighter 52 | M Mchy.aft | Oil 2SA 6Cy. 290×420 mm<br>550bhp NE52<br>Masch. Kiel A.G. Kel |
| **NKMOOR**<br>~~oor Line Ltd.~~<br>~~lter Runciman & Co. Ltd.~~<br>~~wcastle-Glasgow British~~<br>Anchor Line Ltd.<br>Runciman Shipping Ltd.<br>Glasgow British<br>Now **EUCADIA** See New Entries No. 6 | T.Mk<br>5835<br>3081<br>10565<br>8155<br>4554<br>11730 | ✠100A1<br>✠LMC<br>MN1100 | SS 8/66<br>ELc†2⅛"SQ | 1961–7 Hawthorn, Leslie (S.B.) Ltd.—Nwc<br>463' 3" 60' 7" 27' 5½"/29' 4½"<br>435' 11" 60' 6" 38' 9"<br>F42' 2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 5" WB2855t incl. Tunnel tanks 317t<br>DTmt1230t | M<br>4 Ho 67½', 104', 26¾' DT, 64', 64'<br>G 620490 B.562240<br>5 Ha (stl) (30½', 31', 32', 32', 32'×22')<br>11W Der 1(30) 4(10) 6(5) 4(3) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford 1086t (hvf)<br>Hawthorn. Leslie (Eng.) Ltd. Nwc<br>2AuxB 100lb<br>3×200kW 220V d.c. 15k |
| **NNEA**<br>**smus F. Olsens Rederi**<br>**A/S & Skibs A/S Hassel**<br>smus F. Olsen<br>rgen Norwegian | ~~1051~~ 1094<br>~~679~~ 718<br>1950 | | NV<br>HeCls. C | 1966 Søviknes Verft A/S—Syvikgrend<br>220' 6" 36' 2" 17' 5¼"<br>202' 10" 36' 1" 20' 6"<br>P66' 2 dks<br>rf 15¾" | M Tanker Mchy.aft<br>10 Ta<br>L.37030 | Oil 4SA 8Cy. 250×300 mm<br>1050bhp 150t (d.o)–3½pd<br>A/S Bergens M/V Bgn<br>3×52kW 220V 50c/s a.c. 11k |
| **NNEA**<br>**rald Johansson**<br>thenburg Swedish | 119<br>78<br>175 | | | 1915 Sixten Groth—Sjötorp<br>*78·5'* 22' 4" 10' 10"<br>... ... ... | Wood Aux Gl | Oil 2SA 2Cy. 320×370 mm<br>130bhp NE37<br>Skandiaverken A/B Lysekil |
| **NO GIACOMELLI**<br>Edda Villari–66<br>Nunziatina–55 exGrenen–52<br>Esther–42 exHinry–39<br>hanna te Velde<br>**Giuseppe Barraco**<br>Trapani Italian | 292<br>162<br>500 | Classed BC until 2/53 | RI | 1921 Gebr. Niestern—Dzl<br>141' 1" 25' 6" 11' 4"<br>129' 0" 25' 4"<br>P32' F19' 1 dk<br>R | M Mchy.aft<br>1 Ho 85¼'<br>2 Ha (each 23'×13')<br>Der 2(1) | Oil 2SA 4Cy. 230×400 mm<br>240bhp NE44 (d.o)<br>Frederikshavns Jernst. & Msk. Fkn |
| **NO MANCINO**<br>Dino–67 exTerra–65 exJan–63<br>Medemsand–57<br>Danix–51 exVesla–46<br>**squale Mancino**<br>ples Italian | ~~1216~~ 1264<br>~~641~~ 654<br>1850 | | GL RI ~~GL~~ | 1913 Bergens M/V—Bgn<br>247' 0" 36' 5" 14' 10¼"<br>36' 3" 16' 8"<br>P18' B51' F33' 1 dk<br>R | M<br>G.86580 B.80860<br>8W | Oil 2SA 6Cy. 340×570 mm<br>1100bhp Emade54fitted59 102t<br>Nydqvist & Holm A/B Thn<br>10½k |
| **NOSA**<br>Foremost II<br>**de Janeiro Lighterage**<br>**Co. Ltd.**<br>nambuco Brazilian | *123*<br>*22*<br>— | | | 1915 J. Constant Kievits & Co. Ltd.—Dordrecht<br>99' 1" 19' 6" 8' 0"<br>... ... ...<br>R | S Tug | T 3Cy. 12" 18" & 30"×16"<br>N.V. Mchfb. Bolnes Bolnes |
| **NTONG**<br>Orlik–67<br>Hoping Wu Shi–60<br>Fryderyk Chopin–59<br>**e People's Republic of**<br>**China**<br>People's Rep. of China | 6785<br>3795<br>10350 | | | 1957 Stocznia Gdanska—Gdk<br>504' 11" 63' 9" 27' 4"<br>464' 7" 63' 8" 41' 2"<br>1 dk & S dk | M (12P) OSD<br>5 Ho 55¾', 65½', 65½', 72¼', 62¼'<br>5 Ha (24⅓', 47', 40¼', 48', 27½'×21¼')<br>Der 1(50) 1(30) 2(10) 14(5) | Oil 2DA 8Cy. 680×1200 mm<br>Emade53fitted57<br>S.A. Fiat S.G.M. Tur<br>4×240, 240, 240, 15kW 230V d.c. |
| **NZERTOR**<br>**ter Reederei G.m.b.H.**<br>Schlüssel ~~Reederei OHG~~ Reederei K.G.<br>emen W. German<br>For later particulars see New Entries No. 5 | 9957<br>6634<br>13878 | | GL | 1959 Flensburger Schiff. Ges.—Fln<br>516' 7" 63' 8" 29' 6¾"<br>474' 5" 63' 4" 39' 5"<br>P95' B31' F50' 2 dks<br>RW<br>rf 4" | M (12P) CSD Mchy.aft<br>6 Ho 46', 53¾', 57¾', 57¾', 57¾', 60¼'<br>G.704200 B.647200<br>6 Ha (stl) (each 36¾'×26¼')<br>12W Der 4(3–5–8) 8(3–5) | Oil 2SA 7Cy. 680×1200 mm<br>5350bhp (hvf)<br>Borsig A.G. Bln<br>3×180, 180, 120kW d.c.<br>Controllable pitch propeller 14½k |
| **ON**<br>**rns & Laird Lines Ltd.**<br>sgow British<br>For later particulars see New Entries No. 1 | 3333<br>1024<br>932 | 100A1<br>for restricted service<br>Class contemplated | | Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>363' 6" 58' 0" 13' 6"<br>340' 0" 56' 0" 20' 0" | TM Ferry (1200P) | 2 Oil 4SA each 12Cy. 400×460 mm<br>Crossley Bros. Ltd. Mch<br>20¼k |
| **ON**<br>**shore Co.**<br>ton Rouge United States | 278<br>189<br>160 | | AB | 1956 Equitable Eqpt. Co.—Madisonville<br>*126·8'* 31' 8" 7' 10⅛"<br>126' 0" 31' 6" 9' 3"<br>B20' F12' 1 dk<br>rf nil | TM Mchy.aft | 2 Oil 2SA each 12Cy. 4¼"×5"<br>600bhp 47t (d.o)<br>General Motors Corp.<br>2×40kW 120/208V 60c/s a.c. |
| **ON OF DELOS**<br>akanlemi–66<br>ldred Cord–64<br>Sina Dan–57<br>**mtekal Cia. Nav. S.A.**<br>Greek | 2273<br>991<br>3425 | ✠100A1<br>with freeboard<br>Str. nav. ice<br>✠LMC | ~~SS 8/68~~<br>SS 12/67<br>EL u 1 11/16"SQ | 1949–3 Short Bros. Ltd.—Sld<br>330' 6" 46' 10" 19' 1"<br>310' 8" 46' 9" 27' 11"<br>P24' F26' 1 dk & S dk<br>RW NS Coll BH to S dk 3 to 2nd dk<br>WB1022t incl. Tunnel tanks 127t | S OSD<br>G.217100 B.201800<br>5 Ha (each 24¾'×20')<br>10W Der 10(5) | T 3Cy. 21½" 34" & 62"×39"<br>2065ihp 700t (o.f)<br>George Clark (1938) Ltd. Sld<br>2 SB 220lb Spt hs(6298) 6cf<br>3×20, 20, 15kW 110V d.c. 12k |

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| 652433<br>ETBB<br><br>Df Esd<br>Gc Rdr<br>RTv | **LION OF JUDAH**<br><br>**Ethiopian Shipping Lines S.C.**<br>Assab Ethiopian | 5182<br>2812<br>6550 | ✠100A1<br>DTf & tunnel tanks—<br>vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1080 EL y 1¼"SQ | 1966-2 Verolme Dok & Schpsb.—<br>Rozenburg<br>397' 0" 55' 8" 25' 11½"<br>362' 0" 55' 6" 31' 8"<br>P138' F43' 2 dks<br>6BH<br>rf nil WB1265t | M Ref<br><br>In.18152 | Oil 2SA 6Cy. 600×1050 mm<br>5400bhp<br>Masch. Augsburg-Nürnberg<br>2 AuxB (1 o.f 1 ex.g) 100lb |
| 507894<br>SYHL<br>2547<br>Df Esd<br>Gc Rdr<br>RT | **LION OF MARATHON**<br>exEvangelos-66 exConsul-65<br>exConsul Arit-62<br>**Chrisikoum Shipping**<br>**Corp.**<br>Piræus Greek | 2494<br>1446<br>3300 | AB GL | 1950 A.G. "Weser" Werk Seebeck—<br>Bhn<br>293' 1" 43' 2" 21' 3½"<br>273' 8" 43' 0" 25' 9"<br>F24' H56' 2 dks<br>RW | M<br>2 Ho<br>G.177505 B.164226<br>5 Ha<br>Der 1(15) 6(5) 4(3) | Oil 2SA 16Cy. 220×380 mm<br>1600bhp NE67<br>Appingedammer Brons. |
| 680871<br>LNOI<br><br>RTm/h/v | **LIONEL**<br><br>**I/S Protector**<br>Alf Mohn<br>Oslo Norwegian | 1200<br>857<br>— | | 1967 Stocznia Gdanska—Gdk<br>243' 11" 42' 9"<br>219' 11" 19' 4"<br>P52' F33' 1 dk | M Mchy.aft<br>2 Ho 68½', 87'<br>G.107038 B.94890<br>2 Ha (stl) (51½'×23') (75'×26½')<br>4W Der 2(10) 2(5) | Oil 4SA 8Cy. 320×450 mm<br>1600bhp<br>Atlas-Mak Masch.<br>4×72, 72, 72, 24kW 380V<br>Controllable pitch propeller |
| 520925<br>SFON<br>9182<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LIONS GATE**<br><br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish | 7224<br>3851<br>9020<br>9173<br>5427<br>— | ✠100A1 SS 7/64<br>Str. nav. Ice<br>✠LMC<br>✠Lloyd's RMC<br>MN2800 EL e†2¼"SQ | 1950-8 Kockums M/V A/B—Mmo<br>500' 4" 64' 1" 26' 8"/—<br>465' 10" 63' 11" 30' 10"<br>F98' 1 dk & S dk, 3rd dk except in Nos. 1 & 5 holds, 4th dk in No. 3 hold, intermediate 'tween dk aft under raised S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB1918t incl. Tunnel tanks 176t DT132t | TM Ref OSD/CSD<br><br>G.629000 B.582000 In.138465 | 2 Oil 2DA each 7Cy.<br>14000bhp<br>Kockums M/V A/B |
| 520926<br>IBLK<br>83<br>RT | **LIPARI**<br><br>**"Navisarma" Compagnia**<br>**Siciliana Marittima**<br>Messina Italian | 1552<br>845<br>543 | RI | 1956 Cant. Nav. Càssaro—Messina<br>282' 1" 37' 11" 12' 6"<br>262' 5" 37' 9" 17' 1"<br>2 dks<br>RW | TM<br>2 Ho | 2 Oil 4SA each 6Cy.<br>1800bhp<br>Ansaldo S.A. |
| 520927<br>TQIS<br><br>Df Esd<br>RT | **LIPARIS**<br><br>**Goalabre, Nicot & Cie.**<br>Concarneau French | 139<br>47<br>— | BV | 1957 Ch. de la Perrière—Lorient<br>*88·9'* 22' 8"<br>… … … | M Trawler<br><br><br>6 Ha (3½', 3½'×3½') (3½', 3½', 3½', 3½'×3')<br>Der 2 | Oil 4SA 6Cy. 255×300 mm<br>570bhp NE61<br>Etab. Duvant |
| 520929<br>UNXR<br>M-21331 | **LIPETSK**<br><br>**U.S.S.R.**<br>Zhdanov Russian | 2686<br>1344<br>3110 | | 1954 Stocznia Szczecinska—Szn<br>310' 8" 44' 5" 18' 5"<br>44' 3" 20' 6"<br>1 dk<br>RW | S<br>4 Ho<br>G.149170<br>4 Ha (32½'×24') (36½', 32½'×31½') (29½'×24')<br>4W Der 4(5) | C. 4Cy. (2) 455 & (2)<br>1700ihp<br>Z.U.T. Zgoda |
| 520930<br>9WJB<br>179993<br>Esd<br>RTh | **LIPIS**<br>exLandbris-51<br>**Sharikat Perkapalan Kris**<br>**Sdn. Berhad**<br>Mansfield & Co. Ltd.<br>Labuan Malaysian | 949<br>608<br>1125 | ✠100A1 SS 4/67<br>with freeboard<br>✠LMC<br><br>MN120 EL I ptWI<br>ptSQ1¾" | 1948-8 Cant. del Tirreno—Gen<br>201' 4" 32' 6" 14' 2"<br>185' 4" 32' 5" 19' 0"<br>B35' RFD20' 2 dks<br>RW 3BH<br>rf 4" WB221t | M Mchy.aft<br>1 Ho 121½'<br>G.62000 B.57239<br>3 Ha (19½'×14') (27', 27'×13¾')<br>Der 1(10) 5(5) | Oil 2SA 4Cy. 360×<br>600bhp<br>S.A. Fiat S.G.M.<br>2×45kW 220V d.c. |
| 520931<br>DKMG<br><br>Df Esd<br>RT | **LIPPE**<br><br>**Schepers Rhein-See Linie**<br>Duisburg W. German | 300<br>184<br>480 | GL | 1956 Jadewerft G.m.b.H.—<br>Wilhelmshaven<br>156' 2" 28' 0" 8' 10"<br>143' 2" 27' 11" 9' 10"<br>P34' F16' 1 dk | M Mchy.aft<br>1 Ho 85½'<br>G.22200 B.21000<br>1 Ha (71½'×18')<br>2W Der 2(1½) | Oil 4SA 6Cy. 290×<br>300bhp<br>Masch. Kiel A.G. |
| 520932<br>KOQG<br>248897<br>Df Esd<br>Gc | **LIPSCOMB LYKES**<br><br>**Lykes Bros. S.S. Co. Inc.**<br>Tampa United States | 7855<br>4539<br>12530 | AB | 1945 Federal S.B. & D.D. Co.—Kearny<br>492' 0" 69' 8" 29' 1"<br>465' 5" 69' 6" 33' 6"<br>F39' 2 dks & S dk<br>RW<br>rf nil | S (12P) OSD<br>5 Ho 79', 58', 77', 68', 71'<br>G.776333 B.685418<br>5 Ha (36'×20') (30', 37½', 30', 40'×24')<br>16W Der 1(50) 16(5) | 2 S Turb dr geared to<br>8500shp<br>General Electric Co. |
| 523056<br>ILNY<br>988<br>RT | **LIPSIA**<br>exMediterraneo-67<br>exCigno-53 exSagitta-37<br>exArrow exSagitta<br>**Vincenzo Galletta & C.**<br>Naples Italian | 499<br>299<br>— | RI<br><br>✠Classed LR until 5/35<br>**FOUNDERED 1/68** | 1894-6 Wm. Hamilton & Co.—P.Gl<br>196' 5" 26' 1"<br>179' 5" 25' 4" 18' 6"<br>1 dk<br>R conv yacht 36 | Iron & Steel M<br>2 Ho | Oil 2SA 6Cy. 260×<br>450bhp NE46<br>S.A. Fiat S.G.M. |
| 531050<br>6ZEG<br>2184<br>Df Esd<br>Gc Rdr | **LIQUILADY**<br>exSan Stefano-65<br>exJarabella-61<br>exBusen Rollo-54<br>**Astro Atlantico Armadora**<br>**S.A.**<br>Monrovia Liberian | 10993<br>6572<br>17260 | ~~✠100A1~~ ~~Dr 4yrs 10/63~~<br>~~oil tanker~~<br>~~✠LMC~~<br><br>~~MN4400~~ ~~EL e†2¼"SQ~~<br>✠Class **WITHDRAWN**<br>Reported defects<br>13/12/68 | 1950-7 Scotts' S.B. & Eng. Co. Ltd.—<br>Grk<br>537' 10" 69' 5" 29' 5½"<br>511' 0" 69' 0" 37' 0"<br>P111' B40' F55' 1 dk, 2nd dk clear of cargo tanks<br>RW 12BH<br>WB1745t incl. DTf1135t | M Tanker Mchy.aft<br>19 Ta<br>L.791434 HeCls. BC | Oil 2SA 5Cy. 670×<br>5500bhp Doxford<br>Scotts' S.B. & Eng. Co.<br>2AuxB 150lb |

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| **QUILASSIE**<br>Temblador-61<br>**Liquilassie Shipping Ltd.**<br>Toronto Canadian | **4207**<br>2497<br>5400 | AB | **1943** Barnes-Duluth S.B. Co.—Dul<br>366′ 0″ 60′ 2″ 15′ 0¾″<br>355′ 0″ 60′ 0″ 17′ 6″<br>P77′ F38′ 1 dk<br>rf nil | TS Tanker Mchy.aft<br>14 Ta<br>L.248109 | T 6Cy. 16″ 26″ & 43″×27″<br>2000ihp 600t (o.f)–23pd<br>Vulcan Irn Wks Wilkes-Barre<br>3×20, 20, 15kW 115V d.c. 7½k |
| **RA**<br>**S.S.R.**<br>divostok Russian | **2435**<br>1070<br>855 | | **1964** Volkswerft Stralsund—Stralsund<br>261′ 10″ 43′ 4″ 16′ 1″<br>233′ 0″ 43′ 2″ 23′ 0″ | M Stern Trawling Factory Ship<br>5 Ho<br>In.38387<br>5 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm<br>geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>12½k |
| **RAÑA**<br>**Pedro Luis Rebollo**<br>San Sebastian Spanish | **101**<br>49<br>101 | | **1931** Hall, Russell & Co. Ltd.—Abn<br>80′ 11″ 18′ 1″<br>17′ 11″<br>R | M Fishing<br>1 Ho<br>1W | Oil 2SA 4Cy. 230×400 mm<br>180bhp NE48 32t<br>Burmeister & Wain Cpn<br>9k |
| **RCAY**<br>Mette Skou-62<br>**Sud-Americana de Vapores**<br>paraiso Chilean | **4171**<br>2319<br>7000 | **✠100A1** SS 4/68 ~~SS 4/67~~<br>DTm & tunnel side tanks<br>—oil FP above 150° F. or<br>vegetable oil<br>**✠LMC**<br>MN1310 EL z 1$\frac{13}{16}$″SQ | **1957–8** Helsingör Skibs. & Msk.—Hsg<br>416′ 5″ 56′ 6″ 23′ 11¾″<br>382′ 3″ 56′ 5″ 35′ 10″<br>F89′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2608t incl. Tunnel tanks 242t<br>DTm990t | M OSD<br>G.471170 B.434080<br>14W Der 2(25) 2(10) 12(5) | Oil 2SA 8Cy. 620×1150 mm<br>6550bhp 950t<br>Helsingör Skibs. & Msk. Hsg<br>2db 100℔ 17k |
| **RECO**<br>**derij m.s. "Lireco"**<br>**K. Leinenga j.z.**<br>**Wagenborg's Scheepv. &**<br>**Exped. Bedr. N.V.**<br>Groningen Netherland | **349**<br>168<br>438 | **✠100A1** SS 4/66<br>**✠LMC**<br>MN44 EL e 1″ | **1954–7** Schps. Hijlkema—Martenshoek<br>151′ 0″ 24′ 10″ 9′ 7¼″<br>137′ 0″ 24′ 7″ 10′ 5″<br>P28′ Q8′ F20′ 1 dk<br>3BH<br>WB122t | M Mchy.aft<br>1 Ho 85¼′<br>G.22610 B.20820<br>2W Der 2(2) | Oil 4SA 4Cy. 290×450 mm<br>220bhp 21t<br>Appingedammer Brons. Apg<br>8½k |
| **RIJA**<br>**Albimport Tirana**<br>Durres Albanian | **2561**<br>1382<br>3200 | | **1959** Stocznia Szczecinska—Szn<br>310′ 8″ 44′ 4″ 17′ 11½″<br>293′ 9″ 44′ 3½″ 20′ 6″<br>1 dk<br>RW | S | C 4Cy (2) 455 & (2) 980×980 mm<br>(o.f)<br>Z.U.T. Zgoda Swi |
| **RYC**<br>**Constellation Shipping Co. S.A.**<br>onrovia Liberian | **29396**<br>18503<br>— | AB | **1964** Ishikawajima-Harima Hvy Ind.—<br>Aio<br>744′ 10″ 99′ 3″ 37′ 6″<br>708′ 8″ 99′ 0″ 54′ 5″<br>P67′ F52′ 1 dk<br>RW<br>rf nil | S Bulk Carrier Mchy.aft<br>7 Ho<br>B.2175000<br>10 Ha | 2 S Turb dr geared to sc. shaft<br>20250shp (o.f)<br>General Electric Co. |
| **S**<br>Maria Jacoba–39 exJacoba<br>Geertruida Parlevliet<br>Cornelis<br>**artin Pedersen**<br>lborg Danish | **116**<br>63<br>160 | | **1913** I. S. Figee—Vla<br>*85·5′* 21′ 10″<br>… … …<br>R | Aux Gl Mchy.aft | Oil 4SA 6Cy.<br>NE63<br>A/B Volvo-Penta Got |
| **S FRANK**<br>**Ganderup Jensen**<br>irshals Danish | **168**<br>81<br>— | | **1966** Osrkovs Staalskibsværft—Fkn<br>100′ 1″<br>22′ 2″ 11′ 2″ | M Fishing | Oil 4SA 8Cy. 220×290 mm<br>800bhp<br>Lister Blackstone Mar. Ltd. Dursley |
| **SA**<br>**T. Rederierna**<br>rs Johansson<br>kärhamn Swedish | **2269**<br>1282<br>3185 | NV | **1966** A/B Lödöse Varf—Lod<br>288′ 0″ 41′ 1″ 19′ 0½″<br>262′ 6″ 41′ 0″ 20′ 0″<br>P87′ F28′ Trunk148′ 1 dk | M Tanker Mchy.aft<br>12 Ta<br>L.149947 HeCls. C<br>Der 3(1) | Oil 4SA 8Cy. 360×450 mm<br>2200bhp 270t (d.o)<br>Motorenw. Mannheim Mhm<br>3×84kW 380V 50c/s a.c.<br>Controllable pitch propeller 12½k |
| **SA**<br>Liberté–62<br>Ohlmeier<br>mburg W. German | **500**<br>340<br>844 | GL<br>✠Classed LR until 2/63 | **1953–7** De Groot & Van Vliet—<br>Slikkerveer<br>183′ 0″ 29′ 8″ 11′ 8¾″<br>170′ 7″ 29′ 6″ 13′ 5″<br>Q38′ F32′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 113¼′<br>G.38000 B.35000<br>2 Ha (37¾′, 43¼′×18¾′)<br>2W Der 2(2) | Oil 4SA 8Cy. 305×460 mm<br>600bhp (d.o)<br>D. & J. Boot "De industrie" Alp<br>1×12kW 110V d.c. 10k |
| **SA**<br>Christian–65 exHansa–61<br>Tempo–56 exJulia–48<br>**rtrederiet Lisa**<br>tter A. Slotvik<br>rönnöysund Norwegian | **300**<br>171<br>430 | NV | **1938** J. J. Sietas Schiffs.—Ham<br>136′ 0″ 22′ 5″ 10′ 8″<br>129′ 7″ 22′ 3″<br>P39′ F20′ 1 dk<br>RW | M Mchy.aft<br>2 Ha (26½′, 21¼′×14¾′) | Oil 2SA 8Cy. 165×178 mm<br>500bhp Emade44refitted65<br>General Motors Corp. Clv |
| **SA**<br>**en I. Kindström**<br>mar Swedish | **239**<br>159<br>320 | GL | **1921** Deutsche Werke A.G.—Kel<br>132′ 11″ 23′ 1″ 10′ 0″<br>22′ 11″<br>P21′ H6′ 1 dk<br>R conv sailing ship — len 50 | M<br>1 Ho 78¾′<br>G.19000 B.18000<br>1 Ha (68¾′×14¾′)<br>2W Der 1(2) 1(1½) | Oil 4SA 3Cy. 280×420 mm<br>165bhp NE38 6t<br>Deutsche Werke A.G. Kel<br>8k |

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| 520944<br>DGUE | **LISA**<br>exEngeline exGeertje<br>**Harm Schaa**<br>Bensersiel W. German | 110<br>60<br>150 | | 1900 H. Kroese—Hgz<br>*84·7'* 18' 7"<br>... ... ...<br>1 dk<br>R conv sailing ship — | M | Oil 4SA 3Cy. 220×330 mm<br>100bhp NE38<br>Masch. Augsburg-Nürnberg |
| 504759<br>DIRE<br>Df Esd | **LISA D.**<br>exBernd-65 exFlosshilde<br>**Bruno Diekmann**<br>Hamburg W. German | 205<br>114<br>280 | | 1908 J. Frerichs & Co. A.G.—<br>Einswarden<br>120' 4" 21' 4" 10' 0½"<br>21' 2" 10' 6"<br>Q14' F15' 1 dk<br>R len 50 | M Fishing<br>1 Ho 75½'<br>G.15500<br>1 Ha (58'×13')<br>2W | Oil 4SA 6Cy. 220×360 mm<br>150bhp NE34<br>Humboldt-Deutzmot. |
| 522278<br>DJQO | **LISA JENSEN**<br>exMaria Fr. Joerk-64<br>**Kurt Jensen**<br>Hamburg W. German | 299<br>147<br>450 | GL | 1950 Hugo Peters—Wewelsfleth<br>147' 10" 24' 8" 10' 2"<br>24' 6"<br>P29' F16' 1 dk<br>len 51 | M Mchy aft<br>1 Ho 87½'<br>G.25000 B.21000<br>2 Ha<br>2W | Oil 4SA 6Cy. 215×360 mm<br>240bhp NE55<br>Masch. Kiel A.G. |
| 520950<br>OFHP<br>477 | **LISBET**<br>**Runar G. Grönqvist**<br>Porvoo/Borgå Finnish | 216<br>121<br>300 | | 1946 ......................Hfs<br>102' 0" 23' 5" 9' 10"<br>... ... ... | Wood M | Oil |
| 641288<br>OYNR<br>Esd Gc<br>Rdr<br>RTm/v | **LISBET TERKOL**<br>**Rederi I/S Coastaltanker**<br>Niels B. Terkildsen<br>Aarhus Danish | 500<br>320<br>1050 | ✠100A1<br>oil tanker<br>Ice Class 3<br>✠LMC<br>MN150 EL k 1¼"SQ | 1964–7 Fr. Lürssen—Vgk<br>206' 11" 31' 7" 12' 4"<br>186' 5" 31' 0" 13' 5"<br>P54' F36' 1 dk<br>8BH<br>rf 2" WB168t | M Tanker Mchy.aft<br>8 Ta<br>L.49440 HeCls. C | Oil 2SA 6Cy. 310×490 m<br>750bhp<br>Alpha-Diesel A/S<br>db 171ft<br>3×40, 40, 16kW 380V 50c |
| 540663<br>OWAO<br>Df Gc<br>Pfd Rdr<br>RT | **LISBET THOLSTRUP**<br>**A/S Trans-Kosan**<br>Copenhagen Danish | 1051<br>576<br>— | BV | 1963 Jos. L. Meyer—Papenburg<br>218' 5" 31' 3" 12' 0"<br>197' 0" 31' 0" 18' 0"<br>1 dk | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 8Cy. 320×480 m<br>950bhp<br>Motorenw. Mannheim |
| 672653<br>OVRS | **LISBETH BUE**<br>**Partrederi Buen II**<br>Copenhagen Danish<br>For later particulars<br>see New Entries No. 1 | 299<br>160<br>840 | 100A1<br>**Class contemplated** | O/Y Laivateollisuus A/B—Åbo<br>183' 8" 34' 2" 11' 0½"<br>167' 4" 34' 1" 18' 8" | M Mchy.aft | Oil 2SA 7Cy. 240×400<br>Alpha-Diesel A/S |
| 670426<br>OZTI<br>Esd Rdr<br>RTm/v | **LISBETH BÜLOW**<br>**Svend E. Bülow**<br>Riis Shipping<br>Dragør Danish | 300<br>186<br>555 | BV | 1967 Ørskovs Staalskibsværft—Fkn<br>157' 11" 9' 10½"<br>141' 9" 28' 4" 11' 4"<br>P12' B26' F30' 1 dk | M Mchy.aft<br>1 Ho 98½'<br>G.25000 B.22000<br>2 Ha (each 35½'×16½')<br>2W Cr 2(2) | Oil 2SA 5Cy. 240×400 m<br>465bhp<br>Alpha-Diesel A/S<br>3×8kW 220V d.c.<br>Controllable pitch prope |
| 522591<br>OWOE<br>Esd Rdr<br>RT | **LISBETH HOVE**<br>exMarlin-65<br>**I/S Iversen & Fønstrup**<br>Copenhagen Danish<br>Now FOSNAR See New Entries No. 1 | 263<br>127<br>— | BV | 1962 Martin Jansen—Leer<br>131' 4" 23' 11" 8' 8"<br>118' 1" 23' 9"<br>1 dk | M Mchy.aft<br>1 Ho 72½'<br>G.17000 B.16000<br>1 Ha (58½'×16')<br>Der 2(2) | Oil 2SA 4Cy. 230×400 m<br>320bhp<br>Alpha-Diesel A/S<br>1×1½kW 24V d.c. |
| 520951<br>OYZS | **LISBETH MUNCH**<br>exEmmalies Funk<br>exMartha Wolter exTrio<br>**Rederi I/S m.s. Lisbeth Munch**<br>Hasle Danish | 136<br>61<br>— | | 1891 Rijke & Co.—Rot<br>90' 2" 20' 3"<br>... ... ...<br>1 dk<br>R | Aux | Oil 2SA 4Cy. 160×270 m<br>150bhp NE44<br>Motorenf. Darmstadt |
| 507386<br>5MVE<br>1948<br>Df Esd<br>Gc Rdr<br>RT | **LISBOA**<br>exCity of Lucknow-63<br>**Alexandra Nav. Corp. Ltd.**<br>Monrovia Liberian | 9909<br>5907<br>13753 | BV<br>✻Classed BC until 4/64 | 1946–5 W. Denny & Bros. Ltd.—Dmb<br>500' 0" 64' 4" 29' 8"<br>465' 6" 64' 0" 42' 8"<br>P38' F33' 3 dks | S<br>G.681945 B.625350<br>18W Der 1(50) 1(20) 1(15) | 3 S Turb dr geared to sc<br>Barclay, Curle & Co. Lt |
| 520953<br>DHML<br>Df Esd<br>Pfd RT | **LISBOA**<br>**Oldenburg-Portugiesische Dampfsch-Rhed. Kusen, Heitmann & Cie. K.G.**<br>Hamburg W. German | 1441<br>658<br>2434 | GL | 1950 Orenstein-Koppel & Lbcr. Masch.<br>—Lbc<br>*251·6'* 42' 0" 18' 0½"<br>40' 10" 27' 1"<br>F23' 1 dk & S dk<br>RW | M OSD<br>G.144000 B.131000<br>3 Ha<br>Der 6(3–5) | 2 Oil 4SA each 6C<br>geared to sc. shaft<br>2400bhp<br>Masch. Augsburg-Nürn |
| 520956<br>SLNM<br>10863<br>Df Esd<br>Pfd Rdr<br>RTm | **LISE**<br>exLise Jørg-67<br>**Frank E. Olofsson Partrederi**<br>Skärhamn Swedish | 499<br>295<br>1060 | ✠100A1 SS 9/65<br>Ice Class 3<br>✠LMC<br>MN160 EL k 1¼"SQ | 1962–11 Schps. "Hoogezand"<br>J. Bodewes—Bergum<br>203' 0" 32' 2" 21' 8½"<br>183' 9" 31' 10"<br>F33' 1 dk & pt S dk<br>3BH<br>rf 4" WB339t | M Mchy.aft<br>1 Ho 126½'<br>G.57000<br>2 Ha (32½', 48½'×16½')<br>3W Der 3(3) | Oil 4SA 6Cy. 320×4<br>800bhp<br>Motorenw. Mannheim<br>3×10kW 220V d.c.<br>Directional propeller |

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| **SE THUESEN**<br>Dorca-65 exBonavista-61<br>Holmi-59 exCormoran-52<br>**B. Thuesen & E. Lohse**<br>borg Danish | **148**<br>72<br>190 | | BV | **1927** J. J. Pattje & Zonen—<br>Waterhuizen<br>104′ 0″ 19′ 5″ 8′ 0″<br>19′ 3″<br>Q25′ RFD10′ 1 dk<br>R | Aux Sp Mchy.aft<br>1 Ho 57½′<br>G.9000<br>1W | Oil 2SA 4Cy. 200×340 mm<br>200bhp NE43<br>Alpha-Diesel A/S Fkn<br>7½k |
| **SELOTTE**<br>Arbo-64 exSeine-61<br>lly Jensen<br>dsund Danish | **175**<br>93<br>230 | | BV | **1926** Schps. "De Gideon" v/h J. Koster,<br>Hzn—Gro<br>114′ 7″ 18′ 10″ 8′ 6″<br>… … …<br>R | M Mchy.aft<br>1 Ho 65½′<br>2 Ha (12½′, 35½′×12′) | Oil 2SA 2Cy. 360×420 mm<br>150bhp NE54 (d.o)<br>Hundested Motfb. Hundested<br>2×5kW 24V d.c. |
| **SELOTTE ESSBERGER**<br>**rtenreederei m.s.**<br>**"Liselotte Essberger"**<br>hn T. Essberger<br>mburg W. German | **44679**<br>29272<br>76588 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>MN4600 | 830′ 5″(Incl.BB)<br>EL a*3½″U2 | **1966**–9 Kieler Howaldtswerke A.G.—Kel<br>~~830′ 5″~~ 124′ 3″ 40′ 10″<br>782′ 1″ 124′ 0″ 55′ 9″<br>P167′ Q113′ B34′ F74′ 1 dk<br>10BH<br>rf nil WB16818t incl. No. 2 DTf1760t 11981t in clean ballast tanks | M Tanker Mchy.aft<br>pt higher tensile steel<br>13 Ta<br>L.3295118 HeCls. B<br>Der 2(10) | Oil 2SA 10Cy. 860×1600 mm<br>23000bhp MAN 5000t (hvf)–67pd<br>Kieler Howaldtswerke A.G. Kel<br>WTAuxB 185℔ (Spt)<br>AuxB (ex.g) 256℔ (Spt 486° F. 242℔)<br>3×740, 550, 550kW 450V 60c/s a.c.<br>16½k |
| **SETA**<br>**epublica de Cuba**<br>vana Cuban | **705**<br>378<br>659 | | BV | **1966** S.A. Juliana Const. Gijonesa—<br>Gjn<br>181′ 3″ 29′ 7″ 12′ 3½″<br>162′ 9″ 29′ 6″ 13′ 11″<br>1 dk<br>RW | M Trawler Mchy.aft<br>3 Ha (each 5½′×5½′)<br>Der 4(1) | Oil 4SA 9Cy. 300×450 mm<br>1300bhp MAN<br>Cia. Euskalduna Bbo<br>15k |
| **SGAR**<br>**arine Industries Ltd.**<br>Sorel Canadian | **210**<br>118<br>334 | ✠<br>**BROKEN UP** | | **1909**–10 Ardrossan D.D. & E. Co. Ltd.—<br>Ard<br>99′ 0″ 22′ 1″ 11′ 8″<br>21′ 11″<br>R | S Tug<br>2W | T 3Cy. 12″ 19″ & 30″×20″<br>45t (c)<br>McKie & Baxter Gls<br>11k |
| **SIANNE**<br>Nordvard-67<br>Ellert **Lund's Rederi A/S**<br>Ellert Lund<br>Bergen Norwegian | **5384**<br>3105<br>9370 | | NV | **1952** Short Bros. Ltd.—Sld<br>452′ 5″ 58′ 9″ 26′ 1″<br>425′ 0″ 58′ 7″<br>F29′ 1 dk & S dk<br>RW | M (4P) OSD<br>5 Ho 60¾′, 95¼′, 31′, 69¾′, 72¼′<br>G.550796 B.507651<br>5 Ha (31½′ 31′, 36¼′, 33½′, 33½′×20′)<br>14W Der 2(10) 8(5) 2(2) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 1213t (d.o)<br>N. E. Marine Eng. Co. (1938) Ltd. Sld<br>3×120kW 220V d.c. 14k |
| **SICHANSK**<br>**S.S.R.**<br>dessa Russian | **23153**<br>14569<br>34643 | ✠Classed LR until 8/64 | | **1962**–2 Ishikawajima-Harima Hvy Ind.—<br>Aio<br>679′ 3″ 88′ 11″ 35′ 0¼″<br>639′ 9″ 88′ 7″ 47′ 3″<br>P136′ F81′ 1 dk<br>rf 2″ | M Tanker Mchy.aft<br>22 Ta 1 Ho<br>L.1750060 G.51206<br>1 Ha (13′×13′)<br>1W Der 1(2½) | Oil 2SA 9Cy. 900×1550 mm<br>18000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio<br>16½k |
| **SKI**<br>**S.S.R.**<br>dessa Russian | **23782**<br>15208<br>35172 | ✠Classed LR until 2/66 | | **1963**–12 Ishikawajima-Harima Hvy Ind.—<br>Aio<br>674′ 3″ 88′ 11″ 35′ 2¼″<br>639′ 9″ 88′ 7″ 47′ 3″<br>P137′ F81′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>18 Ta 1 Ho<br>L.1680561 G.51206<br>1 Ha (13′×13′)<br>1W Der 1(2½) | Oil 2SA 9Cy. 900×1550 mm<br>18000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio<br>16½k |
| **SMORE**<br>overnment **of New South**<br>Wales<br>dney, N.S.W British | **959**<br>331<br>2260 | | | **1917** N.S.W. Govt. Dockyard—N.S.W<br>226′ 1″ 34′ 0″ 13′ 6″<br>33′ 10″<br>R<br>rf nil | S Hopper Barge Mchy.aft | T 3Cy. 12½″ 21″ & 36″×27″<br>600ihp 65t (c)<br>Wallsend Slpwy & E. Co. Ltd. Wal<br>2×5½, 4½kW 110V d.c. 7k |
| **SS**<br>lf Nordahl **Bentzon**<br>**Skipskommandittselskap**<br>ergen Norwegian | **298**<br>175<br>832 | | NV | **1966** Båtservice Verft A/S—Mandal<br>180′ 5″ 30′ 7″ 11′ 6″<br>164′ 1″ 30′ 6″ 11′ 8″<br>B36′ 1 dk & S dk<br>rf nil | M OSD Mchy.aft<br>1 Ho 116½′<br>G.56400 B.51000<br>2 Ha (stl) (each 43½′×19½′)<br>2W Der 2(5) | Oil 4SA 6Cy. 250×300 mm<br>780bhp 42t (d.o)<br>A/S Bergens M/V Bgn<br>1×8kW 230V 50c/s a.c.<br>Controllable pitch propeller 11½k |
| **SSABON**<br>**rtenreederei m.s.**<br>**"Lissabon"**<br>thies **Reederei K.G.**<br>mburg W. German | **3104**<br>1647<br>5610<br>**4819**<br>2742<br>7200 | | GL | **1956** H. C. Stülcken Sohn—Ham<br>385′ 8″ 53′ 5″ 21′ 7″/24′ 11¾″<br>354′ 4″ 53′ 2″ 31′ 5″<br>P21′ F36′ 1 dk & S dk<br>RW<br>rf 4″ | M (4P) OSD/CSD<br>4 Ho 63¾′, 82¾′, 58¾′, 54¼′<br>G.350200 B.324110<br>4 Ha (stl) (36¼′, 47¼′, 35½′,<br>30¾′×20¾′)<br>Der 1(25) 2(3–10) 8(3–5) | Oil 2SA 5Cy. 700×1200 mm<br>3340bhp MAN (hvf)<br>Howaldtswerke Ham. A.G. Ham<br>3×130kW 230V d.c. 13½k |
| **SSABON**<br>Svanesund-63<br>te I. **Konradsson**<br>**Partrederi**<br>kärhamn Swedish | **139**<br>51<br>— | | NV | **1960** A/B Marstrands M/V—Mtd<br>105′ 7″ 22′ 1″ 10′ 8″<br>22′ 0″ 11′ 10″<br>1 dk<br>len 67 | M Trawler | Oil 4SA 8Cy. 260×400 mm<br>960bhp NE67<br>A/B Jönköpings Motfb. Jönköping |
| **SSAVO**<br>land-67 ex I. W. Winck-54<br>la **Shipping Co. S.A.**<br>comar Shipping Agency<br>eus Greek | **2428**<br>1085<br>3700 | ✠**100A1** SS 4/68 ~~SS 7/68~~<br>Str. nav. ice<br>✠**LMC**<br>MN640 | EL u | **1951**–12 Lübecker Masch. Ges.—Lbc<br>342′ 0″ 46′ 1″ 19′ 3¾″<br>313′ 4″ 46′ 0″ 28′ 8″<br>P27′ F35′ 1 dk & S dk<br>RW 2BH to S dk 3 to 2nd dk<br>rf 37″ WB1025t incl. Tunnel tanks 246t | M OSD<br>4 Ho 49′, 89′, 44½′, 42½′<br>G.234085 B.214297<br>4 Ha (each 24½′×20′)<br>Der 1(15) 10(3–5) | Oil 2SA 5Cy. 680×1250 mm<br>3200bhp 500t (d.o)<br>Waggon & Masch. Ham<br>3×125kW 230V d.c. 14k |

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| 521433<br>DIMW<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **LISSY SCHULTE**<br>exLuise Bornhofen-65<br>**Bernhard Schulte**<br>Hamburg W. German | 3285<br>1838<br>5983<br>4986<br>3452<br>7512 | BV GL | 1956 Elsflether Werft A.G.—Elsfleth<br>382' 3" 52' 7" 22' 9½"/26' 1⅜"<br>347' 2" 52' 6" 32' 10"<br>P20' Q32' F20 1 dk & S dk<br>RW<br>rf 3" | M (6P) OSD/CSD<br>4 Ho 57½', 89½', 55', 59'<br>G.386455 B.345432<br>5 Ha (stl) (34½', 32½', 32½', 32½', 34½'×21½')<br>10W Der 1(30) 1(10) 10(5) | 2 Oil 4SA each 9Cy.<br>hydraulic coupling &<br>shaft<br>3800bhp<br>Masch. Augsburg-Nürnberg<br>3×130, 130, 100kW 220V |
| 514399<br>LEAW | **LISTEIN**<br>exHausen-64 exHaus-62<br>**Gustav Lidal Partrederi**<br>Haugesund Norwegian | 121<br>68<br>— | | 1914 Mjellem & Karlsen—Bgn<br>109' 1" 19' 1" 9' 1"<br>18' 11"<br>1 dk<br>R<br>rf 5½" | M | Oil 2SA 2Cy.<br>150bhp Emade42fitted61<br>M. Haldorsen & Sønner |
| 520970<br>SFIW<br>10252<br>Df Esd<br>RT | **LISTER**<br><br>**Erik Pettersson Partrederi**<br>Bleket Swedish | 133<br>59<br>— | NV | 1962 A/S Ankerløkken Verft—Florö<br>86' 0" 22' 0"<br>... ... ...<br>1 dk | M Trawler | Oil 4SA 8Cy. 220×280 mm<br>585bhp<br>Klöckner-Humboldt-Deutz |
| 520971<br>SDJI<br>4861<br>Df RT | **LISTERLAND**<br>exKisa-57 exBillerud-44<br>exJössefors<br>**Gustaf Rodhammar**<br>Djupekås Swedish | 319<br>208<br>420 | BV | 1907 Eriksbergs M/V A/B—Got<br>131' 2" 22' 7" 11' 10"<br>22' 5"<br>1 dk<br>R len 47 | M Mchy.aft<br>1 Ho<br>G.22000 B.20000<br>2 Ha (each 17½'×10¾')<br>2W Der 2(1½) | Oil 2SA 4Cy. 320×370 mm<br>300bhp NE47<br>A/B Skandiaverken |
| 537316<br>LHRN | **LITA**<br>exUnion VI-66<br>**Mandius Skimmeland**<br>Haugesund Norwegian | 147<br>63<br>— | | 1917 Trosvik M/V A/S—Brevik<br>101' 0" 20' 1" 8' 0"<br>... ... ...<br>R | M Lighter Mchy.aft | Oil 2SA 3Cy. 230×400 mm<br>NE52<br>Frederikshavns. Jernst. |
| 541642<br>OXXR | **LITA**<br>exLolaho-65 exL. J. Weber-63<br>exAgnete Wal-55 exAgnete<br>**Sigurd M. Pedersen**<br>**Partrederi**<br>Ålborg Danish | 112<br>76<br>175 | | 1920 M. Mortensen—Fkn<br>*83-0* 22' 0" 10' 8"<br>21' 10" | Wood Aux Mchy.aft | Oil 2SA 2Cy. 230×400 mm<br>120bhp NE51<br>Fredrikshavns Jernst. |
| 670224<br>DGLT<br>10907<br>Df Esd<br>Gc Rdr<br>RT | **LITANIA** T.Mk<br><br>**Partenreederei**<br>**m.s. "Litania"**<br>Peter Döhle<br>Hamburg W. German | 999<br>697<br>2502 | GL | 1966 J. J. Sietas Schiffsw.—Ham<br>270' 8" 42' 9" 17' 4"<br>243' 6" 42' 8" 25' 5"<br>F36' 1 dk & S dk<br>rf nil | M ~~OSD~~ Mchy.aft<br>1 Ho 163½'<br>G.157000 B.144500<br>2 Ha (stl) (63'×26½') (63'×28')<br>Cr 4(5) | Oil 4SA 8Cy. 400×580<br>2000bhp<br>Klöckner-Humboldt-Deutz<br>3×120, 120, 48kW 220V |
| 520972<br>TFYB<br><br>Df Esd<br>Rdr RT | **LITLAFELL**<br>exMaud Reuter-54<br>**Samband Islenzkra**<br>**Samvinnufélaga &**<br>**Oliufelagid h/f**<br>Reykjavik Icelandic | 764<br>326<br>865 | BV | 1950 Norrköpings Varv. & Verks.—Norrköping<br>215' 2" 29' 6" 12' 1½"<br>... ... ...<br>P58' F30' 1 dk | M Tanker Mchy.aft<br>10 Ta<br>L.45875 HeCls. C | Oil 2SA 5Cy. 340×570<br>725bhp<br>Atlas-Diesel |
| 536965<br>SXCJ<br>2939<br>Esd Rdr<br>RT | **LITO**<br>exTryonia-66-exOceaan-54<br>**George Mavros and others**<br>Piræus Greek | 481<br>244<br>690 | ✠100A1 ~~SS 11/62~~<br>SS 5/67<br>✠LMC<br><br>EL g | 1949-11 Bodewes Scheeps.—Martenshoek<br>174' 1" 28' 1" 11' 2½"<br>155' 2" 27' 10" 14' 9"<br>P41' Q52' F24' 1 dk<br>R 3BH<br>WB157t | M Mchy.aft<br>1 Ho 94'<br>G.34500 B.32500<br><br>2W | Oil 4SA 8Cy. 290×450<br>500bhp<br>Appingedammer Brons<br>2×22kW 110V d.c. |
| 651187<br>CSKG<br>B247<br>Esd RT | **LITORAL**<br><br>**Naveiro Transportes**<br>**Maritimos S.A.R.L.**<br>Aveiro Portuguese | 564<br>328<br>— | | 1964 Est. São Jacinto—Aveiro<br>183' 1" 26' 11" 12' 1½"<br>164' 0" 26' 9"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 235×32<br><br>Motorenf. Darmstadt |
| 520973 | **LITORAL CHAQUENO**<br>exEsso Chaco-57 exEsso Fuel<br>exWestoil-38<br>**Cia. Nav. del Litoral S.r.l.**<br>Buenos Aires Argentine | 213<br>121<br>— | | 1926 B. A. Lucich—B.As<br>*119-2'* 26' 2" 8' 0"<br>... ... ...<br>1 dk<br>R | M Mchy.aft | Oil 2SA 2Cy. 380×42<br><br>J. & C. G. Bolinders |
| 520974<br>EAYB<br>197<br>Df Esd<br>RT | **LITRI**<br><br>**Manuel Rodriguez Cora**<br>Vigo Spanish | 399<br>239<br>500 | BV | 1956 E. Lorenzo y Cia.—Vgo<br>164' 6" 26' 1" 10' 4"<br>149' 7" 25' 11" 10' 8"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 216×33<br>530bhp<br>Petter-Brush Eng. Co |
| 520975<br>WA7223<br>222067 | **LITTLE JOE**<br><br>**Little Joe Inc.**<br>New York United States | 198<br>115<br>— | | 1922 Humphreys Rlys Inc.—Weems<br>*134-3'* 21' 8"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 2SA 6Cy. 355×4<br>300bhp<br>Fairbanks, Morse & Co |
| 520976<br>5MLV<br>1706<br>Df Esd<br>Gc Rdr | **LITTLE JOHN**<br>exMar Caribe-61<br>exLandbreeze-58<br>**Little John Corp.**<br>Monrovia Liberian | 1604<br>889<br>2080 | AB | 1954 Glommens M/V A/S—Fks<br>245' 2" 37' 10" 16' 5"<br>227' 2" 37' 9" 17' 1"<br>P118' F25' 1 dk<br>rf 4" | M Tanker Mchy.aft<br>10 Ta<br>L.99546 HeCls. C | Oil 2SA 7Cy. 345×5<br>1175bhp<br>Nydqvist & Holm A/B |

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| **LITVA**<br>U.S.S.R.<br>Odessa<br>Russian | **4871**<br>2061<br>1367 | | **1960** Mathias-Thesen-Werft—Wismar<br>400' 9" 52' 6" 16' 11½"<br>52' 4" 24' 11"<br>3 dks<br>RW | TM (333P)<br>1 Ho<br>B.19918<br>1 Ha (18½'×13') | 2 Oil 2SA each 6Cy. 570×800 mm<br>8300bhp MAN<br>Dieselmotorenwerk | Ros<br>17k |
| **LIVADIJA**<br>U.S.S.R.<br>Kaliningrad<br>Russian | **2435**<br>1017<br>890 | | **1963** Volkswerft Stralsund—Stralsund<br>261' 10" 43' 4" 16' 1"<br>233' 0" 43' 2" 23' 0"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.61448<br>3 Ha<br>6W Der 2(6) 2(3) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht | Mgd<br>11¾k |
| **LIVADIJA**<br>U.S.S.R.<br>Ismail<br>Russian | **1249**<br>552<br>1299 | GL | **1966** Angyalfold Shipyard—Bdp<br>244' 4" 37' 2" 15' 4½"<br>37' 0" 17' 5"<br>P66' F27' 1 dk | M Mchy.aft<br>3 Ho<br>G.74267<br>3 Ha (each 28¼'×18½')<br>7W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 mm<br>1000bhp<br>Lang. Eng. Works | Bdp<br>11½k |
| **LIVADIJA**<br>U.S.S.R.<br>Zhdanov<br>Russian | **1125**<br>653<br>1070 | | **1948** "Gheorghiu Dej" Shpyd—Bdp<br>248' 5" 32' 10" 10' 2"<br>32' 8" 15' 5"<br>1 dk | TM<br>4 Ho<br>G.59046<br>4 Ha (18', 20', 16', 16'×13¾')<br>8W Der 8(2) | 2 Oil 4SA each 8Cy. 216×310 mm<br>800bhp<br>Ganz Waggon & Eng. Wks. | Bdp<br>9¼k |
| **LIVANITA**<br>**A/S Ugland's Rederi**<br>A. M. Ugland<br>Grimstad<br>Norwegian | **18736**<br>8337<br>26731 | **✠100A1** SS 9/66<br>ore carrier<br>Ice Class 3<br>**✠LMC**<br>MN1328 EL m†2$\frac{11}{16}$"SQ | **1962–3** Smith's Dock Co. Ltd.—Mdb<br>604' 4" 79' 3" 32' 4¾"<br>575' 5" 79' 0" 46' 6"<br>P108' F61' 1 dk<br>7BH<br>rf 4" WB22249t | M Ore Carrier Mchy.aft<br>3 Ho 81¼', 162½', 162½'<br>5 Ha (stl) (each 61'×28¼') | Oil 2SA 4Cy. 670×2100 mm<br>6640bhp Doxford<br>Hawthorn, Leslie (Eng.) Ltd.<br>AuxB 100℔<br>3×328, 328, 116kW 440V 60c/s a.c. | (hvf)<br>Nwc |
| **LIVENZA**<br>exSaint Luc-57<br>**Lloyd Triestino Soc. per Azioni di Nav.**<br>Trieste<br>Italian | **5385**<br>3043<br>7400 | **100A1** SS 5/66<br>DTsf—latex<br>**LMC**<br>MN1660 EL b†2¼"SQ<br>RI | **1951** Ch. & At. de St. Nazaire (Penhoët) —St.N<br>435' 0" 62' 6" 25' 1¾"<br>401' 3" 62' 4" 37' 7"<br>F84' 1 dk & S dk, 3rd dk in Nos. 2, 3 & 4 holds<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 8" DK fwd WB475t | TM OSD Mchy.aft<br>4 Ho<br>G.470125 B.444921<br>20W Der 1(40) | 6 Oil 4SA each 6Cy. 460×660 mm sr geared through magnetic couplings to 2 sc. shafts<br>8300bhp MAN<br>Soc. Gén. de Const. Méc. La Courneuve<br>ndb 195℔–10/64 | 915t<br>15k |
| **LIVERPOOL MARU**<br>**Daiichi Chuo Kisen Kaisha**<br>Tokyo<br>Japanese | **11823**<br>3740<br>18379 | NK | **1960** Namura Zosensho—Osa<br>528' 10" 72' 3" 29' 10"<br>498' 8" 72' 2" 39' 4"<br>P&B120' F44' 1 dk<br>RW | M Ore Carrier Mchy.aft<br>3 Ho<br>G.412335<br>3 Ha (each 78¾'×26¼')<br>12W Der 12(6) | Oil 2SA 7Cy. 720×1250 mm<br>6650bhp Sulzer<br>Mitsubishi Hvy Ind. Reorg.<br>2×180kW 445V a.c. | 1520t<br>Kob<br>13½k |
| **LIVNY**<br>U.S.S.R.<br>Odessa<br>Russian | **23167**<br>14592<br>34805 | ✠Classed LR until 4/65 | **1963–1** Ishikawajima-Harima Hvy Ind.—Aio<br>679' 3" 88' 11" 35' 1¾"<br>639' 9" 88' 7" 47' 3"<br>rf 2" | M Tanker Mchy.aft<br>22 Ta 1 Ho<br>L.1750060 G.51206<br>1 Ha (13'×13')<br>1W Der 1(2½) | Oil 2SA 9Cy. 900×1550mm<br>18000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. | Aio<br>16½k |
| **LIVORNO**<br>exAdele-66 exSunadele-66<br>exSun-Adele-53 exAdele-52<br>**Transpacific Carriers Corp.**<br>Hellenic Lines Ltd.<br>Piraeus<br>Greek | **4995**<br>2797<br>6290 | **✠100A1** SS 7/65<br>Str. nav. Ice<br>**✠LMC**<br>MN1120 EL x | **1952–9** H. C. Stülcken Sohn—Ham<br>385' 7" 51' 5" 26' 7½"<br>352' 0" 33' 0"<br>F69' 2 dks<br>RW 6BH<br>WB881t | M (12P) CSD<br>4 Ho 46'. 104' comb., 53', 48'<br>G.323930 B.308573<br>5 Ha (stl) (22¼', 26¾' 27', 27', 27'×21')<br>10W Der 1(25) 12(5) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp<br>C.R.D. Adriatico<br>wtdb 142℔<br>3×160kW 220V d.c. | 827t (hvf)<br>Trl<br>16k |
| **LIVORNO**<br>exKrautsand-66<br>**Fratelli Neri**<br>Leghorn<br>Italian | **650**<br>297<br>837 | GL RI | **1957** Schlichting & Co.—Travemünde<br>205' 5" 29' 4" 10' 6"<br>187' 0" 29' 2½" 11' 7"<br>P70' B20' F31' 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.43338 HeCls. C | Oil 4SA 6Cy. 400×460 mm<br>700bhp<br>Masch. Augsburg-Nürnberg | 34¾t–2¼pd<br>Aug<br>10½k |
| **LIWIEC**<br>exSeatern-58<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin<br>Polish | **927**<br>631<br>1445 | PR | **1956** Ottensener Eisenwerk—Ham<br>216' 6" 32' 7" 15' 3¾"<br>191' 11" 32' 6" 19' 1"<br>2 dks | M CSD Mchy.aft<br>1 Ho 129½'<br>G.71063 B.64175<br>2 Ha (46', 44'×18¾')<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>3×30, 20, 13½kW 230V d.c. | 80t (d.o)<br>Kln<br>11¾k |
| **LIZARD**<br>J. Schoorl<br>N.V. Wijnne & Barends<br>Delfzijl<br>Netherland | **359**<br>205<br>425 | BV | **1957** Paul Peters—Beidenfleth<br>161' 2" 24' 10" 8' 9½"<br>24' 3½" 9' 10"<br>1 dk<br>RW len 62 | M<br>1 Ho 99¼'<br>G.222000 B.21000<br>2 Ha (41½', 38'×14¾')<br>Der 2(2) | Oil 4SA 4Cy. 290×420 mm<br>250bhp<br>Masch. Kiel A.G.<br>2×5kW 110V d.c. | (d.o)<br>Kel<br>9k |
| **LIZZIE TERKOL**<br>**Rederi I/S Terkol**<br>Niels B. Terkildsen<br>Marstal<br>Danish | **500**<br>326<br>1024 | **✠100A1**<br>oil tanker or chemical cargoes in centre tanks<br>SG up to 2·0<br>Ice Class 3<br>**✠LMC**<br>MN150 EL k 1⅛"SQ | **1965–7** Fr. Lürssen—Vgk<br>209' 10" 31' 9" 12' 4¾"<br>192' 3" 31' 8" 13' 7"<br>P&B65' F53' 1 dk<br>7BH<br>rf 2" WB388t incl. TwDf52t a43t | M Oil & Chemical Tanker Mchy.aft<br>11 Ta<br>L.46000 | Oil 2SA 6Cy. 310×490 mm<br>750bhp<br>Alpha-Diesel A/S<br>AuxB 156℔<br>3×40, 40, 16kW 380V 50c/s a.c. | (d.o)<br>Fkn |

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| 520989<br>MGLR<br>76519 | **LIZZIE & ANNIE**<br><br>**Earnbank Sand & Gravel Co. Ltd.**<br>D. Taylor<br>Hull British | 117<br>64<br>— | ✠Classed LR until 3/62 | 1877-6 J. Softley & Sons—Shl<br>*90·1'* 19' 1" 8' 9"<br>89' 0" 19' 0" 8' 11"<br>1 dk<br>R<br>BK6" | Iron M | Oil 2SA 2Cy. 320×370 mm<br>NE36<br>Skandiaverken A/B |
| 520990<br>UQMW<br>M-17089<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LJGOV**<br><br>**U.S.S.R.**<br>Leningrad Russian | 5382<br>2889<br>8770 | | 1961 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>457' 4" 57' 11" 25' 9½"<br>57' 8" 28' 8"<br>1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 4 holds | M OSD<br>5 Ho<br>G.476926<br>5 Ha (32¼', 32¼', 32¼', 32¼', 31¼'×24¼')<br>10W Der 10(5) | Oil 2SA 9Cy. 720×1250 mm<br>Sulzer<br>Wärtsilä Kon. Crichton-V |
| 661797<br>TFJD<br><br>Df Esd<br>Rdr RT | **LJÓSFARI**<br>exDagfari-67<br>**Bardinn h/f**<br>Husavik Icelandic | 264<br>114<br>— | | 1965 Elbewerft—Boizenburg<br>*103·8'* 23' 8"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 222×290 mm<br>660bhp<br>Lister Blackstone Mar. Ltd |
| 671730<br><br><br>Df Esd<br>Gc Rdr<br>RT | **LJUBANJ**<br><br>**U.S.S.R.**<br>Leningrad Russian | 2850<br>—<br>3500 | | 1967 Valmet O/Y Pansion Tehdas—Åbo<br>335' 8" 45' 11" 19' 8½"<br>22' 6"<br>1 dk | M | Oil 2SA 5Cy. 550×1100 m<br>2900bhp B&W<br>Valmet O/Y Rautpohjan T |
| 641439<br>UYEN<br>M-3452<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LJUBERTSY**<br><br>**U.S.S.R.**<br>Odessa Russian | 22336<br>16466<br>35172 | 697' 2"(incl.BB)<br>✠Classed LR until 9/66 | 1964-7 Mitsubishi Zosen—Hma<br>~~697' 8"~~ 88' 11" 35' 2½"<br>639' 9" 88' 7" 46' 9"<br>P142' F83' 1 dk<br>rf 4" | M Tanker Mchy.aft<br>18 Ta 1 Ho<br>L.1680561 G.51206<br>1 Ha (13'×13')<br>1W Der 1(2½) | Oil 2SA 9Cy. 900×1550 m<br>18000bhp Sulzer<br>Mitsubishi Zosen |
| 520992<br>YTJI<br><br>Df Esd<br>Gc Rdr | **LJUBIJA**<br><br>**Jugoslavenska Tankerska Plovidba**<br>Zadar Yugoslav | 13152<br>8972<br>18215 | ✠100A1 SS 9/65<br>strengthened for heavy cargoes<br>✠LMC<br>MN1500 EL I†2 1/16"SQ<br>JR | 1961-10 Brodogradiliste "Uljanik"—Pla<br>569' 5" 72' 9" 29' 8½"<br>530' 0" 72' 6" 41' 6"<br>P105' F46' 1 dk<br>NS 7BH<br>rf 3" WB7835t Incl. Topside tanks 2068t | M Bulk Carrier (4P) Mchy.aft<br>4 Ho each 95½' & 3 interm. Ho<br>7 Ha (stl) (52½', 31½', 42½', 31½', 42½' 31½', 52½'×28½')<br>Der 5(3) | Oil 2SA 6Cy. 740×160<br>7500bhp B&W<br>Brodogradiliste Uljanik<br>2AuxB 100lb<br>3×200kW 450V a.c. |
| 650047<br>UGSW<br><br>Df Esd<br>Gc Pfd<br>Rdr | **LJUBLINO**<br><br>**U.S.S.R.**<br>Novorossisk Russian | 22336<br>15593<br>35172 | ✠LR class withdrawn—Owners' request 5/67 | 1964-10 Mitsubishi Hvy Ind. Ltd.—Hma<br>~~679' 0"~~ 88' 11" 35' 2½" 679' 2"(incl.BB)<br>639' 9" 88' 7" 46' 9"<br>P142' F83' 1 dk<br>rf 4" | M Tanker Mchy.aft<br>18 Ta 1 Ho<br>L.1680561 G.51206<br>1 Ha (13'×13')<br>1W Der 1(2½) | Oil 2SA 9Cy. 900×155<br>1800bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd |
| 640369<br>YTBP<br><br>Df Esd<br>Gc Pfd<br>Rdr RTh | **LJUBLJANA**<br><br>**Splosna Plovba**<br>Koper Yugoslav | 8666<br>4877<br>8600 | BV JR | 1964 Brodogradiliste "Uljanik"—Pla<br>480' 3" 64' 5" 26' 3"<br>442' 11" 64' 4" 36' 1"<br>P146' F102' 2 dks<br>rf 8" | M (12P) Ref CSD Mchy.aft<br>3 Ho each 68½' 2 TwD 59½', 52'<br>G.557940 B.519540 In.16280<br>5 Ha (stl) (36½'×21') (39½', 39½', 39½'×26½') (22'×15½')<br>16W Der 1(25) 4(10) 12(5) | Oil 2SA 6Cy. 740×160<br>9000bhp<br>Brodogradiliste "Uljanik"<br>3×300kW 440V 60c/s a.c. |
| 520994<br>UTKS<br>M-3155<br>Df Esd<br>Gc Pfd<br>Rdr | **LJUBOTIN**<br><br>**U.S.S.R.**<br>Odessa Russian | 23169<br>14589<br>34813 | ✠Classed LR until 9/64 | 1962-8 Ishikawajima-Harima Hvy Ind.—Aio<br>679' 3" 88' 11" 35' 2"<br>639' 9" 88' 7" 47' 3"<br>P136' F81' 1 dk<br>rf 2" | M Tanker Mchy.aft<br>22 Ta 1 Ho<br>L.1750060 G.51206<br>1 Ha (13'×13')<br>1W Der 1(2½) | Oil 2SA 9Cy. 900×155<br>18000bhp Sulzer<br>Ishikawajima-Harima H |
| 642072<br>UNVH<br><br>Df Esd<br>Gc Pfd<br>Rdr | **LJUDINOVO**<br><br>**U.S.S.R.**<br>Novorossisk Russian | 23780<br>15215<br>~~35170~~<br>35223 | ✠LR class withdrawn—Owners' request 5/67 | 1964-12 Ishikawajima-Harima Hvy Ind.—Aio<br>679' 2" 88' 7" 35' 0½"<br>639' 9" 88' 4" 47' 3"<br>rf nil | M Tanker Mchy.aft<br>18 Ta 1 Ho<br>L.1750060 G.51206<br>1 Ha (13'×13')<br>1W Der 1(2½) | Oil 2SA 9Cy. 900×155<br>18000bhp Sulzer<br>Ishikawajima-Harima H |
| 526735<br>DCUC<br>28046<br>Df Esd | **LJUSNE**<br>exOtto Schepers-65<br>**Johann Danckers**<br>Haren/Ems W. German | 300<br>182<br>429 | GL | 1950 Schulte & Bruns—Emd<br>*148·5'* 23' 5" 8' 2½"<br>23' 3" 9' 4"<br>1 dk<br>RW len 54 | M<br>2 Ha | Oil 4SA 4Cy. 290×42<br>150bhp<br>Masch. Kiel A.G. |
| 650393<br>YTNL<br><br>Df Esd<br>Gc Pfd<br>Rdr RTh | **LJUTOMER**<br><br>**Splosna Plovba**<br>Koper Yugoslav | 8655<br>4866<br>8571 | BV JR | 1964 Brodogradiliste "Uljanik"—Pla<br>480' 3" 64' 5" 26' 3½"<br>442' 11" 64' 4" 36' 1"<br>2 dks<br>rf 8" | M (12P) Ref CSD Mchy.aft<br>3 Ho each 68½' 2 TwD 59½', 52'<br>5 Ha (stl) (36½'×21') (39½', 39½', 39½'×26½') (22'×15½')<br>Der 1(25) 4(10) 12(5) | Oil 2SA 6Cy 740×16<br>9000bhp B&W<br>Brodogradiliste "Uljanik"<br>3×300kW 400V 60c/s a.c. |
| 520995<br>GHCV<br>185377<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **LLANGORSE**<br><br>**Radcliffe Tankers Ltd.**<br>Evan Thomas Radcliffe & Co. Ltd.<br>Cardiff British | 22080<br>11914<br>35077 | ✠100A1 SS 9/65<br>oil tanker<br>✠LMC<br>MN2200 EL p†3"SQ | 1960-8 Furness S.B. Co. Ltd.—Haverton Hill<br>665' 0" 85' 3" 35' 11"<br>641' 2" 85' 0" 46' 7"<br>P118' F74' 1 dk<br>15BH<br>rf 4" WB7748t Incl. 6590t in clean ballast tanks | S Tanker Mchy.aft<br>Der 2(5) | 2 S Turb dr geared<br>11000shp<br>Wallsend Slpwy & E.<br>2WTB 703lb Spt<br>sg 125lb<br>2×550kW 440V 60c/s |

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| **LLANISHEN**<br>**T. R. Tankers Ltd.**<br>an Thomas Radcliffe & Co.<br>Ltd.<br>Cardiff British | 20707 ~~21346~~<br>10554 ~~41011~~<br>— ~~33757~~ | ✠100A1<br>oil tanker<br>✠LMC<br>MN2900 | SS 10/66<br>EL p†3"SQ | 1958–1 Swan, Hunter & Wghm Rchdsn —Wal<br>664' 11" 84' 6" 36' 0½"<br>636' 1" 84' 3" 46' 3"<br>P121' B41' F62' 1 dk<br>15BH<br>rf 4" WB6629t incl. 5693t in clean ballast tanks | S Tanker Mchy.aft<br>24 Ta<br>L.1429192 HeCls. BC<br>Der 2(5) | 2 S Turb dr geared to sc. shaft<br>14500shp 2852t (o.f)–74pd<br>Wallsend Slpwy & E. Co. Wal<br>2WTB 705℔ Spt 900° F. 635℔ hs27869<br>sg 140℔<br>2×550kW 440V 60c/s a.c. 16½k |
| **LLANTRISANT**<br>**Ethel Radcliffe S.S. Co. Ltd. & Anthony Radcliffe S.S. Co. Ltd.**<br>an Thomas Radcliffe & Co.<br>Ltd.<br>Cardiff British<br>Now **ELENI M** See New Entries No. 3 | 6172<br>3403<br>10730 | ✠100A1<br>✠LMC<br>MN880 | SS 11/67<br>EL d†2 3/16"SQ | 1958–3 Bartram & Sons Ltd.—Sld<br>477' 6" 61' 11" 26' 11¼"<br>446' 0" 61' 9½" 40' 2"<br>P35' F89' 1 dk & S dk<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 4" WB3008t incl. DTm1316t | M OSD<br>6 Ho 63', 72', 58', 74', 50', 28'<br>G.693249 B.636158<br>6 Ha (31½', 40', 35', 35', 32½'×25') (10'×16')<br>13W Der 1(40) 6(10) 6(5) 2(3) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 1178t (hvf)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>2AuxB 100℔<br>3×175kW 220V d.c. 13½k |
| **LLANWERN**<br>**Anthony Radcliffe & Ethel Radcliffe S.S. Co. Ltd.**<br>an Thomas Radcliffe & Co.<br>Ltd.<br>London British<br>Now **CAPTAIN MICHAEL** See New Entries No. 1 | 9229<br>5202<br>13460 | ✠100A1<br>✠LMC<br>MN1320 | SS 11/67<br>EL d†2¼"SQ | 1962–10 Bartram & Sons Ltd.—Sld<br>498' 3" 63' 2" 29' 0¼"<br>467' 6" 63' 0" 39' 0"<br>F49' 2 dks<br>7BH to S dk 1 to 2nd dk<br>rf 4" WB3591t incl. Tunnel tanks 358t DTmf1230t | M CSD<br>6 Ho 65½', 75', 70', 75½', 55', 22½'<br>G.694700 B.653560<br>6 Ha (stl) (35', 45', 45', 40', 40', 4½'×25')<br>14W Der 1(25) 6(10) 7(5) 2(3) | Oil 2SA 6Cy. 680×1250 mm<br>6600bhp Sulzer 1045t (hvf)<br>George Clark (Sld) Ltd. Sld<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×300kW 220V d.c. 14¼k |
| **LLANWERN**<br>ritish **Transport Docks** Board<br>ewport, Mon British | 152<br>—<br>— | ✠Classed LR until 11/61 | | 1960–6 P. K. Harris & Sons Ltd.—Apl<br>94' 0" 26' 10" 10' 0"<br>86' 6" 25' 8" 11' 9"<br>rf 24" BK2" | TD-E Tug | 2 Oil 4SA each 8Cy. 8¾"×11½" 1200bhp driving 2 gen each 440kW 440V connected to 2 elec. motors each 590shp (WL)<br>Lister Blackstone Mar. Ltd. Dursley<br>2×46kW 110V d.c. 11k |
| **LOLLEO**<br>Michiel–65<br>mpresa **Pesquera** Harling **Ltda.**<br>San Antonio Chilean | 274<br>96<br>— | | GL | 1961 Schps. Kramer & Booy—Kootstertille<br>136' 1" 25' 3" 10' 8"<br>116' 5" 24' 11" 13' 1" | M Trawler | Oil 2SA 6Cy. 300×550 mm<br>750bhp Smit-Bolnes<br>Schps. L. Smit & Zn. Kinderdijk<br>10k |
| **LLOQUE YUPANQUI**<br>Taboga–66 exSonap–66<br>aviera **Peruana del Pacifico S.A.**<br>allao Peruvian | 10668<br>6033<br>16785 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1200 | TD4 7/67<br>EL g†2⅜"SQ | 1952–10 John Cockerill S.A.—Hbk<br>538' 0" 69' 4" 29' 8¼"<br>503' 0" 68' 11" 38' 0"<br>P93' B81' F68' 1 dk<br>RW 18BH<br>WB1054t incl. DTf700t | S Tanker Mchy.aft | 3 S Turb dr geared to sc. shaft<br>6000shp (o.f)–42pd<br>John Cockerill S.A. Seraing<br>2WTB 500℔ Spt 470℔ hs13174<br>2×300kW 220V d.c. 14k |
| **LOYD**<br>**stvaartrederij m.s. "Lloyd"**<br>amp's Scheepv. & **Handelmaats. N.V.**<br>oningen Netherland | 498<br>296<br>1100 | ✠100A1<br>✠LMC<br>MN180 | SS 4/68<br>EL m 1¼"SQ | 1963–3 Schps. Gebr. v. Diepen—Waterhuizen<br>225' 2" 33' 10" 13' 0½"<br>205' 1" 33' 5½" 20' 2"<br>F25' 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf nil WB262t | M OSD Mchy.aft<br>1 Ho 134½'<br>G.72416 B.66695<br>2 Ha (each 47'×18')<br>4W Der 4(3) | Vee Oil 2SA 12Cy. 220×380 mm reversing engine<br>900bhp (d.o)<br>Appingedammer Brons. Apg<br>3×15, 10, 10kW 220V d.c.<br>Controllable pitch propeller 11k |
| **LOYD B. GORE**<br>Ernest F. Ladd–51<br>land **Tug & Barge Ltd.**<br>ncouver Canadian | 302<br>44<br>— | | | 1945 Northeast S.B. Co.—Qcy<br>*118·9'* 28' 2"<br>... ... ... | Wood M Tug | Oil 4SA 8Cy. 370×510 mm<br>1250bhp (d.o)<br>National Supply Co. Springfield |
| **LOYD BAKKE**<br>ibs **A/S Ogeka**<br>ut Knutsen O.A.S.<br>ugesund Norwegian | 9745<br>5685<br>10480 | | NV | 1959 A/B Götaverken—Got<br>506' 8" 65' 2" 28' 7"<br>466' 4" 65' 0" 41' 6"<br>3 dks, 4th dk in No. 3 hold<br>rf 6" | M Ref<br>7 Ho<br>G.613000 B.434375 In.141625<br>7 Ha (25½', 33½', 43', 33¾', 18½', 18½', 22½'×18½')<br>20W Cr 2(3) Der 1(40) 1(15) 4(10) 16(5) | Oil 2SA 9Cy. 760×1500 mm<br>10650bhp<br>A/B Götaverken Got |
| **UMERES**<br>rmanos **Varela**<br>Spanish | 275<br>171<br>— | | | 1944 Soc. Metal Duro-Felguera—Gijon<br>116' 4" 26' 2"<br>... ... ... | M | Oil 4Cy. 280×400 mm<br>210bhp 15t (d.o)<br>Skandiaverken A/B Lysekil<br>8½k |
| **USANES**<br>Abando–63 exPeña Cabarga<br>gel **Riva Suardiaz**<br>Spanish | 1745<br>1000<br>2704 | ✠ | | 1897–10 A. McMillan & Son Ltd.—Dmb<br>262' 10" 36' 10"<br>36' 8"<br>B60' F27' 1 dk<br>R | S<br>G.113000 | T 3Cy. 19" 31" & 51"×36"<br>800ihp 285t (o.f)<br>Muir & Houston Ltd. Gls<br>8k |
| Corrit–52 exJohanne–43<br>Aphrodite<br>Ryge<br>us Andersen & Co.<br>org Danish | 112<br>70<br>181 | | BV | 1922 S. A. Weber—Svb<br>*86·3'* 20' 10" 10' 6"<br>... ... ...<br>1 dk<br>len 30 | Wood Aux Sr Mchy.aft | Oil 2SA 2Cy. 330×370 mm<br>120bhp NE55<br>Hundested Mtfb. Hundested |

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| 521007<br>VCGT<br>148846<br>Df Gc<br>Rdr RT | **LOADMASTER**<br>exNorman B. Macpherson-60<br>**Engineering Consultants Ltd.**<br>Kent Line Ltd.<br>St. John, N.B. Canadian | 1756<br>1103<br>2500 | ✱A1 Dr 2/60<br>St. John N.B. harbour service<br>MBS✱<br>EL q<br>LAID UP—SURVEYS OVERDUE 2/64 | 1925–3 Napier & Miller—Gls<br>258' 0" 43' 2" 14' 7½"<br>253' 0" 43' 1" 20' 0"<br>F35' 1 dk<br>R 5BH conv dry cargo ship 60<br>WB342t | S Hopper Barge Mchy.aft | T 3Cy. 17" 28½" & 47"×<br>1126ihp<br>D. Rowan & Co. Ltd.<br>2 SB 180lb hs(2850) |
| 521009<br>LDMM<br><br>Df Esd<br>RT | **LOANNA**<br>exSkudd 2-55<br>**Bernt Berntsen Partrederi**<br>Stavanger Norwegian | 259<br>136<br>300 | NV | 1929 Kaldnes M/V—Tbg<br>124' 4" 23' 1" 13' 10"<br>113' 10"<br>1 dk<br>R conv whaler 55 | M | Oil 2SA 4Cy. 280×420 m<br>320bhp NE57<br>Wichmann Mtrf. |
| 521011<br>ZUAA<br>164924<br>Df Esd<br>RTh | **LOBELIA**<br>exOlvina-60 exCape Comorin-55<br>**Irvin & Johnson Ltd.**<br>Cape Town S. African | 504<br>192<br>391 | ✠Classed LR until 3/61<br>SCUTTLED 9/68 | 1936–5 Cook, Welton & Gemmell Ltd. Bev<br>*166·6'* 27' 7"<br>165' 0" 27' 6" 15' 0"<br>Q89' F27'<br>R<br>rf 36" BK7½" | S Trawler<br>2 Ho 29', 13'<br>In.13170<br>5 Ha (each 3½'×3½') | T 3Cy. 14½" 24" & 40"×<br>850ihp<br>C. D. Holmes & Co. Ltd.<br>1×10kW 110V d.c. |
| 652082<br>TKIB<br><br>Df Esd<br>Pfd Rdr<br>RTm | **LOBELIA**<br><br>**Armement Le Brise**<br>Lorient French | 156<br>53<br>— | BV | 1964 At. & Ch. de La Rochelle-Pallice—LaR-P<br>99' 0" 22' 2" 9' 7½"<br>82' 0" 22' 0" 11' 10" | M Trawler<br>2 Ha (each 3½'×3½')<br>Der 1(3) | Oil 4SA 6Cy. 255×300 mm<br>575bhp<br>Etab. Duvant<br>1×20kW 110V d.c. |
| 529673<br>HPIM<br><br>Df Esd<br>Gc Rdr<br>RT | **LOBITO**<br>exRiouw-67 exStalker<br>**Atlas Enterprises Inc.**<br>Panama Panamanian | 8189<br>4872<br>12536 | AB<br>Classed LR until 5/48 | 1942 Western Pipe & Steel Co.—S.Fo<br>492' 0" 69' 9" 29' 5¼"<br>465' 3" 69' 6" 33' 11"<br>F37' 1 dk & S dk<br>rf nil | S (12P) OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.802250 B.725690<br>5 Ha (36'×20') (30', 37½', 30', 40'×24')<br>20W Der 1(40) 1(30) | 2 S Turb dr geared to sc<br>9350shp<br>General Electric Co. |
| 521012<br>CSBB<br>H462<br>Df Esd<br>Gc Rdr | **LOBITO**<br><br>**Cia. Colonial de Navegacão**<br>Lisbon Portuguese | 5981<br>3379<br>9817 | ✠100A1 SS 5/68 ~~SS 1/64~~<br>✠LMC<br>✠Lloyd's RMC<br>MN1100 EL c†2¼"SQ | 1959–11 Est. Nav. de Viana do Castelo—Viana do Castelo<br>475' 4" 59 10" 26' 4"<br>440' 0" 59' 8½" 38' 9"<br>F39' 2 dks & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB1148t | M Ref OSD<br>G.574814 B.517326 In.14750<br>14W Der 16(5–50) | Oil 2SA 5Cy. 670×<br>5500bhp Doxford<br>Barclay, Curle & Co. L<br>AuxB 100lb |
| 521014<br>GHDF<br>301230<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LOBITO PALM**<br><br>**Palm Line Ltd.**<br>London British | 6157<br>2706<br>8807 | ✠100A1 SS 11/65<br>DTsmf—vegetable oil<br>✠LMC<br>MN1500 EL c†2 7/16"SQ | 1960–9 Swan, Hunter & Wghm Rchdsn—Nwc<br>473' 6" 63' 3" 25' 1"<br>440' 0" 63' 0" 37' 0"<br>P29' F43' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf nil WB2539t | M (2P) OSD<br>5 Ho 51½', 60', 72½', 33½' DT, 36½' DT, 80', 69½'<br>G.536700 B.497060<br>5 Ha (22½', 35½', 36½', 33½', 33½'×20')<br>16W Der 1(50) 4(15) 2(10) 10(5) | Oil 2SA 6Cy. 700×<br>7500bhp Doxford<br>Swan, Hunter & W<br>2AuxB 100lb<br>3×250kW 220V d.c. |
| 652445<br>OBPR<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **LOBITOS**<br><br>**Government of Peru (Ministry of Marine)**<br>Callao Peruvian | 4297<br>2310<br>5641 | ✠100A1<br>oil tanker<br>✠LMC<br>MN480 EL x1 13/16"SQ | 1966–5 Servicio Industrial de la Armada Peruana—Callao<br>383' 3" 52' 0" 21' 9"<br>360' 0" 52' 0" 26' 0"<br>P96' B38' F56' 1 dk<br>12BH<br>rf 4" | M Tanker Mchy.aft<br>22 Ta<br>L.264450 HeCls. BC<br>1 Ha (stl) (10½'×18')<br>Der 2(12) 2(7) | Oil 2SA 5Cy. 620×<br>2400bhp<br>✠Emade<br>Burmeister & Wain<br>2AuxB 180lb<br>3×50kW 110V d.c. |
| 521015<br>DDUQ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LOBIVIA**<br>exGeorgia-61<br>**Partenreederei m.s. "Lobivia"**<br>Herm. Dauelsberg<br>Bremen W. German | 2459<br>1201<br>4300<br>4072<br>2226<br>5760 | GL | 1958 Orenstein-Koppel & Lbcr. Masch.—Lbc<br>365' 2" 48' 10" 20' 4½"/24' 1½"<br>337' 8" 48' 7" 30' 0"<br>1 dk & S dk<br>RW | M OSD/CSD<br>5 Ho 47', 48½', 55', 52½', 40½'<br>G.284500 B.256000<br>5 Ha (stl) (29½', 29½', 27½', 25½', 25½'×20½')<br>10W Der 1(25) 1(10) 10(5–3) | Oil 2SA 6Cy. 600×<br>3000bhp<br>Masch. Augsburg-N<br>3×160kW 230V d.c. |
| 640394<br>EDYE<br><br>Df Esd<br>RT | **LOBO**<br><br>**José Lorenzo Lorenzo**<br>Vigo Spanish | 228<br>101<br>— | BV | 1964 Enrique Lorenzo y Cia.—Vgo<br>112' 9" 20' 10"<br>98' 5" 20' 8" 12' 8"<br>RW | M Trawler<br>3 Ha (each 3½'×3½') | Oil 4SA 6Cy. 320×<br>800bhp<br>Motorenw. Mannheim |
| 521016<br>PUJF<br><br>Esd | **LOBO D'ALMADA**<br><br>**Servicos de Navegação da Amazonia e de Administração do Porto do Pará**<br>Belem Brazilian | 1351<br>715<br>— | ✠Classed LR until 12/59 | 1955–5 Scheeps. Gebr. v.d. Werf—Deest<br>233' 9" 42' 1" 8' 0"<br>215' 3" 41' 1" 10' 6"<br>1 dk & Shade dk<br>RW<br>rf 6" | TM | 2 Oil 2SA each 6Cy.<br>Sulzer Bros. Ltd. |
| 521017<br><br>166325 | **LOBOL**<br>UML Ltd.<br>~~Unilever Merseyside Ltd.~~<br>Liverpool British | 196<br>~~446~~ 112<br>— 200 | | 1941 W. J. Yarwood & Sons (1938) Ltd.—Northwich<br>101' 0" 23' 2" 8' 0"<br>23' 0"<br>1 dk | ~~S Tanker~~ M Tanker<br>2 Ta<br>HeCls. C | Oil ~~C 2Cy. 12" &~~<br>NE<br>~~W. J. Yarwood &~~ |

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| **OCARNO**<br>Longest-65<br>**aig Stores (Aberdeen)**<br>Ltd.<br>berdeen British | 324<br>105<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN190 | SS 3/67<br><br><br>EL (f)o | 1959–1 J. S. Doig (Grimsby) Ltd.—<br>Gms<br>*134·2′* 26′ 10″<br>131′ 0″ 26′ 6″ 13′ 6″<br>Q69′ F22′<br>RW 4BH<br>rf 36″ BK5¾″ WB32t | M Trawler<br><br>5 Ha (stl) (each 4′×3′) | Oil 4SA 7Cy. 15″×18″<br>952bhp<br>Mirrlees, Bickerton & Day<br>2×30kW 220V d.c. | <br>(d.o)<br>Stckpt |
| **CH ARD**<br>**avid MacBrayne Ltd.**<br>lasgow British | 611<br>237<br>500 | ✠100A1<br>west coast of Scotland<br>and outer islands service<br>✠LMC<br>MN200 | SS 2/67<br><br><br><br>EL | 1955–6 Ferguson Bros. (P.Gl) Ltd.—P.Gl<br>184′ 5″ 35′ 7″ 11′ 0½″<br>170′ 0″ 34′ 0″ 11′ 3″<br>P&B93′ F71′ 1 dk<br>RW 3BH<br>rf 4½″ WB161t | M (4P) Mchy.aft<br>2 Ho 45½′, 45¾′<br>G.47580 B.44020<br>2 Ha (15¼′×12′) (21¼′×14′)<br>2W Der 1(10) 1(5) | Oil 2SA 6Cy. 340×570 mm<br>1000bhp<br>British Polar Engines Ltd.<br>3×40kW 220V d.c. | <br>25t (d.o)<br>Gls<br>12k |
| **CH ARKAIG**<br>**avid MacBrayne Ltd.**<br>asgow British | 179<br>65<br>23 | | | 1942 J. Bolson & Son Ltd.—Poo<br>*113·0′* 22′ 0″ 8′ 3½″<br>… … …<br>1 dk | Wood TM (50P)<br>Der 1(1½) | 2 Oil each 8Cy. 6½″×7¼″<br>240bhp NE60<br>Bergius Co. Ltd.<br>2×60kW 220V d.c. | <br>(d.o)<br>Gls |
| **CH BRORA**<br>**alcolm Smith Ltd.**<br>ohn A. Lewis<br>berdeen British | 191<br>59<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN108 | SS 1/67<br><br><br>EL (c) I | 1958–10 Livingston & Co.—Pet<br>*107·2′* 23′ 2″<br>103′ 0″ 23′ 0″ 12′ 0″<br>Q58′ F20′<br>RW 4BH<br>rf 45″ BK7½″ WB5t | M Trawler | Oil 4SA 6Cy. 10¼″×14½″ with sr & reverse gear<br>540bhp<br>Ruston & Hornsby<br>2×15kW 110V d.c. | <br>39t (d.o)<br>Lcn<br>11k |
| **CH CARRON**<br>**avid MacBrayne Ltd.**<br>lasgow British | 683<br>233<br>699 | **BS✻**<br>west coast of Scotland<br>and outer islands service<br>**MBS✻**<br>MN170 | SS 2/67<br><br><br><br>CT887 C21 | 1951–4 Ardrossan Dockyard Ltd.—Ard<br>203′ 0″ 34′ 0″ 11′ 11″<br>190′ 0″ 33′ 11″ 12′ 3″<br>P&B115′ F69′ 1 dk<br>RW NS 3BH<br>rf 6″ WB258t | M (4P) Mchy.aft<br>2 Ho 39½′, 57′<br>G.56041 B.51612<br>2 Ha (16′×12½′) (22′×14′)<br>2W Der 2(7) 2(5) | Oil 2SA 6Cy. 340×570 mm<br>850bhp<br>British Polar Engines Ltd.<br>3×40kW 220V d.c. | <br>52t (d.o)<br>Gls<br>11k |
| **OCH DOON**<br>**Hellyer Bros. Ltd.**<br>Hull British | 670<br>245<br>— | ✠100A1<br>trawler<br>✠LMC | SS 3/65<br><br><br>EL (j) x | 1949–11 A. Hall & Co. Ltd.—Abn<br>*180·1′* 30′ 2″ 15′ 0″<br>177′ 0″ 30′ 0″ 16′ 0″<br>Q93′ F32′<br>RW 6BH<br>BK8″ WB246t incl. DTsf30t | S Trawler<br>In.15400 | T 3Cy. 15½″ 25″ & 42″×27″<br>1250ihp<br>A. Hall & Co. Ltd.<br>SB 225℔ Spt hs(3966) 3cf<br>2×15, 12kW 110V d.c. | <br>285t (o.f)<br>Abn<br><br>12k |
| **OCH ERIBOLL**<br>**ellyer Bros. Ltd.**<br>ull British | 734<br>239<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN290 | SS 3/65<br><br><br>EL (k) y 1⅛″SQ | 1960–12 Brooke Marine Ltd.—Lwt<br>*180·8′* 32′ 8″ 14′ 3″<br>176′ 3″ 32′ 3″ 16′ 6″<br>F37′<br>RW 4BH<br>rf 45″ BK6″ WB24t | M Trawler | Oil 4SA 8Cy. 390×680 mm<br>1450bhp Werkspoor<br>C. D. Holmes & Co. Ltd.<br>db 100℔<br>2×80, 60kW 220V d.c. | <br>(d.o)<br>Hul |
| **CH ETIVE**<br>Lancasterbrook–62<br>**amrock Shipping Co.**<br>Ltd.<br>S. Brown<br>ondonderry British<br>ew **FAIR LADY** See New Entries No. 3 | 982<br>490<br>1220 | ✠100A1<br><br>✠LMC<br><br>MN135 | SS 6/66<br><br><br><br>EL I | 1948–10 J. Lewis & Sons Ltd.—Abn<br>218′ 6″ 31′ 9″ 13′ 10½″<br>200′ 0″ 31′ 6″ 14′ 3″<br>P51′ Q113′ B13′ F26′ 1 dk<br>R NS 3BH<br>rf 3″ WB369t | S Mchy.aft<br>1 Ho 127′<br>G.60316 B.60000<br>2 Ha (stl) (37½′, 43½′×19½′)<br>2W Der 2(3) | T 3Cy. 14½″ 25″ & 41″×30″<br>800ihp<br>J. Lewis & Sons Ltd.<br>SB 200℔ hs(2368) 3cf<br>1×7½kW 110V d.c. | <br>105t (o.f)<br>Abn<br><br>10k |
| **CH EYNORT**<br>Valonia–62<br>**avid MacBrayne Ltd.**<br>asgow British | 117<br>36<br>18 | | | 1947 Wivenhoe Shpyd Ltd.—Wvn<br>97′ 2″ 22′ 4″ 8′ 5″<br>22′ 2″<br>1 dk | Wood M Pilot Tender (50P)<br>Der 1(1½) | Oil 2SA 4Cy. 265×345 mm<br>240bhp<br>Crossley Bros. Ltd.<br>2×10, 7½kW 220V d.c. | <br>17t (d.o)<br>Mch<br>8¼k |
| **CH GOWAN**<br>**yal Mail Lines Ltd.**<br>~~ness Ship Management Ltd.~~<br>ndon British<br>rness, Withy & Co. Ltd. (Mgrs.) | 8483 ~~9718~~<br>4871 ~~5549~~<br>10624 | ✠100A1<br><br>✠LMC<br>✠Lloyd's RMC<br>MN2310 | SS 9/66<br><br><br><br>EL f†2¼″SQ | 1954–6 Harland & Wolff Ltd.—Bel<br>502′ 10″ 68′ 4″ 28′ 5¾″<br>470′ 8″ 68′ 0″ 41′ 0″<br>B182′ F54′ 1 dk & S dk, 3rd dk clear of mchy. space, Orlop dk in Nos. 2, 3, 4 & 5 holds<br>RW 4BH to S dk 3 to 2nd dk<br>rf 6″ DK fwd WB1946t incl. Tunnel tanks 694t | S (12P) Ref OSD<br>5 Ho 72½′, 67′, 69¾′, 78¼′, 58¾′<br>G.473260 B.424750 ~~In.141290~~ In.84712<br>5 Ha (24¾′×17′) (25¼′×20′) (22¼′×17′) (41¾′×22′) (25¼′×17′)<br>20W Der 1(30) 4(10) 12(5) 4(3) | 3 S Turb dr geared to sc. shaft<br>11550shp<br>Harland & Wolff Ltd.<br>2WTB 585℔ Spt 535℔ db 120℔<br>sg 120℔<br>3×600, 300, 300W 225V d.c. | <br>1770t (o.f)<br>Bel<br><br><br>16k |
| **CH INVER**<br>**llyer Bros. Ltd.**<br>l British | 670<br>245 | ✠100A1<br>trawler<br>✠LMC<br><br>MN200 | SS 11/66<br><br><br><br>EL (j) x | 1950–6 A. Hall & Co. Ltd.—Abn<br>*180·1′* 30′ 2″ 15′ 0″<br>177′ 0″ 30′ 0″ 16′ 0″<br>Q93′ F32′<br>RW 6BH<br>BK8″ WB 66t incl. DTsf 30t | S Trawler | T 3Cy. 15½″ 25″ & 42″×27″<br>1250ihp<br>A. Hall & Co. Ltd.<br>SB 225℔ Spt hs(3966) 3cf<br>2×15, 12½kW 110V d.c | <br>(o.f)<br>Abn |
| **CH KILDONAN**<br>Buchan<br>~~J. Johnstone Ltd.~~<br>rdeen British | 149<br>50<br>— | ✠Class **WITHDRAWN**<br>Reported defects<br>4/68 | | 1956–5 Herd & Mackenzie—Bck<br>*92·2′* 22′ 6″<br>90′ 0″ 22′ 0″ 11′ 0″<br>F19′<br>RW 4BH<br>rf 42″ BK7″ | M Trawler | Oil 4SA 6Cy. 10¼″×14½″ sr geared<br>360bhp<br>Ruston & Hornsby | <br><br>Lcn |
| **CH LAOI**<br>ermann Leymann–53<br>**idge Trawlers Ltd.**<br>D. Claridge<br>stoft British | 109<br>67<br>— | | | 1949 Abeking & Rasmussen—Lemwerder<br>*88·0′* 21′ 8″<br>… … … | M Trawler | Oil 4SA 5Cy. 8¾″×11½″<br>NE58<br>Blackstone & Co. Ltd. | <br><br>Stamford |

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| 521033<br>302382<br>Df Esd | **LOCH LEIN**<br>exRheinland-53<br>**Auckland Seine Boat Association Ltd.**<br>Auckland New Zealand | 110<br>~~et~~ 68<br>— | | 1948 Abeking & Rasmussen—Lemwerder<br>*88-0'* 21' 8"<br>... ... ... | M Trawler | Oil 4SA 5Cy. 8¾"×11½"<br>NE56<br>R. A. Lister & Co. Ltd. |
| 521034<br>GCXM<br>183410<br>Df Esd<br>Rdr<br>RTm/v | **LOCH LEVEN**<br><br>**Hellyer Bros. Ltd.**<br>Hull British | 670<br>245<br>— | ✠100A1 SS 10/65<br>trawler<br>✠LMC<br>EL (j) x | 1949–9 A. Hall & Co. Ltd.—Abn<br>*180-1'* 30' 2" 15' 0"<br>177' 0" 30' 0" 16' 0"<br>Q93' F32'<br>RW 6BH<br>BK8" WB66t incl. DTsf30t | S Trawler<br>1 Ho 43'<br>In.15400<br>1W | T 3Cy. 15½" 25" & 42"×27"<br>1250ihp<br>A. Hall & Co. Ltd.<br>SB 225lb Spt hs(3960)<br>2×15, 12½kW 110V d.c. |
| 521037<br><br>302383<br>Df Esd | **LOCH LORGAN**<br>exMartin Schilling-53<br>**Claridge Trawlers Ltd.**<br>G. D. Claridge<br>Lowestoft British | 105<br>65<br>— | | 1949 Abeking & Rasmussen—Lemwerder<br>*88-0'* 21' 8"<br>... ... ... | M Trawler | Oil 4SA 5Cy. 8¾"×11½"<br>NE58<br>Blackstone & Co. Ltd. |
| 521038<br>GTTP<br>187700<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **LOCH LOYAL**<br><br>**Royal Mail Lines Ltd.**<br>~~Furness Ship Management Ltd.~~<br>London British<br>Furness, Withy & Co. Ltd. (Mgrs.) | T.Mk<br>8476<br>4893<br>10346<br>10405<br>6116<br>11778 | ✠100A1 SS 9/66<br><br>✠LMC<br>✠Lloyd's RMC<br>MN2060 EL f†2¼"SQ | 1957–12 Harland & Wolff Ltd.—Bel<br>502' 8" 68' 5" ~~30' 6¼"~~ 28' 6½"/30' 6½"<br>470' 9" 68' 0" 41' 0"<br>B180' F55' 2 dks, 3rd dk clear of mchy. space, 4th dk in Nos. 2 & 3 holds<br>RW 7BH<br>rf 6" DK fwd WB2092t incl. Tunnel tanks 824t | M (12P) Ref ~~OSD~~<br>5 Ho 72½', 67', 78½', 81', 58½'<br>G.461990 B.414540 In.157180<br>5 Ha (27'×17') (28'×20') (28'×17') (41½'×22') (28'×17')<br>20W Der 1(30) 6(10) 14(5) | Oil 2SA 7Cy. 750×1500<br>500 mm<br>10300bhp<br>Harland & Wolff Ltd.<br>2AuxB 100lb<br>4×300kW 225V d.c. |
| 521039<br>GPSQ<br>185142<br>Esd Rdr | **LOCH MELFORT**<br>exPrince Charles-57<br>**Wyre Trawlers Ltd.**<br>Fleetwood British<br>Now **WYRE CAPTAIN** See New Entries No. 3 | 490<br>170<br>— | ✠100A1 SS 7/65<br>trawler<br>✠LMC<br>MN200 EL t | 1953–1 Cochrane & Sons Ltd.—Sel<br>*161-1'* 29' 2"<br>157' 6" 29' 0" 14' 6"<br>Q81' F30'<br>RW 3BH<br>BK8" WB13t | M Trawler | Oil 4SA 8Cy. 381×457 mm<br>960bhp ✠NE57<br>Mirrlees, Bickerton & Day<br>db 100lb |
| 521040<br>MRSN<br>181322<br>Df Esd<br>Rdr<br>RTm/v | **LOCH MOIDART**<br>exMurella-51<br>**Wyre Trawlers Ltd.**<br>Fleetwood British | 550<br>200<br>— | ~~✠100A1~~ ~~SS 9/68~~<br>~~trawler~~<br>~~✠LMC~~<br>~~MN100~~ ~~EL (i) v~~<br>BROKEN UP | 1947–11 Cochrane & Sons Ltd.—Sel<br>*170-0'* 29' 2" 15' 0"<br>167' 6" 29' 0" 15' 3"<br>Q90' F30'<br>R 4BH<br>rf 17" BK8" WB DTsf33t | S Trawler | T 3Cy. 14½" 24" & 40"×27"<br>925ihp<br>C. D. Holmes & Co. Ltd.<br>SB 220lb Spt hs(3580)<br>2×10kW 110V d.c. |
| 526820<br>GXBN<br>187759<br>Df Esd<br>Gc Rdr<br>RTm/v | **LOCH RYAN**<br>exPacific Envoy-67<br>**Furness, Withy & Co. Ltd.**<br>~~Furness Ship Management Ltd.~~<br>London British | 9439<br>5572<br>~~11270~~<br>11610 | ✠100A1 SS 6/67<br>DTm and tunnel side tanks—oil FP above 150°F. or vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1694 EL e†2¼"SQ | 1958–4 Vickers-Armstrong (S.B.) Ltd.—Nwc<br>501' 2" 63' 5" 29' 6"<br>470' 0" 63' 2" 41' 0"<br>F46' 2 dks, 3rd dk clear of mchy. space, 4th dk in No. 2 hold<br>RW 7BH to U dk 1 to 2nd dk<br>rf 6" DK fwd WB2689t incl. Tunnel tanks 256t DTms1133t | S (12P) Ref<br>4 Ho 67½', 84½', 79½', 71½'<br>G.575563 B.538482 In.162842<br>4 Ha (stl) (29½'×18') (33½', 38½'×17½') (30½'×18')<br>18W Der 4(10) 12(6) 2(3) | 2 S Turb dr geared<br>8470shp<br>Parsons Marine Turb. Co.<br>2WTB 570lb Spt 800°F<br>db 125lb hs9340<br>4×250kW 220V d.c. |
| 521042<br>GDNV<br>182078<br>Df Esd<br>Rdr<br>RTm | **LOCH SEAFORTH**<br><br>**David MacBrayne Ltd.**<br>Glasgow British | 1126<br>543<br>166 | BS✳ SS 2/66<br>limited west coast of Scotland and Outer Hebrides service<br>MBS<br>MN360 CT1252 C23 | 1947–12 W. Denny & Bros. Ltd.—Dmb<br>240' 6" 36' 1" 8' 10½"<br>225' 0" 36' 0" 12' 9"<br>P&B142' F18' 1 dk<br>R 8BH<br>rf 6" | TM (500P)<br>2 Ho 22', 26'<br>G.28060 B.24400<br>2 Ha (7½'×11') (8½'×9½')<br>2W Der 1(5) 1(1) | 2 Oil 2SA each 6Cy.<br>1800bhp<br>Sulzer Bros. Ltd.<br>3×64kW 220V d.c. |
| 521044<br>MTKQ<br>182106<br>Df Esd<br>Rdr<br>RTm | **LOCHBROOM**<br>Launched as Empire Maysong<br>**David MacBrayne Ltd.**<br>Glasgow British | 325<br>130<br>749 | BS✳ SS 7/65<br>with fbd west coast of Scotland & outer islands service<br>MBS✠<br>MN90 CT528 C18 S18 | 1948–12 Scott & Sons—Bwg<br>150' 8" 27' 1" 10' 4½"<br>140' 0" 27' 0" 18' 0"<br>1 dk & S dk<br>R 4BH<br>rf nil WB164t | M OSD Mchy.aft<br>2 Ho 46', 35'<br>G.32816 B.30195<br>2 Ha (12', 18'×12')<br>2W Der 1(5) 1(3) | Oil 2SA 5Cy. 250×420<br>450bhp<br>British Polar Engines Ltd.<br>3×40, 40, 22kW 220V d.c. |
| 521045<br>MLJB<br>182163<br>Df Esd<br>Rdr<br>RTm | **LOCHDUNVEGAN**<br>exOrnen-50<br>**David MacBrayne Ltd.**<br>Glasgow British | 528<br>222<br>730 | ✠100A1 SS 1/68 ~~SS 2/64~~<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL j | 1946–7 A/B Lindholmens Varv—Got<br>189' 6" 30' 7" 11' 10½"<br>174' 10" 30' 6" 19' 3"<br>1 dk & S dk<br>R Coll BH to S dk 3 to 2nd dk<br>WB218t | M (2P) Ref OSD Mchy.aft<br>2 Ho 54', 60'<br>G.59010 B.52945 In.4400<br>2 Ha (each 38'×16')<br>4W Der 2(5) 2(1½) | Oil 2SA 5Cy. 340×570<br>820bhp<br>Atlas-Diesel<br>2×60kW 220V d.c. |
| 521048<br>MQBG<br>161949<br>Rdr<br>RTm | **LOCHFYNE**<br><br>**David MacBrayne Ltd.**<br>Glasgow British | 754<br>291<br>118 | BS✳ SS 4/67<br>with freeboard<br>Limited west coast of Scotland service<br>MBS✳<br>MN320 CT788 C17 | 1931 Wm. Denny & Bros. Ltd.—Dmb<br>218' 6" 30' 1" 7' 5½"<br>208' 9" 30' 0" 10' 5"<br>Q11' B&F197' 1 dk, pt lower dk fwd<br>R 10BH<br>rf 9" BK1" | TD-E (906P) | 2 Oil 2SA each 4C<br>1540bhp driving 2<br>520V d.c. connected<br>each 670shp (W.)<br>NE✳53<br>British Polar Engines<br>2×48kW 220V d.c. |
| 521049<br>MPPY<br>165966<br>Esd Rdr<br>RTm | **LOCHIEL**<br><br>**David MacBrayne Ltd.**<br>Glasgow British | 577<br>205<br>164 | BS✳ TD 1/65<br>with freeboard<br>Limited west coast of Scotland service<br>MBS✳<br>MN176 CT618 C17 | 1939–6 Wm. Denny & Bros. Ltd.—Dmb<br>190' 6" 32' 1" 7' 4½"<br>180' 0" 32' 0" 10' 0"<br>Q10' B96' F26' 1 dk<br>R 8BH<br>rf 4" | TM (818P) Ref<br>1 Ho 26'<br>G.3280 In.3772<br>1 Ha (8½'×7½')<br>1W Der 1(5) | 2 Oil 4SA each 8Cy.<br>880bhp<br>Davey Paxman & Co.<br>2×40kW 220V d.c. |

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| **OCHNEVIS**<br>**avid MacBrayne Ltd.**<br>lasgow British | **573**<br>217<br>115 | **BS✻** SS 1/65<br>with freeboard<br>Limited west coast of Scotland & islands service<br>**MBS✻**<br>MN312 CT603 C17 | **1934–6** Wm. Denny & Bros. Ltd.—Dmb<br>178′ 6″ 31′ 1″ 7′ 6″<br>169′ 7″ 31′ 0″ 10′ 8″<br>B50′ 1 dk<br>R 8BH<br>rf 4″ | TD-E (723P)<br>1 Ho 19′<br>G.6234 B.5421<br>1 Ha (6′×6′)<br>1W Der 1(5) | 2 Oil 4SA each 6Cy. 305×381 mm<br>1560bhp driving 2 gen. each 420kW 500V d.c. connected to 2 elec. motors each 525shp (WL)<br>✠NE57 **12t**<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>1×50kW 230V d.c. **13k** |
| **OCK HING No. 1**<br>Hiro Maru No. 3–54<br>**ock Hing Fisheries Ltd.**<br>ong Kong British | **128**<br>84<br>— | | **1946** Kawaminami Kogyo—Nag<br>*93·8′* 17′ 10″ 7′ 9″<br>… … … | M Trawler | Oil 4DA 6Cy. 280×380 mm<br>**Akasaka** Tetsuko Co. Ltd. |
| **OCKEPORT**<br>Haffar-61<br>**The J. P. Porter Co. Ltd.**<br>alifax, N.S. Canadian | **1180**<br>453<br>1300 | ✠Class **WITHDRAWN** at Owners' request 6/68<br>~~Lawrence with coasting service on the east coast of Canada limiting port northwards Battle Harbour~~<br>~~✠LMC~~<br>~~EL (n) 1½″~~ | 1949–11 Lobnitz & Co. Ltd.—Rnf<br>200′ 0″ 40′ 2″ 15′ 7″<br>190′ 0″ 40′ 0″ 18′ 0″<br>B53′ 1 dk<br>RW 5BH<br>WB77t | TS Suction Hopper Dredger Mchy.aft<br>1 Ho 50′ | T 6Cy. 11⅜″ 18½″ & 30″×21″<br>1000ihp **100t (o.f)**<br>Lobnitz & Co. Ltd. Rnf<br>2 SB 180℔ hs(4646) 6cf<br>3×60, 60, 40kW 220V d.c. **10k** |
| **OCKFLETHERSAND**<br>**Sielwall-Reederei**<br>**Rolf Faulbaum K.G.**<br>rake W. German | 999<br>600<br>2087<br>**1599**<br>1119<br>2860 | GL | **1966** Schiffsw. Heinr. Brand K.G.—Oldenburg<br>260′ 10″ 40′ 10″ 16′ 3¼″/19′ 8″<br>230′ 4″ 40′ 2″ 23′ 2″<br>P52′ F33′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>G.128900 B.120400<br>4W Der 1(10) 3(3) | Oil 4DA 8Cy. 400×580 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz **Kln** |
| **ODBROK**<br>**Stockholms Hamnstyrelse**<br>Stockholm Swedish | **816**<br>349<br>— | **✠A1** SS 8/65<br>Stockholm Archipelago service<br>Str. nav. ice<br>**✠LMC**<br>MN213 EL (j) | **1957–7** A/B Finnboda Varf—Skm<br>136′ 2″ 54′ 2″ 6′ 2¾″<br>134′ 7″ 51′ 10″ 13′ 2″<br>RW 4BH<br>rf nil | M Crane Pontoon<br>Cr 1(260) 1(30) | 2 Oil 4SA each 8Cy. 9¾″×10½″ through clutches<br>1066bhp **(d.o)**<br>Davey, Paxman & Co. Ltd. **Col**<br>2×110kW 440V d.c.<br>1×20kW 220V d.c.<br>2 directional propellers 1 fwd 1 aft |
| **ODZ**<br>**he People's Republic of China**<br>People's Rep. of China | **3812**<br>1888<br>— | | **1955** Stocznia Gdanska—Gdk<br>355′ 1″ 48′ 3″ 21′ 6″<br>48′ 1″<br>1 dk<br>RW | S | C 4Cy. (2) 455 & (2) 980×980 mm **(o.f)**<br>Z.U.T. Zgoda **Swi** |
| **ODZ**<br>**lish Government**<br>**lish Steamship Co.**<br>Polish | **3430**<br>1650<br>5300<br>**5535**<br>3050<br>6000 | | **1965** Stocznia Szczecinska—Szn<br>407′ 3″ 21′ 1″/22′ 6″<br>… … …<br>1 dk & S dk | M OSD/CSD<br>4 Ho 63′, 79′, 46′, 55¾′<br>4 Ha (33½′×21¼′) (51′, 36¼′×29½′) (24¼′×19½′) | Oil<br>4900bhp **(d.o)**<br>**16k** |
| **EN**<br>Mobil 51–66<br>Norvacuum–59<br>Redo–51<br>**obil Oil Nor A/S**<br>lo Norwegian | **195**<br>99<br>250 | NV | **1949** Västerviks Nya Varv—Västervik<br>104′ 2″ 19′ 8″ 6′ 6″<br>100′ 7″ 19′ 7″ 10′ 0″<br>P41′ F22′ 1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.1890 HeCls. C | Oil 2SA 3Cy. 280×420 mm<br>375bhp NE63<br>Wichmann Mtrf. **Rub**<br>**8k** |
| **FA**<br>**rell Lines Inc.**<br>onrovia Liberian | **344**<br>240<br>717 | AB | **1956** Jakobson Shpyd Inc.—Oyster Bay<br>153′ 0″ 31′ 0″ 8′ 11¾″<br>143′ 4″ 30′ 10″<br>F28′ 1 dk<br>rf nil | TM Mchy.aft<br>2 Ho<br>B.21260<br>2 Ha | 2 Oil 2SA each 6Cy. 4¼″×5″<br>240bhp **37t**<br>General Motors Corp. **Det**<br>**8k** |
| **FOTEN**<br>**steraalens D/S**<br>kmarknes Norwegian | **2597**<br>1340<br>660 | NV | **1964** A/S Akers M/V—Osl<br>286′ 10″ 43′ 7″ 15′ 2″<br>261′ 0″ 43′ 6″ 24′ 2″<br>2 dks, pt 3rd dk<br>RW | M Ref Mchy.aft<br>In.25000<br>3 Ha (6′, 18′, 10′×10′)<br>2W Cr 1(3) Der 2(1½) | Oil 2SA 7Cy. 420×900 mm<br>3325bhp B&W **250t**<br>A/S Akers M/V **Osl**<br>**16¾k** |
| **FOTEN**<br>**chkombinat Rostock**<br>tock E. German | **644**<br>—<br>— | | **1967** Elbewerft—Boizenburg<br>145′ 4″ 32′ 10″ 11′ 6″<br>… … … | M Stern Factory Trawler | Oil<br>1000bhp<br>Schwermasch. Karl Liebknecht **Mdg**<br>**12k** |
| **OTEN**<br>**ey Trawlers Ltd.**<br>con<br>by British | **212**<br>65<br>— | **✠100A1** SS 5/67<br>trawler<br>**✠LMC**<br>MN134 EL (c) I | **1962–9** Brooke Marine Ltd.—Lwt<br>*106·0′* 23′ 4″<br>102′ 6″ 23′ 0″ 11′ 3″<br>Q58′ F15′<br>RW 4BH<br>rf 12″ BK5″ WB4t | M Trawler | Oil 4SA 5Cy. 12″×15″ with flexible coupling & sr reverse gear<br>670bhp **40t**<br>Nat. Gas & O. Eng. Co. Ashton/Lyne<br>**11k** |

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| 542797<br>LCGF<br>Df Esd<br>Gc Rdr<br>RT | **LOFOTTRÅL I**<br>Lofoten Trålerrederi A/S<br>Svolvær Norwegian | 791<br>291<br>— | | NV | 1963 A/S Trondhjems M/V—Tdh<br>190' 0" 32' 2" 13' 1½"<br>160' 9" 32' 1" 20' 10"<br>P57' F18' 2 dks | M Stern Trawler | | Oil 4SA 6Cy. 400×580 mm<br>1400bhp<br>Klöckner-Humboldt-Deutz |
| 542798<br>LHFF<br>Df Esd<br>Gc Rdr<br>RT | **LOFOTTRÅL II**<br>Lofoten Trålerrederi A/S<br>Svolvær Norwegian | 791<br>291<br>— | | NV | 1963 A/S Trondhjems M/V—Tdh<br>190' 0" 32' 2" 13' 1½"<br>160' 9" 32' 1" 20' 10"<br>P57' F18' 2 dks | M Stern Trawler | | Oil 4SA 6Cy. 400×580 mm<br>1400bhp<br>Klöckner-Humboldt-Deutz |
| 671322<br>LLKC<br>Df Rdr<br>RT | **LØFTING**<br>Partrederiet Løfting<br>Ole O. Godøy<br>Ålesund Norwegian | 200<br>137<br>— | | NV | 1967 Hjørungavaag Verksted A/S—Ålesund<br>130' 1" 26' 4" 11' 1½"<br>113' 10" 26' 3" 11' 10"<br>1 dk<br>rf 21½" BK 4" | M Mchy.aft<br>1 Ho<br>1 Ha (55¾'×14¾')<br>2W Der 1(7) 1(2½) | | Oil 4SA 6Cy. 6¾"×8"<br>400bhp<br>Caterpillar Tractor Co.<br>2×20kW 220V 50c/s a.c. |
| 540665<br>TFUZ<br>Df Esd<br>Rdr RT | **LOFTUR BALDVINSSON**<br>Adalsteinn Loftsson<br>Dalvik Icelandic<br>Now **BALDUR**<br>See New Entries No. 9 | 225<br>94<br>— | | NV | 1963 Hjørungavåg Verksted A/S—Hjørungavåg<br>111' 4" 23' 3"<br>99' 7" 22' 11" 12' 0"<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 8Cy. 8¾"×11½"<br>660bhp<br>Lister Blackstone Mar. Ltd. |
| 521064<br>KOQS<br>247573<br>Df Esd<br>Gc | **LOGAN'S FORT**<br>United States Department of Commerce<br>United States | 10676<br>6429<br>16455 | | AB | 1945 Sun S.B. & D.D. Co.—Chester, Pa<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.776643 | HeCls. BC | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (Sy)<br>General Electric Co. |
| 521065<br>MYBQ<br>186663<br>Df Esd<br>Gc Rdr<br>RTm | **LOGNA**<br>The South Georgia Co. Ltd.<br>Chr. Salvesen & Co. Ltd.<br>Leith British | 1341<br>606<br>1532 | ✠100A1 SS 6/68 ~~SS 6/63~~<br>✠LMC<br>MN194 EL n 1 1/16"SQ | | 1958-6 Bergens M/V—Bgn<br>228' 4" 35' 5" 15' 0½"<br>215' 4" 35' 1" 15' 4"<br>P53' Q149' F28' 1 dk<br>NS 6BH<br>rf 4" WB590t incl. DTm177t | M Mchy.aft<br>3 Ho 45', 38½', 42½'<br>G.80211 B.75817<br>3 Ha (stl) (27½'×21½')<br>(27½', 25½'×22½')<br>3W Der 1(5) 2(3) | | Oil 2SA 8Cy. 12½"×<br>968bhp<br>H. Widdop & Co. Ltd.<br>2×50kW 220V d.c. |
| 672106<br>OVJY<br>Rdr RT | **LOHALS**<br>A/S Sydfyenske Dampskibsselskap<br>Lohals Danish | 395<br>145<br>600 | | BV | 1967 P. Hövolds M/V A/S—Krs<br>153' 11" 32' 11" 8' 7½"<br>140' 8" 32' 10" 10' 4"<br>3 dks<br>RW | M Ferry Mchy.aft | | Oil 4SA 6Cy. 320×450<br>850bhp<br>Atlas-Mak Masch.<br>Controllable pitch pro |
| 640943<br>DDUW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LOHENGRIN** T.Mk<br>Wallenius Bremen G.m.b.H.<br>Bremen W. German | 810<br>379<br>~~1043~~ 1056<br>1725<br>1213<br>~~1888~~ 2441 | | GL | 1964 Fr. Lürssen—Vgk<br>272' 11" 42' 4" ~~11' 10"/15' 7½"~~<br>42' 1" 23' 11" 11' 9½"/17' 8½"<br>F37' 1 dk & S dk | M ~~OSD/CSD~~ Mchy.aft<br>G.169112 B.154970<br>2 Ha<br>Cr 4 | | Oil 4SA 8Cy. 400×580 m<br>1900bhp<br>Klöckner-Humboldt-Deutz |
| 538328<br>DIJQ<br>Df Esd<br>RT | **LOHKLINT**<br>exVoline-63<br>Johannes Speck<br>Zerssen & Co.<br>Hamburg W. German | 379<br>248<br>548 | | GL | 1955 Schiffsw. H. Rancke—Ham<br>175' 6" 26' 8"—9' 7½"<br>26' 7" 10' 10"<br>P30' F19' 1 dk<br>RW len 58 | M Mchy.aft<br>1 Ho 95½'<br>G.26000 B.24500<br>2 Ha<br>2W Der 2(2) | | Oil 4SA 6Cy. 320×450 m<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 500788<br>6ZHY<br>2280<br>Df Esd<br>Gc Rdr<br>RT | **LOIDA**<br>exAlan Evelyn-65<br>Rio Azul Cia. Armadora S.A.<br>Monrovia Liberian | 20730<br>12422<br>31824 | ✠Classed LR until 7/65 | AB | 1957-6 Furness S.B. Co. Ltd.—Haverton Hill<br>661' 7" 87' 4" 35' 7½"<br>631' 0" 87' 0" 45' 6"<br>P127' B43' F83' 1 dk<br>rf 4" | S Tanker Mchy.aft<br>30 Ta<br>L.1557340 | HeCls. BC | 2 S Turb dr geared to<br>13750shp<br>Metro-Vickers Elec. Co. |
| 521068<br>PUDF<br>Df Esd<br>Gc RT | **LOIDE-AMERICA**<br>Companhia de Navegação Lloyd Brasileiro<br>Rio de Janeiro Brazilian | 5408<br>3129<br>7870 | | AB | 1947 Ingalls S.B. Corp.—Pascagoula<br>443' 7" 59' 1" 25' 8½"<br>424' 0" 59' 0" 29' 2"<br>F73' 2 dks & S dk<br>rf 6" | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | | 2 S Turb dr geared<br>6600shp<br>General Electric Co. |
| 521069<br>PUDX<br>Df Esd<br>Gc RT | **LOIDE-ARGENTINA**<br>Companhia de Navegação Lloyd Brasileiro<br>Rio de Janeiro Brazilian | 5391<br>3160<br>7850 | | AB | 1948 Canadian Vickers Ltd.—Mtl<br>443' 7" 59' 2" 25' 8½"<br>424' 0" 59' 0" 29' 2"<br>F73' 2 dks & S dk<br>RW<br>rf 6" | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | | 2 S Turb dr geared<br>6600shp<br>General Electric Co. |
| 521070<br>PUDW<br>Df Esd<br>Gc RT | **LOIDE-BOLIVIA**<br>Launched as Bolivialoide<br>Companhia de Navegação Lloyd Brasileiro<br>Rio de Janeiro Brazilian | 5408<br>3129<br>7850 | | AB | 1948 Canadian Vickers Ltd.—Mtl<br>443' 7" 59' 2" 25' 8½"<br>424' 0" 59' 0" 29' 2"<br>F73' 2 dks & S dk<br>RW<br>rf 6" | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | | 2 S Turb dr geared<br>6600shp<br>General Electric Co. |

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| **LOIDE-BRASIL**<br><br>**Companhia de Navegação**<br>**Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | **5408**<br>3129<br>7870 | <br><br>AB | **1947** Ingalls S.B. Corp.—Pascagoula<br>443′ 7″ 59′ 1″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 2279t (o.f)<br>General Electric Co. Erie |
| **LOIDE-CANADA**<br>Launched as Canadaloide<br>**Companhia de Navegação**<br>**Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | **5391**<br>3160<br>7850 | <br><br>AB | **1947** Canadian Vickers Ltd.—Mtl<br>443′ 7″ 59′ 2″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>RW<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 2279t (o.f)<br>General Electric Co. Schenectady |
| **LOIDE-CHILE**<br>unched as Chileloide<br>**Companhia de Navegação**<br>**Lloyd Brasileiro**<br>io de Janeiro Brazilian | **5390**<br>3159<br>7850 | <br><br>AB | **1947** Canadian Vickers Ltd.—Mtl<br>443′ 7″ 59′ 2″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>RW<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 2279t (o.f)<br>General Electric Co. Schenectady |
| **LOIDE-COLOMBIA**<br><br>**Companhia de Navegação**<br>**Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | **5408**<br>3129<br>7870 | <br><br>AB | **1948** Ingalls S.B. Corp.—Pascagoula<br>443′ 7″ 59′ 1″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 2279t (o.f)<br>General Electric Co. Erie |
| **LOIDE-CUBA**<br><br>**Companhia de Navegação**<br>**Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | **5408**<br>3129<br>7870 | <br><br>AB | **1947** Ingalls S.B. Corp.—Pascagoula<br>443′ 7″ 59′ 1″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 2279t (o.f)<br>General Electric Co. Erie |
| **LOIDE-EQUADOR**<br><br>**Companhia de Navegação**<br>**Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | **5408**<br>3129<br>7870 | <br><br>AB | **1948** Ingalls S.B. Corp.—Pascagoula<br>443′ 7″ 59′ 1″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>rf 6″ | S Ref OSD<br>6 Ha<br>B.430000 In.15000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 2279t (o.f)<br>General Electric Co. Erie |
| **LOIDE-GUATEMALA**<br><br>**Companhia de Navegação**<br>**Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | **5408**<br>3129<br>7870 | <br><br>AB | **1947** Ingalls S.B. Corp.—Pascagoula<br>443′ 7″ 59′ 1″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 2279t (o.f)<br>General Electric Co. Erie |
| **LOIDE-HAITI**<br><br>**Companhia de Navegação**<br>**Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | **5408**<br>3129<br>7870 | <br><br>AB | **1947** Ingalls S.B. Corp.—Pascagoula<br>443′ 7″ 59′ 1″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 2279t (o.f)<br>General Electric Co. Erie |
| **OIDE-HONDURAS**<br><br>**Companhia de Navegação**<br>**Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | **5408**<br>3129<br>7870 | <br><br>AB | **1948** Ingalls S.B. Corp.—Pascagoula<br>443′ 7″ 59′ 1″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 2279t (o.f)<br>General Electric Co. Erie |
| **OIDE-MEXICO**<br><br>**mpanhia de Navegação**<br>**Lloyd Brasileiro**<br>io de Janeiro Brazilian | **5408**<br>3129<br>7870 | <br><br>AB | **1947** Ingalls S.B. Corp.—Pascagoula<br>443′ 7″ 59′ 1″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 2279t (o.f)<br>General Electric Co. Erie |
| **OIDE-NICARAGUA**<br><br>**mpanhia de Navegação**<br>**Lloyd Brasileiro**<br>o de Janeiro Brazilian | **5408**<br>3129<br>7870 | <br><br>AB | **1948** Ingalls S.B. Corp.—Pascagoula<br>443′ 7″ 59′ 1″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 2279t (o.f)<br>General Electric Co. Erie |
| **OIDE-PANAMA**<br><br>**mpanhia de Navegação**<br>**Lloyd Brasileiro**<br>o de Janeiro Brazilian | **5408**<br>3129<br>7870 | <br><br>AB | **1947** Ingalls S.B. Corp.—Pascagoula<br>443′ 7″ 59′ 1″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 2279t (o.f)<br>General Electric Co. Erie |
| **OIDE-PARAGUAI**<br>nched as Paraguailoide<br>**mpanhia de Navegação**<br>**Lloyd Brasileiro**<br>de Janeiro Brazilian | **5391**<br>3159<br>7850 | <br><br>AB | **1947** Canadian Vickers Ltd.—Mtl<br>443′ 7″ 59′ 2″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>RW<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 2279t (o.f)<br>General Electric Co. Schenectady |
| **DE-PERU**<br><br>**mpanhia de Navegação**<br>**loyd Brasileiro**<br>de Janeiro Brazilian | **5408**<br>3129<br>7870 | <br><br>AB | **1948** Ingalls S.B. Corp.—Pascagoula<br>443′ 7″ 59′ 1″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | 2 S Turb dr geared to sc. shaft<br>6600shp 2279t (o.f)<br>General Electric Co. Erie |

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| 521085<br>PUDK<br><br>Df Esd<br>Gc RT | **LOIDE SAO DOMINGOS**<br><br>**Companhia de Navegação**<br>**Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | 5408<br>3129<br>7870 | <br><br>AB | 1947 Ingalls S.B. Corp.—Pascagoula<br>443′ 7″ 59′ 1″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | | 2 S Turb dr geared to sc.<br>6600shp<br>General Electric Co. |
| 521086<br>PUDY<br><br>Df Esd<br>Gc RT | **LOIDE-URUGUAI**<br><br>**Companhia de Navegação**<br>**Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | 5392<br>3159<br>7850 | <br><br>AB | 1948 Canadian Vickers Ltd.—Mtl<br>443′ 7″ 59′ 2″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>RW<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | | 2 S Turb dr geared to sc.<br>6600shp<br>General Electric Co. |
| 521087<br>PUDQ<br><br>Df Esd<br>Gc RT | **LOIDE-VENEZUELA**<br><br>**Companhia de Navegação**<br>**Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | 5408<br>3129<br>7870 | <br><br>AB | 1948 Ingalls S.B. Corp.—Pascagoula<br>443′ 7″ 59′ 1″ 25′ 8¾″<br>424′ 0″ 59′ 0″ 29′ 2″<br>F73′ 2 dks & S dk<br>rf 6″ | S Ref OSD<br>6 Ho<br>B.430000 In.15000<br>7 Ha | | 2 S Turb dr geared to sc.<br>6600shp<br>General Electric Co. |
| 521088<br>FNGQ<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **LOIRE**<br><br>**Cie. Générale d'Armements**<br>**Maritimes**<br>Nantes French | 21107<br>13562<br>33612 | <br><br>BV | 1960 At. & Ch. de France—Dnk<br>656′ 2″ 86′ 5″ 25′ 6½″<br>86′ 1″<br>1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1539443<br><br>Der 1(7) 2(5) | <br><br>HeCls. BC | 2 S Turb dr geared to sc.<br>14800shp Parsons<br>Cie. de Fives-Lille<br>2×650kW 380V 50c/s a.c. |
| 521089<br>PFPH<br><br>Df Esd<br>Rdr RT | **LOIRE**<br><br>**L. Smit & Co.'s**<br>**Internationale Sleepdienst**<br>Rotterdam Netherland | 384<br>81 | <br><br>BV | 1952 N.V. Werf Gusto—Sch<br>141′ 11″ 27′ 1″ 13′ 9″<br>26′ 11″<br>F20′<br>RW | M Tug<br><br><br>1 Ha (5½′×7¾′) | | Oil 4SA 8Cy. 390×<br>1100bhp<br>N.V. Werkspoor |
| 671692<br>PFPL<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **LOIRE LLOYD**<br><br>**Koninklijke Rotterdamsche**<br>**Lloyd N.V.**<br>Rotterdam Netherland | 9638 ~~9649~~<br>5049 ~~7006~~<br>12000 | ✠100A1<br>DTsf & TwDsa—oil FP above 150° F. or veg. oil or latex or molasses, also DTsf—wine FP above 150° F.<br>✠LMC<br>✠Lloyd's RMC<br>MN3400 EL i†$2\frac{1}{16}$″U2 | 1967–9 Nippon Kokan K.K.—Shimizu<br>531′ 6″ 78′ 0″ 29′ 2½″<br>504′ 7″ 77′ 9″ 45′ 11″<br>F98′ 3 dks, 4th dk in Nos. 3 & 4 holds<br>8BH<br>rf 4″ WB1235t incl. DTa285t | M Ref<br>6 Ho 56½′, 70¾′, 68½′, 68½′, 57¾′, 47½′<br>B.695855 In.58700<br>4 Ha (stl) (31¼′×16½′) (13½′, 13½′×9¾′) (44½′×23½′)<br>6 Ha (stl) (each 44½′×18½′)<br>7 Ha (stl) (34′×19¾′) (10½′, 10½′×10½′) (19¾′×19′) (19¾′, 19¾′×19¾′) (9½′×9½′) | | Oil 2SA 6Cy. 900×<br>17000bhp<br>Gebr. Stork & Co. N.V.<br>AuxB 100lb e (ex.g)<br>3×376kW 450V 60c/s a.c. |
| 521090<br>WX7017<br>277813<br>Df Esd<br>Rdr RT | **LOIS SEAVER**<br><br>**Coronado Fisheries Inc.**<br>Wilmington, Del United States | 474<br>244<br>— | | 1958 National Stl & S.B. Co.—S.Diego<br>30′ 8″<br>121′ 0″ 30′ 6″ 14′ 6″ | M Fishing | | Oil 2SA 6Cy. 8¾″×10″<br>960bhp<br>Fairbanks, Morse & Co. |
| 661149<br>VWZN<br>1188<br>Df Esd<br>Gc Rdr<br>RTh | **LOK SEVAK**<br><br>**Mogul Line Ltd.**<br>Bombay Indian | 9655<br>6398<br>14247 | ✠100A1<br><br>✠LMC<br><br>MN1100 EL d†$2\frac{1}{16}$″SQ | 1966–8 Brodogradiliste III Maj—Rka<br>479′ 0″ 65′ 10″ 27′ 9½″<br>456′ 0″ 65′ 7½″ 38′ 3″<br>P90′ F47′ 1 dk<br>RW NS 7BH<br>rf 6″ WB5190t incl. Comb. btm & side tanks in holds 2560t | M Mchy.aft<br>5 Ho 61′, 83½′, 49½′, 49¾′, 83½′<br><br>5 Ha (stl) (27′, 57½′, 28¾′, 28¾′, 52½′×30′)<br>Der 14(5) | | Oil 2SA 7Cy. 560×<br>5500bhp Sulzer<br>Brodogradiliste III Maj<br>2AuxB (1 o.f 1 ex.g)<br>3×256kW 400V 50c/s a.c. |
| 521093<br>UOPR<br>M-16926 | **LOKBATAN**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 3359<br>1563<br>4133 | | 1956 Rauma-Repola O/Y—Rauma<br>344′ 1″ 48′ 3″ 19′ 11″<br>48′ 1″ 22′ 5″<br>1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.189676<br><br>4W Der 1(3) 1(2) 2(1) | | Oil 2SA 8Cy. 500×<br><br>Nydqvist & Holm A/B |
| 521094<br>UOUT | **LOKBATAN**<br>exBakou–34<br>**U.S.S.R.**<br>Tuapse Russian | 1827<br>827<br>2390 | | 1930 "Andre Marti" S.B. Yd—Nic<br>*250·9′* 37′ 5″<br>… … …<br>P70′ B38′ F25′ 2 dks<br>R | M Tanker Mchy.aft<br><br>L.107117 | | Oil 2SA 4Cy. 545×<br><br>Masch. Augsburg-Nürnberg |
| 542457<br>OGJM<br>1314<br>Df Esd<br>Gc Rdr<br>RT | **LOKKI**<br><br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | 499<br>272<br>1030<br>1142<br>681<br>1762 | <br><br>NV | 1963 O/Y Laivateollisuus A/B—Åbo<br>240′ 2″ 34′ 4″ 11′ 11½″/16′ 4¾″<br>215′ 7″ 34′ 2″ 20′ 5″<br>P42′ 1 dk & S dk<br>rf nil | M OSD/CSD Mchy.aft<br>2 Ho<br>G.85952 B.78300<br>2 Ha (36′, 58′×17½′)<br>Cr 3(5) | | Oil 4SA 9Cy. 300×<br>1200bhp<br>Masch. Augsburg-Nürnberg |
| 521096<br>PKTB<br><br>Df Esd | **LOKLOWA**<br>exAlwin Klein–60<br>**P. T. Garina Line**<br>Djakarta Indonesian | 458<br>307<br>671 | <br><br>GL | 1952 Ewald Berninghaus—Köln-Deutz<br>*167·1′* 26′ 2″ 10′ 9½″<br>26′ 0″<br>P30′ F16′ 1 dk<br>RW len 56 | M<br>1 Ho 111½′<br>G.35850 B.33600<br><br>3W Der 3(2) | | Oil 4SA 6Cy. 320×<br><br>Klöckner-Humboldt-Deutz |
| 521098<br>YTUB | **LOKRUM**<br>exBatjuska–54<br>**Obalna Plovidba "Ploce"**<br>Ploce Yugoslav | 206<br>150<br>320 | <br><br>JR | 1946 Vranjicko Brodogradiliste—Spt<br>84′ 4″ 25′ 8″ 11′ 9″<br>25′ 6″ | Wood M<br><br>G.11000<br><br>1W | | Oil 4SA 6Cy. 220×<br><br>Masch. Augsburg-Nürnberg |

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| **LOKSA**<br>**U.S.S.R.**<br>Tallinn Russian | 3358<br>1738<br>4388 | | 1959 Schiffswerft Neptun—Ros<br>341′ 2″ 47′ 3″ 21′ 6″<br>47′ 2″ 25′ 11″<br>1 dk | M<br>4 Ho<br>G.198646<br>4 Ha<br>9W Der 1(15) 8(5) | 2 Oil 4SA each 8Cy. 365×550 mm<br>Görilitzer Masch. | Görilitz<br>12½k |
| **LOLA VEIGA**<br>**Casiano Veiga Garcia and others**<br>Vigo Spanish | 123<br>76<br>— | | 1931 Troncoso y Santodomingo—Vgo<br>*75·5′* 18′ 11″<br>… … … | Wood S Fishing | T 3Cy. 11″ 13″ & 16″<br>140ihp<br>Troncoso y Santodomingo | 70t (c)<br>Vgo<br>7k |
| **LOLI BALBUENA**<br>**Garcia Limon S.A.**<br>la Cristina Spanish | 260<br>—<br>— | | 1965 Empresa Nacl. "Bazan"—Cdz<br>119′ 1″ 23′ 8″ 10′ 2″<br>105′ 0″ 23′ 7½″ 12′ 8″<br>1 dk<br>RW | M Trawler Mchy.aft | Oil 4SA 6Cy.<br>765bhp<br>Caterpillar Tractor Co. | Peoria |
| **LOLINA**<br>**Naviera Angel Alvarez S.A.**<br>viles Spanish | 398<br>188<br>423 | ✠ | 1919–7 Ast. Riera—Gjn<br>*132·0′* 24′ 0″<br>… … …<br>1 dk<br>R | S Mchy.aft<br>1 Ho 61¼′<br>1 Ha (38½′×12¼′)<br>Cr 1(50) Der 1(2) | C 2Cy. 14½″ & 30″×21″<br>148ihp<br>Ast. Riera<br>2×110V d.c. | 56t (c)<br>Gjn<br>7k |
| **LOLITA ARTAZA**<br>lbas-Zabal–39<br>Lolita Artaza–37<br>Harcourt–34<br>**Artaza y Cia.**<br>San Sebastian Spanish | 1511<br>902<br>2510 | ✠ Classed LR until 12/65 | 1925–7 T. v. Duijvendijk Sch.—Lekkerkerk<br>245′ 5″ 37′ 11″ 17′ 6½″<br>245′ 0″ 37′ 9″ 19′ 10″<br>Q150′ F19′ 1 dk & Well dk<br>R | S Mchy.aft<br>G.116673 B.109670<br>4W | T 3Cy. 19″ 31″ & 52″×36″<br>1100ihp<br>H. Versteeg & Zonen | (o.f)<br>Hxd<br>10k |
| **LOLITA GOMEZ**<br>**A. Garcia Rodriguez**<br>Vigo Spanish | 155<br>56<br>— | BV | 1964 Hijos de J. Barreras S.A.—Vgo<br>92′ 5″ 22′ 5″<br>82′ 0″ 22′ 3½″ 11′ 2″<br>1 dk<br>RW | M Trawler<br>2 Ha (4¼′×4¼′) (2½′×2½′) | Oil 4SA 6Cy. 210×300 mm<br>510bhp<br>Gebr. Stork & Co. | 42t<br>Zwolle<br>10½k |
| **LOLLAND**<br>**A/S Sydfyenske Dampskibsselskab**<br>Spodsbjerg Danish | 399<br>148<br>203 | BV | 1955 A/S Svendborg Skibsv.—Svb<br>172′ 11″ 34′ 7″ 9′ 6″<br>… … …<br>1 dk<br>BK5¾″ | TM Ferry | 2 Oil 4SA each 6Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz | Kln<br>13½k |
| **LOLLIK**<br>Partrederiet **Vestlolland**<br>K.A. Rasmussen<br>Nakskov Danish | 300<br>182<br>770 | BV | 1965 Frederikshavns V. & T. A/S—Fkn<br>175′ 7″ 31′ 2″ 11′ 0″<br>158′ 9″ 31′ 0″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 111½′<br>1 Ha (stl) (81½′×21½′)<br>Der 2(3) | Oil 2SA 6Cy. 240×400 mm<br>499bhp<br>Alpha-Diesel A/S<br>2×30kW 380V a.c. | (d.o)<br>Fkn |
| **LOLY**<br>**Jauregui & Cia. S.R.C.**<br>San Sebastian Spanish | 187<br>72<br>— | | 1945 Cia. Euskalduna—Bbo<br>*86·0′* 19′ 8″<br>… … … | M Trawler | Oil 6Cy. 240×370 mm<br>500bhp<br>La Maquinista Terrestre y Mar. | 14t (d.o)<br>Bcl<br>12k |
| **LOMA VICTORY**<br>United **States Department of Commerce**<br>Portland, Or United States | 7643<br>4607<br>10636 | AB | 1945 Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 1″ 28 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′ 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp<br>Joshua Hendy Irn Wks<br>2×300kW 240V d.c. | 2882t (o.f)<br>Sunnyvale |
| **LOMBARDIA**<br>exBarranduna–67<br>Rederi **A/B Svenska Lloyd**<br>Torgeir Christoffersen<br>Gothenburg Swedish | T.Mk<br>5540<br>2852<br>9020<br>**7627**<br>4219<br>— | ✠**100A1** SS 12/65<br>with freeboard<br>Str. nav. ice<br>✠**LMC**<br>MN1610 EL c† | Lch.**1941** Cmd.**1945–6** A/B Götaverken—Got<br>474′ 5″ 58′ 8″ 25′ 8¼″<br>450′ 0″ 58′ 6″ 38′ 0″<br>F98′ 1 dk & S dk, 3rd dk in No. 1 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ DK fwd of mchy. space WB2393t incl. Tunnel tanks 479t | M OSD<br>5 Ho 64′, 67¼′, 62½′, 74¼′, 65′<br>G.588195 B.546920<br>5 Ha (32′, 32½′ 32½′, 32½′, 32½′×18½′)<br>11W Der 1(15) 4(5) | Oil 2DA 7Cy. 620×1400 mm<br>8050bhp B&W<br>A/B Götaverken<br>3×140kW 220V d.c. | 1915t (d.o)<br>Got<br>16¾k |
| **LOMÉ**<br>Republic **of Togo**<br>Lomé Togo | ~~150~~ 93<br>— 29<br>— | GL | 1967 Ruthrorter Schiffs. & Masch.—Duisburg<br>73′ 10″ 22′ 3″ 8′ 4″<br>… … …<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy.<br>295bhp | Kel |
| **LOMITAS**<br>Compania **Peruana de Gas S.A.**<br>Talara Chilean | 117<br>2<br>— | ✠Classed LR until 5/31 | 1928–1 Scott & Sons—Bwg<br>*90·0′* 22′ 1″ 9′ 4¾″<br>21′ 11″<br>R<br>BK7½″ | S Tug<br>1W | T 3Cy. 12″ 20″ & 32″×24″<br>Aitchison, Blair Ltd. | 56t (o.f)<br>Cly<br>9½k |
| **LOMMAREN**<br>Rederi **A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish | 4467<br>2179<br>6350 | ✠**100A1** SS 8/65<br>tunnel side tanks—oil FP<br>above 150° F.<br>Str. nav. ice<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1086 EL a† | 1952–6 Eriksbergs M/V A/B—Got<br>428′ 10″ 57′ 10″ 23′ 6½″<br>400′ 4″ 57′ 5″ 35′ 3″<br>P39′ F96′ 1 dk & S dk, 3rd dk in No. 3 hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ DK fwd WB1738t incl. Tunnel tanks 256t | M (12P) Ref OSD<br>5 Ho 51¼′, 52¾′, 61½′, 58½′, 41¼′, 28¾′DT<br>G.396570 B.370370 In.51630<br>5 Ha (stl) (27′, 32′, 27′, 32′, 27′×20′)<br>10W Der 2(5–15) 8(5) | Oil 2SA 7Cy. 740×1400 mm<br>5430bhp B&W<br>Eriksbergs M/V A/B<br>1×140kW 220V d.c. | 1210t (hvf)<br>Got<br>16½k |

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| 680395<br><br><br>Df Esd<br>Gc Rdr<br>RT | **LOMONOSOVA**<br><br>**U.S.S.R.**<br>Russian | 2925<br>1362<br>3400 | | 1967 F. W. Holming O/Y—Rauma<br>335' 0" 46' 1" 19' 8"<br>305' 9" 46' 0" 22' 6"<br>1 dk | M | Oil 2SA 5Cy. 550×1100 m<br>2900bhp B&W<br>Valmet O/Y Rautpohjan T |
| 521111<br>PKEE | **LOMPOBATANG**<br><br>**P.T. Perusahaan Pelajaran Sulawesi Selatan**<br>Macassar Indonesian | 176<br>86<br>— | | 1944 Commonwealth Govt S.B. Estab. —Mel<br>*120-0'* 24' 0" | TM | 2 Oil each 3Cy. 190×— m<br><br>Atlas Imperial D.E. Co. |
| 521112<br><br><br>RT | **LOMPOBATANG**<br><br>**Republik Indonesia**<br>Djakarta Indonesian | 154<br>—<br>— | | 1961 Ishikawajima-Harima Hvy Ind.—Tok<br>91' 6" 25' 0" 8' 6½"<br>82' 0" 24' 11" 11' 2" | TM Salvage Tug | 2 Oil 4SA each 6Cy. 300×<br>1200bhp MAN<br>Mitsubishi Nippon Hvy Ind. |
| 521113<br>KORW<br>248653<br>Df Esd<br>Gc Rdr<br>RTh | **LOMPOC**<br>exJordan Valley–46<br>**Security First National Bank**<br>Los Angeles United States | 10448<br>6301<br>16580 | AB | 1945 Kaiser Co. Inc.—Pld<br>523' 6" 68' 2" 30' 3½"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.792000 HeCls. BC | S Turb 7240shp driving 1<br>2300V a.c. connected to<br>6000shp (Sv)<br>General Electric Co.<br>2×400kW 440V 60c/s a.c. |
| 542122<br>TFWG<br><br>Df Esd<br>Rdr RT | **LOMUR**<br><br>**Brynjolfur h/f**<br>Keflavik Icelandic | 227<br>103<br>— | NV | 1963 Bolsønes Verft—Molde<br>110' 6" 22' 7" 10' 10½"<br>90' 1" 22' 6" 11' 6"<br>1 dk<br>len 64 | M Trawler | Oil 4SA 8Cy. 8½"×11½"<br>660bhp<br>Lister Blackstone Mar. Ltd. |
| 501956<br>SZQX<br>2774<br>Df Esd<br>Rdr | **LONDINON**<br>exAntares–66<br>**Hellenic Lines Ltd.**<br>Piræus Greek | 2696<br>1443<br>5340 | GL | 1950 Bremer Vulkan—Vgk<br>359' 0" 51' 0" 20' 10"<br>50' 9"<br>F23' 1 dk & S dk<br>RW | S OSD<br><br>G.312101 B.281493<br><br>12W Der 1(30) 2(10) | C 4Cy. (2) 18 1/16" & (2)<br>turb<br>2300ihp Emade40fitted<br>Ottensener Eisenwerk |
| 521115<br>SXYQ<br>1912<br>Df Esd<br>Rdr | **LONDON**<br>exPrinses Maria-Pia–60<br>**Marlogro Cia. Nav. S.A.**<br>Piræus Greek | 2588<br>1332<br>4131 | BV<br>BURNT & SANK 2/69 | 1938 John Cockerill S.A.—Hbk<br>323' 2" 45' 2" 20' 4½"<br>45' 0"<br>F13' 1 dk & S dk<br>R | M OSD<br><br>G.249940 B.226886<br>4 Ha (22½', 29', 29', 22½'×16½')<br>8W Der 2(25) 8(5) | Oil 2SA 6Cy. 500×900 m<br>2500bhp B&W<br>John Cockerill S.A.<br>3×120, 80, 75kW 230V |
| | Now **LONDON II** See New Entries No. 12 | | | | | |
| 541643<br>GLVH<br>305958<br>Df Esd<br>Gc Rdr<br>RTv | **LONDON ADVOCATE**<br><br>**London & Overseas Freighters Ltd.**<br>London British | T.Mk<br>7142<br>3918<br>—<br>10399<br>6058<br>~~12277~~<br>15128 | ✠100A1<br>strengthened for heavy cargoes<br>✠LMC<br>MN1560 EL e†2¾"SQ | 1964–4 N.V. Kon. Maats. "De Schelde" —Fls<br>516' 5" 65' 10" ~~27' 6"/30' 7½"~~ 27' 7"/31' 5¼"<br>469' 4" 65' 7½" 41' 0" ~~27' 7¼"/30' 7½"~~<br>F49' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf nil WB3942t incl. Tunnel tanks 401t<br>DTmf1763t | M ~~OSD/CSD~~<br>5 Ho 65½', 60½', 47½', 86½', 77½'<br>G.793720 B.710882<br>6 Ha (stl) (34½', 42½', 42½', 42½', 34½'×24½') (24½'×4½')<br>12W Der 1(60) 1(40) 5(10) 7(5) | Oil 2SA 6Cy. 760×155<br>7800bhp Sulzer<br>N.V. Kon. Maats. "De S<br>2AuxB 105lb e (ex.g)<br>3×200kW 230V d.c. |
| 672945 | **LONDON ATLAS**<br><br>**Port of London Authority**<br>London British | 688<br>—<br>— | 100A1<br>Class contemplated | Harland & Wolff Ltd.—Lon<br>145' 0" 46' 6" 9' 6"<br>135' 0" 45' 6" 13' 0" | TD-E Floating Crane | 3 Oil 4SA each 8Cy.<br>to 2 elec. motors each<br>to 2 sc. shafts<br>Rolls Royce Ltd. |
| 541237<br>GLWU<br>304713<br>Df Esd<br>Gc Rdr<br>RTv | **LONDON BANKER**<br><br>**London & Overseas Freighters Ltd.**<br>London British | T.Mk<br>7142<br>3918<br>—<br>10399<br>6058<br>12277 | ✠100A1 SS 11/67<br>strengthened for heavy cargoes<br>✠LMC<br>MN1560 EL e†2¾"SQ | 1963–11 N.V. Kon. Maats. "De Schelde" —Fls<br>516' 5" 65' 10" ~~27' 6"/30' 7½"~~<br>469' 4" 65' 7½" 41' 0" 27' 7½"/30' 7½"<br>F49' 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf nil WB3942t incl. Tunnel tanks 401t<br>DTmf1763t | M ~~OSD/CSD~~<br>5 Ho 65½', 60½', 47½', 86½', 77½'<br>G.793720 B.710882<br>6 Ha (stl) (34½', 42½', 42½', 42½', 34½'×24½') (24½'×4½')<br>12W Der 1(60) 1(40) 5(10) 7(5) | Oil 2SA 6Cy. 760×155<br>7800bhp Sulzer<br>N.V. Kon. Maats "De S<br>2AuxB 105lb<br>3×200kW 230V d.c. |
| 521118<br>ZCKB<br>186124<br>Df Esd<br>Gc Rdr | **LONDON BREEZE**<br>exRookley–63<br>exWelsh Trader–61<br>**Cambay Prince S.S. Co. Ltd.**<br>John Manners & Co. Ltd.<br>Hong Kong British | 7897<br>4596<br>10620 | ✠100A1 SS 11/67<br>✠LMC<br>MN660 EL b†2 5/16"SQ | 1954–11 W. Pickersgill & Sons Ltd.—Sld<br>447' 2" 58' 8" 27' 9½"<br>420' 6" 58' 6" 38' 2"<br>2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>WB2384t incl. DTsm683t | M CSD<br>5 Ho 66', 60½', 47½', 57½', 68½'<br>G.556350 B.519010<br>5 Ha (31½', 31½', 23½', 31½', 31½'×24')<br>10W Der 1(25) 4(10) 6(5) | Oil 2SA 4Cy. 600×23<br>3300bhp<br>N.E. Mar. Eng. Co. (19<br>2AuxB 120lb |
| 670797<br>GVLH<br>309901<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LONDON BRIDGE**<br><br>**Bowring S.S. Co. Ltd.**<br>London British | 28467<br>19748<br>48692 | ✠100A1<br>strengthened for ore cargoes, Nos. 2 & 6 holds may be empty (cc)<br>✠LMC<br>MN2760 EL r†2 11/16"U2 | 1967–4 Verolme Dok & Schpsb.—Rozenburg<br>~~674' 2"~~ 98' 2" 39' 4" 674' 2" (incl.BB)<br>636' 9" 98' 0" 56' 0"<br>1 dk<br>NS 9BH<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 81', 66½', 67½', 67½', 67½', 67½', 67½'<br>G.2095839 B.2009900<br>7 Ha (stl) (each 45'×47') | Oil 2SA 6Cy. 900×15<br>13800bhp Sulzer<br>N.V. Kon. Maats. "De<br>2AuxB 100lb (1 o.f.<br>3×450kW 450V 60c/s |
| 651104<br>GQPH<br>307897<br>Df Esd<br>Gc Rdr<br>RTv | **LONDON CITIZEN**<br><br>**London & Overseas Freighters Ltd.**<br>London British | T.Mk<br>7862<br>4367<br>13029<br>10679<br>6136<br>~~16120~~<br>15785 ~~15796~~ | ✠100A1<br>✠LMC<br>MN2000 EL g†2 7/16"SQ | 1965–9 Uddevallavarvet A/B—Udv<br>531' 1" 67' 5" 28' 6½"/31' 3½"<br>493' 2" 67' 3" 43' 3"<br>F51' 2 dks, 3rd dk in No. 1 hold<br>Coll BH to U dk 8 to 2nd dk<br>rf 2" WB3790t incl. Tunnel tanks 252t<br>DTma1400t | M<br>6 Ho 54', 69', 66½', 41', 64', 53½'<br><br>7 Ha (stl) (26½'×19') (40½', 40½', 40½', 40½', 28'×24') (24½'×4')<br>Der 1(30) 1(15) 18(10) | Oil 2SA 8Cy. 760×15<br>10000bhp Götaverken<br>Uddevallavarvet A/B<br>AuxB 105lb<br>3×300kW 440V 60c/s |

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| **LONDON CONFIDENCE**<br>London & Overseas Freighters Ltd.<br>London British | 21393<br>13017<br>— | ✠100A1<br>oil tanker<br>✠LMC<br>MN3303 | SS 9/67<br>EL p†2¹³⁄₁₆″SQ | 1962–6 N.V. Kon. Maats. "De Schelde" —Fls<br>664′ 9″ 88′ 2″ 35′ 6¼″<br>629′ 11″ 87′ 11″ 45′ 6″<br>P144′ F83′ 1 dk<br>15BH<br>rf 4″ WB610t | M Tanker Mchy.aft<br>30 Ta 1 Ho 19¾′<br>L.1524778<br>Der 2(7) 4(5) | HeCls. BC | Oil 2SA 9Cy. 900×1550 mm<br>16515bhp Sulzer 3029t (hvf)–52pd<br>N.V. Kon. Maats. "De Schelde" Fls<br>2AuxB 150℔ e (ex.g) 150℔<br>4×425kW 440V 60c/s a.c. 14½k |
| **LONDON CRAFTSMAN**<br>London & Overseas Freighters Ltd.<br>London British | T.Mk<br>7862<br>4368<br>13010<br>10679<br>6137<br>15775 | ✠100A1<br>✠LMC<br>MN2000 | SS 11/67<br>EL g†2³⁄₁₆″SQ | 1963–11 Uddevallavarvet A/B—Udv<br>531′ 1″ 67′ 7″ 28′ 3½″/31′ 3½″<br>493′ 2″ 67′ 3″ 42′ 3″<br>F51′ 1 dk & S dk, 3rd dk in No. 1 hold<br>Coll BH to S dk 8 to 2nd dk<br>rf 2″ WB3776t incl. Tunnel tanks 252t DTma1392t | M OSD/CSD<br>6 Ho 54′, 69′, 66½′, 41′, 64′, 53¾′<br>G.815950 B.754134<br>7 Ha (stl) (26¾′×19′) (40¼′, 40¾′, 40¾′, 40¾′, 28′×24′) (24½′×4′)<br>18W Der 1(30) 1(15) 18(10) | | Oil 2SA 8Cy. 760×1500 mm<br>10000bhp Götaverken 1540t (hvf)<br>Uddevallavarvet A/B Udv<br>AuxB 100℔<br>3×300kW 440V 60c/s a.c. 16½k |
| **LONDON EXPLORER**<br>ex Overseas Explorer–67<br>London & Overseas Freighters Ltd.<br>London British<br>For later particulars see New Entries No. 1 | 15934<br>9112<br>24700 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1640 | SS 10/63<br>EL k†2⁹⁄₁₆″SQ | 1959–2 Furness S.B. Co. Ltd.— Haverton Hill<br>593′ 2″ 80′ 4″ 32′ 4¼″<br>561′ 0″ 80′ 0″ 42′ 3″<br>P110′ B39′ F67′ 1 dk<br>RW 14BH<br>rf 4″ WB1948t | S Tanker Mchy.aft<br>27 Ta 1 Ho<br>L.1201875<br>1 Ha (11′×12′)<br>Der 2(6) 2(5) 2(4) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8200shp 2400t (o.f)–51pd<br>Richardson Westgarth (Hpl) Hpl<br>2WTB 495℔ Spt 750° F. 465℔ hs15780<br>sg 150℔<br>2×325kW 220V d.c. 14¼k |
| **LONDON HARMONY**<br>London & Overseas Freighters Ltd.<br>London British | 13022 ~~13457~~<br>7352 ~~7371~~<br>19214 | ✠100A1<br>oil tanker<br>LMC<br>MN1560 | ~~SS 11/63~~<br>SS 6/68<br>EL l†2⁷⁄₁₆″SQ | 1959–3 Maats. De Schelde S. & M.—Fls<br>559′ 11″ 71′ 11″ 30′ 0¼″<br>539′ 2″ 71′ 9″ 39′ 5″<br>P117′ B47′ F67′ 1 dk<br>15BH<br>rf 2″ WB358t | M Tanker Mchy.aft<br>27 Ta 1 Ho 16½′<br>L.961395<br>Der 2(6) 2(5) 2(1) | HeCls. BC | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer 1250t (hvf)<br>Maats. De Schelde S. & M Fls<br>2AuxB 180℔<br>3×180kW 230V d.c. 14k |
| **LONDON INDEPENDENCE**<br>London & Overseas Freighters Ltd.<br>London British | 22256<br>13249<br>36205 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3000 | SS 10/66<br>EL q†2⅞″SQ | 1961–9 Uddevallavarvet A/B—Udv<br>698′ 4″ 88′ 2″ 36′ 10″<br>650′ 0″ 88′ 0″ 47′ 0″<br>P127′ B35′ F88′ 1 dk<br>15BH<br>rf 2″ WB609t | TM Tanker Mchy.aft<br>30 Ta 1 Ho 10′<br>L.1620000<br>Der 2(7½) 4(5) | HeCls. BC | 2 Oil 2SA each 8Cy. 760×1500 mm<br>15000bhp 2566t (hvf)–50pd<br>Götaverken<br>Uddevallavarvet A/B Udv<br>3AuxB 150℔<br>2×500kW 450V 50c/s a.c. 16¼k |
| **LONDON LEVIATHAN**<br>Port of London Authority<br>London British | 1075<br>428<br>113 | ✠A1<br>River Thames service<br>✠LMC<br>MN384 | EL n 1³⁄₁₆″SQ | 1965–9 Verschure & Co.'s Schps.— Ams<br>180′ 0″ 58′ 7″ 8′ 0″<br>179′ 0″ 57′ 6″ 13′ 0″<br>1 dk<br>7BH<br>rf nil WB216t | D-E Crane Pontoon<br>1 Ha (7¾′×6½′)<br>Cr 1(60) | | 6 Oil 4SA each 8Cy. 5⅛″×6″ 1920bhp driving 6 gen. each 200kW 440V a.c. connected to 2 elec. motors each 750shp 113t (d.o)<br>Rolls Royce Ltd. Shrewsbury<br>1×38kW 440V 50c/s a.c.<br>Directional propellers 1 fwd 1 aft 9½k |
| **LONDON MAMMOTH**<br>Port of London Authority<br>London British | 1580<br>906<br>— | ~~✠A~~<br>~~harbour service~~<br>~~✠LMC~~<br>✠Class WITHDRAWN at Owners' request 8/68 | ~~SS 7/64~~<br>~~EL (r)~~ | 1926–9 Harland & Wolff Ltd.—Gls<br>201′ 6″ 75′ 4″ 8′ 0″<br>200′ 0″ 75′ 0″ 14′ 0″<br>1 dk<br>R 4BH<br>WB609t incl. DTm19t | TS Crane Barge Mchy.aft<br>Cr 1(200) | | C 4Cy. 13½″ & 27″×18″<br>425ihp 100t (o.f)<br>A. & J. Inglis Ltd. Gls<br>SB 150℔ hs(1673) 3cf ND |
| **LONDON MARU**<br>Mitsui-O.S.K. Lines K.K.<br>Osaka Japanese | 8138<br>4667<br>10649 | | NK | 1953 Mitsubishi Hvy Ind. Reorg.—Kob<br>473′ 5″ 61′ 10″ 28′ 9¾″<br>439′ 8″ 61′ 8″ 38′ 9″<br>F32′ 2 dks<br>RW | M Ref<br>6 Ho<br>G.527308 B.481089 In.8087<br>6 Ha (19′×20′) (40¾′, 35½′, 21¾′, 43′×23′) (23′×20′)<br>18W Der 4(25) 2(15) 4(10) 8(5) | | Oil 2SA 10Cy. 720×1250 mm<br>7500bhp 8119t<br>Mitsubishi Hvy Ind. Reorg. Kob<br>2×310kW 230V a.c. 15½k |
| **LONDON PIONEER**<br>ex Overseas Pioneer–67<br>London & Overseas Freighters Ltd.<br>London British<br>For later particulars see New Entries No. 8 | 16267<br>9480<br>24900 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1640 | SS 5/63<br>EL k†2⁹⁄₁₆″SQ | 1958–12 Furness S.B. Co. Ltd.— Haverton Hill<br>593′ 2″ 80′ 4″ 32′ 4¼″<br>561′ 0″ 80′ 0″ 42′ 3″<br>P110′ B39′ F67′ 1 dk<br>RW 14BH<br>rf 4″ WB1948t | S Tanker Mchy.aft<br>27 Ta 1 Ho<br>L.1201875<br>1 Ha (11′×12′)<br>Der 2(6) 2(5) 2(4) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8200shp 2400t (o.f)–51pd<br>Richardson Westgarth (Hpl) Hpl<br>2WTB 495℔ Spt 750° F. 465℔ hs15780<br>sg 150℔<br>2×325kW 220V d.c. 14½k |
| **LONDON PRESTIGE**<br>London & Overseas Freighters Ltd.<br>London British | 16207<br>9314<br>24310 | ✠100A1<br>strengthened for heavy cargoes<br>✠LMC<br>MN1360 | TD 1/67<br>EL k†2⁹⁄₁₆″SQ | 1954–4 Furness S.B. Co. Ltd.—Haverton Hill<br>591′ 11″ 80′ 4″ 32′ 1¾″<br>560′ 0″ 80′ 0″ 42′ 3″<br>P114′ Q35′ F45′ 1 dk conv tanker 67<br>RW 7BH<br>rf 4″ WB6240t incl. DTf911t | M Bulk Carrier Mchy.aft<br>27 Ta 1 Ho 12½′<br>Der 2(6) 4(5) 1(4) | | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford 2048t (hvf)<br>Richardsons, Westgarth (Hpl) Hpl<br>AuxB 150℔ WTAuxB 150℔<br>2×75kW 110V d.c. 13½k |
| **LONDON RESOLUTION**<br>London & Overseas Freighters Ltd.<br>London British | 16025<br>9216<br>22655 | ✠100A1<br>strengthened for heavy cargoes<br>✠LMC<br>MN1640 | SS 5/66<br>EL k†2⁹⁄₁₆″SQ | 1958–1 Furness S.B. Co. Ltd.—Haverton Hill<br>593′ 2″ 80′ 4″ 30′ 4¼″<br>560′ 7″ 80′ 0″ 42′ 3″<br>P110′ B35′ F45′ 1 dk<br>RW 9BH conv tanker 66<br>rf 4″ WB9576t incl. Topside tanks in holds 3328t Comb. btm & side tanks in holds 4464t | S Bulk Carrier Mchy.aft<br>6 Ho 61¾′, 70′, 70′, 80′, 60′, 60′<br>6 Ha (stl) (31½′, 44′, 31½′, 36′, 36′, 36′×34¾′)<br>Der 12(5) | | 2 S Turb dr geared to sc. shaft<br>8200shp 2137t (o.f)–50pd<br>Richardsons, Westgarth (Hpl) Hpl<br>2WTB 495℔ Spt 750° F. 465℔ hs15780<br>sg 150℔<br>2×325kW 220V d.c. 14k |

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| 540666<br><br>304650<br>RTm | **LONDON SAMSON**<br><br>**Port of London Authority**<br>London British | 1075<br>428<br>120 | ✠A1<br>River Thames service<br>✠LMC<br><br>MN378 EL n 1$\frac{1}{16}$"SQ | 1963–9 N.V. Werf "Gusto"—Slikkerveer<br>180' 0" 58' 7"<br>179' 0" 57' 6" 13' 0"<br>1 dk<br>6BH<br>rf nil WB216t | D-E Crane Pontoon<br><br><br><br>Cr 1(60) | 6 Oil 4SA each 8Cy.<br>driving 6 gen. each<br>connected to 2 elec.<br>750shp (CC)<br>Rolls Royce Ltd.<br>2×25kW 440V 50c/s a.c.<br>Directional propellers 1 |
| 521133<br>GPZJ<br>184756<br>Df Esd<br>Gc Rdr<br>RTv | **LONDON SPLENDOUR**<br><br>**London & Overseas**<br>**Freighters Ltd.**<br>London British | 16054<br>8597<br>24310 | ✠100A1 TD 10/66<br>strengthened for heavy<br>cargoes<br>✠LMC<br>MN1320 EL k†2$\frac{1}{16}$"SQ | 1953–1 Furness S.B. Co. Ltd.—Haverton<br>Hill<br>591' 11" 80' 4" 32' 1½"<br>560' 0" 80' 0" 42' 3"<br>P114' B36' F45' 1 dk<br>RW 9BH conv tanker 66<br>rf 4" WB6240t incl. Topside tanks in holds 3372t Comb. btm & side tanks in holds 2868t | M Bulk Carrier Mchy.aft<br>27 Ta 1 Ho 11½'<br><br><br>Der 2(6) 4(5) 1(4) | Oil 2SA 6Cy. 670×<br>7200bhp Doxford<br>Wallsend Slpwy & Eng. Co.<br>2AuxB 150lb<br>2×75kW 110V d.c. |
| 542458<br>GLPA<br>304576<br>Df Esd<br>Gc Rdr<br>RTv | **LONDON STATESMAN**<br><br>**London & Overseas**<br>**Freighters Ltd.**<br>London British | 8077<br>4363<br>12820<br>10892<br>6196<br>15100 | ✠100A1 SS 10/67<br><br>✠LMC<br><br>MN2000 EL g†2$\frac{1}{16}$"SQ | 1963–6 Uddevallavarvet A/B—Udv<br>531' 1" 67' 7" 28' 3½"/31' 3½"<br>493' 2" 67' 3" 42' 3"<br>F51' 1 dk & S dk, 3rd dk in No. 1 hold<br>Coll BH to S dk 8 to 2nd dk<br>rf 2" WB3776t incl. Tunnel tanks 252t<br>DTma1392t | M OSD/CSD<br>6 Ho 54', 69', 66½', 41', 64', 53¾'<br>G.815950 B.754134<br>7 Ha (stl) (26¾'×19') (40½', 40½',<br>40½', 40½', 28'×24') (24½'×4')<br>18W Der 1(30) 1(15) 18(10) | Oil 2SA 8Cy. 760×1500<br>10000bhp Götaverken<br>Uddevallavarvet A/B<br>AuxB 100lb<br>3×300kW 440V 60c/s a.c. |
| 521135<br><br>187619<br>RTm | **LONDON STONE**<br><br>**Cory Tank Lighterage Ltd.**<br>London British | 438<br>219<br>535 | ✠100A1 SS 7/65<br>oil tanker Coasting service between Ipswich and Southampton<br>✠LMC<br>MN67 EL (g)1$\frac{1}{16}$"SQ | 1957–8 C. Hill & Sons Ltd.—Brs<br>155' 0" 31' 2" 8' 11½"<br>149' 0" 30' 0" 10' 3"<br>Q46' Trunk 81' 1 dk<br>RW 7BH<br>rf nil WB61t | M Tanker Mchy.aft<br>6 Ta | Oil 2SA 4Cy. 250×420<br>336bhp<br>British Polar Engines Ltd.<br>2×20kW 110V d.c. |
| 521136<br>MPCR<br>168860<br>RTm | **LONDON TITAN**<br>exM.O.W.T. 9–47<br>**Port of London Authority**<br>London British | 779<br>300<br>68 | ✠A1 SS 1/66<br>crane ship<br>✠LMC<br>EL (n) | 1943–6 Fleming & Ferguson Ltd.—Psy<br>179' 10" 57' 1" 10' 6"<br>173' 0" 57' 0" 12' 6"<br>4BH<br>rf nil BK8" | TS Crane Ship Mchy.aft<br><br><br>2W Cr 1(60) | C 4Cy. (2) 17" & (2) 34"<br>800ihp<br>Fleming & Ferguson Ltd.<br>2 SB 125lb hs(3220) |
| 521137<br>GFRU<br>301043<br>Esd Pfd<br>RTm | **LONDON TOWN**<br><br>**Hewett Fishing Co. Ltd.**<br>R. P. G. Hewett<br>London British | 228<br>79<br>— | ✠100A1 SS 7/68 ~~SS 6/64~~<br>trawler<br>✠LMC<br>MN97 EL (c) J | 1960–1 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*107·8'* 23' 10"<br>105' 0" 23' 6" 11' 6"<br>F19'<br>RW 4BH<br>rf 12" BK7" | M Trawler | Oil 4SA 6Cy. 9½"×12½"<br>gear<br>484bhp<br>Mirrlees, Bickerton &<br>2×24, 20kW 220V d.c. |
| 521138<br>MXYC<br>187664<br>Df Esd<br>Gc Rdr<br>RTv | **LONDON TRADITION**<br><br>**London & Overseas**<br>**Freighters Ltd.**<br>London British<br>For later particulars<br>see New Entries No. 9 | 15947<br>9098<br>24950 | ✠100A1 SS 7/67 ~~SS 2/62~~<br>oil tanker<br>✠LMC<br>MN1640 EL k†2$\frac{1}{16}$"SQ | 1957–11 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>593' 2" 80' 4" 32' 4½"<br>561' 0" 80' 0" 42' 3"<br>P110' B39' F67' 1 dk<br>15BH<br>rf 4" WB1948t | S Tanker Mchy.aft<br>27 Ta 1 Ho 11½'<br>L.1201956 HeCls. BC<br><br>Der 2(6) 2(5) 2(4) | 2 S Turb dr geared to sc.<br>8200shp<br>Richardsons Westgarth<br>2WTB 495lb Spt 750°F.<br>sg 150lb<br>2×325kW 220V d.c. |
| 521139<br>MXGC<br>187505<br>Df Esd<br>Gc Rdr<br>RTm/v | **LONDON VALOUR**<br><br>**London & Overseas**<br>**Freighters Ltd.**<br>London British | 15947<br>9102<br>24700 | ✠100A1 SS 4/67<br>strengthened for heavy<br>cargoes<br>✠LMC<br>MN1640 EL k†2$\frac{1}{16}$"SQ | 1956–12 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>593' 2" 80' 4" 35' 2½"<br>561' 0" 80' 0" 42' 3"<br>P110' B35' F67' 1 dk<br>RW 8BH conv tanker 67<br>rf 4" WB9127t incl. Comb. btm & side tanks in holds 4464t Topside tanks in holds 3328t | S Bulk Carrier Mchy.aft<br>6 Ho 56½', 68½', 68', 78', 59', 59'<br>G.1132553 B.994118<br>6 Ha (stl) (31½', 44', 31½', 36', 36',<br>36'×34½')<br>12W Der 12(5) | 2 S Turb dr geared to sc.<br>8200shp<br>Richardsons Westgarth<br>2WTB 495lb Spt 750°F.<br>sg 150lb<br>3×325, 325, 75kW 220V |
| 521142<br>GHQD<br>302735<br>Df Esd<br>Gc Rdr<br>RT | **LONDONER**<br><br>**Oregon S.S. Co. Ltd.**<br>London British | T.Mk<br>6951<br>3895<br>—<br>9206<br>5322<br>— | ✠100A1 SS 4/66<br><br>✠LMC<br><br>MN1260 EL e†2¼"SQ | 1961–7 Bartram & Sons Ltd.—Sld<br>498' 8" 63' 2" —/29' 7"<br>466' 11" 63' 0" 40' 9"<br>F45' 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 4" WB3858t incl. DTmf1890t | M (2P)<br>5 Ho 69', 70', 37½', 37½' DT, 72', 72'<br>G.732720 B.684790<br>5 Ha (stl) (36', 37½', 37½', 37½',<br>37½'×25')<br>10W Der 2(10) 8(5) | Oil 2SA 7Cy. 720×<br>6300bhp Sulzer<br>G. Clark (Sld) Ltd.<br>2AuxB 100lb<br>3×200kW 220V d.c. |
| ~~528541~~ | ~~**LONDONER (THE)** See No. 528541 **PRINSESSAN CHRISTINA** (official Swedish name) in the Register~~ | | | | | |
| 521144<br>PVIO<br><br>Df Esd<br>Gc Rdr | **LONDRINA**<br><br>**Companhia de Navegação**<br>**Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | 5430<br>3661<br>— | ✠100A1<br><br>✠LMC<br><br>MN500 EL x 1$\frac{11}{16}$"SQ | 1963–10 Ishikawajima do Brazil—Rio<br>378' 3" 55' 3" 20' 8¾"<br>351' 1" 55' 1½" 30' 2"<br>P102' F37' 2 dks<br>5BH<br>rf 4" WB915t | M Ref Mchy.aft<br>3 Ho 55½', 84', 84'<br>G.323232 B.305049 In.13318<br><br>12W Cr 8(3) Der 2(5) | Oil 2SA 5Cy. 600×<br>2500bhp Sulzer<br>Ishikawajima-Harima<br>AuxB 160lb<br>3×152kW 450V |
| 521145<br>OUNO<br><br>Df Esd<br>Rdr RT | **LONE BRES**<br><br>**Rederiet Nielsen & Bresling**<br>Copenhagen Danish | 399<br>242<br>684 | <br><br>BV | 1962 J. J. Sietas Schiffsw.—Ham<br>169' 8" 29' 4" 11' 6"<br>149' 8" 29' 2" 12' 9"<br>1 dk | M Mchy.aft<br>1 Ho 101'<br>G.31962 B.28088<br><br>3W Der 3(3) | Oil 4SA 6Cy. 320×<br>400bhp<br>Klöckner-Humboldt- |

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| **LONE FRANK**<br>F. Ganderup Jensen<br>Hirshals Danish | 129<br>64<br>— | BV | 1961 Ørskovs Staalskibsværft—Fkn<br>94' 0" 19' 10"<br>19' 6" 10' 1"<br>1 dk<br>len 66 | M Trawler | Oil 2SA 5Cy. 230×400 mm<br>350bhp<br>Alpha-Diesel A/S Fkn |
| **LONE KROGH**<br>Niels B. Terkildsen<br>Partrederi<br>Frederikshavn Danish | 299<br>187<br>555 | BV | 1963 Ørskovs Staalskibsværft—Fkn<br>157' 11" 28' 5" 9' 10¼"<br>141' 9" 28' 4" 11' 8"<br>1 dk | M Mchy.aft<br>2 Ho each 35½<br>Der 2(2) | Oil 2SA 5Cy. 230×400 mm<br>350bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>3×8, 6, 6kW 220V d.c.<br>Controllable pitch propeller |
| **LONE STAR**<br>American Dredging Co.<br>Philadelphia United States | 179<br>78<br>— | | 1949 Alexander Shipyard Inc.—N.Os<br>*81·7'* 25' 0"<br>... ... ... | M Tug | Oil 2SA 12Cy.<br>900bhp Emade42fitted49 (d.o)<br>General Motors Corp. Det<br>2×30kW 120V d.c. |
| **LONE STAR STATE**<br>exMormacwave-55<br>exSea Pike-45<br>States Marine Lines Inc.<br>New York United States | 7808<br>4619<br>12740 | AB | 1943 Western Pipe & Steel Co.—S.Fo<br>492' 0" 69' 7" 29' 4⅞"<br>465' 3" 69' 6" 33' 11"<br>F37' 2 dks & S dk<br>RW<br>rf nil | S (12P) Ref OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.779000 B.734000 In.13000<br>5 Ha (36'×19¾') (30', 37½', 30', 40'×23¾')<br>Der 1(30) 3(10) 16(5) | 2 S Turb dr geared to sc. shaft<br>9350shp 3454t (o.f)<br>General Electric Co. Lyn<br>3×300, 250, 250kW 230V d.c. 17½k |
| **LONE STEVNS**<br>exStevnsland-65<br>K. C. H. Hansen<br>Thurø Danish | 225<br>127<br>240 | BV | 1953 H. C. Christensens Staalskibs.—Marstal<br>137' 10" 21' 4"<br>... ... ...<br>1 dk<br>len 61 | M Mchy.aft | Oil 4SA 3Cy. 290×410 mm<br>210bhp<br>A/S Vølund Cpn |
| **LONE WIESE**<br>WisLine I/S<br>Kai Petersen<br>Copenhagen Danish | 297<br>172<br>835 | BV | 1965 Båtservice Verft A/S—Mandal<br>180' 6" 30' 7" 11' 5"<br>164' 0" 30' 6"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho<br>G.53000 B.48000<br>2 Ha (each 43¾'×19¾') | Oil 2SA 6Cy. 240×400 mm<br>480bhp<br>Alpha-Diesel A/S Fkn |
| **LONELIL**<br>Rederiet A. N. Svarrer<br>Esbjerg Danish | 300<br>155<br>453 | BV | 1962 Nordsøværftet—Ringkøbing<br>144' 1" 25' 0" 9' 10"<br>128' 0" 24' 11" 10' 6"<br>P39' F23' 1 dk | M Mchy.aft<br>1 Ho 83¼'<br>G.21500 B.19470<br>2 Ha (each 28¾'×15¾')<br>2W Der 2(2) | Oil 2SA 4Cy. 230×400 mm<br>300bhp 16t<br>Alpha-Diesel A/S Fkn<br>2×5kW 110V d.c.<br>Controllable pitch propeller 9½k |
| **LONG BEACH**<br>exMarine Flasher-66<br>Litton Industries Leasing Corp.<br>Wilmington, Del United States | 17184<br>13070<br>16977 | AB | 1964 (Cargo section) Ingalls S.B. Corp.—Pascagoula<br>1945 (Fwd & Aft sections) Kaiser Co. Inc.—Vcr, Wash<br>684' 10" 78' 2" 28' 0"<br>658' 0" 78' 0" 47' 0"<br>P143' B392' F64' 2 dks<br>rf nil | S Mchy.aft<br>5 Ho<br>11 Ha | 2 S Turb dr geared to sc. shaft<br>9900shp 2065t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>17k |
| **LONG BEACH**<br>Wilmington Transportation Co.<br>Los Angeles United States | 146<br>99<br>— | | 1943 Decatur Iron & Steel Co.—Decatur<br>*81·1'* 24' 2" 8' 0"<br>82' 0" 24' 0" 10' 6"<br>BK3" | M Tug | Oil 2SA 12Cy. 8½"×10"<br>NE60 77t<br>General Motors Corp. Clv |
| **LONG BEACH MARU**<br>Japan Line Ltd.<br>Kobe Japanese | 34040<br>9593<br>53280 | NK | 1963 Mitsubishi Zosen—Hma<br>741' 6" 103' 11"<br>705' 5" 103' 8" 56' 1"<br>F56' 1 dk | M Ore Carrier Mchy.aft<br>1 Ho 502'<br>G.1177031<br>6 Ha (each 68¾'×34½') | Oil 2SA 9Cy. 750×1500 mm<br>13000bhp 3877t<br>Mitsubishi Zosen Nag<br>2×264kW 450V a.c. 14¾k |
| **LONG HAI**<br>South Seas Shrimp Co.<br>Saigon S. Vietnam | 100<br>41<br>74 | | 1962 Yamanishi Zosen Tekkosho—Ishinomaki<br>97' 3" 17' 9"<br>85' 4" 17' 8½" 8' 10" | M Fishing Mchy.aft<br>3 Ha (each 3¼'×3¼')<br>Der 1(2) | Oil 4SA 6Cy. 260×400 mm<br>320bhp 21t<br>Niigata Eng. Co. Ltd. Niigata<br>10¼k |
| **LONG HOPE**<br>S Olymp, Rederi A/S<br>Skrim & Fearnley & Egers Befragtningsforretning A/S<br>ar Lange<br>lo Norwegian | 29711<br>21094<br>50600 | NV | 1967 Burmeister & Wain—Cpn<br>718' 0" 100' 4" ~~37' 11 15/16"~~ 39' 6½"<br>672' 7" 100' 1" 55' 9"<br>P115' F49' 1 dk | M Bulk Carrier Mchy.aft<br>7 Ho 73¼', 85¾', 63', 89', 63', 83¾', 68¼'<br>G.2213100 B.2156600<br>7 Ha (stl) (40', 58¼', 40', 58¼', 40', 58¼', 40'×42½')<br>Der 2(5) | Oil 2SA 8Cy. 740×1600 mm<br>13200bhp 3050t (hvf)<br>Burmeister & Wain Cpn<br>3×432kW 440V 60c/s a.c. 15k |

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| 542123<br>WATF<br>291692<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **LONG LINES**<br><br>**Transoceanic Cable Ship Co. Inc.**<br>New York United States | 11326<br>4859<br>9310 | AB | Lch.1961 Cmpl.1963 Schlieker Werft—Ham<br>Compl. by Deutsche Werft A.G.—Ham<br>511' 6" 69' 10" 26' 9½"<br>448' 6" 69' 6" 45' 6"<br>1 dk & S dk<br>RW<br>rf 12" | TT-E Cable Ship (12P) OSD<br>Mchy.aft<br>1 Ho 52½'<br>1 Ha (stl) (11½'×11½')<br>Cr 2(7½) | 2 S Turb 10000shp driving<br>175kW 700V d.c. connec<br>motors each 3850shp (C<br>General Electric Co.<br>2×600kW 450V 60c/s a.c.<br>2×500kW 450V 60c/s a.c.<br>Thw. thrust propeller fwd |
| 521155<br>MELV<br>302737<br>Esd Pfd<br>Rdr<br>RTv | **LONG REACH**<br><br>**Port of London Authority**<br>London British | 1972<br>797<br>2159 | ✠100A1 SS 9/65<br>Thames estuary service<br>✠LMC<br><br>MN342 EL q 1 1/16"SQ | 1961–8 Fleming & Ferguson Ltd.—Psy<br>263' 9" 47' 5" 15' 0"<br>250' 0" 45' 6" 19' 0"<br>1 dk<br>RW 5BH<br>rf nil WB237t | TS Grab Hopper Dredger Mchy.aft<br>1 Ho 85'<br><br><br><br>Cr 4(7½) | T 6Cy. 15" 24" & 40"×27"<br>1900ihp<br>Fleming & Ferguson Ltd.<br>2 SB 200lb hs5326 fcf<br>3×47½kW 220V d.c. |
| 521156 | **LONG SINTHU**<br>exLam San–55<br>**S. Ophaswongse**<br>Bangkok Thai | 458<br>326<br>— | | ......................<br>*185·5'* 30' 1"<br>... ... ...<br>1 dk | TM | 2 Oil 4SA each 12Cy. 180×<br><br>Davey, Paxman & Co. Ltd. |
| 521157<br><br>180369<br>Esd Rdr<br>RT | **LONGBOAT**<br>exMorion–52 exEmpire Fang–46<br>**Transport Maritime Harvey Ltée**<br>Quebec Canadian | 387<br>174<br>— | ✱Classed BC until 2/67 | 1945–1 Goole S.B. & R. Co. Ltd.—Goo<br>148' 2" 27' 2" 9' 7"<br>141' 0" 27' 0" 11' 0"<br>P38' F14' Trunk 82' 1 dk | M Mchy.aft | Oil 4SA 6Cy. 8½"×11½"<br>324bhp NE56<br>Blackstone & Co. Ltd. |
| 521158<br>FOXQ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LONGCHAMP**<br><br>**Soc. des Transports Maritimes Pétroliers**<br>Rouen French | 18589<br>11306<br>29586 | BV | 1958 Odense Staalskibs. A/S—Odn<br>656' 6" 81' 3" 34' 0"<br>618' 0" 81' 0" 44' 9"<br>1 dk | M Tanker Mchy.aft<br>24 Ta<br>L.1350000 HeCls. BC<br><br>Der 2(9) 2(5) 2(3) 2(1) | Oil 2SA 10Cy. 740×1600 m<br>13900bhp<br>Burmeister & Wain<br>3×244, 244, 120kW 115V |
| 521159<br><br><br>Df Esd | **LONGFORD**<br>exMarika–58 exTarsian–56<br>exFort St. Paul–51<br>**The People's Republic of China**<br>People's Rep. of China | *7128*<br>*4236*<br>10330 | ✱ | 1943–5 Marine Industries Ltd.—Srl<br>440' 6" 57' 2" 26' 11½"<br>417' 6" 56' 10" 37' 4"<br>2 dks<br>RW | S<br><br>G.527657 B.475647 | T 3Cy. 24½" 37" & 70"×4<br><br>John Inglis Co. Ltd. |
| | Now **HOPING WU SHI** See New Entries No. 8 | | | | | |
| 526884<br>ZEKE<br>172780<br>Df Esd<br>Rdr | **LONGFORD**<br>exPakhoi–63<br>**Peninsular Shipping Co. Ltd.**<br>Ocean Tramping Co. Ltd.<br>Hong Kong British | 2865<br>1704<br>2763 | **BS** Dr 2/66<br><br>**MBS**<br><br>MN306 CT2771 C30 S30 | 1941 Taikoo D. & E. Co.—H.Kg<br>312' 0" 44' 4" 17' 6½"<br>299' 9" 44' 2" 25' 0"<br>P37' B83' F39' 2 dks<br>R 6BH<br>WB628t incl. DTa260t | S CSD<br>4 Ho 47', 69', 33½', 44'<br>G.169342 B.148218<br>4 Ha (16'×14') (31½', 27'×16')<br>(13½'×12')<br>8W Der 2(10) 4(5) 2(2) | T 3Cy. 20" 32" & 53"×<br>1700ihp<br>Taikoo D. & E. Co.<br>2 SB 220lb Spt hs(4<br>2×30, 22kW 110V d.c. |
| 521161<br>GHHU<br>186908<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **LONGSTONE**<br><br>**Bamburgh Shipping Company Ltd.**<br>W. A. Souter & Co. Ltd.<br>Newcastle British | 13062<br>6007<br>18320 | ✠100A1 ~~SS 12/64~~<br>ore carrier SS 5/68<br>✠LMC<br><br>MN900 EL g†2 3/16"SQ | 1960–10 Austin & Pickersgill Ltd.—Sld<br>525' 0" 70' 3" 29' 8"<br>505' 0" 70' 0" 41' 0"<br>P106' F47' 1 dk<br>5BH<br>rf nil WB15352t | M Ore Carrier Mchy.aft<br>2 Ho each 168'<br>G.507800 B.499200<br>6 Ha (stl) (each 40'×28')<br>2W Der 4(5) | Oil 2SA 5Cy. 720×125 m<br>4500bhp Sulzer<br>G. Clark (Sld) Ltd.<br>2AuxB 120lb<br>3×320kW 220V d.c. |
| 521162<br>FPWK<br><br>Df Esd<br>Gc | **LONGUEAU**<br><br>**Robert Colombier**<br>Rouen French | 3630<br>1908<br>5040 | BV<br>BROKEN UP | 1948 Burrard D.D. Co. Ltd.—N.Vcr<br>372' 7" 48' 6" 20' 3"<br>48' 4"<br>P43' B36' F40' 1 dk | S<br><br>G.232969 B.208315<br>4 Ha (33', 38', 38', 42½'×32')<br>8W | Uniflow 4Cy. 25"×28"<br>1810ihp<br>Canadian Vickers Ltd. |
| 521163<br>LHMW<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **LONGVA**<br><br>**A/S Longvatrål**<br>John Longva<br>Ålesund Norwegian | 1092<br>466 | NV | 1962 A. M. Liaaen Skips. & M/V—Ålesund<br>206' 7" 32' 11"<br>175' 1" 32' 10" 23' 8"<br>B25' F52' 2 dks | M Stern Trawling Factory Ship<br>Mchy.aft<br>1 Ho<br><br>2 Ha (each 7½'×5½')<br>Der 3(2) | Oil 4SA 6Cy. 400×580 m<br>1500bhp<br>Klöckner-Humboldt-Deu |
| 670427<br>LKUS<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **LONGVA II**<br><br>**A/S Longvatrål**<br>John Longva<br>Ålesund Norwegian | 1239<br>528<br>925 | NV | 1967 A. M. Liaaen Skips. & M/V—Ålesund<br>217' 11" 32' 11" 16' 10"<br>190' 7" 32' 9½" 23' 7"<br>B28' F8' 2 dks & S dk | M Stern Trawling Factory Ship<br>OSD Mchy.aft<br>3 Ho 59', 37½', 23'<br>B.28393<br>4 Ha (stl) (9½', 9½', 8½'×6½') (3½'×13')<br>1W Der 2(10) 3(3) | Oil 4SA 8Cy. 400×580 m<br>2110bhp<br>Klöckner-Humboldt-Deu<br>3×125kW 380V 50c/s a.<br>Controllable pitch prop |
| 521164<br>KOVH<br>247077<br>Df Esd<br>Gc Rdr<br>RTm/h | **LONGVIEW VICTORY**<br><br>**Victory Carriers Inc.**<br>New York United States | 7639<br>4605<br>10745 | AB | 1944 Oregon S.B. Corp.—Pld<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 78', 81', 75'<br>B.453000<br>3 Ha (stl) (25', 24', 36'×22½')<br>2 Ha (w) (36', 33'×22½')<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to s<br>8500shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 521165<br>FNCW<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **LONGWY**<br><br>**Cie. Générale d'Armements Maritimes**<br>Bordeaux French | 18047<br>7935<br>22223 | BV | 1959 At. & Ch. de la Seine Mtme—LeTrait<br>610' 11" 77' 0" 30' 0½"<br>584' 0" 76' 9" 45' 11"<br>1 dk<br>RW<br>rf nil | M Ore/Oil Carrier Mchy.aft<br>6 Ho 39½', 67½', 67½', 67½', 67½', 67½'<br><br>11 Ha (stl) (each 28½'×32½')<br>Der 2(5) 2(3) | Oil 2SA 8Cy. 760×155<br>10400bhp Sulzer<br>Forg. & Ch. de la Med<br>3×250kW 220V d.c. |

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| **ONICA**<br>Maddalena Onorato-64<br>Arco Felice-59<br>Snöfrid-56 exSigdal<br>~~useppe Looz~~ **Michele Looz**<br>aples Italian | 959<br>579<br>1409 | | RI | **1920** A/S Pusnæs M/V—Arendal<br>221′ 9″ 33′ 1″ 14′ 0″<br>209′ 11″ 32′ 11″ 14′ 6″<br>Q81′ B42′ F25′ 1 dk<br>R | M<br>2 Ho<br>G.70400 B.63500<br>4W | Oil 4SA 8Cy. 320×450 mm<br>865bhp NE57<br>Klöckner-Humboldt-Deutz Kln<br>8¾k |
| **ONK AEL**<br>acquin, Celton & Cie.<br>ouarnenez French | 190<br>75<br>— | | BV | **1959** Ch. Nav. de Cornouaille—Treboul<br>*88·3′* 24′ 10″<br>… … … | Wood M Fishing<br>4 Ha (3′×2½′) (5′×4¼′)<br>(10½′×10½′) (2½′×2′) | Oil 4SA 12Cy. 175×180 mm<br>550bhp 18t<br>Soc. Alsacienne Con. Méc. Mulhouse<br>8k |
| **ONN**<br>kibs A/S Hassel & Skibs<br>A/S Selje<br>S Rederiet Odfjell<br>ergen Norwegian | 9427<br>5339<br>14200 | | NV | **1967** A/S Akers M/V—Osl<br>490′ 2″ 64′ 1″ 29′ 7¼″<br>465′ 4″ 64′ 0″ 38′ 11″<br>1 dk<br>rf 6″ | M Tanker Mchy.aft<br>26 Ta | Oil 2SA 5Cy. 740×1600 mm<br>8200bhp B&W<br>A/S Akers M/V Osl<br>3×364kW 440V 60c/s a.c. |
| **ONNI**<br>ederiet Lonni I/S<br>deri A/S Isafold<br>openhagen Danish | 299<br>191<br>555 | | BV | **1966** Ørskovs Staalskibsværft—Fkn<br>157′ 11″ 28′ 5″ 10′ 3″<br>141′ 8″ 28′ 4″ 11′ 4″<br>P7′ B7′ F7′ 1 dk | M Mchy.aft<br>2 Ho each 35½′<br>G.25000 B.21750<br>2 Ha (each 35½′×16¼′)<br>2W Der 2(2) | Oil 2SA 5Cy. 230×400 mm<br>350bhp (d.o)<br>Alpha-Diesel A/S Fkn<br>2×18kW 220V d.c.<br>Controllable pitch propeller 9½k |
| **OIERSGRACHT**<br>ollethoff's Bevrachtings-kantoor N.V.<br>msterdam Netherland | 500<br>328<br>1175 | ✠100A1<br>Ice Class 2<br>✠LMC<br>MN188 | EL n $1\frac{1}{16}$″SQ | **1966–4** Schps. Gebr. v. Diepen—Waterhuizen<br>239′ 6″ 35′ 9″ 12′ 6¼″<br>214′ 0″ 35′ 5″ 12′ 8″<br>Ba34′ F34′ 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf nil WB361t | M OSD Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>940bhp<br>N.V. Werkspoor Ams |
| **OONG HWA**<br>exSeisho Maru-64<br>isho Maru-59<br>exDaichi Maru-56<br>Fong Shing Shipping Co. Ltd.<br>anama Panamanian | 2359<br>1230<br>3822 | | BV | **1945** Dairen Dkyd—Drn<br>300′ 10″ 44′ 1″ 19′ 3¼″<br>278′ 9″ 43′ 11″ 21′ 9″<br>P21′ B73′ F28′ 1 dk<br>RW len & widened 59 | M Mchy.aft<br>G.142894 B.131457<br>10W Der 1(20) | Oil 4SA 6Cy. 450×650 mm<br>NE58<br>Usuki Tekkosho Tok<br>10k |
| **OOSDRECHT**<br>Langleeclyde-61<br>V. Stoomv. Maats. "De Maas"<br>s. van Ommeren N.V.<br>tterdam Netherland | 6557<br>3769<br>10536 | ✠100A1<br>with freeboard<br>Tunnel side tanks and DTsm—oil FP above 150° F. or vegetable oil<br>✠LMC<br>MN1360 | SS 7/66<br>EL e†2¼″SQ | **1950–9** Blythswood S.B. Co. Ltd.—Gls<br>487′ 9″ 62′ 6″ 27′ 8½″<br>456′ 10″ 62′ 3″ 41′ 7″<br>F46′ 1 dk & S dk, 3rd dk except in aft hold<br>RW Coll BH to S dk 6 to 2nd dk<br>DK fwd of mchy. space WB3286t incl. Tunnel tanks 171t DTsm1509t | M (12P) OSD<br>G.652600 B.599290<br>12W Der 1(50) 4(10) 8(5) 4(3) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford 293t<br>Barclay. Curle & Co. Ltd. Gls<br>AuxB 105lb 15k |
| **SPALMATORI SEAMAN** See New Entries No. 2 | | | | | | |
| **OPAR**<br>rodogradiliste "Cres"<br>res Yugoslav | 133<br>77<br>— | | JR | **1954** Brodogradiliste "Vodopija Ivo-Srecko"—Betina<br>88′ 6″ 20′ 10″ 9′ 10″<br>20′ 8″<br>1 dk | Wood M<br>G.5295 | Oil 4SA 4Cy. 215×360 mm<br>Masch. Kiel G.m.b.H. Kel |
| **OPARJ**<br>S.S.R.<br>urmansk Russian | 680<br>257<br>— | | | **1954** Valmet O/Y—Hfs<br>*177·0′* 29′ 6″<br>177′ 0″ 29′ 4″ 15′ 11″<br>P12′ F43′ | S Trawler | C 4Cy. (2) 11⅝″ & (2) $27\frac{3}{16}$″×$25\frac{3}{16}$″<br>A/B Finnboda Varf Skm |
| **PPERSUM**<br>V. Stoomv. Maats. "Oostzee"<br>nke & Zonen<br>msterdam Netherland | T.Mk<br>6494<br>3488<br>10505 ~~10820~~<br>~~9311~~<br>~~5268~~<br>~~12690~~ | ✠100A1<br>DTm—vegetable oil<br>✠LMC<br>MN1330 | SS 7/67<br>EL d†$2\frac{3}{16}$″SQ | **1957–7** Howaldtswerke Ham. A.G.—Ham<br>490′ 1″ 63′ 1″ 26′ 7″/29′ 2″<br>451′ 0″ 62′ 10″ 39′ 0″<br>P28′ F39′ 2 dks, 3rd dk in fwd holds<br>RW Coll BH to U dk 7 to 2nd dk<br>rf nil WB3309t incl. Tunnel tanks 319t DTm1235t | M (12P)<br>6 Ho 52½′, 68¼′, 72¼′, 40′, 74¾′, 77¼′<br>G.680106 B.613138<br>6 Ha (29¾′, 42½′, 42½′, 42½′, 35′×24′) (10½′×18′)<br>20W Der 4(5–10) 16(3-5) 2(2) 1(1) | Oil 2SA 8Cy. 700×1200 mm<br>6650bhp 1207t (hvf)<br>Howaldtswerke Ham. A.G. Ham<br>AuxB 71lb e (ex.g) 71lb<br>3×200kW 220V d.c. 16k |
| **OPUD**<br>Durmitor<br>antska Plovidba<br>ubrovnik Yugoslav | 268<br>157<br>330 | | JR | **1953** Brodogradiliste "J. L. Mosor"—Trogir<br>*120·0′* 25′ 9″ 14′ 9″<br>… … …<br>1 dk | Wood M<br>1 Ho<br>2 Ha (each 9¾′×13′)<br>Der 2(1) | Oil 6Cy. 267×343 mm<br>400bhp (d.o)<br>Crossley Bros. Ltd. Mch<br>2×2kW 24V d.c. |
| **ORCHA**<br>José Lorenzo-55<br>sé Lorenzo Lorenzo<br>go Spanish | 142<br>62<br>— | | | **1948** Francisco Cardama S.A.—Vgo<br>92′ 3″ 20′ 4″ 10′ 8″<br>… … … | Wood S Trawler | T 3Cy. 7½″ 10″ & $20\frac{3}{16}$″×14″<br>165ihp (o.f)<br>Francisco Cardama S.A. Vgo<br>9k |

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| 521177<br>MRCR<br>185177<br>Df Esd<br>Rdr<br>RTm/v | **LORD ALEXANDER**<br><br>**Hellyer Bros. Ltd.**<br>Hull British | 790<br>277<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN225 | SS 8/66<br><br><br><br>EL (k) z | 1954–4 Cochrane & Sons Ltd.—Sel<br>*183·4'* 32' 2"<br>180' 0" 32' 0" 16' 6"<br>Q96' F35'<br>RW 5BH<br>BK8" WB12t | S Trawler | T 3Cy. 16" 27½" & 45"×30"<br>1250ihp<br>C. D. Holmes & Co. Ltd.<br>SB 225℔ Spt hs(4006)<br>2×17½, 10kW 110V d.c. |
| 521179<br>MWMV<br>186696<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LORD BEATTY**<br><br>**Northern Trawlers Ltd.**<br>Grimsby British | 697<br>238<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN252 | SS 5/68 ~~SS 6/64~~<br><br><br><br>EL (l) z 1 1/16"SQ | 1956–2 Rickmers Werft—Bhn<br>*189·5'* 31' 8"<br>185' 3" 31' 6" 17' 1"<br>F38'<br>4BH<br>rf 27" BK12" | S Trawler | T 3Cy. 430 700 & 1130×<br>LP turb, hydraulic<br>gearing<br>1400ihp<br>Ottensener Eisenwerk<br>SB 228℔ Spt hs4681<br>2×30kW 110V d.c. |
| 521180<br>GVZC<br>187652<br>Df Esd<br>Gc Rdr<br>RT | **LORD BYRON**<br><br>**Norships Ocean Carriers Ltd.**<br>Ships Finance & Management Co. Ltd.<br>London British | 9364<br>5295<br>12927 | ✠100A1<br><br>✠LMC<br><br>MN1240 | SS 1/68<br><br><br><br>EL (d) 2 1/16"SQ | 1957–9 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>501' 3" 62' 9" 29' 11⅝"<br>462' 4" 62' 6" 40' 1"<br>F44' 2 dks<br>RW 7BH<br>rf 3" WB3862t incl. Tunnel tanks 374t | M CSD<br><br>G.682899 B.631865<br><br>10W Der 1(35) 1(20) 10(5) | Oil 2SA 5Cy. 700×2320 mm<br>6200bhp Doxford<br>Scotts' S.B. & Eng. Co.<br>AuxB 120℔ |
| 521183<br>MFTF<br>184276<br>Esd Pfd<br>Rdr<br>RTm/v | **LORD CITRINE**<br><br>**Central Electricity Generating Board**<br>Stephenson Clarke Shipping Ltd.<br>London British | 3274<br>1707<br>4602 | ✠100A1<br><br>✠LMC<br><br>MN290 | SS 5/67<br><br><br><br>EL (u) 2" | 1953–9 Wm. Pickersgill & Sons Ltd.—Sld<br>338' 11" 46' 3" 20' 0"<br>320' 7" 46' 0" 22' 4"<br>P58' Q195' F30' 1 dk<br>R NS 6BH<br>rf 3" WB1545t incl. DTm231t | S Mchy.aft<br>4 Ho 49½', 54', 53¾', 49'<br>G.221930<br>4 Ha (stl) (36'×25') (36', 36', 36'×30')<br>1W | T 3Cy. 19" 31" & 54"×39"<br>1450ihp<br>N.E. Mar. Eng. Co. (1938)<br>SB(s) 220℔ Spt hs(4738)<br>✠NB(p) 3/59–220℔ Spt<br>3×60, 60, 25kW 220V d.c. |
| 521184<br>GVZD<br>187706<br>Df Esd<br>Gc Rdr<br>RT | **LORD CODRINGTON**<br><br>**Norships Ocean Carriers Ltd.**<br>Ships Finance & Management Co. Ltd.<br>London British<br>Now **ARMA** See New Entries No. 5 | 9364<br>5295<br>12947 | ✠100A1<br><br>✠LMC<br><br>MN1240 | ~~SS 12/62~~<br>SS 7/68<br><br><br>EL d†2 1/16"SQ | 1958–1 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>501' 3" 62' 9" 29' 11⅝"<br>462' 4" 62' 6" 40' 1"<br>F44' 2 dks<br>RW 7BH<br>rf 3" WB3860t incl. Tunnel tanks 374t | M CSD<br><br>G.686108 B.634220<br><br>10W Der 1(35) 1(20) 10(5) | Oil 2SA 5Cy. 700×2320 mm<br>6200bhp Doxford<br>Scotts' S.B. & Eng. Co.<br>db 120℔ |
| 521185<br><br>149244 | **LORD COLLINGWOOD**<br>exApoloniusz–49<br>exLord Collingwood–47<br>**St. Anne's Trawling Co. Ltd.**<br>H. Westenborg<br>Milford Haven British | 117<br>50<br>— | ✠Classed LR until 10/60 | | 1930–3 Goole S.B. & R. Co. (1927) Ltd.—Goo<br>*92·3'* 20' 1"<br>92' 0" 20' 0" 10' 0"<br>R<br>BK7½" | M Fishing | Oil 4SA 6Cy. 9½"×12½"<br>318bhp NE58<br>Mirrlees, Bickerton & |
| 521186<br><br><br>RT | **LORD COMBERMERE**<br><br>**West India Rum Refinery Ltd.**<br>Bridgetown British | 131<br>—<br>— | | | 1924 J. Samuel White & Co. Ltd.—Cws<br>85' 0" 20' 0" 10' 0"<br>19' 10"<br>R | S Tug | C 2Cy. 11" & 23"×16"<br>J. Samuel White & Co. |
| 521188<br>KJKC<br>242642<br>Df Esd | **LORD DELAWARE**<br><br>**United States Department of Commerce**<br>Baltimore United States | 7244<br>4445<br>10920 | | <br><br>AB | 1942 Bethlehem-Fairfield—Bal<br>441' 6" 57' 1" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 521189<br><br>300921<br>RTv | **LORD DEVONPORT**<br><br>**Port of London Authority**<br>London British | 109<br>—<br>— | | | 1959 J. Pollock, Sons & Co. Ltd.—Faversham<br>84' 5" 22' 2" 10' 0"<br>77' 9" 21' 0" 11' 6"<br>R<br>rf 12" | M Tug | Oil 2SA 5Cy. 340×570 mm<br>935bhp<br>British Polar Engines Ltd<br>2×27kW 220V d.c. |
| 521191<br>GBKC<br>183392<br>Df Esd<br>Rdr<br>RTm/h/v | **LORD FRASER**<br><br>**Northern Trawlers Ltd.**<br>Grimsby British | 635<br>243<br>— | ~~✠100A1~~<br>~~trawler~~<br>~~✠LMC~~<br><br>BROKEN UP | ~~SS 9/66~~<br><br><br><br>~~EL (l) z~~ | 1949–5 Cochrane & Sons Ltd.—Sel<br>*177·9'* 30' 8"<br>175' 0" 30' 6" 16' 0"<br>Q90' F29'<br>RW 4BH<br>BK8" WB25t | S Trawler | T 3Cy. 15" 25" & 42"×27"<br>1000ihp<br>C. D. Holmes & Co. Ltd<br>SB 225℔ Spt hs(3802)<br>1×15kW 110V d.c. |
| 521192<br>GBXE<br>300931<br>Df Esd<br>Gc Rdr | **LORD GLADSTONE**<br><br>**Norships Ocean Carriers Ltd.**<br>Ships Finance & Management Co. Ltd.<br>London British | 11299<br>6574<br>15552 | ✠100A1<br><br>✠LMC<br><br>MN1800 | SS 6/65<br><br><br><br>EL g†2 1/16"SQ | 1959–6 Scotts' S.B & Eng. Co. Ltd.—Grk<br>529' 10" 67' 6" 31' 3½"<br>490' 3" 67' 3" 42' 3"<br>F44' 2 dks<br>RW 8BH<br>WB4304t incl. Tunnel tanks 319t | M CSD<br><br>G.829069 B.773030<br><br>12W Der 14(3–5) | Oil 2SA 6Cy. 670×<br>9000bhp Doxford<br>Scotts' S.B. & Eng. Co.<br>2AuxB (1 o.f 1 ex.g) |
| 521193<br>MLCX<br>184313<br>Df Esd<br>Rdr<br>RTm/h/v | **LORD HAWKE**<br>exRed Hackle–54<br>**Northern Trawlers Ltd.**<br>Grimsby British | 674<br>237<br>— | ~~✠100A1~~<br>~~trawler~~<br>~~✠LMC~~<br><br>~~MN210~~<br>BROKEN UP | ~~SS 11/66~~<br><br><br>———<br>~~EL (k) z~~ | 1950–11 J. Lewis & Sons Ltd.—Abn<br>*180·5'* 30' 2"<br>... ... ...<br>F30'<br>RW 5BH<br>BK8" WB99t incl. DTsf39t | S Trawler<br><br><br><br>1W | T 3Cy. 15" 25" & 42"×<br>885ihp<br>J. Lewis & Sons Ltd<br>SB 225℔ Spt hs<br>2×25, 10kW 111V d.c. |

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| **ORD HOWE**<br>Red Rose–54<br>**orthern Trawlers Ltd.**<br>imsby British | 674<br>237<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN210 | SS 10/66<br>EL (k) x | 1950–4 J. Lewis & Sons Ltd.—Abn<br>*180·5′* 30′ 2″<br>… … …<br>F30′<br>RW 5BH<br>BK8″ WB99t incl. DTsf39t | S Trawler | T 3Cy. 15″ 25″ & 42″×27″<br>885ihp 320t (o.f)<br>J. Lewis & Sons Ltd. Abn<br>SB 225℔ Spt hs3658 3cf<br>1×25kW 110V d.c. 11k |
| **ORD JELLICOE**<br>**orthern Trawlers Ltd.**<br>imsby British | 594<br>202<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN280 | SS 7/66<br>EL (j) v | 1962–6 Cook, Welton & Gemmell Ltd.—Bev<br>*166·5′* 30′ 5″<br>163′ 7″ 30′ 0″ 16′ 3″<br>F28′<br>RW 4BH<br>rf 30″ BK8″ WB62t | M Trawler | Oil 4SA 8Cy. 15″×20″<br>1400bhp (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>db 100℔<br>2×50kW 220V d.c. |
| **ORD KEITH**<br>**H. Kerr (Ship Chandlers)**<br>Ltd.<br>H. Kerr<br>westoft British | 124<br>51<br>— | ✠Classed LR until 7/57 | | 1930–9 Goole S.B. & R. Co. (1927) Ltd.—Goo<br>*92·3′* 20′ 1″<br>92′ 0″ 20′ 0″ 10′ 0″<br>R<br>BK7½″ | M Fishing | Oil 6Cy. 10½″×14½″<br>NE57<br>Ruston & Hornsby Lcn |
| **ORD LLOYD GEORGE**<br>ord Canning–66<br>**nmore Shipping Ltd.**<br>eus Greek | 11347<br>6685<br>17730 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1100 | Dr 4yrs–11/64<br>EL g†2$\frac{5}{16}$″SQ | 1951–4 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>537′ 9″ 69′ 5″ 29′ 5¼″<br>510′ 0″ 69′ 0″ 37′ 0″<br>P111′ B40′ F55′ 1 dk, 2nd dk clear of cargo tanks<br>RW 12BH<br>WB610t | M Tanker Mchy.aft<br>L.791434 HeCls. BC | Oil 2SA 5Cy. 670×2320 mm<br>5200bhp 1430t–14pd<br>Scotts' S.B. & Eng. Co. Grk<br>2AuxB 150℔ 13¼k |
| **ORD LOVAT**<br>**llyer Bros. Ltd.**<br>British | 713<br>256<br>— | ✠100A1<br>trawler<br>✠LMC | SS 5/67<br>EL (k) y | 1951–1 Cochrane & Sons Ltd.—Sel<br>*181·3′* 31′ 1″<br>178′ 0″ 31′ 0″ 16′ 3″<br>Q94′ F35′<br>RW 6BH<br>BK8″ WB23t | S Trawler | T 3Cy. 16″ 27½″ & 45″×30″<br>1000ihp (o.f)<br>Amos & Smith Ltd. Hul<br>SB 225℔ Spt hs(4050) 3cf<br>2×17½, 10kW 110V d.c. |
| **LORD MOUNT STEPHEN**<br>**Canadian Pacific**<br>**(Bermuda) Ltd.**<br>Hamilton, Bermuda British | 41521<br>24389<br>71534 | ✠100A1<br>oil tanker 757′ 11″(Incl.BB)<br>(cc) crude oil<br>defined ballasting<br>✠LMC<br>MN4140 | EL y†3⅜″SQ | 1966–11 Mitsubishi Hvy Ind. Ltd.—Nag<br>~~757′ 11″~~ 118′ 3″ 43′ 1″<br>713′ 7″ 118′ 0″ 57′ 1″<br>P63′ F72′ 1 dk<br>9BH<br>rf 1″ WB15855t incl. 10386t in clean ballast tanks DTf2830t | M Tanker Mchy.aft<br>17 Ta<br>L.3005271 HeCls. BC | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 1890t (hvf)–66pd<br>Mitsubishi Hvy Ind. Ltd. Nag<br>2WTAuxB Primary 725℔<br>Secondary 242℔ (o.f)<br>WTAuxB 313℔ Spt 242℔ (ex.g)<br>2×700kW 440/230V 60c/s a.c. 16¼k |
| **ORD MOUNTEVANS**<br>**rthern Trawlers Ltd.**<br>msby British | 712<br>256<br>— | ✠100A1<br>trawler<br>✠LMC | SS 7/67<br>EL (k) y | 1951–4 Cochrane & Sons Ltd.—Sel<br>*181·3′* 31′ 1″<br>178′ 0″ 31′ 0″ 16′ 3″<br>Q94′ F35′<br>RW 6BH<br>BK8″ WB23t | S Trawler | T 3Cy. 16″ 27½″ & 45″×30″<br>1000ihp (o.f)<br>Amos & Smith Ltd. Hul<br>SB 225℔ Spt hs(4050) 3cf<br>1×25kW 110V d.c. |
| **RD NELSON**<br>**llyer Bros. Ltd.**<br>British | 1226<br>527<br>— | ✠100A1<br>fishing purposes<br>✠LMC<br>MN400 | SS 10/65<br>EL (o) j†1⅜″SQ | 1961–6 Rickmers Werft—Bhn<br>*221·7′* 36′ 5″<br>210′ 8″ 36′ 1″ 23′ 4″<br>RFD55′ 2 dks<br>Coll BH to U dk 5 to 2nd dk<br>rf 11″ BoxK 16″ WB31t | M Stern Trawling Factory Ship | Oil 4SA 6Cy. 19″×27″<br>2000bhp (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>db 57℔<br>4×280, 105, 105, 40kW 220V d.c.<br>Controllable pitch propeller |
| **RD RITCHIE**<br>**rt of London Authority**<br>ndon British | 109<br>—<br>— | | | 1959 J. Pollock, Sons & Co. Ltd.—Faversham<br>84′ 5″ 22′ 2″ 10′ 0″<br>77′ 0″ 21′ 0″ 11′ 6″<br>R<br>rf 12″ | M Tug | Oil 2SA 5Cy. 340×570 mm<br>935bhp 19½t (d.o)<br>British Polar Engines Ltd. Gls<br>2×27kW 220V d.c. 11½k |
| **RD RODNEY**<br>Eugeniusz–49<br>Lord Rodney–48<br>Jones<br>erdeen British | 107<br>44<br>— | ✠Classed LR until 8/49 | | 1928–7 Goole S.B. & R. Co. (1927) Ltd.—Goo<br>96′ 0″ 19′ 1″ 9′ 3″<br>… … …<br>1 dk<br>R | M Fishing | Oil 3Cy. 14½″×20″<br>NE59<br>A. K. Diesels Lwt |
| **RD ST. VINCENT**<br>**llyer Bros. Ltd.**<br>British | 594<br>202<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN280 | SS 7/66<br>EL (j) v | 1962–9 Cook, Welton & Gemmell Ltd.—Bev<br>*166·5′* 30′ 5″<br>163′ 7″ 30′ 0″ 16′ 3″<br>F28′<br>RW 4BH<br>rf 30″ BK8″ WB62t | M Trawler | Oil 4SA 8Cy. 15″×20″<br>1400bhp (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>db 100℔<br>3×60, 60, 15kW 220V d.c. |
| **RD SELKIRK**<br>**vernment of Canada**<br>**Minister of Transport)**<br>ctou Canadian | 1834<br>663<br>513 | ✠100A1<br>for service between Wood Island, P.E.I. & Caribou, N.S.<br>✠LMC<br>MN500 | SS 4/66<br>EL (t) 1½″SQ | 1958–4 Ferguson Industries Ltd.—Pictou<br>259′ 0″ 54′ 6″ 12′ 0¾″<br>227′ 11″ 52′ 6″ 18′ 0″<br>1 dk<br>6BH<br>rf 15″ WB296t | TM Ferry (300P) | 2 Oil 4SA each 8Cy. 330×600 mm geared to sc. shafts<br>2500bhp (d.o)<br>N.V. Werkspoor Ams<br>3×125kW 440V 60c/s a.c.<br>Controllable pitch propellers 2 fwd 2 aft |

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| 670231<br>ZCVW<br>317156<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **LORD STRATHCONA**<br>**Canadian Pacific**<br>**(Bermuda) Ltd.**<br>Hamilton, Bermuda British | 41524 ~~41089~~<br>24322 ~~66056~~<br>71747 | ✠100A1<br>oil tanker **757' 11"(Incl.BB)**<br>(cc) crude oil<br>defined ballasting<br>✠LMC<br>MN4140 EL y†3½"SQ | **1967-2** Mitsubishi Hvy Ind. Ltd.—Nag<br>~~757' 11"~~ 118' 3" 43' 1"<br>713' 7" 118' 0" 57' 1"<br>P55' F72' 1 dk<br>9BH<br>rf 1" WB15855t incl. 10386t in clean ballast tanks DTf2830t | M Tanker Mchy.aft<br>15 Ta<br>L.2948786 HeCls. BC | Oil 2SA 9Cy. 900×1550 m<br>20700bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd.<br>2WTAuxB primary 725℔<br>secondary 342℔<br>AuxB (ex.g) 313℔ Spt 342℔<br>2×700kW 450V 60c/s a.c. |
| 521215<br><br>149219<br>Esd | **LORD SUFFOLK**<br><br>**Norrard Trawlers Ltd.**<br>Lowestoft British | 120<br>48<br>— | ✠Classed LR until 12/63 | **1929-6** J. Chambers Ltd.—Lwt<br>*92·0'* 20' 1"<br>92' 0" 20' 0" 10' 0"<br>R<br>BK7½" | M Fishing | Oil 4SA 5Cy. 9¾"×10½"<br>335bhp NE59<br>Mirrlees, Bickerton & Day |
| 521217<br>MLTG<br>183469<br>Df Esd<br>Rdr<br>RTm/v | **LORD TEDDER**<br><br>**Hellyer Bros. Ltd.**<br>Hull British | 722<br>260<br>— | ✠100A1 SS 3/67<br>trawler<br>✠LMC<br>EL (k) y | **1951-3** Cochrane & Sons Ltd.—Sel<br>*181·3'* 31' 2"<br>178' 0" 31' 0" 16' 3"<br>Q94' F35'<br>RW 6BH<br>BK8" WB47t incl. DTm24t | S Trawler | T 3Cy. 16" 27½" & 45"×30"<br>1050ihp<br>C. D. Holmes & Co. Ltd<br>SB 225℔ Spt hs(4006)<br>2×17½, 10kW 110V d.c. |
| 521218<br>JXLU<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **LORD VIKING**<br><br>**D/S A/S Laly**<br>C. T. Gogstad & Co.<br>Oslo Norwegian<br>Now **CONCORDIA LORD** See New Entries No. 12 | 5010<br>2769<br>7200 | <br><br>NV | **1960** Drammen Slip & Verk.—Dmn<br>381' 6" 52' 7" 26' 2½"<br>353' 8" 52' 6" 32' 1"<br>2 dks | M Ref Mchy.aft<br>4 Ho 49½', 78¾', 76¾', 49½'<br>G.340480 B.313530 In.27930<br>3 Ha (27', 52', 52'×22')<br>12W Der 1(25) 2(10) 4(5) | Oil 2SA 6Cy. 600×1040 m<br>4100bhp<br>Sulzer Bros. Ltd.<br>3×160kW 440V 60c/s a.c. |
| 521219<br>GPCD<br>184622<br>Df Esd<br>Pfd Rdr<br>RTm/v | **LORD WARDEN**<br><br>**British Railways Board**<br>London British | 3333<br>1156<br>622 | ✠100A– SS 12/65<br>Channel service from ports in U.K. south of Oban and Harwich—Hook of Holland<br>✠LMC<br>MN1600 EL (x) | **1952-4** W. Denny & Bros. Ltd.—Dmb<br>362' 1" 60' 8" 12' 11"<br>347' 7" 59' 0" 17' 9"<br>B233' 2 dks, lower dk clear of mchy. space<br>RW 9BH<br>BK5½" WB348t | TS Ferry (1000P)<br>1 Ha (stl) (14'×24') | 2 S Turb dr geared<br>8000shp<br>W. Denny & Bros. Ltd.<br>3WTB 400℔ Spt hs<br>3×150kW 225V d.c. |
| 521220<br>MSFB<br>181346<br>Df Esd<br>Rdr<br>RTm/h/v | **LORD WAVELL**<br><br>**L. E. Adams**<br>Fleetwood British | 636<br>245<br>— | ✠100A1 SS 1/65<br>trawler<br>✠LMC<br>EL (j) x<br>**SURVEYS OVERDUE—CLASS SUSPENDED 7/68** | **1948-9** Cochrane & Sons Ltd.—Sel<br>*177·9'* 30' 8"<br>175' 0" 30' 6" 16' 0"<br>Q90' F29'<br>RW 4BH<br>BK8" WB37t | S Trawler | T 3Cy. 15" 25" & 42"×2<br>1000ihp<br>C. D. Holmes & Co. Lt<br>SB 225℔ Spt hs(380<br>1×15kW 110V d.c. |
| 521221<br><br>301240<br>RTv | **LORD WAVERLEY**<br><br>**Port of London Authority**<br>London British | 109<br>— | | **1960** J. Pollock, Sons & Co. Ltd.—Faversham<br>84' 5" 22' 2" 10' 0"<br>77' 0" 21' 0" 11' 6"<br>R<br>rf 12" | M Tug | Oil 2SA 5Cy. 340×57<br>935bhp<br>British Polar Engines Lt<br>2×27kW 220V d.c. |
| 521222<br>VVRJ<br>172581 | **LORD WILLINGDON**<br><br>**Government of India**<br>Cochin Indian | 873<br>358<br>864 | ✠Classed LR until 10/33 | **1926-4** W. Simons & Co. Ltd.—Rnf<br>*203·3'* 41' 2" 10' 6"<br>41' 0"<br>F28' 1 dk<br>R | TS Suction Dredger<br>1 Ho 15'<br>2W | C 4Cy. 16½"×33"×21"<br>W. Simons & Co. Ltd. |
| 521223<br>GBJV<br>183388<br>Df Esd<br>Rdr<br>RTm/h/v | **LORD WILLOUGHBY**<br><br>**Northern Trawlers Ltd.**<br>Grimsby British | 636<br>244<br>— | ~~✠100A1~~ ~~SS 4/65~~<br>~~trawler~~<br>~~✠LMC~~<br>**TO BE BROKEN UP** ~~EL (j) x~~ | **1949-2** Cochrane & Sons Ltd.—Sel<br>*177·9'* 30' 8"<br>175' 0" 30' 6" 16' 0"<br>Q90' F29'<br>RW 4BH<br>BK8" WB25t | S Trawler | T 3Cy. 15" 25" & 42"×2<br>1050ihp<br>Amos & Smith Ltd.<br>SB 225℔ Spt hs(38<br>1×15kW 110V d.c. |
| 521224<br>IBUG<br>386<br>Df Rdr | **LOREDAN**<br><br>**"Adriatica" Soc. per Azioni di Nav.**<br>Venice Italian | 1836<br>1036<br>2296 | <br><br>RI | **1946** Cant. Nav. Breda—Ven<br>273' 1" 40' 6" 17' 7½"<br>252' 11" 40' 4" 20' 2"<br>P72' F33' 1 dk | S Mchy.aft<br>5 Ho<br>G.134104 B.121891<br>8W Der 2(25) 8(5) | T 3Cy. 18½" 32$\frac{1}{16}$" &<br>1550ihp<br>S.A. Ansaldo |
| 521225<br><br><br>Df Rdr<br>RT | **LORENA**<br><br>**The People's Republic of China**<br>People's Rep. of China | 288<br>96<br>— | | **1957** A/S Alssund Skibs.—Sönderborg<br>136' 6" 24' 4"<br>121' 10" 24' 3" 13' 0"<br>1 dk | M Ref Mchy.aft | Oil 2SA 6Cy. 230×4<br>B&W<br>Alpha-Diesel A/S |
| 670428<br>LKGQ<br><br>Df Esd<br>Gc Rdr<br>RTh | **LORENA HORN**<br><br>**Kommandittselskapet A/S Lorena & Co.**<br>Ludvig Lorentzen<br>Oslo Norwegian | 497<br>264<br>1004<br>1331<br>852<br>2500 | <br><br>NV | **1967** Ulstein M/V A/S—Ulsteinvik<br>248' 10" 38' 1" 12' 0"/19' 8"<br>228' 8" 38' 0" 23' 1"<br>P80' B50' F40' 1 dk & S dk<br>rf 4" | M Ref OSD/CSD Mchy.aft<br>2 Ho<br>G.75200 B.74200 In.74200<br>3 Ha (stl) (each 21½'×14½')<br>Cr 3(3) | 4 Oil 4SA 2 each<br>159×203 mm ge<br>2400bhp<br>Caterpillar Tractor C<br>2×264kW 220/440V |
| 513700<br>PUZR<br><br>Df Gc | **LORENÇO TAQUES**<br>exGuaraciaba-66<br>**Cinaba Comercio, Industria y Navegaçao Bandeirante S.A.**<br>Rio de Janeiro Brazilian | 2902<br>1606<br>— | <br><br>BV | **1944** Bethlehem Hingham—Hingham<br>*309·0'* 50' 2" 15' 0¾"<br>309' 0" 50' 0" 25' 0"<br>3 dks | TM Mchy.aft | 2 Oil 2SA each 12C<br>General Motors Co |

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| **ORENZO**<br>Marinegra–66<br>Tioga Star–55<br>Norse Mountain–51<br>Clearwater Park–46<br>**Halcoussis**<br>Greek<br>eus | **7171**<br>4390<br>10780 | ~~✠100A1~~<br>~~✠LMC~~<br>**TO BE BROKEN UP** | ~~SS 5/66~~<br>~~EL a12¼"SQ~~ | **1944–1** Victoria Mchy. Depot Co. Ltd.—<br>Vic<br>441′ 6″ 57′ 1″ 27′ 8½″<br>416′ 0″ 56′ 11″ 37′ 4″<br>2 dks<br>RW NS 7BH conv tanker 55<br>WB1979t incl. DTsf674t | S<br>G.562608 B.499399<br>2W Der 2(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1362t (o.f)<br>Canadian Allis-Chalmers Mtl<br>2WTB 250lb Spt 230lb hs(9704) 10½k |
| **ORENZO**<br>**ellyer Bros. Ltd.**<br>British<br>ull | **830**<br>317<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN224 | ~~SS 9/64~~<br>SS 11/68<br>EL (I) a* | **1952–11** Smith's Dock Co. Ltd.—Mdb<br>*189·5′* 32′ 2″<br>185′ 0″ 32′ 0″ 17′ 11″<br>F35′<br>RW 5BH<br>BK7½* WB16t | S Trawler | T 3Cy. 16″ 26½″ & 45½″×27″<br>1246ihp (o.f)<br>Smith's Dock Co. Ltd. Mdb<br>SB 225lb Spt hs(5003) 3cf<br>2×17½, 10kW 110V d.c. |
| **ORENZO C. McCARTHY**<br>**nited States Department of Commerce**<br>dand, Me United States | **7176**<br>4380<br>9135 | | AB | **1945** New England S.B. Corp.—P.Me<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>3 dks, 4th dk fwd<br>rf 6″ | S<br>4 Ho<br>B.499000<br>4 Ha | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2778t (o.f)<br>Filer & Stowell Co. Milwaukee |
| **ORENZO MARCELLO**<br>Artemide–67<br>**Sidarma" Soc. Italiana di**<br>**Armamento S.p.A.**<br>Italian<br>ice | **6127**<br>3523<br>10613<br>8823<br>5256<br>12819 | | AB RI | **1957** C.R.D. Adriatico—Tri<br>476′ 0″ 61′ 9″ 26′ 7¾″/30′ 0¼″<br>440′ 6″ 61′ 8″ 39′ 9″<br>F44′ 1 dk & S dk<br>RW<br>rf 4″ | M OSD/CSD<br>5 Ho 53′, 82′, 44½′, 82′, 51½′<br>G.662758 B.610161<br>5 Ha (stl) (24½′, 51½′, 30½′, 44½′, 25½′×24½′)<br>14W Der 1(50) 1(10) 14(5) | Oil 2SA 7Cy. 720×1250 mm<br>5350bhp Sulzer (hvf)<br>C.R.D. Adriatico Tri<br>3×220, 220, 150kW 220V d.c. |
| **ORENZO ONORATO**<br>Virgo–52 exHoogland–51<br>chille **Onorato fu Vincenzo**<br>Italian<br>aples | **1317**<br>799<br>1968 | ✠Classed LR until 1/56 | RI | **1916–4** Werf De Noord—Alb<br>242′ 0″ 34′ 7″<br>230′ 11″ 34′ 4″ 17′ 3″<br>Q79′ B56′ F26′ 1 dk Well dk<br>R | M<br>3 Ho<br>G.91623 B.88708<br>5 Ha (23′, 29½′×16½′) (13′×13′) (20¾′, 19¾′×16½′) | Oil 4SA 8Cy. 320×480 mm<br>1000bhp NE56 214t (d.o)<br>Motorenw. Mannheim Mhm<br>3×20, 10, 7½kW 110V d.c. 10k |
| **LORETO**<br>exMogador–64<br>Florida**Panama**<br>Lines **Inc.**<br>Panamanian<br>Panama | **1124**<br>475<br>1389 | | BV | **1952** Haarlemsche Schps. Maats.—<br>Haarlem<br>269′ 0″ 39′ 4″ 13′ 11″<br>39′ 2″<br>F72′ 1 dk & S dk | M Ref OSD<br>pt bulk wine carrier<br>In.3567 | Oil 2SA 5Cy. 520×700 mm<br>Masch. Augsburg-Nürnberg Aug<br>12½k |
| **ORETO**<br>unched as J.C.P.-D. 8<br>anish **Govt. (Ministerio de Obras Publicas)**<br>diz Spanish | **661**<br>218<br>— | ✠100A1<br>dredger<br>Santander service | EL (j)1¼"SQ | **1967–7** Soc. Española de Const. Nav.—<br>Cdz<br>191′ 10″ 41′ 1″ 7′ 3$\frac{13}{16}$″<br>179′ 10″ 39′ 4″ 12′ 4″<br>1 dk<br>5BH<br>rf nil WB143t | Bucket Dredger | 1×350kW 400V 50c/s a.c. |
| **ORETO**<br>Woodford–49<br>a. **Carbonifera &**<br>**Industrial de Lota**<br>paraiso Chilean | **252**<br>114<br>— | ✠Classed LR until 7/64 | | **1925–9** W. Simons & Co. Ltd.—Rnf<br>128′ 11″ 27′ 7″ 8′ 0″<br>124′ 0″ 25′ 6″ 10′ 6″<br>1 dk<br>R<br>rf nil | TS Hopper Dredger Mchy.aft | C 4Cy. (2) 13″ & (2) 26″×18″<br>W. Simons & Co. Ltd. Rnf<br>6k |
| **RI DREYER**<br>urt-55 exFriesenland<br>drich **Dreyer**<br>mburg W. German | **356**<br>189<br>470 | | GL | **1913** C. Lühring—Brake<br>162′ 7″ 25′ 2″ 10′ 0″<br>10′ 6″<br>1 dk<br>R len 62 | M Mchy.aft<br>1 Ho<br>G.25544 B.24451<br>1 Ha | Oil 4SA 6Cy. 290×420 mm<br>300bhp Emade51fitted62<br>Masch. Kiel A.G. Kel<br>9k |
| **RMONT**<br>A-5<br>ion des **Remorqueurs de**<br>l'Océan<br>rdeaux French | **143**<br>—<br>— | | BV | **1944** Tampa Marine Corp.—Tampa<br>86′ 5″ 21′ 11″ 8′ 6″<br>21′ 9″ | M Tug<br>1W | Oil 4SA 6Cy. 330×430 mm<br>850bhp 53t (d.o)<br>Busch Sulzer St. Louis<br>2×30kW 110/125V d.c. 9k |
| **RNA**<br>Marineri–53<br>Baron Tweedmouth–51<br>~~erian Steamship Corp.~~<br>evala Cia de Nav. Pinares S.A.<br>rovia ~~Italian Liberian~~<br>gadishu Somali Rep. | **3388** ~~3330~~<br>2079 ~~2088~~<br>5840 | ✱Classed BC until 4/51 | BV | **1927–6** Lithgows Ltd.—P.Gl<br>354′ 0″ 48′ 8″ 21′ 5″<br>339′ 6″ 48′ 7″ 25′ 4″<br>P35′ B104′ F37′ 1 dk<br>R | S<br>G.280424 B.261553<br>10W Der 8(3) 2(2) | T 3Cy. 21½″ 37″ & 62″×39″<br>537t (o.f)<br>J. G. Kincaid & Co. Ltd. Grk<br>9k |
| **RNA**<br>uigi Noll–53 exLinotte<br>lvatore **Dies**<br>Italian<br>les | **342**<br>184<br>400 | | RI | **1918** ......................La Seyne<br>141′ 10″ 24′ 4″ 11′ 10″<br>133′ 2″ 24′ 3″ 12′ 7″<br>1 dk<br>R | M Ref Mchy.aft<br>2 Ho<br>B.61000 In.20350<br>2W | Oil 4SA 6Cy. 265×410 mm<br>300bhp Emade44fitted56 20t<br>S.A. Ansaldo Gen<br>8½k |
| **RNE YORKE**<br>Yorke & Son Ltd.<br>couver Canadian | **149**<br>43<br>— | | | **1961** Star Shipyard (Mercers) Ltd.—<br>N.Westminster<br>92′ 6″ 25′ 0″ 9′ 0″<br>... ... ... | TM Tug | 2 Oil 4SA each 8Cy. 5¾″×8″<br>Caterpillar Tractor Co. Peoria |

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| 521239<br>FOZE<br><br>Df Esd<br>Gc Rdr<br>RT | **LORRAINE**<br><br>**Soc. Française de Transports Pétroliers**<br>Dunkirk French | 18048<br>10284<br>26890 | AB BV | 1958 N.V. Wilton-Fijenoord—Sch<br>629' 6" 80' 7" 33' 7½"<br>590' 7" 80' 4½" 44' 8"<br>P177' B59' F95' 1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>30 Ta<br>L.1204471 HeCls. BC<br><br>Der 1(10) 4(5) | Oil 2SA 6Cy. 750×2500 mm<br>9750bhp Doxford<br>N.V. Wilton-Fijenoord<br>2×330kW 220V d.c. |
| 521240<br>TMRD | **LORRAINE**<br>exMaid of Pinto–55<br>**René Reuter**<br>Nouméa French | *209*<br>*127*<br>— | | 1944 F. Curtis Ltd.—Par, Cornwall<br>*91-4'* 22' 0"<br>... ... ... | Wood M | Oil 4Cy. 265×345 mm<br><br>Crossley Bros. Ltd. |
| 640014<br>TQCK<br><br>Df Esd<br>Pfd Rdr<br>RT | **LORRAINE BRETAGNE**<br><br>**Émile Dudeffant, Émile Lhostellier & Roger Rouello**<br>Lorient French | 342<br>159<br>— | BV | 1964 Fa. C. Amels & Zn. Schpsw. & Mchfbk. "Welgelegen"—Makkum<br>141' 11" 23' 11" 9' 7½"<br>127' 0" 23' 8" 13' 1" | M Trawler<br><br>4 Ha (each 3½'×3½')<br>Der 1(1) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz |
| 521241<br><br>301597<br>Df Esd<br>Pfd Rdr | **LORWOOD**<br><br>**Leslie Fishing Co. Ltd.**<br>John Wood & Son (Abdn.) Ltd.<br>Aberdeen British | 237<br>67<br>— | ✠100A1 SS 8/67<br>trawler<br>✠LMC<br><br>MN132 EL (d) I | 1960–5 T. Mitchison Ltd.—Gts<br>*115-4'* 25' 4"<br>113' 2" 25' 0" 12' 6"<br>F16'<br>5BH<br>rf 36" BK4" WB60t incl. DTm34t | M Trawler | Oil 4SA 8Cy. 8¾"×11½" with gear—2 ahead speeds<br>660bhp<br>Lister Blackstone Mar. Ltd.<br>db 50ft |
| 517254<br>ODKI<br><br>Df Esd<br>Gc Rdr<br>RT | **LORYS K**<br>exJohan–64 exVindeggen–60<br>**Star Steamship Society**<br>Levant Shipping Agency<br>Beirut Lebanese | 2306<br>1104<br>3500 | NV | 1947 W. Gray & Co. Ltd.—Hpl<br>*322-1'* 47' 2" 19' 0"<br>310' 4" 47' 0"<br>P22' F24' 1 dk & S dk | S OSD<br><br>G.223225 B.207260<br>5 Ha (each 24½'×20')<br>10W Der 1(15) | T 3Cy. 21½" 34" & 62"×39"<br>1900ihp<br>George Clark (1938) Ltd. |
| 521242<br>WTKD<br>241153<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **LOS ANGELES**<br>exEsso Bethlehem–62<br>exEsso Albany–47<br>**Litton Industries Leasing Corp.**<br>Wilmington, Del United States | 16395<br>12508<br>15770 | AB | 1963 (Cargo section) Blohm & Voss A.G.—Ham<br>1941 (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>627' 2" 78' 2" 27' 1½"<br>607' 4" 78' 0" 47' 0"<br>F26' 1 dk<br>rf nil conv tanker 63 | S Mchy.aft<br>5 Ho each 80'<br><br>30 Ha (stl)<br>Cr 2(27) | 2 S Turb dr geared to sc.<br>9900shp<br>General Electric Co.<br>2×400kW 230V d.c. |
| 521243<br>SFBN<br>8989<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LOS ANGELES**<br><br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish | T.Mk<br>5600<br>3276<br>—<br>9040<br>5377<br>— | ✠100A1 TD 5/68 ~~SS 1/64~~<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>EL e†2¼"SQ | 1948–8 Kockums M/V A/B—Mmo<br>500' 4" 64' 1" 26' 8"/—<br>465' 10" 63' 11" 39' 10"<br>F98' 1 dk & S dk, 3rd dk except in Nos. 1 & 5 holds, 4th dk in No 3 hold, intermediate 'tween dk aft under raised S dk<br>Coll BH to S dk 6 to 2nd dk<br>WB1990t incl. Tunnel tanks 176t DTf132t | TM Ref OSD/CSD<br><br>G.629000 B.584000 In.142370<br>7 Ha (27', 28½' 28½', 28½', 28½', 28½', 26½'×21')<br>Cr 2(5) 12(3) | 2 Oil 2DA each 7Cy.<br>14000bhp<br>Kockums M/V A/B<br>Controllable pitch prop. |
| 521244<br>WB5610<br>244510 | **LOS ANGELES**<br><br>**Wilmington Transportation Co.**<br>Los Angeles United States | 146<br>99 | | 1943 Decatur Iron & Steel Co.—Decatur<br>*81-1'* 24' 2" 8' 0"<br>82' 0" 24' 0" 10' 6"<br>1 dk<br>BK3" | M Tug | Oil 2SA 8Cy. 215×250 mm<br>700bhp<br>General Motors Corp. |
| 521245<br>YXED<br><br>Df Esd<br>Rdr RT | **LOS COCOS**<br><br>**Terminales Maracaibo C.A.**<br>Puerto La Cruz Venezuelan | ~~300~~ 343<br>~~77~~ 86<br>— | AB | 1958 Equitable Eqpt. Co.—Madisonville<br>105' 0" 13' 6½"<br>97' 6" 27' 0" 14' 9"<br>1 dk<br>BK5" | M Tug | Oil 4SA 8Cy. 17"×21"<br>2100bhp<br>Enterprise Eng. & Mchy. |
| 521246<br>HOMK<br><br>Df Esd<br>Gc Rdr | **LOS HERMANOS**<br>exHaligonian Lad–49<br>exFort Donelson–48<br>**"Victor" Panamanian S.S. Co. S.A.**<br>Panama Panamanian<br>Now **NIASCA** See New Entries No. 8 | 10448<br>6301<br>16658 | AB | 1943 Kaiser Co. Inc.—Pld<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>27 Ta<br>L.792660 HeCls. BC | S Turb 7240shp driving 2300V a.c. connected<br>6000shp (Sy)<br>General Electric Co. |
| 521247<br>EASL<br><br>Esd | **LOS POZOS**<br><br>**Angel Ojeda Pérez**<br>Gijon Spanish | 177<br>108<br>127 | | 1933 Ast. del Cantabrico—Gjn<br>108' 7" 20' 6" 10' 7"<br>20' 4"<br><br>R | M Fishing<br><br><br><br>2W | Oil 4SA 8Cy. 270×420<br>450bhp<br>Deutsche Werke A.G. |
| 521248 | **LOS SAUCES**<br>exIere–59<br>**Jose Francisco Senion Martin Hernandez**<br>Honduran | *835*<br>*408*<br>— | ✠Classed LR until 12/49 | 1929–3 Smith's Dock Co. Ltd.—Mdb<br>188' 10" 33' 2"<br>... ... ...<br>1 dk<br>R | S Mchy.aft | T 3Cy. 13½" 23" & 37"<br><br>Smith's Dock Co. Ltd. |
| 521250<br>KVYO<br>245111<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **LOSMAR**<br>exArthur Fribourg–56<br>exMorris Sigman–47<br>**United States Department of Commerce**<br>Wilmington, Del United States | 7147<br>4380<br>10628 | AB | 1944 Bethlehem-Fairfield—Bal<br>441' 8" 57' 1" 27' 9½"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60½', 72½', 50', 45', 70'<br>G.562000 B.500000<br>5 Ha (33½', 42½', 20', 35', 50'×20')<br>Der 4(10) 8(5) | T 3Cy. 24½" 37" & 70"<br>2500ihp<br>General Mchy. Corp.<br>4×20kW 120V d.c. |

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| **OSSIEBANK**<br>**ank Line Ltd.**<br>drew Weir & Co. Ltd.<br>British<br>asgow | T.Mk<br>6291<br>3626<br>10485<br>8519<br>5071<br>12548 | ✠100A1 SS 9/67<br>DTma—veg. oil or oil<br>FP above 150° F.<br>✠LMC<br>MN1340 EL d†2$\frac{3}{16}$"SQ | 1963–7 Harland & Wolff Ltd.—Bel<br>483' 4" 62' 9" 26' 2"/29' 2¾"<br>450' 10" 62' 6" 38' 6"<br>P40' F43' 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6" WB3155t incl. DTma1494t | M<br>5 Ho 60', 71', 60', 51¾', 67'<br>G.665970 B.604560<br>5 Ha (29½', 35', 27½', 30', 30'×22')<br>15W Der 1(50) 4(10) 10(5) 6(3) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>6700bhp 1119t (d.o)<br>Harland & Wolff Ltd. Bel<br>2AuxB 100℔<br>4×175, 175, 175, 20kW 220V d.c. 15k |
| **OT**<br>S.S.R.<br>Russian<br>rmansk | 690<br>226<br>— | ✠ | 1955–9 A/B Finnboda Varf—Skm<br>207' 0" 30' 8"<br>180' 6" 30' 6" 15' 11"<br>F41'<br>RW<br>rf 8" | S Trawler | C 4Cy. (2) 11⅜" & (2) 27$\frac{3}{16}$"×25$\frac{3}{16}$"<br>A/B Finnboda Varf Skm |
| **OTHAR**<br>eimo Reckmann–65<br>~~Richters~~ Werner Ramm<br>W. German<br>mburg | 776<br>338<br>1220 | GL | 1951 Werft Nobiskrug—Rendsburg<br>228' 9" 34' 1" 13' 7"<br>33' 11" 20' 10"<br>F27' 1 dk & S dk<br>RW | M OSD Mchy.aft<br>G.83000 B.78370<br>2 Ha<br>8W | Oil 4SA 8Cy. 385×580 mm<br>1120bhp 88t<br>Masch. Kiel A.G. Kel<br>12k |
| **OTHIAN LEADER**<br>unched as Midlothian<br>**hian Trawling Co. Ltd.**<br>~~Carnie Ltd.~~ Joe Croan Ltd.<br>British<br>nton | 217<br>90 | ✠100A1 SS 7/68 ~~SS 6/66~~<br>trawler<br>✠LMC<br>MN108 EL (d) I | 1959–10 Livingston & Co.—Pet<br>*108·0'* 23' 4"<br>104' 11" 23' 0" 12' 0"<br>Q54' F19'<br>RW 4BH<br>rf 42" BK6" WB5t | M Trawler | Oil 4SA 6Cy. 10¼"×14½" with flexible coupling, sr & reverse gear<br>540bhp<br>Ruston & Hornsby Lcn |
| **TILA**<br>yneet **Paperitehtaat O/Y**<br>Y Finnlines Ltd.<br>ma/Raumo Finnish | 1739<br>787<br>2530<br>2740<br>1390<br>3725 | NV | 1964 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>300' 5" 46' 0" 17' 9½"/21' 10½"<br>271' 1" 25 11"<br>F39' 1 dk & S dk | M OSD/CSD Mchy aft<br>2 Ho<br>G.182463 B.168597<br>1 Ha (27¾'×25') 3 Ha (each 32¼'×36')<br>5W Cr 2(5) Der 1(20) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer 325t<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>13½k |
| **OTIND**<br>**L'Orsa A/S**<br>Norwegian | ~~200~~ T.Mk<br>~~145~~ 199<br>~~458~~ 144<br>458 | NV | 1967 Seutelvens Verksted—Fks<br>149' 8" ~~149' 10"~~ 24' 4" 10' 1¾"<br>142' 1" 24' 3" 16' 9"<br>1 dk & S dk | TM Tanker ~~OSD~~ Mchy.aft | Oil 4SA 8Cy. 135×160 mm<br>650bhp<br>Klöckner-Humboldt-Deutz |
| **OTOS**<br>bs A/S **Storli, Skibs A/S**<br>Oljetransport **& Stener S.**<br>Müllers **Rederi A/S**<br>S Rederiet Odfjell<br>Norwegian<br>gen | 2999<br>1432<br>4040 | NV | 1965 A/S Akers M/V—Osl<br>330' 11" 44' 7" 19' 11¼"<br>306' 3" 44' 6" 22' 4"<br>1 dk<br>rf 3" | M Tanker Mchy.aft<br>14 Ta | Oil 2SA 5Cy. 420×900 mm<br>2500bhp B&W (hvf)<br>A/S Akers M/V Osl<br>2×220kW 440V 60c/s a.c. |
| **OTOS**<br>S.S.R.<br>Russian | 658<br>280<br>450 | | 1951 Stocznia Gdanska—Gdk<br>*185·7'* 29' 8" 13' 11"<br>29' 6½" 16' 3" | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp |
| **OTRE**<br>ussesund–67<br>nmark **Fylkesrederi &**<br>Ruteselskap<br>mmerfest Norwegian | 146<br>51<br>— | | 1946 Havstad Båtbyggeri—Arendal<br>79' 7" 24' 10" 7' 6"<br>24' 8"<br>B39' 1 dk | Wood M (70P)<br>1 Ho 10¾'<br>1 Ha (7'×5')<br>Der 1(1½) | Oil 2SA 4Cy. 290×310 mm<br>200bhp 3t<br>De Forenede Motorfb. Bgn<br>2×8 & 5kW 220V d.c. 8k |
| **TSMAN**<br>S.S.R.<br>mansk Russian | 684<br>257<br>— | | 1954 Valmet O/Y—Hfs<br>*177·0'* 29' 6"<br>177' 0" 29' 4" 15' 11"<br>P12' F43' | S Trawler | C 4Cy. (2) 11⅜" & (2) 27$\frac{3}{16}$"×25$\frac{3}{16}$"<br>A/B Finnboda Varf Skm |
| **TTE SKOU**<br>Skou **Rederi A/S**<br>Skou<br>penhagen Danish | 4829<br>2502<br>6950<br>7486<br>4227<br>9750 | ✠100A1<br>tunnel tanks—oil FP above 150° F. or veg. oil or latex but not in adjacent tanks<br>✠LMC<br>MN1680 EK b2†$\frac{1}{16}$"SQ | 1966–5 A/S Nakskov Skibsv.—Nkv<br>451' 4" 60' 4" 23' 5½"/28' 5½"<br>412' 7" 60' 2" 36' 9"<br>RAD32' F91' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4" WB2223t incl. Tunnel tanks 893t | M (12P) OSD/CSD<br>5 Ho 45', 67¾', 70¾', 75½', 54¼'<br>4 DTs 5 TwD<br>G.528350 B.471050<br>5 Ha (stl) (27', 40', 37¾', 40¼', 26'×20¼')<br>16W Der 1(30) 1(25) 6(10) 10(5) | Oil 2SA 7Cy. 620×1400 mm<br>8400bhp 2050t (d.o)–25pd<br>Burmeister & Wain Cpn<br>AuxB (o.f) 100℔ AuxB (ex.g) 142℔<br>3×320kW 440V 60c/s a.c. 17½k |
| **TTINGE**<br>**tants Ltd.**<br>B. Constant<br>don British | 4094 ~~4215~~<br>2002 ~~2074~~<br>5900 | ✠100A1 SS 2/68 ~~SS 4/64~~<br>✠LMC<br>MN448 EL w 1$\frac{13}{16}$"SQ | 1956–7 Wm. Gray & Co. Ltd.—W.Hpl<br>381' 7" 51' 3" 21' 8¾"<br>360' 0" 51' 0" 26' 9"<br>P89' F37' 1 dk<br>RW NS 7BH<br>rf 2" WB1962t incl. DTm620t | M Mchy.aft<br>4 Ho 60¾', 49½', 49½', 60¾'<br>G.268145<br>4 Ha (each 38¼'×24')<br>8W Der 8(5) | 2 Oil 2SA each 6Cy. 340×570 mm with sr gearing & hydraulic couplings to sc. shaft<br>2240bhp 300t (d.o)<br>British Polar Engines Ltd. Gls<br>db 100℔<br>3×80kW 220V d.c. 11½k |
| **TUS**<br>gs Star–64 exSteinfalk–63<br>er Jacobsen<br>Norwegian<br>gesund | 292<br>114<br>365 | ~~NV~~ | 1955 C. Lühring—Brake<br>132' 2" 24' 11" 9' 4"<br>121' 0" 24' 7" 10' 2"<br>1 dk<br>RW | M<br>1 Ho 72'<br>G.16000 B.15050<br>2W Der 1(5) 1(4½) | Oil 7Cy. 220×320 mm<br>20t<br>A/S Bergens M/V Bgn<br>9½k |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 521263 | **LOU JEAN** | | 239 | | | 1946 Consolidated Stl Co.— | M Fishing Mchy.fwd | Oil 4SA 6Cy. 305×380 mm |
| WAGO | | | 117 | | | Newport, Cal | 8 Ho | 600bhp |
| 249580 | **Luigi Guidi** | | — | | | 107' 0" 25' 0" | | Enterprise Eng. & Fdry Co. |
| Esd Gc | San Diego | United States | | | | 90' 0" 24' 11" 13' 9" | 8 Ha | |
| 521264 | **LOUCAS MATSAS** | | 235 | ✠100A1 | ~~SS 6/66~~ | 1912-5 Goole S.B. & R. Co. Ltd.—Goo | S Tug | T 3Cy. 15" 24" & 40"×27" |
| SZTM | exVarro-47 | | 47 | tug | TD 10/67 | *100·3'* 25' 7" | | 650ihp |
| 1370 | **Loucas Matsas & Sons** | | — | ✠LMC | | 100' 0" 25' 6" 12' 0" | | Earle's Co. Ltd. |
| Df | Piræus | Greek | | | | | | SB 180lb hs(1600) |
| | | | | | EL (c) | R 3BH | | |
| | | | | | | BK7" WB5t | | |
| 640142 | **LOUCAS N** | | 6983 | ✠100A1 | SS 6/68 | 1964-3 Jos. Boel & Fils—Tamise | M OSD/CSD | Oil 2SA 6Cy. 680×1250 mm |
| SYUL | | | 3681 | | | 482' 0" 63' 9" 26' 4¼"/— | | 6600bhp |
| 2355 | **Ionian Navigation Co. Inc.** | | — | ✠LMC | | 450' 3" 63' 6" 39' 3" | | Sulzer Bros. Ltd. |
| Df Esd | Piræus | Greek | 9615 | | | F88' 1 dk & S dk | | 2AuxB (1 o.f 1 ex.g) 100lb |
| Gc Pfd | | | 5806 | MN1320 | EL d†2⁂"SQ | Coll BH to S dk 7 to 2nd dk | | |
| Rdr | | | — | | | rf nil WB3345t incl. DTmf1255t | | |
| 521913 | **LOUCIA N** | | 4249 | BS✱ | TD 11/68 ~~SS 1/64~~ | 1946-6 W. Pickersgill & Sons Ltd.—Sld | S Ref | T 3Cy. 23½" 37½" & 68"×4 |
| SZOX | exMandama-65 | | 2292 | MBS E✠ | | 401' 2" 53' 10" 23' 1½" | | 1890ihp |
| | exCuthbert-54 exHubert-51 | | — | B✱ | | 380' 0" 53' 6" 25' 6" | G.441000 B.405000 In.58614 | John Brown & Co. Ltd. |
| Df Esd | **"Mouzakies" Ltda. S.A.** | | | ✠Lloyd's RMC | | F36' 2 dks, 3rd dk in No. 2 hold | | 2 SB Spt 220lb SB 220lb |
| Gc | Piræus | Greek | | MN378 | CT5453 C35 | 7BH | | |
| | | | | | | WB1789t incl. DTs516t | | |
| 521266 | **LOUDIMA** | | 6802 | | | 1954 At. & Ch. de la Loire—Nts | M CSD | Oil 2SA 8Cy. 720×1250 mm |
| FOIJ | | | 3995 | | | 459' 7" 55' 10" 26' 2" | | 500bhp Sulzer |
| | **Cie. Maritime des** | | 9140 | | BV | 55' 8" | G.431825 B.393383 | Cie. de Const. Méc. |
| Df Esd | **Chargeurs Réunis** | | | | | B82' F42' 2 dks | 5 Ha (24½', 38¾', 51', 32½', 32¾'×19½') | |
| Gc Rdr | Havre | French | | | | len 61 | 16W Der 1(40) 1(20) 2(12) 4(8) 10(5) | |
| RT | | | | | | | | |
| 672844 | **LOUELLA** | | 168 | | | 1944 Buffalo Ironworks—Bfo | M | 3 Oil each 6Cy. 4½"× |
| | | | 119 | | | *100·7'* 32' 0" | | shaft |
| 317968 | **Louella Co. Ltd.** | | — | | | ... ... ... | | 600bhp NE67 |
| | Nassau | British | | | | 1 dk | | General Motors Corp. |
| 521267 | **LOUGA** | | 6787 | | | 1954 At. & Ch. de la Loire—Nts | M CSD | Oil 2SA 8Cy. 720×12 |
| FOIM | | | 3994 | | | 459' 7" 55' 10" 26' 2" | | 5000bhp Sulzer |
| | **Cie. Maritime des** | | 9168 | | BV | 55' 8" | B.393983 | At. & Ch. de la Loire |
| Df Esd | **Chargeurs Réunis** | | | | | B79' F35' 2 dks | 5 Ha (24½', 38¾', 51', 32½', 32¾'×19½') | |
| Gc Rdr | Havre | French | | | | len 61 | 16W Der 1(40) 1(20) 2(12) 4(8) 10(5) | |
| RT | | | | | | | | |
| 642420 | **LOUGHMAHON II** | | 250 | ✠100A1 | | 1964-10 Orenstein-Koppel & Lbcr. | Bucket Dredger | |
| | | | 217 | dredger | | Masch.—Lbc | | |
| | **Cork Harbour** | | — | Cork harbour service | | 129' 4" 27' 8" | | |
| | **Commissioners** | | | | | 128' 0" 26' 3" 8' 10" | | 1×181kW 400V 50c/s |
| | Cork | Irish Republic | | | EL (d) | 1 dk | Cr 1(4) Der 1(1) | |
| | | | | | | 4BH | | |
| | | | | | | rf nil WB84t | | |
| 521269 | **LOUIS BERNARD** | | 141 | | | 1959 Ch. Maritimes du Midi—Balaguier | M Trawler | 2 Oil 4SA each |
| TOJX | | | 47 | | | *84·7'* 25' 2" | | geared to sc. shaft |
| | **Armement des Déserts** | | 278 | | ~~BV~~ | ... ... ... | | 575bhp |
| Df Esd | Guilvinec | French | | | | | 1 Ha (4'×4') | Etab. Duvant |
| RT | | | | | | | Der 1 | |
| 662108 | **LOUIS CAUBRIERE** | | 200 | | | 1966 Con. Mec. de Normandie—Chb | M Trawler Mchy.aft | 2 Oil 4SA each |
| FTQY | | | 65 | | | 108' 3" 26' 9" 11' 10" | | geared to sc. shaft |
| L5471 | **Société Normande de** | | — | | BV | 93' 6" 26' 1" 13' 2" | | 900bhp |
| Df Esd | **Gestion Maritime** | | | | | 1 dk | 4 Ha (3½', 3½'×3½') (¾'×2¾') | Caterpillar Tractor Co. |
| Pfd Rdr | **Cherbourg** | | | | | | (1½'×2') | |
| | Concarneau | French | | | | | Der 1(½) | |
| 521270 | **LOUIS-CHARLES-** | | 5500 | | | 1952 Ch. Nav. de Caen—Blainville | M | Oil 2SA 8Cy. 620×1 |
| FOBS | **SCHIAFFINO** | | 3101 | | | 414' 3" 54' 6" 23' 9" | pt bulk wine carrier | 4800bhp B&W |
| | **Soc. Algérienne de Nav.** | | 6570 | | BV | 54' 4" | G.293000 B.260000 | Schneider & Cie. |
| Df Esd | **Charles Schiaffino & Cie.** | | | | | B96' F71' 2 dks | 5 Ha (22½'×14¾') (41¾', 29½', 29½', | |
| Rdr RT | Rouen | French | | | | RW | 32'×19½') | |
| | | | | | | | Der 1(30) 8(5) 2(3) | |
| 529831 | **LOUIS DELMAS** | | 8967 | | | 1958 Forg. & Ch. de la Gironde—Bdx | M (2P) OSD/CSD Mchy.aft | Oil 2SA 8Cy. 740×1 |
| | exRocroi-66 | | 4837 | | | 554' 6" 68' 7" 27' 7"/31' 4" | | 10000bhp B&W |
| | **Société Navale Delmas-** | | 13299 | | BV | 68' 3" | G.838928 B.762436 | Soc. Forg. & At. d |
| Df Esd | **Vieljeux** | | 11897 | | | P170' B20' F62' 1 dk & S dk | 5 Ha (stl) (38'×26½') (59¾', 47¾', 43', | |
| Gc Rdr | La Rochelle | French | 6662 | | | | 43'×25¾') | 3×350kW 120V |
| RTm/h/v | | | 16434 | | | | 18W Der 18(10) | |
| 540667 | **LOUIS FÜRNBERG** | | 3011 | | | 1962 Mathias-Thesen-Werft—Wismar | M Stern Trawling Factory Ship | Oil 4SA 8Cy. |
| DAZF | | | 1279 | | | 281' 6" 44' 3" 17' 5" | | 1825bhp |
| | **Fischkombinat Rostock** | | 1662 | | DSRK | 44' 1" 23' 1" | | Masch. Halberst |
| Df Esd | Rostock | E. German | | | | 2 dks | | |
| Gc Pfd | | | | | | RW | | |
| Rdr RT | | | | | | | | |

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|---|---|---|---|---|---|---|
| UIS GIRARD<br>alutiers Malouins<br>S. Malo French | 1565<br>659<br>1600 | | BV | 1957 S.A. des Anc. Ch. Dubigeon—Nts<br>246′ 1″ 38′ 8″ 17′ 2¾″<br>223′ 1″ 38′ 7″ 20′ 8″<br>RW | D-E Trawler<br>3 Ha (each 5′×6½′)<br>Der 1(8) 1(2) | 3 Oil 4SA each 8Cy. 290×360 mm 1900bhp driving 3 gen. connected to 2 elec. motors & sc. shaft<br>505t<br>Cie. de Const. Méc St. Denis<br>14k |
| OUIS JOLLIET<br>a Traverse de Lévis Ltée.<br>ebec Canadian | 950<br>678<br>— | ✠Classed LR until 5/51 | | 1938–6 Davie S.B. & R. Co. Ltd.—Levis<br>170′ 1″ 70′ 0″<br>... ... ...<br>1 dk & Shade dk<br>RW | S Ferry Mchy.aft | T 3Cy. 15½″ 25⅛″ & 42⅛×30″<br>Emade10refitted38 (o.f)<br>Canadian Gen. & Shoe Mchy. Co.<br>Levis |
| OUIS L. D.<br>uis Dreyfus & Cie.<br>nkirk French | 7109<br>3803<br>11280 | | BV | 1957 Ch. de l'Atlantique—St.N<br>453′ 10″ 61′ 0″ 27′ 3″<br>430′ 0″ 60′ 11″ 31′ 1″<br>P100′ B74′ 1 dk & S dk<br>RW<br>rf 3″ | M OSD Mchy.aft<br>5 Ho 61′, 76½′, 44½′, 76½′, 65′<br>G.709500 B.615300<br>6 Ha (stl) (36′, 37¾′, 25′×25′) (13′×7′) (37¾′, 37¾′×25′)<br>10W Der 10(5) | Oil 2SA 7Cy. 720×1250 mm<br>4900bhp Sulzer 1210t (hvf)<br>Ch. de l'Atlantique St. Denis<br>3×160kW 220V d.c. 14k |
| OUIS MÆRSK<br>S D/S Svendborg &<br>S af 1912 A/S<br>. Möller<br>enhagen Danish<br>or later particulars see New Entries No. 1 | 44900<br>—<br>79600 | 100A1<br>Class contemplated | | Odense Staalskibs. A/S—Lindö<br>838′ 8″ 107′ 0″ 46′ 0″<br>800′ 6″ 106′ 9½″ 63′ 0″ | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 900×1550 mm<br>Sulzer Bros. Ltd. Win |
| UIS PASTEUR<br>A. Gautier Frères & Cie.<br>rient French | 418<br>135<br>343 | | BV | 1965 Stocznia im. Komuny Paryskiej—Gdy<br>155′ 6″ 27′ 4″<br>... ... ... | M Trawler<br>4 Ha (each 3½′×3½′)<br>Der 1(4½–1) 2(½) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp 94t<br>Klöckner-Humboldt-Deutz Kln<br>13½k |
| OUIS S.<br>E. G. Heegaard<br>A. E. Sørensen<br>vendborg Danish | 400<br>241<br>575 | | BV | 1961 Husumer Schiffsw.—Husum<br>166′ 7″ 27′ 2″ 10′ 2½″<br>147′ 8″ 27′ 0″ 11′ 5″<br>1 dk<br>RW<br>rf 4″ | M<br>1 Ho 101¾′<br>G.29500 B.27980<br>2 Ha (each 39¾′×16½′)<br>2W Cr 2(2) Der 2(3) | Oil 4SA 6 Cy. 290×420 mm<br>400bhp 30t (d.o)<br>Masch. Kiel A.G. Kel<br>2×10kW 220V d.c. 10k |
| LOUIS S. ST-LAURENT<br>overnment of Canada<br>(Minister of Transport)<br>tawa Canadian | 10400<br>—<br>4294 | 100A1<br>for restricted service<br>Class contemplated | | Canadian Vickers Shipyards Ltd.—Mtl<br>366′ 6″ 80′ 3″ 29′ 6″<br>334′ 0″ 80′ 0″ 43′ 0″ | Tr T-E Icebreaker | 3 S Turb 24000shp driving 3 gen. connected to 3 elec. motors<br>(o.f)<br>Canadian Gen. Elec. Co. Ltd.<br>Peterborough, Ont |
| UIS SLOSS<br>ited States Department of Commerce<br>n Francisco United States | 7216<br>4382<br>10500 | | AB | 1944 Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. |
| UIS SULLIVAN<br>ited States Department of Commerce<br>n Francisco United States | 7216<br>4382<br>10500 | | AB | 1944 Permanente (Shpyd No. 2)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G 560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. |
| UIS TRICHARDT<br>n & Johnson Ltd.<br>e Town S. African | 452<br>151<br>— | ✠Classed LR until 1/57 | | 1954–9 Cook, Welton & Gemmell Ltd.—Bev<br>157′ 6″ 27′ 1″<br>141′ 0″ 27′ 0″ 14′ 0″<br>Q77′ F26′<br>RW<br>rf 33″ BK8″ | S Trawler<br>2 Ho 27½′, 12′ | T 3Cy. 13″ 23″ & 37″×26″<br>650ihp<br>C. D. Holmes & Co. Ltd. Hul<br>1×10kW 110V d.c. |
| UISA<br>Toho Maru–66<br>isa Shipping Co. Inc.<br>rovia Liberian | ~~6849~~ 6919<br>~~3976~~ 4117<br>9409 | | AB | 1951 Nishi Nippon Jukogyo—Nag<br>462′ 6″ 59′ 3″ 26′ 4″<br>434′ 1″ 59′ 1″ 32′ 10″<br>P23′ B181′ F33′ 2 dks<br>RW<br>rf 6″ | M<br>6 Ho<br>G.561845 B.524207<br>6 Ha<br>14W Der 1(30) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp 1167t<br>Nishi Nippon Jukogyo Nag<br>13½k |
| UISA M. ALCOTT<br>ited States Department of Commerce<br>timore United States | 7262<br>4464<br>10920 | | AB | 1943 Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 0″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. |
| UISBURG<br>Elk Island Park–46<br>cific Trading &<br>avigation Ltd.<br>rovia Liberian | 6954<br>4271<br>10130 | BS✻<br>with freeboard<br>MBS✠ | TD 9/67<br>CT6762 C37 | 1943–6 United Shpyds Ltd.—Mtl<br>440′ 6″ 57′ 2″ 26′ 11½″<br>417′ 6″ 56′ 10″ 37′ 4″<br>1 dk<br>RW 7BH<br>WB1365t | S<br>G.519330 B.472010<br>10W | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Dominion Eng. Wks Ltd. Mtl<br>3 SB 220lb Spt hs(7140) 10k |

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| 508677<br><br><br>Df Esd<br>Gc Rdr<br>RTv | **LOUISE**<br>exDavanger-65<br>**Cia. Atlantica Pacifica S.A.**<br>Panama Panamanian | 11602 ~~11627~~<br>6637 ~~6488~~<br>16600 | AB<br>✠Classed LR until 7/59 | 1954-3 Lithgows Ltd.—P.Gl<br>545' 0" 72' 4" 29' 1½"<br>510' 0" 72' 0" 37' 0"<br>P119' B44' F58' 1 dk<br>RW | M Tanker Mchy.aft<br>21 Ta | Oil 2SA 6Cy. 750×1500<br>500 mm B&W<br>J. C. Kincaid & Co. Ltd. |
| 521288<br>HPAI<br>4254-58<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **LOUISE**<br><br>**Caribbean Steamship Co. S.A.**<br>Panama Panamanian | 10851<br>6400<br>17060 | AB | 1957 Uddevallavarvet A/B—Udv<br>534' 8" 70' 4" 30' 7"<br>510' 0" 70' 0" 40' 9"<br>1 dk<br>RW<br>rf 4" | S Bulk Carrier (6P) Mchy.aft<br>Self-unloader<br>5 Ho 46½', 82½', 82½', 82½', 82½'<br>9 Ha (stl) (14'×20') (23', 24½', 24½', 24½', 24½', 24½', 24½', 23'×34')<br>Der 1(10) 1(5) | 2 S Turb dr geared to<br>9900shp<br>General Electric Co.<br>2×500kW 450V 60c/s a.c. |
| 521289<br>DLDN<br><br>Df Esd<br>Rdr RTh | **LOUISE**<br><br>**John C. Helmsing**<br>Helmsing & Grimm<br>Bremen W. German | 1064<br>487<br>1622 | GL | 1957 Schiffb. Unterweser—Bhn<br>237' 2" 35' 5" 15' 2½"<br>216' 7" 35' 4" 17' 3"<br>P58' F23' 1 dk<br>RW | M Mchy.aft<br>1 Ho 135'<br>G 74363 B.69216<br>4 Ha<br>4W Der 4(3) | Oil 4SA 6Cy. 385×500 mm<br>1000bhp<br>Masch. Kiel A.G.<br>2×25, 15kW 220V d.c. |
| 521290<br>PFPE<br><br>Df RT | **LOUISE**<br>exProcyon-61 exKolga-55<br>exLiberty-51 exArdjoeno-37<br>**R. A. Visser**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Groningen Netherland | 312<br>148<br>360 | BV | 1936 Gebr. Niestern & Co.—Dzl<br>136' 1" 24' 1" 8' 10"<br>... ... ...<br>1 dk<br>R | M Mchy.aft<br>G.20000 B.19000<br>2 Ha (34½', 27'×16')<br>Der 2(2) | Oil 2SA 4Cy. 240×380<br>196bhp<br>Appingedammer Brons |
| 521291<br>DGZH<br><br>Esd RT | **LOUISE**<br><br>**Petersen & Alpers**<br>Hamburg W. German | 162<br>—<br>— | GL | 1957 J. Oelkers—Ham<br>94' 10" 25' 1" 10' 0"<br>25' 0" 12' 10"<br>1 dk<br>RW | D-E Tug | 2 Oil 4SA each 6Cy<br>1360bhp driving 2<br>400V d.c. connected<br>each 680shp (WL)<br>Masch. Augsburg-N<br>3×43kW 220V d.c. |
| 521293<br>TKAF<br><br>Df Esd<br>RT | **LOUISE-ANAIS**<br><br>**Jean Marcaillou**<br>La Rochelle French | 170<br>42<br>— | | 1933 Beliard, Crighton & Cie.—Ost<br>111' 6" 21' 4" 15' 9"<br>... ... ...<br>R | M Trawler | Oil 4SA 6Cy. 315×4<br>NE58<br>Etab. Duvant |
| 521294<br>KOWG<br>247582<br>Df Esd<br>Gc | **LOUISE LYKES**<br><br>**Lykes Bros. S.S. Co. Inc.**<br>New Orleans United States | 8180<br>4846<br>11330 | AB | 1945 N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 1" 28' 6½"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>RW<br>rf nil | S (12P)<br>5 Ho 59', 59', 67', 68', 68'<br>G.580845 B.540824<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 1(50) 16(5) | 2 S Turb dr geared<br>6000shp<br>General Electric Co. |
| 650479<br>WLCV<br>299938<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **LOUISE LYKES**<br><br>**Lykes Bros. S.S. Co. Ltd.**<br>Tampa United States | T.Mk<br>7423<br>4008<br>10822<br>10054<br>6324<br>13808 | AB | 1965 Avondale Shpyds Inc.—Avondale<br>540' 0" 76' 2" —/31' 7½"<br>514' 11" 76' 0" 42' 8"<br>Q95' F101' 3 dks<br>RW<br>rf nil | S (4P)<br>6 Ho 62½', 67½', 62½', 62½', 77½', 66'<br>G.808595 B.749885<br>8 Ha (stl) (31½'×20') (40', 35', 35'×27') (42½'×26') (42½', 42½'×16') (32½'×27')<br>20W Der 1(80) 20(15) | 2 S Turb dr geared<br>12500shp<br>Westinghouse Elec. Co<br>2×750kW 450V 60c/s<br>Thw. thrust propeller |
| 641045<br>VC4737<br>319984<br>Esd Pfd<br>Rdr RT | **LOUISE P.**<br><br>**Mace Ltd.**<br>D. W. Gallagher<br>St. John, N.B Canadian | 330<br>157<br>— | ✠Classed LR until 7/65 | 1964-2 St. John S.B. & D.D. Co. Ltd.—St.J<br>116' 6" 26' 4"<br>99' 0" 26' 3" 14' 2"<br>B&F81'<br>rf 32" | M Stern Trawler | Oil 4SA 8Cy.<br>gearing<br>660bhp<br>Blackstone & Co. Ltd. |
| 662121<br><br>326109 | **LOUISE R.**<br><br>**Ritcey Bros. (Fisheries) Ltd.**<br>W. R Ritcey<br>Lunenburg Canadian | 108<br>41<br>— | | 1966 McLean's Shipbuilding—Mahone Bay<br>*90-8'* 22' 6"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 16Cy. 4½"×5"<br>463bhp<br>General Motors Corp. |
| 521295<br>DGLZ<br><br>Df Esd<br>Rdr RT | **LOUISE SCHUPP**<br><br>**E. A. Levers & B. Wilhelmson G.b.R.**<br>J. H. T. Schupp<br>Hamburg W. German | 949<br>452<br>1280 | GL | 1957 Norderwerft Köser & Meyer—Ham<br>219' 10" 34' 11" 13' 8½"<br>195' 8" 33' 2" 16' 5"<br>P51' Q84' F25' 1 dk | M Mchy.aft<br>1 Ho 127½'<br>G.64712 B.61844<br>3 Ha<br>3W Der 3(2) | Oil 4SA 6Cy.<br>750bhp<br>Masch. Kiel A.G. |
| 521296<br><br>179240<br>Esd Gc<br>Rdr RT | **LOUISE SIMARD**<br>exATR4-52<br>**G. Vezina**<br>Sorel Canadian | 627<br>251<br>— | | 1944 Wheeler S.B. Corp.—Whitestone<br>*156-0'* 35' 0"<br>... ... | Wood M Tug | Oil 2SA 10Cy.<br>Fairbanks, Morse |

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| **OUISE SMITS**<br>**arinus Smits**<br>mp's Scheepv. &<br>Handelmaats. N.V.<br>tterdam Netherland | T.Mk<br>**533**<br>262<br>871<br>**1201**<br>654<br>1853 | ✠**100A1**<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN500 EL p 1 7/16″SQ | **1965**–2 Schps. v/h de Groot & v. Vliet—Slikkerveer<br>261′ 8″ 37′ 1″ 12′ 3¼″/17′ 3½″<br>238′ 2″ 36′ 7½″ 20′ 4″<br>Ba41′ F41′ 2 dks<br>Coll BH to U dk 3 to 2nd dk<br>rf 4″ WB376t incl. DTf29t | TM Ref Mchy.aft<br>2 Ho 96½′, 57¾′ 2 TwD 84¾′, 56¼′<br>In.64500<br>2 Ha (48½′, 30½′×16¾′)<br>3W Der 3(3) | 2 Oil 4SA each 8Cy. 320×480 mm<br>2500bhp 300t (d.o)<br>Motorenw. Mannheim Mhm<br>4×160, 160, 160, 28kW 380V a.c. 15k |
| **OUISIANA BRIMSTONE**<br>Louisianan–65<br>Robert E. Hopkins–64<br>Camp Charlotte–47<br>**e Mutual Life Insurance**<br>**Co. of New York**<br>w York United States | **13118**<br>8885<br>24982 | AB | **1965** (Fwd & cargo sections)<br>Newport Ns. S.B. & D.D. Co.—N.Ns<br>**1945** (Aft section)<br>Sun S.B. & D.D. Co.—Chester, Pa<br>612′ 1″ 80′ 2″ 33′ 4″<br>585′ 7″ 80′ 0″ 43′ 6″<br>F70′ 1 dk<br>RW<br>rf 9″ | T-E Chemical Tanker (6P)<br>Mchy.aft<br>5 Ta<br>HeCls. BC | S Turb 7240shp driving 1 gen. 4684kW<br>2500V a.c. connected to 1 elec. motor<br>7000shp (Sy) 748t<br>Westinghouse Elec. & Mfg. Co. Pbg<br>2×600kW 440V 60c/s a.c. 14½k |
| **OUISIANA MARU**<br>**wasaki Kisen K.K.**<br>be Japanese | **9000**<br>5097<br>11850 | NK | **1962** Kawasaki Dkyd Co. Ltd.—Kob<br>514′ 0″ 63′ 10″ 28′ 6″<br>475′ 8″ 63′ 7½″ 40′ 0″<br>F79′ 2 dks, pt 3rd dk | M Ref<br>7 Ho<br>G.663192 B.608227 In.7805<br>6 Ha (27′×17¾′) (42′, 42′, 21′, 42′×23½′) (26¼′×17¾′)<br>18W Der 2(25) 10(10) 6(5) | Oil 2SA 9Cy. 700×1200 mm<br>9000bhp 1260t<br>Kawasaki Dkyd Co. Ltd. Kob<br>3×200kW 445V a.c. 16½k |
| **ISIANA SULPHUR**<br>uisiana Sun–61<br>Palo Alto–48<br>**eanic Sulphur Carriers**<br>**Inc.**<br>w York United States | **9987**<br>6583<br>16390 | AB | **1943** Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 30′ 3½″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW conv tanker 61<br>rf 9″ | T-E Liquefied Chemical Carrier<br>Mchy.aft<br>5 Ta<br>L.792556<br>HeCls. C | S Turb 7240shp driving 1 gen. 5400kW<br>2400V a.c. connected to elec. motor<br>6600shp (Sy) 1432t (o.f)–49pd<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×500kW 440V 60c/s a.c. 15k |
| **OULA B**<br>**Delfini S.A.**<br>Pireus Greek | **815**<br>744<br>— | | **1941** Toronto Shipyards Ltd.—Tto<br>188′ 7″ 28′ 7″<br>28′ 5″<br>1 dk | S Tanker | C 2Cy. |
| **LOULÉA**<br>**Cie. Maritime des**<br>**Chargeurs Réunis**<br>avre French | **6714**<br>3993<br>9114 | BV | **1950** Ch. & At. de St. Nazaire (Penhoët)—St.N<br>459′ 7″ 55′ 10″ 26′ 2″<br>… … …<br>P42′ B78′ F43′ 2 dks<br>len 62 | M CSD<br>B.373474<br>6 Ha (24¾′, 36½′, 51′, 31½′, 31½′, 4′×19½′)<br>16W Der 1(40) 1(20) 4(8) 12(5) | Oil 2SA 8Cy. 720×1250 mm<br>5000bhp Sulzer 765t<br>Cie. de Const. Méc. St. Denis<br>14k |
| **OURDES**<br>unched as J.C.P.-D. 7<br>panish **Govt. (Ministerio de**<br>Obras **Públicas)**<br>adiz Spanish | **691**<br>280<br>— | ✠**100A1**<br>dredger<br>Bilbao service<br>EL(k) 1¼″SQ | **1967**–2 Soc. Española de Const. Nav.—Matagorda<br>199′ 8″ 41′ 1″ 7′ 9¼″<br>179′ 10″ 39′ 4″ 12′ 4″<br>1 dk<br>5BH<br>rf nil WB143t | Bucket Dredger | 1×350kW 400V 50c/s a.c. |
| **URIDO**<br>sé Luis **Barreras**<br>Bolibar **y Hermanos**<br>go Spanish | **226**<br>108<br>140 | BV | **1957** Hijos de J. Barreras S.A.—Vgo<br>115′ 3″ 22′ 7″ 11′ 7¾″<br>97′ 7″ 22′ 3½″ 13′ 0″<br>RW | M Trawler<br>2 Ha | Oil 4SA 6Cy. 270×500 mm<br>430bhp Werkspoor<br>Hijos de J. Barreras S.A. Vgo<br>10¼k |
| **URIZAN**<br>drés **Soto Carnero**<br>Spanish | **202**<br>75<br>— | BV | **1960** Const. Navales P. Freire—Vgo<br>110′ 1″ 22′ 1″<br>95′ 2″ 21′ 10″ 12′ 10″<br>RW | S Trawler<br>2 Ha | T 3Cy. 228 368 & 619×445 mm<br>250ihp 123t (o.f)<br>Const. Navales P. Freire Vgo<br>9½k |
| **URO**<br>Harvest **Corporation**<br>**(Pty) Ltd.**<br>pe Town S. African<br>Now **HARVEST LOURO** See New Entries No. 6 | **199**<br>98<br>— | BV | **1964** Hijos de J. Barreras S.A.—Vgo<br>107′ 7″ 25′ 8″<br>94′ 5″ 25′ 6″ 12′ 9″<br>RW | M Stern Trawler | 2 Oil 4SA each 8Cy. 160×180 mm geared to sc. shaft<br>Masch. Augsburg-Nürnberg |
| **USSIOS**<br>Middle River–61<br>Montello–60<br>Harriet Monroe–47<br>~~Co. Inc.~~ **A. M. C. McGinnity**<br>~~Greek~~<br>British | **7244**<br>4470<br>10974 | AB | **1944** Permanente (Shpyd No. 1)—Richmond<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.562608 B.499673<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>12W Der 1(50) 1(15) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1131t (o.f)<br>Willamette Irn & Stl Corp. Pld<br>3×20kW 120V d.c. 10¾k |
| **UTRE CONSOL**<br>**ticosti Shipping Co.**<br>ntreal Canadian | **799**<br>451<br>1000 | ✠**100A1** ~~Lake SS 5/64~~<br>rough pulpwood carrier<br>River St. Lawrence service to Port Meunier, Anticosti Island<br>✠**LMC** Lake SS 7/68<br>MN240 EL (m) 1⅜″ | **1960**–4 Zaanlandse Schps. Maats. Zaandam<br>208′ 11″ 36′ 5″ 9′ 4½″<br>199′ 2″ 36′ 1″ 14′ 0″<br>Q37′ F13′ 1 dk<br>3BH<br>rf nil WB690t | TM Rough Pulpwood Carrier<br>Mchy.aft<br>1 Ho (open) 140′<br>G.83800 | 2 Oil 4SA each 8Cy. 8¾″×11½″ with sr reverse gear<br>1200bhp 64t<br>Lister Blackstone Mar. Ltd. Dursley<br>10½k |

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| 521309 | **LOVAT**<br>exHaganes–46<br>exFrieda Rehder–45<br>exAltenwerder<br>exAlexanderpolda<br>**U.S.S.R.**<br>Russian | 705<br>341<br>— | | | 1918 Wortelboer & Co.—Westerbroek<br>*180·3'* 26' 11"<br>... ... ...<br>1 dk<br>R | S Mchy.aft | T 3Cy. 14½" 23½" & 38½"<br>H. J. Koopman |
| 521310<br>YTEL<br>Df Esd<br>Rdr RT | **LOVĆEN**<br>**Jugoslavenska Linijska**<br>**Plovidba (Yugoslav Line)**<br>Rijeka Yugoslav | 3383<br>1759<br>4880 | ✠100A1<br>'tween dk tanks—veg. oil<br>Str. nav. ice<br>✠LMC<br>MN980 | SS ~~12/68~~<br>SS 4/68<br>EL x<br>JR | 1954–12 Brodogradiliste III Maj—Rka<br>391' 8" 50' 1" 22' 0"<br>361' 3" 49' 11" 31' 10"<br>F82' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB528t | M OSD<br>G.297248 B.270969<br>10W Der 2(10) 10(5) | Oil 2SA 7Cy. 720 × 1250<br>4900bhp<br>De Schelde N.V.<br>db 71lb |
| 521311<br>JXIZ<br>Df Esd<br>Gc Rdr<br>RTm | **LØVDAL**<br>**Skibs A/S Sunde**<br>Samuelsens Rederi<br>Farsund Norwegian<br>Now **VENTURA** See New Entries No. 9 | 12764<br>7194<br>19250 | | NV | 1960 Marinens Hovedverft—Horten<br>560' 0" 72' 0" ~~30' 6"~~ 30' 8½"<br>531' 2" 71' 10" 39' 3"<br>1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>28 Ta<br>L.911617 HeCls. BC<br>Der 4(5) 2(1½) | Oil 2SA 6Cy. 650 × 2320<br>8000bhp 1960<br>Doxford<br>Marinens Hovedverft<br>3 × 390, 390, 190kW 450V<br>Controllable pitch |
| 521312<br>GKFU<br>304779<br>Df Esd<br>Pfd RT | **LOVEDEN**<br>**Lindsey Trawlers Ltd.**<br>E. Bacon<br>Grimsby British | 212<br>66<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN134 | SS 5/67<br>EL (c) I | 1962–10 Brooke Marine Ltd.—Lwt<br>*106·0'* 23' 5"<br>102' 6" 23' 0" 11' 3"<br>Q58' F15'<br>RW 4BH<br>rf 12" BK5" WB4t | M Trawler | Oil 4SA 5Cy. 12" × 15"<br>coupling & sr reverse<br>670bhp<br>Nat. Gas & O. Eng. Co. |
| 521313<br>5MBK<br>1432<br>Df Esd<br>Gc Rdr<br>RT | **LOVELLIA**<br>**Tanker Owners S.A.**<br>Monrovia Liberian | 28435<br>19161<br>47183 | ✠100A1<br>oil tanker<br>✠LMC<br>MN3000 | SS 5/67<br>EL u 3½"SQ | 1959–10 Bethlehem-Sparrows Pt. Shpyd<br>—Sp.Pt<br>736' 4" 102' 6" 38' 4½"<br>705' 0" 102' 0" 50' 1"<br>P140' B34' F101' 1 dk<br>16BH<br>rf nil WB5924t incl. DTsf4779t | S Tanker Mchy.aft | 2 S Turb dr geared to<br>15000shp<br>Bethlehem Stl Co.<br>2WTB 700lb Spt 850° F<br>sg 125lb<br>2 × 600kW |
| 521315<br>ONLN<br>12599<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LOVERVAL**<br>**Etablissements J. Godefroid**<br>**S.A. & Cobelfret S.p.r.l.**<br>U.B.E.M. Union Belge<br>d'Enterprises Maritimes S.A.<br>Antwerp Belgian | *11840*<br>*6566*<br>19296 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN1120 | SS 4/68 ~~SS 3/64~~<br>~~EL e(2¼"SQ~~<br>EL (h)2¼"SQ | 1959–6 J. Boel & Fils—Tamise<br>565' 0" ~~490' 9"~~ 63' 4" ~~00' 0½"~~ 31' 10"<br>536' 0" ~~469' 0"~~ 63' 0" 42' 10"<br>P103' F46' 1 dk<br>RW<br>NS 10BH len 68<br>rf 5" DK fwd WB7050t incl. Topside tanks in holds 2197t DTf595t | M Bulk Carrier Mchy.aft<br>5 Ho 60', 59½', 65½', 62', 61'<br>G.655091 B.632842<br>5 Ha (stl) (each 47¾' × 30½')<br>Der 4(1) | Oil 2SA 7Cy. 700 × 1200<br>5600bhp MAN<br>Soc. d'Electricité &<br>db 100lb<br>3 × 180kW 440V 60c/s |
| 661809<br>LGLH<br>Df Esd<br>Gc Rdr<br>RT | **LOVIK**<br>**Arnulf L'Orsa A/S & Skips**<br>**A/S Unni**<br>Arnulf L'Orsa A/S<br>Oslo Norwegian | 198<br>132<br>423 | | NV | 1966 Seutelvens Verksted—Fks<br>141' 5" 24' 4" 10' 0¾"<br>135' 2" 24' 3" 10' 2"<br>1 dk & S dk | TM Tanker OSD Mchy.aft<br>8 Ta<br>L.20000 | 2 Oil 4SA each 12Cy.<br>500bhp<br>Klöckner-Humboldt- |
| 521316<br>LDJM<br>Esd RT | **LOVIMA**<br>exStar XIV–46<br>**Bernt Berntsen Partrederi**<br>Stavanger Norwegian<br>Now **STEIN-BERG** See New Entries No. 7 | 280<br>113<br>320 | | NV | 1929 Nylands Verksted—Osl<br>122' 8" 23' 10" 14' 6"<br>121' 10"<br>1 dk<br>R conv whaler 48 | M Mchy.aft<br>1 Ho<br>G.13000<br>1 Ha (36½' × 13')<br>1W Der 1(4) | Oil 2SA 4Cy. 280 × 420<br>400bhp NE62<br>Wichmann Mtrf. |
| 529517<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **LOVISA**<br>exRimja Dan–68<br>**Lovisa Ångfartygs A/B**<br>A/B R. Nordström & Co. O/Y<br>Lovisa Finnish | 3407<br>1971<br>4207 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN578 | SS 12/64<br>EL v 1 11/16"SQ | 1960–3 Fr. Lürssen—Vgk<br>327' 1" 47' 9" 22' 1½"<br>295' 3" 47' 7" 26' 11"<br>RFD33' 2 dks<br>NS 6BH<br>rf 4" WB1011t incl. DTf187t | M (4P) Mchy.aft<br>3 Ho 43', 91½', 52½'<br>G.218000 B.198000<br>3 Ha (stl) (29', 69' comb., 33½' × 20')<br>8W Der 1(25) 8(5) | Oil 2SA 5Cy. 500 × 1100<br>2890bhp B&W<br>Frd. Krupp A.G.<br>3 × 170kW 220V d.c. |
| 533573<br>LKIN<br>Df Gc<br>Rdr RT | **LOVISA**<br>exSouthern Truce–67<br>**Bernt Berntsen**<br>Stavanger Norwegian | 389<br>215<br>— | ✱Classed BC until 11/63 | NV | 1945–9 Smith's Dock Co. Ltd.—Mdb<br>147' 11" 26' 4" 13' 5½"<br>138' 9" 26' 3" 14' 9"<br>1 dk<br>conv whaler 67<br>BK7½" | M Mchy.aft<br>1 Ho<br>1 Ha (53½' × 13½')<br>2W Der 2 | Oil 2SA 3Cy. 300 × 450<br>750bhp NE67<br>Wichmann Mtrf. |
| 521317<br>SLDN<br>9446<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LOVISA GORTHON**<br>**Rederi A/B Gylfe**<br>Stig Gorthon<br>Helsingborg Swedish | T.Mk<br>**2047**<br>1002<br>3720<br>**3327**<br>1910<br>4790 | ✠100A1<br>Str. nav. ice at draught not exceeding 19' 1"<br>✠LMC<br>MN450 | SS 6/65<br>EL (u) 1¼"ptSQ | 1953–11 Öresundsvarvet A/B—Lkr<br>334' 5" 43' 11" 19' 3"/22' 4½"<br>318' 10" 43' 7" 27' 6"<br>F31' RDa75' 2 dks<br>Coll BH to U dk 5 to 2nd dk len 65<br>rf 4" WB1184t incl. Tunnel tanks 118t DTmf309t | M<br>4 Ho 88½', 15', 41', 97½'<br>G.228733 B.211640<br>5 Ha (21½' × 18') (26', 41½', 26', 26' × 21')<br>10W Der 4(5) 6(3) | Oil 2SA 6Cy. 520 × 900<br>2250bhp<br>A/B Götaverken<br>3 × 110kW 220V d.c. |
| 521318<br>LNVF<br>Df Esd<br>Gc Rdr<br>RTm | **LÖVLAND**<br>**Skibs A/S Sunde**<br>Samuelsens Rederi<br>Farsund Norwegian<br>Now **CHUKIANG** See New Entries No. 9 | **2837**<br>1248<br>4700<br>**4156**<br>2151<br>6100 | | NV | 1962 Marinens Hovedverft—Horten<br>369' 3" 50' 7" 20' 4"/24' 2½"<br>337' 11" 50' 6" 30' 0"<br>1 dk & S dk<br>rf nil | M OSD/CSD<br>4 Ho 29½', 51½', 29½', 29½'<br>4 Ha (stl) (29½', 51½', 29½', 29½' × 22')<br>Der 1(25) 10(5) | Oil 2SA 8Cy. 520 × 900<br>4410bhp Götaverken<br>Marinens Hovedverft<br>3 × 150kW 450V a.c.<br>Controllable pitch |

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| **OW TIDE**<br>H. B Carleton<br>**idewater Agencies Inc.**<br>w Orleans United States | **193**<br>131<br>— | | **1956** Harms & Smallhall Shpyd Inc.—<br>Orange<br>*129·2′* 36′ 1″ 8′ 6¼″<br>130′ 0″ 36′ 0″ 10′ 2″<br>2 dks<br>rf nil | TM Mchy.aft<br>3 Ha | 2 Oil 4SA each 6Cy. 8″×10″<br>1000bhp<br>General Metals Corp. |
| **WE**<br>**orddeutscher Lloyd**<br>W. German<br>emen | **161**<br>—<br>— | GL | **1962** Norddeutscher Lloyd—Bhn<br>97′ 10″ 24′ 9″<br>86′ 4″ 24′ 7″ 12′ 6″<br>1 dk | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1580bhp<br>Klöckner-Humboldt-Deutz Kln<br>2×18kW 230V<br>Directional propeller |
| **OWESTOFT LADY**<br>**awling Enterprises Ltd.**<br>olombo British | **166**<br>56<br>— | ✠LR class withdrawn<br>11/67 | **1955**–10 Richards Irn Wks Ltd.—Lwt<br>*103·0′* 22′ 4″<br>100′ 0″ 22′ 0″ 10′ 9″<br>F18′<br>RW<br>rf 24″ BK6″ | M Trawler | Oil 2SA 6Cy. 267×343 mm<br>440bhp 25t<br>Crossley Bros. Ltd. Mch<br>10k |
| **WGARTH**<br>**J. H. Rea Ltd.**<br>diff British | **152**<br>—<br>— | **✠100A1** SS 10/68<br>tug<br>**✠LMC**<br>MN184 EL (b) 1″ | **1965**–3 Richards (Shipbuilders) Ltd.—<br>Lwt<br>95′ 0″ 24′ 11″<br>86′ 0″ 23′ 6″ 12′ 0″<br>RW 3BH<br>rf 21″ BK6″ WB35t | M Tug | Oil 4SA 7Cy. 10½″×14½″ with flexible coupling & sr reverse gear<br>920bhp (d.o)<br>Ruston & Hornsby Lcn<br>2×40kW 220V d.c. |
| **YAL ECHOES**<br>Terukuni Maru–64<br>**yal Tankers Inc.**<br>onrovia Liberian | **11992**<br>7235<br>18790 | BV<br>✠Classed LR until 2/61 | **1951**–3 Harima Zosensho—Aio<br>564′ 7″ 70′ 2″ 30′ 4″<br>534′ 10″ 38′ 9″<br>P128′ B42′ F85′ 1 dk, pt 2nd dk<br>RW | S Tanker Mchy.aft<br>L.231230 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>3062t (o.f)–52pd<br>Ishikawajima Jukogyo Tok<br>17k |
| **YAL GARLANDS**<br>Mary M.–67<br>Visayan Merchant–64<br>Cape Rion–64 exOrford–56<br>Mount Orford Park–50<br>**China Marine Investment Co. Ltd.**<br>Keelung China (Taiwan) | **7054** ~~7120~~<br>5065 ~~4363~~<br>~~10983~~<br>10810 | BV CR (Taiwan) ~~BV~~<br>✳Classed BC until 7/65 | **1944**–6 United Shpyds Ltd.—Mtl<br>441′ 6″ 57′ 2″ 27′ 8¾″<br>417′ 6″ 56′ 11″ 37′ 4″<br>2 dks<br>RW | S<br>5 Ho<br>G.543219 B.490874<br>5 Ha<br>10W Der 1(30) 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 986t (o.f)<br>Dominion Eng. Wks Ltd. Mtl<br>10k |
| **LOYAL HUNTERS**<br>Caltex Stockholm–67<br>Wagon Mound–52<br>Overseas **Tankship Corporation**<br>Panama Panamanian | **10172**<br>6134<br>16656 | AB CR (Taiwan) | **1945** Alabama D.D. & S.B. Co.—Mob<br>523′ 6″ 68′ 2″ 30′ 2″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.792544 HeCls. B<br>Der 2(5) 2(2) | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor<br>6000shp (Sy) 1495t (o.f)–50pd<br>General Electric Co. Lyn<br>2×400kW 440V 60c/s a.c. 14½k |
| **OYALTY**<br>Kanbe–62<br>a. de **Nav. Ira S.A.**<br>onrovia Liberian | **4870**<br>2983<br>8950 | **BS✳** SS 4/66<br>**MBS✳**<br>MN480 CT6788 | **1948**–4 Lithgows Ltd.—P.Gl<br>446′ 6″ 56′ 2″ 24′ 10″<br>425′ 0″ 56′ 0″ 36′ 0″<br>P39′ 1 dk & S dk<br>7BH<br>rf 6″ WB2590t incl. DTs1117t | M OSD<br>4 Ho 65¼′, 126′, 64½′, 80′<br>G.554756 B.510541<br>2 Ha (stl) (31½′, 31′×20′)<br>1 Ha (w) (28½′×20′)<br>2 Ha (stl) (each 31′×20′)<br>10W Der 2(12) 2(7) 4(5) 2(3) | Oil 2SA 3Cy. 600×2320 mm<br>2400bhp Doxford 475t (hvf) ~~475t (d.o)~~<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 120lb<br>2×30kW 220V d.c. 10½k |
| **OYOLA VICTORY**<br>**ited States Department of Commerce**<br>n Francisco United States | **7640**<br>4594<br>10681 | AB | **1945** Permanente (Shpyd No. 2)—<br>Richmond<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2882t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. |
| **ZAN**<br>rawkinge–65<br>**zan Corp.**<br>onrovia Liberian | **2906**<br>1682<br>4600 | **✠100A1** SS 3/65<br>**✠LMC**<br>MN225 EL u | **1952**–8 W. Gray & Co. Ltd.—W.Hpl<br>340′ 2″ 46′ 6″ 20′ 6″<br>320′ 3″ 46′ 4″ 24′ 4″<br>P30′ B74′ F33′ 1 dk<br>RW NS 6BH<br>WB946t | S<br>G.223875 B.210170<br>6W Der 6(5) | T 3Cy. 20″ 31″ & 55″×39″<br>1250ihp 601t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 225lb Spt hs(5362) 6cf 10k |
| **OZNA**<br>Ugljenar–65<br>dustrija **Jadranskog Kamena**<br>lit Yugoslav | **150**<br>107<br>— | JR | **1953** Brodogradiliste Cres—Cres<br>86′ 8″ 26′ 3″ 9′ 10″<br>26′ 1″<br>1 dk | Wood M Mchy.aft | Oil 2SA 3Cy. 200×340 mm<br>B&W<br>Brodogradiliste "Uljanik" Pla |
| **OZOVAYA**<br>**S.S.R.**<br>essa Russian | **23139**<br>14589<br>34807 | ✠Classed LR until 2/66 | **1963**–9 Ishikawajima-Harima Hvy Ind.—<br>Aio<br>679′ 3″ 88′ 11″ 35′ 1¾″<br>639′ 9″ 88′ 7″ 47′ 3″<br>P136′ F81′ 1 dk<br>rf 2″ | M Tanker Mchy.aft<br>22 Ta 1 Ho<br>L.1680561 G.51206<br>1 Ha (13′×13′)<br>1W Der 1(2½) | Oil 2SA 9Cy. 900×1550 mm<br>18000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio<br>16½k |
| **OZOYA**<br>**fael Garralda Gómez**<br>go Spanish | **199**<br>96<br>— | | **1950** Francisco Montenegro—Vgo<br>*86·9′* 21′ 1″<br>… … … | Wood S Trawler | T 3Cy.<br>196ihp (o.f) |

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| 521331<br>ONLV<br>388<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LUALABA**<br>exSakura–52<br>**Cie. Maritime Belge (Lloyd**<br>**Royal) S.A.**<br>Antwerp Belgian | T.Mk<br>*6043*<br>*3238*<br>9035<br>*8223*<br>*4634*<br>10812 | <br><br>AB | **1950** Higashi Nippon Jukogyo—Yka<br>480' 3" 63' 4" 26' 9¾"/29' 6¼"<br>442' 11" 63' 0" 39' 0"<br>Q39' F39' 2 dks<br>RW<br>rf 6" | M Ref<br>5 Ho 63½', 65½', 34', 78¾', 68'<br>G.561363 B.511079 In.13000<br>5 Ho (29½'×19¾') (39½', 31½', 39½',<br>28¾'×22')<br>16W Der 1(50) 1(25) 4(8) 12(5) | Oil 2SA 6Cy. 700×1200 m<br>6700bhp NE63<br>Masch. Augsburg-Nürnb<br>3×250kW 220V d.c.<br>Thw. thrust propeller aft |
| 521333<br>CSJF<br>H367<br>Df Esd<br>Gc Rdr | **LUANDA**<br><br>**Cia. Colonial de**<br>**Navegação**<br>Lisbon Portuguese | **5941**<br>3344<br>9665 | **✠100A1** ~~M 8/67 7 mos~~<br>with freeboard TD 5/68<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL b† | **1948–9** John Cockerill S.A.—Hbk<br>444' 7" 60' 2" 25' 9¼"<br>417' 6" 60' 0" 38' 0"<br>F34' 1 dk & S dk, 3rd dk clear of mchy. space<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2805t incl. DTa1050t | M Ref OSD<br><br>G.558351 B.497142 In.9108<br><br>14W Der 1(50) 2(10) 12(5) | Oil 2SA 6Cy. 720×1250 m<br>4600bhp ✠NEmade44<br>Sulzer Bros. Ltd.<br>db 105lb |
| | | | ~~REPAIRS REQUIRED—CLASS SUSPENDED 6/63~~ | | | |
| 521334<br><br><br>Df | **LUBAN**<br>exAntares–46 exMaud–35<br>**U.S.S.R.**<br>Russian | **1388**<br>739<br>— | | **1933** Sölvesborgs Varvs.—Sbg<br>*252·1'* 37' 10"<br>37' 8"<br>1 dk<br>R | S | T 3Cy. 17½" 29" & 48"×3<br><br>Sölvesborgs Varvs. |
| 521335<br>DAGX<br><br>Df Esd<br>RT | **LÜBBE HARTMANN**<br><br>**Leerer Heringsfischerei**<br>**G.m.b.H.**<br>Leer W. German | **320**<br>145<br>— | <br><br>GL | Lch.**1944** Cmd.**1947** Schulte & Bruns—Emd<br>137' 3" 25' 6" 11' 6"<br>... ... ...<br>1 dk | M Fishing | Oil 4SA 8Cy. 320×450 m<br>550bhp Emade42fitted<br>Klöckner-Humboldt-Deu |
| 521336<br>DHWL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **LÜBBENAU**<br><br>**Deutsche Seereederei**<br>Rostock E. German | **8608**<br>4252<br>11160 | <br><br>DSRK | **1962** Warnowwerft—Warnemunde<br>497' 4" 63' 2" 27' 3"<br>63' 0" 35' 5"<br>1 dk<br>RW | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 700×120<br>5850bhp<br>Dieselmotorenwerk |
| 521337<br>DCLR | **LÜBBERT**<br><br>**Johann Kiepe**<br>Haren/Ems W. German | **212**<br>127<br>325 | <br><br>GL | **1934** Gebr. van Diepen—Waterhuizen<br>*131·5'* 19' 8" 7' 11½"<br>... ... ...<br>1 dk<br>R len 57 | M Mchy.aft | Oil 2SA 6Cy. 225×330<br>200bhp NE57<br>Motorenf. Darmstadt |
| 521338<br>DJWG<br><br>Df Esd<br>Gc Rdr | **LÜBECK**<br><br>**Lübeck Linie A.G.**<br>Lübeck W. German | **5895**<br>3431<br>10302<br>**8732**<br>5201<br>11460 | <br><br>GL | **1956** Lübecker Flender-Werke—Lbc<br>478' 8" 61' 9" 26' 9"/30' 0"<br>442' 1" 61' 6" 39' 6"<br>P28' F50' 1 dk & S dk<br>RW | M OSD/CSD<br><br>G.667657 B.614706<br>6 Ha<br>18W Der 1(50) 1(20) 2(5) 12(3) 2(2) | Oil 2SA 8Cy. 700×12<br>5340bhp<br>Howaldtswerke Ham. A. |
| 521339<br>DKRE<br><br>Df Esd<br>Gc Rdr<br>RT | **LÜBECK**<br><br>**Hochseefisch. Kiel G.m.b.H.**<br>Kiel W. German | **916**<br>331<br>— | <br><br>GL | **1961** Lübecker Flender-Werke—Lbc<br>222' 1" 34' 8"<br>196' 11" 34' 5½" 25' 5" | M Stern Trawler | 2 Oil 4SA (i) 9Cy. (i)<br>450 mm geared to sc.<br>2055bhp<br>Masch. Augsburg-Nürn |
| 521340<br>LZDK<br>87<br>Df Esd<br>Gc Rdr | **LUBEN KARAVELOV**<br>exWoolwich–62<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | **7669**<br>4145<br>10138 | <br><br>✠Classed LR until 4/64 | **1955–6** Caledon S.B. & E. Co. Ltd.—Dun<br>465' 2" 58' 9" 27' 1¾"<br>435' 0" 58' 6" 38' 0"<br>RFD42' 2 dks<br>RW<br>rf 6" | M CSD<br><br>G.541763 B.492149<br><br>12W Der 10(10) 2(3) | Oil 2SA 4Cy. 670×23<br>Doxford<br>A. Stephen & Sons Ltd. |
| 521341<br>USZR<br>M-17076<br>Df Esd<br>Gc Rdr<br>RT | **LUBERTSY**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | **3359**<br>1550<br>4400 | | **1962** Rauma-Repola O/Y—Rauma<br>344' 10" 48' 7" 20' 5"<br>48' 5" 23' 1"<br>1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.191653<br><br>5W Der 3(3) 1(2) 1(1) | Oil 2SA 5Cy. 500×11<br>2900bhp<br>Burmeister & Wain |
| | Name should be **LJUBERTSY** See New Entries No. 10 | | | | | |
| 521343<br>ONLX<br><br>Df Esd<br>Gc Rdr<br>RT | **LUBILASH**<br><br>**Cie. Maritime Belge**<br>**(Lloyd Royal) S.A.**<br>Agence Maritime Internationale<br>S.A.<br>Antwerp Belgian | T.Mk<br>*6566*<br>*3602*<br>9285<br>*8711*<br>*4909*<br>10507 | **✠100A1** SS 4/65<br>DTs—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1630 EL d† | **1954–11** John Cockerill S.A.—Hbk<br>482' 1" 61' 7" 27' 5"/29' 4"<br>446' 3" 61' 5" 39' 4"<br>F87' 2 dks, 3rd dk fwd of mchy. space<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 7" WB1480t incl. DTf270t | M (12P) Ref<br>5 Ho 51½', 79', —', —' DT, 67½', 51½'<br>G.580712 B.524934 In.35140<br>6 Ha (26½', 40½', 13½', 16½', 35½',<br>24½'×19¾')<br>16W Der 1(60) 1(40) 6(10) 10(5) | Oil 2DA 6Cy. 590×1<br>450 mm<br>8150bhp B&W<br>John Cockerill S.A.<br>AuxB 100lb<br>3×250kW 220V d.c.<br>Thw. thrust propeller |
| | Now **HONGKONG TRUTH** See New Entries No. 1 | | | | | |
| 661588<br>SPUC<br><br>Df Esd<br>Gc Rdr<br>RT | **LUBLIN**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | **3425**<br>1776<br>5236<br>**5536**<br>3053<br>— | <br><br>PR | **1966** Stocznia Szczecinska—Szn<br>407' 2"<br>385' 0" 55' 10" 21' 1"<br>1 dk & S dk | M OSD/CSD | Oil 2SA 7Cy. 550×1<br>4900bhp<br>H. Cegielski<br>2×400kW 380V a.c.<br>1×250kW 220V a.c. |

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| **UBNY**<br>S.S.R.<br>essa<br>Russian | 22336<br>15583<br>35205 | ✠Classed LR until 10/65 | 679′ 2″(Incl.BB) | 1964–3 Mitsubishi Zosen—Hma<br>~~679′ 0″~~ 88′ 11″ 35′ 2¾″<br>639′ 9″ 88′ 7″ 46′ 9″<br>P142′ F83′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>21 Ta 1 Ho<br>L.1639772 G.24685<br>1 Ha (14¾′×13′)<br>2W Der 2(1½) | Oil 2SA 9Cy. 900×1550 mm<br>18000bhp Sulzer<br>Mitsubishi Zosen | Hma<br>16½k |
| **UBOX**<br>**H. A. M. van der Lugt**<br>Vermaas' Scheepv. Bedr.<br>N.V.<br>~~ssenaar~~<br>otterdam<br>Netherland | 500<br>307<br>850 | ✠100A1<br>✠LMC<br>MN103 | SS 3/67<br>UMS<br>EL i | 1957–1 N.V. Schps. v/h De Groot & v. Vliet—Slikkerveer<br>184′ 4″ 29′ 10″ 11′ 9″<br>170′ 0″ 29′ 6½″ 13′ 5″<br>P38′ F32′ 1 dk<br>RW 3BH<br>rf 3″ WB209t | M Mchy.aft<br>1 Ho 98¼′<br>G.38000 B.35000<br>2W Der 2 | Oil 4SA 8Cy. 305×460 mm<br>515bhp<br>D. & J. Boot "De Industrie" | Alp<br>10k |
| **UC**<br>**ement Eurafricain**<br>ncarneau<br>French | 196<br>67<br>— | | BV | 1965 Const. Méc. de Normandie—Cbg<br>108′ 3″ 26′ 8″ 13′ 5″<br>95′ 1″ 26′ 1″ 20′ 0″<br>R<br>rí 4″ | M Trawler<br>1 Ho 31¼′<br>3 Ha (each 3¼′×3¼′)<br>Cr 2(2) Der 2(¼) | Oil 4SA 6Cy. 220×320 mm<br>600bhp<br>Cie. de Const. Méc.<br>2×54kW 220V d.c. | 44t (d.o)<br>Mantes<br>10¾k |
| **C BERNARD**<br>**ement Baron-Auger**<br>Auger<br>Rochelle<br>French | 287<br>96<br>— | | BV | 1964 At. & Ch. de la Manche—Dpe<br>138′ 9″ 24′ 11″<br>119′ 5″ 24′ 9″ 14′ 1″ | M Trawler | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz | Kln<br>12¼k |
| **C MICHEL**<br>**est Rio and others**<br>French | 118<br>44<br>— | | BV | 1962 Ch. Herbert & Heraud—Pont Lorois<br>*77·1′* 21′ 7″<br>... ... ... | Wood M Fishing<br>2 Ha (each 3′×3¼′)<br>Der 1(6) | Oil 4SA 8Cy. 185×200 mm<br>400bhp<br>Moteurs Baudouin | Msl<br>10k |
| **UCA SPEAT**<br>Società ~~Pesca Atlantica~~<br>~~Italian~~<br>S.p.A. **Pesca Atlantica (S.P.AT.)**<br>Palermo<br>Italian | 820<br>331<br>350 | | RI | 1966 Cant. Nav. di Pesaro—Pesaro<br>207′ 8″ 30′ 10″ 14′ 9″<br>172′ 3″ 30′ 9″ 18′ 0″<br>1 dk | M Trawler Mchy.aft<br>2 Ho | Oil 4SA 6Cy. 400×580 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz | Kln |
| **UCAS**<br>Sara-67 exDorine-64<br>atamar **S.A.**<br>nama<br>Panamanian | 3125<br>1669<br>4650 | ✠Classed LR until 11/23 | BV | 1923–5 Ch. Nav. Français—Blainville<br>331′ 2″ 45′ 10″ 21′ 8″<br>45′ 8″<br>P15′ Q90′ B59′ 1 dk & Well dk<br>R | S<br>4 Ho 61½′, 76′, 46′, 43′<br>G.208000 B.202000<br>4 Ha (45¼′, 53¼′, 30¾′, 30¾′×26¼′)<br>7W Der 4(2–5) | T 3Cy. 18⅛″ 29 11/16″ & 50⅜″×37 13/16″<br>1250ihp<br>At. & Ch. de la Loire<br>2×15kW 110V d.c. | 569t (o.f)<br>St. Denis<br>9k |
| **UCELLUM**<br>unard **S.S. Co. Ltd.**<br>~~oss Tankers Ltd.~~<br>unard-Brocklebank Ltd.<br>verpool<br>British | 12200<br>6809<br>~~18349~~<br>19124 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | SS 10/66<br>EL h†2⅜″SQ | 1958–4 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>555′ 7″ 69′ 5″ 29′ 10″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P115′ B52′ F48′ 1 dk<br>RW 16BH<br>rf 3½″ WB299t | S Tanker Mchy.aft<br>27 Ta 1 Ho 47½′<br>HeCls. BC<br>1 Ha (stl) (8′×8′)<br>Der 3(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>8250shp<br>Cammell Laird (S.B. & Eng.) Ltd.<br>2WTB 570lb Spt 800° F. 555lb<br>db 125lb sg 130lb<br>3×450, 450, 200kW 220V d.c. | 1670t (o.f)–50pd<br>Bkn<br>hs12852<br>14½k |
| **UCERNE**<br>**indsey Trawlers Ltd.**<br>Bacon<br>rimsby<br>British | 324<br>105<br>— | ✠100A1<br>trawler<br>✠LMC<br>MN190 | SS 5/68 ~~SS 4/64~~<br>EL (f) o | 1959–5 J. S. Doig (Grimsby) Ltd.—Gms<br>*134·2′* 26′ 10″<br>131′ 0″ 26′ 6″ 13′ 6″<br>Q69′ F22′<br>RW 4BH<br>rf 36″ BK5¼″ WB54t | M Trawler | Oil 4SA 7Cy. 15″×18″<br>952bhp<br>Mirrlees, Bickerton & Day | 80t<br>Stckpt<br>12½k |
| **UCERO**<br>rinoco **Mining Co.**<br>iudad Bolivar<br>Venezuelan | 835<br>566<br>— | | AB | 1959 Schlieker Werft—Ham<br>150′ 0″ 42′ 1″ 9′ 0½″<br>140′ 0″ 42′ 0″ 15′ 0″<br>1 dk<br>rf 18″ | TM Mchy.aft<br>1 Ho 46′<br>B.24000<br>1 Ha (26′×22′) | 2 Oil 2SA each 8Cy. 8½″×10″<br>1600bhp<br>General Motors Corp. | 155t |
| **UCERO**<br>esquera **Industrial Santa Martha S.A.**<br>sco<br>Peruvian | 158<br>69<br>— | | GL | 1967 Ast. Pesquera Ind. Callao—Clo<br>*80·4′* 22′ 0″<br>11′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. | Peoria |
| **UCETTA**<br>Chemietank I–65 exOste–62<br>Oste I–57 exUlmbrueder 7–56<br>Kirsten<br>mburg<br>W. German | 337<br>213<br>428 | | GL | 1952 H. C. Stülcken Sohn—Ham<br>*148·3′* 26′ 0″ 7′ 7″<br>25′ 10″ 9′ 0″<br>1 dk<br>RW | TM Mchy.aft<br>2 Ho 50½′, 38¼′<br>G.20710 B.19840<br>2 Ha (40¼′, 34½′×14½′)<br>2W Der 2(2) | 2 Oil 4SA each 6Cy. 250×350 mm<br>300bhp<br>Motorenw. Mannheim<br>1×10kW 24V | (d.o)<br>Mhm<br>10k |
| **UCH**<br>S.S.R.<br>Russian | 658<br>280<br>450 | | | 1953 Stocznia Gdanska—Gdk<br>*185·7′* 29′ 8″ 13′ 11″<br>29′ 6½″ 16′ 3″ | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp | |

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| 680262<br><br><br>Esd | **LUCHA**<br><br>**Alimentos del Mar S.A.**<br>Chimbote Peruvian | 87<br>—<br>— | ✠100A-<br>fishing vessel<br>Peruvian coastal service<br>LMC<br>MN44 EL (a) | 1965-11 Fabricaciones Metalicas—Clo<br>64' 6" 18' 5" 8' 8"<br>56' 2" 18' 0" 10' 2"<br>RAD12' 1 dk<br>3BH<br>BK | M Fishing | Oil 2SA 6Cy. 5"×3¾"<br>reduction gearing<br>220bhp<br>General Motors Corp. |
| 541647<br>EDVS<br><br>Df Esd<br>Gc Pld<br>Rdr RT | **LUCHANA**<br><br>**Naviera Bilbaina S.A.**<br>Bilbao Spanish | 5935<br>3686<br>—<br>8250<br>5576<br>13259 | ✠100A1 SS 2/68<br><br>✠LMC<br><br>MN1080 EL d†2⅛"SQ | 1964-1 Cia. Euskalduna—Bbo<br>475' 3" 61' 6" 25' 9¼"/29' 9¼"<br>441' 1" 61' 2"<br>Ba209' F99' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br><br>rf nil WB3602t incl. Tunnel tanks 230t DTf1330t | M OSD/CSD<br>5 Ho 58¼', 63¼', 64', 86¼', 73¾'<br><br>5 Ha (stl) (31¼', 44¼', 34¼', 56¼',<br>32'×25')<br>Der 1(30) 8(5) | Oil 2SA 6Cy. 700×1200<br>5400bhp<br>Cia. Euskalduna<br>AuxB 100lb<br>3×175kW 220V d.c. |
| 521353 | **LUCHO**<br>exSan Julian-38<br>exBenita C. T.-33 exSofia V<br>exForestdene exFreddysmith<br>exJan van Galen<br>**José Peisci S.A. de**<br>**Navegacion**<br>Buenos Aires Argentine | 635<br>323<br>— | <br><br>BV | 1919 Gebr. S. Volker, Afzn.—Sliedrecht<br>*177·3'* 28' 5"<br>... ... ...<br>1 dk<br>R | M | Oil 4SA 6Cy. 330×430<br>NE44<br>Busch-Sulzer D.E. Co. |
| 521354<br>LRBX<br>1777 | **LUCHO II**<br>exFresone-40 exFrensham<br>**José Peisci S.A. de**<br>**Navegacion**<br>Buenos Aires Argentine | 1005<br>771<br>— | ✠<br><br>BV | 1922-7 C. H. Walker & Co. Ltd.—<br>Sudbrook<br>205' 0" 32' 2" 15' 3"<br>... ... ...<br>1 dk<br>R len 61 | M Mchy.aft | Oil 4SA 6Cy. 406×510<br>Emade44<br>Enterprise Eng. & Fdry Co. |
| 521355 | **LUCHO III**<br>exDoña Angela-49 exBalsieger<br>exPrincenhage III<br>**José Peisci S.A. de**<br>**Navegacion**<br>Buenos Aires Argentine | 461<br>218<br>642 | <br><br>BV | 1918 A. Roorda Scheeps.—Sliedrecht<br>*150·6'* 25' 0"<br>24' 10"<br>Q55' B9' F16' 1 dk<br>R | M Mchy.aft<br><br>G.22000 B.20000 | Oil 4SA 6Cy. 280×450<br>Emade38<br>Klöckner-Humboldt- |
| 521356<br>LW2810<br>3125 | **LUCHO V**<br>exNovillo-51 exBerville-37<br>exBucheron<br>**José Peisci S.A. de**<br>**Navegacion**<br>Buenos Aires Argentine | 968<br>551<br>— | <br><br>BV | 1921 Ch. & At. de la Gironde—Bdx<br>*226·2'* 33' 11"<br>... ... ...<br>1 dk<br>R | TM Mchy.aft | 2 Oil 2SA each 6Cy.<br>NE53<br>Sulzer Bros. Ltd. |
| 503861<br>LOBL<br><br>Df Esd<br>RT | **LUCHO VI**<br>exBeagle-64 exSerena-58<br>**José Peisci S.A. de**<br>**Navegacion**<br>Buenos Aires Argentine | 781<br>501<br>1122 | <br><br>BV | 1953 A.G. "Weser" Werk Seebeck—<br>Bhn<br>187' 0" 29' 6" 15' 4"<br>29' 4" 18' 2"<br>B34' F27' 2 dks<br>RW | M Mchy.aft<br><br>G.49394 B.45156 | Oil 4SA 8Cy. 320×450<br>800bhp<br>Klöckner-Humboldt- |
| 529385<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LUCHON**<br>exRhin-66<br>**Compagnie de Nav.**<br>**d'Orbigny**<br>French | T.Mk<br>6451<br>3555<br>10157 | ✠100A1 CS 11/65<br>Tunnel side tanks & side tanks in No. 3 hold—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1560 EL e†2½"SQ | 1951-10 Stocznia Gdanska—Gdk<br>504' 3" 63' 11" 27' 5½"<br>464' 7" 63' 8" 41' 2"<br>F94' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB1155t incl. Tunnel tanks 288t | M Ref ~~OSD~~<br>6 Ho 58½', 66½', 82¾', 81½', 63', 16¾'<br>In.64200<br>6 Ha (stl) (24½', 48', 45½', 27½',<br>27½'×21¾') (6'×9½')<br>Der 1(25) 8(10) 8(5) 1(1½) | Oil 2SA 6Cy. 760×1550<br>7800bhp<br>Sulzer Bros. Ltd.<br>2WTAuxB (1 o.f 1 ex.g<br>3×320kW 230V d.c. |
| 521359<br>LW2581<br>1993 | **LUCIA CARBÓ**<br><br>**Argentine Government**<br>**(Ferrocarril Nacional**<br>**General Urquiza)**<br>Buenos Aires Argentine | 1682<br>959<br>— | | 1907 A. & J. Inglis Ltd.—Gls<br>*283·0'* 56' 2" 12' 0"<br>... ... ...<br>1 dk<br>R | TS Train Ferry | T 6Cy. 17" 28" & 46"×<br><br>A. & J. Inglis Ltd. |
| 521360<br>IPOS<br>2596<br>Df Esd<br>RT | **LUCIA VENTURI**<br><br>**"RISALMAR" Ricuperi**<br>**Salvataggi Marittimi S.r.l.**<br>Genoa Italian | 480 ~~485~~<br>162 ~~173~~ | ✠<br><br>RI | 1941-6 Fleming & Ferguson Ltd. Psy<br>165' 0" 27' 7" 13' 6"<br>150' 6" 27' 5" 15' 0"<br>F7'<br>conv trawler — | S Salvage Tug<br>1 Ho | T 3Cy. 13½" 23" & 38"<br>850ihp<br>Fleming & Ferguson |
| 651026<br>JXOG<br><br>Df Esd<br>Gc Rdr<br>RTv | **LUCIAN**<br><br>**A/R Julian**<br>Hilmar Reksten<br>Bergen Norwegian | 35619<br>22387<br>65100 | <br><br>NV | 1955 Kockums M/V A/B—Mmo<br>775' 0" 109' 2" 41' 5½"<br>745' 0" 109' 0" 53' 3"<br>P172' F115' 1 dk | S Tanker Mchy.aft<br>19 Ta<br>L.2760000 HeCls. BC<br><br>Der 2(10) 2(1) | 2 S Turb dr geared<br>20000shp<br>General Electric Co.<br>2×1200kW 450V |
| 521363<br>IRDX<br>878<br>RT | **LUCIANA**<br>exNicolo R-61 exMalfrid-59<br>**Luigi Mattera di Biagio**<br>Naples Italian | 904<br>521<br>1328 | <br><br>RI | 1922 Larvik Slip & Verk.—Larvik<br>207' 2" 32' 2" 13' 6"<br>197' 6" 32' 0" 14' 5"<br>Q54' B49' F32' 1 dk<br>R | M<br>2 Ho<br>G.69500 B.62400<br><br>3W | Oil 4SA 6Cy. 350×<br>1000bhp Emade<br>Dieselmotorenwerk |

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| **UCIDA**<br>inas **Steam Trawling Co.**<br>Ltd.<br>Marr & Son Ltd.<br>ull British | 405<br>147<br>— | ✠100A1<br>trawler<br>✠LMC<br><br>MN202 | SS 6/65<br><br><br><br>EL (g) p | 1957–4 Cook, Welton & Gemmell Ltd.—<br>Bev<br>*149·2'* 27' 10"<br>145' 0" 27' 6" 14' 3"<br>F22' 1 dk len 66<br>RW 4BH<br>rf 30" BK8" WB42t | M Trawler<br>1 Ho 38'<br><br>5 Ha (5', 5', 5'×3½') (3½', 3½'×3') | Oil 4SA 8Cy. 15"×18"<br>1012bhp (d.o)<br>Mirrlees, Bickerton & Day Stckpt<br>2×30kW 110V |
| **UCIE DELMAS**<br>ociété **Navale Delmas**<br>Vieljeux<br>unkirk French | 10612<br>5698<br>13281 | | <br><br>BV | 1967 Ch. Nav. de la Ciotat—La Ciotat<br>528' 5" 69' 4" 29' 7"<br>482' 2" 68' 10½" 39' 5"<br>P51' B85' F57' 2 dks | M Ref CSD Mchy.aft<br>5 Ho 63', 73', 70¾', 68¼', 73½'<br>B.606708 In.10665<br>6 Ha (stl) (35¾'×23') (44½', 44½',<br>44½'×26¼') (38'×23') (7¾'×13¼')<br>16W Cr 2(3) Der 1(70) 16(15) | Oil 2SA 6Cy. 900×1550 mm<br>15180bhp Sulzer 519t (hvf)<br>Cie. de Const. Méc. Mantes<br>3×450, 450, 200kW 440V 60c/s a.c.<br>17½k |
| **UCIE SCHULTE**<br>chulte & Bruns<br>mburg W. German | 903<br>453<br>1678<br>**1653**<br>1142<br>2480 | | <br><br>GL | 1954 Schulte & Bruns—Emd<br>259' 1" 38' 1" 15' 4"/19' 4½"<br>37' 11" 22' 2"<br>Q55' F27' 1 dk & S dk<br>RW<br>rf 4" | M OSD/CSD Mchy.aft<br>2 Ho 50¾', 92'<br>G.123354 B.113465<br>4 Ha (stl) (35½', 35½', 35½', 17¾'×18¼')<br>7W Cr 1(2½) Der 2(5) 4(3) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp 109t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×60kW 230V d.c. 11½k |
| **TEVEGA** See New Entries No. **10** | | | | | | |
| **UCIE VOLLMERS**<br>gard **Vollmers u.a.**<br>ert Ruge<br>mburg W. German | 498<br>347<br>788 | | <br><br>GL | 1956 Hugo Peters—Wewelsfleth<br>*185·3'* 29' 7" 10' 8"<br>29' 2½" 12' 0"<br>P38' F20' 1 dk<br>RW | M Mchy.aft<br>1 Ho 124'<br>G. 38945 B.37039<br>2 Ha<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>430bhp 22¾t<br>Klöckner-Humboldt-Deutz Kln<br>10k |
| **UCIEN DESMARAIS**<br>Pan–61<br>Sainte Geneviève–53<br>Tsellat–51 exGravdal<br>Hansa<br>esmarais **Frères** Now **BETSIBOKA** See New Entries No. **6**<br>ajunga Malagasy | 807<br>177<br>1186 | | <br><br>BV | 1944 Ch. Nav. Français—Blainville<br>218' 6" 29' 8" 13' 0"<br>29' 6"<br>P66' B19' F33' 1 dk<br>len 61 | TM Tanker<br><br>L.46579<br>2 Ha (9¾'×19¾') (9¾'×11½')<br>Der 1(½) | 2 Oil 4SA each 6Cy. 320×450 mm<br>1400bhp NE56 31t–4½pd<br>Klöckner-Humboldt-Deutz Kln |
| **UCIEN GOUGY**<br>arine **Development Corp.**<br>United States | 204<br>47<br>— | | <br><br>BV | 1948 Bath Iron Wks Corp.—Bath, Me<br>*108·6'* 22' 7"<br>… … … | M Trawler<br><br><br>3 Ha (each 3¼'×3¼') | Oil 4SA 6Cy. 330×600 mm<br>450bhp<br>Burmeister & Wain Cpn<br>10¾k |
| **LUCIEN L**<br>La Compagnie **de Traverse**<br>du **Saint-Laurent Ltée**<br>orel Canadian | 867<br>584<br>140 | | | 1967 Marine Industries Ltd.—Srl<br>220' 10" 61' 6" 11' 6"<br>197' 10" 60' 6" 15' 5"<br>1 dk | M Ferry | 2 Oil 4SA each 8Cy. 6¼"×8"<br>1020bhp<br>Caterpillar Tractor Co. Peoria<br>Propellers 1 fwd 1 aft 11k |
| **UCIEN R. E.**<br>Mangen–66<br>ucien **Rodrigues-Ely**<br>rseilles French | 499<br>286<br>1042 | | <br><br>BV | 1962 Schps. "De Waal"—Zaltbommel<br>243' 10" 34' 2" 11' 9¾"<br>220' 5" 34' 1"<br>F22' 1 dk & S dk<br>rf 4" | M OSD Mchy.aft<br>1 Ho 148¼'<br>G.81132 B.76605<br>2 Ha (stl) (each 52'×19¾')<br>6W Der 6(3) | Oil 4SA 8Cy. 320×480 mm<br>1050bhp 104t (d.o)<br>Motorenw. Mannheim Mhm<br>2×75kW 220V d.c. 12k |
| **UCIGEN**<br>unard **S.S. Co. Ltd.**<br>~~ss Tankers Ltd.~~<br>unard-Brocklebank Ltd.<br>erpool British | 12800<br>7446<br>~~19320~~<br>20203 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN2000 | SS 10/66<br><br><br><br>EL it$2\frac{7}{16}$"SQ | 1962–9 Smith's Dock Co. Ltd.—Mdb<br>559' 3" 71' 7" 30' 0½"<br>534' 0" 71' 3" 39' 2"<br>P112' B56' F53' 1 dk<br>RW 14BH<br>rf 3½" WB471t | M Tanker Mchy.aft<br>27 Ta 1 Ho 36'<br>L.922926 HeCls. BC<br>1 Ha (stl) (8'×8')<br>Der 3(5) 1(3) 1(1) | Oil 2SA 6Cy. 670×2100 mm<br>10000bhp Doxford 1676½t (hvf)–26pd<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB 150lb<br>3×300, 300, 180kW 220V d.c. 15k |
| **UCILE BLOOMFIELD**<br>Golden State–56<br>Mountain Wave–46<br>omfield **S.S. Co.**<br>lveston United States | 6103<br>3515<br>10435 | | <br><br>AB | 1946 Consolidated Stl Corp.—Wmg, Cal<br>459' 0" 63' 2" 27' 8"<br>435' 0" 63' 0" 31' 6"<br>B79' 2 dks & S dk<br>RW<br>rf nil | S OSD<br>5 Ho 57¼', 63¾'. 67¾', 68¼', 62'<br>G.611420 B.541690<br>5 Ha (stl) (27', 32½', 35', 30', 30'×19¾')<br>12W Der 2(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1711t (o.f)<br>General Electric Co. Lyn<br>2×300kW 120/240V d.c. 15k |
| **RALEIGH** See New Entries No. **7** | | | | | | |
| **UCILE GERLING**<br>oc. Anon. **de Remorquage**<br>à Hélice<br>ntwerp Belgian | 136<br>18<br>57 | | <br><br>BV | 1961 S.A Meuse & Sambre—Beez<br>99' 5" 24' 11" 11' 5"<br>88' 7" 23' 4" | M Tug<br><br><br>1 Ha (6'×5') | Oil 4SA 6Cy. 320×450 mm<br>1000bhp 28t<br>Klöckner-Humboldt-Deutz Kln<br>13k |
| **UCILLE DIANE**<br>Ragnhild K.–63<br>igi **G. Malloni**<br>Italian | 498<br>240<br>910 | | <br><br>NV RI ~~NV~~ | 1956 Ottensener Eisenwerk—Ham<br>216' 6" 32' 7" 12' 0½"<br>191' 6" 32' 6"<br>1 dk & S dk<br>RW<br>rf 2" | M OSD Mchy.aft<br>1 Ho 132¾'<br>G.67000 B.60000<br>2 Ha (46', 44'×18¾')<br>Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 95t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| **UCINDE**<br>ar **Barseth**<br>okmarknes Norwegian | 110<br>53<br>180 | | | 1885 ………………… Thurö<br>*83·9'* 20' 10" 10' 0"<br>… … …<br>len 46 | Wood Aux Mchy.aft | Motor 2SA 2Cy. 360×360 mm<br>130bhp NE54<br>Volda Motorfabrik Volda |
| **UCKIMEE**<br>navista **Cold Storage Co.**<br>Ltd.<br>John's, Nfl Canadian | 200<br>139<br>186 | | | 1946 Wheeler S.B. Corp.—N.Yk<br>*104·2'* 23' 6"<br>… … …<br>1 dk | M Fishing<br>1 Ho 28'<br><br>2 Ha (each 4'×3')<br>Cr 1(1½) | Oil 8Cy. 12"×15"<br>625bhp (d.o)<br>Enterprise Eng. & Foundry Co. S.Fo<br>2×10kW 115V d.c. |

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| 516002<br>HOWN<br>4023-HK<br>Df Esd<br>Gc Rdr | **LUCKY**<br>exInchcastle-66<br>exTacoma City-54<br>exAnglo Indian-48<br>**Wing On S.S. Co. S.A.**<br>Panama Panamanian | *5622*<br>*3254*<br>9850 | CR (Taiwan)<br>✠LR class withdrawn—<br>Reported defects 4/67 | 1938–1 Short Bros. Ltd.—Sld<br>447' 5" 61' 6" 25' 5¾"<br>426' 0" 61' 2" 28' 6"<br>F35' 1 dk & S dk<br>R | S OSD<br>G.604064 B.556563<br>12W | T 3Cy. 24" 39" & 68"×48<br>2000ihp<br>N.E. Mar. Eng. Co. Ltd. |
| 521381<br>PKTY<br><br>Df Esd | **LUCKY FORTUNE**<br>exTyreso-39 exTyresö-55<br>exVictoria-49 exLista-47<br>exRio Grande<br>**Indonesian Fortune Lloyd**<br>Djakarta Indonesian | *3722*<br>*2243*<br>6685 | | 1920 W. Dobson & Co.—Nwc<br>370' 0" 52' 1" 23' 6½"<br>51' 11"<br>2 dks<br>R | S<br>G.374000 B.337000<br>10W Der 10(2–3) | T 3Cy. 25½" 41" & 69"×4<br>N.E. Mar. Eng. Co. Ltd. |
| 533756<br>GYRR<br>182393<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LUCKY TRADER**<br>exMamfe-68 exSalaga-65<br>~~**Welcome Shipping Co. Ltd.**~~<br>~~Liverpool British~~<br>**Singapore Shipping Development Co. Private Ltd.**<br>~~Liverpool British~~<br>Singapore Singapore | 4804<br>2419<br>6350 | ✠100A1 CS 7/64<br>with freeboard<br>DTsm—vegetable oil<br>✠LMC<br>EL z1 11/16"SQ | 1947–12 Hawthorn, Leslie & Co. Ltd.—Nwc<br>408' 0" 57' 2" 22' 3¾"<br>386' 6" 57' 0" 32' 9"<br>P39' F43' 1 dk & S dk, 3rd dk in Nos. 1, 2 & 4 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf nil WB2169t incl. DTsm1128t | M OSD<br>4 Ho 57¾', 65', 70', 37½'<br>6 DTs each 32½'<br>G.403000 B.366000<br>7 Ha (25', 30'×18') (10'×12') (10', 10'×8') (30', 22½'×18')<br>14W Der 1(50) 1(30) 2(10) 6(7) 2(5) 4(3) | Oil 2SA 4Cy. 560×2160<br>3100bhp Doxford<br>Hawthorn, Leslie & Co.<br>db 120lb<br>3×125kW 220V d.c. |
| 517012<br>5MTS<br>1911<br>Df Esd<br>Gc Rdr<br>RT | **LUCRETIA**<br>exJanus-63<br>**Cia. Nav. Lucretia S.A.**<br>Monrovia Liberian | 15626<br>9735<br>24870 | ✠100A1 Dr 10/63<br>oil tanker<br>✠LMC<br>MN1450 EL k†2 1/16"SQ | 1950–4 Furness S.B. Co. Ltd.—Haverton Hill<br>588' 10" 80' 4" 32' 3½"<br>561' 0" 80' 0" 42' 3"<br>P110' F66' 1 dk<br>RW 16BH<br>WB1661t incl. DT1911t | M Tanker Mchy.aft<br>27 Ta 1 Ho 35'<br>L.1178448 HeCls. BC<br>1 Ha (stl) (15½'×11¾')<br>Der 5(5) 1(4) 1(1) | Oil 2SA 6Cy. 670×2320<br>7250bhp Doxford<br>N.E. Mar. Eng. Co.<br>2AuxB 150lb<br>2×75kW 110V d.c. |
| 521382<br>KKRY<br>243062<br>Df Esd | **LUCRETIA MOTT**<br>**United States Department of Commerce**<br>Portland, Or United States | 7176<br>4380<br>10536 | AB<br>BROKEN UP | 1943 Oregon S.B. Corp.—Pld<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>Iron Fireman Mfg Co.<br>3×20kW 120V d.c. |
| 521383<br>ICVW<br>899<br>Df Esd<br>Gc RT | **LUCRINO**<br>exSaint Edmund-62<br>exOcean Vista-48<br>**Achille Lauro**<br>Naples Italian | 7040<br>4345<br>10492 | RI<br>✠Classed LR until 7/63 | 1942–5 Todd-California S.B. Corp.—Richmond<br>441' 6" 57' 0" 26' 11"<br>416' 0" 56' 11" 37' 4"<br>2 dks | S<br>5 Ho<br>G.505000 B.457000 | T 3Cy. 24½" 37" & 70"×4<br>2500ihp<br>General Mchy. Corp. |
| 521384<br><br><br>Df | **LUCTOR**<br>exPax-60 exDeneb-56<br>exHarry-33<br>**Société Carbo-Centre**<br>Comery French | 200<br>118<br>— | Classed LR until 11/66 | 1928 G. & H. Bodewes—Hasselt<br>113' 2" 21' 11" 8' 0"<br>105' 8" 21' 8" 8' 6"<br>R | M Mchy.aft | Oil 2SA 4Cy. 190×<br>200bhp NE50<br>N.V. Mchfb. Bolnes |
| 521387<br>5MSC<br>1869<br>Df Esd<br>Gc Rdr | **LUCY**<br>**Cia. Carreto de Nav. S.A.**<br>Monrovia Liberian | 7478<br>4604<br>11260 | ✠100A1 SS 11/65<br>✠LMC<br>MN683 EL b†2 1/16"SQ | 1957–5 W. Gray & Co. Ltd.—Hpl<br>457' 3" 57' 9" 28' 7"<br>431' 0" 57' 6" 38' 4"<br>F41' 2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>rf 2" WB2623t incl. DTsm904t | M CSD<br>6 Ho 63', 62½', 40', 20', 72½', 70'<br>G.586660 B.543530<br>5 Ha (31½', 32½', 35', 32½', 32½'×22')<br>10W Der 2(10) 8(5) | Oil 2SA 3Cy. 670×<br>3400bhp<br>NE2/61<br>W. Gray & Co. Ltd.<br>✠2NAuxB 120lb-2/61<br>2×60kW 220V d.c. |
| 671033<br>DGOE<br><br>Esd Rdr<br>RTm/v | **LUCY ESSBERGER**<br>**John T. Essberger**<br>Hamburg W. German | 999<br>499<br>1536 | GL | 1967 J. G. Hitzler—Lauenburg<br>221' 6" 15' 3"<br>203' 5" 35' 0" 15' 5"<br>P60' Q45' B71' F32' 2 dks | M Tanker Mchy.aft<br>8 Ta | Oil 4SA 8Cy. 320×<br>1320bhp<br>Klöckner-Humboldt-<br>3×60kW 230/380V |
| 640644<br>EEVG<br><br>Df Esd<br>RT | **LUCY NALDA**<br>**Nalda S.A.**<br>Vigo Spanish | 121<br>63<br>— | | 1965 Ast. Santodomingo—Vgo<br>83' 8" 20' 7" 10' 2"<br>71' 0" 20' 4"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 220×<br>290bhp<br>Klöckner-Humboldt- |
| 521391<br>WA7424<br>254220<br>Df Rdr<br>RTm | **LUCY REINAUER**<br>**Peerless Two Corp.**<br>Boston United States | 674<br>458<br>1609 | | 1943 Odenbach S.B. Corp.—Rochester, N.Y<br>*176·0'* 30' 2"<br>175' 10" 30' 0" 13' 6"<br>F20' 1 dk<br>rf 6" | TM Tanker Mchy.aft<br>6 Ta<br>L.39720 | 2 Oil 2SA each 6Cy.<br>480bhp<br>Fairbanks, Morse &<br>2×30kW 115V d.c. |
| 521392<br>KKVA<br>243124<br>Df Esd | **LUCY STONE**<br>**United States Department of Commerce**<br>San Francisco United States | 7229<br>4433<br>10500 | AB | 1943 Permanente (Shpyd No. 2)—Richmond<br>441' 6" 57' 0" 27' 8¾"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.468000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" &<br>2500ihp<br>Willamette Irn & St<br>3×20kW 120V d.c. |
| 521394<br><br>184002<br>Df Esd<br>Pld RT | **LUDHAM QUEEN**<br>**Talisman Trawlers (North Sea) Ltd.**<br>Lowestoft British | 179<br>60<br>— | ✠100A1 SS 1/67<br>trawler<br>✠LMC<br>MN70 EL (c) h | 1954–11 Cochrane & Sons Ltd.—Sel<br>*102·2'* 22' 1"<br>100' 0" 22' 0" 10' 9"<br>F18'<br>RW 4BH<br>BK7" WB3t | M Trawler | Oil 2SA 6Cy. 265×<br>350bhp<br>Crossley Bros. Ltd. |

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| **UDLOW**<br>**M. Ispahani Ltd.**<br>ittagong Pakistan | 356<br>197 | Classed LR until 3/54 | 1944 New Jersey S.B. Co.—Barber<br>158′ 6″ 22′ 11″<br>... ... ...<br>1 dk | TM | 2 Oil 2SA each 24Cy. 110×125 mm<br>General Motors Corp. Det |
| **UDMILA C.**<br>Fella Hugo Stinnes–67<br>**F. Cordes & Co.**<br>mburg W. German<br>For later particulars see New Entries No. 6 | 3131<br>1494<br>4066 | GL | 1962 Atlas Werke A.G.—Bmn<br>331′ 5″ 47′ 8″ 20′ 1″<br>303′ 5″ 47′ 3″ 22′ 0″<br>P83′ Q116′ F39′ 2 dks<br>RW<br>rf nil | M CSD Mchy.aft<br>2 Ho 88½′, 108¼′<br>G.203500 B.191000<br>5 Ha (stl) (24′, 24′, 20¼′, 20¼′, 23½′×23½′)<br>10W Der 8(5–8) 2(3–5) | 2 Oil each 6Cy. 385×580 mm geared to sc. shaft<br>2840bhp 359½t (d.o)<br>Masch. Kiel A.G. Kel<br>3×200, 200, 60kW 230V d.c. 13k |
| **UDOLF OLDENDORFF**<br>**gon Oldendorff**<br>beck W. German | 2388<br>1240<br>4550 | GL | 1952 Orenstein Koppel & Lbcr. Masch. —Lbc<br>349′ 3″ 48′ 8″ 20′ 2¾″<br>48′ 6″ 29′ 6″<br>P21′ F36′ H63′ 1 dk & S dk<br>RW | M OSD<br>G.270139 B.242522<br>4 Ha<br>Der 1(50) 1(20) 10(3-5) | Oil 2SA 9Cy. 520×900 mm<br>2700bhp 491t<br>Masch. Augsburg-Nürnberg Aug<br>13½k |
| **UDOVIC JEGO**<br>**eré, Jego & Cie.**<br>ient French | 292<br>123<br>224 | BV | 1963 Béliard-Murdoch S.A.—Ost<br>134′ 6″ 26′ 2″<br>121′ 5″ 25′ 11″ 13′ 7″ | M Trawler | Oil 4SA 8Cy. 320×450 mm<br>925bhp 84t<br>Klöckner-Humboldt-Deutz Kln |
| **UDOVIC PIERRE**<br>**cheries de Cornouaille**<br>ient French | 569<br>207<br>290 | BV | 1966 Béliard-Murdoch S.A.—Ost<br>160′ 0″ 33′ 0″ 14′ 3″<br>139′ 4″ 32′ 7″ 19′ 6″<br>1 dk, pt 2nd dk | M Stern Trawler Mchy.aft | Oil 4SA 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz Kln |
| **UDVIG P.W.**<br>Elly North–59<br>**Speed Nav. Co. Ltd.**<br>ittagong Pakistan | 500<br>269<br>740 | | 1956 Zaanlandsee Schps. Maats.— Zaandam<br>173′ 7″ 28′ 8″ 10′ 11⅞″<br>158′ 6″ 28′ 5″ 11′ 1″<br>1 dk | M Mchy.aft<br>1 Ho<br>G.36000 B.33000<br>2W Der 2(3) | Oil 4SA 8Cy. 290×420 mm<br>53¾t<br>Masch. Kiel A.G. Kel<br>10k |
| **UDWIG FRANZIUS**<br>**Wasser- und Schiffahrts-direktion Bremen**<br>emerhaven W. German | 4298<br>1921<br>— | | 1964 Orenstein-Koppel & Lbcr. Masch.—Lbc<br>370′ 10″ 59′ 3″<br>341′ 2″ 59′ 1″ 26′ 3″<br>2 dks<br>RW<br>rf nil | TD-E Suction Hopper Dredger Mchy.aft<br>Der 2(11) 3(7) | 5 Oil 4SA each 12Cy. 185×200 mm 6000bhp driving 5 gen. 815/675kW 543V d.c. connected to 2 elec. motors each 1500shp (CC) 340t<br>Maybach Friedrichshafen<br>2×415, 135kW 230V d.c.<br>Thw. thrust propeller fwd 12k |
| **UDWIG SCHWEISFURTH**<br>rtenreederei "Ludwig Schweisfurth"<br>eederei N. Ebeling G.m.b.H. & Co. K.G<br>emerhaven W. German | 654<br>255<br>— | GL | 1956 A.G. "Weser" Werk Seebeck—Bhn<br>203′ 8″ 30′ 2″ 14′ 9″<br>183′ 8″ 30′ 0″ 16′ 5″<br>F36′ 1 dk<br>RW | S Trawler | T 3Cy. 16⅛″ 25⅝″ & 41$\frac{5}{16}$″×26″ & LP turb<br>1000ihp (o.f)<br>A.G. "Weser" Werk Seebeck Bhn |
| **UDWIGSHAFEN**<br>amburg-**Amerika Linie**<br>amburg W. German | 6882<br>4000<br>9855 | GL | 1954 Lübecker Flender-Werke—Lbc<br>524′ 11″ 63′ 3″ 26′ 4″<br>482′ 4″ 63 0″ 35′ 8″<br>1 dk & S dk<br>RW<br>rf 3″ | S (12P) OSD<br>6 Ho 46¼′, 71¼′, 87¼′, 66¼′, 42¾′, 44½′<br>G.713847 B.657312<br>6 Ha (stl) (29¾′, 44′, 58½′, 45¼′, 29¼′, 29¼′×18½′)<br>Der 1(50) 6(5–10) 12(3–5) 1(2) | S Turb dr geared<br>9000shp (o.f)<br>Siemens-Schuckertwerke Mülheim<br>3×350, 200, 200kW 230V 50c/s a.c.<br>16½k |
| **UWIK SOLSKI**<br>**Government**<br>Ocean Lines<br>ynia Polish | 6904<br>3756<br>10086 | PR | 1960 Stocznia Szczecinska—Szn<br>504′ 11″ 64′ 3″ 27′ 2″<br>464′ 7″ 63′ 8″ 41′ 2″<br>1 dk & S dk | M (12P) OSD<br>5 Ho<br>G.624959 B.561409<br>5 Ha (24¾′, 44¾′, 37¾′, 42¾′, 27¾′×21¼′)<br>16W Der 1(50) 1(25) 2(10) 14(5) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp Sulzer (d.o)<br>N.V. Werkspoor Ams<br>4×320, 320, 320, 80kW 230V d.c. 16k |
| **UDZA**<br>**.S.S.R.**<br>ga Russian | 3358<br>1738<br>4388 | | 1959 Schiffswerft Neptun—Ros<br>341′ 2″ 47′ 3″<br>47′ 1″<br>1 dk | M<br>4 Ho<br>G.199000<br>4 Ha (29¾′, 29¾′, 29¾′×19¾′) (25½′×23′)<br>9W Der 1(15) 8(5) | 2 Oil 4SA each 8Cy. 365×550 mm geared to sc. shaft<br>Görlitzer Masch. Görlitz<br>12½k |
| **UEN HWA**<br>Lorinda–57 exMantin–53<br>Empire Maytree–47<br>**epublik Indonesia**<br>T. Pelajaran Pantja Bakti<br>Indonesian | *554*<br>*245*<br>480 | *Classed BC until 8/60 | 1945–8 Ailsa S.B. Co. Ltd.—Trn<br>151′ 0″ 27′ 1″ 11′ 6¾″<br>140′ 5″ 27′ 0″ 17′ 6″<br>1 dk & S dk | S OSD Mchy.aft | T 3Cy. 9″ 16″ & 26″×18″<br>(o.f)<br>Ailsa S.B. Co. Ltd. Trn |
| **UEN SOON**<br>Yamashiro Maru–66<br>Kawachi Maru No. 1–55<br>**en Soon Shipping S.A.**<br>nama Panamanian | 917<br>488<br>1585 | CR (Taiwan) | 1954 Nippon Kokan—Osa<br>214′ 0″ 31′ 2″ 15′ 7½″<br>196′ 10″ 31′ 1″ 17′ 10″<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.59723 B.57114<br>2 Ha (35½′, 39¼′×16¼′) | Oil 4SA 6Cy. 350×520 mm<br>750bhp Emade44refitted54 40t<br>Kobe Hatsudoki Seizosho Kob<br>2×5kW 110V d.c. 10k |

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| 531976<br>HPUM<br>3632HK<br>Df Esd<br>Gc | **LUEN TUNG**<br>exSandakan Bay-65<br>exBatu Pahat-62<br>exHongkong Trader-58<br>exDarlac-55<br>exDocteur A. Calmette-50<br>exAlbert Calmette-48<br>exManitou Park-46<br>**Concordia Kinabatangan Shipping S.A.**<br>Panama Panamanian | *2940*<br>*1675*<br>4700 | BV CR (Taiwan)<br>✠Classed LR until 4/49 | 1943-10 Foundation Maritime—Pictou<br>328' 0" 46' 8" 20' 10½"<br>310' 0" 46' 6" 25' 2"<br>P31' B76' F34' 1 dk<br>R | S<br>3 Ho<br>G.236000 B.219000<br>4 Ha (35'×25') (37', 37'×27') (35'×25')<br>8W Der 1(20) 7(5) | T 3Cy. 20" 31" & 55"×39"<br>1176ihp<br>Canada Iron Foundries<br>2×15kW 110V d.c. |
| 521410<br>UWOA<br>M-19463 | **LUGA**<br><br>**U.S.S.R.**<br>Petropavlovsk Russian | 1194<br>446<br>1088 | | 1951 "Gheorghiu Dej" Shpyd—Bdp<br>229' 7" 32' 10" 12' 4½"<br>32' 8" 17' 5" | TM<br>3 Ho<br>G.55515<br>3 Ha (each 22½'×13')<br>6W Der 6(2) | 2 Oil 4SA each 8Cy.<br>800bhp<br>Ganz Waggon & Eng. |
| 515642<br>HPXH<br>4151-GI<br>Df Esd<br>Pfd Rdr<br>RTv | **LUGANO**<br>exHudson Firth-67<br>**Cia. Nav. Rivabella S.A.**<br>Panama Panamanian | 2925<br>1707<br>4288 | ✠100A1 SS 4/67<br>✠LMC<br>MN225 EL u | 1949-12 Ailsa S.B. Co. Ltd.—Trn<br>337' 0" 44' 8" 19' 11½"<br>320' 6" 44' 4" 22' 6"<br>Q185' F26' 1 dk<br>RW NS 5BH<br>rf 3" WB1438t incl. DTm366t | S Mchy.aft<br>5 Ho 39', 37½', 38', 40', 37'<br>G.210000 B.201000<br>5 Ha (stl) (24'×26') (24', 24', 22', 30'×32½')<br>Der 10(3) | T 3Cy. 19½" 32" & 53"×39"<br>1380ihp<br>Ailsa S.B. Co. Ltd.<br>2 SB 220lb Spt hs<br>2×20kW 110V d.c. |
| 521413<br>UYXE<br>M-3138<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LUGANSK**<br><br>**U.S.S.R.**<br>Odessa Russian | 22262<br>15397<br>34985 | ✠Classed LR until 8/64 | 1962-2 Mitsubishi Zosen—Hma<br>679' 2" 88' 11" 35' 1½"<br>639' 9" 88' 7" 46' 9"<br>P142' F82' 1 dk<br>rf 4" | M Tanker Mchy.aft<br>21 Ta 1 Ho<br>L.1639772 G.25109<br>1 Ha (13½'×14½')<br>2W Der 2(1½) | Oil 2SA 9Cy. 900×1550<br>18000bhp Sulzer<br>Mitsubishi Zosen |
| 521414<br>CSKB<br>G455<br>Df Esd<br>Rdr | **LUGELA**<br>exDortmund-43<br>**Cia. Colonial de Navegacão**<br>Lisbon Portuguese | 5277<br>3191<br>8070 | ✠100A1 TD 6/67 ~~SS 7/62~~<br>✠LMC<br>EL z | 1926-10 Blohm & Voss—Ham<br>422' 7" 56' 0" 26' 9½"<br>405' 5" 55' 9" 28' 6"<br>P&B328' F55' 2 dks, 3rd dk in No. 1 hold<br>R 8BH Well dk<br>WB1271t | S<br><br>G.451038 B.413151<br><br>13W Der 1(40) 1(15) 8(5) 4(3) 2(2) | 4 S Turb sr geared to<br>2700shp<br>Blohm & Voss<br>3 SB 213lb Spt hs |
| | | | ~~REPAIRS REQUIRED—CLASS SUSPENDED 12/67~~ | | | |
| 650169<br>EEJU<br><br>Df Esd<br>Rdr RT | **LUGO**<br><br>**Pescanova S.A.**<br>Vigo Spanish | 1253<br>764<br>— | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN495 EL p 1$\frac{1}{16}$"SQ | 1965-11 Ast. de Palma S.A.—Palma, Maj<br>247' 10" 36' 2" 15' 4½"<br>227' 2" 36' 1" 20' 10"<br>Ba 54' F78' 2 dks<br>4BH<br>rf 4" WB216t | M Ref Mchy.aft<br>2 Ho<br>In.60110<br>2 Ha<br>4W Der 4(2½) | Oil 4SA 9Cy. 400×<br>2475bhp<br>Masch. Augsburg-N |
| 650355<br>EEGL<br><br>Df Esd<br>Rdr<br>RTm | **LUGONES**<br><br>**Auxiliar de Transportes Maritimos S.A.**<br>Gijon Spanish | 2719<br>1211<br>3789 | ✠100A1 SS 2/69<br>✠LMC<br>MN690 EL u | 1965-2 Ast. del Cantabrico y de Riera S.A.—Gjn<br>341' 9" 46' 1" 19' 9½"<br>311' 8" 45' 11" 23' 5"<br>P75' F43' 1 dk<br>RW NS 8BH<br>rf 4" WB1379t incl. Dk tanks 170t DTf128t DTm434t | M Mchy.aft<br>4 Ho 50¾', 41', 41', 49½'<br>B.173400<br>4 Ha (stl) (33'×26½') (33', 33', 33'×29½')<br>8W Cr 4(3) Der 4(3) | Oil 2SA 6Cy. 500×11<br>3450bhp B&W<br>La Maquinista Terres<br>3×150, 75, 75kW 220V |
| 521416<br>DFTW<br><br>Df Esd<br>Rdr RT | **LÜHE**<br><br>**Stader Schiffswerft G.m.b.H.**<br>Küstenschiff. Bauer & Hauschildt K.G.<br>Stade W. German | 418<br>187<br>710 | GL | 1957 Stader Schiffsw.—Stade<br>169' 0" 23' 3" 12' 2¾"<br>152' 9" 23' 11" 12' 10"<br>P112' F26' 1 dk<br>RW | M Mchy.aft<br>2 Ho 95¾', 66½'<br>G.42000 B.40000<br>3 Ha (48¾'×18') (50½', 25½'×22½')<br>3W Der 2(2) | Oil 4SA 8Cy. 290×4<br>300bhp<br>Masch. Kiel A.G. |
| 533770<br>DFSM<br><br>Df Esd<br>Rdr RT | **LÜHEDEICH**<br>exStadersand-65<br>**Gerhard Kluger**<br>Hamburg W. German | 500<br>306<br>807 | GL | 1952 Stader Schiffswft.—Stade<br>*168·3'* 26' 9" 14' 1"<br>26' 8" 15' 1"<br>F21' 2 dks<br>RW | M CSD Mchy.aft<br>1 Ho 97' 1 TwD 94'<br>G.33200 B.30100<br>1 Ha (74'×16½')<br>Der 2(2) | Oil 4SA 6Cy. 320×45<br>500bhp<br>Klöckner-Humboldt-De |
| 672397<br>DKPK<br><br>Df Esd<br>Gc Rdr<br>RT | **LÜHESAND**<br><br>**Partenreederei m.s. Lühesand**<br>A. F. Harmstorf & Co.<br>Lübeck W. German | T.Mk<br>902<br>398<br>—<br>1673<br>902<br>— | ✠Lloyd's RMC GL | 1967 Schlichting Werft—Travemünde<br>291' 4" 41' 1" 13' 6"/17' 2"<br>264' 1" 41' 0" 22' 4"<br>2 dks | M Ref Mchy.aft | Oil 4SA 8Cy. 450×55<br>2750bhp<br>Atlas-Mak. Masch. |
| 651819<br>UOAI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **LUHOVITSY**<br><br>**U.S.S.R.**<br>Novorossiisk Russian | 22315<br>15316<br>~~35200~~<br>35224 | ✠LR class withdrawn—Owners' request 10/67 | 1965-10 Mitsubishi Hvy Ind. Ltd.—Hma<br>~~670' 0"~~ 88' 11" 35' 2½" 679' 2" (Incl.BB)<br>639' 9" 88' 7" 46' 9"<br>P142' F83' 1 dk<br>rf 4" | M Tanker Mchy.aft<br>22 Ta 1 Ho<br>L.1750050 G.51206<br>1 Ha (13½'×14½')<br>1 W Der 1(2½) | Oil 2SA 9Cy. 900×<br>18000bhp<br>Mitsubishi Hvy Ind. |
| 672797<br>IPPV<br>249<br>Df Esd<br>Gc Rdr<br>RT | **LUICIOTTA**<br><br>**Paolo Gaetani**<br>Cagliari Italian | 139<br>56<br>— | RI | 1967 Coop. Met. Ing. G. Tommasi—Anc.<br>100' 8" 22' 11" 10' 5½"<br>82' 4" 22' 10" 11' 1"<br>1 dk | M Fishing Mchy.aft<br>1 Ho | Oil 4SA 4Cy. 320×<br>385bhp<br>Ansaldo Stab. Mecc. |

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| **UIGI MARTINI**<br>Vergmont-61<br>Carbonello A.-56<br>**pedizioni Italiane Marittime**<br>**Terrestri S.p.A. (SPIMAR)**<br>enoa Italian | 1595<br>872<br>2543 | | RI | **1942** Cant. Nav. Breda—Ven<br>276′ 5″ 37′ 8″ 17′ 5″<br>256′ 11″ 37′ 6″ 20′ 1″<br>P28′ B50′ F26′ 1 dk | M<br>4 Ho<br>G.109992 B.104282<br>8W Der 2(10) | Oil 2SA 6Cy. 450×740 mm<br>1200bhp Fiat<br>S. A. Ansaldo | 130t<br>Gen<br>10½k |
| **UIGI NERI**<br>to Neri<br>ghorn Italian | **168**<br>40<br>— | | RI | **1964** Cant. Nav. M. & B. Benetti—<br>Viareggio<br>91′ 0″ 24′ 0″ 10′ 6″<br>82′ 0″ 23′ 11″ 13′ 1″<br>RW | M Tug | Oil 4SA 8Cy. 320×480 mm<br>1200bhp<br>Motorenw. Mannheim | Mhm |
| **UIGI ORLANDO**<br>oc. di **Nav. 'Carbosider'**<br>**S.p.A.**<br>lermo Italian | **15597**<br>8118<br>24209 | **✠100A1**<br>**✠LMC**<br>MN2240 | EL I†2⅜″SQ<br>RI | **1964–5** Ansaldo S.p.A.—Lgn<br>635′ 3″ 76′ 2″ 33′ 11½″<br>587′ 6″ 75′ 9½″ 45′ 8″<br>P116′ F66′ 1 dk<br>RW NS 9BH<br>rf nil WB11651t incl. Topside tanks in holds 4412t DTf682t | M Bulk Carrier (6P) Mchy.aft<br>6 Ho each 69¼′<br>6 Ha (each 46′×36′)<br>Der 2(3) | Oil 2SA 8Cy. 750×1320 mm<br>11200bhp<br>S.A. Fiat S.G.M.<br>2AuxB (1 o.f 1 ex.g) 107℔<br>4×250, 250, 250, 100kW 230V d.c. | (hvf)<br>Tur |
| **GIA MONTANARI**<br>uigia N-60 exSaphir-56<br>**no & Eredi Arturo**<br>**ontanari**<br>ste Italian | **1139**<br>572<br>1620 | | RI | **1949** Glommens M/V—Fks<br>240′ 2″ 33′ 10″ 15′ 2½″<br>219′ 10″ 33′ 8″ 16′ 1″<br>P61′ F26′ 1 dk | M Tanker Mchy.aft<br>10 Ta<br>L.74784 HeCls. C | Oil 2SA 7Cy. 340×570 mm<br>1200bhp<br>Atlas-Diesel | Skm<br>12k |
| **GINA**<br>Fuglen-39 exZelpha-37<br>Anna Jensen<br>rio Lubrano **Lobianco**<br>ples Italian | **246**<br>183<br>340 | | RI | **1921** Schiffs. (v. J. & Sch.) A.G.—Ham<br>120′ 7″ 23′ 2″ 9′ 2″<br>104′ 11″ 23′ 0″ 9′ 11″<br>Q30′ 1 dk<br>R | M Ref Mchy.aft<br>1 Ho<br>G.21180 B.18464 In.19538<br>2W Der 2(1½) | Oil 4SA 4Cy. 265×410 mm<br>200bhp Emade42fitted—<br>S.A. Ansaldo | Gen<br>7½k |
| **LUIS**<br>Boatswain's Hitch-57<br>Philippine **Steam**<br>**Navigation Co.**<br>nila Philippine | **3805**<br>2123<br>~~8190~~<br>5965 | | AB | **1945** Consolidated Stl Corp.—Wmg, Cal<br>338′ 8″ 50′ 1″ 23′ 5″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>rf 3″ | M Ref Mchy.aft<br>4 Ho 36′, 70′, 60′, 28′<br>G.237000<br>4 Ha (20′, 40½′ 40½′×20′) (8′×9′)<br>Der 1(30) 5(5) 1(1½) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp<br>Nordberg Mfg Co.<br>2×250kW 240V d.c. | 975t (hvf)<br>Milwaukee |
| **LUIS ANGEL ARANGO**<br>anco de **la Republica de**<br>Colombia **S.A.**<br>(Concesion **de Salinas)**<br>rtagena Colombian | ~~1978~~ 1940<br>~~956~~ 937<br>1726 | | | **1967** Empresa Nac. "Bazan"—Cdz<br>274′ 8″ 42′ 1″ 12′ 0″<br>238′ 0″ 42′ 0″ 20′ 0″<br>1 dk | M Mchy.aft | 2 Oil 4SA each 12Cy. 159×203 mm hydraulic reduction geared to sc. shaft<br>1530bhp<br>Caterpillar Tractor Co. | Peoria |
| **UIS ARCOS BERGNES**<br>Frubel Clementina-64<br>Alvdal-54<br>presa **Cubana de**<br>**Navegacion**<br>vana Cuban | *3265*<br>*1760*<br>3090 | | | **1950** Kaldnes M/V—Tbg<br>340′ 3″ 47′ 1″ 20′ 6¾″<br>315′ 0″ 46′ 11″<br>P26′ F136′ 2 dks<br>RW<br>rf 6″ | M Ref CSD<br>In.178340<br>4 Ha (each 20¾′×16′)<br>8W | Oil 2SA 10Cy. 500×900 mm<br>3400bhp<br>Burmeister & Wain<br>3×160, 160, 85kW 220V d.c. | 779t<br>Cpn<br>16½k |
| **UIS CASO DE LOS COBOS**<br>Chivichiaga<br>mentos **Fradera S.A.**<br>les Spanish | **2493**<br>1467<br>3300 | ✠Classed LR until 1/33 | | **1919–11** Soc. Española de Const. Nav.—<br>Bbo<br>282′ 1″ 40′ 0″ 19′ 0″<br>39′ 10″<br>P74′ B26′ F34′ 1 dk<br>R | S Mchy.aft<br>G.141600<br>6W Der 6(2) | 2 S Turb sr geared to sc. shaft<br>980shp<br>Soc. Española de Const. Nav. | 450t (c)<br>Frl<br>8k |
| **UIS DORLETA**<br>iel **Betondo Osteche**<br>Spanish | **117**<br>63<br>— | | | **1960** Arrizab. & Olasagasti—Zumaya<br>90′ 1″ 21′ 0″<br>... ... ... | Wood M Fishing | Oil 4Cy. 250×375 mm<br>300bhp | 20t (d.o)<br>11k |
| **UIS PEREDA**<br>ansportes **de Petróleos**<br>S.A.<br>ntander Spanish | **15286**<br>8531<br>23580 | **✠100A1** strengthened for ore cargoes. Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>MN1500 | EL k† | **1965–10** Soc. Española de Const. Nav.—<br>Matagorda<br>590′ 7″ 74′ 1″ 30′ 6⅛″<br>555′ 1″ 73′ 10″ 46′ 5″<br>P114′ F51′ 1 dk<br>NS 10BH<br>rf nil WB8350t incl. Comb. btm & side tanks in holds 4030t Topside tanks in holds 3760t | M Bulk Carrier Mchy.aft<br>7 Ho 67′, 52′, 52′, 52′, 52′, 52′ 54½′<br>7 Ha (stl) (47⅓′, 36¾′, 36¾′, 36¾′, 36¾′, 36¾′, 36¾′×37′) | Oil 2SA 5Cy. 760×1550 mm<br>7500bhp Sulzer<br>Soc. Española de Const. Nav.<br>AuxB o.f 64℔<br>AuxB ex.g 100℔<br>4×220kW 220V d.c. | (hvf)<br>Bbo |
| **UISA**<br>a de **Obras Edificias**<br>**aritimos Portuarias S.A.**<br>nama Panamanian | **3116**<br>1642<br>— | | BV | **1966** Verschure & Co.'s Schps.—Ams<br>313′ 9″ 55′ 3″ 19′ 6″<br>292′ 0″ 55′ 2″ 24′ 11″<br>1 dk | TM Suction Hopper Dredger Mchy.aft | 2 Oil 2SA each 18Cy. 300×550 mm<br>3060bhp<br>N.V. Smit & Bolnes | Zierikzee |
| **UISA**<br>Nikos-66 exJan-63<br>Katja Dan-53 exKatja Lau-48<br>Katja-44 exCarmen-43<br>Catalonier<br>aros **Cia. de Nav. S.A.**<br>Antonatol<br>ræus Greek | **1283**<br>712<br>1900 | ✠Classed LR until 12/64 | | **1920–10** Lloyd Royal Belge (G.B.) Ltd.—<br>Gls<br>251′ 5″ 35′ 8″ 15′ 6½″<br>35′ 6″ 17′ 3″<br>P27 B57′ F25′ 1 dk<br>R | S<br>G.92745 B.86450<br>4W | T 3Cy. 15″ 25″ & 40″×27″<br>McKie & Baxter | (o.f)<br>Gls<br>8½k |

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| 521429<br>ICQO<br>3298<br>Df Esd<br>Gc Rdr<br>RT | **LUISA COSTA**<br>exBeaverdell-63 exMapledell-56<br>exBeaverdell-52<br>~~Giacomo Costa fu Andrea~~<br>Genoa Italian<br>**Costa Armatori S.p.A.** | 9822<br>5805<br>10930 | RI<br><br>✠Classed LR until 10/64 | 1946-2 Lithgows Ltd.—P.Gl<br>497' 6" 64' 4" 29' 9½"<br>465' 0" 64' 0" 42' 8"<br>P33' F41' 2 dks, 3rd dk except in No. 1 hold | T-E Ref<br>6 Ho<br>G.643356 B.598712 In.163318<br><br>20W Der 1(30) | 2 S Turb connected to<br>shaft<br>9000shp<br>C. A. Parsons & Co. Ltd. |
| 521431<br>CSMY<br>A1078N<br>Esd Rdr<br>RT | **LUISA RIBAU**<br><br>**Soc. Gafanhense Ltda.**<br>Aveiro Portuguese | 714<br>402<br>— | | 1953 Soc. Gafanhense—<br>Gafanka, da Nazare<br>*148·7"* 35' 8"<br>... ... ... | Wood Aux Fishing | Oil 8Cy. 290 × 420 mm<br><br>Masch. Kiel A.G. |
| 542124<br>OWQY<br><br>Df RTm | **LUISE**<br>exClaus Jürgen-63<br>exH.A.S.T. 3-57 exTaurus<br>**J. P. Ohlsen**<br>H. Christiansen<br>Gråsten Danish | 255<br>120<br>320 | BV | 1939 Spaarndammer Sch. Stapel—<br>Spaarndam<br>131' 5" 23' 9" 8' 0"<br>23' 7"<br>P38' F13' 1 dk<br>R | M Mchy.aft<br>1 Ho 65¼'<br>G.18000 B.16800<br>2 Ha (36', 19½' × 14')<br>Der 2(2) | Oil 4SA 3Cy. 280 × 450<br>150bhp Emade26fitted<br>Motfbr. Deutz |
| 521432<br>DDHU<br><br>Df Esd<br>RT | **LUISE BERGMANN**<br><br>**Luise Bergmann**<br>Brake W. German | 291<br>134<br>456 | GL | 1942 Värmlands Rederi—Karlstad<br>139' 5" 23' 5" 10' 11½"<br>23' 3" 11' 4"<br>P62' F21' 1 dk<br>len 50 | M Mchy.aft<br><br>G.25271 B.23800<br>2 Ha<br>2W | Oil 4SA 6Cy. 280 × 450<br>200bhp<br>Klöckner-Humboldt-Deutz |
| 671891<br>DHRL<br><br>Df Esd<br>Gc Rdr<br>RT | **LUISE BORNHOFEN**<br><br>**Robert Bornhofen Reederei**<br>Hamburg W. German | 4397<br>2086<br>—<br>6379<br>3301<br>8800 | ~~GL~~ | 1967 Caledon S.B. & E. Co. Ltd.—Dun<br>431' 9" 61' 10" 27' 0"/28' 0½"<br>395' 0" 61' 0" 34' 9"<br>F33' 2 dks | M OSD/CSD | Oil 2SA 6Cy. 700 × 1200<br>8400bhp<br>Masch. Augsburg-Nürnberg |
| 537485<br>DHGQ<br><br>Df Esd | **LUISE BUHK**<br>exUta Herma Martens-65<br>exHans Hermann-62<br>**Walter Buhk**<br>Hamburg W. German | 369<br>197<br>560 | GL | 1950 Schiffsw. W. Holst—Ham<br>*148·7"* 26' 5" 9' 4"<br>26' 3" 10' 5"<br>P30' F19' 1 dk<br>RW len 52 | M<br><br>G.28000 B.27000<br>2 Ha | Oil 4SA 6Cy. 290 × 420<br>250bhp<br>Masch. Kiel A.G. |
| 521434<br>PFQO<br><br>Df Esd<br>Pfd RT | **LUISE EMILIE**<br><br>**N.V. Strokartonfabrieken**<br>**Erica-Oude Pekela**<br>E. Wagenborg's Scheepv. &<br>Exp. Bedr. N.V.<br>Delfzijl Netherland<br>Now **EENDRACHT** See New Entries No. 1 | 500<br>322<br>775 | BV | 1957 Schps. "De Waal"—Zaltbommel<br>178' 2" 29' 5" 10' 11"<br>165' 2" 29' 3" 12' 2"<br>1 dk<br>RW | M Mchy.aft<br><br>G.37850 B.35200<br>2 Ha (each 42½' × 17½')<br>Der 2(3-5) | Oil 4SA 8Cy. 270 × 500<br>395bhp<br>N.V. Werkspoor |
| 521435<br>DICU<br><br>Df Esd<br>Gc Rdr<br>RTm | **LUISE HORN**<br><br>**H. Christian Horn Reederei**<br>Heinrich C. Horn<br>Hamburg W. German | 887<br>349<br>967<br>1359<br>803<br>1342 | GL | 1961 J. J. Sietas Schiffsw.—Ham<br>246' 4" 35' 6" 12' 8"/14' 10"<br>220' 9" 35' 4" 20' 8"<br>1 dk & S dk | M Ref OSD/CSD Mchy.aft<br><br>In.60060<br>2 Ha (each 23½' × 13½')<br>4W Der 4(2-3) | Oil 4SA 6Cy. 400 × 580<br>1600bhp<br>Klöckner-Humboldt-Deutz |
| 521436<br>DGNU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **LUISE LEONHARDT**<br><br>**Partenreederei m.s.**<br>**"Luise Leonhardt"**<br>Leonhardt & Blumberg<br>Hamburg W. German | 5916<br>3279<br>10165 | GL | 1953 Flensburger Schiffs. Ges.—Fin<br>485' 1" 60' 7" 25' 1½"<br>446' 3" 60' 3" 37' 3"<br>F44' H43' 1 dk & S dk<br>RW | M OSD (7P)<br>5 Ho 57½', 69', 52½', 54½', 62½'<br>G.573100 B.532600<br>5 Ha (stl) (34½', 52½', 34½', 39½',<br>34½' × 26½')<br>12W Der 1(20) 12(3-5) | Oil 2SA 6Cy. 700 × 1200<br>3500bhp<br>Masch. Augsburg-Nürnberg<br>4 × 150, 150, 150, 10kW |
| 680691 | **LUISITA BOTELHO**<br><br>**Botelho Bulk Transport**<br>**Corp.**<br>Manila Philippine<br>For later particulars see New Entries No. 2 | 5200<br>4100<br>6450 | 100A1<br>Class contemplated | Rickmers Werft—Bhn<br>363' 4" 54' 7"<br>336' 3" 54' 5½" 30' 2" | M Mchy.aft | Oil 4SA 12Cy. 400 × 500<br><br>Klöckner-Humboldt-Deutz |
| 505451<br>ICXU<br>652<br>Df Esd<br>Gc Rdr<br>RTm/v | **LUISITO**<br>exAnco Stream-65<br>exBuccaneer-64<br>**Navigazione Generale**<br>**Siciliana**<br>Palermo Italian | 5987<br>3701<br>8820 | RI | 1950 A/B Götaverken—Got<br>435' 1" 55' 1" 25' 11"<br>407' 0" 54' 6" 31' 11"<br>P92' B32' F46' 1 dk | M Tanker Mchy.aft<br>24 Ta<br>L.395050 HeCls. BC<br><br>Der 4(2) | Oil 2SA 6Cy. 680 × 1500<br>5300bhp<br>A/B Götaverken<br>3 × 150, 150, 53½kW |
| 521438<br>PUNB<br><br>Df RT | **LUIZ AFFONSO**<br>exAnglia-58<br>**Transportes Maritimos 1001**<br>**Ltda.**<br>Santos Brazilian | 1662<br>880<br>2132 | BV<br><br>✠Classed LR until 9/64 | 1946-7 Lödöse Varv A/B—Lod<br>Cmpl. by A/B Götaverken—Got<br>258' 8" 37' 7" 18' 9½"<br>242' 0" 37' 6" 23' 10"<br>B36' 2 dks<br>RW | S CSD<br><br>G.114740 B.104215<br><br>8W | Q 4Cy. 13 1/16" 21½"<br>& exhaust turb<br>compressor<br>1050ihp<br>A/B Götaverken |
| 662248<br><br><br>Esd RT | **LUIZ FREIRE**<br><br>**Pescas do Nordeste S.A.**<br>Recife Brazilian | 131<br>48<br>79 | AB | 1966 Arsenal de Marinha—Rio<br>87' 4" 21' 3" 9' 3"<br>81' 6" 21' 2" 10' 6"<br>1 dk<br>BK6" | M Fishing Mchy.aft<br>1 Ho 26½'<br><br>2 Ha (each 3' × 3') | Oil 4SA 8Cy. 7" × 10"<br>reduction geared<br>280bhp<br>Motorenw. Mannheim |

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| **JA**<br>Elda-61 exHeemskerk-54<br>Apollinaris V–37<br>**delheid Schöning**<br>W. German | 315<br>229<br>365 | ✠Classed LR until 5/62 | 1931–4 Ind. Maats. De Noord—Alb<br>136′ 10″ 23′ 6″ 8′ 8″<br>131′ 3″ 23′ 4″ 9′ 6″<br>Q26′ B8′ F16′ 1dk<br>R | M Mchy.aft<br>1 Ho 90′<br>G.23000 B.21500<br>2 Ha<br>2W Der 1(3) 1(1) | Oil 4SA 3Cy. 280×450 mm<br>150bhp 12t<br>Motfbr. "Deutz" Köln-Deutz<br>7k |
| **KA BOTIĆ**<br>**dranska Slobodna**<br>**Plovidba (Adriatic Tramp**<br>**Shipping)**<br>Yugoslav<br>plit | 6294<br>—<br>10790<br>9017<br>5475<br>12984 | ✠100A1 SS 3/64<br>DTmf—vegetable oil<br>✠LMC<br>MN1260 EL d†2$\frac{3}{16}$″SQ<br>JR | 1960–6 Brodogradiliste Split—Spt<br>504′ 0″ 62′ 0″ 26′ 6″<br>460′ 8″ 61′ 8″ 39′ 4″<br>F55′ 1 dk & S dk<br>Coll BH to S dk 7 to 2nd dk<br>rf 6″ WB2656t incl. DTmf1281t | M OSD/CSD | Oil 2SA 6Cy. 750×1320 mm<br>6300bhp<br>S.A. Fiat S.G.M. Tur<br>2AuxB 100℔ |
| **KANANI**<br>**vernment of Guyana**<br>rgetown, ~~Dem~~ British<br>rgetown, Guyana | 179<br>99<br>— | | 1914 Philip & Son Ltd.—Drt<br>107′ 0″ 22′ 6″ 8′ 0″<br>22′ 4″<br>1 dk<br>R | TM (456P)<br>2 Ho 41½′, 21½′<br>2 Ha (7¾′×7′) (5¾′×4½′)<br>1W Der 1(1) | 2 Oil 4SA each 6Cy. 145×205 mm<br>460bhp Emade49fitted— 8t (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×6 & 5kW 110V d.c. 10k |
| **KAS-M**<br>Hoogeland–53<br>**brs. H. & M. Meerteens**<br>. Scheepv. Bedr.<br>"Poseidon"<br>fzijl Netherland | 200<br>119<br>200 | BV | 1948 N.V. Schps. Doornbos—<br>Tjamsweer<br>121′ 4″ 20′ 6″ 7′ 0″<br>… … …<br>1 dk<br>R | M (2P) Mchy.aft<br>1 Ho 65′<br>G.10500 B.9600<br>2 Ha (17¼′, 29′×11¼′)<br>Der 1(3) 1(2) | Oil 2SA 3Cy. 230×400 mm<br>220bhp NE63 (d.o)<br>Alpha-Diesel A/S Fkn<br>8½k |
| **KIA M.**<br>ori-66 exKronprinsen–52<br>mpire Fairbairn<br>nship **Cia. Mar. S.A.**<br>cas G. Matsas<br>eus Greek | 7080<br>4545<br>10458 | ✠100A1 SS 2/64<br>with freeboard<br>✠LMC<br>EL a†2″SQ | 1942–4 Barclay, Curle & Co. Ltd.—Gls<br>446′ 5″ 56′ 5″ 26′ 9½″<br>425′ 0″ 56′ 0″ 37′ 8″<br>F40′ 2 dks<br>R NS 6 divisional WTBH in 'tween dks<br>Coll BH to W dk 7 to 2nd dk<br>rf 6″ WB2708t incl. DTm1162t<br>**SURVEYS OVERDUE 2/68—NOW IN PORT DAMAGED** | M<br>5 Ho 63′, 61½′, 56¾′, 62′, 64½′<br>5 Ha (31½′, 31′, 31′, 31′, 31′×20′)<br>Der 1(30) 2(10) 10(5) | Oil 2SA 3Cy. 600×2320 mm<br>2580bhp (d.o)<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 120℔<br>3×22, 15, 15kW 110V d.c. |
| **KKSUND**<br>Torland-67 exPommern<br>Berge **Partrederi**<br>Norwegian | 189<br>113<br>— | NV | 1938 Gebr. Wiemann—Brandenburg<br>121′ 10″ 21′ 4″ 7′ 6″<br>113′ 10″<br>1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.13000<br>1 Ha (47¼′×13′)<br>Der 1(2½) | Oil 4SA 4Cy. 280×420 mm<br>200bhp<br>Deutsche Werke A.G. Kel<br>2×35, 30kW 220V d.c. |
| **LUKUGA**<br>e. Maritime **Belge**<br>(Lloyd **Royal) S.A.**<br>gence Maritime<br>Internationale S.A.<br>twerp Belgian | T.Mk<br>*6632*<br>*3738*<br>9775<br>*8750*<br>*4979*<br>10997 | ✠100A1 SS 6/66<br>DTsa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1500 EL d† | 1956–7 S.A. Cockerill-Ougrée—Hbk<br>482′ 1″ 61′ 7″ 27′ 5″/29′ 4″<br>446′ 2″ 61′ 4″ 31′ 0″<br>F77′ 2 dks, 3rd dk fwd of mchy. space<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 7″ DK WB1483t incl. DTf270t | M (12P) Ref<br>5 Ho 51¾′, 79′, 46′, — DTs, 67¾′, 51½′<br>In.11057<br>6 Ha (stl) (26¼′, 40½′, 13½′, 16¼′, 35¼′,<br>24½′×19¾′)<br>Der 1(60) 1(40) 6(10) 10(5) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W (hvf)<br>S.A. Cockerill-Ougrée Seraing<br>db 100℔ e (ex.g) 100℔<br>3×250kW 220V d.c. |
| **LUA**<br>e. Maritime **Belge**<br>(Lloyd **Royal) S.A.**<br>gence Maritime<br>Internationale S.A.<br>twerp Belgian | T.Mk<br>*6632*<br>*3738*<br>9775<br>*8750*<br>*4979*<br>10997 | ✠100A1 SS 11/66<br>DTsa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1500 EL d† | 1956–12 S.A. Cockerill-Ougrée—Hbk<br>482′ 1″ 61′ 7″ 27′ 5″/29′ 4″<br>446′ 3″ 61′ 4″ 39′ 4″<br>F79′ 2 dks, 3rd dk fwd of mchy. space<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 7″ DK fwd WB 1483t incl. DTf270t | M (12P) Ref<br>5 Ho 51¾′, 79′, 46′, — DTs, 67¾′, 51½′<br>G.569417 B.514042 In.11057<br>6 Ha (stl) (26¼′, 40½′, 13½′, 16¼′, 35¼′,<br>24½′×19¾′)<br>16W Der 1(60) 1(40) 6(10) 10(5) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W 1375t (hvf)<br>S.A. Cockerill-Ougrée Seraing<br>AuxB 100℔ e (ex.g) 100℔<br>3×250kW 220V d.c. 16k |
| **MA**<br>Pero-67 exKos37–63<br>Polarstern–47<br>vikdal **Partrederi**<br>Værnes<br>ndheim Norwegian | 372<br>141<br>359 | NV | 1941 Moss Værft & Dokk A/S—Moss<br>152′ 0″ 25′ 2″ 13′ 4¼″<br>140′ 0″ 25′ 0″<br>1 dk<br>len 63<br>rf 38½″ BK7½″ | M Fishing<br>2 Ho<br>2 Ha (10½′×8¾′)<br>Der 1(5) 1(2½) | Oil 2SA 7Cy. 280×420 mm<br>700bhp NE63<br>Wichmann Mtrf. Rub<br>12½k |
| **ANE**<br>presa **do Limpopo A.**<br>Couto **Ltda.**<br>urenço Portuguese<br>Marques | 854<br>450<br>579 | ✠100A1 SS 11/64<br>with freeboard<br>DTsa—vegetable oil<br>✠LMC<br>EL j | 1939–4 De Merwede v. Vliet & Co.—Hxd<br>190′ 7″ 30′ 8″ 10′ 6¾″<br>174′ 9″ 30′ 6″ 11′ 6″<br>B40′ 2 dks<br>R 5BH<br>WB247t | TM<br>3 Ho 28¾′, 32½′, 52¼′<br>G.57940 B.51976<br>2 Ha (each 28¾′×13¼′)<br>2W Der 1(5) 4(2) | 2 Oil 4SA each 6Cy. 280×450 mm<br>600bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×30, 10kW 110V d.c. 8k |
| **MAS**<br>mas **Refrigerated Ships**<br>Inc.<br>Honduran | 467<br>100<br>— | | 1943 ............................<br>*153·0′* 24′ 0″<br>… … …<br>1 dk | TM Ref | 2 Oil 2SA each 24Cy. 110×125 mm<br>General Motors Corp Det |
| **MASKJÆR**<br>kal Hind-64<br>Nordkapptrål I-59<br>vikdal **Partrederi**<br>Værnes<br>ndheim Norwegian | 214<br>86<br>— | NV | 1954 A/S Pusnes M/V—Arendal<br>118′ 0″ 22′ 1″<br>… … …<br>1 dk<br>RW len 66 | M Trawler<br>2 Ha (8¼′×5¼′) (9¾′×6½′) | Oil 2SA 8Cy. 220×320 mm<br>400bhp<br>A/S Bergens M/V Bgn<br>9¾k |
| **MBERLADY**<br>Lumberman-40<br>F. A. Warner exCottonplant<br>n **Pedro Navigation Co.**<br>Mexican | 2333<br>1389<br>4045 | | 1918 Gt. Lakes Eng. Wks—Ecorse<br>261′ 0″ 43′ 8″ 23′ 2½″<br>253′ 2″ 43′ 6″ 27′ 7″<br>P75′ F25′ 1 dk<br>R<br>rf 3″ | S Mchy.aft<br>2 Ho<br>G.138900 B.127500<br>4 Ha<br>8W | T 3Cy. 21″ 34½″ & 57″×42″<br>1350ihp 900t (o.f)<br>Gt. Lakes Eng. Wks Det<br>9k |

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| 661452<br>PFQD<br>13941<br>Df Esd<br>Rdr<br>RTm | **LUMEY**<br>**G. Dost**<br>N.V. Wijnne & Barends<br>Groningen Netherland | 400<br>269<br>538 | ✠100A1<br>✠LMC<br>MN76 EL f 1"SQ | 1966-7 Schps. Gebr. Coops.—Hgz<br>164' 9" 27' 7" 9' 0"<br>147' 9" 27' 3" 9' 10"<br>P22' F25' RD fwd of P22' 1 dk<br>3BH<br>rf nil WB151t | M Mchy.aft<br>1 Ha (79½'×17½')<br>2W Der 2(2) | Oil 4SA 6Cy. 210×300<br>geared<br>380bhp<br>Gebr. Stork & Co.<br>2×5kW 115V d.c. |
| 521455<br>DDUG<br>Df Esd<br>Rdr RT | **LUMME**<br>**Argo Reederei R. Adler & Söhne**<br>Bremen W. German<br>Now **BITUNG** See New Entries No. 7 | 1424<br>733<br>2292 | GL | 1951 Bremer Vulkan—Vgk<br>269' 0" 42' 0" 17' 11½"<br>41' 10" 26 1"<br>B37' F18' 1 dk & S dk<br>RW | S OSD<br>G.145538 B.129716<br>2 Ha<br>8W Der 1(20) 8(3-5) | C 4Cy. (2) 14$\frac{3}{16}$" & (2)<br>turb<br>1500ihp<br>Bremer Vulcan |
| 521456<br>WR8013<br>286570<br>Rdr RT | **LUMMI BAY**<br>exYTB 289 exSakaweston<br>**Bellingham Tug & Barge Co. Inc.**<br>Bellingham United States | 224<br>152<br>— | | 1944 Everett Marine Ways Inc.—Everett, Wash<br>*102·8'* 27' 8" 13' 5½"<br>103' 6" 27' 6" 15' 1" | Wood TM Tug | 2 Oil 4SA each 12Cy. 12"<br>2540bhp<br>Enterprise Eng. Co. |
| 650662<br>SDAN<br>10610<br>Df Esd<br>Gc Rdr<br>RTm/v | **LUNA**<br>**O. T. Rederierna**<br>Lars Johansson<br>Skårhamn Swedish | 2307<br>1323<br>3187 | NV | 1965 A/B Lödöse Varv—Lod<br>284' 7" 41' 1" 19' 0"<br>262' 6" 41' 0" 20' 0"<br>P76' F26' 1 dk<br>rf 4" | M Tanker Mchy.aft<br>12 Ta<br>L.160000 HeCls. C<br>Der 5(1) | Oil 4SA 8Cy. 360×450<br>2200bhp<br>Motorenw. Mannheim<br>3×84kW 380V 50c/s a.c.<br>Controllable pitch propel |
| 642133<br>IPSL<br>144<br>Esd RT | **LUNA**<br>**"Aretusa" Compagnia Esercizio Pesca ed Industria Derivati S.p.A.**<br>Messina Italian | 499<br>240<br>— | RI | 1964 Soc. Esercizio Cant.—Viareggio<br>187' 0" 30' 1" 12' 0"<br>165' 8" 30' 0"<br>1 dk<br>RW | M Fishing Mchy.aft<br>2 Ho | Oil 4SA Cy. 320×410<br>1065bhp<br>Ansaldo Stab. Mecc. |
| 672628<br>SFZB<br>10865<br>Df Esd<br>Pfd Rdr<br>RTh | **LUNA**<br>**Vindy H. A. Falkman Partrederi**<br>Källö-Knipplan Swedish | 164<br>69<br>176 | BV | 1967 Rosslauer Schiffs.—Rosslau<br>110' 2" 8' 10½"<br>97' 0" 21' 8" 10' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 9½"×11<br>750bhp<br>Nydqvist & Holm A/B |
| 521461<br>OWAS<br>Df Esd<br>Gc Rdr<br>RT | **LUNA MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>6381<br>3598<br>9745<br>9062<br>5406<br>12560 | ✠100A1 SS 8/67<br>DTsm, DTsa & tunnel side tanks—oil FP above 150° F. latex, veg. oil or molasses<br>✠LMC<br>MN2000 EL e†2$\frac{1}{16}$"SQ | 1957-2 A.G. "Weser"—Bmn<br>497' 7" 63' 11" 27' 5¾"/31' 8"<br>457' 0" 63' 9" 41' 3"<br>P42' F96' 2 dks, 3rd dk except in aft hold<br>Coll BH to U dk 6 to 2nd dk<br>rf 4" WB5042t incl. Tunnel tanks 234t DTsa1941t DTm1171t | M<br>5 Ho<br>G.708000 B.639000<br>5 Ha (31½'×16') (47½', 41', 39½'×20') (34'×16')<br>20W Der 1(60) 2(15) 20(5) | Oil 2SA 8Cy. 740×16<br>10000bhp<br>Burmeister & Wain<br>AuxB 100lb e (ex.g) |
| 518130<br>Df RTm | **LUNA MARINA**<br>exKanna-67<br>**Cia. Nav. La Luna S.A.**<br>Panama Panamanian | *942*<br>*455*<br>1263 | ✱BC class withdrawn 11/67 | 1946-2 Henry Robb Ltd.—Lth<br>224' 6" 36' 8" 13' 11½"<br>210' 0" 36' 6"<br>B27' F38' 1 dk & S dk<br>rf 6" | M OSD Mchy.aft<br>2 Ho 48', 84'<br>B.79850<br>2 Ha (28', 58'×14')<br>6W Der 2(10) 4(5) | Oil 2SA 5Cy. 350×6<br>800bhp B&W<br>J. G. Kincaid & Co. Lt<br>3×50kW 220V d.c |
| 521462<br>EDMO<br>Df Esd<br>RT | **LUNA NUEVA**<br>**Ramón Beitia & Cia. S.R.C.**<br>Zumaya Spanish | 151<br>92 | BV | 1961 Talleres del Astillero—Snt<br>100' 9" 21' 0"<br>88' 7" 20' 8" 12' 1"<br>RW | M Trawler | Oil 2SA 6Cy. 250×37<br>450bhp<br>Juaristi |
| 521463<br>EDGR<br>Df Esd<br>RT | **LUNA Y SOL**<br>Launched as Claro de Luna<br>**Larrauri Hermanos**<br>Bermeo Spanish | 188<br>85<br>— | | 1961 Ast. de Murueta—Murueta<br>*94·5'* 21' 0"<br>... ... ...<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 315×4<br>600bhp<br>Carmelo Unanue |
| 521464 | **LUNACHARSKI**<br>exKlamath-43 exJalapa-40<br>**U.S.S.R.**<br>Russian | 6066<br>4378<br>— | | 1920 Moore S.B. Co.—Oakland<br>*402·6'* 53' 2"<br>402' 0" 53' 0" 34' 6"<br>P34' F37' 1 dk & S dk<br>R | S OSD | 2 S Turb dr geared<br>Vulcan Iron Works |
| 521465<br>IBML<br>839<br>Df Esd<br>RTm | **LUNARIA**<br>exTrione-42<br>**Capt. A. M. Volpe**<br>Naples Italian | 1597<br>919<br>2850 | RI<br>✠Classed LR until 12/64<br>**BROKEN UP** | 1931-3 A/B Lindholmen-Motala—Got<br>278' 2" 40' 4" 17' 8½"<br>260' 0" 40' 3" 18' 10"<br>P26' B162' F23' 1 dk<br>R | S<br>2 Ho 95½', 93½'<br>G.161500 B.147047<br>4 Ha (21½', 29½', 29½', 21½'×16')<br>6W Der 1(5) 5(3) | T 3Cy. 17$\frac{5}{16}$" 28½"<br>800ihp<br>A/B Lindholmen-Mo<br>2×31, 25kW 220V d.c |
| 514430<br>LKFB<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LUNDEFJELL**<br>exHavörn-65<br>**A/S Rudolf & A/S Luksefjell**<br>Olsen & Ugelstad<br>Oslo Norwegian | 4944<br>2834<br>7875 | NV | 1949 Eriksbergs M/V A/B—Got<br>434' 11" 58' 1" 25' 11½"<br>405' 8" 57' 10"<br>F93' 1 dk & S dk, 3rd dk in No. 2 hold<br>rf 4" | M (12P) Ref OSD<br>4 Ho 58½', 96½', —' DT, 60½', 68½', 5 TwD 58½', 126', 42½', 68½', 96½'<br>G.539330 B.488150 In.16000<br>5 Ha (31½', 36½', 31½', 31½', 31½'×20')<br>16W Der 2(15) 12(5) 2(3) | Oil 2SA 7Cy. 740×<br>5650bhp B&W<br>Eriksbergs M/V A/B<br>4×125, 125, 125, 11 |

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| **NDSTØSKJÆR**<br>dolv & Sverre Akeröy<br>ndnessjöen Norwegian | 169<br>55<br>— | | 1948 Nordmöre Einar Vägland—<br>Vägland<br>100′ 8″ 22′ 6″<br>... ... ...<br>1 dk len 52 | Wood M | Oil 2SA 6Cy. 240×400 mm<br>560bhp NE66<br>Alpha-Diesel A/S Fkn<br>10½k |
| **NE DEEP**<br>stminster Dredging Co.<br>Ltd.<br>ndon British | 895<br>536<br>— | ✠100A1 SS 10/66<br>hopper barge<br>✠LMC<br>EL (l) R | 1936–5 A. Hall & Co. Ltd.—Abn<br>*190·0′* 40′ 4″ 13′ 5″<br>190′ 0″ 39′ 0″ 15′ 6″<br>Q47′<br>4BH<br>WB DTa15t | TM Hopper Barge | 2 Oil 4SA each 7 Cy. 260×370 mm<br>750bhp ✠NE44<br>Ruston & Hornsby Lcn |
| **NE FISHER**<br>way Coasters Ltd.<br>es Fisher & Sons Ltd.<br>row British | 1012<br>533<br>1296 | ✠100A1 SS 2/67<br>✠LMC<br>MN250 EL m | 1962–9 N.V. Schps. "Foxhol"—Foxhol<br>217′ 6″ 33′ 9″ 14′ 5¾″<br>199′ 10″ 33′ 3½″ 15′ 1″<br>P49′ R dk fwd of P85′ F28′ 1 dk, 2nd dk<br>RW NS 3BH fwd of mchy. space<br>rf 4″ WB341t incl. Dk tank a 18t | M Mchy.aft<br>1 Ho 129′<br>G.69835 B.64976<br>4W Der 4(3–5) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp 122t<br>Klöckner-Humboldt-Deutz Kln<br>12½k |
| **NE VENTURE**<br>kefield–68<br>Disposals Ltd.<br>ester British | 116<br>50<br>— | | 1945 Rowhedge Irn Wks Co. Ltd.—<br>Rowhedge<br>*93·2′* 22′ 4″ 11′ 6″<br>... ... ...<br>1 dk | Wood M Fishing | Oil 6Cy. 10⅓″×14½″<br>335bhp NE59 (d.o)<br>Ruston & Hornsby Lcn |
| **NEDA**<br>Accord Fish Selling Co.<br>Ltd.<br>rdeen British | 316<br>109<br>— | ✠100A1 SS 7/65<br>trawler<br>✠LMC<br>MN154 EL (e) n | 1953–7 Cochrane & Sons Ltd.—Sel<br>*127·7′* 26′ 7″<br>123′ 6″ 26′ 6″ 13′ 0″<br>Q67′ F21′<br>RW 4BH<br>BK8″ | M Trawler<br>1W | Oil 4SA 7Cy. 380×455 mm<br>772bhp 66t<br>Mirrlees, Bickerton & Day Stckpt<br>db 100lb 11k |
| **NBURGER**<br>Fisheries Ltd.<br>burg Canadian | 188<br>84<br>— | | 1965 Smith & Rhuland—Lunenburg<br>*94·8′* 24′ 7″<br>... ... ...<br>1 dk | Wood M Fishing | Oil 6Cy. 10⅜″×14 3/16″<br>Klöckner-Humboldt-Deutz Kln |
| **NEPLATE**<br>terweser Reederei<br>G.m.b.H.<br>men W. German | 226<br>5<br>103 | GL | 1965 N.V. Schps. v/h H. H. Bodewes—<br>Millingen<br>98′ 5″ 28′ 4″ 12′ 5″<br>87′ 9″ 27′ 3″ 14′ 0″ | M Tug<br>Der 1(3) | Oil 4SA 8Cy. 320×450 mm<br>1740bhp 105t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×70, 70, 23kW 220/380V 50c/s a.c.<br>12½k |
| **NESDALE**<br>aga-56<br>Abel & Sons Ltd.<br>caster British | 562<br>342<br>— | **BROKEN UP** | 1901 J. & K. Smit—Kinderdijk<br>176′ 0″ 30′ 2″ 11′ 8″<br>30′ 0″<br>R | S Suction Hopper Dredger | T 3Cy. 12″ 18″ & 30″×20″<br>36t (c)<br>Lohnis & Co. Rot<br>9k |
| **NG CHIANG**<br>an Ni<br>g Sung Shipping Co.<br>People's Rep. of China | 866<br>347<br>650 | | 1945 ..............................<br>*196·5′* 34′ 6″<br>... ... ... | TM | 2 Oil |
| **NG MEN**<br>ched as Lou Chou<br>Sung Industrial Co. of<br>ada Ltd.<br>real Canadian<br>orted sailing under Flag of<br>ople's Rep. of China | 901<br>517<br>— | ✠ | 1948–10 St. Lawrence Metal & Marine<br>Wks—Qbc<br>168′ 7″ 34′ 5″ 8′ 6¼″<br>160′ 0″ 33′ 0″ 17′ 0″<br>2 dks<br>RW | TM Ref | 2 Oil 2SA each 12Cy. 220×265 mm<br>General Motors Corp. Clv |
| **NG SHAN**<br>ell Co. of Hong Kong Ltd.<br>g Kong British | 327<br>139<br>354 | ✠100A1 TD 5/68~~SS 3/64~~<br>oil tanker for service in the waters of the Colony of Hong Kong<br>✠LMC<br>MN48 EL d | 1955–5 Taikoo Dkyd & Eng. Co.—H.Kg<br>152′ 3″ 25′ 2″ 7′ 11″<br>144′ 6″ 24′ 6″ 9′ 0″<br>Ba35′ F14′ Trunk65′ 1 dk<br>10BH len 66<br>rf 1″ WB58t incl. DTf26t | M Tanker Mchy.aft | Oil 2SA 6Cy. 180×230 mm with sr gearing<br>240bhp<br>Crossley Bros. Ltd. Mch<br>~~db 100lb~~ db 100lb |
| **NJ**<br>S.S.R.<br>Russian | 2979<br>1316<br>1321 | | 1967 Stocznia im. Komuny Paryskiej—<br>Gdy<br>*256·0′* 45′ 5″ 18′ 1″<br>45′ 3″ 29′ 10″<br>2 dks | M Stern Trawling Factory Ship | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>Jugoturbina Karlovac |
| **NNIK**<br>S.S.R.<br>mansk Russian | 2803<br>1166<br>1406 | | 1961 Stocznia Gdanska—Gdk<br>278′ 10″ 45′ 4″ 18′ 2″<br>45′ 2″ 32′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57210<br>5 Ha<br>2W Der 2(1½) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>Z.U.T. Zgoda Swi<br>13k |

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| 521477<br>SIDG<br>10266<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **LUOSSA**<br>**Trafik A/B Grängesberg-**<br>**Oxelösund**<br>Erland Waldenström<br>Stockholm Swedish | 18152<br>9696<br>~~25850~~<br>27080 | ✠100A1 SS 5/67<br>ore carrier Holds 2, 4, 6<br>and 8 may be empty<br>Ice Class 3<br>✠LMC<br>MN1460 EL I†2½"SQ | 1962-4 A/B Götaverken—Got<br>584' 3" 78' 3" 34' 7½"<br>550' 8" 78' 0" 49' 0"<br>P99' F58' 1 dk<br>8BH<br>rf nil WB12326t incl. Comb. btm & side tanks in holds 8425t DTm2355t | M Ore Carrier Mchy.aft<br>9 Ho 42', 84', 31½', 31½', 31½', 31½', 31½', 94½', 31½'<br>G.1105030<br>9 Ha (stl) (23½', 66' comb., 23½', 23½', 23½', 23½', 23½', 69½' comb., 23½'×36½') | Oil 2SA 6Cy. 760×1500<br>7300bhp<br>A/B Götaverken<br>AuxB 85lb<br>3×215kW 450V 60c/s a.c. |
| 521478<br>IPSF<br>2416<br>RTm/h | **LUPA NUOVA**<br>exLupa-54<br>**Giuseppe Occhetti**<br>Genoa Italian | 300<br>195<br>413 | RI | 1946 S.A. Ansaldo—Gen<br>151' 6" 24' 9"<br>134' 5" 24' 8" 10' 4"<br>Q37' F16' 1 dk | M Wine Tanker Mchy.aft<br>5 Ta<br>L.14479 | Oil 4SA 6Cy. 265×410<br>300bhp<br>S. A. Ansaldo<br>2×30, 15kW 110V d.c. |
| 670191<br>YZAC<br>3648<br>Df Esd<br>Gc Rdr<br>RTm | **LUPENI**<br>**NAVROM Roumanian**<br>**Maritime & Fluvial**<br>**Navigation**<br>Constantza Roumanian | 16608<br>5376<br>25410 | ✠100A1<br>ore carrier<br>✠LMC<br>MN2300 EL I†2½"SQ | 1966-12 Hitachi Zosen—Inn<br>594' 3" 81' 7" 31' 2"<br>564' 4" 81' 4" 42' 4"<br>P103' F59' 1 dk<br>6BH<br>rf 2" WB22490t incl. DT†2260t | M Ore Carrier Mchy.aft<br>3 Ho each 130'<br>6 Ha (stl) (each 46'×29') | Oil 2SA 7Cy. 740×1600<br>11500bhp B&W<br>Hitachi Zosen<br>db 71lb<br>3×240kW 220/380V 50c/s |
| 521479<br>PFPZ<br>Df | **LUPIA**<br>exRoland-62 exIrene S-56<br>exIrene-52<br>**G. Smid**<br>Valthe Netherland | 236<br>130<br>255 | BV | 1948 N.V. Schps. Doornbos—Tjamsweer<br>137' 3" 20' 6" 7' 3"<br>... ... ...<br>1 dk<br>R | M Mchy.aft<br>1 Ho 84½' comb.<br>G.12500 B.11700<br>2 Ha (26'×11½') (36½'×12½')<br>Der 2(2) | Oil 4SA 3Cy. 250×350<br>120bhp<br>D. & J. Boot "De Indu |
| 650129<br>ZSQM<br>350427<br>Df Esd<br>Pfd | **LUPIN**<br>**Irvin & Johnson Ltd.**<br>Cape Town S. African | 340<br>96<br>186 | ✠Classed LR until 8/66 | 1965-3 Hall, Russell & Co. Ltd.—Abn<br>139' 9" 26' 9"<br>123' 6" 26' 6" 13' 9"<br>F23'<br>rf 30" BK6" | M Trawler<br>2 Ho 29', 12½'<br>5 Ha (3'×3½') (3½'×4½') (5½', 5½'×3½') (5'×5') | Oil 2SA 7Cy. 310×490<br>hydraulic coupling<br>840bhp<br>Alpha-Diesel A/S<br>2×40, 25kW 110V d.c.<br>Controllable pitch prope |
| 652135<br>EEPS<br>Df Esd<br>Pfd RT | **LURGORRI**<br>**Marba S.A.**<br>Ondarroa Spanish | 184<br>89<br>110 | BV | 1965 Ast. de Murueta—Murueta<br>110' 8" 21' 3" 10' 9½"<br>94' 6" 21' 0" 12' 0" | M Trawler<br>2 Ha (each 3½'×3½')<br>Der 1(2) | Oil 4SA 8Cy. 270×360<br>750bhp<br>Klöckner-Humboldt-Deu |
| 521480<br>151558 | **LURGURENA**<br>**Government of New South Wales (Dept. of Main Roads)**<br>Newcastle, N.S.W. British | 578<br>258<br>— | ✠Classed LR until 11/28 | 1925-6 J. Crichton & Co. Ltd.—Chs<br>*187-0'* 35' 7" 11' 6"<br>35' 5"<br>1 dk<br>R<br>BK7" | S Ferry (280P)<br>1W | T 3Cy. 16½" 26" & 43"<br>1150ihp<br>Plenty & Son Ltd.<br>Propellers 1 fwd 1 aft |
| 521481<br>CSIG<br>H388<br>Df Esd<br>Gc<br>RTm | **LURIO**<br>**Cia. Nacional de Navegação**<br>Lisbon Portuguese<br>Now **FAIAL**<br>See New Entries No. **6** | 2639<br>1474<br>1847 | ✠100A1 SS 12/67<br>with freeboard<br>✠LMC<br>MN512 EL s 1$\frac{1}{16}$"SQ | 1950-2 Ardrossan Dockyard Ltd.—Ard<br>290' 8" 43' 2" 15' 1"<br>270' 4" 43' 0" 25' 9"<br>B85' F36' 2 dks<br>R 3BH to U dk 3 to 2nd dk<br>rf 4½" WB502t | TM (65P) Ref<br>4 Ho 58', 52', 45', 30'<br>G.114954 B.104837 In.1035<br>4 Ha (17½', 19½', 19½'×16') (5'×4')<br>7W Der 1(25) 6(3) | 2 Oil 2SA each 8Cy.<br>2560bhp<br>British Polar Engines<br>3×80kW 220V |
| 522922<br>WHEX<br>231480<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LURLINE**<br>exMatsonia-63 exMonterey-56<br>**Matson Navigation Co.**<br>Honolulu United States | 18655<br>9107<br>4197 | AB | 1932 Bethlehem S.B. Corp. Ltd.—Qcy<br>631' 6" 79' 4" 28' 2½"<br>605' 0" 79' 0" 44' 6"<br>B&F581' 3 dks, 4th dk fwd & aft<br>R<br>rf nil | TS (761P)<br>2 Ho<br>B.245000<br>2 Ha | 6 S Turb sr geared<br>25000shp<br>Bethlehem S.B. Corp. |
| 521484 | **LUSAIL**<br>**Shell Co. of Qatar Ltd.**<br>*Qatar* British | —<br>—<br>— | ~~100A1~~ ~~SS 12/64~~<br>~~water tanker~~<br>~~for service at Qatar~~<br>~~EL (a) ½"~~<br>Class **WITHDRAWN**<br>at Owners' request<br>7/68 | 1954 J. W. Cook & Co. (Wivenhoe) Ltd.—Wvn<br>86' 0" 17' 11"<br>85' 4" 17' 9" 5' 6"<br>1 dk<br>5BH<br>rf nil | Water Tanker | |
| 521485<br>ONLQ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LUSAMBO**<br>**Cie. Maritime Belge (Lloyd Royal) S.A.**<br>Agence Maritime Internationale S.A.<br>Antwerp Belgian | T.Mk<br>*6632*<br>*3738*<br>9775<br>*8750*<br>*4979*<br>10997 | ✠100A1 SS 6/66<br>DTsa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1500 EL d† | 1956-9 S. A. Cockerill-Ougrée—Hbk<br>482' 1" 61' 7" 27' 5"/29' 4"<br>446' 3" 61' 4" 39' 4"<br>F77' 2 dks, 3rd dk fwd of mchy. space<br>Coll BH to U dk 7 to 2nd dk<br>rf 7" WB1483t incl. DT†270t | M (12P) Ref<br>5 Ho 51½', 79', 46', 67½', 51½'<br>G.569410 B.514415 In.11057<br>6 Ha (stl) (26½', 40½', 13½', 16½', 35½', 24½'×19½')<br>16W Der 1(60) 1(40) 6(10) 10(5) | Oil 2SA 6Cy. 740×<br>7500bhp B&W<br>S.A. Cockerill-Ougrée<br>~~db 100lb~~ AuxB 100lb<br>3×250kW 220V d.c.<br>Thw. thrust propeller |
| 521486<br>KGWN<br>226245 | **LUSITANIA**<br>**Manuel G. Rosa**<br>San Diego United States | 180<br>85<br>— | | 1927 Al Larson—L.An<br>*95-0'* 24' 6"<br>... ... ... | Wood M Fishing | Oil 4SA 6Cy. 380×<br>300bhp<br>Western Enterprise |
| 521487 | **LUSO BRASIL**<br>**Peixoto, Gonçalves Navegacao S.A.**<br>Neapolis-Sergipe Brazilian | 398<br>174<br>— | BV | 1952 De Hoop N.V.—Lobith<br>196' 10" 29' 0" 10' 0"<br>28' 10"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×<br>Motorenw. Mannheim |

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| **TADOR**<br>**presa de Pesca de**<br>**Lavadores**<br>eiro Portuguese<br>For later particulars see New Entries No. 4 | 2055<br>—<br>— | **100A1**<br>stern trawler<br>Class contemplated | | Est. São Jacinto—Aveiro<br>263′ 5″ 41′ 1″ 20′ 6½″<br>229′ 8″ 41′ 0″ 28′ 3″ | M Stern Trawler Mchy.aft | 2 Oil 4SA each 8Cy. 300×450 mm<br>geared to sc. shaft<br>Masch. Augsburg-Nürnberg | Aug |
| **TECE**<br>**llery & Kuhn**<br>vannes, Merceron, Ballery<br>ncarneau French | **196**<br>67<br>— | | ~~NV~~ | **1965** Con. Mécaniques de Normandie—<br>Cbg<br>108′ 3″ 27′ 0″ 13′ 0″<br>95′ 1″ 26′ 1″ 20′ 0″<br>R<br>rf 4″ | M Stern Trawler<br>1 Ho 31¼′<br>3 Ha (each 3¼′×3¼′)<br>Cr 2(2) | Oil 4SA 6Cy. 220×320 mm<br>600bhp Sulzer<br>Cie. de Const. Méc.<br>2×54kW 220V d.c. | (d.o) |
| **TETIA**<br>Ameland-55 exRapid<br>Pilon<br>tima Scheepv. & Handel<br>aats. N.V.<br>ingedam Netherland | **191**<br>94<br>250 | | BV | **1929** J. Koster Hzn—Gro<br>114′ 10″ 20′ 10″ 8′ 0″<br>20′ 8″<br>1 dk<br>R | M<br>1 Ho 63½′<br>B.11543<br>2 Ha (31¾′, 11¾′×12′)<br>1W Der 1(1½) 1(½) | Oil 4SA 3Cy. 280×450 mm<br>150bhp<br>Motfbr. Deutz | 8t (d.o)<br>Köln-Deutz<br>8k |
| **TETIAN**<br>**gon S.S. Co. Ltd.**<br>don British | T.Mk<br>**7880**<br>4560<br>14650<br>**10475**<br>6316<br>15800 | **✠100A1**<br>**✠LMC**<br>MN1920 EL A†2 $\frac{3}{16}$″ | | **1967**–10 Bartram & Sons Ltd.—Sld<br>511′ 9″ 66′ 2″ 29′ 1″/30′ 7½″<br>485′ 10″ 66′ 0″ 43′ 0″<br>F44′ 2 dks<br>RW 7BH<br>rf 4″ WB4589t incl. DTm2262t | M | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>G. Clark & N.E.M. Ltd.<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×312kW 445V 60c/s a.c. | Sld<br>16k |
| **THER**<br>aribia-65 exOostereems-55<br>Steenstra<br>Wagenborg's Scheepv. &<br>p. Bedr.<br>zijl Netherland | **351**<br>170<br>450 | | BV | **1952** Sch. Delfzijl v/h Gebr. Sander—Dzl<br>147′ 10″ 24′ 8″ 9′ 2″<br>24′ 6″<br>1 dk | M Mchy.aft<br>2 Ha (29¾′, 33¼′×15′)<br>Der 2(2) | Oil 4SA 4Cy. 280×400 mm<br>200bhp<br>Motorenf. "De Industrie" | Alp<br>8k |
| **THER MARTIN**<br>**ed States Department of**<br>**merce**<br>re United States | **7191**<br>4389<br>10920 | | AB | **1942** Bethlehem-Fairfield—Bal<br>441′ 6″ 57′ 1″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72⅐′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Worthington Corp.<br>3×20kW 120V d.c. | 1819t (o.f)<br>Harrison |
| **TJENBURG**<br>Flavia-64<br>Schuldt<br>emen W. German | **3355**<br>1730<br>5650<br>**5326**<br>2998<br>7165 | | GL | **1958** Rickmers Werft—Bhn<br>431′ 0″ 54′ 9″ 21′ 8″/—<br>385′ 10″ 54′ 6″ 32′ 0″<br>F46′ 1 dk & S dk<br>RW | M OSD/CSD<br>G.402659 B.365682<br>5 Ha<br>14W Der 1(30) 4(5–10) 10(3–5) | Oil 2SA 6Cy. 680×1200 mm<br>3600bhp<br>Fiat-Borsig | 678t<br>Bln<br>14¾k |
| **ow BIRK** See New Entries No. 9 | | | | | | | |
| **TRO**<br>**l Wilson & Co. A/S**<br>gen Norwegian | **296**<br>172<br>816 | | NV | **1965** Båtservice Verit A/S—Mandal<br>180′ 5″ 30′ 7″ 11′ 6″<br>164′ 1″ 30′ 6″ 11′ 8″<br>P36′ B12′ F30′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 118′<br>G.53783 B.48212<br>2 Ha (stl) (each 45′×21′)<br>2W Der 2(2½) | Oil 4SA 6Cy. 250×300 mm<br>780bhp<br>A/S Bergens M/V<br>2×20kW 220V 50c/s a.c.<br>Controllable pitch propeller | 41t (d.o)<br>Bgn<br>11½k |
| **TSK**<br>**S.S.R.**<br>essa Russian | **23782**<br>15208<br>35172 | ✠Classed LR until 12/66 | | **1964**–9 Ishikawajima-Harima Hvy Ind.—<br>Aio<br>679′ 3″ 88′ 11″ 35′ 2¼″<br>639′ 9″ 88′ 7″ 47′ 3″<br>P136′ F81′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>18 Ta 1 Ho<br>L.1680561 G.51206<br>1 Ha (13′×13′)<br>1W Der 1(2½) | Oil 2SA 9Cy. 900×1550 mm<br>18000bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. | Aio<br>16½k |
| **TZKENDORF**<br>urus-60<br>**che Seereederei**<br>ock E. German | **8363**<br>5492<br>13400 | ✠ | DSRK | **1946**–5 Kockums M/V A/B—Mmo<br>496′ 4″ 62′ 2″ 27′ 3″<br>456′ 9″ 62′ 0″ 34′ 6″<br>P91′ B35′ F63′ 1 dk | M Tanker Mchy.aft<br>L.630350 HeCls. BC | Oil 2DA 7Cy. 600×1100 mm<br>4500bhp<br>Kockums M/V A/B | 1085t–18pd<br>Mmo<br>13k |
| **V**<br>Hansestadt Hamburg-62<br>**ter Döhle**<br>hulau W. German | **834**<br>417<br>1230 | | BV | Lch. **1944** Cmpl. **1952** Norderwerft<br>Köser & Meyer—Ham<br>206′ 9″ 31′ 2″ 15′ 5″<br>31′ 0″ 16′ 11″<br>P36′ F19′ 1 dk<br>R | M<br>1 Ho 124½′<br>G.58245 B.54358<br>2 Ha (each 49½′×21¼′)<br>4W | Oil 4SA 8Cy. 290×420 mm<br>700bhp NE52<br>Masch. Kiel A.G.<br>3×5, 2½, 1½kW 24V d.c. | 407t (d.o)<br>Kel<br>11k |
| **VIMER**<br>**e Augustin Iraculis**<br>Gorriño<br>meo Spanish | **181**<br>80<br>148 | | BV | **1965** Ast. Celaya—Bbo<br>*90·5′* 23′ 5″<br>90′ 6″ 23′ 3½″ 11′ 6″ | M Trawler<br>12 Ha (4½′, 4½′×2½′) (5′×5′) (4¼′, 4¼′, 4¼′, 4¼′, 4¼′, 4¼′×4¼′) (3¼′, 3¼′×4¼′) (2′×2′)<br>Der 1 | Oil 4SA 6Cy. 220×280 mm<br>565bhp<br>Klöckner-Humboldt-Deutz | Kln<br>10½k |
| **X**<br>**tenreederei m.s. "Lux"**<br>**nholtz Schmidt & Co.**<br>ckstad W. German | **499**<br>329<br>812 | | GL | **1958** Hugo Peters—Wewelsfleth<br>198′ 3″ 27′ 7″ 11′ 2½″<br>176′ 0″ 29′ 6″ 12′ 6″<br>P46′ F36′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 120′<br>G.38917 B.36083<br>2 Ha (29½′, 59′×17¾′)<br>3W Der 3(2) | Oil 4SA 6Cy. 320×450 mm<br>495bhp<br>Klöckner-Humboldt-Deutz | 43t (d.o)<br>Kln<br>10½k |

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| 521496<br><br>183791 | **LUX**<br>UML Ltd.<br>~~Unilever Merseyside Ltd.~~<br>Liverpool British | 205<br>116<br>200 | | 1950 W. J. Yarwood & Sons Ltd.—<br>Northwich<br>*100-2'* 23' 1" 8' 0"<br>22' 11"<br>1 dk | M Tanker Mchy.aft<br>2 Ta | Oil 8Cy. 6½"×7½"<br>NE65<br>Bergius-Kelvin Co. Ltd. |
| 514669<br>DHFO<br><br>Df Esd<br>Gc Rdr<br>RT | **LUXEMBURG**<br>exHelga Howaldt-65<br>**Alfred C. Toepfer**<br>**Schiffahrts-Ges. m.b.H.**<br>Hamburg W. German | 6404<br>3438<br>10295<br>8253<br>5197<br>11549 | GL | 1957 Nordseewerke Emden—Emd<br>473' 6" 58' 10" 26' 0½"/27' 11"<br>440' 8" 58' 7" 37' 6"<br>F37' 1 dk & S dk<br>RW | M OSD/CSD<br><br>G.616512 B.566553<br>5 Ha<br>Der 1(15) 10(5) | Oil 2SA 6Cy. 700×1200<br>4000bhp<br>Masch. Augsburg-N |
| 521498<br>GHBL<br>301336<br>Df Esd<br>Gc Rdr<br>RTv | **LUXOR**<br>Launched as Haukefiell<br>**Cunard S.S. Co. Ltd.**<br>**Cunard-Brocklebank Ltd.**<br>Liverpool British | 12700<br>7296<br>~~10066~~<br>19944 | 100A1 SS 8/65<br>oil tanker<br>**LMC**<br>MN1360 EL I†2$\frac{1}{16}$"SQ | 1960-5 J. L. Thompson & Sons Ltd.—Sld<br>556' 5" 72' 0" 30' 4½"<br>530' 3" 71' 10½" 40' 0"<br>P120' F71' 1 dk<br>RW 16BH<br>rf 4" WB1660t | M Tanker Mchy.aft<br><br><br>1 Ha (stl) (12½'×15')<br>Der 5(5) 2(1½) 2(1) | Oil 2SA 6Cy. 670×2320<br>6800bhp<br>Wm. Doxford & Sons<br>3AuxB 175lb<br>3×300, 300, 85kW 110V d.c. |
| 680260<br><br><br>Esd Pfd<br>Rdr RT | **LUZ BOREAL**<br><br>**Francisco Urresti y Cia.**<br>Ondarroa Spanish | ~~266~~ 231<br>~~100~~ 91<br>~~200~~ 267 | BV | 1967 Ast. de Murueta—Murueta<br>118' 2" 22' 10" 11' 9"<br>104' 11" 22' 7" 12' 10"<br>1 dk | M Tug Mchy.aft | Oil 4SA 6Cy. 320×480<br>800bhp<br>Motorenw. Mannheim |
| 521500<br>WA7442<br>232868<br>RT | **LUZITANIA**<br><br>**Empire Petroleum Co.**<br>Perth Amboy United States | 288<br>206<br>— | | 1934 Electric Welding Co.—Bos<br>*115-3'* 26' 2"<br>116' 6" 26' 0" 11' 0"<br>1 dk<br>rf 6" | TM Tanker Mchy.aft<br>8 Ta<br>L.20055 | 2 Oil 4SA each 6Cy. 5½<br>280bhp NE59<br>Caterpillar Tractor Co. |
| 521501<br>DZCO<br><br>Df Esd<br>Gc Rdr | **LUZON**<br><br>**Compania Maritima**<br>Manila Philippine | 4323<br>2315<br>6000 | AB | 1959 Nagoya Zosen—Nga<br>377' 11" 51' 4" 25' 5½"<br>344' 6" 49' 3" 32' 2"<br>2 dks<br>rf nil | M Ref CSD<br>4 Ho 53½', 76½', 59¾', 61½'<br>G.315450 B.297200 In.3250<br>1 Ha (27¾'×16½') (44', 31½', 31½'×19½')<br>10W Der 1(25) 4(8) 6(5) | Oil 4SA 6Cy. 600×10<br>4500bhp MAN<br>Mitsubishi Nippon H<br>3×170kW 220V d.c. |
| 521502<br>JESO<br>72441<br>Df Esd<br>Gc Rdr<br>RT | **LUZON MARU**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese<br><br>Now No. 7 **MIN WOO** See New Entries No. 10 | 4129<br>2127<br>6249 | NK | 1954 Mitsubishi Zosen—Hma<br>371' 6" 53' 1" 21' 6½"<br>347' 10" 53' 0" 26' 3"<br>P91' B35' F37' 1 dk<br>RW | S Oil/Molasses Tanker Mchy.aft<br>15 Ta<br>L.262495 | 2 S Turb dr geared<br>2600shp<br>Mitsubishi Zosen<br>2×50kW 115V d.c. |
| 521503<br>SPLK<br><br>Df Esd<br>Gc<br>RTm/h | **LUZYCA**<br><br>**Polish Government**<br>Szkola Rybolowstwa Morskiego<br>Szczecin Polish | 571<br>221<br>500 | PR | 1957 Stocznia Gdanska—Gdk<br>194' 4" 29' 7" 13' 11¾"<br>176' 8" 29' 6½" 16' 3"<br>1 dk<br>R | S Trawler<br>1 Ho 46'<br><br>4 Ha (each 3½'×4')<br>Der 2(1½) | C 4Cy. (2) 330 & (2)<br>1000ihp<br>A/B Finnboda Varf.<br>2×25kW 220V d.c. |
| 521505<br>PFQQ<br><br>Df Esd<br>Gc Rdr<br>RTv | **LYCAON**<br><br>**Ned. Stoomv. Maats.**<br>**"Oceaan" N.V.**<br>Amsterdam Netherland | T.Mk<br>5300<br>2694<br>6620<br>7572<br>4164<br>9280 | ✠100A1 SS 7/66<br><br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1520 EL d†2¼"SQ | 1954-6 Vickers-Armstrongs—Nwc<br>487' 2" 62' 4" 28' 5"<br>452' 9" 62' 0" 35' 3"<br>P41' B190' F48' 2 dks, 3rd dk in No. 1 hold<br>RW 9BH<br>rf 9" WB4273t incl. DTa945t DTsm1870t | M Ref<br>7 Ho 58', 71', 48', 30', 80', 58', 29'<br>G.607974 B.544812 In.2509<br>2 Ha (stl) (24½'×16') (35'×22')<br>2 Ha (w) (each 23'×22')<br>3 Ha (stl) (27'×22') (27'×18') (9'×6¾')<br>24W Der 1(50) 8(10) 18(5) | Oil 2SA 7Cy. 750×1<br>500 mm<br>7000bhp B&W<br>J. G. Kincaid & Co. Ltd<br>WTAuxB 115lb<br>3×220kW 220V d.c. |
| 500779<br>HPMM<br><br>Df Esd<br>Gc Rdr<br>RT | **LYCURGOS**<br>exAlain L. D.-63 exOakland-50<br>**Mardestino Cia. Nav. S.A.**<br>Panama Panamanian | 6638<br>3813<br>8838 | BV<br><br>**BROKEN UP** | 1929 Deutsche Werft A.G.—Ham<br>451' 3" 59' 2" 25' 10½"<br>59' 0"<br>1 dk & S dk<br>R | M Ref OSD<br><br>G.538745 B.496104 In.53549<br>18W Der 1(40) 1(20) | Oil 2SA 8Cy. 720×12<br>NE50 Sulzer<br>Cie. de Const. Méc. |
| 536446<br>HOYQ<br><br>Df Esd<br>Gc Rdr<br>RT | **LYDIA**<br>exTong Hoo-66 exDuntroon-61<br>**Africa Shipping Co. Ltd. S.A.**<br>Panama Panamanian | *10410*<br>*6133*<br>6340 | ✠Classed LR until 10/66<br>**BROKEN UP** | 1935-8 Swan, Hunter & Wghm Rchdsn<br>—Nwc<br>472' 0" 65' 2" 25' 6"<br>450' 0" 65' 0" 36' 0"<br>B&F438' 3 dks<br>R | TM Ref<br><br>G.302750 B.271275 In.10515<br>18W Der 2(10) 6(7) 10(4) | 2 Oil 2DA each 6Cy.<br>6600bhp B&W<br>J. G. Kincaid & Co. Ltd. |
| 521510<br>PFPW<br><br>Df RT | **LYDIA**<br>exJoost-51<br>**J. H. J. de Jong &**<br>**E. D. de Jong**<br>C. Holscher's Scheepvaartbedr.<br>(Holscher Shipping) N.V.<br>Rotterdam Netherland | 397<br>202<br>530 | **BS**✳ Dr 3/65<br><br>**MBS**✠<br>MN79 CT401 C16<br><br>**REPAIRS REQUIRED—CLASS SUSPENDED 6/67** | 1941-6 N.V. Scheeps. "Vooruitgang"—<br>Foxhol<br>157' 6" 26' 1" 10' 4¾"<br>143' 4" 25' 11" 10' 6"<br>P41' Q49' F19' 1 dk<br>3BH<br>WB1388t | M Mchy.aft<br><br>G.26000 B.24000 | Oil 4SA 6Cy. 320×4<br>395bhp ✠NE57<br>Klöckner-Humboldt-D |
| 521512<br><br>178502 | **LYDIA MARIE**<br><br>**L. C. Spurrell**<br>St. John's, Nfl Canadian | 149<br>127<br>— | | 1947 J. Hunt—Bonavista Bay<br>*103-0'* 24' 0"<br>... ... ...<br>1 dk | Wood Aux T Fishing Mchy.aft | 2 Oil DA (i) 6Cy.<br>(ii) 4Cy. 150×230 mm<br>Bergius Co. Ltd. |

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| **YDIA W**<br>ydia-62<br>**Wolthuis**<br>Wagenborg's Scheepv. &<br>Exped. Bedr. N.V.<br>oningen Netherland | **387**<br>201<br>505 | | BV | **1950** Sch. Delfzijl v/h Sander—Dzl<br>164' 9" 24' 9" 8' 10"<br>24' 7"<br>P27' F17' 1 dk<br>len 62 | M Mchy.aft<br>1 Ho 103¼'<br>G.26200 B.24250<br>2 Ha (each 39½'×14¾')<br>2W Der 2(1¾) | Oil 4SA 4Cy. 285×420 mm<br>195bhp 5t<br>Masch. Augsburg-Nürnberg Aug<br>8¼k |
| **YEMEN**<br>Jose Regidor-66<br>Brisbane Breeze-64<br>Borda-61<br>**e On Co. Ltd.**<br>ng Kong British | **4059**<br>2074<br>6457 | **✠100A1**<br>with freeboard<br>**✠LMC**<br>MN504 | SS 3/65<br>EL y1⅞"SQ | **1951–6** Evans, Deakin & Co. Ltd.—Bsb<br>405' 5" 53' 3" 22' 6½"<br>380' 8" 53' 0" 33' 0"<br>F42' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>WB760t | S OSD<br>4 Ho 61', 63', 81', 70'<br>G.393108 B.361076<br>5 Ha (31½', 32', 29½'×22') (12'×17') (29½'×22')<br>16W Der 1(20) 2(10) 14(5) | T 3Cy. 23½" 38¾" & 64"×45" & LP turb with dr gearing & hydraulic coupling<br>2100ihp 587t (o.f)<br>Commonwealth Gov. E. Wks Mel<br>2WTB 240lb Spt 220lb hs8116<br>2×35kW 220V d.c. 11k |
| **GRA**<br>Solstrand-35<br>**S Bergen-Nordhordland Trafikklag**<br>gen Norwegian | **235**<br>108<br>— | | | **1899** Trondhjems M/V—Tdh<br>*110·7'* 20' 5"<br>… … …<br>R | M Ferry (302P) | Oil 2SA 8Cy. 265×345 mm<br>480bhp Emade—refitted48<br>Crossley Bros. Mch |
| **KAION**<br>Andros Triumph-60<br>**oceano Cia. Nav. S.A.**<br>rovia Liberian | **27466**<br>17387<br>47662 | | AB | **1957** Mitsui Zosen—Tmn<br>735' 0" 99' 4" 37' 11"<br>705' 0" 99' 0" 50' 4"<br>P147' B33' F91' 1 dk<br>RW<br>rf 3½" | S Tanker Mchy.aft<br>34 Ta | 2 S Turb dr geared to sc. shaft<br>19000shp 6908t (o f)<br>Hitachi Seisakusho Hitachi |
| **KAVITOS**<br>Andros Tempest-60<br>rella **Nueva Cia. Nav. S.A.**<br>orovia Liberian | **27526**<br>17387<br>47000 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN3900 | ~~SS 12/62~~<br>**SS 4/67**<br>EL u†3⅛"SQ | **1958–8** Hitachi Zosen—Inn<br>739' 10" 99' 6" 38' 1"<br>705' 5" 99' 1" 50' 4"<br>P135' B42' F103' 1 dk<br>16BH<br>rf 4" WB4912t incl. 3436t in clean ballast tanks | S Tanker Mchy.aft<br>33 Ta<br>L.2287060 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19500shp 4773t (o.f)–101½pd<br>Hitachi Seisakusho Hitachi<br>2WTB 735lb Spt 850° F. 618lb hs27740<br>sg 140lb 16k |
| **MAN ABBOTT**<br>**ted States Department of Commerce**<br>ance United States | **7195**<br>4390<br>10500 | | AB | **1943** Walsh-Kaiser Co.—Providence<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 2444t (o.f)<br>Harrisburg Mchy. Corp. Harrisburg<br>3×20kW 120V d.c. |
| **MAN J. GAGE**<br>**ted States Department of Commerce**<br>n Francisco United States | **7194**<br>4382<br>10500 | | AB | **1943** Permanente (Shpyd No. 1)—Richmond<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.468000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. |
| **MAN STEWART**<br>**ted States Department of Commerce**<br>s Angeles United States | **7176**<br>4330<br>10572 | | AB | **1943** California S.B. Corp.—L.An<br>441' 6" 57' 0" 27' 8⅞"<br>417' 9" 56 11" 37' 4"<br>2 dks, 3rd dk fwd<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 1856t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. |
| **MINGE**<br>nstants **Ltd.**<br>per B. Constant<br>ndon British | **4980**<br>2482<br>~~7185~~<br>7382 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>MN800 | EL U 1¹³⁄₁₆"U2 | **1967–4** Caledon S.B. & E. Co. Ltd.—Dun<br>406' 2" 54' 5" 23' 1¼"<br>375' 9" 54' 0" 28' 9"<br>P96' F48' 1 dk<br>NS 7BH<br>rf 6" WB2386t incl. Topside tanks in holds 894t DTf196t | M Mchy.aft<br>4 Ho 69¾', 63', 63', 63'<br>G.333000<br>4 Ha (st!) (36' 38¼', 38¼', 36'×26')<br>8W Der 8(5) 2(1) | Oil 2SA 10Cy. 500×700 mm sr geared<br>4000bhp 588t (d.o)<br>British Polar Engines Ltd. Gls<br>db (o.f) 100lb<br>3×225kW 220V d.c. 14k |
| **NGTON**<br>**h Railways Board**<br>hampton British | **275**<br>139<br>45 | | | **1938** Wm. Denny & Bros. Ltd.—Dmb<br>148' 0" 36' 9" 5' 8"<br>132' 3" 26' 0" 9' 0"<br>1 dk<br>R<br>rf nil | M Ferry (516P) | Oil 4SA 12Cy. 230×300 mm<br>400bhp 5t (d.o)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>2×19½kW 110V d.c.<br>Directional propellers 1 fwd 1 aft |
| areid exLoch Avon<br>ert L. **Midtgaard**<br>y Norwegian | **255**<br>107<br>300 | ✠ | NV | **1906–10** J. Duthie, Sons & Co. Ltd.—Abn<br>*137 0'* 21' 8" 11' 11½"<br>137' 10" … …<br>1 dk<br>R len 28 | M Trawler | Oil 2SA 6Cy. 230×400 mm<br>400bhp NE53 Alpha<br>Frederikshavns Jernst. & Msk. Fkn |
| milia-64<br>ya **Kurt Nielsen**<br>~~Larsen~~<br>org Danish | **125**<br>76<br>180 | | BV | **1951** Sören Larsen & Sönner—Nyköbing<br>*91·3'* 23' 0" 10' 2"<br>… … …<br>1 dk | Wood Aux Gl | Oil 4SA 6Cy. 127×135 mm<br>180bhp NE61<br>Scania-Vabis Södertälje |
| **NA**<br>**ish Government**<br>P.D. i U.R. "Odra"<br>noujscie Polish | **670**<br>220<br>540 | | PR | **1957** Stocznia Gdanska—Gdk<br>194' 4" 29' 7" 13' 11⅜"<br>176' 8" 29' 6½" 16' 3"<br>1 dk | S Trawler | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp (o.f)<br>A/S Atlas Mskfbk. Cpn<br>2×20kW 230V d.c. 12k |

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|---|---|---|---|---|---|---|
| 521526<br>MNQY<br>148512<br>Rdr<br>RTv | **LYNCH**<br>exForemost 23<br>**Falmouth Towage Co. Ltd.**<br>C. L. Fox<br>London British | 211<br>—<br>— | ✠Classed LR until 2/64<br>**BROKEN UP** | **1924**-10 J. Meyers S.B. Co.—<br>Zaltbommel<br>*100-4"* 27' 2" 11' 11½"<br>100' 0" 27' 0"<br>R<br>BK6½" | S Tug | T 3Cy. 15" 25" & 40"×<br>650ihp<br>W. Beardmore & Co.<br>1×3kW 110V d.c.<br>Thw. thrust propeller aft |
| 521527<br>WQUI<br>245851<br>Df Esd<br>Gc Rdr | **LYNCHBURG**<br>exEsso Lynchburg–56<br>exStanvac Brisbane–51<br>exChalmette–48<br>**United States Department of Commerce**<br>Wilmington, Del United States | 10566<br>6379<br>16459 | AB | **1944** Kaiser Co. Inc.—Pld<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 HeCls. B | S Turb 7240shp driving<br>2300V a.c. connected<br>6000shp (Sy)<br>General Electric Co. |
| 670688<br>GSPE<br>309818<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LYNESS**<br>**Secretary of State for Defence**<br>London British | 12372<br>4717<br>7832 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN2560 EL I†2 1/16"SQ | **1967**–1 Swan, Hunter & Wghm Rchdsn<br>—Wal<br>523' 4" 72' 3" 25' 6"<br>488' 8" 72' 0" 44' 6"<br>B116' F77' Trunk f46' Trunk a250 3 dks, 4th dk fwd of mchy. space<br>8BH<br>rf 6" WB2873t incl. Tunnel tanks 951t DTf295t | M Supply Ship Ref<br>4 Ho<br>In.122151<br>5 Ha<br>Der 1(25) 2(12) 3(5) 2(3) | Oil 2SA 8Cy. 760×1550<br>12800bhp Sulzer<br>Wallsend Slpwy & E. Co.<br>2AuxB (1 o.f 1 ex.g)<br>6×570kW 440V 60c/s a.c. |
| 641135<br>LIWM<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **LYNG**<br>**Skibs A/S Storli & Skibs A/S Oljetransport**<br>A/S Rederiet Odfjell<br>Bergen Norwegian | 765<br>433<br>1414 | NV | **1964** Schps. v/h De Groot & v. Vliet<br>—Slikkerveer<br>210' 10" 31' 7" 14' 6½"<br>194' 7" 31' 6" 16' 11"<br>1 dk<br>len 67 | M Tanker Mchy.aft<br>14 Ta | Oil 4SA 6Cy. 320×480<br>800bhp<br>Motorenw. Mannheim<br>2×68kW 220V 50c/s a.c. |
| 521529<br>LMZU<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LYNGENFJORD**<br>**Den norske Amerikalinje A/S**<br>Oslo Norwegian | 3791<br>2177<br>6420 | NV | **1948** A/B Lindholmens Varv—Got<br>422' 5" 54' 1" 23' 3½"<br>395' 7" 53' 11" 25' 0"<br>Lwr F98' 1 dk & S dk, 3rd dk in No. 3 hold<br>RW<br>rf 6" | M (12P) Ref OSD<br>5 Ho 54', 56½', 69', 61½', 61½'<br>G.410328 B.369011 In.17790<br>5 Ha (29½', 32', 32', 32', 32'×18')<br>10W Der 1(25) 10(5) | Oil 2SA 7Cy. 630×130<br>4200bhp<br>Karlstads M/V<br>3×140kW 220V d.c. |
| 521531<br>JWLF<br><br>RT | **LYNGØR**<br>exGångholm–62<br>ex D. Dreesmann Penning–57<br>**Lars Stokka Partrederi**<br>Haugesund Norwegian | 198<br>83<br>250 | GL | **1934** Schulte & Bruns—Emd<br>107' 5" 23' 0" 11' 6"<br>98' 5"<br>1 dk<br>R | M Mchy.aft<br>1 Ha (25'×10½')<br>1W Der 1(5) | Oil 2SA 3Cy. 280×42<br>300bhp NE62<br>Wichmann Mtrf. |
| 537936<br>LKWY<br><br>Df Esd<br>RT | **LYNGSEID**<br>exVestvaagö–65<br>~~Beidar Figenschou~~<br>~~Partrederi~~ **Einar Kalås**<br>Tromsö Norwegian | 103<br>30<br>— | | **1943** Brastad Skibsbyggeri—Vestnes<br>98' 8" 20' 2"<br>... ... ... | Wood M Fishing Mchy.aft | Oil 4SA 3Cy. 270×<br>225bhp NE62<br>Aabenraa Motfb. |
| 521533<br>WA7456<br>253575<br>Esd Gc<br>RT | **LYNN ANN**<br>**Carteret Menhaden Co. Inc.**<br>Beaufort United States | 256<br>112<br>— | | **1944** ....................City Island, N.Y<br>136' 0" 24' 7" 9' 0"<br>... ... ... | Wood M Trawler | Oil<br>1000bhp |
| 521535<br>WBKD<br>248436<br>Df Esd<br>Gc | **LYNN VICTORY**<br>**United States Department of Commerce**<br>Baltimore United States | 7643<br>4624<br>10584 | AB | **1945** Bethlehem-Fairfield—Bal<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.500000 B.453000<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W | 2 S Turb dr geared<br>6600shp<br>Westinghouse Elec. &<br>2×300kW 240V d.c. |
| 521536<br>WA7455<br>252764<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LYNNANN**<br>**Hermann Foland**<br>Eureka United States | 197<br>134<br>— | | **1944** W. P. Stone & Son—Alameda<br>24' 8"<br>136' 0" 24' 6" 12' 1"<br>1 dk | Wood TM | 2 Oil<br>1000bhp<br>General Motors Corp |
| 521537<br>GVTZ<br>186866<br>Df Esd<br>Gc Rdr | **LYNTON**<br>**Carlton S.S. Co. Ltd. & Cambay S.S. Co. Ltd.**<br>Chapman & Willan Ltd.<br>Newcastle British | T.Mk<br>5936<br>3358<br>11241<br>8467<br>5324<br>12306 | ✠100A1 SS 3/65<br>✠LMC<br>MN630 EL ct | **1957**–2 Short Bros. Ltd.—Sld<br>473' 8" 60' 3" ~~26' 5"/28' 0½"~~<br>445' 0" 60' 0" 38' 6" 26' 4½"/28' 0¼"<br>F38' 2 dks<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 6" WB3173t incl. DTm1358t | M<br>5 Ho 31½', 56½', 92½', 30' DT, 67½', 65'<br>6 Ha (15½', 30½', 30', 32½', 30', 30'×23')<br>Der 12(5) | Oil 2SA 3Cy. 670×<br>3150bhp Doxford<br>N.E. Mar. Eng. Co.<br>2AuxB 150lb<br>2×40kW 110V d.c. |
| 521538<br>LNGT<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LYNX**<br>**Det Bergenske Dampskibsselskab**<br>Bergen Norwegian<br>Now **KEELUNG** See New Entries No. 10 | 1288<br>674<br>1960 | NV | **1948** Moss Værft & Dokk A/S—Moss<br>264' 4" 40' 2" 16' 8"<br>245' 5" 40' 0"<br>1 dk & S dk<br>RW<br>rf 6" | M (6P) Ref OSD<br>3 Ho 42½', 66½', 56½'<br>B.111855 In.14141<br>3 Ha (22', 42½', 38'×14')<br>9W Der 1(25) 2(5) 4(3) 1(1½) | Oil 2SA 6Cy. 480×<br>1100bhp<br>Sulzer Bros. Ltd.<br>2×110/120kW 220V |

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| **ON'S CREEK**<br>**nidad Corporation**<br>mington, Del United States | **10607**<br>6373<br>16665 | | AB | **1944** Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 30′ 3½″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F53′ 1 dk<br>RW<br>rf 9″ | T-E Asphalt Tanker Mchy.aft<br>26 Ta<br>L.792660 HeCls. BC | S Turb 7240shp driving 1 gen. 5400kW 2300V a.c. connected to elec. motor 6000shp (Sy) 1460t (o.f)–46pd<br>Westinghouse Elec. & Mfg. Co. Pbg<br>2×500kW 450V 60c/s a.c. 14½k |
| **RA**<br>**ge Johansson**<br>sinki/Helsingfors Finnish | **102**<br>64<br>220 | | | **1948** ……………………Sibbo<br>93′ 6″ 24′ 4″ 10′ 6″<br>… … … | Wood Aux Gl | Oil |
| **SAKERTANK**<br>Sörstraum–63<br>saker **Kemiske Fabrik A/S**<br>Norwegian | **221**<br>129<br>322 | | NV | **1956** Westermoen Båtbyggeri—Mandal<br>115′ 11″ 24′ 5″ 10′ 1¾″<br>104′ 1″ 24′ 3″ 10′ 8″<br>1 dk | M Chemical Carrier Mchy.aft<br>1 Ta<br>1 Ha (stl) (55¾′×14′)<br>Der 1(2½) | Oil 2SA 6Cy. 280×320 mm<br>Emade47fitted56 Wichmann<br>300bhp (d.o)<br>Haldorsen & Sönner Rub<br>2×2, 1½kW 24V d.c. |
| **SANNA**<br>**eph Guillevic**<br>French<br>Now **JEANINE-STEPHAN** See New Entries No. **8** | **121**<br>44<br>— | | ~~BV~~ | **1963** Ch. Herbert & Heraud—Pont Lorois<br>*76·8′* 21′ 7″<br>21′ 5″ | Wood M Fishing<br>2 Ha (each 3′×3½′)<br>Der 1(1) | Oil 4SA 8Cy. 185×200 mm<br>400bhp<br>Moteurs Baudouln Msl<br>9½k |
| **EFJELL**<br>**Falkefjell &**<br>**S Dovrefjell**<br>& Ugelstad<br>Norwegian | **13327**<br>7448<br>20000 | | NV | **1960** A/S Fredriksstad M/V—Fks<br>578′ 0″ 74′ 0″ 30′ 4¾″<br>535′ 0″ 73′ 10″ 39′ 10″<br>1 dk<br>rf 1″ | M Tanker Mchy.aft<br>26 Ta<br>L.956002 HeCls. BC | Oil 2SA 9Cy. 760×1500 mm<br>8450bhp Götaverken 1731t (hvf)–30pd<br>A/S Fredriksstad M/V Fks<br>3×280, 280, 140kW 450V 60c/s a.c. 15k |
| **EFJORD**<br>lon–46<br>jord **Rutelag A/S**<br>nger Norwegian | **131**<br>75<br>— | | | **1933** Odense Staalskibs.—Odn<br>*95·0′* 19′ 11″<br>… … …<br>R len 41 | M | Oil 2SA 4Cy. 350×370 mm<br>250bhp<br>A/S Tuxham Cpn |
| **UG**<br>s Lyshaug **Jr.**<br>msö Norwegian | **290**<br>103<br>— | | NV | **1967** G. Eides Sønner Skips—Høylandsbygd<br>117′ 4″ 25′ 7″<br>107′ 6″ 25′ 6″ 13′ 0″ | M Trawler Mchy.aft | Oil 2SA 7Cy. 240×400 mm<br>595bhp<br>Alpha-Diesel A/S Fkn |
| **SHOLMEN**<br>~~mann **Chartering A/S**~~<br>~~Simonsen~~ **Rederi A/S Lysship**<br>Norwegian | **298**<br>208<br>850 | | NV | **1966** Gerh. Voldnes A/S—Fosnavåg<br>191′ 11″ 32′ 11″ 11′ 3¼″<br>173′ 11″ 32′ 9½″ 18′ 6″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 131½′<br>G.60000 B.55000<br>2 Ha (stl) (each 47½′×19¾′)<br>2W | Oil 4SA 6Cy. 320×450 mm<br>850bhp 45t<br>Masch. Kiel G.m.b.H. Kel<br>11½k |
| **SLAND**<br>fdan **Grieg** ~~**& Co. A/S**~~ **Ltd.**<br>gen Norwegian | **20423**<br>12814<br>31825 | | NV | **1964** Haugesund M/V A/S—Hgs<br>613′ 7″ 85′ 6″ 34′ 10¼″<br>580′ 0″ 85′ 3½″ 50′ 0″<br>P108′ F49′ 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 71¼′, 61¾′, 60¼′, 60¼′, 60¼′, 60½′, 60¼′<br>G.1434697<br>7 Ha (stl) (36¾′, 38¼′, 38¼′, 38¼′ 38¼′, 38¼′, 38¼′×42¼′)<br>Cr 4(8) | Oil 2SA 8Cy. 750×1320 mm<br>11200bhp 1632t (hvf)<br>S.A. Fiat S.G.M. Tur<br>3×350kW 440V 60c/s a.c. 15k |
| **STIND**<br>eri **A/S Lysship**<br>~~nann **Chartering A/S**~~<br>Norwegian | **300**<br>208<br>860 | | NV | **1966** Gerh. Voldnes A/S—Fosnavåg<br>191′ 11″ 32′ 11″<br>173′ 11″ 32′ 9½″ 18′ 6″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 127¾′<br>G.60000 B.55000<br>2 Ha (stl) (each 47¼′×19¾′)<br>2W Der 1(5) 1(3) | Oil 4SA 6Cy. 320×450 mm<br>850bhp 48t (d.o)<br>Atlas-Mak Masch. Kel<br>2×45kW 220V a.c. 11½k |
| **STUM**<br>mas **Entz Tanker G.m.b.H.**<br>dsburg W. German | **1712**<br>901<br>3440 | | GL | **1950** Deutsche Werft A.G.—Ham<br>316′ 2″ 45′ 1″ 18′ 10¾″<br>44′ 11″ 27′ 10″<br>F23′ 1 dk & S dk<br>R | S (4P) OSD<br>4 Ho 49¼′, 64¼′, 46½′, 42¾′<br>G.208200 B.187450<br>4 Ha (26¾′, 26¾′, 44½′, 26¾′×21¼′)<br>Der 1(15) 8(3–5) | C 4Cy. (2) $16\frac{9}{16}$″ & (2) $35\frac{7}{16}$″×$35\frac{7}{16}$″ & LP turb<br>1600ihp 698t (o.f)<br>Deutsche Werft A.G. Ham<br>2×12 & 8kW 220V d.c. 12k |
| **TTELTON**<br>Canterbury<br>telton **Harbour Board**<br>telton New Zealand | **292**<br>1<br>40 | ✠ | | **1907**–7 Ferguson Bros.—P.Gl<br>125′ 0″ 25′ 1″ 11′ 6″<br>24′ 11″<br>R<br>rf 12″ BK6″ | TS Tug<br>1 Ha (6½′×5½′)<br>Der 1(1½) | C 4Cy. 20″ & 40″×27″<br>1000ihp 40t (c)<br>Ferguson Bros. P.Gl<br>1×3kW 110V d.c. |
| **TTELTON II**<br>ttelton **Harbour Board**<br>ttelton New Zealand | **303**<br>—<br>80 | **✠100A1**<br>tug<br>**✠LMC** | SS 8/67<br>EL (e) | **1939**–3 Lobnitz & Co. Ltd.—Rnf<br>123′ 0″ 31′ 4″ 12′ 3½″<br>114′ 0″ 29′ 0″ 14′ 1″<br>R 5BH<br>rf 24″ BK7″ WB51t incl. DTa21t DTm9t | TS Tug<br>Der 1(1½) | T 6Cy. 14″ 23″ & 38″×27″<br>1250ihp 80t (c)<br>Lobnitz & Co. Ltd. Rnf<br>2 SB 180℔ hs(3408) 6cf<br>1×6kW 230V d.c. |

# REGISTER OF SHIPS

| | | | | | | |
|---|---|---|---|---|---|---|
| 521553<br>UAAC<br>M-22389 | **LYUDAS GIRA**<br>**U.S.S.R.**<br>Klaipeda Russian | 3170<br>1225<br>1301 | | 1960 ..............Russia<br>277' 10" 46' 0" 18' 2"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>3 Ho<br>In.47322<br>3 Ha<br>6W Der 2(5) 2(3) 2(1½) | Oil 2SA 8Cy. 430×610<br>2000bhp<br>Russki-Diesel Wks |
| 652552<br>LZEZ<br><br>Df Esd<br>Gc Rdr | **LYULIN**<br>**Navigation Maritime Bulgare**<br>~~Bulgarian United Co.~~<br>~~Shipbuilding & Shipping~~<br>Varna Bulgarian | 6116<br>3226<br>9426 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN770 EL z 1¾"SQ | 1965–12 Hakodate Dock Co. Ltd.—Hak<br>413' 5" 57' 11" 24' 11½"<br>387' 2" 57' 8½" 33' 6"<br>F40' 1 dk<br>NS 7BH<br>rf 4" WB3005t incl. Comb. btm & side tanks in holds 1880t DTm477t | M Mchy.aft<br>4 Ho 64¾', 69', 59', 69'<br><br>4 Ha (stl) (36¾'×25') (44¼', 44¼', 44¼'×30') | Oil 2SA 5Cy. 500×1100<br>3850bhp B&W<br>Mitsui Zosen<br>AuxB 71lb<br>2×170kW 390V 50c/s a.c. |

# NEW ENTRIES

## REGISTER OF SHIPS

[illegible]

Wallsende Dock Co. Ltd.—Hull

M. Mohyudi

1 ex

W8BDOS incl. Comb. bnk & side tanks in holds

[illegible]

| 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer<br>Deadwt<br>Gross<br>Net<br>Summer<br>Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
|---|---|---|---|---|---|
| **A. P. BOTVED**<br>exRuth Justesen–68<br>Fru **Carmen Botved Partrederi**<br>Terkildsen & Olsen A/S<br>Skovshoved Danish | 499<br>314<br>— | ✠100A1<br>oil tanker<br>Ice Class 3<br>✠LMC<br>MN150 EL k 1⅛"SQ | **1964**–10 Krögerwerft G.m.b.H.—Rendsburg<br>206′ 9″ 31′ 8″ 12′ 4″<br>186′ 5″ 31′ 0″ 13′ 5″<br>P54′ F36′ 1 dk<br>8BH<br>rf 2″ WB163t | M Tanker Mchy.aft<br>8 Ta<br>L.49000 | Oil 2SA 6Cy. 310×490 mm<br>750bhp<br>Alpha-Diesel A/S Fkn<br>db 171℔ |
| **A. R. FORD**<br>**Government of New South Wales (Department of Public Works)**<br>Newcastle, N.S.W. British<br>For later particulars see New Entries **No. 7** | 195<br>—<br>320 | 100A1<br>tug<br>Class contemplated | N.S.W. Gov. E.&S.B.—N.S.W.<br>104′ 3″ 26′ 1″ 8′ 7″<br>95′ 0″ 25′ 0″ 11′ 0″ | M Tug | Oil 4SA 8Cy. 6⅝″×7¼″<br>Rolls Royce Ltd. Shrewsbury |
| **ABANTO**<br>Launched as J.C.P.-G. 5<br>**Government of Spain (Ministerio de Obras Publicas)**<br>Cadiz Spanish | 1005<br>516<br>— | ✠100A1<br>hopper barge<br>Iberian coasting service within 25 miles offshore<br>✠LMC<br>MN220 EL l1$\frac{3}{16}$"SQ | **1966**–6 Soc. Española de Const. Nav.—Cdz<br>200′ 2″ 38′ 6″ 13′ 3¾″<br>190′ 3″ 37′ 8½″ 15′ 9″<br>RFD46′ 1 dk<br>4BH<br>rf nil WB320t | M Hopper Barge Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>1100bhp<br>Naval-Stork-Werkspoor Cdz<br>2×80kW 380V 50c/s a.c. |
| **ABAY KUNANBAYEV**<br>exNerchinsk<br>**U.S.S.R.**<br>Astrakhan Russian | 1211<br>448<br>1080 | | **1955** "Gheorghiu Dej" Shpyd—Bdp<br>229′ 7″ 32′ 10″ 12′ 5½″<br>32′ 8″ 17′ 5″<br>1 dk | TM Mchy.aft<br>3 Ho<br>G.53961<br>3 Ha (22¾′, 26¼′, 20¼′×13′)<br>6W Der 1(10) 5(2½) | 2 Oil 4SA each 8Cy. 216×310 mm<br>Ganz Waggon & Eng. Wks Bdp<br>9½k |
| **ABD EL MOUMEN**<br>**Royale Marocaine de Navigation**<br>Tangiers Moroccan | 1161<br>478<br>1550 | BV | **1966** Soc. Española de Const. Nav.—Bbo<br>293′ 4″ 42′ 1″ 14′ 9″<br>262′ 6″ 42′ 0″ 23′ 6″<br>1 dk & S dk<br>RW | M (5P) Ref OSD Mchy.aft<br>In.109580<br>2 Ha (33′, 57¾′×17½′)<br>Der 8(3–5) 2(2) | 2 Oil 4SA each 8Cy. 300×450 mm geared to sc. shaft<br>3200bhp<br>Masch. Augsburg-Nürnberg Aug<br>14½k |
| **ABDUL MATIN**<br>exE.P.S.C. Zubeida–67<br>East **Pakistan Shipping Corporation**<br>Chittagong Pakistan | 961<br>485<br>315 | ✠100A1<br>East Pakistan coasting service<br>✠LMC<br>MN180 EL k1⅛"SQ | **1965**–1 Jos. L. Meyer—Papenburg<br>182′ 0″ 34′ 3″ 7′ 6½″<br>164′ 1″ 34′ 1½″ 18′ 8″<br>2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf nil WB334t | TM (272P)<br>3 Ho 28′, 29½′, 31¼′<br>3 Ha (11′, 12¾′×11½′) (11′×9¾′)<br>Der 3(2) | 2 Oil 4SA each 6Cy. 220×280 mm with flexible couplings & sr gearing<br>900bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×64kW 230/400V 50c/s a.c. |
| **ABISOLA**<br>exBergecaptain–68<br>**Transmarina S.n.c.**<br>Italian<br>Name should be **ALBISOLA** See New Entries No. 3 | 23477<br>14016<br>38775 | NV | **1958** Eriksbergs M/V A/B—Got<br>682′ 6″ 87′ 4″ 37′ 11¾″<br>645′ 0″ 87′ 0″ 47′ 6″<br>P155′ B48′ F95′ 1 dk | M Tanker Mchy.aft<br>33 Ta<br>HeCls. BC | Oil 2SA 10Cy. 740×1600 mm<br>12500bhp B&W 3500t<br>Eriksbergs M/V A/B Got |
| **ACADIA CONDOR**<br>Acadia **Fisheries Ltd.**<br>David F. Corney<br>Pictou Canadian<br>For later particulars see New Entries **No. 5** | 600<br>—<br>— | 100A1<br>stern trawler<br>Class contemplated | Ferguson Industries Ltd.—Pictou<br>150′ 1″ 33′ 1″<br>129′ 10″ 33′ 0″ 15′ 9″ | M Stern Trawler | Oil 4SA 8Cy. 12½″×14½″<br>Ruston & Hornsby Lcn |
| **ACADIA TERN**<br>Acadia **Fisheries Ltd.**<br>David F. Corney<br>Pictou Canadian<br>For later particulars see New Entries No. 9 | 600<br>—<br>— | 100A1<br>stern trawler<br>Class contemplated | Ferguson Industries Ltd.—Pictou<br>150′ 1″ 33′ 0″<br>129′ 10″ 47′ 7″ 15′ 9½″ | M Stern Trawler | Oil 4SA 8Cy. 12½″×14½″<br>Ruston & Hornsby Lcn |
| **ACADIA THUNDERBIRD**<br>Acadia **Fisheries Ltd.**<br>David F. Corney<br>Pictou Canadian | 683<br>323<br>— | ✠100A1<br>stern trawler<br>Str. nav. ice<br>✠LMC<br>MN362 EL (i) | **1967**–12 Ferguson Industries Ltd.—Pictou<br>150′ 1″ 33′ 7″<br>130′ 0″ 33′ 0″ 22′ 9″<br>B40′ 2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf 24″ BK3″ WB34t | M Stern Trawler<br>1 Ho 45′<br>3 Ha (stl) (each 7¼′×4′) | Oil 4SA 8Cy. 12½″×14½″<br>1690bhp 114t (d.o)<br>Ruston & Hornsby Lcn<br>3×125, 125, 30kW 220V d.c. 12½k<br>Emy. propulsion by motoring M.E. driven generator |
| **ACAMAR**<br>exHector Hawk–68<br>Cia. de **Nav. Calidamar S.A.**<br>Monrovia Liberian | 16808 ~~16760~~<br>10252 ~~10359~~<br>25005 | BV<br>✠LR class withdrawn—Owners' request 4/68 | **1959**–12 J. Boel & Fils—Tamise<br>614′ 1″ 77′ 3″ 33′ 3″<br>577′ 0″ 77′ 0″ 43′ 4″<br>1 dk<br>15BH<br>rf nil WB1865t | M Tanker Mchy.aft<br>30 Ta 1 Ho & DT 32′<br>HeCls. BC<br>1 Ha (12′×17′)<br>Der 5(5) 1(1½) | Oil 2SA 8Cy. 740×1600 mm<br>10000bhp 2153t (hvf)–28pd<br>Burmeister & Wain Cpn<br>3×240kW 450V 60c/s a.c. 16¾k |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 519918 | **ACAPULCO MARU** | 6493 | | | 1951 Nippon Kokan—Yka | M Ref OSD | Oil 2SA 9Cy. 740×1600 mm |
| JDHF | exKyoei Maru-67 | 3682 | | | 503' 4" 63' 6" 27' 0½" | 6 Ho | 8000bhp B&W |
| 67878 | **Mitsui-O.S.K. Lines K.K.** | 10290 | | NK | 465' 11" 63' 4" 31' 1" | G.643047 B.594877 In.7134 | Mitsui Zosen |
| Df Esd | Japanese | | | | F37' 2 dks & S dk | 6 Ha (27½'×19½') (42½', 33½', 25½', | 3×250kW 230V d.c. |
| Gc Pfd | | | | | RW | 39½', 25½'×23') | |
| Rdr | | | | | rf 4" | 18W Der 1(35) 2(15) 2(10) | |
| 536907 | **ACASTA** | 22332 | | | 1959 Deutsche Werft A.G.—Ham | S Tanker Mchy.aft | 2 S Turb dr geared to sc. sha |
| JXBY | exTroll-68 | 13202 | | | 660' 4" 87' 3" 34' 6½" | 30 Ta | 16650shp |
| | **Skips A/S Aker** | 32706 | | NV | 630' 0" 87' 0" 45' 6" | L.1561000 | Allgemeine Elec. Ges. |
| Df Esd | A/S Mosvold Shipping Co. | | | | 1 dk | | 2×550kW 350V 60c/s a.c. |
| Gc Rdr | Oslo Norwegian | | | | | Der 4(5) 1(4) 2(1) | |
| RTm/h/v | | | | | rf nil | | |
| | Now **ST. SPYRIDON** See New Entries No. **9** | | | | | | |
| 681334 | **ACCLIVITY** | 299 | 100A1 | | Goole S.B. & R. Co. Ltd.—Goo | M Tanker Mchy.aft | Oil 2SA 5Cy. 320×426 mm |
| | | — | oil tanker | | 167' 6" 28' 3" 10' 6½" | | |
| | **F. T. Everard & Sons Ltd.** | 600 | Class contemplated | | 160' 0" 28' 0" 11' 10" | | Newbury Diesel Co. Ltd. |
| | London British | | | | | | |
| | For later particulars see | | | | | | |
| | New Entries No. 5 | | | | | | |
| 508011 | **ACHILLEAS** | 496 ~~499~~ | ✠100A1 | SS 8/65 | 1949-9 Scheeps. "Westerbroek"— | M Mchy.aft | Oil 4SA 6Cy. 305×460 mm |
| | exCornelis Houtman-68 | 291 ~~318~~ | | | Westerbroek | 1 Ho 96' | 450bhp ✠NEmade58fitted |
| | ~~**Contaxis**~~ | 738 | **LMC** | | 173' 2" 28' 5" 11' 4½" | G.37200 B.35500 | D. & J. Boot "De Industrie" |
| Df Esd | ~~Greek~~ | | | | 158' 2" 28' 3" 11' 8" | 2 Ha (each 35'×18') | |
| RTm | **L. Lekkas, P. Kontaxio & others** | | MN90 | EL h | P52' Q43' F27' 1 dk | 2W Der 3(3) | |
| | Greek | | | | R 3BH | | |
| | | | | | WB167t | | |
| 681533 | **ACHILLES** | 146 | | | 1956 Albert Bonne—Ham | M Tug | Oil 4SA 8Cy. 320×450 mm |
| SPKL | | 39 | | | 98' 9" 23' 1" 10' 6" | | 1000bhp |
| 21015 | **Polish Government** | — | | PR | 23' 0" 11' 2" | | Klöckner-Humboldt-Deutz |
| Df Esd | Zarzad Portu Gdynia | | | | 1 dk | | |
| RT | Gdynia Polish | | | | | | |
| 681395 | **ACONCAGUA VALLEY** | 9630 | 100A1 | | O/Y Wärtsilä A/B—Åbo | M Ref Mchy.aft | 2 Oil 4SA each 16Cy. |
| | | 5500 | Class contemplated | | 505' 6" (incl. BB) 69' 1" 28' 0" | | geared to sc. shaft |
| | **Rederi A/B Nordstjernan** | 7800 | ✠**Lloyd's RMC** | | 459' 4" 68' 11" 43' 10" | In.437840 | Pielstick |
| | A. A. Johnson | | | | | | O/Y Wärtsilä A/B |
| | Stockholm Swedish | | | | | | |
| 534659 | **ACTIV** | 128 | | | 1951 J. Ring Andersen—Svb | Wood Aux | Oil 2SA 3Cy. 230×400 mm |
| OXYQ | exSvendborg-68 exMona-55 | 76 | | | *89·7'* 23' 4" 11' 0" | 1 Ho 40½' | 180bhp |
| | **Einer Sørensen** | 200 | | BV | ... ... ... | | Frederikshavns Jernst. & |
| RTm | Hadsund Danish | | | | 1 dk | | |
| | | | | | | Der 2(1) | |
| 536913 | **ACTOR** | 12856 | ✠100A1 | ~~SS 10/63~~ | 1953-12 Deutsche Werft A.G.—Ham | M Tanker Mchy.aft | Oil 2SA 8Cy. 780×1400 mm |
| LAPV | exTrolltind-68 | 7241 | oil tanker | TD 3/68 | 581' 5" 72' 4" 30' 3" | 22 Ta | 7200bhp |
| | **Skips A/S Aker** | 18140 | ✠**LMC** | | 540' 0" 72' 0" 37' 10" | L.871000 | Masch. Augsburg-Nürnberg |
| Df Esd | Halle & Peterson | | | | P124' B33' F68' 1 dk | | 2AuxB 171lb Spt |
| Gc Rdr | Oslo Norwegian | | MN1440 | ELi†2$\frac{1}{16}$"SQ | 14BH | Der 6(5) 1(1½) | 3×165kW 230V d.c. |
| RTm/h/v | Now **ST. NICHOLAS II** See New Entries No. **7** | | | | rf 2" WB369t | | |
| 681315 | **ADAMASTOS** | 220 | 100A1 | | Hellenic Shipyards— | M Tug Mchy.aft | Oil 4SA 8Cy. |
| | | — | tug | | Skaramanga | | |
| | **Greek Royal Navy** | 600 | Class contemplated | | 98' 5" 26' 9" 11' 11" | | Masch. Augsburg-Nürnberg |
| | Greek | | | | 90' 3" 25' 11" 13' 2" | | |
| | For later particulars see New Entries No. **12** | | | | | | |
| 681003 | **ADAMSTURM** | ~~499~~ 495 | | | 1968 J. G. Hitzler—Lauenburg | TM Supply Ship | 2 Oil 4SA each 16Cy. |
| | | — 163 | | | 175' 8" 36' 11" 11' 8" | | 2740bhp |
| | **Deutsche Dampfschiffahrts** | — | | GL | 161' 4" 36' 1" 13' 0" | | Motorenw. Mannheim |
| Df Esd | **Gesellschaft "Hansa"** | | | | 1 dk | | |
| Gc Rdr | Bremen W. German | | | | | | |
| RT | | | | | | | |
| 538615 | **ADECOR I** | 945 | | | 1953 J. G. Hitzler Schiffsw.—Lauenburg | M Mchy.aft | Oil 4SA 6Cy. 385×580 mm |
| | exChiricano-68 | 554 | | | 212' 11" 31' 11" 15' 6½" | 1 Ho 132' | 1000bhp |
| | exWarendorp-66 | 1395 | | AB | 205' 9" 31' 10" 19' 1" | | Masch. Kiel A.G. |
| Df Esd | exWallschiff-54 | | | | F16' 2 dks | 3 Ha (stl) | |
| Rdr | **Aguinaldo Development** | | | | RW | | |
| | **Corp.** | | | | rf 2" | | |
| | ~~Puerto Cortez~~ ~~Honduran~~ | | | | | | |
| | Manila Philippine | | | | | | |
| 509369 | **ADELE COPPOLA** | 480 | | | 1951 A.G. "Weser" Werk Seebeck—Bhn | M OSD/CSD | Oil 4SA 6Cy. 320×480 mm |
| | exDravograd-68 exEifeltal-60 | 210 | | | 187' 0" 29' 6" 11' 2½"/15' 10½" | 1 Ho 98½' | 800bhp NE60 |
| | ~~**Scotto D'Aniello Porfirio &**~~ | 608 | | JR RI ~~JR~~ | 29' 4" | G.50033 B.45788 | Motorenw. Mannheim |
| Df Esd | ~~**Antonio Coppola**~~ | 785 | | | B34' F27' 1 dk & S dk | 2 Ha (34½', 33'×16½') | 2×18kW 220V d.c. |
| | ~~Rome~~ ~~Italian~~ | 526 | | | RW | 4W Der 4(3) | |
| | **Antonio Coppola fu Giovanni** | 1180 | | | | | |
| | Rome Italian | | | | | | |
| 537584 | **ADELFOI** | 11693 ~~11665~~ | ✠100A1 | SS 9/66 | 1950-11 Odense Staalskibs.—Odn | M Mchy.aft | Oil 2SA 6Cy. 740×1600 |
| ELMA | exDelphine-68 | 7501 ~~7100~~ | strengthened for ore | | 526' 9" 68' 5" 30' 0½" | 6 Ho | 5530bhp |
| 217-68- | exValkyrien Mærsk-68 | 17150 | cargoes—alternate holds | | 496' 0" 68' 3" 40' 4" | G.825000 | Burmeister & Wain |
| NY | **Adelfoi Cia. Nav. S.A.** | | may be empty | | P99' F59' 1 dk | 6 Ha (39', 52', 30½', 33½', 33½', | ~~3AuxB 180lb~~ |
| Df Esd | Monrovia Liberian | | ✠**LMC** | | RW 10BH conv tanker 61 | 29½'×34') | 3AuxB (2 o.f 1 ex.g) 180 |
| Gc Pfd | | | | EL g†2$\frac{1}{16}$"SQ | rf nil WB6389t incl. Topside tanks 2542t | 14W Der 14(5) | |
| Rdr | | | | | DTm695t | | |

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|---|---|---|---|---|---|
| **ADELHEID SIBUM**<br>**Hermann u. Stephan Sibum**<br>Haren/Ems W. German | 499<br>343<br>1180 | GL | **1964** M. Jansen—Leer<br>206′ 3″ 32′ 6″ 12′ 11″<br>187′ 6″ 32′ 2″ 13′ 1″<br>P36′ F20′ 1 dk<br>len & widened 67 | M OSD Mchy.aft<br>1 Ho 121′<br>G.80150 B.74050<br>2 Ha (stl) (43¼′, 48¾′ × 19¾′)<br>Der 2(3) 2(2) | Oil 4SA 6Cy. 320 × 450 mm<br>500bhp 51t<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| **ADMIRAL MAKAROV**<br>**U.S.S.R.**<br>Russian | 180<br>—<br>— | | **1967** Schiffs. "Edgar André"—Mgd<br>114′ 0″ 27′ 11″ 9′ 0¼″<br>99′ 9″ 26′ 11″ 12′ 2″<br>1 dk | M Tug | Oil 4SA 6Cy. 320 × 480 mm<br>750bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **ADM. WM. M. CALLAGHAN**<br>~~Sunexport Holdings Corp.~~<br>Wilmington, Del United States<br>**Sun Export Holdings Corp.** | 24471<br>19156<br>14279 | AB | **1967** Sun S.B. & D.D. Co.—Chester, Pa<br>694′ 3″ (incl. BB) 92′ 2″ 29′ 0⅞″<br>626′ 6″ 92′ 0″ 60′ 2″<br>F40′ 4 dks | T-GT Mchy.aft<br>7 Ho 59¾′, 96¼′, 145′, 123¾′, 60½′, 80¾′, 56′<br>G.1967997<br>7 Ha (stl) (34½′, 40½′ × 26′) (40½′, 40½′, 40½′, 40½′, 40½′ × 30′)<br>12W Der 2(120) 4(25) 8(15) | 2 Gas Turb<br>50000bhp 3850t (o.f)<br>United Aircraft Corp. E. Hartford<br>3 × 450kW 440V 60c/s a.c. 26k |
| **DONIS**<br>emsefjell–68<br>**nis Cia. Naviera S.A.**<br>us Greek | ~~12046~~ 12180<br>~~6458~~ 5982<br>17250 | NV | **1959** A/S Fredriksstad M/V—Fks<br>546′ 2″ 64′ 5″ 32′ 1¼″<br>500′ 0″ 64′ 0″ 43′ 6″<br>1 dk<br>rf 1″ | M Bulk Carrier Mchy.aft<br>5 Ho 71¼′, 63′, 65½′, 65½′, 65½′<br>G.777740 B.744260<br>5 Ha (stl) (each 47¼′ × 32′)<br>1W Der 2(5) | Oil 2SA 8Cy. 760 × 1500 mm<br>7500bhp Götaverken 1520t (hvf)<br>A/S Fredriksstad M/V Fks<br>3 × 168kW 440V 60c/s a.c. 15k |
| **DRIA**<br>Ulster Prince–68<br>Ulster Prince I–67<br>Ulster Prince–66<br>Leinster–46<br>**Epirotiki S.S. Co. Ltd.**<br>Famagusta Cyprus<br>Now **ODYSSEUS** See New Entries No. 10 | 4307<br>2306<br>901 | ✠100A1 SS 11/65<br>with freeboard<br>Eastern Mediterranean<br>service ✠LMC<br>EL w $1\frac{13}{16}$″SQ | **1937–11** Harland & Wolff Ltd.—Bel<br>367′ 0″ 52′ 5″ 15′ 1¼″<br>345′ 0″ 50′ 0″ 19′ 0″<br>P59′ B186′ Bf22′ F43′ 2 dks<br>R 8BH<br>rf 6″ WB739t incl. DTf43t | TM (1500P)<br>4 Ho 47½′, 25½′, 30′. 17½′<br>B.68797<br>3 Ha (10′ × 10′) (12′, 12′ × 16′)<br>3W Der 1(5) 2(3) | 2 Oil 2SA each 10Cy. 500 × 900 mm<br>5100bhp 155t (d.o)<br>Harland & Wolff Ltd. Bel<br>db 80℔<br>3 × 175kW 220V d.c. 17½k |
| **GEAN NEPTUNE**<br>**dard Ocean Carriers**<br>SA<br>Monrovia Liberian | 32644<br>22331<br>67321 | ✠100A1<br>strengthened for ore cargoes Nos. 2, 5 & 7 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN3680 EL x†$3\frac{5}{16}$″U2 | **1967–8** Mitsubishi Hvy Ind. Ltd.—Hma<br>772′ 8″ 104′ 6″ 44′ 4½″<br>733′ 5″ 104′ 4″ 61′ 0″<br>P120′ F59′ 1 dk<br>NS 10BH<br>rf 1″ DK fwd WB32094t incl. Topside tanks in holds 10450t | M Bulk Carrier Mchy.aft<br>pt higher tensile steel<br>8 Ho 73½′, 67′, 69½′, 69½′, 69½′, 69½′, 70¼′, 69¼′<br>1 Ha (stl) (36¾′ × 41¼′)<br>7 Ha (stl) (each 41¼′ × 41¼′) | Oil 2SA 8Cy. 900 × 1550 mm<br>18400bhp Sulzer 4500t (hvf)<br>Mitsubishi Hvy Ind. Ltd. Hma<br>AuxB 100℔<br>3 × 380kW 450V 60c/s a.c. 17k |
| **AEGIR**<br>**Seereederei "FRIGGA" A.G.**<br>Hamburg W. German<br>For later particulars see New Entries No. 5 | 47500<br>—<br>81624 | | **1968** Rheinstahl Nordseewerke—Emd<br>836′ 8″ 44′ 11⅜″<br>787′ 5″ 114′ 10″ 64′ 8″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 860 × 1600 mm<br>20700bhp<br>Masch. Augsburg-Nürnberg Aug |
| **AEGIS HOPE**<br>exHuntsmore–68<br>exDerrymore–51<br>~~Shipping Co. Ltd.~~<br>~~Cyprus~~<br>**Alcon Shipping Co. Ltd.**<br>Famagusta Cyprus | 5678<br>3231<br>10570 | ✠100A1 SS 5/65<br>✠LMC<br>MN890 EL c†2⅛″SQ | **1951–5** Burntisland S.B. Co. Ltd.—Bnt<br>462′ 6″ 60′ 0″ 27′ 1¼″<br>435′ 0″ 59′ 9″ 39′ 6″<br>F40′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB3131t incl. DTm1351t | M OSD<br>G.670430 B.626890<br>10W Der 1(50) 1(40) | Oil 2SA 4Cy. 670 × 2320 mm<br>4450bhp Doxford 1013t<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>AuxB 120℔ 13k |
| **AFEA**<br>**"Aegina" Maritime Co.**<br>Piræus Greek | 499<br>336<br>— | HR | **1966** J. Sotiriadis & Co.—Piræus<br>151′ 6″ 34′ 8″ 7′ 2″<br>… … …<br>1 dk | M Ferry | 2 Oil 4SA 8Cy. each 280 × 220 mm<br>1500bhp 25t<br>Klöckner-Humboldt-Deutz Kln<br>14k |
| **OS**<br>**vos Shipping Co. S.A.**<br>æus Greek | 35491<br>25463<br>56658 | | **1968** Kure Zosensho—Kure<br>734′ 9″ 106′ 0″ 40′ 0″<br>698′ 10″ 105′ 10″ 62′ 4″<br>P127′ F70′ 1 dk | M Bulk Carrier Mchy.aft<br>7 Ho 49¾′, 99¾′, 49¾′, 99¾′, 49¾′, 99¾′, 57¼′<br>G.2730675<br>10 Ha (stl) (each 34¼′ × 53′)<br>Cr 2(10) | Oil 2SA 6Cy. 900 × 1550 mm<br>14400bhp Sulzer 3779t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>3 × 400kW 440V 60c/s a.c. 15½k |
| **AFTADELFOS**<br>exWelsh City–68<br>**Apostolos Andreas Shipping Co. Ltd.**<br>Famagusta Cyprus | T.Mk<br>5985<br>3229<br>9413<br>8136<br>4510<br>10518 | ✠100A1 SS 7/64<br>✠LMC<br>MN960 EL c†2⅛″SQ | **1956–8** Wm. Doxford & Sons (S.B.) Ltd.—Sld<br>464′ 3″ 59′ 6″ 25′ 8½″/~~27′ 5½″~~ /28′ 8″<br>436′ 6″ 59′ 2½″ 37′ 8″<br>P30′ F42′ 2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 6″ WB3038t incl. Tunnel tanks 268t DTm1166t | M<br>5 Ho 63′, 94½′, 26¼′, 73½′, 80¼′<br>G.603680 B.538170<br>5 Ha (each 31½′ × 22′)<br>14W Der 1(25) 14(5) | Oil 2SA 4Cy. 700 × 2320 mm<br>4800bhp 1156t (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>AuxB 120℔<br>4 × 110, 110, 110, 35kW 220V d.c. 15k |
| **GBARHA I**<br>**Osadjere Fishing Co. Ltd.**<br>Lagos Nigerian | 116<br>54<br>— | | **1965** Schiffs. Korneuburg A/S—Korneuburg<br>*65·8′* 20′ 11″<br>… … …<br>1 dk | M Trawler | Oil 4SA 12Cy. 140 × 180 mm<br>473bhp 10t (d.o)<br>Suddeutsche Bremsen A.G. Munich<br>1 × 57kW 230/400V 50c/s a.c. |
| **AGBARHA 2**<br>**Osadjere Fishing Co. Ltd.**<br>Lagos Nigerian | 116<br>54<br>— | | **1966** Schiffs. Korneuburg A/S—Korneuburg<br>*65·8′* 20′ 11″<br>… … …<br>1 dk | M Trawler | Oil 4SA 12Cy. 140 × 180 mm<br>473bhp 10t (d.o)<br>Suddeutsche Bremsen A.G. Munich<br>1 × 57kW 230/400V 50c/s a.c. |

# REGISTER OF SHIPS

| | | | | | | |
|---|---|---|---|---|---|---|
| 539503<br>SVML<br>1419 | **AGHIA VARVARA**<br>~~**AGHIA BARBARA**~~<br>exEkaterini M–68 exYangos–68<br>exParnis–62 exSolgry–58<br>exOlli–38 exSylvi–37<br>exGullaug–33 exWargön<br>**Angelina Kiroakoula &**<br>**A. Markogianni**<br>Piræus Greek | 539<br>290<br>750 | BV | **1919** A/B Götaverken—Got<br>173' 9" 27' 3" 12' 6"<br>... ... ...<br>1 dk<br>R | M Mchy.aft<br>1 Ho<br>G.36000 B.33000<br>3W Der (3) | Oil 2SA 8Cy. 270×340 mm<br>Emade43fitted—<br>Crossley Bros. Ltd. |
| 532257<br>181103<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AGIA EFTICHIA**<br>exMatru–67 exSherbro–65<br>**Agia Eftichia Shipping Co.**<br>Cyprus<br>Name should be **AYIA EFTICHIA** See New Entries No. 6 | 4805<br>2420<br>6181 | AB<br>✠LR class withdrawn—<br>Owners' request 4/68 | **1947–11** Furness S.B. Co. Ltd.—<br>Haverton Hill<br>408' 0" 57' 2" 22' 3¼"<br>386' 3" 57' 0" 32' 9"<br>P39' F43' 1 dk & S dk, 3rd dk in Nos. 1, 2 & 4 holds<br>RW<br>rf nil | M Ref OSD<br>4 Ho 57½', 65', 70', 37½',<br>6 DT each 32½'<br>G.405000 B.366000<br>4 Ha (25', 30', 30'. 22½'×18')<br>14W Der 1(50) 1(30) 2(10) 6(7)<br>2(5) 4(3) | Oil 2SA 4Cy. 560×2160 mm<br>3100bhp Doxford<br>Scott's S.B. & Eng. Co. Ltd.<br>3×125kW 220V d.c. |
| 680634 | **AGIOI VICTORES**<br>**Armenistis Shipping Corp.**<br>Piræus Greek<br>For later particulars see New Entries No. 2 | 20527<br>17665<br>39500 | 100A1<br>Class contemplated | N.V. Boelwerf S.A.—Tamise<br>668' 6" 89' 6" 37' 3¾"<br>624' 10" 89' 3" 50' 10" | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 860×1600 mm<br>MAN<br>A.C.E.C. |
| 681429<br>Df Esd<br>Gc Rdr<br>RT | **AGIP ROMA**<br>**"SNAM" Società Nazionale**<br>**Metanodotti S.p.A.**<br>Palermo Italian | 48000<br>—<br>— | | **1968** Cant. Nav. del Tirreno e<br>Riuniti S.p.A.—Pal<br>846' 6" (incl. BB) 123' 3" 43' 9 3/16"<br>800' 6" 123' 0½" 57' 5"<br>1 dk | M Tanker Mchy.aft<br>12 Ta<br>Der 4(10) | Oil 2SA 10Cy. 900×1600 mm<br>23000bhp<br>Fiat S.G.M.<br>3×700, 650, 650kW 450V |
| 511627<br>Df Esd<br>Pfd RT | **AGRUMA I**<br>exFletan<br>**Agruma Shipping Co.**<br>Panama Panamanian | 294<br>158<br>— | BV | **1942** Ch. Dubigeon—Nts<br>*115·6'* 23' 6"<br>... ... ...<br>2 dks | M Trawler<br>4 Ha (4½', 4½', 4½'×5') (5½'×3½') | Oil 2SA 4Cy. 360×460 mm<br>500bhp Sulzer<br>At. & Ch. de la Loire |
| 509242<br>ELIX<br>2913<br>Df Esd<br>Gc Rdr<br>RTm | **AGUA MARINA**<br>exDonatella Parodi–68<br>**Agua Marina Cia. de Nav.**<br>**S.A.**<br>Monrovia Liberian | 3629<br>5229<br>12540 | AB RI | **1957** Cant. del Tirreno—Gen<br>483' 3" 62' 9" 29' 1½"<br>446' 0" 62' 7½" 39' 0"<br>F35' 2 dks<br>RW<br>rf 5" | M CSD<br>6 Ho 63¾', 62½', 57½', 35½', 69½', 65½'<br>B.613000<br>6 Ha (stl) (27½', 35½', 27¾'×26½')<br>(15½'×21½') (35½', 27¾'×26½')<br>Der 4(5) | Oil 2SA 6Cy. 740×1000 mm<br>5540bhp B&W<br>Cant. Nav. Riuniti<br>3×200kW 220V d.c.<br>Controllable pitch prop |
| 681396<br>OZTO | **AHMOS**<br>**Kommanditselskabet**<br>**Ahmos**<br>Copenhagen Danish<br>For later particulars see New Entries No. 5 | 499<br>312<br>905<br>1244<br>793<br>1670 | 100A1<br>Class contemplated | Büsumer Werft GmbH—Büsum<br>247' 0" 39' 5" 12' 6"/16' 5"<br>225' 0" 38' 8" 22' 1" | M OSD/CSD Mchy.aft | Oil<br>Atlas-Mak Masch. |
| 526862<br>CSND<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AIDA PEIXOTO**<br>exPadua–67<br>**Tavares Mascarenhas, Neves**<br>**& Vaz Ltda.**<br>Lisbon Portuguese | 1333<br>710<br>1400 | BV<br>✠Classed LR until 7/53 | **1947–2** Hall, Russell & Co. Ltd.—Abn<br>238' 2" 35' 8"<br>35' 6"<br>1 dk<br>R<br>rf 11" | S Trawler<br>1 Ho 75'<br>4 Ha (stl) (4'×3¾') (5½', 5½', 5½'×4')<br>Der 1(5) | T 3Cy. 16½" 27" & 47"×<br>1100ihp<br>Hall, Russell & Co. Ltd.<br>3×25, 12, 6kW 110V d.c. |
| 680816<br>323034 | **AIGLE MARIN**<br>**Les Chargeurs Unis Inc.**<br>**United Cargo Inc.**<br>M. Desgagné<br>Quebec Canadian | 489<br>289<br>— | | **1938** Canadian S.B. & E. Ltd.—Clw<br>*152·3'* 27' 8"<br>... ... ...<br>1 dk | M | Oil 12Cy. 6½"×8"<br>765bhp<br>Caterpillar Tractor Co. |
| 519157<br>5MUX<br>1942<br>Df Esd<br>Gc Rdr<br>RTv | **AIS GIANNIS**<br>exChief Awosika–68<br>exRose S.–66<br>exKokuku Maru–63<br>**Marfundada Cie. Nav. S.A.**<br>~~Monrovia~~ ~~Liberian~~<br>Piræus Greek | 6344 ~~6333~~<br>3751 ~~3727~~<br>9884 | ✠100A1 SS 3/68 ~~SS 4/64~~<br>✠LMC<br>MN800 EL a†2"SQ | **1952–4** Nagoya Zosen—Nga<br>449' 0" 58' 5" 26' 1½"<br>420' 0" 32' 10"<br>P30' B131' F40' 2 dks<br>RW 7BH<br>WB2179t incl. DTa663t | S<br>G.498036 B.453772 | 2 S Turb dr geared to sc.<br>4140shp<br>Uraga Dock Co. Ltd.<br>2WTB 365lb Spt 351lb<br>AuxB 142lb |
| | | | SURVEYS OVERDUE ~~5/66—CLASS SUSPENDED 2/67~~ | | | |
| 681430<br>Rdr | **AIZAN MARU**<br>**Ishida Kisen K.K.**<br>Namikata Japanese | 835<br>422<br>1500 | | **1967** Kishimoto Zosen—Kinoe<br>196' 10" 32' 11" 18' 0"<br>183' 8" 32' 10" 16' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 350×550 mm<br>1200bhp<br>Kanegafuchi Nainenki |
| 681308<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AJAN**<br>**U.S.S.R.**<br>Russian | 3500<br>—<br>4600 | | **1968** Rauma-Repola O/Y—Rauma<br>348' 3" 50' 8" 21' 4"<br>318' 3" 50' 6½" 25' 11"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100<br>2900bhp B&W<br>Valmet O/Y Rautpohja |

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|---|---|---|---|---|---|
| **AJKAL**<br>U.S.S.R. Russian | 3500<br>1500<br>4600 | | **1967** Rauma-Repola O/Y—Rauma<br>348′ 3″ 50′ 8″ 21′ 4″<br>318′ 3″ 50′ 6½″ 25′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W<br>Bryansk Eng. Wks. Bryansk |
| **AKASHI MARU No. 56**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 184<br>65<br>110 | | **1967** Hayashikane Zosen—Smk<br>114′ 6″ 22′ 8″ 9′ 6″<br>98′ 8″ 22′ 7″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>700bhp<br>Daihatsu Kogyo Osa |
| **AKASHI MARU No. 57**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 184<br>65<br>110 | | **1967** Hayashikane Zosen—Smk<br>114′ 6″ 22′ 8″ 9′ 6″<br>98′ 8″ 22′ 7″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>700bhp<br>Daihatsu Kogyo Osa |
| **KASHI MARU No. 58**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 174<br>62<br>— | | **1967** Hayashikane Zosen K.K.—Smk<br>114′ 6″ 22′ 8″<br>98′ 8″ 22′ 7″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **AKASHI MARU No. 59**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 173<br>61<br>— | | **1967** Hayashikane Zosen K.K.—Smk<br>114′ 6″ 22′ 8″<br>98′ 8″ 22′ 7″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **AKASHI MARU No. 61**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 174<br>62<br>— | | **1967** Hayashikane Zosen K.K.—Smk<br>114′ 6″ 22′ 8″<br>98′ 8″ 22′ 7″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>700bhp<br>Daihatsu Kogyo Osa |
| **AKASHI MARU No. 62**<br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 173<br>61<br>— | | **1967** Hayashikane Zosen K.K.—Smk<br>114′ 6″ 22′ 8″<br>98′ 8″ 22′ 7″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>700bhp<br>Daihatsu Kogyo Osa |
| **AKI MARU**<br>**M. Asaga**<br>Kamo Japanese | 199<br>107<br>400 | | **1967** Sokooshi Zosensho—Higashino<br>120′ 8″ 23′ 8″ 10′ 1″<br>108′ 2″ 23′ 7″ 11′ 1″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>460bhp<br>Hanshin Nainenki Kogyo Kob |
| **AKITA MARU No. 23**<br>**Akita Suisan K.K.**<br>Fukuoka Japanese | 113<br>48<br>— | | **1967** Tokushima Zosen—Fukuoka<br>112′ 3″ 18′ 6″ 7′ 9″<br>96′ 5″ 18′ 5″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>650bhp<br>Akasaka Tekkosho Yaizu |
| **AKITA MARU No. 25**<br>**Akita Suisan K.K.**<br>Fukuoka Japanese | 115<br>49<br>— | | **1967** Tokushima Zosen—Fukuoka<br>112′ 3″ 18′ 6″ 7′ 9″<br>96′ 5″ 18′ 5″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>650bhp<br>Akasaka Tekkosho Yaizu |
| **AKITA MARU No. 26**<br>**Akita Suisan K.K.**<br>Fukuoka Japanese | 114<br>58<br>— | | **1967** Tokushima Zosen—Fukuoka<br>112′ 3″ 18′ 6″ 7′ 9″<br>96′ 5″ 18′ 5″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>540bhp<br>Daihatsu Kogyo Osa |
| **AKITA MARU No. 27**<br>**Akita Suisan K.K.**<br>Fukuoka Japanese | 115<br>57<br>— | | **1967** Tokushima Zosen—Fukuoka<br>112′ 3″ 18′ 6″ 7′ 9″<br>96′ 5″ 18′ 5″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>540bhp<br>Daihatsu Kogyo Osa |
| **AL-ABEDIN**<br>**Muhammadi S.S. Co. Ltd.**<br>Karachi Pakistan | 11000<br>5777<br>12627 | | **1967** Kherson Shpyd—Kherson<br>510′ 10″ 64′ 10″ 29′ 9⅞″<br>470′ 11″ 64′ 9″ 40′ 6″<br>P108′ B268′ F92′ 2 dks | M Mchy.aft<br>6 Ho 52′, 56¼′, 60′, 94′, 55½′, 14′<br>G.636828 B.605045 In.19426<br>10 Ha (stl) (27′×19½′) (43¼′, 43¼′×22¼′) (43′, 43′×21¾′) (77¾′, 77¾′×19¾′) (43¼′, 43¼′×21¾′) (13′×11′)<br>13W Cr 13(5) Der 1(60) | Oil 2SA 6Cy. 740×1600 mm<br>8750bhp B&W 1108t (hvf)<br>Bryansk Eng. Wks Bryansk<br>3×300kW 400V 50c/s a.c. 16½k |
| **AL AIDRUS**<br>exSir Charles Johnston–68<br>**Aden Port Trust**<br>Aden S. Yemen | 197<br>—<br>102 | ✠100A1 SS2/68<br>tug Gulf of Aden & Red Sea service<br>✠LMC<br>MN260 EL (c) | **1963–7** W. J. Yarwood & Sons Ltd.—Northwich<br>104′ 6″ 28′ 1″<br>96′ 0″ 27′ 0″ 13′ 0″<br>RW 3BH<br>rf 15″ BK6″ WB53t | M Tug<br>1 Ha (3′×3′) | 2 Oil 4SA each 6Cy. 10¼″×14½″ with hydraulic couplings & sr reverse gear to sc. shaft—2 ahead speeds<br>1300bhp (d.o)<br>Ruston & Hornsby Lcn<br>2×42, 10kW 110V d.c. |

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|---|---|---|---|---|---|---|
| | **AGHIA VARVARA** | | | | | |
| 539503 | ~~**AGHIA BARBARA**~~ | 559 | | 1919 A/B Götaverken—Got | M Mchy.aft | Oil 2SA 8Cy. 270×340 mm |
| SVML | exEkaterini M–68 exYangos–68 | 290 | | 173' 9" 27' 3" 12' 6" | 1 Ho | Emade43fitted— |
| 1419 | exParnis–62 exSolgry–58 | 750 | BV | ... ... ... | G.36000 B.33000 | Crossley Bros. Ltd. |
| | exOlli–38 exSylvi–37 | | | 1 dk | | |
| | exGullaug–33 exWargön | | | R | 3W Der (3) | |
| | **Angelina Kiroakoula &** | | | | | |
| | **A. Markogianni** | | | | | |
| | Piræus Greek | | | | | |
| 532257 | **AGIA EFTICHIA** | 4805 | AB | 1947–11 Furness S.B. Co. Ltd.— | M Ref OSD | Oil 2SA 4Cy. 560×2160 mm |
| | exMatru–67 exSherbro–65 | 2420 | ✠LR class withdrawn— | Haverton Hill | 4 Ho 57½', 65', 70', 37½', | 3100bhp Doxford |
| 181103 | **Agia Eftichia Shipping Co.** | 6181 | Owners' request 4/68 | 408' 0" 57' 2" 22' 3¼" | 6 DT each 32½' | Scott's S.B. & Eng. Co. Ltd |
| Df Esd | Cyprus | | | 386' 3" 57' 0" 32' 9" | G.405000 B.366000 | 3×125kW 220V d.c. |
| Gc Rdr | Name should be **AYIA EFTICHIA** See New Entries No. 6 | | | P39' F43' 1 dk & S dk, 3rd dk in Nos. 1, | 4 Ha (25', 30', 30'. 22½'×18') | |
| RTm/h/v | | | | 2 & 4 holds | 14W Der 1(50) 1(30) 2(10) 6(7) | |
| | | | | RW | 2(5) 4(3) | |
| | | | | rf nil | | |
| 680634 | **AGIOI VICTORES** | 20527 | 100A1 | N.V. Boelwerf S.A.—Tamise | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 860×1600 mm |
| | | 17665 | Class contemplated | 668' 6" 89' 6" 37' 3½" | | MAN |
| | **Armenistis Shipping Corp.** | 39500 | | 624' 10" 89' 3" 50' 10" | | A.C.E.C. |
| | Piræus Greek | | | | | |
| | For later particulars see New Entries No. 2 | | | | | |
| 681429 | **AGIP ROMA** | 48000 | | 1968 Cant. Nav. del Tirreno e | M Tanker Mchy.aft | Oil 2SA 10Cy. 900×1600 mm |
| | | — | | Riuniti S.p.A.—Pal | 12 Ta | 23000bhp 2960 |
| | **"SNAM" Società Nazionale** | — | | 846' 6" (incl. BB) 123' 3" 43' 9$\frac{1}{16}$" | | Fiat S.G.M. |
| Df Esd | **Metanodotti S.p.A.** | | | 800' 6" 123' 0½" 57' 5" | | 3×700, 650, 650kW 450V 60c |
| Gc Rdr | Palermo Italian | | | 1 dk | Der 4(10) | |
| RT | | | | | | |
| 511627 | **AGRUMA I** | 294 | | 1942 Ch. Dubigeon—Nts | M Trawler | Oil 2SA 4Cy. 360×460 mm |
| | exFletan | 158 | | *115·6'* 23' 6" | | 500bhp Sulzer |
| | **Agruma Shipping Co.** | — | BV | ... ... ... | | At. & Ch. de la Loire |
| Df Esd | Panama Panamanian | | | 2 dks | 4 Ha (4½', 4½', 4½'×5') (5½'×3½') | |
| Pfd RT | | | | | | |
| 509242 | **AGUA MARINA** | 3629 | | 1957 Cant. del Tirreno—Gen | M CSD | Oil 2SA 6Cy. 740×1000 mm |
| ELIX | exDonatella Parodi–68 | 5229 | | 483' 3" 62' 9" 29' 1½" | 6 Ho 63½', 62½', 57½', 35½', 69½', 65½' | 5540bhp B&W |
| 2913 | **Agua Marina Cia. de Nav.** | 12540 | AB RI | 446' 0" 62' 7½" 39' 0" | B.613000 | Cant. Nav. Riuniti |
| Df Esd | **S.A.** | | | F35' 2 dks | 6 Ha (stl) (27½', 35½', 27½'×26½') | 3×200kW 220V d.c. |
| Gc Rdr | Monrovia Liberian | | | RW | (15½'×21½') (35½', 27½'×26½') | Controllable pitch prop |
| RTm | | | | rf 5" | Der 4(5) | |
| 681396 | **AHMOS** | 499 | 100A1 | Büsumer Werft GmbH—Büsum | M OSD/CSD Mchy.aft | Oil |
| OZTO | | 312 | Class contemplated | 247' 0" 39' 5" 12' 6"/16' 5" | | |
| | **Kommanditselskabet** | 905 | | 225' 0" 38' 8" 22' 1" | | Atlas-Mak Masch. |
| | **Ahmos** | **1244** | | | | |
| | Copenhagen Danish | 793 | | | | |
| | For later particulars see | 1670 | | | | |
| | New Entries No. 5 | | | | | |
| 526882 | **AIDA PEIXOTO** | 1333 | BV | 1947–2 Hall, Russell & Co. Ltd.—Abn | S Trawler | T 3Cy. 16½" 27" & 47"×3 |
| CSND | exPadua–67 | 710 | | 238' 2" 35' 8" | 1 Ho 75' | 1100ihp |
| | **Tavares Mascarenhas, Neves** | 1400 | ✠Classed LR until 7/53 | 35' 6" | | Hall, Russell & Co. Ltd. |
| Df Esd | **& Vaz Ltda.** | | | 1 dk | 4 Ha (stl) (4'×3½') (5½', 5½', 5½'×4') | 3×25, 12, 6kW 110V d.c. |
| Gc Pfd | Lisbon Portuguese | | | R | Der 1(5) | |
| Rdr RT | | | | rf 11" | | |
| 680816 | **AIGLE MARIN** | 489 | | 1938 Canadian S.B. & E. Ltd.—Clw | M | Oil 12Cy. 6½"×8" |
| | | 289 | | *152·3'* 27' 8" | | 765bhp |
| 323034 | **Les Chargeurs Unis Inc.** | — | | ... ... ... | | Caterpillar Tractor Co. |
| | **United Cargo Inc.** | | | 1 dk | | |
| | M. Desgagné | | | | | |
| | Quebec Canadian | | | | | |
| 519157 | **AIS GIANNIS** | 6344 ~~6333~~ | ✠100A1 SS 3/68 ~~SS 4/64~~ | 1952–4 Nagoya Zosen—Nga | S | 2 S Turb dr geared to sc |
| 5MUX | exChief Awosika–68 | 3751 ~~3727~~ | | 449' 0" 58' 5" 26' 1½" | | 4140shp |
| 1942 | exRose S.–66 | 9884 | ✠LMC | 420' 0" 32' 10" | G.498036 B.453772 | Uraga Dock Co. Ltd. |
| Df Esd | exKokuku Maru–63 | | | P30' B131' F40' 2 dks | | 2WTB 365lb Spt 351lb |
| Gc Rdr | **Marfundada Cie. Nav. S.A.** | | MN800 EL a†2"SQ | RW 7BH | | AuxB 142lb |
| RTv | ~~Monrovia Liberian~~ | | | WB2179t incl. DTa663t | | |
| | Piræus Greek | | ~~SURVEYS OVERDUE 5/68—CLASS SUSPENDED 2/67~~ | | | |
| 681430 | **AIZAN MARU** | 835 | | 1967 Kishimoto Zosen—Kinoe | M Mchy.aft | Oil 4SA 6Cy. 350×550 mm |
| | | 422 | | 196' 10" 32' 11" 18' 0" | | 1200bhp |
| | **Ishida Kisen K.K.** | 1500 | | 183' 8" 32' 10" 16' 5" | | Kanegafuchi Nainenki |
| Rdr | Namikata Japanese | | | 1 dk | | |
| 681308 | **AJAN** | 3500 | | 1968 Rauma-Repola O/Y—Rauma | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 |
| | | — | | 348' 3" 50' 8" 21' 4" | | 2900bhp B&W |
| | **U.S.S.R.** | 4600 | | 318' 3" 50' 6½" 25' 11" | | Valmet O/Y Rautpohja |
| Df Esd | Russian | | | 1 dk | | |
| Gc Pfd | | | | | | |
| Rdr RT | | | | | | |

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| **AJKAL**<br>U.S.S.R.<br>Russian | 3500<br>1500<br>4600 | | 1967 Rauma-Repola O/Y—Rauma<br>348′ 3″ 50′ 8″ 21′ 4″<br>318′ 3″ 50′ 6½″ 25′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W<br>Bryansk Eng. Wks. Bryansk |
| **AKASHI MARU No. 56**<br>Taiyo Gyogyo K.K.<br>Shimonoseki Japanese | 184<br>65<br>110 | | 1967 Hayashikane Zosen—Smk<br>114′ 6″ 22′ 8″ 9′ 6″<br>98′ 8″ 22′ 7″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>700bhp<br>Daihatsu Kogyo Osa |
| **AKASHI MARU No. 57**<br>Taiyo Gyogyo K.K.<br>Shimonoseki Japanese | 184<br>65<br>110 | | 1967 Hayashikane Zosen—Smk<br>114′ 6″ 22′ 8″ 9′ 6″<br>98′ 8″ 22′ 7″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>700bhp<br>Daihatsu Kogyo Osa |
| **AKASHI MARU No. 58**<br>Taiyo Gyogyo K.K.<br>Shimonoseki Japanese | 174<br>62<br>— | | 1967 Hayashikane Zosen K.K.—Smk<br>114′ 6″ 22′ 8″<br>98′ 8″ 22′ 7″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **AKASHI MARU No. 59**<br>Taiyo Gyogyo K.K.<br>Shimonoseki Japanese | 173<br>61<br>— | | 1967 Hayashikane Zosen K.K.—Smk<br>114′ 6″ 22′ 8″<br>98′ 8″ 22′ 7″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **AKASHI MARU No. 61**<br>Taiyo Gyogyo K.K.<br>Shimonoseki Japanese | 174<br>62<br>— | | 1967 Hayashikane Zosen K.K.—Smk<br>114′ 6″ 22′ 8″<br>98′ 8″ 22′ 7″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>700bhp<br>Daihatsu Kogyo Osa |
| **AKASHI MARU No. 62**<br>Taiyo Gyogyo K.K.<br>Shimonoseki Japanese | 173<br>61<br>— | | 1967 Hayashikane Zosen K.K.—Smk<br>114′ 6″ 22′ 8″<br>98′ 8″ 22′ 7″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>700bhp<br>Daihatsu Kogyo Osa |
| **AKI MARU**<br>M. Asaga<br>Kamo Japanese | 199<br>107<br>400 | | 1967 Sokooshi Zosensho—Higashino<br>120′ 8″ 23′ 8″ 10′ 1″<br>108′ 2″ 23′ 7″ 11′ 1″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>460bhp<br>Hanshin Nainenki Kogyo Kob |
| **AKITA MARU No. 23**<br>Akita Suisan K.K.<br>Fukuoka Japanese | 113<br>48<br>— | | 1967 Tokushima Zosen—Fukuoka<br>112′ 3″ 18′ 6″ 7′ 9″<br>96′ 5″ 18′ 5″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>650bhp<br>Akasaka Tekkosho Yaizu |
| **AKITA MARU No. 25**<br>Akita Suisan K.K.<br>Fukuoka Japanese | 115<br>49<br>— | | 1967 Tokushima Zosen—Fukuoka<br>112′ 3″ 18′ 6″ 7′ 9″<br>96′ 5″ 18′ 5″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>650bhp<br>Akasaka Tekkosho Yaizu |
| **AKITA MARU No. 26**<br>Akita Suisan K.K.<br>Fukuoka Japanese | 114<br>58<br>— | | 1967 Tokushima Zosen—Fukuoka<br>112′ 3″ 18′ 6″ 7′ 9″<br>96′ 5″ 18′ 5″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>540bhp<br>Daihatsu Kogyo Osa |
| **AKITA MARU No. 27**<br>Akita Suisan K.K.<br>Fukuoka Japanese | 115<br>57<br>— | | 1967 Tokushima Zosen—Fukuoka<br>112′ 3″ 18′ 6″ 7′ 9″<br>96′ 5″ 18′ 5″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>540bhp<br>Daihatsu Kogyo Osa |
| **AL-ABEDIN**<br>Muhammadi S.S. Co. Ltd.<br>Karachi Pakistan | 11000<br>5777<br>12627 | | 1967 Kherson Shpyd—Kherson<br>510′ 10″ 64′ 10″ 29′ 9⅞″<br>470′ 11″ 64′ 9″ 40′ 6″<br>P108′ B268′ F92′ 2 dks | M Mchy.aft<br>6 Ho 52′, 56¼′, 60′, 94′, 55½′, 14′<br>G.636828 B.605045 In.19426<br>10 Ha (stl) (27′×19½′) (43¼′, 43¼′×22¼′) (43′, 43′×21¾′) (77¾′, 77¾′×19¾′) (43¼′, 43¼′×21¾′) (13′×11′)<br>13W Cr 13(5) Der 1(60) | Oil 2SA 6Cy. 740×1600 mm<br>8750bhp B&W 1108t (hvf)<br>Bryansk Eng. Wks Bryansk<br>3×300kW 400V 50c/s a.c. 16½k |
| **AL AIDRUS**<br>exSir Charles Johnston–68<br>Aden Port Trust<br>Aden S. Yemen | 197<br>—<br>102 | ✠100A1 SS2/68<br>tug Gulf of Aden & Red Sea service<br>✠LMC<br>MN260 EL (c) | 1963–7 W. J. Yarwood & Sons Ltd.—Northwich<br>104′ 6″ 28′ 1″<br>96′ 0″ 27′ 0″ 13′ 0″<br>RW 3BH<br>rf 15″ BK6″ WB53t | M Tug<br>1 Ha (3′×3′) | 2 Oil 4SA each 6Cy. 10¼″×14½″ with hydraulic couplings & sr reverse gear to sc. shaft—2 ahead speeds<br>1300bhp (d.o)<br>Ruston & Hornsby Lcn<br>2×42, 10kW 110V d.c. |

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| 650036<br>AQGB<br>317494<br>Esd RT | **AL AMANAT**<br>Launched as **Shah Amanat**<br>**Chittagong Port Trust**<br>Chittagong Pakistan | 1749<br>604<br>— | ✠100A1<br>hopper dredger<br>for service at or near Chittagong<br>✠LMC<br>MN460 EL p 1 1/16"SQ | 1965-2 Nippon Kokan K.K.—Asano<br>246' 5" 46' 0" 11' 11"<br>230' 0" 45' 0" 18' 6"<br>Bf34' 1 dk<br>RW 5BH<br>rf nil WB417t | TM Hopper Dredger Mchy.aft | 2 Oil 4SA each 5Cy. 406×<br>2300bhp MAN<br>Mitsubishi Hvy Ind. Ltd.<br>4×130, 130, 130, 40kW 220V<br>Thw. thrust propeller fwd |
| 680452 | **AL FAO**<br>**Government of Iraq (Directorate General of Ports & Navigation)**<br>Basrah Iraq | 300<br>59<br>— | 100A1<br>for restricted service<br>Class contemplated | Cant. Achille Lucchese—Ven<br>137' 6" 24' 10" 6' 7"<br>119' 9" 24' 9" 11' 4" | TM Research & Training Ship | 2 Oil 4SA each 8Cy. 220×<br>Klöckner-Humboldt-Deutz |
| 681004<br>GYNE<br>335629 | **AL GHAZAL**<br>**Dilmun Navigation Co. Ltd.**<br>London British<br>For later particulars see New Entries No. 5 | 653<br>389<br>1200 | 100A1<br>oil tanker<br>Class contemplated | N.V. Nieuwe Noord Ned. Schps —Gro<br>222' 8" 33' 8" 12' 11"<br>201' 8" 32' 10" 13' 8" | M Tanker Mchy.aft | Oil 4SA 8Cy. 320×430 mm<br>Klockner-Humboldt-Deutz |
| 681477<br>GYGH<br>335806 | **AL JABBAR**<br>**Gray, Mackenzie & Co. Ltd.**<br>London British<br>For later particulars see New Entries No. 5 | 124<br>—<br>84 | 100A1<br>tug<br>Class contemplated | R. Dunston (Hessle) Ltd.—Hessle<br>92' 1" 25' 5" 9' 0"<br>82' 0" 24' 0" 11' 0" | M Tug Mchy.aft | Oil 4SA 8Cy. 8¾"×11½"<br>Blackstone & Co. Ltd. |
| 504214<br>SUWT<br>1060<br>Df Esd<br>Gc Rdr<br>RT | **AL-MORGAN**<br>exBergesund-67<br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | 20449<br>12203<br>34840 | NV | 1959 A/S Rosenberg M/V—Stv<br>659' 3" 86' 3" 35' 9"<br>625' 0" 86' 0" 45' 9"<br>P155' B45' F86' 1 dk | M Tanker Mchy.aft<br>33 Ta<br>HeCls. BC | Oil 2SA 10Cy. 740×1600<br>12500bhp<br>Burmeister & Wain |
| 670999<br>OZTV<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALAMEDA**<br>**A/S Det Østasiatiske Kompagni**<br>Copenhagen Danish | T.Mk<br>7569<br>4149<br>9045<br>10843<br>6162<br>11685 | ✠100A1<br>DTsf—oil FP above 150° F. or vegetable oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>MN3000 EL I†2 1/16"U2 | 1967-9 A/S Nakskov Skibsv.—Nkv<br>545' 4" 73' 9" 28' 1½"/31' 7"<br>506' 9" 73' 6" 43' 7½"<br>F109' 3 dks, 4th dk in Nos. 2, 3, 4 & 5 holds<br>7BH<br>rf nil DK fwd WB2544t incl. DTsf630t | M (4P) Ref<br>6 Ho 54', 43½', 67½', 66¾', 67½', 36'<br>G.608700 B.539900 In.103700<br>2 Ha (stl) (27½'×20') (28½'×15¾')<br>3 Ha (stl) (37½', 42½', 42½' comb.×26')<br>1 Ha (stl) (30¾'×15¾')<br>15W Cr 5(5) Der 2(60) 1(25) 12(5) | Oil 2SA 10Cy. 740×1600<br>15000bhp<br>Burmeister & Wain<br>AuxB 100lb<br>3×775kW 450V 60c/s a.c.<br>Controllable pitch prope<br>Thw. thrust contr. pitch |
| 522970<br>W17522<br>290484<br>Df Esd<br>Pfd Rdr<br>RT | **ALAPUL**<br>exMauna Loa-68<br>**Washington Tug & Barge Co.**<br>Seattle United States | 199<br>75<br>— | | 1963 San Diego Mar. Cons. Co.—San Diego<br>118' 2" 26' 8" 13' 3½"<br>107' 9" 26' 6" 15' 6" | M Tug | Oil 2SA 16Cy. 8½"×10"<br>2200bhp<br>General Motors Corp. |
| 681551<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALASKAN MAIL**<br>**American Mail Line Ltd.**<br>Portland United States<br>For later particulars see New Entries No. 11 | 15500<br>9600<br>20978 | | 1968 Newport Ns. S.B. & D.D. Co.—N.Ns<br>605' 0" 82' 2" 33' 11½"<br>582' 6" 82' 0" 46' 0" | S Ref | 2 S Turb dr geared to sc.<br>21600shp<br>General Electric Co. |
| 642374<br>AQGD<br>317497<br>Esd Rdr<br>RTv | **ALAUDDIN AHMED**<br>exE.P.S.C. Zohra-68<br>**East Pakistan Shipping Corporation**<br>Chittagong Pakistan | 961<br>485<br>315 | ✠100A1<br>East Pakistan coasting service<br>✠LMC<br>MN180 EL k1½"SQ | 1965-1 Jos. L. Meyer—Papenburg<br>182' 0" 34' 3" 7' 6½"<br>164' 1" 34' 1½" 18' 8"<br>2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf nil WB334t | TM (272P)<br>3 Ho 28', 29½', 31½'<br>3 Ha (11', 12¾'×11½') (11'×9¾')<br>Der 3(2) | 2 Oil 4SA each 6Cy. 220×<br>flexible couplings & sr<br>900bhp<br>Klöckner-Humboldt-Deutz<br>3×64kW 230/400V 50c/s |
| 681067<br>NMDM<br>509957<br>Df Esd<br>Gc Rdr<br>RT | **ALBANY**<br>exGeneral M. B. Stewart-67<br>**Albany River Transport Inc.**<br>New York United States<br>For later particulars see New Entries No. 9 | 12521<br>8392<br>— | AB | 1945 Kaiser Co. Inc.—Richmond<br>520' 0" 71' 8" 25' 9½"<br>496' 7" 71' 6" 43' 6"<br>P143' F144' 4 dks<br>RW<br>rf nil | S Mchy.aft | 2 S Turb dr geared to sc.<br>9900shp<br>Westinghouse Elec. & Mfg |
| 641329<br>TFAF<br>Df Esd<br>Rdr RT | **ALBERT**<br>exEldborg-67<br>**Throttur h/f**<br>Grindavik Icelandic | 220<br>88<br>— | NV | 1964 Bolsønes Verft—Molde<br>110' 0" 22' 7" 11' 2"<br>101' 7"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 235×330 mm<br>600bhp<br>Masch. Augsburg-Nürnberg |
| 680996<br>Df Esd<br>Gc Rdr<br>RT | **ALBERTO COCOZZA**<br>**Emprêsa de Navegação Alianca S.A.**<br>Rio de Janeiro Brazilian | 4106<br>2220<br>4300 | | 1968 Maua, Cia. Com. e Nav. Estaleiro—Rio<br>413' 9" 51' 3" 22' 11½"<br>378' 10" 51' 2" 28' 8"<br>4 dks<br>RW | M Ref | Oil 2SA 7Cy. 700×1200<br>7770bhp MAN<br>Mecanica Pesada |
| 680720<br>Esd RT | **ALBORADA**<br>**SEPAC SCpA**<br>Buenos Aires Argentine | 140<br>—<br>— | | 1966 Mestrina S.A.—Tigre<br>95' 2" 21' 5" 10' 11"<br>83' 0" 21' 4" 12' 6"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 5Cy. 210×<br>reduction geared<br>410bhp<br>Motores Stork |

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| **ALBRIGHT PIONEER**<br>**Albright & Wilson (Mfg.) Ltd.**<br>Newcastle British<br>James Fisher & Sons Ltd. (Mgrs.) | 7000<br>—<br>10200 | 100A1<br>Class contemplated | | Vickers Ltd.—Nwc<br>414′ 0″ 57′ 9″ 29′ 0″<br>391′ 6″ 56′ 0″ 38′ 7″ | M Chemical Carrier Mchy.aft | 2 Oil 4SA each 8Cy. 400×580 mm<br>sr geared to sc. shaft<br>Klöckner-Humboldt-Deutz Kln |
| **ALBUR II**<br>exSanta Isabel–68<br>**Saudena Soc. Anon. Uruguaya de Navegacion**<br>Montevideo Uruguayan | 6982<br>4101<br>9626 | | GL | **1952** Howaldtswerke Ham A.G.—Ham<br>*447·2′* 61′ 2″ 24′ 9″<br>37′ 2″<br>B29′ F31′ 1 dk & S dk<br>R | M (12P) OSD<br>G.634156 B.553643<br>5 Ha (36¾′, 46′, 32′, 32′, 36¾′×19¾′)<br>16W Der 1(25) 1(10) 6(5) 8(3–5) 2(3) | Oil 2SA 6Cy. 700×1200 mm<br>3520bhp 765t (hvf)<br>Howaldtswerke Ham A.G. Ham<br>13k |
| **ALCA**<br>**Rederi A/B Asta**<br>Lennart Karlsson<br>Mariehamn Finnish | T.Mk<br>**1599**<br>751<br>2510 | **✠100A1**<br>Ice Class 1<br>**✠LMC**<br>MN560 | EL S 1⅝″U2 | **1967–6** A/B Finnboda Varf—Skm<br>307′ 9″ 47′ 9″ 16′ 8″<br>278′ 10″ 47′ 7″ 25′ 11″<br>P67′ F34′ 2 dks<br>4BH<br>rf 2″ ~~WB688t incl. DTf75t~~<br>WB614t incl. DTf75t | M Mchy.aft<br>4 Ho 34′, 47′, 49′, 51′<br>G.198661 B.183577<br>4 Ha (stl) (27¾′×28½′/23¼′)<br>(38¼′, 40½′, 40½′×37¾′)<br>Cr 2(10) 2(5) | Oil 4SA 8Cy. 450×550 mm<br>2800bhp 338t (hvf)<br>Atlas-Mak Masch. Kel<br>4×152kW 440V 60c/s a.c.<br>Controllable pitch propeller 14k |
| **ALCHIMIST HAMBURG**<br>**MTS "Alchimist V" Hamburger Lloyd Tietjens & Co., Schiffahrts K.G.**<br>Hamburg W. German | **999**<br>**740**<br>1850 | | GL | **1967** Ernst Menzer Schiffsw.—<br>Geesthacht<br>240′ 6″ 26′ 10″ 14′ 9″<br>225′ 0″ 26′ 9″ 16′ 3″<br>1 dk<br>P32′ B58′ | M Chemical Tanker Mchy.aft<br>12 Ta<br>L.81930 HeCls. C | Oil 4SA 8Cy. 320×450 mm<br>1500bhp 108t (d.o)–7pd<br>Atlas-Mak Masch. Kel<br>3×60kW 220/380V 50 d.c. 12½k |
| **ALCOR-W**<br>exNautic–68<br>**H. P. A. Wolterman**<br>Carebeka N.V.<br>Sappemeer Netherland | **483**<br>247<br>656 | **✠100A1**<br>**✠LMC** | SS 2/68<br>EL g | **1951–11** Gebr. van Diepen—Waterhuizen<br>176′ 0″ 27′ 2″ 10′ 8¾″<br>160′ 8″ 27′ 0″ 11′ 10″<br>P43′ F22′ 1 dk<br>RW 3BH<br>WB169t | M Mchy.aft<br>1 Ho 109′<br>G.30500 B.29200<br>2 Ha (each 39¾′×16½′)<br>Der 2(3) | Oil 4SA 6Cy. 290×450 mm<br>375bhp (d.o)<br>Appingedammer Brons. Apg<br>2×6kW 110V d.c. |
| **ALDA**<br>exAlhena–68 exAlgol–46<br>***Alda Shipping Co. Ltd.***<br>Famagusta Cyprus | **~~7280~~ 7292**<br>~~4262~~ 4259<br>9480 | | BV | **1942** Nederl. Schps. Maats.—Ams<br>476′ 10″ 60′ 3″ 25′ 9½″<br>60′ 1″<br>F42′ 3 dks<br>RW<br>rf 6″ | M (12P) Ret<br>5 Ho 68¼′, 60¾′, 68′, 62′, 67′<br>G.565950 B.518506 In.53000<br>5 Ha (40½′, 42½′, 27½′, 37½′, 35′×22¼′)<br>14W Cr 2(2) Der 1(40) 1(30) 10(7)<br>4(3) | Oil 2SA 8Cy. 700×1200 mm<br>4400bhp 648t (hvf)<br>Gebr. Stork & Co. Hengelo<br>3×135kW 220V d.c. 13k |
| **ALDEBARAN**<br>Maresquel **SAPA**<br>Mar del Plata Argentine | **110**<br>—<br>— | **✠100A1**<br>trawler<br>**LMC**<br>MN100 | EL (a) | **1967–11** Ast. Anibal Vanoli—<br>Pto Quequen<br>82′ 0″ 20′ 1″<br>70′ 11″ 20′ 0″ 10′ 2″<br>F15′<br>5BH<br>rf 35″ BK 7″ WB14t | M Trawler | Oil 4SA 6Cy. 6¼″×8″ sr reverse geared<br>500bhp<br>Caterpillar Tractor Co. Peoria<br>2×5kW 32V d.c. |
| **ALECTO**<br>Örvigs **Dampskibsselskap A/S & A/S Spesialtank**<br>~~Örvigs Dampskibsselskap A/S~~<br>Bergen Norwegian<br>A/S Rederiet Odfjell (Mgrs.) | **~~500~~** 499<br>385<br>1370 | | NV | **1967** Søviknes Verft A/S—Syvikgrend<br>225′ 0″ 37′ 9″ 12′ 4½″<br>208′ 11″ 37′ 8½″ 12′ 10″<br>P50′ 1 dk<br>rf 2″ | M Tanker Mchy.aft OSD<br>8 Ta<br>L.54597 HeCls. C | Oil 4SA 6Cy. 320×480 mm<br>1050bhp 64½t (d.o)–4pd<br>Motorenw. Mannheim Mhm<br>3×48kW 220V 60c/s a.c.<br>Controllable pitch propeller 11k |
| **ALEKSEY**<br>**U.S.S.R.**<br>Russian | **2657**<br>—<br>— | | | **1967** Volkswerft Stralsund—Stralsund<br>269′ 7″ 16′ 5″<br>239′ 6″ 44′ 7½″ 31′ 4″<br>2 dks | M Stern Trawling Factory Ship | 2 Oil 4SA each 8Cy. 320×480 mm<br>geared to s.c shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **ALESSANDRA NAPOLEONE**<br>**Meridionale Trasporti Marittimi**<br>Cagliari Italian | **429**<br>—<br>1200 | | | **1968** Cant. Nav. Sgorbini—Spz<br>211′ 7″ 33′ 5″ 12′ 10″<br>191′ 7″ 32′ 7″ 14′ 1″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz Kln |
| **ALEUT**<br>exGlen Ridge–29<br>**U.S.S.R.**<br>Vladivostok Russian | **5055**<br>2454<br>7400 | | | **1919** Standard S.B. Corp.—<br>Shooters Is<br>382′ 3″ 50′ 6″ 24′ 7″<br>50′ 4″ 29′ 0″<br>2 dks<br>conv dry cargo ship 30 | S Whale Oil Factory<br>18 Ta 3 Ho<br>L.156868 G.42378<br>3 Ha (each 6′×5¼′)<br>9W Der 8(5) 1(3) | T 3Cy. 25″ 42″ & 70″×40″<br>Standard S.B. Corp. Shooters Is<br>9½k |
| **ALEXANDRA BOTELHO**<br>**Botelho Bulk Transport Corporation**<br>Manila Philippine<br>For later particulars see New Entries No. 7 | **5200**<br>4100<br>6450 | **100A1**<br>Class contemplated | | Rickmers Werft—Bhn<br>363′ 4″ 54′ 7″<br>336′ 3″ 54′ 5½″ 30′ 2″ | M Mchy.aft | Oil 4SA 12Cy. 400×500 mm<br>Klöckner-Humboldt-Deutz Kln |
| **ALEXANDRA CARRAS**<br>**Alma Shipping Corp.**<br>Monrovia Liberian | **44646**<br>29906<br>88279 | | AB | **1967** Mitsubishi Hvy Ind. Ltd.—Yka<br>820′ 6″ 122′ 2″ 46′ 0″<br>777′ 7″ 122′ 0″ 60′ 8″<br>P115′ Q98′ B72′ F82′ 1 dk<br>RW | M Tanker Mchy.aft<br>13 Ta<br>L.3568822 HeCls. BC | Oil 2SA 9Cy. 900×1550 mm<br>19640bhp 4800t (hvf) 68pd<br>Mitsubishi Hvy Ind. Ltd. Kob<br>2×600kW 450V 60c/s a.c. 16k |

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| 505405<br>6ZZJ<br>2737<br>Df Esd<br>Gc Rdr<br>RTm | **ALEXANDRA MARIS**<br>exBruin–68<br>**Medline Corp.**<br>Monrovia Liberian | **1879**<br>976<br>2552 | NV | **1955** Hall, Russell & Co. Ltd.—Abn<br>285' 6" 44' 4" 16' 10½"<br>265' 0" 44' 0" 19' 4"<br>P38' B52' F32' 1 dk<br>RW | S<br>2 Ho 99½', 105½'<br>G.146086 B.133046<br>2 Ha (76', 74' × 18')<br>8W Der 2(10) 2(5) 4(3) | C 4Cy. (2) 14½" & (2) 34½" ×<br>1650ihp<br>Hall, Russell & Co. Ltd.<br>1 × 12½kW 110V d.c. |
| 531975<br>HOXE<br>4309-L<br>Df Esd<br>Gc Rdr<br>RTm | **ALEXMAR**<br>exSelma Thordén–68<br>**Alexiou Ltd.**<br>Panama Panamanian | **3605**<br>1921<br>6000 | ✠100A1 TD 5/67<br>with freeboard<br>~~Str. nav. ice~~<br>✠LMC<br>EL x | Lch. **1940** Cmd. **1945**–5 Crichton–Vulcan A/B—Åbo<br>388' 2" 51' 5" 23' 10"<br>364' 3" 51' 2" 33' 7"<br>1 dk & S dk, 3rd dk in fwd hold<br>Coll BH to S dk 5 to 2nd dk<br>WB1180t | M (12P) Ref OSD<br>5 Ho 54½', 53½', 54½', 54½', 56½'<br>G.357000 B.328000 In.17000<br>5 Ha (23½' × 15') (24½', 24½', 24½', 24½' × 18')<br>10W Der 1(25) 2(5) 2(4) 6(3) | Oil 2SA 7Cy. 650 × 1250 mm<br>3600bhp Krupp<br>Crichton-Vulcan A/B<br>3 × 160, 160, 100kW 220V d.c. |
| 501226<br>5BGX<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **ALFA**<br>exAlnati–68 exWurl–49<br>exAlbireo<br>**Alfa Shipping Co. Ltd.**<br>Famagusta Cyprus | ~~7368~~ 7388<br>~~4078~~ 4266<br>8856 | BV | **1941** Nederl. Dok Maats.—Ams<br>476' 10" 60' 3" 25' 9½"<br>… … …<br>F31' 2 dks & S dk<br>RW fore part renewed 49<br>rf 6" | M (12P) Ref OSD<br>5 Ho 70', 59½', 70', 62½', 74½'<br>G.558669 B.515020 In.85190<br>5 Ha (40½', 42½', 27½', 37½', 35' × 22½')<br>16W Der 1(40) 1(30) 10(7) 6(3) | Oil 2SA 8Cy. 700 × 1200 mm<br>4400bhp<br>Gebr. Stork & Co.<br>3 × 135kW 220V d.c. |
| 508583<br>SVCT<br>2805<br>Df Esd<br>Rdr | **ALFA**<br>exApollon–68<br>exCastor–66<br>**Stelal Shipping Co.**<br>Piræus Greek | **1830**<br>946<br>2695 | ✠100A1 TD 10/66<br>with freeboard<br>✠LMC<br>EL s | **1939**–11 Nederl. Dok. Maats.—Ams<br>310' 4" 41' 2" 17' 10½"<br>285' 0" 41' 0" 25' 6"<br>F31' 1 dk & S dk, 3rd dk in No. 1 hold<br>RW Coll BH to S dk 5 to 2nd dk<br>WB612t | M Ref OSD<br>B.16380 In.1820<br>10W Der 1(30) | Oil 2SA 5Cy. 500 × 900 mm<br>1600bhp B&W<br>N.V. Mch. & Schps. P. Sm<br>db 100lb |
| 680998 | **ALFA**<br><br>**Navegação Continental Ltda. and others**<br>Rio de Janeiro Brazilian | **1260**<br>618<br>2272<br>**2000**<br>1360<br>3273 | 100A1<br>Class contemplated | EMAQ Eng. Máq. S.A.—Rio<br>259' 6" 41' 1" 16' 2¾"/20' 3"<br>241' 1" 41' 0" 24' 6" | M Mchy.aft | Oil 2SA 6Cy. 350 × 620 mm<br>B&W<br>Indústrias Villares |
| 537927<br>LMOI<br><br>Df Esd<br>Rdr RT | **ALFA**<br>exVestnorge–67 exAlfa–61<br>**D/S A/S Audun**<br>Jens Marcussen<br>Askerøy Norwegian | **281**<br>110<br>402 | ✠100A1 SS 11/66<br>with freeboard<br>Str. nav. ice<br>**LMC**<br>MN92 EL f | **1946**–9 Sölvesborgs Varvs.—Sbg<br>142' 2" 26' 10" 10' 6½"<br>127' 11" 26' 7" 17' 10"<br>1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>WB155t | M OSD Mchy.aft<br>1 Ho 76¾'<br>G.34575 B.30866<br>2W | Oil 4SA 6Cy. 220 × 28<br>gearing<br>460bhp Emade60fitted<br>Klöckner-Humboldt-De<br>Controllable pitch prop |
| 671865 | **ALFIL**<br><br>**Government of Libya**<br>Tripoli Libyan | **192**<br>187<br>— | ✠A<br>Libyan harbour and estuary service<br>EL (A) | **1967**–11 N.V. Werf Gusto—Slikkerveer<br>92' 7" 30' 3"<br>91' 10" 29' 6" 8' 3"<br>1 dk<br>5BH<br>rf nil | Rock Breaking Pontoon | |
| 680553 | **ALGORAIL**<br><br>**Algoma Central Railway**<br>Sault Ste. Marie Canadian<br>For later particulars see New Entries No. **12** | **14000**<br>—<br>— | 100A1<br>for restricted service<br>Class contemplated | Collingwood Shpyds—Clw<br>640' 5" 72' 3" 27' 6"<br>619' 11" 72' 0" 40' 0"<br>RW | M Bulk Carrier Mchy.aft | 6 Oil 2SA each 10Cy.<br>to sc. shaft<br>4 Fairbanks-Mor<br>2 Caterpillar<br>Canadian Locomotive C |
| 680755<br><br>334741 | **ALIBUT I**<br><br>**Gulf Marine & Diving Co. Ltd.**<br>London British | **220**<br>141<br>— | | **1967** Coöp. Ver Schpsw. "Vooruit"—Zaandam<br>*83·0'* 23' 0"<br>… … …<br>1 dk | M Fishing | Oil 6Cy. 6½" × 8"<br>425bhp<br>Caterpillar Tractor Co. |
| 533482<br>ELHG<br>2888<br>Df Esd<br>Rdr | **ALLIANCE**<br>exS N A 7–67 exSotteville–64<br>**Manolito Naviera Comercial S.A.**<br>Monrovia Liberian | **3630**<br>1908<br>4960 | BV | **1948** Burrard D.D. Co. Ltd.—Vcr<br>372' 6" 48' 6" 20' 2"<br>48' 4"<br>P43' B63' F40' 1 dk<br>RW<br>rf 2½" | S<br>4 Ho 56½', 53½', 60½', 60½'<br>G.228391 B.216000<br>4 Ha (stl) (36½', 38½', 39', 48' × 32½')<br>8W Der 8(5) | Uniflow 4Cy. 25" × 26"<br>1850ihp<br>Canadian Vickers Ltd.<br>2 × 27kW 110V d.c. |
| 670222 | **ALMIRANTE BELCHIOR**<br><br>**Navegação Paulo Pereira Ltda.**<br>Manaus Brazilian | **400**<br>—<br>— | ✠A1<br>oil tanker<br>River Amazon service<br>EL (a) | **1967**–9 Industrias Reunidas Caneco—Rio<br>99' 10" 24' 0" 5' 9"<br>98' 5" 22' 7½" 6' 7"<br>1 dk<br>7BH<br>rf 4" | Oil Barge | |
| 505161<br>OGKG<br>311<br>Df Esd<br>Pfd Rdr<br>RTm | **ALPPILA**<br>exLena Marianne–68<br>exBretland–64<br>**Etelä-Suomen Laiva O/Y**<br>Helsinki/Helsingfors Finnish | **2726**<br>1426<br>3950 | ✠100A1 SS 4/65<br>Str. nav. ice<br>✠LMC<br>MN550 EL u 1$\frac{11}{16}$"SQ | **1956**–7 Aalborg Værft A/S—Abg<br>333' 11" 47' 11" 19' 5½"<br>311' 0" 47' 9" 21' 6"<br>Q192' F31' 1 dk<br>RW NS 4BH<br>rf 5" WB875t incl. DTsf75t | M Mchy.aft<br>2 Ho 99', 102½'<br>G.210150 B.198570<br>4 Ha (stl) (31½' × 19½') (36', 36', 33½' × 29½')<br>4W Der 4(3) | Oil 2SA 5Cy. 500 × 1100 m<br>3060bhp<br>Burmeister & Wain<br>AuxB 100lb<br>2 × 100kW 220V d.c. |
| 681505<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ALSTERTOR**<br>**Nordseeversorgungsschiffahrt G.m.b.H.**<br>**Hansa-Offshore G.m.b.H.**<br>Hamburg W. German | ~~499~~ 495<br>— 163<br>— 800 | GL | **1968** J. G. Hitzler—Lauenburg<br>176' 1" 36' 11" 11' 8"<br>161' 5" 36' 1" 13' 0"<br>1 dk | TM Supply Ship | 2 Oil 4SA each 16Cy.<br>2740bhp<br>Motorenw. Mannheim |

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|---|---|---|---|---|---|
| **ALTAY**<br>exLozovski exMerkur<br>exSan Pietro exPeter Berg<br>exVera<br>**U.S.S.R.**<br>Kholmsk Russian | **3011**<br>1851<br>4610 | ✠ | **1903–12** Irvine's S.B. & D.D. Co. Ltd.—<br>Hpl<br>337′ 11″ 47′ 0″ 21′ 0″<br>46′ 10″ 24′ 10″ | S Ref<br>4 Ho<br>G.199741<br>4 Ha (23½′, 23½′, 23½′, 22′×16′)<br>8W Der 4(5) 4(3) | T 3Cy. 23½″ 38″ & 64″×42″<br><br>Richardsons, Westgarth Hpl<br>8k |
| **ALVARO OBREGON**<br><br>**Petroleos Mexicanos**<br>Salina Cruz Mexican<br>For later particulars see New Entries No. 4 | **12753**<br>7559<br>19500 | **100A1**<br>oil tanker<br>Class contemplated | Ishikawajima-Harima Hvy Ind.—<br>Nga<br>560′ 0″ 72′ 4″ 29′ 11½″<br>535′ 0″ 72′ 3″ 39′ 8″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 7Cy. 680×1250 mm<br>Sulzer<br>Ishikawajima-Harima Hvy Ind. Alo |
| **AMAMI MARU**<br><br>**Oshima Unyu K.K.**<br>Naze Japanese | **1500**<br>—<br>725 | | **1967** Mitsubishi Hvy Ind. Ltd.—Smk<br>272′ 7″ 39′ 5″ 13′ 5″<br>246′ 0″ 39′ 4″ 18′ 0″<br>1 dk | M | Oil 2SA 6Cy. 480×800 mm<br>3500bhp<br>Mitsubishi Hvy Ind. Ltd. Yka |
| **AMARAVATHI**<br><br>Madras **Port Trust**<br>Madras Indian | **134**<br>—<br>— | | **1968** N.V. Schps. v/h H. H. Bodewes<br>—Millingen<br>87′ 0″ 25′ 6″ 12′ 9¼″<br>77′ 0″ 24′ 5″ 15′ 4″<br>1 dk | M Tug | Oil 4SA 8Cy. 320×450 mm reverse<br>reduction geared<br>1350bhp<br>Klockner-Humboldt-Deutz Kln |
| **AMARNA**<br>exAssyria–68 exAmarna–67<br>Moss **Hutchison Line Ltd.**<br>Liverpool British | **3422**<br>1539<br>4739 | **✠100A1** SS 7/65<br>with freeboard<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL x 1⅞″SQ | **1949–7** Harland & Wolff Ltd.—Gls<br>366′ 11″ 52′ 3″ 21′ 6¼″<br>345′ 6″ 52′ 0″ 32′ 7″<br>F32′ 1 dk & S dk<br>R Coll BH to S dk 5 to 2nd dk<br>rf 3″ WB1147t incl. Tunnel tanks 129t | M Ref OSD<br>4 Ho 47¾′, 76¾′, 70′, 40′<br>G.297030 B.270510 In.6000<br>5 Ha (21¾′×16′) (40′, 45′, 17½ ,<br>6½′×18′)<br>13W Der 1(25) 2(10) 6(5) 4(3) | Oil 4SA 8Cy. 650×1400 mm<br>3890bhp B&W 811t (d.o)<br>Harland & Wolff Ltd. Bel<br>db 120lb<br>3×175kW 220V d.c. 14k |
| **AMARYLLIS**<br>exPrins Willem II–68<br>Pnon **Shipping Co.**<br>Preus Greek | **1965**<br>1060<br>3340 | **✠100A1** SS 12/67<br>FPTs—latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN360 EL t1¾″SQ | **1955–5** De Merwede v. Vliet & Co.—Hxd<br>304′ 10″ 42′ 5″ 17′ 10″<br>295′ 10″ 42′ 0″ 26′ 3″<br>F24 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk len 60<br>rf nil WB475t | M (4P) Ref OSD<br>3 Ho 99¾′. 46¾′, 84½′<br>G.174771 B.160480 In.5444<br>5 Ha (stl) (24½′ 38¾′, 17¾′. 26½′,<br>24½′×20′)<br>8W Der 24(5) | Oil 2SA 4Cy. 600×900 mm<br>1800bhp 280t (hvf)<br>N.V. Werkspoor Ams<br>AuxB 100lb<br>2×96kW 220V d.c. 12½k |
| **AMERICAN LEGION**<br><br>United **States Lines Inc.**<br>New York United States | ~~19700~~ 18764<br>— 13262<br>~~20087~~ 22225 | AB | **1968** Sun S.B. & D.D. Co.—Chester, Pa<br>700′ 6″ 90′ 0″ 27′ 9″<br>670′ 0″ 85′ 0″ 43′ 4″<br>B31′ F88′ 3 dks<br>rf 1½″ | S<br>10 Ho 45¾′, 45′, 45′, 45′, 45′,45′, 45′,<br>47½′, 57½′, 59½′<br>B.1000000 | 2 S Turb dr geared to sc. shaft<br>27300shp 3350t (o.f)<br>General Electric Co. Lyn<br>2×1250kW 440V 60c/s a.c. 21½k |
| **AMICUS**<br>exTalkeetna–67<br>exTranspacific–59<br>exWilliam Allen White–51<br>Amicus **Carriers Ltd.**<br>New York United States | **7254**<br>4449<br>10500 | AB<br><br>**BROKEN UP** | **1944** Permanente (Shpyd No. 2)—<br>Richmond<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.468000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1834t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>3×20kW 120V d.c. |
| **AMIGO**<br>exAntares–68<br>Naviera **Zarati S.A.**<br>Panama Panamanian | ~~2119~~ 2158<br>~~1441~~ 1122<br>3175 | GL | **1949** A/B Crichton-Vulcan—Åbo<br>296′ 5″ 42′ 8″ 18′ 5½″<br>42′ 6″ 21′ 4″<br>P36′ B72′ F30′ 1 dk | S<br><br>G.158585 B.147485<br><br>8W | C 4Cy. (2) 15″ & (2) 31½″×31½″<br>1000ihp 33t (c)<br>A/B Crichton-Vulcan Åbo<br>10½k |
| **AMIN**<br><br>Karachi **Port Trust**<br>Karachi Pakistan<br>Now **AMINUDDIN** See New Entries No. 11 | **900**<br>—<br>— | **100A1**<br>hopper dredger<br>for restricted service<br>Class contemplated | Karachi S. & E. Works Ltd.—<br>Krh<br>208′ 9″ 41′ 4″ 11′ 9¾″<br>200′ 2″ 40′ 0″ 15′ 1″<br>RW | TM Hopper Dredger Mchy.aft | 2 Oil 4SA each 6Cy. 300×450 mm<br><br>Masch. Augsburg-Nürnberg Aug |
| **AMOCO CREMONA**<br><br>Interhemisphere **Transport**<br>**Company**<br>Monrovia Liberian | ~~36450~~ 35450<br>25356<br>72814 | AB | **1967** Mitsui Zosen—Tmn<br>789′ 2″ 118′ 2″ 41′ 6½″<br>755′ 0″ 118′ 0″ 54′ 0″<br>P161′ F56′ 1 dk<br>RW<br>rf 2″ | M Tanker Mchy.aft<br>13 Ta<br>L.3110236 HeCls. BC | Oil 2SA 8Cy. 840×1800 mm<br>18400bhp B&W 3600t (hvf)–65pd<br>Mitsui Zosen Tmn<br>3×460kW 440V 60c/s a.c. 15¾k |
| **IMOLEEN**<br><br>Midde **Westelike**<br>**Visprodukte BpK**<br>Cape Town S. African | **130**<br>—<br>— | **100A1**<br>fishing vessel<br>Class contemplated | Maritime Industries Ltd.—C.Tn<br>83′ 1″ 25′ 9″ 10′ 5⅞″<br>71′ 3″ 24′ 11″ 12′ 6″ | Reinforced Plastic M Fishing<br>Mchy.aft | Oil 4SA 6Cy. 6¼′×8″<br><br>Caterpillar Tractor Co. Peoria |
| **AMPOSTA**<br><br>Government **of Spain**<br>**(Ministerio de Obras**<br>**Publicas)**<br>Vigo Spanish<br>For later particulars see New Entries No. 9 | **114**<br>—<br>— | **100A1**<br>tug<br>Class contemplated | Enrique Lorenzo y Cia.—Vgo<br>76′ 2″ 22′ 5″ 7′ 10½″<br>72′ 2″ 21′ 0″ 10′ 0″ | M Tug Mchy.aft | Oil 4SA 6Cy. 270×500 mm<br><br>Hijos de J. Barreras Vgo |

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|---|---|---|---|---|---|---|
| 680554 | **AMRIT** | 150 | A1 | People's Dock & Eng. Co. Ltd. | M Barge Mchy.aft | Oil 4SA 6Cy. 4½"×5" |
| | | — | barge | —Cal | | |
| | **Indian Navy** | — | for restricted service | 52' 3" 13' 6" 6' 10" | | Ruston & Hornsby (India) L |
| | Indian | | Class contemplated | 50' 0" 13' 0" 7' 6" | | C |
| 681472 | **AMRUM** | 212 | | 1968 Husumer Schiffsw.—Husum | TM Mchy.aft | 2 Oil 4SA each 6Cy. 135×1 |
| DLXE | | ~~102~~ 101 | | 105' 8" 34' 11" 4' 11" | | 600bhp |
| | **Amrumer Schiffahrts-A.G.** | — | GL | 96' 2" 32' 10" 9' 10" | | Klöckner-Humboldt-Deutz |
| Esd Rdr | Steenodde W. German | | | 1 dk | | |
| RT | | | | | | |
| 671312 | **AMSTELPARK** | 19850 | ✠100A1 | 1967–9 Verolme Schpsw.—Alb | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm |
| PCPO | | 11739 | strengthened for ore | 603' 5" 84' 4" 36' 0" | 7 Ho 60½', 59½', 59', 59', 59', 59', 59' | 11200bhp |
| | **Reederij "Amsterdam" N.V.** | 33575 | cargoes, Nos. 2 & 6 holds | 565' 0" 84' 2" 49' 10" | G.1430101 | Sulzer Bros. Ltd. |
| Df Esd | Amsterdam Netherland | | may be empty (cc) | P99' F53' 1 dk | 7 Ha (stl) (each 39½'×39½') | AuxB 100℔ |
| Gc Rdr | | | ✠LMC | NS 10BH | Cr 4(8) | 3×400kW 450V 60c/s a.c. |
| RTm/h/v | | | MN2240 EL m†2½"U2 | rf nil WB10907t incl. Comb. btm side & topside tanks in holds 9623t DTf439t | | |
| 513729 | **AMYNA** | 2333 | NV | 1949–1 Smith's Dock Co. Ltd.—Mdb | M (6P) OSD/CSD Mchy.aft | Oil 2SA 3Cy. 560×2160 mm |
| | exGudvill–68 | 1368 | | 357' 6" 49' 0" 19' 0¼"/22' 10⅜" | 3 Ho 94½', 92½', 42½' | 2100bhp Doxford |
| | exHolberg–61 | 3777 | ✠Classed LR until 12/50 | 331' 10" 48' 10" 29' 9" | G.291902 B.270562 | Wallsend Slpwy & E. Co. L |
| Df Esd | **Amyna Special Shipping** | 3809 | | P120' F30' 1 dk & S dk | 5 Ha (each 27'×26') | 3×75kW 220V d.c. |
| Gc Rdr | **Co. Ltd.** | 2118 | | RW | 10W Der 1(20) 10(5) | |
| RTm/h | Piræus Greek | 5295 | | | | |
| 512072 | **ANASTASSIA** | 2039 | ✠100A1 SS 3/65 | 1952–7 Orenstein-Koppel & Lbcr | M OSD | Oil 2SA 6Cy. 520×900 mm |
| SYIX | exFredrik Ragne–68 | 1001 | Str. nav. Ice | Masch.—Lbc | | 1950bhp |
| 2791 | exFredborg–61 | 3613 | ✠LMC | 299' 2" 42' 1" 18' 8¾" | G.175520 B.157818 | Masch. Augsburg-Nürnb |
| Df Esd | **Theodore Efstathiou & Co.** | | | 290' 1" 42' 0" 27' 6" | | |
| Gc Rdr | Piræus Greek | | MN390 EL t 1½"SQ | RFD52' 1 dk & S dk | | |
| RT | | | | RW Coll BH to S dk 4 to 2nd dk len 61 | | |
| | | | | WB667t | | |
| 642421 | **ANAT** | 6120 | ✠100A1 | 1965–5 Bartram & Sons Ltd.—Sld | M (560P) Ref OSD | Oil 2SA 6Cy. 750×1600 m |
| GPRU | exSicilia–68 | 2889 | | 470' 2" 61' 8" 25' 9" | 5 Ho 56½', 40½', 29½' DT, 69¾', 69¾', | 9000bhp |
| 307625 | **Anat Lines Ltd.** | 8140 | ✠LMC | 430' 0" 61' 6" 37' 6" | 63' | Gebr. Stork & Co. |
| Df Esd | Glasgow British | | ✠Lloyd's RMC | F43' 1 dk & S dk, 3rd dk in Nos. 2, 3 & 4 | In.20330 | AuxB (o.f) 105℔ AuxB (e |
| Gc Rdr | | | MN1800 EL c†2½"SQ | Coll BH to S dk 6 to 2nd dk holds | 5 Ha (stl) (26', 36', 45', 36', 27'×22') | 4×240kW 440V 60c/s a.c. |
| RTv | | | | rf 6" WB906t incl. DTf331t | Cr 4(10) Der 1(25) 12(10) | |
| 681222 | **ANDERS MARTIN** | 300 | | 1967 Schiffs. Oberwinter—Oberwinter | M Suction Dredger Mchy.aft | Oil 2SA 5Cy. 230×400 m |
| OUSG | | 113 | | 160' 8" 30' 6" 10' 9½" | | 500bhp |
| | **K. V. Rasmussen &** | — | | ... ... ... | | Alpha-Diesel A/S |
| Df Esd | **H. Bønnelycke** | | | 1 dk | | Controllable pitch prope |
| Rdr | Frederikshavn Danish | | | | | |
| 533414 | **ANDREA URSULA** | 385 | GL | 1946–7 Schps. Waterhuizen J. Pattje— | M Mchy.aft | Oil 4SA 6Cy. 290×450 m |
| DEGU | exFilius–67 exSonja II–64 | 193 | | Waterhuizen | 1 Ho 88½' | 300bhp |
| 3571 | exHeinrich Parchmann–62 | 522 | ✱Classed BC until 11/58 | 159' 6" 26' 2" 8' 10½" | G.26488 B.24200 | Appingedammer Brons. |
| Df Esd | exNassauhaven–57 | | | 142' 1" 26' 0" 10' 6" | 1 Ha (30'×16½') | |
| | **Gerhard Rohden** | | | Q50' P40' F19' 1 dk | 2W Der 2(2) | |
| | Bremen W. German | | | | | |
| 538220 | **ANDREW WILSON** | 197 | ✠100A1 SS 5/67 | 1959–1 Richards Irn Wks Ltd.—Lwt | M Trawler | Oil 2SA 5Cy. 12½"×18½" |
| GBJE | exVirtue Pettit–68 | 64 | trawler | *106·4'* 23' 3" 9' 7½" | | 550bhp |
| 300164 | **J. Wilson** | — | ✠LMC | 104' 0" 23' 0" 11' 0" | | H. Widdop & Co. Ltd. |
| | Milford Haven British | | | F18' | | |
| | | | MN110 EL (c)l | RW 4BH | | |
| | | | | rf 12" BK7" | | |
| 680647 | **ANDROS HILLS** | ~~21420~~ 21417 | | 1968 Ishikawajima-Harima Hvy Ind.— | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 |
| ELKZ | | 15250 | | Nga | | 10500bhp Sulzer |
| 2948 | **Oceanic Freight Carriers** | ~~38500~~ 38594 | AB | 623' 4" 90' 9" 36' 10" | | Ishikawajima-Harima H |
| Df Esd | **Corporation** | | | 600' 4" 90' 6½" 52' 5" | | |
| Gc Rdr | Monrovia Liberian | | | 1 dk | | |
| RT | | | | | | |
| 672392 | **ANDROS ISLAND** | 21423 | | 1967 Ishikawajima-Harima Hvy Ind.— | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 |
| ELDL | | 15252 | | Nga | 7 Ho | 10500bhp Sulzer |
| 2820 | **Oceanic Freight Carriers** | 38567 | AB | 632' 4" 90' 9" 36' 10" | G.1655000 | Ishikawajima-Harima H |
| Df Esd | **Corporation** | | | 600' 5" 90' 7" 52' 6" | 7 Ha (stl) | 3×260kW |
| Gc Rdr | Monrovia Liberian | | | P24' F43' 1 dk | | |
| RT | | | | rf nil | | |
| 681078 | **ANDY MITCHELL** | 220 | 100A1 | Clelands S.B. Co. Ltd.—Wal | TM Tug Mchy.aft | 2 Oil 4SA each 6Cy. 8"× |
| | | — | tug | 100' 0" 28' 5" 12' 0" | | |
| | **Wimpey (Marine) Ltd.** | — | Class contemplated | 92' 3" 27' 0" 14' 0" | | Ruston & Hornsby |
| | London British | | | | | |
| | For later particulars see New Entries No. 3 | | | | | |
| 526220 | **ANEMONE** | 5252 | | Lch.1940 Cmd.1945 A/B Götaverken— | M OSD/CSD | Oil 4SA 8Cy. 740×1500 |
| SZSM | exOle Bratt–68 exVingnes–61 | 2948 | | Got | 4 Ho 60', 107', 79', 60' | 5100bhp B&W |
| | **Enomena Shipping Corp.** | 9370 | NV | 442' 9" 56' 10" 25' 11"/28' 11" | G.571938 B.529320 | A/B Götaverken |
| Df Esd | Andros Greek | 7144 | | 56' 8" | 5 Ha (31½' 40½', 33', 41', 33'×19') | 3×100kW 220V d.c. |
| Gc Rdr | | 4465 | | F45' 1 dk & S dk | 14W Der 2(10) 8(5) | |
| RT | | 11000 | | R | | |

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| Name should be **ANNETTE POLARIS**<br>~~**ANETTE POLARIS**~~<br>**K. B. Kjelgaard Partrederi**<br>Hirshals Danish | 171<br>80<br>— | | | **1967** Rosslauer Schiffs.—Rosslau<br>110′ 2″ 8′ 10½″<br>97′ 0″ 21′ 8″ 10′ 10″<br>1 dk | M Trawler | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht | Mgd |
| **ANGEL PARK**<br>exLas Piedras–67<br>**Pan Ocean Bulk Carriers Ltd.**<br>Pusan S. Korean | 31276 ~~29306~~<br>22710 ~~22099~~<br>50940 | ✠100A1<br>oil tanker<br>✠LMC<br>MN2750 | SS 7/65<br>EL v†3$\frac{3}{16}$″SQ | **1965**–7 (Fwd & cargo sections) Kure<br>Zosensho—Kur<br>**1953**–1 (Aft section) Bethlehem<br>Sparrows Pt Shpyd—Sp.Pt<br>766′ 2″ 102′ 4″ 38′ 8″<br>725′ 0″ 102′ 0″ 52′ 1″<br>B30′ F104′ 1 dk<br>RW 13BH<br>WB3837t incl. DTsf2439t | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>12500shp<br>Bethlehem Stl Co.<br>✠2NWTB 690℔<br>Spt 850° F. 625℔ 7/65 hs20062<br>sg 125℔ | (o.f)<br>Qcy |
| **ANGELIC POWER**<br>exErmoupolis–68<br>**Aggelikai Dynameis Cia. Maritima S.A.**<br>Piræus Greek | 9584<br>5727<br>14400 | | AB | **1958** Bartram & Sons Ltd.—Sld<br>507′ 7″ 66′ 2″ 30′ 6½″<br>466′ 6″ 66′ 0″ 41′ 0″<br>F49′ 2 dks<br>RW<br>rf 4″ | M CSD<br>5 Ho<br>G.764943 B.670723<br>6 Ha<br>10W Der 1(35) 4(10) 6(5) 2(3) | Oil 2SA 6Cy. 650×2320 mm<br>8000bhp<br>N.E. Mar. Eng. Co. Ltd. | 1480t<br>Wal<br>14¼k |
| **ANGELO**<br>exByland Abbey–68<br>**Ellerman's, Wilson Line Ltd.**<br>Hull British | 1372<br>552<br>1180 | ✠100A1<br>✠LMC<br>MN434 | SS 2/69 ~~SS 2/65~~<br>EL q 1$\frac{7}{16}$″SQ | **1957**–1 Austin & Pickersgill Ltd.—Sld<br>265′ 4″ 40′ 6″ 14′ 5½″<br>250′ 0″ 40′ 0″ 23′ 0″<br>1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 6″ WB293t | M (12P) Ref OSD<br>3 Ho 40′, 54′, 58′<br>In.76000<br>3 Ha (23½′×16′) (30′, 30′×20′)<br>6W Der 2(10) 4(7) | Oil 4SA 9Cy. 17″×18″ with sr gearing & hydraulic coupling<br>2410bhp<br>Ruston & Hornsby<br>3×135kW 220V d.c. | 107t (d.o)<br>Lcn<br>13k |
| **ANGELUS**<br>**I/S Angelus**<br>H. Angel Olsen<br>Oslo Norwegian<br>Now **HEMSEFJELL** See New Entries No. 4 | 29330<br>20440<br>49900 | | | **1968** Eriksbergs M/V A/B—Got<br>713′ 10″ 97′ 2″ 39′ 5¼″<br>685′ 0″ 97′ 0″ 57′ 9″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W<br>Eriksbergs M/V A/B | Got |
| **ANIENE I**<br>exGenepesca III–67<br>exAmba Aradam–47<br>exUmberto Lupi–36<br>**Compagnia di Navigazione Mediterranea**<br>Rome Italian | 406<br>192<br>— | | Rl | **1932** Soc. Ital. E. Breda—Ven<br>168′ 11″ 24′ 5″<br>154′ 3″ 24′ 3″ 13′ 2″<br>P10′ F26′<br>R | M Trawler<br>2 Ho | Oil 4SA 6Cy. 370×560 mm<br>600bhp NE54<br>Ansaldo S.p.A. | 87t<br>Gen<br>11k |
| **ANINA**<br>exSpoorsingel–67<br>**Fernando Lebed**<br>Guayaquil Ecuadorean | 500<br>278<br>678 | | BV | **1957** D. & J. Boot Schps.<br>"De Vooruitgang"—Alp<br>178′ 0″ 28′ 7″ 10′ 4¾″<br>160′ 0″ 28′ 5″ 11′ 6″<br>P49′ F30′ 1 dk<br>R | M Ref<br>1 Ho 104¼′<br>G.35300 B.33200<br>2 Ha (each 39¾′×16½′)<br>2W Der 2(2) | Oil 4SA 6Cy. 305×460 mm<br>450bhp<br>D. & J. Boot "De Industrie"<br>2×6kW 110V d.c. | 65t (d.o)<br>Alp<br>9½k |
| **ANN BACH**<br>exRuth Lindinger–67<br>Rederiet **Ann Bach I/S**<br>Mortensen & Lange<br>Copenhagen Danish | 400<br>218<br>675 | | BV | **1964** Nordsøværftet—Ringkøbing<br>164′ 1″ 27′ 0″ 11′ 2″<br>145′ 8″ 26′ 11″ 11′ 6″<br>P86′ F18′ 1 dk | M Mchy.aft<br>G.38000 B.34500<br>3 Ha (38¾′×16½′) (40¾′×19¾′) (40¾′×16½′)<br>4W Der 4(2½) | Oil 2SA 5Cy. 230×400 mm<br>300bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller | 20t<br>Fkn<br>9½k |
| **ANNA-REGIL**<br>Axel **Urup Skov Partrederi**<br>Carl Hassager & Co.<br>Randers Danish | ~~300~~ T.Mk<br>~~162~~ 299<br>~~715~~ 161<br>715 | | 163′ 1″<br>BV | **1967** Nordsøværftet—Ringkøbing<br>~~168′ 8″~~ 27′ 6″<br>145′ 4″ 27′ 3″ 18′ 0″<br>1 dk & S dk<br>rf nil | M ~~OSD~~ Mchy.aft<br>1 Ho 101¾′<br>1 Ha (80¾′×16½′)<br>Der 2(2½) | Oil 4SA 5Cy. 270×400 mm<br>500bhp<br>Aabenraa Motorfabrik<br>2×8kW 220V d.c.<br>Controllable pitch propeller | (d.o)<br>Åbenrå |
| **ANNAHDA**<br>**Government of Libya**<br>Tripoli Libyan | 644<br>262<br>— | 100A1<br>dredger<br>for restricted service<br>Class contemplated | | Verschure & Co.'s Schps.—<br>Ams<br>173′ 10″ 38 8″ 7′ 2″<br>164′ 0″ 37′ 8″ 13′ 1″ | M Bucket Dredger Mchy.aft | Oil 2SA 5Cy. 300×550 mm<br>N.V. Smit & Bolnes | Zierikzee |
| **ANNE LEA**<br>Rederi **I/S Lea II**<br>Knud I. T. Larsen<br>Copenhagen Danish | 500<br>340<br>1300 | | | **1968** N.V. Bodewes Schps.—<br>Martenshoek<br>240′ 1″ 39′ 0″ 12′ 4″<br>218′ 1″ 38′ 8″ 12′ 2″<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1000bhp<br>Atlas-Mak Masch. | Kel |
| **ANNEMARIE II**<br>exElisabeth S.–68<br>exIngrid Becker–63 exOliva–51<br>exVoorwaarts–33<br>exGertrud Stein<br>**Sand-und Kiesbaggerei Poppe G.m.b.H.**<br>Varelerhafen W. German | 150<br>79<br>245 | | | **1921** Frd. Krupp A.G.—Kel<br>*116·1′* 22′ 2″ 7′ 2″<br>7′ 10″<br>Q11′ B20′ 1 dk<br>R len 51 | M Mchy.aft<br>1 Ho 81¼′<br>1W | Oil 4SA 6Cy. 215×360 mm<br>180bhp NE50<br>Masch. Kiel A.G. | 4t<br>Kel<br>8k |

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| 526904<br>SZTO<br><br>Df Esd<br>Gc Rdr<br>RT | **ANNITA**<br>exPallas-68<br>**Diamando Cia. Naviera S.A.**<br>Piræus Greek | 2220<br>745<br>3010 | ~~✠100A1~~ ~~SS 6/67~~<br>~~Str. nav. ice~~<br>~~✠LMC~~<br><br>~~MN450~~ ~~EL 1~~<br>✠Class **WITHDRAWN**<br>at Owners' request<br>11/68 | 1953–10 Werf Jan Smit Czn.—Alb<br>315' 0" 43' 10" 19' 7½"<br>289' 0" 43' 7" 28' 8"<br>F25' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB227t | S OSD<br><br>G.178225 B.168425<br>4 Ha (24½'×18') (27½', 27½',<br>24½'×19½')<br>8W Der 8 | Q 4Cy. 17½" 26½" 30½" & 54<br>2500ihp<br>Schps. Install. Ned.<br>2WTB 250lb Spt hs(6480) |
| 681145<br><br><br>Rdr | **ANSEI MARU No. 11**<br><br>**Anpo Shoten K.K.**<br>Onomichi Japanese | 520<br>290<br>982 | | 1967 Taihei Kogyo—Hma<br>171' 2" 30' 2" 13' 7"<br>157' 5" 30' 1" 14' 5"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 230×300 mm<br>720bhp<br>Matsui Tekkosho |
| 534468<br>HPIO<br>3950HK<br>Df Esd<br>Gc Rdr | **ANTA**<br>exSan Jeronimo-68<br>exSunda Breeze-66<br>exSouth Breeze-60<br>exHavsbris-54<br>exRagnhildsholm-52<br>**Mamiking Nav. Co. Ltd. S.A.**<br>Panama Panamanian<br>Now **KING LEE** See New Entries No. **12** | 2782<br>1580<br>5155 | ✠100A1 TD 3/68<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL v | 1929–2 Eriksbergs M/V A/B—Got<br>348' 4" 46' 11" 21' 6½"<br>22' 11"<br>F33' 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB986t | M OSD<br>5 Ho<br>G.307000 B.284900<br>5 Ha<br>10W Der 10(5) | Oil 4SA 6Cy. 630×1310 mm<br>1775bhp<br>Eriksbergs M/V A/B |
| 517028<br>ELIA<br>2902<br>Df Esd<br>Gc Rdr<br>RTv | **ANTAR**<br>exJarama-68<br>**Red Diamond Marine Inc.**<br>Monrovia Liberian | 9052<br>4914<br>13090 | NV | 1956 Kieler Howaldtswerke A.G.—Kel<br>496' 8" 62' 2" 29' 9½"<br>460' 0" 62' 0" 39' 5"<br>P48' B35' F108' 2 dks, 3rd dk in No. 3 hold<br>rf 4" | M CSD Mchy.aft<br>5 Ho 45', 63', 65', 68', 50'<br>G.675965 B.614550<br>5 Ha (stl) (34', 40', 43', 50', 40'×25')<br>14W Der 4(2–5) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp MAN<br>Kieler Howaldtswerke A.G.<br>3×200kW 220V d.c. |
| 672513<br>PCRW<br><br>Df Esd<br>Gc Rdr<br>RT | **ANTARCTIC**<br><br>**C. Tammes**<br>N.V. Scheepvaartkantoor "Groningen"<br>Groningen Netherland | T.Mk<br>500<br>283<br>1240<br>1384<br>810<br>1739 | ✠100A1<br><br>✠LMC<br>✠Lloyd's RMC<br>MN594 EL M1½"U2 | 1967–10 N.V. Nieuwe Noord Ned. Schps. —Gro<br>265' 7" 39' 7" 13' 6"/16' 1½"<br>237' 10" 38' 8½" 23' 0"<br>F28' 2 dks<br>5BH<br>rf 11" WB493t | M Ref Mchy.aft<br>3 Ho 44½', 55', 48'<br>B.78861 In.78861<br>3 Ha (stl) (each 32'×17')<br>Der 3(3) | Vee Oil 4SA 12Cy. 400×50<br>2970bhp<br>Klöckner-Humboldt-Deutz<br>3×112kW 400V 50c/s a.c. |
| 661427<br>DDJX<br><br>Df Esd<br>Gc Rdr<br>RT | **ANTARES 1**<br>exTantzen-67<br>**Partenreederei "Antares 1"**<br>Otto Eckhardt<br>Elsfleth W. German | 580<br>355<br>1226<br>1302<br>976<br>2298 | BV | 1966 Gebr. Schürenstedt—Bardenfleth<br>241' 6" 38' 1" 12' 0"/17' 4"<br>216' 7" 37' 9" 20' 3"<br>P44' B17' F30' 1 dk & S dk | M OSD/CSD Mchy.aft<br>1 Ho 159½'<br>G.104000 B.94280<br>2 Ha (stl) (each 55'×23')<br>4W Der 1(3–15) 1(3–10) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1600bhp<br>Masch. Kiel G.m.b.H.<br>3×76kW 231/400V 50c/s a<br>Directional propeller |
| 681079<br><br><br>Df Esd<br>Pfd Rdr<br>RT | **ANTILLA CAPE**<br><br>**Scheepvaartmij "Volharding" N.V.**<br>Willemstad, Netherland (Antilles) | 19654<br>11206<br>23000 | | 1968 A.G. "Weser"—Bmn<br>567' 7" 84' 8" 33' 8"<br>537' 8" 84' 7" 56' 2"<br>B90' 1 dk | M Liquefied Gas Carrier Ref Mchy.aft<br>4 Ta<br>L.1041787 | Oil 2SA 8Cy. 760×1550 m<br>13200bhp 195<br>Sulzer Bros. Ltd.<br>3×525kW 440V 60c/s a.c. |
| 680612<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTON CHEKHOV**<br><br>**U.S.S.R.**<br>Odessa Russian | 11300<br>—<br>14200 | | 1968 Brodogradiliste "Uljanik"—Pla<br>524' 7" 31' 9"<br>486' 10" 69' 4" 41' 4"<br>2 dks | M CSD | Oil 2SA 8Cy. 740×1600 m<br>12000bhp B&W<br>Brodogradiliste "Uljanik" |
| 680376<br>IJAG<br>45101<br>RT | **ANTONIO AMABILE**<br><br>**Caronte S.p.A.**<br>Messina Italian | 956<br>351<br>564 | RI | 1967 Cant. Nav. Cassaro—Mes<br>231' 7" 45' 11" 9' 1"<br>211' 7" 41' 0" 14' 5"<br>1 dk | TM Ferry (100P) | 2 Oil 4SA each 8Cy. 200×<br>2600bhp<br>Fiat S.G.M.<br>2×80kW 380V 50c/s a.c. |
| 680683<br><br><br>Df Esd<br>Gc Rdr | **ANTONIO LAZARO**<br><br>**Compañia Trasmediterranea**<br>Valencia Spanish | 5200<br>—<br>1200 | | 1968 Union Naval de Levante—Val<br>350' 9" 53' 6" 16' 4"<br>321' 6"<br>4 dks | TM Ref | 2 Oil 2SA each 10Cy. 350<br>6240bhp B&W<br>La Maquinista Terrestre y |
| 671456<br>GXSU<br>168903<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ANTRIM PRINCESS**<br><br>**British Railways Board**<br>Caledonian Steam Packet Co. Ltd.<br>Stranraer British | 3270 ~~3630~~<br>1309<br>865 ~~908~~ | ✠100A1<br>Channel service from ports in U.K., south of Oban and Harwich/Hook of Holland<br>✠LMC<br>MN2872 EL (U) 1 1/16"U2 | 1967–12 Hawthorn Leslie (S.B.) Ltd.—Nwc<br>369' 6" 57' 2" 12' 0"<br>346' 6" 55' 0" 33' 6"<br>B230' 2 dks, 3rd dk except in mchy. space<br>Coll BH to U dk 9 to 2nd dk<br>rf 6" WB683t | TM Ferry (70bth 1130dkP)<br>Bow & stern doors | 2 Vee Oil 4SA each 16Cy.<br>sr geared<br>14360bhp<br>At. & Ch. de Nantes<br>2db 60lb<br>3×560kW 415V 50c/s a.c.<br>Controllable pitch propel<br>Thw. thrust contr. pitch |
| 681146 | **AOE MARU No. 5**<br><br>**Konan Shoji K.K.**<br>Shimizu Japanese | 493<br>289<br>1000 | | 1967 Sokooshi Zosensho—Hiroshima<br>177' 6" 28' 11" 12' 8"<br>160' 8" 28' 10" 13' 8"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>1150bhp<br>Hanshin Nainenki Kogyo |

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| **APATIT**<br>**U.S.S.R.**<br>Murmansk Russian | 4699<br>2270<br>— | ~~✠100A1~~<br>~~Ice Class 3~~<br>~~✠LMC~~<br>~~✠Lloyd's RMC~~<br>~~MN020~~ ~~EL +4¼"U2~~<br>✠Class **WITHDRAWN**<br>at Owners' request<br>9/68 | **1967-6** Burmeister & Wain—Cpn<br>337′ 0″ 52′ 8″ 18′ 2¾″<br>298′ 7″ 52′ 6″ 36′ 5″<br>RFD33′ 2 dks, 3rd dk sparred in Nos. 1,<br>2 & 3 holds, 4th dk sparred in Nos. 1 & 2 holds<br>Coll BH to U dk 7 to 2nd dk<br>rf 7″ DK fwd WB417t incl. Tunnel tanks 56t | M Fish Factory Ref<br>In.119911 | Oil 2SA 6Cy. 500×900 mm<br>3100bhp<br>Burmeister & Wain Cpn<br>AuxB 142℔<br>4×340, 340, 340, 168kW 400V 50c/s a.c.<br>Controllable pitch propeller |
| **AQUACHARM**<br>**Actis Co. Ltd.**<br>Monrovia Liberian | 25168<br>15710<br>44646 | AB | **1967** Ishikawajima-Harima Hvy Ind.—<br>Aio<br>95′ 4″ 35′ 11″<br>623′ 7″ 95′ 2″ 56′ 9″<br>P135′ Q91′ B68′ F52′ 1 dk<br>rf 3″ | M Bulk Carrier Mchy.aft<br>7 Ho 60½′, 67′, 67′, 67′, 67′, 67′, 67′<br>G.1942622<br>7 Ha (stl) (36′, 39½′, 39′, 39′, 39′, 39′,<br>39′×42½′)<br>Cr 4(8) | Oil 2SA 9Cy. 760×1550 mm<br>12300bhp Sulzer 2332t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>3×480, 480, 440kW 450V 60c/s a.c.<br>15½k |
| **AQUAGLORY**<br>**Alcon Ltd.**<br>Monrovia Liberian<br>For later particulars<br>see New Entries No. 8 | **25432**<br>—<br>46605 | | **1968** Kawasaki Dkyd Co. Ltd.—Kob<br>36′ 0″<br>623′ 5″ 66′ 11″ 57′ 5″<br>P148′ Q121′ B97′ F67′ 1 dk | M Bulk Carrier Mchy.aft<br>7 Ho 40′, 40½′, 43′, 43′, 43′, 43′, 43′<br>G.1950720<br>7 Ha (stl) (23¾′, 23¾′, 25′, 25′, 25′, 25′,<br>25′×27½′)<br>4W Cr 4(8) | Oil 2SA 9Cy. 780×1550 mm<br>13400bhp MAN 2211t (hvf)<br>Kawasaki Dkyd Co. Ltd. Kob<br>3×480, 480, 440kW 440V 60c/s a.c.<br>15½k |
| **AQUILES**<br>exTjaldur-68<br>**Director-General de los**<br>**Servicios Armada de Chile**<br>Valparaiso Chilean | **2661**<br>1462<br>1390 | ✠Class **WITHDRAWN**<br>at Owners' request<br>**11/68** | **1953-1** Aalborg Værft A/S—Abg<br>290′ 11″ 44′ 10″ 18′ 6½″<br>265′ 0″ 44′ 8″ 27′ 3″<br>B&F139′ 2 dks, 3rd dk fwd of mchy. space<br>RW 7BH<br>WB111t | M Ref<br>G.81000 B.73000 | Oil 2SA 9Cy. 500×900 mm<br>3600bhp 242t<br>Burmeister & Wain Cpn<br>db 100℔ 18k |
| **ARABELLA**<br>**B. W. Törnqvist Partrederi**<br>Lidingö Swedish<br>For later particulars see New Entries No. 3 | **2294**<br>1123<br>4400 | **100A1**<br>Class contemplated | Lödöse Varf—Lod<br>330′ 5″ 52′ 7″ 21′ 5″<br>295′ 3″ 52′ 6″ 40′ 0″ | M Mchy.aft | 2 Oil 4SA each 8Cy. 360×450 mm<br>Motorenw. Mannheim Mhm |
| **ARACENA**<br>**Armadores Pesqueros**<br>**Asociados del Suratlantico**<br>Vigo Spanish | **3000**<br>—<br>— | **100A1**<br>stern trawler<br>Class contemplated | Hijos de J. Barreras S.A.—Vgo<br>347′ 9″ 47′ 8″ 18′ 0½″<br>315′ 0″ 47′ 7″ 27′ 11″ | M Stern Trawler Ref Mchy.aft | Oil 4SA 12Cy. 400×500 mm<br>Hijos de J. Barreras S.A. Vgo |
| **ARAGON**<br>Société **Maritime H. Lary &**<br>**Cie.**<br>Sete French | ~~499~~ **498**<br>~~229~~ **228**<br>980 | BV | **1967** At. & Ch. de La Rochelle-Pallice<br>—La R-P<br>206′ 0″ 32′ 6″ 12′ 3″<br>187′ 0″ 32′ 5″ 13′ 4″<br>1 dk | M Wine Tanker Mchy.aft<br>20 Ta<br>L.38140 | Oil 4SA 7Cy. 300×450 mm<br>1485bhp 70t<br>Masch. Augsburg-Nürnberg Aug<br>13k |
| **ARANDO CHICO**<br>Remolcadores **de Pasajes**<br>**S.A.**<br>San Sebastian Spanish<br>For later particulars see New Entries No. 3 | **30**<br>—<br>25 | **100A1**<br>tug<br>for restricted service<br>Class contemplated | Ast. de Murueta—Murueta<br>59′ 1″ 17′ 11″ 6′ 10½″<br>52′ 6″ 16′ 9″ 7′ 7″ | M Tug Mchy.aft | Oil SA 8Cy. 180×260 mm<br>Motorenw. Mannheim Mhm |
| **ARANDO GRANDE II**<br>Remolcadores **de Pasajes**<br>**S.A.**<br>San Sebastian Spanish<br>For later particulars see New Entries No. 3 | **71**<br>—<br>46 | **100A1**<br>tug<br>for restricted service<br>Class contemplated | Ast. de Murueta—Murueta<br>71′ 3″ 21′ 0″ 8′ 4½″<br>65′ 8″ 19′ 8″ 9′ 6″ | M Tug Mchy.aft | Oil SA 6Cy. 320×480 mm<br>Motorenw. Mannheim Mhm |
| **ARCHIGETIS**<br>exAnstelkroon-68<br>Archi**medes Shipping Co.**<br>Ltd.<br>Famagusta Cyprus | 8076 ~~8010~~<br>4828 ~~5558~~<br>12003 | **✠100A1** SS 2/66<br>**✠LMC**<br>MN840 EL b†2$\frac{1}{16}$″SQ | **1952-9** A. Vuijk & Zonen—Capelle<br>472′ 6″ 60′ 3″ 28′ 1¾″<br>434′ 9″ 60′ 0″ 37′ 2″<br>P30′ F43′ 2 dks<br>RW 7BH to S dk 1 to 2nd dk<br>rf 5″ WB2880t incl. DTm1323t | M CSD<br>5 Ho 67½′, 62½′, 38′, 38½′DT, 67¾′, 70′<br>G.628800 B.583800<br>5 Ha (36′, 36¾′, 36¾′, 36¾′, 36¾′×24¼′)<br>12W Der 1(25) 12(3-5) | Oil 2SA 6Cy. 720×1250 mm<br>4200bhp 960t (hvf)<br>Sulzer Bros. Ltd. Win<br>AuxB 71℔<br>3×130kW 220V d.c. 11½k |
| **ARCHON CHERUBIM**<br>exTremorvah-68<br>Sancherouvim **Cia.**<br>Maritima **S.A.**<br>Piræus Greek | 5605<br>3032<br>9272 | **✠100A1** SS 7/64<br>**✠LMC**<br>MN660 EL b†2$\frac{1}{16}$″SQ | **1954-7** Wm. Hamilton & Co. Ltd.—P.Gl<br>455′ 6″ 58′ 10″ 25′ 11¼″/28′ 8¾″<br>426′ 5″ 58′ 0″ 38′ 0″<br>1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB2799t incl. DTm1319t | M OSD/CSD<br>4 Ho 58½′, 92½′, 22½′ DT, 67½′, 80′<br>G.577415 B.525515<br>5 Ha (31½′, 32½′×22′) (27½′×18′)<br>(32½′, 32½′×22′)<br>10W Der 1(50) 1(25) 4(10) 6(5) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford 1373t (hvf)<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 120℔<br>2×40kW 110V d.c. 12½k |
| **ARCHONTAS**<br>**Lepagas Shipping Corp.**<br>~~**Diamantis Pateras Ltd.**~~<br>~~Monrovia~~ Greek ~~Liberian~~ | ~~**26000**~~ **25755**<br>— 20042<br>46000 | | **1968** Brodogradiliste "Split"—Spt<br>672′ 7″ 95′ 0″ 39′ 0″<br>639′ 10″ 94′ 10″ 54′ 0″ | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 900×1600 mm<br>13800bhp<br>Fiat S.G.M. Tur |
| **ARCOS**<br>Armadores **Pesqueros**<br>Asociados **del Suratlantico**<br>Vigo Spanish | **3000**<br>—<br>— | **100A1**<br>stern trawler<br>Class contemplated | Ast. Construcciones S.A.—Vgo<br>347′ 9″ 47′ 8″ 18′ 0½″<br>315′ 0″ 47′ 7″ 27′ 11″ | M Stern Trawler Ref Mchy.aft | Oil 4SA 12Cy. 400×500 mm<br>Hijos de J. Barreras S.A. Vgo |

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| 681397<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC**<br>**Explorer Shipping Co. S.A.**<br>Monrovia Liberian<br>For later particulars see New Entries No. 8 | 38100<br>—<br>53000 | | 1968 Ishikawajima-Harima Hvy Ind.—Aio<br>845' 9" (incl. BB) 104' 3" 38' 5"<br>743' 8" 104' 0" 55' 9"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 7Cy. 900×1550 m<br>20700bhp Sulzer<br>Ishikawajima-Harima Hvy |
| 501090<br>VOBB<br>191245<br>Df Esd<br>Gc Rdr<br>RTh | **ARCTIC BAY**<br>exAlgerine-68<br>**Arctic Shipping Ltd.**<br>W. J. Sumarah, Jr.<br>St. John's, Nfl Canadian | 709<br>338<br>622 | ~~Rest 4A1 from 8/66~~<br>~~Hull strengthened to~~<br>~~withstand ice~~<br>~~✠LMC~~<br>~~MN200~~ ~~EL (i)~~<br>~~REPAIRS REQUIRED—CLASS SUSPENDED 3/1/69~~<br>DAMAGED BY FIRE 4/68—TO BE BROKEN UP | 1943 Wheeler S.B. Corp.—Whitestone<br>162' 0" 34' 8" 17' 3"<br>156' 1" 34' 6" 19' 1"<br>P25' B45' F27' 1 dk | Wood M<br>2 Ho 34½', 35½'<br>2 Ha (12', 12½'×8')<br>Der 2(3) 1(2) | Oil 4SA 8Cy. 395×560 m<br>1000bhp ✠NE3/50<br>Cooper-Bessemer Corp.<br>3×60, 52, 15kW 185V d.c. |
| 518312<br>OYHZ<br>RTm | **ARCTIC EXPLORER**<br>exKaskelot-68<br>**Albrecht & Boserup (Grenland) A/S**<br>Godthåb Danish | 269<br>150<br>330 | BV | 1948 Ring-Andersens Skibs.—Svb<br>125' 11" 26' 5" 10' 9"<br>... ... ...<br>1 dk | Wood M<br>1 Ho 39½'<br>2 Ha (23', 14½'×13')<br>Der 1(5) 1(2) | Oil 2SA 5Cy. 230×400 m<br>300bhp<br>Burmeister & Wain<br>3×24, 14, 7kW 110V d.c. |
| 681479 | **ARCTIC PRIVATEER**<br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull British | 900<br>320<br>650 | 100A1<br>stern trawler<br>Class contemplated | Stocznia im. Komuny Paryskiej—Gdy<br>39' 8" 16' 4½"<br>197' 10" 39' 5" 25' 2" | M Stern Trawler | Oil 4SA 8Cy. 380×510 m<br>Mirrlees National Ltd. |
| 681005 | **ARDROSSAN**<br>**Shell Mex & B.P. Ltd.**<br>London British<br>For later particulars see New Entries No. 3 | 1580<br>800<br>2116 | 100A1<br>oil tanker<br>Class contemplated | Hall, Russell & Co. Ltd.—Abn<br>249' 2" 40' 11" 15' 3½"<br>235' 0" 40' 8" 16' 10" | M Tanker Mchy.aft | Oil 4SA 12Cy. 250×300<br>Nydqvist & Holm A/B |
| 681398<br>Rdr RT | **AREASA**<br>**Jose Samuel y Francisco Area Fdez.**<br>Vigo Spanish | 240<br>—<br>— | | 1968 Const. Nav. Yarza—Vgo<br>10' 0½"<br>88' 11" 22' 4" 12' 2"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 270×360 m<br>Klöckner-Humboldt-Deu |
| 507984<br>YTJO | **ARENA**<br>exCorinthia-68 exDrecht 1-61<br>exDrecht-59 exDrydock V-47<br>**Jadranska Slobodna Plovidba**<br>Split Yugoslav | 199<br>15<br>— | RI | 1947-6 Wilton-Fijenoord—Sch<br>107' 7" 24' 8" 11' 2½"<br>95' 10" 23' 11" 12' 6"<br>RW | S Tug | T 3Cy. 14$\frac{1}{16}$" 23½" & 38<br>650ihp Emade13refitted<br>Alblasserdam Mach. |
| 680674 | **ARGES**<br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian<br>For later particulars see New Entries No. 3 | 23500<br>—<br>36110 | 100A1<br>oil tanker<br>Class contemplated | Hitachi Zosen—Inn<br>36' 0"<br>590' 8" 91' 11" 50' 3" | M Tanker Mchy.aft | Oil 2SA 10Cy. 740×1600<br>B&W<br>Hitachi Zosen |
| 680649 | **ARGONAUT**<br>**Neptune Maritime Company of Monrovia**<br>Monrovia Liberian<br>For later particulars see New Entries No. 2 | 29200<br>20000<br>47000 | 100A1<br>Class contemplated | Doxford & Sunderland S.B. & E. Co.—J. L. Thompson, Sld<br>693' 7" 98' 2" 38' 6"<br>655' 0" 98' 0" 56' 9" | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×2180<br>Doxford & Sunderland |
| 681147 | **ARI IV**<br>**Turkish Government (Minister of Public Works)**<br>Istanbul Turkish | 20<br>—<br>— | A1<br>tug<br>for restricted service<br>Class contemplated | Deniz Inşaat Kizaklari—Fener<br>45' 11" 13' 1" 4' 11"<br>40' 1" 12' 6" 6' 5" | M Tug | Oil 2SA 2Cy. 230×400 m<br>Burmeister & Wain |
| 681607<br>99091<br>Rdr RT | **ARIAKE MARU**<br>**Arimura Shoji K.K.**<br>Nase Japanese | 999<br>—<br>1800 | | 1968 Tokushima Zosen—Fukuoka<br>235' 7½" 38' 6" 16' 3"<br>216' 5" 38' 5" 18' 4"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 460×680 m<br>2100bhp<br>Nippon Hatsudoki |
| 525514<br>SDUW<br>8610<br>Df | **ARILD**<br>exNordfalk-68 exArild-62<br>**Sune Bertil Lindborg**<br>Bjärnum Swedish | 277<br>179<br>425 | BV | 1943 Karlstads Varv—Karlstad<br>140' 0" 24' 1" 10' 6"<br>... ... ...<br>1 dk<br>RW len 55 | M Mchy.aft<br>1 Ho 82'<br>2 Ha (stl) (each 32½'×16½')<br>Der 2(1½) | Oil 4SA 6Cy. 255×400 m<br>360bhp NE58<br>Jönköpings Motfb.<br>1×12kW |
| 518893<br>MWRT<br>181217<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **ARIOSTO**<br>exKirkham Abbey-68<br>**Ellerman's Wilson Line Ltd.**<br>Hull British | 1372<br>553<br>1180 | ✠100A1 SS 1/65<br>✠LMC<br>MN434 EL q 1$\frac{1}{16}$"SQ | 1956-7 Austin & Pickersgill Ltd.—Sld<br>265' 4" 40' 6" 14' 5½"<br>250' 0" 40' 0" 23' 0"<br>1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 6" WB293t | M (12P) Ref OSD<br>3 Ho 40' 54', 58'<br>In.76000<br>3 Ha (23½'×16') (30', 30'×20')<br>6W Der 2(10) 4(7) | Oil 4SA 9Cy. 17"×1<br>& hydraulic coupling<br>2410bhp<br>Ruston & Hornsby<br>3×135kW 220V d.c. |

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| **ARMANISTAN**<br>exElysia–68<br>**Strick Line Ltd.**<br>F. C. Strick & Co. Ltd.<br>London British | 8538<br>4547<br>11200 | ✠100A1<br>DTsf—edible oil<br>✠LMC<br>MN1800 | EL d†2$\frac{1}{16}$"SQ | **1965**–3 Hawthorn Leslie (S.B.) Ltd.—Nwc<br>485' 6" 63' 2" ~~26' 1½"~~/28' 5½"<br>452' 0" 63' 0" 39' 0"<br>F43' 1 dk & S dk, 3rd dk in Nos. 2, 3 & 4 holds<br>Coll BH to S dk 6 to 2nd dk<br>rf 6" WB1942t incl. DTf905t | M ~~OSD/CSD~~<br>5 Ho 56¼', 42¾', 29¼' DT, 72', 72', 65¼'<br>G.603719 B.550104<br>5 Ha (stl) (31½', 36', 45', 36', 27'×22')<br>16W Der 1(30) 16(10) | Oil 2SA 6Cy. 750×1600 mm<br>9000bhp 977t (hvf)<br>Fairfield-Rowan Ltd. Gls<br>AuxB 100lb (o.f) AuxB 120lb (ex.g)<br>4×240kW 440V 60c/s a.c. 16¼k |
| **ARNFRID LEONORA**<br>**Bjarne Hamarsvik**<br>~~Bjarne Hammersvik~~<br>Måløy Norwegian | 228<br>81<br>— | | NV | **1968** Leirvik Sveis—Lervik Stord<br>105' 8" 24' 0"<br>96' 1" 23' 11" 11' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 12Cy. 280×420 mm<br>500bhp<br>Wichmann Mtrf. Rub |
| **ARNI FRIDRIKSSON**<br>**Government of Iceland**<br>**Marine Research Institute**<br>Reykjavik Icelandic | 449<br>123<br>115 | ✠100A1<br>stern trawler<br>Ice Class 3<br>✠LMC<br>MN206 | EL q1$\frac{1}{16}$"SQ | **1967**–9 Brooke Marine Ltd.—Lwt<br>135' 9" 32' 4" 12' 0½"<br>117' 6" 32' 0" 15' 6"<br>F80' 1 dk, 2nd dk fwd of mchy. space<br>3BH<br>rf 39" WB14t | M Stern Trawler Mchy.aft | 2 Oil 4SA each 6Cy. 235×330 mm sr geared to sc. shaft<br>1030bhp<br>Masch. Augsburg-Nürnberg Aug<br>2×125kW 380V 50c/s a.c. |
| **ARNUNGEN**<br>**Rolf & Henry Giske**<br>Ålesund Norwegian | 121<br>37<br>— | | | **1968** Fiskerstrand Slipp & M/V—Fiskerstrand<br>87' 5" 22' 1" 11' 1¾"<br>73' 9" 22' 0" 11' 6"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 3Cy.<br>440bhp<br>Wichmann Mtrf. Rub |
| **ARO**<br>**Nigerian Ports Authority**<br>Lagos Nigerian | 339<br>95<br>350 | ✠100A1<br>hopper dredger<br>Nigerian River harbour & inland waters service<br>✠LMC<br>MN164 | EL F | **1967**–10 Henry Robb Ltd.—Lth<br>134' 3" 29' 11" 10' 0"<br>125' 0" 28' 6" 11' 6"<br>1 dk<br>4BH<br>rf nil WB13t | TM Grab Hopper Dredger Mchy.aft | 2 Oil 4SA each 6Cy. 10¼"×14½" sr reverse geared<br>820bhp<br>Ruston & Hornsby Lcn<br>2×35kW 400V 50c/s a.c. 10k |
| **AROSA SEGUNDO**<br>**S.A. Pesquera Industrial Gallega**<br>Spanish | ~~480~~ 594<br>— 277<br>650 | | BV | **1967** Maritima de Axpe—Bbo<br>158' 6" 32' 2" 15' 5"<br>134' 6" 32' 2" 22' 8"<br>P14' B40' 2 dks | M Stern Trawler Mchy.aft<br>1 Ho 67¼'<br>2 Ha (stl) (6½', 9'×6½') | Oil 4SA 6Cy.<br>1400bhp Werkspoor 225t (d.o)<br>Hijos de J. Barreras Vgo<br>1×220kW 440V d.c. 13½k |
| **AROSA TERCERO**<br>**S.A. Pesquera Industrial Gallega**<br>Spanish | ~~480~~ 594<br>— 277<br>650 | | BV | **1967** Maritima de Axpe—Bbo<br>158' 6" 32' 2" 15' 5"<br>134' 6" 32' 2" 22' 8"<br>P14' B40' 2 dks | M Stern Trawler Mchy.aft<br>1 Ho 67¼'<br>2 Ha (stl) (6½', 9'×6½') | Oil 4SA 6Cy.<br>1400bhp Werkspoor 225t (d.o)<br>Hijos de J. Barreras Vgo<br>1×220kW 440V d.c. 13½k |
| **ARPEC V**<br>**Soc. d'Armement et de Pêche "Arpec"**<br>Marie Saint Louis French | ~~137~~ 136<br>—<br>— | | BV | **1967** N.V. Schps. v/h H. H. Bodewes—Millingen<br>90' 7" 22' 10" 13' 0"<br>82' 7" 21' 7" 13' 2"<br>1 dk | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz Kln |
| **ARTAGAN**<br>exBaron Maclay–68<br>**Artagan Shipping Co. Ltd.**<br>Monrovia Liberian<br>Ramon de la Sota, Jr. (Mgr.) | 5524<br>3079<br>10208<br>7832<br>4577<br>11950 | ✠100A1<br>✠LMC<br>MN880 | SS 4/68<br>EL c† | **1959**–12 Austin & Pickersgill Ltd.—Sld<br>465' 1" 59' 9" ~~25' 10"/28' 6½"~~ 25' 10¼"/28' 6½"<br>435' 11" 59' 6" 38' 6"<br>F43' 1 dk & S dk<br>RW 7BH<br>rf nil WB2498t | M OSD/CSD<br>5 Ho 64¼', 65', 47½', 67½', 67½'<br>G.581320 B.537550<br>5 Ha (32¼', 32½', 30', 32½', 32½'×24')<br>10W Der 1(25) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 911t (hvf)<br>N.E. Mar. Eng. Co. Ltd. Nwc<br>AuxB 100lb<br>3×175kW 220V d.c. 13½k |
| **ARWA**<br>exSir Tom–68<br>Aden **Port Trust**<br>Aden S. Yemen | 81<br>—<br>35 | ✠100A1<br>tug<br>Aden harbour service<br>✠LMC<br>MN126 | SS 6/66<br>EL (a) | **1957**–7 W. J. Yarwood & Sons Ltd.—Northwich<br>76' 7" 20' 1" 9' 0"<br>68' 9" 19' 0" 10' 1"<br>RW 3BH<br>rf 18" BK5" WB26t | M Tug<br>1 Ha (4'×5½') | Oil 4SA 7Cy. 10¼"×14½" with sr & reverse gearing<br>630bhp (d.o)<br>Ruston & Hornsby Lcn<br>2×12kW 110V d.c. |
| **ASAHI MARU No. 12**<br>**Asahi Kaiun K.K.**<br>Hizen Japanese | 494<br>262<br>1000 | | | **1967** Kishimoto Zosen—Kinoe<br>177' 1" 29' 7" 13' 8"<br>161' 0" 29' 6" 14' 8"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330×470 mm<br>1000bhp<br>Kanegafuchi Nainenki Tok |
| **ASCANIA**<br>exAnatolian–68 exAscania–66<br>exAnatolian–66<br>exCity of Durham–64<br>exAnatolian–63<br>**Ellerman Lines Ltd.**<br>Ellerman & **Papayanni Lines** Ltd.<br>Liverpool British | 3799<br>1637<br>5300 | ✠100A1<br>✠LMC<br>MN630 | SS 1 64<br>EL x | **1955**–11 William Gray & Co.—Hpl<br>376' 11" 53' 4" 22' 0½"<br>350' 6" 53' 0" 32' 9"<br>F31' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB714t | S (2P) OSD<br>4 Ho 47¼', 89¼' comb., 55', 59½'<br>G.339795 B.313130<br>5 Ha (stl) (15¾'×14½') (42¼', 12½', 30', 25'×20')<br>12W Der 1(35) 2(10) 8(7) 2(5) | T 3Cy. 23" 38" & 65"×48" & LP turb with hydraulic coupling & dr gearing<br>3500ihp 921t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>3 SB 225lb Spt hs12390 9cf<br>3×33, 25, 25kW 220V d.c. 13k |

Now **ANATOLIAN** See New Entries **No. 2**

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| 535520<br>GVGX<br>187534<br>Df Esd<br>Gc Rdr | **ASHINGTON**<br>exTennyson–68<br>**Stephenson Clarke Shipping**<br>**Ltd.**<br>London British | 3894<br>2176<br>5630 | ✠100A1 SS 5/65<br><br>✠LMC<br><br>MN400 EL v | 1957–2 Henry Robb Ltd.—Lth<br>356′ 7″ 50′ 6″ 21′ 9½″<br>335′ 0″ 50′ 0″ 26′ 6″<br>P86′ F42′ 1 dk<br>RW NS 5BH<br>rf 4″ WB1546t incl. DTsm102t | M Mchy.aft<br>2 Ho 106′, 108′<br>G.260100 B.248800<br>4 Ha (stl) (each 36½′ × 28′)<br>8W Der 8(5) | Oil 2SA 5Cy. 560 × 1000 mm<br>2000bhp<br>Sulzer Bros. Ltd.<br>3 × 106kW 220V d.c. |
| 681055<br><br><br>Df Esd<br>Gc RT | **ASON**<br><br>**Marino Canosa**<br>Vigo Spanish | ~~440~~ 458<br>— 229<br>— | <br><br>BV | 1967 Maritima de Axpe—Bbo<br>151′ 9″ 27′ 6″ 13′ 3½″<br>131′ 3″ 27′ 5″ 14′ 5″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy.<br>1060bhp<br>Klöckner-Humboldt-Deutz |
| 671839<br>GWYU<br>334609<br>Pfd Rdr<br>RTm | **ASPERITY**<br><br>**F. T. Everard & Sons Ltd.**<br>London British | 698<br>402<br>1305 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN300 EL J1½″U2 | 1967–8 N.V. Nieuwe Noord Ned.<br>Schps.—Gro<br>235′ 9″ 32′ 6″ 12′ 7″<br>214′ 10″ 32′ 2″ 13′ 11″<br>P53′ F42′ 1 dk<br>10BH<br>rf 4″ WB187t incl. DTf55t | M Oil/Chemical Tanker Mchy.aft<br>5 Ta<br>L.62556 HeCls. C | Oil 4SA 6Cy. 400 × 580 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz<br>db 200lb<br>2 × 32kW 380V 50c/s a.c. |
| 680958<br>5TGM<br><br>Esd | **ASSABA**<br><br>**Société Mauritanienne**<br>**d'Armement et de Pêche**<br>**(SOMAP)**<br>Port-Etienne Mauritanian | 235<br>82<br>— | | 1967 S.I.C.C. Na.—St.M<br>109′ 0″<br>92′ 7″ 25′ 5″ 12′ 5½″<br>1 dk | M Stern Trawler Mchy.aft | Oil 4SA 12Cy. 175 × 180 mm<br><br>Soc. Alsacienne Con. Méc |
| 502854<br>ELCJ<br>2795<br>Df Esd<br>Gc Rdr<br>RTv | **ASTERUS**<br>exAthene–67<br>**Asterus Cia. Nav. S.A.**<br>Monrovia Liberian | 8524<br>5169<br>13330 | 100A1 TD4 8/67<br>oil tanker<br>LMC<br><br>MN900 EL d†2 5/16″SQ<br>NV | 1949 Kockums M/V A/B—Mmo<br>496′ 4″ 62′ 2″ 27′ 2½″<br>465′ 9″ 62′ 0″ 34′ 6″<br>P90′ B34′ F63′ 1 dk<br>12BH<br>rf 1″ WB1321t incl. DTf600t DTa470t | M Tanker Mchy.aft<br>19 Ta | Oil 2DA 7Cy. 600 × 1100 mm<br>4500bhp<br>Kockums M/V A/B<br>2db 170lb<br>3 × 110, 110, 75kW 220V d.c. |
| 535609<br>SYEJ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASTIPALAIA**<br>exTernefjell–68<br>**Seaways Co. Inc.**<br>Piræus Greek | ~~1935~~ 1919<br>~~1001~~ 991<br>3428 | <br><br>NV | 1955 Kieler Howaldswerke A.G.—Kel<br>297′ 4″ 42′ 7″ 18′ 1½″<br>250′ 0″ 42′ 5″ 25′ 11″<br>P59′ B55′ F60′ 1 dk & S dk<br>len 59<br>rf nil | M (4P) Ref OSD<br>3 Ho 40½′, 93½′, 75½′ 2TwD 129½′, 104½′<br>G.161142 B.150477 In.4124<br>5 Ha (26½′ × 20′) (32½′, 31½′, 24½′ × 22′)<br>(18½′ × 11½′)<br>8W Der 1(15) 10(5) | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>2200bhp<br>Kieler Howaldtswerke A.G.<br>3 × 110kW 220V d.c. |
| 533617<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ASTRA PATAGONIA**<br>exSoya-Pacific–68<br>**Astramar Cia. Argentina de**<br>**Navegacion S.A.**<br>Buenos Aires Argentine | Ore<br>**15996**<br>6932<br>23600<br>Oil<br>**15996**<br>9658<br>— | ✠100A1 SS 5/66<br>ore carrier<br>Carrying oil in side & bottom tanks when no cargo is carried in adjacent centre compartments<br>Str. nav. Ice<br>✠LMC<br>MN1640 EL k†2 5/16″ | 1956–9 A/B Götaverken—Got<br>595′ 6″ 74′ 8″ 33′ 0½″<br>561′ 4″ 74′ 6″ 44′ 3″<br>P106′ F73′ 1 dk<br>6BH<br>rf nil WB1076t incl. DTsf219t | M Ore/Oil Carrier Mchy.aft<br>2 Ho 163′, 194½′ 22 Ta<br>G.386300 L.804800 HeCls. BC<br>11 Ha (stl) (each 23½′ × 24½′)<br>Der 2(3–10) 3(3) 2(1) | Oil 2SA 9Cy. 760 × 1500 mm<br>8200bhp<br>A/B Götaverken<br>2AuxB 150lb<br>3 × 200, 200, 165kW 220V d.c. |
| 525176<br>SYPJ<br><br>Df Esd<br>Gc Rdr<br>RTv | **ASTROMAR**<br>exNigaristan–67<br>**Astro Ascendente Cia.**<br>**Nav. S.A.**<br>Greek<br>Now ARIS See New Entries No. 9 | 7173<br>4347<br>9733 | ✠100A1 SS 2/68<br><br>✠LMC<br><br>EL b†2 1/16″SQ | 1947–3 J. Readhead & Sons Ltd.—Shl<br>475′ 8″ 58′ 10″ 25′ 5½″<br>450′ 9″ 58′ 3″ 32′ 3″<br>P38′ B116′ F45′ 2 dks<br>R 7BH<br>rf 4″ WB2720t incl. DTa1060t | S (12P) Ref CSD<br>5 Ho 64′, 126′, 38′, 47½′, 66½′<br>G.569480 B.517070 In.1328<br>5 Ha (31½′, 58′, 12′, 31½′, 31½′ × 22′)<br>17W Der 1(110) 2(15) 1(10) 6(7) 4(5) | T 3Cy. 26½″ 44″ & 74″ × 4<br>with dr gearing & hydra<br>3750ihp<br>J. Readhead & Sons Ltd.<br>3 SB 220lb Spt hs(13149)<br>3 × 40, 30, 30kW 110V d.c. |
| 680830<br>JG2478<br><br>Rdr | **ASUZAN MARU No. 3**<br><br>**Kinkai Tanker K.K.**<br>Tokyo Japanese | 492<br>305<br>530 | | 1967 Matsuura Zosen—Hma<br>190′ 11″ 27′ 7″ 11′ 5″<br>173′ 10″ 27′ 6″ 14′ 1″<br>1 dk | M Asphalt Tanker Mchy.aft | Oil 4SA 6Cy. 275 × 410 mm<br>820bhp<br>Fuji Seisakusho |
| 681080 | **ATHELDUKE**<br><br>**Athel Line Ltd.**<br>London British<br>For later particulars see New Entries No. 7 | 10800<br>6400<br>16500 | 100A1<br>oil tanker<br>Class contemplated | Uddevallavarvet A/B—Udv<br>524′ 2″ 68′ 6″ 29′ 2″<br>494′ 0″ 68′ 4″ 38′ 9″ | M Oil/Molasses Tanker Mchy.aft | Oil 2SA 6Cy. 740 × 1600 m<br>B&W<br>Uddevallavarvet A/B |
| 680705<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTA**<br><br>**Barthold Richters**<br>Hamburg W. German | ~~3060~~ ~~4030~~ 4023<br>~~1860~~ ~~2540~~ 2523<br>~~4580~~<br>—<br>—<br>— | <br><br>GL | 1968 Schiffswerft Neptun—Ros<br>343′ 0″ 18′ 3″/21′ 5″<br>310′ 0″ 46′ 6″ 25′ 3″<br>1 dk & S dk | M ~~OSD/CSD~~ Mchy.aft | Oil 2SA<br>3300bhp<br>Gebr. Stork & Co. |
| 504806<br>DIMR<br>S04806<br>Df Esd<br>Gc Rdr<br>RTm | **ATLANTA**<br>exBonita–68<br>**Partenreederei**<br>**m.s. "Atlanta"**<br>H. Glahr & Co.<br>Bremen W. German | 888<br>423<br>1073<br>**1425**<br>991<br>1959 | <br><br>GL | 1956 J. J. Sietas Schiffsw.—Ham<br>244′ 4″ 36′ 3″ 12′ 6½″/16′ 9½″<br>232′ 8″ 36′ 1″ 19′ 4″<br>B50′ F34′ 1 dk & S dk<br>RW | M (4P) OSD/CSD Mchy.aft<br><br>G.91352 B.85612<br>2 Ha (stl) (47½′, 59′ × 21½′)<br>Der 1(20) 8(3–5) | Oil 4SA 6Cy. 426 × 660 mm<br>1350bhp<br>Klöckner-Humboldt-Deutz |
| 681480<br>GWDH<br>334240 | **ATLANTIC BRIDGE**<br><br>**Bibby Line Ltd.**<br>Bibby Bros. & Co.<br>Liverpool British<br>For later particulars see New Entries No. 6 | 44842<br>—<br>~~60800~~<br>82500 | 100A1<br>Class contemplated | Ishikawajima-Harima Hvy Ind.—<br>Aio<br>810′ 0″ (incl. BB) 47′ 8″<br>775′ 6″ 105′ 7″ 66′ 0″ | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 900 × 1550 m<br>Sulzer<br>Ishikawajima-Harima Hvy |

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| **ATLANTIC ELLEN**<br>**Atlantic Sugar Refineries**<br>**~~Co.~~ Ltd.**<br>St. John's, Nfl Canadian<br>Atlantic Deep-Sea Fishing<br>Co. Ltd. (Mgrs.) | **624**<br>317<br>295 | **✠100A1**<br>stern trawler<br>Str. nav. ice<br>**✠LMC**<br>MN300 | EL $1\frac{1}{16}$″U2 | **1967–5** G. T. Davie & Sons Ltd.—Lauzon<br>152′ 5″ 31′ 8″ 12′ 7½″<br>131′ 3″ 30′ 6″ 21′ 10″<br>B16′ 2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf 21″ BK9″ | M Stern Trawler Mchy.aft<br>2 Ho 23¼′, 36¾′<br>2 Ha (stl) (7¼′, 7½′×3¾′)<br>1W | Oil 4SA 6Cy. 400×600 mm<br>1500bhp 114t (d.o)<br>N.V. Motorenfabriek "De Industrie"<br>db 50℔ Alp<br>2×84, 80kW 440V 60c/s a.c.<br>Controllable pitch propeller 13½k |
| **ATLANTIC GAIRDNER**<br>Launched as<br>Atlantic J. H. Gairdner<br>**Atlantic Sugar Refineries**<br>**~~Co.~~ Ltd.**<br>Montreal Canadian<br>Atlantic Deep-Sea Fishing<br>Co. Ltd. (Mgrs.) | **1444**<br>983<br>960 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>MN480 | EL 1⅛″SQ | **1967**–10 Yarrows Ltd.—Vic<br>200′ 0″ 40′ 6″<br>177′ 2″ 39′ 4″ 19′ 8″<br>B&F151′ RFD92′ 1 dk<br>5BH<br>rf 43″ | M Stern Trawler Mchy.aft<br>1 Ho 89′<br>1 Ha (stl) (9½′×8′)<br>Der 1(11) 1(2) | Oil 2SA 6Cy. 500×700 mm<br>2400bhp Polar 379t (d.o)<br>Nydqvist & Holm A/B Thn<br>db 50℔<br>3×300, 300, 150kW 460V 60c/s a.c.<br>13½k |
| **ATLANTIC GENNIS**<br>**Atlantic Sugar Refineries**<br>**~~Co.~~ Ltd.**<br>Victoria Canadian<br>Atlantic Deep-Sea Fishing<br>Co. Ltd. (Mgrs.) | **1445**<br>983<br>960 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>MN480 | EL 1⅜″SQ | **1968**–1 Yarrows Ltd.—Vic<br>200′ 0″ 40′ 6″<br>177′ 2″ 39′ 4″ 19′ 8″<br>B&F151′ RFD92′ 1 dk<br>5BH<br>rf 43″ | M Stern Trawler Mchy.aft<br>1 Ho 89′<br>1 Ha (stl) (9½′×8′)<br>Der 1(11) 1(2) | Oil 2SA 6Cy. 500×700 mm<br>2400bhp 379t (d.o)<br>Nydqvist & Holm A/B Thn<br>db 50℔<br>3×300, 300, 150kW 460V 60c/s a.c.<br>15k |
| **ATLANTIC GRACE**<br>exBlue Sea II—68<br>**Atlantic Sugar Refineries**<br>**~~Co.~~ Ltd.**<br>St. John's, Nfl Canadian<br>Atlantic Deep-Sea Fishing<br>Co. Ltd. (Mgrs.) | **324**<br>103<br>— | **✠100A1**<br>trawler<br>Str. nav. ice<br>**✠LMC**<br>MN144 | EL (n) (e) | **1966**–4 Ferguson Industries Ltd.—<br>Pictou<br>129′ 11″ 26′ 10″<br>114′ 6″ 26′ 6″ 14′ 0″<br>Ba10′ F25′<br>4BH<br>rf 21″ BK 4″ WB20t | M Trawler Mchy.aft | Oil 2SA 6Cy. 310×490 mm<br>720bhp<br>Alpha-Diesel A/S Fkn<br>2×50kW 240V 60c/s a.c.<br>Controllable pitch propeller |
| **ATLANTIC HARVESTER**<br>**Karliner Fisheries Ltd.**<br>Caraquet Canadian | **265**<br>138<br>— | | | **1968** Star Shpyd (Mercers) Ltd.—<br>N. Westminster<br>101′ 3″ 28′ 3″<br>93′ 10″ 28′ 1″ 14′ 0″<br>1 dk | M Trawler | Oil 4SA 8Cy. 8⅜″×11″<br>750bhp<br>Klockner-Humboldt-Deutz Kln |
| **ATLANTIC MONARCH**<br>**Atlantic Monarch Shipping**<br>**Co. Ltd.**<br>Monrovia Liberian | **48935**<br>37817<br>103800 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN4000 | EL Tf3$\frac{13}{16}$″U2 | **1968**–1 Mitsubishi Hvy Ind. Ltd.—Nag<br>907′ 2″ (incl. BB) 126′ 7″ 45′ 0″<br>861′ 3″ 126′ 4″ 61′ 8″<br>F78′ 1 dk<br>8BH<br>rf 3″ WB22842t incl. 17028t in clean ballast tanks | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>20000shp (o.f)<br>Mitsubishi Hvy Ind. Ltd. Nag<br>2WTB 1053℔ Spt 875℔ 960° F.<br>hs19463<br>3×750, 750, 400kW 450V 60c/s a.c. |
| **ATLANTIC PEGGY**<br>**Atlantic Sugar Refineries**<br>**~~Co.~~ Ltd.**<br>St. John's, Nfl Canadian<br>Atlantic Deep-Sea Fishing<br>Co. Ltd. (Mgrs.) | **625**<br>317<br>295 | **✠100A1**<br>stern trawler<br>Str. nav. ice<br>**✠LMC**<br>MN300 | EL $1\frac{1}{16}$″U2 | **1967**–4 G. T. Davie & Sons Ltd.—Lauzon<br>152′ 5″ 31′ 9″ 12′ 7½″<br>131′ 3″ 30′ 6″ 21′ 10″<br>B16′ 2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf 21″ BK9″ | M Stern Trawler Mchy.aft<br>2 Ho 23¼′, 36¾′<br>2 Ha (stl) (7¼′, 7½′×3¾′)<br>1W | Oil 4SA 6Cy. 400×600 mm<br>1500bhp 114t (d.o)<br>N.V. Motorenfabriek "De Industrie"<br>Alp<br>2×84, 80kW 440V 60c/s a.c.<br>Controllable pitch propeller 13½k |
| **ATLANTIC REEFER**<br>Flota **Bananera Ecuatoriana**<br>**Israeli Haifa**<br>Haifa Israel | **6500**<br>—<br>5600 | **100A1**<br>Class contemplated | | Cant. Nav. Apuania—Carrara<br>456′ 0″ 58′ 6″ 24′ 11″<br>413′ 5″ 58′ 5″ 38′ 0″ | M | Oil 2SA 7Cy. 750×1320 mm<br>Fiat S.G.M. Tur |
| **ATLANTIC SKOU**<br>Ove **Skou**<br>Copenhagen Danish<br>For later particulars see New Entries No. 9 | **15761**<br>9152<br>25315 | **100A1**<br>Class contemplated | | Howaldtswerke Deutsche Werft<br>A.G.—Kel<br>613′ 2″ 75′ 0″ 34′ 7″<br>575′ 5″ 74′ 6″ 46′ 7″ | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 860×1600 mm<br>MAN<br>Howaldtswerke Deutsche Werft A.G.<br>Kel |
| **ATLANTIC SONG**<br>Rederi **A/B Soya**<br>Olaf Wallenius<br>Stockholm Swedish | T.Mk<br>**11772**<br>5983<br>15755 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>MN4140 | EL q†2⅞″U2 | **1967**–9 At. & Ch. de Dunkerque &<br>Bordeaux (France-Gironde)—Dnk<br>647′ 1″ 86′ 10″ 29′ 0¾″<br>600′ 5″ 85′11½″ 62′ 4″<br>3 dks<br>NS Coll BH to U dk, 4 to 2nd dk<br>rf nil WB6987t | M Mchy.aft<br>Stern door | Oil 2SA 9Cy. 860×1600 mm<br>20700bhp<br>Masch. Augsburg-Nürnberg Aug<br>AuxB 100℔<br>3×700kW 440V 60c/s a.c.<br>Thw. thrust contr. pitch propeller fwd |
| **ATLANTIC SPAN**<br>Rederi **A/B Transatlantic**<br>Per Carlsson<br>Gothenburg Swedish | T.Mk<br>**11955**<br>6224<br>16370 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>MN4140 | K†$3\frac{1}{16}$″U2 | **1967**–8 Rheinstahl Nordseewerke—<br>Emd<br>646′ 7″ 86′ 11″ 28′ 1½″<br>600′ 5″ 86′ 8″ 63′ 4″<br>3 dks<br>NS Coll BH to U dk, 4 to 2nd dk<br>rf nil WB6387t | M Mchy.aft<br>Stern door<br>G.1885188 B.1597860<br>2 Ha (stl) (42¼′×18½′) (42¼′×27½′) | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W 2750t (hvf)<br>Frd. Krupp Masch. Abt Dieselmotoren<br>Essen<br>2AuxB 114℔ (1 o.f 1 ex.g)<br>3×1120, 1120, 560kW 450V 60c/s a.c.<br>Thw. thrust propeller fwd 21½k |
| **ATLAS**<br>**Berngings & Dykeri A/B**<br>**Neptun**<br>Stockholm Swedish<br>For later particulars see New Entries No. 6 | **250**<br>67<br>— | **100A1**<br>tug<br>for restricted service<br>Class contemplated | | A/B Åsl-Verken—Åmål<br>98′ 5″ 28′ 2″ 11′ 10″<br>89′ 3″ 27′ 7″ 15′ 9″ | M Tug | Oil 2SA 9Cy. 340×570 mm<br>Nydqvist & Holm A/B Thn |

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| 641605<br>SIMD<br>10518<br>Esd Pfd<br>Rdr RT | **ATLAS**<br>exSagoland–67<br>**Georg B. Alexandersson**<br>**Partrederi**<br>Öckerö Swedish | 119<br>42<br>— | | 1964 J. W. Berg Varv. & Mek.—Hälsö<br>90' 6" 22' 8" 10' 5"<br>87' 9" 22' 7" 11' 11"<br>1 dk | Wood M Fishing Mchy.aft | Oil 4SA 7Cy. 260×400 mm<br><br>A/B Jönköpings Motfb. |
| 661750<br>EFHI<br><br>Df Esd<br>Gc Rdr<br>RT | **ATOCHA**<br><br>**Pesqueras Pasajes S.A.**<br>San Sebastian Spanish | 1272<br>857<br>— | ✠100A1<br>stern trawler<br>Str. nav. ice<br>✠LMC<br>MN400 EL I†1 1/16"U2 | 1967–6 Ast. Luzuriaga S.A.—Pjs<br>232' 5" 38' 10" 16' 4½"<br>200' 2" 38' 8½" 26' 7"<br>B12' RFD43' 2 dks<br>RW 2BH to U dk 4 to 2nd dk<br>rf 15" | M Stern Trawler<br>2 Ho 67', 45½'<br><br>8 Ha (stl) (3'×3') (9½', 9½', 7½', 7½'×6')<br>(3½', 3½'×3') (4'×4')<br>Der 2(2) | Oil 4SA 8Cy. 390×680 mm<br>2000bhp<br>Naval-Stork-Werkspoor<br>3×200, 200, 200kW 440V 60c |
| 681345 | **ATRIA**<br><br>**Imextracom Etablissement**<br>Texim<br>Bourgas Bulgarian | 6500<br>—<br>12700 | 100A1<br>Class contemplated | Brodogradiliste "Uljanik"—Pla<br>472' 4" 64' 7" 29' 1"<br>434' 1" 64' 5" 39' 5" | M Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>B&W<br>Brodogradiliste "Uljanik" |
| | **Now PETKO R. SLAVEYKOV** See New Entries No. 6 | | | | | |
| 681319 | **ATROMITOS**<br><br>**Greek Royal Navy**<br>Greek | 220<br>—<br>— | 100A1<br>tug<br>Class contemplated | Hellenic Shipyards—<br>Skaramanga<br>98' 5" 26' 9" 11' 11"<br>90' 3" 25' 11" 13' 2" | M Tug Mchy.aft | Oil 4SA 8Cy. 300×450 mm<br><br>Masch. Augsburg-Nürnbe |
| | For later particulars see New Entries No. 12 | | | | | |
| 507854<br>DIIV<br><br>Df Esd<br>Gc Rdr<br>RTv | **AUGUST PETERS**<br>exCongo–68<br>**H. Peters**<br>Hamburg W. German | 3866<br>2144<br>5767 | GL | 1955 Orenstein-Koppel & Lbcr. Masch.<br>—Lbc<br>349' 3" 48' 8" 23' 10"<br>323' 2" 48' 6" 29' 6"<br>P37' F36' 2 dks<br>RW<br>rf 4" | M (2P)<br>4 Ho 55', 80½', 50½', 45½'<br>G.270238 B.245764<br>4 Ha (32½', 48½', 32½'. 32½'×20½')<br>10W Der 1(50) 2(10) 8(5) | Oil 2SA 9Cy. 520×900 mm<br>2700bhp<br>Masch. Augsburg-Nürnbe<br>3×144kW 400V 50c/s a.c. |
| 681553<br>VJKU<br>332239<br>Esd Gc<br>Rdr RT | **AUSTRAL TIDE**<br><br>**Tidewater Port Jackson**<br>**Marine Pty. Ltd.**<br>Sydney British | 663<br>273<br>700 | AB | 1968 A. B. Rea Shipbuilding Pty Ltd.—<br>N.S.W<br>166' 5" 39' 4" 11' 6"<br>154' 2" 38' 0" 13' 6"<br>1 dk | TM Tender Mchy.aft | 2 Oil 2SA each 12Cy. 6½"×<br>850bhp<br>Caterpillar Tractor Co. |
| 533135<br>JXAL<br><br>Df Esd<br>Rdr<br>RTm | **AVANT**<br>exSkive–68<br>**Lorentz Storesund & Sønner**<br>**& Farnes & Tangen**<br>Lorentz Storesund & Sønner<br>Haugesund Norwegian | 1036 ~~1110~~<br>615 ~~578~~<br>1488 | ✠100A1 SS 2/66<br>Ice Class 3<br>✠LMC<br><br>MN250 EL m 1¼"SQ | 1962–3 N.V. Scheeps. v.d. Werf—Deest<br>220' 9" 34' 11" 14' 7½"<br>202' 8" 34' 9½" 15' 1"<br>Q147' F28' 1 dk<br>3BH<br>rf 4" WB275t | M Mchy.aft<br>1 Ho 133½'<br>G.73000 B.68000<br>2 Ha (25½', 54½' comb.×20')<br>Der 1(15) 6(5) | Oil 4SA 6Cy. 385×580 mm<br>125bhp<br>Masch. Kiel A.G.<br>3×48kW 440V 60c/s a.c. |
| 681114 | **AVELINA**<br><br>**Naviera Toro y Betolaza**<br>**S.A.**<br>Bilbao Spanish | 373<br>—<br>533 | 100A1<br>Class contemplated | Ast. de Murueta S.A.—Murueta<br>148' 4" 25' 1" 11' 1"<br>131' 3" 24' 11" 12' 1" | M Mchy.aft | Oil 1SA 8Cy. 160×180 m<br><br>Masch. Augsburg-Nürnb |
| | For later particulars see New Entries No. 4 | | | | | |
| 525024<br>ZCVN<br>186544<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AVIS ORNIS**<br>exNew York City–68<br>**Leopard Shipping Co. Ltd.**<br>Gibraltar British | 5403<br>3052<br>8500 | ✠100A1 SS 3/68<br><br>✠LMC<br><br>MN828 EL b†2 1/16"SQ | 1956–1 J. Readhead & Sons Ltd.—Shl<br>449' 4" 58' 0" 25' 0"<br>425' 0" 57' 9" 38' 0"<br>F85' 1 dk & S dk, 3rd dk in Nos. 1 & 5 holds<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 3" WB3086t incl. DTm900t DTa880t | S (5P) OSD<br>4 Ho 51½', 86½', 45'DT, 30'DT, 45', 60'<br>G.576800 B.512550<br>5 Ha (24½', 50', 15', 40' comb.,<br>22½'×22')<br>14W Der 2(12) 2(10) 10(5) | T 3Cy. 27" 45" & 76"×48"<br>hydraulic coupling & d<br>4600ihp<br>J. Readhead & Sons Ltd.<br>3 SB 220lb Spf hs13698<br>2×35kW 220V d.c. |
| 672079<br>GYCK<br>305455<br>Df Esd<br>Gc Rdr<br>RTm/v | **AVONFIELD**<br>exBjörn Stange–67<br>**Northern Petroleum &**<br>**Bulk Freighters Ltd.**<br>Hunting & Son Ltd.<br>Newcastle British | 13195<br>8391<br>19270 | | 1967 Brodogradiliste "Uljanik"—Pla<br>564' 4" 73' 11" 28' 8½"<br>538' 1" 73' 10" 41' 4"<br>P&B128' F64' 1 dk<br>RW<br>rf 4" | M Bulk Carrier Mchy.aft<br>6 Ho each 65½'<br>G.1008922 B.889817<br>6 Ha (stl) (each 42'×38½')<br>12W Der 12(8) | Oil 2SA 6Cy. 740×1600 m<br>7500bhp B&W<br>Brodogradiliste "Uljanik"<br>3×375kW 440V 60c/s a.c. |
| | For later particulars see New Entries No. 2 | | | | | |
| 672074<br>SKOR<br>10870<br>Df Esd<br>Rdr<br>RTv | **AXEL**<br><br>**Göteborgs Bogserings &**<br>**Bärgnings A/B**<br>Gothenburg Swedish | 220<br>—<br>— | ✠100A1<br>tug<br>Ice Class 1<br>✠LMC<br>MN492 EL (c) | 1967–9 Cochrane & Sons Ltd.—Sel<br>96' 10" 29' 6"<br>85' 1" 27' 9" 15' 0"<br>3BH<br><br>rf 12" BK3" WB34t | M Firefighting Tug | Oil 4SA 9Cy. 12½"×14½"<br>2460bhp<br>Ruston & Hornsby<br>2×75, 50kW 220V d.c.<br>Controllable pitch propel |
| 681149<br>JEHC<br>103454<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZUMA MARU No. 33**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 315<br>166<br>— | | 1967 Kanasashi Zosensho—Shimizu<br>161' 0" 26' 7" 10' 11"<br>142' 8" 26' 6" 12' 1"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>1100bhp<br>Niigata Eng. Co. Ltd. |
| 681150<br>JEHE<br>103455<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZUMA MARU No. 35**<br><br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 315<br>166<br>— | | 1967 Kanasashi Zosensho—Shimizu<br>161' 0" 26' 7" 10' 11"<br>142' 8" 26' 6" 12' 1"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>1100bhp<br>Niigata Eng. Co. Ltd. |

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| **AZZAHRA**<br>**Dilmun Nav. Co. Ltd.**<br>London British | 488<br>252<br>— | 100A1 SS 6/66<br>oil tanker<br>LMC<br>MN132 EL j | 1962 N.V. Nieuwe Noord Ned. Schps.<br>—Gro<br>195' 11" 29' 6" 11' 4"<br>177' 7" 28' 10" 12' 2"<br>P49' RFD30' Trunk104' 1 dk<br>9BH<br>rf 4" WB108t incl. DTf68t | M Tanker Mchy.aft<br>6 Ta<br>L.2124 | Oil 4SA 8Cy. 320×450 mm<br>660bhp 40t-1½pd<br>Klöckner-Humboldt-Deutz Kln<br>4×12, 7, 7, 7kW 110V d.c. 10k |
| **B.P. 37**<br>exBP Olex 37–64<br>**BP Benzin-und Petroleum A.G.**<br>Hamburg W. German | 100<br>51<br>— | GL | 1960 Ernst Menzer Werft—Geesthacht<br>99' 11" 18' 5"<br>18' 3" 7' 6" | M Tanker Mchy.aft | Oil 4SA 8Cy. 140×180 mm<br>200bhp<br>Suddtsch. Bremen A.G. Munich |
| **B.P. ENTERPRISE**<br>~~**B.P. Tanker Australia Pty. Ltd.**~~ **B. P. Tanker Co. Ltd.**<br>~~ssociated Steamships Pty. Ltd.~~<br>Newcastle, N.S.W. British | 13130<br>7550<br>19890 | 100A1<br>oil tanker<br>Class contemplated | N.S.W Govt. E. & S.B.—<br>N.S.W.<br>560' 8" 73' 8"<br>531' 0" 73' 6" 39' 4" | M Tanker Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Commonwth Gov. E. Works Mel |
| **BSL 6**<br>**Black Star State Shipping Corporation**<br>Ghanaian | —<br>—<br>— | ✠ | 1967 Schps. De Toekomst N.V.—<br>Boom<br>30' 2" 9' 10" 2' 8¾"<br>... ... ... | M Tug | Oil 4SA 4Cy. 135×160 mm<br>Klöckner-Humboldt-Deutz Kln |
| **BSL. 7**<br>**Black Star State Shipping Corporation**<br>Ghanaian | —<br>—<br>— | ✠ | 1967 Schps. De Toekomst N.V.—<br>Boom<br>30' 2" 9' 10" 2' 8¾"<br>... ... ... | M Tug | Oil 4SA 4Cy. 135×160 mm<br>Klöckner-Humboldt-Deutz Kln |
| **BAALBECK**<br>exSamos–68<br>**ssociated Levant Lines Ltd. (S.A.R.L.)**<br>Beirut Lebanese | ~~1846~~ 1797<br>~~968~~ 978<br>~~2575~~ 2575 | BV | 1948 Helsingörs Jernsk. & Msk.—Hsg<br>331' 3" 43' 5" 18' 4"<br>43' 3"<br>F65' 1 dk & S dk<br>rf 3" | M Ref OSD<br>4 Ho 47', 69', 51½', 46'<br>G.165700 B.153900 In.31550<br>4 Ha (21½'×16') (39½', 29¼'×17¼') (20½'×15¼')<br>8W Der 1(10) 8(3) | Oil 2SA 8Cy. 500×900 mm<br>3200bhp B&W 340t(hvf)<br>Helsingörs Jernsk. & Msk. Hsg<br>3×100, 80, 80kW 220V d.c. 13½k |
| **BAIKONUR**<br>**U.S.S.R.**<br>Russian | 4689<br>2353<br>6000 | | 1967 Stocznia Gdanska—Gdk<br>406' 5" 55' 11" 27' 9"<br>55' 9" 23' 0" | M<br>4 Ho<br>G.267000<br>4 Ha (41½'×26½', 29½', 29½', 29½')<br>9W Der 1(15) 8(10) | Oil 2SA 5Cy. 620×1400 mm<br>5450bhp B&W<br>H. Cegielski Poz<br>16k |
| **BAILEY B.**<br>exMobile–67<br>**Bailey Barge Line Inc.**<br>New Orleans United States | 232<br>106<br>— | | 1953 A. V. Walker Shpyd—Pascagoula<br>77·9' 30' 2"<br>79' 0" 30' 0" 10' 0"<br>1 dk | TM | 2 Oil 2SA each 4Cy. 8½"×10"<br>1176bhp (d.o)<br>Fairbanks, Morse & Co. Beloit<br>2×100kW 110/220V 60c/s a.c. |
| **BALMORAL**<br>exBorde–68<br>**Balmoral Shipping Corp.**<br>Monrovia Liberian | 3192<br>1789<br>4550 | ✠100A1 SS 9/65<br>✠LMC<br>MN261 EL u 1¾"SQ | 1953–7 S. P. Austin & Son Ltd.—Sld<br>344' 0" 46' 3" 20' 0½"<br>325' 6" 46' 0" 22' 4"<br>Q205' Ba64' F28' 1 dk<br>RW NS 6BH<br>rf 3" WB1604t incl. DTa45t DTsm335t | S Mchy.aft<br>4 Ho 44', 60', 56', 49'<br>G.221500<br>4 Ha (stl) (28'×25') (30¼', 34¼', 34¼'×30')<br>8W Der 8(3) | T 3Cy. 19" 31" & 54"×39"<br>1450ihp 332½t (o.f)<br>N.E. Marine Eng. Co. (1938) Ltd. Sld<br>2 SB 220lb Spt hs(4862) 6cf<br>~~2×60kW 220V d.c.~~ 10½k<br>**3×60, 60, 15kW 220V d.c.** |
| **BALTIJSKIJ 12**<br>**U.S.S.R.**<br>Russian | 1865<br>936<br>— | | 1965 ....................Russia<br>1 dk | M Mchy.aft | Oil |
| **BALTIMORE**<br>exMarine Cardinal–65<br>**Sea-Land Service Inc.**<br>Wilmington, Del United States | ~~12420~~ 11389<br>~~8556~~ 7848<br>— 10020 | AB | 1945 Kaiser Co. Inc.—Vcr, Wash<br>520' 0" 71' 8" ~~26' 0⅞"~~30' 0⅞"<br>496' 7" 71' 6" 43' 6"<br>P143' F144' 4 dks<br>rf nil | S Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9900shp 2065t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>17k |
| **BAMBI**<br>exBañaderos–68<br>exWindward Islands–64<br>**Sigurd Haavik A/S**<br>Haugesund Norwegian | 2269<br>1026<br>2700 | ~~✠100A1~~ ~~SS 12/66~~<br>~~Str. nav. ice~~<br>~~✠LMC~~<br>~~✠Lloyd's RMC~~<br>~~MN720~~ ~~EL u 2"~~<br>✠Class **WITHDRAWN** at Owners' request 2/69 | 1953–4 Eriksbergs M/V A/B—Got<br>341' 10" 47' 1" 20' 0½"<br>315' 10" 46' 11" 29' 3"<br>F44' 1 dk & S dk, Platform dk in Nos. 1 & 2 holds<br>Coll BH to U dk 5 to 2nd dk<br>WB927t incl. Tunnel tanks 531t | M Ref OSD<br>B.114925 In.114925<br>8W | Oil 2SA 7Cy. 620×1150 mm<br>3600bhp B&W 706t<br>Eriksbergs M/V A/B Got<br>16½k |
| **BANCO**<br>**Beagle Shipping Ltd.**<br>London British | 544<br>273<br>772 | ✠100A1<br>oil tanker<br>FP above 150° F.—U.K. service & between River Elbe & Brest<br>MN132 EL i | 1967–5 J. Bolson & Son Ltd.—Poo<br>176' 3" 34' 1" 9' 5½"<br>166' 9" 33' 0" 11' 7"<br>Trunk 88' 1 dk<br>6BH<br>rf nil WB311t | M Tanker Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>660bhp<br>Klöckner-Humboldt-Deutz Kln<br>wtdb 160lb<br>2×35kW 110V d.c. |

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| 680959 | **BANDIM**<br><br>**Sacor Maritima Ltda.**<br>Lisbon Portuguese | ~~3000~~ 1844<br>— 905<br>~~1772~~ 1841 | | **1967** Est. Nav. de Viana do Castelo—<br>Viana do Castelo<br>271′ 4″ 15′ 3″<br>250′ 11″ 43′ 7″ 17′ 11″<br>1 dk | M Liquefied Gas Carrier Ref<br>Mchy.aft | Oil 4SA 8Cy. 400×600 mm<br>2140bhp<br>Masch. Augsburg Nürnbe |
| 681346 | **BANJA LUKA**<br><br>**Atlantska Plovidba**<br>Dubrovnik Yugoslav<br>For later particulars see New Entries No. 6 | **16500**<br>—<br>25000 | **100A1**<br>Class contemplated | Italcantieri S.p.A.—Mfl<br>624′ 11″ 75′ 0″ 34′ 6″<br>581′ 5″ 74′ 10″ 45′ 11″ | M Bulk Carrier Mchy.aft<br>7 Ho 49½′, 79′ 49½, 49½′ 49½′ 79′ 55½′<br>G. 1212784<br>7 Ha (stl) (32½′, 50½′, 32½′ 32½′, 32½′, 50½′, 32½′×36′)<br>14W | Oil 2SA 8Cy. 750×1320 m<br><br>C.R.D. Adriatico |
| 529735<br>YTAB<br><br>Df Esd<br>Gc Rdr<br>RTv | **BAR**<br>exRoald Amundsen–68<br>**Prekookeanska Plovidba**<br>Bar Yugoslav | **8776**<br>5071<br>12900 | <br><br>NV | **1956** Forges & Ch. de la Médit.—La<br>Seyne<br>475′ 2″ 61′ 8″ 30′ 0½″<br>441′ 11″ 39′ 6″<br>P35′ F37′ 2 dks<br>RW | M (6P) CSD<br>5 Ho 56½′, 65½′, 71½′, 61′, 72½′<br>5 TwD 57½′, 66′, 65½′, 69½′, 59½′<br>G.620661 B.585281<br>5 Ha (stl) (29′, 39½′, 39½′, 39½′, 29½′×26′)<br>16W Der 1(30) 1(10) 16(5) | Oil 2SA 8Cy. 720×1250 m<br>5600bhp Sulzer<br>Forges & Ch. de la Médit.<br>4×205, 205, 205, 50kW 220 |
| 671847<br>YTTA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARANJA**<br><br>**Atlantska Plovidba**<br>Dubrovnik Yugoslav | **16019**<br>11791<br>25674 | ✠100A1<br>strengthened for ore<br>cargoes<br>Ice Class 3<br>✠LMC<br>MN2400 EL G†2$\frac{11}{16}$"U2<br>RI | **1967**–10 C.R.D. Adriatico—San Marco<br>624′ 11″ 75′ 0″ 34′ 6″<br>580′ 8″ 74′ 10″ 45′ 11″<br>P68′ F113′ 1 dk<br>RW NS 11BH<br>rf nil WB10604t incl. Comb. btm & side tanks in holds 4337t Topside tanks in holds 5083t TwDf228t | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 750×1320 m<br>12000bhp Fiat<br>C.R.D. Adriatico<br>AuxB 100lb<br>3×250kW 450V 60c/s a.c. |
| 630513<br>DICB<br><br>Df Esd<br>Gc Pfd<br>Rdr | **BÄRBEL BOLTEN**<br><br>**Aug. Bolten Wm. Miller's**<br>**Nachfolger**<br>Hamburg W. German | T.Mk ~~999~~ 998<br>669<br>~~2064~~ 2100 | <br><br>GL | **1967** Schlichting Werft—<br>Travemünde<br>284′ 7″ (incl. BB) 48′ 5″ 14′ 11″<br>259′ 0″ 47′ 10″ 24′ 9½″<br>F28′ 1 dk & S dk | M ~~OSD~~ Mchy.aft<br><br>G.190000 B.175000 | Oil 4SA 6Cy. 450×550 m<br>2500bhp<br>Atlas-Mak Masch. |
| 503628<br>SJAO<br>10331<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BARKAND**<br>exBarbara–68<br>**And. Smith Rederi A/B**<br>Stockholm Swedish | **14782**<br>9062<br>~~22300~~<br>24125 | ✠100A1 SS 2/67<br>strengthened for heavy<br>cargoes<br>✠LMC<br>MN1500 EL J†2½"SQ | **1962**–10 Sir J. Laing & Sons Ltd.—Sld<br>566′ 2″ 73′ 4″ 32′ 1½″<br>538′ 3″ 73′ 0″ 45′ 2″<br>P109′ F46′ 1 dk<br>NS 9BH<br>rf 4″ WB8669t incl. Topside tanks in holds 4228t | M Bulk Carrier (2P) Mchy.aft<br>7 Ho 52′, 55′, 60′, 60′, 60′, 60′, 62′<br>G.1137300 B.987150<br>7 Ha (stl) (29′×20′) (36′×34′)<br>(38′, 38′, 38′, 38′, 36′×36′)<br>Der 2(1½) | Oil 2SA 6Cy. 760×1500 m<br>7500bhp Götaverken<br>N.E. Mar. Eng. Co. Ltd.<br>AuxB 100lb<br>3×200kW 440V 60c/s a.c |
| 671930<br>GXQH<br>181369<br>Df Esd<br>Gc Rdr<br>RTm/v | **BARON FORBES**<br><br>**H. Hogarth & Sons Ltd.**<br>Scottish Ship Management Ltd.<br>Ardrossan British | **12649**<br>6925<br>19861 | ✠100A1<br>strengthened for ore<br>cargoes, Nos. 2 & 5 holds<br>may be empty<br>✠LMC<br>MN1920 EL D†2$\frac{7}{16}$"U2 | **1967**–10 Haugesund M/V A/S—Hgs<br>530′ 0″ 71′ 3″ 31′ 9½″<br>501′ 1″ 71′ 0½″ 42′ 4″<br>P85′ F47′ 1 dk<br>NS 9BH<br>rf nil WB7439t incl. Comb btm & side tanks in holds 3176t Topside tanks in holds 3130t and DTf496t | M Bulk Carrier Mchy.aft<br>6 Ho each 62′<br>G.859595<br>1 Ha (stl) (43½′×38½′)<br>5 Ha (stl) (each 44½′×38½′)<br>Cr 6(8) Der 2(3) | Oil 2SA 6Cy. 760×1550 m<br>9600bhp Sulzer<br>Marinens Hovedverft<br>AuxB100lb<br>3×364kW 450V 60c/s a.c |
| 681151 | **BARRAD CREST**<br><br>**Barrad Shipping Company**<br>Beirut Lebanese | T.Mk<br>**1528**<br>790<br>2700 | **100A1**<br>Class contemplated<br><br>✠**Lloyd's RMC** | At. & Ch. de La Rochelle-Pallice<br>—LaR-P<br>284′ 5″<br>252′ 7″ | M Ref | Oil 4SA 12Cy. 400×500 m<br><br>Klöckner-Humboldt-Deu |
| 680831<br><br>5157 | **BARRAD WAVES**<br><br>**Barrad Shipping Company**<br>Beirut Lebanese<br>Name should be **BARRAD WAVE** See New Entries No. 5 | **T.Mk**<br>**1525**<br>716<br>2700 | **100A1**<br>Class contemplated | At. & Ch. de La Rochelle-Pallice<br>—LaR-P<br>284′ 4″<br>252′ 7″ 44′ 7″ | M Ref Mchy.aft | Oil 4SA 12Cy. 400×500 m<br><br>Klöckner-Humboldt-Deu |
| 681287<br>JXEU<br><br>Esd Gc<br>Rdr | **BASTØ III**<br><br>**A/S Alpha**<br>Moss Norwegian | T.Mk<br>**1246**<br>374<br>— | <br>197′ 6″<br>NV | **1968** A/S Ankerløkken Verft—Florö<br>~~215′ 2″~~ 43′ 8″ ~~11′ 2″~~ 11′ 2½″<br>189′ 9″ 42′ 7½″ 33′ 1″<br>2 Dks | M Ferry | Oil 4SA 5Cy. 360×600 m<br>1300bhp<br>Sulzer Bros. Ltd.<br>Controllable pitch propel |
| 630514<br><br><br>RT | **BATIA**<br><br>**Suez Canal Authority**<br>Egyptian (U.A.R.) | **110**<br>—<br>— | | **1967** Timsah S.B. Co.—Ismailia<br>98′ 5″ 7′ 0½″<br>89′ 0″ 28′ 3″ 11′ 5″<br>1 dk | TM Tug | 2 Oil 4SA each 8Cy. 270<br>1600bhp<br>Klöckner-Humboldt-Deu<br>Directional propellers |
| 680515<br><br><br>Df Esd<br>Gc Rdr<br>RTv | **BAYERNSTEIN**<br><br>**Norddeutscher Lloyd**<br>Bremen W. German<br>For later particulars see New Entries No. 4 | **10488**<br>6348<br>12680 | | **1967** Bremer Vulkan—Vgk<br>533′ 2″ 74′ 2″ 32′ 9½″<br>503′ 8″ 73′ 10″ 43′ 8″<br>B98′ F66′ 3 dks | M (12P) Ref CSD<br>6 Ho 70½′, 67½′, 73½′, 76′, 70½′, 62½′<br>G.738509 B.677909 In.26677<br><br>14W Cr 5(5) Der 1(80) 4(15) 6(10) 4(5) | Oil 2SA 8Cy. 860×1600 m<br>18400bhp MAN<br>Bremer Vulkan<br>3×550kW 440V 60c/s a.c |
| 520590<br><br><br>Df Esd<br>Gc Rdr | ~~BEITTEDINE~~ **BEITEDDINE**<br>exLemnos–68<br>**Associated Levant Lines**<br>**Ltd. (S.A.R.L.)**<br>Beirut Lebanese | **1847**<br>961<br>2535 | <br><br>BV | **1949** Helsingörs Jernsk. & Msk.—Hsg<br>331′ 0″ 43′ 5″ 18′ 4″<br>43′ 3″<br>F74′ 1 dk & S dk<br>rf 3″ | M (12P) Ref OSD<br>4 Ho 47′, 69′, 51½′, 46′<br>G.165700 B.153900 In.31550<br>4 Ha (21½′×16′) (31½′, 29½′×17½′)<br>(20½′×15½′)<br>8W Der 1(10) 8(3) | Oil 2SA 8Cy. 500×900 m<br>3200bhp B&W<br>Helsingörs Jernsk. & M<br>3×580, 580, 100kW 220 |

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| **BEKAA**<br>exRhodos–68<br>**Associated Levant Lines Ltd. (S.A.R.L.)**<br>Beirut Lebanese | 1852<br>~~971~~ 1237<br>2560 | BV | **1948** Helsingörs Jernsk. & Msk.—Hsg<br>331′ 3″ 43′ 5″ 18′ 4″<br>43′ 3″<br>F65′ 1 dk & S dk<br>rf 3″ | M (12P) Ref OSD<br>4 Ho 47′, 69′, 51½′, 46′<br>G.165700 B.153900 In.31550<br>4 Ha (21½′×16½′) (31½′, 29¼′×17¼′) (20½′×15′)<br>8W Der 1(10) 8(3) | Oil 2SA 8Cy. 500×900 mm<br>2650bhp B&W 340t (d.o)<br>Helsingörs Jernsk. & Msk. Hsg<br>3×100, 80, 80kW 220V d.c. 13½k |
| **BELASITZA**<br>**Navigation Maritime Bulgare**<br>~~Bulgarian United Co. of Shipbuilding & Shipping~~<br>Varna Bulgarian | 6071<br>3174<br>9394 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN770 EL z1$\frac{11}{16}$″U2 | **1967–6** Hakodate Dock Co. Ltd.—Hak<br>413′ 5″ 57′ 11″ 24′ 7¼″<br>387′ 2″ 57′ 8½″ 33′ 6″<br>F40′ 1 dk<br>RW NS 6BH<br>rf 4″ WB3201t incl. Comb. btm & side tanks in holds 1879t<br>Topside tanks in holds 674t | M Mchy.aft<br>4 Ho 65½′, 69′, 69′, 69′<br>G. 419389<br>4 Ha (39¼′×25′) (44¼′, 44¼, 44¼′,×30′) | Oil 2SA 5Cy. 500×1100 mm<br>3850bhp B&W 540t (o.f)<br>Mitsui Zosen Tmn<br>AuxB71℔<br>2×170kW 390V 50c/s a.c. 13k |
| **BELBLUE**<br>**Belships Company Ltd. Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian | ~~11500~~ 11362<br>~~6600~~ 6677<br>— | NV | **1968** Bremer Vulkan—Vgk<br>530′ 2″ 67′ 10″<br>500′ 1″ 67′ 6″ 40′ 0″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 700×1200 mm<br>8400bhp MAN<br>Bremer Vulkan Vgn |
| **BELL VICTOR** T.Mk<br>**Partenreederei m.s. "Bell Victor"**<br>Gerd Ritscher<br>Hamburg W. German | 499<br>329<br>1150 | | **1967** J. J. Sietas Schiffsw.—Ham<br>245′ 0″ 12′ 2″<br>220′ 0″ 43′ 0″ 19′ 0″<br>P49′ F33′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho<br>G.90800. B81700<br>1 Ha (stl) (144¾′×26¼′) | Oil 4SA 8Cy. 320×450 mm<br>1500bhp 89t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×60kW 380V 50c/s a.c. 13k |
| **BELLAVISTA**<br>**Autoridad Portuaria del Callao**<br>Callao Peruvian | 132<br>—<br>— | GL | **1968** Atlas-Mak Masch.—Bmn<br>96′ 6″ 23′ 7″<br>85′ 4″ 22′11½″ 8′ 10″<br>1 dk | M Tug | Oil 4SA 6Cy. 320×450 mm<br>850bhp<br>Atlas-Mak Masch. Kel |
| **BELLE AMIE**<br>exPrins Axel–68 exHelga<br>**Sören Pettersson**<br>Gothenburg Swedish | ~~121~~ 112<br>~~63~~ 56<br>155 | BV | **1915** ....................Vla<br>88′ 8″ 20′ 7″<br>20′ 5″<br>1 dk<br>R | M Mchy.aft<br>1 Ho 39¼′<br>2 Ha (27¼′×11¾′) (5′×6½′)<br>Der 1(1) | Oil 2SA 2Cy. 350×410 mm<br>170bhp NE56 (d.o)<br>Jönköpings M/V Jönköping<br>Controllable pitch propeller |
| **BELLE-ILE**<br>Now **OUESSANT** (No. **680734**) in the Register | | | | | |
| **BELOCEAN**<br>**Belships Company Ltd. Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian | ~~11600~~ 11344<br>~~5980~~ 6700<br>17800 | | **1968** A/S Fredriksstad M/V—Fks<br>543′ 8″ 67′ 6″ 30′ 5¼″<br>500′ 0″ 67′ 7″ 40′ 0″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1500 mm<br>7500bhp Götaverken<br>A/S Fredriksstad M/V Fks |
| **BENALLIGIN**<br>exCity of Khartoum–68<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>6988<br>3668<br>10690<br>9868<br>5618<br>11700 | **BS✱** TD 6/68 ~~SS 1/68~~<br>with freeboard<br>**MBS✱**<br>MN1360 CT10027 C41 | **1946–1** Barclay, Curle & Co. Ltd.—Gls<br>497′ 6″ 64′ 3″ ~~29′ 10″ — /29′ 10″~~<br>465′ 6″ 64′ 0″ 42′ 8″ 28′ 0⅛″/29′ 10″<br>P38′ F33′ 3 dks<br>RW 8BH<br>rf 3″ WB2634t incl. DT726t | M<br>5 Ho 51¾′, 56½′, 85¼′, —′ DT, 66′, 64½′<br>G.699685 B.632650<br>6 Ha (20¼′×16′) (33¾′, 52¼′, 10′, 35¾′, 27½′×21′)<br>18W Der 1(50) 1(20) 1(15) 3(12) 10(10) 2(6½) 4(5) | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford 1854t (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>~~db 100℔~~ AuxB 100℔<br>3×175kW 220V d.c. 14½k |
| **BENARKLE**<br>exCity of Poona–68<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>6988<br>3668<br>10720<br>9868<br>5618<br>11956 | ✠100A1 SS 9/66<br>with fbd DTm—oil FP above 150° F.<br>✠LMC<br>EL e† | **1946–7** Swan, Hunter & Wghm Rchdsn —Nwc<br>497′ 6″ 64′ 2″ ~~29′ 9¾″ — /28′ 9¾″~~<br>465′ 0″ 64′ 0″ 42′ 8″ 28′ 0½″/29′ 9¾″<br>P39′ F40′ 2 dks, 3rd dk except in No. 1 hold<br>RW 7 divisional WTBH in upr ′tween dks Coll BH to U dk 7 to 2nd dk<br>rf 3″ WB2687t incl. Tunnel tank 209t DTm726t DTf226t | M<br>6 Ho 51¾′, 56½′, 85¼′, 35¾′, 66′, 64½′<br>G.693260 B.630660<br>6 Ha (20¼′×16′) (33¾′, 52¼′, 10′, 53¾′, 27½′×21′)<br>18W Der 1(50) 1(20) 1(15) 3(12) 10(10) 8(7) | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford 1810t (hvf)<br>Swan, Hunter & Wghm Rchdsn Nwc<br>AuxB 100℔<br>3×175kW 220V d.c. 14½k |
| **BENCRUACHAN**<br>**The Ben Line Steamers Ltd.**<br>~~Wm. Thompson & Co.~~<br>Leith British<br>Wm. Thomson & Co. (Mgrs.)<br>For later particulars see New Entries No. **12** | 12000<br>6500<br>13100 | **100A1**<br>Class contemplated<br>✠**Lloyd's RMC** | Upper Clyde Shipbuilders Ltd. (Scotstoun Div.)—Scotstoun<br>541′ 10″ (incl. BB) 77′ 5″ 33′ 4″<br>521′ 6″ 77′ 4½″ 43′ 6″ | S Ref<br>In.12030 | 2 S Turb dr geared to sc. shaft<br>(o.f)<br>Wallsend Slpwy & E. Co. Wal |
| **BENEDIN**<br>exCity of Winnipeg–68<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | 7716<br>4020<br>10795 | ✠100A1 SS 6/66<br>DTsf&a—oil FP above 150° F. or vegetable oil or latex<br>✠LMC<br>MN1600 EL f†2¼″SQ | **1956–3** Caledon S.B. & E. Co. Ltd.—Dun<br>507′ 3″ 65′ 9″ 28′ 4″<br>470′ 0″ 65′ 6″ 42′ 0″<br>P33′ F38′ 1 dk & S dk, 3rd dk clear of mchy. space<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 6″ DK fwd WB3060t incl. DTa853t DTf835t | M (4P) OSD<br>5 Ho 51¾′, 46¼′, 97½′, 42½ , 72½′<br>G.684802 B.630802<br>5 Ha (stl) (22½′×18′) (50′, 49′, 42¾′, 30′×23′)<br>16W Der 1(70) 2(12) 6(10) 4(7) 4(5) | Oil 2SA 6Cy. 750×2500 mm<br>8000bhp Doxford 1549t (hvf)<br>Wallsend Slpwy & E. Co. Ltd. Wal<br>2AuxB 100℔<br>3×320, 240, 240kW 220V d.c. 15½k |

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| 681483 | **BENGUELA**<br>**South West Africa Administration, Marine Research Laboratory**<br>Walvis Bay S. African | 480<br>280<br>150 | 100A1<br>fishing vessel<br>Class contemplated | Barens S.B. & Eng. Corp. Ltd.—Drb<br>145' 0"<br>133' 0" 31' 0" | M Fishery Research Ship | 2 Oil 2SA each 6Cy.<br>geared to sc. shaft<br>B&W<br>Alpha-Diesel A/S |
| 681320 | **BENIMAR**<br>**Naviera de Exportación Agricola S.A.**<br>Spanish<br>For later particulars see New Entries No. 10 | 1599 ~~1590~~<br>—<br>— | 100A1<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>264' 10" (incl. BB) 41' 5"<br>241' 1" 41' 4" 22' 6" | M Mchy.aft | Oil 4SA 8Cy. 390×680 mm<br>Naval-Stork-Werkspoor |
| 681595 | **BENISA**<br>**Naviera de Exportación Agricola S.A.**<br>Gijon Spanish<br>For later particulars see New Entries No. 10 | 1590<br>—<br>— | 100A1<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>264' 10" (incl. BB) 41' 5"<br>241' 1" 41' 4" 22' 6" | M Ref | Oil 4SA 8Cy. 390×680 mm<br>Naval Stork Werkspoor |
| 681496 | **BENITO JUAREZ**<br>**Petroleos Mexicanos**<br>Coatzacoalcos Mexican<br>For later particulars see New Entries No. 5 | 12753<br>7550 ~~7559~~<br>19500 | 100A1<br>oil tanker<br>Class contemplated | Ishikawajima-Harima Hvy Ind.—Nga<br>560' 0" 72' 4" 29' 11½"<br>535' 0" 72' 3" 39' 8" | M Tanker Mchy.aft | Oil 2SA 7Cy. 680×1250 mm<br>Sulzer<br>Ishikawajima-Harima Hvy |
| 507412<br>GBZT<br>181016<br>Df Esd<br>Gc Rdr<br>RTv | **BENKITLAN**<br>exCity of Swansea-68<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>6981 ~~6986~~<br>3668<br>10400<br>9868<br>5618<br>11740 | **BS✳** TD 4/68 ~~SS 7/66~~<br>with fbd DTm—oil FP above 150° F.<br>**MBS✳**<br>MN1254 CT10027 C41 | 1946-4 Barclay, Curle & Co. Ltd.—Gls<br>497' 6" 64' 2" ~~29' 10½"~~ 28' 0½"/29' 10½"<br>465' 6" 64' 0" 42' 8"<br>P38' F33' 3 dks<br>RW 8BH<br>rf 3", WB2634t incl. DT726t | M<br>6 Ho 51½', 56½', 85½', 35½', 66', 64½'<br>G.696508 B.629925<br>6 Ha (20½'×16') (33½', 52½', 10', 35½', 27½'×21')<br>18W Der 1(50) 1(15) 3(12) 10(10) 2(2-6) 6(5) | Oil 2SA 6Cy. 670×2320 mm<br>6600bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>AuxB 100lb<br>3×175kW 220V d.c. |
| 680253<br>GYDW<br>309550<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENSTAC**<br>**Sir J. D. W. Thomson, Bart. and others**<br>Wm. Thomson & Co.<br>Leith British | T.Mk<br>8327<br>4186<br>12100<br>12011<br>6493<br>15675 | ✠100A1<br>DTsf, m&a—vegetable oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>MN2760 EL E†2⅛"U3 | 1968-1 C. Connell & Co. (Shipbuilders) Ltd.—Gls<br>531' 6" 69' 11" ~~32' 10½"~~ — /32' 10½"<br>500' 9" 69' 6" 43' 6"<br>P79' F46' 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>RW 8BH<br>rf 4" WB2933 incl. Tunnel tanks 283t | M Ref<br>5 Ho 61', 69', 72½', 85', 55'<br>G.844180 B.731310 In.19820<br>5 Ha (stl) (27'×26') (45'×17½') (45', 47½'×26½') (35½'×35')<br>18W Der 4(20) 4(10) 8(5) | Oil 2SA 6Cy. 900×1550 mm<br>13800bhp Sulzer<br>• Barclay, Curle & Co. Ltd.<br>2AuxB (1 o.f 1 ex.g) 100lb<br>4×344kW 440V 60c/s |
| 681289<br>OWOP<br>Df Esd<br>Rdr RT | **BENTE DANIA**<br>**Partrederiet af 6.12.1967**<br>Riis Shipping<br>Copenhagen Danish | T.Mk 300<br>175<br>820 | | 1968 Båtservice Verft A/S—Mandal<br>180' 5" ~~180' 1"~~ 30' 7" ~~11' 5¼"~~ 11' 6"<br>NV 164' 1" 30' 6" 11' 8"<br>1 dk & S dk | M ~~OSD~~ Mchy.aft | Oil 2SA 6Cy. 260×400 mm<br>500bhp<br>Alpha-Diesel A/S<br>Controllable pitch prope |
| 519285<br>ZTED<br>351095<br>Df Esd<br>Gc Rdr<br>RT | **BEREA**<br>exKongsholm-68<br>**Durban Lines (Pty.) Ltd.**<br>Durban S. African | 657<br>265<br>1106<br>1143<br>699<br>1565 | | 1962 Van der Werff's Schps.—Westerbroek<br>BV 241' 1" 33' 7" 12' 6"/15' 0"<br>220' 1" 33' 6" 19' 8"<br>P54' F28' 1 dk & S dk<br>RW<br>rf 3" | M OSD/CSD Mchy.aft<br>1 Ho 131½'<br>G.82700 B.75970<br>3 Ha (31½', 31½', 32'×19')<br>6W Der 1(15) 6(3) | Oil 4SA 6Cy. 385×580 mm<br>1150bhp<br>Masch. Kiel A.G.<br>3×55kW 220V d.c. |
| 670546<br>VI-5-592<br>Df Esd<br>Gc Rdr<br>RT | **BERENICE**<br>**The Egyptian High Sea Fishing Co.**<br>General Egyptian Organisation for Aquatic Resources<br>Alexandria Egyptian (U.A.R.) | 1239<br>509<br>1395 | ✠100A1<br>stern trawler<br>✠LMC<br>✠Lloyd's RMC<br>MN400 EL I†1⅜"U1 | 1967-7 Ast. Construcciones S.A.—Vgo<br>252' 7" 39' 5" 15' 7"<br>219' 10" 39' 4½" 23' 11"<br>F44' 2 dks<br>RW Coll BH to U dk, 4 to 2nd dk<br>rf 13" BK4" WB180t | M Stern Trawler Ref<br>In.60035 | Oil 4SA 8Cy. 390×680 mm<br>2000bhp<br>Naval-Stork-Werkspoor<br>3×280kW 380V 50c/s a.c. |
| 681484<br>Df Esd<br>Gc Rdr<br>RT | **BEREZNIK**<br>**U.S.S.R.**<br>Archangel Russian | 2914<br>1318<br>3384 | | 1968 Valmet O/Y Helsingin Talakka—Hfs<br>334' 8" 46' 1" 18' 9"<br>305' 2" 45' 11" 22' 6"<br>1 dk | M | Oil 2SA 5Cy. 500×1100 mm<br>3250bhp B&W<br>Valmet O/Y Rautpohjan |
| 680764<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGE COMMANDER**<br>**Sig. Bergesen d.y. & Co.**<br>Stavanger Norwegian | ~~104000~~ 103178<br>~~76000~~ 74300<br>~~202250~~ 202942 | | 1968 Mitsubishi Hvy Ind.—Nag<br>1064' 2" 158' 11" 61' 3½"<br>NV 1017' 0" 158' 10" 77' 5"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 12Cy. 840×1800 mm<br>27600bhp B&W<br>Hitachi Zosen |
| 512129<br>DGKM | **BERND-BIRGIT**<br>exFridmarlwalt-68<br>**Klaus Blanck**<br>Hamburg W. German | 147<br>90<br>— | | 1928 H. v.d. Werf—Stadskanaal<br>*115-8'* 18' 2"<br>GL 7' 2"<br>Q23' 1 dk<br>R len 56 | M Mchy.aft | Oil 4SA 4Cy. 215×360 mm<br>120bhp NE36<br>Deutsche Werke A.G. |

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| **BERYL**<br>exOrjen–68 exAlcyone Might<br>exSterling Viking–57<br>exAdna–54<br>exMount Royal Park–46<br>**Embajada Cia. Naviera S.A.**<br>Mogadishu Somali Rep. | *7165*<br>*4276*<br>10806 | ~~✠100A1~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~EL (a)2½″SQ~~<br>**TO BE BROKEN UP** ~~—JR~~ | ~~SS 12/65~~ | **1943**–9 Victoria Mchy. Depot Co. Ltd.—Vic<br>441′ 6″ 57′ 2″ 27′ 8½″<br>417′ 4″ 56′ 11″ 37′ 4″<br>2 dks<br>RW 7BH conv tanker 54<br>WB2041t incl. DTa736t | S | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Dominion Eng. Wks Ltd. Mtl<br>2WTB 250lb Spt 230lb hs(9704) |
| **BETA**<br>exBastø III–68 exBastø–56<br>**A/S Alpha**<br>Moss Norwegian | 594<br>257<br>255 | | | **1949** Moss Værft & Dokk A/S—Moss<br>160′ 6″ 33′ 2″ 11′ 4″<br>33′ 0″<br>1 dk & S dk | M Ferry (600P) OSD | Oil 2SA 5Cy. 360×600 mm<br>900bhp (d.o)<br>Sulzer Bros. Ltd. Win<br>2×50kW 220V 50c/s a.c.<br>Controllable pitch propellers 1 fwd 1 aft<br>11k |
| **BETULA**<br>**Unjebuss International A/B**<br>Helsingborg Swedish<br>For later particulars see New Entries No. 10 | 2000<br>—<br>— | 100A1<br>for restricted service<br>Class contemplated | | Jos. L. Meyer—Papenburg<br>233′ 11″ 54′ 11″ 13′ 1½″<br>211′ 7″ 53′ 5½″ 17′ 9″ | TM Ferry Mchy.aft | 4 Oil 4SA each 8Cy. 220×280 mm geared to 2 sc. shafts<br>Klöckner-Humboldt-Deutz Kln |
| **BHARAT**<br>**Bombay Port Trust**<br>Bombay Indian | 83<br>30<br>— | ✠Class **WITHDRAWN** at Owners' request 10/68 | | **1967**–9 Sodeno Zosensho—Nagoya<br>69′ 7″ 19′ 6″ 9′ 2½″<br>62′ 4″ 18′ 4½″ 11′ 2″<br>1 dk<br>3BH<br>rf 31″ BK6″ WB17t | M Tug | Oil 4SA 8Cy. 175×220 mm reverse reduction geared<br>385bhp<br>Masch. Augsburg-Nürnberg Aug<br>2×2kW 24V d.c. |
| **BINKY**<br>exOlympian–68 exOlympos–66<br>exAktion–60 exTainaron–54<br>exHoward A. Kelly–49<br>**Amicus S.S. Co. Ltd.**<br>onrovia Liberian | 8593<br>5627<br>12378 | | AB | **1943** Bethlehem-Fairfield—Bal<br>511′ 6″ 57′ 1″ 26′ 2¾″<br>487′ 4″ 56′ 11″ 37′ 4″<br>2 dks<br>RW len 62<br>rf 6″ | S<br>6 Ho<br>G.562827 B499816<br>6 Ha<br>10W Cr 12(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1119t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. 11k |
| **BIRCHLEA**<br>exRoss Badger–68<br>exWelsh Consort–67<br>**Stores (Aberdeen) Ltd.**<br>Aberdeen British | 308<br>97<br>170 | ✠100A1<br>trawler<br>✠LMC<br>MN175 | SS 8/66<br><br><br>EL (e)n | **1962**–12 Atlantic S.B. Co. Ltd.—Npt<br>*120·9′* 26′ 10″<br>118′ 2″ 26′ 6″ 14′ 6″<br>F20′<br>4BH<br>rf 31″ BK6″ WB11t | M Trawler<br>1 Ho 31¼′<br>In.6660<br>1W Der 1(1) | Oil 4SA 6Cy. 15″×20″<br>875bhp 71t<br>Mirrlees National Ltd. Stckpt<br>12½k |
| **BIRTINGUR**<br>**Sildarvinnslan h/f**<br>Neskaupstad Icelandic | 306<br>128<br>— | | NV | **1967** Flekkefjord Slip. & Mask.—Flekkefjord<br>123′ 6″ 25′ 0″ 12′ 3½″<br>111′ 10″ 13′ 0″<br>F26′ 1 dk<br>BK4″ | M Fishing Mchy.aft<br>2 Ho each 24½′<br>2 Ha (each 8¼′×5′)<br>Der 1(3) | Oil 4SA 8Cy. 222×292 mm<br>800bhp 48½t (d.o)<br>Blackstone & Co. Ltd. Stamford<br>2×40kW 220V 50c/s a.c.<br>Thw. thrust propellers fwd & aft 12k |
| **BISAN MARU**<br>Sanyo **Kisen K.K.**<br>Kasaoka Japanese | 665<br>347<br>262 | | | **1967** Kanda Zosensho—Kur<br>164′ 0″ 59′ 1″ 8′ 8″<br>147′ 6″ 59′ 0″ 12′ 8″<br>1 dk | TM Ferry | 2 Oil 4SA each 8Cy 260×320 mm<br>1700bhp<br>Daihatsu Kogyo Osa |
| **BIZKAYA**<br>exSkern–68<br>Nav. **Anayak de Panama S.A.**<br>Panama Panamanian | 1112<br>570<br>1470 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN230 | SS 2/68<br><br><br>EL m 1½″SQ | **1958**–3 N.V. Scheeps. Gebr. v.d. Werf—Deest<br>220′ 0″ 34′ 11″ 14′ 8″<br>202′ 8″ 34′ 9″ 15′ 1″<br>Q147′ F28′ 1 dk<br>RW 3BH<br>rf 4″ WB269t | M Mchy.aft<br>1 Ho 133¼′<br>G.73700 B.68800<br>2 Ha (25½′, 54½′ comb.×20′)<br>6W Der 1(15) 6(5) | Oil 4SA 6Cy. 385×580 mm<br>1150bhp 130t (d.o)<br>Masch. Kiel A.G. Kel<br>3×70, 70, 15kW 220V d.c. 11½k |
| **BJARNI JONSSON**<br>exKambaröst–67<br>**Nordurvør h/f**<br>Thorlakshöfn Icelandic<br>Now **ALABORG**<br>See New Entries No. 10 | 101<br>32<br>— | | | **1961** Ernst Thälmann—Brandenburg<br>*75·2′* 19′ 9″<br>… … … | M Fishing | Oil 4SA<br>400bhp<br>Motorenw. Mannheim Mhm |
| **BJÖRGFJELL**<br>**A/S Tank**<br>Hjalmar Björge<br>Oslo Norwegian | 42516<br>26026<br>72700 | | | **1968** Uddevallavarvet A/B—Udv<br>800′ 0″ 105′11″ 45′ 8⅜″<br>775′ 0″ 105′ 9″ 61′ 9″<br>1 dk | M Ore/Oil Carrier Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W<br>Eriksbergs M/V A/B Got |
| **JØRNØY**<br>**Brunholmen Havfiske A/S**<br>Ålesund Norwegian<br>Jens Grytten A/B (Mgrs.) | ~~398~~ T.Mk<br>398<br>~~165~~ 164<br>~~570~~ 570 | | NV | **1968** Smedvik Mek. Verk.—Tjørvåg<br>146′ 6″ 28′ 1″ 14′ 8″<br>131′ 2″ 28′ 0″<br>1 dk<br>BK5″ | M Fishing Mchy.aft<br>3 Ho 18′, 11½′, 50¾′<br>4 Ha (stl) (10′×6½′) (11½′×8¼′) (5′×6½′) (5′×5′)<br>Der 1(5) | Oil 2SA 8Cy. 280×420 mm<br>800bhp (d.o)<br>Wichmann Mtrf. Rub<br>2×115kW 220V 50c/s a.c.<br>Controllable pitch propeller 11¾k |
| **BJÖRNSUND**<br>exSelvåg Senior–68<br>**Rolf Madsen Partrederi**<br>Molde Norwegian | 229<br>88<br>— | | NV | **1959** Bolsønes Verft—Molde<br>119′ 2″ 24′ 6″<br>24′ 0″ 12′ 0″<br>1 dk<br>len 60 | M Fishing<br>1 Ho<br>2 Ha (7¼′, 11¾′×7¼′)<br>1W Der 1 | Oil 4SA 8Cy. 220×280 mm<br>620bhp NE63<br>Klöckner-Humboldt-Deutz Kln |

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| 680686<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BLANIK**<br><br>**Government of**<br>**Czechoslovakia**<br>Czechoslovak Ocean Shipping,<br>International Joint Stock Co.<br>Prague Czechoslovak | ~~5543~~ 3416<br>~~3007~~ 1770<br>~~7660~~ 5367<br>5517<br>3037<br>6005 | | 1968 Stocznia Szczecinska—Szn<br>476' 2" 61' 8" ~~24' 4½"~~ 21' 2½"/22' 6½"<br>444' 1" 61' 7" 38' 4"<br>1 dk & S dk | M Ref ~~OSD~~ OSD/CSD | Oil 2SA 7Cy. 680×1250 mm<br>8000bhp Sulzer<br>H. Cegielski |
| 681506<br><br><br>Esd Rdr<br>RT | **BLUE FIN**<br><br>**SIDA**<br>Cochin Indian | 150<br>—<br>— | | 1968 Sölvesborgs Varv A/B—Sbg<br>93' 0" 24' 0"<br>87' 3" 23' 11½" 12' 0"<br>1 dk | M Trawler | Oil 2SA 6Cy. 260×400 mm<br>600bhp<br>Alpha Diesel A/S |
| 511053<br>5MQH<br>1822<br>Df Esd<br>Gc Rdr | **BLUE SURF**<br>exEvvia–68<br>exNational Fortune–61<br>exMandoil–54<br>exHarvey W. Wiley–50<br>**Sareha Shipping Lines Ltd.**<br>Monrovia Liberian | 8482<br>5727<br>12863 | <br><br>AB | 1943 California S.B. Corp.—L.An<br>511' 8" 57' 0" 26' 11½"<br>487' 3" 56' 11" 37' 4"<br>B53' 2 dks<br>RW len & conv tanker 55<br>rf 6" | S<br>6 Ho 60', 71', 59', 59', 63', 69'<br>B.581000<br>6 Ha (33½', 30', 30', 30', 35', 35'×20)<br>Der 12(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks<br>3×20kW 120V d.c. |
| 681347<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUEBIRD**<br><br>**Showa Kaiun K.K.**<br>Tokyo Japanese | 11140<br>—<br>16000 | | 1968 Hitachi Zosen—Inn<br>498' 8" 70' 11" 29' 6"<br>469' 2" 70' 10" 41' 0"<br>1 dk<br>RW | M Vehicle Carrier Mchy.aft | Oil 2SA 6Cy. 620×1400 m<br>7200bhp B&W<br>Hitachi Zosen |
| 680517 | **BODAIBO**<br><br>**U.S.S.R.**<br>Russian | 4689<br>2353<br>6000 | | 1967 Stocznia Gdanska—Gdk<br>406' 5" 55' 11" 27' 9"<br>55' 9" 23' 0" | M<br>4 Ho<br>G.267000<br>4 Ha (41½'×26½', 29½', 29½', 29½')<br>9W Der 1(15) 8(10) | Oil 2SA 5Cy. 620×1400 m<br>5450bhp B&W<br>H. Cegielski |
| 681081 | **BOHEME**<br><br>**Wallenius Bremen G.m.b.H.**<br>Bremen W. German<br>For later particulars see New Entries No. 12 | 9868 ~~11000~~<br>5068 —<br>— | 100A1<br>Class contemplated | O/Y Wärtsilä A/B—Åbo<br>392' 6" 65' 11" 18' 1"<br>339' 3" 65' 3" 39' 8" | M | 2 Oil 2SA each 8Cy. 560<br><br>O/Y Wärtsilä A/B |
| 680518 | **BOLESLAW**<br>**KRZYWOUSTY**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish<br><br>Now **ARYA DAD** See New Entries No. 7 | 5530<br>2950<br>7700<br>8430<br>4770<br>9700 | 100A1<br>Class contemplated | Stocznia Szczecinska—Szn<br>476' 11" 61' 10" 24' 1½"/27' 3½"<br>442' 11" 61' 8" 38' 4" | M Ref OSD/CSD | Oil 2SA 7Cy. 680×1250<br>Sulzer<br>H. Cegielski |
| 681596 | **BOLUDA**<br><br>**Vicente Boluda Mari**<br>Valencia Spanish | 90<br>—<br>— | ~~100A1~~<br>~~tug~~<br>~~Class contemplated~~ | 1968 Ast. Neptuno—Val<br>77' 3" 24' 0"<br>68' 0" 22' 8" 11' 2" | M Mchy.aft | 2 Vee Oil each 6Cy.<br><br>Moteurs Baudouin |
| 681122<br><br>326137 | **BONDA V**<br><br>**Bonda Draggers Ltd.**<br>~~Lunenburg~~ Canadian<br>Yarmouth | 120<br>52<br>— | | 1967 McLean's Shipbuilding—<br>Mahone Bay<br>*91·2'* 23' 0"<br>... ... ...<br>1 dk | Wood M Fishing | Oil 12Cy. 135×160 mm<br>480bhp<br>Klöckner-Humboldt-Deu |
| 524337<br>LALS<br><br>Df Esd<br>Gc Rdr<br>RT | **BONDE**<br>exMul Finn–68 exKollfinn–59<br>**Henriksens Rederi A/S**<br>Dagfin Henriksen<br>Oslo Norwegian | 1341<br>706<br>2480 | <br><br>NV | 1952 A/S Langesunds M/V—Langesund<br>258' 0" 41' 6" 17' 3½"<br>250' 2" 41' 4"<br>1 dk & S dk<br>RW<br>rf 6" | S OSD<br>4 Ho<br>G.163900 B.152200<br>4 Ha (23', 28½', 26½', 26½'×21')<br>8W Der 1(15) 4(5) 4(3) | C 2Cy. 16½" & 33 1/16"×33<br>with dr gearing & hydr<br>1200ihp<br>A/S Langesunds M/V<br>& Barclay, Curle & Co. |
| 680862<br>LNML | **BONDØY**<br><br>**Kåre & Herlof Bondø**<br>Namsos Norwegian | 221<br>100<br>— | <br><br>NV | 1967 A/S Hommelvik M/V—<br>Hommelvik<br>113' 6" 23' 8"<br>99' 10" | M Fishing Mchy.aft | Oil 4SA 8Cy. 159×203 m<br>570bhp<br>Caterpillar Tractor Co. |
| 520547<br>LIVK<br><br>Df Esd<br>Gc Rdr | **BONZO**<br>exBajamar–68<br>exLeeward Islands–64<br>~~**Sigurd Haavik A/S**~~<br>~~Haugesund Norwegian~~<br>**D/S A/S Bananfart A/S**<br>**Gulftrade**<br>Sigurd Haavik A/S<br>Haugesund Norwegian | 2272<br>1031<br>2700 | ~~✠100A1~~ ~~SS 12/66~~<br>~~Str. nav. ice~~<br>~~✠LMC~~<br>~~✠Lloyd's RMC~~<br>~~MN720~~ ~~EL u2"~~<br>✠Class **WITHDRAWN**<br>at Owners' request<br>2/69 | 1953–5 Eriksbergs M/V A/B—Got<br>341' 10" 47' 1" 20' 0½"<br>315' 4" 46' 11" 29' 3"<br>F44' 1 dk & S dk, Platform dk in Nos. 1 &<br>2 holds<br>Coll BH to U dk 5 to 2nd dk<br>WB927t incl. Tunnel tanks 531t | M Ref OSD<br><br>B.114925 In.114925<br><br>8W | Oil 2SA 7Cy. 620×115<br>3600bhp<br>Eriksbergs M/V A/B |
| 500538<br>ICIG<br><br>Df Esd<br>Gc Rdr<br>RT | **BORDIGHERA**<br>exAgip Gela–68<br>**Compagnia Marittima Carlo**<br>**Cameli**<br>Genoa Italian | 22963<br>13784<br>35571 | <br><br>AB RI | 1959 Cant. Nav. Riuniti—Anc<br>695' 7" 90' 3" 35' 5½"<br>661' 1" 90' 0" 47' 0"<br>P142' F89' 1 dk<br>RW<br>rf 4½" | S Tanker Mchy.aft<br>23 Ta | 2 S Turb dr geared to s<br>16500shp De Laval<br>Cant. del Tirreno |

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| **BORDOYARNES**<br>P/f J. F. Kjölbro<br>Klakksvik Faroese | 413<br>181<br>580 | | NV | 1967 P/f Skála Skipasmidja &<br>Handilsvirki—Skála<br>147′ 8″ 27′ 11″ 14′ 5″<br>126′ 4″ 14′ 6″<br>1 dk<br>BK10¾″ | M Fishing Mchy.aft OSD<br>2 Ho 26½′, 50¼′<br>1 Ha (4½′×4½′)<br>2 Ha (stl) (each 9½′×4½′)<br>Der 1(3) | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz<br>2×32kW 220V 50c/s a.c.<br>Controllable pitch propeller | 125t (d.o)<br>Kln<br>12½k |
| **BOSTON YORK**<br>Boston Deep Sea Fisheries Ltd.<br>Grimsby British<br>For later particulars see New Entries No. 6 | 1230<br>400<br>500 | 100A1<br>stern trawler<br>Class contemplated | | Stocznia im. Komuny Paryskiej<br>—Gdy<br>207′ 0″ 39′ 7″ 16′ 5″<br>182′ 1″ 39′ 4″ 25′ 1″ | M Stern Trawler | Oil 4SA 8Cy. 381×508 mm<br>Mirrlees National Ltd. | Stckpt |
| **BOUAR**<br>exMelos–68<br>Associated Levant Lines Ltd. (S.A.R.L.)<br>Beirut Lebanese | ~~4847~~ 1767<br>~~965~~ 918<br>~~2450~~ 2655 | | BV | 1949 Frederikshavns V. & F. A/S—Fkn<br>331′ 3″ 43′ 5″ 18′ 4¾″<br>43′ 3″<br>F73′ 1 dk & S dk<br>rf 3″ | M (12P) OSD<br>4 Ho 47′, 69′, 51½′, 46′<br>G.165700 B.153900<br>4 Ha (21½′×16′) (31½′, 29¼′×17¼′)<br>(20½′×15¼′)<br>8W Der 8(3) | Oil 2SA 8Cy. 500×900 mm<br>3200bhp B&W<br>Helsingörs Jernsk. & Msk.<br>3×100, 80, 80kW 220V d.c. | 340t (hvf)<br>Hsg<br>13½k |
| **BOUGAINVILLE**<br>Compagnie Maritime des Chargeurs Réunis<br>Dunkirk French | 10618<br>5940<br>13723 | | BV | 1967 Ch. Nav. de la Ciotat—<br>La Ciotat<br>515′ 10″ 71′ 8″ 31′ 10″<br>478′ 5″ 71′ 6″ 41′ 0″<br>P187′ F104 3 dks | M (2P) Ref CSD Mchy.aft<br>5 Ho 47′, 63¼′, 63′, 63′, 63′<br>G.660351 B.610275 In.9994<br>6 Ha (stl) (24¾′×17½′) (39¼′×24½′)<br>(44½′×11½′) (44½′×24½′) (44½′×11½′)<br>(30¼′×17½′)<br>10W Cr 1(73¾) Der 4(12¾) 6(5) | Oil 2SA 6Cy. 900×1550 mm<br>13800bhp Sulzer<br>Cie. de Const. Mec.<br>3×505kW 380/400V 50c/s a.c. | 2016t (hvf)<br>Mantes<br>19k |
| **BOURNEMOUTH QUEEN**<br>exCoronia–68<br>Croson Ltd.<br>H. J. Bolson<br>Poole British | 227<br>126<br>— | Classed LR until 5/52 | | 1935 Warren's New Holland Shpyd—<br>N. Holland<br>129′ 8″ 26′ 1″ 6′ 0″<br>25′ 11″<br>2 dks<br>R | TM (452P)<br>1W | 2 Oil 4SA each 6Cy. 205×305 mm<br>480bhp<br>Nat. Gas & O. Eng. Co.<br>2×3kW 110V d.c. | 4t (d.o)<br>Ashton/Lyne<br>10k |
| **BOWPRINCE**<br>British Dredging (Shipping) Ltd.<br>London British | 1599<br>900<br>2050 | ✠100A1<br>sand carrier<br>U.K. coasting service<br>✠LMC<br>MN373 EL q 1 7/16″SQ | | 1964–11 Ailsa S.B. Co. Ltd.—Trn<br>264′ 9″ 45′ 4″ 14′ 9″<br>250′ 0″ 44′ 3″ 17′ 0″<br>P62′ F30′ 1 dk<br>RW 4BH<br>rf 7″ DK WB585t | M Sand Suction Dredger Mchy.aft<br>1 Ho 80′<br>1 Ha (stl) (80′×30′)<br>Cr 1(3) | Oil 4SA 8Cy. 15″×20″<br>1864bhp<br>Mirrlees National Ltd.<br>2×75kW 220V d.c. | (d.o)<br>Stckpt |
| **BRADELLE**<br>A. Giasson<br>Gaspé Canadian | 123<br>61<br>78 | | | 1967 Ch. Maritimes (1966) Inc.—Gaspé<br>86′ 7″ 21′ 8″<br>76′ 0″ 12′ 5″<br>F11′ 1 dk<br>rf 51″ | Wood M Trawler Mchy.aft<br>1 Ho 25¾′<br>2 Ha (each 3½′×3′) | Vee Oil 8Cy. 6½″×8″<br>500bhp<br>Caterpillar Tractor Co.<br>2×7kW 115/230V 60c/s a.c. | 14½t (d.o)<br>Peoria<br>10k |
| **BRAHMA**<br>Bombay Port Trust<br>Bombay Indian | 83<br>30<br>35 | ✠Class **WITHDRAWN**<br>at Owners' request<br>10/68 | | 1967–11 Sodeno Zosensho—Nagoya<br>69′ 7″ 19′ 6″ 9′ 2¼″<br>62′ 4″ 18′ 4½″ 11′ 2″<br>1 dk<br>3BH<br>rf 31″ BK6″ WB17t | M Tug | Oil 4SA 8Cy. 175×220 mm reverse<br>reduction geared<br>358bhp<br>Masch. Augsburg-Nürnberg<br>2×2kW 24V d.c. | Aug |
| **BRANDON BAY**<br>Bantry Bay Towing Co. Ltd.<br>R. & J. H. Rea Ltd.<br>Cork Irish Republic<br>For later particulars see New Entries No. 9 | 320<br>—<br>— | 100A1<br>tug<br>Class contemplated | | Charles D. Holmes & Co. Ltd.—<br>Bev<br>127′ 0″ 29′ 11″<br>116′ 6″ 28′ 6″ 14′ 0″ | M Tug | Oil 4SA 6Cy. 15″×18″<br>Mirrlees National Ltd. | Stckpt |
| **BREDGRUND**<br>Hvidovre Mørtelværk<br>Sven Frømming<br>Hvidovre Danish | 499<br>—<br>— | | | 1968 Coöp. Ver. Schps. "Vooruit"—<br>Zaandam<br>146′ 4″ 10′ 10″<br>136′ 6″ 28′ 2½″ 11′ 6″<br>1 dk | M Sand Suction Dredger<br>Mchy.aft | Oil 2SA 5Cy. 230×400 mm<br>385bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller | Fkn |
| ~~**BREDOE**~~ **BREDÖ**<br>exJoruna–68<br>exMargaret C. Ertel–63<br>Backers Rederi A/S<br>Kristiansund Norwegian | 1273<br>726<br>— | | BV | 1953 Schiffsw. A. Pahl—Ham<br>264′ 2″ 35′ 0″ 14′ 6½″<br>244′ 1″ 34′ 10″ 16′ 3″<br>P51′ Q69′ F20′ 1 dk<br>RW len 57 | M Mchy.aft<br>G.73814 B.68587<br>3W | Oil 4SA 8Cy. 320×450 mm<br>925bhp<br>Klöckner-Humboldt-Deutz | 100t<br>Kln<br>10½k |
| **BREEDA J**<br>exRegent Jane–68<br>Celtic Coasters Ltd.<br>Dublin Irish Republic | 422<br>155<br>582 | ✠100A1 SS 1/65<br>oil tanker for service U.K.,<br>Eire & between River Elbe<br>& Brest<br>✠LMC<br>MN72 EL g | | 1952–6 C. Hill & Sons Ltd.—Brs<br>165′ 4″ 26′ 7″ 10′ 4¾″<br>155′ 9″ 26′ 3″ 11′ 9″<br>P46′ F19′ 1 dk<br>RW 11BH len 61<br>WB83t incl. DTf36t | M Tanker Mchy.aft<br>L.18216 | Oil 4SA 6Cy. 260×370 mm with sr<br>gearing<br>360bhp<br>Ruston & Hornsby | 24t–½pd<br>Lcn<br>9k |
| **BRIAN CONWAY**<br>exMagallanes–67 exAlster–61<br>exAuguste Weitert–59<br>exJobure–57<br>Yacare S.A. Maritima y Financiera<br>Panama Panamanian | 3917<br>2139<br>5460 | Classed LR until 1/57 | BV | 1945 Bethlehem-Hingham–Hingham<br>329′ 5″ 50′ 2″ 19′ 6″<br>309′ 0″ 49′ 6″ 24′ 9″<br>1 dk<br>rf nil | TM Tanker Mchy.aft<br>16 Ta | 2 Oil SA each 12Cy. 220×265 mm<br>1800bhp<br>General Motors Corp. | 165t (d.o)–8pd<br>Clv<br>8k |

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| 680818<br>323924 | **BRIAN D**<br>**Omstead Fisheries (1961) Ltd.**<br>Chatham Canadian | 108<br>77<br>— | | 1967 Hike Metal Products Ltd.—Wheatley<br>61·8' 22' 0"<br>... ... ...<br>1 dk | M Fishing | Oil 6Cy. 5½"×6½"<br>325bhp<br>Caterpillar Tractor Co. |
| 680832<br>JJ2253<br>101888<br>Rdr RT | **BRIDGESTONE MARU No. 202**<br>**Nissan Prince Kaiun K.K.**<br>Kobe Japanese | 394<br>260<br>580 | | 1967 Asahi Zosen Tekkosho—Wakamatsu<br>137' 10" 25' 0" 8' 6"<br>124' 7" 24' 11" 10' 10"<br>1 dk | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 6Cy. 200×360 mm<br>360bhp<br>Akasaka Tekkosho |
| 509028<br>DJZC<br>Df Esd<br>Pfd Rdr<br>RTm | **BRISE II**<br>exDora Reith-68 exDinklage-64<br>**Gunther Schulz**<br>Hamburg W. German<br>For later particulars see New Entries No. 10 | ~~4000~~ T.Mk<br>~~636~~ 996<br>~~1678~~ 600<br>1673 | 251-0'<br>GL | 1957 Alfred Hagelstein—Lbc<br>~~235' 0"~~ 35' 7" ~~[illegible]~~<br>~~214' 4"~~ 35' 5" ~~[illegible]~~<br>Q57' F30' 1 dk<br>RW len & deepened 68 | M (2P) Mchy.aft<br>2 Ho each 69'<br>G.73600 B.69000<br>2 Ha (each 49½' comb.×19½')<br>Der 2(5) 4(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>3×60, 60, 30kW 380V 50c/s |
| 671931<br>GXKA<br>334702<br>Df Esd<br>Gc Rdr<br>RTv | **BRITANNIC**<br>**Shaw Savill & Albion Co. Ltd.**<br>London British | T.Mk<br>9067<br>4878<br>12375<br>12228<br>6941<br>~~16700~~<br>14200 | ✠100A1<br>DTa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN3520 EL I†2 1/16"SQ | 1967-12 A. Stephen & Sons Ltd.—Gls<br>546' 0" 74' 5" 30' 1½"/~~[illegible]~~ 32' 4"<br>500' 0" 74' 0" 45' 6"<br>F55' 2 dks, 3rd dk fwd of mchy space<br>8BH<br>rf 6" DK fwd WB2482t incl. Tunnel tanks 175t | M Ref<br>5 Ho 70½', 74½', 64', 66½', 64'<br>G.102440 B.94430 In.586375<br>4 Ha (stl) (29½', 39', 33½', 33½'×17')<br>1 Ha (w) (12½'×20½')<br>1 Ha (stl) (33½'×17')<br>13W Cr 1(30) 2(7) 2(3) Der 1(60) 2(10) 2(7) 2(5) 2(4) 2(3) | Oil 2SA 8Cy. 900×1550 mm<br>17600bhp Sulzer<br>A. Stephen & Sons Ltd.<br>2 AuxB (1 o.f 1 ex.g) 110lb<br>4×440kW 450V 60c/s a.c. |
| 681082<br>GYFA | **BRITISH LIBERTY**<br>**B.P. Tanker Co. Ltd.**<br>London British<br>For later particulars see New Entries No. 7 | 15500<br>—<br>22000 | 100A1<br>oil tanker<br>Class contemplated | Eriksbergs M/V A/B—Got<br>557' 9" 81' 2" 31' 2"<br>525' 0" 81' 0" 41' 0" | M Tanker Mchy.aft | Oil 2SA 6Cy. 740×1600 m<br>B&W<br>Eriksbergs M/V A/B |
| 505293<br>GXNA<br>302934<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITISH MERLIN**<br>exB.P. Enterprise-68<br>exBritish Merlin-65<br>**BP Tanker Co. Ltd.**<br>London British | 10945 ~~11134~~<br>5847 ~~5875~~<br>16116 ~~15490~~ | ✠100A1 SS 6/67<br>oil tanker<br>✠LMC<br>MN1720 EL g†2 1/16"SQ | 1962-5 Harland & Wolff Ltd.—Gls<br>525' 9" 69' 5" 29' 5½"<br>496' 6" 69' 0" 37' 0"<br>P122' B65' F69' 1 dk<br>RW 17BH<br>rf 4" WB627t | M Tanker Mchy.aft<br>27 Ta<br>L.719124 HeCls. BC | Oil 2SA 6Cy. 750×1500<br>500 mm B&W<br>8600bhp 10<br>Harland & Wolff Ltd.<br>2AuxB 150lb e(ex.g) 105lb<br>3×200kW 110V d.c. |
| 680863<br>LKKP<br>RTh | **BROA**<br>**Ola Opstad Partrederi**<br>Olsen & Røe<br>Molde Norwegian | 130<br>62<br>195 | | 1967 Kr. K. Frostad & Sønner—Tomrefjord<br>86' 1" 21' 4"<br>... ... ...<br>P24' Q6' B13' 1 dk | M Mchy.aft<br>G.8500<br>1 Ha (32'×10½')<br>Der 1(3) | Motor 2SA 3Cy. 315×380<br>220bhp Emade 54 refitted<br>Brødr. Brunvoll Motfbr.<br>2×1½kW 24V |
| 680801<br>PDBH<br>Df Esd<br>Gc Rdr<br>RT | **BROEDERTROUW**<br>**Fa. K. Ras en Zoon**<br>Urk Netherland | 101<br>34<br>— | | 1968 Scheeps. & Mach. Vahali N.V.—Gendt<br>86' 4" 21' 3"<br>81' 8" 21' 2" 10' 5" | M Fishing | Oil 4SA 8Cy. 210×300 m<br>660bhp<br>Gebr. Stork & Co. |
| 520669<br>SZIX<br>3064<br>Df Esd<br>Gc Rdr<br>RTm | **BROTHERS**<br>exLeora-68 exEtrog-61<br>Launched as Carlshamn<br>**Stylco Cia. Nav. de Panama S.A.**<br>Piræus Greek | 1831<br>875<br>3050<br>2424<br>1267<br>3813 | ✠100A1 SS 8/66<br>with freeboard<br>Str. nav. Ice—OSD only<br>✠LMC<br>MN588 EL t | 1950-2 Ekensbergs Varv—Skm<br>312' 6" 43' 6" 18' 4"/—<br>293' 11" 43' 5" 26' 6"<br>1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>WB683t incl. Tunnel tanks 108t | M OSD/CSD<br>2 Ho 105', 91½'<br>4 Ha (26'×11½') (28', 26', 26'×22')<br>Der 8(5) | 2 Oil 4SA each 7Cy. 400<br>electro-magnetic coupling to sc. shaft<br>2940bhp ✠NE7/54<br>Masch. Augsburg-Nürnb<br>db 105lb<br>3×125, 125, 90kW 220V d |
| 680650<br>LNLE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRUNITA**<br>**Skips A/S Westray**<br>J. Brunvall<br>Bergen Norwegian | 1199<br>851<br>2260 | NV | 1967 Schiffswerft Neptun—Ros<br>257' 10" 37' 10" ~~16' 6½"~~ 16' 7½"<br>235' 0" 37' 8" 19' 4"<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 320×450 m<br>1600bhp<br>Atlas-Mak Masch. |
| 681598 | **BUENO GONZALEZ**<br>**Espadini y Ballena S.A.**<br>Vigo Spanish | 640<br>—<br>483 | 100A1<br>stern trawler<br>Class contemplated | Ast. Luzuriaga S.A.—Psj<br>176' 6" 34' 3" 15' 5"<br>150' 11" 34' 2" 23' 4" | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 390×680 m<br>N.V. Werkspoor |
| 681104<br>GYFW<br>335737<br>Df Esd<br>Gc Rdr<br>RT | **BULFORD**<br>**Blandford Shipping Co. Ltd.**<br>London British | 105095<br>78047<br>210822 | | 1968 Sasebo Hvy Ind.—Sbo<br>1067' 1" 158' 4" 62' 0"<br>1026' 11" 158' 2" 80' 1"<br>1 dk | S Tanker Mchy.aft<br>L.8975413 | 2 S Turb dr geared to sc<br>28000shp<br>Ishikawajima-Harima |
| 681290 | **BULK EXPLORER**<br>**hs A/S Herbjørn, Skibs**<br>**Tankexpress & Skibs**<br>& Co. A/S<br>Norwegian | 11656<br>6322<br>17800 | NV | 1968 A/S Fredrikstad M/V—Fks<br>543' 5" 67' 7" 30' 5½"<br>500' 0" 67' 6" 40' 0"<br>P128' F52' 1 dk | M Bulk Carrier Mchy.aft<br>6 Ho 66½', 66½', 65½', 48½', 65½', 67½'<br>G.822720 B.798030<br>4 Ha (stl) (36½', 45½', 45½', 32'×32½')<br>2 Ha (w) (each 45½'×32½')<br>Cr 6(8) | Oil 2SA 6Cy. 760×1500<br>7500bhp Götaverken<br>A/S Fredrikstad M/V<br>3×285kW 450V 60c/s a.c. |

BRIAN CONWAY

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| **BULK TRANSPORT**<br>exSeven Suns–67 exMofjell–65<br>exAmerica–58<br>**Timber Shipping Co. S.A.**<br>Panama Panamanian | 7355<br>4191<br>12870 | Classed LR until 12/58 | NV | Lch. **1941** Cmd. **1946**–10 Deutsche Werft A.G.—Ham<br>523′ 2″ 67′ 5″ 26′ 1¾″<br>495′ 0″ 67′ 2″ 34′ 2″<br>1 dk<br>RW conv tanker 60 | TM Ore Carrier Mchy.aft | 2 Oil 2SA each 8Cy. 520×900 mm<br>5100bhp<br>Masch. Augsburg-Nürnberg Aug |
| **BUNKEROVSHCHIK**<br>exJosif Stalin<br>exJ. Fletcher Farrell–43<br>**U.S.S.R.**<br>Vladivostok Russian | 6880<br>3762<br>11398 | ✠ | | **1921**–7 Bethlehem S.B. Corp. Ltd.—Qcy<br>430′ 4″ 59′ 4″ 26′ 3″<br>59′ 2″ 33′ 3″<br>P134′ B37′ F40′ 2 dks<br>R | S Tanker Mchy.aft<br>L.467488 HeCls. B | T 3Cy. 26½″ 44″ & 74$\frac{3}{16}$″×51″<br>950t (o.f)–73pd<br>Bethlehem S.B. Corp. Ltd. Qcy<br>9¼k |
| **BUNTENTOR**<br>**Schlüssel Reederei OHG.**<br>Bremen W. German | ~~22000~~ **21852**<br>~~15600~~ 15269<br>~~38100~~ 37660 | | GL | **1967** Flensburger Schiffs.-Ges.—Fln<br>661′ 7″ 37′ 10″<br>624′ 7″ 85′ 3½″ 51′ 2″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 780×1550 mm<br>12250bhp MAN<br>Bremer Vulkan Vgk |
| **BUONAFORTUNA**<br>exMato Grosso–68<br>exFNP Mato Grosso–54<br>exMato Grosso–53<br>**Lachi Shipping Co. Ltd.**<br>Famagusta Cyprus | 11346<br>6649<br>16700 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN1120 | TD 10/67<br>EL g†2$\frac{5}{16}$″SQ | **1952**–8 Lithgows Ltd.—P.Gl<br>537′ 7″ 69′ 8″ 29′ 9¾″<br>510′ 0″ 69′ 6″ 37′ 3″<br>P111′ B48′ F53′ 1 dk<br>RW 14BH<br>rf 6″ WB282t | M Tanker Mchy.aft<br>21 Ta<br>L.812855<br>Der 2(4) 2(2) | Oil 2SA 5Cy. 670×2320 mm<br>5600bhp Doxford 1222t (d.o)<br>D. Rowan & Co. Ltd. Gls<br>3×35kW 110V d.c. 14½k<br>2AuxB 180℔ |
| **BURDIGALA**<br>exSottorf–66<br>**Locafrance Service S.A.**<br>Soc. Maritime de Transports et d'Armement<br>Bordeaux French | 1225<br>740<br>1911 | **100A1**<br>**LMC**<br>MN250 | SS 5/66<br>EL n<br>GL | **1957** Abeking & Rasmussen—Lemwerder<br>225′ 7″ 37′ 7″ 16′ 7″<br>203′ 5″ 37′ 4½″ 18′ 2″<br>P44′ Q126′ F25′ 1 dk<br>RW NS 4BH<br>rf nil WB348t | M<br>2 Ho each 66½′<br>G.86627 B.81648<br>2 Ha (each 45¾′×19¾′)<br>6W Der 6(3) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×56, 56, 16kW 380V 50c/s a.c. 11½k |
| **BUREVESTNIK**<br>**U.S.S.R.**<br>Odessa Russian | 2657<br>—<br>— | | | **1967** Volkswerft Stralsund—Stralsund<br>269′ 7″ 44′ 9″ 16′ 8″<br>239′ 6″ 44′ 7½″ 31′ 4″<br>2 dks | M Stern Trawling Factory Ship | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **BUSSESUND**<br>**Finnmark Fylkesrederi & Ruteselskap**<br>Hammerfest Norwegian | 163<br>68<br>— | | NV | **1967** A/S Tromsö Skibs. & M/V—Tromsö<br>101′ 0″ 28′ 4″ 8′ 11½″<br>92′ 5″ 11′ 6″<br>1 dk<br>BK 3″ | M Ferry Mchy.aft | Oil 4SA 6Cy. 159×203 mm<br>325bhp<br>Caterpillar Tractor Co. Peoria |
| **BUTANUEVE**<br>Butano **S.A.**<br>Seville Spanish | 10000<br>—<br>11170 | **100A1**<br>liquefied gas carrier<br>Class contemplated | | Ast. de Cadiz S.A.—Sev<br>502′ 8″ 69′ 10″ 27′ 11″<br>458′ 7″ 69′ 9″ 40′ 6″ | M Liquefied Gas Carrier Ref Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Ast. de Cadiz S.A. Val |
| **BUZLDJA**<br>Name should be **BUZLUDJA** See New Entries No. 1 | | | | | | |
| **BUZLUDJA**<br>**Bulgarian United Corp. of Shipbuilding & Shipping**<br>Varna Bulgarian<br>For later particulars see New Entries No. 3 | 9068<br>4103<br>13470 | **100A1**<br>Class contemplated | | Setoda Zosen—Setoda<br>462′ 7″ 29′ 6″<br>429′ 10″ 63′ 7″ 40′ 4″ | M Bulk Carrier Mchy.aft<br>5 Ho 132½′, 44¾′, 49¼′, 90½′, 59′<br>G.563628<br>5 Ha (stl) (34¾′×29½′) (24¼′, 24¼′, 54½′, 34¾′×35′) | Oil 4SA 6Cy. 620×1400 mm<br>B&W 970t (hvf)<br>Hitachi Zosen Osa<br>15k |
| **BYMOS**<br>**Kommanditselskabet Bymos**<br>A. Audun Poulsen<br>Copenhagen Danish | T.Mk<br>**500**<br>318<br>905<br>**1244**<br>793<br>1651 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN400 | EL M 1¼″U2 | **1968**–1 Büsumer Werft G.m.b.H.—Büsum<br>248′ 0″ (incl. BB) 39′ 0″ 12′ 6¼″/16′ 5¼″<br>225′ 6″ 38′ 8½″ 22′ 1″<br>Ba48′ F28′ 2 dks<br>5BH<br>rf 7″ WB223t | M Ref Mchy.aft<br>In.70268 | Oil 2SA 8Cy. 320×450 mm<br>2000bhp<br>Atlas-Mak Masch. Kel<br>3×124kW 400V 50c/s a.c. |
| **BYZANTINE MONARCH**<br>exScottish Monarch–68<br>**Pyxis Cia. Naviera S.A.**<br>Piræus Greek | 9374 ~~9466~~<br>5464 ~~5437~~<br>13630 | **✠100A1**<br>**✠LMC**<br>MN1100 | CS 2/68 ~~SS 3/64~~<br>EL e†2¼″SQ | **1959**–11 Bartram & Sons Ltd.—Sld<br>499′ 3″ 63′ 2″ 30′ 7″<br>466′ 6″ 63′ 0″ 40′ 9″<br>F45′ RAD38′ 2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>rf 4″ WB3740t incl. Tunnel tanks 344t DTmf1582t | M CSD<br>4 Ho 69′, 102¾′, 31′ DT, 75¾′, 78¾′<br>G.719350 B.655470<br>5 Ha (stl) (36′, 37½′, 37½′, 37½′, 37½′×25′)<br>12W Der 1(40) 4(10) 8(6) | Oil 2SA 4Cy. 750×1500 mm exhaust 500 mm<br>5500bhp B&W 1250t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 100℔<br>3×220kW 440V 60c/s a.c. 13¾k |
| **CABO IZARRA**<br>**Naviera de Cruceros S.A.**<br>Bilbao Spanish | 4438<br>1837<br>~~663~~<br>913 | **✠100A1**<br>**✠LMC**<br>MN1560 | EL w 1$\frac{13}{16}$″SQ<br>AB | **1967**–5 Soc. Española de Const. Nav.—Matagorda<br>344′ 3″ 51′ 9″ 13′ 5$\frac{7}{16}$″<br>305′ 1″ 50′ 10½″ 25′ 11″<br>B&F304′ 2 dks, 3rd dk except in mchy. space<br>Coll BH to U dk 8 to 2nd dk<br>rf 9″ WB324t incl. DTf169t DTa115t | TM Mchy.aft | 2 Oil 2SA each 9Cy. 420×750 mm<br>7800bhp 342t (d.o)<br>Soc. Española de Const. Nav. Sestao<br>4db 100℔<br>2×275kW 400V 50c/s a.c. 19½k |

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| 509735<br><br><br>Esd Pfd<br>RT | **CABO NEGRO**<br>exEduard Essberger-68<br>**Cià. Maritima de Punta**<br>**Arenas ~~S.A.~~**<br>Punta Arenas Chilean | 624<br>363<br>793 | GL | **1958** D. W. Kremer Sohn—Elmshorn<br>192' 10" 28' 5" 11' 9"<br>178' 4" 28' 3" 12' 3"<br>P54' F28' 1 dk<br>RW | M Tanker Mchy.aft<br>L.38627 | Oil 4SA 8Cy. 290 × 420 mm<br>700bhp<br>Masch. Kiel A.G.<br>2 × 31kW 115V d.c. |
| 541906<br>HOBA<br><br>Df Rdr | **CADAQUES**<br>exHans-67 exBirk-65<br>**Tanques Ibericos S.A.**<br>Panama Panamanian | 489<br>249<br>800 | 100A1<br>oil tanker—FP above 150° F. Sulphuric acid in Nos. 2 & 3 centre & Nos. 1 & 4 (p & s) tanks<br>LMC<br>MN150 EL I 1½"ptSQ | **1955** Haugesund M/V A/S—Hgs<br>171' 8" 31' 7" 12' 9½"<br>... ... ...<br>P44' F21' Trunk 84' 1 dk<br>7BH<br>rf nil WB152t | M Oil Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 320 × 480 mm<br>750bhp<br>Motorenw. Mannheim<br>AuxB 150lb<br>3 × 25, 25, 16kW 110V d.c. |
| 680960<br><br><br>Df Esd<br>RT | **CALA BONA**<br><br>**Naviera Mallorquina S.A.**<br>Palma de Mallorca Spanish<br>.... | 449<br>~~967~~ 302<br>528 | BV | **1967** Ast. de Palma S.A.—Palma, Maj<br>151' 3" 25' 0" 11' 2"<br>137' 5" 24' 11" 15' 3"<br>2 dks | M CSD Mchy.aft | Oil 4SA 6Cy. 295 × 420 mm<br>550bhp<br>La Maquinista Terrestre y |
| 508307<br>HPMF<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **CALAIS** 16172<br>exCurro-68 9762<br>**Transatlantica de Nav. S.A.**<br>Panama Panamanian | ~~16656~~<br>~~9548~~<br>25315 | ✠100A1 ~~SS 7/65~~<br>oil tanker TD 10/68<br>✠LMC<br>MN1440 EL I†2½SQ | **1955**-12 Vickers-Armstrongs (S.Bs)Ltd.<br>—Nwc<br>615' 6" 80' 3" 32' 5"<br>575' 0" 80' 0" 42' 6"<br>P121' B34' F77' 1 dk<br>RW 19BH<br>rf 6" WB1583t incl. DTf989t | M Tanker Mchy.aft | Oil 2SA 6Cy. 670 × 2320 m<br>7200bhp Doxford<br>Vickers-Armstrongs (Eng<br>2AuxB (o.f) 180lb<br>AuxB (ex.g) 120lb<br>3 × 225, 225, 90kW 220V d. |
| 680947<br><br>328939 | **CANADA 100**<br><br>**Martin Fishing**<br>**(New Brunswick) Ltd.**<br>Vancouver Canadian | 219<br>108<br>— | | **1967** Benson Bros. S.B. Co. (1960) Ltd.<br>—Vcr<br>100' 6" 24' 7"<br>93' 6" 24' 6" 18' 6"<br>1 dk | M Trawler | Oil 4SA 8Cy. 6½" × 8"<br>565bhp<br>Caterpillar Tractor Co. |
| 671458<br>VGWM<br>326395<br>Df Gc<br>Pfd Rdr<br>RTv | **CANADIAN CENTURY**<br><br>**Upper Lakes Shipping Ltd.**<br>John D. Leitch<br>Toronto Canadian | 20343<br>14529<br>29550 | ✠100A1<br>Great Lakes & River St. Lawrence service<br>✠LMC<br>MN1500 EL 2½"U2 | **1967**-5 Port Weller D.D. Ltd.—<br>Pt. Weller<br>730' 0" 75' 3" 27' 11"<br>722' 10" 75' 10" 45' 0"<br>Ba88' F36' 1 dk<br>3BH<br>rf nil WB17504t incl. Comb. btm & wing tanks 15132t | M Bulk Carrier Mchy.aft<br>Self unloader<br>pt higher tensile steel<br>1 Ho 594'<br>5 Ha (stl) (each 14½' × 53½')<br>17 Ha (stl) (each 20½' × 53½') | Oil 2SA 5Cy. 740 × 1600<br>7500bhp B&W 470<br>Harland & Wolff Ltd.<br>2AuxB 70lb<br>3 × 525kW 575V 60c/s a.c<br>Controllable pitch prope<br>Thw. thrust propeller fw |
| 681348<br><br><br>Df Gc<br>Rdr | **CANGURO BRUNO**<br><br>**Traghetti Sardi S.p.A.**<br>~~Palermo~~ Cagliari Italian | ~~5400~~ 5223<br>~~2700~~ 2995<br>1765 | RI | **1968** Italcantieri S.p.A.—Nap<br>414' 6" 63' 2" 16' 10"<br>380' 3" 63' 0" 44' 2"<br>2 dks, pt 3rd & 4th dks | TM Ferry | 2 Oil 2SA each 7Cy. 600<br>11900bhp<br>Fiat S.G.M. |
| 681399<br><br><br>Rdr RT | **CANUCHA**<br><br>**Manuel Touza Garrido y**<br>**Otros**<br>Vigo Spanish | 130<br>—<br>— | | **1968** Const. Nav. Yarza—Vgo<br>9' 10½"<br>79' 1" 21' 0" 11' 2"<br>1 dk | M Trawler Mchy.aft | Oil 4SA<br>Moteurs Baudouin |
| 502293<br>6VGV<br><br>Df Esd<br>Rdr<br>RTm | **CAP SKIRRING**<br>exArendal-68<br>**Cie. Senegalaise de Nav.**<br>Dakar Senegal | 678<br>311<br>750<br>**1012**<br>570<br>1200 | NV | **1957** A/S Pusnæs M/V—Arendal<br>207' 10" 36' 2" 12' 4½"/15' 3½"<br>187' 0" 36' 0" 19' 8"<br>1 dk & S dk | M (250P) OSD/CSD Mchy.aft<br>2 Ho 19½', 87'<br>3 Ha (stl) (9½' × 9½') (13½', 55' × 12½')<br>Cr 2(3–5) | Oil 4SA 8Cy. 400 × 600 m<br>1680bhp<br>Masch. Augsburg-Nürn<br>2 × 70kW 220V d.c. |
| 681225 | **CAPE BAULD**<br><br>**National Sea Products Ltd.**<br>Canadian<br>For later particulars see New Entries No. 12 | 618<br>273<br>— | 100A1<br>stern trawler<br>Class contemplated | Halifax Shipyards Ltd.—Hfx<br>155' 3" 33' 2" 12' 5½"<br>131' 3" 32' 10" 15' 9" | M Stern Trawler | Oil 4SA 8Cy. 320 × 450 m<br>Klöckner-Humboldt-Deu |
| 672146<br>ELCM<br>2797<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CAPE HORN**<br><br>**Benedict Shipping Corp.**<br>Monrovia Liberian | 46277<br>32062<br>92255 | ✠100A1<br>oil tanker<br>✠LMC<br>MN4140 EL S†3¼"U2 | **1967**-9 Ishikawajima-Harima Hvy Ind.—<br>Yka<br>910' 0" 128' 0" 41' 8"<br>870' 0" 127' 9" 55' 9"<br>P48' F72' 1 dk<br>9BH<br>rf 3" WB17840t incl. 14330t in clean ballast tanks | M Tanker Mchy.aft<br>11 Ta<br>L.4040400<br>HeCls. BC | Oil 2SA 9Cy. 900 × 1550<br>20700bhp Sulzer<br>Ishikawajima-Harima H<br>2WTAuxB 327lb<br>2 sg 150lb<br>3 × 610, 610, 300kW 450V<br>ne (ex.g) 11/68 426lb |
| 680802 | **CAPE JOHN**<br><br>**National Sea Products Ltd.**<br>Halifax Canadian<br>For later particulars see New Entries No. 8 | 618<br>273<br>— | 100A1<br>stern trawler<br>Class contemplated | Halifax Shipyards Limited—Hfx<br>155' 3" 33' 2" 12' 5½"<br>131' 3" 32' 10" 15' 9" | M Stern Trawler | Oil 4SA 8Cy. 320 × 450 m<br>Klöckner-Humboldt-Deu |
| 681083 | **CAPE WRATH**<br><br>**Lyle Shipping Co. Ltd.**<br>Glasgow British<br>For later particulars see New Entries No. 4 | 13600<br>7800<br>21800 | 100A1<br>Class contemplated | Marinens Hovedverft—Horten<br>527' 8" 75' 2" 32' 0"<br>495' 0" 75' 0" 42' 11" | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760 × 1550<br>Sulzer<br>Marinens Hovedverft |
| 681555 | **CAPE YORK**<br><br>**National Sea Products Ltd.**<br>Canadian<br>For later particulars see New Entries No. 10 | 618<br>273<br>— | 100A1<br>stern trawler<br>Class contemplated | Halifax Shipyards Ltd.—Hfx<br>155' 3" 33' 2" 12' 5½"<br>131' 3" 32' 10" 15' 9" | M Stern Trawler | Oil 4SA 8Cy. 320 × 450 m<br>Klöckner-Humboldt-Deu |

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| **CAPETAN COSTIS I**<br><br>**Olymbos Shipping Corp.**<br>Piræus Greek | 15355<br>9777<br>~~24000~~<br>25055 | | <br><br>AB | **1968** Mitsui Zosen—Osa<br>579′ 4″ 31′ 7″<br>551′ 3″ 76′ 2″ 45′ 9″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Uraga Hvy Ind. Ltd. Tamashima |
| **CAPETAN ELIAS**<br>exStorfonn–68<br>**Astro Protector Cia. Nav. S.A.**<br>Panama Panamanian | 24854<br>13385<br>36284 | | <br><br>NV | **1957** Harland & Wolff Ltd.—Bel<br>660′ 3″ 86′ 3″ 37′ 1½″<br>640′ 0″ 86′ 0″ 51′ 6″<br>P158′ B85′ F86′ 2 dks<br>RW<br>rf 5″ | S Tanker (2P) Mchy.aft<br>30 Ta 1 Ho 49½′<br>L.1641209 HeCls. BC<br>1 Ha (stl) (9′×10′)<br>Der 2(5) 1(4) 1(2) | 2 S Turb dr geared to sc. shaft<br>13750shp 3961t (o.f)–64pd<br>Harland & Wolff Ltd. Bel<br>4×800, 800, 250, 250kW 440V 60c/s a.c.<br>14¾k |
| **CAPETAN KOSTIS**<br><br>**Oceanic Bulk Carriers S.A.**<br>Piræus Greek | 24668<br>16705<br>37200 | | <br><br>AB | **1967** Osaka Zosensho—Osa<br>33′ 2″<br>629′ 11″ 91′ 10″ 51′ 2″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 840×1800 mm<br>13800bhp B&W<br>Mitsui Zosen Tmn |
| For later particulars see New Entries No. 12 | | | | | | |
| **CAPETAN STATHES**<br>exErato–67<br>**Astro Protector Cia. Nav. S.A.**<br>Syra Greek | 16357<br>9571<br>25735 | **100A1**<br>oil tanker<br>**LMC**<br><br>MN1010 | SS 7/67<br><br><br><br>EL I†2⅝″SQ<br>~~NV~~ | **1958** Kieler Howaldtswerke A.G.—Kel<br>620′ 6″ 74′ 1″ ~~34′ 7¾″~~ 35′ 9⅛″<br>586′ 0″ 73′ 10″ 45′ 3″<br>P125′ B36′ F83′ 1 dk<br>10BH<br>rf 4″ WB2080t incl. DTf1492t | M Tanker Mchy.aft<br>20 Ta<br>L.1300741 HeCls. BC<br><br>Der 4(5) 1(1) | Oil 2SA 9Cy. 780×1400 mm<br>2020bhp MAN 2323t (hvf)–30pd<br>Kieler-Howaldtswerke A.G. Kel<br>2AuxB (o.f) 185℔ AuxB (ex.g) 192℔<br>3×210kW 220V d.c. 15k |
| **CAPETAN TASSOS**<br><br>**Isla Volcanica Cia. Nav. S.A.**<br>Monrovia Liberian | 23666<br>15723<br>38404 | | <br><br>AB | **1967** Kure Zosensho—Kur<br>626′ 8″ 90′ 9″ 38′ 0¾″<br>590′ 7″ 90′ 6½″ 52′ 7″<br>P133′ Q44′ P35′ F61′ 1 dk | M Bulk Carrier Mchy.aft<br>7 Ho 59′, 61′, 62¼′, 62¼′, 62¼′, 61¾′, 62¼′<br>G.1748461<br>7 Ha (stl) (35¾′, 38¼′, 39¼′, 39¼′, 39¼′, 39¼′, 39¼′×41′)<br>14W Der 14(5) | Oil 2SA 8Cy. 760×1550 mm<br>12000bhp Sulzer 4691t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>2×610kW 450V 60c/s a.c. 16½k |
| **CAPETAN YIANNIS**<br><br>**Global Bulk Carriers S.A.**<br>Piræus Greek | ~~23080~~ 24700<br>— 16700<br>~~87200~~ 42148 | | | **1968** Osaka Zosensho—Osa<br>663′ 7″ (incl. BB) 95′ 2″ 33′ 2″<br>630′ 0″ 94′ 11″ 51′ 2″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 840×1800 mm<br>13800bhp B&W<br>Mitsui Zosen Tmn |
| For later particulars see New Entries No. 12 | | | | | | |
| **CAPO CERVO**<br>exAbbas–68<br>exBroughty–63<br>**Cossira S.p.A. di Nav.**<br>Palermo Italian | 962 ~~943~~<br>473 ~~512~~<br>668 | **✠100A1**<br>liquefied gas carrier Petroleum gas or anhydrous ammonia in independent tanks 100℔ plus 16° F.<br>**✠LMC**<br>**✠Lloyd's RMC (LG)**<br>MN224 | SS 9/67<br><br><br><br><br><br><br>EL (I) 1 5/16″<br>RI | **1955**–6 Schps. "Gideon" v/h J. Koster Hzn—Gro<br>207′ 5″ 31′ 3″ 12′ 4½″<br>189′ 10″ 30′ 7″ 18′ 6″<br>Trunk 107′ 2 dks<br>~~4BH~~5BH conv dry cargo ship 64<br><br>rf 4″ WB181t | M Liquefied Gas Carrier Ref Mchy.aft | Oil 2SA 6Cy. 340×570 mm<br>1220bhp (d.o)<br>British Polar Engines Ltd. Gls<br>2×20kW 220V d.c. 12¼k |
| **CAPO MADRE**<br>exNorse Lion–68<br>**"Capo Gallo" Cia. di Navigazione S.p.A.**<br>Messina Italian | ~~12305~~ 11910<br>~~7038~~ 7043<br>19240 | | <br><br>NV RI ~~NV~~ | **1953** Uddevallavarvet A/B—Udv<br>567′ 7″ 69′ 11″ 30′ 8¼″<br>… … …<br>P111′ F67′ 1 dk<br><br>rf 1½″ | M Tanker Mchy.aft<br>22 Ta<br><br><br>Der 1(5) 1(3) 1(1) | Oil 2SA 8Cy. 760×1500 mm<br>7500bhp 1400t (hvf)<br>Uddevallavarvet A/B Udv<br>3×200, 200, 95kW 230V d.c. 14½k |
| **CAPTAIN MICHAEL**<br>exLlanwern–68<br>**International Sea Traders S.A.**<br>Syros Greek | 9229<br>5202<br>13460 | **✠100A1**<br><br>**✠LMC**<br><br>MN1320 | SS 11/67<br><br><br><br>EL d†2¼″SQ | **1962**–10 Bartram & Sons Ltd.—Sld<br>498′ 3″ 63′ 2″ 29′ 0¼″<br>467′ 6″ 63′ 0″ 39′ 0″<br>F49′ 2 dks<br>7BH to S dk 1 to 2nd dk<br><br>rf 4″ WB3591t incl. Tunnel tanks 358t DTmf1230t | M CSD<br>6 Ho 65½′, 75′, 70′, 75½′, 55′, 22½′<br>G.694700 B.653560<br>6 Ha (stl) (35′, 45′, 45′, 40′, 40′, 4½′×25′)<br>14W Der 1(25) 6(10) 7(5) 2(3) | Oil 2SA 6Cy. 680×1250 mm<br>6600bhp Sulzer 1045t (hvf)<br>George Clark (Sld) Ltd. Sld<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×300kW 220V d.c. 14¼k |
| **CAPTAIN SPYROMILIOS**<br>exEforia–68 exEyforia–67<br>exProsperous–65<br>**Seka S.A.**<br>Rethymnon Greek | 555<br>33<br>— | <br><br>✠Classed LR until 4/65 | | **1942**–11 Cochrane & Sons Ltd.—Sel<br>156′ 8″ 33′ 2″ 14′ 9½″<br>142′ 6″ 33′ 0″ 16′ 0″<br>F55′ | S Tug Mchy.aft | T 3Cy. 17″ 28″ & 46″×33″<br>(o.f)<br>C. D. Holmes & Co. Ltd. Hul |
| **CAPTAYIANNIS**<br>exEenhoorn–67 exCibao–55<br>exNuevo Dominicano II–53<br>exBrede–52<br>**Sarantex Shipping Co. S.A.**<br>Piræus Greek | 2037<br>991<br>3650 | <br><br><br><br>**WRECKED 10/67** | <br><br>AB | **1950** Trondhjems M/V—Tdh<br>324′ 7″ 44′ 0″ 15′ 6″<br>299′ 9″ 43′ 11″ 19′ 11″<br>1 dk & S dk<br>rf 2¾″ | M (6P) OSD<br>3 Ho<br>G.222000 B.209000<br>4 Ha (30½′, 36¾′, 34¾′, 24½′×18′)<br>Der 1(15) 8(5) | Oil 2SA 4Cy. 480×1660 mm<br>2200bhp Doxford 540t<br>Emade52fitted56<br>Ailsa S.B. Co. Trn<br>3×225, 225, 80kW 220V d.c. 13k |

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| 680359<br>ELCH<br>2793<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CARCHESTER**<br><br>**Victoria Marine Co.**<br>Monrovia Liberian | 9074<br>6088<br>14625 | <br><br>AB | 1967 Ishikawajima-Harima Hvy Ind.—Tok<br>510' 11" 63' 6" 26' 6¾"<br>488' 0" 63' 4½" 39' 2"<br>P90' F38' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>4 Ho 127½', 50', 50', 132½'<br>G.691958<br>16 Ha (stl) (each 32½' × 10')<br>4W Der 4(2½) | Oil 4SA 12Cy. 400 × 460 mm<br>5580bhp Pielstick<br>Ishikawajima-Harima Hvy In<br>3 × 240, 240, 200kW 450V 60c |
| 525571<br>OXTN<br><br>Df Esd<br>RT | **CARLTON**<br>exNordsøfisk-68<br>**Eli S. M. Jacobsen Partrederi**<br>Esbjerg Danish | 114<br>54<br>— | <br><br>BV | 1961 Ørskovs Staalskibs.—Fkn<br>84' 0" 19' 10"<br>... ... ...<br>1 dk | M Trawler | Oil 2SA 5Cy. 230 × 400 mm<br>350bhp<br>Alpha-Diesel A/S |
| 681313<br>317997 | **CAROLPAN**<br><br>**G. M. Higgs**<br>Nassau British | 135<br>86<br>— | | 1967 B. Sawyer—Abaco<br>76·7' 20' 6"<br>... ... ...<br>1 dk | Wood TM Fishing | 2 Oil each 6Cy. 4½" × 5½"<br>400bhp<br>Caterpillar Tractor Co. |
| 525641<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASSERES**<br>exNormanville-68<br>exEmily Sauber-59<br>**Maridonea Cia. Nav. S.A.**<br>Panama Panamanian | ~~2612~~ 2536<br>~~1545~~ 1536<br>~~3850~~ 3763 | <br><br>BV | 1957 Ottensener Eisenwerk—Ham<br>320' 0" 44' 4" 20' 0"<br>291' 8" 44' 3½" 23' 0"<br>P70' Q95' B34' F37' 1 dk | M Mchy.aft<br><br>G.190000 B.177300<br>2 Ha (80', 77½' × 28½')<br>8W Der 8(3) | 2 Oil 2SA each 6Cy. 3<br>geared to sc. shaft<br>2000bhp<br>Ottensener Eisenwerk |
| 681261<br><br><br>Df Esd<br>Gc Rdr<br>RT | **CASTORP**<br><br>**Lübeck Linie A.G.**<br>Lübeck W. German | ~~14000~~ 8999<br>— 5509<br>— | <br><br>GL | 1968 Lübecker Flender-Werke A.G.—Lbc<br>486' 11" 69' 2" 30' 11"<br>459' 1" 68'10½" 39' 4"<br>2 dks | M Ref | Oil 2SA 8Cy. 700 × 1200 mm<br><br>Masch. Augsburg-Nürnbe |
| 506648<br>ELHM<br>2894<br>Df Esd<br>Rdr<br>RTm/v | **CAVALIER OF ATHENS**<br>exCavelier de La Salle-68<br>**Adriatic Maritime Co. Ltd.**<br>Monrovia Liberian | ~~6016~~ 6740<br>~~3812~~ 3811<br>~~9254~~ 9403 | <br><br>BV | 1949 Forg. & Ch. de la Gironde—Bdx<br>488' 9" 62' 0" 27' 2½"<br>... ... ...<br>F58' 3 dks<br>RW<br>rf 7½" | M (12P) Ref<br>5 Ho 54', 82', 57½', 75½', 70½'<br>G.446027 B.402561 In.95486<br>5 Ha (stl) (27', 39', 30', 32½', 27½' × 19¾')<br>16W Der 6(8) 10(5) | Oil 2SA 10Cy. 720 × 1250 m<br>7000bhp<br>Cie. de Con. Méc. Sulzer<br>3 × 180kW 220V d.c. |
| 680737<br><br><br>Esd RT | **CAVALLY**<br><br>**Union des Remorqueurs D'Abidjan**<br>Abidjan Ivory Coast | ~~150~~ 161<br>—<br>— | <br><br>BV | 1967 Mützelfeldtwerft—Cuxhaven<br>97' 1" 27' 3" 9' 10"<br>85' 7" 25' 11" 12' 1"<br>1 dk | M Tug | Oil 4SA 8Cy. 320 × 450 mm<br>1320bhp<br>Klöckner-Humboldt-Deut |
| 522697<br>WB3640<br>250674<br>Df Esd<br>Rdr | **CAYUSE**<br>exMartin-68 exTeton-55<br>**Alaska Freight Lines Inc.**<br>Seattle United States | 283<br>93<br>— | | 1944 Barbee Marine Yards Inc.—Sea<br>*117·7'* 20' 1" 13' 6½"<br>118' 0" 20' 0" 14' 6"<br>1 dk<br>BK14" | Wood TM Tug | 2 Oil 2SA each 6Cy. 305 ×<br>1200bhp<br>Fairbanks. Morse & Co. |
| 671783<br>OUWM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CECILIE MÆRSK**<br><br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 11000<br>6073<br>13900 | ✠100A1<br>strengthened for heavy cargoes<br>DTf & DTmf—oil FP above 150° F., or veg. oil or latex<br>✠LMC<br>✠Lloyd's RMC<br>MN4140 EL E†2½"U2 | 1967–11 Kockums M/V A/B—Mmo<br>559' 9" (incl. BB) 80' 3" 34' 1"<br>523' 2" 80' 0" 52' 6"<br>F43' 2 dks, 3rd dk except in No. 1 hold, 4th dk in Nos. 2, 3 & 4 holds<br>Coll BH to U dk 7 to 2nd dk<br>rf nil WB5780t incl. Tunnel tanks 307t DTf540t DTmf2345t | M Ref<br><br>In.25011 | Oil 2SA 9Cy. 840 × 1800 m<br>20700bhp<br>Burmeister & Wain<br>2AuxB (1 o.f 1 ex.g) 100<br>3 × 700kW 450V 60c/s a.c.<br>Thw. thrust propeller fwd |
| 681507 | **CELLANA**<br><br>**Shell International Marine Ltd.**<br>Geelong British | 16000<br>—<br>22000 | 100A1<br>oil tanker<br>Class contemplated | Whyalla S.B. & Eng. Works—Wya<br>561' 1" (incl. BB) 80' 1" 31' 11"<br>529' 11" 80' 0" 42' 2" | M Tanker Mchy.aft | Oil 2SA 6Cy. 760 × 1550 m<br>Sulzer<br>Commnw'th Gov. E. Wks |
| 681115 | **CEMENMAR UNO**<br><br>**Cementos del Mar S.A.**<br>T~~arragona~~ Spanish<br>Gijon | 1500<br>617<br>— | 100A1<br>Class contemplated | Maritima del Musel S.A.—Gjn<br>267' 2" 41' 1" 16' 10½"<br>241' 1" 41' 0" 19' 4" | M Cement Carrier Mchy.aft | Oil 4SA 6Cy. 390 × 680 m<br><br>Naval-Stork-Werkspoor |
| 505509<br>LNXA<br><br>Df Rdr<br>RTv | **CEMENT 9**<br>exBull-68<br>**A/S Christiania Portland Cementfabrik**<br>Oslo Norwegian | 159<br>—<br>— | ✠100A1 SS 9/66<br>tug<br>Gulf of Bothnia, Baltic Oslofjord service<br>Str. nav. ice<br>✠LMC<br>MN252 EL (b) | 1958–3 A/B Lödöse Varf—Lod<br>85' 4" 26' 3" 11' 7"<br>79' 6" 25' 7" 13' 10"<br>1 dk<br>RW 4BH<br>BoxK4" WB37t | M Tug & Icebreaker | Oil 2SA 6Cy. 340 × 570 m<br>1260bhp<br>Nydqvist & Holm A/B<br>2 × 30, 12kW 110V d.c.<br>Controllable pitch prope |
| 672147<br>HOLH<br>4292HA<br>Df Esd<br>Gc Rdr<br>RTv | **CEMENTIA**<br><br>**Cement Tankers S.A.**<br>Panama Panamanian | 3373<br>1708<br>5335 | ✠100A1<br><br>✠LMC<br><br>MN800 EL T 1½"U2 | 1967–11 Deutsche Werft A.G.—Ham<br>349' 9" 51' 0" 22' 1½"<br>327' 1" 50' 10" 27' 5"<br>P104' F44' 1 dk<br>8BH<br>rf nil WB 2134t incl. DTf311t | M Cement Carrier Mchy.aft<br>4 Ho 22' 22', 22', 21½'<br>G.146415<br>4 Ha (stl) (each 2½' × 1½')<br>Der 1(12) | 2 Oil 4SA each 8Cy<br>sr geared to sc. shaft<br>4000bhp<br>Klöckner-Humboldt-De<br>AuxB (ex.g) 71<br>4 × 1000, 1000, 240, 240k |

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| **CENTRAL MASTER**<br>exMaster–68 exFinnmaster–64<br>exPamilo–56<br>**Central Marine Corp.**<br>Keelung China (Taiwan) | 3253<br>1574<br>4340 | ~~✠100A1~~ ~~SS 6/68~~<br>~~Ice Class 1~~<br>~~✠LMC~~<br>~~MN824~~ ~~EL 1~~<br>✠Class **WITHDRAWN**<br>8/68 | **1954**–2 Arnhemsche Scheeps. Maats.—Ahm<br>317′ 10″ 45′ 9″ 19′ 7¼″<br>289′ 0″ 45′ 7″ 29′ 3″<br>F51′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>WB482t | S OSD<br>4 Ho<br>G.225694 B.212311<br>4 Ha (36¾′, 36¾′, 30¼′, 26′×21½′)<br>8W Der 4(5) 4(3) | C 4Cy. (2) 16¾″ & (2) 35⅞″×37⅞″<br>1800ihp 372t (o.f)<br>Amsterdamsche D.D. Maats. Ams<br>WTB(s) 220℔ Spt ✠NWTB(p)made49<br>refitted6/60–220℔ Spt hs(6243)<br>11k |
| **CHALLENGER**<br>**Luzon Stevedoring Corp.**<br>Manila Philippine | 315<br>—<br>— | | **1968** D. W. Kremer Sohn—Elmshorn<br>122′ 0″ 30′ 3″ 11′ 1¾″<br>114′ 9″ 29′ 2″ 15′ 5″ | M Tug | Oil 4SA 8Cy. 400×600 mm<br>2260bhp 200t (hvf)<br>Masch. Augsburg-Nurnberg Ham<br>2×120kW 440V 60c/s a.c. 12½k |
| **CHAMEIS**<br>**Marine Diamond Corporation Ltd.**<br>Cape Town S. African<br>For later particulars see New Entries No. 2 | 500<br>—<br>— | **100A1**<br>tug<br>Class contemplated | Globe Engineering Works—C.Tn<br>130′ 0″ 32′ 2″ 14′ 3″<br>113′ 3″ 32′ 0″ 16′ 9″ | TM Tug | 2 Vee Oil 2SA each 12Cy. 8½″×10″<br>General Motors Corp. |
| **CHANDELEUR**<br>exCienfuegos–68<br>**Pacific Steam Navigation Co.**<br>~~Furness Ship Management Ltd.~~<br>Liverpool British<br>Furness, Withy & Co. Ltd. (Mgrs.) | 5407<br>2817<br>7465 | **✠100A1** SS 1/68 ~~SS 1/65~~<br>**✠LMC**<br>MN900 EL y 1⅛″SQ | **1959**–11 Hall, Russell & Co. Ltd.—Abn<br>386′ 2″ 54′ 3″ 25′ 9½″<br>360′ 0″ 54′ 0″ 33′ 3″<br>F38′ 2 dks<br>RW 5BH to U dk 2 to 2nd dk<br>rf 3″ WB982t incl. Tunnel tanks 198t | M<br>G.369570 B.341470<br>12W Der 1(25) 4(10) 8(5) | Oil 2SA 4Cy. 620×1400 mm exhaust 470 mm<br>4500bhp 545t<br>Harland & Wolff Ltd. Gls<br>2AuxB (1 o.f 1 ex.g) 100℔ 13½k |
| **CHARITAS**<br>exClydewater–68<br>**Adriatico Tirreno Jonio Ligure "ATJL" di Alberto Ravano & Figli**<br>Genoa Italian | 12569 ~~12703~~<br>7308 ~~7668~~<br>19310 | ✠Class **WITHDRAWN**<br>at Owners' request<br>**3/69** **RI** | **1951**–10 John Brown & Co. Ltd.—Cly<br>571′ 4″ 72′ 4″ 31′ 8½″<br>535′ 6″ 72′ 0″ 41′ 0″<br>P120′ B41 F68′ 1 dk, 2nd dk clear of cargo tanks<br>RW 17BH<br>WB380t | M Tanker Mchy.aft<br>25 Ta<br>HeCls. BC | Oil 2SA 6Cy. 725×2250 mm<br>7500bhp Doxford 2113t–25pd<br>John Brown & Co. Ltd. Cly<br>2AuxB 180℔ 14k |
| **CHARLES**<br>**Armement Battez-Vincent**<br>Boulogne French | ~~300~~ 234<br>— 81<br>— | BV | **1968** Ziegler Freres—Dnk<br>127′ 11″<br>114′ 10″ 27′ 10″ 19′ 6″ | M Stern Trawler | Oil 4SA 8Cy. 250×280 mm<br>1100bhp<br>Soc. Crepelle Lille |
| **CHARRUA**<br>exCarlshamn–53<br>**Navegação Riograndense Ltda.**<br>Porto Alegre Brazilian | 1939<br>985<br>2930 | **✠100A1** SS 8/67<br>**LMC**<br>MN612 EL t 1⅞″U2 | **1951**–9 Ekensbergs Varv—Skm<br>313′ 0″ 43′ 8″ 18′ 3¾″<br>294′ 1″ 43′ 6″ 18′ 6″<br>P28′ 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf 4″ WB548t incl. Tunnel tanks 108t | M OSD<br>G.187491 B.174296 | Oil 2SA 9Cy. 350×620 mm<br>3060bhp Emade63fitted67<br>Burmeister & Wain Cpn<br>db 105℔<br>3×115, 115, 90kW 230V d.c. |
| **CHASTINE MÆRSK**<br>**A. P. Möller, Copenhagen**<br>Copenhagen Danish<br>For later particulars see New Entries No. 5 | 10000<br>—<br>— | **100A1**<br>Class contemplated | A/S Bergens M/V—Bgn<br>559′ 8″ 80′ 2″<br>524′ 8″ 80′ 0″ 52′ 6″ | M Ref | Oil 2SA 9Cy. 840×1800 mm B&W<br>A/S Akers M/V Osl |
| **CHATHAM**<br>exHagerstown Victory–67<br>**Chatham Shipping Corp.**<br>Wilmington, Del United States | 7607<br>4551<br>10584 | AB | **1945** Bethlehem-Fairfield—Bal<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′, 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>6600shp 2838t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×300kW 240V d.c. |
| **CHEROKEE**<br>exTiger–68<br>**Pacific Inland Navigation Co. Inc.**<br>Seattle United States | 198<br>135<br>— | | **1927** American Brown Boveri Elec. Corp.—Camden<br>*116·9′* 24′ 2″ 9′ 5⅜″<br>115′ 6″ 24′ 0″ 12′ 3″<br>RW | TM Tug | 2 Oil 4SA each 8Cy. 10½″×13½″<br>1880bhp (d.o)<br>Cooper-Bessemer Corp. Grove City<br>2×30, 20kW 115V d.c. |
| **CHERRY BARU**<br>exCassia–68<br>Madam **Dolly Seah**<br>Singapore Singapore | 1563<br>745<br>2297 | AB RI | **1955** Cant. Nav. Felszegi—Tri<br>252′ 2″ 37′ 6″ 17′ 1″<br>228′ 9″ 37′ 5″ 18′ 6″<br>P62′ F28′ 1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>10 Ta<br>L.98000<br>HeCls. BC<br>Der 1(1) | Oil 2SA 8Cy. 360×600 mm<br>1200bhp Sulzer 85t (d.o)–4pd<br>C.R.D. Adriatico Tri<br>4×40, 40, 30, 20kW 110V d.c. 10½k |
| **CHERRY SAND**<br>**British Transport Docks Board**<br>Grimsby British<br>For later particulars see New Entries No. 5 | 1100<br>—<br>— | **100A1**<br>dredger<br>Class contemplated | Appledore S.B. Ltd.—Apl<br>206′ 2″ 40′ 7″<br>195′ 0″ 39′ 6″ 15′ 6″ | TM Dredger Mchy.aft | 2 Oil 4SA each 6Cy. 10¼″×14½″<br>Ruston & Hornsby Lcn |
| **CHEVRON AMSTERDAM**<br>exCaltex Amsterdam–68<br>**Maats. tot Financiering van Bedrijf-spanden N.V.**<br>Chevron Tankers (Nederland) N.V.<br>The Hague Netherland | ~~21823~~ 20943<br>~~12898~~ 12256<br>31911 | AB | **1960** N.V. Wilton-Fijenoord—Sch<br>665′ 10″ 89′ 5″ 35′ 5½″<br>630′ 0″ 89′ 0″ 45′ 0″<br>P133′ B50′ F81′ 1 dk<br>RW<br>rf 3″ | S Tanker Mchy.aft<br>30 Ta<br>L.1570048<br>HeCls. BC<br>Der 2(10) 2(5) 1(1) | 2 S Turb dr geared to sc. shaft<br>14500shp 4175t (o.f)–84pd<br>N.V. Wilton-Fijenoord Sch<br>2×750kW 450V 60c/s a.c. 17k |

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| 505820 | **CHEVRON ANTWERP** | 16659 | ✠100A1 | SS 5/66 | 1950-12 John Cockerill S.A.—Hbk | S Tanker Mchy.aft | | 3 S Turb dr geared to sc. |
| HOXK | exCaltex Antwerp–68 | 11596 | oil tanker | | 595' 0" 76' 8" 30' 3½" | 27 Ta | | 8000shp Parsons |
| 1402 | **Overseas Tankship** | 24215 | ✠LMC | | 570' 0" 70' 0" 39' 9" | L.829642 | HeCls. B | John Cockerill S.A. |
| Df Esd | **Corporation** | | | | 1 dk | | | 2WTB 490lb Spt 470lb |
| Gc Pfd | Panama Panamanian | | MN1650 | EL k†2³⁄₁₆"SQ | RW 11BH len 66 | Der 4(5) 2(4) | | 2×500kW 240V d.c. |
| Rdr RT | | | | | rf nil WB799t | | | |
| 505840 | **CHEVRON DELFZIJL** | 2226 | | | 1955 Hitachi Zosen—Inn | TM Tanker Mchy.aft | | 2 Oil 2SA each 8Cy. 220× |
| PDIF | exCaltex Delfzijl–68 | 1254 | | | 280' 0" 45' 2" 16' 4½" | 12 Ta | | sr gearing |
| | exCaltex Siak–59 | 3255 | | AB | 270' 0" 45' 0" 20' 6" | L.159072 | HeCls. BC | 1600bhp |
| Df Esd | **Chevron Tankers (Nederland)** | | | | F22' 1 dk | | | General Motors Corp. |
| Gc Pfd | **N.V.** | | | | rf 3" | Der 2(3) 2(2) | | 2×80kW 225V 50c/s a.c. |
| Rdr | The Hague Netherland | | | | | | | |
| 505845 | **CHEVRON EINDHOVEN** | 22110 | | | 1958 Hitachi Zosen—Inn | S Tanker Mchy.aft | | 2 S Turb dr geared to sc. |
| PDIB | exCaltex Eindhoven–68 | 13130 | | | 660' 0" 89' 5" 35' 5½" | 30 Ta | | 14000shp |
| | **Chevron Tankers (Nederland)** | 32052 | | AB | 630' 0" 89' 0" 45' 0" | L.1570484 | HeCls. BC | Hitachi Seisakusho |
| Df Esd | **N.V.** | | | | P155' B54' F88' 1 dk | | | 2×640kW 450V 60c/s a.c. |
| Gc Pfd | The Hague Netherland | | | | RW | Der 4(5) 1(1) | | |
| Rdr | | | | | rf nil | | | |
| RTm/h/v | | | | | | | | |
| 505846 | **CHEVRON GENOA** | 10448 | | | 1944 Kaiser Co. Inc.—Pld | T-E Tanker Mchy.aft | | S Turb 7240shp driving 1 |
| HOIL | exCaltex Genoa–68 | 6301 | | | 523' 6" 68' 2" 30' 2" | 26 Ta | | 2300V a.c. connected to |
| | exCedar Breaks–52 | 16547 | | AB | 503' 0" 68' 0" 39' 3" | L.792544 | HeCls. BC | 6000shp (Sy) |
| Df Esd | ~~**American Transport Co.**~~ | | | | P108' B36' F53' 1 dk | | | General Electric Co. |
| Gc Rdr | Panama Panamanian | | | | rf 9" | Der 2(5) 2(2) | | 2×400kW 440V 60c/s a.c. |
| | **Chevron Shipping Co. Ltd.** | | | | | | | |
| 505853 | **CHEVRON LEIDEN** | 13785 | | | 1967 (Fwd & cargo sections) Hitachi | T-E Tanker Mchy.aft | | S Turb 7240shp driving 1 |
| PDIR | exCaltex Leiden–68 | 10009 | | | S.B. & Eng. Co. Ltd.—Kawasaki | 18 Ta | | 2300V a.c. connected to |
| | exFort Ridgely–50 | 22403 | | AB | 1944 (Aft section) Alabama D.D. & | L.1096099 | HeCls. B | 6000shp (Sy) |
| Df Esd | **Chevron Tankers** | | | | S.B. Co.—Mob | | | General Electric Co. |
| Gc Rdr | **(Nederland) N.V.** | | | | 565' 6" 68' 2" 31' 10½" | Der 4(2) | | 2×400kW 440V 60c/s a.c. |
| RTm/h/v | The Hague Netherland | | | | 68' 0" 39' 3" | | | |
| | | | | | P134' F88' 1 dk | | | |
| | | | | | RW | | | |
| | | | | | rf 9" | | | |
| 505854 | **CHEVRON LIEGE** | 16660 | ✠100A1 | SS 9/66 | 1951-5 John Cockerill S.A.—Hbk | S Tanker Mchy.aft | | 3 S Turb dr geared to sc. |
| HOYS | exCaltex Liege–68 | 11599 | oil tanker | | 595' 0" 76' 6" 32' 7" | 27 Ta | | 8000shp Parsons |
| 1477 | **Overseas Tankship** | 24214 | ✠LMC | | 570' 0" 70' 0" 39' 9" | L.829642 | HeCls. B | John Cockerill S.A. |
| Df Esd | **Corporation** | | | | 1 dk | | | 2WTB 490lb Spt 470lb |
| Gc Pfd | Panama Panamanian | | MN1600 | EL k†2³⁄₁₆"SQ | RW 11BH len 66 | Der 4(5) 2(4) | | 2×300kW 240V d.c. |
| Rdr RT | | | | | rf nil WB799t | | | |
| 505880 | **CHEVRON VENICE** | 13991 | | | 1965 (Fwd & cargo sections) Hitachi | T-E Tanker Mchy.aft | | S Turb 7240shp driving 1 |
| HPWE | exCaltex Venice–68 | 9959 | | | Zosen—Inn | 18 Ta | | 2300V a.c. connected |
| | exCabusto–52 | 22646 | | AB | 1945 (Aft section) Alabama D.D. & S.B. | | | 5930shp (Sy) |
| Df Esd | **Chevron Shipping Co. Ltd.** | | | | Co.—Mob | | | General Electric Co. |
| Gc Pfd | Panama Panamanian | | | | 560' 0" 77' 6" 31' 11½" | Der 2(2) | | 2×400kW 440V 60c/s a.c. |
| Rdr RTh | | | | | 540' 0" 77' 4" 41' 9" | | | |
| | | | | | P108' B25' F69' 1 dk | | | |
| | | | | | rf nil | | | |
| 681106 | **CHIEFTAIN** | 200 | 100A1 | | Scott & Sons (Bowling) Ltd.— | M Tug | | Oil 4SA 8Cy. 320×450 mm |
| | | — | tug | | Bwg | | | |
| | **Steel & Bennie Ltd.** | — | Class contemplated | | 112' 4" 28' 11" 12' 0" | | | Klöckner-Humboldt-Deu |
| | Glasgow British | | | | 100' 0" 26' 9" 13' 0" | | | |
| | For later particulars see New Entries No. 6 | | | | RW | | | |
| 640140 | **CHIHUAHUA** | 1260 | 100A1 | | 1965 ~~1966~~ Emaq Eng. Máq. S.A.—Rio | M OSD/CSD Mchy.aft | | Oil 2SA 7Cy. 360×600 mm |
| | Launched as Procyon | 618 | | | 259' 7" 41' 1" 20' 4" | | | 1680bhp Emade61fitted |
| | **Transportacion Maritima** | 2200 | LMC | | 242' 6" 41' 0" 24' 7" | | | Sulzer Bros. Ltd. |
| Df Esd | **Mexicana S.A.** | 1983 | | | 1 dk & S dk | | | 3×125⅞kW 450V 60c/s a.c. |
| Gc Rdr | Servicios Maritimos | 1247 | MN336 | EL q1¹¹⁄₁₆" | RFD27" | | | |
| RT | Mexicanos S/A | 3040 | | BV | Coll BH to S dk 3 to 2nd dk | | | |
| | Acapulco Mexican | | | | rf 2" WB606t | | | |
| 681608 | **CHIRYU MARU** | 941 | | | 1967 Imai Zosen—Kochi | M Tanker Mchy.aft | | Oil 4SA 6Cy. 350×550 mm |
| | | — | | | 34' 7" 15' 9" | 4 Ta | | 1500bhp |
| | **Ryukyu Sekiyu K.K.** | 1546 | | | 170' 8" 34' 6" 17' 4" | L.1716 | | Hanshin Nainenki Kogyo |
| Rdr RTv | Naha Japanese | | | | 1 dk | | | |
| 519131 | **CHO CHON HO** | 2066 | | | 1948 Kawasaki Jukogyo—Kob | M Mchy.aft | | Oil 4SA 8Cy. 400×580 mm |
| 6KNP | exManley–67 | 1106 | | | 296' 6" 41' 0" 18' 10" | 2 Ho 110½', 73½' | | 1800bhp NE60 |
| | exKohsho Maru–67 | 3151 | | NK | 278' 10" 40' 10" 21' 10" | G.133631 B.122719 | | Fuji Seisakusho |
| Df RT | exKaiko Maru–60 | | | | 1 dk | 3 Ha (17', 36½', 36½'×17½') | | 2×50kW 105V d.c. |
| | ~~**Great Eastern Shipping Co.**~~ | | | | RW | Der 4(10) 2(5) | | |
| | ~~**Ltd.**~~ **Great East Shipping Co. Ltd.** | | | | | | | |
| | Inchon S. Korean | | **DAMAGED BY FIRE 10/67—TO BE BROKEN UP** | | | | | |
| 680834 | **CHOUN MARU No. 1** | 115 | | | 1967 Nagasaki Zosen—Nag | M Fishing Mchy.aft | | Oil 4SA 6Cy. 250×320 mm |
| | | 47 | | | 112' 2" 18' 9" 7' 6" | | | 650bhp |
| | **Yamada Suisan K.K.** | — | | | 95' 1" 18' 8" 8' 10" | | | Niigata Eng. Co. Ltd. |
| Df RT | Nagasaki Japanese | | | | 1 dk | | | |

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| **CHOUN MARU No. 2**<br>Yamada Suisan K.K.<br>Nagasaki Japanese | 115<br>47<br>— | | 1967 Nagasaki Zosen—Nag<br>112′ 2″ 18′ 9″ 7′ 6″<br>95′ 1″ 18′ 8″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>650bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **CHRISTINA**<br>exBasil–68 exDunstan–66<br>exSallust–58 exDunstan–51<br>Cia. Mtma. Vlahoulis S.A.<br>Panama Panamanian | *2993*<br>*1589*<br>4915 | ✠100A1 SS 10/63<br>with freeboard<br>DT—vegetable oil<br>✠LMC<br>EL w 1$\frac{11}{16}$″SQ | 1948–12 W. Pickersgill & Sons Ltd.<br>—Sld<br>357′ 10″ 50′ 10″ 20′ 11″<br>355′ 7″ 50′ 6″ 30′ 0″<br>P68′ F75′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB1629t incl. DTa719t | S (11P) OSD<br>G.350235 B.317525<br>10W Der 1(25) 2(10) 10(5) 2(3) | T 3Cy. 21½″ 34″ & 62″×39″<br>1950ihp 731t (o.f)<br>George Clark (1948) Ltd. Sld<br>2 SB 220℔ Spt hs(6298) 6cf<br>2×20kW 110V d.c. 10½k |
| **SURVEYS OVERDUE 10/67—NOW IN PORT DAMAGED** | | | | | |
| **CHYOUN MARU No. 21**<br>R. Aosaki<br>Shimonoseki Japanese | 199<br>105<br>400 | | 1967 Koike Zosensho—Kinoe<br>117′ 5″ 23′ 0″ 9′ 6″<br>110′ 6″ 22′ 11″ 10′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 280×420 mm<br>500bhp<br>Matsue Nainenki Kogyo Matsue |
| **CIBIA**<br>exStar of Piræus–68 exNiobé–66<br>Cia. Maritima Cibia S.A.<br>Piræus Greek | 2010<br>1032<br>2690 | BV | 1946 Ch. & At. de St. Nazaire (Penhoët)<br>—Quevilly<br>295′ 2″ 39′ 7″ 17′ 3″<br>39′ 5″<br>P28′ Q78′ B58′ F23′ 1 dk | S<br>G.121000 B.115000 | T 3Cy. 17¾″ 30¾″ & 52⅜″×35$\frac{7}{16}$″<br>(o.f)<br>Ch. & At. de St. Nazaire (Penhoët)<br>Quevilly<br>10k |
| **CIERVANA**<br>Launched as J.C.P.-G. 6<br>Government of Spain<br>(Ministerio de Obras<br>Publicas)<br>Cadiz Spanish | 1005<br>516<br>— | ✠100A1<br>hopper barge<br>Iberian coasting service<br>within 25 miles offshore<br>✠LMC<br>MN220 EL I 1$\frac{3}{16}$″SQ | 1966–7 Soc. Española de Const. Nav.—<br>Cdz<br>200′ 2″ 38′ 6″ 13′ 3¾″<br>190′ 3″ 37′ 8½″ 15′ 9″<br>RFD46′ 1 dk<br>4BH<br>rf nil WB320t | M Hopper Barge Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>1100bhp<br>Naval-Stork-Werkspoor Cdz<br>2×80kW 380V 50c/s a.c. |
| **CIMADEVILLA SEGUNDO**<br>Naviera Santa Catalina S.A.<br>Gijon Spanish | 2800<br>—<br>— | 100A1<br>Class contemplated | Ast. del Cantabrico & Riera—<br>Gjn<br>354′ 0″ 46′ 1″ 20′ 3½″<br>324′ 9″ 45′ 11″ 24′ 3″ | M Mchy.aft | Oil 2SA 6Cy. 420×900 mm<br>B&W<br>La Maquinista Terrestre y Mar. Bcl |
| For later particulars see New Entries No. 12 | | | | | |
| **CLABEN**<br>J. Lovie<br>Peterhead British | 142<br>79<br>— | | 1968 H. McLean & Sons Ltd.—Rnf<br>90′ 0″ 23′ 6″ 8′ 11″<br>79′ 5″ 22′ 6″ 11′ 6″<br>B22′ F12′ 1 dk<br>BK7″ | M Trawler Mchy.aft<br>Der 1(2½) | Oil 4SA 6Cy. 8¾″×11½″<br>490bhp 12t (d.o)<br>Blackstone & Co. Ltd. Stamford<br>1×10kW 110V d.c. 11k |
| **CLARENTIA**<br>exSiljestad–68<br>Intercontinental Transport<br>Corp.<br>Monrovia Liberian | 22860<br>13537<br>36405 | NV | 1960 Eriksbergs M/V A/B—Got<br>682′ 6″ 87′ 3″ 36′ 8″<br>645′ 0″ 87′ 0″ 48′ 6″<br>1 dk<br>RW<br>rf 3″ | M Tanker Mchy.aft<br>33 Ta<br>L.1677453 HeCls. BC<br>Der 4(5) 2(3) 2(1½) | Oil 2SA 12Cy. 740×1600 mm<br>15000bhp B&W 3380t (hvf)–50pd<br>Eriksbergs M/V A/B Got<br>3×280, 280, 220kW 440V 60c/s a.c. 15k |
| **CLAUDIO R.**<br>"Europea" Società Generale<br>d'Armamento S.p.A.<br>Palermo Italian | 48800<br>26480<br>81000 | 100A1<br>oil tanker<br>Class contemplated<br>RI | Italcantieri S.p.A.—Gen<br>831′ 2″ 128′ 0″ 42′ 0″<br>780′ 10″ 127′ 8″ 55′ 10″ | M Tanker Mchy.aft | Oil 2SA 10Cy. 900×1550 mm<br>Sulzer<br>C.R.D. Adriatico Tri |
| For later particulars see New Entries No. 11 | | | | | |
| **CLYDESDALE**<br>Hadley Shipping Co. Ltd.,<br>Houlder Line Ltd. &<br>Empire Transport Co. Ltd.<br>Warwick & Esplen Ltd.<br>London British | 24024 ~~24021~~<br>16863<br>42144 | ✠100A1<br>strengthened for ore<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty (cc)<br>✠LMC<br>MN2722 EL q†2⅞″U2 | 1967–10 Scotts' S.B. & Eng. Co. Ltd.—<br>Grk<br>662′ 0″ 92′ 2″ 38′ 1½″<br>621′ 1″ 92′ 0″ 51′ 3″<br>P104′ F51′ 1 dk<br>NS 9BH<br>rf 3″ WB15192t incl. Comb. btm & side tanks in holds 5214t Topside tanks in holds 5132t | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 900×1550 mm<br>13610bhp Sulzer<br>Scotts' S.B. & Eng. Co. Grk<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×424kW 440V 60c/s a.c. |
| Now **CLYDE BRIDGE** See New Entries No. 12 | | | | | |
| **CLYMENIA**<br>Union Navale<br>Dunkirk French | 10668<br>7251<br>16134 | | 1967 Sanoyasu Dockyard Co. Ltd.—Osa<br>483′ 11″ 29′ 10″<br>459′ 4″ 67′ 3″ 41′ 3″<br>1 dk | M Bulk Carrier Mchy.aft<br>5 Ho 55¾′, 83½′, 54′, 87′, 54′<br>G.829969 B.691702<br>5 Ha (stl) (30¾′, 62¼′, 30¾′, 62¼′,<br>30¾′×29½′)<br>Cr 2(10) 2(5) | 2 Oil 4SA each 10Cy. 400×460 mm<br>9040bhp Sulzer 965t (d.o)<br>Ishikawajima-Harima Hvy Ind. Aio<br>3×360, 320, 320kW 440/110V 60c/s a.c.<br>16½k |
| **COCONICA**<br>exArnfinn Stange–67<br>Oroutsa Co. Ltd.<br>Monrovia Liberian | 10164<br>6103<br>16209 | 100A1 M 10/67–12mos<br>oil tanker<br>Machinery class<br>contemplated<br>MN1100 EL f†2¼″SQ<br>~~NV~~ | 1953 Rosenberg M/V A/S—Stv<br>522′ 6″ 68′ 0″ 28′ 4¾″<br>496′ 0″ 67′ 9″ 36′ 6″<br>P104′ B35′ F46′ 1 dk<br>RW 14BH<br>rf 3″ WB914t incl. DTf652t | M Tanker Mchy.aft<br>24 Ta<br>Der 2(5) 1(3) 1(1½) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford 1299t (hvf)<br>Richardsons, Westgarth Hpl<br>2AuxB 180℔<br>3×220, 220, 40kW 220V d.c. 13k |
| **SURVEYS OVERDUE & REPAIRS REQUIRED— CLASS SUSPENDED 7/1/69** | | | | | |
| **COLSTEVE**<br>exDonald Stevenson–66<br>Etablissement Collins<br>International<br>Kuwait | 213<br>145<br>— | | 1956 Weaver Shipyard—Orange<br>115·0′ 24′ 8″<br>… … …<br>1 dk | TM Tug | 2 Oil each 12Cy. 5″×5½″<br>620bhp NE65<br>General Motors Corp. Det<br>12k |
| Now **DONALD STEVENSON** See New Entries No. 12 | | | | | |
| **COLUMBIA EAGLE**<br>exPierre Victory–68<br>Columbia S.S. Co. Inc.<br>Wilmington, Del United States | 7606<br>4549<br>10636 | AB | 1945 Oregon S.B. Corp.—Pld<br>455′ 3″ 62′ 1″ 28′ 6¾″<br>436′ 6″ 62′ 0″ 38′ 0″<br>F87′ 3 dks<br>rf nil | S<br>5 Ho 57½′, 45′, 77′, 81′, 75′<br>G.500000 B.453000<br>5 Ha (25′ 24′, 36′, 36′, 24′×22½′)<br>14W | 2 S Turb dr geared to sc. shaft<br>9350shp 2828t (o.f)<br>General Electric Co. Lyn<br>2×300kW 240V d.c. 16k |

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| 680688 | **COMANDANTE RIBAS**<br><br>**Navegação Paulo**<br>**Pereira Lda.**<br>Manaus Brazilian | 140<br>—<br>— | A1<br>tug<br>for restricted service<br>Class contemplated | | Industrias Reunidas Caneco—<br>Rio<br>64' 8" 16' 5" 3' 3½"<br>62' 4" 15' 9" 4' 11" | TM Tug Mchy.aft | 2 Oil 4SA each 6Cy. 175×<br>MAN<br>Mecânica Pesada |
| 504119<br>EBUU<br><br>Df Esd<br>Gc Pfd<br>Rdr | **COMILLAS**<br>exBenizar-68<br>**Cia. Trasatlantica Española**<br>**S.A.**<br>Barcelona Spanish | 3234<br>1919<br>5135 | ✠100A1<br><br>✠LMC<br><br>MN820 | SS 3/68<br><br><br><br>EL w 1⅜"SQ | 1959-2 Soc. Española de Const. Nav.—<br>Bbo<br>371' 0" 52' 1" 21' 6"<br>337' 11" 51' 10" 30' 10"<br>F49' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB677t | M OSD<br>3 Ho 94½', 92', 58'<br>G.314604 B.295700<br>3 Ha (54', 54', 24½'×19½')<br>10W Der 1(25) 10(5) | Oil 2SA 5Cy. 620×1150 m<br>4100bhp B&W<br>Soc. Española de Const.<br>db 100ft |
| 508256<br>LAVO<br><br>Df Esd<br>Gc Rdr<br>RT | **CONCORDIA CRUSADER**<br>exCrux-68 exSunrise-67<br>exCrux-64<br>**Det Bergenske**<br>**Dampskibsselskab**<br>Bergen Norwegian<br>Now **CRUX** See New Entries No. 5 | 4429<br>2449<br>6560<br>6155<br>3558<br>8570 | | <br><br>NV | 1956 A. Stephen & Sons Ltd.—Gls<br>427' 9" 57' 2" 23' 2"/27' 0½"<br>400' 0" 57' 0"<br>P30' B84' F61' 1 dk & S dk<br>RW<br>rf 3" | M (12P) Ref OSD/CSD<br>5 Ho 47½', 63', 60', 66½', 41'<br>G.446930 B.400680 In.2360<br>5 Ha (22½', 34', 27', 32½', 32'×18')<br>16W Der 1(50) 1(30) 2(10) 10(5) 4(3) | Oil 2SA 4Cy. 670×2320 m<br>4400bhp Doxford<br>A. Stephen & Sons Ltd.<br>3×180kW 220V d.c. |
| 634477<br>LMFY<br><br>Df Esd<br>Gc Rdr<br>RTv | **CONCORDIA FALCO**<br>exSunfalcon-68 exSiredal-63<br>exGrey Master-60 exCrux-54<br>exCape Faro-47<br>**Skips A/S Soltun & Co.**<br>Solstad Rederi A/S<br>Skudeneshavn Norwegian<br>Now **SOL TULLA** See New Entries No. 4 | 5231<br>3028<br>7900 | | <br><br>NV | 1944 Pennsylvania Shpyds Inc.—<br>Beaumont<br>412' 3" 60' 1" 24' 11"<br>390' 0"<br>2 dks & S dk<br>rf 4" | M (8P) OSD<br>5 Ho 45', 58½', 60½', 36', 58½'<br>G.500995 B.441640<br>5 Ha (stl) (24½', 33½', 31½', 17½',<br>35½'×23½')<br>12W Der 1(30) 12(5) | 2 Oil 2SA each 6Cy.<br>sr geared to sc. shaft<br>4150bhp<br>Nordberg Mfg Co.<br>2×250kW 120/240V d.c. |
| 507908<br>5MJC<br>1635<br>Df Gc<br>Pfd Rdr<br>RT | **CONOCO SECA**<br>exContinental 1-68 exAinos-62<br>exAndros Venture-62<br>**Petrocarriers Inc.**<br>Monrovia Liberian | 17987<br>11127<br>— | <br><br>✠Classed LR until 5/55 | AB | 1953-11 Davie S.B. & Rep. Co. Ltd.—<br>Levis<br>624' 8" 84' 2" 33' 5½"<br>595' 0" 84' 0" 44' 0"<br>P124' B33' F80' 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc<br>13750shp<br>General Electric Co. |
| 681401<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CONRAD**<br><br>**Norddeutsche**<br>**Hochseefischerei AG**<br>Bremerhaven W. German | ~~1580~~ 1572<br>~~588~~ 581<br>1508 | | <br><br>GL | 1968 Schiffb. Unterweser—Bhn<br>273' 3" 44' 10" 15' 7"<br>242' 8" 44' 7" 26' 10"<br>B87' 2 dks<br><br>rf 12" | M Stern Trawler<br>3 Ho 25½', 20½', 19½'<br><br>3 Ha (13½', 13½', 8½'×5½')<br>Der 2(1) | Oil 4SA 12Cy. 400×500<br>3000bhp<br>Klöckner-Humboldt-Deu<br>3×480, 480, 440kW 380V<br>Controllable pitch propel |
| 540506<br><br><br>Df Esd<br>Rdr<br>RTm | **CONSTANCE**<br>exHesperia-68<br>exJean de Moulezin-63<br>exTergnier-54<br>**Cia. Nav. Blue Zair S.A.**<br>Panama Panamanian | ~~3455~~ ~~3640~~ 3455<br>~~4833~~ ~~1000~~ 1833<br>~~4901~~ ~~5040~~ 5040 | | <br><br>BV | 1948 Burrard D.D. Co. Ltd.—Vcr<br>372' 6" 48' 6" 20' 3"<br>356' 6" 48' 4"<br>P43' B63' F40' 1 dk<br>RW | S<br>4 Ho<br>G.227697<br>4 Ha (stl) (36½', 38', 38', 42½'×32')<br>8W Der 8(5) | Uniflow 4Cy. 25"×26"<br>1810ihp<br>Canadian Vickers Ltd.<br>2×20kW 110V d.c. |
| 681084 | **CONSTANCE**<br><br>**Wijnne & Barends N.V.**<br>Delfzijl Netherland<br>For later particulars see New Entries No. 5 | 500<br>300<br>820 | 100A1<br>Class contemplated | | Scheeps. "Voorwaarts"—<br>Martenshoek<br>189' 7" 30' 0" 11' 6"<br>170' 7" 29' 4" 13' 3" | M Mchy.aft | Oil 2SA 6Cy. 220×380 m<br><br>Appingedammer Brons |
| 511682<br><br><br>Df Esd<br>Rdr | **CONSTANTINOS**<br>exFlottbek-68<br>**Marvirazon Cia. Nav. S.A.**<br>Panama Panamanian | 2430<br>1314<br>4485 | | <br><br>GL | 1951 Lübecker Masch. Ges.—Lbc<br>349' 3" 48' 8" 20' 2½"<br>48' 7" 29' 6"<br>P32' B32' F35' 1 dk & S dk<br>RW<br>rf nil | M OSD<br>3 Ho 47½', 91½', 91½'<br>G.269811 B.245446<br>5 Ha (27½', 34½', 27½', 27½', 27½'×20½')<br>10W Der 1(25) 1(10) 10(3-5) | Oil 2SA 9Cy. 520×900 m<br>2700bhp<br>Masch. Augsburg-Nürnb<br>3×125kW 220V d.c. |
| 503711<br>BICT<br><br>Df Esd<br>Gc Rdr | **CONVOY PIONEER**<br>exKuo Yang-68<br>exZita-65<br>exBaron Glenconner-63<br>**Hai Seng S.S. Co.**<br>Keelung China (Taiwan) | 7541<br>4338<br>10959 | ✠100A1<br><br>LMC<br><br>MN603 | SS 9/64<br><br><br><br>EL b† | 1955-9 Caledon S.B. & E. Co. Ltd.—<br>Dun<br>461' 3" 58' 3" 27' 9"<br>430' 0" 58' 0" 37' 6"<br>F40' 2 dks<br>RW NS Coll BH to U dk 7 to 2nd dk<br>rf 3" WB2411t incl. DTsm605t | S<br><br>G.561640 B.517395<br>5 Ha (33½', 32½'×24') (25'×18')<br>(32½', 32½'×24')<br>10W Der 10(5) | T 3Cy. 24½" 41" & 68"×<br>with dr gearing & hyd<br>3350ihp<br>J. G. Kincaid & Co. Ltd.<br>2WTB 220lb made44<br>hs10356 9cf |
| 681584<br>VJJT<br>93511 | **COOMONDERRY**<br>**Peter & Ellen Goodlich**<br>~~R. Fricker & Co. Pty Ltd.~~<br>Port Adelaide British | 146<br>84<br>137 | | | 1886 J. B. Seath—Rutherglen<br>*110·2'* 20' 1"<br>... ... ...<br>1 dk | M | Oil 4SA 6Cy. 6½"×—<br>NE—<br>Bergius-Kelvin Co. Ltd. |
| 671543<br>PPBO<br><br>Df Esd<br>Gc Rdr<br>RT | **CORINA**<br>exCurvelo-68<br>**Companhia Paulista de**<br>**Comercio Maritime**<br>Rio de Janeiro Brazilian | 6900<br>—<br>10900<br>9000<br>—<br>12750 | | | 1967 Ishikawajima do Brasil—Rio<br>478' 0" 64' 2" 25' 11"/28' 6½"<br>475' 8" 64' 0" 40' 0"<br>2 dks & S dk | M OSD/CSD Mchy.aft | Oil 2SA 8Cy. 680×1250 m<br>10000bhp Sulzer<br>Ishikawajima do Brasil |

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| **CORNELIA MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>**10928**<br>6046<br>14020 | ✠**100A1** strengthened for heavy cargoes DTf & DTmf—oil FP above 150° F., or veg. oil or latex<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN4140 EL E†2½″U2 | **1967**–12 A/S Bergens M/V—Bgn<br>560′ 0″ 81′ 2″ 34′ 0¾″<br>523′ 1″ 80′ 0″<br>F43′ 2 dks, 3rd dk except in No. 1 hold, 4th dk in Nos. 2, 3 & 4 holds<br>Coll BH to U dk 7 to 2nd dk<br>rf nil WB5482t incl. DTf536t DTmf2320t | M Ref<br>In.24239 | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W<br>A/S Akers M/V Osl<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×700kW 450V 60c/s a.c.<br>Thw. thrust propeller fwd |
| **CORINNE S. YABUT**<br>exKenmar–68<br>exJules Fribourg–56<br>exGeorge R. Holmes–51<br>Yabut **Ocean Lines**<br>Manila Philippine | **7147**<br>4381<br>10628 | AB | **1944** Bethlehem-Fairfield—Bal<br>441′ 8″ 57′ 1″ 27′ 9½″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 69¾′, 72½′, 50′, 45′, 70′<br>B.500000<br>5 Ha (33¾′, 42½′, 20′, 35′, 50′×20′)<br>Der 2(10) 4(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1819t (o.f)<br>Worthington Corp. Harrison<br>4×20kW 120V d.c. 10½k |
| **CORNELIS DEN DULK**<br>exMaria Elizabeth–68<br>N.V. **Rederij en Handel Mij** v/h **C. den Dulk**<br>Katwijk aan Zee Netherland | **512**<br>219<br>— | | **1960** Schpsw. "De Dollard"—Landsmeer<br>165′ 0″ 28′ 2″<br>144′ 0″ 28′ 0″ 20′ 4″<br>RW | M Stern Trawler | 2 Oil 2SA each 7Cy. 190×350 mm with hydraulic coupling to sc. shaft<br>N.V. Mch. Bolnes Krimpen |
| **COROMOTO**<br>exMaria Luisa Velasco–68<br>Cia. **Trasatlantica Espanola S.A.**<br>Barcelona Spanish | **5228**<br>3132<br>7013 | ✠**100A1** SS 4/67<br>✠**LMC**<br>MN800 EL y1⅞″SQ | **1962**–5 Empresa Nacl. "Bazan"—Ctg<br>412′ 3″ 54′ 9″ 24′ 6½″<br>385′ 0″ 54′ 6″ 31′ 3″<br>F40′ 2 dks<br>6BH<br>rf 6″ WB1454t | M Mchy.aft | Oil 2SA 8Cy. 600×1040 mm<br>4000bhp Sulzer (d.o)<br>Empresa Nacl. "Bazan" Ctg<br>AuxB 57℔ |
| **COSTA RICA MARU**<br>**Kobe Kisen K.K.**<br>Kobe Japanese | ~~6850~~ 5591<br>~~3750~~ 2499<br>~~6401~~ 6334 | | **1968** Kawasaki Dkyd Co. Ltd.—Kob<br>462′ 7″ (incl. BB) 19′ 8″<br>433′ 1″ 60′ 8″ 37′ 5″<br>1 dk<br>RW | M Ref | Oil 2SA 9Cy. 700×1200 mm<br>12600bhp<br>Kawasaki Dkyd Co. Ltd. Kob |
| **CRAIGAVAD**<br>**Partenreederei m.s. "Craigavad"**<br>Bernhard Warrings<br>Elsfleth W. German | ~~499~~ T.Mk<br>~~325~~ 500<br>~~1250~~ 325<br>1250 | GL | **1968** Gebr. Schürenstedt—Bardenfleth<br>241′ 2″ 42′ 1″ 20′ 2″<br>223′ 2″ 42′ 0″ 12′ 4″<br>Q13′ B20′ 1 dk & S dk | M ~~OSD~~ Mchy.aft<br>2 Ho 41¼′, 82½′<br>G.1000000 B.90000<br>2 Ha (stl) (41¼′, 82½′×34′) | Oil 4SA 8Cy.<br>1500bhp 100t (d.o)<br>Atlas-Mak Masch. Kel<br>3×50kW 220/360V 13¼k |
| **CRETAN WIND**<br>exKaren–68 exBalduin–53<br>**Candia Co. Ltd.**<br>Piræus Greek | **1187**<br>641<br>1800 | NV | **1921** Akers M/V A/S—Osl<br>236′ 6″ 36′ 7″ 15′ 2½″<br>226′ 4″ 36′ 5″<br>P26′ B58′ F30′ 1 dk<br>R<br>rf 7″ | S<br>2 Ho<br>G.86000 B.80000<br>4 Ha (23′, 23′, 23′, 19¼′×15′)<br>Der 3(5) 2(3) | T 3Cy. 17″ 29″ & 47″×33″<br>(o.f)<br>Akers M/V A/S Osl<br>9k |
| **CRISTINA**<br>exArmand Crespin–66<br>**Austrian Frigo Line**<br>Österreichische Kühlschiffahrt G.m.b.H. & Co. K.G.<br>Vienna Austrian | **291**<br>159<br>— | BV GL | **1948** Bath Iron Wks Corp.—Bath<br>*108·7′* 22′ 6″<br>12′ 11″<br>P75′ F20′ 1 dk<br>conv trawler 67 | M Ref | Oil 4SA 6Cy. 330×600 mm<br>450bhp<br>Burmeister & Wain Cpn |
| **CYRENE**<br>exJalna–68<br>exChamps Elysées–61<br>Cyrene **Oil & Nav. Co. S.A.**<br>Monrovia Liberian | **16817**<br>9944<br>26440 | BV | **1956** Odense Stålskibsværft A/S—Odn<br>622′ 8″ 77′ 3″ 34′ 0″<br>585′ 0″ 77′ 0″ 44′ 7″<br>1 dk<br>RW | M Tanker Mchy.aft<br>24 Ta<br>L.1218980 HeCls. BC<br>Der 3(5) 2(3) 2(1) | Oil 2SA 9Cy. 740×1600 mm<br>11200bhp (hvf)–36pd<br>Burmeister & Wain Cpn<br>3×90kW 110V d.c. 16k |
| **DAGFARI**<br>**Bardinn h/f**<br>Husavik Icelandic | **268**<br>113<br>220 | | **1967** Elbewerft—Boizenburg<br>110′ 10″ 8′ 10¼″<br>97′ 1″ 23′ 7″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy.<br>660bhp<br>Blackstone & Co. Ltd. Stamford |
| **AGNY**<br>O. T. Tønnevold–67<br>**ederi A/B Sally**<br>Algot Johansson<br>Mariehamn Finnish | **26359**<br>15752<br>42000 | NV | **1961** A/B Götaverken—Got<br>701′ 1″ 96′ 2″ 36′ 10¼″<br>664′ 0″ 96′ 0″ 49′ 6″<br>1 dk<br>rf 2″ | TM Tanker<br>32 Ta<br>L.1955000 | 2 Oil 2SA each 8Cy. 760×1500 mm<br>19000bhp<br>A/B Götaverken Got |
| **DAIKO MARU No. 8**<br>**Sasai Sempaku K.K.**<br>Aomori Japanese | **600**<br>350<br>1100 | | **1968** Kishimoto Zosen—Kinoe<br>183′ 8″ 29′ 7″ 13′ 5″<br>169′ 7″ 29′ 6″ 14′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>1050bhp<br>Hanshin Nainenki Kogyo Kob |

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| 681153<br><br><br>RT | **DAIRYU MARU No. 2**<br><br>**T. Hori**<br>Tanabe Japanese | 421<br>166<br>800 | | **1968** Matsura Zosen—Kinoe<br>174' 2" 26' 3" 11' 5"<br>157' 5" 26' 2" 12' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330 × 460 mm<br>900bhp<br>Matsui Tekkosho |
| 681154 | **DAISHIN MARU**<br><br>**K. Tanaka**<br>Hiroshima Japanese | 199<br>94<br>333 | | **1967** Yoshiura Zosen—Kur<br>108' 11" 27' 3" 9' 1"<br>96' 5" 27' 2" 9' 10"<br>1 dk | M Mchy.aft | Oil 4SA 12Cy. 200 × 240 mm<br>560bhp<br>Yanmar Diesel Eng. Co. Lt |
| 680838<br>JCBM<br>102300<br>Df Esd<br>Pfd Rdr<br>RT | **DAITO MARU No. 21**<br><br>**Daito Suisan K.K.**<br>Fukuoka Japanese | 113<br>49<br>— | | **1967** Tokushima Zosen—Fukuoka<br>112' 3" 18' 6" 7' 9"<br>96' 5" 18' 5" 8' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250 × 400 mm<br>650bhp<br>Akasaka Tekkosho |
| 680839<br>JM2583<br>102301<br>Esd RT | **DAITO MARU No. 22**<br><br>**Daito Suisan K.K.**<br>Fukuoka Japanese | 115<br>49<br>— | | **1967** Tokushima Zosen—Fukuoka<br>112' 3" 18' 6" 7' 9"<br>96' 5" 18' 5" 8' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250 × 400 mm<br>650bhp<br>Akasaka Tekkosho |
| 681155 | **DAIYU MARU**<br><br>**T. Nishida**<br>Hiroshima Japanese | 199<br>103<br>400 | | **1967** Sokooshi Zosensho—Higashino<br>117' 8" 27' 3" 9' 1"<br>104' 11" 27' 2" 10' 1"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 260 × 400 mm<br>550bhp<br>Niigata Eng. Co. Ltd. |
| 510210<br><br><br>Df Esd<br>Gc<br>RTm | **DANA**<br>exEllen Nielsen–68<br>**Progress Maritime Co. S.A.**<br>~~Panama~~ ~~Panamanian~~<br>Mogadishu Somali Rep. | 1594<br>827<br>2250 | **BS✳** SS 2/67<br>Ice Class C<br>**MBS✳**<br><br>MN262 C26 | **1949**–3 Svendborgs Skibs. A/S—Svb<br>285' 0" 40' 7" 16' 2½"<br>262' 0" 40' 6" 18' 5"<br>P25' B60' F25' 1 dk<br>RW 6BH<br>rf 5" WB489t | M (2P)<br>2 Ho 102', 96'<br>G.128000 B.118000<br>4 Ha (28', 32', 28', 28' × 18')<br>Der 1(10) 8(3) | Oil 2SA 5Cy. 510 × 900 mm<br>1310bhp<br>Burmeister & Wain<br>db 100lb<br>2 × 80kW 220V d.c. |
| 681585<br><br>321560 | **DANIELLA**<br><br>**African Timber & Plywood (Nigeria) Ltd.**<br>Lagos Nigerian | 116<br>74<br>— | | **1956** J. Pollock, Sons & Co. Ltd.—Faversham<br>*97·0'* 20' 6"<br>... ... ...<br>1 dk | M Barge | Oil 6Cy. 120 × 142 mm<br>100bhp<br>A.E.C. |
| 681509<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANMARK**<br><br>**De Danske Statsbaner**<br>Rødby Havn Danish | 6352<br>2692<br>1850 | | **1968** Helsingor Skibs. & Msk—Hsg<br>474' 1" 58' 1" 18' 0½"<br>458' 0" 56' 5" 25' 3" | TM Ferry | 2 Oil 4SA each 10Cy. 450<br>12000bhp<br>Helsingor Skibs. & Msk. |
| 672919<br>SKPN<br>10901<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAPHNE**<br><br>**Partrederiet för m.s. Daphne**<br>Per Liljegren<br>Landskrona Swedish | 18656<br>12482<br>30730 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>MN1700 EL m†2¹¹⁄₁₆"U2<br>~~✠Lloyd's RMC~~<br>✠LMC | **1967**–12 Öresundsvarvet A/B—Lkr<br>609' 1" 79' 4" 35' 2½"<br>578' 3" 78' 9" 51' 6"<br>F54' 1 dk, 2nd dk in Nos. 2, 4 & 6 holds<br>NS 8BH to U dk 2 to 2nd dk<br>rf 2" WB9175t incl. Comb. btm & side tanks in holds 2998t Topside tanks in holds 2424t DTf1192t | M Bulk Carrier Mchy.aft ~~Rct~~ | Oil 2SA 7Cy. 760 × 1300 m<br>8500bhp<br>A/B Götaverken<br>AuxB 100lb<br>2 × 328kW 450V 60c/s a.c. |
| 503355<br>9VLV<br>333066<br>Df Esd<br>Rdr<br>RTm | **DARPO TIGA**<br>exSlidre Utara–68 exBaden–65<br>**Gibbons & Co. Ltd.**<br>Thome & Co. Ltd.<br>Singapore Singapore | 1400<br>545<br>1565 | <br><br>NV | **1937** Akers M/V A/S—Osl<br>273' 0" 39' 4" 16' 5½"<br>250' 2" 39' 2"<br>P29' B111' F55' 1 dk<br>R<br>rf 3" | S<br>2 Ho 84' comb., 73' comb.<br>G.110000 B.99500<br>4 Ha (18' × 15') (32', 26' × 18') (18' × 15')<br>8W Der 1(25) 2(5) 2(3) | C 4Cy. (2) 17½" & (2) 37½"<br>1800ihp<br>Akers M/V A/S<br>2 × 15, 12kW 110V d.c. |
| 681322<br>FNTP<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DAUPHINE**<br><br>**Soc. Francaise de Transports Petroliers**<br>Dunkirk French | 59958<br>37016<br>117272 | <br>902' 3"(incl.BB)<br>BV | **1968** Ch. de l'Atlantique—St.N<br>~~902' 0"~~ 135' 6" 49' 6"<br>861' 0" 133' 10" 64' 8"<br>1 dk | M Tanker Mchy.aft<br>12 Ta<br>L.4669110 HeCls. B<br><br>Cr 1(7) Der 2(10) 1(5) 2(1½) | Oil 2SA 10Cy. 840 × 1800<br>23100bhp<br>Ch. de l'Atlantique<br>3 × 650, 650, 600kW 380V |
| 540333<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAUPHINE**<br>exDorthe Mærsk–68<br>**Brigantine Transport Corp.**<br>Monrovia Liberian | 12417 ~~12499~~<br>8547 ~~8440~~<br>18660 | ✠100A1 SS 10/67<br>strengthened for ore cargoes No. 3 or Nos. 1 & 3 holds may be empty<br>✠LMC<br>MN1306 EL g†2¹⁄₁₆"SQ | **1952**–10 Odense Staalskibs. A/S—Odn<br>526' 9" 68' 5" 32' 4¾"<br>497' 2" 68' 3" 44' 11"<br>P99' 1 dk<br>RW 10BH conv tanker 62<br>rf nil WB6355t incl. Topside tanks 2454t DTm730t | M Mchy.aft | Oil 2SA 6Cy. 740 × 1600<br>6530bhp<br>Burmeister & Wain<br>2AuxB 180lb e (ex.g) |
| 680766<br>JXSP<br>Df Esd<br>Gc Rdr<br>Rtv | **DAVANGER**<br><br>**Westfal-Larsen & Co. A/S**<br>Bergen Norwegian | 18470<br>11238<br>27450 | | **1968** Kockums M/V A/B—Mmo<br>564' 0" 85' 2" 34' 0"<br>530' 0" 85' 0" 48' 3"<br>P108' B72' F52' 1 dk<br>rf 4½" | M Bulk Carrier Mchy.aft<br>7 Ho 55', 54½', 54½', 54½', 54½', 54½', 54½'<br>G. 1165270<br>7 Ha (Stl) (28½' × 61') (49½', 49½', 49½', 49½', 49½' × 66½') (49½' × 61')<br>Cr 2(25) | 2 Oil 4SA each 12Cy.<br>geared to sc. shaft<br>11780bhp MAN<br>Kockums M/V A/B<br>3 × 1000, 1000, 800kW<br>Controllable pitch prope |

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| 128<br>DA<br>Esd<br>RT | **DELBROS MT. ARAYAT**<br><br>**Delgado Brothers Inc.**<br>Batangas Philippine<br>For later particulars see New Entries No. **12** | 2750<br>—<br>4300 | | **1968** F. Lürssen—Vgk<br>46′ 8″ 20′ 0″<br>308′ 5″ 46′ 7″ 25′ 1″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 8Cy. 400×580 mm<br>2300bhp<br>Klöckner-Humboldt-Deutz Kln |
| | **DELOS**<br>exJessie Stove–68<br>**Risdon Maritime Panama S.A.**<br>Monrovia Liberian | 9493 ~~10527~~<br>5606 ~~6386~~<br>15220 | ✠**100A1** SS 9/67<br>Str. nav. ice<br>✠**LMC**<br><br>MN1170 EL e†2¼″SQ | **1959**–4 Bremer Vulkan—Vgk<br>517′ 9″ 64′ 6″ 30′ 3¾″<br>477′ 4″ 64′ 3½″ 41′ 0″<br>P99′ F57′ 1 dk<br>NS 7BH<br>rf nil WB5459t incl. Topside tanks in holds 2628t | M Mchy.aft<br>5 Ho 67¼′, 68¼′, 68¼′, 68¼′, 68¼′<br>G.700083<br>5 Ha (stl) (each 44½′×29½′)<br>Der 10(8) | Oil 2SA 7Cy. 700×1200 mm<br>5850bhp MAN 1142t (hvf)<br>Bremer Vulkan Vgk<br>~~wtdb 114℔~~<br>3×220, 220, 120kW 440V 60c/s a.c.<br>WTAuxB 114℔ e (ex.g) 114℔ 14½k |
| | **DELPHINE**<br>Now **ADELFOI** See New Entries No. **1** | | | | | |
| 681556<br>ELID<br>2904<br>Di Esd<br>Gc Rdr<br>RT | **DEMETRA**<br><br>**Southern Steamships (London) Ltd.**<br>Monrovia Liberian<br>For later particulars see New Entries No. **8** | **9528**<br>6238<br>16001 | | **1968** Nippon Kokan K.K.—Shimizu<br>459′ 7″ 72′ 4″ 30′ 5½″<br>423′ 1″ 72′ 2″ 41′ 4″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Uraga Hvy. Ind. Ltd. Tamashima |
| 681350 | **DEMIRCI I**<br><br>**Ismail Yildiran**<br>Istanbul Turkish | **149**<br>100<br>300 | | **1968** Deniz Insaat Kizaklari—Buyukdere<br>114′ 8″ 23′ 6″ 8′ 6½″<br>104′ 8″ 23′ 5½″ 9′ 4″<br>1 dk | M Mchy.aft | Oil |
| 56 | **DEMIRHAN**<br><br>**Kayhan Guveli**<br>Istanbul Turkish | **200**<br>—<br>— | | **1968** Denizcilik Ltd. Sti. Tersanesi—Beykoz<br>137′ 8″ 23′ 6″ 8′ 6″<br>123′ 10″ 23′ 5½″ 9′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 240×360 mm<br>300bhp<br>Schwermasch Karl Liebknecht Mgd |
| 670254<br><br><br>Esd<br>Rdr<br>T | **DIANA**<br>exBagé–68<br>**Companhia de Navegação Maritima Netumar**<br>Rio de Janeiro Brazilian | *6930*<br>5067<br>10900<br>**9000**<br>—<br>12750 | AB | **1966** Ishikawajima do Brasil—Rio<br>477′ 5″ 64′ 1″ 25′ 11″/28′ 6″<br>442′ 11″ 63′ 11″ 40′ 0″<br>2 dks & S dk | M OSD/CSD Mchy.aft | Oil 2SA 8Cy. 680×1250 mm<br>10000bhp Sulzer<br>Ishikawajima do Brasil Rio |
| 3<br><br><br>Esd<br>Rdr<br>RT | **DIRK MITTMANN**<br><br>**Ernst Jacob**<br>Flensburg W. German<br>For later particulars see New Entries No. **5** | **9400**<br>6200<br>14800<br>—<br>—<br>— | | **1968** Flensburger Schiffs. Ges.—Fln<br>458′ 5″ 69′ 1″ 29′ 6″<br>433′ 1″ 68′ 11″ 40′ 4″<br>1 dk & S dk | M OSD/CSD Mchy.aft | Oil 2SA 6Cy. 680×1200 mm<br>7200bhp<br>Borsig A.G. Bln |
| 39<br>N | **DISKO**<br><br>**Rederiet Northsea I/S**<br>Mogens A. Harttung<br>Copenhagen Danish<br>For later particulars see New Entries No. 9 | **2162**<br>940<br>540 | **100A1**<br>Class contemplated<br><br>✠**Lloyd's RMC** | A/S Svendborg Skibsv.—Svb<br>231 4″ 44′ 5″ 13′ 10″<br>206′ 8″ 44′ 3½″ 18′ 5″ | M Mchy.aft Ref | 2 Oil each 4SA<br>(1) 9Cy. 300×450 mm<br>(1) 7Cy. 235×330 mm<br>geared to sc. shaft<br>Masch. Augsburg-Nürnberg Aug |
| 089<br>XPO<br><br>DI Esd<br>Gc Rdr<br>RTv | **DJATILUHUR**<br>exAnne Reed–68<br>~~Skibs **A/S Karlander**~~<br>~~Egil Paulsen~~<br>~~Fredrikstad Norwegian~~<br>**Carrington Nav. Co. Ltd.**<br>John Manners & Co. Ltd.<br>Hong Kong British | **9480**<br>5546<br>13350 | NV | **1961** Marinens Hovedverft—Horten<br>502′ 8″ 62′ 2″ 29′ 9″<br>461′ 4″ 62′ 0″ 39′ 3″<br>2 dks, 3rd dk in No. 3 hold | M (4P) CSD<br>5 Ho 59′, 72¼′, 69′, 65½′, 52½′<br>G.694336 B.640647<br>5 Ha (stl) (32¼′, 39¼′, 39¼′, 36¾′, 36¾′×24′)<br>16W Der 1(30) 1(15) 2(9) 14(3–5) | Oil 2SA 5Cy. 760×1500 mm<br>6300bhp Götaverken 476¾t (hvf)<br>Marinens Hovedverft Horten<br>3×240kW 450V 60c/s a.c. 15k |
| | **DNEPROSTROI**<br>exDallas–30<br>**U.S.S.R.**<br>Vladivostok Russian | **5226**<br>3069<br>6813 | ✠Classed LR until 6/20 | **1919**–1 Standard S.B. Corp.—Shooters Is<br>392′ 5″ 52′ 3″ 23′ 9¼″<br>52′ 1″ 29′ 2″<br>2 dks | S<br>4 Ho<br>G.284637<br>4 Ha (24½′, 24½′, 29¼′, 29¼′×17¾′)<br>11W Der 1(15) 8(5) 2(2) | T 3Cy. 24″ 40″ & 70″×48″<br><br>Standard S.B. Corp. Shooters Is<br>8¾k |
| | **DON CAMILO**<br>exLichtenstein–68<br>**Carlos A. Go Thong & Co.**<br>Cebu Philippine | **2353**<br>1275<br>3076 | GL | **1951** Bremer Vulkan—Vgk<br>344′ 10″ 46′ 7″ 20′ 3⅜″<br>46′ 5″ 28′ 6″<br>P71′ F102′ 1 dk & S dk<br>RW | M (12P) OSD<br>4 Ho 69½′, 69½′, 52½′, 47½′<br>G.255858 B.227107<br>4 Ha (27½′, 32′, 27′, 27′×15½′)<br>8W Der 2(3–5) 6(3) | Oil 2DA 6Cy. 600×900 mm<br>3900bhp 390t (d.o)<br>Bremer Vulkan Vgk<br>4×120, 120, 120, 15kW 220V d.c. 16k |
| | **DON LORENZO**<br>exLiebenstein–68<br>**Carlos A. Go Thong & Co.**<br>Cebu Philippine | **2353**<br>1275<br>3125 | GL | **1951** Bremer Vulkan—Vgk<br>344′ 10″ 46′ 7″ 20′ 3⅜″<br>46′ 5″ 28′ 6″<br>P72′ F102′ 1 dk & S dk<br>RW | M (12P) OSD<br>4 Ho 69½′, 69½′, 52½′, 47½′<br>G.255858 B.227107<br>4 Ha (27½′, 32′, 27′, 27′×15½′)<br>8W Der 6(5) 2(3–5) | Oil 2DA 6Cy. 600×900 mm<br>3900bhp 390t (d.o)<br>Bremer Vulkan Vgk<br>4×120, 120, 120, 15kW 220V d.c. 16k |

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| 536034<br>6ZHQ<br>2272<br>Df Esd<br>Gc Rdr<br>RT | **DONA MARIKA**<br>exPhinix-68 exThorsörn-65<br>**Hermes Navegacion S.A.**<br>Monrovia Liberian | 11478<br>6813<br>17965 | 100A1<br>oil tanker<br>LMC<br><br>MN1360 | TD4-7/67<br><br><br><br>EL h†2½"SQ | **1954** Kaldnes M/V A/S—Tbg<br>552' 3" 70' 2" 30' 8"<br>523' 0" 70' 0" 39' 4"<br>P120' B38' F66' 1 dk<br>RW 11BH<br>rf 3" WB1196t incl. DTf589t | M Tanker Mchy.aft | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>3AuxB (2 o.f 1 ex.g) 180lb<br>3×165kW 220V d.c. |
| 540927<br><br><br>Gc | **DONA PAULA**<br>exTaka Maru-68<br>**Mormugao Port Trust**<br>Mormugao | 164<br>44<br>— | | | **1961** Teraoka Zosensho—Nantan<br>*84·1'* 26' 4"<br>26' 2" | TM Tug | 2 Oil 4SA each 6Cy. 350×<br>1700bhp<br>Hanshin Nainenki Kogyo |
| 681402<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONA ROSSANA**<br>**Paramount Shipping Ltd.**<br>~~**Patt Manfield & Co. Ltd.**~~<br>Monrovia Liberian | ~~9000~~ 9384<br>~~6300~~ 6227<br>~~15600~~ ~~16060~~<br>16317 | | <br><br>BV | **1968** Ishikawajima-Harima Hvy Ind.—<br>Nag<br>483' 0" (incl. BB) 69' 7" 29' 1½"<br>448' 2" 69' 5½" 39' 6"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Ishikawajima-Harima Hvy I |
| 681351<br><br><br>Df Esd<br>Gc Rdr | **DONG BANG**<br><br>**Tong Seo Shipping Co. Ltd.**<br>Pusan S. Korean | 4000<br>~~1000~~ 2472<br>5820 | | | **1967** Korea S.B. & E. Corp.—Pusan<br>357' 7" 51' 11" 21' 4"<br>331' 5" 51' 10" 25' 11"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 500×700 mm<br>2700bhp<br>Hanshin Nainenki Kogyo |
| 681352<br><br><br>Df Esd<br>Gc Rdr | **DONG KWANG**<br><br>**Tong Seo Shipping Co. Ltd.**<br>Pusan S. Korean | 4000<br>~~1000~~ 2472<br>5820 | | | **1967** Korea S.B. & E. Corp.—Pusan<br>357' 7" 51' 11" 21' 4"<br>331' 5" 51' 10" 25' 11"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 500×700 mm<br>2700bhp<br>Hanshin Nainenki Kogyo |
| 681157<br><br><br>Esd Pfd<br>Rdr RT | **DOROTY**<br>**OCEANFRIGO Società**<br>**Armamento Frigorifero**<br>Palermo Italian | ~~1500~~ 1533<br>— 806<br>— | | <br><br>RI | **1968** Soc. Esercizio Cant.—Viareggio<br>270' 8" 39' 0" 15' 9"<br>268' 5" 38' 11" 21' 4"<br>1 dk<br>RW | M Stern Trawling Factory Ship<br>Mchy.aft | Oil 4SA 9Cy. 400×600 mm<br>2300bhp<br>Masch. Augsburg-Nürnbe |
| 681403<br>OUKQ<br><br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **DOVNSKLINT**<br><br>**Partrederiet 1966**<br>G. Drøhse<br>Rudkøbing Danish | 400<br>214<br>998 | | | **1968** Aarhus Flydk. & Msk.—Aar<br>194' 7" 34' 10" 12' 0"<br>173' 10" 34' 9"<br>P,Q&B62' F20' 2 dks | M Mchy.aft<br>1 Ho 124½'<br>G.71400 B.65600<br>2 Ha (stl) (49½', 33½'×21')<br>3W Der 3(5) | Oil 2SA 8Cy. 260×400 mm<br>800bhp<br>Alpha-Diesel A/S<br>2×50, 40kW 380V 50c/s a.<br>Controllable pitch propell |
| 680854<br>LNXN<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DOVREFJELL**<br><br>**A/S Falkefjell,**<br>**A/S Dovrefjell &**<br>**A/S Luksefjell**<br>Olsen & Ugelstad<br>Oslo Norwegian | 26644<br>16133<br>41620 | | <br><br>NV | **1967** Howaldtswerke-Deutsche Werft<br>A.G.—Kel<br>666' 8" 96' 2" 37' 0"<br>629' 11" 96' 0" 54' 2"<br>F60' 1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho 56½', 88½', 59', 59', 59', 88½', 56½'<br>7 Ha (stl) (36½'×39½') (68½', 39', 39', 39', 68½', 39'×46½') | Oil 2SA 6Cy. 850×1700 m<br>12600bhp<br>A/B Götaverken<br>3×350kW 450V 60c/s a.c.<br>Controllable pitch propell |
| 681609<br><br><br>Rdr RT | **DOWA MARU No. 3**<br><br>**Kyowa Sangyo Kaiun K.K.**<br>Osaka Japanese | 2100<br>—<br>3350 | | | **1968** Maizuru Jukogyo Ltd.—<br>Maizuru<br>42' 1" 19' 0"<br>262' 5" 42' 0" 23' 0"<br>1 dk<br>RW | M Chemical Carrier | Oil 4SA 8Cy. 430×620 mm<br>2000bhp<br>Niigata Eng. Co. Ltd. |
| 671460<br><br><br>Esd Rdr<br>RTv | **DRAGA COLOMBIA**<br><br>**Colombian Government**<br>**(Empresa de Puertos)**<br>Barranquilla Colombian | 1262<br>600<br>— | ✠100A1<br>hopper dredger<br>✠LMC<br><br>MN324 | <br><br><br><br>EL n (o) 1⅛"U2 | **1967-6** Verschure & Co.'s Schps—Ams<br>241' 8" 40' 3" 15' 4"<br>219' 10" 39' 0" 18' 0"<br>F34' 1 dk<br>4BH<br>rf nil WB233t | TM Trailing Suction Hopper<br>Dredger Mchy.aft<br>1 Ho 75½' | 2 Oil 2SA each 6Cy. 300×<br>1620bhp<br>N.V. Smit & Bolnes<br>3×150, 150, 40kW 230V d.<br>Thw. thrust propeller fwd |
| 680740<br>DCWH<br><br>Df Esd<br>Pfd Rdr | **DREESTROM**<br><br>**Friedrich Fresemann**<br>Schulte & Bruns<br>Nettelburg W. German | T.Mk<br>211<br>129<br>578 | | <br><br><br>GL | **1967** Deutsche Ind.-Werke A.B.—Bln<br>163' 7" 29' 7" 9' 4"<br>148' 6" 29' 6" 16' 7"<br>B36' F20' 2 dks | M Mchy.aft<br>1 Ho 105'<br>G.41142 B.36021<br>1 Ha (stl) (82'×19½')<br>Der 2(2) | Oil 4SA 6Cy. 220×280 mm<br>300bhp<br>Klöckner-Humboldt-Deu<br>3×25, 15, 13kW 220/400V<br>Controllable pitch propel |
| 680964<br>PDTC<br><br>Df Esd<br>Rdr RT | **DRIE GEBROEDERS**<br><br>**D. Krynen**<br>Texel Netherland | 105<br>39<br>— | | | **1967** Schpsw. "De Dageraad"—<br>Woubrugge<br>89' 0" 21' 2" 9' 2"<br>81' 7" 21' 0" 11' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 210×300 mm<br>600bhp<br>Gebrs. Stork & Co. |
| 680819<br><br><br>RTh | **DUIYABAKI**<br><br>**Government of Fiji**<br>**(Marine Dept.)**<br>*Suva* British | 259<br>72<br>— | | | **1966** Govt. of Fiji—Suva<br>109' 10" 27' 6" 4' 6"<br>97' 9" 26' 0" 6' 2"<br>Q31' B31' 1 dk<br>rf nil | TM Landing Craft (33P) Mchy.aft<br>Bow door | 2 Oil 4SA each 6Cy. 5½"×<br>235bhp<br>Rolls Royce Ltd. |

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| **DUYFKEN**<br>**Commonwealth Aluminium Corp. Ltd.**<br>Brisbane British | **100**<br>27<br>68 | | **1967** Stannard Bros. Slpwy & Eng. Pty. Ltd.—Syd<br>70′ 0″ 21′ 4″ 10′ 0″<br>60′ 9″ 20′ 0″ 11′ 0″<br>B21′ 1 dk<br>rf 50½″ BK9″ | TM Tug | 2 Oil 2SA each 12Cy. 4¼″×5″<br>700bhp 10¼t (d.o)<br>Detroit Diesel Det<br>10k |
| **DYNAS**<br>exUskbridge–68<br>**Mombe Shipping Corp.**<br>Monrovia Liberian | *4050*<br>*2122*<br>5610 | **✠100A1** SS 6/66<br>**✠LMC**<br>MN506 EL (u) 1$\frac{11}{16}$″SQ | **1959**–5 Ailsa S.B. Co. Ltd.—Trn<br>377′ 0″ 47′ 6″ ~~21′ 0″~~ 21′ 2″<br>357′ 0″ 47′ 0″ 26′ 8″<br>P83′ F39′ 1 dk<br>RW NS 7BH len 62<br>rf 6″ DK fwd WB1725t incl. DTm341t | S Mchy.aft<br>G.234388 B.222003<br>8W Der 8(5) | C 4Cy. (2) 420 & (2) 900×900 mm<br>Christiansen & Meyer<br>1700ihp 400t (o.f)<br>Ailsa S.B. Co. Ltd. Trn<br>2 SB 225℔ Spt hs6104 6cf 11k |
| **DYVI OCEANIC**<br>**Kommandittselskapet A/S Transhipping & Co.**<br>Jan-Erik Dyvi<br>Oslo Norwegian | **5444**<br>~~3000~~ 3058<br>5970 | NV | **1968** A/S Akers M/V—Kragerö<br>576′ 9″ 74′ 10″ 22′ 6⅝″<br>524′ 11″ 73′11½″ 50′ 4″ | M Mchy.aft<br>5 Ho 144′, 89¾′, 59¾′, 89¾′, 99¼′<br>Cr 1(3) | Oil 2SA 8Cy. 620×1400 mm<br>8700bhp B&W 1756t (hvf)<br>Ansaldo Stab. Mecc. Gen<br>3×384kW 450V 60c/s a.c. 18½k |
| **E. E. PRINCE**<br>**Government of Canada (Minister of Fisheries)**<br>St Andrews Canadian | **406**<br>115<br>68 | ✠LR Class withdrawn—Owners' request 2/68 | **1966**–10 Port Weller D.D. Ltd.—Pt. Weller<br>130′ 1″ 27′ 4″ 12′ 0″<br>115′ 9″ 27′ 0″ 14′ 2″<br>F68′<br>rf 18″ BK 5″ | M Research Stern Trawler<br>Der 1(1) | Oil 2SA 5Cy. 310×490 mm<br>600bhp 60t (d.o)<br>Alpha Diesel A/S Fkn<br>3×140, 140, 90kW 460V 60c/s a.c. 11k<br>Controllable pitch propeller |
| **E.P. LE QUEBECOIS**<br>**Province of Quebec (Department of Education)**<br>Paspebiac Canadian<br>For later particulars see New Entries No. 10 | **200**<br>—<br>— | **100A1**<br>stern trawler<br>Class contemplated | Ch. Mar. Paspebiac Inc.—Paspebiac<br>93′ 0″ 23′ 10″ 10′ 5″<br>81′ 3″ 23′ 0″ 12′ 3″ | M Stern Trawler | Oil 4SA 8Cy. 6¼″×8″<br>Caterpillar Tractor Co. Peoria |
| **EASTERN CAPE**<br>exHöegh Cape–67<br>**The Indo-China Steam Nav. Co. Ltd.**<br>Hong Kong British | **T.Mk**<br>**6205**<br>**3309**<br>9654<br>**8977**<br>5141<br>10400 | **100A1** SS 7/67<br>DTsmf—vegetable oil<br>DTa—latex<br>**LMC**<br>**Lloyd's RMC**<br>MN1750 EL d†2$\frac{3}{16}$″SQ | **1956** Deutsche Werft A.G.—Ham<br>496′ 0″ 64′ 2″ ~~26′ 7″~~ 25′ 4½″ / 26′ 7″<br>455′ 9″ 64′ 0″ 38′ 6″<br>P45′ F102′ 2 dks, 3rd dk in No. 2 hold<br>RW 8BH<br>rf 4″ WB1912t | M (4P) Ref ~~CSD~~<br>6 Ho 50¾′, 75½′, 56½′, 59′, 55′, 33½′<br>G.675858 B.612327 In.20460<br>6 Ha (stl) (30′, 44¼′, 37′, 39½′, 32′×21′) (14¾′×13′)<br>21W Der 1(30) 4(10) 16(5) | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp 2019t (hvf)<br>Burmeister & Wain Cpn<br>2AuxB (1 o.f 1 ex.g) 142℔<br>3×240kW 230V d.c. 17½k |
| **EASTERN CLIFF**<br>exHöegh Cliff–67<br>**The Indo-China Steam Nav. Co. Ltd.**<br>Hong Kong British | **9005**<br>5294<br>10400 | **100A1** SS 7/67<br>DTs mf—veg. oil & DTa—veg. oil or latex<br>~~Machinery class contemplated~~ **LMC**<br>**Lloyd's RMC**<br>MN1750 EL d†2$\frac{3}{16}$″SQ | **1956** Deutsche Werft A.G.—Ham<br>495′ 10″ 64′ 1″ 26′ 7″<br>455′ 0″ 64′ 0″ 38′ 6″<br>P45′ F102 2 dks, 3rd dk in No. 2 hold<br>RW 8BH<br>rf 4″ WB1912t | M (4P) Ref CSD<br>6 Ho 50¾′, 75½′, 56½′, 59′, 51¾′, 33½′<br>G.675858 B.612327 In.20460<br>6 Ha (stl) (30′, 44¼′, 37′, 39½′ 32′×21′) (10′×13′)<br>21W Der 1(30) 4(10) 16(5) | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp 2019t (hvf)<br>Burmeister & Wain Cpn<br>3×240kW 230V d.c.<br>2AuxB (1 o.f 1 ex.g) 142℔ 17¼k |
| **EASTERN EAGLE**<br>exBeaver Dam–68<br>**Astrodevoto Cia. Nav. S.A. & Astropoder Cia. Nav. S.A.**<br>Panama Panamanian | **15419**<br>11094<br>25074 | AB | **1963** (Fwd & cargo sections) Ch. Reunis Loire-Normandie—Gd. Quevilly<br>**1944** (Aft section) Alabama D.D. & S.B. Co.—Mob<br>568′ 0″ 78′ 8″ 33′ 3¾″<br>545′ 0″ 78′ 6″ 46′ 9″<br>P98′ 1 dk conv tanker 63<br>rf nil | T-E Bulk Carrier Mchy.aft<br>4 Ho 66½′, 98½′, 98½′, 98½′<br>G.1066921<br>7 Ha (stl) (35′, 29½′, 29½′, 29½′, 29½′, 29½′, 28¼′×37′) | S Turb 6000shp driving 1 gen. 5400kW 2370V a.c. connected to elec. motor 6600shp (Sy) 2445t (o.f)<br>General Electric Co. Lyn<br>2×400kW 450V 60c/s a.c. 14k |
| **EASTLAND TRADER**<br>exCrown I°–68 exSt. Andrew–67<br>exSigrid Reuter–63<br>exMarie Mærsk–58<br>Eastland **Navigation Co.**<br>Panama Panamanian | **10246**<br>6379<br>16676 | ✠<br>**FOUNDERED 3/68** | **1948**–7 Furness S.B. Co. Ltd.—Haverton Hill<br>523′ 0″ 67′ 8″ 29′ 0½″<br>496′ 11″ 67′ 6″ 36′ 5″<br>P100′ B35′ F62′ 1 dk, pt 2nd dk clear of cargo tanks<br>13BH<br>WB1316t incl. DTf583t | M Tanker Mchy.aft<br>L.804826 HeCls. BC | Oil 2SA 6Cy. 740×1400 mm<br>4850bhp 1226t–18½pd<br>Burmeister & Wain Cpn<br>2AuxB 180℔ 13½k |
| **EBISU MARU No. 3**<br>**Hamasaki Suisan K.K.**<br>Nagasaki Japanese | **115**<br>47<br>— | | **1967** Nagasaki Zosen—Nag<br>112′ 2″ 18′ 9″ 7′ 6″<br>95′ 1″ 18′ 8″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>600bhp<br>Hanshin Nainenki Kogyo Kob |
| **EBISU MARU No. 5**<br>**Hamasaki Suisan K.K.**<br>Nagasaki Japanese | **115**<br>47<br>— | | **1967** Nagasaki Zosen—Nag<br>112′ 2″ 18′ 9″ 7′ 6″<br>95′ 1″ 18′ 8″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>600bhp<br>Hanshin Nainenki Kogyo Kob |
| **EBISU MARU No. 20**<br>**Kotoku Kaiun K.K.**<br>Sasebo Japanese | **498**<br>284<br>1000 | | **1967** Kishimoto Zosen—Kinoe<br>177′ 1″ 29′ 7″ 13′ 8″<br>162′ 5″ 29′ 6″ 14′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330×470 mm<br>1300bhp<br>Makita Tekkosho Takamatsu |

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| 631274<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ECKWARDERSAND** T.Mk<br><br>**Partenreederei**<br>**m.s. "Eckwardersand"**<br>Helmut Meyer<br>Brake W. German | **994**<br>503<br>1600<br>**1599**<br>1106<br>2850 | <br><br>GL | **1968** Schiffsw. Heinr. Brand K.G.—<br>Oldenburg<br>262' 9" 41' 0" 16' 8"/19' 8"<br>232' 3" 40' 4" 23' 2"<br>P59' Q46' B43' F39' 1 dk & S dk | M ~~OSD/CSD~~ Mchy.aft<br>2 Ho 72½', 85'<br>G.133950 B.118650<br>2 Ha (stl) (50½', 61½'×25½')<br>Der 4(3–5) | Oil 4DA 8Cy. 400×580 mm<br>2180bhp<br>Klöckner-Humboldt-Deutz<br>1×360kW 360V 50c/s a.c. |
| 517854<br>DVCN<br><br>Df<br>RTm | **EDDIE KL**<br>exKaiapoi–68<br>**E. K. Litonjua Steamship**<br>**Co., Inc.**<br>Litonjua Shipping Co., Inc.<br>Manila Philippine | **2485**<br>1317<br>2959 | ~~✠100A1~~ ~~GS 4/66~~<br><br>~~✠LMC~~<br><br>~~MN368~~ ~~EL~~<br>**✠Class WITHDRAWN**<br>**3/4/69** | **1949**–6 Henry Robb Ltd.—Lth<br>305' 4" 43' 6" 17' 5½"<br>290' 5" 43' 0" 19' 6"<br>P&B153' F27' 1 dk<br>RW NS 5BH<br>rf 4½" WB985t incl. DTm141t Tunnel tanks 62t | TM<br>3 Ho 44', 80', 78'<br>G.154910 B.145540<br>3 Ha (stl) (26'×26') (55½', 51½'×28')<br>10W Der 10(5) | 2 Oil 2SA each 5Cy. 340×<br>1450bhp<br>British Polar Engines Ltd.<br>3×114kW 220V d.c. |
| 521434<br>PDWB<br><br>Gf Esd<br>Pfd RT | **EENDRACHT**<br>exLuise Emilie–68<br>**Rederij m.s. "Eendracht"**<br>E.Wagenborg's Scheepv. &<br>Expeditiebedr N.V.<br>Groot Ammers Netherland | **~~500~~ 499**<br>322<br>775 | <br><br>BV | **1957** Schps. "De Waal"—Zaltbommel<br>178' 2" 29' 5" 10' 11"<br>165' 2" 29' 3" 12' 2"<br>1 dk<br>RW | M Mchy.aft<br><br><br>2 Ha (each 42½'×17½')<br>Der 2(3–5) | Oil 4SA 8Cy. 270×500 mm<br>395bhp<br>N.V. Werkspoor |
| 535549<br>ELIU<br>2910<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EFSTATHIOS**<br>exTorvanger–68<br>**Efstathios Cia. Nav. S.A.**<br>Monrovia Liberian | **12497**<br>7452<br>18678 | **✠100A1** TD 4–2/68<br>oil tanker<br>**✠LMC**<br><br>MN1360 EL I†2 1/16"SQ | **1955**–3 J. L. Thompson & Sons Ltd.—<br>Sld<br>556' 6" 72' 0" ~~29' 0"~~ 31' 2½"<br>530' 0" 71' 10" 40' 0"<br>P156' B53' 1 dk<br>16BH<br>rf 4" WB1472t incl. DTf986t | M Tanker Mchy.aft<br>12 Ta<br>L.887350 HeCls. BC<br><br>Der 4(5) 1(1) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp 1650<br>Hawthorn, Leslie (Eng.) Ltd<br>2AuxB (1 o.f 1 ex.g) 150lb<br>4×150, 150, 150, 75kW 110V |
| 681158<br>JQWA<br><br>Pfd Rdr | **EIHO MARU**<br><br>**Nagase Kaiun K.K.**<br>Matsuyama Japanese | **983**<br>585<br>1849 | <br><br>NK | **1967** Kanda Zosensho—Kur<br>229' 0" 34' 10" 16' 3"<br>211' 8" 34' 9" 18' 1"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 350×550 mm<br>1500bhp<br>Hanshin Nainenki Kogyo |
| 681159<br>JK2546<br>100711 | **EISHIN MARU**<br><br>**M. Nakamoto**<br>Akitsu Japanese | **199**<br>101<br>400 | | **1967** Matsuura Zosen—Hma<br>122' 6" 24' 4" 9' 9"<br>108' 3" 24' 3" 10' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>450bhp<br>Makita Tekkosho |
| 681610<br>JG2549<br>103887<br>Rdr | **EIWA MARU**<br><br>**Nagai Kaiun K.K.**<br>Tokyo Japanese | **499**<br>255<br>1036 | | **1968** Kanmon Zosen—Smk<br>176' 8" 28' 11" 13' 0"<br>160' 9" 28' 10" 14' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>550bhp<br>Kobe Hatsudoki K.K. |
| 521233<br><br><br>Df Esd<br>Gc Rdr<br>RTm/v | **EKALI**<br>exNopal Lake–68<br>exLeiv Viking–66<br>exTorima–58<br>**Soc. de Nav. Albion S.A.**<br>Piræus Greek | **~~4300~~ 4423**<br>~~2849~~ 2403<br>7027 | <br><br>BV | **1952** At. & Ch. de la Loire—Nts<br>428' 1" 55' 9" 24' 2"<br>399' 10" 55' 7"<br>B77' F43' 1 dk & S dk | M (4P) OSD<br>5 Ho 42', 65½', 50½', 64½', 57½'<br>G.412920 B.398368<br>5 Ha (24½', 36½', 26½', 31½', 31½'×19½')<br>Der 2(40) 2(20) 2(5–8) 3(5) | Oil 2SA 8Cy. 720×1250 m<br>5600bhp Sulzer<br>At. & Ch. de la Loire<br>3×160kW 220V d.c. |
| 680519<br><br><br>Df Esd<br>Gc Rdr<br>RT | **EL MANSOUR BI LLAH**<br><br>**Société Marocaine de**<br>**Navigation Maritime S.A.**<br>Casablanca Moroccan | **1500**<br>818<br>1990 | | **1967** Astano S.A.—Frl<br>268' 1" 16' 5"<br>246' 9" 37' 5" 21' 4"<br>Q21' 2 dks | M Ref CSD Mchy.aft<br>2 Ho 32½', 64½'<br>G.84579<br>2 Ha (stl) (32½', 64½'×16½')<br>6W Der 6(3) | Oil 4SA 8Cy. 360×450 mm<br>2200bhp<br>Motorenw. Mannheim<br>1×16kW 380/220V 50c/s a |
| 680965<br><br><br>Df Esd<br>Gc Rdr<br>RT | **EL MANSOUR DAHBI**<br><br>**Société Marocaine de**<br>**Navigation Maritime S.A.**<br>Casablanca Moroccan | **1500**<br>—<br>— | | **1968** Astano S.A.—Frl<br>268' 1"<br>246' 10" 37' 5" 21' 4"<br>2 dks | M Ref Mchy.aft | Oil 4SA 8Cy. 360×450 mm<br>2200bhp<br>Motorenw. Mannheim |
| 500927<br>KKSH<br>252567<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ELDORADO**<br>exAlcoa Roamer–68<br>exTorrance–47<br>~~Alcoa S.S. Co. Inc.~~<br>New York United States<br>**Clairship Navigation Corp.** | **8172**<br>4823<br>10991 | <br><br>AB | **1944** N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 28' 7"<br>435' 6" 63' 0" 40' 0"<br>B79' 2 dks, 3rd dk fwd<br><br>rf 1" | S (10P) Ref CSD<br>5 Ho 60½', 61', 70', 70', 72½'<br>G.585306 B.546806 In.12000<br>5 Ha (27', 32½', 36', 30', 30'×20')<br>16W Der 1(35) 2(10) 14(5) | 2 S Turb dr geared to sc.<br>6000shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 501066<br>ELNB<br>2981<br>Df Esd<br>Gc Rdr<br>RT | **ELEKTRA**<br>exAlfred Fraissinet–68<br>**Elektra Shipping Co. Ltd.**<br>Monrovia Liberian | **~~22560~~ 20315**<br>~~12909~~ 12891<br>~~34135~~ 34682 | <br><br>BV | **1959** Ch. de l'Atlantique—St.N<br>669' 6" 87' 6" 35' 5"<br>636' 3" 87' 4" 47' 3"<br>P178' Q120' B48' F64' 1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta<br>L.1646392 HeCls. BC<br><br>Der 3(5) 2(1) | 2 S Turb dr geared to sc.<br>15000shp Parsons<br>Ch. de l'Atlantique |
| 525770<br>5BGJ<br>321101<br>Df Esd<br>Gc Rdr | **ELEFTHEROTRIA**<br>exNorthumbrian Prince–68<br>**Eleftherotria Shipping Co.**<br>**Ltd.**<br>Famagusta Cyprus | **2709**<br>1454<br>3440 | **✠100A1** SS 2/65<br><br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN460 EL u 1 11/16"SQ | **1956**–6 Burntisland S.B. Co. Ltd.—Bnt<br>334' 6" 46' 6" 19' 4"<br>313' 0" 46' 3" 27' 9"<br>B93' F30' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB527t | M (12P) Ref OSD<br>3 Ho 60½', 63', 85½'<br>G.192720 B.175840 In.6200<br>3 Ha (33½', 36', 36'×16')<br>6W Der 1(25) 6(5) | Oil 2SA 3Cy. 560×2180 mm<br>2300bhp Doxford<br>Ailsa S.B. Co. Ltd.<br>2AuxB 120lb<br>2×45kW 220V d.c. |

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| **ELENA**<br>exAgonistis–68<br>exRio Diamante–63<br>**Maritime Coal Transport**<br>Beirut Lebanese | **5363**<br>3146<br>9200 | ✠100A1 SS 2/68<br>with fbd DTm—oil FP<br>above 150° F. or veg. oil<br>✠LMC<br>EL a†2"SQ | **1946–9** Short Bros. Ltd.—Sld<br>441' 5" 57' 0" 25' 1½"<br>422' 0" 56' 8" 28' 2"<br>F37' 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB2725t incl. DTm1039t | S OSD<br>4 Ho 58', 93', 67', 67'<br>G.545670 B.493490<br>5 Ha (36', 36¼', 25¾', 36¼' 36¼'×23')<br>Der 10(5) | T 3Cy. 24" 39" & 68"×48"<br>2640ihp 973t (o.f)<br>George Clark (1938) Ltd. Sld<br>3 SB 220℔ Spt hs(7887) 9cf<br>3×30, 15, 15kW 110V d.c. 11k |
| **ELIANA**<br>exCarelia–68 exFinlandia–67<br>**Ambelos Shipping S.A.**<br>Monrovia Liberian | **2095**<br>1145<br>3175 | GL | **1946** Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>296' 6" 42' 10" 18' 8"<br>42' 8"<br>1 dk | S<br>G.159870 B.148855<br>4 Ha (each 34¼'×19½')<br>8W Der 8 | C 4Cy. (2) 15" & (2) 32$\frac{5}{16}$"×32$\frac{5}{16}$"<br>(o.f)<br>Wärtsilä Koncernen A/B Åbo<br>10k |
| **ELIFE**<br>**Hermanos Lestao**<br>Gijón Spanish | **182**<br>42<br>— | BV | **1968** Ast. del Cantábrico & Riera—Gjn<br>103' 7"<br>90' 6" 22' 4" 12' 6"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy.<br>600bhp<br>Carmelo Unanue Zumaya |
| **ELIN HORN**<br>**A/S Singer**<br>Jacob Kjöde A/S<br>Bergen Norwegian | **30549**<br>19658<br>53900 | NV | **1967** A/S Fredriksstad M/V—Fks<br>707' 2" 100' 2" 41' 2½"<br>665' 0" 100' 0" 56' 0"<br>P95' F47' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>8 Ho 63', 66', 63¾', 67', 63¾', 67', 76',54'<br>G.2487310 B.2215820<br>8 Ha (stl) (39½', 42½', 42½', 42½', 42½', 42½', 51¾', 39½'×50¾')<br>Der 1(3) | Oil 2SA 10Cy. 760×1500 mm<br>14000bhp Götaverken 3170t (hvf)<br>A/S Fredriksstad M/V Fks<br>3×392kW 440V 60c/s a.c. |
| **ELISABETH FERNSTRÖM**<br>**A. K. Fernströms Rederier**<br>Eric K. Fernström<br>Karlshamn Swedish | **44742**<br>29424<br>75400 | ✠100A1<br>strengthened for ore cargoes, Nos, 2, 4, 6 & 8 holds may be empty, or oil cargoes, two non-adjacent holds may be partially filled<br>✠LMC<br>MN3840 EL P†3$\frac{9}{16}$"U2 | **1968–1** A/B Götaverken—Got<br>848' 7" (incl. BB) 106' 0" 45' 0½"<br>809' 5" 105' 9" 63' 9"<br>F65' 1 dk<br>NS 13BH<br>rf 2" WB46680t incl. Comb. btm & side tanks in holds 13740t Topside tanks in holds 8190t | M Bulk/Oil Carrier Mchy.aft<br>9 Ho<br>G.3208970 L.3152522 HeCls. BC<br>1 Ha (stl) (47'×37¾')<br>8 Ha (stl) (each 47'×44¼') | Oil 2SA 8Cy. 850×1700 mm<br>19200bhp 3605t (hvf) 270t (d.o)<br>A/B Götaverken Got<br>2AuxB 178℔<br>4×620, 620, 620, 600kW 450V 60c/s a.c.<br>Controllable pitch propeller 16k |
| **ELISABETH MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | **53227**<br>35998<br>100700 | 880' 8"(incl.BB)<br>NV | **1968** Odense Staalskibs. A/S—Lindö<br>~~880' 8"~~ 127'11" 46' 3"<br>846' 3" 127' 9" 59' 6"<br>P140' F93' 1 dk<br>rf 7½" | S Tanker Mchy.aft<br>14 Ta<br>L.4343720 HeCls. BC<br>Der 2(10) 2(3) | S Turb dr geared<br>22500shp Stal-Laval 5159t (o.f)–110pd<br>Kockums M/V A/B Mmo<br>2×750kW 440V 60c/s a.c. 17k |
| **ELIZA**<br>exAngelica N—68<br>exCity of Durham–64<br>exIonian–64<br>**Theresia Ltda S.A.**<br>Piræus Greek | **3596**<br>1442<br>4172 | ✠100A1 SS 11/64<br>✠LMC<br>✠Lloyd's RMC<br>MN880 EL x | **1947–3** J. L. Thompson & Sons Ltd.—Sld<br>373' 0" 50' 11" 22' 8¼"<br>350' 6" 50' 9" 33' 6"<br>F29' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB932t incl. Tunnel tanks 211t | S Ref OSD<br>G.272657 B.243432 In.10860<br>12W Der 1(35) | 3 S Turb HP dr geared, IP & LP sr geared to sc. shaft<br>4400shp 944t<br>Wallsend Slpwy Co. Ltd. Wal<br>2WTB 450℔ Spt 437℔ hs11138<br>2AuxSB 160℔ 12½k |
| **ELIZABETH BROERE**<br>**Gebr. Broere N.V.**<br>Dordrecht Netherland | **499**<br>273<br>1050 | ✠100A1<br>oil tanker (cc)<br>✠LMC<br>MN174 EL J1"U2 | **1967–10** J. G. Hitzler—Lauenburg<br>202' 7" 31' 4"<br>182' 5" 30' 10" 14' 0"<br>P68' F39' 1 dk<br>7BH<br>rf 3" WB9t | M Tanker Mchy.aft<br>8 Ta<br>L.44850 HeCls. C | Oil 4SA 8Cy. 320×450 mm<br>868bhp 63t (d.o)–3pd<br>Klöckner-Humboldt-Deutz Kln<br>2 db 150℔<br>2×24kW 220V 50c/s a.c. |
| ELLI<br>**Georgios F. Frangoudakis**<br>Piræus Greek | **1919**<br>1233<br>— | GL | **1967** Messinis & Kamitsis-Galatis—<br>Piræus<br>*252·3'*<br>36' 5" | TM Ferry | 2 Oil 4SA each 8Cy. 400×580 mm<br>4000bhp<br>Klöckner-Humboldt-Deutz Kln |
| **ELNJA**<br>**U.S.S.R.**<br>Russian | **3500**<br>—<br>4600 | | **1968** Rauma-Repola O/Y—Rauma<br>348' 3" 50' 8" 21' 4"<br>318' 3" 50' 6½" 25' 11"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W<br>Valmet Oy Rautpohjan Tehdas Jyväskylä |
| **ELPHINE**<br>Mette Mærsk–68<br>**rigantine Transport Corp.**<br>Monrovia Liberian | 11425 ~~11658~~<br>7244 ~~7133~~<br>17250 | ✠100A1 SS 12/66<br>strengthened for ore cargoes—alternate holds may be empty<br>✠LMC<br>MN990 EL g†2$\frac{5}{16}$"SQ | **1950–7** Odense Staalskibs.—Odn<br>526' 9" 68' 5" 30' 0¾"<br>496' 4" 68' 3" 40' 4"<br>P99' F59' 1 dk<br>RW 10BH conv tanker 62<br>rf nil WB6389t incl. Topside tanks 2542t DTm695t | M Mchy.aft<br>6 Ho 55¾', 89¼', 44½', 44½', 44½', 44½'<br>G.828548<br>6 Ha (39', 52', 30½', 33½', 33½', 29¼'×34')<br>14W Der 14(5) 2(3) | Oil 2SA 6Cy. 740×1400 mm<br>4850bhp 1175t<br>Burmeister & Wain Cpn<br>2AuxB 180℔ 13½k |
| **ELSE BOEL**<br>**Esper Boel**<br>Hirshals Danish | **150**<br>64<br>— | | **1967** N.V. Schps. "Foxhol"—Foxhol<br>99' 2" 23' 0"<br>... ... ... | M Fishing | Oil 2SA 8Cy. 260×400 mm<br>800bhp<br>Alpha-Diesel A/S Fkn |

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| 681010<br>OVRB<br>RTm/h/v | **ELSE LINDINGER**<br>**Lindinger Agro Co. A/S**<br>Rederiet Lindinger A/S<br>Esbjerg Danish | 300<br>161<br>715 | | BV | **1967** A/S Nordsøværftet—Ringkøbing<br>163' 0" 27' 6" 11' 4½"<br>145' 4" 27' 3" 11' 6"<br>P39' B28' F25' 1 dk & S dk | M OSD Mchy.aft<br>2 Ho 101½', 98½'<br>G.46330 B.40930<br>2 Ha (37', 40½' × 16½')<br>2W Cr 2(3) | Oil 2SA 5Cy. 260 × 400 mm<br>500bhp<br>Alpha-Diesel A/S<br>2 × 8kW 220V d.c.<br>Controllable pitch propeller |
| 503576<br>IBFJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELVIRA M**<br>exBangsbo-68<br>**Mario Mattiello**<br>Naples Italian | 1595 ~~1666~~<br>750 ~~947~~<br>2895 | ~~✠100A1~~<br>~~Str. nav. ice~~<br>~~✠LMC~~<br>~~MN400~~ ~~EL s~~<br>✠Class **WITHDRAWN** at Owners' request 8/68 Ri | ~~SS 6/67~~ | **1952**-12 Helsingör Skibs & Msk.—Hsg<br>303' 4" 43' 10" 19' 5"<br>275' 7" 43' 7" 27' 11"<br>RFD29' 1 dk & S dk, sparred 3rd dk in No. 1 hold<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB540t | M (8P) Ref OSD<br>4 Ho 44½', 58½', 46', 44½'<br>G.150670 B.142840 In.116180<br>4 Ha (29½', 29½', 27', 22½' × 16½')<br>8W Der 10(3) | Oil 2SA 6Cy. 500 × 900 mm<br>2000bhp B&W<br>Helsingör Skibs & Msk.<br>db 100lb<br>3 × 80kW 220V d.c. |
| 535627<br>HO-2728<br>28-PEXT<br>Df Esd<br>RT | **EMANUELA**<br>exTerschelling-68<br>exHunzestroom-62<br>exTerschelling-60<br>exVliestroom-57<br>exTerschelling-55<br>**Naviera Comercial Emanuela S.A.**<br>Panama Panamanian | 500<br>339<br>823 | | BV | **1951** N.V. Scheeps. "Vooruitgang"—Foxhol<br>188' 11" 29' 8" 12' 1½"<br>29' 6"<br>P44' F28' 1 dk | M Mchy.aft<br>1 Ho 118'<br>G.40000 B.36000<br>2 Ha (39', 39½' × 16½')<br>2W Der 2(3) | Oil 4SA 8Cy. 305 × 460 mm<br>700bhp<br>Motorenf. "De Industrie" |
| 525548<br>ODLM<br>Rdr RT | **EMIR BECHIR**<br>exSortland exNordkyn-66<br>**Soc. Industrielle des Produits Jabre S.A.**<br>Beirut Lebanese | ~~863~~ 857<br>~~421~~ 415<br>1405 | | NV | **1941** Moss Værft & Dokk A/S—Moss<br>224' 5" 34' 7" 15' 9½"<br>210' 6" 34' 5"<br>1 dk & S dk | M OSD Mchy.aft<br>G.89367 B.79628<br>6W Der 1(15) | Oil 4SA 7Cy. 365 × 550 mm<br>765bhp<br>Masch. Augsburg-Nürnb |
| 680068<br>GRBU<br>334674<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENGADINE**<br>**Secretary of State for Defence**<br>London British | 6384<br>2848<br>4520 | ✠100A1<br>✠LMC<br>MN1100 | EL b†2 1/16"SQ | **1967**-12 Henry Robb Ltd.—Lth<br>424' 1" 58' 5" 22' 0¾"<br>386' 0" 58' 0" 35' 4"<br>Ba51' F74' 2 dks<br>RW NS 8BH<br>rf 4" WB2088t incl. Tunnel tanks 333t DTsf339t | M Training & Supply Ship | Oil 2SA 5Cy. 680 × 1250 m<br>5500bhp Sulzer<br>Wallsend Slpwy & E. Co.<br>AuxB 100lb<br>4 × 300kW 440V 60c/s a.c. |
| 506691<br>PKYH<br>Esd Rdr<br>RT | **ENIM**<br>exTeluk Korio-68<br>exCelestial-65 exBarito-59<br>**P.T. Pelajaran Nusantara Sriwidjaja Raja**<br>Djakarta Indonesian | 1329<br>906<br>1833 | | BV | **1950** Boele's Schps. & Mach.—Bolnes<br>227' 4" 39' 8" 16' 3"<br>39' 6"<br>B37' F32' 2 dks | M Mchy.aft<br>G.90243 B.86910<br>3 Ha (17½', 19½', 19½' × 13¾')<br>6W Der 1(10) | Oil 2SA 7Cy. 340 × 570 m<br>850bhp<br>Nydqvist & Holm A/B |
| 542485<br>GMOF<br>305869<br>Df Esd<br>Gc<br>RTm/v | **ENNERDALE**<br>exNaess Scotsman-68<br>**Anglo-Norness Shipping Co. Ltd.**<br>Naess Denholm & Co. Ltd.<br>London British | 29189<br>18066<br>49209 | **100A1**<br>oil tanker<br>**LMC**<br>MN3360 | SS 12/67<br>EL u†3¼"SQ | **1963** Kieler Howaldtswerke A.G.—Kel<br>710' 0" 98' 7" 37' 6"<br>680' 9" 98' 5" 51' 10"<br>P143' F103' 1 dk<br>13BH<br>rf 4" | M Tanker Mchy.aft<br>29 Ta<br>L.2002806 HeCls. BC<br>Der 2(8) 3(3) 2(1) | Oil 2SA 8Cy. 840 × 1800 m<br>16800bhp B&W 27<br>Frd. Krupp Masch.<br>2WTAuxB 299lb (Spt) s<br>3 × 650, 390, 390kW 450V |
| 509670<br>Df Esd<br>Gc Rdr<br>RT | **EQUADOR**<br>exEcuador-68<br>**Pelikan Shipping Co. S.A.**<br>Panama Panamanian | 5325<br>2967<br>8900 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN960 | SS 7/64<br>EL b† | **1955**-4 Helsingör Skibs. & Msk.—Hsg<br>455' 5" 58' 8" 25' 2"<br>415' 0" 58' 6" 36' 9"<br>F91' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 3" WB3136t incl. Tunnel tanks 230t DTsm1402t | M (12P) OSD<br>5 Ho 47½', 64', 68½' comb., 73½', 52½'<br>5 Ha (27', 36½', 35½', 32½', 26½' × 21½')<br>Der 1(50) 1(30) 16(5) | Oil 2SA 8Cy. 620 × 1150 m<br>4800bhp B&W<br>Helsingör Skibs. & Msk.<br>AuxB 100lb<br>3 × 240, 240, 160kW 220V |
| 502343<br>ELLX<br>2961<br>Df Esd<br>Rdr<br>RTm | **ERASMUS**<br>exArgonaut-68<br>~~Cia. Nav. Erasmus S.A.~~<br>Monrovia Liberian<br>**Cia. Nav. Baan S.A.** | 969 ~~996~~<br>546 ~~541~~<br>1327 | ✠100A1<br>✠LMC<br>MN183 | SS 6/67<br>EL m1½"SQ | **1958**-10 N.V. Bodewes Schps.—Martenshoek<br>217' 4" 33' 8" 14' 6½"<br>199' 10" 33' 3½" 15' 1"<br>P49' R dk fwd of P79' F28' 1 dk<br>RW NS 4BH<br>rf 4" WB360t incl. Dk tanks m 22t | M Mchy.aft<br>2 Ho 52½', 78¾'<br>G.70900 B.66300<br>2 Ha (stl) (39½' × 18') (62½' × 19¾')<br>4W Der 1(10) 3(6) | Oil 4SA 6Cy. 420 × 660 m<br>915bhp<br>Klöckner-Humboldt-Deu<br>3 × 34, 34, 20kW 220V |
| 680768<br>GYDH | **EREDINE**<br>**China Nav. Co. Ltd.**<br>John Swire & Sons Ltd.<br>London British<br>For later particulars see New Entries No. 7 | 23600<br>19800<br>38800 | **100A1**<br>Class contemplated | | Ishikawajima-Harima Hvy Ind.—Aio<br>607' 0" 90' 9" 38' 7¾"<br>574' 2" 90' 6½" 52' 6" | M Mchy.aft | Oil 2SA 7Cy. 760 × 1550 m<br>Sulzer<br>Ishikawajima-Harima Hv |
| 681536<br>UOET<br>M-11519 | **ESKIMOS**<br>exEastern Belle-29<br>**U.S.S.R.**<br>Petropavlovsk Russian | 3107<br>1869<br>2137 | ✠Classed LR until 5/21 | | **1919**-12 Ishikawajima S.B. & E. Co. Ltd.—Tok<br>316' 2" 43' 9" 19' 2"<br>43' 7" 27' 3"<br>2 dks | S<br>3 Ho<br>G.44144<br>3 Ha (10½', 12½' × 13') (10½' × 16½')<br>8W Der 1(5) 7(3) | T 3Cy. 22" 37" & 61" × 42"<br>Ishikawajima S.B. & E. Co |
| 681353<br>Df Esd<br>Gc Rdr<br>RT | **ESPRESSO TOSCANA**<br>**Società Traghetti del Mediterraneo S.p.A.**<br>Olbia Italian | 1099<br>1119<br>2917 | | RI | **1968** Cant. Nav. "Luigi Orlando"—Lgn<br>343' 6" 57' 6" 15' 5"<br>316' 7" 57' 5" 35' 1"<br>2 dks<br>RW | TM Vehicle Carrier | 2 Oil 2SA each 8Cy. 440<br>6800bhp Sulzer<br>C.R.D. Adriatico |

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| **ESSEX SHORE**<br>**Offshore Marine Ltd.**<br>Rochester British | 499<br>184<br>794 | ✠100A1<br>✠LMC<br>MN400 EL J1⅛"U2 | **1967**–12 N.V. Ijsselwerf—Rot<br>166' 8" ~~166' 2"~~ 36' 11" 12' 3"<br>149' 6" 36' 1" 14' 0"<br>F54' 1 dk<br>NS 3BH<br>rf 5" WB362t | TM Supply Ship Mchy.aft<br>Der 1(5) | 2 Oil 4SA each 8Cy. 8¾"×11½" sr reverse geared<br>2000bhp 210t (d.o)<br>Blackstone & Co. Ltd. Stamford<br>3×125, 125, 60kW 220V d.c.<br>Bow jet pump 13½k |
| **ESSEX TRADER**<br>**Trader Navigation Co. Ltd.**<br>London British<br>For later particulars see New Entries No. 5 | 13953<br>8504<br>22600 | 100A1<br>Class contemplated | Austin & Pickersgill Ltd.—Sld<br>583' 0" 75' 5" 32' 3"<br>551' 0" 75' 0" 42' 9" | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 630×1400mm<br>A/B Götaverken Got<br>14½k |
| **ESSO BALTICA**<br>**Dansk Esso A/S**<br>Kalundborg Danish | 3708<br>1969<br>5533 | ✠100A1<br>oil tanker (cc)<br>Ice Class 3<br>✠LMC<br>MN764 EL T 1¾"U2 | **1968**–1 A. Vuijk & Zonen—Capelle a/d Yssel<br>360' 11" 53' 2" 20' 1"<br>334' 8" 53' 0" 24' 11"<br>P84' F43' 1 dk<br>8BH<br>rt 6" WB2142t | M Tanker Mchy.aft<br>10 Ta<br>L.265285 HeCls. BC<br>Der 1(1) | 2 Oil 4SA each 9Cy. 300×450 mm sr geared to sc. shaft<br>3820bhp 334t (hvf)–14pd<br>Masch. Augsburg-Nürnberg Aug<br>3WTAuxB 107℔<br>3×1120, 1120, 184kW 440V 60c/s a.c.<br>Thw. thrust propeller fwd<br>Controllable pitch propeller 13k |
| **ESSO BANGKOK**<br>Esso **Transport & Tanker Company Inc.**<br>Panama Panamanian | 13500<br>8600<br>20950 | | **1968** Kure Zosensho—Kur<br>558' 0" 77' 2" 30' 9¼"<br>528' 3" 77' 0" 39' 9"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| **ESSO GUYANA**<br>exInagua Cay–68<br>**Esso West Indies Ltd.**<br>Georgetown, Dem. British | 125<br>95<br>— | | **1959** Dade Dry Dock Corp.—Miami<br>*115·0'* 24' 0"<br>23' 10"<br>1 dk<br>rf 12" | TM Tanker Mchy.aft | 2 Oil each 6Cy. 5¾"×8"<br>420bhp (d.o)<br>Caterpillar Tractor Co. Peoria<br>2×20kW 240/480V 60c/s a.c. |
| **ESSO MILFORD HAVEN**<br>**Esso Petroleum Co. Ltd.**<br>London British | 11046<br>5999<br>~~18087~~<br>18085 | ✠100A1<br>oil tanker (cc)<br>✠LMC<br>MN2016 EL g†$2\frac{5}{16}$"U2 | **1968**–1 A/B Lindholmens Varv—Got<br>533' 8" (incl. BB) 72' 1" 28' 0"<br>508' 0" 72' 0" 37' 3"<br>P105' F56' 1 dk<br>9BH<br>rf 4" WB3608t incl. 2224t in clean ballast tanks DTf758t | M Tanker Mchy.aft | 2 Vee Oil 4SA each 12Cy. 400×460 mm<br>10080bhp Peilstick<br>A/B Lindholmens Varv Got<br>db 100℔<br>4×1600, 1600, 448, 448kW 440V 60c/s a.c.<br>Thw. thrust propeller fwd 16¼k |
| **ESSO SLAGEN**<br>**A/S Norsk Esso**<br>Oslo Norwegian<br>For later particulars see New Entries No. 10 | 10250<br>—<br>— | 100A1<br>oil tanker<br>Class contemplated | A/B Lindholmens Varv—Got<br>533' 7" 72' 1" 28' 3½"<br>509' 8" 72' 0" 37' 3" | M Tanker Mchy.aft | 2 Oil 4SA each 12Cy. 400×460 mm geared to sc. shaft<br>Pielstick<br>A/B Lindholmens Varv Got |
| **ESTHER S**<br>**Steuart Transportation Co.**<br>Wilmington, Del United States | 197<br>134<br>— | AB | **1966** Gulfport S.B. Corp.—Pt. Arthur<br>115' 0" 13' 6⅞"<br>99' 7" 29' 0" 14' 11"<br>1 dk<br>BK3" | M Tug | Oil 2SA 12Cy. $9\frac{1}{16}$"×10"<br>1950bhp 151t<br>General Motors Corp. La Grange |
| **ESTREMADURIAN**<br>exVarodd–68<br>Egil **Næsheims Rederi A/S**<br>Egil Næsheim A/S<br>Haugesund Norwegian | 1921<br>960<br>2960 | NV | **1958** Travewerft G.m.b.H.—Lbc<br>269' 0" 40' 9" 18' 9½"<br>245' 0" 40' 8" 21' 10"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho 84', 78¾'<br>G.133362 B.125960<br>4 Ha (stl) (31½', 29¼', 29¼', 29¼'×19¾')<br>8W Der 2(10) 6(5) | Oil 4SA 8Cy. 420×660 mm<br>2000bhp 280t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×90kW 230V d.c. 12½k |
| **ETOMO MARU**<br>Nichiwa **Sangyo Kaiun K.K.**<br>Tokyo Japanese | 2442<br>1220<br>3580 | NK | **1968** Nipponkai Jukogyo—Toyama<br>282' 3" 49' 4" 18' 9"<br>266' 2" 49' 3" 26' 3"<br>4 dks | M Mchy.aft | Oil 4SA 6Cy. 460×680 mm<br>2200bhp<br>Hanshin Nainenki Kogyo Kob |
| **EUGENIA**<br>exChristine–68<br>exWorld Chieftain–66<br>exWorld Traveller–59<br>exMissionary Ridge–56<br>**Continental Oceanic Nav. Corp. Ltd.**<br>Monrovia Liberian<br>Now **CHEE LEE** See New Entries No. 8 | 12848<br>8433<br>22947 | AB | **1959** (Cargo section) Harima S.B. & Eng. Co.—Aio<br>**1943** (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa.<br>571' 6" 75' 3" 33' 2¾"<br>551' 6" 75' 0" 46' 9"<br>P85' B35' 1 dk<br>RW<br>rf nil | T-E Bulk Carrier Mchy.aft<br>4 Ho<br>7 Ha | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor<br>6000shp (Sy) 1460t (o.f)<br>General Electric Co. Lyn<br>14½k |
| **EURIPIDES**<br>exMarynik–68 exStelianos–64<br>exMary Enid–63 exLowland–59<br>exEmpire Eden–47<br>exKattenturm–45<br>**Euripides Shipping Co. S.A.**<br>Panama Panamanian | 1876<br>1010<br>3230 | **BS** SS 3/66<br>**MBS**<br>MN216 CT2640 C29 | **1944** Deutsche Werft A.G.—Ham<br>301' 6" 44' 6" 18' 4⅞"<br>281' 0" 44' 3" 26' 11"<br>1 dk & S dk<br>7BH<br>WB584t | S OSD<br>G.172110 B.160890<br>10W Der 1(30) | C 4Cy. (2) $16\frac{9}{16}$" & (2) $35\frac{3}{16}$"×$35\frac{3}{16}$"<br>1080ihp 598t (o.f)<br>Howaldtswerke A.G. Ham<br>2 SB 215℔ Spt hs(3658) 10k |

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| 672856<br>GYCD<br>334739<br>Esd Gc<br>Pfd Rdr<br>RT | **EUROPIC FERRY**<br>**Atlantic Steam Nav. Co. Ltd.**<br>London British | 4190<br>1499<br>2740 | ✠100A1<br>English Channel, Irish Sea, Baltic, Mediterranean and European coasting service<br>✠LMC<br>MN2672 EL Y2$\frac{1}{16}$"SQ | 1968-1 Swan Hunter (S.Bs) Ltd.—Wal<br>451' 4" 68' 11" 15' 0"<br>426' 0" 66' 6" 38' 0"<br>B117' 2 dks<br>RW Coll BH to U dk, 9 to 2nd dk<br>rf 6" WB1934t incl. DTsf425t | TM Ferry<br>Stern door | 2 Vee Oil 4SA each 16Cy.<br>sr geared<br>13360bhp Pielstick<br>A/B Lindholmens Varv<br>AuxB 60lb<br>4×470kW 450V 50c/s a.c.<br>Thw. thrust contr. pitch |
| 542716<br>Df Esd<br>Gc Rdr<br>RTh | **EVANGELISTA TORRICELLI**<br>exGaston Micard-68<br>**"Carbocoke" Società di Navigazione S.p.A.**<br>Palermo Italian | ~~1199~~ 1311<br>~~574~~ 669<br>1500 | NV ~~RINV~~ | 1964 Jos. L. Meyer—Papenburg<br>222' 3" 41' 0" 16' 6"<br>203' 5" 37' 10" 18' 4"<br>P69' F56' 1 dk<br>rf 2" | M Liquefied Gas Carrier Mchy.aft<br>6 Ta<br>L.49441<br>Der 2(1½) | Oil 4SA 8Cy. 15"×18"<br>1650bhp<br>Mirrlees National Ltd.<br>3×150kW 380V 50c/s a.c. |
| 681354<br>BKEB<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EVER FAITH**<br>**First Steamship Co. Ltd.**<br>Keelung China (Taiwan) | 10253<br>6908<br>~~16800~~<br>16446 | AB CR (Taiwan) | 1968 Namura Zosensho—Osa<br>479' 0" 70' 11" 30' 0"<br>446' 2" 70' 10" 40' 0"<br>1 dk<br>RW<br>rf 4" | M Mchy.aft<br>4 Ho 73¾', 87', 87', 87'<br>G.731228 B.714984<br>4 Ha (stl) (43¾'×29½') (64', 64', 64'×33')<br>12W Der 20(20) | Oil 2SA 7Cy. 700×1200<br>8100bhp MAN<br>Mitsubishi Hvy Ind. Ltd.<br>3×250kW 450V 60c/s a.c. |
| 681262<br>Esd Pfd<br>Rdr RT | **EVERT MARIJTJE**<br>**Romkes & de Boer**<br>Urk Netherland | 103<br>34<br>— | | 1967 N.V. Scheeps. en Mach. "Vahali" —Gendt<br>85' 11" 21' 2"<br>72' 9" 20' 11" 10' 7"<br>1 dk | M | Oil 2SA 10Cy. 190×350<br>500bhp<br>N.V. Mch. Bolnes |
| 506362<br>ELMQ<br>2975<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTv | **FAIRLAND**<br>exCarinthia-68<br>**Fairland Shipping Corp.**<br>Monrovia Liberian | *21947*<br>*11630*<br>9359 | ✠100A1 CS 4/68 ~~CS 1/64~~<br>✠LMC<br>MN4900 EL o†3"SQ | 1956-6 J. Brown & Co. (Clydebank) Ltd. —Cly<br>608' 3" 80' 4" 28' 6½"<br>570' 0" 80' 0" 46' 3"<br>B&F511' UprB334' 3 dks, 4th & 5th dks clear of mchy. space<br>RW Coll BH to U dk 9 to 2nd dk<br>rf 6" WB2413t incl. DTsm767t DTf212t | TS (1014P) Ref<br>2 Ho 63', 55½', 4 TwD 27½', 44', 52½', 52½'<br>G.306230 B.264150 In.12300<br>6 Ha (stl) (17¾'×16') (27', 13½'×18') (10¾'×11') (16½'×18') (16½'×16')<br>14W Der 2(10) 12(5) | 4 S Turb sr geared to 2<br>24500shp<br>J. Brown & Co. (Clydeba<br>3WTB 640lb Spt 850° F.<br>4×750kW 225V d.c. |
| 672310 | **FALAKHAN**<br>**Government of Iran (Ministry of Economy, Ports & Navigation Organisation)**<br>Bandar Abbas Iranian | 286<br>247<br>— | ✠100A1<br>Iranian Estuary service<br>EL (d) $\frac{11}{16}$"U1 | 1967-7 Schps. & Mach. "De Liesbosch" —Utrecht<br>128' 0" 45' 1"<br>85' 4" 44' 3½" 8' 7"<br>1 dk<br>4BH<br>rf nil WB96t | Sheerleg & Grab Dredging Pontoon | |
| 540440<br>OUVS<br>Df Esd<br>Gc Rdr<br>RTm/v | **FALSTER**<br>exGedser-68<br>**Moltzau Line A/S**<br>Gedser Danish<br>Now **MILLE** See New Entries No. 3 | 2494<br>1217<br>— | NV | 1963 Orenstein-Koppel & Lbcr. Masch. —Lbc<br>305' 10" 53' 2" 13' 1"<br>275' 8" 52' 1½" 17' 7"<br>2 dks & S dk | TM Ferry (1000P) OSD | 4 Oil 4SA each 8Cy.<br>geared to 2 sc. shafts<br>8000bhp<br>Motorenw. Mannheim<br>3×500kW 380V 50c/s a.<br>Controllable pitch prop<br>Thw. thrust propeller f |
| 528873<br>Esd Gc<br>Pfd Rdr<br>RT | **FARDAD**<br>exRace Fisher-68<br>exEmpire Jill-46<br>**Mohammad Javad Motraghi**<br>Iranian | 739<br>446<br>1000 | ✠100A1 SS 3/64<br>✠LMC<br>EL j | 1942-4 S. P. Austin & Son Ltd.—Sld<br>192' 7" 30' 4" 13' 6"<br>180' 0" 30' 0" 13' 8"<br>Q120' F24' 1 dk<br>NS 3BH<br>WB329t | M Mchy.aft<br>1 Ho 107'<br>G.48060 B.45090<br>2W Der 1(10) 1(4) | Oil 2SA 5Cy. 340×570<br>625bhp<br>British Auxiliaries Ltd. |
| 537763<br>SVYK<br>Df Esd<br>Rdr<br>RTm/h/v | **FAY**<br>exVela-68<br>**Kanav Shipping Co. S.A.**<br>Grecomar Shipping Agency<br>Piræus Greek | 1334<br>700<br>1975 | NV | 1946 Eriksbergs M/V A/B—Got<br>263' 10" 40' 2" 16' 7¼"<br>245' 6" 40' 0"<br>1 dk & S dk, 3rd dk in No. 1 hold<br>R<br>rf 3" | M (6P) Ref OSD<br>4 Ho 32½', 42', 32½', 60½'<br>B.108911 In.15431<br>4 Ha (22', 26', 18', 30'×16')<br>8W Cr 2(3) Der 2(5) 4(3) 1(2) | Oil 2SA 5Cy. 500×900<br>1160bhp B&W<br>Eriksbergs M/V A/B<br>2×100kW 220V d.c. |
| 529227<br>HPNN<br>4130-25<br>Df Esd<br>Rdr RT | **FEDE**<br>exInsula exRegulus-66<br>exLeena Nurminen-56<br>exRosa Smith-54<br>**Fides Shipping Co. S.A.**<br>Panama Panamanian | 1759 ~~1769~~<br>833 ~~833~~<br>3200<br>2508<br>1459<br>— | ✠100A1 TD 1/68 ~~SS 9/62~~<br>with freeboard<br>Str. nav. Ice<br>✠LMC<br>EL t | 1942-10 A/B Lindholmens Varv—Got<br>319' 2" 44' 6" 18' 5½"<br>298' 0" 44' 3" 26' 8"<br>F31' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB800t incl. Tunnel tanks 26t | S OSD<br>G.189970 B.171145<br>9W | T 3Cy. 20$\frac{1}{16}$" 29½" &<br>exhaust turb drivin<br>pressor<br>1320ihp<br>A/B Lindholmens Var<br>2 SB 220lb Spt hs |
| 680950<br>ELJX<br>2929<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FEDERAL NAGARA**<br>**Federal Commerce & Navigation Co. Ltd.**<br>Monrovia Liberian | ~~11400~~ 15961<br>— 14084<br>27000 | NV | 1967 Osaka Zosensho—Osa<br>32' 0"<br>551' 2" 81' 4" 46' 9"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 740×160<br>9900bhp B&W<br>Mitsui Zosen |
| 681514<br>Df Esd<br>Rdr RT | **FEIEBAS**<br>**Henry Viken and others**<br>Bergen Norwegian | ~~220~~ 213<br>— 86<br>— | | 1968 G. Eides Sønner Skips—Høylandsbygd<br>110' 2" ~~108' 3"~~ 24' 0"<br>96' 1" 23' 11" 12' 11"<br>1 dk | M Fishing Mchy.aft | Vee Oil 4SA 8Cy. 6¾"×<br>570bhp<br>Caterpillar Tractor Co |

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| **FERNANDO ESCANO II**<br>**Escano Lines**<br>Hijos de J. Escano Inc.<br>Cebu Philippine | 3000<br>—<br>1400 | | **1968** Martin Jansen—Leer<br>293′ 4″ 13′ 5½″<br>265′ 9″ 44′ 7½″ 23′ 11″<br>2 dks | M CSD | Oil 4SA 12Cy. 400×500 mm<br>3400bhp<br>Klöckner-Humboldt-Deutz Kln |
| **FIJIAN PRINCESS II**<br>**Princess Shipping Co. Ltd.**<br>Suva British | **196**<br>99<br>— | | **1963** Azuma S.B. Co—Yokosuka<br>*99·4′* 18′ 8″<br>… … …<br>1 dk | M | Oil |
| **FILEFJELL**<br>**A/S Rudolf**<br>Olsen & Ugelstad<br>Oslo Norwegian | **26645**<br>16133<br>~~48000~~<br>43540 | NV | **1968** Howaldtswerke-Deutsche Werft A.G.—Kel<br>666′ 8″ 96′ 2″ 38′ 2″<br>629′ 11″ 96′ 0″ 54′ 2″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 850×1700 mm<br>12600bhp<br>A/B Götaverken Got |
| **FINA NORVEGE**<br>**Petrofina S.A.**<br>Antwerp Belgian | *38704*<br>—<br>63834 | **✠100A1** SS 10/67<br>oil tanker (cc)<br>**✠LMC**<br>MN2940 EL N†3″U3 | **1967**–10 (Fwd & Cargo sections) Cockerill Yards Hoboken—Hbk<br>**1965**–1 (Aft section) J. Boel & Sons—Tamise<br>817′ 9″ (incl. BB) 105′ 10″<br>776′ 9″ 105′ 8″ 57′ 11″<br>1 dk<br>8BH<br>rf nil WB16323t incl. 13890t in clean ballast tanks | M Tanker Mchy.aft | Oil 2SA 7Cy. 840×1800 mm<br>16700bhp B&W 3590t (hvf)–60pd<br>S.A. Cockerill-Ougrée Seraing<br>2WTAuxB primary 782℔<br>secondary 206℔ Spt<br>AuxB (ex.g) 178℔ Spt<br>2×700kW 440V 60c/s a.c. |
| **FINALE**<br>exBergemaster–68<br>**Transmarina S.N.C.**<br>Italian | **~~23454~~ 22424**<br>~~14034~~ 13579<br>38650 | NV | **1960** Eriksbergs M/V A/B--Got<br>682′ 6″ 87′ 4″ 37′ 11¾″<br>645′ 0″ 87′ 0″ 47′ 6″<br>1 dk | M Tanker Mchy.aft<br>33 Ta<br>L.1703951 HeCls. BC | Oil 2SA 10Cy. 740×1600 mm<br>12500bhp B&W 3600t<br>Eriksbergs M/V A/B Got<br>3×400kW 440V 60c/s a.c. |
| ***FINLANDIA***<br>**Leo Abel Partrederi**<br>Frederikshavn Danish | **299**<br>193<br>840 | **✠100A1**<br>**✠LMC**<br>MN100 EL j 1 1/16″U2 | **1967**–9 O/Y Laivateollisuus A/S—Åbo<br>183′ 9″ 34′ 3″ 11′ 0½″<br>167′ 4″ 34′ 1½″ 18′ 8″<br>1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4″ WB382t | M OSD Mchy.aft | Oil 2SA 7Cy. 240×400 mm<br>500bhp<br>Alpha-Diesel A/S Fkn<br>3×24, 24, 17½kW 400V 50c/s a.c.<br>Controllable pitch propeller |
| **FIRETHORN**<br>**Thorn Line Finance Ltd.**<br>S. William Coe & Co. Ltd.<br>Liverpool British | **1041**<br>611<br>1680 | **✠100A1**<br>**✠LMC** **UMS**<br>MN316 EL K 1⅛″U2 | **1967**–11 Schps. "Waterhuizen" J. Pattje—Waterhuizen<br>220′ 6″ 37′ 10″ 14′ 10″<br>204′ 0″ 36′ 7″ 17′ 1″<br>P48′ F30′ 1 dk<br>3BH<br>rf 2″ WB562t | M Mchy.aft<br>1 Ho 135¾′ comb.<br>G.73633 B.71091<br>2 Ha (stl) (each 52¼′×22′)<br>2W Der 2(3) | Oil 2SA 6Cy. 290×400 mm sr geared<br>1580bhp 146t (d.o)<br>N.V. Werkspoor Ams<br>3×30kW 440V 60c/s a.c. 12k |
| **FISHCO**<br>**Fishco Ltd.**<br>Lunenburg Canadian | **237**<br>116<br>— | | **1967** Smith & Rhuland—Lunenburg<br>*106·6′* 25′ 3″<br>… … …<br>1 dk | Wood M Fishing | Oil 12Cy. 6¼″×8″<br>765bhp<br>Caterpillar Tractor Co. Peoria<br>10k |
| **FLORA**<br>Polish **Government**<br>Zegluga Szczecinska<br>Szczecin Polish | **299**<br>156<br>430 | PR | **1967** Wroclawskie Stocznie Rzeczne—Wroclaw<br>146′ 9″ 26′ 8″ 9′ 11½″<br>129′ 7″ 26′ 7″ 11′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>303bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **FONG TA No. 21**<br>Fong **Ta Fishery Co. Ltd.**<br>Kaohsiung China (Taiwan) | **190**<br>98<br>92 | CR (Taiwan) | **1968** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>109′ 6″ 20′ 10″ 9′ 2″<br>94′ 7″ 20′ 4″ 9′ 7″<br>P51′ F20′ 1 dk | M Fishing Mchy.aft<br>3 Ho 15½′, 18¾′, 28¾′<br>4 Ha (4′, 4′×3¼′) (6′×5¼′) (4′×2½′) | Oil 4SA 6Cy. 275×410 mm<br>500bhp<br>Fuji Seisakusho Tateyama<br>2×60, 40kW 220V a.c. 11½k |
| **FONG TA No. 22**<br>Fong **Ta Fishery Co. Ltd.**<br>Kaohsiung China (Taiwan) | **190**<br>98<br>92 | CR (Taiwan) | **1968** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>109′ 6″ 20′ 10″ 9′ 2″<br>94′ 7″ 20′ 4″ 9′ 7″<br>P51′ F20′ 1 dk | M Fishing Mchy.aft<br>3 Ho 15½′, 18¾′, 28¾′<br>4 Ha (4′, 4′×3¼′) (6′×5¼′) (4′×2½′) | Oil 4SA 6Cy. 275×410 mm<br>500bhp<br>Fuji Seisakusho Tateyama<br>2×60, 40kW 220V a.c. 11½k |
| **FORT LA REINE**<br>**Compagnie Générale Transatlantique**<br>Dunkirk French | **7550**<br>—<br>— | | **1968** Const. Nav. & Ind. de la Mediterranée (C.N.I.M.)—La Seyne<br>486′ 7″ 67′ 1″ 27′ 7″<br>442′ 1″ 66′ 11″ 42′ 8″<br>4 dks | M Ref | 2 Vee Oil 4SA each 18Cy. 420×460 mm geared to sc. shaft<br>1520bhp<br>Ch. de l'Atlantique St.N |
| **FORT WORTH**<br>exNew Market–68<br>**Trinidad Corporation**<br>Wilmington, Del United States | **14712**<br>11263<br>— | AB | **1945** Sun S.B. & D.D. Co.—Chester, Pa<br>523′ 6″ 68′ 2″ 30′ 3½″<br>503′ 0″ 68′ 0″ 39′ 3″<br>P108′ B36′ F33′ 1 dk<br>RW<br>rf 9″ | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 HeCls. BC | S Turb 7240shp driving 1 gen 5400kW 2300V a.c. connected to elec. motor<br>7000shp (Sy) 1460t (o.f)–46pd<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×500kW 450V 60c/s a.c. 14½k |

For later particulars see New Entries No. 8

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|---|---|---|---|---|---|---|
| 672362<br>GXYQ<br>303545<br>Rdr<br>RTv | **FORTH**<br><br>**Grangemouth & Forth Towing Co. Ltd.**<br>Grangemouth British | 184<br>—<br>— | ✠A1<br>tug<br>Firth of Forth service limiting line Kirkcaldy—Portobello<br>✠LMC<br>MN228 EL (b) | **1967**–10 Scott & & Sons (Bowling) Ltd.—Bwg<br>99' 6" 27' 8" 11' 5"<br>90' 0" 25' 6" 13' 0"<br>RW 3BH<br>rf 18" BK5" WB78t | M Tug | Oil 2SA 6Cy. 340×570 mm<br>1140bhp<br>British Polar Engines Ltd.<br>2×30, 15kW 440V 50c/s a.c.<br>Controllable pitch propeller |
| 671758<br>GWLE<br>334626<br>Df Esd<br>Gc Rdr<br>RT | **FORTH BRIDGE**<br><br>**Bowring S.S. Co. Ltd.**<br>London British | 28467<br>19748<br>48692 | ✠100A1<br>strengthened for ore cargoes, Nos. 2 & 6 holds may be empty (cc)<br>✠LMC<br>MN2760 EL r†2¼"U2 | **1967**–9 Verolme Dok & Schpsb.—Rozenburg<br>674' 2" 98' 2" 39' 4"<br>636' 9" 98' 0" 56' 0"<br>1 dk<br>NS 9BH<br>rf nil WB18260t incl. Comb. btm, side Topside tanks in holds 16095t | M Mchy.aft<br>pt higher tensile steel | Oil 2SA 6Cy. 900×1550 mm<br>13800bhp Sulzer<br>N.V. Kon. Maats. "De Sche<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×450kW 450V 60c/s a.c. |
| 522591<br>JWLJ<br><br>Esd Rdr<br>RT | **FOSNAR**<br>exLisbeth Hove–68 exMarlin–65<br>**Mikal B. Leikvoll Partrederi**<br>Bergen Norwegian | 253<br>138<br>— | BV | **1962** Martin Jansen—Leer<br>131' 4" 23' 11" 8' 8"<br>... .... ...<br>1 dk | M Mchy.aft<br>1 Ho 72½'<br><br>1 Ha (58½'×16')<br>Der 2(2) | Oil 2SA 4Cy. 230×400 mm<br>320bhp<br>Alpha-Diesel A/S<br>1×1½kW 24V d.c. |
| 525576<br>SVPD<br><br>Df Esd<br>Gc Rdr<br>RT | **FRANCES**<br>exNordstjernan–68<br>**Sea Breeze Nav. Corp.**<br>Piræus Greek | 5368<br>3077<br>7060 | ✠100A1 SS 4/64<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>EL a† | **1935**–8 A/B Götaverken—Got<br>440' 0" 56' 0" 25' 3½"<br>418' 0" 55' 9" 37' 5"<br>F80' 2 dks & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB1885t incl. Tunnel tanks 309t | TM Ref OSD<br><br>G.438000 B.411000 In.83481 | 2 Oil 4SA each 8Cy. 630×<br>5400bhp<br>A/B Götaverken<br>db 50lb |
| 681275<br><br><br>Df Esd<br>Gc Rdr<br>RTm | **FRANCIA**<br><br>**N.V. Latona**<br>Vereenigd Corgadoorskantoor<br>Amsterdam Netherland | ~~375~~ 376<br>~~249~~ 246<br>850 | | **1968** Gebh. Voldnes A/S—Fosnavåg<br>191' 6" 32' 10" 11' 2½"<br>173' 9" 32' 9" 18' 7"<br>B36' 2 dks | M<br>1 Ho 125½'<br>G.69000 B.63000<br>1 Ha (stl) (68½'×20½') | Oil 4SA 6Cy.<br>900bhp<br>Nydqvist & Holm A/B<br>3×30kW 220V 50c/s a.c. |
| 539743<br>ELMX<br>2978<br>Df Esd<br>Rdr RT | **FRANCINA**<br>exYvonne V–68<br>**Cia. Nav. Francina S.A.**<br>Monrovia Liberian | 986<br>437<br>1378 | BV | **1962** Schps. L. Smit & Zoon—Kinderdijk<br>286' 2" 39' 0" 13' 7½"<br>260' 4" 38' 8½"<br>1 dk & S dk | M Ref OSD Mchy.aft<br><br>In.3531<br>2 Ha (57½', 49½'×17½')<br>Der 1(15) 1(7) 2(5) 4(3) | Oil 2SA 14Cy. 300×550 m<br>2380bhp Smit-Bolnes<br>Schps. L. Smit & Zn |
| 672924<br>5-PEXT<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **FREDERIC B. INGRAM**<br><br>**Ingram Marine Ltd.**<br>Panama Panamanian | 387<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN840 EL 1⅛"U1 | **1968**–1 Cochrane & Sons Ltd.—Sel<br>127' 8" 32' 10"<br>112' 0" 31' 0" 15' 6"<br>B&F66'<br>4BH<br>rf 30" WB150t incl. DTf37t | TM Tug | 2 Oil 4SA each 8Cy. reverse geared<br>4200bhp<br>Ruston & Hornsby<br>2×100kW 440V 60c/s a.c. |
| 681515<br><br><br>Df Esd<br>Gc Rdr<br>RT | **FREEPORT I**<br><br>**Freeport Cruise Lines Ltd.**<br>~~London~~ ~~British~~<br>Monrovia Liberian | 10000<br>—<br>— | | **1968** Orenstein-Koppel & Lbcr Masch.—Lbc<br>441' 0" (incl. BB) 71' 2" 18' 0"<br>348' 0" 71' 0" 41' 0"<br>4 dks | TM Ferry | 2 Oil 4SA each 16Cy. 400<br>16000bhp<br>Ottensener Eisenwerk G. |
| 681107<br>LMVT<br><br>Gc Rdr<br>RT | **FRENGEN**<br><br>**Sameiet Frengen**<br>Samuelsen & Galtung<br>Oslo Norwegian | 197<br>129<br>405 | NV | **1967** Frengen Slip & Motorverksted—Fevågen<br>125' 0" 24' 4" 10' 6½"<br>112' 5" 22' 6" 11' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 5¾"×6½"<br>335bhp<br>Caterpillar Tractor Co.<br>Controllable pitch prope |
| 681405<br><br><br>Df Esd<br>Pfd Rdr | **FRIEDA MORGENROTH**<br><br>**Hans Morgenroth**<br>Bremen W. German<br>Now **MEMEL** See New Entries No. 9 | 380<br>—<br>— | | **1968** Deutsche Ind. Werke A.G.—Bln<br>205' 0" 31' 0" 10' 1"<br>189' 4" 30' 9"<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 320×450 m<br><br>Atlas-Mak. Masch. |
| 681264<br>DCWP<br>3635<br>Esd Rdr<br>RT | **FRISIA VI**<br><br>**Aktiengesellschaft Reederei Norden-Frisia**<br>Norderney W. German | 547<br>244<br>— | | **1968** Jos. L. Meyer—Papenburg<br>160' 4" 3' 10"<br>142' 8" 33' 8" 8' 9"<br>1 dk | TM Mchy.aft | 2 Oil 4DA each 12Cy. 1<br>840bhp<br>Klöckner-Humboldt-Deu |
| 661369<br>PUXY<br><br>Df Esd<br>Gc Rdr<br>RT | **FROTAVENTO**<br>exSiderurgica Dez–68<br>**Frota Oceanica Brasileira S.A.**<br>Rio de Janeiro Brazilian | 11430<br>6416<br>17861 | BV | **1966** Ishikawajima do Brasil—Rio<br>528' 2" 73' 11" 29' 6"<br>495' 9" 73' 10" 41' 0"<br>1 dk | M Mchy.aft<br><br><br>6 Ha | Oil 2SA 8Cy. 680×1250<br>9000bhp Sulzer<br>Ishikawajima do Brasil |
| 680462<br>ONFO<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **FRUBEL OCEANIA**<br><br>**Belgian Fruit Lines S.A.**<br><br>Antwerp Belgian | 5223<br>3172<br>5039 | | **1967** N.V. Boelwerf S.A.—Tamise<br>443' 4" 59' 2" 20' 6 1/16"<br>406' 10" 59' 1" 37' 5"<br>2 dks & S dk | M (3P) Ref OSD<br>4 Ho 62¾', 62¾', 76¾', 76¾'<br>In.325260<br>4 Ha (each 26'×17')<br>8W Cr 1(3) Der 8(5) | 2 Oil 2SA each 8Cy. 700<br>11200bhp MAN<br>A.C.E.C.<br>4×290kW 450V 60c/s a.c |

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| 681611<br>JRDN<br>100853<br>Rdr | **FUJI MARU No. 5**<br>**Daini Ehime Kaiun K.K.**<br>Imabari Japanese | 977<br>595<br>2040 | | 1968 Imabari Zosen—Imabari<br>36′ 2″ 16′ 1″<br>215′ 6″ 36′ 1″ 18′ 4″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 380×540 mm<br>1600bhp<br>Makita Tekkosho Takamatsu |
| | **FUKUHO MARU No. 3**<br>**Marue Suisan K.K.**<br>Iwaki Japanese | 349<br>156<br>— | | 1967 Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>166′ 4″ 27′ 10″ 10′ 11″<br>146′ 4″ 27′ 9″ 12′ 5″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 380×560 mm<br>1700bhp<br>Akasaka Tekkoshu Yaizu |
| | **FUKUJIN MARU No. 10**<br>**Y. Nakagami**<br>Eshima Japanese | 198<br>106<br>350 | | 1967 Kishimoto Zosen—Kinoe<br>108′ 2″ 25′ 0″ 10′ 10″<br>96′ 8″ 24′ 11″ 11′ 10″<br>1 dk | M Sand Carrier Mchy.aft | Oil 4SA 6Cy. 230×360 mm<br>450bhp<br>Matsue Nainenki Kogyo Matsue |
| | **FUKUJU MARU No. 17**<br>**Fukuju Gyogyo K.K.**<br>Myama Japanese | 195<br>99<br>— | | 1967 Kanazashi Zosensho—Shimizu<br>138′ 8″ 22′ 9″ 9′ 2″<br>120′ 5″ 22′ 8″ 10′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>650bhp<br>Hanshin Nainenki Kogyo Kob |
| | **FUKUZUMI MARU No. 8**<br>**K. Matsui**<br>Muroto Japanese | 254<br>—<br>— | | 1968 Kochiken Zosen—Kochi<br>25′ 0″ 9′ 10″<br>132′ 10″ 24′ 11″ 11′ 4″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. Niigata |
| | **FURYU MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | 56500<br>16500<br>101700 | | 1968 Mitsui Zosen—Tmn<br>849′ 9″ (incl. BB) 130′ 2″ 47′ 3″<br>816′ 11″ 129′11″ 64′ 8″<br>1 dk | M Ore Carrier Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W<br>Mitsui Zosen Tmn |
| | **FUTABA MARU No. 5**<br>**Futaba Shokai**<br>Hiroshima Japanese | 499<br>280<br>1050 | | 1967 Kishimoto Zosen—Kinoe<br>176′ 6″ 29′ 7″ 13′ 8″<br>162′ 5″ 29′ 6″ 14′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>900bhp<br>Hanshin Nainenki Kogyo Kob |
| | **FUTURITY**<br>**F. T. Everard & Sons Ltd.**<br>London British<br>For later particulars see New Entries No. 8 | 199<br>158<br>425 | 100A1<br>Class contemplated | Clelands S.B. Co. Ltd.—Wal<br>136′ 6″ 8′ $10\frac{1}{2}$″<br>130′ 0″ 25′ 0″ 11′ 1″ | M Mchy.aft | Oil 4SA 4Cy. $8\frac{3}{4}$″×$11\frac{1}{2}$″<br>Blackstone & Co. Ltd. Stamford<br>9k |
| | **FUYO MARU**<br>**T. Okada**<br>Minamichita Japanese | 499<br>300<br>1000 | | 1967 Kishimoto Zosen—Kinoe<br>175′ 6″ 28′ 11″ 13′ 5″<br>160′ 8″ 28′ 10″ 14′ 5″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 325×460 mm<br>850bhp<br>Nippon Hatsudoki Kob |
| | **G. M. LIVANOS**<br>**Monrovia Shipping Co. Ltd.**<br>Monrovia Liberian<br>For later particulars<br>see New Entries No. 7 | 24894 ~~25000~~<br>18880 ~~18900~~<br>47600 | 100A1<br>Class contemplated | Doxford & Sunderland S.B. &<br>E. Co.—J. L. Thompson, Sld<br>693′ 8″ 98′ 3″ 38′ 6″<br>655′ 0″ 98′ 0″ 56′ 9″ | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×2180 mm<br>Doxford & Sunderland S.B. & E. Co.<br>Sld |
| | **G.W. 129**<br>**Impey (Marine) Ltd.**<br>London British<br>For later particulars see New Entries No. 4 | 170<br>—<br>— | 100A<br>Class contemplated | Philip & Son Ltd.—Drt<br>100′ 0″ 60′ 10″ 5′ $10\frac{1}{4}$″<br>100′ 0″ 60′ 0″ 8′ 0″ | Barge | |
| | **GALA**<br>**Karl Heinrich Danz**<br>Johs Thode<br>Hamburg W. German | T.Mk 499<br>315<br>1184 | GL | 1968 J. J. Sietas Schiffsw.—Ham<br>222′ 8″ 34′ 6″ 13′ 0″<br>200′ 0″ 34′ 6″ 20′ 6″<br>F17′ 1 dk & S dk<br>rf 3″ | M ~~OSD~~ Mchy.aft<br>2 Ho $147\frac{1}{2}$′, $141\frac{1}{2}$′<br>G.86100 B.79000<br>2 Ha (stl) ($39\frac{1}{4}$′×21′) (70′×25′) | Oil 4SA 350×450 mm<br>1320bhp 67t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×48kW 320V 50c/s a.c. $12\frac{1}{2}$k |
| | **GALICIA DEFENDER**<br>exSanta Emilia–68<br>exAmerican Banker–63<br>**Liberty Navigation &**<br>**Trading Co. Inc.**<br>Wilmington, Del United States<br>Now **FAIRVIEW** See New Entries No. 7 | 8221<br>4830<br>10660 | AB | 1945 N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 27′ $7\frac{1}{8}$″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>RW<br>rf nil | S<br>5 Ho $67\frac{1}{2}$′, $62\frac{1}{2}$′, 70′, 70′, $71\frac{3}{4}$′<br>B.536000<br>5 Ha (27′, $32\frac{1}{2}$′, 35′, 30′, 30′×20′)<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1744t (o.f)<br>General Electric Co. Erie<br>2×300kW 240V d.c. 16k |
| | **GALICIA NAVIGATOR**<br>exOur Lady of Peace–68<br>exAmerican Farmer–64<br>**Liberty Navigation &**<br>**Trading Co. Inc.**<br>Wilmington, Del United States | 8221<br>4830<br>11382 | AB | 1945 N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 28′ $6\frac{7}{8}$″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>RW<br>rf nil | S<br>5 Ho $67\frac{1}{4}$′, $61\frac{3}{4}$′, 70′, 70′, $72\frac{1}{2}$′<br>B.537000<br>5 Ha (27′, $32\frac{1}{2}$′, 35′, 30′, 30′×20′)<br>16W | 2 S Turb dr geared to sc. shaft<br>6600shp 1744t (o.f)<br>General Electric Co. Lyn<br>3×300kW 230V d.c. 16k |

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| 510752<br>HPED<br><br>Df | **GARONNE**<br>exMustang Island–68<br>exEsso Guatemala–65<br>exHewitt–47 exTarves–45<br>~~Petromar S.A.~~ **Société Petromer**<br>~~Panama~~ ~~Panamanian~~<br>Bordeaux French | 3149<br>2065<br>3925 | AB | **1945** Todd-Houston S.B. Corp.—<br>Houston<br>325′ 2″ 48′ 4″ 19′ 3½″<br>309′ 0″ 48′ 2″ 21′ 10″<br>P84′ B35′ F48′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>12 Ta<br>L.180380 HeCls. BC | Oil 2SA 6Cy. 455×635 mm<br>1400bhp<br>Nordberg Mfg. Co. |
| 681600<br>JXZE<br><br>Df Esd<br>Gc Rdr<br>RT | **GAS LION**<br><br>**Kristian Gerhard Jebsen**<br>**Skipsrederi**<br>Bergen Norwegian | 8168<br>4619<br>9330 | | **1968** Scotts' S.B. & Eng. Co. Ltd.—Grk<br>460′ 11″ 63′ 1″ 26′ 9½″<br>430′ 0″ 63′ 0″ 39′ 0″<br>1 dk | M Liquefied Gas Carrier<br>Mchy.aft | Oil 2SA 7Cy. 680×1250 mm<br>8000bhp Sulzer<br>Scotts' S.B. & Eng. Co. |
| 539353<br>WB4611<br>244836<br>RTv | **GAY MORAN**<br>exWotoco–68<br>**Pasadena Curtis Bay Co.**<br>Wilmington, Del United States | 146<br>99<br>— | | **1944** G. Lawley & Son Corp.—<br>Neponset<br>*81·1″* 24′ 2″<br>82′ 0″ 24′ 0″ 10′ 6″<br>BK3″ | M Tug<br><br><br><br>1W | Oil 2SA 8Cy. 215×255 mm<br>750bhp<br>General Motors Corp. |
| 512709<br>PEGO<br><br>Df Esd<br>Rdr RT | **GEESTDIJK**<br><br>**Waling van Geest & Zn.**<br>'s Gravenzande Netherland | 461<br>267<br>410 | BV | **1956** Niestern Schps. Unie N.V.—<br>Hellevoetsluis<br>172′ 6″ 24′ 2″ 8′ 11½″<br>157′ 1″ 23′ 11½″ 9′ 10″<br>1 dk len 67 | M Mchy.aft<br><br><br>1 Ha (75½′×16½′) | Oil 2SA 8Cy. 190×350 mm<br>400bhp<br>N.V. Mch. Bolnes |
| 512715<br>PEGP<br><br>Df Esd<br>Rdr RTv | **GEESTSTROOM**<br><br>**Waling van Geest & Zn.**<br>'s Gravenzande Netherland | 373<br>192<br>— | BV | **1954** A. Apol—Wirdum<br>144′ 5″ 23′ 7″ 9′ 3″<br>132′ 0″ 23′ 6″ 9′ 10″<br>P37′ F24′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 77′<br>G.17900 B.16100<br>1 Ha (59′×16½′)<br>3W Der 2(3) | 2 Oil 2SA 7Cy. 190×350 mm<br>400bhp<br>N.V. Mch. Bolnes |
| 681356<br><br><br>Rdr RT | **GEIHA MARU**<br><br>**Kyushu Shosen K.K.**<br>Nagasaki Japanese | 480<br>—<br>97 | | **1968** Taguma Zosen—Inn<br>26′ 7″ 7′ 10″<br>141′ 0″ 26′ 6″ 10′ 11″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 380×570 mm<br>1500bhp<br>Hanshin Nainenki Kogyo |
| 681249<br>JWZZ<br><br>Esd Rdr<br>RT | **GEIR**<br>**Hans P. Holmeset Partrederi**<br>~~**Hans Holmeseth and others**~~<br>Ålesund Norwegian | 118<br>37<br>— | | **1967** Fiskerstrand Slipp & M/V—<br>Fiskerstrand<br>87′ 5″ 22′ 1″<br>73′ 10″ 22′ 0″ 11′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 4Cy.<br>400bhp<br>Alpha-Diesel A/S |
| 680866<br>LLMF | **GEISNES**<br><br>**A/S Namdalens**<br>**Trafikkselskap**<br>Namsos Norwegian | 123<br>47<br>— | NV | **1967** Lysøsund M/V—Lysøysund<br>87′ 0″ 24′ 8″<br>81′ 0″ 10′ 6″<br>1 dk | M Ferry (95P) Mchy.aft<br><br><br><br>Der 1(1½) | Oil 4SA 6Cy. 137×165 mm<br>300bhp<br>Caterpillar Tractor Co.<br>2×25, 15kW 230V a.c.<br>Controllable pitch propelle |
| 500661<br>5MXR<br>2013<br>Df Esd<br>Gc Rdr<br>RTh | **GELORA**<br>exUnion Venture–68<br>exAkakurasan Maru–64<br>exAsahisan Maru–56<br>exDona Nati—51<br>**Union Transportation**<br>**(Liberia) Inc.**<br>Monrovia Liberian | 5302<br>3026<br>8532 | BV<br><br>✠Classed LR until 6/64 | **1939–12** C.R.D. Adriatico—Tri<br>439′ 5″ 55′ 9″ 25′ 10½″<br>411′ 0″ 55′ 6″ 29′ 0″<br>F35′ 1 dk & S dk, 3rd dk in No. 1 hold<br>R | M OSD<br>5 Ho 43½′, 53½′, 54½′, 59′, 64′<br>G.488000 B.445000<br>5 Ha (33½′, 34½′, 29′, 42′, 31½′×20′)<br>Der 5(5) | Oil 2SA 8Cy. 720×1250 m<br>5600bhp<br>C.R.D. Adriatico<br>3×75kW 220V d.c. |
| 511384<br><br><br>Df Esd<br>Gc Rdr<br>RT | **GELTING**<br>exAun–68 exGerstad–64<br>exFerm–64<br>**Partenreederei m.s. "Gelting"**<br>H. W. Christophersen & H. P. Vith<br>Flensburg W. German | ~~2644~~ 2437<br>~~1371~~ 1425<br>~~3600~~ | NV | **1954** Kristiansands M/V A/S—Krs<br>310′ 6″ 46′ 0″ 19′ 8¾″<br>45′ 10″<br>P64′ F77′ 1 dk<br>RW<br>rf 7″ | M Mchy.aft<br>2 Ho<br>G.207541 B.185562<br>1 Ha (27½′×18′) 4 Ha (each 29¾′×24′)<br>10W Der 1(25) 10(5) | Oil 2SA 7Cy. 520×700 mm<br>2030bhp<br>Masch. Augsburg-Nürnbe<br>4×115, 30kW 220V d.c. |
| 506000<br>5MWN<br>1983<br>Df Esd | **GEMMA**<br>exArendal–68 exCandida–64<br>exJef de Smeldt–51<br>exMerganser–50<br>**Seafoam Shipping Corp.**<br>Monrovia Liberian | 1962<br>1025<br>3035 | BV<br><br>✠Classed LR until 4/64 | **1946–8** Burntisland S.B. Co. Ltd.—Bnt<br>308′ 0″ 43′ 2″ 19′ 3″<br>290′ 6″ 43′ 0″<br>F63′ 2 dks<br><br>rf 6″ | S CSD<br><br>G.210350 B.191510<br><br>8W Cr 2 Der 1(20) 8(5) | T 3Cy. 20½″ 34″ & 57″×42″<br><br>D. Rowan & Co. Ltd. |
| 537937<br>SWYP<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GENERAL**<br>**COLOCOTRONIS**<br>exVestvard–67<br>**Astro Constante Cia. Nav.**<br>**S.A.**<br>Piræus Greek | 11916<br>6879<br>18178 | NV | **1955** Smith's Dock Co. Ltd.—Mdb<br>555′ 9″ 71′ 2″ 29′ 8½″<br>531′ 0″ 71′ 0″ 39′ 0″<br>P123′ B35′ F45′ 1 dk<br>RW 16BH<br>rf 3½″ WB754t | M Tanker Mchy.aft<br>27 Ta<br>HeCls. C | Oil 2SA 7Cy. 750×1500<br>500 mm<br>7600bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 180lb<br>3×50kW 110V d.c. |
| | | | | **STRANDED 3/68—SUBSEQUENTLY SCUTTLED** | | |
| 681162<br>JQMH<br>101599<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENRYO MARU No. 18**<br><br>**Taigen Gyogyo K.K.**<br>Nahari Japanese | 255<br>127<br>— | | **1967** Kanazashi Zosensho—Shimizu<br>148′ 4″ 25′ 0″ 9′ 10″<br>131′ 3″ 24′ 11″ 11′ 3″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>1000bhp<br>Akasaka Tekkosho |

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| **GEONICK**<br>exIselin–68<br>**G. Papadakis & N. Tziras**<br>Panama Panamanian | 10021<br>5799<br>14640 | ~~✠100A1~~<br>~~ore carrier~~<br>~~✠LMC~~<br>~~EL e\|2¼"SQ~~<br>**TO BE BROKEN UP** | ~~Dr 9/65~~ | **1939–9** Kockums M/V A/B—Mmo<br>523' 5" 63' 2" 28' 3½"<br>490' 0" 62' 10" 36' 7"<br>P102' B41' F67' 1 dk, 2nd dk clear of holds<br>RW 11BH conv tanker 55<br>WB4391t | M Ore Carrier Mchy.aft<br>5 Ho 64', 60½', 60½', 60½', 60½'<br>8 Ha (stl) (27½', 24', 24', 24', 45¾', 44½', 24', 24'×24')<br>Der 1(5) 1(3) | Oil 2DA 8Cy. 600×110 mm<br>5500bhp MAN (d.o)<br>Kockums M/V A/B Mmo<br>2AuxB 171lb (AuxB 171lb)<br>3×100, 100, 95kW 220V d.c. |
| **GEORGE M. PAPALIOS**<br>Name should be **GEORGE N. PAPALIOS** See New Entries No. **1** | | | | | | |
| **GEORGE N. PAPALIOS**<br>**Marguardia Cia. Nav. S.A.**<br>~~Aegis Shipping Co. Ltd.~~<br>Piræus Greek | 9070<br>6140<br>14600 | | | **1968** Bartram & Sons Ltd.—Sld<br>462' 9" 67' 2" 28' 6"<br>440' 0" 67' 0" 38' 6"<br>2 dks | M | Oil 2SA 5Cy. 680×1250 mm<br>5500bhp Sulzer<br>Vickers Ltd. Brw |
| **GEORGIOS P.**<br>oja–68 exPrimrose–52<br>ratton Downs–47<br>kelwith Force–46<br>**hn & Helen Patroudakis**<br>æus Greek | **599**<br>295<br>760 | ✠Classed LR until 12/51 | ~~BV~~ | **1908–9** R. Williamson & Son Ltd.—Wrk<br>169' 3" 26' 7" 12' 10"<br>26' 5"<br>Q95' B11' F23' 1 dk<br>R | M Mchy.aft<br>1 Ho 97½'<br>G.39000 B.36000<br>3W Der 3(2) | Oil 4SA 6Cy. 290×410 mm<br>420bhp NE52 39t<br>A/S Vølund Cpn<br>8k |
| **GERANTA**<br>exStar Geranta–68<br>exOrm Jarl–66<br>**A/S Gerrards Rederi & A/S Gerrards Rederi II**<br>Kristiansand Norwegian | **16450**<br>8689<br>25100 | | NV | **1961** Kockums M/V A/B—Mmo<br>577' 0" 75' 0" 34' 1¾"<br>540' 0" 74' 9½" 48' 7"<br>1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>6 Ho each 65'<br>G.1230000<br>6 Ha (stl) (each 55¾'×35¾')<br>12W Der 12(10) 2(3) 1(1) | Oil 2SA 6Cy. 780×1550 mm<br>8100bhp MAN 1670t (hvf)<br>Kockums M/V A/B Mmo<br>3×224kW 440V 60c/s a.c. 14¼k |
| **GERNI**<br>**Partrederiet Gerni**<br>N. O. W. Folting<br>Randers **Danish** | ~~296~~ T.Mk<br>~~164~~ 296<br>~~720~~ 164<br>750 | | 173' 4"<br>GL | **1967** Martin Jansen—Leer<br>~~173' 6"~~ 32' 8" ~~10' 8¼"~~ 10' 8¾"<br>154' 2" 32' 2" 18' 4"<br>1 dk & S dk | M ~~OSD~~ Mchy.aft | Oil 4SA 6Cy.<br>550bhp<br>Motorenw. Mannheim Mhm |
| **IALLIA**<br>xBinna–68<br>**Giallia Corp.**<br>Monrovia Liberian | **1858**<br>977<br>2588 | | NV | **1953** Hall, Russell & Co. Ltd.—Abn<br>284' 0" 44' 4" 16' 10½"<br>44' 2"<br>P29' B57' F30' 1 dk<br>RW | S<br>2 Ho 100', 106'<br>G.135160 B.122430<br>4 Ha (36', 36', 36', 34'×18')<br>7W Der 2(10) 2(5) 4(3) | C 4Cy. (2) 14½" & (2) 34½"×32½"<br>1650ihp 243t (o.f)<br>Hall, Russell & Co. Ltd. Abn<br>1×12½kW 110V d.c. 11½k |
| **GISO MARU No. 45**<br>**Okuchi Kisen K.K.**<br>Owase Japanese | **1970**<br>1200<br>3229 | | NK | **1967** Taihei Kogyo—Hma<br>288' 9" 42' 9" 19' 8"<br>272' 4" 42' 8" 21' 8"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 460×680 mm<br>2100bhp<br>Nippon Hatsudoki Kob |
| **GLACIA**<br>**Partrederiet "Glacia"**<br>Albrecht & Boserup<br>Copenhagen Danish | T.Mk **299**<br>170<br>683 | | BV | **1967** P/F Skála Skipasmidja & Handelsvirki—Skála<br>187' 2" 32' 10" 11' 4"<br>169' 8" 15' 6"<br>F24' 1 dk & S dk | M Ref ~~OSD~~ Mchy.aft<br>In.41100<br>2 Ha (stl) (each 19¾'×15¾')<br>Cr 2(3) | Oil 2SA 8Cy. 260×400 mm<br>800bhp 85t<br>Alpha-Diesel A/S Fkn<br>3×136kW 380V 50c/s a.c.<br>Controllable pitch propeller 12k |
| **GLAFKI**<br>**illes Frangistas Shipping & Fishing Co. Ltd.**<br>A. Frangistas<br>Piræus Greek | ~~3152~~ 3048<br>~~1225~~ 1255<br>— | | BV | **1966** Nikolaev Shpyd—Nic<br>255' 10" 45' 11" 18' 8½"<br>32' 10"<br>2 dks | M Stern Trawling Factory Ship<br>2 Ha (each 8¼'×8¼')<br>Der 2(3) | Oil 4SA 8Cy. 430×610 mm<br>2000bhp<br>Gradoz Kralove Eng. Wks<br>Gradoz Kralove<br>14k |
| **GLOBTIK SUN**<br>exBergebonde–68<br>**Wm. Brandts (Leasing) Ltd.**<br>Nassau British | ~~33832~~ 33526<br>~~18686~~ 19271<br>54760 | | NV | **1961** A/S Rosenberg M/V—Stv<br>734' 0" 104' 2" 41' 1⅞"<br>709' 6" 103' 11" 51' 6"<br>1 dk | M Tanker Mchy.aft<br>32 Ta<br>L.2285752 HeCls. BC | Oil 2SA 10Cy. 840×1800 mm<br>21000bhp 4690t–75pd<br>Burmeister & Wain Cpn<br>17k |
| **GODFJORD**<br>xKirsten–68 exFjordskär–65<br>xTrysfjord–58<br>**Hans M. Lind & Hjalmar Røkenes**<br>Hans M. Lind<br>Harstad Norwegian | ~~200~~ 199<br>~~113~~ 104<br>280 | | 105' 10"<br>NV | **1956** Höllen Skibsverft—Höllen<br>~~105' 1"~~ 22' 1" 9' 10¼"<br>97' 0" 21' 11" 11' 0"<br>1 dk | M Mchy.aft<br>1 Ho 67'<br>1 Ha (47'×14½')<br>Der 1(2½) 1(1½) | Oil 2SA 3Cy. 330×360 mm<br>210bhp (d.o)<br>A/S De Forenede Motorfb. Bgn |
| **GOLD LAND**<br>exAleksi–68 exHermia–67<br>exAmfred–64 exVernia–57<br>exSvaneholm–54<br>**Astrocaricia Cia. Naviera S.A.**<br>Greek | **2829**<br>1587<br>5065 | ✠Classed LR until 2/55 | BV | **1930–10** Eriksbergs M/V A/B—Got<br>349' 6" 47' 0" 21' 7"<br>46' 10" 31' 11"<br>1 dk & S dk<br>R | M OSD<br>5 Ho 51¾', 49¾', 47½', 49¾', 49¾'<br>G.313040 B.291530<br>5 Ha (each 21½'×18')<br>10W Der 10(5) | Oil 4SA 8Cy. 630×1300 mm<br>2800bhp B&W 753t (d.o)<br>Eriksbergs M/V A/B Got<br>3×100, 100, 58kW 220V d.c. 12k |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|---|
| 504962<br>9VMM<br>333082<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN HARBOUR**<br>exBouca–68<br>**Guan Guan Shipping Ltd.**<br>Singapore Singapore | 6744<br>4006<br>8858 | | BV | **1947** Davie S.B. & Rep. Co. Ltd.—Levis<br>459' 7" 55' 8" 26' 2"<br>... ... ...<br>P20' 2 dks<br>len 61 | M CSD<br>B.404714<br>6 Ha (36', 51', 31½', 31½', 24½', 4'×19½')<br>16W Der 1(40) 1(20) 2(12) 4(8) 10(5) | Oil 2SA 8Cy. 720×1250 mm<br>6000bhp<br>Sulzer Bros. Ltd. |
| 681558<br>Rdr RT | **GOLDEN PETREL**<br>**Golden Hawk Corp.**<br>United States | 2094<br>—<br>3620 | | | **1968** Bethlehem Stl Corp.—Beaumont<br>55' 1" 12' 3½"<br>260' 0" 55' 0" 17' 0" | TM Tanker Mchy.aft | 2 Oil 4SA each 8Cy. 139×<br>Caterpillar Tractor Co. |
| 516310<br>6ZKY<br>2358<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN PIPER**<br>exProfitis Elias–68<br>exIrish Blackthorn–65<br>~~Mohawk Cia. Nav. S.A.~~<br>Monrovia Liberian<br>**Comanche Cia. Nav. S.A.**<br>Now **CAPTAIN ELIAS** See New Entries No. 10 | 11893<br>7020<br>18050 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1650 | SS 5/67<br>EL h†2$\frac{1}{16}$"SQ | **1959**–6 Fairfield S.B. & Eng. Co. Ltd.—Gls<br>555' 9" 69' 7" 29' 9½"<br>531' 0" 69' 3" 39' 0"<br>P115' B47' F50' 1 dk<br>16BH<br>rf 3" WB273t | S Tanker Mchy.aft<br>33 Ta<br>L.891200 HeCls. BC | 2 S Turb dr geared to sc.<br>8250shp 16<br>Fairfield S.B. & E. Co. Ltd<br>2WTB 570lb Spt 800° F.<br>~~sg 1267lb~~ hs12946 |
| 510734<br>ELNJ<br>2987<br>Df Esd<br>Gc Rdr<br>RTv | **GOOD HOPE**<br>exEsso Exeter–68<br>**Western Oil Transport Inc.**<br>Monrovia Liberian | 17644 ~~17554~~<br>10829 ~~10183~~<br>28233 | ✠100A1<br>oil tanker<br>✠LMC<br>MN2750 | SS 8/64<br>EL n†2¼"SQ | **1955**–7 Vickers-Armstrongs (S.Bs) Ltd.—Nwc<br>629' 8" 82' 10" 33' 7¾"<br>600' 0" 82' 6" 42' 6"<br>P126' B47' F84' 1 dk<br>RW 16BH<br>rf 4½" WB2023t incl. DTsf1342t | S Tanker Mchy.aft<br>30 Ta<br>L.1286922 HeCls. BC<br>Der 2(10) 4(5) 2(2) | 2 S Turb dr geared to sc.<br>13750shp 25<br>Parsons Marine Turb. Co<br>2WTB 965lb Spt 897lb h<br>2×400kW 450V 60c/s a.c. |
| 680043<br>Df Esd<br>Rdr RT | **GÖSTA**<br>**Göteborgs Bogserings & Bargnings A/B**<br>Gothenburg Swedish | 220<br>—<br>— | ✠100A1<br>tug<br>Ice Class 1<br>✠LMC<br>MN492 | EL (C) | **1968**–1 Cochrane & Sons Ltd.—Sel<br>96' 10" 29' 6"<br>85' 1" 27' 9" 15' 0"<br>3BH<br>rf 12" BK3" WB33t | M Tug | Oil 4SA 9Cy. 12½"×14½"<br>2460bhp<br>Ruston & Hornsby<br>2×75, 50kW 220V d.c.<br>Controllable pitch propel |
| 680336<br>GSWA<br>307685<br>Df Esd<br>Gc Rdr<br>RT | **GOWANBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>Glasgow British | T.Mk<br>6016 ~~7607~~<br>4229<br>13273<br>10365<br>7607 ~~6016~~<br>~~15385~~<br>15916 | ✠100A1<br>✠LMC<br>MN1400 | EL f2¼"SQ | **1968**–1 Harland & Wolff Ltd.—Bel<br>513' 3" 67' 8" 27' 10"/~~30' 7½"~~ /31' 2½"<br>475' 0" 67' 6" 41' 0"<br>F44' B11' 2 dks<br>RW 7BH<br>rf 6" WB4050 incl. Tunnel tanks 342t DTmf1668t | M<br>6 Ho 72', 79¾', 50', 32½', 72½', 66½'<br>G.790060 B.725610<br>5 Ha (stl) (33½', 45', 50', 35', 30'×26')<br>16W Der 1(50) 6(10) 10(6) | Oil 2SA 6Cy. 620×1400<br>470 mm<br>7000bhp B&W<br>Harland & Wolff Ltd.<br>2AuxB 100lb<br>3×245kW 220V d.c. |
| 671464<br>VGFK<br>328731<br>Df Esd<br>Pfd Rdr<br>RTm | **GRAND BARON**<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl Canadian | 539<br>233<br>— | ✠100A1<br>stern trawler<br>✠LMC<br>MN260 | EL q $1\frac{1}{16}$"SQ | **1967**–7 Port Weller D.D. Ltd.—Pt. Weller<br>144' 8" 33' 2" 11' 5¾"<br>122' 6" 32' 10" 15' 9"<br>F64'<br>4BH<br>rf 31" BoxK12" WB44t | M Stern Trawler<br>1 Ho 32'<br>2 Ha (stl) (each 5'×3½') | Oil 2SA 12Cy. $9\frac{1}{16}$"×10"<br>1300bhp<br>General Motors Corp.<br>2×75kW 230V 60c/s a.c.<br>Controllable pitch prope |
| 671936<br>VGGX<br>328732<br>Df Esd<br>Pfd Rdr<br>RTm/h | **GRAND COUNT**<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl Canadian | 540<br>235<br>— | ✠100A1<br>stern trawler<br>✠LMC<br>MN260 | EL q $1\frac{1}{16}$"U2 | **1967**–9 Port Weller D.D. Ltd.—Pt. Weller<br>144' 8" 33' 2" 11' 5¾"<br>122' 6" 32' 10" 15' 9"<br>F64'<br>4BH<br>rf 31" BoxK12" WB44t | M Stern Trawler<br>1 Ho 32½'<br>2 Ha (stl) (each 5'×3½') | Vee Oil 2SA 12Cy. $9\frac{1}{16}$"<br>1300bhp<br>General Motors Corp.<br>2×75kW 230V 60c/s a.c.<br>Controllable pitch prope |
| 670165<br>VOPQ<br>326392<br>Df Esd<br>Pfd Rdr<br>RTm/h | **GRAND PRINCE**<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl Canadian | 535<br>218<br>— | ✠100A1<br>stern trawler<br>✠LMC<br>MN260 | EL q $1\frac{1}{16}$"SQ | **1967**–1 Port Weller D.D. Ltd.—Pt. Weller<br>144' 8" 33' 2" 11' 5¾"<br>122' 6" 32' 10" 15' 9"<br>F64'<br>4BH<br>rf 31" BoxK12" WB44t | M Stern Trawler<br>1 Ho 32½'<br>2 Ha (stl) (each 5'×3½') | Vee Oil 2SA 12Cy. $9\frac{1}{16}$"<br>1300bhp<br>General Motors Corp.<br>2×75kW 230V 60c/s a.c.<br>Controllable pitch prope |
| 681474 | **GRANGEMOUTH**<br>**Shell Mex & B.P. Ltd.**<br>London British<br>For later particulars see New Entries No. 5 | 1580<br>800<br>2116 | 100A1<br>oil tanker<br>Class contemplated | | Hall, Russell & Co. Ltd.—Abn<br>249' 2" 40' 11" 15' 6"<br>235' 0" 40' 8" 16' 10" | M Tanker Mchy.aft | Oil 4SA 12Cy. 250×300<br>Nydqvist & Holm A/B |
| 533160<br>GYPF<br>315948<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **GRANTLEYHALL**<br>exSkycrest–68<br>**West Hartlepool Steam Nav.**<br>W. Hartlepool British | 7006<br>3748<br>11339<br>9455<br>5961<br>13662 | | BV | **1962** Soc. des For. de la Méditerranée—La Seyne<br>463' 0" 61' 1" 27' 0½"/30' 7"<br>439' 0" 61' 0" 40' 6"<br>1 dk & S dk<br>rf 3" | M OSD/CSD Mchy.aft<br>5 Ho 61½', 67½', 51½', 67½', 57½'<br>G.725259 B.651887<br>5 Ha (stl) 35½', 37', 29½', 37', 37'×23¾')<br>10W Der 1(50) 10(10) | Oil 2SA 6Cy. 680×1250<br>6600bhp Sulzer<br>Soc. des For. de la Méd<br>3×207kW 220V d.c. |
| 526945<br>6OBL<br>Df Esd<br>Gc Rdr<br>RTm/h | **GREEN DRAGON**<br>exPan–68<br>**South Peninsular Nav. Co. Ltd.**<br>Mogadishu Somali Rep. | 4211<br>2553<br>6608 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN700 | SS 2/67<br>EL w | **1958**–2 Cant. Nav. Apuania—Marina di Carrara<br>372' 7" 51' 0" 25' 1½"<br>340' 3" 50' 10" 31' 5"<br>P23' F37' 2 dks<br>RW 7BH<br>rf 4" WB954t | M CSD<br>5 Ho 50½', 48½', 61¾', 45¾', 43¾'<br>G.315000<br>5 Ha (24¾', 25¾', 30½', 25¾', 25¾'×20')<br>10W Der 1(15) 10(5) | Oil 2SA 5Cy. 720×1250<br>3500bhp Sulzer<br>C.R.D. Adriatico<br>(db 71lb)<br>3×120kW 220V d.c. |

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| **GREEN PORT**<br>exGeneral S. D. Sturgis–67<br>**Central Gulf S.S. Corp.**<br>New Orleans United States | 12349<br>9064<br>— | | <br><br>AB | **1944** Kaiser Co. Inc.—Richmond<br>520′ 0″ 71′ 8″ 25′ 9⅛″<br>496′ 7″ 71′ 6″ 43′ 6″<br>P143′ F144′ 4 dks<br>RW<br>rf nil | S Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9900shp 2065t (o.f)<br>Westinghouse Elec. & Mfg. Co. Pbg<br>17k |
| **GRETA THULIN**<br><br>**Nordström & Thulin A/B**<br>Stockholm Swedish<br>For later particulars see New Entries No. 5 | 22610<br>13770<br>38000 | **100A1**<br>Class contemplated | | A/B Götaverken—Got<br>656′ 11″ 88′ 9″ 36′ 8½″<br>630′ 2″ 88′ 6″ 49′ 4″ | M Bulk Carrier Mchy.aft | Oil 3SA 7Cy. 750×1600 mm<br><br>A/B Götaverken Got |
| **GRETE B.**<br>exHoffnung–68<br>**Hans-Dieter Bless**<br>Leer W. German | 212<br>136<br>315 | | | **1928** C. Lühring—Brake<br>111′ 8″ 20′ 6″ 8′ 8¾″<br>20′ 4″ 9′ 10″<br>P20′ F14′ 1 dk<br>R len 37 | M Ref Mchy.aft<br>1 Ho 72¼′<br>G.16000 B.15000 In.16000<br>2 Ha<br>1W | Oil 4SA 3Cy. 270×420 mm<br>150bhp NE33 5t<br>Deutsche Werke A.G. Kel<br>8k |
| **GROTLE**<br>Oddmar **Grotle**<br>~~Grotle and others~~<br>Fiord Norwegian | 177<br>69<br>— | | | **1968** A. Eidsvik Skipsbyggeri—<br>Uskedal<br>100′ 10″ 22′ 5″<br>90′ 0″ 22′ 3½″ 11′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 5Cy. 260×400 mm<br>500bhp<br>Alpha-Diesel A/S Fkn |
| **GROTON**<br>exPeter B. McAllister–68<br>exEdward Card–56<br>New **London Tow Boat Inc.**<br>New York United States | 132<br>89<br>— | | | **1941** Liberty Dry Dock Inc.—Brooklyn<br>*80·2′* 22′ 4″<br>81′ 7″ 22′ 0″ 11′ 1″<br>1 dk | M Tug | Oil 4SA 8Cy. 370×455 mm<br>690bhp 34t<br>National Supply Co. Springfield |
| **GUDBJARTUR KRISTJAN**<br><br>Hradfrystihus **Nordurtangi**<br>*h/f*<br>Isafirdi Icelandic | 312<br>130<br>— | | <br><br>NV | **1967** Flekkefjord Slip. & Mask.—<br>Flekkefjord<br>123′ 6″ 25′ 0″ 12′ 5″<br>111′ 10″ 13′ 0″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 222×292 mm<br>880bhp<br>Blackstone & Co. Ltd. Stamford<br>Controllable pitch propeller |
| **UDRUN KANSAS**<br><br>**ederi I/S Kansas**<br>Knud I. T. Larsen<br>Copenhagen Danish | 499<br>296<br>1060 | | | **1968** N.V. Bodewes Schps.—<br>Martenshoek<br>203′ 5″ 33′ 6″ 12′ 6″<br>183′ 8″ 33′ 5″ | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Atlas-Mak Masch. Kel |
| **GULF BEA**<br><br>**Puerto Petroleum Carriers**<br>**Ltd.**<br>Vancouver Canadian<br>**Gulf of Georgia Towing Co.**<br>**Ltd. (Mgrs.)** | 148<br>16<br>— | | | **1968** B.C. Marine S.B. Ltd.—Vcr<br>82′ 0″ 24′ 5″ 14′ 0″<br>79′ 6″ 24′ 3″<br>1 dk | M Tug | Oil 4SA 12Cy. 215×260 mm<br>1500bhp<br>Gebr. Stork & Co. Hengelo<br>Controllable pitch propeller 12k |
| **GULF FREDA**<br>exPolaris–68<br>exCanadian National No. 2–65<br>exSt. Catherine<br>Valdez **Marine Ltd.**<br>Vancouver Canadian<br>**Gulf of Georgia Towing Co.**<br>**Ltd. (Mgrs.)** | 508<br>191<br>— | <br><br>✠Classed LR until 12/33 | | **1919**–5 Livingstone & Cooper Ltd.—<br>Hessle<br>143′ 6″ 29′ 0″ 14′ 0″<br>28′ 10″<br>F32′<br>R<br>rf 6″ | M Tug Mchy.aft | 4 Oil 4SA each 10Cy. 6¼″×8″ geared to<br>sc shaft<br>NE65<br>Caterpillar Tractor Co. Peoria |
| **ULF GEORGETOWN**<br>**ustrial Enterprises Inc.**<br>~~**ermans Loan Board of**~~<br>~~**.E.I.**~~<br>Charlottetown Canadian<br>T. J. Flood (Mgr.) | 518<br>249<br>120 | **✠100A–**<br>stern trawler<br>Str. nav. ice<br>**✠LMC**<br>MN208 | <br><br><br><br>EL (f) | **1967**–12 Bathurst Marine Ltd.—<br>Georgetown, P.E.I.<br>129′ 0″ 28′ 1″<br>109′ 0″ 28′ 0″ 21′ 5½″<br>F45′ 1 dk<br>3BH<br>rf 24″ BK6″ WB56t | M Stern Trawler Mchy.aft<br>2 Ho 49½′, 25½′<br><br>1 Ha (alu) (9′×6′) | Oil 4SA 8Cy. 250×300 mm<br>1040bhp 66t (d.o)<br>A/S Bergens M/V Bgn<br>2×40kW 220V 60c/s a.c.<br>Controllable pitch propeller 12k |
| **GULF STAR**<br><br>exMiqueIon–67<br>exAtlantic Charter–49<br>**North Star Shipping Ltd.**<br>Halifax Canadian | 544<br>325<br>— | | <br><br>BV | **1944** Martinolich S.B. Co.—S.Fo<br>*141·9′* 33′ 6″<br>… … …<br>1 dk | Wood M<br><br>B.15000<br><br>3W Der 1(5) 3(2½) | Oil 5Cy. 16″×20″<br>875bhp (d.o)<br>Fairbanks Morse & Co. Beloit<br>2×40kW 110V d.c. 12k |
| **HAI LONG**<br><br>**he People's Republic of**<br>**China**<br>Kwang Chow<br>People's Rep. of China | 470<br>207<br>669 | | <br><br>NK | **1967** Shikoku Dock Co.—Takamatsu<br>173′ 9″ 26′ 7″<br>157′ 5″ 26′ 6″ 12′ 4″<br>1 dk | M Tanker<br><br>L.30124 | Oil 4SA 6Cy. 280×430 mm<br>750bhp 32t<br>Hanshin Nainenki Kogyo Kob<br>10½k |
| **HAKKAI MARU**<br><br>**Niigataken Suisan Kosha**<br>Niigata Japanese | 194<br>72<br>— | | | **1967** Niigata Eng. Co. Ltd.—Niigata<br>139′ 3″ 23′ 9″ 9′ 2″<br>122′ 9″ 23′ 8″ 10′ 4″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>650bhp<br>Niigata Co. Ltd. Niigata |

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| 681062<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **HAMBURG**<br><br>**Deutsche Atlantik Linie**<br>Hamburg W. German | 23000<br>—<br>4185 | | | 1968 Howaldtswerke-Deutsche Werft—Ham<br>638' 5" (incl. BB) 87' 4" 27' 0½"<br>557' 5" 87' 2" 45' 7"<br><br>4 dks | TS (800P) | 4 S Turb dr geared to 2 sc<br>23000shp<br>Allgemeine Elec. Ges.<br>5×1650, 1650, 1650, 360, 360<br>50c/s a.c. |
| 681227 | **HAMERSLEY COMET**<br><br>**Hamersley Iron Pty. Ltd.**<br>Fremantle British<br>For later particulars see New Entries No. 10 | 270<br>—<br>— | 100A1<br>tug<br>Class contemplated | | Adelaide Ship Cons. Pty. Ltd.—Adl<br>115' 10" 29' 8" 15' 7½"<br>106' 9" 29' 4" 14' 5" | M Tug | Vee Oil 4SA 16Cy. 10"×12<br><br>English Electric Co. |
| 529266<br>WC6314<br>259076<br>Gc | **HAMPTON ROADS**<br>exRelief–67 exCommanche<br>**Virginia Pilot Association**<br>Norfolk United States | 794<br>539<br>— | | | 1934 Pusey & Jones Corp.—Wmg<br>*153·2'* 36' 2"<br>165' 2" 36' 0" 21' 0"<br>1 dk<br>R | M Pilot Tender | Oil<br>NE— |
| 681357<br><br><br>Rdr | **HAN KANG**<br><br>**Tong Joo Navigation Co. Ltd.**<br>Pusan S. Korean | 1000<br>599<br>1588 | | | 1968 Korea S.B. & E. Corp.—Pusan<br>226' 3" 34' 6" 15' 2"<br>206' 9" 34' 5" 17' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 500×700 mm<br>2700bhp<br>Makita Tekkosho |
| 534243<br>OGUK<br><br>Df Esd<br>Rdr<br>RTm | **HANGUDD**<br>exStrib–68<br>**O/Y Hangö Shipowners A/B**<br>Hanko/Hangö Finnish | 1110<br>582<br>1470 | ✠100A1<br>Str. nav. ice<br>✠LMC<br><br>MN230 | SS 9/67<br><br><br><br>EL m 1½"SQ | 1958–9 N.V. Scheeps. Gebr. v.d. Wer—Deest<br>220' 6" 34' 11" 14' 8"<br>202' 8" 34' 9" 15' 1"<br>Q147' F28' 1 dk<br>RW 3BH<br>rf 4" WB269t | M Mchy.aft<br>1 Ho 133½'<br>G.73650 B.68800<br>2 Ha (25½', 54½' comb.×20')<br>6W Der 1(15) 6(5) | Oil 4SA 6Cy. 385×580 mm<br>1150bhp<br>Masch. Kiel A.G.<br>3×70, 70, 15kW 220V d.c. |
| 681408<br>OWHS<br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **HANS SME'**<br><br>**Hans Ole Andersen**<br>Hjerting Danish | 122<br>57<br>190 | | | 1968 Nordsøværftet—Ringkøbing<br>95' 6" 21' 3" 10' 0"<br>85' 6" 21' 0" 10' 6"<br>F26' 1 dk<br><br>BK6" | M Trawler Mchy.aft<br>3 Ho 6½', 10½', 20½'<br><br>3 Ha (alu) (each 3½'×3½')<br>1W Der 1(2) | Oil 4SA 5Cy. 270×400 mm<br>575bhp<br>Aabenraa Motorfabrik<br>2×8kW 24V<br>Controllable pitch prope |
| 532167<br>DABR<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HANSEATIC**<br>exShalom–67<br>**Hanseatic Schiffahrts G.m.b.H.**<br>Deutsche Atlantik Schiffahrts G.m.b.H.<br>Hamburg W. German | 25320<br>14108<br>7277 | ✠100A1<br><br>✠LMC<br><br>MN5000 | CS 12/68<br><br><br><br>EL p†2¹⁵⁄₁₆"SQ<br>GL | 1964–3 Ch. de l'Atlantique—St.N<br>627' 9" 81' 6" 27' 4"<br>554' 6" 81' 4½" 48' 6"<br>B&F539' 3 dks, 4th dk except in mchy. space, 5th dk amidships<br>Coll BH to U dk 11 to 2nd dk<br>rf 39" WB3084t | TS (1090P)<br>1 Ho 60'<br><br>1 Ha (stl) (21½'×15')<br>Der 2(5) | 4 S Turb dr geared to 2<br>25000shp Parsons<br>Ch. de l'Atlantique<br>3WTB 740lb Spt 940° F.<br>sg 196lb<br>5×1100, 1100, 1100, 1100<br>a.c. |
| 681358 | **HANYANG**<br><br><br>S. Korean<br>For later particulars see New Entries No. 7 | 15500<br>—<br>25370 | 100A1<br>Class contemplated | | Ansaldo S.p.A.—Spz<br>587' 1" 33' 2½"<br>550' 2" 75' 1" 45' 3" | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 750×1320<br><br>Ansaldo Meccanico-Nu |
| 515204<br>GYPZ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HAPPY DRAGON**<br>exHöegh Aiglonne–68<br>**Ankan Shipping Co Ltd.**<br>~~London~~ ~~British~~<br>Mogadishu Somali Rep. | 4534<br>2404<br>5930 | | <br><br>NV | 1953 J. Boel & Fils—Tamise<br>360' 10" 50' 4" 25' 0"<br>50' 1" 29' 7"<br>P170' F35' 2 dks<br>RW<br>rf 5" | M Ref Mchy.aft<br>3 Ho 73½', 70½', 62½'<br>G.300000 B.269000 In.9150<br>3 Ha (each 45'×20')<br>9W Cr 2(3) Der 1(20) 6(10) | Oil 2SA 5Cy. 500×1100<br>2900bhp NE59 B&W<br>Frd. Krupp A.G.<br>3×110kW 220V d.c. |
| 652014<br><br>350584<br>Df Esd<br>Pfd Rdr<br>RTm/v | **HARVEST MOON**<br>exYke–68<br>**Seaharvest Corp. (Pty) Ltd.**<br>Cape Town S. African | 534<br>297<br>— | | | 1966 Fa. Seymonsbergen Werf "Concordia"—Ams<br>158' 3" 28' 2" 12' 5½"<br>27' 11" 13' 10" | M Trawler | Oil 4SA 8Cy. 320×450 m<br>1200bhp<br>Klöckner-Humboldt-De<br>2×56kW 220/380V |
| 681560 | **HAVERTON**<br><br>**Haverton Shipping Ltd.**<br>~~J. & J. Denholm (Management) Ltd.~~<br>London British<br>For later particulars see New Entries No. 10 | 32150<br>—<br>57200 | 100A1<br>Class contemplated | | Furness S.B. Co. Ltd.—Haverton Hill<br>760' 0" 96' 3" 41' 9"<br>724' 0" 96' 0" 56' 6" | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 840×1800<br>B&W<br>Harland & Wolff Ltd. |
| 672732<br>ZMDM<br>332162<br>Df Esd<br>Rdr<br>RTm/v | **HAWEA**<br><br>**Union S.S. Co. of New Zealand Ltd.**<br>Auckland New Zealand | 2926<br>801<br>2610 | ✠100A1<br><br>✠LMC<br><br>MN1600 | <br><br><br><br>EL x 1¹³⁄₁₆"U2 | 1967–10 Talkoo D. & E. Co. Ltd.—H.Kg<br>356' 4" 56' 5" 16' 3½"<br>338' 0" 56' 0½" 35' 6"<br>B96' 1 dk & S dk<br>RW Coll BH to S dk 9 to 2nd dk<br>rf 6" WB1545t incl. DTf157t | TM Ferry<br>Stern door<br>1 Ho 85½'<br>B.209500<br>1 Ha (stl) (18'×10')<br>Cr 1(15) | 2 Oil 2SA each 10Cy.<br>8000bhp<br>British Polar Engines Lt<br>db 50lb<br>3×400kW 400V 50c/s a.c<br>Thw. thrust propeller |
| 516317<br>GPLE<br>306141<br>Df Esd<br>Pfd Rdr<br>RT | **HAWTHORN**<br>exHarglen–68<br>exIrish Heather–64<br>**Thorn Line Finance Ltd.**<br>S. William Coe & Co. Ltd.<br>London British | 1054 ~~1088~~<br>516 ~~620~~<br>1375 | ✠100A1<br><br>✠LMC<br><br>MN192 | SS 3/68<br><br><br><br>EL m | 1952–8 Goole S.B. & R. Co. Ltd.—Goo<br>216' 11" 35' 2" 13' 10½"<br>204' 8" 35' 0" 14' 6"<br>P55' Q54' B15' F25' 1 dk<br>RW NS 4BH<br>WB432t | M Mchy.aft<br><br>G.66802 B.63960<br><br>2W | Oil 2SA 6Cy. 340×570 m<br>960bhp<br>British Polar Engines Lt |

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| **HAWTHORNE ENTERPRISE**<br>exFoster Enterprise–68<br>exHadsund–63<br>exRichard Bröhan–59<br>~~Foster Enterprise Co. Ltd.~~<br>Georgetown, Cayman Is<br>British<br>**Hawthorne Enterprise Co. Ltd.** | **999**<br>579<br>1685 | GL | **1958** Alfred Hagelstein—Lbc<br>235′ 3″ 36′ 1″ 15′ 5″<br>214′ 4″ 35′ 5″ 17′ 7″<br>Q66′ B28′ F34′ 1 dk, 2nd dk aft<br>RW | M Mchy.aft<br>1 Ho 139′<br>G.71100 B.70500<br>8W Der 2(5) 6(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 109t<br>Klöckner-Humboldt-Deutz Kln<br>11½k |
| **HAZIM**<br>**Kuwait Oil Co. Ltd.**<br>London British<br>For later particulars see New Entries No. **10** | **362**<br>—<br>— | **100A1**<br>tug<br>Class contemplated | Charles D. Holmes & Co. Ltd.—Bev<br>133′ 5″ 33′ 2″<br>120′ 0″ 31′ 6″ 14′ 3″ | M Tug | Oil Engine 4SA 9Cy. 12½″×14½″<br>Ruston & Hornsby Lcn |
| **HAZUKI MARU**<br>**Tsukiboshi Unyu K.K.**<br>Osaka Japanese | **999**<br>568<br>1874 | | **1967** Kanda Zosensho—Kur<br>229′ 0″ 34′ 9″ 16′ 0″<br>211′ 7″ 34′ 8″ 17′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 300×380 mm<br>1330bhp<br>Daihatsu Kogyo Osa |
| **HELENA**<br>**Lud Plas**<br>wijk aan Zee Netherland | **109**<br>38<br>— | | **1960** N.V. Schps Foxhol—Foxhol<br>96′ 8″<br>91′ 6″ 20′ 4″ 9′ 3″ | M Fishing | Oil 2SA each 7Cy. 190×350 mm<br>N.V. Mch. Bolnes Krimpen |
| **HELENE DELMAS**<br>Societé **Navale Delmas-Vieljeux**<br>Dunkirk French | **10171**<br>5464<br>13072 | | **1968** Ch. Nav. de La Ciotat—La Ciotat<br>528′ 6″ 69′ 1″ 29′ 9½″<br>482′ 3″ 68′ 11″ 39′ 5″<br>2 dks | M Ref Mchy.aft | Oil 2SA 6Cy. 900×1550 mm<br>15180bhp Sulzer<br>Cie. de Const. Mec. Mantes |
| **HELGOLAND**<br>exHemland–68<br>Vaster **Enok Albertsson Partrederi**<br>Swedish | **117**<br>40<br>— | NV | **1961** A/B Marstrands M/V—Mtd<br>85′ 8″ 22′ 1″ 10′ 8″<br>… … …<br>1 dk<br>BK 8″ | M Fishing<br>3 Ha (3¼′×4¼′) (4¾′×4¾′) (3¼′×4¼′) | Oil 4SA 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz Kln |
| **LLA SCHAA**<br>ubbergen–68<br>**rtenreederei Schaa**<br>Leer W. German | **498**<br>274<br>1036 | **✠100A1** SS 1/65<br>**✠LMC**<br>MN172 EL m | **1956–7** Gebr. van Diepen—Waterhuizen<br>226′ 0″ 33′ 6″ 13′ 1″<br>204′ 3″ 33′ 1½″ 20′ 2″<br>Ba22′ F24′ 1 dk & S dk<br>RW NS Coll BH to S dk 2 to 2nd dk<br>rf 6″ WB241t | M OSD Mchy.aft<br>1 Ho 137½′<br>G.71046 B.66493<br>4W Der 4(3) | Oil 4SA 8Cy. 330×600 mm<br>860bhp 12t<br>N.V. Werkspoor Ams<br>12k |
| **HEMLAND**<br>Tore **J. A. Alexandersson Partrederi**<br>Rönnäng **Swedish** | ~~**185**~~ **168**<br>— 67<br>— | | **1968** Blålids Slip & Mek. Verks.—Måløy<br>107′ 1″ 22′ 0″<br>93′ 9″ 21′ 11″ 11′ 8″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 10Cy.<br>1100bhp June Munktell<br>A/B Jönköpings Motfb. Jönköping |
| **HENRIETTE RETZLAFF**<br>Dr. Erich **Retzlaff**<br>Bremen W. German | **1597**<br>985<br>3105 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>MN428 EL s1$\frac{9}{16}$″U2 | **1967–12** Clelands S.B. Co. Ltd.—Wal<br>299′ 6″ 43′ 9″ 17′ 0″<br>280′ 0″ 43′ 6″ 20′ 10″<br>P56′ B52′ F30′ RAD53′ 1 dk<br>4BH<br>rf 5″ WB1070t | M Mchy.aft<br>2 Ho 85¼′, 88½′<br>G.138978 B.127548<br>2 Ha<br>Der 8(3) | Oil 4SA 8Cy. 400×580 mm<br>2140bhp 187t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×60kW 380V 50c s a.c. 13k |
| [illegible]<br>ational **Science Foundation**<br>United States | **299**<br>125<br>— | | **1968** Harvey F. Gamage S.B. Inc.—S.Brs<br>… … …<br>111′ 1″ 30′ 3½″ 14′ 10″<br>1 dk | Wood M Research Ship Mchy.aft | Oil 4SA 6Cy. 6½″×8″<br>360bhp<br>Caterpillar Tractor Co. Peoria |
| **HERON**<br>exZeus–68 exSilja–52<br>~~Fru Elfriede Brunwine~~<br>Fredericia Danish<br>Fru Elfriede **B. M. Aaberg** | **398**<br>215<br>570 | GL<br>✻Classed BC until 4/56 | **1939** N.V. Scheeps. “Vooruitgang”—Foxhol<br>166′ 4″ 25′ 5″ 10′ 2½″<br>25′ 3″ 10′ 6″<br>P51′ B77′ F23′ 1 dk<br>R len 56 | M Mchy.aft<br>1 Ho 96½′<br>G.22000 B.21000<br>2 Ha (30¼′, 42′×16¼′)<br>2W Der 2(2½) | Oil 4SA 6Cy. 320×450 mm<br>500bhp NE60 17t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| **N MARU**<br>**amashita-Shinnihon Kisen K.K.**<br>Tokyo Japanese | **105300**<br>—<br>187500 | | **1968** Hitachi Zosen—Sakai<br>1026′ 0″ (incl. BB) 166′ 10″ 57′ 1″<br>977′ 9″ 166′ 8″ 79′ 5″<br>1 dk | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>34000shp (o.f)<br>Kawasaki Dkyd Co. Ltd. Kob |
| **HILAN**<br>exHinnerk–68 exNiord–57<br>**Hildegard Rosing**<br>Haren/Ems W. German | **424**<br>211<br>512 | BV | **1939** E. J. Smit & Zoon—Westerbroek<br>*166·0′* 25′ 1″ 9′ 10″<br>24′ 11″ 10′ 2″<br>P36′ F23′ 1 dk<br>R len 63 | M Mchy.aft<br>1 Ho 82′<br>G.21212 B.20400<br>2 Ha (each 42½′×16½′)<br>2W | Oil 4SA 5Cy. 290×450mm<br>300bhp 20t<br>Appingedammer Brons. Apg<br>9k |

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| 681360 | **HILLAH**<br>**Government of Iraq**<br>**(Directorate General of**<br>**Ports and Navigation)**<br>Basrah Iraq | 6269 ~~8240~~<br>3169 ~~3600~~<br>6603 | 100A1<br>dredger<br>Class contemplated | | Smit-Kinderdijk V.O.F.—<br>Kinderdijk<br>393' 8" 62' 2" 22' 3"<br>354' 4" 62' 0" 26' 3" | TS Dredger Mchy.aft | C 6Cy. (2) 25½" & (4) 40½"<br>Smit Kinderdijk V.O.F. |
| 509714<br>DJBK<br>Df Esd<br>Pfd<br>RTm | **HILLE SASSE**<br>exEdith N. Christophersen–68<br>**Walter Sasse**<br>Flensburg W. German | 992<br>463<br>1325 | | GL | **1956** Gebr. van Diepen—Waterhuizen<br>233' 8" 33' 5" 13' 8½"<br>213' 3" 33' 0" 15' 6"<br>P53' F21' 1 dk<br>RW | M Mchy.aft<br>1 Ho 138'<br>G.59175 B.55630<br>3 Ha (each 37' × 20½')<br>3W Der 6(3) | Oil 4SA 8Cy. 330 × 600 m<br>860bhp<br>N.V. Werkspoor<br>3 × 60, 40, 12kW 110V d.c.<br>Directional propeller |
| 681438<br>JKSI<br>101465<br>Rdr | **HIMEJI MARU**<br>**Himeji Shodoshima**<br>**Ferry K.K.**<br>Takamatsu Japanese | 578<br>227<br>— | | | **1967** Kishimoto Zosen—Kinoe<br>160' 8" 36' 1"<br>144' 4" 36' 0" 12' 6"<br>1 dk | M Ferry | Oil 4SA 6Cy. 310 × 380 m<br>850bhp<br>Kobe Hatsudoki |
| 681166<br>7KHN<br>98401<br>Df Esd<br>Gc Rdr | **HIRO MARU No. 8**<br>**Marutai Gyogyo K.K.**<br>Niigata Japanese | 195<br>69<br>— | | | **1967** Niigata Eng. Co. Ltd.—Niigata<br>139' 1" 23' 8" 9' 1"<br>122' 8" 23' 7" 10' 4"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 280 × 440 m<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 681439<br>JJ2245<br>10180<br>Rdr | **HITACHI MARU No. 2**<br>**Sanko Kaiun K.K.**<br>Kobe Japanese | 203<br>64<br>— | | | **1967** Sanyo Zosen K.K.—Hma<br>90' 6" 28' 3" 9' 10"<br>82' 0" 28' 2" 12' 5"<br>1 dk | TM Tug Mchy.aft | 2 Oil 4SA each 6Cy. 380<br>2200bhp<br>Nippon Hatsudoki |
| 534253<br>9VMR<br>333088<br>Df Esd<br>Rdr RTm | **HOE LEE**<br>exStruer–68<br>**Hoe Hoe Shipping Co.**<br>**(Private) Ltd.**<br>Singapore Singapore | 1110<br>579<br>1470 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN250 | SS 4/65<br>EL m 1½"SQ | **1961**–6 N.V. Scheeps. v.d. Werft—Deest<br>220' 9" 35' 0" 14' 8"<br>202' 8" 34' 9½" 15' 1"<br>Q147' F28' 1 dk<br>3BH<br>rf 4" WB275t | M Mchy.aft<br>1 Ho 133½'<br>G.73600 B.68800<br>2 Ha (25½', 54½' comb. × 20')<br>6W Der 1(15) 6(5) | Oil 4SA 6Cy. 385 × 580<br>1250bhp<br>Masch. Kiel A.G.<br>3 × 48kW 440V 60c/s a.c |
| 681561<br>LNVG<br>Df Esd<br>Gc Rdr<br>RT | **HÖEGH ROVER**<br>**A/S Alliance**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 57848<br>42681<br>~~93900~~<br>93683 | | NV | **1968** Kawasaki Dkyd Co. Ltd.—Kob<br>820' 6" (incl. BB) 127' 11" 45' 0"<br>777' 7" 127' 8" 72' 2"<br>1 dk | M Bulk/Oil Carrier Mchy.aft | Oil 2SA 9Cy. 860 × 1600<br>20700bhp MAN<br>Kawasaki Dkyd Co. Ltd |
| 672231 | **HOEVELD I**<br>**Midde Westelike**<br>**Visprodukte Bpk**<br>Cape Town S. African | 150<br>—<br>— | 100A1<br>fishing vessel<br>Class contemplated | | Maritime Industries Ltd.—C.Tn<br>83' 1" 25' 9" 10' 5½"<br>71' 3" 24' 11" 12' 6" | Reinforced Plastic M Fishing<br>Mchy.aft | Oil 4SA 6Cy. 6½" × 8"<br>Caterpillar Tractor Co. |
| 681293<br>JWTU<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HOLTHAV**<br>**Sameiet Holthav**<br>B. Holter-Sörensen & Co.<br>Oslo Norwegian | 29989<br>20622<br>50850 | | NV | **1968** Burmeister & Wain—Cpn<br>718' 0" 100' 3" ~~39' 6½"~~39' 6½"<br>672' 8" 100' 1" 55' 9"<br>P138' Q91' B35' F57' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 73', 86', 63', 99', 63', 86', 72'<br>G.2213100 B.2156600<br>7 Ha (stl) (40', 58½', 40', 58½', 40', 58½',<br>40' × 42½') | Oil SA 8Cy. 740 × 1600<br>13200bhp 2870<br>Burmeister & Wain<br>3 × 432kW 440V 60c/s |
| 521343<br>ELIW<br>2912<br>Df Esd<br>Gc Rdr<br>RT | **HONGKONG TRUTH**<br>exLubilash–68<br>~~**United Transoceanic**~~<br>~~**Shipping Corp.**~~<br>~~Monrovia~~ ~~Liberian~~<br>**Universal Marine Corp.**<br>Monrovia Liberian | 8350<br>4721<br>10507 | ✠100A1<br>DTs—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN1630 | SS 4/65<br>EL d† | **1954**–11 John Cockerill S.A.—Hbk<br>482' 1" 61' 7" 27' 5"/29' 4"<br>446' 3" 61' 5" 39' 4"<br>F87' 2 dks, 3rd dk fwd of mchy. space<br>RW 8BH<br>rf 7" WB1480t incl. DTf270t | M (12P) Ref CSD<br>5 Ho 51½', 79', —', —' DT, 67½', 51½'<br>G.580712 B.524934 In.35140<br>6 Ha (26½', 40½', 13½', 16½', 35½',<br>24½' × 19½')<br>16W Der 1(60) 1(40) 6(10) 10(5) | Oil 2DA 6Cy. 590 × 1<br>450 mm<br>8150bhp B&W<br>John Cockerill S.A.<br>AuxB 100lb<br>3 × 250kW 220V d.c.<br>Thw. thrust propeller |
| 505551<br>SZTA<br>Df Esd<br>Gc Rdr<br>RT | **HONESTY**<br>exBurgos–68<br>exHöegh Mouette–54<br>exPowell River–50<br>**Cia. Maritima Merteorvi S.A.**<br>*Piræus* Greek | 1663<br>780<br>3000 | | NV | **1947** Lindholmens Varv A/B—Got<br>302' 2" 43' 2" 18' 11½"<br>280' 5" 43' 0" 19' 3"<br>1 dk & S dk<br>RW | M OSD<br>G.185620 B.165580<br>8W Der 1(15) | Oil 2SA 6Cy. 525 × 900<br>Karlstads M/V |
| 505551 | **HONNESTLY**<br>Name should be **HONESTY** See New Entries No. 1 | | | | | | |
| 681228 | **HOPPER BARGE No. 3**<br>**Gujarat State (Director of**<br>**Ports)**<br>Bhavnagar Indian | 206<br>—<br>200 | 100A1<br>hopper barge<br>for restricted service<br>Class contemplated | | Alcock, Ashdown & Co. Ltd.—<br>Bom<br>111' 4" 26' 5" 6' 0½"<br>110' 0" 25' 0" 9' 0" | Hopper Barge | |
| 681562 | **HOPPER BARGE No. 4**<br>**Mazagon Docks Ltd.**<br>Bombay Indian | 280<br>—<br>— | | | **1968** Goa Shipyard Ltd.—Goa<br>160' 3" 6' 1"<br>154' 2" 28' 8" 8' 2" | M Hopper Barge Mchy.aft | Oil 4SA 6Cy. 5½" × 6"<br>218bhp<br>Kirloskar |

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| **HORDAGUT**<br>**Dagfinn Hellen and others**<br>Bergen Norwegian<br>Name should be **HORDAGUTT** See New Entries No. 3 | **200**<br>—<br>— | | **1968** Skaalurens Skibs—Rosendal<br>101′ 6″ 23′ 8″<br>88′ 7″ 23′ 0″ 11′ 9″<br>1 dk | M Fishing Mchy.aft | 2 Oil 2SA each 5Cy. 280×420 mm geared to sc. shaft<br>1000bhp<br>Wichmann Mtrf. Rub |
| **HORTON**<br>**Blyth Harbour Commissioners**<br>Blyth British<br>For later particulars see New Entries No. 7 | **30**<br>—<br>— | **A1**<br>tug<br>for restricted service<br>Class contemplated | R. Dunston Ltd.—Thorne<br>57′ 0″ 16′ 7″ 5′ 3″<br>50′ 0″ 15′ 6″ 7′ 0″ | M Tug | Oil 4SA 8Cy. 6½″×7¼″<br>Bergius-Kelvin Co. Ltd. Gls |
| **HOSHIN MARU**<br>**Misaki Kensetsu K.K.**<br>Osaka Japanese | **198**<br>105<br>350 | | **1967** Kishimoto Zosen—Kinoe<br>104′ 11″ 25′ 0″ 9′ 6″<br>96′ 8″ 24′ 11″ 10′ 5″<br>1 dk | M Sand Carrier Mchy.aft | Oil 4SA 6Cy. 240×400 mm<br>380bhp<br>Matsue Nainenki Kogyo Matsue |
| **HOSHYO MARU No. 8**<br>**Hoshyo Kaiun K.K.**<br>nan Japanese | **495**<br>295<br>1000 | | **1967** Sasaki Zosen—Kinoe<br>177′ 1″ 29′ 7″ 13′ 7″<br>160′ 8″ 29′ 6″ 14′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330×500 mm<br>1100bhp<br>Makita Tekkosho Takamatsu |
| **UNSLOW**<br>**Greater London Council**<br>London British | **2132**<br>934<br>2432 | **✠100A1**<br>sludge carrier<br>**✠LMC**<br>MN496 EL S1$\frac{9}{16}$″U2 | **1968**–2 Caledon S.B. & E. Co. Ltd.—Dun<br>294′ 10″ 49′ 9″ 13′ 4″<br>280′ 0″ 48′ 0″ 18′ 6″<br>6BH 1 dk<br>rf6″ WB345t incl. DT 244t | TM Sludge Carrier Mchy.aft<br>3 Ta<br>L.80000<br>1 Ha (alu) (26′×2½′) | 2 Oil 4SA each 6Cy. 12½″×14½″ reverse reduction geared<br>2480bhp 100t (d.o)<br>Ruston & Hornsby Lcn<br>3×82½kW 415V 50c/s a.c. 12k |
| **HOVE**<br>exJarrara–63<br>**Worthing Shipping Co. Ltd.**<br>London British | **107**<br>—<br>— | **✠100A1** ~~SS 11/64~~<br>tug SS 5/68<br>India & Pakistan coasting service<br>**✠LMC**<br>MN114 EL (a) | **1956**–10 P. K. Harris & Sons Ltd.—Apl<br>83′ 3″ 22′ 10″ 7′ 9¼″<br>75′ 0″ 21′ 4″ 9′ 0″<br>1 dk<br>RW 4BH<br>rf 15″ BK1″ WB26t | M Tug | Oil 4SA 6Cy. 12″×15″ sr geared<br>570bhp<br>Nat. Gas & O. Eng. Co. Ashton/Lyne |
| **HOYOSHI MARU No. 8**<br>**aga Kisen K.K.**<br>nan Japanese | **495**<br>295<br>1000 | | **1967** Sasaki Zosen—Kinoe<br>177′ 1″ 29′ 7″ 13′ 7″<br>160′ 8″ 29′ 6″ 14′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330×500 mm<br>1100bhp<br>Makita Tekkosho Takamatsu |
| **HRAFN SVEINBJARNARSON**<br>**Thorbjörn h/f**<br>Grindavik Icelandic | **256**<br>104<br>— | | **1967** Elbewerft—Boizenburg<br>110′ 10″ 8′ 10½″<br>97′ 1″ 23′ 7″ 12′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy.<br>660bhp<br>Blackstone & Co. Ltd. Stamford |
| **HSIEH CHING No. 31**<br>**Hsieh Ching Fishery Co. Ltd.**<br>Kaohsiung China (Taiwan) | **187**<br>98<br>75 | CR (Taiwan) | **1967** San Yang S.B. Co. Ltd.—Kaohsiung<br>104′ 11″ 20′ 10″ 8′ 3″<br>91′ 3″ 20′ 4″ 9′ 1″<br>P20′ F17′ 1 dk | M Fishing Mchy.aft<br>3 Ho 13¾′, 17′, 22¼′<br>4 Ha (4′, 4′, 4′×3¼′) (2½′×2¾′) | Oil 4SA 6Cy. 260×400 mm<br>450bhp 59t<br>Niigata Eng. Co. Ltd. Niigata<br>2×64, 40kW 230V a.c. 10k |
| **HSIEH SHIN No. 21**<br>**Hsieh Shin Fishery Co. Ltd.**<br>Kaohsiung China (Taiwan) | **187**<br>98<br>92 | CR (Taiwan) | **1967** San Yang S.B. Co. Ltd.—Kaohsiung<br>104′ 11″ 20′ 10″ 8′ 3″<br>91′ 3″ 20′ 4″ 9′ 1″<br>P20′ F17′ 1 dk | M Fishing Mchy.aft<br>3 Ho 13¾′, 17′, 22¼′<br>4 Ha (4′, 4′, 4′×3¼′) (2½′×2¾′) | Oil 4SA 6Cy. 260×400 mm<br>450bhp 59t<br>Niigata Eng. Co. Ltd. Niigata<br>2×64, 40kW 230V a.c. 10k |
| **HUMBER GUARDIAN**<br>**British Transport Docks Board**<br>~~mber Conservancy~~<br>~~oard~~<br>British | **618**<br>210<br>237 | **✠100A1**<br>River Humber and within 15 miles of Spurn Point<br>**✠LMC**<br>MN250 EL I 1⅜″U2 | **1967**–12 R. Dunston (Hessle) Ltd.—Hessle<br>170′ 0″ 33′ 4″ 10′ 0″<br>150′ 3″ 33′ 0″ 15′ 9″<br>1 dk, 2nd dk fwd of mchy. space<br>RW 4BH<br>rf 27″ WB64t | TM Buoy Ship Mchy.aft<br>2 Ho 40½′, 58½′<br>1 Ha (14′×13¼′)<br>Der 1(10) 2(1½) | 2 Oil 4SA each 5Cy. 250×300 mm sr reverse geared<br>1250bhp Polar 90t (d.o)<br>Nydqvist & Holm A/B Thn<br>2×60kW 220V d.c. 12½k |
| **HUMBOLDT**<br>**Ocean Gas Transport Ltd.**<br>Houlder Bros. & Co. Ltd.<br>London British | **5200**<br>2666<br>5165 | BV | **1967** Ch. Nav. de La Ciotat—La Ciotat<br>383′ 6″ 54′ 3″ 21′ 4″<br>346′ 8″ 54′ 1″ 28′ 10″<br>P108′ F39′ 1 dk<br>rf 6″ | M Liquefied Gas Carrier Ref Mchy.aft<br>6 Ta<br>L.220625 HeCls. B | Oil SA 7Cy. 570×800 mm<br>5250bhp 482t (hvf)–20 pd<br>Masch. Augsburg-Nürnberg Aug<br>15k |
| **HUNGHOM**<br>**ngkong & Whampoa Dock Co. Ltd.**<br>~~ng Kong~~ British<br>London | **262**<br>—<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>MN320 EL (c) | **1968**–2 H.Kg &Whampoa Dk Co. Ltd.—H.Kg<br>106′ 9″ 29′ 7″ 11′ 0″<br>92′ 6″ 28′ 0″ 14′ 0″<br>F33′<br>4BH<br>rf 24″ WB73t | M Tug | Oil 2SA 8Cy. 10½″×13½″ sr reverse geared<br>1600bhp 76t (d.o)<br>Crossley Bros. Ltd. Mch<br>2×20kW 220V d.c. 12k |
| **HURGHADA**<br>**The Egyptian High Sea Fishing Co.**<br>General Egyptian Organization for Aquatic Resources<br>Alexandria Egyptian (U.A.R.) | **1239**<br>509<br>1395 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN400 EL I†1⅝″U1 | **1967**–8 Ast. Construcciones S.A.—Vgo<br>252′ 7″ 39′ 10″ 15′ 7″<br>219′ 10″ 39′ 4½″ 23′ 11″<br>F44′ 2 dks<br>RW Coll BH to U dk 4 to 2nd dk<br>rf 13″ BK4″ WB180t | M Stern Trawler Ref<br>In.60035 | Oil 4SA 8Cy. 390×680 mm<br>2000bhp<br>Naval-Stork-Werkspoor Cdz<br>3×280kW 380V 50c/s a.c. |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|
| 514777<br>GYJY<br>334791<br>Df Esd<br>Gc Rdr<br>RT | **HWANG HO**<br>exHenri G.-68<br>**Yick Fung Shipping Enterprises Co. Ltd.**<br>London British | T.Mk<br>**6828**<br>3678<br>10820<br>**9457**<br>5421<br>13029 | ✠100A1 SS 11/66<br>Str. nav. ice<br>✠LMC<br>MN1350 EL d†2 1/16"SQ | 1958-8 Nordseewerke Emden—Emd<br>502' 5" 62' 3" 26' 6½"/29' 8½"<br>466' 4" 62' 0" 39' 3"<br>P29' F112 2 dks<br>7BH<br>rf 4" DK fwd WB3466t | M<br>5 Ho 59½', 72½', 45½' DT, 70½', 42½' DT, 70½', 70½'<br>G.694766 B.671429<br>6 Ha (32½', 42', 42', 36½', 36½', 32½' × 24')<br>14W Der 1(30) 1(15) 2(10) 12(5) | Oil 2SA 6Cy. 780 × 1400 m<br>6750bhp<br>Masch. Augsburg-Nürnb<br>AuxB 114lb ♦(ex.g) 114lb<br>3 × 240kW 440V 60c/s a.c. |
| 672444<br>LNJG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HYDROGRAF**<br>**Den Norske Stat (Norges Sjøkartverk)**<br>Stavanger Norwegian | 303<br>60<br>345 | NV | 1967 ~~1967~~ A/S Mjellem & Karlsen—Bgn<br>127' 10" 25' 8" 9' 7½"<br>118' 1" 25' 7" 13' 4"<br>1 dk | M Hydrographic Ship Mchy.aft | Oil 4SA 6Cy. 250 × 300 m<br>780bhp<br>A/S Bergens M/V |
| 672363<br>Df Esd<br>Rdr RT | **IBIS**<br>**Food & Agriculture Organisation of the United Nations**<br>Jinja East African (Uganda) | 42<br>21<br>— | ✠100A1<br>fishing vessel<br>**LMC**<br>MN36 EL 1/16"UI | 1967-10 Bideford Shpyd Ltd.—Bid<br>56' 0" 16' 7" 6' 9"<br>48' 5" 15' 11½" 8' 8"<br>RFD14'<br>4BH<br>rf28" BK7" | M Fishing | Oil 4SA 6Cy. 4½" × 5½" sr<br>180bhp<br>Caterpillar Tractor Co.<br>2 × 12, 3kW 120V d.c. |
| 681361<br>IOPD<br>468<br>Esd Rdr<br>RT | **IBLA**<br>**Ignazio Blandina**<br>Porto Empedocle Italian | 169<br>73<br>— | | 1968 Cant. Nav. Mario Morini—Anc<br>105' 7" 22' 9" 10' 2"<br>78' 8" 22' 4" 11' 1"<br>2 dks | M Trawler Mchy.aft | Oil 4SA 4Cy.<br>665bhp<br>Ansaldo Stab. Mecc. |
| 681167<br>JLGG<br>102093<br>Df Esd<br>Gc Rdr<br>RT | **IKUSHIMA MARU**<br>**Okada Kaiun K.K.**<br>Osaka Japanese | 3622<br>2024<br>5946 | NK | 1967 Taihei Kogyo—Hma<br>331' 5" 49' 3" 22' 8"<br>311' 7" 49' 2" 25' 11"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 510 × 840 m<br>3000bhp<br>Akasaka Tekkosho |
| 508265 | **ILE AUX MAINES** Name should be **ILE AUX MOINES** See New Entries No. 1 | | | | | |
| 508265<br>FNXW<br>Df Esd<br>Gc Rdr<br>RTm/v | **ILE AUX MOINES**<br>exCrystal Bell-68<br>**Société Maritime Nationale**<br>Dunkirk French | 8682<br>4883<br>10930 | ✠100A1 SS 6/64<br>✠LMC<br>MN660 EL c†2¼"SQ | 1955-8 Cammell Laird & Co. (S.B. & E.) Ltd.—Bkn<br>460' 9" 61' 3" 26' 6½"<br>430' 0" 61' 0" 37' 3"<br>P156' F45' 1 dk<br>RW 9BH<br>rf 7" WB5077t incl. DTm1023t DTf193t | M Bulk Carrier Mchy.aft<br>5 Ho 58½', 54', 54', 54', 63'<br>G.534230 B.514610<br>5 Ha (stl) (each 35' × 29½')<br>10W Der 1(25) 10(10) | Oil 2SA 4Cy. 600 × 2320<br>3300bhp Doxford<br>Wallsend Slpwy & Eng.<br>2AuxB 150lb<br>2 × 75kW 220V d.c. |
| 650887<br>WG3840<br>269728<br>Rdr RT | **IMCO DRILLER**<br>exR. B. Kelly-67<br>**International Minerals & Chemical Corp.**<br>Morgan City United States | 166<br>113<br>— | | 1955 Equitable Eqpt. Co.—Madisonville<br>*124·4'* 35' 2" 8' 8½"<br>125' 0" 35' 0" 10' 6"<br>1 dk<br>rf 6" | TM Water Tanker Mchy.aft<br>6 Ta | 2 Oil 2SA each 6Cy. 5½"<br>900bhp<br>Fairbanks, Morse & Co. |
| 681129 | **INASA I**<br>**INASA Industria Nova America S.A.**<br>Belem Brazilian | 100<br>—<br>200 | 100A1<br>barge<br>Class contemplated | Estaleiro Maclaren—Rio<br>85' 5" 27' 8" 6' 3"<br>85' 4" 26' 3" 9' 10" | Barge | |
| 681564<br>Df Esd<br>Gc Pfd<br>Rdr RT | **INCA PACHACUTEC**<br>**Corporacion Peruana de Vapores**<br>Callao Peruvian | 9500<br>—<br>13130 | | 1968 Soc. Española de Const. Nav.—Cdz<br>514' 7" 64' 8" 29' 8 1/16"<br>470' 0" 64' 6½" 39' 3"<br>2 dks | M CSD | Oil 2SA 7Cy. 760 × 1550<br>9600bhp Sulzer<br>Soc. Española de Cons |
| 681565<br>Df Esd<br>Gc Rdr<br>RT | **INCA TUPAC YUPANQUI**<br>**Corporacion Peruana de Vapores**<br>Callao Peruvian | 9500<br>5400<br>13250 | | 1968 Soc. Española de Const. Nav.—Bbo<br>514' 6" 64' 8" 29' 8½"<br>470' 0" 64' 6" 39' 3"<br>2 dks | M CSD | Oil 2SA 6Cy. 760 × 1550<br>9600bhp Sulzer<br>Soc. Española de Con |
| 681108 | **INDIRA**<br>**Bombay Port Trust**<br>Bombay Indian<br>For later particulars see New Entries No. 7 | 490<br>140<br>360 | 100A1<br>for restricted service<br>Class contemplated | Usuki Tekkosho—Fukuoka<br>141' 0" 36' 3" 9' 11"<br>131' 2" 36' 1" 13' 1" | TM Anchor Hoy Mchy.aft | 2 Oil 4SA each 8Cy. 1<br>Masch. Augsburg-Nür |
| 505068<br>SZSL<br>Df Esd<br>Gc Rdr<br>RT | **INDONESIA II**<br>exFinnberg-68 exBratsberg-66<br>**Greek Tankershipping Co. Ltd.**<br>Piræus Greek | 8255<br>4702<br>12310 | NV | 1950 Harland & Wolff Ltd.—Gls<br>487' 4" 59' 6" 27' 6"<br>461' 0" 59' 4" 34' 10"<br>P93' B40' F46' 1 dk<br>RW<br>rf 3" | Tanker Mchy.afMt<br>24 Ta<br>HeCls. BC | Oil 4SA 6Cy. 740 × 1<br>3200bhp<br>Harland & Wolff Ltd. |
| 520485<br>CY3249<br>193513<br>Rdr RT | **INTERNATIONAL TUG**<br>exLe Roi-68<br>exSea Monarch II-58<br>exNemaha-52<br>~~Vancouver Tug Boat Co. Ltd.~~ **International Oil Terminals Co. Ltd.**<br>Vancouver Canadian | 234<br>49<br>— | | 1927 New York S.B. Corp.—Camden<br>*117·8'* 24' 4"<br>... ... ...<br>R | M Tug | Oil 4SA 8Cy. 305 × 3<br>NE55<br>Enterprise Eng. Co. |

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| **INVERNESS**<br>**Shell Mex & B.P. Ltd.**<br>London British | **1529**<br>762<br>2221 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>MN256 EL M 1¼″U2 | **1968**–2 Hall, Russell & Co. Ltd.—Abn<br>249′ 2″ 40′ 11″ 15′ 6″<br>235′ 0″ 40′ 8″ 16′ 10″<br>P56′ F34′ Trunk 146′ 1 dk<br>10BH<br>rf 6″ WB348t incl. DTf209t | M Tanker Mchy.aft | Oil 2SA 6Cy. 340×570 mm<br>1280bhp<br>British Polar Engines Ltd. Gls<br>3×75, 75, 30kW 220V d.c. 11½k |
| **INZHENIER BELOV**<br>**U.S.S.R.**<br>Baku Russian | **3398**<br>1735<br>4016 | | **1959** ....................Russia<br>393′ 9″ 49′ 3″ 13′ 9¼″<br>49′ 1″ 21′ 4″ | TM<br>4 Ho<br>G.193702<br>4 Ha (39′, 45¼′, 45¼′, 45¼′×26¼′) | 2 Oil 2SA each 8Cy. 300×500 mm<br>Russki-Diesel Wks Len<br>11½k |
| **ION**<br>exTexas–68<br>Ion **Shipping Co.**<br>Monrovia Liberian | **4641**<br>2665<br>7620 | ✠**100A1** SS 6/67<br>with freeboard<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL a†2″SQ | **1949**–6 A/B Götaverken—Got<br>429′ 0″ 55′ 2″ 25′ 6¾″<br>400′ 11″ 54′ 10″ 38′ 0″<br>P43′ F43′ 1 dk & S dk, 3rd dk in Nos. 1 & 3 holds<br>Coll BH to S dk 6 to 2nd dk<br>WB1610t incl. Tunnel tank 242t | M Ref OSD<br>5 Ho<br>G.492000 B.454000 In.29440<br>6 Ha (26¾′, 28½′, 36¼′, 28½′, 28½′, 9′×18′)<br>13W Der 1(15) 2(5) 12(3) | Oil 2SA 7Cy. 680×1500 mm<br>5050bhp 977t<br>A/B Götaverken Got<br>AuxB 100℔ e (ex.g) 100℔ 15k |
| **AN SARMI**<br>Timor–68 exBrio–51<br>**epublik Indonesia**<br>T. Sangsaka Lines<br>Djakarta Indonesian | **922**<br>610<br>1032 | ✠Classed LR until 3/62 | **1949** Cant. Nav. Felszegi—Tri<br>203′ 4″ 32′ 9″ 13′ 6″<br>185′ 0″ 32′ 7″ 18′ 11″<br>P49′ F23′ 2 dks<br>RW | M CSD Mchy.aft<br>5W | Oil 2SA 6Cy. 290×500 mm<br>80t<br>C.R.D. Adriatico Tri |
| **IRIANBHAKTI MERAUKE**<br>**P.D. Irian Bhakti**<br>Sukarnapura Indonesian | **38**<br>16<br>39 | ✠**100A1**<br>Irian Barat Estuary service<br>✠**LMC**<br>MN18 EL (a) ½″U1 | **1967**–5 Holland Launch N.V.—Zaandam<br>59′ 1″ 13′ 8″ 4′ 10″<br>54′ 4″ 13′ 5½″ 5′ 11″<br>RFD14′ 1 dk<br>NS 4BH<br>rf nil | M Mchy.aft | Oil 4SA 6Cy. 118×152 mm reverse reduction geared<br>90bhp<br>Kromhout Motorenfab. Ams |
| **IRISH ELM**<br>Irish **Shipping Ltd.**<br>Cork Irish Republic | **22186**<br>14517<br>37774 | ✠**100A1**<br>strengthened for ore cargoes, Nos, 2 & 6 holds may be empty (cc)<br>✠**LMC**<br>MN2760 EL o†2¾″U2 | **1968**–1 Verolme Cork Dkyd. Ltd.—Cork<br>632′ 1″ (incl. BB) 92′ 2″ 37′ 2¼″<br>596′ 0″ 92′ 0″ 51′ 3″<br>1 dk<br>NS 9BH<br>rf nil DK WB13923t incl. comb btm & side tanks 6541t Topside tanks 3921t | M Bulk Carrier Mchy.aft<br>pt higher tensile steel<br>7 Ho 76½′, 63¾′, 62¼′, 62¼′, 62¼′, 62¼′, 62¼′<br>G.1652000 B.1550100<br>7 Ha (stl) (39¾′, 39¾′, 34½′, 39¾′, 34½′, 39¾′, 34½′×44½′)<br>Cr 4(8) | Oil 2SA 6Cy. 860×1600 mm<br>13800bhp MAN 2174t (hvf)<br>Verolme Machfbk. Ijsselmonde<br>AuxB 100℔<br>3×400kW 450V 60c/s a.c. 15½k |
| **IRTISH**<br>**U.S.S.R.**<br>Baku Russian | **696**<br>342<br>180 | | **1956** ....................E. Germany<br>187′ 7″ 29′ 6″ 7′ 8½″<br>29′ 5″ 13′ 5″ | D-E Trawler<br>2 Ho<br>In.21260<br>2 Ha<br>Cr 2(1) | 2 Oil 4SA eacn 6Cy. 240×360 mm connected to elec. motor & geared to sc. shaft<br>Schwermasch. Karl Liebknecht Mgd<br>8½k |
| **IRTISH**<br>**U.S.S.R.**<br>Baku Russian | **663**<br>330<br>675 | | **1942** Ganz & Co.—Bdp<br>195′ 11″ 29′ 6″ 9′ 10″<br>29′ 5″ 11′ 7″<br>1 dk | TM<br>2 Ho<br>G.34891<br>2 Ha (36¾′, 29¾′×16½′)<br>6W Der 6(1½) | 2 Oil 2SA each 6Cy. 290×500 mm<br>Ganz & Co. Bdp<br>10k |
| **ISMAIL ÇILLI**<br>**Ismail Çilli**<br>Istanbul Turkish<br>Now **ÇILLIOGLU** See New Entries No. 9 | **500**<br>—<br>720 | | **1968** Gemi-Is Kollektif Sirketi Fener—<br>163′ 10″ 28′ 9″ 12′ 0⅞″<br>151′ 5″ 28′ 8½″ 13′ 3″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>540bhp<br>Schwermasch. Kårl Liebknecht Mgd |
| **ARTE**<br>Segundo **Ituarte e Hijos, S.A.**<br>San Sebastian Spanish | **164**<br>—<br>— | | **1967** Ast. Ardeag S.L.—Bbo<br>22′ 4″ 9′ 10″<br>86′ 0″ 22′ 3″ 12′ 2″<br>1 dk | M Trawler Mchy.aft | Oil |
| **IVY**<br>**Ocean Freighters Corporation**<br>Monrovia Liberian | **28774**<br>20255<br>52485 | AB | **1967** Ishikawajima-Harima Hvy Ind.—Tok<br>708′ 10″ 101′10″ 39′ 6½″<br>672′ 7″ 101′ 8″ 59′ 1″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 760×1550 mm<br>12800bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| **IWTA INVESTIGATOR**<br>**East Pakistan Inland Water Transport Authority**<br>Chittagong Pakistan | **213**<br>74<br>25 | ✠**100A1**<br>East Pakistan coasting service<br>✠**LMC**<br>MN304 EL c $\frac{13}{16}$″U2 | **1967**–11 Cheoy Lee Shpyd—H.Kg<br>119′ 5″ 21′ 9″ 5′ 6″<br>109′ 4″ 21′ 8″ 10′ 11″<br>1 dk<br>5BH<br>rf 6″ WB14t | TM Hydrographic Ship (7P)<br>3 Ha (stl) (7½′×5¾′) (3¼′×2½′) (2¼′×2¼′)<br>Der 2(1½) 2(¼) | 2 Vee Oil 4SA each 12Cy. 175×205 mm reverse reduction geared<br>1520bhp 16¾t (d.o)<br>Maybach Friedrichshafen<br>2×21kW 400V 50c/s a.c. 14k |
| **J. F. KENNEDY**<br>exPieter Junior–68<br>exZeezwaluw–64<br>**K. de Boer**<br>Volendam Netherland | **106**<br>37<br>— | | **1962** Schpsw. & Mchfbk. H. de Haas—Maasslius<br>90′ 5″ 20′ 8″<br>84′ 0″ 20′ 6″ 9′ 6″<br>RW | M Fishing | Oil 4SA 6Cy. 210×300 mm<br>Gebr. Stork & Co. Hengelo |

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| **537892**<br>PIFS | **JACOB CARLA**<br>exVerwachting–68<br>exDirk Job–35<br>**J. van Dijk**<br>Katwijk aan/Zee Netherland | **113**<br>62<br>— | | | **1916** G. J. v.d. Werfl—Hgz<br>*83·7'* 22' 1"<br>... ... ...<br>R | M Trawler | Oil 2SA 5Cy. 190×350 mm<br>NE56<br>N.V. Mch. Bolnes |
| **541188**<br>PEYS<br>Df Esd<br>Pfd Rdr<br>RT | **JACKSON 2**<br>exJaczon 2–68<br>**N.V. Scheepswerven D. Boot**<br>Scheveningen Netherland | **122**<br>40<br>— | | | **1963** Schpsw. & Mchfbk. H. de Haas—Maassluis<br>90' 5" 20' 9" 10' 0"<br>79' 0" 20' 7" 10' 6" | M Trawler | Oil 4SA 6Cy. 250×350 mm<br>D. & J. Boot "De Industri |
| **681409**<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **JACOB MALMROS**<br>**Malmros Rederi A/B**<br>Trelleborg Swedish | **60555**<br>40414<br>108109 | | NV | **1968** Hitachi Zosen—Inn<br>870' 1" (incl. BB) 44' 0"<br>833' 4" 130' $11\frac{5}{8}$ 68' 11"<br>F70' 1 dk<br>rf 3" | S Ore/Oil Carrier Mchy.aft<br>11 Ho each 57½'<br>L.118000 HeCls. BC<br>1 Ha (stl) (36'×48½')<br>10 Ha (stl) (each 38½'×61')<br>Der 2(10) 2(2) | 2 S Turb dr geared to sc.<br>19000shp 175<br>Kawasaki Dkyd Co. Ltd.<br>2×800kW 450V 60c/s a.c. |
| **680371**<br>FNSZ<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **JACQUES CARTIER**<br>**Armateurs de Gros Porteurs Associés (A.G.P.A.)**<br>Dunkirk French | **51644**<br>33497<br>88975 | | BV | **1967** Ch. de l'Atlantique—St.N<br>823' 0" 120' 2" 47' 6"<br>783' 8" 120' 0" 65' 7"<br>1 dk | M Bulk/Oil Carrier Mchy.aft<br>9 Ho 53', 64½', 65½', 65½', 65½', 65½', 65½', 65½', 62½' 9 Ta<br>L.3522157 HeCls. C<br>9 Ha (each 47½'×54½')<br>Der 2(10) 2(1) 1(½) | Oil 2SA 8Cy. 840×1800 m<br>18480bhp B&W<br>5500t (hvf) 32<br>Ch. de l'Atlantique<br>3×550, 500, 500kW 400/44 |
| **652297**<br>PEZK<br>Df Esd<br>Rdr RT | **JALTA**<br>**Rederij "Jalta"**<br>Scheepv. Kantoor J. Tavenier N.V.<br>Zaandam Netherland | **499**<br>312<br>956 | | BV | **1965** N.V. Bodewes Schps.—Martenshoek<br>197' 6" 30' 4" 11' 10"<br>180' 5" 30' 2" 13' 3"<br>1 dk | M Mchy.aft<br>1 Ho 124½'<br>2 Ha (each 39½'×17')<br>Der 2(3) | Oil 4SA 6Cy. 320×450 m<br>750bhp<br>Masch. Kiel G.m.b.H.<br>3×9, 9, 7kW 110V d.c. |
| **681070**<br>NVNJ<br>509958<br>Df Esd<br>Gc Rdr<br>RT | **JAMES**<br>exGeneral H. F. Hodges–67<br>**James River Transport Inc.**<br>New York United States<br>**CANCEL ALL PARTICULARS** | **12521**<br>8392<br>— | | AB | **1945** Kaiser Co. Inc.—Richmond<br>520' 0" 71' 8" 25' 9½"<br>496' 7" 71' 6" 43' 6"<br>P143' F144' 4 dks<br>RW<br>rf nil | S Mchy.aft | 2 S Turb dr geared to sc.<br>9900shp<br>Westinghouse Elec. & M |
| **670487**<br>VGGB<br>323026<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JAMES TRANSPORT**<br>**Hall Corporation of Canada**<br>Montreal Canadian | **4700**<br>3322<br>7460 | ✠100A1<br>oil tanker<br>Ice class 3<br>✠LMC<br>MN1000 | EL U1$\frac{11}{16}$"U2 | **1967**–6 Davie S.B. Ltd.—Lauzon<br>371' 5" 55' 2" 21' 0"<br>350' 0" 55' 0" 27' 6"<br>P70' F46' 1 dk<br>11BH<br>rf 3" WB333t | TM Tanker Mchy.aft | 2 Oil 4SA each 6Cy. 15<br>reduction geared<br>5000bhp<br>Mirrlees National Ltd.<br>2WTAuxB 200lb<br>3×300kW 575V 60c/s a.c |
| **519066**<br>Rdr RT | **JE IL YUNG JIN**<br>exKobe Maru–67<br>**Youngjin Heungsan Co. Ltd.**<br>Pusan S. Korean | **987**<br>507<br>— | | NK | **1959** Kurushima Dock Co. Ltd.—Imabari<br>215' 6" 33' 7" 15' 1"<br>196' 10" 33' 5" 16' 5"<br>1 dk<br>RW | M Tanker Mchy.aft<br>3 Ta<br>L.65156 | Oil 4SA 6Cy. 370×520 m<br>950bhp<br>Nippon Hatsudoki<br>2×10kW 110V d.c. |
| **681230**<br>511483<br>Df Esd<br>Pfd Rdr<br>RT | **JEANETTE C**<br>**Frank M. Perry Corp.**<br>Ponce, Puerto Rico United States | **1091**<br>652<br>— | | | **1967** Tacoma B.B. Co.—Tacoma<br>177' 2" 37' 5"<br>170' 1" 35' 9" 19' 4"<br>3 dks | M Fishing | Oil 2SA 16Cy. $9\frac{1}{16}$"×10"<br>2575bhp<br>General Motors Corp. |
| **681057** | **JERUSALEN ARGIA**<br>**Juan Bilbao Erausquin y Cia.**<br>Bermeo Spanish | **208**<br>—<br>— | | | **1967** Ast. Ardeag S.L.—Bbo<br>110' 3" 23' 0"<br>101' 9" 22' 11" 12' 6"<br>1 dk | M Trawler Mchy.aft | Oil |
| **672099**<br>OVRR<br>Df Esd<br>Rdr<br>RTm/h/v | **JETTE BUE**<br>**Partrederiet Buen I**<br>P. Bork Shipping A/S<br>Copenhagen Danish | **299**<br>193<br>827 | 100A1<br>✠LMC<br>MN100 | EL ǀ $1\frac{1}{16}$"U2 | **1967**–10 O/Y Laivateoolisuus A/B—Abo<br>183' 9" 34' 6" 11' 0"<br>167' 4" 34' 1½" 18' 8"<br>P31' 1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4" WB382t | M OSD Mchy.aft<br>1 Ho 114½'<br>G.64417 B.56663<br>2 Ha (stl) (31½'×22'/12') (49½'×22')<br>3W Der 3(5) 3(3) | Oil 2SA 7Cy. 240×400 m<br>500bhp<br>Alpha-Diesel A/S<br>3×24, 24, 17½kW 580V 50<br>Controllable pitch prope |
| **681363**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JINGU MARU**<br>**Daikyo Sekiyu K.K.**<br>Tokyo Japanese | ~~78500~~ 73298<br>—<br>129000 | | NK | **1968** Ishikawajima-Harima Hvy Ind.—Aio<br>964' 8" (incl. BB) 142' 11" 52' 5"<br>853' 0" 142' 9" 74' 10"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 10Cy. 900×155<br>23000bhp Sulzer<br>Ishikawajima-Harima He |
| **660688**<br>DAGR<br>Rdr | **JLRI**<br>exHöegh Ilri–68 exJlri–66<br>**Barthold Richters**<br>Hamburg W. German | **3041**<br>1851<br>— | | GL | **1966** Schiffswerft Neptun—Ros<br>324' 5" 46' 8"<br>25' 3"<br>P65' Q12' F32' 2 dks | M<br>G.232454 B.213226<br>2 Ha<br>Cr 2(8) | Oil 4SA 8Cy. 520×740 m<br>3080bhp<br>Masch. Augsburg-Nür |

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| **JOHANNA MARIA**<br>**N.V. Jaczon Rederij & Haringhandel**<br>Scheveningen Netherland | ~~450~~ 377<br>~~210~~ 173<br>~~250~~ 316 | | **1968** T. van Duijvendijk's Schps.—Lekkerkerk<br>175′ 0″ 30′ 2″ 12′ 8″<br>150′ 0″ 29′ 6″<br>1 dk & S dk | M Trawler OSD Mchy.aft | Oil 4SA 8Cy. 305×460 mm<br>1240bhp<br>D. & J. Boot "De Industrie" Alp |
| **JOSÉ GRAÑA**<br>**Francisco Martines Chouza**<br>Coruña Spanish | ~~810~~ 273<br>— 102<br>— | BV | **1968** Maritima del Musel—Gjn<br>131′ 3″<br>113′ 10″ 25′ 5″ 13′ 5″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>1160bhp<br>Motorenw. Mannheim Mhm |
| **JOSEPHINE**<br>exElisabeth Mærsk–68<br>**Brigantine Transport Corp.**<br>Monrovia Liberian | 11223 ~~11527~~<br>7024 ~~6967~~<br>17000 | ✠100A1 SS 11/66<br>strengthened for ore cargoes—alternate holds may be empty<br>✠LMC<br>MN958 EL g†2$\frac{5}{16}$″SQ | **1951–6** Odense Staalskibs—Odn<br>526′ 9″ 68′ 4″ 30′ 1″<br>496′ 4″ 68′ 3″ 40′ 4″<br>P99′ B37′ F59′ 1 dk<br>NS 10BH conv tanker 62<br>rf nil WB6291t incl. Topside tanks 2521t DTm695t | M Mchy.aft<br>6 Ho<br>G.820000<br>6 Ha (39¼′, 52′, 30½′, 33½′, 33½′, 29¼′×34′)<br>14W Der 14(5) | Oil 2SA 6Cy. 740×1600 mm<br>5530bhp 1311t<br>Burmeister & Wain Cpn<br>2AuxB 180lb 13½k |
| **AN DE AUSTRIA**<br>**aviera Iberica S.A.**<br>Cadiz Spanish | 38663<br>24776<br>70350 | ✠100A1<br>oil tanker<br>✠LMC<br>MN4140 EL y † 3⅜″SQ | **1967–10** Ast. de Cadiz S.A.—Cdz<br>804′ 10″ (incl. BB) 116′ 8″ 40′ 0″<br>756′ 1″ 116′ 5″ 54′ 10″<br>1 dk<br>7BH<br>rf 5″ WB16530t incl. 13740t in clean ballast tanks | M Tanker Mchy.aft<br>10 Ta<br>L.3064379 HeCls B<br>Der 2(10) 2(2) 2(1½) | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 3550t (hvf)–70pd<br>Ast. de Cadiz S.A. Val<br>2WT AuxB 200lb ● (ex.g) 200lb<br>1×550kW 400V 50c/s a.c. 17k |
| **JULIEN DELMAS**<br>exOppelia–68<br>**Société Navale Delmas-Vieljeux**<br>Dunkirk French | 12993<br>7148<br>18369 | AB BV | **1960** Forg. & Ch. de la Gironde—Bdx<br>533′ 4″ 69′ 0″ 31′ 4⅜″<br>507′ 8″ 68′10¾″ 44′ 0″<br>P113′ F46′ 1 dk<br>RW<br>rf 2″ | M Ore Carrier Ref Mchy.aft<br>4 Ho<br>G.746594 In.1872<br>8 Ha<br>Der 1(5) 2(3–5) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp 1592t<br>Soc. Forg. & At. du Creusot La Creusot<br>14¼k |
| **JUSTINE McALLISTER**<br>exEsso Maine–68<br>exEsso Tug No. 10–55<br>**McAllister Bros. Inc.**<br>ew York United States | 192<br>97<br>— | AB | **1951** Gulfport S.B. & D.D. Corp.—Pt.Arthur<br>103′ 0″ 25′ 2″ 11′ 7⅝″<br>96′ 8″ 25′ 1″ 12′ 11″<br>1 dk<br>BK2½″ | D–E Tug | Oil 2SA 12Cy. 220×265 mm 1200bhp driving 1 gen. 814kW 560V d.c. connected to elec. motor 1020shp<br>77t (d.o)<br>General Motors Corp. Clv<br>1×30kW 110V d.c. 12k |
| **JUYU MARU No. 1**<br>**Nagoya Sekiyu K.K.**<br>Nagoya Japanese | 100<br>—<br>160 | | **1968** Sodeno Zosen—Nga<br>19′ 9″ 6′ 6″<br>80′ 4″ 19′ 8″ 7′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 140×170 mm<br>100bhp<br>Yanmar Diesel Eng. Co. Ltd. Osa |
| **KAIJIN MARU**<br>**F. Matsushima**<br>Fukuoka Japanese | 200<br>102<br>350 | | **1967** Sokooshi Zosen K.K.—Hiroshima<br>121′ 4″ 22′ 5″ 9′ 6″<br>108′ 2″ 22′ 4″ 10′ 5″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Matsue Nainenki Kogyo Matsue |
| **KAIJIN MARU No. 11**<br>**Hachiko Suisan K.K.**<br>Omaezaki-cho Japanese | 285<br>146<br>— | | **1967** Kanazashi Zosensho—Shimizu<br>155′ 1″ 26′ 0″ 10′ 7″<br>137′ 1″ 25′ 11″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>850bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **KAKI**<br>exFosnar–68 exFarmanden I–48<br>Sterkenils<br>**ut Orvik Partrederi**<br>Bergen Norwegian | 196<br>106<br>235 | | **1913** Akers M/V—Osl<br>120′ 7″ 20′ 1″ 9′ 6″<br>… … …<br>1 dk<br>R len 55 | M Mchy.aft<br>2 Ho<br>2 Ha (15′, 30′×11′)<br>2W Der 1(3½) 1(2½) | Oil 2SA 4Cy. 330×380 mm<br>240bhp NE53<br>Hjelset Motfbk Ålesund<br>8½k |
| **KAKUSHIN MARU**<br>Tsurumi **Yuso K.K.**<br>Tokyo Japanese | 2100<br>—<br>4050 | | **1968** Setoda Zosen—Setoda<br>279′ 6″ 40′ 1″ 21′ 2″<br>262′ 5″ 40′ 0″ 22′ 8″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 8Cy. 260×320 mm<br>1700bhp<br>Daihatsu Kogyo Osa |
| **KALINDI**<br>Pakistan **River Steamers Ltd.**<br>Chittagong Pakistan | 1000<br>500<br>1070 | **100A1**<br>oil tanker<br>for restricted service<br>Class contemplated | Jurong Shpyd Ltd.—Sng<br>214′ 6″ 37′ 2″ 11′ 6¼″<br>193′ 7″ 35′ 9″ 13′ 4″ | M Tanker Mchy.aft | Oil 4SA 8Cy. 260×320 mm<br>Daihatsu Kogyo Osa |
| For later particulars see New Entries **No. 12** | | | | | |
| **ALOFER**<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 1325<br>487<br>1570<br>**1815**<br>971<br>2259 | | **1967** I. Dimitrov Shipyard—Rousse<br>244′ 8″ 39′ 1″ 14′ 3¼″/17′ 4¼″<br>39′ 0″ 21′ 10″<br>P82′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>G.31106 B.28450<br>2W | Oil 2SA 6Cy. 360×600 mm<br>1320bhp Sulzer 120t<br>Jugoturbina Karlovac<br>12k |
| **KAMCHATSKY KOMSOMOLETS**<br>U.S.S.R.<br>Russian | 2920<br>1360<br>3400 | | **1968** Nystads Varv A/B—Nystad<br>335′ 0″ 46′ 1″ 18′ 9″<br>305′ 2″ 45′ 11″ 22′ 6″<br>1 dk | M | Oil 2SA 5Cy. 550×1100 mm<br>2900bhp<br>Bryansk Eng.Wks Bryansk |

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| 524149<br>LCQV<br><br>Rdr RT | **KANSTAD**<br>exMørejarl-68 exKanstad-66<br>exMørejarl-65<br>exOla Nordmann-56<br>**Gerhard Sætre**<br>Bergen Norwegian | 322<br>146<br>500 | <br><br>NV | **1953** C. Lühring—Brake<br>148' 0" 25' 6" 10' 2"<br>132' 10" 11 0"<br>P37' F12' 1 dk<br>RW | M Mchy.aft<br>1 Ho 88½'<br>G.22000 B.19400<br><br>2W | Oil 4SA 6Cy. 290×420 mm<br>360bhp<br>Masch. Kiel A.G. |
| 681541<br><br><br>Df Esd | **KAO YA No. 2**<br><br>**Kao Ya Fishery Co. Ltd.**<br>Kaohsiung China (Taiwan) | 279<br>159<br>105 | <br><br>CR (Taiwan) | **1968** Taiwan Mach. Corp.—<br>Kaohsiung<br>131' 10" 23' 4" 8' 10"<br>114' 11" 23' 3" 10' 5"<br>P64' F23' 1 dk | M Fishing Mchy.aft<br>3 Ho<br><br>3 Ha (6½'×5½') (4½', 4½'×3½')<br>2W Der 2(1) | Oil 4SA 6Cy. 270×400 mm<br>620bhp<br>Akasaka Tekkosho<br>2×64kW 220V a.c. |
| 536785<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAPTASTAMATI**<br>exTrebinje-68<br>**Efmariners Cia. S.A.**<br>Piræus Greek | 9845 ~~7404~~<br>5721 ~~4062~~<br>— ~~10360~~<br>~~9845~~<br>~~5721~~<br>— | ✠100A1 SS 2/69 ~~SS 8/64~~<br>DTa—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN2080 EL f†2½"SQ<br>JR<br>~~IN PORT DAMAGED AFTER FIRE 9/67~~ | **1960**-8 Brodogradiliste III Maj—Rka<br>509' 3" 67' 8" 26' 11"<br>475' 9" 67' 3½" 30' 10"<br>F88' 1 dk & S dk, 3rd dk in Nos. 2 & 3 holds<br>RW Coll BH to S dk 8 to 2nd dk<br>rf nil DK fwd WB2433t incl. DTa661t | M Ref OSD<br><br>G.633373 B.568628 In.22420<br><br>18W Der 20(5–10) | Oil 2SA 8Cy. 760×1550 mm<br>10400bhp Sulzer<br>C.R.D. Adriatico<br>2WTAuxB (1 o.f 1 ex.g) 11 |
| 509730<br>6KYK<br>62859<br>Df | **KARA**<br>exEdo Maru-67<br>**Gunhae Shipping Co. Ltd.**<br>Pusan S. Korean | 1911<br>992<br>2753 | <br><br>NK | **1948** Osaka Zosensho—Osa<br>283' 11" 40' 2" 17' 7"<br>270' 0" 40' 0" 20' 4"<br>P85' F29' 1 dk<br>RW | S Mchy.aft<br>2 Ho<br>G.130384 B.123110<br>2 Ha (34', 90'×21')<br>8W Der 2(8) 1(6) | T 3Cy. 16 1/16" 27½" & 47½"×3<br>1400ihp Emade45fitted48<br>Osaka Zosensho<br>2×25, 15kW 115V d.c. |
| 681410<br>OXIP<br><br>Df Esd<br>Rdr<br>RTm | **KAREN DANICA**<br><br>**I/S Danica**<br>H. Folmer & Co.<br>Copenhagen Danish | 299<br>178<br>643 | | **1968** H. C. Christensens<br>Staalskibsværft—Marstal<br>157' 6" 11' 1½"<br>141' 9" 30' 0" 11' 4"<br>P87' F23' 1 dk | M Mchy.aft<br>1 Ho 96½'<br>G.35000 B.30178<br>2 Ha (27½'×16½') (43½'×21')<br>2W Der 2(3) | Oil 2SA 5Cy. 260×400 mm<br>500bhp<br>Alpha-Diesel A/S<br>2×24kW 380V 50c/s a.c. |
| 513737<br>SYTY<br>970<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KARPATHOS**<br>exNafplion-68 exGuernsey-63<br>exMerkland-57<br>**Lia Shipping Co.**<br>Piræus Greek | 2037<br>1137<br>— | <br>✱BC class withdrawn—<br>Owners' request 6/66 | **1934**-9 Barclay, Curle & Co. Ltd.—Gls<br>270' 8" 40' 2" 19' 10½"<br>260' 0" 40' 0" 26' 0"<br>2 dks<br>R<br>BK1½" | S<br><br>G.139440 B.127160<br><br>8W Der 1(5) | T 3Cy. 14½" 25" & 41"×33"<br>973ihp<br>Barclay, Curle & Co. Ltd. |
| 518275<br>PFHI<br><br>Df Esd<br>RTm | **KARS**<br>exSuperior Trader-68<br>exKars-67<br>~~L. Remeeus N.V.~~<br>~~Scheepv. Maats. Norfolk Lijn~~<br>~~N.V.~~ **Erven K. Veling**<br>Groningen Netherland | 400<br>248<br>520 | <br><br>BV | **1955** A. Apol Schpsw.—Widrum<br>149' 3" 23' 9"<br>137' 3" 23' 7" 10' 7"<br>1 dk<br>RW len 66 | M Mchy.aft<br>1 Ho 88½'<br>G.22400 B.20800<br>2 Ha (34½', 24½'×14½')<br>2W Der 2(2) | Oil 4SA 6Cy. 300×480 mm<br>395bhp<br>N.V. Werkspoor<br>2×5kW 110V d.c. |
| 681170<br>JGGG<br>101779<br>Df Gc<br>Pfd Rdr<br>RT | **KASHIMA MARU No. 11**<br><br>**J. Abe**<br>Ishinomaki Japanese | 347<br>157<br>— | | **1967** Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>166' 0" 28' 11" 10' 11"<br>146' 4" 28' 10" 12' 5"<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1500shp<br>Niigata Eng. Co. Ltd. |
| 518368<br>OGUL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KASTE**<br>exKatholm-68<br>**Laivanisännistöyhtiö Kaste**<br>Aug. Soini<br>Turku/Åbo Finnish | T.Mk 684<br>~~262~~ 277<br>~~1000~~ 1075<br>1166<br>~~650~~ 631<br>1512 | <br><br>BV | **1961** Aarhus Flydk. & Msk.—Aar<br>241' 2" 33' 7" 12' 6"/15' 0"<br>220' 2" 33' 5½" 19' 8"<br>1 dk & S dk<br>RW<br>rf 3" | M OSD/CSD Mchy.aft<br>1 Ho 131½'<br>G.82700 B.75970<br>3 Ha (31½', 31½', 32'×19')<br>6W Der 6(3) | Oil 4SA 6Cy. 385×580 mm<br>1150bhp<br>Masch. Kiel A.G.<br>3×55kW 220V d.c. |
| 681365<br>JEIR<br>103482<br>Df Esd<br>Gc Pfd<br>Rdr<br>RT m/h | **KATHRYN MARU**<br><br>**Yamashita-Shinnihon**<br>**Kisen K.K.**<br>Tokyo Japanese | 20686<br>15071<br>26177 | <br><br>NK | **1968** Maizuru Jukogyo Ltd.—Maizuru<br>578' 0" (incl. BB) 82' 2" 32' 10"<br>541' 4" 82' 1" 57' 5"<br>1 dk | M Bulk Carrier Mchy.aft<br>5 Ho 88', 65½', 99¾', 65½', 99¾'<br>G.1726162<br>5 Ha (stl) (55¾', 42', 73½', 39½', 73½'×48½')<br>Cr 2(10) | Oil 2SA 8Cy. 620×1400<br>9600bhp B&W<br>Hitachi Zosen<br>3×340kW 450V 60c/s a.c |
| 681171<br>JQKL<br>101596<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KATORI MARU No. 17**<br><br>**K. Sakamoto**<br>Muroto Japanese | 251<br>109<br>— | | **1967** Kanazashi—Shimizu<br>140' 0" 24' 8" 9' 6"<br>123' 0" 24' 7" 11' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 m<br>750bhp<br>Akasaka Tekkosho |
| 532876<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **KATRINA N**<br>exFimona-68 exSimona-65<br>**Santa Rosa Nav. Co.**<br>Cyprus<br>Name should be **KATINA M** See New Entries No. 5 | 10339<br>5946<br>16155 | <br><br>NV | **1953** Uddevallavarvet A/B—Udv<br>532' 8" 64' 2" 29' 9½"<br>500' 8" 64' 0"<br>P107' B42' F59' 1 dk | M Tanker Mchy.aft<br>19 Ta | Oil 2SA 7Cy. 780×1400<br>6300bhp<br>Masch. Augsburg-N<br>3×220V d.c. |
| 681443<br><br><br>Rdr | **KAZUE MARU No. 5**<br><br>**Takara Ishiji**<br>Kurahashi Japanese | 195<br>106<br>400 | | **1967** Sasaki Zosen—Kinoe<br>128' 7" 22' 0" 9' 10"<br>114' 10" 21' 11" 10' 10"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 230×38<br>350bhp<br>Fuji Seizakusho |

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| **KENNEDY**<br>Name should be **J. F. KENNEDY** See New Entries No. **1** | | | | | |
| **KEO**<br>exPegasos–68 exAltair–67<br>exBulkoil–66<br>~~Nafion Shipping Corp.~~<br>Monrovia Liberian<br>**Nafplion Shipping Corp.** | **15797**<br>11928<br>30006 | AB | **1949** Welding Shpyds Inc.—Norfolk<br>629′ 8″ 84′ 2″ 33′ 5⅛″<br>615′ 0″ 84′ 0″ 43′ 9″<br>Q254′ F109′ 1 dk<br>RW<br>rf 3″ | S Tanker Mchy.aft<br>24 Ta<br>L.1252145 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17600shp 4629t (o.f)–83pd<br>General Electric Co. Lyn<br>16½k |
| **KERGUELEN**<br>**Cie. Maritime des Chargeurs Reunis**<br>Dunkirk French | **10618**<br>~~6940~~ 5941<br>13723 | BV | **1967** Ch. Nav. de La Ciotat—La Ciotat<br>515′ 1″ 71′ 7″ 31′ 10″<br>478′ 2″ 71′ 6″ 41′ 0″<br>3 dks<br>rf 3″ | M Ref (2P) Mchy.aft<br>5 Ho 47′, 63¼′, 63′, 63′, 63′<br>G.660351 B.610275<br>6 Ha (stl) (24¾′×17½′) (39¼′×24½′) (44½′×11½′) (44½′×24½′) (44½′×11½′) (30¼′×17½′)<br>Cr 1(79) Der 4(13) 11(5) | Oil 2SA 6Cy. 900×1990 mm<br>13800bhp Sulzer 2016t<br>Cie. de Const. Méc. Mantes<br>3×505kW 380/400V 50c/s a.c. 19k |
| **KHALED I**<br>**Suez Canal Authority**<br>rt Said Egyptian (U.A.R.)<br>Now **BAYOUMI** See New Entries No. 6 | **220**<br>—<br>— | A1<br>pontoon<br>Class contemplated | Soc. du Canal Const. Nav.—<br>P.Sd<br>75′ 6″ 44′ 4″ 5′ 3″<br>74′ 6″ 43′ 3″ 9′ 0″ | TM Floating Crane | 3 Oil 4SA each 6Cy. 135×160 mm geared to 2 sc. shafts<br>Klöckner-Humboldt-Deutz Kln<br>Directional propellers |
| **HALED II**<br>**Suez Canal Authority**<br>Port Said Egyptian (U.A.R.)<br>Now **SHAALAN** See New Entries No. 6 | **220**<br>—<br>— | A1<br>pontoon<br>Class contemplated | Soc. du Canal Const. Nav.—<br>P.Sd<br>75′ 6″ 44′ 4″ 5′ 3″<br>74′ 6″ 43′ 3″ 9′ 0″ | TM Floating Crane | 3 Oil 4SA each 6Cy. 135×160 mm geared to 2 sc. shafts<br>Klöckner-Humboldt-Deutz Kln<br>Directional propellers |
| **KHERSONES**<br>**U.S.S.R.**<br>Russian | **3500**<br>—<br>4600 | | **1968** Rauma-Repola O/Y—Rauma<br>348′ 3″ 50′ 8″ 21′ 4″<br>318′ 3″ 50′ 6½″ 25′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W<br>Bryansk Eng. Wks Bryansk |
| **KIHO MARU**<br>**Kawasaki Kisen K.K. & Iino Kaiun K.K.**<br>okyo Japanese | ~~99200~~ **100282**<br>—<br>182889 | NK | **1968** Kawasaki Dockyd Co. Ltd.—Kob<br>1040′ 0″ (incl. BB) 165′ 6″ 55′ 9″<br>990′ 10″ 165′ 4″ 77′ 3″ | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>28000shp (o.f)<br>Kawasaki Dockyd Co. Ltd. Kob |
| **KIKU MARU No. 2**<br>**N. Fujino**<br>Hiroshima Japanese | **196**<br>91<br>333 | | **1968** Yoshiura Zosen—Kur<br>108′ 11″ 27′ 3″ 9′ 1″<br>96′ 5″ 27′ 2″ 9′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>600bhp<br>Hanshin Nainenki Kogyo Kob |
| **KINSEI MARU No. 32**<br>**T. Terada**<br>Kawaishi Japanese | **194**<br>73<br>— | | **1967** Niigata Eng. Co. Ltd.—Niigata<br>139′ 1″ 23′ 8″ 9′ 1″<br>122′ 8″ 23′ 7″ 10′ 4″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **KIPTION**<br>**Francis & Gilders Ltd.**<br>London & Rochester Trading Co. Ltd.<br>Colchester British | **198**<br>123<br>275 | | **1968** London & Rochester Trading Co. Ltd.—Strood<br>106′ 0″ 22′ 10″ 8′ 9″<br>98′ 0″ 22′ 6″ 9′ 6″<br>1 dk | M Mchy.aft | 2 Oil 4SA each 6Cy. 4″×4½″ geared to sc. shaft<br>180bhp<br>Blackstone & Co. Ltd. Stamford<br>7k |
| **OEI MARU**<br>ozai Maru No. 5–68<br>**a Kaiun K.K.**<br>Tokyo Japanese | **3764**<br>2085<br>5374 | NK | **1949** Mitsubishi Jukogyo—Yka<br>363′ 2″ 49′ 11″ 23′ 1″<br>341′ 11″ 49′ 10″ 27′ 7″<br>P21′ B100′ F30′ 1 dk, pt 2nd dk<br>RW | M<br>4 Ho<br>G.237845 B.225520<br>4 Ha (27′, 37½′, 30′, 30′×19¾′)<br>10W Der 1(15) 10(5) | Oil 4SA 8Cy. 470×700 mm<br>2800bhp NE61 498t<br>Ito Tekkosho Shimizu<br>2×75kW 110V d.c. 11¾k |
| **KOEI MARU**<br>**H. Kawaguchi**<br>Hiroshima Japanese | **186**<br>86<br>360 | | **1967** Kimura Zosensho—Yutaka<br>108′ 2″ 27′ 3″ 9′ 1″<br>96′ 8″ 27′ 2″ 9′ 10″<br>1 dk | M Sand Carrier Mchy.aft | Oil 4SA 6Cy. 200×240 mm<br>400bhp<br>Yanmar Diesel Eng. Co. Ltd. Osa |
| **KOFUKU MARU No. 2**<br>**Daiwa Kaiun K.K.**<br>Naruto Japanese | **1[illegible]9**<br>105<br>350 | | **1967** Kishimoto Zosen—Kinoe<br>114′ 10″ 25′ 0″ 10′ 1″<br>108′ 2″ 24′ 11″ 11′ 1″<br>1 dk | M Sand Carrier Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>450bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **OJIN MARU No. 8**<br>**T. Tamoto**<br>Hiroshima Japanese | **199**<br>91<br>333 | | **1967** Yoshiura Zosen—Kur<br>97′ 8″ 27′ 3″ 9′ 1″<br>96′ 5″ 27′ 2″ 10′ 1″<br>1 dk | M Mchy. aft | Oil 4SA 12Cy. 200×240 mm<br>560bhp<br>Yanmar Diesel Eng. Co. Ltd. Osa |
| **KOJIN MARU No. 18**<br>**M. Nakayama**<br>Hiroshima Japanese | **199**<br>93<br>333 | | **1967** Yoshiura Zosen—Kur<br>97′ 5″ 27′ 3″ 9′ 1″<br>96′ 5″ 27′ 2″ 9′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 12Cy. 200×240 mm<br>650bhp<br>Yanmar Diesel Eng. Co. Ltd. Osa |

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| 681177<br>JM2639<br>100520<br>Rdr | **KONAN MARU**<br><br>**Nanko Kisen K.K.**<br>Kamae Japanese | 499<br>273<br>1000 | | **1968** Honda Zosen—Sakai<br>179′ 1″ 29′ 7″ 13′ 7″<br>160′ 8″ 29′ 6″ 14′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>900bhp<br>Usuki Tekkosho |
| 671505 | **KONARKA**<br>Launched as Paradeep<br>**Government of Orissa**<br>Calcutta Indian | 1600<br>—<br>— | **100A1**<br>hopper dredger<br>for restricted service<br>Class contemplated | Garden Reach Wkshops Ltd.—<br>Cal<br>238′ 10″ 14′ 8″<br>224′ 7″ 41′ 4″ 17′ 9″<br><br>RW | TM Hopper Dredger Mchy.aft | 2 Oil 4SA each 8Cy. 235×<br><br>Masch. Augsburg-Nürnber |
| 681178<br>JK2548<br>100713 | **KONPIRA MARU No. 8**<br><br>**J. Ohnaka and others**<br>Takehara Japanese | 198<br>89<br>380 | | **1967** Matsuura Tekko Zosen K.K.—<br>Higashino<br>126′ 11″ 22′ 5″ 9′ 6″<br>111′ 6″ 22′ 4″ 10′ 5″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Hanshin Nainenki Kogyo |
| 681569<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KONRAD MEISEL**<br>**German Federal Govt.**<br>**(Wasser-und Schiffahrts-**<br>**verwaltung-)**<br>Wasser-und Schiffahrtsamt<br>Cuxhaven<br>Cuxhaven W. German | 515<br>144<br>— | | **1968** Jadewerft G.m.b.H.—<br>Wilhelmshaven<br>160′ 2″ 31′ 4″ 10′ 8″<br>147′ 7″ 31′ 2″ 15′ 3″<br>1 dk | M Buoy Ship | 2 Oil 4SA each 8Cy. 2<br>geared to sc. shaft<br>750bhp<br>Klöckner-Humboldt-Deut |
| 681487<br>SPXX<br><br>Df Esd<br>Gc Rdr | **KOPALNIA**<br>**MOSZCZENICA**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 8500<br>5000<br>11500 | | **1968** A/S Nakskov Skibsv.—Nkv<br>464′ 11″ 63′ 2″ 26′ 10¾″<br>436′ 5″ 63′ 0″ 37′ 5″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 620×1400 m<br>6550bhp B&W<br>H. Cegielski |
| 681542<br>UOFL<br>M-11552 | **KORYAK**<br>exYesaki Maru–30<br>**U.S.S.R.**<br>Vladivostok Russian | 4213<br>2635<br>6549 | <br><br>✠Classed LR until 8/31 | **1919**–9 Osaka Iron Wks Ltd.—Inn<br>377′ 10″ 52′ 11″ 23′ 5½″<br>52′ 9″ 28′ 2″<br>1 dk & S dk<br>conv dry cargo ship — | S Fish Factory ÖSD<br>4 Ho<br>G.214396<br>4 Ha (each 16½′×16½′)<br>10W Der 8(3) 2(1½) | T 3Cy. 24″ 41″ & 67″×48″<br><br>Osaka Iron Wks Ltd. |
| 681179<br>JMFB<br>101375<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KORYO MARU No. 31**<br><br>**S. Ogino**<br>Takaoka Japanese | 314<br>162<br>— | | **1967** Kanasashi Zosensho—Shimizu<br>161′ 0″ 26′ 7″ 10′ 11″<br>142′ 8″ 26′ 6″ 12′ 1″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 m<br>1000bhp<br>Hanshin Nainenki Kogyo |
| 681180<br>JDSH<br>101187<br>Df Esd<br>Gc Rdr<br>RT | **KORYO MARU No. 86**<br><br>**Senkon Gyogyo K.K.**<br>Kushiro Japanese | 315<br>152<br>— | | **1967** Niigata Eng. Co. Ltd.—Niigata<br>154′ 6″ 27′ 3″ 10′ 6″<br>136′ 10″ 27′ 2″ 11′ 10″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 310×380 m<br>1400bhp<br>Niigata Eng. Co. Ltd. |
| 532679<br>9VMK<br>333079<br>Df Esd | **KOTA MACHAN**<br>exSibigo–68<br>**Pacific International Lines**<br>**Ltd.**<br>Singapore Singapore | 2286<br>1250<br>2703 | <br><br>BV | **1950** C. v.d. Giessen—Krimpen<br>293′ 6″ 43′ 3″ 18′ 0½″<br>43′ 1″<br>P43′ B75′ F34′ 1 dk | M (9P) Ref<br><br>B.129023 In.1081<br>4 Ha (20½′×13½′) (21′, 18½′,<br>16½′×16½′)<br>8W Der 1(20) 8(3) | Oil 2SA 5Cy. 480×700 m<br>1300bhp Sulzer<br>N.V. Werkspoor |
| 532179<br>9VLM<br>181579<br>Df Esd<br>Rdr | **KOTA RAJAH**<br>exShansi–67<br>**Pacific International Lines**<br>**Ltd.**<br>Singapore Singapore | 3161<br>1631<br>2628 | **BS✻** SS 10/67<br><br>**MBS✻**<br><br>MN360 CT3001 C30 S30 | **1947**–2 Scotts' S.B. & Eng. Co. Ltd.—<br>Grk<br>321′ 0″ 46′ 4″ 18′ 0¾″<br>298′ 0″ 46′ 0″ 25′ 0″<br>P&B190′ F66′ 2 dks<br>R 6BH<br>rf 2″ WB885t incl. DT330t | M (11P) Ref CSD<br>4 Ho 51½′, 72′, 36′, 44¾′<br>G.172673 B.158163 In.3700<br>4 Ha (16′×14′) (31½′, 27′×16′)<br>(13½′×12′)<br>10W Der 1(20) 2(10) 4(5) 4(2) | Oil 2SA 4Cy. 480×1660<br>1800bhp Doxford<br>Scotts' S.B. & E. Co. Lt<br>db 100lb<br>3×75kW 220V d.c. |
| 533427<br>9VLN<br>181743<br>Df Esd<br>Rdr | **KOTA RATU**<br>exSoochow<br>**Pacific International Lines**<br>**Ltd.**<br>Singapore Singapore | 3154<br>1640<br>2568 | **BS✻** SS 8/67<br><br>**MBS✻**<br><br>MN360 CT3001 C30 S30 | **1947**–12 A. & J. Inglis Ltd.—Gls<br>321′ 0″ 46′ 6″ 18′ 1½″<br>293′ 0″ 46′ 0″ 25′ 0″<br>P36′ B117′ F61′ 2 dks<br>R 6BH<br>rf 2″ WB911t incl. DT330t | M (11P) Ref CSD<br>4 Ho 51½′, 72′, 36′, 44¾′<br>G.177644 B.159875 In.3700<br>4 Ha (16′×14′) (31½′, 27′×16′)<br>(13½′×12′)<br>10W Der 1(17½) 2(10) 4(5) 4(2) | Oil 2SA 3Cy. 520×2080<br>1800bhp Emade37refit<br>Wm. Doxford & Sons L<br>db 100lb<br>3×75kW 220V d.c. |
| 681445<br><br><br>Rdr | **KOTOKU MARU**<br><br>**Yamasaki Kaiun K.K.**<br>Kushimoto Japanese | 981<br>515<br>1800 | <br><br>NK | **1967** Kishimoto Zosen—Kinoe<br>183′ 8″ 13′ 8″<br>169′ 7″ 29′ 6″ 14′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 350×550<br>1500bhp<br>Hanshin Nainenki Kog |
| 681130<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOTOVSKI**<br><br>**U.S.S.R.**<br>Odessa Russian | 5000<br>—<br>4400 | | **1968** Cant. Nav. Breda—Ven<br>400′ 0″ 55′ 11″ 24′ 7½″<br>360′ 11″ 55′ 9½″ 37′ 1″<br>4 dks, pt 5th dk<br>RW | M Ref CSD | Oil 2SA 7Cy. 680×1200<br><br>Fiat S.G.M. |
| 681446<br>JK2455<br>97950<br>Rdr | **KOUN MARU No. 2**<br><br>**Baba Kaiun K.K.**<br>Kamagari Japanese | 500<br>300<br>1000 | | **1967** Kishimoto Zosen—Kinoe<br>176′ 6″ 29′ 7″ 13′ 2″<br>162′ 5″ 29′ 6″ 14′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330×470<br>1000bhp<br>Makita Tekkosho |

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| **KOWA MARU No. 1**<br>**S. Ozawa**<br>Shimizu Japanese | 437<br>217<br>750 | | **1967** Sokooshi Zosen—Higashino<br>169′ 2″ 27′ 0″ 11′ 11″<br>154′ 2″ 26′ 11″ 13′ 1″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Hanshin Nainenki Kogyo Kob |
| **KOWAN MARU No. 1**<br>**Kowan Kaihatsu K.K.**<br>Yokohama Japanese | 499<br>270<br>900 | | **1967** Sokooshi Zosen—Higashino<br>176′ 10″ 28′ 11″ 13′ 1″<br>160′ 9″ 28′ 10″ 13′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 350×550 mm<br>1250bhp<br>Hanshin Nainenki Kogyo Kob |
| **KOYO MARU**<br>**Shinwa Kaiun K.K.**<br>Tokyo Japanese | ~~10500~~ 10099<br>~~6700~~ 6025<br>16200 | NK | **1968** Namura Zosensho—Osa<br>492′ 3″ 69′ 0″ 27′ 10″<br>459′ 4″ 68′ 11″ 39′ 4″<br>1 dk<br>RW | M Mchy.aft | 2 Oil 4SA each 7Cy. 400×540 mm geared to sc. shaft<br>7600bhp MAN<br>Mitsubishi Hvy Ind. Ltd. Yka |
| **KOYO MARU**<br>**Takebayashi Kisen K.K.**<br>Yasa Japanese | 2064<br>1158<br>3397 | NK | **1968** Koyo Dock—Mihara<br>284′ 11″ 42′ 9″ 19′ 0″<br>262′ 5″ 42′ 8″ 21′ 8″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 470×820 mm<br>2500bhp<br>Ito Tekkosho Shimizu |
| **RALJEVICA**<br>**ugoslavenska Linijska Plovidba (Yugoslav Line)**<br>Rijeka Yugoslav<br>For later particulars see New Entries No. 12 | T.Mk **6276**<br>3291<br>**7382**<br>8555<br>4658 | **100A1**<br>Class contemplated<br>**✠Lloyd's RMC**<br>JR | Italcantieri S.p.A.—Mfl<br>497′ 5″ 65′ 9″ 25′ 5⅛″<br>453′ 9″ 65′ 7½″ 37′ 9″ | M Ref<br>In.15220 | Oil 2SA 7Cy. 750×1320 mm<br>Fiat<br>C.R.D. Adriatico Trl |
| **KRAN III**<br>**Hövding Skipsopphugging, Einar Hövding**<br>Sandnessjöen Norwegian | 266<br>96<br>— | | **1941** G. Renck Jr.—Ham<br>86′ 8″ 42′ 8″<br>... ... ... | TM Crane Ship | 2 Oil 4SA each 4Cy. 220×280 mm<br>300bhp<br>Klöckner-Humboldt-Deutz Kln |
| **KRISTIAN BIRKELAND**<br>**earnley & Eger**<br>slo Norwegian | ~~16400~~ 16532<br>~~8050~~ 8245<br>~~16522~~ | | **1968** Chant. Nav. de La Ciotat—La Ciotat<br>561′ 3″ 80′ 2″ 28′ 8⅝″<br>521′ 8″ 80′ 0½″ 50′ 10″<br>1 dk | M Liquefied Gas Carrier (45P)<br>Mchy.aft<br>3 Ta<br>L.776918 HeCls. B<br>Cr 1(5) Der 2(5) | Oil SA 6Cy. 900×1600 mm<br>13609bhp 1780t (hvf)–47pd<br>Fiat S.G.M. Tur<br>3×600kW 440V 60c/s a.c. 17k |
| **UALA KRAI**<br>exHai Pheng–68<br>**Hup Hoe Shipping Co.**<br>Penang Malaysian | 168<br>89<br>— | | **1945** .....................Butterworth<br>*87·6′* 22′ 11″<br>... ... ...<br>1 dk | Wood M | Oil 4SA 6Cy. 225×330 mm<br>Emade56fitted59<br>Otto Wolfe Kln |
| ~~**KUROGAMI MARU No. 1**~~<br>**KUROGAI MARU No. 1**<br>**Ueno Unyu Shokai**<br>Yokohama Japanese | ~~2999~~ 2982<br>—<br>5800 | NK | **1968** Imai Zosen—Kochi<br>49′ 4″ 21′ 2″<br>311′ 8″ 49′ 3″ 25′ 0″<br>1 dk<br>RW | M Tanker Mchy.aft | 2 Oil 4SA each 8Cy. 300×380 mm<br>2660bhp<br>Daihatsu Kogyo Osa |
| **KUROGANE MARU**<br>**Daito Unyu K.K.**<br>Tokyo Japanese | 310<br>—<br>— | | **1968** Osaka Zosensho—Osa<br>10′ 4″<br>114′ 10″ 32′ 2″ 14′ 5″<br>1 dk<br>RW | TM Tug | 2 Oil 4SA each 6Cy. 310×380 mm<br>3500bhp<br>Niigata Eng. Co. Ltd.<br>Directional propellers Niigata |
| **WEICHOW**<br>Norman–68 exKweichow–66<br>China **Nav. Co. Ltd.**<br>John Swire & Sons Ltd.<br>London British | T.Mk<br>3954<br>1687<br>—<br>5735<br>3066<br>— | **✠100A1** SS 10/64<br>DTmf—vegetable oil or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN890 EL z 2¼″SQ | **1959–8** Taikoo D. & E. Co.—H.Kg<br>422′ 1″ 56′ 0″ 24′ 1″<br>390′ 0″ 55′ 9″ 33′ 6″<br>P32′ F26′ 2 dks<br>RW 6BH to U dk 2 to 2nd dk<br>rf 3″ WB1844t incl. Tunnel tanks DTmf974t | M (2P) Ref CSD<br>4 Ho 54′, 69¾′, 30′ DT, 67½′, 57½′<br>G.319988 B.297799 In.24215<br>5 Ha (stl) (22½′×17′) (40′, 15′, 27½′×20′) (25′×18′)<br>14W Der 4(10) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford (hvf)<br>Taikoo D. & E. Co. H.Kg<br>AuxB 100℔<br>4×180kW 220V d.c. |
| **KYOFUKU MARU No. 22**<br>**Daiju Gyogyo K.K.**<br>Fukuoka Japanese | 114<br>41<br>125 | | **1968** Fukuoka Zosen—Fukuoka<br>109′ 11″ 18′ 10″ 7′ 6″<br>95′ 11″ 18′ 9″ 8′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>650bhp<br>Makita Tekkosho Takamatsu |
| **YOFUKU MARU No. 23**<br>**Daiju Gyogyo K.K.**<br>Fukuoka Japanese | 114<br>41<br>125 | | **1968** Fukuoka Zosen—Fukuoka<br>109′ 11″ 18′ 10″ 7′ 6″<br>95′ 11″ 18′ 9″ 8′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>650bhp<br>Makita Tekkosho Takamatsu |
| **KYOKUSHIN MARU**<br>**Asahi Tanker K.K.**<br>Osaka Japanese | 499<br>—<br>1020 | | **1967** Tokushima Zosen—Tokushima<br>28′ 11″ 13′ 8″<br>162′ 5″ 28′ 10″ 14′ 5″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>1000bhp<br>Hanshin Nainenki Kogyo Kob |

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| 681375<br>JI-2256<br>102003<br>Rdr RT | **KYOKUYO MARU**<br><br>**Asahi Tanker K.K.**<br>Osaka Japanese | 994<br>—<br>2040 | | **1967** Tokushima Zosen—Tokushima<br>34′ 6″ 17′ 1″<br>213′ 3″ 34′ 5″ 18′ 1″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 350×550 mm<br>1500bhp<br>Hanshin Nainenki Kogyo |
| 681616<br><br><br>Df Esd<br>Pfd Rdr | **KYOSHIN MARU**<br><br>**Okada Kaiun K.K.**<br>Osaka Japanese | ~~2000~~ 2567<br>—<br>~~3700~~ 4180 | | **1968** Shin Naniwa Dock Co. Ltd.—Osa<br>282′ 2″ 43′ 5″ 20′ 2″<br>43′ 4″ 23′ 0″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 470×820 mm<br>2500bhp<br>Ito Tekkosho |
| 681183<br>JDYS<br>101056<br>Df Esd<br>Gc Rdr<br>RT | **KYOTAKU MARU**<br><br>**Sankyo Kaiun K.K.**<br>Tokyo Japanese | 4507<br>2972<br>6792 | NK | **1967** Mitsubishi Hvy Ind. Ltd.—Smk<br>391′ 6″ 54′ 6″ 22′ 10″<br>360′ 11″ 54′ 5″ 28′ 3″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 520×1050 mm<br>4600bhp<br>Kobe Hatsudoki Seizosho |
| 519669<br>SYLP<br>2086<br>Esd Pfd<br>RTm | **KYRIAKOULA K**<br>exKrios–68 exGarthfield–62<br>exLairdsoak–60<br>exSilver Coast–46 exNgarua–40<br>**Spyrogiannis Kavadas & Co.**<br>"Mesco" Mediterranean<br>Shipping Co. Ltd.<br>Piræus Greek | 496<br>286<br>750 | ✠100A1 SS 8/66<br><br>✠LMC<br><br>EL h | **1938**–1 T. van Duijvendijk's Sch.—<br>Lekkerkerk<br>170′ 0″ 28′ 10″ 11′ 5½″<br>160′ 0″ 28′ 6″ 11′ 10″<br>P45′ Q102′ F17′ 1 dk<br>R NS 3BH<br>WB247t | M Mchy.aft<br>2 Ho<br>G.40000 B.38000<br>2 Ha (37½′×18′) (40′×19′)<br>Der 2(3) | Oil 2SA 6Cy. 250×420 mm<br>480bhp<br>Atlas-Diesel<br>2×15, 10kW 110V d.c. |
| 541539<br>DVBZ<br><br>Df Esd<br>Gc Rdr<br>RT | **LSCO AMIHAN**<br>exAmihan–68 exDeneb–67<br>exStanvac Sunda–63<br>exTankhaven II–59<br>exTantallon–48<br>**Luzon Stevedoring Corp. Inc.**<br>Manila Philippine | 3155<br>1698<br>4110 | AB<br><br>Classed LR until 9/50 | **1945** J. A. Jones Const. Co.—<br>Panama City<br>327′ 0″ 48′ 4″ 19′ 4″<br>309′ 0″ 48′ 2″ 21′ 10″<br>P84′ B35′ F48′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>12 Ta 1 Ho 27′<br>L.206167<br>1 Ha (8′×8′) | Oil 2SA 6Cy. 255×330 mm<br>1400bhp<br>Nordberg Mfg Co. |
| 536302<br><br><br>Df Esd<br>Gc Rdr<br>RTh/v | **LACASIELLE**<br>exTogo–68 exStella Marina–56<br>exTilthorn–54<br>exSvalbard K.N.M.–54<br>exTogo–47<br>**Taboga Enterprises Inc.**<br>Panama Panamanian | 5054<br>2852<br>6649 | GL | **1938** Bremer Vulkan—Vgk<br>438′ 7″ 58′ 8″ 24′ 0½″<br>58′ 6″ 34′ 5″<br>F84′ 1 dk & S dk<br>R | M Ref OSD<br>5 Ho 60½′, 69′, 49½′, 49½′, 73½′<br>G.440271 B.392894 In.17587<br>5 Ha (stl) (27½′, 35½′×18½′)<br>(14½′×16½′) (29½′, 29½′×20½′)<br>18W Der 1(50) 1(30) 4(5) 10(3–5) 4(3) | Oil 2DA 8Cy. 600×1100<br>5100bhp<br>Bremer Vulkan<br>3×120kW 220V d.c. |
| 672685<br><br>333946<br>RTv | **LADY LAURA**<br><br>**J. H. Pigott & Son Ltd.**<br>Grimsby British | 114<br>—<br>— | ✠A1<br>tug<br>Humber Estuary service<br>✠LMC<br>MN248 EL (a) | **1967**–12 Richards (Shipbuilders) Ltd.—<br>Lwt<br>83′ 0″ 24′ 1″ 9′ 5″<br>75′ 0″ 23′ 0″ 11′ 0″<br>4BH<br>rf 24″ BK5″ WB31t | TM Tug Mchy.aft | 2 Oil 4SA each 6Cy. 8″×<br>geared<br>1240bhp<br>Ruston & Hornsby<br>2×22, 12kW 400V 50c/s |
| 672943<br><br>333945<br>RTv | **LADY MARINA**<br><br>**J. H. Pigott & Sons Ltd.**<br>Grimsby British | 114<br>—<br>— | ✠A1<br>tug<br>Humber estuary service<br>✠LMC<br>MN248 EL (a) | **1967**–10 Richards (Shipbuilders) Ltd.—<br>Lwt<br>83′ 0″ 24′ 1″ 9′ 5″<br>75′ 0″ 23′ 0″ 11′ 0″<br>4BH<br>rf 24″ BK5″ WB31t | TM Tug Mchy.aft | 2 Oil 4SA each 6Cy. 8″×<br>geared<br>1240bhp<br>Ruston & Hornsby<br>2×12, 22kW 400V 50c/s |
| 537797<br>MDXU<br>301255 | **LADY SORCHA**<br>exVendome–68<br>**Thomas Watson (Shipping)<br>Ltd.**<br>D. J. Bradley<br>Rochester British | 344<br>173<br>450 | BV | **1960** Brazen Island Shpyd Ltd.—Polruan<br>148′ 6″ 24′ 8″ 9′ 6″<br>136′ 0″ 24′ 0″ 10′ 6″<br>P48′ F18′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 87½′<br>G.24000 B.22400<br>2W Der 2(2) | Oil 4SA 6Cy. 8¾″×11½″<br>Lister Blackstone Mar. L |
| 671807<br>EFOF<br><br>Esd Gc<br>Rdr RT | **LAGO SAN MAURICIO**<br><br>**Naviera Lagos S.A.**<br>Bilbao Spanish | T.Mk<br>**1639**<br>756<br>— | ✠100A1<br><br>✠LMC<br>✠Lloyd's RMC<br>MN920 EL Q 1½″U2 | **1967**–12 Astano S.A.—Frl<br>317′ 2″ 45′ 5″<br>288′ 9″ 45′ 3½″ 26′ 11″<br>Ba97′ F32′ 2 dks, 3rd dk fwd of mchy. space<br>Coll BH to U dk 5 to 2nd dk<br>rf 6″ WB400t incl. DTf58t | M Ref Mchy.aft<br><br>In.148400 | Oil 2SA 6Cy. 500×1100<br>4600bhp B&W<br>Soc. Española de Cons<br>AuxB 100lb<br>3×320, 320, 200kW 380V |
| 514438<br>LNJU<br><br>Df Esd<br>Rdr | **LANDKJENNING**<br>exHavskjer–68<br>**Erling Solholm Partrederi**<br>Molde Norwegian | ~~170~~ 157<br>~~70~~ 68<br>175 | NV | **1955** A. M. Liaaen Skibs.—Ålesund<br>106′ 5″ 20′ 8″ 9′ 2½″<br>96′ 4″ 20′ 6″ 10′ 6″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 4Cy. 230×400 m<br>240bhp<br>Alpha-Diesel A/S |
| 681342<br><br><br>Df Esd<br>Pfd Rdr | **LANGWARDERSAND**<br><br>**Partenreederei<br>m.s. "Langwardersand"**<br>Helmut Meyer<br>Brake W. German | ~~1599~~ T.Mk<br>— **812**<br>— 488<br>—<br>1594<br>1171<br>— | GL | **1968** Elsflether Werft A.G.—Elsfleth<br>259′ 10″ 42′ 7″ 14′ 7¾″/19′ 9¾″<br>236′ 3″ 42′ 0″ 23′ 3″<br>1 dk & S dk | M ~~OSD/CSD~~ Mchy.aft<br><br>G.140050 B.119600<br>4 Ha (each 29½′×25½′)<br>6W Der 4(3–5) Cr 1(20) 1(5–8) | Oil 4SA 8Cy. 450×550<br>3000bhp<br>Atlas-Mak Masch. |

# REGISTER OF SHIPS

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| **LASSI**<br>exSaad-68 exZero-66<br>exSantoni-58 exGladan-57<br>exInland-44 exKaranan-39<br>~~Saadallah Toufic Chebaro~~<br>Beirut Lebanese<br>**Ahmed Mohamed Adel Orfali** | 369<br>212<br>~~380~~<br>552 | BV<br>✻BC class withdrawn—<br>Owners' request 8/67 | 1936–9 Schps. "De Gideon" v/h J. Koster—Gro<br>151′ 11″ 25′ 5″<br>144′ 1″ 25′ 3″ 15′ 2″<br>P42′ B&F96′ 1 dk & S dk<br>R | M CSD<br>1 Ho 53¼′<br>G.28560 B.27365<br>2 Ha (33′, 26¼′×13′)<br>8W Der 2(2) | Oil 4SA 6Cy. 280×450 mm<br>300bhp 28t<br>Humboldt-Deutzmot. Köln-Deutz<br>9k |
| **LEDRA**<br>exJylland-66<br>**Efthymiades Lines (Cyprus) Ltd.**<br>Famagusta Cyprus | 1632<br>813<br>418 | BV | 1933 Nakskov Skibsv. A/S—Nkv<br>275′ 0″ 40′ 8″ 12′ 1″<br>40′ 6″<br>3 dks<br>R<br>rf 3″ | M Ferry (1200P) | Oil 2SA 6Cy. 500×900 mm<br>2850bhp 93t (d.o)<br>Burmeister & Wain Cpn<br>4×133, 85, 85, 85kW 220V d.c. 15½k |
| **LEISE MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 44905<br>29913<br>78600 | ✠100A1<br>strengthened for ore cargoes Nos. 2, 4, 6 & 8 holds may be empty<br>✠LMC<br>MN4360 EL p†3 1/16″U3 | 1967–6 Odense Staalskibs. A/S—Lindö<br>838′ 8″(incl.BB)107′ 0″ 46′ 0″<br>800′ 3″ 106′ 9½″ 62′ 11″<br>F64′ 1 dk<br>NS 11BH<br>rf nil DK fwd WB61335t incl. Comb. btm & side tanks in holds 16267t Topside tanks in holds 8642t | M Bulk Carrier Mchy.aft<br>pt higher tensile steel<br>9 Ho 64¼′, 69′, 69′, 69′, 69′, 69′, 69′, 69′, 69′<br>G.3182711<br>1 Ha (stl) (46′×39¼′)<br>8 Ha (stl) (each 46′×46′)<br>Cr 1(1) | Oil 2SA 9Cy. 900×1550 mm<br>21800bhp 3535t (hvf)<br>Sulzer Bros. Ltd. Win<br>AuxB 115℔<br>3×560kW 440V 60c/s a.c. 16¾k |
| **LA**<br>Angeliki-68<br>Dionysos-67 exTaarnborg-63<br>**Progress Cia. de Nav. S.A.**<br>Panama Panamanian<br>Now **CHRISTOS S.** See New Entries No. 11 | 2331 ~~2321~~<br>1011 ~~1310~~<br>3674 | ~~✠100A1~~ ~~SS 2/65~~<br>~~Str. nav. ice~~<br>~~✠LMC~~<br>~~EL t ptSQ~~<br>✠Class WITHDRAWN at Owners' request 7/68<br>GL | Lch.1944 Cmd.1945–6 Aalborg Værft A/S—Abg<br>312′ 0″ 44′ 2″ 18′ 10½″<br>295′ 0″ 44′ 0″ 20′ 6″<br>P25′ B184′ F27′ 1 dk<br>RW NS 4BH<br>WB763t | S<br>G.219000 B.202000<br>10W Der 1(15) | C 3Cy. (2) 15¾″ & 39⅜″×37 7/16″ & LP turb with sr gearing & chain drive<br>1700ihp 422t (o.f)<br>Helsingörs Jernsk. & Msk. Hsg<br>2 SB 220℔ Spt hs(3560) 6cf |
| **LENNO**<br>**A/S Ila og Lilleby Smelteverker**<br>Lykkes Rederi A/S<br>Tromsö Norwegian | 298<br>177<br>861 | NV | 1968 Örens M/V—Tdh<br>186′ 0″ 30′ 7″ 11′ 6″<br>169′ 9″ 30′ 6″ 11′ 8″<br>1 dk & S dk<br>rf nil | M OSD Mchy.aft<br>1 Ho 123¾′<br>G.58366 B.52565<br>2 Ha (stl) (43¾′, 43¾′×19¾′)<br>2W Der 2(2½) | Oil 4SA 8Cy. 8¾″×11½″<br>800bhp 41t (d.o)<br>Blackstone & Co. Ltd. Stamford<br>2×20kW 220V 50c/s a.c.<br>Controllable pitch propeller 11½k |
| **LEONARD BÖHMER**<br>**N.V. Reederij "Nautiek"**<br>W. Böhmer's Scheepvaartbedrijff<br>Rotterdam Netherland | T.Mk<br>499<br>341<br>1197<br>1240<br>910<br>2175 | ✠100A1<br>✠LMC<br>MN310 EL p 1 7/16″U2 | 1967–10 Zaanlandse Schps. Maats.—Zaandam<br>252′ 5″ 38′ 7″ 12′ 4″/17′ 4″<br>231′ 6″ 38′ 0½″ 21′ 8″<br>F34′ 2 dks<br>2 BH to U dk 1 to 2nd dk<br>rf nil WB311t | M Mchy.aft<br>1 Ho 164′<br>G.109960 B.100170<br>2 Ha (stl) (each 72½′×49′)<br>Der 1(10) 2(5) | Oil 4SA 6Cy. 390×680 mm<br>1550bhp 200t (d.o)<br>Werkspoor N.V. Ams<br>2×88, 88kW 380V 50c/s a.c. 13½k |
| **LEVEL**<br>exFu Yang-68<br>exBanshu Maru No. 36-67<br>**Kien An Nav. Co. S.A.**<br>Panama Panamanian | 999<br>559<br>1811 | CR (Taiwan) | 1945 Hayashikane Zosen—Hikoshima<br>225′ 7″ 34′ 5″ 16′ 11″<br>209′ 11″ 34′ 3″ 18′ 0″<br>P69′ F30′ 1 dk<br>RW | M Fish Carrier Mchy.aft<br>3 Ho<br>B.47690 In.54115<br>3 Ha<br>4W Der 6(3) | Oil 2SA 4Cy. 430×660 mm<br>800bhp 132t<br>Hayashikane Zosen Hikoshima<br>2×50, 30kW 105V d.c. 8½k |
| **LILLY**<br>exUruguay-68<br>**Sea Glory Nav. Inc.**<br>Piræus Greek | 5228<br>2982<br>7060 | ✠100A1 SS 4/64<br>with freeboard<br>✠LMC<br>~~✠Lloyd's RMC~~<br>EL a† | 1935–11 A/B Götaverken—Got<br>440′ 0″ 55′ 11″ 25′ 3¼″<br>418′ 0″ 55′ 9″ 37′ 6″<br>F80′ 2 dks & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB436t incl. Tunnel tanks 309t | TM Ref OSD<br>G.438000 B.411000 In.83481<br>5 Ha (25½′, 30¼′, 27¾′, 27¾′, 25½′×18′)<br>17W Der 17 | 2 Oil 4SA each 8Cy. 630×1300 mm<br>10800bhp 1517t<br>A/B Götaverken Got<br>db 85℔ 15½k |
| **LINDA JR**<br>exPilar Regidor-68<br>exMalaita-65<br>**San Fernando S.S. Co. S.A.**<br>Jaguar Shipping Corp. Ltd.<br>Panama Panamanian | *3310*<br>*1883*<br>3530 | ✠100A1 SS 4/64<br>✠LMC<br>✠Lloyd's RMC<br>EL u 1 11/16″SQ | 1933–10 Barclay, Curle & Co. Ltd.—Gls<br>328′ 0″ 47′ 2″ 21′ 1¼″<br>312′ 0″ 47′ 0″ 23′ 6″<br>P42′ B158′ F36′ 2 dks (stl U dk pt teak)<br>R 7BH to U dk 1 to 2nd dk<br>rf 3″ WB752t | M Ref<br>5 Ho 40½′, 45′, 45′, 32½′, 30′<br>G.160410 B.144935 In.4845<br>5 Ha (20¼′, 22½′, 12½′, 15′, 15′×15′)<br>10W Der 8(5) 2(3) | Oil 2SA 8Cy. 500×900 mm<br>1740bhp 452t<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 100℔ 11k |
| **LION**<br>**Burns & Laird Lines Ltd.**<br>Glasgow British | 3333<br>1024 ~~1624~~<br>932 | ✠100A1<br>for Irish Channel service<br>✠LMC<br>MN2200 EL T 1¾″SQ | 1967–12 Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>364′ 4″ 58′ 3″ 13′ 6″<br>340′ 0″ 56′ 0″ 36′ 9″<br>B250′ 2 dks<br>12BH to 2nd dk<br>rf 6″ WB417t incl. DTf91t | TM Ferry (28bth 1172dkP)<br>Bow & stern doors | 2 Vee Oil 4SA each 12Cy. 400×460 mm sr geared<br>11000bhp 539t (d.o)<br>Crossley Bros. Ltd. Mch<br>db 145℔<br>4×410kW 415V 60c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust contr. pitch propeller fwd<br>20¼k |
| **LISA BAHR**<br>exErmland-68 exStördiek-64<br>**Werner Bahr**<br>Hamburg W. German | 298<br>184<br>472 | GL | 1961 Jadewerft G.m.b.H.—Wilhelmshaven<br>156′ 2″ 28′ 0″ 8′ 10″<br>137′10″ 27′ 11″ 9′ 10″<br>P33′ F22′ 1 dk | M Mchy.aft<br>G.22200 B.21000<br>1 Ha (71¼′×18′) | Oil 4SA 6Cy. 290×420 mm<br>250bhp<br>Masch. Kiel A.G. Kel<br>9½k |
| **LISA BRODIN**<br>**Rederi A/B Disa**<br>Olaf Brodin<br>Stockholm Swedish<br>For later particulars see New Entries No. 4 | 16600<br>11100<br>27100 | 100A1<br>Class contemplated | Öresundsvarvet A/B—Landskrona<br>607′ 6″ 78′ 11″ 33′ 6″<br>574′ 11″ 78′ 9″ 46′ 7″ | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 750×1600 mm<br>A/B Götaverken Got |

# REGISTER OF SHIPS

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| 681411<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **LISANA**<br><br>**Universal Ocean Transport**<br>**Inc.**<br>Monrovia Liberian | ~~10000~~ 9445<br>— 6052<br>~~16000~~ 16267 | <br><br>BV | **1968** Sanoyasu Dockyard Co. Ltd.—Osa<br>71' 8" 29' 6"<br>446' 3" 71' 6" 39' 8"<br>1 dk<br>RW | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 700×1200 mm<br>7200bhp MAN<br>Kawasaki Dkyd Co. Ltd. |
| 672653<br>OVRS<br><br>Df Esd<br>Rdr<br>RTm/h/v | **LISBETH BUE**<br><br>**Partrederiet Buen II**<br>P. Bork Shipping A/S<br>Copenhagen Danish | 299<br>193<br>827 | ✠100A1<br><br>✠LMC<br><br>MN100 EL j1 1/16"U2 | **1967**–11 O/Y Laivateollisuus A/B—Åbo<br>183' 9" 34' 6" 11' 1"<br>167' 4" 34' 1½" 18' 8"<br>1 dk & S dk<br>Coll BH to S dk 2 to 2nd dk<br>rf 4" WB382t | M (1P) OSD Mchy.aft<br>1 Ho 110'<br>G.64417 B.56663<br>2 Ha (stl) (29¾', 52'×19¾')<br>3W Der 1(5) 2(3) | Oil 2SA 7Cy. 240×400 mm<br>500bhp<br>Alpha-Diesel A/S<br>3×24, 24, 17½kW 400V 50c/<br>Controllable pitch propelle |
| 681412<br>OYIT<br><br>Df Esd<br>Rdr<br>RTm/h/v | **LISY KRONBORG**<br><br>**Partrederiet Lisy Kronborg**<br>P. Bork Shipping A/S<br>Copenhagen Danish | ~~299~~ 300<br>~~100~~ 174<br>~~550~~ 550 | | **1968** Sønderborg Skibsv.—Sønderborg<br>154' 5" 10' 0½"<br>138' 9" ~~26' 10¼~~" 11' 1"<br>P52' B8' F33' 1 dk | M Mchy.aft<br>1 Ho 91½'<br>G.23619 B.20914<br>1 Ha (68½'×16½')<br>2W Der 2(3) | Oil 4SA 5Cy. 270×400 mm<br>575bhp<br>H. Callesen & Co.<br>2×45kW 380V 50c/s a.c.<br>Controllable pitch propelle |
| 504238<br>OAPF<br><br>Df Esd<br>Gc Rdr<br>RTh | **LIZANDRO F**<br>exWilli Reith–68<br>exBerlin–64<br>**Ferraro Hermanos Callao**<br>**S.A.**<br>Callao Peruvian | 3844<br>2140<br>5900 | <br><br>GL | **1953** H. C. Stülcken Sohn—Ham<br>364' 0" 52' 8" 22' 1"<br>52' 6" 27' 7"<br>P18' F33' H62' 2 dks<br>RW<br>rf 3½" | M<br>4 Ho 50½' 82' comb., 49½', 49½'<br>G.270270 B.256170<br>5 Ha (31½', 26¾', 26¾', 31½', 31½'×23')<br>10W Der 1(10) 8(5) 2(3) | 2 Oil 4SA each 8Cy. 400×<br>geared to sc. shaft<br>3360bhp<br>Masch. Augsburg-Nürnbe<br>3×316, 316, 125kW 220V d |
| 681519 | **LOACH**<br><br>**London & Rochester**<br>**Trading Co. Ltd.**<br>Rochester British | ~~400~~ 191<br>— 126<br>290 | | **1968** Bay Wharf Const. Co.—Lon<br>104' 0" 22' 4" 8' 5"<br>98' 6" 22' 0" 9' 6"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 6½"×7½"<br>180bhp<br>Bergius-Kelvin Co. Ltd. |
| 514731<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **LOCARNO**<br>exHelmwood–68<br>**Cia. de Nav. Ponto Ronco**<br>**S.A.**<br>Panama Panamanian | 3228 ~~3402~~<br>1782 ~~1700~~<br>4440 | ✠100A1 SS 6/68 ~~SS 6/65~~<br><br>✠LMC<br><br>MN261 EL u 1 11/16"SQ | **1956**–2 Austin & Pickersgill Ltd.—Sld<br>344' 0" 46' 5" 19' 11½"<br>325' 0" 46' 0" 22' 5"<br>Q205' F28' 1 dk<br>RW NS 7BH<br>rf 3" WB1530t incl. DTm300t | S Mchy.aft<br><br>G.216300 B.209500<br><br>8W Der 8(5) | T 3Cy. 19" 31" & 54"×39"<br>1275ihp<br>G. Clark & N.E. Mar. (Sld)<br>2 SB 220lb Spt hs4888 |
| 526761<br>GBDE<br>300836<br>Df Esd<br>Gc Rdr<br>RTm/v | **LONDON EXPLORER**<br>exOverseas Explorer–67<br>**London & Overseas**<br>**Freighters Ltd.**<br>London British | 15934<br>9112<br>24700 | ✠100A1 SS 10/67<br>strengthened for heavy<br>cargoes<br>✠LMC<br>MN1640 EL k†2 3/16"SQ | **1959**–2 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>593' 2" 80' 4" 32' 4½"<br>561' 0" 80' 0" 42' 3"<br>P110' B35' F45' 1 dk<br>RW 8BH<br>rf 4" WB7966t conv tanker 67 | S Bulk Carrier Mchy.aft<br>6 Ho 61½', 68¾', 69', 79', 58½', 59¾'<br>G.1134063 B.995328<br>6 Ha (stl) (31½', 44', 31½', 36', 36'<br>36'×34½')<br>12W Der 5(5) | 2 S Turb dr geared to sc<br>8200shp<br>Richardson Westgarth (<br>2WTB 495lb Spt 750° F. 4<br>sg 150lb<br>2×325kW 220V d.c. |
| 681231<br><br>512606<br>Esd Rdr<br>RT | **LORI J**<br><br>**Lori J. Inc.**<br>Seattle United States | 169<br>133<br>— | | **1967** Martinolich S.B. Corp.—Tacoma<br>86' 0" 26' 0"<br>25' 0"<br>1 dk | M Trawler | Oil 2SA 12Cy.<br>385bhp<br>Caterpillar Tractor Co. |
| 672519<br>OVRO<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **LOUIS MÆRSK**<br><br>**A/S D/S Svendborg &**<br>**D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 44896<br>29913<br>79600 | ✠100A1<br>strengthened for ore<br>cargoes, Nos. 2, 4, 6 & 8<br>holds may be empty<br>✠LMC<br>MN4360 EL p†3 1/16"U3 | **1967**–10 Odense Staalskibs. A/S—Lindö<br>838' 8" (incl. BB) 107' 0" 46' 0½"<br>800' 3" 106' 9½" 62' 11"<br>F64' 1 dk<br>NS 11BH<br>rf nil DK fwd WB60802t incl. Comb. btm & side tanks in holds 16267t Topside tanks in holds 8642t | M Bulk Carrier Mchy.aft<br>pt higher tensile steel<br>9 Ho 64½', 69', 69', 69', 69', 69', 69', 69', 69'<br>G.3187231 B.3044665<br>9 Ha (stl) (46'×39½') (46', 46', 46', 46', 46', 46', 46', 46'×46') | Oil 2SA 9Cy. 900×1550<br>21800bhp<br>Sulzer Bros. Ltd.<br>AuxB114lb<br>3×560kW 450V 60c/s a.c |
| 505617<br>WSSS<br>246173<br>Df Esd<br>Gc Rdr<br>RTh | **LOUISIANA GETTY**<br>exByron D. Benson–68<br>**Getty Oil Co.**<br>Wilmington, Del United States | 10586<br>6827<br>16395 | <br><br>AB | **1944** Sun S.B. & D.D. Co.—Chester, Pa<br>523' 6" 68' 2" 30' 3½"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta<br>L.792660 HeCls. BC<br><br>Der 2(2) | S Turb 7240shp driving<br>2300V a.c. connected<br>6600shp (Sy)<br>Westinghouse Elec. & M<br>2×400kW 450V 60c/s a.c<br>6×110, 110, 32½, 32½, 5½, |
| 681276<br><br><br>Esd Pfd<br>Rdr RT | **LUBBETJE**<br><br>**Gebr. Koffeman**<br>Urk Netherland | 102<br>36<br>— | | **1967** W. Visser & Zoon—Den Helder<br>89' 7"<br>20' 8" 10' 6"<br>1 dk | M Trawler Mchy.aft | Oil 2SA 10Cy. 190×35<br>reduction geared<br>600bhp<br>N.V. Mch. Bolnes |
| 527312<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h | **LUCKY DRAGON**<br>exPeik–68<br>**Intercommerce Corp.**<br>**(Singapore) Ltd.**<br>Singapore Singapore | 2644<br>1420<br>4995<br>4225<br>2559<br>6570 | ✠100A1 SS 3/68<br>Str. nav. ice<br>✠LMC<br><br>MN700 EL w | **1958**–6 Cant. Nav. Apuania—<br>Marina di Carrara<br>372' 7" 51' 0" 21' 4¾"/25' 1¼"<br>340' 3" 50' 10" 31' 4"<br>P23' F37' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4" WB454t | M OSD/CSD<br>5 Ho 50½', 48½', 62', 45½', 43½'<br>G.327000 B.300000<br>5 Ha (24¾', 25½', 30½', 25½', 25½'×20')<br>10W Der 1(15) 10(5) | Oil 2SA 5Cy. 720×1250<br>3500bhp Sulzer<br>C.R.D. Adriatico<br>db 71lb<br>3×120kW 220V d.c. |
| 681587<br><br>327149<br>RTm | **LUMBA LUMBA**<br><br>**Stewart Transport Ltd.**<br>Prince Rupert Canadian | 101<br>69<br>10 | | **1961** Paasch Mar. Services—Erie<br>*74·8'* 17' 6"<br>... ... ...<br>1 dk | Aluminium TM<br>1 Ho 10½' | 2 Oil each 12Cy. 5½"×<br>1070bhp<br>Cummins Eng. Co.<br>2×30kW 110V 60c/s a.c |

| 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer<br>Deadwt<br>Gross<br>Net<br>Summer<br>Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
|---|---|---|---|---|---|
| **ABEILLE No. 24**<br>Société **PROGEMAR**<br>~~"Les Abeilles", Soc. de Remorq. & de Sauvetage~~<br>Havre French | 143<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN212 EL (b) | 1968–3 Richard Dunston (Hessle) Ltd.—Hessle<br>97′ 11″ 26′ 3″<br>86′ 7″ 24′ 3½″ 11′ 10″<br>1 dk<br>RW 4BH<br>rf 25″ BK6″ WB39t | M Tug Mchy.aft | Oil 4SA 8Cy. 320×450 mm reverse reduction geared<br>1060bhp 30t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×50kW 220V d.c. 12k |
| **ABUKUMA MARU**<br>**Government of Japan (Ministry of Transportation)**<br>Tokyo Japanese | 168<br>54<br>— | | 1968 Ando Tekkosho—Tok<br>78′ 8″ 27′ 10″ 9′ 6″<br>74′ 1″ 26′ 11″ 12′ 5″ | TM Fishing | 2 Oil 4SA each 8Cy. 300×380 mm<br>2200bhp<br>Daihatsu Kogyo Osa |
| **ADIGENI**<br>**U.S.S.R.**<br>Russian | 3500<br>—<br>4600 | | 1968 Rauma-Repola O/Y—Rauma<br>348′ 3″ 50′ 8″ 21′ 4″<br>318′ 3″ 50′ 6½″ 25′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W<br>Valmet O/Y Rautpohjan Tehdas Jyväskylä |
| **AGHIOS NICOLAOS**<br>exBaron Pentland–68<br>*Rio* Pardo **Cia. Naviera S.A.**<br>*Andros* Greek | 5669<br>2946<br>10208<br>**8067**<br>4490<br>11950 | ✠100A1 SS 4/68 ~~SS 5/63~~<br>✠LMC<br>MN880 EL c† | 1959–3 Austin & Pickersgill Ltd.—Sld<br>465′ 1″ 59′ 9″ 25′ 10″/28′ 6½″<br>435′ 11″ 59′ 6″ 38′ 6″<br>F43′ 1 dk & S dk<br>RW 7BH<br>rf nil WB2498t | M OSD/CSD<br>5 Ho 64¼′, 65′, 47½′, 67½′, 67½′<br>G.581320 B.531385<br>5 Ha (32¼′, 32½′, 30′, 32½′, 32½′×24′)<br>10W Der 1(25) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 1039t (hvf)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>AuxB 100℔<br>3×175kW 220V d.c. 13k |
| **AGIOI VICTORES**<br>**Armenistis Shipping Corp.**<br>Piræus Greek | 20527<br>15665<br>39845 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN2520 EL I 2⅞″U2 | 1968–4 N.V. Boelwerf S.A.—Tamise<br>668′ 6″ (incl. BB) 89′ 6″ 37′ 3⅝″<br>622′ 7″ 89′ 3″ 50′ 10″<br>P106′ F53′ 1 dk<br>NS 9BH<br>rf nil DK fwd WB20059t incl. Comb. btm, side & topside tanks in holds 9763t | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 860×1600 mm<br>12600bhp MAN<br>A.C.E.C. Ght<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×360kW 440V 60c/s a.c. |
| **AIEI MARU**<br>**Yoshiumi Kisen K.K.**<br>Yoshiumi Japanese | 196<br>110<br>365 | | 1968 Matsuura Zosen—Hma<br>122′ 5″ 24′ 4″ 9′ 9″<br>108′ 3″ 24′ 3″ 10′ 5″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 200×250 mm<br>350bhp<br>Daihatsu Kogyo Osa |
| **AKAROA**<br>exAmazon–68<br>~~**Welldeck Shipping Co. Ltd.**~~<br>~~Furness Ship Management Ltd.~~<br>~~London British~~<br>Shaw **Savill & Albion Co. Ltd.**<br>London **British** | T.Mk<br>**18565**<br>10547<br>9256 | ✠100A1 SS 7/64<br>tunnel centre and wing tanks—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>MN4000 EL m†2 11/16″SQ | 1959–12 Harland & Wolff Ltd.—Bel<br>584′ 0″ 78′ 3″ 28′ 10¼″<br>540′ 0″ 78′ 0″ 49′ 6″<br>B&F468′ 3 dks, 4th & 5th dks except in mchy. space<br>RW 7BH to U dk 1 to 2nd dk<br>rf 15″ WB2784t incl. Tunnel tanks 334t DTf125t | TM (479P) Ref<br>5 Ho 56¼′, 71¾′, 80′, 82½′, 76½′<br>G.61180 B.56910 In.485110<br>5 Ha (22′, 24½′×16′) (22¼′, 17′×15½′) (25′×17′)<br>Der 2(15) 4(10) 2(7) 12(5) | 2 Oil 2SA each 6Cy. 750×1500 mm exhaust 500 mm<br>20000bhp B&W (hvf)<br>Harland & Wolff Bel<br>4AuxB (2 o.f 2 ex.g) 100℔<br>4×750kW 440V 60c/s a.c. 17½k |
| **ASHI MARU No. 63**<br>Taiyo **Gyogyo K.K.**<br>Shimonoseki Japanese | 172<br>60<br>— | | 1968 Hayashikane Zosen—Smk<br>114′ 5″ 22′ 9″<br>98′ 9″ 22′ 8″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. Tok |
| **AKASHI MARU No. 65**<br>Taiyo **Gyogyo K.K.**<br>Shimonoseki Japanese | 171<br>60<br>— | | 1968 Hayashikane Zosen—Smk<br>114′ 5″ 22′ 9″<br>98′ 9″ 22′ 8″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. Tok |
| **KASHI MARU No. 66**<br>Taiyo **Gyogyo K.K.**<br>Shimonoseki Japanese | 183<br>64<br>— | | 1968 Hayashikane Zosen—Smk<br>119′ 11″ 22′ 5″<br>104′ 4″ 22′ 4″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. Tok |
| **AKASHI MARU No. 67**<br>Taiyo **Gyogyo K.K.**<br>Shimonoseki Japanese | 182<br>65<br>— | | 1968 Hayashikane Zosen—Smk<br>119′ 11″ 22′ 5″<br>104′ 4″ 22′ 4″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. Tok |

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| 681797<br>JBEK<br>100715<br>Df Esd<br>Gc Pfd<br>Rdr | **AKI MARU**<br><br>**Bingo Kyodo Kisen K.K.**<br>Numakuma Japanese | 2995<br>1953<br>5113 | | NK | 1968 Tsuneishi Zosen—Numakuma<br>334' 4" 49' 4" 20' 10"<br>308' 9" 49' 3" 25' 3"<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 450×720 m<br>3500bhp<br>Mitsubishi Hvy Ind. Ltd. |
| 681794<br>JK245<br>100656<br>Rdr | **AKI MARU No. 13**<br><br>**Nakanishi Kisen K.K.**<br>Kamagari Japanese | 499<br>280<br>1000 | | | 1968 Imamura Zosen—Kur<br>180' 2" 29' 7" 13' 3"<br>162' 9" 29' 6" 14' 9"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 370×540 m<br>1500bhp<br>Niigata Eng. Co. Ltd. |
| 661408<br>AQMH<br>191070<br>Df Esd<br>Gc Rdr<br>RTm/h | **AL ABBAS**<br><br>**Muhammadi S.S. Co. Ltd.**<br>Karachi Pakistan | 9147<br>5137<br>12860 | ✠100A1<br><br>✠LMC<br><br>MN1800 | EL e†2½"SQ | 1968–1 Karachi S. & E. Works Ltd.—Krh<br>505' 7" 64' 4" ~~20' 7"~~/29' 7½"<br>462' 2" 64' 1" 39' 4"<br>F49' 1 dk & S dk<br>RW 7BH to S dk 1 to 2nd dk<br>rf nil WB2970t incl. DTma1205t | M ~~OSD/CSD~~ CSD<br>6 Ho 59½', 68½', 66½', 46½', 73½', 21½'<br>27' DT<br>G.680000 B.610000<br>6 Ha (32', 41½', 37', 41½', 34½'×23')<br>(8½'×11')<br>16W Der 1(50) 4(10) 12(3–5) | Oil 2SA 6Cy. 760×1500 m<br>9000bhp Sulzer<br>Brodogradiliste III Maj<br>2AuxB (1 o.f 1 ex.g) 100<br>3×288kW 450V 60c/s a.c. |
| 672217<br>GXLA<br>334750<br>Esd Rdr<br>RTv | **AL GAFFAY**<br><br>**Abu Dhabi Marine Areas**<br>**Ltd.**<br>London British | 368<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN429 | EL 1½"SQ | 1968–2 Charles D. Holmes & Co. Ltd.—Bev<br>133' 5" 33' 2" 12' 4½"<br>120' 0" 31' 6" 14' 3"<br>B43'<br>3BH<br>rf 18" BK1½" WB55t | M Tug | Oil 4SA 9Cy. 12½"×<br>reduction geared<br>2460bhp<br>Ruston & Hornsby<br>3×75, 75, 15kW 220V d.c |
| 537142<br>LZGJ<br><br>Df Esd<br>Gc Rdr<br>RT | **ALIOTH**<br>exRhone–68 exAlioth–67<br>exTweelingen–65<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 8433<br>4725<br>13000 | ✠100A1<br><br>✠LMC<br><br>MN980 | SS 4/66<br><br><br><br>EL c†2½"SQ | 1958–12 Schps. "De Hoop"—Lobith<br>475' 10" 60' 6" 28' 3½"<br>438' 4" 60' 4½" 39' 4"<br>F34' 1 dk<br>NS 8BH<br>rf 4" WB4347t incl. Topside tanks in No. 5 hold 600t DTm1741t | M Mchy.aft<br><br>G.576000 B.566000 | Oil 2SA 7Cy. 700×1200<br>4900bhp<br>Masch. Augsburg-Nürn<br>AuxB 100lb |
| 529872<br>9MUJ<br>324044<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALOR STAR**<br>exRogn–68<br>**Sharikat Perkapalan Kris**<br>**Sdn. Berhad**<br>Mansfield & Co. Ltd.<br>Penang Malaysian | 4563<br>2294<br>6035 | | NV | 1962 A/B Ekensbergs Varv—Skm<br>389' 8" 54' 3" 21' 11½"<br>362' 0" 54' 1"<br>1 dk<br><br>rf 3" | M Tanker Mchy.aft<br>16 Ta<br>L.281000 | Oil 2SA 6Cy. 630×1300<br>3750bhp<br>Uddevallavarvet A/B<br>3×250kW 440V 60c/s a. |
| 681777<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO BRISBANE**<br><br>**Interhemisphere Transport**<br>**Company**<br>Monrovia Liberian<br>For later particulars see<br>New Entries No. 8 | 35400<br>25200<br>72000 | | | 1963 Mitsui Zosen—Tmn<br>789' 2" 118' 2" 41' 6½"<br>755' 0" 118' 0" 54' 0"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 8Cy. 840×1800<br>18400bhp B&W<br>Mitsui Zosen |
| 540260<br>GTVF<br>187117<br>Df Esd<br>Gc Rdr | **ANATOLIAN**<br>exAscania–68 exAnatolian–68<br>exAscania–66 exAnatolian–66<br>exCity of Durham–64<br>exAnatolian–63<br>**Ellerman Lines Ltd.**<br>Ellerman & Papayanni Lines<br>Ltd.<br>Liverpool British<br>Now **AGIA SOPHIA** See New Entries No. 8 | 3799<br>1637<br>5300 | ✠100A1<br><br>✠LMC<br><br>MN630 | SS 1/64<br><br><br><br>EL x | 1955–11 William Gray & Co.—Hpl<br>376' 11" 53' 4" 22' 0½"<br>350' 6" 53' 0" 32' 9"<br>F31' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB714t | S (2P) OSD<br>4 Ho 47½', 89½' comb., 58', 59½'<br>G.339795 B.313130<br>5 Ha (stl) (15¾'×14½') (42½', 12½', 30',<br>25'×20')<br>12W Der 1(35) 2(10) 8(7) 2(5) | T 3Cy. 23" 38" & 65"×<br>with hydraulic coupli<br>3500ihp<br>Cen. Mar. Eng. Wks<br>3 SB 225lb Spl hs1239<br>3×33, 25, 25kW 220V d. |
| 650495<br>OUPQ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANNA JOHANNE**<br>exMartin S –67<br>**Ejnar Nygaard**<br>Århus Danish | ~~1477~~ T.Mk<br>~~654~~ 1477<br>— 654<br>~~2280~~ 2945<br>~~1231~~ 2280<br>~~3031~~ 1231<br>~~3080~~<br>3031 | | | 1965 A/S Svendborg Skibsv.—Svb<br>290' 6" 41' 11" —/20' 4"<br>262' 1" 41' 10" 23' 9"<br>P63' B24' F26' 1 dk & S dk<br>RW<br>rf 4" | M (12P) Ref OSD/CSD<br>4 Ho 31½', 33½', 70½', 70½'<br>G.136250 B.128730 In.12130<br>4 Ha (stl) (25½', 25½', 57', 57'×20½')<br>8W Der 1(38) 2(10) 2(7½) 4(5) | Oil 4SA 10Cy. 385×580<br>1995bhp<br>Masch. Kiel G.m.b.H.<br>4×120, 120, 80, 80kW 22 |
| 672909<br>CLHI<br><br>RT | **ANTONIO BRIONES**<br><br>**Republica de Cuba**<br>Havana Cuban | 113<br>41<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN173 | EL ¼"U1 | 1967–12 Angyalföld Shipyard—Bdp<br>95' 1" 22' 8" 9' 9½"<br>85' 6" 21' 4" 10' 8"<br>RAD6" RFD11' 1 dk<br>3BH<br>rf 23" BK4" WB17t | M Tug Mchy.aft | Oil 4SA 8Cy. 315×450<br>865bhp<br>Lang Eng. Works<br>2×75kW 230V d.c. |
| 681766<br><br><br>Esd RT | **API-API**<br><br>**Port of Singapore**<br>**Authority**<br>Singapore Singapore | ~~160~~ 199<br>—<br>— | | | 1968 Jurong Shpyd Ltd.—Sng<br>7' 0"<br>85' 4" 26' 3" 10' 5"<br>2 dks | TM Firefighting Salvage Tug<br>Mchy.aft | 2 Oil 2SA each 12Cy.<br>370bhp<br>General Motors Corp. |
| 681795 | **ARATO MARU No. 11**<br><br>**Arato Kenzai K.K.**<br>Eshima Japanese | 199<br>—<br>390 | | | 1968 Kishimoto Zosen—Kinoe<br>121' 4" 25' 0" 10' 2"<br>108' 3" 24' 11" 11' 2"<br>1 dk | M Sand Carrier Mchy.aft | Oil 4SA 6Cy. 260×40<br>450bhp<br>Matsue Nainenki Ko |

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| **ARGONAUT**<br>**Neptune Maritime Co.**<br>~~Company of Monrovia~~<br>Monrovia Liberian | 24894<br>18880<br>50240 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty (cc)<br>✠LMC<br>MN2660 EL K†3$\frac{1}{16}$"U2 | | 1968–4 Doxford & Sunderland S.B. & E. Co. Ltd.—J. L. Thompson, Sld<br>693′ 8″ (incl. BB) 98′ 3″ 38′ 6″<br>655′ 0″ 98′ 0″ 56′ 9″<br>F52′ 1 dk<br>9BH<br>rf 3″ WB19294t incl. Comb. btm, side & topside tanks in holds 14752t | M Bulk Carrier Mchy.aft<br>pt higher tensile steel | Oil 2SA 6Cy. 760×2186 mm (comb.)<br>13300bhp<br>Doxford & Sunderland S.B. & E. Co. Sld<br>AuxB 161℔<br>3×400kW 440V 60c/s a.c. |
| **ARIA**<br>exAris–68 exGlynn–62<br>exAraby–61<br>**Astrovalido Cia. Naviera S.A.**<br>Mogadishu Somali Rep. | 5038 ~~5059~~<br>2645 ~~2705~~<br>8300 ~~8300~~ | BS✳<br>MBS✳<br>MN668 CT6705 C37 | SS 6/65 | 1947–1 Lithgows Ltd.—P.Gl<br>425′ 1″ 56′ 2″ 25′ 4½″<br>400′ 0″ 56′ 0″ 38′ 4″<br>F35′ 1 dk & S dk<br>Coll BH to S dk 5 to 2nd dk<br>WB2000t incl. DT674t | M OSD/CSD<br>G.511970 B.466074<br>12W Der 1(30) | Oil 4SA 6Cy. 740×1500 mm<br>3340bhp B&W 825t<br>J. G. Kincaid & Co. Ltd. Grk<br>2AuxB 150℔ 12½k |
| **ARIMATHIAN**<br>exGodafoss–68<br>**Cape Horn Shipping Development Corp.**<br>Monrovia Liberian | 2905<br>1620<br>2675 | ✠100A1<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>EL u | SS 9/65 | 1948–3 Burmeister & Wain—Cpn<br>310′ 7″ 46′ 1″ 21′ 3¾″<br>290′ 6″ 46′ 0″ 21′ 10″<br>F33′ 2 dks, 3rd dk in Nos. 1, 2 & 3 holds<br>RW Coll BH to U dk 5 to 2nd dk<br>BK3″ WB597t incl. Tunnel tanks 14t | M Ref CSD<br>4 Ho<br>G.160000 In.80000<br>4 Ha (each 30¼′×18′)<br>8W Der 1(20) | Oil 2SA 9Cy. 500×900 mm<br>2950bhp 325t<br>Burmeister & Wain Cpn<br>2db 100℔ 14k |
| **ARISTEA M**<br>exPassad–68 exFrimaire–63<br>**Nearchos Transport & Maritime Exploitation Co. S.A.**<br>Piræus Greek | ~~9942~~ 9979<br>~~5931~~ 5932<br>15610 | BV | | 1951 Odense Staalskibs A/S—Odn<br>521′ 10″ 65′ 11″ 28′ 7¾″<br>... ... ...<br>P102′ B35′ F35′ 1 dk | M Tanker Mchy.aft<br>21 Ta<br>HeCls. BC | Oil 2SA 7Cy. 740×1600 mm<br>1200t–24pd<br>Burmeister & Wain Cpn<br>14k |
| **AROSA CUARTO**<br>**Navipesca S.A.**<br>Vigo Spanish | ~~750~~ 666<br>— 323<br>— | BV | | 1968 Maritima del Musel—Gjn<br>160′ 9″<br>150′ 11″ 31′ 2″ 16′ 0″<br>2 dks | M Stern Trawler Mchy.aft | Oil 4SA 8Cy.<br>1240bhp<br>Motorenw. Mannheim Mhm |
| **AROSA QUINTO**<br>**Navipesca S.A.**<br>Vigo Spanish | ~~750~~ 666<br>— 323<br>— | BV | | 1968 Maritima del Musel—Gjn<br>160′ 9″<br>150′ 11″ 31′ 2″ 16′ 0″<br>2 dks | M Stern Trawler Mchy.aft | Oil 4SA 8Cy.<br>1240bhp<br>Motorenw. Mannheim Mhm |
| **ARTEMIS**<br>**Rederiet för m.t. "Artemis"**<br>Åke Högberg<br>Gothenburg Swedish | ~~54000~~ 51550<br>— 30910<br>102000 | 837′ 5″(incl.BB) | | 1968 Eriksbergs M/V A/B—Got<br>~~837′ 5″~~ 127′ 11″ 47′ 0″<br>800′ 0″ 127′ 9″ 62′ 5″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 9Cy. 984×1800 mm<br>20700bhp B&W<br>Eriksbergs M/V A/B Got |
| **ASAKA MARU**<br>**Saito Kaiun K.K.**<br>Fukuoka Japanese | 483<br>257<br>200 | | | 1968 Wakamatsu Zosen K.K.—Wakamatsu<br>185′ 8″ 29′ 9″ 11′ 5″<br>180′ 5″ 29′ 8″ 14′ 8″<br>1 dk | M Vehicle Carrier Mchy.aft | Oil 4SA 6Cy. 380×540 mm<br>1300bhp<br>Nippon Hatsudoki Kob |
| **ASAKAZE MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 2816<br>1485<br>3579 | | | 1967 Miho Zosensho—Shimizu<br>341′ 2″ 48′ 7″ 20′ 8″<br>319′ 2″ 48′ 6″ 24′ 11″<br>1 dk | M Mchy.aft | Oil 4SA 10Cy. 400×460 mm<br>4400bhp<br>Ishikawajima-Harima Hvy Ind. Aio |
| **ASANAGI MARU**<br>Osaka **Unyu K.K.**<br>Osaka Japanese | 740<br>407<br>1450 | | | 1968 Geibi Zosen Kogyo—Kur<br>203′ 5″ 31′ 6″ 14′ 11″<br>188′ 8″ 31′ 5″ 15′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 350×520 mm<br>1250bhp<br>Akasaka Tekkosho Yaizu |
| **ATHANASIOS I**<br>exKarri–67<br>**A. Iatridi Bros.**<br>Thessalonica Greek | 328 ~~354~~<br>153 ~~179~~<br>~~442~~ | ✠100A1<br>✠LMC<br>MN101 EL (e) | Dr 2/66 | 1938–9 Scott & Sons—Bwg<br>147′ 0″ 23′ 11″ 11′ 1″<br>138′ 7″ 23′ 9″<br>Q86′ F22′ 1 dk<br>R NS 3BH<br>BK6″ WB150t | M Mchy.aft<br>2 Ho 43′, 37¼′<br>G.21223<br>2 Ha (26½′, 27′×14¼′)<br>2W Der 2(1) | Oil 2SA 6Cy. 250×420 mm<br>520bhp ✠NE2/42 (d.o)<br>British Auxiliaries Ltd. Gls<br>1×50kW 220V d.c. 10k |
| **ATHELDUCHESS**<br>**Athel Line Ltd.**<br>Liverpool British<br>For later particulars see New Entries No. 8 | 10820<br>6415<br>17500 | 100A1<br>oil tanker<br>Class contemplated | | Uddevallavarvet A/B—Udv<br>525′ 4″ 68′ 5″ 29′ 1⅝″<br>493′ 1″ 68′ 0″ 38′ 9″ | M Oil/Molasses Tanker Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>B&W<br>Uddevallavarvet A/B Udv |
| **ATHELKNIGHT**<br>**Athel Line Ltd.**<br>Liverpool British | 10819<br>6415<br>17610 | ✠100A1<br>oil tanker<br>Molasses in centre tanks & Nos. 3 & 7 side tanks (p&s) (cc)<br>✠LMC<br>MN1800 EL C†2⅜"U2 | | 1968–2 Uddevallavarvet A/B—Udv<br>525′ 4″ 68′ 6″ 29′ 2½″<br>500′ 0″ 68′ 3½″ 38′ 9″<br>P108′ F52′ 1 dk<br>~~13BH~~ 14BH<br>rf 2″ WB317t | M Oil/Molasses Tanker Mchy.aft<br>24 Ta<br>L.829384<br>HeCls. BC<br>Der 2(5) 1(2½) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W 1441t (hvf)–34½pd<br>Uddevallavarvet A/B Udv<br>2WTAuxB primary 711℔<br>secondary 213℔<br>3×364kW 450V 60c/s a.c. 16k |

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| 672374<br>VGGN<br>323031<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **ATLANTIC BEATRICE**<br>**Atlantic Sugar Refineries**<br>**~~Co~~. Ltd.**<br>St. John's, Nfl Canadian<br>**Atlantic Deep-Sea Fishing**<br>**Co. Ltd. (Mgrs.)** | **624**<br>316<br>295 | **✠100A1**<br>stern trawler<br>Str. nav. ice<br>**✠LMC**<br>MN300 EL 1 1/16"U2 | **1967–10** G. T. Davie & Sons Ltd.—<br>Lauzon<br>152' 2" 31' 9" 12' 7½"<br>131' 3" 30' 6" 21' 10"<br>B16' 2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf 21" BK9" | M Stern Trawler Mchy.aft<br>2 Ho 23½', 36½'<br>2 Ha (stl) (7½', 7½'×3½') | Oil 4SA 6Cy. 400×600 mm<br>1500bhp<br>D. & J. Boot "De Industrie"<br>db 50lb<br>2×80, 84kW 440V 60c/s a.c.<br>Controllable pitch propeller |
| 681860<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC FORWARDER**<br>Partenreederei m.s. "Atlantic<br>Forwarder"<br>Bernhard Warrings<br>Elsfleth W. German | **499**<br>~~327~~ 328<br>~~412~~ 1250 | GL | **1968** Gebr. Schürenstedt—<br>Bardenfleth<br>243' 2" 38' 1" ~~12' 0"~~ 12' 3"<br>216' 6" 37' 8" 20' 7"<br>1 dk & S dk | M Ref OSD Mchy.aft | Oil 4SA 8Cy.<br>1400bhp<br>Atlas-Mak Masch. |
| 681778<br>ELOE<br>3003<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC MARQUESS**<br>**Marquess Shipping Co. Ltd.**<br>Liberian<br>For later particulars see<br>**New Entries No. 8** | **41000**<br>30100<br>86000 | | **1968** Mitsubishi Hvy Ind. Ltd.—Hma<br>839' 11" 126' 7" 43' 9"<br>797' 3" 126' 4" 57' 11"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. |
| 672375<br>VGGY<br>323032<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC RUTHANN**<br>**Atlantic Sugar Refineries**<br>**~~Co~~. Ltd.**<br>St. John's Nfl Canadian<br>Atlantic Deep-Sea Fishing<br>Co. Ltd. (Mgrs.) | **624**<br>316<br>295 | **✠100A1**<br>stern trawler<br>Str. nav. ice<br>**✠LMC**<br>MN300 ~~EL 1 1/16"U2~~<br>EL u 1 1/16"U2 | **1967–11** G. T. Davie & Sons Ltd.—<br>Lauzon<br>152' 3" 31' 9" 12' 7½"<br>131' 3" 30' 6" 21' 10"<br>B16' 2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf 21" BK9" | M Stern Trawler Mchy.aft<br>2 Ho 23½', 36½'<br>2 Ha (stl) (7½', 7½'×3½') | Oil 4SA 6Cy. 400×600 mm<br>1500bhp<br>D. & J. Boot "De Industrie"<br>db 50lb<br>2×80, 84kW 440V 60c/s a.c.<br>Controllable pitch propeller |
| 681845 | **ATLANTIC SHORE**<br>**Offshore Marine Ltd.**<br>London British<br>For later particulars see New Entries No. 9 | **499**<br>—<br>805 | **100A1**<br>Class contemplated | N.V. Ijsselwerf—Rot<br>167' 0" 36' 2" 12' 4"<br>158' 1" 36' 0" 13' 11" | TM Supply Ship Ref Mchy.aft | 2 Oil 4SA each 12Cy. 222×<br>Blackstone & Co. Ltd. |
| 671960<br>PCVK<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ATLANTIC STAR**<br>**Nederlandsch-Amerikansche**<br>**Stoomv. Maats. N.V.**<br>Rotterdam Netherland | T.Mk<br>**11839**<br>5530<br>14000 | **✠100A1**<br>**Ice Class 3**<br>**✠LMC**<br>MN4140 EL q†2¾"U2 | **1967–11** At. & Ch. de Dunkerque &<br>Bordeaux (France-Gironde)—Dnk<br>647' 1" (incl. BB) 86' 10" 29' 6½"<br>600' 5" 85' 11½" 62' 4"<br>2 dks, 3rd dk fwd of mchy. space<br>NS Coll BH to U dk 4 to 2nd dk<br>rf nil WB6987t | M Mchy.aft<br>Stern door<br>2 Ho 115', 253'<br>2 Ha (42½'×18½') (42½'×27½')<br>Cr 1(1) | Oil 2SA 9Cy. 860×1600 mm<br>20700bhp<br>Masch. Augsburg-Nürnberg<br>AuxB 100lb<br>3×700kW 440V 60c/s a.c.<br>Thw. thrust contr. pitch p |
| 672079<br>GYCK<br>305455<br>Df Esd<br>Gc Rdr<br>RTm/v | **AVONFIELD**<br>exBjörn Stange–67<br>**Northern Petroleum &**<br>**Bulk Freighters Ltd.**<br>Hunting & Son Ltd.<br>Newcastle British | **13195**<br>8391<br>~~40070~~<br>20220 | **100A1**<br>strengthened for heavy cargoes, Nos. 1, 4 & 6 holds may be empty<br>**LMC**<br>MN1650 EL (E†)2 1/16"SQ | **1967** Brodogradiliste "Uljanik"—Pla<br>571' 0" 74' 1" 28' 8½"<br>538' 2" 73' 10" 41' 4"<br>P104' F56' 1 dk<br>NS 8BH<br>rf 4" DK fwd WB7712t incl. Comb. btm & side tanks in holds 3238t Topside tanks in holds 2814t DTf491t | M Bulk Carrier Mchy.aft<br>6 Ho each 65½'<br>G.1008922 B.889817<br>6 Ha (stl) (each 42'×36½')<br>12W Der 12(8) | Oil 2SA 5Cy. 740×1600 mm<br>8250bhp B&W<br>Brodogradiliste "Uljanik"<br>AuxB 100lb<br>3×300kW 450V 60c/s a.c. |
| 681698 | **AZTECA**<br>**Transportation Maritima**<br>**Mexicana S.A.**<br>Veracruz Mexican | 16039 ~~14800~~<br>10572 ~~9000~~<br>25660 | **100A1**<br>Class contemplated | Stocznia Szczecinska—Szn<br>610' 3" (incl. BB) 75' 0" 34' 6"<br>551' 2" 74' 9½" 46' 7" | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>H. Cegielski |
| 681710<br>JEQP<br>103852<br>Df Gc<br>Pfd Rdr<br>RT | **AZUMA MARU No. 36**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **314**<br>166<br>— | | **1968** Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>163' 9" 26' 7" 10' 8"<br>142' 9" 26' 6" 12' 2" | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>1100bhp<br>Niigata Eng. Co. Ltd. |
| 680188<br><br><br>RT | **BAHADUR**<br>**Bombay Port Trust**<br>Bombay Indian | 83<br>30<br>25 | **✠Class WITHDRAWN**<br>at Owners' request<br>10/68 | **1967–12** Sodeno Zosensho—Nga<br>69' 7" 19' 6" 9' 2"<br>62' 4" 18' 4½" 11' 2"<br>1 dk<br>3BH<br>rf 31" BK6" WB17t | M Tug | Oil 4SA 8Cy. 175×220<br>reduction geared<br>358bhp<br>Masch. Augsburg-Nürnberg<br>2×2kW 24V d.c. |
| 680106<br>SJEK<br>10897<br>Rdr RT | **BALDER**<br>**Göteborgs Bogserings &**<br>**Bärgnings A/B**<br>Gothenburg Swedish | 92<br>—<br>— | **✠100A1**<br>tug<br>Swedish coasting service<br>Ice Class 2<br>**✠LMC** **UMS**<br>MN184 EL ¾"U1 | **1967–12** Kalmar Varv—Kal<br>77' 0" 23' 6" 11' 0"<br>68' 1" 22' 0" 12' 4"<br>1 dk<br>3BH<br>rf 22" BK4" WB18t | M Tug Mchy.aft | 4 Oil 4SA each 6Cy. 127×<br>Vee belts to sc. shaft<br>920bhp<br>A/B Scania-Vabis<br>2×6½kW 25V d.c.<br>Controllable pitch prope |
| 642006<br>OYWF<br><br>Df Esd<br>Pfd Rdr<br>RTm | **BALKA**<br>exNettelil–68<br>**Laurits Skovgaard**<br>**Partrederi**<br>Rønne Danish | **400**<br>235<br>615 | BV | **1964** Nordsøværftet—Ringkøbing<br>164' 1" 27' 0" 10' 6"<br>145' 0" 26' 11" 11' 6"<br>P39' B33' F23' 1 dk | M Mchy.aft<br>1 Ho 101'<br>G.30600 B.27900<br>2 Ha (each 38½'×16½')<br>2W Der 2(2½) | Oil 2SA 5Cy. 230×400 mm<br>350bhp<br>Alpha-Diesel A/S<br>2×5kW 220V d.c.<br>Controllable pitch prope |

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| **BANANA**<br>**A/S Det Dansk-Franske D/S**<br>Copenhagen Danish | T.Mk<br>**5388**<br>2472<br>7966<br>**7756**<br>3892<br>10149 | **✠100A1**<br>strengthened for heavy<br>cargoes<br>DTmf—vegetable oil<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>MN1920 EL A†2$\frac{3}{16}$″U2 | **1967–12** Fujinagata S.B. & E. Co. Ltd.—<br>Osa<br>456′ 1″ 64′ 2″ 25′ 0¼″/28′ 6½″<br>416′ 8″ 64′ 0″ 36′ 11″<br>P150′ F95′ 2 dks<br>RW 6BH to U dk 2 to 2nd dk<br>rf 6″ WB1940t incl. DTmf643t | M (4P) Ref<br>4 Ho 61¾′, 93′, 63½ , 36′<br>G.518633 B.487203 In.49405<br>4 Ha (stl) (31½′×23′)<br>(60¼′, 60¼′×26¼′) (21½′×24¼′)<br>12W Der 1(30) 12(10) | Oil 2SA 8Cy. 620×1400 mm<br>9600bhp B&W 1209t (hvf)<br>Mitsui Zosen Tmn<br>2AuxB (1 o.f 1 ex.g) 142℔<br>4×308, 308, 308, 170kW 450V 60c/s a.c.<br>17¼k |
| **BAT SNAPIR**<br>exTalisker–68<br>exUlster Pioneer–63<br>**Bat Snapir Mediterranean Lines Ltd.**<br>Mediterranean Lines Ltd.<br>Ashdod **Israel** | *1016*<br>*418*<br>— | **✠100A1** SS 5/67<br>**✠LMC**<br>MN288 EL o 1$\frac{9}{16}$″SQ | **1955–6** G. Brown & Co. (Marine) Ltd.—<br>Grk<br>246′ 11″ 37′ 6″ 13′ 0¾″<br>230′ 0″ 36′ 0″ 20′ 9″<br>Ba44′ F26′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 4″ ~~WB464t~~ WB437t | M OSD Mchy.aft<br>G.91480 B.86709<br>5W Der 1(5) 4(3) | Oil 2SA 8Cy. 360×600 mm<br>1440bhp 48t<br>G. Clark (1938) Ltd. Sld<br>12k |
| **BAT TIRAN**<br>exPhilomel–68<br>exManchester Venture–61<br>**Bat Tiran Mediterranean Lines Ltd.**<br>Mediterranean Lines Ltd.<br>Haifa **Israel** | *1662*<br>*704*<br>2670 | **✠100A1** SS 7/64<br>**✠LMC**<br>MN400 EL r 1½″SQ | **1956–5** A.G. "Weser" Werk Seebeck—<br>Bhn<br>258′ 0″ 42′ 10″ 18′ 5¼″<br>248′ 0″ 42′ 6″ 26′ 8″<br>RFD22′ 1 dk & S dk<br>RW Coll & Mchy. space BH to S dk 4 to 2nd dk<br>rf 6″ WB526t incl. DTf157t | M OSD Mchy.aft<br>3 Ho 37¾′, 62¼′, 44¼′<br>G.164920 B.153655<br>3 Ha (33½′, 40′, 26¾′×22′)<br>8W Der 1(20) 8(3–5) | 2 Oil 4SA each 8Cy. 320×450 mm with hydraulic couplings & sr gearing to sc. shaft<br>2000bhp 186t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>4×80, 80, 80, 25kW 220V d.c.<br>12½k |
| **BAUPRES**<br>**Extramar**<br>Bilbao Spanish<br>Now **JUAN B. BUESA** See New Entries No. 9 | **610**<br>—<br>— | **100A1**<br>Class contemplated | Ast. Celaya S.A.—Bbo<br>33′ 6″ 12′ 8″<br>173′ 11″ 33′ 6″ 14′ 1″ | M Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>Naval-Stork-Werkspoor Cdz |
| **BAYNES**<br>**Tenax Steamship Co. Ltd.**<br>~~**A/S Kristian Jebsens Rederi**~~<br>~~Bergen~~ ~~Norwegian~~<br>London British | **12000**<br>6000<br>19500 | | **1968** Lithgows Ltd.—P.Gl<br>521′ 10″ 71′ 4″ 31′ 0⅛″<br>490′ 0″ 71′ 3″ 41′ 0″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>6641bhp B&W<br>J. G. Kincaid & Co. Ltd. Grk |
| ***BENIALI***<br>**Naviera de Exportación Agricola S.A.**<br>Spanish | **1590**<br>944<br>— | **100A1**<br>Class contemplated | S.A. Juliana Const. Gijonesa—<br>Gjn<br>264′ 10″ (incl. BB) 41′ 5″<br>241′ 1″ 41′ 4″ 22′ 6″ | M Mchy.aft | Oil 4SA 8Cy. 390×680 mm<br>Naval-Stork-Werkspoor Cdz |
| **BENRATHA**<br>exCity of Newcastle–68<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co.<br>Leith British | **7727**<br>4047<br>10970 | **✠100A1** SS 5/66<br>DTsf & a—oil FP above 150° F. or vegetable oil or latex, but not in adjacent tanks<br>**✠LMC**<br>MN1600 EL f†2¼″SQ | **1956–4** A. Stephen & Sons Ltd.—Gls<br>507′ 2″ 65′ 9″ 28′ 3¾″<br>470′ 0″ 65′ 6″ 42′ 0″<br>P33′ F38′ 1 dk & S dk, 3rd dk clear of mchy. space<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 6″ DK fwd WB3047t incl. DTa827t DTf849t | M (4P) OSD<br>5 Ho 51¾′, 46¼′, 97½′. 42½′, 72½′<br>G.702935 B.647860<br>5 Ha (stl) (22½′×18′) (50′, 48′, 42½′, 30′×23′)<br>16W Der 1(70) 2(12) 6(10) 4(7) 4(5) | Oil 2SA 6Cy. 750×2500 mm<br>8500bhp Doxford 1541t (hvf)<br>A. Stephen & Sons Ltd. Gls<br>~~2db 100℔~~ 2AuxB 100℔<br>3×320, 240, 240kW 220V d.c.<br>15½k |
| **BIKYO MARU**<br>**Biko Kisen K.K.**<br>Namikata Japanese | **999**<br>—<br>1900 | | **1968** Hashihama Zosen—Imabari<br>228′ 7″ 36′ 1″ 16′ 0″<br>213′ 2″ 36′ 0″ 18′ 4″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 380×— mm<br>1400bhp<br>Makita Tekkosho Takamatsu |
| **BOA ESPERANÇA**<br>**Companhia de Navegação Maritíma Netumar**<br>Rio de Janeiro Brazilian | **4500**<br>—<br>6850 | **100A1**<br>Class contemplated | Verolme Est. Reunidos do Brasil—Jacuacanga<br>390′ 7″ 55′ 8″ 25′ 3½″<br>362′ 0″ 55′ 6″ 31′ 9″ | M Ref Mchy.aft | Oil 2SA 6Cy. 600×1050 mm<br>5400bhp MAN<br>Mecanica Pesada S. Paulo |
| **BOLESLAW CHROBRY**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | **5527**<br>2947<br>7700<br>**8427**<br>4767<br>9700 | **✠100A1**<br>DTm—vegetable oil<br>Ice Class 3<br>**✠LMC** **✠Lloyd's RMC**<br>MN1600 EL d†2¼″U2 | **1967–10** Stocznia Szczecinska—Szn<br>476′ 11″ 61′ 11″ 24′ 1″/27′ 3″<br>442′ 11″ 61′ 8″ 38′ 4″<br>F44′ B143′ 1 dk & S dk, 3rd dk in mchy. space & No. 4 hold<br>RW Coll BH to S dk 8 to 2nd dk<br>rf nil WB1475t incl. Tunnel tanks 447t | M (12P) Ref OSD/CSD<br>6 Ho<br>G.532815 B.481885 In.69355<br>6 Ha (stl) (31½′×23′) (36¾′, 39¼′×30¾′) (12¼′, 14¾′×23′) (39¼′×29½′)<br>Der 1(60) 16(5) 2(3) 1(1½) | Oil 2SA 7Cy. 680×1250 mm<br>8000bhp Sulzer<br>H. Cegielski Poz<br>2AuxB (1 o.f 1 ex.g) 71℔<br>4×320, 320, 200, 200kW 400V 50c/s a.c.<br>18¾k |
| ***BRITISH LOYALTY***<br>**BP Tanker Co. Ltd.**<br>London British<br>For later particulars see New Entries No. 10 | **15115**<br>8780<br>24000 | **100A1**<br>oil tanker<br>Class contemplated | Eriksbergs M/V A/B—Got<br>557′ 9″ (incl. BB) 81′ 2″ 31′ 2″<br>525′ 0″ 81′ 0″ 41′ 0″ | M Tanker Mchy.aft | Oil 2SA 6Cy. 760×1600 mm<br>B&W<br>Eriksbergs M/V A/B Got |
| **BRUNO ILLING**<br>**Bundesrepublik Deutschland**<br>Wasser-und Schiffahrts-direktion, Bremen<br>Bremen W. German | **500**<br>—<br>— | | **1968** Norderwerft J. R. Köser—Ham<br>160′ 1″ 31′ 5″ 10′ 6″<br>147′ 8″ 31′ 2″ 15′ 3″<br>B44′ F25′ 1 dk | M Buoy Ship<br>1 Ho 14¼′<br>1 Ha (stl) (7¼′×9¾′)<br>Cr 1(1) | 2 Oil 4SA each 8Cy. 220×280 mm geared to sc. shaft<br>1500bhp 30t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×340kW 400V 50c/s a.c.<br>13¾k |
| **BUNYO MARU**<br>**Murakami Kisen K.K.**<br>Hojo Japanese | **2996**<br>1892<br>5109 | NK | **1967** Tsuneishi Zosen—Numakuma<br>334′ 4″ 49′ 4″ 20′ 10″<br>308′ 9″ 49′ 3″ 25′ 3″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 510×840 mm<br>3000bhp<br>Akasaka Tekkosho Yalzu |

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|---|---|---|---|---|---|---|
| 540976<br><br>332250<br>Df Gc<br>Rdr<br>RTv | **CALTEX SYDNEY**<br>exWidan–68<br>**Australian Oil Refining Pty. Ltd.**<br>Sydney, N.S.W. British | 3859<br>2369<br>5500 | ~~NV~~ | 1963 Moss Værft & Dokk A/S—Moss<br>375' 2" 48' 8" 21' 7½"<br>347' 11" 48' 6" 24' 7"<br>1 dk | M Tanker Mchy.aft<br>21 Ta<br>L.256000 | Oil 2SA 5Cy. 560×1000 mm<br>3750bhp Sulzer<br>Marinens Hovedverft<br>3×165kW 440V 60c/s a.c. |
| 530142<br>GYWW<br>163225<br>Df Esd<br>Pfd Rdr<br>RT | **CAMMELL LAIRD**<br>exRoyal Ulsterman–68<br>**Cammell Laird & Co. (Shipbuilders & Engineers) Ltd.**<br>Liverpool British | 3290<br>1449<br>864 | ✠100A1 TD 5/68 ~~Dr 5/65~~<br>with fbd Channel service<br>✠LMC<br>EL (v)1½"SQ | 1936–6 Harland & Wolff Ltd.—Bel<br>339' 7" 47' 8" 14' 0"<br>320' 0" 47' 6" 17' 9"<br>P65' B154' UprB145' F76' 2 dks<br>R 8BH<br>WB565t incl. DTf86t | TM<br><br>B.98000 | 2 Oil 2SA each 8Cy. 500×<br>5200bhp<br>Harland & Wolff Ltd.<br>db 100℔ |
| 671265<br>EFCM<br><br>Df Esd<br>Gc Rdr<br>RT | **CAMPODARRO**<br><br>**Compañia Arrendataria del Monopolio de Petroleos S.A.**<br>Cadiz Spanish | 4272<br>2396<br>6200 | ✠100A1<br>oil tanker<br>✠LMC<br>MN770 EL x 1 1/16"U2 | 1967–10 Soc. Española de Const. Nav.—Cdz<br>406' 5" (incl. BB) 54' 3" 19' 5½"<br>380' 7" 54' 1½" 24' 4"<br>P88' B32' F39' 1 dk<br>RW 9BH<br>rf 6" WB83t | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>3850bhp B&W<br>Soc. Española de Const.<br>2AuxB 206℔ AuxB 142℔<br>3×240kW 380V 50c/s a.c. |
| 671723<br>EFDC<br><br>Df Esd<br>Gc Rdr<br>RT | **CAMPOGENIL**<br><br>**Compañia Arrendataria del Monopolio de Petroleos S.A.**<br>Cadiz Spanish | 4272<br>2396<br>6200 | ✠100A1<br>oil tanker<br>✠LMC<br>MN770 EL x 1 1/16"U2 | 1967–11 Soc. Española de Const. Nav.—Cdz<br>406' 5" (incl. BB) 54' 3" 19' 0½"<br>380' 7" 54' 1½" 24' 4"<br>P88' B32' F39' 1 dk<br>RW 9BH<br>rf 6" WB83t | M Tanker Mchy.aft | Oil 2SA 5Cy 500×1100<br>3850bhp B&W<br>Soc. Española de Const.<br>2AuxB (o.f) 206℔ AuxB<br>3×240kW 380V 50c/s a.c. |
| 501185<br>5LJI<br>1013<br>Df Esd | **CAMPOS**<br>exAlma–68<br>exSterling Victory–57<br>exIonian Moon–53<br>exEmpire Moon–49<br>**Compania Naviera Campos S.A.**<br>Monrovia Liberian | 7401<br>4499<br>10775 | BS✳ TD 6/67 SS 2/66<br>with freeboard<br>MBS✳<br>MN405 CT7147 C38 | 1941–5 J. L. Thompson & Sons Ltd.—Sld<br>443' 8" 59' 11" 27' 0½"<br>417' 6" 59' 7" 37' 4"<br>F33' 2 dks<br>7BH<br>WB1458t | S<br><br>G.559920 B.518315 | T 3Cy. 24" 39" & 68"×48"<br>2500ihp<br>George Clark (1938) Ltd.<br>2 SB 220℔ hs(5800) |
| 519288<br>ELOA<br>3001<br>Df Esd<br>Gc Rdr<br>RTh/v | **CAPETAN LUKIS**<br>exKongstein–68<br>**Cia. Laconia de Nav. S.A.**<br>Monrovia Liberian | 15828<br>9443<br>24420 | NV | 1955 Kockums M/V A/B—Mmo<br>606' 2" 77' 2" 32' 3½"<br>570' 0" 77' 0" 42' 9"<br>1 dk | M Tanker Mchy.aft<br>24 Ta<br>L.1217000<br><br>Der 4(5) 2(1) | Oil 2SA 9Cy. 780×1400<br>8100bhp<br>Kockums M/V A/B<br>3×275kW 380V 50c/s a.c. |
| 507583<br>SWZX<br><br>Df Esd<br>Gc Rdr | **CAPTAIN LEMOS**<br>exClearton–68<br>**Marero Cia. Naviera S.A.**<br>Piræus Greek | T.Mk<br>5906<br>3343<br>~~44318~~ 11306<br>8493<br>5274<br>12376 | ✠100A1 SS 5/68 ~~SS 4/64~~<br>✠LMC<br>MN630 EL c† | 1960–2 Short Bros. Ltd.—Sld<br>476' 2" 60' 3" ~~26' 4½"/27' 11½"~~<br>447' 6" 60' 0" 38' 6" 26' 4½"/27' 11½"<br>F38' 2 dks<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 6" WB2331t incl. DTmf358t | M<br>5 Ho 31½', 56½', 92½', 30' DT, 67½', 65'<br>6 Ha (15½', 30½', 30', 32½', 30', 30'×23')<br>Der 4(10) 8(5) | Oil 2SA 3Cy. 670×2320<br>3150bhp Doxford<br>N.E. Mar. Eng. Co. Ltd.<br>2AuxB 150℔<br>2×40kW 110V d.c. |
| 641356<br>JXZK<br><br>Df Esd<br>Gc Rdr<br>RT | **CAPTO**<br>exTibetan–68<br>**Jørgen P. Jensens Rederier**<br>Marlow Wangen<br>Arendal Norwegian | 35824<br>19344<br>59050 | NV | 1964 Eriksbergs M/V A/B—Got<br>774' 10" 105' 7" 40' 6½"<br>740' 0" 105' 6" 54' 6"<br>1 dk | M Tanker Mchy.aft<br>17 Ta<br>L.2472584 HeCls. BC | Oil 2SA 9Cy. 840×1800<br>18900bhp B&W<br>Eriksbergs M/V A/B |
| 507766<br>GPBC<br>182906 | **CAREYNA**<br>exConstellation–68<br>exComity–64 exC. 648–58<br>**Southwold Marine Aggregates Ltd.**<br>London British | 211<br>75<br>— | ✠ | Lch.1946 Cmpl.1949–5 J. Pollock, Sons & Co. Ltd.—Faversham<br>105' 6" 21' 7"<br>98' 7" 21' 6" 8' 6"<br>P35' F16' 1 dk | M Mchy.aft | Oil 4Cy. 240×345 mm<br>NE60<br>Newbury Diesel Co. |
| 681767 | **CARIBBEAN VENTURE**<br>**Northumbrian Shipping Co. Ltd.**<br>Common Brothers (Management) Ltd. For later particulars see New Entries No. 10<br>Newcastle British | 1599<br>—<br>— | 100A1<br>Class contemplated | J. J. Sietas Schiffsw.—Ham<br>309' 6" (incl. BB) 55' 3"<br>280' 5" 55' 1" 35' 6" | TM | 2 Oil 4SA each 8Cy. 400<br><br>Klöckner-Humboldt-Deu |
| 671791<br>EFDD<br><br>Esd Gc<br>Rdr RT | **CARMEN M. PINILLOS**<br><br>**Naviera Pinillos S.A.**<br>Cadiz Spanish | T.Mk<br>1639<br>756<br>2509 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN920 EL Q 1½"U2 | 1968–2 Astano S.A.—Frl<br>317' 2" 45' 5"<br>288' 9" 45' 3½" 26' 11"<br>Ba95' F32' 2 dks, 3rd fwd of mchy. space<br>Coll BH to U dk 5 to 2nd dk<br>rf 6" WB400t incl. DTf58t | M Ref Mchy.aft<br><br>In.137268 | Oil 2SA 6Cy. 500×1100<br>4600bhp B&W<br>Soc. Española de Const<br>AuxB 100℔<br>3×320, 320, 200kW 380V |
| 672852<br>GWSA<br>334723<br>Esd Gc<br>Pfd Rdr<br>RT | **CERVANTES**<br><br>**MacAndrews & Co. Ltd.**<br>London British | 1470<br>647<br>1911 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN776 EL O 1 1/16"SQ | 1968–2 Grangemouth Dkyd Co. Ltd.—Gmh<br>301' 5" 44' 4" 15' 11"<br>275' 0" 44' 0" 24' 6"<br>P71' F35' 2 dks<br>4BH<br>rf 12" WB469t incl. DTf34t | M Ref Mchy.aft | Oil 4SA 9Cy. 520×740<br>3880bhp<br>Masch. Augsburg-N<br>3×250kW 440V 60c/s |

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| **CHAMEIS** | **468** | **✠100A1** | **1968**–1 Globe Engineering Works— | TM Tug | 2 Vee Oil 2SA each 12Cy. 8½″×10″ |
| | — | tug | C.Tn | 1 Ho 17′ | reverse reduction geared |
| **Consolidated Diamond** | 903 | **LMC** | 130′ 0″ 32′ 3″ 14′ 3″ | | 1800bhp Emade45refitted68 277t (d.o) |
| **Mines of South West** | | | 113′ 3″ 32′ 0″ 16′ 3″ | 1 Ha (8′×12′) | General Motors Corp. |
| **Africa Ltd.** | | MN360 EL 1⅛″U1 | 6BH | Der 2(7) | 2×200kW 380V 50c/s a.c. 11¼k |
| Cape Town S. African | | | rf 17″ BK8″ WB239t | | |
| **CHEN CHANG** | **4995** | | **1968** Kurushima Dock Co. Ltd.— | M Ref | Oil 2SA 6Cy. 520×900 mm |
| | 3204 | | Imabari | 3 Ho 93¾′, 80¼′, 77¾′ | 4500bhp MAN 531t |
| **Taiyo Nav. Co. Ltd.** | 5572 | CR (Taiwan) | 374′ 0″ 54′ 2″ 23′ 2″ | In.256032 | Kawasaki Dkyd Co. Ltd. Kob |
| Keelung China (Taiwan) | | GL | 341′ 2″ 54′ 1″ 28′ 2″ | 3 Ha (37¼′, 39′, 39′×19¾′) | 3×304kW 445V 60c/s a.c. |
| | | | 1 dk | 12W Der 1(20) 4(10) 2(9) 6(5) | |
| | | | RW | | |
| **CHEVRON ROTTERDAM** | ~~**21393**~~ **20992** | | **1956** N.V. Wilton-Fijenoord—Sch | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft |
| exCaltex Rotterdam–68 | ~~12568~~ 12367 | | 655′ 7″ 89′ 5″ 34′ 0⅛″ | 30 Ta | 12500shp 2650t (o.f)–67pd |
| **Chevron Tankers** | ~~32325~~ | AB | 630′ 0″ 89′ 0″ 45′ 0″ | L.1570426 HeCls. BC | N.V. Wilton-Fijenoord Sch |
| **(Nederland) N.V.** | | | P157′ B54′ F94′ 1 dk | | 2×650kW 450V 60c/s a.c. 16½k |
| The Hague Netherland | | | RW | Der 4(5) 1(1) | |
| | | | rf 3″ | | |
| **IMO** | **6026** | **✠100A1** | **1967**–10 Davie S.B. Ltd.—Lauzon | M (7P) Mchy.aft | Oil 2SA 5Cy. 680×1250 mm |
| | 3881 | Ice Class 1 | 471′ 2″ 56′ 5″ 23′ 7¾″ | 3 Ho 120′, 90′, 85′ | 6100bhp 523t (hvf) 214t (d.o) |
| **Canada Steamship Lines** | 7795 | **✠LMC** | 441′ 3″ 56′ 0″ 32′ 0″ | G.426100 B.387550 | Sulzer Bros. Ltd. Win |
| **Ltd.** | | | P88′ F54′ 2 dks | 3 Ha (stl) (42½′, 55′, 45′×25¼′) | AuxB 100℔ |
| ~~Gulf Ports S.S. Co. Ltd.~~ | | MN1220 EL W 2″U2 | RW 4BH | Cr 2(20) | 3×300kW 575V 60c/s a.c. |
| St. John's, Nfl Canadian | | | rf 6″ WB2351t incl. DTf177t | | Controllable pitch propeller 17k |
| **CICLON** | **999** | **✠100A1** | **1967**–11 Hijos de J. Barreras S.A.—Vgo | M Stern Trawler Mchy.aft | Oil 4SA 8Cy. 390×680 mm |
| | 417 | stern trawler | 215′ 9″ 37′ 6″ 15′ 9″ | | 2000bhp |
| **Pesquerias y Secaderos** | — | Str. nav. ice | 183′ 9″ 37′ 5″ 23′ 9″ | | Hijos de J. Barreras S.A. Vgo |
| de **Bacalao de España S.A.** | | **✠LMC** | RFD48′ 2 dks | | 3×197kW 400V 50c/s a.c. |
| San Sebastian Spanish | | MN400 EL h†1½″U1 | RW 2BH to U dk 6 to 2nd dk | | |
| | | | rf 25″ Box K 15″ WB145t | | |
| *CITY* **OF CAPE TOWN** | **9914** | **✠100A1** SS 6/68 ~~SS 8/63~~ | **1959**–8 A. Stephen & Sons Ltd.—Gls | M Ref OSD | Oil 2SA 12Cy. 760×1550 mm |
| exCity of Melbourne–68 | 5362 | DTsf—oil FP above | 545′ 2″ 71′ 2″ 28′ 9¼″ | 5 Ho 51¾′, 68′, 77′, 52¼′, 79¾′ | 14700bhp Sulzer 2425 (hvf) |
| **llerman Lines Ltd.** | 12300 | 150° F. or vegetable oil or | 510′ 0″ 71′ 0″ 43′ 6″ | G.612450 B.559090 In.168185 | A. Stephen & Sons Ltd. Gls |
| Ellerman & Bucknall S.S. Co. | | latex | P95′ F45′ 1 dk & S dk, 3rd dk clear of | 5 Ha (stl) (27′, 43¼′, 44′, 33′, 44′×23′) | 2AuxB 100℔ |
| Ltd. | | **✠LMC** | mchy. space | 18W Der 1(20) 8(10) 4(7) 6(5) | 4×320kW 220V d.c. 18k |
| London British | | **✠Lloyd's RMC** | RW Coll BH to S dk 7 to 2nd dk | | |
| | | MN2940 EL h†2⅜″SQ | rf 3″ DK fwd WB4440t incl. Tunnel tanks 394t DTm717t DTsf1384t | | |
| **CLEO 2** | **7590** ~~**7666**~~ | ~~**DSRK**~~ | **1938**–9 John Cockerill S.A.—Hbk | M Ref OSD | Oil 2DA 5Cy. 620×1400 mm |
| exHeinrich Heine–68 | 3901 ~~3644~~ | | 459′ 9″ 61′ 6″ 26′ 5″ | | 6000bhp B&W 1557t |
| exMar del Plata–58 | 9050 | ✠Classed LR until 5/59 | 434′ 11″ 61′ 4″ 30′ 2″ | G.524576 B.473218 In.22777 | John Cockerill S.A. Seraing |
| **Loyna Cia. Nav. S.A.** | | | F50′ 2 dks & S dk | | 14k |
| Famagusta Cyprus | | | R | 14W Der 1(30) 1(15) 14(5) | |
| **CONCEIÇÃO MARIA** | **150** | **100A1** | Est. Nav. do Mondego— | M Stern Trawler Mchy.aft | Oil |
| **VILARINHO** | — | stern trawler | Figueira | | |
| **João Maria Vilarinho Sucrs.** | — | Class contemplated | 104′ 11″ 25′ 0″ 9′ 7″ | | Ruston & Hornsby Lcn |
| Lisbon Portuguese | | | 88′ 7″ 23′ 7″ 11′ 2″ | | |
| **CONDEMAR** | **900** | | **1968** Hijos de J. Barreras S.A.—Vgo | M Mchy.aft | Oil 4SA 8Cy. 270×500 mm |
| | — | | 188′ 6″ 31′ 3″ | | 1100bhp Werkspoor |
| H. de **M. Condominas** | — | | 165′ 9″ 31′ 2″ 17′ 1″ | | Hijos de J. Barreras S.A. Vgo |
| Vigo Spanish | | | 2 dks | | |
| **NDESTABLE** | **900** | | **1968** Hijos de J. Barreras S.A.—Vgo | M Mchy.aft | Oil 4SA 8Cy. 270×500 mm |
| | — | | 188′ 6″ 31′ 3″ | | 1100bhp Werkspoor |
| H. de **M. Condominas** | — | | 165′ 9″ 31′ 2″ 17′ 1″ | | Hijos de J. Barreras S.A. Vgo |
| Vigo Spanish | | | 2 dks | | |
| **CONESTA** | **27508** | | **1958** Kieler Howaldtswerke A.G.—Kel | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft |
| exJawesta–68 | 18616 | | 740′ 7″ 87′ 0″ 39′ 8¼″ | 30 Ta | 14080shp 2960t (o.f)–80pd |
| **Conesta Marine Corp.** | 45520 | NV | 708′ 6″ 86′ 7½″ 45′ 11″ | L.1522734 HeCls. BC | Kieler Howaldtswerke A.G. Kel |
| Monrovia Liberian | | | P147′ B50′ F98′ 1 dk | | 2×600kW 450V 60c/s a.c. 16¼k |
| | | | len 63 | Der 2(5) 2(3) 3(2) 1(1) | |
| | | | rf 4″ | | |
| **CONTINENT** | **300** | **100A1** | Schps. Gebr. Coops—Hgz | M Mchy.aft | Oil 2SA 3Cy. 190×350 mm |
| | — | Class contemplated | 136′ 5″ 28′ 4″ 7′ 10″ | | |
| **R. H. Alberts** | 400 | | 129′ 7″ 25′ 0″ 8′ 9″ | | N.V. Mch. Bolnes Krimpen |
| Rotterdam Netherland | | | | | |
| For later particulars see New Entries No. **12** | | | | | |
| **DAIEI MARU No. 2** | **693** | | **1968** Hashihama Zosen—Imabari | M Tanker Mchy.aft | Oil 4SA 6Cy. 380×540 mm |
| | 392 | | 29′ 7″ 14′ 8″ | | 1300bhp |
| **Daiei Kisen K.K.** | 1300 | | 183′ 8″ 29′ 6″ 15′ 6″ | | Nippon Hatsudoki Kob |
| Yawatahama Japanese | | | 1 dk | | |
| | | | RW | | |

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| 681712<br>JEQB<br>103499<br>Df Esd<br>Gc Pfd<br>Rdr | **DAIKI MARU**<br><br>**Showa Kaiun K.K.**<br>Tokyo Japanese | 18800<br>14156<br>24928 | | **1968** Uraga Hvy. Ind. Ltd.—Yokosuka<br>551′ 3″ 82′ 1″ 35′ 6″<br>524′ 11″ 82′ 0″ 56′ 2″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 680×1250 m<br>8000bhp Sulzer<br>Uraga Hvy. Ind. Ltd. |
| 681634<br><br><br>Df Esd<br>Gc Rdr<br>RT | **DAIRYU MARU**<br><br>**Taiheiyo Kisen K.K.**<br>Tokyo Japanese | 71000<br>—<br>121000 | | **1968** Hitachi Zosen—Inn<br>912′ 0″ (incl. BB) 145′ 1″ 49′ 2″<br>869′ 5″ 145′ 0″ 70′ 6″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 2SA 12Cy. 840×1800 m<br>27600bhp B&W<br>Hitachi Zosen |
| 651814<br>SHUA<br>10655<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAN**<br>exHerakles–68<br>**Göteborgs Bogserings &**<br>**Bärgnings A/B**<br>Gothenburg Swedish | 492<br>129<br>— | **✠100A1**<br>tug<br>Ice Class 1<br>**✠LMC**<br>MN950 EL (h) | **1965**–12 Cochrane & Sons Ltd.—Sel<br>145′ 9″ 34′ 11″ 15′ 6½″<br>127′ 6″ 33′ 6″ 16′ 3″<br>F71′ 1 dk<br>4BH<br>rf 15″ BK3″ WB34t | M Tug | 2 Oil 4SA each 9Cy. 12¼″<br>flexible couplings & sr g<br>shaft<br>4752bhp<br>Ruston & Hornsby<br>db 195℔<br>3×140, 140, 100kW 450V<br>Controllable pitch propel |
| 681635 | **DEIRDRE**<br><br>**Nassau Towing Ltd.**<br>Nassau British<br>For later particulars see New Entries No. 11 | 100<br>—<br>— | **100A1**<br>tug<br>for restricted service<br>Class contemplated | Ch. Nav. de Rupelmonde—<br>Rupelmonde<br>91′ 10″ 24′ 11″ 8′ 8½″<br>82′ 0″ 23′ 0″ 10′ 10″ | M Tug | Oil 4SA 8Cy. 320×450 m<br><br>Klöckner-Humboldt-Deut |
| 681781<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **DELTA PARAGUAY**<br><br>**Delta S.S. Lines Inc.**<br>United States<br><br><br>For later particulars see New Entries No. 8 | ~~11150~~ T.Mk<br>— 7146<br>— 4134<br>—<br>**10396**<br>6299<br>13039 | | **1968** Ingalls S.B. Corp.—Pascagoula<br>522′ 0″ 70′ 2″ ~~21′ 0″~~ — /31′ 0¾″<br>487′ 0″ 70′ 0″ 45′ 0″<br>2 dks | S Ref Mchy.aft | 2 S Turb dr geared to sc<br>14250shp<br>General Electric Co. |
| 681780<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **DELTA URUGUAY**<br><br>**Delta S.S. Lines Inc.**<br>United States<br><br><br>For later particulars see New Entries No. 8 | ~~11150~~ T.Mk<br>— 7146<br>— 4134<br>—<br>**10396**<br>6299<br>13039 | | **1968** Ingalls S.B. Corp.—Pascagoula<br>522′ 0″ 70′ 2″ ~~21′ 0″~~ — /31′ 0¾″<br>487′ 0″ 70′ 0″ 45′ 0″<br>2 dks | S Ref Mchy.aft | 2 S Turb dr geared to sc<br>14250shp<br>General Electric Co. |
| 516148<br><br><br>Esd Rdr<br>RT | **DENEB**<br>exIngrid Weide–68<br>**Italmare Soc. di Nav.**<br>Castellammare di Italian<br>Stabia | 1187<br>582<br>1810<br>**1995**<br>1285<br>2960 | <br><br>GL | **1953** G. Renck Jr. K.G.—Ham<br>259′ 0″ 41′ 11″ 16′ 3½″/21′ 3″<br>238′ 4″ 41′ 8″ 23′ 7″<br>Q133′ B50′ F27′ 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br><br>G.136250 B.125600<br>4 Ha<br>8W Der 2(10) 6(3) | Oil 4SA 8Cy. 385×580 m<br>1400bhp<br>Masch. Kiel A.G. |
| 504347<br>GWYA<br>305453<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DERWENTFIELD**<br>exBetty–67<br>**Hunting (Eden) Tankers Ltd.**<br>Newcastle British | 11540<br>6421<br>17430 | **100A1** SS 2/68<br>Nos. 2, 3, 4 & 5 topside<br>tanks & Nos. 3, 4, 7 & 8<br>holds—vegetable oil<br>**LMC**<br>MN1350 EL C†2¾″SQ | **1959** Rheinstahl. Nordseewerke—Emd<br>528′ 1″ 66′ 6″ 30′ 8¾″<br>498′ 10″ 66′ 3″ 41′ 10″<br>P152′ F100′ 1 dk<br>RW NS 13BH<br>rf nil WB5412t incl. Topside tanks in holds 2097t DTf339t | M Bulk Carrier Mchy.aft<br>9 Ho 57′, 41′, 31′, 39′, 31′, 39′, 31′,<br>39′ 34′<br>G.787305 B.722622<br>9 Ha (stl) (each 23′×32¾′) | Oil 2SA 6Cy. 780×1400<br>6750bhp<br>Masch. Augsburg-Nürn<br>2WTAuxB (1 o.f 1 ex.g)<br>✠NAuxB 100℔–2/68<br>3×240kW 440V 60c/s a. |
| 681779<br><br><br>Df Esd<br>Rdr RT | **DINA- U**<br><br>**J. C. Viterwijk**<br>Panama Panamanian | 1050<br>—<br>1500 | | **1968** Scheepsw. "Friesland" N.V.—<br>237′ 4″ 33′ 10″ 16′ 10″<br>209′ 11″ 33′ 6″ 20′ 0″<br>2 dks | M Mchy.aft | Oil 4SA 6Cy. 390×680 m<br>1550bhp<br>N.V. Werkspoor |
| 521918<br>PKZS<br><br>Df Esd<br>Gc Rdr<br>RT | **DJATIWANGI**<br>exWyvern–68 exMandeville–65<br>**P.N. Djakarta Lloyd**<br>Djakarta Indonesian | 6039<br>3550<br>8780 | <br><br>NV | **1948** Lithgows Ltd.—P.Gl<br>461′ 4″ 59′ 4″ 26′ 0½″<br>430′ 10″ 59′ 2″<br>P43′ F36′ 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>RW<br>rf 4″ | M (12P) Ref OSD<br>4 Ho<br>G.582406 B.536215 In.8509<br>6 Ha (33½′, 34′, 26½′, 39½′, 26½′,<br>13′×20′)<br>18W Der 1(30) 4(10) 14(5) | Oil 2SA 6Cy. 670×2320<br>6800bhp Doxford<br>Fairfield Co. Ltd.<br>3×180kW 220V d.c. |
| 681713<br>JM2785<br>102382<br>Gc Rdr | **DOEI MARU No. 2**<br><br>**Doei Unyu K.K.**<br>Ube Japanese | 498<br>270<br>940 | | **1968** Ube Dock—Ube<br>180′ 5″ 28′ 7″ 12′ 10″<br>160′ 9″ 28′ 6″ 14′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 260×320 m<br>1000bhp<br>Daihatsu Kogyo |
| 680377<br>GXJF<br>303650<br>Rdr RT | **DUNOSPREY**<br><br>**Newport Screw Towing Co.**<br>**Ltd.**<br>Newport British | 173<br>—<br>— | **✠100A1**<br>tug<br>**✠LMC**<br><br>MN252 EL 1″U2 | **1968**–2 R. Dunston (Hessle) Ltd.—<br>Hessle<br>99′ 7″ 27′ 2″ 10′ 9″<br>90′ 0″ 25′ 9″ 12′ 6″<br>3BH<br>rf 15″ BK6″ WB59t | M Tug Mchy.aft | Oil 2SA 6Cy. 340×570<br>1260bhp<br>British Polar Engines Lt<br>2×30kW 220V d.c. |
| 681863 | **DUTCH SPIRIT**<br><br>**N.V. Tankvaart Rotterdam**<br>Rotterdam Netherland | 999<br>642<br>1800 | **100A1**<br>oil tanker<br>Class contemplated | Schps. v/h De Groot & v. Vliet—<br>Slikkerveer<br>227′ 4″ 38′ 1″ 18′ 4″<br>208′ 6″ 37′ 9″ 19′ 11″ | M Tanker Mchy.aft | Oil 2SA 8Cy. 300×550<br><br>N.V. Smit & Bolnes |

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| **E. R. ANTVERPIA**<br>**Bureau Maritime**<br>**H. G. Ahlers S.A.**<br>Antwerp Belgian | ~~37000~~ 35975<br>~~20500~~ 27967<br>63400 | GL | **1968** N.V. Boelwerf S.A.—Tamise<br>770′ 2″ (incl. BB) 105′ 3″ 43′ 4″<br>734′ 5″ 105′ 0″ 58′ 9″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 4SA 7Cy. 860×1600 mm<br>16100bhp MAN<br>A.C.E.C. Ght |
| **EASTERN LION**<br>exJag Ketu–67 exWindsor–63<br>~~**Lion International Co. Ltd.**~~<br>~~London British~~<br>**Southern Shipping & Enterprises Co. Ltd.**<br>London British | T.Mk<br>**5476**<br>2854<br>9325<br>**7509**<br>4068<br>**10045** | ✠100A1 SS 7/68 SS 2/66<br>✠LMC<br>MN880 EL b†2$\frac{1}{16}$″SQ | **1952**–9 Barclay, Curle & Co. Ltd.—Gls<br>465′ 2″ 58′ 8″ ~~—/27′ 2½″~~ 25′ 11¾″/27′ 2½″<br>435′ 9″ 58′ 6″ 38′ 0″<br>RFD42′ 2 dks<br>R 8BH<br>WB2896t incl. DTa704t Dk tanks 312t<br>~~STRANDED 4/68—NOW IN PORT 4/68~~ | M<br>6 Ho 63′, 60¾′, 74¾′, 18¾′, 51¼′, 56′<br>G.542380 B.492775<br>6 Ha (27′, 28′, 28′, 9¼′, 28′, 28′×28′)<br>12W Der 10(10) 2(3) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford 1147t (hvf)<br>Barclay, Curle & Co. Ltd. Gls<br>AuxB 150℔ Spt AuxB 150℔<br>4×75kW 220V d.c. 13½k |
| **EFTYCHIA**<br>exBoom–68 exOverbeck–67<br>exMönkedamm–63 exEstonia–54<br>exKong Gudröd–36<br>**Tzortzis, K. Sykias &**<br>**P. Bouldournis**<br>eus Greek | **795**<br>348<br>1030<br>**1174**<br>644<br>1687 | GL | **1910** Trondhjems M/V—Tdh<br>237′ 2″ 31′ 1″ 16′ 1″/20′ 1½″<br>30′ 11″ 23′ 2″<br>H37′ 1 dk & S dk<br>R | M OSD/CSD Mchy.aft<br>1 Ho<br>G.79905 B.73261<br>2 Ha<br>Der 4(5) 4(3) | Oil 2SA 8Cy. 320×380 mm<br>1200bhp NE56<br>Sulzer Bros. Ltd. Win<br>11k |
| **EHIME No. 1**<br>**Ehime Kisen K.K.**<br>Imabari Japanese | **195**<br>87<br>70 | | **1968** Matsuura Zosen—Hma<br>105′ 8″ 26′ 4″ 6′ 6″<br>91′ 10″ 24′ 3″ 9′ 6″<br>1 dk | M Ferry Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>600bhp<br>Dalhatsu Kogyo Osa |
| **EIKO MARU**<br>**M. Tateishi**<br>Hofu Japanese | **199**<br>108<br>400 | | **1968** Sasaki Zosen—Kinoe<br>128′ 8″ 23′ 0″ 9′ 10″<br>114′ 10″ 22′ 11″ 10′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>450bhp<br>Usuki Tekkosho Usuki |
| **EIKYU MARU No. 25**<br>**Konno Suisan K.K.**<br>shinomaki Japanese | **350**<br>160<br>— | | **1968** Yamanishi Zosen Tekkosho—Ishinomaki<br>166′ 0″ 28′ 11″ 10′ 11″<br>146′ 4″ 28′ 10″ 12′ 5″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 350×550 mm<br>1400bhp<br>Hanshin Nainenki Kogyo Tok |
| **EISHO MARU No. 22**<br>**Yokohama Yusosen K.K.**<br>Yokohama Japanese | **171**<br>115<br>300 | | **1967** Hanasaki Zosensho—Yokosuka<br>109′ 6″ 23′ 8″ 8′ 0½″<br>104′ 0″ 23′ 7″ 9′ 0″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 200×260 mm<br>200bhp<br>Mitsubishi Hvy Ind. Ltd. Kob |
| **EIUN MARU No. 2**<br>**H. Nakamura**<br>Kitakyushu Japanese | **199**<br>98<br>400 | | **1968** Mochizuki Zosen—Kinoe<br>120′ 0″ 27′ 0″ 9′ 2″<br>104′ 11″ 26′ 11″ 9′ 10″<br>1 dk | M Sand Carrier Mchy.aft | Oil 4SA 12Cy. 200×240 mm<br>400bhp<br>Yanmar Diesel Eng. Co. Ltd. Osa |
| **EL PUNTAL**<br>exAsseburg–68<br>**Financiera Montanesa S.A.**<br>Spanish | **2993**<br>1395<br>3300 | | **1959** Kieler Howaldtswerke A.G.—Kel<br>413′ 4″ 51′ 2″ 19′ 11⅝″<br>377′ 4″ 51′ 1″ 28′ 8″<br>B&F331′ 1 dk & S dk<br>RW | M Ref OSD<br>In.223060<br>4 Ha<br>8W Der 1(10) 9(5) | Oil 2SA 8Cy. 700×1200 mm<br>6600bhp 680t<br>Kieler Howaldtswerke A.G. Kel<br>18k |
| **ELIAS L.**<br>exMerchant Prince–68<br>exSycamore–65<br>exWalsingham–57<br>exSycamore–55<br>**delion Shipping Co. Ltd.**<br>agusta Cyprus | **3343**<br>1519<br>4600 | ✠100A1 SS 2/68<br>with freeboard<br>✠LMC<br>MN660 EL w 1$\frac{13}{16}$″SQ | **1950**–2 Burntisland S.B. Co. Ltd.—Bnt<br>363′ 1″ 51′ 3″ 21′ 7¼″<br>340′ 6″ 51′ 0″ 30′ 9″<br>B100′ F30′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB1417t incl. DT492t | M (12P) OSD<br>4 Ho 47¼′, 72¼′, 67½′, 42½′<br>G.268000 B.242000<br>4 Ha (20¼′, 37½′, 32½′, 17½′×16′)<br>12W Der 1(25) 2(10) 10(5) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford 739t (d.o)<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 220℔<br>~~2×40kW 220V d.c.~~ 13½k<br>2×40kW 110V d.c. |
| **ELPIDIO QUIRINO**<br>exPresident Quirino–68<br>exOrfeo–63<br>exFort Gaspereau–48<br>**Philippine President Lines Inc.**<br>Manila Philippine | **6909**<br>4236<br>10393 | BV<br>✠Classed LR until 7/48 | **1943**–1 Burrard D.D. Co. Ltd.—Vcr<br>441′ 3″ 57′ 2″ 26′ 11½″<br>417′ 6″ 56′ 11″ 37′ 4″<br>2 dks<br>RW | S CSD<br>G.530027 B.479733<br>5 Ha (33¾′, 33¾′, 33¾′, 35′, 15′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1203t (o.f)<br>Dominion Eng. Works Ltd. Mtl<br>10½k |
| **ELYSIA**<br>exHighland–68<br>**Anchor Line Ltd.**<br>Glasgow British | **7689**<br>3958<br>11567<br>**10060**<br>5479<br>13880 | ✠100A1 SS 9/67<br>DTmf—vegetable oil<br>✠LMC<br>MN1880 EL e†2¼″SQ | **1963**–2 Lithgows Ltd.—P.Gl<br>505′ 0″ 66′ 0″ 27′ 7¼″/30′ 11¼″<br>466′ 0″ 65′ 9″ 40′ 9″<br>P46′ F45′ 1 dk & S dk<br>RW 7BH to S dk 2 to 2nd dk<br>rf 6″ WB3254t incl. DTsmf1400t | M OSD/CSD<br>5 Ho 54′, 67½′, 38½′, 27½′ DT, 79¾′, 74′<br>5 Ha (stl) (29¼′, 38½′, 41¼′, 41¼′, 33′×26′)<br>Der 1(60) 4(10) 12(5) | Oil 2SA 8Cy. 620×1400 mm<br>9400bhp B&W (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 100℔<br>3×270kW 220v d.c. |
| **EMBASSAGE**<br>**Hall Bros. S.S. Co. Ltd.**<br>Hall Bros.<br>Newcastle British | **1432**<br>888<br>2600 | 100A1<br>Class contemplated | E. J. Smit & Zn's Scheeps.—Westerbroek<br>253′ 2″ 39′ 1″ 18′ 10¼″<br>231′ 1″ 38′ 9″ 22′ 6″ | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>Atlas-Mak Masch. |

For later particulars see New Entries No. 12

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| 681846 | **ENCOUNTER BAY** | T.Mk | 100A1 | Howaldtswerke Deutsche | S Ref Mchy.aft | 2 S Turb dr geared to sc |
| | | 27000 | Class contemplated | Werft A.G.—Ham | | |
| | **The Scottish Shire Line** | — | | 745' 9" (incl. BB) 100' 2" 35' 0" | | Stal-Laval Turb. Co. |
| | **Ltd.** | — | | 699' 11" 100' 0" 54' 0" | | |
| | Cayzer, Irvine & Co. Ltd. | | | | | |
| | London British | | | | | |

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| 681864 | **ERIK** T.Mk | 1000 | | 1968 Elsflether Werft A.G.—Elsfleth | M Tanker ~~OSD~~ Mchy.aft | Oil 4SA 6Cy. 400×580 mm |
| | | 764 | | 267' 8" 47' 1" 17' 0½" | 10 Ta | 1800bhp |
| | **Partenreederei m.s. "Erik"** | 2740 | GL | 246' 0" 41' 4" 24' 3" | L.113505 HeCls. B | Klöckner-Humboldt-Deutz |
| Df Esd | Diersch & Schröder | | | 1 dk & S dk | | 3×64, 64, 26kW 230/380V |
| Gc Rdr | Bremen W. German | | | | | |
| RTm/h | | | | | | |

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| 681865 | **ERNST G. RUSS** | 53944 | | 1968 Mitsui Zosen—Chiba | M Tanker Mchy.aft | Oil 2SA 9Cy. 840×1800 |
| DGCF | | 36505 | | 890' 0" 127'11" 45' 0½" | | 18900bhp |
| 11085 | **Ernst Russ** | 98022 | | 855' 0" 127' 9" 61' 0" | L.4316811 HeCls. BC | Mitsui Zosen |
| Df Esd | Hamburg W. German | | | F84' 1 dk | | 3×560, 560, 600kW 400V |
| Gc Rdr | | | | | | |
| RTm/h/v | | | | | | |

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| 681782 | **ESSENCE** | ~~9291~~ 9939 | | 1968 Usuki Tekkosho—Saiki | M Mchy.aft | Oil 4SA 16Cy. 400×460 |
| ELNT | | 6619 | | 482' 4" 69' 8" 28' 7½" | | 7440bhp |
| 2995 | **Essence Shipping Ltd.** | 15623 | BV | 446' 2" 69' 6½" 38' 8" | | Ishikawajima-Harima Hvy |
| Df Esd | Monrovia Liberian | | | 1 dk | | |
| Gc Rdr | | | | | | |

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| 542384 | **ESSO YORKSHIRE** | 52544 ~~53423~~ | 100A1 SS 12/67 | 1963 Kockums M/V A/B—Mmo | S Tanker Mchy.aft | 2 S Turb dr geared to sc |
| GMIV | | 36361 ~~35637~~ | oil tanker | 861' 5" (incl. BB) 125' 3" 49' 2½" | 27 Ta | Stal-Laval |
| 305877 | **Esso Petroleum Co. Ltd.** | ~~115206~~ | **LMC** | 817' 10" 125' 0" 62' 6" | L.3187090 HeCls. B | 26500shp |
| Df Esd | London British | 94241 | | P143' B35' F109' 1 dk | | Kockums M/V A/B |
| Gc Pfd | | | MN5300 EL (e*)3⅜"U2 | RW 13BH | Der 2(10) | 2WTB 800lb Spt 950° F. |
| Rdr RTv | | | | rf 5" WB11627t incl. DTsf7620t | | sg 180lb |
| | | | | | | 3×1000, 1000, 250kW |

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| 504071 | **EVAGGELOS T.H.** | 15800 | NV | 1951–10 Kockums M/V A/B—Mmo | M Tanker Mchy.aft | Oil 2SA 7Cy. 720×1200 |
| | exBenami–68 exBello–61 | 9577 | | 606' 4" 77' 0" 31' 9½" | 24 Ta | 6475bhp MAN |
| | ~~Nicos J. Vardinoyannis~~ | 24325 | ✠Classed LR until 10/56 | 570' 10" 42' 9" | | Kockums M/V A/B |
| Df Esd | **Varnima Shipping Co.** ~~Greek~~ | | | P114' F72' 1 dk | | 2×220kW 230V d.c. |
| Gc Rdr | Piræus Greek | | | rf 1" | | |
| RTv | Name should be **EVAGGELOS TH.** See New Entries **No. 8** | | | | | |

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| 681637 | **EVER RELIANCE** | ~~16000~~ 17332 | | 1968 Taiwan S.B. Corp.—Klg | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1150 |
| | | — 12796 | | 594' 10" 82' 3" 31' 7½" | | 11200bhp Sulzer |
| | **First Steamship Co. Ltd.** | — 26301 | AB CR (Taiwan) | 551' 2" 82' 0" 45' 3" | | Ishikawajima-Harima |
| Df Esd | Keelung China (Taiwan) | | | 1 dk | | |
| Gc Pfd | | | | | | |
| Rdr RT | | | | | | |

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| 511149 | **FABIA** | 9000 | | 1930 (Fwd section) Swan, Hunter & | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 680×1500 |
| 5BHF | exFabian–68 | 5001 | | Wghm Rchdsn | 3 Ho 87', 83½', 100½' | 5200bhp |
| | exWindward Passage–61 | 12015 | NV | 1940 (Aft section) A/B Götaverken | | A/B Götaverken |
| Df Gc | exRaila–56 | | | 476' 3" 58' 6" 27' 9½" | 12 Ha (stl) (each 27'×17') | 3×150, 110, 50kW 110V |
| Esd Rdr | **Harma Shipping Co. Ltd.** | | | 58' 3" | | |
| RTm | Famagusta Cyprus | | | 1 dk | | |
| | | | | RW conv tanker 62 | | |
| | | | | rf 4" | | |

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| 680742 | **FEDERAL ST. LAURENT** | *19644* | ✠100A1 | 1968–3 Cockerill Yards Hoboken—Hbk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 740×1600 |
| ONFF | | *14012* | strengthened for ore | 681' 1" (incl. BB) 75' 3" 35' 1" | | 11500bhp B&W |
| 47 | **Belcan N.V.** | 33335 | cargoes, Nos. 2, 4 & 6 | 645' 0" 75' 0" 49' 0" | | S.A. Cockerill-Ougrée |
| Df Esd | n.v. UBEM s.a. | | holds may be empty | Ba62' F48' 1 dk | | AuxB 100lb |
| Gc Pfd | Antwerp Belgian | | ✠**LMC** | NS 9BH | | 3×360kW 450V 60c/s |
| Rdr RT | | | MN2300 EL G†2 11/16"U2 | rf nil DK fwd WB15100t incl. Comb. btm & side tanks in holds 8400t | | |

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| 672511 | **FEDERAL SCHELDE** | *19644* ~~19644~~ | ✠100A1 | 1967–12 Cockerill Yards Hoboken—Hbk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 740×1600 |
| ONFE | | *14012* ~~14012~~ | strengthened for ore | 681' 1" 75' 3" 35' 1" | | 11500bhp |
| | **Belcan N.V.** | 33200 | cargoes, Nos. 2, 4 & 6 | 645' 0" 75' 0" 49' 0" | | S.A. Cockerill-Ougrée |
| Df Esd | n.v. U.B.E.M. s.a. | | holds may be empty | Ba62' F48' 1 dk | | AuxB 100lb |
| Gc Pfd | Antwerp Belgian | | ✠**LMC** | NS 9BH | | 3×360kW 450V 60c/s |
| Rdr RT | | | MN2300 EL G†2 11/16"U2 | rf nil DK fwd WB15100t incl. Comb. btm, side & topside tanks in holds 8400t | | |

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| 681638 | **FENIX** | 499 | | 1968 A/B Falkenbergs Varv— | M Tanker Mchy.aft | Vee Oil 2SA 12Cy. |
| | | 370 | | Falkenberg | | 1200bhp |
| | **Rederi A/S Eystrasalt** | 1400 | | 236' 3" 37' 10" 11' 8" | | Appingedammer Brons |
| Df Esd | Lennart Kihlberg | | | 218' 6" 37' 9" 11' 10" | | |
| Pfd Rdr | Gothenburg Swedish | | | 1 dk | | |
| RT | Now **BIA** See New Entries No. 6 | | | | | |

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| 528024 | **FIDELITY** | 2277 | | 1951 A/S Trondhjems M/V—Tdh | M OSD | Oil 2DA 6Cy. 600×90 |
| | exPohjanmaa–68 exBotne–56 | 1107 | | 356' 6" 44' 0" 19' 4½" | | 3400bhp |
| | Launched as Einar Jarl | 4000 | NV | 332' 5" 43' 10" | G.253000 B.237000 | Masch. Augsburg-Nü |
| Df Esd | **Kecoship Cia. Naviera S.A.** | | | 1 dk & S dk | 5 Ha (30½', 32½', 24½', 32½', 24½'×18') | 4×87, 87, 87, 15kW |
| Gc Rdr | Piræus Greek | | | RW len 54 | 10W Der 11 | |
| RT | | | | rf 2½" | | |

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| **FORMALITY**<br>**F. T. Everard & Sons Ltd.**<br>London British<br>For later particulars see New Entries No. 8 | 199<br>—<br>425 | **100A1**<br>Class contemplated | Clelands S.B. Co. Ltd.—Wal<br>136′ 6″ 8′ 10½″<br>130′ 0″ 25′ 0″ 11′ 1″ | M Mchy.aft | Oil 4SA 4Cy. 8¾″×11½″<br>Blackstone & Co. Ltd. Stamford |
| **FORREST**<br>**Government of the Falkland Islands**<br>Stanley British | 144<br>47<br>138 | **✠100A1**<br>**Falkland Islands service**<br>**✠LMC**<br>MN64 EL a | **1967**–9 J. W. Cook & Co. (Wivenhoe) Ltd.—Wvn<br>86′ 0″ 22′ 10″ 8′ 0″<br>77′ 9″ 22′ 0″ 10′ 9″<br>1 dk<br>4BH<br>rf 10″ WB24t | M Mchy.aft | Oil 4SA 8Cy. 6½″×7¼″ reverse reduction geared<br>320bhp<br>Bergius-Kelvin Co. Ltd. Gls<br>3×2½, 1⅔, 1⅔kW 24/32V d.c. |
| **FOURCROY**<br>**Beagle Shipping Co.**<br>Darwin British | 348<br>103<br>250 | **100A1**<br>for restricted service<br>Class contemplated | Carrington Slipways Pty. Ltd.—N.S.W.<br>126′ 6″ 35′ 1″ 6′ 9⅜″<br>112′ 0″ 34′ 0″ 8′ 0″ | TM Landing Craft Ref Mchy.aft | 2 Oil 4SA each 12Cy. 5½″×6″<br>Cummins Eng. Co. Columbus |
| **FRAGUADOR**<br>**Naviera Alvargonzalez y S.A. Tudela Veguin**<br>Gijon Spanish | 1854<br>640<br>— | **100A1**<br>Class contemplated | Empresa Ncl. "Bazan"—Cdz<br>277′ 4″ 41′ 9″ 19′ 1″<br>252′ 6″ 41′ 8″ 22′ 2″ | D-E Cement Carrier Mchy.aft | 2 Vee Oil 4SA each 16Cy. 185×200 mm geared to 2 elec. motors & sc. shaft<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen |
| **FREDERICK CARTER**<br>**Government of Canada (Minister of Transport)**<br>St. John's Nfl Canadian | 12221<br>6672<br>5255 | **✠100A1**<br>North Sydney N.S.—Port Aux Basques or Argentina, Nfl.<br>Ice Class 1<br>**✠LMC**<br>MN3380 EL A 2⅜″U2 | **1968**–1 Davie S.B. Ltd.—Lauzon<br>486′ 0″ 71′ 2″ 21′ 0¾″<br>450′ 0″ 69′ 0″ 48′ 0″<br>2 dks<br>Coll BH to U dk 9 to 2nd dk<br>rf 6″ WB1682t | TM Train Ferry<br>Stern doors<br>1 Ho 470′ | 4 Vee Oil 4SA each 12Cy. 400×460 mm sr geared to 2 sc. shafts<br>14872bhp 591t (hvf)<br>Crossley Bros. Ltd. Mch<br>2AuxB 125℔<br>5×750, 750, 750, 750, 350kW 460V 60c/s a.c.<br>Controllable pitch propellers<br>Bow jet pump 18k |
| **FRENDO**<br>~~**A/S Rederiet Odfjell**~~<br>~~Bergen Norwegian~~<br>**A/S Frendo**<br>Fredrik Odfjell<br>**Bergen Norwegian** | ~~200~~ 199<br>— 124<br>540 | | **1968** Scheepswerf Bijlholt N.V.—Foxhol<br>147′ 7″ 28′ 5″ 11′ 2″<br>131′ 2″ 28′ 0½″ 18′ 8″<br>2 dks | M Mchy.aft | Oil 4SA 210×300 mm<br>660bhp<br>Gebr. Stork & Co. Hengelo |
| **FUKU MARU No. 5**<br>**Fukumaru Gyogyo K.K.**<br>Nansei Japanese | 413<br>217<br>— | | **1967** Miho Zosensho—Shimizu<br>181′ 1″ 27′ 11″<br>164′ 0″ 27′ 10″ 12′ 8″<br>1 dk | M Fishing | Oil 4SA 6Cy. 370×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **FUKUSHIN MARU No. 2**<br>**Fukushin Suisan K.K.**<br>Iwaki Japanese | 345<br>183<br>— | | **1968** Yamanishi Zosen Tekkosho—Ishinomaki<br>157′ 5″ 27′ 7″ 10′ 10″<br>137′ 10″ 27′ 6″ 12′ 4″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 350×520 mm<br>1250bhp<br>Akasaka Tekkosho Yaizu |
| **FUKUYOSHI MARU No. 5**<br>**Tamura Kaiun Y.K.**<br>Anan Japanese | 199<br>100<br>350 | | **1968** Takehara Zosen—Hma<br>122′ 9″ 23′ 0″ 10′ 4″<br>108′ 3″ 22′ 11″ 11′ 5″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>450bhp<br>Fuji Seisakusho Tateyama |
| **FUNADASAN MARU**<br>**F. Fujisawa**<br>Yoshiumi Japanese | 198<br>114<br>350 | | **1968** Nippon Zosen Tekko—Wakamatsu<br>108′ 11″ 27′ 4″ 8′ 10″<br>96′ 2″ 27′ 3″ 9′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 200×240 mm<br>300bhp<br>Yanmar Diesel Eng. Co. Ltd. Osa |
| **FUNCHALENSE**<br>**Empresa de Navegação Madeirense Lda.**<br>Funchal Portuguese | 1300<br>—<br>1000 | **100A1**<br>Class contemplated | Est. São Jacinto—Aveiro<br>230′ 7″ 36′ 2″ 13′ 6″<br>205′ 4″ 36′ 0″ 12′ 4″ | M Ret Mchy.aft | Oil 4SA 8Cy. 390×680 mm<br>N.V. Werkspoor Ams |
| **G.W. 135**<br>**Wimpey (Marine) Ltd.**<br>London British<br>For later particulars see New Entries No. 5 | 600<br>—<br>— | **100A1**<br>for restricted service<br>Class contemplated | Clelands S.B. Co. Ltd.—Wal<br>120′ 0″ 60′ 8″ 8′ 7″<br>120′ 0″ 60′ 0″ 13′ 0″ | Barge | |
| **GARCIA Y VIDAL I**<br>**Eloy Garcia & Felipe Vidal**<br>Vigo Spanish | 167<br>—<br>— | | **1968** Const. Nav. Santodomingo—Vgo<br>88′ 11″<br>76′ 1″ 20′ 4″ 11′ 4″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 220×280 mm<br>400bhp<br>Klöckner-Humboldt-Deutz Kln |
| **GARCIANI**<br>**Nicomedes Garcia**<br>Santander Spanish | 8190<br>5493<br>14538 | **✠100A1**<br>**✠LMC**<br>MN1960 EL A†2 3/16″U2 | **1968**–1 Cia. Euskalduna—Bbo<br>476′ 0″ 61′ 6″ 30′ 10¼″<br>441′ 10″ 61′ 2½″ 39′ 4″<br>Ba210′ F99′ 2 dks<br>RW 8BH<br>rf nil WB2716t incl. Tunnel tanks 306t DTm859t | M Mchy.aft | Oil 2SA 7Cy. 700×1200 mm<br>9800bhp MAN<br>Cia. Euskalduna Bbo<br>AuxB 100℔<br>3×184kW 440V 60c/s a.c. |

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| 681866<br><br><br>Esd Pfd<br>Rdr RT | **GEESJE**<br><br>**de Boer**<br>Carebeka N.V.<br>Urk Netherland | 108<br>37<br>— | | | 1968 Schps Hoogezand J. Bodewes—Bergum<br>86' 4" 21' 10" 7' 9"<br>74' 5" 21' 7" 10' 5"<br>1 dk | M Fishing Mchy.aft | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>720bhp<br>Thomassen |
| 681798<br>JKTK<br>102270<br>Df Esd<br>Pfd Rdr<br>RT | **GENPUKU MARU No. 63**<br><br>**I. Kaneko**<br>Ikitsuki Japanese | 114<br>45<br>— | | | 1968 Tokushima Zosen—Fukuoka<br>112' 0" 19' 9" 7' 9"<br>96' 2" 19' 8" 9' 1"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy 250×320 mm<br>550bhp<br>Niigata Eng. Co. Ltd. |
| 681799<br>JM2500<br>102271<br>RT | **GENPUKU MARU No. 65**<br><br>**I. Kaneko**<br>Ikitsuki Japanese | 115<br>45<br>— | | | 1968 Tokushima Zosen—Fukuoka<br>112' 0" 19' 9" 7' 9"<br>96' 2" 19' 8" 9' 1"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>550bhp<br>Niigata Eng. Co. Ltd. |
| 681800<br>JEXI<br>103871<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENPUKU MARU No. 82**<br><br>**Toyo Gyogyo K.K.**<br>Tokyo Japanese | 500<br>205<br>— | | | 1968 Usuki Tekkosho—Saiki<br>173' 9" 32' 3" 14' 2"<br>157' 10" 32' 2" 15' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 16Cy. 260×320 m<br>2000bhp<br>Daihatsu Kogyo |
| 681867<br>DCBK<br><br>Esd Gc<br>Pfd Rdr<br>RTm/v | **GERRIT WESSELS**<br><br>**Emder Bugsier und Bergungs-Geschäft P. W. Wessels Wwe.**<br>Emden W. German | 187<br>—<br>— | | | 1968 Schulte & Bruns—Emd<br>100' 0" 29' 5"<br>88' 6" 26' 10" 13' 10"<br>1 dk | M Tug | 2 Oil 4SA each 6Cy.<br>geared to sc. shaft<br>3800bhp<br>Masch. Augsburg-Nürnbe<br>Controllable pitch propelle<br>2×30, 70kW 230/400V 50c/ |
| 511529<br>SWXY<br><br>Df Esd<br>Gc Rdr<br>RT | **GINA**<br>exFinnpulp–68<br>**G. Z. Lanaras**<br>Piræus Greek | 4049<br>2067<br>6604 | | BV | 1953 Werf. J. Smit Czn.—Alb<br>413' 5" 54' 6" 23' 4"<br>54' 4"<br>P26' B319' F27' 1 dk & S dk | M Ref OSD<br><br>G.375194 B.352236 In.6746<br>5 Ha (30', 31½', 31½', 31½', 31½'×21½')<br>10W Der 1(25) 1(15) 10(5) | Oil 2SA 8Cy. 720×1250 m<br>5600bhp<br>Sulzer Bros. Ltd. |
| 528336<br>ICGI<br>3442<br>Df Esd<br>Gc Rdr | **GIUAN**<br>exPowell River–68<br>**INSA Soc. di Nav. S.n.c.**<br>Genoa Italian | 2568<br>1263<br>4435 | | NV | 1953 A/B Oskarshamns Varv—Osk<br>352' 5" 52' 2" 20' 5½"<br>330' 0" 50' 0" 31' 6"<br>P79 F23' 1 dk & S dk<br>rf 6" | M OSD Mchy.aft<br><br>G.292000 B.261000<br>3 Ha (each 45'×20')<br>12W Der 12(5) | Oil 2SA 8Cy. 520×900 mm<br>3000bhp<br>Masch. Augsburg-Nürnb |
| 501739<br>LFDI<br><br>Df Esd<br>Gc Rdr<br>RT | **GJENDEFJELL**<br>exAngeline–68<br>**A/S Falkefjell & A/S Dovrefjell**<br>Olsen & Ugelstad<br>Oslo Norwegian | 12921<br>6887<br>19240 | | NV | 1961 A/S Fredriksstad M/V—Fks<br>546' 2" 67' 2" 33' 5½"<br>500' 0" 67' 0" 43' 6"<br>1 dk<br>rf 1" | M Mchy.aft<br>6 Ho<br>G.824387 B.784990<br>6 Ha (each 36½'×33½')<br>Der 12(5) 4(3) 1(1) | Oil 2SA 6Cy. 760×1500 m<br>7500bhp Götaverken<br>A/S Fredriksstad M/V |
| 681849 | **GLEN AVON**<br>**Port of Bristol Authority**<br>~~City and County of Bristol~~<br>Bristol British | 880<br>—<br>900 | 100A1<br>for restricted service<br>Class contemplated | | Ailsa S.B. Co. Ltd.—Trn<br>195' 0" 43' 5" 10' 9"<br>180' 0" 42' 0" 13' 6" | TM Sludge Carrier Mchy.aft | 2 Oil 4SA each 6Cy. 8"×1<br><br>Ruston & Hornsby |
| 681850<br><br><br>Df Esd<br>Gc Rdr<br>RT | **GLIWICE II**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 8500<br>5000<br>11500 | | | 1968 A/S Nakskov Skibsv.—Nkv<br>465' 1" 63' 2" 26' 11"<br>436' 5" 63' 0" 37' 5"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 620×1400 m<br>6550bhp B&W<br>H. Cegielski |
| 681776<br>9VMO<br>333084<br>Df Esd<br>Gc Rdr | **GLORY**<br>exR. I. Sambu–68<br>exGudermes–58<br>**Singapore Cosmos Shipping Co. Ltd.**<br>Singapore Singapore | ~~3127~~ 3340<br>~~1673~~ 1521<br>— 4142 | | | 1956 Rauma-Repola O/Y—Rauma<br>344' 1" 48' 6"<br>318' 0" 48' 4" 22' 4"<br>P92' B29' F43' 1 dk | M Tanker<br><br><br><br>~~conv tanker —~~ | Oil 2SA 8Cy. 500×700 m<br>2650bhp<br>Nydqvist & Holm A/B |
| 681783<br><br><br>Rdr RT | **GOLDEN CONDOR**<br><br>**Golden Hawk Corp.**<br>United States | 2094<br>2077<br>3620 | | | 1968 Bethlehem Steel Corp.—Beaumont<br>260' 1" 55' 1" 12' 3"<br>55' 0" 17' 0"<br>1 dk | TM Tanker Mchy.aft | 2 Oil 4SA each 8Cy.<br>440bhp<br>Caterpillar Tractor Co. |
| 516130<br><br>187302<br>RTv | **GRIBBIN HEAD**<br>exIngleby Cross–68<br>**Fowey Harbour Commissioners**<br>Fowey British | 132<br>—<br>24 | ✠100A1<br>tug<br>✠LMC<br>MN150 | SS 10/67<br><br><br>EL (a) | 1955–10 Scott & Sons—Bwg<br>86' 2" 23' 11" 10' 3½"<br>80' 0" 23' 6" 11' 0"<br>R 3BH<br>rf 18" BK6" | M Tug | Oil 2SA 4Cy. 368×<br>gearing<br>750bhp<br>Crossley Bros. Ltd. |
| 522194<br><br><br>Df Esd<br>RT | **GRINGO**<br>exDany–68 exMargherita–64<br>exArnold Bratt–61<br>**Costance Cia. de Nav.**<br>Panama Panamanian<br>Name should be **RINGO** See New Entries No. 5 | *1473*<br>*763*<br>2390 | | BV | 1925 Nya Varvs A/B—Lkr<br>260' 0" 38' 2" 16' 8½"<br>38' 0"<br>P28' B140' F26' 1 dk<br>R | S<br><br>G.126000 B.116400<br><br>6W | T 3Cy. 18" 30" & 49"×3<br><br>Lindholmens Verk. A/ |

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| **GUAM**<br>exSloman Algier–68<br>exAlgier–63<br>**MD Overseas Lines Inc.**<br>Manila Philippine | **1376**<br>696<br>2264<br>**2214**<br>1253<br>3051 | GL | **1951** Deutsche Werft A.G.—Ham<br>283′ 10″ 42′ 0″ 17′ 9¾″/20′ 11⅛″<br>41′ 10″<br>F22′ 1 dk & S dk<br>RW<br>rf 4″ | M (2P) OSD/CSD<br>3 Ho 51¾′, 75¾′ comb., 58¾′<br>G.149436 B.140325<br>3 Ha (stl) (32½′, 52′ comb., 32½′×16½′)<br>8W Der 1(15) 4(5) 4(3) | 2 Oil 4SA each 6Cy. 400×460 mm geared to sc. shaft<br>2400bhp 206t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×100kW 230V d.c. 13½k |
| **GULF NOOR**<br>exTruro–68<br>**W. J. Towell & Co.**<br>Kuwait Kuwait | *1796*<br>*752*<br>2137 | ✠100A1 SS 6/64<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL s | **1947**–3 Henry Robb Ltd.—Lth<br>297′ 0″ 42′ 3″ 17′ 2½″<br>280′ 5″ 42′ 0″ 25′ 3″<br>1 dk & S dk, 3rd dk in No. 3 hold<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 8″ WB429t | S (12P) OSD<br>3 Ho 47′, 63′, 44½′ comb.<br>G.146500 B.134000<br>4 Ha (22½′×14′) (29¼′×16′) (20¼′, 13½′×14′)<br>8W Der 2(10) 6(5) | T 3Cy. 19½″ 32″ & 54″×36″ & LP turb with dr gearing & hydraulic coupling<br>1900ihp 306t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 210℔ Spt hs(6137) 6cf<br>2×15, 10kW 110V d.c. 13½k |
| **H. R. MacMILLAN**<br>**Canadian Pacific (Bermuda) Ltd.**<br>Hamilton British ~~Bermuda~~ | **21461**<br>11941<br>28947 | ✠100A1<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>✠LMC<br>MN2100 EL I†2⅞″U2 | **1968**–1 Mitsubishi Hvy Ind. Ltd.—Hma<br>593′ 10″ 95′ 11″ 34′ 3″<br>556′ 8″ 89′ 3″ 51′ 8″<br>P95′ F49′ 1 dk<br>9BH<br>rf 1″ WB11647t incl. Comb. btm & side tanks in holds 7928t | M Bulk Carrier Mchy.aft<br>pt higher tensile steel<br>6 Ho 64′, 62′, 62′, 62′, 62′, 62′<br>G.1300000 B.1260000<br>12 Ha (stl) (62′, 62′×29½′) (59½′, 59½′, 59½′, 59½′, 59½′, 59½′, 59½′. 59½′×34¼′) (59½′, 59½′×32½′)<br>Cr 3(18) | Oil 2SA 7Cy. 760×1500 mm<br>10500bhp Sulzer 600t (hvf)<br>Mitsubishi Hvy Ind. Ltd. Kob<br>AuxB 100℔<br>3×500kW 450V 60c/s a.c. 14¾k |
| **HAIDA TRANSPORTER**<br>**Kingcome Nav. Co. Ltd.**<br>~~MacMillan & Bloedel Ltd.~~<br>~~Kingcome Navigation Co. Ltd.~~<br>Vancouver Canadian | ~~2500~~ 2553<br>— 1624<br>— | | **1968** Allied Shipbuilders Ltd.—Vcr<br>326′ 0″ 55′ 7″ 11′ 3″<br>304′ 0″ 55′ 6″ 19′ 0″<br>1 dk | TM Ferry Mchy.aft | 2 Oil 4SA each 6Cy. 390×680 mm<br>3000bhp<br>N.V. Werkspoor Ams<br>Controllable pitch propellers |
| **HAKONE MARU**<br>**Nippon Yusen Kaisha**<br>Tokyo Japanese | **16900**<br>—<br>15800 | | **1968** Mitsubishi Hvy Ind.—Kob<br>613′ 6″ (incl. BB) 85′ 5″ 31′ 2″<br>574′ 3″ 85′ 4″ 50′ 10″<br>1 dk | M Mchy.aft | Oil 2SA 10Cy. 930×1700 mm<br>27800bhp MAN<br>Mitsubishi Hvy Ind. Yka |
| **HAMAYOSHI MARU No. 21**<br>**Nada Gyogyo K.K.**<br>Nagasaki Japanese | **114**<br>44<br>— | | **1968** Tokushima Zosen—Fukuoka<br>112′ 3″ 19′ 9″ 7′ 9″<br>96′ 2″ 19′ 8″ 9′ 1″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>540bhp<br>Daihatsu Kogyo Osa |
| **HAMAYOSHI MARU No. 22**<br>**Nada Gyogyo K.K.**<br>Nagasaki Japanese | **115**<br>45<br>— | | **1968** Tokushima Zosen—Fukuoka<br>112′ 0″ 19′ 9″ 7′ 9″<br>96′ 2″ 19′ 8″ 9 1″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>540bhp<br>Daihatsu Kogyo Osa |
| **HANS ALBERS**<br>**Hafen-Dampfschiffahrt A.G.**<br>Hamburg W. German | **118**<br>63<br>— | | **1968** Scheel & Jöhnk—Ham<br>99′ 6″ 21′ 8″ 3′ 11⅗″<br>86′ 1″ 26′ 7″ 6′ 11″<br>F20′ 1 dk | TM (200P) Mchy.aft | 2 Oil 4SA each 6Cy. 150×190 mm (d.o.)<br>600bhp<br>Daimler-Benz A.G. Bln<br>2×10kW 200V d.c. |
| **HARRY LEWIS** T.Mk<br>**GEFO Gesellschaft für Oeltransporte m.b.H.**<br>Hamburg W. German | ~~499~~ 499<br>— ~~345~~ 310<br>~~1250~~ 1254 | GL | **1968** Rolandwerft G.m.b.H.—Bmn<br>212′ 11″ 34′ 7″ ~~12′ 4″~~ 12′ 2½″<br>198′ 10″ 34′ 6″ 17′ 6″<br>2 dks | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>999bhp<br>Atlas-Mak. Masch. Kel |
| **HARUKAZE MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japanese | **2816**<br>1485<br>3547 | | **1967** Miho Zosensho—Shimizu<br>341′ 2″ 48′ 7″<br>319′ 2″ 48′ 6″ 24′ 11″<br>1 dk | M Ref | Oil 4SA 10Cy. 400×460 mm<br>4400bhp<br>Ishikawajima-Harima Hvy Ind. Aio |
| **HAYASHIKANE MARU No. 2**<br>**Hayashikane Sangyo K.K.**<br>Shimonoseki Japanese | **3400**<br>1773<br>4700 | | **1968** Hayashikane Zosen—Smk<br>364′ 6″ 53′ 3″ 22′ 6″<br>333′ 0″ 53′ 2″ 27′ 10″<br>1 dk | M Ref | Oil 2SA 7Cy. 520×1050 mm<br>6000bhp<br>Kobe Hatsudoki Seizosho Kob |
| **HEIRYU MARU**<br>**Kondo Kaiun K.K.**<br>Imabari Japanese | **5453**<br>3541<br>8752 | | **1967** Tsuneishi Zosen—Numakuma<br>418′ 2″ 56′ 3″ 25′ 0″<br>387′ 3″ 56′ 2″ 31′ 10″<br>1 dk | M Mchy.aft | Oil 2SA 9Cy. 420×900 mm<br>4950bhp<br>Hitachi Zosen Inn |
| **HELLAND III**<br>**Pesquera Industrial Helland S.A.**<br>Tambo de Mora Peruvian | **236**<br>123<br>— | BV | **1968** Construcciones Navales S.A.—Clo<br>*102·6′* 25′ 2″<br>25′ 1″ 13′ 1″<br>1 dk | M<br>Der 1(1) | Oil 4SA 8Cy. 159×203 mm<br>510bhp<br>Caterpillar Tractor Co. Peoria<br>12k |

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| 511146<br>OYWJ<br><br>Df Esd | **HELSING**<br>exF. V. Mortensen–68<br>**Erik Helsing Partrederi**<br>Esbjerg Danish | ~~334~~ 318<br>~~96~~ 172<br>— | | **1938** A/S Aalborg Msk. & Skibs.—Abg<br>*136·1′* 27′ 2″<br>... ... ...<br>1 dk<br>R conv salvage ship 68 | M Fishing | Oil 4SA 6Cy. 370×740 mm<br><br>A/S Frichs |
| 681643<br><br><br>Df Esd<br>Gc Rdr<br>RT | **HERANGER**<br><br>**Westfal-Larsen & Co. A/S**<br>Bergen Norwegian | 17000<br>—<br>— | | **1968** Kockums M/V A/B—Mmo<br>564′ 0″ 85′ 2″ 34′ 0″<br>530′ 0″ 85′ 0″ 48′ 3″<br>1 dk | M Bulk Carrier Mchy.aft | 2 Oil 4SA each 12Cy.<br>geared to sc. shaft<br>12000bhp<br>Kockums M/V A/B |
| 681805<br>JLTK<br>102340<br>Df Esd<br>Pfd Rdr<br>RT | **HIRO MARU No. 83**<br><br>**Murayama Suisan K.K.**<br>Fukuoka Japanese | 114<br>44<br>— | | **1968** Tokushima Zosen—Fukuoka<br>112′ 0″ 19′ 9″ 7′ 9″<br>96′ 2″ 19′ 8″ 9′ 1″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>540bhp<br>Daihatsu Kogyo |
| 681804<br>JM2598<br>102341<br>RT | **HIRO MARU No. 85**<br><br>**Murayama Suisan K.K.**<br>Fukuoka Japanese | 115<br>44<br>— | **SUNK BY COLLISION 6/68** | **1968** Tokushima Zosen—Fukuoka<br>112′ 0″ 19′ 9″ 7′ 9″<br>96′ 2″ 19′ 8″ 9′ 1″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>540bhp<br>Daihatsu Kogyo |
| 681768 | **HISTORIAN**<br><br>**Charente Steamship Co. Ltd.**<br>Liverpool British<br>T. & J. Harrison (Mgrs.)<br>For later particulars see New Entries No. 10 | 8920<br>5060<br>10630 | 100A1<br>Class contemplated<br>✠Lloyd's RMC | Doxford & Sunderland S.B. & E. Co.—Doxford Shipyard, Sld<br>494′ 0″ 63′ 2″ 29′ 2¼″<br>460′ 0″ 63′ 0″ 37′ 9″<br>RW | M Ref<br><br>1n.7950 | Oil 2SA 8Cy. 760×1550 mm<br><br>Sulzer Bros. Ltd. |
| 681721<br><br><br>Df Esd<br>Gc Rdr<br>RT | **HOKUSEI MARU**<br><br>**Takuyo Kaiun K.K.**<br>Osaka Japanese | 4020<br>—<br>6150 | | **1968** Onomichi Zosen—Onomichi<br>53′ 11″ 22′ 2″<br>329′ 5″ 53′ 10″ 27′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 420×900 mm<br>3300bhp B&W<br>Hitachi Zosen |
| 681644 | **HOPPER BARGE No. 5**<br><br>**Commissioners for the Port of Calcutta**<br>Calcutta Indian | 1100<br>—<br>— | 100A1<br>hopper barge<br>for restricted service<br>Class contemplated | Fleming & Ferguson Ltd.—Psy<br>14′ 0″<br>180′ 0″ 36′ 0″ 16′ 5″ | TM Hopper Barge Mchy.aft | 2 Oil 2SA each 5Cy. 235×<br><br>Masch. Augsburg-Nürnb |
| 681806<br>JKUT<br>102276<br>Df Esd<br>Rdr RT | **HOSEI MARU No. 1**<br><br>**Shiinoki Gyogyo K.K.**<br>Nagasaki Japanese | 115<br>38<br>— | | **1967** Hayashikane Zosen—Nag<br>111′ 6″ 20′ 9″ 7′ 10″<br>94′ 5″ 20′ 8″ 9′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 m<br>650bhp<br>Hanshin Nainenki Kogyo |
| 681807<br>JM2563<br>102277<br>RT | **HOSEI MARU No. 2**<br><br>**Shiinoki Gyogyo K.K.**<br>Nagasaki Japanese | 114<br>38<br>— | | **1967** Hayashikane Zosen—Nag<br>111′ 6″ 20′ 9″ 7′ 10″<br>94′ 5″ 20′ 8″ 9′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 m<br>650bhp<br>Hanshin Nainenki Kogyo |
| 681808<br>JK2774<br>103044<br>Rdr RT | **HOSEI MARU No. 8**<br><br>**Ihara Kaiun K.K.**<br>Kurahashi Japanese | 868<br>540<br>950 | | **1968** Matsuura Zosen—Hma<br>206′ 4″ 32′ 3″ 14′ 4″<br>190′ 3″ 32′ 2″ 15′ 9″<br>1 dk | M Asphalt Tanker Mchy.aft | Oil 4SA 6Cy. 320×500 m<br>1200bhp<br>Fuji Seisakusho |
| 681809 | **HOTOKU MARU No. 3**<br><br>**A. Makabe**<br>Osaka Japanese | 499<br>240<br>1000 | | **1968** Kishimoto Zosen—Kinoe<br>180′ 5″ 31′ 3″ 12′ 5″<br>163′ 9″ 31′ 2″ 13′ 9″<br>1 dk | M Sand Carrier Mchy.aft | Oil 4SA 6Cy. 320×350 m<br>1250bhp<br>Hanshin Nainenki Kogy |
| 511225<br>DHHS<br>11087<br>Df Rdr<br>RT | **HUGO SELMER**<br>exFallsund–68 exFleetwing–59<br>**Partenreederei m.s. "Hugo Selmer"**<br>Oskar Wehr K.G.<br>Hamburg W. German<br>For later particulars see New Entries No. 6 | ~~1500~~<br>~~760~~<br>~~2400~~ | ✠100A1 SS 5/64<br><br>✠LMC<br><br>MN250 EL p 1$\frac{1}{16}$″SQ | **1956–4** Jos. L. Meyer Schiffs.—Papenburg<br>290′ 0″ ~~250′ 0″~~ 38′ 7″ 16′ 0½″<br>270′ 3″ ~~230′ 3″~~ 38′ 4½″ ~~16′ 9″~~ 17′ 8″<br>Q164′ F25′ 1 dk<br>RW 5BH len 68<br>rf nil ~~WB505t incl. DTf77t~~<br>WB567t incl. DTf77t | M Mchy.aft<br>2 Ho<br>G.102349 B.98196<br>3 Ha (each 40′×25½′)<br>3W Der 3(3) | Oil 4SA 6Cy. 420×660 m<br>1250bhp<br>Klöckner-Humboldt-De |
| 681851 | ~~**HUMAN**~~ **HUMAM**<br><br>**Kuwait Oil Co. Ltd.**<br>London British<br>For later particulars see New Entries No. 10 | 382<br>—<br>— | 100A1<br>tug<br>Class contemplated | Charles D. Holmes & Co. Ltd.—Bev<br>133′ 5″ 33′ 2″<br>120′ 0″ 31′ 6″ 14′ 3″ | M Tug | Oil 4SA 9Cy. 12½″×14¼″<br><br>Ruston & Hornsby |
| 681691<br><br><br>Df Esd<br>Gc Rdr<br>RT | **HYPOLITE WORMS**<br><br><br>**Cie. Havraise et Nantaise Peninsulaire (C.H.N.P.)**<br>Havre French | 19000<br>—<br>22280 | | **1968** Cons. Nav. & Ind. de la Mediterranee (C.N.I.M.)—La Seyne<br>583′ 8″ 80′ 6″ 33′ 7″<br>541′ 4″ 80′ 5″ 50′ 10″<br>1 dk | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 6Cy. 900×155<br>13800bhp Sulzer<br>Cie. de Const. Mec. |

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| **ILA**<br>Congeladores del Atlantico Sur S.A.<br>Vigo Spanish | 1500<br>—<br>— | | 1968 Ast. Construcciones S.A.—Vgo<br>249′ 4″ 39′ 6″ 15′ 7″<br>219′ 10″ 39′ 5″ 23′ 11″<br>2 dks | M Trawler Ref Mchy.aft | Oil 4SA 8Cy. 400×580 mm<br>2670bhp Deutz<br>Hijos de J. Barreras S.A. Vgo |
| **ILSE KLINT**<br>Partrederiet 1966<br>G. Drøhse<br>Rudkøbing Danish | T.Mk 399<br>~~215~~ 214<br>~~1000~~ 998 | | 1968 Aarhus Flydk. & Msk.—Aar<br>12′ 1″<br>173′ 10″ 34′ 10″ 19′ 8″<br>1 dk & S dk | M OSD Mchy.aft | Oil 2SA 8Cy. 260×400 mm<br>800bhp<br>Alpha-Diesel A/S Fkn<br>Controllable pitch propeller |
| **INDUSBANK**<br>Nieuwe Rotterdamse Sleepdienst<br>Rotterdam Netherland | 329<br>—<br>160 | BV | 1968 N.V. Schps. v/h H. H. Bodewes—Millingen<br>118′ 1″ 37′ 4″ 16′ 0¾″<br>106′ 7″ 36′ 2″ 12′ 6″<br>1 dk | TM Tug | 2 Oil 4SA each 12Cy. 215×260 mm<br>3400bhp (d.o)<br>N.V. Werkspoor Ams<br>Directional propellers |
| **IES DE CASTRO**<br>Donato Garcia Prego<br>Vigo Spanish | 215<br>—<br>— | | 1968 Const. Nav. Santodomingo—Vgo<br>109′ 11″ 9′ 10″<br>95′ 2″ 23′ 4″ 12′ 4″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy.<br>725bhp<br>Motorenw. Mannheim Mhm |
| **INGER**<br>Nya Marstrandsverken A/B<br>Marstrand Swedish | ~~160~~ 139<br>~~50~~ 48<br>— | | 1967 Nya Marstrandsverken A/B—Mtd<br>103′ 1″ 22′ 3″ 11′ 6″<br>91′ 10″ 22′ 0″ 11′ 9″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz Kln |
| *ISE* **MARU No. 2**<br>Seitaro Nikawa<br>Nakaminato Japanese | 192<br>62<br>— | | 1967 Miho Zosensho—Shimizu<br>136′ 10″ 21′ 8″<br>114′ 10″ 21′ 7″ 10′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×440 mm<br>1000bhp<br>Akasaka Tekkosho Yaizu |
| **ISLA DE LA JUVENTUD**<br>exArminza–67<br>Republica de Cuba<br>Havana Cuban | 1556<br>777<br>940 | ✠100A1<br>stern trawler<br>✠LMC<br>✠Lloyd's RMC<br>MN440 EL k†1⅜″U2 | 1967–12 Soc. Española de Const. Nav.—Bbo<br>230′ 8″ 41′ 5″ 16′ 8¾″<br>196′ 10″ 41′ 0″ 26′ 1″<br>2 dks<br>RW 4BH to U dk 1 to 2nd dk<br>rf 39″ WB520t incl. DTf58t Tunnel tanks 143t | M Stern Trawler Ref<br>In.48172 | Oil 4SA 8Cy. 360×450 mm sr geared<br>2200bhp<br>Motorenw. Mannheim Mhm<br>3×260kW 400V 50 c/s a.c. |
| **ISO-PUKKI**<br>Åbo Hamnstyrelse<br>Åbo Finnish | 250<br>—<br>— | 100A1<br>tug<br>for restricted service<br>Class contemplated | A/B Åsi-Verken—Åmål<br>100′ 0″ 62′ 5″ 11′ 9″<br>91′ 2″ 62′ 4″ 16′ 6″ | D-E Tug & Icebreaker | 2 Oil 4SA each 8Cy. 240×310 mm<br>1924bhp driving 2 gen. each 665kW<br>380V a.c. connected to elec. motor<br>& sc. shaft Sulzer<br>O/Y Wärtsilä A/B Åbo |
| **JACOB**<br>exJohanna Lydia–68<br>C. Krijgsman<br>Katwijk a/Zee Netherland | 263<br>99<br>— | | 1961 "Scheveningen" Sleep. Maats.—Scheveningen<br>121′ 4″ 23′ 11″ 12′ 5½″<br>106′ 7″ 23′ 7½″ 12′ 6″<br>1 dk | M Trawler | Oil 2SA 12Cy. 190×350 mm<br>720bhp<br>N.V. Mch. Bolnes Krimpen<br>1×60kW 220V d.c. |
| **JACOBUS BROERE**<br>Gebr. Broere N.V.<br>Netherland<br>For later particulars see New Entries No. 8 | 1275<br>773<br>2120 | 100A1<br>oil tanker<br>Class contemplated | N.V. Nieuwe Noord Ned. Schps.—Gro<br>270′ 0″ 40′ 1″ 16′ 5″<br>246′ 0″ 39′ 2″ 18′ 4″ | M Tanker Mchy.aft | Oil 4SA 6Cy 400×600 mm<br>D. & J. Boot "De Industrie" Alp |
| JAG **ANAND**<br>exCedar–68<br>Great **Eastern Shipping Co. Ltd.**<br>Bombay Indian | 11070<br>6290<br>~~16000~~<br>17127 | NV | 1963 A/B Götaverken—Got<br>508′ 0″ 68′ 2″ 31′ 1″<br>470′ 0″ 68′ 0″ 33′ 3″<br>2 dks, 3rd dk in Nos. 3 & 4 holds<br>rf nil | M (4P) CSD Mchy.aft<br>6 Ho 56′, 57¾′, 56′, 56′, 56′, 49½′<br>G.829000 B.752000<br>6 Ha (stl) (31¼′, 32¾′, 32¾′, 32¾′, 32¾′, 32¾′×26½′)<br>Der 1(30) 1(10) 1(8) 9(5) | Oil 2SA 8Cy. 760×1500 mm<br>7500bhp (hvf)<br>A/B Götaverken Got<br>3×300kW 450V 60c/s a.c. |
| JAG **DEV**<br>Great **Eastern Shipping Co. Ltd.**<br>Bombay Indian<br>For later particulars see New Entries No. 12 | 13300<br>7900<br>21548 | 100A1<br>Class contemplated | Lübecker Flender-Werke A.G.—Lbc<br>531′ 7″ (incl. BB) 74′ 10″<br>490′ 8″ 74′ 9″ 47′ 2″ | M Mchy.aft | Oil 4SA 18Cy. 400×460 mm<br>Ottensener Eisenwerke G.m.b.H. Ham |
| **JAMES STOVE**<br>A/S Consensio<br>Stove Shipping<br>Oslo Norwegian | ~~11500~~ 11362<br>~~6600~~ 6677<br>~~10100~~ 18420 | | 1968 Bremer Vulkan—Vgk<br>530′ 2″ 67′ 10″ 30′ 8⅝″<br>500′ 3″ 67′ 6″ 40′ 0″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 700×1200 mm<br>8400bhp MAN<br>Bremer Vulkan Vgk |

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| 529016<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **JAN**<br>exRangitane-68<br>**Astroguarda Cia. Nav. S.A.**<br>Greek | 21867<br>12412<br>14700 | ✠100A1 CS 5/66<br>with freeboard<br>✠LMC<br>EL n†2¾"SQ | **1949**-12 John Brown & Co. Ltd.—Cly<br>609' 2" 81' 0" 32' 1"<br>575' 11" 78' 0" 53' 0"<br>B294' F54' 4 dks<br>RW Coll BH to U dk 8 to 2nd dk<br>rf 6" WB5577t incl. Tunnel tanks 1299t DTsm1429t | TM (472P) Ref CSD<br>6 Ho 57', 61½', 69½', 66', 53', 46½'<br>G.183530 B.176440 In.494670<br>6 Ha (20', 25½', 28½' × 20') (19¾' × 18')<br>(19¾', 19¾' × 20')<br>16W Der 1(50) 16(10) | 2 Oil 2SA each 6Cy. 725 ×<br>15500bhp Doxford<br>John Brown & Co. Ltd.<br>4AuxB (2 o.f 2 ex.g) 120<br>4 × 650kW 220V d.c. |
| | Now **ORIENTAL ESMERALDA** See New Entries No. 9 | | | | | |
| 681912<br>Df Esd<br>Gc Rdr<br>RT | **JANZA**<br>**Otero Rubido S.A.**<br>Vigo Spanish | 1500<br>—<br>— | | **1968** Ast. Construcciones S.A.—Vgo<br>249' 4" 39' 6" 15' 7"<br>219' 10" 39' 5" 23' 11"<br>2 dks | M Trawler Mchy.aft | Oil 4SA 8Cy. 400 × 480 mm<br>2670bhp Deutz<br>Hijos de J. Barreras S.A. |
| 681722<br>JKFS<br>103939<br>Df Esd<br>Gc Rdr<br>RT | **JAPAN ACE**<br>**Japan Line Ltd.**<br>Tokyo Japanese | ~~16100~~ 18528<br>— 9660<br>15400 | NK | **1968** Ishikawajima-Harima Hvy Ind.—Aio<br>616' 10" (incl. BB) 82' 10" 31' 10"<br>574' 3" 82' 9" 50' 3"<br>1 dk | M | Oil 2SA 8Cy. 1050 × 1800 m<br>28000bhp Sulzer<br>Ishikawajima-Harima Hvy I |
| 539176<br>MDPK<br>183357<br>Df<br>RTm | **JERSEY CASTLE**<br>exWimborne-68<br>**Anglo Jersey Shipping Lines Ltd.**<br>Jersey British | 368<br>182<br>— | ✠100A1 SS 8/65<br>✠LMC<br>EL e | **1949**-7 Philip & Son Ltd.—Drt<br>147' 4" 25' 1" 9' 10"<br>135' 5" 25' 0" 10' 9"<br>P37' F21' 1 dk<br>RW 3BH<br>WB158t | M Mchy.aft<br>1 Ho 82'<br>G.21528 B.19260<br>2 Ha (each 26½' × 16½')<br>2W Der 2(½) | Oil 2SA 5Cy. 265 × 345 mm<br>375bhp<br>Crossley Bros. Ltd.<br>1 × 3kW 110V d.c. |
| 521630<br>GXTS<br>300870<br>Df Esd<br>Gc Rdr<br>RTv | **JEVINGTON**<br>exMacaulay-68<br>**Stephenson Clarke Shipping Ltd.**<br>London British | 5330<br>3269<br>7640 | ✠100A1 SS 6/68 ~~SS 6/64~~<br>✠LMC<br>MN600 EL 1¹³⁄₁₆"SQ | **1959**-4 Henry Robb Ltd.—Lth<br>414' 2" 54' 6" 22' 8½"<br>392' 2" 54' 0" 29' 0"<br>P85' F35' 1 dk<br>RW 9BH len 64<br>rf 4½" WB2193t incl. DTf304t | M Mchy.aft<br>5 Ho 52', 47', 46', 55', 57'<br>G.302350 B.291100<br>5 Ha (stl) (36', 36', 29½', 36', 36' × 32')<br>8W Der 10(5) | Oil 2SA 6Cy. 600 × 1040 m<br>3000bhp<br>Sulzer Bros. Ltd.<br>3 × 114kW 220V d.c. |
| 681896<br>6VHQ<br>Df Esd<br>RT | **JOAL**<br>**Union des Remorqueurs de Dakar**<br>Dakar Senegal | 160<br>—<br>136 | | **1968** Mützelfeldtwerft—Cuxhaven<br>97' 1" 27' 4" 10' 1"<br>85' 7" 25' 11" 12' 2"<br>1 dk | M Tug | Oil 4SA 8Cy. 320 × 450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz |
| 681692 | **JOAQUIM FERNANDES**<br>**Soc. de Pesca Silva e Fernandes Lda.**<br>Lisbon Portuguese | 150<br>—<br>— | 100A1<br>stern trawler<br>Class contemplated | Est. Navais do Mondego—Figueira<br>104' 11" 25' 0"<br>88' 7" 23' 7" 11' 2" | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 320 × 450 m<br>Masch. Kiel G.m.b.H. |
| 681646<br>Df Esd<br>Gc Rdr<br>RT | **JOLITA**<br>**I/S Lars Rej Johansen & Knut A. Knutsen**<br>Lars Rej Johansen<br>Oslo Norwegian | 299<br>165<br>254 | GL | **1968** Schiffsw. H. Rancke—Ham<br>191' 10" 34' 2" 10' 8½"<br>170' 3" 33' 1" 10' 10"<br>1 dk & S dk | M Mchy.aft | Oil 4SA 6Cy. 320 × 480 m<br>1050bhp<br>Motorenw. Mannheim |
| 681647<br>JRHJ<br>102623<br>Df Esd<br>Gc Pfd<br>Rdr | **KAIHO MARU No. 17**<br>**Omaezaki Enyo Gyogyo Kyodokumial**<br>Omaezaki Japanese | 324<br>161<br>— | | **1967** Miho Zosensho—Shimizu<br>162' 0" 25' 7"<br>144' 7" 25' 6" 11' 7"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280 × 440 m<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 681723<br>JG2547<br>103885<br>Df | **KAIKOU MARU No. 1**<br>**Daito Kogyo K.K.**<br>Tokyo Japanese | 420<br>219<br>— | | **1968** Ishikawajima Ship & Chemical Co.—Tok<br>147' 5" 32' 11" 10' 2"<br>131' 3" 32' 10" 11' 10"<br>2 dks | M Mchy.aft | Oil 4SA 6Cy. 200 × 240 m<br>400bhp<br>Mitsubishi Hvy Ind. Ltd. |
| 681725<br>JG2551<br>103928<br>Df Esd | **KAIKOU MARU No. 2**<br>**Daito Kogyo K.K.**<br>Tokyo Japanese | 420<br>219<br>— | | **1968** Ishikawajima Ship & Chemical Co.—Tok<br>147' 5" 32' 11" 10' 2"<br>131' 3" 32' 10" 11' 10"<br>2 dks | M Mchy.aft | Oil 4SA 6Cy. 200 × 240 m<br>400bhp<br>Mitsubishi Hvy Ind. Ltd. |
| 681726<br>JG2561<br>103956<br>Df Esd | **KAIKOU MARU No. 3**<br>**Daito Kogyo K.K.**<br>Tokyo Japanese | 420<br>225<br>— | | **1968** Ishikawajima Ship & Chemical Co.—Tok<br>147' 5" 32' 11" 10' 2"<br>131' 3" 32' 10" 11' 10"<br>2 dks | M Mchy.aft | Oil 4SA 6Cy. 200 × 240 m<br>400bhp<br>Mitsubishi Hvy Ind. Ltd. |
| 681727<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAIMON MARU**<br>**Tokyo Tanker K.K.**<br>Tokyo Japanese | ~~94000~~ 95603<br>66500<br>175000 | NK | **1968** Mitsubishi Hvy Ind. Ltd.—Nag<br>985' 0" (incl. BB) 158' 4" 59' 1"<br>935' 2" 158' 2" 78' 9"<br>1 dk | S Tanker Mchy.aft | 2 S Turb dr geared to s<br>30000shp<br>Mitsubishi Hvy Ind. Ltd |

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| **KAISHIN MARU No. 5**<br>**Iwao Tanioka**<br>Hiroshima Japanese | 193<br>98<br>340 | | | **1967** Kegoya Dock K.K.—Kur<br>118′ 1″ 27′ 7″ 8′ 10″<br>105′ 4″ 27′ 6″ 9′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 12Cy. 200×240 mm<br>560bhp<br>Yanmar Diesel Eng. Co. Ltd. | Osa |
| **KAIYO MARU No. 35**<br>**Kaiyo Gyogyo K.K.**<br>Hachinohe Japanese | 349<br>159<br>— | | | **1968** Yamanishi Zosen Tekkosho—Ishinomaki<br>166′ 0″ 28′ 11″ 10′ 11″<br>146′ 4″ 28′ 10″ 12′ 5″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **KANETOSHI MARU**<br>**Kinsei Kisen K.K.**<br>Tokyo Japanese | ~~9900~~ **9899**<br>6369<br>16011 | | NK | **1968** Kanazashi Zosensho—Snimizu<br>485′ 8″ 72′ 3″ 28′ 6″<br>452 10″ 72′ 2″ 39′ 0″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>7200bhp B&W<br>Mitsui Zosen | Tmn |
| **KARLSHAMN**<br>**rlshamns Stad**<br>rlshamn Swedish<br>for later particulars see New Entries No. **10** | **250**<br>—<br>— | **100A1**<br>tug<br>for restricted service<br>Class contemplated | | A/B Åsi-Verken—Åmål<br>98′ 5″ 28′ 5″ 13′ 6″<br>88′ 9″ 27′ 7″ 15′ 5″ | M Tug | Oil 2SA 9Cy. 340×570 mm<br>Nydqvist & Holm A/B | Thn |
| **KASHIWAJIMA MARU**<br>**Azuma Unyu K.K.**<br>Yasuura Japanese | 638<br>361<br>1300 | | | **1967** Akitsu Dock K.K.—Akitsu<br>213′ 2″ 29′ 7″ 13′ 5″<br>191′ 11″ 29′ 6″ 14′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 380×540 mm<br>1100bhp<br>Nippon Hatsudoki | Kob |
| **KATAE MARU No. 53**<br>**Katae Kaiyo Gyogyo**<br>Mihonoseki Japanese | 181<br>64<br>— | | | **1968** Hayashikane Zosen—Smk<br>119′ 10″ 22′ 5″<br>104′ 4″ 22′ 4″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>700bhp<br>Daihatsu Kogyo | Osa |
| **KATAE MARU No. 55**<br>**Katae Kaiyo Gyogyo**<br>Mihonoseki Japanese | 180<br>63<br>— | | | **1968** Hayashikane Zosen—Smk<br>119′ 10″ 22′ 5″<br>104′ 4″ 22′ 4″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>700bhp<br>Daihatsu Kogyo | Osa |
| **KATRINE DANCOAST** T.Mk<br>**Rederiet Dancoast I/S**<br>R. Stærke Kristensen<br>Tuborg Havn Danish | 400<br>217<br>995 | | BV | **1968** Frederikshavns V. & T. A/S—Fkn<br>194′ 2″ 11′ 11⅜″<br>173′ 11″ 34′ 9″ 12′ 1″<br>1 dk & S dk | M OSD Mchy.aft | Oil 2SA 8Cy. 260×400 mm<br>800bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller | Fkn |
| **KERSTIN** T.Mk<br>**Vega-Reederei Friedrich Dauber**<br>Hamburg W. German | 424<br>~~267~~ 264<br>1044 | | GL | **1968** J. J. Sietas Schiffsw.—Ham<br>200′ 6″ (incl. BB) 12′ 8½″<br>180′ 4″ 34′ 5½″ 20′ 0″<br>B36′ F30′ 1 dk & S dk | M ~~OSD~~ Mchy.aft<br>1 Ho 126¼′<br>2 Ha (each 52′×26′) | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt Deutz<br>3×8¾kW 110V | Kln<br>11¾k |
| **KETCHIKAN MARU**<br>**Nippon Kisen K.K.**<br>Kobe Japanese | ~~11000~~ **10942**<br>— 6600<br>16150 | | NK | **1968** Hitachi Zosen—Mukaishima<br>502′ 0″ 70′ 3″ 29′ 6″<br>469′ 2″ 70′ 2″ 40′ 4″<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>7200bhp B&W<br>Hitachi Zosen | Osa |
| **KHALDOON**<br>exGeier–68 exHammal–65<br>**uwait Maritime Transport** Co.<br>Trucial States | **363**<br>13<br>244 | ✠**100A1**<br>tug<br>✠**LMC** | SS 10/66<br>EL (f) 1¼″ | **1948–8** Scott & Sons—Bwg<br>128′ 6″ 31′ 1″ 13′ 0¼″<br>119′ 8″ 31′ 0″ 14′ 0″<br>B40′<br>3BH<br>BK6″ WB68t incl. DTf9t<br>**DRYDOCKING OVERDUE—CLASS SUSPENDED** 18/4/69 | S Tug | T 3Cy. 16½″ 27″ & 46″×30″<br>1000ihp<br>Plenty & Son Ltd.<br>SB 200℔ hs(2580) 3cf | 150t (o.f)<br>Nby<br>10k |
| ***KHIAN* ENGINEER**<br>**Freedom Global Transport S.A.**<br>Piræus Greek | **10121**<br>6478<br>14208 | | AB | **1967** Ishikawajima-Harima Hvy Ind.—Tok<br>465′ 0″ 65′ 1″ 28′ 4″<br>440′ 0″ 65′ 0″ 40′ 4″<br>2 dks<br>rf 6″ | M Mchy.aft<br>4 Ho 52½′, 107½′, 50′, 110½′<br>G.746188 B.667321<br>6 Ha (stl) (each 30′×32½′)<br>12W Der 12(10) | Oil 4SA 12Cy. 400×460 mm<br>5130bhp<br>Ishikawajima-Harima Hvy Ind.<br>3×200, 200, 170kW 450V 60c/s a.c. | 1159t (hvf)<br>Aio<br>14½k |
| **KHIAN SAILOR**<br>**Freedom Shipping Lines Inc.**<br>Piræus Greek | **10121**<br>6478<br>14205 | | AB | **1967** Ishikawajima-Harima Hvy Ind.—Tok<br>465′ 0″ 65′ 1″ 28′ 9¼″<br>440′ 0″ 65′ 0″ 40′ 4″<br>2 dks<br>rf 6″ | M Mchy.aft<br>4 Ho 52½′, 107½′, 50′, 110½′<br>G.746188 B.667321<br>6 Ha (stl) (each 30 ×32½′)<br>12W Der 12(10) | Oil 4SA 12Cy. 440×460 mm<br>5130bhp<br>Ishikawajima-Harima Hvy Ind.<br>3×200, 200, 160kW 450V 60c/s a.c. | 1159t (hvf)<br>Aio<br>14½k |
| **KIMIHATA MARU**<br>**Yamashita-Shinnihon Kisen K.K.**<br>Tokyo Japanese | ~~32000~~ **33461**<br>—<br>53850 | | NK | **1968** Maizuru Jukogyo—Maizuru<br>725′ 1″ (incl. BB) 105′ 0″ 37′ 8″<br>689′ 0″ 104′ 11″ 56′ 8″<br>1 dk<br>RW | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 900×1550 mm<br>15000bhp Sulzer<br>Maizuru Jukogyo | Maizuru |

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| 681652<br>JG2503<br>103548<br>Rdr RT | **KIMITSU MARU**<br><br>**Kaiyo Kogyo K.K.**<br>Tokyo Japanese | 176<br>58<br>— | | **1967** Ishikawajima Ship & Chemical Co.<br>—Tok<br>95' 5" 27' 6"<br>92' 1" 26' 11" 12' 8"<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy. 320×<br>1000bhp<br>Fuji Seisakusho |
| 681653<br>JRGZ<br>102622<br>Df Esd<br>Pfd | **KINOENE MARU**<br><br>**Yoshifumi Yamamoto**<br>Heta Japanese | 191<br>62<br>— | | **1967** Miho Zosensho—Shimizu<br>136' 10" 21' 8"<br>114' 10" 21' 7" 10' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×440 mm<br>820bhp<br>Akasaka Tekkosho |
| 681728 | **KIRI MARU No. 2**<br><br>**Kirimaru Kaiun K.K.**<br>Imabari Japanese | 384<br>218<br>800 | | **1968** Kimura Zosen—Hma<br>150' 11" 26' 4" 13' 5"<br>137' 10" 26' 3" 14' 9"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>700bhp<br>Nippon Hatsudoki |
| 681729<br><br>103854<br>Rdr | **KISO MARU**<br><br>**Kezuka Unyu K.K.**<br>Tokyo Japanese | 484<br>273<br>790 | | **1968** Geibi Zosen Kogyo—Kur<br>169' 11" 26' 4" 12' 2"<br>154' 3" 26' 3" 13' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 280×430 mm<br>750bhp<br>Hanshin Nainenki Kogyo |
| 650441<br>HOFW<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **KOBERG**<br>exJalinga–67<br>**Koberg Corp. Ltd.**<br>Panama Panamanian | 31145<br>21581<br>60070 | **100A1** SS 2/68<br>oil tanker<br>**LMC** NV<br><br>MN3500 EL w†3$\frac{1}{16}$"SQ | **1964** Kieler Howaldtswerke A.G.—Kel<br>775' 0" (incl. BB) 106' 0" 40' 1½"<br>738' 2" 105' 10" 53' 9"<br>P135' F68' 1 dk<br>10BH<br>rf 4" WB15077t incl. 11048t in clean ballast tanks DTf1924t | S Tanker Mchy.aft<br>13 Ta<br><br><br>Der 2(10) 2(3) 2(1) | 2 S Turb dr geared to sc.<br>17500shp<br>Kieler Howaldtswerke A.<br>~~2WTB 710lb Spt 923° F.~~<br>sg 142lb<br>3×700, 700, 150kW 440V<br>2WTB 810lb Spt 923° F. |
| 681730 | **KOEI MARU**<br><br>**K. Masumoto**<br>Hiroshima Japanese | 199<br>100<br>350 | | **1968** Daito Zosen K.K.—Hma<br>116' 2" 27' 0" 8' 10"<br>104' 11" 26' 11" 9' 10"<br>1 dk | M Sand Carrier Mchy.aft | Oil 4SA 12Cy. 200×240<br>560bhp<br>Yanmar Diesel Eng. Co. |
| 681813<br><br><br>Rdr | **KOFUKU MARU**<br><br>**Fuji Tanker K.K.**<br>Tokyo Japanese | 499<br>280<br>950 | | **1968** Kishimoto Zosen—Kinoe<br>175' 3" 28' 11" 13' 5"<br>160' 9" 28' 10" 14' 9"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×450<br>950bhp<br>Hanshin Nainenki Kogyo |
| 681654<br><br><br>Df Esd<br>Gc Rdr<br>RT | **KOHO MARU**<br><br>**Kenko Kaiun K.K.**<br>Kobe Japanese | ~~10600~~ 10818<br>— 6637<br>16300 | <br><br>NK | **1968** Onomichi Zosen—Onomichi<br>498' 0" 72' 5" 28' 8"<br>469' 2" 72' 4" 39' 8"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 620×1400<br>7200bhp B&W<br>Hitachi Zosen |
| 681814<br>JKZH<br>103634<br>Df Esd<br>Gc Rdr<br>RT | **KOJIMA MARU**<br><br>**Marutomo Kaiun K.K.**<br>Nagasaki Japanese | 1955<br>1151<br>3413 | <br><br>NK | **1968** Ujina Zosensho—Hma<br>294' 4" 42' 0" 18' 10"<br>272' 4" 41' 11" 22' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 470×670<br>2200bhp<br>Akasaka Tekkosho |
| 681655<br>JJRT<br>101945<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOKKO MARU**<br><br>**Sanko Kisen K.K.**<br>Amagasaki Japanese | ~~54600~~ 54513<br>~~36500~~ 36457<br>94350 | <br><br>NK | **1968** Mitsubishi Hvy Ind. Ltd.—Nag<br>820' 2" (incl. BB) 126' 5" 47' 5"<br>777' 7" 126' 4" 67' 6"<br>1 dk | M Ore/Oil Carrier Mchy.aft | Oil 2SA 9Cy. 850×1600<br>21600bhp<br>Mitsubishi Hvy Ind. Ltd. |
| 681656<br>JEQK<br>103500<br>Df Esd<br>Gc Rdr | **KOKO MARU**<br><br>**Dainikko Sempaku K.K.**<br>Tokyo Japanese | 2686<br>1662<br>4228 | <br><br>NK | **1968** Hashihama Zosen—Imabari<br>47' 3" 20' 1"<br>285' 1" 47' 2" 23' 11"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 470×820<br>3000bhp<br>Ito Tekkosho |
| 681701 | **KOMPAS**<br><br>**U.S.S.R.**<br>Russian<br>For later particulars see<br>New Entries No. 10 | 4700<br>2160<br>— | **100A1**<br>Class contemplated<br>✠**Lloyd's RMC** | Burmeister & Wain—Cpn<br>336' 0" 52' 7"<br>298' 7" 52' 6" 36' 5" | M Fish Carrier Ref<br><br>1n.97363 | Oil 2SA 6Cy. 500×900<br><br>Burmeister & Wain |
| 681771<br>OWDM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KONG OLAV V**<br><br>**Det forenede Dampskibs-**<br>**Selskab A/S**<br>Copenhagen Danish | ~~6620~~ 7956<br>~~3004~~ 3912<br>~~1083~~ 1083 | | **1968** Cant. Nav. del Tirreno e Riuniti—<br>Riva Trigoso<br>409' 11" 63' 1" 17' 1"<br>356' 3" 53' 2" 39' 4" | TM Ferry | 2 Oil 2SA each 12Cy.<br>13200bhp B&W<br>Cant. Nav. del Tirreno |

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| **KOSEI MARU**<br>**Maruyama Kaiun K.K.**<br>Takamatsu Japanese | 199<br>105<br>380 | | | **1968** Kishimoto Zosen—Kinoe<br>127′ 11″ 23′ 0″ 9′ 6″<br>114′ 10″ 22′ 11″ 10′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>500bhp<br>Makita Tekkosho Takamatsu |
| **KOSEI MARU No. 18**<br>**Uehara Suisan K.K.**<br>Naha Japanese | 194<br>92<br>184 | | | **1968** Fukuoka Zosen—Fukuoka<br>126′ 2″ 21′ 9″ 8′ 10″<br>110′ 8″ 21′ 8″ 10′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>550bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **KOSHIJI MARU**<br>**Niigata Rinko Kairiku Unso K.K.**<br>Niigata Japanese | 3828<br>2590<br>6385 | | NK | **1967** Tsuneishi Zosen—Numakuma<br>351′ 6″ 53′ 11″ 22′ 2″<br>326′ 5″ 53′ 10″ 27′ 1″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 500×800 mm<br>4200bhp<br>Mitsubishi Hvy Ind. Ltd. Kob |
| **KOTOKU MARU No. 25**<br>**oyo Kisen K.K.**<br>awatahama Japanese | 493<br>294<br>975 | | | **1967** Imamura Zosen—Kur<br>180′ 2″ 27′ 7″ 13′ 3″<br>163′ 10″ 29′ 6″ 14′ 9″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>950bhp<br>Hanshin Nainenki Kogyo Kob |
| **KOUMEI MARU**<br>**M. Nakamura**<br>Tanabe-shi Japanese | 469<br>293<br>1000 | | | **1968** Hanasaki Zosensho—Yokosuka<br>165′ 4″ 30′ 2″<br>155′ 10″ 30′ 1″ 13′ 1″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>600bhp<br>Daihatsu Kogyo Osa |
| **KOYO MARU No. 8**<br>**Nittsu Futo Kaiun K.K.**<br>Tokyo Japanese | 733<br>398<br>410 | | | **1967** Akitsu Dock K.K.—Akitsa<br>229′ 6″ 35′ 2″ 11′ 5″<br>209′ 11″ 35′ 1″ 14′ 8″<br>1 dk | M Vehicle Carrier Mchy.aft | Oil 4SA 6Cy. 350×550 mm<br>1250bhp<br>Hanshin Nainenki Kogyo Kob |
| **KOYO MARU No. 21**<br>**Hanabusa Kisen K.K.**<br>Kawajiri Japanese | 754<br>419<br>350 | | | **1967** Akitsu Dock K.K.—Akitsu<br>236′ 2″ 35′ 2″ 11′ 5″<br>219′ 10″ 35′ 1″ 14′ 8″<br>1 dk | M Vehicle Carrier Mchy.aft | Oil 4SA 6Cy. 350×550 mm<br>1500bhp<br>Hanshin Nainenki Kogyo Kob |
| **LABONNA**<br>exBalaka-68<br>**Orient Water Transport Ltd.**<br>Chittagong Pakistan<br>For later particulars see New Entries **No. 7** | **120**<br>31<br>— | **100A1**<br>tug<br>Class contemplated | | Geibi Zosen Kogyo—Kur<br>84′ 11″ 21′ 1″<br>78′ 1″ 21′ 0″ 8′ 6″ | TM Tug | 2 Oil 4SA each 8Cy. 165×184 mm<br>Bergius-Kelvin Co. Ltd. Gls |
| **LAILA**<br>**Pesquera Meilan S.A.**<br>Huacho Peruvian | 200<br>89<br>— | | GL | **1968** Ast. Picsa S.A.—Clo<br>*88·0′* 23′ 2″<br>23′ 1″ 11′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. Peoria |
| **LAKE MANITOBA**<br>**Nipigon Transport Ltd.**<br>Carryore Ltd.<br>Winnipeg Canadian<br>For later particulars see New Entries **No. 9** | **18000**<br>13500<br>26690 | **100A1**<br>for restricted service<br>Class contemplated | | Davie S.B. Ltd.—Lauzon<br>729′ 8″ 75′ 3″ 26′ 5¾″<br>709′ 3″ 75′ 0″ 39′ 8″ | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer Bros. Ltd. Win |
| **LANGEOOG I**<br>**Inselgemeinde Langeoog**<br>Langeoog W. German | 191<br>130<br>— | | GL | **1968** Jadewerft G.m.b.H.—Wilhelmshaven<br>115′ 0″ 24′ 8″ 4′ 0″<br>101′ 9″ 23′ 0″ 6′ 3″<br>1 dk | TM Ferry (310P) Mchy.aft | 2 Oil 4SA each 12Cy. 120×130 mm<br>480bhp (d.o)<br>Motorenw. Mannheim Mhm<br>2×10kW 380V 50c/s d.c. 12k |
| **LEADSMAN**<br>**Helmsman Shipping Co. Ltd.**<br>C.Rowbotham & Sons (Management) Ltd.<br>London British<br>For later particulars see New Entries **No. 11** | **940**<br>—<br>1400 | **100A1**<br>oil tanker<br>Class contemplated | | Drypool Eng. & D.D. Co. Ltd.—Hul<br>205′ 0″ 32′ 9″ 13′ 7″<br>194′ 0″ 32′ 6″ 15′ 9″ | M Tanker Mchy.aft | Oil 2SA 12Cy. 220×360 mm<br>Brons<br>Drypool Eng. & D.D. Co. Ltd. Hul |
| **LEE TAI**<br>**New Taiwan Marine Transportation Co. Ltd.**<br>Keelung China (Taiwan) | 1572<br>985<br>2448 | | CR (Taiwan) | **1967** Geibi Zosen Kogyo—Kur<br>249′ 4″ 38′ 9″ 17′ 2″<br>231′ 7″ 38′ 8″ 19′ 8″<br>1 dk | M Tanker Mchy.aft<br>4 Ta<br>L.97116 | Oil 4SA 6Cy. 430×620 mm<br>1800bhp 296t<br>Hanshin Nainenki Kogyo Kob<br>2×60kW 230V 60c/s a.c. |
| **LIGHTNING**<br>**American Export Isbrandtsen Lines Inc.**<br>United States | 14500<br>—<br>— | | | **1968** Bath Iron Wks Corp.—Bath, Me<br>610′ 6″ 78′ 2″ 31′ 6″<br>581′ 10″ 78′ 0″ 54′ 6″<br>2 dks | S Mchy.aft | 2 S Turb dr geared to sc. shaft<br>17500shp (o.f)<br>General Electric Co. Lyn |
| **LING YUNG**<br>**Chinese Maritime Trust Ltd.**<br>Keelung China (Taiwan) | 11157<br>6105<br>11925 | | CR (Taiwan) | **1968** Uraga Hvy Ind. Ltd.—Yokosuka<br>523′ 4″ (incl. BB) 76′ 10″ 30′ 5″<br>485′ 8″ 76′ 9″ 42′ 8″<br>3 dks<br>RW | M Ref<br>6 Ho<br>G.774065 B.709827 In.18463<br>6 Ha (27′×16¼′) (39¼′×21¾′) (42′, 42′×21′) (31½′×22¾′) (26¼′×21¾′)<br>20W Der 8(22) 2(15) 10(10) | Oil 2SA 8Cy. 760×1550 mm<br>12800bhp Sulzer 1774t (hvf)<br>Uraga Hvy Ind. Ltd. Tamashima<br>3×460kW 445V 60c/s a.c. 19½k |

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| 681662 | **LOFTUR BALDVINSSON** | ~~476~~ 448 | | 1968 A/S Hommelvik M/V— | M Fishing Mchy.aft | Oil 4SA 8Cy. 320×480 mm |
| | | — 204 | | Hommelvik | | 1400bhp |
| | **Adalsteinn Loftsson** | — | | 146' 9" | | Motorenw. Mannheim |
| Df Esd | Dalvik Icelandic | | | 127' 10" 26'11½" | | |
| Pfd Rdr | | | | 1 dk | | |
| RT | | | | | | |
| 680691 | **LUISITA BOTELHO** | 4350 | ✠100A1 | 1968–4 Rickmers Werft—Bhn | M Mchy.aft | Vee Oil 4SA 12Cy. 400×5 |
| DVCP | | 2829 | | 363' 4" 54' 8" | 2 Ho 114¾', 117' | geared |
| | **Botelho Bulk Transport** | 7106 | ✠LMC | 336' 4" 54' 5½" 30' 2" | G.338485 B.319768 | 4000bhp |
| Df Esd | **Corp.** | | | P89' F44' 1 dk | 2 Ha (stl) (each 89½'×29½') | Klöckner-Humboldt-Deutz |
| Gc Pfd | Manila Philippine | | MN800 EL U 1⅔"U2 | 5BH | 8W Der 1(30) 8(5–10) | AuxB 71lb |
| Rdr | | | | rf 4" WB809t | | 3×1921kW 230V 60c/s a.c. |

| 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer<br>Deadwt<br>Gross<br>Net<br>Summer<br>Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
|---|---|---|---|---|---|
| **AALTJE ADRIAANTJE**<br>**G. Hakvoort & Zoon**<br>Urk Netherland | **101**<br>34<br>— | | **1968** N.V. Scheepswerf & Mach. Vahali N.V.—Gendt<br>86′ 3″ 21′ 5″<br>75′ 8″ 20′ 10″ 10′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 210×300 mm<br>660bhp<br>Gebr. Stork & Co. Hengelo |
| **ACRUX**<br>exTransrodopi III–68<br>exCaterina P.–66<br>exCity of Leeds–65<br>exVenetian–64<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | **3578**<br>1332<br>4090 | **✠100A1** SS 1/66<br>with freeboard<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN880 EL x | **1947–8** J. L. Thompson & Sons Ltd.—Sld<br>373′ 0″ 50′ 11″ 22′ 8¼″<br>350′ 6″ 50′ 9″ 32′ 0″<br>F29′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB1377t incl. Tunnel tanks 656t | S (4P) Ref OSD<br>5 Ho 40½′, 69′, 29′, 46′, 54¼′<br>G.272679 B.243454 In.10860<br>5 Ha (13′×14½′) (38½′×18′) (19¼′×15′) (26½′, 14½′×18′)<br>12W Der 4(10) 2(7) 6(5) | 3 S Turb IP & LP sr geared HP dr geared to sc. shaft<br>4400shp 944t (o.f)<br>Wallsend Slipway Co. Ltd. Wal<br>2WTB 450℔ Spt 437℔ hs(11138)<br>2AuxB SB 160℔<br>3×75kW 120V d.c. 12½k |
| **ADELAIDE MARU**<br>exKyotoku Maru–67<br>**Mitsui-O.S.K. Lines K.K.**<br>Tokyo Japanese | **6525**<br>3696<br>10242 | NK | **1954** Nippon Kokan—Yka<br>502′ 7″ 63′ 6″ 27′ 0″<br>465′10″ 63′ 4″ 31′ 1″<br>F37′ 2 dks & S dk<br>RW | M Ref OSD<br>6 Ho<br>G.638153 B.590075 In.7345<br>6 Ha (27′×19¾′) (42′, 39½′, 25½′, 39½′, 25½′×23′)<br>18W Der 1(35) 2(15) 2(10) | Oil 2SA 6Cy. 740×1600 mm<br>8500bhp NE61 2301t<br>Mitsui Zosen Tmn<br>2×200kW 230V a.c. 16½k |
| **ADHARA**<br>exTransrodopi II–68<br>exAeolian–65 exLaura Mærsk–64<br>exDay Star–46<br>exLaura Mærsk–41<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | **6599**<br>3876<br>9100<br>**8464**<br>5339<br>9980 | **✠100A1** Dr 3/64<br>with fbd Upper APT—vegetable oil FPTs—oil FP above 150° F.<br>**✠LMC**<br>MN1190 EL c† | **1939–3** Odense Staalskibs.—Odn<br>483′ 10″ 59′ 1″ 26′ 9½″/28′ 2″<br>450′ 0″ 59′ 0″ 40′ 5″<br>F52′ 1 dk & S dk 3rd dk except in Nos. 2 & 5 holds<br>R Coll BH to S dk 6 to 2nd dk<br>WB5515t incl. DTsf1761t DTsa1693t | TM (12P) Ref OSD/CSD<br>5 Ho 53¼′, 77¼′, 94′, 86¾′, 65′<br>G.648000 B.596000 In.8450<br>5 Ha (33¾′, 50½′, 38½′, 37½′, 31¼′×20′)<br>Der 1(45) 2(15) 14(5) 6(3) | 2 Oil 4SA each 7Cy. 630×1300 mm<br>5050bhp 1286t (hvf)<br>Burmeister & Wain Cpn<br>2AuxB 100℔<br>3×150kW 220V d.c. 15½k |
| **ÆGIR**<br>**Government of Iceland (Landhelgisgæzlan)**<br>Reykjavik Icelandic<br>For later particulars see New Entries No. 7 | **927**<br>244<br>510 | **100A1**<br>Class contemplated | Aalborg Værft A/S—Abg<br>228′ 6″ 32′ 11″ 15′ 5″<br>203′ 4″ 32′ 10″ 19′ 0″ | TM | 2 Oil 4SA each 8Cy. 400×540 mm<br>Masch. Augsburg-Nürnberg Aug |
| **AGAMEMNON**<br>**Proteus Shipping Co. S.A.**<br>Piræus Greek | ~~40000~~ 35477<br>~~26000~~ 25472<br>56600 | | **1968** Ishikawajima-Harima Hvy Ind.—Kur<br>734′ 7″ 105′ 10″ 40′ 0″<br>698′ 10″ 105′ 7″ 62′ 4″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 900×1550 mm<br>14400bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| **AGIA KYRIAKI**<br>**A. Dounis and others**<br>Patras Greek | **789**<br>530<br>— | | **1968** "Nautilus" Tech. Bldg Ents.—Perama<br>203′ 0″ 41′ 4″ 5′ 4″<br>194′ 10″ 40′ 4″ | TM Ferry Mchy.aft | 2 Oil 4SA each 6Cy. 320×400 mm<br>1700bhp<br>Masch. Kiel G.m.b.H. Kel |
| **AGIOS KONSTANTINOS**<br>**P. Karahalios, K. Papageorgiou & E. Kelessidis**<br>Piræus Greek | **436**<br>302<br>— | | **1967** D. Savas Bros.—Perama<br>135′ 2″ 30′ 0″ 5′ 7″<br>… … … | TM Ferry | 2 Oil each 150×— mm<br>640bhp<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen |
| **AITAKA MARU No. 1**<br>exShinyu Maru No. 3–67<br>exSanyu Maru–65<br>**Aitaka Kaiun K.K.**<br>Akitsu Japanese | **194**<br>107<br>— | | **1961** Kishigami Zosen—Hma<br>105′ 11″ 22′ 11″ 9′ 6″<br>96′ 9″ 22′ 9″ 10′ 5″<br>1 dk | M Tanker Mchy.aft<br>6 Ta | Oil 4SA 6Cy. 230×360 mm<br>210bhp 9t<br>Akasaka Tekkosho Yaizu<br>8¾k |
| **AKEBONO MARU No. 26**<br>exInase Maru No. 5–67<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | **550**<br>204<br>— | | **1966** Uchida Zosen—Ise<br>31′ 6″ 12′ 5″<br>165′ 8″ 31′ 5″ 13′ 9″<br>1 dk<br>RW | TM Fishing Mchy.aft | 2 Oil 4SA each 8Cy. 250×320 mm<br>1700bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **AKITA MARU No. 11**<br>**Akita Enyo Gyogyo K.K.**<br>Oga Japanese | **194**<br>— | | **1968** Goriki Zosen—Ise<br>23′ 9″ 9′ 2″<br>122′ 0″ 23′ 8″ 10′ 5″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>700bhp<br>Hanshin Nainenki Kogyo Kob |

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|---|---|---|---|---|---|---|---|
| 537257<br>ODLV<br>5580<br>Df Esd<br>Pfd Rdr<br>RTm/v | **AL-AMIN**<br>exUlster Spinner-68<br>exGuernsey Coast-55<br>exUlster Duke-47<br>**Michel A. Araktingi**<br>Beirut Lebanese | 532<br>234<br>748 | **BS** ✳<br><br>**MBS** ✳<br><br>MN160 | SS 4/67 ~~O+9/63~~<br><br><br><br>CT827 C21 | **1942**-7 Ardrossan Dkyd Ltd.—Ard<br>201' 8" 30' 3" 10' 8¼"<br>190' 0" 30' 0" 17' 9"<br>B34' F32' 1 dk & S dk<br>R 4BH<br>rf 4" WB247t | M OSD Mchy.aft<br>2 Ho 60', 66½'<br>G.63523 B.58548<br>2 Ha (28'×14') (28'×28')<br>4W Der 2(5) 2(3) | Oil 2SA 5Cy. 340×570 mm<br>800bhp Polar<br>British Auxiliaries Ltd.<br>3×40kW 220V d.c. |
| 682075<br>9KCL | **AL SABAHIAH**<br><br>**Kuwait Shipping Co. (S.A.K.)**<br>Kuwait Kuwait<br>For later particulars see New Entries No. 12 | ~~10355~~ T.Mk<br>~~5097~~ 7653<br>~~12760~~ 3080<br>—<br>10355<br>5097<br>12760 | | | **1968** Kherson Shipyard—Kherson<br>510' 9" 67' 8" 29' 9"<br>459' 4" 67' 6" 40' 4"<br>2 dks | M Ref Mchy.aft<br>5 Ho<br>G.636725 B.604942 In.5297<br>8 Ha<br>Cr 11(5) Der 1(30) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W<br>Bryansk Eng. Works<br>3×300kW 400V a.c. |
| 682076<br>UFMG<br>M-22699 | **ALAND**<br><br>**U.S.S.R.**<br>Kerch Russian | 669<br>329<br>227 | | | **1955** ......................E. Germany<br>187' 10" 29' 6" 7' 8½"<br>29' 5" 13' 6" | D-E Fish Carrier<br>2 Ho<br>In.21260<br>2 Ha<br>Cr 2(1) | 2 Oil 4SA each 6Cy. 24<br>connected to elec. motor &<br>Schwermasch. Karl Liebknec |
| 681973<br><br><br>Df Esd<br>Gc Rdr<br>RTm | **ALBERT FRIESECKE** T.Mk<br><br>**Adalbert Friesecke Reederei**<br>Peter Döhle<br>Hamburg W. German | 499<br>329<br>1320<br>~~999~~<br>—<br>~~2000~~ | | <br><br>GL | **1968** J. J. Sietas Schiffsw.—Ham<br>243' 0" 35' 6" 13' 0"/~~10' 10"~~<br>222' 0" 35' 5" 20' 0"<br>1 dk & S dk | M ~~OSD/CSD~~ Mchy.aft<br>1 Ho 151'<br>G.85700 B.76300<br>1 Ha (stl) (131'×24½') | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>4×40kW 220/380 V 50c/s a.c. |
| 504207<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ALBISOLA**<br>exBergecaptain-68<br>**Transmarina S.n.c.**<br>Savona Italian | ~~23477~~ 22892<br>~~14016~~ 13564<br>38775 | <br><br>RI ~~NV~~ | | **1958** Eriksbergs M/V A/B—Got<br>682' 6" 87' 4" 37' 11¾"<br>645' 0" 87' 0" 47' 6"<br>P155' B48' F95' 1 dk | M Tanker Mchy.aft<br>33 Ta<br>HeCls. BC | Oil 2SA 10Cy. 740×1600 mm<br>12500bhp B&W<br>Eriksbergs M/V A/B |
| 682077<br>UOMI<br>M-24558 | **ALDAN**<br><br>**U.S.S.R.**<br>Novorossisk Russian | 695<br>342<br>180 | | | **1956** ......................E. Germany<br>187' 10" 29' 6" 7' 10"<br>29' 8" 13' 6" | D-E Fish Carrier<br>2 Ho<br>In.21260<br>2 Ha<br>Cr 2(1) | 2 Oil 4SA each 6Cy. 24<br>connected to elec. motor<br>Schwermasch. Karl Liebkne |
| 660022<br>UNTF<br>RDM-<br>25508 | **ALEKSANDR DOVZHENKO**<br><br>**U.S.S.R.**<br>Zhdanov Russian | 2952<br>1302<br>3242 | | | **1965** Santierul Naval—Galatz<br>329" 10' 47' 4" 18' 11"<br>47' 2" 22' 4"<br>2 dks | M<br>4 Ho<br>G.151430<br>4 Ha (26½', 31½', 31½', 31½'×34½')<br>9W Der 1(15) 8(5) | Oil 2SA 6Cy. 540×960 mm<br><br>FIAT S.G.M. |
| 682111<br>UJTX<br>M-25165 | **ALEKSANDR LEYNER**<br><br>**U.S.S.R.**<br>Tallin Russian | 795<br>265<br>834 | | | **1958** ......................Russia<br>207' 2" 32' 11" 12' 5½"<br>32' 10" 13' 2" | TM Tanker Mchy.aft<br>9 Ta 1 Ho<br>L.30406<br>2 Ha (each 8¼'×6')<br>1W Der 1(2) | 2 Oil 2SA each 8Cy. 300×5<br>NE61<br>Russki Diesel Wks |
| 682112<br>UKDO<br>M-2007<br>Esd | **ALEKSANDR PUSHKIN**<br>exEmpire Medway-46<br>exWandsbek-45<br>**U.S.S.R.**<br>Khohnsk Russian | 2406<br>1362<br>3900 | ✠ | | **1938**-9 Moss Værft & Dokk A/S—Moss<br>301' 5" 47' 9" 19' 0"<br>47' 7" 20' 6"<br>1 dk | S<br>4 Ho<br>G.218987<br>4 Ha (31½', 36', 36', 29½'×19½')<br>8W Der 8(3) | C 3Cy. (2) 15¾" & 39¾"×31½<br>with sr gearing & chain d<br>Moss Værft & Dokk A/S |
| 681976<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSANDR SERAFIMOVICH**<br>**U.S.S.R.**<br>Vladivostok Russian | 11300<br>—<br>14200 | | | **1968** Brodogradiliste "Uljanik"—Pla<br>524' 7" 31' 9"<br>486' 10" 69' 4" 41' 4"<br>2 dks | M CSD | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W<br>Brodogradiliste "Uljanik" |
| 682113<br>UKOG<br>M-26463 | **ALEKSANDROVSK**<br><br>**U.S.S.R.**<br>Nikolaevsk Russian | 502<br>—<br>212 | | | **1960** ......................People's Rep. of China<br>150' 2" 30' 11" 12' 10"<br>30' 8" 16' 5" | TM Tug<br><br><br>1W Der 1(3) | 2 Oil 2SA each 6Cy. 300×5<br><br>Russki Diesel Wks |
| 682114<br>UGYG<br>M-24568 | **ALEUT**<br><br>**U.S.S.R.**<br>Kerch Russian | 698<br>342<br>229 | | | **1956** ......................E. Germany<br>187' 10" 29' 6" 7' 8½"<br>29' 5" 13' 5" | D-E Fish Carrier<br>2 Ho<br>In.21260<br>2 Ha (each 6½'×5')<br>Cr 2(1) | 2 Oil 4SA each 6Cy. 24<br>connected to elec. moto<br>Schwermasch. Karl Liebkn |
| 516320<br>SXZI<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **ALIAKMON PIONEER**<br>exIrish Maple-68<br>**Aliakmon Maritime Corp.**<br>Piræus Greek | T.Mk<br>6034<br>3337<br>—<br>8192 ~~8018~~<br>4630 ~~4594~~<br>— | ✠100A1<br><br>✠LMC<br><br>MN1100 | SS 7/65<br><br><br><br>EL c†2¼"SQ | **1957**-2 W. Gray & Co. Ltd.—Hpl<br>475' 11" 61' 3" ~~26' 0½"/27' 7"~~ — /27' 7"<br>445' 0" 61' 0" 38' 2"<br>F105' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 2" WB2860t incl. Tunnel tanks 218t DTsm1116t | M ~~OSD/CSD~~<br>4 Ho 60¾', 101½' comb., 25' DT, 67½', 67½'<br>G.602520 B.558980<br>5 Ha (31½', 37½', 35', 35', 35'×23')<br>13W Der 1(35) 2(8) 10(5) 1(1½) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford<br>Hawthorn, Leslie (Eng.) Lt<br>db 60lb<br>3×200kW 220V d.c. |

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| **ALLY**<br>exGarib Nawaz–68<br>exSukh Jag Ganga–67<br>exJag Ganga–66<br>**Allied Maritime S.A.**<br>Panama Panamanian | *1527*<br>*830*<br>2008 | ✠100A1<br>~~DTm—vegetable oil~~<br>✠LMC<br>MN200 | SS 11/64<br><br><br><br>EL p 1⅜″ptSQ | **1951**–5 Naka Nippon Jukogyo—Kob<br>243′ 0″ 40′ 1″ 15′ 5¾″<br>225′ 0″ 40′ 0″ 20′ 0″<br>F26′ 1 dk, 2nd dk in No. 2 hold & mchy. space<br>R NS 4BH<br>WB364t | M<br>4 Ho 40¼′, 23¾′, 36¾′, 38¾′<br>G.103000 B.94800<br>4 Ha (each 19¾′×16½′)<br>8W Der 1(7½) 8(3) | Oil 4SA 8Cy. 395×600 mm<br>1000bhp 127t (d.o)<br>Naka Nippon Jukogyo Kob<br>WTAuxB(p)128℔<br>~~(WTAuxB(s)128℔)~~ WTAuxB(s)128℔<br>2×90kW 230V 50c/s a.c. 10½k |
| **ALMA-ATA**<br>**U.S.S.R.**<br>Astrakhan Russian | **862**<br>214<br>355 | | | **1965** ....................Russia<br>181′ 9″ 31′ 2″ 10′ 2″<br>31′ 1″ 14′ 9″ | D-E Fish Carrier<br>1 Ho<br>In.12713<br>1 Ha (7¾′×7¾′)<br>Cr 1(2½) | 2 Oil 4SA each 6Cy. 250×340 mm connected to elec. motor & sc. shaft<br>Russia<br>10¼k |
| **ALNILAM**<br>exTransrodopi IV–68<br>exUlster Sportsman–67<br>exLairdswood–59<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | **789**<br>316<br>730 | **BS✱**<br><br>**MBS✱**<br><br>MN280 | SS 5/67<br><br><br><br>CT1219 C24 | **1936**–8 Harland & Wolff Ltd.—Bel<br>236′ 6″ 37′ 2″ 13′ 0″<br>225′ 4″ 37′ 0″ 13′ 9″<br>P59′ B&F158′ 1 dk<br>R 5BH<br>rf 6″ WB270t | TM<br>3 Ho 44′, 56′, 54′<br>B.75000<br>3 Ha (14′×10′) (22′×14′) (15′×12′)<br>Der 1(5) 2(3) | 2 Oil 2SA each 3Cy. 350×620 mm<br>1400bhp 137t (d.o)<br>Harland & Wolff Ltd. Bel<br>3×40kW 220V d.c. 13½k |
| **ALPHECCA**<br>exTransrodopi I–68<br>exAchaean–65 exLa Laguna–58<br>exJean L.-D.–54<br>exBetelgeuse–47<br>exJean L.D.–45<br>**Navigation Maritime Bulgare**<br>Bulgarian | **5657**<br>3338<br>9130 | **BROKEN UP** | BV | **1936** At. & Ch. de France—Dnk<br>446′ 1″ 57′ 1″ 25′ 0¼″<br>56′ 11″<br>F43′ 1 dk & S dk<br>R | M OSD<br>4 Ho 61¾′, 87½′, 63¼′, 75′<br>G.579923 B.521134<br>5 Ha (stl) (27′, 27½′×24′) (30′×15½′) (27½′, 27½′×24′)<br>10W Der 1(25) 5(5) | Oil 2SA 8Cy. 650×1190 mm<br>3300bhp 896t<br>Cie. de Constr. Mec. St. Denis<br>3×110kW 220V d.c. 12½k |
| **AMANOGAWA MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | **31840**<br>18674<br>49105 | | NK | **1968** Ishikawajima-Harima Hvy Ind.—Aio<br>682′ 5″ (incl. BB) 105′ 10″ 37′ 0″<br>646′ 4″ 105′ 8″ 58′ 5″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 760×1550 mm<br>12800bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| **AMERICAN LIBERTY**<br>**United States Lines**<br>New York United States<br>For later particulars see New Entries No. **10** | **18765**<br>13262<br>21275 | | | **1968** Sun S.B. & D.D. Co.—Chester<br>674′ 2″ 88′ 10″ 42′ 0″<br>670′ 0″ 85′ 0″ 50′ 6″<br>1 dk | S<br>10 Ho 45¾′, 45′, 45′, 45′, 45′, 45′, 45′, 47½′, 57½′, 59′<br>1 Ha (stl) (42¾′×18¼′)<br>7 Ha (stl) (each 42′×18′)<br>1 Ha (stl) (42′×27½′)<br>1 Ha (stl) (42′×18¾′) | 2 S Turb dr geared to sc. shaft<br>27300shp 2380t (o.f)<br>General Elec. Co. Lyn<br>2×1250kW 60c/s a.c. 21½k |
| **ANDY MITCHELL**<br>**Wimpey (Marine) Ltd.**<br>London British | **243**<br>75<br>212 | ✠100A1<br>tug<br>✠LMC<br>MN302 | <br><br><br>EL 1″U2 | **1968**–5 Clelands S.B. Co. Ltd.—Wal<br>101′ 6″ 28′ 5″ 12′ 9½″<br>92′ 3″ 27′ 0″ 14′ 0″<br>RFD19′<br>5BH<br>rf 15″ Box K 3½″ WB74t | TM Tug Mchy.aft<br>Der 1(3) | 2 Oil 4SA each 6Cy. 8″×10¾″ sr geared<br>1510bhp 130t (d.o)<br>Ruston & Hornsby Lcn<br>2×40kW 220V d.c.<br>Controllable pitch propellers 13k |
| **ANTONIOS**<br>exDerrynane–68 exRhetais–56<br>**D. Papatheodorou & N. Karmiris**<br>Greek | **~~486~~ 470**<br>~~214~~ 212<br>738 | | BV | **1950** Scheeps. "Westerbroek"—Westerbroek<br>200′ 2″ 30′ 1″ 11′ 1¾″<br>29′ 11″<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>G.57300 B.52700<br>2 Ha (stl) (each 37′×19′)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>820bhp Emade58fitted66 67t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×35kW 220V d.c.<br>11k |
| **AOMORI MARU**<br>**Aomori Prefecture**<br>Aomori Japanese | **399**<br>170<br>— | | | **1967** Narazaki Zosen—Muroran<br>157′ 5″ 26′ 0″ 10′ 5″<br>136′ 2″ 25′ 11″ 12′ 2″<br>1 dk | M Fishery Training Ship Mchy.aft | 2 Oil 4SA each 6Cy. 175×205 mm geared to sc. shaft<br>1000bhp<br>Ikegai Tekkosho Kawasaki |
| **APE**<br>**U.S.S.R.**<br>Riga Russian | **3359**<br>1550<br>4445 | | | **1965** Rauma-Repola O/Y—Rauma<br>344′ 10″ 48′ 7″ 20′ 5″<br>318′ 0″ 48′ 6″ 23′ 0″<br>1 dk | M Tanker Mchy.aft<br>12 Ta 1 Ho<br>L.190064<br>1 Ha (8¼′×10½′)<br>5 W Der 3(3) 1(2) 1(1) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain Cpn<br>14k |
| **AQUAFAITH**<br>**Actis Co. Ltd.**<br>Monrovia Liberian<br>For later particulars see New Entries No. 8 | **26000**<br>—<br>40800 | | | **1968** Ishikawajima-Harima Hvy Ind.—Aio<br>665′ 1″ (incl. BB) 35′ 11″<br>623′ 10″ 95′ 10″ 56′ 9″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 760×1550 mm<br>14400bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| **ARABELLA**<br>**Partrederiet för m.s. "Arabella"**<br>Bengt W. Törnqvist<br>Lidingö Swedish | **2294**<br>1123<br>4364 | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN904 | <br>330′5″<br>**UMS**<br>EL u1$\frac{9}{16}$″U3 | **1968**–3 Lödöse Varf—Lod<br>~~300′5″~~ 53′ 10″ 21′ 7¾″<br>295′ 3″ 52′ 6″ 40′ 0″<br>2 dks<br>NS Coll BH to U dk, 3 to 2nd dk<br>rf 9″ WB1030t | M Mchy.aft<br>Stern door<br>2 Ho 96′, 85′, TwD 242′<br>G.348520 B.329140<br>1 Ha (stl) (49′×13½′)<br>2W Der 2(10) | 2 Oil 4SA each 8Cy. 360×450 mm sr geared to sc. shaft<br>4520bhp 308t (d.o)<br>Motorenw. Mannheim Mhm<br>3×140kW 450V 60c/s a.c. 15¼k<br>Thw. thrust contr. pitch propeller fwd |

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| 542304<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARAMIS**<br>exAthos-68 exWestport-65<br>exLiverpool Packet-63<br>exArgyle Park-46<br>**Cia. de Navegacion Pinares**<br>**S.A.**<br>Mogadishu Somali Rep. | **1929** ~~2933~~<br>1670 ~~1669~~<br>4624 | **✠100A1** SS 7/65<br><br>**✠LMC**<br><br>EL u | **1945-6** St. John D.D. & S.B. Co. Ltd.—<br>St. J<br>328' 10" 46' 6" 20' 11"<br>310' 0" 46' 4" 25' 2"<br>P35' B86' F34' 1 dk<br>R NS 5BH<br>WB801t | S<br>3 Ho 60', 62', 87'<br>G.203807 B.191371<br>4 Ha (32'×22') (32', 32'×24')<br>(30'×22')<br>8W Der 8(5) | T 3Cy. 20" 31" & 55"×39"<br>1176ihp<br>Canada Irn Fdries Ltd.<br>2 SB 200℔ Spt hs(3844)<br>2×15kW 110V d.c. |
| 680685<br><br>EB2676<br>Df RT | **ARANDO CHICO**<br><br>**Remolcadores de Pasajes**<br>**S.A.**<br>San Sebastián Spanish | **37**<br>13<br>25 | **✠A1**<br>tug<br>Pasajes harbour service<br>**✠LMC**<br>MN87 EL ½"U1 | **1968-2** Ast. de Murueta—Murueta<br>58' 2" 18' 0" 6' 6½"<br>52' 6" 16' 9" 7' 7"<br>3BH<br>rf 6" BK4" | M Tug Mchy.aft | Oil 4SA 8Cy. 180×260 mm<br>reduction geared<br>435bhp<br>Motorenw. Mannheim<br>2×12kW 220V 50c/s a.c. |
| 680684<br>EAGA<br><br>Df<br>RTm | **ARANDO GRANDE II**<br><br>**Remolcadores de Pasajes**<br>**S.A.**<br>San Sebastian Spanish | **71**<br>25<br>46 | **✠100A1**<br>tug For service within 10<br>miles of Pasajes harbour<br>**✠LMC**<br>MN160 EL (a) | **1968-1** Ast. de Murueta—Murueta<br>71' 3" 20' 11" 8' 4½"<br>65' 7" 19' 8" 9' 6"<br>3BH<br>rf 17" BK4" | M Tug Mchy.aft | Oil SA 6Cy. 320×480 mm<br>800bhp<br>Motorenw. Mannheim<br>2×24, 20kW 220V 50c/s a.c. |
| | Now **ARANDO GRANDE** See New Entries No. **12** | | | | | |
| 681005<br>GYFZ<br>335716<br>Rdr RT | **ARDROSSAN**<br><br>**Shell Mex & B.P. Ltd.**<br>London British | **1529**<br>762<br>2221 | **✠100A1**<br>oil tanker<br>**✠LMC**<br><br>MN270 EL M 1½"U2 | **1968-5** Hall, Russell & Co. Ltd.—Abn<br>249' 2" 40' 11" 15' 3½"<br>235' 0" 40' 8" 16' 10"<br>P56' F34' Trunk146' 1 dk<br>10BH<br>WB348t incl. DTf206t | M Tanker Mchy.aft | Vee Oil 4SA 12Cy. 250×300 m<br>reduction geared<br>1350bhp<br>Nydqvist & Holm A/B<br>db 150℔<br>3×75, 75, 30kW 220V d.c. |
| 680674<br>YQAL<br>239<br>Df Esd<br>Gc Rdr<br>RT | **ARGES**<br><br>**NAVROM Roumanian**<br>**Maritime & Fluvial**<br>**Navigation**<br>Constantza Roumanian | **22244**<br>14492<br>36110 | **✠100A1**<br>oil tanker<br>**✠LMC**<br><br>MN3300 EL K†3 1/16"U2 | **1968-2** Hitachi Zosen—Inn<br>623' 5" 92' 0" 36' 0"<br>590' 7" 91'10½" 50' 3"<br>P123' F66' 1 dk<br>12BH<br>rf 4" WB3986t incl. 3559t in clean ballast tanks | M Tanker Mchy.aft | Oil 2SA 10Cy. 740×1600 mm<br>16500bhp B&W<br>Hitachi Zosen<br>2WTAuxB primary 740℔<br>secondary 250℔ Spt 233℔<br>3×240kW 390V 50c/s a.c. |
| 501760<br>HPFD<br>4400-HK<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **AROMA**<br>exBulwark-68 exAnglian-63<br>**Amenkong Marine Corp.**<br>**S.A.**<br>Panama Panamanian | *2219*<br>*867*<br>2870 | **BS**✳ SS 7/64<br>Ice strengthening<br>**MBS**✳<br><br>MN482 CT2873 C29 | **1947-6** W. Gray & Co. Ltd.—Hpl<br>308' 4" 46' 2" 19' 7"<br>290' 0" 46' 0" 28' 5"<br>F26' 1 dk & S dk<br>R 6BH<br>rf 9" WB471t | S (4P) OSD<br>5 Ho 49', 51', 24½', 48½', 38½'<br>G.183403 B.166624<br>5 Ha (20½'×14') (35½'×16') (7½'×11')<br>(17½', 17'×14')<br>10W Der 2(10) 6(7) 2(3) | T 3Cy. 20" 33" & 56"×39" & L<br>2700ihp<br>Cen. Mar. Eng. Wks<br>2 SB 225℔ Spt hs(5740)<br>2×15kW 220V d.c. |
| 672448<br>EFPW<br><br>Df Esd<br>Pfd Rdr<br>RT | **ARRANONDO**<br><br>**Pesqueras ARTAPE**<br>Ondarroa Spanish | **231**<br>85<br>168 | <br><br>BV | **1967** Astilleros de Murueta—Murueta<br>120' 9" 22' 9" 11' 5½"<br>105' 0" 22' 8" 12' 10"<br>1 dk | M Trawler Mchy.aft | Oil SA 8Cy. 250×350 mm<br>800bhp<br>Motorenwk. Mannheim |
| 502142<br>JWPK<br><br>Df<br>RTm | **ARROW SUN**<br>exArrow Star-68 exArabo-66<br>exTanja-60<br>**I/S Fröyfrakt**<br>Arvid Ervik<br>Trondheim Norwegian | **299**<br>158<br>550 | <br><br>NV | **1957** Leirvik Sveis—Lervik<br>145' 9" 28' 1" 10' 8"<br>130' 0" 28' 0" 11' 2"<br>1 dk | M Mchy.aft<br>2 Ho 24½', 11½'<br>G.30000 B.27850<br>2 Ha (31½', 33½'×16½')<br>3W Der 1(5) 2(3) | Oil 4SA 6Cy. 290×420 mm<br>390bhp<br>Masch. Kiel A.G.<br>3×20kW 220V 50c/s a.c. |
| 507495<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARYA SEPP**<br>exClan Farquharson-68<br>**Arya Shipping Lines S.A.**<br>Iranian | T.Mk<br>*9124*<br>*4875*<br>—<br>*6066*<br>*2974*<br>— | **✠100A1** SS 2/66<br>DTsf—vegetable oil<br>**✠LMC**<br><br>MN1540 EL d†2 3/16"SQ | **1962-4** Swan, Hunter & Wghm Rchdsn<br>—Wal<br>496' 8" 62' 5" —/28' 2½"<br>460' 11" 62' 3" 37' 6"<br>P38' F70' 2 dks, intermediate 'tween dk<br>8BH to U dk 1 to 2nd dk in No. 1 hold<br>rf 4" WB1278t incl. Tunnel tanks 349t | M<br>5 Ho 42½', 58½', 78½', 92½', 60½'<br>G.643530 B.584430 In.1350<br>1 Ha (stl) (19½'×18')<br>4 Ha (w) (27½', 48', 45½', 24'×21')<br>16W Der 1(80) 2(20) 2(15) 2(10) 10(5) | Oil 2SA 6Cy. 760×1550 mm<br>7700bhp Sulzer<br>Wallsend Slpwy & Eng. Co<br>AuxB 100℔<br>3×185kW 220V d.c. |
| | Name should be **ARYA SEP** See New Entries No. **5** | | | | | |
| 514482<br>7KCF<br>88234 | **ASAHI MARU**<br>exHayatomo Maru No. 2-67<br>**Sanin Shokai K.K.**<br>Kitakyushu Japanese | **293**<br>140<br>— | | **1961** Koyo Dock—Mihara<br>138' 1" 22' 10" 10' 2"<br>124' 8" 22' 7½" 11' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br><br>Hanshin Nainenki Kogyo |
| 540916<br>7JXR<br>85881 | **ASAHI MARU**<br>exSumiyoshi Maru-67<br>**A. Fujita**<br>Hirase Japanese | **150**<br>92<br>— | | **1961** Oka Zosen—Okayama<br>*84·5'* 19' 9"<br>19' 7"<br>1 dk | M Mchy.aft | Oil 2SA 3Cy. 305×343 mm<br><br>Kobe Hatsudoki Seizosho |
| 650762<br>8KAZ<br>93890<br>Df Gc<br>Rdr | **ASAHI MARU No. 37**<br>exTokushima Maru-67<br>**Osaka Asahi Kaiun K.K.**<br>Osaka Japanese | **2776**<br>1690<br>4379 | <br><br>NK | **1964** Kurishima Dock Co. Ltd.—<br>Imabari<br>308' 5" 47' 8" 20' 6"<br>284' 8" 47' 6½" 24' 3"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.205144 B.191865<br>2 Ha (55½', 94'×21½')<br>9W Der 3(10) | Oil 4SA 6Cy. 470×820 mm<br>2400bhp<br>Ito Tekkosho<br>2×60kW 225V a.c. |
| 682121<br><br><br>Rdr RT | **ASAMA MARU**<br><br>**Nippon Kaiyosha K.K.**<br>Yokohama Japanese | **280**<br>—<br>— | | **1968** Osaka Zosensho—Osa<br>32' 3" 10' 4"<br>107' 9" 32' 2" 14' 5"<br>1 dk<br>RW | TM Tug | 2 Oil 4SA each 6Cy. 320×<br>3450bhp<br>Fuji Seisakusho |

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| **ASATAKA MARU**<br>**Mibae Shosen K.K.**<br>Goshiki Japanese | **2997**<br>1843<br>5054 | NK | **1967** Imai Zosen—Kochi<br>331′ 5″ 49′ 4″ 20′ 8″<br>311′ 8″ 49′ 3″ 25′ 0″<br>1 dk | M Mchy.aft<br>G.231453 B.213513<br>2 Ha (88′, 89½′×25½′)<br>Der 4(15) | Oil 4SA 6Cy. 510×840 mm<br>3000bhp<br>Akasaka Tekkosho | 275t<br>Yaizu<br>**12k** |
| **ASIA MOMO**<br>**Liberian Fame Transports Inc.**<br>Monrovia Liberian<br>For later particulars see **New Entries No. 7** | **10268**<br>6433<br>18000 | **100A1**<br>Class contemplated | Osaka Zosensho—Osa<br>508′ 8″ (incl. BB) 74′ 11″ 28′ 10″<br>479′ 0″ 74′ 9″ 41′ 0″ | M Mchy.aft | Oil 2SA 7Cy. 680×1250 mm<br>Sulzer<br>Ishikawajima-Harima Hvy Ind. | Aio |
| **ASIA RAN**<br>**The Eastern Carriers Inc.**<br>Panama Panamanian | **4138**<br>2508<br>6271 | | **1967** The Tohoku Zosen—Shiogama<br>359′ 5″ 53′ 8″ 22′ 2″<br>334′ 5″ 53′ 6″ 27′ 1″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 420×900 mm<br>3300bhp<br>Hitachi Zosen | Inn |
| **ASIA RINDO**<br>**berian Eminence Transports Inc.**<br>onrovia Liberian<br>For later particulars see **New Entries No. 6** | **10268**<br>6433<br>18000 | **100A1**<br>Class contemplated | Osaka Zosensho—Osa<br>508′ 6″ (incl. BB) 74′ 11″ 28′ 10″<br>479′ 0″ 74′ 10″ 41′ 0″ | M Mchy.aft | Oil 2SA 7Cy. 680×1250 mm<br>Sulzer<br>Ishikawajima-Harima Hvy Ind. | Aio |
| **ASTRA**<br>**U.S.S.R.**<br>Leningrad Russian | **3170**<br>1225<br>1460 | | **1966** ......................Russia<br>277′ 10″ 46′ 0″ 18′ 8½″<br>45′ 10″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>In.57387<br>5 Ha<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda | Prague<br>**12k** |
| **ATHINA ZAFIRAKIS**<br>**South East Mediterranean Shipping Ltd.**<br>Monrovia Liberian<br>For later particulars see **New Entries No. 7** | **16042**<br>10209<br>28639 | **100A1**<br>Class contemplated | **1968** The Hakodate Dock Co. Ltd.—Hak<br>593′ 2″ 76′ 0″ 34′ 11¼″<br>557′ 9″ 75′ 9½″ 47′ 7″<br>1 dk<br>rf 2″ | M Bulk Carrier Mchy.aft<br>7 Ho 49′, 63¼′, 73½′, 44¾″, 57¾′, 68¼′, 57¾′<br>G.1260657 B.1156864<br>7 Ha (stl) (22½′, 42′, 42′, 31½′, 36¾′, 42′, 36¾′, ×31½′)<br>14W Der 14(10) | Oil 2SA 7Cy. 760×1550 mm<br>10080bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>3×320kW 450V 60c/s a.c. | 1993t (hvf)<br>Aio<br>**15k** |
| **ATLAS PROMOTER**<br>exDona Rita–68<br>exModjokerto–63<br>**Korea Atlas Line**<br>Inchon S. Korean | **10014**<br>5998<br>11300 | **✠100A1** SS 10/64<br>with freeboard<br>DTsa—vegetable oil<br>DTsf—vegetable oil or molasses<br>**LMC**<br>MN2503 EL e†2¼″SQ | **1946**–12 Caledon S.B. & E. Co. Ltd.—Dun<br>497′ 6″ 64′ 2″ 29′ 8¾″<br>466′ 5″ 64′ 0″ 42′ 8″<br>P41′ F40′ 2 dks, 3rd dk except in No. 1 hold<br>7 divisional WTBH in upr ′tween dks<br>Coll BH to U dk 7 to 2nd dk<br>WB5329t incl. Tunnel tanks 795t DTm2479t DTf227t | M<br>B.612887<br>18W Der 1(72) 1(44) 1(30) | Oil 2DA 8Cy. 550×1200 mm<br>7500bhp B&W<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 100℔ | 1248t<br>Grk<br>**15k** |
| **ATUTA MARU**<br>**Okumura Kaiun K.K.**<br>Nagoya Japanese | **2502**<br>1532<br>— | | **1968** Miho Zosensho—Shimizu<br>326′ 9″ 48′ 0″<br>306′ 5″ 47′ 11″ 25′ 1″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 500×700 mm<br>2700bhp<br>Hanshin Nainenki Kogyo | Kob |
| **AZUMA MARU No. 37**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | **314**<br>166<br>— | | **1968** Yamanishi Zosen Tekkosho—Ishinomaki<br>163′ 9″ 26′ 7″ 10′ 8″<br>142′ 8″ 26′ 6″ 12′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>1100bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| **BAEK JO**<br>**Korea Shipping Corporation Ltd.**<br>usan S. Korean | **3562**<br>1901<br>5457 | NK | **1968** Usuki Tekkosho—Saiki<br>341′ 2″ 48′ 7″ 22′ 0″<br>314′ 11″ 48′ 6″ 25′ 2″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 6Cy. 390×650 mm<br>2700bhp<br>Kobe Hatsudoki Seizosho | Kob |
| **ALTIJSKAJA SLAVA**<br>**S.S.R.**<br>ingrad Russian | **16537**<br>11035<br>11007 | GL | **1966** Kieler Howaldtswerke A.G.—Kel<br>548′ 10″ 78′ 9″ 25′ 0¾″<br>504′ 0″ 78′ 6″ 47′ 11″<br>P109′ F96′ 2 dks | M Fish Factory Mchy.aft<br>5 Ho<br>In.549145<br>5 Ha (13′, 13′, 13′, 13′×13′) (13′×11½′)<br>10W Cr 2(1) Der 2(10) 8(5) | Oil 2SA 6Cy. 700×1200 mm<br>5640bhp MAN<br>Kieler Howaldtswerke A.G. | Kel<br>**14k** |
| **BANYO MARU No. 8**<br>exHoko Maru No. 25–67<br>**Banyo Suisan K.K.**<br>Tokyo Japanese | **317**<br>214<br>275 | | **1954** Nippon Kokan—Shimizu<br>*130·1′* 23′ 7″<br>23′ 5″<br>1 dk<br>RW<br>rf 12″ | M Fishing Mchy.aft<br>4 Ho 10¾′, 18′ 19¾′, 18′<br>4 Ha (3½′×3½′) (4¼′, 4¼′ 4¼′×4¼′) | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Ito Tekkosho<br>2×100kW 210V 60c/s a.c. | Shimizu<br>**10k** |
| **BARRANCABERMEJA**<br>**Colombian Government**<br>Cartagena Colombian | **14840**<br>9048<br>24625 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN2100 EL k $2\frac{9}{16}$″SQ | **1966**–7 Soc. Española de Const. Nav.—Cdz<br>602′ 7″ 77′ 1″ 33′ 3″<br>557′ 9″ 76′ 10″ 42′ 0″<br>P116′ F86′ 1 dk<br>RW 9BH<br>rf 6″ WB2816t incl. DTf1624t | M Tanker Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer<br>Soc. Española de Const. Nav.<br>3AuxB (2 o.f 1 ex.g) 170℔<br>3×200kW 450V 60c/s a.c. | Bbo |
| **BELLONA**<br>exJörn Witt–68 exKotka–55<br>**Rederibolaget Bellona**<br>Bror Husell<br>Mariehamn Finnish | **826**<br>392<br>1210 | BV | **1951** Schpsw. Gebr. v.d. Werft—Deest<br>202′ 5″ 31′ 11″ 14′ 1¼″<br>31′ 9″<br>1 dk<br>R | M Mchy.aft<br>1 Ho 118′<br>Der 1(10) 3(3–5) | Oil 4SA 6Cy. 330×600 mm<br>600bhp<br>N.V. Werkspoor<br>2×27, 17kW 110V d.c. | (d.o)<br>Ams |

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| 505786<br><br><br>Df Esd<br>Gc RT | **BENY**<br>exCaleta Cordova–67<br>exOtis White–48 exKrosno–47<br>exOtis White–44<br>**Saul Ferraz**<br>São Paulo Brazilian | **1896**<br>1001<br>2076 | | **1943** Pennsylvania Shpyds Inc.—Beaumont<br>258' 10" 42' 1" 17' 2"<br>41' 11"<br>P22' B68' F26' 1 dk | S Ref<br>B.117000 In.55562<br>6W Der 2(15) | C 6Cy. (3) 20" & (3) 44"×27"<br>Ajax Uniflow Co. |
| 682080<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BERGEBRAGD**<br><br>**Sig. Bergesen d.y. & Co.**<br>Stavanger Norwegian | **~~80000~~** 80003<br>— 61442<br>— | | **1968** A/S Rosenberg M/V—Stv<br>956' 1" (incl. BB) 135' 0" 62' 5"<br>913' 5" 134' 10" 80' 0"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 7Cy. 980×2000 mm<br>25000bhp<br>Burmeister & Wain |
| 681920 | **BETA**<br><br>**Navegação Continental Ltda.**<br>Rio de Janeiro Brazilian | **2000**<br>1360<br>3273 | **100A1**<br>Class contemplated | Emaq Eng. Máq. S.A.—Rio<br>259' 7" 16' 3"<br>241' 1" 41' 0" 24' 6" | M Mchy.aft | Oil 2SA 6Cy. 350×620 mm<br>B&W<br>Indústrias Villares |
| 681954<br>FNVC<br><br>Df Esd<br>Gc Pfd<br>Rdr | **BETELGEUSE**<br><br>**Compagnie Navale des Petroles**<br>Havre French | **61766**<br>41286<br>121432 | | **1968** Ch. de l'Atlantique—St.N.<br>924' 0" 127' 11" 52' 2"<br>BV 882' 5" 127' 7" 66' 11"<br>1 dk | M Tanker Mchy.aft | Oil 2SA<br>23100bhp B&W<br>Ch. de l'Atlantique |
| 506705<br>LMIT | **BIG**<br>exCement 8–68<br>**Johan A. Scheele A/S and others**<br>Fredrikstad Norwegian | **101**<br>—<br>— | | **1947** Glommens M/V—Fks<br>91' 6" 20' 10" 9' 0"<br>NV ... ... ...<br>1 dk | M Tug | Oil 4SA 8Cy. 290×420 mm<br>500bhp NE53<br>Masch. Kiel A.G.<br>1×11½kW 115V d.c.<br>Thw. thrust propeller |
| 671213<br>DANS<br><br>Esd Gc<br>Pfd Rdr<br>RTm/h/v | **BILSTEIN**<br>exHöegh Susann–68<br>exSusann von Bargen–67<br>**Lauter-Elbe Reederei G.m.b.H.**<br>Hamburg W. German | **3041**<br>1850<br>4600 | | **1967** Schiffswerft Neptun—Ros<br>343' 1" 46' 8" 21' 6½"<br>GL 310' 0" 46' 7" 25' 3"<br>P82' Q120' F52' 2 dks | M CSD Mchy.aft<br>2 Ho 107½', 103'<br>G.237480 B.217843<br>2 Ha (stl) (74½', 81'×24½')<br>4W Der 1(50) 1(20) 2(8) | Oil 2SA 8Cy. 450×700 mm<br>3300bhp<br>N.V. Werkspoor<br>5×175, 175, 175, 175, 50kW<br>50c/s a.c.<br>Controllable pitch propeller |
| 682159<br><br><br>Df Esd<br>Pfd Rdr<br>RT | **BIRTE JUNIOR**<br>Rederiet Junior<br>~~Partsrederi Junior~~<br>Lehmann Junior<br>Copenhagen Danish<br>Name should be **BIRTHE JUNIOR** See New Entries No. 7 | **300**<br>~~162~~ 163<br>~~715~~ 704 | | **1968** A/S Nordsøværftet—Ringkøbing<br>163' 3" 27' 7" 11' 5"<br>145' 4" 27' 3" 18' 1"<br>1 dk & S dk | M OSD Mchy.aft | Oil 2SA 5Cy. 260×400 mm<br>500bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| 505809<br>OZRC<br><br>Df Esd<br>Pfd Rdr<br>RTm | **BIRTHE BROEN**<br>exKatja Loz–68 exCalli–66<br>exVale–55<br>**Broen Shipping A/S**<br>Assens Danish | 385<br>245<br>570 | ✠Classed LR until 6/54 | BV **1949**–7 A/B Marstrands M/V—Mtd<br>155' 9" 25' 8" 11' 6"<br>25' 6"<br>1 dk<br>R len 54 | M Mchy.aft<br>1 Ho 90½'<br>2 Ha (22½'×13½') (42½'×14½')<br>Der 3(1½) | Oil 2SA 4Cy. 240×400 mm<br>340bhp NE66<br>Alpha-Diesel A/S |
| 681974<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BISMARCKSTEIN**<br><br>**Helfried Fahje**<br>Otto Fahje & Söhn<br>Hamburg W. German<br>Now ELAND See New Entries No. 11 | **499**<br>329<br>1275<br>**999**<br>—<br>2000 | | **1968** J. J. Sietas Schiffsw.—Ham<br>243' 0" 35' 6" ~~10' 0"/16' 10"~~ 12' 11"/17' 4"<br>GL 222' 0" 35' 5" 20' 0"<br>1 dk & S dk | M OSD/CSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz |
| 682081<br><br><br>Df Esd<br>Rdr RT | **BJØRNØYBUEN**<br><br>~~Arild Hagerupsen and others~~<br>~~Tromsö~~ ~~Norwegian~~<br>**Arvid Hagerupen Partrederi**<br>Harstad Norwegian | **~~210~~** 186<br>— 76<br>— | | **1968** M. Kleven M/V—Ulsteinvik<br>100' 0" 23' 7"<br>23' 6" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy.<br>550bhp<br>A/S Bergens M/V |
| 681977<br>DCCD<br>3645<br>Esd Rdr<br>RTm | **BLAUER PIRAT**<br><br>**Insel-Schnellverkehr G.m.b.H.**<br>Ackumersiel W. German | **175**<br>88<br>34 | | **1968** Norderwerft J. R. Köser—Ham<br>123' 8" 23' 5" 4' 7"<br>GL 111' 7" 21' 4" 13' 1"<br>1 dk & S dk<br>rf 4" | Tr M (240P) Mchy.aft | 3 Oil 4SA each 16Cy.<br>2250bhp<br>Klöckner-Humboldt-Deutz<br>2×28kW 380V 50c/s a.c. |
| 682063<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BONANZA**<br><br>**International Marine Development Corp.**<br>Monrovia Liberian | **15500**<br>—<br>24800 | | **1968** Mitsui Zosen—Osa<br>584' 0" 75' 2" 33' 0"<br>551' 2" 75' 0" 46' 3"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550<br>11200bhp Sulzer<br>Uraga Hvy Ind. Ltd. |
| 520429<br>PDFA<br><br>Df Esd<br>RTm | **BONNY**<br>exLauwersborg–68<br>exMercator–54<br>**E. J. Potkam**<br>E. Wagenborg's Scheepv. & Exped. Bedr. N.V.<br>Delfzijl Netherland | **298**<br>186<br>356 | | **1952** De Vooruitgang D. & J. Boot—Alp<br>142' 8" 24' 5" 8' 11½"<br>BV ... ... ...<br>1 dk<br>RW<br>rf nil | M Mchy.aft<br>1 Ho 79½'<br>1 Ha (61½' comb.×14½')<br>Der 2(2) | Oil 4SA 4Cy. 280×400<br>195bhp<br>D. & J. Boot "De Indust<br>1×37kW 60V d.c. |

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|---|---|---|---|---|---|---|
| 540765<br>GMCE<br>504549<br>Df Esd<br>RTm | **BOOKER TRADER**<br>exOrwell–68 exOrwell Star–65<br>exJulia-Anna–63<br>**S. William Coe & Co. Ltd.**<br>Booker Shipping (Demerara) Ltd.<br>London British | 495<br>314<br>650 | <br><br>BV | **1956** Schpsw. J. G. Bijlholt—Foxhol<br>173′ 2″ 27′ 9″ 11′ 2″<br>155′ 10″ 27′ 6″ 11′ 4″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 106′<br><br>2 Ha (34¼′, 44′×16¼′) | Oil 4SA 6Cy. 320×480 mm<br>395bhp (d.o)<br>Motorenw. Mannheim Mhm<br>2×7½, 5kW 110V d.c. |
| | **BRASLAV**<br><br>**U.S.S.R.**<br>Odessa Russian | **11011**<br>5761<br>12814 | | **1966** ......................Kherson<br>510′ 9″ 67′ 11″ 29′ 9″<br>459′ 4″ 67′ 8″ 40′ 4″<br>2 dks | M Mchy.aft<br>5 Ho<br>G.650831 B.621130<br>9 Ha (27½′, 44½′, 44½′, 44½′, 44½′, 44½′, 44½′, 78¾′, 78¾′×20¼′)<br>Cr 11(5) | Oil 2SA 7Cy. 740×1600 mm<br>9000bhp B&W 1406t (d.o)<br>Bryansk Eng. Wks. Bryansk<br>3×300kW 400V a.c.<br>17½k |
| | **BREDE**<br>exHock Lee–68<br>**Henriksens Rederi A/S**<br>Dagfin Henriksen<br>Oslo Norwegian<br>Now **MALDIVE REPUBLIC** See New Entries No. 7 | **2330**<br>1257<br>2824 | <br><br>NV | **1956** A/S Langesunds M/V—Langesund<br>265′ 0″ 41′ 7″ 18′ 9½″<br>249′ 7″ 41′ 6″ 25′ 10″<br>2 dks<br>RW | S CSD<br><br>G.156430 B.146200<br>4 Ha (17¼′, 28½′, 26¾′, 26¾′×21′)<br>8W Der 2(5) 6(3) | C 4Cy. (2) 15″ & (2) 36⅜″×33$\frac{7}{16}$″<br>1600ihp 386t (o.f)<br>A/S Trondhjems M/V Tdh<br>12k |
| | **BRIOSO**<br><br>**Reyser S.A.**<br>Santander Spanish | 220<br>19<br>— | **100A1**<br>tug<br>Class contemplated | Astilleros de Santander S.A.—<br>Snt<br>103′ 7″ 28′ 9″ 11′ 2″<br>93′ 6″ 28′ 3″ 13′ 5″ | M Tug | Oil 4SA 8Cy. 320×450 mm<br><br>Klöckner-Humboldt-Deutz Kln |
| | **BUYNAKSK**<br><br>**U.S.S.R.**<br>Makhachkala Russian | **862**<br>214<br>355 | | **1965** ......................Russia<br>181′ 9″ 31′ 2″ 10′ 2″<br>14′ 9″ | D-E Fish Carrier<br>1 Ho<br>In.12713<br>1 Ha (7¾′×7¾′)<br>Cr 1(2½) | 2 Oil 4SA each 6Cy. 250×340 mm connected to elec. motor & sc. shaft<br>Russia<br>10¼k |
| Esd<br>Rdr<br>RT | **BUZLUDJA**<br>**Navigation Maritime Bulgare**<br>~~**Bulgarian United Corp. of Shipbuilding & Shipping**~~<br>Varna Bulgarian | **9068**<br>4103<br>13150 | **✠100A1**<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>MN1440 EL c†2⅛″U2 | **1968**–3 Setoda Zosen—Setoda<br>458′ 9″ 63′ 10″ 29′ 6″<br>429′ 9″ 63′ 7½″ 40′ 2″<br>P89′ F46′ 1 dk<br>NS 7BH<br>rf 4″ DK fwd WB4830t incl. Comb. btm & side tanks in holds 1570t Topside tanks in holds 2050t | M Bulk Carrier Mchy.aft<br>5 Ho 132½′, 44¾′, 49¼′, 90½′, 59′<br>G.563628<br>5 Ha (stl) (34¾′×29½′) (24¼′, 24¼′, 54½′, 34¾′×35′) | Oil 4SA 6Cy. 620×1400 mm<br>7200bhp B&W 970t (hvf)<br>Hitachi Zosen Osa<br>AuxB 111℔<br>3×280kW 390V 50c/s a.c. 15k |
| RT | **CANALETTO**<br><br>**SI.RE.NA.—Sicula Regionale di Navigazione S.p.A.**<br>Palermo Italian | **499**<br>—<br>390 | | **1968** Cant. Nav. Apuania—Carrara<br>200′ 8″ 39′ 1″ 8′ 2″<br>173′ 10″ 39′ 0″ 14′ 5″<br>1 dk<br>RW | TM Ferry Mchy.aft | 2 Oil 4SA each 16Cy. 230×270 mm<br>2700bhp<br>FIAT S.G.M. Tur<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| Esd<br>Pfd<br>Rdr | **CAP D'ANTIBES**<br><br>**Société Anonyme de Gérance et d'Armement**<br>Havre French | **6940**<br>—<br>— | | **1968** At. & Ch. de Bretagne—Nts<br>406′ 5″ 64′ 8″ 23′ 5″<br>383′ 3″ 64′ 7″ 31′ 10″<br>1 dk | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 6Cy. 700×1200 mm<br><br>Masch. Augsburg-Nürnberg Aug |
| Gc<br>Rdr<br>RTh | **CARIOCA**<br><br>**I/S Syver**<br>Hövding Skipsopphugging<br>Oslo Norwegian | ~~407~~ **199**<br>~~121~~ 125<br>380 | <br><br>NV | **1968** Sandnessjöen Slip & Mek. Verk. Sandnessjöen<br>125′ 2″ 24′ 4″ ~~10′ 0″~~ 10′ 4½″<br>113′ 1″ 24′ 3″ 11′ 11″<br>P113′ 1 dk | M Mchy.aft<br>1 Ho 70¼′<br>G.14625 B.13465<br><br>2W Cr 1(2½) Der 1(1½) | Oil 2SA 4Cy. 300×360 mm<br>280bhp 14t (d.o)–1pd<br>A/S Bergens M/V Bgn<br>9¼k |
| | **CARLA C**<br>exFlandre–68<br>**Costa Armatori S.p.A.**<br>Genoa Italian | ~~20477~~ **19975**<br>~~10661~~ 10893<br>5197 | <br><br>BV | **1952** At. & Ch. de France—Dnk<br>599′ 8″ 80′ 4″ 26′ 2″<br>80′ 0″<br>B381′ 3 dks<br>RW<br>rf 12¾″ | TS (823P) Ref<br>4 Ho 37½′, 61¾′, 50½′, 60¾′<br>B.145294 In.23721<br>4 Ha (stl) (21½′, 17½′×17′) (15¾′×17¾′) (17¾′×15¾′)<br>8W Cr 6(5) 2(3–5) | 8 S Turb dr geared to 2 sc. shafts<br>42000shp 3579t (o.f)<br>At. & Ch. de Bretagne S.A. Nts<br>4×2000, 2000, 750, 750kW 380V 50c/s a.c.<br>23k |
| 508217<br>Df Esd<br>Rdr | **CASTRENZA**<br>exCristallina–68<br>Cia. **Naviera Castrenza S.A.**<br>Piræus Greek | *2351*<br>*1204*<br>2985 | **✠100A1** CS 6/67<br>with freeboard<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL u 1$\frac{11}{16}$″SQ | **1949**–7 W. Gray & Co. Ltd.—Hpl<br>326′ 10″ 47′ 1″ 18′ 9¾″<br>300′ 6″ 46′ 10″ 27′ 6″<br>P22′ F27′ 1 dk & S dk<br>R<br>Coll BH to S dk 5 to 2nd dk<br>rf 1″ WB642t | M (12P) Ref OSD<br>4 Ho 51¾′, 67½′, 56¼′, 49½′<br>G.197200 B.181670 In.4080<br>4 Ha (22½′×14′) (36′, 24¾′×20′) (24¾′×18′)<br>8W Der 1(20) 4(7½) 4(5) | Oil 2SA 5Cy. 560×1000 mm<br>2140bhp ✠NEmade45fitted49 508t(d.o)<br>Sulzer Bros. Ltd. Win<br>db 125℔<br>3×111kW 220V d.c. 12k |
| Df | **CATERINA**<br>exSpetsai Island–68<br>exAl Horria–58 exLibertad–56<br>exJalaveera–54<br>**Cia. Mar. di Isola Spetsai**<br>Panama Panamanian | **4966**<br>3089<br>— | AB<br><br>✠Classed LR until 4/54<br><br>**BROKEN UP** | **1927**–11 Lithgows Ltd.—P.Gl<br>415′ 0″ 52′ 0″ 24′ 11¼″<br>400′ 0″ 51′ 9″ 30′ 6″<br>P40′ B145′ F30′ 2 dks<br>R<br>rf 3″ | S<br>4 Ho<br>G.424000 B.390000<br>5 Ha | T 3Cy. 26″ 42″ & 70″×48″<br>2400ihp (o.f)<br>J. G. Kincaid & Co. Ltd. Grk<br>9k |
| | **CHARLOTTE MÆRSK**<br><br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>**11000**<br>6073<br>13900 | **✠100A1**<br>strengthened for heavy cargoes<br>DTf & DTmf—oil FP above 150° F., or veg. oil or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN4140 EL E†2½″U2 | **1968**–2 Kockums M/V A/B—Mmo<br>559′ 9″ (incl. BB) 80′ 3″ 34′ 1″<br>523′ 2″ 80′ 0″ 52′ 6″<br>F43′ 2 dks, 3rd dk except in No. 1 hold, 4th dk in Nos. 2, 3 & 4 holds<br>Coll BH to U dk 7 to 2nd dk<br>rf nil WB5621t incl. DTf518t DTmf2345t Tunnel tanks 307t | M Ref<br><br>In.25011 | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp<br>Burmeister & Wain Cpn<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×720kW 450V 60c/s a.c.<br>Thw. thrust contr. pitch propeller fwd |

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| 526908<br>Df Esd<br>RTv | **CHERRY CHANTEK**<br>exPallas-68<br>**Madam Dolly Seah**<br>Singapore Singapore<br>Now **KION SENG No. 4** See New Entries No. 10 | 498<br>288<br>914 | GL | **1955** Fr. Lürssen—Bmn<br>214' 2" 32' 0" 12' 3½"<br>31' 10" 18' 11"<br>F23' 1 dk & S dk<br>RW<br>rf 2" | M OSD Mchy.aft<br>2 Ho 30½', 56¾'<br>G.67160 B.61681<br>2 Ha (stl) (30½', 56¾'×18')<br>6W Der 4(3–5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz |
| 640701<br>JM2062<br>92358 | **CHOKYU MARU No. 2**<br>exEbisu Maru No. 18-66<br>**Chokyu Maru Y.K.**<br>Hizen Japanese | 446<br>258<br>— | | **1963** Takehara Zosen—Hma<br>141' 1" 25' 0" 11' 5"<br>124' 7" 24' 11" 12' 10"<br>1 dk | M Mchy.aft<br>1 Ha (50½'×15') | Oil 4SA 6Cy. 280×420 mm<br>580bhp<br>Makita Tekkosho |
| 681992<br>JFIJ<br>103547<br>Df Esd<br>Gc Rdr | **CHOKYU MARU No. 3**<br>**Masutomi Gyogyo K.K.**<br>Miura Japanese | 340<br>175<br>— | | **1968** Miho Zosensho—Shimizu<br>173' 3" 27' 0"<br>154' 3" 26' 11" 12' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>950bhp<br>Niigata Eng. Co. Ltd. |
| 682010<br>Df Esd<br>Gc Pfd<br>Rdr | **CHOKYU MARU No. 15**<br>**C. Ozaki**<br>Muroto Japanese | 284<br>—<br>— | | **1968** Kochiken Zosen—Kochi<br>26' 0" 10' 9"<br>138' 9" 25' 11" 11' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>850bhp<br>Daihatsu Kogyo |
| 682122<br>JL2986<br>104081<br>Gc Rdr<br>RT | **CHOSEI MARU**<br>**Chosei Kaiun K.K.**<br>Namikata Japanese | 990<br>—<br>2000 | | **1968** Imabari Zosen—Imabari<br>36' 1" 16' 1"<br>215' 6" 36' 0" 18' 4"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 380×540 mm<br>1400bhp<br>Makita Tekkosho |
| 681993<br>JNYO<br>99843<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOYO MARU No. 57**<br>**Dohoku Suisan K.K.**<br>Wakkanai Japanese | 350<br>163<br>— | | **1967** Narazaki Zosen—Muroran<br>160' 2" 27' 7" 11' 2"<br>140' 5" 27' 6" 12' 6"<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×550 mm<br>1400bhp<br>Hanshin Nainenki Kogyo |
| 682011<br>JPMO<br>99860<br>Df Esd<br>Gc Rdr | **CHOYO MARU No. 61**<br>**Dohoku Suisan K.K.**<br>Wakkanai Japanese | 193<br>80<br>— | | **1968** Miho Zosensho—Shimizu<br>136' 4" 23' 4"<br>118' 2" 23' 3" 10' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 680227<br>OXJF<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHRISTIAN MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>10918<br>6050<br>14015 | **✠100A1**<br>strengthened for heavy cargoes<br>DTf & DTmf—oil FP above 150° F., or veg. oil or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN4140 EL E†2½"U2 | **1968**–4 A/S Bergens M/V—Bgn<br>560' 0" (incl. BB) 81' 2" 34' 1"<br>523' 1" 80' 0" 52' 6"<br>F43' 2 dks, 3rd dk except in No. 1 hold, 4th dk in Nos. 2, 3 & 4 holds<br>Coll BH to U dk 7 to 2nd dk<br>rf nil ~~WB5370t incl. DTf536t DTmf2320t~~<br>WB5330t incl. DTf542t DTmf2320t | M (6P) Ref<br>6 Ho 56', 63½', 68½', 68½', 70½', 60½'<br>G.1009739 B.902457 In.24239<br>7 Ha (stl) (31'×19½') (41½', 41½', 41½', 41½'×25½') (41½'×17') (41½'×20')<br>18W Cr 2(5) Der 1(60) 1(30) 2(15) 8(10) 6(5) | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp<br>A/S Akers M/V<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×700kW 450V 60c/s a.c.<br>Thw. thrust contr. pitch prop |
| 515521<br>JHOC<br>83219<br>Esd Rdr | **CHUWA MARU**<br>exHorokawa Maru–67<br>**Kyowa Kinkai Kisen K.K.**<br>Kobe Japanese | 2322<br>1187<br>3523 | NK | **1959** Shikoku Dock Ind. Co.—Takamatsu<br>303' 6" 43' 1" 18' 10"<br>279' 3" 42' 11" 22' 2"<br>P72' F34' 1 dk<br>RW<br>rf 8" | M Mchy.aft<br>2 Ho 90', 94½'<br>G.155681 B.144723<br>2 Ha (69', 72½'×21')<br>Cr 2(4–5) Der 2(2–10) 2(2–5) | Oil 4SA 6Cy. 490×700 mm<br>2100bhp<br>Hanshin Nainenki Kogyo<br>2×55kW 230V d.c. |
| 680620<br>OWIK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLARA MÆRSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>11000<br>6077<br>14700 | **✠100A1**<br>strengthened for heavy cargoes<br>DTf & DTmf—oil FP above 150° F., or veg. oil or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN4140 EL E†2½"U2 | **1968**–5 Kockums M/V A/B—Mmo<br>559' 9" (incl. BB) 80' 3" 34' 0"<br>523' 2" 80' 0" 52' 6"<br>F43' 2 dks, 3rd dk except in No. 1 hold, 4th dk in Nos. 2, 3 & 4 holds<br>Coll BH to U dk 7 to 2nd dk<br>rf nil WB5621t incl. DTf534t DTmf2345t Tunnel tanks 307t | M Ref<br>In.25011 | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W<br>Eriksbergs M/V A/B<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×700kW 450V 60c/s a.c.<br>Thw. thrust contr. pitch pro |
| 501805<br>DEEN<br>SSR3421<br>Df Esd<br>RT | **CLIVIA II**<br>exAnja 1-68 exKahlenberg-62<br>exW.L. 16<br>**Luppe Eilert Rohden**<br>Leer W. German | 297<br>147<br>416 | GL | **1916** A. Sonntag—Schönebeck<br>137' 0" 26' 5" 9' 4"<br>26' 3" 9' 11"<br>P27' F19' 1 dk<br>R | M<br>G.20000 B.19450<br>1 Ha (62½'×16½') | Oil 4SA 6Cy. 290×420 mm<br>300bhp NE51<br>Masch. Kiel A.G. |
| 515225<br>SXEC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONQUEROR COLOCOTRONIS**<br>exHöegh Falcon-68<br>**Marvenusto Cia. Naviera S.A.**<br>Piræus Greek | ~~20825~~ 20855<br>~~12501~~ 12551<br>32985 | NV | **1956** Eriksbergs M/V A/B—Got<br>659' 3" 86' 2" 34' 6½"<br>625' 0" 86' 0" 45' 9"<br>P154' B49' F82' 1 dk<br>rf 3" | M Tanker Mchy.aft<br>33 Ta<br>L.1560000 HeCls. BC<br>Der 5(5) 2(1½) | Oil 2SA 10Cy. 748×1600 mm<br>12500bhp B&W<br>Eriksbergs M/V A/B<br>4×325, 325, 160, 160kW |

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| **CONTINENTAL SHIPPER**<br>**United Steamship Corp.**<br>Monrovia Liberian | 15000<br>—<br>24000 | | **1968** Mitsui Zosen—Osa<br>584′ 5″ 75′ 2″ 32′ 0″<br>551′ 2″ 75′ 0″ 45′ 3″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Uraga Hvy Ind. Ltd. Tamashima |
| For later particulars see New Entries No. 9 | | | | | |
| **CORANTIJN**<br>**N.V. Scheepvaart Mij Suriname**<br>Paramaribo Netherland (Antilles) | ~~2950~~ 2738<br>— 1572<br>~~4250~~ | | **1968** Fa. C. Amels & Zn. Schpsw. & Mchfbk. “Welgelegen”—Makkum<br>334′ 7″ 44′ 7″ 20′ 4″<br>295′ 3″ 44′ 3″ 24′ 6″<br>2 dks | M Mchy.aft | Oil 4SA 12Cy. 400×500 mm<br>4000bhp<br>Klöckner-Humboldt-Deutz Kln |
| **CORBIERE**<br>exLerwick–68 exRema–63<br>**Jersey Shipping Co. Ltd.**<br>Jersey British | 372<br>166<br>435 | ✠100A1 SS 10/66<br>✠LMC<br>MN60 EL e | **1950**–6 Scheeps. Delfzijl v/h Sander—Dzl<br>150′ 10″ 24′ 8″ 9′ 5″<br>135′ 0″ 24′ 7″ 9′ 6″<br>P36′ Q47′ F18′ 1 dk<br>RW 3BH<br>rf nil WB110t | M Mchy.aft<br>1 Ho 82′<br>2 Ha (each 31½′×15¼′)<br>Der 2(2) | Oil 4SA 6Cy. 280×400 mm<br>300bhp (d.o)<br>D. & J. Boot “De Industrie” Alp<br>1×6kW 50V d.c. |
| **COSMAS**<br>exFridiotis–68<br>exIle Sainte Marie–61<br>exLyngaa–49 exTitan–47<br>**Georgios Varias & P. Thomoglon**<br>Piræus Greek | 1106<br>~~1680~~ 540<br>~~540~~ 1680 | BV | **1943** Schiffb. Unterweser—Wsm<br>*239·3′* 34′ 7″ 14′ 9″<br>34′ 5″<br>P&B154′ F33′ 1 dk<br>R | TM<br>3 Ho 50½′, 100′, 13¾′<br>G.93000 B.85000<br>4 Ha (37½′, 33¾′, 31¾′×18′) (13′×10′) | 2 Oil 4SA each 6Cy. 285×420 mm<br>130t<br>Masch. Augsburg-Nürnberg Aug<br>11k |
| **COURT HARWELL**<br>exArdfinnan–68<br>exValldemosa–61<br>exSheaf Mount–57<br>exEmpire Fancy–47<br>**Court Harwell Shipping Co. Ltd.**<br>Gibraltar British | 7133<br>4329<br>10040 | ✠100A1 SS 5/66<br>with fbd DTm — oil FP above 150° F.<br>✠LMC<br>MN500 EL a†2″SQ | **1945**–1 Burntisland S.B. Co. Ltd.—Bnt<br>443′ 1″ 57′ 0″ 27′ 4¼″<br>412′ 6″ 56′ 7″ 37′ 9″<br>F41′ 2 dks<br>RW 5 divisional WTBH in ’tween dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 3½″ WB3464t incl. Tunnel tank 327t DTm 1235t | M CSD<br>5 Ho 61′, 93′, 30′, 64′, 66′<br>G.546865 B.497503<br>6 Ha (31′, 44½′, 17′, 14½′, 32′, 32′×22′)<br>11W Der 5(10) 5(5) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp 839t (d.o)<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 120℔<br>3×35, 15, 15kW 40V d.c. 11k |
| **CREDO**<br>**A/S Jensens Rederier**<br>Arendal Norwegian | ~~52400~~ 52672<br>~~35450~~ 35947<br>~~100500~~ | | **1968** A/S Akers M/V—Stord<br>849′ 0″ (incl. BB)<br>823′ 0″ 127′ 9½″ 64′ 8″<br>1 dk | M Tanker Mchy.aft | Oil SA 10Cy. 840×1800 mm<br>23000bhp B&W<br>A/S Akers M/V |
| **CRISTOBAL COLON**<br>**Aurelia Cobas Teijeiro**<br>Vigo Spanish | 650<br>—<br>— | | **1968** Const. Nav. Yarza—Vgo<br>170′ 11″ 32′ 11″ 13′ 1½″<br>141′ 1″ 32′ 10″ 21′ 4″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 400×580 mm<br>1250bhp Deutz<br>Hijos de J. Barreras Vgo |
| **DAFNE**<br>exCap Palmas–68<br>exBertioga–58<br>**Hamburg-Südamerik. Dampfsch.-Ges. Eggert & Amsinck**<br>Hamburg W. German | 6635<br>3667<br>10263<br>8943<br>5082<br>12527 | GL | **1957** Kieler Howaldtswerke A.G.—Kel<br>495′ 0″ 62′ 2″ 26′ 5″/29′ 9″<br>461′ 6″ 62′ 0″ 39′ 5″<br>F82′ 1 dk & S dk<br>RW | M (5P) OSD/CSD Mchy.aft<br>G.680000 B.600000<br>5 Ha (stl) (31½′, 31′, 28¾′, 40¾′, 40¾′×26¼′)<br>14W Der 1(30) 16(5) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp MAN 1200t (hvf)<br>Kieler Howaldtswerke A.G. Kel<br>15½k |
| Now **CAP PALMAS** See New Entries No. 10 | | | | | |
| **DAIAN MARU No. 118**<br>**Ohura Gyogyo K.K.**<br>Wakkanai Japanese | 499<br>178<br>— | | **1968** Nichiro Zosen—Hak<br>178′ 5″ 31′ 3″<br>161′ 0″ 31′ 2″ 13′ 5″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 420×600 mm<br>1600bhp<br>Akasaka Tekkosho Yaizu |
| **DAIEN MARU No. 7**<br>exSumiyoshi Maru No. 28–67<br>**Daien Reizo K.K.**<br>Shimizu Japanese | 648<br>413<br>602 | | **1956** Miho Zosensho—Shimizu<br>191′ 0″ 29′ 7″<br>168′ 0″ 29′ 6″ 14′ 8″<br>1 dk<br>RW | M Fishing Mchy.aft<br>3 Ho 36′ comb., 39¾′ comb., 23¼′<br>Der 4(1) | Oil 4SA 6Cy. 430×540 mm<br>1000bhp (d.o)<br>Niigata Eng. Co. Ltd. Niigata<br>3×128, 104, 16kW 210V a.c. |
| **DAIEN MARU No. 31**<br>**Daien Reizo K.K.**<br>Shimizu Japanese | 2863<br>1689<br>— | | **1968** Miho Zosensho—Shimizu<br>340′ 6″ 48′ 0″<br>315′ 8″ 47′ 11″ 24′ 11″<br>1 dk | M Ref Mchy.aft | Oil 4SA 6Cy. 510×840 mm<br>3000bhp<br>Akasaka Tekkosho Yaizu |
| **DAIKICHI MARU No. 8**<br>**Marukawa Gyogyo K.K.**<br>Narao Japanese | 112<br>24<br>— | | **1968** Hayashikane Zosen—Nag<br>114′ 10″ 21′ 9″ 7′ 10″<br>96′ 9″ 21′ 8″ 9′ 2″<br>1 dk | M Fishing | Oil 4SA 6Cy. 310×410 mm<br>950bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **DAIRIN MARU No. 10**<br>exTenyu Maru No. 28–66<br>exKompira Maru No. 5–63<br>**R. Suzuki**<br>Shichigahama Japanese | 300<br>210<br>— | | **1956** Yamanishi Zosen Tekkosho—Miyagi<br>153′ 8″ 25′ 4″<br>… … …<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>Niigata Tekkosho Niigata |

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| 517835<br>JEMG<br>81381 | **DAISHIN MARU No. 8**<br>exKafuku Maru No. 5–67<br>**Daishin Denko K.K.**<br>Kure Japanese | 449<br>259<br>684 | | 1959 Tsuneishi Zosensho—Numakuma<br>160' 9" 26' 1" 11' 9"<br>146' 3" 25' 11" 13' 2"<br>1 dk | M Mchy.aft<br>1 Ha (66½' × 16') | Oil 4SA 6Cy. 290 × 420 mm<br>380bhp<br>Nippon Hatsudoki |
| 681995<br>JPDH<br>99847<br>Df Gc<br>Pfd Rdr<br>RT | **DAITO MARU No. 70**<br>**Daito Suisan K.K.**<br>Wakkanai Japanese | 350<br>169<br>— | | 1968 Narazaki Zosen—Muroran<br>164' 9" 28' 7" 11' 4"<br>144' 4" 28' 6" 12' 9"<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 380 × 570 mm<br>1650bhp<br>Hanshin Nainenki Kogyo |
| 525337<br>JPIG<br>81856 | **DAIYU MARU No. 3**<br>exNissen Maru–67<br>**Oyama Unyu K.K.**<br>Osaka Japanese | 465<br>287<br>— | | 1958 Imabari Zosen—Imabari<br>155' 1" 25' 0" 12' 2"<br>137' 10" 24' 11" 13' 2"<br>1 dk | M Mchy.aft<br>1 Ha (65' × 15½') | Oil 4SA 6Cy. 300 × 420 mm<br>420bhp<br>Kinoshita Tekkosho |
| 533876<br>GHJZ<br>302240<br>Df Esd<br>Pfd Rdr<br>RTm | **DAVID WILSON**<br>exAdmiral Hardy–68<br>exStar of Devon–63<br>**James Wilson**<br>Hazael Fishing Co. Ltd.<br>Aberdeen British | 224<br>73<br>— | ✠100A1 SS 1/69 ~~SS 1/65~~<br>trawler<br>✠LMC<br>MN140 EL (d) j | 1961–1 P. K. Harris & Sons Ltd.—Apl<br>108' 3" 23' 11" 10' 0"<br>106' 6" 23' 9" 12' 0"<br>F16<br>4BH<br>rf 27" BK3" WB15t | M Trawler | Oil 2SA 4Cy. 340 × 570 mm<br>700bhp<br>British Polar Engines Ltd.<br>2 × 220V d.c.<br>Controllable pitch propeller |
| 682171<br>Df Esd<br>Gc Rdr<br>RT | **DE GIOSA L**<br>**Emanuele & Natale de Giosa**<br>Bari Italian | ~~850~~ 817<br>— 364<br>620 | RI | 1968 Soc. Esercizio Cant.—Viareggio<br>208' 5" 34' 2" 14' 2"<br>181' 2" 34' 1" 23' 2"<br>2 dks | M Trawler Mchy.aft | Oil 4SA 8Cy. 400 × 580 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz |
| 682164<br>Df Esd<br>Pfd Rdr<br>RTm/h | **DE VROUW JANNETJE**<br>**K. Tanis & Zonen**<br>Goedereede Netherland | 105<br>—<br>— | | 1968 "De Lastdrager" Gebr. W. Viner & Zoon—Den Helder<br>85' 10"<br>20' 1" 10' 2"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 240 × — mm<br>705bhp<br>Kromhout Motorenfab.<br>Directional propeller |
| 682118<br>UUCE<br>M-27833 | **DERBENT**<br>**U.S.S.R.**<br>Astrakhan Russian | 862<br>214<br>355 | | 1965 .......................Russia<br>181' 9" 31' 9½" 10' 2½"<br>31' 9" 14' 9" | D-E Fish Carrier<br>1 Ho<br>In.12713<br>1 Ha (8' × 8')<br>Cr 1(2½) | 2 Oil 4SA each 6Cy. 25<br>connected to elec. motor |
| 682163<br>ZCBL<br>317172 | **DEVONSHIRE BAY**<br>**Fishing International Ltd.**<br>Hamilton, Bermuda British | 1019<br>516<br>1012 | 100A1<br>fishing vessel<br>Class contemplated | A/S Akers M/V—Tdh<br>170' 0" ~~159' 9"~~ 35' 11"<br>... ... ... | M Fishing | Oil 8Cy. 280 × 420 mm<br>Wichmann Mtrf |

For later particulars see New Entries No. 7

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| 682162<br>UOZL<br>M-27627 | **DIMITRIJ LEVIN**<br>**U.S.S.R.**<br>Kertch Russian | 699<br>264<br>335 | | 1966 .......................Russia<br>177' 3" 30' 7" 12' 6½"<br>30' 6" 16' 0" | M<br>2 Ho<br>G.12431<br>2 Ha (5', 5' × 5½')<br>2W Der 1(2) 1(1½) | Oil 4SA 9Cy. 320 × 480 mm<br>Schwermasch. Karl Liebkn |
| 680717<br>400648<br>Esd Rdr<br>RTv | **DINGLE BAY**<br>**Bantry Bay Towing Co. Ltd.**<br>R. & J. H. Rea Ltd.<br>Cork Irish Republic | 299<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>MN504 EL 1⅛"SQ | 1968–5 R. Dunston (Hessle) Ltd.—Hessle<br>129' 1" 29' 11" 12' 3"<br>116' 9" 28' 6" 14' 0"<br>1 dk<br>3BH<br>rf 21" BK6" WB97t | M Tug | Oil 4SA 6Cy. 15" × 18" sr rev<br>2520bhp<br>Mirrlees National Ltd.<br>3 × 75, 55, 55kW 220V d.c. |
| 682172<br>Esd Rdr<br>RT | **DOLPHIN**<br>**Arabian Gulf Mechanical Service & Contracting Co. Ltd.**<br>Kuwait Kuwait | 118<br>28<br>— | NK | 1968 Yokohama Zosen—Yka<br>85' 4" 23' 0" 7' 6"<br>78' 0" 22' 11" 10' 0"<br>1 dk | TM Tug Mchy.aft | 2 Oil 2SA each 12Cy. 4½" ×<br>370bhp<br>General Motors Corp. |
| 682173<br>6LBM | **DONG BAEK**<br>**Korea Shipping Corporation Ltd.**<br>Pusan S. Korean | 3563<br>1901<br>5476 | NK | 1968 Usuki Tekkosho—Saiki<br>341' 2" 48' 7" 22' 0"<br>314' 11" 48' 6" 25' 2"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 6Cy. 390 × 650 mm<br>2700bhp<br>Kobe Hatsudoki Seizosho |
| 682174<br>Esd Pfd<br>Rdr RT | **DOROTY II**<br>**Oceanfrigo S.p.A.**<br>Palermo Italian | 1500<br>—<br>— | | 1968 Soc. Esercizio Cant.—Viareggio<br>270' 8" 39' 0" 15' 9"<br>268' 5" 38' 11" 21' 4"<br>1 dk<br>RW | M Fish Factory Mchy.aft | Oil 4SA 9Cy. 400 × 600 mm<br>2300bhp<br>Masch. Augsburg-Nürnbe |

Name should be **DOROTY SECONDA** See New Entries No. **12**

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| 681932 | **DORTE SKOU**<br>**Ove Skou**<br>Copenhagen Danish | 10500<br>—<br>13300 | 100A1<br>Class contemplated<br>✠Lloyd's RMC | Helsingör Skibs. & Msk.—Hsg<br>513' 0" 65' 2"<br>465' 11" 64' 11½" 39' 7" | M Ref Mchy.aft<br>In.41500 | Oil 2SA 9Cy. 620 × 1400 mm<br>B&W<br>Helsingör Skibs. & Msk. |

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| **DREDGER No. 41**<br>**Royal Irrigation Department**<br>Bangkok Thai | 300<br>—<br>— | Class **WITHDRAWN**<br>at Owners' request<br>1/69 | **1968**–5 Schps. & Mach. "De Klop"—<br>Sliedrecht<br>113' 2" 30' 8" 5' 3⅜"<br>111' 6" 30' 8" 7' 7" | M Suction & Cutter Dredger | Oil 4SA 12Cy. 120×140 mm<br>Klöckner-Humboldt-Deutz Kln |
| **DRIE GEBROEDERS**<br>**J. de Boer & Zn.**<br>Urk Netherland | 120<br>—<br>— | | **1968** Scheepswerf en Machinefabriek<br>Van Goor's N.V.—Monnickendam<br>91' 9" 23' 3" 9' 9"<br>22' 11" 10' 5"<br>1 dk | S Fishing Mchy.aft | T 6Cy.<br>600ihp (o.f)<br>N.V. Mch. Bolnes Krimpen |
| **EBISU MARU No. 18**<br>exSanyo Maru No. 5–67<br>**M. Abe**<br>Kamae Japanese | **480**<br>287<br>— | | **1962** Kurushima Dock Co. Ltd.—<br>Imabari<br>163' 9" 26' 5" 11' 5"<br>147' 7" 26' 3" 13' 1"<br>1 dk<br>RW | M Mchy.aft<br>G.32807 B.30371<br>1 Ha (69'×16¼') | Oil 4SA 6Cy. 290×430 mm<br>530bhp 24t<br>Nippon Hatsudoki Kob |
| **ISU MARU No. 65**<br>**arumoto Suisan K.K.**<br>Otaru Japanese | **349**<br>165<br>— | | **1967** Narazaki Zosen—Muroran<br>159' 5" 27' 7" 11' 2"<br>140' 5" 27' 6" 12' 8"<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×550 mm<br>1400bhp<br>Hanshin Nainenki Kogyo Kob |
| **EBNE-SINA**<br>exMary North–68<br>**Arya National Shipping**<br>**Lines S.A.**<br>Khorramshahr Iranian | **1176**<br>710<br>1600 | BV | **1959** N.V. Scheeps. "Westerbroek"—<br>Westerbroek<br>241' 1" 33' 10" 15' 0"<br>220' 1" 33' 6" 19' 9"<br>2 dks<br>RW | M CSD Mchy.aft<br>1 Ho 131'<br>G.82700 B.75970<br>3 Ha (each 31½'×18½')<br>6W Der 1(15) 6(3) | Oil 4SA 6Cy. 385×580 mm<br>1150bhp 143t<br>Masch. Kiel A.G. Kel<br>11½k |
| **EDLA**<br>exMercantile Pioneer–68<br>exTurcoman–63<br>**Fairisle Investment Co. Inc.**<br>Monrovia Liberian | **12308**<br>7351<br>18610 | **✠100A1** ~~MTD4-5/67~~<br>oil tanker ~~12mos~~<br>**✠LMC** **TD 5/67**<br>MN1700 EL i†2$\frac{7}{16}$"SQ | **1954**–1 C. Connell & Co. Ltd.—Gls<br>556' 2" 73' 3" 29' 7"<br>530' 11" 73' 0" 38' 3"<br>P119' B43' F61' 1 dk<br>RW 17BH<br>WB1023t incl. DTf688t | M Tanker Mchy.aft<br>27 Ta | Oil 2SA 6Cy. 750×2500 mm<br>8500bhp Doxford 1517t<br>Barclay, Curle & Co. Ltd. Gls<br>2AuxB 180lb 15½k |
| **EEMSTROOM**<br>exGuineekust–68<br>**N.V. Stoomv. Maats.**<br>**"Nederland"**<br>N.V. Hollandsche Stoomb.<br>Maats.<br>Amsterdam **Netherland** | **3986** ~~3349~~<br>2197 ~~1711~~<br>4584 ~~4748~~ | **✠100A1** SS 11/64<br>**DTsa & tunnel side tanks**<br>**No. 3 hold—vegetable oil**<br>**✠LMC**<br>MN660 EL x 2⅛"SQ | **1955**–2 A. Vuijk & Zonen—Capelle<br>388' 4" 51' 2" ~~21' 0⅝"~~ 20' 0"<br>356' 0" 50' 10" 30' 2"<br>P30' F44' 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4¾" WB893t incl. Tunnel tanks 540t | M (8P) OSD<br>4 Ho 65¼', 71¼', 68¾', 64¼'<br>G.297946 B.271693<br>4 Ha (29¼'×14¾') (41¼', 41¼', 29¾'×18')<br>12W Der 1(35) 4(5–10) 8(3–5) | Oil 2SA 6Cy. 680×1250 mm<br>3300bhp 725t (hvf)<br>N.V. Werkspoor Ams<br>AuxB 100lb<br>3×150kW 220V d.c. 14½k<br>Thw. thrust propeller fwd |
| For later particulars see New Entries No. 8 | | | | | |
| **EIFUKU MARU No. 8**<br>exSakurajima Maru–66<br>**S. Kido**<br>Omuda Japanese | **184**<br>79<br>230 | | **1956** Mukaishima Dock Co. Ltd.—<br>Mukaishima<br>118' 9" 19' 8" 8' 4½"<br>96' 9" 19' 7" 9' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>250bhp 10t<br>Hanshin Nainenki Kogyo Kob<br>8k |
| **EIJO MARU**<br>exFuji Maru–67<br>**J. Tanaka**<br>Morotomi Japanese | **265**<br>144<br>275 | | **1958** Ujina Zosensho—Hma<br>123' 5" 21' 1" 9' 3"<br>108' 3" 20' 11" 10' 2"<br>1 dk<br>RW | M Mchy.aft<br>1 Ha (51¼'×13¼') | Oil 4SA 4Cy. 270×400 mm<br>210bhp 8t<br>Kinoshita Tekkosho Akashi<br>9k |
| **KO MARU**<br>**ama Kaiun K.K.**<br>Toyo Japanese | **2975**<br>1867<br>4843 | | **1967** Tohoku Zosen—Shiogama<br>318' 11" 49' 11" 20' 10"<br>295' 3" 49' 10" 25' 4"<br>1 dk | M Mchy.aft | Oil 4SA 7Cy. 470×820 mm<br>3400bhp<br>Ito Eng. Co. Ltd. Shimizu |
| **EIKO MARU**<br>exKaiko Maru No. 31–66<br>**Nikko Kaiun K.K.**<br>Kobe Japanese | **278**<br>122<br>— | | **1960** Shikoku Dock Ind. Co.—<br>Takamatsu<br>134' 10" 22' 1" 10' 0"<br>121' 4" 21' 11" 10' 11"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×390 mm<br>270bhp<br>Makita Tekkosho Takamatsu<br>9k |
| **EIKYU MARU No. 58**<br>**Hamaya Suisan K.K.**<br>Nemuro Japanese | **300**<br>142<br>— | | **1967** Narazaki Zosen—Muroran<br>140' 0" 26' 0" 10' 11"<br>124' 8" 25' 11" 12' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>700bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **EISHIN MARU No. 21**<br>**Koei Kaiun K.K.**<br>Matsuyama Japanese | **999**<br>—<br>2050 | | **1968** Kurushima Dock Co. Ltd.—<br>Imabari<br>36' 2" 16' 6"<br>213' 3" 36' 1" 17' 6"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 380×540 mm<br>1300bhp<br>Nippon Hatsudoki Kob |

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| 681999<br>JPJH<br>99054<br>Df Rdr<br>RT | **EISHIN MARU No. 35**<br>**Yonekura Suisan K.K.**<br>Wakkanai Japanese | 125<br>39<br>— | | | **1967** Narazaki Zosen—Muroran<br>109' 4" 21' 0" 7' 6"<br>95' 2" 20' 11" 8' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. |
| 535067<br>JJQE<br>73553<br>Df | **EISHO MARU No. 18**<br>exDalen Maru No. 11–67<br>exTakamiya Maru No. 3–63<br>**Sankyo Suisan K.K.**<br>Nagasaki Japanese | 390<br>281<br>— | | | **1955** Kanazashi Zosensho—Shimizu<br>*140·7"* 24' 7"<br>137' 10" 24' 6" 12' 6"<br>P64' F26' 1 dk | M Trawler | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Akasaka Tekkosho |
| 517887<br>7LTE<br>87419<br>Df Esd<br>Gc Pfd<br>Rdr | **EIYO MARU No. 32**<br>exKaiko Maru No. 5–67<br>**S. Murayama**<br>Iwaki Japanese | 240<br>129<br>— | | | **1962** Niigata Eng. Co. Ltd.—Niigata<br>137' 5" 24' 5"<br>123' 0" 24' 3" 10' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 520997<br><br><br>Df Esd<br>Gc Rdr<br>RTv | **ELENI M**<br>exLlantrisant–68<br>**Elenmaris Corp.**<br>Piræus Greek | 6172<br>3403<br>10730<br>8523<br>5026<br>— | ✠100A1<br><br>✠LMC<br><br>MN880 | SS 11/67<br><br><br><br>EL d†2 1/16"SQ | **1958**–3 Bartram & Sons Ltd.—Sld<br>477' 6" 61' 11" 26' 11½"/—<br>446' 0" 61' 9½" 40' 2"<br>P35' F89' 1 dk & S dk<br>RW Coll BH to U dk 7 to 2nd dk<br>rf 4" WB3008t incl. DTm1316t | M OSD/CSD<br>6 Ho 63', 72', 58', 74', 50', 28'<br>G.693249 B.636158<br>6 Ha (31½', 40', 35', 35', 32½'×25')<br>(10'×16')<br>13W Der 1(40) 6(10) 6(5) 2(3) | Oil 2SA 4Cy. 670×2320 m<br>4400bhp Doxford<br>Swan, Hunter & Wghm R<br>2AuxB 100lb<br>3×175kW 220V d.c. |
| 504291<br>DHBT<br><br>Df Esd<br>RT | **ELSE KÜHL**<br>exBerta Beck–68<br>**Andreas Kuhl**<br>Hamburg W. German | 291<br>165<br>360 | | <br><br>BV | **1957** Paul Peters—Beidenfleth<br>139' 2" 24' 4" 9' 2½"<br>127' 2" 24' 3½" 9' 10"<br>P27' Q7' F16' 1 dk | M<br><br>G.18826 B.18396<br>2 Ha | Oil 4SA 6Cy. 270×360 mm<br>280bhp<br>Klöckner-Humboldt-Deutz |
| 671252<br>GWFU<br>334642<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO FAWLEY**<br><br>**Esso Petroleum Co. Ltd.**<br>London British | 11046<br>6002<br>18087 | ✠100A1<br>oil tanker (cc)<br>✠LMC<br><br>MN2016 | <br><br><br><br>EL g†2 1/16"U2 | **1967**–9 A/B Lindholmens Varv—Got<br>533' 8" 72' 2" 28' 0"<br>508' 0" 72' 0" 37' 3"<br>P105' F56' 1 dk<br>9BH<br>rf 4" WB3608t incl. 2224t in clean ballast tanks DTf758t | M Tanker Mchy.aft<br>15 Ta<br>L.805493<br><br>Der 2(5) 2(2) | 2 Vee Oil 4SA each 12Cy.<br>sr geared to sc. shaft<br>10080bhp 673<br>A/B Lindholmens Varv<br>db 100lb<br>4×1500, 1500, 448, 448kW 44<br>Controllable pitch propelle<br>Thw. thrust propeller fwd |
| 682065<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ESSO KOBE**<br><br>**Esso Transport & Tanker Co. Inc.**<br>United States<br>For later particulars see New Entries No. 9 | 13000<br>7900<br>21000 | | | **1968** Ishikawajima-Harima Hvy Ind.—Kur<br>558' 0" 77' 2" 30' 9½"<br>528' 3" 77' 0" 39' 9"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 6Cy. 680×1250 m<br>7200bhp Sulzer<br>Ishikawajima-Harima Hvy I |
| 682000<br><br><br>Df Esd<br>Gc Rdr | **ETSUYO MARU**<br><br>**Minami Nippon Shosen K.K.**<br>Kagoshima Japanese | 2999<br>—<br>5000 | | | **1968** Shikoku Dock Co.—Takamatsu<br>48' 7" 20' 8"<br>318' 3" 48' 6" 24' 11"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 390×650 mm<br>2700bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. |
| 682012<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUPHRATES MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 7920<br>—<br>10600 | | | **1968** Mitsubishi Hvy Ind. Ltd.—Kob<br>447' 7" (incl. BB) 66' 4" 26' 11"<br>413' 5" 66' 3" 36' 9"<br>1 dk | M | Oil 2SA 6Cy. 680×1250 m<br>7200bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. |
| 520639<br>5BHI<br><br>Df Esd<br>Rdr RT | **EVI ANTONATOS**<br>exLeon Mazzella–68<br>exPhryné–60<br>**Avythos Marine Enterprises Co. Ltd.**<br>Famagusta Cyprus | 3627<br>1895<br>5088 | | <br><br>BV | **1947** Davie S.B. & Rep. Co. Ltd.—Levis<br>372' 8" 48' 6" 20' 3"<br>48' 4"<br>P27' B56' F33' 1 dk | S<br><br>G.228000 B.213000<br>4 Ha (36½', 38', 38', 42½'×32')<br>Der 8(5) | Uniflow 4Cy. 25"×26"<br>1810ihp<br>Canadian Vickers Ltd. |
| 521025<br>HO-2931<br>258-PEXT<br>Pfd Rdr<br>RTm/v | **FAIR LADY**<br>exLoch Etive–68<br>exLancasterbrook–62<br>**Godemar S.A.**<br>Panama Panamanian<br>Now **ELENGO** See New Entries No. 11 | *982*<br>*490*<br>1220 | ✠100A1<br><br>✠LMC<br><br>MN135 | SS 6/66<br><br><br><br>EL I | **1948**–10 J. Lewis & Sons Ltd.—Abn<br>218' 6" 31' 9" 13' 10½"<br>200' 0" 31' 6" 14' 3"<br>P151' Q113' B13' F26' 1 dk<br>R NS 3BH<br>rf 3" WB369t | S Mchy.aft<br>1 Ho 127'<br>G.60316 B.60000<br>2 Ha (stl) (37½', 43½'×19½')<br>2W Der 2(3) | T 3Cy. 14½" 25" & 41"×30"<br>800ihp<br>J. Lewis & Sons Ltd.<br>SB 200lb hs(2368) 3cf<br>1×7½kW 110V d.c. |
| 534724<br>ELPH<br>3020<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **FAIRWIND**<br>exSylvania–68<br>**Fairwinds Shipping Corp.**<br>Monrovia Liberian | *22017*<br>*11679*<br>9345 | ✠100A1<br><br>✠LMC<br><br>MN4900 | CS 2/65<br><br><br><br>EL o†3"SQ | **1957**–6 John Brown & Co. (Clydebank) Ltd.—Cly<br>608' 3" 80' 4" 28' 6½"<br>570' 0" 80' 0" 46' 3"<br>B&F511' B Upr334' 3 dks, 4th & 5th dks clear of mchy. space<br>RW Coll BH to U dk 9 to 2nd dk<br>rf 6" WB2397t incl. DTsm767t DTf212t | TS (1020P) Ref<br>2 Ho 63', 55½' 4 TwD 27½', 44', 52½', 52½'<br>G.306230 B.264510 In.12330<br>6 Ha (stl) (17½'×16') (27', 13½'×18')<br>(10½'×11') (16½'×18') (16½'×16')<br>14W Der 2(10) 12(5) | 4 S Turb dr geared to 2 sc.<br>24500shp<br>John Brown & Co. (Clyd<br>3WTB 640lb Spt 850° F.<br>4×750kW 225V d.c. |
| 682082<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **FALCON**<br><br>**A/S Sulfidmalm**<br>Einar Rasmussen<br>Kristiansand Norwegian | ~~2000~~ 6586<br>— 3216<br>9400 | | | **1968** A/S Fredriksstad M/V—Fks<br>423' 3" 25' 8½"<br>390' 0" 61' 0" 33' 3"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 680×1500 m<br>6400bhp Götaverken<br>A/S Fredriksstad M/V |

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| **FEDREDGE ISABEL**<br>exMaxwell Brander–68<br>**F.M.V. Holding S.A.**<br>Panama Panamanian | **4146** ~~4255~~<br>2300 ~~2300~~<br>2528 | **A–**<br>with fbd Non-perishable cargoes Coasting service; also to Mauritius & Rodriguez & in South Pacific Tropical Zone<br>**LMC**<br>EL (v)1½"SQ | SS 3/65 | **1945** Smith's Dock Co. Ltd.—Mdb<br>347' 6" 55' 3" 12' 0"<br>323' 3" 54' 0" 27' 0"<br>1 dk, pt 2nd dk, 3rd dk clear of mchy. space<br>RW 1BH to U dk 2 to 2nd dk<br>conv Admiralty Transport Ferry 47<br>WB2156t incl. DTsf1801t DTa214t | TS (88P) Mchy.aft<br>Bow doors<br>TwD 224'<br>B.88270<br>2 Ha (48'×12') (26'×14')<br>2W Der 2(15) | T 8Cy. (2) 18½" (2) 31" & (4) 38½"×30"<br>5500ihp 740t (o.f)<br>Smith's Dock Co. Ltd. Mdb<br>2WTB 225℔ hs(10650)<br>4×60kW 220V d.c. 10k |
| **FLORIDA**<br>exHuybergen–68<br>**Cia. Nav. "Betsy" S.A.**<br>Monrovia Liberian | **980**<br>596<br>1530 | **✠100A1**<br>**✠LMC**<br>MN172 EL m | SS 4/66 | **1958**–3 Gebr. van Diepen—Waterhuizen<br>226' 0" 33' 6" ~~13' 1"/16' 5⅛"~~ **16' 5⅛"**<br>205' 11" 33' 1½" 20' 2"<br>P39' F24' 2 dks<br>RW Coll BH to U dk 2 to 2nd dk<br>rf 6" WB241t | M Mchy.aft CSD<br>G.71000 B.66500<br>4W Der 4(3) | Oil 4SA 8Cy. 330×600 mm<br>860bhp 90½t<br>N.V. Werkspoor Ams<br>12k |

Now **BONAMARIA** See New Entries No. **10**

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| **YING FALCON**<br>**lyde Shipping Co. Ltd.**<br>lasgow British | **213**<br>—<br>— | **✠100A1**<br>tug<br>U.K. coasting service with occasional voyages to Eire<br>**✠LMC**<br>MN294 EL $\frac{15}{16}$"U1 | | **1968**–2 James Lamont & Co. Ltd.—P.Gl<br>110' 7" 28' 2" 11' 6½"<br>100' 0" 26' 9" 13' 0"<br>1 dk<br>3BH<br>rf 24" BK6" WB55t | M Tug | Oil 2SA 7Cy. 340×570 mm<br>1470bhp 54t (d.o)<br>British Polar Engines Ltd. Gls<br>2×43½kW 220V d.c.<br>Controllable pitch propeller 12½k |
| **FONTIBRE**<br>exLaredo–66<br>Launched as J.C.P.-G. 7<br>**Government of Spain (Ministerio de Obras Públicas)**<br>Cadiz Spanish | **1005**<br>516<br>— | **✠100A1**<br>hopper barge<br>Iberian coasting service within 25 miles offshore<br>**✠LMC**<br>MN220 EL I $1\frac{3}{16}$"SQ | | **1966**–12 Soc. Española de Const. Nav.—Cdz<br>200' 2" 38' 6" 13' 3¾"<br>190' 3" 37' 8½" 15' 9"<br>RFD46' 1 dk<br>4BH<br>rf nil WB320t | M Hopper Barge Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>1100bhp<br>Naval-Stork-Werkspoor Cdz<br>2×80kW 380V 50c/s a.c. |
| **FORTUNE**<br>exOcean Explorer–68<br>exColon–68 exLeo–66<br>exIrish Rose–54<br>**Sea Fortune Navigation Corp.**<br>Monrovia Liberian | *1923*<br>*1087*<br>2210<br>*2223*<br>*1167*<br>— | **BS✳**<br>Ice Class C<br>**MBS✳**<br>MN321 CT2594 C25 | SS 8/66 | **1948**–7 W. Gray & Co. Ltd.—Hpl<br>303' 8" 44' 2" 17' 5½"/—<br>44' 0" 25' 6"<br>F30' 1 dk & S dk<br>5BH<br>WB793t | S OSD/CSD<br>G.154313 B.142077<br>8W | T 3Cy. 20⅛" 32" & 58"×42"<br>1785ihp 360t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 220℔ Spt hs(5530) 11½k |
| **FRIBOURG**<br>**Société Courtage & Transport**<br>Dunkirk French | **7900**<br>—<br>— | | | **1968** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk<br>472' 5" (incl. BB) 65' 8" 24' 7"<br>439' 7" 65' 7" 39' 4"<br>2 dks | M Ref | Oil 2SA 6Cy. 840×1800 mm<br>12600bhp B&W<br>Soc. Forg. & At. du Creusot<br>Le Creusot |
| **FRIO TRADER**<br>**I/S "Frio Trader"**<br>S. L. Paulsen<br>Bergen Norwegian | T.Mk ~~500~~ **499**<br>— **344**<br>— **1152**<br>**1190**<br>748<br>**1976** | NV | | **1968** M. Kleven M/V—Ulsteinvik<br>267' 2" 39' 5"<br>241' 2" 39' 4" 21' 2"<br>1 dk & S dk | M OSD/CSD Mchy.aft | 2 Oil 4SA each 12Cy. 248×267 mm geared to sc. shaft<br>2550bhp<br>Mirrlees National Ltd. Stckpt |
| **FROTASUL**<br>**Frota Oceânica Brasileira**<br>Rio de Janeiro Brazilian | **15600**<br>—<br>25000 | | | **1968** Ishikawajima do Brasil—Rio<br>578' 9" 75' 6" 31' 8"<br>547' 11" 75' 3" 45' 7"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 680×1250 mm<br>10000bhp Sulzer<br>Ishikawajima do Brasil Rio |
| **JI MARU**<br>Ebisu Maru–67<br>**Itoh**<br>Japanese | **195**<br>104<br>— | | | **1925** Yokohama Dock—Yka<br>114' 10" 20' 6"<br>20' 4"<br>2 dks<br>R | M Ref<br>G.7060 In.7060<br>1W | Oil 2SA 4Cy. 293×430 mm<br>220bhp 8t<br>Atlas-Diesel Skm<br>8½k |
| **FUJI MARU No. 3**<br>exMasayoshi Maru No. 2–67<br>**T. Imafuku**<br>Misumi Japanese | **181**<br>75<br>— | | | **1960** Tokushima Zosen Sangyo—Tokushima<br>*96·8'* 20' 4"<br>20' 2"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>Emade56refitted60<br>Makita Tekkosho Takamatsu |
| **FUJI MARU No. 5**<br>exMeiko Maru No. 5–67<br>exKaei Maru–65<br>**T. Otsuka**<br>Ryugatake Japanese | **198**<br>91<br>— | | | **1962** Okayama Zosen K.K.—Hinase<br>*94·4'* 21' 5"<br>21' 4" 10' 10"<br>P37' F18' 1 dk | M Mchy.aft<br>G.11300 B.10311<br>1 Ha (46'×14¾') | Oil 4SA 4Cy. 270×390 mm<br>220bhp 8t<br>Kobe Hatsudoki Seizosho Kob<br>8k |
| **FUJIKIYO MARU No. 5**<br>exKaiwa Maru No. 5–67<br>**Kanazashi Senpaku Shoji K.K.**<br>Tokyo Japanese | **240**<br>143<br>— | | | **1961** Kanazashi Zosensho—Shimizu<br>134' 11" 23' 10"<br>117' 1" 23' 7½" 11' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>650bhp<br>Akasaka Tekkosho Yaizu<br>10½k |

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| 681933<br>JJPD<br>101933<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKAE MARU**<br><br>**Government of Japan**<br>**(Ministry of Education)**<br>Kobe Japanese | 361<br>115<br>— | | **1968** Miho Zosensho—Shimizu<br>136′ 2″ 25′ 7″<br>124′ 8″ 25′ 6″ 13′ 5″<br>1 dk | M Fishery Training Ship | Oil 4SA 6Cy. 260×320 mm<br>750bhp<br>Daihatsu Kogyo |
| 632001<br>JBYB<br>99269<br>Df Gc<br>Pfd RT | **FUKUCHO MARU No. 11**<br><br>**T. Suzuki**<br>Shiogama Japanese | 314<br>149<br>— | | **1966** Narazaki Zosen—Muroran<br>149′ 8″ 27′ 0″ 11′ 2″<br>131′ 10″ 26′ 11″ 12′ 5″<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×520 mm<br>1250bhp<br>Akasaka Tekkosho |
| 681934<br>JHWR<br>102715<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUICHI MARU No. 38**<br><br>**Fukuichi Gyogyo K.K.**<br>Yaizu Japanese | 314<br>148<br>— | | **1968** Miho Zosensho—Shimizu<br>168′ 8″ 26′ 4″ 10′ 0″<br>151′ 3″ 26′ 3″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>850bhp<br>Niigata Eng. Co. Ltd. |
| 641921<br>JK2151<br>95606 | **FUKUYOSHI MARU No. 3**<br>exMitsuboshi Maru No. 3–67<br>**Y. Kanada**<br>Tsukumi Japanese | 160<br>86<br>— | | **1964** Koike Zosen—Kinoe<br>100′ 5″ 21′ 1″ 8′ 10″<br>91′ 3″ 21′ 0″ 9′ 6″<br>1 dk | M Mchy.aft | Oil 2SA 3Cy. 355×380 mm<br><br>Matsue Nainenki Kogyo |
| 535095<br>7LXJ<br>91159<br>Df Esd<br>Pfd Rdr | **FUKUYOSHI MARU No. 28**<br>exTakemori Maru No. 18–67<br>**S. Suzuki**<br>Karakuwa Japanese | 304<br>156<br>— | | **1963** Uchida Zosen—Ise<br>*136·8′* 25′ 1″ 10′ 2″<br>24′11½″ 11′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×470 mm<br>800bhp<br>Fuji Seisakusho |
| 640373<br>8KXQ<br>92661<br>Rdr RT | **FUNADA MARU No. 8**<br>exTsurukame Maru No. 15–67<br>exShinsyu Maru–65<br>**Funada Kisen K.K.**<br>Yoshiumi Japanese | 1000<br>498<br>1936 | | **1963** Uwajima Zosen—Uwajima<br>218′ 6″ 34′ 3″<br>200′ 1″ 34′ 1″ 17′ 9″<br>P62′ B16′ F39′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 108½′<br>G.68122 B.62924<br>2 Ha (46½′, 57′×18′)<br>4W Der 4(10) | Oil 4SA 6Cy. 380×540 mm<br>1150bhp<br>Ito Tekkosho<br>2×16kW 115V d.c. |
| 682013<br><br><br>Rdr RT | **FUTAGO MARU**<br><br>**Suhonada Kososen K.K.**<br>Kobe Japanese | 999<br>—<br>282 | | **1968** Taguma Zosen—Inn<br>44′ 0″ 9′ 10″<br>187′ 0″ 43′ 11″ 15′ 1″<br>1 dk<br>RW | TM Ferry | 2 Oil 4SA each 8Cy. 300×<br>2660bhp<br>Daihatsu Kogyo |
| 670417<br><br>320755<br>Esd Pfd<br>Rdr RT | **G. C. JEWEL**<br><br>**Canapro Ltd.**<br>Grindstone Canadian | 152<br>64<br>— | ✠100A1<br>trawler<br>Str. nav. ice<br>**LMC**<br>MN99 EL (f) ¾″SQ | **1966**–12 Ch. Mar. Paspebiac Inc.—<br>Paspebiac<br>89′ 2″ 22′ 9″ 9′ 6″<br>78′ 8″ 21′ 8″ 11′ 0″<br>3BH<br>Box K | M Trawler | Oil 4SA 8Cy. 6½″×8″ rever<br>geared<br>499bhp<br>Caterpillar Tractor Co.<br>2×20kW 240V 60c/s a.c. |
| 681958<br><br><br>Df Esd<br>Rdr RT | **GALAXIA**<br><br>**José Lorenzo Baldomir**<br>Corruna Spanish | 225<br>—<br>— | | **1968** Maritima del Musel—Gjn<br>108′ 0″ 25′ 6″<br>92′ 6″ 25′ 5″ 19′ 4″<br>2 dks | M Stern Trawler Mchy.aft | Oil 4SA 8Cy.<br>900bhp<br>Masch. Kiel G.m.b.H. |
| 682079<br>UNQT<br>M-28307 | **GENERAL**<br>**ARSHCHINTSEV**<br>**U.S.S.R.**<br>Kerch Russian | 699<br>264<br>335 | | **1965** ......................Russia<br>177′ 11″ 30′ 7″ 12′ 6½″<br>16′ 0″ | M Trawler<br>2 Ho<br>In.12367<br>2 Ha (each 5′×6½′)<br>2W Der 1(2) | Oil 4SA 8Cy. 320×480 mm<br><br>Schwermasch. Karl Liebk |
| 682125<br><br><br>Df Esd<br>Gc Rdr | **GENKO MARU**<br><br>**Kuwana Kaiun K.K.**<br>Namikata Japanese | 2999<br>—<br>5000 | | **1968** Kurushima Dock Co. Ltd.—<br>Imabari<br>51′ 3″ 20′ 11″<br>295′ 3″ 51′ 2″ 25′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 470×820 mm<br>3200bhp<br>Ito Tekkosho |
| 542102<br>8LGH<br>89819<br>Df Esd<br>Pfd Rdr<br>RT | **GENRYU MARU**<br>exKoyo Maru No. 1–67<br>**T. Masuoka**<br>Muroto Japanese | 118<br>46<br>— | | **1963** Usuki Tekkosho—Usuki<br>108′ 6″ 19′ 1″<br>92′ 10″ 19′ 0″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br><br>Sumiyoshi Tekkosho |
| 682084<br><br><br>Df Esd<br>Gc Rdr<br>RT | **GERDA BRØDSGAARD**<br><br>**I/S "Gerda Brødsgaard"**<br>Wonsild & Sön<br>Copenhagen Danish | ~~499~~ 500<br>— 293<br>— | | **1968** Frederikshavns V. & T. A/S—Fkn<br>198′ 9″ 33′ 9″ 13′ 8″<br>181′ 4″ 33′ 5″ 18′ 10″<br>1 dk & S dk | M Tanker OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Atlas-Mak Masch.<br>Controllable pitch propel |

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| **GIMLESKOG**<br>**A/S Haanes Rederi**<br>Kr. Haanes & Leif M. Haanes<br>Kristiansand Norwegian | ~~47000~~ 17512<br>—10355<br>25800 | | **1968** Öresundsvarvet A/B—Lkr<br>575' 0" 87' 5" 31' 10¼"<br>550' 0" 87' 0" 45' 0"<br>1 dk | M Mchy.aft<br>Cr 5(10) | Oil 2SA 6Cy. 750×1600 mm<br>12900bhp<br>A/B Götaverken Got |
| **GINYO MARU**<br>**Ouchi Kaiun K.K.**<br>Hojyo Japanese | **2517**<br>—<br>3900 | NK | **1968** Imabari Zosen—Imabari<br>47' 7" 20' 0"<br>282' 2" 47' 6" 24' 8"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 460×680 mm<br>2400bhp<br>Hanshin Nainenki Kogyo Kob |
| **GLORIOUS COLOCOTRONIS**<br>exPolycrusader–68<br>exGustaf Brodin–64<br>**Marvaloria Cia. Nav. S.A.**<br>Piræus Greek | **19152** ~~18993~~<br>11737 ~~11417~~<br>~~29250~~ | ✠**100A1** SS 4/64<br>oil tanker<br>✠**LMC**<br>MN2300 EL n†2¾"SQ | **1958**–12 Öresundsvarvet A/B—Lkr<br>656' 9" 81' 0" 34' 7¾"<br>615' 11" 80' 6" 45' 9"<br>P120' F88' 1 dk<br>15BH<br>rf 1" WB2278t | M Tanker Mchy.aft<br>30 Ta<br>L.1432920 HeCls. BC | Oil 2SA 10Cy. 760×1500 mm<br>11500bhp 1859t (hvf)–41pd<br>A/B Götaverken Got<br>2AuxB 180lb e (ex.g) 180lb<br>3×240, 240, 165kW 220V d.c. 16k |
| **GOLAR FROST**<br>**Golarfrost Inc.**<br>Monrovia Liberian | **6000**<br>—<br>6400 | | **1968** Drammen Slip & Verks.—Dmn<br>456' 0" 59' 2" 25' 11"<br>426' 6" 59' 1" 38' 2"<br>4 dks | M Ref CSD Mchy.aft | Oil 2SA 9Cy. 680×1250 mm<br>12000bhp Sulzer<br>Marinens Hovedverft Horten |
| **GOMA**<br>**Möre og Romsdal Fylkesbåtar**<br>Kristiansund Norwegian | **339**<br>163<br>— | | **1968** A. M. Liaaen Skips & M/V—Ålesund<br>161' 0" 37' 10" 10' 0"<br>157' 6" 34' 9" 12' 5"<br>1 dk | M Ferry | Oil 4SA 6Cy. 270×400 mm geared to 2 sc. shafts<br>690bhp<br>H. Callesen & Co. Abenrå<br>Propellers 1 fwd 1 aft |
| **GOOD HOPE I**<br>**Good Hope Transport Corp.**<br>Monrovia Liberian<br>Now **HOPEPARK** See New Entries No. 7 | **87000**<br>62000<br>167314 | 1010' 2" (incl.BB) | **1968** A.G. "Weser"—Bmn<br>~~1010' 2"~~ 146' 2" 59' 0"<br>950' 0" 146' 0" 76' 5"<br>1 dk | S Tanker Mchy.aft | S Turb dr geared<br>30000shp (o.f)<br>General Electric Co. Lynn |
| **GOODWIN**<br>exProminent Star–68<br>exJuliana–68<br>exSandys River–67<br>exCastle Peak–61<br>exHouston City–60<br>**Clara Shipping Corp. S.A.**<br>Panama Panamanian | **7287**<br>4320<br>10410 | ~~BS✱~~ ~~SS 9/64~~<br>~~with freeboard~~<br>~~MBS✱~~<br>~~MN500 GT6925 G37 S39~~<br>**TO BE BROKEN UP** | **1942**–8 Wm. Doxford & Sons Ltd.—Sld<br>442' 8" 56' 6" 27' 5"<br>421' 11" 56' 3" 38' 1"<br>2 dks<br>7BH<br>WB2691t incl. DTs1205t | M CSD<br>G.578230 B.525740<br>10W | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp 926t<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 120lb 11k |
| **GRAND KNIGHT**<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl Canadian | **539**<br>234<br>— | ✠**100A1**<br>stern trawler<br>✠**LMC**<br>MN260 EL q 1$\frac{1}{16}$"U2 | **1967**–11 Port Weller D.D. Co. Ltd.—Pt. Weller<br>144' 8" 33' 2"<br>122' 6" 32' 10" 15' 9"<br>F64'<br>4BH<br>rf 31" Box K 12" WB44t | M Stern Trawler | Vee Oil 2SA 12Cy. 9$\frac{1}{16}$"×10" sr geared<br>1300bhp 118t (d.o)<br>General Motors Corp. La Grange<br>2×75kW 230V 60c/s a.c.<br>Controllable pitch propeller 12k |
| **GROZNIY**<br>**U.S.S.R.**<br>Murmansk Russian | **1772**<br>557<br>1620 | | **1965** ....................Russia<br>273' 11" 39' 4" 15' 3"<br>39' 3" 17' 5"<br>1 dk | M Tanker Mchy.aft<br>12 Ta<br>L.72042 | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13½k |
| **UARANI**<br>**overnment of Paraguay (Flota Mercante del Estado)**<br>unción Paraguayan | **714**<br>314<br>1030 | ✠**100A1**<br>✠**LMC**<br>MN260 EL L 1$\frac{3}{16}$"U2 | **1963**–2 Ast. de T. Ruiz de Valasco S.A.—Bbo<br>241' 6" 36' 6" 12' 0"<br>215' 3" 36' 5" 20' 0"<br>RFD27' 2 dks<br>4BH<br>rf nil WB328t | M Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>1300bhp<br>Motorenw. Mannheim Mhm<br>3×54kW 380V 50c/s a.c. |
| **GUBERTAS BORISA**<br>**U.S.S.R.**<br>Klaipeda Russian | **3162**<br>1307<br>1400 | | **1965** ....................Russia<br>277' 10" 46' 0" 18' 2"<br>45' 10" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>G.57387 In.46969<br>5 Ha (4½', 4½'×5') (5¼'×5¼') (4½', 4½'×4')<br>4W Der 2(7½) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>12k |
| **HAGIT**<br>**Israel Ports Authority**<br>Ashdod Israel<br>For later particulars see New Entries No. **12** | **145** ~~150~~<br>—<br>66 | **100A1**<br>tug<br>for restricted service<br>Class contemplated | Israel Shipyards Ltd.—Hfa<br>88' 2" 25' 11" 9' 6"<br>73' 10" 24' 11" 12' 8" | M Tug | 2 Oil 4SA each 6Cy. 220×280 mm geared to sc. shaft<br>Klöckner-Humboldt-Deutz Kln |
| **HAKUHO MARU**<br>exTensei Maru–67<br>**Shinpo Kaiun K.K.**<br>Osaka Japanese | **2914**<br>1501<br>4422 | NK | **1960** Shikoku Dk Ind. Co.—Takamatsu<br>332' 0" 47' 1" 19' 9"<br>306' 9" 47' 0" 23' 9"<br>1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.202319 B.185579<br>3 Ha (39½', 69', 34½'×21')<br>5W Der 2(15) 2(10) 5(7) | Oil 2SA 6Cy. 480×800 mm<br>2400bhp 409t (hvf)<br>Niigata Eng. Co. Ltd. Niigata<br>2×80kW 230V a.c. 12k |

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| 682086<br>OGUB | **HAMNÖ**<br><br>**Mariehamns Rederi A/B**<br>F:a Gustaf Erikson<br>Mariehamn Finnish<br>For later particulars see New Entries No. 12 | 1599<br>740<br>2510 | 100A1<br>Class contemplated | A/B Finnboda Varf—Skm<br>307' 9" 47' 8" 16' 8"<br>278' 11" 47' 7" 25' 11" | M Mchy.aft | Oil 4SA 8Cy. 450×550 mm<br><br>Atlas-Mak Masch. |
| 514153<br>JCJP<br>79263 | **HANEI MARU**<br>exHanei Maru No. 3–67<br>**S. Ichihara**<br>Tokyo Japanese | 136<br>75<br>— | | **1958** Daiichi Zosen Tekkosho—Yka<br>*95·2'* 21' 8"<br>21' 6"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 245×350 mm<br>150bhp Emade—refitted58<br>Ikegai Tateyama |
| 535412<br>ELNM<br>2990<br>Esd Rdr | **HANG HING**<br>exLaurence–68 exTayo–67<br>**Hing Shing Shipping Co. Ltd.**<br>Monrovia Liberian | 4261<br>2226<br>5521 | BV | **1951** W. Pickersgill & Sons Ltd.—Sld<br>374' 4" 51' 8" 20' 0"<br>51' 6"<br>P25' B65' F32' 1 dk | S<br><br>G.277631 B.265407<br><br>4W | T 3Cy. 21½" 35½" & 62"×39"<br><br>N.E. Mar. Eng. Co. (1938) Ltd |
| 680045<br>4XSU<br>MS193<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAR ADDIR**<br><br>**"El Yam" Bulk Carriers (1967) Ltd.**<br>Haifa Israel | 41109<br>27247<br>76902 | ✠100A1<br>strengthened for ore cargoes, Nos. 4 & 8 holds may be empty 776' 6"<br>✠LMC **UMS**<br>MN3360 EL y†3⅜"U2 | **1968**–3 Furness S.B. Co. Ltd.—Haverton Hill<br>809' 0" (incl. BB) 104' 3" 47' 3½"<br>~~776' 6"~~ 104' 0" 63' 0"<br>F64' 1 dk<br>NS 11BH<br>rf 5" DK fwd WB24080t incl. Comb. btm & side tanks in holds 5755t Topside tanks in Nos. 1 & 2 holds 2078t Comb. topside & under deck tanks in Nos. 3–9 holds 7630t | M Bulk Carrier Mchy.aft<br>pt higher tensile steel | Oil 2SA 8Cy. 840×1800 mm<br>16800bhp B&W<br>Harland & Wolff Ltd.<br>2AuxB 100lb<br>3×600kW 450V 60c/s a.c. |
| 682002<br><br><br>Df Esd | **HARIMA MARU**<br><br>**Sanyo Kaiji K.K.**<br>Amagasaki Japanese | 181<br>59<br>— | | **1968** Ishikawajima Ship & Chemical Co.—Tok<br>93' 6" 28' 4" 8' 6"<br>82' 0" 28' 3" 11' 5"<br>2 dks | TM Tug | 2 Oil 4SA each 8Cy. 260×32<br>1900bhp<br>Daihatsu Kogyo |
| 682014<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HARUNA MARU**<br><br>**Nippon Yusen Kaisha & Showa Kaiun K.K.**<br>Tokyo Japanese | 16900<br>—<br>15800 | | **1968** Mitsubishi Hvy Ind. Ltd.—Kob<br>613' 6" 85' 4" 31' 2"<br>574' 3" 85' 3" 50' 10"<br>1 dk | M | Oil 2SA 10Cy. 930×1700 mm<br>27800bhp MAN<br>Mitsubishi Hvy Ind. Ltd. |
| 682127<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HARUNA MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japanese | 4000<br>—<br>3950 | | **1968** Hitachi Zosen—Mukaishima<br>335' 5" 52' 7" 19' 10"<br>308' 5" 52' 6" 32' 10"<br>1 dk | M Stern Trawler Mchy.aft | Oil 2SA 9Cy. 420×750 mm<br>4400bhp B&W<br>Hitachi Zosen |
| 682003<br>JPLL<br>99858<br>Df Gc<br>Pfd RT | **HEIAN MARU No. 35**<br><br>**Marugin Gyogyo K.K.**<br>Monbetsu Japanese | 350<br>164<br>— | | **1968** Narazaki Zosen—Muroran<br>28' 7" 11' 4"<br>144' 4" 28' 6" 12' 9"<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 380×560 mm<br>1600bhp<br>Matsui Tekkosho |
| 671856<br>DAIL<br><br>Rdr | **HEIN JENEVELT**<br>exBari–68<br>**Hanseatische Reederi Emil Offen & Co.**<br>Hamburg W. German | 3177<br>1974<br>— | GL | **1966** Schiffswerft Neptun—Ros<br>*335·4'* 46' 9"<br>25' 3"<br>P65' Q132' F32' 2 dks | M CSD Mchy.aft | Oil 4SA 8Cy. 520×740 mm<br>3080bhp<br>Masch. Augsburg-Nürnberg |
| 681970<br><br><br>Esd RT | **HELLAND IV**<br><br>**Pesquera Industrial Helland S.A.**<br>Tambo de Mora Peruvian | 236<br>123<br>— | BV | **1968** Construcciones Navales S.A.—Clo<br>*102·6'* 25' 2"<br>25' 1" 13' 1" | M Fishing<br><br>1 Ha (7½'×3½')<br>1W Der 1(1) | Oil 4SA 8Cy. 158×203 mm<br>510bhp<br>Caterpillar Tractor Co. |
| 681971<br><br><br>Esd RT | **HELLAND V**<br><br>**Pesquera Industrial Helland S.A.**<br>Tambo de Mora Peruvian | 236<br>123<br>— | BV | **1968** Construcciones Navales S.A.—Clo<br>*102·6'* 25' 2"<br>25' 1" 13' 1" | M Fishing<br><br>1 Ha (7½'×3½')<br>1W Der 1(1) | Oil 4SA 8Cy. 158×203 mm<br>510bhp<br>Caterpillar Tractor Co. |
| 680558<br><br>328785<br>Esd Pfd<br>Rdr RTh | **HILLSBOROUGH**<br><br>**Industrial Enterprises Inc.**<br>T.J. Flood<br>Charlottetown Canadian | 510<br>246 ~~1246~~<br>186 | ✠100A–<br>stern trawler<br>Str. nav. Ice<br>✠LMC<br>MN208 EL (f) | **1968**–2 Fishermen's Loan Board of P.E.I. Ltd.—Georgetown, P.E.I.<br>129' 0" 28' 1"<br>109' 0" 28' 0" 21' 6"<br>F38' 2 dks<br>rf 24" BK6" WB56t<br>3BH | M Stern Trawler Mchy.aft<br>2 Ho 49½', 25½'<br><br>1 Ha (alu) (9'×6') | Oil 4SA 8Cy. 250×300 mm<br>1040bhp<br>A/S Bergens M/V<br>2×40kW 220V 60c/s a.c.<br>Controllable pitch propeller |
| 503198<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HOE ONN**<br>exAxelhus–68<br>**Hoe Hoe Shipping (Private) Ltd.**<br>Singapore Singapore | 471<br>195<br>600 | BV | **1950** Helsingör Skibs. & Msk.—Hsg<br>210' 2" 34' 5" 12' 3½"<br>34' 3"<br>1 dk & S dk<br>rf 19½" | M (12P) OSD Mchy.aft<br>1 Ho 111½'<br>G.59305 B.54648<br>2 Ha (8½'×11½') (92½'×21½')<br>2W Cr 2(3) | Oil 2SA 6Cy. 350×620 mm<br>1560bhp<br>Burmeister & Wain<br>2×48kW 220V d.c. |
| 542068<br>7KCY<br>88247 | **HOEI MARU No. 7**<br>exKaiyo Maru–67<br>**Tsuda Kaiun K.K.**<br>Ishinomaki Japanese | 199<br>86<br>— | | **1962** Marugo Zosensho—Higashino<br>*98·1'* 21' 9"<br>21' 7"<br>1 dk | M Tanker Mchy.aft<br><br>L.13102 | Oil DA 6Cy. 260×400 mm<br>200bhp<br>Hanshin Nainenki Kogyo |

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| **HOKEN MARU No. 15**<br>**Yamada Suisan Kogyo K.K.**<br>Abashiri Japanese | 123<br>40<br>— | | **1967** Narazaki Zosen—Muroran<br>109′ 4″ 21′ 0″ 7′ 6″<br>95′ 2″ 20′ 11″ 8′ 9″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 220×300 mm<br>750bhp<br>Kawasaki Dkyd Co. Ltd. | Akashi |
| **HOKKO MARU**<br>**Muroto Kaiun K.K.**<br>Namikata Japanese | 999<br>—<br>1900 | | **1968** Hashihama Zosen—Imabari<br>36′ 2″<br>213′ 3″ 36′ 1″ 18′ 4″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 380×540 mm<br>1300bhp<br>Nippon Hatsudoki | Kob |
| **HOKKO MARU**<br>**Esashi Enyo Gyogyo K.K.**<br>Esashi Japanese | 350<br>167<br>— | | **1968** Narazaki Zosen—Muroran<br>164′ 9″ 28′ 7″ 11′ 4″<br>144′ 4″ 28′ 6″ 12′ 9″<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 380×570 mm<br>1650bhp<br>Hanshin Nainenki Kogyo | Kob |
| **OKUSHIN MARU**<br>**Hokkaido Prefecture**<br>Kushiro Japanese | 220<br>57<br>— | | **1968** Narazaki Zosen—Muroran<br>132′ 3″ 24′ 4″ 9′ 2″<br>118′ 2″ 24′ 3″ 10′ 11″<br>1 dk | M Fishery Research Ship Mchy.aft | Oil 4SA 8Cy. 220×300 mm<br>1000bhp<br>Kawasaki Dkyd Co. Ltd. | Akashi |
| **HOLLAND PARK**<br>**Park Steamships Ltd.**<br>~~Turnbull Scott Management Ltd.~~ Turnbull Scott & Co.<br>London British | T.Mk<br>700<br>440<br>1605<br>1432<br>888<br>2580 | ✠100A1<br>Ice Class 3<br>✠LMC UMS<br>MN300 EL M 1½″U2 | **1968–4** E. J. Smit & Zn's Scheeps.—Westerbroek<br>254′ 5″ 39′ 1″ 14′ 1½″/18′ 10½″<br>230′ 2″ 38′ 9″ 22′ 6″<br>P50′ F36′ 2 dks<br>3BH<br>rf 36″ WB565t incl. DTf44t | M Mchy.aft<br>1 Ho 154′<br>G.110000 B.104000<br>2 Ha (stl) (each 55′×20′)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1500bhp<br>Atlas-Mak Masch.<br>1×30kW 220V d.c.<br>2×84kW 400V 50c/s a.c. | 139t (d.o)<br>Kel<br>12k |
| **HOLLO**<br>**A/S Ila og Lilleby Smelteverker**<br>Lykkes Rederi A/S<br>Trondheim Norwegian | 298<br>177<br>880 | | **1968** Örens M/V—Tdh<br>186′ 1″ 30′ 7″ 11′ 6″<br>169′ 9″ 30′ 6″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 123¾′<br>G.58694 B.52892<br>2 Ha (stl) (each 43¾′×19¾′)<br>2W Der 2(2½) | Oil 4SA 8Cy. 8¾″×11½″<br>800bhp<br>Blackstone & Co. Ltd.<br>2×20kW 220V 50c/s a.c.<br>Controllable pitch propeller | 41t (d.o)<br>Stamford<br>11½k |
| **HONMOKU MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 11140<br>—<br>16000 | | **1968** Hitachi Zosen—Inn<br>70′ 11″ 29′ 6″<br>467′ 6″ 70′ 10″ 41′ 0″<br>1 dk | M Vehicle Carrier Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>7200bhp B&W<br>Hitachi Zosen | Osa |
| **HORDAGUTT**<br>**Dagfinn Heilen and others**<br>Bergen Norwegian | 174<br>—<br>— | | **1968** Skaalurens Skibs—Rosendal<br>101′ 6″ 23′ 8″<br>88′ 7″ 23′ 0″ 11′ 9″<br>P36′ B26′ F21′ 1 dk | M Fishing Mchy.aft<br>2 Ho 32¾′, 13′<br>2 Ha (alu) (8¾′×6½′) (3½′×3′)<br>Der 1(3) | 2 Oil 2SA each 5Cy. 280×420 mm geared to sc. shaft<br>1000bhp<br>Wichmann Mtrf.<br>2×20 & 6kW 220V 50c/s a.c.<br>Controllable pitch propeller | 29½t (d.o)<br>Rub<br>11k |
| **HOSEI MARU**<br>exSansei Maru–66<br>**Howa Kaiun K.K.**<br>Kobe Japanese | 1998<br>1237<br>3189 | NK | **1964** Koyo Dock—Mihara<br>293′ 8″ 42′ 1″ 18′ 0½″<br>270′ 7″ 42′ 0″ 21′ 2″<br>1 dk | M Mchy.aft<br>2 Ho<br>G.150299 B.140553<br>2 Ha (51½′, 95¾′×21′)<br>9W Der 2(15) 4(10) | Oil 4SA 6Cy. 455×640 mm<br>1800bhp<br>Nippon Hatsudoki<br>2×80kW 440V a.c. | 165t<br>Kob<br>12½k |
| **HOSHIN MARU**<br>**umano Kisen K.K.**<br>eno Japanese | 2827<br>1960<br>— | | **1967** Tohoku Zosen—Shiogama<br>310′ 4″ 51′ 11″ 12′ 8″<br>285′ 2″ 51′ 10″ 23′ 10″<br>4 dks | M Mchy.aft | Oil 4SA 6Cy. 500×700 mm<br>2700bhp<br>Hanshin Nainenki Kogyo | Kob |
| **SHO MARU**<br>exSeimei Maru–67<br>**Nissho Kaiun K.K.**<br>Tokyo Japanese | 1421<br>559<br>— | NK | **1964** Ujina Zosensho—Hma<br>254′ 3″ 37′ 2″ 17′ 3″<br>232′ 11″ 37′ 1″ 20′ 2″<br>1 dk | M Mchy.aft<br>B.49476<br>3 Ha (29½′, 33½′, 41¼′×18¼′) | Oil 4SA 6Cy. 455×540 mm<br>1800bhp<br>Nippon Hatsudoki | 90t<br>Kob<br>11¾k |
| **HOUKOU MARU**<br>exSeikou Maru–68<br>**Houwa Kaiun K.K.**<br>Kobe Japanese | 3687<br>2455<br>5732 | NK | **1958** Sanoyasu Dockyd Co. Ltd.—Osa<br>364′ 9″ 49′ 5″ 20′ 6″<br>343′ 8″ 49′ 3″ 25′ 7″<br>P91′ F51′ 1 dk<br>RW len 63<br>rf nil | M Mchy.aft<br>2 Ho 101¾′, 130′<br>G.241689 B.225887<br>2 Ha (82¾′, 112½′×21¼′)<br>11W Der 8(10) | Oil 2SA 6Cy. 520×700 mm<br>2400bhp MAN<br>Mitsubishi Nippon Hvy Ind.<br>2×80kW 225V 60c/s a.c. | 292t (hvf)<br>Yka<br>12k |
| **HOUN MARU No. 1**<br>exGeiyo Maru No. 5–67<br>**S. Komatsu**<br>Kurahashi Japanese | 299<br>159<br>433 | | **1959** Ujina Zosensho—Hma<br>140′ 9″ 23′ 1″ 9′ 10″<br>124′ 7″ 22′ 11″ 10′ 10″<br>1 dk | M Mchy.aft<br>1 Ha (66½′×14′) | Oil 4SA 6Cy. 290×420 mm<br>380bhp<br>Nippon Hatsudoki | Kob |
| **HOYO MARU No. 5**<br>exSachiraku Maru–67<br>**K. Tanaka**<br>Saeki Japanese | 290<br>161<br>— | | **1963** Kishimoto Zosen—Kinoe<br>112′ 3″ 22′ 4″ 9′ 10″<br>106′ 7″ 22′ 3½″ 10′ 6″<br>1 dk | M Mchy.aft<br>1 Ha (70¾′×16′) | Oil 2SA 4Cy. 340×380 mm<br>240bhp<br>Makita Tekkosho | Takamatsu<br>8½k |

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| 672733<br>GYCY<br>334074<br>Df Esd<br>Pfd Rdr<br>RTm/v | **HULLMAN**<br><br>**United Towing Co. Ltd.**<br>Hull British | 251<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN480 EL 1½"U1 | 1968-5 Charles D. Holmes & Co. Ltd.—Bev<br>106' 7" 30' 9"<br>95, 0" 29' 0" 15' 0"<br>1 dk<br>3BH<br>rf 18" WB49t | TM Tug<br><br><br>1 Ha (4½'×6')<br>Der 1(5) | 2 Oil 4SA each 6Cy. 10<br>reverse geared<br>2400bhp<br>Ruston & Hornsby<br>4×100, 75, 75, 42kW 220V d.c |
| 540889<br>8JKO<br>91004<br>Rdr | **ICHIKAWA MARU**<br>exShoei Maru–67<br>**Nissei Unyu K.K.**<br>Imabari Japanese | 869<br>544<br>1657 | | 1962 Imabari Zosen—Imabari<br>*199·7'* 31' 6"<br>31' 4"<br>1 dk | M Mchy.aft<br>1 Ho 134½'<br>G.69782 B.65085<br>1 Ha (105½'×18½')<br>Cr 2(5) Der 4(5) | Oil 4SA 6Cy. 380×540 mm<br>1150bhp<br>Makita Tekkosho<br>2×10kW 110V 60c/s a.c. |
| 530670<br>ELQP<br>3047<br>Df Esd<br>Gc Rdr<br>RTm/h | **ILIADE**<br>exMarignan–68<br>exSaint Remi–66<br>**Transoceanic Transportation Co.**<br>Monrovia Liberian | 13631<br>8185<br>20650 | <br><br>BV | 1959 Forg. & Ch. de la Gironde—Bdx<br>575' 3" 73' 10" 31' 0"<br>540' 3" 73' 9"<br>1 dk | M Tanker (2P) Mchy.aft<br><br><br>1 Ha (7½'×10½')<br>Der 2(6) 4(5) | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W<br>Soc. Forg. & At. du Creusot<br>3×340kW 120V 60c/s a.c. |
| 681978<br><br><br>Df Esd<br>Gc Rdr<br>RT | **INCA ROCA**<br><br>**Corporacion Peruana de Vapores**<br>Callao Peruvian | 9500<br>5400<br>— | | 1968 Empresa Nacl. "Bazan"—Frl<br>514' 4" 64' 8"<br>469' 10" 64' 6" 39' 3"<br>2 dks | M CSD Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Astilleros de Cadiz S.A. |
| 682161<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **INDIAN MAIL**<br><br>**American Mail Line Ltd.**<br>Portland, Or. United States<br>For later particulars see New Entries No. 11 | 15500<br>9600<br>20978 | | 1968 Newport Ns S.B. & D.D. Co.—N.Ns<br>605' 0" 33' 11½"<br>582' 6" 46' 0" | S Ref | 2 S Turb dr geared to sc. s<br>21600shp<br>General Electric Co. |
| 500995<br>WA2173<br>251713<br>Gc RT | **INGRAM BAY**<br>exAleutian Mail–67<br>**Beaufort By- Products Co.**<br>Reedville United States | 256<br>174<br>263 | | 1944 Tacoma Boat Bldg Co.—Tac<br>136' 0" 25' 0"<br>125' 0" 24' 6" 11' 11"<br>1 dk | Wood TM<br>2 Ho<br><br>2 Ha<br>3W | 2 Oil each 8Cy. 165×180 m<br>1000bhp<br>General Motors Corp. |
| 681935<br>DLXG<br>1714<br>Esd Rdr<br>RT | **INSEL FÖHR**<br><br>**Wyker Dampfschiffs-Reederei G.m.b.H.**<br>Wyk a Föhr W. German | 493<br>173<br>— | <br><br>GL | 1968 Husumer Schiffsw.—Husum<br>165' 4" 42' 4" 4' 11"<br>156' 11" 40' 1" 9' 10" | TM Ferry Mchy.aft | 2 Oil 4SA each 12Cy. 180×<br>1200bhp<br>Motorenw. Mannheim |
| 680944<br>ELIL<br>2907<br>Df Esd<br>Gc Rdr | **IOANNIS ZAFIRAKIS**<br><br>**South Mediterranean Shipping Ltd.**<br>Monrovia Liberian | 16046<br>10208<br>28386 | ✠100A1<br>strengthened for ore cargoes, Nos. 1, 4 & 6 holds may be empty<br>✠LMC<br>MN2240 EL F†2½"U2 | 1968-3 Hakodate Dock Co. Ltd.—Hak<br>593' 2" (incl. BB) 76' 0" 34' 9½"<br>557' 9" 75' 9½" 47' 7"<br>P103' F45' 1 dk<br>NS 9BH<br>rf 2" DK fwd ~~WB9075t~~ WB12789t incl. Comb. btm & side tanks in holds 3828t ~~Topside tanks 3524t~~ Topside tanks in Nos. 2–6 holds 3645t | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Ishikawajima-Harima Hvy I<br>AuxB (o.f) 100lb AuxB (ex.<br>3×320kW 450V 60c/s a.c. |
| 532387<br>JGTQ<br>73093 | **ISHIN MARU No. 3**<br>exShinsei Maru–67<br>**Ishin Kisen K.K.**<br>Hirase Japanese | 243<br>132<br>— | | 1954 Hashihama Zosen—Imabari<br>*117·7'* 19' 8"<br>... ... ...<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 4Cy.<br>Emade42refitted54<br>Nippon Hatsudoki |
| 512367<br>JLJG<br>81252 | **ISUZU MARU No. 3**<br>exKitasaka Maru No. 10–67<br>exFukutoku Maru No. 10–63<br>**M. Kurokawa**<br>Osaka Japanese | 270<br>137<br>494 | | 1958 Ichikawa Zosen—Ise<br>127' 4" 22' 1" 9' 10"<br>115' 11" 21' 11" 10' 11"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 265×400 mm<br>320bhp<br>Nippon Hatsudoki |
| 537006<br>7KDM<br>88402<br>RT | **ITSUKISAN MARU No. 12**<br>exTsurukame Maru No. 12–67<br>**W. Usui**<br>Tokyo Japanese | 558<br>318<br>— | | 1961 Imabari Zosen—Imabari<br>174' 3" 25' 9" 12' 2"<br>157' 6" 25' 7" 13' 2"<br>1 dk | M Tanker Mchy.aft<br>5 Ta | Oil 4SA 6Cy. 320×470 mm<br>650bhp<br>Makita Tekkosho |
| 682008<br><br><br>Df Esd<br>RT | **IZUMI MARU**<br><br>**Sanyo Kaiji K.K.**<br>Amagasaki Japanese | 190<br>—<br>— | | 1968 Ishikawajima Ship & Chemical Co.—Tok<br>95' 3" 27' 0" 9' 2"<br>91' 11" 26' 11" 12' 10" | TM Tug | 2 Oil 4SA each 6Cy. 320×3<br>2000bhp<br>Fuji Seisakusho |
| 682129<br><br><br>Rdr RT | **IZUMI MARU No. 12**<br><br>**Tsushima Kisen K.K.**<br>Imabari Japanese | ~~600~~ 666<br>—<br>— | <br><br>NK | 1968 Imai Zosen—Kochi<br>30' 3" 11' 10"<br>160' 9" 30' 2" 14' 2"<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 8Cy. 260×320 mm<br>850bhp<br>Daihatsu Kogyo |
| 671785<br>CGBT<br>328080<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **J. E. BERNIER**<br><br>**Government of Canada (Minister of Energy, Mines & Resources)**<br>Ottawa Canadian | 2457<br>705<br>1065 | ✠100A1<br>ice breaker<br>✠LMC<br><br>MN1120 EL r 1⅛"U2 | 1967-11 Davie S.B. Ltd.—Lauzon<br>231' 3" 49' 6" 17' 1½"<br>212' 7" 49' 0" 22' 0"<br>P108' F29' 1 dk<br>RW 7BH<br>rf 12" WB500t incl. DTsf333t | T D-E Icebreaker<br>2 Ho 22', 32'<br>B.34755 In.4230<br>2 Ha (stl) (12', 20'×14')<br>Der 1(20) 4(30) | 4 Oil 2SA each 8Cy. 8½"×<br>5600bhp driving 4 gen.<br>833V d.c. connected to 2<br>each 2125shp & 2 sc. sh<br>Canadian Locomotive Co.<br>2AuxB 50lb<br>3×212kW 460V 60c/s a.c. |

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| **JAN MOLSEN**<br><br>**Hafen-Dampfschiffahrt A.G.**<br>Hamburg W. German | **118**<br>—<br>24 | | **1968** Mützelfeldtwerft—Cuxhaven<br>99′ 8″ 21′ 8″ 3′ 7″<br>86′ 3″ 20′ 7″ 6′ 9″<br>1 dk<br>rf | TM Ferry (275P) Mchy.aft | 2 Oil 4SA each 6Cy. 150×190 mm<br>600bhp (d.o)<br>Daimler-Benz A.G. Bhn<br>2×10kW 200V d.c. |
| **JAPAN KOWHAI**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | **5600**<br>—<br>— | | **1968** Hashihama Zosen—Imabari<br>55′ 10″ 23′ 3″<br>378′ 8″ 55′ 9″ 32′ 2″<br>1 dk | M Ref Mchy.aft | Oil 4SA 14Cy. 400×460 mm<br>6510bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| **JAPAN LAUREL**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | ~~**10000**~~ **10099**<br>— 6000<br>16300 | NK | **1968** Sanoyasu Dockyd Co. Ltd.—Osa<br>71′ 8″ 29′ 0″<br>446′ 4″ 71′ 6″ 39′ 9″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 650×1350 mm<br>8100bhp<br>Ube Tekkosho Ube |
| **EAN PHILIPPE**<br>xOnehunga–68 exTullan–62<br>xDragon–60<br>**Reef Shipping Co. Ltd.**<br>Suva British | **914**<br>453<br>1250 | ✠100A1 SS 2/65<br>Str. nav. ice<br>✠LMC<br><br>EL I | **1948**–11 Uddevallavarvet A/B—Udv<br>205′ 0″ 31′ 6″ 14′ 4½″<br>189′ 1″ 31′ 5″ 15′ 1″<br>P45′ Q67′ F28′ 1 dk<br>3BH<br>WB317t | M Mchy.aft<br>1 Ho 115′<br>G.57500 B.52450<br><br>4W Der 4(3) | Oil 4SA 6Cy. 350×535 mm<br>675bhp 65t<br>Mirrlees, Bickerton & Day Stckpt<br>10½k |
| **JEANINE**<br>exBeltana–68<br>**Erling H. Samuelsens Rederi A/S**<br>Oslo Norwegian | **10165**<br>5236<br>15250 | NV | **1962** Kaldnes M/V A/S—Tbg<br>500′ 4″ 66′ 1″ 28′ 7¾″<br>468′ 0″ 65′ 0″ 40′ 0″<br>1 dk | M Bulk Carrier Mchy.aft<br>5 Ho each 55¾′<br>G.770000<br>6 Ha (stl) (39¼′, 41¾′, 41¾′, 41¾′, 41¾′, 39¼′×32¼′)<br>Der 6(5) | Oil 2SA 6Cy. 700×1200 mm<br>5220bhp MAN (hvf)<br>Kockums M/V A/B Mmo<br>3×250kW 440V 60c/s a.c. |
| **JILIN**<br>exGutenfels–68<br>**The People's Republic of China**<br>People's Rep. of China | **6804**<br>3986<br>9922 | GL | **1954** A.G. "Weser"—Bmn<br>511′ 1″ 62′ 7″ 27′ 1½″<br>456′ 11″ 62′ 4″ 39′ 4″<br>B29′ F41′ 2 dks & S dk<br>rf 4″ | M (11P) Ref OSD Mchy.aft<br>4 Ho 46′, 49¾′, 164′ comb., 51¾′<br>G.658849 B.594088 In.7310<br>5 Ha (23′, 27¼′, 34′, 73½′, 26¼′×21¼′)<br>22W Der 1(165) 2(30) 4(15) 14(3–5) 2(3) 1(2) | 2 Oil 2DA each 6Cy. 530×800 mm geared to sc. shaft<br>9000bhp 1379t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>4×900kW 220V d.c. 17¼k |
| **JOGELA**<br><br>**Lars Rej Johansen**<br>Oslo Norwegian | **499**<br>—<br>950<br>**1200**<br>—<br>1700 | | **1968** At. & Ch. du Havre—Hav<br>246′ 5″ 42′ 7″ 13′ 1¼″/16′ 8¾″<br>223′ 1″ 29′ 10″<br>1 dk & S dk | M Ref OSD/CSD Mchy.aft | Oil 4SA 8Cy. 450×550 mm<br>3000bhp<br>Atlas-Mak Masch Kel |
| **JOLLYEMME**<br>exPeter Wessel–68<br>**Ignazio Messina & C.**<br>Italian | **1956**<br>951<br>— | NV | **1937** Aalborg Værft A/S—Abg<br>270′ 0″ 42′ 11″ 14′ 5″<br>249′ 5″ 42′ 9″<br>2 dks & S dk<br>R len 57<br>rf 23½″ | TM Ferry (620P) OSD | 2 Oil 2SA each 7Cy. 340×570 mm<br>2560bhp 60t (d.o)<br>Atlas Diesel Skm<br>3×60, 50, 50kW 220V d.c. 14k |
| **JORIVKA**<br><br>**Lars Rej Johansen**<br>Oslo Norwegian | **499**<br>—<br>950<br>**1200**<br>—<br>1700 | | **1968** At. & Ch. du Havre—Hav<br>246′ 5″ 42′ 7″ 13′ 1¼″/16′ 8¾″<br>223′ 1″ 29′ 10″<br>1 dk & S dk | M Ref OSD/CSD Mchy.aft | Oil 4SA 8Cy. 450×550 mm<br>3000bhp<br>Atlas-Mak Masch. Kel |
| **KYU MARU**<br>iso Maru No. 25–66<br>**Gyogyo K.K.**<br>Wakkanai Japanese | **146**<br>72<br>— | | **1957** Narazaki Zosen—Muroran<br>104′ 7″ 20′ 4″<br>101′ 7″ 20′ 3″ 5′ 4″ | M Trawler | Oil 4SA 6Cy. 310×440 mm<br>500bhp<br>Niigata Eng. Co. Ltd. Niigata<br>9½k |
| **JURRIE SJOERD**<br><br>**J. v.d. Berg**<br>Urk Netherland | **104**<br>35<br>— | | **1967** N.V. Schps. & Mach. "Vahali"—Gendt<br>88′ 10″ 21′ 4″<br>75′ 8″ 20′ 11″ 10′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 210×300 mm<br>500bhp<br>Gebr. Stork & Co. Zwolle |
| **KAIAN MARU No. 5**<br>exYutaka Maru No. 1–67<br>**Suho Kisen K.K.**<br>Kagami Japanese | **200**<br>107<br>— | | **1956** Daiichi Sempaku Kogyo—Osa<br>106′ 3″ 20′ 5″ 9′ 2¼″<br>96′ 9″ 20′ 3″ 10′ 4″<br>1 dk | M Mchy.aft<br>1 Ho | Oil 4SA 5Cy. 250×380 mm<br>230bhp Emade48refitted56<br>Minsel Sangyo Tok<br>8k |
| **KAIHO MARU No. 12**<br><br>**Omaezaki Enyo Gyogyo Kyodo-Kumiai**<br>Omaezaki Japanese | **245**<br>—<br>— | | **1968** Miho Zosensho—Shimizu<br>162′ 9″ 24′ 4″<br>136′ 8″ 24′ 3″ 11′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>850bhp<br>Niigata Eng. Co. Ltd. Niigata |

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| 514475<br>JCTK<br>64920<br>Df Esd<br>RT | **KAIKO MARU No. 1**<br>exHayabusa Maru–67<br>**Tokai Salvage K.K.**<br>Toba Japanese | **180**<br>62<br>— | | **1949** Hayashikane Zosen—Smk<br>104' 1" 21' 7"<br>... ... ...<br>1 dk<br>RW | M Fishing | Oil 4SA 6Cy. 280×380 mm<br>320bhp<br>Akasaka Tekkosho |
| 682018<br>JPHY<br>99852<br>Df Gc<br>Pfd Rdr<br>RT | **KAIYO MARU No. 2**<br><br>**Wakkanai Kaiyo K.K.**<br>Wakkanai Japanese | **350**<br>—<br>— | | **1968** Narazaki Zosen—Muroran<br>165' 8" 28' 7" 11' 4"<br>144' 4" 28' 6" 12' 9"<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 380×560 mm<br>1600bhp<br>Akasaka Tekkosho |
| 540524<br>8KVN<br>91989 | **KAIYO MARU No. 12**<br>exHosho Maru No. 3–67<br>**S. Miyazaki**<br>Nagasaki Japanese | **478**<br>284<br>— | | **1962** Kurushima Dock Co. Ltd.—Imabari<br>163' 10" 26' 5" 11' 5"<br>147' 7" 26' 3" 13' 1"<br>1 dk<br>RW | M Mchy.aft<br><br>G.32807 B.30370<br>1 Ha (69'×16½') | Oil 4SA 6Cy. 290×430 mm<br>620bhp<br>Nippon Hatsudoki |
| 682130<br>JG2560<br>103954<br>Gc Rdr<br>RT | **KAMISHIMA MARU**<br><br>**Tochiki Kisen K.K.**<br>Tokyo Japanese | **1940**<br>1000<br>3320 | | **1968** Setoda Zosen—Setoda<br>42' 0" 18' 1"<br>270' 8" 41' 11" 21' 4"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 460×680 mm<br>2100bhp<br>Hanshin Nainenki Kogyo |
| 515798<br>JRIQ<br>83148 | **KANAME MARU No. 33**<br>exIchio Maru No. 2–67<br>**Shinoda Unyu K.K.**<br>Yokohama Japanese | **114**<br>81<br>203 | | **1959** Ishihara Zosen—Tok<br>85' 11" 19' 10" 7' 3"<br>80' 9" 19' 8" 8' 9" | M Tanker Mchy.aft | Oil 2SA 3Cy. 310×343 mm<br>120bhp Emade—refitted5 |
| 541144<br>8KZN<br>92715 | **KANRIN MARU**<br>exHanei Maru–67<br>**M. Eguchi**<br>Ryugatake Japanese | **145**<br>58<br>— | | **1963** Takehara Zosen—Hma<br>99' 2" 19' 1" 8' 4"<br>88' 7" 19' 0" 9' 2"<br>1 dk | M Mchy.aft<br><br>G.9189 B.8652 | Oil 4SA 5Cy. 240×390 mm<br>210bhp<br>Sumiyoshi Tekkosho |
| 681937 | **KAO 116**<br><br>**Kaohsiung Harbour Bureau**<br>Kaohsiung China (Taiwan) | **282**<br>87<br>— | CR (Taiwan) | **1958** Fukuoka Zosen—Fukuoka<br>118' 2" 27' 7" 9' 10"<br>104' 11" 27' 6" 13' 2" | TM Tug | 2 Oil 4SA each 8Cy. 260×<br>1840bhp<br>Hanshin Nainenki Kogyo |
| 681938 | **KAO 117**<br><br>**Kaohsiung Harbour Bureau**<br>Kaohsiung China (Taiwan) | **282**<br>87<br>— | CR (Taiwan) | **1968** Fukuoka Zosen—Fukuoka<br>118' 2" 27' 7" 9' 10"<br>104' 11" 27' 6" 13' 2" | TM Tug | 2 Oil 4SA each 8Cy. 260×<br>1840bhp<br>Hanshin Nainenki Kogyo |
| 672779<br>DEJZ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KARLSBURG**<br>Launched as Claudia-Maria<br>**Partenreederei m/s "Karlsburg"**<br>Dietrich Sander<br>Hamburg W. German | **4033**<br>2528<br>— | GL | **1967** Schiffswerft "Neptun"—Ros<br>344' 6" 21' 6"<br>310' 0" 46' 7" 25' 3"<br>P65' F48' 2 dks | M CSD Mchy.aft | Oil 2SA 8Cy. 450×700 mm<br>4000bhp<br>N.V. Werkspoor |
| 682177 | **KASTAV**<br><br>**Jugoslavenska Linijska Plovidba**<br>Rijeka Yugoslav | **4900**<br>—<br>7600 | **100A1**<br>Class contemplated | Italcantieri S.p.A.—Mfl<br>497' 5" 65' 9" 25' 5½"<br>453' 9" 65' 7½" 37' 9" | M Ref | Oil 2SA 7Cy. 750×1320 m<br><br>C.R.D. Adriatico |
| 515253<br>7JWM<br>88065 | **KATE MARU**<br>exHoei Maru No. 3–67<br>**H. Sasano**<br>Nagasaki Japanese | **239**<br>132<br>— | | **1961** Hashimoto Zosen—Sumoto<br>*116·8'* 21' 6" 10' 0"<br>21' 4" 10' 6"<br>1 dk<br>len 55 | M Mchy.aft<br><br><br>1 Ha (51'×13¾') | Oil 2SA 4Cy. 305×375 mm<br>180bhp<br>Matsue Nainenki Kogyo |
| 682019<br>JEMK<br>103486<br>Df Esd<br>Gc Rdr | **KEIKO MARU**<br><br>**Oyama Kaiun K.K.**<br>Tokyo Japanese | **2958**<br>1784<br>4822 | NK | **1968** Tohoku Zosen—Shiogama<br>318' 11" 49' 11" 20' 10"<br>295' 3" 49' 10" 25' 3"<br>1 dk | M Mchy.aft | Oil 4SA 7Cy. 470×820 mm<br>3400bhp<br>Ito Eng. Co. Ltd. |
| 542020<br>7JSS<br>87853<br>Gc | **KEISHO MARU No. 2**<br>exHakuyo Maru No. 2–66<br>**S. Nitta**<br>Osaka Japanese | **198**<br>90<br>— | | **1961** Tosa Zosen Tekkosho—Kochi<br>*98·0'* 23' 0"<br>22' 10"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 4Cy. 260×400 mm<br>200bhp<br>Niigata Eng. Co. Ltd. |
| 650950<br>JJ2074<br>97074<br>Rdr RT | **KENSEI MARU**<br>exDaitetsu Maru–67<br>**Toto Kaiun K.K.**<br>Tokyo Japanese | **741**<br>458<br>1227 | | **1965** Koyo Dock—Mihara<br>202' 4" 29' 7" 14' 2"<br>183' 8" 29' 6" 14' 9"<br>1 dk | M Mchy.aft<br>1 Ho<br>G.136527 B.126921<br>2 Ha (38¾', 87½'×21') | Oil 4SA 6Cy. 380×325 mm<br>1000bhp<br>Nippon Hatsudoki<br>2×12 & 8kW 225V a.c. |
| 651170<br>8LSW<br>95536<br>Rdr RT | **KENZAN MARU**<br>exYamahiro Maru–67<br>**Toto Kaiun K.K.**<br>Tokyo Japanese | **780**<br>419<br>1181 | | **1964** Tsuneishi Zosen—Numakuma<br>186' 1" 31' 1" 14' 8"<br>183' 8" 30' 10" 15' 11" | M Mchy.aft<br>1 Ho<br>G.56645 B.53890<br>1 Ha (89½'×16½')<br>4W[Der 4(5) | Oil 4SA 6Cy. 370×540 mm<br>1200bhp<br>Fuji Seisakusho<br>2×7½kW 105V a.c. |

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| **KHARLOV**<br>**U.S.S.R.**<br>Russian | **2920**<br>1360<br>3400 | | **1968** F. W. Hollming O/Y—Rauma<br>335′ 0″ 46′ 1″ 19′ 8″<br>305′ 9″ 46′ 0″ 22′ 6″ | M | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W<br>Bryansk Eng. Wks | Bryansk |
| **KIKU MARU**<br>exKiku Maru No. 8–67<br>**S. Hachiya**<br>Tokyo Japanese | **141**<br>89<br>— | | **1947** Kawaminami Kogyo—Fukahori<br>*110·2′* 17′ 8″<br>… … …<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 5Cy. 250×380 mm<br>200bhp Emade37refitted—<br>Hanshin Tekkosho | Kob<br>9k |
| **KIKU MARU No. 1**<br>**Kikumaru Gyogyo K.K.**<br>Nagasaki Japanese | **194**<br>67<br>— | | **1968** Hayashikane Zosen—Nag<br>127′ 7″ 24′ 0″ 9′ 8″<br>110′ 2″ 23′ 11″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>900bhp<br>Hanshin Nainenki Kogyo | Kob |
| **IKU MARU No. 2**<br>**ikumaru Gyogyo K.K.**<br>agasaki Japanese | **193**<br>67<br>— | | **1968** Hayashikane Zosen—Nag<br>127′ 7″ 24′ 0″ 9′ 8″<br>110′ 2″ 23′ 11″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>900bhp<br>Hanshin Nainenki Kogyo | Kob |
| **KINRIKI MARU No. 3**<br>exKisei Maru No. 18–67<br>**Kokoku Bussan Unso K.K.**<br>Saeki Japanese | **485**<br>301<br>— | | **1960** Takehara Zosen—Hma<br>173′ 3″ 25′ 9″ 11′ 6″<br>154′ 3″ 25′ 7″ 13′ 2″<br>1 dk<br>RW | M Mchy.aft<br>G.35067 B.33514<br>1 Ha (72¼′×16½′)<br>4W Der 2(5) 1(3) | Oil 4SA 6Cy. 300×420 mm<br>600bhp<br>Kinoshita Tekkosho | Akashi<br>11k |
| **KINRIKI MARU No. 6**<br>exRokko Maru–67<br>**Kokoku Bussan Unso K.K.**<br>Saeki Japanese | **438**<br>257<br>— | | **1961** Kurushima Dock Co. Ltd.—Imabari<br>156′ 0″ 26′ 5″ 11′ 6″<br>141′ 0″ 26′ 3″ 12′ 6″<br>1 dk<br>RW | M Mchy.aft<br>1 Ho<br>G.29488 B.27192<br>1 Ha (65′×16¼′) | Oil 4SA 6Cy. 290×430 mm<br>530bhp<br>Nippon Hatsudoki | 23t<br>Kob |
| **KIYU MARU**<br>**Marushin Kaiun K.K.**<br>Kobe Japanese | **499**<br>—<br>400 | | **1968** Kurushima Dock Co. Ltd.—<br>Imabari<br>27′ 11″<br>157′ 5″ 27′ 10″ 14′ 2″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>950bhp<br>Hanshin Nainenki Kogyo | Kob |
| **KLOSTERSAND**<br>Elmshorn W. German | **470**<br>—<br>— | | **1968** Büsching & Rosemeyer—Uffeln<br>180′ 8″ 21′ 10″<br>… … … | M Mchy.aft | Oil 4SA 12Cy.<br>300bhp<br>Klöckner-Humboldt-Deutz | (d.o)<br>Kln |
| **KNIGHTON**<br>**J. P. Knight Ltd.**<br>Rochester British | **276**<br>—<br>— | **✠100A1**<br>tug Great Yarmouth—<br>Southampton service<br>**✠LMC**<br>MN362 EL 1⅛″U1 | **1968**–3 Richards (Shipbuilders) Ltd.—<br>Lwt<br>113′ 6″ 30′ 5″ 11′ 9″<br>101′ 0″ 30′ 0″ 16′ 6″<br>RFD57′ 1 dk<br>4BH<br>rf 18″ BK7″ WB30t | M Tug Mchy.aft | Oil 4SA 6Cy. 15″×20″ sr reverse geared<br>1810bhp<br>Mirrlees National Ltd.<br>2×11kW 230V 50c/s a.c. | Stckpt<br>12k |
| **KOEI MARU**<br>exTaiyo Maru No. 3–67<br>**Shibusawa Kaiun K.K.**<br>Tokyo Japanese | **500**<br>302<br>853 | | **1961** Taihei Kogyo—Hma<br>173′ 6″ 26′ 5″ 11′ 11″<br>149′ 3″ 26′ 3″ 13′ 2″<br>1 dk | M Mchy.aft<br>1 Ho<br>G.31571 B.29241<br>1 Ha (70′×16½′) | Oil 4SA 6Cy. 320×450 mm<br>650bhp<br>Kanegafuchi Nainenki<br>1×5kW 115V d.c. | 18t<br>Tok<br>10k |
| **OEI MARU No. 5**<br>**ei Gyogyo K.K.**<br>zu Japanese | **255**<br>114<br>— | | **1968** Miho Zosensho—Shimizu<br>147′ 11″ 25′ 0″<br>131′ 3″ 24′ 11″ 11′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>750bhp<br>Akasaka Tekkosho | Yaizu |
| **KOEI MARU No. 31**<br>**Mogiroku K.K.**<br>Kesennuma Japanese | **164**<br>—<br>— | | **1968** Goriki Zosen—Ise<br>21′ 0″ 8′ 3″<br>104′ 11″ 20′ 11″ 9′ 6″<br>1 dk<br>RW | M Ref Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>535bhp<br>Akasaka Tekkosho | Yaizu |
| **KOHOKU MARU No. 8**<br>**Hokkaido Gyogyo Kosha K.K.**<br>Kushiro Japanese | **350**<br>146<br>— | | **1967** Narazaki Zosen—Muroran<br>160′ 2″ 27′ 7″ 11′ 2″<br>140′ 5″ 27′ 6″ 12′ 6″<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 300×420 mm<br>1500bhp<br>Mitsubishi Hvy Ind. Ltd. | Kob |
| **KOKUSEI MARU**<br>**Sanko Kisen K.K.**<br>Amagasaki Japanese | **6224**<br>4218<br>9768 | NK | **1968** Hayashikane Zosen—Nag<br>418′ 0″ 62′ 5″ 23′ 9″<br>387′ 2″ 62′ 4″ 31′ 4″<br>1 dk | M Mchy.aft | Oil 2SA 8Cy. 420×900 mm<br>4400bhp<br>Hitachi Zosen | Inn |

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| **682022**<br>JFQC<br>104053<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KORYU MARU**<br><br>**Kondo Kaiun K.K.**<br>Imabari Japanese | 5480<br>3623<br>8737 | <br><br>NK | **1968** Tsuneishi Zosen—Numakuma<br>418' 2" 56' 3" 24' 11"<br>387' 2" 56' 2" 31' 10"<br>1 dk | M Mchy.aft | Oil 2DA 6Cy. 520×1050 mm<br>5200bhp<br>Kobe Hatsudoki Seizosho |
| **632023**<br>JJQN<br>101941<br>Df Esd<br>Gc Rdr<br>RT | **KOSEI MARU**<br><br>**Sanko Kisen K.K.**<br>Amagasaki Japanese | 6080<br>3644<br>9762 | <br><br>NK | **1968** Tohoku Zosen—Shiogama<br>418' 1" 62' 5" 23' 11"<br>387' 2" 62' 4" 31' 4"<br>1 dk | M Mchy.aft | Oil 2SA 8Cy. 420×900 mm<br>4400bhp<br>Hitachi Zosen |
| **512380**<br>JNOA<br>73407<br>Df | **KOSHIN MARU No. 5**<br>exFukuyoshi Maru No. 12–67<br>**Taiheiyo Suisan K.K.**<br>Nemuro Japanese | 357<br>227<br>— | | **1955** Miho Zosensho—Shimizu<br>157' 1" 24' 6"<br>24' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br>650bhp<br>Akasaka Tekkosho |
| **540869**<br>8KVT<br>92607<br>Rdr RT | **KOSHO MARU No. 17**<br>exSeifuku Maru No. 5–66<br>~~**Kanko Kisen K.K.**~~<br>Shimonoseki Japanese<br>**Kanko Kaiun K.K.** | 497<br>270<br>— | | **1963** Kurushima Dock Co. Ltd.—Imabari<br>176' 6" 28' 0" 12' 9"<br>157' 5" 27' 10" 14' 1"<br>1 dk<br>RW | M Mchy.aft<br><br><br>1 Ha (74'×17½') | Oil 4SA 6Cy. 320×460 mm<br>650bhp<br>Nippon Hatsudoki |
| **682090** | **KOTKANIEMI**<br><br>**Rikkihappo O/Y**<br>Helsinki/Helsingfors Finnish | 11800<br>7900<br>18100 | 100A1<br>Class contemplated | O/Y Wärtsilä A/B—Åbo<br>518' 5" 31' 2"<br>485' 0" 71' 0" 42' 8"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 680×1250 mm<br>Sulzer<br>O/Y Wärtsilä A/B |
| **518478**<br>8JGM<br>90285 | **KOUN MARU**<br>exKeiun Maru No. 8–67<br>**Shin Matsuura Kaiun Y.K.**<br>Hizen Japanese | 408<br>226<br>— | | **1962** Kishimoto Zosen—Kinoe<br>*143·5'* 25' 1" 11' 5½"<br>134' 6" 24' 11" 12' 6"<br>1 dk | M Mchy.aft<br><br><br>1 Ha | Oil 4SA 6Cy. 320×460 mm<br>450bhp<br>Kinoshita Tekkosho |
| **671805**<br>UZEU<br>U-1708<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOVDOR**<br><br>**U.S.S.R.**<br>Murmansk Russian | 4699<br>2270<br>2550 | ~~✠100A1~~<br>~~Ice Class 3.~~<br>~~✠LMC~~<br>~~✠Lloyd's RMC.~~<br>~~MN620~~ ~~EL v 1½"U2~~<br>✠Class **WITHDRAWN**<br>at Owners' request<br>**1/69** | **1967–11** Burmeister & Wain—Cpn<br>337' 0" 52' 8"<br>298' 7" 52' 6" 36' 5"<br>RFD33' 2 dks, 3rd dk sparred in Nos. 1,<br>2 & 3 holds, 4th dk sparred in Nos. 1 & 2<br>Coll BH to U dk 7 to 2nd dk holds<br>rf 7" DK fwd WB417t incl. Tunnel tank 56t | M Fish Factory<br><br>In.119900 | Oil 2SA 6Cy. 500×900 mm<br>3100bhp<br>Burmeister & Wain<br>AuxB 142℔<br>Controllable pitch propell |
| **518147**<br>7KHW<br>88530<br>Rdr | **KOWA MARU**<br>exKanyo Maru–66<br>**Yamato Kisen K.K.**<br>Fukuoka Japanese | 998<br>613<br>1710 | | **1961** Imabari Zosen—Imabari<br>233' 4" 34' 4" 15' 11"<br>213' 3" 34' 1½" 17' 7"<br>1 dk | M Mchy.aft<br><br><br>2 Ha (37½', 77½'×19½') | Oil 4SA 6Cy. 380×520 mm<br>1150bhp<br>Nippon Hatsudoki |
| **531114**<br>JEOL<br>81391<br>Gc | **KOWA MARU**<br>exSanei Maru No. 8–67<br>**I. Kandori**<br>Kunisaki Japanese | 237<br>136<br>— | | **1959** Kanda Zosensho—Kur<br>134' 4" 21' 6" 9' 3"<br>21' 4"<br>1 dk<br>conv dry cargo ship 61 | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>250bhp<br>Usuki Tekkosho |
| **500638**<br>JDGA<br>82241 | **KOWA MARU No. 8**<br>exAitoku Maru No. 8–67<br>**Asahi Tanker K.K.**<br>Osaka Japanese | 282<br>153<br>— | | **1958** Taihei Kogyo—Hma<br>141' 9" 21' 9" 9' 10"<br>101' 9" 21' 7" 10' 10"<br>1 dk<br>len 60 | M Tanker Mchy.aft | Oil 4SA 5Cy. 270×400 mm<br>270bhp<br>Kinoshita Tekkosho |
| **682178**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KRAS**<br><br>**Splosna Plovba**<br>Koper Yugoslav | 6500<br>—<br>14500 | | **1968** Brodogradiliste "Uljanik"—Pla<br>452' 10" 64' 5" 29' 6"<br>426' 6" 64' 4" 39' 4"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 500×1100 mm<br>4200bhp B&W<br>S.A. Cockerill-Ougrée |
| **531855**<br>7LXH<br>91156<br>Df Esd<br>Gc Rdr<br>RT | **KUBOTA MARU**<br>exSeisho Maru No. 8–67<br>**Akita-ken Gyogyo Kosha K.K.**<br>Akita Japanese | 354<br>191<br>— | | **1962** Kanazashi Zosensho—Miho<br>166' 2" 26' 0"<br>146' 0" 25' 11" 12' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×520 mm<br><br>Niigata Eng. Co. Ltd. |
| **682092** | **KVALSUNDFERJA**<br><br>**Finnmark Fylkesrederi & Ruteselskap**<br>Hammerfest Norwegian | 190<br>89<br>— | | **1968** Bolsønes Verft—Molde<br>98' 4" 31' 3"<br>93' 5" 31' 1½" 11' 6"<br>1 dk | M Ferry Mchy.aft | Oil 4SA 8Cy. 6¼"×8"<br>475bhp<br>Caterpillar Tractor Co. |
| **518117**<br>8JAN<br>89880<br>Rdr RT | **KYOEI MARU No. 2**<br>exKaneyu Maru No. 8–67<br>~~**Sanwa Shoji K.K.**~~<br>Kobe Japanese<br>**Sanwa Shoji K.K.** | 970<br>560<br>— | | **1962** Koyo Dock—Mihara<br>214' 4" 33' 5" 15' 3"<br>196' 10" 33' 4" 16' 9"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 380×520 mm<br>1150bhp<br>Nippon Hatsudoki |

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| **KYOEI MARU No. 2**<br>exKaneyu Maru No. 5–67<br>**Kyoei Sangyo K.K.**<br>Tokyo Japanese | 189<br>117<br>— | | **1960** Koyo Dock—Mihara<br>111′ 3″ 23′ 9″ 8′ 10″<br>104′ 11″ 23′ 7″ 9′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>250bhp<br>Kanegafuchi Nainenki Tok<br>9½k |
| **KYOTO MARU**<br>exTaisei Maru–67<br>**Toto Kaiun K.K.**<br>Tokyo Japanese | 3385<br>2011<br>5213 | NK | **1956** Hitachi Zosen—Mukaishima<br>348′ 6″ 49′ 4″ 21′ 0¾″<br>321′ 6″ 49′ 2½″ 25′ 3″<br>1 dk, pt 2nd dk<br>RW<br>rf nil | M (2P)<br>4 Ho 60′, 66½′, 69′, 54¼′<br>G.247171 B.225320<br>4 Ha (29½′, 41¼′, 34½′, 29¾′×19¾′)<br>8W Der 2(10) 6(7) | Oil 2SA 6Cy. 500×900 mm<br>2460bhp 446t<br>Hitachi Zosen Osa<br>2×50kW 230V d.c. 13k |
| **KYOWA MARU No. 5**<br>**Onahama Enyo Gyogyo K.K.**<br>Iwaki Japanese | 350<br>169<br>— | | **1968** Narazaki Zosen—Muroran<br>164′ 9″ 28′ 7″ 11′ 4″<br>144′ 4″ 28′ 6″ 12′ 9″<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×550 mm<br>1600bhp<br>Fuji Seisakusho Tateyama |
| **KYOYO MARU**<br>**Muroran Sansen Gyogyo K.K.**<br>Muroran Japanese | 349<br>147<br>— | | **1967** Narazaki Zosen—Muroran<br>159′ 5″ 27′ 7″ 11′ 2″<br>140′ 5″ 27′ 6″ 12′ 8″<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 380×560 mm<br>1600bhp<br>Akasaka Tekkosho Yaizu |
| **LACON**<br>exAthen–68 exAthéné–66<br>**Cia. Mtma. Laconia Ltd.**<br>Monrovia Liberian | 13679<br>8211<br>20583 | BV | **1961** Forg. & Ch. de la Gironde—Bdx<br>575′ 3″ 74′ 0″ 31′ 0″<br>539′ 10″ 73′ 9½″ 40′ 4″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>B&W<br>Soc. Forg. & At du Creusot<br>Le Creusot |
| **LAETITIA**<br>**Laetitia Schiffahrts-Ges.**<br>**Brink & Co.**<br>**J. Jost Reederei**<br>Flensburg W. German | ~~2380~~ 2389<br>~~1615~~ 1607<br>3770 | GL | **1968** Werft Nobiskrug—Rendsburg<br>315′ 6″ 44′ 4″ 19′ 4¾″<br>289′ 7″ 44′ 3½″ 25′ 10″<br>1 dk | M Mchy.aft<br>2 Ho 93′, 96′<br>G.179000 B.168000<br>4 Ha (stl) (each 32¾′×22¾′)<br>Der 2(10) 2(5) | Oil 4SA 6Cy. 450×550 mm<br>2300bhp 229t (d.o)<br>Atlas-Mak Masch. Kei<br>3×130kW 400V 50c/s a.c. 13½k |
| **LAGO YPOA**<br>**Government of Paraguay (Flota Mercante del Estado)**<br>Asunción Paraguayan | 1122<br>628<br>— | ✠100A1 SS 9/67<br>oil tanker<br>River Plate service—limiting port seawards Montevideo<br>✠LMC<br>MN180 EL (n) 1¼″SQ | **1961**–10 Ast. de T. Ruiz de Valasco—Bbo<br>242′ 2″ 39′ 6″ 10′ 3¾″<br>223′ 1″ 39′ 4½″ 12′ 9″<br>F17′ 1 dk<br>8BH<br>rf nil WB50t | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>900bhp<br>Motorenw. Mannheim Mhm |
| **LAMBROS M. FATSIS**<br>exLa Hortensia–68<br>**Alpha Cia. Naviera S.A.**<br>Piræus Greek | 7029<br>3700<br>11260<br>**9486**<br>5957<br>13700 | ✠100A1 SS 12/65<br>✠LMC<br>MN1160 EL d†2¼″SQ | **1961**–1 Soc. des For. de la Méditerranée—La Seyne<br>463′ 2″ 61′ 3″ 27′ 0½″/30′ 6¾″<br>439′ 1″ 61′ 0″ 40′ 6″<br>P87′ F43′ 1 dk & S dk<br>7BH<br>rf 3″ DK fwd WB4339t incl. DTm2500t | M OSD/CSD Mchy.aft<br>5 Ho 61¼′, 67¾′, 52¾′, 67¾′, 65¼<br>G.730017 B.635048<br>5 Ha (stl) (35¾′, 37½′, 22¾′, 37½′, 37½′×25′)<br>10W Der 10(5) | Oil 2SA 7Cy. 630×1300 mm<br>5800bhp Götaverken 1257t (hvf)<br>Soc. des For. de la Méditerranée Hav<br>2AuxB 85℔<br>3×200kW 220V d.c. 14k |
| **LAUREL**<br>exIoannis Aspiotis–68<br>exPolycrown–62<br>exEmpire Beauty–46<br>**Laurel Shipping Co. Ltd.**<br>Famagusta Cyprus | 7297<br>4916 ~~5031~~<br>10270 | ~~✠100A1~~ ~~TD 2/68~~<br>~~with freeboard~~<br>~~✠LMC~~<br>~~EL a†2″SQ~~<br>**TO BE BROKEN UP** | **1943**–7 Wm. Doxford & Sons Ltd.—Sld<br>442′ 11″ 56′ 6″ 27′ 4¾″<br>420′ 10″ 56′ 3″ 38′ 1″<br>2 dks<br>NS 6 divisional WTBH in ′tween dks Coll BH to U dk 6 to 2nd dk<br>WB3485t | M CSD<br>G.537200 B.491380<br>10W Der 1(50) 1(30) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp 822t<br>Wm. Doxford & Sons Ltd. Sld<br>2AuxB 120℔ 11½k |
| **LAUREL**<br>exJose Laurel–68<br>exPresident Laurel–67<br>exBonifacio–63<br>exGeorgian Flame–62<br>exMont Alta–55<br>exSunalta Park–46<br>**Philippine President Lines Inc.**<br>Manila Philippine<br>Now **LIBERTY ONE** See New Entries No. **12** | 7055<br>4321<br>— | **BS**✳ SS 1/66<br>**MBS**✳<br>MN450 CT6762 C37 S33 | **1944**–9 United Shpyds Ltd.—Mtl<br>441′ 6″ 57′ 2″ 27′ 8½″<br>417′ 6″ 56′ 11″ 37′ 4″<br>2 dks<br>RW NS 6BH to U dk 1 to 2nd dk<br>WB2160t incl. DTs795t | S<br>G.547683 B.481041<br>14W Der 1(30) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1719t (o.f)<br>Dominion Eng. Wks Mtl<br>3 SB 220℔ Spt hs(7140) 10½k |
| **LAURI**<br>**Rederiet Lauri**<br>Rederi A/S Isafold<br>Copenhagen Danish | ~~499~~ 299<br>190<br>555 | | **1968** Ørskovs Staalskibsværft—Fkn<br>157′ 5″ 28′ 9″ 9′ 10″<br>141′ 8″ 28′ 4″ 12′ 0″<br>P43′ B28′ F28′ 1 dk | M Mchy.aft<br>1 Ho 100¼′<br>G.25000 B.21750<br>1 Ha (71′×16½′)<br>Der 2(2) | Oil 4SA 8Cy. 222×292 mm<br>500bhp 32t (d.o)<br>Blackstone & Co. Ltd. Stamford<br>3×8kW 220V d.c.<br>Controllable pitch propeller 10k |
| **LEIVUR HEPNI**<br>**P/f Torshavnar Trolarafelag**<br>Thorshavn Faroese | 500<br>—<br>— | | **1968** Hatlø Verksted A/S—Ulsteinvik<br>160′ 0″ 30′ 5″<br>148′ 0″ 30′ 2″ 16′ 1″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy.<br>1200bhp<br>Atlas-Mak Masch. Kel |

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| 672991<br>PFOH<br><br>Df Esd<br>Rdr<br>RTm/h/v | **LELIEGRACHT**<br><br>**C. V. Grachtmij**<br>Spliethoff's Bevrachtings-<br>kantoor N.V.<br>Amsterdam Netherland | T.Mk<br>497<br>303<br>1237<br>1128<br>756<br>1965 | ✠100A1<br>Ice Class 2 at draught not<br>exceeding 12' 6"<br>✠LMC<br>MN188 EL L 1$\frac{1}{16}$"U2 | 1967-12 Schps. Gebr. v. Diepen—<br>Waterhuizen<br>239' 4" 35' 9" 17' 1"<br>216' 7" 35' 5" 21' 2"<br>Ba35' F34' 2 dks<br>3BH<br>rf nil WB365t | M Mchy.aft<br>1 Ho 153½'<br>G.96006<br>2 Ha (51½', 5¾'×18') | Oil 4SA 8Cy. 270×500 mm<br>940bhp<br>N.V. Werkspoor<br>2×10kW 110V d.c. |
| 681949<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **LENINOGORSK**<br><br>**U.S.S.R.**<br>Russian | 2657<br>—<br>— | | 1967 Volkswerft Stralsund—Stralsund<br>269' 7" 44' 9" 16' 5"<br>239' 6" 44' 7½" 31' 4"<br>2 dks | M Stern Trawling Factory Ship | 2 Oil 4SA each 8Cy. 320<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebkne |
| 682095<br>LLIA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **LISITA**<br><br>**A/S Uglands Rederi**<br>J. M. Ugland<br>Grimstad Norwegian | 29716<br>21010<br>50900 | | 1968 Burmeister & Wain—Cpn<br>718' 0" 100' 3" 39' 6½"<br>672' 7" 100' 1" 55' 9"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 740×1600 mm<br>13200bhp<br>Burmeister & Wain |
| 509271<br>DAKJ<br><br>Df Esd<br>RTm | **LUPITA CASTRO**<br>exDora Horn-68<br>**Tuna Kuehltransport**<br>**G.m.b.H.**<br>Hamburg W. German | 481<br>199<br>569<br>791<br>444<br>862 | <br><br>GL | 1958 J. J. Sietas Schiffsw.—Ham<br>196' 3" 30' 4" 10' 11"/13' 1"<br>170' 8" 18' 6"<br>F34' 1 dk & S dk | M Ref OSD/CSD Mchy.aft<br><br>In.31000<br>2 Ha (each 23½'×11½')<br>4W Der 4(2) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz |

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| SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | TONS<br>Gross<br>Net<br>Summer Deadwt<br>Gross<br>Net<br>Summer Deadwt | CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
| **A.D. 501**<br>**Australian Dredging & General Works Pty Ltd.**<br>British | 300<br>—<br>— | 100A1<br>hopper barge<br>Class contemplated | Fleet Forge Pty Co.—Mel<br>150′ 0″ 27′ 6″ 7′ 8″<br>150′ 0″ 17′ 5″ 9′ 8″ | Hopper Barge | |
| **A.D. 502**<br>**Australian Dredging & General Works Pty Ltd.**<br>British | 300<br>—<br>— | 100A1<br>hopper barge<br>Class contemplated | Fleet Forge Pty Co.—Mel<br>150′ 0″ 27′ 6″ 7′ 8″<br>150′ 0″ 17′ 5″ 9′ 8″ | Hopper Barge | |
| **ACADIA GANNET**<br>**Acadia Fisheries Ltd.**<br>David F. Corney<br>St. John's, Nfl Canadian | 684<br>324<br>— | ✠100A1<br>stern trawler<br>Str. nav. ice<br>✠LMC<br>MN332 EL (i) | 1968–1 Ferguson Industries Ltd.—Pictou<br>150′ 1″ 33′ 7″<br>130′ 0″ 33′ 0″ 22′ 9″<br>B40′ 2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf 24″ BK3″ WB34t | M Stern Trawler<br>1 Ho 45′<br>3 Ha (stl) (each 7¼′×4′) | Oil 4SA 8Cy. 12½″×14½″<br>1690bhp 114t (d.o)<br>Emy. propulsion by motoring M.E. driven generator<br>Ruston & Hornsby Lcn<br>AuxB 50℔<br>3×125, 125, 30kW 220V d.c.<br>Controllable pitch propeller 12½k |
| **ADRIANA**<br>***Colombiana Internacional de Vapores***<br>Francisco Montoya ~~Velex~~ Velez<br>Leticia Colombian | 2296<br>1346<br>3125 | ✠100A1<br>strengthened for heavy cargoes<br>✠LMC<br>MN780 EL Q 1½″U2 | 1968–3 Soc. Española de Const. Nav.—Cdz<br>305′ 2″ 47′ 9″ 17′ 7″<br>278′ 10″ 47′ 7″ 20′ 8″<br>P66′ F36′ 2 dks<br>RW NS 4BH<br>rf nil DK fwd WB807t | M Mchy.aft<br>2 Ho 100′, 91¼′<br>G.156812 B.141259<br>2 Ha (stl) (each 66¼′×25′)<br>8W Der 2(9) 6(4½) | Oil 2SA 9Cy. 420×750 mm<br>3900bhp B&W 220t (d.o)<br>Soc. Española de Const. Nav. Bbo<br>3×115kW 440V 60c/s a.c. 15k |
| **ÆGE**<br>exSouthern Harper–67<br>**Karl Karlsen**<br>Tromsö Norwegian | 459<br>190<br>— | ✱BC class withdrawn 10/67<br>NV | 1951–6 Smith's Dock Co. Ltd.—Mdb<br>157′ 8″ 27′ 7″ 14′ 6″<br>148′ 6″ 27′ 6″ 15′ 6″<br>1 dk<br>RW conv whaler 67<br>rf 24½″ BK7½″ | M Fishing Mchy.aft<br>3 Ho<br>3 Ha (each 8′×12′)<br>1W Der 1(5) | Oil 4SA 8Cy. 320×450 mm<br>1320bhp NE67<br>Klöckner-Humboldt-Deutz Kln<br>2×62kW 220V 50c/s a.c. |
| **AGIA SKEPI**<br>exSarpedon–68<br>**Evelpis Shipping Co.**<br>Famagusta Cyprus | 2531<br>1027<br>2825 | ✠100A1 SS 12/65<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL v | 1947–11 Gebr. Pot—Bolnes<br>360′ 7″ 47′ 9″ 19′ 0½″<br>329′ 0″ 47′ 7″ 27′ 11″<br>F35′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4″ WB599t | M (4P) Ref OSD<br>4 Ho 49¼′, 73¾′, 56′, 59′<br>B.185600 In.5191<br>4 Ha (18¼′×13′) (41¼′, 32½′, 32½′×16½′)<br>12W Der 1(25) 2(9) 6(6) 4(3) | Oil 2SA 6Cy. 700×1200 mm<br>3200bhp 447t (d.o)<br>Gebr. Stork & Co. Hengelo<br>db 100℔<br>4×80kW 230V d.c. 15k |
| **AKASHI MARU No. 68**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 183<br>65<br>— | | 1968 Hayashikane Zosen—Smk<br>119′ 11″ 22′ 5″<br>104′ 4″ 22′ 4″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. Tok |
| **AKASHI MARU No. 69**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 182<br>65<br>— | | 1968 Hayashikane Zosen—Smk<br>119′ 11″ 22′ 5″<br>104′ 4″ 22′ 4″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. Tok |
| **KASHI MARU No. 71**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 183<br>64<br>— | | 1968 Hayashikane Zosen—Smk<br>119′ 11″ 22′ 5″<br>104′ 4″ 22′ 4″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. Tok |
| **AKASHI MARU No. 72**<br>**Taiyo Gyogyo K.K.**<br>Tokyo Japanese | 182<br>65<br>— | | 1968 Hayashikane Zosen—Smk<br>119′ 11″ 22′ 5″<br>104′ 4″ 22′ 4″ 10′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. Tok |
| **AKITA MARU No. 31**<br>**Akita Suisan K.K.**<br>Fukuoka Japanese | 114<br>43<br>— | | 1968 Tokushima Zosen—Fukuoka<br>112′ 3″ 20′ 2″ 7′ 9″<br>96′ 9″ 20′ 1″ 9′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>Akasaka Tekkosho Yaizu |
| **AKITA MARU No. 32**<br>**Akita Suisan K.K.**<br>Fukuoka Japanese | 114<br>43<br>— | | 1968 Tokushima Zosen—Fukuoka<br>112′ 3″ 20′ 2″ 7′ 9″<br>96′ 9″ 20′ 1″ 9′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>Akasaka Tekkosho Yaizu |

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| 682399<br>JWMF | **AKO**<br><br>**I/S Ako**<br>A. Kjerland & Co. A/S<br>Bergen Norwegian | 1199<br>851<br>— | NV | 1968 Schiffswerft Neptun—Ros<br>257' 11" 37' 10" 16' 7½"<br>234' 5" 37' 9" 19' 4"<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1600bhp<br>Atlas-Mak Masch. |
| 682192 | **ALBRIGHT EXPLORER**<br><br>**Albright & Wilson ~~(Mfg)~~ Ltd.**<br>James Fisher & Sons Ltd.<br>Newcastle British | 7000<br>—<br>10200 | 100A1<br>Class contemplated | Vickers Ltd.—Nwc &<br>Swan Hunter & Tyne S.Bs. Ltd.—Wal<br>414' 0" 57' 9" 29' 0"<br>391' 6" 56' 0" 38' 7" | M Chemical Carrier Mchy.aft | 2 Oil 4SA each 8Cy. 400×5<br>geared to sc. shaft<br>Klöckner-Humboldt-Deutz |
| 682193 | **ALGOCEN**<br><br>**Algoma Central Railway**<br>Sault Ste. Marie Canadian | 18100<br>13400<br>26000 | 100A1<br>for restricted service<br>Class contemplated | Collingwood Shpyds—Clw<br>730' 0" 75' 3" 26' 7"<br>709' 3" 75' 0" 39' 8"<br><br>RW | M Bulk Carrier Mchy.aft | 4 Oil 2SA each 12Cy. 12"×1<br>Fairbanks Morse<br>Montreal Loco Wks Ltd.<br>2 Oil 4SA each 12Cy. 6½"×8"<br>Caterpillar Tractor Co.<br>all geared to sc. shaft |
| 532098<br><br><br>Df Esd<br>Gc RTm | **ALLISON**<br>exSète-68<br>exOliver Westover-47<br>**Société Maritime de**<br>**Gérance & d'Armement**<br>Monaco | 7176<br>4380<br>10815 | BV<br>**BROKEN UP** | 1945 New England S.B. Corp.—P.Me<br>441' 8" 57' 0" 27' 8½"<br>417' 9" 56' 11" 37' 4"<br>2 dks<br><br>rf 6" | S<br>5 Ho 60½', 72½', 49½', 44½', 65½'<br>G.513191 B.458123<br>5 Ha (33½', 35', 20', 30', 35'×20')<br>12W Der 1(50) 1(15) 5(10) 5(5) 2(3) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 110V d.c. |
| 682232<br>UTLF<br>M-26849 | **ALMAK**<br><br>**U.S.S.R.**<br>Nakhodka Russian | 507<br>174<br>264 | | 1961 ......................E. Germany<br>166' 8" 28' 11" 12' 5½"<br>28' 10" 14' 1" | M Trawler<br>2 Ho<br>In.12184<br>2 Ha (each 4½'×5½') | Oil 4SA 8Cy. 320×480 mm<br>830bhp<br>Schwermasch. Karl Liebkne |
| 533849<br>DLBX<br><br>Df Esd<br>Rdr RT | **ALPHA**<br>exStar-68<br>**Peter Quast**<br>Hamburg W. German | 293<br>134<br>514<br>650<br>431<br>985 | GL | 1956 Adler Werft G.m.b.H.—Bmn<br>183' 9" 29' 7" 8' 11"/12' 6"<br>165' 7" 29' 6" 16' 1"<br>F26' 1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>1 Ho 104½'<br>G.46870 B.43830<br>1 Ha (87½'×17')<br>4W Der 2(5) 2(3) | Oil 4SA 6Cy. 320×450 mm<br>590bhp<br>Klöckner-Humboldt-Deutz |
| 523669<br>EAZL<br><br>Df Esd<br>RTm | **ALPRO**<br>exMirenchu-68<br>**Garcia Miñaur S.A.**<br>Bilbao Spanish | 713<br>407<br>930 | ✠100A1 SS 8/65<br><br>✠LMC<br><br>MN220 EL k | 1957-2 S.A. Corcho Hijos—Snt<br>200' 4" 32' 5" 12' 9½"<br>183' 9" 32' 2" 13' 1"<br>P51' R dk fwd of P58' F35' 1 dk<br>RW 4BH<br>rf 4" WB233t | M Mchy.aft<br>2 Ho 54', 55½'<br>G.46969 B.43261<br>2 Ha (stl) (38', 43½'×19½')<br>4W Der 4(2½) | Oil 4SA 8Cy. 390×680 mm<br>1100bhp<br>N.V. Werkspoor<br>4×75, 75, 12, 5kW 220V d.c. |
| 680800<br>XCAO<br><br>Df Esd<br>Gc Rdr<br>RT | **ALVARO OBREGON**<br><br>**Petroleos Mexicanos**<br>Salina Cruz Mexican | 12753<br>7559<br>20463 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1600 EL I†2$\tfrac{1}{16}$"SQ | 1968-3 Ishikawajima-Harima Hvy Ind.—<br>Nga<br>560' 2" 72' 5" 29' 11½"<br>535' 0" 72' 3" 39' 8"<br>P130' F80' 1 dk<br>13BH<br>rf nil WB786t | M Tanker Mchy.aft | Oil 2SA 7Cy. 680×1250 mm<br>8000bhp Sulzer<br>Ishikawajima-Harima Hvy In<br>2WTAuxB 270lb Spt 233lb<br>hs6006<br>2×390W 445V 60c/s a.c. |
| 682194 | **AMA SUA**<br><br>**Amador Suarez S.A.**<br>Spanish | 335<br>—<br>— | | 1967 Balenciaga S.A.—Zumaya<br>108' 3"<br>98' 5" 26' 3" 14' 1" | M Trawler Mchy.aft | Oil<br>900bhp |
| 682249 | **AMAZONIA**<br><br>**Companhia de Navegação**<br>**Maritima Netumar**<br>Rio de Janeiro Brazilian | 4500<br>—<br>6850 | 100A1<br>Class contemplated | Verolme Est. Reunidos do<br>Brasil—Jacuacanga<br>390' 7" 55' 8" 25' 3½"<br>362' 0" 55' 6" 31' 9" | M Mchy.aft | Oil 2SA 6Cy. 600×1050 mm<br>MAN<br>Mecânica Pesada |
| 504094<br>SWGI<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **AMBELOS**<br>exBengazi-68<br>**Pole Cia. Naviera S.A.**<br>Piræus Greek | 2193<br>1125<br>3800 | NV | 1947 Öresundsvarv A/B—Lkr<br>350' 0" 47' 1" 19' 3"<br>330' 10" 46' 11"<br>F74' 1 dk & S dk<br><br>rf 6" | M (4P) OSD<br>5 Ho 38', 87½', 87½', 103½', 103½'<br>G.252290 B.228460<br>1 Ha (27'×19') 4 Ha (each 27'×21')<br>10W Der 1(25) 10(3-5) | Oil 2SA 8Cy. 520×900 mm<br>3000bhp<br>A/B Götaverken<br>3×110kW 220V d.c. |
| 682285<br>OYRK<br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **AMELY**<br><br>**Rederiet Amely I/S**<br>Rederi A/S Isafold<br>Copenhagen Danish | 299<br>190<br>555 | | 1968 Ørskovs Staalskibsværft—Fkn<br>157' 5" 28' 9" 9' 10"<br>141' 8" 28' 4" 11' 2"<br>P50' B32' F32' 1 dk | M Mchy.aft<br>1 Ho 100½'<br>G.25000 B.21750<br>1 Ha (70½'×16½')<br>2W Der 2 | Oil 4SA 8Cy. 222×292 mm<br>500bhp<br>Blackstone & Co. Ltd.<br>3×8kW 220V d.c.<br>Controllable pitch propel |
| 682324<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICA MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 16500<br>—<br>15000 | | 1968 Mitsubishi Hvy Ind. Ltd.—Kob<br>613' 6" (incl. BB) 82' 3" 31' 3"<br>574' 3" 82' 1" 50' 10"<br>1 dk | M Mchy.aft | Oil 2SA 8Cy. 1050×1800<br>28000bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. |

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| **AMOR**<br><br>**Don Calixto Illa–Fatchini**<br>Málaga Spanish | **230**<br>111<br>145 | <br><br>BV | **1968** Union Nav. de Levante—Bcl<br>111′ 0″ 23′ 1″ 10′ 5½″<br>103′ 0″ 23′ 0″ 12′ 6″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 295×420 mm<br><br>La Maquinista Terrestre y Mar Bcl |
| **AMUR**<br><br>**U.S.S.R.**<br>Odessa Russian | **695**<br>342<br>189 | | **1956** ………………….E. Germany<br>187′ 6″ 29′ 10″ 8′ 1″<br>29′ 9″ 13′ 0″ | D-E<br>2 Ho<br>In.21260<br>2 Ha (each 6½′×5′)<br>Cr 2(1) | 2 Oil 4SA each 6Cy. 240×360 mm connected to elec. motor & geared to sc. shaft<br>Schwermasch. Karl Liebnecht Mgd<br>8k |
| **ANADYR**<br><br>**U.S.S.R.**<br>Vladivostok Russian | **3534**<br>1903<br>3010 | | **1930** Baltic S.B. & Eng. Wks—Len<br>314′ 9″ 46′ 1″<br>45′ 11″ 28′ 3″<br>2 dks | S Training Ship<br>4 Ho<br>G.13152<br>4 Ha (17¾′, 17¾′, 29½′, 27½′×17′)<br>9W Der 1(15) 2(5) 6(3) | T 3Cy. $22\frac{7}{16}$″ 37″ & $59\frac{1}{16}$″×$39\frac{3}{8}$″<br><br>Baltic S.B. & Eng. Wks Len<br>9k |
| **ANAKLIYA**<br><br>**U.S.S.R.**<br>Batumi Russian | **3500**<br>—<br>5000 | | **1968** Rauma-Repola O/Y—Lovisa<br>Rauma<br>348′ 3″ 50′ 9″ 21′ 3¾″<br>318′ 3″ 50′ 6″ 25′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W<br>Valmet O/Y Rautpohjan Tehdas<br>Jyväskylä |
| **ANAKRIA**<br>exStettin–46<br>exEmpire Conway–46<br>exStettin–45 exKönigsberg<br>exRiga–34<br>**U.S.S.R.**<br>Nevelsk Russian | **1288**<br>669<br>1300 | | **1925** Gebr. Goedhardt A.G.—Lbc<br>217′ 2″ 34′ 7″ 14′ 1″<br>34′ 6″ 18′ 10″<br>1 dk | S<br>3 Ho<br>G.54985<br>3 Ha (each 13¾′×9¾′)<br>6W Der 6(3) | T 3Cy. $16\frac{5}{16}$″ $27\frac{9}{16}$″ & $43\frac{5}{16}$″×$27\frac{9}{16}$″<br><br>Görlitzer Masch. Görlitz<br>8k |
| **ANAMILENA**<br><br>**Colombiana Internacional de Vapores**<br>Francisco Montoya Velez<br>Leticia Colombian | **2296**<br>1346<br>3125 | ✠100A1<br>strengthened for heavy cargoes<br>✠LMC<br>MN780 EL Q 1½″U2 | **1968**–4 Soc. Española de Const. Nav.—Cdz<br>305′ 2″ 47′ 9″ 17′ 7″<br>278′ 10″ 47′ 7″ 20′ 8″<br>P66′ F36′ 2 dks<br>RW NS 4BH<br>rf nil DK fwd WB807t | M Mchy.aft<br>2 Ho 100′, 91¼′<br>G.156812 B.141259<br>2 Ha (stl) (each 66¼′×25′)<br>8W Der 2(9) 6(4½) | Oil 2SA 9Cy. 420×750 mm<br>3900bhp B&W 220t (d.o)<br>Soc. Española de Const. Nav. Bbo<br>3×115kW 440V 60c/s a.c. 15k |
| **ANATI II**<br>exDaguite–68<br>**Neisser Co. Ltd.**<br>Haifa Israel | **615**<br>290<br>— | <br><br>BV | **1961** At. & Ch. de la Manche—Dpe<br>167′ 2″ 29′ 5″ 13′ 2″<br>147′ 0″ 29′ 4″ 14′ 6″ | M Fishing<br><br>In.22248<br>4 Ha (each 4½′×4½′)<br>2W Der 2(1) 1(½) | Oil 4SA 6Cy. 290×360 mm<br>900bhp Sulzer 207t (d.o)<br>Cie. de Const. Méc. Mantes<br>3×72kW 220V 50c/s a.c. 11½k |
| **ANCYLUS**<br>exHerrö–68 exKalheim–59<br>**Laivanisännistöyhtiö Ancylus Partrederibolag**<br>Mariehamn Finnish | **499**<br>238<br>938<br>**935**<br>551<br>1445 | <br><br>NV | **1955** Ottensener Eisenwerk—Ham<br>216′ 6″ 32′ 7″ 12′ 0½″/15′ 3¾″<br>191′ 6″ 32′ 6″<br>1 dk & S dk<br><br>rf 2″ | M OSD/CSD Mchy.aft<br>1 Ho 118′<br>G.71000 B.64000<br>2 Ha (each 46′×18¾′)<br>Der 2(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz Kln<br>2×30, 12kW 230V d.c. |
| **ANDROMEDA**<br><br>**U.S.S.R.**<br>Nakhodka Russian | **507**<br>174<br>264 | | **1960** ………………….E. Germany<br>166′ 8″ 29′ 0″ 11′ 8″<br>28′ 11″ 14′ 1″ | M Trawler<br>2 Ho<br>In.12184<br>2 Ha<br>Cr 2(2) | Oil 4SA 6Cy. 320×480 mm<br><br>Schwermasch. Karl Liebknecht Mgd<br>11k |
| **ANGELA JAGEMANN**<br>exCarl Lehnkering–68<br>exJohann Schepers–59<br>**Claus Ehrich Jagemann**<br>Brunsbüttel W. German | **298**<br>184<br>480 | <br><br>GL | **1957** Jadewerft G.m.b.H.—Wilhelmshaven<br>156′ 2″ 28′ 0″ 8′ 10″<br>137′ 10″ 27′ 11″ 9′ 10″<br>P43′ F28′ 1 dk | M Mchy.aft<br><br>G.22204 B.21004<br>1 Ha (71¼′×18′)<br>2W Der 2(2¼) | Oil 2SA 6Cy. 225×330 mm<br>300bhp 25t<br>Motorenf. Darmstadt Darmstadt<br>10k |
| **ANNOULA**<br>exTadla–68 exVaccares–57<br>exCap Couronne–55<br>**Annie Shipping Co. Ltd.**<br>Monrovia Liberian | **2150**<br>1038<br>2303 | <br><br>BV | **1948** Marine Industries Ltd.—Srl<br>313′ 1″ 45′ 11″ 19′ 4″<br>45′ 9″<br>P77′ F196′ 1 dk & S dk<br>R<br>rf 7¾″ | M (2P) Ref OSD Mchy.aft<br>pt bulk wine carrier<br>4 Ho 20′, 38′, 30½′, 38′<br>G.224000 B.178000 In.29166<br>4 Ha (17¾′, 24½′, 24½′, 21¾′×14¾′)<br>Der 1(14½) 2(7) 4(5) 2(4) | Oil 2SA 5Cy. 740×1010 mm<br>3100bhp 212t (d.o)<br>Nordberg Mfg Co. Milwaukee<br>4×400, 400, 60, 60kW 220V d.c. 15k |
| **APOLLON**<br><br>**U.S.S.R.**<br>Leningrad Russian | **533**<br>—<br>— | | **1946** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>157′ 1″ 31′ 3″ 13′ 4″<br>139′ 9″ 31′ 0″ 15′ 5″ | S Tug<br><br><br><br>1W Der 1(1) | T 3Cy. $16\frac{9}{16}$″ $27\frac{9}{16}$″ & $45\frac{3}{16}$″×$27\frac{9}{16}$″<br><br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>9¾k |
| **APOSTOLOS K**<br>exOlivia–68<br>exRobert Meyhoefer–65<br>exSanta Maria<br>**G. Tsiropoulos and others**<br>Piræus Greek | **386**<br>199<br>540 | <br><br><br><br>len 55 | Lch. **1944** Cmpl. **1951** F. Schichau—Bhn<br>166′ 11″ 25′ 0″ 10′ $11\frac{1}{16}$″<br>24′ 10″ 12′ 4″<br>1 dk<br>RW | M<br>1 Ho 144½′<br>G.28420 B.26392<br>2 Ha (30½′, 46′×17′)<br>3W Der 1(2) 2(1½) | Oil 2SA 6Cy. 225×330 mm<br>475bhp NE58 (d.o)<br>Motorenf. Darmstadt Darmstadt<br>1×21kW 115V d.c. 10k |

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| 682261<br><br>M-7625 | **APSHERON**<br><br>**U.S.S.R.**<br>Feodosia Russian | 756<br>328<br>556 | | **1963** ......................Russia<br>172' 6" 34' 6" 13' 8"<br>34' 5" 18' 0"<br>1 dk | M Tanker Mchy.aft<br>9 Ta<br>L.42060<br>1 Ha (6'×9½')<br>Cr 1(1) | Oil 2SA 6Cy. 250×340 mm |
| 682325<br>ELBC<br>2770<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AQUAJOY**<br><br>**Alcon Ltd.**<br>Monrovia Liberian<br>For later particulars see New Entries No. 8 | **28600**<br>—<br>47456 | | **1968** Kawasaki Dkyd Co. Ltd.—Kob<br>662' 8" (incl. BB) 96' 0" 35' 11"<br>623' 5" 96' 5½" 40' 9"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 780×1550 mm<br>14850bhp MAN<br>Kawasaki Dkyd Co. Ltd. |
| 514618<br>SXAX<br>3092<br>Df Esd<br>Gc Rdr<br>RTm | **ARCADIA**<br>exKalymnos–68 exHekla–66<br>**Hellenic International Lines**<br>Piræus Greek | 1503<br>788<br>557 | **BS✠** SS 4/65<br>with freeboard<br>Ice Class C<br>**MBS✠**<br>MN532 CT1446 C25 | **1948**–7 Aalborg Værft A/S—Abg<br>238' 8" 36' 1" 12' 6½"<br>220' 0" 35' 6" 21' 0"<br>F30' 1 dk & S dk<br>RW 6BH | TM (154P) Ref OSD<br>3 Ho 41½', 39½', 40'<br><br>3 Ha (8', 18', 12'×12')<br>Der 1(10) 5(3) | 2 Oil 2SA each 7Cy. 340×57<br>2660bhp<br>Atlas-Diesel<br>db 50lb |
| 642003<br><br>317794<br>Df Esd<br>RT | **ARCHIE I**<br>exCayman Pride–68<br>**Garcam Corp. Ltd.**<br>Turks Is. British | 249<br>138<br>— | | **1943** Dekom Shipbuilding Corp.—N.Yk<br>*118·3'* 28' 0" 8' 0"<br>110' 0" 26' 0" 13' 6"<br>1 dk | M Lighter Mchy.aft | Oil 4SA 6Cy. 11½"×15"<br>300bhp<br>Atlas Imperial D.E. Co. |
| 512467<br>OUTG<br><br>RTm | **ARCTIC FREEZER**<br>exFylla–68 exFyn<br>**Albrecht & Boserup (Grønland) A/S**<br>Godthåb, Greenland Danish | 123<br>88<br>160 | | **1922** N. P. V. Dreyer—Nyborg<br>*93·4'* 24' 1" 8' 5"<br>... ... ...<br>1 dk | Wood Aux Sr Mchy.aft | Oil 2SA 3Cy. 200×340 mm<br>174bhp NE64<br>Alpha-Diesel A/S |
| 682326 | **ARCTIC RAIDER**<br><br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull British | 900<br>320<br>650 | **100A1**<br>stern trawler<br>Class contemplated | Stocznia im. Komuny Paryskiej—Gdy<br>227' 0" 39 8" 16' 4½"<br>197' 10" 39' 4½" 25' 2" | M Stern Trawler | Oil 4SA 8Cy. 380×510 mm<br><br>Mirrlees National Ltd. |
| 682262<br>USPX<br>M-27032 | **ARGUS**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 828<br>—<br>292 | | **1961** ......................Russia<br>171' 7" 37' 9" 14' 11½"<br>19' 0" | D-E Salvage Tug<br><br>1W Der 1(5) | 2 Oil 4SA each 6Cy. 31<br>connected to elec. motor<br>to sc. shaft |
| 534012<br>DKAZ<br>11104<br>Df Esd<br>Rdr<br>RTm | **ARTHUR SCHUPP**<br>exStella–68<br>**J. H. T. Schupp**<br>Hamburg W. German | 1086<br>517<br>1692<br>**1706**<br>1183<br>2559 | <br><br>GL | **1956** Travewerft G.m.b.H.—Lbc<br>*250·6'* 40' 10" 14' 1"/17' 3½"<br>242' 10" 40' 9" 21' 9"<br>1 dk & S dk<br>RW | M OSD/CSD Mchy.aft<br>2 Ho 87', 80¾'<br>G.124185 B.115492<br>4 Ha (stl) (each 24¾'×16½')<br>Der 2(10) 4(5) | 2 Oil 4SA each 8Cy. 29<br>geared to sc. shaft<br>1840bhp<br>Masch. Kiel A.G.<br>3×50, 50, 32kW 220V d.c. |
| 507497<br>EPDD<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARYA FAR**<br>exClan Finlay–68<br>**Arya National Shipping Lines S.A.**<br>Khorramshahr Iranian | **9240**<br>4883<br>**11950** | **✠100A1** SS 1/67<br>DTsf—vegetable oil<br>**✠LMC**<br><br>MN1540 EL d†2$\frac{3}{16}$"SQ | **1962**–10 Swan, Hunter & Wghm Rchdsn —Wal<br>496' 8" 62' 5" 24' 4½"/28' 2½"<br>460' 11" 62' 3" 37' 6"<br>P38' F70' 2 dks, intermediate 'tween dk in No. 1 hold<br>8BH to U dk 1 to 2nd dk<br>rf 4" WB1278t incl. Tunnel tanks 349t | M<br>5 Ho 42¾', 58¾', 78¾', 92¾', 60¾'<br><br>1 Ha (stl) (19¾'×18') 4 Ha (w) (27½', 48', 45½', 24'×21')<br>Der 1(80) 2(20) 2(15) 2(10) 10(5) | Oil 2SA 6Cy. 760×1550 mm<br>7700bhp Sulzer<br>Wallsend Slpwy & Eng. Co.<br>AuxB 100lb<br>3×185kW 220V d.c. |
| 682196<br>GYPO<br>335860 | **ASSAHM**<br><br>**Dilmun Navigation Co. Ltd.**<br>London British<br>For later particulars see New Entries No. 9 | 653<br>389<br>1200 | **100A1**<br>oil tanker<br>Class contemplated | N.V. Nieuwe Noord Ned. Schps. —Gro<br>223' 1" 33' 5" 12' 7½"<br>201' 2" 32' 10" 13' 9" | M Tanker Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br><br>Klöckner-Humboldt-Deutz |
| 682263<br>UFMD<br>M-22696 | **ASSORA**<br><br>**U.S.S.R.**<br>Astrakhan Russian | 669<br>328<br>228 | | **1954** ......................E. Germany<br>179' 3" 29' 8" 8' 0½"<br>29' 7" 13' 6" | D-E Fish Carrier<br>2 Ho<br>In.21260<br>2 Ha<br>Cr 2(1) | 2 Oil 4SA each 6Cy. 24<br>connected to elec. moto<br>to sc. shaft<br>Schwermasch. Karl Liebkn |
| 682250<br><br><br>Df Esd<br>Gc Rdr | **AUGUSTINA II**<br><br>**Hijos de F. Escano Inc.**<br>Cebu Philippine<br>Name should be **AGUSTINA II** See New Entries No. 11 | 1000<br>650<br>— | | **1968** Rickmers Werf—Bhn<br>254' 3" 39' 6" 16' 1"<br>226' 4" 39' 4½" 23' 8"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 400×580 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz |
| 670510<br><br><br>Esd RT | **AUPSA I**<br>exReno II–68<br>**Astilleros Unidos del Pacifico S.A.**<br>Mazatlàn Mexican | 138<br>—<br>278 | **✠100A1**<br>fishing vessel<br>**LMC**<br><br>MN76 | **1968**–3 Ast. Unidos del Pacifico—Mazatlán<br>82' 0" 23' 9" 10' 0"<br>70' 7" 23' 0" 11' 6"<br>1 dk<br>3BH<br>BK5" | M Fishing | Oil 4SA 6Cy. 6½"×8" revers<br>geared<br>Caterpillar Tractor Co.<br>2×1·5kW 32V d.c. |
| 510252<br><br><br>Df Esd<br>RTm | **AURORA SECONDA**<br>exElsa–68<br>~~**Abdou d'Adda**~~ Abdon d'Adda<br>Monfalcone Italian | 500<br>319<br>875 | <br><br>BV | **1957** Scheeps. Bijholt—Foxhol<br>183' 0" 29' 10" 11' 7¾"<br>170' 0" 29' 6" 13' 6"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 114'<br>G.38400 B.35390<br>2 Ha (38', 43¾'×18¾')<br>2W Der 2(3) | Oil 4SA 8Cy. 320×450 m<br>660bhp<br>Klöckner-Humboldt-De<br>2×6kW 110V d.c. |

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| 114<br>AHH<br>Rdr<br>RTm | **AVELINA**<br>**Naviera Toro y Betolaza S.A.**<br>Bilbao Spanish | **362**<br>227<br>533 | ✠100A1<br>short international voyages<br>✠LMC<br>MN125 EL F $\frac{11}{16}$″U1 | **1968**–3 Ast. de Murueta S.A.—Murueta<br>148′ 3″ 25′ 3″ 11′ 1″<br>131′ 2″ 24′ 11″ 12 1″<br>P30′ F20′ 1 dk<br>RW 4BH<br>rf nil WB74t incl. DTf38t | M Mchy.aft<br>1 Ho 69½′<br>1 Ha (69½′×14¾′) | Oil 4SA 8Cy. 160×180 mm reverse reduction geared<br>625bhp<br>Masch. Augsburg-Nürnberg Aug<br>2×8kW 110V d.c. |
| | **BARBARA J**<br>exHelena–68<br>**Wilhelm Jüngerhans**<br>Haren/Ems W. German | **389**<br>196<br>490 | GL | **1956** Heinr. Brand—Oldenburg<br>160′ 8″ 26′ 4″ 8′ 8″<br>152′ 6″ 26′ 3″ 10′ 6″<br>P36′ Q7′ F23′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 97¼′<br>G.25900 B.24000<br>1 Ha (86¼′×16¼′)<br>2W Der 2(2) | Oil 4SA 6Cy. 320×480 mm<br>295bhp 30t<br>Motorenw. Mannheim Mhm<br>9¾k |
| 44<br>RT | **BARBARA-M.**<br>exKanto Maru–68<br>**Asia Marine Corp. Ltd.**<br>Panama Panamanian | **166**<br>47<br>— | BV | **1960** Shimoda Dock Yard Co. Ltd.—Shimoda<br>89′ 3″ 25′ 9″ 9′ 3″<br>… … … | TM Tug | 2 Oil 4SA each 6Cy. 325×460 mm<br>1650bhp<br>Nippon Hatsudoki Kob<br>11k |
| 682264<br>UKHY | **BARNAUL**<br>exEideres–46 exHero–46<br>**U.S.S.R.**<br>Petropavlovsk Russian | **1148**<br>508<br>1560 | | **1924** Atlas Werke A.G.—Bmn<br>234′ 6″ 33′ 3″ 14′ 10½″<br>33′ 1″ 16′ 1″<br>1 dk | S Mchy.aft<br>2 Ho<br>G.53678<br>2 Ha (34′×18′) (21′×13¾′)<br>9W Der 4(3) 4(2½) 1(1½) | T 3Cy. 18⅛″ 29½″ & 48$\frac{13}{16}$″×29½″<br>Atlas Werke A.G. Bmn<br>7k |
| 72714<br>SXQE<br>81370<br>Esd<br>Rdr<br>n/h | **BARON CAWDOR**<br>**H. Hogarth & Sons Ltd.**<br>Scottish Ship Management Ltd.<br>Ardrossan British | **13580**<br>7654<br>21840 | ✠100A1<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN1920 EL E†2½″U2 | **1968**–3 Marinens Hovedverft—Horten<br>527′ 9″ (incl. BB) 75′ 2″ 31′ 11½″<br>495′ 0″ 75′ 0″ 42′ 11″<br>P101′ F40′ 1 dk<br>NS 8BH<br>rf 3″ DK fwd WB6297t incl. Comb. btm & side tanks in Nos. 2–6 holds 3135t Topside tanks in holds 2269t | M Bulk Carrier Mchy.aft<br>6 Ho 61½′, 62½′, 46¾′, 62½′, 62½′, 62½′<br>G.940850<br>6 Ha (stl) (41¾′, 41¾′, 29¼′, 41¾′, 41¾′, 41¾′×41¾′)<br>Cr 4(8) Der 2(3) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer 736t (hvf)<br>Marinens Hovedverft Horten<br>AuxB 100℔<br>3×372kW 450V 60c/s a.c. 15½k |
| 633<br>sd<br>dr<br>T | **BARON KL**<br>exHubert Prom–68<br>exSpanish Bowline–47<br>**Philippine Seamasters Co. Inc.**<br>Litonjua Shipping Co. Inc.<br>Manila Philippine | **3949**<br>2164<br>6070 | BV | **1945** Pennsylvania Shpyds Inc.—Beaumont<br>339′ 2″ 50′ 1″ 23′ 5″<br>321′ 4″ 49′ 11″ 29′ 0″<br>P90′ F38′ 2 dks | M Mchy.aft<br>4 Ho 42¾′, 78¾′, 67½′, 28¾′<br>G.250000 B.237000<br>4 Ha (20′, 40½′, 40½′×20′) (9′×8′)<br>Der 1(30) 1(20) 10(5) 2(1½) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 975t<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 220V d.c. 11½k |
| 68<br>YC<br>198<br>Esd<br>Rdr<br>n/v | **BAT HARIM**<br>exNetherlands Coast–68<br>**Bat Harim Mediterranean Lines Ltd.**<br>Mediterranean Lines Ltd.<br>Ashdod Israel | **867**<br>311<br>992 | ✠100A1 ~~SS 10/65~~ SS 9/68<br>✠LMC<br>✠Lloyd's RMC<br>MN266 EL n | **1953**–6 G. Brown & Co. (Marine) Ltd.—Grk<br>225′ 6″ 35′ 1″ 13′ 0¾″<br>210′ 6″ 35′ 0″ 20′ 9″<br>Ba44′ F27′ 1 dk & S dk<br>RW NS 3BH to S dk 1 to 2nd dk<br>rf 4″ ~~WB398t~~ WB354t | M (2P) Ref OSD Mchy.aft<br>2 Ho 56′, 62′<br>G.66363 B.63209 In.16000<br>2 Ha (38′, 44′×18′)<br>4W Der 1(15) 3(6) | Oil 2SA 8Cy. 340×570 mm<br>1330bhp 45t (d.o)<br>British Polar Engines Ltd. Gls<br>3×50, 50, 22kW 220V d.c. 12k |
| 379<br>DT<br>Esd | **BAYERN**<br>exRheinland–68<br>**A.G. "Ems"**<br>Emden W. German | **780**<br>289<br>— | GL | **1926** Vulcan Werke A.G.—Ham<br>*194·2′* 28′ 5″ 9′ 2¼″<br>28′ 4″ 13′ 1″<br>B37′ F20′ 1 dk<br>R | TS | T 6Cy. 11⅜″ 18⅒″ & 29$\frac{9}{10}$″×18⅒″<br>800ihp<br>Vulcan Werke A.G. Stn |
| 00515<br>DEKG<br>Esd<br>Gc Rdr<br>Rt | **BAYERNSTEIN**<br>**Norddeutscher Lloyd**<br>Bremen W. German | T.Mk<br>**7485**<br>4430<br>9658<br>**10481**<br>6348<br>12680 | GL | **1968** Bremer Vulkan—Vgk<br>533′ 2″ 74′ 2″ 28′ 11″/32′ 9¾″<br>503′ 8″ 73′ 10″ 43′ 8″<br>B98′ F66′ 3 dks | M (12P) Ref<br>6 Ho 70½′, 67¾′, 73½′, 76′, 70¾′, 62¾′<br>G.738509 B.677909 In.26677<br>7 Ha (29¾′×19¾′) (41¾′, 49¾′×23′) (47′×19¾′) (47′×16¼′) (39′×19¾′) (16¼′×9¾′)<br>14W Cr 4(5) 1(2½) Der 1(80) 4(15) 6(10) 4(5) | Oil 2SA 8Cy. 860×1600 mm<br>18400bhp MAN 2429t (hvf)<br>Bremer Vulkan Vgk<br>3×550kW 440V 60c/s a.c. 21k |
| 526529<br>Esd<br>Rdr<br>n/h/v | **BAYETE**<br>exOrkanger–68<br>**SONAP Maritima Ltda.**<br>Portuguese | **11817**<br>6513<br>16194 | NV<br>✠Classed LR until 1/59 | **1955**–2 Lithgows Ltd.—P.Gl<br>545′ 0″ 72′ 4″ 29′ 1¼″<br>510′ 0″ 72′ 0″ 37′ 0″<br>P125′ B50′ F51′ 1 dk<br>RW<br>rf 4″ | M Tanker Mchy.aft<br>21 Ta<br>L.823363 HeCls. BC<br>Der 4(5) 1(1) | Oil 2SA 6Cy. 750×1500 mm exhaust 500 mm<br>6400bhp 1214t (hvf)–23pd<br>J. G. Kincaid & Co. Ltd. Grk<br>4×150, 150, 150, 75kW 110V d.c. 14¼k |
| 403<br>WEW<br>003<br>Esd | **BESHTAU**<br>exEmpire Tegoria–46<br>exInga Essberger–45<br>exUsedom–38<br>**U.S.S.R.**<br>Odessa Russian | **1863**<br>940<br>1922 | | **1916** Howaldtswerke A.G.—Ham<br>255′ 4″ 38′ 5″ 11′ 6″<br>38′ 4″ 18′ 5″<br>1 dk | TS Tanker Mchy.aft<br>12 Ta<br>L.84756<br>1 Ha (8¼′×8¼′) | T 6Cy. 14⅜″ 23¼″ & 38¼″×19⅝″<br>(o.f)<br>Howaldtswerke A.G. Kel<br>6k |
| 5932<br>BFG<br>0166<br>Pfd<br>Rdr<br>m/v | **BIRLING**<br>exThomas Hardie–68<br>**Stephenson Clarke Shipping Ltd.**<br>London British | **1771**<br>1185<br>2730 | ✠100A1 SS 5/66<br>✠LMC<br>MN262 EL q 1½″SQ | **1950**–1 Grangemouth Dkyd Co. Ltd.—Gmh<br>270′ 6″ 39′ 7″ 17′ 0½″<br>257′ 0″ 39′ 4″ 18′ 6″<br>Q158′ B20′ F26′ 1 dk<br>RW NS 4BH<br>rf nil WB933t incl. DTm169t | M Mchy.aft<br>3 Ho 65′, 56′, 49′<br>G.126680<br>3 Ha (stl) (43′×26′) (30′, 30′×27′)<br>1W | Oil 2SA 8Cy. 340×570 mm<br>1180bhp 50t (d.o)<br>British Polar Engines Ltd. Gls<br>2×35kW 220V d.c. 10k |

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| 536224<br>DHNN<br>Df Esd<br>RT | **BOA NOVA**<br>exTitania–68<br>**Aug. Bolten Wm. Miller's Nachfolger**<br>Hamburg W. German | 499<br>226<br>850 | GL | 1951 D. W. Kremer Sohn—Elmshorn<br>197' 4" 30' 8" 12' 0"<br>30' 6" 18' 9"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho 118'<br>G.66399 B.60292<br>2 Ha<br>4W | Oil 4SA 6Cy. 320×480 mm<br>500bhp NE53<br>Motorenw. Mannheim |
| 682251<br>SPXN<br>11815<br>Df Esd<br>Gc Rdr<br>RT | **BOLESLAW SMIALY**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdynia Polish | 5527<br>2945<br>7773<br>8429<br>4767<br>10042 | | 1967 Stocznia Szczezinska—Szn<br>477' 0" 61' 10" 24' 0"/27' 6½"<br>61' 8" 38' 4"<br>1 dk & S dk | M Ref OSD/CSD | Oil 2SA 7Cy. 680×1250 mm<br>8000bhp Sulzer<br>H. Cegielski |
| 532843<br>GXNC<br>187183<br>Rdr<br>RTm | **BOOKER TRIDENT**<br>exSilverthorn–68<br>**S. William Coe & Co. Ltd.**<br>Liverpool British | 496<br>284<br>789 | ✠100A1 SS 8/67<br>✠LMC<br>MN136 EL h | 1958–3 N.V. Scheeps Unie—Gro<br>180' 2" 29' 0" 11' 7"<br>166' 4" 28' 2½" 12' 9"<br>P38' F28' 1 dk<br>3BH<br>rf nil WB244t | M Mchy.aft<br>1 Ho 109½' comb.<br>G.37500 B.34400<br>1 Ha (90½' comb.×17½')<br>2W Der 2(5) 1(3) | Oil 2SA 8Cy. 10½"×13½"<br>680bhp<br>Crossley Bros. Ltd.<br>2×11, 10kW 110V d.c. |
| 682197<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORGNES**<br>**Tenax Steamship Co. Ltd.**<br>London British | ~~12000~~ 12404<br>~~6000~~ 6568<br>19500 | | 1968 Lithgows Ltd.—P.Gl<br>521' 10" 71' 4" 31' 0⅛"<br>490' 0" 71' 3" 41' 0"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>5240bhp B&W<br>J. G. Kincaid & Co. Ltd. |
| 672717<br>GYBE<br>GY1399<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOSTON LINCOLN**<br>**Boston Deep Sea Fisheries Ltd.**<br>B. A. Parkes<br>Grimsby British | 846<br>285<br>— | ✠100A1<br>stern trawler<br>Ice Class 3<br>✠LMC<br>MN500 EL h†1½"U2 | 1968–4 Stocznia im. Komuny Paryskiej—Gdy<br>208' 0" 39' 8" 16' 5"<br>182' 0" 39' 4" 25' 0"<br>B33' RFD26' 2 dks<br>Coll BH to U dk 3 to 2nd dk<br>rf 26" Box K 12" WB18t | M Stern Trawler | Oil 4SA 8Cy. 15"×20" sr gea<br>2500bhp<br>Emy. propulsion by moto<br>driven generator<br>Mirrlees National Ltd.<br>AuxB 100lb<br>2×320, 350kW 230V d.c. |
| 682289<br>UFOZ<br>M-11824 | **BREST**<br>exEmpire Kennet–46<br>exLas Palmas–45<br>**U.S.S.R.**<br>Vladivostok Russian | 2319<br>1343<br>3180 | | 1925 Deutsche Werft A.G.—Ham<br>280' 6" 41' 8" 20' 8"<br>41' 6" 24' 3"<br>2 dks | S<br>4 Ho<br>G.115479<br>4 Ha (18½'×13') (23', 23', 19½'×14')<br>9W Der 1(13) 8(3) | C 4Cy. (2) 18 1/16" & (2) 39½"×3<br>Ottensener Eisenwerk |
| 680456<br>EAGQ<br>Df Esd<br>RT | **BRETON**<br>**Luis de Otero**<br>Gijon Spanish | 936<br>574<br>1645 | ✠100A1<br>✠LMC<br>MN220 EL L 1 1/16"U2 | 1968–3 S.A. Juliana Const. Gijonesa—Gjn<br>14' 3"<br>208' 6" 36' 1" 14' 9"<br>Q138' Ba42' F21' 1 dk<br>RW NS 5BH<br>rf nil WB456t | M Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>1100bhp<br>Naval-Stork-Werkspoor<br>4×45, 45, 20, 20kW 220V d.c. |
| 535930<br>Esd Pfd<br>Rdr<br>RTm/v | **BRICK OTTAVA**<br>exThomas Goulden–68<br>**Gino Gardella**<br>Genoa , Italian | *3332*<br>*1678*<br>4564 | ✠LR Class withdrawn—Owners' request 8/68 | 1955–4 Hall, Russell & Co. Ltd.—Abn<br>339' 0" 46' 3" 20' 1½"<br>320' 0" 46' 0" 22' 4"<br>Q198' F29' 1 dk<br>RW<br>rf 3" | S Mchy.aft<br>4 Ho 47', 52', 53', 50'<br>G.221219<br>4 Ha (stl) (32½'×25') (36', 35½', 37½'×30')<br>Der 1(3) | T 3Cy. 19" 31" & 54"×39"<br>1450ihp<br>N.E. Mar. Eng. Co. (1938) Ltd.<br>2×60kW 220V d.c. |
| 503791<br>SKHT<br>8805<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BROWIND**<br>exBataan–68<br>**Rederiet för m.s. "Browind"**<br>Paul Pålsson<br>Gothenburg Swedish | 4716<br>2198<br>7570 | ✠100A1 SS 4/68<br>with freeboard<br>DTm—vegetable oil<br>✠LMC<br>✠Lloyd's RMC<br>EL b†2½" | 1946–10 A/B Götaverken—Got<br>461' 6" 58' 7" 24' 0¾"<br>429' 11" 58' 5" 35' 11"<br>1 dk & S dk, intermediate 'tween dks fwd & aft under raised S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 9" WB2734t incl. Tunnel tanks 342t DTm833t | M (8P) Ref OSD<br>5 Ho 60¾', 68', 20¾', 72¼', 74¾'<br>G.511512 B.470835 In.24527<br>6 Ha (stl) (27¾', 37½', 27½', 37½', 27½'×20') (9½'×16')<br>16W Der 1(25) 1(15) 4(7½) 10(5) 2(3) | Oil 2SA 9Cy. 680×1500 mm<br>6750bhp<br>A/B Götaverken<br>AuxB 85lb<br>3×190kW 220V d.c. |
| 682198<br>RT | **C. H. HORN**<br>**Poole Harbour Commissioners**<br>Poole British | 159<br>134<br>~~226~~<br>188 | | 1968 J. W. Cook & Co. (Wivenhoe) Ltd.—Wvn<br>85' 0" 28' 9" 6' 0"<br>80' 0" 28' 6" 8' 3"<br>1 dk | M Dredger Mchy.aft | Oil 4SA 6Cy. 5"×5½"<br>165bhp<br>Dorman & Co. Ltd. |
| 536482<br>332249<br>Df Esd<br>Gc Rdr<br>RTm | **CALTEX PORT KEMBLA**<br>exPetro Bordeaux–68<br>exTopas–64<br>**Australian Oil Refining Pty. Ltd.**<br>Sydney, N.S.W. British | 3988<br>2046<br>5325 | ~~BV~~ | 1955 A/S Stord—Lervik<br>375' 0" 48' 8" 21' 3⅜"<br>347' 0" 48' 6" 24' 7"<br>P93' F42' 1 dk | M Tanker Mchy.aft<br>Der 2(3–5) | Oil 2SA 6Cy. 500×1100 mm<br>2520bhp<br>Burmeister & Wain<br>4×112, 112, 112, 32kW 380V |
| 682199 | **CANADIAN PROGRESS**<br>Ontship Ltd.<br>~~Upper Lakes Shipping Ltd.~~<br>J. D. Leitch<br>~~Toronto~~ Canadian<br>St. Catharines | 20000<br>15000<br>— | 100A1<br>for restricted service<br>Class contemplated | Port Weller D.D. Ltd.—Pt. Weller<br>730' 0" 75' 3"<br>724' 0" 75' 0" 46' 6" | M Bulk Carrier Mchy.aft<br>Self-unloader | 2 Oil 2SA each 8Cy. 14¾"×1<br>to sc. shaft<br>A.O.M.<br>Ruston & Hornsby |
| 682327 | **CAPE CHARLES**<br>**National Sea Products Ltd.**<br>Halifax Canadian<br>For later particulars see New Entries No. **12** | 628 ~~610~~<br>292 ~~273~~<br>— | 100A1<br>stern trawler<br>Class contemplated | Halifax Shipyards Ltd.—Hfx<br>155' 3" 33' 2" 12' 5⅛"<br>131' 3" 32' 10" 15' 9" | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>Klöckner-Humboldt-Deu |

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| 2200 | **CAPE HOWE**<br>**National Sea Products Ltd.**<br>Canadian<br>For later particulars see New Entries No. **12** | **618**<br>273<br>— | **100A1**<br>stern trawler<br>Class contemplated | Halifax Shipyards Ltd.—Hfx<br>155′ 3″ 33′ 2″ 12′ 5⅝″<br>131′ 3″ 32′ 10″ 15′ 9″ | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>Klöckner-Humboldt Deutz Kln |
| | **CAPE WRATH**<br>**Lyle Shipping Co. Ltd.**<br>Scottish Ship Management Ltd.<br>Glasgow British | **13532**<br>7687<br>21870 | **✠100A1**<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty<br>**✠LMC**<br>MN1920 EL E†2½″U2 | **1968**–5 Marinens Hovedverft—Horten<br>527′ 9″ (incl. BB) 75′ 2″ 32′ 0″<br>495′ 0″ 75′ 0″ 42′ 11″<br>P101′ F40′ 1 dk<br>NS 8BH<br>rf 3″ DK fwd WB6309t incl. Comb. btm & side tanks in Nos. 2–6 holds 3135t Topside tanks in holds 2269t | M (2P) Bulk Carrier Mchy.aft<br>6 Ho 61½′, 62¾′, 47¼′, 62¾′, 62¾′, 62¾′<br>G.938853<br>6 Ha (stl) (42′, 42′, 29′, 42′, 42′, 42′×42′)<br>Cr 4(8) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer 1200t (hvf) 130t (d.o)<br>Marinens Hovedverft Horten<br>AuxB 100℔<br>3×375kW 450V 60c/s a.c. 15½k |
| | **CAPETAN GIANNIS**<br>**Alafouzos Shipping Co. Ltd.**<br>Piræus Greek<br>For later particulars see New Entries No. 8 | **9031** ~~**9070**~~<br>6337 ~~6140~~<br>14910 | **100A1**<br>Class contemplated | Bartram & Sons Ltd.—Sld<br>462′ 9″ 67′ 1″ 29′ 0″<br>440′ 0″ 67′ 0″ 38′ 6″ | M | Oil 2SA 5Cy. 680×1250 mm<br>Sulzer<br>G. Clark & N.E.M. Ltd. Sld |
| 542373<br>SMPL<br>1800<br>Df Esd<br>Gc Rdr | **CARI**<br>exDorothy–68 exOakwood–63<br>**Cari Shipping Corp.**<br>Monrovia Liberian | **11027**<br>6467<br>16800 | **✠100A1** SS 8/63<br>oil tanker<br>**✠LMC**<br>MN1360 EL g†$2\frac{5}{16}$″SQ | **1954**–4 Lithgows Ltd.—P.Gl<br>541′ 0″ 70′ 0″ 30′ 3¾″<br>513′ 0″ 69′ 0″ 37′ 9″<br>P115′ B48′ F52′ 1 dk<br>RW 14BH<br>WB769t incl. DTf459t | M Tanker Mchy.aft<br>21 Ta | Oil 2SA 6Cy. 670×2320 mm<br>7480bhp Doxford 1149t<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 150℔ 13½k |
| 98017<br>Esd<br>Rdr<br>Tm | **CARIBBEAN MARA**<br>exVigilante–68<br>exMontrose–58<br>**Cunningham Nav. Co. Ltd.**<br>Nassau British | **915**<br>402<br>1319 | BV | **1955** Schiffsw. A. Pahl—Ham<br>238′ 6″ 36′ 9″ 17′ 8″<br>213′ 3″<br>P61′ Q81′ F31′ 1 dk & S dk<br>RW<br>rf 6″ | M OSD Mchy.aft<br>2 Ho 68½′, 72¾′<br>G.100440 B.91550<br>2 Ha (45¼′, 48¾′×19¾′)<br>8W Der 1(15) 1(3–5) | Oil 4SA 6Cy. 420×660 mm<br>1500bhp 125t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×90, 90, 45kW 220V d.c. 13k |
| 2252 | **CARLA**<br>**Linhas Brasileiras de Navegação—Libra**<br>Manaus Brazilian | **1560**<br>1000<br>2500 | **100A1**<br>oil tanker<br>Class contemplated | Industrias Reunidas Caneco—Rio<br>290′ 5″ (incl. BB) 38′ 9″ 17′ 5″<br>267′ 8″ 38′ 8″ 20′ 0″ | M Tanker Mchy.aft | Oil 4SA 7Cy. 400×600 mm<br>Masch. Augsburg-Nürnberg Aug |
| 32<br>Esd<br>Pfd<br>Rdr | **CERONS**<br>exAeolos II–68<br>**Cie. Havraise et Nantaise Peninsulaire (C.H.N.P.)**<br>Dunkirk French | **9877**<br>5930<br>11088 | BV | **1967** Cons. Nav. & Ind. de la Mediterranée (C.N.I.M.)—La Seyne<br>506′ 11″ 75′ 7″ 24′ 11″<br>470′ 7″ 75′ 6″ 42′ 8″<br>1 dk | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Forg. & Ch. de la Mediterranée Hav<br>17½k |
| 378<br>PSF<br>694<br>Esd<br>Pfd<br>RT | **CHIEKAWA MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | **35020**<br>22483<br>59859 | | **1968** Mitsui Zosen—Chiba<br>749′ 11″ 105′ 10″ 40′ 9″<br>715′ 3″ 105′ 8″ 58′ 1″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 840×1800 mm<br>13800bhp B&W<br>Mitsui Zosen Tmn |
| 228<br>XT<br>212<br>Esd<br>Pfd<br>RT | **CHOYO MARU No. 63**<br>**Marumi Suisan K.K.**<br>Wakkanai Japanese | **125**<br>45<br>— | | **1968** Narazaki Zosen—Muroran<br>112′ 3″ 23′ 4″ 7′ 10″<br>98′ 4″ 23′ 3″ 8′ 9″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>900bhp<br>Hanshin Nainenki Kogyo Kob |
| Df Esd<br>Gc Rdr<br>RTv | **CHRISTIAN**<br>exChristian Sartori–68<br>**San Constantin Maritime Ltd.**<br>Cyprus | **1425**<br>733<br>2463<br>**2376**<br>1593<br>3828 | GL | **1955** H. C. Stülcken Sohn—Ham<br>*285·4′* 41′ 9″ 16′ 3¾″/21′ 1¾″<br>41′ 7″ 23′ 7″<br>P&B144′ F37′ 1 dk & S dk<br>len 59 | D-E Ref OSD/CSD Mchy.aft<br>G.145460 B.136140<br>8W Der 1(15) 8(3–5) | 3 Oil 4SA each 12Cy. 175×210 mm connected to elec. motors & sc. shaft<br>2250bhp 159t<br>Henschel Maschb. Ham<br>12¼k |
| 672191<br>GYFB<br>333820<br>RTv | **CLIFTON**<br>***Port* of Bristol Authority**<br>*Bristol* British | **1150**<br>523<br>1455 | **✠100A1**<br>hopper dredger<br>U.K. coasting service<br>**✠LMC**<br>~~MN302~~ EL K (l) $1\frac{3}{16}$″U2<br>MN248 | **1968**–4 C. Hill & Sons Ltd.—Brs<br>201′ 10″ 44′ 5″ 17′ 0″<br>190′ 0″ 43′ 0″ 17′ 3″<br>RAD10′ 1 dk<br>4BH<br>rf nil WB91t | TM Grab Hopper Dredger Mchy.aft<br>Cr 3(6½) | 2 Oil 4SA each 6Cy. 8″×10¾″ sr geared<br>~~1510bhp~~ 1240bhp 45t (d.o)<br>Ruston & Hornsby Lcn<br>3×75kW 220V d.c. 10½k |
| Esd<br>Pfd<br>RT | **COLUMBIA**<br>exCaronia–68<br>**Universal Line S.A.**<br>Panama Panamanian<br>Now **CARIBIA** See New Entries No. **7** | *34274*<br>*18584*<br>7921 | **✠100A1** CS 1/65<br>with freeboard<br>**✠LMC**<br>MN7000 EL (t†)3¼″SQ | **1948**–12 John Brown & Co. Ltd.—Cly<br>715′ 0″ 91′ 5″ 31′ 7″<br>666′ 4″ 91′ 0″ 53′ 3″<br>B&F594′ 3 dks, 4th & 5th dks clear of mchy. space<br>R Coll BH to U dk 9 to 2nd dk<br>rf 6″ WB5128t incl. Tunnel tanks 754t DTsf953t | TS (874P)<br>1 Ho 38¼′<br>G.69450 B.65215<br>1 Ha (stl) (18′×15¾′)<br>2W Der 2(5) | 6 S Turb, HP dr geared, IP & LP sr geared to 2 sc. shafts<br>35000shp 3709t (o.f)<br>John Brown & Co. Ltd. Cly<br>6WTB 725℔ Spt 800° F. 625℔ hs61138<br>4×1100kW 225V d.c. 22k |
| 7812<br>VQ<br>4380<br>Esd<br>RT | **COMMODORE CLIPPER**<br>exClipper–68<br>**Commodore Shipping Co. Ltd.**<br>Guernsey British | **554**<br>340<br>780 | **✠100A1** SS 6/68<br>**✠LMC**<br>MN158 EL i | **1956**–3 Schpsw. Bodewes Gruno—Foxhol<br>191′ 4″ 30′ 10″ 11′ 3½″<br>175′ 6″ 30′ 2″ 12′ 10″<br>Q36′ F21′ 1 dk<br>RW NS 3BH<br>rf nil WB191t | M Mchy.aft<br>1 Ho 119′<br>G.41000 B.37200<br>1 Ha (90¼′×22½′) | Oil 4SA 8Cy. 258×420 mm<br>790bhp 50t<br>Masch. Augsburg-Nürnberg Aug<br>12k |

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| 642416<br>OGKP<br>217<br>Df Esd<br>Gc Pfd<br>Rdr | **CONCORDIA FINN**<br>exFinnmill–68 exFinnbrod–67<br>**Vaasan Höyrymylly O/Y**<br>O/Y Finnlines Ltd.<br>Vaasa/Vasa Finnish | **3028**<br>1424<br>4637<br>**4822**<br>2514<br>— | NV | **1965** Valmet O/Y Helsingin Telakka—<br>Hfs<br>387' 2" 53' 6" 20' 1"/23' 3½"<br>354' 11" 53' 5" 31' 10"<br>1 dk & S dk<br>rf 4" | M Ref OSD/CSD Mchy.aft<br>4 Ho<br>G.340000<br>6 Ha (29½', 38½', 38½'×21½')<br>(36½'×16') (22½', 22½'×7½')<br>Der 1(30) 4(10) 10(5) 1(1) | Oil 2SA 6Cy. 500×1100 mm<br>4600bhp<br>Burmeister & Wain |
| 682413<br>Df Esd<br>Gc Rdr<br>RT | **CORAL MAEANDRA**<br>**Koraal Scheepvaart Maats.**<br>**N.V.**<br>Curaçao Netherland<br>(Antilles)<br>For later particulars see New Entries No. 6 | **3250**<br>—<br>4200 | | **1968** Schps. "De Waal"—Zaltbommel<br>338' 7" 48' 9" 20' 10"<br>308' 5" 48' 6½" 27' 3"<br>1 dk | M Liquefied Gas/Chemical Tanker<br>Mchy.aft<br>Der 2(1½) | Oil 2SA 20Cy. 300×550 mm<br>4000bhp<br>N.V. Smit & Bolnes |
| 672451<br>EFRI<br>Df Esd<br>Gc Rdr<br>RTh | **CORTADURA**<br>**Promociones Pesqueras**<br>**S.A.**<br>Cadiz Spanish | **1073**<br>515<br>830 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN400 EL f†1½"U2 | **1968**–3 Empresa Nacl. "Bazan"—Cdz<br>207' 1" 36' 11" 15' 10$\frac{11}{16}$"<br>173' 11" 36' 9" 24' 11"<br>2 dks<br>RW Coll BH to U dk 4 to 2nd dk<br>~~rf 16"~~ BK5" WB38t<br>rf 31" | M Stern Trawler Mchy.aft<br>2 Ho 23½', 40½'<br>In.35496<br>2 Ha (stl) (11', 12½'×8½') | Oil 4SA 8Cy. 390×680 mm<br>2000bhp<br>Naval-Stork-Werkspoor<br>3×800, 300, 112kW 380V 50c |
| 682329<br>BIDM<br>Df Esd<br>Gc Rdr | **DAI LUNG**<br>**Tai Lung Navigation**<br>**Corporation**<br>Kaohsiung China (Taiwan) | ~~3999~~ 4016<br>— 2125<br>~~6050~~ 6290 | CR (Taiwan) | **1968** Shin Yamamoto Zosen—Kochi<br>351' 3" 53' 11" 22' 4"<br>326' 5" 53' 10" 27' 1"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 7Cy. 420×900 mm<br>3850bhp B&W<br>Hitachi Zosen |
| 682330<br>JG2553<br>103931<br>Gc | **DAITO KAISOKU MARU**<br>**No. 5**<br>**Daito Unyu K.K.**<br>Tokyo Japanese | **242**<br>171<br>350 | | **1968** Hanasaki Zosensho—Yokosuka<br>118' 2" 25' 4" 9' 4"<br>112' 4" 25' 3" 10' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 180×240 mm<br>350bhp<br>Niigata Eng. Co. Ltd. |
| 682379<br>JFAT<br>103890<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAITO MARU**<br>**Daito Gyogyo K.K.**<br>Tokyo Japanese | **354**<br>179<br>354 | | **1968** Hayashikane Zosen—Yokosuka<br>158' 10" 27' 0" 11' 2"<br>139' 6" 26' 11" 11' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 260×320 mm<br>1000bhp<br>Daihatsu Kogyo |
| 682380<br>JG2521<br>103907 | **DAIWA MARU No. 2**<br>**Daiwa Kaisoten K.K.**<br>Yokohama Japanese | **297**<br>198<br>400 | | **1968** Sagami Zosen—Yokosuka<br>135' 10" 23' 0" 9' 6"<br>129' 8" 22' 11" 11' 6"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 200×240 mm<br>200bhp<br>Yanmar Diesel Eng. Co. Lt |
| 660198<br>PUAO<br>Df Esd<br>Gc Rdr<br>RT | **DALILA**<br>exCantuaria–67<br>**Companhia de Navegação**<br>**Maritima Netumar**<br>Rio de Janeiro Brazilian | **6255**<br>3366<br>10395<br>**9349**<br>6468<br>12340 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1680 EL c†2⅛"U2 | **1967**–12 Verolme Est. Reunidos do<br>Brasil—Jacuacanga<br>466' 11" 64' 2" 27' 0½"/29' 11⅞"<br>426' 6" 64' 0" 40' 2"<br>P108' F45' 1 dk & S dk<br>Coll & mchy. BH to S dk 5 to 2nd dk<br>rf nil WB2273t incl. DTm1062t | M Ref OSD/CSD Mchy.aft<br>4 Ho 74½', 56½', 78', 75½'<br>G.644495 In.15750<br>16W Der 16(5) | Oil 2SA 7Cy. 700×1200 mm<br>8400bhp MAN<br>Mecânica Pesada<br>AuxB 100lb<br>3×300kW 450V 60c/s a.c. |
| 541757<br>5MRS<br>1859<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAPHNE**<br>exSanta Fe Explorer–68<br>**Overseas Minerals Ltd.**<br>Monrovia Liberian | Ore<br>**16886**<br>9264<br>—<br>Oil<br>31289 ~~30886~~<br>20377 ~~20040~~<br>**51086** | **✠100A1**<br>ore carrier or for oil in<br>side & btm tanks & No. 5<br>centre tank & Nos. 1 & 5<br>holds<br>**✠LMC**<br>MN3520 EL u†3⅛"SQ | **1963**–12 Hitachi Zosen—Inn<br>735' 10" 101' 0" 39' 6½"<br>703' 0" 100' 6" 51' 8"<br>P78' F72' 1 dk<br>10BH<br>rf 2" WB974t | S Ore/Oil Carrier Mchy.aft | 2 S Turb dr geared to sc.<br>17600shp<br>Ishikawajima-Harima Hvy<br>2WTB 725lb Spt 850° F. 62 |
| 525462<br>YTDN<br>Df Esd<br>Rdr RT | **DELIGRAD**<br>exNoordzee–68<br>**"Ivan Milutinovic"—PIM**<br>**The Enterprise for**<br>**Waterways**<br>Belgrade Yugoslav | **333**<br>93<br>— | **✠100A1** SS 3/57<br>tug<br>**✠LMC**<br>MN164 EL (e) 1⅛" | **1949**–7 L. Smit & Zoon—Kinderdijk<br>132' 0" 26' 2" 13' 2½"<br>130' 11" 24' 11" 13' 7"<br>RW 3BH<br>BK7" WB63t incl. DTm40t | M Tug | Oil 4SA 6Cy. 390×680 mm<br>820bhp<br>N.V. Werkspoor |
| 529313<br>SVIY<br>2750<br>Df Rdr<br>RT | **DIANA**<br>exLassi III–68 exRennes–66<br>**Othon J. Metaxas**<br>Piræus Greek | **970**<br>402<br>716 | BV | **1947** Ch. & At. de Normandie—<br>Gd. Quevilly<br>237' 10" 34' 5" 11' 7"<br>34' 3"<br>B41' F38' 2 dks | TM Mchy.aft<br>G.51200 B.47100 | 2 Oil 4SA each 7Cy. 450×<br>2000bhp<br>Soc. Gen. de Const. Méc.<br>L |
| 524705<br>DVEK<br>Df Esd<br>Rdr RT | **DON HERNAN II**<br>exNanyo Maru–68<br>**Northern Lines Inc.**<br>Manila Philippine | **3294**<br>1923<br>4895 | NK | **1961** Sanoyasu Dockyd Co. Ltd.—Osa<br>335' 10" 49' 5" 20' 6"<br>314' 11" 49' 3" 24' 11"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.23867 B.22278<br>3 Ha (31', 62', 62'×21½')<br>14W Der 1(30) 10(10) | Oil 2SA 7Cy. 450×750 mm<br>3150bhp<br>Kobe Hatsudoki Seizosho<br>2×100kW 225V d.c. |
| 682253<br>Df Esd<br>Rdr RT | **DORTHE TY**<br>**I/S Rederiet Ty Line**<br>Mortensen & Lange<br>Egernsund Danish | ~~299~~ 300<br>— 191<br>815 | | **1968** Sønderborg Skibsværft—<br>Sønderborg<br>188' 7" 11' 3"<br>169' 11" 32' 10"<br>P46' 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 122' 1 TwD 122'<br>G.58000 B.53000<br>1 Ha(stl) (88½'×19⅞')<br>2W Der2(3) | Oil 4SA 6Cy. 230×400 mm<br>690bhp<br>H. Callesen & Co.<br>2×57, 37kW 220V a.c. |

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| **DROTTNINGEN**<br>**Svenska Statens Järnvägar**<br>Trelleborg Swedish | 5625<br>2573<br>— | ✠100A1<br>Skagerrak, Kattegat and Baltic service<br>Ice Class I<br>✠**LMC**<br>MN2232 EL z 1$\frac{11}{16}$"U3 | **1968–4** Uddevallavarvet A/B—Udv<br>379′ 8″ 61′ 9″ 15′ 6″<br>342′ 3″ 59′ 0½″ 39′ 3″<br>B272′ 2 dks, intermediate dk at sides<br>RW 11BH to 2nd dk<br>rf 9″ WB597t | TM Train Ferry<br>Bow & stern doors | 4 Oil 4SA each 6Cy. 400×460 mm<br>sr geared to 2 sc. shafts<br>11160bhp Pielstick<br>A/B Lindholmens Varv Got<br>4×800kW 390V 50c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust contr. pitch propeller fwd |
| **DRYAD**<br>exHarvey S. Mudd–68<br>**San Juan Carriers Ltd.**<br>Monrovia Liberian | **11412**<br>5564<br>31622 | AB | **1956** Nippon Kokan—Yka<br>655′ 0″ 87′ 3″ 34′ 1⅝″<br>625′ 0″ 87′ 0″ 46′ 6″<br>P146′ F57′ 1 dk<br>RW<br>rf 3″ | S Ore Carrier Mchy.aft<br>5 Ho<br>G.540675<br>10 Ha<br>4W Der 4(5) | 2 S Turb dr geared to sc. shaft<br>12500shp 3528t (o.f)<br>Kobe Hatsudoki Seizosho Kob<br>14½k |
| **DUKE KL**<br>exAvance–68 exPalma–54<br>exMuscatine–47<br>**General Navigation Co. (Philippines) Inc.**<br>Lianjua Shipping Co., Inc.<br>Manila Philippine | 3905<br>2603<br>6312 | NV | **1945** Globe S.B. Co.—Superior<br>338′ 8″ 50′ 1″ 24′ 5¼″<br>321′ 4″ 29′ 1″<br>P164′ F38′ 2 dks<br>rf 4″ | M (2P) Mchy.aft<br>4 Ho 42′, 78′, 67′, 30′<br>G.297695 B.271820<br>3 Ha (stl) (20¼′, 40½′, 40½′×20′)<br>1 Ha (w) (8½′×7½′)<br>12W Der 1(30) 10(5) 2(3) | Oil 2SA 6Cy. 545×735 mm<br>2100bhp 862t (d.o)<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 220V d.c. 11k |
| **DUMOS**<br>**A-P Coasters**<br>A. Audun-Poulsen<br>Odense Danish | T.Mk ~~299~~ 300<br>~~175~~ 176<br>757 | | **1968** Båtservice Verft A/S—Mandal<br>180′ 5″ 30′ 7″ 11′ 5½″<br>164′ 1″ 30′ 6″<br>P37′ B31′ 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 118′<br>G.54172 B.48558<br>2 Ha (stl) (each 43¾′×19¾′)<br>2W Der 2(5) | Oil 2SA 6Cy. 240×400 mm<br>500bhp 36t (d.o)<br>Alpha-Diesel A/S Fkn<br>2×28kW 220V 50c/s a.c.<br>Controllable pitch propeller 9½k |
| **DUNSTER**<br>exTemple Lane–68<br>**Euxine Shipping Co. Ltd.**<br>Lambert Bros. (Shipping) Ltd.<br>Hong Kong British | T.Mk<br>**5295**<br>2651<br>9350<br>**7701**<br>4192<br>10351 | ✠100A1 SS 1/68<br>✠**LMC**<br>MN660 EL b†2$\frac{1}{16}$"SQ | **1954–10** Lithgows Ltd.—P.Gl<br>454′ 10″ 58′ 2″ 25′ 6″/27′ 2¼″<br>430′ 0″ 58′ 0″ 37′ 4″<br>P35′ F88′ 2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>rf 6½″ WB2295t incl. Tunnel tanks 186t DTm696t | M<br>4 Ho 47′, 113½′ comb., 28½′ DT, 69½′, 69½′<br>5 Ha (stl)<br>Der 1(30) 6(10) 4(5) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford 103t (hvf)<br>D. Rowan & Co. Ltd. Gls<br>2AuxB 100lb<br>3×200kW 220V d.c. |
| **DUNVEGAN HEAD**<br>**The South Georgia Co. Ltd.**<br>Chr. Salvesen & Co.<br>Leith British | **4396**<br>2201<br>6910 | ✠100A1<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC** **UMS**<br>MN690 EL U 1$\frac{13}{16}$"U2 | **1968–4** Schps. "De Hoop"—Lobith<br>362′ 3″ 62′ 4″ 22′ 5½″<br>341′ 10″ 51′ 10″ 28′ 11″<br>P70′ F29′ 1 dk<br>RW NS 4BH<br>rf 4″ WB2364t incl. Comb. btm & side tanks in holds 1247t Topside tanks in holds 448t | M Mchy.aft<br>2 Ho 120½′, 121¾′<br>G.279000<br>4 Ha (stl) (33½′×29½′) (36′, 36′×32¾′) (31¼′×32¾′) | Oil 4SA 8Cy. 520×740 mm<br>3450bhp 354t (d.o)<br>Masch. Augsburg-Nürnberg Ham<br>2×160kW 415V 50c/s a.c. 12½k |
| **E 11 JG**<br>**República de Cuba**<br>Havana Cuban | 107<br>—<br>— | 100A1<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>75′ 0″ 21′ 7″ 10′ 6″<br>65′ 8″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 12Cy. 150×150 mm<br>Moteurs Baudouin Msl |
| **E 12 JG**<br>**República de Cuba**<br>Havana Cuban<br>For later particulars see New Entries No. 12 | 107<br>—<br>— | 100A1<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>75′ 0″ 21′ 7″ 10′ 6″<br>65′ 8″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 12Cy. 150×150 mm<br>Moteurs Baudouin Msl |
| **E 13 JG**<br>**República de Cuba**<br>Havana Cuban<br>For later particulars see New Entries No. 12 | 107<br>—<br>— | 100A1<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>75′ 0″ 21′ 7″ 10′ 6″<br>65′ 8″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 12Cy. 150×150 mm<br>Moteurs Baudouin Msl |
| **E 14 JG**<br>**República de Cuba**<br>Havana Cuban<br>For later particulars see New Entries No. 12 | 107<br>—<br>— | 100A1<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>75′ 0″ 21′ 7″ 10′ 6″<br>65′ 8″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 12Cy. 150×150 mm<br>Moteurs Baudouin Msl |
| **EDUARD ESSBERGER**<br>John T. Essberger<br>Hamburg W. German | 999<br>502<br>— | GL | **1968** J. G. Hitzler—Lauenburg<br>221′ 6″ 35′ 2″ 15′ 3″<br>213′ 4″ 35′ 1″ 19′ 8″<br>2 dks | M Tanker Mchy.aft | Oil 4SA 8Cy.<br>1320bhp<br>Klöckner-Humboldt-Deutz Kln |
| **EGVEKINOT**<br>**U.S.S.R.**<br>Kholmsk Russian | 3262<br>1508<br>3770 | | **1965** ....................Russia<br>342′ 11″ 47′ 1″ 20′ 10¾″<br>46′ 10″ 23′ 4″ | M<br>4 Ho<br>G.170147<br>4 Ha (34½′×26¼′) (34½′, 34½′, 34½′×31¼′)<br>9W Der 1(15) 8(6) | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Bryansk Eng. Wks Bryansk<br>13¾k |
| **EIDSVÆRING**<br>exVarangis–68 exTordönn–49<br>**W. Harold Lauritzen**<br>Sortland Norwegian | 365<br>152<br>— | NV<br>✠Classed BC until 9/33 | **1925** Smith's Dock Co. Ltd.—Mdb<br>137′ 0″ 26′ 1″ 14′ 9″<br>... ... ...<br>1 dk<br>R conv whaler 49 | S Tug | Oil<br>NE68 |

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| 682418<br>JCNS<br>101202<br>Df Esd<br>Gc Pfd<br>RT | **EIKYU MARU No. 68**<br><br>**Hamaya Suisan K.K.**<br>Nemuro Japanese | 124<br>—<br>— | | **1968** Niigata Eng. Co. Ltd.—Niigata<br>113' 10" 22' 9" 7' 10"<br>99' 9" 22' 8" 8' 10"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>950bhp<br>Niigata Eng. Co. Ltd. |
| 682331<br><br>Rdr RT | **EIYU MARU No. 2**<br><br>**Eiyu Kaiun K.K.**<br>Tokyo Japanese | 999<br>—<br>2200 | | **1968** Teraoka Zosen K.K.—Hyogo<br>232' 11" (incl. BB) 34' 6" 16' 5"<br>213' 2" 34' 5" 18' 1"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 380×580 mm<br>1800bhp<br>Nippon Hatsudoki |
| 682314<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELBE EXPRESS**<br><br>**Hamburg-Amerika Linie**<br>Hamburg W. German | T.Mk<br>~~13000~~ 14069<br>~~8750~~ 7431<br>~~4400~~ | GL | **1968** Blohm & Voss A.G.—Ham<br>560' 9" 80' 10" 25' 9½"<br>508' 7" 80' 5" 47' 11"<br>B75' F128' 2 dks | M Mchy.aft<br>4 Ho 70½', 91½', 88½', 88½'<br>15 Ha (stl) (21'×35') (21'×44') (21'×44') (43'×26½') (43'×8½') (41'×26½') (41'×17½') (40½'×26½') (40½'×17½') (40½'×26½') (40½'×17½') (40½'×26') (40½'×17½') (40½×26') (40½'×17½'<br>Cr 1(3) | Oil 2SA 9Cy. 780×1550 mm<br>15750bhp<br>Blohm & Voss A.G.<br>4×650, 385, 385, 290kW 450V |
| 529254<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ELENI**<br>exTopaz–68 exReinholt–65<br>**Kidion Cia. Nav. S.A.**<br>Cyprus | 4922<br>2886<br>9180 | | **1939** Kockums M/V A/B—Mmo<br>426' 0" 55' 8" 26' 4"<br>395' 8" 55' 6"<br>F34' 1 dk & S dk | M OSD<br><br>G.534420 B.525140<br>4 Ha (each 30'×20')<br>10W Der 1(25) | Oil 2DA 6Cy. 600×1100 mm<br>4000bhp MAN<br>Kockums M/V A/B |
| 513638<br><br><br>Df Esd<br>Pfd | **ELENI**<br>exGrit–68<br>**Evinos Cia. Naviera S.A.**<br>Piræus Greek | 2739<br>1322<br>3350 | ✠100A1 TD 9/68 ~~SS 4/66~~<br>oil tanker<br>✠LMC<br><br>MN320 EL t 1½"SQ | **1958**–2 Goole S.B. & R. Co. Ltd.—Goo<br>310' 1" 45' 3" 18' 10½"<br>290' 0" 45' 0" 19' 10"<br>P73' F48' Trunk 158' 1 dk<br>RW 13BH<br>rf 4" WB498t incl. DTf284t | M Tanker Mchy.aft | Oil 2SA 6Cy. 407×648 mm<br>1600bhp<br>Newbury Diesel Co. Ltd.<br>2db 180lb |
| 540565<br>SZKX<br>3120<br>Df Esd<br>Rdr<br>RTm | **ELENI II**<br>exEdda–68 exJomara–65<br>exNicoto–63<br>**"Kriti" Shipping & Tourist Co. Ltd.**<br>Piræus Greek | ~~406~~ 493<br>~~224~~ 203<br>860<br>913<br>503<br>— | NV | **1956** Anc. Ch. Dubigeon—Nts<br>212' 7" 32' 11" 11' 11"/—<br>188' 11" 32' 10" 19' 4"<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho 65½', 49½'<br>G.59000 B.54500<br>2 Ha (32½', 49½'×16½')<br>Cr 6(3) | Oil 4SA 8Cy. 320×480 mm<br>1000bhp<br>Motorenw. Mannheim<br>2×120kW 220V d.c. |
| 501086<br><br><br>Df Esd<br>Pfd<br>RTm | **ELENI T.**<br>exZaton–68 exAlheria–64<br>**Tsonel Maritime Corp.**<br>Greek | 1680<br>824<br>2943 | ✠100A1 SS 4/65<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL s 1⅛"ptSQ<br>JR | **1946**–10 Lindholmens Varv A/B—Got<br>299' 10" 42' 1" 19' 2½"<br>280' 0" 42' 0" 27' 6"<br>1 dk & S dk<br>R<br>Coll BH to S dk 3 to 2nd dk<br>WB674t incl. Tunnel tanks 139t | M OSD<br>5 Ho 125', 125', 125', 75', 75'<br>G.175630 B.158150<br>5 Ha (20', 22½', 20', 20', 20'×18')<br>10W Der 10(5) | Oil 2SA 6Cy. 520×900 mm<br>2250bhp<br>Karlstads M/V<br>db 100lb<br>3×75kW 230V d.c. |
| 518266<br>VJDN<br>191534<br>Df<br>RTm/v | **ELISA MILLER**<br>exKaroon–68<br>**Miller S.S. Co. (Pty) Ltd.**<br>Sydney British | 2427<br>1281<br>3152 | ✠100A1 SS 7/63<br><br>✠LMC<br><br>MN290 EL s | **1951**–8 N.S.W. Govt. E. & S.B.—N.S.W.<br>305' 4" 43' 6" 17' 6½"<br>290' 6" 43' 0" 19' 6"<br>P&B158' F27' 1 dk<br>RW 5BH<br>rf 4½" WB604t | TM Ref<br>3 Ho 44', 86', 78'<br>G.156280 B.147460 In.1740<br>3 Ha (stl) (26', 51½', 47½'×18')<br>10W Der 1(25) 10(5) | 2 Oil 2SA each 5Cy. 340×<br>1450bhp<br>British Polar Engines Ltd.<br>3×120kW 220V d.c. |
| | Now **LISA MILLER** See New Entries No. 10 | | | | | |
| 650619<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EPIC COLOCOTRONIS**<br>exHöegh Hood–68<br>**Estrella Venturosa Cia. Nav. S.A.**<br>Greek | 37339<br>23091<br>63615 | NV | **1965** At. & Ch. de Dunkerque & Bordeaux—Dnk<br>788' 1" 108' 2" ~~40' 10"~~ 42' 2½"<br>774' 7" 107' 10" 54' 9"<br>P161' B89' F79' 1 dk<br>rf 6" | M Ore/Oil Carrier Mchy.aft<br>5 Ho 88', 88', 131½', 88', 81½' 20 Ta<br>G.1002230 L.2535373 HeCls. BC<br>11 Ha (stl) (each 31½'×32½')<br>Cr 1(1) Der 2(10) 1(3) 2(2) | Oil 2SA 9Cy. 840×1800 m<br>18900bhp B&W<br>Soc. Forg. & At. du Creus<br><br>3×600, 360, 360kW 440V |
| 682332<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO BERNICIA**<br><br>**Esso Petroleum Co. Ltd.**<br>London British | ~~97000~~ 96903<br>~~71000~~ 71397<br>~~100500~~ 199000 | AB | **1968** Howaldtswerke-Deutsche Werft—Kel<br>1062' 2" (incl. BB) 155' 0" 60' 5½"<br>1000' 0" 154' 9" 77' 9"<br>1 dk | S Tanker Mchy.aft | 2 S Turb dr geared to sc.<br>30000shp General Electr<br>A.G. "Weser" |
| 682419<br>7KKT<br>98406<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ETSUZAN MARU**<br><br>**Niigata Prefecture**<br>Niigata Japanese | 404<br>170<br>— | | **1968** Niigata Eng. Co. Ltd.—Niigata<br>157' 4" 26' 7" 10' 5"<br>137' 10" 26' 6" 12' 5"<br>1 dk | M Fishery Training Ship Mchy.aft | Oil 4SA 6Cy. 330×520 m<br>1050bhp<br>Niigata Eng. Co. Ltd. |
| 529372<br>SWAS<br><br>Df Esd<br>Gc Rdr<br>RT | **EVLALIA**<br>exRhea–68<br>**Kafireus Cia. Naviera S.A.**<br>Piræus Greek | 2198<br>762<br>3010 | ~~✠100A1~~ ~~SS 6/67~~<br>~~Str. nav. ice~~<br>~~✠LMC~~<br>~~MN450~~ ~~EL t~~<br>✠Class **WITHDRAWN**<br>29/11/68 | **1954**–5 "De Merwede" v. Vliet & Co.—Hxd<br>315' 0" 43' 8" 19' 7½"<br>289' 0" 43' 6" 28' 8"<br>F25' RFD40' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB227t | S OSD<br><br>G.179885 B.170085<br>4 Ha (24½'×18') (27½', 27½', 24½'×19½')<br>8W Der 4(6) 4(3) | Q 4Cy. 18½" 26½" 30⅞" &<br>2500ihp<br>Schps. Inst. Nederland<br>2WTB 256lb Spt hs( |

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| **F-8-603**<br>**U.S.S.R.**<br>Sevastopol Russian | **699**<br>264<br>335 | | **1965** ....................Russia<br>178′ 0″ 30′ 7″ 12′ 6¾″<br>30′ 4″ 16′ 0″ | M Trawler<br>2 Ho<br>In.12431<br>2 Ha (each 5′×5½′)<br>2W Der 1(5) 1(2) | Oil 4SA 8Cy. 320×480 mm<br>830bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **FAJLUR RAHMAN**<br>exSeiko Maru–64<br>**Inland Navigation Development Corp.**<br>Chittagong Pakistan | **487**<br>308<br>622 | NK | **1959** Kurushima Dock Co. Ltd.—Imabari<br>172′ 4″ 26′ 5″ 11′ 6″<br>160′ 8″ 26′ 3″ 12′ 9″<br>1 dk<br>RW len 61 | M Mchy.aft<br>G.37081 B.33762<br>1 Ha (90½′×17′)<br>Der 1(3½) | Oil 4SA 6Cy. 290×420 mm<br>520bhp 36t<br>Nippon Hatsudoki Kob<br>9k |
| **FANEROMENI**<br>exEvridiki–68 exDimitrios<br>exJames E. Hughes<br>exArapaho exY.T. 121<br>I. **Perdicouris and others**<br>Piræus Greek | **352**<br>127<br>— | | **1914** Seattle Constr. & D.D. Co.—Seattle<br>140′ 5″ 24′ 4″<br>... ... ...<br>1 dk<br>R len 60 | M Fishing | Oil 4SA 6Cy. 320×450 mm<br>800bhp Emade58fitted61<br>Klöckner-Humboldt-Deutz Kln |
| **FATHER MURPHY**<br>**M. Doran**<br>Dublin Irish Republic | **100**<br>54<br>— | NV | **1968** ....................Poland<br>*76·1′* 21′ 7″<br>... ... ...<br>1 dk | M Fishing | Oil 3Cy. 300×410 mm<br>375bhp<br>A/S Vølund Cpn<br>10k |
| **FERRY HANKYU**<br>**Hankyu Ferry K.K.**<br>Shimonoseki Japanese | **4980**<br>3424<br>1963 | | **1968** Hayashikane Zosen—Smk<br>416′ 9″ 73′ 5″ 14′ 11″<br>393′ 9″ 62′ 11″ 20′ 11″<br>1 dk | TM Ferry Mchy.aft | 2 Vee Oil 4SA each 16Cy. 300×420 mm<br>7340bhp MAN<br>Mitsubishi Hvy Ind. Ltd. Yka |
| **FEUX FOLLETS**<br>**Papachristidis Co. Ltd.**<br>Montreal Canadian | **18045**<br>13006<br>27202 | **✠100A1**<br>Great Lakes and River St. Lawrence service<br>**✠LMC**<br>MN1980 EL (o†)2⅜″U2 | **1967**–10 Collingwood Shpyds—Clw<br>730′ 0″ 75′ 4″ 26′ 6¾″<br>709′ 0″ 75′ 0½″ 39′ 8″<br>P101′ F54′ R dk fwd 54′ 1 dk<br>RW NS 3BH<br>rf nil WB5863t | S Bulk Carrier Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9900shp (o.f)<br>Canadian Gen. Elec. Co. Ltd. Peterborough, Ont.<br>2WTB 575℔ Spt 525℔ 765° F. hs11952<br>2×600kW 575V 60c/s a.c.<br>Thw. thrust contr. pitch propeller fwd |
| **FLINDERS BAY**<br>**Ocean Steam Ship Co. Ltd.**<br>Overseas Containers Ltd.<br>London British | **27000**<br>—<br>— | **100A1**<br>Class contemplated | Howaldtswerke-Deutsche Werft—Ham<br>752′ 5″ 100′ 3″ 35′ 1″<br>699′ 9″ 100′ 0″ 54′ 0″ | S Ref Mchy.aft | 2 S Turb. dr geared to sc. shaft<br>(o.f)<br>Stal-Laval Turb. Co. Finspong |
| **FRANCISCO I. MADERO**<br>**Petroleos Mexicanos**<br>Copatzacoalcos Mexican | **12759**<br>7563<br>20500 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN1600 **EL i†2$\frac{1}{16}$″SQ** | **1968**–1 Ishikawajima-Harima Hvy Ind.—Nga<br>560′ 3″ 72′ 5″ 26′ 11½″<br>535′ 0″ 72′ 3″ 39′ 8″<br>P130′ F80′ 1 dk<br>13BH<br>rf nil WB786t | M Tanker Mchy.aft<br>24 Ta<br>L.899548 HeCls. BC | Oil 2SA 7Cy. 680×1250 mm<br>8000bhp Sulzer 1861t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>2WTAuxB 270℔ Spt 233℔ 446° F. hs6006<br>2×390kW 445V 60c/s a.c. 14¾k |
| **FRANS GALS**<br>**U.S.S.R.**<br>Murmansk Russian | **5025**<br>2162<br>2560 | **✠LR** class withdrawn—Owners' request 1/68 | **1965**–10 N.V. Kon. Maats. "De Schelde"—Fls<br>339′ 11″ 54′ 7″ 18′ 1¼″<br>298′ 7″ 54′ 6″ 37′ 1″<br>2 dks, 3rd dk sparred in Nos. 1, 2 & 3 holds, 4th dk sparred in Nos. 1 & 2 holds<br>rf 4″ DK fwd | M Fish Factory<br>4 Ho<br>In.129570<br>4 Ha (12¾′, 12¾′×9¾′) (6½′×10¾′) (6½′×6½′)<br>6W Der 2(10) 4(3) | Oil 2SA 8Cy. 480×700 mm<br>3000bhp Sulzer<br>N.V. Kon. Maats. "De Schelde" Fls<br>Controllable pitch propeller 14¼k |
| **FREIPESCA DOS**<br>Vda. e. **Hijos de Constante Freire**<br>Spanish | **160**<br>—<br>— | | **1968** Balenciaga S.A.—Zumaya<br>91′ 11″ 21′ 1″<br>77′ 9″ 21′ 0″ 11′ 7″ | M Trawler Mcn.aft | Oil |
| **FREIPESCA UNO**<br>Vda. e. **Hijos de Constante Freire**<br>Spanish | **160**<br>—<br>— | | **1968** Balenciaga S.A.—Zumaya<br>91′ 10″ 21′ 1″<br>77′ 9″ 21′ 0″ 11′ 7″ | M Trawler Mchy.aft | Oil |
| **FRIGO SCAN**<br>**Rederi K/S Freezer Tramp**<br>Niels Blæsbjerg<br>Århus Danish | **500**<br>307<br>905<br>**1243**<br>791<br>1678 | **100A1**<br>Class contemplated<br>**✠Lloyd's RMC** | Büsumer Werft G.m.b.H.—Büsum<br>247′ 0″ 39′ 5″ 12′ 6″/16′ 5″<br>225′ 0″ 38′ 8″ 22′ 1″ | M OSD/CSD Mchy.aft Ref | Oil 2SA 8Cy. 320×450 mm<br>Atlas-Mak Masch Kel |
| For later particulars see New Entries No. 7 | | | | | |
| **FRUMENTON**<br>Launched as East Breeze<br>**Carlton S.S. Co. Ltd.**<br>Chapman & Willan Ltd.<br>Newcastle British | **17000**<br>11000<br>25000 | **100A1**<br>Class contemplated | Hakodate Dock Co. Ltd.—Hak<br>591′ 7″ 75′ 2″ 31′ 11¾″<br>561′ 0″ 75′ 0″ 47′ 3″ | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| For later particulars see New Entries No. 8 | | | | | |

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| 682333<br>JG105081<br><br>Gc Rdr<br>RT | **FUJI MARU**<br><br>**Ohigawa Kogyo K.K.**<br>Tokyo Japanese | 444<br>227<br>700 | | 1968 Hanasaki Zosensho—Yokosuka<br>159' 2" 26' 4" 11' 8"<br>144' 8" 26' 3" 13' 2"<br>2 dks | M Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>700bhp<br>Daihatsu Kogyo |
| 682334<br>JJ2385<br>101968<br>Gc Rdr<br>RT | **FUJIHIRO MARU**<br><br>**Hirohata Kaiun K.K.**<br>Himeji Japanese | 2428<br>1242<br>3598 | | 1968 Nipponkai Jukogyo—Toyama<br>282' 2" 49' 4" 18' 9"<br>266' 2" 49' 3" 26' 3"<br>4 dks | M Mchy.aft | Oil 4SA 6Cy. 470×670 mm<br>2200bhp<br>Akasaka Tekkosho |
| 682335<br>JCOG<br>101203<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUYOSHI MARU No. 75**<br><br>**Nemuro Daiichi Gyogyo**<br>**Seisan Kumiai**<br>Nemuro Japanese | 500<br>247<br>— | | 1968 Narazaki Zosen—Muroran<br>178' 10" 30' 3" 12' 2"<br>158' 10" 30' 2" 13' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×500 mm<br>1200bhp<br>Makita Tekkosho |
| 681557<br><br>335829 | **G.W. 129**<br><br>**Wimpey (Marine) Ltd.**<br>London British | 417<br>417<br>— | ✠100A<br>U.K. coasting service<br><br><br>EL (h) | 1968–5 Philip & Son Ltd.—Drt<br>100' 0" 60' 11" 5' 10½"<br>100' 0" 60' 0" 8' 0"<br>1 dk<br>4BH | Barge | |
| 525666<br>SYCR<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GALAXIAS**<br>exNorsk Drott–68<br>**Botapa Shipping Co. S.A.**<br>Piræus Greek | 18483<br>10851<br>28783 | ✠100A1 SS 6/66<br>oil tanker<br>✠LMC<br><br>MN2320 EL n†2¾"SQ | 1961–4 Harland & Wolff Ltd.—Gls<br>643' 9" 80' 11" 34' 6½"<br>611' 2" 80' 6" 45' 6"<br>P120' B38' F77' 1 dk<br>RW 14BH<br>rf 4" WB1159t | M Tanker Mchy.aft<br>27 Ta<br>L.1350598 HeCls. BC<br><br>Der 3(5) 2(1½) | Oil 2SA 7Cy. 750×1500<br>500 mm<br>11600bhp B&W<br>Harland & Wolff Ltd.<br>AuxB (s) 220℔ Spt<br>✠NAuxB (p) 220℔ Spt 4/<br>3×240kW 220V d.c. |
| 536031<br>6ZKP<br>2349<br>Df Esd<br>Gc Rdr<br>RT | **GAUCHITO**<br>exThorskog–65<br>**Guachito Cia. Nav. S.A.**<br>Monrovia Liberian | 11110<br>6591<br>16570 | 100A1 TD 4/68<br>oil tanker<br>LMC<br><br>MN1200 EL g†2$\frac{1}{16}$"SQ<br>~~NV~~ | 1951 Greenock Dkyd Co. Ltd.—Grk<br>543' 2" 69' 4" 29' 9½"<br>512' 0" 69' 0" 38' 6"<br>P114' B39' F55' 1 dk<br>RW 16BH<br>rf 4" WB568t | M Tanker Mchy.aft<br><br>L.786000 HeCls. B | Oil 2SA 5Cy. 670×2320 m<br>6000bhp Doxford<br>Wallsend Slpwy Co. Ltd.<br>2AuxB 180℔<br>3×75kW 110V d.c. |
| 530550<br>DCUL<br><br>Df Esd<br>RT | **GERLEN**<br>exSt. Antonius–68<br>**Gerhard Gerdes**<br>Haren/Ems W. German | 299<br>186<br>430 | <br><br>GL | 1950 Schulte & Bruns—Emd<br>*126·7'* 23' 4" 8' 4"<br>9' 4"<br>1 dk<br>RW Ion 55 | M Mchy.aft | Oil 4SA 4Cy. 290×420 m<br>250bhp<br>Masch. Kiel A.G. |
| 682239<br>JXLY<br><br>RTv | **GERMA LORD**<br><br>**Gerner Mathisen Rederi**<br>**A/S**<br>Oslo Norwegian | 1199<br>853<br>2231 | | 1968 Stocznia Gdanska—Gdk<br>243' 11" 42' 9" 16' 2½"<br>219' 11" 42' 8" 19' 4"<br>P61' F38' 1 dk | M Mchy.aft<br>4 Ho 69', 69', 86½', 86½'<br>G.106727 B.94578<br>2 Ha (stl) (51½' comb. ×23')<br>(74½' comb. ×26½')<br>4W Der 2(10) 2(5) | Oil 4SA 8Cy. 320×450 m<br>1600bhp<br>Atlas-Mak Masch.<br>3×72kW 380V 50c/s a.c.<br>Controllable pitch propel |
| 661855<br>DCIA<br><br>Df Esd<br>Rdr RT | **GERMANN**<br>exGerma–68<br>**Gerhard & Steffie Schepers**<br>Haren/Ems W. German | 300<br>171<br>— | <br><br>GL | 1966 C. Cassenswerft—Emd<br>178' 5" 11' 1½"<br>160' 8" 31' 2" 18' 0"<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 320×480 m<br>800bhp<br>Motorenw. Mannheim |
| 542257<br>9VMS<br><br>Esd RT | **GOLDEN WELL**<br>exKing City–68 exZola–67<br>exBonny–66 exZola–65<br>exSumur Mas–64 exSanda–63<br>**Guan Guan Shipping Ltd.**<br>Singapore Singapore | 854 ~~864~~<br>397 ~~397~~<br>1156 | BS✳ SS 7/66<br><br>MBS✳<br><br>MN238 CT1486 C25 S22 | 1950–2 Caledon S.B. & E. Co. Ltd.—Dun<br>218' 6" 38' 2" 14' 11½"<br>200' 6" 38' 0" 24' 0"<br>1 dk & S dk<br>RW 4BH<br>WB233t | M OSD Mchy.aft<br><br>G.94875 B.86713<br><br>6W Der 6(5) | Oil 2SA 7Cy. 340×570 m<br>1190bhp<br>British Polar Engines Lt |
| 523847<br><br><br>Df Esd<br>Gc Rdr<br>RTm/v | **GOODWILL**<br>exMode–68<br>**Goodwill Shipping Co. Ltd.**<br>Famagusta Cyprus<br>George M. Moundreas & Bros.<br>S.A. (Mgrs.) | 1395 ~~1396~~<br>627 ~~620~~<br>2360 | ✠100A1 SS 8/68 ~~SS 8/63~~<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL s | 1949–4 Öresundsvarvet A/B—Lkr<br>299' 1" 41' 10" 16' 10½"<br>275' 7" 41' 8" 25' 3"<br>P72' F33' 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf nil WB600t incl. Tunnel tanks 115t | M (4P) OSD<br>2 Ho 112½', 94½'<br>G.171000 B.156000<br>4 Ha (27', 33½', 24½', 24½'×16')<br>Der 1(10) 4(5) 6(3) | Oil 2SA 5Cy. 500×700 m<br>1600bhp<br>Atlas-Diesel<br>✠ndb 2/63–114℔<br>2×115kW 230V d.c. |
| 502729<br>DJWS<br><br>Df Esd<br>Rdr<br>RTm | **GOTLAND** T.Mk<br>exNordlander–68<br>exAnne Reith–68 exAssen–64<br>**Partenreederei m.s.**<br>**"Gotland"**<br>~~Werner Bornholdt~~ Günther Schulz<br>Hamburg W. German<br>For later particulars see New Entries No. 10 | 999<br>~~668~~ 625<br>1634 | <br><br>GL | 1956 Alfred Hagelstein—Lbc<br>231' 4" 35' 5" 15' 4"<br>210' 8" 35' 4" 17' 7"<br>1 dk<br>RW<br>rf 3" | M (2P) Mchy.aft<br>2 Ho each 67'<br><br>2 Ha (each 49½' comb.×19½')<br>Der 2(5) 4(3) | Oil 4SA 8Cy. 320×450 m<br>1000bhp<br>Klöckner-Humboldt-De<br>3×60, 60, 30kW 380V 50 |
| 682304<br><br>515673<br>Gc Pfd<br>Rdr RT | **GRACE McALLISTER**<br><br>**McAllister Brothers Inc.**<br>New York United States | 292<br>83<br>— | | 1968 Dravo Corp.—Pbg<br>116' 9" 30' 2" 14' 9½"<br>114' 9" 30' 0" 16' 6"<br>1 dk | M Tug | Oil 2SA 16Cy. 9$\frac{1}{16}$"×10"<br>3160bhp<br>General Motors Corp. |

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| **GRIGORIOS**<br>exScottish Prince–68<br>exAlbemarle–57 exAfric–55<br>**Klimnos Shipping Co.**<br>Famagusta Cyprus | 3364<br>1574<br>4625 | ✠100A1 SS 3/64<br>with freeboard<br>✠LMC<br>MN660 EL w 1$\frac{11}{16}$"SQ | **1950**–11 Burntisland S.B. Co. Ltd.—Bnt<br>364′ 0″ 51′ 3″ 21′ 7½″<br>340′ 6″ 51′ 0″ 30′ 9″<br>B100′ F30′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 3″ WB1417t incl. DTm492t | M (12P) OSD<br>4 Ho 47½′, 74¾′, 67½′, 42½′<br>G.272000 B.245000<br>4 Ha (20½′, 37½′, 32½′, 17½′×16′)<br>12W Der 1(25) 2(10) 10(5) | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp 927t (d.o)<br>Hawthorn, Leslie & Co. Ltd. Nwc<br>2AuxB 120℔<br>2×40kW 220V d.c. 13½k |
| **GROLLEN**<br>exLaus–68<br>**Hans A. Boye**<br>Marstal Danish | 500<br>266<br>965 | ✠100A1 SS 7/68<br>Ice Class 3<br>✠LMC<br>MN160 EL j | **1963**–12 Brödrene Lothe A/S—Hgs<br>194′ 3″ 30′ 11″ 12′ 7¾″<br>171′ 10″ 30′ 10″ 13′ 1″<br>P&B104′ F29′ 1 dk<br>NS 3BH<br>rf 4″ WB270t | M Mchy.aft<br>1 Ho 116½′ comb.<br>2 Ha (stl) (33¾′×17¾′) (44′×20¼′)<br>Der 1(5) 2(3) | Oil 4SA 6Cy. 320×450 mm<br>800bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×41kW 220V 50c/s a.c. |
| **HADJUSZOBOSZLO**<br>**Hungarian Shipping Co. Ltd.**<br>Hungarian | 1247<br>561<br>1460 | | **1965** Angyalfold Shpyd—Bdp<br>*244·3′* 37′ 2″ 15′ 1″<br>37′ 0″ 17′ 5″<br>P57′ F25′ 2 dks | M Mchy.aft | Oil 4SA 8Cy. 315×450 mm<br>1000bhp<br>Lang Eng. Works Bdp |
| **HAI**<br>exAngeln–68 exMöltenort–63<br>**Willy Freter**<br>Heiligenhafen W. German | 194<br>94<br>— | GL | **1936** Frd. Krupp Germ. A.G.—Kel<br>*86·0′* 23′ 1″ 8′ 2″<br>22′ 11″ 9′ 10″<br>1 dk<br>R | M Ferry | Oil 4SA 6Cy. 280×420 mm<br>300bhp 14t<br>Frd. Krupp Germ. A.G. Kel<br>10k |
| **HANS DAHL**<br>exHaukaas–68<br>**Hans Dahl**<br>Trondheim Norwegian | 110<br>45<br>— | | **1946** Grötvågen Verft—Kyrksæteröra<br>*84·3′* 22′ 0″<br>21′ 10″ | Wood M Fishing Mchy.aft | Oil 2SA 3Cy. 315×380 mm<br>220bhp NE55<br>Brødrene Brunvoll Motorfb. Molde |
| **HARMONY**<br>**Harmony S.A.**<br>Chimbote Peruvian | 180<br>—<br>— | 100A–<br>fishing vessel<br>for restricted service<br>Class contemplated | Fabricaciones Metalicas—Clo<br>90′ 9″ 23′ 4″<br>78′ 4″ 25′ 0″ 12′ 2″ | M Fishing | Oil 4SA 6Cy. 6½″×8″ with reverse gearing & hydraulic coupling<br>Caterpillar Tractor Co. Peoria |
| **HARVEST EUME**<br>exEume–68<br>**Sea Harvest Corporation (Pty) Ltd.**<br>Cape Town S. African | 199<br>90<br>— | BV | **1964** Hijos de J. Barreras S.A.—Vgo<br>107′ 7″ 25′ 8″<br>94′ 5″ 25′ 6″ 12′ 9″<br>RW | M Stern Trawler | 2 Oil 4SA each 8Cy. 160×180 mm geared to sc. shaft<br>Masch. Augsburg-Nürnberg Aug |
| **HEIMAR**<br>exThekla–68<br>**Hermann & Rudolf Kiepe**<br>Haren/Ems W. German | 489<br>250<br>650 | BV | **1958** Martin Jansen—Leer<br>173′ 11″ 27′ 8″ 10′ 8½″<br>154′ 2″ 26′ 4″ 12′ 2″<br>P34′ Q11′ B30′ F21′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 103½′<br>G.32400 B.30880<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 320×480 mm<br>300bhp 40t<br>Motorenw. Mannheim Mhm<br>10k |
| **HEIMIR**<br>**Vardarútgerdin h/f**<br>Stødvarfirdi Icelandic | 363<br>151<br>— | NV | **1967** Kvina Verft—Kvina<br>142′ 6″ 20′ 11″ 13′ 8¼″<br>127′ 4″ 20′ 8″ 14′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 222×292 mm<br>1000bhp<br>Blackstone & Co. Ltd. Stamford |
| **HEIN**<br>exGertrud–68 exOtto–47<br>~~Kurt Merter~~ Kurt Mester<br>Haren/Ems W. German | 185<br>97<br>285 | GL | **1928** "De Vooruitgang" D. & J. Boot—Alp<br>*122·3′* 19′ 10″<br>7′ 7″<br>Q27′ F10′ 1 dk<br>R Ien 51 | M | Oil 4SA 6Cy. 215×360 mm<br>180bhp NE50<br>Masch. Kiel A.G. Kel |
| **HELENA**<br>exPetro Hauge–68<br>exSagatun–66<br>United **Shipping Enterprises** S.A.<br>Piræus Greek | 1197<br>571<br>— | GL | **1963** Angyalfold Shipyard—Bdp<br>244′ 4″ 37′ 2″ 15′ 4½″<br>221′ 1″ 37′ 0″<br>1 dk | M Mchy.aft<br>3 Ho<br>G.77000 B.73000<br>3 Ha (each 28½′×18½′)<br>6W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 mm<br>1000bhp 75t<br>Lang. Eng. Works Bdp<br>11½k |
| **HEMSEFJELL**<br>Launched as Angelus<br>**Olsen & Ugelstad**<br>Oslo Norwegian<br>Name should be **KING ALFRED** See New Entries No. 5 | 29330<br>20440<br>49900 | | **1968** Eriksbergs M/V A/B—Got<br>713′ 10″ 97′ 2″ 39′ 5¼″<br>685′ 0″ 97′ 0″ 57′ 9″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W<br>Eriksbergs M/V A/B Got |
| **HERMANN GRÄVE**<br>exJakob Ekkenga–68<br>**Hermann Gräve**<br>Idafehn W. German | 496<br>315<br>700 | GL | **1956** Jos. L. Meyer—Papenburg<br>166′ 0″ 28′ 4″ 11′ 5½″<br>147′ 7″ 28′ 3″ 12′ 6″<br>P36′ F17′ 1 dk<br>RW | M Mchy.aft<br>G.34000 B.32000<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>400bhp<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| **HIRO MARU No. 81**<br>**Murayama Suisan K.K.**<br>Fukuoka Japanese | 114<br>44<br>— | | **1968** Tokushima Zosen—Fukuoka<br>112′ 3″ 19′ 9″ 7′ 9″<br>97′ 9″ 19′ 8″ 9′ 1″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>540bhp<br>Daihatsu Kogyo Osa |

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| 682333<br>JG105081<br><br>Gc Rdr<br>RT | **FUJI MARU**<br><br>**Ohigawa Kogyo K.K.**<br>Tokyo Japanese | **444**<br>227<br>700 | | | **1968** Hanasaki Zosensho—Yokosuka<br>159′ 2″ 26′ 4″ 11′ 8″<br>144′ 8″ 26′ 3″ 13′ 2″<br>2 dks | M Mchy.aft | | Oil 4SA 6Cy. 260×320 mm<br>700bhp<br>Daihatsu Kogyo |
| 682334<br>JJ2385<br>101968<br>Gc Rdr<br>RT | **FUJIHIRO MARU**<br><br>**Hirohata Kaiun K.K.**<br>Himeji Japanese | **2428**<br>1242<br>3598 | | | **1968** Nipponkai Jukogyo—Toyama<br>282′ 2″ 49′ 4″ 18′ 9″<br>266′ 2″ 49′ 3″ 26′ 3″<br>4 dks | M Mchy.aft | | Oil 4SA 6Cy. 470×670 mm<br>2200bhp<br>Akasaka Tekkosho |
| 682335<br>JCOG<br>101203<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUYOSHI MARU No. 75**<br><br>**Nemuro Daiichi Gyogyo**<br>**Seisan Kumiai**<br>Nemuro Japanese | **500**<br>247<br>— | | | **1968** Narazaki Zosen—Muroran<br>178′ 10″ 30′ 3″ 12′ 2″<br>158′ 10″ 30′ 2″ 13′ 9″<br>1 dk | M Fishing Mchy.aft | | Oil 4SA 6Cy. 330×500 mm<br>1200bhp<br>Makita Tekkosho |
| 681557<br><br>335829 | **G.W. 129**<br><br>**Wimpey (Marine) Ltd.**<br>London British | 417<br>417<br>— | **✠100A**<br>**U.K. coasting service** | EL (h) | **1968**–5 Philip & Son Ltd.—Drt<br>100′ 0″ 60′ 11″ 5′ 10½″<br>100′ 0″ 60′ 0″ 8′ 0″<br>1 dk<br>4BH | Barge | | |
| 525666<br>SYCR<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GALAXIAS**<br>exNorsk Drott–68<br>**Botapa Shipping Co. S.A.**<br>Piræus Greek | **18483**<br>10851<br>28783 | **✠100A1**<br>oil tanker<br>**✠LMC**<br><br>MN2320 | SS 6/66<br><br><br><br>EL n†2¾″SQ | **1961**–4 Harland & Wolff Ltd.—Gls<br>643′ 9″ 80′ 11″ 34′ 6½″<br>611′ 2″ 80′ 6″ 45′ 6″<br>P120′ B38′ F77′ 1 dk<br>RW 14BH<br>rf 4″ WB1159t | M Tanker Mchy.aft<br>27 Ta<br>L.1350598<br><br>Der 3(5) 2(1½) | <br><br>HeCls. BC | Oil 2SA 7Cy. 750×1500<br>500 mm<br>11600bhp B&W 227<br>Harland & Wolff Ltd.<br>AuxB (s) 220lb Spt<br>✠NAuxB (p) 220lb Spt 4/6<br>3×240kW 220V d.c. |
| 536031<br>6ZKP<br>2349<br>Df Esd<br>Gc Rdr<br>RT | **GAUCHITO**<br>exThorskog–65<br>**Guachito Cia. Nav. S.A.**<br>Monrovia Liberian | **11110**<br>6591<br>16570 | **100A1**<br>oil tanker<br>**LMC**<br><br>MN1200 | TD 4/68<br><br><br><br>EL g†2 5/16″SQ<br>~~NV~~ | **1951** Greenock Dkyd Co. Ltd.—Grk<br>543′ 2″ 69′ 4″ 29′ 9½″<br>512′ 0″ 69′ 0″ 38′ 6″<br>P114′ B39′ F55′ 1 dk<br>RW 16BH<br>rf 4″ WB568t | M Tanker Mchy.aft<br><br>L.786000 | <br><br>HeCls. B | Oil 2SA 5Cy. 670×2320 m<br>6000bhp Doxford<br>Wallsend Slpwy Co. Ltd.<br>2AuxB 180lb<br>3×75kW 110V d.c. |
| 530550<br>DCUL<br><br>Df Esd<br>RT | **GERLEN**<br>exSt. Antonius–68<br>**Gerhard Gerdes**<br>Haren/Ems W. German | **299**<br>186<br>430 | | <br><br>GL | **1950** Schulte & Bruns—Emd<br>*126·7′* 23′ 4″ 8′ 4″<br>9′ 4″<br>1 dk<br>RW lon 55 | M Mchy.aft | | Oil 4SA 4Cy. 290×420 m<br>250bhp<br>Masch. Kiel A.G. |
| 682239<br>JXLY<br><br>RTv | **GERMA LORD**<br><br>**Gerner Mathisen Rederi**<br>**A/S**<br>Oslo Norwegian | **1199**<br>853<br>2231 | | | **1968** Stocznia Gdanska—Gdk<br>243′ 11″ 42′ 9″ 16′ 2½″<br>219′ 11″ 42′ 8″ 19′ 4″<br>P61′ F38′ 1 dk | M Mchy.aft<br>4 Ho 69′, 69′, 86½′, 86½′<br>G.106727 B.94578<br>2 Ha (stl) (51½′ comb. ×23′)<br>(74½′ comb. ×26½′)<br>4W Der 2(10) 2(5) | | Oil 4SA 8Cy. 320×450 m<br>1600bhp<br>Atlas-Mak Masch.<br>3×72kW 380V 50c/s a.c.<br>Controllable pitch propel |
| 661855<br>DCIA<br><br>Df Esd<br>Rdr RT | **GERMANN**<br>exGerma–68<br>**Gerhard & Steffie Schepers**<br>Haren/Ems W. German | **300**<br>171<br>— | | <br><br>GL | **1966** C. Cassenswerft—Emd<br>178′ 5″ 11′ 1½″<br>160′ 8″ 31′ 2″ 18′ 0″<br>1 dk & S dk | M OSD Mchy.aft | | Oil 4SA 6Cy. 320×480 m<br>800bhp<br>Motorenw. Mannheim |
| 542257<br>9VMS<br><br>Esd RT | **GOLDEN WELL**<br>exKing City–68 exZola–67<br>exBonny–66 exZola–65<br>exSumur Mas–64 exSanda–63<br>**Guan Guan Shipping Ltd.**<br>Singapore Singapore | 854 ~~864~~<br>397 ~~397~~<br>1156 | **BS✱**<br><br>**MBS✱**<br><br>MN238 | SS 7/66<br><br><br><br>CT1486 C25 S22 | **1950**–2 Caledon S.B. & E. Co. Ltd.—Dun<br>218′ 6″ 38′ 2″ 14′ 11½″<br>200′ 6″ 38′ 0″ 24′ 0″<br>1 dk & S dk<br>RW 4BH<br>WB233t | M OSD Mchy.aft<br><br>G.94875 B.86713<br><br>6W Der 6(5) | | Oil 2SA 7Cy. 340×570 m<br>1190bhp<br>British Polar Engines Ltd |
| 523847<br><br><br>Df Esd<br>Gc Rdr<br>RTm/v | **GOODWILL**<br>exMode–68<br>**Goodwill Shipping Co. Ltd.**<br>Famagusta Cyprus<br>George M. Moundreas & Bros.<br>S.A. (Mgrs.) | 1395 ~~1396~~<br>627 ~~620~~<br>2360 | **✠100A1**<br>with freeboard<br>Str. nav. ice<br>**✠LMC** | SS 8/68 ~~SS 8/63~~<br><br><br><br>EL s | **1949**–4 Öresundsvarvet A/B—Lkr<br>299′ 1″ 41′ 10″ 16′ 10½″<br>275′ 7″ 41′ 8″ 25′ 3″<br>P72′ F33′ 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf nil WB600t incl. Tunnel tanks 115t | M (4P) OSD<br>2 Ho 112½′, 94½′<br>G.171000 B.156000<br>4 Ha (27′, 33½′, 24½′, 24½′×16′)<br>Der 1(10) 4(5) 6(3) | | Oil 2SA 5Cy. 500×700 m<br>1600bhp<br>Atlas-Diesel<br>✠ndb 2/63–114lb<br>2×115kW 230V d.c. |
| 502729<br>DJWS<br><br>Df Esd<br>Rdr<br>RTm | **GOTLAND**<br>exNordlander–68<br>exAnne Reith–68 exAssen–64<br>**Partenreederei m.s.**<br>**"Gotland"**<br>~~Werner Bornholdt~~ Günther Schulz<br>Hamburg W. German<br>For later particulars see New Entries No. 10 | T.Mk **999**<br>~~668~~ 625<br>1634 | | <br><br>GL | **1956** Alfred Hagelstein—Lbc<br>231′ 4″ 35′ 5″ 15′ 4″<br>210′ 8″ 35′ 4″ 17′ 7″<br>1 dk<br>RW<br>rf 3″ | M (2P) Mchy.aft<br>2 Ho each 67′<br><br>2 Ha (each 49½′ comb.×19½′)<br>Der 2(5) 4(3) | | Oil 4SA 8Cy. 320×450 m<br>1000bhp<br>Klöckner-Humboldt-Deu<br>3×60, 60, 30kW 380V 50c |
| 682304<br><br>515673<br>Gc Pfd<br>Rdr RT | **GRACE McALLISTER**<br><br>**McAllister Brothers Inc.**<br>New York United States | **292**<br>83<br>— | | | **1968** Dravo Corp.—Pbg<br>116′ 9″ 30′ 2″ 14′ 9½″<br>114′ 9″ 30′ 0″ 16′ 6″<br>1 dk | M Tug | | Oil 2SA 16Cy. 9 1/16″×10″<br>3160bhp<br>General Motors Corp. |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **GRIGORIOS** | 3364 | ✠100A1 | SS 3/64 | 1950–11 Burntisland S.B. Co. Ltd.—Bnt | M (12P) OSD | Oil 2SA 4Cy. 600×2320 mm | |
| exScottish Prince–68 | 1574 | with freeboard | | 364' 0" 51' 3" 21' 7½" | 4 Ho 47½', 74¾', 67½', 42½' | 3300bhp | 927t (d.o) |
| exAlbemarle–57 exAfric–55 | 4625 | ✠LMC | | 340' 6" 51' 0" 30' 9" | G.272000 B.245000 | Hawthorn, Leslie & Co. Ltd. | Nwc |
| **Klimnos Shipping Co.** | | | | B100' F30' 1 dk & S dk | 4 Ha (20½', 37½', 32½', 17½'×16') | 2AuxB 120lb | |
| Famagusta Cyprus | | MN660 | EL w 1 13/16"SQ | RW Coll BH to S dk 6 to 2nd dk | 12W Der 1(25) 2(10) 10(5) | 2×40kW 220V d.c. | 13½k |
| | | | | rf 3" WB1417t incl. DTm492t | | | |
| **GROLLEN** | 500 | ✠100A1 | SS 7/68 | 1963–12 Brödrene Lothe A/S—Hgs | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| exLaus–68 | 266 | Ice Class 3 | | 194' 3" 30' 11" 12' 7¾" | 1 Ho 116½' comb. | 800bhp | (d.o) |
| **Hans A. Boye** | 965 | ✠LMC | | 171' 10" 30' 10" 13' 1" | | Klöckner-Humboldt-Deutz | Kln |
| Marstal Danish | | | | P&B104' F29' 1 dk | 2 Ha (stl) (33¾'×17¾') (44'×20¼') | 3×41kW 220V 50c/s a.c. | |
| | | MN160 | EL j | NS 3BH | Der 1(5) 2(3) | | |
| | | | | rf 4" WB270t | | | |
| **HADJUSZOBOSZLO** | 1247 | | | 1965 Angyalfold Shpyd—Bdp | M Mchy.aft | Oil 4SA 8Cy. 315×450 mm | |
| | 561 | | | *244·3'* 37' 2" 15' 1" | | 1000bhp | |
| **Hungarian Shipping Co. Ltd.** | 1460 | | | 37' 0" 17' 5" | | Lang Eng. Works | Bdp |
| Hungarian | | | | P57' F25' 2 dks | | | |
| **HAI** | 194 | | | 1936 Frd. Krupp Germ. A.G.—Kel | M Ferry | Oil 4SA 6Cy. 280×420 mm | |
| exAngeln–68 exMöltenort–63 | 94 | | | *86·0'* 23' 1" 8' 2" | | 300bhp | 14t |
| **Willy Freter** | — | | GL | 22' 11" 9' 10" | | Frd. Krupp Germ. A.G. | Kel |
| Heiligenhafen W. German | | | | 1 dk | | | 10k |
| | | | | R | | | |
| **HANS DAHL** | 110 | | | 1946 Grötvågen Verft—Kyrksæteröra | Wood M Fishing Mchy.aft | Oil 2SA 3Cy. 315×380 mm | |
| exHaukaas–68 | 45 | | | *84·3'* 22' 0" | | 220bhp NE55 | |
| **Hans Dahl** | — | | | 21' 10" | | Brødrene Brunvoll Motorfb. | Molde |
| Trondheim Norwegian | | | | | | | |
| **HARMONY** | 180 | 100A– | | Fabricaciones Metalicas—Clo | M Fishing | Oil 4SA 6Cy. 6¼"×8" with reverse gearing & hydraulic coupling | |
| | — | fishing vessel | | 90' 9" 23' 4" | | | |
| **Harmony S.A.** | — | for restricted service | | 78' 4" 25' 0" 12' 2" | | Caterpillar Tractor Co. | Peoria |
| *Chimbote* Peruvian | | Class contemplated | | | | | |
| **HARVEST EUME** | 199 | | | 1964 Hijos de J. Barreras S.A.—Vgo | M Stern Trawler | 2 Oil 4SA each 8Cy. 160×180 mm geared to sc. shaft | |
| exEume–68 | 90 | | | 107' 7" 25' 8" | | | |
| **Sea Harvest Corporation (Pty) Ltd.** | — | | BV | 94' 5" 25' 6" 12' 9" | | Masch. Augsburg-Nürnberg | Aug |
| Cape Town S. African | | | | RW | | | |
| **HEIMAR** | 489 | | | 1958 Martin Jansen—Leer | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm | |
| exThekla–68 | 250 | | | 173' 11" 27' 8" 10' 8½" | 1 Ho 103¼' | 300bhp | 40t |
| **Hermann & Rudolf Kiepe** | 650 | | BV | 154' 2" 26' 4" 12' 2" | G.32400 B.30880 | Motorenw. Mannheim | Mhm |
| Haren/Ems W. German | | | | P34' Q11' B30' F21' 1 dk | 2 Ha | | 10k |
| | | | | RW | 2W Der 2(2) | | |
| **HEIMIR** | 363 | | | 1967 Kvina Verft—Kvina | M Fishing Mchy.aft | Oil 4SA 8Cy. 222×292 mm | |
| | 151 | | | 142' 6" 20' 11" 13' 8¼" | | 1000bhp | |
| **Vardarútgerdin h/f** | — | | NV | 127' 4" 20' 8" 14' 0" | | Blackstone & Co. Ltd. | Stamford |
| Stødvarfirdi Icelandic | | | | 1 dk | | | |
| **HEIN** | 185 | | | 1928 "De Vooruitgang" D. & J. Boot—Alp | M | Oil 4SA 6Cy. 215×360 mm | |
| exGertrud–68 exOtto–47 | 97 | | | *122·3'* 19' 10" | | 180bhp NE50 | |
| ~~**Kurt Merter**~~ Kurt Mester | 285 | | | | | Masch. Kiel A.G. | Kel |
| Haren/Ems W. German | | | GL | 7' 7" | | | |
| | | | | Q27' F10' 1 dk | | | |
| | | | | R len 51 | | | |
| **HELENA** | 1197 | | | 1963 Angyalfold Shipyard—Bdp | M Mchy.aft | Oil 4SA 8Cy. 315×450 mm | |
| exPetro Hauge–68 | 571 | | | 244' 4" 37' 2" 15' 4½" | 3 Ho | 1000bhp | 75t |
| exSagatun–66 | — | | GL | 221' 1" 37' 0" | G.77000 B.73000 | Lang. Eng. Works | Bdp |
| United **Shipping Enterprises** S.A. | | | | 1 dk | 3 Ha (each 28½'×18½') | | 11½k |
| Piræus Greek | | | | | 6W Der 1(10) 6(2½) | | |
| **HEMSEFJELL** | 29330 | | | 1968 Eriksbergs M/V A/B—Got | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 740×1600 mm | |
| Launched as Angelus | 20440 | | | 713' 10" 97' 2" 39' 5¼" | | 12000bhp B&W | |
| **Olsen & Ugelstad** | 49900 | | | 685' 0" 97' 0" 57' 9" | | Eriksbergs M/V A/B | Got |
| Oslo Norwegian | | | | 1 dk | | | |
| Name should be **KING ALFRED** See New Entries No. 5 | | | | | | | |
| **HERMANN GRÄVE** | 496 | | | 1956 Jos. L. Meyer—Papenburg | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm | |
| exJakob Ekkenga–68 | 315 | | | 166' 0" 28' 4" 11' 5½" | | 400bhp | |
| **Hermann Gräve** | 700 | | GL | 147' 7" 28' 3" 12' 6" | G.34000 B.32000 | Klöckner-Humboldt-Deutz | Kln |
| Idafehn W. German | | | | P36' F17' 1 dk | 2 Ha | | 9k |
| | | | | RW | | | |
| **HIRO MARU No. 81** | 114 | | | 1968 Tokushima Zosen—Fukuoka | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm | |
| | 44 | | | 112' 3" 19' 9" 7' 9" | | 540bhp | |
| **Murayama Suisan K.K.** | — | | | 97' 9" 19' 8" 9' 1" | | Daihatsu Kogyo | Osa |
| Fukuoka Japanese | | | | 1 dk | | | |

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|---|---|---|---|---|---|---|---|
| 682382 | **HIRO MARU No. 82** | 115 | | | 1968 Tokushima Zosen—Fukuoka | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm |
| JM2814 | | 44 | | | 112' 3" 19' 9" 7' 9" | | 540bhp |
| 103799 | **Murayama Suisan K.K.** | — | | | 97' 9" 19' 8" 9' 1" | | Daihatsu Kogyo |
| RT | Fukuoka Japanese | | | | 1 dk | | |
| 682365 | **HUNGARIA** | 5000 | | | 1968 G. Dimitrov Shipyard—Varna | M | Oil 6Cy. |
| | | — | | | 374' 0" 49' 6" | 4 Ho | 3250bhp |
| | **Hungarian Shipping Co. Ltd.** | 6225 | | | ... ... ... | | Masch. Halberstadt |
| Esd Rdr | Budapest Hungarian | | | | | 4 Ha | |
| | | | | | | Cr 9 | |
| 530043 | **HUNTER CAMBRIDGE** | 8886 | | | 1954 A/S Fredriksstad M/V—Fks | M Tanker Mchy.aft | Oil 2SA 6Cy. 680×1500 mm |
| GYUB | exWinnie–68 exRoss Hill–67 | 5002 | | | 513' 9" 62' 8" 27' 10" | 19 Ta | 4950bhp |
| 335884 | **Cambridge (Tankers) Ltd.** | 13550 | | NV | 475' 1" 62' 5" 35' 8" | | A/S Fredriksstad M/V |
| Df Esd | Dundee, Perth & London | | | | P133' B37' F67' 1 dk | | 3×140, 140, 110kW 220V d.c. |
| Gc Rdr | Shipping Co. Ltd. | | | | | | |
| RTm/h/v | London British | | | | rf 4" | | |
| 538966 | **IASSON** | 2071 | | | 1951 Nylands Verksted—Osl | S OSD | C 2Cy. 17½" & 35 7/16"×35 7/16" & |
| SVJR | exYotta–68 | 1062 | | | 294' 8" 44' 5" 20' 1½" | 2 Ho 84½', 74½' | 1400ihp |
| 2748 | exWilhelm Schulte–66 | 3592 | | BV | 44' 3" | G.214382 B.200622 | Nylands Verksted |
| Df Esd | exDockenhuden–61 exNyco–57 | | | | P29' 1 dk & S dk | 4 Ha (28½'×20') (36½', 30½'×22') | 2×45, 40kW 215V d.c. |
| Rdr | **Iasson Navigation Co. Ltd.** | | | | RW | (24½'×20') | |
| RTm/h | Piræus Greek | | | | | 8W Der 1(10) 4(5) 4(3) | |
| 507868 | **IDUNA** | 417 | | | 1952 G. Wolkau—Ham | M Mchy.aft | Oil 4SA 6Cy. 285×420 mm |
| DCWK | exConrad–68 | 272 | | | *163·8'* 24' 8" 10' 2½" | | 300bhp |
| | **Alfred Schramm** | 581 | | GL | 24' 7" 11' 8" | G.29836 B.27750 | Masch. Augsburg-Nürnberg |
| Df Esd | Haren/Ems W. German | | | | P36' F20' 1 dk | 1 Ha (90'×17½') | |
| | | | | | RW len 59 | | |
| 682315 | **IMPALA** T.Mk | 499 | | | 1968 J. J. Sietas Schiffsw.—Ham | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm |
| | | 329 | | | 242' 4" 35' 6" 12' 11" | 1 Ho 163½' 1 TwD 159½' | 1320bhp |
| | **Partenreederei** | 1325 | | GL | 222' 0" 35' 5" 20' 0" | G.85700 B.76300 | Klöckner-Humboldt-Deutz |
| Df Esd | **m.s. "Impala"** | | | | P49' B33' F36' 2 dks | 1 Ha (stl) (131½'×25') | 3×32, 32, 32kW 380V 50c/s a.c. |
| Gc Rdr | Peter Döhle | | | | | | |
| RTm/h/v | Hamburg W. German | | | | | | |
| 505211 | **INDONESIA I** | 9056 ~~8995~~ | ✠100A1 | Dr 4yrs–9/65 | 1953–3 Wm. Hamilton & Co. Ltd.—P.Gl | M Tanker Mchy.aft | Oil 4SA 8Cy. 750×1500 mm |
| SZKO | exStolt Vilto–68 exVilto–66 | 5066 ~~6464~~ | oil tanker | | 505' 6" 62' 2" 28' 3½" | 20 Ta | 4500bhp B&W |
| | exHebris–66 exBris–64 | — | ✠LMC | | 470' 0" 62' 0" 35' 3" | L.643000 | J. G. Kincaid & Co. Ltd. |
| Df Esd | **Greek Tankershipping Co.** | | | | P97' B40' F47' 1 dk | | 2AuxB 150lb |
| Gc Rdr | **Ltd.** | | MN900 | EL d†2 7/16"SQ | RW 14BH | | 4×40kW 110V d.c. |
| RTm/h | Piræus Greek | | | | WB228t | | |
| 682316 | **INVESTIGATOR** | 250 | 100A1 | | Taylor Smith—Port Louis | M Fishery Research Ship | Oil 4SA 8Cy. 7"×7¾" |
| | | — | Class contemplated | | 85' 8" 23' 10" 7' 8¼" | | |
| | **Government of Mauritius** | — | | | 75' 6" 23' 7½" 10' 10" | | Davey, Paxman & Co. Ltd. |
| | **(Department of Agriculture** | | | | | | |
| | **& Fisheries)** | | | | | | |
| | Port Louis British | | | | | | |
| 527568 | **IOANNA** | 3246 ~~2840~~ | ✠100A1 | TD 6/68 | 1948–9 W. Gray & Co. Ltd.—Hpl | S (3P) OSD | T 3Cy. 20" 32" & 58"×42" |
| SWEV | exDimitris X–68 exPeter–66 | 1866 ~~1125~~ | with freeboard | | 335' 6" 47' 1" 19' 0½" | 4 Ho 42½', 81', 45', 42½' | 1800ihp |
| | exA. J. Falkland–60 | ~~3470~~ | ✠LMC | | 310' 0" 46' 10" 27' 10" | | Cen. Mar. Eng. Wks |
| Df Esd | ~~**N. Haniotis**~~ | | | | P23' F30' 1 dk & S dk | 5 Ha (each 24½'×20') | 2 SB 220lb Spt hs(8464) |
| Rdr | Piræus Greek | | | EL u | RW NS Coll BH to S dk 4 to 2nd dk | Der 8(5) 2(3) | 3×50, 50, 15kW 110V |
| RTm | **Chanvasdim Cia. Nav. S.A.** | | | | WB912t incl. Tunnel tanks 149t | | |
| 682265 | **IOZAS VITAS** | 3170 | | | 1965 .....................Russia | M Trawler | Oil 2SA 8Cy. 430×610 mm |
| UNVO | | 1225 | | | 277' 11" 40' 3" 18' 2½" | 5 Ho | 2000bhp |
| M-28059 | **U.S.S.R.** | 1460 | | | 40' 0" 32' 11" | G.57387 In.47004 | Skoda |
| | Klaipeda Russian | | | | | 5 Ha (6½', 6½'×6½') (6'×6') (4', 4'×4½') | |
| | | | | | | 4W Der 2(10) 2(3) | |
| 682205 | **IRON HUNTER** | 34000 | 100A1 | | Whyalla S.B. & Eng. Works— | S Bulk Carrier Mchy.aft | 2 S Turb dr geared to sc. |
| VJKO | | 20000 | Class contemplated | | Wya | | Emade66fitted68 |
| | **Broken Hill Proprietary Co.** | 55000 | | | 741' 6" 104' 3" 41' 3" | | General Electric Co. |
| | **Ltd.** | | | | 694' 8" 104' 0" 55' 9" | | |
| | Melbourne British | | | | | | |
| 682305 | **ISLAND KING** | 493 | 100A1 | | Star Shpyd (Mercers) Ltd.— | M Tug | Oil 2SA 20Cy. 9 1/16"×10" |
| | | — | tug | | N. Westminster | | |
| | **Island Tug & Barge Ltd.** | — | Class contemplated | | 132' 0" 33' 5" 15' 0" | | General Motors Corp. |
| | Vancouver Canadian | | | | 118' 3" 32' 0" 17' 8" | | |
| 682266 | **IVAN GOLUBETS** | 2435 | | | 1965 Volkswerft Stralsund—Stralsund | M Stern Trawling Factory Ship | 2 Oil 4SA each 8Cy. |
| UYYK | | 1070 | | | 261' 9" 43' 5" 17' 0½" | 5 Ho | geared to sc. shaft |
| M-27631 | **U.S.S.R.** | 850 | | | 43' 2" 23' 0" | G.36727 In.33620 | 1660bhp |
| | Sevastopol Russian | | | | | 5 Ha (3½', 3½'×3½') (4½', 4½'×5½') | Schwermasch. Karl Liebk |
| | | | | | | (7½'×11½') | |
| | | | | | | 4W Der 2(6) 2(1½) | |
| 541942 | **JAG ANJLI** | 8595 | | | 1963 A/B Götaverken—Got | M (4P) OSD/CSD Mchy.aft | Oil 2SA 8Cy. 760×1500 mm |
| ATCV | exCypress–68 | 4653 | | | 508' 0" 68' 2" 28' 2"/31' 1" | 6 Ho 56', 57½', 56', 56', 56', 49½' | 7500bhp |
| 1299 | **Great Eastern Shipping Co.** | 13780 | | NV | 470' 0" 68' 0" 33' 3" | G.830000 B.751000 | A/B Götaverken |
| Df Esd | **Ltd.** | 11066 | | | 1 dk & S dk, 3rd dk in Nos. 3 & 4 holds | 6 Ha (stl) (31½', 32½', 32½', 32½', 32½', | 3×300kW 450V 60c/s a.c. |
| Gc Rdr | Bombay Indian | 6275 | | | | 32½'×26½') | |
| RTm/h/v | | ~~46000~~ 17127 | | | rf nil | Der 5(8–30) 17(5) | |

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|---|---|---|---|---|---|
| **JAMES LAMEY**<br>**J. H. Lamey Ltd.**<br>Liverpool British | 219<br>—<br>— | **✠100A1**<br>tug<br>U.K. coasting service<br>**✠LMC**<br>MN340 | **1968**–4 James Lamont & Co. Ltd.—P.Gl<br>106′ 11″ 28′ 1″ 11′ 0″<br>96′ 0″ 26′ 6″ 13′ 6″<br>1 dk<br>RW 3BH<br>rf 24″ BK4″ | M Tug | Oil 4SA 6Cy. 360×450 mm dr geared<br>1700bhp 28t (d.o)<br>Motorenw. Mannheim Mhm<br>2×40kW 220V d.c. 12k |
| **JANE McALLISTER**<br>**McAllister Brothers Inc.**<br>New York United States | 292<br>83<br>— | AB | **1968** Dravo Corp.—Pbg<br>116′ 9″ 30′ 2″ 14′ 9⅞″<br>114′ 9″ 30′ 0″ 16′ 6″<br>1 dk | M Tug | Oil 2SA 16Cy. 9 1/16″×10″<br>3160bhp<br>General Motors Corp. La Grange |
| **JANE S. J.**<br>**A. L. Ruan**<br>Road Harbour British | 161<br>130<br>— | | **1945** Tacoma S.B. Corp.—Tacoma<br>*133·0′* 22′ 0″<br>... ... ...<br>1 dk | Wood TM | 2 Oil each 8Cy. 6″×5″<br>225bhp<br>General Motors Corp. Det<br>11½k |
| **JANICE L**<br>**Elseguro Inc.**<br>Monrovia Liberian | 14800<br>9833<br>26950 | | **1968** Hakodate Dock Co. Ltd.—Hak<br>597′ 1″ 75′ 2″ 35′ 0″<br>550′ 6″ 75′ 0″ 48′ 3″<br>P88′ B30′ F48′ 1 dk<br>RW<br>rf 4″ | M Bulk Carrier Mchy.aft<br>6 Ho 52′, 63′, 76′, 76′, 76′, 63′<br>G.1142196 B.1131405<br>6 Ha (stl) (25¾′×31′) (34′, 44½′, 44½′, 44½′, 36¾′×36¼′)<br>Cr 3(10) 2(5) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer 2501t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>3×350kW 450V 60c/s a.c. 14¾k |
| **JARL R. TRAPP**<br>**Rederi A/B Bifrost**<br>Jarl R. Trapp<br>Gothenburg Swedish<br>For later particulars see New Entries No. 8 | 17300<br>10300<br>25700 | **100A1**<br>Class contemplated | Öresundsvarvet A/B—Lkr<br>607′ 6″ 79′ 0″ 32′ 4″<br>577′ 5″ 78′ 9″ 46′ 7″ | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 750×1600 mm<br>A/B Götaverken Got |
| **JENS EINAR**<br>**Einar & Jens Bondø**<br>Namsos Norwegian | 105<br>35<br>— | | **1968** Kr. K. Frostad & Sønner Båtbyggeri—Tomra i Romsdal<br>84′ 10″ 21′ 5″<br>21′ 3½″ 11′ 0″<br>P16′ B21′ F20′ 1 dk | M Fishing Mchy.aft<br>1 Ho 29½′ | Oil 2SA 5Cy. 200×300 mm<br>375bhp 8½t (d.o)<br>Wichmann Mtrf. Rub<br>10k |
| **JOBELLA**<br>**I/S Lars Rej Johansen & Knut A. Knutsen**<br>Lars Rej Johansen<br>Oslo Norwegian | ~~1199~~ 1198<br>851<br>— | NV | **1968** Schiffswerft Neptun—Ros<br>257′ 10″ 37′ 10″<br>234′ 5″ 19′ 4″<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1600bhp<br>Atlas-Mak Masch. Kel |
| **JOHANN MAHMASTAL**<br>**U.S.S.R.**<br>Archangel Russian | 4623<br>2212<br>5921 | | **1965** ......................Russia<br>399′ 7″ 53′ 0″ 23′ 2½″<br>52′ 9″ 27′ 2″ | GT Fish Carrier<br>4 Ho<br>G.266450<br>4 Ha (34½′×22′) (41¼′, 41¼′, 41¼′×26½′)<br>8W Der 8(5) | Gas Turb |
| **JOHNNY**<br>exOrient–68<br>**Arta Shipping Co. Ltd.**<br>Famagusta Cyprus | ~~9689~~ 9680<br>~~6158~~ 5549<br>~~14000~~ 14350 | NV | **1957** Kockums M/V A/B—Mmo<br>496′ 2″ 63′ 2″ 30′ 7″<br>460′ 0″ 63′ 0″ 41′ 6″<br>P56′ B63′ F56′ 2 dks, 3rd dk in No. 3 hold<br>RW | M CSD<br>G.746350 B.683800<br>6 Ha (33¾′, 42′, 42′, 42′, 31½′, 31½′×21′)<br>18W Der 1(25) 18(5) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp 1618t (hvf)<br>Kockums M/V A/B Mmo<br>3×280kW 440V 60c/s a.c. 14k |
| **JUNEI MARU No. 2**<br>**Kitakyushu Unyu K.K.**<br>Kitakyushu Japanese | 146<br>39<br>— | | **1968** Kammon Zosen—Smk<br>87′ 11″ 25′ 0″ 8′ 6″<br>79′ 5″ 24′ 11″ 11′ 2″<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy. 260×320 mm<br>1200bhp<br>Daihatsu Kogyo Osa |
| ***KAIKO* MARU No. 8**<br>**R. Kikumoto**<br>Nakaminato Japanese | 194<br>70<br>— | | **1968** Niigata Eng. Co. Ltd.—Niigata<br>138′ 11″ 21′ 8″ 9′ 6″<br>114′ 6″ 21′ 7″ 10′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>850bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **KAIUN MARU No. 38**<br>**Komatsu Gyogyo K.K.**<br>Iwaki Japanese | 350<br>164<br>— | | **1968** Narazaki Zosen—Muroran<br>165′ 9″ 28′ 7″ 11′ 4″<br>144′ 4″ 28′ 6″ 12′ 9″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 390×550 mm<br>1600bhp<br>Fuji Seisakusho Tateyama |
| **KAMISHIHO MARU**<br>**Awaji Ferryboat K.K.**<br>Kobe Japanese | 1068<br>302<br>738 | | **1968** Mitsubishi Hvy Ind. Ltd.—Smk<br>234′ 9″ 42′ 8″ 11′ 10″<br>213′ 3″ 40′ 8″ 15′ 9″<br>2 dks | M Ferry Mchy.aft | 2 Oil 4SA each 8Cy. 300×380 mm geared to sc. shaft<br>2660bhp<br>Daihatsu Kogyo K.K. Osaka |

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| 682318<br><br><br>Df Esd<br>Gc Rdr<br>RTm/v | **KAP ROLAND**<br><br>**Partenreederei**<br>**m.s. "Kap Roland"**<br>Bernhard Schulte<br>Köln W. German | 1600<br>—<br>1625 | | | 1968 Jos. L. Meyer—Papenburg<br>255' 2" 39' 8" 15' 1½"<br>235' 2" 39' 4½" 18' 1"<br>1 dk | M Liquefied Gas Carrier<br>Mchy.aft | Oil 4SA 6Cy. 400×580 mm<br>2100bhp<br>Klöckner-Humboldt-Deutz<br>3×224kW 380V 50c/s a.c. |
| 682269<br>UPEX<br>M-12147 | **KAPITAN GOTSKY**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 8108<br>3477<br>8659 | | | 1965 ......................Russia<br>436' 11" 61' 9" 29' 1½"<br>61' 6" 38' 1" | TD-E<br>4 Ho<br>G.328640<br>4 Ha (28½', 28½'×25') (35½', 35½'×25')<br>8W Der 4(10) 4(5) | 4 Oil 4SA each 10Cy. 2<br>driving gens. connected<br>motors geared to 2 sc. sh |
| 682270<br>UGTB<br>M-7634 | **KARA-BOGAZ-GOL**<br><br>**U.S.S.R.**<br>Odessa Russian | 1160<br>496<br>528 | | | 1964 ......................Russia<br>225' 4" 31' 6" 8' 1"<br>31' 3" 12' 2" | M Ferry<br>1 Ho<br>G.3461<br>1 Ha (7½'×6½')<br>Cr 1(2½) | 2 Oil 4SA each 8Cy. 24<br>geared to sc. shaft<br>800bhp<br>Schwermasch. Karl Liebkn |
| 682271<br>UKZR<br>M-21464 | **KARA-DAG**<br><br>**U.S.S.R.**<br>Odessa Russian | 1002<br>392<br>164 | | | 1965 G. Dimitrov Shipyard—Varna<br>209' 4" 30' 7" 9' 10"<br>30' 4" 12' 0" | M Ferry<br>1 Ho<br>G.6004<br>1 Ha (9½'×6½')<br>Cr 1(1) | Oil 4SA 8Cy. 320×480 mm<br>830bhp<br>Schwermasch. Karl Liebkn |
| 682272<br>UUCC<br>M-27832 | **KARAGANDA**<br><br>**U.S.S.R.**<br>Astrakhan Russian | 862<br>214<br>355 | | | 1965 ......................Russia<br>181' 9" 31' 2" 10' 2"<br>31' 0" 14' 9" | D-E Fish Carrier<br>1 Ho<br>G.12713<br>1 Ha (7½'×7½')<br>Cr 1(2½) | 2 Oil 4SA each 6Cy. 2<br>driving gens. connect<br>motors geared to sc. sh |
| 682395<br><br><br>Df Esd<br>RTm | **KARI**<br><br>**Samelet Kari**<br>Samuelsen & Galtung<br>Oslo Norwegian | 199<br>129<br>415 | | | 1968 L. H. Salthammer Båtbyggeri—<br>Vestnes<br>124' 11" 24' 4"<br>112' 4" 24' 3" 11' 2"<br>1 dk | M Mchy.aft<br>1 Ho 80½'<br>G.18000 B.16000<br>1 Ha (58'×14½')<br>4W Der 2(5) | Oil 4SA 6Cy. 5½"×6½"<br>335bhp<br>Caterpillar Tractor Co.<br>2×2½kW 24V d.c.<br>Controllable pitch propell |
| 682340<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KASHU MARU**<br><br>**Yamashita-Shinnihon**<br>**Kisen K.K.**<br>Tokyo Japanese | ~~16500~~<br>—<br>15000 | 16626 | <br><br>NK | 1968 Hitachi Zosen—Inn<br>616' 10" (incl. BB) 84' 6" 29' 11"<br>574' 3" 84' 4" 50' 3"<br>1 dk | M Mchy.aft | Oil 2SA 12Cy. 840×1800 m<br>27600bhp B&W<br>Hitachi Zosen |
| 682273<br>UZXB<br>M-27003 | **KASSIOPEJA**<br><br>**U.S.S.R.**<br>Kaliningrad Russian | 2435<br>1070<br>850 | | | 1965 Volkswerft Stralsund—Stralsund<br>261' 9" 43' 5" 17' 0½"<br>43' 2" 23' 0" | M Stern Trawling Factory Ship<br>3 Ho<br>In.33549<br>3 Ha (11½'×7½') (5½', 5½'×7½')<br>4W Der 2(6) 2(1½) | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebk |
| 517769<br>SYET<br><br>Df Esd<br>Gc Rdr<br>RTv | **KATINGO H**<br>exJurmo-68 exNyhammer-60<br>**Ensign Shipping Co. S.A.**<br>Piræus Greek | 11647<br>7170<br>— | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN1300 | ~~Dr 11/65~~<br>TD 7/68<br><br><br>EL g†2 1/16"SQ | 1954-3 Nordseewerke Emden G.m.b.H.<br>—Emd<br>542' 4" 68' 6" 29' 1"<br>503' 8" 68' 3" 37' 5"<br>P101' B43' F68' 1 dk<br>R 13BH<br>rf 3" WB1110t incl. DTf836t | M Tanker Mchy.aft<br>21 Ta<br>L.796000 | Oil 2DA 8Cy. 600×1100 m<br>6500bhp<br>Masch. Augsburg-Nürnb<br>2AuxB 200lb<br>3×240, 240, 150kW 230V |
| 682422<br>JCRT<br>102496<br>Df Esd<br>Gc Pfd<br>Rdr | **KAZUEI MARU No. 52**<br><br>**Soman Suisan K.K.**<br>Nemuro Japanese | 255<br>130<br>— | | | 1968 Niigata Eng. Co. Ltd.—Niigata<br>150' 11" 25' 7" 10' 4"<br>133' 4" 25' 6" 11' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×460 m<br>950bhp<br>Niigata Eng. Co. Ltd. |
| 670108<br>UBRE<br>M-25346 | **KEKHRA**<br><br>**U.S.S.R.**<br>Tallin Russian | 1248<br>552<br>1285 | | | 1966 Angyalfold Shpyd—Bdp<br>244' 7" 37' 2" 13' 1½"<br>36' 11" 17' 5" | M<br>3 Ho<br>G.77481<br>3 Ha (each 28½'×18½')<br>7W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 m<br>1000bhp<br>Lang Eng. Wks |
| 528129<br>PKYJ<br><br>Esd RT | **KELEKAR**<br>exTeluk Kamrau-68<br>exPollera-65 exBatoebahra-59<br>**P.T. Pelajaran Nusantara**<br>**Sriwidjaja Raja**<br>Djakarta Indonesian | 1331<br>707<br>1869 | | <br><br>BV | 1948 Werf de Noord—Alb<br>227' 0" 39' 8" 15' 10"<br>39' 6"<br>P55' B40' F32' 2 dks | M Mchy.aft<br><br>G.87847 B.84568<br>3 Ha (17½', 19½', 19½'×13½')<br>6W Der 1(10) | Oil 2SA 7Cy. 340×570 m<br>900bhp<br>Atlas-Diesel |
| 682291<br>UYRF<br>M-27677 | **KERCHENSKI**<br>**KOMSOMOLETS**<br>**U.S.S.R.**<br>Kertch Russian | 2435<br>1070<br>850 | | | 1966 Volkswerft Stralsund—Stralsund<br>261' 9" 43' 5" 17' 0½"<br>43' 2" 23' 0" | M Stern Trawling Factory Ship<br>5 Ho<br>G.36692 In.33620<br>5 Ha (3½', 3½'×3½') (4½', 4½'×3½')<br>(7½'×11½')<br>4W Der 2(6) 2(1½) | 2 Oil 4SA each 8C<br>geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Li |

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| 907<br>EX<br>7150 | **KHATANGALES**<br>**U.S.S.R.**<br>Petropavlovsk Russian | **2921**<br>1345<br>3424 | | **1965** ....................Finland<br>335′ 6″ 46′ 0″ 19′ 8¼″<br>45′ 9″ 22′ 6″ | M<br>4 Ho<br>G.182613<br>4 Ha (32¾′, 32¾′, 32¾′×27½′)<br>(32¾′×23′)<br>8W Der 8(5) | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>13½k |
| | **KHUDAT**<br>**U.S.S.R.**<br>Astrakhan Russian | **1160**<br>496<br>301 | | **1965** ....................Russia<br>225′ 5″ 31′ 6″ 8′ 1½″<br>31′ 3″ 12′ 2″ | M<br>1 Ho<br>G.3885<br>1 Ha (7¾′×6½′)<br>Cr 1(1½) | 2 Oil 4SA each 8Cy. 240×300 mm geared to sc. shaft<br>11½k |
| 57<br>SH<br>6360 | **KINGHOW**<br>exCharles Hearn–68<br>**John Howard & Co. (Northern) Ltd.**<br>Preston British | **139**<br>—<br>— | ✠**A1** SS 10/67<br>tug<br>River & harbour service<br>✠**LMC**<br>MN148 EL (b) | **1959**–10 Henry Robb Ltd.—Lth<br>92′ 7″ 24′ 5″ 9′ 10″<br>86′ 0″ 23′ 0″ 11′ 6″<br>RW 3BH<br>rf 15″ BK7″ WB37t | TM Tug | 2 Oil 2SA each 5Cy. 10½″×13½″<br>740bhp 21½t<br>Crossley Bros. Ltd. Mch<br>10k |
| Df Esd<br>Gc Pfd<br>dr RT | **KINTOKU MARU No. 8**<br>**Asako Shoten K.K.**<br>Ishinomaki Japanese | **349**<br>151<br>— | | **1968** Niigata Eng. Co. Ltd.—Niigata<br>173′ 11″ 28′ 11″ 11′ 3″<br>154′ 10″ 28′ 10″ 12′ 5″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 310×380 mm<br>1830bhp<br>Niigata Eng. Co. Ltd. Niigata |
| 2292<br>UQS<br>7837 | **KIROVABAD**<br>**U.S.S.R.**<br>Astrakhan Russian | **862**<br>214<br>355 | | **1965** ....................Russia<br>181′ 9″ 31′ 2″ 10′ 1½″<br>31′ 0″ 14′ 9″ | D-E Fish Carrier<br>1 Ho<br>In.12713<br>1 Ha (7¾′×7¾′)<br>Cr 1(2½) | 2 Oil 4SA each 6Cy. 250×340 mm driving gens. connected to elec. motors geared to sc. shaft<br>10¼k |
| 2293<br>WF<br>7645 | ~~**KLYASMA**~~<br>**KLYAZMA**<br>**U.S.S.R.**<br>Sevastopol Russian | **2435**<br>1070<br>850 | | **1965** Volkswerft Stralsund—Stralsund<br>261′ 9″ 43′ 5″ 17′ 0¾″<br>43′ 2″ 23′ 0″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>G.36692 In.33620<br>5 Ha (3¼′, 4¼′×4¼′) (4½′, 4½′×5½′)<br>(7¾′×11¾′)<br>4W Der 2(6) 2(1½) | 2 Oil 4SA each 8Cy. 320×480 mm dr geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebknecht Mgd<br>12½k |
| Rdr RT | **KOA MARU No. 2**<br>**Koa Zosen K.K.**<br>Takamatsu Japanese | **499**<br>—<br>1000 | | **1968** Tokushima Zosen—Tokushima<br>28′ 11″ 13′ 9″<br>162′ 5″ 28′ 10″ 14′ 5″<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 290×440 mm<br>850bhp<br>Makita Tekkosho Takamatsu |
| 138 | **KOFIAU**<br>**P.T. Irian Barat Trading Co. Ltd.**<br>Sukarnapura Indonesian | **38**<br>16<br>— | ~~✠100A1~~<br>~~Irian Barat Estuary service~~<br>~~✠LMC~~<br>~~MN18~~ ~~EL (a)~~<br>✠Class **WITHDRAWN** 28/2/69 | **1966**–6 Holland Launch N.V.—Zaandam<br>59′ 1″ 13′ 8″ 4′ 3″<br>53′ 10″ 13′ 5½″ 5′ 11″<br>RFD13′ 1 dk<br>4BH<br>rf nil | M Mchy.aft | Oil 4SA 6Cy. 118×152 mm reverse reduction geared<br>90bhp<br>Kromhout Motorenfab. Ams |
| EC<br>Esd<br>Pfd<br>RT | **KOKURA MARU**<br>**Daiichi Chuo Kisen K.K.**<br>Tokyo Japanese | ~~27700~~ **26484**<br>—<br>~~45500~~ 45110 | NK | **1968** Mitsui Zosen—Tmn<br>623′ 5″ (incl. BB) 96′ 10″ 39′ 3″<br>96′ 9″ 55′ 9″<br>1 dk | ~~M Bulk/Oil Carrier~~ Mchy.aft<br>M Bulk Carrier | Oil 2SA 8Cy. 740×1600 mm<br>13200bhp B&W<br>Mitsui Zosen Tmn |
| Df Esd<br>Gc Pfd<br>Rdr RT | **KONKAR PIONEER**<br>**Konkar Maritime Enterprises S.A.**<br>Monrovia Liberian<br>For later particulars see New Entries No. 8 | **23400**<br>16000<br>44000 | | **1968** Mitsui Zosen—Tmn<br>666′ 0″ (incl. BB) 94′ 3″ 40′ 7″<br>631′ 0″ 94′ 0″ 55′ 0″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 840×1800 mm<br>13800bhp B&W<br>Mitsui Zosen Tmn |
| 70927<br>TFM<br>Esd<br>Rdr<br>T | **KORCULA**<br>***Atlant*ska Plovidba**<br>Dubrovnik Yugoslav | **T.Mk**<br>**2092**<br>851<br>3230<br>**3365**<br>1835<br>— | ✠**100A1**<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN660 EL u 1$\frac{15}{16}$″U2<br>JR | **1968**–5 Brodogradiliste J. L. Mosor—Trogir<br>335′ 1″ 48′ 8″ 18′ 6½″<br>298′ 7″ 48′ 6″ 28′ 4″<br>P89′ F38′ 2 dks<br>3BH to U dk 3 to 2nd dk<br>rf 4″ WB611t | M Ref Mchy.aft<br>In.5435 | Oil 2SA 6Cy. 420×900 mm<br>3300bhp B&W<br>Hitachi Zosen Inn<br>AuxB (o.f) 85℔ AuxB (ex.g) 100℔<br>3×200kW 450V 60c/s a.c. |
| | **KORSAKOV**<br>**U.S.S.R.**<br>Russian | **3262**<br>1509<br>3770 | | **1965** ....................Russia<br>342′ 6″ 47′ 2″ 20′ 11″<br>47′ 0″ 23′ 4″ | M<br>4 Ho<br>G.170147<br>4 Ha (34½′×26¼′) (34½′, 34½′, 34½′×31½′)<br>9W Der 1(15) 8(5) | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Bryansk Eng. Wks Bryansk<br>13¾k |
| CLS<br>Esd<br>Rdr<br>RT | **KORYO MARU No. 103**<br>**Senkon Gyogyo K.K.**<br>Kushiro Japanese | **124**<br>—<br>— | | **1967** Niigata Eng. Co. Ltd.—Niigata<br>114′ 10″ 22′ 9″ 7′ 10″<br>99′ 9″ 22′ 8″ 8′ 10″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>950bhp<br>Niigata Eng. Co. Ltd. Niigata |

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| 682343<br>JNXK<br>104494<br>Df Esd<br>Rdr | **KOSHIN MARU**<br><br>**Okada Kaiun K.K.**<br>Osaka Japanese | 2600<br>1600<br>4200 | | 1968 Shin Naniwa Dock Co. Ltd.—Osa<br>304' 5" 43' 5" 20' 8"<br>282' 2" 43' 4" 23' 0"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 470×820 mm<br>2500bhp<br>Ito Tekkosho |
| 535411<br><br><br>Df Esd<br>Gc Rdr<br>RT | **KOSSOU**<br>exTayga–68<br>**Soc. Ivoirienne de**<br>**Transports Maritimes**<br>Abidjan Ivory Coast | ~~7911~~ 7116<br>~~4109~~ 3951<br>~~9450~~ | <br><br>BV | 1961 Forg. & Ch. de la Gironde—Bdx<br>460' 11" 61' 3" 26' 0"<br>433' 1" 61' 0" 35' 9"<br>2 dks<br>RW | M Ref CSD<br><br>G.515015 B.468804 In.2049<br>5 Ha (18'×13') (38½', 38½', 35¾', 30½'×19¾')<br>18W Cr 2 Der 6(8) 10(5) | Oil 2SA 8Cy. 620×1400 mm<br>6999bhp B&W<br>Soc. Forg. & At. du Creus |
| 507770<br><br><br>Df Esd<br>Rdr RT | **KOSTANTINOS**<br>exJudith M.–68 exCommandant Le Terrier–65<br>**Theano Cia. Nav. S.A.**<br>Panama Panamanian | 2586<br>1478<br>3570 | <br><br>BV | 1947 Grangemouth Dkyd Co. Ltd.—Gmh<br>321' 11" 43' 7" 21' 2"<br>... ... ...<br>P26' Q91' B61' F27' 1 dk | S<br><br>G.172170 B.156000<br><br>4W Der 4(3) | T 3Cy. 19½" 30" & 54"×39"<br><br>N.E. Mar. Eng. Co. (1938) Lt |
| 682384<br>JKCW<br>103933<br>Df Esd<br>Gc Rdr<br>RT | **KOYO MARU No. 6**<br><br>**Hakodate Kokai Gyogyo K.K.**<br>Tokyo Japanese | 285<br>147<br>352 | | 1968 Hayashikane Zosen—Yokosuka<br>160' 2" 26' 4" 10' 9"<br>141' 0" 26' 3" 11' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 310×460 mm<br>1000bhp<br>Niigata Eng. Co. Ltd. |
| 682295<br>UYRD<br>M-27670 | **KRASNODAR**<br><br>**U.S.S.R.**<br>Novorossisk Russian | 2435<br>1070<br>850 | | 1966 Volkswerft Stralsund—Stralsund<br>261' 10" 43' 5" 17' 0½"<br>43' 2" 23' 0" | M Stern Trawling Factory Ship<br>5 Ho<br>G.61448 In.51842<br>3 Ha (11¾'×7½') (3½', 3½'×3½')<br>2W Der 2(1½) | 2 Oil 4SA each 8Cy. 32<br>dr geared to sc. shaft<br>1660bhp<br>Schwermasch. Karl Liebkne |
| 642349<br>LDFV<br><br>Df Esd<br>Gc Rdr<br>RT | **KRISTINA**<br>exTurcoman–68<br>**Hansen-Tangens Rederi A/S and others**<br>Yngv. Hansen-Tangen<br>Kristiansand Norwegian | 35823<br>19315<br>59050 | <br><br>NV | 1965 Eriksbergs M/V A/B—Got<br>774' 10" 105' 8" 40' 6½"<br>740' 0" 105' 6" 54' 6"<br>1 dk | M Tanker Mchy.aft<br>17 Ta<br>L.2472584 HeCls. BC | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W<br>Eriksbergs M/V A/B |
| 682296<br>UNVC<br>M-28075 | **KRISTYAN RAUD**<br><br>**U.S.S.R.**<br>Tallin Russian | 3170<br>1225<br>1460 | | 1965 ......................Russia<br>277' 10" 46' 0" 18' 9"<br>45' 9" 32' 11" | M Trawler<br>5 Ho<br>G.57387 In.47004<br>5 Ha (6½', 6½'×6½') (5'×6') (4', 4'×4½')<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda |
| 682297<br>ENPZ<br>M-28609 | **KRUZENSHTERN**<br><br>**U.S.S.R.**<br>Riga Russian | 3545<br>1162<br>1976 | | 1926 ......................Germany<br>375' 8" 47' 7" 23' 6½"<br>47' 4" 27' 11" | M Training Ship<br><br><br><br>2W Der 2(5) | 2 Oil 2SA each 8Cy. 30<br>geared to sc. shaft<br>Russki Diesel Wks |
| 682298<br>UGRD<br>M-25330 | **KUIVASTU**<br><br>**U.S.S.R.**<br>Tallin Russian | 1248<br>552<br>1285 | | 1966 Angyalfold Shipyard—Bdp<br>244' 7" 37' 1" 13' 1½"<br>36' 10" 17' 5" | M Mchy.aft<br>3 Ho<br>G.73879<br>3 Ha (each 18¾'×28½')<br>7W 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 mm<br>1000bhp<br>Lang. Eng. Works |
| 682256<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KUMSONG**<br><br>**Korea United Lines Inc.**<br>Inchon S. Korean | 10000<br>6000<br>15400 | | 1968 Italcantieri S.p.A.—Mfl<br>459' 4" 69' 0" 30' 5"<br>426' 6" 68' 11" 41' 11"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 620×1400 m<br>7200bhp B&W<br>Ansaldo Stab. Mecc. |
| 682426<br>JFRY<br>104085<br>Df Esd<br>Rdr | **KURUSHIMA MARU**<br>**Kurushima Kinkai Kisen K.K.**<br>~~Kurushima Kinkai K.K.~~<br>Imabari Japanese | 1999<br>1191<br>3500 | <br><br>NK | 1968 Koyo Dock—Mihara<br>285' 11" 44' 4" 18' 9"<br>262' 5" 44' 3" 21' 11"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 460×660 m<br>2200bhp<br>Makita Tekkosho |
| 539217<br><br><br>Df Esd<br>Gc Rdr<br>RT | **KYTON**<br>exWirakel–68<br>**Anonymos Naftaliaki Etairea Krete A.E.**<br>Greek | 10016<br>5541<br>14510 | ~~✠100A1~~ ~~Dr 8/66~~<br>~~oil tanker~~<br>~~Str. nav. Ice~~<br>~~✠LMC~~<br>~~MN1100~~ ~~EL e(2)'SQ~~<br>✠Class WITHDRAWN<br>21/3/69 | 1953–6 N.V. Mch. & Schps. P. Smit, Jr.—Rot<br>505' 5" 65' 6" 28' 4"<br>475' 0" 65' 0" 35' 6"<br>P151' F41' 1 dk<br>RW 15BH<br>WB678t incl. DTf450t | M Tanker Mchy.aft<br>24 Ta<br>L.702000 | Oil 2SA 6Cy. 740×1600 m<br>5530bhp<br>N.V. Mch. & Schps. P. S<br>3AuxB (2 o.f 1 ex.g) 180 |
| 682427<br>JAYL<br>101830<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KYUEI MARU No. 1**<br><br>**Kyuei Gyogyo K.K.**<br>Hachinohe Japanese | 349<br>146<br>— | | 1968 Niigata Eng. Co. Ltd.—Niigata<br>166' 8" 28' 11" 11' 2"<br>147' 8" 28' 10" 12' 5"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 370×540 m<br>1050bhp<br>Niigata Eng. Co. Ltd. |

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|---|---|---|---|---|---|---|
| 23440<br>DZLF<br>10574<br>Esd<br>Rdr<br>RTv | **LSCO ENTERPRISE**<br>exMidgard–68 exAnne–60<br>exEspa–56 exFolga–55<br>**Luzon Stevedoring Corp.**<br>Manila Philippine | **3096**<br>1528<br>4275 | NV | **1952** Bergens M/V—Bgn<br>344′ 10″ 48′ 8″ 20′ 1¼″<br>318′ 0″ 48′ 7″<br>P88′ B28′ F42′ 1 dk<br>rf 2″ | M Tanker Mchy.aft<br>12 Ta<br>L.189000 | Oil 2SA 5Cy. 500×1100 mm<br>2100bhp 402t (d.o)<br>Burmeister & Wain Cpn<br>2×143kW 220V d.c. |
| | **LADY CUTLER**<br>**Sydney Harbour**<br>**Transport Board**<br>Sydney Harbour Ferries<br>Pty Ltd.<br>Sydney, N.S.W. British | **350**<br>—<br>— | A1<br>for restricted service<br>Class contemplated | N.S.W. Govt. E. & S.B.—<br>N.S.W.<br>126′ 10″ 30′ 8″ 6′ 9″<br>120′ 0″ 29′ 0″ 10′ 0″ | M Ferry | Oil 4SA 8Cy. 250×350 mm<br>Motorenw. Mannheim Mhm<br>Propellers 1 fwd 1 aft |
| 2257 | **LADY HOWARD**<br>**John Howard & Co.**<br>**(Northern) Ltd.**<br>Liverpool British<br>For later particulars see New Entries No. 8 | **152**<br>—<br>— | **100A1**<br>tug<br>Class contemplated | Richards (Shipbuilders) Ltd.—<br>Lwt<br>95′ 0″ 24′ 11″ 10′ 9″<br>86′ 0″ 23′ 6″ 12′ 0″ | M Tug Mchy.aft | Oil 4SA 6Cy. 10¼″×14½″<br>Ruston & Hornsby Lcn |
| 68299<br>UUL<br>M-09052 | **LAGUNA**<br>**U.S.S.R.**<br>Riga Russian | **3170**<br>1225<br>1460 | | **1965** ....................Russia<br>277′ 11″ 46′ 0″ 18′ 8½″<br>45′ 9″ 33′ 1″ | M Stern Trawling Factory Ship<br>5 Ho<br>G.57387 In.47004<br>5 Ha (5¼′, 5¼′×5′) (6′×6′) (5¼′×4¼′) (5′×4¼′)<br>4W 2(10) 2(3) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| 682206<br>Dt Esd<br>Gc Pfd<br>dr RT | **LEKNES**<br>**Tenax Steamship Co. Ltd.**<br>London British | ~~2813~~ **2867**<br>~~1720~~ 1694<br>2355 | | **1968** Fr. Lürssen—Vgk<br>314′ 4″ 45′ 9″ 20′ 10¼″<br>287′ 0″ 45′ 8″ 25′ 9″<br>1 dk | M Mchy.aft | 2 Oil 4SA each 8Cy. 250×300 mm geared to sc. shaft<br>2080bhp<br>A/S Bergens M/V Bgn<br>Controllable pitch propeller |
| 82303<br>ULV<br>17836 | **LENKORAN**<br>**U.S.S.R.**<br>Baku Russian | **862**<br>214<br>355 | | **1965** ....................Russia<br>181′ 9″ 31′ 2″ 10′ 2¼″<br>31′ 1″ 14′ 9″ | D-E Fish Carrier<br>1 Ho<br>In.12713<br>1 Ha (7¾′×7¾′)<br>Cr 1(2½) | 2 Oil 4SA each 6Cy. 250×340 mm connected to elec. motor & geared to sc. shaft<br>Russia<br>10¼k |
| 501646<br>FORM<br>Df Esd<br>c Pfd<br>dr RT | **LEON MAZZELLA**<br>exAndré Masset–68<br>**Armement Leon Mazzella & Cie.**<br>Bayonne French | **4195**<br>1980<br>5630 | BV | **1956** Wm. Pickersgill & Sons—Sld<br>377′ 3″ 51′ 8″ 20′ 9″<br>357′ 7″ 51′ 6″ 25′ 5″<br>1 dk<br>RW | M Ore Carrier Mchy.aft<br>G.269960<br>4 Ha (31½′, 31¾′, 34′, 37′×28¾′)<br>8W Der 8(5) | Oil 2SA 3Cy. 600×2230 mm<br>2600bhp Doxford 300t<br>N.E. Mar. Eng. Co. Wal<br>13k |
| 1729<br>DG<br>Esd<br>Rdr | **LEYRE**<br>**Naviera Artola S.A.**<br>Bilbao Spanish | **15841**<br>10835<br>24700 | **✠100A1**<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>MN1920 EL F†2⅝″U2 | **1967**–12 Soc. Española de Const. Nav.—Cdz<br>607′ 7″ (incl. BB) 74′ 0″ 33′ 8⅜″<br>570′ 10″ 73′ 10″ 46′ 5″<br>P114′ F52′ 1 dk<br>RW NS 9BH<br>rf nil WB10360t incl. Comb. btm & side tanks in holds 3762t Topside tanks in holds 4078t | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Soc. Española de Const. Nav. Bbo<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×260kW 390V 50c/s a.c. |
| 1137<br>JXT<br>10926<br>Esd<br>Rdr<br>RT m | **LISA BRODIN**<br>**Rederi A/B Disa**<br>Lars Brodin<br>Stockholm Swedish | **17278**<br>10329<br>27300 | **✠100A1**<br>strengthened for ore cargoes, Nos. 2 & 5 holds or Nos. 1, 3 & 5 holds may be empty<br>**✠LMC**<br>MN2660 EL G†2 11/16″U2 | **1968**–4 Öresundsvarvet A/B—Landskrona<br>607′ 6″ 79′ 3″ 33′ 7″<br>578′ 5″ 78′ 9″ 46′ 7″<br>P109′ F63′ 1 dk<br>NS 9BH<br>rf 1″ WB11873t incl. Comb. btm & side tanks in holds 2755t Topside tanks in holds 3466t | M Bulk Carrier Mchy.aft<br>6 Ho 59½′, 78′, 78′, 78′, 78′, 50¼′<br>G.1172190 B1124630<br>6 Ha (stl) (34¼′, 54½′, 54½′, 54½′, 54½′, 33¼′×35¼′)<br>12W Der 12(12) | Oil 2SA 7Cy. 750×1600 mm<br>13300bhp 1630t (hvf)<br>A/B Götaverken Got<br>AuxB 100℔<br>3×392kW 450V 60c/s a.c.<br>Controllable pitch propeller 16k |
| 540438<br>LLMB<br>Dt Esd<br>Rdr<br>RTm | **LISBETH**<br>exGarmo–68<br>***Sameiet* Lisbeth**<br>*Odd* Wagle<br>Oslo Norwegian | ~~297~~ **284**<br>~~176~~ 167<br>590 | NV | **1963** A/S Westermoen Båtbyggeri—Mandal<br>158′ 5″ 27′ 11″ 11′ 0″<br>143′ 8″ 27′ 9″ 11′ 2″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 100′<br>G.42155 B.38230<br>2 Ha (27½′, 46′×12′)<br>2W Der 2(2½) | Oil 4SA 6Cy. 230×300 mm<br>650bhp 37t (d.o)<br>Masch. Kiel A.G. Kel<br>2×20kW 220V 50c/s a.c.<br>Controllable pitch propeller 10½k |
| TKGK<br>Esd<br>Rdr<br>RTm | **LOT**<br>exPetro Furt–68 exNordest–61<br>exNord-Est II–47<br>exNord-Est–40<br>**Cie. Européene d'Armement**<br>Bordeaux French | **552**<br>149<br>700 | BV | **1938** J. Boel & Fils—Tamise<br>204′ 0″ 27′ 8″ 13′ 0″<br>... ... ...<br>P56′ F29′ 1 dk<br>R | M Tanker Mchy.aft<br>L.36147 | Oil 4SA 6Cy. 280×450 mm<br>490bhp (d.o)<br>Humboldt-Deutzmot. Köln-Deutz<br>3×12, 8, 4kW 110V d.c. 9k |
| 966<br>QS<br>RTh | **LUDDE I**<br>exFriesland–68 exRømø–68<br>exMönkeberg–64 exKatharina–51<br>**Paul T. Ludvigsen**<br>Østerby Havn Danish | **160**<br>100<br>— | GL | **1939** Howaldtswerke Ham. A.G.—Ham<br>87′ 11″ 20′ 4″ 8′ 4″<br>20′ 2″ 9′ 8″<br>Q34′ 1 dk | M Ferry | Oil 4SA 6Cy. 280×420 mm<br>240bhp 10t<br>Deutsche Werke A.G. Kel<br>9k |

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| 539371 | **LUISA** | 895 | | 1935 Chr. Ruthof—Regensburg | TM | 2 Oil 2SA each 4Cy. 300× |
| DICS | exWürzburg-63 exBamberg | 547 | | 224' 5" 28' 2" 10' 9½" | | 700bhp |
| | **G. Antonatos & Matthias** | 1107 | GL | 28' 0" 16' 1" | G.55000 B.52000 | Masch. Augsburg-Nürnberg |
| Df Esd | **Kleinbauer** | | | 2 dks | 3 Ha | |
| Rdr RT | Düsseldorf W. German | | | R | 3W | |
| 682308 | **LUSTROUS** | 15000 | 100A1 | Eriksbergs M/V A/B—Got | M Tanker Mchy.aft | 2 Oil 4SA each 12Cy. 40 |
| | **Cunard S.S. Co. Ltd.** | 8750 | oil tanker | 557' 9" (incl. BB) 81' 2" 31' 2" | | geared to sc shaft |
| | **Cunard-Brocklebank Ltd.** | 23950 | Class contemplated | 525' 0" 81' 0" 41' 0" | | Pielstick |
| | Liverpool British | | | | | A/B Lindholmens Varv |
| | For later particulars see New Entries No. 10 | | | | | |
| 671139 | **LUTADOR** | 2031 | ✠100A1 | 1967–8 Est. São Jacinto—Aveiro | M Stern Trawler Mchy.aft | 2 Oil 4SA each 8Cy. 30 |
| CUFG | | 1109 | stern trawler | 263' 6" 41' 2" 20' 6½" | | sr geared to sc. shaft |
| A1893N | **Empresa de Pesca de** | — | ~~100 Class 8~~ | 229' 8" 41' 0" 28' 2" | | 2250bhp |
| Df Esd | **Lavadores** | | ✠LMC | B32' RFD51' 2 dks | | Masch. Augsburg-Nürnber |
| Gc Rdr | Aveiro Portuguese | | MN450 EL r 1½"SQ | RW Coll BH to U dk 7 to 2nd dk | | AuxB 85lb |
| RT | | | | rf 20" Box K 12" WB58t | | 3×110kW 400V 50c/s a.c. |
| | | | | | | Controllable pitch propelle |
| 682242 | **LYNGEN** | 229 | | 1968 Løland Motorverkstad—Leirvik | M Ferry (250P) Mchy.aft | Oil 4SA 5Cy. 250×300 mm |
| LAIC | | 79 | | 120' 0" 28' 11" 9' 4½" | | 650bhp |
| | **A/S Troms Fylkes** | — | | 112' 5" 28' 10" 12' 4" | | Akers/A/S Bergens M/V |
| Rdr RT | **Dampskibsselskab** | | | 1 dk | | 2×25kW 220V 50c/s a.c. |
| | Tromsö Norwegian | | | | | Controllable pitch propelle |

| 1 | 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer Deadwt<br>Gross<br>Net<br>Summer Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
|---|---|---|---|---|---|---|
| 33<br>49<br>Pld<br>Rdr<br>RTm/v | **ACADIA CONDOR**<br>**Acadia Fisheries Ltd.**<br>David F. Corney<br>Pictou Canadian | **683**<br>323<br>— | ✠100A1<br>stern trawler<br>Str. nav. ice<br>✠LMC<br>MN332 EL (i) | **1968**–5 Ferguson Industries Ltd.—Pictou<br>150′ 1″ 33′ 7″<br>130′ 0″ 33′ 0″ 22′ 9″<br>B40′ 2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf 24″ BK3″ WB34t | M Stern Trawler<br>1 Ho 41¼′<br>3 Ha (alu) (each 7′×4′) | Oil 4SA 8Cy. 12½″×14½″<br>1690bhp 93t (d.o)<br>Emy. propulsion by motoring M.E. driven generator<br>Ruston & Hornsby Lcn<br>AuxB 50℔<br>3×125, 120, 30kW 220V d.c.<br>Controllable pitch propeller 13k |
| 681334<br>GYNX<br>Pld Rdr<br>RTv | **ACCLIVITY**<br>**F. T. Everard & Sons Ltd.**<br>London British | **299**<br>187<br>633 | ✠100A1<br>oil tanker (cc)<br>✠LMC<br>MN140 EL H | **1968**–5 Goole S.B. & R. Co. Ltd.—Goo<br>167′ 6″ 28′ 3″ 10′ 6¼″<br>160′ 0″ 28′ 0″ 11′ 10″<br>P43′ Q43′ F19′ 1 dk<br>7BH<br>rf 3″ WB123t incl. TwDa41t | M Tanker Mchy.aft<br>8 Ta<br>L.30600 HeCls. C | Oil 2SA 5Cy. 320×426 mm<br>700bhp 36t (d.o)–3pd<br>✠Emade61refitted68<br>Newbury Diesel Co. Ltd. Nby<br>db 120℔<br>3×18, 18, 12kW 220V d.c. 10k |
| 17206<br>VXA<br>1757 | **ACHEOS**<br>exChristophoros–68<br>exGustaf–60 exFjeld<br>exElissa Eliasson<br>**M. Christidou, P. Konidaris and others**<br>Piræus Greek | **428**<br>317<br>620 | HR<br>✠Classed LR until 9/99 | **1877**–10 A. Hall & Co.—Abn<br>149′ 6″ 27′ 11″ 14′ 6″<br>… … …<br>Q28′ 1 dk<br>R<br>BK7″ | Iron Aux Bk<br>1 Ho<br>G.21321 B.20209<br>2 Ha<br>2W Der 3 | Oil<br>NE67 |
| 2540<br>CDB | **ADA**<br>**J. van der Plas**<br>Katwijk a/Zee Netherland<br>*For later particulars see New Entries No. 8* | **111**<br>50<br>— | | **1961** Schpsb. K. Hakvoort—Monnickendam<br>97′ 2″<br>86′ 10″ 20′ 6″ 9′ 4½″<br>1 dk | M Fishing | Oil 4SA 6Cy. 240×260 mm<br>Kromhout Motorenfab. Ams |
| 681273<br>DHLF<br>Esd<br>Rdr<br>RTv | **AEGIR**<br>**Seereederei "FRIGGA" A.G.**<br>Hamburg W. German | **45796**<br>33682<br>81156 | GL | **1968** Rheinstahl Nordseewerke—Emd<br>836′ 8″ 44′ 11⅜″<br>787′ 5″ 114′ 10″ 64′ 8″<br>1 dk | M Bulk Carrier Mchy.aft<br>10 Ho 54¼′, 62¾′, 70¼′, 53¼′, 70¼′, 53¾′, 70¼′, 53¼′, 70¼′, 50½′<br>G.3376940<br>10 Ha (stl) (36½′, 36½′, 45′, 36½′, 45′, 36½′, 45′, 36½′, 45′, 36½′×49¼′)<br>Cr 1(4) 2(5) | Oil 2SA 9Cy. 860×1600 mm<br>20700bhp 2929t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×650kW 400V 50c/s a.c. 16k |
| 076<br>TK<br>00<br>sd<br>Gc | **AFROS**<br>exApex–68 exAmipa–58<br>exPetfrano–55<br>exEmpire Carpenter–47<br>**Cia. Mar. Apex S.A.**<br>Monrovia Liberian | **6707**<br>4243<br>10625 | ✠100A1 SS 4/66<br>✠LMC<br>EL a† | **1943**–1 C. Connell & Co. Ltd.—Gls<br>446′ 4″ 56′ 4″ 27′ 3¼″<br>425′ 0″ 56′ 0″ 37′ 8″<br>F39′ 2 dks<br>6 divisional WTBH in 'tween dks<br>Coll BH to U dk 6 to 2nd dk<br>WB2334t incl. Tunnel tanks 331t | S<br>G.528620 B.479040<br>10W Der 1(50) 1(40) | T 3Cy. 24½″ 39″ & 70″×48″<br>2500ihp 1074t(o.f)<br>D. Rowan & Co. Ltd. Gls<br>3 SB 220℔ Spt hs(7248) 9cf |
| 159<br>AV<br>Esd<br>RTm | **AGHIA BARBARA**<br>exAvonia–68 exAvomeri–65<br>exUlla–61 exKalmarsund V–56<br>exElsy–47<br>**E. Dilaveris & N. Marinos**<br>Piræus Greek | ~~490~~ 487<br>~~295~~ 287<br>~~770~~ | BV<br>len 57 | **1944** Kalmar Varv—Kal<br>168′ 11″ 29′ 6″ 13′ 0″<br>29′ 4″<br>1 dk<br>R | M Mchy.aft<br>1 Ho 118′<br>G.36000 B.32000<br>2 Ha (each 41¾′×16½′)<br>Der 2(2) | Oil 2SA 4Cy. 250×420 mm<br>350bhp NE49 (d.o)<br>Atlas-Diesel Skm<br>2×10, 2½kW 110V d.c. |
| 503690<br>SYCG<br>Esd<br>Pfd<br>RT | **AGIOS GIORGIS**<br>exBarlby–68<br>Evimeria **Cia. Naviera S.A.**<br>*Piræus* Greek | **16565**<br>10728<br>24870 | ✠100A1 SS 8/66<br>strengthened for heavy cargoes<br>✠LMC<br>MN1500 EL k†$2\frac{9}{16}$″SQ | **1962**–5 Sir J. Laing & Sons Ltd.—Sld<br>598′ 5″ 75′ 0″ 34′ 8¾″<br>570′ 0″ 74′ 6″ 46′ 4″<br>P103′ F45′ 1 dk<br>NS 9BH<br>rf 4″ WB9529t incl. Topside tanks 4977t | M Bulk Carrier Mchy.aft<br>G.1294030 B.1121400<br>4W Der 4 | Oil 2SA 5Cy. 670×2100 mm<br>7500bhp 1126t<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>2 AuxB (1 o.f 1 ex.g) 100℔ 14k |
| 681296<br>OZIO<br>Esd<br>Rdr<br>RT | **AHMOS**<br>**Kommanditselskabet Ahmos**<br>A. Audun Poulsen<br>Copenhagen Danish | T.Mk<br>**500**<br>310<br>905<br>**1244**<br>793<br>1678 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN400 EL M 1¼″U2 | **1968**–4 Büsumer Werft GmbH—Büsum<br>248′ 0″ (incl. BB) 39′ 0″ 12′ 6″/16′ 5″<br>225′ 0″ 38′ 8½″ 22′ 1″<br>Ba48′ F28′ 2 dks<br>5BH<br>rf 7″ WB226t | M Mchy.aft Ref<br>In.70268 | Oil 2SA 8Cy. 320×450 mm<br>2000bhp<br>Atlas-Mak Masch. Kel<br>3×124kW 400V 50c/s a.c. |
| 2440<br>ZG<br>360 | **AKADEMIK MAMEDALIEV**<br>**U.S.S.R.**<br>Baku Russian | **1772**<br>556<br>1660 | | **1966** ....................Russia<br>274′ 0″ 39′ 5″ 15′ 1″<br>39′ 2″ 17′ 5″ | M Tanker Mchy.aft<br>12 Ta<br>L.71830 | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13½k |
| 41<br>OX<br>842 | **AKHTUBINSK**<br>**U.S.S.R.**<br>Leningrad Russian | **863**<br>217<br>353 | | **1966** ....................Russia<br>180′ 10″ 31′ 3″ 10′ 2½″<br>31′ 0″ 14′ 9″ | D-E<br>1 Ho<br>In.12713<br>1 Ha (6½′×6½′)<br>Cr 1(2½) | 2 Oil 4SA each 6Cy. 250×340 mm driving gen. connected to elec. motors geared to sc. shaft<br>10k |

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| 682598<br>DDDW | **AKKE MEYER**<br>exWT 10<br>**Jan Meyer**<br>Varelerhafen W. German | **153**<br>105<br>— | | **1943** Wilhelmshaven<br>*102·9'*<br>... ... ...<br>1 dk<br>len 56 | M | Oil 2SA 6Cy. 160 × 270 mm<br>180bhp<br>Motorenf. Darmstadt |
| 681004<br>GYNE<br>335629<br>Esd Pfd<br>Rdr RT | **AL GHAZAL**<br>**Dilmun Navigation Co. Ltd.**<br>London British | **653**<br>389<br>1200 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN212 EL j1"U2 | **1968**–4 N.V. Nieuwe Noord Ned. Schps —Gro<br>223' 8" 33' 8" 12' 7½"<br>200' 8" 32' 10" 13' 8"<br>P55' F39' 1 dk<br>9BH<br>rf 4" WB104t incl. DTf58t | M Tanker Mchy.aft | Oil 4SA 8Cy. 320 × 430 mm<br>1060bhp<br>Klockner-Humboldt-Deutz<br>3 × 27, 27, 20kW 380V 50c/s |
| 681477<br>GYGH<br>335806<br>Esd Pfd<br>Rdr RT | **AL JABBAR**<br>**Gray, Mackenzie & Co. Ltd.**<br>London British | **126**<br>—<br>84 | **✠100A1**<br>tug<br>**✠LMC**<br>MN200 EL ½" | **1968**–6 R. Dunston (Hessle) Ltd.— Hessle<br>92' 1" 25' 5" 9' 0"<br>82' 1" 24' 0" 11' 2"<br>1 dk<br>3BH<br>rf 21" BK6" WB33t | M Tug Mchy.aft | Oil 4SA 8Cy. 8¾" × 11½" re-<br>tion geared<br>1000bhp<br>Blackstone & Co. Ltd.<br>2 × 30kW 440V 50c/s a.c. |
| 682543 | **AL-MUKTASHEF**<br>**Government of Libya**<br>Tripoli Libyan | **169**<br>—<br>45 | BV | **1967** Stocznia Tczewska Rzeczna— Tczew<br>*80' 8"*<br>11' 7"<br>1 dk | M Trawler<br>2 Ha each (3½' × 3½')<br>Der 1(2) | Oil 2SA 5Cy. 240 × 400 mm<br>425bhp<br>Alpha-Diesel A/S |
| 508325<br>ELRR<br>3068<br>Df Esd<br>Gc Rdr<br>RTh/v | **ALBANO**<br>exCybèle–68<br>**Extramar Panama S.A.**<br>Monrovia Liberian | **13498**<br>7689<br>20453 | BV | **1954** Nederl. Dok & Schps.—Ams<br>561' 0" 73' 0" 31' 5"<br>535' 0" 72' 10" 40' 6"<br>P132' B44' F56' 1 dk<br>RW | S Tanker Mchy.aft<br>27 Ta<br>Der 1(12) 1(6) 2(5) 2(1½) | 3 S Turb dr geared to sc.<br>9000shp Parsons<br>Nederl. Dok & Schps.<br>2 × 400kW 380V 50c/s a.c. |
| 682581<br>Df Esd<br>Gc Rdr<br>RTh | **ALCHIMIST BREMEN**<br>**MTS "Alchimist VI"**<br>**Hamburger Lloyd Tietjens & Co. Schiffahrts K.G.**<br>~~Hamburger Lloyd Dr. Jörgen Bernhold & Co.~~<br>Hamburg W. German | ~~1000~~ 1000<br>~~730~~ 740<br>— 1850 | GL | **1968** Ernst Menzer Schiffsw.— Geesthacht<br>240' 6" (incl. BB) 36' 10" 14' 9"<br>225' 0" 36' 9" 16' 3"<br>P34' B72' 1 dk | M Chemical Tanker Mchy.aft<br>8 Ta<br>L.61447 HeCls. C | Oil 4SA 8Cy. 320 × 450 mm<br>1500bhp<br>Atlas-Mak Masch.<br>3 × 80kW 380V 50c/s a.c. |
| 504718<br>DEAD<br>3681<br>Df Esd<br>Gc Rdr<br>RTm/h | **ALGOR**<br>exBodetal–68<br>**Partenreederei m/v "Algor"**<br>F. Laeisz<br>Hamburg W. German | **2121**<br>1079<br>2400 | **✠100A1** ~~SS 8/64~~<br>Ice Class 3 SS 10/68<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1200 EL v 1¾"SQ | **1960**–3 Hanseatische Werft—Ham<br>354' 6" 47' 4" 19' 11½"<br>311' 8" 47' 3" 28' 1"<br>B&F282' 2 dks & S dk<br>Coll & AP BH to S dk 4 to 2nd dk<br>rf nil WB614t incl. Tunnel tanks 166t | M Ref OSD<br>4 Ho 71½', 46', 44', 62'<br>G.190664 In.187636<br>4 Ha (stl) (each 18½' × 13')<br>8W Der 2(10) 6(3) 1(1½) | 2 Oil 4SA each 12Cy.<br>with sr gear & hydrauli<br>sc. shaft<br>6000bhp<br>Ottensener Eisenwerk<br>3 × 450, 450, 190kW 450V |
| 503457<br>5BHL<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALMA**<br>exBali–68<br>**Alma Shipping Co. Ltd.**<br>Famagusta Cyprus | **9097** ~~6565~~<br>5522 ~~3449~~<br>— ~~10100~~ | **✠100A1** TD 9/68 ~~SS 8/63~~<br>with freeboard<br>DT—vegetable oil<br>**✠LMC**<br>EL d†2½" | **1941**–12 Öresunds Varv A/B—Lkr<br>477' 10" 64' 3" 27' 3½"<br>451' 2" 64' 0" 40' 6"<br>P41' F101' 1 dk & S dk, 3rd dk except in after hold & dk in upper 'tween dks at ends<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" WB2930t incl. DTm951t Tunnel tanks 466t | TM (5P) OSD<br>5 Ho 65', 66½', 32½', 72½', 80½'<br>G.691892 B.634872<br>5 Ha (31½', 37½', 37½', 37½', 32½' × 20')<br>18W Der 1(30) 1(20) 7(7½) 14(5) | 2 Oil 2SA each 6Cy. 680<br>7900bhp<br>A/B Götaverken<br>db 100lb<br>3 × 210kW 220V d.c. |
| 682544<br>OXWS<br>RTm | **AMAZONE**<br>**P. M. Anthonisen** Partrederi<br>Skagen Danish | **171**<br>80<br>175 | | **1968** Rosslauer Schiffs.—Rosslau<br>110' 2" 21' 8"<br>96' 11" 10' 10"<br>F20' 1 dk<br>BK2½" | M Trawler Mchy.aft<br>2 Ho 15½', 22'<br>2 Ha (stl) (each 5' × 4')<br>1W Der 1(½) | Oil 4SA 8Cy. 240 × 360 m<br>560bhp<br>Schwermasch. Karl Lieb<br>2 × 16kW 220V d.c.<br>Controllable pitch prope |
| 682564<br>174444 | **ANA MARIA**<br>**B. A. Stoll**<br>Georgetown, Dem British | **163**<br>86<br>— | | ....................<br>*79·0'* 21' 5"<br>... ... ...<br>1 dk | Wood Aux TM | 2 Oil 4SA each 6Cy. 4¾"<br>450bhp NE68<br>A/B Volvo-Penta |
| 505383<br>SXZC<br>Df Esd<br>Gc Rdr<br>RT | **ANASTASIA**<br>exBroompark–68<br>~~Northern Marine Corp.~~<br>~~Piraeus~~ ~~Greek~~<br>**Midwest Shipping Co. Ltd. Inc.**<br>Piræus Greek | T.Mk<br>**5874**<br>3251<br>10690<br>**7965**<br>4709<br>11971 | **✠100A1** SS 5/64<br>**✠LMC**<br>MN700 EL c†2½"SQ | **1959**–5 C. Connell & Co. Ltd.—Gls<br>468' 2" 61' 9" —/29' 11½"<br>430' 7" 61' 6" 39' 1"<br>P93' RAD42' 2 dks<br>Coll BH to U dk 8 to 2nd dk<br>rf 4" WB3342t incl. DTsm 1554t | M<br>G.612045<br>10W Der 1(25) 6(10) 4(5) | Oil 2SA 4Cy. 600 × 2320<br>3500bhp Doxford<br>Barclay, Curle & Co. Ltd<br>AuxB 100lb |
| 652432<br>Df Esd<br>Pfd Rdr<br>RT | **ANGELA**<br>exJugoatlantik I–68<br>**Ruth S.A.** ~~Panama Corp.~~<br>Panama Panamanian | **615**<br>317<br>475 | BV JR | **1965** Brodogradiliste "Crvena Zvezda" —Pla<br>151' 3" 35' 4" 14' 1"<br>134' 6" 34' 6" 16' 9"<br>1 dk | M Fishing<br>Der 1(10) 1(3) 1(2½) 1(1) | Oil 2SA 9Cy. 280 × 500<br>1360bhp B&W<br>"Litostroj" |
| 682552<br>Df Esd<br>Gc Rdr | **AQUILON**<br>**Cie. des Messageries Maritimes**<br>Marseilles French | **7900**<br>—<br>— | | **1968** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk<br>472' 5" (incl. BB) 65' 8" 24' 7"<br>439' 7" 65' 7" 39' 5"<br>2 dks | M Ref | Oil 2SA 6Cy. 840 × 1800<br>12600bhp B&W<br>Soc. Forg. & At. du Cr |

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| 541<br>CW<br>093 | **ARALSK**<br>**U.S.S.R.**<br>Nakhodka Russian | 3170<br>1225<br>1301 | | | **1960**..................Russia<br>256′ 1″ 46′ 9″ 18′ 0½″<br>46′ 7″ 32′ 11″<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>G.57351 In.46969<br>7 Ha (5¼′×5¼′) (5′, 5′×5′) (5′, 5′, 5′, 5′×4′)<br>4W Der 4(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>13k |
| sd<br>RT | **ARENTEIRO**<br>exPevisa Siete–68<br>**Sea Harvest Corp. (Pty.) Ltd.**<br>Cape Town S. African<br>Now **HARVEST MARS**<br>See New Entries No. 7 | 202<br>101<br>— | | BV | **1960** Hijos de J. Barreras S.A.—Vgo<br>115′ 3″ 19′ 9″<br>97′ 8″ 13′ 0″<br>1 dk<br>RW | M Trawler<br>2 Ha | Oil 4SA 6Cy. 260×350 mm<br>330bhp Werkspoor<br>Hijos de J. Barreras S.A. Vgo<br>10k |
| 84<br>Esd<br>Gc Rdr<br>RT | **ARMA**<br>exLord Codrington–68<br>**Arma Cia. Maritima S.A.**<br>Piræus Greek | 9364<br>5295<br>12947 | ✠100A1<br>✠LMC<br>MN1240 | SS 7/68<br>EL d†2$\frac{3}{16}$″SQ | **1958**–1 Scotts' S.B. & Eng. Co. Ltd.—Grk<br>501′ 3″ 62′ 9″ 29′ 11¾″<br>462′ 4″ 62′ 6″ 40′ 1″<br>F44′ 2 dks<br>RW 7BH<br>rf 3″ WB3860t incl. Tunnel tanks 374t | M CSD<br>G.686108 B.634220<br>10W Der 1(35) 1(20) 10(5) | Oil 2SA 5Cy. 700×2320 mm<br>6200bhp Doxford 1081t<br>Scotts' S.B. & Eng. Co. Grk<br>db 120lb 14½k |
| Esd<br>RT | **ARNOZA**<br>exPevisa Ocho–68<br>**Sea Harvest Corp. (Pty.) Ltd.**<br>Cape Town S. African<br>Now **PEVISA 8** See New Entries No. 6 | 202<br>101<br>— | | BV | **1960** Hijos de J. Barreras S.A.—Vgo<br>115′ 3″ 19′ 9″<br>97′ 8″ 13′ 0″<br>1 dk<br>RW | M Trawler | Oil 4SA 6Cy. 260×350 mm<br>Werkspoor<br>Hijos de J. Barreras S.A. Vgo |
| 07495<br>EPDE<br>t Esd<br>Gc Pfd<br>r RTv | **ARYA SEP**<br>exClan Farquharson–68<br>**Arya National Shipping Lines S.A.**<br>Khorramshahr Iranian | 9240<br>4883<br>**11950** | ✠100A1<br>DTsf—vegetable oil<br>✠LMC<br>MN1540 | SS 2/66<br>EL d†2$\frac{3}{16}$″SQ | **1962**–4 Swan, Hunter & Wghm Rchdsn—Wal<br>496′ 8″ 62′ 5″ 28′ 2¼″<br>460′ 11″ 62′ 3″ 37′ 6″<br>P38′ F70′ 2 dks, intermediate 'tween dk<br>8BH to U dk 1 to 2nd dk in No. 1 hold<br>rf 4″ WB1278t incl. Tunnel tanks 349t | M<br>5 Ho 42¾′, 58¾′, 78¾′, 92¾′, 60¾′<br>G.643530 B.584430 In.1350<br>1 Ha (stl) (19¾′×18′)<br>4 Ha (w) (27¼′, 48′, 45¼′, 24′×21′)<br>16W Der 1(80) 2(20) 2(15) 2(10) 10(5) | Oil 2SA 6Cy. 760×1550 mm<br>7700bhp Sulzer 1430t (hvf)<br>Wallsend Slpwy & Eng. Co. Wal<br>AuxB 100lb<br>3×185kW 220V d.c. 16k |
| 0152<br>Pfd<br>m/h | **ATLANTIC COASTER**<br>*exRozenburgh–68*<br>**Atlantic Coasting Co.**<br>Panama Panamanian | 499<br>223<br>673 | ✠100A1<br>✠LMC<br>MN80 | SS 3/66<br>EL g | **1958**–2 Scheepswerf "De Dollard"—Landsmeer<br>164′ 10″ 26′ 1″ 12′ 1″<br>148′ 5″ 25′ 9″ 13′ 9″<br>F20′ P57′ R dk fwd of P74′ 1 dk<br>RW 3BH<br>rf 2″ WB210t | M Mchy.aft<br>1 Ho 88′<br>G.29490 B.27200<br>1 Ha (65½′×15¾′)<br>2W Der 2(2) | Oil 4SA 8Cy. 235×330 mm with flexible coupling & dr reverse gear<br>410bhp 38t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×15, 15, 10kW 220V d.c. |
| 671168<br>VGFV<br>Esd<br>Pfd<br>Rdr<br>h/v | **ATLANTIC JOHN PARK**<br>**Atlantic Sugar Refineries Ltd.**<br>Atlantic Deep-Sea Fishing Co. Ltd.<br>Montreal Canadian<br>Now **ATLANTIC OCEAN MAID** See New Entries No. 6 | 1440<br>979<br>1020 | ✠100A1<br>stern trawler<br>✠LMC<br>MN528 | EL 1⅜″ | **1967**–5 Canadian Vickers Shipyards Ltd.—Mtl<br>199′ 11″ 40′ 6″ 19′ 0″<br>177′ 2″ 39′ 4″ 19′ 8″<br>B&F151′ RFD85′<br>5BH<br>rf 43″ | M Stern Trawler Mchy.aft<br>1 Ho 89′<br>1 Ha (stl) (9½′×8′)<br>Der 1(12) 2(4) | Oil 2SA 6Cy. 500×700 mm<br>2640bhp Polar 428t (d.o)<br>Nydqvist & Holm A/B Thn<br>3×300, 300, 150kW 450V 60c/s a.c.<br>Bow jet pump 13k |
| 43<br>98<br>fd<br>RT | **ATLANTIC MILDRED**<br>exBlue Crest–68<br>**Atlantic Sugar Refineries Ltd.**<br>Atlantic Deep-Sea Fishing Co. Ltd.<br>St. John's, Nfl Canadian | 331<br>109<br>— | ✠100A1<br>trawler<br>Str. nav. ice<br>✠LMC<br>MN144 | SS 9/68<br>EL (e) | **1964**–10 Ferguson Industries Ltd.—Pictou<br>130′ 0″ 26′ 10″<br>114′ 6″ 26′ 6″ 14′ 0″<br>Ba10′ F32′<br>4BH<br>rf 21″ BK 4″ WB19t | M Trawler | Oil 2SA 6Cy. 310×490 mm with hydraulic coupling<br>720bhp<br>Alpha-Diesel A/S Fkn<br>Controllable pitch propeller |
| 0185<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC NORMA**<br>**Atlantic Sugar Refineries Ltd.**<br>Atlantic Deep-Sea Fishing Co. Ltd.<br>St. John's, Nfl Canadian | 624<br>317<br>295 | ✠100A1<br>stern trawler<br>Str. nav. ice<br>✠LMC<br>MN300 | EL u 1$\frac{1}{16}$″U2 | **1968**–4 G. T. Davie & Sons Ltd.—Lauzon<br>152′ 3″ 31′ 9″ 12′ 7½″<br>131′ 3″ 30′ 6″ 21′ 10″<br>B16′ 2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf 21″ BK9″ | M Stern Trawler Mchy.aft<br>2 Ho 23¼′, 36¾′<br>In.12088<br>3 Ha (stl) (7¼′, 7½′, 7½′×3¾′) | Oil 4SA 6Cy. 400×600 mm<br>1500bhp 114t (d.o)<br>D. & J. Boot "De Industrie" Alp<br>2×80, 84kW 440V 60c/s a.c.<br>Controllable pitch propeller 13½k |
| 1235<br>GGV<br>328529<br>Esd<br>Pfd<br>Rdr | **ATLANTIC PATON**<br>***Atlantic* Sugar Refineries Ltd.**<br>Atlantic Deep-Sea Fishing Co. Ltd.<br>Montreal Canadian | 1441<br>977<br>1020 | ✠100A1<br>stern trawler<br>✠LMC<br>MN528 | EL 1⅜″U2 | **1967**–11 Canadian Vickers Shipyards Ltd.—Mtl<br>199′ 11″ 40′ 6″ 19′ 0″<br>177′ 2″ 39′ 4″ 19′ 8″<br>B&F151′ RFD85′<br>5BH<br>rf 43″ | M Stern Trawler Mchy.aft<br>1 Ho 89′<br>1 Ha (stl) (9½′×8′)<br>Der 1(12) 2(4) | Oil 2SA 6Cy. 500×700 mm<br>2640bhp Polar 428t (d.o)<br>Nydqvist & Holm A/B Thn<br>3×300, 300, 150kW 450V 60c/s a.c.<br>Bow jet pump 13k |
| Esd<br>Pfd<br>Rdr<br>Tm | **ATLANTIC TONI**<br>**Atlantic Sugar Refineries Ltd.**<br>Atlantic Deep-Sea Fishing Co. Ltd.<br>St. John's, Nfl Canadian | 624<br>317<br>295 | ✠100A1<br>stern trawler<br>Str. nav. ice<br>✠LMC<br>MN300 | EL u 1$\frac{1}{16}$″U2 | **1968**–3 G. T. Davie & Sons Ltd.—Lauzon<br>152′ 3″ 31′ 9″ 12′ 7½″<br>131′ 3″ 30′ 6″ 21′ 10″<br>B16′ 2 dks<br>Coll BH to U dk 2 to 2nd dk<br>rf 21″ BK9″ | M Stern Trawler Mchy.aft<br>2 Ho 23¼′, 36¾′<br>In.12088<br>3 Ha (stl) (7¼′, 7½′, 7½′×3¾′) | Oil 4SA 6Cy. 400×600 mm<br>1500bhp 114t (d.o)<br>D. & J. Boot "De Industrie" Alp<br>2×80, 84kW 440V 60c/s a.c.<br>Controllable pitch propeller 13½k |
| 480<br>LT<br>183<br>Esd<br>Rdr<br>Tm | **AUCKLAND EXPORTER**<br>exCaroline Horn–68<br>**Quevedo Investments Ltd.**<br>Auckland N. Zealand | 885<br>346<br>991<br>**1360**<br>802<br>1366 | | GL | **1960** J. J. Sietas Schiffsw.—Ham<br>237′ 0″ 35′ 6″ 12′ 8¼″/14′ 9″<br>221′ 6″ 35′ 5″ 18′ 6″<br>1 dk & S dk | M Ref OSD/CSD Mchy.aft<br>B.60068 In.60068<br>2 Ha (each 21½′×13′)<br>4W Der 4(2–3) | Oil 4SA 6Cy. 400×580 mm<br>1600bhp 257t (hvf)<br>Klöckner-Humboldt-Deutz Kln<br>14k |

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| 682570 | **AUDACITY**<br>**F. T. Everard & Sons Ltd.**<br>British | 698<br>—<br>1500 | 100A1<br>oil tanker<br>Class contemplated | Goole S.B. & R. Co. Ltd.—Goo<br>238′ 0″ 36′ 3″ 14′ 2″<br>220′ 0″ 36′ 0″ 15′ 9″ | M Tanker Mchy.aft | Oil 2SA 5Cy. 16″×25½″<br>Newbury Diesel Co. Ltd. |
| 528632<br>ELSL<br>3082<br>Df Esd<br>Rdr | **AURORA**<br>exPsyché–68<br>**Amerzon Navigation Corp.**<br>Monrovia Liberian | ~~1795~~ 1694<br>~~800~~ 801<br>~~2516~~ 2550 | BV | **1952** Amsterdamsche D.D. Maats.—Ams<br>263′ 9″ 38′ 8″ 18′ 8″<br>38′ 6″<br>P23′ Q58′ B47′ F17′ 1 dk | S<br>G.103380<br>3 Ha (31½′×20′) (35½′, 38′×21′)<br>Der 3(3½) | C 4Cy. (2) 14⅞″ & (2) 31½″×3<br>1300ihp<br>Amsterdamsche D.D. Maats |
| 682571 | **BANGLA**<br>**Pakistan River Steamers Ltd.**<br>Narayanganj Pakistan | 212<br>84<br>264 | | **1968** Khulna Shpyd—Khulna<br>103′ 4″ 26′ 10″ 5′ 9″<br>86′ 6″ 25′ 9″ 8′ 0″<br>1 dk | TM Tug | 2 Oil 2SA each 4Cy. 10½″×1<br>480bhp<br>Crossley Brothers Ltd. |
| 680252<br>9GVB<br>316549<br>Df Esd<br>Gc Rdr<br>RT h/v | **BANTEMA**<br>**The Government of the Republic of Ghana**<br>Takoradi Ghanaian | 1083<br>445<br>884 | ✠100A1<br>stern trawler<br>✠LMC<br>✠Lloyd's RMC<br>MN462 EL (o)1$\frac{1}{16}$″SQ | **1968**–5 Newport S.B. & Eng. Co. Ltd.—Npt<br>239′ 2″ 38′ 1″ 15′ 6″<br>208′ 6″ 38′ 0″ 25′ 9″<br>B31′ 2 dks<br>Coll BH to U dk 5 to 2nd dk<br>rf 24″ Box K 12″ WB113t | M Stern Trawler Mchy.aft<br>2 Ho 48′, 46′<br>In.35350<br>2 Ha (stl) (each 8′×8′)<br>Der 2(1) | Oil 4SA 6Cy. 19″×27″<br>2308bhp<br>Mirrlees National Ltd.<br>3×160kW 440V 50c/s a.c.<br>Controllable pitch propeller |
| 680831<br>ODLO<br>5157 | **BARRAD WAVE**<br>**Barrad Shipping Company**<br>Beirut Lebanese | T.Mk<br>1525<br>716<br>2700 | 100A1<br>Class contemplated<br>✠Lloyd's RMC | At. & Ch. de La Rochelle-Pallice—LaR-P<br>284′ 4″<br>252′ 7″ 44′ 7″ | M Ref Mchy.aft<br>In.120000 | Oil 4SA 12Cy. 400×500 mm<br>Klöckner-Humboldt-Deutz |
| 682563<br>UKDN<br>M-28601 | **BASHKIR**<br>**U.S.S.R.**<br>Murmansk Russian | 6455<br>2698<br>4270 | | **1966** ......................Russia<br>429′ 2″ 55′ 4″ 25′ 3½″<br>55′ 1″ 31′ 4″ | D-E Fish Carrier<br>4 Ho<br>In.190700<br>4 Ha (each 14½′×13½′)<br>8W Der 4(3) 4(2) | 4 Oil 2SA each 10Cy. 201<br>driving gens connected<br>motors geared to sc. shaft |
| 682472<br>GYVC<br>336912<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BEL-HUDSON**<br>Launched as Belveni<br>**John Hudson Fuel & Shipping Ltd.**<br>London British | 15836<br>9261<br>24340 | | **1968** Kaldnes M/V A/S—Tbg<br>591′ 7″ 75′ 2″ 33′ 5½″<br>550′ 8″ 75′ 0″ 45′ 0″<br>P96′ F41′ 1 dk<br>rf 2″ | M Bulk Carrier Mchy.aft<br>6 Ho 71½′, 67½′, 68½′, 60½′, 60½′, 71½′<br>G.1036910 B.985244<br>6 Ha (stl) (each 42½′×38′)<br>12W Der 12(5–10) 2(1) | Oil 2SA 7Cy. 740×1600 mm<br>10500bhp B&W<br>A/S Akers M/V<br>3×384kW 440V 60c/s a.c. |
| 681496<br>XCBC<br>Df Esd<br>Gc Rdr<br>RTm/h | **BENITO JUAREZ**<br>**Petroleos Mexicanos**<br>Coatzacoalcos Mexican | 12753<br>7550<br>~~20404~~<br>20484 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1600 EL i†2$\frac{1}{16}$″SQ | **1968**–6 Ishikawajima-Harima Hvy Ind.—Nga<br>560′ 2″ 72′ 5″ 29′ 11½″<br>535′ 0″ 72′ 3″ 39′ 8″<br>P130′ F80′ 1 dk<br>13BH<br>rf nil WB787t | M Tanker Mchy.aft<br>24 Ta<br>L.889548 HeCls. BC | Oil 2SA 7Cy. 680×1250 mm<br>8000bhp Sulzer 798t<br>Ishikawajima-Harima Hvy In<br>2WTAuxB 270lb Spt 446° F.<br>hs6006<br>2×390kW 445V 60c/s a.c. |
| 650103<br>SGIJ<br>9488 | **BETULA I**<br>exBetula–68 exPerch Rock<br>**Linjebuss International A/B**<br>Helsingborg Swedish | 1047<br>338<br>— | | **1929** Caledon S.B. & E. Co. Ltd.—Dun<br>150′ 1″ 50′ 4″<br>50′ 2″ 16′ 1″<br>R | TS Ferry (800P) | T 6Cy. 14½″ 23½″ & 38″×24″<br>1500ihp<br>Caledon S.B. & E. Co. Ltd.<br>2×70, 35kW 110V d.c. |
| 517960<br>SGCU<br>8378<br>Df | **BLOMMAN**<br>exKajsa–68 exMunksjö I–62<br>**Wenzel Blomqvist**<br>Hovenäset Swedish | 126<br>65<br>175 | BV | **1939** Sjötorps Varv.–Sjötorp<br>81′ 8″ 22′ 10″ 10′ 0″<br>... ... ... | Comp M Mchy.aft | Oil 4SA 6Cy.<br>150bhp NE61<br>AB Volvo Penta |
| 528131<br>HOZD<br>Df Esd<br>Rdr RT | **BLUE MOON**<br>exPollux–68 exBasis–56<br>exBrunlanes–47 exPalmyra–46<br>**Albinamar S.A.**<br>Panama Panamanian | 2892<br>1649<br>5160 | GL | Lch. **1940** Cmpl. **1944** Flensburger Schiffs. Ges.—Fin<br>361′ 6″ 52′ 7″ 20′ 7″<br>52′ 5″ 21′ 11″<br>P27′ B&F304′ 1 dk & S dk | S OSD<br>G.321781 B.294610<br>5 Ha<br>12W Der 1(50) 10(5) | T 3Cy. 22$\frac{1}{16}$″ 34½″ & 55$\frac{1}{16}$″<br>turb with dr gearing<br>coupling<br>2000ihp<br>Flensburger Schiffs. Ges. |
| 523329<br>JWYP<br>Df Esd<br>Gc Rdr<br>RTm/v | **BONITA**<br>exMesna–68<br>**Ugland Shipping Co. A/S, Jörgensens Rederi A/S & Skips A/S Kysten**<br>Ugland Shipping Co. A/S<br>Grimstad Norwegian | 10315<br>4364<br>16000 | NV | **1958** Scheeps. De Biesbosch—Dordrecht<br>505′ 0″ 69′ 2″ 27′ 6″<br>480′ 8″ 68′ 11″ 37′ 4½″<br>1 dk<br>RW<br>rf nil | M Ore Carrier (2P) Mchy.aft<br>3 Ho 128′, 61½′, 128′<br>G.461000<br>5 Ha (stl) (each 44½′×28′) | Oil 2SA 7Cy. 700×1200 m<br>4670bhp<br>Masch. Augsberg-Nürnb |
| 671782<br>OGUA<br>1440<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORE VI**<br>**Rederi Hans von Rettig**<br>Turku/Åbo Finnish | T.Mk.<br>1474<br>661<br>2353<br>2754<br>1556<br>3030 | ✠100A1<br>Ice Class 1<br>✠LMC UMS<br>MN660 EL †1⅞″U2 | **1967**–11 Rauma-Repola O/Y—Rauma<br>289′ 9″ 47′ 9″ —/20′ 4½″<br>264′ 1″ 47′ 6½″ 26′ 3″<br>Ba56′ F51′ RFD28′ 2 dks<br>Coll BH to U dk 4 to 2nd dk<br>rf 3″ WB540t incl. DTf67t & DTa119t | M Mchy.aft<br>Stern door | 2 Oil 4SA each 6Cy.<br>sr geared to sc. shaft<br>3300bhp<br>Motorenw. Mannheim<br>3×164kW 450V 60c/s a.<br>Controllable pitch prop |

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| **BOTNIA**<br>**A/B Siljarederiet**<br>Turku/Åbo Finnish | T.Mk<br>**3514**<br>1183<br>1220 | ✠100A1<br>Baltic service<br>Ice Class 1<br>✠LMC<br>MN1704 EL y 1⅞"U2 | **1967**–10 O/Y Wärtsilä A/B—Hfs<br>333′ 4″ 61′ 3″ 16′ 0″<br>304′ 6″ 60′ 8½″ 38′ 3″<br>B220′ 3 dks<br>10BH to 2nd dk<br>rf 7″ WB483t incl. DTf147t DTa78t | TM Ferry (1000P)<br>Bow & stern doors | 8 Oil 4SA each 8Cy. 240×310 mm<br>sr geared to 2 sc. shafts<br>8520bhp 240t (d.o)<br>O/Y Wärtsilä A/B Vasa<br>4×368kW 400V 50c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust propeller fwd 19k |
| **BOUNCER**<br>**Bowker & King Ltd.**<br>London British | ~~220~~ **209**<br>~~100~~ **97**<br>300 | | **1968** R. Dunston (Hessle) Ltd.—Hessle<br>115′ 9″ 24′ 7″<br>110′ 0″ 23′ 6″ 9′ 0″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 8Cy. 6½″×7¼″<br>240bhp<br>Bergius-Kelvin Co. Ltd. Gls |
| **BRITTANA**<br>**Einar Magnusson**<br>Källö-Knipplan Swedish | **193**<br>73<br>— | | **1967** Rosslauer Schiffs.—Rosslau<br>116′ 2″ 24′ 0″ | M Fishing<br>C 1(3) | Oil<br>1200bhp<br>Nydqvist & Holm A/B Thn<br>Controllable pitch propeller |
| **BRUNSKAMP**<br>**Partenreederei m.s.**<br>**"Brunskamp"**<br>W. Bruns & Co.<br>Hamburg W. German<br>Now **POLANA** See New Entries No. 9 | ~~9890~~ T.Mk<br>~~5360~~ **6494**<br>— 3081<br>—<br>**9890**<br>5380<br>— | | **1968** Kherson Shpyd.—Kerson<br>*486·7′*<br>40′ 4″<br>2 dks | M | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp<br>Bryansk Eng. Wks. Bryansk |
| **C. & K. UNITY**<br>exSimara–68<br>**Fieldston Navigation Co. Inc.**<br>*Monrovia* Liberian | **6326**<br>3345<br>10439<br>**9206**<br>5221<br>12635 | NV | **1956** Howaldtswerke Ham. A.G.—Ham<br>490′ 1″ 63′ 0″ 26′ 2½″/29′ 5½″<br>490′ 0″ 62′ 10½″ 38′ 11″<br>1 dk & S dk<br>RW<br>rf nil | M OSD/CSD<br>5 Ho<br>G.608000 B.548000<br>5 Ha (30′, 42¼′, 42¼′, 42¼′, 42¼′×26¼′)<br>16W Der 1(30) 4(10) 12(5) | Oil 2SA 6Cy. 780×1400 mm<br>5400bhp MAN<br>Howaldtswerke Ham. A.G. Ham |
| **CABATEAL**<br>exAquitaine–68<br>**Cabahamas Corp. Ltd.**<br>Nassau British | **4388**<br>2613<br>6949 | BV<br>✱Classed BC until 5/50 | **1947**–8 Bartram & Sons Ltd.—Sld<br>439′ 2″ 55′ 6″ 24′ 6″<br>410′ 0″ 55′ 3″ 27′ 2″<br>F31′ 1 dk & S dk | M OSD<br>G.436000<br>5 Ha (31½′, 36¼′, 33½′, 33½′, 36¾′×19′) | Oil 2DA 6Cy. 550×1200 mm<br>5250bhp 848t<br>J. G. Kincaid & Co. Ltd. Grk<br>15½k |
| **CAPTAIN DEAN III**<br>**E.A. Dean**<br>Nassau British | **137**<br>87<br>— | | **1968** P. K. Trawlers Inc.—St Augustine<br>*75·9′* 25′ 0″<br>… … …<br>1 dk | Wood M | Oil 6Cy. 5½″×6½″<br>Caterpillar Tractor Co. Peoria<br>10k |
| **CASSIOPEIA**<br>**Cross Seas Shipping Corporation**<br>Panama Panamanian<br>For later particulars see New Entries No. 12 | **7600**<br>—<br>— | **100A1**<br>Class contemplated | Brodogradiliste III Maj—Rka<br>508′ 7″ 67′ 5″ 26′ 9¼″<br>475′ 9″ 67′ 3″ 40′ 0″ | M Ref | Oil 2SA 6Cy. 750×1600m<br>Gebr. Stork & Co. Hengelo |
| **CASTOR**<br>exBilletal–68<br>**Gebruder Schmidt & Co. K.G.**<br>Flensburg W. German | **2536**<br>1261<br>4537 | GL | **1953** A.G. "Weser"—Bmn<br>344′ 6″ 49′ 2″ 20′ 4″<br>29′ 6″<br>F25′ H66′&23′ 1 dk & S dk<br>RW<br>rf 6″ | M OSD Mchy.aft<br>4 Ho 38¾′, 57′, 57′, 49¼′<br>G.267947 B.245168<br>4 Ha<br>8W Der 1(15) 8(3–5) | 2 Oil 4SA each 8Cy. 385×580 mm<br>geared to sc. shaft<br>2560bhp NE57 410t (d.o)<br>Masch. Kiel A.G. Kel<br>3×100, 100, 25kW 220V d.c. 13k |
| **CEMENTADOR**<br>**Naviera Alvargonzalez S.A. and A. Tudela-Veguin**<br>Gijón Spanish | **1854**<br>640<br>2800 | ✠100A1<br>✠LMC<br>MN580 EL (r)$1\frac{7}{16}$"U2 | **1968**–1 Empresa Nacl. "Bazan"—Cdz<br>277′ 5″ 41′ 9″ 19′ 1″<br>251′ 8″ 41′ 7½″ 21′ 10″<br>P63′ F35′ 1 dk<br>NS 5BH<br>rf 4″ WB929t | D-E Cement Carrier Mchy.aft | 2 Vee Oil 4SA each 16Cy. 185×200 mm<br>2900bhp driving 2 gen. each 984kW 450V a.c. connected to 2 elec. motors each 1330shp sr geared to sc. shaft<br>Maybach Friedrichshafen<br>2×160kW 450V 60c/s a.c.<br>Controllable pitch propeller |
| **CHASTINE MÆRSK**<br>**A/S D/S Svendborg & I/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | T.Mk<br>**10918**<br>6043<br>13945 | ✠100A1<br>strengthened for heavy cargoes<br>DTf & DTmf—oil FP above 150° F. or veg. oil or latex<br>✠LMC ✠Lloyd's RMC<br>MN4140 ~~EL E 2½"U2~~<br>E† 2⅛"U2 | **1968**–7 Akers/A/S Bergens M/V—Bgn<br>560′ 0″ (incl. BB) 81′ 2″ 34′ 0¾″<br>523′ 1″ 80′ 0″ 52′ 6″<br>F43′ 2 dks, 3rd dk except in No. 1 hold, 4th dk in Nos. 2, 3 & 4 holds<br>Coll BH to U dk 7 to 2nd dk<br>rf nil WB5354t incl. DTf542t DTmf2320 | M Ref<br>6 Ho 56¼′, 63¾′, 68¼′, 68¼′ 70¾′, 60½′<br>G.1052571 B.926298 In.24239<br>7 Ha (stl) (30′×19½′) (41½′, 41½′, 41½′, 41½′×25½′) (41½′×17′) (41½′×20½′)<br>18W Cr 2(5) Der 1(60) 1(30) 6(15) 4(10) 6(5) | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W (hvf)<br>Akers/Nylands Verksted Osl<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×700kW 450V 60c/s a.c.<br>Thw. thrust contr. pitch propeller fwd<br>22¾k |
| **CHERRY SAND**<br>**British Transport Docks Board**<br>Grimsby British | **1080**<br>339<br>2269 | ✠100A1<br>hopper dredger<br>✠LMC<br>MN358 EL L (M) $1\frac{7}{16}$″ | **1968**–6 Appledore S.B. Ltd.—Apl<br>206′ 2″ 40′ 8″<br>195′ 0″ 39′ 6″ 15′ 3″<br>Q78′ 1 dk<br>4BH<br>rf nil WB88t | TM Grab Hopper Dredger Mchy.aft | 2 Oil 4SA each 6Cy. 10¼″×14½″ reverse reduction geared<br>1790bhp<br>Ruston & Hornsby Lcn<br>3×36kW 220V d.c. |
| **CHUNG SHAN**<br>exTai Loy–68<br>**Tak Kee Shipping & Trading Co. Ltd.**<br>Hong Kong British | **1330**<br>795<br>— | | **1950** Wing On Shing Cheung Sha Wan—H.Kg<br>*193·0′* 36′ 1″ 10′ 0″<br>35′ 11″<br>2 dks<br>R | TrM (817P)<br>4 Ho 31½′, 29½′, 26′, 24½′<br>4 Ha<br>1W | 3 Oil 4DA each 6Cy. 350×520 mm<br>1650bhp 34t (d.o)<br>Hip Tung Wo Eng. Mfty H.Kg<br>3×75, 73, 26kW 220V d.c. 12¾k |

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| **682473** | **CHURRUCA**<br><br>**MacAndrews & Co. Ltd.**<br>London British<br>For later particulars see New Entries No. **12** | **1470**<br>—<br>— | **100A1**<br>Class contemplated | | Grangemouth Dkyd Co. Ltd.—<br>Gmh<br>301′ 4″ 44′ 4″ 15′ 10″<br>275′ 0″ 44′ 0″ 24′ 6″ | M Ref Mchy.aft | Oil 4SA 9Cy. 520×740<br><br>Masch. Augsburg-Nur |
| **682583** | **CILURNUM**<br><br>**Hall Brothers S.S. Co. Ltd.**<br>Hall Bros.<br>Newcastle British<br>For later particulars see New Entries No. **12** | **1428**<br>884<br>2600 | **100A1**<br>Class contemplated | | N.V. Bodewes Schps.—<br>Martenshoek<br>253′ 2″ 39′ 1″ 18′ 10½″<br>231′ 1″ 38′ 9″ 22′ 6″ | M Mchy.aft | Oil 4SA 8Cy. 320×450<br><br>Atlas-Mak Masch. |
| **504200**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **CITTA DI SAVONA**<br>exBerge Charles-68<br>**Transmarina S.n.c.**<br>Savona Italian | **37923**<br>22664<br>63782 | | RI ~~NV~~ | **1963** Ch. de l'Atlantique—St.N<br>796′ 11″ 109′ 9″ 42′ 1½″<br>753′ 2″ 109′ 7″ 53′ 8″<br>1 dk | M Tanker Mchy.aft<br>22 Ta<br>L.2665000 | Oil 2SA 10Cy. 840×180<br>21000bhp B&W<br>Ch. de l'Atlantique<br>3×672kW 440V 60c/s a |
| **682474**<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CITY OF DUBLIN**<br><br>**Patenreederei m.s. "City of Dublin"**<br>Peter Döhle<br>Hamburg W. German | T.Mk **499**<br>329<br>1276 | | GL | **1968** J. J. Sietas Schiffsw.—Ham<br>242′ 4″ 12′ 11″<br>222′ 1″ 35′ 5″ 19′ 11″<br>P49′ B32′ F36′ 2 dks | M Mchy.aft<br>1 Ho 159½′<br>G.85700 B.76300<br>1 Ha (stl) (131½′×24½′) | Oil 4SA 8Cy. 320×450<br>1320bhp<br>Klöckner-Humboldt-De<br>3×48, 48, 32kW 380V 5 |
| **501862**<br>ELTJ<br>3103<br>Df Esd<br>Gc Rdr | **CLEMENTINE**<br>exAnna Mærsk-68<br>**Brigantine Transport Corp.**<br>Monrovia Liberian | T.Mk<br>**6625**<br>3858<br>9856<br>8773 ~~8826~~<br>5329 ~~5300~~<br>— | ✠**100A1** SS 10/63<br>with fbd FPTs—oil FP above 150° F. DTf tunnel side tanks & upper APT —oil FP above 150° F. or molasses<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1460 EL d†2¼″SQ | | **1949**-6 Eriksbergs M/V—Got<br>478′ 10″ 61′ 2″ 27′ 8″/28′ 9″<br>445′ 0″ 61′ 0″ 41′ 6″<br>P52′ F48′ 1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>~~Coll BH to S dk 6 to 2nd dk~~<br>~~WB5835t incl. Tunnel tanks 221t DTsa1726t DTem2077t~~<br>Coll BH to U dk 7 to 2nd dk<br>WB2136t incl. DTf204t Tunnel tanks 221t | M Ref<br>5 Ho<br>G.662000 B.592000 In.8340<br>6 Ha (31½′×18′) (44½′×20′) (34′×18′) (39½′×20′) (31½′×20′) (13′×18′)<br>20W Der 1(45) 1(15) 12(5) 6(3) | Oil 2SA 9Cy. 740×140<br>7380bhp B&W<br>Eriksbergs M/V<br>AuxB (o.f) 105℔<br>WTAuxB (ex.g) 100℔ |
| **682584**<br><br><br>Esd Gc<br>Rdr RT | **CLUPEA**<br><br>**Department of Agriculture & Fisheries for Scotland**<br>Leith British | ~~150~~ 215<br>~~75~~ 52<br>— | | | **1968** Hall, Russell & Co. Ltd.—Abn<br>106′ 0″ 26′ 4″<br>90′ 6″ 26′ 0″ 13′ 6″<br>1 dk | M Research Trawler Mchy.aft | Oil 4SA 8Cy. 8¾″×11½<br>660bhp<br>Blackstone & Co. Ltd. |
| **534211**<br>EIXP<br>400707<br>Df Esd<br>RTm/h | **COLUMCILLE**<br>exStrabo-68<br>**Africa Concern Ltd.**<br>Dublin Irish Republic | **384**<br>165<br>596 | | BV | **1948** De Haan & Oerlemans—Heusden<br>184′ 7″ 29′ 8″ 10′ 5″<br>... ... ...<br>B40′ 1 dk & S dk<br>RW<br>rf nil | M OSD Mchy.aft<br>2 Ho 47½′, 53½′<br>B.45320<br>2 Ha (each 28′×12′)<br>4W Der 1(10) 4(3) | Oil 2SA 6Cy. 290×500<br>600bhp<br>Sulzer Bros. Ltd.<br>1×37kW 220V d.c |
| **535865**<br>9VCZ<br><br>Df Esd<br>Gc Rdr<br>RT | **COMPASS SATU**<br>exTheresia Russ-68<br>**Compass Agencies Ltd.**<br>Singapore Singapore | **962**<br>417<br>1514 | | GL | **1955** Werft Nobiskrug—Rendsburg<br>251′ 0″ 37′ 11″ 14′ 5″<br>226′ 5″ 37′ 9″ 22′ 10″<br>B22′ F29′ 1 dk & S dk<br>RW<br>rf 2″ | M OSD Mchy.aft<br>2 Ho 75½′, 73½′<br>G.109935 B.103171<br>2 Ha (stl) (each 46′×16½′)<br>8W Der 1(20) 8(3-5) | Oil 4SA 6Cy. 420×66<br>1500bhp<br>Klockner-Humboldt-D<br>3×78, 78, 38kW 400V |
| **631084**<br>PDLV<br>14640<br>Df Esd<br>Rdr<br>RTm | **CONSTANCE**<br><br>**Wijnne & Barends N. V.**<br>Delfzijl Netherland | **499**<br>317<br>820 | ✠**100A1**<br><br>✠**LMC**<br><br>MN112 EL 1⅝″U2 | | **1968**-4 Scheeps. "Voorwaarts"—<br>Martenshoek<br>189′ 3″ 29′ 9″ 11′ 6″<br>170′ 1″ 29′ 4½″ 13′ 3″<br>P45′ F25′ 1 dk<br>3BH<br>rf nil WB268t | M Mchy.aft<br>1 Ho 118′<br>G.39000 B.36000<br>1 Ha (stl) (92′×18′)<br>2W | Vee Oil 2SA 6Cy. 220<br>560bhp<br>Appingedammer Bro<br>3×8, 8, 6kW 110V d.c. |
| **522450**<br>HPOG<br>4153-HK<br>Df Esd<br>Pfd RT | **CRAIGFLOWER**<br>exCoral Sea-68 exMariko-67<br>exAnna Presthus-62 exFrigg-56<br>exInger Marie-54 exBraila-47<br>exHjelmaren-44<br>**Peseta Shipping Corp. S.A.**<br>Panama Panamanian<br>Now **PANDAS**<br>See New Entries No. **12** | **2394**<br>1354<br>4800 | ✠**100A1** SS 6/65<br>shelter dk with freeboard<br>✠**LMC**<br><br>MN420 | | **1922**-10 A/B Götaverken—Got<br>321′ 0″ 45′ 8″ 21′ 7½″<br>304′ 0″ 45′ 6″ 30′ 9″<br>1 dk & S dk<br>R Coll BH to S dk 4 to U dk<br>WB982t | M OSD<br>4 Ho 72½′, 55½′, 52½′, 75½′<br>G.257242 B.234746<br>4 Ha (each 23½′×18′)<br>8W Der 6(3) 2(2½) | Oil 2SA 6Cy. 500×90<br>1700bhp<br>✠NEmade41<br>Eriksbergs M/V A/B<br>db 50℔<br>3×55kW 220V d.c. |
| **508256**<br>LAVO<br><br>Df Esd<br>Gc Rdr<br>RT | **CRUX**<br>exConcordia Crusader-68<br>exCrux-68 ex Sunrise-67<br>exCrux-64<br>**Det Bergenske Dampskibsselskab**<br>Bergen Norwegian | **4429**<br>2449<br>6560<br>**6155**<br>3558<br>8570 | | NV | **1956** A. Stephen & Sons Ltd.—Gls<br>427′ 9″ 57′ 2″ 23′ 2″/27′ 0¾″<br>400′ 0″ 57′ 0″<br>P30′ B84′ F61′ 1 dk & S dk<br>RW<br>rf 3″ | M (12P) Ref OSD/CSD<br>5 Ho 47½′, 63′, 60′, 66½′, 41′<br>G.446930 B.400680 In.2360<br>5 Ha (22½′, 34′, 27′, 32½′, 32′×18′)<br>16W Der 1(50) 1(30) 2(10) 10(5) 4(3) | Oil 2SA 4Cy. 670×23<br>4400bhp Doxford<br>A. Stephen & Sons L<br>3×180kW 220V d.c. |
| **682475**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **CURRE CAMPOMBRE**<br><br>**Atunera Vasco-Canaria S.A.**<br>Bermeo Spanish<br>Name should be **GURE CAMPOLIBRE** See New Entries No. **12** | **400**<br>—<br>300 | | | **1968** Maritima de Axpe S.A.—Bbo<br>135′ 10″ 30′ 7″ 13′ 2″<br>118′ 2″ 30′ 6″ 14′ 9″<br>1 dk | M Trawler | Oil 4SA 8Cy. 220×2<br>960bhp<br>Klöckner-Humboldt- |

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| **CURRENT TRADER** | **25213** | | | **1960** Mitsubishi Nippon Hvy Ind.—Yka | M Tanker (2P) Mchy.aft | Oil 2SA 9Cy. 840×1600 mm | |
| exMizushima Maru–68 | 15991 | | | 694′ 7″ 94′ 11″ 35′ 9″ | 33 Ta | 15500bhp MAN 3830t (hvf)—50pd | |
| **Current Shipping Corp.** | 40654 | | NK | 670′ 7″ 94′ 6″ 48′ 3″ | L.1953780 HeCls. BC | Mitsubishi Nippon Hvy Ind. | Yka |
| Monrovia Liberian | | | | 1 dk | | 2×340kW 445V 60c/s a.c. | 15½k |
| | | | | RW | | | |
| | | | | rf 3¼″ | | | |
| **DAISEN MARU No. 18** | **114** | | | **1968** Fukuoka Zosen—Fukuoka | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm | |
| | 44 | | | 111′ 11″ 20′ 2″ 7′ 10″ | | 540bhp | |
| **Daisen Gyogyo K.K.** | — | | | 96′ 9″ 20′ 1″ 9′ 3″ | | Daihatsu Kogyo | Osa |
| Shimonoseki Japanese | | | | 1 dk | | | |
| **DAISEN MARU No. 20** | **115** | | | **1968** Fukuoka Zosen—Fukuoka | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm | |
| | 45 | | | 111′ 11″ 20′ 2″ 7′ 10″ | | 500bhp | |
| **Daisen Gyogyo K.K.** | — | | | 96′ 9″ 20′ 1″ 9′ 3″ | | Daihatsu Kogyo | Osa |
| Shimonoseki Japanese | | | | 1 dk | | | |
| **DAISY** | **392** | | | **1916** Schiffsw. H. Schütz—Aaken | M | Oil 4SA 6Cy. 290×420 mm | |
| exDela–68 exRaffelberg–62 | 231 | | | 164′ 9″ 26′ 5″ 8′ 9″ | | 300bhp NE51 | 22t |
| exW.L. 15 | 508 | | BV | 26′ 3″ 10′ 2″ | G.27200 B.26100 | Masch. Kiel A.G. | Kel |
| **Bernd Mirow** | | | | P29′ B11′ F20′ 1 dk | 2 Ha (each 37′×19′) | | 8k |
| Hamburg W. German | | | | R len 51 | 2W Der 2(2) | | |
| **DEFIS** | **7181** ~~7085~~ | ✠100A1 | Dr 1/65 | **1942**–7 Todd-Bath Iron S.B. Corp.— | S | T 3Cy. 24½″ 37″ & 70″×48″ | |
| exFides–68 exOkeanis–66 | 4274 ~~4841~~ | with freeboard | | P.Me | 5 Ho 60¾′, 72½′, 32½′, 45′, 70′ | 2500ihp | 1068t (o.f) |
| exOceana–60 | 10490 | **LMC** | | 441′ 6″ 57′ 0″ 26′ 10¾″ | G.540747 B.488599 | General Mchy. Corp. | Hamilton |
| exMerchant Royal–51 | | | | 416′ 6″ 56′ 11″ 37′ 4″ | 6 Ha (33¾′, 35′, 15′, 8′, 35′, 35′×20′) | 3 SB 220℔ Spt hs(7140) 9cf | 10k |
| exOcean Trader–47 | | | EL a† | 2 dks | 11W Der 1(50) 1(15) | | |
| **Marsalina Shipping Co. Ltd.** | | | | RW 6 divisional WTBH in ′tween dks | | | |
| Famagusta Cyprus | | | | Coll BH to U dk 6 to 2nd dk | | | |
| | | | | rf 6″ WB2334t incl. DTa734t | | | |
| **DEGEDO** | ~~9000~~ 9079 | | | **1968** Austin & Pickersgill Ltd.—Sld | M | Oil 2SA 5Cy. 680×1250 mm | |
| | ~~6200~~ 6143 | | | 462′ 7″ 67′ 1″ 29′ 0½″ | | Sulzer | |
| **Agenor Shipping Co. Ltd.** | 15000 | | | 440′ 2″ 67′ 0″ 38′ 6″ | | Vickers Ltd. Barrow Eng. Wks | Brw |
| Famagusta Cyprus | | | | | | | 10k |
| **DIETER-KARL** | **499** | | | **1951** G. Renck, Jr. K.G.—Ham | M OSD | Oil 4SA 8Cy. 320×450 mm | |
| exMarsund–68 exKreuzberg–57 | 214 | | | 207′ 2″ 32′ 1″ 12′ 3″ | | 660bhp | 63t |
| exAnneliese Gleue–54 | 936 | | GL | 31′ 11″ 18′ 10″ | G.71200 B.64100 | Klöckner-Humboldt-Deutz | Kln |
| **Partenreederei m/s** | | | | B45′ F30′ 1 dk & S dk | | | 10½k |
| **"Dieter-Karl"** | | | | RW | | | |
| Pedro Fuss | | | | | | | |
| Emden W. German | | | | | | | |
| **DIRK MITTMANN** | **6546** | | | **1968** Flensburger Schiffs. Ges.—Fln | M OSD/CSD Mchy.aft | Oil 2SA 6Cy. 680×1200 mm | |
| | 4303 | | | 458′ 5″ 69′ 1″ 29′ 6″ | 1 Ho 34½′ | 7200bhp | |
| **Partenreederei m.s. "Dirk** | — | | GL | 433′ 1″ 68′ 11″ 40′ 4″ | G.764660 B.679120 | Borsig A.G. | Bln |
| **Mittmann"** | **9303** | | | 1 dk & S dk | 4 Ha (stl) (34½′×25½′) (96′ comb, 41¾′, 41¾′×34′) | | |
| Ernst Jacob | 6469 | | | | Der 1(50) 2(10) 7(5) | | |
| Flensburg W. German | 14800 | | | | | | |
| Now **SUNDIRK** See New Entries No. **10** | | | | | | | |
| **DOLPHIN** | **3550** | ✠100A1 | SS 10/67 | **1945**–7 Eriksbergs M/V A/B—Got | TM (8P) Ref OSD | 2 Oil 2SA each 6Cy. 500×900 mm | |
| exKolsnaren–68 | 1973 | with freeboard | | 381′ 5″ 51′ 7″ 23′ 9¼″ | 5 Ho 48¾′, 67¼′, 67¼′, 72¾′, 60½′ | 4100bhp B&W | 960t (hvf) |
| **Atlantic Navigation Ltd.** | 6060 | Str. nav. ice | | 350′ 0″ 51′ 6″ 35′ 5″ | G.350694 B.324250 In.47000 | Eriksbergs M/V A/B | Got |
| Famagusta Cyprus | | ✠LMC | | 1 dk & S dk, 3rd dk in No. 1 hold intermediate ′tween dk fwd under raised S dk | 5 Ha (stl) (24¾′, 24½′, 27′, 24½′, 24½′×18′) | 3×110kW 220V d.c. | 14½k |
| | | **Lloyd's RMC** | EL x | Coll BH to S dk 6 to 2nd dk | 10W Der 2(15) 10(5) | | |
| | | | | rf 6″ DK fwd of mchy. space | | | |
| | | | | WB1185t incl. Tunnel tank 66t | | | |
| **DORIS** | T.Mk | ✠100A1 | | **1968**–1 A/B Finnboda Varf—Skm | M Mchy.aft | Oil 4SA 8Cy. 450×550 mm | |
| | **1599** | Ice Class 1 | | 307′ 9″ 47′ 9″ 16′ 8″/21′ 6″ | 2 Ho 34′, 147′ | 2800bhp | 315t (hvf) |
| Rederi **A/B Hildegaard** | 752 | ✠LMC | | 278′ 10″ 47′ 7″ 25′ 11″ | G.199000 B.184000 | Atlas-Mak Masch. | Kel |
| Lundqvist Rederierna | 2510 | | | P67′ F34′ 2 dks | 4 Ha (stl) (27¾′×28½′) (38½′, 40½′, 40½′×37¾′) | 4×152kW 440V 60c/s a.c. | |
| Mariehamn Finnish | **2928** | MN560 | EL S1⅝″U2 | 4BH | 4Cr 2(10) 2(5) | Controllable pitch propeller | 14½k |
| | 1548 | | | rf 2″ ~~WB688t incl. DTf75t~~ | | | |
| | — | | | WB613t incl. DTf65t | | | |
| **EASTERN RIVER** | **3932** | ✠100A1 | SS 2/67 | **1955**–7 Smith's Dock Co. Ltd.—Mdb | S | T 3Cy. 18¾″ 30½″ & 52″×36″ with LP turb, hydraulic coupling & dr gearing | |
| exTynemouth–68 | 1945 | | | 372′ 0″ 53′ 4″ 21′ 0½″ | 4 Ho 60¼′, 56¼′, 60¾′, 67¼′ | 1800ihp | (o.f) |
| **Chuantung Navigation Co. Ltd.** | 5505 | ✠LMC | | 350′ 0″ 51′ 0″ 25′ 3″ | | | |
| | | | | P36′ B79′ F36′ 1 dk | 4 Ha (stl) (each 34′×24′) | Smith's Dock Co. Ltd. | Mdb |
| Keelung China (Taiwan) | | MN324 | EL w $1\frac{13}{16}$″SQ | RW NS 6BH | Der 2(10) 6(5) | 2 SB 220℔ hs5780 6cf | |
| | | | CR (Taiwan) | rf nil WB1453t incl. Tunnel tanks 335t | | 2×40kW 220V d.c. | |
| **EASTERN UNITY** | **1874** | | | **1950** Boele's Schps. & Mach.—Bolnes | M | Oil 2SA 7Cy. 340×570 mm | |
| exSambas–68 | 1192 | | | 297′ 9″ 39′ 3″ 13′ 2½″ | | 975bhp Polar | 88t |
| **Eastern Union Enterprises & Shipping (Panama) S.A.** | 2053 | | BV | 39′ 1″ | B.120200 | Nydqvist & Holm | Thn |
| | | | | B74′ F37′ 1 dk | 3 Ha (38½′, 38½′, 25½′×18¼′) | | 10½k |
| Panama Panamanian | | | | | 11W Der 10(5) 1(3) | | |
| **EBISU MARU No. 26** | **114** | | | **1968** Hayashikane Zosen—Nag | M Trawler Mchy.aft | Oil 4SA 6Cy. 270×400 mm | |
| | 44 | | | 110′ 11″ 20′ 9″ 8′ 11″ | | 680bhp | |
| **Hamasaki Suisan K.K.** | — | | | 94′ 5″ 20′ 8″ 9′ 4″ | | Hanshin Nainenki Kogyo | Kob |
| Nagasaki Japanese | | | | 1 dk | | | |

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|---|---|---|---|---|---|---|
| 682479<br>JM2905<br>104263 | **EBISU MARU No. 27**<br>**Hamasaki Suisan K.K.**<br>Nagasaki Japanese | 114<br>43<br>— | | 1968 Hayashikane Zosen—Nag<br>110' 11" 20' 9" 8' 11"<br>94' 5" 20' 8" 9' 4"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 270×400 m<br>680bhp<br>Hanshin Nainenki Kogyo |
| 682480<br>JM2646<br>102430<br>Rdr RT | **EBISU MARU No. 28**<br>**M. Abe**<br>Kamae Japanese | 500<br>284<br>1000 | | 1968 Usuki Tekkosho—Usuki<br>179' 3" 30' 7" 13' 11"<br>163' 2" 30' 6" 15' 6"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 350×500 m<br>1200bhp<br>Usuki Tekkosho |
| 682481<br>JLWI<br>103791<br>Df Gc<br>Rdr RT | **EBISU MARU No. 33**<br>**Tominaga Suisan K.K.**<br>Fukuoka Japanese | 145<br>51<br>182 | | 1968 Fukuoka Zosen—Fukuoka<br>113' 6" 21' 5" 8' 0"<br>97' 2" 21' 4" 10' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×430 mm<br>800bhp<br>Hanshin Nainenki Kogyo |
| 682482<br>JM2698<br>103792<br>Gc RT | **EBISU MARU No. 35**<br>**Tominaga Suisan K.K.**<br>Fukuoka Japanese | 144<br>49<br>182 | | 1968 Fukuoka Zosen—Fukuoka<br>113' 6" 21' 5" 8' 0"<br>97' 2" 21' 4" 10' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×430 mm<br>800bhp<br>Hanshin Nainenki Kogyo |
| 682483<br>Df Esd<br>Gc Rdr<br>RT | **EINSWARDERSAND**<br>**Partenreederei**<br>**m.s. "Einswardersand"**<br>Helmut Meyer<br>Brake W. German | T.Mk<br>814<br>486<br>1725<br>1596<br>1170<br>2890 | GL | 1968 Elsflether Werft A.G.—Elsfleth<br>259' 10" 42' 4" 14' 7½"/19' 9½"<br>236' 3" 42' 0" 23' 3"<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>Der 2(20–5) 4(5–3) | Oil 4SA 8Cy. 450×550 mm<br>3000bhp<br>Alas-Mak Masch. |
| 682484<br>JL2973<br>104066<br>Rdr RT | **EISHIN MARU No. 18**<br>**Koei Kaiun K.K.**<br>Matsuyama Japanese | 1992<br>1131<br>5644 | NK | 1968 Taihei Kogyo—Hma<br>274' 5" 43' 5" 19' 9"<br>270' 8" 43' 4" 21' 8"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 470×670 mm<br>2200bhp<br>Akasaka Tekkosho |
| 682485<br>JJHF<br>104285<br>Df Pfd<br>Rdr RT | **EISHO MARU No. 8**<br>**Kaneko Shoten K.K.**<br>Ikitsuki Japanese | 111<br>28<br>— | | 1968 Usuki Tekkosho—Usuki<br>113' 4" 21' 9" 7' 10"<br>96' 9" 21' 8" 9' 3"<br>1 dk | M Fishing | Oil 4SA 6Cy. 250×320 mm<br>900bhp<br>Niigata Eng. Co. Ltd. |
| 650475<br>SUNS<br>1051<br>Df Esd<br>Gc Rdr<br>RT | **EL FAYOUM**<br>**United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | 3254<br>2038<br>4000 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN616 EL u 1$\frac{11}{16}$"SQ | 1967–1 Suez Canal Authority—P.Fuad<br>328' 5" 48' 0" 22' 10½"<br>301' 10" 47' 10½" 28' 0"<br>F33' 2 dks<br>RW 2BH to U dk 4 to 2nd dk<br>rf nil WB670t incl. DTf51t | M Mchy.aft | Oil 4SA 8Cy. 520×740 mm<br>coupling<br>3080bhp<br>Masch. Augsburg-Nürnbe<br>4×170, 170, 170, 60kW 38<br>a.c. |
| 682585 | **ELSA ESSBERGER**<br>**John T. Essberger**<br>Hamburg W. German<br>For later particulars see New Entries No. 11 | 53500<br>35000<br>100000 | 100A1<br>oil tanker<br>Class contemplated | Howaldtswerke-Deutsche Werft<br>—Kel<br>891' 5" (incl. BB) 128' 3" 45' 8"<br>847' 2" 128' 0" 60' 1" | M Tanker Mchy.aft | Oil 2SA 10Cy. 860×1600 m<br>Howaldtswerke-Deutsche |
| 511487<br>SYJW<br>Df Esd<br>Gc Rdr | **EMMANUEL**<br>**COLOCOTRONIS**<br>exFina Canada–68<br>**Astro Valiente Compania**<br>**Naviera S.A.**<br>Piræus Greek | 20736<br>12196<br>33250 | AB ~~Rt~~<br>✠Classed LR until 4/62 | 1957–1 S.A. Ansaldo—Gen<br>666' 4" 86' 3" 36' 0½"<br>619' 6" 85' 11½" 45' 8"<br>P137' B50' F82' 1 dk<br>rf nil | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc.<br>14500shp<br>Ansaldo Stab. Mecc. |
| 681512<br>GYMW<br>335809<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ESSEX TRADER**<br>**Trader Navigation Co. Ltd.**<br>London British | 13953<br>8504<br>22800 | ✠100A1<br>Strengthened for heavy cargoes<br>No. 2 hold may be empty<br>✠LMC<br>MN1580 EL E†2½"U2 | 1968–6 Austin & Pickersgill Ltd.—Sld<br>583' 0" 75' 6" 32' 3"<br>551' 0" 75' 0" 42' 9"<br>P101' F42' 1 dk<br>RW NS 9BH<br>rf nil WB12755t incl. comb btm & side tanks in holds 2474t Topside tanks in holds 1830t | M Bulk Carrier Ref Mchy.aft<br>7 Ho 67½', 31½', 70', 70', 70', 50', 55'<br>G.1054770 B.980800<br>7 Ha (stl) (33½', 19½', 35', 35', 35', 30', 30'×35')<br>Der 1(2) | Oil 2SA 6Cy. 630×1400 m<br>7900bhp<br>A/B Götaverken<br>AuxB 100℔<br>2×250kW 220V d.c. |
| 682554<br>Df Esd<br>Gc Pfd<br>Rdr | **ESSO ANGLIA**<br>**Esso Petroleum Co. Ltd.**<br>London British | 96500<br>77400<br>170800 | | 1968 Ch. de l'Atlantique—St.N<br>1056' 0" (incl. BB) 157' 3" 55' 4"<br>1000' 0" 154' 9" 77' 9"<br>1 dk | S Tanker Mchy.aft<br>Cr 2(10) Der 2(1½) | 2 S Turb dr geared to sc<br>Stal-Laval<br>Ch. de l'Atlantique |
| 510775<br>HPCY<br>Df Esd<br>Gc Rdr<br>RT | **ESSO CALOR**<br>exEsso Le Caroubier–68<br>**Esso Transport Co.**<br>Panama Panamanian | 2325<br>1089<br>2731 | BV | 1952 Scheeps. v.d. Werf—Deest<br>304' 3" 42' 1" 15' 11½"<br>... ... ...<br>P64' B34' F41' 3 dks | M Asphalt Tanker Mchy.aft<br>L.13446<br>Der 1(2) 1(½) | Oil 4SA 8Cy. 390×680 m<br>1400bhp<br>N.V. Werkspoor |
| 671862<br>PPBL<br>Df Esd<br>Gc Rdr<br>RTm/h | **ESTADO DO PARA**<br>Launched as Acamar<br>**Cia. de Navegação da Amazonia**<br>Rio de Janeiro Brazilian | 1260<br>618<br>220<br>1996<br>1361<br>3040 | ✠100A1<br>✠LMC<br>MN336 EL O 1½"U2 | 1968–3 Emaq Eng. Maq. S.A.—Rio<br>259' 7" 41' 1" 16' 3"/20' 3"<br>242' 6" 41' 0" 24' 6"<br>RFD27' 1 dk<br>Coll & mchy. BH to S dk 2 to 2nd dk<br>rf 2" WB607t | M OSD/CSD Mchy.aft<br>2 Ho 79½', 77½'<br>G.143600 B.134240<br>2 Ha (stl) (each 59'×21')<br>8W Der 4(10) 4(5) | Oil 2SA 6Cy. 350×620<br>1680bhp B&W<br>Industrias Villares<br>3×125kW 450V 60c/s a |

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|---|---|---|---|---|---|---|
| **ETHYLENE DAYSPRING**<br>**Daiichi Tanker K.K.**<br>Tokyo Japanese | 950<br>550<br>900 | | | **1968** Kyokuyo Zosen Tekko—Smk<br>209′ 11″ 35′ 6″ 11′ 2″<br>190′ 3″ 35′ 5″ 17′ 4″<br>1 dk | M Liquefied Gas Carrier<br>Mchy.aft | Oil 4SA 6Cy. 350×550 mm<br>1500bhp<br>Hanshin Nainenki Kogyo Kob |
| **ETHYLENE DAYSTAR**<br>**Bridgestone Ekika Gas K.K.**<br>Kobe Japanese | 550<br>300<br>400 | | | **1968** Asahi Zosen Tekko—Wakamatsu<br>180′ 9″ 32′ 3″ 14′ 2″<br>163′ 10″ 32′ 2″ 15′ 9″<br>1 dk | M Liquefied Gas Carrier<br>Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>1000bhp<br>Hanshin Nainenki Kogyo Kob |
| **ETOLIS**<br>exCyprian–68 exArgobeam–66<br>Launched as Capetan Chiotis<br>**Morania Cia. Naviera S.A.**<br>Piræus Greek | **9175**<br>5357<br>~~13670~~<br>13797 | **✠100A1**<br><br>**✠LMC**<br><br>MN1160 | SS 4/67<br><br><br><br>EL d†$\frac{3}{16}$″SQ | **1957**–11 Burntisland S.B. Co. Ltd.—Bnt<br>478′ 10″ 62′ 7″ 30′ 9¾″<br>445′ 10″ 62′ 5″ 41′ 0″<br>F41′ 2 dks<br>RW NS 8BH<br>rf 6″ WB1745t incl. Tunnel tanks 299t | M CSD<br>5 Ho 60′, 65′, 67′, 72½′, 71′<br>G.701200 B.642300<br>5 Ha (33¾′, 40′, 37½′, 37½′, 35′×24′)<br>10W Der 10(10) | Oil 2SA 6Cy. 620×1400 mm exhaust 470 mm<br>5800bhp B&W 1253t (hvf)<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 100℔<br>(AuxB (ex.g) 100℔)<br>3×180kW 220V d.c. 14½k |
| **EUROPA**<br>**P.M. Anthonisen Partrederi**<br>Skagen Danish | **171**<br>80<br>175 | | | **1968** Rosslauer Schiffs.—Rosslau<br>110′ 2″ 21′ 8″<br>96′ 11″ 10′ 10″<br>F20′ 1 dk<br>BK2¾″ | M Trawler Mchy.aft<br>2 Ho 15¼′, 22′<br>2 Ha (stl) (each 5′×4′)<br>1W Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>560bhp 19t (d.o)<br>Schwermasch. Karl Liebknecht Mgd<br>2×16kW 220V d.c.<br>Controllable pitch propeller 12k |
| **EXPRESSAN**<br>**Partrederiet för m.s. "Expressan"**<br>Rederi A/B Göteborg-Frederikshavn Linjen<br>Gothenburg Swedish | **355**<br>233<br>34 | | | **1968** Westermoen Hydrofoil A/S—Mandal<br>122′ 11″ 24′ 7″<br>… … …<br>R | Aluminium Alloy TM Hydrofoil (244P) | 2 Oil 4SA each 20Cy. 185×200 mm<br>6880bhp 9t (d.o)<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>2×35¼kW 380V 50c/s a.c. 39k |
| 555 ***FACHO***<br>**SUPEL Sociedade União de Pescarias Lda** .<br>Leixões Portuguese | **150**<br>—<br>— | **100A1**<br>stern trawler<br>Class contemplated | | Est. Navais do Mondego—Figueira<br>104′ 11″ 25′ 0″ 9′ 7″<br>88′ 7″ 23′ 7″ 11′ 2″ | M Stern Trawler Mchy.aft | Oil<br>Ruston & Hornsby Lcn |
| **FAIRPLAY XII**<br>**Fairplay Schleppdampfschiffs-Reederei Richard Borchard G.m.b.H.**<br>Hamburg W. German | **173**<br>44<br>— | | <br><br>GL | **1968** Th. Buschmann Schiffsw.—Ham<br>93′ 5″ 25′ 5″ 12′ 3⅗″<br>81′ 2″ 21′ 10″<br>1 dk | M Tug | Oil 4SA 6Cy. 300×450 mm<br>1640bhp 60t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×75kW 380V a.c. 13k |
| **FALCON**<br>exIndus–68<br>exLewis Hamilton–50<br>exEmpire Ardie–47<br>**Lilly Nav. Corp.**<br>Panama **Panamanian** | **2878**<br>1387<br>5360 | **BS**<br>Ice strengthening<br>**MBS**<br><br>MN324 | SS 11/66<br><br><br><br>CT4031 C32 | **1945** Flensburger Schiffs.—Fln<br>359′ 6″ 50′ 11″ 20′ 9″<br>333′ 9″ 50′ 10″ 30′ 4″<br>F34′ 1 dk & S dk<br>RW NS 6BH<br>rf 5″ WB Tunnel tanks 110t | S OSD<br>4 Ho 55¾′, 77½′, 55¾′, 49¼′<br>G.291000 B.264000<br>4 Ha (29¾′, 44¼′, 37′, 27′×19¾′)<br>12W Der 1(20) 12(3–5) | C 4Cy. (2) 16$\frac{9}{16}$″ & (2) 35$\frac{7}{16}$″×35$\frac{7}{16}$″ & exhaust turb<br>1800ihp (o.f)<br>Rheinmetall-Borsig Bln<br>3WTB 228℔ Spt hs7008<br>2×12kW 220V d.c. 11k |
| **FAST BIRD**<br>exHector–68 exMidas<br>**ELS Shipping Co.**<br>Piræus Greek | **1906**<br>878<br>2793 | | <br><br>BV | **1944** Gebr. Pot—Bolnes<br>311′ 2″ 42′ 5″ 18′ 6¾″<br>42′ 3″<br>B58′ F31′ 1 dk & S dk<br>R<br>rf 3″ | M (4P) Ref OSD<br>4 Ho 45′, 56′, 49′, 54′<br>B.161200<br>4 Ha (27′, 29¼′, 29¼′, 27′×14′)<br>8W Der 1(25) 2(9) 6(6) | Oil 2SA 6Cy. 500×900 mm<br>1900bhp B&W 391t (d.o)<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>3×90kW 220V d.c. 12¾k |
| **FEDERAL TYNE**<br>exScottish Trader–68<br>**Burnett S.S. Co. Ltd.**<br>London **British** | **11563**<br>6163<br>16250 | **✠100A1**<br><br>**✠LMC**<br><br>MN1328 | SS 12/66<br><br><br><br>EL f†2¼″SQ | **1962**–3 Austin & Pickersgill Ltd.—Sld<br>507′ 5″ 68′ 7″ 29′ 7″<br>475′ 0″ 68′ 0″ 41′ 9″<br>P99′ F40′ 1 dk<br>RW NS 7BH<br>rf nil WB5978t incl. DTm2075t Topside tanks in holds 1454t | M Bulk Carrier (2P) Mchy.aft<br>4 Ho 78′, 70½′, 28′ DT, 72½′, 74¾′<br>G.821700<br>5 Ha (stl) (47′, 49¾′, 17¼′, 49¾′, 47½′×35′)<br>10W Der 5(5) | Oil 2SA 4Cy. 670×2100 mm<br>6640bhp 800t (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>AuxB 100℔<br>3×200kW 220V d.c. 14k |
| ***FERNANDOEVERETT***<br>*exVinterland–68*<br>**Everett Orient Line Inc.**<br>Monrovia Liberian | **4284**<br>1893<br>5850 | **✠100A1**<br>tunnel side tanks—oil FP above 150° F. or veg. oil<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN1085 | SS 3/67<br><br><br><br><br>EL a†2$\frac{7}{16}$″ | **1954**–4 Eriksbergs M/V A/B—Got<br>429′ 5″ 58′ 10″ 23′ 6¾″<br>400′ 0″ 57′ 10″ 35′ 3″<br>RFD96′ 1 dk & S dk intermediate 'tween dks fwd & aft under raised S dk Platform dk fwd of mchy. space<br>RW Coll BH to S dk 8 to 2nd dk<br>rf 6″ WB2152t incl. Tunnel tanks 850t | M (6P) Ref OSD<br>5 Ho 51¾′, 61′, 27′, 57′, 56½′<br>G.395435 B.374185 In.56330<br>5 Ha (stl) (27′, 32′, 27′, 32′, 27′×20′)<br>12W Cr 4(3) Der 1(25) 4(7½) 8(5) | Oil 2SA 7Cy. 740×1400 mm<br>5425bhp 1243t (hvf)<br>Eriksbergs M/V A/B Got<br>AuxB 100℔<br>4×165kW 220V d.c. 16½k |
| **FILIPINAS**<br>**Compania Maritima**<br>Manila Philippine | **4800**<br>2850<br>5700 | | | **1968** Bremer Vulkan—Vgk<br>397′ 0″ 59′ 3″ 25′ 0″<br>364′ 2″ 59′ 1″ 31′ 10″<br>2 dks | M Ref | Oil 2SA 6Cy. 700×1200 mm<br>8400bhp MAN<br>Bremer Vulkan Vgk |
| **FORT PONTCHARTRAIN**<br>**Compagnie Générale Transatlantique**<br>French | **7550**<br>—<br>— | | | **1968** Cons. Nav. & Ind. de la Mediterranée (C.N.I.M.)—La Seyne<br>486′ 7″ 67′ 1″ 27′ 7″<br>442′ 1″ 66′ 11″ 42′ 8″<br>4 dks | M Ref | 2 Vee Oil 4SA each 18Cy. 420×460 mm geared to sc. shaft<br>15120bhp<br>Ch. de l'Atlantique St.N |

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|---|---|---|---|---|---|---|
| 661482<br>ELPN<br>3025<br>Df Rdr<br>RT | **FORTUNE**<br>exColon–68<br>Launched as L.C.P.-R 1<br>**Sea Fortune Navigation Inc.**<br>Monrovia Liberian | 321<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN330 EL 1 1/16"U1 | 1967–6 Soc. Española de Const. Nav.—Matagorda<br>118' 5" 31' 2" 11' 2"<br>105' 6" 29' 6" 13' 11"<br>F53' RAD5'<br>3BH<br>rf 39" WB31t | M Tug | 2 Oil 4SA each 6Cy.<br>sr geared to sc. shaft<br>1650bhp<br>Naval-Stork-Werkspoor<br>2×45kW 220V d.c.<br>Controllable pitch propel |
| 507241<br>GTCN<br>196790<br>Df Esd<br>Gc Rdr | **FORTUNE GLORY**<br>exChungking–68<br>**Fortunewind Maritime Ltd.**<br>Continental Navigation & Enterprises Ltd.<br>London British | 5832<br>3215<br>6830 | ✠100A1 SS 5/65<br>DTsm—vegetable oil<br>✠LMC<br><br>MN890 EL z 2¼"SQ | 1955–5 Taikoo D. & E. Co.—H.Kg<br>422' 1" 56' 0" 24' 1"<br>390' 0" 55' 9" 33' 6"<br>P32' F36' 2 dks<br>RW 6BH<br>rf 3" WB1879t incl. DTm975t | M (2P) CSD<br>5 Ho 54', 69¾', 30', 67½', 57½'<br>G.385554 B.349159<br>5 Ha (stl) (27'×17') (40', 15', 37½'×20') (27½'×18')<br>14W Der 1(15) 3(10) 10(5) | Oil 2SA 4Cy. 670×2320 m<br>4450bhp Doxford<br>Taikoo D. & E. Co.<br>AuxB 100lb<br>3×180kW 220V d.c. |
| 680484<br>VGNB<br>329342<br>Df Esd<br>Gc Rdr<br>RTh/v | **FRONTENAC**<br><br>**Canada Steamship Lines Ltd.**<br>Quebec Canadian | 17820<br>13475<br>26690 | ✠100A1<br>Great Lakes & River St. Lawrence service<br>✠LMC<br>MN1920 EL (F†)2¾"U2 | 1968–5 Davie S.B. Ltd.—Lauzon<br>729' 9" 75' 4" 26' 5½"<br>709' 3" 75' 0" 39' 8"<br>P92' F58' 1 dk<br>RW NS 3BH<br>rf nil WB11437t | M Bulk Carrier (4P) Mchy.aft<br>pt higher tensile steel<br>6 Ho 84', 96', 96', 96', 96', 114'<br>G.1253185<br>17 Ha (stl) (19½'×47') | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp 393t<br>Sulzer Bros. Ltd.<br>2 db (1 o.f 1 ex.g) 75lb<br>3×500, 500, 350kW 575V 60<br>Controllable pitch propeller<br>Thw. thrust contr. pitch pr |
| 682601<br><br>236<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FRUCTIDOR**<br><br>**Soc. des Transports Maritimes Petroliers**<br>Dunkirk French | 48000<br>—<br>— | | 1968 Ch. Nav. de la Ciotat—La Ciotat<br>832' 10" (incl. BB) 116' 7" 41' 10"<br>784' 10" 116' 5" 63' 8"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>20790bhp<br>Ch. de l'Atlantique |
| 682488<br>JKRF<br>103806<br>Df Esd<br>Rdr RT | **FUKUYO MARU No. 23**<br><br>**Fukuoka Gyogyo K.K.**<br>Fukuoka Japanese | 114<br>46<br>— | | 1968 Fukuoka Zosen—Fukuoka<br>112' 9" 20' 2" 7' 10"<br>96' 9" 20' 1" 9' 3"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>650bhp<br>Akasaka Tekkosho |
| 682489<br>JM2817<br>103807<br>Esd RT | **FUKUYO MARU No. 25**<br><br>**Fukuoka Gyogyo K.K.**<br>Fukuoka Japanese | 114<br>46<br>— | | 1968 Fukuoka Zosen—Fukuoka<br>112' 9" 20' 2" 7' 10"<br>96' 9" 20' 1" 9' 3"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>650bhp<br>Akasaka Tekkosho |
| 682490<br>JM2480<br>102199 | **FUTAMI MARU**<br><br>**Harukaze Kaiun K.K.**<br>Kitakyushu Japanese | 100<br>24<br>— | | 1968 Asahi Zosen Tekko—Wakamatsu<br>83' 4" 20' 1" 7' 4"<br>78' 9" 20' 0" 8' 3"<br>1 dk | M Tug | Oil 4SA 6Cy. 230×280 mm<br>800bhp<br>Fuji Seisakusho |
| 682491<br><br>335929 | **G.W. 132**<br><br>**Wimpey (Marine) Ltd.**<br>London British<br>**For later particulars see New Entries No. 7** | 165<br>165<br>— | 100A<br>for restricted service<br>Class contemplated | Appledore S.B. Ltd.—Apl<br>... ... ...<br>100' 0" 30' 0" 7' 0" | Barge | |
| 681848<br><br>335830 | **G.W. 135**<br><br>**Wimpey (Marine) Ltd.**<br>London British | 686<br>686<br>— | ✠100A1<br>North Sea service & U.K. coasting<br><br><br>EL (j) | 1968–6 Clelands S.B. Co. Ltd.—Wal<br>120' 3" 60' 7" 8' 7"<br>120' 0" 60' 0" 13' 0"<br>1 dk<br>6BH<br>rf nil | ~~Pontoon~~ Crane Barge | |
| 504808<br>JXTP<br><br>Df Esd<br>Gc Rdr<br>RTv | **GARDEGG**<br>exBonn–68<br>**Einar M. Gaard A/S**<br>Haugesund √Norwegian | 298<br>156<br>563 | <br><br>NV | 1962 Astano S.A.—Frl<br>174' 7" 29' 6" 10' 4½"<br>157' 6" 29' 4"<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 96'<br>G.42000 B.41000<br>1 Ha (stl) (37'×13')<br>Der 2(3) | Oil 4SA 6Cy. 300×450 m<br>715bhp<br>Masch. Augsburg-Nürn<br>2×20kW 220V d.c. |
| 682586<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAVRIL DERŽAVIN**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 11300<br>6080<br>14200 | | 1968 Brodogradiliste "Uljanik"—Pla<br>524' 7" 69' 7" 31' 9"<br>486' 10" 69' 4" 41' 4"<br>2 dks | M Mchy.aft | Oil 2SA 8Cy. 740×1600<br>12000bhp B&W<br>Brodogradiliste "Uljani |
| 682492<br>JJHK<br>104289<br>Df Pfd<br>Rdr RT | **GENPUKU MARU No. 18**<br><br>**Kaneko Shoten K.K.**<br>Ikitsuki Japanese | 111<br>28<br>— | | 1968 Usuki Tekkosho—Usuki<br>113' 3" 21' 9" 7' 10"<br>96' 9" 21' 8" 9' 3"<br>1 dk | M Fishing | Oil 4SA 6Cy. 250×320<br>900bhp<br>Niigata Eng. Co. Ltd. |
| 682493<br>JAPG<br>104261<br>RT | **GENSIN MARU No. 28**<br><br>**S. Hamawaki**<br>Nagasaki Japanese | 115<br>51<br>— | | 1968 Nagasaki Zosen—Nag<br>108' 8" 18' 10"<br>93' 6" 18' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320<br>510bhp<br>Niigata Eng. Co. Ltd. |

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| 182<br>Esd<br>Rdr<br>Th/v | **GENUA**<br>exAchilles–68<br>**Societa Rimorchiatori Riuniti**<br>Genoa Italian | 295 ~~299~~<br>59 ~~80~~<br>— | ✠100A1<br>tug<br>Ice Class 1<br>✠LMC<br>MN370 | SS 5/66<br><br><br><br>EL (e)<br>Rl | **1962**–6 Schpsw. Kramer & Booy—Kootstertille<br>118′ 10″ 28′ 9″<br>102′ 0″ 28′ 2½″ 15′ 7″<br>F17′<br>3BH<br>rf 47″ BK6″ WB4t | M Salvage Tug | Oil 4SA 9Cy. 12½″×14½″ with flexible coupling & sr reverse gear<br>1850bhp (d.o)<br>Ruston & Hornsby Lcn<br>db 160℔<br>2×56kW 400/231V 50c/s a.c.<br>Controllable pitch propeller |
| | **GLAFKOS**<br>**Glafkos Shipping Co. Ltd.**<br>Monrovia Liberian<br>For later particulars see New Entries No. **10** | 16475<br>10640<br>28600 | 100A1<br>Class contemplated | | Hakodate Dock Co. Ltd.—Hak<br>593′ 2″ 76′ 0″ 34′ 8½″<br>557′ 9″ 75′ 9½″ 47′ 7″ | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| 115<br>RTm | **GLAMARDIS**<br>exWandale H.–68<br>**Marine Disposals Ltd.**<br>Lancaster British | 262<br>134<br>394 | | | **1952** J. Harker Ltd.—Knottingley<br>*135·5′* 21′ 10″ 8′ 1¾″<br>131′ 3″ 21′ 3″ 9′ 0″<br>P25′ 1 dk<br>RW<br>rf 3″ | M Tanker Mchy.aft | Oil 4SA 4Cy. 205×275 mm<br>136bhp (d.o)<br>Ruston & Hornsby Lcn<br>1×10kW 110V |
| 541524<br>HPCP<br>Dr RT | **GOLDEN DRAGON**<br>exPrimal Prosperity–68<br>exMiranda–68 exCarolina–67<br>exKauri–63<br>**Luen Seng Nav. Co. S.A.**<br>Panama Panamanian | *2363*<br>*1293*<br>3366 | ✠100A1<br><br>✠LMC | TD 3/68<br><br><br><br>EL (s) | **1936**–9 A. Stephen & Sons Ltd.—Gls<br>295′ 6″ 44′ 6″ 18′ 5¾″<br>284′ 0″ 44′ 0″ 21′ 6″<br>P25′ B66′ F30′ 1 dk<br>R 5BH<br>WB956t incl. DTf201t | M<br>G.159520 B.156430<br>12W Der 1(20) | Oil 2SA 4Cy. 600×1040 mm<br>1600bhp Sulzer 202t<br>A. Stephen & Sons Ltd. Gls<br>db 50℔ 9¼k |
| 4770<br>ELSB<br>3076<br>Esd<br>Gc Rdr<br>*RTv* | **GOLDEN PHOENIX**<br>exBolmaren–68<br>**Goodwind Shipping Co. Ltd.**<br>Monrovia Liberian | 2829 ~~2869~~<br>1467 ~~1395~~<br>4525 | ✠100A1<br>Str. nav. ice<br>✠LMC<br>✠**Lloyd's RMC**<br>MN720 | SS 1/65<br><br><br><br>EL w 1$\frac{13}{16}$″SQ | **1955**–10 Orenstein-Koppel & Lbcr. Masch.—Lbc<br>362′ 3″ 48′ 9″ 21′ 1¾″<br>333′ 1″ 48′ 7″ 30′ 10″<br>P19′ F39′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 4″ DK fwd WB830t incl. Tunnel tanks 230t | M Ref OSD<br>4 Ho 63′, 74½′, 49¾′, 51¾′<br>G.285150 B.258626 In.6900<br>4 Ha (stl) (34½′, 48¼′, 29¾′, 27½′×20¼′)<br>10W Der 1(75) 2(40) 3(10–25) 4(7½) | Oil 2SA 6Cy. 700×1200 mm<br>3600bhp 666t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×160kW 230V d.c. 14½k |
| 6447<br>LSS<br>089<br>Esd<br>Pfd<br>Rdr<br>RTm | **GOLDEN SEA**<br>exOrecrest–68<br>**~~The~~ Golden Sea Shipping Corp.**<br>Monrovia Liberian | *6903*<br>*2696*<br>9150 | ✠100A1<br>ore carrier<br>✠LMC<br><br>MN500 | SS 8/66<br><br><br><br>EL a†2″SQ | **1958**–6 Lithgows Ltd.—P.Gl<br>427′ 0″ 57′ 3″ 25′ 4¾″<br>407′ 0″ 57′ 0″ 32′ 3″<br>P102′ B25′ F47′ 1 dk<br>RW NS in dry cargo hold fwd 8BH<br>rf 4″ WB6226t | M Ore Carrier Mchy.aft<br>4 Ho 50¾′, 52½′, 52½′, 56½′<br>G.226350 B.224817<br>4 Ha (stl) (47¼′, 47½′, 47½′, 47½′×30′)<br>5W Der 2(5) 2(3½) | Oil 2SA 3Cy. 600×2320 mm<br>2500bhp Doxford 818t (d.o)<br>Fairfield S.B. & E. Co. Ltd. Gls<br>2AuxB 150℔<br>3×75kW 220V d.c. 11k |
| 510407<br>*ELSO*<br>3077<br>Esd<br>Rdr<br>RTv | **GOLDEN SWAN**<br>exEnaren–68<br>**Goodwind Shipping Co. Ltd.**<br>Monrovia Liberian | 2843 ~~2882~~<br>1486 ~~1412~~<br>4440 | ✠100A1<br>Str. nav. Ice<br>✠LMC<br>✠**Lloyd's RMC**<br>MN720 | SS 5/67<br><br><br><br>EL v 1¾″SQ | **1954**–4 Orenstein-Koppel & Lbcr. Masch.—Lbc<br>362′ 3″ 48′ 10″ 21′ 1¾″<br>333′ 1″ 48′ 7″ 30′ 10″<br>P19′ F39′ 1 dk & S dk<br>Coll BH to S dk 5 to 2nd dk<br>rf 4″ WB830t incl. Tunnel tanks 230t | M Ref OSD<br>4 Ho 62½′, 74′, 54′, 51½′<br>G.296662 B.269291 In.7050<br>4 Ha (34½′, 48¼′, 29¾′, 27½′×20¼′)<br>10W Der 1(40) 1(25) 4(7½) | Oil 2SA 6Cy. 700×1200 mm<br>3600bhp 666t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×120kW 220V d.c. |
| | **GOYO MARU**<br>**S. Mukae**<br>Hiroshima Japanese | 299<br>107<br>500 | | | **1968** Kegoya Dock K.K.—Kur<br>128′ 8″ 30′ 3″ 10′ 5″<br>114′ 10″ 30′ 2″ 11′ 5″<br>1 dk | M Mchy.aft | Oil 4SA 12Cy. 200×240 mm<br>650bhp<br>Yanmar Diesel Eng. Co. Ltd. Osa |
| Esd<br>Rdr | **GRACIA**<br>exFinnsailor–68<br>**A/B Vasa Shipping O/Y**<br>Vaasa/Vasa Finnish | 4048<br>2066<br>6604 | | <br><br>BV | **1952** "De Merwede" v. Vliet & Co.—Hxd<br>413′ 5″ 54′ 6″ 23′ 4″<br>54′ 4″<br>P26′ B319′ F27′ 1 dk & S dk | M Ref OSD<br>G.375194 B.352236 In.6746<br>5 Ha (30′, 31½′, 31½′, 31½′, 31½′×21½′)<br>10W Der 1(25) 1(15) 10(5) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp 1100t<br>Sulzer Bros. Ltd. Win<br>15k |
| | **GRAIGFFION**<br>**Graig Shipping Co. Ltd.**<br>Idwal Williams & Co. Ltd.<br>Cardiff British<br>For later particulars see New Entries No. **12** | 18640<br>12750<br>31200 | 100A1<br>Class contemplated | | Scotts' S.B. & Eng. Co. Ltd.—Grk<br>610′ 6″ 82′ 8″ 35′ 4″<br>570′ 0″ 82′ 6″ 47′ 3″ | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm Sulzer<br>Scotts' S.B. & Eng. Co. Grk |
| 1474<br>YMV<br>5821<br>Rdr<br>RT | **GRANGEMOUTH**<br>***Shell* Mex & B.P. Ltd.**<br>London British | 1529<br>762<br>2221 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN270 | <br><br><br><br>EL M 1¼″U2 | **1968**–7 Hall, Russell & Co. Ltd.—Abn<br>249′ 2″ 40′ 11″ 15′ 6″<br>235′ 0″ 40′ 8″ 16′ 10″<br>P56′ F34′ Trunk 146′ 1 dk<br>10BH<br>rf 6″ WB348t incl. DTf209t | M Tanker Mchy.aft | Vee Oil 4SA 12Cy. 250×300 mm reverse reduction geared<br>1250bhp Polar<br>Nydqvist & Holm A/B Thn<br>wtdb 150℔<br>4×75, 75, 75, 30kW 220V d.c. 11k |
| Esd<br>Pfd<br>RT | **GRETA THULIN**<br>**Nordström & Thulin A/B**<br>Stockholm Swedish | 22652<br>14598<br>38800 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN2410 | <br><br><br><br>EL J†2⅞″U2 | **1968**–6 A/B Götaverken—Got<br>656′ 11″ 88′ 9″ 36′ 8¼″<br>630′ 2″ 88′ 6″ 49′ 4″<br>P112′ F54′ 1 dk<br>NS 10BH<br>rf 1″ WB16640t incl. Comb. btm & side tanks in holds 6250t and Topside tanks in holds 4070t | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 750×1600 mm<br>12050bhp<br>A/B Götaverken Got<br>AuxB 100℔ e(ex.g) 100℔<br>3×430kW 450V 60c/s a.c.<br>Controllable pitch propeller |
| ME<br>Esd<br>Rdr<br>h/v | **GRISCHUNA**<br>**Seeschiffahrts A.G. Chur**<br>Monrovia Liberian | 28403<br>20860<br>60639 | | <br><br>AB | **1968** Nippon Kokan—Tsu<br>742′ 10″ 104′ 3″ 42′ 4″<br>710′ 0″ 102′ 0″ 57′ 5″<br>P98′ B62′ 1 dk<br>rf 4″ | M Bulk Carrier Mchy.aft<br>7 Ho 73¾′, 84′, 88½′, 51¾′, 88½′, 73¾′, 66½′<br>G.2422895<br>1 Ha (stl) (34¼′×31′)<br>11 Ha (stl) (each 29½′×42′)<br>Der 1(2½) 1(1) | Oil 2SA 8Cy. 900×1550 mm<br>17600bhp Sulzer 2632t (hvf)<br>Uraga Hvy Ind. Ltd. Tok<br>3×420kW 450V 60c/s a.c. 16¼k |

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| 682495<br>102983<br>Gc Rdr<br>RT | **HAKUSHUSAN MARU**<br>**S. Hayama**<br>Houfu Japanese | 499<br>284<br>1000 | | **1968** Usuki Tekkosho—Usuki<br>179' 3" 30' 7" 13' 11"<br>163' 2" 30' 6" 15' 6"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>1200bhp<br>Usuki Tekkosho |
| 514168<br>DKFD<br>Df Esd | **HANGELA**<br>exHannchen Vollmers–68<br>**Hans Hinrich Haack**<br>Hamburg W. German | 250<br>164<br>392 | GL | **1955** Heinr. Brand—Oldenburg<br>140' 5" 25' 7" 8' 6½"<br>25' 5" 9' 6"<br>P31' F19' 1 dk<br>RW | M Mchy.aft<br>1 Ho 75½'<br>G.19000 B.17000<br>2 Ha<br>2W Der 2(2) | Oil 4SA 4Cy. 290×420 mm<br>260bhp<br>Masch. Kiel A.G. |
| 682576 | **HAVITGOOD 1**<br>**Good Havercroft (Hull) Ltd.**<br>Hull British | 240<br>—<br>— | | **1968** J. R. Hepworth & Co. (Hull) Ltd.—Paull<br>149' 6" 23' 5"<br>145' 0" 23' 0" 8' 0"<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 5½"×10½"<br>200bhp<br>Gardner Engines (Sales) |
| 527401<br>SWGO<br>Df Esd<br>Gc Rdr<br>RT | **HECTOR**<br>exPenmarch–68<br>**E. A. Sarlas, P. B.**<br>**Papadellis and others**<br>Piræus Greek | ~~2748~~ 2643<br>~~4264~~ 1264<br>~~3825~~ | BV | **1950** Ch. Nav. de Caen—Blainville<br>322' 7" 43' 8" 18' 2½"<br>43' 6"<br>P21' B35' F26' 1 dk<br>R<br>rf 4" | S (2P)<br>4 Ho 46', 57½', 39½', 42'<br>G.153872<br>1 Ha (w) (32½'×17½'/26½')<br>2 Ha (stl) (40½'×27') (33½'×26¾'/27')<br>1 Ha (w) (29¾'×22¾')<br>5W Der 4(3) | T 3Cy. 20$\frac{1}{16}$" 33$\frac{1}{16}$" & 59<br>turb<br>1600ihp<br>At. & Ch. de la Seine<br>2×15kW 110V d.c. |
| 501620<br>ELOX<br>3015<br>Df Esd<br>Gc Rdr<br>RTh | **HELGOLAND**<br>exMedicine Hat–68<br>exAnders Rögenæs–64<br>exConcordia Anders–62<br>exAnders Rögenæs–60<br>**Helgot Shipping Corp.**<br>Monrovia Liberian | 2700<br>1485<br>4700<br>4259<br>2397<br>6180 | NV | **1960** Itoyz Cant. Nav. Dante—Viareggio<br>373' 6" 51' 1" 21' 6"/25' 0"<br>336' 0" 50' 9" 31' 8"<br>1 dk & S dk | M (2P) Ref OSD/CSD Mchy.aft<br>4 Ho 52', 55½', 76½', 44½'<br>5 Ha (stl) (30½', 30¾', 50', 30½'×22') (12'×8')<br>Der 1(25) 4(5) 1(3) | Oil 2SA 6Cy. 680×1200<br>4500bhp<br>S.A. Fiat S.G.M.<br>3×220kW 250V 60c/s a.c |
| 682496 | **HELLENIC RENAISSANCE**<br>**Spyros Coumandaros**<br>Piræus Greek<br>Now **KOSTANTIS YEMELOS** See New Entries No. 7 | 9000<br>6130<br>14200 | 100A1<br>Class contemplated | Hellenic Shipyards—Skaramanga<br>462' 6" 67' 5" 29' 0"<br>440' 0" 67' 0" 38' 6" | M | Oil 2SA 5Cy. 680×1250<br>Sulzer Bros. Ltd. |
| 652356<br>DFBR<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **HERMA MARTENS**<br>**Geestmünder Reederei**<br>**Helmut Martens K.G.**<br>Bremerhaven W. German | 499<br>351<br>1020 | GL | **1965** Schiffs. Max. Sieghold—Bhn<br>*196·4'* 31' 2" 11' 9½"<br>177' 5" 30' 11" 13' 6"<br>P50' F23' 1 dk | M Mchy.aft<br>1 Ho 114¾'<br>G.42000 B.39600<br>2 Ha (stl) (each 46¾'×22½')<br>Cr 2(3) | Oil 4SA 6Cy. 320×480<br>550bhp<br>Motorenw. Mannheim<br>3×80, 20, 20kW 220V d. |
| 535729<br>SYHR<br>Df Esd<br>Gc Rdr<br>RTm/v | **HEROIC COLOCOTRONIS**<br>exTexaco North America–68<br>exNorth America–60<br>**Transmundo Navegacion S.A.**<br>Piræus Greek | 15848<br>9707<br>— | ✠100A1 Dr 6/65<br>oil tanker<br>✠LMC<br>MN1400 EL I†2⅛"SQ | **1952**–6 Kockums M/V A/B—Mmo<br>606' 4" 77' 2" 31' 9½"<br>570' 10" 77' 0" 42' 9"<br>P106' F72' 1 dk<br>RW 11BH<br>rf 1" WB974t incl. DTf784t | M Tanker Mchy.aft<br>24 Ta<br>L.1225780 HeCls. C | Oil 2DA 7Cy. 720×1200<br>7000bhp MAN<br>Kockums M/V A/B<br>2AuxB 171℔<br>3×220, 220, 175kW 220V |
| 514156<br>VPBP<br>180076<br>Df Esd<br>Rdr | **HOI SOON**<br>exHang Sang–68<br>exHop Sang–62<br>exEthel Everard–54<br>exEmpire Newfoundland–49<br>**Chan Cheung Man**<br>Fui Nam Co. Ltd.<br>Mogadishu Somali Rep. | 3541<br>1912<br>4150 | ✠100A1 SS 1/66<br>with freeboard<br>✠LMC<br>EL u | **1944**–9 W. Gray & Co. Ltd.—Hpl<br>328' 0" 46' 6" 20' 10"<br>312' 0" 46' 4" 24' 9"<br>P82' Q187' F29' Trunk on U dk 88' on Q117'<br>R NS 6BH 1 dk<br>rf nil WB1470t | S Mchy.aft<br>4 Ho 40½', 47½', 78¾', 38½'<br>G.239000 B.230000<br>4 Ha (24¾'×20') (24¾', 40½', 22½'×26')<br>Der 4(15) 4(10) 1(3) | T 3Cy. 20" 31" & 55"×3<br>1500ihp<br>Cen. Mar. Eng. Wks<br>2 SB 200℔ Spt hs(454<br>2×15kW 110V d.c. |
| 519333<br>HPVA<br>3859-HK<br>Df Esd<br>Gc Rdr | **HOLLY TRADER**<br>exVisaya Regidor–68<br>exKoorawatha–64<br>exBarrigun–49<br>**Cia. de Nav. Buena S.A.**<br>Cathay Trader S.S. Co. Ltd.<br>Panama Panamanian | *4046*<br>*2209*<br>6312 | ✠100A1 SS 12/64<br>with freeboard<br>✠LMC<br>EL y 1⅛"SQ | **1947**–7 Broken Hill Pty Co. Ltd.—Wya<br>403' 4" 53' 3" 22' 6¾"<br>380' 7" 53' 0" 33' 0"<br>F38' 1 dk & S dk<br>RW NS Coll BH to S dk 5 to 2nd dk<br>WB1292t incl. Tunnel tanks 285t | S OSD<br>G.336398 B.308834<br>16W Der 1(20) | T 3Cy. 23½" 38¾" & 64"<br>with dr gearing & hy<br>3000ihp<br>Commnw'th Govt E. W<br>2WTB 240℔ Spt 220℔ |
| 512022<br>Df Esd<br>Gc Rdr<br>RT | **HORIZON**<br>exOrion–68 exFrans Suell–64<br>**Hemisphere S.S. Corp.**<br>Monrovia Liberian | 13551<br>8162<br>19700 | ✠100A1 SS 2/67<br>oil tanker<br>✠LMC<br>MN1800 EL I†2$\frac{1}{16}$"SQ | **1958**–11 Kockums M/V A/B—Mmo<br>557' 9" 72' 0" 30' 11½"<br>525' 8" 71' 9½" 40' 1"<br>P99' B31' F93' 1 dk<br>14BH<br>rf 1" WB1153t | M Tanker Mchy.aft<br>27 Ta<br>L.960110 HeCls. BC | Oil 2SA 8Cy. 780×1400<br>9000bhp<br>Kockums M/V A/B<br>2NAuxBmade58fitted1<br>e (ex.g) 180℔ |
| 682497<br>EAKE | **HORUS**<br>**Cristobal Garcia Blanco**<br>Cadiz Spanish | 1700<br>—<br>2000 | 100A1<br>Class contemplated | Ast. del Cadagua—Bbo<br>275' 7" 40' 9" 16' 4¾"<br>250' 10" 40' 8" 22' 4" | M Ref Mchy.aft | Oil 4SA 10Cy. 320×68<br>Naval-Stork-Werkspo |
| 682442<br>JWQK | **HOVIN**<br>**A/S Turid**<br>Bachke & Co.<br>Trondheim Norwegian | 1199<br>860<br>— | NV | **1968** Stocznia Gdanska—Gdk<br>243' 11" 42' 9" 16' 4½"<br>219' 11" 42' 8" 19' 4"<br>1 dk<br>rf 2" | M Mchy.aft<br>2 Ho<br>2 Ha (51½'×23') (74¾'×26½')<br>4W Der 2(10) 2(5) | Oil 4SA 8Cy. 320×450<br>1600bhp<br>Atlas-Mak Masch. |

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|---|---|---|---|---|---|---|
| 443<br>RJ | **HUSBY**<br>**Karl Hustad Partrederi**<br>Bodö Norwegian | 240<br>187<br>— | | **1967** Johan Drage A/S—Rognan<br>108′ 7″ 24′ 7″<br>… … … | M Fishing | Oil 4SA 8Cy. 220×280 mm<br>620bhp<br>Klöckner-Humboldt-Deutz Kln |
| | **IKAROS**<br>**P. M. Anthonisen Partrederi**<br>Skagen Danish | 171<br>80<br>— | | **1968** Rosslauer Schiffs.—Rosslau<br>110′ 2″ 21′ 8″<br>97′ 0″ 21′ 7″ 10′ 10″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>578bhp<br>Schwermasch. Karl Liebknecht Mgd |
| | **IRON II**<br>exShell I–68 exShell VIII–37<br>**A/S H. J. Hansen**<br>Odense Danish | 131<br>63<br>125 | | **1922** Scheeps. de Waal—Nijmegen<br>*97·2′* 17′ 7″ 7′ 6″<br>17′ 5″<br>Q27′ 1 dk<br>R | M Oil Barge Mchy.aft<br>4 Ta<br>L.7100 | Oil 2SA 3Cy. 200×340 mm<br>150bhp NE48 5t-½pd<br>Burmeister & Wain Cpn<br>8k |
| Df Esd<br>Gc Pld | **J. V. CLYNE**<br>**Canadian Pacific (Bermuda) Ltd.**<br>Hamilton British | 21446<br>11911<br>28900 | **✠100A1**<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>MN2100 EL I†2⅞″U2 | **1968**–4 Mitsubishi Hvy Ind. Ltd.—Hma<br>593′ 10″ 95′ 9″ 34′ 3″<br>556′ 8″ 89′ 3″ 51′ 8″<br>P95′ F49′ 1 dk<br>9BH<br>rf 1″ WB11647t incl. Comb. btm & side tanks in holds 7928t | M Bulk Carrier Mchy.aft<br>pt higher tensile steel<br>6 Ho 64′, 62′, 62′, 62′, 62′, 62′<br>G.1300000 B.1260000<br>12 Ha (stl) (62′, 62′×29½′) (59½′, 59½′, 59½′, 59½′, 59½′, 59½′, 59½′, 59½′×34¼′) (59½′, 59½′×32½′)<br>Cr 3(18) | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer 1600t (d.o)<br>Mitsubishi Hvy Ind. Ltd. Kob<br>AuxB 100℔<br>3×500kW 450V 60c/s a.c. 14¾k |
| 2444<br>JJUQ<br>27383 | **JAKHONT**<br>**U.S.S.R.**<br>Riga Russian | 3162<br>1307<br>1400 | | **1966** ………………….Russia<br>277′ 11″ 46′ 0″ 18′ 8½″<br>45′ 9″ 32′ 11″ | M Stern Trawling Factory Ship<br>5 Ho<br>G.59046 In.48311<br>5 Ha (5¼′, 5¼′×5′) (6′×6′) (5¼′×4¼′) (5′×4¼′)<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>12¼k |
| 2445<br>VDW<br>28085 | **JANA**<br>**U.S.S.R.**<br>Kholmsk Russian | 3262<br>1509<br>3770 | | **1966** ………………….Russia<br>342′ 11″ 47′ 1″ 20′ 10¾″<br>46′ 10″ 23′ 4″ | M<br>4 Ho<br>G.170147<br>4 Ha (34½′×26¼′) (34½′, 34½′, 34½′×31¼′)<br>9 W Der 1(15) 8(5) | Oil 2SA 5Cy. 500×1100 mm<br>B&W<br>Bryansk Eng. Wks Bryansk<br>13¾k |
| Df Esd<br>Gc Rdr<br>RT | **JANNE WEHR**<br>**Oskar Wehr**<br>Hamburg W. German | T.Mk<br>**425**<br>—<br>1100<br>**998**<br>—<br>2050 | GL | **1968** Schps. "Hoogezand" J. Bodewes —Bergum<br>224′ 5″ 36′ 4″ 11′ 4″/16′ 9″<br>206′ 2″ 36′ 1″ 19′ 10″<br>B75′ F88′ 2 dks | M Mchy.aft<br>1 Ho 164′<br>G.85000 B.80000<br>1 Ha (stl) (123¼′×25½′)<br>2W Der 2(3) | Oil 4SA 6Cy. 320×480 mm<br>1100bhp (d.o)<br>Motorenw. Mannheim Mhm<br>1×—kW 380V a.c. 12k |
| 772<br>sd<br>dr<br>T | **JASNA**<br>exJugoatlantik II–68<br>~~**Nueva Era S.A. Panama**~~ **Corp.** **Nueva Era S.A.**<br>Panama Panamanian | 612<br>317<br>475 | BV JR | **1966** Brodogradiliste "Crvena Zvezda" —Pla<br>151′ 3″ 35′ 4″ 14′ 1″<br>134′ 6″ 34′ 6″ 16′ 9″<br>1 dk | M Fishing<br>Der 1(10) 1(3) 1(2½) 1(1) | Oil 2SA 9Cy. 280×500 mm<br>1550bhp B&W<br>"Litostroj" Ljublijana<br>12k |
| 580<br>LA | **JOFFRE**<br>exNyorbit<br>**Olav N. Stöbakk Partrederi**<br>Ålesund Norwegian | 102<br>~~443~~ 43<br>— | | **1964** Vaagland Båtbyggeri—Vågland<br>91′ 4″ 19′ 10″<br>… … …<br>len 68 | M Fishing Mchy.aft | Oil 2SA 6Cy. 200×300 mm<br>450bhp NE67<br>Wichmann Mtrf. Rub<br>9k |
| SYO<br>Df Esd<br>Gc Rdr | **JOHN COLOCOTRONIS**<br>exFina Italia–68<br>exPurfina Italia–60<br>**Marquerido Compania Naviera S.A.**<br>Piræus Greek | 21240<br>12539<br>31522 | AB ~~RI~~<br>✠Classed LR until 4/62 | **1956**–10 Ansaldo S.p.A.—Gen<br>666′ 4″ 86′ 3″ 35′ 8¾″<br>619′ 6″ 85′11½″ 45′ 8″<br>P137′ B50′ F82′ 1 dk<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br>L.1517406 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>14500shp 3068t (o.f)–75pd<br>Ansaldo Stab. Mecc. Gen<br>16k |
| 671285<br>LLBD<br>Df Esd<br>Gc Pld | ***JOMS*****BORG**<br>exJotinka–68<br>**Skibs A/S Hobby**<br>Jens C. Hagen<br>Oslo Norwegian | 299<br>165<br>766 | GL | **1967** Schiffsw. H. Rancke—Ham<br>194′ 11″ 34′ 2″ 10′ 10¾″<br>170′ 4″ 33′ 2″ 19′ 4″<br>B16′ F27′ 1 dk & S dk | M OSD Mchy.aft<br>2 Ho<br>G.61736 B.53966<br>1 Ha (stl) (91¾′×19¾′)<br>2W Der 2(3) | Oil 4SA 6Cy. 320×480 mm<br>1063bhp 56t (d.o)<br>Motorenw. Mannheim Mhm<br>2×59kW 220/380V 50c/s a.c. 11¾k |
| 2498<br>JJ2S<br>01973<br>Df Gc<br>Rdr | **JUNSHO MARU**<br>**Nakaya Kaiun K.K.**<br>Himeji Japanese | ~~2999~~ 2967<br>1881<br>5300 | NK | **1968** Taihei Kogyo—Hma<br>323′ 5″ 49′ 4″ 21′ 8″<br>311′ 8″ 49′ 3″ 25′ 7″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 510×840 mm<br>3000bhp<br>Akasaka Tekkosho Yaizu |
| 2446<br>YCA<br>27374 | **JUOZAS GREYFEBERGERIS**<br>**U.S.S.R.**<br>Klaipeda Russian | 3162<br>1307<br>1400 | | **1966** ………………….Russia<br>277′ 11″ 46′ 0″ 18′ 2″<br>45′ 9″ 32′ 11″ | M Stern Trawling Factory Ship<br>5 Ho<br>G.57387 In.46969<br>5 Ha (4½′, 4½′×5′) (5¼′×5¼′) (4½′, 4½′×4′)<br>4W Der 2(7½) 2(1½) | Oil 2SA 8Cy. 340×610 mm<br>2000bhp<br>Skoda Prague<br>12k |

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|---|---|---|---|---|---|---|
| 682499 | **KAIYO MARU No. 1** | 349 | | 1967 Nichiro Zosen—Hak | M Trawler Mchy.aft | Oil 4SA 6Cy. 380×560 mm |
| JPKA | | — | | 166' 7" 28' 3" 10' 8" | | 1600bhp |
| 99855 | **H. Chiba** | — | | 146' 9" 28' 2½" 12' 2" | | Akasaka Tekkosho |
| Df Esd | Wakkanai Japanese | | | 2 dks | | |
| Gc Pfd | | | | | | |
| Rdr RT | | | | | | |
| 520623 | **KAOHSIUNG** | 1289 | | 1949 Moss Værft & Dokk A/S—Moss | M (6P) Ref OSD | Oil 2SA 6Cy. 480×700 mm |
| HOBK | exLeo-68 | 674 | | 264' 4" 40' 2" 16' 7¾" | 3 Ho 42½', 66½', 56½' | 1100bhp |
| 4413-HK | **Jaguar Shipping Corp. Ltd.** | 1960 | NV | 245' 5" 40' 0" | G.124141 B.111855 | Sulzer Bros. Ltd. |
| Df Esd | Panama Panamanian | | | 1 dk & S dk | 3 Ha (22', 44', 38'×14') | 2×90kW 220V d.c. |
| Gc Rdr | | | | RW | 8W Cr 1(1½) Der 1(25) 4(5) 4(3) | |
| RTm/h/v | | | | rf 6" | | |
| 672684 | **KAPTAI** | 10216 | ✠100A1 | 1967–12 A.G. "Weser" Werk Seebeck —Bhn | M Mchy.aft | Oil 2SA 6Cy. 780×1550 m |
| AQMS | | 5576 | | | 5 Ho 39½', 62½', 68½', 87', 68' | 10500bhp |
| 317827 | **National Shipping Corporation** | 13000 | ✠LMC | 504' 10" 67' 1" 30' 4¾" | G.725100 | Masch. Augsburg-Nürnb |
| Df Esd | | | | 474' 3" 66' 11" 40' 0" | 5 Ha (stl) (23', 42', 42', 60½', 34'×21½') | AuxB 114lb e(ex.g) 114lb |
| Gc Rdr | Karachi Pakistan | | MN2100 EL B†2 1/16"U2 | F77' 3 dks | 12W Cr 2(3) Der 1(50) 6(10) 6(5) | 3×360kW 450V 60c/s a.c. |
| RTm/h/v | | | | RW 7BH | | |
| | | | | rf nil WB2227t incl. DTf333t | | |
| 516476 | **KAREN W.** | *166* | | 1944 Petersen Boatbuilding Co.—Tac | Wood M Tug | Oil 4SA 6Cy. 355×430 m |
| | exIsland Champion-68 | *40* | | *91·4'* 24' 10" | | 450bhp |
| | **A. Weathers** | — | | ... ... ... | | Fairbanks, Morse & Co. |
| Esd Rdr | United States | | | | | |
| RTm | | | | | | |
| 525102 | **KARIMANTAN** | *7178* | | 1942–8 Todd-Bath Iron S.B. Corp.— P.Me | S | T 3Cy. 24½" 37" & 70"×48 |
| | exPacific Trader-68 | *4382* | | | 5 Ho 60¾', 72½', 50', 45', 70', 20' DT | 2500ihp |
| | exWinchester King-66 | 10928 | | 441' 6" 57' 0" 27' 7½" | G.549000 B.494197 | Dominion Eng. Wks Ltd. |
| Df Esd | exNicholas K-64 | | | 416' 7" 56' 11" 37' 4" | 5 Ha (33½', 35', 20', 35', 35'×20') | |
| Gc | exOcean Rider-47 | | | 2 dks | 10W Der 10(5) | |
| | **Intertrader Shipping Co. S.A.** | | | | | |
| | Panama Panamanian | | | | | |
| | | | **TO BE BROKEN UP** | | | |
| 682547 | **KASSANDRA** | 171 | | 1968 Rosslauer Schiffs.—Rosslau | M Trawler Mchy.aft | Oil 4SA 8Cy. 240×360 m |
| OYNK | **Eigil Kastrup Partrederi** | 80 | | 110' 2" 21' 8" | 2 Ho 15½', 22' | 560bhp |
| | ~~P. M. Anthonisen~~ | 175 | | 97' 0" 10' 10" | | Schwermasch. Karl Lieb |
| RTm | Skagen Danish | | | F20' 1 dk | 2 Ha (stl) (each 5'×4') | 2×16kW 220V d.c. |
| | | | | BK2¾" | 1W Der 1(½) | Controllable pitch prope |
| 535518 | **KASSIOPI** | 4723 | ✠100A1 SS 9/67 | 1949–2 A/B Götaverken—Got | M Ref OSD | Oil 2SA 7Cy. 680×1500 |
| HOKV | exTennessee-68 | 2756 | with freeboard | 429' 0" 55' 2" 25' 6¾" | 5 Ho | 5050bhp |
| 4313-LI | **Kassiopi Cia. Mtma. S.A.** | 7620 | ✠LMC | 400' 11" 54' 11" 38' 0" | G.492000 B.454000 In.29440 | A/B Götaverken |
| Df Esd | Panama Panamanian | | ✠Lloyd's RMC | P43' F43' 1 dk & S dk, 3rd dk in Nos. 1 & | 5 Ha (26½', 28½', 26½', 28½', 28½'×18') | AuxB 100lb e(ex.g) 100lb |
| Gc Rdr | | | EL a†2"SQ | Coll BH to S dk 6 to 2nd dk 3 holds | 13W Der 1(15) 2(5) 12(3) | |
| RT | | | | WB1610t incl. Tunnel tanks 242t | | |
| 682500 | ~~KATADA MARU~~ | 4252 | | 1968 Usuki Tekkosho—Saiki | M Trawler Mchy.aft | Oil 2SA 7Cy. 450×750 m |
| JKGB | **KATATA MARU** | 2274 | | 337' 11" 54' 6" 22' 2" | | 4400bhp |
| 103941 | **Hoko Suisan K.K.** | 4702 | | 316' 11" 54' 5" 24' 3" | | Kobe Hatsudoki Seizos |
| Df Esd | Tokyo Japanese | | | 2 dks | | |
| Gc Rdr | | | | | | |
| 532876 | **KATINA M** | 10339 | | 1953 Uddevallavarvet A/B—Udv | M Tanker Mchy.aft | Oil 2SA 7Cy. 780×1400 |
| 5BGZ | exFimona-68 exSimona-65 | 5823 | | 532' 8" 64' 2" 29' 9½" | 19 Ta | 6300bhp |
| 321136 | **Santaroza Nav. Co. Ltd.** | 16155 | NV | 500' 8" 64' 0" | | Masch. Augsburg-Nürn |
| Df Esd | Famagusta Cyprus | | | P107' B42' F59' 1 dk | | 3×220V d.c. |
| Gc Rdr | | | | | | |
| RTm/h/v | | | | | | |
| 528095 | **KAVO AETOS** | 12151 ~~12453~~ | ✠100A1 TD 11/67 | 1955–3 Barclay, Curle & Co. Ltd.—Gls | M Tanker Mchy.aft | Oil 2SA 6Cy. 750×2500 |
| ELQW | exPolarprins-68 | 7067 ~~7017~~ | oil tanker | 556' 8" 74' 1" 31' 3½" | 27 Ta 1 Ho | 8500bhp |
| 3053 | **Marinero Atlantico Navegacion S.A.** | 18377 | ✠LMC | 528' 0" 73' 9" 40' 0" | L.858470 HeCls. BC | Barclay, Curle & Co. Ltd |
| Df Esd | | | | P136' B42' F50' 1 dk | 1 Ha (stl) (11½'×15') | 3AuxB (2 o.f 1 ex.g) 180 |
| Gc Rdr | Monrovia Liberian | | MN1700 EL i†2 1/16"SQ | RW 17BH | Der 3(5) 1(4) 1(2) | 3×60kW 110V d.c. |
| RTm/h/v | | | | rf 3" WBDTf816t | | |
| 541209 | **KIM HOCK** | 2844 | ✱100A1 SS 10/67 | 1934 Scotts' S.B. & Eng. Co. Ltd.—Grk | M CSD | Oil 2SA 5Cy. 22"×26" |
| 9VLS | exKing Eagle-68 | 1631 | within area bounded by | 312' 0" 44' 2" 17' 6½" | | 1330bhp |
| 163517 | exMurcia-66 exKario-66 | 2778 | 50°N, 50°S, 20°E and | 298' 0" 44' 0" 25' 0" | G.192593 B.169979 | Scotts' S.B. & Eng. Co. |
| Df Rdr | exBakana-66 exKario-65 | | 180°E | P37' B77' F40' 2 dks | | AuxB 100lb |
| | exKim Hok-64 exHock Ann-63 | | LMC | R 6BH | 8W Der 1(20) | |
| | exYunnan-59 | | MN266 EL t | rf 3" WB750t incl. DTa307t | | |
| | **Guan Guan Shipping Ltd.** | | | | | |
| | Singapore Singapore | | | | | |
| 508647 | **KIM HWA** | 4734 | ✠100A1 SS 12/66 | 1950–6 Barclay, Curle & Co. Ltd.— Whiteinch | M (700P) Ref | Oil 2SA 5Cy. 600×2000 |
| GVNA | exFavorita-68 exDaressa-64 | 2504 | with freeboard | | | 4200bhp Doxford |
| 333098 | **Guan Guan Shipping Ltd.** | 4260 | ✠LMC | 398' 6" 54' 10" 23' 1½" | G.200400 B.180800 In.10900 | Barclay, Curle & Co. Lt |
| Df Esd | Singapore Singapore | | (✠Lloyd's RMC) | 375' 6" 54' 6" 26' 6" | | 2AuxB 120lb |
| Gc Rdr | | | MN840 EL y1½"SQ | F37' 2 dks, 3rd dk in No. 1 hold, | 8W Der 1(25) | |
| RT | | | | RW 6BH pt Shade dk | | |
| | | | | WB1277t incl. Tunnel tanks 182t DTa183t | | |

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|---|---|---|---|---|---|---|
| 2501<br>SHV<br>0385<br>Gc<br>Rdr<br>RT | **KINEI MARU**<br><br>**Kishimoto Suisan K.K.**<br>Naha Japanese | 192<br>91<br>184 | | **1968** Fukuoka Zosen—Fukuoka<br>129′ 11″ 21′ 9″ 8′ 10″<br>111′ 3″ 21′ 8″ 10′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>550bhp<br>Niigata Eng. Co. Ltd. Niigata |
| sd<br>Pld<br>RT | **KING ALFRED**<br><br>**King Line Ltd.**<br>**Cayzer, Irvine Co. Ltd.**<br>London British | 29119<br>22134<br>54250 | | **1968** Eriksbergs M/V A/B—Got<br>713′ 10″ 97′ 2″ 39′ 5½″<br>685′ 0″ 97′ 0″ 57′ 9″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 740×160 mm<br>12000bhp B&W<br>Eriksberg M/V A/B Got<br>**16k** |
| MZL | **KJOSINGEN**<br><br>**Reidar Figenschou**<br>Tromsö Norwegian | 188<br>80<br>— | | **1967** E. M. Hansens Slip & Båtbyggeri—Grorfjord<br>103′ 4″ 23′ 10″<br>... ... ...<br>1 dk | Wood M Fishing | Oil 4SA 6Cy. 240×280 mm<br>750bhp<br>Atlas-Mak Masch. Kel |
| Df Esd<br>RT | **KLAASJE**<br>exAnna Lydia–68<br>**R. Kramer**<br>Urk Netherland | 129<br>43<br>— | | **1960** Schps. Hijlkema—Martenshoek<br>95′ 2″ 21′ 8″ 10′ 6″<br>81′ 4″ 21′ 3½″ 11′ 2″ | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×260 mm<br><br>Kromhout Motorenfab. Ams |
| 682556<br>Df Esd<br>Pld Rdr<br>RT | **KLAASJE**<br><br>**S. Koorn & Zonen**<br>Den Helder Netherland | 107<br>35<br>— | | **1968** N.V. Oeverse Scheeps. Maats—Den Oever<br>90′ 4″ 21′ 0″ 10′ 6″<br>79′ 3″ 20′ 6″ 11′ 0″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 210×300 mm<br>660bhp<br>Gebr. Stork & Co. Zwolle |
| 682502<br>K2850<br>03123<br>Rdr | **KOTOKU MARU No. 8**<br><br>**M. Taoyama**<br>Houfu Japanese | 462<br>261<br>850 | | **1968** Matsuura Zosen—Hma<br>174′ 3″ 28′ 0″ 12′ 2″<br>156′ 4″ 27′ 11″ 13′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330×460 mm<br>850bhp<br>Matsui Tekkosho Ise |
| 2503<br>K2651<br>03017 | **KOYO MARU No. 22**<br><br>**Koyo Kisen Y.K.**<br>Onomichi Japanese | 644<br>405<br>957 | | **1968** Taihei Kogyo—Hma<br>229′ 8″ 35′ 6″ 13′ 2″<br>216′ 10″ 35′ 5″ 14′ 2″<br>1 dk | M Vehicle Carrier Mchy.aft | Oil 4SA 6Cy. 350×550 mm<br>1500bhp<br>Hanshin Nainenki Kogyo Kob |
| 682541<br>Esd<br>Rdr<br>RT | **KRASNOYARSK**<br><br>**U.S.S.R.**<br>Russian | 2920<br>1360<br>3400 | | **1968** Nystads Varv A/B—Nystad<br>335′ 0″ 46′ 1″ 18′ 9″<br>305′ 2″ 45′ 11″ 22′ 6″<br>1 dk | M | Oil 2SA 5Cy. 550×1100 mm<br>2900bhp B&W<br>Valmet O/Y Rautpohjan Tehdas<br>Jyväskylä |
| 804<br>W<br>35<br>sd<br>Gc | **KRITI**<br>exThree Sisters–68 exKini–65<br>exEvrotas–62<br>exAndros Glider–60<br>exSeaglorius–57<br>exAndrew Marschalk–50<br>**Ivory Coast Transport Corp.**<br>Monrovia Liberian | 8433<br>6385<br>12495 | AB | **1943** Delta S.B. Co. Inc.—N.Os<br>511′ 6″ 57′ 0″ 26′ 2¾″<br>487′ 3″ 56′ 11″ 37′ 4″<br>2 dks<br>conv tanker 55 len 56 | S<br>6 Ho<br>B.609000<br>6 Ha | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>American S.B. Co. Clv |
| Df Esd<br>Gc Rdr<br>RT | **KYPROS**<br>exErnst-Moritz-Arndt–68<br>exArchon Gabriel–59<br>exFolke Bernadotte–54<br>exWilfred–49<br>exVernon L. Kellogg–47<br>Spiritath **Cia. Nav. S.A.**<br>Famagusta Cyprus | 6996<br>4264<br>10860 | ~~DSRK~~ | **1943** California S.B. Corp.—L.An<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW | S<br><br>G.562000 B.499000 | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2434t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>11k |
| 4274<br>SZLU<br>109<br>Df Esd<br>Hr | **KYPROS**<br>exBerni Nübel–68<br>**Panagiotis Kikis and others**<br>Piræus Greek | 764<br>345<br>1211 | GL | **1952** Schulte & Bruns—Emd<br>225′ 0″ 34′ 7″ 13′ 0″<br>34′ 5″ 20′ 6″<br>Q62′ F16′ 1 dk & S dk<br>RW<br>rf 2″ | M OSD Mchy.aft<br>1 Ho 129¼′<br>G.95353 B.88823<br>3 Ha (stl) (30½′, 34½′, 34½′×17¾′)<br>6W Der 2(3–5) 4(3) | Oil 4SA 8Cy. 320×450 mm<br>925bhp 86t(d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×50kW 220V d.c. 11k |
| 0231<br>VVC<br>1539 | **KYRIAKI**<br>exElma–68 exAnna–61<br>exTocogay<br>**D. Kallimasias & Co.**<br>Piræus Greek | 483<br>170<br>— | GL | **1945** Cook, Welton & Gemmell Ltd.—Bev<br>164′ 6″ 27′ 10″<br>27′ 8″ 15′ 0″<br>B30′ F26′ 1 dk | M | Oil 6Cy. 300×500 mm<br>600bhp NE61<br>Russki Diesel Len |
| 2602 | **LAURENT AMARO**<br><br>**Government of Senegal**<br>Dakar Senegal<br>For later particulars see New Entries No. 9 | 121<br>35<br>— | **100A1**<br>fishing vessel<br>Class contemplated | B. V. Mill—Hardinxveld<br>78′ 8″ 21′ 7″<br>67′ 11″ 21′ 4″ 11′ 2″ | M Fishing | Oil 4SA 6Cy. 160×205 mm<br><br>Caterpillar Tractor Co. Peoria |

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| **503205**<br>ELSQ<br>**3087**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **LAVENDER**<br>exAyia Markella-68<br>**General Maritime Concern Co.**<br>Monrovia Liberian | **8451**<br>4958<br>— | ✠Classed LR until 4/66 | **1955**-6 Bartram & Sons Ltd.—Sld<br>459′ 0″ 62′ 0″ 28′ 5½″<br>445′ 7″ 61′ 10″ 40′ 2″<br>F45′ 2 dks<br>RW<br>rf 4″ | M CSD | Oil 2SA 6Cy. 620×1400 m<br>470 mm<br>4400bhp B&W<br>J. G. Kincaid & Co. Ltd. |
| **520920**<br>DDQU<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **LINZERTOR**<br><br>**Ister Reederei G.m.b.H.**<br>Schlüssel Reederi OHG<br>Bremen W. German | T.Mk<br>~~7680~~ **7005**<br>~~4800~~ 4572<br>~~11900~~ 11127<br>~~9884~~ **9718**<br>~~6565~~ 6571<br>~~14940~~ 14941 | GL | **1959** Flensburger Schiffs. Ges.—Fln<br>516′ 7″ 63′ 8″ —/29′ 6½″<br>474′ 5″ 63′ 4″ 39′ 5″<br>P87′ B26′ F43′ 2 dks<br>RW<br>rf 4″ | M (12P) Mchy.aft<br>6 Ho 46′, 52½′, 57½′, 57½′, 57½′, 59′<br>G.246815 B.226897<br>6 Ha (stl) (each 36½′×26½′)<br>12W Der 4(3-5-8) 8(3-5) | Oil 2SA 7Cy. 680×1200 mm<br>5350bhp<br>Borsig A.G.<br>3×180, 180, 120kW d.c.<br>Controllable pitch propelle |
| **539234**<br>DCAD<br><br>Df Esd<br>RT | **LOKI**<br>exWittekind-68<br>**Hinrich Buck**<br>Bremen W. German | **329**<br>172<br>440 | GL | **1952** Hilgers A.G.—Rheinbrohl<br>157′ 6″ 24′ 8″ 8′ 7″<br>9′ 6″<br>P30′ F20′ 1 dk<br>RW len 62 | M<br><br>G.23000 B.22000<br>2 Ha | Oil 4SA 4Cy. 320×480 mm<br>265bhp<br>Motorenw. Mannheim |
| **529197**<br>SXZJ<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **LORENZO**<br>exRegent Royal-68<br>**A. Halcoussis**<br>Piræus Greek | **10024**<br>5792<br>14405 | ✠**100A1** TD 7/68<br>oil tanker<br>✠**LMC**<br><br>MN900 EL e†2½″SQ | **1954**-5 Blythswood S.B. Co. Ltd.—Gls<br>516′ 10″ 65′ 10″ 28′ 3½″<br>488′ 0″ 65′ 6″ 35′ 4″<br>P103′ B54′ F54′ 1 dk<br>RW 15BH<br>rf 4″ WB737t incl. DT1474t | M Tanker (12P) Mchy.aft<br>24 Ta<br><br><br>Der 2(5) 1(4) | Oil 2SA 4Cy. 670×2320 m<br>4500bhp Doxford<br>D. Rowan & Co. Ltd.<br>3AuxB (2 o.f 1 ex.g) 180lb<br>3×40kW 110V d.c. |
| **682557** | **LUJUA**<br><br>**Naviera Bilbaina S.A.**<br>Bilbao Spanish<br>For later particulars see New Entries No. 10 | **15494**<br>10992<br>26700 | **100A1**<br>Class contemplated | Cia. Euskalduna—Bbo<br>599′ 0″ 73′ 7″ 22′ 0″<br>563′ 1″ 73′ 6″ 46′ 7″ | M Bulk Carrier Mchy.aft | Oil 7Cy. 725×1200 mm<br>MAN<br>Cia. Euskalduna |
| **536766**<br>DKMH<br><br>Df Esd<br>Rdr RT | **LUZIA**<br>exTraude-68<br>**Gerhard Esders**<br>Düsseldorf W. German | **425**<br>231<br>507 | | **1956** Ruhrorter Schiffsw. u. Maschf.—<br>Duisburg<br>*161·2′* 27′ 1″ 8′ 11½″<br>161′ 2″ 26′ 11½″ 12′ 0″<br>P39′ F19′ 1 dk | M<br><br><br>2 Ha | Oil 4SA 6Cy. 250×350 m<br>299bhp NE68<br>Motorenw. Mannheim |

| No.<br>Sign<br>No.<br>ional | 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer Deadwt<br>Gross<br>Net<br>Summer Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
|---|---|---|---|---|---|---|
| 53 | **ABIILAH**<br>**Huseyin Capan**<br>Istanbul Turkish | 149<br>—<br>300 | | **1968** Deniz Insaat Kizaklari—Fener<br>118′ 1″ 23′ 10″ 8′ 6½″<br>103′ 4″ 23′ 9½″ 9′ 6″<br>1 dk | M Mchy.aft | Oil 2SA 4Cy. 230×400 mm<br>240bhp<br>Burmeister & Wain Cpn |
| LZGA<br>Dt Esd<br>Gc Pld<br>dr RT | **ACAMAR**<br>exDonau–68 exAcamar–66<br>exStarclipper–65<br>exArthur Stove–62<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | **9999**<br>5189<br>14450 | NV | **1957** Forg. & Ch. de la Méditerranée—La Seyne<br>490′ 2″ 64′ 1″ 30′ 0″<br>458′ 6″ 64′ 0″ 39′ 4″<br>P135′ B18′ F49′ 1 dk | M Mchy.aft<br>4 Ho<br>G.600637<br>6 Ha (33½′, 33½′, 33½′, 33½′, 32½′, 32′×31¼′)<br>12W Der 2(10) 10(5) | Oil 2SA 8Cy. 720×1250 mm<br>5600bhp Sulzer 1630t<br>Forg. & Ch. de la Méditerranée Hav<br>13k |
| 25385<br>FWM<br>1386<br>Esd<br>r RTv | **ADINA**<br>exArtura–68<br>**Rederibolaget Bröderna Lindroos**<br>Sibbo Finnish | **499**<br>242<br>935<br>**907**<br>599<br>1145 | NV | **1956** Schlichting Werft—Lbc<br>218′ 4″ 32′ 7″ 12′ 1½″/14′ 9¼″<br>195′ 6″ 32′ 5½″<br>1 dk & S dk<br>RW<br>rf nil | M OSD/CSD<br>1 Ho<br>G.69000 B.61000<br>2 Ha (32′, 60′×18′)<br>6W Der 6(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 92t<br>Klöckner-Humboldt-Deutz Kln<br>4×17, 10, 15kW 220V d.c. 12k |
| 6143<br>QN<br>494<br>Esd<br>Rdr<br>RT | **AGIA IRENE**<br>exNoufaro–68 exYorkwood–64<br>exBenin–61<br>**Agia Irene Steamship Corp.**<br>Piræus Greek | **2484**<br>1233<br>3130 | **✠100A1** SS 8/67<br>**✠LMC**<br>MN260 EL s 1$\frac{9}{16}$″SQ | **1950**–8 James Lamont & Co. Ltd.—P.Gl<br>312′ 0″ 44′ 2″ 17′ 8″<br>291′ 6″ 44′ 0″ 21′ 0″<br>P59′ F32′ 1 dk<br>RW NS 5BH<br>WB743t | S Mchy.aft<br>G.162000 B.151000<br>6W | T 3Cy. 17½″ 28″ & 48″×33″<br>1100ihp 493t (o.f)<br>Rankin & Blackmore Ltd. Grk<br>2 SB 220℔ hs(3900) 6cf 10½k |
| HPLJ<br>Pld<br>Rdr<br>m/v | **AGIOS FANOURIOS**<br>exJohn Orwell Phillips–68<br>**Bovoyag Cia. S.A.**<br>Panama Panamanian | *3391*<br>*1716*<br>4550 | **✠100A1** SS 8/68<br>**✠LMC**<br>MN261 EL u 1¾″SQ | **1955**–2 W. Pickersgill & Sons Ltd.—Sld<br>339′ 0″ 46′ 8″ 19′ 11¾″<br>320′ 0″ 46′ 6″ 22′ 4″<br>Q197′ Ba65′ F29′ 1 dk<br>RW 6BH<br>rf 3″ WB1521t incl. DTm302t | S Mchy.aft<br>4 Ho 45′, 52¼, 52′, 45¼′<br>G.220599<br>4 Ha (stl) (33¾′×25′) (36′, 36′, 36′×30′)<br>Der 1(3) | T 3Cy. 19″ 31″ & 54″×39″<br>1275ihp 237t (o.f)<br>N.E. Marine Eng. Co. Ltd. Sld<br>2 SB 220℔ Spt hs4862 6cf<br>2×60kW 220V d.c. 10½k |
| 52<br>54<br>12<br>dr | **AKASHI MARU No. 12**<br>**T. Nakamura**<br>Akitsu Japanese | **299**<br>160<br>650 | | **1968** Akitsu Dock K.K.—Akitsu<br>161′ 5″ 25′ 7″ 11′ 10″<br>146′ 0″ 25′ 6″ 12′ 9″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 290×430 mm<br>700bhp<br>Nippon Hatsudoki Kob |
| 55 | **AL MANSUR**<br>**Government of Libya (Dept. of Ports & Lights)**<br>Tripoli Libyan | 7<br>—<br>— | **A1**<br>for restricted service<br>Class contemplated | Stocznia Wisla—Gdk<br>38′ 8″ 10′ 11″ 4′ 4″<br>35′ 0″ 10′ 9½″ 5′ 3″ | ~~M Survey Launch~~<br>**Wood M Survey Launch** | Oil 4SA 6Cy. 120×140 mm<br>A/B Volvo-Penta Got |
| 43050<br>f Esd<br>c Rdr | **ALACRITY**<br>exWorld Felicia–68<br>**Cia. de Nav. Porto Ronco S.A.**<br>Panama Panamanian | **9171**<br>5492<br>13325 | **✠100A1** ~~SS 1/64~~<br>DTm—vegetable oil<br>**✠LMC** **SS 10/68**<br>MN1260<br>EL d†2$\frac{3}{16}$″SQ pt3¼″SQ | **1959**–6 Ch. Réunis Loire-Normandie—Gd. Quévilly<br>459′ 0″ 61′ 2″ 30′ 7¼″<br>436′ 7″ 60′ 0½″ 40′ 6″<br>P85′ 2 dks<br>7BH to U dk 1 to 2nd dk<br>rf 3″ WB4288t incl. DTm2131t DTf498t | M CSD Mchy.aft | Oil 2SA 7Cy. 720×1250 mm<br>6300bhp Sulzer<br>Ch. de l'Atlantique St. Denis<br>db 71℔ e(ex. g) 71℔ |
| 27254<br>Esd<br>Gc Rdr<br>RT | **ALBA**<br>**U.S.S.R.**<br>Russian | **2657**<br>1139<br>— | | **1968** Volkswerft Stralsund—Stralsund<br>269′ 7″ 44′ 9″ 16′ 5″<br>239′ 6″ 44′ 7″ 31′ 2″<br>1 dk | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht Mgd |
| 26377<br>Rdr<br>RT | **ALBERTINA AMORETTI**<br>**Fratelli Amoretti S.n.c.**<br>Venice Italian | **613**<br>—<br>1000 | | **1968** Cant. Nav. Soc. Nettuno—Reggio Emilia<br>249′ 4″ 32′ 1″ 7′ 1″<br>... ... ...<br>1 dk | TrM Tanker Mchy.aft | 3 Oil DA each 12Cy. 160×180 mm<br>Fiat S.G.M. Tur |
| 860<br>MT<br>898<br>Esd<br>RT | **ALETTA**<br>exEddyrock–68<br>**Tunas Tankers (Singapore) Private Ltd.**<br>Singapore Singapore | **2173**<br>881<br>2271 | **✠100A1** Dr 3/66<br>oil tanker<br>**✠LMC**<br>MN315 EL s 1$\frac{15}{16}$″SQ | **1953**–6 Blyth D.D. & S.B. Co. Ltd.—Bly<br>287′ 1″ 46′ 4″ 17′ 3¾″<br>270′ 0″ 44′ 0″ 18′ 7″<br>P96′ B36′ F56′ 1 dk<br>RW 13BH<br>WB191t | S Tanker Mchy.aft | T 3Cy. 16″ 27½″ & 43½″×21″<br>1750ihp (o.f)–28pd<br>Lobnitz & Co. Ltd. Rnf<br>2 SB 250℔ hs(7530) 6cf 12k |

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| 5163194<br>Df Esd<br>Gc Rdr<br>RTm/v | **ALIAKMON PROGRESS**<br>exIrish Larch–68<br>**Aliakmon Maritime Corp.**<br>Greek | **8192**<br>4680<br>— | ✠100A1 SS 7/65<br>✠LMC<br>MN1100 EL c†2¼"SQ | **1956**–10 W. Gray & Co. Ltd.—Hpl<br>475' 11" 61' 3" —/27' 7"<br>445' 0" 61' 0" 38' 2"<br>F105' 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 2" WB2860t incl. Tunnel tanks 218t DTsm1116t | M<br>4 Ho 60¾', 101¾' comb., 25' DT, 67½', 67½'<br>G.602100 B.558560<br>5 Ha (stl) (31½', 37½', 35', 35', 35'×23')<br>13W Der 1(35) 2(8) 10(5) 1(1½) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford<br>Hawthorn, Leslie (Eng.) Ltd<br>AuxB 100lb<br>3×200kW 220V d.c. |
| 6828064 | **ALISON HOWARD**<br>**John Howard & Co. (Northern) Ltd.**<br>Liverpool British | **151**<br>—<br>— | 100A1<br>tug<br>Class contemplated | Richards (Shipbuilders) Ltd.—<br>Lwt<br>95' 0" 24' 11" 10' 9"<br>86' 0" 23' 6" 12' C" | M Tug Mchy.aft | Oil 4SA 6Cy. 10½"×14½"<br>Ruston & Hornsby |
| 6827266<br>Df Esd<br>Gc Rdr<br>RT | **ALKA**<br>**U.S.S.R.**<br>Russian | **2657**<br>1139<br>— | | **1968** Volkswerft Stralsund—Stralsund<br>269' 7" 44' 9" 16' 5"<br>239' 6" 44' 7" 31' 2"<br>1 dk | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebkne |
| 6827008<br>Df Esd<br>Gc Rdr | **ALLIED TRADER**<br>**Marushin Sempaku K.K.**<br>Kobe Japanese | **3900**<br>—<br>— | | **1968** Hayashikane Zosen—Nag<br>365' 5" 51' 3" 22' 11"<br>331' 5" 51' 2" 27' 10"<br>1 dk | M Chemical Tanker Mchy.aft | Oil 4SA 12Cy. 400×460 mm<br>5580bhp<br>Ishikawajima-Harima Hvy In |
| 6827278<br>Df Esd<br>Gc Rdr<br>RT | **ALMA**<br>**U.S.S.R.**<br>Russian | **2657**<br>1139<br>— | | **1968** Volkswerft Stralsund—Stralsund<br>269' 7" 44' 9" 16' 5"<br>239' 6" 44' 7" 31' 2"<br>1 dk | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebkne |
| 5358294<br>LANF<br>Df Esd<br>RTv | **ALNAR**<br>exThemis–68<br>**Arne Wallevik Partrederi**<br>Haugesund Norwegian | **299**<br>149<br>546 | GL | **1955** Schiffb. Unterweser—Bhn<br>173' 8" 28' 0" 10' 0"<br>16' 9"<br>1 dk & S dk<br>RW<br>rf 4" | M OSD Mchy.aft<br>1 Ho 67½'<br>G.44145 B.41840<br>1 Ha (stl) (67½'×16½')<br>Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz<br>1×1½kW 24V |
| 6828612<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALSTER EXPRESS**<br>**Hamburg-Amerika-Linie**<br>W. German | T.Mk<br>**14100**<br>7500<br>11000 | | **1968** Blohm & Voss A.G.—Ham<br>560' 9" (incl. BB) 80' 10" 25' 10½"<br>508' 7" 80' 5" 47' 11"<br>B75' F128' 2 dks | M Mchy.aft<br>4 Ho 70½', 91½', 88½', 88½'<br>15 Ha (stl) (21'×35½') (21', 21'×44') (43'×26½') (43'×8¾') (41'×26½') (41'×17¾') (40¾', 40¾', 40¾', 40¾'× 26½') (40¾', 40¾', 40¾', 40¾'×17¾')<br>Cr 1(3) | Oil 2SA 9Cy. 780×1550 mm<br>15750bhp MAN<br>Blohm & Voss A.G.<br>4×650, 385, 385, 290kW 450V |
| 6826248<br>DACF | **ALSTERDORF**<br>**Hafen-Dampfschiffahrt A.G.**<br>Hamburg W. German | **299**<br>157<br>— | GL | **1958** J. Oelkers—Ham<br>*89·0'*<br>… … …<br>1 dk | D-E | Oil 4SA 6Cy. 270×360 mm<br>to elec. motor<br>380bhp<br>Klöckner-Humboldt-Deutz |
| 6615742<br>CUYN<br>LX59N<br>Df Esd<br>Gc Rdr<br>RT | **ALTAIR**<br>**Companhia Portuguesa de Pesca**<br>Lisbon Portuguese | **1140**<br>601<br>850 | ~~✠100A1~~<br>~~stern trawler~~<br>~~✠LMC~~<br>~~MN855~~ ~~EL †1½ SQ~~<br>✠Class **WITHDRAWN**<br>at Owners' request‡<br>3/69 | **1968**–2 Est. Nav. de Viana do Castelo—Viana do Castelo<br>204' 11" 35' 8" 15' 11"<br>179' 6" 34' 5½" 23' 11"<br>2 dks<br>RW Coll BH to U dk 4 to 2nd dk<br>rf 48" BK6" WB19t | M Stern Trawler | Oil 4SA 6Cy. 385×580 mm<br>1795bhp<br>Emy. propulsion by mot<br>driven generator<br>✠NEmade64fitted<br>Masch. Kiel G.m.b.H.<br>3×240, 240, 200kW 230V<br>Controllable pitch propel |
| 5329437<br>MSDT<br>186420<br>RTv | **AMANDA HOWARD**<br>exSir Bevois–68<br>**John Howard & Co. (Northern) Ltd.**<br>Liverpool British | **318**<br>—<br>— | ✠A1 SS 12/65<br>tug U.K. coasting service excluding the west coast of Eire<br>✠LMC<br>MN270 EL (e) | **1953**–11 J. I. Thornycroft & Co. Ltd.—Sou<br>122' 11" 30' 1" 12' 5½"<br>112' 0" 30' 0" 14' 0"<br>RW 5BH<br>WB41t | TS Tug | T 6Cy. 13½" 21½" & 35½"×<br>1500ihp<br>J. I. Thornycroft & Co. Ltd<br>2 SB 200lb hs(4000) 6cf<br>1×7½kW 220V d.c. |
| 6828624<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN LYNX**<br>**United States Lines Co.**<br>New York United States | **17700**<br>13400<br>21665 | | **1968** Sun S.B. & D.D. Co.—Chester, Pa<br>700' 6" 90' 0" 32' 0"<br>670' 0" 85' 0" 50' 6"<br>1 dk | S | 2 S Turb dr geared to sc.<br>27300shp<br>General Electric Co. |
| 6829599<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMIRAL S. ALTINCAN**<br>**D. B. Deniz Nakliyati T.A.S.**<br>Istanbul Turkish | **9194**<br>5434<br>12400 | | **1968** Golcuk Naval Yard—Golcuk<br>510' 2" 63' 11" 29' 6"<br>475' 9" 63' 10" 40' 4"<br>2 dks | M CSD | Oil 2SA 7Cy. 740×1600<br>1200bhp<br>Burmeister & Wain |

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|---|---|---|---|---|---|---|---|
| 29604<br>Esd<br>c Rdr<br>RT | **AMORUSO IV**<br>**Michele Amoruso**<br>Bari Italian | **850**<br>—<br>620 | | **1968** Soc. Esercizio Cant.—Viareggio<br>208′ 5″ 34′ 2″ 14′ 2″<br>181′ 2″ 34′ 1″ 23′ 2″<br>2 dks | M Stern Trawler Mchy.aft | Oil 4SA 8Cy. 400×580 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln |
| | Name should be **AMORUSO QUATTRO** See New Entries No, 8 | | | | | | |
| 5415066<br>HPCZ<br>pisd<br>c Rdr | **AMPURIA**<br>exRoula Maria–68<br>exBjørnvik–64 exSaturnus–63<br>**Cia. de Nav. Manpatrax**<br>Panama Panamanian | **10608**<br>6168<br>16400 | ✠LR class withdrawn—<br>Reported defects 1/68 | **1950**–12 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>523′ 0″ 67′ 10″ 29′ 0¾″<br>496′ 0″ 67′ 6″ 36′ 5″<br>P102′ B35′ F62′ 1 dk<br>RW | M Tanker Mchy.aft<br><br>L.797068 HeCls. BC | Oil 2SA 5Cy. 670×2320 mm<br>6050bhp<br>N.E. Mar. Eng. Co. (1938) Ltd. | <br>1477t–23pd<br>Wal<br>14k |
| 5226389 | **ANAHUAC II**<br>**Transportacion Maritima Mexicana S.A.**<br>Tampico Mexican | **5309** ~~6700~~<br>3017 ~~4100~~<br>9834 ~~9834~~ | **100A1**<br>Class contemplated | Ast. de Cadiz S.A.—Sev<br>394′ 0″ 69′ 10″ 21′ 8″<br>366′ 10″ 69′ 6½″ 29′ 6″ | M Cement Carrier Mchy.aft | 2 Oil 2SA each 8Cy. 360×600 mm<br>geared to sc. shaft Sulzer<br>Empresa Nacl. "Bazan" | <br><br>Ctg |
| 6820076<br>Df Esd<br>c Rdr<br>RT | **ANDROS CASTLE**<br>**North Western Sea Carriers Corporation**<br>Piræus Greek | ~~**21420**~~ **21399**<br>~~15250~~ 15571<br>38500 | | **1968** Ishikawajima-Harima Hvy Ind.—<br>Nga<br>623′ 4″ (incl. BB) 90′ 9″ 36′ 10″<br>600′ 5″ 90′ 7″ 52′ 6″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. | <br><br>Aio |
| 05335<br>ELRO<br>3066<br>Df Esd<br>fd Rdr<br>RTm | **ANGELOS P.**<br>exBaltrover–68<br>exMarstenen–50<br>**Marine General Transporters Corp.**<br>Monrovia Liberian | **3746** ~~2170~~<br>2183 ~~1059~~<br>5374 ~~3200~~ | **100A1** SS 10/66<br>with freeboard<br>**LMC**<br>EL v 1¾″SQ | **1949** A/S Fredriksstad M/V—Fks<br>349′ 11″ 50′ 11″ 18′ 9″<br>319′ 11″ 50′ 6″ 29′ 10″<br>1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>WB1111t incl. Tunnel tanks 83t DTf64t | S (2P) OSD<br>4 Ho 78′, 39′, 58½′, 36½′<br>G.137379 B.128124<br>5 Ha (27′, 29¼′, 27′, 27′, 27′×21′)<br>12W 2(10) 10(3) | C 4Cy. (2) $17\frac{11}{16}$″ & (2) 42½″×38¾″<br>3000ihp<br>A/S Fredriksstad M/V<br>2 SB 220lb Spt<br>hs(9491) 8cf<br>3×30, 20, 20kW | <br>692t (o.f)<br>Fks<br><br><br>14k |
| 511<br>Esd<br>RT | **ANNIEA**<br>exFaraman–68 exAnne–56<br>**Silvereal Shipping & Trading Co.**<br>Panama Panamanian | **1192**<br>583<br>1447 | BV | **1953** Glommens M/V—Fks<br>241′ 6″ 32′ 10″ 14′ 3″<br>32′ 8″<br>P90′ F25′ 1 dk<br>RW | M Wine Tanker Mchy.aft<br>10 Ta | Oil 2SA 6Cy. 345×580 mm<br>1000bhp<br>Nydqvist & Holm A/B | <br>140t<br>Thn<br>11½k |
| 456<br>MKK<br>Esd<br>Rdr<br>n/h | **ANSI**<br>exGulla–68 exJolita–64<br>exHelvik–59<br>exHalvdan Jarl–57<br>~~**Per Harum**~~ **Per Hærum**<br>Farsund Norwegian | **497**<br>298<br>720 | ✠Classed LR until 10/49 | **1947**–4 C.R.D. Adriatico—Mfl<br>180′ 5″ 26′ 11″ 11′ 1″<br>165′ 6″ 26′ 9″<br>P50′ F23′ 1 dk<br>len 59 | M Mchy.aft<br>2 Ho 52¾′, 55′<br>G.23380 B.22080<br>2W Der 1(3½) 2(3) | Oil 2SA 4Cy. 290×500 mm<br>470bhp<br>C.R.D. Adriatico<br>2×220V d.c. | <br>27t (d.o)<br>Mfl<br>9¾k |
| 36<br>OU<br>13<br>sd<br>dr<br>/v | **APOLLO**<br>**Apollo Corporation**<br>Monrovia Liberian | **27989**<br>20622<br>57654 | | **1968** Nippon Kokan—Tsu<br>742′ 10″ 102′ 2″ 40′ 8″<br>710′ 0″ 102′ 0″ 57′ 1″<br>F63′ 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 70′, 88′, 83′, 52′, 88′, 74′, 83′<br>G.2405244<br>1 Ha (stl) (34½′×31½′)<br>11 Ha (stl) (each 29½′×42′)<br>Cr 2(3) | Oil 2SA 8Cy. 900×1550 mm<br>17600bhp Sulzer<br>Uraga Hvy Ind. Ltd.<br>2×675kW 450V 60c/s a.c. | <br>2984t (hvf)<br>Tamashima<br>16½k |
| 45<br>YD<br>RTm | **APOLLO**<br>exOuolof–68<br>**King Line S.A.**<br>Panama Panamanian | **1576**<br>1048<br>1709 | BV | **1948** Goole S.B. & R. Co. Ltd.—Goo<br>246′ 0″ 39′ 4″ 14′ 2″<br>39′ 2″<br>P60′ F27′ 1 dk<br>RW<br>rf 4″ | M (293P) Mchy.aft<br>3 Ho 56¼′, 50′, 54¼′<br>G.93500 B.87000<br>2 Ha (stl) (each 13′×13′)<br>Der 6(2) | Oil 4SA 8Cy. 350×535 mm<br>810bhp<br>Mirrlees, Bickerton & Day<br>2×50kW 220V d.c. | <br>52t<br>Stckpt<br>9k |
| 6826064<br>ELBB<br>2769<br>Df Esd<br>c Rdr<br>RT | **AQUAGRACE**<br>**Alcon Ltd.**<br>Monrovia Liberian | **28600**<br>—<br>40600 | | **1968** Kawasaki Dkyd Co. Ltd.—Kob<br>636′ 0″ (incl. BB) 36′ 0″<br>623′ 5″ 66′ 10″ 57′ 5″ | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 780×1550 mm<br>14850bhp MAN<br>Kawasaki Dkyd Co. Ltd. | <br><br>Kob |
| 1205<br>DW<br>Esd<br>RT | **AQUILINA**<br>exMos–68 exAquilina–66<br>**Pescanova S.A.**<br>Vigo Spanish | **350**<br>188<br>— | BV | **1963** Ast. Celaya—Bbo<br>*123·4′* 25′ 2″<br>121′ 5″ 24′ 11″ 13′ 10″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 8Cy. 295×420 mm<br>875bhp<br>Maquinista Terrestre y Mar. | <br>110t (d.o)<br>Bcl<br>11½k |
| 462 | **ARABIYAH**<br>**Kuwait Oil Tanker Co.**<br>Common Brothers (Management Ltd.<br>Kuwait **Kuwait** | **107436**<br>78255<br>208560 | **100A1**<br>oil tanker<br>Class contemplated | Sasebo Hvy Ind.—Sbo<br>1069′ 0″ (incl. BB) 158′ 4″ 62′ 3″<br>1026′ 0″ 158′ 2″ 80′ 0″ | S Tanker Mchy.aft | 3 S Turb dr geared to sc. shaft<br><br>Ishikawajima-Harima Hvy Ind. | <br>(o.f)<br>Tok |
| 18<br>PG<br>227<br>Esd<br>Rdr<br>Tm | **ARCHANGELOS**<br>exArchangel–68<br>exArchangelos–63<br>**Archangel Shipping Co. Ltd.**<br>Chios Greek | **15929**<br>10394<br>**23960** | AB | **1963** Brodogradiliste Split—Spt<br>628′ 2″ 75′ 3″ 35′ 7⅝″<br>589′ 6″ 75′ 0″ 45′ 3″<br>P143′ F56′ 1 dk<br>RW<br>rf 2″ | M Bulk Carrier Mchy.aft<br>7 Ho 52′, 62′, 66′, 68′, 57′, 55′, 55′<br>G.1111478 B.1045442<br>7 Ha (stl) (27′×26¼′) (37′×36′)<br>(37′, 37′, 37′, 37′, 37′×36¾′)<br>14W Der 14(10) | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp<br>Sulzer Bros. Ltd.<br>3×350kW 440V 60c/s a.c. | <br>1579t (hvf)<br>Win<br>16k |

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|---|---|---|---|---|---|---|
| 5065524<br>HOUQ<br><br>Df Esd<br>Gc Rdr<br>RT | **ARGENTINA REEFER**<br>exCastel Nevoso–68<br>exFairsky–52 exFriesenland–50<br>**Argentina Reefer S.S. Corp.**<br>Panama Panamanian | 3220 ~~3829~~<br>885 ~~1642~~<br>2942 | 100A1 SS 12/67<br>with freeboard<br>LMC<br>✠Lloyd's RMC<br>MN1160 EL a†<br>RI | 1937 Howaldtswerke A.G.—Kel<br>462' 6" 54' 4" 19' 8½"<br>428' 0" 54' 2" 29' 6"<br>B&F399' 1 dk & S dk<br>RW Coll BH to S dk 8 to 2nd dk<br>WB765t incl. DT169t | TM Ref OSD<br>4 Ho<br>In.218150<br><br>10W Der 1(8) | 2 Oil 2SA each 9Cy. 520×70<br>5800bhp<br>Masch. Augsburg-Nürnberg |
| 6826391 | **ARIEL 1**<br><br>**Pesquerias Ariel S.R.L.**<br>Mar del Plata Argentine | 110<br>—<br>— | 100A1<br>trawler<br>Class contemplated | Ast. Anibal Vanoli—<br>Pto. Quequen<br>82' 1" 20' 1"<br>73' 2" 20' 0" 10' 2" | M Trawler | Oil 4SA 8Cy. 105×250 mm<br><br>Motores Stork |
| 5400413<br><br><br>Df Esd | **ARISTEIDIS**<br>exAlexandra K.–68<br>exUskmouth–62 exEskgarth–51<br>exEmpire Valour–48<br>**Pateras Bros. Ltd.**<br>Greek<br>Name should be **ARISTIDIS II** See New Entries No. 8 | *2908*<br>*1634*<br>4640 | ✠100A1 TD 4/67<br><br>✠LMC<br><br>EL u | 1943–5 W. Gray & Co. Ltd.—Hpl<br>327' 11" 46' 6" 20' 10½"<br>310' 0" 46' 4" 25' 2"<br>P33' B82' F34' 1 dk<br>NS 5BH<br>WB934t | S<br><br>G.227000 B.215000<br><br>8W | T. 3Cy. 20" 31" & 55"×39"<br>1200ihp<br>Cen. Mar. Eng. Wks<br>2 SB 200lb hs(3854) 6cf |
| 5026023<br>PWIK<br><br>Df Esd<br>Gc Rdr | **ARY PARREIRAS**<br><br>**Brazilian Government**<br>Rio de Janeiro Brazilian | 5026<br>2750<br>4060 | | 1956 Ishikawajima Jukogyo—Tok<br>391' 10" 52' 8" 20' 6½"<br>361' 7" 52' 6" 27' 9"<br>2 dks<br>RW | TS Ref CSD<br><br>G.166861 B.151692 In.15481 | 2 S Turb dr geared<br>4800shp<br>Ishikawajima Jukogyo |
| 5162475<br>5LAW<br>793<br>Df Esd<br>Gc Rdr<br>RT | **ASHBURN**<br>exIonian Islander–68<br>**Ashburn Shipping Co. Ltd.**<br>Monrovia Liberian | 10414<br>6249<br>14793 | <br><br>AB | 1956 Nippon Kokan—Shimizu<br>520' 0" 67' 2" 30' 0"<br>485' 0" 67' 0" 40' 6"<br>2 dks<br>RW<br>rf 4" | S CSD<br>6 Ho<br>G.802161 B.719168<br>6 Ha<br>16W Der 1(50) 1(20) 4(10) 12(5) | 2 S Turb dr geared to sc. shaf<br>9000shp<br>Ishikawajima Jukogyo |
| 6828648 | **ASIA BOTAN**<br><br>**Liberian Candour Transports Inc.**<br>Monrovia Liberian<br>For later particulars see New Entries No. 10 | 10268<br>6453<br>18000 | 100A1<br>Class contemplated | Osaka Zosensho—Osa<br>508' 6" (incl. BB) 75' 0" 29' 3"<br>479' 0" 74' 10" 41' 0" | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 680×1250 mm<br>Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 6820610<br>ELMG<br>2969<br>Df Esd<br>Gc Rdr<br>RT | **ASIA RINDO**<br><br>**Liberian Eminence Transports Inc.**<br>World-Wide (Shipping) Ltd.<br>Monrovia Liberian<br>For later particulars see New Entries No. 8 | 10268<br>6433<br>18266 | ✠100A1<br><br>✠LMC<br><br>MN1680 EL D†2 1/16"U2 | 1968–6 Osaka Zosensho—Osa<br>508' 8" (incl. BB) 75' 0" 28' 10"<br>479' 0" 74' 9½" 41' 0"<br>P89' F38' 1 dk<br>RW NS 6BH<br>rf nil WB6320t incl. Comb. btm & side tanks in Nos. 2-4 holds 1894t Topside tanks in Nos. 2-4 holds 2330t | M Mchy.aft | Oil 2SA 7Cy. 680×1250 mm<br>8400bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>AuxB 107lb<br>e(ex.g) 170lb<br>3×256kW 445V 60c/s a.c. |
| 5354286<br>ELUP<br>3126<br>Df Esd<br>Pfd Rdr<br>RTm/v | **ASIONE**<br>exTeano–68<br>**Kentfield Shipping Corp.**<br>Monrovia Liberian | *1580*<br>*595*<br>1800 | ✠100A1 SS 2/64<br>Str. nav. ice<br>✠LMC<br><br>MN380 EL r 1½"SQ | 1955–2 Henry Robb Ltd.—Lth<br>277' 2" 43' 1" 16' 10¾"<br>260' 0" 43' 0" 24' 9"<br>1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 8" WB219t | S Ref OSD<br>4 Ho 40', 65', 31', 38'<br><br>3 Ha (18'×14') (45'×17') (36' comb.×14')<br>Der 4(10) 2(5) 2(3) | T 3Cy. 19½" 32" & 54"×36" &<br>with dr gearing & hydraulic c<br>1900ihp<br>Swan Hunter & Wghm Rchd<br>2SB 210lb Spt hs7136 6cf<br>2×30kW 110V d.c. |
| 6829173<br>JI2317<br>102119<br>Rdr RT | **ASO MARU**<br><br>**Shosen-Mitsui Kaiji K.K.**<br>Osaka Japanese | 157<br>42<br>— | | 1968 Shimoda Dock Yard Co. Ltd.—Shimoda<br>87' 2" 26' 4" 7' 6"<br>78' 9" 26' 3" 11' 10"<br>1 dk | TM Pusher Tug Mchy.aft | 2 Oil 4SA each 6Cy. 260×320<br>620bhp<br>Daihatsu Kogyo |
| 6814805<br>GWDH<br>334240<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC BRIDGE**<br>**Britain S.S. Co. Ltd.**<br>~~**Bibby Line Ltd.**~~<br>Bibby Bros. & Co.<br>Liverpool British | 44842<br>28930<br>79513 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>✠LMC UMS<br>MN3680 EL z†3 1/16"U2 | 1968–6 Ishikawajima-Harima Hvy Ind.—Aio<br>810' 0" (incl. BB) 105' 11" 47' 8"<br>774' 0" 105' 8" 65' 11"<br>F56' 1 dk<br>NS 11BH<br>rf nil WB44883t incl. Comb. btm & side tanks in holds 10012t. Topside tanks in holds 10311t | M Bulk Carrier Mchy.aft<br>pt higher tensile steel<br>9 Ho 57½', 78', 53', 76', 53', 76', 53', 71', 53'<br>G.3199469<br>9 Ha (stl) (35', 53', 40', 52', 40', 52', 40', 52', 40'×49')<br>2W Der 2(5) | Oil 2SA 8Cy. 900×1550 mm<br>18400bhp Sulzer<br>Ishikawajima-Harima Hvy In<br>WTAuxB 150lb<br>e(ex.g) 235lb<br>3×600kW 440V 60c/s a.c. |
| 6400800<br>PJIZ<br><br>Df Esd<br>Rdr RT | **ATLANTIC MERCHANT**<br>exBarbara–68<br>**N.V. Motorscheepv. Maats. "Barbara"**<br>Dammers & v.d. Heide (Antillen) N.V.<br>Curaçao Netherland (Antilles) | 645<br>339<br>1337 | <br><br>BV | 1964 N.V. Nieuwe Noord Ned. Schps.—Gro<br>264' 11" 34' 3" 12' 2½"<br>244' 1"<br>1 dk & S dk<br>len 68 | M Ref OSD Mchy.aft<br><br>G.44370 B.41460 In.24300<br>2 Ha (33½', 53'×17')<br>6W Der 1(15) 4(5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz |
| 6711687<br>VGFV<br>326428<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC OCEAN MAID**<br>exAtlantic John Park–68<br>**Atlantic Sugar Refineries Ltd.**<br>Atlantic Deep-Sea Fishing Co. Ltd.<br>Montreal Canadian | 1440<br>979<br>1020 | ✠100A1<br>stern trawler<br>✠LMC<br><br>MN528 EL 1¾" | 1967–5 Canadian Vickers Shipyards Ltd.—Mtl<br>199' 11" 40' 6" 19' 0"<br>177' 2" 39' 4" 19' 8"<br>B&F151' RFD85'<br>5BH<br>rf 43" | M Stern Trawler Mchy.aft<br>1 Ho 89'<br><br>1 Ha (stl) (9½'×8')<br>Der 1(12) 2(4) | Oil 2SA 6Cy. 500×700 mm<br>2640bhp Polar<br>Nydqvist & Holm A/B<br>3×300, 300, 150kW 450V 60c/s<br>Bow jet pump |

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| 26942<br>PUXX<br>Df | **ATLANTICO**<br>exSiderurgica Quartro–68<br>exMayfair Park–45<br>exCamp Valcartier–43<br>**H. Dantas Comércio Navegação e Indústrias Ltda.**<br>Aracaju Brazilian | *2875*<br>*1656*<br>4551 | BV<br>✠LR class withdrawn 3/68 | **1943**–6 G. T. Davie & Sons Ltd.—Lauzon<br>328′ 0″ 46′ 6″ 20′ 10¼″<br>310′ 0″ 46′ 4″ 25′ 2″<br>P33′ B82′ F34′ 1 dk<br>RW<br>rf nil | S (2P)<br>3 Ho 60′, 62′, 106′<br>3 Ha (32′×22′) (34′×24′) (66′ comb. ×22′)<br>Der 1(25) 5(5) | T 3Cy. 20″ 31″ & 55″×39″<br>1176ihp<br>Dominion Bridge Co. Ltd. Mtl<br>2×15kW 120V d.c. |
| 08<br>PI<br>909<br>Df Esd<br>Pfd Rdr<br>RTm/v | **ATLAS**<br>**Berngings & Dykeri A/B Neptun**<br>Stockholm Swedish | **250**<br>—<br>— | ✠**100A1**<br>tug<br>Baltic service<br>Ice Class 1<br>✠**LMC**<br>MN495 EL $\frac{13}{16}$″U2 | **1968**–1 A/B Åsi-Verken—Åmål<br>98′ 6″ 28′ 5″ 11′ 10″<br>88′ 7″ 27′ 7″ 15′ 9″<br>RFD21′<br>3BH<br>rf 29″ BK4″ WB73t | M Tug | Oil 2SA 9Cy. 340×570 mm<br>2475bhp 50t (d.o)<br>Nydqvist & Holm A/B Thn<br>2×80kW 440V 50c/s a.c.<br>Controllable pitch propeller **14k** |
| 5132826<br>Df Esd<br>Gc Rdr<br>Tm/h/v | **ATLAS ENTERPRISE**<br>exGorm–68<br>**Atlas Maritime S.A.**<br>Piræus Greek | **11516** ~~11730~~<br>6863 ~~6829~~<br>18350 | ✠**100A1** SS 12/64<br>oil tanker<br>✠**LMC**<br>MN1246 EL h†2½″SQ | **1952**–12 Eriksbergs M/V A/B—Got<br>559′ 4″ 70′ 0″ 30′ 4¾″<br>525′ 11″ 69′ 10″ 39′ 3″<br>P114′ B37′ F68′ 1 dk<br>11BH<br>WB1228t incl. DTf675t | M Tanker Mchy.aft<br>19 Ta<br>L.861700 | Oil 2SA 8Cy. 740×1400 mm<br>6230bhp B&W 1664t (hvf)<br>Eriksbergs M/V A/B Got<br>2AuxB 142℔<br>3×140kW 220V d.c. **14k** |
| 5066712<br>6LAM<br>M2069<br>Df Esd<br>Rdr<br>RTm/h | **ATLAS PIONEER**<br>exCecile Brövig–68<br>exUtsira–60 exHöegh Clair–55<br>exK. G. Meldahl–49<br>**Korea Atlas Line**<br>Inchon S. Korean | **2286**<br>1217<br>3540<br>**3943**<br>2303<br>4650 | NV | **1948** A/S Fredriksstad M/V—Fks<br>350′ 6″ 50′ 8″ 18′ 9″/21′ 9½″<br>321′ 6″ 50′ 6″<br>1 dk & S dk<br>RW | S (7P) OSD/CSD<br>3 Ho 80′, 54′, 102′<br>G.279000 B.257000<br>5 Ha (27′, 29¼′, 27′, 27′, 27′×21′)<br>12W Der 2(10) 10(3) | C 4Cy. (2) 17$\frac{11}{16}$″ & (2) 42½″×38¾″<br>750t (o.f)<br>A/S Fredriksstad M/V Fks<br>3×35, 35, 25kW 220V d.c. **13½k** |
| 243956<br>6LAO<br>f Esd<br>c Rdr<br>RTv | **ATLAS TRADER**<br>exLeonis–68 exMuristan–66<br>**Korea Atlas Line**<br>Inchon S. Korean | **8408**<br>5008<br>10760 | ✠**100A1** SS 12/66<br>✠**LMC**<br>MN1200 EL d†2$\frac{3}{16}$″SQ | **1950**–10 J. Readhead & Sons Ltd.—Shl<br>511′ 7″ 62′ 2″ 26′ 7″<br>480′ 10″ 62′ 0″ 33′ 8″<br>P47′ B155′ F45′ 2 dks<br>R 8BH<br>rf 6″ WB3096t incl. DTa1145t | S (12P) Ref CSD<br>6 Ho 62′, 92½′, 62′, 38′, 47½′, 72′<br>G.619570 B.558283 In.13762<br>6 Ha (31½′, 58′, 24¼′, 12′, 31½′, 31½′×22′)<br>18W Der 1(30) 1(15) 4(10) 4(7) 10(5) | T 3Cy. 29″ 48″ & 81″×54″ & LP turb with dr gearing and hydraulic coupling<br>6000ihp 1280t (o.f)<br>J. Readhead & Sons Ltd. Shl<br>3 SB made51refitted66 235℔ Spt 12cf<br>SB made51refitted66 235℔ hs(16260)<br>3×40kW 110V d.c. **14k** |
| 6800381<br>*OVRZ*<br>Df Esd<br>Gc Rdr<br>Tm/h/v | **ATREVIDA**<br>**A/S Det Østasiatiske Kompagni**<br>Copenhagen Danish | T.Mk<br>**8930**<br>5129<br>10880<br>**12936**<br>7285<br>14720 | ✠**100A1**<br>DTsm & TwDf—oil FP above 150° F. veg. oil or latex<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>MN3960 EL F†2⅝″U2 | **1968**–4 A/S Nakskov Skibsv.—Nkv<br>548′ 1″ 81′ 6″ 28′ 0½″/32′ 5½″<br>510′ 0″ 81′ 3″ 43′ 8″<br>P123′ F103′ 3 dks, 4th dk in Nos. 2-5 holds<br>7BH<br>rf nil DK fwd WB3948t incl. DTsm731t TwDf 370t | M (4P) Ref Mchy.aft<br>6 Ho 51′, 46′, 80′, 80′, 80′, 43′<br>G.725800 B.680300 In.84000<br>6 Ha (stl) (28½′×21′) (33¼′×34¾′) (62¼′, 62¼′, 62¼′×26¾′) (30′×16½′)<br>12W Cr 3(5) Der 2(60) 1(25) 2(10) 10(5) | Oil 2SA 12Cy. 740×1600 mm<br>19800bhp 2290t (hvf)<br>Burmeister & Wain Cpn<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×776kW 440V 60c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust contr. pitch propeller fwd **21½k** |
| 4929<br>YVN<br>Esd<br>Pfd<br>RTv | **ATTICON**<br>exRigi–68 exTransatlanta–59<br>**Euroshipping Corp.**<br>Piræus Greek | **6160**<br>3305<br>10050 | GL | **1953** Nordseewerke Emden—Emd<br>471′ 0″ 58′ 0″ 25′ 0″<br>439′ 7″ 57′ 9″ 35′ 10″<br>F36′ H79′ 1 dk & S dk<br>RW | M (8P) OSD<br>5 Ho 51¾′, 66½′, 54¼′, 64′, 62¼′<br>G.578459 B.508128<br>5 Ha (stl) (32¼′, 44½′, 36¾′, 36¾′, 36¾′×28¾′)<br>12W Der 1(30) 1(15) 12(5) | Oil 2SA 6Cy. 700×1200 mm<br>3350bhp 794t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×390kW 220V **13k** |
| 27474<br>Df Esd<br>Rdr RT | **AURELIA MANUEL**<br>**Amelia Cobas Teijeiro**<br>Vigo Spanish | **650**<br>—<br>— | | **1968** Const. Nav. Yarza—Vgo<br>170′ 11″ 32′ 11″ 13′ 1½″<br>141′ 1″ 32′ 10″ 21′ 4″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 400×580 mm<br>1250bhp Deutz<br>Hijos de J. Barreras S.A. Vgo |
| 6828088<br>Df Esd<br>Gc Rdr<br>RT | **AURORA II**<br>Sotiras **Compania Maritima S.A.**<br>*Piræus* Greek | ~~15700~~ **15353**<br>— 9772<br>~~24000~~ 24000 | | **1968** Mitsui Zosen—Fujinagata<br>31′ 6″<br>551′ 3″ 76′ 2″ 45′ 8″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Uraga Hvy Ind. Ltd. Tamashima |
| 5046621<br>VYQD<br>177883<br>Df Rdr<br>RT | **AVALON TRADER**<br>exBlue Cape–68<br>exBlue Cloud–64<br>Launched as Ottawa Maycloud<br>**Avalon Traders Ltd.**<br>Puddister & Bennett Shipping Ltd.<br>St. John's, Nfl Canadian | **499**<br>238<br>425 | ✠LR class withdrawn—Owners' request 3/68 | **1947**–5 St. John D.D. & S.B. Co. Ltd.—St. J<br>151′ 0″ 27′ 2″ 11′ 6″<br>140′ 0″ 27′ 0″ 17′ 6″<br>2 dks<br>RW | M Ref Mchy.aft<br>B.22368 In.22368<br>2W | Oil 4SA 6Cy. 330×405 mm<br>400bhp Emade44fitted47 76t<br>Atlas-Imperial D.E. Co. Oakland<br>**9½k** |
| 80275<br>WJDI<br>296045<br>Df Esd<br>Gc Rdr | **AVENGER**<br>exSt. Lawrence–68 exCoro–64<br>**Marine Carriers Corp.**<br>New York United States | **18332**<br>11488<br>28578 | AB<br>✠Classed LR until 9/64 | **1949**–12 Bethlehem Sparrows Pt. Shpyd—Sp.Pt<br>624′ 10″ 84′ 5″ 33′ 6½″<br>595′ 0″ 84′ 0″ 44′ 0″<br>P124′ B39′ F80′ 1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta 1 Ho 44′<br>HeCls. BC<br>1 Ha (stl) (14¾′×18′) | 2 S Turb dr geared to sc. shaft<br>13750shp 2189t (o.f)–71pd<br>Bethlehem Stl Co. Qcy<br>**16k** |

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| 5322570<br>5BGA<br>181103<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AYIA EFTICHIA**<br>exMatru–67 exSherbro–65<br>**Ayia Eftichia Shipping Co.**<br>Famagusta Cyprus<br>Name should be **AGIA EFTYCHIA** See New Entries No. **11** | **4805**<br>2420<br>6181 | AB<br>✠LR class withdrawn—<br>Owners' request 4/68 | **1947**–11 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>408' 0" 57' 2" 22' 3¼"<br>386' 3" 57' 0" 32' 9"<br>P39' F43' 1 dk & S dk, 3rd dk in Nos. 1,<br>RW 2 & 4 holds<br>rf nil | M Ref OSD<br>4 Ho 57¾', 65', 70', 37½',<br>6 DT each 32½"<br>G.405000 B.366000<br>4 Ha (25', 30', 30', 22½' × 18')<br>14W Der 1(50) 1(30) 2(10) 6(7)<br>2(5) 4(3) | Oil 2SA 4Cy. 560 × 2160 mm<br>3100bhp Doxford<br>Scott's S.B. & Eng. Co. Ltd.<br>3 × 125kW 220V d.c. |
| 6827010<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AYNAZHI**<br><br>**U.S.S.R.**<br>Batumi Russian | **3500**<br>—<br>5000 | | **1968** Rauma-Repola O/y—Rauma<br>348' 3" 50' 8" 21' 4"<br>318' 3" 50' 6" 25' 11"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500 × 1100 mm<br>2900bhp B&W<br>Valmet O/y Rautpohjan Tehda |
| 6827280<br><br><br>Df Esd<br>Gc Rdr<br>RT | ~~**BAKHCHISARY**~~<br>**BAKHCHISARAY**<br>**U.S.S.R.**<br>Russian | **2657**<br>1139<br>— | | **1968** Volkswerft Stralsund—Stralsund<br>269' 7" 44' 9" 16' 5"<br>239' 6" 44' 7" 31' 2"<br>1 dk | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320 × 4<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht |
| 6827292<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BALTA**<br><br>**U.S.S.R.**<br>Russian | **2657**<br>1139<br>— | | **1968** Volkswerft Stralsund—Stralsund<br>269' 7" 44' 9" 16' 5"<br>239' 6" 44' 7" 31' 2"<br>1 dk | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320 × 4<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht |
| 6813461<br>YTTC<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANJA LUKA**<br><br>**Atlantska Plovidba**<br>Dubrovnik Yugoslav | **16018**<br>11790<br>25458 | ✠100A1<br>strengthened for ore cargoes<br>Ice Class 3<br>✠LMC<br>MN2400 EL G†2 11/16"U2<br>RI | **1968**–6 C.R.D. Adriatico—Tri<br>624' 11" (incl. BB) 75' 0" 34' 6"<br>580' 8" 74' 10" 45' 11"<br>P68' F113' 1 dk<br>RW NS 11BH<br>rf nil WB10604t incl. Comb. btm & side tanks in holds 4337t. Topside tanks in holds 5083t. TwDf228t | M Bulk Carrier Mchy.aft<br>7 Ho 49½', 79', 49½', 49½', 49½', 79', 55½'<br>G.1212784<br>7 Ha (stl) (32½', 50½', 32½', 32½', 32½',<br>50½', 32½' × 36')<br>14W | Oil 2SA 8Cy. 750 × 1320 mm<br>1200bhp Fiat<br>C.R.D. Adriatico<br>AuxB 100lb<br>e(ex.g) 100lb<br>3 × 250kW 450V 60c/s a.c. |
| 6826846<br><br>326140 | **BARBARA LOUISE**<br><br>**Thistle Trawlers Ltd.**<br>Lunenburg Canadian | **189**<br>82<br>— | | **1967** Smith & Rhuland—Lunenburg<br>*96·7'* 24' 8"<br>… … …<br>1 dk | Wood M Fishing | Oil 6Cy. 10¾" × 14 1/16"<br>720bhp<br>Klockner-Humboldt-Deutz |
| 6827486 | **BARRAD FOAM**<br><br>**Barrad Shipping Co.**<br>Beirut Lebanese | 1909 ~~**1900**~~<br>939 —<br>3300 | 100A1<br>Class contemplated | At. & Ch. de La Rochelle-<br>Pallice—LaR-P<br>318' 3" 47' 8" 20' 4"<br>282' 2" 47' 3" 29' 3" | M Ref Mchy.aft | Oil 4SA 12Cy. 400 × 500 mm<br><br>Klöckner-Humboldt-Deutz |
| 6813667 | **BAYOUMI**<br>Launched as Khaled I<br>**Suez Canal Authority**<br>Port Said Egyptian (U.A.R.) | **220**<br>—<br>— | A1<br>pontoon<br>Class contemplated | Soc. du Canal Const. Nav.—<br>P.Sd<br>75' 6" 44' 4" 5' 3"<br>74' 6" 43' 3" 9' 0" | TM Floating Crane | 3 Oil 4SA each 6Cy. 135 × 1<br>geared to 2 sc. shafts<br>Klöckner-Humboldt-Deutz<br>Directional propellers |
| 5014056<br>EAYO<br><br>Esd | **BAYREN**<br>exAmelia de Aspe–68<br>exAstene Primefo–62<br>**Transportes Fruteros del Mediterraneo S.A. "Trafrume"**<br>Seville Spanish | **689**<br>337<br>1100 | BV | **1956** Empresa Nacional "Elcano"—Sev<br>*222·6'* 36' 11" 12' 8"<br>202' 2" 36' 9" 20' 4"<br>P45' Q77' B69' 1 dk & S dk<br>RW | M OSD Mchy.aft<br><br>G.83520 B.78190<br>2 Ha (each 40½' × 16¾')<br>4W Der 1(11½) 4(2½) | Oil 2SA 8Cy. 340 × 570 mm<br>1280bhp Atlas Polar<br>Soc. Española de Con. Nav. |
| 5336349<br>IBBK<br>727<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BEGONIA REX**<br>exBegonia–68<br>exSparreholm–67<br>**Minerva S.p.A.**<br>Palermo Italian | *3696*<br>*2001*<br>6350 | ✠100A1 SS 4/65<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>✠Lloyd's RMC<br>EL z 2¾"<br>RI | **1944**–7 Kockums M/V A/B—Mmo<br>423' 0" 56' 1" 23' 5"<br>395' 0" 56' 0" 34' 4"<br>1 dk & S dk, intermediate 'tween dks fwd & aft under raised S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf 6" WB1508t incl. Tunnel tanks 245t | M (6P) Ref OSD<br>5 Ho 53½', 69¾', 45', 65½', 69¾'<br>G.435575 B.399850 In.21075<br>5 Ha (stl) (25½', 32½', 25½', 32½',<br>25½' × 18')<br>16W Der 1(25) 4(7½) 12(5) | Oil 2DA 6Cy. 720 × 1200 mm<br>6000bhp<br>Kockums M/V A/B<br>db 80lb<br>3 × 150kW 230V d.c. |
| 6829020 | **BELLNES**<br><br>**H. Clarkson & Co. Ltd.**<br>A/S Kristian Jebsens Rederi<br>London British | **12000**<br>6560<br>19700 | 100A1<br>Class contemplated | Lithgows Ltd.—P.Gl<br>521' 10" 71' 4" 31' 1"<br>490' 0" 71' 3" 41' 0" | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 620 × 1400 mm<br>B&W<br>J. G. Kincaid & Co. Ltd. |
| 6827498<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BERTHA BRØVIG**<br><br>**A/S Havfiske**<br>Th. Brövig<br>Farsund Norwegian | **13767**<br>—<br>21758 | | **1968** Hitachi Zosen—Mukaishima<br>524' 11" 31' 5½"<br>494' 11" 74' 10" 44' 7"<br>P115' Q80' B26' F49' 1 dk<br><br>rf 4" | M Ore Carrier Mchy.aft<br>6 Ho 52½', 62½', 62½', 62½', 62½', 62½'<br>G.1063628 B.939291<br>6 Ha (stl) (26½' × 26½') (36¾', 36¾',<br>36¾', 36¾', 36¾' × 36¾')<br>Cr 3(8) | Oil 2SA 7Cy. 640 × 1400 mm<br>8400bhp B&W<br>Hitachi Zosen<br>3 × 300kW 450V 60c/s a.c. |
| 5213690<br>5RGG<br><br>Df Esd<br>RT | **BETSIBOKA**<br>exLucien Desmarais–68<br>exPan–61<br>exSainte Geneviève–53<br>exTseifat–51 exGravdal<br>exHansa<br>**Desmarais Frères**<br>Majunga Malagasy | **807**<br>177<br>1186 | BV | **1944** Ch. Nav. Français—Blainville<br>218' 6" 29' 8" 13' 0"<br>29' 6"<br>P66' B19' F33' 1 dk<br>len 61 | TM Tanker<br><br>L.46579<br>2 Ha (9¾' × 19¾') (9¾' × 11½')<br>Der 1(½) | 2 Oil 4SA each 6Cy. 320 × 450 m<br>1400bhp NE56<br>Klöckner-Humboldt-Deutz |

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| 16384<br>Esd<br>d Rdr<br>RT | **BIA**<br>Launched as Fenix<br>**Gösta Svensson Texil A/B**<br>A/B Kihlbergs Fartygsagentur<br>Gothenburg Swedish | **499**<br>370<br>1400 | | **1968** A/B Falkenbergs Varv—<br>Falkenberg<br>236′ 3″ 37′ 10″ 11′ 8″<br>218′ 6″ 37′ 9″ 11′ 10″<br>1 dk | M Tanker Mchy aft | Vee Oil 2SA 12Cy. 220×380 mm<br>1200bhp<br>Appingedammer Brons. Apg |
| 329657<br>ZFAE<br>1904<br>Tv | **BILQUIS**<br>exSir John Hall–68<br>**Aden Port Trust**<br>Aden S. Yemen | **81**<br>—<br>35 | **✠100A1** SS 5/65<br>tug<br>Aden harbour service<br>**✠LMC**<br>MN126 EL (a) | **1956**–12 W. J. Yarwood & Sons Ltd.—<br>Northwich<br>76′ 7″ 20′ 1″ 9′ 0″<br>68′ 9″ 19′ 0″ 10′ 1″<br>RW 3BH<br>rf 18″ BK5″ WB26t | M Tug<br>1 Ha (4′×5½′) | Oil 4SA 7Cy. 10¼″×14½″ with sr & reverse gearing<br>630bhp (d.o)<br>Ruston & Hornsby Lcn<br>3×12kW 110V d.c. |
| 5198319<br>HOTF<br>3920HK<br>DfRTh | **BINTANG BORNEO**<br>exNorse Transporter–68<br>exKurow–65<br>**Borneo Korea Lines S.A.**<br>Panama Panamanian | *3900*<br>*2028*<br>5325 | ✠Classed LR until 11/65 | **1939**–2 A. Stephen & Sons Ltd.—Gls<br>359′ 7″ 52′ 8″ 23′ 8½′<br>335′ 0″ 52′ 6″ 28′ 1″<br>P36′ B92′ F39′ 1 dk<br>R<br>rf 3″ | S<br>3 Ho 71′, 66½′, 80′<br>B.233587<br>3 Ha (stl) (each 40½′×20′)<br>Der 1(20) 12(5) | T 3Cy. 24½″ 41″ & 68″×48″<br>2640ihp 643t (o.f)<br>A. Stephen & Sons Ltd. Gls<br>2×18, 15kW 110V d.c. |
| 6829066<br>LAZB<br>Df Esd<br>RT | **BJELLA**<br>**A/S Borgundøy**<br>Abraham Bjellebø<br>Haugesund Norwegian | **199**<br>136<br>— | | **1968** G. Eides Sønner A/S—<br>Høylandsbygd<br>154′ 8″ 31′ 3″<br>136′ 1″ 31′ 2″ 18′ 3″<br>2 dks | M Mchy.aft | Oil 4SA 6Cy.<br>670bhp<br>Gebr. Stork & Co. Hengelo |
| 5330591<br>LAOC<br>Df Esd<br>RT | **BJERKÖSUND**<br>exPokal–68 exSjåholm–65<br>exCimcour II–53 exTamise II–50<br>exZuiderhaven–46<br>exEmpire Sound–43<br>**I/S Pedership—Pedersen & Sönner**<br>Tönsberg Norwegian | **296**<br>126<br>345 | BV<br>✠Classed LR until 11/50 | **1941**–12 Richards Irn Wks Ltd.—Lwt<br>137′ 0″ 24′ 6″ 8′ 10½″<br>129′ 0″ 24′ 4″<br>P42′ F13′ 1 dk | M Mchy.aft<br>1 Ho 67′<br>G.17500 B.16500<br>2 Ho (20′, 35¾′×14½′)<br>2W Der 2(2½) | Oil 4SA 6¼″×8″<br>290bhp NE58 21t<br>Caterpillar Tractor Co. Peoria<br>8½k |
| 28650 | **BOBODI**<br>**Bobodi Shipping Co. Ltd.**<br>~~**Onabi Shipping Co.**~~<br>Hamilton, Bermuda British | **699**<br>—<br>1500 | **100A1**<br>oil tanker<br>Class contemplated | Krögerwerft G.m.b.H.—<br>Rendsburg<br>228′ 1″ 39′ 3″ 14′ 0½″<br>213′ 3″ 38′ 9″ 15′ 5″ | M Tanker Mchy.aft | Oil 4SA 8Cy.<br>Motorenw. Mannheim Mhm |
| DDFV<br>Esd<br>c Pfd<br>RT | **BOITWARDERSAND**<br>**Partenreederei m.s. "Boitwardersand"**<br>Helmut Meyer<br>Brake W. German | T.Mk **994**<br>503<br>1600<br>**1599**<br>1106<br>2850 | GL | **1968** Schiffsw. Heinr. Brand K.G.—<br>Oldenburg<br>244′ 3″ 38′ 0″ —/18′ 8″<br>216′ 0″ 36′ 5″ 21′ 6″<br>2 dks | M OSD/CSD Mchy.aft | Oil 4DA 8Cy. 400×580 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz Kln |
| 8602<br>LBD<br>1583<br>Esd<br>Rdr | **BOKLAE**<br>exAn Tung–68 exPoti No. 2–66<br>exTayu–66 exPing An–65<br>exDelungra–61<br>**The Jin Tong Co. Ltd.**<br>Pusan S. Korean | *2333*<br>*1161*<br>3157 | CR (Taiwan)<br>✠Classed LR until 7/60 | **1947**–10 N.S.W. Govt. Eng. & S.B.—<br>N.S.W.<br>291′ 5″ 46′ 1″ 19′ 5″<br>270′ 0″ 46′ 0″ 21′ 6″<br>P32′ B89′ F31′ 1 dk | S Ref<br>3 Ho<br>G.119651 B.113072 In.1350<br>3 Ha (34′×20′) (34′×18′) (22′×16′)<br>10W Der 1(20) 4(5) 6(3) | C 4Cy. (2) 18¾″ & (2) 39¼″×40″<br>2480ihp Lentz 280t (c)<br>N.S.W. State Dkyd N.S.W.<br>2×35kW 220V d.c. 10k |
| 1080<br>OGUJ<br>1441<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BORE V**<br>**Ångf. A/B Bore**<br>Turku/Åbo Finnish | T.Mk<br>**1497**<br>673<br>2353<br>**2842**<br>1575<br>3030 | **✠100A1**<br>Ice Class 1<br>**✠LMC** **UMS**<br>MN660 EL t 1⅝″U2 | **1968**–4 Rauma-Repola O/Y—Rauma<br>289′ 9″ 47′ 9″ 18′ 2¾″/20′ 4¾″<br>264′ 1″ 47′ 6½″ 26′ 3″<br>F51′ Ba56′ RFD28′ 2 dks<br>Coll BH & U dk 4 to 2nd dk<br>rf 3″ WB540t incl. DTf67t & DTa 119t | M Mchy.aft<br>stern door<br>1 Ho 148½′<br>G.203279 B.171501<br>2 Ha (stl) (42½′, 65½′×28¼′)<br>Cr 1(10) 2(5) | 2 Oil 4SA each 6Cy. 360×450 mm sr geared to sc. shaft<br>3300bhp 329t (hvf)<br>Motorenw. Mannheim Mhm<br>3×164kW 450V 60c/s a.c.<br>Controllable pitch propeller 14½k |
| 827503<br>Esd Rdr<br>RT | **BORGEA**<br>*Greco* **Salvatore**<br>Italian | **169**<br>73<br>— | | **1968** Cant. Nav. Mario Morini—Anc<br>105′ 7″ 22′ 9″ 10′ 2″<br>78′ 8″ 22′ 4″ 11′ 1″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 4Cy.<br>665bhp<br>Ansaldo Meccanico-Nucleare S.p.A. Gen |
| GYBH<br>334087<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOSTON YORK**<br>**Boston Deep Sea Fisheries Ltd.**<br>Hull British | **846**<br>285<br>500 | **✠100A1**<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>MN500 EL h†1½″U2 | **1968**–6 Stocznia im Komuny Paryskiej<br>—Gdy<br>*195·2′* 39′ 8″ 16′ 5″<br>182′ 0″ 39′ 4″ 25′ 1″<br>RFD26′ B33′ 2 dks<br>Coll BH to U dk 3 to 2nd dk<br>rf 26″ BoxK12″ WB18t | M Stern Trawler | Oil 4SA 8Cy. 15″×20″ sr geared<br>2500bhp<br>Mirrlees National Ltd. Stckpt<br>AuxB 100℔<br>2×350, 320kW 230V d.c.<br>Controllable pitch propeller 14½k |
| 27515 | **BOTO**<br>**Industria Grandense de Pescado**<br>Rio Grande Brazilian | **150**<br>—<br>— | **100A1**<br>stern trawler<br>Class contemplated | Meidericher Schiffsw.—<br>Duisburg<br>102′ 0″ 24′ 10″ 10′ 6″<br>… … … | M Stern Trawler Mchy.aft | Oil 4SA 6Cy.<br>Motorenw. Mannheim Mhm |

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| 5162504<br>ELYD<br>720<br>Df Esd<br>Gc Rdr<br>RT | **BOURNEMOUTH**<br>exIonian Seafarer-68<br>**Bournemouth Shipping Co. Ltd.**<br>Monrovia Liberian | 10413<br>6248<br>14800 | AB | **1956** Nippon Kokan—Shimizu<br>520' 0" 67' 2" 30' 0"<br>490' 6" 67' 0" 40' 6"<br>B86' F42' 2 dks<br>RW<br>rf 4" | S CSD<br>6 Ho<br>G.788540 B.712895<br>6 Ha<br>16W Der 1(50) 1(20) 2(10) 12(5) | 2 S Turb dr geared to sc. sh<br>9000shp<br>Ishikawajima Jukogyo |
| 6826078<br>Df Esd<br>Gc Rdr<br>RT | **BRAGE**<br>**Seerederei "Frigga" A.G.**<br>Hamburg W. German | ~~45706~~ 45703<br>— 31145<br>82000 | GL | **1968** Rheinstahl Nordseewerke—Emd<br>836' 8" (incl. BB) 45' 0"<br>787' 7" 114' 10" 64' 8"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 900 × 1550 mm<br>20700bhp<br>Sulzer Bros. Ltd. |
| 6827527<br>Df Esd<br>Gc Rdr<br>RT | **BRUNSBÜTTEL**<br>**Partenreederei m.s. "Brunsbüttel"**<br>W. Bruns & Co.<br>Hamburg W. German | 4600<br>2600<br>— | | **1968** Howaldtswerke Deutsche Werft—Ham<br>446' 1" (incl. BB) 56' 10" 23' 8"<br>407' 10" 56' 9" 37' 3"<br>3 dks | M Ref | Oil 2SA 8Cy. 700 × 1200 mm<br>10500bhp MAN<br>Howaldtswerke Deutsche W |
| 6829836<br>Esd Gc<br>Pfd Rdr<br>RT | **BRUNSRODE**<br>**W. Bruns & Co.**<br>Hamburg W. German | T.Mk<br>5000<br>—<br>— | | **1968** Lübecker Flender-Werke A.G.—Lbc<br>443' 7" 38' 0" 23' 7½"<br>407' 10" 56' 9" 37' 3"<br>4 dks | M Ref | 2 Oil 4SA each 12Cy. 400 × 4<br>geared to sc. shaft<br>12000bhp<br>Blohm & Voss A.G. |
| 6828519 | **BUKURU**<br>**Nigerian Ports Authority**<br>Lagos Nigerian | 285<br>—<br>— | 100A1<br>tug<br>Class contemplated | Charles D. Holmes & Co. Ltd.—Bev<br>120' 0" 29' 3"<br>106' 0" 28' 0" 13' 3" | TM Tug | 2 Oil 2SA each 7Cy. 250 × 420<br>British Polar Engines Ltd. |
| 6828961<br>M-21467 | **BUNKEROVSCHIK 1**<br>**U.S.S.R.**<br>Zhdanov Russian | 853<br>386<br>1267 | | **1966** G. Dimitrov Shipyard—Varna<br>172' 7" 35' 6" 13' 9½"<br>35' 3" 18' 1"<br>1 dk | M Tanker Mchy.aft<br>14 Ta 1 Ho<br>L.44497 G.2825<br>1 Ha (9' × 5½')<br>Cr 1(1) | Oil 4SA 6Cy. 240 × 360 mm<br>300bhp<br>Schwermasch. Karl Liebknec |
| 6828973<br>M-21470 | **BUNKEROVSCHIK 2**<br>**U.S.S.R.**<br>Novorossisk Russian | 853<br>386<br>1267 | | **1966** G. Dimitrov Shipyard—Varna<br>172' 7" 35' 6" 13' 9½"<br>35' 3" 18' 1"<br>1 dk | M Tanker Mchy.aft<br>14 Ta 1 Ho<br>L.44497 G.2825<br>1 Ha (9' × 5½')<br>Cr 1(1) | Oil 4SA 6Cy. 360 × 480 mm<br>300bhp<br>Schwermasch. Karl Liebknec |
| 6826080<br>Df Esd<br>Rdr RT | **CABRILLO**<br>**Joseph P. Soares**<br>San Diego United States | 300<br>—<br>— | | **1968** J. M. Martinac S.B. Corp.—Tacoma<br>165' 0" 35' 6"<br>34' 0" 17' 6" | M Fishing Ref | Oil<br>2875bhp<br>Electro-Motive Div. Gen. Mot<br>L |
| 6829616 | **CACAO**<br>**Industria Grandense de Pescado**<br>Rio Grande Brazilian | 150<br>—<br>— | 100A1<br>stern trawler<br>Class contemplated | Meidericher Schiffsw.—Duisburg<br>102' 2" 24' 10" 10' 6"<br>... ... ... | M Stern Trawler Mchy.aft | Oil 4SA 6Cy.<br>Motorenw. Mannheim |
| 6826250<br>196351 | **CAICOS PIONEER**<br>**D. J. Shanks**<br>Turks Islands British | 196<br>97<br>— | | **1943** Krusen Banks S.B. Inc.—N.Bend<br>*128·0'* 24' 6"<br>... ... ...<br>1 dk | Wood TM | 2 Oil each 3Cy. 8¼" × 11½"<br>216bhp NE50<br>Blackstone & Co. Ltd. |
| 5261532<br>DDTB<br>11112<br>Df Esd<br>Gc Rdr<br>RTm/h | **CALOR**<br>exOkertal-68<br>**Partenreederei m.s. "Calor"**<br>F. Laeisz<br>Hamburg W. German | 2117<br>1080<br>2382 | ✠100A1 ~~SS 9/64~~<br>Ice Class 3 SS 11/68<br>✠LMC<br>✠Lloyd's RMC<br>MN1200 EL v 1¾"SQ | **1959**–11 Hanseatische Werft—Ham<br>354' 6" 47' 4" 19' 11½"<br>311' 8" 47' 3" 35' 7"<br>B&F282' 2 dk & S dk<br>Coll & APBH to S dk 4 to 2nd dk<br>rf nil WB614t incl. Tunnel tanks 166t | M Ref OSD<br>4 Ho 71½', 46', 46', 62'<br>In.190380<br>4 Ha (stl) (each 18½' × 13')<br>8W Der 2(10) 6(3) 1(1½) | 2 Oil 4SA each 12Cy. 400 × 4<br>sr gear & hydraulic coup<br>shaft<br>6000bhp<br>Schlieker-Werft<br>3 × 450, 450, 190kW 450V d.c. |
| 6729866<br>EFDW<br>Df Esd<br>Rdr RT | **CAMPOSALINAS**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Bilbao Spanish | 1822<br>826<br>2350 | ✠100A1<br>asphalt tanker<br>✠LMC<br>MN310 EL N $1\frac{1}{16}$"U2 | **1968**–2 Ast. del Cadagua—Bbo<br>261' 2" 40' 1" 16' 10½"<br>239' 6" 40' 0" 19' 0"<br>P66' F26' Trunk 138' 1 dk<br>10BH<br>WB742t incl. DTf176t | M Asphalt Tanker Mchy.aft | Oil 4SA 6Cy. 390 × 680 mm<br>1550bhp<br>Naval-Stork-Werkspoor<br>AuxB 214lb<br>AuxB 100lb<br>3 × 100kW 220V 50c/s |
| 6826406 | **CANOPUS**<br>**Government of Honduras**<br>La Ceiba Honduran<br>For later particulars see New Entries No. 10 | 121<br>35<br>— | 100A1<br>fishing vessel<br>Class contemplated | Bennekum Mch. & Schps.—Sliedrecht<br>78' 8" 21' 7"<br>67' 11" 21' 4" 11' 2" | M Fishing | Oil 4SA 6Cy. 6½" × 8"<br>Caterpillar Tractor Co. |
| 6717966<br>EFCV<br>Df Esd<br>Gc Rdr<br>RT | **CANTABRICO**<br>**Berge y Cia. S.A.**<br>Bilbao Spanish | 458<br>148<br>— | ✠100A1<br>tug<br>✠LMC<br>MN440 EL $1\frac{3}{16}$"U1 | **1967**–12 Maritima de Axpe S.A.—Bbo<br>137' 10" 32' 4" 13' 11½"<br>119' 1" 31' 10" 15' 9"<br>F60'<br>3BH<br>rf 27" BK6" WB202t | M Tug Mchy.aft | Oil 4SA 8Cy. 360 × 450 mm<br>2200bhp<br>Motorenw. Mannheim<br>3 × 120kW 380V 50c/s a.c. |

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| 1093<br>Esd<br>Rdr<br>RTm | **CAP SOUNION**<br>exCap Sicie–68<br>**Cap Sounion Cia. Naviera Inc.**<br>Greek | **1763**<br>1022<br>1688 | | BV | **1964** Dubigeon-Normandie S.A.—Nts<br>262′ 0″ 39′ 0″ 15′ 11½″<br>241′ 2″ 17′ 8″<br>P47′ B52′ F46′ 1 dk<br>rf 4″ | M Liquefied Gas Carrier Mchy.aft<br>17 Ta<br>L.79946<br>Der 4(2½) 2(1½) 3(1) | Oil 4SA 8Cy. 330×600 mm<br>1350bhp 58¼t (d.o)–4pd<br>N.V. Werkspoor Ams<br>3×130/85kW 380V 50c/s a.c. 12k |
| Rdr<br>RT | **CAPITAN JORGE SEGUNDO**<br>**Jorge Sola Sanroma**<br>Barcelona Spanish | **440**<br>—<br>400 | | | **1968** Maritima del Musel S.A.—Gjn<br>151′ 9″ 27′ 6″ 13′ 3½″<br>131′ 3″ 27′ 5″ 14′ 5″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 9Cy. 300×450 mm<br>1200bhp MAN<br>Cia. Euskalduna Bbo |
| 8012<br>Df Esd<br>Rdr RT | **CAPREDI**<br>**Maximo Castro**<br>Gijon Spanish | **275**<br>—<br>195 | | | **1968** Maritima del Musel S.A.—Gjn<br>125′ 8″ 23′ 8″ 11′ 5¾″<br>108′ 3″ 23′ 7″ 12′ 10″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1200bhp MAN<br>Cia. Euskalduna Bbo |
| 1684<br>ELVI<br>650<br>Df Esd<br>Gc Rdr<br>RT | **CARDIFF**<br>exAndreas V–68<br>**Cardiff Shipping Co. Ltd.**<br>Monrovia Liberian | **21076**<br>13047<br>33981 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN3500 | SS 6/64<br>EL q†2⅞″SQ | **1955**–8 Nippon Kokan—Yka<br>667′ 10″ 90′ 5″ 34′ 10½″<br>640′ 0″ 90′ 0″ 46′ 0″<br>P136′ F82′ 1 dk<br>RW 15BH<br>rf 4″ WB3392t incl. DTsf2074t | S Tanker Mchy.aft<br>30 Ta<br>L.1625102 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17500shp 3489t (o.f)<br>Ishikawajima Jukogyo Tok<br>2WTB 667℔ Spt 625℔ hs28740<br>sg 138℔ 16¾k |
| 6606428<br>HOBC<br>414-RH<br>Df Esd<br>Rdr<br>RT | **CARDONA**<br>exJumieges–68<br>**Maridonea Cia. Nav. S.A.**<br>Panama Panamanian | **3816**<br>2102<br>5500 | | BV | **1966** Schps. "De Biesbosch"—Dordrecht<br>348′ 9″ 51′ 2″ 20′ 10½″<br>327′ 1″ 50′ 10″ 26′ 3″<br>1 dk | M Ore Carrier Mchy.aft<br>3 Ha (41¼′×26¼′) (75¾′, 41¼′×32¾′) | Oil 4SA 9Cy. 520×740 mm<br>3620bhp<br>Masch. Augsburg-Nürnberg Ham |
| 0577<br>CLHJ<br>→<br>Esd<br>Gc | **CARLOS MANUEL DE CESPEDES**<br>exAstronaftis–68<br>exTulse Hill–66<br>exHaligonian Prince–50<br>exFort Moose–48<br>**República de Cuba**<br>Empresa Navegacion Mambisa<br>Havana Cuban | **7120**<br>4249<br>10244 | **BS✱**<br>with freeboard<br>**MBS✠**<br>MN450 | SS 3/66<br>CT6762 C37 S33 | **1943**–10 United Shpyds Ltd.—Mtl<br>441′ 6″ 57′ 3″ 26′ 11½″<br>417′ 6″ 56′ 11″ 37′ 4″<br>2 dks<br>7BH<br>WB2109t incl. DTs765t | S CSD<br>6 Ho<br>G.522469 B.464320<br>6 Ha<br>10W Der 1(50) 1(30) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1030t (o.f)<br>Dominion Eng. Wks Ltd. Mtl<br>3 SB 220℔ Spt hs(7140) 10k |
| 9032<br>Esd<br>Pfd<br>RT | **CAROLINE**<br>**Global Bulk Carriers Inc.**<br>Monrovia Liberian | **14700**<br>—<br>24150 | | | **1968** Maizuru Jukogyo Ltd.—Maizuru<br>564′ 4″ 74′ 11″ 48′ 4¾″<br>531′ 6″ 74′ 9½″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Maizuru Jukogyo Ltd. Maizuru |
| 090<br>Esd<br>Pfd<br>Rdr RT | **CARRAS**<br>Launched as Aquapride<br>**Actis Co. Ltd.**<br>Piræus Greek | **26000**<br>—<br>40800 | | | **1968** Ishikawajima-Harima Hvy Ind.—Aio<br>662′ 9″ (incl. BB) 35′ 11″<br>623′ 11″ 95′ 10″ 56′ 9″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 760×1550 mm<br>14400bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| 6826937 | **CAVE SAND**<br>**British Transport Docks Board**<br>Grimsby British | **1100**<br>—<br>— | **100A1**<br>dredger<br>Class contemplated | | Appledore S.B. Ltd.—Apl<br>206′ 2″ 40′ 7″<br>195′ 0″ 39′ 6″ 15′ 6″ | TM Dredger Mchy.aft | 2 Oil 4SA each 6Cy. 10¼″×14½″<br>Ruston & Hornsby Lcn |
| 827967<br>PDJT<br>Esd Pfd<br>Rdr RT | ***CETUS***<br>**Combinatie Havenmond**<br>Hoek Van Holland<br>Rotterdam Netherland<br>For later particulars see New Entries No. 10 | **2029**<br>596<br>1800 | | BV | **1968** van der Giessen-De Noord N.V.—Krimpen<br>*243·6′*<br>17′ 6″<br>1 dk | T D-E Barge | 4 Oil 4SA each 8Cy. 222×292 mm connected to elec. motors and 2 sc. shafts<br>4000bhp 540t (d.o)<br>Blackstone & Co. Ltd. Stamford<br>10k |
| 6827307<br>UNEX | **CHABAROVSK**<br>**U.S.S.R.**<br>Murmansk Russian<br>**CANCEL ALL PARTICULARS** | **3000**<br>1238<br>— | | | **1956** Kieler Howaldtswerke A.G.—Kel<br>*256·57′*<br>24′ 1″<br>1 dk | M | Oil 2SA 6Cy. 520×900 mm<br>1900bhp<br>Kieler Howaldtswerke A.G. Kel |
| 4092<br>Pfd<br>Rdr RT | **CHARALAMBOS**<br>exTay–68 exWestern Coast–58<br>~~**Melina Corp.**~~<br>~~**Greek**~~<br>**Anglo-Iran Shipping Co. Ltd.**<br>Panama Panamanian | **782**<br>389<br>1238 | **✠100A1**<br>with freeboard<br>**✠LMC**<br>MN228 | SS 10/67<br>EL n | **1951**–9 Goole S.B. & R. Co. Ltd.—Goo<br>234′ 0″ 35′ 4″ 13′ 10¾″<br>220′ 8″ 35′ 0″ 21′ 6″<br>1 dk & S dk<br>RW 3BH to S dk 1 to 2nd dk<br>WB219t | M OSD Mchy.aft<br>G.85036 B.79001<br>3W | Oil 2SA 7Cy. 340×570 mm<br>1140bhp 83t<br>British Polar Engines Ltd. Gls<br>11k |

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| 6827917 | **CHATANGA**<br><br>**U.S.S.R.**<br>Russian<br><br>Name should be **KHATANGA** See New Entries No. 11 | 4690<br>2370<br>5713 | | | **1968** Stocznia Gdanska—Gdk<br>406' 5" 54' 11" 22' 4½"<br>54' 9" 27' 8"<br>1 dk | M<br>4 Ho<br>G.266909<br>4 Ha (41½'×46½') (41½', 46', 46'×29½')<br>9W Der 1(15) 8(10) | Oil 2SA 8Cy. 620×1400 mm<br>5450bhp B&W<br>Brodogradiliste "Uljanik" |
| 6826418<br>IBFU<br>719<br>Df Esd<br>Rdr RT | **CHEMICAL BOZZO**<br><br>**Marittima Internazionale Trasporti S.p.A.**<br>Palermo Italian | 1090<br>579<br>1836 | | RI | **1968** Cant. Nav. Solimano—Savona<br>225' 0" 36' 1" 15' 0"<br>208' 1" 36' 0" 16' 4"<br>1 dk | M Chemical Tanker Mchy.aft<br>15 Ta<br>L.78046 | Oil 4SA 8Cy. 320×480 mm<br>1250bhp<br>Motorenw. Mannheim |
| 5196804<br>BIDD<br><br>Df Esd<br>Gc Rdr<br>RTm | **CHICHOW FROG**<br>exKristina–68 exKollbryn–58<br>**Continent Marine Corp.**<br>China (Taiwan) | 1369<br>678<br>2480 | | NV | **1951** A/S Langesunds M/V—Langesund<br>258' 0" 41' 6" 17' 3½"<br>250' 2" 41' 4"<br>1 dk & S dk<br>R | S (4P) OSD<br>2 Ho 86', 89'<br>G.163900 B.152200<br>4 Ha (23', 28½', 26', 26'×21')<br>8W Der 1(15) 4(5) 4(3) | C 2Cy. 16¾" & 33½"×33½" & LP dr gearing & hydraulic cou<br>1200ihp<br>A/S Langesunds M/V & Barclay, Curle & Co. Ltd.<br>2×20kW 110V |
| 6811061<br>GYRK<br>335020<br>Rdr RTv | **CHIEFTAIN**<br><br>**Steel & Bennie Ltd.**<br>Glasgow British | 205<br>—<br>—<br><br>MN330 | ✠100A1<br>tug<br>✠LMC | EL 1" | **1968–6** Scott & Sons (Bowling) Ltd.—Bwg<br>112' 4" ~~109' 0"~~ 28' 11" 12' 0"<br>100' 0" 26' 9" 13' 0"<br>1 dk<br>RW 1BH<br>rf 18" BK5" WB93t | M Tug | Oil 4SA 8Cy. 320×450 mm reduction geared<br>1650bhp<br>Klöckner-Humboldt-Deutz<br>2×30kW 220V d.c. |
| 6826092 | **CHRISTIANE BOLTEN**<br><br>**Aug. Bolten, Wm. Miller's Nachfolger**<br>Hamburg W. German | 5200<br>2850<br>7323 | 100A1<br>Class contemplated | | Burntisland S.B. Co. Ltd.—Bnt<br>399' 0" (incl. BB) 56' 11" 25' 10"<br>370' 0" 56' 6" 32' 7" | M Mchy.aft | Oil 2SA 5Cy. 680×1200 mm Fiat<br>Borsig A.G. |
| 5201805<br><br><br>Df Esd<br>Rdr<br>RTm | **CHRYSSOULA**<br>exLady Sophia–68<br>exFernebo–60<br>**Keanav Shipping Co. S.A.**<br>Greek | 1245<br>602<br>2190<br>2096<br>1216<br>2510 | ✠100A1 SS 10/67<br>with freeboard<br>Str. nav. ice<br>✠LMC | EL r pt SQ | **1945–8** A/B Lindholmens Varv—Got<br>264' 10" 40' 1" 17' 2"/18' 7¾"<br>245' 0" 40' 0" 25' 9"<br>F31' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 2" WB550t incl. Tunnel tanks 164t | M OSD/CSD<br>2 Ho 90½', 81½'<br>G.151795 B.136830<br>4 Ha (25', 31½', 25', 25'×17')<br>8W Der 8(5) | Oil 2SA 8Cy. 340×570 mm<br>1310bhp<br>Atlas Diesel<br>db 71lb<br>3×53kW 220V d.c. |
| 6826262<br>DHEM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLAUDIA MARIA**<br><br>**Barthold Richters**<br>Hamburg W. German<br><br>For later particulars see New Entries No. 9 | 4033<br>2523<br>— | | GL | **1968** Schiffswerft Neptun—Ros<br>343' 0"<br>310' 0" 46' 6" 25' 3"<br>2 dks | M Mchy.aft | Oil 2SA 8Cy. 450×700 mm<br>4000bhp<br>N.V. Werkspoor |
| 6418170<br>6ZBO<br>2114<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONOCO LIBYA**<br>exContinental C–68<br>**World Wide Transport Inc.**<br>Monrovia Liberian | 27376<br>19191<br>56066 | ✠Classed LR until 2/66 | AB | **1964–10** Mitsubishi Hvy Ind. Ltd.—Kob<br>698' 10" (incl. BB) 98' 1" 44' 5½"<br>666' 0" 97' 9" 61' 6"<br>F58' 1 dk<br>rf 3" | M Tanker Mchy.aft<br>15 Ta | Oil 2SA 8Cy. 900×1550 mm<br>17600bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. |
| 6828662<br><br><br>Esd Rdr<br>RTv | **CONQUEST**<br>**A. Tait & Partners**<br>~~Andrew Tait~~ A. Tait, Jr.<br>Fraserburgh British | 130<br>—<br>— | | | **1968** H. McLean & Sons Ltd.—Rnf<br>23' 0" 8' 8"<br>79' 5" 22' 5" 11' 8"<br>1 dk | M Trawler | Oil 4SA 6Cy. 6½"×8"<br>Caterpillar Marine |
| 6829587<br><br><br>Df Esd<br>Gc Rdr<br>RT | **CONSTANCE**<br><br>**Chip Hwa Shipping & Trading Co. Ltd.**<br>Monrovia Liberian<br>For later particulars see New Entries No. 8 | 8800<br>6050<br>14800 | | | **1968** Ishikawajima-Harima Hvy Ind.—Tok<br>467' 6" (incl. BB) 65' 2" 29' 8½"<br>439' 10" 65' 0" 40' 10"<br>2 dks | M Mchy.aft | Oil 4SA 12Cy. 400×460 mm<br>5130bhp Pielstick<br>Ishikawajima-Harima Hvy In |
| 6824135<br><br><br>Df Esd<br>Gc Rdr<br>RTm/v | **CORAL MAEANDRA**<br><br>**Koraal Scheepvaart Maats. N.V.**<br>Curaçao Netherland (Antilles) | 3500<br>2100<br>4150 | | | **1968** Schps. "De Waal"—Zaltbommel<br>338' 7" 48' 9" 20' 10"<br>308' 5" 48' 6½" 27' 3"<br>F24' 1 dk | M Liquefied Gas/Chemical Tanker Mchy.aft<br>4 Ta 3 Ho 126½', 41½', 48½'<br>L.160682<br><br>Der 2(1½) | Oil 2SA 20Cy. 300×550 mm<br>4000bhp<br>N.V. Smit & Bolnes<br>4×40kW 380V 50c/s a.c. |
| 6828674<br><br><br>Esd Rdr<br>RT | **CORRECT**<br><br>**Lütgens u. Reimers**<br>Hamburg W. German | 150<br>—<br>— | | | **1968** D. W. Kremer Sohn—Elmshorn<br>97' 8" 27' 7" 11' 10"<br>85' 4" 25' 11" 12' 2"<br>1 dk | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz |
| 6341248<br>9VMZ<br>333097<br>Df Esd<br>Gc Rdr<br>RT | **COSMOPOLITAN**<br>exBrattland–68<br>exStolt Brattland–67<br>exBrattland–63<br>**Kimling Trading Co.**<br>Singapore Singapore | 8816<br>5042<br>13300 | | NV | **1952** Burmeister & Wain—Cpn<br>489' 5" 63' 0" 27' 4½"<br>465' 7" 62' 9" 34' 8"<br>P88' B38' F51' 1 dk<br>RW<br>rf 3" | M Tanker Mchy.aft<br>24 Ta | Oil 2SA 6Cy. 740×1400 mm<br>4600bhp<br>Burmeister & Wain<br>2×70, 15kW 110V d.c. |

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| 829185<br>JL2744<br>102813<br>Df Gc<br>Rdr | **DAIFUKU MARU No. 12**<br><br>**Tsuda Kaiun K.K.**<br>Nagahama Japanese | **984**<br>554<br>2430 | | **1967** Kurinoura Dock—Imabari<br>34′ 10″<br>213′ 3″ 34′ 9″ 17′ 9″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. Niigata |
| 345091<br>KNR<br><br>Dsd<br>Rdr<br>m/h | **DAIICHI ASHU**<br>exSeasnipe–68 exSunny–66<br>**Shin Yang Shipping Co. Ltd.**<br>Inchon S. Korean | **3155**<br>1624<br>4010 | | **1954** G. Brown & Co. (Marine) Ltd.—Grk<br>336′ 0″ 47′ 4″ 19′ 11¾″<br>315′ 8″ 47′ 0″ 22′ 0″<br>P87′ B21′ F33′ 1 dk<br>RW | S Tanker Mchy.aft | C 4Cy. (2) 16¾″ & (2) 40″×36⅝″<br>2289ihp (o.f)<br>Rankin & Blackmore Ltd. Grk<br>2×35kW 110V d.c. 12k |
| 829197<br>JD2073<br>02504<br>Rdr RT | **DAIKAN MARU No. 3**<br><br>**Higashi Nippon Ferry K.K.**<br>Hakodate Japanese | **804**<br>402<br>278 | | **1968** Shimoda Dock Yard Co. Ltd.—<br>Shimoda<br>198′ 8″ 42′ 1″ 9′ 5″<br>185′ 4″ 42′ 0″ 12′ 11″<br>1 dk | TM Ferry Mchy.aft | 2 Oil 4SA each 6Cy. 260×320 mm<br>1500bhp<br>Daihatsu Kogyo Osa |
| JQPV<br><br>Df Esd<br>Gc Pfd<br>Rdr | **DAIKOKU MARU No. 12**<br><br>**K. Kuroiwa**<br>Muroto Japanese | **299**<br>—<br>— | | **1968** Uchida Zosen—Ise<br>26′ 4″ 10′ 8″<br>144′ 4″ 26′ 3″ 11′ 11″<br><br>RW | M Fishing Mchy.aft | Oil 4SA 8Cy. 260×320 mm<br>850bhp<br>Daihatsu Kogyo Osa |
| 6828117<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIRIN MARU**<br><br>**Dairin Gyogyo Y.K.**<br>Shiogama Japanese | **350**<br>—<br>— | | **1968** Goriki Zosen—Ise<br>28′ 11″ 10′ 11″<br>156′ 2″ 28′ 10″ 12′ 5″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 380×560 mm<br>1700bhp<br>Akasaka Tekkosho Yaizu |
| 5292842<br>HOFV<br>404-GI<br>f Esd<br>c Rdr<br>RT | **DAPHNE**<br>exRempang–68 exKhedive<br>**Atlas Enterprises Inc.**<br>Panama Panamanian | **8207**<br>4865<br>12600 | AB<br><br>Classed LR until 5/48 | **1943** Seattle-Tacoma S.B. Corp.—Tac<br>492′ 0″ 69′ 9″ 29′ 5⅛″<br>465′ 3″ 69′ 6″ 33′ 11″<br>F39′ 1 dk & S dk<br><br>rf nil | S (12P) OSD<br>5 Ho 76½′, 60′, 77½′, 67½′, 82½′<br>B.684000<br>5 Ha (36′×20′) (30′, 32½′, 30′, 35′×24′)<br>20W | 2 S Turb dr geared to sc. shaft<br>9350shp 2882t (o.f)<br>Allis-Chalmers Mfg Co. Milwaukee<br>3×250kW 240V d.c. |
| 829628 | **DARSU**<br><br>**Bagcilar Kollektif Şirketi,**<br>**Salih Bagci Ve Ortaklari**<br>Turkish | **309**<br>157<br>450 | | **1968** Çeliktrans Deniz Inşaat—Ist<br>136′ 3″ 25′ 0″ 10′ 6″<br>121′ 4″ 24′ 11½″ 11′ 5″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 240×360 mm<br>300bhp<br>Schwermasch. Karl Liebknecht Mgd |
| 829044<br><br><br>Esd<br>Rdr<br>RT | **DELPHI**<br><br>**Delphi Shipping Co. Ltd.**<br>Monrovia Liberian | **8800**<br>6050<br>14800 | | **1968** Ishikawajima-Harima Hvy. Ind.—<br>Tok<br>467′ 6″ (incl. BB) 65′ 2″ 29′ 8½″<br>439′ 10″ 65′ 0″ 40′ 10″<br>2 dks | M Mchy.aft | Oil 4SA 12Cy. 400×460 mm<br>5130bhp Pielstick<br>Ishikawajima-Harima Hvy. Ind. Aio |
| 521<br><br><br>Esd<br>Pfd<br>Rdr | **DELTA MEXICO**<br><br>**Delta Steamship Lines**<br>United States<br>For later particulars see New Entries No. 8 | **11150**<br>—<br>— | | **1968** Ingalls S.B. Corp.—Pascagoula<br>522′ 0″ 70′ 2″ 31′ 0″<br>487′ 0″ 70′ 0″ 45′ 0″<br>2 dks | S Ref CSD Mchy.aft | 2 S Turb dr geared to sc. shaft<br>14250shp (o.f)<br>General Electric Co. Lyn |
| 826420 | **DEMIRCI II**<br><br>**Ismail Yildiran**<br>Istanbul Turkish | **149**<br>—<br>300 | | **1968** Deniz Insaat Kizaklari—<br>Buyukdere<br>114′ 8″ 23′ 6″ 8′ 6″<br>104′ 8″ 23′ 5½″ 9′ 4″<br>1 dk | M Mchy.aft | Oil |
| 5207134<br>DHZP<br>2328<br>Df Esd<br>Gc Rdr<br>RTv | **DESSAU**<br>exLeuna II–68<br>**Deutsche Seereederei**<br>*Rostock* E. German | **7917**<br>3675<br>11670 | <br><br>DSRK | **1958** Admiralteiski Shpyd—Len<br>477′ 4″ 63′ 0″ 28′ 1″<br>62′ 9″ 34′ 2″<br>1 dk<br>RW conv tanker 68 | M Bulk Carrier Mchy.aft<br>4 Ho | 2 Oil 2SA each 8Cy. 430×610 mm<br>geared to sc. shaft<br>4000bhp<br>Russki-Diesel Len |
| 329803<br>AG<br>9107<br>RTv | **DHU YAZAN**<br>exSir William Luce–68<br>**Aden Port Trust**<br>Aden S. Yemen | **198**<br>—<br>90 | ✠100A1 SS 11/67<br>tug<br>Gulf of Aden & Red Sea<br>service<br>✠LMC<br>MN252 EL (c) | **1959**–12 W. J. Yarwood & Sons Ltd.—<br>Northwich<br>104′ 6″ 28′ 1″ 10′ 6″<br>96′ 0″ 27′ 0″ 13′ 0″<br><br>RW 3BH<br>rf 15″ BK6″ WB54t | M Tug Mchy.aft<br><br><br>1 Ha (3′×3′) | 2 Oil 4SA each 7Cy. 10¼″×14½″ with<br>hydraulic couplings & sr reverse gear<br>to sc. shaft<br>1260bhp (d.o)<br>Ruston & Hornsby Lcn<br>2×42, 10kW 110V d.c. |
| 53810<br>WZC<br>2090<br>Esd<br>RTh | **DIMITRIS M**<br>exAnna Maria II–68<br>exNissos Skyros–64<br>exHaskerland–62 exStentor–45<br>exHaskerland–45<br>exZwartewater–39<br>**S. Glykas**<br>Piræus Greek | **383**<br>196<br>572<br>**493**<br>—<br>950 | ✠100A1 Dr 4/63<br>with freeboard<br>✠LMC<br><br>EL k | **1937**–3 C. v.d. Giessen—Krimpen<br>205′ 10″ 29′ 8″ 10′ 11″/13′ 5″<br>197′ 6″ 29′ 6″ 17′ 9″<br>1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB226t | M OSD/CSD Mchy.aft<br>2 Ho 65½′, 57½′<br>G.49000 B.46000 In.8334<br>2 Ha (each 34½′×15¾′)<br>4W Der 2(5) 2(3) | Oil 2SA 6Cy. 350×600 mm<br>750bhp 65t (d.o)<br>Gebr. Stork & Co. Hengelo<br>3×40, 11, 4kW 110V d.c.<br>Directional propeller 11k |

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| 5378763<br>SYBV<br>1891 | **DIONYSSOS**<br>exVernicos Sonia–68<br>exTankbjörn–61<br>exReliable No. 1–47<br>exWilliam Kipping–36<br>**S. Nazos, P. Daifas &**<br>**M. Constantinidis**<br>Piræus Greek | 204<br>106<br>175 | BV<br><br>Classed LR until 12/49 | 1930-2 J. Harker Ltd.—Knottingley<br>*120-8'* 20' 1" 8' 6"<br>19' 11"<br>B5' F16' 1 dk<br>R len 53 | M Tanker Mchy.aft<br><br>L.7416 | Oil 2SA 4Cy. 230×400 mm<br>NE54<br>Alpha-Diesel A/S |
| 6826107<br>OUUM | **DIRCH MÆRSK**<br><br>**A/S D/S Svendborg &**<br>**D/S af 1912 A/S**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | 103148<br>74824<br>205000 | 100A1<br>oil tanker<br>Class contemplated | Odense Staalskibs. A/S—Lindö<br>1079' 9" (incl. BB) 143' 8" 64' 11"<br>1026' 11" 143' 6" 84' 4" | S Tanker Mchy.aft | S Turb dr geared<br><br>Stal-Laval Turb. Co. |
| 6828686<br>OWJG | **DITTE SKOU**<br><br>**Ove Skou Rederi A/S**<br>Ove Skou<br>Copenhagen Danish | 9600<br>5600<br>14000 | 100A1<br>Class contemplated | Helsingör Skibs. & Msk.—Hsg<br>513' 0" 65' 2"<br>465' 11" 64' 11½" 39' 7" | M Ref Mchy.aft | Oil 2SA 9Cy. 620×1400 mm<br>B&W<br>Helsingör Skibs. & Msk. |
| 6829630<br><br><br>Esd Rdr<br>RT | **DIVAN BAKIRLI**<br><br>**Muzaffer Divan & Fuat**<br>**Bakirli**<br>Istanbul Turkish | 499<br>—<br>1000 | | 1968 Gesan Tersanesi—Halic<br>191' 5" 29' 7"<br>168' 11" 29' 6½" 13' 3"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>870bhp<br>Motorenw. Mannheim |
| 5029805<br><br><br>Df Esd<br>Rdr | **DON ALBERTO**<br>exAtlas–68<br>**Carlos A. Go Thong & Co.**<br>Cebu Philippine | 2035<br>954<br>2279 | <br><br>BV | 1949 Ch. & At. de Provence—Port de Bouc<br>313' 0" 46' 0" 19' 3½"<br>45' 10"<br>P91' B25' F139' 1 dk & S dk<br>RW<br>rf 8" | M Ref OSD Mchy.aft<br>pt bulk wine carrier<br>4 Ho 20', 51½', 33½', 38'<br>B.96510 In.67023<br>4 Ha (stl) (16¾'×13¾') (25¾', 25½', 19¾'×14½')<br>4W Der 2(7½) 6(5) | Oil 2SA 6Cy. 600×1040 mm<br>3000bhp Sulzer<br>Ch. & At. de la Loire<br>3×130kW 220V d.c. |
| 5162528<br>ELGY<br>276<br>Df Esd<br>Gc Rdr<br>RT | **DOVER**<br>exIonian Traveller–68<br>**Dover Shipping Co. Ltd.**<br>Monrovia Liberian | 15826<br>9771<br>24596 | <br><br>AB | 1953 Mitsubishi Zosen—Nag<br>616' 2" 79' 1" 32' 1½"<br>585' 2" 78' 9" 42' 8"<br>P126' F53' 1 dk<br>RW<br>rf 4" | S Tanker Mchy.aft<br>27 Ta 1 Ho 43¾'<br><br>1 Ha (11¾'×14¾') | 2 S Turb dr geared to sc. sh<br>9000shp<br>Mitsubishi Zosen |
| 6827979 | **DZURMA**<br><br>**U.S.S.R.**<br>Russian | 4690<br>2370<br>5713 | | 1968 Stocznia Gdanska—Gdk<br>406' 5" 54' 11" 22' 4½"<br>54' 9" 27' 8"<br>1 dk | M<br>4 Ho<br>G.266909<br>4 Ha (41½'×26¼') (41½', 46', 46'×29¾')<br>9W Der 1(15) 8(10) | Oil 2SA 8Cy. 620×1400 mm<br>5450bhp B&W<br>Brodogradiliste "Uljanik" |
| 6829642 | **E-15-JG**<br><br>**República de Cuba**<br>Havana Cuban | 107<br>—<br>— | 100A1<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>75' 0" 21' 7" 10' 6"<br>65' 8" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin |
| 6826432 | **E-16-JG**<br><br>**República de Cuba**<br>Havana Cuban | 107<br>—<br>— | 100A1<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>75' 0" 21' 7" 10' 6"<br>65' 8" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin |
| 6826444 | **E-17-JG**<br><br>**República de Cuba**<br>Havana Cuban | 107<br>—<br>— | 100A1<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>75' 0" 21' 7" 10' 6"<br>65' 8" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin |
| 6829654 | **E-18-JG**<br><br>**República de Cuba**<br>Havana Cuban | 107<br>—<br>— | 100A1<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>75' 0" 21' 7" 10' 6"<br>65' 8" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin |
| 6829666 | **E-19-JG**<br><br>**República de Cuba**<br>Havana Cuban | 107<br>—<br>— | 100A1<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>75' 0" 21' 7" 10' 6"<br>65' 8" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin |
| 6829678 | **E-20-JG**<br><br>**República de Cuba**<br>Havana Cuban | 107<br>—<br>— | 100A1<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>75' 0" 21' 7" 10' 6"<br>65' 8" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin |
| 6827539 | **E-22-JG**<br><br>**República de Cuba**<br>Havana Cuban | 107<br>—<br>— | 100A1<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>75' 0" 21' 7" 10' 6"<br>65' 7" 21' 0" 11' 3" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin |
| 6827541 | **E-23-JG**<br><br>**República de Cuba**<br>Havana Cuban | 107<br>—<br>— | 100A1<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>75' 0" 21' 7" 10' 6"<br>65' 7" 21' 0" 11' 3" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin |

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| 7553 | **E-24-JG** | **República de Cuba**<br>Havana | Cuban | 107 | 100A1<br>— trawler<br>— Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>75′ 0″ 21′ 7″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 3″ | M Trawler | Oil 4SA 12Cy. 150×150 mm<br>Moteurs Baudouin Msl |
| 7565 | **E-25-JG** | **República de Cuba**<br>Havana | Cuban | 107 | 100A1<br>— trawler<br>— Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>75′ 0″ 21′ 7″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 3″ | M Trawler | Oil 4SA 12Cy. 150×150 mm<br>Moteurs Baudouin Msl |
| 56 | **E-52-AC** | **República de Cuba**<br>Havana | Cuban | 105 | 100A1<br>— trawler<br>— Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 829468 | **E-53-AC** | **República de Cuba**<br>Havana | Cuban | 105 | 100A1<br>— trawler<br>— Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| [illegible] | **E-54-AC** | **República de Cuba**<br>Havana | Cuban | 105 | 100A1<br>— trawler<br>— Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 826482 | **E-55-AC** | **República de Cuba**<br>Havana | Cuban | 105 | 100A1<br>— trawler<br>— Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 6826494 | **E-56-AC** | **República de Cuba**<br>Havana | Cuban | 105 | 100A1<br>— trawler<br>— Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 26509 | **E-57-AC** | **República de Cuba**<br>Havana | Cuban | 105 | 100A1<br>— trawler<br>— Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 826511 | **E-58-AC** | **República de Cuba**<br>Havana | Cuban | 105 | 100A1<br>— trawler<br>— Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 26523 | **E-59-AC** | **República de Cuba**<br>Havana | Cuban | 105 | 100A1<br>— trawler<br>— Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 535 | **E-60-AC** | **República de Cuba**<br>Havana | Cuban | 105 | 100A1<br>— trawler<br>— Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 547 | **E-61-AC** | **República de Cuba**<br>Havana | Cuban | 105 | 100A1<br>— trawler<br>— Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 826559 | **E-62-AC** | **República de Cuba**<br>Havana | Cuban | 105 | 100A1<br>— trawler<br>— Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 826561 | **E-63-AC** | **República de Cuba**<br>Havana | Cuban | 105 | 100A1<br>— trawler<br>— Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| [illegible] | **E-64-AC** | **República de Cuba**<br>Havana | Cuban | 105 | 100A1<br>— trawler<br>— Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 10′ 6″<br>65′ 7″ 21′ 11′ 3″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 26573 | **E-79-HB** | **República de Cuba**<br>Havana | Cuban | 105 | 100A1<br>— trawler<br>— Class contemplated | Hijos de J. Barreras S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 826585 | **E-80-HB** | **República de Cuba**<br>Havana | Cuban | 105 | 100A1<br>— trawler<br>— Class contemplated | Hijos de J. Barreras S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |

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| 6826119 | **E. BRONSON INGRAM**<br>**Ingram Marine Ltd.**<br>Panama Panamanian | 393 901 496<br>—<br>— | 100A1<br>tug<br>Class contemplated | Cochrane & Sons Ltd.—Sel<br>127' 8" 32' 9"<br>112' 0" 31' 0" 15' 6" | TM Tug Mchy.aft | 2 Oil 4SA each 8Cy. 12½"×<br>Ruston & Hornsby Ltd. |
| 5304279<br>Df Esd<br>RT | **EASTERN LUCK**<br>exSabang–68<br>**Eastern Union Enterprises & Shipping (Panama) S.A.**<br>Panama Panamanian | 1874<br>1192<br>2047 | BV | **1950** C. v.d. Giessen—Krimpen<br>297' 9" 39' 3" 13' 2½"<br>… … …<br>B75' F46' 1 dk | M<br>B.120200<br>3 Ha (38½', 38½', 25½'×18½')<br>11W Der 1(38½) | Oil 2SA 7Cy. 340×570 mm<br>975bhp Polar<br>Nydqvist & Holm A/B |
| 5425712<br>HOMB<br>Df Esd<br>Gc Pfd<br>Rdr | **EASTERN VENTURE**<br>exEvie W.–68 exUnity–65<br>exSerre–63<br>exNational Unity–61<br>exCaptain N. B. Palmer–54<br>exNikoklis–53 exStrathmore–50<br>exAlbert J. Berres–48<br>**Transworld Shipping Ltd.**<br>Panama Panamanian | 8562<br>5798<br>12611 | AB<br>**TO BE BROKEN UP** | **1943** California S.B. Corp.—L.An<br>511' 6" 57' 0" 26' 2½"<br>487' 3" 56' 11" 37' 4"<br>2 dks<br>RW conv tanker 50 len 56<br>rf 6" | S<br>6 Ho<br>B.630000<br>6 Ha | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks |
| 6828583<br>BVMD<br>Df Esd<br>Gc Rdr<br>RT | **EASTUNA**<br>**Thriving Fishery Co. Ltd.**<br>Kaohsiung China (Taiwan) | 289<br>151<br>96 | CR (Taiwan) | **1968** Taiwan Mach. Corp.—Kaohsiung<br>131' 10" 24' 2" 9' 4"<br>114' 10" 23' 3" 10' 6"<br>P65' F24' 1 dk | M Fishing Mchy.aft<br>3 Ho 31½', 20½', 20½'<br>3 Ha (6½'×5½') (4½', 4½'×3½')<br>2W Der 2(1) | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd.<br>2×64kW 230V a.c. |
| 5162499<br>ELIS<br>322<br>Df Esd<br>Gc Rdr<br>RT | **EATON**<br>exIonian Messenger–68<br>**Eaton Shipping Co. Ltd.**<br>Monrovia Liberian | 13554<br>8126<br>20512 | ✠100A1 TD4–11/66<br>oil tanker<br>✠LMC<br>MN1900 EL ∫†2½"SQ | **1953**–11 Nippon Kokan—Yka<br>579' 0" 74' 4" 31' 3½"<br>550' 0" 74' 0" 40' 6"<br>P129' B37' F63' 1 dk<br>RW 14BH<br>WB2471t incl. DTf778t | S Tanker Mchy.aft<br>27 Ta | 2 S Turb dr geared to sc.<br>9500shp<br>Ishikawajima Jukogyo<br>2WTB 455lb Spt 441lb hs<br>sg 135lb |
| 5372991<br>AO2083<br>Df | **EDINA**<br>exMaria–68 exMarja S–65<br>exUndine–64 exElbe<br>**Cameron Chartering Ltd.**<br>Panama Panamanian | 294<br>155<br>430 | GL | **1916** C. Lühring—Brake<br>139' 10" 23' 0" 10' 10"<br>22' 11"<br>R conv sailing ship 27 len 39 & 52 | M Mchy.aft | Oil 4SA<br>NE64<br>Maybach Fri |
| 6828533 | **EGMONT**<br>**Industrial Enterprises Inc, T. J. Flood**<br>Charlottetown Canadian | 504<br>244<br>— | 100A–<br>stern trawler<br>Class contemplated | Fishermen's Loan Board of P.E.I.—Georgetown, P.E.I.<br>131' 0" 28' 1"<br>110' 0" 28' 0" 21' 6" | M Stern Trawler Mchy.aft | Oil 4SA 8Cy. 250×300 m<br>A/S Bergens M/V |
| 6829202<br>JG2582<br>105110<br>Rdr RT | **EIHO MARU**<br>**Yokohama Yusosen K.K.**<br>Yokohama Japanese | 985<br>650<br>2102 | | **1968** Shimoda Dock Yard Co. Ltd.—Shimoda<br>219' 9" 36' 2" 16' 5"<br>205' 0" 36' 1" 17' 9"<br>1 dk | TM Tanler Mchy.aft | 2 Oil 4SA each 6Cy. 260<br>1300bhp<br>Daihatsu Kogyo |
| 6827022<br>Df Esd<br>Rdr RT | **EIUN MARU No. 1**<br>**Eiun Maru Gyogyo**<br>Shimizu Japanese | 111<br>—<br>— | | **1968** Hayashikane Zosen—Nag<br>114' 4" 21' 9" 7' 10"<br>96' 9" 21' 8" 9' 2"<br>1 dk | M Fishing | Oil 4SA 6Cy. 280×440 m<br>950bhp<br>Niigata Eng. Co. Ltd. |
| 6829214<br>Rdr RT | **EIYU MARU No. 1**<br>**Eiyu Kaiun K.K.**<br>Tokyo Japanese | 1990<br>—<br>3300 | | **1968** Taguma Zosen—Inn<br>42' 9" 18' 10"<br>269' 0" 42' 8" 21' 8"<br>1 dk<br>RW | M Tanker Mchy.aft | Oil 4SA 6Cy. 460×680 m<br>2400bhp<br>Nippon Hatsudoki |
| 5099707<br>Df Esd<br>Rdr RT | **EIZAN**<br>exEizan Maru–68<br>**Manju Raiun Raisha**<br>Panama Panamanian | 1998<br>1063<br>3044 | NK<br>**FOUNDERED 10/68** | **1960** Hashihama Zosen—Imabri<br>293' 8" 41' 10" 18' 5"<br>269' 0" 41' 8" 21' 10"<br>1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.142017 B.130165<br>2 Ha (55½', 85½'×21½')<br>9W Der 2(15) 4(10) | Oil 4SA 6Cy. 470×670 m<br>1800bhp<br>Akasaka Tekkosho<br>2×50kW 230V d.c. |
| 6828545 | **EKHOLOT**<br>**U.S.S.R.**<br>Russian | 4700<br>2160<br>— | 100A1<br>Class contemplated | **1968** Burmeister & Wain—Cpn<br>336' 0" 52' 7"<br>298' 7" 52' 6" 36' 5" | ~~M Fishery Training Ship~~<br>M Fish Factory | Oil 2SA 6Cy. 500×900 m<br>Burmeister & Wain |
| 5367647<br>Df<br>RTm/v | **EL AMIN**<br>exTrapu–68<br>**Société Cherifienne de Remorquage & d'Assistance**<br>Casablanca Moroccan | 282<br>—<br>— | BV | **1952** Havenbed. "Vlaardingen-Oost"—Vla<br>100' 9" 30' 4" 14'<br>28' 9"<br>1 dk<br>RW | S Tug<br>2W | C 4Cy. (2) 12½" & (2) 27<br>1220ihp<br>Christiensen & Meyer<br>1×10kW 110V d.c. |

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| 66528<br>f Esd<br>c Pfd<br>r RT | **ELENA M**<br>exCaxton–68<br>**Chryselena Cia. Naviera S.A.**<br>Piræus Greek | 5729<br>2793<br>8950 | ✠100A1<br>✠LMC<br>MN960 | SS 1/67<br>EL b†2⅛″SQ | **1958–6** Blyth D.D. & S.B. Co. Ltd.—Bly<br>460′ 0″ 60′ 4″ 25′ 6½″<br>430′ 0″ 60′ 0″ 38′ 6″<br>F42′ 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 3″ WB3160t incl. Tunnel tanks 186t DTm1260t | M OSD<br>G.563893 B.497433<br>16W Der 16(5) | Oil 2SA 4Cy. 700×2320 mm<br>4800bhp Doxford 787t<br>N.E. Mar. Eng. Co. Ltd. Wal<br>AuxB 100lb 14k |
| 5489<br>HOI<br>K<br>sd<br>Gc | **ELIOS**<br>exGalaxy–68 exBrest–60<br>exJohn McLean–47<br>**Cia. Elias Naviera Ltda. S.A.**<br>Panama Panamanian | 7285<br>4026<br>10691 | | **1942** ~~1962~~<br>BV | Permanente (Shpyd No. 1)—Richmond<br>442′ 11″ 57′ 1″ 27′ 8″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks<br>RW | S CSD<br>5 Ho 60½′, 72½′, 37½′, 44½′, 70′<br>G.443721 B.393708<br>5 Ha (33¾′, 35′, 20′. 35′, 35′×20′)<br>10W Der 1(50) 1(15) 12(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 1825t (o.f)<br>Joshua Hendy Irn Wks Sunnyvale<br>10½k |
| 829056<br>OVQG | **ELLEN PEDERSEN**<br>**Partsrederiet Fredrik A. Rasmussen**<br>Hirtshals Trawlkompagnie<br>Hirshals Danish | 203<br>69<br>— | | | **1968** Søby Stålskibs.—Søby<br>114′ 10″<br>98′ 5″ 23′ 11″ 12′ 0″ | M Trawler | Oil 9Cy.<br>990bhp<br>Alpha-Diesel A/S Fkn |
| ELBE<br>2773<br>Df Esd<br>Gc Rdr<br>RT | **EMERALD**<br>**Largamar S.A.**<br>Monrovia Liberian | 8887<br>5989<br>15021 | | | **1968** Ishikawajima-Harima Hvy. Ind.—Tok<br>467′ 6″ (incl. BB) 65′ 2″ 29′ 8½″<br>439′10″ 65′ 0″ 40′10″<br>2 dks | M Mchy.aft | Oil 4SA 16Cy. 400×460 mm<br>6850bhp Pielstick<br>Ishikawajima-Harima Hvy. Ind. Aio |
| 6829800<br>Df Esd<br>Gc Pfd<br>Rdr | **EMILE JOSEPH**<br>**Pêcheries Manesse & Senechal**<br>Boulogne French | 800<br>—<br>500 | | | **1968** Consts. Ind. & Nav. de Bordeaux (France-Gironde)—Bdx<br>197′ 6″ 36′ 1″ 14′ 9″<br>170′ 7″ 35′ 9″ 20′ 2″<br>1 dk | M Trawler Mchy.aft | Vee Oil 4SA 12Cy. 250×280 mm reduction geared<br>1800bhp<br>Soc. Crepelle Lille |
| 26858<br>GSK<br>RT | **ENAK**<br>**Bugsier-, Reederei-und Bergungs- A.-G.**<br>Hamburg W. German | 1999<br>1390<br>— | | GL | **1967** Gutehoffnungshutte A.G.—Blexen<br>*174·9′* 15′ 1″<br>1 dk | D-E Crane Ship | Oil 4SA 16Cy. 160×180 mm 1250bhp connected to 2 elec. motors<br>Masch. Augsburg-Nürnberg Aug<br>Directional propellers 1 fwd 1 aft |
| 826121<br>f Esd<br>c Pfd<br>RT | **ENERGY TRANSPORT**<br>**Oriental Petroleum Carriers Inc.**<br>Monrovia Liberian | 99731<br>79242<br>212000 | | | **1968** Sasebo Hvy Ind.—Sbo<br>1069′ 7″ (incl. BB) 158′ 4″ 63′ 3$\frac{13}{16}$″<br>1026′ 11″ 158′ 1½″ 83′ 8″<br>1 dk | S Tanker Mchy.aft | S Turb dr geared<br>30000shp (o.f)<br>General Electric Co. Lyn |
| 8698<br>Esd<br>Rdr<br>RT | **ENNIE EN APPIE**<br>**J. Bakker & Zoon**<br>Den Helder Netherland | ~~130~~ 116<br>— 40<br>— | | | **1968** Gebr. W. Visser & Zoon—Den Helder<br>… … …<br>90′ 3″ 21′ 8″ | M Trawler Mchy.aft | Oil 4SA 8Cy. 240×260 mm reverse reduction geared<br>705bhp<br>Kromhout Motorenfab. Ams |
| 688<br>Esd<br>RTm | **ENOS**<br>exJurjen de Vries–68<br>**Mario Costa fu Pier Donato**<br>Genoa Italian | 495 ~~500~~<br>270 ~~298~~<br>788 | ✠LR class withdrawn—Owners' request 10/68 | R⌊ | **1957–8** Martenshoekster Schps.—Hgz<br>184′ 11″ 29′ 6″ 11′ 0″<br>170′ 1″ 29′ 2½″ 12′ 3″<br>P45′ F29′ 1 dk<br>R<br>rf nil | M Mchy.aft<br>1 Ho 110′<br>G.37300 B.34000<br>2 Ha (each 43¼′×15½′)<br>2W Der 2(2) | Oil 4SA 8Cy. 270×500 mm<br>500bhp 50t (d.o)<br>N.V. Werkspoor Ams<br>2×110V d.c. 9½k |
| 682659<br>Df Esd<br>Gc Rdr<br>RTh | **ENRICO BERLINGIERI**<br>**Società Belmare**<br>Palermo Italian | 1599<br>—<br>4150 | | | **1968** Cant. Nav. Breda—Ven<br>288′ 9″ 43′ 4″ 19′ 0¼″<br>259′ 10″ 43′ 3½″ 22′ 8″<br>Q65′ F29′ 1 dk | M Chemical Tanker Mchy.aft<br>8 Ta<br>L.143025 HeCls. C | Oil 4SA 8Cy. 390×680 mm<br>2000bhp 130t (d.o)–7pd<br>N.V. Werkspoor Ams<br>3×40kW 200V d.c. 14k |
| 246984<br>HPFE<br>f Rdr<br>RT | ***ENY***<br>*ex*Lassi II–68 exNantes–66<br>**Pedjy Cia. Naviera**<br>Panama Panamanian | 1053<br>361<br>730 | | BV | **1946** Ch. & At. de St. Nazaire (Penhoët)—Gd. Quevilly<br>237′ 8″ 34′ 7″ 11′ 7″<br>34′ 5″<br>B73′ F34′ 2 dks | TM<br>G.51185 B.47090<br>2 Ha (33¾′, 35¾′×11½′) | 2 Oil 4SA each 7Cy. 450×600 mm<br>2000bhp 33t<br>Soc. Gen. de Const. Méc. La Courneuve<br>15k |
| 524983<br>KPBN<br>249283<br>f Esd<br>c Rdr<br>Th/v | **ERICSON**<br>exNeva West–68<br>exMagnolia State–57<br>exNational Eagle–46<br>**Crest Overseas Shipping Co. Inc.**<br>New York United States | 6145<br>3543<br>10380 | | AB | **1946** Consolidated Stl Corp.—Wmg, Cal<br>459′ 9″ 63′ 2″ 27′ 8″<br>435′ 0″ 63′ 0″ 31′ 6″<br>B79′ 2 dks & S dk<br>RW<br>rf nil | S OSD<br>5 Ho 57¼′, 63¾′, 67¾′, 68¼′, 62′<br>G.610450 B.541010<br>5 Ha (27′, 32½′, 35′, 30′, 30′×19¾′)<br>12W Der 2(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6600shp 1711t (o.f)<br>General Electric Co. Lyn<br>2×300kW 120/240V d.c. 15k |
| 64480<br>WYT<br>f Esd<br>c Rdr<br>Tm/h | **ESPERANZA**<br>exOinoussian Hope–68<br>exHopeville–67<br>exGotenland–45<br>**Argyros Cia. Nav. S.A.**<br>Piræus Greek | ~~5312~~ 7073<br>~~3184~~ 4522<br>~~8800~~ | | AB ~~NV~~ | **1942** Burmeister & Wain—Cpn<br>440′ 0″ 56′ 5″ 25′ 6⅞″<br>56′ 3″<br>F35′ 1 dk & S dk, 3rd dk in Nos. 1 & 2 holds<br>RW<br>rf 6″ | M (12P) OSD<br>4 Ho 61¼′, 116′, 50′, 57½′<br>G.548020 B.481740<br>5 Ha (32′, 40′, 34½′, 35′, 35′×20′)<br>15W Der 1(20) 13(5) 2(3) 1(1) | Oil 2SA 9Cy. 620×1150 mm<br>4500bhp 1038t (d.o)<br>Burmeister & Wain Cpn<br>4×140, 105, 105, 18kW 220V d.c. 13½k |

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| 6826602<br>Df Esd<br>Gc Rdr<br>RT | **ESPRESSO LOMBARDIA**<br>**Soc. Traghetti del Mediterraneo S.p.A.**<br>Olbia Italian | 2000<br>—<br>2330 | | **1968** Cant. Nav. "Luigi Orlando"—Lgn<br>343' 6" 57' 6" 15' 5"<br>316' 7" 57' 5" 35' 1"<br>2 dks<br>RW | TM Ferry | 2 Oil 2SA each 6Cy. 440×7<br>6800bhp Sulzer<br>C.R.D. Adriatico |
| 6614449<br>L2943TL<br>RTv | **ESSO TEJO**<br>**Esso Standard Portuguesa (Companhia Portuguesa de Petróleos) S.A.R.L.**<br>Lisbon Portuguese | 556<br>470<br>917 | ✠A1<br>oil tanker<br>FP above 150° F. Tagus<br>Estuary service<br>✠LMC<br>MN126 EL (i) 1"SQ | **1967**–8 Argibay–Soc. de Const. Nav. e Mec. S.A.R.L.—Lis<br>172' 11" 35' 7" 10' 0"<br>167' 4" 34' 2" 11' 6"<br>RFD25' RAD36' 1 dk<br>9BH<br>rf nil WB184t incl. DTf120t | TM Oil Barge Mchy.aft | 2 Vee Oil 4SA each 12Cy. 1<br>reduction geared<br>630bhp<br>Klöckner-Humboldt-Deutz<br>db 114lb<br>1×25kW 400V 60c/s a.c.<br>Directional propellers |
| 6728551<br>PPBT<br>Df Esd<br>Gc Rdr<br>RT | **ESTADO DO AMAZONAS**<br>Launched as Pollux<br>**Companhia de Navegação da Amazonia**<br>Manaus Brazilian | 1321<br>613<br>2200<br>**1996**<br>1361<br>3040 | ✠100A1<br>✠LMC<br>MN336 EL o 1¾"U2 | **1968**–6 Emaq Eng. Máq. S.A.—Rio<br>259' 7" 41' 1" 16' 3"/20' 3"<br>242' 6" 41' 0" 24' 6"<br>RFD27'<br>Coll & mchy. BH to S dk 2 to 2nd dk<br>rf 2" WB607t | M OSD/CSD Mchy.aft | Oil 2SA 6Cy. 350×620 mm<br>1680bhp B&W<br>Industrias Villares |
| 5219072<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ESTIA**<br>exManchester Spinner–68<br>**Estia Cia. Naviera S.A.**<br>Greek | T.Mk<br>**5851**<br>3427<br>9275<br>**7717**<br>4598<br>10265 | ✠100A1 SS 8/66<br>tunnel side tanks No. 6 hold—vegetable oil<br>✠LMC<br>MN1280 EL c†2¼"SQ | **1952**–7 Cammell Laird & Co. Ltd.—Bkn<br>465' 8" 60' 1" 26' 9¾"/27' 6½"<br>436' 0" 60' 0" 38' 4"<br>F45' 2 dks, 3rd dk clear of mchy. spaces & aft hold<br>RW Coll & 2 BH to U dk 4 to 2nd dk<br>rf 5" DK fwd of mchy. space WB3029t incl. DTm1048t DTa793t | S (12P) Ref<br>6 Ho 58½', 76¾', 35', 32½', 57½', 57½'<br>G.519430 B.468153 In.22500<br>6 Ha (27', 35', 15', 17½', 32½'. 27½'×19½')<br>14W Der 4(10) 10(5) | 2 S Turb dr geared to sc. s<br>6400shp<br>Cammell Laird & Co. Ltd.<br>2WTB 300lb Spt 275lb hs<br>3×40kW 110V d.c. |
| 5209156<br>GHQE<br>186919<br>Df Esd<br>Gc Rdr<br>RTm/v | **EUCADIA**<br>exLinkmoor–68<br>**Anchor Line Ltd.**<br>Runciman Shipping Ltd.<br>Glasgow British | T.Mk<br>**5835**<br>3081<br>10565<br>**8155**<br>4554<br>11730 | ✠100A1 SS 8/66<br>✠LMC<br>MN1100 EL c†2¼"SQ | **1961**–7 Hawthorn, Leslie (S.B.) Ltd.—Nwc<br>463' 3" 60' 7" 27' 5½"/29' 4½"<br>435' 11" 60' 6" 38' 9"<br>F42' 2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 5" WB2855t incl. Tunnel tanks 317t DTmf1230t | M<br>4 Ho 67½, 104', 26¾' DT, 64', 64'<br>G.620490 B.562240<br>5 Ha (stl) (30½', 31', 32', 32', 32'×22')<br>11W Der 1(30) 4(10) 6(5) 4(3) | Oil 2SA 5Cy. 670×2320 mm<br>5500bhp Doxford<br>Hawthorn, Leslie (Eng.) Lt<br>2AuxB 100lb<br>3×200kW 220V d.c. |
| 6828703<br>Df Esd<br>Gc Rdr<br>RT | **EVAMO**<br>**E. B. Aabys Rederi A/S**<br>Oslo Norwegian | **14000**<br>10000<br>21640 | | **1968** Rheinstahl Nordseewerke—Emd<br>536' 7" 32' 2½"<br>505' 7" 45' 3"<br>1 dk | M Bulk Carrier Mchy.aft | Oil SA 7Cy. 750×1320 mm<br>10500bhp Fiat<br>Borsig A.G. |
| 5281843<br>PJLO<br>Df Esd<br>Pfd Rdr<br>RT | **EVORA**<br>exAgdal–68 exPont-Aven–65<br>**Evora Shipping N.V. Curaçâo**<br>Willemstad Netherland | 1320<br>562<br>1700 | BV | **1953** At. & Ch. de Bretagne S.A.—Nts<br>272' 4" 39' 4" 14' 11"<br>39' 2"<br>P56' F21' 1 dk & S dk | M OSD Mchy.aft<br>G.125244 B.112360<br>4 Ha (28½'×16½') (27½', 58¾', 58¾'×18')<br>8W Der 8(5) | Oil 4SA 8Cy. 460×660 mm<br>1860bhp<br>At. & Ch. de Bretagne |
| 5214814<br>CSLH<br>1368<br>Df Esd<br>Gc<br>RTm | **FAIAL**<br>exLurio–68<br>**Empresa Insulana de Navegação**<br>Lisbon Portuguese | 2639<br>1474<br>1847 | ✠100A1 SS 12/67<br>with freeboard<br>✠LMC<br>MN512 EL s 1 1/16"SQ | **1950**–2 Ardrossan Dockyard Ltd.—Ard<br>290' 8" 43' 2" 15' 1"<br>270' 4" 43' 0" 25' 9"<br>B85' F36' 2 dks<br>R 3BH to U dk 3 to 2nd dk<br>rf 4½" WB502t | TM (65P) Ref<br>4 Ho 58', 52', 45', 30'<br>G.114954 B.104837 In.1035<br>4 Ha (17½', 19½', 19½'×16') (5'×4')<br>7W Der 1(25) 6(3) | 2 Oil 2SA each 8Cy. 340×<br>2560bhp<br>British Polar Engines Ltd.<br>3×80kW 220V |
| 6827589<br>Df Esd<br>RT | **FARO SILLEIRO**<br>**Pesquerias Molares**<br>Vigo Spanish | 135<br>—<br>— | | **1968** Const. Nav. Santodomingo—Vgo<br>21' 1"<br>82' 3" 21' 0" 11' 8"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>490bhp<br>Klöckner-Humboldt-Deut |
| 6827591<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FERMLAND**<br>**Ångbåts A/B Ferm**<br>C. J. Höljer<br>Kristinehamn Swedish | **17500**<br>10300<br>26400 | | **1968** Öresundsvarvet A/B—Lkr<br>576' 4" 87' 5" 32' 6"<br>550' 0" 87' 0" 45' 0"<br>1 dk | M Mchy.aft<br>Cr 5 Der 3 | Oil 2SA 6Cy. 750×1600 m<br>11400bhp<br>A/B Götaverken |
| 6827852 | **50 LAT PAZDZIERNIKA**<br>**U.S.S.R.**<br>Russian<br>Name should be **50 LET OKTYABRYA** See New Entries No. **11** | **13600**<br>—<br>10000 | | **1968** Stocznia Gdanska—Gdk<br>537' 4" 69' 9" 26' 6"<br>488' 10" 69' 7" 31' 0"<br>2 dks & S dk | M Fish Factory OSD Mchy.aft | Oil 2SA Cy. 620×1400 mm<br>7200bhp B&W<br>H. Cegielski |
| 6826614<br>6LCH<br>BF21689<br>Df Esd<br>Gc Pfd<br>Rdr RT | **51 KWANG MYUNG HO**<br>**Korea Wonyang Fisheries Co. Ltd.**<br>Pusan S. Korean | **347**<br>184<br>— | | **1967** Korea S.B. & E. Corp.—Pusan<br>150' 6" 25' 7" 10' 4"<br>135' 1" 25' 6" 11' 7"<br>1 dk | M Fishing Ref Mchy.aft<br>3 Ha (4½'×4½')<br>Der 3 (1) | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd.<br>2×80kW 220V a.c. |

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| 26626<br>6LCI<br>21690<br>f Esd<br>c Pfd<br>dr RT | **52 KWANG MYUNG HO**<br><br>**Korea Wonyang Fisheries Co. Ltd.**<br>Pusan S. Korean | 347<br>184<br>— | | **1967** Korea S.B. & E. Corp.—Pusan<br>150′ 6″ 25′ 7″ 10′ 4″<br>135′ 1″ 25′ 6″ 11′ 7″<br>1 dk | M Fishing Ref Mchy.aft<br><br><br>3 Ha (4½′ × 4½′)<br>Der 3(1) | Oil 4SA 6Cy. 280 × 440 mm<br>750bhp 190t (d.o)<br>Niigata Eng. Co. Ltd. Niigata<br>2 × 80kW 220V a.c. 10½k |
| 6638<br>6LCJ<br>5F691<br>sd<br>Pfd<br>dr RT | **53 KWANG MYUNG HO**<br><br>**Korea Wonyang Fisheries Co. Ltd.**<br>Pusan S. Korean | 347<br>184<br>— | | **1967** Korea S.B. & E. Corp.—Pusan<br>150′ 6″ 25′ 7″ 10′ 4″<br>135′ 1″ 21′ 6″ 11′ 7″<br>1 dk | M Fishing Ref Mchy.aft<br><br><br>3 Ha (4½′ × 4½′)<br>Der 3(1) | Oil 4SA 6Cy. 280 × 440 mm<br>750bhp 190t (d.o)<br>Niigata Eng. Co. Ltd. Niigata<br>2 × 80kW 220V a.c. 10½k |
| 6640<br>6LCK<br>F21692<br>Df Esd<br>Gc Pfd<br>Rdr RT | **55 KWANG MYUNG HO**<br><br>**Korea Wonyang Fisheries Co. Ltd.**<br>Pusan S. Korean | 347<br>184<br>— | | **1967** Korea S.B. & E. Corp.—Pusan<br>150′ 6″ 25′ 7″ 10′ 4″<br>135′ 1″ 21′ 6″ 11′ 7″<br>1 dk | M Fishing Mchy.aft<br><br><br><br>Der 3(1) | Oil 4SA 6Cy. 280 × 440 mm<br>750bhp 190t (d.o)<br>Niigata Eng. Co. Ltd. Niigata<br>2 × 80kW 220V a.c. 10½k |
| 508043<br>JXFF<br><br>f Esd<br>c Rdr<br>m/h/v | **FLAVIA**<br>exSalta–68<br>~~**Herm. Dauelsberg**~~<br>~~Bremen W. German~~<br>**"Flavia" Via Schiffahrtsges m.b.H. & Co.**<br>Herm. Dauelsberg<br>Bremen **W. German** | T.Mk<br>**3631**<br>1701<br>—<br>**5284**<br>2684<br>6956 | <br><br>NV | **1959** Cant. Nav. Pellegrino—Nap<br>415′ 1″ 54′ 8″ 22′ 1″/25′ 6″<br>376′ 11″ 54′ 6″ 32′ 6″<br>P115′ Q54′ F54′ 2 dks<br>RW<br>rf 4″ | M (4P) Mchy.aft<br>4 Ho 41′, 61¾′, 73½′, 55′<br>G.384236 B.355084<br>4 Ha (stl) (29¾′, 41¼′, 52¾′, 36¾′ × 20′)<br>14W Der 1(30) 4(10) 10(5) | Oil 2SA 6Cy. 750 × 1320 mm<br>6000bhp 998t (hvf)<br>S.A. Fiat S.G.M. Tur<br>3 × 192kW 440V 50c/s a.c. |
| 326860<br><br>329343 | **FLEUR DE LYS II**<br><br>**La Cie. de Nav. de Trois-Pistoles Ltée**<br>Quebec Canadian | 387<br>222<br>— | | **1968** Verreault Nav. Inc.—Les Méchins<br>*129·5′* 36′ 6″<br>… … …<br>1 dk | TM Ferry | 2 Oil each 12Cy. 5½″ × 6″<br>740bhp<br>Cummins Eng. Co. Columbus<br>11k |
| 27606<br>AJK | **FLORØY**<br><br>**Fylkesbaatane i Sogn og Fjordane**<br>Bergen Norwegian | 420<br>197<br>— | | **1968** Hatlø Verksted A/S—Ulsteinvik<br>160′ 11″ 34′ 10″<br>153′ 0″ 34′ 6″ 14′ 2″<br>1 dk | M Ferry Mchy.aft | Oil 4SA 5Cy.<br>650bhp<br>A/S Bergens M/V Bgn<br>Propellers 1 fwd 1 aft |
| 46669<br>OTK<br>549<br>Esd<br>Rdr<br>RT | **FOAM V**<br>exBlue Foam–68 exFearless–48<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl Canadian | 399<br>242<br>— | **100A–** SS 1/66<br>trawler<br>**LMC**<br><br>EL (f) | **1946** John H. Mathis Co.—Camden<br>140′ 10″ 25′ 10″ 13′ 0″<br>128′ 0″ 25′ 9″ 15′ 3″<br>Q58′ F28′<br>4BH<br>BK4″ WB21t incl. DTf14t | M Trawler<br>1 Ho 38′<br>In.7660<br><br>1W | Oil 2SA 7Cy. 355 × 430 mm<br>805bhp 58t<br>Fairbanks, Morse & Co. Beloit<br>11½k |
| 70<br>BI<br><br>sd<br>fd<br>dr | **FONTEVIVO**<br>exFontenay–68 exSiam–62<br>**Gem Shipping Co.**<br>Mogadishu Somali Rep. | **10422**<br>6154<br>15836 | BV<br><br>✠Classed LR until 11/62 | **1951**–2 Harima Zosensho—Aio<br>537′ 6″ 67′ 4″ 30′ 3½″<br>505′ 11″ 67′ 0″ 38′ 1″<br>P106′ B40′ F77′ 1 dk<br>R<br>rf nil | M Tanker Mchy.aft<br>19 Ta<br>L.776305 HeCls. BC<br>1 Ha (18′ × 13½′)<br>Der 2(5) | Oil 2SA 7Cy. 740 × 1600 mm<br>7200bhp B&W 1115t (hvf)–24pd<br>Mitsui Zosen Tmn<br>2 × 200kW 110/220V 14½k |
| 315<br>CG<br>1031<br>Df Esd<br>Gc Rdr<br>RT | **FORTUNE CARRIER**<br>exJava Sea–68<br>exMampong–67 exSekondi–65<br>**Fortunewind Maritime Ltd.**<br>Mogadishu Somali Rep. | *4804*<br>*2413*<br>6201 | ~~**✠100A1** CS TD 5/68~~<br>~~**with freeboard**~~<br>~~**DTsm—vegetable oil**~~<br>~~**✠LMC** EL z1$\frac{1}{16}$"SQ~~<br>**FOUNDERED 10/68** | **1948**–2 Furness S.B. Co. Ltd.—Haverton Hill<br>408′ 0″ 57′ 2″ 22′ 3¾″<br>386′ 3″ 57′ 0″ 32′ 9″<br>P39′ F43′ 1 dk & S dk, 3rd dk in Nos. 1, 2 & 4 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf nil WB1994t incl. DTsm740t | M Ref OSD<br>4 Ho 57¾′, 65′, 70′, 37½′, 6 DT each 32½′<br>G.405000 B.366000<br>7 Ha (25′, 30′ × 18′) (10′, 10′ × 8′) (10′ × 12′) (30′, 22½′ × 18′)<br>14W Der 1(50) 1(30) 2(10) 6(7) 4(5) 2(3) | Oil 2SA 4Cy. 560 × 2160 mm<br>3100bhp Doxford 660t (hvf)<br>Richardsons, Westgarth Hpl<br>db 120lb<br>3 × 125kW 220V d.c. 12¼k |
| 6133<br>ZVN<br>2635<br>Esd<br>Pfd<br>RT | ***FOTINI* CARRAS**<br><br>**Alma Shipping Corporation**<br>Monrovia Liberian | **44646**<br>29906<br>88279 | | **1968** Mitsubishi Hvy Ind. Ltd.—Yka<br>820′ 5″ 122′ 2″ 46′ 11¼″<br>777′ 7″ 122′ 0″ 60′ 8″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 9Cy. 900 × 1550 mm<br>20700bhp<br>Mitsubishi Hvy Ind. Ltd. Kob |
| 6652 | **14th OCTOBER**<br><br>**Aden Port Trust**<br>Aden S. Yemen | 200<br>—<br>— | **100A1**<br>tug<br>Class contemplated | Scott & Sons (Bowling) Ltd.—Bwg<br>105′ 11″ 28′ 5″ 14′ 3″<br>96′ 0″ 27′ 0″ 13′ 0″ | M Tug | 2 Oil 4SA each 6Cy. 10¼″ × 14½″ geared to sc. shaft<br>Ruston & Hornsby Lcn |
| 618<br><br><br>Esd<br>Pfd<br>RT | **FRANS MALMROS**<br><br>**Malmros Rederi A/B**<br>Trelleborg Swedish | **62900**<br>—<br>90000 | | **1968** Hitachi Zosen—Inn<br>871′ 0″ (incl. BB) 44′ 0″<br>833′ 4″ 130′ 11″ 68′ 11″<br>1 dk | S Ore/Oil Carrier Mchy.aft | 2 S Turb dr geared to sc. shaft<br>19000bhp (c.f)<br>Kawasaki Dkyd Co. Ltd. Kob |

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| 6828715 | **FREEZER SCAN**<br><br>**Blæsbjerg. & Co.**<br>Århus Danish<br><br><br>*For later particulars see New Entries No. 10* | **500**<br>310<br>905<br>1215<br>823<br>1678 | **100A1**<br>Class contemplated<br>✠**Lloyd's RMC** | Büsumer Werft G.m.b.H.—<br>Büsum<br>247' 0" (incl. BB) 39' 5" 12' 6"/16' 5"<br>222' 0" 38' 8" 22' 1" | M Ref OSD/CSD Mchy.aft<br><br>In.70268 | Oil 2SA 8Cy. 320×450 mm<br><br>Atlas-Mak Masch. |
| 6826664<br><br><br>Df Esd<br>Gc Rdr<br>RT | **FRIGO TEJO**<br><br>**Emprêsa de Navegação**<br>**Aliança S.A. &**<br>**Navegação Mercantil S.A.**<br>Rio de Janeiro Brazilian | **4106**<br>2220<br>4300 | | **1968** Mana. Cia. Com. e Nav.<br>Estaleiro—Rio<br>413' 9" 51' 3" 23' 0"<br>378' 9" 51' 2" 28' 9"<br>4 dks<br>RW | M Ref | Oil 2SA 7Cy. 700×1200 mm<br>7770bhp MAN<br>Mecanica Pesada |
| 5025835<br>DAQD<br><br>Df Esd<br>Gc Rdr<br>RT | **FRIGOANTARTICO**<br>exArtlenburg–68<br>**Partenreederei m.s.**<br>**"Frigoantartico"**<br>H. Schuldt<br>Hamburg W. German | **2786**<br>1476<br>3445 | GL | **1960** Valmet O/Y—Åbo<br>414' 0" 49' 9" 20' 1"<br>373' 5" 49' 8½" 28' 9"<br>B&F236' 2 dks & S dk | M Ref OSD<br><br>B.223672 In.227417<br>4 Ha<br>8W Der 8(3) | Oil 2SA 8Cy. 700×1200 mn<br>6000bhp<br>Masch. Augsburg-Nürnber |
| 5039582<br>DAJV<br><br>Df Esd<br>Gc Rdr<br>RT | **FRIGOARTICO**<br>exAldenburg–68<br>**Partenreederei m.s.**<br>**"Frigoartico"**<br>H. Schuldt<br>Hamburg W. German | **2792**<br>1485<br>3400 | GL | **1958** Valmet O/Y—Åbo<br>414' 0" 49' 9" 20' 1"<br>373' 5" 49' 8½" 28' 9"<br>P72' 2 dks & S dk | M Ref OSD<br><br>G.244150 B.237385 In.223464<br><br>8W Der 16(2½) | Oil 2SA 8Cy. 700×1200 mn<br>5340bhp<br>Masch. Augsburg-Nürnbe |
| 5328727<br><br><br>Esd Rdr<br>RT | **FRITZ INGRAM JUNIOR**<br><br>**Ingram Contractors**<br>**Australia Pty. Ltd.**<br>British | **230**<br>—<br>— | | **1968** Adelaide Ship Cons. Pty. Ltd.—<br>Adl<br>100' 0" 29' 9" 9' 7$\frac{1}{16}$"<br>91' 0" 29' 0" 12' 9"<br>1 dk | TM Tug | 2 Vee Oil 4SA each 16Cy.<br>2250bhp<br>Caterpillar Tractor Co. |
| 5327620<br>OZUE<br><br>Df Esd<br>Rdr<br>RTm/v | **FROST**<br><br>**Partrederiet "Frost"**<br>Albrecht & Boserup<br>Copenhagen Danish | **299** **300**<br>— 169<br>709 | | **1968** H. C. Christensens Staalskibs-<br>værft—Marstal<br>187' 8" 32' 10" 11' 4"<br>169' 7" 32' 9½" 18' 10"<br>1 dk & S dk | M Ref OSD Mchy.aft<br><br>In.41120<br>2 Ha (stl) (each 19½'×15½')<br>2W Cr 2(3) Der 2(3) | Oil 2SA 8Cy. 260×400 mm<br>800bhp 85<br>Alpha-Diesel A/S<br>3×170kW 380V 50c/s a.c.<br>Controllable pitch propelle |
| 6828595<br>BVPH<br><br>Df Esd<br>Rdr RT | **FU KUO**<br><br>**Taiwan Agricultural &**<br>**Industrial Development**<br>**Corp.**<br>Kaohsiung China (Taiwan) | **157**<br>72<br>67 | CR (Taiwan) | **1968** Taiwan Provincial S.B. Yard—<br>Kaohsiung<br>104' 0" 20' 10" 7' 9"<br>91' 3" 20' 4" 8' 8"<br>P48' F20' 1 dk | M Fishing Mchy.aft<br>3 Ho 13½', 17', 20½'<br><br>3 Ha (each 4'×3½') | Oil 4SA 4Cy. 260×400 mm<br>360bhp<br>Sumiyoshi Tekkosho |
| 6828600<br>BVPL<br><br>Df Esd<br>Rdr RT | **FU MIN**<br><br>**Taiwan Agricultural &**<br>**Industrial Development**<br>**Corp.**<br>Kaohsiung China (Taiwan) | **157**<br>72<br>67 | CR (Taiwan) | **1968** Taiwan Provincial S.B. Yard—<br>Kaohsiung<br>104' 0" 20' 10" 7' 9"<br>91' 3" 20' 4" 8' 8"<br>P48' F20' 1 dk | M Fishing Mchy.aft<br>3 Ho 13½', 17', 20½'<br><br>3 Ha (each 4'×3½') | Oil 4SA 4Cy. 260×400 mm<br>360bhp<br>Sumiyoshi Tekkosho |
| 6829226<br>JIAH<br>101724<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJISEI MARU No. 7**<br><br>**Fuji Suisan K.K.**<br>Yaizu Japanese | **282**<br>140<br>— | | **1968** Kanazashi Zosensho—Shimizu<br>157' 5" 26' 7" 9' 10"<br>134' 6" 26' 6" 10' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>1000bhp<br>Akasaka Tekkosho |
| 6827034<br>JKGO<br>103940<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUYAMA MARU**<br><br>**Showa Kaiun K.K.**<br>Tokyo Japanese | **55513**<br>—<br>97711 | | **1968** Nippon Kokan—Tsu<br>828' 10" (incl. BB) 124' 9" 49' 3"<br>787' 5" 124' 8" 69' 10"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 900×1550 mr<br>20700bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. |
| 5124095<br><br>329088<br>Df Gc<br>Pfd Rdr | **FUMI**<br>exFumi Maru No. 15–68<br>**Taiyo Canada Ltd.**<br>St. John's, Nfl Canadian | **471**<br>176<br>— | NK | **1952** Hayashikane Zosen—Smk<br>175' 7" 27' 8"<br>157' 5" 27' 6" 14' 9"<br>F11' 1 dk<br>RW | M Whaler Mchy.aft<br>1 Ho 23½'<br><br>1 Ha (3½'×3½')<br>2W | Oil 2SA 8Cy. 480×720 mm<br>2350bhp<br>Hayashikane Zosen |
| 6828129<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUSHIMI MARU**<br><br>**Nitta Kisen K.K.**<br>Matsuyama Japanese | **10000**<br>—<br>15800 | | **1968** Kurushima Dock Co. Ltd.—Imabari<br>71' 7" 28' 1"<br>446' 3" 71' 6" 37' 9"<br>1 dk<br><br>RW | M Mchy.aft | Oil 2SA 6Cy. 700×1200 mi<br>7500bhp MAN<br>Kawasaki Dkyd Co. Ltd. |
| 6828131<br><br>338928 | **G.W. 133**<br><br>**Wimpey (Marine) Ltd.**<br>London British<br>*For later particulars see New Entries No. 12* | **165**<br>165<br>— | **100A**<br>for restricted service<br>Class contemplated | Appledore S.B. Ltd.—Apl<br>100' 1" 30' 1" 5' 10½"<br>100' 0" 30' 0" 7' 0" | Pontoon | |

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| 28739<br><br><br>RT | **GAARDEN**<br><br>**Kieler Verkehrs A.G.**<br>Kiel W. German | 100<br>—<br>— | | **1968** Krögerwerft G.m.b.H.—Rendsburg<br>80′ 5″ 22′ 10″ 5′ 9″<br>69′ 11″ 22′ 0″ 7′ 9″<br>1 dk | M Ferry | Oil 4SA 6Cy. reverse geared<br>150bhp<br>Motorenw. Mannheim Mhm |
| 04366<br>COH<br>3301<br>Df Esd<br>Gc Rdr<br>RTmh/v | **GALASSIA**<br><br>**"ITALSIDER" Alti Forni e Acciaierie Riunite Ilva e Cornigliano S.p.A.**<br>"Sidermar" S.p.A.<br>Genoa Italian | **26329** ~~26314~~<br>13841 ~~13815~~<br>45116 | ✠100A1 SS 4/67<br>strengthened for heavy cargoes Nos. 2 & 6 holds may be empty<br>✠LMC<br>MN3360 EL r†$2\frac{15}{16}$″SQ<br>AB RI | **1963**–3 Ansaldo S.p.A.—Spz<br>753′ 10″ 92′ 3″ 38′ 4½″<br>712′ 4″ 91′ 10″ 51′ 7″<br>P131′ F68′ 1 dk<br>NS 10BH len 68<br>rf nil WB18848t incl. DTm1520t DTsf339t<br>Topside tanks in holds 6645t | M Bulk Carrier Mchy.aft<br>7 Ho 66¼′, 69½′, 71½′, 71½′, 75′, 72¼′, 72¼′<br>G.1841926<br>7 Ha (stl) (each 46′×46′)<br>Der 6(7) 2(6) 2(1) | Oil 2SA 8Cy. 900×1600 mm<br>16800bhp 2060t (hvf)<br>S.A. Fiat S.G.M. Tur<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×600kW 440V 60c/s a.c. 15k |
| 25685<br>SLJK<br>10150<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTmh/v | **GALLIA**<br><br>**Rederi A/B Svenska Lloyd**<br>Torgeir Christoffersen<br>Gothenburg Swedish | T.Mk<br>**2703**<br>1393<br>4555<br>**4315**<br>2597<br>5740 | ✠100A1 SS 4/66<br>DTm—wine FP above 150° F.<br>Ice Class 2<br>✠LMC<br>MN580 EL (v) 1¾″SQ | **1961**–4 A/B Lindholmens Varv—Go<br>398′ 2″ 47′ 8″ 19′ 11¾″/22′ 9¾″<br>370′ 11″ ~~370′ 1″~~ 47′ 6″ 30′ 3″<br>P12′ F40′ 2 dks<br>6BH len 68<br>rf 4″ WB1233t incl. DTa199t | M (5P) Mchy.aft<br>6 Ho 40¼′, 35¾′, 42½′, 44½′, 44½′, 42½′<br>G.309000 B.283020<br>6 Ha (stl) (25¼′×21¼′) (26¾′, 33½′, 33½′, 33½′, 33½′×37½′)<br>Cr 4(5) 1(3) | Oil 2SA 8Cy. 520×900 mm<br>2900bhp Götaverken 246t (hvf)<br>A/B Lindholmens Varv Got<br>3×140kW 230V d.c. 15k |
| 3976 | **GARCILASO**<br><br>**Corporacion Peruana de Vapores**<br>Callao Peruvian | T.Mk<br>**7000**<br>3300<br>10000<br>**8500**<br>4600<br>13100 | **100A1**<br>Class contemplated | O/Y Wärtsilä A/B—Åbo<br>492′ 2″ 64′ 9″<br>451′ 9″ 64′ 8″ 41′ 8″ | M | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>O/Y Wärtsilä A/B Åbo |
| 5322465<br>TKHO<br><br>Df Esd<br>Gc Rdr<br>RTm | **GERS**<br>exPetro Lormont–68<br>exShellmac–67<br>***Cie. Européenne d'Armement***<br>Bordeaux French | **1193**<br>380<br>1155 | BV | **1954** Ch. & At. de St. Nazaire (Penhoët) —Quevilly<br>230′ 4″ 36′ 11″ 12′ 7⅝″<br>36′ 9″<br>P81′ Q92′ F20′ 1 dk | S Tanker Mchy.aft<br>9 Ta<br>Der 3(1½) | T 3Cy. 15″ $24\frac{7}{16}$″ & $43\frac{5}{16}$″×$19\frac{11}{16}$″<br>1000ihp 221t (o.f)<br>At. & Ch. de France Dnk<br>2×25kW 110V d.c. 9½k |
| 29070<br><br><br>Esd<br>Pfd<br>RT | **GERVALLA**<br><br>**Gerrards Rederi A/S**<br>Kristiansand Norwegian | **8500**<br>—<br>16000 | | **1968** Uddevallavarvet A/B—Udv<br>483′ 0″ 70′ 8″ 29′ 3″<br>460′ 0″ 70′ 6″ 39′ 9″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 630×1400 mm<br>7200bhp<br>Uddevallavarvet A/B Udv |
| 2043<br>PTL<br>4705<br>Esd<br>Rdr<br>RT | **GIBRALTAR MARU**<br><br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | ~~6300~~ 8167<br>—<br>12000 | NK | **1968** Ishikawajima-Harima Hvy Ind.—Aio<br>67′ 4″ 28′ 6″<br>419′ 11″ 67′ 3″ 37′ 9″<br>1 dk<br>RW | M | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| 632<br><br><br>Rdr<br>RT | **GIMA**<br><br>**Guaragno Nunzio**<br>Italian | **169**<br>73<br>— | | **1968** Cant. Nav. Mario Morini—Anc<br>105′ 7″ 22′ 9″ 10′ 2″<br>78′ 8″ 22′ 4″ 11′ 1″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 4Cy.<br>665bhp<br>Ansaldo Meccanico-Nucleare S.p.A. Gen |
| 3037<br>DBU<br>29<br>Rdr<br>RT | **GIOVANNA ASSENSO**<br>exWestcoast–68<br>exFreswick–63 exBetty–60<br>**V. Assenso**<br>Gaeta Italian | **397**<br>188<br>578 | BV | **1951** N.V. Scheeps. Unie—Gro<br>*163·2′* 26′ 6″ 10′ 1½″<br>… … …<br>1 dk | M Mchy.aft<br>2 Ha (each 39¾′×14′)<br>Der 2(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp 46t<br>Klöckner-Humboldt-Deutz Kln<br>11k |
| 6827019<br><br><br>Df Esd<br>Gc Rdr<br>RT | **GLARUS**<br><br>**~~U.S.S.R.~~ Okeansky Ribolov**<br>~~Russian~~<br>Bulgarian | **2657**<br>1139<br>— | | **1968** Volkswerft Stralsund—Stralsund<br>269′ 7″ 44′ 9″ 16′ 5″<br>239′ 6″ 44′ 7″ 31′ 2″<br>1 dk | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht Mgd |
| 28741<br>ELSP<br>3086<br>Esd<br>Pfd<br>RT | ***GOLAR FREEZE***<br><br>**Golarfreeze Inc.**<br>Monrovia Liberian<br>For later particulars see New Entries No. 8 | **6709**<br>3755<br>7130 | | **1968** Marinens Hovedverft—Horten<br>456′ 11″ 59′ 2″ 25′ 11¾″<br>426′ 6″ 59′ 0½″ 38′ 2″<br>2 dks, 3rd dk fwd & aft of mchy. space | M Ref | Oil 2SA 9Cy. 680×1250 mm<br>12000bhp Sulzer<br>Marinens Hovedverft Horten |
| 29147<br>ELTV<br>3110<br>Esd<br>Rdr<br>RT | **GOLDEN CHALICE**<br><br>**Golden Chalice Steamship Inc.**<br>Monrovia Liberian<br>For later particulars see New Entries No. 8 | **10481**<br>6822<br>15489 | | **1968** Nippon Kokan—Shimizu<br>477′ 3″ 72′ 4″<br>449′ 4″ 72′ 2″ 40′ 8″<br>2 dks | M Mchy.aft | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp<br>Uraga Hvy Ind. Ltd. Tamashima |
| 5086<br>ELBI<br>131<br>Esd<br>Rdr<br>RT | **GOLDEN DRAKE**<br>exBulktrader–68<br>**Drake Shipping Ltd.**<br>Monrovia Liberian | **15798**<br>11928<br>30004 | AB | **1950** Welding Shpyds Inc.—Norfolk<br>629′ 8″ 84′ 2″ 33′ 5⅛″<br>615′ 0″ 84′ 2″ 43′ 9″<br>Q254′ F109′ 1 dk<br>RW<br>rf 3″ | S Tanker Mchy.aft<br>24 Ta<br>L.963000 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>Emade37fitted50<br>17600shp 4629t (o.f)–77pd<br>U.S. Navy Yard Norfolk<br>16½k |

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|---|---|---|---|---|---|---|---|
| 6829238<br>JPZD<br>104736<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN GATE BRIDGE**<br><br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | ~~16600~~ 16014<br>—<br>15400 | | <br><br>NK | **1968** Kawasaki Dkyd Co. Ltd.—Kob<br>619' 9" (incl. BB) 82' 3" 31' 2"<br>574' 3" 82' 1" 50' 6"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 10Cy. 930 × 1700 mm<br>27500bhp MAN<br>Kawasaki Dkyd Co. Ltd. |
| 5133022<br>PJLQ<br>300575<br>Df Esd<br>Rdr RT | **GOLDEN STAR**<br>exGolden Comet–68<br>**Motorscheepvaart**<br>**"Golden Star"**<br>Dammers & Van Der Heide<br>Willemstad Netherland<br>(Antilles) | 1279<br>665<br>1174 | ✠100A1<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN364 | SS 12/64<br><br><br><br>EL n 1¹⁄₁₆"SQ | **1960**–11 Schps. "De Waal"—<br>Zaltbommel<br>237' 3" 34' 6" 14' 8½"<br>214' 3" 34' 5½" 20' 10"<br>Ba56' F25' 2 dks<br>4BH<br>rf 4" WB197t | M Ref Mchy.aft<br><br>In.60158<br><br>6W Der 1(8) 5(2½) | Oil 4SA 8Cy. 400 × 600 mm<br>1820bhp<br>Masch. Augsburg-Nürnberg |
| 5247653<br>HPZS<br>4428-NY<br>Df Esd<br>Gc | **GRAND MADONNA**<br>exDigby–68<br>exSapphire Gladys–67<br>exNatalie–65 exYukon–64<br>exNatalie–64 exCelestial–56<br>**Madonna Shipping Corp.**<br>Panama Panamanian | 6111<br>3519<br>10566 | | <br><br>AB | **1944** Moore D.D. Co.—Oakland<br>459' 6" 63' 1" 27' 8"<br>435' 0" 63' 0" 31' 6"<br>B79' 2 dks & S dk<br>RW<br>rf nil | S OSD<br>5 Ho 67½', 62½', 70', 70', 71½'<br>G.617999 B.545132<br>5 Ha (27', 32½', 35', 30', 30' × 20')<br>16W Der 2(30) | 2 S Turb dr geared to sc. s<br>6600shp<br>General Electric Co.<br>2 × 300kW 240V d.c. |
| 5007041<br>HPVY<br><br>Df Esd<br>Rdr | **GREAT ISLAND**<br>exAkeshima Maru–68<br>**Great Fortune Nav. Co. S.A.**<br>Panama Panamanian | 1999<br>955<br>3088 | | | **1943** Fujinagata Zosensho—Osa<br>296' 6" 41' 3" 18' 6½"<br>278' 8" 41' 0" 21' 4"<br>P32' B73' F30' 1 dk<br>RW | M<br>2 Ho<br>G.131986 B.120408<br>4 Ha (19½', 28', 25½', 19½' × 16½')<br>8W Der 1(20) 8(5) | Oil 4SA 6Cy. 430 × 520 mm<br>1500bhp NE59<br>Hanshin Nainenki Kogyo<br>2 × 25kW 105V d.c. |
| 6826872<br><br>329465 | **GULF JEAN**<br><br>**Valdez Marine Ltd.**<br>Gulf of Georgia Towing Co. Ltd.<br>Vancouver Canadian | 147<br>9<br>— | | | **1968** B.C. Marine S.B. Ltd.—Vcr<br>*72·2'* 24' 1"<br>… … …<br>1 dk | M Tug | Oil 16Cy. 6½" × 8"<br>1125bhp<br>Caterpillar Tractor Co. |
| 5334925<br>SYEM<br><br>Df Esd<br>Rdr | **HAIDA**<br>exBelval–68 exSouss–63<br>**Co-operating Engineers**<br>**Shipping Co. Ltd.**<br>Piræus Greek | 1184<br>468<br>— | | <br><br>BV | **1952** Scheeps. "De Biesbosch"—<br>Dordrecht<br>269' 1" 39' 6" 14' 6"<br>39' 4"<br>F26' 1 dk & S dk | M Ref OSD Mchy.aft<br>pt bulk wine carrier<br><br>G.102087 B.94992 In.2682<br>3 Ha (33½', 39½', 31½' × 16½')<br>6W Der 2(5) 4(3) | Oil 4SA 8Cy. 460 × 660 mm<br>1600bhp<br>Soc. Gén. de Const. Méc.<br>La |
| 5426405<br>LCAN | **HAMO**<br>exAskheim–68 exBergum–64<br>exAalvik–63<br>**Hans P. Berge Partrederi**<br>Bergen Norwegian | 189<br>86<br>— | | | **1929** Mjellem & Karlsen—Bgn<br>120' 6" 20' 7"<br>… … …<br>1 dk<br>R | M Mchy.aft | Oil 2SA 3Cy. 315 × 380 mm<br>220bhp Emade56fitted63<br>Brødr. Brunvoll Motfbr. |
| 6826688<br>4XSW<br>MS200 | **HAR SAGGI**<br>**"El Yam" Bulk Carriers**<br>**(1967) Ltd.**<br>Maritime Overseas<br>Corporation<br>Haifa Israel<br>For later particulars see New Entries No. 12 | 41104 ~~44100~~<br>27178 —<br>77250 | 100A1<br>Class contemplated | | Furness S.B. Co. Ltd.—<br>Haverton Hill<br>809' 0" 104' 2" 47' 5½"<br>777' 6" 104' 0" 63' 0" | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 840 × 1800 mm<br>B&W<br>Harland & Wolff Ltd. |
| 6826145<br><br><br>Esd Rdr<br>RT | **HARØYSUND**<br><br>**Kåre Haukås and others**<br>Molde Norwegian | 235<br>—<br>— | | | **1968** Vaagland Båtbyggeri—Vågland<br>100' 0" 22' 10"<br>22' 9" 11' 6"<br>1 dk | M Fishing Mchy.aft | Oil 2SA 6Cy. 260 × 400 mm<br><br>Alpha-Diesel A/S |
| 5416448<br><br>350449<br>Df Esd<br>Rdr RT | **HARVEST LOURO**<br>exLouro–68<br>**Sea Harvest Corporation**<br>**(Pty) Ltd.**<br>Cape Town S. African | 199<br>98<br>— | | <br><br>BV | **1964** Hijos de J. Barreras S.A.—Vgo<br>107' 7" 25' 8"<br>94' 5" 25' 6" 12' 9"<br><br>RW | M Stern Trawler | 2 Oil 4SA each 8Cy. 1<br>geared to sc. shaft<br>Masch. Augsburg-Nürnbe |
| 6826949 | **HAUROKO**<br><br>**Southland Harbour Board**<br>Invercargill New Zealand<br>For later particulars see New Entries No. 12 | 220<br>—<br>— | 100A1<br>tug<br>Class contemplated | | Whangarei Eng. & Const. Co.<br>Ltd.—Whangarei<br>95' 9" 27' 2" 12' 7½"<br>90' 0" 27' 0" 11' 6" | TM Tug | 2 Oil 4SA each 6Cy. 10" × 1<br><br>English Electric Co. Ltd. |
| 5162798<br>HO-2934<br><br>Df | **HEATHER**<br>exIrene–68<br>**N.V. Scheepvaartbedr.**<br>**"Gruno"**<br>Panama Panamanian | 357<br>176<br>435 | ✠100A1<br><br>✠LMC | ~~SS 10/64~~<br>TD 7/68<br><br><br>EL e | **1948**–4 Sch. Delfzijl v/h Sander—Dzl<br>149' 2" 24' 9" 9' 3"<br>133' 9" 24' 7"<br>P36' Q46' F18' 1 dk<br>RW 3BH<br>WB137t | M Mchy.aft<br><br>G.22050 B.20700 | Oil 4SA 5Cy. 290 × 450 mm<br>300bhp<br>Appingedammer Brons. |
| 5085885<br>6OCE<br><br>Df Esd<br>Gc Rdr<br>RT | **HEAVEN DRAGON**<br>exDana–68 exProduce–61<br>Launched as Brunneck<br>**Nam Fong Shipping**<br>**Co. Ltd.**<br>Mogadishu Somali Rep. | 2752<br>1530<br>4045 | | | **1946** Nya A/B Gävle Varv & Verks.—Gfl<br>319' 2" 44' 5" 21' 0½"<br>298' 11" 44' 3" 26' 8"<br>F30' 2 dks<br><br>rf 2" | S CSD<br>4 Ho (each 29½' × 19½')<br>G.181000 B.163000<br><br>8W Der 1(30) 8(5) | Q 4Cy. 16" 24" 31½" & 52<br>1480ihp<br>A/B Götaverken |

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| 0324<br>XAR<br>Esd<br>Rdr | **HELENE MARIE**<br>exHelga Eline–68 exElac–65<br>**Jan Hansen**<br>Trondheim Norwegian | **224**<br>64<br>— | NV | **1958** Bråttvåg Skipsinnredning & J. Johansen Sveiseverksted—Bråttvåg<br>116′ 2″ 23′ 5″<br>103′ 8″ 23′ 0″ 12′ 0″<br>1 dk | M Fishing Mchy.aft | Oil 2SA 6Cy. 280×420 mm<br>480bhp<br>Wichmann Mtrf. | Rub |
| 53<br>sd<br>Pfd<br>RT | **HELLE WONSILD**<br>**Partrederiet Victortank 2**<br>Wonsild & Sön<br>Copenhagen Danish | **500**<br>293<br>1202 | | **1968** A/S Svendborg Skibsv.—Svb<br>198′ 11″ 33′ 7″ 13′ 8″<br>181′ 10″ 33′ 5½″ 18′ 10″<br>1 dk & S dk | M Tanker OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Atlas-Mak Masch.<br>Controllable pitch propeller | Kel |
| 315<br>PUU<br>Df Esd<br>Rdr RT | **HEYKUR**<br>exHvalur 5–68 exKrutt–56<br>exRau IX–48<br>**Partsrederi Treyst**<br>Thorshavn Faroese | **387**<br>148<br>— | NV | **1939** Deutsche S. & M.—Wsm<br>151′ 0″ 26′ 6″<br>… … …<br>1 dk<br>RW | S Whaler | T 3Cy. $16\frac{15}{16}$″ 28⅜″ & 47¼″×26¾″<br>1300ihp<br>Deutsche S. & M. | Wsm |
| Rdr | **HIGHLAND BLAZER**<br>exRanen–68<br>**Sea Services Shipping Co. Ltd.**<br>London British | **487**<br>340<br>520 | NV | **1958** D. W. Kremer Sohn—Elmshorn<br>161′ 8″ 28′ 0″ 11′ 6¼″<br>146′ 5″ 27′10½″ 16′ 7″<br>2 dks<br>RW | M Ref Mchy.aft<br>1 Ho<br>G.28000 B.25000 In.2300<br>2 Ha (15¾′, 19½′×7¾′)<br>2W Cr 1(3) Der 1(8) | Oil 4SA 6Cy. 320×450 mm<br>635bhp<br>Klöckner-Humboldt-Deutz<br>3×60, 60, 20kW 220V d.c. | Kln<br>11k |
| 296726<br>KYFD<br>243959<br>Df Esd<br>Gc Rdr<br>RTm | **HIGHLAND PARK**<br>exPuerto Rico–68<br>exOrizaba–63 exAgwimonte–50<br>exCape Alexander–48<br>**Highland S.S. Corp.**<br>San Juan, P.R. United States | **6714**<br>3964<br>12875 | AB | **1943** Consolidated Stl Corp.—Wmg,Cal<br>417′ 9″ 60′ 1″ 27′ 7½″<br>395′ 0″ 60′ 0″ 37′ 8″<br>3 dks<br>rf 4″ | S<br>5 Ho 57½′, 59½′, 71′, 60½′, 51′<br>G.510000 B.451620<br>5 Ha (stl) (29¼′, 31½′, 31½′, 31½′, 31½′×20′)<br>14W Der 1(30) 1(14) 12(5) | 2 S Turb dr geared to sc. shaft<br>4400shp<br>Westinghouse Elec. & Mfg Co.<br>3×350, 350, 15kW 240V d.c. | 1241t (o.f)<br>Pbg<br>14½k |
| 829240<br>JHZS<br>2723<br>Esd<br>Pfd<br>RT | **HINODE MARU No. 51**<br>**Hinode Gyogyo K.K.**<br>Yaizu Japanese | **280**<br>146<br>— | NV | **1968** Kanazashi Zosensho—Shimizu<br>157′ 5″ 26′ 7″ 9′ 10″<br>134′ 6″ 26′ 6″ 10′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>1000bhp<br>Akasaka Tekkosho | Yaizu |
| 046<br>Rdr RT | **HISAYOSHI MARU**<br>**Shigeta Kisen K.K.**<br>Okaki Japanese | **994**<br>615<br>1953 | | **1968** Kanda Zosensho—Kur<br>231′ 4″ 36′ 9″ 16′ 5″<br>213′ 3″ 36′ 8″ 18′ 4″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 380×580 mm<br>1800bhp<br>Nippon Hatsudoki | Kob |
| 252<br>HVF<br>2712<br>Esd<br>Pfd<br>RT | **HIYOSHI MARU No. 7**<br>**Hiyoshi Suisan K.K.**<br>Omaezaki Japanese | **285**<br>146<br>329 | | **1968** Kanazashi Zosensho—Shimizu<br>155′ 4″ 26′ 0″<br>136′ 11″ 25′ 11″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>1000bhp<br>Akasaka Tekkosho | Yaizu |
| 264<br>PUI<br>563<br>Esd<br>Pfd<br>RT | **HOKUETSU MARU No. 21**<br>**I. Ishizaki**<br>Masuke Japanese | **124**<br>—<br>— | | **1968** Nichiro Zosen—Hak<br>116′ 5″ 21′ 5″ 8′ 2″<br>98′ 3″ 21′ 4″ 9′ 2″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 275×410 mm<br>900bhp<br>Fuji Seisakusho | Tok |
| 28155<br>Rdr<br>RT | **HOKURYU MARU**<br>**Keihoku Kaiun K.K.**<br>Tokyo Japanese | **910**<br>—<br>— | | **1968** Kurushima Dock Co. Ltd.—Imabari<br>34′ 10″ 15′ 9″<br>206′ 9″ 34′ 9″ 17′ 9″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 350×520 mm<br>1250bhp<br>Akasaka Tekkosho | Yaizu |
| 6828167<br>Df Esd<br>Gc Pfd<br>Rdr | **HOMEI MARU**<br>**Howa Kaiun K.K.**<br>Daiocho Japanese | **4500**<br>—<br>7100 | | **1968** Hashihama Zosen—Imabari<br>57′ 10″<br>341′ 3″ 57′ 9″ 28′ 10″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 400×460 mm<br>5580bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. | Aio |
| 6827058<br>JMET<br>Df Esd<br>Rdr RT | **HOSEI MARU No. 11**<br>**Shiinoki Gyogyo K.K.**<br>Nagasaki Japanese | **114**<br>42<br>— | | **1968** Hayashikane Zosen—Nag<br>111′ 6″ 20′ 10″ 7′ 10″<br>94′ 5″ 20′ 8″ 9′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>680bhp<br>Hanshin Nainenki Kogyo | Kob |
| 827060<br>M2907<br>04272<br>RT | **HOSEI MARU No. 12**<br>**Shiinoki Gyogyo K.K.**<br>Nagasaki Japanese | **114**<br>42<br>— | | **1968** Hayashikane Zosen—Nag<br>111′ 6″ 20′ 10″ 7′ 10″<br>94′ 5″ 20′ 8″ 9′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>680bhp<br>Hanshin Nainenki Kogyo | Kob |
| 28179<br>Rdr RT | **HOSHU MARU**<br>**Nishitaki Kaiun K.K.**<br>Tsukumi Japanese | **1530**<br>—<br>— | | **1968** Kurushima Dock Co. Ltd.—Imabari<br>39′ 5″ 18′ 8″<br>229′ 8″ 39′ 4″ 21′ 4″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 455×640 mm<br>1800bhp<br>Nippon Hatsudoki | Kob |

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| 5320089<br>6ZZS<br>2746<br>Df Esd<br>Rdr RT | **HSIN LEE**<br>exShun Lee-68<br>exSenei Maru-67<br>exKoyo Maru-58<br>**Hsin Lee Nav. Corp.**<br>Monrovia Liberian | 3609<br>2157<br>5541 | | BV | 1957 Onomichi Zosen—Onomichi<br>354' 4" 50' 0" 24' 1½"<br>328' 1" 49' 10" 25' 7"<br>Q100' F39' 1 dk | M Mchy.aft<br>G.256560 B.243665<br>3 Ha (37½', 57½', 57½'×20')<br>12W Der 4(10) 6(5) | Oil 2SA 7Cy. 480×800 mm<br>2300bhp<br>Niigata Eng. Co. Ltd. |
| 5216032 | **HUD**<br>exMaamal-68<br>**Aden Port Trust**<br>*Aden* S. Yemen | 43<br>—<br>— | ✠A1<br>tug<br>Aden harbour service<br>✠LMC<br>MN54 | SS 3/66 | 1952-11 Wm. Weatherhead & Sons Ltd.<br>—Berwick<br>60' 8" 15' 1"<br>55' 5" 15' 0" 7' 11"<br>RW 3BH<br>rf 6" WB20t | M Tug | Oil 4SA 6Cy. 8½"×11½" with<br>gearing<br>270bhp<br>Lister Blackstone Marine Lt<br>1×1kW 24V d.c. |
| 5112250<br>DHHS<br>11087<br>Df Esd<br>Gc Rdr<br>RTv | **HUGO SELMER**<br>exFallsund-68 exFleetwing-59<br>**Partenreederei m.s.**<br>**"Hugo Selmer"**<br>Oskar Wehr K.G.<br>Hamburg W. German | 1472<br>835<br>~~2716~~<br>2670 | ✠100A1<br>✠LMC<br>MN250 | SS 7/68<br>EL p 1$\frac{1}{16}$"SQ | 1956-4 Jos. L. Meyer Schiffs.—<br>Papenburg<br>290' 0" 38' 7" 15' 11½"<br>270' 3" 38' 4½" 17' 8"<br>Q164' F25' 1 dk<br>RW 5BH len 68<br>rf nil WB567t incl. DTf77t | M Mchy.aft<br>2 Ho 48', 136', 4'DT<br>G.128645 B.123498<br>3 Ha (stl) (36'×25½') (62'×25½')<br>(36'×25½')<br>3W Der 3(3) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz |
| 6828765 | **HUMBERGATE**<br>**Hull Gates Shipping**<br>**Co. Ltd.**<br>S. F. Craggs & Co. Ltd.<br>Hull British<br>For later particulars see New Entries No. 12 | 1520<br>—<br>2600 | 100A1<br>oil tanker<br>Class contemplated | | R. Dunston (Hessle) Ltd.—<br>Hessle<br>277' 0" 43' 5" 15' 8"<br>260' 0" 43' 0" 19' 0" | M Tanker Mchy.aft | Oil 4SA 8Cy. 12½"×14½"<br>Ruston & Hornsby |
| 6829082 | **HYDE PARK**<br>**Park Steamships Ltd.**<br>Turnbull, Scott & Co.<br>London British | 1430<br>886<br>2600 | 100A1<br>Class contemplated | | E. J. Smit & Zn's Scheeps.—<br>Westerbroek<br>253' 2" 39' 1" 18' 10½"<br>231' 1" 38' 9" 22' 6" | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>Atlas-Mak Masch. |
| 6829680<br>Rdr RT | **I. YILDIZ**<br>**Idris Yildiz**<br>Istanbul Turkish | 498<br>350<br>1000 | | | 1968 Deniz Insaat Kizaklari—<br>Buyukdere<br>193' 4" 29' 7" 12' 5"<br>180' 4" 29' 6½" 13' 7"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>1000bhp<br>Schwermasch. Karl Liebkr |
| 6711364<br>CUYO<br>LX-57-N<br>Df Esd<br>Gc Rdr<br>RT | **ILHA DE SÃO NICOLAU**<br>**Soc. dos Armadores da**<br>**Pesca do Arrasto**<br>Lisbon Portuguese | 1138<br>603<br>850 | ✠100A1<br>stern trawler<br>✠LMC<br>MN359 | EL f†1½"SQ | 1967-10 Est. Nav. de Viana do Castelo—<br>Viana do Castelo<br>204' 11" 34' 8" 15' 1"<br>179' 6" 34' 5½" 23' 11"<br>2 dks<br>RW Coll BH to U dk 4 to 2nd dk<br>rf 48" BK6" WB19t | M Stern Trawler | Oil 4SA 6Cy. 385×580 mm<br>1795bhp ✠NEmade64fitte<br>Emy. propulsion by mo<br>driven generator<br>Mak. Masch.-Kiel G.m.b.H<br>3×240, 240, 200kW 230V d.<br>Controllable pitch propell |
| 6827644 | **INASA**<br>**INASA Industria Nova**<br>**America S.A.**<br>Belém Brazilian | 90<br>—<br>— | A1<br>tug<br>for restricted service<br>Class contemplated | | Estaleiro MacLaren—Rio<br>65' 7" 19' 8" 5' 4"<br>60' 8" 19' 7½" 9' 9" | TM Pusher Tug Mchy.aft | 2 Oil 4SA each 6Cy. 4½"×<br>Caterpillar Tractor Co. |
| 6826690 | **INASA II**<br>**INASA Industria Nova**<br>**America S.A.**<br>Belém Brazilian | 100<br>—<br>200 | 100A1<br>barge<br>for restricted service<br>Class contemplated | | Estaleiro MacLaren—Rio<br>85' 5" 27' 8" 6' 3"<br>85' 4" 26' 3" 9' 10" | Barge | |
| 5148455<br>HOEE<br>Df Esd<br>Gc Rdr | **INDONESIAN STAR**<br>exGalveston Merchant-68<br>exHerbjørn-66 exGrenanger-62<br>exCape Falcon-47<br>**Galveston Merchant S.A.**<br>Panama Panamanian | 5223<br>3054<br>8000 | | NV | 1944 Pennsylvania Shipyards Inc.—<br>Beaumont<br>412' 3" 60' 1" 24' 9¾"<br>390' 0" 59' 11" 28' 5½"<br>2 dks & S dk<br>rf 4" | M (8P) OSD<br>5 Ho 59', 59', 49', 49½', 65¾'<br>G.500000 B.442700<br>5 Ha (stl) (24¾', 33½', 31½', 18',<br>36'×24')<br>12W Der 1(30) 12(5) | 2 Oil 2SA each 6Cy. 545×<br>electro-magnetic slip co<br>gearing to sc. shaft<br>4150bhp<br>Nordberg Mfg Co.<br>2×250, 220kW 220V d.c. |
| 5160764<br>SKLI<br>10482<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **INDUSTRIA**<br>**Rederi A/B Svenska Lloyd**<br>Torgeir Christoffersen<br>Gothenburg Swedish | T.Mk<br>2710<br>1400<br>4640<br>4315<br>2600<br>5825 | ✠100A1<br>DTm—vegetable oil<br>Ice Class 2<br>✠LMC<br>MN600 | SS 7/68<br>EL (v) 1¾"SQ | 1964-5 Ast. de Cadiz—Cdz<br>398' 2" 47' 8" 19' 11¾"/22' 9¾"<br>370' 1" 47' 6" 30' 3"<br>P12' F40' 2 dks<br>6BH len 68<br>rf 4" WB1182t incl. DTm211t | M (4P) Mchy.aft<br>6 Ho 40½', 35¾', 42½', 44½', 44½', 42½'<br>G.310000 B.283970<br>6 Ha (stl) (25½'×21½') (26¾', 33½', 33½<br>33½', 33½'×37½')<br>Cr 5(5) | Oil 2SA 8Cy. 520×900 mm<br>3000bhp Götaverken<br>Empresa Nacional "Elcan<br>3×140kW 230V d.c. |
| 6827321<br>Df Esd<br>Gc Rdr<br>RT | **INITIATOR**<br>**U.S.S.R.**<br>Russian | 2657<br>1139<br>— | | | 1968 Volkswerft Stralsund—Stralsund<br>269' 7" 44' 9" 16' 5"<br>239' 6" 44' 7" 31' 2"<br>1 dk | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy.<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebk |
| 6829903<br>Df Esd<br>Gc Rdr<br>RT | **IRMA DELMAS**<br>**Société Navale Delmas**<br>**Vieljeux**<br>Dunkirk French | 10200<br>5500<br>13072 | | | 1968 Ch. Nav. de La Ciotat—La Ciotat<br>528' 6" 69' 1" 29' 9"<br>482' 3" 68' 11" 39' 5"<br>2 dks | M Ref CSD Mchy.aft<br>5 Ho<br>6 Ha | Oil 2SA 6Cy. 900×1550 m<br>15180bhp Sulzer<br>Cie. de Const. Mec. |

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| **ISE MARU No. 12**<br><br>**Horie Sempaku K.K.**<br>Kitakyushu Japanese | **2550**<br>—<br>4050 | | **1968** Kurushima Dock Co. Ltd.—Imabari<br>46′ 7″ 20′ 4″<br>277′ 3″ 46′ 6″ 23′ 0″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 500×700 mm<br>2500bhp<br>Hanshin Nainenki Kogyo Kob |
| **ISIDORA**<br><br>**Soc. Maritime Shell**<br>Dunkirk French | **33705**<br>21557<br>59000 | BV<br><br>✠Classed LR until 1/56 | **1966** (Fwd & Cargo sections) Cons. Nav. & Ind. de la Méditerranée (C.N.I.M.)—La Seyne<br>**1955** (Aft section) Ch. & At. de St. Nazaire (Penhoët)—St.N<br>786′ 9″ 40′ 0″<br>754′ 7″ 101′ 8″<br>1 dk | S Tanker Mchy.aft<br>15 Ta<br>HeCls. BC<br><br>Der 3(5) 4(1) | 2 S Turb dr geared to sc. shaft<br>13750shp 2757t (o.f)–80pd<br>Ch. & At. de St. Nazaire (Penhoët) St.N<br>2×550kW 440V 60c/s a.c. 15¼k |
| **ISTRIA**<br><br>**Società Rimorchiatori Riuniti**<br>Italian | **193**<br>36<br>64 | | **1968** Campanella-Cantieri Navali S.p.A. —Savona<br>93′ 1″ 28′ 0″ 12′ 8″<br>88′ 7″ 27′ 1½″ 10′ 0″<br>1 dk | M Tug | 2 Oil 4SA each 8Cy. 270×360 mm<br>1800bhp 80t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×25kW 220V d.c.<br>2 Directional propellers 12k |
| **ITALIAN**<br>exWillem Smits–68<br>exDita Smits II–65<br>**Marinus Smits**<br>Kamp's Scheepv. & Handelmaats. N.V.<br>Rotterdam Netherland | **454**<br>199<br>730 | **✠100A1** SS 4/68<br><br>**✠LMC**<br><br>MN150 EL j 1⅛″SQ | **1963**–2 Schps. v/h De Groot & v. Vliet—Slikkerveer<br>195′ 11″ 30′ 6″ 10′ 10¾″<br>177′ 2″ 30′ 2″ 17′ 9″<br>RFD23′ 1 dk & S dk<br>RW Coll & mchy. BH to S dk 1 to 2nd dk<br>rf 3″ WB152t | M OSD Mchy.aft<br>1 Ho 118′ 1TwD 121¾′<br>G.58000 B.55000<br>2 Ha (stl) (each 38′×18′)<br>4W Der 4(3) | Oil 4SA 6Cy. 320×480 mm<br>750bhp (d.o)<br>Motorenw. Mannheim Mhm<br>2×15 & 5kW 220V d.c. 11k |
| **ITEA**<br>exNicos–68 exCyclops<br>exWrecker<br>**P.M. Michellepis & N. G. Kochilas**<br>*Piræus* Greek | **347**<br>185<br>— | ✠<br><br>GL | **1905**–8 Ramage & Ferguson Ltd.—Lth<br>*134·8′* 30′ 1″<br>13′ 7″<br>1 dk<br>R | M | Oil 4SA 6Cy. 349×534 mm<br>550bhp NE39<br>Mirrlees, Bickerton & Day Stckpt |
| **ITHAKI**<br><br>**Ulysses Shipping Enterprises Special Shipping S.A.**<br>Ithaka Greek<br>For later particulars see New Entries No. **12** | 9066 ~~9070~~<br>6378 ~~6140~~<br>14900 | **100A1**<br>Class contemplated | Bartram & Sons Ltd.—Sld<br>462′ 9″ 67′ 2″ 29′ 0½″<br>440′ 0″ 67′ 0″ 38′ 6″ | M | Oil 2SA 5Cy. 680×1250 mm<br>Sulzer<br>G. Clark & N.E.M. Ltd. Sld |
| **IVONDRO**<br><br>**Nouvelle Cie. Havraise Péninsulaire**<br>Dunkirk French | **7900**<br>—<br>— | | **1968** At. & Ch. de Dunkerque & Bordeaux (France Gironde)—Dnk<br>472′ 5″ (incl. BB) 65′ 10″ 24′ 7″<br>439′ 7″ 65′ 7″ 39′ 5″<br>2 dks | M Ref | Oil 2SA 6Cy. 840×1800 mm<br>12600bhp B&W<br>Soc. Forg. & At. du Creusot<br>Le Creusot |
| **IZUMI MARU No. 17**<br><br>**Nippon Gas Line K.K.**<br>Matsuyama Japanese | **999**<br>—<br>1000 | | **1968** Imai Zosen—Kochi<br>34′ 6″ 13′ 2″<br>170′ 8″ 34′ 5″ 16′ 5″<br>1 dk<br>RW | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>1200bhp<br>Daihatsu Kogyo Osa |
| **JACKSONVILLE**<br>exMission Solano–68<br>**Containership Chartering Service**<br>*Wilmington, Del* United States | **11601**<br>7412<br>— | <br><br>AB | **1944** Marinship Corp.—Sausalito<br>523′ 6″ 68′ 2″ 31′ 4¼″<br>502′ 0″ 68′ 0″ 45′ 3″<br>P108′ F53′ 2 dks<br>RW<br>rf 9″ conv tanker 68 | T-E Mchy.aft<br>4 Ho<br><br>16 Ha (stl) | S Turb 10000shp connected to elec. motor<br>1844t<br>General Electric Co.<br>2×400kW |
| **JÆREN**<br><br>**Det Stavangerske Dampskipsselskab**<br>Stavanger Norwegian | T.Mk<br>**487**<br>239<br>905 | | **1968** J. J. Sietas Schiffsw.—Ham<br>202′ 8″ 32′ 11″ 13′ 0″<br>181′ 0″ 32′ 10″ 20′ 6″<br>P56′ F29′ 2 dks | M Mchy.aft<br>1 Ho 118½′ TwD 149′<br>G.70700 B.62800<br>2 Ha (stl) (each 25¼′×11½′)<br>Cr 1(6) Der 1(6) | Oil 4SA 6Cy. 320×450 mm<br>1000bhp 57t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×76kW 220V 50c/s a.c.<br>Controllable pitch propeller 12k |
| ***JAMAICAN* PROVIDER**<br><br>**Narwhal Ltd.**<br>Nassau British | **1588**<br>649<br>3904 | **✠100A1**<br><br>**✠LMC**<br><br>MN800 EL S 1⅝″U2 | **1968**–3 J. J. Sietas Schiffsw.—Ham<br>300′ 0″ (incl. BB) 54′ 10″<br>274′ 10″ 52′ 6″ 18′ 10″<br>B&F169′ 1 dk<br>NS 5BH<br>rf nil WB1784t incl. DTf157t | TM Mchy.aft<br>stern door | 2 Oil 4SA each 8Cy. 400×580 mm<br>2000bhp 200t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>3×174kW 440V 60c/s a.c. 16k |
| **JAPAN ALDER**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | ~~**32800**~~ **33442**<br>— **21247**<br>53850 | <br><br>NK | **1968** Maizuru Jukogyo Ltd.—Maizuru<br>723′ 9″ (incl. BB) 105′ 0″ 37′ 9½″<br>689′ 0″ 104′ 11″ 56′ 9″<br>1 dk<br>RW | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 900×1550 mm<br>15000bhp Sulzer<br>Maizuru Jukogyo Maizuru |
| **JAPAN JUNIPER**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | **10271**<br>6547<br>16382 | | **1968** Nipponkai Jukogyo—Toyama<br>74′ 3″<br>463′ 5″ 74′ 2″ 39′ 4″<br>2 dks | M Mchy.aft | Oil 4SA 16Cy. 400×460 mm<br>7440bhp<br>Ishikawajima-Harima Hvy Ind. Aio |

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| 6828210<br>JJNI<br>105071<br>Df Esd<br>Gc Pfd<br>Rdr | **JAPAN LILAC**<br>**Japan Line Ltd.**<br>Tokyo Japanese | 57100<br>34260<br>98300 | | **1968** Kawasaki Dkyd Co. Ltd.—Kob<br>830' 2" (incl. BB) 127' 10"<br>800' 6" 127' 8"<br>1 dk<br>RW | M Ore/Oil Carrier Mchy.aft | Oil 2SA 9Cy. 860×1600 mm<br>20700bhp MAN<br>Kawasaki Dkyd Co. Ltd. |
| 6828789<br>Df Esd<br>Gc Rdr<br>RT | **JOANA**<br>**Regina Sea Transport Corp. S.A.**<br>Greek | 15600<br>—<br>— | | **1968** Mitsui Zosen—Fujinagata<br>32' 11"<br>551' 3" 75' 2" 46' 3"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Ishikawajima-Harima Hvy I |
| 5221556<br>ELRA<br>3057<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **JOHN W. HILL**<br>exMargaret Bowater-68<br>**Jeronimo Corp.**<br>Monrovia Liberian | *6481*<br>*3532*<br>8345 | ✠100A1 SS 1/67<br>Str. nav. ice<br>✠LMC<br>MN940 EL a†2"SQ | **1955-2** W. Denny & Bros. Ltd.—Dmb<br>419' 4" 58' 10" 26' 7"<br>396' 6" 58' 6" 35' 6"<br>P41' G67' 1 dk<br>RW 6BH<br>rf 9" DK WB2010t incl. Tunnel tanks 209t DTsm474t | S (6P)<br>4 Ho 76½', 51½', 55', 102½'<br>G.377820 B.358340<br>6 Ha (stl) (20½', 20½', 27', 27½', 20½', 20½'×18')<br>16W Der 2(10) 14(5) | 3 S Turb sr geared to sc. s<br>4700shp<br>W. Denny & Bros. Ltd.<br>2WTB 300lb Spt 265lb hs<br>3×60kW 220V d.c. |
| 5414268<br>LLSR<br>Df RTm | **JÖKULTIND**<br>exVestvik-68<br>exJozef Swenden-63<br>**Jökul A/S**<br>Ålesund Norwegian | 491<br>295<br>812 | BV | **1951** Werft De Noord—Alb<br>187' 0" 28' 8" 11' 7"<br>167' 3" 28' 6"<br>P29' Q69' F28' 1 dk<br>RW | M Mchy.aft<br>1 Ho 110'<br>G.36521 B.33602<br>2 Ha (each 37½'×13')<br>2W Der 2(3) | Oil 4SA 8Cy. 270×500 mm<br>500bhp<br>N.V. Werkspoor<br>3×18, 18, 6kW 220V d.c. |
| 6826717<br>YTXD<br>Df Esd<br>Gc Rdr<br>RTh | **JORDAN NIKOLOV**<br>**Jugoslavenska Tankerska Plovidba**<br>Zadar Yugoslav | 39536<br>~~28808~~ 23865<br>63000 | JR | **1968** Ishikawajima-Harima Hvy Ind.—Aio<br>759' 6" (incl. BB) 114' 11" 40' 0"<br>721' 10" 114' 10" 57' 9"<br>1 dk | M Tanker Mchy.aft<br>13 Ta<br>L.2871835 HeCls. BC | Oil 2SA 9Cy. 900×1550 m<br>20700bhp Sulzer 2400<br>Ishikawajima-Harima Hvy<br>2×540kW 400V 50c/s a.c. |
| 6828791<br>Df Esd<br>Gc Rdr<br>RT | **JOSEF STEWING**<br>**Ernst Jacob**<br>Flensburg W. German<br>Now **RHEINFELS** See New Entries No. 9 | 6550<br>4320<br>—<br>**9303**<br>6475<br>14980 | | **1968** Flensburger Schiffs. Ges.—Fln<br>458' 5" 68' 11" 26' 11"/29' 7"<br>433' 1" 69' 1" 40' 4"<br>1 dk & S dk | M OSD/CSD Mchy.aft | Oil 2SA 6Cy. 680×1200 m<br>7200bhp<br>Borsig A.G. |
| 5360558<br>LMIZ<br>Df Esd<br>Rdr RT | **JOVISTA**<br>exPetro Minor-68<br>exJovista-66 exThuban-64<br>**Aronsens Rederi A/S**<br>Kristiansund Norwegian | 500<br>271<br>846 | BV | **1957** Scheeps. "Vooruitgang"—Foxhol<br>201' 6" 30' 5" 12' 1"<br>184' 8" 30' 2½" 13' 7"<br>P49' F24' 1 dk<br>RW | M Mchy.aft<br>1 Ho 123½'<br>G.38541 B.35120<br>1 Ha (93½'×16½')<br>4W Der 4(3) | Oil 4SA 6Cy. 330×600 mm<br>600bhp<br>N.V. Werkspoor |
| 6327838 | **JULIAN MARCHLEVSKI**<br>**U.S.S.R.**<br>Russian | 13600<br>—<br>10000 | | **1968** Stocznia Gdanska—Gdk<br>537' 4" 69' 9" 26' 6"<br>488' 10" 69' 7" 31' 0"<br>2 dks & S dk | M Fish Factory OSD Mchy.aft | Oil 2SA 6Cy. 620×1400 m<br>7200bhp B&W<br>H. Cegielski |
| 6827840<br>Df Esd<br>Gc Rdr | **JURII KOSTIKOV**<br>**U.S.S.R.**<br>Russian | 2970<br>1271<br>1417 | | **1968** Stocznia Gdanska—Gdk<br>272' 8" 45' 5" 18' 2"<br>45' 3" 32' 0"<br>2 dks | M Stern Trawling Factory Ship Ref<br>5 Ho<br>In.62331<br>5 Ha<br>2W Der 2(1½) | Oil 2SA 8Cy. 480×700 m<br>2400bhp Sulzer<br>Soc. Española de Const. |
| 6829288<br>JIII<br>102753<br>Df Esd<br>Gc Pfd<br>RT | **KAIO MARU No. 31**<br>**Kaio Maru Gyogyo K.K.**<br>Nansei Japanese | 403<br>211<br>— | | **1968** Kanazashi Zosensho—Shimizu<br>175' 8" 28' 4" 11' 10"<br>157' 5" 28' 3" 13' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 380×560 m<br>1500bhp<br>Akasaka Tekkosho |
| 6829290<br>JICA<br>102729<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KAIRYU MARU No. 17**<br>**Kaiyu Maru Gyogyo K.K.**<br>Omaezaki Japanese | 255<br>108<br>— | | **1968** Kanazashi Zosensho—Shimizu<br>155' 5" 23' 9" 9' 10"<br>128' 0" 23' 8" 11' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 m<br>1000bhp<br>Akasaka Tekkosho |
| 5114351<br>SXDQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KALLIOPI L.**<br>exFernvalley-68<br>**Astro Naviero Cia. Maritima S.A.**<br>Greek<br>Name should be **CALLIOPE L.** See New Entries No. 8 | 4504<br>2540<br>6420<br>**6133**<br>3628<br>8445 | NV | **1955** A. Stephen & Sons Ltd.—Gls<br>427' 11" 57' 1" 23' 1¾"/27' 0¾"<br>402' 2" 56' 11"<br>P46' B85' F72' 1 dk & S dk, 3rd dk in Nos. 1 & 3 holds | M (12P) Ref OSD/CSD<br>5 Ho 47½', 63¾', 60', 67½', 65'<br>G.428510 B.388340 In.4870<br>5 Ha (stl) (22½', 34', 27½', 32½', 32½'×18')<br>16W Der 1(30) 4(10) 12(5) | Oil 2SA 4Cy. 670×2320 m<br>4400bhp Doxford<br>A. Stephen & Sons Ltd.<br>3×180kW 220V d.c. |
| 6828222 | **KANDA MARU**<br>**Hoyo Kaiun Sangyo K.K.**<br>Tokyo Japanese | 195<br>61<br>— | | **1968** Shin Yamamoto Zosen—Kochi<br>103' 3" 29' 7" 9' 6"<br>93' 6" 29' 6" 12' 5"<br>1 dk<br>RW | TM Tug | 2 Oil 4SA each 8Cy. 320<br>3000bhp<br>Fuji Seisakusho |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 234 | **KANEI MARU No. 8** | **254** | | **1968** Uchida Zosen—Ise | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×510 mm | |
| IOX | | — | | 24′ 0″ 10′ 2″ | | 1000bhp | |
| 763 | **S. Okawa** | — | | 127′ 5″ 23′ 11″ 11′ 5″ | | Hanshin Nainenki Kogyo | Kob |
| Esd | Owase Japanese | | | 1 dk | | | |
| Pld | | | | RW | | | |
| Rdr | | | | | | | |
| | **KANEOKA MARU** | **9910** | | **1968** Kanazashi Zosensho—Shimizu | M Mchy.aft | Oil 2SA 6Cy. 620×1400 mm | |
| | | 6364 | | 488′ 6″ 72′ 3″ 29′ 2″ | | 7200bhp | |
| | **Kinsei Kisen K.K.** | 16517 | | 452′ 10″ 72′ 2″ 39′ 0″ | | Mitsui Zosen | Tmn |
| | Tokyo Japanese | | | 1 dk | | | |
| 784 | **KANYO MARU** | **496** | | **1968** Kanda Zosensho—Kur | TM Ferry | 2 Oil 4SA each 8Cy. 260×320 mm | |
| 022 | | 232 | | 146′ 4″ 36′ 5″ 8′ 4″ | | 1700bhp | |
| 090 | **Ishizaki Kisen K.K.** | 175 | | 132′ 10″ 32′ 10″ 11′ 10″ | | Daihatsu Kogyo | Osa |
| RT | Matsuyama Japanese | | | 1 dk | | | |
| | **KARL LINNE** | **10873** | | **1964**–12 A/B Götaverken—Got | M Ref Mchy.aft | Oil 2SA 7Cy. 760×1500 mm | |
| | | 5903 | | 514′ 10″ 69′ 7″ 24′ 3″ | 5 Ho | 8750bhp | |
| | **U.S.S.R.** | 8900 | ✠Classed LR until 4/67 | 475′ 11″ 69′ 4″ 43′ 4″ | In.446696 | A/B Götaverken | Got |
| Esd | Kaliningrad Russian | | | P123′ F49′ 2 dks, 3rd dk except in mchy. space | 5 Ha (each 16½′×13¾′) | | 17¼k |
| Pld | | | | | 12W Der 10(5) 2(1½) | | |
| Rdr | | | | rf 6″ | | | |
| 781 | **KARLOVO** | **1991** | | **1954** Trondhjems M/V—Tdh | M OSD Mchy.aft | Oil 2SA 6Cy. 520×700 mm | |
| LZIC | exEritrea–68 exKarlovo–64 | 923 | | 315′ 3″ 45′ 1″ 18′ 9¼″ | 2 Ho | 1800bhp | 556t |
| | exKongsbru–63 | 3410 | NV | 290′ 0″ 44′ 11″ | G.225300 B.215130 | Waggon & Maschb. | Ham |
| | **Navigation Maritime Bulgare** | | | 1 dk & S dk | 4 Ha (34¾′×21½′) (34¾′, 34¾′, 34¾′×23¾′) | | 13k |
| | Varna Bulgarian | | | RW | 8W Der 1(15) 8(5) | | |
| 7096 | **KASEI MARU** | **479** | | **1968** Sanyo Zosen—Hma | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 325×460 mm | |
| | | 250 | | 164′ 0″ 28′ 7″ 11′ 2″ | | 900bhp | |
| | **Hamaoka Unyu K.K.** | — | | 151′ 3″ 28′ 6″ 12′ 5″ | | Nippon Hatsudoki | Kob |
| | Sanbe Japanese | | | 1 dk | | | |
| 17 | **KASUGA MARU No. 3** | **334** | | **1968** Kanazashi Zosensho—Shimizu | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm | |
| AII | | 170 | | 164′ 4″ 25′ 7″ 10′ 5″ | | 1000bhp | |
| 46 | **Kasuga Gyogyo K.K.** | — | | 146′ 5″ 25′ 6″ 11′ 10″ | | Akasaka Tekkosho | Yaizu |
| | Yaizu Japanese | | | 1 dk | | | |
| | **KEUMGANG SAN** | **10236** ~~5000~~ | **100A1** | Verolme Schpsw.—Heusden | M Fish Factory Ref | Oil 2SA 6Cy. 700×1200 mm MAN | |
| | | 5003 — | Class contemplated | 453′ 0″ 65′ 9″ 22′ 4″ | | | |
| | **Korean Fishing Owners Industry** | ~~7050~~ | | 405′ 0″ 65′ 8″ 42′ 7″ | | Verolme Machfbk. | Ijsselmonde |
| | Kin Tschäk N. Korean | | | | | | |
| 57 | **KEVRENN** | **193** | | **1968** S.I.C.C. Na.—St.M | TM Passenger Launch | 2 Oil 4SA each 12Cy. 150×180 mm reverse reduction geared | |
| | | 102 | | 110′ 0″ 25′ 1″ | | | |
| | **Le Bris "Vedettes Armoricaines"** | — | | 99′ 9″ 24′ 7″ 9′ 6″ | | Soc. Surgèrienne de Const. Méc. | |
| dr | | | | 1 dk | | | Surgères |
| | Brest French | | | | | | |
| 35 | **KHIAN CAPTAIN** | **10086** | | **1967** Ishikawajima-Harima Hvy Ind.—Tok | M Mchy.aft | Oil 4SA 12Cy. 400×460 mm reduction geared with direct coupling | |
| JC | | 6298 | | | 4 Ho | | |
| | **Freedom Maritime Corp.** | 13871 | AB | 465′ 0″ 65′ 0″ 28′ 4⅝″ | G.706000 B.665000 | 5130bhp | |
| Esd | Piræus Greek | | | 440′ 0″ 64′ 11″ 40′ 1″ | 6 Ha | Ishikawajima-Harima Hvy Ind. | Aio |
| Pfd | | | | 2 dks | | | |
| Rdr RT | | | | | | | |
| 829898 | **KHIAN WAVE** | **10016** | | **1968** Ishikawajima-Harima Hvy Ind.—Tok | M Mchy.aft | Oil 4SA 12Cy. 400×460 mm reduction geared | |
| SXCZ | | 6422 | | | | | |
| 1337 | **Freedom Tramping Enterprises Inc.** | ~~15163~~ | AB | 466′ 9″ (incl. BB) 65′ 2″ 29′ 9″ | | 5130bhp Pielstick | |
| f Esd | | 14924 | | 440′ 0″ 65′ 0″ 40′ 4″ | | Ishikawajima-Harima Hvy Ind. | Aio |
| c Rdr | Piræus Greek | | | 2 dks | | | |
| RT | | | | | | | |
| 27333 | **KIL 4** | **2366** | | **1968** Schiffswerft Neptun—Ros | D-E Salvage Ship | Oil 2300bhp connected to elec. motor | |
| | | — | | 48′ 6″ 16′ 5″ | | | |
| | **U.S.S.R.** | — | | 222′ 8″ 48′ 4″ 24′ 0″ | | Schwermasch. Karl Liebknecht | Mgd |
| | Russian | | | 1 dk | | | 12½k |
| 2119 | **KINI** | **25409** | | **1961** Kieler Howaldtswerke A.G.—Kel | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft | |
| ZQW | exFalkefjell–68 | 15456 | | 707′ 2″ 90′ 3″ 37′ 3″ | 30 Ta | 17500shp | 4835t (o.f)–77pd |
| 363 | **Kini Cia. Maritima S.A.** | 39925 | NV | 677′ 0″ 90′ 0″ 49′ 3″ | L.1878225 HeCls. BC | Kieler Howaldtswerke A.G. | Kel |
| Esd | Syros Greek | | | 1 dk | | 3×600, 600, 200kW 450V 60c/s a.c. | |
| Pfd | | | | | | | 15½k |
| Rdr | | | | rf 4″ | | | |
| h/v | | | | | | | |
| 246 | **KISHU MARU** | **499** | | **1968** Kurushima Dock Co. Ltd.—Imabari | M Mchy.aft | Oil 4SA 6Cy. 280×440 mm | |
| | | — | | 27′ 11″ 12′ 9″ | | 750bhp | |
| | **Shinko Kaiun K.K.** | 800 | | 157′ 5″ 27′ 10″ 13′ 9″ | | Hanshin Nainenki Kogyo | Kob |
| Rdr | Kobe Japanese | | | 1 dk | | | |
| RT | | | | RW | | | |

# REGISTER OF SHIPS

| | | | | | | |
|---|---|---|---|---|---|---|
| 6828258 | **KITO MARU** | 499 | | 1968 Kurushima Dock Co. Ltd.—Imabari | M Mchy.aft | Oil 4SA 6Cy. 280 × 440 mm |
| | | — | | 27′ 11″ 12′ 8″ | | 750bhp |
| | **Shinko Kaiun K.K.** | 800 | | 157′ 5″ 27′ 10″ 13′ 9″ | | Niigata Eng. Co. Ltd. |
| Gc Rdr | Kobe Japanese | | | 1 dk | | |
| RT | | | | RW | | |
| 6827101 | **KOFUKUSAN MARU** | 55483 | | 1968 Nippon Kokan—Tsu | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 900 × 1550 mm |
| JKGO | | 36656 | | 828′ 10″ (incl. BB) 124′ 10″ 49′ 3″ | | 20700bhp Sulzer |
| 103940 | **Mitsui-O.S.K. Lines K.K.** | 97442 | | 787′ 5″ 124′ 8″ 69′ 11″ | | Mitsubishi Hvy Ind. Ltd. |
| Df Esd | Osaka Japanese | | | 1 dk | | |
| Gc Pfd | | | | | | |
| Rdr RT | Name should be **KOHFUKUSAN MARU** See New Entries No. 10 | | | | | |
| 6828260 | **KOHO MARU No. 22** | 254 | | 1968 Kochiken Zosen—Kochi | M Fishing Mchy.a | Oil 4SA 6Cy. 270 × 420 mm |
| JGIJ | | — | | 25′ 0″ 9′ 11″ | | 750bhp |
| 104175 | **M. Nakatani** | — | | 132′ 10″ 24′ 11″ 11′ 4″ | | Akasaka Tekkosho |
| Df Esd | Muroto Japanese | | | 1 dk | | |
| Gc Pfd | | | | RW | | |
| Rdr | | | | | | |
| 6827888 | **KOMUNISTICZESKOJE ZNAMIE** | 10183 | | 1968 Stocznia Gdanska—Gdk | M | Oil 2SA 6Cy. 760 × 1550 mm |
| | | — | | 66′ 4″ 29′ 6″ | | 9600bhp Sulzer |
| | **U.S.S.R.** | 12500 | | 469′ 9″ 66′ 2″ 38′ 9″ | G.674500 | H. Cegielski |
| Df Esd | Russian | | | 1 dk | | |
| Gc Rdr | Name should be **KOMMUNISTICHESKOE ZNAMYA** See New Entries No. 11 | | | | | |
| RT | | | | | | |
| 6828272 | **KONGO MARU** | ~~4000~~ 4040 | | 1968 Hitachi Zosen—Mukaishima | M Stern Trawler Mchy.aft | Oil 2SA 9Cy. 420 × 750 mm |
| | | — | | 52′ 6″ 19′ 10″ | | 4400bhp B&W |
| | **Nippon Suisan K.K.** | 3950 | NK | 308′ 5″ 52′ 5″ 32′ 10″ | | Hitachi Zosen |
| Df Esd | Tokyo Japanese | | | 1 dk | | |
| Gc Pfd | | | | RW | | |
| Rdr RT | | | | | | |
| 6829329 | **KOSEI MARU** | 199 | | 1968 Imamura Zosen—Kur | M Sand Carrier Mchy.aft | Oil 4SA 5Cy. 240 × 280 mm |
| JK2931 | | 82 | | 109′ 11″ 26′ 4″ 9′ 6″ | | 450bhp |
| 103151 | **S. Tanioka** | 325 | | 96′ 9″ 26′ 3″ 10′ 5″ | | Mitsubishi Hvy Ind. Ltd. |
| | Hiroshima Japanese | | | 1 dk | | |
| 6829331 | **KOSEI MARU No. 23** | 254 | | 1968 Kanazashi Zosensho—Shimizu | M Fishing Mchy.aft | Oil 4SA 6Cy. 280 × 440 mm |
| JQRP | | 131 | | 148′ 4″ 25′ 0″ 9′ 10″ | | 850bhp |
| 101606 | **K. Yamashita** | — | | 131′ 3″ 24′ 11″ 11′ 3″ | | Niigata Eng. Co. Ltd. |
| Df Esd | Muroto Japanese | | | 1 dk | | |
| Gc Pfd | | | | | | |
| Rdr RT | | | | | | |
| 6829343 | **KOSHIN MARU** | 999 | | 1968 Daiko Dkyd Co. Ltd.—Osa | M Tanker Mchy.aft | Oil 4SA 6Cy. 380 × 540 mm |
| | | — | | 34′ 6″ 16′ 10″ | | 1500bhp |
| | **Nikko Kaiun K.K.** | 1950 | | 213′ 3″ 34′ 5″ 18′ 1″ | | Nippon Hatsudoki |
| Esd Rdr | Mihara Japanese | | | 1 dk | | |
| RT | | | | RW | | |
| 5171024 | **KOSMOGAS II** | 182 | | 1947 Cant. Nav. Felszegi—Tri | M Liquefied Gas Carrier Mchy.aft | Oil 2SA 4Cy. 230 × 400 mm |
| SZLN | exElpigas–68 exAvance–67 | 57 | | 122′ 2″ 19′ 10″ 8′ 7″ | | 280bhp NE57 |
| 1747 | exJean Luc–64 exElsa B.–57 | — | BV | 19′ 8″ | | Burmeister & Wain |
| RTm | **Kosmogas Hellas S.A.** | | | 1 dk | | 2 × 40kW 220V d.c. |
| | Piræus Greek | | | RW conv dry cargo ship 57 | | Controllable pitch propelle |
| 5310577 | **KOTA BINTANG** | 1874 | | 1950 Gebr. Pot—Bolnes | M | Oil 2SA 7Cy. 340 × 570 mm |
| 9VMX | exSanana–68 | 1192 | | 297′ 9″ 39′ 3″ 13′ 2½″ | | 975bhp Polar |
| 333095 | **Pacific International** | 2047 | BV | 39′ 1″ | B.120200 | Nydqvist & Holm A/B |
| Df Esd | **Lines Ltd.** | | | B70′ F37′ 1 dk | 3 Ha (38½′, 38½′, 25½′ × 18½′) | |
| RT | Singapore Singapore | | | | 11W Der 10(5) 1(3) | |
| 5327415 | **KOTA EAGLE** | 2279 | | 1949 C. v.d. Giessen—Krimpen | M (9P) Ref | Oil 2SA 5Cy. 480 × 700 mm |
| 9VMW | exSigli–68 | 1246 | | 293′ 6″ 43′ 3″ 18′ 0½″ | | 1300bhp Sulzer |
| 333094 | **Pacific International** | 2689 | BV | 43′ 1″ | B.130006 In.4292 | "De Schelde" N.V. |
| Df Esd | **Lines Ltd.** | | | P43′ B75′ F34′ 1 dk | 4 Ha (20½′ × 13′) (21′, 18½′, 16½′ × 16½′) | |
| | Singapore Singapore | | | | 8W Der 1(20) 8(3) | |
| 6829355 | **KOYO MARU** | 2739 | | 1968 Imai Zosen—Kochi | M Mchy.aft | Oil 4SA 6Cy. 470 × 820 m |
| | | — | | 47′ 4″ 19′ 10″ | | 2500bhp |
| | **Koyo Kisen K.K.** | 4500 | | 289′ 4″ 47′ 3″ 23′ 8″ | | Ito Tekkosho |
| Df Esd | Sakaide Japanese | | | 1 dk | | |
| Gc Pfd | | | | RW | | |
| Rdr RT | | | | | | |
| 6829367 | **KOYO MARU** | ~~999~~ 867 | | 1968 Imai Zosen—Kochi | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 8Cy. 260 × 320 m |
| | | — | | 34′ 6″ 13′ 2″ | | 1000bhp |
| | **Tabuchi Kaiun K.K.** | 1000 | NK | 170′ 8″ 34′ 5″ 16′ 5″ | | Daihatsu Kogyo |
| Rdr RT | Osaka Japanese | | | 1 dk | | |
| | | | | RW | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 8284<br>QPF<br>4176<br>Esd<br>Pfd<br>Rdr | **KUBO MARU No. 15**<br>**Kubo & Morishige**<br>Muroto Japanese | 254<br>—<br>— | | **1968** Kochiken Zosen—Kochi<br>25′ 0″ 9′ 11″<br>132′ 10″ 24′ 11″ 11′ 4″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>750bhp<br>Akasaka Tekkosho Yaizu |
| 9686<br>PW<br>d<br>dr | **KUJAWY**<br>**Polish Government**<br>Polish Steamship Company<br>Szczecin Polish | **11006**<br>5837<br>15626 | PR | **1967** Stocznia Szczecinska—Szn<br>513′ 0″ 67′ 1″ 30′ 1″<br>66′ 10″ 41′ 1″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp<br>H. Cegielski Poz<br>3×400, 400, 250kW 400V a.c. 16k |
| 981<br>712 | **KURANDA**<br>**Australian Towage Services Pty. Ltd.**<br>Sydney British | **103**<br>47<br>— | | **1968** Stannard Bros. Slpwy & Eng. Pty. Ltd.—Syd<br>*64·1′* 20′ 1″<br>… … …<br>1 dk | TM Tug | 2 Oil 2SA each 12Cy. 4¼″×5″<br>340bhp<br>Detroit Diesel Det<br>10k |
| LAPY<br>Esd<br>dr<br>RT | **KVARTEN**<br>**I/S Transkvart**<br>A/S Norwegian Talc<br>Bergen Norwegian | T.Mk<br>**199**<br>116<br>540 | | **1968** Scheeps. "Voorwaarts"—Martenshoek<br>147′ 7″ 29′ 10″ 10′ 11″<br>130′ 2″ 29′ 6″ 18′ 4″<br>2 dks | M Mchy.aft | Oil 4SA 8Cy. 210×300 mm<br>660bhp<br>Gebr. Stork & Co. Hengelo |
| 828818<br>Df Esd<br>Rdr RT | **KVARTO**<br>**I/S Transkvart**<br>A/S Norwegian Talc<br>Bergen Norwegian | T.Mk<br>**199**<br>116<br>540 | | **1968** Schpsw. Bodewes Gruno—Foxhol<br>147′ 7″ 29′ 10″ 10′ 11″<br>130′ 2″ 29′ 6″ 18′ 4″<br>2 dks | M Mchy.aft | Oil 4SA 8Cy. 210×300 mm<br>660bhp<br>Gebr. Stork & Co. Hengelo |
| 5346209<br>Esd<br>Rdr<br>m/h/v | **LSCO DA NANG**<br>exAnco Swan–68 exSvanaas–64<br>**Luzon Stevedoring Corp.**<br>Manila Philippine | **5665**<br>3189<br>8880 | NV | **1949** A/B Götaverken—Got<br>435′ 1″ 55′ 1″ 25′ 11″<br>408′ 4″ 54′ 11″<br>P92′ B32′ F46′ 1 dk | M Tanker Mchy.aft<br>24 Ta<br>L.395050 HeCls. BC<br>Der 1(5) 4(2) | Oil 2SA 6Cy. 680×1500 mm<br>4300bhp 600t (hvf)–14½pd<br>A/B Götaverken Got<br>3×150, 75, 75kW 220V d.c. 14k |
| 2242<br>CAN<br>Rdr<br>T | **L'ARCHEONAUTE**<br>**French Govt. (Ministère des Affaires Culturelles)**<br>Marseilles French | **153**<br>79<br>— | BV | **1967** At. & Chant. C. Auroux—Arcachon<br>96′ 2″ 19′ 8″<br>85′ 4″ 10′ 7″<br>1 dk | TM Survey Ship | 2 Oil each 8Cy. 150×150 mm<br>600bhp<br>Moteurs Baudouin Msl<br>12¼k |
| 918<br>RB<br>Esd<br>Tm | **LA MANCHE**<br>exMarie Agnès Le Borgne–68<br>**Emeraude Maritime**<br>Nantes French | **985**<br>399<br>1082 | BV | **1951** S.A. des Anc. Ch. Dubigeon—Nts<br>*242·9′* 40′ 4″ 14′ 4¾″<br>40′ 2″<br>P74′ F45′ 1 dk & S dk<br>rf 18″ | M (12P) Ref OSD<br>pt bulk wine carrier<br>2 Ho 64¼′, 37¾′<br>G.78327 B.67628 In.3884<br>2 Ha (stl) (each 33¼′×16½′)<br>6W Der 2(6) 2(3) | Oil 4SA 6Cy. 460×660 mm<br>1500bhp 110t (d.o)<br>Soc. Gén. de Const. Mec.<br>La Courneuve<br>3×80, 80, 40kW 220V d.c. 13k |
| 843<br>987<br>Esd<br>Rdr | **LASSI**<br>exElli–68 exEleni C–65<br>exMaria Paolina G–62<br>exCapo Miseno–60<br>exLeopold L.-D.–51<br>exAldebaran–47<br>exLeopold L.D.–42<br>**Acresian Shipping Co. S.A.**<br>Beirut Lebanese | **5432**<br>3135<br>9060 | RI | **1933** A/B Götaverken—Got<br>446′ 2″ 56′ 7″ 25′ 0¼″<br>391′ 6″ 56′ 4″ 29′ 5″<br>F35′ 1 dk & S dk<br>R | M (4P) OSD<br>5 Ho 67¼′, 55¾′, 30′, 55′, 66′<br>G.534122 B.498981<br>5 Ha (27½′, 28′, 28′, 28′, 28′×24′)<br>10W Der 1(15) 10(5) | Oil 4SA 8Cy. 740×1500 mm<br>2700bhp 980t (d.o)<br>A/B Götaverken Got<br>1×66kW 220V d.c. 12½k |
| 6009 | **LATIFA**<br>**Shohagpur Transport Co.**<br>Chalna Pakistan | **826**<br>309<br>1000 | **100A1**<br>oil tanker<br>for restricted service<br>Class contemplated | Khulna Shpyd—Khulna<br>200′ 0″ 33′ 0″ 11′ 6″<br>182′ 9″ 32′ 0″ 13′ 0″ | TM Tanker Mchy.aft | 2 Oil 4SA each 6Cy. 320×450 mm<br>Klockner-Humboldt-Deutz Kln |
| 5185312<br>ELHK<br>2897<br>Df Esd<br>Gc Pfd<br>Rdr<br>m/h/v | **LESLIE CONWAY**<br>exKent–68<br>**Commercial Tankers Inc.**<br>Monrovia Liberian | *31763*<br>*19219*<br>49537 | **✠100A1** SS 1/66<br>oil tanker<br>**✠LMC**<br>MN4000 EL v†3$\frac{3}{16}$″SQ | **1960**–12 John Brown & Co. (Clydebank) Ltd.—Cly<br>759′ 2″ 97′ 7″ 39′ 10¼″<br>726′ 9″ 97′ 2″ 52′ 0″<br>P114′ B56′ F64′ 1 dk<br>17BH<br>rf 4″ ~~WB10171t incl. 8323t in clean ballast tanks~~<br>WB7345t incl. 5497t in clean ballast tanks | S Tanker Mchy.aft<br>30 Ta<br>L.2168360 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>20000shp 4509t (o.f)–116pd<br>John Brown & Co. (Clydebank) Ltd.<br>2WTB 710℔ Spt 620℔ 860° F. 2sg 180℔<br>3×850, 850, 150kW 440V 60c/s a.c.<br>16¼k |
| 79175<br>IBLI<br>Df Esd<br>Gc Pfd<br>Rdr | **LIANA**<br>exPiraeus–68<br>exNational Progress–61<br>**Achille Lauro**<br>Naples Italian | **8120**<br>5400<br>13200<br>**9972**<br>5938<br>15134 | AB RI | **1956** Uraga Dock Co.—Yokosuka<br>524′ 7″ 62′ 8″ 28′ 0″/30′ 8″<br>492′ 1″ 62′ 4″ 41′ 4″<br>P96′ B&F96′ 1 dk & S dk<br>RW<br>rf 3″ | S OSD/CSD Mchy.aft<br>6 Ho 54′, 51′, 51′, 51′, 51′, 51′<br>G.762000 B.692000<br>6 Ha (stl) (21¼′, 34′, 34′, 34′, 34′, 31¼′×24¾′)<br>12 W Der 1(50) 12(5) | 2 S Turb dr geared to sc. shaft<br>8100shp 2123t (o.f)<br>Uraga Dock Co. Yokosuka<br>2×300kW 440V 60c/s a.c. 15½k |
| 27345<br>Df Esd<br>Gc Rdr<br>RT | **LIMAN**<br>**U.S.S.R.**<br>Russian | **2657**<br>1139<br>— | | **1968** Volkswerft Stralsund—Stralsund<br>269′ 7″ 44′ 9″ 16′ 5″<br>239′ 6″ 44′ 7″ 31′ 2″<br>1 dk | M Stern Trawling Factory Ship<br>3 Ho | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht Mgd |

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|---|---|---|---|---|---|---|
| 5351820<br>HOYV<br><br>Df Esd<br>RT | **LOLES**<br>exTamzoura-68 exMowgli-55<br>**Alp Transportation S.A.**<br>Panama Panamanian | 1019<br>502<br>1034 | <br><br>BV | **1952** T. van Duijvendijk's Sch.—<br>Lekkerkerk<br>232' 1" 32' 10" 13' 10"<br>32' 8"<br>P69' F25' 2 dks | M Mchy.aft<br>pt bulk wine carrier<br>B.58704<br>2 Ha (each 41½'×16½')<br>4W Der 4(5) | Oil 4SA 8Cy. 390×680 mm<br>1100bhp<br>N.V. Werkspoor |
| 6828820<br>OXPS<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LONE WONSILD**<br><br>**Brødsgaard I/S**<br>Wonsild & Sön<br>Copenhagen Danish | 500<br>293<br>1202 | <br><br><br>HeCls. B | **1968** Frederikshavn V. & T. A/S—Fkn<br>198' 9" 33' 9" 13' 8"<br>181' 4" 33' 5" 18' 10"<br>P72' B46' F43' 1 dk & S dk<br>rf 2" | M Tanker OSD Mchy.aft<br><br>12 Ta<br>L. 50571 | Oil 4SA 6Cy. 320×450 mm<br>1100bhp 58t<br>Atlas-Mak Masch.<br>3×137, 137, 39kW 380V 50c/s<br>Controllable pitch propeller |
| 5384669 | **LONGLIFE**<br>exJacques del Mar-68<br>exWalben-64 exMorialta-57<br>**Seaview Navigation Corp.**<br>Panama Panamanian | 1379<br>685<br>861 | BV<br><br>✠Classed LR until 4/66 | **1940**-10 Caledon S.B. & E. Co. Ltd.—Dun<br>227' 4" 41' 1" 15' 9½"<br>215' 0" 39' 0" 16' 6"<br>P&B121' F37' 1 dk | M<br><br>G.57000 B.53000<br>3 Ha<br>Der 1(10) 6(5) | Oil 2SA 5Cy. 500×900 mm<br>1600bhp<br>Burmeister & Wain |
| 6827668<br>DIET<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **LÜBECKERTOR**<br><br>**NVG Nordseeversorgung-**<br>**Schiffahrt G.m.b.H.**<br>VHØ VTG-Hansa-Offshore<br>G.m.b.H.<br>Hamburg W. German | T.Mk<br>499<br>165<br>— | <br><br>GL | **1968** J. G. Hitzler—Lauenburg<br>176' 1" 37' 1" 11' 8"<br>161' 5" 36' 1" 13' 0"<br>F81' 1 dk | TM Supply Ship (12P)<br><br><br><br>Cr 1(28) Der 1(5) | 2 Oil 4SA each 16Cy. 180×2<br>2740bhp<br>Motorenw. Mannheim<br>3×112, 112, 112kW 380V 50c/<br>Thw. thrust propeller fwd |
| 5113474<br>DEAV<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **LUDMILA C.**<br>exFella Hugo Stinnes-67<br>**H. F. Cordes & Co.**<br>Hamburg W. German | 3353<br>1781<br>4605 | <br><br>GL | **1962** Atlas Werke A.G.—Bmn<br>360' 11" 47' 8" 20' 1"<br>333' 0" 47' 3" 22' 0"<br>P83' Q116' F39' 2 dks<br>RW<br>rf nil | M CSD Mchy.aft<br>2 Ho 88½', 137½'<br>G.238400 B.223700<br>5 Ha (stl) (24', 24', 20½', 20½',<br>47'×23½')<br>10W Der 6(5–8) 4(3–5) | 2 Oil each 6Cy. 385×580 m<br>to sc. shaft<br>2840bhp<br>Masch. Kiel A.G.<br>3×200, 200, 60kW 230V d.c. |
| 6827670<br>LZHK | **LUDOGORETZ**<br><br>**Bulgarian United Co. of**<br>**Shipbuilding & Shipping**<br>Bulgarian<br>For later particulars see New Entries No. 12 | 9145 ~~9500~~<br>4258 —<br>13400 | 100A1<br>Class contemplated | Setoda Zosen—Setoda<br>29' 6"<br>429' 10" 63' 8" 40' 3" | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>B&W<br>Hitachi Zosen |
| 5317305<br>DNBQ<br><br>Df Esd<br>RT | **LUKE**<br>exSeefalke-68<br>**Partenreederei m.s. "Luke"**<br>Hans Feddersen<br>Hamburg W. German | 211<br>125<br>— | <br><br>GL | **1962** Schiffsw. H. Rancke—Ham<br>133' 8" 24' 0"<br>123' 0" 23' 9" 9' 0"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>350bhp<br>Klöckner-Humboldt-Deutz |
| 6828557 | **LUMINOUS**<br>**Cunard S.S. Co. Ltd.**<br>**Cunard-Brocklebank Ltd.**<br>Liverpool British | 15000<br>8750<br>23950 | 100A1<br>oil tanker<br>Class contemplated | Eriksbergs M/V A/B—Got<br>557' 9" (incl. BB) 81' 2" 31' 2"<br>525' 0" 81' 0" 41' 0" | M Tanker Mchy.aft | 2 Oil 4SA each 12Cy. 40<br>sr geared to sc. shaft<br>A/B Lindholmens Varv |
| 6826157<br><br><br>Df Esd<br>Gc Rdr<br>RTm/v | **LYNN**<br><br>**Partenreederei m.s. "Lynn"**<br>Schulte & Bruns<br>Emden W. German | 499<br>—<br>— | | **1968** Schulte & Bruns—Emd<br>220' 5" 41' 0" 12' 10"<br>200' 9" 39' 4" 26' 3"<br>B28' F28' 2 dks<br><br>rf 8" | M Mchy.aft<br>1 Ho 190½'<br>G.128157 B.117174<br>2 Ha (stl) (100½'×24½') (9½'×13½')<br>1W Der 1(2) | Oil 4SA 12Cy.<br>1440bhp<br>Masch. Augsburg-Nürnberg<br>3×112, 56, 16kW 380V 50c/s<br>Thw. thrust propeller fwd |
| 6827955<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **LYONIA GOLIKOV**<br><br>**U.S.S.R.**<br>Russian | 3684<br>1709<br>4600 | | **1968** Schiffswerft Neptun—Ros<br>346' 9" 51' 4" 22' 6½"<br>314' 11" 51' 2" 26' 3"<br>2 dks | M<br><br><br>4 Ha<br>10W Der 10 | Oil 2SA 4Cy. 570×800 mm<br>3250bhp MAN<br>Masch. Halberstadt |

| 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer Deadwt<br>Gross<br>Net<br>Summer Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
|---|---|---|---|---|---|
| **A. R. FORD**<br>**Government of New South Wales (Department of Public Works)**<br>Newcastle, N.S.W. British | 195<br>—<br>96 | ✠100A1<br>tug<br>✠LMC<br>EL $1\frac{15}{16}$″U1 | **1968**–8 N.S.W. Gov. E.&S.B.—N.S.W.<br>104′ 3″ 26′ 2″ 8′ 7″<br>95′ 0″ 25′ 0″ 11′ 0″<br>RAD5′ 1 dk<br>3BH<br>rf 15″ WB43t | M Firefighting Tug<br>2 Ha (stl)<br>Der 1(3½) | Oil 4SA 8Cy. 6⅝″×7¼″<br>30t (d.o)<br>Rolls Royce Ltd. Shrewsbury<br>3×26kW 415V 50c/s a.c.<br>Controllable pitch propeller 9k |
| **ACT I**<br>**Blue Star Line Ltd., Port Line Ltd. & Ellerman Lines Ltd.**<br>London British | 24000<br>—<br>— | 100A1<br>Class contemplated | Bremer Vulkan—Vgk<br>715′ 0″ (incl. BB) 95′ 3″ 34′ 6″<br>675′ 0″ 95′ 0″ 52′ 3″ | S Ref Mchy.aft | 2 S Turb dr geared to sc. shaft<br>Stal-Laval (o.f)<br>Bremer Vulkan Vgk |
| **ÆGIR**<br>**Government of Iceland (Landhelgisæzlan)**<br>Reykjavik Icelandic | 927<br>245<br>150 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN1720 EL L 1¼″U2 | **1968**–6 Aalborg Værft A/S—Abg<br>229′ 2″ 33′ 2″ 15′ 5″<br>203′ 5″ 32′ 10″ 19′ 0″<br>B&F128′ 1 dk<br>7BH<br>rf 48″ BK7″ WB91t incl. DTf | TM Patrol Ship<br>Cr 2(1½) Der 1(5) | 2 Oil 4SA each 8Cy. 400×540 mm<br>8600bhp 225t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×252kW 400V 50c/s a.c.<br>Controllable pitch propeller 19k |
| **AEGIS STAR**<br>exMekTrader–68 exAbu–68<br>exBraconda–59<br>**Kameve Cia Naviera S.A.**<br>Piræus Greek | 12296<br>7221<br>19000 | NV | **1953** Uddevallavarvet A/B—Udv<br>567′ 7″ 69′ 11″ 30′ 4¼″<br>530′ 0″ 39′ 8″<br>P111′ F67′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>21 Ta | Oil 2SA 8Cy. 760×1500 mm<br>7500bhp (hvf)<br>Uddevallavarvet A/B Udv<br>3×200, 200, 110kW 230V d.c. 14½k |
| **AHMADI COAST**<br>exMakalla–68<br>exCaledonian Coast–67<br>**Alomar Mechanical Engineering Co.**<br>F. H. Hamza & A. M. Kulaib<br>Kuwait Kuwait | 1265<br>637<br>1560 | ✠100A1 SS 3/64<br>with freeboard<br>✠LMC<br>EL r | **1948**–4 Hall, Russell & Co. Ltd.—Abn<br>277′ 0″ 40′ 2″ 15′ 6″<br>260′ 5″ 40′ 0″ 23′ 6″<br>F25′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 9″ WB442t | TM (11P) OSD Mchy.aft<br>2 Ho 92′, 65′<br>G.120983 B.106518<br>3 Ha (24′×14′) (24′, 24′×18′)<br>8W Der 2(15) 2(5) 4(3) | 2 Oil 2SA each 8Cy. 340×570 mm<br>2560bhp 81t (d.o)<br>British Polar Engines Gls<br>3×75kW 220V d.c. 14k |
| | | **SURVEYS OVERDUE—CLASS SUSPENDED 31/3/69** | | | |
| **AJANTA**<br>**The Shipping Corporation of India Ltd.**<br>Bombay Indian | ~~23601~~ 23395<br>~~17422~~ 15961<br>35000 | ✠100A1<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>MN2100 EL K†$3\frac{1}{16}$″U2 | **1968**–3 Brodogradiliste III Maj—Rka<br>634′ 10″ (incl. BB) 91′ 1″ 37′ 11¼″<br>616′ 10″ 90′10½″ 51′ 2″<br>P110′ F62′ 1 dk<br>RW NS 10BH<br>rf nil WB15297t incl. Comb. btm & side tanks in holds 6944t Topside tanks in holds 6301t DTf988t | M Bulk Carrier Mchy.aft<br>7 Ho 72′, 57¾′, 66½′, 57¾′, 66½′, 57¾′, 69¼′<br>G.161721<br>7 Ha (stl) (40½′, 31¾′, 40½′, 31¾′, 40½′, 31¾′, 40½′×44½′)<br>15W Der 14(5) 1(3) | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer 2124t (hvf)<br>Brodogradiliste III Maj Rka<br>AuxB 100℔ e(ex.g) 100℔<br>3×360kW 400V 50c/s a.c. 14¾k |
| **AKCO SIRAJ**<br>exTaiko Maru–68<br>**Akco Shipping Lines Ltd.**<br>Chittagong Pakistan | 492<br>299<br>700 | NV | **1959** Takehara Zosen—Hma<br>167′ 4″ 25′ 9″ 10′ 10″<br>154′ 3″ 25′ 7″ 13′ 2″<br>1 dk<br>RW | M Mchy.aft<br>G.35103 B.34008 | Oil 4SA 6Cy. 320×460 mm<br>500bhp 17t<br>Kinoshita Tekkosho Akashi<br>9½k |
| **AL RIZK**<br>exMaya–68 exBatavier 1–66<br>exAardenburgh<br>**Michel A. Araktingi**<br>Beirut Lebanese | 498<br>232<br>738 | BV | **1949** Werf J. Smit, Czn—Alb<br>204′ 9″ 31′ 8″ 11′ 7″<br>31′ 6″<br>1 dk & S dk<br>RW<br>rf nil | M Ref OSD Mchy.aft<br>2 Ho 50′, 63½′ 1 TwD 120′<br>G.55854 B.50444<br>2 Ha (each 38′×15′)<br>4W Der 1(10) 4(3) | Oil 4SA 7Cy. 390×620 mm<br>750bhp 51½t (d.o)<br>N.V. Werkspoor Ams<br>3×52½′, 52½′, 12kW 220V d.c. 11k |
| **ALEXANDRA BOTELHO**<br>**Botelho Bulk Transport Corporation**<br>Manila Philippine | 4350<br>2829<br>7106 | ✠100A1<br>✠LMC<br>MN800 EL U $1\frac{13}{16}$″U2 | **1968**–7 Rickmers Werft—Bhn<br>363′ 4″ 54′ 8″<br>336′ 4″ 54′ 5½″ 30′ 2″<br>P89′ F44′ 1 dk<br>RW 4BH<br>rf 4″ WB841t | M Mchy.aft | Vee Oil 4SA 12Cy. 400×500 mm sr geared<br>4000bhp<br>Klöckner-Humboldt-Deutz Kln<br>AuxB 71℔<br>3×192kW 230V 60c/s a.c. |
| **ALIAKMON**<br>**Aliakmon Shipping Co. Ltd.**<br>Monrovia Liberian | 16475 ~~16000~~<br>10640 ~~10000~~<br>28600 | 100A1<br>Class contemplated | Hakodate Dock Co. Ltd.—Hak<br>593′ 2″ (incl. BB) 76′ 0″ 34′ 8½″<br>557′ 9″ 75′ 9½″ 47′ 7″ | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>Sulzer<br>Ishikawajima Harima Hvy Ind. Aio |
| **AMALIENBORG**<br>**A/S D/S Vendila**<br>Weco-Shipping I/S<br>Copenhagen Danish | 499<br>—<br>1320 | | **1968** Seutelvens Verksted—Fks<br>227′ 10″ 36′ 6″ 11′ 11¾″<br>211′ 10″ 35′ 5″ 18′ 9″<br>1 dk & S dk | M Tanker OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Atlas-Mak Masch. Kel<br>Controllable pitch propeller |

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| 5182334<br>HPGR<br>4112-HK<br>Df RT | **AMARIA**<br>exGood Philippine<br>Anchorage-68 exKaritane-65<br>**Century Shipping Lines S.A.**<br>Panama Panamanian | *2534*<br>*1274*<br>3410 | ✠100A1 TD 11/65<br>✠LMC<br>EL s1$\frac{1}{16}$"SQ | **1939-2** Henry Robb Ltd.—Lth<br>289' 6" 45' 7" 19' 4½"<br>275' 0" 45' 0" 21' 6"<br>Q&B146' F28' 1 dk<br>R NS except in upper portion of holds<br>4BH<br>WB846t incl. DTm145t Tunnel tanks 74t | TM<br>G.151800 B.143800<br>10W Der 1(25) | 2 Oil 2SA each 5Cy. 340×<br>1600bhp<br>Atlas-Diesel<br>AuxB 140lb |
| 6708379<br>WZJB<br>514261<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMERICAN LANCER**<br>**United States Lines Inc.**<br>New York United States | 18764<br>13262<br>22225 | AB | **1968** Sun S.B. & D.D. Co.—<br>Chester, Pa<br>700' 6" 90' 2" 32' 1¼"<br>670' 0" 90' 0" 50' 4"<br>F75' 3 dks<br>rf nil | S<br>10 Ho 45¾', 45', 45', 45', 45, 45', 45', 47½', 57½' 59½'<br>B.1000000<br>26 Ha (stl) 7(42'×18½') 10(42'×27') 2(42'×27½') 4(42'×18¾') 2(42'×10') 1(42¾'×18¾') | 2 S Turb dr geared to sc.<br>27300shp<br>General Electric Co.<br>2×1250kW 440V 60c/s a.c. |
| 6500715<br>JMWV<br>96092<br>Df Esd<br>Pfd Rdr<br>RT | **AMINAKA MARU**<br>exTensha Maru No. 3<br>**Aminaka Mokuzai K.K. &**<br>**Eguchi Kisen K.K.**<br>Japanese | 2608<br>1516<br>3784 | NK | **1964** Tsuneishi Zosen—Numakuma<br>318' 5" 52' 8" 16' 9"<br>295' 7" 52' 6" 19' 8"<br>1 dk | M Mchy.aft<br>2 Ho<br>G.169652 B.163437<br>2 Ha (79', 75½'×26½') | Oil 4SA 8Cy. 460×690 mm<br>2400bhp<br>Ito Tekkosho<br>2×70kW 105kW 105V d.c. |
| 6901177<br>OWBV<br>RTm | **AMORIN**<br>**P. M. Anthonisen Partrederi**<br>Skagen Danish | 171<br>80<br>175 | | **1968** Rosslauer Schiffs.—Rosslau<br>110' 2" 21' 8"<br>97' 0" 21' 7" 10' 10"<br>F20' 1 dk<br>BK2½" | M Trawler Mchy.aft<br>2 Ho 15½', 22'<br>2 Ha (stl) (each 5'×4')<br>1W Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebkne<br>2×16kW 220V d.c.<br>Controllable pitch propeller |
| 5156969<br>IKAV<br>7<br>Df Esd<br>RT | **ANNA VISENTINI**<br>exHunze-68<br>**F. Visentini**<br>Chioggia Italian | 490<br>276<br>935 | RI | **1956** Schps. Bedr. Th. J. Fikkers—Foxhol<br>205' 2" 30' 10" 11' 10"<br>187' 0" 30' 6" 13' 5"<br>P49' F31' 1 dk<br>RW | M Mchy.aft<br>1 Ho 136'<br>G.42000 B.38000<br>3 Ha (each 29½'×16½')<br>3W Der 3(2) | Oil 4SA 7Cy. 305×460 mm<br>525bhp<br>D. & J. Boot "De Industrie" |
| 6614102<br>PPBE<br>Df Esd<br>Gc Rdr<br>RT | **ANTONIO FERRAZ**<br>**Navegação Mercantil S.A.**<br>Rio de Janeiro Brazilian | 13080<br>6769<br>17920 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>MN1680 EL h†2¾"U2<br>✠LMC | **1968-2** Cia. Com. e Nav. Estaleiro<br>Maua—Rio<br>555' 1" 70' 3" 30' 0"<br>518' 7" 70' 0" 41' 3"<br>P161' F53' 1 dk<br>NS 9BH<br>rf 2" WB6648t incl. Comb. btm & side tanks in holds 1956t Topside tanks in holds 2697t | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 700×1200 mm<br>8400bhp MAN<br>Mecânica Pesada<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×300kW 450V 60c/s a.c. |
| 5306253<br>ELRC<br>3058<br>Df Esd<br>Gc Rdr<br>RTm/v | **ARIANA**<br>exSaint Louis-68<br>**Atlantic Shipping Inc.**<br>Monrovia Liberian | 3550<br>1754<br>5350<br>**5136**<br>2952<br>7460 | BV | **1959** Cant. Nav. Cassaro—Mes<br>399' 5" 54' 7" 17' 6"/24' 5¾"<br>54' 5"<br>1 dk & S dk | M Ref OSD/CSD Mchy.aft<br>4 Ho 56½', 44½', 69½', 52'<br>G.363813 B.3338951 In.6356<br>1 Ha (stl) (19¾'×20½')<br>2 Ha (w) (20½', 40'×21½')<br>14W Der 1(30) 1(20) 12(8) 2(3) | Oil 2SA 9Cy. 500×1100 mm<br>5720bhp B&W<br>Cant. Nav. Riuniti<br>3×240kW 380V 50c/s a.c. |
| 5302647<br>SVTN<br>Df Esd<br>Gc Rdr<br>RTm | **ARISTIDES XILAS**<br>exRuysdael-68<br>**Exormisis Shipping Co. S.A.**<br>Piræus Greek | 6452<br>3385<br>10266 | ✠100A1 SS 9/66<br>✠LMC<br>MN890 EL c†2⅛"SQ | **1957-7** Smith's Dock Co. Ltd.—Mdb<br>461' 11" 60' 6" 26' 7¾"<br>435' 0" 60' 3" 38' 9"<br>1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf nil WB2741t incl. Tunnel tanks 227t DTm344t TwD256t | M OSD<br>5 Ho 59', 56', 59', 80', 60'<br>G.573193 B.527000<br>5 Ha (stl) (31½', 32', 32', 32', 32'×23')<br>10W Der 4(10) 6(5) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford<br>Hawthorn, Leslie (Eng.) Lt<br>2AuxB 150lb e(ex.g) 150lb<br>2×75kW 220V d.c. |
| 5024776<br>DCCT<br>Df Esd | **ARKONA**<br>exArmin-68<br>**Reinhold Becker**<br>Haren/Ems W. German | 209<br>104<br>275 | GL | **1928** "De Vooruitgang" D. & J. Boot—<br>Alp<br>*118·7'* 20' 0" 7' 11"<br>9' 2"<br>Q28' F14' 1 dk<br>R len 37 | M<br>G.14655<br>2 Ha | Oil 4SA 6Cy. 260×340 mm<br>250bhp NE47<br>Motorenw. Mannheim |
| 6900707<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARTLENBURG**<br>H. Schuldt<br>Hamburg W. German | 5550<br>3070<br>7490 | | **1968** Howaldtswerke-Deutsche Werft—<br>Kel<br>485' 8" 63' 1" 26' 4"<br>442' 11" 63' 0" 38' 4"<br>4 dks<br>RW | M Ref CSD | Oil 2SA 10Cy. 700×1200<br>1400bhp MAN<br>Howaldtswerke-Deutsche |
| 6805189 | **ARYA DAD**<br>Launched as<br>Boleslaw Krzywousty<br>**Arya National Shipping**<br>**Lines S.A.**<br>Khorramshahr Iranian<br>For later particulars see New Entries No. 10 | 5530<br>2950<br>7700<br>**8430**<br>4770<br>9700 | 100A1<br>Class contemplated | Stocznia Szczecinska—Szn<br>476' 11" 61' 10" 24' 1½"/27' 3½"<br>442' 11" 61' 8" 38' 4" | M Ref OSD/CSD | Oil 2SA 7Cy. 680×1250<br>Sulzer<br>H. Cegielski |
| 5074989<br>EPDF<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARYA MAN**<br>exClan Forbes-68<br>**Arya National Shipping**<br>**Lines S.A.**<br>Khorramshahr Iranian | 9240<br>4883<br>11920 | ✠100A1 SS 7/65<br>DTsf—vegetable oil<br>✠LMC<br>MN1540 EL d†2$\frac{1}{16}$"SQ | **1961-6** Swan, Hunter & Wghm Rchdsn<br>—Wal<br>496' 8" 62' 5" 28' 2½"<br>460' 11" 62' 3" 37' 6"<br>P38' F70' 2 dks, intermediate 'tween dk<br>8BH to U dk 1 to 2nd dk in No. 1 hold<br>rf 4" WB1278t incl. Tunnel tanks 349t | M<br>5 Ho 42¾', 59', 79', 92½', 60¾'<br>G.643620 B.584100<br>1 Ha (stl) (20'×18') 4 Ha (w) (27½', 48', 45½', 24'×21')<br>16W Der 1(80) 1(40) 1(20) 3(15) 2(10) 10(5) | Oil 2SA 6Cy. 760×1550<br>7700bhp Sulzer<br>Wallsend Slpwy & E. C<br>AuxB 100lb<br>3×185kW 220V d.c. |

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| 983<br>MJ<br>970<br>Esd<br>Rdr<br>RT | **ASIA MOMO**<br>**Liberian Fame Transports Inc.**<br>World-Wide (Shipping) Ltd.<br>Monrovia Liberian | **10268**<br>6433<br>18236 | **✠100A1**<br>**✠LMC**<br>MN1680 EL D†$2\frac{7}{16}$"U2 | **1968–7** Osaka Zosensho—Osa<br>508′ 8″ (incl. BB) 75′ 0″ 28′ 10″<br>479′ 0″ 74′ 9½″ 41′ 0″<br>P89′ F38′ 1 dk<br>RW NS 6BH<br>rf nil WB6320t incl. Comb. btm & side tanks in Nos. 2–4 holds 1894t Topside tanks in Nos. 2–4 holds 2330t | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 680×1250 mm<br>8400bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio<br>AuxB 107℔ e(ex.g) 170℔ |
| 9<br>B<br>44<br>Esd<br>Pld<br>Rdr<br>Th/v | **ATHELDUKE**<br>**Athel Line Ltd.**<br>Liverpool British | **11102**<br>6701<br>17630 | **✠100A1**<br>oil tanker<br>Molasses in centre tanks & Nos. 3 & 7 side tanks (p&s) (cc)<br>**✠LMC**<br>MN1800 EL c†2⅜"U2 | **1968–7** Uddevallavarvet A/B—Udv<br>525′ 4″ 68′ 6″ 29′ 2″<br>500′ 0″ 68′ 3½″ 38′ 9″<br>P108′ F52′ 1 dk<br>14BH<br>rf 2″ WB317t | M Tanker Mchy.aft<br>24 Ta<br>L.82938 HeCls. BC<br>Der 2(5) 1(2½) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W 1441t (hvf)–34½pd<br>Uddevallavarvet A/B Udv<br>2WTAuxB primary 711℔<br>secondary 213℔<br>e(ex.g) 178℔<br>3×364kW 450V 60c/s a.c. 16k |
| 20622<br>ELQB<br>3038<br>Dl Esd<br>Gc Rdr | **ATHINA ZAFIRAKIS**<br>**South East Mediterranean Shipping Ltd.**<br>Monrovia Liberian | **16042**<br>10209<br>28639 | **✠100A1**<br>strengthened for ore cargoes Nos. 1, 4 and 6 holds may be empty<br>**✠LMC**<br>MN2240 EL F†2⅝"U2 | **1968–7** Hakodate Dock Co. Ltd.—Hak<br>593′ 2″ (incl. BB) 76′ 0″ 34′ 11¼″<br>557′ 9″ 75′ 9½″ 47′ 7″<br>P103′ F45′ 1 dk<br>NS 9BH<br>rf 2″ DK fwd WB12747t incl. comb. btm & side tanks in holds 3828t Topside tanks ~~in holds 3489t~~ in Nos. 2–6 holds 3645t | M Bulk Carrier Mchy.aft<br>7 Ho 49′, 63¼′, 73½′, 44¾′, 57¾′ 68¼′, 57¾′<br>G.1260657 B.1156864<br>7 Ha (stl) (22½′, 42′, 42′, 31½′, 36¾′, 42′, 36¾′×31½′)<br>14W Der 14(10) | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer 1993t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>AuxB (o.f) 100℔ AuxB (ex.g) 107℔<br>3×320kW 450V 60c/s a.c. 15k |
| 21646<br>ELUE<br>ot Esd<br>c Pld<br>r RT | **ATLANTIC MARCHIONESS**<br>**Marchioness Shipping Co. Ltd.**<br>Monrovia Liberian | **40962**<br>30280<br>81620 | | **1968** Mitsubishi Hvy Ind.—Hma<br>839′ 11″ 126′ 5″ 43′ 11½″<br>797′ 4″ 126′3½″ 57′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp<br>Mitsubishi Hvy Ind. Kob |
| 2406<br>KRY<br>1243<br>Esd<br>Rdr<br>RT | **BAEK DU SAN**<br>**Fisheries Research & Development Agency**<br>Pusan S. Korean | **150**<br>45<br>97 | | **1962–2** Dae-Sun S.B. & E. Co. Ltd.—Pusan<br>*114·5′* 20′ 5″ 7′ 5¾″<br>108′ 3″ 20′ 4″ 9′ 2″<br>1 dk | M Fishery Research Ship<br>2 Ha (4¾′×4½′) (4½′×5¼′)<br>Der 1(2) 1(1) | Oil 4SA 6Cy. 310×460 mm<br>550bhp<br>Niigata Eng. Co. Ltd. Niigata<br>11½k |
| 2<br>30<br>Tm | **BAHAMA TRADER**<br>**A.C.L. Ltd.**<br>F. E. Moss & B. T. Kelly<br>Nassau British | **126**<br>78<br>— | | **1968** F. E. Moss—Bahamas<br>*90·0′* 18′ 8″<br>7′ 6″<br>1 dk | Wood TM (30P)<br>1 Ho 50′<br>3 Ha (w) (8′×6′) (4′×5′) (4′×4′) | 2 Oil each 6Cy. 5¾″×8″<br>440bhp (d.o)<br>Caterpillar Tractor Co. Peoria<br>11k |
| 89<br>G<br>K<br>T | **BANGKOK TRADER**<br>exBucentaur–68 exCapella–66<br>exImatra–60 exGenerton–55<br>**Cia. Nav. Pearl S.A.**<br>Teh-Hu Steamship Co. (Hong Kong) Ltd.<br>Panama Panamanian | **4744**<br>2776<br>8120 | ✠Classed LR until 10/64<br>BV | **1936–12** Short Bros. Ltd.—Sld<br>*426·5′* 54′ 0″ 24′ 1¾″<br>410′ 0″ 53′ 7″<br>F22′ 1 dk & S dk<br>R<br>rf 3″ | S OSD<br>6 Ho 29′, 56′, 56′, 40½′, 60′, 60¼′<br>6 Ha (18′, 28′, 30′, 22½′, 30′, 30′×20′)<br>Der 8(5) 4(3½) | T 3Cy. 21½″ 36½″ & 63″×45″<br>1570ihp (o.f)<br>George Clarke (1936) Ltd. Sld<br>2×15 & 8kW 110V d.c |
| 04 | **BANTRY BAY**<br>**Pacific Trading Co. Ltd.**<br>Reynell Transportation (Sarawak) Sendirian Berhad<br>Hong Kong British | **560**<br>260<br>660 | **100A1**<br>oil tanker<br>Class contemplated | H.Kg & Whampoa Dk Co. Ltd.—H.Kg<br>178′ 8″ 35′ 7″ 9′ 6″<br>165′ 0″ 35′ 0″ 12′ 0″ | TM Tanker Mchy.aft | 2 Oil 4SA each 6Cy. 160×180 mm<br>Masch. Augsburg-Nürnberg Aug |
| 90026A | **BARON DUNMORE**<br>**H. Hogarth & Sons Ltd.**<br>Scottish Ship Management Ltd.<br>Ardrossan British<br>For later particulars see New Entries No. 11 | **12660**<br>6914<br>20000 | **100A1**<br>Class contemplated | Haugesund M/V A/S—Hgs<br>530′ 0″ 71′ 3″ 31′ 9¾″<br>500′ 3″ 71′ 1″ 42′ 4″ | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Marinens Hovedverft Horten |
| 01658 | ***BASTIAAN BROERE***<br>**Broere International Shipping Inc.**<br>Monrovia Liberian | 1389 ~~**1383**~~<br>745 ~~752~~<br>2300 | **100A1**<br>oil tanker<br>Class contemplated | N.V. Nieuwe Noord Ned. Schps.—Gro<br>270′ 0″ 40′ 1″ 16′ 5″<br>245′ 5″ 39′ 3″ 18′ 4″ | M Tanker Mchy.aft | Oil 4SA 6Cy. 400×600 mm<br>D. & J. Boot "De Industrie" Alp |
| 413484<br>4XYF<br>S199<br>Esd<br>Pfd<br>Rdr<br>m/v | **BAT GOLAN**<br>exSheldrake–68<br>exManchester Vanguard–63<br>**Bat Golan Mediterranean Lines Ltd.**<br>Mediterranean Lines Ltd.<br>Haifa Israel | **1662**<br>704<br>2670 | **✠100A1** ~~SS 6/64~~ SS 11/68<br>**✠LMC**<br>MN400 EL r 1½"SQ | **1956–4** A.G. "Weser" Werk Seebeck—Bhn<br>258′ 0″ 42′ 10″ 18′ 5¼″<br>248′ 0″ 42′ 6″ 26′ 8″<br>RFD22′ 1 dk & S dk<br>RW Coll & mchy. space BH to S dk 4 to 2nd dk<br>rf 6″ WB526t incl. DTf157t | M OSD Mchy.aft<br>3 Ho 37¾′, 62¼′, 44¼′<br>G.164920 B.153655<br>3 Ha (32½′, 40′, 26¾′×22′)<br>8W Der 1(20) 8(3–5) | 2 Oil 4SA each 8Cy. 320×450 mm with hydraulic couplings & sr gearing to sc. shaft<br>2000bhp 186t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>✠ndb6/64–120℔<br>4×80, 80, 80, 25kW 220V d.c. 12½k |
| 222<br>HU<br>899 | **BAYARD**<br>exHönö–68 exBayard–47<br>exNya Hillersjö<br>**Ragnar Rudén**<br>Askersund Swedish | **221**<br>140<br>75 | | **1901** Bergsunds M/V A/B—Skm<br>*103·5′* 19′ 4″<br>… … …<br>1 dk<br>R | M | Oil 2SA 4Cy. 380×400 mm<br>420bhp NE52<br>Skandiaverken A/B Lysekil |

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| 6717497<br><br>325745<br>Rdr RTv | **BAYSHELL**<br><br>**Shell Canada Ltd.**<br>Montreal Canadian | 1072<br>987<br>1809 | ✠A1<br>oil tanker<br>FP above 150° F.<br>St. Lawrence River—<br>Montreal to Quebec City<br>LMC<br>MN200 EL K 1"SQ | 1967–7 Collingwood Shpyds—Clw<br>200' 0" 40' 2" 11' 8"<br>199' 0" 40' 0" 14' 4"<br>1 dk<br>5BH<br>rf 4" | TM Tanker Mchy.aft<br>5 Ta 1 Ho 16'<br>L.77325 HeCls. C | 2 Oil 4SA each 12Cy. 7"x<br>reduction geared<br>1000bhp<br>Davey, Paxman & Co. Ltd.<br>db 300lb<br>1×80kW 575V 60c/s a.c.<br>Directional propellers |
| 5085330<br>ELPR<br>3029<br>Df Esd<br>RTm/h | **BETSY**<br>exDaizo Maru–68<br>**Irving Shipping**<br>**International Inc.**<br>Monrovia Liberian | 3839<br>2201<br>5585 | <br><br>NK | 1952 Osaka Zosensho—Osa<br>372' 5" 50' 2" 23' 8"<br>344' 6" 50' 0" 27' 3"<br>P23' B91' F26' 1 dk<br>RW<br>rf 4" | M (2P)<br>4 Ho 55', 77½', 61', 61'<br>G.283000 B.266000<br>4 Ha (29½', 56½', 39½', 34½' × 21')<br>Der 2(9) 2(4½) 1(2½) | Oil 2SA 6Cy. 420 × 750 mm<br>2125bhp NE60<br>Mitsui Zosen<br>3 × 60, 30, 30kW 105V d.c. |
| 6821597<br>OZOQ<br><br>Df Esd<br>Pfd Rdr<br>RT | **BIRTHE JUNIOR**<br><br>**Partsrederi Junior**<br>Lehmann Junior<br>Copenhagen Danish | 303<br>163<br>715 | | 1968 A/S Nordsøværftet—<br>Ringkøbing<br>163' 3" 27' 7" 11' 5"<br>145' 4" 27' 3" 18' 1"<br>1 dk & S dk | M OSD Mchy.aft | Oil 2SA 5Cy. 260 × 400 mm<br>500bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| 5214553<br>ELUQ<br>3127<br>Df Esd<br>Rdr RT | **BITUNG**<br>exLumme–68<br>**Kings V Shipping Co.**<br>**(Liberian) Ltd.**<br>Monrovia Liberian | 1424<br>733<br>2292 | <br><br>GL | 1951 Bremer Vulkan—Vgk<br>269' 0" 42' 0" 17' 11½"<br>41' 10" 26' 1"<br>B37' F18' 1 dk & S dk<br>RW | S OSD<br><br>G.145538 B.129716<br>2 Ha<br>8W Der 1(20) 8(3–5) | C 4Cy. (2) 14 1/16" & (2) 31½"×<br>turb<br>1500ihp<br>Bremer Vulcan |
| 5057022<br>KECO<br>268720<br>Df Esd<br>Gc Rdr<br>RT | **BLUE DOLPHIN**<br>exCabrillo–68<br>**Mike Cuscito**<br>San Diego United States | 350<br>165<br>— | | 1954 National Steel & S.B. Corp.—San<br>Diego<br>*118·0'* 30' 8"<br>115' 8" 30' 6" 14' 6"<br>1 dk | M Mchy.fwd | Oil 4SA 8Cy. 305 × 380 mm<br>950bhp<br>General Metals Corp. |
| 5233303<br>5MPK<br>1799<br>Df Esd<br>Gc Rdr<br>RT | **BLUE SAND**<br>exMesologi–68<br>exNational Fighter–61<br>exGeneral Patton–54<br>exHarry T.–52<br>exGeorge M. Cohan–49<br>**Sareha Shipping Lines Ltd.**<br>Monrovia Liberian | 8537<br>5758<br>12950 | <br><br>AB<br><br>len 55 | 1943 Bethlehem-Fairfield—Bal<br>511' 6" 57' 0" 26' 11½"<br>487' 3" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>6 Ho 60', 71', 59', 59', 63', 69'<br>G.563000 B.499500<br>6 Ha (33½', 30', 30', 30', 35', 35' × 20')<br>10W Der 1(50) 1(30) 12(5) | T 3Cy. 24½" 37" & 70" × 48"<br>2500ihp<br>General Mchy. Corp.<br>3 × 20kW 120V d.c. |
| 6900616<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONNY**<br><br>**Rederi A/B Sally**<br>Algot Johansson<br>Mariehamn Finnish | 51000<br>—<br>95000 | | 1968 Uddevallavarvet A/B—Udv<br>839' 7" (incl. BB) 128' 0" 46' 9½"<br>800' 0" 127' 9" 62' 5"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 9Cy. 840 × 1800 mm<br>23200bhp B&W<br>Uddevallavarvet A/B |
| 6902418<br>6KSL<br>BF21323<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOOK AHK SAN No. 1**<br><br>**Office of Fisheries**<br>**Administration**<br>Pusan S. Korean | 148<br>30<br>81 | | 1966–7 Korea S.B. & E. Corp.—Pusan<br>*110·0'* 20' 5"<br>108' 3" 20' 4" 9' 2"<br>1 dk | M Fishery Research Ship | Oil 4SA 6Cy. 280 × 440 mm<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 5306265<br>GYX W<br>333954<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOSTON COMANCHE**<br>exSaint Louis–68<br>**Boston Deep Sea**<br>**Fisheries Ltd.**<br>B. A. Parkes<br>Grimsby British<br>For later particulars see New Entries No. 10 | 616<br>208<br>394 | BV<br><br>✠Classed LR until 10/60 | 1959–3 Cook, Welton & Gemell Ltd.—<br>Bev<br>*179·8'* 32' 8"<br>176' 6" 32' 3" 16' 6"<br>F34' 1 dk<br>RW<br>rf 39" BK8" | M Trawler<br><br><br>4 Ha (8½', 8½ , 5', 3' × 3½') | Oil 4SA 8Cy. 420 × 660 mm<br>1600bhp<br>Klöckner-Humboldt-Deutz |
| 6514091<br>GRLH<br>303221<br>Df Esd<br>Pfd Rdr<br>RT | **BOSTON EXPLORER**<br>exAberdeen Explorer–68<br>**Boston Deep Sea Fisheries**<br>**Ltd.**<br>B. A. Parkes<br>Fleetwood British | 425<br>155<br>243 | ✠100A1<br>trawler<br>✠LMC<br><br>MN220 EL (g)q1 1/16"SQ | 1965–8 Hall, Russell & Co. Ltd.—Abn<br>*139·7'* 29' 4" 12' 1½"<br>134' 10" 29' 0" 15' 0"<br>F24'<br>4BH<br>rf 36" BK6" WB30t | M Trawler | Oil 4SA 7Cy. 15" × 20"<br>1100bhp<br>Mirrlees National Ltd.<br>db 100lb |
| 5002924<br>GHPX<br>303204<br>Df Esd<br>Pfd Rdr<br>RTm | **BOSTON LIGHTNING**<br>exAdmiral Burnett–68<br>**Boston Deep Sea Fisheries**<br>**Ltd.**<br>B. A. Parkes<br>Fleetwood British | 391<br>127<br>— | ✠100A1 SS 7/65<br>trawler<br>✠LMC<br><br>MN205 EL (g) q | 1961–7 Hall, Russell & Co. Ltd.—Abn<br>*139·2'* 28' 4"<br>138' 0" 28' 0" 14' 0"<br>F23'<br>4BH<br>rf 36" BK6" WB5t | M Trawler<br>1 Ho 42'<br><br>4 Ha (stl) (5½', 5½', 4' × 3½') (3' × 3')<br>Der 2(1½) 1(1½) | Oil 4SA 7Cy. 15" × 20"<br>1022bhp<br>Mirrlees, Bickerton & Day<br>db 100lb<br>2 × 200kW 220V d.c. |
| 5050892<br>KQYK<br>247583<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BRAZOS**<br>exSanta Paula–55<br>**Sabine Towing &**<br>**Transportation Co. Inc.**<br>Baltimore United States | 13903<br>10452<br>23969 | <br><br>AB<br><br><br><br><br><br>len 58 | 1967 (Fwd & cargo sections) Newport<br>Ns S.B. & D.D. Co.—N.Ns<br>1945 (Aft section) Sun S.B. & D.D.<br>Co.—Chester, Pa<br>583' 6" 74' 2" 32' 7"<br>554' 0" 74' 0" 43' 6"<br>Q108' B57' F64' 1 dk<br>rf 3½" | T-E Tanker Mchy.aft<br>27 Ta<br>HeCls. B | S Turb 7240shp driving<br>2300V a.c. connected t<br>7240shp (Sy)<br>Westinghouse Elec. & M<br>2 × 525kW 440V 60c/s a.c |

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| 10823<br>YFA<br>35715<br>Esd<br>c Pfd<br>r RT | **BRITISH LIBERTY**<br>**B.P. Tanker Co. Ltd.**<br>London British | **15115**<br>8777<br>24000 | ✠100A1<br>oil tanker (cc)<br>✠LMC<br>MN1520 EL F†2⅜"U2 | **1968**–5 Eriksbergs M/V A/B—Got<br>556′ 6″ (incl. BB) 81′ 5″ 31′ 4″<br>525′ 9″ 81′ 3″ 41′ 0″<br>P113′ F49′ 1 dk<br>16BH<br>rf 2″ WB641t | M Tanker Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>7600bhp B&W<br>Eriksbergs M/V A/B Got<br>WTAuxB primary 710℔<br>secondary 227℔ Spt 482° F.<br>AuxB 145℔ e(ex.g) 250℔ Spt 145℔<br>hs6400 sg 40℔<br>2×500kW 450V 60c/s a.c. |
| 581<br>IBR<br>Rdr | **BRUNSHAGEN**<br>**Partenreederei m.s. "Brunshagen"**<br>W. Bruns & Co.<br>Hamburg W. German<br>Now **PANGANI** See New Entries No. **11** | **9890**<br>5360<br>— | | **1968** Kherson Shpyd—Kherson<br>*484·5*<br>40′ 4″<br>2 dks | M<br>Cr 11 | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp<br>Bryansk Eng. Wks Bryansk |
| 6901660<br>Esd Rdr<br>RTv | **BUTJADINGEN**<br>**Unterweser Reederei G.m.b.H.**<br>Bremen W. German | **150**<br>—<br>— | | **1968** Jadewerft G.m.b.H.—Wilhelmshaven<br>83′ 10″ 25′ 10″ 11′ 2″<br>78′ 9″ 24′ 7″ 9′ 10″<br>1 dk | M Tug | Oil 4SA 8Cy. 320×450 mm<br>1000bhp (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×—kW 220V d.c.<br>Directional propeller fwd 11k |
| 5911189<br>LQUZ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CACIQUE CATRIEL**<br>exBabitonga–68<br>exAlexander von Humboldt–65<br>**ARTEMIS S.A.I.C.**<br>Buenos Aires Argentine | **2124**<br>1092<br>2446 | GL | **1959** J. J. Sietas Schiffsw.—Ham<br>306′ 4″ 44′ 1″ 18′ 6″<br>276′ 5″ 43′11¾″ 28′ 8″<br>B80′ F38′ 1 dk & S dk<br>RW | M (4P) Ref OSD<br>G.129627 B.127600 In.129627<br>3 Ha (stl) (34¼′, 25½′, 25½′×14¾′)<br>6W Der 6(3–5) | 2 Oil 4SA each 6Cy. 420×600 mm geared to sc. shaft<br>2740bhp 460t (hvf)<br>Klöckner-Humboldt-Deutz Kln<br>14k |
| 6901672<br>ELTU<br>*3109*<br>*Df Esd*<br>*Gc Pfd*<br>Rdr RT | **CALIFORNIA GETTY**<br>Hemisphere Transportation Corp.<br>Monrovia Liberian | ~~68300~~ 58994<br>— 47089<br>~~127600~~ 129328 | | **1968** Mitsubishi Hvy Ind.—Yka<br>885′ 10″ 139′ 7″ 54′ 6″<br>839′ 11″ 139′ 5″ 72′ 2″<br>1 dk | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>24000shp (o.f)<br>Mitsubishi Hvy Ind. Nag |
| 106483<br>DHAE<br>Esd<br>Rdr<br>m/h | **CANDIA**<br>exEsperanza–68<br>**Partenreederei m.s. "Candia"**<br>Christian F. Ahrenkiel<br>Hamburg W. German | **3266**<br>1759<br>5200<br>**4953**<br>2847<br>6922 | GL | **1955** Lübecker Flender-Werke—Lbc<br>390′ 2″ 53′ 3″ 22′ 4¾″/26′ 6½″<br>358′ 2″ 53′ 2″ 33′ 4″<br>P22′ F46′ 1 dk & S dk<br>RW<br>rf nil | M (5P) Ref OSD/CSD<br>4 Ho 71′, 77½′, 57′, 50½′<br>G.350007 B.309657<br>4 Ha (34½′, 48¼′, 36¾′, 23′×18¼′)<br>Der 1(50) 1(25) 4(5–10) 8(3–5) | Oil 2SA 6Cy. 720×1250 mm<br>4200bhp (hvf)<br>Soc. des For. de la Méditerranée Hav<br>3×154kW 400V 50c/s a.c. 15k |
| 908<br>Esd<br>Pfd<br>RT | **CARIBIA**<br>exColumbia–68 exCaronia–68<br>**Universal Line S.A.**<br>Panama Panamanian<br>Now **CARONIA** See New Entries No. **11** | **25794**<br>11339<br>7921 | ✠100A1 CS 1/65<br>with freeboard<br>✠LMC<br>MN7000 EL (t†)3¼"SQ | **1948**–12 John Brown & Co. Ltd.—Cly<br>715′ 0″ 91′ 5″ 31′ 7″<br>666′ 4″ 91′ 0″ 53′ 3″<br>B&F594′ 3 dks, 4th & 5th dks clear of mchy. space<br>R Coll BH to U dk 9 to 2nd dk<br>rf 6″ WB5128t incl. Tunnel tanks 754t DTsf953t | TS (874P)<br>1 Ho 38¼′<br>G.69450 B.65215<br>1 Ha (stl) (18′×15¾′)<br>2W Der 2(5) | 6 S Turb, HP dr geared, IP & LP sr geared to 2 sc. shafts<br>35000shp 3709t (o.f)<br>John Brown & Co. Ltd. Cly<br>6WTB 725℔ Spt 800° F. 625℔ hs61138<br>4×1100kW 225V d.c. 22k |
| 276 | **CARLOS ROEDER**<br>**Pescarias Beira Litoral S.A.R.L.**<br>Aveiro Portuguese | **200**<br>—<br>78 | 100A1<br>stern trawler<br>Class contemplated | Est. São Jacinto—Aveiro<br>104′ 11″ 24′ 4″ 9′ 0″<br>88′ 7″ 23′ 7″ 11′ 2″ | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 240×350 mm<br>Masch. Kiel G.m.b.H. Kel |
| 3130<br>B2262<br>243458<br>Df Gc<br>Rdr RT | **CARMEN A.**<br>exDennis McAllister–68<br>exRussell 15–63<br>**J. A. Tug Corp.**<br>New York United States | **142**<br>95<br>— | | **1943** Liberty D.D. Inc.—Brooklyn<br>83′ 0″ 22′ 7″ 10′ 0″<br>81′ 7″ 22′ 0″ 11′ 1″ | M Tug | Oil 4SA 8Cy. 370×510 mm<br>765bhp<br>National Supply Co. Springfield |
| 6900484<br>OUZY<br>RTm | **CHARON**<br>**P.M. Anthonisen Partrederi**<br>Skagen Danish<br>*Now* **OPUS** See New Entries No. **9** | **171**<br>80<br>175 | | **1968** Rosslauer Schiffs.—Rosslau<br>110′ 2″ 21′ 8″<br>97′ 0″ 21′ 7″ 10′ 10″<br>F20′ 1 dk<br>BK2¾″ | M Trawler Mchy.aft<br>2 Ho 15¼′, 22′<br>2 Ha (stl) (each 5′×4′)<br>1W Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>578bhp 19t (d.o)<br>Schwermasch. Karl Liebknecht Mgd<br>2×16kW 220V d.c.<br>Controllable pitch propeller 12k |
| 6901294<br>UPFA<br>M-29002 | **CHERNOMOR**<br>**U.S.S.R.**<br>Kerch Russian | **699**<br>265<br>228 | | **1966** ......................Russia<br>177′ 10″ 30′ 6″ 12′ 1½″<br>30′ 3″ 15′ 5″ | M Trawler Ref<br>2 Ho<br>In.12537<br>2 Ha (5′, 5′×5¼′)<br>2W Der 1(2) 1(1½) | Oil 4SA 8Cy. 320×480 mm<br>830bhp<br>Schwermasch. Karl Liebknecht Mgd |
| 5060325<br>HOHQ<br>1443<br>Df Esd<br>Gc Pfd<br>dr RT | **CHEVRON BRUSSELS**<br>exCaltex Brussels–68<br>**Overseas Tankship Corporation**<br>Panama Panamanian | **16660**<br>11599<br>24191 | ✠100A1 SS 8/66<br>oil tanker<br>✠LMC<br>MN1600 EL k†2$\frac{9}{16}$"SQ | **1951**–3 John Cockerill S.A.—Hbk<br>595′ 0″ 76′ 8″ 29′ 8″<br>570′ 0″ 70′ 0″ 39′ 9″<br>1 dk<br>RW 11BH len 66<br>rf nil WB799t | S Tanker Mchy.aft<br>27 Ta<br>L.829642 HeCls. B<br>Der 4(5) 2(4) | 3 S Turb dr geared to sc. shaft<br>8000shp Parsons 2500t (o.f)–55pd<br>John Cockerill S.A. Seraing<br>2WTB 490℔ Spt 470℔ hs(15542)<br>2×300kW 240V 60c/s a.c. |
| 71664<br>LMNS<br>Esd<br>c Rdr<br>m/h/v | **CHRISTEN SMITH**<br>**Belships Company Ltd. Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian<br>Now **BELFOREST** See New Entries No. **8** | **6125**<br>3783<br>9880 | ✠100A1 SS 5/63<br>Str. nav. ice<br>✠LMC<br>MN720 EL a† | **1947**–4 A/S Fredriksstad M/V—Fks<br>418′ 0″ 62′ 2″ 26′ 2¼″<br>390′ 0″ 62′ 0″ 32′ 10″<br>P88′ B&F131′ 2 dks<br>RW NS 3BH to U dk 2 to 2nd dk<br>rf 6″ WB2692t incl. DTsf871t | M CSD Mchy.aft<br>2 Ho 90′, 207′<br>G.496820 B.463780<br>3 Ha (stl) (50½′, 62¾′, 94′×26′)<br>Cr 3(10) Der 2(5) | Oil 2SA 9Cy. 500×1100 mm<br>3600bhp ✠NE1/58 790t (hvf)<br>Burmeister & Wain Cpn<br>AuxB(Scotch) 170℔<br>✠2NAuxB(Vertical) 1/58–125℔<br>2×120kW 220V d.c. 13k |

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| 6901593<br>DDMI<br><br>Df Esd<br>Rdr RT | **CLAUS**<br><br>**Gottfried Serafin**<br>D. Oltmann<br>Brake W. German | T.Mk<br>425<br>243<br>1081 | GL | **1968** Schiffsw. Rönnebeck—Bmn<br>195 10" 32' 10" 12' 9¼"<br>177' 2" 32' 9" 19' 4"<br>2 dks | M<br><br>G.66867 B.63467<br>1 Ha (92½' × 20½')<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 450 mm<br>500bhp<br>Atlas-Mak Masch. |
| 6900628 | **CLIFFORD MÆRSK**<br><br>**A. P. Möller, Copenhagen**<br>Copenhagen Danish | 10000<br>—<br>— | **100A1**<br>Class contemplated | Akers A/S Bergens M/V—Bgn<br>559' 8" 80' 2"<br>524' 8" 79' 11½" 52' 6" | M Ref | Oil 2SA 9Cy. 840 × 1800 mm<br>B&W<br>A/S Akers M/V |
| 5087833<br>KWTP<br>245377<br>Df Esd<br>Gc Rdr<br>RTm | **COLUMBIA BARON**<br>exDel Santos–68<br>exTalisman–46<br>**Columbia S.S. Co. Inc.**<br>Wilmington, Del United States | 8258<br>4832<br>10866 | AB | **1944** N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 28' 6¼"<br>435' 6" 63' 0" 40' 0"<br>B78' 3 dks<br>RW<br>rf nil | S (12P) CSD<br>5 Ho 67½', 61¾', 70', 70', 72½'<br>G.582845 B.542824<br>5 Ha (stl) (26', 32½' × 19') (34¾', 29¾',<br>29¾' × 19¾')<br>18W Der 16(5) | 2 S Turb dr geared to sc. sha<br>6600shp<br>General Electric Co.<br>2 × 250kW 240V d.c. |
| 5137652<br>KIER<br>252445<br>Df Esd<br>Gc RTm | **COLUMBIA TIGER**<br>exDel Aires–68<br>exGulf Merchant–64<br>exMargaret Lykes–47<br>exLenoir–47<br>**Columbia S.S. Co. Inc.**<br>New Orleans United States | 8159<br>4810<br>11216 | AB | **1944** N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 28' 6¼"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>RW<br>rf nil | S (12P) CSD<br>5 Ho 67½', 61¾', 70', 70', 72½'<br>G.582845 B.542824<br>5 Ha (stl) (26½', 32½', 34¾', 29¾',<br>29¾' × 19¾')<br>16W Der 16(5) | 2 S Turb dr geared to sc. shaf<br>6600shp<br>General Electric Co.<br>2 × 250kW 240V d.c. |
| 5282873<br>WLAJ<br>247765<br>Df Esd<br>Gc Pfd<br>Rdr | **COLUMBIA TRADER**<br>exColumbia Victory–68<br>exPortland Victory–65<br>exPratt Victory–61<br>**Souther S.S. Co.**<br>Columbia Steamship Co.<br>Wilmington, Del United States | 7607<br>4561<br>10818 | AB | **1945** California S.B. Corp.—L.An<br>455' 3" 62' 1" 28' 6½"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br><br>rf nil | S<br>5 Ho 57', 45', 78', 81', 75'<br>G.520000 B.495000<br>5 Ha (25', 24', 36', 36', 33' × 22')<br>Der 1(50) 1(30) 5(5) | 2 S Turb dr geared to sc. shaf<br>6000shp<br>Allis-Chalmers Mfg Co.<br>2 × 75kW 120V d.c. |
| 5133498<br>GYXH<br>335306<br>Df Esd<br>Rdr RT | **COMMODORE GOODWILL**<br>exGoodwill–68<br>**Commodore Shipping Co.**<br>**Ltd.**<br>Guernsey British | 499<br>288<br>920<br>916<br>592<br>— | **✠100A1** SS 3/68<br><br>**✠LMC**<br><br>MN167 EL k | **1958–4** J. Vos & Zoon—Gro<br>195' 11" 32' 6" 12' 4½"/—<br>181' 1" 31' 10" 19' 8"<br>1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf nil WB398t | M OSD/CSD Mchy.aft<br><br>G.67320 B.62800 | Oil 4SA 7Cy. 300 × 450 mm<br>835bhp<br>Masch. Augsburg-Nürnberg |
| 6901684<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONON FOREST**<br><br>**Cottesbrooke Shipping**<br>**Co.**<br>J. & J. Denholm<br>(Management) Ltd.<br>Glasgow British | 17500<br>10000<br>24900 | | **1968** Upper Clyde Shipbuilders Ltd.<br>(Scotstoun Div.)—Scotstoun<br>575' 0" 87' 3" 31' 10½"<br>550' 0" 87' 0" 45' 0"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760 × 1550 mm<br>Sulzer<br>Barclay, Curle & Co. Ltd. |
| 6900288<br><br><br>Esd Rdr<br>RT | **CONSTANT**<br><br>**Lütgens u. Reimers**<br>Hamburg W. German | 150<br>—<br>— | | **1968** D.W. Kremer Sohn—Elmshorn<br>97' 2" 26' 0"<br>85' 4" 25' 11"<br>1 dk | M Tug | Oil 4SA 8Cy. 320 × 450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz |
| 5076640<br>VDYF<br>123965<br>Df Gc | **CREEK TRANSPORT**<br>exCoastal Creek–68<br>exBasingcreek–50<br>exEmpire Tadpole–47<br>exWillowbranch–45<br>exRosemount–40 exSaskatoon<br>**Hall Corporation of Canada**<br>Montreal Canadian | 1752<br>1029<br>2336 | AB<br><br>*Classed BC until 6/50 | **1910–4** Sunderland S.B. Co. Ltd.—Sld<br>258' 0" 42' 8" 17' 2½"<br>250' 0" 42' 6" 18' 6"<br>Q97' F37' Trunk 116' 1 dk<br>R conv dry cargo ship 40<br>rf 2" | M Tanker Mchy.aft<br>10 Ta | Oil 2SA 6Cy. 405 × 510 mm<br>1050bhp NE40<br>Fairbanks, Morse & Co. |
| 5221805<br>KIWT<br>249174<br>Df Esd<br>Gc Rdr<br>RTv | **DA GAMA**<br>exMargarett Brown–68<br>exGarden State–57<br>exOcean Rover–46<br>**Crest Overseas Shipping**<br>**Co. Inc.**<br>New York United States | 6103<br>3515<br>10420 | AB | **1946** Consolidated Stl Corp.—Wmg, Cal<br>459' 9" 63' 2" 27' 8"<br>435' 0" 63' 0" 31' 6"<br>B79' 2 dks & S dk<br>RW<br>rf nil | S OSD<br>5 Ho 67½', 63¾', 67¾', 68½', 62'<br>G.610900 B.541240<br>5 Ha (stl) (27', 32½', 35', 30', 30' × 19¾')<br>12W Der 2(30) 14(5) | 2 S Turb dr geared to sc. sh<br>6600shp<br>General Electric Co.<br>2 × 300kW 120/240V d.c. |
| 6901971<br>JFNW<br>105170<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIGOH MARU**<br><br>**Mitsui O.S.K. Lines Ltd.**<br>**& Shin Yei Kisen K.K.**<br>Tokyo Japanese | 36400<br>22600<br>59100 | | **1968** Mitsui Zosen—Tmn<br>750' 0" (incl. BB) 105' 10" 39' 0"<br>715' 2" 105' 8" 59' 1"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 840 × 1800 mm<br>15500bhp B&W<br>Mitsui Zosen |
| 6901696 | **DANGELD**<br><br>**London & Rochester**<br>**Trading Co. Ltd.**<br>Rochester British | 699<br>—<br>— | **100A1**<br>Class contemplated | Cochrane & Sons Ltd.—Sel<br>247' 0" 40' 10"<br>225' 0" 40' 0" 22' 6" | TM Ref Mchy.aft | 2 Oil 4SA each 8Cy. 8½" ×<br><br>Lister Blackstone Marine |

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| 730<br>ME<br><br><br>Esd<br>Rdr<br>m/v | **DARPO DUA**<br>exBolt–68<br>**Gibbons & Co. Ltd.**<br>Singapore Singapore<br>Thome & Co. Ltd. (Mgrs.) | **1140**<br>543<br>1544 | <br><br>NV | **1950** Hall, Russell & Co. Ltd.—Abn<br>257′ 5″ 38′ 2″ 17′ 4¾″<br>235′ 0″ 38′ 0″<br>2 dks & S dk<br>RW<br>rf 4″ | M (7P) OSD Mchy.aft<br>4 Ho 66′, 66′, 83′, 64′ 1 TwD 147′<br>G.116000 B.105000<br>2 Ha (each 42′×16′)<br>8W Der 4(5) 2(3) | Oil 2SA 8Cy. 340×570 mm<br>1310bhp 355t (d.o)<br>British Polar Engines Ltd. Gls<br>2×125kW 220V d.c. 12k |
| <br>D<br><br>sd<br>Rdr<br>m/v | **DARPO SATU**<br>exBorre–68<br>**Gibbons & Co. Ltd.**<br>Singapore Singapore<br>Thome & Co. Ltd. (Mgrs.) | **1713**<br>951<br>— | <br><br>NV | **1949** Hall, Russell & Co. Ltd.—Abn<br>257′ 5″ 38′ 2″<br>235′ 0″ 38′ 0″ 25′ 3″<br>3 dks<br>RW<br>rf 4″ | M (7P) CSD Mchy.aft<br>4 Ho 66′, 66′, 83′, 64′ 1 TwD 147′<br>G.116040 B.104960<br>2 Ha (each 42′×16′)<br>8W Der 3(5) 3(3) | Oil 2SA 8Cy. 340×570 mm<br>1310bhp 180t (d.o)<br>British Polar Engines Ltd. Gls<br>2×125kW 220V d.c. 12½k |
| 26802<br>CGBV<br>328083<br>Df Esd<br>Gc Pld<br>Rdr RTv | **DAWSON**<br><br>**Government of Canada**<br>**(Minister of Energy, Mines**<br>**& Resources)**<br>Ottawa Canadian | **1311**<br>458<br>625 | **✠100A1**<br>Ice Class 1<br>**✠LMC**<br><br>MN680 EL o 1$\frac{9}{16}$″U2 | **1968**–2 Canadian Vickers Shipyards Ltd. (Geo. T. Davie Division)—Lauzon<br>211′ 9″ 40′ 4″ 15′ 7¼″<br>185′ 9″ 40′ 0″ 21′ 0″<br>F41′ 2 dks<br>5BH to U dk 5 to 2nd dk<br>rf 24″ WB391t | TM Survey Ship (13P) Mchy.aft<br>1 Ho 26′<br>B.6370 In.2412<br>1 Ha (stl) (14′×9′)<br>Cr 1(4½) 1(3½) 1(1¼) | 2 Vee Oil 4SA each 12Cy. 9¾″×10½″ sr geared<br>3400bhp 418t (d.o)<br>Davey, Paxman & Co. Ltd. Col<br>2AuxB 85℔<br>3×300kW 460V 60c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust controllable pitch propellers fwd 12k |
| 116969<br>KCBE<br>267997<br>Df Esd<br>Gc Rdr<br>RTh | **DELAWARE GETTY**<br>exFlying A—Delaware–68<br>**Eastern Tankship Corp.**<br>Wilmington, Del United States | **17054**<br>10587<br>27421 | <br><br>AB | **1954** Newport Ns S.B. & D.D. Co.—N.Ns<br>628′ 0″ 82′ 8″ 33′ 7⅜″<br>601′ 2″ 82′ 6″ 42′ 6″<br>P121′ B24′ F90′ 1 dk, 2nd dk fwd & aft<br>RW<br>rf nil | S Tanker Mchy.aft<br>30 Ta<br><br><br>Der 6(5) | 2 S Turb dr geared to sc. shaft<br>13750shp 2660t (o.f)<br>Newport Ns S.B. & D.D. Co. N.Ns<br>2×400kW 440V 60c/s a.c. 16k |
| 21638<br>ZCBL<br>17172<br>Esd<br>RTh | **DEVONSHIRE BAY**<br><br>**Fishing International Ltd.**<br>Hamilton, Bermuda British | **1019**<br>516<br>1012 | **✠100A1**<br>fishing vessel<br>**✠LMC**<br><br>MN240 EL c†1$\frac{3}{16}$″U2 | **1968**–7 A/S Akers M/V—Tdh<br>170′ 0″ 35′ 11″<br>150 1″ 35′ 9″ 26′ 5″<br>2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf 19″ BK8″ WB134t | M Fishing Mchy.aft<br>1 Ho 47½′<br><br>2 Ha (stl) (each 8′×11¾′)<br>1W Der 1(5) | Oil 2SA 8Cy. 280×420 mm<br>1200bhp 88t (d.o)<br>Wichmann Mtrf Rub<br>wtdb 185℔<br>3×118kW 380V 50c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd & aft 12½k |
| 8<br><br>58 | **DIKSON**<br><br>**U.S.S.R.**<br>Murmansk Russian | **756**<br>328<br>1194 | | **1966** .....................Russia<br>172′ 7″ 34′ 6″ 13′ 7½″<br>34′ 3″ 18′ 4″<br>1 dk | M Tanker Mchy.aft<br>15 Ta<br>L.44991<br><br>Cr 1(1) | Oil 4SA 6Cy. 250×340 mm<br><br>Russia<br>5½k |
| 851<br><br><br>Esd<br>Rdr<br>h/v | **DOLLY MARIA**<br>exJane Stove–68<br>**Marilina Cia. Nav. de**<br>**Vapores S.A.**<br>Greek | **9094**<br>5102<br>13144 | <br><br>NV | **1957** A/S Bergens M/V—Bgn<br>476′ 2″ 62′ 2″ 30′ 4″<br>442′ 0″ 62′ 0″ 40′ 3″<br>P123′ B22′ F52′ 2 dks, 3rd dk in No. 3 hold<br>rf 3″ | M CSD Mchy.aft<br>4 Ho 51¾′, 56¼′, 101′ comb., 98½′ comb.<br>G.620000<br>6 Ha (stl) (29¼′, 34′, 29½′, 27′, 36′, 28¾′×25′)<br>12W Der 4(10) 8(5) | Oil 2SA 9Cy. 500×1500 mm<br>5450bhp B&W 1000t (hvf)<br>A/S Akers M/V Osl<br>3×185kW 220V d.c. 14½k |
| 552<br>MCS<br>1466<br>Esd<br>Gc Rdr | **DONA RITA**<br>exNaess Voyager–68<br>**Socrates Nav. Co. Ltd.**<br>**S.A.**<br>Monrovia Liberian | **28655**<br>19666<br>47171 | <br><br>AB | **1960** Mitsubishi Zosen—Nag<br>736′ 7″ 100′ 5″ 39′ 1⅞″<br>698′ 10″ 100′ 0″ 49′ 10″<br>1 dk<br>RW<br>rf 4″ | S Tanker Mchy.aft<br>36 Ta<br>L.2255081 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17600shp 4700t (o.f)–96pd<br>Mitsubishi Zosen Nag<br>16½k |
| 5085744<br>VA3895<br>249150<br>Df Gc<br>Rdr RT | **DONAL G. McALLISTER**<br>exDalzellatlas–68<br>exRussell 17–60<br>exCoral Sea–51<br>***McAllister* Bros. Inc.**<br>*New* York United States | **202**<br>106<br>— | <br><br>AB | **1946** Gulfport Blr & Wldg Wks—Pt. Arthur<br>*95·2* 24′ 1″ 11′ 6½″<br>96′ 0″ 24′ 0″ 12′ 6″<br>1 dk<br>BK2″ | D-E Tug | Oil 4SA 12Cy. 220×265 mm 1185bhp connected to elec. motor sr geared<br>87t<br>General Motors Corp. Det |
| 40079<br>ELTB<br>398<br>Df Esd<br>Gc Rdr<br>Tm/h/v | **DORA**<br>exBelnor–68<br>~~**Atlantic Shipping Inc.**~~<br>~~Monrovia Liberian~~<br>**Atlantic Shipping S.A., Artemis S.A., Maclovia S.A. & Etablissement Ruc**<br>Monrovia Liberian | **10527**<br>5507<br>15260 | **✠100A1** SS 10/64<br>Str. nav. ice<br>**✠LMC**<br><br>MN1170 EL e†2¼″SQ | **1959**–5 Bremer Vulcan—Vgk<br>518′ 0″ 64′ 4″ 30′ 3¾″<br>477′ 7″ 64′ 3½″ 41′ 0″<br>P99′ F57′ 1 dk<br>NS 7BH<br>rf nil WB5522t incl. Topside tanks in holds 2628t | M Bulk Carrier Mchy.aft<br>5 Ho each 78¾′<br>G.833000 B.759000<br>5 Ha (stl) (each 44½′×29½′)<br>Der 10(5) 2(3) | Oil 2SA 7Cy. 700×1200 mm<br>5850bhp MAN 1080t (hvf)<br>Bremer Vulkan Vgk<br>WTAuxB 114℔ e (ex.g) 114℔<br>3×220, 220, 120kW 440V 60c/s a.c.<br>14½k |
| 01983 | **DORA PAPALIOS**<br><br>**Codros Shipping Co.**<br>Piræus Greek | **9072** ~~**9000**~~<br>6370 —<br>14200 | **100A1**<br>Class contemplated | Hellenic Shipyards Co.—Skaramanga<br>462′ 6″ 67′ 5″ 29′ 0″<br>440′ 0″ 67′ 0″ 38′ 6″ | M | Oil 2SA 5Cy. 680×1250 mm<br><br>Sulzer Bros. Ltd. Win |
| 01701<br>ELTA<br>3097 | **DOTO**<br><br>**Vitasa S.S. Co. S.A.**<br>Monrovia Liberian | **35191**<br>26790<br>62260 | **100A1**<br>Class contemplated | Uraga Hvy Ind. Ltd.—Yokosuka<br>771′ 0″ (incl. BB) 104′ 6″ 41′ 7⅝″<br>731′ 3″ 104′ 4″ 59′ 1″ | M Bulk Carrier Mchy.aft | Oil 2SA 10Cy. 760×1550 bhp<br>Sulzer<br>Uraga Hvy Ind. Ltd. Tamashima |

For later particulars see New Entries No. 12

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| 6900496<br>OWCF<br><br>RTm | **DRYADEN**<br><br>**A/S Virklund Gymnastik og Skolemontering**<br>Skagen Danish | 171<br>80<br>175 | | **1968** Rosslauer Schiffs.—Rosslau<br>110' 2" 21' 8"<br>97' 0" 21' 7" 10' 10"<br>F20' 1 dk<br>BK2½" | M Trawler Mchy.aft<br>2 Ho 15½', 22'<br><br>2 Ha (stl) (each 5'×4')<br>1W Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>578bhp<br>Schwermasch. Karl Liebknecht<br>2×16kW 220V d.c.<br>Controllable pitch propeller |
| 5094109<br>GMYJ<br>184036<br>Df Esd<br>Pfd Rdr<br>RTv | **DRYBURGH**<br><br>**G. Gibson & Co. Ltd.**<br>Leith British | 1593<br>893<br>1158 | BV<br><br>✠Classed LR until 7/67 | **1952**–10 Grangemouth Dkyd Co. Ltd.—Gmh<br>260' 6" 38' 1" 14' 7"<br>245' 5" 38' 0" 21' 2"<br>P24' Q58' B19' F25' 1 dk & S dk<br>RW<br>rf 4" conv dry cargo ship 68 | M Liquefied Gas/Chemical Tanker<br>2 Ta 1 Ho 143'<br>L.53008<br>Der 2(2) | Oil 8Cy. 340×570 mm<br>1530bhp<br>British Polar Engines Ltd.<br>3×60kW 415V 50c/s a.c. |
| 6900446<br><br><br>Df Esd<br>Gc Rdr<br>RT | **DUKE OF HOLLAND**<br>**L. Remeeus N.V.**<br>~~Norfolk Lijn N.V.~~<br>~~L. Remeeus N.V.~~ Norfolk Lijn N.V.,<br>Scheveningen Netherland | 759<br>414<br>1110 | | **1968** A. Vuijk & Zonen—Capelle<br>246' 0" 45' 1" 13' 9"<br>219' 2" 43' 11" 29' 2"<br>1 dk & S dk | M OSD Mchy.aft | 2 Oil 4SA each 8Cy. 360 geared to sc. shaft<br>2400bhp<br>Motorenw. Mannheim |
| 5133034<br><br>169164<br>RTv | **DUNHERON**<br>exGolden Cross–68<br>**Newport Screw Towing Co. Ltd.**<br>Newport British | 132<br>—<br>— | ✠100A1 SS 10/67<br>tug<br>✠LMC<br>MN150 EL (a) | **1955**–7 Scott & Sons—Bwg<br>86' 3" 23' 11" 10' 3½"<br>80' 6" 23' 6" 11' 0"<br>1dk<br>RW 3BH<br>rf 18" BK6" | M Tug | Oil 2SA 4Cy. 14½"×19" sr gea<br>750bhp<br>Crossley Bros. Ltd. |
| 6901189 | **E-21-JG**<br><br>**República de Cuba**<br>Havana Cuban | 107<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>75' 0" 21' 7" 10' 6"<br>65' 8" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br>Moteurs Baudouin |
| 6901713 | **E-29-JA**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | **100A1**<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa-Axpe—Bbo<br>75' 0" 21' 7" 10' 6"<br>65' 8" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy.<br>Moteurs Baudouin |
| 6901191 | **E-32-SA**<br><br>**República de Cuba**<br>Havana Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. de Santander S.A.—Snt<br>75' 1" 21' 7" 10' 6"<br>65' 8" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br>Moteurs Baudouin |
| 6901206 | **E-33-SA**<br><br>**República de Cuba**<br>Havana Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. de Santander S.A.—Snt<br>75' 1" 21' 7" 10' 6"<br>65' 8" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br>Moteurs Baudouin |
| 6901218 | **E-34-SA**<br><br>**República de Cuba**<br>Havana Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. de Santander S.A.—Snt<br>75' 1" 21' 7" 10' 6"<br>65' 8" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br>Moteurs Baudouin |
| 6901220 | **E-35-SA**<br><br>**República de Cuba**<br>Havana Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. de Santander S.A.—Snt<br>75' 1" 21' 7" 10' 6"<br>65' 8" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br>Moteurs Baudouin |
| 6901232 | **E-36-SA**<br><br>**República de Cuba**<br>Havana Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. de Santander S.A.—Snt<br>75' 1" 21' 7" 10' 6"<br>65' 8" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br>Moteurs Baudouin |
| 5292866<br>WCVT<br>247865<br>Df Esd<br>Gc Rdr | **EASTERN STAR**<br>exRemsen Heights–68<br>exBates Victory–50<br>**Valmar Shipping Agency Ltd.**<br>New York United States | 7639<br>5194<br>10919 | AB | **1945** California S.B. Corp.—L.An<br>455' 3" 62' 2" 28' 6¾"<br>436' 6" 62' 0" 38' 0"<br>F87' 3 dks<br><br>rf nil | S<br>5 Ho 57½', 45', 77', 81', 75'<br>G.564425 B.490790<br>5 Ha (25', 24', 36', 36', 24'×22½')<br>14W Der 1(50) 1(30) | 2 S Turb dr geared to sc. sh<br>6600shp<br>Allis-Chalmers Mfg Co.<br>2×300kW 240V d.c. |
| 6901995<br><br>105073<br>Rdr RT | **EIAN MARU**<br><br>**Kezuka Unyu K.K.**<br>Tokyo Japanese | 485<br>273<br>799 | | **1968** Geibi Zosen Kogyo—Kur<br>169' 11" 26' 4" 12' 3"<br>154' 3" 26' 3" 13' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 280×430 mm<br>750bhp<br>Hanshin Nainenki Kogyo |
| 6900501<br>OUZK<br><br>RTm | **EIRENE**<br><br>**P. M. Anthonisen Partrederi**<br>Skagen Danish | 171<br>80<br>175 | | **1968** Rosslauer Schiffs.—Rosslau<br>110' 2" 21' 8"<br>97' 0" 21' 7" 10' 10"<br>F20' 1 dk<br>BK2½" | M Trawler Mchy.aft<br>2 Ho 15½', 22'<br><br>2 Ha (stl) (each 5'×4')<br>1W Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>578bhp<br>Schwermasch. Karl Liebknecht<br>2×16kW 220V d.c.<br>Controllable pitch propeller |
| 5047625<br>HPUB<br><br>Df Esd<br>Rdr<br>RTh | **EL INCA**<br>exBolivar–68<br>**Var Shipping S.A.**<br>Panama Panamanian | 2007<br>1035<br>2520 | ✠100A1 SS 6/65<br>Str. nav. ice<br>✠LMC<br>MN260 EL s 1¹¹⁄₁₆"SQ | **1953**–7 Helsingborgs Varf A/B—Hbg<br>285' 5" 41' 1" 16' 2"<br>272' 11" 40' 11" 24' 3"<br>P27' RFD68' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB650t | M (4P) OSD<br>2 Ho 93', 88½'<br>G.86910 B.79865<br>4 Ha (26', 28', 28', 26'×21')<br>8W Der 4(7½) 4(5) | Oil 2SA 5Cy. 500×900 mm<br>1300bhp<br>Burmeister & Wain<br>3×65kW 220V d.c. |

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| 0290<br>CCS<br>Rdr<br>RTv | **EMSTANK 14**<br><br>**Schulte & Bruns**<br>Emden W. German | 175<br>98<br>349 | | **1968** J. Diedrich—Oldersum<br>134′ 6″ 23′ 3″ 8′ 2½″<br>124′ 8″ 22′ 4″ 9′ 3″<br>P45′ F19′ 1 dk | M Tanker Mchy.aft<br>4 Ta<br>L.16527<br>1 Ha (stl) (5′ × 5′)<br>Der 2(1) | Oil 4SA 12Cy. 135 × 160 mm reverse reduction geared 5 t(d.o.)-1pd<br>400bhp<br>Klöckner-Humbolt-Deutz Kln<br>1 × 2kW 24V 50c/s a.c.<br>Directional propeller 10½k |
| 305 | **ENGELSBERG**<br><br>**A/B Nynäs Petroleum**<br>Stockholm Swedish | 3000<br>—<br>3800 | 100A1<br>oil tanker<br>Class contemplated | Sölvesborgs Varv A/B—Sbg<br>18′ 3¼″<br>318′ 3″ 51′ 2″ 29′ 6″ | M Bitumen/Oil Tanker Mchy.aft | 4 Oil 4SA each 6Cy. 185 × 210 mm geared to sc. shaft<br>Pielstick<br>Hedemora Verk. A/B Hedemora |
| 7682<br>YDH<br>94787<br>Df Esd<br>Gc Rdr<br>RThv | **EREDINE**<br><br>**John Swire & Sons Ltd.**<br>London British | 23121<br>14728<br>38660 | ✠**100A1**<br>strengthened for ore cargoes, Nos. 2 & 6 holds may be empty<br>✠**LMC**<br>MN2240 EL I†2⅞″U2 | **1968**–3 Ishikawajima-Harima Hvy Ind.—Aio<br>607′ 0″ (incl. BB) 90′ 9″ 38′ 10¾″<br>574′ 2″ 90′ 6½″ 52′ 6″<br>P105′ F48′ 1 dk<br>NS 9BH<br>rf nil WB18102t incl. Comb. btm & side tanks in holds 4855t Topside tanks in holds 4505t | M Bulk Carrier Mchy.aft<br>7 Ho 56′, 61′, 62′, 62′, 62′, 62′, 62′<br>G.1767690<br>7 Ha (stl) (36¼′, 38¾′, 38¾′, 38¾′, 38¾′, 38¾′, 38¾′ × 44½′)<br>14W Der 14(5) | Oil 2SA 7Cy. 760 × 1550 mm<br>11200bhp Sulzer 2480t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>AuxB 107℔<br>3 × 325kW 450V 60c/s a.c. 15k |
| 5258020<br><br><br>Df Esd<br>Pfd<br>RTm | **EROS I**<br>exNorfolk Yeoman–68<br>**J. Leonardo & M. Asaro**<br>Trapani Italian | 115<br>46<br>— | | **1955** Richards Irn Wks Ltd.—Lwt<br>*87·8′* 20′ 6″ 11′ 0″<br>20′ 4″<br>R | M Trawler | Oil 4SA 5Cy. 10¼″ × 14½″<br>300bhp 12t (d.o)<br>Ruston & Hornsby Lcn<br>1 × 9kW 220V d.c. 10k |
| 516972<br>DEHI<br><br>Df Esd<br>*Gc Rdr*<br>*Tm/h/v* | **ESCHERSHEIM**<br><br>**Unterweser Reederei G.m.b.H.**<br>Bremen W. German | 26532<br>19032<br>42131 | GL | **1965** Rheinstahl Nordseewerke G.m.b.H.—Emd<br>745′ 1″ 89′ 5″ 34′ 6½″<br>712′ 7″ 89′ 3″ 51′ 7″<br>P109′ F54′ 1 dk len 68 | M Bulk Carrier Mchy.aft<br>8 Ho 61¾′, 82¾′, 55′, 83¾′, 55′, 86½′, 52½′, 72¼′<br>G.1981969<br>8 Ha (stl) (34½′, 55¾′, 31½′, 57¾′, 31½′, 57¾′, 31½′, 34¼′ × 41½′) | Oil 2SA 7Cy. 780 × 1550 mm<br>11200bhp (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>14½k |
| 901725<br>HPXP<br>45NY<br>Esd<br>Rdr<br>RT | **ESSO BOMBAY**<br><br>**Esso Transport & Tanker Co. Inc.**<br>Panama Panamanian | 13500<br>7900<br>20950 | | **1968** Ishikawajima-Harima Hvy Ind.—Kur<br>561′ 0″ 77′ 1″ 30′ 9¾″<br>528′ 2″ 76′ 11″ 39′ 9″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 6Cy. 680 × 1250 mm<br>7200bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| 737<br><br><br>Esd<br>Rdr<br>RT | **ESSO KARACHI**<br><br>**Esso Transport & Tanker Co. Inc.**<br>Panama Panamanian | 13500<br>7900<br>20950 | | **1968** Ishikawajima-Harima Hvy Ind.—Kur<br>561′ 0″ 77′ 1″ 30′ 9¾″<br>528′ 2″ 76′ 11″ 39′ 9″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 6Cy. 680 × 1250 mm<br>7200bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| 619<br>VD<br>136<br>Esd<br>Rdr<br>RTv | **ETHALI**<br>exElsborg–68<br>**Nimor Corp.**<br>Monrovia Liberian | 12409<br>7619<br>~~10555~~<br>20424 | ✠**100A1** SS 2/66<br>oil tanker<br>✠**LMC**<br>MN1500 EL i†2 7/16″SQ | **1956**–12 Hitachi Zosen—Osa<br>560′ 0″ 72′ 4″ 29′ 8½″<br>534′ 10″ 72′ 2″ 38′ 5″<br>P110′ B34′ F70′ 1 dk<br>RW 14BH<br>rf 5″ WB1239t incl. DTf824t | M Tanker Mchy.aft<br>27 Ta<br>L.920756 HeCls. BC<br>Der 4(5) | Oil 2SA 6Cy. 740 × 1600 mm<br>7500bhp B&W 1422t (hvf)–25pd<br>Hitachi Zosen Osa<br>2WTAuxB primary 780℔ secondary 227℔ Spt 227℔<br>3 × 180kW 440V 60c/s a.c. 15k<br>e (ex.g) 253℔ |
| 8137<br>7659<br>50507<br>Df | **EVENING LIGHT**<br>exFort Lauderdale–68<br>exMargaret Matton–58<br>**Tar & Fuel Transport Corp.**<br>New York United States | 138<br>93<br>— | AB | **1946** John E. Matton & Son Inc.—Cohoes<br>88′ 0″ 23′ 4″ 10′ 6″<br>82′ 3″ 23′ 0″ 11′ 10″<br>1 dk<br>BK3″ | M Tug | Oil 4SA 6Cy. 16″ × 20″<br>1200bhp 88t<br>Enterprise Eng. & Fdry Co. S.Fo<br>12k |
| 6901309<br>UVEZ<br>M-28382 | **EVENSK**<br><br>**U.S.S.R.**<br>Novorossisk Russian | 1772<br>557<br>1660 | | **1966** ......................Russia<br>274′ 2″ 39′ 5″ 15′ 2¾″<br>39′ 2″ 17′ 5″ | M Tanker Mchy.aft<br>12 Ta<br>L.69288<br>2W Der 2(¾) | Oil 2SA 8Cy. 410 × 610 mm<br>Russki Diesel Wks Len<br>13½k |
| 372800<br>ELVE<br>3137<br>Df Esd<br>Gc Rdr | ***EVER* PROSPERITY**<br>*ex*Ume Maru–68<br>**Reliance Marine Corp. S.A.**<br>Monrovia Liberian | 7213<br>4490<br>10333 | ✠**100A1** **SS 3/68**<br>**carrying oil FP above 150°F in tanks in way of tunnel**<br>✠**LMC** **NK** | **1952**–1 Mitsui Zosen—Tmn<br>452′ 7″ 59′ 1″ 27′ 7¼″<br>419′ 11″ 59′ 0″ 36′ 1″<br>F88′ 2 dks<br>RW | M<br>5 Ho<br>G.550000 B.506000<br>5 Ha (27′, 43¼′, 32′ 44′, 34½′ × 23′)<br>14W Der 1(30) 2(15) 2(10) | Oil 2SA 8Cy. 620 × 1150 mm<br>4400bhp B&W 1843t<br>Mitsui Zosen Tmn<br>3 × 200kW 225V d.c. 13k<br>AuxB (Comp) 100℔ |
| 5110381<br>5MSF<br>1872<br>Df Esd<br>Gc Rdr<br>RTv | **EVI**<br>exEvi Livanos–68<br>**Neptune Maritime Co.**<br>Monrovia Liberian | 13637<br>8185<br>20124 | ✠**100A1** SS 5/66<br>oil tanker<br>✠**LMC**<br>MN1650 EL i† | **1957**–7 N.V. Wilton-Fijenoord—Sch<br>565′ 2″ 73′ 11″ 30′ 6¼″<br>538′ 1″ 73′ 8½″ 40′ 6″<br>P123′ F56′ 1 dk<br>RW 13BH<br>rf nil WB1716t incl. DTf961t | S Tanker Mchy.aft<br>24 Ta<br>HeCls. BC<br>Der 6(5) | 2 S Turb dr geared to sc. shaft<br>8250shp 1700t (o.f)–47pd<br>N.V. Wilton-Fijenoord Sch<br>2WTB 570℔ Spt 800° F. 525℔ hs17530<br>sg 180℔<br>2 × 400kW 220V d.c. 14k |
| 03972<br>XWV<br><br>Esd<br>Rdr<br>m/h/v | **EVINA**<br>exSaga Sailor–68 exFarland–67<br>**A/S Sagona**<br>Yngv. Hansen-Tangen<br>Kristiansand Norwegian | 12113<br>6227<br>17870 | NV | **1963** A/B Götaverken—Got<br>518′ 4″ 70′ 2″ 31′ 10¼″<br>480′ 7″ 70′ 0″ 42′ 0″<br>1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>6 Ho<br>6 Ha (stl)<br>6W Der 6(8) | Oil 2SA 7Cy. 680 × 1500 mm<br>7000bhp (hvf)<br>A/B Götaverken Got<br>3 × 280, 280, 45kW 440V 60c/s a.c. |

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| 6901311<br>UPJJ<br>M-29008 | **F-8612**<br><br>**U.S.S.R.**<br>Sevastopol Russian | 696<br>266<br>306 | | **1966** ........................Russia<br>177' 11" 30' 7" 10' 1"<br>30' 4" 16' 0" | M Trawler Ref<br>2 Ho<br>In.10241<br>2 Ha (5', 5'×5')<br>3W Der 1(2) 2(1½) | Oil 4SA 8Cy. 320×480 mm<br>830bhp<br>Schwermasch. Karl Liebkn |
| 6901323<br>UPRG<br>M-29010 | **F-8613**<br><br>**U.S.S.R.**<br>Sevastopol Russian | 696<br>266<br>306 | | **1966** ........................Russia<br>177' 11" 30' 7" 10' 1"<br>30' 4" 16' 0" | M Trawler Ref<br>2 Ho<br>In.10241<br>2 Ha (5', 5'×5')<br>3W Der 1(2) 2(1½) | Oil 4SA 8Cy. 320×480 mm<br>830bhp<br>Schwermasch. Karl Liebkn |
| 6901347<br>UPLY<br>M-29011 | **F-8614**<br><br>**U.S.S.R.**<br>Sevastopol Russian | 696<br>266<br>306 | | **1966** ........................Russia<br>177' 11" 30' 7" 10' 1"<br>30' 4" 16' 0" | M Trawler Ref<br>2 Ho<br>In.10241<br>2 Ha (5', 5'×5')<br>3W Der 1(2) 2(1½) | Oil 4SA 8Cy. 320×480 mm<br>830bhp<br>Schwermasch. Karl Liebkn |
| 6901335<br>UPMA<br>M-12012 | **F-8615**<br><br>**U.S.S.R.**<br>Sevastopol Russian | 696<br>266<br>306 | | **1966** ........................Russia<br>177' 11" 30' 7" 10' 1"<br>30' 4" 16' 0" | M Trawler Ref<br>2 Ho<br>In.10241<br>2 Ha (5', 5'×5')<br>3W Der 1(2) 2(1½) | Oil 4SA 8Cy. 320×480 mm<br>830bhp<br>Schwermasch. Karl Liebkn |
| 5014214<br>KAYZ<br>247570<br>Dl Esd<br>Gc Rdr | **FAIRVIEW**<br>exGalicia Defender–68<br>exSanta Emilia–68<br>exAmerican Banker–63<br>**Panoceanic Tankers Corp.**<br>New York United States | 8221<br>4830<br>10660 | AB | **1945** N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 27' 7⅜"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br>RW<br>rf nil | S<br>5 Ho 67½', 62½', 70', 70', 71¾'<br>B.536000<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 16(5) | 2 S Turb dr geared to sc. s<br>6600shp<br>General Electric Co.<br>2×300kW 240V d.c. |
| 6727715<br>ZCBB<br>317160<br>Esd Rdr<br>RT | **FAITHFUL**<br><br>**Bermuda Marine & Port**<br>**Authority**<br>Hamilton British | 128<br>—<br>— | ✠100A1<br>tug<br>Bermuda service<br>**LMC**<br>EL (a) | **1967**–6 N.V. Schps. v/h H. H. Bodewes—<br>Millingen a/d Rijn<br>86' 9" 22' 10" 10' 3½"<br>80' 7" 21' 8" 12' 1"<br>RAD5' 1 dk<br>3BH | M Tug | Vee Oil 2SA 12Cy. 9 5/16"×<br>reduction geared<br>General Motors Corp.<br>2×20kW 120V d.c. |
| 5354755<br>ELRI<br>3063<br>Df Esd<br>RTm | **FANNY**<br>exTelouet–68<br>exCap Camarat–55<br>**Fanny Shipping Co. Ltd.**<br>Monrovia Liberian | 2436<br>1228<br>2303 | BV | **1948** Marine Industries Ltd.—Srl<br>313' 1" 45' 11" 19' 4"<br>45' 9"<br>P84' F198' 2 dks<br>R<br>rf 7¾" | M (2P) Ref Mchy.aft<br>pt bulk wine carrier<br>4 Ho 20', 38', 30½', 32¾'<br>G.224000 B.178000 In.26062<br>4 Ha (17¾', 24½', 24½', 21½'×14¾')<br>Der 1(14½) 2(7½) 4(5) 2(4) | Oil 2SA 5Cy. 740×1010 mm<br>3100bhp<br>Nordberg Mfg Co.<br>3×400, 400, 250kW 220V d. |
| 5021308<br>ELTX<br>3112<br>Df Esd<br>Gc Rdr<br>RT | **FAY**<br>exLa Gavotte–68 exAra–66<br>**Sea Bird Navigation Inc.**<br>Monrovia Liberian | 1349<br>584<br>1737 | ✠100A1 SS 5/66<br>Str. nav. ice<br>✠LMC<br><br>MN220 EL o | **1954**–10 Schps. & Mach. "De Merwede"<br>—Hxd<br>247' 1" 37' 2" 15' 11½"<br>226' 5" 37' 1" 18' 1"<br>P80' F28 1 dk<br>RW 4BH<br>WB352t incl. DTf104t | M Mchy.aft<br><br>G.84860 B.78945<br><br>6W | Oil 4SA 8Cy. 390×680 mm<br>1100bhp<br>Werkspoor N.V.<br>db 114lb |
| 6901256<br>6LCL<br>BF21702<br>Df Esd<br>Gc Pfd<br>Rdr RT | **56 KWANG MYUNG HO**<br><br>**Korea Wonyang Fisheries**<br>**Co. Ltd.**<br>Pusan S. Korean | 347<br>184<br>— | | **1967** Korea S.B. & E. Corp.—Pusan<br>150' 6" 25' 7" 10' 4"<br>135' 1" 25' 6" 11' 7"<br>1 dk | M Fishing Ref Mchy.aft<br><br><br>3 Ha (4½'×4½')<br>Der 3(1) | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd.<br>2×80kW 220V a.c. |
| 6901268<br>6LCM<br>BF21703<br>Df Esd<br>Gc Pfd<br>Rdr RT | **57 KWANG MYUNG HO**<br><br>**Korea Wonyang Fisheries**<br>**Co. Ltd.**<br>Pusan S. Korean | 347<br>184<br>— | | **1967** Korea S.B. & E. Corp.—Pusan<br>150' 6" 25' 7" 10' 4"<br>135' 1" 25' 6" 11' 7"<br>1 dk | M Fishing Ref Mchy.aft<br><br><br>3 Ha (4½'×4½')<br>Der 3(1) | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd.<br>2×80kW 220V a.c. |
| 6901270<br>6LCN<br>BF21704<br>Df Esd<br>Gc Pfd<br>Rdr RT | **58 KWANG MYUNG HO**<br><br>**Korea Wonyang Fisheries**<br>**Co. Ltd.**<br>Pusan S. Korean | 347<br>184<br>— | | **1967** Korea S.B. & E. Corp.—Pusan<br>150' 6" 25' 7" 10' 4"<br>135' 1" 25' 6" 11' 7"<br>1 dk | M Fishing Ref Mchy.aft<br><br><br>3 Ha (4½'×4½')<br>Der 3(1) | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd.<br>2×80kW 220V a.c. |
| 5115197<br>OGGB<br>554<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FINNCLIPPER**<br><br>**Enso-Gutzeit O/Y**<br>O/Y Finnlines Ltd.<br>Kotka Finnish | T.Mk<br>6450<br>3400<br>8650<br>8817<br>4862<br>11300 | ✠100A1 SS 5/67<br>Ice Class 2<br>✠LMC<br>✠Lloyd's RMC<br>MN1300 EL A†2 1/16"SQ | **1962**–6 Rheinstahl Nordseewerke—Emd<br>493' 5" 61' 7" 21' 1"/27' 11¾"<br>460' 3" 61' 4½" 37' 5"<br>P145' F99' 2 dks<br>Coll BH to U dk 6 to 2nd dk<br>rf nil WB2475t incl. DTsa160t len 68 | M Ref<br>6 Ho<br>G.615950 B.572998 In.37603<br>6 Ha (32½', 36¾'×20½') (41½',<br>41½'×52½') (34½'×20½')<br>(23'×13¾')<br>18W Der 1(40) 4(10–7½) 8(5–10)<br>2(5) 4(3) | Oil 2SA 6Cy. 620×1400 mm<br>6500bhp B&W<br>Frd. Krupp Dieselmotoren<br>WTAuxB 114lb e(ex.g) 114 |
| 5115202<br>OGGA<br>553<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FINNEAGLE**<br><br>**Enso-Gutzeit O/Y**<br>O/Y Finnlines Ltd.<br>Kotka Finnish | 6450<br>3400<br>8650<br>8817<br>4862<br>11300 | ✠100A1 SS 6/67<br>Ice Class 2<br>✠LMC<br>✠Lloyd's RMC<br>MN1300 EL A†2 1/16"SQ | **1962**–5 Rheinstahl Nordseewerke—Emd<br>493' 5" 61' 11" 23' 1½"/27' 11¾"<br>460' 3" 61' 4½" 37' 5"<br>P145' F99' 1 dk & S dk<br>Coll BH to S dk 6 to 2nd dk<br>rf nil WB2475t incl. DTsa160t len 68 | M Ref OSD/CSD<br>6 Ho<br>G.493206 B.454536 In.37603<br>6 Ha (32½', 36¾'×20½') (41½',<br>41½'×52½') (34½'×20½')<br>(23'×13¾')<br>18W Der 1(60) 8(10) 8(5) 2(3) | Oil 2SA 6Cy. 620×1400 mm<br>6500bhp B&W<br>Frd. Krupp Dieselmotoren<br>WTAuxB 114lb |

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|---|---|---|---|---|---|---|---|
| 01438<br>YVH<br>36970 | **FLOWERGATE**<br>**Turnbull, Scott Shipping Co. Ltd.**<br>Turnbull, Scott & Co.<br>London British | 58589<br>41914<br>~~100700~~<br>106700 | 100A1<br>Class contemplated | A/B Götaverken—Got<br>830′ 1″ 131′ 5″ 47′ 6″<br>807′ 1″ 131′ 3″ 67′ 9″ | M Ore/Oil Carrier Mchy.aft | Oil 2SA 8Cy. 850×1700 mm<br>A/B Götaverken | Got<br>15k |
| 02004 | **FOSFORICO**<br>**Naviera Quimica S.A.**<br>Bilbao Spanish | 1300<br>—<br>1909 | 100A1<br>oil tanker<br>Class contemplated | Ast. de T. Ruiz de Velasco S.A.—Bbo<br>253′ 8″ 15′ 9″<br>229′ 8″ 40′ 1″ 18′ 1″ | M Oil/Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 390×680 mm<br>Naval-Stork-Werkspoor | Cdz |
| 92927<br>SMEO<br>1514<br>Df Esd<br>Gc Rdr | **FRANCES**<br>exWorld Cavalier–68<br>exWorld Trophy–60<br>exChantilly–56<br>**Oceannus Navigation Corp. Ltd.**<br>Monrovia Liberian | 12805<br>8592<br>21680 | AB | **1960** (Cargo section) Kockums M/V A/B—Mmo<br>**1943** (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>*556·5′* 75′ 2″ 31′ 11½″<br>551′ 6″ 75′ 0″ 46′ 9″<br>1 dk<br>RW conv tanker 60<br>rf nil | M Bulk Carrier Mchy.aft<br>5 Ho<br>B.924000<br>8 Ha | Oil 2SA 8Cy. 27½″×47¼″<br>6960bhp NE60<br>Kockums M/V A/B | 1495t<br>Mmo<br>14½k |
| 17379<br>6OCL<br>1036<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **FRIEDLAND**<br>exSeestern–68<br>exBergeland–63<br>**Annapurna Shipping Co.**<br>Mogadishu Somali Rep. | 20301<br>12358<br>32807 | ~~100A1~~ ~~SS 12/63~~<br>~~oil tanker~~<br>~~LMC~~<br>~~MN2212~~ ~~EL pt2$\frac{15}{16}$"SQ~~<br>Class **WITHDRAWN** ~~NV~~<br>at Owners' request<br>1/69 NV | **1954** Rosenburg M/V A/S—Stv<br>659′ 4″ 86′ 3″ 34′ 6″<br>625′ 9″ 86′ 0″ 45′ 9″<br>P120′ B41′ F86′ 1 dk<br>17BH<br>rf 3″ WB1592t | TM Tanker Mchy.aft<br>33 Ta<br>L.1563413 HeCls. BC<br>Der 1(7) 3(3–5) 2(1) | 2 Oil 2SA each 6Cy. 740×1600 mm<br>11060bhp<br>Burmeister & Wain<br>2WTAuxB 250℔ sg 85℔<br>2×330kW 220V d.c.<br>Thw. thrust propeller aft | 3264t (hvf)<br>Cpn |
| 682553<br>OXWF<br>Df Esd<br>Gc Rdr<br>RT | **FRIGO SCAN**<br>**Rederi K/S Freezer Tramp**<br>Niels Blæsnjerg<br>Århus Danish | **500**<br>307<br>905<br>**1243**<br>791<br>1678 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN400 EL M 1¼″U2 | **1968**–8 Büsumer Werft G.m.b.H.—Büsum<br>248′ 0″ (incl. BB) 39′ 0″ 12′ 6″/16′ 5″<br>225′ 6″ 38′ 8½″ 22′ 1″<br>Ba48′ F28′ 2 dks<br>5BH<br>rf 7″ WB226t | M OSD/CSD Ref Mchy.aft<br>In.70268 | Oil 2SA 8Cy. 320×450 mm<br>2000bhp<br>Atlas-Mak Masch.<br>3×124kW 400V 50c/s a.c. | Kel |
| 902016<br>JKQS<br>03801<br>Rdr<br>RT | **FUKUYO MARU No. 15**<br>**Fukuoka Gyogyo K.K.**<br>Fukuoka Japanese | **114**<br>49<br>130 | | **1968** Fukuoka Zosen—Fukuoka<br>112′ 9″ 20′ 1″ 7′ 10″<br>95′ 10″ 20′ 0″ 9′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>650bhp<br>Akasaka Tekkosho | Yaizu |
| 59305<br>IBCJ<br>645<br>f RT | **FUSINA**<br>exNozarego–68 exCampano–66<br>**"SAVA" Società Alluminio Veneto per Azioni**<br>Venice Italian | 2706<br>1474<br>4250 | RI | **1957** Cant. Nav. Pellegrino—Nap<br>313′ 8″ 44′ 1″ 21′ 1″<br>285′ 5″ 43′ 11″ 26′ 7″<br>F28′ 2 dks<br>RW | M CSD<br>3 Ho<br>G.168024 B.151497<br>8W Der 1(10) 8(5) | Oil 2SA 7Cy. 450×820 mm<br>1750bhp Emade55fitted57<br>S.A. Fiat S.G.M. | 310t<br>Tur<br>11½k |
| 15172<br>ELNN<br>2991<br>f Esd<br>Gc Rdr<br>RTm/h/v | **G. M. LIVANOS**<br>**Monrovia Shipping Co. Ltd.**<br>Monrovia Liberian | 24894<br>18880<br>50240 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty (cc)<br>✠LMC<br>MN2660 EL K†$3\frac{1}{16}$″U2 | **1968**–8 Doxford & Sunderland S.B. & E. Co.—J. L. Thompson, Sld<br>693′ 8″ (incl. BB) 98′ 3″ 38′ 6″<br>655′ 0″ 98′ 0″ 56′ 9″<br>F52′ 1 dk<br>9BH<br>rf 3″ WB19294t incl. Comb. btm, side & topside tanks in holds 14752t | M Bulk Carrier Mchy.aft<br>pt higher tensile steel<br>7 Ho 64′, 78′, 84′, 72′, 84′, 78′, 60′<br>G.2155660 B.2118550<br>7 Ha (stl) (32′×36′) (42′, 48′, 42′, 48′, 42′, 30′×44′) | Oil 2SA 6Cy. 760×2180 mm (comb.)<br>13300bhp<br>Doxford & Sunderland S.B. & E. Co.<br>AuxB 161℔<br>e(ex.g) 210℔ (Spt 161℔)<br>3×400kW 440V 60c/s a.c. | 3426t (hvf)<br>Sld<br>15¾k |
| 6824915<br>35929 | **G.W. 132**<br>**Wimpey Marine Ltd.**<br>London British | **165**<br>165<br>— | ✠100A<br>U.K. coasting service<br>EL (A) | **1968**–9 Appledore S.B. Ltd.—Apl<br>100′ 2″ 30′ 2″ 5′ 10¼″<br>100′ 0″ 30′ 0″ 7′ 0″<br>1 dk<br>4BH<br>rf nil | Barge | | |
| 6900109<br>Rdr RT | **GALABRA**<br>**Govt. of Tunisia (Office des Ports Nationaux Tunisiens)**<br>Tunis Tunisian | **226**<br>—<br>— | BV | **1966** Leningradskij Petrozavod—Len<br>*96·1′*<br>... ... ...<br>1 dk | TM Tug | 2 Oil 2SA each 6Cy. 300×500 mm<br>1200bhp<br>Russki-Diesel Wks | 36t (d.o)<br>Len<br>11¼k |
| 00020<br>UPGO<br>M-28811 | **GAMID SULTANOV**<br>**U.S.S.R.**<br>Baku Russian | **8840**<br>4075<br>2589 | | **1966** ....................Russia<br>438′ 0″ 58′ 5″ 14′ 5¼″<br>58′ 2″ 20′ 4″ | D-E Ferry<br>1 Ho<br>G.5474<br>1 Ha (5½′×6½′) | 4 Oil 2SA each 10Cy. 207×254 mm driving gens. connected to elec. motors geared to sc. shaft | 17½k |
| 6900317<br>LAUE<br>Df Esd<br>Rdr RT | **GEIR PEDER**<br>**Edvin Urkedal and others**<br>Ålesund Norwegian | **135**<br>54<br>— | | **1968** Langsten Slip & Båtbyggeri A/S—Tomra i Romsdal<br>87′ 4″ 21′ 7″<br>21′ 6″ 11′ 10″<br>1 dk | M Fishing Mchy.aft<br>Der 1(2) | Oil 2SA 3Cy. 200×300 mm<br>450bhp<br>Wichmann Mtr<br>2×53kW 220V | 30t<br>Rub<br>10¾k |
| 6900032<br>UYMH<br>M-29017 | **GENERAL LVOV**<br>**U.S.S.R.**<br>Kerch Russian | **699**<br>265<br>228 | | **1966** .................... Russia<br>177′ 2″ 30′ 6″ 12′ 1½″<br>30′ 3″ 15′ 5″ | M Trawler<br>2 Ho<br>In.12431<br>2 Ha (each 5′×5¼′)<br>2W Der 1(1½) 1(2) | Oil 4SA 8Cy. 320×480 mm<br>830bhp<br>Schwermasch. Karl Liebknecht | Mgd |

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| 5038674<br><br>647<br>Df Esd<br>Pfd Rdr | **GIOVANNI TRENTO**<br>exBearwood–68<br>**Spiridione Lucchi**<br>Venice Italian | 3395<br>1702<br>4565 | RI<br>✠LR class withdrawn—<br>Owners' request 9/68 | 1955–7 Austin & Pickersgill Ltd.—Sld<br>344' 0" 46' 6" 20' 0½"<br>325' 0" 46' 0" 22' 5"<br>Q205' Ba66' F28' 1 dk<br>RW<br>rf 3" | S Mchy.aft<br><br>G.222070 B.214110 | T 3Cy. 19" 31" & 54"×39"<br>1450ihp<br>N.E. Mar. Eng. Co. Ltd. |
| 5151830<br>HOBT<br>4452-<br>PEXT<br>Df Esd<br>Rdr | **GOLDEN RIVER**<br>exHosang–68<br>exIncharran–55<br>exEmpire Labrador–47<br>**Golden River Shipping Corp.**<br>Panama Panamanian | *3550*<br>*1915*<br>4140 | ✠100A1 SS 4/66<br>with freeboard<br>✠LMC<br>EL u | 1944–10 W. Gray & Co. Ltd.—Hpl<br>328' 0" 46' 6" 20' 10"<br>312' 0" 46' 4" 24' 9"<br>P82' Q197' F29' Trunk on U dk 88' on Q117' 1 dk<br>NS 6BH<br>rf nil WB1360t | S Mchy.aft<br>5 Ho 40½', 47½', 78½', 38½', 9'<br>G.250694 B.239763<br>5 Ha (24½'×20') (24½', 40½', 22½'×26') (7'×14½')<br>9W Der 4(15) 4(10) 1(3) | T 3Cy. 20" 31" & 55"×39"<br>1800ihp<br>Cen. Mar. Eng. Wks<br>2 SB 220lb Spt hs(4546) 6cf<br>2×15kW 110V d.c. |
| 6901749<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOOILAND**<br><br>**N.V. Tot Voortzetting v.d. Koninklijke Hollandsche Lloyd**<br>Amsterdam Netherland | 6500<br>—<br>9055 | | 1968 N.V. Mch. & Schps. P. Smit, Jr.—Rot<br>484' 1" 69' 2" 24' 7"<br>439' 0" 69' 1" 34' 9"<br>2 dks | M | 4 Vee Oil 4SA each 12Cy. 120<br>geared to sc. shaft<br>Sulzer<br>N.V. Kon. Maats. "De Scheld |
| 6900056<br>ENCE<br>M-27847 | **GOUSANY**<br><br>**U.S.S.R.**<br>Baku Russian | 863<br>218<br>353 | | 1966 ……………………Russia<br>180' 10" 31' 2" 10' 1"<br>30' 11" 14' 9"<br>1 dk | D-E Trawler<br>1 Ho<br>In.12713<br>1 Ha (6½'×6½')<br>Cr 1(2½) | 2 Oil 4SA each 6Cy. 250×<br>driving gens. connected<br>motors geared to sc. shaft |
| 5411802<br>OWSD<br><br>Df Esd<br>RTm | **GRETHE PETER**<br>exIngrid-Marianne–68<br>exBergliot–63 exChristofer–54<br>**N. W. Sørensen Partrederi**<br>Fru Eva Sørensen<br>Odense Danish | 450<br>242<br>650 | GL | 1952 Orenstein-Koppel & Lbcr. Masch.—Lbc<br>174' 1" 27' 11" 10' 5"<br>27' 8" 11' 8"<br>P33' F19' 1 dk<br>RW | M Mchy.aft<br>1 Ho 105'<br>G.30550 B.29080<br>2 Ha (each 43½'×17½')<br>Der 2(3) | Oil 2SA 6Cy. 230×400 mm<br>270bhp<br>Frederikshavns Jernst. & Msk<br>2×3½, 3½kW 27V<br>Controllable pitch propeller |
| 6900068<br>UQRH<br>M-28087 | **GUTSUL**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 3556<br>1559<br>2538 | | 1966 ……………………Russia<br>326' 0" 46' 1" 18' 2"<br>45' 10" 23' 9" | D-E Ref<br>3 Ho<br>In.114067<br>3 Ha (each 11½'×13½')<br>6W Der 6(3) | 4 Oil 2SA each 6Cy. 318×<br>driving gens. connected<br>motors geared to sc. shaft |
| 6901751 | **GWENDOLIN ISLE**<br><br>**Midsea Containership Inc.**<br>Monrovia Liberian | T.Mk<br>473 ~~490~~<br>223 ~~306~~<br>— | 100A1<br>Class contemplated | Gebrüder Schürenstedt—Bardenfleth<br>239' 10" 42' 2" 12' 4½"<br>223' 1" 42' 0" 20' 2" | M Mchy.aft | Oil 4SA 7Cy. 400×600 mm<br><br>Masch. Augsburg-Nürnberg |
| 5252725<br>LECW<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **GYLFE**<br>exNina Borthen–68<br>**Skibs A/S Gylfe**<br>Eiv. Evensen<br>Oslo Norwegian | 12930<br>7369<br>19500 | NV | 1962 Marinens Hovedverft—Horten<br>560' 0" 72' 0" 30' 8½"<br>531' 2" 71' 10" 39' 3"<br>1 dk | M Tanker Mchy.aft<br>28 Ta<br><br>HeCls. BC | Oil 2SA 6Cy. 650×2320 mm<br>8000bhp Doxford 1594t (<br>Marinens Hovedverft<br>2×312kW 450V 60c/s a.c. |
| 6902028<br>BFHL<br>2568<br>Df Esd<br>Gc Rdr | **HAI LI**<br><br>**China Merchants Steam Navigation Co. Ltd.**<br>Keelung China (Taiwan) | 3800<br>—<br>5624 | | 1968 Taiwan S.B. Corp.—Klg<br>351' 2" 54' 3" 23' 3"<br>324' 10" 54' 2" 34' 6"<br>3 dks | M Ref Mchy.aft | Oil<br>4200bhp MAN<br>Kawasaki Dkyd Co. Ltd. |
| 6902030 | **HAINING**<br><br>**The People's Republic of China**<br>Canton People's Rep. of China | 5730<br>3127<br>9300<br>8680<br>4860<br>11600 | 100A1<br>Class contemplated | Stocznia im. Komuny Paryskiej—Gdy<br>500' 8" 63' 10" 25' 4"/28' 9½"<br>464' 8" 63' 7½" 38' 3" | M OSD/CSD | Oil 2SA 6Cy. 680×1250 mm<br>Sulzer<br>H. Cegielski |
| 6900379<br>OYTN<br><br>Df Esd<br>Pfd Rdr<br>RT | **HAMLET**<br>**Rederiet Hamlet I/S**<br>~~**Partsrederiet "Hamlet"**~~<br>Rederi A/S Isafold<br>Copenhagen Danish | ~~299~~ 300<br>— 198<br>830 | | 1968 Ørskovs Staalskibsværft—Fkn<br>181' 5" 34' 9" 10' 9½"<br>163' 0" 34' 5½" 18' 6"<br>1 dk & S dk | M OSD Mchy.aft<br><br><br><br>Der 2 | Oil 4SA 8Cy. 222×292 mm<br>800bhp<br>Lister Blackstone Marine Ltd. |
| 6813588<br>6LAI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HANYANG**<br><br>**Korea United Lines Inc.**<br>Inchon S. Korean | 14802<br>11024<br>25370 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN2100 EL G†2 11/16"U2 | 1968–5 Ansaldo S.p.A.—Spz<br>585' 5" (incl. BB) 75' 4" 33' 1½"<br>555' 3" 75' 1½" 45' 4"<br>P60' F45' 1 dk<br>NS 9BH<br>rf nil WB11109t incl. Comb. btm & side tanks in holds 4140t Topside tanks in holds 3148t | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 750×1320 mm<br>10500bhp<br>Ansaldo Meccanico-Nucleare<br>AuxB 100lb e(ex.g) 100lb<br>3×320kW 450V 60c/s a.c. |
| 6900513<br>OYEC<br><br>RTm | **HARMONIA**<br><br>**Knud E. Nielsen**<br>Skagen Danish | 171<br>80<br>175 | BV | 1968 Rosslauer Schiffs.—Rosslau<br>110' 2" 21' 8"<br>97' 0" 21' 7" 10' 10"<br>F20' 1 dk<br>BK2½" | M Trawler Mchy.aft<br>2 Ho 15½', 22'<br><br>2 Ha (stl) (each 5'×4')<br>1W Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>578bhp<br>Schwermasch. Karl Liebkne<br>2×16kW 220V d.c.<br>Controllable pitch propeller |

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|---|---|---|---|---|---|---|
| 276795<br>350492<br>Df Esd<br>RT | **HARVEST COMET**<br>exPevisa Once–68<br>Launched as Pevisa IX<br>**Sea Harvest Corporation (Pty) Ltd.**<br>Cape Town S. African | **196**<br>112<br>— | | **1960** Hijos de J. Barreras S.A.—Vgo<br>115′ 3″ 19′ 9″<br>BV 97′ 8″ 13′ 0″<br>1 dk<br>RW | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 260×350 mm<br>330bhp Werkspoor 48t<br>Hijos de J. Barreras S.A. Vgo<br>10½k |
| 276783<br>Esd<br>RT | **HARVEST JUPITER**<br>exPevisa 8–68 exArnoza–68<br>exPevisa Ocho–68<br>**Sea Harvest Corporation (Pty) Ltd.**<br>Cape Town S. African | **202**<br>101<br>— | | **1960** Hijos de J. Barreras S.A.—Vgo<br>115′ 3″ 19′ 9″<br>BV 97′ 8″ 13′ 0″<br>1 dk<br>RW | M Trawler | Oil 4SA 6Cy. 260×350 mm<br>Werkspoor<br>Hijos de J. Barreras S.A. Vgo |
| 276771<br>Df Esd<br>RT | **HARVEST MARS**<br>exArenteiro–68<br>exPevisa Siete–68<br>**Sea Harvest Corporation (Pty) Ltd.**<br>Cape Town S. African | **202**<br>101<br>— | | **1960** Hijos de J. Barreras S.A.—Vgo<br>115′ 3″ 19 ′9″<br>BV 97′ 8″ 13′ 0″<br>1 dk<br>RW | M Trawler<br>2 Ha | Oil 4SA 6Cy. 260×350 mm<br>330bhp Werkspoor<br>Hijos de J. Barreras S.A. Vgo<br>10k |
| 421998<br>350506<br>Df Esd<br>RT | **HARVEST MERCURY**<br>exPevisa Catorce–68<br>**Sea Harvest Corporation (Pty) Ltd.**<br>Cape Town S. African | **203**<br>116<br>— | | **1963** Hijos de J. Barreras S.A.—Vgo<br>115′ 3″ 19′ 9″<br>BV 19′ 7″<br>1 dk<br>RW | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 260×350 mm<br>330bhp Werkspoor 60t<br>Hijos de J. Barreras S.A. Vgo<br>10¼k |
| 5276800<br>350493<br>Df Esd<br>RT | **HARVEST METEOR**<br>exPevisa Doce–68<br>**Sea Harvest Corporation (Pty) Ltd.**<br>Cape Town S. African | **203**<br>116<br>— | | **1962** Hijos de J. Barreras S.A.—Vgo<br>115′ 3″ 19′ 9″<br>BV 95′ 2″ 12′ 4″<br>1 dk<br>RW | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 250×350 mm<br>330bhp Werkspoor 60t<br>Hijos de J. Barreras S.A. Vgo<br>10¼k |
| 6901763<br>Df Esd<br>Gc Rdr<br>RT | **HARVEST SUN**<br>**Sea Harvest Corporation (Pty) Ltd.**<br>Cape Town S. African | **550**<br>—<br>— | | **1968** Barens S.B. & Eng. Corp. Ltd.—Drb<br>170′ 11″ 32′ 10″ 13′ 2″<br>141′ 1″ 32′ 9½″ 21′ 4″ | M Stern Trawler Ref Mchy.aft | Oil 4SA 8Cy. 300×450 mm<br>1325bhp<br>Masch. Augsburg-Nürnberg |
| 276812<br>50505<br>Esd<br>RT | **HARVEST VENUS**<br>exPevisa Trece–68<br>exNavia–67 exPevisa Trece–66<br>**Sea Harvest Corporation (Pty) Ltd.**<br>Cape Town S. African | **196**<br>112<br>— | | **1961** Hijos de J. Barreras S.A.—Vgo<br>115′ 3″ 19′ 9″<br>BV 95′ 2″ 19′ 7″ 12′ 0″<br>1 dk<br>RW | M Trawler<br>2 Ha (each 3¼′×3¼′) | Oil 4SA 6Cy. 260×350 mm<br>330bhp Werkspoor 60t<br>Emade44fitted61<br>Hijos de J. Barreras S.A. Vgo<br>10k |
| 01440<br>YUR<br>Esd<br>RTh | **HELLE FRANK**<br>**Rederiet H. & P. Shipping I/S**<br>C. H. Petersen<br>Vejle Danish | **500**<br>289<br>1250 | | **1968** Husumer Schiffsw.—Husum<br>219′ 10″<br>197′ 1″ 34′ 3″ 12′ 11″<br>1 dk & S dk | M OSD Mchy.aft<br>1 Ho 151¼′<br>G.86640 B.79930<br>5W Der 1(15) 4(5) | Oil 4SA 8Cy. 320×450 mm<br>850bhp 105t (d.o.)<br>Klöckner-Humboldt-Deutz Kln<br>12¼k |
| 01775<br>Esd<br>RT | **HENRIETTE HELLESKOV**<br>**Rederiet Helleskov**<br>Rederiet Otto Danielsen<br>Copenhagen Danish | **500**<br>—<br>1300 | | **1968** N.V. Bodewes Schps.—Martenshoek<br>240′ 1″ 39′ 0″ 12′ 1½″<br>218′ 1″ 38′ 8″ 22′ 3″<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Atlas-Mak Masch. Kel |
| 5292244<br>Df Esd<br>Gc Rdr | **HERACLES**<br>exAquatic–68 exRegistan–64<br>**Natal Shipping Co. S.A.**<br>Greek | **7173**<br>4346<br>9850 | **✠100A1** SS 2/66<br>**✠LMC**<br>MN675 EL b†2$\frac{1}{16}$″SQ | **1947**–12 J. Readhead & Sons Ltd.—Shl<br>475′ 8″ 58′ 10″ 25′ 5¼″<br>450′ 9′ 58′ 3″ 32′ 3″<br>P40′ B116′ F45′ 2 dks<br>7BH<br>WB2720t incl. DTa1060t | S CSD<br>G.573680 B.521270<br>16W Der 1(40) 1(15) | T 3Cy. 26½″ 44″ & 74″×48″ & LP turb with dr gearing & hydraulic coupling<br>3700ihp 1285t (o.f)<br>J. Readhead & Sons Ltd. Shl<br>3 SB 220℔ Spt hs(13149) 12cf 12½k |
| 6902042 | **HOEI MARU**<br>*S.* **Yokoyama**<br>*Iki* Japanese | **198**<br>109<br>400 | | **1968** Sasaki Zosen—Kinoe<br>129′ 8″ 23′ 0″ 9′ 10″<br>114′ 10″ 22′ 11″ 10′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>500bhp<br>Kobe Hatsudoki K.K. Nag |
| 5164411<br>JFEA<br>7/1968 | **HOKKO MARU No. 1**<br>exIshinomaki Maru No. 1–68<br>**Hokko Kaiun K.K.**<br>Japanese | **325**<br>169<br>— | | **1955** Yamanishi Zosen Tekkosho—Ishinomaki<br>131′ 7″ 24′ 4″<br>120′ 1″ 24′ 2″ 14′ 3″<br>1 dk<br>RW | M Mchy.aft<br>2 Ha (each 21′×11½′) | Oil 4SA 6Cy. 250×380 mm<br>250bhp Emade47refitted55<br>Akasaka Tekkosho Yaizu<br>8½k |
| | | | | **SUNK BY COLLISION 6/68** | | |
| 6902054<br>JPVT<br>102564<br>Esd Rdr | **HOKUSHIN MARU**<br>**S. Minakawa**<br>Otaru Japanese | **999**<br>—<br>— | | **1968** Nichiro Zosen—Hak<br>236′ 4″ (incl. BB) 36′ 2″ 16′ 5″<br>216′ 6″ 36′ 1″ 18′ 4″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>1500bhp<br>Daihatsu Kogyo Osa |
| 6820660<br>GYXD<br>336930<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HOPEPARK**<br>exGood Hope I–68<br>**Hopepark Shipping Co. Ltd.**<br>London British | **87041**<br>62095<br>167314 | | **1968** A.G. "Weser"—Bmn<br>1010′ 2″ (incl.BB) 146′ 2″ 59′ 0″<br>950′ 0″ 146′ 0″ 76′ 5″<br>1 dk | S Tanker Mchy.aft | 3 S Turb dr geared to sc. shaft<br>30000shp (o.f)<br>General Electric Co. Lynn<br>17¼k |

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| 6814835<br>308754 | **HORTON**<br>**Blyth Harbour Commissioners**<br>Blyth British | 31<br>—<br>— | ✠100A1<br>tug<br>service within 4 miles of Blyth<br>✠LMC<br>EL a | **1968-5** R. Dunston Ltd.—Thorne<br>57' 1" 16' 7" 5' 3"<br>50' 0" 15' 6" 7' 0"<br>3BH<br>rf 15" BK3" WB10t | M Tug<br>1 Ha (w) (4'×4') | Oil 4SA 8Cy. 6½"×7½" reverse<br>geared<br>Bergius-Kelvin Co. Ltd. |
| 6902066<br>Rdr RT | **HOSEI MARU No. 11**<br>**Shimamura Kisen K.K.**<br>Fuji Japanese | **499**<br>278<br>1005 | | **1968** Geibi Zosen Kogyo—Kur<br>178' 2" 28' 11" 13' 5"<br>162' 5" 28' 10" 14' 9"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×460 mm<br>950bhp<br>Hanshin Nainenki Kogyo |
| 5026952<br>LLPQ | **HOSØY**<br>exKvarven-68 exAsköy-65<br>exÅrdalsfjord-51 exGylle-46<br>**Lars Hosøy**<br>Bergen Norwegian | 131<br>75<br>— | | **1933** Odense Staalskibs A/S—Odn<br>*95-0'* 19' 11" 6' 6"<br>19' 9"<br>R | M | Oil 2SA 4Cy. 350×370 mm<br>250bhp<br>A/S Tuxham |
| 5371781<br>5LDL<br>860<br>Df Esd | **HOTHER ISLE**<br>exChristiane-68<br>**Midsea Containership Inc.**<br>Monrovia Liberian | 6233 ~~4934~~<br>4051 ~~2150~~<br>— ~~3200~~ | ✠100A1 SS 1/66<br>✠LMC<br>MN624 EL x 1 11/16"SQ | **1956-11** Howaldtswerke Ham. A.G.—Ham<br>365' 10" 51' 6" 23' 11½"<br>344' 7" 51' 3" 29' 3"<br>P94' F27' 2 dks<br>RW 5BH<br>rf 4" WB635t incl. DTf135t | M Mchy.aft | Oil 2SA 6Cy. 600×1050 mm<br>3120bhp<br>Masch. Augsburg-Nürnberg<br>wtdb 29fb |
| 5339808<br>VPJC<br>332475<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HWA CHU**<br>exSteenwijk-68<br>**Overseas Shipping Private (H.K.) Ltd.**<br>Hong Kong British | T.Mk<br>**6667**<br>4395<br>—<br>**9091**<br>6485<br>— | BV | **1957** Ch. de l'Atlantique—St.N<br>455' 0" 61' 2" 27' 0"/—<br>430' 0" 61' 0" 31' 1"<br>P104' 2 dks<br>RW | M Mchy.aft<br>G.664455 B.599285<br>5 Ha<br>10W Der 1(30) 10(5) | Oil 2SA 7Cy. 720×1250 mm<br>4900bhp Sulzer<br>Ch. de l'Atlantique |
| 6901452<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HWASONG**<br>**Korea United Lines Inc.**<br>Inchon S. Korean | **10000**<br>6000<br>15156 | | **1968** Ansaldo S.p.A.—Spz<br>481' 0" 70' 0" 29' 8"<br>446' 2" 68' 11" 40' 1"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>7200bhp B&W<br>Ansaldo Meccanico-Nucleare |
| 5111218<br>KNBW<br>260377<br>RT | **HYDRO ATLANTIC**<br>exEzra Sensibar-68<br>**Hydromar Corp.**<br>Wilmington, Del United States | **4276**<br>2920<br>— | AB | **1905** Maryland Steel Co.—Sp.Pt<br>*300-8'* 64' 2" 22' 3¾"<br>300' 10" 64' 0" 27' 1"<br>2 dks<br>RW widened & deepened 61<br>rf 3" | TD-E Hopper Dredger | 5 Oil each 16Cy. 8½"×10½" driving 5 gen. each 1100kW connected to 4 elec. mot 1350shp (WL) & 2 sc. shaft<br>Emade42fitted61<br>General Motors Corp.<br>2×300kW 230V d.c. |
| 6901608<br>Df Esd<br>Gc Rdr | **IASI**<br>**NAVROM Roumanian Maritime & Fluvial Navigation**<br>Constantza Roumanian | **2099**<br>973<br>3199<br>**3090**<br>2086<br>4429 | | **1967** Santierul Naval—Gtz<br>330' 1" 45' 8" 18' 0½"/21' 7½"<br>307' 5" 45' 6" 24' 4"<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>3 Ho<br>G.221212 B.204826<br>3 Ha<br>10W Der 10(3–5) | Oil 2SA 5Cy. 560×1000 mm<br>2500bhp<br>Sulzer Bros. Ltd. |
| 6176253<br>DGEJ<br>Df Esd<br>Rdr RT | **IDUN**<br>exJotank-68 exNicola-63<br>**Deutsch-Nordische Schiffahrtsges. m.b.H.**<br>H. F. Cordes & Co.<br>Hamburg W. German | **954**<br>445<br>1275 | GL | **1953** Theodor Buschmann—Ham<br>214' 5" 32' 11" 14' 1"<br>193' 7" 32' 10" 15' 1"<br>P52' F36' 1 dk<br>RW | M Tanker<br>8 Ta<br>L.62000 | Oil 2SA 6Cy. 350×550 mm<br>850bhp Wumag<br>Ottensener Eisenwerk |
| 6900525<br>OXZT<br>RTm | **IFIGENIA**<br>**Lennart Bergmann**<br>Skagen Danish | **171**<br>80<br>175 | | **1968** Rosslauer Schiffs.—Rosslau<br>110' 2" 21' 8"<br>97' 0" 21' 7" 10' 10"<br>F20' 1 dk<br>BK2¾" | M Trawler Mchy.aft<br>2 Ho 15½', 22'<br>2 Ha (stl) (each 5'×4')<br>1W Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>578bhp<br>Schwermasch. Karl Liebknec<br>2×16kW 220V d.c.<br>Controllable pitch propeller |
| 5398189<br>CLHK<br>Df Esd<br>RTm | **IGNACIO AGRAMONTE**<br>exZela M.-68 exSuccessor-63<br>exRosalie Moller-48<br>exSamhope-47<br>**República de Cuba**<br>Empresa Navegacion Mambisa<br>Havana Cuban | **7237**<br>4293<br>10800 | AB<br>Classed LR until 9/63 | **1944** Bethlehem-Fairfield—Bal<br>441' 7" 57' 0" 27' 9½"<br>416' 11" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW<br>rf 6" | S<br>5 Ho 60¾', 72½', 50', 45', 70', 20' DT<br>G.560000 B.500000<br>5 Ha (33¾', 35', 20', 35', 35'×20')<br>10W Der 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>General Mchy. Corp.<br>3×20kW 120V d.c. |
| 5141005<br>FNKS<br>Df Esd<br>Gc Rdr | **ILE SAINT LOUIS**<br>exHalonia-68<br>**Soc. Maritime Nationale**<br>Dunkirk French | **11076**<br>6584<br>15867 | BV | **1962** At. & Ch. de Bretagne—Nts<br>498' 8" 65' 11" 30' 2½"<br>470' 1" 65' 7½" 41' 2"<br>P43' B57' F38' 1 dk<br>RW | M Ore Carrier Mchy.aft<br>G.781976 B.677020<br>5 Ha (42¾', 46', 46', 46', 46'×32¾')<br>10W Der 10(5) | 2 Oil 4SA each 9Cy. 400<br>geared to sc. shaft<br>5760bhp Pielstick<br>At. & Ch. de Bretagne |
| 6811085<br>Esd RT | **INDIRA**<br>**Bombay Port Trust**<br>Bombay Indian | **497**<br>147<br>360 | ✠Class WITHDRAWN at Owners' request 1/69 | **1968-4** Usuki Tekkosho—Fukuoka<br>146' 8" 37' 10" 9' 11"<br>131' 3" 36' 1" 13' 1"<br>1 dk<br>4BH<br>rf 6" Grounding keels 1" WB78t | TM Anchor Hoy & Salvage Ship<br>Mchy.aft | 2 Oil 4SA each 8Cy. 175<br>reverse reduction geared<br>716bhp<br>Masch. Augsburg-Nürnberg<br>2×72kW 400V 50c/s a.c. |

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| 67441<br>IDYL<br>90468<br>I Gc | **INLAND TRANSPORT**<br>exTransinland–68<br>exThe Inland–49<br>exSteel Chemist–46<br>**Hall Corporation of Canada**<br>Montreal Canadian | **1946**<br>1130<br>— | **100A–** Lake SS 7/65<br>oil tanker for service on the Great Lakes, River St. Lawrence, home trade voyages in the Gulf of Mexico & the Caribbean Sea<br>**LMC**<br>EL (q) | **1926** Federal S.B. & D.D. Co.—Kearny<br>257′ 8″ 42′ 11″ 16′ 8¼″<br>250′ 0″ 42′ 9″ 20′ 0″<br>RFD40′ 1 dk<br>RW 10BH<br>WB280t | M Tanker Mchy.aft | Oil 2SA 10Cy. 205×255 mm through hydraulic coupling & sr gearing<br>1600bhp NEmade44refitted54<br>Fairbanks, Morse & Co. Beloit<br>db 115℔ |
| 329 | **IRON ENDEAVOUR**<br>**Nile S.S. Co. Ltd.**<br>~~Broken Hill Pty Co. Ltd.~~<br>Newcastle British<br>J. & J. Denholm (Management) Ltd. (Mgrs.) | **39800**<br>27900<br>68250 | **100A1**<br>Class contemplated | Doxford & Sunderland S.B. & E. Co.—J. L. Thompson, Sld<br>795′ 5″ 120′ 3″ 39′ 3¼″<br>755′ 0″ 120′ 0″ 56′ 3″ | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 760×2180 mm<br>Doxford & Sunderland S.B. & E. Co. Sld |
| 901787 | **ISFAHAN**<br>**A/B Svenska Ostasiatiska Kompaniet**<br>Kristian von Sydow<br>Gothenburg Swedish | **10200**<br>—<br>13000 | **100A1**<br>Class contemplated | Eriksbergs M/V A/B—Got<br>458′ 0″ 70′ 9″ 31′ 0″<br>425′ 0″ 70′ 6″ 42′ 1″ | M Ref Mchy.aft | 2 Oil 4SA each 10Cy. 400×460 mm Pielstick<br>Eriksbergs M/V A/B Got |
| 369736<br>GHWJ<br>315123<br>f Esd<br>c Rdr<br>RTh | **ISLAND CHIEF**<br>exTsingtao–68 exManga–62<br>exDuquesne–56<br>**China Navigation Co. Ltd.**<br>John Swire & Sons Ltd.<br>London British | **5588**<br>3004<br>7092 | **100A1** SS 7/68<br>side tanks amids—veg. oil or latex<br>**LMC**<br>**Lloyd's RMC**<br>MN1600 EL (b†) 2¼″ptSQ | **1954** Forg. & Ch. de la Medit.—La Seyne<br>449′ 3″ 60′ 3″ 24′ 8″<br>421′ 7″ 60′ 0½″ 38′ 0″<br>F52′ 1 dk & S dk, 3rd dk in Nos. 1 & 2 holds<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 10″ WB2329t incl. tunnel tanks 922t | M (6P) Ref OSD<br>5 Ho 61¼′, 59½′, 44½′, 62′, 49½′<br>G.421986 B.376642 In.4379<br>5 Ha (stl) (24¾′, 32¼′, 24¾′, 27¼′, 22¼′×19¾′)<br>14W Der 1(40) 1(20) 4(8) 10(5) | Oil 2SA 8Cy. 760×1550 mm<br>8000bhp Sulzer 1000t (hvf)<br>Forg. & Ch. de la Médit La Seyne<br>AuxB(o.f)71℔ AuxB(ex.g) 57℔<br>4×150kW 400V 50c/s a.c. 16½k |
| 165489<br>SLVI<br>10116<br>f Esd<br>c Pfd<br>Rdr<br>m/h/v | **ITALIA**<br>**Rederi A/B Svenska Lloyd**<br>Torgeir Christoffersen<br>Gothenburg Swedish | T.Mk<br>**2710**<br>1395<br>4555<br>**4325**<br>2606<br>5740 | **✠100A1** SS 7/65<br>DTm—Wine FP above 150° F.<br>Ice Class 2<br>**✠LMC**<br>MN580 EL (x) 1¾″SQ | **1961**–1 A/B Lindholmens Varv—Got<br>398′ 2″ 47′ 8″ 19′ 11¾″/23′ 3½″<br>370′ 11″ 47′ 6″ 30′ 3″<br>P12′ F40′ 2 dks<br>6BH len 68<br>rf 4″ WB1233t incl. DTm199t | M (5P) Mchy.aft<br>6 Ho 40¼′, 35¾′, 42½′, 44½′, 44½′, 42½′<br>G.309000 B.283020<br>6 Ha (stl) (25¼′×21¼′) (26¾′, 33½′, 33½′, 33½′, 33½′×37½′)<br>Cr 4(5) 1(3) | Oil 2SA 8Cy. 520×900 mm<br>2900bhp Götaverken 246t (hvf)<br>A/B Lindholmens Varv Got<br>3×140kW 230V d.c. 15k |
| 99 | **ITALIAN REEFER**<br>**J. Lauritzen**<br>Esbjerg Danish | **6500**<br>—<br>7500 | **100A1**<br>Class contemplated | Aalborg Værft A/S—Abg<br>477′ 8″ 69′ 0″ 28′ 4″<br>434′ 9′ 68′ 11″ 42′ 0″ | M Ref | Oil 2SA 8Cy. 740×1600 mm<br>Burmeister & Wain Cpn |
| 094<br>SH<br>048 | **IVAN PANOV**<br>**U.S.S.R.**<br>Nevelsk Russian | **3170**<br>1225<br>1460 | | **1965** ....................Russia<br>277′ 11″ 45′ 11″ 17′ 8½″<br>45′ 8″ 32′ 10″<br>1 dk | M Stern Trawling Factory Ship<br>5 Ho<br>G.57316 In.46933<br>5 Ha (6¼′, 6¼′×6¼′) (6′×6′) (4′, 4′×4½′)<br>4W Der 2(3) 2(5) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda Prague<br>12½k |
| 078<br>Rdr | **IYO MARU No. 8**<br>**M. Watanabe**<br>Ohmishima Japanese | **200**<br>109<br>400 | | **1968** Sasaki Zosen—Kinoe<br>129′ 8″ 23′ 0″ 9′ 10″<br>114′ 10″ 22′ 11″ 10′ 10″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>500bhp<br>Ishibashi Kogyo Wakamatsu |
| 00537<br>OUNL<br>RTm | **JADE**<br>**Knud H. Hjermitslev**<br>Hirshals Danish | **171**<br>80<br>175 | | **1968** Rosslauer Schiffs.—Rosslau<br>110′ 2″ 21′ 8″<br>97′ 0″ 21′ 7″ 10′ 10″<br>F20′ 1 dk<br>BK2¾″ | M Trawler Mchy.aft<br>2 Ho 15¼′, 22′<br>2 Ha (stl) (each 5′×4′)<br>1W Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>578bhp 19t (d.o)<br>Schwermasch. Karl Liebknecht Mgd<br>2×16kW 220V d.c.<br>Controllable pitch propeller 12k |
| 408312<br>ATDM<br>1326<br>f Esd<br>c Rdr<br>RT | **JALAGIRIJA**<br>exRosewood–68<br>**Scindia Steam Nav. Co. Ltd.**<br>Bombay Indian | **10694**<br>6061<br>14860 | **✠100A1** SS 1/67<br>DTsmf—oil FP above 150° F. or vegetable oil but not in adjacent tanks<br>**✠LMC**<br>MN1560 EL f†2¼″SQ | **1963**–2 Sir J. Laing & Sons Ltd.—Sld<br>510′ 4″ 68′ 6″ 29′ 3¾″<br>482′ 6″ 68′ 4″ 39′ 11″<br>P31′ F41′ 2 dks<br>7BH<br>rf 6″ WB2663t | M CSD<br>G.781000 B.700000<br>10W Der 4(10) 6(5) | Oil 2SA 5Cy. 750×1500 mm exhaust 500 mm<br>7800bhp B&W 1210t<br>J. G. Kincaid & Co. Ltd. Grk<br>AuxB 150℔ 15½k |
| 691359<br>UGXM<br>-27389 | **JAN FABRITSIUS**<br>**U.S.S.R.**<br>Riga Russian | **3162**<br>1307<br>1400 | | **1966** ....................Russia<br>277′ 11″ 46′ 0″ 18′ 8½″<br>45′ 9″ 32′ 11″ | M Stern Trawling Factory Ship Ref<br>5 Ho<br>G.59046 In.48311<br>5 Ha (5¼′, 5¼′×5′) (6′×6′) (5¼′, 5¼′×4¼′)<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430×610 mm<br>Skoda Prague<br>12½k |
| 1361<br>NGL<br>27386 | **JAN RUDZUTAK**<br>**U.S.S.R.**<br>Riga Russian | **3162**<br>1307<br>1400 | | **1966** ....................Russia<br>277′ 11″ 46′ 0″ 18′ 8½″<br>45′ 9″ 32′ 11″ | M Stern Trawling Factory Ship Ref<br>5 Ho<br>G.59046 In.48311<br>5 Ha (5¼′, 5¼′×5′) (6′×6′) (5¼′, 5¼′×4¼′)<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430×610 mm<br>Skoda Prague<br>12½k |

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| 6902080<br>JKAB<br>103922<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JAPAN CHERRY**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | **45127**<br>31326<br>77388 | | **1968** Mitsubishi Hvy Ind. Ltd.—Hma<br>779' 3" 118' 4" 44' 0"<br>741' 6" 118' 2" 62' 8"<br>1 dk | M Ore/Oil Carrier Mchy.aft | Oil 2SA 8Cy. 850 × 1600 mm<br>18400bhp<br>Mitsubishi Hvy Ind. Ltd. |
| 5250210<br>KQKK<br>248742<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JEFF DAVIS**<br>exNew York–68<br>exPacific Transport–60<br>exSea Scorpion–47<br>**Waterman S.S. Corp.**<br>Wilmington, Del United States | **7948**<br>4702<br>12288 | AB | **1945** Ingalls S.B. Corp.—Pascagoula<br>492' 0" 69' 7" 29' 5"<br>465' 3" 69' 6" 33' 11"<br>F39' 2 dks & S dk<br>rf nil | S (12P) Ref OSD<br>5 Ho 76½', 60', 77½', 67½', 82½'<br>G.707643 B.686637 In.42063<br>5 Ha (stl) (36' × 20') (30', 37½', 30', 40' × 24')<br>20W Der 10(5) | 2 S Turb dr geared to sc. sh<br>8500shp<br>General Electric Co.<br>3 × 250kW 240V d.c. |
| 6512304<br>WE6850<br>244344 | **JEFFREY K. McALLISTER**<br>exDalzellage–68<br>exEastern Cities exCile<br>**McAllister Bros. Inc.**<br>New York United States | **146**<br>99<br>— | AB | **1943** Decatur Iron & Steel Co.—<br>Decatur<br>*81·1'* 24' 1"<br>82' 0" 24' 0" 10' 6"<br>1 dk<br>BK3" | M Tug | Oil 2SA 8Cy. 8½" × 10"<br>700bhp<br>General Motors Corp. |
| 6900331<br>JPWO<br>104728<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JINKO MARU**<br><br>**Sanko Kisen K.K.**<br>Amagasaki Japanese | **14152**<br>—<br>21780 | | **1968** Uraga Hvy Ind. Ltd.—Yokosuka<br>551' 4" (incl. BB) 76' 3" 31' 4"<br>515' 2" 76' 2" 43' 4"<br>1 dk | M Mchy.aft | Oil 2SA 7Cy. 680 × 1250 mm<br>8700bhp Sulzer<br>Uraga Hvy Ind. Ltd. Tan |
| 6708989<br>WX7611<br>506198<br>Df Gc<br>Rdr RT | **JOHN A. DOWNS**<br>exFrances A. Small–68<br>**Tidewater Dredging Corp.**<br>New York United States | **438**<br>193<br>— | AB | **1966** Fraser Shpyds Inc.—Superior<br>16' 11"<br>112' 0" 31' 6" 18' 9"<br>1 dk<br>BK3" | TM Tug | 2 Oil 2SA each 16Cy. 9 1/16" × 10<br>5380bhp<br>General Motors Corp. |
| 5134789<br>6ZZN<br>2741<br>Df Esd<br>Pfd Rdr | **JOSEPH H.**<br>exEkberg–68 exHylda Lee–67<br>exMaite Smith–66<br>exGranada–64<br>**Joseph Navigation Corp.**<br>Monrovia Liberian | **1845**<br>1011<br>2820 | BV | **1950** Lübecker Flender-Werke—Lbc<br>296' 0" 43' 4" 17' 9¼"<br>269' 0" 43' 2"<br>F22' 1 dk & S dk<br>RW | S OSD<br>G.173000 B.157797<br><br><br>8W | C 4Cy. (2) 16 1/16" & (2) 35 1/16" × 3<br><br>Flensburger Schiffs. Ges. |
| 5311856<br>KQWU<br>249412<br>Df Esd<br>Gc Rdr<br>RT | **JULIA**<br>exSanta Cecilia–68<br>**Anchor Shipping Corp.**<br>New York United States | **8357**<br>4916<br>9764 | AB | **1946** N. Carolina S.B. Co.—Wmn<br>459' 1" 63' 2" 27' 7½"<br>435' 6" 63' 0" 40' 0"<br>B79' 3 dks<br><br>rf nil | S (52P) Ref<br>5 Ho 67½', 61½', 70', 70', 72½'<br>G.502127 B.494144 In.129357<br>5 Ha (27', 32½', 35', 30', 30' × 20')<br>20W Der 1(50) | 2 S Turb dr geared to sc. shaf<br>6600shp<br>General Electric Co.<br>3 × 300kW 230V d.c. |
| 6901373<br>ENZB<br>M-28605 | **JUSIF SAFAROV**<br><br>**U.S.S.R.**<br>Baku Russian | **680**<br>122<br>— | | **1965** ......................Russia<br>155' 2" 32' 10" 13' 1½"<br>32' 7" 18' 1" | D-E Tug<br><br><br><br>1W Der 1(5) | 2 Oil 4SA each 6Cy. 318×<br>driving gens. connected<br>motors geared to sc. shaft |
| 6902092<br><br><br>Rdr | **KAHO MARU**<br><br>**Shinomiya Kaiun K.K.**<br>Anan Japanese | **495**<br>280<br>1000 | | **1968** Sasaki Zosen—Kinoe<br>178' 5" 29' 7" 13' 5"<br>160' 9" 29' 6" 14' 9"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330 × 500 mm<br>1100bhp<br>Makita Tekkosho |
| 5336595<br><br><br>Esd | **KALKASINAS**<br>exSpes–68 exRaket–48<br>exSpes–48<br>**D. P. Kalkasinas**<br>Greek | **424**<br>265<br>620 | ✱BS Class withdrawn<br>22/11/68 | **1940–11** Scheeps. Bodewes—<br>Martenshoek<br>165' 1" 24' 1" 10' 9½"<br>151' 6" 23' 11" 12' 2"<br>P36' F18' 1 dk<br>Ien 52 | M Mchy.aft<br><br>G.27000 B.25000 | Oil 4SA 6Cy. 215 × 360 m<br>reverse gear<br>120bhp ✠NEmade49refitted<br>Masch. Kiel A.G. |
| 6900343<br>BMFH<br>2481<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KALLY**<br><br>**Eddie Steamship Company Ltd.**<br>Kaohsiung China (Taiwan) | **11356**<br>6436<br>15780 | | **1968** Uraga Hvy Ind. Ltd.—Yokosuka<br>508' 6" (incl. BB) 76' 3" 31' 9"<br>472' 5" 76' 2" 43' 8"<br>2 dks | M Mchy.aft | Oil 2SA 7Cy. 760 × 1550 mm<br>11200bhp Sulzer<br>Uraga Hvy Ind. Ltd. |
| 6902107<br>JBVA<br>105095<br>Df Esd<br>Gc Rdr | **KANEFUJI MARU**<br><br>**Kinsei Kisen K.K.**<br>Tokyo Japanese | **3852**<br>2440<br>6201 | | **1968** Kanazashi Zosensho—Shimizu<br>361' 0" 53' 3" 21' 6"<br>334' 4" 53' 2" 28' 11"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 480 × 820 mm<br>3400bhp<br>Ito Tekkosho |
| 6900355 | **KANIMBLA**<br><br>**Bulkships Pty Ltd.**<br>Associated Steamships Pty Ltd.<br>Melbourne British | **12300**<br>—<br>14800 | **100A1**<br>Class contemplated | Whyalla S.B. & Eng. Works—<br>Wya<br>514' 0" 72' 2" 30' 0"<br>480' 6" 72' 0" 46' 0" | M Mchy.aft | Oil 2SA 7Cy. 760 × 1550 m<br>Sulzer<br>Commonw'th Gov. E. Wk |

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| **KAPITAN BONDARENKO**<br><br>**U.S.S.R.**<br>Vladivostok Russian | 8108<br>3477<br>8680 | | **1966** ......................Russia<br>436′ 10″ 61′ 9″ 29′ 10¼″<br>61′ 6″ 38′ 2″<br>1 dk | D-E<br>4 Ho<br>G.328640<br>4 Ha (each 29′×25′)<br>8W Der 4(5) 4(10) | 4 Oil 2SA each 10Cy. 207×254 mm driving gens. connected to elec. motors geared to sc. shaft<br>Russia |
| **KASPIJSK**<br><br>**U.S.S.R.**<br>Makhachkala Russian | 863<br>218<br>353 | | **1966** ......................Russia<br>180′ 9″ 31′ 2″ 10′ 2″<br>30′ 11″ 14′ 9″<br>1 dk | D-E Trawler<br>1 Ho<br>In.12713<br>1 Ha (6½′×6½′)<br>Cr 1(2½) | 2 Oil 4SA each 6Cy. 250× 340 mm driving gens. connected to elec. motors geared to sc. shaft<br>Russia<br>10k |
| **KASTOR**<br><br>**P. M. Anthonisen**<br>Skagen Danish | 171<br>80<br>175 | | **1968** Rosslauer Schiffs.—Rosslau<br>110′ 2″ 21′ 8″<br>97′ 0″ 21′ 7″ 10′ 10″<br>F20′ 1 dk<br>BK2¾″ | M Trawler Mchy.aft<br>2 Ho 15¼′, 22′<br>2 Ha (stl) (each 5′×4′)<br>1W Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>578bhp 19t (d.o)<br>Schwermasch. Karl Liebknecht Mgd<br>2×16kW 220V d.c.<br>Controllable pitch propeller 12k |
| **KEUM MOON**<br>exAncora–68<br>**Yongsan Cargo Transportation Co. Ltd.**<br>Inchon S. Korean | 9999<br>5085<br>14365 | NV | **1959** Ch. Reunis Loire-Normandie—Nts<br>490′ 1″ 64′ 1″ 30′ 0″<br>458′ 6″ 39′ 4″<br>P127′ B20′ F49′ 1 dk | M Bulk Carrier Mchy.aft<br>5 Ho 64′, 65′, 57′, 57′, 110′<br>G.625894 B.594201<br>6 Ha (stl) (33½′, 31¾′, 31¾′, 31¾′, 31¾′, 31¾′×31′)<br>12W Der 2(10) 10(5) 1(3) 1(1) | Oil 2SA 8Cy. 720×1250 mm<br>7200bhp Sulzer 1540t (hvf)<br>Ch. l'Atlantique St. Denis<br>3×210kW 220V d.c. 15k |
| **KILDARE**<br><br>**Shelbourne Shipping Co.**<br>Dublin Irish Republic | 550<br>—<br>— | **100A1**<br>Class contemplated | Schlichting Werft—Travemünde<br>256′ 1″ 44′ 6″ 11′ 10″<br>236′ 3″ 43′ 4″ 21′ 0″ | M Mchy.aft | Oil<br><br>Atlas-Mak. Masch. Kel |
| **KIMON**<br>exTripoli–68<br>exCarl Larsson–66<br>**Cia. Maritima Protisa**<br>Piræus Greek | 16025<br>9074<br>24700 | **✠100A1**<br>oil tanker<br>**✠LMC**<br><br>MN1630 EL k†$2\frac{9}{16}$″SQ<br>SS 11/65 | **1961**–10 A/B Lindholmens Varv—Got<br>610′ 9″ 76′ 3″ 32′ 9¾″<br>576′ 0″ 76′ 0″ 43′ 3″<br>P125′ F77′ 1 dk<br>11BH<br>rf 4″ WB1509t | M Tanker Mchy.aft<br>24 Ta<br>L.1173<br><br>Der 3(5) 1(3) | Oil 2SA 9Cy. 760×1500 mm<br>8150bhp Götaverken (hvf)<br>A/B Lindholmens Varv Got<br>2AuxB 150℔<br>4×165, 165, 165, 110kW 220V d.c. |
| **KISAN MARU**<br><br>**Kiyo Kaiun K.K.**<br>Tokuyama Japanese | 600<br>408<br>1000 | | **1968** Yoshiura Zosen—Kur<br>180′ 5″ 33′ 6″ 12′ 8″<br>162′ 5″ 33′ 5″ 13′ 9″<br>1 dk | M Cement Carrier Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>950bhp<br>Hanshin Nainenki Kogyo Kob |
| **KOMSOMOLETS TATARII**<br>**U.S.S.R.**<br>Leningrad Russian | 862<br>220<br>355 | | **1965** ......................Russia<br>181′ 7″ 31′ 10″ 10′ 2½″<br>31′ 7″ 14′ 9″<br>1 dk | D-E Ref<br>1 Ho<br>In.12713<br>1 Ha (6½′×6½′)<br>Cr 1(2½) | 2 Oil 4SA each 6Cy. 250×340 mm driving gens. connected to elec. motors geared to sc. shaft<br>Russia<br>10k |
| **KOREAN MAIL**<br><br>**American Mail Line Ltd.**<br>Portland, Or. United States<br>For later particulars see New Entries No. **11** | 15500<br>9600<br>20978 | | **1968** Newport Ns S.B. & D.D. Co.—N.Ns<br>605′ 0″ 82′ 2″ 33′ 11½″<br>582′ 6″ 82′ 0″ 46′ 0″ | S Ref | 2 S Turb dr geared to sc. shaft<br>21600shp (o.f)<br>General Electric Co. Lyn |
| **KOREAN PIONEER**<br><br>**Korea Shipping Corporation**<br>Pusan S. Korean | 9746<br>5419<br>12505 | | **1968** Kasado Dock Co. Ltd.—Kudamatsu<br>518′ 4″ 71′ 8″ 31′ 1″<br>475′ 9″ 71′ 7″ 43′ 4″<br>3 dks | M Ref | Oil 4SA 6Cy. 700×1200 mm<br>10000bhp MAN<br>Kawasaki Dkyd Co. Ltd. Kob |
| **KOSHIN MARU**<br><br>Kosen **Kaiun K.K.**<br>Anan Japanese | 494<br>278<br>1000 | | **1968** Sasaki Zosen—Kinoe<br>178′ 5″ 29′ 7″ 13′ 5″<br>160′ 9″ 29′ 6″ 14′ 9″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 330×500 mm<br>1100bhp<br>Makita Tekkosho Takamatsu |
| **KOSTANTIS YEMELOS**<br>Launched as Hellenic Renaissance<br>**Cordial Shipping Co.**<br>Piræus Greek<br>For later particulars see New Entries No. **11** | 9000<br>6130<br>14200 | **100A1**<br>Class contemplated | Hellenic Shipyards—Skaramanga<br>462′ 6″ 67′ 5″ 29′ 0″<br>440′ 0″ 67′ 0″ 38′ 6″ | M | Oil 2SA 5Cy. 680×1250 mm<br><br>Sulzer Bros. Ltd. Win |
| **KOYO MARU**<br><br>**Koyo Kisen K.K.**<br>Houfu Japanese | 500<br>282<br>1000 | | **1968** Sasaki Zosen—Kinoe<br>178′ 5″ 29′ 7″ 13′ 5″<br>160′ 9″ 29′ 6″ 14′ 9″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×500 mm<br>1200bhp<br>Fuji Seisakusho Tateyama |
| **KOZAN MARU No. 6**<br><br>**Yamamoto Kisen K.K.**<br>Ondo Japanese | 190<br>92<br>270 | | **1968** Aki Kogyo K.K.—Kur<br>111′ 0″ 21′ 5″ 8′ 11″<br>109′ 5″ 21′ 4″ 9′ 10″<br>1 dk | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Matsue Nainenki Kogyo Matsue |
| **KOZAN MARU No. 11**<br><br>**Yamamoto Kisen K.K.**<br>Ondo Japanese | 190<br>92<br>270 | | **1968** Aki Kogyo K.K.—Kur<br>110′ 11″ 21′ 5″ 8′ 10″<br>109′ 4″ 21′ 4″ 9′ 10″<br>1 dk | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Matsue Nainenki Kogyo Matsue |

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| 6900147<br>ENCB<br>M-2/844 | **KRASNOVODSK**<br>**U.S.S.R.**<br>Krasnovodsk Russian | 863<br>218<br>353 | | | 1966 ......................Russia<br>180' 9" 31' 2" 10' 2"<br>30' 11" 14' 9"<br>1 dk | D-E Ref<br>1 Ho<br>In.12713<br>1 Ha (6½'×6½')<br>Cr 1(2½) | 2 Oil 4SA each 6Cy.<br>driving gens. conne<br>motors geared to sc. s |
| 6900159<br>UOEF<br>M-28078 | **KRAYEV**<br>**U.S.S.R.**<br>Nakhodka Russian | 3170<br>1225<br>1460 | | | 1966 ......................Russia<br>277' 11" 45' 11" 18' 8½"<br>45' 8" 32' 10"<br>1 dk | M Stern Trawling Factory Ship<br>5 Ho<br>G.57351 In.46969<br>5 Ha (6½', 6½'×6½') (6'×6')<br>(4', 4'×4½')<br>4W Der 2(1½) 2(5) | Oil 2SA 8Cy. 430×610 m<br>2000bhp<br>Skoda |
| 6900161<br>UJAL<br>M-2/387 | **KRISTIONAS**<br>**DONELAYTIS**<br>**U.S.S.R.**<br>Klaipeda Russian | 3162<br>1307<br>1518 | | | 1966 ......................Russia<br>277' 11" 46' 0" 18' 2"<br>45' 9" 32' 11"<br>2 dks | M Stern Trawling Factory Ship<br>5 Ho<br>G.5544 In.45768<br>5 Ha (4', 4'×4½') (6½', 6½'×6½')<br>(6'×6')<br>9W Der 8(5) 1(15) | Oil 2SA 8Cy. 430×610 mm<br>2000bhp<br>Skoda |
| 6900630 | **KURS**<br>**U.S.S.R.**<br>Russian | 4700<br>2160<br>— | 100A1<br>Class contemplated | | Burmeister & Wain—Cpn<br>356' 0" 52' 7"<br>298' 7" 52' 6" 36' 5" | M Fish Carrier Ref | Oil 2SA 6Cy. 500×900 mm<br>Burmeister & Wain |
| 5268176<br>9KCS<br>KT1094<br>Df Esd<br>Pld Rdr<br>RTm | **KUWAIT COAST**<br>exPacific Coast-68<br>**Alomar Mechanical**<br>**Engineering Co.**<br>F. H. Hamza & A. M. Kulaib<br>Kuwait Kuwait | 1188<br>608<br>1703 | ✠100A1<br>with freeboard<br>✠LMC | SS 1/64<br>EL q | 1947–7 Ardrossan Dockyard Ltd.—Ard<br>265' 8" 38' 1" 15' 2½"<br>250' 5" 38' 0" 22' 9"<br>F30' 1 dk & S dk<br>R Coll BH to S dk 3 to 2nd dk<br>rf 8½" WB476t | TM (10P) OSD Mchy.aft<br>2 Ho 78', 70'<br>G.117389 B.110642<br>2 Ha (36', 40'×18')<br>6W Der 1(10) 2(5) 3(3) | 2 Oil 2SA each 6Cy. 340×5<br>1920bhp<br>British Polar Engines Ltd.<br>4×60, 60, 60, 10kW 220V d.c |
| 6902169<br>Rdr | **KYOEI MARU**<br>**Kyogyo Kaiun K.K.**<br>Houfu Japanese | 499<br>285<br>1000 | | | 1968 Sasaki Zosen—Kinoe<br>178' 5" 29' 7" 13' 5"<br>160' 9" 29' 6" 14' 9"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×500 mm<br>1200bhp<br>Fuji Seisakusho |
| 6902171<br>JJMI<br>105070<br>Df Esd<br>Gc Rdr<br>RT | **KYOTO MARU**<br>**Sankyo Kaiun K.K.**<br>Tokyo Japanese | 4524<br>2948<br>6907 | | | 1968 Mitsubishi Hvy Ind. Ltd.—Smk<br>392' 3" 55' 6" 22' 11"<br>360' 11" 54' 5" 28' 3"<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 500×800 mm<br>4600bhp<br>Mitsubishi Hvy Ind. Ltd. |
| 5283920<br>KXUW<br>257231<br>Df Esd<br>Gc Rdr | **LA SALLE**<br>exPresident Johnson-68<br>exClay-48 exSea Carp-43<br>**Waterman S.S. Corp.**<br>Wilmington, Del United States | 7995<br>4700<br>11770 | | AB | 1943 Western Pipe & Stl Co.—S.Fo<br>492' 0" 69' 7" 29' 4½"<br>465' 3" 69' 6" 33' 11"<br>F37' 2 dks & S dk<br>rf nil | S Ref OSD<br>5 Ho<br>G.703820 B.647619 In. 44880<br>5 Ha<br>20W Der 1(30) 6(10) 14(5) | 2 S Turb dr geared to sc. s<br>9350shp<br>General Electric Co. |
| 6801389 | **LABONNA**<br>exBalaka-68<br>**Orient Water Transport Ltd.**<br>Chittagong Pakistan | 120<br>31<br>— | ✠100A1<br>tug<br>✠LMC | EL 1"U2 | 1967–8 Geibi Zosen Kogyo—Kur<br>86' 0" 22' 1"<br>78' 3" 21' 0" 8' 6"<br>1 dk<br>5BH<br>rf 9" WB21t | TM Tug | 2 Oil 4SA each 8Cy. 16<br>sr reverse geared<br>Bergius-Kelvin Co. Ltd.<br>2×7½ 5kW 225V d.c. |
| 6901816<br>ELTP<br>Df Esd<br>Gc Rdr<br>RT | **LADY MARGARET**<br>**International Offshore**<br>**Services ~~Inc~~ (Liberia)**<br>Monrovia Liberian | 480<br>175<br>730 | | | 1968 Verolme Schpsw.—Heusden<br>165' 6" 33' 0" 11' 8"<br>154' 10" 32' 10" 13' 5"<br>2 dks | TM Supply Ship (12P) Mchy.aft | 2 Oil 4SA each 10Cy. 215×<br>2620bhp<br>N.V. Werkspoor<br>3×2½kW 380V 50c/s a.c.<br>Thw. tnrust propeller fwd |
| 6900173<br>Df Rdr | **LAKHTA**<br>**U.S.S.R.**<br>Russian | 3240<br>1497<br>— | | | 1967 Navashinsky Shipyard—Gorky<br>342' 10" 47' 2" 20' 11"<br>46' 11" | M | Oil |
| 5268334<br>HPGG<br>178797<br>Df Esd<br>Rdr RT | **LAYLA EXPRESS**<br>exPacific Star-68<br>exPacific Rae-66<br>exWestern Shell-61<br>**Layla Express Corp.**<br>Panama Panamanian | *690*<br>*495*<br>1235 | BC class withdrawn<br>12/67 | AB | 1943 Albina Eng. & Mach. Wks—Pld<br>174' 6" 32' 2" 13' 4½"<br>166' 2" 32' 0" 15' 0"<br>P49' F25' 1 dk<br>rf 3" | M Tanker Mchy.aft<br>10 Ta<br>L.35260 HeCls. C | Oil 4SA 6Cy. 355×485 mm<br>560bhp<br>Union Diesel Engine Co.<br>2×60kW |
| 5149100<br>XCGB<br>Df Esd<br>Gc Rdr<br>RT | **LAZARO CARDENAS**<br>exPresidente Cardenas-68<br>exPemex 65-65 exHermes-65<br>**Petroleos Mexicanos**<br>Salina Cruz Mexican | 11065<br>6225<br>16300 | ✠100A1<br>oil tanker<br>✠LMC<br>MN1240 | SS 8/65<br>EL g†2 1/16"SQ | 1955–7 Blythswood S.B. Co. Ltd.—Gls<br>542' 0" 68' 4" 29' 9½"<br>510' 0" 68' 0" 38' 0"<br>P113' B51' F49' 1 dk<br>RW 14BH<br>rf 6" WB815t incl. DTf572t | M Tanker Mchy.aft<br>21 Ta<br>L.782244 HeCls.BC | Oil 2SA 5Cy. 700×2320 m<br>6200bhp Doxford<br>D. Rowan & Co. Ltd.<br>2AuxB 180lb e(ex.g)180 |
| 6900185<br>UYDE<br>M-28091 | **LAZURIT**<br>**U.S.S.R.**<br>Kaliningrad Russian | 3170<br>1225<br>1460 | | | 1966 ......................Russia<br>277' 11" 46' 0" 18' 8½"<br>45' 9" 32' 11" | M Stern Trawling Factory Ship<br>5 Ho<br>G.57387 In.47004<br>5 Ha (6½', 6½'×5') (4', 4' 4½'×4½')<br>4W Der 2(5) 2(1½) | Oil 2SA 8Cy. 430×610 m<br>2000bhp<br>Skoda |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 25960 | **LEONIS** | | **6724** | ✠**100A1** | SS 10/68 | **1950**–5 C. Connell & Co. Ltd.—Gls | M CSD | Oil 2SA 3Cy. 600×2320 mm | |
| XOG | exShirley Christine–68 | | 4058 | with freeboard | | 431′ 10″ 55′ 3″ 27′ 6¼″ | 5 Ho 61′, 68½′, 61½′, 64′, 64½ | 2500bhp Doxford | 618t (hvf) |
| | exGanges–65 | | 10090 | ✠**LMC** | | 411′ 2″ 55′ 0″ 37′ 0″ | G.511840 B.471940 | Barclay, Curle & Co. Ltd. | Gls |
| Esd | **Achille Halcoussis** | | | | | F34′ 2 dks | 5 Ha (29½′, 31′, 23½′, 31′, 31′×20′) | 2AuxB 120lb | |
| Rdr | Piræus | Greek | | MN500 | EL a†2″SQ | RW 7BH | 10W Der 4(10) 6(5) | 2×33kW 110V d.c. | 11½k |
| | | | | | | WB2244t incl. Tunnel tanks 430t | | | |
| 1828 | **LIANE** | | **418** | | | **1968** Jadewerft G.m.b.H.— | M Mchy.aft | Oil 4SA 8Cy. 230×270 mm | |
| | | | 255 | | | Wilhelmshaven | 1 Ho 81¾′ | 900bhp | 79t |
| | **Partenreederei "Liane"** | | 1010 | | | 183′ 9″ 33′ 1″ 12′ 10½″ | G.66500 B.62650 | Motorenw. Mannheim | Mhm |
| Esd | Dietrich Sander | | | | | 165′ 7″ 32′ 10″ 20′ 6″ | 1 Ha (stl) (81¾′×81½′) | | 11k |
| Rdr | Bremen | W. German | | | | P39′ B30′ F26′ 2 dks | 2W | | |
| RTm | | | | | | | | | |
| 85455 | **LINDAI** | | **266** | | RI | **1942**–4 Goole S.B. & R. Co. Ltd.—Goo | S Tug | T 3Cy. 16″ 26″ & 43″×30″ | |
| IUZC | exTortoli–68 | | 18 | | | 114′ 6″ 26′ 1″ 12′ 10″ | | 1000ihp | 120t (o.f) |
| 582 | exFlying Spitfire–62 | | — | ✻Classed BC until 6/64 | | 107′ 0″ 26′ 0″ 13′ 6″ | | G. Fletcher & Co. Ltd. | Derby |
| RTm | exEmpire Bracken–46 | | | | | | | | 12k |
| | **Soc. Salvataggi Siciliana** | | | | | R | | | |
| | **S.p.A.** | | | | | BK7″ | | | |
| | Palermo | Italian | | | | | | | |
| 033296 | **LISERT** | | **497** | | RI | **1944**–5 Henry Scarr Ltd.—Hessle | M Tanker Mchy.aft | Oil 2SA 5Cy. 230×400 mm | |
| INYA | exGiraffa–68 exB.T. VIII–63 | | 260 | | | 148′ 2″ 27′ 3″ 10′ 6″ | | 300bhp NE52 | 25t–1pd |
| 12 | exChant 9–46 | | 465 | ✻Classed BC until 2/49 | | 141′ 0″ 27′ 0″ 11′ 0″ | L.17000 | Frederikshavns Jernst. & Msk. | Fkn |
| RT | **Mario Amadi** | | | | | P38′ F14′ Trunk 82′ 1 dk | | | 7½k |
| | Monfalcone | Italian | | | | | | | |
| 5004556 | **LO SCRIGNO** | | **192** | | | **1946** "La Velocissima"—Nap | Wood Aux | Oil 2SA 3Cy. 200×340 mm | |
| ISVS | exAgata C.–68 exRosanna–51 | | 104 | | | *108·2′* 23′ 6″ 8′ 1″ | | 135bhp | |
| 1067 | exColonnelio Garofalo | | — | | RI | 90′ 3″ 23′ 1″ 10′ 9″ | | Diesel Motorfbk. | Holeby |
| | **Antonio Anzalone** | | | | | 1 dk | | | |
| | Naples | Itailan | | | | | len 67 | | |
| 900642 | **LOKATOR** | | **4700** | **100A1** | | Burmeister & Wain—Cpn | M Fish Carrier Ref | Oil 2SA 6Cy. 500×900 mm | |
| | | | 2160 | Class contemplated | | 356′ 0″ 52′ 7″ | | | |
| | **U.S.S.R.** | | — | | | 298′ 7″ 52′ 6″ 36′ 5″ | | Burmeister & Wain | Cpn |
| | | Russian | | | | | | | |

KRASNOVIDEBO [illegible]

KRISTIONAS [illegible]

KURE

U.S.S.R.

[illegible]

KYOEI MARU

KYOTO MARU

[illegible] Japanese

LA RAMA
[illegible] 1946 Western Pipe & St. Co.—S.Fr
Waterman S.S. Corp. 1 Stm 2 Stm 2 GT
Wilmington, Del. United States General Electric Co.

LABONNA 189 @1964 A1 1963-5
tug
@LMC
Pakistan [illegible]
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YM Tug

LADY MARGARET 1966
International Offshore
Services Inc. (Liberia)
Monrovia Liberian
YM [illegible]
1 die

LAKHTA 1961

U.S.S.R.
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LAYLA EXPRESS 592
exPacific Star 497 [illegible]
exPacific Reo 1029
exWesterly Shell-[illegible]
Layla Express Corp.
Panama Panamanian
M Tanker [illegible]
[illegible] C

LIZARO CARDENAS 11495 @1964 A1
exPresidente Cardenas-[illegible] 1029
[illegible] @LMC
Petroleos Mexicanos
Mexican
M Tanker [illegible]
[illegible]

LAZURIT 1958
U.S.S.R.
Russian
M Stern Trawling Factory Ship
[illegible]

| 1<br>R<br>ty No.<br>Sign<br>al No.<br>ational<br>ds | 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer Deadwt<br>Gross<br>Net<br>Summer Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
|---|---|---|---|---|---|---|
| 5402<br>CDB<br>Esd<br>d Rdr<br>RT | **ADA**<br>**J. van der Plas**<br>Katwijk a/Zee Netherland | 111<br>50<br>— | | 1961 Schpsb. K. Hakvoort—Monnickendam<br>97′ 0″<br>86′ 9″ 20′ 5″ 9′ 4½″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 240×260 mm<br>530bhp<br>Kromhout Motorenfab. Ams |
| 904428 | **ADRIANA**<br>**Naviera Vascongada S.A. & Naviera Bilbaina S.A.**<br>Bilbao Spanish | 4259<br>2566<br>6350 | 100A1<br>Class contemplated | Cia. Euskalduna S.A.—Bbo<br>387′ 1″ 53′ 3″ 22′ 1½″<br>354′ 4″ 53′ 2″ 26′ 7″ | M Mchy.aft | Oil 4SA 10Cy. 520×740 mm MAN<br>Cia. Euskalduna S.A. Bbo |
| 328373<br>SYUS<br>Df Esd<br>RTm/h | **AGHIOS FANOURIOS**<br>exGlen Urquhart–68<br>exSimultaneity–65 exNelly–54<br>**Dimitrios Ventouris and others**<br>Piræus Greek | 494<br>248<br>750 | ✠100A1 SS 12/64<br>✠LMC<br>EL h | 1949–7 N.V. Scheeps. "Vooruitgang"—Foxhol<br>168′ 5″ 28′ 4″ 11′ 4¼″<br>161′ 8″ 28′ 2″ 11′ 8″<br>P36′ Q97′ F30′ 1 dk<br>R 3BH<br>WB199t | M Mchy.aft<br>2 Ho each 98½′<br>G.11302 B.10549<br>2 Ha (each 35¾′×16½′)<br>Der 2(1½) | Oil 4SA 8Cy. 290×450 mm<br>500bhp 51t (d.o)<br>Appingedammer Brons. Apg<br>10k |
| 5402605<br>187117<br>Of Esd<br>c Rdr | **AGIA SOPHIA**<br>exAnatolian–68 exAscania–68<br>exAnatolian–68 exAscania–66<br>exAnatolian–66<br>exCity of Durham–64<br>exAnatolian–63<br>**Wavecrest Shipping Co. Ltd.**<br>Famagusta Cyprus | 3799<br>1637<br>5300 | ✠100A1 SS 2/69 ~~SS 1/64~~<br>✠LMC<br>MN630 EL x | 1955–11 William Gray & Co.—Hpl<br>376′ 11″ 53′ 4″ 22′ 0½″<br>350′ 0″ 53′ 0″ 32′ 9″<br>F31′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3″ WB714t | S (2P) OSD<br>4 Ho 47¼′, 89¼′ comb., 58′, 59½′<br>G.339795 B.313130<br>5 Ha (stl) (15¾′×14½′) (42¼′, 12½′, 30′, 25′×20′)<br>12W Der 1(35) 2(10) 8(7) 2(5) | T 3Cy. 23″ 38″ & 65″×48″ & LP turb with hydraulic coupling & dr gearing<br>3500ihp 921t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>3 SB 225℔ Spt hs12390 9cf<br>3×33, 25, 25kW 220V d.c. 13k |
| 3394<br>RJN<br>Esd<br>RT | **ALCMARIA**<br>exCarebeka–68<br>~~**Conijn & Zonen;**~~<br>~~**Houthhandel**~~ **A. J. T. Conijn**<br>Spliethoff's Bevrachtingskantoor N.V.<br>~~Alkmaar~~ Netherland<br>Groningen | 500<br>306<br>920 | ✠100A1 SS 5/65<br>✠LMC<br>MN120 EL j | 1957–2 Schps. Waterhuizen J. Pattje—Waterhuizen<br>197′ 11″ 30′ 9″ 12′ 1¾″<br>179′ 8″ 30′ 2″ 13′ 4″<br>P52′ F34′ 1 dk<br>RW 3BH<br>rf 2″ WB262t incl. Dk tanks m5t | M Mchy.aft<br>1 Ho 120′<br>G.40000 B.36000<br>2W Der 1(5) 1(3) | Oil 4SA 8Cy. 305×460 mm<br>600bhp 64t<br>D. & J. Boot "De Industrie" Alp<br>10½k |
| 828<br>ZV<br>354<br>Esd<br>Rdr<br>RTm | **ALEXVAS**<br>exJoy–68 exAlgenib–63<br>**Alexiou Ltd.**<br>Piræus Greek | 5574<br>3260<br>9300 | ✠100A1 SS 8/64<br>✠LMC<br>EL a† | 1937–8 Deutsche Werft A.G.—Ham<br>451′ 3″ 58′ 9″ 24′ 0½″<br>425′ 0″ 58′ 7″ 27′ 2″<br>P24′ B&F395′ UprF36′ 1 dk, 2nd dk in No. 3 hold & mchy. space<br>RW 7BH<br>WB2968t incl. DTm1385t | M<br>5 Ho 65¼′ 65¼′ 53¼′ 69¾′, 76¼′<br>G.562706 B.514565<br>5 Ha (33¾′, 33¾′, 28¾′, 33¾′, 33¾′×22′)<br>14W Der 1(30) 6(5) 7(3) | Oil 2SA 6Cy. 680×1200 mm<br>3300bhp 755t (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>3×84kW 220V d.c. 11½k |
| 0343 | **ALHELAL**<br>exEvgenia–68 exAnatoli<br>exTuscarora–46<br>exColzeke Irarra exTuscarora<br>Saudi Arabian | 466<br>240<br>750 | HR<br>✠Classed LR until 8/47<br>**FOUNDERED 10/68** | 1897 Scott & Co.—Grk<br>200′ 6″ 26′ 11″ 14′ 0″<br>26′ 9″<br>1 dk<br>R conv yacht 46 | M<br>4 Ho<br>G.34000 B.32642<br>4 Ha<br>4W Der 4 | Oil 8Cy. 305×380 mm<br>500bhp NE52 20t<br>10k |
| 5067510<br>ELUI<br>3121<br>Df Esd<br>Gc Rdr<br>RT | **ALTAMIRA**<br>exCerro Altamira–68<br>**Transnorge Inc.**<br>Monrovia Liberian | 12380<br>7248<br>18750 | ✠100A1 SS 2/67<br>ore carrier<br>✠LMC<br>MN1500 EL i†2$\frac{9}{16}$″SQ | 1958–4 Eriksbergs M/V A/B—Got<br>582′ 10″ 70′ 0″ 29′ 11″<br>550′ 0″ 69′ 9″ 39′ 3″<br>P116′ F74′ 1 dk<br>6BH<br>rf 1″ WB18715t | M Ore Carrier Mchy.aft<br>3 Ho<br>G.402765<br>10 Ha (each 23¼′×30½′)<br>2W Der 2(5) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp B&W 1846t<br>Eriksbergs M/V A/B Got<br>2AuxB (1 o.f 1 ex.g) 114℔ 15k |
| 248334<br>KVKV<br>244855<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **AMERICAN TRADER**<br>exNeches–64 exFisher's Hill–53<br>**American Trading & Production Corp.**<br>Baltimore United States | 15022<br>11538<br>27615 | AB | 1967 (Fwd & cargo sections) Newport Ns S.B. & D.D. Co.—N.Ns<br>1943 (Aft section) Sun S.B. & D.D. Co.—Chester, Pa<br>633′ 6″ 74′ 2″ 33′ 1⅝″<br>604′ 0″ 74′ 0″ 43′ 6″<br>Q108′ F64′ 1 dk<br>RW len, widened & deepened 67<br>rf 3½″ | S Tanker Mchy.aft<br>30 Ta | 2 S Turb dr geared to sc. shaft<br>9350shp 1500t (o.f)–44pd<br>John Hendy Irn Wks Sunnyvale<br>2×500kW 450V 60c/s a.c. 16½k |
| 17778<br>ELQO<br>3046<br>f Esd<br>c Pfd<br>Rdr<br>m/h/v | **AMOCO BRISBANE**<br>**Interhemisphere Transport Company**<br>Monrovia Liberian | 35450<br>25368<br>72825 | AB | 1968 Mitsui Zosen—Tmn<br>789′ 2″ (incl. BB) 118′ 2″ 41′ 10¼″<br>755′ 0″ 118′ 0″ 54′ 0″<br>P156′ F57′ 1 dk<br>rf 2″ | M Tanker Mchy.aft<br>13 Ta<br>L.3110236 HeCls. BC | Oil 2SA 8Cy. 840×1800 mm<br>18400bhp B&W 4000t (hvf)–60pd<br>Mitsui Zosen Tmn<br>3×560kW 450V 60c/s a.c. 16k |

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|---|---|---|---|---|---|---|
| 6829604<br><br><br>Df Esd<br>Gc Rdr<br>RT | ~~**AMORUSO QUATTRO**~~<br>AMORUSO QUARTO<br>**Michele Amoruso**<br>Bari Italian | 850<br>—<br>620 | RI | **1968** Soc. Esercizio Cant.—Viareggio<br>208' 5" 34' 2" 14' 2"<br>181' 2" 34' 1" 23' 2"<br>2 dks | M Stern Trawler Mchy.aft | Oil 4SA 8Cy. 400×580 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz |
| 6904064<br><br>531350<br>Df Esd<br>Gc Rdr<br>RT | **ANACOSTIA**<br>exMission Alamo-67<br>**Penn Navigation Co.**<br>Wilmington, Del United States | 10711<br>7576<br>16500 | AB | **1945** Marinship Corp.—Sausalito<br>523' 6" 68' 2" 30' 2"<br>503' 0" 68' 0" 39' 3"<br>P108' B36' F53' 1 dk<br>RW<br>rf 9" | T-E Tanker Mchy.aft<br>26 Ta | S Turb 10000shp connecte<br>motor<br>General Electric Co. |
| 6904179<br>OVSO<br><br>Df Esd<br>Pfd Rdr | **ANDROMEDA**<br><br>**P. M. Anthonisen**<br>Skagen Danish<br>Now **LOCH NESS** See New Entries No. **10** | 171<br>80<br>— | | **1968** Rosslauer Schiffs.—Rosslau<br>110' 2" 21' 8" 8' 10½"<br>97' 0" 21' 7" 10' 10"<br>1 dk | M Trawler | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknec |
| 5400229<br><br><br>Df Esd<br>Gc Rdr<br>RTh | **ANGELIC PROTECTOR**<br>exAino-63<br>**Aggeliki Prostasia Cia.**<br>**Maritima S.A.**<br>Greek | 20625<br>12047<br>30400 | NV | **1963** Bremer Vulkan—Vgk<br>644' 10" 83' 3" 33' 9½"<br>605' 0" 83' 0" 48' 1"<br>1 dk | M Bulk Carrier Mchy.aft<br>7 Ho 50', 73', 50', 73', 50', 73', 50'<br>7 Ha (stl) (23½', 53', 23½', 53', 23½', 53', 23½'×39½')<br>Cr 3(7½) Der 2(7) 1(3) 1(1½) | Oil 2SA 9Cy. 700×1200 mm<br>9550bhp MAN<br>Bremer Vulkan<br>3×345kW 450V 60c/s a.c. |
| 6903383<br>FNVM<br><br>Df Esd<br>Rdr RT | **ANJOU**<br><br>**Cie. Générale**<br>**Transatlantique**<br>Dunkirk French | 8718<br>5084<br>12206 | BV | **1968** Warnowwerft—Warnemünde<br>494' 5" 65' 9" 29' 1"<br>459' 4" 65' 7" 37' 9"<br>B92' F105' 2 dks | M (5P) Ref Mchy.aft<br>6 Ho 57½', 52½', 82', 47½', 34½', 23½'<br>G.592547 B.535009 In.25320<br>6 Ha (stl) (30'×14¾') (34¾', 62½', 30', 19¼'×36') (10½'×11')<br>Der 1(60) 14(10) 1(2) | Oil 2SA 9Cy. 700×1200 mm<br>8150bhp MAN<br>Dieselmotorenwerk<br>4×340, 340, 340, 240kW 380V 50 |
| 6903395<br>OZIR<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNE MAC**<br><br>**Partrederiet Anne Mac**<br>Wonsild & Sön<br>Copenhagen Danish | 500<br>293<br>1200 | | **1968** A/S Svendborg Skibsv.—Svb<br>198' 11" 33' 7" 13' 8"<br>181' 10" 33' 5½" 18' 10"<br>1 dk & S dk | M Tanker OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Atlas-Mak Masch. |
| 5378660<br><br><br>Df Esd<br>Rdr<br>RTm/h | **ANTASARI**<br>exVermeersingel-68<br>**Tandjung Selatan**<br>Djakarta Indonesian | 496<br>253<br>780 | BV | **1961** N.V. Scheepswerf Kerstholt—Gro<br>174' 2" 28' 3" 10' 9¾"<br>158' 5" 27' 10" 11' 4"<br>1 dk<br>R | M Mchy.aft<br><br>G.35600 B.33300<br>2 Ha (each 36'×16½')<br>Der 2(3–4) | Oil 4SA 8Cy. 305×460 mm<br>600bhp<br>D. & J. Boot "De Industrie"<br>2×6kW 110V d.c. |
| 6902470<br><br><br>Esd Rdr<br>RT | **APOLO**<br><br>**Petróleo Brasileiro S.A.—**<br>**Petrobás Frota Nacional**<br>**de Petroleiros**<br>Rio de Janeiro Brazilian | 300<br>—<br>— | | **1968** Emaq Eng. Maq. S.A.—Rio<br>128 0" 32' 10" 12' 3"<br>118' 1" 31' 2" 16' 9"<br>1 dk | TM Tug Mchy.aft | 2 Oil 4DA each 9Cy. 300×450<br><br>Masch. Augsburg-Nürnberg |
| 6728484<br>ELAT<br>2762<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AQUABELLE**<br><br>**Actis Co. Ltd.**<br>Monrovia Liberian | 25163<br>15710<br>44646 | AB | **1967** Ishikawajima-Harima Hvy Ind.—<br>Aio<br>665' 1" (incl. BB) 96' 0" 38' 10¾"<br>624' 0" 95' 10" 56' 9"<br>P25' F49' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 60½', 67', 67', 67', 67', 67', 67'<br>G.1942622<br>7 Ha (stl) (23¾', 23¾', 25', 25', 25', 25', 25'×27½')<br>Cr 4(8) | Oil 2SA 9Cy. 760×1550 mm<br>14400bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>3×480, 480, 440kW 440V 60c/s |
| 6320581<br>ELAV<br>2764<br>Df Esd<br>Gc Rdr<br>RT | **AQUAFAITH**<br><br>**Actis Co. Ltd.**<br>Monrovia Liberian | 25155<br>15700<br>46646 | AB | **1968** Ishikawajima-Harima Hvy Ind.—<br>Aio<br>665' 1" (incl. BB) 96' 0" 40' 3½"<br>623' 10" 95' 10" 56' 9"<br>P25' F49' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 60½', 67', 67', 67', 67', 67', 67'<br>G.1942622<br>7 Ha (stl)<br>Cr 4(8) | Oil 2SA 9Cy. 760×1550 mm<br>14400bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>3×480, 480, 440kW 440V 60c/ |
| 6728496<br>ELAZ<br>2767<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/hv | **AQUAGEM**<br><br>**Alcon Ltd.**<br>Monrovia Liberian | 25433<br>16144<br>46605 | AB | **1967** Kawasaki Dkyd Co. Ltd.—Kob<br>662' 9" (incl. BB) 96' 8" 39' 4"<br>623' 5" 96' 5½" 57' 5"<br>P28' F50' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 40', 40½', 43', 43', 43', 43', 43'<br>G.1950720<br>7 Ha (stl) (23¾', 23¾', 25½', 25½', 25½', 25½', 25½'×27½')<br>4W Cr 4(8) | Oil 2SA 9Cy. 780×1550 mm<br>14850bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3×480, 480, 440kW 440V 60c/ |
| 6309460<br>ELBA<br>2763<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AQUAGLORY**<br><br>**Alcon Ltd.**<br>Monrovia Liberian | 25432<br>~~16144~~ 16444<br>~~46605~~ 45264 | AB | **1968** Kawasaki Dkyd Co. Ltd.—Kob<br>662' 9" (incl. BB) 96' 8" 39' 4"<br>623' 4" 96' 5½" 57' 5"<br>P28' F50' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 40', 40½', 43', 43', 43', 43', 43'<br>G.1950720<br>7 Ha (stl) (23¾', 23¾', 25', 25', 25', 25', 25'×27½')<br>4W Cr 4(8) | Oil 2SA 9Cy. 780×1550 mm<br>14850bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3×480, 480, 440kW 440V 60c/ |
| 6323258<br>ELBC<br>2770<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AQUAJOY**<br><br>**Alcon Ltd.**<br>Monrovia Liberian | 25433<br>16144<br>47456 | AB | **1968** Kawasaki Dkyd Co. Ltd.—Kob<br>662' 9" (incl. BB) 96' 8" 40' 9"<br>623' 5" 96' 5½" 57' 5"<br>P28' F50' 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho 60½', 67', 67', 67', 67', 67', 67'<br>G.1942622<br>7 Ha (stl)<br>Cr 4(8) | Oil 2SA 9Cy. 780×1550 mm<br>14850bhp MAN<br>Kawasaki Dkyd Co. Ltd.<br>3×480, 480, 440kW 440V 60 |

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|---|---|---|---|---|---|---|---|
| 9129<br>XW<br>721 | **ARA**<br>exFranca Guida–68<br>exFranca–53 exGiorgina–52<br>exCyrnos exAdriana<br>**Santo Lo Porto**<br>Naples Italian | **294**<br>172<br>346 | | <br><br>RI | 1918 J. J. Bodewes—Pannerden<br>144′ 2″ 24′ 5″ 10′ 2″<br>130′ 6″ 24′ 4″ 10′ 10″<br>P28′ F13′ 1 dk<br>R | M Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 26<br>300bhp Emade4<br>S.A. Ansaldo |
| 7212<br><br><br>sd<br>Pfd<br>Rdr<br>m/h/v | **ARAMIS**<br>exMobil Brilliant–68<br>**Mobil Oil Française**<br>Dunkirk French | 53801<br>38551<br>~~97000~~<br>102366 | | <br><br>AB | 1963 Eriksbergs M/V A/B—Got<br>895′ 0″ 127′ 3″ 48′ 4½″<br>859′ 0″ 127′ 0″ 63′ 6″<br>P194′ Q146′ F120′ 1 dk<br>RW<br>rf 5″ | S Tanker Mchy.aft<br>24 Ta<br>L.4152189 HeCls. B<br><br>Der 2(10) 2(2) | 2 S Turb dr geared to sc. shaft<br>27610shp 8410t (o.f)–146pd<br>General Electric Co. Lyn<br>2×750kW 440V 60c/s a.c. 17k |
| 13978<br>6ZXD<br>2679<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC**<br><br>**Explorer Shipping Co. S.A.**<br>Monrovia Liberian | 39617<br>27747<br>70020 | | <br><br>AB | 1968 Ishikawajima-Harima Hvy Ind.—<br>Aio<br>845′ 9″ (incl. BB) 104′ 3″ 36′ 5″<br>743′ 8″ 104′ 0″ 55 9″<br>P171′ B53′ F64′ 1 dk<br>rf nil | M Bulk/Oil Carrier Mchy.aft<br>9 Ho 45½′, 91′, 48½′, 91′, 48½′, 91′, 48½′.<br>91′, 48½′ 9 Ta HeCls. B<br>G.3097722 L.3097722<br>13 Ha (stl) (each 37′×48′)<br>2W Cr 1(40) | Oil 2SA 7Cy. 900×1550 mm<br>20700bhp Sulzer 4080t (hvf)–69pd<br>Ishikawajima-Harima Hvy Ind. Aio<br>3×550, 380, 380kW 440V 60c/s a.c. 16k |
| 04208 | **ARCTIC SCAN**<br><br>**Dansk Lyddæmperfabrik A/S**<br>Blæsbjerg & Co.<br>Århus Danish | —<br>—<br>—<br>1160<br>—<br>— | 100A1<br>Class contemplated | | Nystads Varv A/B—Nystad<br>241′ 5″ 35′ 1″ —/15′ 5″<br>218′ 10″ 34′ 5″ 20′ 10″ | M Ref OSD/CSD Mchy.aft | Oil 2SA 8Cy. 320×450 mm<br><br>Atlas-Mak. Masch. Kel |
| 5109215<br><br><br>f Esd<br>c Rdr<br>RT | **ARDA**<br>exEtly Danielsen–68<br>**Compagnia Navigazione**<br>**Sarda S.p.A.**<br>Antonio Lussu<br>Cagliari Italian | **1562**<br>787<br>2123 | | <br><br>BV | 1959 Schps. "Hoogezand" J. Bodewes<br>—Bergum<br>282′ 1″ 39′ 3″ 15′ 7″<br>255′ 11″ 39′ 0″ 18′ 2″<br>P62′ B59′ F26′ 1 dk<br>RW | M Mchy.aft<br>2 Ho<br>G.108150 B.103540<br>2 Ha (30½′×21¼′) (30½′×16¼′)<br>8W Der 8(5) | Oil 4SA 8Cy. 400×600 mm<br>1680bhp 160t<br>Masch. Augsburg-Nürnberg Aug<br>12¾k |
| 22281<br>0ZP<br>-HK | **ARENA**<br>exDorinthia–68<br>exOriental Trader–66<br>exFuching–64 exBundaleer–60<br>**Great Taipei Nav. Co. S.A.**<br>Panama Panamanian | *4324*<br>*2343*<br>5585 | ~~✠100A1~~<br><br>~~✠LMC~~<br><br>~~MN338~~<br>✠Class **WITHDRAWN**<br>24/1/69 | ~~Dr 12/64~~<br><br><br><br>~~EL w 1$\frac{1}{16}$″SQ~~ | 1939–3 Caledon S.B. & E. Co. Ltd.—Dun<br>378′ 4″ 50′ 4″ 22′ 7″<br>360′ 0″ 50′ 0″ 27′ 3″<br>P&B147′ F43′ 1 dk<br>R NS 6BH<br>WB1193t incl. Tunnel tanks 183t | S<br><br>G.285680 B.264250<br><br>16W Der 1(25) 2(10) 14(5) | T 3Cy. 20½″ 33″ & 54″×42″ & LP turb<br>with dr gearing & hydraulic coupling<br>1825ihp (o.f)<br>J. G. Kincaid & Co. Ltd. Grk<br>2 SB 220lb Spt hs(5406) 6cf 10k |
| 2614<br><br><br>RT | **ARGOS X**<br><br>**Inca Fishing S.A.**<br>Chimbote Peruvian | 200<br>89<br>— | | <br><br>GL | 1968 Ast. Picsa S.A.—Clo<br>*88·0′* 23′ 2″<br>23′ 1″ 11′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm reverse<br>reduction geared<br>425bhp<br>Caterpillar Tractor Co. Peoria |
| 413<br>MX<br>692<br>Esd | **ARISTIDIS II**<br>exAlexandra K.–68<br>exUskmouth–62 exEskgarth–51<br>exEmpire Valour–48<br>**Reinato Marino Navegacion**<br>**S.A.**<br>Panama Panamanian | *2908*<br>*1634*<br>4640 | ✠100A1<br><br>✠LMC | TD 4/67<br><br><br><br>EL u | 1943–5 W. Gray & Co. Ltd.—Hpl<br>327′ 11″ 46′ 6″ 20′ 10¼″<br>310′ 0″ 46′ 4″ 25′ 2″<br>P33′ B82′ F34′ 1 dk<br>NS 5BH<br>WB934t | S<br><br>G.227000 B.215000<br><br>8W | T 3Cy. 20″ 31″ & 55″×39″<br>1200ihp (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 200lb hs(3854) 6cf 9½k |
| 03400<br><br><br>Df Esd<br>Rdr RT | **ARNEB**<br><br>**Argo-Reederei Richard**<br>**Adler & Söhne**<br>Bremen W. German | 499<br>280<br>— | | | 1968 Schlichting-Werft—Travemünde<br>250′ 9″ 43′ 8″ 13′ 11″<br>223′ 2″ 42′ 8″ 32′ 7″<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 16Cy.<br>2200bhp<br>Masch. Augsburg-Nürnberg Aug |
| 5037151<br>ELWE<br>3154<br>Df Esd<br>Gc Rdr<br>RTv | **ARTIBA**<br>exBaron Kinnaird–68<br>**Artagan Shipping Co. Ltd.**<br>Monrovia Liberian | T.Mk<br>*5484*<br>*2963*<br>—<br>*7893*<br>*4443*<br>— | ✠100A1<br><br>✠LMC<br><br>MN880 | SS 11/66<br><br><br><br>EL c† | 1958–11 Austin & Pickersgill Ltd.—Sld<br>465′ 1″ 59′ 9″ —/28′ 6½″<br>435′ 11″ 59′ 6″ 38′ 6″<br>F43′ 1 dk & S dk<br>RW NS in DT 7BH<br>rf nil WB2498t | M<br>5 Ho 64¼′, 65′, 47½′, 67½′, 67½′<br>G.581320 B.531385<br>5 Ha (32¼′, 32½′, 30′, 32½′, 32½′×24′)<br>10W Der 1(25) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp 911t (hvf)<br>Wm. Doxford & Sons (Eng.) Ltd. Sld<br>AuxB 100lb<br>3×175kW 220V d.c. 13½k |
| 160623<br>DAKE<br><br>Df Esd<br>Gc Rdr<br>RTv | **ARYA INDUS**<br>exIndus–68<br>**Partenreederei**<br>**m.s. "Arya Indus"**<br>Friedrich A. Detjen<br>Hamburg W. German | 6245<br>3339<br>10440<br>**8504**<br>4980<br>11830 | | <br><br>GL | 1958 Flensburger Schiffs.-Ges.—Fln<br>485′ 1″ 60′ 5″ 25′ 8¾″/27′ 8¾″<br>446′ 3″ 60′ 4½″ 37′ 3″<br>F49′ 1 dk & S dk<br>RW<br>rf 4″ | M (4P) OSD/CSD<br>5 Ho 54′, 80¼′, 56½′, 61′, 49′<br>G.604000 B.540000<br>5 Ha (stl) (34½′, 52½′, 34′, 36¾′,<br>34′×26¼′)<br>16W Der 1(75) 1(30) 4(10) 12(5) | Oil 2SA 7Cy. 700×1200 mm<br>4670bhp 855t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×240kW 400V 50c/s a.c. 14k |
| 20610<br>LMG<br>2969<br>Esd<br>Rdr<br>RT | **ASIA RINDO**<br><br>**Liberian Eminence**<br>**Transports Inc.**<br>World-Wide (Shipping) Ltd.<br>Monrovia Liberian | 10268<br>6423<br>18266 | ✠100A1<br><br>✠LMC<br><br>MN1680 | <br><br><br><br>EL D†2$\frac{7}{16}$″U2 | 1968–6 Osaka Zosensho—Osa<br>508 8″ (incl. BB) 75′ 0″ 28′ 10″<br>479′ 0″ 74′ 9½″ 41′ 0″<br>P89′ F33′ 1 dk<br>RW NS 6BH<br>rf nil WB6320t incl. Comb. btm & side tanks in Nos.2–4 holds 1849t Topside tanks in Nos. 2–4 holds 2330t | M Bulk Carrier Mchy.aft<br>4 Ho 101¼, 98¼′, 98¼′, 98¼′<br>G.799070 B.777031<br>4 Ha (stl) (54½′, 61½, 61½′· 61½′×36′)<br>4W Der 3(15) 1(20) | Oil 2SA 7Cy. 680×1250 mm<br>8400bhp Sulzer 1375t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>AuxB 107lb e(ex.g) 170lb<br>3×256kW 445V 60c/s a.c. 15¼k |

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| 6316221<br>GYUG<br>334251<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ATHELDUCHESS**<br>**Athel Line Ltd.**<br>Liverpool British | 11102<br>6701<br>17630 | ✠100A1<br>oil tanker<br>Molasses in centre tanks<br>and Nos. 3 & 7 side tanks<br>(p&s) (cc)<br>✠LMC<br>MN1800 EL c†2½"U2 | 1968-9 Uddevallavarvet A/B—Udv<br>525' 4" 68' 6" 30' 0"<br>500' 0" 68' 3½" 38' 9"<br>P108' F52' 1 dk<br>14BH<br>rf 2" WB317t | M Oil/Molasses Tanker Mchy.aft<br>24 Ta<br>L.829384 HeCls. BC<br>Der 1(5) 1(2½) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W 1441t<br>Uddevallavarvet A/B<br>2WTAuxB primary 711lb<br>secondary 213lb<br>e(ex.g) 178lb<br>3×364kW 450V 60c/s a.c. |
| 6817780<br>ELOE<br>3003<br>Df Esd<br>Gc Rdr<br>RTv | **ATLANTIC MARQUESS**<br>**Marquess Shipping Co. Ltd.**<br>Liberian | 40962<br>30280<br>86878 | AB | 1968 Mitsubishi Hvy Ind. Ltd.—Hma<br>839' 11" (incl. BB) 126' 7" 42' 11½"<br>797' 3" 126' 4" 57' 11"<br>P112' F56' 1 dk<br>rf 1" | M Tanker Mchy.aft<br>10 Ta<br>L.3652570 HeCls. BC | Oil 2SA 9Cy. 900×1550 mm<br>20700bhp Sulzer 2940t<br>Mitsubishi Hvy Ind. Ltd.<br>3×600, 550, 550kW 440V 60c/ |
| 6904181<br>FNVK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUVERGNE**<br>**Compagnie Generale**<br>**Transatlantique**<br>Dunkirk French | 8718<br>5084<br>12206 | BV | 1968 Warnowwerft—Warnemünde<br>501' 5" 29' 1"<br>459' 4" 65' 7" 37' 10"<br>B92' F105' 2 dks | M (5P) Ref Mchy.aft<br>6 Ho 57½', 52½', 82', 47½', 34½', 23½'<br>G.592547 B.539009 In.25320<br>6 Ha (stl) (30'×14½') (34½', 62½', 30', 19½'×36') (10½'×11')<br>Der 1(60) 14(10) 1(2) | Oil 2SA 9Cy. 700×1200 mm<br>8150bhp MAN<br>Dieselmotorenwerk<br>4×340, 340, 340, 240kW 380V |
| 6904210 | **AWEFU**<br>**World Food Organisation**<br>**of the United Nations**<br>Sierra Leone | 119<br>—<br>— | 100A1<br>trawler<br>Class contemplated | Peters' Scheepsbouw—<br>Dedemsvaart<br>79' 4" 21' 6"<br>67' 11" 21' 0" 11' 1" | M Fishery Research Ship Mchy.aft | Oil<br>Caterpillar Tractor Co. |
| 5076626<br>VDYK<br>192793 | **BAY TRANSPORT**<br>exCoastal Carrier-68<br>exAlden Barnes Fiertz-50<br>exI.L.I. 104-36 exInterwaterways<br>Line Incorporated 104-32<br>**Hall Corporation of Canada**<br>Montreal Canadian | 2083<br>1491<br>— | AB | 1921 McDougall Duluth S.B. Co.—Dul<br>*247·9'* 43' 7" 14' 7"<br>249' 0" 43' 6" 17' 6"<br>P48' F50' 1 dk<br>R len, widened & deepened 50<br>rf nil | TM Tanker Mchy.aft<br>8 Ta | 2 Oil each 12Cy. 215×255 mm<br>1600bhp Emade45fitted50<br>General Motors Corp. La |
| 6803351<br>VGKT<br>328833<br>Esd Pfd<br>Rdr RTh | **BEDEQUE**<br>**Industrial Enterprises Inc.**<br>T. J. Flood<br>Charlottetown Canadian | 511<br>247<br>— | ✠100A–<br>stern trawler<br>Str. nav. ice<br>✠LMC<br>MN208 | 1968-6 Fishermen's Loan Board of<br>P.E.I.—Georgetown, P.E.I.<br>129' 0" 28' 1"<br>109' 0" 28' 0" 21' 6"<br>F38' 2 dks<br>3BH<br>rf 24" BK6" WB117t | M Stern Trawler Mchy.aft<br>2 Ho 49½', 25½'<br>1 Ha (alu) (9'×6') | Oil 4SA 8Cy. 250×300 mm sr<br>1040bhp<br>Akers A/S Bergen M/V<br>2×40kW 220V 60c/s a.c.<br>Controllable pitch propeller |
| 5071664<br>LMNS<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELFOREST**<br>exChristen Smith-68<br>**Belships Company Ltd.**<br>**Skibs A/S**<br>Christen Smith Shipping Co.<br>Oslo Norwegian | 6125<br>3783<br>9880<br>—<br>— | ✠100A1 SS 6/68 ~~SS 5/63~~<br>~~Str. nav. ice~~<br>✠LMC<br>MN720 EL a† | 1947-4 A/S Fredriksstad M/V—Fks<br>418' 0" 62' 2" 26' 2½"<br>390' 0" 62' 0" 32' 10"<br>P88' B&F131' ~~2 dks~~ 1 dk<br>RW NS 3BH to U dk 2 to 2nd dk<br>rf 6" WB2692t incl. DTsf871t | M CSD Mchy.aft<br>2 Ho 90', 207'<br>G.496820 B.463780<br>3 Ha (stl) (50½', 62½', 94'×26')<br>Cr 3(10) Der 2(5) | Oil 2SA 9Cy. 500×1100 mm<br>3600bhp ✠NE1/58<br>Burmeister & Wain<br>~~AuxB(Scotch) 170lb~~<br>~~✠2WAuxB(Vertical) 1/56~~<br>~~2×120kW 220V d.c.~~<br>3×270kW 450V a.c. |
| 6904222<br>Df Esd<br>Gc Rdr<br>RT | **BELLA MÆRSK**<br>**A. P. Möller, Copenhagen**<br>Copenhagen Danish | 15850<br>9160<br>— | | 1968 Kaldnes M/V A/S—Tbg<br>591' 7" 75' 2"<br>550' 8" 75' 0" 45' 0"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>11600bhp B&W<br>Akers/Nylands Verksted |
| 6903577<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENITO J. FEIJOO**<br>**Agrupesca S.A.**<br>La Coruna Spanish | 830<br>—<br>750 | | 1968 Maritima del Musel S.A.—Gjn<br>178' 9" 34' 2" 15' 7"<br>156' 11" 34' 1" 23' 6"<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy. 390×680 mm<br>1550bhp<br>Naval-Stork-Werkspoor |
| 6903345<br>9MUL<br>324048 | **BERSATU No. 1**<br>**Butterworth Iceworks Ltd.**<br>Penang Malaysian | 235<br>123<br>— | | 1957 Usuki Tekkosho—Usuki<br>*119·1'* 22' 4"<br>... ... ...<br>2 dks | M Trawler | Oil 4SA 6Cy. 420×880 mm<br>550bhp<br>Usuki Tekkosho |
| 6903589 | **BHEEMA**<br>**Visakhapatnam Port Trust**<br>Indian | 800<br>—<br>— | A1<br>pontoon<br>for restricted service<br>Class contemplated | N.V. Ijsselwerf—Rot<br>160' 1" 59' 0" 9' 2"<br>153' 8" 58' 8" 9' 9" | TM Crane Pontoon Mchy.aft | 2 Oil 4SA each 6Cy. 175×22<br>Masch. Augsburg-Nürnberg |
| 6904234<br>RT | **BISCAYA**<br>**Société "Luz Armement"**<br>Bayonne French | 1082<br>—<br>1115 | | 1968 Consts. Ind. & Nav. de Bordeaux<br>(France-Gironde)—Bdx<br>177' 2"<br>164' 2" 35' 8" 19' 4"<br>2 dks | M Trawler Ref Mchy.aft | Oil 240×220 mm reduction<br>2400bhp<br>Soc. Alsacienne Const. Mé |
| 6801078<br>SDCK<br>10912<br>Esd Rdr<br>RT | **BJÖRN**<br>**Helsingborgs Ångslups A/B**<br>Helsingborg Swedish | 240<br>65<br>— | ✠100A1<br>tug<br>Skagerak, Kattegatt &<br>Baltic coasting service<br>Ice Class 1<br>✠LMC<br>EL ½"U2 | 1968-3 A/B Falkenbergs Varv—<br>Falkenberg<br>94' 6" 27' 4" 12' 7"<br>83' 9" 27' 3" 15' 1"<br>1 dk<br>3BH<br>rf nil BK5" WB110t | M Tug | Oil 4SA 6Cy. 400×600 mm<br>Masch. Augsburg-Nürnbe<br>2×56kW 380V 50c/s a.c.<br>Controllable pitch propelle |

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| 88<br><br><br>sd<br>Rdr | **BOJNICE**<br><br>**Czechoslovak Danube**<br>**Navigation N.P.**<br>Czechoslovak | **1403**<br>645<br>— | | | **1966** Angyalfold Shipyard—Bdp<br>267′ 0″ 37′ 4″ 10′ 2″<br>… … … | TM Mchy.aft<br><br><br>3 Ha<br>Cr 2(3) | 2 Oil 4SA each 8Cy. 216×310 mm<br>1600bhp<br>Lang Eng. Works Bdp<br>12k |
| 522<br>UL<br>32<br>sd<br>dr<br>RT | **BOLIVAR**<br>exCerro Bolivar–68<br>**Transnorge Inc.**<br>Monrovia Liberian | **12380**<br>7263<br>18650 | **✠100A1**<br>ore carrier<br>**✠LMC**<br><br>MN1500 | SS 6/64<br><br><br><br>EL (i†)2½″SQ | **1955–1** Eriksbergs M/V A/B—Got<br>582′ 10″ 70′ 0″ 29′ 11″<br>526′ 7″ 69′ 8″ 39′ 3″<br>P117′ F74′ 1 dk<br>NS 7BH<br>WB19227t incl. DTf777t | M Ore Carrier Mchy.aft<br><br>G.411000<br>10 Ha (14¾′×26¼′) (23¼′, 23¼′, 23¼′, 23¼′, 35′, 35′, 23¼′, 23¼′, 23¼′×30½′) | Oil 2SA 6Cy. 740×1600 mm<br>7500bhp 1672t<br>Eriksbergs M/V A/B Got<br>AuxB 114lb e (ex.g) 114lb 15k |
| 204<br><br><br>Esd<br>Rdr<br>RTv | **BORDABARRI**<br>exBaron Wemyss–68<br>**Bordagain Shipping Co. Ltd.**<br>Monrovia Liberian | *5669*<br>*2946*<br>10208<br>*8067*<br>*4490*<br>11950 | **✠100A1**<br><br>**✠LMC**<br><br>MN880 | SS 4/68<br><br><br><br>EL c† | **1960–2** Austin & Pickersgill Ltd.—Sld<br>465′ 1″ 59′ 9″ 25′ 10″/28′ 6½″<br>435′ 11″ 59′ 6″ 38′ 6″<br>F43′ 1 dk & S dk<br>RW 7BH<br>rf nil WB2498t | M OSD/CSD<br>5 Ho 64¼′, 65′, 47½′, 67½′, 67½′<br><br>5 Ha (32¼′, 32½′, 30′, 32½′, 32½′×24′)<br>Der 1(25) 10(5) | Oil 2SA 4Cy. 670×2320 mm<br>4400bhp Doxford (hvf)<br>N.E. Mar. Eng. Co. Ltd. Nwc<br>AuxB 100lb<br>3×175kW 220V d.c. |
| 5903137<br>NDW<br>71485<br>Esd<br>Pfd<br>RT | **BOSTON**<br>exGeneral M. M. Patrick–68<br>**Sea-Land Services Inc.**<br>Wilmington, Del United States | **11389**<br>7849<br>8854 | | <br><br>AB | **1945** Kaiser Co. Inc.—Richmond<br>522′ 11″ 72′ 0″ 30′ 5½″<br>496′ 0″ 71′ 6″ 45′ 6″<br>P160′ F79′ 4 dks<br>RW conv troopship 68<br>rf nil | S Mchy.aft<br>7 Ho each 40′<br>G.751680<br>12 Ha (stl) (each 36¼′×18′)<br>7 Ha (stl) (each 36¼′×26½′) | S Turb dr geared to sc. shaft<br>9900shp 1698t (o.f)<br>Westinghouse Elec. Corp. Brooklyn<br>2×500kW 440V d.c. 17k |
| 11578<br><br>89036<br>Df Esd<br>Gd Rdr<br>RTh | **BOSTON HARRIER**<br>exAcadia Snowbird–68<br>Launched as Boston Britannia<br>**Boston Deep Sea Fisheries Ltd.**<br>B. A. Parkes<br>Lowestoft British | **239**<br>81<br>147 | **✠100A1**<br>trawler<br>**✠LMC**<br><br>MN132 | ~~SS 8/64~~<br>SS 12/68<br><br><br>EL (d) j | **1956–11** J. Lewis & Sons Ltd.—Abn<br>122′ 3″ 24′ 5″<br>108′ 6″ 24′ 0″ 11′ 6″<br>F18′<br>RW 4BH<br>rf 27″ BK7″ | M Trawler<br>1 Ho 32′<br><br>2 Ha (each 5′×3½′) | Oil 2SA 6Cy. 12½″×18½″<br>660bhp (d.o)<br>H. Widdop & Co. Ltd. Keighley<br>2×20kW 220V d.c. |
| 11530<br>XBL<br>4945<br>Esd<br>Rdr<br>RTh | **BOSTON VALETTA**<br>exAcadia Fin-Fare–68<br>exBoston Valetta–61<br>**Boston Deep Sea Fisheries Ltd.**<br>B. A. Parkes<br>Lowestoft British | **239**<br>81<br>147 | **✠100A1**<br>trawler<br>**✠LMC**<br><br>MN132 | SS 6/65<br><br><br><br>EL (d)j | **1956–10** J. Lewis & Sons Ltd.—Abn<br>*111·0′* 24′ 5″<br>108′ 6″ 24′ 0″ 11′ 6″<br>F18′ 1 dk<br>RW 4BH<br>rf 27″ BK7″ | M Trawler<br>1 Ho 32′<br><br>2 Ha (each 5′×3½′) | Oil 2SA 6Cy. 12½″×18½″<br>660bhp 35t (d.o)<br>H. Widdop & Co. Ltd. Keighley<br>2×20kW 220V d.c. 10k |
| 246<br>TX<br><br>sd<br>Pfd<br>RT | **BØTRÅL I**<br><br>**Bø Havfiskeselskap A/S**<br>R. Hansen<br>Sortland Norwegian | 299<br>96<br>— | | | **1968** Kaarbös M/V A/S—Harstad<br>124′ 5″ 29′ 10″ 13′ 11¼″<br>105′ 0″ 29′ 6″ 14′ 1″<br>2 dks | M Trawler | Oil 2SA 8Cy. 280×420 mm<br><br>Wichmann Mtrf. Rub<br>Controllable pitch propeller |
| 10<br>LY<br><br>Esd<br>Rdr<br>Tm | **BRAS**<br><br>**A/S Bras**<br>S. Bartz-Johannessen A/S<br>Bergen Norwegian | 500<br>388<br>3169 | | | **1968** Akers A/S Trondhjems M/V—Tdh<br>239′ 3″ 11′ 8″<br>221′ 8″ 37′ 8″ 11′ 10″<br>1 dk & S dk<br>rf 1″ | M Tanker Mchy.aft<br>9 Ta<br>L.60565 HeCls. C<br><br>Der 2(1) | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Atlas-Mak Masch.<br>3×65kW 220V a.c.<br>Controllable pitch propeller 11½k |
| 608<br>ZD<br>0102<br>Esd<br>Pfd<br>Rdr RT | **BRASILIA**<br><br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish<br>For later particulars see New Entries No. 11 | **10287**<br>5701<br>— | **✠100A1**<br>Str. nav. Ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN2400 | SS 9/65<br><br><br><br>EL A†2 3/16″U2 | **1960–12** A/B Lindholmens Varv—Got<br>568′ 7″ 63′ 3″ 28′ 1″<br>532′ 3″ 63′ 0″ 39′ 6″<br>F95′ RAD60′ 2 dks, 3rd dk except in after hold<br>8BH<br>rf 8″ WB1929t len 68 | TM Ref<br><br>In.98000<br><br>Cr 2(7½) 10(5) | 4 Vee Oil 4SA each 12Cy. 400×460 mm in pairs with electromagnetic slip couplings and sr gearing to 2 sc. shafts<br>12000bhp<br>A/B Lindholmens Varv Got<br>2AuxB 100lb ✠NB(a) 9/65 |
| 6904258<br><br><br>Df Esd<br>Gc Rdr<br>Tm/h/v | **BRIGIT MÆRSK**<br><br>A/S **D/S Svendborg**<br>A. P. Möller, Copenhagen<br>Copenhagen Danish | **15850**<br>9160<br>— | | | **1968** Kaldnes M/V A/S—Tbg<br>591′ 7″ 75′ 2″<br>550′ 8″ 75′ 0″ 45′ 0″<br>P127′ B69′ F59′ 1 dk<br><br>rf 2″ | M Bulk Carrier Mchy.aft<br>6 Ho 71′, 67½′, 68½′, 60¼′, 60¼′, 71¼′<br>G.1032310 B.985240<br>6 Ha (stl) (each 43¼′×38′)<br>Der 12(5-10) | Oil 2SA 6Cy. 740×1600 mm<br>10600bhp B&W 2051t (hvf)<br>Akers/Nylands Verksted Osl<br>3×389kW 450V 60c/s a.c. |
| 371260<br><br><br>EsRdr<br>RTm | **BRIONI**<br>exTuskar–68<br>**Losinjska Plovidba**<br>Rijeka Yugoslav | **2415** ~~**4500**~~<br>1225 ~~733~~<br>~~2196~~ | **✠100A1**<br><br>**✠LMC**<br><br>MN400 | SS 3/66<br><br><br><br>EL s 1⅝″SQ | **1962–6** C. Connell & Co. Ltd.—Gls<br>295′ 0″ 45′ 3″ 17′ 0¾″<br>272′ 10″ 43′ 0″ 26′ 6″<br>B66′ 1 dk & S dk, 3rd dk in Nos. 1 & 2 holds<br>Coll BH to S dk 4 to 2nd dk<br>rf 4″ WB491t incl. Tunnel tanks 193t | M Ref OSD<br>3 Ho 35′, 57′, 38′<br>G.154630 B.141300 In.4750<br>4 Ha (stl) (18′, 20′, 30′, 28½′×18½′)<br>Cr 1(15) 3(5) | Oil 2SA 6Cy. 500×700 mm<br>2000bhp Polar 210t (d.o)<br>Nydqvist & Holm A/B Thn<br>3×100kW 440V 60c/s a.c. 14k |
| 904260 | **BRITISH UNITY**<br><br>**BP Tanker Co. Ltd.**<br>London British | **15000**<br>9000<br>22500 | **100A1**<br>oil tanker<br>Class contemplated | | Brodogradiliste "Split"—Spt<br>558′ 7″ 81′ 6″ 31′ 1″<br>528′ 11″ 81′ 5″ 41′ 4″ | M Tanker Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>B&W<br>Brodogradiliste "Uljanik" Pula |
| 03149<br>KHO<br>13557<br>Esd<br>Pfd<br>RT | **BROOKLYN**<br>exGeneral C. C. Ballou–68<br>**Sea-Land Services Inc.**<br>Wilmington, Del United States<br>For later particulars see New Entries No. 11 | **11389**<br>7849<br>8854 | | <br><br>AB | **1945** Kaiser Co. Inc.—Richmond<br>522′ 11″ 72′ 0″ 30′ 5½″<br>496′ 0″ 71′ 6″ 45′ 6″<br>P160′ F79′ 4 dks<br>RW conv troopship 68<br>rf nil | S Mchy.aft<br>7 Ho each 40′<br>G.751680<br>12 Ha (stl) (each 36¼′×18′)<br>7 Ha (stl) (each 36¼′×26½′) | S Turb dr geared to sc. shaft<br>9900shp 1698t (o.f)<br>Westinghouse Elec. Corp. Brooklyn<br>2×500kW 440V d.c. 17k |

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| 5114351<br>SXDQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALLIOPE L.**<br>exFernvalley-68<br>**Astro Naviero Cia. Maritima S.A.**<br>Greek | 4504<br>2540<br>6420<br>6133<br>3628<br>8445 | NV | **1955** S. Stephen & Sons Ltd.—Gls<br>427' 11" 57' 1" 23' 1½"/27' 0½"<br>402' 2" 56' 11"<br>P46' B85' F72' 1 dk & S dk, 3rd dk in Nos. 1 & 3 holds | M (12P) Ref OSD/CSD<br>5 Ho 47½', 63¾ , 60', 67½', 65'<br>G.428510 B.388340 In.4870<br>5 Ha (stl) (22½', 34 , 27½', 32½', 32½' × 18')<br>16W Der 1(30) 4(10) 12(5) | Oil 2SA 4Cy. 670 × 2320 mm<br>4400bhp Doxford<br>A. Stephen & Sons Ltd.<br>3 × 180kW 220V d.c. |
| 6903527 | **CAMPEADOR**<br>**Compañia Arrendataria del Monopolio de Petroleos S.A.**<br>Cadiz Spanish | 21000<br>—<br>35200 | 100A1<br>oil tanker<br>Class contemplated | Soc. Española de Const. Nav.—Cdz<br>685' 9" 87' 1" 35' 1"<br>630' 0" 87' 0" 45' 11" | M Tanker Mchy.aft | Oil 2SA 6Cy. 840 × 1800 mm<br>B&W<br>Soc. Española de Const. N<br>Cdz |
| 6904430 | **CAMPONALON**<br>**Cia. Arrendataria del Monopolio de Petroleos S.A.**<br>Gijon Spanish | 4270<br>—<br>6290 | 100A1<br>oil tanker<br>Class contemplated | S.A. Juliana Const. Gijonesa—Gjn<br>406' 4" 54' 3"<br>380' 6" 54' 2" 24' 4" | M Tanker Mchy.aft | Oil 2SA 5Cy. 500 × 1100 mm<br>Soc. Española de Const. Na |
| 5060665<br>Df Esd<br>Rdr<br>RTm | **CAP AKRITAS**<br>exCap Guir-68<br>**Red Mediterranean Transport Co. Ltd.**<br>Panama Panamanian | 1469<br>704<br>2088 | BV | **1955** T. van Duijvendijk's Schps.—Lekkerkerk<br>294' 10" 40' 7" 17' 3½"<br>270' 0" 40' 6"<br>1 dk & S dk<br>RW<br>rf 39" | M Ref OSD<br>pt bulk wine carrier<br>4 Ho 37¾', 33', 35¾', 28¾'<br>G.119491 B.115607 In.3177<br>4 Ha (stl) (29½', 29½', 29½', 25½' × 16½')<br>8W Der 2(5) 6(3) | Oil 2SA 8Cy. 450 × 820 mm<br>2000bhp<br>S.A. Fiat<br>3 × 120kW 220V d.c. |
| 5060835<br>Df Esd<br>Rdr<br>RTm | **CAP TAINARON**<br>exCap Sim-68<br>**Red Mediterranean Transport Co. Ltd.**<br>Panama Panamanian | 1428<br>698<br>2163 | BV | **1957** S.A. des Anc. Ch. Dubigeon—Nts<br>313' 8" 40' 7" 17' 3½"<br>270' 1" 40' 6" 25' 11"<br>P33' Q66' B35' F49' 1 dk & S dk<br>RW<br>rf 4" | M Ref OSD<br>pt bulk wine carrier<br>4 Ho 37¾', 33', 44½', 27½'<br>G.112289 B.102970 In.3177<br>4 Ha (stl) (33½', 31', 31½', 23' × 16½')<br>8W Der 2(5) 6(3) | Oil 2SA 8Cy. 450 × 820 mm<br>2000bhp<br>S.A. Fiat S.G.M.<br>3 × 120kW 220V d.c. |
| 6804836<br>328640<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE ARGOS**<br>**National Sea Products Ltd.**<br>Halifax Canadian | 628<br>292<br>— | ✠Class **WITHDRAWN** at Owners' request 4/69 | **1968-3** Halifax Shipyards Ltd.—Hfx<br>155' 3" 33' 2" 12' 5½"<br>131' 3" 32' 10" 15' 9"<br>F67'<br>3BH<br>rf 31" Box K13" WB15t | M Stern Trawler | Oil 4SA 8Cy. 320 × 450 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz<br>2 × 80kW 230V 60c/s a.c.<br>Controllable pitch propeller |
| 6308026<br>328657<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE JOHN**<br>**National Sea Products Ltd.**<br>Halifax Canadian | 629<br>292<br>— | ✠Class **WITHDRAWN** at Owners' request 4/69 | **1968-5** Halifax Shipyards Ltd.—Hfx<br>155' 3" 33' 2" 12' 5½"<br>131' 3" 32' 10" 15' 9"<br>F67'<br>3BH<br>rf 31" Box K 13" WB15t | M Stern Trawler | Oil 4SA 8Cy. 320 × 450 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz<br>2 × 80kW 230V 60c/s a.c.<br>Controllable pitch propeller |
| 6902999 | **CAPE SABLE**<br>**Lyle Shipping Co. Ltd.**<br>Scottish Ship Management Ltd.<br>Glasgow British | 13532<br>7687<br>18700 | 100A1<br>Class contemplated | Marinens Hovedverft—Horten<br>527' 8" 75' 2"<br>495' 0" 75' 0" 42' 11" | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760 × 1550 mm<br>Marinens Hovedverft |
| 6822010<br>SYRZ<br>1335<br>Df Esd<br>Gc Rdr<br>RTv | **CAPETAN GIANNIS**<br>**Alafouzos Shipping Co. Ltd.**<br>Piræus Greek | 9031<br>6337<br>14990 | ✠100A1<br>✠LMC<br>MN1100 EL Z 2¼"U2 | **1968-9** Bartram & Sons Ltd.—Sld<br>462' 9" 67' 2" 29' 0½"<br>440' 2" 67' 0" 38' 6"<br>F43' 1 dk, 2nd dk except in No. 5 hold<br>6BH to U dk 1 to 2nd dk<br>rf nil WB3792t incl. DTm1752t | M<br>5 Ho 70¾', 97½', 37½' 75', 70<br>G.764000 B.699000<br>5 Ha (stl) (38½' × 22') (40', 45', 42½' × 28') (37½' × 22')<br>Der 1(30) 10(5) | Oil 2SA 5Cy. 680 × 1250 mm<br>5500bhp Sulzer<br>G. Clark & N.E.M. Ltd.<br>AuxB 100lb<br>3 × 250kW 440V 60c/s a.c. |
| 5239151<br>IBMQ<br>160<br>Df Esd<br>Gc Rdr | **CAPO FINO**<br>exVioca-68 exMomi Fassio-67<br>**"Capo Gallo" Cia. di Navigazione S.p.A.**<br>Messina Italian | 12950<br>7641<br>19287 | AB RI | **1956** Cant. Nav. Riuniti—Anc<br>563' 11" 72' 11" 31' 0½"<br>526' 8" 72' 9½" 39' 11"<br>P111' B49' F59' 1 dk<br>RW<br>rf 6" | S Tanker Mchy.aft<br>20 Ta<br>L.945450 HeCls. BC | S Turb dr geared<br>11000shp 1800t<br>Cant. del Tirreno |
| 5242146<br>SXER<br>Esd Gc<br>Rdr | **CAPTAGIANNIS**<br>exAgia Varvara-68<br>exMornar-67 exOris-58<br>**Lefkas Cia. Naviera**<br>Piræus Greek<br>For later particulars see New Entries No. 10 | 1528<br>783<br>2513 | JR | **1949** J. Crown & Sons Ltd.—Sld<br>258' 7" 42' 0" 17' 8½"<br>41' 10"<br>2 dks | S<br>G.162473 B.148721<br>8W Der 2(10) | T 3Cy. 16½" 28¼' & 48" × 36"<br>N.E. Mar. Eng. Co. (1938) Ltd. |
| 5245526<br>PIDZ<br>14894<br>Df Esd<br>Gc Rdr<br>RT | **CARBO TIGER**<br>exNaess Tiger-68<br>**Nederlandse Norness Scheepv. Maats. N.V.**<br>Amsterdam Netherland | 16139<br>10297<br>25920 | AB | **1958** N.V. Kon. Maats. "De Schelde"—Fls<br>614' 8" 76' 8" 32' 9½"<br>580' 0" 76' 6" 42' 7"<br>P155' Q113' B39' F61' 1 dk<br>RW conv tanker 68<br>rf 4" | M Chemical Tanker Mchy.aft<br>32 Ta 11 Ho 37', 37', 37', 37', 37', 18½', 18¾ , 37', 37', 37', 37'<br>L.1163162 HeCls. BC<br>Der 1(6) 3(5) 2(1) | Oil 2SA 7Cy. 760 × 1550 mm<br>8400bhp 2226t<br>N.V. Kon. Maats. "De Schel<br>3 × 150kW 220V d.c. |
| 6902822<br>LCAR<br>Df Gc<br>Pfd Rdr<br>RTm | **CASTEL**<br>**I/S Syver**<br>Hövding Skipsopphugging<br>Oslo Norwegian | 200<br>123<br>360 | | **1968** A/S Sandnessjöen Slip & Mek. Verk.—Sandnessjöen<br>125' 7" 24' 4" 10' 0½"<br>113' 1" 24' 3" 11' 2"<br>P130' 1 dk | M Mchy.aft<br>1 Ho 70½'<br>G.14625 B.13485<br>2W Cr 1(2½) Der 1(2½) | Oil 2SA 4Cy. 300 × 360 mm<br>280bhp (semi-diesel)<br>A/S Bergens M/V |

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| 2626<br><br><br>RT | **CASTILLA**<br><br>**Alimentos del Mar S.A.**<br>Chimbote Peruvian | 188<br>89<br>— | <br><br>GL | 1968 Ast. Picsa S.A.—Clo<br>*95·4′* 24′ 0″<br>23′ 11″ 10′ 0″<br>1 dk | M Fishing | Oil 4SA 8Cy. 15<br>reduction geared<br>510bhp<br>Cate.pillar Tractor Co. |
| 1479<br>CXO<br>2118<br>Esd<br>Rdr<br>RT | **CAYBER**<br>exBarkentine–68<br>exSofie Mærsk–63<br>Launched as Sally Mærsk<br>**Cayber Shipping Co. Ltd.**<br>Georgetown, Cayman Is. British | 11026<br>6610<br>16900 | **✠100A1** TD4–5/67<br>oil tanker<br>**✠LMC**<br><br>MN1106 EL f†2$\frac{5}{16}$″SQ | 1953–6 Odense Staalskibs.—Odn<br>526′ 9″ 68′ 4″ 30′ 2″<br>496′ 0″ 68′ 3″ 37′ 5″<br>P99′ B37′ F59′ 1 dk<br>12BH<br>WB841t incl. DTf440t | M Tanker Mchy.aft | Oil 2SA 6Cy. 740×1600 mm<br>5530bhp<br>Burmeister & Wain Cpn<br>3AuxB (2 o.f 1 ex.g) 180lb 14k |
| 2977<br>NAF<br>2444<br>Esd<br>Gc Rdr<br>RT | **CHEE LEE**<br>exEugenia–68 exChristine–68<br>exWorld Chieftain–66<br>exWorld Traveller–59<br>exMissionary Ridge–56<br>**Far Eastern Nav. Corp.**<br>Keelung China (Taiwan) | 12848<br>8433<br>22947 | <br><br>AB | 1959 (Cargo section) Harima S.B. & Eng. Co.—Aio<br>1943 (Fwd & aft sections) Sun S.B. & D.D. Co.—Chester, Pa<br>571′ 6″ 75′ 3″ 33′ 2¾″<br>551′ 6″ 75′ 0″ 46′ 9″<br>P85′ B35′ 1 dk<br>RW<br>rf nil | T-E Bulk Carrier Mchy.aft<br>4 Ho<br>7 Ha | S Turb 7240shp driving 1 gen. 4320kW 2300V a.c. connected to elec. motor 6000shp (Sy) 1460t (o.f)<br>General Electric Co. Lyn<br>14½k |
| 058650<br>PDHX<br>Df Esd<br>Gc Pfd<br>Rdr<br>Tm/h/v | **CHEVRON NAPLES**<br>exCaltex Naples–68<br>**Maats. tot Financiering van Bedrijf-spanden N.V.**<br>Chevron Tankers (Nederland) N.V.<br>Amsterdam Netherland | 21258<br>12343<br>31356 | <br><br>AB | 1961 N.V. Wilton-Fijenoord—Sch<br>665′ 10″ 89′ 5″ 35′ 5½″<br>630′ 0″ 89′ 0″ 45′ 0″<br>1 dk<br>RW<br>rf 3″ | S Tanker Mchy.aft<br>30 Ta<br>L.1487472 HeCls. BC<br>Der 2(10) 2(5) 2(1) | 2 S Turb dr geared to sc. shaft<br>14500shp 3840t (o.f)–83pd<br>N.V. Wilton-Fijenoord Sch<br>2×750kW 450V 60c/s a.c. 17k |
| 6903539<br>JINK<br>102760<br>Df Esd<br>Gc Pfd<br>Rdr | **CHOSHO MARU No. 12**<br><br>**Choshomaru Gyogyo K.K.**<br>Nansei Japanese | 404<br>—<br>— | | 1968 Miho Zosensho—Shimizu<br>179′ 10″ 28′ 4″ 11′ 2″<br>160′ 8″ 28′ 3″ 13′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. Niigata |
| 255260<br>ICCP<br><br>Esd<br>Rdr<br>RT | **CIELO AZZURRO**<br>ex*Tobruk*–68 exNordhav–66<br>**Società Internazionale di Navigazione per Azioni**<br>d'Amico Società di Navigazione S.p.A.<br>Palermo Italian | 12656<br>7207<br>19655 | <br><br>NV | 1958 A/S Bergen M/V—Bgn<br>566′ 10″ 72′ 0″ 30′ 10″<br>525′ 0″ 71′ 10″<br>P131′ B46′ 1 dk<br>RW | M Tanker Mchy.aft<br>28 Ta<br>L.923000 HeCls. BC | Oil 2SA 7Cy. 750×1600 mm<br>8200bhp Stork 1500t–29pd<br>Nederl. Dok Maats. Ams<br>15k |
| 8478<br>CCR<br><br>Esd<br>Rdr<br>/h/v | **CIELO ROSSO**<br>exEidsfoss–68<br>**Società Internazionale di Navigazione per Azioni**<br>d'Amico Società di Navigazione S.p.A.<br>Palermo Italian | 13165<br>7528<br>19700 | <br><br>NV | 1959 Nederl. Dok. & Schps.—Ams<br>560′ 0″ 72′ 0″ 30′ 8¾″<br>535′ 0″ 71′ 10″ 40′ 1″<br>P135′ B51′ F74′ 1 dk | M Tanker Mchy.aft<br>27 Ta<br>L.956547 HeCls. BC | Oil 2SA 7Cy. 750×1600 mm<br>8200bhp 1833½ (hvf)–28pd<br>Gebr. Stork & Co. Hengelo<br>3×300, 300, 100kW 440, 440, 450V 60c/s a.c.<br>14½k |
| 29587<br>ELUH<br>3120<br>Esd<br>Rdr<br>Tm/h/v | **CONSTANCE**<br><br>**Continental Shipping Inc.**<br>Monrovia Liberian | 8849<br>6167<br>14913 | | 1968 Ishikawajima-Harima Hvy Ind.—Tok<br>467′ 6″ (incl. BB) 65′ 2″ 29′ 8½″<br>439′ 10″ 65′ 0″ 40′ 10″<br>2 dks<br>rf 6″ | M Mchy.aft<br>4 Ho 52½′, 107¼′, 50′, 110<br>G.719850 B.672460<br>6 Ha (stl) (each 30′×32½′)<br>12W Der 4(10) 8(5) | Oil 4SA 12Cy. 400×460 mm<br>5130bhp Pielstick 1225t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>3×200, 200, 170kW 450V 60c/s a.c.<br>13½k |
| 6607393<br>GWMA<br>309605<br>Df Esd<br>Pfd Rdr<br>RT | **CORELLA**<br><br>**The Ministry of Agriculture, Fisheries & Food**<br>Lowestoft British | 459<br>117<br>— | **✠100A1**<br>stern trawler<br>**✠LMC**<br><br>MN212 EL p | 1967–3 Brooke Marine Ltd.—Lwt<br>132′ 6″ 32′ 4″ 12′ 0″<br>117′ 6″ 32′ 0″ 15′ 6″<br>F68′<br>RW 4BH<br>rf 39″ WB41t | M Stern Trawler Mchy.aft | 2 Oil 4SA each 6Cy. 9½″×12″ dr geared to sc. shaft<br>1060bhp<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>2×125kW 415V 50c/s a.c.<br>Controllable pitch propeller |
| 6904492 | **CORFU ISLAND**<br><br>**Naxos Shipping Corporation**<br>Panama Panamanian | 9045 ~~9070~~<br>6225 ~~6140~~<br>14950 | **100A1**<br>Class contemplated | Bartram & Sons Ltd.—Sld<br>462′ 9″ 67′ 1″ 29′ 0½″<br>440′ 0″ 67′ 0″ 38′ 6″<br>RW | M | Oil 2SA 5Cy. 680×1250 mm<br>Sulzer<br>G. Clark & N.E.M. Ltd. Sld |
| 6728537<br>SVOK<br><br>Df Esd<br>Gc Pfd<br>Rdr | **COSTAS FRANGOS**<br><br>**Marfo Compania S.A.**<br>Piræus Greek | 15355<br>9777<br>25055 | <br><br>AB | 1968 Fujinagata S.B. & E. Co. Ltd.—Osa<br>579′ 5″ 76′ 3″ 33′ 0¼″<br>551′ 2″ 76′ 1″ 45′ 9″<br>P108′ F40′ 1 dk<br>rf 4″ | M Bulk Carrier Mchy.aft<br>6 Ho<br>G.1195000 B.1053000<br>6 Ha (stl) | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer 1802t<br>Uraga Hvy Ind. Ltd. Tamashima<br>3×382kW |
| 090438<br>YTKC<br><br>RT | **CRESANKA**<br>exDimitrios K–68<br>exDionisios Zambazas–64<br>**Jadranska Linijska Plovidba**<br>Rijeka Yugoslav | 334<br>203<br>— | | 1962 Koroneos Bros.—Perama<br>148′ 8″ 26′ 4″ 8′ 2″<br>133′ 2″ 26′ 3″<br>1 dk | TM Ferry Mchy.aft | 2 Oil 2SA each 8Cy. 165×180 mm<br>100bhp Emade—fitted62<br>General Motors Corp. |

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|---|---|---|---|---|---|---|---|
| 5082601<br>ELDN<br>2821<br>Df Esd<br>Gc Rdr<br>RT | **CRUZ DEL SUR**<br>exJuan Peron-55<br>**The Southern Cross Co. Ltd.**<br>Monrovia Liberian | 27652<br>18594<br>25843 | AB<br><br>✠Classed LR until 11/67 | 1951-10 Harland & Wolff Ltd.—Bel<br>664' 1" 80' 6" 34' 7½"<br>635' 9" 80' 0" 61' 0"<br>P167' F149' 3 dks<br>RW conv whale oil factory 68<br>rf 3" | TM Tanker Mchy.aft<br>12 Ta | <br><br>HeCls. BC | 2 Oil 4SA each 6Cy. 740×15 mm<br>6160bhp<br>Harland & Wolff Ltd.<br>5×425kW |
| 6903541<br><br><br>Gc Rdr | **DAIKO MARU**<br><br>**Daito Kaiun Y.K.**<br>Muroran Japanese | 520<br>281<br>1100 | | 1968 Izumi Zosensho—Moji<br>178' 5" 30' 3" 14' 2"<br>162' 5" 30' 2" 15' 5"<br>1 dk | M Mchy.aft | | Oil 4SA 6Cy. 330×500 mm<br>1000bhp<br>Matsui Tekkosho |
| 6903553<br>JARG<br>104267<br>Df Esd<br>Rdr RT | **DAIRYO MARU No. 2**<br><br>**Yamato Suisan K.K.**<br>Narao Japanese | 112<br>24<br>— | | 1968 Hayashikane Zosen—Nag<br>114' 3" 21' 9" 7 10"<br>96' 9" 21' 8" 9' 2"<br>1 dk | M Fishing | | Oil 4SA 6Cy. 280×440 mm<br>950bhp<br>Niigata Eng. Co. Ltd. |
| 6902731<br>ATDL<br>1325 | **DAMODAR TANABE**<br><br>**Damodar Bulk Carriers Ltd.**<br>Bombay Indian | 25000<br>19000<br>43800 | 100A1<br>Class contemplated | Brodogradiliste "Split"—Spt<br>634' 6" (incl. BB) 95' 4" 38' 8¾"<br>605' 1" 95' 2" 53' 2" | M Bulk Carrier Mchy.aft | | Oil 2SA 6Cy. 860×1600 mm<br><br>Masch. Augsburg-Nürnberg |
| 6729218<br>WNVM<br>512953<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DELTA ARGENTINA**<br><br>**Delta S.S. Lines Inc.**<br>New Orleans United States | T.Mk<br>**7146**<br>4134<br>—<br>**10396**<br>6299<br>13039 | <br><br>AB | 1967 Ingalls S.B. Corp.—Pascagoula<br>522' 0" (incl. BB) 70' 2" —/31' 0¾"<br>487' 0" 70' 0" 45' 0"<br>B53' F135' 2 dks<br><br>rf nil | S (4P) Ref Mchy.aft<br>7 Ho 47½', 50', 50', 50', 50', 50', 61'<br>G.701000 B.646860 In.47280<br>18 Ha (stl) (20'×11¾') (30'×18¾') (36', 36'×11¾') (36', 36', 36', 36'×18¾') (40½', 40½', 40½', 40½', 40½', 40½', 40½', 40½'×16½') (20½', 20½'×12½')<br>2W Cr 5(5) 4(2) Der 1(75) 2(10) | | 2 S Turb dr geared to sc. shaft<br>14250shp<br>General Electric Co.<br>2×1000kW 450V 60c/s a.c. |
| 6804240<br>WNVM<br>514758<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DELTA BRASIL**<br><br>**Delta S.S. Lines Inc.**<br>New Orleans United States | T.Mk<br>**7146**<br>4134<br>—<br>**10396**<br>6299<br>13039 | <br><br>AB | 1967 Ingalls S.B. Corp.—Pascagoula<br>522' 0" (incl. BB) 70' 2" —/31' 0¾"<br>487' 0" 70' 0" 45' 0"<br>B53' F134' 2 dks<br><br>rf nil | S (4P) Ref Mchy.aft<br>7 Ho 47½', 50', 50', 50', 50', 50', 61'<br>G.701000 B.646860 In.47280<br>18 Ha (stl) (20 ×11¾') (30'×18¾') (36', 36'×11¾') (36', 36', 36', 36'×18¾') (40½', 40½', 40½', 40½', 40½', 40½', 40½', 40½'×16½') (20½', 20½'×12½')<br>2W Cr 5(5) 4(2) Der 1(75) 2(10) | | 2 S Turb dr geared to sc. shaft<br>14250shp<br>General Electric Co.<br>2×1000kW 450V 60c/s a.c. |
| 6828521<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DELTA MEXICO**<br><br>**Delta S.S. Lines Inc.**<br>New Orleans United States | T.Mk<br>**7146**<br>4134<br>—<br>**10396**<br>6299<br>13039 | <br><br>AB | 1968 Ingalls S.B. Corp.—Pascagoula<br>522' 0" (incl. BB) 70' 2" —/31' 0¾"<br>487' 0" 70' 0" 45' 0"<br>B53' F134' 2 dks<br><br>rf nil | S (4P) Ref Mcny.aft<br>7 Ho 47½', 50', 50', 50', 50', 50', 61'<br>G.701000 B.646860 In.47280<br>18 Ha (stl) (20'×11¾') (30'×18¾') (36', 36'×11¾') (36', 36', 36', 36'×18¾') (40½', 40½', 40½', 40½ , 40½', 40½', 40½', 40½'×16½') (20½', 20½'×12½')<br>2W Cr 5(5) 4(2) Der 1(75) 2(10) | | 2 S Turb dr geared to sc. shaft<br>14250shp<br>General Electric Co.<br>2×1000kW 450V 60c/s a.c. |
| 6817819<br>WLGB<br>515910<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DELTA PARAGUAY**<br><br>**Delta S.S. Lines Inc.**<br>New Orleans United States | T.Mk<br>**7146**<br>4134<br>—<br>**10396**<br>6299<br>13039 | <br><br>AB | 1968 Ingalls S.B. Corp.—Pascagoula<br>522' 0" (incl. BB) 70' 2" —/31' 0¾"<br>487' 0" 70' 0" 45' 0"<br>B53' F134' 2 dks<br><br>rf nil | S (4P) Ref Mchy.aft<br>7 Ho 47½', 50', 50', 50', 50', 50', 61'<br>G.701000 B.646860 In.47280<br>18 Ha (stl) (20'×11¾') (30'×18¾') (36', 36'×17¾') (36', 36'. 36', 36'×18¾') (40½', 40½', 40½', 40½', 40½', 40½', 40½', 40½'×16½') (20½', 20½'×12½')<br>2W Cr 5(5) 4(2) Der 1(75) 2(10) | | 2 S Turb dr geared to sc. shaft<br>14250shp<br>General Electric Co.<br>2×1000kW 450V 60c/s a.c. |
| 6817807<br>KPNA<br>516600<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DELTA URUGUAY**<br><br>**Delta S.S. Lines Inc.**<br>New Orleans United States | T.Mk<br>**7146**<br>4134<br>—<br>**10396**<br>6299<br>13039 | <br><br>AB | 1968 Ingalls S.B. Corp.—Pascagoula<br>522' 0" (incl. BB) 70' 2" —/31' 0¾"<br>487' 0" 70' 0" 45' 0"<br>B53' F134' 2 dks<br><br>rf nil | S (4P) Ref Mchy.aft<br>7 Ho 47½', 50', 50', 50', 50 , 50', 61'<br>G.701000 B.646860 In.47280<br>18 Ha (stl) (20'×11¾') (30'×18¾') (36', 36'×11¾') (36', 36', 36', 36'×18¾') (40½', 40½', 40½', 40½', 40½', 40½', 40½', 40½'×16½') (20½', 20½'×12½')<br>2W Cr 5(5) 4(2) Der 1(75) 2(10) | | 2 S Turb dr geared to sc. shaft<br>14250shp<br>General Electric Co.<br>2×1000kW 450V 60c/s a.c. |
| 6815562<br>ELID<br>2904<br>Df Esd<br>Gc Rdr<br>RTv | **DEMETRA**<br><br>**Marcredo Cia. Nav. S.A.**<br>Monrovia Liberian | 9528<br>6238<br>16001 | <br><br>AB | 1968 Nippon Kokan K.K.—Shimizu<br>459' 7" 72' 4" 30' 5½"<br>423' 1" 72' 2" 41' 4"<br>P67' B66' F32' 1 dk<br><br>rf 6" | M Bulk Carrier Mchy.aft<br>6 Ho 53¾', 46½', 53¾', 53¾', 54', 54'<br>G.747218 B.701932<br>6 Ha (stl) (29½'×29½') (27', 29¾', 29¾', 29¾', 29¾'×34½')<br>12W Der 8(10) 4(5) | | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Uraga Hvy Ind. Ltd.<br>2×310kW 440V 60c/s a.c. |
| 6903565 | **DISCOVERY BAY**<br><br>**P. & O. Steam Nav. Co.**<br>Overseas Containers Ltd.<br>London British | T.Mk<br>**27000**<br>—<br>— | 100A1<br>Class contemplated | Howaldtswerke-Deutsche Werft—Ham<br>752' 5" (incl BB) 100' 3" 35' 1"<br>699' 9" 100' 0" 54' 0" | S Ref Mchy.aft | | 2 S Turb dr geared to sc. sh<br><br>Stal-Laval Turb. Co. |

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| 2638<br><br><br>RT | **DON JOHN**<br><br>**Pesquera Industrial**<br>**Constancia S.A.**<br>Tambo de Mora Peruvian | 200<br>89<br>— | | <br><br>GL | 1968 Ast. Picsa S.A.—Clo<br>*88·0′* 23′ 2″<br>23′ 1″ 11′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm reverse<br>reduction geared<br>425bhp<br>Caterpillar Tractor Co. | <br><br><br>Peoria |
| 3983<br>NZ<br><br>Isd<br>RT | **DOROTHEA G**<br>exUrania–68<br>**Partenreederei m.s.**<br>**"Dorothea G"**<br>H. Glahr & Co.<br>Bremen W. German | 1421<br>892<br>2170 | | <br><br>GL | 1956 Jos. L. Meyer—Papenburg<br>244′ 4″ 38′ 0″ 17′ 1⅜″<br>224′ 8″ 37′ 9″ 21′ 0″<br>2 dks<br>RW | M CSD Mchy.aft<br><br>G.100100 B.91600<br>2 Ha | Oil 4SA 6Cy. 420×660 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz | <br><br>Kln<br>12k |
| 008 | **DUBLIN**<br><br>**Shell Mex & B.P. Ltd.**<br>London British | 1200<br>600<br>1700 | 100A1<br>oil tanker<br>Class contemplated | | Hall, Russell & Co. Ltd.—Abn<br>214′ 9″ 37′ 2″ 14′ 4¾″<br>202′ 0″ 36′ 11″ 15′ 6″ | M Tanker Mchy.aft | Vee Oil 4SA 8Cy. 250×300 mm<br><br>British Polar Engines Ltd. | <br><br>Gls |
| 03230<br><br><br>Isd<br>Rdr<br>RT | **DUPLUS**<br><br>**Nederlandse Maatschappij**<br>**voor Werken Buitengaats**<br>'s-Gravenhage Netherland | 699<br>190<br>— | | | 1968 Boele's Schps. & Mchf.—Bolnes<br>134′ 6″ 56′ 4″<br>131′ 3″ 55′ 11½″ 35′ 9″<br>2 dks | TM Mchy.aft<br>Twin Hull | 2 Oil 4SA each 10Cy. 215×260 mm<br>3000bhp<br>Stork-Werkspoor<br>Directional propellers 2 fwd, 2 aft | <br><br>Ams |
| 3010 | **DUTCH FAITH**<br><br>**N.V. "Tankvaart**<br>**Rotterdam"**<br>Rotterdam Netherland | 999<br>642<br>— | 100A1<br>oil tanker<br>Class contemplated | | Schps. v/h De Groot & V. Vliet—<br>Slikkerveer<br>227′ 4″ 38′ 1″ 16′ 4″<br>208′ 6″ 37′ 8½″ 19′ 11″ | M Tanker Mchy.aft | Oil 2SA 8Cy. 300×550 mm<br><br>N.V. Smit & Bolnes | <br><br>Zierikzee |
| 02482 | **E-5-CE**<br><br>**República de Cuba**<br>Havana Cuban | 105<br>—<br>— | 100A1<br>trawler<br>Class contemplated | | Ast. Celaya—Bbo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | <br><br>Ctg |
| 494 | **E-6-CE**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | | Ast. Celaya—Bbo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | <br><br>Ctg |
| 09 | **E-7-CE**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | | Ast. Celaya—Bbo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | <br><br>Ctg |
| 1 | **E-8-CE**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | | Ast. Celaya—Bbo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | <br><br>Ctg |
| 3 | **E-37-SA**<br><br>**República de Cuba**<br>Havana Cuban | 105<br>—<br>— | 100A1<br>trawler<br>Class contemplated | | Ast. de Santander S.A.—Snt<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin | <br><br>Msl |
| 42 | **E-38-SA**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | | Ast. de Santander S.A.—Snt<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin | <br><br>Msl |
| 325A | **E-39-SA**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | | Ast. de Santander S.A.—Snt<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin | <br><br>Msl |
| 266 | **E-40-SA**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | | Ast. de Santander S.A.—Snt<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin | <br><br>Msl |
| 78 | **E-41-SA**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | | Ast. de Santander S.A.—Snt<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin | <br><br>Msl |
| 0 | **E-42-SA**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | | Ast. de Santander S.A.—Snt<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin | <br><br>Msl |
| 2 | **E-43-SA**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | | Ast. de Santander S.A.—Snt<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin | <br><br>Msl |

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| 6903307 | **E-44-SA**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | Ast. de Santander S.A.—Snt<br>75' 1" 21' 8" 10' 6"<br>65' 7" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin |
| 6903319 | **E-45-SA**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | Ast. de Santander S.A.—Snt<br>75' 1" 21' 8" 10' 6"<br>65' 7" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br><br>Moteurs Baudouin |
| 6902535 | **E-48-MA**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | Maritima de Axpe S.A.—Bbo<br>75' 1" 10' 6"<br>65' 7" 21' 0" 11' 4" | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" |
| 6902547 | **E-49-MA**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | Maritima de Axpe S.A.—Bbo<br>75' 1" 10' 6"<br>65' 7" 21' 0" 11' 4" | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" |
| 6902834 | **E-50-MA**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | Maritima de Axpe S.A.—Bbo<br>75' 1" 21' 8" 10' 6"<br>65' 7" 21' 0" 11' 4" | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" |
| 5137523<br>PDVY<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **EEMSTROOM**<br>exGuineekust–68<br>**N.V. Stoomv. Maats.**<br>**"Nederland"**<br>N.V. Hollandsche Stoomb.<br>Maats.<br>Amsterdam Netherland | 3986<br>2197<br>4584 | ✠100A1 SS 11/64<br>DTsa & tunnel side tanks<br>No. 3 hold—vegetable oil<br>✠LMC<br>MN660 EL x 2½"SQ | 1955–2 A. Vuijk & Zonen—Capelle<br>388' 4" 51' 2" 20' 0"<br>356' 0" 50' 10" 30' 2"<br>P30' F44' 2 dks<br>RW 2BH to U dk 3 to 2nd dk<br>rf 4½" WB893t incl. Tunnel tanks 540t | M (6P) CSD<br>3 Ho 65½' 71½', 133'<br>G.314825 B.231058<br>5 Ha (21½'×18') (21½', 55', 64½'. 32'×35½')<br>12W Der 1(35) 4(5–10) 8(3–5) | Oil 2SA 6Cy. 680×1250 mm<br>3300bhp<br>N.V. Werkspoor<br>AuxB 100℔<br>3×150kW 220V d.c.<br>Thw. thrust propeller fwd |
| 6904507 | **EIGAMOIYA**<br><br>**Nauru Local Government Council**<br>Nauru | 4400<br>2260<br>5750 | 100A1<br>Class contemplated | Robb Caledon S.Bs. Ltd.—Lth<br>368' 4" 55' 2" 22' 6"<br>335' 0" 55' 0" 30' 6" | M Ref | 2 Oil 4SA each 6Cy. 15"×18" sr<br>to sc. shaft<br>Mirrlees National Ltd. |
| 5344607<br>JXDU<br><br>Df Esd<br>Gc Rdr<br>RT | **ELG**<br>exElg Viking–68 exSunbear–65<br>**D/S A/S Björn**<br>Thorvald Hansen<br>Oslo Norwegian | 4158<br>2308<br>6070 | <br><br>NV | 1959 A/S Trondhjems M/V—Tdh<br>366' 8" 49' 4" 25' 8½"<br>336' 11" 49' 1" 31' 6"<br>2 dks<br>RW<br>rf 3" | M CSD Mchy.aft<br>3 Ho<br>G.296000 B.278000<br>3 Ha (each 44½'×23')<br>12W Der 1(20) 12(5) | Oil 2SA 6Cy. 600×1050 mm<br>3640bhp<br>Masch. Augsburg-Nürnberg |
| 6902743 | **ELIZABETH HOWARD**<br><br>**John Howard & Co. (Northern) Ltd.**<br>Liverpool British | 151<br>—<br>— | 100A1<br>tug<br>Class contemplated | Richards (Shipbuilders) Ltd.—<br>Lwt<br>95' 0" 24' 11" 10' 9"<br>86' 0" 23' 6" 12' 0" | M Tug Mchy.aft | Oil 4SA 6Cy. 10¼"×14½"<br><br>Ruston & Hornsby |
| 6903022<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EMIL REITH**<br><br>**"Bellatrix" Schiffahrts-Ges. Reith & Co.**<br>Hamburg W. German | 1834<br>1133<br>2805 | | 1968 Schiffb. Unterweser—Bhn<br>290' 2" 44' 9" 17' 1½"<br>269' 0" 44' 7" 20' 4"<br>B49' F37' 1 dk | M (2P) Mchy.aft<br>2 Ho 153½', 83½'<br>G.137220 B.130060<br>2 Ha (stl) (each 59½'×23')<br>8W Der 1(25) 8(3–5) | Oil 4SA 8Cy. 400×580 mm r<br>geared<br>2140bhp<br>Klöckner-Humboldt-Deutz<br>3×115kW 380V 50c/s a.c. |
| 5017967<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ENDURANCE**<br>exAnita Dan–68<br>**Secretary of State for Defence**<br>British | 2641<br>1346<br>3225 | ✠100A1 SS 6/68<br>Str. nav. ice<br>✠LMC<br><br>MN576 EL s1 11/16"SQ | 1956–10 Krögerwerft G.m.b.H.—Rendsburg<br>307' 0" 46' 0" 21' 6"<br>273' 5" 45' 11" 25' 10"<br>2 dks<br>NS 6BH conv dry cargo ship 68<br>rf 4" WB92t | M Patrol Ship (12P)<br>2 Ho 88½' comb., 95½' comb.<br>G.157500 B.142000<br>4 Ha (stl) (25½', 27½', 25½', 25½'×20')<br>8W Der 1(25) 8(5) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain<br>✠2ndb 6/68–125℔<br>7×170, 170, 170, 170, 170, 1<br>220V d.c. |
| 5040718<br><br><br>Df Esd<br>Gc Rdr<br>RTv | **EVAGGELOS TH.**<br>exBenami–68 exBello–61<br>**Varnima Shipping Co.**<br>Piræus Greek | 15800<br>9577<br>24325 | ✠100A1 TD 8/68<br>oil tanker<br>✠LMC<br><br>MN1295 EL l†2¼"SQ<br>~~NY~~ | 1951–10 Kockums M/V A/B—Mmo<br>606' 4" 77' 0" 32' 10½"<br>570' 10" 42' 9"<br>P114' F72' 1 dk<br>rf 1" | M Tanker Mchy.aft<br>24 Ta | Oil 2SA 7Cy. 720×1200 mm<br>6475bhp MAN<br>Kockums M/V A/B<br>2AuxB 150℔ e(ex.g) 171℔<br>3×220, 220, 40kW 220V d.c. |
| 5350735<br><br><br>Df Esd | **EVERLITE**<br>exTakaosan Maru<br>**Evergreen Marine Corp. S.A.**<br>Panama Panamanian | 2144<br>1179<br>2844 | <br><br>NK | 1948 Mitsui Zosen—Tmn<br>295' 2" 40' 8" 18' 8"<br>271' 7" 40' 7" 21' 0"<br>P143' F26 1 dk<br>RW | M Ref<br>3 Ho<br>G.151000 B.142000 In.2436<br>3 Ha (34½', 41½' 41½'×19½')<br>6W Der 2(10) 4(5) | Oil 4SA 8Cy. 430×540 mm<br>1800bhp NE60<br>Niigata Eng. Co. Ltd.<br>3×75kW 225V d.c. |
| 5285289<br>DHZX<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **F. FREILIGRATH**<br>exPrins Willem van Oranje–65<br>**Deutsche Seereederei**<br>Rostock E. German | 7312<br>4131<br>7193 | DSRK<br><br>✠Classed LR until 10/65 | 1953–9 Boele's Schps. & Masch.—Bolnes<br>463' 5" 62' 4" 25' 9½"<br>430' 8" 61' 8" 36' 7"<br>F57' 2 dks, 3rd dk fwd of ER<br>RW | M (50P) CSD<br>5 Ho 61½', 64½', 43½', 56½', 61½'<br>G.408132 B.392700<br>5 Ha (27'×15½') (41½', 25½', 36', 33½'×25')<br>14W Der 4(10) 10(5) | Oil 2SA 12Cy. 680×1250 m<br>9600bhp<br>N.V. Werkspoor<br>4×260kW 220V d.c. |

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| 6826212<br><br><br>Df Esd<br>Rdr RT | **FANÖ**<br>Launched as Stella Polaris<br>**H. & U. Karlsson**<br>Gothenburg Swedish | **250**<br>—<br>— | | **1968** Bølsones Verft—Molde<br>92′ 2″ 25′ 1′<br>25′ 0″ 13′ 0″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 12Cy. 260×400 mm<br>1440bhp<br>A/B Jönköpings Motfb. Jönköping |
| 6816396<br>GYNW<br>335826<br>Df Gc<br>dr RTh | **FORMALITY**<br><br>**F. T. Everard & Sons Ltd.**<br>London British | **200**<br>159<br>412 | ✠100A1<br>✠LMC<br>MN66 EL F ¾″U2 | **1968**–7 Clelands S.B. Co. Ltd.—Wal<br>137′ 5″ 25′ 4″ 8′ 10¼″<br>129′ 2″ 25′ 0″ 11′ 1″<br>P17′ F16′ 1 dk<br>3BH<br>rf 6″ WB231t | M Mchy.aft<br>1 Ho 89½′<br>G.19225 B.17253<br>1 Ha (stl) (79′×16½′) | Oil 4SA 4Cy. 8¾″×11½″ sr reverse geared<br>330bhp 10t (d.o)<br>Blackstone & Co. Ltd. Stamford<br>2×1½kW 24V d.c. 9k |
| 5250117<br>KQDL<br>247276<br>Df Gc<br>Pld Rdr<br>RTm | **FORT WORTH**<br>exNew Market–68<br>**Trinidad Corporation**<br>Wilmington, Del United States | **14712**<br>11263<br>27602 | AB | **1968** (Fwd & cargo sections) Newport Ns S.B. & D.D. Co.—N.Ns<br>**1945** (Aft section) Sun S.B. & D.D. Co.—Chester, Pa<br>633′ 6″ 74′ 2″ 33′ 1⅝″<br>604′ 0″ 74′ 0″ 43′ 6″<br>P120′ F64′ 1 dk<br>RW len, widened & deepened 68<br>rf 3½″ | T-E Tanker Mchy.aft<br>24 Ta<br>L.1231784 HeCls. B | S Turb 7240shp driving 1 gen 5400kW 2300V a.c. connected to elec. motor<br>7000shp (Sy) 738t (o.f)-50pd<br>Westinghouse Elec. & Mfg Co. Pbg<br>2×500kW 450V 60c/s a.c. 15k |
| 6904052<br>INDO<br>55 | **FORTITUDO**<br>exEmpire Charles–65<br>**Soc. Esercizio Rimorchi e Salvataggi**<br>O. Turchi<br>Ravenna Italian | **243**<br>51<br>— | ✠Classed LR until 7/47<br>RI | **1944**–1 Henry Scarr Ltd.—Hessle<br>114′ 2″ 26′ 8″<br>105′ 0″ 26′ 6″ 13′ 6″<br>3BH | S Salvage Tug | T 3Cy. 16″ 26″ & 43″×30″<br>(o.f)<br>C. D. Holmes Co. Ltd. Hul<br>SB 210℔ hs(2778) 3cf |
| 6424375<br>DKNQ<br><br>Df Esd<br>Gc Rdr<br>RT | **FREDENHAGEN**<br><br>**Lübeck Linie A.G.**<br>Lübeck W. German | **1152**<br>673<br>2204<br>**1890**<br>1251<br>3107 | GL | **1964** Lübecker Flender-Werke—Lbc<br>266′ 6″ 42′ 1″ 15′ 11″/—<br>244′ 2″ 42′ 0″ 19′ 3″<br>P50′ F24′ 1 dk & S dk<br>rf 4″ len 68 | M OSD/CSD Mchy.aft<br>2 Ho 65′, 67′<br>G.141789 B.131478<br>2 Ha<br>Cr 1(4) 1(3) Der 2(5–10) | Oil 4SA 8Cy. 400×600 mm<br>1850bhp 179t<br>Masch. Augsburg-Nürnberg Aug<br>2×128kW 220V d.c. 13k |
| 02559<br><br><br>Esd<br>Rdr<br>RT | ***FRIGO* TIETÊ**<br><br>**Emprêsa de Navegação Aliança S.A. & Navegação Mercantil S.A.**<br>Rio de Janeiro Brazilian | **4106**<br>2220<br>4300 | | **1968** Mauá, Cia. Com. e Nav. Estaleiro —Rio<br>413′ 9″ 51′ 3″ 23′ 0″<br>378′ 9″ 51′ 2″ 28′ 9″<br>4 dks<br>RW | M Ref | Oil 2SA 7Cy. 700×1200 mm<br>7770bhp MAN<br>Mecanica Pesada S. Paulo |
| 2846<br><br><br>Esd<br>Rdr<br>RT | **FROTANORTE**<br><br>**Frota Oceânica Brasileira**<br>Rio de Janeiro Brazilian | **15600**<br>—<br>25000 | | **1968** Ishikawajima do Brasil—Rio<br>578′ 9″ 75′ 6″ 31′ 8″<br>547′ 11″ 75′ 3″ 45′ 7″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 680×1250 mm<br>10000bhp Sulzer<br>Ishikawajima do Brasil Rio |
| 22046<br>YUE<br>05461<br>Esd<br>Rdr<br>RTv | **FRUMENTON**<br>Launched as East Breeze<br>**Carlton S.S. Co. Ltd.**<br>Chapman & Willan Ltd.<br>Newcastle British | **16702**<br>11038<br>28169 | ✠100A1 strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN1920 EL F†2⅝″U2 | **1968**–8 Hakodate Dock Co. Ltd.—Hak<br>594′ 4″ 75′ 2″ 31′ 11¾″<br>562′ 4″ 75′ 0″ 47′ 3″<br>P98′ F47′ 1 dk<br>NS 9BH<br>rf 2″ DK fwd WB11956t incl. Comb. btm & side tanks in holds 2739t Topside tanks in holds 3525t | M Bulk Carrier Mchy.aft<br>7 Ho 47¾′, 56¼′, 60¼′, 47¾′, 60¼′, 63′, 68¼′<br>G.1329937 B.1174408<br>7 Ha (stl) (25¼′, 31½′, 31½′, 31½′, 36¾′, 36¾′, 31½′×31¼′)<br>12W Cr 1(10) Der 12(10) 2(3) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer 2090t (hvf)<br>Ishikawajima-Harima Hvy Ind. Aio<br>AuxB 100℔ e(ex.g) 114℔<br>4×240, 240, 240, 90kW 450V 60c/s a.c. 15k |
| 690591<br>JGCU<br>102913<br>Df Esd<br>Gc Rdr<br>RT | **FUKUJU MARU No. 5**<br><br>**Fukuju Maru Gyogyo K.K.**<br>Muroto Japanese | **254**<br>131<br>281 | | **1968** Kanazashi Zosensho—Shimizu<br>148′ 6″ 25′ 0″ 9′ 10″<br>131′ 3″ 24′ 11″ 11′ 3″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>800bhp<br>Niigata Eng. Co. Ltd. Niigata |
| 15160<br>YNZ<br>35785<br>Rdr<br>RT | **FUTURITY**<br><br>**F. T. Everard & Sons Ltd.**<br>London British | **198**<br>158<br>425 | ✠100A1<br>✠LMC<br>MN66 EL F¾″U2 | **1968**–6 Clelands S.B. Co. Ltd.—Wal<br>137′ 5″ 25′ 4″ 8′ 10¼″<br>129′ 2″ 25′ 0″ 11′ 1″<br>P17′ F16′ 1 dk<br>3BH<br>rf 6″ WB231t | M Mchy.aft | Oil 4SA 4Cy. 8¾″×11½″ sr reverse geared<br>330bhp<br>Blackstone & Co. Ltd. Stamford<br>2×1½kW 24V d.c. 9k |
| 3606 | **G. C. GORTON**<br><br>**Gorton Pew Ltd.**<br>Grindstone Canadian<br>For later particulars see New Entries No. **12** | **150**<br>—<br>— | **100A1**<br>stern trawler<br>Class contemplated | Marine Industries Ltd —Srl<br>99′ 6″ 25′ 4″ 11′ 7″<br>86′ 8″ 24′ 6″ 13′ 9″ | M Stern Trawler | Oil 4SA 8Cy. 6½″×8″<br>Caterpillar Tractor Co. Peoria |
| 3034<br><br><br>Esd<br>Rdr<br>RT | **GABRIELA**<br><br>**Partenreederei m.s. "Gabriela"**<br>Dietrich Sander<br>Bremen W. German | **450**<br>—<br>1000 | | **1968** Schps. & Rep. Gebr. Sander—Dzl<br>183′ 9″ 33′ 1″ 12′ 9¾″<br>165′ 6″ 32′ 9½″ 20′ 6″<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy.<br>900bhp<br>Motorenw. Mannheim Mhm |

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| 6903618 | **GENPUKU MARU No. 28** | 112 | | 1968 Usuki Tekkosho—Usuki | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm |
| | | 28 | | 113′ 4″ 21′ 9″ 7′ 10″ | | 850bhp |
| 104290 | **Toyo Gyogyo K.K.** | — | | 98′ 3″ 21′ 8″ 9′ 2″ | | Niigata Eng. Co. Ltd. |
| Df Pfd | Ikitsuki Japanese | | | 1 dk | | |
| Rdr RT | | | | | | |
| 5152298 | **GEORGIOS** | 22699 | | 1960 Eriksbergs M/V A/B—Got | M Tanker Mchy.aft | Oil 2SA 10Cy. 748×1600 mm |
| | exHöegh Fulmar-68 | 13501 | | 682′ 6″ 87′ 3″ 36′ 6½″ | 33 Ta | 12500bhp B&W 426 |
| | **Greek Maritime Exploitation** | 38425 | NV | 645′ 0″ 87′ 0″ 48′ 6″ | L.1599500 HeCls. BC | Eriksbergs M/V A/B |
| Df Esd | **Co. "NEK" Ltd.** | | | P154′ B49′ F95′ 1 dk | | 3×380, 380. 200kW 440V 60c/s a. |
| Gc Rdr | Greek | | | rf 3″ | Der 5(5) 2(1½) | |
| RTm/h/v | | | | | | |
| 6904519 | **GERRIT** | 120 | | 1968 Schps. Hijlkema—Martenshoek | M Fishing Mchy.aft | Oil 2SA 8Cy. 220×380 mm |
| | | — | | 91′ 10″ 23′ 3″ 8′ 2″ | | 850bhp |
| | **Fa. L. Hakvoort & Zonen** | — | | 80′ 4″ 22′ 11″ 10′ 1″ | | Appingedammer Brons. |
| Esd RT | Urk Netherland | | | 1 dk | | |
| 5198620 | **GIANT DRAGON** | 5670 | ✠100A1 SS 8/64 | 1948-1 Lithgows Ltd.—P.Gl | M OSD/CSD | Oil 4SA 6Cy. 740×1500 mm |
| | exBordapian-68 | 3372 | | 447′ 6″ 58′ 0″ 25′ 9¼″/27′ 2¼″ | | 3300bhp |
| | exKvernaas-63 | 9370 | ✠LMC | 425′ 0″ 57′ 9″ 38′ 2″ | | J. G. Kincaid & Co. Ltd. |
| Df Esd | **Nam On Navigation Co** | 7424 | | F38′ 1 dk & S dk | | 2AuxB 150lb |
| Gc Rdr | **Ltd.** | 4503 | MN675 EL b†2 1/16"SQ | RW Coll BH to S dk 6 to 2nd dk | | |
| | Mogadishu Somali Rep. | 10256 | | rf 4″ WB2771t incl. DTm1110t | | |
| 5065445 | **GIUSEPPINA** | 12519 | RI | 1952-5 Cant. Nav. Riuniti—Anc | M Tanker Mchy.aft | Oil 2SA 11Cy. 720×1250 mm |
| IBPC | **NAPOLEONE** | 7397 | | 564′ 7″ 73′ 0″ 30′ 8″ | 21 Ta | 7700bhp Sulzer |
| 731 | exCassiopea-68 | 18930 | ✠Classed LR until 2/64 | 528′ 3″ 72′ 10″ 40′ 0″ | | C.R.D. Adriatico |
| Df Esd | **Laurana S.p.A. di** | | | P115′ F54′ 1 dk, 2nd dk clear of cargo | | |
| Gc Rdr | **Navigazione** | | | RW tanks | | |
| RT | Palermo Italian | | | rf 1″ | | |
| 5249596 | **GLENAFFRIC** | 7773 | ✠100A1 SS 3/65 | 1952-10 Caledon S.B. & E. Co. Ltd.—Dun | S Ref | 3 S Turb dr geared to sc. shaft |
| GNZG | exNestor-68 | 4332 | 'tween dk tanks aft—latex | 489′ 3″ 64′ 4″ 28′ 6½″ | 7 Ho 44½′, 66′ 45′, 54′, 27′ 60′, 66′ | 8250shp 1216t |
| 185443 | **Glen Line Ltd.** | 9565 | ✠LMC | 454′ 0″ 64′ 0″ 35′ 4″ | G.578229 B.532074 In.121920 | Met Vickers Elec. Co. Ltd. |
| Df Esd | Liverpool British | | ✠Lloyd's RMC | P38′ B202′ F48′ 2 dks, 3rd dk in No. 5 hold | 7 Ha (stl) (11½′×16′) (32½′, 25½′, | 2WTB 770lb Spt 680lb hs5858 |
| Gc Rdr | | | MN1650 EL d†2¼"SQ | RW 9BH | 25½′×22′) (11½′×17½′) (27′×22′) | WTAuxB 100lb 3e (ex.g) 120lb |
| RTv | | | | rf 9″ WB2383t incl. Tunnel tanks 188t | (25½′×16′) | 4×350kW 220V d.c. |
| | | | | DTa623t | 24W Der 1(50) 6(10) 4(7) 14(5) | 3e (ex.g) 120lb |
| 6828741 | **GOLAR FREEZE** | 6709 | | 1968 Marinens Hovedverft—Horten | M Ref | Oil 2SA 9Cy. 680×1250 mm |
| ELSP | | 3755 | | 456′ 11″ 59′ 2″ 25′ 11½″ | 4 Ho 77′, 73½′, 78½′, 93′ | 12000bhp Sulzer |
| 3086 | **Golarfreeze Inc.** | 7130 | | 426′ 6″ 59′ 0½″ 38′ 2″ | In.312000 | Marinens Hovedverft Ho |
| Df Esd | Monrovia Liberian | | | B32′ 2 dks, 3rd dk fwd & aft of mchy. | 4 Ha (24½′×14½′) (22½′, 22½′, | 3×500kW 450V 60c/s a.c. |
| Gc Pfd | | | | space | 22½′×14½′) | |
| Rdr RTv | | | | | 8W Der 8(5) | |
| 6829147 | **GOLDEN CHALICE** | 10397 | | 1968 Nippon Kokan—Shimizu | M Mchy.aft | Oil 2SA 6Cy. 680×1250 mm |
| ELTV | | 6759 | | 477′ 3″ 72′ 4″ 30′ 7½″ | 6 Ho 53′, 59½′, 59½′, 43½′, 59½′, 54′ | 7200bhp 1184t |
| 3110 | **Golden Chalice Steamship** | 16493 | AB | 449′ 4″ 72′ 2″ 40′ 8″ | G.825829 B.759606 | Uraga Hvy Ind. Ltd. Tamas |
| Df Esd | **Inc.** | | | P88′ F32′ 2 dks | 6 Ha (stl) (31½′×26½′) (32½′, 32½′, | 3×260kW 440V 60c/s a.c. |
| Gc Rdr | Monrovia Liberian | | | rf 6″ | 21½′, 32½′, 32½′×34½′) | |
| RTm/h | | | | | 12W Der 4(10) 8(5) | |
| 6904143 | **GRANDEZZA** | 619 | | 1920 Harland & Wolff Ltd.—Gls | M Mchy.aft | 2 Oil 2SA each 6Cy. geared to sc. |
| SGWM | | 571 | | 155′ 6″ 36′ 0″ 9′ 2½″ | 4 Ho | NE59 |
| 10935 | **Rederi A/B Heimdal** | 800 | | … … … | G.17000 | Klöckner-Humboldt-Deutz |
| | Björn Trapp | | | | 4 Ha (each 1½′×1½′) | |
| | Gothenburg Swedish | | | | | |
| | **CANCEL ALL PARTICULARS** | | | | | |
| 5135965 | **GRAYBANK** | 382 | | 1957 Scheepsw. "Kerstholt"—Gro | M Mchy.aft | Oil 4SA 6Cy. 290×420 mm |
| GPGU | exHillswick-68 exGreta-64 | 174 | | 156′ 6″ 26′ 6″ 10′ 2½″ | 1 Ho 85′ | 360bhp |
| 305308 | **G. E. Gray & Sons** | 510 | BV | 141′ 0″ 26′ 3″ 11′ 2″ | | Masch. Kiel A.G. |
| Df Esd | **(Stevedores) Ltd.** | | | 1 dk | 2 Ha (each 32′×14′) | 2×6kW 110V d.c. |
| RTm | Rochester British | | | RW | Der 2(2) | |
| | | | | rf 3″ | | |
| 6902755 | **GREEN WALRUS** | 9250 | 100A1 | Mitsubishi Hvy Ind. Ltd.—Smk | M Mchy.aft | Oil 2SA 6Cy. 600×1050 mm |
| | | 6500 | Class contemplated | 451′ 9″ 65′ 9″ 30′ 6″ | | MAN |
| | **Chung Shek Enterprises** | 13450 | | 423′ 2″ 65′ 7″ 41′ 4″ | | Mitsubishi Hvy Ind. Ltd. |
| | **Co. Ltd.** | | | | | |
| | Hong Kong British | | | | | |
| | Jebmel Shipping Management Co. Ltd. (Mgrs.) | | | | | |
| 5363134 | **GUINEA GAS** | 529 | | 1960 Iino S.B. & E. Co. Ltd.—Maizuru | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 6Cy. 290×410 mm |
| | exToho Maru-68 | 299 | | 159′ 11″ 31′ 10″ 11′ 4½″ | 11 Ta | 550bhp |
| 315971 | **Liquefied Gas Carriers Pty** | 309 | NK | 144′ 4″ 30′ 10″ 12′ 9″ | L.19953 | Hanshin Nainenki Kogyo |
| Rdr | **Ltd.** | | | P35′ F21′ 1 dk | | 2×58kW 445V a.c. |
| | Port Moresby British | | | RW | | |
| | | | | rf 4″ | | |
| 6903620 | **GUY BONIFACE** | 550 | | 1968 ¶S.I.C.C. Na.—St.M | M Fishing Ref Mchy.aft | Oil 4SA 8Cy. 320×450 mm |
| | | — | | 153′ 0″ 32′ 9″ 15′ 10″ | | 1750bhp |
| | **M. Ostrowsky** | — | | 175′ 0″ 32′ 11″ | | Klöckner-Humboldt-Deutz |
| Df Esd | Armement Guelfi | | | 1 dk | | Controllable pitch propeller |
| Gc Pfd | La Rochelle French | | | | | |
| Rdr | | | | | | |

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| 03357<br>40228 | **HAEREMAI STAR**<br>**Whitesands Shipping Co. Pty. Ltd.**<br>Darwin British | 135<br>88<br>— | | **1943** Greenpoint S.B. Eng. Co.—Concord, N.S.W.<br>112′ 0″ 17′ 11″ 6′ 0″<br>… … …<br>1 dk<br>conv fishing — | Wood TM | 2 Oil each 12Cy. 7″×7¾″<br>Davey, Paxman & Co. Ltd. | Col<br>14k |
| 02858<br>Esd<br>r RT | **HAN SUNG No. 1**<br>**Hyung Jon Kim**<br>Pusan S. Korean | 131<br>59<br>— | | **1968** Usuki Tekkosho—Usuki<br>114′ 6″ 20′ 1″ 7′ 10½″<br>95′ 10″ 20′ 0″ 9′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>550bhp<br>Usuki Tekkosho | Usuki |
| 02860<br>Esd RT | **HAN SUNG No. 2**<br>**Hyung Jon Kim**<br>Pusan S. Korean | 130<br>61<br>— | | **1968** Usuki Tekkosho—Usuki<br>114′ 6″ 20′ 1″ 7′ 10½″<br>95′ 10″ 20′ 0″ 9′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>550bhp<br>Usuki Tekkosho | Usuki |
| 6902872<br>OUZK<br>dr RT | **HANSALINE**<br>**Rederiet Hansa Linien A/S**<br>Sönderborg Danish | 331<br>210<br>— | | **1968** Lindstøls Skibs & Båtbyggeri—Risör<br>119′ 1″ 24′ 7″ 7′ 2½″<br>106′ 8″ 24′ 6″ 11′ 6″<br>1 dk | TM | 2 Oil 4SA each 6Cy. 150×190 mm<br>640bhp<br>Daimler-Benz A.G. | Bln |
| 6904533<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HANSEL**<br>**Strandheim & Stensaker**<br>Bergen Norwegian | 2850<br>—<br>4000 | | **1968** Schiffswerft "Neptun"—Ros<br>311′ 7″ 19′ 2¼″<br>288′ 8″ 47′ 11″ 22′ 6″<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 450×550 mm<br>3000bhp<br>Atlas-Mak Masch. | Kel |
| 6903632<br>Rdr RT | **HAVRE DE GRACE**<br>**Syndicat des Pilotes du Havre**<br>Havre French | 499<br>—<br>— | | **1968** At. & Ch. C. Auroux—Arcachon<br>149′ 11″ 24′ 7″ 10′ 6″<br>130′ 3″ 12′ 8″<br>1 dk | M Pilot Ship | 2 Oil each 12Cy. geared to sc. shaft<br>1320bhp<br>Moteurs Baudouin | Msl |
| 6500935<br>DNGX<br>10615<br>Df Esd<br>r RT | ***HENNING***<br>ex*Klaus* Block–68<br>**Gustav Onken**<br>Hamburg W. German | 425<br>270<br>668 | GL | **1964** J. J. Sietas Schiffsw.—Ham<br>201′ 6″ 34′ 7″ 12′ 9″<br>180′ 6″ 34′ 5″ 20′ 0″<br>F24′ 1 dk & S dk | M OSD Mchy.aft<br>2 Ho<br>G.65450 B.56750<br>2 Ha (32½′, 33′×19¾′)<br>Der 4(3) | Oil 4SA 6Cy. 320×450 mm<br>500bhp<br>Klöckner-Humboldt-Deutz | Kln<br>11k |
| 071810<br>TOJZ<br>Df Esd<br>Ptd RT | **HENRI RENEE**<br>exJean Roxane–68<br>exChristiane Rose–64<br>**Vendome Equipment Transeco**<br>Dunkirk French | 142<br>56<br>311 | BV | **1950** At. & Ch. de la Manche—Dpe<br>103′ 2″ 21′ 5″<br>… … … | M Trawler<br>3 Ha (2¾′, 2¾′×2¾′) (2¾′×2¼′) | Oil 4SA 5Cy. 315×480 mm<br>416bhp NE52<br>Etab. Duvant | 26t<br>Vin<br>10k |
| 6904272 | **HERKULES**<br>**Government of Sweden (Kungliga Marinförvaltningen)**<br>Stockholm Swedish<br>Name should be **HERCULES** See New Entries No. 10 | 120<br>—<br>— | 100A1<br>tug<br>Class contemplated | A/B Åsi-Verken—Åmål<br>62′ 3″ 21′ 7″ 9′ 6″<br>59′ 0″ 20′ 5″ 12′ 3″ | M Tug | 3 Oil 4SA each 6Cy. 127×145 mm geared to sc. shaft<br>A/B Scania-Vabis | Södertälje |
| 5421546<br>JXXM<br>Df Esd<br>Gc RTh | **HÖEGH BEAVER**<br>exMoose Jaw–68<br>exN. O. Rögenæs–64<br>**D/S A/S Theologos**<br>N. Rögenæs<br>Haugesund Norwegian | 6187<br>3556<br>7875 | NV | **1963** At. & Ch. de la Seine Mtme.—Le Trait<br>427′ 0″ 55′ 4″ 25′ 9¼″<br>395′ 3″ 55′ 1″ 35′ 3″<br>2 dks, 3rd dk in No. 5 hold | M (6P) Ref CSD Mchy.aft<br>5 Ho 36′, 46 , 79¾ , 44′, 44′<br>In.17500<br>5 Ha (stl) (26′, 28¼′, 51½′, 28¼′×21′) (11½′×8½′) | Oil 2SA 5Cy. 680×1250 mm<br>5500bhp Sulzer<br>Cie. de Const. Méc.<br>3×224kW | (hvf)<br>Mantes |
| 5044685<br>JXDN<br>Df Esd<br>Gc Rdr | **HÖEGH BINNY**<br>exBinny–68<br>exHöegh Binny–67<br>exBinny–67<br>**A/S Bisca**<br>Bergen Norwegian | 3423<br>1803<br>4625 | NV | **1959** F. Lürsen—Bmn<br>328′ 7″ 47′ 8″ 22′ 6½″<br>295′ 3″ 47′ 7″ 26′ 11″<br>2 dks<br>rf 4″ | M Mchy.aft<br>5 Ho<br>G.224000 B.205000<br>3 Ha (33½′, 59½′, 32¼ ×24½′)<br>8W Der 1(20) 4(10) 4(5) | Oil 2SA 6Cy. 570×800 mm<br>3180bhp<br>Masch. Augsburg-Nürnberg | 468t<br>Ham |
| 6903644<br>JGDF<br>102916<br>Df Esd<br>Gc Rdr<br>RT | **HOKO MARU No. 8**<br>**S. Matsui**<br>Muroto Japanese | 254<br>130<br>279 | | **1968** Kanazashi Zosensho—Shimizu<br>148′ 4″ 25′ 0″ 9′ 10″<br>131′ 3″ 24′ 11″ 11′ 3″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>750bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| 5142372<br>Df | **HOPING CHI SHI CHI**<br>exHansford–60 exInchulva–59<br>exElkanah Crowell–51<br>**The People's Republic of China**<br>People's Rep. of China | *1935*<br>*1133*<br>2843 | Classed LR until 4/60 | **1943** W. Butler (S.Bs) Inc.—Superior<br>258′ 10″ 42′ 3″ 18′ 0″<br>205′ 0″ 42′ 1″ 20′ 5″<br>P22′ B70′ F26′ 1 dk | S<br>G.136944 B.121324<br>6W | T 3Cy. 19″ 32½″ & 56″×36″<br>Prescott Co. | 438t (o.f)<br>Menominee<br>10k |

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| 5033881 | **HOPING CHI SHI CHIU** | *7032* | | 1943-6 | Burrard D.D. Co. Ltd.—Vcr | S | T 3Cy. 24½" 37" & 70"×48" | |
| | exAegean Sea-60 | *4259* | | 441' 6" | 57' 2" 26' 11½" | | | |
| | exTaygetos-60 | 10330 | ✠Classed LR until 12/60 | 417' 5" | 56' 11" 37' 4" | G.522090 B.471593 | John Inglis Co. Ltd. | |
| Df Esd | exLaurentian Hill-55 | | | 2 dks | | | | |
| | exFort Brandon-48 | | | RW | | 11W Der 1(50) | | |
| | **The People's Republic of China** | | | | | | | |
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| 5028590 | **HOPING CHI SHI LIU** | *7161* | | 1944-2 | Burrard D.D. Co. Ltd.—Vcr | S | T 3Cy. 24½" 37" & 70"×48" | |
| | exAthens-60 exAkko-54 | *4378* | | 441' 6" | 57' 2" 27' 8½" | | | 11 |
| | exVancouver County-50 | 10755 | ✠Classed LR until 10/60 | 416' 0" | 56' 10" 37' 4" | G.551530 B.490453 | Canadian Allis Chalmers Ltd. | |
| Df Esd | exFort Wallace-46 | | | 2 dks | | | | |
| Gc Rdr | **The People's Republic of China** | | | RW | | | | |
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| 5182906 | **HOPING CHI SHI WU** | *7166* | | 1942-8 | Todd-Bath Iron S.B. Corp.— | S | T 3Cy. 24½" 37" & 70"×48" | |
| | exKasert-60 exTernate-59 | *4266* | | P.Me | | 5 Ho | 2500ihp | 152 |
| | exGovert Flinck-47 | 10222 | ✠Classed LR until 12/60 | 441' 6" | 57' 0" 26' 10½" | B.470732 | Dominion Eng. Wks Ltd. | |
| Df Esd | exOcean Athlete-43 | | | 416' 0" | 56' 10" 37' 4" | 5 Ha | | |
| Gc Rdr | **The People's Republic of China** | | | 2 dks | | 10W Der 1(25) | | |
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| 5138266 | **HOPING SAN SHI** | *7151* | | 1944-8 | Marine Industries Ltd.—Srl | S | T 3Cy. 24½" 37" & 70"×48" | |
| | exGunn-59 exYamaska-59 | *4214* | | 440' 2" | 57' 2" 26' 11½" | | 2500ihp | 1041 |
| | exYamaska Park-51 | 10384 | ✱Classed BC until 8/60 | 417' 6" | 56' 10" 37' 4" | G.534821 B.482373 | Dominion Eng. Wks Ltd. | |
| | **The People's Republic of China** | | | 2 dks | | | | |
| | People's Rep. of China | | | RW | | | | |

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| 5011377 | **HOPING SAN SHI SSU** | *6648* | ✠ | 1938-1 | W. Gray & Co. Ltd.—Hpl | S | T 3Cy. 22" 37" & 65"×48" & LP | |
| | exAlinta-60 exItinda-59 | *3979* | | 442' 10" | 57' 7" 25' 0" | | with dr gearing & hydraulic cou | |
| | **The People's Republic of** | 8700 | | 420' 0" | 57' 4" 34' 6" | G.557044 B.512243 | | 627t |
| Df Esd | **China** | | | P39' B132' F39' 2 dks | | | Cen. Mar. Eng. Wks | |
| Rdr | People's Rep. of China | | | R | | 14W Der 1(25) | | |

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| 5258808 | **HOPING SHI SAN** | *7148* | | 1945-5 | Burrard D.D. Co. Ltd.—Vcr | S | T 3Cy. 24½" 37" & 70"×48" | |
| | exNeuva Gloria-60 | *4292* | | 441' 6" | 57' 2" 27' 8½" | | | 1719t |
| | exLake Okanagan-49 | 10780 | ✠Classed LR until 8/61 | 416' 0" | 56' 10" 37' 4" | G.545000 B.485000 | Dominion Eng. Wks Ltd. | |
| Df Esd | exRupert Park-46 | | | 2 dks | | | | |
| Gc | **The People's Republic of China** | | | RW | | 11W Der 1(30) | | |
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| 5228621 | **HOPING SSU SHI CHI** | *7195* | | 1941-8 | Burntisland S.B. Co. Ltd.—Bnt | S CSD | T 3Cy. 22½" 36" & 65"×48" | |
| | exMastro-Stelios-60 | *5331* | | 436' 0" | 58' 0" 27' 3" | | | |
| | exNorton-56 | — | ✠Classed LR until 12/60 | 412' 0" | 57' 7" 37' 10" | | D. Rowan & Co. Ltd. | |
| Df Rdr | **The People's Republic of China** | | | 2 dks | | | | |
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| 5257347 | **HOPING SSU, SHI LIU** | *5133* | | 1920 | Todd D.D. & Const. Corp.—Tac | S Ref | T 3Cy. 24" 40" & 70"×48" | |
| | exNorthern Glow-59 | *3186* | | 395' 0" | 53' 1" | | | |
| | exNan Chiang-50 exNorvarg-47 | — | Classed LR until 1/53 | | 52' 11" | | Todd D.D. & Const. Corp. | |
| | exEmpire Elk-42 exCondor-40 | | | 2 dks | | | | |
| | exRotarian | | | R | | | | |
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| 5211599 | **HOPING WU SHI** | *7128* | ✱ | 1943-5 | Marine Industries Ltd.—Srl | S | T 3Cy. 24½" 37" & 70"×48" | |
| | exLongford-58 exMarika-58 | *4236* | | 440' 6" | 57' 2" 26' 11½" | | | 111 |
| | exTarsian-56 | 10330 | | 417' 6" | 56' 10" 37' 4" | G.527657 B.475647 | John Inglis Co. Ltd. | |
| Df Esd | exFort St. Paul-51 | | | 2 dks | | | | |
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| 5148649 | **HOPING WU SHI 1** | *7130* | | 1943-12 | United Shpyds Ltd.—Mtl | S | T 3Cy. 24½" 37" & 70"×48" | |
| | exHereford-59 | *4263* | | 440' 6" | 57' 2" 26' 11½" | | 2500ihp | 110 |
| | exNovor Isobel-58 | 10384 | ✱Classed BC until 4/59 | 416' 0" | 56'10½" 37' 4" | G.505000 B.455000 | Dominion Eng. Wks Ltd. | |
| Df Esd | exIvor Isobel-56 | | | 2 dks | | | | |
| Gc | exFort Ticonderoga-48 | | | RW | | | | |
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| 6712916 | **HORAMA** | 15815 | 100A1 SS 5/68 | 1967 | Verolme Dok & Schpsb.— | M Tanker Mchy.aft | Oil 2SA 8Cy. 700×1200 mm | |
| GXLE | Launched as Nordvard | 10697 | oil tanker | Rozenburg | | 20 Ta | 9600bhp MAN | 1350t (h |
| 334583 | **Eastmead Shipping Co. Ltd.** | 23170 | **LMC** | 574' 8" (incl. BB) | 74' 11" 33' 2" | L.1240826 HeCls. BC | Verolme Machfbk. | Ijss |
| Df Esd | Moller Line (U.K.) Ltd. | | | 547' 11" | 74' 9½" 43' 11" | | 2WTAuxB primary 484lb | |
| Gc Pfd | London British | | MN1920 EL (G†) 2$\frac{1}{16}$"U3 | P81' F48' 1 dk | | Der 2(5) 2(1½) | secondary 200lb | |
| Rdr RTv | | | | 12BH | | | 3×300kW 450V 60c/s a.c. | |
| | | | | rf nil WB535t | | | | |

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| 03151<br>FZV<br>45542<br>Esd<br>Pfd<br>RT | **HOUSTON**<br>exMission Carmel–68<br>**Containership Chartering**<br>**Service**<br>Wilmington, Del United States | **11601**<br>7412<br>8767 | <br><br>AB | **1944** Marinship Corp.—Sausalito<br>523′ 6″ 68′ 2″ 31′ 4¼″<br>503′ 0″ 68′ 0″ 45′ 5″<br>P108′ F53′ 2 dks<br>RW conv tanker 68<br>rf 9″ | T-E Mchy.aft<br>4 Ho<br><br>16 Ha (stl) | S Turb 10000shp connected to elec. motor 9000shp<br>1460t (o.f)<br>General Electric Co. Schenectady<br>2×400kW 240V d.c. |
| 8982<br>YMS<br>1354<br>Esd<br>Rdr<br>RTm | **HTAN TAW YWA**<br>exLindo–68<br>**Union of Burma Five Star**<br>**Line Corp.**<br>Rangoon Burmese | **2749**<br>1688<br>4000 | <br><br>NV | **1961** P. Lindenau—Kel<br>300′ 2″ 48′ 1″ 19′ 9½″<br>276′ 0″ 48′ 0″ 23′ 0″<br>1 dk | M Mchy.aft<br>2 Ho 93′, 95′<br><br>2 Ha (stl) (each 70′×24′)<br>Der 2(5–8) 2(5) | Oil 4SA 6Cy. 520×740 mm<br>2250bhp (d.o)<br>Masch. Augsburg-Nürnberg Aug<br>2×160kW 440V 60c/s a.c |
| 22568<br><br>186590<br>Df Esd<br>Rdr<br>RTm | **IAN PACE**<br>exRachel Pace–68 exTita–67<br>exSherborne–66 exRansel–54<br>**Marine Enterprises (Malta)**<br>**Ltd.**<br>Maltese National Line Ltd.<br>Nassau British | **465**<br>243<br>610 | **BS✱** SS 3/66<br><br>**MBS✱**<br><br>MN75 CT442 C16 | **1950**–2 N.V. Scheeps. "Vooruitgang"—<br>Foxhol<br>165′ 0″ 27′ 2″ 10′ 10″<br>151′ 11″ 27′ 0″ 11′ 10″<br>P43′ F26′ 1 dk<br>RW 3BH<br>WB158t | M Mchy.aft<br>1 Ho 98′<br>G.31450 B.30400<br>2 Ha (each 36′×17¾′)<br>2W Der 2(2) | Oil 4SA 6Cy. 290×450 mm<br>375bhp 23t (d.o)<br>Appingedammer Brons. Apg<br>2×5 & 4½kW 110V d.c. 9½k |
| 904521<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **IDAHO**<br><br>**States Steamship Co.**<br>San Francisco United States | **14000**<br>8500<br>8000 | | **1968** Avondale Shpyds Inc.—Avondale<br>579′ 0″ 82′ 2″ 27′ 0″<br>544′ 6″ 82′ 0″ 45′ 6″<br>3 dks | S Ref Mchy.aft | S Turb<br>24000shp (o.f)<br>General Electric Co. Lyn |
| 6903656<br>JFGU<br>98628<br>Df Esd<br>Gc Rdr | **IIJIMA MARU No. 21**<br><br>**M. Iijima**<br>Nakaminato Japanese | **315**<br>158<br>— | | **1968** Miho Zosensho—Shimizu<br>168′ 8″ 26′ 4″ 10′ 0″<br>149′ 8″ 26′ 3″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>1000bhp<br>Akasaka Tekkosho Yaizu |
| 6903668<br>JPVD<br>104717<br>Df Esd<br>Gc Pfd<br>Rdr | **ITOHAMU MARU No. 1**<br><br>**Sonoda Kisen K.K.**<br>Kobe Japanese | **2592**<br>1322<br>3344 | | **1968** Miho Zosensho—Shimizu<br>329′ 9″ 45′ 4″ 19′ 1″<br>301′ 10″ 45′ 3″ 23′ 11″<br>1 dk | M Ref Mchy.aft | Oil 2SA 6Cy. 450×750 mm<br>3800bhp<br>Kobe Hatsudoki Seizosho Kob |
| 1846 | **IVAN VAZOV**<br>Launched as Almak<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian<br>For later particulars see New Entries No. 9 | **6500**<br>—<br>12700 | **100A1**<br>Class contemplated | Brodogradiliste "Uljanik"—Pla<br>472′ 4″ 64′ 7″ 29 1″<br>434′ 1″ 64′ 5″ 39′ 5″ | M Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>B&W<br>Brodogradiliste "Uljanik" Pla |
| 16597<br>ELXS<br>709<br>Df Esd<br>Gc Rdr<br>RT | **IVORY VENTURE**<br>exAndreas–68<br>**Summit Carriers Inc.**<br>Monrovia Liberian | **13263**<br>8110<br>20050 | AB<br><br>✠Classed LR until 4/60 | **1956**–2 Öresundsvarvet A/B—Lkr<br>570′ 3″ 72′ 8″ 31′ 0½″<br>535′ 0″ 72′ 4″ 39′ 10″<br>P171′ F72′ 1 dk<br>rf 1″ | M Tanker Mchy.aft<br>20 Ta<br>HeCls. BC | Oil 2SA 9Cy. 760×1500 mm<br>8150bhp 1912t<br>A/B Götaverken Got<br>14k |
| 818710<br>ELRV<br>3070<br>Df Esd<br>Rdr<br>RTm/h/v | **JACOBUS BROERE**<br><br>**Broere International**<br>**Shipping Inc.**<br>~~Monrovia~~ ~~Liberian~~<br>Willemstad Netherland<br>(Antilles) | 1275 ~~1088~~<br>773 ~~752~~<br>2267 ~~2267~~ | **✠100A1**<br>oil & chemical tanker SG<br>up to 1·6<br>Ice Class 3<br>**✠LMC** **UMS**<br>MN300 EL N1$\frac{5}{16}$″U2 | **1968**–8 N.V. Nieuwe Noord Ned. Schps.<br>—Gro<br>270′ 0″ 40′ 2″ 16′ 5″<br>245′ 10″ 39′ 3½″ 18′ 5″<br>P67′ F42′ 1 dk<br>13BH<br>rf 4″ WB132t incl. DTf70t | M Oil/Chemical Tanker Mchy.aft<br>12 Ta<br>L.994345 He Cls C | Oil 4SA 6Cy. 400×600 mm<br>1499bhp 125½t–5pd<br>Motorenfabk "De Industrie" Alp<br>2wtdb 142ᵗᵇ<br>3×64, 64, 24kW 380V 50c/s a.c. 12½k |
| 6904284<br><br><br>Df Esd<br>Rdr RT | **JACQUES LETZER**<br><br>**S.A. Remorquage à Hélice**<br>Zeebrugge Belgian | **271**<br>—<br>— | | **1968** Béliard Murdoch N.V.—Ost<br>107′ 0″ 30′ 2″ 12′ 1½″<br>91′ 10″ 28′ 7″ 15′ 1″<br>1 dk | M Tug | Oil 4SA 8Cy. 241×305 mm reverse reduction geared<br>1650bhp<br>S.A. Cockerill-Ougrée-Providence<br>Seraing |
| 6903175<br>NVNJ<br>509958<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JAMES**<br>exGeneral H. F. Hodges–68<br>**James River Transport Inc.**<br>New York United States | T.Mk<br>**8281**<br>4715<br>—<br>**10530**<br>6837<br>15469 | <br><br>AB | **1945** Kaiser Co. Inc.—Richmond<br>520′ 0″ 71′ 8″ 32′ 9⅞″/—<br>496′ 7″ 71′ 6″ 43′ 6″<br>P143′ F144′ 2 dks<br>RW conv troopship 68<br>rf nil | S Mchy.aft<br>6 Ho<br><br>7 Ha (stl) | S Turb dr geared to sc. shaft<br>9900shp 2065t (o.f)<br>Westinghouse Elec. Corp. Brooklyn<br>3×400kW 240V d.c. |
| 6904090<br><br>329983 | **JANEY H. II**<br><br>**Robichaud & Co. Ltd.**<br>Caraquet Canadian | **123**<br>59<br>— | | **1968** Ch. Nav. Ltd.—Caraquet<br>*81·9′* 21′ 2″<br>… … …<br>1 dk | Wood M Fishing | Oil 8Cy. 6¼″×8″<br>510bhp<br>Caterpillar Tractor Co. Peoria<br>11k |
| 6902884<br>LATH<br><br>Df Esd<br>Gc Rdr<br>RT | **JARENA**<br><br>**A/S Kosmos**<br>Anders Jahre<br>Sandefjord Norwegian | **52324**<br>33881<br>100480 | | **1968** Nippon Kokan—Tsu<br>864′ 9″ 125′ 0″ 48′ 9½″<br>824′ 9″ 124′ 7″ 63′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>20700bnp B&W<br>Mitsui Zosen Tmn |

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|---|---|---|---|---|---|---|
| 6823179<br>SJKA<br>10998<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **JARL R. TRAPP**<br>**Rederi A/B Bifrost**<br>Jarl R. Trapp<br>Gothenburg Swedish | 17373<br>10127<br>27190 | ✠100A1<br>strengthened for ore cargoes, No. 3 hold or Nos. 2 & 5 or Nos. 1, 3, 4 & 6 holds may be empty<br>✠LMC<br>MN2660 EL G†2½"U2 | 1968-8 Öresundsvarvet A/B—Lkr<br>607' 6" 79' 3" 32' 4"<br>578' 3" 78' 9" 46' 7"<br>P107' F61' 1 dk<br>NS 9BH<br>rf 1" WB13017t incl. Comb. btm & side tanks in holds 4780t. Topside tanks in holds 3465t | M Bulk Carrier Mchy.aft<br>6 Ho 53½', 98½', 56½', 55½ , 100', 49½'<br>G.1243710 B.1132420<br>6 Ha (stl) (32', 78', 33½', 33½', 78', 27½'×35½')<br>Cr 4(11½–14½) | Oil 2SA 7Cy. 750×1600 mm<br>13300bhp 1630t (hvf)<br>A/B Götaverken<br>AuxB 100lb<br>3×392kW 450V 60c/s a.c.<br>Controllable pitch propeller |
| 6902640<br>ENPD<br>M-27846 | **JAROSLAVL**<br>**U.S.S.R.**<br>Astrakhan Russian | 863<br>218<br>353 | | 1966 ........................Russia<br>180' 9" 31' 2" 10' 1½"<br>30' 11" 14' 9" | D-E Trawler Ref<br>1 Ho<br>In.12713<br>1 Ha (6½'×6½')<br>Cr 1(2½) | 2 Oil 4SA each 6Cy. 250×<br>driving gens connected<br>motors geared to sc. shaft |
| 6402535<br>THXH<br>Df Esd<br>Pfd RT | **JEANINE-STEPHAN**<br>exLysanna-68<br>**Jean Tachet & Robert L'Hotellier**<br>St. Malo French | 121<br>44<br>— | | 1963 Ch. Herbert & Heraud—Pont Lorois<br>*76·8'* 21' 7"<br>21' 5" | Wood M Fishing<br>2 Ha (each 3'×3½')<br>Der 1(1) | Oil 4SA 8Cy. 185×200 mm<br>400bhp<br>Moteurs Baudouin |
| 5234371<br>MPBK<br>185861<br>Df Esd<br>Gc Rdr<br>RTm/v | **JELUNGA**<br>exMiddlesex-68<br>**British India Steam Nav. Co. Ltd.**<br>London British | 8284<br>4609<br>10134 | ✠100A1 SS 12/65<br>✠LMC<br>✠Lloyd's RMC<br>MN1800 EL f†2½"SQ | 1953-4 A. Stephen & Sons Ltd.—Gls<br>499' 3" 64' 8" 27' 3½"<br>470' 3" 64' 6" 42' 0"<br>F49' 2 dks, 3rd dk clear of mchy. space<br>RW Coll BH to U dk 6 to 2nd dk<br>rf 3" DK fwd WB2027t incl. Tunnel tanks 346t | M Ref<br>5 Ho 52½', 71', 62½', 70', 71½'<br>G.527450 B.487220 In.84430<br>5 Ha (stl) (18'×18') (35½', 30½', 33', 27½'×20')<br>17W Der 1(50) 16(10) | 2 Oil 2SA each 10Cy. 580×760 m<br>sr gearing & electro-magnet<br>couplings to sc. shaft<br>9000bhp 218<br>(i) A. Stephen & Sons Ltd.<br>(ii) Sulzer Bros. Ltd.<br>AuxB 105lb<br>4×300kW 220V d.c. |
| 6904296<br>OXIL<br>Df Esd<br>Gc Rdr<br>RT | **JETTE WONSILD**<br>**Joint Ownership "Victortank"**<br>Wonsild & Sön<br>Copenhagen Danish | 500<br>293<br>— | | 1968 Frederikshavn V. & T. A/S—Fkn<br>198' 9" 33' 9" 13' 8½"<br>181' 4" 33' 5" 18' 10"<br>1 dk & S dk | M Tanker OSD Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Atlas-Mak. Masch.<br>Controllable pitch propeller |
| 6904545<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **JORUNA**<br>**Lars Rej Johansen**<br>Oslo Norwegian | 4203<br>2314<br>5948 | | 1968 Schiffswerft "Neptun"—Ros<br>376' 3" 21' 1½"<br>347' 10" 53' 10" 25' 7"<br>P74' B43' F29' 1 dk | M Mchy.aft<br>3 Ho 62', 91½', 94'<br>G.303255 B.286830<br>3 Ha (stl) (41½', 62', 62'×32½')<br>5W Der 1(50) 1(15) 3(8) | Oil 2SA 6Cy. 570×800 mm<br>4000bhp 585t (hvf) 66<br>Masch. Augsburg-Nürnberg<br>3×208kW 220/380V 50c/s a.c. |
| 6618859<br>SPXH<br>Df Esd<br>Gc Rdr | **JOZEF WYBICKI**<br>**Polish Ocean Lines**<br>Gdansk Polish | 5713<br>3131<br>9425<br>8644<br>4850<br>11775 | PR | 1966 Ast. de Cadiz S.A.—Sev<br>500' 9" 63' 10" 25' 3"/—<br>462' 11" 63' 8" 38' 3"<br>1 dk & S dk | M OSD/CSD<br>5 Ho<br>B.347205 G.364963<br>5 Ha (28'×23') (44½', 44½', 39½', 39½'×29½')<br>16W Der 1(50) 1(30) 6(10) 10(5) 2(1½) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp B&W<br>H. Cegielski |
| 6903670<br>JLZN<br>102392<br>Df Esd<br>Rdr RT | **KAIYO MARU No. 55**<br>**Kyoei Suisan K.K.**<br>Shimonoseki Japanese | 114<br>46<br>287 | | 1968 Kyokuyo Zosen Tekko—Smk<br>111' 4" 19' 9" 8' 9"<br>96' 9" 19' 8" 9' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>510bhp<br>Niigata Eng. Co. Ltd. |
| 6903682<br>JM2882<br>102393<br>Df Esd<br>Rdr RT | **KAIYO MARU No. 56**<br>**Kyoei Suisan K.K.**<br>Shimonoseki Japanese | 115<br>45<br>288 | | 1968 Kyokuyo Zosen Tekko—Smk<br>111' 4" 19' 9" 8' 9"<br>96' 9" 19' 8" 9' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×320 mm<br>510bhp<br>Niigata Eng. Co. Ltd. |
| 5336959<br>Df Esd | **KALKAS**<br>exSpontaneity-68<br>exRemmert-54<br>**D. Kalkasinas**<br>Greek | 500<br>259<br>— | ✠100A1 SS 9/63<br>✠LMC<br>EL h | 1949-6 Gebr. van Diepen—Waterhuizen<br>169' 0" 28' 4" 11' 4½"<br>161' 8" 28' 3" 11' 8"<br>P36' Q98' F30' 1 dk<br>RW 3BH<br>WB217t | M Mchy.aft | Oil 4SA 6Cy. 330×600 mm<br>650bhp<br>N.V. Werkspoor |
| 6807230<br>Esd | **KARAMAT**<br>**Karachi Port Trust**<br>Karachi Pakistan | 764<br>645<br>— | ✠A1<br>dredger<br>Karachi Harbour service<br>EL (K) | 1968-2 Orenstein-Koppel & Lbcr. Masch.—Lbc<br>166' 0" 43' 10" 5' 9½"<br>164' 10" 42' 8" 11' 10"<br>1 dk<br>4BH<br>rf nil WB84t | Suction Cutter Dredger | 2×330kW 400V 50c/s a.c. |
| 5182281<br>ILKA<br>3454<br>Df Esd<br>RT | **KARIN**<br>exKarin Cords-68<br>**Genovese di Navigazione S.p.A.**<br>Genoa Italian | 994<br>604<br>1699 | GL | 1954 Gutehoffnungshütte A.G.—Walsum<br>218' 11" 32' 9" 16' 9"<br>32' 7" 19' 8"<br>2 dks<br>RW | M Mchy.aft<br>G.70845 B.66254<br>2 Ha<br>Der 4(3–5) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz |

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|---|---|---|---|---|---|---|
| 1251<br>Esd<br>Rdr<br>RTm | **KAROLOS**<br>exStavsund–68 exHamina–66<br>**Marcos Keusseoglou**<br>Greek | **2408**<br>1176<br>3016 | NV | **1954** J. Lewis & Sons Ltd.—Abn<br>304′ 1″ 44′ 2″ 18′ 7½″<br>275′ 6″ 44′ 0″ 21′ 9″<br>1 dk<br>R<br>rf 4″ | M<br>2 Ho 106¾′, 93¾′<br>4 Ha (stl) (32′, 33½′, 28¾′, 28¾′ × 22′)<br>Der 4(5) | Oil 2SA 4Cy. 440 × 1440 mm<br>1450bhp (d.o)<br>J. Lewis & Sons Ltd. Abn<br>4 × 150, 150, 150, 25kW 220V d.c.<br>Thw. thrust propeller aft |
| 3694<br>HR<br>4169<br>Esd<br>Rdr | **KATSU MARU No. 31**<br>**Maekatsu Gyogyo K.K.**<br>Muroto Japanese | **345**<br>174<br>— | | **1968** Miho Zosensho—Shimizu<br>173′ 4″ 27′ 0″ 10′ 5″<br>154′ 3″ 26′ 11″ 12′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270 × 420 mm<br>900bhp<br>Hanshin Nainenki Kogyo Kob |
| 6687<br>32173<br>RTv | **KERINUI**<br>**Auckland Harbour Board**<br>Auckland New Zealand | **713**<br>550<br>885 | ~~✠A1~~<br>~~dredger.~~<br>~~Auckland harbour service~~<br>~~EL J 1½″U1~~<br>✠Class **WITHDRAWN**<br>at Owners' request<br>3/69 | **1968–4** Mason Bros. Ltd.—Auk<br>195′ 8″ 36′ 9″ 6′ 0″<br>160′ 0″ 35′ 0″ 11′ 6″<br>1 dk<br>4BH<br>rf nil WB96t | Bucket Dredger | 1 × 240kW 400V 50c/s a.c |
| 3709<br>JFOB<br>05442<br>d Gc<br>Rdr | **KOAN MARU No. 7**<br>**Idemitsu Kosan K.K.**<br>Tokyo Japanese | **2100**<br>—<br>3500 | NK | **1968** Hayashikane—Nag<br>293′ 9″ 42′ 0″ 19′ 8″<br>272′ 4″ 41′ 11″ 21′ 4″<br>1 dk | M Tanker Mchy.aft | 2 Oil 4SA each 6Cy. 320 × 380 mm sr geared to sc. shaft<br>1500bhp<br>Fuji Seisakusho Tateyama |
| 03711<br>Rdr | **KOFUJI MARU No. 22**<br>**H. Konishi**<br>Hiroshima Japanese | **195**<br>122<br>61 | | **1968** Matsuura Zosen—Hma<br>117′ 4″ 19′ 9″ 5′ 8″<br>104′ 11″ 19′ 8″ 8′ 8″<br>1 dk | M Ferry Mchy.aft | Oil 4SA 6Cy. 240 × 405 mm<br>800bhp<br>Hanshin Nainenki Kogyo Kob |
| 03723<br>CUA<br>02498<br>Esd<br>Pfd<br>RT | **KOGYO MARU No. 108**<br>**Senkon Gyogyo K.K.**<br>Kushiro Japanese | **350**<br>152<br>— | | **1968** Niigata Eng. Co. Ltd.—Niigata<br>173′ 10″ 28′ 11″ 11′ 3″<br>154′ 10″ 28′ 10″ 12′ 5″<br>2 dks | M Fishing Mchy.aft | Oil 4SA 8Cy. 310 × 380 mm<br>1830bhp<br>Niigata Eng. Co. Ltd. Niigata |
| 122<br>YZ<br>Esd<br>Rdr<br>RT | **KOMTUR**<br>exVogelsand–68<br>**Reederei Manfred Preukschat K.G.**<br>Kiel W. German | **1262**<br>809<br>1875 | GL | **1957** Schlichting & Co.—Lbc<br>243′ 4″ 38′ 10″ 14′ 11″<br>223′ 2″ 38′ 8½″ 16′ 2″<br>P66′ Q133′ B52′ F26′ 1 dk | M Mchy.aft<br>2 Ho<br>G.91041 B.84428<br>4 Ha<br>4W Der 4(2¾) | Oil 4SA 6Cy. 420 × 660 mm<br>1250bhp 131½t<br>Klöckner-Humboldt-Deutz Kln<br>12½k |
| 076<br>TM<br>041<br>Esd<br>Pfd<br>Rdr<br>Th/v | **KONKAR PIONEER**<br>**Konkar Maritime Enterprises S.A.**<br>Monrovia Liberian | **23258**<br>15708<br>44600 | | **1968** Mitsui Zosen—Tmn<br>666′ 0″ (incl. BB) 94′ 3″ 40′ 7″<br>631 0″ 94′ 0″ 55 0″<br>P141′ B34′ F71′ 1 dk | M Bulk Carrier Mchy.aft<br>7 Ho 53¼′, 55¾′, 72′, 57¾′, 72′, 72′, 72′<br>G.1756500<br>7 Ha (stl) (33′, 34½′, 43½′, 36′, 43¼′, 43½′, 43¼′ × 44½′)<br>Der 2(5) | Oil 2SA 6Cy. 840 × 1800 mm<br>13800bhp B&W 3525t(hvf) 256t(d.o)<br>Mitsui Zosen Tmn<br>3 × 336kW 440V 60c/s a.c. 15½k |
| 3046<br>PYK<br>Esd<br>Rdr<br>RT | **KOPALNIA SOŚNICA**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | **8400**<br>4300<br>11700 | | **1968** Nakskov Shipyard—Nakskov<br>465′ 1″ 65′ 2″ 26′ 11″<br>436′ 5″ 65′ 0″ 37′ 5″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 620 × 1400 mm<br>6550bhp B&W<br>H. Cegielski Poz |
| 90373<br>JRCE<br>104137<br>f Esd<br>c Rdr | **KOYO MARU No. 18**<br>**Koyo Gyogyo Seisan Kumiai**<br>Kaifu-gun Japanese | **345**<br>174<br>— | | **1968** Miho Zosensho—Shimizu<br>173′ 4″ 27′ 0″ 10′ 5″<br>154′ 3″ 26′ 11″ 12′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270 × 420 mm<br>1000bhp<br>Akasaka Tekkosho Yaizu |
| 3747 | **KUROGANE MARU No. 12**<br>**Kuroganemaru Shokai Y.K.**<br>Ainoura Japanese | **199**<br>107<br>450 | | **1968** Shinwa Sangyo K.K.—Hma<br>117′ 4″ 27′ 0″ 10′ 10″<br>104′ 11″ 26′ 11″ 11′ 10″<br>1 dk | M Sand Carrier Mchy.aft | Oil 4SA 6Cy. 200 × 240 mm<br>400bhp<br>Yanmar Diesel Eng. Co. Ltd. Osa |
| 759<br>LU<br>061<br>Esd<br>Rdr | **KUROSHIO MARU No. 16**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | **345**<br>174<br>— | | **1968** Miho Zosensho—Shimizu<br>173′ 4″ 27′ 0″ 10′ 5″<br>154′ 3″ 26′ 11″ 12′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270 × 420 mm<br>1000bhp<br>Akasaka Tekkosho Yaizu |
| 761<br>LY<br>062<br>Esd<br>Rdr | **KUROSHIO MARU No. 17**<br>**Nichiro Gyogyo K.K.**<br>Tokyo Japanese | **345**<br>174<br>— | | **1968** Miho Zosensho—Shimizu<br>173′ 4″ 27′ 0″ 10′ 5″<br>154′ 3″ 26′ 11″ 12′ 4″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270 × 420 mm<br>1000bhp<br>Akasaka Tekkosho Yaizu |

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|---|---|---|---|---|---|---|
| 5227976<br>9MUN<br>324051<br>Df Esd<br>Gc Rdr<br>RTm | **KURTIA No. 1**<br>exMasa Maru No. 11-68<br>**Lun Sang Eng. Co. Sda. Bhd.**<br>Penang Malaysian | 289<br>154<br>— | | 1961 Kanazashi Zosensho—Shimizu<br>*130-0'* 23' 9"<br>127' 9" 23' 7" 11' 4"<br>P&B62' F23' 2 dks | M Fishing Ref Mchy.aft | Oil 4SA 6Cy. 370×450 mm<br>650bhp<br>Hanshin Nainenki Kogyo<br>1×135kW 110V 50c/s a.c. |
| 6903773<br>JL3118<br>105225<br>Rdr RT | **KYOKUHO MARU No. 5**<br>**Wada Kaiun K.K.**<br>Miyakubo Japanese | 328<br>159<br>600 | | 1968 Shinwa Sangyo K.K.—Hma<br>155' 7" 25' 0" 11' 1"<br>141' 0" 24' 11" 11' 10"<br>1 dk | M Chemical Tanker Mchy.aft | Oil 4SA 6Cy. 280×420 mm<br>650bhp<br>Matsue Nainenki Kogyo |
| 6902581<br>JNZB<br>104507<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KYORYU MARU**<br>**Kotaka Kisen K.K.**<br>Osaka Japanese | 1967<br>1125<br>3407 | | 1968 Ujina Zosensho—Hma<br>294' 4" 42' 1" 18' 10"<br>272' 4" 42' 0" 22' 2"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 470×700 mm<br>2200bhp<br>Ito Tekkosho |
| 6903785<br>104754<br>Rdr RT | **KYOWA MARU**<br>**Tamai Shosen K.K.**<br>Kobe Japanese | 497<br>333<br>500 | | 1968 Matsuura Zosen—Hma<br>189' 5" 27' 7" 12' 2"<br>173' 10" 27' 6" 13' 2"<br>1 dk | M Asphalt Tanker Mchy.aft | Oil 4SA 6Cy. 280×430 mm<br>800bhp<br>Hanshin Nainenki Kogyo |
| 6903797<br>JIJO<br>102756<br>Df Esd<br>Gc Pfd<br>Rdr | **KYOWA MARU No. 11**<br>**T. Miki**<br>Mie Pref. Japanese | 373<br>170<br>— | | 1968 Miho Zosensho—Shimizu<br>178' 2" 27' 7" 11' 2"<br>159' 2" 27' 6" 12' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>1250bhp<br>Niigata Eng. Co. Ltd. |
| 6808521<br>6LAH<br>Df Esd<br>Gc Pfd<br>RT | **KYUNGJU**<br>**Korea United Lines**<br>Inchon S. Korean | 14802<br>11024<br>25100<br>— | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>✠LMC<br>MN2100 EL G†2$\frac{11}{16}$"<br>RI | 1968-6 Ansaldo S.p.A.—Spz<br>585' 5" (incl. BB) 75' 4"<br>555' 3" 75' 1½" 45' 4"<br>P60' F45' 1 dk<br>NS 9BH<br>rf nil WB11109t incl. Comb. btm & side tanks in holds 4140t | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 750×1320 mm<br>10500bhp<br>Ansaldo Meccanico—Nucleare S.p.A.<br>AuxB 100lb e(ex.g) 100lb |
| 6904105<br>334229 | **L. M. ODIN**<br>**Land & Marine Contractors Ltd.**<br>Liverpool British | 1230<br>1036<br>— | | ......................<br>*220-7'* 60' 1"<br>... ... ...<br>1 dk | TM Pontoon | 2 Oil each 12Cy. 135×160 mm<br>400bhp<br>Klöckner-Humboldt-Deutz |
| 6822577<br>GYWZ<br>334256<br>RTv | **LADY HOWARD**<br>**John Howard & Co. (Northern) Ltd.**<br>Liverpool British | 151<br>—<br>44 | ✠100A1<br>tug<br>✠LMC<br>EL 1"U1 | 1968-10 Richards (Shipbuilders) Ltd.—Lwt<br>95' 0" 25' 0" 10' 9"<br>86' 0" 23' 6" 12' 0"<br>3BH<br>rf 21" BK6" WB38t | M Tug Mchy.aft | Oil 4SA 6Cy. 10½"×14½" rever<br>duction geared<br>Ruston & Hornsby<br>2×29kW 220V d.c. |
| 5385352<br>335991<br>Df Esd<br>RTm | **LADY SABINA**<br>exGlencullen-68<br>exWalcheren-63<br>**Thomas Watson (Shipping) Ltd.**<br>D. J. Bradley<br>Rochester British | 410<br>221<br>530 | BV | 1952 Scheeps. A. Apol—Wirdum<br>149' 3" 23' 9" 10' 9½"<br>23' 7"<br>P47' Q48' F21' 1 dk<br>RW<br>rf nil | M Mchy.aft<br>1 Ho 88½'<br>G.27000 B. 26000<br>2 Ha (28½', 33½'×14½')<br>2W Der 2(3) | Oil 4SA 6Cy. 290×420 mm<br>390bhp<br>Masch. Kiel A.G.<br>1×3kW 50V d.c. |
| 5059745<br>KROU<br>252476<br>Df Esd<br>Gc Rdr<br>RT | **LAFAYETTE**<br>exCalifornia Mail-68<br>exCanada Mail-63<br>exGoshen-47 exSea Hare<br>**Waterman S.S. Corp.**<br>Portland, Or United States | 7970<br>4650<br>12515 | AB | 1944 Western Pipe & Steel Co.—S.Fo<br>492' 0" 69' 7" 29' 4⅛"<br>465' 3" 69' 6" 42' 6"<br>F37' 2 dks & S dk<br>rf nil | S OSD<br>5 Ho 76½', 60', 72½ , 67½', 82½'<br>G.800710 B.695690<br>5 Ha (stl) (36'×20') (30', 37½', 30½'×24') (40'×20')<br>18W Der 1(30) | 2 S Turb dr geared to sc. shaf<br>9350shp<br>General Electric Co.<br>3×300kW 240V d.c. |
| 6904442<br>Df Esd<br>Gc Rdr<br>RT | **LAIETA**<br>**NAPROLI (Nav. Productos Licuados)**<br>Barcelona Spanish | 29700<br>—<br>— | | 1968 Astano S.A.—Frl<br>674' 8" 27' 7"<br>640' 0" 96' 0" 60' 7"<br>1 dk | S Liquefied Gas Carrier Ref Mchy.aft | 2 S Turb dr geared to sc. shaf<br>15000bhp De Laval<br>Ansaldo Meccanico-Nucleare |
| 6903802 | **LAROUCO**<br>**Lisnave Estaleiros Navais de Lisboa S.a.r.l.**<br>Lisbon Portuguese | 45000<br>30000<br>80000 | 100A1<br>oil tanker<br>Class contemplated | A.G. "Weser"—Bmn<br>822' 0" (incl. BB) 123' 10" 42' 0¾"<br>784' 2" 123' 10" 55' 5" | M Tanker Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>Burmeister & Wain |
| 6904117<br>Df Esd<br>Gc Rdr | **LEDNICE**<br>**Czechoslovak Danube Navigation N.P.**<br>Czechoslovak | 1412<br>645<br>— | | 1966 Angyalfold Shipyard—Bdp<br>267' 0" 37' 4" 10' 2"<br>... ... ... | TM Mchy.aft<br>3 Ha<br>Cr 2(3) | 2 Oil 4SA each 8Cy. 216×3<br>1600bhp<br>Lang Eng. Works |

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| 902767 | **LEINSTER**<br><br>**British & Irish Steam Packet Co. Ltd.**<br>Dublin Irish Republic | **4850**<br>—<br>1050 | **100A1**<br>for restricted service<br>Class contemplated | Verolme Cork Dkyd Ltd.—Cork<br>387′ 2″ 58′ 6″ 14′ 7⅛″<br>353′ 8″ 57′ 9″ 22′ 0″ | TM Ferry | 4 Oil 4SA each 18Cy. 300×450 mm dr geared to 2 sc. shafts<br>Masch. Augsburg-Nürnberg Aug |
| 904129<br><br>14128 | **LEOLA CHARLES**<br><br>**Don Mummery Fishery Ltd.**<br>Port Dover Canadian | **101**<br>88<br>— | | **1968** D. Mummery—Port Dover<br>*63·5′* 19′ 6″<br>… … …<br>1 dk | M Fishing | Oil 6Cy. 5½″×6½″<br>325bhp<br>Caterpillar Tractor Co. Peoria<br>10k |
| 15323<br><br><br>Df Esd<br>Rdr RT | **LESVIOS**<br>exAmsel–68<br>**Chion Naftiliaki Anonymous Etairea**<br><br>Greek | **353**<br>145<br>459<br>**664**<br>408<br>916 | <br><br>GL | **1957** Adler Werft G.m.b.H.—Bmn<br>187′ 8″ 29′ 6″ 8′ 11″/12′ 5″<br>169′ 7″ 29′ 4″ 16′ 1″<br>P&B50′ F31′ 1 dk & S dk | M Ref OSD/CSD Mchy.aft<br>1 Ho<br>G.48840 B.42120 In.1991<br>1 Ha (76′×17′)<br>4W Der 1(10) 4(3–5) | Oil 4SA 6Cy. 320×450 mm<br>750bhp 32t<br>Klöckner-Humboldt-Deutz Kln<br>10¾k |
| 6707155<br>KNEJ<br>5[illegible]87<br>Esd<br>Gc Rdr<br>RTv | **LETITIA LYKES**<br><br>**Lykes Bros. S.S. Co. Inc.**<br>United States | T.Mk<br>**7189**<br>3840<br>—<br>**10723**<br>6159<br>13710 | <br><br>AB | **1968** Avondale Shpyds Inc.—Avondale<br>540′ 0″ 76′ 2″ —/31′ 7⅛″<br>514′ 0″ 76′ 0″ 42′ 6″<br>F91′ 3 dks<br>RW<br>rf nil | S<br>6 Ho 62½′. 67½′, 62½′, 62½′, 77½′, 66′<br>G.807000 B.749000<br>8 Ha (stl) (31½′×20′) (40′, 35′, 32½′×27′) (42½′×16′) (42½′×26′) (42½′×16′) (35′×27′)<br>20W Der 2(80) 20(15) | 2 S Turb dr geared to sc. shaft<br>15500shp 2753t (o.f)<br>De Laval Turbine Inc. Trenton<br>2×750kW 440V 60c/s a.c. 20k |
| 267639<br>GBLA<br>300801<br>Df Esd<br>Gc Rdr<br>*RT*m/v | **LONDON PIONEER**<br>exOverseas Pioneer–67<br>**London & Overseas Freighters Ltd.**<br>London British | **15934**<br>9113<br>24700 | **✠100A1** SS 8/68<br>strengthened for heavy cargo<br>**✠LMC**<br>MN1640 EL k†2$\frac{9}{16}$″SQ | **1958–12** Furness S.B. Co. Ltd.—Haverton Hill<br>593′ 2″ 80′ 4″ 32′ 2½″<br>561′ 0″ 80′ 0″ 42′ 3″<br>P140′ B35′ F45′ 1 dk<br>RW 8BH conv tanker 68<br>rf 4″ WB7966t incl. Topside tanks in holds 3328t DB & side tanks in holds 4464t | S Bulk Carrier Mchy.aft<br>6 Ho 61′, 68½′. 68½′, 78½′, 58½′, 57½′<br>G.1134063 B.995328 HeCls. BC<br>6 Ha (stl) (31½′, 44′, 31½′, 36′, 36′, 36′×34¾′)<br>12W Der 12(5) | 2 S Turb dr geared to sc. shaft<br>8200shp 2705t (o.f)<br>Richardson Westgarth (Hpl) Hpl<br>2WTB 495℔ Spt 750° F. 465℔ hs15780 sg 150℔<br>3×325, 325, 125kW 220V d.c. 14k |

# REGISTER OF SHIPS

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|
| No.<br>Sign<br>No.<br>ional<br>s | SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry  Flag | TONS<br>Gross<br>Net<br>Summer Deadwt<br>Gross<br>Net<br>Summer Deadwt | CLASSIFICATION<br>Hull  Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral  Equipment letter | HULL<br>Date of build  Shipbuilders—Place of build<br>Length overall  Breadth extreme  Draught maximum<br>Length B.P.  Breadth moulded  Depth moulded<br>Superstructures  Decks<br>Riveted/Welded  Bulkheads  Alterations<br>Rise of floor  Keel  Water ballast | CARGO CAPACITIES/HANDLING<br>Description of ship  No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft.  Bale c.ft.  Insulated spaces c.ft.  Heating coils<br>No. of Hatchways & sizes<br>No. of Winches  Cranes/Derricks No./SWL tons | MACHINERY<br>Engines  Bore and stroke<br>Total horsepower  Type  Fuel Bunkers (tons)<br>Enginebuilders  Where manufactured<br>Boilers  Heating surface  Furnaces<br>Aux. electrical generating plant<br>Special propellers  Speed knots |
| 031<br>112<br>Pld<br>Rdr<br>Th/v | **ACADIA TERN**<br>**Acadia Fisheries Ltd.**<br>David F. Corney<br>St. John's, Nfl  Canadian | 685<br>323<br>— | ✠100A1<br>stern trawler<br>Str. nav. ice<br>✠LMC<br>EL (i) | **1968**–8 Ferguson Industries Ltd.—Pictou<br>150′ 1″ 33′ 7″<br>130′ 0″ 33′ 0″ 22′ 9″<br>B40′ 2 dks<br>Coll BH to U dk, 2 to 2nd dk<br>rf 24″ BK3″ WB34t | M Stern Trawler<br>1 Ho 42′<br>3 Ha (alu) (each 7′×4′) | Oil 4SA 8Cy. 12½″×14½″<br>1690bhp  112t (d.o)<br>Emy. propulsion by motoring M.E. driven generator<br>Ruston & Hornsby  Lcn<br>AuxB 50℔<br>3×125, 125, 320kW 220V d.c.<br>Controllable pitch propeller  12½k |
| 27645<br>10<br>RT | **AFRICA I**<br>exGenepesca VI–66<br>exMariska–48 exVirginia<br>**Africapeche S.r.l.**<br>Port Etienne  Mauritanian | 711<br>463<br>— | RI<br>✠Classed LR until 12/29 | **1921**–11 Nakskov Skibs A/S—Nkv<br>177′ 10″ 31′ 2″<br>169′ 3″ 31′ 0″ 14′ 3″<br>R  conv dry cargo ship 48 | M Trawler<br>1 Ho | Oil 2SA 4Cy. 360×650 mm<br>660bhp NE48  119t<br>S.A. Fiat S.G.M.  Tur<br>9k |
| 103<br>804<br>RT | **AGIOS NIKOLAOS**<br>**Hermes Shipping Company Ltd.**<br>Piræus  Greek | 630<br>480<br>250 |  | **1968** D. Savas—Perama<br>182′ 5″ 4′ 11″<br>165′ 0″ 28′ 3″ 5′ 11″<br>2 dks | TM Ferry Mchy.aft | 2 Oil 4SA each 8Cy. 240×360 mm<br>1200bhp |
| 4648<br>Esd<br>Rdr<br>RT | **AGOSTINO NAPOLEONE**<br>**Soc. Napoleone Alessandroni**<br>Palermo  Italian | **1599**<br>—<br>4150 |  | **1968** Cant. Nav. Breda—Ven<br>288′ 9″ 43′ 4″ 19′ 0″<br>259′ 10″ 43′ 3½″ 22′ 7″<br>1 dk | M Chemical Tanker Mchy.aft | Oil 4SA 8Cy. 400×580 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz  Kln |
|  | Now **GREGORIO NAPOLEONE** See New Entries No. **12** |  |  |  |  |  |
| 97<br>X<br>47<br>d<br>r | **AGUNG**<br>exCorvetine–68<br>exEmilie Mærsk–67<br>**Grand Sea Shipping Co. Ltd.**<br>Mogadishu  Somali Rep. | **2753**<br>1535<br>—<br>**4263**<br>2523<br>5040 | **BS✱**  TD 4/68<br>Ice strengthening<br>**MBS✱**<br>MN500 CT4031 C32 S32 | **1947**–12 Frederikshavn V. & F. A/S—Fkn<br>359′ 3″ 51′ 0″ 20′ 9″/22′ 8¾″<br>344′ 5″ 50′ 10″ 30′ 4″<br>F35′ 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>WB712t | M Ref OSD/CSD<br>G.312000 B.277000 | Oil 2SA 5Cy. 620×1150 mm<br>2500bhp  649t<br>Burmeister & Wain  Cpn<br>AuxB 100℔  13k |
| 5<br>T<br>7<br>d<br>d<br>T | **AIDA**<br>**Rederi A/B Wallship**<br>O. Wallenius<br>Stockholm  Swedish | T.Mk<br>**2274**<br>1274<br>4470 | ✠100A1<br>Ice Class 1<br>✠LMC<br>MN600  EL U 1⅝″SQ | **1966**–8 A/B Ekensbergs Varv—Skm<br>325′ 6″ 49′ 4″ 19′ 10½″<br>302′ 10″ 49′ 2½″ 36′ 3″<br>RAD18′ 1 dk & S dk<br>NS Coll BH to S dk 3 to 2nd dk<br>rf 4″ WB1200t  len 68 | M Mchy.aft<br>Stern door<br>1 Ho<br>G.357448 B.301016<br>2 Ha (stl) (24½′×12′) (13¾′×21′/17½′) | Oil 4SA 12Cy. 400×500 mm<br>3000bhp  495t (hvf)<br>Klöckner-Humboldt-Deutz  Kln<br>4×132kW 440V 60c/s a.c.<br>Thw. thrust contr. pitch propeller fwd<br>13k |
| 15<br>Esd<br>RT | **AIRONE**<br>**Fratelli Cefalù**<br>Palermo  Italian | 1235<br>530<br>667 |  | **1969** Cant. Nav. M. & B. Benetti—Viareggio<br>219′ 10″ 37′ 9″ 14′ 0″<br>203′ 10″ 37′ 8″ 15′ 1″<br>2 dks | M Stern Trawler Ref CSD Mchy.aft | Oil 4SA 8Cy. 300×450 mm<br>1700bhp<br>Masch. Augsburg-Nürnberg  Aug |
| 09613<br>ELWC<br>3153<br>f Esd<br>Rdr<br>RTh | **AIVA**<br>exEiwa Maru–68<br>**Avanti S.S. Co.**<br>Monrovia  Liberian | **12642**<br>8308<br>19859 | NK<br>✠Classed LR until 8/63 | **1958**–9 Nagoya Zosen—Nga<br>559′ 8″ 72′ 0″ 31′ 1¼″<br>529′ 11″ 71′ 8″ 40′ 0″<br>P120′ B40′ F70′ 1 dk<br>rf 6″ | M Tanker Mchy.aft<br>27 Ta<br>L.929421  HeCls. BC | Oil 2SA 7Cy. 760×1550 mm<br>9100bhp Sulzer  2056t (hvf)–32¾pd<br>Uraga Diesel Kogyo  Tamashima<br>2×280kW 450V 60c/s a.c.  15½k |
| 4600<br>6651<br>Esd<br>Rdr<br>Tm | **AJAX**<br>exFidra–69<br>**Ajax Shipping Co. Ltd.**<br>Cyprus | **1333**<br>597<br>1504 | ✠100A1  SS 10/66<br>✠LMC<br>MN194  EL n $1\frac{5}{16}$″SQ | **1956**–11 James Lamont & Co. Ltd.—P.Gl<br>229′ 9″ 35′ 5 15′ 0¾″<br>215′ 0″ 35′ 0″ 15′ 4″<br>P35′ Q149′ F23′ 1 dk<br>RW NS 6BH<br>rf 4″ WB576t incl. DTf176t | M Mchy.aft<br>3 Ho 44½′, 39½′, 42½′<br>3 Ha (stl) (27¾′×21¼′) (27¼′, 25½′×22¾′)<br>Der 1(5) 2(3) | Oil 2SA 8Cy. 12½″×18½″<br>968bhp  (d.o)<br>H. Widdop & Co. Ltd.  Keighley<br>2×50kW 220V d.c. |
| 789 | **AL BAHETH**<br>**Government of Libya**<br>Tripoli  Libyan | **169**<br>41<br>72 | BV | **1968** Stocznia Rzeczna Tczewska—Tczew<br>*85·3′* 24′ 1″<br>24′ 0″ 11′ 9″ | M Trawler<br>1 Ha (3¼′×3¼′)<br>Der 1(1½) | Oil 2SA 5Cy. 240×400 mm<br>425bhp B&W<br>Alpha-Diesel A/S  Fkn<br>11¼k |
| 72<br>CE<br>76<br>sd<br>dr<br>RT | **AL KADISIAH**<br>**Kuwait Shipping Co. (S.A.K.)**<br>Kuwait  Kuwait | **10355**<br>7765<br>12760 | **100A1**<br>Ice Class 3<br>Machinery Class contemplated<br>EL B†$2\frac{7}{16}$″SQ | **1967** Kherson Shpyd—Kherson<br>511′ 0″ 67′ 9″ 29′ 9″<br>459′ 4″ 67′ 7″ 40′ 4″<br>P108′ F92′ 2 dks<br>7BH<br>rf 6″ WB3435t incl. TwDm635t | M Mchy.aft<br>pt higher tensile steel<br>5 Ho<br>G.636725 B.604942 In.5297<br>8 Ha<br>Cr 11(5) Der 1(30) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W<br>Bryansk Eng. Works  Bryansk<br>3×300kW 400V a.c. |

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| 6810677<br>KQYL<br>509957<br>Df Esd<br>Gc Rdr<br>RT | **ALBANY**<br>exGeneral M. B. Stewart–67<br>**Albany River Transport Inc.**<br>New York United States | T.Mk<br>8281<br>4715<br>—<br>10530<br>6837<br>15489 | AB | **1945** Kaiser Co. Inc.—Richmond<br>520′ 0″ 71′ 8″ 25′ 9¼″/32′ 9¼″<br>496′ 7″ 71′ 6″ 43′ 6″<br>P143′ F144′ 4 dks<br>RW conv. troopship 68<br>rf nil | S Mchy.aft<br>6 Ho<br>7 Ha | 2 S Turb dr geared to sc.<br>9900shp<br>Westinghouse Elec. & Mfg<br>4 × 500, 500, 500, 380kW |
| 5196816<br>Df Esd<br>Gc Rdr<br>RTm | **ALEXFAN**<br>exKristina Thordén–68<br>**Marhalieto Cia. Nav. S.A.**<br>Panama Panamanian | *3605*<br>*1921*<br>6000 | ✠100A1 SS 6/65<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL x<br>**IN PORT DAMAGED 9/68** | Lch.**1940** Cmd.**1945**–5 A/B Crichton-Vulcan—Åbo<br>388′ 2″ 51′ 4″ 23′ 9¾″<br>364′ 3″ 51′ 2″ 33′ 0″<br>1 dk & S dk, 3rd dk in fwd hold<br>Coll BH to S dk 5 to 2nd dk<br>WB1180t | M (12P) Ref OSD<br>5 Ho 58½′, 53½′, 54½′, 54½′, 56½′<br>G.357000 B.328000 In.16200<br>5 Ha (23½′ × 15′) (24½′, 24½′, 24½′, 24½′ × 18′)<br>10W Der 1(25) | Oil 2SA 7Cy. 650 × 1250 mm<br>3600bhp Krupp<br>A/B Crichton-Vulcan<br>3 × 160, 100, 100kW 220V d.c. |
| 6904997<br>PCLR<br>Esd Rdr<br>RT | **ALIDA MARIA**<br>**L. de Boer & Zn.**<br>Urk Netherland | 126<br>44<br>— | | **1968** Van Goor's Schps. & Masch.—Monnickendam<br>95′ 9″ 23′ 2″ 9′ 6″<br>22′ 11″ 10′ 5″<br>1 dk | M Trawler Mchy.aft | Oil 2SA 6Cy. 190 × 350 mm<br>600bhp<br>N.V. Mch. Bolnes |
| 5235741<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALPA**<br>exMindoro–69<br>**Alpa Shipping Co. Ltd.**<br>Famagusta Cyprus | T.Mk<br>6437<br>3184<br>10040 | ✠100A1 SS 10/64<br>with freeboard<br>DT & tanks between tunnels—vegetable oil<br>✠LMC<br>EL d†2¾″ | Lch.**1941** Cmd.**1943**–7 A/B Götaverken—Got<br>477′ 10″ 63′ 3″ 27′ 4½″<br>451′ 2″ 64′ 0″ 40′ 6″<br>2 dks, 3rd dk except in after hold, dk in upper 'tween dks at ends<br>R Coll BH to U dk 6 to 2nd dk<br>rf 6″ WB2903t incl. DTm951t Tunnel tanks 466t | TM (5P)<br>5 Ho 65½′, 66½′, 32½′, 72½′, 80½′<br>G.691892 B.634872<br>5 Ha (31½′, 37½′, 37½′, 37½′, 32½′ × 20′)<br>18W Der 1(30) 1(20) 4(7½) 14(5) | 2 Oil 2SA each 6Cy. 680 × 150<br>7900bhp<br>A/B Götaverken<br>db 100ft<br>3 × 190kW 220V d.c. |
| 6905549<br>Esd RT | **ALVAMEX 8**<br>**Banco Nacional de Fomento Coöperativo S.A. de C.V.**<br>Mexican | 170<br>—<br>— | | **1968** Ast. de Veracruz—Veracruz<br>84′ 4″ 22′ 3″ 7′ 0″<br>76′ 0″ 22′ 0″ 12′ 2″<br>1 dk | M Fishing Ref | Oil<br>380bhp<br>Caterpillar Tractor Co. |
| 5344566<br>HBFM<br>51<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AMELIA**<br>exSunamelia–68<br>**Reederei "Zürich" A.G.**<br>Basle Swiss | 4998<br>2666<br>6290 | ✠100A1 SS 9/66<br>Str. nav. ice<br>✠LMC<br>MN1120 EL x | **1952**–11 H. C. Stülcken Sohn—Ham<br>385′ 7″ 52′ 11″ 26′ 7½″<br>352′ 0″ 52′ 9″ 33′ 0″<br>F69′ 2 dks<br>RW 6BH<br>WB1040t incl. Tunnel tanks 159t | M (12P)<br>4 Ho 46′, 104′ comb., 53′, 48′<br>G.323930 B.308573<br>5 Ha (stl) (22½′, 26½′, 27′, 27′, 27′ × 21′)<br>10W Der 1(25) 12(5) | Oil 2SA 8Cy. 720 × 1250 mm<br>5600bhp<br>Sulzer Bros. Ltd.<br>wtbd 142ft<br>3 × 160kW 220V d.c. |
| 5045598<br>ELVA<br>3134<br>Df Esd<br>Gc Rdr<br>RT | **AMERFIN**<br>exBjörgsund–68<br>**American Computer Leasing Corp.**<br>Monrovia Liberian | 11706<br>6786<br>18150 | NV | **1953** Eriksbergs M/V A/B—Got<br>559′ 4″ 70′ 0″ 30′ 4½″<br>526′ 8″ 69′ 9″<br>P114′ B42′ F62′ 1 dk<br>RW<br>rf nil | M Tanker Mchy.aft<br>21 Ta<br>L.860000 | Oil 2SA 9Cy. 740 × 1400 mm<br>7290bhp<br>Eriksbergs M/V A/B<br>3 × 230, 230, 145kW 220V d.c. |
| 6905252<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN LARK**<br>**United States Lines Ltd.**<br>New York United States | 18877<br>13399<br>20574 | | **1969** Sun S.B. & D.D. Co.—Chester, Pa<br>674′ 2″ 90′ 2″ 27′ 9″<br>670′ 0″ 90′ 0″ 50′ 6″<br>1 dk | S | 2 S Turb dr geared to sc. sha<br>27300shp<br>General Elec. Co. |
| 6304549<br>EAKC<br>VI-237<br>Esd Rdr<br>RT | **AMPOSTA**<br>**Government of Spain (Ministerio de Obras Públicas)**<br>Vigo Spanish | 103<br>30<br>59 | ✠100A1<br>tug<br>✠LMC<br>EL ¾″U1 | **1968**–7 Enrique Lorenzo y Cia.—Vgo<br>88′ 5″ 22′ 5″ 8′ 5½″<br>72′ 5″ 21′ 0″ 10′ 0″<br>RAD7′<br>3BH<br>rf 15″ BK4″ WB3t | M Tug | Oil 4SA 6Cy. 270 × 500 mm<br>Werkspoor<br>Hijos de J. Barreras<br>2 × 40, 19kW 380V 50c/s a.c. |
| 6620278<br>DDKS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGLIAN**<br>exWilhelm S–68<br>**Tim. Schepers & Söhne**<br>Elsfleth W. German | T.Mk 499<br>326<br>1300 | GL | **1966** Schulte & Bruns—Emd<br>228′ 7″ 36′ 0″ 12′ 2″<br>209′ 11″ 35′11½″ 21′ 0″<br>B16′ F23′ 1 dk | M Mchy.aft<br>1 Ho 164′<br>G.103000 B.92500<br>2 Ha (stl) (each 53′ × 19½′)<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz<br>3 × 16kW 220/380V 50c/s a.c. |
| 5285837<br>Df Esd<br>Gc Rdr<br>RTm/h | **ANVERSA**<br>exPronto–68<br>~~**Empros Lines Shipping Co. Special S.A.**~~<br>~~Greek~~<br>**Argo Hellas Shipping Co., Special S.A.**<br>Greek | 2637<br>1415<br>4995<br>4230<br>2535<br>6570 | ✠100A1 SS 11/66<br>Str. nav. ice<br>✠LMC<br>MN751 EL w | **1958**–12 Cant. Nav. Apuania—Marina di Carrara<br>372′ 7″ 51′ 0″ 21′ 4½″/25′ 1½″<br>340′ 3″ 50′ 10″ 31′ 4″<br>P23′ F37′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 4″ WB954t | M OSD/CSD<br>5 Ho 50½′, 48½′, 62′, 45½′, 43½′<br>G.332171 B.295655<br>5 Ha (24½′, 25½′, 30½′, 25½′, 25½′ × 20′)<br>10W Der 1(15) 10(5) | Oil 2SA 5Cy. 680 × 1200 mm<br>3765bhp<br>S.A. Fiat S.G.M.<br>AuxB 71ft<br>3 × 120kW 220V d.c. |
| 5205655<br>Df Esd<br>Pfd Rdr<br>RTm/v | **APHRODITE**<br>exLeinster I–69<br>exLeinster–68<br>**Med Sun Lines Ltd.**<br>Cyprus | 4115<br>1981<br>963 | ✠100A1 SS 2/64<br>with freeboard<br>Irish Channel service<br>✠LMC<br>MN1590 EL w 1⅛″SQ | **1948**–3 Harland & Wolff Ltd.—Bel<br>366′ 10″ 50′ 2″ 15′ 1½″<br>345′ 0″ 50′ 0″ 27′ 0″<br>P60′ B186′ Bf22′ F43′ 1 dk & S dk<br>R 8BH<br>rf 6″ WB675t incl. DTsf95t | TM (1500P) Ref OSD<br>3 Ho 37′, 35′, 75′<br>B.85000 In.7770<br>3 Ha (10′ × 12′) (12′, 14′ × 18′)<br>3W Der 2(3) 1(1½) | 2 Oil 2SA each 10Cy. 500 ×<br>5600bhp<br>Harland & Wolff Ltd.<br>db 80ft<br>4 × 150kW 220V d.c. |

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| 31634<br>RTv | **ARCHIMEDE S**<br>exGladstone–68<br>**Società Anonima Italiana Lavori Edili Marittimi**<br>Palermo Italian | 237<br>—<br>— | ✠LR class withdrawn— 5/68 | **1951**–9 Cochrane & Sons Ltd.—Sel<br>108′ 10″ 26′ 8″ 12′ 2½″<br>99′ 0″ 26′ 6″ 13′ 0″<br>R<br>rf 18″ BK7½″ | S Tug | T 3Cy. 15½″ 26″ & 42″×30″<br>1000ihp (o.f)<br>C. D. Holmes & Co. Ltd. Hul<br>2×5kW 110V d.c. 12k |
| 06127 | **ARCTIC SHORE**<br>**Offshore Marine Ltd.**<br>London British | **670**<br>—<br>— | **100A1**<br>Class contemplated | **1969** Cochrane & Sons Ltd.—Sel<br>176′ 5″ 38′ 4″ 11′ 9″<br>156′ 3″ 37′ 6″ 15′ 6″ | TM Supply Ship Mchy.aft | 2 Oil 4SA 12Cy. 8¾″×11½″<br>Lister Blackstone Marine Ltd. Dursley |
| 06048<br>XYG | **ARCTIC TRADER**<br>exKlapmydsen–68<br>**Albrecht & Boserup (Grønland) A/S**<br>Godthåb, Greenland Danish | **112**<br>57<br>140 | | **1915** R. Møller—Fåborg<br>89′ 6″ 22′ 10″<br>… … …<br>len 65 | Wood M Mchy.aft<br>1 Ho<br>1W Der 1(3) | Oil 2SA 2Cy. 300×360 mm<br>140bhp (semi-diesel)<br>Emade61refitted65<br>A/S Bergens M/V Bgn<br>7½k |
| 374925<br>EsdRdr<br>RTv | **ARGONAUTA**<br>exUthlande–68<br>exOrange Star–62<br>exUthlande–59<br>**Agencias Universales S.A.**<br>Valparaiso Chilean | **334**<br>184<br>— | GL | **1955** Husumer Schiffsw.—Husum<br>*141·7′* 27′ 5″ 5′ 3″<br>9′ 10″<br>1 dk<br>RW | TM (619P) Mchy.aft | 2 Oil 4SA each 6Cy. 215×360 mm<br>400bhp (d.o)<br>Masch. Kiel A.G. Kel<br>2×25, 20kW 220/380V a.c.<br>Controllable pitch propeller |
| 05551 | **ARI VI**<br>**Turkish Government (Ministry of Public Works)**<br>Istanbul Turkish | **20**<br>—<br>— | **A1**<br>tug<br>for restricted service<br>Class contemplated | Deniz Insaat Kizaklari—Fener<br>45′ 11″ 13′ 1″ 4′ 11″<br>40′ 1″ 12′ 6″ 6′ 5″ | M Tug Mchy.aft | Oil 2SA 2Cy. 230×400 mm<br>Burmeister & Wain Cpn |
| 5251769<br>SYPJ<br>f Esd<br>c Rdr<br>RTv | **ARIS**<br>exAstromar–69<br>exNigaristan–67<br>**Astro Ascendente Cia. Nav. S.A.**<br>Piræus Greek | **7173**<br>4347<br>9733 | **✠100A1** SS 2/68<br>**✠LMC**<br>EL b†2$\frac{1}{16}$″SQ | **1947**–3 J. Readhead & Sons Ltd.—Shl<br>475′ 8″ 58′ 10″ 25′ 5¼″<br>450′ 9″ 58′ 3″ 32′ 3″<br>P38′ B116′ F45′ 2 dks<br>R 7BH<br>rf 4″ WB2720t incl. DTa1060t | S (12P) Ref CSD<br>5 Ho 64′, 126′, 38′, 47½′, 66½′<br>G.569480 B.517070 In.1328<br>5 Ha (31½′, 58′, 12′, 31½′, 31½′×22′)<br>17W Der 1(110) 2(15) 1(10) 6(7) 4(5) | T 3Cy. 26½″ 44″ & 74″×48″ & LP turb with dr gearing & hydraulic coupling<br>3750ihp 1285t (o.f)<br>J. Readhead & Sons Ltd. Shl<br>3 SB 220℔ Spt hs(13149) 12cf<br>3×40, 30, 30kW 110V d.c. 12¾k |
| 06684<br>NZA<br>Esd<br>Pfd<br>RT | **ARISTEE**<br>**Soc. Navale Caennaise & Union Navale**<br>Caen French | **7291**<br>3643<br>10389 | | **1968** At. & Ch. de Bretagne—Nts<br>465′ 5″ 26′ 10″<br>436′ 5″ 58′ 5″ 33′ 11″<br>1 dk | M Mchy.aft | 2 Vee Oil 4SA each 8Cy. 400×460 mm reduction geared to sc. shaft<br>Pielstick<br>Ch. de l'Atlantique St.N |
| 0206<br>ZYL<br>2713<br>Esd<br>Rdr<br>RT | **ARMAND HAMMER**<br>exMargaret C. Mosher–68<br>**Space Marine Transport Co.**<br>Monrovia Liberian | **43897**<br>32380<br>74225 | AB | **1967** Mitsubishi Hvy Ind. Ltd.—Nag<br>762′ 9″ (incl. BB) 118′ 3″ 43′ 1″<br>750′ 2″ 118′ 1½″ 62′ 8″<br>F63′ 1 dk<br>rf 1½″ | M Ore/Oil Carrier Mchy.aft<br>3 Ho 8 Ta<br>8 Ha (stl) | Oil 2SA 8Cy. 900×1550 mm<br>18400bhp Sulzer 4845t<br>Mitsubishi Hvy Ind. Ltd. Nag<br>3×600, 500, 500kW |
| 064<br>UM<br>3123<br>Esd<br>Pfd<br>RTv | **ARO**<br>exCresta–68 exFerncrest–64<br>**Aro Co. Ltd.**<br>Monrovia Liberian | **22399**<br>13231<br>37275 | NV | **1956** Eriksbergs M/V A/B—Got<br>682′ 5″ 87′ 4″ 37′ 2¼″<br>645′ 0″ 87′ 0″ 47′ 6″<br>P154′ B48′ F124′ 1 dk | M Tanker Mchy.aft<br>30 Ta<br>L.1669022 HeCls. BC | Oil 2SA 10Cy. 740×1600 mm<br>12500bhp B&W 3142t (hvf)–47pd<br>Eriksbergs M/V A/B Got<br>3×290, 290, 250kW 220V d.c. |
| 6139 | **ARTEMONAS**<br>**Vernicos Special Maritime Co. Ltd.**<br>Piræus Greek | T.Mk<br>**6304**<br>4080<br>12800<br>**10552**<br>6825<br>16600 | **100A1**<br>Class contemplated | Stocznia Szczecinska—Szn<br>519′ 8″ (incl. BB) 69′ 1″ 27′ 7½″/32′ 9¾″<br>469′ 2″ 68′ 11″ 43′ 10″ | M Mchy.aft | Oil SA 6Cy. 680×1250 mm<br>Sulzer<br>H. Cegielski Poz |
| 21963<br>YPU<br>35860<br>Pfd<br>RT | **ASSAHM**<br>**Dilmun Navigation Co. Ltd.**<br>London British | **653**<br>389<br>1270 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN212 EL J 1″U2 | **1968**–9 N.V. Nieuwe Noord Ned. Schps. —Gro<br>223′ 2″ 33′ 7″ 12′ 7¼″<br>200′ 8″ 32′ 10″ 13′ 9″<br>P55′ F39′ 1 dk<br>9BH<br>rf 4″ WB104t incl. DTf58t | M Tanker Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1060bhp<br>Klöckner-Humboldt-Deutz Kln<br>3×27, 27, 20kW 380V 50c/s a.c. 10¼k |
| 156<br>AC<br>Esd<br>Rdr | **ASSMA B**<br>exHydra–62 exGlacier–47<br>**M. A. Bakhashab**<br>Jeddah Saudi Arabian | **3918**<br>2225<br>5846 | AB | **1945** W. Butler (S.Bs) Inc.—Superior<br>338′ 8″ 50′ 1″ 23′ 5″<br>321′ 4″ 50′ 0″ 29′ 0″<br>2 dks<br>rf nil | M Ref CSD Mchy.aft<br>3 Ho 42¾′, 78¾′, 67½′<br>B.237000<br>3 Ha (stl) (20½′, 40½′, 40½′×20′) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp 975t<br>Nordberg Mfg Co. Milwaukee<br>2×250kW 220V d.c. |
| 173<br>OF<br>768<br>Esd<br>Pfd<br>RT | **ATHENA**<br>exSanta Fe Pioneer–68<br>**Overseas Minerals Ltd.**<br>Monrovia Liberian | Ore<br>**16655**<br>9059<br>—<br>Oil<br>**30682**<br>19685<br>**50892** | **✠100A1**<br>ore carrier or for oil in side & btm tanks & No. 5 centre tank<br>**✠LMC**<br>MN3520 EL u†3⅛″SQ | **1964**–2 Ishikawajima-Harima Hvy Ind.—Aio<br>735′ 10″ 101′ 0″ 38′ 1″<br>703′ 0″ 100′ 6″ 51′ 10″<br>P78′ F72′ 1 dk<br>10BH<br>rf 2″ WB974t | S Ore/Oil Carrier Mchy.aft | 2 S Turb dr geared to sc. shaft<br>17600shp (o.f)<br>Ishikawajima-Harima Hvy Ind. Tok<br>2WTB 725℔ Spt 850° F. 625℔ hs27373 |

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|---|---|---|---|---|---|---|
| 6818459<br>GYSU<br>335890<br>Df Esd<br>Pfd Rdr<br>RT | **ATLANTIC SHORE**<br>**Offshore Marine Ltd.**<br>London British | **500**<br>180<br>762 | **✠100A1**<br>**✠LMC**<br>MN480 EL J 1¼"U2 | **1968**-8 N.V. Ijsselwerf—Rot<br>167' 7" 36' 11" 12' 4"<br>149' 6" 36' 1" 13' 11"<br>F54' 1 dk<br>NS 3BH<br>rf 5" WB345t | TM Supply Ship Mchy.aft | 2 Oil 4SA each 12Cy. 8¾"×11<br>reduction geared<br>2400bhp<br>Lister Blackstone Marine Ltd.<br>3×60, 125, 125kW 220V d.c.<br>Bow jet pump |
| 6810087<br>OUTC<br>Df Esd<br>Gc Rdr<br>RTv | **ATLANTIC SKOU**<br>**Ove Skou**<br>Copenhagen Danish | **15761**<br>9152<br>25315 | **✠100A1**<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL F†2¼"U2 | **1968**-5 Howaldtswerke Deutsche Werft A.G.—Kel<br>613' 3" 75' 1" 34' 7"<br>573' 7" 74' 5½" 46' 7"<br>P110' F47' 1 dk<br>NS 10BH<br>rf 4" DK fwd WB7930t incl. Comb. btm & side tanks in Nos. 2–4 holds 3058t Topside tanks in holds 3734t DTf396t | M Bulk Carrier Mchy.aft<br>7 Ho 58½', 61', 61', 61', 61', 61', 61'<br>G.1134000<br>7 Ha (stl) (35', 42', 42', 42', 42', 42', 42'×33½')<br>Der 1(30) 14(5–10) 2(1) | Oil 2SA 6Cy. 860×1600 mm<br>12600bhp MAN 1907½t (d<br>Howaldtswerke Deutsche We<br>2AuxB (1 o.f 1 ex.g) 114lb<br>3×340kW 450V 60c/s a.c. |
| 5267433<br>Df Esd<br>Gc | **AVIAN**<br>exOuistreham–69<br>exRobert R. Randall–47<br>**Avian Shipping Co. Ltd.**<br>Cyprus | **7269**<br>4326<br>10865 | BV | **1943** New England S.B. Corp.—P.Me<br>441' 6" 57' 0" 27' 7"<br>417' 9" 56' 11" 37' 4"<br>2 dks | S<br>G.513000 B.475000<br>5 Ha (33¾', 35', 35', 35', 20'×20')<br>10W Der 1(35) 1(15) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp 18<br>Vulcan Iron Wks Wilkes |
| 5006205<br>SXSS<br>3011<br>Df Esd<br>Rdr<br>RTm | **AYIOS NIKOLAOS**<br>exSanta Paola–68 exAino–67<br>exDaphne–60 exSunnanvik–58<br>**V. Giakoumopoulos & K. Athanassiadis**<br>Piræus Greek | **1932**<br>1051<br>— | **✠100A1** SS 9/66<br>Str. nav. ice<br>**✠LMC**<br>EL (r) | **1949**-7 A/B Lindholmens Varv—Got<br>277' 10" 41' 1" 19' 9¾"<br>260' 10" 41' 0" 20' 11"<br>P67' Q78' B&F118' 1 dk<br>RW NS 4BH<br>WB755t | M Mchy.aft<br>2 Ho 92¾' comb., 84' comb.<br>G.171635 B.157475<br>4 Ha (30', 30', 32', 32'×20')<br>8W Der 1(5) 3(3) | Oil 2SA 8Cy. 340×570 mm<br>1310bhp 37<br>Atlas-Diesel |
| 6906141 | **AZNAR JOSE LUIS**<br>**Cia. de Remolcadores Ibaizabal**<br>Bilbao Spanish | **360**<br>—<br>— | **100A1**<br>Class contemplated<br>tug | Ast. de Murueta S.A.—Murueta<br>122' 11" 31' 5" 13' 10"<br>104' 0" 29' 3" 15' 1" | M Tug Mchy.aft | 2 Oil 4SA each 8Cy. 220×28<br>geared to sc. shaft<br>Klöckner-Humboldt-Deutz |
| 6906153 | **BAKAR**<br>**Jugoslavenska Linijska Plovidba**<br>Rijeka Yugoslav | T.Mk<br>**6275**<br>3290<br>8439<br>**8555**<br>4655<br>— | **100A1**<br>Class contemplated | Italcantieri S.p.A.—Mfl<br>497' 5" (incl. BB) 65' 9"<br>453' 9" 65' 7½" 37' 9" | M Ref | Oil 2SA 7Cy. 750×1320 mm<br>Fiat<br>C.R.D. Adriatico |
| 5406651<br>TFUZ<br>Df Esd<br>Rdr RT | **BALDUR**<br>exLoftur Baldvinsson–68<br>**Adalsteinn Loftsson**<br>Dalvik Icelandic | **225**<br>94<br>— | NV | **1963** Hjørungavåg Verksted A/S—Hjørungavåg<br>111' 4" 23' 3"<br>99' 7" 22' 11" 12' 0"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 8¾"×11½"<br>660bhp<br>Lister Blackstone Marine Ltd. |
| 5027003<br>JXRK<br>Df Esd<br>RT | **BALTUS**<br>exNordhaug–68<br>exAskvik–66 exAnders–62<br>**Skips A/S Balticum**<br>Minibulk Shipping, K. M. Kaalstad<br>Oslo Norwegian | **500**<br>271<br>940 | **✠100A1** SS 2/66<br>Str. nav. ice<br>**✠LMC**<br>MN144 EL j | **1957**-2 Falkenbergs Varv A/B—Falkenberg<br>179' 6" 33' 6" 12' 5½"<br>162' 7" 32' 2" 12' 11"<br>P&B88' F29' 1 dk<br>RW 3BH<br>rf 4" WB220t | M Mchy.aft<br>1 Ho 108'<br>G.49700 B.46000<br>4W Der 4 | Oil 2SA 6Cy. 290×490 mm<br>hydraulic coupling<br>720bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| 6803349<br>EIXJ<br>400649<br>Esd Rdr<br>RTv | **BANTRY BAY**<br>**Bantry Bay Towing Co. Ltd.**<br>R. & J. H. Rea Ltd.<br>Cork Irish Republic | **299**<br>—<br>151 | **✠100A1**<br>tug<br>**✠LMC**<br>EL 1¼"SQ | **1968**-8 Charles D. Holmes & Co. Ltd.—Bev<br>129' 1" 29' 11"<br>116' 9" 28' 6" 14' 0"<br>1 dk<br>3BH<br>rf 21" BK6" WB97t | M Firefighting Tug<br>Der 1(10) | Oil 4SA 6Cy. 15"×18" sr reverse<br>70<br>Mirrlees National Ltd.<br>3×75, 55, 55kW 220V d.c. |
| 6906696<br>Df Esd<br>Gc Rdr | **BELOUGA**<br>**Cie. de Navigation Fruitière**<br>Dunkirk French<br>For later particulars see New Entries No. 11 | **7900**<br>—<br>— | | **1969** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk<br>472' 5" (incl. BB) 65' 8" 24' 7"<br>439' 7" 65' 7" 39' 5"<br>2 dks | M Ref | Oil 2SA 6Cy. 840×1800 mm<br>12600bhp B&W<br>Soc. Forg. & At. du Creusot Le |
| 6905159<br>OYSA<br>Df Esd<br>Rdr<br>RTm | **BENTE LØTH**<br>exLysandros–68<br>**Gustav Andersen**<br>Hirshals Danish | **171**<br>80<br>158 | | **1968** Rosslauer Schiffs.—Rosslau<br>106' 10" 21' 10" 8' 10"<br>96' 10" 21' 8" 10' 9"<br>F20' 1 dk<br>BK2½" | M Trawler Mchy.aft<br>2 Ho 15½', 22'<br>2 Ha (stl) (each 5'×4')<br>1W Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>578bhp<br>Schwermasch. Karl Liebknecht<br>2×16kW 220V d.c.<br>Controllable pitch propeller |
| 6905006<br>305466 | **BERKEL**<br>**Home Line Ltd.**<br>Common Brothers (Management) Ltd.<br>Newcastle British | T.Mk<br>**2634**<br>1256<br>—<br>**4974**<br>2829<br>— | **100A1**<br>Class contemplated | J. J. Sietas Schiffsw.—Ham<br>372' 5" 20' 6½"/24' 7½"<br>339' 3" 55' 10" 31' 5" | M Mchy.aft | Oil 4SA 10Cy. 400×540 mm<br>Masch. Augsburg-Nürnberg |

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|---|---|---|---|---|---|---|---|---|
| 6141 | **BIRK** | **3355** | | | **1958** Rickmers Werft—Bhn | M OSD/CSD | Oil 2SA 6Cy. 680×1200 mm | |
| DPD | exLütjenburg–68 exFlavia–64 | 1730 | | | 431′ 0″ 54′ 9″ 21′ 8″/— | | 3600bhp | 678t |
| | **Seereederei "Birk"** | 5650 | | GL | 385′ 10″ 54′ 6″ 32′ 0″ | G.402659 B.365682 | Fiat-Borsig | Bln |
| Esd | **H. P. Vith, H. W.** | **5326** | | | F46′ 1 dk & S dk | 5 Ha | | 14¾k |
| Rdr | **Christophersen K.G.** | 2998 | | | RW | 14W Der 1(30) 4(5–10) 10(3–5) | | |
| | Bereederungs-Alliance | 7165 | | | | | | |
| | Flensburg G.m.b.H. | | | | | | | |
| | Flensburg W. German | | | | | | | |
| 6107 | **BOCKHOLM** | **3241** | | | **1959** A.G. "Weser" Werk Seebeck— | M OSD/CSD Mchy.aft | 2 Oil 4SA each 8Cy. 420×660 mm | |
| DRL | exByblos–68 | 1748 | | | Bhn | | geared to sc. shaft | |
| | **H. P. Vith, H. W.** | 5009 | | GL | 380′ 6″ 51′ 11″ 20′ 10″/24′ 0″ | G.323942 B.289883 | 3360bhp | 340t |
| Esd | **Christophersen K.G.** | **4449** | | | 344′ 6″ 51′ 10″ 29′ 6″ | 3 Ha | Klöckner-Humboldt-Deutz | Kln |
| Rdr | Bereederungs-Alliance | 2854 | | | P80′ F38′ 1 dk & S dk | 10W Der 1(50) 1(15) 10(3–5) | | 14k |
| RT | Flensburg G.m.b.H. | 6391 | | | | | | |
| | Flensburg W. German | | | | | | | |
| 6905264 | **BOLIUS** | **171** | | | **1968** Rosslauer Schiffs.—Rosslau | M Trawler Mchy.aft | Oil 4SA 8Cy. 240×360 mm | |
| | | 79 | | | 106′ 10″ 21′ 10″ 8′ 10″ | 2 Ho 15½′, 22′ | 560bhp | 20t (d.o) |
| | **P. M. Anthonisen** | 190 | | | 96′ 10″ 21′ 8″ 10′ 9″ | In.6357 | Schwermasch. Karl Liebknecht | Mgd |
| Df Esd | Skagen Danish | | | | F21′ 1 dk | 2 Ha (stl) (each 5′×4′) | 2×18, 12kW 220V d.c. | |
| Pfd Rdr | | | | | | Der 2(½) | Controllable pitch propeller | 12k |
| RTm | | | | | rf 24″ Bk 2½″ | | | |
| 6809484 | **BRANDON BAY** | **299** | ✠100A1 | | **1968**–8 Charles D. Holmes & Co. Ltd.— | M Firefighting Tug | Oil 4SA 6Cy. 15″×18″ sr reverse geared | |
| EIX-N | | — | tug | | Bev | | | |
| 400653 | **Bantry Bay Towing Co. Ltd.** | 151 | ✠LMC | | 129′ 1″ 29′ 11″ | | Mirrlees National Ltd. | Stckpt |
| Esd Rdr | R. & J. H. Rea Ltd. | | | | 116′ 9″ 28′ 6″ 14′ 0″ | | 3×75, 55, 55kW 220V d.c. | 12½k |
| RT | Cork Irish Republic | | | EL 1⅛″SQ | 3BH | | | |
| | | | | | rf 21″ BK6″ WB97t | | | |
| 6906165 | **BRISTOLIAN** | **499** | **100A1** | | Bayerische Schiffb. G.m.b.H.— | M Tanker Mchy.aft | Oil | |
| | | — | oil tanker | | Erlenbach | | | |
| | **Bowker & King Ltd.** | — | for restricted service | | 187′ 0″ 36′ 3″ 11′ 0½″ | | Lister Blackstone Marine Ltd. | Dursley |
| | London British | | Class contemplated | | 178′ 11″ 36′ 1″ 13′ 1″ | | | |
| 6905422 | ***BRITISH* SECURITY** | **15115** | **100A1** | | Eriksbergs M/V A/B—Got | M Tanker Mchy.aft | Oil 2SA 6Cy. 760×1600 mm | |
| GYYA | | 8780 | oil tanker | | 557′ 9″ (incl. BB) 81′ 2″ 31′ 2″ | | B&W | |
| | **BP Tanker Co. Ltd.** | 24000 | Class contemplated | | 525′ 0″ 81′ 0″ 41′ 0″ | | Eriksbergs M/V A/B | Got |
| | London British | | | | | | | |
| 5331 | **BRUNI** | **2850** | | | **1968** Schiffswerft Neptun—Ros | M Mchy.aft | Oil 4SA 8Cy. 450×550 mm | |
| | | — | | | 311′ 7″ 19′ 2¼″ | | 3000bhp | |
| | **Strandheim & Stensaker** | 4000 | | | 288′ 8″ 47′ 11″ 22′ 6″ | | Atlas-Mak Masch. | Kel |
| Esd | Bergen Norwegian | | | | 1 dk | | | |
| Pfd | | | | | | | | |
| RT | | | | | | | | |
| 6713 | **BRUNSWICK** | T.Mk | | | **1968** Lübecker Flender-Werke A.G.— | M Ref | 2 Oil 4SA each 12Cy. 400×460 mm | |
| | | **5000** | | | Lbc | | dr geared to sc. shaft | |
| | **W. Bruns & Co.** | — | | | 443′ 7″ (incl. BB) 56′ 10″ 23′ 7¾″ | | 12000bhp | |
| Df Esd | Hamburg W. German | — | | | 407′ 10″ 56′ 9″ 37′ 3″ | | Blohm & Voss A.G. | Ham |
| Gc Rdr | | | | | 3 dks | | | |
| RT | | | | | | | | |
| 6905563 | **BUREVESTNIK** | **234** | | | **1968** Schiffs. "Edgar André"—Mgd | M Tug | Oil 4SA 6Cy. 320×480 mm | |
| | | — | | | 114′ 1″ 27′ 11″ 9′ 0″ | | | |
| | **U.S.S.R.** | — | | | 99′ 9″ 26′ 11″ 12′ 2″ | | Schwermasch. Karl Liebknecht | Mgd |
| Df Esd | Russian | | | | 1 dk | | | |
| Gc Pfd | | | | | | | | |
| Rdr RT | | | | | | | | |
| 5275026 | ***BYRON*** | **8456** | ✠100A1 | SS 8/65 | **1954**–3 J. Boel & Fils—Tamise | M Tanker Mchy.aft | Oil 2SA 6Cy. 740×1600 mm | |
| 5BIR | exPernille Mærsk–69 | 4836 | oil tanker | | 479′ 6″ 63′ 1″ 28′ 5¾″ | 21 Ta | 5530bhp | |
| | **Astir Nav. Co. Ltd.** | 13160 | ✠LMC | | 449′ 9″ 63′ 0″ 35′ 6″ | | Burmeister & Wain | Cpn |
| Df Esd | Famagusta Cyprus | | | | P98′ B36′ F57′ 1 dk | | 3AuxB (2 o.f 1 ex.g) 180lb | |
| Gc Pfd | | | | EL d†2¼″SQ | 13BH | | | |
| Rdr RT | | | | | WB511t incl. DTf324t | | | |
| 6905941 | **CAPO STILO** | **1200** | | | **1968** CLEMNA—Spz | TM Oil/Chemical/Liquefied Gas/ | 2 Oil 4SA each 6Cy. 220×280 mm | |
| IRAK | | — | | | 264′ 1″ 31′ 3″ 11′ 8″ | Carrier Mchy.aft | 540bhp | |
| | **COSSIRA—S.p.A. di** | 1650 | | | 247′ 4″ 31′ 2″ 14′ 9″ | | Klöckner-Humboldt-Deutz | Kln |
| Gc Rdr | **Navigazione** | | | | 1 dk | | | |
| RT | Italian | | | | | | | |
| 5758 | **CAPTAIN JOHN** | T.Mk | ✠100A1 | SS 6/68 | **1952**–9 Werf de Noord—Alb | M | Oil 2SA 6Cy. 700×1200 mm | |
| ELYE | **TSAVARIS** | **5050** | | | 459′ 4″ 60′ 2″ 25′ 0½″/25′ 2⅛″ | 5 Ho 63¼′, 64¾′, 75¼′, 56¼′, 59½′ | 4000bhp | 1088t (d.o) |
| 3184 | exLekhaven–69 | 2709 | ✠LMC | | 424′ 10″ 60′ 0″ 36′ 6″ | G.610460 | Masch. Augsburg-Nürnberg | Aug |
| Df Esd | **Alianza Navegacion S.A.** | 9673 | | | P90′ F93′ 2 dks | 5 Ha (29¼′, 44′, 44′, 28½′, 28½′×20′) | db 105lb | |
| Gc Rdr | Monrovia Liberian | **7678** | MN800 | EL b†2$\frac{1}{16}$″SQ | RW Coll BH to U dk 6 to 2nd dk | Der 1(25) 1(10) 2(3–7½) 10(3–5) | 3×160, 160, 100kW 220V d.c. | |
| | | 4616 | | | WB1973t incl. Tunnel tanks 403t DTm706t | | | |
| | | 9752 | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 5426663<br>GMMU<br>305421<br>Df Esd<br>Gc Rdr<br>RTv | **CARLTON**<br>**Chapman & Willan Ltd.**<br>Newcastle British | 16303<br>8765 ~~8964~~<br>24710 | ✠100A1 SS 12/65<br>strengthened for heavy cargoes<br>✠LMC<br>MN1500 EL l2½"SQ | **1964**-2 Short Bros. Ltd.—Sld<br>642' 0" 74' 0" 30' 6"<br>610' 1" 73' 9" 43' 2"<br>P111' F42' 1 dk<br>RW NS ~~8BH~~ 9BH len 68<br>rf 6" DK fwd ~~WB7720t incl. DT1420t~~<br>WB10193t incl. DT1422t | M Bulk Carrier Mchy.aft<br>6 Ho 65½', 80', 80', 80', 80', 65',<br>5 Top Ho 33½', 35', 35', 35', 35'<br>G.1126145 B.1052236<br>6 Ha (stl) (35', 35', 35', 35', 35', 32½'×27½') 5 Top Ha (stl) (each 25'×27½')<br>Der 4(5) | Oil 2SA 6Cy. 760×1500 mm<br>7500bhp Götaverken<br>1806t (hvf)<br>N.E. Mar. Eng. Co. Ltd.<br>3AuxB (2 o.f 1 ex.g) 100℔<br>3×275kW 440V 60c/s a.c. |
| 6906177<br>FNVD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASSIOPÉE**<br>**Cia. Navale des Pétroles**<br>Havre French | 61766<br>41286<br>121444 | | **1968** Ch. de l'Atlantique—St.N<br>924' 0" 127' 10" 52' 2"<br>882' 5" 127' 7" 66' 9"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 10Cy. 840×1800 mm<br>B&W<br>Ch. de l'Atlantique |
| 6906189 | ~~**CASTELLO**~~<br>**CASTIELLO**<br>**Andres Ruiz de Velasco S.A.**<br>Spanish | 498<br>—<br>1000 | 100A1<br>Class contemplated | Maritima de Axpe—Bbo<br>193' 6" 33' 11" 12' 10"<br>173' 10" 33' 10" 14' 5" | M Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>Deutz<br>Hijos de J. Barreras |
| 6716261<br>YTJM<br>Df Esd<br>Gc Rdr<br>RT | **CAVTAT**<br>**Atlantska Plovidba**<br>Dubrovnik Yugoslav | T.Mk<br>2092<br>851<br>3183<br>3365<br>1835<br>3234 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>MN660 EL u 1½"U2<br>JR | **1968**-10 Brodogradiliste "J. L. Mosor"—Trogir<br>334' 11" 48' 8" —/18' 7"<br>298' 7" 48' 6" 28' 4"<br>P89' F38' 2 dks<br>3BH to U dk 3 to 2nd dk<br>rf 4" WB612t | M Ref Mchy.aft<br>In.4378 | Oil 2SA 6Cy. 420×900 mm<br>3300bhp B&W<br>Hitachi Zosen<br>AuxB (o.f) 85℔<br>AuxB (ex.g) 100℔<br>3×200kW 450V 60c/s a.c. |
| 6609597<br>PPBC<br>Df Esd<br>Gc Rdr<br>RT | **CELESTINO**<br>**Companhia de Navegação Lloyd Brasileiro**<br>Rio de Janeiro Brazilian | 7378<br>4604<br>10400<br>—<br>—<br>12470 | ✠100A1<br>✠LMC<br>✠Lloyd's RMC<br>EL c†2½"U2 | **1968**-3 Verolme Est. Reunidos do Brasil—Jacuacanga<br>466' 10" 64' 2" 27' 0"<br>426' 6" 64' 0" 40' 2"<br>P108' F45' 1 dk & S dk<br>Coll & mchy. BH to S dk 5 to 2nd dk<br>rf nil WB2470t incl. DTm1064t | M Ref OSD Mchy.aft<br>In.15750 | Oil 2SA 7Cy. 700×1200 mm<br>8400bhp MAN<br>Mecânica Pesada S/A Sã<br>AuxB 100℔<br>3×300kW 450V 60c/s a.c. |
| 5267665<br>Df Esd<br>RT | **CERES**<br>exOverysel–68<br>**Cia. de Nav. Western Shipping S.A.**<br>Panama Panamanian | 374<br>192<br>460 | BV | **1961** Schpsw. Bodewes Gruno—Foxhol<br>155' 10" 25' 3" 9' 6½"<br>141' 0" 25' 0" 10' 6"<br>1 dk<br>RW | M Mchy.aft<br>1 Ho 90½'<br>G.23560 B.22050<br>1 Ha (69½'×14½')<br>2W Der 2(2) | Oil 4SA 8Cy. 210×300 mm<br>248bhp<br>Gebr. Stork & Co. He |
| 6710085<br>BNCY<br>Df E sd<br>Gc Pfd<br>R drRTh | **CHANG YUNG**<br>exShin Tai–68<br>**Glory Navigation Co. Ltd.**<br>Keelung China (Taiwan) | 4009<br>2811<br>6174 | CR (Taiwan) | **1967** Usuki Tekkosho—Saiki<br>360' 3" 52' 6" 21' 8"<br>334' 4" 52' 5" 26' 6"<br>1 dk | M (45P) Mchy.aft<br>3 Ho 92', 92', 58½'<br>G.301482 B.280682<br>3 Ha (66½', 66½', 34½'×25')<br>15W Der 1(20) 9(10) | Oil 2SA 6Cy. 450×750 mm<br>3300bhp<br>Kobe Hatsudoki Seizosho<br>2×128kW 440V 60c/s a.c. |
| 5225019<br>KPHS<br>248095<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHARLESTON**<br>exMarine Shark–68<br>**Litton Industries Leasing Corp.**<br>Wilmington, Del United States | 11389<br>7849<br>8854 | AB | **1945** Kaiser Co. Inc.—Vcr, Wash<br>520' 0" 71' 8" 26' 0½"<br>496' 7" 71' 6" 43' 6"<br>P160' F79' 4 dks<br>conv troopship 68<br>rf nil | S Mchy.aft<br>7 Ho each 40'<br>B.751680<br>12 Ha (stl) (each 36½'×18')<br>7 Ha (stl) (each 36½'×26½') | 2 S Turb dr geared to sc. shaft 20<br>9900shp<br>Joshua Hendy Irn Wks Su<br>2×500kW 440V d.c. |
| 6601076<br>BICJ<br>Df Esd<br>Gc Rdr | **CHEN FONG**<br>exAn Tai–68<br>**Great Pacific Navigation Co. Ltd.**<br>China (Taiwan) | 4425<br>2514<br>5855 | CR (Taiwan) | **1965** Tsuneishi Zosen—Numakuma<br>367' 1" 54' 3" 23' 3½"<br>345' 3" 54' 1½" 28' 3"<br>2 dks<br>RW | M Ref<br>3 Ho 91½', 87½', 82½'<br>G.272693 B.235379<br>3 Ha (41', 55', 50½'×20')<br>12W Der 1(20) 8(10) 4(6) | Oil 2SA 9Cy. 450×750 mm 4<br>4500bhp<br>Kobe Hatsudoki Seizosho<br>3×240kW 445V 60c/s a.c. |
| 6904911<br>Df Esd | **CHEN HAI No. 1**<br>**Chen Hai Fishing Co. Ltd.**<br>Kaohsiung China (Taiwan) | 290<br>198<br>95 | CR (Taiwan) | **1968** Taiwan Mach. Corp.—Kaohsiung<br>137' 10" 23' 4" 8' 10"<br>114' 10" 23' 3" 10' 5"<br>P64' F22' 1 dk | M Fishing Mchy.aft<br>3 Ho 20½', 20½', 31½'<br>3 Ha (3½'×6½') (4½', 4½'×4½') | Oil 4SA 6Cy. 270×400 mm<br>620bhp<br>Akasaka Tekkosho<br>2×64kW 220V 60c/s a.c. |
| 5305390<br>PKYM<br>Esd Rdr<br>RTm | **CHERRY MOLEK**<br>exAlugoro I–68<br>exSt. Abbs Head–67<br>**J. R. Gourlay**<br>Singapore Singapore | 647<br>301<br>800 | ✠100A1 SS 6/64<br>✠LMC<br>MN130 EL l 1½" | **1956**-2 Schps. Waterhuizen J. Pattje—Waterhuizen<br>188' 2" 31' 8" 11' 9½"<br>170' 0" 29' 10" 12' 2"<br>P41' Q107' F25' 1 dk<br>RW NS 4BH<br>rf 2" WB282t | M Mchy.aft<br>2 Ho 55', 47'<br>2 Ha (stl) (37½', 35'×16½')<br>Der 2(3) | Oil 4SA 6Cy. 330×600 mm<br>650bhp<br>N.V. Werkspoor<br>2×25, 12kW 110V d.c. |
| 5213183<br>6ODI<br>1058<br>Df Esd<br>Gc Rdr<br>RTm | **CHUKIANG**<br>exLövland–69<br>**Ocean Tramping Co. Ltd.**<br>Mogadishu Somali Rep. | 2837<br>1248<br>4700<br>4156<br>2151<br>6100 | NV | **1962** Marinens Hovedverft—Horten<br>369' 3" 50' 7" 20' 4"/24' 2½"<br>337' 11" 50' 6" 30' 0"<br>1 dk & S dk<br>rf nil | M OSD/CSD<br>4 Ho 29½', 51½', 29½', 29½'<br>4 Ha (stl) (29½', 51½', 29½', 29½'×22')<br>Der 1(25) 10(5) | Oil 2SA 8Cy. 520×900 mm<br>4410bhp Götaverken<br>Marinens Hovedverft<br>3×150kW 450V a.c.<br>Controllable pitch propeller |
| 6813629<br>RT | **ÇILLIOGLU**<br>Launched as Ismail Cilli<br>**Ismail Çilli**<br>Istanbul Turkish | 500<br>—<br>720 | | **1968** Gemi-Is Kollektif Sirketi—Fener<br>163' 10" 28' 9" 12' 0½"<br>151' 5" 28' 8½" 13' 3"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>540bhp<br>Schwermasch. Karl Liebkne |

| | | | | | | |
|---|---|---|---|---|---|---|
| 6262<br>HEM<br><br>Esd<br>Pfd<br>RT | **CLAUDIA MARIA**<br><br>**Barthold Richters**<br>Hamburg W. German | T.Mk<br>**2628**<br>1632<br>—<br>**4022**<br>2523<br>— | GL | **1968** Schiffswerft Neptun—Ros<br>343′ 1″ 46′ 8″ 18′ 3½″/21′ 6″<br>310′ 0″ 46′ 6″ 25′ 3″<br>2 dks | M Mchy.aft | Oil 2SA 8Cy. 450×700 mm<br>4000bhp<br>N.V. Werkspoor Ams |
| 4609<br>OBH<br>0-HK<br>d Gc<br>RTv | **COLLIN ROSE**<br>exAge<br>**Collin Navigation Co. S.A.**<br>Panama Panamanian | *4696*<br>*2705*<br>6310 | ✠100A1 SS 8/65<br><br>✠LMC<br><br>MN356 EL x1$\frac{13}{16}$″SQ | **1936–8** Hawthorn, Leslie & Co. Ltd.—<br>Nwc<br>392′ 0″ 52′ 8″ 21′ 10¼″<br>370′ 0″ 52′ 6″ 26′ 3″<br>P on Q83′ Q228′ F39′ 1 dk<br>R NS 6BH<br>rf 3″ WB1635t | S Mchy.aft<br>4 Ho 52′, 54′, 51′, 55′<br>G.330100 B.315914<br>4 Ha (each 41¼′×34½′)<br>8W Der 8(5) | T 3Cy. 22″ 37″ & 63″×45″<br>1800ihp 440t (o.f)<br>N.E. Mar. Eng. Co. Ltd. Nwc<br>2 SB 220℔ Spt hs(5884) 6cf<br>2×55, 14kW 220V d.c. 10½k |
| 3492<br><br><br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **COLUMA**<br>exBritta–68<br>**Cejamar S.A.**<br>Panama Panamanian | T.Mk<br>**2297**<br>1215<br>3850 | ✠100A1 CS 5/65<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL (v) | **1948–2** Öresundsvarvet A/B—Lkr<br>350′ 0″ 47′ 0″ 19′ 3¼″<br>330′ 10″ 46′ 11″ 27′ 10″<br>F77′ 1 dk & S dk<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 6″ WB915t incl. Tunnel tanks 195t | M (9P)<br>4 Ho 48½′, 91¼′, 37½′, 53½′<br>G.258855 B.234313<br>5 Ha (27′×19′) (27′, 27′, 27′, 27′×21′)<br>10W Der 1(15) 10(5) | Oil 2SA 7Cy. 520×900 mm<br>2650bhp 659t (hvf)<br>A/B Götaverken Got<br>3×110, 110, 75kW 220V d.c. 13k |
| 6009646<br>ELSU<br>3091<br>f Esd<br>c Rdr<br>RT | **CONTINENTAL SHIPPER**<br><br>**United Steamship Corp.**<br>Monrovia Liberian | **15474**<br>10286<br>25980 | AB | **1968** Mitsui Zosen—Osa<br>584′ 5″ 75′ 2″ 33′ 3¼″<br>551′ 2″ 75′ 0″ 45′ 3″<br>P109′ F41′ 1 dk<br>rf 4″ | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.1226000 B.1038000<br>7 Ha (stl) | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer 1578t<br>Uraga Hvy Ind. Ltd. Tamashima<br>3×340kW |
| 904624<br><br><br>*Df Esd* | **CORMORAN**<br><br>**Cormoran S.A. de Navegacion**<br>Mar del Plata Argentine | **154**<br>—<br>— | BV | **1968** Ast. Costaguta—Tigre<br>*82·3′* 23′ 1″<br>23′ 0″ 11′ 8″ | M Trawler Mchy.aft<br><br><br>1 Ha (3¾′×3¾′) | Oil 4SA 8Cy. 175×220 mm<br>390bhp MAN<br>Ind. Argentinas M.A.N. B.As<br>10½k |
| 06191 | **CROSSNESS**<br><br>**Port of London Authority**<br>*London* British | **300**<br>—<br>130 | A1<br>Class contemplated | J. W. Cook & Co. (Wivenhoe)<br>Ltd.—Wvn<br>127′ 3″ 28′ 1″ 7′ 6″<br>110′ 6″ 28′ 0″ 11′ 0″ | TM Salvage Ship Mchy.aft | 2 Oil 4SA each 6Cy. 5⅛″×6″<br><br>Rolls Royce Ltd. Shrewsbury |
| 4650 | **CRUZ DEL SOL**<br><br>**The Food & Agriculture Organisation of the United Nations**<br>Buenos Aires Argentine | **250**<br>—<br>— | 100A1<br>stern trawler<br>Class contemplated | Aukra Bruk A/S—Aukra<br>107′ 0″ 24′ 4″<br>100′ 1″ 24′ 3″ 12′ 1″ | M Stern Trawler | Vee Oil 4SA 12Cy. 6¼″×8″<br><br>Caterpillar Tractor Co. Peoria |
| 575 | **DAÇKA**<br><br>**Ilgaz Tanju ve Samim Sargin**<br>Istanbul Turkish | **190**<br>—<br>330 | | **1968** Gesan Tersanesi—Sutluce<br>127′ 11″ 23′ 8″ 8′ 6″<br>113′ 2″ 23′ 7½″ 9′ 7″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 5Cy. 150×225 mm<br>200bhp<br>Gebr. Stork & Co. Hengelo |
| 4923<br>VSK<br><br>Rdr | **DAH LIN No. 2**<br><br>**Dah Lin Fishery Co. Ltd.**<br>Kaohsiung China (Taiwan) | **251**<br>165<br>116 | CR (Taiwan) | **1968** Taiwan Mach. Corp.—Kaohsiung<br>124′ 4″ 23′ 2″ 9′ 1″<br>108′ 3″ 22′ 4″ 10′ 4″<br>1 dk | M Fishing Mchy.aft<br>3 Ho 27½′, 15½′, 28¼′<br><br>3 Ha (4′, 4′, 4′×4′)<br>2W Der 2(1) | Oil 4SA 6Cy. 270×400 mm<br>620bhp<br>Akasaka Tekkosho Yaizu<br>2×64kW 220V a.c. 12k |
| 414452<br>SDUO<br>8604<br>Df Esd<br>RTh | **DALSJÖ**<br>exPamela–68 exNordörn–67<br>exZiba–65 exLeckö–63<br>exMiriam–49<br>**Sune Bertil Lindborg**<br>Bjärnum Swedish | **428**<br>197<br>625 | BV<br><br>len 52 | **1943** Kalmar Varv—Kal<br>160′ 2″ 27′ 7″ 11′ 10″<br>27′ 5″<br>1 dk<br>R<br>BK6¼″ | M (2P) Mchy.aft<br>1 Ho 93¾′<br>G.29000 B.26000<br>2 Ha (37¾′×24½′) (37¾′×14¾′)<br>Der 2(2) | Oil 2SA 6Cy. 230×400 mm<br>420bhp NE52 (d.o)<br>Frederikshavns Jernst. & Msk. Fkn<br>3×3, 2, 1kW 24V d.c. |
| 5333995<br>DIED<br>11146<br>Df Esd<br>Gc Rdr<br>Tm/h/v | **DELFIN**<br>exSonata–68<br>**EURO Schiffahrts-und Verwaltungs G.m.b.H.**<br>Hamburg W. German | **10326**<br>4975<br>15220 | NV | **1962** Kockums M/V A/B—Mmo<br>491′ 4″ 65′ 2″ 28′ 8½″<br>468′ 0″ 65′ 0″ 41′ 8″<br>P112′ Q80′ B25′ F41′ 1 dk<br>rf 1″ | M Bulk Carrier Mchy.aft<br>5 Ho each 69′<br>G.688280<br>5 Ha (stl) (39′, 46′, 46′, 46′, 46′×32½′)<br>13W Cr 5(8) | Oil 2SA 6Cy. 700×1200 mm<br>6120bhp 738t (hvf)<br>Kockums M/V A/B Mmo<br>3×240kW 440V 60c/s a.c. 13½k |
| 5057008<br>HOGG<br><br>RTm | **DELFINO**<br>exCabourne–68<br>exSpringwood–47 exNgatira–46<br>**Diving Unit & General Engineering Co. Ltd.**<br>Panama Panamanian | *528*<br>*262*<br>680 | ✠100A1 SS 3/66<br><br>✠LMC<br><br>EL (g) | **1931–10** Ind. Maats De Noord—Alb<br>165′ 2″ 25′ 8″ 11′ 9½″<br>159′ 2″ 25′ 7″ 12′ 2″<br>P42′ Q50′ F25′ 1 dk Well dk<br>R NS 3BH<br>rf 3″ WB219t | M Mchy.aft<br>2 Ho 49′, 48¾′<br>G.34539 B.32500<br>2 Ha (each 37½′×15½′)<br>2W Der 2(2) | Oil 4SA 8Cy. 230×305 mm sr geared<br>513bhp ✠NE5/50 23t (d.o)<br>Nat. Gas & O.E. Co. Ltd. Ashton/Lyne<br>2×23, 20kW 110V d.c. 9½k |
| 707961<br>WGV<br>05448<br>Esd<br>Rdr<br>RTv | **DEMETERTON**<br><br>**Carlton S.S. Co. Ltd. & Cambay S.S. Co. Ltd.**<br>Chapman & Willan Ltd.<br>Newcastle British | **16969**<br>9072<br>25550 | ✠100A1<br>strengthened for ore cargoes<br>✠LMC<br>MN1936 EL E†2⅜″U2<br>len 68 | **1967–5** J. Readhead & Sons Ltd.—Shl<br>646′ 11″ 75′ 0″ 30′ 9¼″<br>615′ 0″ 74′ 9″ 43′ 4″<br>P110′ F46′ 1 dk<br>NS 8BH<br>rf 6″ DK fwd WB7494t incl. DTf293t | M Bulk Carrier Mchy.aft<br>6 Ho 41′, 40′, 40′, 40′, 80′, 40′<br>5 Lwr Ho 72½′, 80′, 80′, 80′, 72½′<br>G.1204877 B.1129358<br>6 Ha (stl) (25′, 25′, 25′, 35′, 25′, 25′×27½′) 5 Lwr Ha (35′, 35′, 35′, 35′, 32½′×27½′)<br>4W Der 2(5) | Oil 2SA 4Cy. 760×2180 mm<br>9680bhp Doxford<br>1924t (hvf) 153t (d.o)<br>Hawthorn, Leslie (Eng.) Ltd. Nwc<br>2AuxB 100℔<br>3×310kW 450V 60c/s a.c. 14½k |

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|---|---|---|---|---|---|---|
| 6905343<br>Df Esd<br>Gc Rdr<br>RT | **DICTO**<br>**E. B. Aabys Rederi A/S**<br>Oslo Norwegian | 14318<br>8243<br>21640 | | 1969 Rheinstahl Nordseewerke—Emd<br>536' 7" 75' 0" 32' 2½"<br>505' 7" 74' 9½" 45' 3$\frac{5}{16}$"<br>1 dk | M Bulk Carrier Mchy.aft | Oil SA 7Cy. 750×1320 mm<br>10500bhp Fiat<br>Borsig A.G. |
| 6708991<br>DIBM<br>Rdr | **DIRK VON MINDEN**<br>exMari–68 exHöegh Mari–68<br>exMari–67<br>**Hanseatische Reederei**<br>**Emil Offen & Co.**<br>Hamburg W. German | 3174<br>1965<br>— | GL | 1966 Schiffsw. "Neptun"—Ros<br>*335-8'* 46' 9"<br>25' 3"<br>P65' Q132' F32' 2 dks | M | Oil 4SA 8Cy. 520×740 mm<br>3080bhp<br>Masch. Augsburg-Nürnberg |
| 6807395<br>OVQW<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DISKO**<br>**Rederiet Northsea I/S**<br>Mogens A. Harttung<br>Copenhagen Danish | 2162<br>940<br>600 | ✠100A1<br>Ice Class 1<br>✠LMC<br>✠Lloyd's RMC<br>MN522 EL O 1$\frac{5}{16}$"U2 | 1968–4 A/S Svendborg Skibsv.—Svb<br>231' 4" 44' 5" 13' 1"<br>206' 8" 44' 3½" 26' 3"<br>B139' 2 dks, 3rd dk clear of mchy. space<br>Coll BH to U dk, 8 to 2nd dk<br>rf 16" WB153t | M (250P) Ref Mchy.aft<br>1 Ho 19¾'<br>In.1420<br>2 Ha (stl) (7¾', 6'×6¾') | 2 Oil each 4SA 2160bhp<br>p 9Cy. 300×450 mm<br>s 7Cy. 235×330 mm<br>sr geared to sc. shaft<br>Emy. propulsion by motor driven generator<br>Masch. Augsburg-Nürnberg<br>3×264, 264, 320kW 440V 50c/s<br>Thw. thrust contr. pitch prope |
| 6906206<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONETS**<br>**U.S.S.R.**<br>Russian | 5600<br>2390<br>3245 | | 1968 O/Y Wärtsilä A/B—Åbo<br>427' 10" 52' 8" 17' 0"<br>377' 3" 52' 6" 26' 3" | TD-E Cable Ship Mchy.aft | 5 Oil 4SA each 240×310 mm co<br>to 2 elec. motors & sc. shafts<br>4950bhp<br>O/Y Wärtsilä A/B |
| 6905587 | **DORDUNCU**<br>**Dorduncu Donatma**<br>**Iştiraki**<br>B. Fikret Govul<br>Istanbul Turkish | 170<br>110<br>300 | | 1968 Deniz Insaat Kizaklari—<br>Buyukdere<br>115' 0" 23' 8" 8' 10"<br>101' 0" 23' 7½" 9' 10"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 215×300 mm<br>265bhp<br>Motorenw. Mannheim |
| 6804604<br>EAGP<br>VI-235<br>Esd Rdr<br>RT | **DRACOR DOS**<br>**Government of Spain**<br>**(Ministerio de Obras**<br>**Públicas)**<br>Vigo Spanish | 108<br>8<br>— | ✠100A1<br>tug<br>✠LMC<br>EL ¾"U1 | 1968–2 Enrique Lorenzo y Cia.—Vgo<br>88' 5" 22' 5" 7' 10½"<br>72' 2" 21' 0" 10' 0"<br>3BH<br>rf 15" BK4" WB3t | M Tug Mchy.aft | Oil 4SA 6Cy. 270×500 mm<br>Hijos de Barreras<br>2×19kW 380V 50c/s a.c.<br>Controllable pitch propeller |
| 6410128<br>TFCC<br>Df Esd<br>Rdr RT | **DRANGEY**<br>exFrödaklettur–68<br>**Utgerdarfelag Skagfindinga**<br>**h/f**<br>Sandarkroki Icelandic | 251<br>108<br>— | NV | 1964 A/S Ankerløkken Verft—Florö<br>111' 0" 23' 8" 12' 2"<br>97' 1" 23' 7" 12' 6"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 8½"×11½"<br>660bhp<br>Blackstone & Co. Ltd. |
| 6514120<br>SYGM<br>Df Esd<br>Gc Rdr<br>Pfd RT | **DYNAMIC**<br>**COLOCOTRONIS**<br>exBjørgholm–68<br>**Fortuna Armadora S.A.**<br>Piræus Greek | 34564<br>21220<br>59300 | NV | 1965 Uddevallavarvet A/B—Udv<br>775' 11" 106' 2" 39' 3½"<br>741' 0" 106' 0" 53' 0"<br>1 dk<br>rf 4" | M Tanker Mchy.aft<br>14 Ta<br>L.2530000 | Oil 2SA 9Cy. 840×1800 mm<br>18900bhp B&W<br>Eriksbergs M/V A/B<br>2×500kW 440V 60c/s a.c. |
| 6904662 | **E-3-CE**<br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | Ast. Celaya—Bbo<br>75' 1" 21' 8" 10' 6"<br>65' 7" 21' 0" 11' 4" | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN |
| 6904674 | **E-4-CE**<br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | Ast. Celaya—Bbo<br>75' 1" 21' 8" 10' 6"<br>65' 7" 21' 0" 11' 4" | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" |
| 6905599 | **E-9-CE**<br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | Ast. Celaya—Bbo<br>75' 1" 21' 8" 10' 6"<br>65' 7" 21' 0" 11' 4" | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" |
| 6905604 | **E-10-CE**<br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>— | 100A1<br>trawler<br>Class contemplated | Ast. Celaya—Bbo<br>75' 1" 21' 8" 10' 6"<br>65' 7" 21' 0" 11' 4" | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" |
| 6906218 | **E-30-JA**<br>**República de Cuba**<br>Havana Cuban | 110<br>—<br>— | 100A1<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa-<br>Axpe—Bbo<br>75' 0" 21' 7" 10' 6"<br>65' 8" 21' 0" 11' 4" | M Trawler | Oil 4SA 12Cy. 150×150 mm<br>Moteurs Baudouin |

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| 220 | **E-31-JA**<br>**República de Cuba**<br>Havana | Cuban | 110<br>41<br>— | **100A1**<br>trawler<br>Class contemplated | S.A. Juliana Const. Gijonesa-Axpe—Bbo<br>75′ 0″ 21′ 7″ 10′ 6″<br>65′ 8″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 12Cy. 150×150 mm<br>Moteurs Baudouin | Msl |
| 686 | **E-51-MA**<br>**República de Cuba**<br>Havana | Cuban | 110<br>41<br>— | **100A1**<br>trawler<br>Class contemplated | Maritima de Axpe S.A.—Bbo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 232 | **E-65-AC**<br>**República de Cuba**<br>Havana | Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 244 | **E-66-AC**<br>**República de Cuba**<br>Havana | Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 06256 | **E-67-AC**<br>**República de Cuba**<br>Havana | Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 268 | **E-68-AC**<br>**República de Cuba**<br>Havana | Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 06270 | **E-69-AC**<br>**República de Cuba**<br>Havana | Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 282 | **E-70-AC**<br>**República de Cuba**<br>Havana | Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 94 | **E-71-AC**<br>**República de Cuba**<br>Havana | Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 9 | **E-72-AC**<br>**República de Cuba**<br>Havana | Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 1 | **E-73-AC**<br>**República de Cuba**<br>Havana | Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>Empresa Nacl. "Bazan" | Ctg |
| 23 | **E-74-AC**<br>**República de Cuba**<br>Havana | Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 335 | **E-81-HB**<br>**República de Cuba**<br>Havana | Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Hijos de J. Barreras S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 347 | **E-82-HB**<br>**República de Cuba**<br>Havana | Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Hijos de J. Barreras S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 59 | **E-83-HB**<br>**República de Cuba**<br>Havana | Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Hijos de J. Barreras S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 1 | **E-84-HB**<br>**República de Cuba**<br>Havana | Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Hijos de J. Barreras S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 3 | **E-85-HB**<br>**República de Cuba**<br>Havana | Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Hijos de J. Barreras S.A.—Vgo<br>75′ 0″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |

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| 6333276<br><br><br>Df Esd<br>Gc Pld<br>Rdr RT | **EAGLE LEADER**<br><br>**Eagle Terminal Tankers Inc.**<br>Wilmington, Del United States | 21000<br>16000<br>37250 | | | 1939 Bethlehem Stl Corp.—Sp.Pt<br>660' 2" 90' 2" 36' 5"<br>630' 0" 90' 0" 48' 9"<br>1 dk | S Tanker Mchy.aft | 2 S Turb dr geared to sc.<br><br>General Electric Co. |
| 6903434 | **EAST BREEZE**<br><br>**North Breeze Navigation Co. Ltd.**<br>John Manners & Co. Ltd.<br>Hong Kong British<br>Now **MINA L. CAMBANIS** See New Entries No. **12** | 17000<br>11000<br>25000 | 100A1<br>Class contemplated | | Hakodate Dock Co. Ltd.—Hak<br>591' 7" 75' 2" 31' 11½"<br>561' 0" 75' 0" 47' 3" | M Bulk Carrier | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Ishikawajima-Harima Hvy Ind |
| 5178644<br>HO2716<br>11-PEXT<br>Df Esd<br>Rdr | **EASTERN FISHERIES No. 1**<br>exKaiho Maru No. 2<br>exKaitoku Maru -60<br>**Sincere Navigation Co. Inc.**<br>Panama Panamanian | 310<br>174<br>— | | | 1960 Miho Zosensho—Shimizu<br>148' 8" 25' 2"<br>25' 0"<br>1 dk<br>rf 8" | M Fishing Mchy.<br>2 Ho 42½', 32'<br><br>3 Ha (each 5½'×5½') | Oil 4SA 6Cy. 310×440 mm<br>650bhp<br>Niigata Eng. Co. Ltd.<br>2×64kW 230V 60c/s a.c. |
| 5277490<br>SVNH<br><br>Df Esd<br>Gc Rdr<br>RT | **ELPIDA 1**<br>exMacta-68 exPhryné-65<br>**Spirit Shipping & Transports Co.**<br>Piræus Greek | 534<br>302<br>735 | | BV | 1943 Levingstone S.B. Co.—Orange<br>*155·2'* 27' 1" 12' 0"<br>... ... ...<br>P48' F21' 1 dk | M Wine/Alcohol Tanker Mchy.aft<br>20 Ta<br>L.24721<br>1 Ha (6½'×4') | Oil 4SA 6Cy. 300×380 mm<br>400bhp<br>Enterprise Eng. Co. |
| 5294931<br><br><br>Df Esd<br>Gc Rdr<br>RTm | **ELPIS**<br>exRigmor Nielsen-68<br>**Spanpol Marine Enterprises Co. Ltd.**<br>Greek | 1599<br>791<br>2250 | | BV | 1954 A/S Svendborg Skibsv.—Svb<br>282' 0" 40' 7" 16' 2½"<br>40' 5"<br>P36' B60' F28' 1 dk<br>rf 5" | M (2P)<br>2 Ho 102', 96'<br>G.128160 B.117800<br>4 Ha (28'×18'/14') (32', 28', 28'×18')<br>8W Der 1(10) 8(3) | Oil 2SA 5Cy. 500×900 mm<br>1610bhp<br>Burmeister & Wain<br>2×110kW 220V d.c. |
| 6905616<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ESSO BREGA**<br><br>**"La Prora" S.p.A. Trasporti**<br>Palermo Italian | 30700<br>—<br>22000 | | | 1968 Italcantieri S.p.A.—Gen<br>681' 6" (incl. BB) 96' 1"<br>643' 0" 96' 0" 60' 7"<br>1 dk | S Liquefied Gas Carrier Mchy.aft | 2 S Turb dr geared to sc. shaf<br>15000shp De Laval<br>Ansaldo Meccanico-Nucleare |
| 6820658<br>HPHB<br><br>Df Esd<br>Gc Rdr<br>RT | **ESSO KOBE**<br><br>**Esso Transport & Tanker Co. Inc.**<br>Panama Panamanian | 12000<br>7107<br>21034 | | AB | 1968 Ishikawajima-Harima Hvy Ind.—Kur<br>558' 0" (incl. BB) 77' 2" 30' 10½"<br>528' 3" 77' 0" 39' 9"<br>P113' F52' 1 dk<br>rf 2" | M Tanker Mchy.aft<br>11 Ta | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>3×300kW |
| 5051339<br>DEEP<br><br>Df Esd<br>RTh | **ESTETOR**<br>exBremer Wappen-68<br>**Partenreederei m.s. "Estetor"**<br>Hans Nikolaus Voss<br>Hamburg W. German | T.Mk<br>**415**<br>205<br>674<br>**598**<br>381<br>935 | | GL | 1954 Schiffb. Unterweser—Bhn<br>173' 9" 27' 11" 11' 1"/14' 4½"<br>164' 5" 16' 9"<br>F24' 2 dks<br>RW<br>rf 4" | M Mchy.aft<br>1 Ho 100½'<br>G.44345 B.41463<br>1 Ha (80½'×15½')<br>2W Der 2(2) | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz<br>3×1½kW 24V |
| 5419177<br>5BHZ<br><br>Df Esd<br>Rdr RT | **EVANGELOS Z**<br>exBrookfield-69 exVasco-63<br>**Evasaze Shipping Co. Ltd.**<br>Famagusta Cyprus | 2829<br>1416<br>4500<br>**3971**<br>2358<br>— | *Classed BC until 1/64 | AB | 1939-12 W. Gray & Co. Ltd.—Hpl<br>354' 8" 48' 1" 22' 1½"/26' 0¾"<br>335' 0" 47' 10" 32' 8"<br>F26' 1 dk & S dk<br>rf 3" | S Ref OSD/CSD<br>5 Ho<br>G.286630 B.263120<br>5 Ha<br>10W Der 1(25) | T 3Cy. 23" 38" & 65"×48"<br>2350ihp<br>Cen. Mar. Eng. Wks |
| 5205459<br>5MVN<br>1957<br>Df Esd<br>Gc Rdr<br>RTv | **EVER LIFE**<br>exProdromos-68 exLeersum-63<br>**Reliance Marine Corp. S.A.**<br>Monrovia Liberian | **7404**<br>4885<br>10164 | ✠100A1<br><br>✠LMC | SS 10/66<br><br><br><br>EL b† | 1948-6 N.V. Mch. & Schps. P. Smit, Jr.—Rot<br>465' 0" 59' 0" 25' 8"<br>431' 1" 58' 9" 34' 11"<br>B45' F46' 2 dks<br>R Coll BH to U dk 6 to 2nd dk<br>WB2614t incl. Tunnel tanks 460t Dk tanks 220t | M CSD Mchy.aft<br>5 Ho 79½', 75', 65', 42½', 75'<br>G.542890 B.515300<br>1 Ha (stl) (30'×26½')<br>4 Ha (w) (30', 30', 22', 39½'×26½')<br>10W Der 1(15) 2(7) 8(5) | Oil 4SA 6Cy. 650×1300 mm<br>2600bhp<br>N.V. Werkspoor<br>AuxB (o.f) 105lb<br>NAuxB (ex.g) 8/61-71lb<br>4×110, 110, 110, 12kW 220V |
| 6906593 | **EXPERIMENT**<br><br>**U.S.S.R.**<br>Russian | —<br>—<br>— | | | 1968 ......................Svetly<br>131' 3" 62' 4"<br>... ... ...<br>2 dks | TM Stern Trawler Ref<br>Twin Hull | 2 Oil<br>1200bhp |
| 5156737<br><br><br>Df Esd<br>Rdr RT | **EXPERT**<br>exHumber-68<br>**Straits Engineers Ltd.**<br>Hong Kong British | **387**<br>97<br>— | ✠100A1<br>tug<br>✠LMC | TD 1/60 ~~CS 6/65~~<br><br><br><br>EL (f)1¾" | 1948-8 L. Smit & Zoon—Kinderdijk<br>142' 0" 27' 1" 13' 6"<br>131' 10" 26' 11" 14' 11"<br>B&F70'<br>RW 4BH<br>WB71t incl. DTm41t | M Tug | Oil 2SA 7Cy. 350×630 mm<br>840bhp B&W<br>N.V. Mch. & Schps. P. Smi |

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|---|---|---|---|---|---|---|---|---|
| 152092<br>6OCN<br>1038<br>f Esd<br>c Pfd<br>Rdr<br>RTm/h | **FAIR DRAGON**<br>exHöegh Arielle–68<br>**Ankan Shipping Co.**<br>**(Private) Ltd.**<br>Mogadishu Somali Rep. | 1753<br>916<br>2545 | | NV | 1957 Drammen Slip & Verk.—Dmn<br>256′ 2″ 40′ 1″ 18′ 0⅞″<br>231′ 5″ 40′ 0″ 22′ 2″<br>P75′ F33′ 2 dks<br>rf 3″ | M Mchy.aft<br>2 Ho 70½′, 72¼′<br>G.117030 B.108080<br>2 Ha (stl) (each 58′×18′)<br>8W Der 1(20) 4(10) 4(5) | Oil 2SA 9Cy. 360×600 mm<br>1475bhp<br>Sulzer Bros. Ltd.<br>3×110kW 440V 60c/s a.c. | 185t (hvf)<br>Win<br>12½k |
| 905628 | **FARIDA**<br>**Occidental of Libya Inc.**<br>Benghazi Libyan | 20<br>—<br>— | **100A1**<br>Class contemplated | | Schpsw. "Appingedam"—Apg<br>52′ 0″ 14′ 5″<br>45′ 11″ 14′ 4″ 8′ 2″ | M Tug | Oil 2SA 12Cy. 4¼″×5″<br>General Motors Corp. | Clv |
| 906385 | **FEDERAL LAKES**<br>**Patras Navegacion S.A.**<br>Piræus Greek | 13100<br>8600<br>20000 | **100A1**<br>Class contemplated | | Doxford & Sunderland S.B. & E. Co. Ltd.—Deptford Shipyard<br>525′ 0″ 74′ 11″ 30′ 0¼″<br>500′ 0″ 74′ 10″ 42′ 1″ | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Hawthorn, Leslie (Eng.) Ltd. | Nwc |
| 5287574<br>Esd<br>Gc<br>RTh | **FELIPE**<br>exPutumayo–68<br>exCoastal Explorer–47<br>Launched as Pipestone<br>**Gold Shipping S.A.**<br>Panama Panamanian | 3805<br>2123<br>5950 | | AB | 1945 Globe S.B. Co.—Superior<br>338′ 8″ 50′ 4″ 23′ 4½″<br>321′ 4″ 50′ 0″ 29′ 0″<br>P90′ F38′ 2 dks<br>rf nil | M Ref Mchy.aft<br>4 Ho 42¾′, 78¾′, 67½′, 28¾′<br>G.249835 B.227730 In.9830<br>3 Ha (stl) (20¼′, 40½′, 40½′×20′)<br>1 Ha (w) (8′×9′)<br>12W Der 1(30) 1(20) 10(5) 2(1½) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp<br>Nordberg Mfg Co.<br>2×250kW 120/240V d.c. | 832t (d.o)<br>Milwaukee<br>11k |
| 226051<br>SXII<br>1719<br>Df Esd<br>Gc Rdr | **FILIO**<br>exMarmina–68 exAmbelos–61<br>exSalamstar–60<br>exSheldrake–58<br>exEmpire Garland–47<br>exNjong–45<br>**Constantine Raikos &**<br>**Filiou Raikou**<br>Piræus Greek | 2010<br>848<br>—<br>**2817**<br>1515<br>— | **100A1**<br>with freeboard<br>**LMC** | SS 12/67<br>EL s | 1944 Stettiner-Vulkan Werft—Stn<br>301′ 6″ 44′ 5″ 18′ 4¼″/19′ 10½″<br>44′ 3″ 26′ 9″<br>F31′ 1 dk & S dk<br>RW 2BH to S dk 4 to 2nd dk<br>WB600t | S OSD/CSD<br>G.172184 B.155042<br>10W Der 1(30) 4(5) | C 4Cy. (2) 16$\frac{9}{16}$″ & (2) 35½″×35$\frac{11}{16}$″<br>1200ihp<br>Stettiner Oderwerke<br>2WTB 216lb Spt hs5932 | 577t (o.f)<br>Stn<br>10k |
| 381306<br>HPLV<br>3777L<br>f Esd<br>c Rdr<br>RT | **FILIPPOS**<br>exKyriakoula K–68<br>exVinga V–63 exVingaren–59<br>**Cia. Mtma. Koympanio S.A.**<br>Panama Panamanian | 3150<br>1711<br>6135 | **✠100A1**<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>MN820 | SS 1/66<br>EL x | 1936–11 Eriksbergs M/V A/B—Got<br>380′ 8″ 51′ 8″ 23′ 9¼″<br>360′ 0″ 51′ 6″ 34′ 6″<br>1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB1336t incl. Tunnel tanks 65t | TM OSD<br>G.370557 B.339037<br>10W Der 2(15) | 2 Oil 2SA each 6Cy. 500×900 mm<br>4100bhp<br>Eriksbergs M/V A/B | 996t<br>Got<br>14½k |
| 4973<br>Esd | **FONG KUO No. 61**<br>**Fong Kuo Fishery Co. Ltd.**<br>Kaohsiung China (Taiwan) | 168<br>96<br>80 | | CR (Taiwan) | 1967 Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>105′ 4″ 20′ 10″ 7′ 9″<br>91′ 3″ 20′ 4″ 9′ 1″<br>P49′ F20′ 1 dk | M Fishing Mchy.aft<br>3 Ho 22′, 15′, 13½′<br>4 Ha (4′, 4′, 4′, 2¼′×3½′) | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Hanshin Nainenki Kogyo<br>2×50, 36kW 220V a.c. | Kob<br>9k |
| 4985<br>/JM<br>Esd | **FONG KUO No. 62**<br>**Fong Kuo Fishery Co. Ltd.**<br>Kaohsiung China (Taiwan) | 169<br>96<br>80 | | CR (Taiwan) | 1967 Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>105′ 4″ 20′ 10″ 7′ 9″<br>91′ 3″ 20′ 4″ 9′ 1″<br>P49′ F20′ 1 dk | M Fishing Mchy.aft<br>3 Ho 22′, 15′, 13½′<br>4 Ha (4′, 4′, 4′, 2¼′×3½′) | Oil 4SA 6Cy. 270×400 mm<br>350bhp<br>Hanshin Nainenki Kogyo<br>2×60, 40kW 220V a.c. | Kob<br>9k |
| 65019<br>ICFG<br>3460<br>f Esd<br>c Rdr | **FRANCESCAEMME**<br>exOrinoco–68<br>**Ignazio Messina & C.**<br>Genoa Italian | 5573<br>3130<br>9425 | | NV | 1951 Kockums M/V A/B—Mmo<br>462′ 2″ 61′ 8″ 26′ 4½″<br>430′ 10″ 61′ 6″ 29′ 3″<br>Q32′ F91′ 1 dk & S dk<br>RW | M (12P) OSD<br>6 Ho<br>G.644130 B.582780<br>6 Ha (stl) (27′, 34′, 31½′, 28¾′, 28¾′, 28¾′×21′)<br>18W Der 1(25) 18(5) | Oil 2DA 6Cy. 720×1200 mm<br>6000bhp MAN<br>Kockums M/V A/B<br>3×225kW 220V d.c. | 1262t (d.o)<br>Mmo<br>16k |
| 904698<br>Esd Gc<br>Rdr RT | **FRANCESCO CRISPI**<br>**Francesco Ingargiola**<br>Trapani Italian | 107<br>—<br>— | | | 1968 Cant. Nav. I. Sefa—Civitanova Marche<br>72′ 2″ 21′ 7″<br>9′ 10″ | Wood Aux Fishing | Oil SA 6Cy. | |
| 906397 | **FRECCIA DEL SOLE**<br>**Aliscafi S.p.A.**<br>Messina Italian<br>Name should be **SUN ARROW** See New Entries **No. 11** | 139<br>82<br>65 | | | 1968 Cant. Navali L. Rodriquez—Mes<br>95′ 0″ 35′ 2″<br>79′ 10″ 19′ 2″<br>1 dk | TM Hydrofoil | 2 Oil 2SA each 12Cy. 175×205 mm<br>2700bhp<br>Fiat S.G.M. | Tur |
| 34129<br>1096 | **FREDERIK**<br>exGotte–68<br>**M. S. Nietsen Fishing Industries**<br>Durban S. African | 238<br>206<br>— | | | 1957 A. Le Gall & Fils—Douarnenez<br>*93·8′* 25′ 7″<br>… … … | Wood M Trawler | Oil 4SA 6Cy. 230×300 mm<br>270bhp<br>Etab Crepelle | Lille |
| 5953 | **FREIPESCA TRES**<br>**Vda. e Hijos de Constante Freire**<br>Spanish | 160<br>—<br>— | | | 1968 Ast. Balenciaga S.A.—Zumaya<br>91′ 11″<br>77′ 9″ 21′ 0″ 11′ 7″ | M Trawler | Oil<br>Moteurs Baudouin | Msl |
| 5007<br>8242<br>Esd<br>Rdr<br>n/h/v | **GALVESTON**<br>exMarine Serpent–68<br>**Sea-Land Service Inc.**<br>Portland, Or United States | 11389<br>7849<br>8854 | | AB | 1945 Kaiser Co. Inc.—Vcr, Wash<br>522′ 11″ 71′ 8″ 30′ 0⅞″<br>496′ 7″ 71′ 6″ 43′ 6″<br>P160′ F79′ 4 dks<br>rf nil conv. troopship 68 | S Mchy.aft<br>7 Ho (each 40′)<br>B.751680<br>12 Ha (stl) (each 36½′×18′)<br>7 Ha (stl) (each 36½′×26½′) | 2 S Turb dr geared to sc. shaft<br>9900shp<br>Joshua Hendy Irn Wks<br>2×500kW 440V d.c. | 2065t (o.f)<br>Sunnyvale<br>17k |

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| 6905630<br>UUDO<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALYA KOMLEVA**<br><br>**U.S.S.R.**<br>Murmansk Russian | 3684<br>1709<br>4638 | | 1968 Schiffswerft Neptun—Ros<br>346' 9" 51' 4" 22' 2"<br>315' 0" 51' 2" 26' 3"<br>2 dks | M<br><br><br>4 Ha<br>8W Der 1(40) 1(20) 8(5) | Oil 2SA 6Cy. 570×800 mm<br>3250bhp MAN<br>Masch. Halberstadt Halb |
| 6905018 | **GANTIADI**<br><br>**U.S.S.R.**<br>Poti Russian | 4229<br>1670<br>2600 | 100A1<br>Class contemplated | N.V. Kon. Maats. "De Schelde"<br>—Fls<br>339' 10" 54' 7" 18' 0½"<br>298' 7" 54' 5½" 37' 1" | M Fish Factory Ship Ref | Oil 2SA 8Cy. 480×700 mm<br>Sulzer<br>N.V. Kon. Maats. "De Schelde" |
| 6904791<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL A. W. GREELEY**<br>**Pacific Far East Line Inc.**<br>United States | 12521<br>8392<br>8854 | AB | 1945 Kaiser Co. Inc.—Richmond<br>520' 0" 72' 0" 30' 7"<br>496' 7" 71' 6" 43' 8"<br>P143' F144' 4 dks<br>RW<br>rf nil conv troopship 68 | S Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9900shp 206<br>Westinghouse Elec. Corp. B<br>3×400kW 240V d.c. |
| 6904806<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL C. H. MUIR**<br><br>**Containership Chartering Service**<br>Wilmington, Del United States | 11522<br>7607<br>8854 | AB | 1945 Kaiser Co. Inc.—Richmond<br>522' 11" 72' 0" 30' 5½"<br>496' 0" 71' 6" 45' 6"<br>P143' F144' 4 dks<br>RW conv troopship 68<br>rf nil | S Mchy.aft<br>4 Ho<br><br>7 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>9900shp 206<br>Westinghouse Elec. Corp. Br<br>3×400kW 240V d.c. |
| 6904818<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL E. T. COLLINS**<br><br>**Containership Chartering Service**<br>Wilmington, Del United States<br>Now **NEW ORLEANS** See New Entries No. **11** | 11522<br>7607<br>8854 | AB | 1945 Kaiser Co. Inc.—Richmond<br>522' 11" 72' 0" 30' 5½"<br>496' 0" 71' 6" 45' 6"<br>P143' F144' 4 dks<br>RW conv troopship 68<br>rf nil | S Mchy.aft<br>4 Ho<br><br>7 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>9900shp 2065<br>Westinghouse Elec. Corp. Bra<br>3×400kW 240V d.c. |
| 6904820<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL J. H. McRAE**<br><br>**Hudson Waterways Corp.**<br>United States | 12521<br>8392<br>8854 | AB | 1945 Kaiser Co. Inc.—Richmond<br>520' 0" 72' 0" 30' 7"<br>496' 7" 71' 6" 43' 8"<br>P143' F144' 4 dks<br>RW conv troopship 68<br>rf nil | S Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9900shp 2065<br>Westinghouse Elec. Corp. Bre<br>3×400kW 240V d.c. |
| 5217839<br><br><br>Df Esd<br>Gc Rdr<br>RTm | **GÉNÉRAL LECLERCQUE**<br>exGénéral Leclerc-69<br>**Sea Cargo Carriers S.A.**<br>Panama Panamanian | 9500<br>5287<br>5226 | BV | 1951 Ch. & At de St. Nazaire (Penhoët)<br>—St.N<br>479' 3" 61' 11" 22' 9"<br>... ... ...<br>B232' F25' 2 dks<br>RW<br>rf 9" | TM (631P) Ref<br>4 Ho 44½', 60', 49½', 62½'<br>B.246535 In.17812<br>4 Ha (20½'×13') (27½', 19½', 22½'×18')<br>8W Cr 2(3) Der 2(8) 6(5) | 2 Oil 2SA each 8Cy. 620×1155 m<br>8800bhp B&W 1209<br>Schneider & Cie. Le Cr<br>4×240kW 220V d.c. |
| 6904832<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL R. L. HOWSE**<br><br>**Pacific Far East Line Inc.**<br>United States | 12521<br>8392<br>8854 | AB | 1945 Kaiser Co. Inc.—Richmond<br>522' 0" 72' 0" 30' 7"<br>496' 7" 71' 6" 43' 8"<br>P143' F144' 4 dks<br>RW conv troopship 68<br>rf nil | S Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9900shp 206<br>Westinghouse Elec. Corp. Br<br>3×400kW 240V d.c. |
| 6904844<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL W. C. LANGFITT**<br>**Hudson Waterways Corp.**<br>United States | 12521<br>8392<br>8854 | AB | 1945 Kaiser Co. Inc.—Richmond<br>520' 0" 72' 0" 30' 7"<br>496' 7" 71' 6" 43' 8"<br>P143' F144' 4 dks<br>RW conv troopship 68<br>rf nil | S Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9900shp 206<br>Westinghouse Elec. Corp. B<br>3×400kW 240V d.c. |
| 6904856<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL W. F. HASE**<br><br>**Hudson Waterways Corp.**<br>United States | 12521<br>8392<br>8854 | AB | 1945 Kaiser Co. Inc.—Richmond<br>520' 0" 72' 0" 30' 7"<br>496' 7" 71' 6" 43' 8"<br>P143' F144' 4 dks<br>RW conv troopship 68<br>rf nil | S Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9900shp 20<br>Westinghouse Elec. Corp. B<br>3×400kW 240V d.c. |
| 6904868<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL W. G. HAAN**<br><br>**Hudson Waterways Corp.**<br>United States | 12521<br>8392<br>8854 | AB | 1945 Kaiser Co. Inc.—Richmond<br>520' 0" 72' 0" 30' 7"<br>496' 7" 71' 6" 43' 8"<br>P143' F144' 4 dks<br>RW conv troopship 68<br>rf nil | S Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9900shp 20<br>Westinghouse Elec. Corp. E<br>3×400kW 240V d.c. |
| 6701187<br>UJQV<br>M-28619 | **GEORGE GEORGIU-DEZH**<br><br>**U.S.S.R.**<br>Novorossisk Russian | 32841<br>16387<br>49370 | | 1966 Admiralteiski Shpyd—Len<br>760' 3" 101' 9" 37' 9"<br>101' 6" 50' 8"<br>1 dk | S Tanker Mchy.aft<br>20 Ta<br>L.2005104<br><br>2W Cr 1(2½) Der 2(5) | S Turb<br>19000shp |
| 5389047<br><br><br>Esd RT | **GERARD**<br>exWhitonia-68<br>exRobert Ecklemann-58<br>**Transportbedrijf "NIEREY" Ltd.**<br>Gouda Netherland | 315<br>193<br>435 | GL | 1950 F. Frank Schiffs. & Masch.—Ham<br>*142·9'* 20' 0" 9' 6½"<br>19' 10"<br>P31' F14' 1 dk<br>len 51 | TM Tanker Mchy.aft<br>10 Ta<br>L.23463 | 2 Oil 4SA each 6Cy. 215×30<br><br>Motorenw. Mannheim |

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| 48857<br>DCIO<br><br>f Esd<br>RT | **GESCHE R**<br>exHerm–68<br>**Rolf Gerdes-Rohden**<br>Haren/Ems W. German | **266**<br>138<br>350 | <br><br>GL | **1941** N.V. Noord Ned. Schps.—Gro<br>*143·0′* 22′ 5″ 9′ 5½″<br>22′ 3″<br>P31′ F18′ 1 dk<br>len 59 | M | Oil 2SA 4Cy. 240×360 mm<br>200bhp<br>Appingedammer Brons. Apg |
| 906402<br><br><br>Df Esd<br>Gc Rdr<br>RT | **GIMONE**<br><br>**Cie. Européenne d'Armement**<br>Bordeaux French | **3500**<br>—<br>5270 | | **1968** At. & Ch. de La Rochelle-Pallice—La R-P<br>328′ 2″ 52′ 8″ 18′ 5″<br>303′ 5″ 52′ 6″ 21′ 4″<br>2 dks | TM Tanker Mchy.aft | 2 Oil SA each 6Cy. 390×680 mm<br><br>Gebr. Stork & Co. Hengelo |
| 904703<br><br><br>Df Esd<br>Gc Rdr<br>RT | **GINO LOLLI GHETTI**<br><br>**"CARBONAVI" S.p.A.**<br>Palermo Italian | **27000**<br>—<br>— | | **1969** Cant. Nav. Breda—Ven<br>710′ 0″ 94′ 0″ 38′ 2″<br>656′ 2″ 93′ 10″ 57′ 4″<br>1 dk | M Ore/Oil Carrier Mchy.aft | Oil 2SA 7Cy. 900×1600 mm<br>6100bhp<br>FIAT S.G.M. Tur |
| 539652<br>WNX<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **GOLDEN SUMMER**<br>exWashington–69<br>**Guan Guan Shipping Ltd.**<br>Singapore Singapore | **8696**<br>5083<br>10034 | <br><br>BV | **1949** Ch. & At. de St. Nazaire (Penhoët)—St.N<br>538′ 5″ 64′ 1″ 28′ 3¾″<br>63′ 10″<br>P28′ B120′ B55′ 2 dks & S dk<br>RW<br>rf 3¾″ | TM (12P) Ref OSD<br>6 Ho 48½′, 41¾′, 79′, 59′, 40′, 48¾′<br>G.396701 B.349928 In.135116<br>6 Ha (stl) (20¼′, 33½′, 44′, 36¾′, 33¾′, 20¾′×19¾′)<br>20W Der 2(9) 14(8) 4(5) | 2 Oil 2SA each 8Cy. 715×1250 mm<br>11200bhp 2107t (hvf)<br>Sulzer Bros. Ltd. Win<br>4×450, 350, 350, 350kW 380V 50c/s a.c.<br>16½k |
| 6905642<br><br><br>*Df Esd*<br>*Gc Pfd*<br>*Rdr RT* | **GORKY**<br><br>**U.S.S.R.**<br>Russian | **1110**<br>—<br>— | | **1968** Mathias-Thesen-Werft—Wismar<br>214′ 11″ 11′ 10″<br>196′ 3″ 36′ 5″ 17′ 7″<br>2 dks | M Fishing Ref Mchy.aft | Oil 4SA 8Cy. 320×480 mm<br>825bhp<br>Schwermasch. Karl Liebknecht Mgd |
| 6905654 | **GUAVACORE**<br><br>**Maritime Fruit Carriers Co. Ltd.**<br>*Haifa* Israel | **5927**<br>3356<br>8420<br>**8185**<br>4812<br>9710 | **100A1**<br>Class contemplated | A/S Akers M/V—Osl<br>485′ 0″ 65′ 9″ 28′ 0″/30′ 0¾″<br>445′ 5″ 65′ 7½″ 41′ 0″ | M Ref OSD/CSD Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>B&W<br>Nylands Verksted Osl |
| 04870<br>LAUX | **GULLFJORD**<br><br>**Per Håland Jr. A/S**<br>Egersund Norwegian | **177**<br>96<br>— | | **1968** Mandal Slip & M/V—Mandal<br>115′ 5″ 27′ 0″<br>101′ 8″ 26′ 11″<br>1 dk & S dk | M Mchy.aft | Oil 4SA 6Cy. 137×165 mm<br>350bhp<br>Caterpillar Tractor Co. Peoria |
| 48160<br>ZBO<br>181634<br>f Esd<br>c Rdr<br>RTv | **HAI NING**<br>exSt. Grigorousa–68<br>exTabaristan–68<br>**Southern Shipping & Enterprises Co. Ltd.**<br>London British | **7173**<br>4346<br>9850 | **✠100A1** TD 10/68<br><br>**✠LMC**<br><br>EL b†2$\frac{1}{16}$″SQ | **1947–6** J. Readhead & Sons Ltd.—Shl<br>475′ 8″ 58′ 10″ 25′ 5¼″<br>450′ 9″ 58′ 3″ 32′ 3″<br>P38′ B116′ F45′ 2 dks<br>R 7BH<br>rf 4″ WB2720t incl. DTa1060t | S (12P) Ref CSD<br>5 Ho 64′, 126′, 38 , 47½′, 66½′<br>G.573680 B.521270 In.1300<br>5 Ha (31½′, 58′, 12′, 31½′, 31½′×22′)<br>15W Der 1(50) 2(15) 1(10) 6(7) 4(5) | T 3Cy. 26½″ 44″ & 74″×48″ & LP turb with dr gearing & hydraulic coupling<br>3750ihp 1285t (o.f)<br>J. Readhead & Sons Ltd. Shl<br>3 SB 220℔ Spt hs(13149) 12cf<br>3×40, 30, 30kW 110V d.c. 12¾k |
| 6905410<br>BPYK<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAIMEN**<br><br>**The People's Republic of China**<br>Canton People's Rep. of China | **9513**<br>5292<br>12430 | | **1968** Warnowwerft—Warnemünde<br>494′ 4″ 65′ 9″ 29′ 3″<br>459′ 4″ 65′ 8″ 37′ 11″<br>2 dks | M | Oil 2SA 9Cy. 700×1200 mm<br>8160bhp MAN<br>Dieselmotorenwerk Ros |
| 6906414 | **HANNELORE**<br><br>**Cia. Pesquera Coishco S.A.**<br>Chimbote Peruvian | **150**<br>—<br>— | **100A–**<br>fishing vessel<br>Class contemplated | Fabricaciones Metalicas—Clo<br>90′ 9″ 25′ 4″<br>78′ 4″ 25′ 0″ 12′ 2″ | M Fishing | Vee Oil 4SA 8Cy. 6¼″×8″<br><br>Caterpillar Tractor Co. Peoria |
| *5310802*<br>OVSQ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HEERING KIRSE**<br>exSandar–68<br>exConcordia Sandar–67<br>exSandar–66<br>**Kommanditselskabet af 19.8.68 (Peter F. S. Heering)**<br>Cherry Heering Line<br>Copenhagen Danish | **6010**<br>4198<br>—<br>**9232**<br>6925<br>13400 | <br><br>NV | **1963** Marinens Hovedverft—Horten<br>502′ 8″ 62′ 2″ 26′ 3¾″/29′ 9″<br>461′ 4″ 62′ 0″ 39′ 3″<br>P51′ B76′ F118′ 1 dk & S dk, 3rd dk in No. 3 hold | M (2P) OSD/CSD<br>5 Ho 59′, 72¼′, 75½′, 70½′, 70½′<br>G.718093 B.663710<br>5 Ha (stl) (32½′, 35½′, 44½′. 36¾′, 36¾′×24′)<br>16W Der 1(30) 1(15) 2(10) 14(5) | Oil 2SA 5Cy. 760×1550 mm<br>7500bhp Sulzer 1375t (hvf)<br>Marinens Hovedverft Horten<br>3×295kW 450V 60c/s a.c. 16¼k |
| 5274785<br>DDMX<br><br>Df Esd<br>Gc RTv | **HEIDE CATRIN**<br>exPerikles–68<br>**Partenreederei m.s. "Heide Catrin"**<br>Harald Winter<br>Bremen W. German | **496**<br>220<br>926 | <br><br>GL | **1957** Fr. Lürssen—Bmn<br>*204·7′* 32′ 2″ 12′ 3½″<br>32′ 0″ 18′ 11″<br>F27′ 1 dk & S dk<br>RW<br>rf 2″ | M OSD<br>2 Ho 30½′. 56¾′<br>G.67708 B.62232<br>2 Ha (stl) (30½′, 56¾′×18′)<br>6W Der 4(3–5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 87t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×40kW 230V 12k |
| 6905355<br>OVSZ<br><br>Df Esd<br>Rdr<br>RTm | **HEKTOR**<br><br>**Georg L. Iversen Partrederi**<br>Skagen Danish<br>Now **NORTH SEA** See New Entries No. 10 | **171**<br>80<br>190 | | **1968** Rosslauer Schiffs.—Rosslau<br>106′ 10″ 21′ 10″ 8′ 10″<br>96′ 10″ 21′ 8″ 10′ 9″<br>F21′ 1 dk<br>rf 24″ BK 2½″ | M Trawler Ref Mchy.aft<br>2 Ho 15½′, 22′<br>In.6357<br>2 Ha (stl) (each 5′×4′)<br>Der 2(½) | Oil 4SA 8Cy. 240×360 mm<br>578bhp 20t (d.o)<br>Schwermasch. Karl Liebknecht Mgd<br>2×18, 12kW 220V d.c.<br>Controllable pitch propeller 12k |

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|---|---|---|---|---|---|---|
| 5396571<br>Df Esd<br>RT | **HELIOS**<br>exYsel-68<br>**Cia. de Nav. Western**<br>**Shipping S.A.**<br>Panama Panamanian | 297<br>185<br>345 | BV | 1951 D. & J. Boot de Vooruitgang—Alp<br>143' 3" 24' 4" 9' 1"<br>... ... ...<br>1 dk | M Mchy.aft<br>G.18700 B.17500<br>2 Ha (32', 28' × 15')<br>Der 2(2) | Oil 4SA 4Cy. 280 × 400 mm<br>200bhp<br>D. & J. Boot "De Industrie" |
| 5202392<br>4XQR<br>MS201<br>Df Esd<br>Pfd Rdr<br>RT | **HEY DAROMA**<br>exLairds Loch-69<br>**Sefinot Ltd.**<br>Eilat Israel | 1736<br>820<br>522 | **BS**✳ CS 6/65<br>**MBS**✳<br>MN512 CT1772 C26 | 1944-8 Ardrossan Dockyard Ltd.—Ard<br>275' 0" 41' 2" 12' 1½"<br>256' 6" 41' 0"<br>P58' B112' F42' 1 dk, pt 2nd dk<br>10BH<br>WB541t incl. DTs303t | TM (1042P)<br>G.83000 B.69012 | 2 Oil 2SA each 8Cy. 340 × 570 mm<br>2560bhp<br>British Auxiliaries Ltd.<br>db 170lb |
| 6608098<br>SDKA<br>10732<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HISPANIA**<br>exSvea-69<br>**Rederi A/B Svenska Lloyd**<br>Gothenburg Swedish | T.Mk<br>7772<br>3085<br>2510 | ✠100A1<br>Ice Class 3<br>✠LMC<br>MN2016 EL e†2½"SQ | 1966-10 A/B Lindholmens Varv—Got<br>463' 3" 68' 9" 18' 1½"<br>420' 0" 68' 0" 46' 0"<br>B318' 2 dks with intermediate dk<br>Coll BH to U dk 11 to 2nd dk<br>rf 7" WB2196t incl. DTa188t DTsf1119t | TM (408P) Ref<br>Stern door<br>Cr 2(10) | 4 Oil 4SA each 6Cy. 400 × 460<br>geared to 2 sc. shafts<br>10080bhp Pielstick 41<br>A/B Lindholmens Varv<br>2AuxB 114lb e(ex.g) 134lb<br>4 × 600kW 380V 50c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust contr. pitch propellr |
| 5030713<br>JWZW<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **HÖEGH AUGVALD**<br>exAugvald-69<br>**Skibs A/S Corona**<br>H. M. Wrangell & Co. A/S<br>Haugesund Norwegian | T.Mk<br>6167<br>3447<br>10470<br>8609<br>5006<br>12600 | NV | 1958 Uddevallavarvet A/B—Udv<br>467' 3" 60' 11" 26' 4½"/29' 8½"<br>431' 2" 60' 9"<br>P34' F78' 2 dks<br>rf 2" | M (8P)<br>5 Ho 54', 63½', 57½', 74½', 64½<br>G.610000 B.558000<br>5 Ha (29', 39½', 34½', 49½', 37½ × 26')<br>16W Der 1(30) 1(10) 10(5) | Oil 2SA 7Cy. 760 × 1500 mm<br>6550bhp Götaverken 2180<br>Uddevallavarvet A/B<br>3 × 215kW 230V d.c. |
| 6905367<br>LCJI<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **HÖEGH SCOUT**<br>Launched as Rita<br>**A/S Alliance**<br>Leif Höegh & Co. A/S<br>Oslo Norwegian | 2995<br>1672<br>2925 | | 1968 Kristiansands M/V A/S—Krs<br>334' 4" 47' 4" 18' 8¾"<br>308' 4" 47' 3" 23' 4"<br>P92' B42' F49' 1 dk | M Liquefied Gas Carrier Mchy.aft<br>6 Ta<br>L.128392<br>Der 2(2) | Oil 2SA 9Cy. 360 × 600 mm<br>2340bhp 325t (hvf) 50t<br>Sulzer Bros. Ltd.<br>3 × 232kW 450V 60c/s a.c.<br>Controllable pitch propeller |
| 5187310<br>ICNS<br>Df Esd<br>Gc Rdr<br>RT | **HONESTAS**<br>exSerenity-69<br>exKina-68<br>**"Ausonia" di Nav. dei**<br>**Fratelli Ravano di Alberto**<br>Genoa Italian | T.Mk<br>7863<br>4614<br>11650 | ✠100A1 SS 9/67<br>with freeboard DTsm—<br>vegetable oil or latex<br>✠LMC<br>EL f† | 1948-11 Burmeister & Wain—Cpn<br>508' 4" 65' 1" 28' 7½"<br>475' 0" 65' 0" 41' 9"<br>P37' F83' 2 dks, 3rd dk fwd of mchy. space<br>RW 6BH<br>WB3698t incl. DTsm1264t Tunnel tanks 176t | M<br>G.767210 B.688480<br>16W Der 1(40) 1(20) 2(10) | Oil 2DA 8Cy. 620 × 1400 mm<br>9100bhp<br>Burmeister & Wain<br>AuxB 100lb |
| 6906608<br>324782 | **HUNG LEE**<br>**Tang Chiok Meu**<br>Labuan British | 265<br>147<br>— | | 1968 Nam Cheong Shpyd—Miri<br>*124·5'* 30' 0"<br>... ... ...<br>1 dk | TM | 2 Oil each 6Cy. 5½" × 8"<br>600bhp<br>Caterpillar Tractor Co. |
| 6905666 | **HUSEYIN AVCI**<br>**Faik Arici ve Ortaklari**<br>**Donatma Ístiraki**<br>Istanbul Turkish | 480<br>280<br>750 | | 1969 Celiktrans Deniz Inşaat—Ist<br>169' 6" 28' 3" 12' 2½"<br>150' 11" 28' 2½" 13' 6"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 275 × 360 mm<br>550bhp<br>Skoda |
| 6906426 | **IKTINOS**<br>**Lineas Interoceanicas S.A.**<br>Piræus Greek | 11300<br>7200<br>16350 | 100A1<br>Class contemplated | Doxford & Sunderland S.B.& E. Co. Ltd.—Pallion Shipyard<br>539' 6" 70' 2" 31' 7¾"<br>500' 0" 70' 0" 42' 6" | M | Oil 2SA 7Cy. 760 × 1550 mm<br>Sulzer<br>G. Clarke & N.E.M. Ltd. |
| 6904882<br>Df Esd<br>Gc Rdr | **ILIA**<br>**NAVROM Roumanian**<br>**Maritime & Fluvial**<br>**Navigation**<br>Constantza Roumanian | 2099<br>973<br>3199<br>3090<br>2086<br>4429 | | 1968 Santierul Naval—Gtz<br>330' 1" 45' 8" 18' 0½"/21' 7½"<br>307' 5" 45' 6" 24' 4"<br>1 dk & S dk | M OSD/CSD Mchy.aft<br>3 Ho<br>G.221212 B.204826<br>3 Ha<br>10W Der 10(3–5) | Oil 2SA 5Cy. 580 × 1000 mm<br>2500bhp<br>Sulzer Bros. Ltd. |
| 5034769<br>Df Esd<br>Gc Rdr<br>RTm/v | **ILIAS**<br>exBallygally Head-68<br>**Antonio Pugliese**<br>Naples Italian | 959<br>351<br>1250 | ✠100A1 SS 6/66<br>Str. nav. ice<br>✠LMC<br>MN280 EL o | 1954-3 Arnhemsche Scheeps. Maats.—Ahm<br>241' 10" 37' 10" 13' 4½"<br>219' 10" 37' 9" 21' 0"<br>Ba54' F24' 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>WB294t | M OSD Mchy.aft<br>2 Ho 52½', 87½'<br>G.89400 B.84315<br>2 Ha (stl) (28', 60' × 16¾')<br>6W Der 2(5) 4(3) | Oil 4SA 8Cy. 390 × 680 mm<br>1400bhp<br>N.V. Werkspoor<br>3 × 60kW 220V d.c. |
| 5245485<br>6ZFA<br>2204<br>Df Esd<br>Gc Rdr | **ILKON AYA**<br>exNaess Seafarer-68<br>exSoya Elisabeth-61<br>**Spartan Cia. Mtma. S.A.**<br>Monrovia Liberian | 21291<br>13149<br>33475 | NV | 1958 At. & Ch. de France—Dnk<br>676' 3" 86' 6" 35' 7½"<br>640' 3" 86' 1" 46' 8"<br>1 dk<br>RW | S Tanker Mchy.aft<br>30 Ta<br>L.1544375 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>Parsons<br>Cie. Elec. Mécanique |
| 6905678<br>UUPF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ILOVAJSK**<br>**U.S.S.R.**<br>Odessa Russian | 9727<br>5486<br>12832 | | 1968 Warnowwerft—Warnemünde<br>496' 11" 66' 8" 28' 10½"<br>459' 4" 66' 6" 39' 1"<br>2 dks | M | Oil 2SA 8Cy. 700 × 1200 mm<br>9600bhp MAN<br>Dieselmotorenwerk |

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| 5020 | **IMPERIAL BEDFORD**<br>**Imperial Oil Ltd.**<br>Halifax Canadian | 9500<br>—<br>14000 | 100A1<br>oil tanker<br>Class contemplated | Davie S.B. Ltd.—Lauzon<br>485′ 5″ 70′ 2″ 26′ 0″<br>450′ 11″ 70′ 0″ 33′ 3″ | M Tanker Mchy.aft | Oil 2SA 5Cy. 700×1200 mm<br>Masch. Augsburg-Nürnberg Aug |
| 5446 | **INNISFALLEN**<br>**British and Irish Steam Packet Co. Ltd.**<br>Dublin Irish Republic | 5000<br>—<br>— | 100A1<br>for restricted service<br>Class contemplated | Werft Nobiskrug—Rendsburg<br>386′ 6″ 58′ 8″ 14′ 6″<br>353′ 8″ 57′ 9″ 21′ 11″ | TM Ferry | 4 Oil 4SA each 8Cy. 400×540 mm sr geared to 2 sc. shafts<br>Masch. Augsburg-Nürnberg Aug |
| 6610<br>Rdr | **IVAN CHERNYKH**<br>**U.S.S.R.**<br>Leningrad Russian | 4896<br>2215<br>— | | 1968 A. Zhdanov—Len<br>400′ 1″ 54′ 11″ 22′ 2½″<br>54′ 9″ 27′ 4″<br>1 dk | M<br>4 Ho<br>G.257798<br>4 Ha (43¼′, 43¼′, 43¼′×31¼′) (36′×26¼′)<br>Cr 4(3) | Oil 2SA 9Cy. 500×1100 mm<br>B&W<br>Bryansk Eng. Wks Bryansk |
| 001846<br>LZHN<br>Df Esd<br>Gc Rdr<br>RT | **IVAN VAZOV**<br>Launched as Almak<br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | T.Mk<br>**9069**<br>6048<br>11120<br>—<br>—<br>13050 | ✠100A1<br>DTf—vegetable oil<br>✠LMC<br>MN1310 EL A†$2\frac{3}{16}$″U2 | 1968–6 Brodogradiliste "Uljanik"—Pla<br>471′ 3″ 64′ 6″ 29′ 1″<br>433′ 7″ 64′ 3″ 39′ 3″<br>Ba81′ F36′ 2 dks<br>7BH<br>rf 6″ WB2112t incl. DTf646t | M Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>6550bhp B&W<br>Brodogradiliste "Uljanik" Pla<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×300kW 400V 50c/s a.c. |
| 30109<br>Df Esd<br>Pfd Rdr<br>RT | **IVANA**<br>exCarmen–68<br>exGertrud Bratt–67<br>**Naviera Panamar S.A.**<br>Panamanian<br>**CANCEL ALL PARTICULARS** | 1530<br>634<br>2500 | ✠100A1 SS 8/65<br>Str. nav. ice<br>✠LMC<br>MN330 EL s1$\frac{9}{16}$″SQ | 1957–3 Ch. Navals de Bruges—Bruges<br>288′ 6″ 42′ 8″ 17′ 4¾″<br>265′ 6″ 42′ 4″ 25′ 6″<br>F25′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 3″ WB584t incl. DTsa32t | M OSD | Oil 4SA 8Cy. 420×660 mm sr geared<br>1650bhp<br>Klöckner-Humboldt-Deutz Kln |
| 905680<br>UOIA<br>f Esd<br>Pfd<br>RT | **IZHORA**<br>**U.S.S.R.**<br>Odessa Russian | 9727<br>5486<br>12882 | | 1968 Warnowwerft—Warnemünde<br>496′ 11″ 66′ 8″ 28′ 10½″<br>459′ 4″ 66′ 6″ 39′ 1″<br>2 dks | M | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp MAN<br>Dieselmotorenwerk Ros |
| 5692<br>CN<br>Esd<br>Pfd<br>RT | **IZMAIL**<br>**U.S.S.R.**<br>Odessa Russian | 9727<br>5486<br>12882 | | 1968 Warnowwerft—Warnemünde<br>496′ 11″ 66′ 8″ 28′ 10½″<br>459′ 4″ 66′ 6″ 39′ 1″<br>2 dks | M | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp MAN<br>Dieselmotorenwerk Ros |
| 050<br>TK<br>Rdr | **JAN**<br>**Ewald Wältermann**<br>Haren/Ems W. German | 299<br>167<br>443 | GL | 1966 Gebr. Schlömer Schiffs.—Oldersum<br>*148·0′* 8′ 6¼″<br>9′ 6″<br>1 dk | M<br>G.20800 B.20000<br>1 Ha (69′×14′) | Oil 4SA 6Cy. 240×350 mm<br>300bhp<br>Atlas-Mak Masch. Kel<br>10k |
| 05707<br>f Esd<br>Gc Pfd<br>Rdr RT | **JEGORLYK**<br>**U.S.S.R.**<br>Batumi Russian | 3500<br>—<br>5000 | | 1968 Rauma-Repola O/Y—Rauma<br>348′ 3″ 50′ 8″ 21′ 4″<br>318′ 3″ 50′ 6″ 25′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W<br>Bryansk Eng. Wks Bryansk |
| 5142726<br>HPUL<br>3829-MF<br>35045<br>*Df Esd*<br>*Rdr* | **JOSEFINA**<br>exSouthern Express–69<br>exSubadar–64<br>**Peoples Bank & Trust Co.**<br>Panama Panamanian | *5497*<br>*3244*<br>8285 | ✠100A1 TD 5/68<br>✠LMC<br>EL z | 1949–1 Lithgows Ltd.—P.Gl<br>425′ 1″ 53′ 11″ 25′ 5¼″<br>404′ 9″ 53′ 9″ 31′ 3″<br>P40′ B124′ F39′ 2 dks<br>R 6BH<br>WB1861t incl. DTm451t | S<br>4 Ho 58′, 96½′, 75′, 77¼′<br>G.418902 B.379610<br>5 Ha (22½′, 28′, 12¾′, 30¼′, 23¼′×16′)<br>10W Der 5(5) | T 3Cy. 22″ 36″ & 64″×45″ & LP turb with dr gearing & hydraulic coupling<br>3000ihp 1027t (o.f)<br>Rankin & Blackmore Ltd. Grk<br>3 SB 230℔ hs(7701) 9cf<br>3×110V d.c. 12k |
| 6905458<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **JOSELIN**<br>**Lars Rej Johansen**<br>Oslo Norwegian | 4203<br>2314<br>5948 | | 1968 Schiffswerft Neptun—Ros<br>376′ 3″ 21′ 1¼″<br>347′ 10″ 53′ 10″ 25′ 7″<br>1 dk | M Mchy.aft<br>3 Ho 62′, 91¾′, 91¾′<br>3 Ha (stl) (41¼′, 62′, 62′×32¾′)<br>5W Der 1(50) 1(15) 3(8) | Oil 2SA 6Cy. 570×800 mm<br>4000bhp MAN 585t (hvf) 66t (d.o)<br>Masch. Halberstadt Halberstadt<br>3×208kW 220/380V 50c/s a.c. 14½k |
| 019049 | **JUAN B. BUESA**<br>Launched as Baupres<br>**Vapores Costeros S.A.**<br>Luis Alvarez Hernandez<br>Bilbao Spanish<br>For later particulsrs see New Entries No. **12** | 610<br>—<br>— | 100A1<br>Class contemplated | Ast. Celaya S.A.—Bbo<br>195′ 1″ 33′ 6″ 12′ 8″<br>173′ 11″ 33′ 6″ 14′ 1″ | M Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>Naval-Stork-Werkspoor Cdz |
| 09458<br>ELJT<br>2925<br>f Esd<br>c Rdr<br>RT | **JULIA L**<br>**Elmotores Inc.**<br>Monrovia Liberian | 14800<br>9833<br>25801 | AB | 1968 Hakodate Dock Co. Ltd.—Hak<br>597′ 1″ 75′ 2″ 33′ 11½″<br>550′ 7″ 75′ 0″ 48′ 3″<br>P103′ F37′ 1 dk<br>RW<br>rf 4″ | M Bulk Carrier Mchy.aft<br>6 Ho<br>G.1142000 B.1131000<br>6 Ha (stl) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer 2543t<br>Ishikawajima-Harima Hvy Ind. Aio<br>3×350kW |

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| 5138747 | **KADERBAKSH** | | 6233 | 100A1 | SS 5/66 | 1959 Oskarshamns Varv A/B—Osk | M OSD/CSD | Oil 2SA 9Cy. 760×1300 mm |
| AQVV | exGylfe-65 | | 3825 | | | 485' 2" 61' 8" —/29' 11" | | 5600bhp |
| 191063 | **United Oriental S.S. Co.** | | — | LMC | | 441' 9" 61' 6" 39' 6" | G.655900 | A/B Götaverken |
| Df Esd | Karachi | Pakistan | 8991 | | | F51' RAD33' 1 dk & S dk | | AuxB 100℔ |
| Gc Rdr | | | 5029 | | EL c†2 1/16"SQ | Coll BH to S dk 7 to 2nd dk | 14W Der 2(30) 2(10) 10(5) | 3×200kW 220V d.c. |
| RT | | | 12665 | | | rf 4" WB2997t incl. Tunnel tanks 404t DTma1011t | | |
| 6906438 | **KAMCHADAL** | | 2920 | | | 1968 Nystads Varv A/B—Nystad | M | Oil 2SA 5Cy. 550×1100 mm |
| | | | 1360 | | | 335' 0" 46' 1" 18' 9" | | 2900bhp B&W |
| | **U.S.S.R.** | | 3400 | | | 305' 2" 45' 11" 22' 6" | | Valmet O/y Rautpohjan Tehdas |
| Df Esd | | Russian | | | | 1 dk | | |
| Gc Rdr | | | | | | | | |
| RT | | | | | | | | |
| 5337628 | **KAVO ALKYON** | | 10890 | ✠100A1 | SS 2/66 | 1961-2 Flensburger Schiffs. Ges.—Fln | M | Oil 2SA 8Cy. 700×1200 mm |
| SYHV | exStad Kampen-69 | | 6565 | Ice Class 3 | | 534' 4" 66' 7" 29' 11¾" | 7 Ho 69', 63', 15¾', 68¼', 68¼', 68¼', 42' | 5265bhp MAN |
| | **Marepoca Cia. Nav. S.A.** | | 15550 | ✠LMC | | 498' 9" 66' 3½" 41' 4" | G.793770 B.739070 | Bremer Vulkan |
| Df Esd | Piræus | Greek | | | | F110' RAD62' 1 dk, 2nd dk in No. 1 hold | 7 Ha (stl) (36¾' 36¾' 15¾', 36¾', 36¾', | AuxB 114℔ |
| Gc Rdr | | | | MN1053 | EL g†2½"SQ | RW 9BH | 36¾'×28') (26¼'×23') | 3×150, 150, 120kW 230V d.c. |
| | | | | | | | 6W Der 4(5) 2(3) | |
| | | | | | | rf nil DK fwd WB5364t incl. Topside tanks a302t Tunnel tanks 604t DTf1090t | | |
| 5337630 | **KAVO DELFINI** | | 10890 | ✠100A1 | SS 4/65 | 1960-6 Flensburger Schiffs. Ges.—Fln | M | Oil 2SA 8Cy. 700×1200 mm |
| SYKJ | exStad Maastricht-69 | | 6565 | Ice Class 3 | | 534' 4" 66' 7" 29' 11¾" | 7 Ho 69', 63', 15¾', 68¼', 68¼', 68¼', 42' | 5340bhp MAN |
| | **Mardevoto Cia. Nav. S.A.** | | 15550 | ✠LMC | | 489' 9" 66' 3½" 41' 4" | G.793770 B.739070 | Bremer Vulkan |
| Df Esd | Piræus | Greek | | | | F110' RAD62' 1 dk, 2nd dk in No. 1 hold | 7 Ha (stl) (36¾', 36¾', 15¾', 36¾', 36¾', | AuxB 114℔ |
| Gc Rdr | | | | MN1068 | EL g†2½"SQ | RW 9BH | 36¾'×28') (26¼'×23') | 3×150, 150, 120kW 230V d.c. |
| | | | | | | | 6W Der 4(3-5) 2(3) | |
| | | | | | | rf nil DK fwd WB5364t incl. Topside tanks a302t Tunnel tanks 604t DTf1090t | | |
| 6905460 | **KIMITSUSAN MARU** | | 56702 | | | 1968 Mitsui Zosen—Chiba | M Ore/Oil Carrier Mchy.aft | Oil 2SA 9Cy. 840×1800 mm |
| JPAN | | | 37653 | | | 831' 5" (incl. BB) 127' 9" 48' 3" | | 20700bhp B&W |
| 104535 | **Mitsui-O.S.K. Lines K.K.** | | 99605 | | | 800' 6" 127' 8" 68' 7" | | Mitsui Zosen |
| Df Esd | Osaka | Japanese | | | | 1 dk | | |
| Gc Pfd | | | | | | | | |
| Rdr RT | | | | | | | | |
| 6904894 | **KIMMY SUE** | | 111 | | | 1968 Hike Metal Products Ltd.— | M Fishing | Oil 6Cy. 5½"×6½" |
| | | | 83 | | | Wheatley | | 325bhp |
| 323926 | **L. R. Omstead** | | — | | | *61·8'* 22' 0" | | Caterpillar Tractor Co. |
| | Chatham | Canadian | | | | … … … | | |
| | | | | | | 1 dk | | |
| 6905032 | **KIMRY** | | 2920 | | | 1968 F. W. Hollming O/Y—Rauma | M | Oil 2SA 5Cy. 550×1100 mm |
| | | | 1360 | | | 335' 0" 46' 1" 19' 8" | | 2900bhp B&W |
| | **U.S.S.R.** | | 3400 | | | 305' 9" 46' 0" 22' 6" | | Bryansk Eng. Wks |
| Df Esd | | Russian | | | | | | |
| Gc Rdr | | | | | | | | |
| RT | | | | | | | | |
| 6905044 | **KINGISEPP** | | 2850 | | | 1968 Valmet O/Y Pansion Tehdas— | M | Oil 2SA 5Cy. 550×1100 mm |
| | | | — | ( | | Åbo | | 2900bhp B&W |
| | **U.S.S.R.** | | 3500 | | | 335' 8" 46' 1" 19' 8" | | Valmet O/Y Rautpohjan Tehdas |
| Df Esd | | Russian | | | | 45' 11" 22' 6" | | |
| Gc Rdr | | | | | | 1 dk | | |
| RT | | | | | | | | |
| 6905472 | **KLORTE LAGOON** | | 7582 | 100A1 | | Soc. Española de Const. Nav.— | M | Oil 2SA 6Cy. 680×1250 mm |
| | | | 4455 | Class contemplated | | Cdz | | Sulzer |
| | **Black Star Line Ltd.** | | 9600 | | | 455' 0" 62' 7" 27' 11" | | Soc. Española de Const. Nav. |
| | Takoradi | Ghanaian | | | | 422' 6" 62' 6" 35' 8" | | |
| 5200435 | **KNOSSOS** | | 10886 | | | 1953 Arsenal de Lorient—Lorient | TM (346P) Ref CSD | 2 Oil 2SA each 10Cy. 630×115 |
| | exLe Bourdonnais-68 | | 5935 | | | 492' 5" 64' 4" 24' 5" | 6 Ho 36½', 52½', 48½', 48½', 50½', 46½' | 10300bhp |
| | **Constantine S. Efthymiodis** | | 5965 | | BV | 64' 1" | G.320100 B.291013 In.18003 | Ch. & At. de St. Nazaire (Penh |
| Df Esd | | Greek | | | | B178' 2 dks | 6 Ha (stl) (18'×14½') (27'×21½') | 4×360kW 380V 50c/s a.c. |
| Gc Rdr | | | | | | RW | (12¾', 14½'×13½') (27½'×21½') | |
| RTv | | | | | | | (17¾'×15½') | |
| 6905056 | **KOPALNIA WIREK** | | 8500 | | | 1969 A/S Nakskov Skibsv.—Nkv | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 620×1400 mm |
| | | | 5000 | | | 465' 1" 63' 2" 26' 11" | | 6550bhp B&W |
| | **Polish Government** | | 11500 | | | 436' 4" 63' 0" 37' 5" | | H. Ciegelski |
| Df Esd | Polish Steamship Company | | | | | 1 dk | | |
| Gc Rdr | Szczecin | Polish | | | | | | |
| RT | | | | | | | | |
| 6906751 | **KOREA RAINBOW** | | 26900 | | | 1968 Ishikawajima-Harima Hvy Ind.— | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 760×1550 mm |
| 6LOD | | | — | | | Aio | | 12800bhp Sulzer |
| | **Far Eastern Marine Transport** | | 40900 | | | 692' 3" (incl. BB) 98' 7" 33' 10½" | | Ishikawajima-Harima Hvy Ind. |
| Df Esd | **Co. Ltd.** | | | | | 656' 2" 98' 5" 54' 2" | | |
| Gc Rdr | Inchon | S. Korean | | | | 1 dk | | |
| RT | | | | | | | | |
| 5148813 | **KOTA SELAMAT** | | 6822 | ✠100A1 | SS 8/65 | 1947-1 Wm. Doxford & Sons Ltd.—Sld | M | Oil 2SA 6Cy. 670×2320 mm |
| 9VNK | exHock Aun-69 exHordsman-65 | | 4016 | | | 460' 8" 60' 0" 26' 0" | 5 Ho 61½', 94', 31½', 65', 61' | 5150bhp |
| 181069 | **Pacific International Lines** | | 9270 | ✠LMC | | 435' 0" 59' 7" 32' 3" | | W. Doxford & Sons Ltd. |
| Df Esd | **Ltd.** | | | | | P36' B150' F40' 2 dks | 5 Ha (27', 43½', 17', 43½', 26½'×20') | AuxB 100℔ |
| Gc Rdr | Singapore | Singapore | | | EL b† | R 7BH | Der 2(15) 2(10) 12(5) | 3×150kW 220V d.c. |
| RTv | | | | | | WB3159t incl. DTa785t DTf965t | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 276<br>Esd<br>Gc | **KOUNISTRA**<br>exNicolaos F–69<br>exNicolaos Frangistas–64<br>exThemoni–61<br>exJosiah Cohen–47<br>**Kounistra Shipping Co. Ltd.**<br>Cyprus | **7199**<br>4364<br>10503 | AB | **1944** Southeastern S.B. Corp.—Sav<br>441′ 6″ 57′ 0″ 27′ 8¾″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>RW<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 638t (o.f)<br>General Mchy. Corp. Hamilton<br>3×20kW 120V d.c. |
| 622<br>Rdr | **KRASNAYA GORKA**<br>**U.S.S.R.**<br>Leningrad Russian | **4896**<br>2215<br>— | | **1968** A. Zhdanov—Len<br>400′ 1″ 54′ 11″ 22′ 2½″<br>54′ 9″ 27′ 4″<br>1 dk | M<br>4 Ho<br>G.257798<br>4 Ha (43¼′, 43¼′, 43¼′×31¼′) (36′×26¼′)<br>Cr 4(3) | Oil 2SA 9Cy. 500×1100 mm<br>B&W<br>Bryansk Eng. Wks Bryansk |
| 715<br>CW<br>087 | **KUWAIT HORIZON**<br>**National Maritime and Agencies Co. W.L.L.**<br>Mediterranean Maritime Co. S.A.L.<br>Kuwait Kuwait | **9650**<br>6071<br>— | **100A1**<br>Class contemplated | Ishikawajima-Harima Hvy Ind.—Tok<br>466′ 9″ (incl. BB) 65′ 1″ 28′ 8″<br>440′ 0″ 65′ 0″ 40′ 5″ | M Mchy.aft | Oil 4SA 12Cy. 400×460 mm<br>Ishikawajima-Harima Hvy Ind. Aio |
| 484<br>Esd<br>Rdr<br>RT | **LABRADOR**<br>**Asbj. Stöylen Partrederi**<br>Ålesund Norwegian | **800**<br>—<br>— | | **1968** A. M. Liaaen Skips & M/V—Ålesund<br>183′ 7″ 32′ 10″<br>162′ 4″ 32′ 9½″ 14′ 1″ | M Stern Trawling Factory Ship Ref Mchy.aft | Oil 4SA 8Cy.<br>1500bhp<br>Klöckner-Humboldt-Deutz Kln |
| 40259<br>DGYN<br>f Esd<br>RT | **LADY AENN**<br>exStella H.–68<br>exGrete Hauschildt–62<br>**Heinrich Müller**<br>Filsum W. German | **424**<br>279<br>690 | GL | **1955** J. J. Sietas Schiffsw.—Ham<br>*156·2′* 29′ 3″ 11′ 2″<br>12′ 6″<br>P29′ F18′ 1 dk<br>RW | M Mchy.aft<br>G.32970 B.29936<br>2 Ha | Oil 4SA 6Cy. 320×450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| 4909<br>*016* | **LADY JULIE**<br>**Lady Julie Fisheries Ltd.** | **207**<br>95<br>— | | **1968** A. F. Theriault & Son Ltd.—Meteghan<br>*94·4′* 25′ 6″<br>… … …<br>1 dk | Wood M Fishing | Oil 12Cy. 6¼″×8″<br>765bhp<br>Caterpillar Tractor Co. Peoria<br>10k |
| 607<br>JV<br>44<br>sd<br>dr<br>/v | **LAKE MANITOBA**<br>**Nipigon Transport Ltd.**<br>Carryore Ltd.<br>Montreal Canadian | **17820**<br>13475<br>26660 | **✠100A1**<br>Great Lakes & River St. Lawrence service<br>**✠LMC**<br>MN1920 EL (F†) 2⅜″U2 | **1968**–7 Davie S.B. Ltd.—Lauzon<br>729′ 9″ 75′ 4″ 26′ 5¾″<br>709′ 3″ 75′ 0″ 39′ 8″<br>P92′ F58′ 1 dk<br>RW NS 3BH<br>rf nil WB11437t | M Bulk Carrier Mchy.aft<br>6 Ho 84′, 96′, 96′, 96′, 96′, 114′<br>G.1253185<br>17 Ha (stl) (each 19½′×47′) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp 393t (hvf) 63t (d.o)<br>Sulzer Bros. Ltd. Win<br>2 db (1 o.f 1 ex.g) 100℔<br>3×500, 500, 380kW 575V 60c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust controllable pitch propeller fwd 14¾k |
| 66<br>M<br>88<br>sd<br>Rdr<br>Tv | **LAPPONIA**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | T.Mk<br>**1584**<br>749<br>2780<br>**2654**<br>1369<br>3540 | **✠100A1** SS 10/66<br>Ice Class 1<br>**✠LMC**<br>MN480 EL Q $1\frac{9}{16}$″SQ | **1962**–4 Wärtsilä Kon. Crichton-Vulcan—Åbo<br>332′ 2″ 43′ 1″ 17′ 8″/20′ 1″<br>302′ 3″ 43′ 0″ 24′ 8″<br>F37′ RAD65′ 2 dks<br>Coll BH to U dk 3 to 2nd dk len 68<br>rf 4″ WB656t incl. DTsm157t | M Mchy.aft<br>2 Ho 127¼′, 74¼′<br>G.190320 B.175495<br>5 Ha (stl) (28½′×20′) (29¾′ 29¾′, 29¾′, 29¾′×34½′)<br>Cr 4(5) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer 230t (hvf)–6½pd<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>13k |
| 5719<br>UKH<br>U Esd<br>Gc Pfd<br>Rdr RT | **LARA MIKHEENKO**<br>**U.S.S.R.**<br>Vladivostok Russian | **3684**<br>1709<br>4638 | | **1968** Schiffswerft Neptun—Ros<br>346′ 9″ 51′ 4″ 22′ 2″<br>315′ 0″ 51′ 2″ 26′ 3″<br>2 dks | M | Oil 2SA 6Cy. 570×800 mm<br>3250bhp MAN<br>Masch. Halberstadt Halberstadt |
| 906440 | **LARRAURI HERMANOS**<br>**D. Fabian Larrauri y Cia.**<br>Ondarroa Spanish | **230**<br>—<br>345 | | **1968** Ast. Ardeag S.A.—Bbo<br>120′ 0″ 23′ 2″<br>101′ 8″ 23′ 0″ 12′ 6″<br>1 dk | M Trawler Mchy.aft | Oil<br>Cons. Echeveria Bermeo |
| 26028<br>VHS<br>Esd<br>Rdr RT | **LAURENT AMARO**<br>**Government of Senegal**<br>Dakar Senegal | **119**<br>34<br>— | **✠100A1**<br>trawler<br>**LMC**<br>EL d ¾″U1 | **1968**–10 B. V. Mill—Hardinxveld<br>78′ 8″ 21′ 7″<br>67′ 11″ 21′ 4″ 11′ 2″<br>F24′<br>5BH<br>rf 29″ BK5″ WB10t | M Trawler | Oil 4SA 6Cy. 6¼″×8″<br>375bhp<br>Caterpillar Tractor Co. Peoria<br>2×20, 10kW 380V 60c/s a.c.<br>Controllable pitch propeller |
| 3360<br>MB<br>409<br>Esd<br>Pfd<br>RT | **LAVENHAM**<br>exOmnium Carrier–68<br>exCharles A. Wickliffe—55<br>**Suffolk Shipping Corp.**<br>Monrovia Liberian | **8196**<br>5347<br>— | AB | **1943** Delta S.B. Co. Inc.—N.Os<br>511′ 6″ 57′ 0″ 27′ 1″<br>487′ 3″ 56′ 11″ 37′ 4″<br>B75′ 1 dk<br>len & conv tanker 57<br>rf 6″ | S<br>6 Ho<br>G.602187 B.561819<br>6 Ha | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp 2330t (o.f)<br>American S.B. Co. Clv<br>10k |
| 417<br>JR<br>Esd<br>RT | **LETTEN**<br>exArpe–68 exKäte–65<br>**Jensenius Hansen**<br>Bogø Danish | **232**<br>122<br>300 | GL | **1935** J. J. Sietas Schiffsw.—Ham<br>*121·7′* 21′ 6″ 8′ 6⅜″<br>8′ 10″<br>P27′ F15′ 1 dk<br>R len 50 | M<br>2 Ha | Oil 4SA 4Cy. 290×420 mm<br>200bhp NE52<br>Masch. Kiel A.G. Kel<br>7½k |

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| 6904727 | **LILIANA**<br><br>**Linhas Brasileiras de Navegação "Libra"**<br>Manaus Brazilian | 1560<br>1000<br>2500 | 100A1<br>Class contemplated | Industrias Reunidas Caneco—<br>Rio<br>290' 7" (incl. BB) 38' 10" 17' 5"<br>276' 9" 38' 9" 20' 0" | M Tanker Mchy.aft | Oil 4SA 7Cy. 400×800 mm<br><br>Masch. Augsburg-Nürnberg |
| 5156359<br>6OCT<br>1043<br>Df Esd<br>Gc Rdr<br>RTm/h | **LIVERPOOL**<br>exHubro-68<br>**Liverpool Shipping Co. Ltd.**<br>Mogadishu Somali Rep. | 2163<br>1146<br>4102<br>3286<br>1850<br>5205 | NV<br><br><br>**FOUNDERED 2/59** | 1955 Nylands Verksted—Osl<br>326' 6" 46' 4" 19' 10½"/23' 1½"<br>306' 0"<br>1 dk & S dk<br>RW<br>rf 4" | M OSD/CSD<br>3 Ho 54½', 60½', 106'<br>G.236181 B.220666<br>4 Ha (33½', 33½', 33½', 29½' × 18')<br>8W Der 1(15) 8(5) | 2 Oil 4SA each 6Cy. 400 mm geared to sc. shaft<br>2500bhp<br>Masch. Augsburg-Nürnberg<br>3×100kW 220V d.c. |
| 5391856<br>OYVF<br><br>RTm | **LOENO**<br>exWindhund-68<br>**I/S Windhund**<br>Niels Aage Henriksen<br>Svendborg Danish | 199<br>111<br>275 | GL | 1905 Nordseewerke Emden—Emd<br>128' 11" 21' 4"<br>9' 10"<br>1 dk len 35 & 52<br>R conv sailing ship — | M Mchy.aft<br>1 Ho<br><br>2 Ha (28½', 31½' × 13') | Oil 4SA 3Cy. 280×450 mm<br>150bhp NE24<br>Motfbr. Deutz A.G. Kö |
| 5211381<br>MXYC<br>187664<br>Df Esd<br>Gc Rdr<br>RTm/v | **LONDON TRADITION**<br><br>**London & Overseas Freighters Ltd.**<br>London British | 15947<br>9098<br>24700 | ✠100A1 SS 7/67<br>strengthened for heavy cargoes<br>✠LMC<br>MN1640 EL k†2$\frac{1}{16}$"SQ | 1957-11 Furness S.B. Co. Ltd.—Haverton Hill<br>593' 2" 80' 4" 32' 4½"<br>561' 0" 80' 0" 42' 3"<br>B35' F67' 1 dk<br>RW 8BH conv tanker 67<br>rf 4" WB9127t incl. Comb. btm & side tanks in holds 4464t Topside tanks in holds 3328t | S Bulk Carrier Mchy.aft<br>6 Ho 56½', 68½', 68', 78', 59', 59',<br>G.1134063 B.995328<br>6 Ha (stl) (31½', 44', 31½', 36', 36', 36' × 34½')<br>12W Der 12(5) | 2 S Turb dr geared to sc. sha<br>8200shp<br>Richardsons Westgarth (Hpl)<br>2WTB 495lb Spt 750° F. 465lb sg 150lb<br>3×325, 325, 100kW 220V d.c. |
| 6906452 | **LOYOLA**<br><br>**Naviera Artola S.A.**<br>Bilbao Spanish | 51382<br>37756<br>97350 | 100A1<br>oil tanker<br>Class contemplated | Soc. Española de Const. Nav.—<br>Bbo<br>826' 9" 128' 1" 45' 8$\frac{1}{16}$"<br>826' 9" 127' 11½" 59' 1" | M Tanker Mchy.aft | Oil 2SA 9Cy. 900×1550 mm<br>Sulzer<br>Soc. Española de Const. Nav. |

# REGISTER OF SHIPS

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|
| LR<br>ity No.<br>l Sign<br>C<br>al No.<br>ational<br>ids | SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | TONS<br>Gross<br>Net<br>Summer<br>Deadwt<br>Gross<br>Net<br>Summer<br>Deadwt | CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
| 8979 | **A YAR MIN THA MEE** | 200 | | 1969 Yokohama Yacht Co. Ltd.—Yka | TM Mchy.aft | 2 Oil 4SA each 12Cy. 160×220 mm |
| | | — | | 120′ 0″ 31′ 6″ 4′ 0″ | | 560bhp |
| | **Government of the Union of Burma** | 100 | | 30′ 0″ 8′ 0″ | | Kubota Tekkosho Osa |
| | | | | 1 dk | | |
| | Rangoon Burmese | | | | | |
| 0881 | **A YAR MIN THAR** | 200 | | 1969 Yokohama Yacht Co. Ltd.—Yka | TM Mchy.aft | 2 Oil 4SA each 12Cy. 160×220 mm |
| | | — | | 120′ 0″ 31′ 6″ 4′ 0″ | | 560bhp |
| | **Government of the Union of Burma** | 100 | | 30′ 0″ 8′ 0″ | | Kubota Tekkosho Osa |
| | | | | 1 dk | | |
| | Rangoon Burmese | | | | | |
| 07169<br>GDA | **ACCURAT** | 145<br>— | | 1968 Mützelfeldtwerft—Cuxhaven<br>96′ 4″ 27′ 2″ 10′ 5¾″ | M Tug | Oil<br>48t (d.o) |
| | **Lütgens & Reimers** | — | | 85′ 7″ 25′ 11″ 12′ 1″ | | Klöckner-Humboldt-Deutz Kln |
| d Rdr | Hamburg W. German | | | 1 dk | | 2×37kW 24V d.c. 12k |
| RTm | | | | | | |
| 06983 | **ACTIVITY** | 700 | 100A1 | N.V. Nieuwe Nord Ned. | M Tanker Mchy.aft | Oil 4SA 6Cy. 400×580 mm |
| | | — | oil tanker | Schps.—Gro | | |
| | **F.T. Everard & Sons Ltd.** | 1300 | Class contemplated | 242′ 7″ 34′ 1″ 13′ 0″ | | Klöckner-Humboldt-Deutz Kln |
| | London British | | | 216′ 8″ 33′ 10″ 14′ 7″ | | |
| 07171 | **ADRETT** | 145 | | 1968 Mützelfeldtwerft—Cuxhaven | M Tug | Oil |
| HRA | | — | | 96′ 4″ 27′ 2″ 10′ 5¾″ | | 48t (d.o) |
| | **Lütgens & Reimers** | — | | 85′ 7″ 25′ 11″ 12′ 1″ | | Klöckner-Humboldt-Deutz Kln |
| Rdr | Hamburg W. German | | | 1 dk | | 2×37kW 24V d.c. 12k |
| Tm | | | | | | |
| 969 | **AEOLOS** | T.Mk | ✠100A1 SS 5/65 | 1951–4 Eriksbergs M/V A/B—Got | M | Oil 2SA 6Cy. 740×1400 mm |
| | exVirginia–69 exKronoland–65 | 4917 | with freeboard | 454′ 8″ 58′ 1″ 25′ 5″/28′ 6¾″ | 5 Ho 58½′, 62′, 59¾′, 73½′, 75¾′ | 4430bhp B&W 1187t (hvf) |
| | **Creon Cia. Naviera S.A.** | 2511 | Str. nav. ice | 420′ 0″ 58′ 0″ 37′ 6″ | G.605775 B.552675 | Eriksbergs M/V A/B Got |
| Esd | Piræus Greek | 9090 | ✠LMC | P42′ 2 dks, intermediate 'tween dks fwd | 1 Ha (stl) (29¾′×24′) 5 Ha (w) (36¾′, | 3×165kW 220V d.c. 14¼k |
| Rdr | | 7802 | MN886 EL b† | under raised U dk | 36¾′, 36¾′, 36¾′×24′) (9′×15¾′) | |
| /h/v | | 4368 | | Coll BH to U dk 6 to 2nd dk | 18W Der 1(20) 4(4–7½) 14(3–5) | |
| | | 10990 | | rf 4″ WB3303t incl. Tunnel tanks 540t DTm1038t | | |
| 583 | **AGHIA VARVARA** | 499 | | 1946 Cant. Nav. Serra—Cervo San | Wood M | Oil 4SA 7Cy. 265×410 mm |
| TV | exSpes–68 exSperanza–53 | 331 | | Bartolomeo | 1 Ho | 350bhp 21t |
| 2 | **I. A. Konstas** | — | RI | 162′ 6″ 29′ 10″ | B.34000 | S.A. Ansaldo Gen |
| | Kavalla Greek | | | 139′ 5″ 29′ 2″ 15′ 3″ | | |
| | | | | 1 dk | | |
| 6027 | **AGNI** | 4447 | | 1947 Marine Industries Ltd.—Srl | M OSD | Oil 2SA 8Cy. 720×1250 mm |
| VSQ | exAgbo–68 exIrima–63 | 2456 | | 428′ 1″ 55′ 9″ 24′ 2″ | | 6163bhp 958t |
| | exOwendo–53 | 6850 | BV | 55′ 7″ | B.402773 | Sulzer Bros. Ltd. Win |
| f Esd | **Carena Fuerte Shipping Co. S.A.** | | | P20′ 1 dk & S dk | 5 Ha (24¾′, 36¼′, 26½′, 31½′, 31½′×19½′) | 14k |
| Gc Rdr | | | | | 16W Der 1(40) 1(20) 2(10) 4(8) 12(5) | |
| RT | Greek | | | | | |
| 908890 | **AIKO MARU** | 2985 | | 1968 Tohoku Zosen—Shiogama | M Mchy.aft | Oil 4SA 6Cy. 480×820 mm |
| JRBV | | 1878 | | 319′ 3″ 49′ 11″ 20′ 10″ | | 3400bhp |
| 105297 | **Nakajima Kyodo Kisen K.K.** | 4825 | | 295′ 3″ 49′ 10″ 25′ 3″ | | Ito Tekkosho Shimizu |
| f Esd | | | | 1 dk | | |
| c Rdr | Nakajima Japanese | | | | | |
| 08591 | **AIR MOOR I** | 177 | | 1942 Clare Industries Ltd.—Meteghan | Wood M Salvage Ship | Oil 2SA 6Cy. 14″×17″ |
| ROB | | 59 | | 119′ 6″ 23′ 1″ 9′ 0″ | | 450bhp |
| 0660 | **W. T. Bateman** | — | | 109′ 6″ | | Fairbanks, Morse & Co. Beloit |
| Dl Esd | London British | | | 1 dk | | |
| d Rdr | | | | | | |
| RT | | | | | | |
| 6775 | **AITIK** | 250 | 100A1 | A/B Åsi-Verken—Åmål | M Tug | Oil 2SA 9Cy. 340×570 mm |
| | | — | tug | 98′ 5″ 28′ 5″ 13′ 6″ | | |
| | **Skellefteå Hamnstyrelse** | — | Class contemplated | 88′ 9″ 27′ 7″ 15′ 5″ | | Nydqvist & Holm A/B Thn |
| | Skellefteå Swedish | | | | | |
| 7743 | **AKAKURA MARU** | 2984 | | 1968 Imabari Zosen—Imabari | M Mchy.aft | Oil 2SA 6Cy. 450×720 mm |
| | | — | | 51′ 7″ 21′ 8″ | | 3300bhp Sulzer |
| 8418 | **Niigata Rinko Kairiku Unso K.K.** | 5500 | NK | 308′ 5″ 51′ 6″ 26′ 3″ | | Mitsubishi Hvy Ind. Ltd. Kob |
| Esd | | | | 1 dk | | |
| Rdr | Niigata Japanese | | | RW | | |

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|---|---|---|---|---|---|---|
| 6907755<br><br><br>Df Pfd<br>Rdr RT | **AKASHI MARU No. 73**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 180<br>64<br>— | | **1968** Hayashikane Zosen—Smk<br>119' 11" 22' 5" 9' 9"<br>104' 4" 22' 4" 10' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250 × 320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. |
| 6907767<br><br><br>Pfd RT | **AKASHI MARU No. 75**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 179<br>64<br>— | | **1968** Hayashikane Zosen—Smk<br>119' 11" 22' 5" 9' 9"<br>104' 4" 22' 4" 10' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250 × 320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. |
| 6907779<br><br>104378<br>Df Pfd<br>Rdr RT | **AKASHI MARU No. 76**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 181<br>65<br>— | | **1968** Hayashikane Zosen—Smk<br>119' 11" 22' 5" 9' 9"<br>104' 4" 22' 4" 10' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250 × 320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. |
| 6907781<br><br>104379<br>Pfd RT | **AKASHI MARU No. 77**<br><br>**Taiyo Gyogyo K.K.**<br>Shimonoseki Japanese | 180<br>65<br>— | | **1968** Hayashikane Zosen—Smk<br>119' 11" 22' 5" 9' 9"<br>104' 4" 22' 4" 10' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250 × 320 mm<br>800bhp<br>Niigata Eng. Co. Ltd. |
| 5129265<br>ELTE<br>3100<br>Df Esd<br>Gc Rdr<br>RTh/v | **AKBAR**<br>exGeorgia–69 exCarina–62<br>**Taurus Shipping Co. Inc.**<br>Monrovia Liberian | 6709<br>3784<br>10770<br>9199<br>5578<br>12878 | ✠100A1 ~~SC 10/68~~<br>DTsm—vegetable oil<br>Str. nav. ice SS 2/69<br>✠LMC<br>MN1200 EL d†2⅛"SQ | **1958**–12 Brodogradiliste Split—Spt<br>502' 1" 62' 0" 26' 6"/30' 4½"<br>460' 8" 61' 8" 39' 4"<br>Ba80' F43' 1 dk & S dk<br>RW Coll BH to S dk 7 to 2nd dk<br>rf 6" WB3890t incl. RTm591t | M OSD/CSD Mchy.aft<br>5 Ho 54', 55', 71½', 78¾', 46¾'<br>G.680940 B.607160<br>5 Ha (stl) (27', 40', 40', 52½',<br>27½' × 24½')<br>12W 1(60) 2(10) 13(5–10) | Oil 2SA 6Cy. 750 × 1320 mm<br>6000bhp<br>S.A. Fiat S.G.M.<br>~~2db (1 o.f 1 ex.g) 100lb~~<br>3 × 250kW 440V 60c/s a.c.<br>2AuxB (1 o.f 1 ex.g) 100lb |
| 6907793<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **AKISHIMA MARU**<br><br>**Chuo Kyodo Kisen K.K.**<br>Matsuyama Japanese | 10000<br>—<br>15800 | | **1969** Kurushima Dock Co. Ltd.—<br>Imabari<br>71' 7" 28' 0"<br>446' 3" 71' 6" 37' 9"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 700 × 1200 mm<br>7500bhp MAN<br>Kawasaki Dkyd Co. Ltd. |
| 6907808<br>JAAF<br>104353<br>Df Esd<br>Pfd Rdr<br>RT | **AKITA MARU No. 33**<br><br>**Akita Suisan K.K.**<br>Fukuoka Japanese | 114<br>55<br>— | | **1968** Tokushima Zosen—Fukuoka<br>113' 11" 20' 1" 7' 9"<br>95' 2" 20' 0" 9' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250 × 320 mm<br>540bhp<br>Daihatsu Kogyo |
| 6907810<br>JM2828<br>104354<br>RT | **AKITA MARU No. 35**<br><br>**Akita Suisan K.K.**<br>Fukuoka Japanese | 114<br>55<br>— | | **1968** Tokushima Zosen—Fukuoka<br>113' 11" 20 1" 7' 9"<br>95' 2" 20' 0" 9' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250 × 320 mm<br>540bhp<br>Daihatsu Kogyo |
| 5180582<br>TFJG<br><br>Df Esd<br>Rdr RT | **ALABORG**<br>exBjarni Jonsson–68<br>exKambaröst–67<br>**Eyri h/f**<br>Sandgerdi Icelandic | 101<br>32<br>— | | **1961** Ernst Thälmann—Brandenburg<br>*75·2'* 19' 9"<br>… … … | M Fishing | Oil 4SA<br>400bhp<br>Motorenw. Mannheim |
| 6700157<br>PPBR<br><br>Df Esd<br>Gc Rdr<br>RT | **AMANTINO CÂMARA**<br><br>**Navegação Mercantil S.A.**<br>Rio de Janeiro Brazilian | 13080<br>6769<br>18170 | ✠100A1<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>✠LMC<br>EL h†2⅜"U2 | **1968**–5 Cia. Com. e Nav. Estaleiro Maua<br>—Rio<br>555' 1" 70' 3" 30' 0½"<br>518' 7" 70' 0" 41' 3"<br>P161' F53' 1 dk<br>NS 9BH<br>rf 2" | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 700 × 1200 mm<br>8400bhp MAN<br>Mecanica Pesada<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3 × 300kW 450V 60c/s a.c. |
| 6820579<br>WZJD<br>516464<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **AMERICAN LIBERTY**<br><br>**United States Lines Inc.**<br>New York United States | 18876<br>13399<br>21275 | AB | **1968** Sun S.B. & D.D. Co.—Chester<br>700' 6" 90' 2" 32' 1⅛"<br>670' 0" 90' 0" 50' 4"<br>F75' 3 dks<br>rf nil | S<br>10 Ho 45¾', 45', 45', 45', 45', 45', 45',<br>47½', 57½', 59'<br>1 Ha (stl) (42¾' × 18½')<br>7 Ha (stl) (each 42' × 18')<br>1 Ha (stl) (42' × 27½')<br>1 Ha (stl) (42' × 18¾') | 2 S Turb dr geared to sc. shaft<br>26000shp<br>General Elec. Co.<br>2 × 1250kW 60c/s a.c. |
| 6907640<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ANASTASIA V**<br><br>**Regina Sea Transport Corp. S.A.**<br>Greek | 15600<br>—<br>24900 | | **1968** Mitsui Zosen—Fujinagata<br>584' 0" 32' 11"<br>551' 3" 75' 0" 46' 3"<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760 × 1550 mm<br>9600bhp Sulzer<br>Ishikawajima-Harima Hvy Ind |
| 5023617<br>JXMQ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANCO ARIADNE**<br>exAriadne–68<br>**A/S Athene**<br>Jörgen Bang<br>Kristiansand Norwegian | 12702<br>7349<br>19900 | NV | **1961** Kockums M/V A/B—Mmo<br>557' 9" 72' 0" 30' 11⅞"<br>525' 8" 71' 9½" 40' 1"<br>P133' B46' F105' 1 dk | M Chemical Tanker Mchy.aft<br>29 Ta<br>L.939850 HeCls. BC | Oil 2SA 8Cy. 780 × 1400 mm<br>9000bhp MAN<br>Kockums M/V A/B<br>3 × 240kW 220V 60c/s a.c. |

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|---|---|---|---|---|---|---|
| 42170<br>WST<br><br>f Esd<br>c Pfd<br>Rdr<br>Tm/h/v | **ANCO STRIPE**<br>exAnco Bergljot-69<br>exBergljot-64<br>**I/S Saga Stripe**<br>Ole Schrøder & Co.<br>Oslo Norwegian | 12554<br>6980<br>19760 | <br><br>NV | **1958** A/B Lindholmens Varv.—Got<br>559′ 7″ 72′ 2″ 30′ 6″<br>530′ 0″ 72′ 0″ 40′ 4″<br>P130′ F64′ 1 dk<br>rf ½″ | M Tanker Mchy.aft<br>27 Ta<br>L.900000 HeCls. BC | Oil 2SA 9Cy. 760×1500 mm<br>8100bhp Götaverken 1700t (hvf)–33pd<br>A/B Lindholmens Varv. Got<br>4×165, 165, 165, 110kW 220V d.c. 15k |
| 08606<br><br><br>f Esd<br>c Rdr<br>RT | **ANDENES**<br><br>**A/S Andenes**<br>**Havfiskeselskap**<br>Andenes Norwegian<br>Name should be **ANDENESFISK III** See New Entries No. 12 | 300<br>—<br>— | | **1968** Sterkoder M/V A/S—Kristiansund<br>145′ 1″ 30′ 2″<br>124′ 8″ 30′ 1″ 14′ 1″<br>1 dk | M Stern Trawler Mchy.aft | Oil 4SA 6Cy.<br>1500bhp<br>Atlas-Mak Masch. Kel |
| 06787<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ANDROS MARINER**<br><br>**North Western Sea**<br>**Carriers Corp.**<br>Monrovia Liberian | 21420<br>15250<br>38500 | | **1968** Ishikawajima-Harima Hvy Ind.—<br>Nga<br>623′ 4″ (incl. BB) 90′ 9″ 37′ 3⅛″<br>600′ 5″ 90′ 6½″ 52′ 6″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>10500bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| 59913<br>GZDE<br><br>Df Esd<br>Gc Rdr<br>RT | **ANGELINA**<br>exThorfrid-69<br>**Shun Cheong Steam Nav.**<br>**Co. Ltd.**<br>London British | 9692<br>5984<br>13480 | <br><br>NV | **1957** A/B Götaverken—Got<br>488′ 9″ 64′ 2″ 29′ 6″<br>450′ 0″ 64′ 0″ 41′ 0″<br>2 dks, 3rd dk in No. 3 hold<br><br>rf 1½″ | M CSD<br>5 Ho<br>G.730000 B.658000<br>5 Ha (42½′, 41¾′, 34¼′, 34¼′, 36¾′×22¾′)<br>16W Der 2(10) 10(5) 2(3) | Oil 2SA 8Cy. 680×1500 mm<br>6000bhp 400t<br>A/B Götaverken Got<br>4×240, 240, 240, 25kW 220V d.c. 15k |
| 5351765<br>LDXG | **ANST-TAMPEN**<br>exTampen-68<br>**J. R. Hareide**<br>Ålesund Norwegian | 193<br>76<br>— | <br><br>NV | **1913** Mjellem & Karlsen—Bgn<br>128′ 7″ 20′ 4″<br>… … …<br>1 dk<br>R len 38 | M Fishing Mchy.aft | Oil 2SA 6Cy. 265×345 mm<br>450bhp Emade49fitted51<br>Crossley Bros. Ltd. Mch |
| 909844<br><br><br>f Esd<br>c Rdr<br>RT | **ANUSKA**<br><br>**Jose Pereira Alvarez**<br>Vigo Spanish | 284<br>—<br>— | | **1968** Const. Nav. Santodomingo—Vgo<br>128′ 1″<br>110′ 7″ 24′ 3″ 12′ 10″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 8Cy. 220×280 mm<br>800bhp<br>Klöckner-Humboldt-Deutz Kln |
| 07822<br>JFLY<br>05149<br>d Gc<br>r RT | **AOI MARU**<br><br>**Yamashita Kinkai Kisen**<br>**K.K.**<br>Tokyo Japanese | 2650<br>—<br>1680 | | **1968** Mitsui Zosen—Fujinagata<br>406′ 10″ 53′ 3″ 16′ 5″<br>377′ 4″ 53′ 2″ 22′ 3″<br><br>RW | TM Vehicle Carrier Mchy.aft | 2 Oil 2SA each 12Cy. 420×750 mm<br>11800bhp B&W<br>Mitsui Zosen Tmn |
| 6168<br>LZB<br>3196<br>f Esd<br>c Rdr<br>m/h/v | **APOLLONIS**<br>exKollskegg-69<br>**Alpina Cia. Nav. S.A.**<br>Monrovia Liberian | 32958<br>17663<br>54446 | <br><br>NV | **1963** Kieler Howaldtswerke A.G.—Kel<br>740′ 1″ 102′ 2″ 40′ 7¾″<br>705′ 4″ 102′ 0″ 52′ 2″<br>P177′ Q125′ B41′ F107′ 1 dk<br><br>rf nil | S Tanker Mchy.aft<br>29 Ta<br>L.2139900 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17500shp 4329t (o.f)–100pd<br>Kieler Howaldtswerke A.G. Kel<br>2×700kW 450V 60c/s a.c. 16½k |
| 020926<br>HPIX<br>4391-L<br>Df Esd<br>RT | **APOSTOLOS**<br>exApostolos K-69 exFauna-62<br>**Amnis Shipping Co. Ltd.**<br>Panama Panamanian | 1280<br>673<br>1902 | <br><br>GL | **1940** Atlas Werke A.G.—Bmn<br>244′ 7″ 34′ 7″ 15′ 4″<br>34′ 5″ 16′ 1″<br>P&B166′ F38′ 1 dk | TM | 2 Oil 4SA each 6Cy. 285×420 mm<br>1020bhp<br>Masch. Augsburg-Nürnberg Aug |
| 6907107<br><br><br>Esd RT | **AQUILES**<br><br>**Callao Mills S.A.**<br>Callao Peruvian | 150<br>—<br>— | <br><br>AB | **1966** Promecan Ingenieros S.A.—Clo<br>22′ 3″<br>70′ 6″ 22′ 0″ 11′ 6″<br><br>BK4″ | M Fishing<br>1 Ho 35¼′<br><br><br>1 Ha (6¼′×11′) | Oil 4SA 6Cy. 159×203 mm<br>380bhp 5t<br>Caterpillar Tractor Co. Peoria |
| 5024518<br>GVVS<br>301231<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTn/h/v | **ARAWA**<br>exArlanza-69<br>**Shaw Savill & Albion Co.**<br>**Ltd.**<br>London British | T.Mk<br>**18595**<br>10557<br>8967 | **✠100A1** SS 8/64<br>tunnel tanks—vegetable<br>oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN4000 EL m†$2\frac{11}{16}$″SQ | **1960**–9 Harland & Wolff Ltd.—Bel<br>584′ 0″ 78′ 3″ 28′ 10″<br>540′ 0″ 78′ 0″ 49′ 6″<br>B&F468′ 3 dks, 4th & 5th dks except in mchy. space<br>RW 7BH to U dk 1 to 2nd dk<br>rf 15″ WB2896t incl. Tunnel tanks 430t DTf125t | TM (509P) Ref<br>5 Ho 56¼′, 71¾′, 80′, 82½′, 76½′<br>G.61180 B.56910 In.484790<br>5 Ha (22′, 24½′×16′) (22¼′, 17′×15½′)<br>(25′×17′)<br>Der 2(15) 4(10) 2(7) 12(5) | 2 Oil 2SA each 6Cy. 750×1500 mm<br>exhaust 500 mm<br>20000bhp (hvt)<br>Harland & Wolff Ltd. Bel<br>4AuxB (2 o.f 2 ex.g) 100lb<br>4×750kW 440V 60c/s a.c. 17½k |
| 5022546<br>OGBM<br>1245<br>Df Esd<br>Gc Rdr<br>RTv | **ARCTURUS**<br><br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | T.Mk<br>**1583**<br>746<br>2780<br>**2654**<br>1366<br>3540 | **✠100A1** SS 6/64<br>Ice Class 3<br>**✠LMC**<br><br>MN480 EL Q $1\frac{9}{16}$″SQ | **1960**–8 Wärtsilä Kon. Crichton-Vulcan<br>—Åbo<br>331′ 9″ 43′ 1″ 17′ 8″/20′ 1″<br>301′ 6″ 43′ 0″ 24′ 7″<br>F37′ RAD65′ 2 dks len 68<br>4BH<br>rf 4″ WB664t incl. DT156t | M Mchy.aft<br>2 Ho 127¼′, 74′<br>G.190320 B.175495<br>5 Ha (stl) (28½′×20′) (30′, 30′, 30′,<br>30′×34½′)<br>Cr 4(5) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer 230t (hvf)<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>13k |
| 06995<br>GYLB | **ARDTARAIG**<br><br>**P. & O. Steam Nav. Co.**<br>Trident Tankers Ltd.<br>London British | **119666**<br>109792<br>176000 | **100A1**<br>Class contemplated | Mitsui Zosen—Chiba<br>1042′ 5″ (incl. BB) 157′ 11″ 63′ 3″<br>1018′ 0″ 157′ 9″ 89′ 0″ | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>(o.f)<br>Ishikawajima-Harima Hvy Ind. Tok |

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| 6908993 | **AREMAR**<br><br>**Aremar C.I.F.S.A.**<br>Buenos Aires Argentine | 3095<br>1524<br>2850 | 100A1<br>Class contemplated | Ast. Argentino Astarsa—<br>Tigre<br>326′ 9″ (incl. BB) 44′ 8″ 17′ 9″<br>293′ 4″ 44′ 7½″ 28′ 10″ | M Ref Mchy.aft | Vee Oil 4SA 12Cy. 420×580 mm<br>Fiat<br>Grandes Motores Diesel Cordoba |
| 6907119<br><br><br>Esd RT | **ARGOS XI**<br><br>**Inca Fishing S.A.**<br>Chimbote Peruvian | 200<br>89<br>— | GL | 1968 Ast. Picsa S.A.—Clo<br>*88·0′* 23′ 2″<br>23′ 1″ 11′ 4″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>reduction geared<br>425bhp<br>Caterpillar Tractor Co. |
| 6907652<br>SWAZ<br><br>Df Esd<br>Gc Rdr<br>RT | **ARISTARCHOS**<br><br>**Pindos Shipping**<br>**Company S.A.**<br>Piræus Greek | 10009<br>6286<br>15146 | | 1968 Ishikawajima-Harima Hvy Ind.—<br>Tok<br>466′ 9″ (incl. BB) 65′ 1″ 29′ 7½″<br>440′ 0″ 65′ 0″ 40′ 6″<br>2 dks | M Mchy.aft | Oil 4SA 12Cy. 400×600 mm<br>5130bhp Pielstick<br>Ishikawajima-Harima Hvy Ind. |
| 6907664<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARISTOTELIS**<br><br>**Prospathia Shipping Co.**<br>**S.A.**<br>Piræus Greek | 23080<br>—<br>37200 | | 1968 Osaka Zosensho—Osa<br>666′ 0″ (incl. BB) 33′ 2″<br>630′ 0″ 94′ 11″ 51′ 2″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 900×1550 mm<br>13800bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 5156220<br>6ODF<br>1055<br>Df Esd<br>Gc | **ARMELLE**<br>exHrvatska–68 exZagreb–48<br>exSt. Lawrence Victory–47<br>**Soc. d'Avances**<br>**Commerciales S.A.**<br>Mogadishu Somali Rep. | 7909<br>4821<br>10433 | BV JR | 1945 Permanente (Shpyd No. 2)—<br>Richmond<br>*436·6′* 62′ 5″<br>62′ 3″<br>F87′ 3 dks | S (60P)<br>5 Ho<br>G.523000 B.435000<br>5 Ha (22½′×25′) (22½′, 22½′×24′)<br>(22½′×36′) (22½′×35½′) | 2 S Turb dr geared to sc. shaft<br>Emade49fitted— 1614<br>Allis-Chalmers Mfg Co. Milw |
| 6805189<br>EPDC<br><br>Df Esd<br>Gc Rdr<br>RT | **ARYA DAD**<br>Launched as<br>Boleslaw Krzywousty<br>**Arya National Shipping**<br>**Lines S.A.**<br>Khorramshahr Iranian | 5537<br>2948<br>7700<br>8453<br>4777<br>9700 | ✠100A1<br>DTm—vegetable oil<br>Ice Class 3<br>✠LMC<br>EL d†2¼″U2 | 1968–7 Stocznia Szczecinska—Szn<br>476′ 11″ 61′ 11″ 24′ 1½″/27′ 3½″<br>442′ 10″ 61′ 8″ 38′ 4″<br>F44′ B143′ 1 dk & S dk, 3rd dk in mchy. space & No. 4 hold<br>Coll BH to S dk 8 to 2nd dk<br>rf nil WB1475t incl. Tunnel tanks 447t | M Ref OSD/CSD | Oil 2SA 7Cy. 680×1250 mm<br>8000bhp Sulzer<br>H. Cegielski<br>AuxB (o.f) 71℔<br>AuxB (ex.g & rcv) 71℔<br>4×320, 320, 200, 200kW 400V 50c/ |
| 5276721<br>TFYX<br><br>Df Esd<br>Rdr RT | **ASGEIR KRISTJANSSON**<br>exPetur Sigurdsson–68<br>**Gudmundur Runolfsson**<br>**Partrederi**<br>Grundarfirdi Icelandic | 140<br>45<br>— | NV | 1960 Elektrosveis, Alsaker & Ottesen—<br>Sagvåg<br>94′ 3″ 32′ 7″<br>… … …<br>1 dk | M Fishing Mchy.aft<br>1 Ho<br><br>1 Ha (10½′×6½′) | Oil 2SA 3Cy. 280×420 mm<br>300bhp<br>Wichmann Mtrf. |
| 6328648<br>ELRY<br>3073<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASIA BOTAN**<br><br>**Liberian Candour**<br>**Transports Inc.**<br>Monrovia Liberian | 10268<br>6433<br>18523 | ✠100A1<br><br>✠LMC<br>EL D†2⅜″U2 | 1968–11 Osaka Zosensho—Osa<br>508′ 8″ (incl. BB) 75′ 0″ 29′ 3″<br>479′ 0″ 74′ 9½″ 41′ 0″<br>P89′ F38′ 1 dk<br>RW NS 6BH<br>rf nil WB6320t incl. Comb. btm & side tanks in Nos. 2–4 holds 1894t Topside tanks in Nos. 2–4 holds 2330t | M Bulk Carrier Mchy.aft<br>4 Ho 84′, 88½′, 88½′, 88½′<br>G.779059 B.777023<br>4 Ha (stl) (54½′, 61½′, 61½′, 61½′×36′)<br>12W Der 4(22) | Oil 2SA 7Cy. 680×1250 mm<br>8400bhp Sulzer 1371<br>Ishikawajima-Harima Hvy Ind.<br>AuxB (o.f) 107℔ e(ex.g) 170℔<br>3×256kW 445V 60c/s a.c. |
| 5178280<br>SWAR<br><br>Df Esd<br>Gc Rdr<br>RT | **ASTERIX**<br>exKadoura–68<br>**Gold Star Cia. Mar. S.A.**<br>Greek | 4177<br>2120<br>2893 | BV | 1952 J. Samuel White & Co. Ltd.—Cws<br>359′ 3″ 50′ 8″ 20′ 9″<br>50′ 6″<br>B92′ 2 dks | TM Ref<br><br>B.146636 In.146636<br>5 Ha (16½′, 16½′, 16½′×16½′)<br>(15½′, 15½′×15½′)<br>10W Der 10(3) | 2 Oil 2SA each 8Cy. 500×1100 mm<br>6500bhp<br>Burmeister & Wain |
| 5422887<br>6ODG<br>1056<br>Df Esd<br>Rdr RT | **BABABRAHAM**<br>exTopaze–69 exValkenier–66<br>**Incoalmirante Shipping Co.**<br>Mogadishu Somali Rep. | 500<br>325<br>942 | ✠LR class withdrawn<br>8/68 | 1963–5 Schps. "De Hoop"—Lobith<br>200′ 4″ 30′ 3″ 11′ 11½″<br>182′ 5″ 30′ 2″ 13′ 4″<br>F38′ RAD40′ 1 dk<br>rf 6″ | M Mchy.aft<br>1 Ho 128′<br>G.39500 B.35209<br><br>2W Der 2(3) | Oil 4SA 6Cy. 305×460 mm<br>693bhp<br>D. & J. Boot "De Industrie" |
| 5426314<br>SIJX<br>10473<br>Df Esd<br>Gc Pfd<br>Rdr | **BAHIA BLANCA**<br><br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish | 10351<br>5735<br>— | ✠100A1 CS 11/68<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>MN2400 EL A 2 1/16″U2 | 1964–4 A/B Lindholmens Varv—Got<br>568′ 7″ 63′ 3″ 28′ 7″<br>532′ 8″ 63′ 0″ 39′ 6″<br>F93′ RAD60′ 2 dks, 3rd dk except in No. 6 hold<br>9BH len 68<br>rf 7″ WB2099t | TM Ref<br><br><br><br>Cr 2(5–7½) 10(5) Der 1(70) | 4 Vee Oil 4SA each 12Cy. 400×<br>in pairs with electro-magne<br>couplings & sr gearing to sc.<br>12000bhp Pielstick<br>A/B Lindholmens Varv<br>2AuxB 100℔ |
| 6906799<br>ELVR<br>3147 | **BANAGRANDE**<br><br>**Bana Navigation Co. Ltd.**<br>Monrovia Liberian | 7005<br>3895<br>7029 | 100A1<br>Class contemplated<br><br>✠Lloyd's RMC | Kawasaki Dkyd Co. Ltd.—Kob<br>462′ 7″ (incl. BB) 60′ 10″ 26′ 7″<br>429′ 10″ 60′ 8″ 37′ 5″ | M Ref<br><br>In.303957 | Oil 2SA 9Cy. 700×1200 mm<br>MAN<br>Kawasaki Dkyd Co. Ltd. |
| 5242469<br>JWVL<br><br>Df Esd<br>Gc Rdr<br>RT | **BANTRY**<br>exStavmøy–68 exMosjøen–65<br>**A/S Klaveness Chartering**<br>**Torvald Klaveness**<br>Oslo Norwegian | 2000<br>972<br>2872 | NV | 1958 Travewerft G.m.b.H.—Lbc<br>296′ 0″ 40′ 10″ 18′ 11½″<br>242′ 10″ 40′ 8″ 21′ 10″<br>P72′ F31′ 1 dk<br>RW<br>rf 4″ | M Mchy.aft<br>3 Ho<br>G.132927 B.125212<br>3 Ha (43½′, 19½′, 49½′×19½′)<br>4W Cr 2(3) Der 4(5) | Oil 4SA 8Cy. 420×660 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz |

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| 95<br>91 | **BEAUFORT**<br>exBeefeater–69<br>**Bowker & King Ltd.**<br>London British | 347<br>185<br>400 | ✠100A1 SS 6/68<br>oil tanker<br>Coasting service between Ipswich and Dover<br>✠LMC<br>MN68 EL f | 1963–9 R.Dunston(Hessle) Ltd.—Hessle<br>150′ 4″ 28′ 7″ 8′ 5¼″<br>142′ 0″ 27′ 6″ 9′ 6″<br>RFD22′ Trunk 77′ 1 dk<br>8BH<br>rf nil WB59t | M Tanker Mchy.aft<br>5 Ta<br>Der 1(1) | Oil 4SA 6Cy. 8¾″×11½″ with flexible coupling & sr reverse gear<br>337bhp 7½t (d.o)–1½pd<br>Blackstone & Co. Ltd. Stamford<br>2×28kW 110V d.c. 8k |
| 376<br>Esd<br>Rdr<br>Tm | **BELLA**<br>exWaldeck–69<br>**Bella Cia. Naviera S.A.**<br>Greek | 2968<br>1708<br>4245 | GL | 1953 Elsflether Werft A.G.—Elsfleth<br>*310·8′* 44′ 7″ 22′ 0″<br>44′ 5″ 27′ 3″<br>F69′ H56′ & 23′ 2 dks<br>RW | M (2P)<br>G.217334 B.202007<br>5 Ha (27¾′, 25½′, 25½′, 27¾′, 27¾′×21¼′)<br>Der 1(15) 10(3–5) | 2 Oil 4SA each 8Cy. 385×580 mm geared to sc. shaft<br>2800bhp 510t (d.o)<br>Masch. Kiel A.G. Kel<br>3×130, 100, 100kW 220V d.c. 14k |
| 203<br>MA<br>Esd<br>Rdr<br>RT | **BENIMAR**<br>**Naviera de Exportación Agricola S.A.**<br>Gijon Spanish | T.Mk<br>**1599**<br>944<br>2899 | ✠100A1<br>✠LMC<br>EL O 1⁵⁄₁₆″U2 | 1968–8 S.A. Juliana Const. Gijonesa—Gjn<br>264′ 11″ (incl. BB) 41′ 5″ 18′ 11½″<br>241′ 2″ 41′ 3½″ 22′ 6″<br>P47′ F33′ 2 dks<br>RW 4BH<br>rf nil WB642t | M Mchy.aft | Oil 4SA 8Cy. 390×680 mm<br>2000bhp Werkspoor<br>Naval-Stork-Werkspoor Cdz<br>2×152kW 380V 50c/s a.c.<br>Controllable pitch propeller |
| 982<br>ANQ<br>Esd<br>Rdr<br>RT | **BENISA**<br>**Naviera de Exportación Agricola S.A.**<br>Gijon Spanish | T.Mk<br>**1599**<br>944<br>2901 | ✠100A1<br>✠LMC<br>EL O 1⁵⁄₁₆″U2 | 1968–9 S.A. Juliana Const. Gijonesa—Gjn<br>264′ 11″ (incl. BB) 41′ 5″ 18′ 11½″<br>241′ 2″ 41′ 3½″ 22′ 6″<br>P47′ F33′ 2 dks<br>RW 4BH<br>rf 3″ WB642t | M Mchy.aft | Oil 4SA 8Cy. 390×680 mm<br>2000bhp Werkspoor<br>Naval-Stork-Werkspoor Cdz<br>2×152kW 380V 50c/s a.c.<br>Controllable pitch propeller |
| 06804<br>Esd<br>Pfd<br>RT | **BERGEVIK**<br>Sig. **Bergesen d.y. & Co.**<br>Stavanger Norwegian | 54000<br>—<br>86000 | | 1969 Hitachi Zosen—Inn<br>864′ 6″ (incl. BB) 42′ 0″<br>816′ 11″ 127′ 11″ 61′ 0″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W<br>Hitachi Zosen Osa |
| 9703<br>Esd<br>Rdr<br>RT | **BERGUM**<br>*ex*François Le Brise–68<br>**O. H. Meling**<br>Stavanger Norwegian | 2343<br>1134<br>3323 | BV | 1957 At. & Ch. de Bretagne—Nts<br>278′ 5″ 43′ 10″ 19′ 6¼″<br>254′ 7″ 43′ 7½″ 22′ 10″<br>P88′ B15′ F28′ 1 dk | M Mchy.aft<br>G.142047 B.135976<br>3 Ha (35′, 34′, 33′×24½′)<br>6W Der 6(4¾) | Oil 4SA 6Cy. 460×660 mm<br>1572bhp MAN 165t<br>At. & Ch. de Bretagne Nts<br>10k |
| 357<br>DE<br>927<br>sd<br>dr<br>Th | **BETULA**<br>**Linjebuss International A/B**<br>Helsingborg Swedish | 2291<br>1064<br>— | ✠100A1<br>Kattegat & Baltic service<br>Ice Class 1<br>✠LMC<br>EL R 1⁹⁄₁₆″U2 | 1968–4 Jos. L. Meyer—Papenburg<br>233′ 11″ 54′ 11″ 13′ 1½″<br>210′ 6″ 53′ 6″ 17′ 9″<br>B&F199′ B154′ 1 dk, 2nd dk clear of mchy. spaces<br>NS 10BH<br>rf 6″ WB286t incl. DTf105t | TM Ferry (800P)<br>Bow & Stern doors | 4 Oil 4SA each 8Cy. 220×280 mm sr geared to 2 sc. shafts<br>4400bhp<br>Klöckner-Humboldt-Deutz Kln<br>4×115kW 440V 50c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust contr. pitch propeller fwd<br>14½k |
| 004<br>YU<br>Esd<br>Pfd<br>RT | **BIDEFORD**<br>**Blandford Shipping Co. Ltd.**<br>London British | 111500<br>—<br>173500 | | 1969 Kawasaki Dkyd Co. Ltd.—Sakaide<br>1072′ 0″ (incl. BB) 158′ 4″ 54′ 0″<br>1026′ 0″ 158′ 1″ 82′ 8″<br>1 dk | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>28000shp (o.f)<br>Kawasaki Dkyd Co. Ltd. Kob |
| 907389 | **BOIA S.B.M.**<br>**Petróleo Brasileiro S.A.—Petrobràs Frota Nacional de Petroleiros**<br>Brazilian | —<br>—<br>— | A1<br>Class contemplated | Verolme Est. Reunidos do Brasil—Jacuacanga | Mooring Buoy | |
| | For later particulars see New Entries **No. 12** | | | | | |
| 157262<br>Esd<br>RT | **BONAMARIA**<br>exFlorida–69 exHuybergen–68<br>**Esperos Shipping Co. Ltd.**<br>Limassol Cyprus | 980 ~~688~~<br>596 ~~509~~<br>1530 | ✠100A1 SS 4/66<br>✠LMC<br>MN172 EL m | 1958–3 Gebr. van Diepen—Waterhuizen<br>226′ 0″ 33′ 6″ 16′ 5⅛″<br>205′ 11″ 33′ 1½″ 20′ 2″<br>P39′ F24′ 2 dks<br>RW Coll BH to U dk 2 to 2nd dk<br>rf 6″ WB241t | M Mchy.aft CSD<br>G.71000 B.66500<br>4W Der 4(3) | Oil 4SA 8Cy. 330×600 mm<br>860bhp 90½t<br>N.V. Werkspoor Ams<br>12k |
| 725<br>DEHZ<br>Esd<br>Rdr<br>RT | **BORNHEIM**<br>**Unterweser Reederei G.m.b.H.**<br>Bremen W. German | 26516<br>19027<br>42805 | GL | 1966 Rheinstahl Nordseewerke—Emd<br>745′ 1″ 89′ 6″ 34′ 6½″<br>712′ 7″ 89′ 3″ 51′ 7″<br>P109′ F54′ 1 dk<br>len 68 | M Bulk Carrier Mchy.aft<br>G.1716047<br>8 Ha | Oil 2SA 7Cy. 780×1550 mm<br>11200bhp<br>Masch. Augsburg-Nürnberg Aug<br>15k |
| 6265<br>XW<br>3954<br>Esd<br>Pfd<br>RT | **BOSTON COMANCHE**<br>exSaint Louis–68<br>**Boston Deep Sea Fisheries Ltd.**<br>B. A. Parkes<br>Grimsby British | 616<br>208<br>394 | ✠100A1 SS 10/68<br>trawler<br>✠LMC | 1959–3 Cook, Welton & Gemmell Ltd.—Bev<br>*179·8′* 32′ 8″<br>176′ 6″ 32′ 3″ 16′ 6″<br>F34′ 1 dk<br>RW<br>rf 39″ BK8″ | M Trawler<br>4 Ha (8¾′, 8¾′, 5′, 3′×3¾′) | Oil 4SA 8Cy. 420×660 mm<br>1600bhp 108t<br>Klöckner-Humboldt-Deutz Kln<br>db 100ft 13¾k |

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| 6907916 | **BOTANY BAY**<br>**P. & O. Steam Nav. Co,**<br>~~**Furness, Withy & Co. Ltd.**~~<br>~~**Overseas Containers Ltd.**~~<br>London British | T.Mk<br>27000<br>—<br>— | **100A1**<br>Class contemplated | Howaldtswerke-Deutsche<br>Werft—Ham<br>752′ 5″ (incl. BB) 100′ 3″ 35′ 1″<br>699′ 9″ 100′ 0″ 54′ 0″ | S Ref Mchy.aft | 2 S Turb dr geared to sc. shaft<br>Stal-Laval Turb. Co. |
| 6908618 | **BOWTRADER**<br>**British Dredging**<br>**(Sand & Gravel) Ltd.**<br>Cardiff British | **1400**<br>—<br>2450 | **100A1**<br>dredger<br>for restricted service<br>Class contemplated | Ailsa S.B. Co. Ltd.—Trn<br>282′ 10″ 48′ 1″ 13′ 11″<br>268′ 0″ 47′ 0″ 17′ 3″ | M Sand Suction Dredger<br>Mchy.aft | Oil 4SA 8Cy. 12½″×14½″<br>English Elec. Diesels Ltd. |
| 5108833<br>DFUD<br>Df Esd<br>Rdr RT | **BREITENBURG**<br>exEste–69<br>**A. Voss**<br>Küstensch. Bauer &<br>Hauschildt K.G.<br>Stade W. German | **422**<br>211<br>327 | GL | **1959** Stader Schiffsw.—Stade<br>*169-0′* 31′ 0″ 12′ 4½″<br>161′ 9″ 30′10½″ 12′ 10″<br>1 dk<br>RW | M Mchy.aft<br>G.47815 B.43720<br>3 Ha (55′×23′) (57½′, 25½′×18′)<br>3W Der 2(2) | Oil 4SA 8Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G. |
| 6309624 | **BRISBANE TRADER**<br>**Australian Coastal**<br>**Shipping Commission**<br>Melbourne British | **9000**<br>—<br>4000 | **100A1**<br>for restricted service<br>Class contemplated | Evans, Deakin & Co. Pty. Ltd.—<br>Bsb<br>448′ 0″ 70′ 7″ 20′ 3″<br>405′ 0″ 70′ 0″ 41′ 6″ | TM Ferry | 2 Oil 2SA each 8Cy. 570×800<br>Masch. Augsburg-Nürnberg |
| 5093282<br>DJZC<br>Df Esd<br>Pfd Rdr<br>RTm | **BRISE II**<br>exDora Reith–68 exDinklage–64<br>**Gunther Schulz**<br>Hamburg W. German | T.Mk<br>**996**<br>600<br>2114 | GL | **1957** Alfred Hagelstein—Lbc<br>263′ 2″ 35′ 7″ 16′ 5″<br>242′ 5″ 35′ 5″ 17′ 7″<br>Q57′ F30′ 1 dk<br>RW len & deepened 68 | M (2P) Mchy.aft<br>1 Ho 162½′<br>G.105149 B.97293<br>2 Ha (49½′, 77½′×19½′) | Oil 4SA 8Cy. 320×450mm<br>1000bhp<br>Klöckner-Humboldt-Deutz<br>3×60, 60, 30kW 380V 50c/s a.c. |
| 6318334<br>GYBA<br>335919<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH LOYALTY**<br>**BP Tanker Co. Ltd.**<br>London British | **15118**<br>9014<br>23900 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC**<br>MN1520 EL F†2¾″U2 | **1958–9** Eriksbergs M/V A/B—Got<br>556′ 6″ (incl. BB) 81′ 5″ 31′ 4″<br>525′ 9″ 81′ 3″ 41′ 0″<br>P113′ F49′ 1 dk<br>16BH<br>rf 2″ WB641t | M Tanker Mchy.aft | Oil 2SA 6Cy. 760×1660 mm<br>7600bhp B&W<br>Eriksbergs M/V A/B<br>WTAuxB primary 710lb<br>secondary 227lb Spt<br>AuxB 145lb e(ex.g) 250lb Spt<br>sg 40lb<br>2×500kW 450V 60c/s a.c. |
| 5033430<br>RTv | **BRITTEN I**<br>exBritmex No. 7–66<br>**Torsten Johannisson**<br>Swedish<br>Now **GRANDEZZA**<br>See New Entries No. **12** | **475**<br>458<br>900 | **✠A1** TD 7/68<br>sand & gravel carrier for Inner Coasting service between Gothenburg & Stromstad<br>**LMC**<br>MN60 EL (h) | **1920–6** Harland & Wolff Ltd.—Gls<br>160′ 0″ 36′ 2″<br>155′ 0″ 36′ 0″ 8′ 8″<br>1 dk<br>R 5BH<br>rf nil conv oil barge 69 | TM Sand Carrier<br>Self unloader | 2 Vee Oil each 12Cy. 110×140<br>300bhp NE1/60<br>Klöckner-Humboldt-Deutz<br>1×5kW 110V d.c.<br>Removable directional propelle |
| 5421871<br>304444<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BURLAND**<br>exOscilla–69<br>**Allamanda Ltd.**<br>Hamilton British | **32129**<br>17505<br>49265 | **✠100A1** SS 3/68<br>oil tanker<br>**✠LMC**<br>MN3200 EL v†3¾″SQ | **1963** Cammell Laird & Co. (S.B. &<br>Eng.) Ltd.—Bkn<br>747′ 11″ 102′ 9″ 38′ 4″<br>716′ 3″ 102′ 6″ 51′ 6″<br>P126′ F68′ 1 dk<br>17BH<br>rf 5″ WB11654t incl. 10839t in clean ballast tanks | S Tanker Mchy.aft<br>Der 2(10) 2(1) | 2 S Turb dr geared to sc. shaf<br>16000shp<br>Cammell Laird (S.B. & Eng.) Lt<br>2WTB 675lb Spt 900° F. 660lb<br>sg 135lb<br>2×500kW 440V 60c/s a.c. |
| 6907834<br>105160<br>Df Esd<br>Gc Pfd<br>Rdr | **BYAKUDAN MARU**<br>**Tokyo Kaiji K.K.**<br>Tokyo Japanese | **10170**<br>6437<br>16909 | NK | **1968** Mitsubishi Hvy Ind. Ltd.—Kob<br>479′ 0″ 70′ 11″ 30′ 0″<br>446′ 3″ 70′ 10″ 40′ 0″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 680×1250 mm<br>8000bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. |
| 5060536<br>Df Esd<br>Gc Rdr<br>RTm/v | **CACIQUE NAMUNCURA**<br>exCap Corrientes–69<br>**Artemis Cia. Argentina de**<br>**Navegacion S.A.**<br>Buenos Aires Argentine | **4106**<br>2220<br>4236 | GL | **1958** Kieler Howaldtswerke A.G.—Kel<br>413′ 9″ 51′ 4″ 23′ 0″<br>377′ 4″ 51′ 3″ 28′ 9″<br>B95′ 2 dks<br>RW | M (6P) Ref CSD<br>In.243881<br>4 Ha (stl) (25½′, 25½′×14½′)<br>(20½′, 25½′×16½′)<br>8W Der 1(10) 7(3–5) | Oil 2SA 9Cy. 700×1200 mm<br>6000bhp MAN<br>Kieler Howaldtswerke A.G. |
| 6308620<br>EARU<br>Df Esd<br>RT | **CALA DEYA**<br>**Naviera Mallorquina S.A.**<br>Palma Spanish | **258**<br>132<br>407<br>**464**<br>328<br>— | | **1958** Ast. de Palma S.A.—Palma<br>151′ 3″ 25′ 1″ 11′ 2″/—<br>137′ 5″ 24′ 11″ 17′ 1″<br>1 dk & S dk | M OSD/CSD Mchy.aft | Oil 4SA 6Cy. 295×420 mm<br>550bhp<br>La Maquinista Terrestre y Ma |
| 5205708<br>SXCC<br>2932<br>Df Esd<br>Gc Rdr | **CAMINA BAY**<br>exMitera Irene–69<br>exBrigantine–66<br>exLeise Mærsk–66<br>**Cia. Nav. Sparto S.A.**<br>Piræus Greek | **5130**<br>2942<br>8975<br>**6884**<br>4357<br>9575 | **✠100A1** SS 7/64<br>with freeboard<br>DTs—oil FP above 150°F.<br>Upper APT—molasses<br>**✠LMC**<br>EL a† | Lch. **1942** Cmd. **1945–8** Odense<br>Staalskibs.—Odn<br>442′ 5″ 56′ 1″ 25′ 5½″/26′ 11½″<br>415′ 0″ 56′ 0″ 37′ 6″<br>F41′ 1 dk & S dk 3rd dk in mchy. space &<br>Coll BH to S dk 6 to 2nd dk No. 1 hold<br>WB2734t incl. DTa991t | M OSD/CSD<br>G.549000 B.498000 | Oil 2SA 9Cy. 620×1150 mm<br>4500bhp<br>Burmeister & Wain<br>AuxB (o.f) 80lb<br>AuxB (ex.g) 100lb |

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|---|---|---|---|---|---|---|
| 6406<br>QNK<br><br>Esd<br>RT | **CANOPUS**<br><br>**Government of Honduras**<br>La Ceiba Honduran | 121<br>35<br>— | ✠100A1<br>trawler<br>**LMC**<br><br>EL d ¾"U1 | **1968–9** Bennekum Mch. & Schps.—<br>Sliedrecht<br>78′ 8″ 21′ 7″<br>67′ 11″ 21′ 4″ 11′ 2″<br>F24′<br>5BH<br>rf 29″ BK5″ WB10t | M Trawler | Oil 4SA 6Cy. 6¼"×8"<br>375bhp<br>Caterpillar Tractor Co.—Peoria<br>2×20, 10kW 380V 60c/s a.c.<br>Controllable pitch propeller |
| 0706<br>DIPR<br><br>Esd<br>Rdr<br>n/h/v | **CAP PALMAS**<br>exDafne–69 exCap Palmas–68<br>exBertioga–58<br>**Hamburg-Südamerik. Dampfsch.-Ges. Eggert & Amsinck**<br>Hamburg W. German | **6635**<br>3667<br>10263<br>**8943**<br>5082<br>12527 | GL | **1957** Kieler Howaldtswerke A.G.—Kel<br>495′ 0″ 62′ 2″ 26′ 5″/29′ 9″<br>461′ 6″ 62′ 0″ 39′ 5″<br>F82′ 1 dk & S dk<br>RW | M (5P) OSD/CSD Mchy.aft<br>G.680000 B.600000<br>5 Ha (stl) (31½′, 31′, 28¾′, 40¾′, 40¾′×26½′)<br>14W Der 1(30) 16(5) | Oil 2SA 7Cy. 780×1400 mm<br>6300bhp MAN 1200t (hvf)<br>Kieler Howaldtswerke A.G. Kel<br>15½k |
| 1148<br>SKFN<br>9914<br>Df Esd<br>Gc Rdr<br>RTn/h | **CAP YORK**<br>exStocksund–69<br>**Stockholms Rederi A/B Svea**<br>Curt Högberg<br>Stockholm Swedish | 2659<br>1229<br>4365 | ✠100A1 SS 12/68<br>Str. nav. ice<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN820 EL w $1\frac{13}{16}$"SQ | **1959–4** A/B Finnboda Varf—Skm<br>375′ 8″ 50′ 8″ 20′ 6″<br>345′ 0″ 50′ 6″ 30′ 0″<br>P131′ F36′ 1 dk & S dk<br>Coll BH to S dk 5 to 2nd dk<br>rf 3″ WB964t incl. Tunnel tanks 141t | M (4P) Ref OSD<br>5 Ho 54′, 60½′, 39½′, 39½′, 56′<br>G.244305 B.227858 In. 81990<br>4 Ha (stl) (29¼′, 44¼′, 44¼′, 25′×21′)<br>12W Der 1(30) 2(10) 10(6) | Oil 2SA 5Cy. 620×1150 mm<br>4100bhp B&W 767t (d.o)<br>Eriksbergs M/V A/B Got<br>3×160kW 220V d.c. 15k |
| 07028 | **CAPE YORK**<br><br>**Lyle Shipping Co. Ltd.**<br>Scottish Ship Management Ltd.<br>Glasgow British | **13600**<br>7700<br>21900 | **100A1**<br>Class contemplated | A/S Horten Verft—Horten<br>527′ 9″ 75′ 2″ 32′ 0″<br>495′ 0″ 75′ 0″ 42′ 11″ | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br><br>A/S Horten Verft Horten |
| 6815550<br><br>328678<br>sd Gc<br>fd Rdr<br>RT | **CAPE YORK**<br><br>**National Sea Products Ltd.**<br>Halifax Canadian | **628**<br>292<br>— | ✠Class **WITHDRAWN**<br>at Owners' request<br>4/69 | **1968–8** Halifax Shipyards Ltd.—Hfx<br>155′ 3″ 33′ 2″ 12′ 5½″<br>131′ 3″ 32′ 10″ 15′ 9″<br>F67′ 1 dk<br>3BH<br>rf 31″ Box K 13″ WB15t | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz Kln<br>2×80kW 230V 60c/s a.c.<br>Controllable pitch propeller 12k |
| 42146<br>SXER<br><br>f Esd<br>Rdr<br>RT | **CAPTAGIANNIS**<br>exMornar–67 exOris–58<br>**Lefkas Compania Naviera**<br>Piræus Greek | **1528**<br>783<br>2513 | **100A1** SS 4/67<br><br>**LMC**<br><br>MN204 EL r 1½"SQ | **1949** J. Crown & Sons Ltd.—Sld<br>258′ 7″ 42′ 3″ 17′ 8½″<br>247′ 0″ 41′ 10″ 26′ 1″<br>RFD54′ 1 dk & S dk<br>Coll BH to S dk 3 to 2nd dk<br>rf 4″ WB480t incl. Tunnel tanks 61t | S OSD<br><br>G.162473 B.148721<br><br>8W Der 2(10) | T 3Cy. 16½" 28½" & 48"×36"<br>1200ihp 392t (o.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>2 SB 220℔ (Spt) hs3716<br>2×15, 10kW 110V d.c. 11½k |
| 3106<br>ZKY<br>2358<br>Esd<br>Rdr<br>RT | **CAPTAIN ELIAS**<br>exGolden Piper–69<br>exProfitis Elias–68<br>exIrish Blackthorn–65<br>**Mohegan Cia. Nav. S.A.**<br>Monrovia Liberian | **11893**<br>7020<br>18050 | ✠100A1 SS 5/67<br>oil tanker<br>✠**LMC**<br><br>MN1650 EL h†$2\frac{9}{16}$"SQ | **1959–6** Fairfield S.B. & Eng. Co. Ltd.—<br>Gls<br>555′ 9″ 69′ 7″ 29′ 9½″<br>531′ 0″ 69′ 3″ 39′ 0″<br>P115′ B47′ F50′ 1 dk<br>16BH<br>rf 3″ WB273t | S Tanker Mchy.aft<br>33 Ta<br>L.891200 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>8250shp 1624t (o.f)–49pd<br>Fairfield S.B. & E. Co. Ltd. Gls<br>2WTB 570℔ Spt 800° F. 555℔<br>hs12946 14½k |
| 08632<br>GYZE<br>05468 | **CARIBBEAN ENTERPRISE**<br>**Northumbrian Shipping Co. Ltd.**<br>Common Brothers (Management) Ltd.<br>Newcastle British | **1547**<br>594<br>— | **100A1**<br>Class contemplated | J. J. Sietas Schiffsw.—Ham<br>311′ 8″ (incl. BB) 16′ 5½″<br>285′ 2″ 55′ 2″ 33′ 6″ | TM | 2 Oil 4SA each 8Cy. 400×580 mm<br><br>Klöckner-Humboldt-Deutz Kln<br>**16k** |
| 6817675<br>GYPW<br>305457<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CARIBBEAN VENTURE**<br><br>**Northumbrian Shipping Co. Ltd.**<br>Common Brothers (Management) Ltd.<br>Newcastle British | **1547**<br>594<br>2231 | ✠100A1<br><br>✠**LMC**<br><br>EL S 1⅝"U2 | **1968–7** J. J. Sietas Schiffsw.—Ham<br>311′ 9″ (incl. BB) 57′ 5″<br>284′ 1″ 55′ 1½″ 35′ 6″<br>2 dks<br>Coll BH to U dk 7 to 2nd dk<br>rf nil WB2992t incl. DTsf1815t | TM Vehicle Carrie<br>Stern door<br>1 Ho 275′<br><br>1 Ha (stl) (42′×12 | 2 Oil 4SA each 8Cy. 400×580 mm<br>4000bhp 385t (hvf)<br>Klöckner-Humboldt-Deutz Kln<br>3×175kW 440V 60c/s a.c. 16k |
| 5362960<br>SHEX<br>9811<br>Df Esd<br>Rdr RT | **CARLTON**<br>exToften–69<br>**Anders J. Kristensson Partrederi**<br>Rönnäng Swedish | **434**<br>205<br>— | BV | **1958** Karlstads Varv—Karlstad<br>221′ 6″ 30′ 11″ 9′ 10⅞″<br>30′ 10″ 10′ 0″<br>1 dk & S dk | M OSD Mchy<br><br>len 65 | Oil 4SA 6Cy. 320×480 mm<br>750bhp<br>Motorenw. Mannheim Mhm |
| 206790<br>ICWL<br>653<br>Df Esd<br>Gc Rdr<br>RTv | **CAROLINA LOLLI-GHETTI**<br>exLerici Seconda–69<br>**"Carbonavi" S.p.A.**<br>Palermo Italian | **17218**<br>10270<br>26050 | AB RI | **1963** Cant. Nav. Breda—Ven<br>630′ 0″ 79′ 5″ 34′ 9″<br>582′ 5″ 79′ 3″ 46′ 7″<br>P125′ F52′ 1 dk<br>RW<br>rf 5″ | M Bulk Carrierchy.aft<br>5 Ho each 78¾′<br>G.1160000<br>5 Ha (stl) (57′′) (57¾′, 57¾′, 57¾′, 57¾′×36′)<br>Cr 2(5) 2(1½) | Oil 2SA 8Cy. 750×1320 mm<br>11200bhp 1960t (hvf)<br>S.A. Fiat S.G.M. Tur<br>3×384kW 440V 60c/s a.c. 15½k |
| 09909 | **CASIMIR LE QUELLEC**<br><br>**Compagnie Francaise Navinox**<br>Bordeaux French | **1550**<br>—<br>2145 | **100A1**<br>oil tanker<br>Class contemplated | Const. Ind. & Nav. de<br>Bordeaux—Bdx<br>259′ 2″ 40′ 5″ 16′ 6¾″<br>234′ 7″ 40′ 4″ 18′ 5″ | M Chemical ter Mchy.aft | Oil 4SA 6Cy. 450×550 mm<br><br>Masch. Kiel G.m.b.H. Kel |

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|---|---|---|---|---|---|---|---|---|
| 5232050<br>ILHQ<br>243<br>Esd Pfd<br>Rdr<br>RTm | **CASTELROSSO**<br>exMendip-66<br>**Società di Navigazione**<br>**Azioni "Navalchimica"**<br>Genoa Italian | 1594<br>902<br>1700 | ✠LR class withdrawn 11/67 | RI | 1958-2 S. P. Austin & Son Ltd.—Sld<br>259-8' 36' 0" 17' 5"<br>248' 4" 35' 9" 20' 1"<br>PonQ65' Q146' F25' 1 dk<br>RW<br>rf 3" | M Tanker Mchy.aft<br>12 Ta<br>L.99270 | | Oil 2SA 8Cy. 360×600 mm<br>1760bhp NE67<br>Sulzer Bros. Ltd. |
| 6907183<br><br>Df Esd<br>Gc Pfd<br>Rdr | **CATHERINA WIARDS**<br>**Seereederei m.s.**<br>**"Catherina Wiards" KG**<br>Bremen W. German<br>Name should be **CATHARINA WIARDS** See New Entries No. 12 | 9320<br>—<br>15600 | | | 1968 A.G. "Weser" Werk Seebeck—Bhn<br>463' 3" 69' 0" 30' 2½"<br>439' 7" 68' 11" 40' 2"<br>2 dks | M CSD Mchy.aft | | Oil 2SA 500×540 mm<br>6520bhp<br>Masch. Augsburg-Nürnberg |
| 6800036<br>PJLX<br><br>Df Esd<br>Rdr RT | **CELTIC PRINCE**<br>exArbon-68<br>**N.V. Arbon**<br>W. F. Kampman's<br>Bevrachtingsbedrijf<br>Willemstad Netherland (Antilles) | 499<br>341<br>140[illegible]<br>1435<br>958<br>1530 | | BV | 1967 Schps. v/h De Groot & v. Vliet—Slikkerveer<br>254' 9" 39' 8" 12' 11"/13' 7"<br>228' 3" 39' 4½" 22' 0"<br>1 dk & S dk | M OSD/CSD Mchy.aft | | Oil 4SA 6Cy. 400×600 mm<br>1560bhp<br>D. & J. Boot "De Industrie" |
| 6827967<br>PDJT<br><br>Esd Gc<br>Pfd Rdr<br>RT | **CETUS**<br>**Combinatie Havenmond**<br>**Hoek Van Holland**<br>Rotterdam Netherland | 2028<br>595<br>2070 | | BV | 1968 van der Giessen-De Noord N.V.—Krimpen<br>252' 9" 66' 5" 13' 1½"<br>246' 0" 66' 3" 17' 6"<br>2 dks | D-E Barge | | 4 Oil 4SA each 8Cy. 222×29<br>4000bhp driving 4 gen. each<br>450V a.c. connected to 2 elec. m<br>each 1200shp geared to 2 sc. s<br>540t<br>Blackstone & Co. Ltd.<br>Directional Propellers 1 fwd 1 aft |
| 5360388<br><br><br>Df Esd<br>Gc Rdr<br>RT | **CHEMICARLO**<br>exThorstein-69<br>**Capo Argentiera Soc. di Nav.**<br>**S.p.A.**<br>Italian | 499<br>259<br>901 | | GL | 1962 Rolandwerft G.m.b.H.—Bmn<br>195' 0" 29' 7" 11' 9½"<br>178' 6" 29' 6" 12' 9"<br>P57' F38' 1 dk | M Tanker Mchy.aft<br>8 Ta<br>L.38846 | | Oil 4SA 6Cy. 300×450 mm<br>745bhp<br>Masch. Augsburg-Nürnberg |
| 5359951<br><br><br>Df Esd<br>Gc Rdr<br>RT | **CHEMIFORTE**<br>exThorgerd-69 exBeatrice-63<br>**Capo Argentiera Soc. di Nav.**<br>**S.p.A.**<br>Italian | 499<br>303<br>930 | | GL | 1962 Søviknes Skips A/S—Syvikgrend<br>203' 7" 31' 1" 12' 1½"<br>30' 11" 13' 3"<br>1 dk | M Tanker Mchy.aft | | Oil 4SA 6Cy. 320×450 mm<br>800bhp<br>Klöckner-Humboldt-Deutz |
| 6907030<br><br><br>RTv | **CHERDAS**<br>**Port of Singapore**<br>**Authority**<br>Singapore Singapore | 158<br>74<br>147 | | | 1968 Jurong Shpyd Ltd.—Sng<br>96' 0" 22' 2" 8' 0"<br>90' 6" 22' 0" 9' 9"<br>1 dk<br>rf 4" | M Water Tanker Mchy.aft | | Oil SA 6Cy. 8¾"×11½"<br>337bhp<br>Lister Blackstone Marine Ltd.<br>1×7kW 110V d.c. |
| 6907042<br><br><br>RTv | **CHERDEK**<br>**Port of Singapore**<br>**Authority**<br>Singapore Singapore | 158<br>74<br>147 | | | 1968 Jurong Shpyd Ltd.—Sng<br>96' 0" 22' 2" 8' 0"<br>90' 6" 22' 0" 9' 9"<br>1 dk<br>rf 4" | M Water Tanker Mchy.aft | | Oil 4SA 6Cy. 8¾"×11½"<br>337bhp<br>Lister Blackstone Marine Ltd.<br>1×7kW 110V d.c. |
| 5058480<br>PDIG<br><br>Df Esd<br>Gc Pfd<br>Rdr | **CHEVRON GORINCHEM**<br>exCaltex Gorinchem-68<br>exCaltex Padang-59<br>**Chevron Tankers**<br>**(Nederland) N.V.**<br>The Hague Netherland | 2051<br>1119<br>2980 | | AB | 1954 L. Smit & Zoon—Kinderdijk<br>260' 0" 45' 2" 16' 6½"<br>250' 0" 45' 0" 20' 6"<br>F20' 1 dk<br>rf 3" | TM Tanker Mchy.aft<br>12 Ta<br>L.139610<br>Der 2(3) 2(2) | HeCls. BC | 2 Oil 2SA each 8Cy. 220×265 mm<br>1600bhp 32t (d.c<br>General Motors Corp.<br>2×100kW 220V 60c/s a.c. |
| 5058595<br>PDII<br>12068<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEVRON MADRID**<br>exCaltex Madrid-69<br>**Maats. tot Financiering van**<br>**Bedrijf-Spanden N.V.**<br>Chevron Tankers (Nederland)<br>N.V.<br>The Hague Netherland | 31617<br>19658<br>48211 | | AB | 1961 S.A. Cockerill-Ougrée—Hbk<br>734' 4" 105' 6" 37' 8½"<br>700' 0" 105' 0" 50' 0"<br>1 dk<br>RW<br>rf nil | S Tanker Mchy.aft<br>33 Ta<br>L.2223120<br>Der 2(10) 2(3) 4(1) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>Westinghouse<br>17500shp 5080t (o.5<br>S.A. Cockerill-Ougrée<br>2×850kW 450V 60c/s a.c. |
| 6907195<br>6LQF<br><br>Df Esd<br>Gc Pfd<br>Rdr | **CHILBOSAN No. 1**<br>**Korea Wonyang Fisheries**<br>**Co. Ltd.**<br>Pusan S. Korean | 991<br>503<br>1515 | | | 1968 Mino Zosensho—Shimizu<br>231' 11" 34' 10" 15' 9"<br>213' 3" 34' 9" 17' 9"<br>1 dk | M Fish Carrier Mchy.aft | | Oil 4SA 6Cy. 370×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. |
| 6909014 | **CHIYODA MARU No. 3**<br>**Chiyoda Kisen K.K.**<br>Shimonoseki Japanese | 199<br>—<br>350 | | | 1967 Akitsu Dock K.K.—Akitsu<br>117' 5" 22' 5" 9' 6"<br>104' 11" 22' 4" 10' 8"<br>1 dk | M Tanker Mchy.aft | | Oil 4SA 6Cy. 200×260 mm<br>450bhp<br>Niigata Eng. Co. Ltd. |
| 6907846<br><br>105306<br>Rdr RT | **CHOKYU MARU No. 18**<br>**Seno Kisen K.K.**<br>Nakaminato Japanese | 2999<br>—<br>5500 | | NK | 1969 Imabari Zosen—Imabari<br>51' 7" 21' 11"<br>308' 5" 51' 6" 26' 3"<br>1 dk<br>RW | M Mchy.aft | | Oil 4SA 6Cy. 500×800 mm<br>3500bhp<br>Hanshin Nainenki Kogyo |

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| 226<br>CH<br>138<br>Esd<br>RT | **CHRISTEL**<br>exWiron VI–68<br>**Hans Jürgen & Helga Heitmann**<br>Hamburg W. German | 121<br>42<br>— | | | **1959** D. & J. Boot Schps. "De Industrie"—Alp<br>89′ 1″ 20′ 8″<br>78′ 1″ 20′ 4″ 10′ 2″<br>RW | M Fishing | Oil 4SA 6Cy. 250×350 mm<br>D. & J. Boot "De Industrie" Alp |
| 7676<br>VEC<br>Esd<br>Rdr<br>n/h/v | **CHRISTITSA**<br>**Pacific Corporation**<br>Piræus Greek | 28006<br>20614<br>57650 | | | **1968** Nippon Kokan—Tsu<br>742′ 10″ 102′ 3″ 39′ 0⅜″<br>710′ 0″ 102′ 0″ 57′ 6″<br>F67′ 1 dk<br>RW<br>rf 3″ | M Bulk Carrier Mchy.aft<br>7 Ho 70′, 88′, 83′, 52′, 88′, 74′, 83′<br>G.2405244<br>1 Ha (stl) (34½′×31½′)<br>11 Ha (stl) each 29½′×42′) | Oil 2SA 8Cy. 900×1550 mm<br>17600bhp Sulzer 2984t (hvf)–60pd<br>Uraga Hvy Ind. Ltd. Tamashima<br>2×675kW 450V 60c/s a.c. 16k |
| 9026<br>WE<br>9374<br>Esd<br>c Pfd<br>dr RT | **CHUYO MARU No. 16**<br>**Taisei Gyogyo K.K.**<br>Aomori Japanese | 349<br>186<br>429 | | | **1963** Hayashikane Zosen—Yokosuka<br>164′ 9″ 28′ 11″ 11′ 5″<br>146′ 5″ 28′ 10″ 12′ 9″<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 380×560 mm<br>1800bhp<br>Akasaka Tekkosho Tok |
| 6906816<br>f Esd<br>c Pfd<br>Rdr<br>m/h/v | **CIS BRØVIG**<br>**Partrederiet Brövigtank**<br>Th. Brövig<br>Farsund Norwegian | 56636<br>38281<br>106100 | | | **1968** Hitachi Zosen—Inn<br>912′ 0″ (incl. BB) 42′ 0″<br>866′ 2″ 127′ 11″ 62′ 4″<br>B75′ F79′ 1 dk<br>rf 4″ | M Tanker Mchy.aft<br>14 Ta<br>L.4591919 HeCls. BC<br>Der 2(10) 2(2) | Oil 2SA 9Cy. 840×1800 mm<br>20700bhp B&W 3686t (hvf)<br>212t (d.o)–68pd<br>Hitachi Zosen Osa<br>3×640, 320, 320kW 450V 60c/s a.c.<br>15½k |
| 266350<br>HPGX<br>4474ES<br>Df Esd<br>fd Rdr<br>RTm/v | **CLEVEDON**<br>exÖstanvik–68 exLövholmen–59<br>exOstanvik–55<br>**Transportes Commerciales S.A.**<br>Panama Panamanian | 1387<br>565<br>1806 | ✠100A1<br>Str. nav. ice<br>✠LMC | SS 3/66<br>EL o | **1949**–11 A/B Lödöse Varf—Lod<br>Cmpl. A/B Lindholmens Varv.—Got<br>236′ 11″ 36′ 0″ 17′ 6¾″<br>219′ 5″ 18′ 6″<br>Q156′ F32′ 1 dk, 2nd dk in fwd hold<br>NS 3BH<br>rf nil WB455t | M Cement Carrier Mchy.aft<br>Self unloader<br>2 Ho 46′, 44¼′ | Oil 2SA 8Cy. 345×580 mm<br>1200bhp 239t (d.o)<br>Nydqvist & Holm A/B Thn<br>2×71kW 220V d.c. 12k |
| 906828<br>f Esd<br>: Rdr<br>RT | **CONTINENTAL PIONEER**<br>***United* Steamship Corp.**<br>Monrovia Liberian | 15000<br>—<br>24000 | | | **1968** Mitsui Zosen—Osa<br>584′ 4″ 75′ 2″ 32′ 0″<br>551′ 2″ 75′ 0″ 45′ 0″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Uraga Hvy Ind. Ltd. Tamashima |
| 79185<br>5BIU<br>Esd<br>Rdr<br>RT | **COOLADY**<br>exCoolangatta–69<br>Launched as Fruit Queen<br>**Alma Shipping Co. Ltd.**<br>Famagusta Cyprus | 2867<br>1294<br>3330 | ✠100A1<br>with freeboard<br>✠LMC<br>✠Lloyd's RMC<br>MN690 | SS 10/65<br>EL w 1$\frac{13}{16}$″SQ | **1949**–12 Helsingör Skibs. & Msk.—Hsg<br>363′ 6″ 49′ 0″ 20′ 7¾″<br>330′ 0″ 48′ 10″<br>B&F276′ 1 dk & S dk, 3rd dk in fwd holds for light cargoes only<br>3BH to S dk 3 to 2nd dk<br>rf 6″ WB1334t incl. Tunnel tanks 635t | M Ref OSD<br>4 Ho 47½′, 73′, 47½′, 70¾′<br>In.186690<br>4 Ha (20¼′, 29¼′, 20¼′, 20¼′×12′)<br>8W Der 2(5) 2(3) 1(2) | Oil 2SA 10Cy. 500×900 mm<br>3450bhp B&W 993t (d.o)<br>Helsingör Skibs & Msk. Hsg<br>3×160kW 220V d.c. 16k |
| 07365<br>32538 | **CRYSTAL WATERS**<br>**H. Pinder**<br>Nassau British | 149<br>94<br>— | | | **1968** B. Sawyer—Abaco<br>*92·0′* 22′ 0″<br>… … …<br>1 dk | Wood TM Fishing | 2 Oil each 6Cy. 5¾″×8″<br>440bhp<br>Caterpillar Tractor Co. Peoria<br>12k |
| 909038<br>6LLH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE JIN**<br>**Daerim Fishery Co. Ltd.**<br>Pusan S. Korean | 824<br>416<br>562 | | | **1969** Hayashikane Zosen—Yokosuka<br>183′ 9″ 31′ 6″ 12′ 9″<br>162′ 5″ 31′ 5″ 21′ 10″<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 380×570 mm<br>1800bhp<br>Hanshin Nainenki Kogyo Kob |
| 6909040<br>*JMIP*<br>*104343*<br>Df Esd<br>Gc Rdr<br>RT | **DAIEI MARU No. 3**<br>**Kishi Suisan K.K.**<br>Fukuoka Japanese | 114<br>42<br>— | | | **1968** Hakata Dock—Fukuoka<br>113′ 6″ 20′ 1″<br>98′ 2″ 20′ 0″ 9′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>650bhp<br>Akasaka Tekkosho Yaizu |
| 6909052<br>JM2824<br>04344<br>c RT | **DAIEI MARU No. 5**<br>**Kishi Suisan K.K.**<br>Fukuoka Japanese | 114<br>42<br>— | | | **1968** Hakata Dock—Fukuoka<br>113′ 6″ 20′ 1″<br>98′ 2″ 20′ 0″ 9′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>650bhp<br>Akasaka Tekkosho Yaizu |
| 6907858<br>Df Esd<br>Gc Rdr<br>RT | **DAIEI MARU No. 8**<br>**K. Yoshii**<br>Oshimizu Japanese | 350<br>—<br>— | | | **1968** Nishii Dock Co. Ltd.—Ise<br>28′ 11″<br>155′ 10″ 28′ 10″ 12′ 5″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 380×560 mm<br>1800bhp<br>Akasaka Tekkosho Yaizu |
| 6907860<br>JCTR<br>104942<br>Df Esd<br>Gc Pfd<br>Rdr | **DAIEN MARU No. 25**<br>**Daien Reizo K.K.**<br>Shimizu Japanese | 500<br>258<br>— | | | **1968** Miho Zosensho—Shimizu<br>187′ 0″ 32′ 3″ 11′ 8″<br>166′ 4″ 32′ 2″ 13′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. Niigata |

# REGISTER OF SHIPS

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|---|---|---|---|---|---|---|
| 6907872<br>JLHO<br>106476<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAMPIER MARU**<br><br>**Daiichi Chuo Kisen K.K.**<br>Tokyo Japanese | 50451<br>18250<br>96000 | | 1969 Uraga Hvy Ind. Ltd.—Yokosuka<br>816' 11" (incl. BB) 126' 6" 47' 6"<br>777' 8" 126' 4" 63' 4"<br>1 dk | M Ore Carrier Mchy.aft | Oil 2SA 9Cy. 900×1550 mm<br>20300bhp Sulzer<br>Uraga Hvy Ind. Ltd. |
| 5372886<br>EPQA<br><br>RT | **DARA**<br>exUna-68<br>**Tizabi Lalezar**<br>Khorrumshahr Iranian | 629<br>290<br>650 | <br><br>BV JR | 1954 Brodogradiliste III Maj—Rka<br>173' 8" 29' 5" 12' 8¼"<br>168' 8" 29' 4" 14' 1"<br>P53' F15' 1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 290×500 mm<br><br>C.R.D. Adriatico |
| 6909064<br>9KCQ<br>KT1088 | **DAWN OF KUWAIT**<br><br>**National Maritime & Agencies Co. W.L.L.**<br>Mediterranean Maritime Co. S.A.L.<br>Kuwait Kuwait | 9650<br>6070<br>14000 | 100A1<br>Class contemplated | Ishikawajima-Harima Hvy Ind.—Tok<br>456' 9" (incl. BB) 65' 0" 28' 8"<br>439' 11" 64' 11" 40' 1" | M Mchy.aft | Oil 4SA 12Cy. 400×460 mm<br><br>Ishikawajima-Harima Hvy Ind. |
| 6908644<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIEDERIKA WIARDS**<br><br>**Seereederei m.s. "Diederika Wiards" KG**<br>Bremen W. German | 9320<br>—<br>15600 | | 1969 A.G. "Weser" Werk Seebeck—Bhn<br>463' 3" 69' 0" 29' 6"<br>439' 8" 68' 11" 40' 3"<br>2 dks | M CSD Mchy.aft | Oil 2SA 500×540 mm<br>6520bhp<br>Masch. Augsburg-Nürnberg |
| 5032606<br>ELHV<br>299<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **DIMITRIOS D. M.**<br>exB. A. Canada-69<br>**Liberian Oceanways Corp.**<br>Monrovia Liberian | 13173<br>7859<br>20949 | ✠100A1 SS 4/68<br>oil tanker TD4-2/67<br>✠LMC<br><br>MN1800 EL ‡†2½"SQ | 1953-11 Uraga Dock Co. Ltd.—Yokosuka<br>582' 7" 72' 4" 32' 8"<br>551' 3" 72' 2" 40' 4"<br>P128' B42' F79' 1 dk<br>RW 13BH<br>rf 6" WB1175t incl. DT1474t | S Tanker Mchy.aft<br><br>L.947000<br><br>Der 3(5) 3(2) | 2 S Turb dr geared to sc. shaft<br>9000shp<br>Uraga Dock Co. Ltd.<br>2WTB 498lb Spt 844lb hs(22770)<br>2×290kW 220V 60c/s a.c. |
| 6308656 | **DINNA SKOU**<br><br>**Ove Skou**<br>Copenhagen Danish | —<br>—<br>—<br>9600<br>5600<br>14000 | 100A1<br>Class contemplated | Helsingör Skibs. & Msk.—Hsg<br>513' 0" 65' 1" 26' 6½"/31' 3"<br>465' 11" 64'11½" 39' 6" | M Ref OSD/CSD Mchy.aft | Oil 2SA 9Cy. 620×400 mm<br>B&W<br>Helsingör Skibs. & Msk. |
| 5362972<br>OUWA<br><br>Df<br>RTm | **DJURSLAND**<br>exMaj-69 exFlorrie-68<br>exToftö-66 exIngo-59<br>exKentse-58 exAgnete Kure-54<br>exRoselyne-49<br>**Alfredo Jensen**<br>Grenå Danish | 234<br>137<br>270 | <br><br>BV | 1918 ......................Gouda<br>125' 11" 21' 11" 10' 3"<br>... ... ...<br>P36' F20' 1 dk<br>R<br>BK 6" len 51 | M<br>1 Ho 70'<br>G.16500 B.15000<br>2 Ha (28½', 24½'×13½')<br>2W Der 2(1½) | Oil 2SA 3Cy. 230×400 mm<br>180bhp NE48<br>Frederikshavns Jernst. & Msk.<br>2×40kW 24V d.c. |
| 5185740<br>ZCXQ<br>332119<br>Df Esd<br>RTm/h | **DOMINION PINE**<br>exKerksingel-69 exStephanie-62<br>**Dominion Pine Ltd.**<br>Georgetown, British Cayman Is. | 498<br>255<br>684 | <br><br>BV | 1960 N.V. Scheepswerf Kerstholt—Gro<br>174' 2" 28' 3" 10' 9½"<br>158' 5" 27' 10" 11' 4"<br>1 dk<br>R | M Mchy.aft<br><br>G.35600 B.33300<br>2 Ha (each 36'×16½')<br>Der 2(2-4) | Oil 4SA 6Cy. 305×460 mm<br>600bhp<br>D. & J. Boot "De Industrie"<br>2×6kW 110V d.c. |
| 6907200<br><br><br>Esd RT | **DON DAN S.**<br><br>**D. Daniel de Solabarrieta**<br>Roatan Honduran | 110<br>—<br>56 | | 1968 Ast. Celaya—Bbo<br>86' 8" 9' 0"<br>74' 10" 22' 6" 10' 6"<br>1 dk | M Trawler | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. |
| 6907212<br><br><br>Esd RT | **DON JABIER S.**<br><br>**D. Daniel de Solabarrieta**<br>Roatan Honduran | 110<br>—<br>56 | | 1968 Ast. Celaya—Bbo<br>86' 8" 9' 0"<br>74' 10" 22' 6" 10' 6"<br>1 dk | M Trawler | Oil 4SA 6Cy. 159×203 mm<br>380bhp<br>Caterpillar Tractor Co. |
| 6907384<br><br><br>Gc Rdr<br>RT | **DOWA MARU No. 5**<br><br>**Kyowa Sangyo Kaiun K.K.**<br>Osaka Japanese | 2100<br>—<br>3350 | | 1969 Maizuru Jukogyo Ltd.—Maizuru<br>42' 5" 19' 0"<br>262' 5" 42' 4" 22' 11"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 460×680 mm<br>2000bhp<br>Nippon Hatsudoki |
| 6909076 | **DRAYDEER**<br><br>**Government of Kuwait (Ministry of Electricity & Water)**<br>Kuwait Kuwait | 200<br>80<br>250 | 100A1<br>Class contemplated | Yokohama S.B. Co. Ltd.—Chiba<br>121' 4" 25' 6" 7' 2"<br>111' 5" 24' 7" 8' 2" | M Water Tanker Mchy.aft | Oil 4SA 8Cy. 159×203 mm<br><br>Caterpillar Tractor Co. |
| 6909088 | **E-1-CE**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>82 | 100A1<br>trawler<br>Class contemplated | Ast. Celaya—Bbo<br>75' 1" 21' 8" 9' 2"<br>65' 7" 21' 0" 11' 4" | M Trawler | Oil 4SA 6Cy. 160×180 mm<br><br>Masch. Augsburg-Nürnberg |
| 6909090 | **E-2-CE**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>41<br>82 | 100A1<br>trawler<br>Class contemplated | Ast. Celaya—Bbo<br>75' 1" 21' 8" 9' 2"<br>65' 7" 21' 0" 11' 4" | M Trawler | Oil 4SA 6Cy. 160×180 mm<br><br>Masch. Augsburg-Nürnberg |

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| 9105 | **E-46-MA**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Maritima de Axpe S.A.—Bbo<br>75′ 1″ 21′ 8″ 9′ 2″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br><br>Masch. Augsburg-Nürnberg Aug |
| 9117 | **E-47-MA**<br><br>**República de Cuba**<br>Havana Cuban | 110<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Maritima de Axpe S.A.—Bbo<br>75′ 1″ 21′ 8″ 9′ 2″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br><br>Masch. Augsburg-Nürnberg Aug |
| 9129 | **E-75-AC**<br><br>**República de Cuba**<br>Havana Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 9131 | **E-76-AC**<br><br>**República de Cuba**<br>Havana Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Ast. Construcciones S.A.—Vgo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 6909143 | **E-86-HB**<br><br>**República de Cuba**<br>Havana Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Hijos de J. Barreras S.A.—Vgo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 909155 | **E-87-HB**<br><br>**República de Cuba**<br>Havana Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Hijos de J. Barreras S.A.—Vgo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 6909167 | **E-88-HB**<br><br>**República de Cuba**<br>Havana Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | Hijos de J. Barreras S.A.—Vgo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" Ctg |
| 815108<br><br>328387<br>f Esd<br>c Pfd<br>dr RT | **E.P. LE QUEBECOIS**<br><br>**Province of Quebec**<br>**(Minister of Education)**<br>Paspebiac Canadian | 186<br>32<br>— | **✠100A1**<br>stern trawler<br>Str. nav. ice<br>**LMC** | **1968**–5 Ch. Mar. Paspebiac Inc.—<br>Paspebiac<br>93′ 0″ 23′ 10″ 10′ 5″<br>81′ 3″ 23′ 0″ 12′ 3″<br>F45′ 1 dk<br>5BH<br>BK2″ WB18t | M Stern Trawler | Oil 4SA 8Cy. 6¼″×8″<br>510bhp NEmade65fitted68<br>Caterpillar Tractor Co. Peoria<br>2×75kW 230V 60c/s a.c.<br>Controllable pitch propeller |
| 07688 | **E.T.P.M.-12**<br><br>**Societe Entrepose G.T.M.,**<br>**pour les Travaux**<br>**Petroliers Maritimes**<br>Djibouti French | —<br>—<br>— | **100A**<br>Class contemplated | Malta Drydocks Corp.—Malta<br>197′ 4″ 66′ 4″<br>66′ 0″ 13′ 0″<br>1 dk | Pontoon | |
| 06830<br>LXW<br>3179<br>f Esd<br>c Rdr<br>RT | **EASTERN MARY**<br><br>**Liberian Distance**<br>**Transports Inc.**<br>Monrovia Liberian | 12370<br>—<br>18000 | | **1968** Hitachi Zosen—Mukaishima<br>512′ 4″ 74′ 4″ 30′ 1″<br>479′ 0″ 74′ 2″ 42′ 4″<br>1 dk | M Mchy.aft | Oil 2SA 7Cy. 620×1400 mm<br>8400bhp B&W<br>Hitachi Zosen Osa |
| 6909818<br><br><br>Df Esd<br>Gc Rdr<br>RT | **EDUARDO CHAO**<br><br>**Agrupesca S.A.**<br>Spanish | 830<br>—<br>— | | **1968** Maritima de Axpe S.A.—Bbo<br>180′ 5″ 34′ 3″ 15′ 7″<br>150′ 11″ 34′ 2″ 23′ 6″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy.<br>1550bhp<br>Naval-Stork-Werkspoor Cdz |
| 6907896<br>JJ2414<br>104777<br>Rdr RT | **EIHO MARU**<br><br>**Kawaki Fudosan K.K.**<br>Kobe Japanese | 175<br>60<br>— | | **1968** Osaka Zosensho—Osa<br>27′ 0″ 9′ 2″<br>91′ 10″ 26′ 11″ 12′ 9″<br>RW | M Tug | Oil 4SA 6Cy. 320×380 mm<br><br>Fuji Seisakusho Tateyama |
| 909715<br><br><br>f Esd<br>c Rdr<br>RT | **EIKE KAHRS**<br><br>**Johann Kahrs**<br>Hamburg W. German | 499<br>—<br>—<br>**999**<br>—<br>— | | **1969** J. J. Sietas Schiffsw.—Ham<br>242′ 10″ 12′ 11¾″/16′ 9¾″<br>224′ 0¼″ 35′ 5″ 19′ 11″<br>1 dk & S dk | M OSD/CSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Atlas-Mak Masch. Kel |

Now **BALTIC CONCORD** See New Entries No. **12**

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| 907901<br>JQAT<br>104749<br>f Esd<br>c Rdr<br>RT | **EIKO MARU**<br><br>**Koei Kisen K.K.**<br>Kobe Japanese | 2600<br>1600<br>4200 | | **1969** Shin Naniwa Dock Co. Ltd.—Osa<br>304′ 5″ 43′ 5″ 20′ 2″<br>282′ 2″ 43′ 4″ 22′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 460×720 mm<br>2500bhp<br>Akasaka Tekkosho Yaizu |

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| 6907913<br>JCFS<br>104934<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISEI MARU No. 7**<br><br>**Eisei Maru K.K.**<br>Tabata Japanese | 284<br>125<br>— | | **1968** Miho Zosensho—Shimizu<br>162' 9" 24' 4" 10' 2"<br>137' 8" 24' 3" 11' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>950bhp<br>Niigata Eng. Co Ltd. |
| 6908727<br><br><br>Df Esd<br>Rdr RT | **EIUN MARU No. 8**<br><br>**Fukuho Suisan K.K.**<br>Nagasaki Japanese | 111<br>—<br>— | | **1969** Hayashikane Zosen—Nag<br>115' 2" 22' 0" 7' 10"<br>96' 8" 21' 11" 9' 2"<br>1 dk | M Fishing | Oil 4SA 6Cy. 260×320 mm<br>1150bhp<br>Daihatsu Kogyo |
| 5302207<br>DGSU<br><br>Df Esd<br>Gc Rdr<br>RT | **EL MANSOUR SAADI**<br>exRungholtsand–68<br>**Kühlschiffreederei**<br>**Harmstorf & Co.**<br>A. F. Harmstorf & Co.<br>Hamburg W. German | 892<br>319<br>981<br>1524<br>806<br>1567 | <br><br>GL | **1962** Schlichting & Co.—Travemünde<br>268' 5" 38' 9" 9' 10"/19' 0½"<br>241' 4" 38' 8" 21' 4"<br>F27' 1 dk & S dk | M Ref OSD/CSD Mchy.aft<br><br>In.70078<br>3 Ha<br>6W Der 6(3) | Oil 4SA 8Cy. 420×660 mm<br>1800bhp<br>Klöckner-Humboldt-Deutz |
| 5392989<br>5MFT<br>1545<br>Df Esd<br>Gc Rdr<br>RT | **ELEANOR**<br>exWorld Citizen–69<br>exWorld Trade–60 exCelilo–56<br>**Atlantic Navigation Corp.**<br>**Ltd.**<br>Monrovia Liberian | 12805<br>8592<br>21680 | <br><br>AB | **1960** (Cargo section) Kockums M/V<br>A/B—Mmo<br>**1944** (Fwd & aft sections) Kaiser Co.<br>Inc.—Pld<br>*555·2'* 75' 2" 31' 11½"<br>551' 6" 75' 0" 46' 9"<br>RW conv tanker 60<br>rf nil | M Mchy.aft<br>5 Ho<br>B.929000<br>8 Ha | Oil 2SA 8Cy. 27½"×47¼"<br>6960bhp NE60<br>Kockums M/V A/B |
| 6909703<br><br><br>Df Esd<br>RT | **ELIBEL**<br><br>**Union Sardineros de Isla**<br>**Cristina**<br>Vigo Spanish | 200<br>—<br>— | | **1968** Const. Nav. P. Freire—Vgo<br>108' 3" 11' 5¾"<br>95' 2" 23' 8" 12' 4"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>900bhp<br>Masch. Kiel G.m.b.H. |
| 5088033<br>OUUZ<br><br>Df Esd<br>Pfd Rdr | **ERRIA**<br>exDelfin–69 exSunnanhav–61<br>**Arne Herup Partrederi**<br>Marstal Danish | 499<br>269<br>— | ✠100A1 SS 3/67<br>Str. nav. ice<br>✠LMC<br><br>MN168 EL k | 1959–1 A/B Falkenbergs Varv—<br>Falkenberg<br>198' 9" 32' 11" 12' 0½"<br>178' 10" 32' 9" 12' 6"<br>P&B107' F26' 1 dk<br>3BH<br>rf 4" WB213t | M Mchy.aft<br>1 Ho<br>G.55000 B.50000<br>2 Ha (42'×16½') (45½'×19½')<br>5W Der 5(3) | Oil 2SA 7Cy. 290×490 mm<br>hydraulic coupling<br>840bhp<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| 6815134<br>LAWM<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO SLAGEN**<br><br>**A/S Petrolea**<br>Oslo Norwegian | 11060<br>6051<br>18500 | ✠100A1<br>oil tanker (c.c.)<br>✠LMC<br><br>EL C†2⅜"U2 | **1968**–11 A/B Lindholmens Varv—Got<br>533' 8" (incl. BB) 72' 2" 29' 1"<br>508' 0" 72' 0" 37' 3"<br>P105' F56' 1 dk<br>12BH<br>rf 4" WB3607t incl. DTf760t 2224t in clean ballast tanks | M Tanker Mchy.aft<br>24 Ta<br>L.796080 HeCls. BC | 2 Vee Oil 4SA each 12Cy. 400×46<br>sr geared to sc. shaft<br>10080bhp Pielstick 637t (d.o)<br>A/B Lindholmens Varv<br>db 100lb<br>4×1500, 1500, 448, 448kW 450V<br>a.c.<br>Thw thrust propeller fwd<br>Controllable pitch propeller |
| 5051274<br>DDOJ<br><br>Df Esd<br>Gc Rdr<br>RT | **ESTESTROM**<br>exBremer Kueper–69<br>**Partenreederei m.s.**<br>**"Estestrom"**<br>Kustenschiffahrt Bauer &<br>Hauschildt K.G.<br>Hamburg W. German | T.Mk<br>**416**<br>218<br>860 | <br><br>GL | **1958** Schiffb. Unterweser—Bhn<br>194' 4" 28' 1" 11' 10"<br>177' 11" 27' 11" 17' 7"<br>1 dk & S dk<br>RW | M<br>1 Ho 126'<br>G.59950 B.52085<br>4 Ha (37½', 58', 41½', 65½'×15½')<br>3W Der 2(2) | Oil 4SA 6Cy. 320× 450 mm<br>300bhp<br>Klöckner-Humboldt-Deutz |
| 5109306<br>GBJH<br>300610<br>Pfd Rdr<br>RTm/v | **ETTRICK**<br><br>**Geo. Gibson & Co. Ltd.**<br>Leith British | 2149<br>1343<br>— | ✠100A1 SS 11/68<br>liquefied gas carrier<br>Butane, Propane, Butadiene, Propylene, Ammonia, Butene, Butylene in independent tanks and Vinyl Chloride in lower independent tanks, maximum vapour pressure 8kg per cm$^2$, minimum temperature —30°C. (—22°F )<br>✠LMC<br>MN300 EL q 1 1/16"SQ | **1959**–3 Grangemouth Dkyd Co. Ltd.—<br>Gmh<br>297' 0" 38' 2" 17' 7"<br>275' 0" 38' 0" 22' 2"<br>Ba87' F32' 2 dks<br>RW NS 3BH to U dk 2 to 2nd dk<br>len & conv dry cargo ship 68<br>rf 4" WB367t incl. DT22t | M Liquefied Gas Carrier Ref<br>Mchy.aft<br>6 Ta<br>L.95350<br><br>Der 2(2) | Oil 2SA 8Cy. 340×570 mm<br>1500bhp 124t (d.o<br>British Polar Engines Ltd.<br>3×60, 60, 40kW 415V 50c/s a.c. |
| 5043564<br>WA2877<br>10420<br>Esd<br>RTm | **EUGENIA**<br>exBetty I. Conway–68<br>exGeorge S. Allison<br>**Arthur R. Eubank**<br>Reedville United States | 123<br>84<br>179 | | **1866** ..................Stonypoint, N.J.<br>102' 0" 27' 6" 9' 4"<br>... ... ...<br>1 dk<br>conv sailing ship — | Wood M Mchy.aft | Oil 2SA 6Cy. 5"×5½"<br>225bhp NE59<br>General Motors Corp. |
| 5244388<br>DCND<br><br>Df Esd | **EVA-L**<br>exMuttersegen–68<br>exSalos Matris<br>**Erbengemeinschaft**<br>**Schöning**<br>Haren/Ems W. German | 226<br>104<br>372 | <br><br>BV | **1910** Gebr. Geleyus—Moordijk<br>*123·3'* 19' 10" 7' 10½"<br>8' 11"<br>Q29' F14' 1 dk<br>R len 53 | M<br><br>G.14850 B.13000<br>2 Ha | Oil 4SA 6Cy. 250×350 mm<br>235bhp NE53<br>Motorenw. Mannheim |

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| 842<br>VS<br>148<br>Esd<br>Pfd<br>Rdr<br>h/v | **FAUSTINA**<br>**West Coast Shipping Co. Inc.**<br>Monrovia Liberian | **16158**<br>—<br>27365 | | | **1968** Sanoyasu Dockyd Co. Ltd.—Osa<br>577′ 1″ (incl. BB) 75′ 2″ 32′ 6″<br>551′ 10″ 75′ 0″ 48′ 7″<br>P104′ F38′ 1 dk | M Bulk Carrier Mchy.aft<br>6 Ho 65′, 74½′, 57¾′, 76′, 70¾′, 65½′<br>G.1315413 B.1262771<br>6 Ha (stl) (36′, 47½′, 34′, 37½′, 42′, 39¼′×32¾′)<br>12W Der 12(10) | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W 1582t (hvf)<br>Mitsui Zosen Tmn<br>3×280kW 445V 60c/s a.c. 15¾k |
| 854<br>VQ<br>Esd<br>Pfd<br>RTv | **FERNHAVEN**<br>**A/S Glittre & D/S I/S Garonne**<br>Fearnley & Eger<br>Oslo Norwegian | **108758**<br>80947<br>216549 | | | **1968** Kawasaki Dkyd Co. Ltd.—Sakaide<br>1072′ 10″ (incl. BB) 158′ 4″ 54′ 0″<br>1026′ 0″ 158′ 1″ 82′ 8″<br>P203′ F95′ 1 dk | S Tanker Mchy.aft<br>15 Ta<br>L.9499127 HeCls. B | 2 S Turb dr geared to sc. shaft<br>28000shp 31173t (o.f)–128pd<br>Kawasaki Dkyd Co. Ltd. Kob<br>16½k |
| 908<br>GIL<br>555<br>Esd<br>Pfd<br>RT | **FINNFOREST**<br>**Enso-Gutzeit O/Y**<br>O/Y Finnlines Ltd.<br>Kotka Finnish | T.Mk<br>**6603**<br>3528<br>8900<br>**8981**<br>5079<br>11540 | ✠**100A1**<br>Ice Class 2<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN1300 EL A†2¼″SQ | SS 8/68 | **1963**–6 Rheinstahl Nordseewerke—Emd<br>499′ 9″ 61′ 7″ 23′ 4⅛″/28′ 1⅞″<br>463′ 1″ 61′ 4″ 37′ 9″<br>P145′ F99′ 2 dks<br>Coll BH & AP BH to U dk 7 to 2nd dk len 68<br>rf nil WB2494 incl. Tunnel tanks 161t | M Ref<br>6 Ho<br>G.632927 B.588613<br>6 Ha (32¼′, 36½′×20¼′) (41¼′, 41¼′×52½′) (34¼′×20¼′) (24¼′×13½′)<br>18W Der 1(40) 4(10–17½) 8(10) 4(5) 2(3) | Oil 2SA 6Cy. 620×1400 mm<br>6500bhp B&W 1362t<br>Frd. Krupp Dieselmotoren Essen<br>AuxB 114℔ 16k |
| 8668<br>Esd<br>Rdr<br>RT | **FLIPPER**<br>**A/B Kihlbergs Fartygsagentur**<br>Lennart Kihlberg<br>Gothenburg Swedish | **1100**<br>650<br>2550 | | | **1969** A/B Falkenbergs Varv—Falkenberg<br>265′ 2″ 37′ 10″ 16′ 1″<br>249′ 0″ 37′ 9″ 16′ 3″<br>1 dk | M Tanker Mchy.aft | Vee Oil 2SA 16Cy. 220×380 mm<br>1200bhp<br>Appingedammer Brons. Apg |
| 143716<br>FNJL<br>f Esd<br>: Rdr<br>RT | **FLORA**<br>exHassi Messaoud–68<br>**Compagnie Africaine d'Armement**<br>Havre French | **32739**<br>17438<br>52053 | AB BV | | **1962** Ch. Nav. de La Ciotat—La Ciotat<br>758′ 8″ 99′ 8″ 40′ 11½″<br>711′ 11″ 99′ 5″ 54′ 9″<br>P164′ F82′ 1 dk<br>rf 5″ | S Tanker Mchy.aft<br>30 Ta<br>Cr 2(1½) Der 2(7½) 2(2½) | 2 S Turb dr geared to sc. shaft<br>21000shp CEM-Parsons 3596t (o.f)<br>Cie. Electro-Mécanique St. Denis<br>17½k |
| 8670<br>Esd<br>Rdr<br>RT | ***FOSSHEIM***<br>**Lövenskiold & Höyers Rederi**<br>Fredrik Höyer<br>Skien Norwegian | **3950**<br>2450<br>6300 | | | **1969** P. Lindenau—Kel<br>369′ 10″ 22′ 5½″<br>336′ 3″ 53′ 10″ 27′ 6″<br>1 dk | M Mchy.aft | Oil 2SA 8Cy. 480×700 mm<br>3500bhp<br>Sulzer Bros. Ltd. Win |
| 979<br>MC<br>196<br>RTv | **FOYLEGARTH**<br>exFoylemore–69<br>**Rea Towing Co. Ltd.**<br>Liverpool British | **208**<br>—<br>— | ✠**100A1**<br>tug<br>✠**LMC**<br>MN254 EL (c) | SS 8/66 | **1958**–8 W. J. Yarwood & Sons Ltd.—Northwich<br>103′ 6″ 27′ 9″ 11′ 9½″<br>95′ 0″ 26′ 6″ 13′ 0″<br>RW 3BH<br>rf 24″ BK6″ WB24t | M Tug | Oil 4SA 7Cy. 15″×20″ with dr & reverse gearing<br>1270bhp (d.o)<br>Ruston & Hornsby Lcn<br>3×35, 35, 10kW 220V d.c. |
| 123<br>BO<br>Esd<br>Rdr<br>RTm | **FRAKTIV**<br>exFinn Germa–68<br>**A/S Haugesunds Slip**<br>Haugesund Norwegian | T.Mk<br>**495**<br>237<br>938<br>**930**<br>554<br>1425 | NV | | **1956** Ottensener Eisenwerk—Ham<br>216′ 6″ 32′ 7″ 12′ 0½″/15′ 4″<br>191′ 6″ 32′ 6″<br>P56′ F26′ 2 dks | M Mchy.aft<br>1 Ho 114¾′<br>G.68000 B.62000<br>2 Ha (stl) (each 50′×21½′)<br>4W Der 1(10) 4(5) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp 76t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>4×30, 20, 13, 6kW 220V d.c. 11½k |
| 909179<br>MFS<br>45427<br>Rdr RT | **FRANCA SECONDA**<br>**Francesco Visentini fu Mario**<br>Chioggia Italian | **963**<br>558<br>1305 | RI | | **1968** Off. Mec. Cant. Nav. "Visentini Mario & Figlio"—Loreo<br>258′ 4″ 32′ 2″ 10′ 6″<br>246′ 1″ 32′ 1″ 14′ 8″<br>1 dk | TM Mchy.aft | 2 Oil 4SA each 6Cy. 320×420 mm<br>1280bhp<br>Ansaldo Stab. Mecc. Gen |
| 120245<br>PEDY<br>Df Esd<br>Rdr RT | **FRANS W**<br>exSuperior Importer–69<br>exFrans-W–67<br>**J. Westers**<br>Kamp's Scheepv. & Handelmaats. N.V.<br>Groningen Netherland | **396**<br>239<br>500 | BV | | **1957** Schpsw. Kramer & Booy "De Rietpol"—Spaarndam<br>160′ 8″ 26′ 0″ 9′ 2¼″<br>147′ 11″ 25′ 6″<br>P43′ 1 dk<br>RW | M Mchy.aft<br>1 Ho 101′<br>G.27750 B.26100<br>2 Ha (each 36′×16¼′)<br>2W Der 2(2) | Oil 4SA 6Cy. 320×480 mm<br>395bhp 30t<br>Motorenw. Mannheim Mhm<br>10k |
| 28715<br>VSU<br>Df Esd<br>Gc Rdr<br>RT | **FREEZER SCAN**<br>**Rederikommanditselskabet Blæsreefer Tramp**<br>Niels Blæsberg<br>Århus Danish | **500**<br>307<br>905<br>**1243**<br>791<br>1678 | ✠**100A1**<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL M 1¼″U2 | | **1968**–12 Büsumer Werft G.m.b.H.—Büsum<br>248′ 0″ (incl. BB) 39′ 0″ 12′ 6″/16′ 5″<br>225′ 6″ 38′ 8½″ 22′ 1″<br>Ba48′ F28′ 2 dks<br>5BH<br>rf 7″ WB226t | M Ref OSD/CSD Mchy.aft<br>In.70263 | Oil 2SA 8Cy. 320×450 mm<br>2000bhp<br>Atlas-Mak Masch. Kel<br>3×124kW 400V 50c/s a.c. |
| 08682 | **FREIPESCA CUATRO**<br>**Vda. e Hijos Constante Freire**<br>Spanish | **160**<br>—<br>— | | | **1968** Balenciaga S.A.—Zumaya<br>91′ 10″<br>77′ 9″ 21′ 0″ 11 7″ | M Trawler | Oil<br>Moteurs Baudouin Msl |

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|---|---|---|---|---|---|---|
| 6908694<br>Df Esd<br>Gc Rdr<br>RTm/v | **FREJA**<br>**Partenreederei m.s. "Freja"**<br>Johannes Bos<br>Hamburg W. German | 499<br>329<br>1225 | | **1969** J. J. Sietas Schiffsw.—Ham<br>242' 4" 12' 11⅜"<br>222' 0" 35' 5" 19' 10"<br>P40' F31' 1 dk & S dk | M OSD Mchy.aft<br>1 Ho 16'<br>G.85900 B.76600<br>1 Ha (stl) (131⅝'×24⅛') | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Atlas-Mak Masch.<br>2×50kW 380V 50c/s a.c. |
| 6907925<br>RTm | **FUJI MARU No. 12**<br>**Fuji Unyu K.K.**<br>Osaka Japanese | 999<br>575<br>2000 | | **1969** Shin Yamamoto Zosen—Kochi<br>34' 6" 16' 10"<br>213' 3" 34' 5" 18' 1"<br>1 dk<br>RW | TM Tanker Mchy.aft<br>8 Ta<br>L.78010 HeCls. B | 2 Oil 4SA each 6Cy. 290×320 mm<br>1500bhp<br>Daihatsu Kogyo |
| 6907937<br>JKPT<br>105117<br>Df Gc<br>Pfd Rdr | **FUKUSEI MARU No. 21**<br>**Fukusei Suisan K.K.**<br>Miura Japanese | 343<br>177<br>— | | **1968** Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>173' 10" 27' 4" 10' 10"<br>154' 3" 27' 3" 12' 4"<br>1 dk | M Fisning Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>1000bhp<br>Akasaka Tekkosho |
| 6907949<br>JNCR<br>103412<br>Df Gc<br>Pfd Rdr<br>RT | **FUKUYOSHI MARU**<br>**No. 28**<br>**K. Kato**<br>Shiogama Japanese | 349<br>136<br>— | | **1968** Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>174' 6" 28' 11" 10' 11"<br>154' 3" 28' 10" 12' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370×550 mm<br>1750bhp<br>Fuji Seisakusho |
| 6907951<br>JKQP<br>105451<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **FUUKI MARU**<br>**Shinwa Kaiun K.K.**<br>Tokyo Japanese | 60456<br>36780<br>102822 | | **1969** Ishikawajima-Harima Hvy Ind.—<br>Aio<br>849' 9" (incl. BB) 135' 7" 48' 3"<br>810' 5" 135' 6" 66' 11"<br>P136' Q91' B31' F54' 1 dk | M Ore Carrier Mchy.aft<br>4 Ho each 154½'<br>G.2000513<br>4 Ha (stl) (each 123½'×29½') | Oil 2SA 9Cy. 900×1550 mm<br>21600bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 6907224<br>Esd Gc<br>Pfd Rdr<br>RT | **GALLURA**<br>**Italian State Railways**<br>Italian | 4887<br>2102<br>1200 | | **1968** Cant. Nav. del Tirreno e<br>Riuniti—Anc<br>403' 6" 58' 0" 16' 0"<br>364' 10" 56' 11" 24' 1" | TM Ferry | 2 Oil 2SA each 6Cy. 600×800 mm<br>8000bhp<br>Fiat S.G.M. |
| 6909181 | **GEIYO MARU**<br>**Geiyo Sangyo K.K.**<br>Nyugawa Japanese | 199<br>95<br>190 | | **1968** Daito Zosen K.K.—Hma<br>101' 9" 27' 11" 8' 10"<br>95' 2" 27' 10" 9' 10"<br>1 dk | M Sand Carrier Mchy.aft | Oil 4SA 5Cy. 200×240 mm<br>200bhp<br>Yanmar Diesel Eng. Co. Ltd. |
| 6907054<br>332544 | **GEORGANNE**<br>**Doryco Ltd.**<br>Nassau British | 111<br>38<br>— | 100A–<br>trawler<br>Class contemplated | Gebr. Schlömer Schiffs.—<br>Oldersum<br>75' 6" 23' 1"<br>63' 4" 22' 11" 10' 2" | M Trawler Ref | Oil<br>Caterpillar Tractor Co. |
| 5104746<br>SZOT<br>2602<br>Df Esd<br>Rdr RT | **GEORGIOS L. MATSAS**<br>exMatsas–68 exEnvoy–65<br>**Loucas Matsas & Sons**<br>Piræus Greek | 762<br>78<br>— | ✠100A1 SS 8/65<br>tug<br>✠LMC<br>MN186 | **1944**–5 Cochrane & Sons Ltd.—Sel<br>174' 4" 36' 0" 15' 8½"<br>160' 0" 34' 6" 16' 6"<br>F72'<br>4BH<br>WB119t incl. DTsf59t | S Tug | T 3Cy. 18" 29½" & 49"×34"<br>1080ihp<br>C. D. Holmes & Co. Ltd.<br>2SB220lb hs (4300) 6 cf<br>1×20kW 110V |
| 6825737<br>ELPB<br>3117<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GLAFKOS**<br>**Glafkos Shipping Co. Ltd.**<br>Monrovia Liberian | 16475<br>10640<br>28687 | ✠100A1<br>Strengthened for ore cargoes Nos. 1, 4 & 6 holds may be empty<br>✠LMC<br>EL F†2½"U2 | **1968**–10 Hakodate Dock Co. Ltd.—Hak<br>593' 2" (incl. BB) 76' 0" 34' 8½"<br>557' 9" 75' 9½" 47' 7"<br>P103' F45' 1 dk<br>NS 9BH<br>rf 2" DK fwd WB12556t incl. comb. btm & side tks in Nos. 2–6 holds 3645t & top-side tks in holds 3469t | M Bulk Carrier Mchy.aft<br>7 Ho 49', 63½', 73½', 44¾', 57¾', 68½', 57¾'<br>G.1307345 B.1156864<br>7 Ha (stl) (22½', 42', 42', 31½', 36¾' 42', 36¾'×31½')<br>14W Der 14(10) | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Ishikawajima-Harima Hvy Ind.<br>AuxB (o.f) 100lb AuxB (ex.g)<br>3×320kW 450V 60c/s a.c. |
| 6906866<br>ELVZ<br>3151 | **GOLAR RON**<br>**Ocean Oil Enterprise Inc.**<br>Monrovia Liberian | 51500<br>—<br>106000 | 100A1<br>oil tanker<br>Class contemplated | Kawasaki Dkyd Co. Ltd.—Kob<br>853' 0" (incl. BB) 131' 4" 49' 6¾"<br>803' 10" 131' 2" 67' 7" | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>Kawasaki Dkyd Co. Ltd. |
| 6907690<br>SVDS<br>Df Esd<br>Gc Rdr<br>RTm/h | **GOLDEN CROSS**<br>**Golden Cross Steamship Inc.**<br>Piræus Greek | 11148<br>6928<br>16493 | | **1968** Nippon Kokan—Shimizu<br>477' 3" 72' 4" 30' 7½"<br>449' 4" 72' 2" 40' 8"<br>P89' 2 dks | M Mchy.aft<br>6 Ho 53', 59½', 59½', 43½', 59½', 54'<br>G.825859 B.759606<br>6 Ha (stl) (31½'×26½') (32½', 32½', 21½', 32½', 32½'×34½')<br>12W Der 4(10) 8(5) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Uraga Hvy Ind. Ltd.<br>3×260kW 440V 60c/s a.c. |
| 6909636<br>338148 | **GORE POINT**<br>**King's Lynn Conservancy Board**<br>King's Lynn British | 31<br>13<br>— | 100A1<br>Class contemplated | Brooke Marine Ltd.—Lwt<br>50' 0" 15' 7" 5' 0"<br>43' 0" 14' 7" 5' 11" | TM Pilot Launch | 2 Oil 4SA each 8Cy. 4½"×5½"<br>Caterpillar Tractor Co. |

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| 297 | **GOTLAND** | T.Mk | | 1956 Alfred Hagelstein—Lbc | M (2P) Mchy.aft | Oil 4SA 8Cy. 320×450 mm | |
| WS | exNordlander–68 | 998 | | 262′ 6″ 35′ 5″ 16′ 5″ | 2 Ho 67′, 99′ | 1000bhp | |
| | exAnne Reith–68 exAssen–64 | 625 | GL | 242′ 5″ 35′ 4″ 20′ 6″ | | Klöckner-Humboldt-Deutz | Kln |
| Esd | **Parterneederei m.s.** | 2332 | | 2 dks | 2 Ha (49½′, 80¾′×19¾′) | 3×60, 60, 30kW 380V 50c/s a.c. | 10½k |
| Rdr | **"Gotland"** | | | RW len & deepened 68 | | | |
| Tm | Gunther Schulz Schulauer | | | rt 3″ | | | |
| | Schiffahrtskantor | | | | | | |
| | Hamburg W. German | | | | | | |
| 372 | **GRECIAN** | 500 | | 1966 Scheepsw. Kramer & Booy— | M OSD/CSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm | |
| MA | exAndromeda–69 | 306 | | Koostertille | | 1400bhp | |
| | **Rederij Andromeda** | 1317 | BV | 263′ 5″ 38′ 9″ 11′ 6½″/— | G.126573 B.111978 | Klöckner-Humboldt-Deutz | Kln |
| Esd | **C.V.o.A.** | 1450 | | 226′ 4″ 38′ 5″ 21′ 8″ | 2 Ha (58′, 56′×23′) | | 13k |
| RT | Willemstad Netherland | 983 | | 1 dk & S dk | Der 2(3–5) 2(3) | | |
| | (Antilles) | — | | | | | |
| 7391 | **GÜÇLÜ** | 149 | | 1968 Suleyman Saim Birkok—Ist | M Mchy.aft | Oil 4SA 6Cy. 250×340 mm | |
| | | — | | 116′ 4″ 23′ 6″ 8′ 10″ | | 300bhp | |
| | **Dursun Ali Güçlü** | 250 | | 103′ 8″ 23′ 5½″ 9′ 10″ | | | Russia |
| | Istanbul Turkish | | | 1 dk | | | |
| 3023 | **GUNDA BRÖVIG** | 13089 | | 1962 Tangen Verft—Kragerø | M Tanker Mchy.aft | Oil 2SA 6Cy. 750×2000 mm | |
| NGJ | exOlymp–68 | 7556 | | 577′ 1″ 72′ 0″ 30′ 10″ | 30 Ta | 9300bhp B&W | 1490t |
| | **Th. Brövig** | 19720 | NV | 525′ 0″ 71′ 10″ 40′ 1″ | L.946000 | A/S Akers M/V | Osl |
| Esd | Farsund Norwegian | | | 1 dk | | 2×400kW 440V 60c/s a.c. | 15k |
| Pfd | | | | RW | | | |
| RT | | | | rf 2″ | | | |
| 09193 | **GUNDULIC** | 10200 | | 1968 Ast. de Cadiz S.A.—Sev | M Mchy.aft | Oil 2SA 6Cy. 680×1250 mm | |
| | | 6850 | | 471′ 5″ (incl. BB) 67′ 10″ 30′ 4¼″ | | 8000bhp Sulzer | |
| | **Atlantska Plovidba** | 15540 | | 422′ 6″ 67′ 9″ 41′ 9″ | | Ast. de Cadiz S.A. | Val |
| Of Esd | Dubrovnik Yugoslav | | | 2 dks | | | |
| c Rdr | | | | | | | |
| RT | | | | | | | |
| 23621 | **GUNNY** | 3201 | | 1947 A/S Bergens M/V—Bgn | M OSD | Oil 2SA 7Cy. 520×900 mm | |
| MDZ | exMarianne–69 | 1857 | | 363′ 1″ 50′ 1″ 21′ 3½″ | 4 Ho | 2650bhp NE61 Götaverken | 814t |
| | **Eilert Lund's Rederi A/S** | 5200 | NV | 337′ 11″ 49′ 11″ | G.344750 B.316550 | Empresa Nacional "Elcano" | Val |
| Esd | Eilert Lund | | | B109′ F21′ 1 dk & S dk | 5 Ha (27½′, 37¾′, 23½′, 35¼′, 30½′×17′) | | 12k |
| Pfd | Bergen Norwegian | | | | 12W Der 1(40) 1(25) 10(5) 2(3) | | |
| Rdr | | | | | | | |
| | Now **PROSPERITY** See New Entries No. 12 | | | | | | |
| 407 | **GYDA C** | 3228 | BV | 1920–4 Murdoch & Murray Ltd.—P.Gl | M | Oil 4SA 7Cy. 400×600 mm | |
| XF | exGyda–69 exJ. C. Ertel–66 | 1806 | | *347·8′* 43′ 10″ 21′ 2″ | | 1470bhp NE58 | 395t |
| | exLise–56 exCetus–53 | 5157 | ✠Classed LR until 12/63 | 43′ 8″ 25′ 9″ | G.193358 B.176310 | Masch. Augsburg-Nürnberg | Aug |
| Esd | exMoto–36 | | | P47′ Q124′ F31′ 1 dk Well dk | 5 Ha (36¼′, 35½′, 28′×31½′) (28′×31¼′) | | 10k |
| Rdr | **H. F. Cordes & Co.** | | | | (28′×30′) | | |
| RT | Hamburg W. German | | | R len 59 | 8W | | |
| 963 | **GYOKUYO MARU** | 10251 | | 1968 Nipponkai Hvy Ind. Co. Ltd.— | M Mchy.aft | Oil 4SA 16Cy. 400×460 mm | |
| IGI | | 6598 | | Toyama | | 7440bhp | |
| 960 | **Yasuda Shintaku Ginko** | 16322 | NK | 491′ 0″ 74′ 3″ 29′ 10″ | | Nippon Kokan | Yka |
| Esd | **K.K.** | | | 464′ 5″ 74′ 2″ 39′ 4″ | | | |
| Pfd | Tokyo Japanese | | | 2 dks | | | |
| RT | | | | | | | |
| 7975 | **HAKUSEI MARU No. 8** | 690 | | 1969 Imai Zosen—Kochi | M Liquefied Gas Carrier Mchy.aft | Oil 4SA 8Cy. 260×320 mm | |
| | | — | | 30′ 11″ 11′ 2″ | | 750bhp | |
| | **Kato Unyu Y.K.** | — | | 167′ 4″ 30′ 10″ 14′ 5″ | | Daihatsu Kogyo | Osa |
| dr RT | Mikame Japanese | | | 1 dk | | | |
| | | | | RW | | | |
| 907987 | **HAKUYO MARU No. 3** | 150 | | 1969 Nishii Dock Co. Ltd.—Ise | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×420 mm | |
| | | — | | 20′ 5″ 7′ 10″ | | 600bhp | |
| | **M. Sakihara** | — | | 98′ 5″ 20′ 4″ 9′ 2″ | | Matsui Tekkosho | Ise |
| dr RT | Okinawa Japanese | | | 1 dk | | | |
| | | | | RW | | | |
| 07999 | **HAMAKAWA MARU** | 151 | | 1968 Kanagawa Kigyo K.K.—Yka | M Tanker Mchy.aft | Oil 4SA 6Cy. 200×240 mm | |
| 2602 | | 95 | | 103′ 2″ 24′ 4″ 7′ 6″ | | 200bhp | |
| 5428 | **S. Kanesaka** | 300 | | 98′ 10″ 24′ 3″ 8′ 3″ | | Yanmar Diesel Eng. Co. Ltd. | Osa |
| | Yokohama Japanese | | | 1 dk | | | |
| 8008 | **HAMATO MARU No. 35** | 285 | | 1968 Narazaki Zosen—Muroran | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm | |
| VQ | | 138 | | 167′ 8″ 27′ 7″ 11′ 0″ | | 800bhp | |
| 2531 | **Y. Hamamoto** | — | | 142′ 0″ 27′ 6″ 11′ 8″ | | Niigata Eng. Co. Ltd. | Niigata |
| Rdr | Nemuro Japanese | | | 1 dk | | | |
| 3010 | **HAMAYOSHI MARU** | 134 | | 1968 Tokushima Zosen—Fukuoka | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm | |
| AAI | **No. 83** | 55 | | 123′ 0″ 21′ 0″ 9′ 2″ | | 550bhp | |
| 4357 | **Hamaguchi Gyogyo K.K.** | — | | 101′ 6″ 20′ 11″ 9′ 10″ | | Daihatsu Kogyo | Osa |
| Esd | Fukuoka Japanese | | | 1 dk | | | |
| Rdr | | | | | | | |
| RT | | | | | | | |
| 3022 | **HAMAYOSHI MARU** | 134 | | 1968 Tokushima Zosen—Fukuoka | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm | |
| 2831 | **No. 85** | 55 | | 123′ 0″ 21′ 0″ 9′ 2″ | | 550bhp | |
| 4358 | **Hamaguchi Gyogyo K.K.** | — | | 101′ 6″ 20′ 11″ 9′ 10″ | | Daihatsu Kogyo | Osa |
| RT | Fukuoka Japanese | | | 1 dk | | | |

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| 5339547<br>DGHE<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAMBURGER BURG**<br>exThomas Schulte–69<br>**Heiner Braasch**<br>**Schiffahrtsges.**<br>Bernh. Schulte<br>Hamburg W. German | **1319**<br>612<br>2280<br>**1998**<br>1369<br>3340 | <br><br>BV | **1957** P. Lindenau–Kel<br>256' 1" 41' 1" 16' 3½"/20' 6"<br>241' 2" 41' 0" 24' 7"<br>F21' 1 dk & S dk<br><br>rf 2" | M OSD/CSD Mchy.aft<br>2 Ho 79½', 77½'<br>G.143600 B.134240<br>2 Ha (stl) (each 59'×21')<br>8W Der 8(3–5) | Oil 4SA 8Cy. 400×600 mm<br>1680bhp<br>Masch. Augsburg-Nürnberg<br>3×75, 75, 36kW 220V d.c. |
| 5017292<br>DAII<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **HAMBURGER TOR**<br>exAngelica Schulte–69<br>**Heiner Braasch Schiffahrts-**<br>**ges. m.s. "Hamburger Tor"**<br>**K.G.**<br>Bernh. Schulte<br>Hamburg W. German | T.Mk<br>**1309**<br>607<br>2280<br>**1996**<br>1362<br>3280 | <br><br>GL | **1958** P. Lindenau—Kel<br>256' 1" 41' 1" 16' 3½"/20' 3½"<br>241' 2" 41' 0" 24' 6"<br>F21' 2 dks<br><br>rf 2" | M Mchy.aft<br>2 Ho 79½', 77½'<br>G.143600 B.134200<br>2 Ha (each 59' comb.×21')<br>8W Der 8(3–5) | Oil 4SA 8Cy. 400×600 mm<br>1680bhp<br>Masch. Augsburg-Nürnberg<br>3×75, 75, 36kW 220V d.c. |
| 6812273<br><br>332004<br>Esd RT | **HAMERSLEY COMET**<br><br>**Hamersley Iron Pty. Ltd.**<br>Fremantle British | **296**<br>—<br>— | ✠100A1<br>tug<br>Dampier harbour service<br>✠LMC<br>MN480 EL 1¼"U1 | **1968**–5 Adelaide Ship Cons. Pty. Ltd.—<br>Adl<br>115' 10" 29' 8" 13' 4½"<br>106' 5" 29' 4½" 14' 5"<br>B38'<br>4BH<br>rf 29" Box K 13" | M Firefighting Tug<br><br><br>1 Ha (w) (4½'×4')<br>1 Ha (stl) (1½'×1½') | Vee Oil 4SA 16Cy. 10"×12"<br>reduction geared<br><br>English Electric Co.<br>Newton-le-W<br>2×75kW 415V 50c/s a.c. |
| 6908034<br><br>104387<br>Esd Rdr<br>RTv | **HANKYU No. 6**<br><br>**Hankyu Ferry K.K.**<br>Shimonoseki Japanese | **5011**<br>3380<br>2001 | | **1968** Hayashikane Zosen—Smk<br>418' 11" 63' 0" 14' 5"<br>393' 9" 62' 11" 21' 0"<br>1 dk | TM Ferry (1200P) Mchy.aft | 2 Oil 4SA each 16Cy. 300×420 m<br>7200bhp MAN<br>Mitsubishi Hvy Ind. Ltd.<br>2×184kW 445V a.c. |
| 5288413<br>LAXZ<br><br>Df Pfd<br>RT | **HAREIDINGEN**<br>exR 7–68 exBusen 6–60<br>exStar I–55 exKos 25–48<br>exTirol–46<br>**Johan E. Hareide**<br>**Partrederi**<br>Ålesund Norwegian | **569**<br>246<br>— | | **1941** Akers M/V A/S—Osl<br>172' 3" 28' 8" 15' 0"<br>160' 0" 28' 6" 17' 6"<br>1 dk<br><br>BK8" | S Whaler<br><br><br><br>1W | T 3Cy. 19" 32½" & 56"×27"<br>343ihp<br>Kaldnes M/V |
| 5012905<br>5UYZ<br><br>Df Esd<br>Gc Pfd<br>Rdr | **HARITOMENI**<br>exGuasco–68 exAlteland–67<br>**Hatzinicolaou Bros.**<br>Rodos Greek | **787**<br>437<br>— | <br><br>AB | **1950** H. C. Stülcken Sohn—Ham<br>189' 2" 28' 6" 12' 5½"<br>167' 10" 28' 7" 16' 3"<br>F23'<br>RW conv trawler '67 | S<br><br><br><br>1W | T 3Cy. 15¾" 25½" & 41 1/16"×27 1/16"<br><br>H. C. Stülcken Sohn |
| 6908046<br><br><br>Rdr RT | **HARUMI MARU**<br><br>**Harumi Unyu K.K.**<br>Tokyo Japanese | **699**<br>—<br>— | | **1969** Tokushima Zosen—Tokushima<br>208' 8" 32' 5"<br>190' 3" 32' 4" 15' 11"<br>1 dk<br>RW | M Ref Mchy.aft | Oil 4SA 6Cy. 380×520 mm<br>1500bhp<br>Nippon Hatsudoki |
| 6815603<br>GYQF<br>336910<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAVERTON**<br><br>**Haverton Shipping Ltd.**<br>London British | **32409** ~~32312~~<br>**20905** ~~20494~~<br>57200 | ✠100A1<br>strengthened for ore cargoes, holds 3 & 7 may be empty (cc)<br>✠LMC UMS<br>EL (M†)3¼"U2 | **1968**–10 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>760' 1" (incl. BB) 96' 4" 41' 9"<br>724' 6" 96' 0" 56' 6"<br>P107' F48' 1 dk<br>rf 4" WB27847t incl. Comb. btm & side tanks in Nos. 1, 2 & 3 holds 2464t Top-side tanks in Nos. 1, 2, 8 & 9 holds 3774t Comb. topside & underdeck tanks in Nos. 3–6 holds 5066t | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 840×1800 mm<br>13800bhp B&W<br>Harland & Wolff Ltd.<br>AuxB (o.f) 100lb AuxB (ex.g) 100lb<br>4×370kW 450V 60c/s a.c. |
| 6815184<br>GYTJ<br>336908<br>Esd Rdr<br>RT | **HAZIM**<br><br>**Kuwait Oil Co. Ltd.**<br>London British | **334**<br>1<br>195 | ✠100A1<br>tug<br>✠LMC<br><br>EL 1½" | **1968**–10 Charles D. Holmes & Co. Ltd.—<br>Bev<br>133' 5" 33' 1" 12' 4½"<br>120' 0" 31' 6" 14' 4"<br>RAD5'<br>3BH<br>rf 18" BK2" WB51t | M Firefighting Tug | Oil Engine 4SA 9Cy. 12½"×14½"<br>reduction geared<br>Ruston & Hornsby<br>2×98kW 440V 50c/s a.c. |
| 6909203<br>JK2460<br>100657<br>Rdr | **HEIUN MARU**<br><br>**K. Koike**<br>Ohsaki Japanese | **199**<br>107<br>400 | | **1968** Koike Zosensho—Kinoe<br>123' 0" 23' 0" 9' 10"<br>109' 11" 22' 11" 10' 10"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 220×280 mm<br>500bhp<br>Ishibashi Kogyo |
| 5146196<br>OGDS<br>1260<br>Df Esd<br>Gc Rdr<br>RT | **HEKTOS**<br><br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | T.Mk<br>**1584**<br>749<br>2780<br>**2654**<br>1369<br>3540 | ✠100A1 SS 9/68<br>Ice Class 1<br>✠LMC<br><br>MN480 EL Q 1 1/16"SQ | **1961**–3 Wärtsilä Kon. Crichton-Vulcan—<br>Åbo<br>332' 3" 43' 1" 17' 8"/20' 1"<br>301' 6" 43' 0" 24' 8"<br>F37' RAD65' 2 dks<br>Coll BH to U dk 4 to 2nd dk Ien 68<br>rf 4" WB658t incl. DTs155t | M Mchy.aft<br>2 Ho 127½', 74½'<br>G.190320 B.175495<br>5 Ha (stl) (28½'×20') (29½', 29½', 29½', 29½'×34½')<br>4W Cr 4(5) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan |
| 6904272 | **HERCULES**<br><br>**Government of Sweden**<br>**(Marinmaterielförvalt-**<br>**ningen)**<br>Stockholm Swedish | **70**<br>—<br>— | 100A1<br>tug<br>Class contemplated | A/B Åsi-Verken—Åmål<br>62' 3" 21' 7" 9' 6"<br>59' 0" 20' 5" 12' 3" | M Tug | 3 Oil 4SA each 6Cy. 127×<br>geared to sc. shaft<br>A/B Scania-Vabis |

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| 832<br>Esd<br>RT | **HERMANOS FERNANDEZ PINO**<br>**J. & R. Fernandez Pino**<br>Vigo Spanish | 214<br>—<br>— | | **1968** Const. Nav. Santodomingo—Vgo<br>... ... ...<br>90′ 3″ 23′ 4″ 11′ 6″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 12Cy. 185×200 mm<br>600bhp<br>Moteurs Baudouin Msl |
| 058<br>KTV<br>469<br>Esd<br>Pfd<br>RT | **HIKO MARU**<br>**Sanko Kisen K.K.**<br>Tokyo Japanese | **11600**<br>7100<br>19390 | | **1969** Mitsui Zosen—Tmn<br>508′ 8″ (incl. BB) 74′ 11″ 30′ 5½″<br>479′ 0″ 74′ 9½″ 41′ 0″<br>1 dk | M Mchy.aft | Oil 2SA 7Cy. 620×1400 mm<br>9400bhp B&W<br>Mitsui Zosen Tmn |
| 210<br>775<br>045<br>Rdr | **HINODE MARU No. 5**<br>**Hinode Kaiun K.K.**<br>Kawajiri Japanese | **491**<br>265<br>1000 | | **1968** Akitsu Dock K.K.—Akitsu<br>178′ 2″ 29′ 7″ 13′ 5″<br>162′ 5″ 29′ 6″ 14′ 9″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 380×540 mm<br>1100bhp<br>Nippon Hatsudoki Kob |
| 7406 | **HIRA**<br>**Veysel Vardal**<br>Istanbul Turkish | **450**<br>—<br>650 | | **1969** Suleyman Saim Birkok—Ist<br>180′ 2″ 27′ 7″ 10′ 10″<br>164′ 1″ 27′ 6½″ 11′ 10″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>850bhp<br>Atlas-Mak Masch. Kel |
| 9222<br>MHJ<br>4341<br>Esd<br>Rdr<br>RT | **HIRO MARU No. 86**<br>**Murayama Suisan K.K.**<br>Fukuoka Japanese | **115**<br>42<br>— | | **1968** Hakata Dock—Fukuoka<br>113′ 6″ 20′ 1″<br>98′ 2″ 20′ 0″ 9′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×380 mm<br>700bhp<br>Daihatsu Kogyo Osa |
| 909234<br>M2823<br>104342<br>RT | **HIRO MARU No. 88**<br>**Murayama Suisan K.K.**<br>Fukuoka Japanese | **115**<br>42<br>— | | **1968** Hakata Dock—Fukuoka<br>113′ 6″ 20′ 1″<br>98′ 2″ 20′ 0″ 9′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×380 mm<br>700bhp<br>Daihatsu Kogyo Osa |
| 17687<br>YRD<br>14255<br>Esd<br>Rdr<br>RT | **HISTORIAN**<br>***Charente Steamship Co. Ltd.***<br>T. & J. Harrison Ltd.<br>Liverpool British | T.Mk<br>**5626**<br>2929<br>8540<br>**8454**<br>4710<br>11100 | **✠100A1**<br>DTsf—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Z 2$\frac{3}{16}$″U2 | **1968**–11 Doxford & Sunderland S.B. & E. Co.—Pallion Shipyard, Sld<br>494′ 0″ 63′ 3″ 25′ 3″/29′ 2½″<br>460′ 0″ 63′ 0″ 37′ 9″<br>P92′ F56′ 2 dks, 3rd dk in No. 1 hold<br>7BH<br>rf 4″ WB2057t incl. Tunnel tanks 257t DTf842t | M Ref<br>4 Ho 49½′, 38¼′ DT, 85¼′, 81′, 72′<br>G.601960 B.543310 In.7960<br>5 Ha (stl) (31½′, 20¼′×22′) (54′, 54′×43′) (61¾′×28′)<br>7W Cr 2(10) 3(5) Der 1(150) 1(10) 4(5) | Oil 2SA 8Cy. 760×1550 mm<br>12800bhp 1265t (hvf)<br>Sulzer Bros. Ltd. Win<br>2AuxB (1 o.f 1 ex.g) 100℔<br>4×408, 408, 272, 272kW 440V 60c/s a.c.<br>18k |
| 060<br>Esd<br>Pfd<br>RT | **HOJYO MARU**<br>**Kinkai Yusen K.K.**<br>Tokyo Japanese | **3850**<br>—<br>6450 | | **1969** Setoda Zosen—Setoda<br>53′ 11″ 22′ 4″<br>328′ 2″ 53′ 10″ 27′ 10″<br>1 dk<br>RW | M Cement Carrier | Oil 2SA 6Cy. 420×900 mm<br>3300bhp B&W<br>Hitachi Zosen Sakurajima |
| 911<br>Esd<br>Pfd<br>Rdr<br>m/h/v | **HONG KONG MAIL**<br>**American Mail Line Ltd**<br>Portland, Or. United States | T.Mk<br>**11559**<br>6727<br>18000<br>**15949**<br>10002<br>22208 | | **1969** Newport Ns. S.B. & D.D. Co.—N.Ns<br>605′ 0″ 82′ 2″ 31′ 2″/35′ 0½″<br>582′ 6″ 82′ 0″ 46′ 0′<br>F120′ 2 dks, 3rd dk fwd & aft<br>RW<br>rf nil | S Ref<br>7 Ho 64¼′, 75′, 70′, 70′, 62′, 60′. 49½′<br>G.1082207 In.21839<br>7 Ha (stl) (28½′×22½′) (42½′, 42½′, 42½′, 35′, 35′, 27½′×25½′)<br>24W Der 1(70) 20(20) 4(15) | 2 S Turb dr geared to sc. shaft<br>21600shp (o.f)<br>General Electric Co. Lyn<br>2×1250kW 450V 60c/s a.c. |
| 335046<br>179886<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HONGKONG WEAVER**<br>exS. A. Venture–69<br>exSouth African Venture–66<br>exMorgenster–61<br>exWesterly Victory–47<br>**International Export Lines Ltd.**<br>Nassau British | **7607**<br>4640<br>10799 | **100A1** SS12/64<br>**LMC**<br>EL (c†)2⅛″SQ | **1944** Bethlehem-Fairfield—Bal<br>455′ 3″ 62′ 2″ 23′ 6¾″<br>437′ 7″ 62′ 0″ 38′ 0″<br>F89′ 2 dks, 3rd dk fwd of mchy. space<br>7BH<br>rf nil WB3733t incl. Tunnel tanks 1648t DTsf703t | S (4P)<br>5 Ho 57¼′, 45′, 78′, 80′, 75′<br>G. 568475 B.492994<br>5 Ha (25′, 24′, 36′, 36′, 36′×22¼′)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6000shp 2207t (o.f)<br>Westinghouse Elec. & Mfg Co. Pbg<br>2WTB 525℔ Spt 475℔ hs9302<br>2×300kW 220V d.c. 16k |
| 51282<br>IOCB<br>1-HK<br>Esd<br>Rdr | **HORIS**<br>exKowloon–69 exHinsang–65<br>exEmpire Perlis–46<br>**Concordia Kinabatangan Shipping S.A.**<br>Panama Panamanian | *3541*<br>*2239*<br>4131 | **✠100A1** SS 6/66<br>with freeboard<br>**✠LMC**<br>EL u | **1944**–7 W. Gray & Co. Ltd.—Hpl<br>328′ 0″ 46′ 6″ 20′ 10″<br>312′ 0″ 46′ 4″ 24′ 9″<br>P82′ Q197′ F29′ Trunk on Upr dk 88′ on Q117′ 1 dk<br>R NS 6BH<br>WB1470t | S Mchy.aft<br>G.250692 B.239763<br>4 Ha (24½′×20′) (24¾′, 40′, 22′×26′)<br>1W Der 2(15) 4(10) 2(8) | T 3Cy. 20″ 31″ & 55″×39″<br>1500ihp 606t (o.f)<br>Cen. Mar. Eng. Wks Hpl<br>2 SB 200℔ Spt hs(4546) 6cf<br>2×20kW 110V d.c. 10½k |
| 3267<br>ENT | **HORISONT**<br>exLangenes–68<br>**Ivar Kjerstad & Kåre Haram**<br>Ålesund Norwegian | **144**<br>43<br>— | | **1951** Austerheims Båtbyggeri—Sandane<br>*95·2′* 23′ 4″<br>... ... ... | Wood M Fishing Mchy.aft | Oil 4SA 5Cy. 260×400 mm<br>550bhp NE67<br>A/B Jönköpings Motfb. Jönköping |
| 8632<br>BHG<br>4540<br>Esd | **HOUSHUN MARU**<br>exIkuta Maru–68<br>**Howa Kaiun K.K.**<br>Japanese | **2443**<br>1359<br>3333 | NK | **1949** Mitsubishi Jukogyo—Kob<br>296′ 8″ 41′ 2″ 19′ 11½″<br>278′ 10″ 41′ 0″ 21′ 10″<br>P21′ B76′ F28′ 1 dk<br>RW | M<br>2 Ho<br>G.165732 B.157186<br>2 Ha (66½′×18′) (55¾′×21¼′)<br>12W Der 4(10) 4(5) | Oil 4SA 6Cy. 470×670 mm<br>1800bhp Emade58fitted63 316t<br>Akasaka Tekkosho Yaizu<br>2×40kW 105V d.c. 12k |

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| 6525428<br>BVBD<br>15<br>Df Esd<br>Gc Rdr<br>RT | **HUA HSI**<br>**China Sea-Products Development Corp.**<br>Kaohsiung China (Taiwan) | 379<br>210<br>— | CR (Taiwan) | **1965** Miho Zosensho—Shimizu<br>156' 10" 25' 4" 10' 2"<br>137' 10" 25' 3" 11' 4"<br>1 dk | M Fishing Mchy.aft<br>3 Ho 49½', 17½', 12½'<br>5 Ha (5', 5'×5') (4½', 4½', 3½'×3½')<br>1W Der 4(1) | Oil 4SA 6Cy. 300×440 mm<br>800bhp<br>Akasaka Tekkosho<br>2×80kW 230V 60c/s a.c. |
| 6818514<br>GYTU<br>336956<br>Esd Rdr<br>RT | **HUMAM**<br>**Kuwait Oil Co. Ltd.**<br>London British | 334<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br>EL 1½" | **1968**–11 Charles D. Holmes & Co. Ltd.—Bev<br>133' 5" 33' 1" 12' 4½"<br>120' 0" 31' 6" 14' 4"<br>RAD5'<br>3BH<br>rf 18" WB51t | M Firefighting Tug | Oil 4SA 9Cy. 12½"×14½" reverse reduction geared<br>Ruston & Hornsby<br>2×98kW 440V 50c/s a.c. |
| 6906878<br>ELTW<br>3111<br>Df Esd<br>Gc Rdr<br>RT | **IMA**<br>**Alcyonia Corp.**<br>Monrovia Liberian | 27989<br>20622<br>57650 | AB | **1968** Nippon Kokan—Tsu<br>742' 10" 102' 3" 40' 8¼"<br>710' 0" 102' 0" 57' 6"<br>P112' B23' F64' 1 dk<br>rf 4" | M Bulk Carrier Mchy.aft<br>7 Ho 70', 88', 87', 52', 88', 74', 83'<br>G.2405250<br>1 Ha (stl) (34½'×31½')<br>11 Ha (stl) (each 29½'×42') | Oil 2SA 8Cy. 900×1550 mm<br>17600bhp Sulzer<br>Uraga Hvy Ind. Ltd.<br>2×540kW 450V 60c/s a.c. |
| 6909246<br>OAPB<br>Df Esd<br>Gc Rdr | **INCA HUAYNA CAPAC**<br>**Corporacion Peruana de Vapores**<br>Callao Peruvian | 9500<br>5400<br>13250 | | **1968** Soc. Española de Const. Nav.—Bbo<br>514' 6" 64' 8" 29' 8 1/16"<br>470' 0" 64' 6" 39' 3"<br>2 dks<br>RW | M CSD | Oil 2SA 6Cy. 760×1550 mm Sulzer<br>Soc. Española de Const. Nav. |
| 5189796<br>OXVL<br>RTm | **INGLITO**<br>exKjærenæs–69 exLibra–62<br>exKarl–56 exJohanna<br>**T. J. Pedersen**<br>Rønne Danish | 150<br>85<br>260 | GL | **1915** P. C. v.d. Meer—Vla<br>112' 2" 21' 6"<br>10' 0"<br>1 dk<br>R len 52 | Aux Lr<br>1 Ho 65½'<br>1 Ha (52½'×13')<br>Der 1(1½) 2(1) | Oil 2SA 4Cy. 230×400 mm<br>300bhp NE56<br>Alpha-Diesel A/S |
| 6909698<br>Df Rdr | **INTERNATSIONAL**<br>**U.S.S.R.**<br>Russian | 14164<br>8462<br>20000 | | **1968** Stocznia im. Komuny Paryskiej—Gdy<br>581' 7" 73' 6"<br>544' 7" 30' 9"<br>1 dk | M Tanker Mchy.aft<br>19 Ta<br>L.979986 | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>H. Cegielski |
| 5218999<br>SWAF<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **IRA**<br>exManchester Mariner–68<br>**Mira Cia. Nav. S.A.**<br>Piræus Greek | T.Mk<br>5883<br>3398<br>9200<br>7757<br>4579<br>10195 | ✠100A1 SS 2/67<br>tunnel side tanks No. 6 hold—vegetable oil<br>✠LMC<br>MN1280 EL c†2¼"SQ | **1955**–3 Cammell Laird & Co. (S.B. & E.) Ltd.—Bkn<br>465' 11" 60' 3" 26' 9¾"/28' 6½"<br>436' 0" 60' 0" 38' 4"<br>F45' 2 dks, 3rd dk clear of mchy. space<br>RW Coll & 2 BH to U dk 4 to 2nd dk<br>rf 5" DK fwd WB3029t incl. DTm1048t DTa793t | S (12P) Ref<br>6 Ho 58½', 76¾', 35', 32½', 57½', 57½'<br>G.515345 B.464062 In.20786<br>6 Ha (27' 40', 15', 17½', 32½', 27½'×19½')<br>16W Der 4(10) 12(5) | 2 S Turb sr geared to sc. shaft<br>6400shp<br>Cammell Laird & Co. (SB & E) Ltd.<br>2WTB 300lb Spt 650° F. 290lb<br>3×45kW 110V a.c. |
| 5270777<br>IMMG<br>Df Esd<br>Rdr<br>RTm | **IRIDE**<br>exParklaan–69<br>**Luigi G. Melloni**<br>Savona Italian | 500<br>304<br>940 | ✠100A1 SS 5/66<br>✠LMC<br>MN174 EL k 1¼"SQ | **1962**–1 Scheeps. "Vooruitgang"—Foxhol<br>210' 1" 31' 10" 12' 3"<br>190' 6" 31' 6"<br>P44' Q100' 1 dk & pt S dk<br>RW Coll BH to S dk 2 to Q dk<br>rf 4" WB295t | M (2P) Mchy.aft<br>1 Ho 128' 1 TwD 66½'<br>G.58870 B.50860<br>2 Ha (44', 41½'×16½')<br>4W Der 4(5) | Oil 4SA 6Cy. 330×600 mm<br>870bhp<br>N.V. Werkspoor |
| 5369097<br>DLXL<br>Df Esd<br>Gc Rdr<br>RT | **IRIS**<br>exAlk–68 exTrolleggen–65<br>**Iris Schiffahrtsges. Schmidt & Co. K.G.**<br>Flensburg W. German | 2885<br>1296<br>—<br>4596<br>2380<br>5970 | NV | **1958** A/S Stord—Lervik<br>375' 1" 50' 7" 20' 7½"/23' 7"<br>345' 11" 50' 6" 32' 1"<br>P&B108' F41' 1 dk & S dk<br>rf 3" | M OSD/CSD Mchy.aft<br>3 Ho<br>G.280612 B.269266<br>5 Ha (each 32½'×22')<br>10W Der 1(25) 10(5) | Oil 2SA 7Cy. 540×1150 mm<br>3600bhp<br>Gebr. Stork & Co.<br>2×256kW 440V 60c/s a.c. |
| 5093965<br>LDIE | **IS-OLA**<br>exDrot–68<br>**Åsmund Nordgård**<br>Harstad Norwegian | 178<br>72<br>130 | | **1906** K. Skaaluren—Rosendal<br>103' 0" 23' 2"<br>... ... ...<br>1 dk<br>conv sailing ship — | Wood M Fishing Mchy.aft | Oil 2SA<br>400bhp NE59<br>Wichmann Mtrf. |
| 6909571<br>Df Rdr | **ISAKOGORKA**<br>**U.S.S.R.**<br>Russian | 4896<br>2215<br>— | | **1968** A. Zhdanov—Len<br>400' 1" 54' 11" 22' 2½"<br>54' 9" 27' 4"<br>1 dk | M<br>4 Ho<br>G.257798<br>4 Ha (43½', 43½', 43½'×31½') (36'×26½')<br>Cr 4(5) | Oil 2SA 9Cy. 500×1100 mm B&W<br>Bryansk Eng. Wks |
| 6908072<br>JKNW<br>105123<br>Df Esd<br>Gc Rdr | **ISE MARU No. 18**<br>**S. Futagawa**<br>Nakaminato Japanese | 315<br>158<br>— | | **1968** Miho Zosensho—Shimizu<br>168' 8" 26' 4" 9' 10"<br>151' 3" 26' 3" 11' 10"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×500 mm<br>1000bhp<br>Akasaka Tekkosho |
| 5202524<br>WF3573<br>266684<br>RT | **J. S. ST. JOHN**<br>exLake Edward–67<br>**Esco Dredge & Fill Corp.**<br>Erie United States | 598<br>406<br>953 | | **1965** Smith's Shipyards Inc.—Pca<br>174' 0" 32' 2" 12' 0"<br>165' 10" 32' 0" 15' 0"<br>P49' F24' 1 dk<br>rf 3" | M Tanker Mchy.aft<br>8 Ta<br>L.37272 | Oil 4SA 6Cy. 355×485 mm<br>560bhp<br>Union Diesel Eng. Co. |

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|---|---|---|---|---|---|---|---|
| 2147<br><br>5<br>Esd<br>Rdr | **JACARANDA**<br>exSloman Malaga–69<br>exMalaga–62<br>exAugust Sartori–56<br>Launched as Götaland<br>**Stelios N. Characoglou**<br>Greek | **960**<br>540<br>1521<br>**1599**<br>1034<br>2047 | <br><br>GL | **1953** H. C. Stülcken Sohn—Ham<br>257′ 9″ 37′ 10″ 14′ 0⅛″/16′ 5½″<br>236′ 2″ 37′ 9″<br>B48′ F23′ 1 dk & S dk<br>RW<br>rf 4″ | M (4P) OSD/CSD Mchy.aft<br>2 Ho 61¾′, 91¾′<br>G.110500 B.103049<br>2 Ha (stl) (42′, 69′ comb.×14¾′)<br>6W Der 1(10) 2(3–5) 4(3) | Oil 4SA 7Cy. 400×600 mm<br>1280bhp<br>Masch. Augsburg-Nürnberg<br>3×75kW 230V d.c. | <br>154t (d.o)<br>Aug<br>11½k |
| 07341<br><br><br>Esd<br>Pfd<br>Rdr | **JAPAN AMBASSADOR**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | **10500**<br>6300<br>11800 | | **1969** Mitsubishi Hvy Ind. Ltd.—Kob<br>503′ 6″ 72′ 3″ 30′ 6″<br>467′ 5″ 72′ 2″ 43′ 11″<br>1 dk | M Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. | <br><br>Kob |
| 07353<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **JAPAN CEDAR**<br><br>**Japan Line Ltd.**<br>Tokyo Japanese | **33600**<br>20040<br>57700 | | **1969** Mitsubishi Hvy Ind. Ltd.—Kob<br>734′ 11″ (incl. BB) 104′ 5″ 40′ 0″<br>692′ 4″ 104′ 4″ 57′ 5″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 900×1550 mm<br>15000bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. | <br><br>Kob |
| 063758<br>WXA<br><br>Df Esd<br>Rdr<br>RTh | **JENBO**<br>exCarl Fridolf–69<br>**I/S Jenka**<br>Hans Hermansen<br>Marstal Danish | **299**<br>174<br>492 | <br><br>GL | **1962** J. J. Sietas Schiffsw.—Ham<br>161′ 5″ 28′ 5″<br>141′ 6″ 28′ 3″ 10′ 6″<br>P29′ F25′ 1 dk | M Mchy.aft<br>1 Ho 78¾′<br><br>1 Ha (78¾′×17¾′) | Oil 2SA 5Cy. 230×400 mm<br>350bhp<br>Alpha-Diesel A/S | <br>(d.o)<br>Fkn |
| 6907327<br>LADS | **JODONNA**<br><br>**I/S Lars Rej Johansen &**<br>**Knut A. Knutsen**<br>Lars Rej Johansen<br>Oslo Norwegian | **1165**<br>830<br>— | | **1968** Angyalfold Shipyard—Bdp<br>234′ 1″ 37′ 10″<br>... ... ... | M | Oil | |
| 907339<br>LACV | **JOERKA**<br><br>**I/S Lars Rej Johansen &**<br>**Knut A. Knutsen**<br>Lars Rej Johansen<br>Oslo Norwegian | **1165**<br>830<br>— | | **1968** Angyalfold Shipyard—Bdp<br>234′ 1″ 37′ 10″<br>... ... ... | M | Oil | |
| 38530<br>32070<br>47205<br>f Gc<br>Rdr | **JOHN J. TABELING**<br>exR. J. Perry–66<br>**Reliable Fuel Supply Co.**<br>**Inc.**<br>New York United States | **614**<br>509<br>650 | | **1945** Ira S. Bushey & Sons Inc.—<br>Brooklyn<br>*180·7′* 30′ 1″ 12′ 4″<br>180′ 2″ 30′ 0″ 13′ 3″<br>P34′ F25′ 1 dk<br>len 47 | M Tanker Mchy.aft<br><br>L.46000 | Oil<br>450bhp<br>Fairbanks, Morse & Co. | <br>11½t–2½pd<br>Beloit<br>10k |
| 52204<br>JXSM<br><br>f Esd<br>Gc Rdr<br>RTv | **JOHS. STOVE**<br>exBrissac–69<br>**Lorentzens Skibs A/S**<br>Lorentzens Rederi Co.<br>Oslo Norwegian | **11419**<br>6312<br>15628 | <br><br>NV | **1962** Ch. Réunis Loire-Normandie—Nts<br>509′ 10″ 67′ 1″ 29′ 6½″<br>475′ 8″ 66′ 11″ 37′ 1″<br>P233′ B82′ F94′ 1 dk<br>RW | M Mchy.aft<br>7 Ho<br>G.763570<br>7 Ha (23′, 44¼′, 22½′, 40¼′, 22½′, 40¼′,<br>22½′×31½′)<br>14W Der 14(5) | Oil 2SA 7Cy. 720×1250 mm<br>6300bhp Sulzer<br>Ch. de l'Atlantique | <br>1355t<br>St.N<br>14¾k |
| 6909923<br><br>253<br>Df Esd<br>Gc Rdr<br>*RT* | **JOINVILLE**<br><br>**Cie. Maritime des**<br>**Chargeurs Reunis**<br>Dunkirk French | **11650**<br>6460<br>13800 | | **1969** Ch. Nav. de La Ciotat—La Ciotat<br>515′ 1″ 71′ 7″ 31′ 10⅛″<br>478′ 2″ 71′ 6″ 41′ 0″<br>3 dks | M Ref Mchy.aft | Oil 2SA 6Cy. 900×1550 mm<br>13800bhp Sulzer<br>Cie. de Const. Méc. | <br><br>Mantes |
| 5389994<br>PFEY<br><br>Df Esd | **JONGE KLAAS**<br>exWillem Robert–69<br>**L. Hakvoort**<br>Urk Netherland | **120**<br>45<br>— | | **1957** Schpsw & Machfb. H. de Haas—<br>Maassluis<br>96′ 0″ 21′ 0″ 8′ 6¼″<br>83′ 8″ 20′ 8″ 10′ 11″<br>RW | M Trawler | Oil 2SA 7Cy. 190×360 mm<br><br>N.V. Machfbk. "Bolnes" | <br><br>Krimpen |
| 699820<br><br><br>Df Esd<br>Gc Rdr<br>RT | **JOSE CORNIDE**<br><br>**Agrupesca S.A.**<br>Spanish | **830**<br>—<br>— | | **1968** Maritima de Axpe—Bbo<br>180′ 5″ 34′ 3″ 15′ 7″<br>150′ 11″ 34′ 2″ 23′ 6″<br>2 dks | M Trawler Mchy.aft | Oil 4SA 6Cy.<br>1550bhp<br>Naval-Stork-Werkspoor | <br><br>Cdz |
| 907418<br>JJNX<br>105074<br>Df Esd<br>Gc Pfd<br>dr RT | **JUYO MARU**<br><br>**Taiyo Shosen K.K.**<br>Tokyo Japanese | **3411**<br>1793<br>4513 | | **1968** Hayashikane Zosen—Smk<br>364′ 6″ 53′ 3″ 22′ 6″<br>333′ 0″ 53′ 2″ 27′ 10″<br>1 dk | M Ref | Oil 2SA 7Cy. 520×1052 mm<br>6000bhp<br>Kobe Hatsudoki Seizosho | <br><br>Kob |

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| 6909258 | **KAIEI MARU No. 31**<br><br>**Kaiei Kaiun K.K.**<br>Yokohama Japanese | 498<br>321<br>1200 | | | **1968** Sokooshi Zosen—Hma<br>172' 0" 30' 3" 13' 5"<br>157' 2" 30' 2" 14' 5"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>650bhp<br>Hanshin Nainenki Kogyo |
| 6909260 | **KAIEI MARU No. 38**<br><br>**Kaiei Kaiun K.K.**<br>Yokohama Japanese | 499<br>280<br>1200 | | | **1968** Sokooshi Zosen—Hma<br>174' 10" 31' 3" 13' 9"<br>160' 9" 31' 2" 14' 5"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>650bhp<br>Hanshin Nainenki Kogyo |
| 6909272<br><br><br>Rdr | **KAIO MARU**<br><br>**G. Mizuguchi**<br>Heta Japanese | 354<br>174<br>600 | | | **1968** Sokooshi Zosen—Hma<br>152' 0" 26' 4" 11' 5"<br>137' 10" 26' 3" 12' 5"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 280×430 mm<br>750bhp<br>Hanshin Nainenki Kogyo |
| 6907420<br><br><br>Df Rdr<br>RT | **KAISEI MARU**<br><br>**Fuso Kaiun K.K.**<br>Kobe Japanese | 1500<br>—<br>3100 | | | **1969** Imabari Zosen—Imabari<br>41' 1" 18' 9"<br>246' 0" 41' 0" 21' 2"<br>1 dk<br>RW | M Tanker Mchy.aft | 2 Oil 4SA each 8Cy. 260×3<br>geared to sc. shaft<br>2000bhp<br>Daihatsu Kogyo |
| 6907432<br>JG2608<br>105159 | **KAKUHO MARU No. 62**<br><br>**Tsurumi Yuso K.K.**<br>Tokyo Japanese | 193<br>131<br>— | | | **1968** Sagami Zosen Tekkosho—<br>Yokosuka<br>124' 0" 25' 8" 8' 3"<br>119' 2" 25' 7" 8' 10"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 200×270 mm<br>300bhp<br>Yanmar Diesel Eng. Co. Ltd. |
| 5267237<br>SZQL<br>3<br>Esd Rdr<br>RT | **KALI LIMENES II**<br>exOtto–67<br>exEmpire Tegleone–54<br>exMarsteinen–45<br>**Seka S.A.**<br>Rethymnon Greek | 745<br>383<br>1079 | **100A1**<br>oil tanker<br>**LMC**<br><br>MN173 | TD 10/67<br><br><br><br>EL L | **1942** Sarpsborg M/V A/S—Greaker<br>223' 6" 31' 10" 11' 11"<br>203' 4" 31' 7" 13' 0"<br>P61' F27' Trunk 118' 1 dk<br>RW 11BH<br>rf 6" | M Tanker Mchy.aft<br>12 Ta<br>L.53500 HeCls. C | Oil 2SA 5Cy. 340×570 mm<br>865bhp Polar<br>Atlas-Diesel<br>2AuxB (1 o.f 1 ex.g) 100lb<br>2×20, 15kW 110V d.c. |
| 6907444<br><br>104756<br>Df Esd<br>Gc Rdr | **KAMOGAWA MARU No. 18**<br><br>**Shimosaki Kisen K.K.**<br>Kobe Japanese | 2956<br>—<br>5100 | | <br><br>NK | **1968** Shin-Yamamoto Zosen—Kochi<br>49' 4" 21' 2"<br>308' 5" 49' 3" 25' 3"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 470×820 mm<br>3200bhp<br>Ito Tekkosho |
| 5179416<br>ELMN<br>2973<br>Df<br>RTm | **KARANA III**<br>exPaladin–69 exKaitangata–68<br>**Maritime (Liberia) Inc.**<br>Monrovia Liberian | 2385<br>1331<br>2959 | **✠100A1**<br><br>**✠LMC** | SS 4/65<br><br><br><br>EL s | **1948–12** Henry Robb Ltd.—Lth<br>305' 4" 43' 6" 17' 5½"<br>290' 5" 43' 0" 19' 6"<br>P&B153' F27' 1 dk<br>RW NS 5BH<br>rf 4½" WB985t incl. DTm141t Tunnel tanks 62t | TM<br>3 Ho 44', 80', 78'<br>G.154910 B.145540<br>3 Ha (stl) (26', 55½', 51½'×26')<br>10W Der 10(5) | 2 Oil 2SA each 5Cy. 340×570 mm<br>1450bhp<br>British Polar Engines Ltd.<br>3×114kW 220V d.c. |
| 5132523<br>6ODH<br>1057<br>Df RT | **KARIN**<br>exGlory–68<br>**Cia. de Navegacion**<br>**Estrellita del Sur S.A.**<br>Mogadishu Somali Rep. | 323<br>148<br>380 | **BS✳**<br><br>**MBS✳**<br><br>MN48 | TD 10/67<br><br><br><br>CT298 C14 | **1939–2** G. & H. Bodewes Scheeps.—<br>Martenshoek<br>140' 2" 24' 2" 9' 3½"<br>125' 0" 24' 0" 9' 4"<br>P37' Q42' F16' 1 dk<br>R 3BH<br>WB101t | M Mchy.aft | Oil 2SA 4Cy. 275×370 mm<br>240bhp<br>N.V. Mchfb. Bolnes |
| 6818887<br>SMUG<br>11004<br>Esd Gc<br>Pfd Rdr<br>RT | **KARLSHAMN**<br><br>**Karlshamns Hamnførvalt-**<br>**ning**<br>Karlshamn Swedish | 245<br>—<br>— | **✠100A1**<br>tug Baltic service<br>Ice Class 1<br>**✠LMC** | <br><br><br><br>EL ╫"U2 | **1968–6** A/B Åsi-Verken—Åmål<br>98' 6" 28' 5" 13' 6"<br>88' 7" 27' 7" 15' 9"<br>RFD21'<br>3BH<br>rf 29" BK4" | M Tug | Oil 2SA 9Cy. 340×570 mm<br><br>Nydqvist & Holm A/B<br>2×80kW 400V 50c/s<br>Controllable pitch propeller |
| 6907456<br>JQSL<br>98578<br>Df Gc<br>Pfd Rdr<br>RT | **KASHIMA MARU**<br><br>**Kashima Suisan K.K.**<br>Kashima Japanese | 112<br>36<br>— | | | **1968** Yamanishi Zosen Tekkosho—<br>Ishinomaki<br>111' 9" 22' 0" 7' 10"<br>98' 5" 21' 11" 9' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>900bhp<br>Akasaka Tekkosho |
| 5405944<br>7JSO<br>91413<br>Rdr RT | **KASHIMA MARU No. 2**<br><br>**T. Shirai**<br>Takehara Japanese | 490<br>304<br>700 | | | **1962** Kishigami Zosen—Hma<br>173' 11" 23' 5" 12' 2"<br>157' 5" 23' 4" 13' 5"<br>1 dk | M Mchy.aft<br>1 Ho<br><br>1 Ha (74'×17½')<br>4W Der 4(5) | Oil 4SA 6Cy. 330×470 mm<br>720bhp<br>Sumiyoshi Tekkosho |
| 6909284<br><br><br>Rdr | **KASUGA MARU No. 2**<br><br>**T. Yamamoto**<br>Ishida Japanese | 196<br>102<br>390 | | | **1968** Sokooshi Zosen—Hma<br>125' 10" 23' 0" 9' 10"<br>113' 2" 22' 11" 10' 10"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>450bhp<br>Sumiyoshi Tekkosho |
| 6909296 | **KASUGA MARU No. 5**<br><br>**Y. Yokoyama**<br>Ishida Japanese | 191<br>103<br>380 | | | **1968** Sokooshi Zosen—Hma<br>124' 0" 23' 0" 9' 10"<br>111' 8" 22' 11" 10' 10"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>450bhp<br>Sumiyoshi Tekkosho |

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|---|---|---|---|---|---|---|---|---|
| 2238<br>HKG<br>1137<br>Esd<br>RT | **KÄTE**<br>exWiron VII–68<br>**Hinrich & Heinke Gensch**<br>Hamburg W. German | **122**<br>42<br>— | | | **1960** D. & J. Boot Schps. "De Industrie"—Alp<br>89′ 1″ 20′ 8″<br>78′ 1″ 20′ 4″ 10′ 2″<br>RW | M Fishing | Oil 4SA 6Cy. 250×350 mm<br>D. & J. Boot "De Industrie" | <br><br>Alp |
| 7468<br>RTv | **KATSURA MARU**<br><br>**Nippon Kaiyosha K.K.**<br>Yokohama Japanese | **169**<br>—<br>— | | | **1969** Osaka Zosensho—Osa<br>28′ 4″ 8′ 3″<br>80′ 4″ 28′ 3″ 12′ 5″<br>1 dk<br>RW | TM Tug | 2 Oil 4SA each 8Cy. 260×320 mm<br>Daihatsu Kogyo | <br>Osa |
| 5387<br>OMB<br>PEXT<br>Esd<br>Rdr<br>m/h/v | **KEELUNG**<br>exLynx–68<br>**Cia. Nav. Keelung S.A.**<br>Panama Panamanian | **1288**<br>674<br>1960 | | NV | **1948** Moss Værft & Dokk A/S—Moss<br>264′ 4″ 40′ 2″ 16′ 8″<br>245′ 5″ 40′ 0″<br>1 dk & S dk<br>RW<br>rf 6″ | M (6P) Ref OSD<br>3 Ho 42½′, 66¼′, 56¾′<br>B.111855 In.14141<br>3 Ha (22′, 42¾′, 38′×14′)<br>9W Der 1(25) 2(5) 4(3) 1(1½) | Oil 2SA 6Cy. 480×700 mm<br>1100bhp<br>Sulzer Bros. Ltd.<br>2×110/120kW 220V d.c. | <br>213t (d.o)<br>Win<br>12k |
| 690805 | **KERAMA MARU**<br><br>**T. Mura**<br>Tokashiki Japanese | **150**<br>—<br>— | | | **1969** Kochiken Zosen—Kochi<br>19′ 5″ 6′ 9″<br>93′ 6″ 19′ 4″ 7′ 11″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>500bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob |
| 907470<br>Df Esd<br>Gc Rdr | **KICCHO MARU**<br><br>**Satokuni Kisen K.K.**<br>Kobe Japanese | **3990**<br>—<br>6150 | | | **1968** Onomichi Zosen—Onomichi<br>53′ 11″ 22′ 2″<br>329′ 6″ 53′ 10″ 27′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 450×750 mm<br>3800bhp<br>Kobe Hatsudoki Seizosho | <br><br>Kob |
| 6909739<br>JBAY<br>104403<br>f Esd<br>dr RT | **KIKU MARU No. 3**<br><br>**Izutsu Gyogyo K.K.**<br>Nagasaki Japanese | **194**<br>—<br>— | | | **1969** Hayashikane Zosen—Nag<br>127′ 9″ 24′ 0″ 9′ 8″<br>110′ 3″ 23′ 11″ 11′ 2″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>900bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob |
| 09741<br>2913<br>04404<br>Esd | ***KIKU* MARU No. 5**<br><br>**Izutsu Gyogyo K.K.**<br>Nagasaki Japanese | **194**<br>—<br>— | | | **1969** Hayashikane Zosen—Nag<br>127′ 9″ 24′ 0″ 9′ 8″<br>110′ 3″ 23′ 11″ 11′ 2″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>900bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob |
| 7061<br>KMD<br>1286<br>RTv | **KILGARTH**<br>exKilmore–69<br>**Rea Towing Co. Ltd.**<br>Liverpool British | **208**<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br><br>MN254 | SS 6/67<br><br><br><br>EL (c) | **1958**–12 W. J. Yarwood & Sons Ltd.—Northwich<br>103′ 6″ 27′ 9″ 11′ 9½″<br>95′ 0″ 26′ 6″ 13′ 0″<br>RW 3BH<br>rf 24″ BK6″ WB34t | M Tug | Oil 4SA 7Cy. 15″×20″ with dr & reverse gear<br>1270bhp<br>Ruston & Hornsby<br>3×35, 35, 10kW 220V d.c. | <br>49½t (d.o)<br>Lcn<br>11½k |
| 7482<br>Rdr | **KIMEI MARU**<br><br>**Shinko Kaiun K.K.**<br>Kobe Japanese | **499**<br>—<br>800 | | | **1969** Kurushima Dock Co. Ltd.—Imabari<br>27′ 11″ 12′ 9″<br>157′ 5″ 27′ 10″ 13′ 9″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>850bhp<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 909301<br>Rdr | **KINEI MARU No. 2**<br><br>**Binei Kaiun K.K.**<br>Hinase Japanese | **199**<br>106<br>380 | | | **1968** Sokooshi Zosen—Hma<br>125′ 0″ 23′ 9″ 10′ 2″<br>111′ 6″ 23′ 8″ 11′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 240×400 mm<br>500bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob |
| 6909313<br>*Rdr* | **KINEI MARU No. 3**<br><br>**Kinei Kaiun K.K.**<br>Hinase Japanese | **200**<br>106<br>380 | | | **1968** Sokooshi Zosen—Hma<br>125′ 0″ 23′ 9″ 10′ 2″<br>111′ 6″ 23′ 8″ 11′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 240×400 mm<br>500bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob |
| 907494<br>JIRT<br>102769<br>Df Esd<br>Rdr | **KINEI MARU No. 8**<br><br>**K. Ohkawa**<br>Owase Japanese | **255**<br>91<br>— | | | **1969** Uchida Zosen—Ise<br>24′ 0″ 10′ 2″<br>127′ 5″ 23′ 11″ 11′ 5″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×510 mm<br>1100bhp<br>Hanshin Nainenki Kogyo | <br><br>Kob |
| 39089<br>WXU<br>33091<br>f Esd<br>RTv | **KION SENG No. 4**<br>exCherry Chantek–68<br>exPallas–68<br>**Kion Seng Shipping Sdn. Bhd**<br>Kuching British | **498**<br>288<br>914 | | <br><br>GL | **1955** Fr. Lürssen—Bmn<br>214′ 2″ 32′ 0″ 12′ 3½″<br>31′ 10″ 18′ 11″<br>F23′ 1 dk & S dk<br>RW<br>rf 2″ | M OSD Mchy.aft<br>2 Ho 30½′, 56¾′<br>G.67160 B.61681<br>2 Ha (stl) (30½′, 56¾′×18′)<br>6W Der 4(3–5) 2(3) | Oil 4SA 8Cy. 320×450 mm<br>1000bhp<br>Klöckner-Humboldt-Deutz | <br>90t (d.o)<br>Kln<br>11½k |
| 07509<br>f Esd<br>c Pfd<br>dr RT | **KISOGAWA MARU**<br><br>**Kawasaki Kisen K.K. & Iino Kaiun K.K.**<br>Kobe Japanese | **105300**<br>—<br>187500 | | | **1969** Hitachi Zosen—Sakai<br>1026′ 0″ (incl. BB) 166′ 9″ 57′ 1″<br>977′ 9″ 166′ 8″ 79′ 5″<br>1 dk | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>34000shp<br>Kawasaki Dkyd Co. Ltd. | <br>(o.f)<br>Kob |

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|---|---|---|---|---|---|---|---|
| 6907511<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **KIYO MARU**<br><br>**Taiheiyo Kaiun K.K.**<br>Tokyo Japanese | 11315<br>—<br>20079 | | | **1968** Namura Zosensho—Osa<br>491' 9" 74' 7" 30' 0"<br>469' 3" 74' 5" 41' 8"<br>P105' Q70' B29' F43' 1 dk | M Bulk Carrier Mchy.aft<br>4 Ho each 89'<br>G.851324 B.831056<br>4 Ha (stl) (60½' × 32¾')<br>(65½', 65½', 65½' × 36')<br>12W Der 4(15) | Oil 4SA 16Cy. 400 × 540 mm<br>8690bhp MAN<br>Mitsubishi Hvy Ind. Ltd.<br>2 × 208kW 445V 60c/s a.c.<br>1714t (hvf) |
| 6909325<br>JMJW<br>104349<br>Df Rdr<br>RT | **KIYO MARU No. 6**<br><br>**Ohno Suisan K.K.**<br>Fukuoka Japanese | 114<br>41<br>— | | | **1968** Hakata Dock—Fukuoka<br>113' 6" 20' 1"<br>98' 2" 20' 0" 9' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 275 × 380 mm<br>700bhp<br>Fuji Seisakusho Tateyama |
| 6909337<br>JM2826<br>104350<br>Rdr RT | **KIYO MARU No. 8**<br><br>**Ohno Suisan K.K.**<br>Fukuoka Japanese | 115<br>41<br>— | | | **1968** Hakata Dock—Fukuoka<br>113' 6" 20' 1"<br>98' 2" 20' 0" 9' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 275 × 380 mm<br>700bhp<br>Fuji Seisakusho |
| 5115496<br><br><br>Esd Pfd<br>Rdr RT | **KLABB**<br>exMari-68 exFirelight-64<br>**Torvald Klaveness**<br>Oslo Norwegian | 2743<br>1656<br>4380 | ✠100A1<br><br>✠LMC<br><br><br><br>**STORAGE SHIP—CLASS SUSPENDED 31/1/69** | SS 4/66<br><br><br><br>EL t | **1943-5** Burntisland S.B. Co. Ltd.—Bnt<br>325' 9" 44' 6" 19' 11½"<br>312' 0" 44' 3" 22' 1"<br>Q192' F29' 1 dk<br>NS 6BH new fore part 44<br>WB1241t | S Mchy.aft<br><br>G.214390<br><br>1W | T 3Cy. 18¾" 31¾" & 52" × 39"<br>963ihp<br>D. Rowan & Co. Ltd.<br>2 SB 200lb hs(3434) 6cf |
| 6907523<br>JCAC<br>103306<br>Df Rdr<br>RT | **KOEI MARU No. 15**<br><br>**H. Nakabayashi**<br>Shiogama Japanese | 350<br>172<br>— | | | **1968** Narazaki Zosen—Muroran<br>171' 11" 28' 11" 12' 6"<br>150' 6" 28' 10" 12' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 380 × 580 mm<br>1600bhp<br>Akasaka Tekkosho |
| 6827101<br>JKGO<br>103940<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOHFUKUSAN MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 55483<br>36656<br>97442 | | <br><br>NK | **1968** Nippon Kokan—Tsu<br>828' 10" (incl. BB) 124' 10" 49' 3"<br>787' 5" 124' 8" 69' 11"<br>1 dk | M Ore/Oil Carrier Mchy.aft | Oil 2SA 9Cy. 900 × 1550 mm<br>20700bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. |
| 6909753<br>JBCD<br>104461<br>Df Esd<br>Gc Rdr<br>RT | **KOHO MARU**<br><br>**Fukuho Kaiun Sangyo K.K.**<br>Nagasaki Japanese | 2999<br>—<br>5200 | | | **1968** Hayashikane Zosen—Nag<br>333' 11" 51' 3" 20' 11"<br>305' 2" 51' 2" 25' 9"<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 510 × 840 mm<br>3200bhp<br>Akasaka Tekkosho |
| 6307535<br>JNZM<br>101528<br>Df Esd<br>Gc Rdr<br>RT | **KOMAHIME MARU**<br><br>**Manno Kisen K.K.**<br>Osaka Japanese | 2376<br>1239<br>3759 | | <br><br>NK | **1933** Hayashikane Zosen—Smk<br>308' 0" 45' 4" 18' 10"<br>237' 0" 45' 3" 21' 6"<br>P67' Q8' B8' F7' 1 dk | M Molasses Tanker Mchy.aft<br>8 Ta<br>L.155562 HeCls. BC | Oil 4SA 6Cy. 510 × 840 mm<br>3200bhp 577t (hvf)-<br>Akasaka Tekkosho<br>2 × 240kW 445V 60c/s a.c. |
| 6908709<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOMET**<br><br>**Deutsches Hydrographisches**<br>**Institut**<br>Hamburg W. German | 1200<br>—<br>— | | | **1969** Jadewerft G.m.b.H.—<br>Wilhelmshaven<br>221' 10" 38' 1" 13' 1½"<br>205' 2" 37' 9" 18' 3"<br>2 dks | M Survey Ship | 2 Oil 4SA each 16Cy. 190 × 230 mm<br>1800bhp<br>Maybach Mercedes-Benz Motoren<br>Friedrichsh |
| 6817015<br>UITM<br>U.1710<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOMPAS**<br><br>**U.S.S.R.**<br>Murmansk Russian | 4734<br>2064<br>2480 | ✠100A1<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC | <br><br><br><br>EL V 1⅛"U2 | **1968-10** Burmeister & Wain—Cpn<br>337' 0" 52' 8"<br>298' 7" 52' 6" 36' 5"<br>RFD33' 2 dks, 3rd dk sparred in Nos. 1 & 3 holds, 4th dk in Nos. 1 & 2 holds<br>Coll BH to U dk 7 to 2nd dk sparred<br>rf 7" DK fwd WB423t incl. Tunnel tank 57t | M Fish Factory Ref<br><br>In.97363 | Oil 2SA 6Cy. 500 × 900 mm<br>3100bhp<br>Burmeister & Wain<br>AuxB 142lb<br>4 × 340, 340, 340. 168kW 400V 50c/s<br>Controllable pitch propeller |
| 6907547<br>JCGG<br>104936<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KONPIRA MARU No. 7**<br><br>**Konpiramaru Gyogyo K.K.**<br>Tabata Japanese | 284<br>145<br>— | | | **1968** Miho Zosensho—Shimizu<br>158' 0" 25' 7" 9' 10"<br>144' 4" 25' 6" 11' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 300 × 440 mm<br>850bhp<br>Akasaka Tekkosho |
| 6908864<br><br><br>Df Rdr | **KONSTANTIN**<br>**SHESTAKOV**<br>**U.S.S.R.**<br>Leningrad Russian | 1813<br>785<br>2260 | | | **1968** ......................Viborg<br>269' 0" 41' 0"<br>40' 11"<br>1 dk | M Mchy.aft<br>3 Ho<br>3 Ha<br>Cr 2(8) | Oil<br>Russki-Diesel Wks |
| 6907729<br>HLNE<br>BF11474<br>Df Rdr<br>RT | **KOREA 73**<br><br>**Korea Fishing Co. Ltd.**<br>Pusan S. Korean | 144<br>53<br>140 | | | **1964** Tosa Zosen Tekkosho—Kochi<br>103' 2" 19' 2" 7' 6"<br>89' 5" 19' 0" 8' 10"<br>1 dk<br>RW | M Fishing<br>4 Ha (each 4' × 4') | Oil 4SA 6Cy. 260 × 400 mm<br>420bhp<br>Niigata Eng. Co. Ltd. Niigata |

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|---|---|---|---|---|---|---|---|
| 07731<br>HLBE<br>11481<br>f Rdr<br>RT | **KOREA 81**<br>**Korea Fishing Co. Ltd.**<br>Pusan S. Korean | 144<br>53<br>140 | | 1964 Tosa Zosen Tekkosho—Kochi<br>103′ 2″ 19′ 2″ 7′ 6″<br>89′ 5″ 19′ 0″ 8′ 10″<br>1 dk<br>RW | M Fishing<br>4 Ha (each 4′×4′) | Oil 4SA 6Cy. 260×400 mm<br>420bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| 07559<br>f Esd<br>c Pfd<br>dr RT | **KORYO MARU No. 15**<br>**Kaneko Gyogyo K.K.**<br>Shiogama Japanese | 350<br>—<br>— | | 1968 Goriki Zosen—Ise<br>28′ 11″ 10′ 6″<br>150′ 3″ 28′ 10″ 12′ 5″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 380×560 mm<br>1700bhp<br>Akasaka Tekkosho | Yaizu |
| 07561<br>JFKI<br>5145<br>f Esd<br>c Rdr<br>RT | **KORYU MARU**<br>**Taiheiyo Kisen K.K.**<br>Tokyo Japanese | 9800<br>—<br>15300 | | 1968 Ishikawajima-Harima Hvy Ind.—Aio<br>482′ 4″ (incl. BB) 67′ 4″ 26′ 11″<br>446′ 3″ 67′ 3″ 37′ 5″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. | Aio |
| 573<br>04156<br>f Esd<br>c Rdr<br>RT | **KOSHO MARU**<br>**Toda Kisen K.K.**<br>Iyomishima Japanese | 2502<br>—<br>— | NK | 1968 Kurushima Dock Co. Ltd.—Imabari<br>47′ 4″<br>272′ 4″ 47′ 3″ 23′ 3″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 470×670 mm<br>2200bhp<br>Akasaka Tekkosho | Yaizu |
| 33907<br>Of Esd<br>Gc Rdr<br>Tm/h/v | **KOSTANTIS M**<br>exSomerville–69<br>**Sociedad Armadora del Pacifico S.A.**<br>Greek | 6084<br>3298<br>—<br>8789<br>5006<br>12692 | NV | 1956 Deutsche Werft A.G.—Ham<br>480′ 0″ 61′ 9″ —/29′ 11¾″<br>441′ 8″ 61′ 6″ 39′ 6″<br>P49′ B81′ F43′ 1 dk & S dk<br>RW<br>rf 2″ | M (1P) OSD/CSD<br>5 Ho 53¼′, 65¼′, 70¾′, 51½′, 60½′<br>G.653900 B.595500<br>5 Ha (stl) (29¾′, 39¼′, 43¼′, 39¼′, 39¼′×24′)<br>16W Der 1(30) 2(10) 14(5) | Oil 2SA 8Cy. 700×1200 mm<br>5340bhp<br>Masch. Augsburg-Nürnberg<br>4×200, 200, 200, 30kW 230V d.c. | 1350t (hvf)<br>Aug<br>15k |
| 07585<br>JIPL<br>02764<br>f Esd<br>Pfd<br>Rdr | **KOTOSHIRO MARU No. 21**<br>**Kotoshiro Gyogyo K.K.**<br>Watarai Japanese | 405<br>214<br>— | | 1968 Miho Zosensho—Shimizu<br>179′ 9″ 28′ 4″ 11′ 2″<br>162′ 9″ 28′ 3″ 13′ 2″<br>1 dk | M Fishing Ref Mchy.aft | Oil 4SA 6Cy. 370×540 mm<br>1500bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| 9349<br>Rdr | **KOUEI MARU No. 8**<br>**Koei Kaiun K.K.**<br>Hinase Japanese | 199<br>107<br>380 | | 1968 Sokooshi Zosen—Hma<br>125′ 0″ 23′ 9″ 10′ 2″<br>111′ 6″ 23′ 8″ 11′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 240×400 mm<br>500bhp<br>Hanshin Nainenki Kogyo | Kob |
| 351<br>RT | **KOWAN MARU No. 2**<br>**Kowan Kaihatsu K.K.**<br>Yokohama Japanese | 464<br>247<br>700 | | 1968 Sokooshi Zosen—Hma<br>163′ 1″ 27′ 11″ 10′ 6″<br>147′ 8″ 27′ 10″ 12′ 5″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>950bhp<br>Hanshin Nainenki Kogyo | Kob |
| 9363<br>2876<br>3053<br>RT | **KOYO MARU No. 23**<br>**Kojin Kaiun K.K.**<br>Kure Japanese | 750<br>423<br>350 | | 1968 Akitsu Dock K.K.—Akitsu<br>235′ 3″ 35′ 3″ 11′ 5″<br>219′ 10″ 35′ 2″ 14′ 9″<br>1 dk | M Vehicle Carrier Mchy.aft | Oil 4SA 6Cy. 350×550 mm<br>1500bhp<br>Hanshin Nainenki Kogyo | Kob |
| 7597<br>KOK<br>5124<br>Esd<br>Rdr | **KOZYU MARU**<br>**T. Nemoto**<br>Nakaminato Japanese | 194<br>—<br>— | | 1968 Uchida Zosen—Ise<br>21′ 9″<br>116′ 4″ 21′ 8″ 10′ 5″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>950bhp<br>Niigata Eng. Co. Ltd. | Niigata |
| 908917<br>f Rdr | **KUMI MARU No. 1**<br>**N. Mura**<br>Nakazato Japanese | 215<br>—<br>— | | 1969 Kochiken Zosen—Kochi<br>20 1″ 6′ 6″<br>98′ 5″ 20′ 0″ 8′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>550bhp<br>Hanshin Nainenki Kogyo | Kob |
| 9375<br>RT | **KUNSUL No. 1**<br>**The Konsul Co. Ltd.**<br>Pusan S. Korean | 713<br>470<br>1000 | | 1968 Akitsu Dock K.K.—Akitsu<br>188′ 8″ 29′ 11″ 13′ 2″<br>173′ 10″ 29′ 10″ 14′ 5″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 270×400 mm<br>650bhp<br>Hanshin Nainenki Kogyo | Kob |
| 111<br>JW<br>644<br>Esd<br>Rdr<br>h/v | **KURISHIMA MARU**<br>exMeiko Maru–66<br>**Yashima Kaiun K.K.**<br>Tokyo Japanese | 1177<br>664<br>1657 | NK | 1956 Shioyama Dkyd Co. Ltd.—Osa<br>241′ 10″ 35′ 6″ 15′ 9″<br>219′ 10″ 35′ 5″ 18′ 8″<br>P68′ F23′ 1 dk<br>rf 11¾″ | M Ref Mcny.aft<br>2 Ho 67¼′, 66′<br>B.52597 In.52597<br>2 Ha (each 7¾′×7¾′)<br>4W Der 4(1½) | Oil 4SA 6Cy. 430×540 mm<br>1400bhp<br>Niigata Tekkosho<br>2×120kW 220V d.c. | 409t (d.o)<br>Niigata<br>12k |
| 715<br>KS<br>RT | **KVITHAUG**<br>exFrançois-Marie–68<br>**Fredrik Kvilhaug**<br>Egersund Norwegian | 119<br>75<br>— | BV | 1947 Ch. & At. Aug. Normand—Hav<br>113′ 5″ 23′ 0″<br>... ... ... | M Trawler<br>4 Ha (3¾′, 3¾′×3½′) (3¾′×2½′) (3¼′×2¾′) | Oil 4SA 7Cy. 300×450 mm<br>710bhp NE61<br>Masch. Augsburg-Nürnberg | 45t<br>Aug<br>11k |

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| 5191244<br>BNDA<br>2105<br>Rdr RT | **KWANG PAO**<br>exKoho Maru–66<br>**Kwang Hwa Shipping Co. Ltd.**<br>Kaohsiung China (Taiwan) | 752<br>377<br>904 | CR (Taiwan) | **1949** Kawaminami Kogyo—Koyagishima<br>199' 5" 30' 8"<br>187' 0" 30' 6" 15' 0"<br>Q75' 1 dk<br>RW | M Ref Mchy.aft<br>2 Ho<br>In.29770<br>2 Ha<br>4W Der 4(3) | Oil 2SA 4Cy. 350 × 620 mm<br>800bhp NE54<br>Mitsui Zosen<br>2 × 25, 20kW 110V d.c. |
| 6909387<br>JFME<br>105152<br>Df Esd<br>Gc Rdr<br>RT | **KYOA MARU**<br>**Sankyo Kaiun K.K.**<br>Tokyo Japanese<br>Name should be **KYOWA MARU** See New Entries No. **11** | 2999<br>1889<br>5100 | | **1968** Ujina Zosensho—Hma<br>326' 2" 49' 11" 20' 10"<br>301' 10" 49' 10" 24' 11"<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 450 × 750 mm<br>3500bhp<br>Kobe Hatsudoki Seizosho Kob |
| 6907602<br>Df Esd<br>Pfd Rdr<br>RT | **KYOGO MARU**<br>**Kamishio Kaiun K.K.**<br>Kasaoka Japanese | 2950<br>—<br>5000 | | **1968** Imai Zosen—Kochi<br>49' 4" 20' 10"<br>285' 6" 49' 3" 24' 11"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 390 × 650 mm<br>2700bhp<br>Kobe Hatsudoki Seizosho Kob |
| 6907614<br>Df Esd<br>Gc Rdr | **KYOSHIN MARU No. 27**<br>**T. Yauzato**<br>Naha Japanese | 284<br>—<br>— | | **1968** Kochiken Zosen—Kochi<br>26' 3" 10' 3"<br>138' 9" 26' 2" 11' 11"<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 280 × 440 mm<br>950bhp<br>Niigata Eng. Co. Ltd. Nii |
| 6909399<br>JMIV<br>104347<br>Df Rdr<br>RT | **KYOTOKU MARU No. 15**<br>**Hashimoto Gyogyo K.K.**<br>Fukuoka Japanese | 115<br>42<br>— | | **1968** Hakata Dock—Fukuoka<br>113' 6" 20' 1"<br>98' 2" 20' 0" 9' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260 × 400 mm<br>650bhp<br>Makita Tekkosho Takam |
| 6909404<br>JM2825<br>104348<br>RT | **KYOTOKU MARU No. 18**<br>**Hashimoto Gyogyo K.K.**<br>Fukuoka Japanese | 115<br>42<br>— | | **1968** Hakata Dock—Fukuoka<br>113' 6" 20' 1"<br>98' 2" 20' 0" 9' 8"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260 × 400 mm<br>650bhp<br>Makita Tekkosho Takam |
| 6907626<br>JCGV<br>103318<br>Df Rdr<br>RT | **KYOWA MARU No. 8**<br>**Onahama Enyo Gyogyo K.K.**<br>Iwaki Japanese | 350<br>170<br>— | | **1968** Narazaki Zosen—Muroran<br>171' 11" 28' 11" 11' 10"<br>150' 6" 28' 10" 12' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 370 × 550 mm<br>1750bhp<br>Fuji Seisakusho Tateya |
| 6907638<br>Rdr RT | **KYU SYU**<br>**Kyushi Ferry K.K.**<br>Yawatahama Japanese | 999<br>—<br>— | | **1968** Kurushima Dock Co. Ltd.—Imabari<br>42' 9" 9' 10"<br>206' 9" 42' 8" 14' 5"<br>1 dk<br>RW | M Mchy.aft | 2 Oil 4SA each 8Cy. 300 × 38<br>geared to sc. shaft<br>1330bhp<br>Daihatsu Kogyo |
| 6908711<br>Df Esd<br>Rdr | **LA VENDEE**<br>**COPAMAT**<br>Ile d'Yeu French | 480<br>—<br>— | | **1968** Ch. de la Perrière—Lorient<br>159' 2" 7' 10"<br>141' 9" 33' 5" 20' 0" | TM Ferry | 2 Oil 4SA each 12Cy. 150 × 18<br>reverse reduction geared<br>Poyaud<br>Soc. Surgèrienne de Const. Méc.<br>Surg |
| 5128405<br>HOiV<br>Df Esd<br>Gc Rdr | **LADY ELVIRA**<br>exDetlef Mittmann–69<br>exArabia–68<br>exDetlef Mittmann–67<br>exGeorg Russ–65<br>**Good Hope Maritime Corp.**<br>Panama Panamanian | 2606<br>1247<br>4502 | GL | **1952** A.G. "Weser"—Bmn<br>344' 5" 49' 4" 20' 4"<br>49' 2" 29' 6"<br>F25' 1 dk & S dk | M OSD Mchy.aft<br>3 Ho 39½', 57½', 107½'<br>G.267947 B.245168<br>4 Ha (stl) (each 36½' × 21½')<br>12W Der 1(15) 8(3–5) | Oil 2SA 4Cy. 680 × 1250 mm<br>2400bhp<br>Ottensener Eisenwerk<br>4 × 100, 100, 50, 18kW 220V d.c. |
| 6906880<br>OUWU<br>Df Esd<br>Pfd Rdr<br>RT | **LARS HYLDIG**<br>**Gunnar Kristensen Partrederi**<br>Esbjerg Danish | 137<br>70<br>— | | **1968** A/S Nordsøværftet—Ringkøbing<br>104' 11"<br>95' 1" 21' 0" 10' 6"<br>1 dk | M Trawler Mchy.aft | Oil SA 5Cy. 260 × 400 mm<br>500bhp<br>Alpha-Diesel A/S |
| 5131567<br>TFOY<br>Df Esd<br>Pfd Rdr<br>RT | **LARUS SVEINSSON**<br>exSigurdur Bjarni–68<br>exKristján Valgeir–66<br>exGjafar–64<br>**Longrandur h/f**<br>Olafsvik Icelandic | 120<br>42<br>— | BV | **1960** Mch. & Schps. Fa. A. V. Bennekum—Sliedrecht<br>85' 4" 20' 6" 9' 0"<br>... ... ...<br>1 dk | M Fishing | Oil 4SA 8Cy. 240 × 260 mm<br>500bhp<br>Kromhout Motorenfab. |
| 6909686<br>Df Rdr | **LASKARA**<br>**Polish Government**<br>P.P.D. i. U.R. "Gryf"<br>Szczecin Polish | 1885<br>—<br>— | | **1968** Stocznia im Komuny Paryskiej—Gdy<br>247' 9" 41' 8" 16' 4⅞"<br>223' 1" 41' 6" 26' 3"<br>2 dks | M Stern Trawler Ref<br>In.38846 | Vee Oil 4SA 12Cy. 300 × 45<br>2500bhp FIAT<br>H. Cegielski Poz<br>Controllable pitch propelle |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 27502<br>TFDB<br>f Esd<br>dr RT | **LAXFOSS**<br>exVatnajökull–69<br>exHvitanes–64 exSteendiek–63<br>**H/f Eimskipafélag Islands**<br>Reykjavik Icelandic | 1084<br>479<br>—<br>1734<br>1149<br>— | ✠100A1<br>Str. nav. ice<br>✠LMC<br>MN400 | SS 1/67<br>EL q 1$\frac{7}{16}$"SQ | 1957–10 Schiffsw. A. Pahl—Ham<br>258′ 4″ 38′ 10″ 14′ 2⅛″/—<br>238′ 3″ 38′ 8½″ 12′ 0″<br>Q92′ F23′ RAD51′ 1 dk & S dk<br>RW Coll BH to S dk 3 to 2nd dk<br>rf 4″ WB284t | M OSD/CSD Mchy.aft<br>2 Ho<br>G.121165 B.110850<br>2 Ha (each 58¼′×19½′)<br>8W Der 1(20) 8(3½) | Oil 4SA 8Cy. 420×660 mm<br>2000bhp 310t<br>Klöckner-Humboldt-Deutz Kln<br>14k |
| 05150<br>KMN<br>45580<br>d Gc | **LE BARON RUSSELL BRIGGS**<br>**United States Department of Commerce**<br>Pensacola United States | 7256<br>4468<br>10750 | | AB | 1944 J. A. Jones Const. Co.—Panama City<br>441′ 6″ 57′ 0″ 27′ 8⅞″<br>417′ 9″ 56′ 11″ 37′ 4″<br>2 dks, 3rd dk fwd<br>rf 6″ | S<br>5 Ho 60¾′, 72½′, 50′, 45′, 70′, 20′ DT<br>G.560000 B.500000<br>5 Ha (33¾′, 35′, 20′, 35′, 35′×20′)<br>10W Der 10(5) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp (o.f)<br>Iron Fireman Mfg Co. Pld<br>3×20kW 120V d.c. |
| 07236<br>d Rdr<br>RT | **LEENDERT JANNETJE**<br>**Fa. I. W. Griek & Zonen**<br>Den Helder Netherland | 120<br>—<br>— | | | 1968 Schps. "Hoogezand" J. Bodewes —Hgz<br>98′ 5″ 23′ 2″ 9′ 4¼″<br>85′ 3″ 22′ 11″ 10′ 9″<br>1 dk | M Fishing Mchy.aft | 2 Oil 4SA 6Cy. geared to sc. shaft<br>480bhp<br>Thomassen de Steeg |
| 40439<br>f Esd<br>c Rdr | **LEIXOES**<br>exEastern Ume–69<br>**Companhia Nacional de Navegacao**<br>Portuguese | 9973<br>6287<br>15350 | ✠100A1<br>✠LMC<br>MN1520 | SS 3/67<br>EL e†2¼"SQ | 1963–2 Hitachi Zosen—Osa<br>518′ 6″ 63′ 11″ 30′ 6½″<br>477′ 1″ 63′ 8″ 40′ 10″<br>F46′ 2 dks<br>8BH to S dk 1 to 2nd dk<br>rf 4″ WB3574t incl. Tunnel tanks 201t DTma1274t | M CSD<br>G.773747 B.714560<br>16W Der 1(30) 4(10) 12(5) | Oil 2SA 7Cy. 620×1400 mm<br>7600bhp B&W 3911t<br>Hitachi Zosen Osa<br>AuxB 100℔ 15k |
| 08931<br>RVN | **LESSE**<br>**Société Générale de Dragage**<br>Antwerp Belgian | 1520<br>763<br>1945 | | BV | 1956 J. & K. Smits Schps & Masch.—Kinderdijk | TM Suction Dredger | 3 Oil 4SA each 6Cy. 450×660 mm geared to 2 sc. shafts<br>2700bhp MAN<br>J. & K. Smits Mach. Kinderdijk<br>10¼k |
| 907248<br>DNM<br>f Esd<br>Rdr<br>RT | **LIBELLE**<br>**Partenreederei m.s. "Libelle"**<br>Bremen W. German | 490<br>271<br>1117 | | | 1968 Schiffs. Max Sieghold—Bhn<br>205′ 0″ 31′ 2″ 11′ 8¾″<br>186′ 0″ 30′ 9″ 13′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×480 mm<br>550bhp<br>Motorenw. Mannheim Mhm |
| 0342<br>ZFC<br>Esd<br>Rdr<br>RTm | **LILLEBORG**<br>exA.N.P.–69<br>**Ebbe Wedell-Wedellsborg**<br>Weco-Shipping I/S<br>Copenhagen Danish | 299<br>92<br>470 | | GL | 1962 Werft Nobiskrug—Rendsburg<br>159′ 1″ 27′ 6″ 9′ 0½″<br>145′ 4″ 26′ 11″ 9′ 10″<br>P48′ F25′ 1 dk<br>RW | M Tanker Mchy.aft<br>6 Ta<br>L.18994 He.Cls C<br>Der 2(½) | Oil 4SA 8Cy. 220×280 mm<br>465bhp 25t (d.o)–2pd<br>Klöckner-Humboldt-Deutz Kln<br>2×25kW 220V d.c.<br>Directional propeller 10k |
| 4903<br>3088<br>Gc<br>Rdr<br>m/v | **LIMNOS**<br>**Government of Canada (Ministry of Energy, Mines and Resources)**<br>Ottawa Canadian | 460<br>173<br>144 | ✠100A1<br>Great Lakes & River St. Lawrence service<br>Ice Class 1* when not exceeding 240bhp<br>✠LMC<br>MN200 | EL g$\frac{15}{16}$"SQ | 1968–5 Port Weller D.D. Ltd.—P. Weller<br>147′ 0″ 33′ 1″ 8′ 0″<br>136′ 7″ 32′ 0″ 12′ 0″<br>F52′ RAD40′ 1 dk<br>6BH<br>rf 6″ WB20t | TM Survey Ship Mchy.aft<br>2 Ha (stl) (7′×5′) (9′×5¾′)<br>Cr 1(5) 1(1) | 2 Vee Oil 4SA each 12Cy. 7″×7¾″ with reverse gear<br>1000bhp 45t (d.o)<br>Davey, Paxman & Co. Ltd. Col<br>3×150, 150, 100kW 460V 60c/s a.c.<br>2 Directional propellers 11k |
| 8662<br>PQJ | **LINA**<br>exRókur II–68 exBearnaise–65<br>exVagabond exH2N<br>**Sigurd Højgaard**<br>Runavik Faroese | 206<br>113<br>— | | | 1921 Ch. Nav. de l'Ouest—St.M<br>*100·0′* 25′ 11″<br>… … …<br>conv fishing 65 | Wood M | Oil 2SA 4Cy. 230×400 mm<br>200bhp NE47<br>Alpha-Diesel A/S Fkn |
| 2669<br>JDN<br>91534<br>*Df*<br>m/v | **LISA MILLER**<br>exElisa Miller–69 exKaroon–68<br>**Miller S.S. Co. (Pty) Ltd.**<br>Sydney British | 2427<br>1281<br>3152 | ✠100A1<br>✠LMC<br>MN290 | SS 7/63<br>EL s | 1951–8 N.S.W. Govt. E. & S.B.—N.S.W.<br>305′ 4″ 43′ 6″ 17′ 6¼″<br>290′ 6″ 43′ 0″ 19′ 6″<br>P&B158′ F27′ 1 dk<br>RW 5BH<br>rf 4½″ WB604t | TM Ref<br>3 Ho 44′, 86′, 78′<br>G.156280 B.147460 In.1740<br>3 Ha (stl) (26′, 51½′, 47½′×18′)<br>10W Der 1(25) 10(5) | 2 Oil 2SA each 5Cy. 340×570 mm<br>1450bhp 129t (d.o)<br>British Polar Engines Ltd. Gls<br>3×120kW 220V d.c. 10k |
| 5989<br>TA<br>-KJ<br>Rdr<br>RT | **LISANA**<br>exMishima Maru–69<br>**Cia. de Transporte Edna S.A.**<br>Panama Panamanian | 1973<br>1062<br>2651 | | NK | 1940 Tsurumi Seitetsu Zosen—Yka<br>284′ 11″ 40′ 0″ 17′ 7″<br>270′ 0″ 39′ 11″ 20′ 4″<br>P87′ F29′ 1 dk<br>RW | M Mchy.aft<br>3 Ho<br>G.130967 B.121254<br>3 Ha (30′, 84′, 6½′×21′)<br>12W Der 1(40) 4(10) 2(12) 2(1½) | Oil 4SA 7Cy. 430×620 mm<br>1400bhp Emade57fitted64 252t<br>Hanshin Nainenki Kogyo Kob<br>11k |
| 418<br>ZR<br>076<br>Esd<br>Rdr<br>RT | **LJUBERTSY**<br>**U.S.S.R.**<br>Kaliningrad Russian | 3359<br>1550<br>4400 | | | 1962 Rauma-Repola O/Y—Rauma<br>344′ 10″ 48′ 7″ 20′ 5″<br>48′ 5″ 23′ 1″<br>1 dk | M Tanker Mchy.aft<br>6 Ta<br>L.191653<br>5W Der 3(3) 1(2) 1(1) | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp<br>Burmeister & Wain Cpn<br>13½k |
| 179<br>SO<br>Esd<br>Rdr<br>Tm | **LOCH NESS**<br>exAndromeda–68<br>**Knud H. Christensen**<br>Hirshals Danish | 171<br>80<br>175 | | | 1968 Rosslauer Schiffs.—Rosslau<br>110′ 2″ 21′ 8″ 8′ 10¼″<br>97′ 0″ 21′ 7″ 10′ 10″<br>1 dk | M Trawler Mchy.aft<br>2 Ho 15¼′, 22′<br>2 Ha (stl) (each 5′×4′)<br>1W Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>578bhp 19t (d.o)<br>Schwermasch. Karl Liebknecht Mgd<br>2×16kW 220V d.c.<br>Controllable pitch propeller 12k |

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|---|---|---|---|---|---|---|---|---|---|
| 5392721 | **LONGMOOR FREIGHTER** | | 933 | ✠100A1 | SS 10/65 | 1956-7 Grangemouth Dkyd Co. Ltd.— | M OSD | | Oil 2SA 8Cy. 340×570 mm |
| MWDX | exWoodlark-69 | | 338 | | | Gmh | 3 Ho 43½', 46', 54' | | 1280bhp |
| 187434 | **Ministry of Defence** | | 970 | ✠LMC | | 232' 5" 37' 1" 12' 11" | G.84600 B.78850 | | British Polar Engines Ltd. |
| Esd Pfd | **(Army Dept.)** | | | | | 215' 0" 36' 6" 20' 6" | 3 Ha (stl) (20', 30'×15¾') (27'×17') | | 3×80kW 220V d.c. |
| Rdr | London | British | | MN256 | EL n 1$\frac{1}{16}$"SQ | 1 dk & S dk | 6W Der 1(15) 6(5) | | |
| RTm/v | | | | | | RW Coll BH to S dk 5 to 2nd dk | | | |
| | | | | | | rf 6" WB220t | | | |
| 5352812 | **LORINDA** | | 6386 | ✠100A1 | SS 4/67 | 1948-10 S.A. Ansaldo—Gen | M Ref OSD | | Oil 2DA 9Cy. 640×1160 mm |
| 6ODJ | exTarifa-69 | | 3836 | with freeboard | | 489' 1" 64' 3" 27' 0½" | 5 Ho | | 7500bhp Fiat |
| 1059 | **Shun Cheong Steam** | | 10140 | DTs & FPT—oil FP above | | 455' 7" 64' 0" 42' 2" | G.719000 B.643000 In.1025 | | Ansaldo Stab. Mecc. |
| Df Esd | **Navigation Co. Ltd.** | | | 150° F. | | P38' F48' 1 dk & S dk, 3rd dk in Nos. 1 & | 5 Ha (29½', 34½', 34½', 34½', 34½'×21') | | AuxB 100℔ |
| Gc Rdr | Mogadishu | Somali Rep. | | Tunnel side tanks—oil FP | | 2 holds | 17W Der 1(25) 4(5) 14(3) | | |
| RT | | | | above 150° F. or veg. oil | | RW Coll BH to S dk 6 to 2nd dk | | | |
| | | | | ✠LMC | | WB3518t incl. Tunnel tanks 332t DTsf1046t | | | |
| | | | | | EL e†2½"SQ | | | | |
| 6825579 | **LUJUA** | | 15494 | ✠100A1 | | 1968-8 Cia. Euskalduna—Bbo | M Bulk Carrier Mchy.aft | | Oil 2SA 7Cy. 700×1200 mm |
| EAKI | | | 10991 | strengthened for ore | | 600' 9" (incl. BB) 73' 8" 22' 0" | | | 9800bhp MAN |
| | **Naviera Bilbaina S.A.** | | 26700 | cargoes Nos. 2, 4, 6 & 8 | | 561' 5" 73' 6" 46' 7" | | | Cia. Euskalduna |
| Df Esd | Bilbao | Spanish | | holds may be empty | | P98' F51' 1 dk | | | 2 AuxB (1 o.f 1 ex.g) 100℔ |
| Gc Rdr | | | | ✠LMC | | RW NS 12BH | | | 3×280kW 440V 60 c/s a.c. |
| RT | | | | | EL F†2½"U2 | rf nil DK in way Nos. 1 to 4 holds | | | |
| | | | | | | WB13750t inc. Comb & btm and side tanks in Nos. 2–8 holds 4152t Topside tanks in holds 3204t | | | |
| 6823088 | **LUSTROUS** | | 14923 | ✠100A1 | | 1968-10 Eriksbergs M/V A/B—Got | M Tanker Mchy.aft | | 2 Vee Oil 4SA each 12Cy. 400×460 |
| GYUQ | | | 9629 | oil tanker (cc) | | 556' 6" (incl. BB) 81' 5" 31' 4" | 33 Ta | | sr geared to sc. shaft |
| 334253 | **Cunard S.S. Co. Ltd.** | | 24507 | ✠LMC | UMS | 525' 9" 81' 3" 41' 0" | L.1175899 | HeCls. B | 10080bhp Pielstick 1479t (hvf)- |
| Df Esd | Cunard-Brocklebank Ltd. | | | | | P113' F49' 1 dk | | | A/B Lindholmens Varv |
| Gc Pfd | Liverpool | British | | | EL F†2½"U2 | 16BH | | | AuxB (o.f) 115℔ AuxB (ex.g) & rcv |
| Rdr | | | | | | rf 2" WB706t | | | 4×1500, 1500, 364, 364kW 450V |
| RTm/h/v | | | | | | | | | a.c. |
| | | | | | | | | | Controllable pitch propeller |

|  | 2<br>SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | 3<br>TONS<br>Gross<br>Net<br>Summer<br>Deadwt<br>Gross<br>Net<br>Summer<br>Deadwt | 4<br>CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | 5<br>HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | 6<br>CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | 7<br>MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
|---|---|---|---|---|---|---|
| No.<br>Sign<br>No.<br>ional<br>s | | | | | | |
| 258 | **A-CHAU I**<br>exShin Tai–68<br>exYoshinogawa Maru–62<br>exShinsei Maru No. 13<br>**Hang-Nghiep A-Chau**<br>Saigon Vietnamese | **901**<br>623<br>1604 | BV | **1944** Tokyo Zosensho—Tok<br>*198·7′* 31′ 2″<br>… … …<br>1 dk | M Mchy.aft<br>2 Ho<br>G.60883<br>2 Ha (42½′, 40¼′ × 16¼′)<br>4W Der 4(3) | Oil 6Cy. 310 × 480 mm<br>650bhp NE60 50t<br>Ito Tekkosho Shimizu<br>1 × 10kW 105V d.c. 9k |
| 829 | **ABERAVON**<br>**British Transport Docks Board**<br>Cardiff British | **2200**<br>—<br>2600 | **100A1**<br>hopper dredger<br>for restricted service<br>Class contemplated | Ferguson Bros. (P.Gl) Ltd.—<br>P.Gl<br>251′ 1″ 50′ 1″ 16′ 6″<br>235′ 0″ 49′ 0″ 20′ 0″ | TM Grab Hopper Dredger<br>Mchy.aft | 2 Oil 4SA each 12Cy. 9¾″ × 10½″<br>Davey, Paxman & Co. Ltd. Col |
| 2446<br>5VLI<br>Esd<br>Rdr<br>RTv | **ACHAIKA HOPE**<br>exArden–69 exTano River–66<br>exHadar–59 exGeorge–50<br>**Achaika Shipping Co. S.A.**<br>Greek | **2574**<br>1216<br>3440 | ✠**100A1** SS 2/67<br>with freeboard<br>✠**LMC**<br>EL u $1\frac{11}{16}$″SQ | **1949**–7 Short Bros Ltd.—Sld<br>330′ 6″ 46′ 11″ 19′ 1″<br>310′ 7″ 46′ 9″ 27′ 11″<br>P23′ F26′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>WB917t incl. Tunnel tanks 127t | S OSD<br>3 Ho 43′, 90′, 38′<br>G.233000 B.215000<br>5 Ha (each 25′ × 20′)<br>Der 1(15) 2(7) 2(6½) 6(5) | T 3Cy 21½″ 34″ & 62″ × 39″<br>2000ihp 729t (o.f)<br>George Clark (1938) Ltd. Sld<br>2 SB 220lb Spt hs(5304) 6cf 12½k |
| 717203<br>FOM<br>Esd<br>Rdr<br>RT | **ACORSA**<br>**Francisco Acebal y Cia.**<br>San Sebastian Spanish | **752**<br>407<br>650 | ✠**100A1**<br>stern trawler<br>✠**LMC**<br>EL Y 1⅜″U1 | **1968**–2 Ast. Luzuriaga—Pjs<br>172′ 3″ 33′ 10″ 15′ 6″<br>147′ 8″ 33′ 6″ 23′ 3″<br>B17′ 2 dks<br>Coll BH to U dk 5 to 2nd dk<br>rf 23″ BoxK 16″ | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 400 × 580 mm<br>1600bhp<br>Klöckner-Humboldt-Deutz Kln<br>4 × 95, 90, 40, 40kW 220V d.c. |
| 3966<br>YFX<br>4018<br>Esd<br>Rdr<br>RT | **AFOUNDRIA**<br>**Litton Industries Leasing Corp.**<br>Wilmington, Del United States | **8673**<br>5549<br>— | AB | **1943** Gulf S.B. Corp.—Mob<br>468′ 8″ 63′ 1″ 27′ 6¾″<br>445′ 4″ 63′ 0″ 31′ 3″<br>3 dks<br>rf nil | S<br>5 Ho<br>7 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>6600shp 803t (o.f)<br>General Electric Co. Lyn<br>16k |
| 570<br>GA<br>103<br>Esd<br>Rdr<br>/h/v | **AGIA EFTYCHIA**<br>exMatru–67 exSherbro–65<br>**Ayia Eftichia Shipping Co.**<br>Famagusta Cyprus | **4805**<br>2420<br>6181 | AB<br>✠LR class withdrawn—<br>Owners' request 4/68 | **1947**–11 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>408′ 0″ 57′ 2″ 22′ 3⅞″<br>386′ 3″ 57′ 0″ 32′ 9″<br>P39′ F43′ 1 dk & S dk. 3rd dk in Nos. 1, 2 & 4 holds<br>RW<br>rf nil | M Ref OSD<br>4 Ho 57¾′, 65′, 70′, 37½′<br>6 DT each 32½′<br>G.405000 B.366000<br>4 Ha (25′, 30′, 30′, 22½′ × 18′)<br>14W Der 1(50) 1(30) 2(10) 6(7) 2(5) 4(3) | Oil 2SA 4Cy. 560 × 2160 mm<br>3100bhp Doxford 660t (hvf)<br>Scott's S.B. & Eng. Co. Ltd. Grk<br>3 × 125kW 220V d.c. 12¼k |
| 58048<br>VKA<br>43<br>RT | **AGIOS IOANNIS THEOLOGOS**<br>exAngelika–68<br>exThe Marquis–66<br>exCamroux I–60<br>**I. Kabanaros & Co.**<br>Thessaloniki Greek | **324**<br>151<br>420 | HR<br>✠Classed LR until 7/66 | **1934**–12 J. Pollock, Sons & Co. Ltd.—<br>Faversham<br>136′ 6″ 25′ 1″ 9′ 9½″<br>129′ 10″ 25′ 0″ 10′ 9″<br>P37′ F19′ 1 dk<br>R | M Mchy.aft<br>1 Ho 77′<br>G.18950 B.17480<br>1 Ha (63¾′ × 16′)<br>2W Der 2(1½) | Oil 2SA 4Cy. 250 × 420 mm<br>300bhp NE45 18t<br>British Polar Engines Ltd. Gls<br>8½k |
| 682250<br>DYGB<br>Df Esd<br>Gc Rdr | **AGUSTINA II**<br>**Hijos de F. Escano Inc.**<br>Cebu Philippine | **1129**<br>640<br>1242 | AB | **1968** Rickmers Werf—Bhn<br>254′ 3″ (incl. BB) 39′ 6″ 13′ 9⅞″<br>226′ 4″ 39′ 4½″ 23′ 8″<br>1 dk & S dk | M OSD Mchy.aft<br>G.89000 B.70000 | Oil 4SA 6Cy. 400 × 580 mm<br>2000bhp 131t (d.o)<br>Klöckner-Humboldt-Deutz Kln |
| 11005<br>Esd<br>Pfd<br>RT | **AINO**<br>**C. H. Sörensen & Sönner**<br>Arendal Norwegian | **57200**<br>40210<br>106500 | | **1969** Harland & Wolff Ltd.—Bel<br>855′ 0″ (incl. BB) 48′ 5¼″<br>820′ 0″ 133′ 6″ 66′ 0″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 840 × 1800 mm<br>18900bhp B&W<br>Harland & Wolff Ltd. Bel |
| 11017<br>JUW<br>5093<br>Esd<br>Rdr | **AKITSU MARU No. 7**<br>**Kyokuyo Hogei K.K.**<br>Tokyo Japanese | **458**<br>231<br>— | | **1968** Niigata Eng. Co. Ltd.—Niigata<br>187′ 1″ 29′ 7″<br>166′ 0″ 29′ 6″ 13′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330 × 520 mm<br>1250bhp<br>Niigata Eng. Co. Ltd. Niigata |
| 10506<br>Rdr | **AL JABIRIAH**<br>**Kuwait Shipping Co. (S.A.K.)**<br>Kuwait Kuwait | T.Mk<br>**10355**<br>5097<br>12760 | | **1968** Kherson Shpyd—Kherson<br>510′ 9″ 67′ 8″ 29′ 9″<br>459′ 4″ 67′ 6″ 40′ 4″<br>2 dks | M Ref Mchy.aft<br>5 Ho<br>G.636725 B.604942 In.5297<br>8 Ha<br>Cr 2(8) 9(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600 mm<br>9000bhp B&W<br>Bryansk Eng. Works Bryansk<br>3 × 300kW 400V a.c. |

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| 6910518<br><br><br>Df Rdr | **AL SHAMIAH**<br><br>**Kuwait Shipping Co.**<br>**(S.A.K.)**<br>Kuwait Kuwait | 11670<br>5945<br>16584 | | 1968 Nosenko Shpyd—Nic<br>556′ 6″ 71′ 7″ 32′ 9¼″<br>511′ 10″ 71′ 5″ 43′ 4″<br>2 dks | M Ref<br>6 Ho<br>G.815690 B.730210<br>6 Ha (stl) (27½′ × 23′) (36′, 36′, 36′,<br>36′ × 36′) (32½′ × 31½′)<br>2W Cr 2(9) 5(8) Der 1(60) | Oil 2SA 6Cy. 740 × 1600 mm<br>B&W<br>Bryansk Eng. Works<br>Bryansk |
| 6815512<br>KAAV<br>517120<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALASKAN MAIL**<br><br>**American Mail Line Ltd.**<br>Portland United States | T.Mk<br>11559<br>6727<br>18000<br>15949<br>10002<br>22208 | <br><br>AB | 1968 Newport Ns. S.B. & D.D. Co.—<br>N.Ns<br>605′ 0″ 82′ 2″ 31′ 2″/35′ 0½″<br>582′ 6″ 82′ 0″ 46′ 0″<br>F107′ 2 dks<br>RW<br>rf nil | S Ref<br>7 Ho 64½′, 75′, 70′, 70′, 62′, 60′, 49½′<br>G.584414 B.1082207 In.21839<br>7 Ha (stl) (28½′ × 22½′) (42½′, 42½′,<br>42½′, 35′, 35′, 27½′ × 25½′)<br>24W Der 1(70) 20(20) 4(15) | 2 S Turb dr geared to sc. shaft<br>21600shp<br>General Electric Co.<br>2 × 1250kW 450V 60c/s a.c. |
| 6910403<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALDENBURG**<br><br>**Partenreederei m.s.**<br>**"Aldenburg"**<br>H. Schuldt<br>Hamburg W. German | 3844<br>1419<br>4508<br>5754<br>2488<br>7450 | | 1969 Howaldtswerke-Deutsche<br>Werft—Kel<br>458′ 8″ 63′ 1″ 21′ 5″/26′ 4½″<br>442′ 11″ 63′ 0″ 38′ 4″<br>B100′ 3 dks & S dk | M Ref OSD/CSD<br>4 Ho 96½′, 71½′, 73½′, 89½′<br>In.34803<br>4 Ha (stl) (each 23½′ × 16½′)<br>8W Der 2(10) 6(3–5) | Oil 2SA 10Cy. 700 × 1200 mm<br>1400bhp MAN<br>Howaldtswerke-Deutsche Wer<br>4 × 400kW 440V 60c/s a.c. |
| 5420152<br>EIVF<br>400370<br>Df Rdr<br>RTm | **ALDERNEY TRADER**<br>exGlenbride–69<br>exLady Sylvia–63<br>**Alderney Shipping Co. Ltd.**<br>Dublin Irish Republic | 370<br>181<br>426 | ✠100A1 SS 7/64<br><br>✠LMC<br><br>MN114 EL e | 1952–4 Philip & Son Ltd.—Drt<br>147′ 4″ 25′ 1″ 9′ 9½″<br>136′ 2″ 25′ 0″ 10′ 9″<br>P37′ F21′ 1 dk<br>R NS 3BH<br>rf 5″ WB158t | M Mchy.aft<br>1 Ho 82½′<br>G.21528 B.19260<br>3 Ha (26½′, 26½′, 12½′ × 16½′)<br>2W Der 2(1½) | Oil 2SA 6Cy. 265 × 345 mm<br>570bhp<br>Crossley Bros. Ltd.<br>1 × 6kW 110V d.c. |
| 5389425<br>5BIV<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ALEXANDROS**<br>exWilana–69<br>**Santaroza Nav. Co. Ltd.**<br>Famagusta Cyprus | 12376<br>7022<br>19020 | <br><br>NV | 1955 Uddevallavarvet A/B—Udv<br>567′ 5″ 69′ 11″ 30′ 8½″<br>530′ 8″ 69′ 8″ 39′ 8″<br>P111′ B42′ F67′ 1 dk<br>RW<br>rf 3″ | M Tanker Mchy.aft<br>22 Ta<br>L.883924 HeCls. BC | Oil 2SA 8Cy. 760 × 1500 mm<br>7500bhp 1400t (hvf)<br>Uddevallavarvet A/B<br>3 × 300, 300, 140kW 220V 50c/s a.c. |
| 5011315<br>SXCX<br>1847<br>Df Esd<br>Gc Rdr | **ALITRIC**<br>exTarpon Bay–69<br>exAliki Livanos–64<br>**Mina Corporation**<br>Piræus Greek | 7564<br>4401<br>11235 | ✠100A1 SS 2/67<br><br>✠LMC<br><br>MN549 EL b†2$\frac{1}{16}$″SQ | 1953–7 W. Gray & Co. Ltd.—Hpl<br>457′ 6″ 57′ 10″ 28′ 6½″<br>432′ 2″ 57′ 6″ 38′ 4″<br>F41′ 2 dks<br>RW 6BH to S dk 1 to 2nd dk<br>WB1944t | S CSD<br><br>G.593335 B.548985<br><br>10W Der 1(20) 2(10) | T 3Cy. 22″ 37″ & 65″ × 48″ & LP tur<br>3050ihp<br>Cen. Mar. Eng. Wks<br>3 SB 250lb Spt hs(11241) 9cl |
| 6726905<br>DVDG<br><br>Df Esd<br>Gc | **ALKENE**<br>exPunta Loyola–68<br>exCapitan–49 exKlickitat–46<br>**Reyes & Lim Co. Inc.**<br>Manila Philippine | 3102<br>2041<br>4200 | <br><br>AB | 1945 St. John's River S.B. Co.—Jck<br>325′ 1″ 47′ 5″ 19′ 4½″<br>309′ 0″ 48′ 3″<br>P84′ B35′ F48′ 1 dk<br>rf nil | M Tanker Mchy.aft<br>12 Ta | 2 Oil 4SA each 8Cy. 405 × 510 mm<br>electro-magnetic slip coupling<br>geared to sc. shaft<br>1400bhp<br>Enterprise Eng. & Fdry Co.<br>2 × 250kW |
| 6621038<br>CUYQ<br>LX61N<br>Df Esd<br>Gc Rdr<br>RT | **ALMOUROL**<br><br>**Companhia Portuguesa de**<br>**Pesca**<br>Lisbon Portuguese | 1139<br>570<br>850 | <br>✠LR class withdrawn—<br>Owners' request 3/69 | 1968–1 Est. Nav. do Mondego—Figueira<br>204′ 11″ 35′ 11″ 15′ 1″<br>179′ 6″ 34′ 5½″ 23′ 11″<br>2 dks<br>RW<br>rf 49″ BK 4″ | M Stern Trawler | Oil 4SA 6Cy. 385 × 580 mm<br>1795bhp<br>Masch. Kiel G.m.b.H.<br>4 × 240, 240, 200, 75kW 230V d.c.<br>Controllable pitch propeller |
| 5260825<br><br><br>Df Esd<br>Gc Rdr<br>RTv | **ALPHARD**<br>exOctavia–69<br>**Hurricanesea Cia. Nav.**<br>**S.A.**<br>Panama Panamanian | 3284<br>1739<br>5575<br>5331<br>3022<br>7170 | <br><br>GL | 1956 Rickmers Werft—Bhn<br>426′ 7″ 51′ 10″ 20′ 11¾″/24′ 2½″<br>388′ 0″ 51′ 8″ 31′ 2″<br>B69′ F46′ 1 dk & S dk<br>RW | M (4P) OSD/CSD<br>5 Ho 49½′, 50½′, 75½′, 73½′, 52½′<br>G.397930 B.359129<br>5 Ha (stl) (27½′, 31½′, 45½′, 45½′,<br>27½′ × 19½′)<br>14W Der 1(50) 4(5–10) 10(3½–5) | Oil 2SA 6Cy. 680 × 1200 mm<br>3600bhp<br>Borsig A.G.<br>3 × 130kW 220V d.c. |
| 5295234<br>IJDT<br>910 | **AMALIA**<br>exRina G.–64<br>exTeresa Remar–56<br>exTeresa–54 exAdriana–52<br>**Gennaro Colandrea**<br>Naples Italian | 374<br>213<br>— | <br><br>RI | 1945 Antonio Cucco—Ven<br>136′ 0″ 27′ 2″<br>121′ 0″ 26′ 6″ 15′ 5″<br>1 dk | Wood M<br>1 Ho | Oil 4SA 6Cy. 265 × 410 mm<br>300bhp Emade42fitted45<br>S.A. Ansaldo |
| 6911940<br><br><br>Df Rdr | **AMBLA**<br><br>**U.S.S.R.**<br>Russian | 1248<br>552<br>1299 | | 1967 Angyalfold Shipyard—Bdp<br>244′ 5″ 37′ 2″ 13′ 1½″<br>221′ 1″ 37′ 0″ 17′ 5″<br>1 dk | M Mchy.aft<br>3 Ho 50½′, 44½′, 46½′<br>G.74267<br>3 Ha (stl) (each 28½′ × 18½′)<br>6W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315 × 450 mm<br>1000bhp<br>Lang Eng. Works |
| 6611057<br><br>329072<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMBROSE SHEA**<br><br>**Government of Canada**<br>**(Minister of Transport)**<br>St. John's, Nfl Canadian | 9465<br>5456<br>1654 | ✠100A1<br>North Sydney, N.S.—<br>Argentia, Newfoundland<br>Ice Class 1<br>✠LMC EL C†2½″SQ | 1967–12 Marine Industries Ltd.—Sorel<br>395′ 8″ 71′ 3″ 20′ 3″<br>356′ 0″ 69′ 0″ 42′ 6″<br>B&F279′ UpperB92′ 2 dks<br>Coll BH to U dk 8 to 2nd dk<br>rf 6″ WB1636t | TD-E Ferry (260bth 50dkP)<br>Stern door | 5 Vee Oil 4SA each 16Cy.<br>24200bhp driving 5 gen. each<br>connected to 2 elec. motors each<br>6500shp & 2 sc. shafts<br>Cooper-Bessemer of Canada<br>Stratford, Ont<br><br>2AuxB 75lb<br>4 × 485kW 460V 60c/s a.c.<br>Bow jet pump |

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| 356<br>ND<br>836 | **AMINUDDIN**<br>Launched as Amin<br>**Karachi Port Trust**<br>Karachi Pakistan | 900<br>—<br>— | **100A1**<br>hopper dredger<br>for restricted service<br>Class contemplated | Karachi S. & E. Works Ltd.—Krh<br>208′ 9″ 41′ 4″ 11′ 9¾″<br>200′ 2″ 40′ 0″ 15′ 1″<br>RW | TM Hopper Dredger Mchy.aft | 2 Oil 4SA each 6Cy. 300×450 mm<br>Masch. Augsburg-Nürnberg | Aug |
| 738<br>Esd<br>Pfd<br>RT | **AMIRAL Ş. OKAN**<br>**D. B. Deniz Nakliyati T.A.S.**<br>Istanbul Turkish | 9194<br>5434<br>12400 | | **1969** Denizcilik Bankasi T.A.O.—Camialti<br>510′ 2″ 64′ 0″ 29′ 6¼″<br>475′ 9″ 63′ 10″ 40′ 4″<br>2 dks | M | Oil 2SA 7Cy. 740×1600 mm<br>12000bhp<br>Burmeister & Wain | Cpn |
| 714<br>Esd<br>Pfd<br>Rdr | **AMOCO YORKTOWN**<br>**Interhemisphere Transport Co.**<br>Monrovia Liberian | 40200<br>28000<br>77410 | | **1969** Mitsui Zosen—Tmn<br>789′ 2″ (incl. BB) 118′ 2″ 44′ 3″<br>755′ 0″ 118′ 0″ 58′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 2SA 8Cy. 840×1800 mm<br>18400bhp B&W<br>Mitsui Zosen | Tmn |
| 1031 | **ANA MARIA BARRERAS**<br>**NAVIPESCA S.A.**<br>Gijón Spanish | 1580<br>—<br>— | **100A1**<br>Class contemplated | Maritima del Musel S.A.—Gjn<br>274′ 1″ 41′ 1″<br>243′ 11″ 39′ 8″ 21′ 10″ | M Ref Mchy.aft | Oil 4SA 8Cy. 390×680 mm<br>Naval-Stork-Werkspoor | Cdz |
| 25511<br>711<br>Esd<br>Pfd<br>dr RT | **ANDREA LEOPOLDO**<br>**"EUROPA" Società Generale d'Armamento S.p.A.**<br>Palermo Italian | 48687<br>26305<br>81000 | **✠100A1**<br>oil tanker<br>**✠LMC** UMS<br>MN4400 EL b*3$\frac{9}{16}$″U2<br>RI | **1968–4** Italcantieri S.p.A.—Gen<br>831′ 11″ (incl. BB) 128′ 2″<br>780′ 10″ 127′ 9″ 55′ 9″<br>P153′ F89′ 1 dk<br>RW 8BH<br>rf nil WB17260t incl. DTf2751t 9825t in clean ballast tanks | M Tanker Mchy.aft | Oil 2SA 10Cy. 900×1550 mm<br>22000bhp Sulzer<br>C.R.D. Adriatico<br>2WTAuxB 455℔<br>AuxB (ex.g) 170℔ (Spt)<br>2 sg 227℔ (Spt)<br>3×950, 500, 500kW 450V 60c/s a.c. | Tri |
| 11043<br>Esd<br>Rdr<br>RT | **ANDREAS N. HADJIKYRIAKOS**<br>**General Cement Company S.A.**<br>*Piræus* Greek | 4000<br>—<br>6500 | | **1969** Soc. Fin. & Ind. des At. & Ch. de Bretagne—Nts<br>364′ 4″ 53′ 11″ 21′ 7½″<br>334′ 7″ 53′ 10″ 27′ 7″<br>1 dk | M Cement Carrier Mchy.aft | 2 Oil 4SA each 8Cy. 360×450 mm geared to sc. shaft | |
| 9662<br>FCR<br>Esd<br>RT | **ANDVARI**<br>exHafthor–68 exJon Valgeir–57<br>**Hordur Jónsson and others**<br>Vestmannaeyjum Icelandic | 100<br>41<br>— | | **1946** .....................Djupvik<br>*77·8′* 19′ 0″<br>... ... ...<br>1 dk | Wood Aux Fishing | Oil<br>390bhp NE60<br>Lister | |
| 1029 | **ANGELA**<br>**Cia. Pesquera San Blas S.A.**<br>Ilo Peruvian | 150<br>—<br>— | **100A–**<br>fishing vessel<br>Class contemplated | Fabricaciones Metalicas—Clo<br>90′ 9″ 25′ 4″ 12′ 8⅝″<br>78′ 4″ 25′ 0″ 12′ 2″ | M Fishing | Vee Oil 2SA 16Cy. 4¼″×5″<br>General Motors Corp. | Det |
| 0001<br>GVI | **ANNUKKA AARNIO**<br>**Palkki O/Y & Co.**<br>Helsinki/Helsingfors Finnish | 26030<br>15707<br>43770 | **100A1**<br>Class contemplated | Brodogradiliste III Maj—Rka<br>704′ 7″ 90′ 5″ 33′ 10¼″<br>656′ 2″ 90′ 2½″ 52′ 2″ | M Bulk Carrier Mchy.aft | Oil 2SA 9Cy. 760×1550 mm<br>Sulzer<br>Brodogradiliste III Maj | Rka |
| 63431<br>APP<br>10183<br>Df Esd<br>RTm | **ANTOINETTE CASTRO**<br>exIrmgard Horn–69<br>**Tiefkühlschiffsreederei Heinr. Christian Horn**<br>Heinr. C. Horn<br>Hamburg W. German | 497<br>216<br>646<br>**852**<br>512<br>840 | GL | **1959** J. J. Sietas Schiffsw.—Ham<br>207′ 3″ 30′ 3″ 10′ 11″/12′ 5″<br>183′ 4″ 30′ 2″ 18′ 6″<br>B62′ F33′ 1 dk & S dk | M Ref OSD/CSD Mchy.aft<br>In.35300<br>2 Ha (each 23½′×11¾′)<br>4W Der 4(2) | Oil 4SA 6Cy. 320×450 mm<br>750bhp<br>Klöckner-Humboldt-Deutz | 128t (d.o)<br>Kln<br>11½k |
| 368782<br>9VNR<br>333136<br>Df Esd<br>c Rdr<br>RT | **APLICHAU**<br>*ex*Triton–69<br>***Hong Kong Pacific* Shipping Co. Ltd.**<br>Hong Kong Islands Shipping Co. Ltd.<br>Singapore Singapore | 5414<br>3112<br>9235 | **✠100A1** SS 6/67<br>with freeboard DTsm—oil FP above 150° F. or vegetable oil<br>**✠LMC**<br>EL c†2⅛″SQ | **1948–6** Kockums M/V A/B—Mmo<br>463′ 7″ 59′ 8″ 26′ 5¼″<br>430′ 9″ 59′ 6″ 40′ 9″<br>P41′ F98′ 1 dk & S dk, 3rd dk in No. 2 hold & midship deep tanks<br>Coll BH to S dk 6 to 2nd dk<br>WB3064t incl. Tunnel tanks 405t DTsm1050t | M OSD<br>5 Ho<br>G.654000 B.599000<br>6 Ha (27′, 34¼′, 31½′, 31½′, 31½′×21′) (8′×18′)<br>17W Der 1(25) 4(5) 14(3) | Oil 2DA 7Cy. 720×1200 mm<br>7000bhp MAN<br>Kockums M/V A/B<br>db 100℔ | 1123t<br>Mmo<br>16½k |
| 20859<br>SFM<br>86540<br>d Rdr<br>Tm/v | **APOLLO**<br>**British Steam Navigation Co. Ltd.**<br>Bristol British | 1254<br>522<br>1480 | **✠100A1** SS 12/68<br>**✠LMC**<br>MN256 EL p | **1954–11** C. Hill & Sons Ltd.—Brs<br>278′ 3″ 39′ 1″ 13′ 8¼″<br>259′ 8″ 39′ 0″ 21′ 6″<br>F23′ 1 dk & S dk<br>RW 2BH to S dk 1 to 2nd dk<br>WB587t incl. DTf80t len 68 | M (4P) Ref OSD Mchy.aft<br>3 Ho 24′, 68′, 68′<br>G.137321 B.130574<br>3 Ha (stl) (18′×18′) (62¼′, 62¼′×26¾′) | Oil 2SA 8Cy. 340×570 mm<br>1280bhp<br>British Polar Engines Ltd.<br>3×60kW 220V d.c. | 107t (d.o)<br>Gls<br>12½k |
| 21487<br>VVT<br>01113<br>Esd<br>Pfd<br>Rdr<br>m/h/v | **ARANDA**<br>exAragon–69<br>**Shaw Savill & Albion Co. Ltd.**<br>London British | 18575<br>10543<br>8916 | **✠100A1** SS 8/64<br>tunnel tanks—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>MN4000 EL m†2⅛″SQ | **1960–4** Harland & Wolff Ltd.—Bel<br>584′ 0″ 78′ 3″ 28′ 10″<br>540′ 0″ 78′ 0″ 49′ 6″<br>B&F468′ 3 dks, 4th & 5th dks except in mchy.space<br>RW 7BH to U dk 1 to 2nd dk<br>rf 15″ WB2880t incl. Tunnel tanks 430t DTf125t | TM (509P) Ref<br>5 Ho 56¼′, 71¾′, 80′, 82½′, 76½′<br>G.61180 B.56910 In.484890<br>5 Ha (22′, 24½′×16′) (22½′, 17′×15½′) (25′×17′)<br>Der 2(15) 4(10) 2(7) 12(5) | 2 Oil 2SA each 6Cy. 750×1500 mm exhaust 500 mm<br>20000bhp<br>Harland & Wolff Ltd.<br>4AuxB (2 o.f 2 ex.g) 100℔<br>4×750kW 440V 50c/s a.c. | (hvf)<br>Bel<br>17½k |

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| 6910702<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ARCTIC TOKYO**<br><br>**Polar LNG Shipping Corp.**<br>Monrovia Liberian | 50000<br>33500<br>32400 | | **1969** Kockums M/V A/B—Mmo<br>799' 0" 32' 9"<br>754' 7" 111' 6" 69' 7"<br>1 dk | S Liquefied Gas Carrier Ref<br>Mchy.aft | 2 S Turb dr geared to sc. shaft<br>20000shp Laval<br>Kockums M/V A/B |
| 6910491<br><br><br>Df Esd<br>Pfd RT | **ARENALES**<br><br>**Carlos de Benito**<br>San Sebastian Spanish | 154<br>61<br>— | BV | **1967** Ast. Zamacona—Bbo<br>*78·7'*<br>... ... ...<br>1 dk | M Trawler<br><br><br>2 Ha (each 3½'×3½') | Oil 4SA 4Cy. 315×480 mm<br>400bhp Duvant<br>Carmelo Unanue |
| 6505428<br><br>317179 | **ASIA**<br>exAzie-69<br>**Westminster Dredging (Bermuda) Ltd.**<br>Hamilton British | 701<br>527<br>— | ✠100A1<br>dredger<br>Dutch estuary service<br>EL (k) | **1965**–5 Schps. L. Smit & Zoon—Kinderdijk<br>164' 0' 37' 11"<br>162' 9" 37' 9" 12' 11"<br>1 dk<br>4BH<br>rf nil WB76t | Bucket Dredger<br><br><br>Cr 1(12) Der 1(3) | |
| 5289352<br>KKNA<br>247026<br>Df Esd<br>Gc Rdr | **ASIDOS**<br>exRainbow-69<br>exGloria Dunaif-61<br>exJackie Hause-60<br>exHarold D. Whitehead-59<br>**Kentfield Shipping Corp.**<br>Wilmington, Del United States | 8565<br>5918<br>12952 | AB | **1944** Todd-Houston S.B. Corp.—Houston<br>511' 6" 57' 0" 27' 1½"<br>487' 3" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW len 61<br>rf 6" | S<br>5 Ho<br>B.629000<br>5 Ha | T 3Cy. 24½" 37" & 70"×43"<br>2500ihp<br>Joshua Hendy Irn Wks |
| 5233511<br>KOFT<br>247331<br>Df Esd<br>Gc Rdr<br>RT | **ASITRES**<br>exMeteor-69 exPeter Blix-61<br>exCoal Miner-60<br>exChian Trader-57<br>exLeonardo L. Romero-51<br>**Kentfield Shipping Corp.**<br>Wilmington, Del United States | 8539<br>5880<br>12952 | AB | **1945** Todd-Houston S.B. Co.—Houston<br>511' 6" 57' 0" 26' 2½"<br>487' 3" 56' 11" 37' 4"<br>2 dks, 3rd dk fwd<br>RW len 61<br>rf 6" | S<br>6 Ho<br>B.629000<br>6 Ha<br>10W Der 1(50) 1(15) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Joshua Hendy Irn Wks |
| 5072113<br>SVPN<br>322<br>RT | **ASTYANAX**<br>exMaria K.-68<br>exCnrysanthi II-68<br>exNina exCamogli<br>**Aslan Shipping Corp.**<br>Syros Greek | 200<br>115<br>— | GL | ........................<br>131' 2" 21' 4"<br>13' 3"<br>Q50' F21' 1 dk | M | Oil 2SA 5Cy. 280×490 mm<br>550bhp Emade41fitted51<br>Harland & Wolff Ltd. |
| 6912126 | **ATLANTIC CROWN**<br><br>**N.V. Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)**<br>Rotterdam Netherland | 24500<br>12000<br>18000 | 100A1<br>Class contemplated | At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk<br>695' 7" 92' 0" 30' 4"<br>645' 11" 91' 10" 63' 6" | TS Mchy.aft<br>1 Ho 223'<br><br>1 Ha (stl) (42½'×52½') | 2 S Turb dr geared<br><br>Assoc. Electrical Industries Ltd.<br>2×1650kW 450V 60c/s a.c. |
| 6911055 | **AUGUST PACIFIC**<br><br>**Pacific Bulk Carriers Ltd.**<br>London British | 31500<br>21600<br>57150 | 100A1<br>Class contemplated | Doxford & Sunderland S.B. & E. Co.—North Sands Shpyd, Sld<br>723' 11" 104' 2" 41' 3½"<br>695' 0" 104' 0" 56' 3" | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×2180 mm<br><br>Doxford & Sunderland S.B. & E.Co. |
| 6910427 | **AUSTRALIAN TRADER**<br><br>**Australian Coastal Shipping Commission**<br>Melbourne British | 7300<br>3500<br>3160 | 100A1<br>Class contemplated | N.S.W. Govt. E. & S.B.—N.S.W.<br>445' 1" 70' 7" 20' 0"<br>405' 0" 70' 0" 41' 6" | TM Ferry | 2 Oil 4SA each 16Cy. 400×460 mm Pielstick<br>Ch. de l'Atlantique |
| 5025615<br><br><br>Df Esd<br>Pfd Rdr<br>RT | **AVANCE**<br>exArthur Albright-68<br>**Argo Cia. Mar. S.A.**<br>Greek | 6646<br>3592<br>10275 | ✠100A1 SS 5/65<br>strengthened for heavy cargoes<br>✠LMC<br>MN660 EL z 1 11/16"SQ | **1960**–12 Burntisland S.B. Co. Ltd.—Bnt<br>414' 0" 57' 3" 28' 1½"<br>390' 0" 56' 9" 36' 0"<br>Ba92' F32' 1 dk<br>RW NS 9BH<br>rf 3" WB3626t incl. DTm803t DTf828t | M Mchy.aft<br><br>G.42500 | Oil 2SA 4Cy. 600×2320 mm<br>3300bhp Doxford<br>Hawthorn, Leslie (Eng.) Ltd.<br>2AuxB (1 o.f 1 ex.g) 100lb |
| 6910544<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AXEL JOHNSON**<br><br>**Rederiaktiebolaget Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish | 18000<br>—<br>— | | **1969** O/Y Wärtsilä A/B—Åbo<br>572' 3" 84' 9" 32' 10"<br>515' 9" 84' 5½" 52' 0"<br>1 dk | TM Ref | 4 Oil 4SA (2) 12Cy. & (2) 18Cy. 400×460 mm geared to 2 sc. shafts<br>26040bhp Pielstick<br>O/Y Wärtsilä A/B |
| 6910415 | **BARAC**<br><br>**Paz. Delek & Sonol Oil Cos.**<br>Ashdod Israeli | 184<br>134<br>321 | A1<br>oil tanker<br>for restricted service<br>Class contemplated | Israel Shipyards Ltd.—Hfa<br>82' 8" 27' 3" 7' 5"<br>78' 9" 26' 3" 9' 6" | M Oil Barge Mchy.aft | Oil 4SA 6Cy. 127×145 mm<br>153bhp<br>A/B Scania Vabis |
| 6900264<br>GYUZ<br>335583<br>Df Esd<br>Gc Rdr<br>RTh | **BARON DUNMORE**<br><br>**H. Hogarth & Sons Ltd.**<br>Scottish Ship Management Ltd.<br>Ardrossan British | 12660<br>6914<br>19958 | ✠100A1<br>strengthened for ore cargoes Nos. 2 & 5 holds may be empty<br>✠LMC<br>EL D†2 1/16"U2 | **1968**–12 Haugesund M/V A/S—Hgs<br>530' 0" (incl. BB) 71' 3" 31' 9½"<br>501' 1" 71' 0½" 42' 4"<br>P85' F47' 1 dk<br>NS 9BH<br>rf nil WB7468t incl. Comb. btm & side tanks in holds 3176t Topside tanks in holds 3158t DTf496t | M Bulk Carrier Mchy.aft<br>6 Ho 59½', 60', 60', 60', 60', 62½'<br>G.860000 B.845000<br>6 Ha (stl) (42½', 44½', 44½', 44½', 44½', 44½'×38½')<br>Cr 3(10) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Marinens Hovedverft<br>AuxB 100lb<br>3×364kW 450V 60c/s a.c. |

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| 10740<br><br><br>d RT | **BASSI I**<br><br>**Gulf Fisheries Co. Ltd.**<br>Dr. Kahlil<br>Kuwait | **123**<br>58<br>— | | **1968** Ch. Normands Reunis—<br>Courseulles/Mer<br>82′ 8″ 22′ 4″<br>71′ 3″ 22′ 0″ 11′ 6″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>390bhp<br>Caterpillar Tractor Co. Peoria |
| 10752<br><br><br>d RT | **BASSI II**<br><br>**Gulf Fisheries Co. Ltd.**<br>Dr. Kahlil<br>Kuwait | **123**<br>58<br>— | | **1968** Ch. Normands Reunis—<br>Courseulles/Mer<br>82′ 8″ 22′ 4″<br>71′ 3″ 22′ 0″ 11′ 6″<br>1 dk | M Fishing | Oil 4SA 6Cy. 159×203 mm<br>390bhp<br>Caterpillar Tractor Co. Peoria |
| 0257<br><br><br>Esd<br>Rdr<br>RT | **BELA KHUN**<br><br>**U.S.S.R.**<br>Russian | **10183**<br>5673<br>12725 | | **1968** Stocznia Gdanska—Gdk<br>507′ 5″ 67′ 8″ 29′ 6″<br>469′ 9″ 67′ 7″ 38′ 9″<br>2 dks | M CSD<br>5 Ho<br>G.689274 B.634395<br>5 Ha<br>16W Der 1(60) 4(10) 6(5) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>H. Cegielski Poz<br>18¼k |
| 0831<br><br><br>Esd<br>Rdr<br>RTh | **BELE**<br><br>**Partenreederei Conrad Pohl**<br>Johannes Bos<br>Leer W. German | **680**<br>432<br>1510<br>**1490**<br>1025<br>2780 | | **1969** Martin Jansen—Leer<br>247′ 8″ 13′ 10″/19 8¼″<br>223′ 1″ 38′ 8″ 23′ 5″<br>P39′ F18′ 1 dk & S dk | M OSD/CSD Mchy.aft<br>2 Ho 80¾, 78¾′<br>G.128300 B.114600<br>2 Ha (stl) (each 61′×26¼′)<br>4W Der 1(20) 1(15) 2(3–5) | Oil 4SA 6Cy. 400×580 mm<br>2200bhp 133t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>2×160kW 380V 50c/s a.c. 14k |
| 6696<br><br><br>t Esd<br>c Rdr<br>m/h/v | **BELOUGA**<br><br>**Cie. de Navigation Fruitière**<br>Dunkirk French | **8268**<br>—<br>6550 | | **1969** At. & Ch. de Dunkerque &<br>Bordeaux (France-Gironde)—Dnk<br>472′ 5″ (incl. BB) 65′ 8″ 24′ 7″<br>439′ 7″ 65′ 7″ 39′ 5″<br>B103′ F56′ 2 dks | M Ref<br>4 Ho 97′, 67′, 69½′, 83¾′<br>In.317833<br>4 Ha (stl) (28′, 28′, 27¼′, 24½′×21¼′)<br>Cr 4(5) | Oil 2SA 6Cy. 840×1800 mm<br>13860bhp B&W 1634t (hvf)<br>Soc. Forg. & At. du Creusot Le Creusot<br>4×600kW 380V 50c/s a.c. 20½k |
| 11964<br>HRB<br><br>m/v | **BILL ROBERTS**<br><br>**Gefo Ges. für Oeltransporte**<br>**m.b.H. & Co.**<br>*Hamburg* W. German | T.Mk<br>**500**<br>345<br>1254 | <br><br>GL | **1968** Rolandwerft G.m.b.H.—Bmn<br>*206·0′* 12′ 3½″<br>17′ 5″<br>P62′ F41′ 2 dks<br>rf 3″ | M Tanker<br>10 Ta<br>L.54032 HeCls. C | Oil 4SA 6Cy. 320×450 mm<br>999bhp 50t (d.o)–3½pd<br>Atlas-Mak Masch. Kel<br>3×40, 40, 32kW 400V 50c/s a.c. 12k |
| 843 | **BIRKALAND**<br><br>**A/B Svenska Orient Linien**<br>William Thorén<br>Gothenburg Swedish | **6150**<br>3140<br>9025<br>**6940**<br>5728<br>12800 | **100A1**<br>Class contemplated | Eriksbergs M/V A/B—Got<br>458′ 0″ 80′ 9″ —/31′ 0″<br>425′ 0″ 70′ 6″ 42′ 1″ | M OSD/CSD Mchy.aft | 2 Oil 4SA each 10Cy. 400×460 mm<br>geared to sc. shaft<br>Pielstick<br>Eriksbergs M/V A/B Got |
| 269 | **BOLSHEVIK**<br><br>**U.S.S.R.**<br>Russian | **2934**<br>—<br>1321 | | **1968** Stocznia im. Komuny Paryskiej—<br>Gdy<br>272′ 9″ 45′ 5″ 18′ 0½″<br>45′ 3″ 32′ 0″<br>2 dks | M Stern Trawling Factory Ship Ref<br>5 Ho<br>G.9182 In.54667<br>5 Ha (4′, 4′×4′) (6½′, 6½′, 13¼′×6½′)<br>2W Der 2(1½) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer<br>12½k |
| 66<br>ZQ<br>03<br>sd<br>dr | **BORAG**<br>exVaragh–69<br>**Hamoor Tanker Corp. Inc.**<br>Monrovia Liberian | **21848**<br>12510<br>— | ✠**100A1** SS 11/66<br>oil tanker<br>✠**LMC**<br><br>MN3000 EL p†2$\frac{13}{16}$″SQ | **1958**–6 Ch. de l'Atlantique—St.N<br>669′ 8″ 87′ 8″ 36′ 9¾″<br>636′ 4″ 87′ 3″ 47′ 3″<br>P136′ B40′ F72′ 1 dk<br>15BH<br>rf nil WB2900t incl. DTf1760t | S Tanker Mchy.aft<br>26 Ta<br>L.1468480 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15000shp 3800t (o.f)–78pd<br>Ch. de l'Atlantique St.N<br>2WTB 668℔ Spt 870° F. 640℔ hs23060<br>sg 150℔ 16k |
| 71<br><br><br>Esd<br>Rdr<br>RT | **BORODINO**<br><br>**U.S.S.R.**<br>Russian | **32841**<br>16387<br>— | | **1969** .....................Len<br>101′ 9″ 38′ 0½″<br>101 5″ 50′ 6″ | S Tanker Mchy.aft | 2 S Turb geared to sc. shaft<br>19000shp (o.f)<br>17k |
| 393<br>KD<br><br>sd<br>dr<br>/h | **BRAGERNES**<br>exHalldis–69<br>**Bruusgaard, Kiösteruds**<br>**Skibs A/S**<br>Bruusgaard, Kiösterud & Co.<br>Drammen Norwegian | **4298**<br>2101<br>6240<br>**6179**<br>3329<br>7775 | <br><br>NV | **1960** Taikoo Dkyd & Eng. Co.—H.Kg<br>429′ 1″ 56′ 2″ 22′ 10½″<br>429′ 5″ 56′ 0″<br>P118′ 1 dk & S dk, 3rd dk in No. 1 hold,<br>pt 4th dk in No. 2 hold | M (6P) Ref OSD/CSD<br>Mchy.aft<br>4 Ho 52¾′, 52¼′, 72¼′, 71′<br>G.374979 B.345955 In.24260<br>4 Ha (stl) (31½′×21′) (40′, 42½′,<br>45′×24′)<br>14W Der 1(30) 6(10) 8(5) | Oil 2SA 6Cy. 630×1300 mm<br>4800bhp Götaverken 954t (hvf)<br>Uddevallavarvet A/B Udv<br>3×165kW 440V 60c/s a.c. 15k |
| 98<br>D<br>02<br>d<br>d<br>r<br>/v | **BRASILIA**<br><br>**Rederi A/B Nordstjernan**<br>A. A. Johnson<br>Stockholm Swedish | **10287**<br>5701<br>— | ✠**100A1** SS 9/65<br>**Str. nav. ice**<br>✠**LMC**<br>✠**Lloyd's RMC**<br>MN2400 EL A†2$\frac{3}{16}$″U2 | **1960**–12 A/B Lindholmens Varv—Got<br>568′ 7″ 63′ 3″ 28′ 7″<br>532′ 3″ 63′ 0″ 39′ 6″<br>F95′ RAD60′ 2 dks, 3rd dk except in after<br>8BH hold<br>rf 8″ WB1929t len 68 | TM (2P) Ref<br>7 Ho 56¼′, 51′, 63′, 57¾′, 84′, 52½′, 42′<br>In.97678<br>11 Ha (stl) (18′, 31½′×18′) (31½′×16′)<br>(20¼′, 20¼′×8¼′) (31½′×16′)<br>(20¼′, 20¼′×8¼′) (66¼′×53½′)<br>(27½′×16′) (23½′×18′)<br>Cr 1(25) 2(5) 9(3) | 4 Vee Oil 4SA each 12Cy. 400×460 mm<br>in pairs with electro-magnetic slip<br>couplings and sr gearing to 2 sc.<br>shafts<br>12000bhp 1740t (hvf)<br>A/B Lindholmens Varv Got<br>2AuxB 100℔ ✠NB(a) 9/65<br>5×340, 340, 340, 275, 275kW 220V d.c.<br>18½k |
| 9 | **BRIDGENESS**<br><br>**Bowker & King Ltd.**<br>London British | **797**<br>—<br>—<br>— | **100A1**<br>oil tanker<br>for restricted service<br>Class contemplated | Bayerische Schiffb. G.m.b.H.—<br>Erlenbach<br>187′ 0″ 36′ 2″<br>178′ 11″ 36′ 0″ 13′ 1″ | M Tanker Mchy.aft | Oil<br><br>Lister Blackstone Marine Ltd. Dursley |

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| 6910855<br>LDJX<br><br>Df Esd<br>Rdr RT | **BRIT MARI**<br><br>**Aksel Johannessen**<br>Haugesund Norwegian | 199<br>113<br>— | | 1969 Sigbjørn Iversen—Flekkefjord<br>125' 3" 27' 0" 9' 8"<br>117' 1" 26' 11" 16' 5"<br>1 dk & S dk | M OSD Mchy.aft | Oil 2SA 4Cy. 200×300 mm<br>400bhp<br>Wichmann Mtrt. |
| 5052541<br>GHQB<br>303009<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITISH CYGNET**<br>exBP Explorer–69<br>exB.P. Endeavour–67<br>exBritish Cygnet–64<br>**BP Tanker Co. Ltd.**<br>London British | 11137<br>5907<br>15441 | ✠100A1 SS 3/67<br>oil tanker<br>✠LMC<br><br>MN1720 EL g†2 1/16"SQ | 1962–6 Harland & Wolff Ltd.—Bel<br>525' 2" 69' 4" 29' 5"<br>496' 6" 69' 0" 37' 1"<br>P122' B63' F59' 1 dk<br>RW 17BH<br>rf 4" WB627t | M Tanker Mchy.aft<br>27 Ta<br>L.719124 HeCls. BC | Oil 2SA 6Cy. 750×1500 mm exhaust<br>500 mm<br>8600bhp<br>Harland & Wolff Ltd.<br>2AuxB 150lb<br>3×200kW 110V d.c. |
| 6903149<br>KKHO<br>513557<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm | **BROOKLYN**<br>exGeneral C. C. Ballou–68<br>**Sea-Land Services Inc.**<br>Wilmington, Del United States | 11389<br>7849<br>9100 | <br><br>AB | 1945 Kaiser Co. Inc.—Richmond<br>522' 11" 72' 0" 30' 5½"<br>496' 0" 71' 6" 45' 6"<br>P160' F79' 4 dks<br>RW conv troopship 68<br>rf nil | S Mchy.aft<br>7 Ho each 35½'<br>G.751680<br>12 Ha (stl) (each 36½'×18')<br>7 Ha (stl) (each 36½'×26½') | S Turb dr geared<br>9900shp<br>Westinghouse Elec. Corp.<br>2×500kW 240V d.c.<br>1×600kW 440V 60c/s a.c. |
| 6910013<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRUNES**<br><br>**A/S Kristian Jebsens Rederi**<br>Bergen Norwegian | 13400<br>6700<br>21130 | | 1969 Lithgows Ltd. East Yard—P.Gl<br>520' 0" 75' 0" 31' 3"<br>495' 0" 74' 10½" 42' 0"<br>1 dk | M Bulk Carrier Mchy.aft | 2 Oil 4SA each 8Cy. 450×540<br>geared to sc. shaft<br>8800bhp<br>Burmeister & Wain |
| 5058210<br>PDIA<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CALTEX ARNHEM**<br><br>**Chevron Tankers**<br>**(Nederland) N.V.**<br>The Hague Netherland | 21772<br>12707<br>32361 | <br><br>AB | 1958 Mitsubishi Hvy Ind. Reorg.—Kob<br>660' 2" 89' 5" 34' 0"<br>630' 0" 89' 0" 45' 0"<br>P156' B49' F87' 1 dk<br>RW<br>rf 3" | S Tanker Mchy.aft<br>30 Ta<br>L.1579630 HeCls. BC<br><br>Der 4(5) 1(1) | 2 S Turb dr geared to sc. shaft<br>15000shp Westinghouse<br>Mitsubishi Hvy Ind. Reorg.<br>2×600kW 450V 60c/s a.c. |
| 6517330<br>FTEO<br><br>Pfd Rdr<br>RTm/v | **CAP**<br>exPetro Cap–69<br>**Locafrance-Service**<br>Bordeaux French | 398<br>136<br>500 | <br><br>BV | 1965 Société Petromer—Bdx<br>146' 10" 29' 6" 9' 9½"<br>141' 5" 29' 4" 11' 2"<br>1 dk | TM Tanker Mchy.aft | 2 Oil 4SA each 12Cy. 185×200 mm<br>1200bhp<br>Moteurs Baudouin<br>2×26½kW a.c.<br>Controllable pitch propellers |
| 6911067 | **CAPETAN MANOLIS**<br><br>**Sea Eagle Shipping Co. Ltd.**<br>Piræus Greek | 9070<br>6140<br>14920 | 100A1<br>Class contemplated | Bartram & Sons Ltd.—Sld<br>462' 9" 67' 2" 29' 0½"<br>440' 0" 67' 0" 38' 6"<br><br>RW | M | Oil 2SA 5Cy. 680×1250 mm<br>Sulzer<br>G. Clark & N.E.M. Ltd. |
| 6911079<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **CARACAS MARU**<br><br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 7100<br>—<br>11450 | | 1969 Mitsubishi Hvy Ind. Ltd.—Kob<br>72' 3" 27' 10"<br>467' 6" 72' 2" 41' 11"<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. |
| 6910025<br>ELZY<br>3211 | **CARINA**<br><br>**Fairsail Carriers Corp.**<br>Monrovia Liberian | 9072<br>6245<br>15000 | 100A1<br>Class contemplated | Austin & Pickersgill Ltd.—Sld<br>462' 7" 67' 1" 29' 0½"<br>440' 2" 67' 0" 38' 6" | M | Oil 2SA 5Cy. 680×1250 mm<br>Sulzer<br>Hawthorn, Leslie (Eng.) Ltd. |
| 6910283<br><br><br>Df Esd<br>Gc Rdr<br>RT | **CARINA**<br><br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia Polish | 2700<br>997<br>1590 | | 1968 Stocznia Gdanska—Gdk<br>288' 9" 47' 8" 17' 2½"<br>262' 6" 47' 7" 31' 11"<br>2 dks | M Stern Trawling Factory Ship Ref<br>4 Ho<br><br>4 Ha | Vee Oil 4SA 12Cy. 300×450 mm<br>2500bhp Fiat<br>H. Cegielski<br>Controllable pitch propeller |
| 5064908<br>HOEM<br>321–68<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARONIA**<br>exCaribia–69 exColumbia–68<br>exCaronia–68<br>**Universal Line S.A.**<br>Panama Panamanian | 25794<br>11339<br>7921 | ✠100A1 CS 1/65<br>with freeboard<br>✠LMC<br><br>MN7000 EL (t†)3½"SQ | 1948–12 John Brown & Co. Ltd.—Cly<br>715' 0" 91' 5" 31' 7"<br>666' 4" 91' 0" 53' 3"<br>B&F594' 3 dks, 4th & 5th dks clear of mchy. space<br>R Coll BH to U dk 9 to 2nd dk<br>rf 6" WB5128t incl. Tunnel tanks 754t DTsf953t | TS (874P)<br>1 Ho 38½'<br>G.69450 B.65215<br>1 Ha (stl) (18'×15½')<br>2W Der 2(5) | 6 S Turb, HP dr geared, IP &<br>geared to 2 sc. shafts<br>35000shp<br>John Brown & Co. Ltd.<br>6WTB 725lb Spt 800° F. 625lb<br>4×1100kW 225V d.c. |
| 6712667<br>EFNN<br><br>Df Esd<br>Gc Rdr<br>RT | **CASTELO**<br><br>**Echevarria y Cia. S.R.C.**<br>Jose Antonio Echevarria<br>San Sebastian Spanish | 752<br>407<br>650 | ✠100A1<br>stern trawler<br>✠LMC<br><br>EL y1⅜"U1 | 1968–2 Ast. Luzuriaga—Pjs<br>172' 3" 33' 10" 15' 6"<br>147' 8" 33' 6" 23' 3"<br>B17' 2 dks<br>Coll BH to U dk 5 to 2nd dk<br>rf 23" BoxK 16" | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 400×580 mm<br>1600bhp<br>Klöckner-Humboldt-Deutz<br>4×95, 90, 40, 40kW 220V d.c. |
| 5105532<br><br><br>Df Esd<br>Rdr<br>RTm | **CHARIS**<br>exTotila–69 exErin Nübel–68<br>**George Souriadalis**<br>Piræus Greek | 827<br>375<br>1528 | <br><br>GL | 1954 Schulte & Bruns—Emd<br>231' 9" 34' 10" 14' 5"<br>213' 3" 34' 9" 20' 6"<br>P&Q113' 1 dk & S dk<br>RW<br>rf 2" | M OSD Mchy.aft<br>2 Ho 41', 93½'<br>G.97800 B.90700<br>3 Ha (stl) (35½', 41½', 31½'×23')<br>6W Der 1(10) 6(3–5) | Oil 4SA 6Cy. 420×660 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz<br>2×60kW 220V d.c. |

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| 11081<br>CIW<br>4938<br>f Esd<br>c Pfd<br>r RT | **CHIYO MARU No. 18**<br><br>**Chiyomaru Gyogyo K.K.**<br>Heda Japanese | 345<br>146<br>— | | 1968 Kanazashi Zosensho—Shimizu<br>172′ 0″ 28′ 7″ 10′ 5″<br>148′ 8″ 28′ 6″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 350×550 mm<br>1300bhp<br>Ito Tekkosho Shimizu |
| 11093<br><br><br>f Esd<br>r RT | **CHOAN MARU**<br><br>**Yasuda Kaiun K.K.**<br>Kochi Japanese | 2520<br>—<br>4200 | | 1969 Imai Zosen—Kochi<br>47′ 4″ 19′ 8″<br>278′ 10″ 47′ 3″ 23′ 2″<br>1 dk<br>RW | M | Oil 4SA 6Cy. 470×820 mm<br><br>Ito Tekkosho Shimizu |
| 10867<br>LEX<br>139<br>f Esd<br>c Rdr<br>RT | **CHRISTOPHER MEEDER**<br><br>**Georg Peterson**<br>Rendsburg W. German | 499<br>321<br>— | | 1969 Schiffsw. Hugo Peters—Wewelsfleth<br>250′ 4″ 12′ 0″<br>219′ 6″ 36′ 9″ 22′ 9″<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1150bhp<br>Atlas-Mak Masch. Kel |
| 5423714<br><br><br>Df Esd<br>ld Rdr | **CHRISTOS S.**<br>exLela–69 exAngeliki–68<br>exDionysos–67 exTaarnborg–63<br>**Mediterranean Shipping Enterprises Co. Ltd.**<br>Greek | 2331<br>1011<br>3674 | GL<br>✠LR class withdrawn—<br>Owners' request 7/68 | Lch. 1944 Cmd. 1945–6 Aalborg Værft A/S—Abg<br>312′ 0″ 44′ 2″ 18′ 10½″<br>295′ 0″ 44′ 0″ 20′ 6″<br>P25′ B184′ F27′ 1 dk<br>RW | S<br><br>G.219000 B.202000<br><br>10W Der 1(15) | C 3Cy. (2) 15¾″ & 39⅜″×37$\frac{7}{16}$″ & LP turb with sr gearing & chain drive<br>1700ihp 422t (o.f)<br>Helsingörs Jernsk. & Msk Hsg |
| 808375<br>ICBZ<br>716<br>*Df Esd*<br>*Gc Pfd*<br>*Rdr RT* | **CLAUDIO R.**<br><br>**"Europea" Società Generale d'Armamento S.p.A.**<br>Palermo Italian | 48687<br>26305<br>81000 | ✠100A1<br>oil tanker<br>✠**LMC** **UMS**<br><br>MN4400 EL b*3$\frac{9}{16}$″U2<br>RI | 1968–7 Italcantieri S.p.A.—Gen<br>831′ 11″ (incl. BB) 128′ 2″ 42′ 0″<br>780′ 10″ 127′ 9″ 55′ 9″<br>P153′ F89′ 1 dk<br>RW 8BH<br>rf nil WB17200t incl. DTf2755t & 9830t in clean ballast tank | M Tanker Mchy.aft | Oil 2SA 10Cy. 900×1550 mm<br>22000bhp Sulzer<br>C.R.D. Adriatico Tri<br>2WTAuxB 455℔<br>AuxB(ex.g) 170℔ (Spt) hs8934<br>2sg 227℔ (Spt)<br>3×950, 500, 500kW 450V 60c/s a.c. |
| 137676<br>HTW<br>52443<br>f Esd<br>Rdr<br>RT | **COLUMBIA BEAVER**<br>exAmerica Bear–69<br>exPresident Harding–66<br>exGulf Shipper–64 exVinton–47<br>**Columbia S.S. Co. Inc.**<br>San Francisco United States | 8189<br>4827<br>10670 | <br><br>AB | 1944 N. Carolina S.B. Co.—Wmn<br>459′ 1″ 63′ 2″ 28′ 6⅞″<br>435′ 6″ 63′ 0″ 40′ 0″<br>B79′ 3 dks<br>rf nil | S<br>5 Ho<br>G.582845 B.542824<br>5 Ha<br>16W Der 1(35) | 2 S Turb dr geared to sc. shaft<br>6600shp 1744t (o.f)<br>General Electric Co. Lyn<br>15½k |
| 59348<br>XKF<br>96858<br>Esd<br>Rdr | **CORAL CHIEF**<br>exChekiang–69<br>**China Navigation Co. Ltd.**<br>John Swire & Sons Ltd.<br>London British | T.Mk<br>**3948**<br>1695<br>6140<br>**5700**<br>3071<br>6810 | ✠100A1 SS 11/67<br>DTma—vegetable oil or latex<br>✠**LMC**<br>MN890 EL z 2¼″SQ | 1957–11 Taikoo Dkyd & Eng. Co.—H.Kg<br>422′ 3″ 56′ 0″ 22′ 9″/24′ 1″<br>390′ 0″ 55′ 9″ 33′ 6″<br>P32′ F36′ 2 dks<br>RW 6BH<br>rf 3″ WB2044t incl. DTm975t | M (2P)<br>4 Ho 54′, 69¾′, 30′ DT, 67½′, 57½<br>G.377709 B.345204<br>5 Ha (stl) (27′×17′) (40′, 15′, 37½′×20′) (27½′×18′)<br>14W Der 4(10) 8(5) 2(3) | Oil 2SA 4Cy. 670×2320 mm<br>4450bhp Doxford 695t (hvf)<br>Taikoo D. & E. Co. H.Kg<br>AuxB 100℔<br>3×180kW 220V d.c. 14¼k |
| 17937<br>AMN<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **CUZCO**<br>exFort Caroline–69<br>**Consorcio Naviera Peruano S.A.**<br>Callao Peruvian | 5001<br>2724<br>3181 | <br><br>BV | 1956 Ch. & At. de Provence—Port de Bouc<br>377′ 0″ 51′ 11″ 21′ 5″<br>345′ 1″ 51′ 9″ 36′ 0″<br>3 dks<br>rf 13¾″ | M (12P) Ref<br>4 Ho 73¾′, 59¾′, 52½′, 54′<br>In.205140<br>4 Ha (stl) (17′, 13′, 13′, 12¾′×16′)<br>8W Der 8(3) | Oil 2SA 10Cy. 620×1150 mm<br>6000bhp 1032t (hvf)<br>Ch. & At. de St. Nazaire (Penhoet) St.N<br>3×250kW 220V d.c. 16½k |
| 6911108<br>JGEQ<br>104167<br>*Df Esd*<br>*Gc Pfd*<br>*Rdr RT* | **DAI MARU No. 27**<br><br>**K. Mori**<br>Muroto Japanese | 284<br>128<br>— | | 1968 Kanazashi Zosensho—Shimizu<br>157′ 5″ 26′ 7″ 9′ 10″<br>134′ 6″ 26′ 6″ 10′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×320 mm<br>1000bhp<br>Daihatsu Kogyo Osa |
| 911110<br>JFNE<br>105162<br>Df Esd<br>Gc Pfd<br>Rdr | **DAIKEI MARU**<br><br>**Osaka Zosensho K.K.**<br>Tokyo Japanese | 9908<br>6387<br>— | <br><br>NK | 1968 Kanazashi Zosensho—Shimizu<br>488′ 6″ 72′ 3″ 29′ 2″<br>452′ 10″ 72′ 2″ 39′ 0″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>7200bhp B&W<br>Mitsui Zosen Tmn |
| 911122<br>JGFT<br>104168<br>f Esd<br>c Pfd<br>dr RT | **DAITOKU MARU No. 18**<br><br>**T. Hashizume**<br>Muroto Japanese | 282<br>115<br>— | | 1968 Kanazashi Zosensho—Shimizu<br>156′ 6″ 26′ 7″ 9′ 10″<br>134′ 6″ 26′ 6″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>950bhp<br>Niigata Eng. Co. Ltd. Niigata |
| 11134 | **DEBBIE M**<br><br>**Doryco Ltd.**<br>Nassau British | 80<br>—<br>— | **100A–**<br>trawler<br>Class contemplated | Gebr. Schlömer Schiffs.—Oldersum<br>75′ 6″ 23′ 1″<br>63′ 4″ 22′ 11″ 10′ 2″ | M Trawler Ref | Oil<br><br>Caterpillar Tractor Co. Peoria |

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| 6816358 | **DEIRDRE** | 135 | ✠100A1 | 1968-6 Ch. Nav. de Rupelmonde— | M Tug | Oil 4SA 8Cy. 320×450 mm |
| ZINW | | 14 | tug Bahama Islands and | Rupelmonde | | |
| 332523 | **Strategic Operations Ltd.** | — | coasting service | 91' 11" 25' 0" 9' 2¾" | | Klöckner-Humboldt-Deutz |
| Esd Rdr | Nassau Towing Ltd. | | ✠LMC | 82' 5" 23' 0" 10 0" | | 2×60kW 400V 50c/s a.c. |
| RT | Nassau British | | EL 11/16"U2 | 5BH | | |
| | | | | rf 35" WB18t | | |

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| 5053636 | **DELTA** | 669 | | 1954 (Fwd section) Steinwerder Ind. | M Tanker Mchy.aft | Oil 4SA 8Cy. 320×450 mm |
| SZHV | exBrodick-69 | 413 | | —Ham | | 750bhp |
| | exCharles Eckelmann-61 | 882 | BV | 1952 (Aft section) T. Buschmann—Ham | | Klöckner-Humboldt-Deutz |
| Df Esd | **Delta Marine Enterprises** | | | *200-7" 27' 0" 11' 3"* | | 2×45, 15kW 110V d.c. |
| Rdr | **Ltd.** | | | 188' 7" 26' 10" 11' 11" | | |
| RTm/v | Piræus Greek | | | P43' F23' 1 dk | | |
| | | | | RW | | |
| | | | | rf nil | | |

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| 6910295 | **DELTA DUNÀRII** | 2700 | | 1968 Stocznia Gdanska—Gdk | M Stern Trawling Factory Ship Ref | Vee Oil 4SA 12Cy. 300×450 m |
| | | 997 | | 288' 9" 47' 8" 17' 2¾" | 4 Ho | 2500bhp Fiat |
| | **Ministerul Industriei** | 1590 | | 262' 6" 47' 7" 31' 11" | | H. Cegielski |
| Df Esd | **Alimentare** | | | 2 dks | 4 Ha | Controllable pitch propeller |
| Gc Rdr | Roumanian | | | | | |
| RT | | | | | | |

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| 5245423 | **DEMOSTHENES V** | 16277 | | 1958 Ned. Dok & Schps.—Ams | M Tanker Mchy.aft | Oil 2SA 8Cy. 750×1500 mm |
| SYJX | exNaess Lion-69 | 9434 | | 614' 8" 76' 8" | 30 Ta | 8400bhp 2449t |
| | **G. Vardinoyannis** | 24815 | AB | 580' 0" 76' 6" 42' 7" | L.1205000 HeCls. BC | Ned. Dok & Schps. |
| Df Esd | Greek | | | P154' B48' F58' 1 dk | | |
| Gc Rdr | | | | | | |
| RT | | | | rf 4" | | |

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| 6911146 | **DIEGO PUERTAS** | 150 | 100A– | Fabricaciones Metalicas—Clo | M Fishing | Vee Oil 2SA 16Cy. 4½"×5" |
| | | — | fishing vessel | 90' 9" 25' 4" 12' 2" | | |
| | **Empressa Pesquera Peru** | — | Class contemplated | 78' 4" 25' 0" 12' 9" | | General Motors Corp. |
| | **S.A.** | | | | | |
| | Chimbote Peruvian | | | | | |

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| 5385390 | **DIMITRA** | 1490 | | 1953 Rickmers Werft—Bhn | M (7P) OSD/CSD Mchy.aft | 2 Oil 4SA each 8Cy. 320×45 |
| SXFW | exFrisia-69 | 743 | | 257' 10" 42' 0" 19' 2"/23' 1" | 2 Ho 84', 70½' | geared to sc. shaft |
| 3264 | exWaldemar Peter-65 | 2539 | GL | 240' 5" 41' 11" 27' 9" | G.170500 B.156800 | 2000bhp |
| Df Esd | **Panmal Cia. Nav. S.A.** | **2322** | | P45' Q142' F36' 1 dk & S dk | 2 Ha (stl) (each 51'×21½') | Klöckner-Humboldt-Deutz |
| Gc Rdr | Piræus Greek | 1447 | | RW | Der 1(5) 8(3–5) | 2×100kW 230V d.c. |
| | | 3519 | | | | |

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| 6910879 | **DIRECTEUR GENERAAL** | 580 | | 1969 E. J. Smit & Zn's Scheeps.— | TM Cable Ship | 2 Oil 4SA each 5Cy. 190×350 m |
| | **BAST** | — | | Westerbroek | | 350bhp |
| | **Royal Netherlands Govern-** | — | | 179' 7" 31' 1" 10' 5½" | | N.V. Mch. Bolnes |
| Df Esd | **ment (Staatsbed. der Post** | | | 158' 9" 30' 9" 14' 7" | | |
| Gc Pfd | **Telegrafie & Telefonie)** | | | 1 dk | | |
| Rdr RT | The Hague Netherland | | | | | |

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| 6912097 | **DMITRY POLUYAN** | 10183 | | 1969 Stocznia Gdanska—Gdk | M CSD | Oil 2SA 6Cy. 760×1550 mm |
| | | 5673 | | 507' 5" 67' 8" 29' 6" | 5 Ho | 9600bhp Sulzer |
| | **U.S.S.R.** | 12725 | | 469' 9" 67' 7" 38' 9" | G.689274 B.634395 | H. Cegielski |
| Df Esd | Russian | | | 2 dks | 5 Ha | |
| Gc Rdr | | | | | 16W Der 1(60) 4(10) 6(5) | |
| RT | | | | | | |

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| 5069013 | **DONA MIRA** | *9881* | ✠100A1 SS 4/67 | 1958-1 Bartram & Sons Ltd.—Sld | M Mchy.aft | Oil 2SA 4Cy. 700×2320 mm |
| 5LAQ | exCharlton Mira-69 | *5791* | | 494' 9" 63' 3" 30' 6½" | | 4800bhp |
| 3223 | **General Carriers S.A.** | 14700 | ✠LMC | 465' 0" 63' 0" 41' 0" | G.704150 B.700300 | Wm. Doxford & Sons (Eng.) Ltd. |
| Df Esd | Monrovia Liberian | | | P109' B19' F40' 1 dk | | 2AuxB 150℔ |
| Gc Rdr | | | MN960 EL e†2¼"SQ | RW NS 7BH | 4W Der 1(25) 2(5) | |
| RT | | | | rf 6" DK WB566t | | |

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| 5037723 | **DONG HAI** | 661 | | 1944 Odenbach S.B. Co.— | TM Mchy.aft | 2 Oil 2SA each 4Cy. 12½"×16" |
| | exNew Guinea Trader-68 | 280 | LR class withdrawn | Rochester, N.Y. | | 700bhp |
| | exBass Point-64 exBetoeran-56 | 915 | 20/9/68 | 182' 6" 30' 2" 11' 1½" | | Clark Bros. |
| | **Trung Nam Hang Hai** | | | 178' 6" 30' 0" 13' 6" | | |
| | **Cong Ty** | | | Ba39' F21' 1 dk | | |
| | Saigon S. Vietnam | | | rf nil conv tanker 47 | | |

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| 5046865 | **DORALI** | 12218 | ✠100A1 TD 5/68 | 1952-3 Nederl. Dok & Schps.—Ams | M Tanker Mchy.aft | Oil 2DA 7Cy. 720×1200 mm |
| 5MKT | exBlueport-69 exBill-62 | 7415 | oil tanker | 556' 0" 73' 0" 29' 6½" | 9 Ta | 7500bhp 1700t (d |
| 1678 | **Nimor Corp.** | 19466 | ✠LMC | 533' 10" 72' 6" 38' 3" | L.875000 HeCls. BC | Gebr. Stork & Co. |
| Df Esd | Monrovia Liberian | | | P115' B36' F57' 1 dk | | 2AuxB 180℔ |
| Gc Pfd | | | MN1500 EL h†2⅜"SQ | RW 17BH | Der 6(5) | 2×225kW 220V d.c. |
| Rdr | | | | WB1105t incl. DTf843t | | |
| RTm/h | | | | | | |

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| 6910726 | **DOREN PAGE** | 80 | 100A | Gebr. Schlömer Schiffs.— | M Trawler Ref | Oil |
| | | — | trawler | Oldersum | | |
| | **Doryco Ltd.** | — | Class contemplated | 75' 6" 23' 2" | | Caterpillar Tractor Co. |
| | Nassau British | | | 63' 4" 23' 0" 10' 2" | | |

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| 5155068 | **DOURO** | T.Mk | ✠100A1 TD 1/69 | 1946-12 Hawthorn, Leslie & Co. Ltd.— | TM (12P) Ref | 2 Oil 2SA each 4Cy. 670× |
| GFSC | exHornby Grange-69 | **8046** | | Nwc | 6 Ho 58½', 51', 63', 63', 63', 56' | 8900bhp Doxford |
| 181528 | **Royal Mail Lines Ltd.** | 4795 | ✠LMC | 479' 6" 65' 10" 26' 6"/30' 11½" | B.562000 In.555820 | Hawthorn, Leslie & Co. Ltd. |
| Df Esd | Furness, Withy & Co. Ltd. | 8360 | ✠Lloyd's RMC | 460' 10" 65' 6" 37' 10" | 7 Ha (27', 28', 37½', 28', 28', 18½', | ✠NAuxB(s)7/58–100℔ |
| Gc Pfd | London British | **9706** | MN1780 EL e†2¼"SQ | B&F401' 3 dks, 4th dk fwd of mchy. space | 8½'×16') | AuxB(p) 100℔ |
| Rdr | | 5905 | | R 8BH | 22W Der 1(25) 4(6) 18(4) | 4×385kW 220V d.c. |
| RTm/v | | 11621 | | WB2486t incl. Tunnel tanks 470t DTsf728t | | |

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| 3070<br>VJK<br>1362<br>Esd<br>Rdr | **DZHANKOI**<br><br>**U.S.S.R.**<br>Russian | 658<br>280<br>424 | | | **1955** Stocznia Gdanska—Gdk<br>194′ 4″ 29′ 8″ 14′ 2½″<br>29′ 6½″ 16′ 1″ | S Trawler Ref<br>2 Ho<br>In. 12607<br>4 Ha (2½′, 2½′×2½′) (5′, 10′×5′) | C 4Cy. (2) 330 & (2) 770×730 mm<br>1000ihp | 12k |
| 11160 | **E-26-JA**<br><br>**República de Cuba**<br>Flota Camaronera del Caribe<br>Havana Cuban | 110<br>41<br>83 | **100A1**<br>trawler<br>Class contemplated | | S.A. Juliana Const. Gijonesa-Axpe—Bbo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler<br>1 Ho 26¾′<br>3 Ha (stl) (2½′×2½′) (6½′×4¾′) (1½′×1¼′) | Oil 4SA 12Cy.<br>Moteurs Baudouin | Msl<br>10k |
| 11172 | **E-27-JA**<br><br>**República de Cuba**<br>Flota Camaronera del Caribe<br>Havana Cuban | 110<br>41<br>83 | **100A1**<br>trawler<br>Class contemplated | | S.A. Juliana Const. Gijonesa-Axpe—Bbo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler<br>1 Ho 26¾′<br>3 Ha (stl) (2½′×2½′) (6½′×4¾′) (1½′×1¼′) | Oil 4SA 12Cy.<br>Moteurs Baudouin | Msl<br>10k |
| 11184 | **E-28-JA**<br><br>**República de Cuba**<br>Flota Camaronera del Caribe<br>Havana Cuban | 110<br>41<br>83 | **100A1**<br>trawler<br>Class contemplated | | S.A. Juliana Const. Gijonesa-Axpe—Bbo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler<br>1 Ho 26¾′<br>3 Ha (stl) (2½′×2½′) (6½′×4¾′) (1½′×1¼′) | Oil 4SA 12Cy.<br>Moteurs Baudouin | Msl<br>10k |
| 11196 | **E-77-AC**<br><br>**República de Cuba**<br>Flota Camaronera del Caribe<br>Havana Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | | Astilleros Construcciones S.A.—Vgo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler<br>1 Ho 26¾′<br>3 Ha (stl) (2½′×2½′) (6½′×4¾′) (1½′×1¼′) | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 911201 | **E-78-AC**<br><br>**Repbúlica de Cuba**<br>Flota Camaronera del Caribe<br>Havana Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | | Astilleros Construcciones S.A.—Vgo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler<br>1 Ho 26¾′<br>3 Ha (stl) (2½′×2½′) (6½′×4¾′) (1½′×1¼′) | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 11213 | ***E*-89-HB**<br><br>**República de Cuba**<br>Flota Camaronera del Caribe<br>Havana Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | | Hijos de J. Barreras S.A.—Vgo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler<br>1 Ho 26¾′<br>3 Ha (stl) (2½′×2½′) (6½′×4¾′) (1½′×1¼′) | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 11225 | **E-90-HB**<br><br>**República de Cuba**<br>Flota Camaronera del Caribe<br>Havana Cuban | 105<br>—<br>— | **100A1**<br>trawler<br>Class contemplated | | Hijos de J. BarrerasS.A.—Vgo<br>75′ 1″ 21′ 8″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″ | M Trawler<br>1 Ho 26¾′<br>3 Ha (stl) (2½′×2½′) (6½′×4¾′) (1½′×1¼′) | Oil 4SA 6Cy. 160×180 mm<br>MAN<br>Empresa Nacl. "Bazan" | Ctg |
| 11158 | **E.T.P.M. 201**<br><br>**Société Entrepose G.T.M. pour les Travaux Pétroliers Maritimes**<br>Djibouti French | 300<br>—<br>— | **100A**<br>Class contemplated | | Malta Drydocks Corporation—Mlt<br>263′ 4″ 87′ 10″<br>262′ 6″ 87′ 0″ 18′ 9″ | Pontoon | | |
| 35103<br>6ODL<br>1061<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **EASTERN DRAGON**<br>exBaltic Exporter–69<br>**Nam Fong Shipping Co. Ltd.**<br>Mogadishu Somali Rep. | 1554<br>626<br>— | ✠100A1<br>Str. nav. ice<br>✠LMC<br><br>MN720 | SS 5/65<br><br><br><br>EL s | **1953–3** Nobiskrug Werft—Rendsburg<br>316′ 7″ 42′ 6″ 18′ 3½″<br>286′ 0″ 42′ 4″ 26′ 3″<br>F36′ RAD92′ 1 dk & S dk<br>RW Coll BH to S dk 4 to 2nd dk<br>rf 4″ WB609t | M (2P) OSD<br>3 Ho 49¾′, 67′, 80′<br>G.166408 B.156211<br>3 Ha (stl) (30¼′, 39′, 54′×16½′)<br>10W Der 1(5–10) 9(5) | 2 Oil 4SA each 10Cy. 385×580 mm with hydraulic couplings & sr gearing to sc. shaft<br>3600bhp<br>Masch. Kiel A.G.<br>3×150kW 230V d.c. | <br><br>283t (d.o)<br>Kel<br>15½k |
| 6911237<br>JQTI<br>*105267*<br>Df *Gc*<br>Rdr | **EBISU MARU No. 25**<br><br>***H.* Okazaki**<br>Muroto Japanese | 284<br>—<br>— | | | **1969** Kochiken Zosen—Kochi<br>26′ 2″ 10′ 10″<br>138′ 9″ 26′ 1″ 11′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 260×—mm<br>950bhp<br>Daihatsu Kogyo | Osa |
| 009489<br>DECG<br><br>Df Esd<br>Rdr | **EDE MARMSTORF**<br>exAldebaran–69<br>**Erich Drescher**<br>Bremen W. German | T.Mk<br>**2694**<br>1535<br>5103 | | <br><br>GL | **1953** A.G."Weser"WerkSeebeck—Bhn<br>379′ 2″ 52′ 0″ 20′ 10″<br>51′ 9″ 29′ 6″<br>F84′ H63′ & 29′ 2 dks<br>RW | M (6P)<br>4 Ho 52¾′, 87¼′, 55′, 55′<br>G.324456 B.291831<br>4 Ha (29¾′, 57½′, 29¾′, 29¾′×18′)<br>11W Der 1(30) 1(3–10) 7(3–5) 2(3) | 2 Oil 4SA each 8Cy. 400×600 mm geared to sc. shaft<br>3200bhp<br>Masch. Augsburg-Nürnberg<br>3×100kW 230V d.c. | <br><br>580t (d.o)<br>Aug<br>14k |
| 424914<br>DKJY<br><br>Df Esd<br>Rdr | **EDGAR LEHMANN**<br>exNete Ginge–69<br>**Hans Lehmann**<br>Lubeck W. German | 1255<br>752<br>1834 | ✠100A1<br>Ice Class 3<br>✠LMC<br><br>MN240 | SS 5/68<br><br><br><br>EL o 1⅜″SQ | **1963–11** Schps. Gebr. v. Dieppen—Waterhuizen<br>251′ 11″ 37′ 6″ 15′ 0″<br>226′ 5″ 37′ 1″ 17′ 0″<br>P59′ F40′ 1 dk<br>4BH<br>rf nil WB493t incl. Dk tanks a13t | M Mchy.aft<br>G.85000 B.82000<br>2 Ha (67¼′, 41½′×19½′)<br>3W Der 3(3) | Oil 4SA 8Cy. 320×450 mm<br>1200bhp<br>Klöckner-Humboldt-Deutz | Kln |
| 10049<br>CWV<br>02536<br>Esd<br>Pfd<br>RT | **EIKYU MARU No. 81**<br><br>**Hayama Suisan K.K.**<br>Nemuro Japanese | 349<br>146<br>— | | | **1968** Niigata Eng. Co. Ltd.—Niigata<br>173′ 10″ 28′ 11″ 11′ 3″<br>154′ 10″ 28′ 10″ 12′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 310×380 mm<br>2000bhp<br>Niigata Eng. Co. Ltd. | Niigata |

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|---|---|---|---|---|---|---|---|
| 6910037 | **EL MANSOURA**<br><br>**The United Arab Maritime Co.**<br>Alexandria Egyptian (U.A.R.) | 2800<br>—<br>— | 100A1<br>Class contemplated | | Suez Canal Authority—P.Fuad<br>330' 9" 48' 0" 20' 7"<br>301' 10" 47' 0" 27' 7" | M Mchy.aft | Oil |
| 6819740<br>DAMF<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **ELAND**<br>exBismarckstein–69<br>**Helfried Fahje**<br>Otto Fahje & Söhn<br>Hamburg W. German | T.Mk<br>499<br>329<br>1275<br>999<br>—<br>2000 | | GL | 1968 J. J. Sietas Schiffsw.—Ham<br>243' 0" 35' 6" 12' 11"/17' 4"<br>222' 0" 35' 5" 20' 0"<br>2 dks | M Mchy.aft<br>1 Ho 159½' 1 TwD 163½'<br>G.86700 B.77300<br>1 Ha (stl) (131½'×25') | Oil 4SA 8Cy. 320×450 mm<br>1320bhp<br>Klöckner-Humboldt-Deutz |
| 6910881<br>TFAZ<br><br>Df Esd<br>Rdr RT | **ELDING**<br><br>**Hafsteinn Johannsson**<br>I.-Akraneshr Icelandic | 107<br>21<br>— | | | 1967 Stalskipasmidjan h/f—Kopavogi<br>80' 6" 22' 8"<br>73' 0" 22' 6" 10' 9"<br>1 dk | TM Fishing | 2 Oil 4SA each 12Cy. 140×180 mm<br>1100bhp<br>Motorenw. Mannheim |
| 5210258<br><br><br>Pfd Rdr<br>RTm/v | **ELENGO**<br>exFair Lady–69<br>exLoch Etive–68<br>exLancasterbrook–62<br>**Hora Maritime Transport**<br>Cyprus | 982<br>490<br>1220 | ✠100A1<br><br>✠LMC<br><br>MN135 | SS 6/66<br><br><br><br>EL I | 1948–10 J. Lewis & Sons Ltd.—Abn<br>218' 6" 31' 9" 13' 10½"<br>200' 0" 31' 6" 14' 3"<br>P151' Q113' B13' F26' 1 dk<br>R NS 3BH<br>rf 3" WB369t | S Mchy.aft<br>1 Ho 127'<br>G.60316 B.60000<br>2 Ha (stl) (37½', 43½'×19½')<br>2W Der 2(3) | T 3Cy. 14½" 25" & 41"×30"<br>800ihp<br>J. Lewis & Sons Ltd.<br>SB 200lb hs(2368) 3cf<br>1×7½kW 110V d.c. |
| 6825854<br>DGEE<br>11130<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELSA ESSBERGER**<br><br>**Partenreederei m.s. "Elsa Essberger"**<br>John T. Essberger<br>Hamburg W. German | 53160<br>35373<br>100000 | ✠100A1<br>oil tanker<br>✠LMC | <br><br>**UMS**<br><br>EL S†3 1/16"U3 | 1968–10 Howaldtswerke-Deutsche Werft—Kel<br>891' 5" (incl. BB) 128' 3" 45' 8¾"<br>844' 11" 127' 11½" 60' 0"<br>B132' F67' 1 dk<br>10BH<br>rf nil WB19585t incl. DTf5234t & 10822t in clean ballast tanks | M Tanker Mchy.aft<br>13 Ta<br>L.4202944 HeCls. BC<br><br>Der 2(10) | Oil 2SA 10Cy. 860×1800 mm<br>23000bhp MAN 6278t (hvf)<br>Howaldtswerke-Deutsche Werft<br>2 WTAuxB 227lb Spt<br>e(ex.g) 227lb Spt<br>3×772, 550, 550kW 450V 60c/s a.c. |
| 5069001<br>OVSF<br><br>Df Esd<br>RTm | **ELSE KILDE**<br>exCharlottenburg–68<br>**K. A. K. Hansen**<br>Årosund Danish | 298<br>189<br>425 | | GL | 1959 Rolandwerft G.m.b.H.—Bmn<br>156' 1" 26' 6" 8' 8"<br>139' 5" 26' 3" 9' 8"<br>P31' F23' 1 dk | M Mchy.aft<br><br>G.21000 B.20000<br>2 Ha (each 32¾'×18')<br>Der 2(2) | Oil 4SA 6Cy. 290×420 mm<br>300bhp<br>Masch. Kiel A.G.<br>1×6½kW 110V |
| 6910441<br>GZJI<br>335994 | **EMINENCE**<br><br>**London & Rochester Trading Co. Ltd.**<br>Rochester British | 999<br>693<br>1575 | 100A1<br>Class contemplated | | Goole S.B. & R. Co. Ltd.—Goo<br>222' 0" 38' 7" 13' 10"<br>210' 0" 38' 0" 16' 3" | M Mchy.aft | Oil 4SA 8Cy. 8¾"×11½"<br><br>Lister Blackstone Marine Ltd. |
| 5220021<br>HOFX<br>4067-HK<br>Df Esd<br>Gc | **ENTAN**<br>exDiopside–69 exMaple Hill–66<br>exFort Vercheres–50<br>**Diopside Steamship (Panama) S.A.**<br>Panama Panamanian | 7058<br>4355<br>10384 | BS✳<br>with freeboard<br>MBS✠<br><br>MN450 | SS 9/66<br><br><br><br>CT6762 C37 | 1943–5 United Shpyds Ltd.—Mtl<br>441' 5" 57' 2" 26' 11½"<br>417' 6" 56' 10" 37' 4"<br>2 dks<br>RW NS 7BH<br>rf 6" WB2130t incl. DTs765t | S<br>6 Ho 60¾', 72½', 32½', 17½', 45', 70'<br>G.532752 B.473994<br>6 Ha (33¾', 35', 15', 7½', 35', 35'×20')<br>10W Der 1(50) 1(30) 10(5) | T 3Cy. 24½" 37" & 70"×48"<br>2500ihp<br>Dominion Eng. Wks Ltd.<br>3 SB 220lb Spt hs(7140)<br>2×15kW 110/115V d.c. |
| 6911249 | **EOLO**<br><br>**Naviera Bilbaina S.A.**<br>Bilbao Spanish | 4259<br>2566<br>6350 | 100A1<br>Class contemplated | | Cia. Euskalduna—Bbo<br>387' 0" 53' 3" 22' 1½"<br>354' 4" 53' 2" 26' 7" | M Mchy.aft | Oil 4SA 10Cy. 520×740 mm<br>MAN<br>Cia Euskalduna |
| 6911251<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ERATO**<br><br>**Ikanmel Compania Naviera S.A.**<br>Piræus Greek | 11400<br>—<br>19500 | | | 1969 Ishikawajima-Harima Hvy Ind.—Aio<br>502' 0" 30' 6"<br>472' 5" 78' 0" 41' 0"<br>1 dk | M Mchy.aft | Oil 2SA 7Cy. 680×1250 mm<br>8700bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 6910051<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ESSO PORT DICKSON**<br><br>**Esso Transport & Tanker Co. Inc.**<br>Panama Panamanian | 13500<br>8600<br>20950 | | | 1968 Ishikawajima-Harima Hvy Ind.—Kur<br>558' 0" (incl. BB) 77' 2" 30' 9"<br>528' 2" 77' 0" 39' 9"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 6910063<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ESSO YOKOHAMA**<br><br>**Esso Transport & Tanker Co. Inc.**<br>Panama Panamanian | 13500<br>8600<br>20850 | | | 1968 Ishikawajima-Harima Hvy Ind.—Kur<br>558' 0" (incl. BB) 77' 2" 30' 9"<br>528' 2" 77' 0" 39' 9"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. |
| 5379963<br>LQUY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESTRELLA ARGENTINA**<br>exVidena–69<br>**Estrella Maritima S.A. de Nav. y Com.**<br>Buenos Aires Argentine | 22083<br>11418<br>33214 | ✠100A1<br>oil tanker<br>✠LMC<br><br>MN2200 | SS 1/69 ~~SS 6/66~~<br><br><br><br>EL p†3"SQ | 1960–10 N.V. Wilton-Fijenoord—Sch<br>665' 1" 85' 3" 34' 5½"<br>641' 4" 85' 0" 46' 7"<br>P122' F72' 1 dk<br>15BH<br>rf 4" WB7821t incl. 6565t in clean ballast tanks | S Tanker Mchy.aft<br>30 Ta<br>L.1430616 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>11000shp<br>N.V. Wilton-Fijenoord<br>2WTB 700lb Spt 900° F. 615lb<br>sg 135lb |
| 5243023<br><br><br>Esd Pfd<br>Rdr<br>RTm/v | **EVDELOS**<br>exMountstewart–69<br>exEssex Coast–57<br>**Greek Currant Producers Line S.A.**<br>Panama Panamanian | *892*<br>*376*<br>1088 | ✠100A1<br><br>✠LMC<br><br>MN288 | SS 3/67<br><br><br><br>EL n | 1955–7 Ardrossan Dkyd Ltd.—Ard<br>224' 6" 36' 2" 13' 7½"<br>210' 0" 35' 0" 21' 2"<br>Ba46' F23' 1 dk & S dk<br>R 3BH<br>rf 6" WB334t | M OSD Mchy.aft<br>1 Ho 112' comb.<br>G.88600 B.72400<br>2 Ha (36', 44'×18')<br>4W Der 1(10) 3(6) | Oil 2SA 8Cy. 360×600 mm<br>1440bhp Sulzer<br>G. Clark (1928) Ltd.<br>3×55, 55, 22kW 220V d.c. |

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|---|---|---|---|---|---|---|
| 263 | **FARAH** | 20 | **100A** | Schpsw. "Appingedam"—Apg | M Launch | Oil 2SA 12Cy. 4¼"×5" |
| | | — | Class contemplated | 51' 10" | | |
| | **Occidental of Libya Inc.** | — | | 45' 11" 8' 3" | | General Motors Corp. |
| | Benghazi Libyan | | | | | |
| 2027 | **FEARLESS** | **31830** | | **1962** A/S Rosenberg M/V—Stv | M Tanker Mchy.aft | Oil 2SA 10Cy. 840×1800 mm |
| VVB | **COLOCOTRONIS** | 19520 | | 734' 0" 104' 4" 41' 1⅜" | 24 Ta | 21000bhp 3600t–75pd |
| 1379 | exBerge Jarl–69 | 54925 | NV | 710' 0" 104' 0" 51' 6" | L.2621250 HeCls. BC | Burmeister & Wain Cpn |
| Esd | **Estrella Prospera Nav. S.A.** | | | P170' B40' F92' 1 dk | | 3×672kW 440V 60c/s a.c. 17k |
| Rdr | Piræus Greek | | | | | |
| RT | | | | | | |
| 300 | **FELIKS KON** | **13571** | | **1968** Stocznia Gdanska—Gdk | M Fish Factory Ref OSD Mchy.aft | Oil 2SA 6Cy. 620×1400 mm |
| | | 6895 | | 537' 4" 69' 9" 26' 6" | 5 Ho | 7200bhp B&W |
| | **U.S.S.R.** | 10000 | | 488' 10" 69' 7" 31' 0" | | H. Cegielski Poz |
| Esd | Russian | | | 2 dk & S dk | 5 Ha | 15¼k |
| Pfd | | | | | 16W | |
| r RT | | | | | | |
| 27852 | **50 LET OKTYABRYA** | **13571** | | **1968** Stocznia Gdanska—Gdk | M Fish Factory Ref OSD Mchy.aft | Oil 2SA 6Cy. 620×1400 mm |
| | | 6895 | | 537' 4" 69' 9" 26' 6" | 5 Ho | 7200bhp B&W |
| | **U.S.S.R.** | 10000 | | 488' 10" 69' 7" 31' 0" | | H. Cegielski Poz |
| Esd | Russian | | | 2 dks & S dk | 5 Ha | 15¼k |
| c Pfd | | | | | 16W | |
| dr RT | | | | | | |
| 10312 | **50 LET SOVETSKY UKRAINY** | **10183** | | **1968** Stocznia Gdanska—Gdk | M CSD | Oil 2SA 6Cy. 760×1550 mm |
| | | 5673 | | 507' 5" 67' 8" 29' 6" | 5 Ho | 9600bhp Sulzer |
| | **U.S.S.R.** | 12725 | | 469' 9" 67' 7" 38' 9" | G.689274 B.634395 | H. Cegielski Poz |
| f Esd | Russian | | | 2 dks | 5 Ha | 18¼k |
| c Rdr | | | | | 16W Der 1(60) 4(10) 6(5) | |
| RT | | | | | | |
| 048435 | **FORTUITY** | *11311* | ✠**100A1** SS 2/65 | **1953**–3 Scotts' S.B. & Eng. Co. Ltd.—Grk | M Tanker Mchy.aft | Oil 2SA 6Cy. 670×2320 mm |
| 5LAI | exBorder Regiment–69 | *6400* | oil tanker | 547' 0" 69' 10" 30' 0¼" | 27 Ta | 7040bhp Doxford 1218t (hvf) |
| 3217 | **Fortuity Cia. Nav. S.A.** | 15950 | ✠**LMC** | 515' 0" 69' 6" 37' 6" | | Scotts' S.B. & E. Co. Ltd. Grk |
| f Esd | *Monrovia* Liberian | | | P119' B58' F55' 1 dk | | 2AuxB 150℔ |
| c Pfd | | | MN1280 EL h†2⅜"SQ | RW 17BH | Der 1(5) 2(4) 1(3) | 2×150kW 110V d.c. 13¾k |
| Rdr | | | | rf 4" WB903t Incl. DTf631t | | |
| Tm/v | | | | | | |
| 96523 | **FORTUNE VICTORY** | T.Mk | ✠**100A1** SS 12/64 | **1952**–6 Harland & Wolff Ltd.—Gls | M (12P) Ref | Oil 2SA 6Cy. 620×1400 mm exhaust |
| KDN | exEbro–69 | **5627** | | 444' 7" 58' 8" 25' 6"/27' 1¼" | 5 Ho 63¼', 80', 31', 67¼', 72¼' | 470 mm |
| 34643 | **Fortunewind Maritime Ltd.** | 3196 | ✠**LMC** | 415' 7" 58' 6" 38' 4" | G.524020 B.471940 In.2531 | 4500bhp 773t (hvf) |
| Esd | Continental Navigation & | 8120 | ✠**Lloyd's RMC** | F44' 2 dks, 3rd dk clear of mchy. space | 5 Ha (24¾', 38¾'×20') (13'×18') | Harland & Wolff Ltd. Gls |
| Pfd | Enterprises Ltd. | **7582** | MN900 EL b†2¹⁄₁₆"SQ | RW 7BH | (28½', 28½'×20') | 2AuxB (1 o.f 1 ex.g) 100℔ |
| Rdr | London British | 4421 | | | 12W Der 1(30) 4(10) 8(5) | 3×135kW 225V d.c. 13½k |
| n/h/v | | **9045** | | rf 4" DK fwd of mchy. space WB1723t incl. DTm843t | | |
| 95947 | **FRANCESCA** | **5395** | ✠**100A1** TD 6/68 | **1946**–11 Short Bros. Ltd.—Sld | S OSD | T 3Cy. 24" 39" & 68"×48" |
| | exArgolikos–69 | 3132 | with freeboard | 441' 5" 57' 0" 25' 1½" | 4 Ho 58', 93, 67', 67' | 2640ihp 973t (o.f) |
| | exRio Gualeguay–63 | 9174 | ✠**LMC** | 422' 0" 56' 7" 36' 10" | G.545670 B.493490 | George Clark (1938) Ltd. Sld |
| f Esd | **Providence S.A.L.** | | | F37' 1 dk & S dk | 5 Ha (36', 36¼', 25¾', 36¼', 36¼'×23') | 3 SB 220℔ Spt hs(7887) 9cf |
| | Beirut Lebanese | | EL a†2"SQ | R Coll BH to S dk 6 to 2nd dk | Der 10(5) | 3×30, 15, 15kW 110V d.c. 11k |
| | | | | WB1686t | | |
| 910893 | **FRANK REES** | 80 | **100A1** | J. Harker (Shipyards) Ltd.— | M Lighthouse Tender | Oil 4SA 6Cy. 6½"×7¼" |
| | | — | Class contemplated | Knottingley | | |
| | **Corporation of Trinity House** | — | | 65' 0" 18' 1" 6' 9" | | Bergius-Kelvin Co. Ltd. Gls |
| | London British | | | 60' 10" 18' 0" 9' 3⅝" | | |
| 691063 | **FREE ENTERPRISE IV** | **4700** | **100A** | N.V. Werf Gusto—Sch | TrM Ferry | 3 Oil 4SA each 12Cy. 450×660 mm |
| GZDA | | 2200 | for restricted service | 385' 6" 63' 10" 13' 9" | | MAN |
| | **Stanhope Steamship Co. Ltd.** | 1100 | Class contemplated | 360' 0" 62' 6" 36' 2" | | Smit Kinderdijk V.O.F. Kinderdijk |
| | Townsend Carferries Ltd. | | | | | |
| | Dover British | | | | | |
| 710827 | **FRIJSENBORG** | T.Mk | | **1967** Frederikshavns V. & T. A/S—Fkn | M Mchy.aft | Oil 2SA 8Cy. 240×400 mm |
| OVII | exFrijsenborg Castle–69 | **392** | | 194' 8" 12' 0" | 1 Ho 120¼' 1 TwD 129¼' | 680bhp 53t (d.o) |
| | **Weco Shipping I/S** | 210 | BV | 173' 11" 34' 9" 12 1" | G.72400 B.66600 | Alpha-Diesel A/S Fkn |
| Of Esd | Copenhagen Danish | 1010 | | P33 B12' F17' 2 dks | 2 Ha (stl) (33¾', 49½'×21') | 3×50, 35, 35kW 220/380V 50c/s a.c. |
| RTh | | | | rf 3" | 3W Der 3(3–5) | Controllable pitch propeller 11k |
| 11275 | **FUJI MARU No. 68** | **255** | | **1968** Niigata Eng. Co. Ltd.—Niigata | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm |
| JCXS | | 126 | | 149' 8" (incl. BB) 26' 0" 10' 4" | | 950bhp |
| 102546 | **Fujimaru Enyo Gyogyo Seisan Kumiai** | — | | 131' 10" 25' 11" 11' 5" | | Niigata Eng. Co. Ltd. Niigata |
| Of Esd | | | | 1 dk | | |
| Gc Pfd | Nemuro Japanese | | | | | |
| Rdr | | | | | | |
| 11287 | **FUKUSEKI MARU No. 3** | **225** | | **1968** Kanazashi Zosensho—Shimizu | M Fishing Mchy.aft | Oil 4SA 6Cy 260×400 mm |
| JCVV | | 113 | | 146' 11" 23' 9" 9' 2" | | 700bhp |
| 104948 | **K. Nishikawa** | — | | 128' 11" 23' 8" 10' 8" | | Niigata Eng. Co. Ltd. Niigata |
| Of Esd | Yaizu Japanese | | | 1 dk | | |
| Gc Pfd | | | | | | |
| dr RT | | | | | | |

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| 6910075<br>JM2816<br>103802<br>RT | **FUKUYO MARU No. 18**<br><br>**Fukuoka Enyo Gyogyo K.K.**<br>Fukuoka Japanese | 114<br>48<br>— | | 1968 Fukuoka Zosen—Fukuoka<br>112' 9" 20' 1" 7' 10"<br>95' 10" 20' 0" 9' 2"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 250×400 mm<br>650bhp<br>Akasaka Tekkosho |
| 5125594<br>UOPV<br>M-21423<br>Df Esd<br>Gc Rdr | **GALICH**<br><br>**U.S.S.R.**<br>Murmansk Russian | 658<br>280<br>438 | | 1956 Stocznia Gdanska—Gdk<br>194' 4" 29' 7" 14' 2½"<br>175' 6" 29' 6½" 16' 1" | S Trawler Ref<br>2 Ho<br>In.12607<br>4 Ha (2½', 2½'×2½') (5', 10'×5') | C 4Cy. (2) 330 & (2) 770×730 mm<br><br>A/S Atlas Maskfbk. |
| 5416905<br>KYIE<br>244133<br>Df Esd<br>Gc Rdr<br>RT | **GALICIA**<br>exNorberto Capay–68<br>exAfrican Gulf–63<br>exSanta Regina–61<br>exSea Comet II–57<br>exJeff Davis–53<br>exJohn Land–49<br>**Zidell Explorations Inc.**<br>Wilmington, Del United States | 6119<br>3541<br>10514 | <br><br>AB | 1943 Moore D.D. Co.—Oakland<br>459' 6" 63' 1" 27' 8"<br>435' 6" 63' 0" 31' 6"<br>B79' 2 dks & S dk<br>RW<br>rf nil | S OSD<br>5 Ho 67½', 62½', 70', 70', 71¾'<br>G.621941 B.548834<br>5 Ha (27', 32½', 35', 30', 30'×20')<br>16W Der 2(30) 4(10) | 2 S Turb dr geared to sc. shaft<br>6600shp<br>General Electric Co. |
| 5152303<br>SVVK<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GALLANT**<br>**COLOCOTRONIS**<br>exHöegh Gallant–69<br>Launched as Bergebig<br>**Estrella Reinante**<br>**Navegacion S.A.**<br>Piræus Greek | 29333<br>17653<br>50080 | <br><br>NV | 1961 Deutsche Werft A.G.—Ham<br>742' 3" 100' 3" 37' 10⅜"<br>705' 0" 100' 0" 50' 0"<br>1 dk<br>rf 5½" | S Tanker Mchy.aft<br>33 Ta<br>L.2200000 HeCls. BC<br><br>Der 6(5) | 2 S Turb dr geared to sc. shaft<br>19000shp<br>Allgemeine Elec. Ges.<br>3×700, 700, 150kW 440V 60c/s a.c. |
| 5020873<br>SXVD<br>1966<br>Df Esd<br>Gc Rdr | **GARDENIA**<br>exApollon–69<br>**Evgenia Cia. Nav. S.A.**<br>Piræus Greek | 9744<br>5628<br>13260 | ✠100A1 SS 5/66<br><br>✠LMC<br><br>MN1560 EL (e†)2¼"SQ | 1957–5 J. Readhead & Sons Ltd.—Shl<br>499' 3" 63' 3" 30' 1"<br>465' 0" 63' 0" 40' 4"<br>F45' 2 dks<br>RW NS 6BH to U dk 1 to 2nd dk<br>rf 3" WB3349t incl. DTm1640t | M CSD<br>5 Ho 70', 100', 32½', 75', 70'<br>G.716800 B.639700<br>5 Ha (36'×20') (37½', 30', 37½', 37½'×24')<br>12W Der 1(25) 5(10) 6(5) 1(3) | Oil 2SA 6Cy. 760×1550 mm<br>7800bhp<br>Sulzer Bros. Ltd.<br>2AuxB 100lb<br>3×200kW 220V d.c. |
| 5160582<br>EBWF<br><br>RTh | **GARVI**<br>exIndunaval Primero–69<br>**Transportes Fruteros del**<br>**Mediterraneo S.A.**<br>**"TRAFRUME"**<br>Bilbao Spanish | 381<br>188<br>840 | <br><br>BV | 1958 Indunaval S.A.—Bbo<br>*166·8'* 29' 8"<br>165' 8" 29' 6½" 13' 1"<br>1 dk & S dk<br>RW | M OSD Mchy.aft<br>1 Ho<br>G.47372 B.43101<br>3 Ha (26', 48½', 4'×13')<br>6W Der 6(3) | Oil 4SA 8Cy. 320×480 mm<br>1000bhp<br>Motorenw. Mannheim |
| 6912102<br><br><br>Df Esd<br>Pfd Rdr<br>RT | **GEESTDUIN**<br><br>**Waling Van Geest & Zonen**<br>'s-Gravenzande Netherland | 499<br>—<br>1000 | | 1969 Schps. v/h de Groot & V. Vliet—Slikkerveer<br>231' 6" 33' 11" 11' 6⅜"<br>212' 7" 33' 8" 18' 1"<br>1 dk & S dk | M OSD Mchy.aft | Oil 2SA 10Cy. 190×350 mm<br>1050bhp<br>N.V. Mch. Bolnes |
| 5237115<br>SVTB<br>1501<br>Df Esd<br>Gc Rdr | **GENIE**<br>exMiss Chandris–69<br>**Pythagoras Nav. S.A.**<br>Piræus Greek | 9855<br>5709<br>14500 | ✠100A1 SS 4/64<br><br>✠LMC<br><br>MN1440 EL f†2¼"SQ | 1959–5 Wm. Doxford & Sons (S.B) Ltd. —Sld<br>509' 2" 67' 4" 30' 4"<br>473' 3" 67' 0" 40' 8"<br>F44' 2 dks<br>RW 7BH to U dk 1 to 2nd dk<br>rf 6" WB3794t incl. Tunnel tanks 242t DTma1550t | M<br><br>G.743400 B.671310<br><br>12W Der 1(50) 6(10) 6(5) | Oil 2SA 6Cy. 700×2320 mm<br>7200bhp<br>Wm. Doxford & Sons (Eng.) Ltd.<br>2AuxB 150lb |
| 6911299<br>JABF<br>104361<br>Df Gc<br>Rdr RT | **GENYO MARU**<br><br>**Fukuoka Prefecture**<br>Fukuoka Japanese | 428<br>145<br>— | | 1968 Narazaki Zosen—Muroran<br>149' 8" 28' 11" 11' 2"<br>136' 2" 28' 10" 12' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 260×320 mm<br>1000bhp<br>Ishikawajima-Harima Hvy Ind. |
| 6910635<br><br><br>Df Esd<br>Gc Rdr<br>RT | **GETALDIC**<br><br>**Atlantska Plovidba**<br>Dubrovnik Yugoslav | 10200<br>6850<br>15540 | | 1969 Ast. de Cadiz S.A.—Sev<br>471' 5" (incl. BB) 67' 10" 30' 4½"<br>422' 6" 67' 9" 41' 9"<br>2 dks | M Mchy.aft | Oil 2SA 6Cy. 680×1250 mm<br>8000bhp Sulzer<br>Ast. de Cadiz S.A. |
| 6402884<br><br>332541<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GLOBTIK MERCURY**<br>exBralanta–69<br>**Wm. Brandts (Leasing) Ltd.**<br>Nassau British | 34618<br>18060<br>55800 | <br><br>NV | 1963 A/B Götaverken—Got<br>774' 10" 108' 2" 38' 6"<br>742' 0" 108' 0" 52' 0"<br>1 dk<br><br>rf 2" | M Tanker Mchy.aft<br>30 Ta<br>L.1970565 HeCls. BC | Oil 2SA 10Cy. 850×1700 mm<br>21000bhp<br>A/B Götaverken<br>3×620, 620, 500kW 440V 60c/s a.c. |
| 5413018<br>SXNJ<br>26<br>Df Esd<br>Gc Rdr | **GREENLAND**<br>exViking–69 exKaravella–68<br>exPolikos II–68 exElli A–63<br>exAnna Busse–62 exPhönix<br>**Frozen Products Commercial**<br>**& Industrial Co. S.A.**<br>Lavrion Greek | 525<br>330<br>— | <br><br>BV | 1944 Schiffb. Unterweser—Bhn<br>189' 11" 27' 8" 13' 10"<br>27' 6"<br><br>RW | S Trawler | T 3Cy. 13¾" 21⅝" & 35 1/16"×[illegible] & LP turb<br>Deutsche S. & M. |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 10697 | **HALO** | **15300** | | **1969** Hitachi Zosen—Inn | M Mchy.aft | Oil 2SA 7Cy. 620×1400 mm | |
| ELXK | | — | | 81′ 6″ 31′ 4″ | | 8400bhp B&W | |
| 3173 | **Liberian Halo Transports Inc.** | 22880 | | 535′ 2″ 81′ 4″ 44′ 0″ | | Hitachi Zosen | Osa |
| f Esd | Monrovia Liberian | | | 1 dk | | | |
| c Pfd | | | | | | | |
| r RT | | | | | | | |
| 11304 | **HEDWIN** | **720** | **100A1** | Robb Caledon S.Bs. Ltd.—Lth | M Hopper Dredger Mchy.aft | Oil 2SA 6Cy. 340×570 mm | |
| | | 280 | hopper dredger | 157′ 8″ 39′ 1″ 13′ 9¾″ | | | |
| | **Port of Tyne Authority** | 1320 | Class contemplated | 146′ 6″ 38′ 0″ 15′ 3″ | | British Polar Engines Ltd. | Gls |
| | Newcastle British | | | | | | |
| 10908 | **HELICE** | **1595** | | **1969** Clelands S.B. Co. Ltd.—Wal | M Tanker Mchy.aft | Oil 4SA 8Cy. 360×450 mm | |
| | | — | | 277′ 3″ 42′ 10″ 16′ 1″ | | 2200bhp | |
| | **Helge R. Myhre** | 2500 | | 259′ 2″ 42′ 7″ 20′ 4″ | | Motorenw. Mannheim | Mhm |
| f Esd | Stavanger Norwegian | | | 1 dk | | | |
| c Pfd | | | | | | | |
| r RT | | | | | | | |
| 20541 | **HIEKKA** | **391** | | **1944** | TM Suction Dredger | 2 Oil each 8Cy. | |
| GUT | exSandeman–68 exZagri 9 | 237 | | 189′ 7″ 30′ 2″ | 1 Ho 87′ | 480bhp Vivian | 32t (d.o) |
| | **Bolaget Sjösand-** | 800 | | … … … | G.16138 | | England |
| RTv | **Yhtymä Merihiekka** | | | | | | 7k |
| | Finnish | | | | | | |
| 153632 | **HOLMVIK** | **156** | | **1916** G. & H. Bodewes—Martenshoek | S Tug | T 3Cy. 12⅝″ 19¾″ & 33⅛″×19¾″ | |
| EWK | exHolmen III–69 | — | | 99′ 4″ 19′ 11″ 12′ 1″ | | 450ihp | 55t (c) |
| 5983 | exGebr. Bodewes VI | — | | 19′ 9″ | | Masch. Fulton | Martenshoek |
| dr RT | **Gustav A. Åkerlund** | | | 1 dk | | 2×10 & 4kW 110V d.c. | |
| | Stockholm Swedish | | | R | | | |
| 5283865 | **HURRICANE** | **7995** | | **1943** Western Pipe & Stl Co.—S.Fo | S Ref OSD | 2 S Turb dr geared to sc. shaft | |
| KXVG | exPresident Fillmore–68 | 4700 | | 492′ 0″ 69′ 7″ 29′ 4⅞″ | 5 Ho | 9350shp | 3591t (o.f) |
| 257262 | exPresident Harrison–66 | 11770 | AB | 465′ 3″ 69′ 6″ 33′ 11″ | G.703820 B.647619 In.44880 | General Electric Co. | Lyn |
| f Esd | exCalloway–48 exSea Mink–48 | | | F37′ 2 dks & S dk | 5 Ha | | 16½k |
| c Rdr | **Waterman Steamship Corp.** | | | | 20W Der 1(30) 6(10) 14(5) | | |
| RT | Wilmington, Del United States | | | rf nil | | | |
| 8254 | **ICA** | **4996** | | **1956** Ch. & At. de Provence—Port de | M (12P) Ref | Oil 2SA 6Cy. 600×2000 mm | |
| APC | exFort Royal–69 | 2721 | | Bouc | 4 Ho 78¾′, 59¾′, 52½′, 54′ | 6000bhp Doxford | 1020 (hvf) |
| | **Consorcio Naviero Peruano** | 3192 | BV | 377′ 0″ 51′ 10″ 21′ 5″ | In.211800 | Ch. & At. de Provence | Msl |
| Esd | **S.A.** | | | 345′ 11″ 51′ 9″ 36′ 0″ | 4 Ha (stl) (17′, 13′, 13′, 12¼′×16′) | 3×250kW 220V d.c. | 16½k |
| Rdr | Callao Peruvian | | | 3 dks | 8W Der 8(3) | | |
| Tm/v | | | | rf 13¾″ | | | |
| 1218 | **IDALLA** | **7329** | | **1952** Mitsubishi Zosen—Nag | M Ref | Oil 2SA 7Cy. 720×1250 mm | |
| LZW | exKohka Maru–67 | 4152 | | 463′ 9″ 60′ 6″ 26′ 11″ | 6 Ho | 5000bhp | 1748t |
| 3209 | **Irving Shipping** | 10057 | NK | 433′ 1″ 60′ 4″ 33′ 5″ | G.551222 B.516532 In.7275 | Mitsubishi Zosen | Nag |
| Esd | **International Inc.** | | | P20′ B180′ F31′ 1 dk | 6 Ha (28½′, 38′, 32½′, 21¾′, 35½′, | 3×200kW 230V d.c. | 13½k |
| Pfd | Monrovia Liberian | | | RW | 30¼′×23′) | | |
| Rdr | | | | | 18W Der 6(10) 12(5) | | |
| 10324 | **IGNATIY SERGEYEV** | **10183** | | **1968** Stocznia Gdanska—Gdk | M CSD | Oil 2SA 6Cy. 760×1550 mm | |
| | | 5673 | | 507′ 5″ 67′ 8″ 29′ 6″ | 5 Ho | 9600bhp Sulzer | |
| | **U.S.S.R.** | 12725 | | 469′ 9″ 67′ 7″ 38′ 9″ | G.689274 B.634395 | H. Cegielski | Poz |
| f Esd | Russian | | | 2 dks | 5 Ha | | 18¼k |
| c Rdr | | | | | 16W Der 1(60) 4(10) 6(5) | | |
| RT | | | | | | | |
| 0087 | **IGUAPE** | **10000** | **100A1** | Mitsubishi Hvy Ind. Ltd.—Smk | M Mchy.aft | Oil 4SA 6Cy. 680×1250 mm | |
| | | — | Class contemplated | 496′ 0″ 69′ 8″ 31′ 0″ | | Sulzer | |
| | **Maranave S.A.** | 14425 | | 456′ 0″ 69′ 6½″ 40′ 8″ | | Mitsubishi Hvy Ind. Ltd. | Kob |
| | Panama Panamanian | | | | | | |
| 5104 | **INALOTTE BLUMENTHAL** | **1916** | **✠100A1** SS 2/66 | **1958–10** Heinr. Brand—Oldenburg | M CSD Mchy.aft | Oil 4SA 8Cy. 420×660 mm | |
| DNFC | exCoral Bay–68 | 1158 | **Str. nav. ice** | 299′ 7″ 38′ 0″ 18′ 8¾″ | | 1650bhp | 238t |
| | exJacqueline–64 | 2972 | **✠LMC** | 272′ 0″ 37′ 8½″ 22′ 10″ | G.145745 B.129627 | Klöckner-Humboldt-Deutz | Kln |
| Df Esd | exSorteklint–60 | | | F41′ 2 dks | 4 Ha | | 13k |
| dr RT | **"BETEIGEUZE"** | | MN330 EL (r) $1\frac{7}{16}$"SQ | 4BH len 66 | 6W Der 1(10) 6(5) | | |
| | **Schiffahrts-Ges, Reith &** | | | rf 2 WB539t incl. TwD amids 52t | | | |
| | **Co.** | | | | | | |
| | Johann M. K. Blumenthal | | | | | | |
| | Reederei | | | | | | |
| | Kiel W. German | | | | | | |
| 1316 | **INCA YAHUAR HUACA** | **9500** | | **1969** Soc. Española de Const. Nav.— | M | Oil 2SA 6Cy. 760×1550 mm | |
| | | 5400 | | Bbo | | | |
| | **Compañia Peruana de** | 13250 | | 514′ 6″ 64′ 8″ 29′ 8½″ | | Soc. Española de Const. Nav. | Bbo |
| Esd | **Vapores** | | | 470′ 0″ 64′ 6″ 39′ 3″ | | | |
| Rdr | Callao Peruvian | | | 2 dks | | | |
| | | | | RW | | | |
| 1614 | **INDIAN MAIL** | T.Mk | | **1968** Newport Ns S.B. & D.D. Co.— | S Ref | 2 S Turb dr geared to sc. shaft | |
| | | **11559** | | N.Ns | 7 Ho 64¼′, 75′, 70′, 70′, 62′, 60′, 49½′ | 21600shp | 3596t (o.f) |
| | **American Mail Line Ltd.** | 6727 | AB | 605′ 0″ 82′ 2″ 31′ 2″/35′ 0½″ | G.584414 B.1082207 In.21839 | General Electric Co | Lyn |
| Esd | Portland, Or. United States | 18000 | | 582′ 6″ 82′ 0″ 46′ 0″ | 7 Ha (stl) (28½′×22½′) (42½′, 42½′, | 2×1250kW 450V 60c/s a.c. | 21k |
| Pfd | | **15949** | | F107′ 2 dks | 42½′, 35′, 35′, 27½′×25½′) | | |
| Rdr | | 10002 | | RW | 24W Der 1(70) 20(20) 4(15) | | |
| n/h/v | | 22208 | | rf nil | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 6911328<br>JPIH<br>104579<br>Df Esd<br>Gc Pfd<br>Rdr | **INDUS MARU**<br><br>**Takuyo Kaiun K.K.**<br>Osaka Japanese | 9935<br>6387<br>— | | 1969 Kanazashi Zosensho—Shimizu<br>488' 6" 72' 3" 29' 2"<br>452' 10" 72' 2" 39' 0"<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>7200bhp B&W<br>Mitsui Zosen |
| 5161718<br><br>159848<br>Df Esd<br>Pfd Rdr<br>RTm/v | **INNISFALLEN I**<br>exInnisfallen–69<br>**Isthmian Nav. Co. Ltd.**<br>Cyprus | 3766<br>1807<br>800 | ✠100A1 SS 1/68<br>with freeboard<br>Irish Channel service<br>✠LMC<br>EL v 1⅜"SQ | 1948–6 Wm. Denny & Bros. Ltd.—Dmb<br>340' 0" 50' 1" 14' 6½"<br>320' 0" 50' 0" 19' 0"<br>P56 B169' F72' Upr P43' Upr B156' Upr F40' 1 dk, 2nd dk clear of mchy. space<br>RW 8BH<br>rf 6" WB286t | TM (989P) Ref<br>4 Ho 52', 33½', 40', 30'<br>G.104000 B.91000 In.7500<br>3 Ha (10'×17½') (12', 10'×18')<br>4W Der 4(2) | 2 Oil 2SA each 12Cy. 480×700 mm<br>6400bhp Sulzer<br>Wm. Denny & Bros. Ltd.<br>db 60lb<br>3×220kW 220V d.c. |
| 5284027<br>SXHF<br>3142<br>Df Esd<br>Gc Rdr<br>RT | **IOANNINA**<br>exTheodoros Kyriakos–68<br>exPrésident Pierre Angot–68<br>exStella Orion–62<br>**Helen Shipping Corp.**<br>Piræus Greek | 2746<br>1708<br>4000 | | 1959 P. Lindenau Schiffs.—Kel<br>300' 3" 48' 0" 19' 9½"<br>275' 11" 47' 11" 23' 0"<br>1 dk | M Mchy.aft<br>2 Ha (each 70½'×24½')<br>Der 2(5–8) 6(5) | Oil 4SA 6Cy. 520×740 mm<br>2160bhp<br>Masch. Augsburg-Nürnberg |
| 6910336<br><br><br>Df Esd<br>Gc Rdr<br>RT | **IONA JAKIR**<br><br>**U.S.S.R.**<br>Russian | 10183<br>5673<br>12725 | | 1969 Stocznia Gdanska—Gdk<br>507' 5" 67' 8" 29' 6"<br>469' 9" 67' 7" 38' 9"<br>2 dks | M CSD<br>5 Ho<br>G.689274 B.634395<br>5 Ha<br>16W Der 1(60) 4(10) 6(5) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>H. Cegielski |
| 6910764<br><br><br>Rdr RT | **IPANEMA**<br><br>**Serviços de Transportes da Baia de Guanabara S.A. (STBG)**<br>Rio de Janeiro Brazilian | 622<br>386<br>589 | | 1969 Emaq Eng. Maq. S.A.—Rio<br>31' 7" 6' 9"<br>173' 10" 31' 6" 12' 2"<br>1 dk | TM Ferry (2000P) | 2 Oil 4SA each 8Cy. 300×450 mm<br>1400bhp<br>Masch. Augsburg-Nürnberg |
| 6910099<br>JJ2328<br>104770<br>Rdr RT | **ISOSHIO MARU**<br><br>**Awaji Ferryboat K.K.**<br>Kobe Japanese | 1068<br>302<br>850 | | 1968 Mitsubishi Hvy Ind. Ltd.—Smk<br>234' 9" 42' 9" 11' 5"<br>213' 3" 40' 8" 15' 9"<br>1 dk | TM Ferry | 2 Oil 4SA each 8Cy. 300×380 mm<br>2660bhp<br>Daihatsu Kogyo |
| 5280473<br>THFD<br><br>Df Esd<br>RT | **JEAN ROXANE**<br>exPoitou Bretagne–69<br>**Joseph Hannequin**<br>Boulogne French | 238<br>78<br>— | BV | 1961 Ch. de la Perrière—Lorient<br>119' 9" 26' 0"<br>105' 0" 25' 11" 12' 9"<br>1 dk | M Trawler<br>4 Ha (2½', 3½', 3½', 3½'×3½')<br>Der 1(11) | Oil 4SA 8Cy. 220×320 mm<br>750bhp<br>Cie. de Const. Méc. |
| 6827905<br>UYVR<br><br>Df Esd<br>Gc Rdr<br>RT | **JEANNE LABOURBE**<br><br>**U.S.S.R.**<br>Russian | 10183<br>5673<br>12725 | | 1968 Stocznia Gdanska—Gdk<br>507' 5" 67' 8" 29' 6"<br>469' 9" 67' 7" 38' 9"<br>2 dks | M CSD<br>5 Ho<br>G.689274 B.634395<br>5 Ha<br>16W Der 1(60) 4(10) 6(5) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>H. Cegielski |
| 6911330 | **JOÃO DA SILVA**<br><br>**Soc. de Pesca Silva & Fernandes Ltda.**<br>Lisbon Portuguese | 180<br>—<br>— | 100A1<br>stern trawler<br>Class contemplated | Est. Nav. do Mondego—Figueira<br>118' 2" 27' 0" 10' 7½"<br>100' 1" 26' 3" 12' 6"<br>RW | M Stern Trawler Mchy.aft | Oil 4SA 6Cy.<br>Atlas Mak Masch. |
| 6910556<br><br><br>Df Esd<br>Gc Rdr | **JOQUITA**<br><br>**Lars Rej Johansen**<br>Oslo Norwegian | 499<br>—<br>950<br>1200<br>—<br>1700 | | 1969 At. & Ch. du Havre—Hav<br>278' 10" 42' 7" 13' 1"/16' 8¾"<br>223' 1" 29' 10"<br>2 dks | M Ref OSD/CSD Mchy.aft | Oil 4SA 8Cy. 450×550 mm<br>3000bhp<br>Atlas-Mak Masch. |
| 5272830<br>XCCA<br><br>Df Esd<br>Gc Rdr<br>RTv | **JUAN ALVAREZ**<br>exPresidente Juan Alvarez–69<br>exPemex 66–66 exPegasus–66<br>**Petróleos Mexicanos**<br>Tampico Mexican | 12447<br>7157<br>19100 | ✠100A1 SS 6/64<br>oil tanker<br>✠LMC<br>MN1310 EL h†2⅜"SQ | 1955–3 Uddevallavarvet A/B—Udv<br>567' 7" 69' 11" 30' 8"<br>530' 0" 69' 9" 39' 8"<br>P110' B38' F74' 1 dk<br>11BH<br>WB1745t incl. DTf490t | M Tanker Mchy.aft<br>22 Ta<br>L.883924 HeCls. BC<br>Der 6(2) 1(1½) | Oil 2SA 7Cy. 760×1500 mm<br>6550bhp<br>Uddevallavarvet A/B<br>2AuxB 150lb<br>3×200, 200, 110kW 230V d.c. |
| 5012307<br><br><br>Df Esd<br>Gc RT | **KADIANI**<br>exAlnor–69 exLauting–61<br>**J. Sponnogiannakis & G. Stavroulakis**<br>Greek | 999<br>720<br>1722 | GL<br>FOUNDERED 3/69 | 1934 Stettiner Oderwerke—Stn<br>*202·4'* 34' 1" 14' 4½"<br>33' 11" 17' 0"<br>P53' F31' 1 dk<br>R len 57 | M<br>1 Ho 136'<br>G.72767 B.67896<br>2 Ha (each 55'×16½')<br>4W Der 4(2) | Oil 4SA 6Cy. 320×540 mm<br>750bhp NE57<br>Motorenw. Mannheim |
| 6911976<br><br><br>Df Rdr | **KALIMIUS**<br><br>**U.S.S.R.**<br>Russian | 1248<br>552<br>1299 | | 1967 Angyalfold Shipyard—Bdp<br>244' 5" 37' 2" 13' 1½"<br>221' 1" 37' 0" 17' 5"<br>1 dk | M Mchy.aft<br>3 Ho 50¾', 44¾', 46¾'<br>G.74267<br>3 Ha (stl) (each 28½'×18¾')<br>6W Der 1(10) 6(2½) | Oil 4SA 8Cy. 315×450 mm<br>1000bhp<br>Lang Eng. Works |

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|---|---|---|---|---|---|
| **KAMOYASU MARU No. 31**<br>**Kamoyasu Shoten K.K.**<br>Hazaki Japanese | **283**<br>136<br>— | | **1968** Kanazashi Zosensho—Shimizu<br>161′ 10″ 25′ 0″ 10′ 2″<br>134′ 6″ 24′ 11″ 11′ 8″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>1250bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **KATANGLI**<br>**U.S.S.R.**<br>Russian | **3172**<br>1371<br>— | | **1968** ......................Russia | M | Oil |
| **KATOREA MARU**<br>**Tokai Kisen K.K.**<br>Tokyo Japanese | **2200**<br>—<br>459 | | **1969** Taguma Zosen—Inn<br>42′ 9″ 12′ 2″<br>252′ 8″ 42′ 8″ 18′ 9″<br>2 dks<br>RW | TM Mchy.aft | 2 Oil 4SA each 8Cy. 400×520 mm<br>5200bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **KATSURAGI MARU**<br>**Shosen Mitsui Kaiji K.K.**<br>Osaka Japanese | **160**<br>43<br>— | | **1968** Shimoda Dock Yard Co. Ltd.—Shimoda<br>86′ 11″ 26′ 4″ 7′ 6″<br>78′ 9″ 26′ 3″ 11′ 10″<br>1 dk | TM Tug Mchy.aft | 2 Oil 4SA each 6Cy. 260×320 mm<br>Daihatsu Kogyo Osa |
| **KHALDA**<br>exBright–69<br>exAgia Marina–67 exStefani–66<br>exGulfport–64<br>exEmpire Gatehouse–47<br>exTiefland–45<br>**Khalda Shipping Co. S.A.**<br>Panama Panamanian | *2836*<br>*1635*<br>3430 | **100A1** SS 5/65<br>with freeboard<br>**LMC**<br>MN216 EL (s) $1\frac{13}{16}$″SQ<br>**REPAIRS REQUIRED—CLASS SUSPENDED 12/67** | **1943** Lübecker Flender-Werke—Lbc<br>301′ 0″ 44′ 5″ 19′ 10¾″<br>279′ 10″ 44′ 4″ 26′ 11″<br>F31′ 2 dks<br>RW 5BH<br>WB658t | S Ref<br>G.165782 B.154755 In.11916<br>10W Der 1(30) 1(10) 10(5) | C 4Cy (2) 16½″ & (2) $35\frac{7}{16}$″×$35\frac{7}{16}$″<br>1100ihp Lenz 387t (o.f)<br>Ottensener Eisenwerk Ham<br>2WTB 216lb Spt hs3975 **10k** |
| **KHATANGA**<br>**U.S.S.R.**<br>Vladivostok Russian | **4690**<br>2370<br>5713 | | **1968** Stocznia Gdanska—Gdk<br>406′ 5″ 54′ 11″ 22′ 4½″<br>54′ 9″ 27′ 8″<br>1 dk | M<br>4 Ho<br>G.266909<br>4 Ha (41¼′×46¼′) (41¼′, 46′, 46′×29½′)<br>9W Der 1(15) 8(10) | Oil 2SA 8Cy. 620×1400 mm<br>5450bhp B&W<br>Brodogradiliste "Uljanik" Pla<br>**16k** |
| **KHIAN ZEPHYR**<br>**Freedom General Shipping S.A.**<br>Piræus Greek | **10015**<br>6473<br>15163 | | **1968** Ishikawajima-Harima Hvy Ind.—Tok<br>466′ 10″ (incl. BB) 65′ 1″ 29′ 7½″<br>439′ 11″ 65′ 0″ 40′ 6″<br>2 dks | M Mchy.aft | Oil 4SA 12Cy. 400×460 mm<br>5130bhp Pielstick<br>Ishikawajima-Harima Hvy Ind. Aio |
| **KIKUSUI MARU No. 28**<br>**E. Hiromatsu**<br>Yasuda Japanese | **284**<br>130<br>— | | **1968** Kanazashi Zosensho—Shimizu<br>157′ 5″ 26′ 7″ 9′ 11″<br>134′ 6″ 26′ 6″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>950bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **KINGSLAND TRADER**<br>exSaga Scout–69 exStoraas–67<br>**The Escudo Shipping Corp.**<br>Monrovia Liberian | **12075**<br>6735<br>18075 | NV | **1954** Caledon S.B. & E. Co. Ltd.—Dun<br>556′ 0″ 72′ 4″ 29′ 10½″<br>531′ 0″ 72′ 2″<br>P151′ B41′ F49′ 1 dk<br>RW | M Tanker Mchy.aft<br>27 Ta<br>L.843591 HeCls. BC<br>Der 4(5) 1(4) | Oil 2SA 7Cy. 750×2000 mm<br>8000bhp 1600t (hvf)–25pd<br>Harland & Wolff Ltd. Be l<br>3×120kW 110V d.c. **14k** |
| **IRISHIMA MARU**<br>**ippon Kaiyosha K.K.**<br>kohama Japanese | **280**<br>—<br>— | | **1969** Osaka Zosensho—Osa<br>10′ 4″<br>110′ 10″ 32′ 2″ 14′ 5″<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy. 320×380 mm<br>Fuji Seizakusho Tateyama |
| **IS SKOU**<br>**Ove Skou Rederi A/S**<br>Ove Skou<br>Copenhagen Danish | **499**<br>—<br>1050 | **100A1**<br>oil tanker<br>Class contemplated | Aarhus Flydk. & Msk.—Aar<br>196′ 6″ 33′ 9″ 12′ 9½″<br>180′ 5″ 33′ 5½″ 13′ 9″ | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>Atlas-Mak Masch. Kel |
| **KIYO MARU No. 18**<br>**K. Koyama**<br>Kesennuma Japanese | **254**<br>105<br>— | | **1968** Kanazashi Zosensho—Shimizu<br>157′ 5″ 23′ 9″ 9′ 11″<br>127′ 11″ 23′ 8″ 11′ 5″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 330×520 mm<br>1100bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **KOMMUNIST**<br>**U.S.S.R.**<br>Russian | **10183**<br>5673<br>12725 | | **1967** Stocznia Gdanska—Gdk<br>507′ 5″ 67′ 8″ 29′ 6″<br>469′ 9″ 67′ 7″ 38′ 9″<br>2 dks | M CSD<br>5 Ho<br>G.689274 B.634395<br>5 Ha<br>16W Der 1(60) 4(10) 6(5) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>H. Cegielski Poz<br>**18¼k** |

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|---|---|---|---|---|---|---|
| 6827883<br>UVZZ<br>Df Esd<br>Gc Rdr<br>RT | **KOMMUNISTICHESKOE ZNAMYA**<br>**U.S.S.R.**<br>Russian | 10183<br>5673<br>12725 | | 1968 Stocznia Gdanska—Gdk<br>507' 5" 67' 8" 29 6"<br>469 9" 67' 7" 38' 9"<br>2 dks | M CSD<br>5 Ho<br>G.689274 B.634395<br>5 Ha<br>16W Der 1(60) 4(10) 6(5) | Oil 2SA 6Cy. 760×1550 mm<br>9600bhp Sulzer<br>H. Cegielski |
| 6910104<br>JKSC<br>105456<br>Rdr RT | **KONGO**<br>**Nippon Kaiyo Kussaku K.K.**<br>Tokyo Japanese | 371<br>41<br>300 | | 1968 Mitsubishi Hvy Ind. Ltd.—Smk<br>127' 11" 29' 7" 9' 10"<br>118' 2" 29' 6" 13' 5"<br>1 dk | TM Tug | 2 Oil 4SA 8Cy. each 159×203 mm<br>Caterpillar Tractor Co. |
| 6911419<br>J12378<br>104592<br>Rdr RT | **KONGO MARU**<br>**Shosen Mitsui Kaiji K.K.**<br>Osaka Japanese | 160<br>43<br>— | | 1968 Shimoda Dock Yard Co. Ltd.—Shimoda<br>86' 11" 26' 4" 7' 6"<br>78' 9" 26' 3" 11' 10"<br>1 dk | TM Tug Mchy.aft | 2 Oil 4SA each 6Cy. 260×320 mm<br>Daihatsu Kogyo |
| 6901804<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **KOREAN MAIL**<br>**American Mail Line Ltd.**<br>Portland, Or. United States | T.Mk<br>11559<br>6727<br>18000<br>15949<br>10002<br>22208 | AB | 1968 Newport Ns. S.B. & D.D. Co.—N.Ns<br>605' 0" 82' 2" 31' 2"/35' 0½"<br>582' 6" 82' 0" 46' 0"<br>F107' 2 dks<br>RW<br>rf nil | S Ref<br>7 Ho 64½', 75', 70', 70', 62', 60', 49½'<br>G.584414 B.1082207 In.21839<br>7 Ha (stl) (28½'×22½') (42½', 42½', 42½', 35', 35', 27½'×25½')<br>24W Der 1(70) 20(20) 4(15) | 2 S Turb dr geared to sc. shaft<br>21600shp<br>General Electric Co.<br>2×1250kW 450V 60c/s a.c. |
| 5206520<br>TUNC<br>Df Esd<br>Gc Rdr<br>RT | **KORHOGO**<br>exLéonce Vieljeux–69<br>**Société Ivoirienne de Transport Maritime (SITRAM)**<br>Abidjan French | 6618<br>3807<br>3681 | BV | 1958 At. & Ch. de Bretagne—Nts<br>443' 1" 59' 2" 27' 1"<br>410' 3" 59' 1" 35' 5"<br>P46' Q16' B29' F52' 2 dks<br>RW | M Ref CSD<br>G.441250 B.405950 In.9323<br>5 Ha (27', 27'×19½') (35½', 38½', 33½'×23')<br>16W Der 4(20) 8(10) 4(5) | Oil 2SA 8Cy. 760×1550 mm<br>8280bhp<br>Cie. de Const. Méc. |
| 6606040<br>SYFJ<br>2591 | **KOS**<br>exAghia Zoni–68<br>exInter Nos–65 exLonda–57<br>exSebou–53<br>**P. C. Chrissochoides & M. L. Halciopoulos**<br>Piræus Greek | 343<br>143<br>— | | 1945 ......................England<br>*158·2'* 22' 10" 10' 3"<br>... ... ...<br>1 dk<br>RW conv dry cargo ship 51 | TM Tanker Mchy.aft | 2 Oil 4SA each 12Cy. 180×190 mm<br>NE(s)52<br>Davey, Paxman & Co. |
| 6824965<br>SYBE<br>3239<br>Df Esd<br>Gc Rdr<br>RTv | **KOSTANTIS YEMELOS**<br>Launched as Hellenic Renaissance<br>**Cordial Shipping Co.**<br>Piræus Greek | 9084<br>6130<br>15107 | ✠100A1<br>✠LMC<br>EL Z 2⅛"U2 | 1968–12 Hellenic Shipyards—Skaramanga<br>462' 7" 67' 2" 29' 0"<br>440' 2" 67' 0" 38' 6"<br>F43' 1 dk, 2nd dk except in No. 5 hold<br>RW 6BH to U dk 1 to 2nd dk<br>rf nil WB3335t incl. TwD 1752t | M<br>5 Ho 70½', 97½', 37½', 75', 70'<br>G.766000 B.699000<br>5 Ha (stl) (38½'×22') (40', 45', 42½'×28') (37½'×22')<br>10W Der 10(5) | Oil 2SA 5Cy. 680×1250 mm<br>5500bhp<br>Sulzer Bros. Ltd.<br>AuxB 100lb<br>3×220kW 440V 60c/s a.c. |
| 6911421<br>JMIL<br>103369<br>Df Esd<br>Gc Pfd<br>Rdr | **KOTOBUKI MARU No. 28**<br>**F. Shoten**<br>Miyako Japanese | 194<br>74<br>— | | 1968 Niigata Eng. Co. Ltd.—Niigata<br>140' 3" 23' 9"<br>122' 9" 23' 8" 10' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 6911433<br>JLPW<br>103418<br>Df Esd<br>Gc Pfd<br>Rdr | **KOTOBUKI MARU No. 30**<br>**Kotobuki Maru K.K.**<br>Ishinomaki Japanese | 195<br>74<br>— | | 1968 Niigata Eng. Co. Ltd.—Niigata<br>140' 3" 23' 9"<br>122' 9" 23' 8" 10' 4"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 260×400 mm<br>650bhp<br>Niigata Eng. Co. Ltd. |
| 6911445<br>Df Esd<br>Gc Rdr | **KOTOKU MARU**<br>**Maeda Unyu K.K.**<br>Yawatahama Japanese | 3999<br>—<br>6300 | | 1969 Shin Yamamoto Zosen—Kochi<br>53' 3" 21' 11"<br>333' 1" 53' 2" 26' 11"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 450×750 mm<br>3800bhp<br>Kobe Hatsudoki Seizosho |
| 6911457<br>JFIT<br>105109<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOTOSHIRO MARU No. 2**<br>**Kotoshiro Gyogyo K.K.**<br>Miura Japanese | 314<br>149<br>— | | 1968 Kanazashi Zosensho—Shimizu<br>164' 4" 27' 7" 10' 2"<br>141' 8" 27' 6" 11' 5"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 270×420 mm<br>1000bhp<br>Akasaka Tekkosho |
| 6911469<br>Df Esd<br>Gc Pfd<br>Rdr | **KOYO MARU**<br>**Hashimoto Kisen K.K.**<br>Shimokamagari Japanese | 2990<br>—<br>5500 | | 1969 Imabari Zosen—Imabari<br>51' 7" 21' 8"<br>308' 5" 51' 6" 26' 3"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 450×750 mm<br>3800bhp<br>Kobe Hatsudoki Seizosho |
| 6910788 | **KRASNOARMEYSK**<br>**U.S.S.R.**<br>Russian | 3172<br>1371<br>— | | 1968 ......................Russia | M | Oil |

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| **KRASNOPOLIE**<br>**U.S.S.R.**<br>Russian | 3172<br>1371<br>— | | 1968 ....................Russia | M | Oil |
| **KRASNOTURINSK**<br>**U.S.S.R.**<br>Russian | 3172<br>1371<br>— | | 1968 ....................Russia | M | Oil |
| **KURAMA MARU**<br>**Shosen Mitsui Kaiji K.K.**<br>Osaka Japanese | 160<br>42<br>— | | 1968 Shimoda Dock Yard Co. Ltd.—Shimoda<br>86′ 11″ 26′ 4″ 7′ 6″<br>78′ 9″ 26′ 3″ 11′ 10″<br>1 dk | TM Tug Mchy.aft | 2 Oil 4SA each 6Cy. 260×320 mm<br>Daihatsu Kogyo Osa |
| **KUROSHIO**<br>**Nippon Kaiyo Kussaku K.K.**<br>Tokyo Japanese | 371<br>112<br>300 | | 1968 Mitsubishi Hvy Ind. Ltd.—Smk<br>127′ 11″ 29′ 7″ 9′ 10″<br>118′ 2″ 29′ 6″ 13′ 5″<br>1 dk | TM Tug | 2 Oil 4SA each 8Cy. 159×203 mm<br>Caterpillar Tractor Co. Peoria |
| **KUSUNOKI MARU**<br>**Mitsubishi Shoji Kaisha**<br>Tokyo Japanese | 11000<br>—<br>16860 | | 1969 Mitsubishi Hvy Ind. Ltd.—Kob<br>479′ 0″ 71′ 0″ 30′ 8″<br>446′ 3″ 70′ 10″ 40′ 0″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 680×1250 mm<br>8000bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. Kob |
| **KYKNOS I**<br>exSachsen–68<br>**Const. P. Laskarides**<br>Piræus Greek | 303<br>144<br>— | GL | 1955 Abeking & Rasmussen—Lemwerder<br>*129·6′* 26′ 1″ 11′ 6″<br>138′ 8″ 12′ 6″<br>Q20′ 1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>600bhp<br>Klöckner-Humboldt-Deutz Kln |
| **KYKNOS II**<br>exPommern–68<br>**Const. P. Laskarides**<br>Piræus Greek | 303<br>144<br>— | GL | 1955 Schiffb. Unterweser—Bhn<br>*129·6′* 25′ 7″ 11′ 6″<br>138′ 8″ 12′ 6″<br>1 dk<br>RW | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>600bhp<br>Klöckner-Humboldt-Deutz Kln |
| **KYOEI MARU No. 18**<br>**Kushikino Gyogyo G.K.**<br>Kushikino Japanese | 282<br>118<br>— | | 1968 Kanazashi Zosensho—Shimizu<br>156′ 6″ 26′ 7″ 9′ 10″<br>134′ 6″ 26′ 6″ 11′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>950bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **KYOWA MARU**<br>**Sankyo Kaiun K.K.**<br>Tokyo Japanese | 2981<br>1889<br>5100 | NK | 1968 Ujina Zosensho—Hma<br>326′ 2″ 49′ 11″ 20′ 10″<br>301′ 10″ 49′ 10″ 24′ 11″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 450×750 mm<br>3500bhp<br>Kobe Hatsudoki Seizosho Kob |
| **KYUEI MARU No. 3**<br>**Kyuei Gyogyo K.K.**<br>Hachinohe Japanese | 124<br>44<br>— | | 1968 Niigata Eng. Co. Ltd.—Niigata<br>114′ 10″ 22′ 9″ 7′ 10″<br>99′ 9″ 22′ 8″ 8′ 10″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>850bhp<br>Niigata Eng. Co. Ltd. Niigata |
| **LSCO BRITON**<br>exEtna–68 exDescartes–65<br>**Luzon Stevedoring Corp.**<br>Manila Philippine | 860<br>506<br>709 | BV | 1959 Ch. Nav. de La Ciotat—La Ciotat<br>204′ 1″ 30′ 7″ 13′ 2″<br>183′ 8″ 30′ 6″<br>P56′ B42′ F43′ 1 dk | M Liquefied Gas Carrier Mchy.aft<br>8 Ta<br>L.32529 | Oil 4SA 12Cy. 175×210 mm<br>SEMT-Pielstick<br>1000bhp 90t (d.o)–4pd<br>Soc. Gen. de Const. Méc.<br>La Courneuve<br>2×96kW 110/380V 50c/s a.c. 12k |
| **LA GAVOTTE**<br>**Finfranline**<br>Caen French | 499<br>—<br>1525 | | 1969 At. & Ch. du Havre—Hav<br>296′ 0″ 45′ 6″<br>268′ 0″ 46′ 0″ 28′ 6″<br>1 dk & S dk | M OSD Mchy.aft | Oil 2SA 6Cy. 450×700 mm<br>3000bhp<br>N.V. Werkspoor Ams |
| **LA RABIDA**<br>**Compañia Maritima "Rio Gulf" S.A.**<br>Huelva Spanish | 53829<br>41343<br>97004 | ✠100A1<br>oil tanker<br>✠LMC<br>EL S†3$\frac{7}{16}$″U3 | 1968–10 Ast. de Cadiz S.A.—Cdz<br>883′ 8″ (incl. BB) 128′ 2″ 46′ 2″<br>824′ 10″ 127′ 11″ 60′ 8″<br>P30′ F90′ 1 dk<br>11BH<br>rf 6″ WB33126t incl. DTf 5205t | M Tanker Mchy.aft<br>21 Ta<br>L.4612674<br>7W Der 4(10) 2(5) 2(2) | Oil 2SA 9Cy. 900×1500 mm<br>20700bhp Sulzer 4073t (hvf)<br>Ast. de Cadiz S.A. Val<br>2WTAuxB (Primary) 640lb<br>(Secondary) 206lb hs11066<br>AuxB 100lb<br>3×600, 600, 548kW 440V 60c/s a.c.<br>16¼k |

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| 6911512 | **LAKESHELL**<br><br>**Shell Canada Ltd.**<br>Toronto Canadian | 5900<br>4000<br>8120 | 100A1<br>oil tanker<br>Class contemplated | Marine Industries Ltd.—Srl<br>399' 9" 60' 9" 23' 3½"<br>375' 0" 59' 0" 29' 9" | M Tanker Mchy.aft | Oil 2SA 8Cy. 14½"×18½"<br><br>Ruston & Hornsby |
| 5346265<br>JXSA<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **LARA VIKING**<br>exSvanefjell-69<br>**Kommandittselskapet Skips**<br>**A/S "Lara" & Co.**<br>C. T. Gogstad & Co.<br>Oslo Norwegian | T.Mk<br>2690<br>1335<br>3995<br>3875<br>2089<br>5556 | <br><br>NV | 1962 Kieler Howaldtswerke A.G.—Kel<br>355' 0" 52' 0" 20' 8½"/24' 8½"<br>322' 1" 51' 2" 29' 6"<br>B58' F45' 2 dks<br><br>rf 2" | M Ref<br>3 Ho 60½', 89½', 51½<br>G.273382 B.255183 In.18320<br>3 Ha (62½', 62½'×23') (24½'×16½')<br>12W Der 1(25) 6(5) 6(3) | Oil 2SA 6Cy. 600×1050 mm<br>4000bhp<br>Masch. Augsburg-Nürnberg<br>3×164kW 450V 60c/s a.c. |
| 5079202<br>5BiY<br><br>Df Esd<br>Gc Rdr<br>RTv | **LASTRIGONI**<br>exCoolgardie-69<br>**Lithos Shipping Co.**<br>Limassol Cyprus | T.Mk<br>3322<br>1103<br>3680<br>4308<br>1969<br>3720 | ✠100A1 SS 6/64<br><br>✠LMC<br>✠Lloyd's RMC<br>MN1150 EL y 1¾"SQ | 1956–8 Helsingör Skibs. & Msk.—Hsg<br>383' 3" 53' 9" 20' 11¾"/21' 1½"<br>350' 0" 53' 7½" 30' 3"<br>B&F320' F18' 2 dks, sparred dk in fwd holds<br>Coll BH to U dk 6 to 2nd dk<br>rf 6" WB1463t incl. Tunnel tanks 785t | M (8P) Ref<br>5 Ho 52½', 34½', 40', 55¾', 68½'<br>In.194800<br>5 Ha (stl) (each 20½'×16¾')<br>Der 4(5) 1(2) | Oil 2SA 7Cy. 620×1150 mm<br>5750bhp B&W<br>Helsingör Skibs. & Msk.<br>AuxB 100℔ e(ex.g)100℔<br>4×200kW 220V d.c. |
| 6910180<br><br>332364 | **LAZY DOLPHIN**<br>exTotal Doubs-68<br>**Dolphin Cruise Lines Ltd.**<br>Gibraltar British | 195<br>137<br>— | | 1930 Ch. & At. Fluviaux—<br>Sottville Le Roen<br>*127·1'* 16' 6"<br>... ... ...<br>1 dk<br>alt 68 | M | Oil 6Cy. 140×180 mm<br>90bhp<br>Moteurs Baudouin |
| 6818526<br>GYSP<br>336922<br>Df Rdr<br>RTm/v | **LEADSMAN**<br><br>**Helmsman Shipping Co. Ltd.**<br>C. Rowbotham & Sons (Management) Ltd.<br>London British | 843<br>406<br>1469 | ✠100A1<br>oil tanker<br>✠LMC<br><br>EL J 1"SQ | 1968–10 Drypool Eng. & D.D. Co. Ltd.—Hul<br>205' 0" 32' 9" 13' 9"<br>194' 0" 32' 6" 15' 9"<br>P52' F29' 1 dk<br>8BH<br>rf 3" WB182t | M Tanker Mchy.aft<br>10 Ta<br><br>L.61000 | Vee Oil 2SA 12Cy. 220×380 mm<br>1120bhp Brons 55t (d.o)<br>Drypool Eng. & D.D. Co. Ltd.<br>3×60, 40, 40kW 220V d.c. |
| 5073492<br>5BJH<br>181652<br>Df Esd<br>Gc Rdr<br>RT | **LENA**<br>exCity of Bath-69<br>exLangleescot-52<br>**Constantinos Shipping Co. Ltd.**<br>Famagusta Cyprus | 7030<br>3699<br>10235 | ✠100A1 SS 8/64<br>with fbd DTsm—oil FP above 150° F.<br>✠LMC<br>EL d†2³⁄₁₆"SQ | 1947–6 Blythswood S.B. Co. Ltd.—Gls<br>483' 7" 62' 6" 27' 7¾"<br>456' 0" 62' 3" 41' 3"<br>F43' 1 dk & S dk, 3rd dk except in aft hold<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6" DK fwd of mchy. space WB3971t incl. Tunnel tanks 138t DTsm2170t | M OSD<br>4 Ho 65½', 84', —' DT, 67¾', 58¾'<br>G.612450 B.562140<br>5 Ha (29½', 38', 24½', 38', 27'×20')<br>14W Der 1(50) 4(10) 10(5) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>Barclay, Curle & Co. Ltd.<br>2 AuxB 120℔<br>4×50, 33, 33, 33kW 110V d.c. |
| 5270181<br>SYDS<br><br>RT | **LESVOS**<br>exPaola di Maria-68<br>exPaola-54<br>**Ktimatonaftiliaki Co. Ltd.**<br>Greek | 150<br>103<br>— | <br><br>RI | 1948 S.A. Ansaldo—Gen<br>106' 2" 19' 9"<br>97' 9" 19' 7" 8' 10"<br>Q26' F7' 1 dk | M Wine Tanker Mchy.aft<br>10 Ta<br>L.7062 | Oil 4SA 3Cy. 265×410 mm<br>150bhp<br>S.A. Ansaldo |
| 6910348<br><br><br>Df Esd<br>Gc Rdr<br>RT | **LIBRA**<br><br>**Polish Government**<br>P.P.D. "Dalmor"<br>Gdynia Polish | 2700<br>997<br>1590 | | 1968 Stocznia Gdanska—Gdk<br>288' 9" 47' 8" 17' 2¾"<br>262' 6" 47' 7" 31' 11"<br>2 dks | M Stern Trawling Factory Ship Ref<br>4 Ho<br><br>4 Ha | Vee Oil 4SA 12Cy. 300×450 mm<br>2500bhp Fiat<br>H. Cegielski<br>Controllable pitch propeller |
| 6910647 | **LOGATEC**<br><br>**Splosna Plovba**<br>Koper Yugoslav | 7500<br>—<br>— | 100A1<br>Class contemplated | Empresa Nacl. "Bazan"—Frl<br>... ... ...<br>448' 5" 65' 7½" 38' 5" | M Ref Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>Sulzer<br>Ast. de Cadiz S.A. |
| 5094159<br><br><br>Esd | **LORD KL**<br>exPacific Lady-68<br>exDubbo-65<br>**Litonjua Shipping Co. Inc.**<br>Manila Philippine | *2425*<br>*1175*<br>3028 | <br>✠LR class withdrawn 28/3/69 | 1947–2 N.S.W. Govt. E. & S.B.—N.S.W.<br>291' 5" 46' 1" 19' 0"<br>270' 0" 46' 0" 21' 6"<br>P32' B89' F31' 1 dk | S Ref<br><br>G.116307 B.109993 In.1350<br><br>10W Der 1(20) | C 4Cy. (2) 18¾" & (2) 39¼"×40"<br>2000ihp Lentz<br>N.S.W. Govt. E. & S.B. |
| 5217452<br><br>181075<br>Df Esd<br>Gc Rdr<br>RTv | **LUCKY**<br>exMahronda-69<br>**Gloriath Cia. Nav. S.A.**<br>Cyprus | T.Mk<br>5443<br>2903<br>7300<br>8385<br>4805<br>11520 | ✠100A1 SS 2/64<br><br>✠LMC<br><br>MN1500 EL e†2¾"SQ | 1947–3 Wm. Hamilton & Co. Ltd.—P.Gl<br>504' 7" 62' 9" 21' 5½"/27' 7¾"<br>480' 9" 62' 6" 34' 10"<br>P52' B161' F54' 2 dks, 3rd dk in No. 1 hold<br>RW 8BH<br>rf 6" DK fwd of mchy. space WB2983t incl. DTa1110t | S Ref<br>6 Ho 58½', 90', 72½', 35½', 58', 65'<br>G.687128 B.621149 In.19801<br>1 Ha (stl) (15¾'×18') 5 Ha (w) (38', 30½', 15', 30½', 19½'×21')<br>18W Der 1(50) 18(10) 4(5) | 2 S Turb dr geared to sc. shaft<br>6800shp<br>D. Rowan & Co. Ltd.<br>2WTB 490℔ Spt 475℔ hs<br>db 105℔ sg 100℔<br>3×350, 200, 200kW 220V d.c. |
| 5015309<br><br><br>Df Esd<br>RT | **LUKI**<br>exAmrum-69 exDaxhound-51<br>exMitra-39<br>**Motia Compagnia di Navigazione S.p.A.**<br>Italian | 1189<br>605<br>1576 | BV<br><br>✠Classed LR until 4/53 | 1931–10 Deutsche Werft A.G.—Ham<br>*227·3'* 36' 2" 14' 4"<br>36' 0" 15' 9"<br>P78' F30' 1 dk<br>R | M Tanker Mchy.aft<br><br>L.55108 HeCls. BC<br>1 Ha | Oil 4SA 6Cy. 400×460 mm<br>1200bhp Emade43fitted—<br>Masch. Augsburg-Nürnberg |

| 2 | 3 | 4 | 5 | 6 | 7 |
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| SHIP'S NAME<br>Former names<br>OWNERS<br>Managers<br>Port of Registry Flag | TONS<br>Gross<br>Net<br>Summer<br>Deadwt<br>Gross<br>Net<br>Summer<br>Deadwt | CLASSIFICATION<br>Hull Latest SS recorded<br>Machinery<br>Refrigerated cargo installation<br>Machinery numeral Equipment letter | HULL<br>Date of build Shipbuilders—Place of build<br>Length overall Breadth extreme Draught maximum<br>Length B.P. Breadth moulded Depth moulded<br>Superstructures Decks<br>Riveted/Welded Bulkheads Alterations<br>Rise of floor Keel Water ballast | CARGO CAPACITIES/HANDLING<br>Description of ship No. of Passengers<br>No. of Holds & lengths/No. of Cargo tanks<br>Grain/Liquid c.ft. Bale c.ft. Insulated spaces c.ft. Heating coils<br>No. of Hatchways & sizes<br>No. of Winches Cranes/Derricks No./SWL tons | MACHINERY<br>Engines Bore and stroke<br>Total horsepower Type Fuel Bunkers (tons)<br>Enginebuilders Where manufactured<br>Boilers Heating surface Furnaces<br>Aux. electrical generating plant<br>Special propellers Speed knots |
| **ACT 2**<br>**Blue Star Line Ltd., Port Line Ltd. & Ellerman Lines Ltd.**<br>London British | **24821**<br>14771<br>26400 | **100A1**<br>Class contemplated | Bremer Vulkan—Vgk<br>712′ 9″ 95′ 3″ 34′ 6″<br>675′ 0″ 95′ 0″ 52′ 3″<br>1 dk | S Ref Mchy.aft | 2 S Turb dr geared to sc. shaft<br>30000shp Stal-Laval (o.f)<br>Bremer Vulkan Vgk<br>22k |
| **ADAMASTOS**<br>**Royal Hellenic Navy**<br>Greek | **220**<br>—<br>600 | **✠100A1**<br>tug<br>**✠LMC**<br>EL ⅞″U1 | **1968**–6 Hellenic Shipyards— Skaramanga<br>98′ 6″ 26′ 9″ 11′ 11″<br>90′ 3″ 25′ 11″ 13′ 2″<br>3BH<br>rf 21″ WB30t | M Tug | Oil 4SA 8Cy. 300×450 mm reverse reduction geared<br>Masch. Augsburg-Nürnberg Aug<br>2×80kW 380V 50c/s a.c. |
| **AEGIS LUCK**<br>exCaptain Papalios–69<br>exJohan Carel Oetker–67<br>exHöegh Shield–64<br>**Destino Navegacion S.A.**<br>Greek | **11676**<br>6887<br>18050 | AB<br>✠Classed LR until 8/65 | **1954**–3 Eriksbergs M/V A/B—Got<br>559′ 5″ 70′ 0″ 30′ 4¾″<br>526′ 0″ 69′ 9″ 39′ 3″<br>P109′ B37′ F69′ 1 dk<br>rf nil | M Tanker (5P) Mchy.aft<br>27 Ta<br>L.869000 HeCls. BC<br>1 Ha (10′×13½′)<br>Der 5(5) 1(1) | Oil 2SA 9Cy. 740×1400 mm<br>7290bhp 1481t (hvf)–24pd<br>Eriksbergs M/V A/B Got<br>14½k |
| **AEGIS PIONEER**<br>**Speedwell Shipping Company Ltd.**<br>Piræus Greek | **9355**<br>6309<br>14800 | **100A1**<br>Class contemplated | Bremer Vulkan—Vgk<br>457′ 10″ 29′ 7¼″<br>433′ 1″ 68′ 11″ 40′ 4″<br>2 dks | M CSD Mchy.aft | Oil 2SA 6Cy. 700×1200 mm<br>7200bhp MAN<br>Bremer Vulkan Vgk |
| **AGIS ASTERIADIS**<br>exPerene–69 exTroutpool–63<br>**A. Halcoussis**<br>Piræus Greek | *7989*<br>*4583*<br>10212 | **✠100A1** SS 8/65<br>**✠LMC**<br>MN1360 EL c†2⅛″SQ | **1956**–1 J. L. Thompson & Sons Ltd.—Sld<br>468′ 10″ 61′ 7″ 27′ 8⅞″<br>440′ 8″ 61′ 4″ 39′ 9″<br>F79′ 1 dk & S dk<br>RW NS Coll BH to S dk 7 to 2nd dk<br>rf 3½″ WB1868t | M OSD<br>6 Ho 38¼′, 61½′, 68¾′, 38½′, 52¼′, 51½′<br>6 Ha (24¾′, 29¼′, 27½′, 13¾′, 27½′, 22′×21½′)<br>Der 4(10) 14(5) | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford (hvf)<br>N.E. Mar. Eng. Co. Ltd. Wal<br>2AuxB (1 o.f 1 ex.g) 180℔<br>2×250kW 220V d.c. |
| **AINA PANTOS**<br>**P. M. Anthonisen**<br>Skagen Danish | **171**<br>79<br>158 | BV (Class cont.) | **1969** Rosslauer Schiffs.—Rosslau<br>106′ 10″ 21′ 10″ 8′ 10″<br>96′ 10″ 21′ 8″ 10′ 9″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>578bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **AL-FANTAS**<br>**Kuwait Oil Tanker Co. Ltd.**<br>Common Brothers Ltd.<br>Kuwait Kuwait | **107400**<br>78200<br>208500 | **100A1**<br>oil tanker<br>Class contemplated | Sasebo Hvy Ind.—Sbo<br>1069′ 0″ (incl. BB) 158′ 3″ 62′ 0″<br>1026′ 0″ 158′ 2″ 80′ 0″<br>1 dk | S Tanker Mchy.aft | 3 S Turb dr geared to sc. shaft<br>30000shp (o.f)<br>Ishikawajima-Harima Hvy Ind. Tok |
| **AL SABAHIAH**<br>**Kuwait Shipping Co. (S.A.K.)**<br>Kuwait Kuwait | T.Mk<br>**7653**<br>3080<br>—<br>**10355**<br>5097<br>12760 | **100A1**<br>Ice Class 3<br>Machinery Class contemplated<br>EL B†2 7/16″SQ | **1968** Kherson Shipyard—Kherson<br>511′ 0″ 67′ 9″ 29′ 9″<br>459′ 4″ 67′ 7″ 40′ 4″<br>P108′ F92′ 2 dks<br>RW 7BH<br>rf 6″ WB3435t incl. TwDm635t | M Ref Mchy.aft<br>pt higher tensile steel<br>5 Ho<br>G.636725 B.604942 In.5297<br>8 Ha<br>Cr 11(5) Der 1(30) | Oil 2SA 6Cy. 740×1600 mm<br>9000bhp B&W<br>Bryansk Eng. Works Bryansk<br>3×300kW 400V a.c. |
| **ALBACRUZ**<br>exErnesto Fassio Jr.–69<br>**Gosford Marine Panama S.A.**<br>Monrovia Liberian | **12607**<br>7477<br>19422 | **✠100A1** Dr 6/66<br>oil tanker<br>**✠LMC**<br>MN2000 EL i†2½″SQ<br>AB RI | **1954**–6 Cant. Nav. Riuniti—Anc<br>566′ 2″ 73′ 1″ 31′ 1¼″<br>528′ 3″ 72′ 10″ 39′ 11″<br>P116′ B40′ F66′ 1 dk<br>RW 10BH<br>WB1053t incl. DTf684t | S Tanker Mchy.aft<br>20 Ta | 2 S Turb dr geared to sc. shaft<br>10000shp 2074t (o.f)<br>Cant. del Tirreno Gen<br>2WTB 765℔ Spt 624℔ hs21140<br>sg 171℔ 16k |
| **ALCOLEA**<br>exRio Cubas–69<br>**Compañia Española de Petroleos S.A. (CEPSA)**<br>Santa Cruz, Tenerife Spanish | **13018**<br>7337<br>19504 | **✠100A1** SS 7/68<br>oil tanker<br>**✠LMC**<br>MN1750 EL h†2⅜″SQ | **1960**–9 Soc. Española de Const. Nav.— Cdz<br>564′ 10″ 71′ 4″ 29′ 11¼″<br>530′ 0″ 71′ 1½″ 39′ 1″<br>P112′ B38′ F60′ 1 dk<br>10BH<br>rf 6″ WB1556t | M Tanker Mchy.aft | Oil 2SA 7Cy. 740×1600 mm<br>8750bhp B&W (hvf)<br>Soc. Española de Const. Nav. Bbo<br>2AuxB 170℔<br>3×120, 120, 100kW 110V d.c. |
| **ALFA**<br>exUljas–69 exMovik–68<br>exHenry J–67 exKortenaer–61<br>**Rederi A/B Alfa**<br>Porvoo/Borgå Finnish | **415**<br>223<br>520 | **✠100A1** SS 6/67<br>**✠LMC**<br>MN80 EL f | **1949**–12 Scheeps. v.d. Werf—Deest<br>156′ 0″ 25′ 1″ 10′ 5½″<br>141′ 9″ 25′ 0″ 10′ 8″<br>P37′ Q46′ F22′ 1 dk<br>RW 3BH<br>WB160t | M Mchy.aft<br>1 Ho 94¾′<br>G.27500 B.26000<br>2W Der 2(3) | Oil 4SA 6Cy. 280×400 mm<br>300bhp 26t<br>D. & J. Boot "De Industrie' Alp<br>9k |

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| 6805531<br>VYNG<br>325747<br>Df Esd<br>Gc Rdr<br>RT | **ALGORAIL**<br><br>**Algoma Central Railway**<br>Sault Ste. Marie Canadian | 16157<br>11114<br>22474 | ✠100A1<br>Great Lakes and River<br>St. Lawrence service<br>✠LMC<br><br>EL (k†)2 1/16"SQ | **1968-4** Collingwood Shpyds—Clw<br>640' 5" 72' 3" 27' 6"<br>619' 11" 72' 0" 40' 0"<br>Ba89' F64' 1 dk<br>RW NS 3BH<br>rf nil WB9942t | M Bulk Carrier Mchy.aft<br>Self-unloader | 2 Vee Oil 4SA each 12Cy.<br>4 Oil 2SA each 10Cy.<br>geared to sc. shaft<br>8064bhp 2 Caterpillar<br>4 Fairbanks-Morse<br>Fairbanks-Morse (Canada) Ltd.<br>3×550kW 575V 60c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust contr. pitch propeller |
| 6914526<br><br><br>Rdr | **ALTAIR**<br>exStur-68 exST 771<br>**Brodospas**<br>Split Yugoslav | 132<br>—<br>— | | **1943** Consolidated S.B. Corp.—N.Yk<br>*88·1'* 24' 1" 9' 0"<br>81' 2" 23' 11" 10' 8"<br>1 dk | M Tug | Oil 2SA 8Cy. 216×254 mm<br><br>General Motors Corp. |
| 6914277<br>5LBJ<br>3234<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO BALTIMORE**<br><br>**Interhemisphere Transport**<br>**Co.**<br>Monrovia Liberian | 40200<br>28000<br>77410 | <br><br>AB (Class cont.) | **1969** Mitsui Zosen—Tmn<br>789' 2" (incl. BB) 118' 2" 44' 3"<br>755' 0" 118' 0" 58' 6"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 8Cy. 840×1800 mm<br>18400bhp B&W<br>Mitsui Zosen |
| 5047417<br>GRYP<br>307999<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANCO SOUND**<br>exAnco Storm-69<br>exBoheme-64<br>**Collingwood Tankers Ltd.**<br>Athel Line Ltd.<br>London British | 8650<br>4824<br>13050 | <br><br>NV | **1956** Tangen Verft—Kragero<br>508' 10" 63' 7" 27' 8½"<br>470' 0" 63' 6" 35' 2"<br>P130' B44' F70' 1 dk<br>RW | M Tanker Mchy.aft<br>25 Ta<br>L.635400 HeCls. BC<br><br>Der 3(5) 1(3) 1(½) | Oil 2SA 7Cy. 680×1500 mm<br>5250bhp 1000t<br>A/B Götaverken<br>2×165kW 220V d.c. |
| 6908606<br>LDPO<br><br>Df Esd<br>Gc Rdr<br>RT | **ANDENESFISK III**<br><br>**A/S Andenes**<br>**Havfiskeselskap**<br>Harstad Norwegian | T.Mk<br>299<br>90<br>— | | **1969** Sterkoder M/V A/S—Kristiansund<br>145' 8" 30' 2"<br>124' 8" 30' 1" 14' 1"<br>1 dk | M Stern Trawler Mchy.aft | Oil 4SA 6Cy.<br>1500bhp<br>Atlas-Mak Masch. |
| 6915570<br><br><br>Df Esd<br>Gc Rdr<br>RTh/v | **ANSGARITURM**<br><br>**Deutsche Dampfschiffahrts**<br>**Gesellschaft "Hansa"**<br>Bremen W. German | 499<br>—<br>— | <br><br>GL (Class cont.) | **1969** J. G. Hitzler—Lauenburg<br>176' 1" 36' 11" 11' 0"<br>161' 5" 36' 1" 13' 0"<br>1 dk | TM Supply Ship (12P)<br><br><br><br>Cr 1(28) | 2 Oil 4SA each 12Cy. 180×<br>1900bhp<br>Motorenw. Mannheim<br>3×112kW 380V 50c/s a.c.<br>Thw. thrust propeller fwd |
| 6719677<br>SWHA<br>2834<br>Df Gc<br>Rdr RT | **ANTONIOS P**<br>exSolonaki II-68<br>**D. Pitoulis**<br>Piræus Greek | 630<br>345<br>— | | **1967** Kouimanis & Simopoulos—<br>Ambelaki<br>216' 6" 44' 0" 7' 4"<br>... ... ...<br>3 dks | TM Ferry | 2 Oil 4SA each 6Cy. 320×450 mm<br>1460bhp<br>Atlas Mak. Masch. |
| 6806846<br>EAGA<br><br>Df<br>RTm | **ARANDO GRANDE**<br>exArando Grande II-69<br>**Remolcadores de Pasajes**<br>**S.A.**<br>San Sebastian Spanish | 71<br>25<br>46 | ✠100A1<br>tug For service within 10<br>miles of Pasajes harbour<br>✠LMC<br>EL (a) | **1968-1** Ast. de Murueta—Murueta<br>71' 3" 20' 11" 8' 4½"<br>65' 7" 19' 8" 9' 6"<br>3BH<br>rf 17" BK4" | M Tug Mchy.aft | Oil SA 6Cy. 320×480 mm<br><br>Motorenw. Mannheim<br>2×24, 20kW 220V 50c/s a.c. |
| 6914708<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARARAT**<br><br>**U.S.S.R.**<br>Russian | 3500<br>—<br>5000 | | **1969** Rauma-Repola O/Y—Rauma<br>348' 3" 50' 8" 21' 4"<br>318' 3" 50' 6" 25' 11"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 5Cy. 500×1100 mm<br>2900bhp B&W<br>Valmet O/Y Rautpohjan Tehdas |
| 5090581<br>PCTF<br><br>Df Esd<br>Pfd RT | **AREND**<br>exDirkje-69<br>exPrinses Juliana-62<br>**Reederei "Dirkje"**<br>Katwijk a/Zee Netherland | 237<br>119<br>— | | **1914** Gebr. v.d. Windt—Vla<br>125' 2" 22' 10" 12' 9½"<br>22' 8"<br><br>R | M Trawler<br><br><br><br>1W | Oil 2SA 8Cy. 190×350 mm<br>NE64<br>N.V. Mchfb. Bolnes |
| 5428049<br>SXIR<br>2995<br>Df Esd<br>Gc Rdr<br>RTm | **ARGO**<br>exMango-69<br>Launched as Malkenes<br>**Argo Shipping Co.**<br>Piræus Greek | 2763<br>1709<br>4207 | **100A1** SS 4/67<br><br>**LMC**<br><br>MN462 EL t | **1964** Cia. Euskalduna—Bbo<br>307' 4" 48' 9" 20' 1½"<br>282' 2" 48' 7" 23' 4"<br>P67' F31' 1 dk<br>NS 4BH<br>rf 2" WB834t | M Mchy.aft<br>2 Ho<br><br>2 Ha (each 78' comb.×—')<br>Der 2(8) 6(5) | Oil 4SA 6Cy. 520×740 mm<br>2310bhp MAN<br>Cia. Euskalduna<br>3×120kW 440V 60c/s a.c. |
| 5339975<br><br><br>Rdr<br>RTv | **ARGUS**<br>exSteinbock-68 exST 779<br>exDPC-49<br>**Brodospas**<br>Split Yugoslav | 130<br>—<br>— | | **1944** Decatur Iron & Steel Corp.—<br>Decatur<br>*88·1'* 24' 1" 9' 0"<br>81' 2" 23' 11" 10' 8"<br>1 dk | M Tug | Oil 2SA 8Cy. 216×254 mm<br><br>General Motors Corp.<br>2×27½kW 115V |
| 5177482<br><br><br>Df Esd<br>Rdr | **ARTURO VOLPE**<br>exJupiter-69<br>**A. M. Volpe**<br>Italian | 1499<br>747<br>2823 | <br><br>GL | **1950** Flensburger Schiffs. Ges.—Fln<br>282' 10" 43' 0" 17' 7½"<br>42' 10" 25' 10"<br>F24' 1 dk & S dk<br>RW | S OSD<br><br>G.168000 B.156000<br>4 Ha<br>Der 1(10) | C 4Cy. (2) 14 1/16" & (2) 31½"<br>turb<br>1200ihp<br>Flensburger Schiffs. Ges. |

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| **ASHENGE HAIQ**<br>exAtbia Kokeb–69<br>**Ashenge Haiq Private Co. Ltd.**<br>The Ethiopian Shipping Lines S.C.<br>Massawa Ethiopian | 384<br>157<br>564 | ✠100A1<br>✠LMC<br>MN118 | SS 8/65<br>EL i | 1961–9 D. W. Kremer Sohn—Elmshorn<br>179′ 11″ 28′ 8″ 10′ 4½″<br>158′ 2″ 28′ 6½″ 17′ 7″<br>F26′ 1 dk & S dk<br>RW Coll & mchy. BH to S dk 1 to 2nd dk<br>rf 4″ WB198t | M Ref OSD Mchy.aft<br>1 Ho 98¾<br>G.44355 B.40154 In.2205<br>2 Ha (each 34¼′×16¾′)<br>4W Der 1(3–5) 2(3) | Oil 2SA 6Cy. 10½″×13½″<br>590bhp 17t (d.o)<br>Crossley Bros. Ltd. Mch<br>1×23kW 230V d.c. 10k |
| **ASIA TRADER**<br>exChung Ho–68<br>exYoshino Maru–64<br>**Asia Maritime Co. S.A.**<br>Monrovia Liberian | 2534<br>1480<br>3784 | **BROKEN UP** | | 1949 Mitsubishi Jukogyo—Nag<br>303′ 1″ 43′ 6″ 20′ 8½″<br>284′ 9″ 43′ 4″ 24′ 3″<br>P21′ B576′ F29′ 1 dk, pt 2nd dk<br>RW | S<br>G.157403 B.146919<br>8W | 2 S Turb dr geared to sc. shaft<br>(o.f)<br>Mitsubishi Jukogyo Nag<br>10¾k |
| **ASKANIA**<br>**U.S.S.R.**<br>Russian | 2657<br>1139<br>1152 | | | 1968 Volkswerft Stralsund—Stralsund<br>269′ 7″ 44′ 9″ 16′ 5″<br>239′ 6″ 44′ 7″ 31′ 2″<br>2 dks | M Stern Trawling Factory Ship Ref<br>3 Ho<br>In.37963<br>4W Der 4 | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht Mgd<br>4×256kW 380V d.c.<br>Controllable pitch propeller |
| **ATLANTIC**<br>**Atlantic and Pacific Barge Transport Ltd.**<br>Vancouver Canadian | 500<br>— | AB (Class cont.) | | 1969 Port Weller D.D. Ltd.—Pt.Weller<br>100′ 0″ 35′ 5″<br>34′ 0″ 18′ 0″<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy. 390×680 mm<br>N.V. Werkspoor Ams |
| **ATLANTIC CAROL**<br>**Atlantic Sugar Refineries Ltd.**<br>Atlantic Deep Sea Fishing Co. Ltd.<br>St. John's, Nfl Canadian | 624<br>317<br>289 | 100A1<br>stern trawler<br>Class contemplated | | Newfoundland Marine Works Ltd. —Marystown, Nfl<br>152′ 3″ 31′ 8″ 12 3″<br>131′ 3″ 30′ 5½″ 21′ 9″<br>1 dk | M Stern Trawler Mchy.aft | Oil 4SA 6Cy. 15¾″×23½″<br>600bhp<br>D. & J. Boot "De Industrie" Alp |
| **ATLANTIC CAUSEWAY**<br>**Atlantic Container Line**<br>Cunard, Brocklebank Ltd.<br>Liverpool British | 17000<br>—<br>— | 100A1<br>Class contemplated | | Swan, Hunter S.Bs. Ltd., Walker Shpyd—Nwc<br>695′ 10″ 92′ 0″ 30′ 4″<br>645′ 11″ 91′ 10″ 63′ 6″<br>4 dks & 2 portable car dks | TS Mchy.aft | 2 S Turb dr geared<br>38500shp (o.f)<br>Assoc. Electrical Industries Ltd. Mch |
| **ATROMITOS**<br>**Royal Hellenic Navy**<br>Greek | 220<br>—<br>— | ✠100A1<br>tug<br>✠LMC | EL ⅞″U1 | 1968–5 Hellenic Shipyards—Skaramanga<br>98′ 6″ 26′ 9″ 11′ 11″<br>90′ 3″ 25′ 11″ 13′ 2″<br>3BH<br>rf 21″ WB30t | M Tug | Oil 4SA 8Cy. 300×450 mm reverse reduction geared<br>Masch. Augsburg-Nürnberg Aug<br>2×80kW 380V 50c/s a.c. |
| **ATYIMBA**<br>**Republic of the Philippines, Bureau of Coast and Geodetic Survey**<br>Philippine | 700<br>—<br>— | 100A1<br>Class contemplated | | Walkers Ltd.—Maryborough<br>161′ 1″ 33′ 5″ 9′ 0″<br>145′ 4″ 33′ 0″ 14′ 6″<br>1 dk | TM Survey Ship Mchy.aft | 2 Oil 4SA each 6Cy. 8¾″×11½″<br>810bhp<br>Lister Blackstone Marine Ltd. Dursley |
| **AUGUSTE SCHULTE**<br>exPolchow–69<br>**Schülte & Bruns K.G.**<br>Bremen W. German | 1067<br>502<br>1624 | | GL | 1957 Schiffb. Unterweser—Bhn<br>237′ 2″ 35′ 8″ 15′ 1¾″<br>216′ 6″ 35′ 5½″ 14′ 6″<br>B58′ F23′ 1 dk<br>RW<br>rf 3″ | M Mchy.aft<br>1 Ho 134′<br>G.73490 B.68334<br>4 Ha (each 25¼′×18′)<br>Der 4(3–5) | Oil 4SA 6Cy. 385×580 mm<br>1050bhp (d.o)<br>Masch. Kiel A.G. Kel<br>3×35, 20, 15kW 230V d.c. 12k |
| **AUNHOLM**<br>exPartner–69 exWilma Frank–65<br>**Eilif H. Slotvik Partrederi**<br>Brönnöysund Norwegian | 291<br>169<br>469 | | GL | 1963 M. Jansen—Leer<br>140′ 0″ 24′ 9″ 9′ 3″<br>127′ 10″ 24′ 7″ 10′ 2″<br>1 dk | M Mchy.aft<br>1 Ho<br>G.21800 B.20800<br>1 Ha (67¼′×16½′) | Oil 4SA 8Cy. 220×280 mm<br>300bhp<br>Klöckner-Humboldt-Deutz Kln<br>9k |
| **AVLIS**<br>exMeme–69 exYvonne–67<br>**Meandros Shipping Co. Ltd.**<br>Greek | 1132<br>631<br>1600 | | BV | 1949 S.A.B.A.R.N.—Bruges<br>247′ 0″ 36′ 8″<br>36′ 6″<br>P75′ Q89′ F33′ 1 dk<br>RW | M Mchy.aft<br>2 Ho 59¼′, 78¾′<br>G.86000 B.81000<br>2 Ha (41¼′, 65′×26¾′)<br>Der 1(10) 6(5) | Oil 4SA 6Cy. 525×800 mm<br>1300bhp 110t (d.o)<br>Soc. d'Elec. & Méc. Ght<br>4×75, 75, 30, 30kW 220V d.c. 14k |
| **BP DIANA**<br>**BP Tankskibsrederiet A/S**<br>Copenhagen Danish | 150<br>54<br>280 | 100A1<br>oil tanker<br>Class contemplated | | A/S Svendborg Skibsv.—Svb<br>115′ 6″ 26′ 4″ 9′ 1⅞″<br>104′ 4″ 26′ 3″ 10′ 2″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 8Cy. 130×152 mm<br>Rolls Royce Ltd. Shrewsbury |
| **BAHADUR SHAH**<br>**Pakistan Eastern Railways**<br>Chittagong Pakistan | 360<br>—<br>— | A1<br>tug<br>for restricted service<br>Class contemplated | | Frd. Krupp Schiffsw.—Duisburg<br>150′ 6″ 31′ 3″<br>... ... ...<br>1 dk | TM Tug | 2 Oil 4SA each 6Cy. 320×450 mm<br>Atlas-Mak Masch. |

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| 6914710<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAHIA DE COCHINOS**<br><br>**República de Cuba**<br>Empresa Navegacion Mambisa<br>Havanna Cuban | 10680<br>6130<br>15120 | 100A1<br>Class contemplated | | Uddevallavarvet A/B—Udv<br>531' 1" 67' 5" 32' 0"<br>493' 2" 67' 3" 43' 3"<br>2 dks | M Ref | Oil 2SA 7Cy. 740×1600 mm<br>11900bhp B&W<br>Uddevallavarvet A/B |
| 6912152<br><br><br>Df Rdr | **BAKARITSA**<br><br>**U.S.S.R.**<br>Russian | 4896<br>2215<br>— | | | 1968 A. Zhdanov—Len<br>400' 1" 54' 11" 22' 2½"<br>54' 9" 27' 4"<br>1 dk | M<br>4 Ho<br>G.257798<br>4 Ha (43½', 43½', 43½'×31½')<br>(36'×26½')<br>Cr 4(5) | Oil 2SA 9Cy. 500×1100 mm<br>B&W<br>Bryansk Eng. Wks. |
| 6915647<br><br><br>Esd RT | **BALLESTAS**<br><br>**Empresa Pesquera El**<br>**Molino S.A.**<br>Pisco Peruvian | 225<br>106<br>— | | GL | 1968 Ast. Picsa S.A.—Clo<br>*100-7'* 24' 2"<br>24' 1" 11' 4"<br>1 dk | M Fishing | Oil 4SA 8Cy. 159×203 mm<br>510bhp<br>Caterpillar Tractor Co. |
| 5035024<br>OGCE<br>1251<br>Df Esd<br>Gc Rdr<br>RTv | **BALTIC**<br><br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | T.Mk<br>1583<br>746<br>2780<br>2654<br>1366<br>3540 | ✠100A1<br>Ice Class 1<br>✠LMC<br><br>MN480 | SS 12/68<br><br><br><br>EL Q1$\frac{3}{16}$"SQ | 1960–11 Wärtsilä Kon. Crichton-Vulcan<br>—Åbo<br>332' 3" 43' 1" 17' 8"/20' 1"<br>302' 3" 43' 0" 24' 7"<br>F37' RAD65' 2 dks<br>Coll BH to U dk 4 to 2nd dk len 68<br>rf 4" WB664t incl. DTm156t | M Mchy.aft<br>2 Ho 127½', 74'<br>G.190320 B.175495<br>5 Ha (stl) (28½'×20') (29¾', 29¾', 29¾',<br>29¾'×34½')<br>Cr 4(5) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer<br>Wärtsilä Kon. Crichton-Vulcan |
| 6909715<br><br><br>Df Esd<br>Gc Rdr<br>RTv | **BALTIC CONCORD**<br>exElke Kahrs–69<br>(ex name was Elke Kahrs)<br>**Johann Kahrs**<br>Johs. Thode<br>Hamburg W. German | 500<br>338<br>1227 | | | 1969 J. J. Sietas Schiffsw.—Ham<br>242' 10" 12' 11¾"<br>224' 0" 35' 5" 19' 11"<br>P39' F19' 1 dk & S dk<br><br>rf 6" | M OSD Mchy.aft<br>1 Ho 163½'<br>G.85900 B.76600<br>1 Ha (stl) (131¾'×25') | Oil 4SA 8Cy. 320×450 mm<br>1400bhp<br>Atlas-Mak Masch.<br>2×24, 18kW 380V 50c/s a.c. |
| 6914239 | **BARGE No. 167**<br><br>**Government of Libya (Dept.**<br>**of Ports & Lights)**<br>Tripoli Libyan | 200<br>—<br>— | A<br>hopper barge<br>for restricted service<br>Class contemplated | | Timsah S.B. Co.—Ismailia<br>181' 6" 29' 7" 10' 6"<br>180' 5" 28' 6½" 11' 6"<br>1 dk | Hopper Barge | |
| 6914241 | **BARGE No. 168**<br><br>**Government of Libya (Dept.**<br>**of Ports & Lights)**<br>Tripoli Libyan | 200<br>—<br>600 | A<br>hopper barge<br>for restricted service<br>Class contemplated | | Timsah S.B. Co.—Ismailia<br>181' 6" 29' 7" 10' 6"<br>180' 5" 28' 6½" 11' 6"<br>1 dk | Hopper Barge | |
| 6914253 | **BARGE No. 169**<br><br>**Government of Libya (Dept.**<br>**of Ports & Lights)**<br>Tripoli Libyan | 200<br>—<br>600 | A<br>hopper barge<br>for restricted service<br>Class contemplated | | Timsah S.B. Co.—Ismailia<br>181' 6" 29' 7" 10' 6"<br>180' 5" 28' 6½" 11' 6"<br>1 dk | Hopper Barge | |
| 6814265 | **BARGE No. 170**<br><br>**Government of Libya (Dept.**<br>**of Ports & Lights)**<br>Tripoli Libyan | 200<br>—<br>600 | A<br>hopper barge<br>for restricted service<br>Class contemplated | | Timsah S.B. Co.—Ismailia<br>181' 6" 29' 7" 10' 6"<br>180' 5" 28' 6½" 11' 6"<br>1 dk | Hopper Barge | |
| 6914308<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARØY**<br><br>**Ofotens D/S**<br>Narvik Norwegian | 320<br>—<br>700 | NV (Class cont.) | | 1969 Kaarbös M/V—Harstad<br>181' 9" 36' 11" 12' 7½"<br>164' 1" 36' 1" 12' 10"<br>1 dk & S dk | M Ref OSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1100bhp<br>Atlas-Mak Masch.<br>Controllable pitch propeller |
| 6915659<br>FNVO<br><br>Df Esd<br>Pfd Rdr<br>RT | **BAYARD**<br><br>**Armement Fourmentin**<br>**Andre & Co.**<br>Boulogne French | 461<br>183<br>371 | | BV | 1967 Stocznia Im. Komuny Paryskiej—<br>Gdy<br>*162-6'* 34' 9"<br>22' 10" | M Trawler Mchy.aft<br>1 Ho<br>G.15460<br>3 Ha (7½', 7½', 9'×4½')<br>Der 2(3) | Oil 4SA 12Cy. 250×280 mm<br>1800bhp<br>Soc. Crepelle |
| 6913950<br>7160<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEKAS**<br><br>**U.S.S.R.**<br>Russian | 2657<br>1139<br>1152 | | | 1969 Volkswerft Stralsund—Stralsund<br>269' 7" 44' 9" 16' 5"<br>239' 6" 44' 7" 31' 2"<br>2 dks | M Stern Trawling Factory Ship Ref<br>3 Ho<br>In.37963<br><br>4W Der 4 | 2 Oil 4SA each 8Cy. 248×3<br>geared to sc. shaft<br>2594bhp<br>Schwermasch. Karl Liebknecht<br>4×256kW 380V d.c.<br>Controllable pitch propeller |
| 6727545<br>FVUS<br>4099<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELON**<br>exTagant–69<br>**Cobrecaf**<br>Concarneau French | 852<br>345<br>1195<br>1520<br>759<br>1695 | | BV | 1967 Schps. De Biesbosch—Dordrecht<br>271' 4" 39' 0" 13' 4"/15' 9½"<br>241' 2" 38' 8½" 21' 4"<br>1 dk & S dk | M (10P) Ref OSD/CSD<br>Mchy.aft<br>3 Ho 57', 47', 45'<br>In.75000<br>3 Ha (stl) (each 24'×13')<br>6W Der 6(3) | Oil 4SA 16Cy. 230×220/230 mm<br>2500bhp<br>Soc. Alsacienne Con. Méc.<br>3×200, 200, 88kW 380V 50c/s a.c. |

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| **BENCRUACHAN**<br>**The Ben Line Steamers Ltd.**<br>Wm. Thomson & Co<br>Leith British | 12092<br>7097<br>14650 | ✠100A1<br>DTsf&a—vegetable oil or latex<br>✠LMC<br>EL E†2½″U2 | 1968–9 Upper Clyde Shipbuilders Ltd. (Scotstoun Div.)—Scotstoun<br>558′ 3″ (incl. BB) 77′ 7″ 33′ 4″<br>522′ 6″ 77′ 4½″ 43′ 6″<br>P173′ F117′ 2 dks, 3rd dk in Nos. 2, 3 & 4 holds, 4th dk in No. 2 hold<br>RW 7BH to U dk 2 to 2nd dk<br>rf 9″ WB1285t incl. Tunnel tanks 245t | S Ref<br>5 Ho 70′, 66′, 72′, 67′, 44′<br>G.802730 B.703227 In.12030<br>9 Ha (stl) (31½′×21′) (54′×26½″) (43′, 43′×16¼′) (52¼′×23¾′) (49½′, 49½′×16¼′) (52¼′×23¾′) (24¾′×26¼′) 1 Ha (w) (10′×8′)<br>Cr 1(20) 5(5) Der 2(10) 2(5) | 2 S Turb dr geared to sc. shaft<br>20000shp (o.f)<br>Wallsend Slpwy & E. Co. Wal<br>WTB 715℔ Spt 620℔ 900° F. hs(Main)34960<br>WTAuxB 175℔ hs(Aux)3970 sg 160℔<br>4×750, 425, 425, 425kW 440V 60c/s a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd 21½k |
| **BENDY**<br>exErik–69 exTaurus exSnapp<br>**Otto Gregersen Partrederi**<br>Rønne Danish | 315<br>146<br>431 | BV | 1908 A/B Oskarshamns M/V—Osk<br>124′ 0″ 22′ 7″ 10′ 9″<br>22′ 5″<br>Q20′ F11′ 1 dk<br>R len 28 | M Mchy.aft<br>1 Ho 78′<br>3W | Oil 2SA 5Cy. 230×400 mm<br>NE54 Alpha 17t<br>Frederikshavns Jernst. & Msk. Fkn<br>8k |
| **BENGO**<br>**Companhia Mineira do Lobito S.A.R.L.**<br>Moçâmedes Portuguese | 350<br>—<br>— | 100A1<br>tug<br>Class contemplated | Sorefame—Lobito<br>120′ 0″ 31′ 2″ 11′ 9½″<br>109′ 5″ 29′ 5″ 14′ 9″<br>1 dk | TM Tug | 2 Oil 4SA each 8Cy. 220×300 mm<br>Masch. Augsburg-Nürnberg Aug |
| **BERGE TASTA**<br>**Skips A/S Snefonn & Skips A/S Bergehus**<br>Sig. Bergesen d.y. & Co.<br>Stavanger Norwegian | 79969<br>61435<br>156400 | NV (Class cont.) | 1969 A/S Rosenberg M/V—Stv<br>956′ 1″ 135′ 1″ 62′ 5″<br>913′ 5″ 134′10″ 80′ 0″<br>P197′ F92′ 1 dk | M Tanker Mchy.aft<br>19 Ta<br>L.6945468 HeCls. B | Oil 2SA 7Cy. 980×2000 mm<br>25000bhp 6000t (hvf)–96pd<br>Burmeister & Wain Cpn |
| **BERKELEY**<br>**Bowker & King Ltd.**<br>London British | 730<br>338<br>1200 | 100A1<br>oil tanker<br>for restricted service<br>Class contemplated | N.V. Schps. v/h H. H. Bodewes—Millingen<br>211′ 7″ 30′ 3″ 12′ 0″<br>203′ 4″ 29′ 11″ 14′ 6″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 8Cy. 8¾″×11½″<br>660bhp<br>Lister Blackstone Marine Ltd. Dursley<br>10k |
| **BIBBA**<br>**Rederi A/S Osloagenturen**<br>Lars Rej Johansen<br>Oslo Norwegian | 199<br>121<br>410 | NV (Class cont.) | 1969 Rosslauer Schiffs.—Rosslau<br>127′ 11″ 26′ 4″ 9′ 2¼″<br>118′ 1″ 26′ 2½″ 10′ 6″<br>P29′ F16′ 1 dk | M<br>G.16499 B.14193<br>1 Ha (stl) (64¾′×14′)<br>2W Der 2(5) | Oil SA<br>420bhp 19½t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>Controllable pitch propeller 10k |
| **BIESZCZADY**<br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 10847<br>5790<br>15432 | PR | 1969 Stocznia Szczecinska—Szn<br>513′ 2″ 67′ 1″ 30′ 1″<br>66′ 10″ 41′ 2″<br>1 dk | M 8P Bulk Carrier Mchy.aft<br>5 Ho<br>G.722705<br>5 Ha (40¼′×32¾′) (37½′, 50½′, 50½′, 45½′×39¼′)<br>Der 2(1½) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>H. Cegielski Poz<br>3×320, 320, 200kW 400V 16k |
| **BIMINI TRADER**<br>exKemac Work Boat No. 1–68<br>**Bimini Conveyor Ltd.**<br>Nassau British | 204<br>156<br>— | | 1954 Kerr McGee Oil Ind. Inc.—Harvey, La<br>*99·1′* 28′ 0″<br>... ... ...<br>1 dk | TrM | 3 Oil each 6Cy. 4¼″×5″<br>Emade—fitted54<br>General Motors Corp. Det<br>8k |
| **BIRGITTE CORD**<br>exGrane–64<br>**Concord Line A/S**<br>J. D. Lauritzen<br>Copenhagen Danish | 10690<br>6111<br>16080 | 100A1<br>Ice Class 3<br>Machinery class contemplated<br>EL A†2$\frac{3}{16}$″U2<br>NV | 1958 A.G. "Weser"—Bmn<br>521′ 11″ 65′ 5″ 32′ 0½″<br>485′ 0″ 65′ 3″ 41′ 6″<br>F46′ 2 dks<br>NS 7BH<br>rf 3″ WB3632t incl. DTm1429t | M (2P)<br>5 Ho 67½′, 75½′, 77′, 71½′, 73¾″<br>G.805000 B.747000<br>5 Ha (stl) (33¾′, 43½′, 43½′, 38¼′, 38¼′×23′)<br>Der 10(5) | Oil 2SA 5Cy. 740×1600 mm<br>6050bhp B&W (hvf)<br>Frd. Krupp A.G. Essen<br>3×230kW 450V 60c/s a.c. |
| **BISCAY MARU**<br>**Daiichi Chuo Kisen K.K.**<br>Tokyo Japanese | 57700<br>34620<br>— | NK (Class cont.) | 1969 Ishikawajima-Harima Hvy Ind.—Aio<br>821′ 10″ (incl. BB) 127′ 9″ 49′ 10″<br>787′ 5″ 127′ 8″ 68′ 11″ | M Ore/Oil Carrier Mchy.aft | Oil 2SA 9Cy. 900×1550 mm<br>21600bhp Sulzer<br>Ishikawajima-Harima Hvy Ind. Aio |
| **BLACK FISH**<br>**COMACO (Cie. Maritime et Commerciale de la mer Rouge)**<br>Djibouti French | 250<br>68<br>230 | BV (Class cont.) | 1969 Ziegler Frères—Dnk<br>133′ 9″ 25′ 7″ 10′ 6″<br>121′ 2″ 24′ 11″ 12′ 5″<br>1 dk | TM Supply Ship | 2 Oil 4SA each 8Cy. 250×300 mm<br>Nydqvist & Holm A/B Thn |
| **BLAGOVESHCHENSK**<br>**U.S.S.R.**<br>Russian | 2920<br>1360<br>3400 | RS | 1969 Nystads Varv A/B—Nystad<br>335′ 0″ 46′ 1″ 18′ 9″<br>305′ 2″ 45′ 11″ 22′ 6″<br>1 dk | M | Oil 2SA 5Cy. 550×1100 mm<br>2900bhp B&W<br>Bryansk Eng. Wks Bryansk |
| **BLUE SAIL**<br>exMongolia–69<br>**Sareha Shipping Lines Ltd.**<br>Panama Panamanian | T.Mk<br>5816<br>3486<br>9570<br>8216<br>5007<br>— | ✠100A1 TD 2/69<br>with freeboard DTsm—vegetable oil or latex<br>✠LMC<br>EL c† | Lch. 1941 Cmd. 1945–10 Burmeister & Wain—Cpn<br>473′ 8″ 61′ 4″ 26′ 4½″<br>445′ 0″ 61′ 0″ 38′ 3″<br>P24′ F48′ 2 dks<br>RW 6BH to U dk 1 to 2nd dk<br>WB3549t incl. Tunnel tanks 57t DTsm1365t | M<br>5 Ho<br>G.606000 B.551000<br>5 Ha (29¼′, 40′, 37½′, 40′, 35′×22″)<br>16W Der 1(60) 1(20) 14(5) 2(3) | Oil 2DA 6Cy. 550×1200 mm<br>exhaust 400 mm<br>5850bhp 1750t<br>Burmeister & Wain Cpn<br>AuxB 100℔ 15k |

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| 6810811 | **BOHEME** | | T.Mk | ✠100A1 | **1968**-11 O/Y Wärtsilä A/B—Åbo | TM | 2 Oil 2SA each 8Cy. 560×1000 |
| DLCT | | | **9866** | Ice Class 3 | 440' 8" 69' 0" 18' 1" | | geared to 2 sc. shafts |
| | **Wallenius Bremen G.m.b.H.** | | 5068 | ✠LMC | 389' 9" 65' 3½" 40' 4" | | 1400bhp Sulzer |
| Df Esd | K.G. Schiffartsgesellschaft | | — | | B&F397' 2 dks, intermediate dk amids, | | O/Y Wärtsilä A/B |
| Gc Pfd | Bremen | W. German | | EL A†2$\frac{3}{16}$" U2 | 3rd dk fwd of mchy space | | 2AuxB 100lb |
| Rdr RT | | | | | NS Coll BH to U dk, 12 to 2nd dk | | 4×608kW 400V 50c/s a.c. |
| | | | | | rf nil WB1233t | | Controllable pitch propellers |
| | | | | | | | Thw. thrust contr. pitch propeller |
| 6907389 | **BOIA S.B.M.** | | — | ✠A1 | **1968**-8 Verolme Est. Reunidos do | Mooring Buoy | |
| | | | — | mooring buoy | Brasil—Jacuacanga | | |
| | **Petroleo Brasileiro S.A.** | | — | Tramandai service | | | |
| | Snamsaipem (Admins e | | | | | | |
| | Montagem Ltd.) | | | EL (A) | | | |
| 5319028 | **BONNIE** | | 713 | | **1935** Kasado Dock—Kasadoshima | M Mchy.aft | Oil 4SA 6Cy. 350×520 mm |
| | exSeiyu Maru–69 | | 494 | | *161·5'* 28' 6" | | 550bhp Emade&refitted— |
| | exTocho Maru No. 60–57 | | 1185 | | 28' 5" 10' 5" | G.55868 B.52125 | |
| | exSumiyoshi Maru–56 | | | | 1 dk | 2 Ha (40½', 42½'×16') | |
| | **Bonna Shipping Co. S.A.** | | | | R len 53 | | |
| | Panama | Panamanian | | | | | |
| 6914320 | **BORGARIN** | | 242 | | **1968** Ulstein M/V A/S—Ulsteinvik | M Fishing OSD Mchy.aft | Oil 4SA 5Cy. |
| | | | — | | 119' 8" 24' 8" | | 600bhp |
| | **P/f Klakkur** | | — | NV (Class cont.) | 102' 11" 24' 7" 12' 7" | | A/B Jönköpings Motfb. |
| Df Esd | Klakksvik | Faroese | | | 1 dk & S dk | | |
| Rdr RT | | | | | | | |
| 6913132 | **BORGESTAD** | | 17000 | | **1969** Brodogradiliste "Uljanik"—Pla | M Mchy.aft | Oil 2SA 6Cy. 740×1600 mm |
| | | | — | | 534' 10" 85' 5" 36' 1" | | 10600bhp B&W |
| | **Borgestad A/S** | | 26000 | NV (Class cont.) | 501' 8" 85' 4" 53' 1" | | Brodogradiliste "Uljanik" |
| Df Esd | Porsgrunn | Norwegian | | | 1 dk | | |
| Gc Pfd | | | | | | | |
| Rdr RT | | | | | | | |
| 6914332 | **BRITISH TENACITY** | | 15110 | 100A1 | Eriksbergs M/V A/B—Got | M Tanker Mchy.aft | Oil 2SA 6Cy. 760×1600 mm |
| GYYB | | | 8770 | oil tanker | 556' 6" (incl. BB) 81' 5" 31' 4" | | 7600bhp B&W |
| | **BP Tanker Co. Ltd.** | | 24000 | Class contemplated | 525' 9" 81' 3" 41' 0" | | Eriksbergs M/B A/B |
| Df Esd | London | British | | | 1 dk | | |
| Gc Pfd | | | | | | | |
| Rdr RT | | | | | | | |
| 5367635 | **BUCKEYE ATLANTIC** | | 7784 | | **1940** Federal S.B. & D.D. Co.—Kearny | S OSD | 2 S Turb dr geared to sc. shaft |
| WDTG | exTransyork–69 | | 4593 | | 492' 0" 69' 7" 29' 1¾" | 5 Ho 77', 59', 72', 66', 77' | 9350shp |
| 239271 | exMormacport–61 | | 12517 | AB | 465' 0" 69' 6" 33' 6" | G.818000 B.726000 | De Laval S. Turb Co. |
| Df Esd | exSea Fox–40 | | | | F39' 2 dks & S dk | 5 Ha (stl) (36'×20') (30', 37½', 30', | |
| Gc Rdr | **The Buckeye S.S. Co.** | | | | RW | 40'×24') | |
| RTm | New York | United States | | | rf nil | Der 1(30) 16(5) | |
| 5160245 | **BUCKEYE PACIFIC** | | 7909 | | **1943** Western Pipe & Stl Co.—S.Fo | S OSD | 2 S Turb dr geared to sc. shaft |
| KKTQ | exTranswestern–69 | | 4644 | | 492' 3" 69' 7" 29' 4¾" | 5 Ho 77', 59', 72', 66', 77' | 9350shp |
| 251767 | exIndia Mail–65 exAlpine–47 | | 12850 | AB | 465' 3" 69' 6" 33' 11" | G.800710 B.695690 | General Electric Co. |
| Df Esd | exSea Arrow | | | | F37' 2 dks & S dk | 5 Ha (stl) (36'×20') (30', 37½', 30', | |
| Gc Pfd | **The Buckeye S.S. Co.** | | | | RW | 40'×24') | |
| Rdr | New York | United States | | | rf nil | 18W Der 1(30) 16(5) | |
| RTm | | | | | | | |
| 6915661 | **BULOLO II** | | 146 | | **1968** Southern S.B. Corp.—Brownsville | M Trawler | Oil 6Cy. 6½"×8" |
| | exCaptain Frisky–68 | | 99 | | *78·6'* 22' 0" | | 425bhp |
| 315975 | **Territory Fisheries Pty. Ltd.** | | — | | ... ... ... | | Caterpillar Tractor Co. |
| | Port Moresby | British | | | 1 dk | | |
| 6913144 | **BUNGA TANJONG** | | 170 | | **1969** Jurong Shpyd Ltd.—Sng | TM Tug Mchy.aft | 2 Oil 4SA each 8Cy. 260×320 mm |
| | | | — | | 89' 3" 26' 4" 8' 2$\frac{7}{16}$" | | |
| | **Jurong Shipyard Ltd.** | | — | | 82' 0" 26' 3" 11' 6" | | Daihatsu Kogyo |
| | Singapore | Singapore | | | 1 dk | | 2×35, 13½kW 400V 50c/s a.c. |
| | | | | | rf nil | | Directional propellers |
| 6914344 | **C. S. FORESTER** | | 1300 | 100A1 | Charles D. Holmes & Co. Ltd.— | M Stern Trawler Mchy.fwd | Oil 4SA 8Cy. 390×680 mm |
| | | | — | stern trawler | Bev | | 1950bhp |
| | **Newington Trawlers Ltd.** | | — | Class contemplated | 36' 1" | | Gebr. Stork & Co. |
| Df Esd | Hull | British | | | 161' 0" 36' 0" 24' 0" | | |
| Gc Pfd | | | | | 2 dks | | |
| Rdr RT | | | | | | | |
| 6806444 | **C. V. SEA WITCH** | | 17902 | | **1968** Bath Iron Wks Corp.—Bath, Me | S CSD Mchy.aft | 2 S Turb dr geared to sc. shaft |
| KAFO | | | 12808 | | 610' 0" (incl. BB) 78' 2" 31' 7½" | 5 Ho | 17500shp |
| 516197 | **American Export** | | 16343 | AB | 581' 10" 78' 0" 54' 6" | | General Electric Co. |
| Df Esd | **Isbrandtsen Lines Inc.** | | | | 3 dks | 18 Ha (stl) | 2×1000kW |
| Gc Pfd | New York | United States | | | rf nil | | |
| Rdr RT | | | | | | | |
| 5394212 | **CALDES** | | 2611 | | **1961** At. & Ch. de la Seine Mtme.— | M Mchy.aft | 2 Oil 4SA each 8Cy. 315× |
| HOFT | exYainville–69 | | 1463 | | Le Trait | | geared to sc. shaft |
| | **Maridonia Cia. Nav. S.A.** | | 3600 | BV | 317' 3" 44' 7" 19' 10" | G.186036 B.174612 | 2400bhp |
| Df Esd | Panama | Panamanian | | | 291' 6" 44' 3½" 22' 8" | 4 Ha | Etab. Duvant |
| Pfd Rdr | | | | | 1 dk | 8W Der 8(5) | |
| RT | | | | | | | |

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| **CANGURO GRIGIO**<br><br>**Traghetti Sardi S.p.A.**<br>Cagliari Italian | 5070<br>—<br>3350 | <br><br>RI (Class cont.) | 1969 Cant. Nav. Apuania—Carrara<br>462′ 11″ 62′ 5″ 19′ 0″<br>404′ 2″ 62′ 4″ 37′ 5″<br>2 dks | T D-E Ferry | 4 Oil driving 4 gens each 1680kW connected to 2 elec. motors & 2 sc. shafts<br>Fiat S.G.M. Tur |
| **CAPE BAULD**<br><br>**National Sea Products Ltd.**<br>Halifax Canadian | 629<br>292<br>— | <br>✠LR class withdrawn—<br>Owners' request 4/69 | 1968–6 Halifax Shipyards Ltd.—Hfx<br>155′ 3″ 33′ 2″ 12′ 5½″<br>131′ 3″ 32′ 10″ 15′ 9″<br>F67′ 1 dk<br><br>rf 31″ BoxK 13″ | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz Kln<br>2×80kW 230V 60c/s<br>Controllable pitch propeller 12½k |
| **CAPE CHARLES**<br><br>**National Sea Products Ltd.**<br>Halifax Canadian | 628<br>292<br>— | <br>✠LR class withdrawn—<br>Owners' request 4/69 | 1968–10 Halifax Shipyards Ltd.—Hfx<br>155′ 3″ 33′ 2″ 12′ 5⅝″<br>131′ 3″ 32′ 10″ 15′ 9″<br>F67′ 1 dk<br><br>rf 31″ BoxK 13″ | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz Kln<br>2×80kW 230V 60c/s a.c.<br>Controllable pitch propeller |
| **CAPE HOWE**<br><br>**National Sea Products Ltd.**<br>Halifax Canadian | 628<br>292<br>— | <br>✠LR class withdrawn—<br>Owners' request 4/69 | 1968–9 Halifax Shipyards Ltd.—Hfx<br>155′ 3″ 33′ 2″ 12′ 5⅝″<br>131′ 3″ 32′ 10″ 15′ 9″<br>F67′ 1 dk<br><br>rf 31″ BoxK 13″ | M Stern Trawler | Oil 4SA 8Cy. 320×450 mm<br>1250bhp<br>Klöckner-Humboldt-Deutz Kln<br>2×80kW 230V 60c/s a.c.<br>Controllable pitch propeller 12½k |
| **CAPETAN KOSTIS**<br><br>**Oceanic Bulk Carriers S.A.**<br>Piræus Greek | 24668<br>16705<br>40695 | <br><br>AB | 1968 Osaka Zosensho—Osa<br>665′ 0″ (incl. BB) 95′ 2″ 35′ 7⅛″<br>629′ 11″ 95′ 0″ 51′ 3″<br>P96′ F51½′ 1 dk<br><br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.1851000 B.1825000<br>7 Ha (stl) | Oil 2SA 6Cy. 840×1800 mm<br>13800bhp B&W 3377t<br>Mitsui Zosen Tmn<br>3×400kW |
| **CAPETAN LEMOS**<br><br>**Colmenar Cia. Nav. S.A.**<br>Piræus Greek | 24734<br>16771<br>40683 | <br><br>AB | 1967 Osaka Zosensho—Osa<br>665′ 0″ (incl. BB) 95′ 2″ 36′ 7¼″<br>630′ 0″ 95′ 0″ 51′ 3″<br>P96′ F51½′ 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.1837000 B.1811000<br>7 Ha (stl) | Oil 2SA 6Cy. 840×1800 mm<br>13800bhp B&W 3377t<br>Mitsui Zosen Tmn<br>3×400kW |
| **CAPETAN PSARROS**<br><br>**United Chartering Enterprises S.A.**<br>Piræus Greek | 16164<br>10147<br>26736 | <br><br>AB | 1966 Osaka Zosensho—Osa<br>562′ 0″ (incl. BB) 81′ 8″ 32′ 10⅛″<br>533′ 6″ 81′ 6″ 46′ 0″<br>P115′ F46′ 1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>6 Ho<br>G.1150000 B.1139000<br>6 Ha (stl) | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W 2034t<br>Mitsui Zosen Tmn<br>3×340kW |
| **CAPETAN YEMELOS**<br><br>**United Bulk Carriers S.A.**<br>Piræus Greek | 16098<br>10010<br>26675 | <br><br>AB | 1967 Osaka Zosensho—Osa<br>562′ 0″ (incl. BB) 81′ 8″ 32′ 10⅛″<br>535′ 5″ 81′ 6″ 46′ 0″<br>1 dk<br>rf nil | M Bulk Carrier Mchy.aft<br>6 Ho<br>G.1150000 B.1139000<br>6 Ha (stl) | Oil 2SA 7Cy. 740×1600 mm<br>11500bhp B&W 2034t<br>Mitsui Zosen Tmn<br>3×340kW |
| **CAPETAN YIANNIS**<br><br>**Global Bulk Carriers S.A.**<br>Piræus Greek | 24801<br>16838<br>40597 | | 1968 Osaka Zosensho—Osa<br>665′ 0″ (incl. BB) 95′ 2″ 35′ 7⅛″<br>629′ 11″ 95′ 0″ 51′ 3″<br>P96′ F51½′ 1 dk<br><br>rf nil | M Bulk Carrier Mchy.aft<br>7 Ho<br>G.1851000 B.1825000<br>7 Ha (stl) | Oil 2SA 6Cy. 840×1800 mm<br>13800bhp B&W 3377t<br>Mitsui Zosen Tmn<br>3×400kW |
| **CAPTAIN ANGERINOS**<br>exMarielly–69 exAgia Irene–67<br>exCredo–65<br>**Cirius Shipping Ltd.**<br>Monrovia Liberian | 15784<br>9426<br>25150 | ✠100A1 TD 2/67<br>oil tanker<br>✠LMC<br><br>MN1440 EL I†2⅝″SQ | 1951–3 Vickers-Armstrongs Ltd.—Nwc<br>605′ 11″ 80′ 2″ 32′ 6½″<br>565′ 3″ 80′ 0″ 42′ 6″<br>P121′ B34′ F76′ 1 dk<br>RW 19BH<br>WB1650t incl. DTf980t | M Tanker Mchy.aft<br>35 Ta<br>L.1150269 HeCls. BC | Oil 2SA 6Cy. 670×2320 mm<br>7200bhp Doxford 1834t–22pd<br>Vickers-Armstrongs Ltd. Brw<br>2AuxB 180℔ AuxB(ex.g) 120℔ 13k |
| **CARL KIRCHHEISS**<br><br>**Hafen-Dampfschiffahrt A.G.**<br>Hamburg W. German | 118<br>63<br>— | <br><br>GL (Class cont.) | 1969 Scheel & Jöhnk—Ham<br>99′ 7″ 21′ 9″ 3′ 5″<br>86′ 2″ 20′ 8″ 6′ 11″<br>1 dk | TM Passenger Launch Mchy.aft | 2 Oil 4SA each 6Cy. 150×190 mm reverse geared<br>600bhp<br>Daimler-Benz A.G. Bln |
| **CASSIOPEIA**<br><br>**Cross Seas Shipping Corporation**<br>Panama Panamanian | T.Mk<br>6952<br>3658<br>10845 | ✠100A1<br>DTma—vegetable oil or latex<br>Ice Class 3<br>✠LMC<br>EL A†2 3/16″U2 | 1969–1 Brodogradiliste III Maj—Rka<br>508′ 7″ 67′ 5″ 26′ 9¼″<br>475′ 9″ 67′ 3″ 40′ 0″<br>F88′ 2 dks, 3rd dk in Nos. 2 & 3 holds<br>RW 7BH<br>rf nil DK fwd WB1984t | M Ref<br><br><br><br>Der 1(45) 1(20) 8(10) 10(5) | Oil 2SA 6Cy. 750×1600 mm<br>10500bhp<br>Gebr. Stork & Co. Hengelo<br>AuxB (o.f) 85℔<br>AuxB (ex.g) 85℔<br>4×300kW 400V 50c/s a.c. |

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| 5410705<br><br><br>Df Esd<br>Gc Rdr<br>RTv | **CASSIOPEIA**<br>exCimbria–69<br>**Transatlantic-Reederei**<br>**Schmidt & Co. K.G.**<br>Flensburg W. German | 3499<br>1968<br>4810 | ✠100A1 SS 5/68<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>✠LMC<br>MN690 EL w 1⅜"SQ | 1963–10 Aalborg Værft A/S—Abg<br>362' 6" 49' 4" 20' 6¾"<br>337' 11" 49' 2½" 22' 2"<br>Q266' F32' 1 dk<br>NS 7BH<br>rf 5" WB1227t incl. DTf246t | M Mchy.aft<br>4 Ho 51¾', 56¼', 58¾', 50¼'<br>G.246000 B.238000<br>4 Ha (stl) (38¼'×19¾')<br>(38¼', 38¼', 38¼'×30¼')<br>Der 1(25) 1(15) 8(5) | Oil 6Cy. 500×1100 mm<br>3450bhp<br>Burmeister & Wain<br>AuxB (ex.g) 100lb<br>2×168kW 380V 50c/s a.c. |
| 6913003<br><br><br>Df Esd<br>Pfd Rdr<br>RT | **CASTLE DAWN**<br><br>**W. Donnan & Sons**<br>British | 95<br>31<br>78 | ✠100A1<br>trawler<br>✠LMC<br>EL D½"U1 | 1968–10 Coöp Ver. Schpsw. "Vooruit"<br>—Zaandam<br>68' 7" 22' 4" 7' 10"<br>69' 6" 22' 0" 10' 0"<br>F14' 1 dk<br>5BH<br>rf 39" BK5" WB4t | M Trawler Mchy.aft | Oil 4SA 6Cy. 6½"×8" reverse red<br>geared<br>425bhp<br>Caterpillar Tractor Co.<br>2×24, 20kW 220V d.c. |
| 6907183<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **CATHARINA WIARDS**<br><br>**Seereederei m.s.**<br>**"Catharina Wiards" KG**<br>Kauffahrtei Seereederei<br>Adolf Wiards & Co.<br>Bremen W. German | 9320<br>—<br>15600 | | 1968 A.G. "Weser" Werk Seebeck—<br>Bhn<br>463' 3" 69' 0" 30' 2½"<br>439' 7" 68' 11" 40' 2"<br>2 dks | M CSD Mchy.aft | Oil 2SA 500×540 mm<br>6520bhp<br>Masch. Augsburg-Nürnberg |
| 6914356<br><br><br>Df Esd<br>Gc Rdr<br>RT | **CECIL**<br><br>**A/S Rederiet Odfjell**<br>Bergen Norwegian | 1199<br>—<br>3000 | NV (Class cont.) | 1969 Trosvik Verksted A/S—Brevik<br>272' 0" 45' 6" 18' 2½"<br>250' 0" 44' 0" 26' 1"<br>2 dks | M Chemical Tanker Mchy.aft | 2 Oil 4SA each 8Cy. 250×3<br>geared to sc. shaft<br>2080bhp<br>Normo Gruppen A/S |
| 5395412<br>HPYW<br>4346-HK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CENTRAL TRUST**<br>exYushin Maru–68<br>exYawata Maru–66<br>**Evergreen Marine Corp. S.A.**<br>Panama Panamanian | 6875<br>3866<br>9936 | | 1952 Nishi Nippon Jukogyo—Hma<br>459' 0" 59' 11" 26' 4¾"<br>426' 6" 59' 8½" 32' 9"<br>P23' B167' F35' 2 dks<br>RW | S<br>6 Ho<br>G.549000 B.508000<br>6 Ha (29', 39', 25'×23¾') (19½'×26½')<br>(36', 30½'×23¾')<br>12W Der 1(39) 4(10) 10(5) | 2 S Turb geared to sc. shaft<br>5000shp<br>Nishi Nippon Jukogyo<br>3×200, 200, 30kW 220V a.c. |
| 5089257<br><br><br>Df Esd<br>Rdr<br>RTm | **CETINJE**<br>exDeusto–69<br>**Prekookeanska Plovidba**<br>Yugoslav | 8229<br>5780<br>— | ✠100A1 SS 2/68<br><br>✠LMC<br><br>MN980 EL c†2¼"SQ | 1960–1 Soc. Española de Const. Nav.—<br>Bbo<br>474' 1" 61' 5" 28' 8½"<br>439' 9" 61' 2" 39' 4"<br>F85' 2 dks<br>RW Coll & mchy. BH to U dk 6 to 2nd dk<br>rf nil WB4553t incl. TwDf187t | M CSD Mchy.aft<br>5 Ho 51¾', 62½', 61½', 81¼', 54½'<br><br>5 Ha (stl) (31½', 34', 34½', 61½',<br>34½'×25')<br>Der 12(5) | Oil 2SA 6Cy. 620×1150 mm<br>4900bhp B&W<br>Soc. Española de Const. Na<br>db 100lb<br>3×150kW 220V d.c. |
| 6912358<br><br><br>Df Esd<br>Gc Rdr<br>RT | **CHOCO**<br><br>**The Food & Agriculture**<br>**Organisation of the United**<br>**Nations**<br>Barranquilla Colombian | 176<br>56<br>230 | 100A1<br>stern trawler<br>Class contemplated | L. H. Salthammer Båtbyggeri—<br>Vestnes<br>107' 0" 24' 4"<br>91' 9" 24' 3" 12' 1"<br>1 dk | M Stern Trawler | Vee Oil 4SA 12Cy. 159×203 m<br>680bhp<br>Caterpillar Tractor Co.<br>Controllable pitch propeller |
| 6824733<br>GWTH<br>336973<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHURRUCA**<br><br>**MacAndrews & Co. Ltd.**<br>London British | T.Mk<br>1455<br>645<br>1877 | ✠100A1<br>Ice Class 3<br>✠LMC<br>EL O1 1/16"SQ | 1968–11 Grangemouth Dkyd Co. Ltd.—<br>Gmh<br>301' 5" 44' 4" 15' 11"<br>275' 0" 44' 0" 24' 6"<br>P62' F35' 2 dks<br>4BH<br>rf 12" WB469t incl. DTf34t | M Mchy.aft | Oil 4SA 9Cy. 520×740 mm<br>3880bhp<br>Masch. Augsburg-Nurnberg<br>3×250kW 440V 60c/s |
| 6825830<br>GYQU<br>305463<br>Df Esd<br>Rdr RT | **CILURNUM**<br><br>**Hall Bros. S.S. Co. Ltd.**<br>Hall Bros.<br>Newcastle British | T.Mk<br>700<br>440<br>1595<br>1428<br>884<br>2569 | ✠100A1<br>Ice Class 3<br>✠LMC **UMS**<br>EL M1½"U2 | 1968–12 N.V. Bodewes Schps.—<br>Martenshoek<br>253' 2" 39' 0" 18' 10½"<br>230' 2" 38' 9" 22' 6"<br>P50' F35' 2 dks<br>3BH<br>rf 6" WB565t incl. DTf45t | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1500bhp<br>Atlas-Mak Masch.<br>1×30kW 220V d.c.<br>2×84kW 400V 50c/s a.c. |
| 6809630<br>EAML<br><br>Df Esd<br>Gc Rdr<br>RT | **CIMADEVILLA SEGUNDO**<br><br>**Naviera Santa Catalina S.A.**<br>Gijon Spanish | 3028<br>1605<br>4404 | ✠100A1<br>strengthened for heavy<br>cargoes<br>✠LMC<br>EL Q1½"U2 | 1968–7 Ast. del Cantabrico & Riera—<br>Gjn<br>354' 1" 46' 1" 20' 3½"<br>324' 10" 45' 11" 24' 3"<br>P77' F37' 1 dk<br>RW NS 8BH<br>rf 4" | M Mchy.aft | Oil 2SA 6Cy. 420×900 mm<br>3300bhp B&W<br>La Maquinista Terrestre y Ma<br>3×140kW 380V 50c/s a.c. |
| 6410776<br><br><br>Rdr RT | **CITTA DI PIOMBINO**<br>exMalmø–69<br>**Navigazione Toscana S.p.A.**<br>Leghorn Italian | 498<br>170<br>— | GL | 1964 Jos. L. Meyer—Papenburg<br>184' 5" 36' 2" 9' 2½"<br>167' 4" 36' 1" 13' 6"<br>1 dk | TM Ferry | 2 Oil 4SA each 8Cy. 320×4<br>1320bhp<br>Klöckner-Humboldt-Deutz |
| 6717849<br>GXTH<br>334651<br>Df Esd<br>Gc Rdr<br>RT | **CLYDE BRIDGE**<br>exClydesdale–69<br>**Hadley Shipping Co. Ltd.**<br>**Houlder Line Ltd. &**<br>**Empire Transport Co. Ltd.**<br>Warwick & Esplen Ltd.<br>London British | 24024<br>16863<br>42144 | ✠100A1<br>strengthened for ore<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty (cc)<br>✠LMC<br>MN2722 EL q†2¼"U2 | 1967–10 Scotts' S.B. & Eng. Co. Ltd.—<br>Grk<br>662' 0" 92' 2" 38' 1¾"<br>621' 1" 92' 0" 51' 3"<br>P104' F51' 1 dk<br>NS 9BH<br>rf 3" WB15192t incl. Comb. btm & side tanks in holds 5214t Topside tanks in holds 5132t | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 900×1550 m<br>13610bhp Sulzer<br>Scotts' S.B. & Eng. Co.<br>2AuxB (1 o.f 1 ex.g) 100lb<br>3×424kW 440V 60c/s a.c. |

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| **COERMOTIBO**<br>exWana–68<br>**Suriname Transport Co. N.V.**<br>Paramaribo Netherland (Surinam) | **181**<br>84<br>— | AB | **1953** Gulfport S.B. Corp.—Pt. Arthur<br>*96·3′* 25′ 2″ 11′ 7⅜″<br>96′ 8″ 25′ 1″ 12′ 11″<br>1 dk<br>BK3″ | M Tug Mchy.aft | Oil 2SA 16Cy. 220×265 mm<br>1640bhp 40t<br>General Motors Corp. Clv<br>10½k |
| **COLUMBINE**<br>exKirsten Mærsk–69<br>**Columbine Transport Corp.**<br>Monrovia Liberian | **3367**<br>1832<br>5054<br>**4689**<br>3270<br>6010 | **✠100A1** SS 10/64<br>tunnel side tanks—oil FP above 150° F.<br>DTm—oil FP above 150° F., vegetable oil or latex<br>FPT—latex<br>**✠LMC**<br>MN728 EL x 1⅞″SQ | **1950–5** Mitsui Zosen—Tmn<br>393′ 2″ 52′ 1″ 21′ 8½″/23′ 9½″<br>360′ 11″ 52′ 0″ 31′ 0″<br>P17′ F79′ 1 dk & S dk<br>RW 7BH<br>WB1881t incl. Tunnel tank 136t DTm320t | M OSD/CSD<br>5 Ho<br>G.350000 B.323000<br>5 Ha (27′×17′) (35½′, 30¾′, 30¾′×18¼′) (28½′×17′)<br>16W Der 4(25) 5(10) 11(5) | Oil 2SA 7Cy. 620×1150 mm<br>3640bhp B&W 967t<br>Mitsui Zosen Tmn<br>AuxB 100lb 14½k |
| **CONCORDIA LORD**<br>exLord Viking–69<br>**D/S A/S Laly**<br>C. T. Gogstad & Co.<br>Oslo Norwegian | **5010**<br>2769<br>7200 | NV | **1960** Drammen Slip & Verk.—Dmn<br>381′ 6″ 52′ 7″ 26′ 2½″<br>353′ 8″ 52′ 6″ 32′ 1″<br>2 dks | M Ref Mchy.aft<br>4 Ho 49¼′, 78¾′, 76¾′, 49¼′<br>G.340480 B.313530 In.27930<br>3 Ha (27′, 52′, 52′×22′)<br>12W Der 1(25) 2(10) 4(5) | Oil 2SA 6Cy. 600×1040 mm<br>41000bhp 506t (hvf)<br>Sulzer Bros. Ltd. Win<br>3×160kW 440V 60c/s a.c. |
| **CONTINENT**<br>**R. H. Alberts**<br>Carebeka N.V.<br>Rotterdam Netherland | **260**<br>180<br>394 | **✠100A1**<br>**✠LMC**<br>EL E$1\frac{13}{16}$″ U1 | **1968–6** Schps. Gebr. Coops—Hgz<br>136′ 8″ 25′ 4″ 7′ 10″<br>129′ 8″ 25′ 0″ 8′ 10″<br>F24′ P23′ R dk fwd of P5′ 1 dk<br>3BH<br>rf nil WB143t | M Mchy.aft | Oil 2SA 3Cy. 190×350 mm<br>210bhp<br>N.V. Mch. Bolnes Krimpen<br>2×3kW 24V d.c. |
| **COOLER SCAN**<br>**Blæsbjerg & Co.**<br>Århus Danish | **2000**<br>—<br>— | **100A1**<br>Class contemplated | Schlichting Werft—Travemünde<br>307′ 5″ 18′ 0¾″<br>277′ 3″ 44′ 4″ 23′ 8″<br>2 dks | M Ref Mchy.aft | Oil 4SA 12Cy. 400×500 mm<br>Klöckner-Humboldt-Deutz Kln |
| **CORALIE**<br>Launched as Caroline<br>**Doryco Ltd.**<br>Nassau British | **111**<br>—<br>— | **100A**<br>trawler<br>Class contemplated | Gebr. Schlömer Schiffs.—Oldersum<br>75′ 6″ 23′ 1″<br>63′ 4″ 22′ 11″ 10′ 2″<br>1 dk | M Trawler Ref Mchy.fwd | Oil<br>425bhp<br>Caterpillar Tractor Co. Peoria |
| **CORNISH CITY**<br>**Sir William Reardon Smith & Sons Ltd.**<br>Bideford British | **10800**<br>—<br>— | **100A1**<br>Class contemplated | Upper Clyde Shipbuilders Ltd. (Govan Division)—Govan<br>499′ 6″ (incl. BB)<br>475′ 0″ 72′ 0″ 40′ 5″<br>2 dks | M Mchy.aft | 2 Oil 2SA each 9Cy. 14¼″×18½″ geared to sc. shaft<br>Ruston & Hornsby Lcn |
| **CORONA**<br>**Finska Ångfartygs A/B**<br>Helsinki/Helsingfors Finnish | T.Mk<br>**1584**<br>748<br>2780<br>**2654**<br>1368<br>3540 | **✠100A1** SS 12/68<br>Ice Class 1<br>**✠LMC**<br>MN480 EL Q1$\frac{9}{16}$″SQ | **1961–5** Wärtsilä Kon. Crichton-Vulcan—Åbo<br>332′ 3″ 43′ 1″ 17′ 8″/20′ 1″<br>301′ 6″ 43′ 0″ 24′ 8″<br>F37′ RAD65′ 2 dks<br>Coll BH to U dk 4 to 2nd dk len 68<br>rf 4″ WB658t incl. DTm155t | M Mchy.aft<br>2 Ho 127¼′, 74′<br>G.190320 B.175495<br>5 Ha (stl) (28½′×20′) (29¾′, 29¾′, 29¾′, 29¾′×34½′)<br>Cr 4(5) | Oil 2SA 6Cy. 560×1000 mm<br>2400bhp Sulzer 230t (hvf)<br>Wärtsilä Kon. Crichton-Vulcan Åbo<br>13k |
| **CORTHIAN**<br>exFernpoint–69<br>**Corthian Shipping Corp. S.A.**<br>Greek | **7079**<br>3908<br>10722<br>**9292**<br>5548<br>13104 | NV | **1958** Rheinstahl Nordseewerke—Emd<br>502′ 1″ 62′ 2″ 26′ 10$\frac{1}{16}$″/30′ 3½″<br>462′ 9″ 62′ 0″ 39′ 3″<br>P42′ B83′ F125′ 1 dk & S dk, 3rd dk in No. 3 hold<br>RW | M (6P) OSD/CSD<br>6 Ho 58′, 71¾′, 67′, 64′, 69′, 62′<br>G.695401 B.641712<br>6 Ha (32¼′, 42′, 42′, 36¾′, 36¾′, 32¼′×24′)<br>16W Der 1(30) 4(5–10) 12(5) | Oil 2SA 9Cy. 700×1200 mm<br>6000bhp 1068t (hvf)<br>Masch. Augsburg-Nürnberg Aug<br>3×210kW 440V 60c/s a.c. 15k |
| **D132 MARIE THÉRÈSE**<br>exMaria Theresia–69<br>**Société Industrielle des Pêches du Cameroun (S.I.P.E.C.)**<br>Douala Cameroon | **279**<br>131<br>— | | **1956** Schps. "de Hoop" v/h Gebr. Boot—Leiden<br>132′ 0″ 25′ 0″ 12′ 5½″<br>114′ 10″ 24′11½″ 12′ 6″<br>R | M Trawler | Oil 6Cy. 285×450 mm<br>600bhp (d.o)<br>Gebr. Stork N.V. Hengelo<br>1×60kW 220V d.c. |
| **DAGNY KRISTIN**<br>**Eilert Volstad**<br>Ålesund Norwegian | T.Mk<br>**425**<br>181<br>— | NV (Class cont.) | **1968** Vaagen Verft—Kyrksæterøra Tröndelag<br>151′ 10″ 28′ 0″/—<br>135′ 5″ 27′ 11½″ 14′ 8″<br>2 dks | M Fishing Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1100bhp<br>Atlas-Mak Masch. Kel<br>Controllable pitch propeller |

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| 6915489<br>Df Esd<br>Rdr RT | **DANIE DU PLESSIS**<br>**Republic of South Africa (Railways and Harbours Administration)**<br>Durban S. African | 650<br>—<br>— | 100A1<br>tug<br>Class contemplated | James Brown & Hamer Ltd.—Drb<br>145' 0" 35' 0" 14' 0"<br>134' 0" 33' 0" 17' 0"<br>1 dk<br>RW | TD-E Tug | 2 Oil 4SA each 12Cy. 10"×12"<br>2 gen. each 1175/1270kW<br>to 2 elec. motors<br>English Electric Co. |
| 6913986<br>7156<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DARIAL**<br>**U.S.S.R.**<br>Russian | 2657<br>1139<br>1152 | | **1968** Volkswerft Stralsund—Stralsund<br>269' 7" 44' 9" 16' 5"<br>239' 6" 44' 7" 31' 2"<br>2 dks | M Stern Trawling Factory Ship Ref<br>3 Ho<br>In.37963<br>4W Der 4 | 2 Oil 4SA each 8Cy. 320×480<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht<br>4×256kW 380V a.c.<br>Controllable pitch propeller |
| 5245289<br>GHRW<br>302908<br>Df Esd<br>Gc Rdr<br>RTv | **DARIUS**<br>exNaess Clarion–69<br>**Favorita Shipping Co. Ltd.**<br>J. & J. Denholm (Management) Ltd.<br>London British | 25157<br>15142<br>41108 | ✠100A1 SS 11/66<br>strengthened for ore cargoes, Nos. 2 & 6 holds may be empty<br>✠LMC<br>MN2400 EL q†2¼"SQ | **1962–4** Hitachi Zosen—Inn<br>669' 4" 90' 11" 38' 8½"<br>633' 3" 90' 6½" 52' 6"<br>P112' F61' 1 dk<br>RW NS 10BH<br>rf 4" WB16498t incl. DTm2711t Topside tanks in holds 4042t | M Bulk Carrier Mchy.aft<br>7 Ho 64', 63', 63', 63', 63', 63', 63'<br>G.1650981<br>7 Ha (stl) (32½'×27½') (43½', 43½', 43½', 43½', 43½', 43½'×38')<br>Der 1(5) 2(3) | Oil 2SA 8Cy. 740×1600 mm<br>12000bhp B&W<br>Hitachi Zosen<br>AuxB 107lb<br>3×340kW 440V 60c/s a.c. |
| 6618263<br>317644<br>Esd Rdr<br>RT | **DARRA**<br>**Queensland Cement & Lime Co. Ltd.**<br>Brisbane British | 2497<br>2131<br>— | ✠A1<br>hopper barge<br>Brisbane River & Moreton Bay service<br>✠LMC<br>EL (q)1$\frac{1}{16}$"U2 | **1967–2** Evans, Deakin & Co. Pty. Ltd.—Bsb<br>264' 3" 51' 10" 14' 0"<br>262' 6" 50' 1" 18' 6"<br>1 dk<br>5BH<br>rf nil WB1643t incl. DTf209t | TrM Hopper Barge Mchy.aft | 3 Oil 4SA each 8Cy. 6¾"×7½"<br>1500bhp<br>Rolls-Royce Ltd.<br>3×80kW 415V 50c/s a.c.<br>Directional propellers |
| 5086786<br>DYWD<br>202659<br>Df RT | **DAVAO**<br>**William Lines Inc.**<br>Cebu Philippine | 691<br>299<br>— | AB | **1944** Higgins Industries Inc.—N.Os<br>*222·7'* 32' 4" 11' 9¾"<br>32' 0" 14' 3"<br>F26' 1 dk<br>len 62<br>rf 6" | TM (297P) Mchy.aft<br>3 Ho 40', 34', 50'<br>B.39000<br>3 Ha (20', 20', 12'×16')<br>Der 3(5) | 2 Oil 2SA each 6Cy. 220×265<br>geared<br>1000bhp<br>General Motors Corp.<br>3×100, 100, 25kW 230V |
| 6508884<br>WC4791<br>258651<br>Gc RT | **DAVID McALLISTER**<br>exS. M. Dean–69<br>**McAllister Brothers Inc.**<br>New York United States | 239<br>99<br>— | AB | **1949** Alexander Shpyd. Inc.—N.Os<br>*110·3'* 27' 2" 12' 1¾"<br>109' 9" 27' 0" 13' 6"<br>BK2" | M Tug | Oil 2SA 10Cy. 8¼"×10"<br>1600bhp Emade44fitted49<br>Fairbanks, Morse & Co. |
| 5376038<br>HPTD<br>Df Esd | **DEFIANCE**<br>exVamos–68<br>**Rapier & Ray Nav. Co. Ltd.**<br>Panama Panamanian | 1090<br>512<br>1526 | NV | **1952** Glommens M/V A/S—Fks<br>250' 6" 37' 10" 16' 4½"<br>37' 8"<br>1 dk & S dk<br>rf 5½" | M (6P) OSD Mchy.aft<br>2 Ho 92' comb., 52'<br>G.107950 B.99535<br>3 Ha (26'×13') (24', 32'×16½')<br>6W Der 1(15) 5(5) | Oil 2SA 7Cy. 345×580 mm<br>1260bhp<br>Nydqvist & Holm A/B<br>3×110kW 220V d.c. |
| 6811281<br>DVDA<br>212640<br>Df Esd<br>Rdr RT | **DELBROS MT. ARAYAT**<br>**Delgado Brothers Inc.**<br>Batangas Philippine | 2826<br>1658<br>4805 | | **1968** F. Lürssen—Vgk<br>330' 5" 46' 8" 20' 7½"<br>308' 5" 46' 7" 25' 1"<br>P76' F27' 1 dk<br>rf nil | M Tanker Mchy.aft<br>12 Ta<br>B.7000<br>1 Ha (7½'×8½') | Oil 4SA 8Cy. 400×580 mm<br>2300bhp<br>Klöckner-Humboldt-Deutz<br>3×128, 128, 64kW |
| 5113747<br>Df Esd<br>Gc Rdr<br>RTv | **DELPHI**<br>exFerdinand de Lesseps–69<br>**Constantinos G. Efthymiadis**<br>Greek | 10882<br>5937<br>5949 | BV | **1952** Forg. & Ch. de la Gironde—Bdx<br>492' 5" 64' 4" 24' 5"<br>64' 2"<br>3 dks<br>RW | TM (346P) Ref CSD<br>6 Ho 36½', 51½', 48¼', 48½', 50½', 46½'<br>G.328184 B.298356 In.12743<br>6 Ha (stl) (18'×14½') (27'×21½') (12½', 14½'×13½') (27½'×21½') (17¾'×15½')<br>18W Der 1(40) 4(8) 2(5) 2(4) 8(3) | 2 Oil 2SA each 5Cy. 620×115<br>10300bhp B&W<br>Forg. & At. du Creusot<br>4×360kW 380V 50c/s a.c. |
| 5285904<br>DDQV<br>Esd Rdr<br>RT | **DIANA**<br>exProspekta–69 exPanam<br>**Erich Albrecht**<br>Bremen W. German | 292<br>133<br>— | GL | **1943** ......................Clv<br>*128·6'* 24' 5"<br>11' 11"<br>1 dk | TM Research Ship | 2 Oil 2SA each 8Cy. 165×178 mm<br>1000bhp<br>General Motors Corp. |
| 6915582<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **DIEKSAND**<br>**Altonaer Tankreederei Harmstorf & Co.**<br>A. F. Harmstorf & Co.<br>Hamburg W. German | 499<br>—<br>1285 | GL (Class cont.) | **1969** Büsumer Werft G.m.b.H.—Büsum<br>241' 9" 12' 0"<br>224' 1" 39' 4" 16' 4"<br>P76' B46' F26' 1 dk | M Tanker Mchy.aft<br>9 Ta<br>L.60358 HeCls. C | Oil 2SA 4Cy. 320×450 mm<br>100bhp<br>Atlas-Mak Masch.<br>2×600kW 380V 50c/s a.c. |
| 5267184<br>Df Esd<br>Gc Rdr<br>RT | **DIMITRA**<br>exContinental Merchant–69<br>exOtterburn–66<br>exContinental Carrier–62<br>**Santos Cia. de Inversions S.A.**<br>Greek | 9144<br>5898<br>13401 | AB | **1958** A.G. "Weser" Werk Seebeck—Bhn<br>504' 3" 61' 3" 29' 6½"<br>462' 11" 61' 0" 40' 0"<br>F30' 2 dks<br>RW<br>rf 6" | M CSD<br>5 Ho<br>B.620000<br>5 Ha | Oil 7SA 9Cy. 700×1200 mm<br>6000bhp<br>Masch. Augsburg-Nürnberg |

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| **DIMITRIS P. LEMOS**<br>exCorcovado–69<br>**Theopatoron Cia. Nav. S.A.**<br>Greek | 8782<br>5695<br>10780 | **✠100A1** SS 11/64<br>DTm—vegetable oil<br>**✠LMC**<br>MN980 EL d†$2\frac{3}{16}$"SQ | **1956**–7 Brodogradiliste III Maj—Rka<br>487′ 2″ 60′ 9″ 26′ 11″<br>452′ 0″ 60′ 6″ 39′ 10″<br>F47′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>rf 6″ WB2264t incl. DTm1340t | M OSD<br>5 Ho 70′ 118¾′, 29½′, 69′, 69′<br>G.692000 B.623000<br>5 Ha (36′, 37′, 34½′, 37′, 37′×25′)<br>10W Der 2(5–10) 8(3–5) 1(2½) | Oil 2SA 7Cy. 720×1250 mm<br>4900bhp 956t (hvf)<br>Sulzer Bros. Ltd. Win<br>2AuxB (1 o.f 1 ex.g) 85℔<br>3×130kW 220V d.c. 14k |
| **DOLNY SLASK**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | **11004**<br>5822<br>15440 | PR | **1967** Stocznia Szczecinska—Szn<br>513′ 2″ 67′ 1″ 30′ 1″<br>66′ 10″ 41′ 2″<br>1 dk | M Bulk Carrier (8P) Mchy.aft<br>5 Ho<br>G.722705<br>5 Ha (40¼′×32¾′) (37½′, 50½′, 50½′, 45½′×39¼′)<br>Der 2 (1½) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>H. Cegielski Poz<br>3×320, 320, 200kW 400V a.c. 16k |
| **DON SULPICIO**<br>exDettifoss–69<br>**Carlos A. Go Thong & Co.**<br>Cebu Philippine | 2918<br>1615<br>2675 | **✠100A1** SS 7/66<br>with freeboard<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL u | **1949**–2 Burmeister & Wain—Cpn<br>310′ 7″ 46′ 1″ 21′ 3″<br>290′ 7″ 46′ 0″ 29′ 7″<br>F33′ 2 dks, 3rd dk in Nos. 1, 2 & 3 holds<br>RW Coll BH to U dk 5 to 2nd dk<br>BK3″ WB636t incl. Tunnel tanks 79t | M Ref CSD<br>4 Ho<br>B.61010 In.79000<br>4 Ha (each 30¼′×18′)<br>8W Der 1(20) 8(5) | Oil 2SA 9Cy. 755×900 mm<br>2950bhp 325t<br>Burmeister & Wain Cpn<br>2db 100℔ 14k |
| **DONALD STEVENSON**<br>exColsteve–69<br>exDonald Stevenson–66<br>**Establishment Collins International**<br>Panama Panamanian | 213<br>145<br>— | | **1956** Weaver Shipyard—Orange<br>*115·0′* 24′ 8″<br>… … …<br>1 dk | TM Tug | 2 Oil each 12Cy. 5″×5¼″<br>620bhp NE65<br>General Motors Corp. Det<br>12k |
| **DORIS H**<br>exGerd-Hendrik-Bos–69<br>exH. Günther Bülow–63<br>**Partenreederei m.s. "Doris H"**<br>TRANSMAR Schiffahrtskontor Adolf Feindt<br>Hamburg W. German | 497<br>346<br>788 | GL | **1956** Hugo Peters—Wewelsfleth<br>198′ 1″ 29′ 7″ 10′ 9⅛″<br>175′ 11″ 29′ 6″ 12′ 0″<br>P36′ F23′ 1 dk<br>RW | M Mchy.aft<br><br>G.38945 B.37039<br>2 Ha | Oil 4SA 8Cy. 290×420 mm<br>490bhp<br>Masch. Kiel A.G. Kel<br>10k |
| **DOROTY SECONDA**<br><br>**Oceanfrigo S.p.A.**<br>Palermo Italian | 1500<br>—<br>— | **✠Lloyd's RMC** | **1968** Soc. Esercizio Cant.—Viareggio<br>270′ 8″ 39′ 0″ 15′ 9″<br>268′ 5″ 38′ 11″ 21′ 4″<br>1 dk<br>RW | M Fish Factory Mchy.aft<br><br>In.80118 | Oil 4SA 9Cy. 400×600 mm<br>2300bhp<br>Masch. Augsburg-Nürnberg Aug |
| **DOTO**<br><br>**Vitasa S.S. Co. S.A.**<br>Monrovia Liberian | 35191<br>26790<br>62334 | **✠100A1**<br>strengthened for ore cargoes Nos. 2, 4 and 6 holds may be empty<br>**✠LMC**<br>EL N†$3\frac{5}{16}$"U2 | **1968**–11 Uraga Hvy.Ind. Ltd.—Uraga<br>771′ 0″ (incl. BB) 104′ 7″ 41′ 7⅝″<br>731′ 8″ 104′ 4″ 59′ 1″<br>P62′ F65′ 1 dk<br>NS 9BH<br>rf nil WB30648t incl. Comb. btm & side tanks in holds 10256t Topside tanks in holds 6989t | M Bulk Carrier Mchy.aft<br>pt higher tensile steel<br>7 Ho 78¾′, 78¾′, 79¾′, 79¾′, 79¾′, 79¾′, 79¾′<br>G.2877251<br>7 Ha (stl) (46¾′×41¾′) (46¼′, 47¼′, 47¼′, 47¼′, 47¼′, 47¼′, ×51¾′) | Oil 2SA 10Cy. 760×1550 mm<br>16000bhp Sulzer (hvf)<br>Uraga Hvy Ind. Ltd. Tamashima<br>WTAuxB 142℔ e(ex.g) 170℔<br>3×340kW 450V 60c/s 16¾k |
| **E-12-JG**<br><br>**República de Cuba**<br>Flota Camaronera del Caribe<br>Havana Cuban | 107<br>43<br>114 | **✠100A1**<br>trawler<br>**✠LMC** | **1968**–10 S.A. Juliana Const. Gijonesa—Gjn<br>76′ 7″ 21′ 7″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″<br>3BH<br>rf 33″ BK 1″ | M Trawler<br>1 Ho 26¾′<br><br>3 Ha (stl) (2½′×2½′) (6½′×4¾′) (1½′×1¼′) | Vee Oil 4SA 12Cy. 150×150 mm reverse-reduction geared<br>360bhp<br>Moteurs Baudouin Msl<br>2×2½, 1½kW 24/32V d.c. |
| **E-13-JG**<br><br>**República de Cuba**<br>Flota Camaronera del Caribe<br>Havana Cuban | 107<br>43<br>114 | **✠100A1**<br>trawler<br>**✠LMC** | **1968**–10 S.A. Juliana Const. Gijonesa—Gjn<br>76′ 7″ 21′ 7″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″<br>3 BH<br>rf 33″ BK 1″ | M Trawler<br>1 Ho 26¾′<br><br>3 Ha (stl) (2½′×2½′) (6½′×4¾′) (1½′×1¼′) | Vee Oil 4SA 12Cy. 150×150 mm reverse reduction geared<br>360bhp<br>Moteurs Baudouin Msl<br>2×2½, 1½kW 24/32V d.c. |
| **E-14-JG**<br><br>**República de Cuba**<br>Flota Camaronera del Caribe<br>Havana Cuban | 107<br>43<br>114 | **✠100A1**<br>trawler<br>**✠LMC** | **1968**–10 S.A. Juliana Const. Gijonesa—Gjn<br>76′ 7″ 21′ 7″ 10′ 6″<br>65′ 7″ 21′ 0″ 11′ 4″<br>3BH<br>rf 33″ BK 1″ | M Trawler<br>1 Ho 26¾′<br><br>3 Ha (stl) (2½′×2½′) (6½′×4¾′) (1½′×1¼′) | Vee Oil 4SA 12Cy. 150×150 mm reverse reduction geared<br>360bhp<br>Moteurs Baudouin Msl<br>2×2½, 1½kW 24/32V d.c. |
| **E. R. SCALDIA**<br>**H. G. Ahlers**<br>Antwerp Belgium | 20568<br>15714<br>39500 | GL (Class cont.) | **1969** N.V. Boelwerf S.A.—Tamise<br>668′ 6″ (incl. BB) 89′ 6″ 37′ 3⅝″<br>624′ 10″ 89′ 3″ 50′ 10″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 860×1600 mm<br>13800bhp MAN<br>A.C.E.C. Ght |
| **EAGLE GLORY**<br><br>**Glory Shipping S.A.**<br>Panama Panamanian | 25100<br>16300<br>41280 | NK (Class cont.) | **1969** Ishikawajima-Harima Hvy. Ind.—Nga<br>634′ 10″ (incl. BB) 96′ 8″ 37′ 2⅞″<br>603′ 8″ 96′ 5½″ 53′ 2″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 760×1550 mm<br>11200bhp Sulzer<br>Ishikawajima-Harima Hvy. Ind. Aio |

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| 6913182<br>HOJR<br>4540-TJ<br>Df Esd<br>Gc Rdr | **EASTERN BEAUTY**<br><br>**Mascot Shipping Co. S.A.**<br>Panama Panamanian | 6252<br>3809<br>9659 | <br><br>NK (Class cont.) | **1969** Tohoku Zosen—Shiogama<br>418' 0" 62' 8" 23' 9½"<br>387' 1" 62' 4" 31' 4"<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 420×900 mm<br>4400bhp<br>Hitachi Zosen |
| 6914552<br><br><br>Esd Pfd<br>Rdr RT | **EASTERN STAR**<br><br>**Byblos Shipping Co.**<br>Monrovia Liberian | 1100<br>639<br>1600 | 100A1<br>oil tanker<br>Class contemplated | Ast. del Cadagua—Bbo<br>231' 11" 36' 3" 14' 3"<br>213' 2" 36' 1" 16' 9" | M Tanker Mchy.aft | Oil 2SA 6Cy. 320×450 mm<br>1550bhp<br>Atlas-Mak. Masch. |
| 6914784<br>JPUY<br>104715<br>Esd Gc | **EIKAKU MARU**<br><br>**Eiwa Kaiun K.K.**<br>Kobe Japanese | 5836<br>3907<br>9325 | <br><br>NK (Class cont.) | **1968** Usuki Tekkosho—Saiki<br>417' 10" 59' 2" 23' 8"<br>390' 5" 59' 1" 30' 6"<br>1 dk | M Mchy.aft | Oil 4SA 12Cy. 400×460 mm<br>5580bhp Pielstick<br>Ishikawajima-Harima Hvy Ind |
| 6914796<br>JJVT<br>105099<br>Esd Gc<br>Rdr | **EIKEI MARU**<br><br>**Japan Line Ltd. &**<br>**Japan Kinkai K.K.**<br>Tokyo Japanese | 4233<br>2700<br>6665 | <br><br>NK (Class cont.) | **1968** Usuki Tekkosho—Saiki<br>374' 10" 54' 6" 22' 5"<br>344' 6" 54' 5" 27' 6"<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 450×750 mm<br>3500bhp<br>Kobe Hatsudoki Seizosho |
| 5152030<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ELEFTHEROTRIA**<br>exNarwa-68 exVelox-66<br>exHöegh Abeille-64<br>exBandeirante-54<br>exCable Splice-47<br>**Panagia Cia. Nav. S.A.**<br>Panama Panamanian | 3883<br>2205<br>5975 | <br><br>NV | **1945** Pennsylvania Shpyds Inc.—<br>Beaumont<br>338' 10" 50' 1" 23' 5¾"<br>321' 3" 49' 11"<br>P&B 102' F40' 2 dks | M Ref Mchy.aft<br>3 Ho 62½', 77', 65½'<br>G.249670 B.227599 In.10227<br>3 Ha (stl) (20½', 40½', 40½'×20')<br>12W Der 1(30) 10(5) 2(1½) | Oil 2SA 6Cy. 545×735 mm<br>1700bhp<br>Nordberg Mfg Co.<br>2×250kW 110/220V d.c. |
| 6913194<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELIANE**<br><br>**Global Bulk Carriers Inc.**<br>Monrovia Liberian | 31500<br>—<br>69900 | <br><br>AB (Class cont.) | **1969** Hitachi Zosen—Inn<br>792' 4" (incl. BB) 106' 0" 45' 9"<br>754' 7" 105'10" 63' 0"<br>1 dk | M Ore/Oil Mchy.aft | Oil 2SA 8Cy. 840×1800 mm<br>18400bhp B&W<br>Hitachi Zosen |
| 6915594<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ELISABETH OLDENDORFF**<br><br>**Egon Oldendorff**<br>Lübeck W. German | 9400<br>6300<br>15200 | <br><br>GL (Class cont.) | **1969** Bremer Vulkan—Vgk<br>457' 10" 30' 2½"<br>433' 1" 68' 10" 40' 4"<br>2 dks | M Mchy.aft | Oil 2SA 6Cy. 700×1200 mm<br>8400bhp MAN<br>Bremer Vulkan |
| 6913209<br>OVTO<br><br>Df Esd<br>Pfd Rdr<br>RT | **ELSA PANTOS**<br><br>**P. M. Anthonisen**<br>Skagen Danish | 171<br>80<br>158 | <br><br>BV (Class cont.) | **1968** Rosslauer Schiffs.—Rosslau<br>106' 10" 21' 10" 8' 10"<br>96' 10" 21' 8" 10' 9"<br>1 dk | M Fishing Mchy.aft | Oil 4SA 8Cy. 240×360 mm<br>578bhp<br>Schwermasch. Karl Liebknecht |
| 6817003<br>GYQX<br>305459<br>Df Esd<br>Rdr RT | **EMBASSAGE**<br><br>**Hall Bros. S.S. Co. Ltd.**<br>Hall Bros.<br>Newcastle British | T.Mk<br>700<br>440<br>1595<br>1428<br>884<br>2570 | ✠100A1<br>Ice Class 3<br>✠LMC UMS<br>EL M1½"U2 | **1968-8** E. J. Smit & Zn's Scheeps.—<br>Westerbroek<br>253' 3" 39' 0" 18' 10½"<br>230' 2" 38' 9" 22' 6"<br>P50' F36' 2 dks<br>3BH<br>rf 6" WB565t incl. DTf45t | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1500bhp<br>Atlas-Mak Masch.<br>1×30kW 220V d.c.<br>2×84kW 400V 50c/s a.c. |
| 5306370<br>WX5008<br>231083 | **EMERALD C.**<br>exSt. Marie-68<br>exSanta Margarita-59<br>**C-Mar-Co. Inc.**<br>Seattle United States | 240<br>110<br>— | | **1931** Al Larsen—Terminal Island<br>*98·5'* 25' 8"<br>... ... ... | Wood M Fishing | Oil 4SA 6Cy. 320×405 mm<br>350bhp<br>Atlas-Imperial D.E. Co. |
| 6914801<br><br><br>Rdr RT | **EMILIO PANFIDO**<br><br>**Società per Azioni**<br>**Rimorchiatori Riuniti**<br>**"Panfido & C"**<br>Venice Italian | 220<br>—<br>— | <br><br>RI (Class cont.) | **1969** N.V. Schps. v/h H. H. Bodewes—<br>Millingen<br>108' 8" 30' 3" 12' 5"<br>98' 5" 28' 3" 17' 1"<br>1 dk | TM Tug | 2 Oil 4SA each 8Cy. 270×360 m<br><br>Klockner-Humboldt-Deutz<br>Directional propellers |
| 6913211<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENERGY EVOLUTION**<br><br>**Associated Tankers Inc.**<br>Monrovia Liberian | 99332<br>79695<br>213700 | 100A1<br>oil tanker<br>Class contemplated | Sasebo Hvy. Ind.—Sbo<br>1069' 7" (incl. BB) 158' 4" 63' 3½"<br>1026' 11" 158' 1½" 83' 8"<br>1 dk | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>30000shp<br>General Electric Co. |
| 6914162<br>328179 | **EOLE**<br><br>**R. Dufresne**<br>Gaspé Canadian | 124<br>59<br>— | | **1968** Entreprises Mar.—Gaspé<br>*80·3'*<br>... ... ...<br>1 dk | Wood M Fishing | Oil 8Cy. 6½"×8"<br>510bhp<br>Caterpillar Tractor Co. |

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| **EQUITY**<br>exSibella–69<br>**Equity Cia. Nav. S.A.**<br>Monrovia Liberian | **16041**<br>9503<br>24600 | | NV | **1952** Furness S.B. Co. Ltd.—Haverton Hill<br>588′ 10″ 80′ 2″ 33′ 3⅛″<br>561′ 0″ 79′ 10″<br>P110′ B35′ F60′ 1 dk<br>RW | M Tanker Mchy.aft<br>27 Ta<br>L.1200000 | Oil 2SA 6Cy. 670×2320 mm<br>6800bhp Doxford<br>N.E. Mar. Eng. Co. (1938) Ltd. | <br>1824t<br>Wal<br>12½k |
| **ERISKAY**<br>**John Swire & Sons Ltd.**<br>London British | **12460**<br>6800<br>18900 | **100A1**<br>Class contemplated | | Scotts' S.B. & Eng. Co. Ltd.—Grk<br>518′ 2″ 71′ 5″ 30′ 3″<br>490′ 0″ 71′ 3″ 41′ 0″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 7Cy. 680×1250 mm<br>Sulzer<br>Scotts' S.B. & Eng. Co. | <br><br>Grk |
| **ESK QUEEN**<br>exSprightly–69<br>**Eskgarth Shipping Co. Ltd. & Eskglen Shipping Co. Ltd.**<br>Comben Longstaffe Co. Ltd.<br>Newcastle British | **1591**<br>814<br>2244 | **✠100A1**<br>**✠LMC**<br>MN250 | SS 9/68<br>EL p 1$\frac{7}{16}$″SQ | **1959–6** Jos. L. Meyer—Papenburg<br>256′ 0″ 38′ 9″ 16′ 6¾″<br>236′ 3″ 38′ 4½″ 17′ 4″<br>P58′ R dk fwd of P106′ F24′ 1 dk<br>RW 5BH<br>rf nil WB277t | M Mchy.aft<br>3 Ho 48′, 50′, 52¾′<br>G.105664 B.101164<br>3 Ha (stl) (each 36¼′×25′)<br>3W Der 3(3) | Oil 4SA 6Cy. 420×660 mm<br>1500bhp<br>Klöckner-Humboldt-Deutz<br>3×45kW 220V d.c. | <br>135t (d.o)<br>Kln<br>11½k |
| **ESPRESSO PIEMONTE**<br>**Società Traghetti del Mediterraneo S.p.A.**<br>Porto Torres Italian | **1599**<br>—<br>2800 | RI (Class cont.) | | **1969** Cant. Nav. "Luigi Orlando"—Lgn<br>345′ 6″ 57′ 6″ 15′ 11″<br>316′ 7″ 57′ 5″ 35′ 1″<br>2 dks<br>RW | TM Ferry | 2 Oil 4SA each 16Cy. 300×450 mm<br>8000bhp<br>Fiat S.G.M. | <br><br>Tur |
| **ESSO SCOTIA**<br>**Esso (International) Petroleum Co. Ltd.**<br>London British | **130000**<br>90000<br>250300 | AB (Class cont.) | | **1969** A. G. "Wesser"—Bmn<br>1141′ 1″ (incl. BB) 170′ 2″ 65′ 4⅝″<br>1080′ 1″ 169′11″ 84′ 0″<br>1 dk | S Tanker Mchy.aft | 2 S Turb dr geared to sc. shaft<br>31550bhp<br>A.G. "Weser" | <br>(o.f)<br>Bmn |
| **EUROPA PRIMA**<br>**Ciro Scognamiglio & Fratelli**<br>Ancona Italian | **100**<br>38<br>— | RI (Class cont.) | | **1969** Cant. Nav. Mario Morini—Anc<br>93′ 2″ 22′ 6″<br>70′ 6″ 21′ 0″ 11′ 1″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy.<br>Atlas-Mak. Masch. | <br>Kel |
| **EVGENIA CHANDRIS**<br>**Chandris Shipping Co. Ltd.**<br>Chandris (England) Ltd.<br>London British | **103194**<br>73933<br>— | **100A1**<br>oil tanker<br>Class contemplated | | Odense Staalskibs. A/S—Lindø<br>1079′ 7″ (incl. BB) 143′ 8″ 65′ 0″<br>1026′ 11″ 143′ 6″ 84′ 4″<br>1 dk | S Tanker Mchy.aft | S Turb dr geared<br>28000shp<br>Stal-Laval Turb. Co. | <br>(o.f)<br>Finspong<br>16½k |
| **EXPO**<br>exWaverstroom–69 exExpo–60<br>**Rederij "Expo"**<br>W. F. Kampman's Bevrachtingsbedrijf<br>Delfzijl Netherland | **489**<br>282<br>675 | | AB | **1959** Scheeps. "Voorwaarts"—Martenshoek<br>170′ 4″ 27′ 11″ 10′ 8⅞″<br>156′ 5″ 27′ 7″ 11′ 8″<br>P39′ F22′ 1 dk<br>RW<br>rf nil | M Mchy.aft<br>1 Ho 102½′<br>B.31000<br>2 Ha (each 36¼′×16¼′)<br>Der 2(2) | Oil 4SA 6Cy. 320×480 mm<br>750bhp<br>Motorenw. Mannheim | <br>74t<br>Mhm |
| **FAIENCE**<br>**London & Rochester Trading Co. Ltd.**<br>Rochester British | **424**<br>262<br>620 | **100A1**<br>Class contemplated | | Schpsw. Bodewes Gruno—Foxhol<br>156′ 8″ 28′ 11″ 10′ 2″<br>144′ 4″ 28′ 6″ 11′ 4″<br>1 dk | M Mchy.aft | Oil 4SA 8Cy. 165×184 mm<br>320bhp<br>Bergius-Kelvin Co. Ltd. | <br><br>Gls<br>10k |
| **FAIR ISLAND**<br>exSealove–69<br>exCaptain Hornblower–67<br>exHornblower–65<br>**Pan Asiatic Lines Inc.**<br>Panama Panamanian | **11102**<br>6408<br>16390 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>MN1100 | Dr 4 yrs–9/65<br>EL f†2¼″SQ | **1951–8** C. Connell & Co. Ltd.—Gls<br>537′ 4″ 67′ 5″ 30′ 2¼″<br>506′ 1″ 67′ 0″ 37′ 2″<br>P101′ B43′ F62′ 1 dk<br>RW 14BH<br>WB1039t incl. DTf723t | M Tanker Mchy.aft<br>21 Ta<br>L.765640 HeCls. BC | Oil 2SA 5Cy. 740×1500 mm exhaust 500 mm<br>5500bhp<br>J. G. Kincaid & Co. Ltd.<br>2AuxB 180℔ | <br>1362t–22pd<br>Grk<br>13k |
| **50 LET VLKSM**<br>**U.S.S.R.**<br>Russian | **1110**<br>—<br>— | | | **1969** Mathias-Thesen-Werft—Wismar<br>214′ 11″ 11′ 10″<br>196′ 3″ 36′ 5″ 17′ 7″<br>2 dks | M Fishing Ref Mchy.aft<br>2 Cr | Oil 4SA 8Cy. 320×480 mm<br>825bhp<br>Schwermasch. Karl Liebknecht<br>3×272, 272, 192kW 380V a.c. | <br><br>Mgd |
| **FLAMINGO**<br>**U.S.S.R.**<br>Russian | **2657**<br>1139<br>1152 | | | **1968** Volkswerft Stralsund—Stralsund<br>269′ 7″ 44′ 9″ 16′ 5″<br>239′ 6″ 44′ 7″ 31′ 2″<br>2 dks | M Stern Trawling Factory Ship Ref<br>3 Ho<br>In.37963<br>4W Der 4 | 2 Oil 4SA each 8Cy. 320×480 mm geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknecht<br>4×256kW 380V a.c.<br>Controllable pitch propeller | <br><br><br>Mgd |

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| 5024453<br>SWEF<br>Df Esd<br>Gc Rdr | **FRATERNITY**<br>exArgy–69 exArkansas–66<br>**Dicta Maritime Corp.**<br>Piræus Greek | 2497<br>1337<br>4035<br>3591<br>2528<br>4785 | BV | 1947 Helsingörs Jernsk—Hsg<br>351' 0" 47' 2" 20' 6¾"/22' 7"<br>47' 0"<br>F72' 1 dk & S dk<br>rf 6" | M (12P) Ref OSD/CSD<br>5 Ho 44½', 49½', 50½', 55½', 44½'<br>G.265100 B.246850<br>5 Ha (24½', 29', 26½', 26½', 20'×19½')<br>10W Der 1(15) 10(3) | Oil 2SA 8Cy. 500×900 mm<br>3200bhp B&W<br>Helsingörs Jernsk.<br>3×80kW 220V d.c. |
| 6913235<br>DDXR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FREYBURG**<br>**Deutsche Seereederei**<br>Rostock E. German | 5578<br>2995<br>8210<br>8812<br>5006<br>10080 | DSRK (Class cont.) | 1969 Warnowwerft—Warnemünde<br>492' 7" 23' 10½"/26' 11½"<br>452' 9" 66' 3" 38' 4"<br>1 dk & S dk | M Ref OSD/CSD | Oil 2SA 8Cy. 700×1200 mm<br>11200bhp MAN<br>Dieselmotorenwerk |
| 5383079<br>PIHM<br>Df Esd<br>Rdr<br>RTm/v | **FRISIAN EXPRESS**<br>exVliestroom–69<br>**N.V. Vroon's Handel & Scheepv. Onderneming. Firma Buitelaar N.V. & G. J. Meppelder**<br>Breskens Netherland | 500<br>219<br>757 | BV | 1957 Arnhemsche Schps. Maats.—Ahm<br>224' 11" 32' 4" 11' 8"<br>202' 11" 32' 2" 19' 3"<br>1 dk & S dk<br>RW<br>rf 2" | M (2P) Ref OSD Mchy.aft<br>3 Ho 35', 45½', 26½'<br>G.50401 B.44262<br>2 Ha (33½', 52½' comb.×19½')<br>Der 4(3½) | Oil 2SA 8Cy. 390×680 mm<br>1030bhp<br>N.V. Werkspoor<br>3×105, 105, 52½kW 380V 50c/s |
| 6914825<br>Rdr RT | **FUJI MARU No. 15**<br>**Fuji Unyu K.K.**<br>Osaka Japanese | 1495<br>—<br>3000 | | 1969 Shin Yamamoto Zosen—Kochi<br>38' 1"<br>247' 9" 38' 0" 20' 0"<br>1 dk<br>RW | M Tanker Mchy.aft | 2 Oil 4SA each 8Cy. 260×3<br>geared to sc. shaft<br>4000bhp<br>Daihatsu Kogyo |
| 6914837<br>Df Esd<br>Gc Rdr | **FUKUUN MARU No. 18**<br>**Fujisawa Kisen K.K.**<br>Imabari Japanese | 2990<br>—<br>5500 | NK (Class cont.) | 1969 Imabari Zosen—Imabari<br>51' 7" 19' 8"<br>308' 5" 51' 6" 26' 3"<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 450×750 mm<br>3800bhp<br>Kobe Hatsudoki Seizosho |
| 6914849<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUOHSAN MARU**<br>**Mitsui-O.S.K. Lines K.K.**<br>Osaka Japanese | 63300<br>—<br>109000 | | 1969 Hitachi Zosen—Inn<br>856' 4" (incl. BB) 132' 0" 50' 1"<br>820' 3" 131'10" 70' 3"<br>1 dk | M Ore/Oil Carrier Mchy.aft | Oil 2SA 9Cy. 840×1800 mm<br>23200bhp B&W<br>Hitachi Zosen |
| 6722650<br>328381<br>Esd Pfd<br>Rdr RT | **G. C. GLOBAL**<br>**Canapro Ltd.**<br>Paspebiac Canadian | 130<br>65<br>— | ✠100A1<br>trawler<br>Str. nav. ice<br>**LMC**<br>MN99 | 1967–4 Ch. Mar. Paspebiac Inc.—Paspebiac<br>82' 2" 22' 7"<br>73' 8" 21' 6" 11' 0"<br>F13'<br>4BH<br>rf 50" BoxK | M Trawler Mchy.aft | Vee Oil 4SA 8Cy. 6½"×8" sr<br>geared<br>499bhp<br>Caterpillar Tractor Co.<br>2×20kW 230V 60c/s a.c. |
| 6903606<br>328388<br>Df Esd<br>Rdr RTh | **G. C. GORTON**<br>**Canapro Ltd.**<br>Paspebiac Canadian | 197<br>86<br>— | ✠100A1<br>fishing vessel<br>Str. nav. ice<br>**LMC** | 1968–11 Ch. Mar. Paspebiac Inc.—Paspebiac<br>99' 6" 25' 4" 11' 7"<br>86' 8" 24' 6" 13' 9"<br>F38' RAD15'<br>rf — | M Fishing<br>1 Ho<br>1 Ha (stl) (10'×10')<br>Der 1(3) | Oil 4SA 8Cy. 6½"×8" sr reverse<br>565bhp<br>Caterpillar Tractor Co.<br>2×40kW 220V 60c/s a.c. |
| 6719354<br>328384<br>Esd Pfd<br>Rdr RT | **G. C. MacDONALD**<br>**Canapro Ltd.**<br>Paspebiac Canadian | 130<br>65<br>— | ✠100A1<br>trawler<br>Str. nav. ice<br>**LMC**<br>MN99 | 1967–6 Ch. Mar. Paspebiac Inc.—Paspebiac<br>82' 2" 22' 7"<br>73' 8" 21' 6" 11' 0"<br>F13'<br>4BH<br>rf 50" BoxK | M Trawler Mchy.aft | Vee Oil 4SA 8Cy. 6½"×8" sr<br>geared<br>499bhp<br>Caterpillar Tractor Co.<br>2×20kW 230V 60c/s a.c. |
| 6828131<br>336928 | **G.W. 133**<br>**Wimpey (Marine) Ltd.**<br>London British | 165<br>165<br>— | ✠100A<br>U.K. coasting service<br>EL A | 1968–10 Appledore S.B. Ltd.—Apl<br>100' 2" 30' 2" 5' 10½"<br>100' 0" 30' 0" 7' 0"<br>1 dk<br>4BH<br>rf nil | Barge | |
| 5240411<br>DDGY<br>Df Esd<br>RT | **GAELIC**<br>exLeptis–69 exMonte Cinto–63<br>Launched as Con Amore<br>**STAR Reedereikontor G.m.b.H. & Co. K.G.**<br>Brake W. German | 500<br>265<br>975 | BV | 1958 Schps. v/h De Groot & v. Vliet—Slikkerveer<br>214' 8" 32' 10" 12' 2½"<br>191' 11" 32' 6"<br>P53' B16' F35' 1 dk & S dk<br>RW | M OSD Mchy.aft<br>G.68283 B.63333<br>2 Ha (each 43½'×19')<br>4W Der 4(3–5) | Oil 4SA 8Cy. 320×480 mm<br>1000bhp<br>Motorenw. Mannheim |
| 6912253<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAY LUSSAC**<br>**Transoceangas Shipping**<br>Panama Panamanian | 27100<br>—<br>27200 | | 1969 Ch. Nav. de La Ciotat—La Ciotat<br>633' 3" 95' 3" 32' 6"<br>597' 1" 95' 1½" 62' 0"<br>1 dk | M Liquefied Gas Carrier Ref<br>Mchy.aft | Oil 2SA 6Cy. 900×1600 mm<br>13800bhp<br>Fiat S.G.M. |

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| **GERALDINE**<br>exElse Mærsk-69<br>**Geraldine Transport Corp.**<br>Monrovia Liberian | 3367<br>1832<br>5059<br>4695<br>2662<br>— | ✠100A1 SS 10/64<br>tunnel side tanks & DTm<br>—oil FP above 150° F.<br>DTm—vegetable oil or<br>latex<br>✠LMC<br>MN728 EL x1⅞″SQ | 1950–1 Mitsui S.B. & E. Co. Ltd.—Tmn<br>393′ 2″ 52′ 1″ 21′ 8½″/—<br>360′ 0″ 52′ 0″ 31′ 0″<br>P17′ F79′ 1 dk & S dk<br>RW Coll BH to S dk 6 to 2nd dk<br>WB1764t incl. Tunnel tank 136t DTm320t | M OSD/CSD<br>5 Ho<br>G.350000 B.323000<br>5 Ha (27′×17′) (35½′×18½′)<br>(30¾′, 30¾′×18½′) (28½′×17′)<br>16W Der 4(25) 5(10) 11(5) | Oil 2SA 7Cy. 620×1150 mm<br>3640bhp B&W 968t<br>Mitsui S.B. & E. Co. Ltd. Tmn<br>AuxB 100℔ 14¾k |
| **GERDT OLDENDORFF**<br>**Egon Oldendorff**<br>Lübeck W. German | 9800<br>—<br>16260 | GL (Class cont.) | **1969** A.G. "Weser" Werk Seebeck—Bhn<br>491′ 5″ 68′ 11″<br>456′ 10″ 68′ 10″ 40′ 2″ | M CSD Mchy.aft | Oil 4SA 8Cy. 400×540 mm<br>8690bhp<br>Masch. Augsburg-Nürnberg |
| **GEROI ELTIGENA**<br>**U.S.S.R.**<br>Poti Russian | 4229<br>1670<br>2600 | 100A1<br>Class contemplated | N.V. Kon. Maats. "De Schelde"—Fls<br>339′ 11″ 54′ 7″ 18′ 0½″<br>298′ 7″ 54′ 6″ 37′ 1″<br>2 dks | M Fish Factory Ref | Oil 2SA 8Cy. 480×700 mm<br>3000bhp Sulzer<br>N.V. Kon. Maats. "De Schelde" Fls<br>Controllable pitch propeller |
| **GIACALONE**<br>**Ignazio Giacalone**<br>Trapani Italian | 110<br>60<br>190 | R! (Class cont.) | **1968** Cant. Nav. Latini Nicola—S. Benedetto del Tronto<br>94′ 5″ 21′ 7″ 11′ 5¼″<br>72′ 6″ 10′ 5″<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy.<br>450bhp<br>Klöckner-Humboldt-Deutz |
| **GIBMAC**<br>exKarani-69<br>exEmpire Fabian-47<br>**L. M. Gibbs & M. McIntosh**<br>Georgetown, Guyana British | 411<br>178<br>441 | **BS✻** SS 1/65<br>Caribbean Sea service including voyages to Barbados and French Guiana<br>**MBS✻**<br>MN60 CT398 (C20) | **1944**–7 Henry Scarr Ltd.—Hessle<br>148′ 2″ 27′ 2″ 9′ 7″<br>141′ 0″ 27′ 0″ 11′ 0″<br>P38′ F114′ Trunk 82′ 1 dk<br>4BH<br>WB167t | M Mchy.aft<br>2 Ho 40′, 42′<br>G.18300<br>2 Ha (19½′, 26′×14′)<br>2W Der 2(1½) | Oil 4SA 5Cy. 260×370 mm sr geared<br>300bhp NE✻8/50 23t (d.o)<br>Ruston & Hornsby Lcn<br>2×6kW 110V d.c. 7k |
| **GIOVANNI GANCITANO**<br>**Giovanni & Giacomo Gancitano**<br>Trapani Italian | 118<br>45<br>— | RI (Class cont.) | **1969** G. Rondolini & Figli—Pesaro<br>91′ 2″ 21′ 7″ 8′ 8″<br>77′ 1″ 21′ 0″ 11′ 1″<br>1 dk | Wood M Trawler Mchy.aft | Oil 4SA 8Cy. 250×350 mm<br>Motorenw. Mannhein Mhm |
| **GIRONDE**<br>exPetro-Gironde-69 exDoha-66<br>**Locafrance-Service**<br>French | 15880<br>9091<br>24409 | BV | **1952** Nederl. Dok & Schps.—Ams<br>603′ 1″ 76′ 9″ 31′ 11″<br>... ... ...<br>P139′ B43′ F59′ 1 dk<br>RW | M Tanker Mchy.aft<br>24 Ta<br>L.1143000 HeCls. B<br>1 Ha (13½′×10′)<br>Der 4(5) 1(½) | Oil 2DA 7Cy. 720×1200 mm<br>7000bhp 1831t (d.o)–32pd<br>Gebr. Stork & Co. N.V. Ams<br>3×225, 180, 180kW 380V 50c/s a.c.<br>13½k |
| **GIULIA**<br>exYannakis Fanis-69<br>exEffra-67<br>**Lucien Declus Shipping Co.**<br>Panama Panamanian | *2701*<br>*1491*<br>4075 | ✠100A1 SS 7/66<br>✠LMC<br>MN256 EL t | **1946**–1 S. P. Austin & Son Ltd.—Sld<br>319′ 4″ 44′ 2″ 19′ 2½″<br>304′ 0″ 44′ 0″ 21′ 4″<br>Q184′ F30′ 1 dk<br>R NS 6BH<br>rf 3″ WB1287t incl. DTm207t | S Mchy.aft<br>4 Ho 47¼′, 51¾′, 47¾′, 47¼′<br>B.180000<br>4 Ha (stl) (33¾′×27′) (36′, 33¾, 33¾′×29′) | T 3Cy. 18½″ 29″ & 52″×39″<br>1625ihp (o.f)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sld<br>2 SB 220℔ Spt hs(5190) 6cf<br>1×15kW 110V d.c. 10k |
| **GIULIA BERLINGIERI**<br>**Società Marittima Smeralda**<br>Palermo Italian | 499<br>—<br>1200 | R! (Class cont.) | **1969** Cant. Nav. Sgorbini—Spz<br>211′ 7″ 32′ 10″ 12′ 10″<br>183′ 7″ 32′ 9″ 14′ 1″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 320×450 mm<br>1000bhp<br>Atlas-Mak. Masch. Kel |
| **GLAROS**<br>exPolikos-68 exGroenland-59<br>**Transport & Shipping Co. Polikos S.A.**<br>Piræus Greek | 1179<br>568<br>1430 | BV | **1930** Cox & Co. (Engineers) Ltd.—Fal<br>*213·3′* 34′ 10″<br>... ... ...<br>R | M Trawler | Oil<br>NE— |
| **GLORIA**<br>exKoei Maru-69<br>**Far East Henrique-Maritime Corp.**<br>Monrovia Liberian | 12219<br>6533<br>18718 | BV | **1953** Mitsubishi Nippon Hvy Ind.—Yka<br>575′ 9″ 70′ 11″ 30′ 1″<br>534′ 9″ 70′ 10″ 39′ 0″<br>P126′ F44′ 1 dk<br>RW | M Tanker Mchy.aft<br>27 Ta<br>L.841807 | Oil 2SA 10Cy. 720×1300 mm<br>7000bhp MAN 1706t–27pd<br>Mitsubishi Nippon Hvy Ind. Yka<br>2×275kW 230V a.c. 13½k |
| **GOROHOVETS**<br>**U.S.S.R.**<br>Izmail Russian | 1865<br>938<br>— | | **1968** .....................Giurgiu | M | Oil |
| **GOSEI MARU**<br>**Fuso Kaiun K.K.**<br>Kobe Japanese | 3830<br>2450<br>5993 | NK (Class cont.) | **1968** Hayashikane Zosen—Smk<br>356′ 6″ 53′ 11″ 22′ 8″<br>329′ 5″ 53′ 10″ 26′ 11″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 450×750 mm<br>3800bhp<br>Kobe Hatsudoki Seizosho Kob |

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|---|---|---|---|---|---|---|
| 6825751<br>GYVU<br>334952<br>Df Esd<br>Gc Rdr<br>RTv | **GRAIGFFION**<br>**Graig Shipping Co. Ltd.**<br>Idwal Williams & Co. Ltd.<br>Cardiff British | 18453<br>12133<br>31600 | ✠100A1<br>strengthened for ore cargoes Nos. 2 & 6 holds may be empty<br>✠LMC<br>EL G†2¼"U2 | **1968-12** Scotts' S.B. & Eng. Co. Ltd.—Grk<br>610' 6" (incl. BB) 82' 9" 35' 6"<br>572' 1" 82' 6" 47' 3"<br>P103' F53' 1 dk<br>NS 9BH<br>rf 4" DK fwd WB11623t incl. Comb. btm & side tanks in holds 5395t Topside tanks in holds 3273t | M Bulk Carrier Mchy.aft<br>7 Ho 58½', 60', 63', 60', 63', 60', 65'<br>G.1430285 B.1274069<br>7 Ha (stl) (36', 39', 39', 36½', 39', 39', 39'×42')<br>14W Der 14(10) 1(4) 1(1) | Oil 2SA 6Cy. 760×1550 mm<br>9470bhp Sulzer 1489t (hvf)<br>Scotts' S.B. & Eng. Co.<br>AuxB (o.f) 105lb AuxB (ex.g)<br>3×350kW 440V 60c/s a.c. |
| 5190733<br>5LAD<br>3214<br>Df Esd<br>Gc Rdr<br>RT | **GRAND FAIR**<br>exKochi Maru–69<br>**United Forward Marine Corp.**<br>Monrovia Liberian | 7161<br>4109<br>10135 | BV | **1952** Nishi Nippon Jukogyo—Nag<br>463' 9" 60' 4" 26' 7"<br>434' 1" 60' 2" 33' 5"<br>P24' B136' F33' 2 dks<br>RW | M<br>6 Ho<br>G.557711 B.521093<br>6 Ha (28½', 38', 32½', 21½', 35½' 30½'×23')<br>18W Der 1(30) 6(10) 12(5) | Oil 2SA 7Cy. 720×1250 mm<br>5000bhp<br>Nishi Nippon Jukogyo<br>3×200kW 230V d.c. |
| 5053430<br>SGWM<br>10935<br>RTv | **GRANDEZZA**<br>exBritten I–63<br>exBritmex No. 7–66<br>**Rederi A/B Heimdal**<br>Björn Trapp<br>Gothenburg Swedish | 619<br>571<br>— | ✠A1 TD 7/68<br>sand & gravel carrier for Inner Coasting service between Gothenburg & Stromstad<br>LMC<br>MN60 EL (h) | **1920-6** Harland & Wolff Ltd.—Gls<br>160' 0" 36' 2"<br>155' 0" 36' 0" 8' 8"<br>1 dk<br>R 5BH<br>rf nil conv oil barge 69 | TM Sand Carrier<br>Self unloader | 2 Vee Oil each 12Cy. 110×<br>300bhp NE1/60<br>Klöckner-Humboldt-Deutz<br>1×5kW 110V d.c.<br>Removable directional propel |
| 6915673<br>332548 | **GREAT ABACO**<br>exGulf Tide–69<br>**Bamar Marine Co. Ltd.**<br>Nassau British | 365<br>232<br>— | | **1955** American Marine Corp.—N.Os<br>*136·0'*<br>... ... ...<br>1 dk | TM | 2 Oil each 6Cy. 5"×5½"<br>General Motors Corp. |
| 6904648<br>Df Esd<br>Gc Rdr<br>RT | **GREGORIO NAPOLEONE**<br>Launched as Agostino Napoleone<br>**Società Marnavi**<br>Palermo Italian | 1599<br>—<br>4150 | | **1969** Cant. Nav. Breda—Ven<br>288' 9" 43' 4" 19' 0"<br>259' 10" 43' 3½" 22' 7"<br>1 dk | M Chemical Tanker Mchy.aft | Oil 4SA 8Cy. 400×580 mm<br>2000bhp<br>Klöckner-Humboldt-Deutz |
| 6912803<br>Df Esd<br>Gc Rdr<br>RT | **GREY-FISH**<br>**Rederij "Grey-Fish"**<br>Vroon N.V.<br>Breskens Netherland | 255<br>83<br>200 | BV (Class cont.) | **1969** Ziegler Frères—Dnk<br>133' 9" 25' 7" 10' 6"<br>121' 2" 24' 11" 12' 5"<br>1 dk | TM Supply Ship (24P)<br>2W Der 1(25) | 2 Oil 4SA each 8Cy. 250×30<br>2200bhp<br>Nydqvist & Holm A/B<br>2×120, 60kW 380V 50c/s a.c.<br>Thw. thrust propeller fwd<br>Controllable pitch propellers |
| 6914174<br>Df Esd<br>Gc Rdr | **GRIGORY POLUYANSKY**<br>**U.S.S.R.**<br>Russian | 2944<br>—<br>— | | **1968** Stocznia Gdanska —Gdk<br>272' 8" 45' 5" 18' 0½"<br>45' 3" 32' 0"<br>2 dks | M Stern Trawling Factory Ship Ref<br>5 Ho<br>7 Ha<br>4W Der 2(2) 2(1½) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer |
| 5138228<br>VWZR<br>144270<br>RTv | **GUNGA**<br>**Cochin Port Trust**<br>Calcutta Indian | 4285<br>2393<br>4000 | ✠100A1 TD 8/67<br>hopper dredger<br>✠LMC | **1921-9** W. Simons & Co. Ltd.—Rnf<br>371' 0" 57' 8" 18' 5½"<br>362' 0" 57' 6" 24' 6"<br>1 dk<br>R 7BH | TS Suction Hopper Dredger | T 6Cy. 20" 32" & 54"×27"<br>2500ihp<br>W. Simons & Co. Ltd.<br>4SB 180lb hs(10382) 12cf<br>2×50kW 220V d.c. |
| 6824757<br>Df Esd<br>Gc Rdr<br>RT | **GURE CAMPOLIBRE**<br>**Atunera Vasco-Canaria S.A.**<br>Bermeo Spanish | 400<br>—<br>300 | | **1968** Maritima de Axpe S.A.—Bbo<br>135' 10" 30' 7" 13' 2"<br>118' 2" 30' 6" 14' 9"<br>1 dk | M Trawler | Oil 4SA 8Cy. 220×280 mm<br>960bhp<br>Klöckner-Humboldt-Deutz |
| 6912645<br>SPYQ | **GWARDIA LUDOWA**<br>**Polish Government**<br>Polish Ocean Lines<br>Gdansk Polish | 5621<br>3169<br>9431<br>8590<br>5021<br>11684 | PR | **1968** Stocznia im. Komuny Paryskiej—Gdy<br>500' 8" 63' 9" 25' 4"/28' 9½"<br>464' 8" 63' 6" 38' 3"<br>1 dk & S dk | M OSD/CSD<br>5 Ho<br>G.637876 B.590839<br>5 Ha (29½'×23') (45½', 45½', 39½', 39½'×29½')<br>Der 1(50) 1(30) 1(10) 10(5) 2(1½) | Oil 2SA 6Cy. 680×1250 mm<br>7200bhp Sulzer<br>H. Cegiselski<br>3×320, 320, 200kW 400V a.c. |
| 6418467<br>VGWT<br>319990<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **H 1060**<br>exM. J. Boylen–68<br>**Engineering Consultants Ltd.**<br>Kent Line Ltd.<br>St. John, N.B. Canadian | 21372<br>13977<br>30644 | ✠100A1<br>oil tanker Nos. 2 & 4 centre tanks empty or strengthened for ore cargoes in Nos. 2, 4 & 6 or Nos. 2–7 centre tanks—remaining tanks empty<br>✠LMC<br>MN2750 EL o†2¾"SQ | **1964-7** St. John S.B. & D.D. Co. Ltd.—St.J<br>690' 4" 75' 5" 35' 11½"<br>649' 0" 75' 0" 48' 0"<br>P111' F55' 1 dk<br>RW 10BH<br>rf nil WB21078t | S Ore/Oil Carrier Mchy.aft<br>6 Ho 80', 80', 80', 80', 80', 40' 31 Ta<br>G.856570 L.1141000 HeCls. B<br>10 Ha (each 30'×32') 1 Ha (15'×32')<br>Cr 3(7½) | 2 S Turb dr geared to sc. shaft<br>13750shp 1855t<br>Canadian Gen. Elec. Co.<br>Peterboro<br>2WTB 750lb Spt 850° F. 635lb<br>2×750kW 440V 60c/s a.c.<br>Thw. thrust contr. pitch prope |
| 6913247<br>PEMS<br>14801<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **H.A.M. 308**<br>**N.V. Hollandsche Aanneming Maats. N.V.**<br>Rotterdam Netherland | 6024<br>3037<br>10013 | BV (Class cont.) | **1968** Smit. Kinderdijk V.O.F.—Kinderdijk<br>373' 4" 61' 9" 27' 10½"<br>342' 10" 61' 8" 34' 9"<br>1 dk | TM Suction Hopper Dredger Mchy.aft<br>Cr 1(12) 2(5) | 2 Oil 2SA each 20Cy. 300×<br>7320bhp<br>3×195kW 380V 50c/s a.c.<br>3×190kW 220V d.c.<br>Controllable pitch propellers |

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| **HAE YEON No. 57**<br>**The Central Federation of Fisheries Cooperatives**<br>Pusan S. Korean | 134<br>60<br>— | | 1968 Usuki Tekkosho—Usuki<br>114′ 5″ 20′ 1″ 7′ 10″<br>95′ 10″ 20′ 0″ 9′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>550bhp<br>Usuki Tekkosho Usuki |
| **HAE YEON No. 58**<br>**The Central Federation of Fisheries Cooperatives**<br>Pusan S. Korean | 136<br>61<br>— | | 1968 Usuki Tekkosho—Usuki<br>114′ 6″ 20′ 1″ 7′ 10″<br>95′ 10″ 20′ 0″ 9′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>550bhp<br>Usuki Tekkosho Usuki |
| **HAE YEON No. 61**<br>**The Central Federation of Fisheries Cooperatives**<br>Pusan S. Korean | 134<br>59<br>— | | 1968 Usuki Tekkosho—Usuki<br>114′ 6″ 20′ 1″ 7′ 10″<br>95′ 10″ 20′ 0″ 9′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>550bhp<br>Usuki Tekkosho Usuki |
| **HAE YEON No. 62**<br>**The Central Federation of Fisheries Cooperatives**<br>Pusan S. Korean | 135<br>61<br>— | | 1968 Usuki Tekkosho—Usuki<br>114′ 6″ 20′ 1″ 7′ 10″<br>95′ 10″ 20′ 0″ 9′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×440 mm<br>550bhp<br>Usuki Tekkosho Usuki |
| **HAE YEON No. 65**<br>**The Central Federation of Fisheries Cooperatives**<br>Pusan S. Korean | 134<br>60<br>— | | 1968 Usuki Tekkosho—Usuki<br>114′ 6″ 20′ 1″ 7′ 10″<br>95′ 10″ 20′ 0″ 9′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>550bhp<br>Usuki Tekkosho Usuki |
| **HAE YEON No. 66**<br>**The Central Federation of Fisheries Cooperatives**<br>Pusan S. Korean | 135<br>62<br>— | | 1968 Usuki Tekkosho—Usuki<br>114′ 6″ 20′ 1″ 7′ 10″<br>95′ 10″ 20′ 0″ 9′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>550bhp<br>Usuki Tekkosho Usuki |
| **HAE YEON No. 67**<br>**The Central Federation of Fisheries Cooperatives**<br>Pusan S. Korean | 134<br>60<br>— | | 1968 Usuki Tekkosho—Usuki<br>114′ 6″ 20′ 1″ 7′ 10″<br>95′ 10″ 20′ 0″ 9′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>550bhp<br>Usuki Tekkosho Usuki |
| **HAE YEON No. 68**<br>**The Central Federation of Fisheries Cooperatives**<br>Pusan S. Korean | 135<br>62<br>— | | 1968 Usuki Tekkosho—Usuki<br>114′ 6″ 20′ 1″ 7′ 10″<br>95′ 10″ 20′ 0″ 9′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>550bhp<br>Usuki Tekkosho Usuki |
| **HAE YEON No. 71**<br>**The Central Federation of Fisheries Cooperatives**<br>Pusan S. Korean | 135<br>60<br>— | | 1969 Usuki Tekkosho—Usuki<br>114′ 6″ 20′ 1″ 7′ 10″<br>95′ 10″ 20′ 0″ 9′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>550bhp<br>Usuki Tekkosho Usuki |
| **HAE YEON No. 72**<br>**The Central Federation of Fisheries Cooperatives**<br>Pusan S. Korean | 135<br>60<br>— | | 1969 Usuki Tekkosho—Usuki<br>114′ 6″ 20′ 1″ 7′ 10″<br>95′ 10″ 20′ 0″ 9′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>550bhp<br>Usuki Tekkosho Usuki |
| **HAE YEON No. 76**<br>**The Central Federation of Fisheries Cooperatives**<br>Pusan S. Korean | 135<br>61<br>— | | 1968 Usuki Tekkosho—Usuki<br>114′ 6″ 20′ 1″ 7′ 10″<br>95′ 10″ 20′ 0″ 9′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>550bhp<br>Usuki Tekkosho Usuki |
| **HAE YEON No. 77**<br>**The Central Federation of Fisheries Cooperatives**<br>Pusan S. Korean | 135<br>61<br>— | | 1969 Usuki Tekkosho—Usuki<br>114′ 6″ 20′ 1″ 7′ 10″<br>95′ 10″ 20′ 0″ 9′ 2″<br>1 dk | M Fishing Mchy.aft | Oil 4SA 6Cy. 280×400 mm<br>550bhp<br>Usuki Tekkosho Usuki |
| **HAFENTOR**<br>exNVG 3–69<br>**NVG Nordsee Versorgungsschiffahrt G.m.b.H.**<br>Tankreederei de Vries & Co. K.G.<br>Hamburg W. German | 497<br>128<br>795 | GL | 1965 J. G. Hitzler—Lauenburg<br>173′ 11″ 36′ 11″ 11′ 0″<br>160′ 10″ 36′ 1″ 13′ 3″<br>B47′ 1 dk | TM Supply Ship Mchy.aft | 2 Oil 4SA each 12Cy. 180×220 mm<br>1900bhp<br>Motorenw. Mannheim Mhm<br>12½k |
| **HAGIT**<br>**Israel Ports Authority**<br>Ashdod Israel | 145<br>—<br>66 | ✠100A1<br>tug<br>Eastern Mediterranean & Red Sea service<br>✠LMC<br>EL $\frac{13}{16}$″U1 | 1968–11 Israel Shipyards Ltd.—Hfa<br>88′ 0″ 25′ 11″ 9′ 6″<br>73′ 10″ 24′ 11″ 12′ 9″<br>3BH<br>rf 31″ WB30t | M Tug | 2 Oil 4SA each 6Cy. 220×280 mm geared to sc. shaft<br>Klöckner-Humboldt-Deutz Kln<br>2×60kW 400V 50c/s a.c. |

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| 6912413<br><br><br>Rdr RT | **HALSA**<br><br>**Möre og Romsdal**<br>**Fylkesbåtar**<br>Molde Norwegian | 250<br>—<br>— | <br><br>NV (Class cont.) | **1968** Sterkoder M/V A/S—Kristiansund<br>129' 7"<br>124' 7" 21' 1½" 12' 6"<br>1 dk | M Ferry Mchy.aft | Oil 4SA<br><br>Klöckner-Humboldt-Deutz |
| 6809719<br>SKHO<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAMLET**<br><br>**Svenska Rederi A/B**<br>**Öresund**<br>Malmö Swedish | 2089<br>788<br>600 | ✠100A1<br>Kattegat and Baltic<br>Service<br>Ice Class 1<br>✠LMC | **1968**–12 Fr. Lürssen—Vgk<br>241' 2" 55' 3" 12' 6½"<br>211' 8" 54' 1½" 32' 10"<br>B126' 2 dks<br>9BH to 2nd dk<br>rf 6" WB321t | TM Ferry<br>Bow & Stern doors | 2 Oil 4SA 8Cy. 320×450 mm<br>3200bhp<br>Atlas-Mak Masch.<br>3×332kW 400V 50c/s a.c.<br>Controllable pitch propellers<br>Thw. thrust contr. pitch prop |
| 6820866<br>OGUB<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **HAMNÖ**<br><br>**Mariehamns Rederi A/B**<br>F:a Gustaf Erikson<br>Mariehamn Finnish | T.Mk<br>1599<br>740<br>2510<br>2929<br>1545<br>4075 | ✠100A1<br>Ice Class 1<br>✠LMC<br><br>EL S 1¾"U2 | **1968**–6 A/B Finnboda Varf—Skm<br>307' 9" 47' 9" 16' 8"<br>278' 10" 47' 7" 25' 11"<br>P67' F34' 2 dks<br>4BH<br>rf 2" WB613t incl. DT175t | M Mchy.aft<br>4 Ho 34', 47', 49', 51'<br>G.198661 B.183577<br>4 Ha (stl) (27¾'×28½') (38½', 40½',<br>40½'×37½')<br>Cr 2(10) 2(5) | Oil 4SA 8Cy. 450×550 mm<br>2800bhp 312¾t<br>Atlas-Mak Masch.<br>4×152kW 440V 60c/s a.c.<br>Controllable pitch propeller |
| 5302506<br>DHIE<br><br>Df Esd | **HANNELORE L**<br>exRuth–69<br>exAnnemarie Renate–62<br>exKäthe Marie–52<br>**Hans Otto Linn**<br>Hamburg W. German | 282<br>138<br>413 | <br><br>GL | **1950** Ernst Menzer Schiffsw.—Ham<br>134' 0" 24' 7" 9' 8½"<br>24' 5" 10' 5"<br>P34' F18' 1 dk<br>RW | M<br>1 Ho 75½'<br>G.20500 B.19800<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 270×360 mm<br>250bhp<br>Klöckner-Humboldt-Deutz |
| 6826688<br>4XSW<br>MS200<br>Df Esd<br>Gc Pfd<br>Rdr RT | **HAR SAGGI**<br><br>**"El Yam" Bulk Carriers**<br>**(1967) Ltd.**<br>Maritime Overseas<br>Corporation<br>Haifa Israel | 41104<br>27178<br>77250 | ✠100A1<br>strengthened for ore<br>cargoes, Nos. 4 & 8 holds<br>may be empty<br>✠LMC UMS<br>EL y†3¾"U2 | **1968**–11 Furness S.B. Co. Ltd.—<br>Haverton Hill<br>809' 0" (incl. BB) 104' 3" 47' 5½"<br>776' 6" 104' 0" 63' 0"<br>F64' 1 dk<br>NS 11BH<br>rf 5" DK fwd WB30706t incl comb btm & side tanks in holds 5755t Topside tanks in Nos. 1 & 2 holds 2078t Comb topside & under deck tanks in Nos. 3-9 holds 7830t | M Bulk Carrier Mchy.aft<br>pt higher tensile steel | Oil 2SA 8Cy. 840×1800 mm<br>18400bhp B&W<br>Harland & Wolff Ltd.<br>2 AuxB (1 o.f 1 ex.g) 100lb<br>3×600kW 450V 60c/s |
| 6826949<br><br><br>RTv | **HAUROKO**<br><br>**Southland Harbour Board**<br>Invercargill New Zealand | 220<br>—<br>— | ✠100A1<br>tug<br>✠LMC<br><br>EL ¾"U2 | **1968**–10 Whangarei Eng. & Const. Co.<br>Ltd.—Whangarei<br>98' 3" 28' 5" 12' 7½"<br>90' 0" 27' 0" 11' 6"<br>5BH<br>rf 10" WB40t | TM Firefighting Tug | 2 Oil 4SA each 6Cy. 10"×12"<br>English Electric Co. Ltd.<br>Newton-le-<br>2×50kW 400V 50c/s a.c.<br>2 Directional propellers |
| 6913259<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **HAWAIIAN ENTERPRISE**<br><br>**Matson Navigation Corp.**<br>San Francisco United States | 24000<br>—<br>26000 | <br><br>AB (Class cont.) | **1969** Bethlehem Stl Corp.—Sp.Pt<br>720' 6" (incl. BB) 95' 3" 34' 1½"<br>677' 0" 95' 0" 54' 0"<br>F155' 2 dks<br>rf 7" | S CSD Mchy.aft<br>4 Ho 99', 120', 150', 120'<br>14 Ha (stl) (42'×27') (24½', 24½'×53½')<br>(24½', 24½', 24½', 24½', 24½', 24½',<br>24½', 24½', 24½', 24½', 24½'×72') | 2 S Turb dr geared to sc. shaft<br>32000shp Stal-Laval<br>Bremer Vulkan<br>2×2200kW 450V 60c/s a.c. |
| 6913261<br><br><br>Df Esd<br>Gc Rdr<br>RT | **HELEN MILLER**<br><br>**St. Vincent Shipping Co.**<br>**Ltd.**<br>Monroe Brothers<br>Liverpool British | 5200<br>2850<br>7393 | 100A1<br>Class contemplated | Burntisland S.B. Co. Ltd.—Bnt<br>399' 0" 56' 11" 25' 10"<br>370' 0" 56' 6" 32' 7"<br>2 dks | M Mchy.aft | Oil 2SA 5Cy. 680×1200 mm<br>6000bhp<br>Borsig A.G. |
| 6912425<br>TFWA<br><br>Df Esd<br>Rdr RT | **HELGA**<br>**GUDMUNDSDÓTTIR**<br>**Vesturröst h/f**<br>Patreksfirdi Icelandic | 322<br>134<br>— | | **1969** Thorgeir & Ellert—Akranesi<br>135' 10" 26' 6"<br>119' 8" 26' 3" 13' 11"<br>1 dk | M Fishing Mchy.aft | Oil 4SA each 6Cy. 320×480 mm<br>Motorenw. Mannheim |
| 6913273<br>OWGF<br><br>Df Esd<br>Rdr RT | **HELLE KLINT**<br><br>**P/R Rudkøbing II**<br>G. Drøhse<br>Rudkøbing Danish | 400<br>—<br>— | <br><br>BV (Class cont.) | **1969** Frederikshavn V. & T. A/S—Fkn<br>211' 10" 36' 4" 11' 8½"<br>186' 11" 36' 1" 20' 4"<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 8Cy. 8¾"×11½"<br>800bhp<br>Lister Blackstone Marine Ltd. D |
| 5146914<br>OXUG<br><br>Df RT | **HELLE RASK**<br>exHelika–69<br>**S. P. Christensen**<br>Vejle Danish | 150<br>69<br>240 | <br><br>BV | **1958** H. C. Christensens Staal af 1949—<br>Marstal<br>109' 9" 21' 3"<br>100' 0" 9' 8"<br>1 dk | Aux Gl Mchy.aft<br>1 Ho<br>G.11000 B.10000<br>1 Ha (42½'×13½')<br>2W Der 2(2) | Oil 2SA 4Cy. 230×400 mm<br>240bhp<br>Alpha-Diesel A/S |
| 5045586<br>ELYV<br>3192<br>Df Esd<br>Gc Rdr<br>RT | **HERBEVERETT**<br>exBjörgstein–69<br>**Everett Orient Line Inc.**<br>Monrovia Liberian | 5255<br>2758<br>4575 | <br><br>NV | **1956** Eriksbergs M/V A/B—Got<br>396' 7" 54' 1" 23' 6½"<br>365' 0" 54' 0" 36' 0"<br>3 dks | M Ref CSD<br>4 Ho<br>In.205000<br>4 Ha (27½', 27', 27,' 27'×16')<br>8W Der 8(5) | Oil 2SA 8Cy. 620×1150 mm<br>6100bhp B&W<br>Eriksbergs M/V A/B<br>4×280kW 220V d.c. |
| 6914564<br><br><br>Df Esd<br>Pfd Rdr<br>RT | **HERMANOS BLANCO**<br><br>**Industrial Pesquera**<br>**Hermanos Blanco S.A.**<br>La Corunna Spanish | 211<br>96<br>112 | <br><br>BV | **1968** Astilleros Sicar—Corunna<br>107' 0"<br>86' 11" 24' 0" 11' 1"<br>1 dk | M Stern Trawler Ref | Oil 4SA 12Cy. 185×200 mm<br>640bhp<br>Moteurs Baudouin |

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| **HINODE MARU No. 25**<br>**Hinode Kisen K.K.**<br>Osaka Japanese | **2800**<br>—<br>4650 | NK (Class cont.) | **1969** Shin Naniwa Dock Co. Ltd.--Osa<br>43′ 5″ 20′ 2″<br>301′ 10″ 43′ 4″ 22′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 500×700 mm<br>2800bhp<br>Hanshin Nainenki Kogyo Kcb |
| **HINRICH BEHRMANN**<br>**Albert Behrmann**<br>Hamburg W. German | **499**<br>—<br>— | GL (Class cont.) | **1969** J. J. Sietas Schiffsw.—Ham<br>252′ 8″ 13′ 3¼″<br>227′ 9″ 36′ 9″ 20′ 6″<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1500bhp<br>Atlas-Mak Masch. Kel |
| **HIRASAN MARU**<br>**K. Kawamoto**<br>Kobe Japanese | **2500**<br>1705<br>3800 | NK (Class cont.) | **1968** Taihei Kogyo—Hma<br>300′ 5″ 47′ 0″ 19′ 8″<br>272′ 3″ 46′ 11″ 22′ 11″<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 390×650 mm<br>3000bhp<br>Kobe Hatsudoki Seizosho Kob |
| **HÖEGH MINERVA**<br>**Leif Höegh & Co. A/S**<br>Oslo Norwegian | **15850**<br>9150<br>24900 | NV (Class cont.) | **1969** Kaldnes M/V A/S—Tbg<br>591′ 1″ 75′ 2″ 33′ 4″<br>550′ 9″ 75′ 0″ 45′ 0″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>10500bhp<br>Sulzer Bros Ltd. Win |
| **HOEI MARU**<br>**Biko Kisen K.K.**<br>Namikata Japanese | **2999**<br>—<br>5200 | NK (Class cont.) | **1969** Hashihama Zosen—Imabari<br>51′ 3″ 21′ 4″<br>295′ 3″ 51′ 2″ 25′ 6″<br>1 dk<br>RW | M Mchy.aft | Oil 2SA 6Cy. 450×750 mm<br>2700bhp<br>Kobe Hatsudoki Seizosho Kob |
| **HONGUEDO**<br>**C. E. Huet**<br>Gaspé Canadian | **123**<br>59<br>— | | **1968** Enterprises Mar.—Gaspé<br>*80·1′* 21′ 10″<br>... ... ...<br>1 dk | Wood M Fishing | Oil 8Cy. 6¼″×8″<br>510bhp<br>Caterpillar Tractor Co. Peoria<br>10k |
| **HORNMEER**<br>**Horn-Linie**<br>Hamburg W. German | T.Mk<br>**5200**<br>—<br>— | GL (Class cont.) | **1969** Howaldtswerke-Deutsche Werft—Ham<br>434′ 6″ (incl. BB) 65′ 3″ 24′ 10″<br>400′ 4″ 65′ 0″ 36′ 1″<br>2 dks | M Ref | Oil 2SA 6Cy. 700×1200 mm<br>7200bhp<br>Masch. Augsburg-Nürnberg Aug |
| **HOTOKU MARU**<br>**Nissho Kaiun K.K.**<br>Tokyo Japanese | **1339**<br>445<br>2395 | | **1968** Ujina Zosensho—Hma<br>251′ 11″ 37′ 1″ 17′ 8″<br>232′ 11″ 37′ 0″ 19′ 8″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 380×560 mm<br>1800bhp<br>Akasaka Tekkosho Yaizu |
| **HOVERINGHAM IV**<br>**Hoveringham Gravels Ltd.**<br>Hull British | **980**<br>—<br>1300 | BV (Class cont.) | **1969** Appledore S.B. Ltd.—Apl<br>208′ 3″ 59′ 7″ 12′ 7″<br>195′ 0″ 59′ 0″ 15′ 2″<br>1 dk | M Sand Suction Dredger Mchy.aft | Oil 4SA 8Cy. 10¼″×14½″<br>1050bhp<br>Ruston & Hornsby Lcn |
| **HTONE YWA**<br>exEckhardt–69<br>**Union of Burma Five Star Line Corp.**<br>Rangoon Burmese | T.Mk<br>**498**<br>279<br>—<br>**994**<br>593<br>— | GL | **1961** Schiffsw. Heinr. Brand K.G.—Oldenburg<br>215′ 10″ 34′ 4″ 12′ 0″/17′ 0″<br>191′ 2″ 34′ 3″ 19′ 10″<br>2 dks | M<br>1 Ho 115′<br>G.76600 B.72700<br>1 Ha (49½′×21′)<br>4W Der 4(2–3) | Oil 4SA 8Cy. 320×450 mm<br>750bhp 81¾t<br>Klöckner-Humboldt-Deutz Kln<br>12k |
| **HUMBERGATE**<br>**Hull Gates Shipping Co. Ltd.**<br>S. F. Craggs & Co. Ltd.<br>Hull British | **1579**<br>811<br>2861 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>EL O 1⅜″U2 | **1969**–1 R. Dunston (Hessle) Ltd.—Hessle<br>277′ 9″ 43′ 6″ 16′ 0¾″<br>260′ 2″ 43′ 0″ 19′ 0″<br>P54′ F28′ 1 dk<br>9BH<br>rf 6″ WB230t incl. DTf106t | M Tanker Mchy.aft | Oil 4SA 8Cy. 12½″×14½″ sr reverse geared<br>2100bhp<br>Ruston & Hornsby Lcn<br>3×80kW 220V d.c. |
| **HUUNGHI**<br>**Government of South Vietnam**<br>Saigon South Vietnamese | **120**<br>35<br>— | **100A1**<br>fishing vessel<br>Class contemplated | Bennekum Mch. & Schps.—Sliedrecht<br>78′ 10″ 21′ 9″<br>67′ 1″ 21′ 4″ 11′ 2″<br>1 dk | M Fishing Ref | Oil 4SA 6Cy. 6¼″×8″<br>375bhp<br>Caterpillar Tractor Co. Peoria |
| **HWA PO**<br>exPrinses Anna–69<br>exSchouten–66<br>**Overseas Shipping Private (H.K.) Ltd.**<br>Mogadishu Somali Rep. | **3682**<br>1857<br>4789 | BV | **1954** Bijker's Aannemingsbedr.—Gorinchem<br>359′ 11″ 53′ 1″ 22′ 1⅜″<br>359′ 0″ 52′ 11″ 25′ 11″<br>P50′ B259′ 2 dks<br>RW | M (12P)<br>4 Ho 66½′, 57½′, 57½′, 59¾′<br>G.293461 B.267981<br>4 Ha (stl) (29¼′×18½′) (29¾′, 26¾′×21¼′) (29¾′×18½′)<br>10W Der 1(30) 2(10) 6(5) 2(3) | Oil 2SA 6Cy. 620×1160 mm<br>3200bhp B&W 455t (hvf) 116t (d.o)<br>N.V. Mch. & Schps. P. Smit, Jr. Rot<br>4×150, 150, 150, 31kW 220V d.c. 15k |
| **HYOYO MARU**<br>**Fuyo Kisen K.K.**<br>Kobe Japanese | **2627**<br>1580<br>4423 | NK | **1968** Tsuneishi Zosen—Numakuma<br>310′ 4″ 49′ 4″ 19′ 3″<br>287′ 0″ 49′ 3″ 22′ 11″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 250×460 mm<br>2500bhp<br>Akasaka Tekkosho Yaizu |

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| 5305821<br>7TCG<br><br>Rdr<br>RTm | **IBN SINA**<br>exSaint Ferréol–69<br>**Cie. Nationale Algerienne de Nav.**<br>Algiers Algerian | **3812**<br>1870<br>4520 | <br><br>BV | **1951** Ch. Nav. de la Ciotat—La Ciotat<br>389' 1" 50' 11" 19' 8"<br>50' 9"<br>B81' F42' 2 dks<br>RW<br>rf nil | M CSD<br>pt bulk wine carrier<br>5 Ho 58½', 55', 39½', 62½', 38'<br>B.217465<br>5 Ha (stl) (33½', 34½', 18½', 34½', 20½'×16½')<br>Der 8(6) 2(3) | Oil 2SA 8Cy. 600×1040 mm<br>4000bhp<br>Forg. & Ch. de la Méditerra<br>3×175kW 220V d.c. |
| 6915049<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **ICHIZAN ISE**<br>**Ichizan Kinkai Kisen K.K.**<br>Kikuma Japanese | **2999**<br>—<br>5450 | <br><br>NK (Class cont.) | **1969** Kurushima Dock Co. Ltd.—Imabari<br>326' 5" (incl. BB) 52' 6" 21' 6½"<br>301' 10" 52' 5" 25' 11"<br>1 dk<br>RW | M Mchy.aft | Oil 4SA 6Cy. 510×840 mm<br>3000bhp<br>Akasaka Tekkosho |
| 6913314<br>OWEX<br><br>Df Esd<br>Pfd Rdr<br>RTm | **IDA PANTOS**<br>**P. M. Anthonisen**<br>Skagen Danish | **171**<br>80<br>175 | <br><br>BV (Class cont.) | **1968** Rosslauer Schiffs.—Rosslau<br>106' 10" 21' 10" 8' 10"<br>96' 10" 21' 8" 10' 9"<br>F20' 1 dk<br>BK2½" | M Fishing Mchy.aft<br>2 Ho 15½', 22'<br>2 Ha (stl) (each 4½'×4')<br>1W Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>578bhp Emade63refitted68<br>Schwermasch. Karl Liebknec<br>2×18, 12kW 220V d.c.<br>Controllable pitch propeller |
| 6915051<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **IGINIA**<br>**Italian State Railways**<br>Messina Italian | **4900**<br>1400<br>2120 | <br><br>RI (Class cont.) | **1969** Cant. Nav. del Tirreno e Riuniti—Anc<br>464' 3" 61' 8" 17' 0"<br>423' 3" 60' 4" 42' 3"<br>3 dks | TM Ferry | 4 Oil 4SA each 6Cy. 420×<br>with electro-magnetic<br>and geared to 2 sc. sha<br>FIAT S.G.M. |
| 6915063<br>JNYB<br>104506<br>Df Esd<br>Gc Pfd<br>Rdr RT | **IKUSHIMA MARU No. 2**<br>**Okada Kaiun K.K.**<br>Osaka Japanese | **3542**<br>2127<br>5550 | <br><br>NK (Class cont.) | **1968** Taihei Kogyo—Hma<br>330' 0" 49' 4" 22' 5"<br>311' 8" 49' 3" 25' 11"<br>1 dk | M Tanker Mchy.aft | Oil 4SA 6Cy. 510×840 mm<br>3000bhp<br>Akasaka Tekkosho |
| 6914021<br><br>7157<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ILICHEVSK**<br>**U.S.S.R.**<br>Russian | **2657**<br>1139<br>1152 | | **1968** Volkswerft Stralsund—Stralsund<br>269' 7" 44' 9" 16' 5"<br>239' 6" 44' 7" 31' 2"<br>2 dks | M Stern Trawling Factory Ship Ref<br>3 Ho<br>In.37963<br>4W Der 4 | 2 Oil 4SA each 8Cy. 320×<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknech<br>4×256kW 380V a.c.<br>Controllable pitch propeller |
| 6914033<br><br>7155<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ILMEN**<br>**U.S.S.R.**<br>Russian | **2657**<br>1139<br>1152 | | **1968** Volkswerft Stralsund—Stralsund<br>269' 7" 44' 9" 16' 5"<br>239' 6" 44' 7" 31' 2"<br>2 dks | M Stern Trawling Factory Ship Ref<br>3 Ho<br>In.37963<br>4W Der 4 | 2 Oil 4SA each 8Cy. 320×<br>geared to sc. shaft<br>2320bhp<br>Schwermasch. Karl Liebknech<br>4×256kW 380V a.c.<br>Controllable pitch propeller |
| 6915685 | **ILYA KULIN**<br>**U.S.S.R.**<br>Russian | **9547**<br>5008<br>— | | **1969** Kherson Shpyd—Kherson | M | Oil |
| 5232191<br><br><br>Df Esd<br>Gc Rdr<br>RTv | **INTEGRITY**<br>exMentor–69<br>**Panos Shipping Co.**<br>Greek | **2079**<br>1075<br>2938 | ✠100A1 SS 7/66<br>with freeboard<br>✠LMC<br>MN440 EL t | **1948**–10 Gebr. Pot—Bolnes<br>325' 11" 45' 2" 18' 3½"<br>299' 10" 44' 11" 25' 9"<br>F35' 1 dk & S dk, 3rd dk in No. 1 hold<br>RW Coll BH to S dk 5 to 2nd dk<br>rf 3" WB627t | M (12P) OSD<br>4 Ho 49½', 65', 53½', 43½'<br>B.173920<br>4 Ha (23½', 34½', 34½', 23½'×14½')<br>12W Der 1(25) 3(9) 5(6) 4(3) | Oil 2SA 7Cy. 540×900 mm<br>2200bhp ✠NEmade42fitted48<br>Gebr. Stork & Co.<br>db 100℔<br>3×110kW 230V d.c. |
| 6915075<br>EIXW<br>400766<br>Df Esd<br>Gc Pfd<br>Rdr RT | **IRISH STAR**<br>**Irish Shipping Ltd.**<br>Dublin Irish Republic | **19580**<br>12100<br>29200 | **100A1**<br>Class contemplated | Cammell Laird & Co. (S.B. & Eng.) Ltd.—Bkn<br>564' 0" 85' 7" 35' 4"<br>530' 0" 85' 0" 48' 10"<br>1 dk | M Bulk Carrier Mchy.aft | 2 Oil 4SA each 12Cy. 400×<br>geared to sc. shaft<br>Vickers Ltd.<br>Controllable pitch propeller |
| 6912437<br><br><br>Esd Gc<br>Pfd Rdr<br>RT | **IRVING BEECH**<br>**New Brunswick Publishing Co. Ltd. & Moncton Publishing Co. Ltd.**<br>St. John, N.B. Canadian | **225**<br>—<br>— | **100A1**<br>tug<br>Class contemplated | St. John S.B. & D.D. Co. Ltd.—St.J<br>103' 6" 29' 11"<br>94' 4" 28' 0" 14' 5"<br>1 dk | TM Tug | 2 Oil 4SA 16Cy. 6½"×8"<br>Caterpillar Tractor Co. |
| 5335034<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh | **ISABENA**<br>exS. A. Vanguard<br>exSouth African Vanguard–66<br>exConstantia–61<br>exNew Bern Victory–47<br>**Fairwind Maritime Corp.**<br>Panama Panamanian | *7607*<br>*4640*<br>10779 | **100A1** SS 1/65<br>tunnel side tanks—oil FP above 150° F.<br>**LMC**<br>EL (c†)2¼"SQ | **1945** Bethlehem-Fairfield—Bal<br>455' 3" 62' 2" 28' 6½"<br>437' 8" 62' 0" 38' 0"<br>F89' 2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>7BH<br>rf nil WB3733t incl. DTa1648t DTsf703t | S (4P)<br>5 Ho 57½', 45', 78', 80', 75'<br>G.568475 B.492994<br>5 Ha (25', 24', 36', 36', 33'×22½')<br>14W Der 1(50) 3(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6000shp<br>Westinghouse Elec. & Mfg Co.<br>2WTB 525℔ Spt 475℔ hs(1115<br>2×300kW 220V d.c. |

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| **SAR**<br>**artenreederei m.s. "Isar"**<br>chepers Rhein-See Linie<br>amburg W. German | **499**<br>339<br>1271 | GL (Class cont.) | **1969** J. J. Sietas Schiffsw.—Ham<br>242′ 4″ 12′ 7¾″<br>222′ 0″ 35′ 5″ 19′ 10″<br>1 dk & S dk | M OSD Mchy.aft<br>G.85900 B.76600<br>1 Ha (stl) (131¾′×25′) | Oil 4SA 8Cy. 320×450 mm<br>1320bhp 120t (d.o)<br>Klöckner-Humboldt-Deutz Kln<br>13k |
| **SLANDER**<br>**rkney Islands Shipping**<br>**Co. Ltd.**<br>irkwall British | **250**<br>125<br>500 | **100A1**<br>Class contemplated | J. Lewis & Sons Ltd.—Abn<br>132′ 0″ 31′ 9″ 8′ 6″<br>117′ 0″ 30′ 0″ 17′ 6″<br>2 dks | M Mchy.aft | Oil 4SA 8Cy. 7″×7¾″<br>732bhp Ruston<br>Davey, Paxman & Co. Ltd. Col |
| **SOLA HIERA**<br>**. & S. Mineo**<br>alogero Favata<br>rapani Italian | **117**<br>40<br>— | RI (Class cont.) | **1968** S. Stampa—Trapani<br>94′ 10″ 22′ 0″<br>78′ 9″ 21′ 11″ 11′ 10″<br>1 dk | M Trawler Ref | Oil 4SA 8Cy. 250×350 mm<br>Motorenw. Mannheim Mhm |
| **SOLE**<br>Gorgol–69<br>**OBRECAF (Cie. Bretonne**<br>**de Cargos Frigorifiques)**<br>oncarneau French | **852**<br>345<br>1195<br>**1520**<br>759<br>1695 | BV | **1967** Schps. "De Waal" N.V.—<br>Zaltbommel<br>271′ 4″ 38′ 10″ 13′ 4″/15′ 9½″<br>241′ 1″ 38′ 9″ 21′ 4″<br>1 dk & S dk | M (10P) Ref OSD/CSD<br>Mchy.aft<br>3 Ho 57′, 47′, 45′<br>In.75000<br>3 Ha (stl) (each 24′×13′)<br>6W Der 6(3) | Oil 4SA 16Cy. 230×220/230 mm<br>2500bhp 235t (d.o)<br>Soc. Alsacienne Con. Mec. Mulhouse<br>3×200, 200, 88kW 380V 50c/s a.c. 15k |
| **THAKI**<br>**lysses Shipping**<br>**Enterprises Special**<br>**Shipping S.A.**<br>haka Greek | **9066**<br>6378<br>15010 | **✠100A1**<br>tunnel tanks<br>vegetable oil<br>**✠LMC**<br>EL Z2⅛″U2 | **1968**–12 Bartram & Sons Ltd.—Sld<br>462′ 9″ 67′ 2″ 29′ 0½″<br>440′ 2″ 67′ 0″ 38′ 6″<br>F43′ 1 dk, 2nd dk except in No. 5 hold<br>RW 6BH to U dk 1 to 2nd dk<br>rf nil WB4138t incl. Tunnel tanks 305t<br>DTm1752t | M<br>5 Ho 70¾′, 97½′, 37½′, 75′, 80′<br>G.775970 B.708930<br>5 Ha (stl) (38¼′×22′) (40′, 45′,<br>42½′×28′) (37½′×22′)<br>10W Der 8(10) 2(5) | Oil 2SA 5Cy. 680×1250 mm<br>5500bhp Sulzer 1120t (hvf)<br>G. Clark & N.E.M. Ltd. Sld<br>2AuxB (1 o.f 1 ex.g) 100℔<br>3×250kW 440V 60c/s a.c. 14k |
| **VANKA**<br>**ia. Pesquera San Blas S.A.**<br>o Peruvian | **150**<br>—<br>— | **100A-**<br>fishing vessel<br>for restricted service<br>Class contemplated | Fabricaciones Metalicas—Clo<br>90′ 9″ 25′ 4″<br>78′ 4″ 25′ 0″ 12′ 2″<br>1 dk | M Fishing | Vee Oil 2SA each 16Cy. 108×127 mm<br>455bhp<br>General Motors Corp. Det |
| **MAIL**<br>**.S.S.R.**<br>Russian | **2657**<br>1139<br>1152 | | **1969** Volkswerft Stralsund—Stralsund<br>269′ 7″ 44′ 9″ 16′ 5″<br>239′ 6″ 44′ 7″ 31′ 2″<br>2 dks | M Stern Trawling Factory Ship Ref<br>3 Ho<br>In.37963<br>4W Der 4 | 2 Oil 4SA each 8Cy. 248×360 mm<br>geared to sc. shaft<br>2594bhp<br>Schwermasch. Karl Liebknecht Mgd<br>4×256kW 380V a.c.<br>Controllable pitch propeller |
| **ADEFAHRT**<br>xPrésident Charles<br>Lefebvre–69<br>**ranconia Reederei G.m.b.H.**<br>remen W. German | T.Mk<br>**4018**<br>2191<br>4965 | BV | **1952** Ch. Nav. de la Ciotat—La Ciotat<br>387′ 7″ 50′ 11″ 20′ 4⅛″<br>50′ 9″<br>B81′ F42′ 2 dks<br>R | M Ref<br>pt bulk wine carrier<br>3 Ho 58′, 54½′, 38¾′ 2 Ta<br>G.141200 B.131669 In.19485<br>5 Ha (stl) (32¾′, 34¾′, 9¾′, 34¾′,<br>19¾′×17′) 1 Ha (w) (6½′×6½′)<br>10W Der 4(5) 4(3) | Oil 2SA 8Cy. 600×1040 mm<br>4000bhp Sulzer 275t (d.o)<br>Forg. & Ch. de la Méditerranée Hav<br>4×160kW 220V d.c. 14k |
| **AG DARSHAN**<br>**reat Eastern Shipping Co.**<br>**Ltd.**<br>ombay Indian | **13300**<br>9100<br>— | **100A1**<br>Class contemplated | Blohm & Voss A.G.—Ham<br>531′ 7″ (incl. BB) 74′ 11″ 34′ 0¾″<br>490′ 8″ 74′ 10″ 47′ 3″<br>1 dk | M Mchy.aft | Oil 4SA 18Cy. 400×460 mm<br>9000bhp Pielstick<br>Blohm & Voss A.G. Ham |
| **AG DEV**<br>**reat Eastern Shipping Co.**<br>**Ltd.**<br>ombay Indian | **13326**<br>9109<br>21548 | **✠100A1**<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>**✠LMC**<br>EL E†2$\frac{3}{16}$″U3 | **1968**–6 Lübecker Flender-Werke A.G.—<br>Lbc<br>532′ 2″ (incl. BB) 74′ 11″ 33′ 11″<br>497′ 7″ 74′ 9½″ 47′ 3″<br>F48′ 1 dk<br>NS 8BH<br>rf nil WB6260t incl. Topside tanks in holds 1795t | M Bulk Carrier Mchy.aft<br>6 Ho 70¾′, 66′, 44¼′, 22¼′, 83¾′, 83¾′<br>G.1051430 B.976772<br>6 Ha (stl) (44¼′, 44¼′, 29½′, 12¼′, 61½′,<br>61½′×34½′)<br>16W Der 16(10) | Oil 4SA 18Cy. 400×460 mm sr geared<br>9000bhp Pielstick 1251t (hvf) 160t (d.o)<br>Blohm & Voss A.G. Ham<br>AuxB 114℔<br>3×330kW 450V 50c/s a.c. 16½k |
| **JAGAT MOHINI**<br>exRheinstahl–69<br>**Dempo Steamships Ltd.**<br>Bombay Indian | **12241**<br>7170<br>16600 | GL | **1958** Rheinstahl Nordseewerke—Emd<br>528′ 1″ 66′ 7″ 30′ 9½″<br>498′ 8″ 66′ 3½″ 41′ 10″<br>P152′ F100′ 1 dk | M Bulk Carrier Mchy.aft<br>G.790873 B.732744<br>9 Ha | Oil 2SA 6Cy. 780×1400 mm<br>5400bhp<br>Masch. Augsburg-Nürnberg Aug<br>14k |
| **JAGAT PADMINI**<br>exArenberg–69<br>**Dempo Steamships Ltd.**<br>Bombay Indian | **12318**<br>6276<br>16600 | GL | **1958** Rheinstahl Nordseewerke—Emd<br>528′ 1″ 66′ 7″ 30′ 9$\frac{7}{16}$″<br>498′ 8″ 66′ 3″ 41′ 10″<br>P169′ F105′ 1 dk | M Mchy.aft<br>G.790873 B.732744<br>9 Ha | Oil 2SA 6Cy. 780×1400 mm<br>5400bhp 770t<br>Masch. Augsburg-Nürnberg Aug<br>13¾k |
| **JAMAICA MARU**<br>**Kawasaki Kisen K.K.**<br>Kobe Japanese | **8800**<br>—<br>12000 | NK (Class cont.) | **1969** Hitachi Zosen—Mukaishima<br>462′ 8″ 68′ 4″ 30′ 1″<br>427′ 3″ 68′ 3″ 41′ 0″<br>1 dk | M Ref | Oil 2SA 6Cy. 620×1400 mm<br>7200bhp B&W<br>Hitachi Zosen Osa |

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| 5403843<br>5BIX<br><br>Df Esd<br>Rdr<br>RTm/h | **JANE**<br>exEspa–69 exMurcia–63<br>exFoldal–50<br>**Ormos Maritime Co. Ltd.**<br>Cyprus | **2226**<br>1126<br>3495 | <br><br>NV | **1948** A/S Fredrikstad M/V—Fks<br>50' 7" 18' 9"<br>320' 0" 50' 5"<br>1 dk & S dk<br>RW | S OSD<br><br>G.265700 B.243700<br>5 Ha (each 27'×21')<br>12W Der 10(3) | C 4Cy. (2) 17½" & (2) 42½"×<br>3000ihp<br>A/S Fredrikstad M/V<br>3×20, 20, 15kW 110V d.c. |
| 6913326<br>ATEA<br>1350<br>Df Esd<br>Gc Rdr<br>RT | **JAWAHARLAL NEHRU**<br><br>**The Shipping Corporation**<br>**of India Ltd.**<br>Bombay Indian | **51000**<br>—<br>88000 | <br><br>AB (Class cont.) | **1969** Brodogradiliste Split—Spt<br>843' 3" (incl. BB) 113' 5" 46' 0"<br>808' 9" 113' 3" 60' 9"<br>1 dk | M Tanker Mchy.aft | Oil 2SA 9Cy. 860×1600 mm<br>20700bhp<br>Masch. Augsburg-Nürnberg |
| 6912657<br>SPXR | **JELCZ II**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | **2468**<br>1160<br>3428 | <br><br>PR | **1968** G. Dimitrov Shipyard—Varna<br>314' 7" 45' 1" 18' 6"<br>44' 11" 22' 2"<br>1 dk | M Mchy.aft<br>3 Ho<br>G.170143 B.146411<br>3 Ha (34'×19½') (58½', 45½'×28')<br>8W Der 2(10) 6(5) | Oil 2SA 6Cy. 480×700 mm<br>2250bhp Sulzer<br>Z.U.T. Zgoda |
| 6913338<br><br><br>Df Esd<br>Gc Rdr<br>RT | **JERVIS BAY**<br><br>**Shaw Savill & Albion Co.**<br>**Ltd.**<br>Overseas Containers Ltd.<br>London British | **26750**<br>—<br>— | **100A1**<br>Class contemplated | Upper Clyde Shipbuilders Ltd.<br>(Govan Div.)—Govan<br>745' 9" (incl. BB)<br>700' 0" 100' 0" 54' 0"<br>2 dks | S Ref Mchy.aft | 2 S Turb dr geared to sc. sh<br>32450shp Stal-Laval<br>Stal-Laval Turb. Co. |
| 5348988<br>HPDN<br>4195-HK<br>Df Esd | **JIN SENG**<br>exTaiei Maru–68<br>**Jinner Shipping Co. S.A.**<br>Panama Panamanian | **2336**<br>1307<br>3415 | <br><br>NK | **1948** Hitachi Zosen—Inn<br>303' 3" 42' 10" 19' 3½"<br>285' 5" 42' 8" 22' 4"<br>P21' B78' F29' 1 dk<br>RW | M<br>4 Ho<br>G.145542 B.136481<br>4 Ha (19½', 28', 26', 19½'×18')<br>10W Der 1(20) | Oil 4SA 6Cy. 320×620 mm<br>1500bhp NE60<br>Hanshin Nainenki Kogyo<br>2×30kW 105V d.c. |
| 6914409<br><br><br>Df Esd<br>Gc Rdr<br>RTv | **JOHN A. McCONE**<br><br>**Chevron Shipping Co.**<br>Monrovia Liberian | **97100**<br>84800<br>212000 | <br><br>AB (Class cont.) | **1969** Kockums M.V. A/B—Mmo<br>1037' 0" 160' 2" 62' 4½"<br>999'11" 160' 0" 80' 5"<br>F80' 1 dk | S Tanker Mchy.aft<br>16 Ta<br>L.9000000 HeCls. BC | 2 S Turb dr geared to sc. sh<br>30000shp Laval 10000t<br>Kockums M/V A/B<br>2×1000kW 440V 60c/s a.c. |
| 6915116<br>OYRP<br><br>Df Esd<br>Pfd Rdr<br>RT | **JOHN NYMANN**<br><br>**Jens J. Mortensen & Børge**<br>**E. Jensen**<br>Esbjerg Danish | **138**<br>67<br>— | | **1969** A/S Nordsøværftet—Ringkøbing<br>103' 7"<br>95' 2" 21' 0" 10' 6"<br>1 dk | M Trawler Mchy.aft | Oil 4SA 6Cy.<br>330bhp<br>Grenå Motorfabrik A/S |
| 5382506<br><br>9933<br>Df | **JOKA UDOM**<br>exVisut Kasatri–69 exHan Min–52<br>exHai-Ho–46<br>exEdward Nickels–46<br>**The Pioneer Engineering**<br>**Co. Ltd.**<br>Bangkok Thai | **1780**<br>999<br>2647 | <br><br>AB | **1944** Ingalls S.B. Corp.—Decatur<br>298' 10" 42' 3" 17' 11½"<br>250' 0" 42' 1" 20' 5"<br>P22' B63' F22' 1 dk<br><br>rf 2½" | S<br>4 Ho<br>G.124336 B.117742<br>4 Ha<br>6W | C 6Cy. (3) 20" & (3) 44"×27"<br>1300ihp<br>Ajax Uniflow Co. |
| 5190109<br>5LBL<br>3235<br>Df Esd<br>Gc Pfd<br>Rdr RT | **JOVO**<br>exVilsund–69 exSkals–68<br>exKlausholm–68<br>**Saguaro Shipping Co.**<br>Monrovia Liberian | **694**<br>272<br>1114<br>**1156**<br>696<br>1565 | <br><br>BV | **1958** N.V. Scheeps. "Westerbroek"—<br>Westerbroek<br>241' 1" 33' 10" 12' 6¾"/15' 0"<br>220' 2" 33' 6" 19' 8"<br>P54' F30' 1 dk & S dk<br>RW<br>rf 3" | M OSD/CSD Mchy.aft<br>1 Ho 131½'<br>G.81700 B.75970<br>3 Ha (31½', 31½', 32'×19')<br>6W Der 1(15) 6(3) | Oil 4SA 6Cy. 385×580 mm<br>1150bhp<br>Masch. Kiel A.G.<br>3×55kW 220V d.c. |
| 6819049<br>EASR<br><br>Df Esd<br>Rdr RT | **JUAN B. BUESA**<br>Launched as Baupres<br>**Vapores Costeros S.A.**<br>Santander Spanish | **672**<br>343<br>1038 | **✠100A1**<br><br>**✠LMC**<br><br>EL J1"U2 | **1968**–10 Ast. Celaya S.A.—Bbo<br>195' 11" 33' 7" 12' 8"<br>173' 11" 33' 5½" 14' 1"<br>P41' F22' 1 dk<br>3BH<br>rf 4" WB280t | M Mchy.aft | Oil 4SA 8Cy. 270×500 mm<br>1100bhp<br>Naval-Stork-Werkspoor<br>2×48kW 380V 50c/s a.c. |
| 6915128<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **JUNEAU MARU**<br><br>**Yamashita-Shinnihon Kisen**<br>**K.K. & Futaba Kaiun K.K.**<br>Tokyo Japanese | **10600**<br>—<br>15800 | <br><br>NK (Class cont.) | **1969** Setoda Zosen—Setoda<br>71' 7" 28' 6"<br>469' 3" 71' 6" 38' 1"<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 620×1400 mm<br>7200bhp B&W<br>Hitachi Zosen |
| 6914538<br><br><br>Rdr | **JUPITER**<br>exArion–68 exST 763<br>**Brodospas**<br>Split Yugoslav | **134**<br>—<br>— | | **1943** Consolidated S.B. Corp.—N.Yk<br>*88-1'* 24' 1" 9' 0"<br>81' 2" 23' 11" 10' 8"<br>1 dk | M Tug | Oil 2SA 8Cy. 216×254 mm<br><br>General Motors Corp. |
| 6912827<br><br><br>Esd Gc<br>Rdr RT | **KAKANDE**<br><br>**Société Navale Guinéenne**<br>Conakry Guinean | **250**<br>—<br>— | <br><br>BV (Class cont.) | **1969** "Scheveningen" Sleep. Maats.—<br>Scheveningen<br>122' 9" 24' 1" 6' 7"<br>111' 6" 23' 9" 8' 6"<br>1 dk | M Mchy.aft | Oil 4SA 12Cy. 135×180 mm<br>560bhp<br>Klöckner-Humboldt-Deutz |

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| **KUSEI MARU**<br>**ko Shosen K.K.**<br>aka Japanese | 4000<br>2300<br>6000 | NK (Class cont.) | **1968** Hayashikane Zosen—Smk<br>356′ 6″ 53′ 11″ 21′ 7⅛″<br>329′ 5″ 53′ 10″ 26′ 11″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 420×900 mm<br>3300bhp<br>Mitsui Zosen Tmn |
| **LINDI**<br>**kistan River Steamers**<br>**td.**<br>ittagong Pakistan | 925<br>357<br>1132 | ✠100A1<br>oil tanker<br>East Pakistan coasting service<br>✠LMC<br>EL J1″U2 | **1968–8** Jurong Shpyd Ltd.—Sng<br>214′ 7″ 35′ 10″ 11′ 6½″<br>193′ 7″ 35′ 9″ 13′ 4″<br>P55′ F27′ Trunk 96′<br>1 dk<br>7BH<br>rf 4″ WB224t incl. DTf138t | M Tanker Mchy.aft<br>6 Ta<br>L.46792<br>Der 1(1) | Oil 4SA 8Cy. 260×320 mm reverse reduction geared<br>930bhp 35t (hvf)–4½pd<br>Daihatsu Kogyo Osa<br>3×50kW 445V 50c/s a.c. |
| **NARYJKA**<br>**lish Government**<br>.D. i U.R. "Gryf"<br>czecin Polish | 1885<br>—<br>— | | **1969** Stocznia im Komuny Paryskiej—Gdy<br>247′ 9″ 41′ 8″ 16′ 4⅞″<br>223′ 1″ 41′ 6″ 26′ 3″<br>2 dks | M Stern Trawler Ref<br>In.38846 | Vee Oil 4SA 12Cy. 300×450 mm<br>2500bhp Fiat<br>H. Cegielski Poz<br>Controllable pitch propeller |
| **RAGANDA**<br>**S.S.R.**<br>ningrad Russian | 9727<br>5486<br>12882 | | **1969** Warnowwerft—Warnemünde<br>496′ 11″ 66′ 8″ 28′ 10½″<br>459′ 4″ 66′ 6″ 39′ 1″<br>2 dks | M<br>5 Ho<br>G.675537 B.621929<br>5 Ha (stl) (33′×32¾′) (39¾′, 39¾′ 39¾′×38½′) (33′×32¾′)<br>Cr 8(5) | Oil 2SA 8Cy. 700×1200 mm<br>9600bhp MAN<br>Dieselmotorenwerk Ros<br>3×368kW 16¼k |
| **RLA**<br>F. C. Love–68<br>**earoad (Bahamas) Co. Ltd.**<br>ssau British | 144<br>98<br>— | | **1953** Bayside Cons. Co.—Berwick, La<br>*106·7′* 30′ 0″<br>… … …<br>1 dk | TM | 2 Oil each 6Cy. 5″×5½″<br>550bhp<br>General Motors Corp. Det<br>10k |
| **RMSUND**<br>Kong Sigurd–69<br>Bore IX–65 exKuurtanes–62<br>**S Veritas**<br>ugesund Norwegian | 495<br>278<br>1015 | ✠100A1 SS 5/65<br>Ice Class 3<br>✠LMC<br>MN250 EL m 1¼″SQ | **1960–3** N.V. Schpsw. Janssen—Druten<br>230′ 10″ 33′ 2″ 11′ 2″<br>210′ 0″ 33′ 0″ 20′ 2″<br>F27′ 1 dk & S dk<br>RW Coll BH to S dk 2 to 2nd dk<br>rf nil WB309t | M OSD Mchy.aft<br>1 Ho 133′<br>G.79000 B.71000<br>2 Ha (stl) (33½′, 67′×18′)<br>Der 2(5) 4(3) | Oil 4SA 8Cy. 330×600 mm<br>1250bhp<br>N.V. Werkspoor Ams<br>3×70, 70, 30kW 220V d.c. |
| **SZALOT**<br>**lish Government**<br>.D. i. U.R. "Odra"<br>inoujscie Polish | 2478<br>1041<br>1231 | PR | **1968** Stocznia im. Komuny Paryskiej—Gdy<br>285′ 8″ 46′ 6″ 17′ 7″<br>46′ 3″ 32′ 0″ | M Stern Trawling Factory Ship Ref<br>In.60636 | Oil 2SA 6Cy. 480×700 mm<br>2250bhp Sulzer<br>Z.U.T. Zgoda Swi |
| **TERINA**<br>Frej–69 exIngga Dan–62<br>**eorge Kyrtatas**<br>ræus Greek | 946<br>544<br>1365 | ✠100A1 SS 11/64<br>Str. nav ice<br>✠LMC<br>MN168 EL m 1$\frac{7}{16}$″SQ | **1956–7** A/S Svendborg Skibs.—Svb<br>218′ 6″ 33′ 1″ 15′ 3½″<br>195′ 3″ 33′ 0″ 19′ 8″<br>F30′ 2 dks<br>RW Coll BH to U dk 3 to 2nd dk<br>rf 3″ WB389t incl. DTf63t | M CSD Mchy.aft<br>1 Ho 133¾′<br>G 65593 B.59681<br>6W Der 6(5) | Oil 2SA 7Cy. 290×490 mm with hydraulic coupling<br>840bhp 260t<br>Alpha-Diesel A/S Fkn<br>Controllable pitch propeller 11½k |
| **TRINA**<br>Neva–69 exFenja Dan–67<br>**eri Shipping Co. O/Y**<br>lsinki/Helsingfors Finnish | 3469<br>2055<br>4225 | ✠100A1 SS 9/67<br>Str. nav ice<br>✠LMC<br>MN578 EL u1$\frac{15}{16}$″SQ | **1958–12** Fr. Lürssen—Vgk<br>323′ 0″ 47′ 9″ 22′ 0″<br>295′ 3″ 47′ 7″ 26′ 11″<br>RFD30′ 2 dks<br>NS 6BH<br>rf 4″ WB952t incl. DTf178t | M (4P) Mchy.aft<br>3 Ho 43′, 91¾′, 52¾′<br>G.221000 B.201000<br>3 Ha (stl) (32¾′, 61¾′ comb., 32¼′×20′)<br>8W Der 1(25) 8(5) | Oil 2SA 5Cy. 500×1100 mm<br>2890bhp 796t (d.o)<br>Frd. Krupp A.G. Essen<br>3×170kW 220V d.c. 13½k |
| **L–25**<br>**S.S.R.**<br>Russian | 2369<br>727<br>— | RS | **1969** Schiffswerft Neptun—Ros<br>285′ 1″ 48′ 6″ 16′ 5″<br>223′ 1″ 48′ 4″ 24′ 0″<br>1 dk | TD-E Salvage Ship | 2 Oil 4SA each 8Cy. driving 4 gen. each 365kW d.c. connected to 2 elec. motors<br>1158bhp<br>Schwermasch. Karl Liebknecht Mgd |
| **IMI MARU**<br>**itsui-O.S.K. Lines K.K.**<br>saka Japanese | 37300<br>—<br>61400 | NK (Class cont.) | **1969** Mitsubishi Hvy Ind. Ltd.—Kob<br>780′ 10″ (incl. BB) 105′10″ 40′ 0″<br>738′ 3″ 105′ 8″ 59′ 9″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 900×1550 mm<br>18400bhp Sulzer<br>Mitsubishi Hvy Ind. Ltd. Kob |
| **ING LEE**<br>Anta–69 exSan Jeronimo–68<br>Sunda Breeze–66<br>South Breeze–60<br>Havsbris–54<br>Ragnhildsholm–52<br>**lamiking Nav. Co. Ltd. S.A.**<br>anama Panamanian | 2782<br>1580<br>5155 | ✠100A1 TD 3/68<br>with freeboard<br>Str. nav. ice<br>✠LMC<br>EL v | **1929–2** Eriksbergs M/V A/B—Got<br>348′ 4″ 46′ 11″ 21′ 6¾″<br>22′ 11″<br>F33′ 1 dk & S dk<br>R Coll BH to S dk 6 to 2nd dk<br>WB986t | M OSD<br>5 Ho<br>G.307000 B.284900<br>5 Ha<br>10W Der 10(5) | Oil 4SA 6Cy. 630×1310 mm<br>1775bhp 420t<br>Eriksbergs M/V A/B Got<br>10½k |
| **ISHINEV**<br>**.S.S.R.**<br>Russian | 3777<br>2015<br>— | | **1969** ………………… | M | Oil |

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| 6913340<br><br><br>Df Esd<br>Gc Rdr<br>RT | **KLAUS BLOCK**<br><br>**Heinrich Block**<br>Hamburg W. German | 499<br>—<br>— | <br><br>GL (Class cont.) | 1969 J. J. Sietas Schiffsw.—Ham<br>252′ 8″ 13′ 3½″<br>227′ 9″ 36′ 9″ 20′ 6″<br>1 dk & S dk | M OSD Mchy.aft | Oil 4SA 6Cy. 400×580<br>1700bhp<br>Klöckner-Humboldt-De |
| 6912449<br><br><br>Df Esd<br>Gc Rdr<br>RT | **KLONDIKE**<br><br>**British Yukon Navigation**<br>**Co. Ltd.**<br>Vancouver Canadian | 8040<br>5520<br>6900 | 100A1<br>for restricted service<br>Class contemplated | Canadian Vickers Shipyards<br>Ltd.—Mtl<br>394′ 1″ 71′ 9″ 20′ 0″<br>371′ 0″ 70′ 0″ 36′ 6″<br>1 dk | TM Mchy.aft | 2 Oil 2SA each 7Cy. 500<br>5600bhp<br>Nydqvist & Holm A/B |
| 6915702 | **KOMSOMOLETS**<br>**LENINGRADA**<br>**U.S.S.R.**<br>Russian | 16600<br>—<br>— | | 1968 ......................—Len | S Tanker Mchy.aft | S Turb |
| 6915714 | **KOMSOMOLSKAYA**<br>**SLAVA**<br>**U.S.S.R.**<br>Russian | 9547<br>5008<br>— | | 1968 Kherson Shpyd—Kherson | M | Oil |
| 6915441<br>SPYR<br><br>Df Esd<br>Gc Rdr | **KONIN**<br><br>**Polish Government**<br>Polish Ocean Lines<br>Gdansk Polish | 6382<br>3214<br>9596<br>10063<br>5598<br>12056 | <br><br>PR | 1968 Stocznia Gdanska—Gdk<br>504′ 11″ 67′ 7″ —/29′ 5½″<br>469′ 6″ | M Ref OSD/CSD<br>5 Ho<br>G.694510 B.635510 In.43861<br>5 Ha (26½′×40′) (36′, 36′, 22′,<br>36′×45½′) | Oil 2SA 6Cy. 760×1550<br>9600bhp Sulzer<br>H. Cegielski |
| 6912281<br><br><br>Df Esd<br>Gc Rdr<br>RT | **KOPALNIA KLEOFAS**<br><br>**Polish Government**<br>Polish Steamship Co.<br>Szczecin Polish | 8500<br>5000<br>11500 | <br><br>NV (Class cont.) | 1969 A/S Nakskov Skibsv.—Nkv<br>465′ 1″ 63′ 2″ 26′ 10⅞″<br>436′ 4″ 63′ 0″ 37′ 5″<br>1 dk | M Mchy.aft | Oil 2SA 6Cy. 620×1400<br>6550bhp B&W<br>H. Cegielski |
| 6915154<br>6LOM<br><br>Df Esd<br>Gc Rdr<br>RT | **KOREA PACIFIC**<br><br>**Far Eastern Marine Transport**<br>**Co. Ltd.**<br>Inchon S. Korean | 26900<br>—<br>40900 | <br><br>AB (Class cont.) | 1969 Ishikawajima-Harima Hvy Ind.—<br>Aio<br>692′ 3″ (incl. BB) 98′ 6″ 33′ 11″<br>656′ 3″ 98′ 5″ 54′ 2″<br>1 dk | M Bulk Carrier Mchy.aft | Oil 2SA 8Cy. 760×1550<br>12800bhp Sulzer<br>Ishikawajima-Harima Hvy |
| 6914198<br>6LJA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOREAN FRONTIER**<br><br>**Korea Shipping Corporation**<br>Pusan S. Korean | 9746<br>5689<br>12280 | <br><br>AB | 1968 Kasado Dock Co. Ltd.—<br>Kudamatsu<br>518′ 4″ 71′ 8″ 31′ 1″<br>475′ 9″ 71′ 7″ 43′ 4″<br>3 dks<br>rf 10″ | M Ref<br>6 Ho<br>G.706000 B.648000<br>6 Ha (stl) (24½′×14½′) (33½′, 42′, 42′,<br>42′, 26½′×26½′)<br>Der 2(20) 6(10) 12(5) | Oil 2SA 8Cy. 700×1200<br>10000bhp MAN<br>Kawasaki Dkyd Co. Ltd. |
| 6912891 | **KOREIZ**<br><br>**U.S.S.R.**<br>Russian | 3172<br>1371<br>— | | 1968 ......................Russia | M | Oil |
| 5331648<br>9VNN<br>333140<br>Df Esd<br>Gc Rdr<br>RTv | **KOTA MAKMUR**<br>exSlamat-69<br>**Pacific International Lines**<br>**Ltd.**<br>Singapore Singapore | 9827<br>5941<br>12280 | <br><br>BV | 1948 Rotterdamsche D.D. Maats.—Rot<br>515′ 4″ 62′ 9″ 30′ 10⅞″<br>62′ 6″<br>F110′ 3 dks<br>RW | TM (35P) Ref<br>5 Ho 70′, 80½′, 74½′, 72′, 66½′<br>B.581362 In.3678<br>6 Ha (22′, 38½′×19½′) (16½′, 16½′×23′)<br>(33½′, 27½′×19½′)<br>18W Der 2(42) 4(9) 5(5) 8(3) | 2 Oil 2SA each 6Cy. 720×<br>8400bhp<br>Sulzer Bros. Ltd.<br>3×225kW 220V d.c. |
| 6915166<br>JBKN<br>103024<br>Df Esd<br>Gc Pfd<br>Rdr RT | **KOYO MARU**<br><br>**Anpo Shoten K.K.**<br>Onomichi Japanese | 1270<br>687<br>1200 | <br><br>NK (Class cont.) | 1968 Taihei Kogyo—Hma<br>220′ 10″ 35′ 6″ 14′ 2″<br>203′ 5″ 35′ 5″ 16′ 9″<br>1 dk | TM Liquefied Gas Carrier<br>Mchy.aft | 2 Oil 4SA each 12Cy. 260×<br>1400bhp<br>Daihatsu Kogyo |
| 6813708<br>YTUH<br>185<br>Df Esd<br>Gc Rdr<br>RT | **KRALJEVICA**<br><br>**Jugoslavenska Linijska**<br>**Plovidba**<br>Rijeka Yugoslav | T.Mk<br>6276<br>3291<br>7382<br>8555<br>4658<br>— | ✠100A1<br>DTm—oil FP above 150°F.<br>or veg. oil or latex<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>EL A†2$\frac{1}{16}$"U2<br>JR | 1968-10 Italcantieri S.p.A.—Mfl<br>499′ 5″ (incl. BB) 65′ 9″ 25′ 5⅝″<br>452′ 9″ 65′ 7½″ 37′ 9″<br>F50′ 2 dks, 3rd dk in Nos 2, 3 & 4 holds<br>RW 7BH<br>nil DK fwd WB1990t incl. DTm535t | M Ref<br><br>In.15220 | Oil 2SA 7Cy. 750×1320 mm<br>10500bhp Fiat<br>C.R.D. Adriatico<br>2AuxB(1 o.f 1 ex.g) 100lb<br>4×300kW 400V 50c/s a.c. |
| 6915544 | **KRASNYPUTILOVSK**<br><br>**U.S.S.R.**<br>Russian | 2934<br>—<br>1321 | | 1968 Stocznia im Komuny<br>Paryskiej—Gdy<br>272′ 9″ 45′ 5″ 18′ 0½″<br>45′ 3″ 32′ 0″<br>2 dks | M Stern Trawling Factory Ship Ref<br>5 Ho<br>G.9182 In.54667<br>5 Ha (4′, 4′×4′) (6½′, 6½′, 13½′×6½′)<br>2W Der 2(1½) | Oil 2SA 8Cy. 480×700 mm<br>2400bhp Sulzer |
| 6915453<br>9MSN<br>199541 | **KUALA KURAU**<br><br>**Ong Jin Hoe**<br>Penang Malaysian | 227<br>106<br>— | | 1959 Chye Eng. Toe—Png<br>*110·5′* 26′ 9″<br>... ... ...<br>1 dk | Wood M | Oil 4SA 5Cy. 350×520 mm<br>430bhp Emade—fitted59<br>Fisher A.G. |

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|---|---|---|---|---|---|---|---|
| **E MARU**<br>**en K.K.**<br>Japanese | **3831**<br>2515<br>6375 | NK (Class cont.) | | **1968** Tsuneishi Zosen—Numakuma<br>351′ 6″ 53′ 11″ 22′ 3″<br>326′ 5″ 53′ 10″ 27′ 1″<br>1 dk | M | Oil 2SA each 7Cy. 420×900 mm<br>3850bhp B&W<br>Hitachi Zosen | Inn |
| **MARU**<br>**iun K.K.**<br>Japanese | **1970**<br>1172<br>3404 | NK (Class cont.) | | **1968** Ujina Zosensho—Hma<br>294′ 4″ 42′ 1″ 18′ 10″<br>272′ 4″ 42′ 0″ 22′ 2″<br>1 dk | M Mchy.aft | Oil 4SA 6Cy. 470×700 mm<br>2200bhp<br>Ito Tekkosho | Shimizu |
| **:NDA**<br>**rkes Ltd.**<br>British | **300**<br>—<br>2300 | **100A1**<br>oil tanker<br>Class contemplated | | N.V. Wilton-Fijenoord—Sch<br>264′ 1″ 41′ 7″ 17′ 0″<br>246′ 1″ 41′ 4″ 19′ 8″<br>1 dk | M Oil/Chemical Tanker Mchy.aft | 2 Oil 4SA each 6Cy. 8″×10¾″ geared to sc. shaft<br>2000bhp<br>Ruston & Hornsby<br>Controllable pitch propeller | Lcn |
| **ESSEX**<br>-68<br>**row Marine Ltd.**<br>British | **283**<br>152<br>— | | | **1953** Trosvik Verks.—Brevik<br>127′ 11″ 24′ 0″<br>23′ 10″<br>P44′ 1 dk<br>BK6¼″ | M<br>1 Ho 42¾′<br>1 Ha (14¾′×6½)<br>1W | Oil 2SA 6Cy. 280×320 mm<br>360bhp<br>Wichmann Mtrf. | 17t<br>Rub<br>11k |
| **TI**<br>n–69<br>**-Amerika Linie**<br>W. German | **6341**<br>3641<br>8316 | | GL | **1956** Howaldtswerke Hamburg A.G.—Ham<br>510′ 3″ 60′ 9″ 26′ 2¼″<br>461′ 0″ 60′ 9″ 38′ 7″<br>P39′ F86′ 1 dk & S dk<br>RW | M (12P) Ref OSD<br>5 Ho 48¼′, 66¼′, 76′, 76′, 63′<br>G.564500 B.503700 In.46337<br>5 Ha (stl) (18¼′×16′) (39¼′, 47¼′, 47¼′, 39¼′×18¼′)<br>20W Der 1(50) 1(15) 6(5–10) (10(3–5) 2(2) | Oil 2SA 8Cy. 780×1400 mm<br>9000bhp<br>Howaldtswerke Ham. A.G.<br>3×275kW 400V 50c/s a.c. | 1333t (hvf)<br>Ham<br>17k |
| **RDO**<br>**lora del Mar S.A.**<br>Peruvian | **225**<br>106<br>— | | GL | **1968** Ast. Picsa S.A.—Clo<br>*100·7′* 24′ 2″<br>24′ 1″<br>1 dk | M Fishing | Oil 4SA 8Cy. 159×203 mm<br>510bhp<br>Caterpillar Tractor Co. | Peoria |
| **Y ONE**<br>–69 exJose Laurel–68<br>ent Laurel–67<br>icio–63<br>ian Flame–62<br>Alta–55<br>ta Park–46<br>**ine President Lines**<br>Philippine | **7055**<br>4321<br>— | **BS✻**<br>**MBS✻**<br>MN450 CT6762 C37 S33 | SS 1/66 | **1944**–9 United Shpyds Ltd.—Mtl<br>441′ 6″ 57′ 2″ 27′ 8½″<br>417′ 6″ 56′ 11″ 37′ 4″<br>2 dks<br>RW NS 6BH to U dk 1 to 2nd dk<br>WB2160t incl. DTs795t | S<br>G.547683 B.481041<br>14W Der 1(30) | T 3Cy. 24½″ 37″ & 70″×48″<br>2500ihp<br>Dominion Eng. Wks<br>3 SB 220℔ Spt hs(7140) | 1719t (o.f)<br>Mtl<br>10½k |
| **TY THREE**<br>naldo–69 exEmporios–67<br>frigelo–53<br>Haakon VII–51<br>**pine President Lines**<br>Philippine | **7068**<br>4492<br>10720 | **✠100A1**<br>**✠LMC** | TD 4/67<br>EL a†2″SQ | **1942**–4 Barclay, Curle & Co. Ltd.—Gls<br>446′ 5″ 56′ 5″ 27′ 3½″<br>405′ 0″ 56′ 0″ 37′ 8″<br>F40′ 2 dks<br>R NS 8BH<br>rf 6″ WB2808t incl. DTm1162t | M<br>5 Ho 63′, 61½′, 56¾′, 62′, 64½′<br>6 Ha (31½′, 31′, 31′, 13′, 31′, 31′×20′)<br>Der 1(30) 2(10) 10(5) | Oil 2SA 3Cy. 600×2320 mm<br>2550bhp<br>Barclay, Curle & Co. Ltd.<br>2AuxB 120℔<br>2×20kW 110V d.c | (hvf)<br>Gls<br>10½k |
| **DYN**<br>**n Government**<br>. i U.R. "Gryf"<br>cin Polish | **1885**<br>—<br>— | | | **1969** Stocznia im Komuny Paryskiej—Gdy<br>247′ 9″ 41′ 8″ 16′ 4⅞″<br>223′ 1″ 41′ 6″ 26′ 3″<br>2 dks | M Stern Trawler Ref<br>In.38846 | Vee Oil 4SA 12Cy. 300×450 mm<br>2500bhp Fiat<br>H. Cegielski<br>Controllable pitch propeller | Poz |
| **OF CHAERONEA**<br>aragdi–68 exRostock–65<br>**nbakoun Cia. Nav. S.A.**<br>s Greek | **3315**<br>1617<br>4459 | | | **1953** Schiffswerft Neptun—Ros<br>334′ 7″ 47′ 3″ 21′ 10″<br>47′ 1″<br>1 dk, pt 2nd dk<br>RW | S<br>4 Ha (27¾′, 27¾′, 38½′, 23½′×16½′)<br>Der 1(15) 8(5) 2(3½) | C 4Cy. (2) 18⅛″ & (2) 39⅜″×39⅜″ & LP turb<br>2450ihp<br>Schwermasch. Karl Liebknecht | Mgd<br>14k |
| **PANTOS**<br>**I. Anthonisen**<br>jen Danish | **171**<br>79<br>175 | BV (Class cont.) | | **1969** Rosslauer Schiffs.—Rosslau<br>106′ 10″ 21′ 10″ 8′ 10″<br>96′ 10″ 21′ 8″ 10′ 9″<br>F20′ 1 dk<br>BK2¾″ | M Fishing<br>2 Ho 15½′, 22′<br>2 Ha (stl )(each 4¼′×4′)<br>1W Der 1(½) | Oil 4SA 8Cy. 240×360 mm<br>560bhp<br>Schwermasch. Karl Liebknecht<br>2×18, 12kW 220V d.c.<br>Controllable pitch propeller | 23t (d.o)<br>Mgd<br>12k |
| **IJA**<br>**losna Plovba**<br>ier Yugoslav | **7500**<br>—<br>— | **100A1**<br>Class contemplated | | Empresa Nacl. "Bazan"—Frl<br>... ... ...<br>448′ 5″ 65′ 7″ 38′ 5″<br>2 dks | M Ref Mchy.aft | Oil 2SA 6Cy. 760×1550 mm<br>9900bhp Sulzer<br>Ast. de Cadiz S.A. | Val |

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| 6915568<br><br><br>Df Rdr | **LODOWIK**<br><br>**Polish Government**<br>P.P.D. i U.R. "Gryf"<br>Szczecin Polish | 1885<br>—<br>— | | **1969** Stocznia im Komuny<br>Paryskiej—Gdy<br>247' 9" 41' 8" 16' 4½"<br>223' 1" 41' 6" 26' 3"<br>2 dks | M Stern Trawler Ref<br><br>In.38846 | Vee Oil 4SA 12Cy. 300×450<br>2500bhp Fiat<br>H. Cegielski<br>Controllable pitch propeller |
| 5211159<br>SXYQ<br>1912<br>Df Esd<br>Rdr | **LONDON II**<br>exLondon-69<br>exPrinses Maria-Pia-60<br>**K. Frangoulis & I. Kartsonis**<br>Piræus Greek | 2588<br>1332<br>4131 | BV<br><br><br><br>**BURNT & SANK 2/69** | **1938** John Cockerill S.A.—Hbk<br>323' 2" 45' 2" 20' 4½"<br>45' 0"<br>F13' 1 dk & S dk<br>R | M OSD<br><br>G.249940 B.226886<br>4 Ha (22½', 29', 29', 22½' × 16½')<br>8W Der 2(25) 8(5) | Oil 2SA 6Cy. 500×900 mm<br>2500bhp B&W<br>John Cockerill S.A.<br>3×120, 80, 75kW 230V d.c. |
| 5319913<br><br><br>Df Esd<br>Rdr<br>RTm | **LUCIA S**<br>exSenang-69<br>**Antonio Schiano di Cola**<br>Naples Italian | 436<br>265<br>925 | ✠100A1 SS 9/64<br><br>✠LMC<br><br>MN130 EL j | **1956**-1 N.V. Scheeps. Gebr. v. Diepen—<br>Waterhuizen<br>202' 7" 32' 6" 12' 1½"<br>185' 4" 31' 2" 13' 9"<br>P55' F30' 1 dk<br>RW 3BH<br>rf nil WB290t | M Mchy.aft<br>1 Ho 122½'<br>G.39450 B.34500<br>2 Ha (stl) (each 42½' comb. × 16½')<br>Der 2(3) | Oil 4SA 6Cy. 330×600 mm<br>650bhp<br>N.V. Werkspoor<br>2×7kW 110V d.c. |
| 6827670<br>LZHK<br><br>Df Esd<br>Gc Rdr<br>RT | **LUDOGORETZ**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgarian | 9145<br>4258<br>13611 | ✠100A1<br>strengthened for ore cargoes Nos. 2 & 4 holds may be empty<br>Ice Class 3<br>✠LMC<br>EL c†2½"U2 | **1968**-12 Setoda Zosen—Setoda<br>458' 9" 63' 10" 29' 6"<br>431' 4" 63' 7½" 40' 2"<br>P89' F46' 1 dk<br>NS 7 BH<br>rf 4" DK fwd WB4808t incl. Comb. btm & side tanks in holds 1567t Topside tanks in holds 2045t | M Bulk Carrier Mchy.aft<br>5 Ho 132½', 44¾', 49½', 90½', 59'<br>G.563628<br>5 Ha (stl) (34¾' × 29½') (24½', 24½', 54½' 34¾' × 35') | Oil 2SA 6Cy. 620×1400 mm<br>7200bhp B&W<br>Maizuru Jukogyo<br>AuxB 111℔<br>e(ex.g) 168℔ (stm receiver<br>3×280kW 390V 50c/s |
| 6914576<br><br><br>Df Esd<br>Gc Rdr<br>RT | **LUDWIG**<br><br>**Leth & Co.**<br>Hamburg W. German | 999<br>—<br>2608 | <br><br>GL (Class cont.) | **1969** Krögerwerft G.m.b.H.—Rendsburg<br>266' 1" 42' 8" 16' 3 11/16"<br>244' 5" 41' 8" 16' 9"<br>1 dk | M Tanker Mchy.aft | Oil SA 6Cy. 360×450 mm<br>1650bhp<br>Motorenw. Mannheim |
| 6915207<br>LCMA<br><br>Df Esd<br>Rdr RT | **LYS-POINT**<br><br>**Rederi A/S Lysship**<br>Oslo Norwegian | T.Mk<br>299<br>197<br>800 | <br><br>NV (Class cont.) | **1968** A/S Hommelvik M/V—<br>Hommelvik<br>203' 9" 33' 6"<br>183' 5" 33' 5" 18' 10"<br>2 dks | M Mchy.aft | Oil 4SA 8Cy. 320×450 mm<br>1500bhp<br>Atlas-Mak Masch.<br>Controllable pitch propeller |

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| [illegible]<br>Of Rdr | **LODOWNIK**<br><br>Polish Government<br>P.P.D. i U.A. "Gryf"<br>Szczecin Polish | [illegible]<br>—<br>— | | [illegible]<br>[illegible]<br>[illegible]<br>[illegible]<br>[illegible] | M Stern Trawler Bel<br><br>[illegible] | [illegible] |
| [illegible]<br>SXYO<br>1916<br>Of Red<br>Rdr | **LONDON II**<br>exLondon-68<br>exPrinses Maria-Pia-60<br>E. Frangoulis & I. Karteanis<br>Piraeus Greek | [illegible]<br>[illegible]<br>[illegible] | <br><br>SV<br><br><br>[illegible] | 1916 John Cockerill S.A.—Hbn<br>[illegible]<br>[illegible]<br>FCP 1 dk & S dk<br>R | M OSD<br><br>G.24906 B.22826<br>[illegible]<br>[illegible] | [illegible]<br>[illegible]<br>John Cockerill S.A.<br>[illegible] |
| [illegible]<br><br><br>Of Red<br>Rdr<br>RTm | **LUCIA II**<br>exSchooner-?<br>Antonio Schiano di Cola<br>Naples Italian | [illegible]<br>[illegible]<br>[illegible] | [illegible]<br><br>[illegible]<br><br>[illegible] | 1956-7 N.V. Scheeps. Gebr. v. Diepen—Waterhuizen<br>[illegible]<br>[illegible]<br>P[illegible] F[illegible] 1 dk<br>RW [illegible]<br>H [illegible] W[illegible] | M [illegible]<br>[illegible]<br>G.[illegible] B.[illegible]<br>[illegible]<br>[illegible] | Oil [illegible]<br>[illegible]<br>N.V. Werkspoor<br>[illegible] |
| [illegible]<br>LZPK<br><br>Of Red<br>Gc Rdr<br>RT | **LUDOGORETZ**<br><br>Navigation Maritime Bulgare<br>Varna Bulgarian | [illegible]<br>[illegible]<br>[illegible] | ✠100A1<br>strengthened for ore cargoes Nos. 2 & 4 holds may be empty<br>Ice Class 3<br>✠LMC<br>[illegible] | 1968-12 Schiffswerft Zeeon—Sosnow<br>[illegible]<br>[illegible]<br>P[illegible] F[illegible] 1 dk<br>[illegible] 7 BH<br>H [illegible] DK [illegible] W[illegible] incl. Comb. bkm & side tanks in holds [illegible] Topside tanks in holds [illegible] | M Bulk Carrier [illegible]<br>[illegible]<br>G.[illegible]<br>[illegible]<br>[illegible] | Oil [illegible]<br>[illegible]<br>[illegible]<br>[illegible]<br>[illegible]<br>[illegible] |
| [illegible]<br><br><br>Of Red<br>Gc Rdr<br>RT | **LUDWIG**<br><br>Lutt & Co.<br>Hamburg W. German | [illegible]<br>—<br>[illegible] | <br><br>GL (Class cont.) | 1968 Krögerwerft G.m.b.H.—Rendsburg<br>[illegible]<br>[illegible]<br>1 dk | M Tanker [illegible] | Oil [illegible]<br>[illegible]<br>Motorenw. Mannheim |
| [illegible]<br>LCNA<br><br>Of Rec<br>Rdr RT | **LYS-POINT**<br><br>Rederi A/S Lysaker<br>Oslo Norwegian | [illegible]<br>[illegible]<br>[illegible]<br>[illegible] | <br><br>NV (Class cont.) | 1969 A/S [illegible]—Haugesund<br>[illegible]<br>[illegible]<br>2 dks | M [illegible] | Oil [illegible]<br>[illegible]<br>Atlas-Mak Masch.<br>Controllable pitch pro |